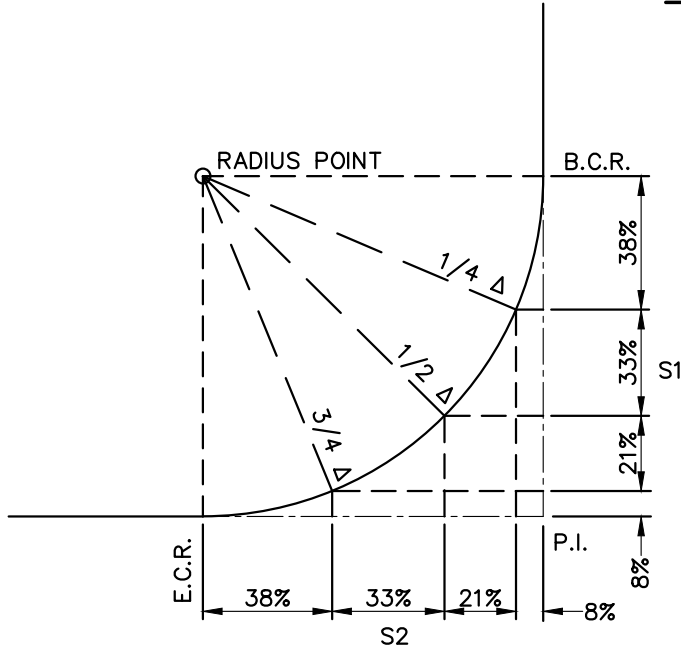


GIVEN:



B.C.R. ELEV. : _____

E.C.R. ELEV. : _____

P.I. ELEV. : _____

$S1 = (P.I. \text{ ELEV.}) - (B.C.R. \text{ ELEV.}) = \underline{\hspace{2cm}}$

$S2 = (E.C.R. \text{ ELEV.}) - (P.I. \text{ ELEV.}) = \underline{\hspace{2cm}}$

$1/4\Delta = B.C.R. \text{ ELEV.} + 38\% S1 + 8\% S2$

$1/2\Delta = B.C.R. \text{ ELEV.} + 38\% S1 + 33\% S1 + 8\% S2 + 21\% S2$

$3/4\Delta = B.C.R. \text{ ELEV.} + 38\% S1 + 33\% S1 + 21\% S1 + 8\% S2 + 21\% S2 + 33\% S2$

NOTE:

P.I. ELEV. IS POINT OF INTERSECTION OF TANGENT SLOPES FROM B.C.R. AND E.C.R. TYPICALLY THIS IS LABELED AS "P.I.G." IN SPANDRELS. GRADE BRAKES AT B.C.R. AND E.C.R. ARE NOT PERMITTED. NON-SPANDREL CURB RETURNS WITH NO POINT OF INTERSECTION MAY USE BACK-TO-BACK VERTICAL CURVES, PROPERLY LABELED.

B.C.R.= _____

1/4 Δ B.C.R. ELEVATION + 38% S1 + 8% S2
 _____ + 0.38 () + 0.08 ()
 _____ + _____ + _____ = _____

1/2 Δ B.C.R. ELEVATION + 71% S1 + 29% S2
 _____ + 0.71 () + 0.29 ()
 _____ + _____ + _____ = _____

3/4 Δ B.C.R. ELEVATION + 92% S1 + 62% S2
 _____ + 0.92 () + 0.62 ()
 _____ + _____ + _____ = _____

E.C.R.= _____

L:\Public Works - Engineering Standards\INDIO-146 5/19/2016 11:07 AM



Juan Raya 05/18/16
 JUAN RAYA, P.E. DATE
 CITY ENGINEER
 RCE 68510

REV.	DRAWN BY:	APP'D:	DATE:



**PLANAR CURB
 RETURN GRADE
 CALCULATIONS**

STANDARD PLAN No.:

146

MAY 2016