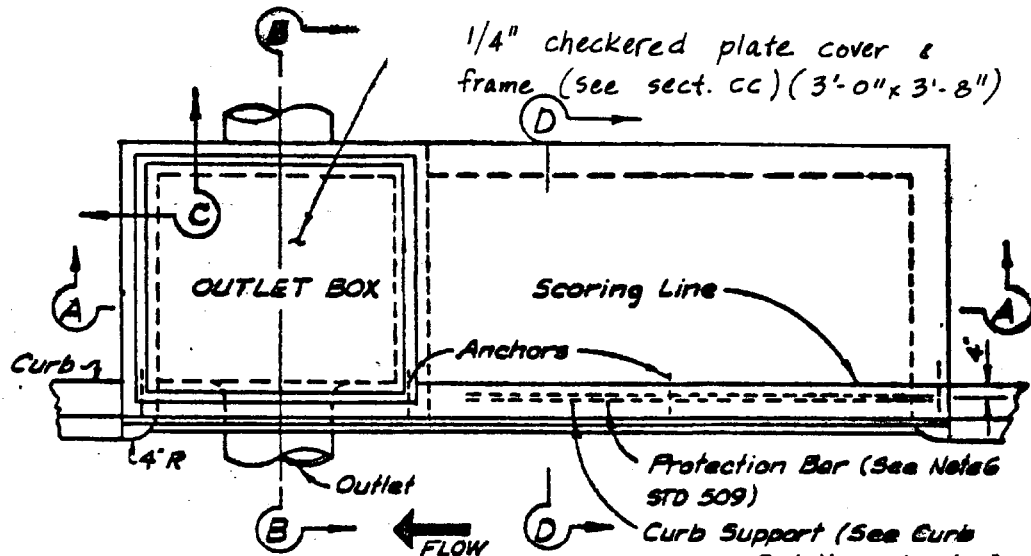
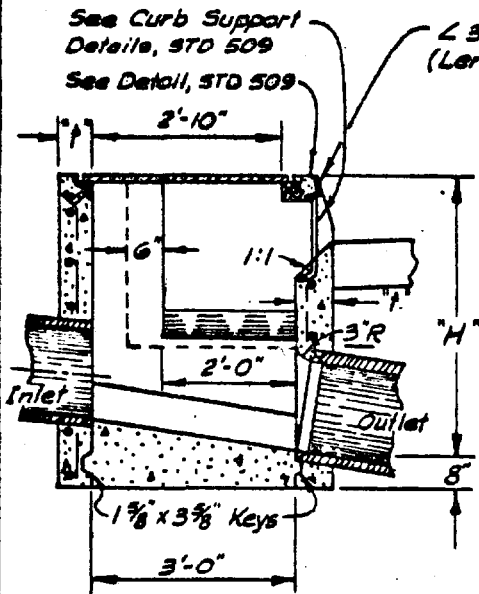


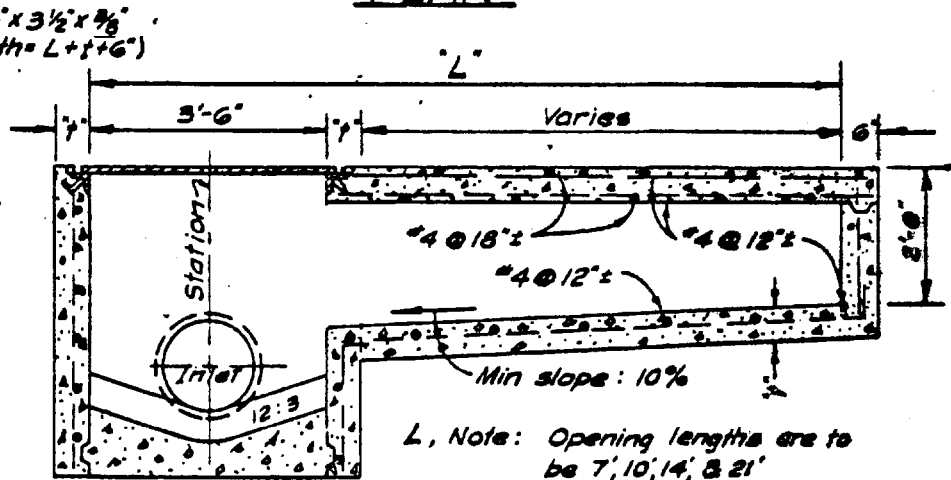
**SECTION D-D**



**PLAN**

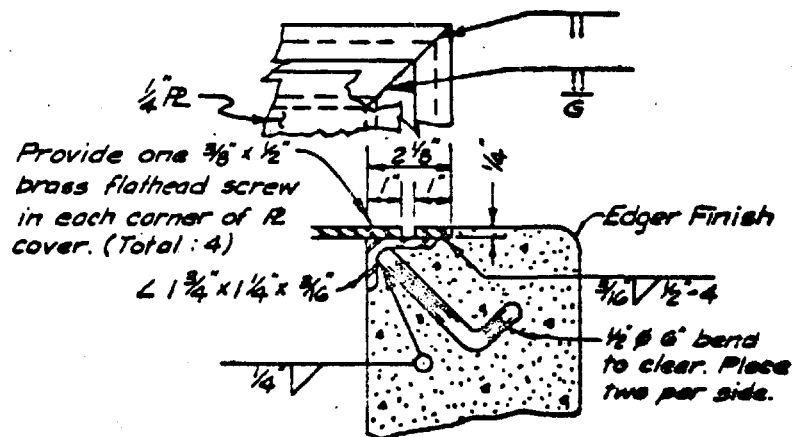


**SECTION B-B**



**SECTION A-A**

WALL THICKNESS	
"H"	"T"
8'-0" or less	6"
8'-1" to 20'-0"	8"



**SECTION C-C**

CITY OF BREA

*Sidney P. Henry*

CITY ENGINEER

STANDARD SHEET 1 OF 2

INLET TYPE OL (Curb Opening, Large)

506

LAR EXP T ND NE  
 ORANGE CO NO. 302 THIS  
 STATE OF CALIF 7-8325 THUS

SUP EDED  
 DATED:

AT  
 REV:

UNLESS OTHERWISE SPECIFIED ON PLANS AND SPECIFICATIONS:

1. The usual inlet location at a street intersection is at the upstream end of the curb return and clear of the pedestrian crosswalk.
2. Stations of inlets, shown on the plans, apply at center of outlet box.
3. Maximum grade intercept is three (3) percent.
4. Curb opening shall conform to curb alignment. See STD 202.
5. Curvature of the end walls of curb opening shall be formed and shall not be made by plastering.
- \*6. See STD 509 for miscellaneous details, and STD 521 for HIGHWAYS.
7. Outlet pipe shall be trimmed to the final shape and length before concrete is poured.
8. Concrete shall be Class A, per the California Division of Highways - Standard Specifications.
9. The flowline shall be hard, smooth troweled.
10. See STD 510 for inlet depressions.
11. See STD 206 for sidewalk.
12. Grades shall be shown on the Improvement Plans, for top of curb, gutter flowline at inlet and pipe outlet flowline.

CITY OF BREa

*Sedney R. Power*

STANDARD  
SHEET 2 OF 2

INLET TYPE OL (Curb Opening, Large)

506