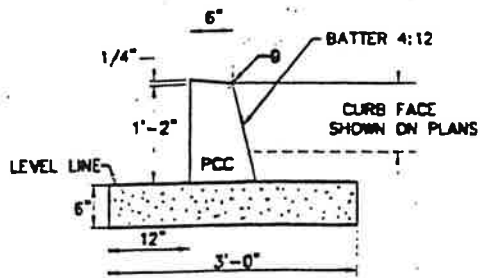


SECTION G
STANDARD DRAWINGS

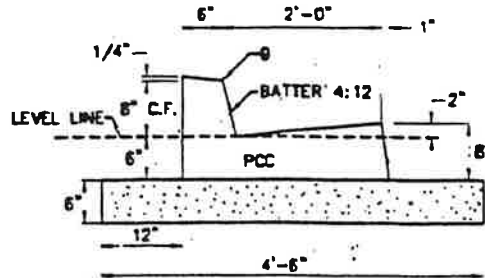
1. CITY OF INDUSTRY

RAILROAD STREET WIDENING
AND LOOP ROAD CONSTRUCTION

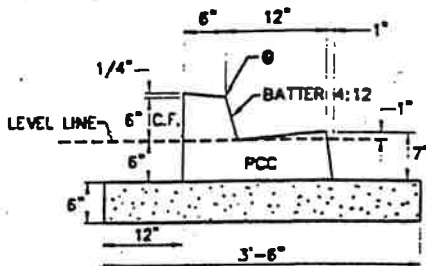
CONTRACT NO. AC-0340



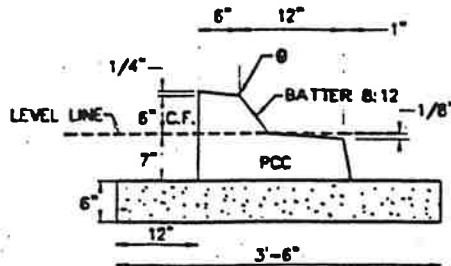
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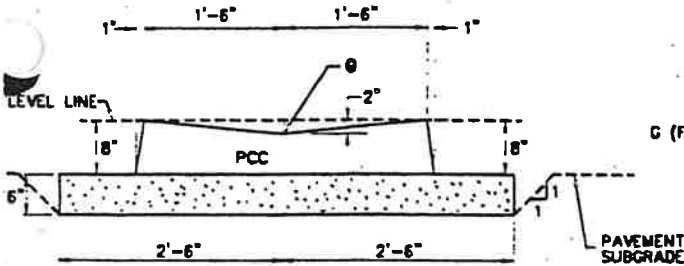
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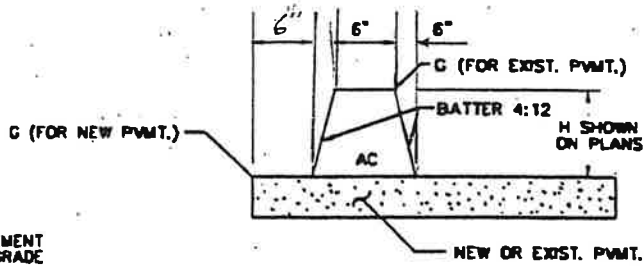
B3



B2




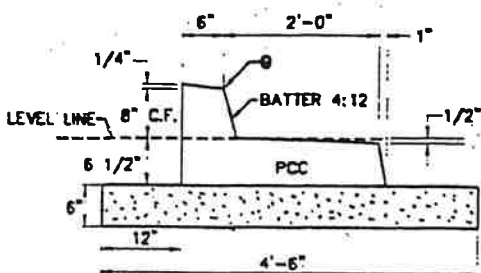
V



AC

NOTES:

1. "G" DESIGNATES LOCATION OF GRADE LINE AND/OR OFFSET POINT.
2. PCC SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF NO LESS THAN 2500 PSI.
3.  CRUSHED AGGREGATE BASE
4. ALL EXPOSED CORNERS ON PCC CURB AND GUTTER AND AC CURB SHALL BE ROUNDED WITH A RADIUS OF 3/4 INCH.
5. BATTER CURB FACE AS INDICATED UNLESS OTHERWISE SHOWN ON THE PLANS.
6. CRUSHED MISCELLANEOUS BASE (CMB) NOT ALLOWED.



A3

CITY OF INDUSTRY

DESIGNED BY:

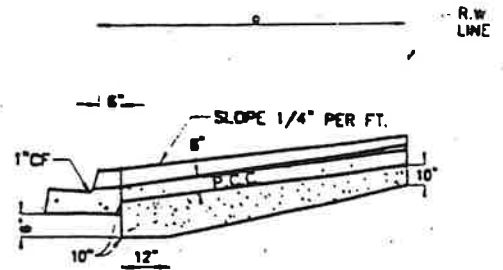
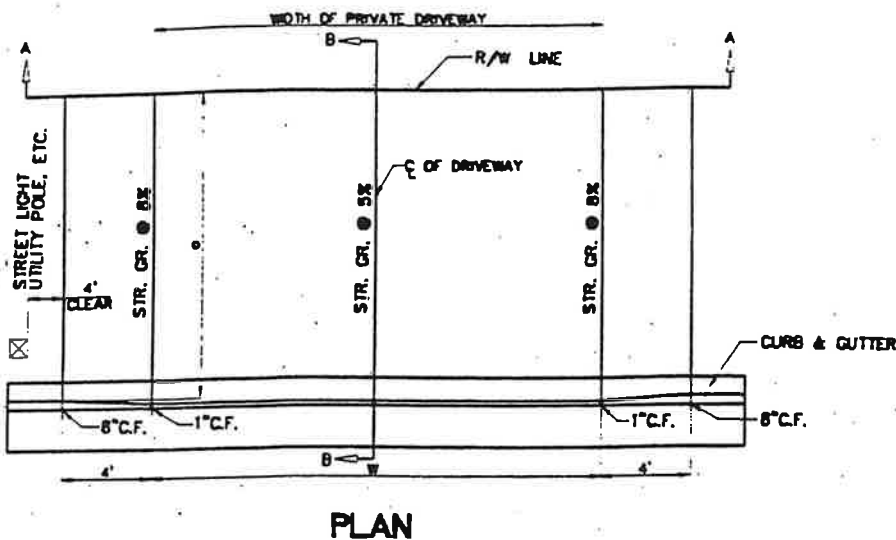
05-01-99
06-05-79
DATE

ENGINEER

CURB & GUTTER

STANDARD PLAN

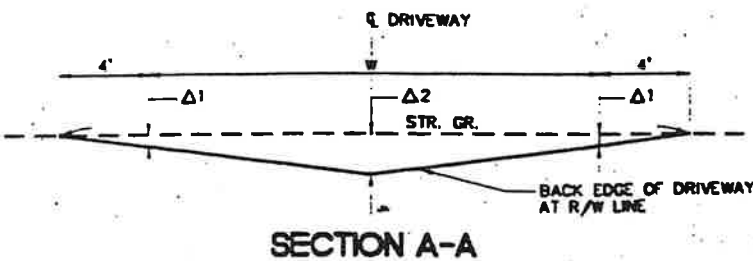
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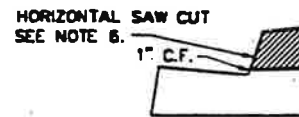
SECTION B-B

TABLE OF Δ DIMENSIONS		
Δ	Δ1	Δ2
8'	0.11'	0.35'
10'	0.00'	0.29'

REMOVE CROSS-HATCHED PORTION OF EXISTING CURB TO CONSTRUCT DRIVEWAY



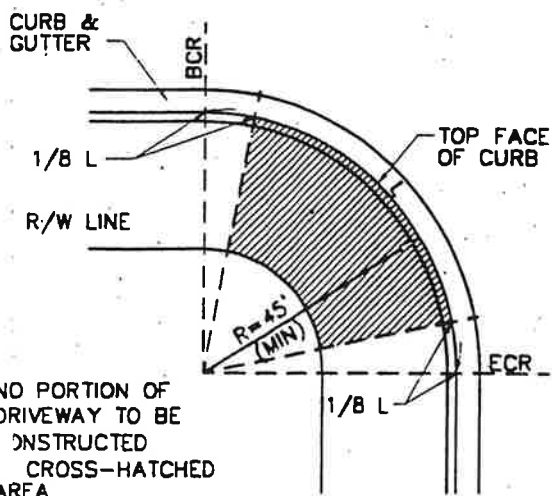
SECTION A-A



EXISTING CURB REMOVAL

NOTES:

1. LOCATION AND WIDTH ("W") OF DRIVEWAY IS
2. DRIVEWAY SURFACE SHALL BE GIVEN A ROUGH BROOM FINISH.
3. P.C.C. SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF AT LEAST 2,500 P.S.I.
4. PLACE SCORE LINES AT OUTER LIMITS OF "W" AND EQUALLY SPACED INTERVALS, NOT TO EXCEED 10 FEET, THEREIN.
5. BASE MATERIAL SHALL BE CRUSHED AGGREGATE BASE (CAB) OR CRUSHED MISCELLANEOUS BASE (CMB). SUBGRADE SHALL BE COMPACTED TO A RELATIVE DENSITY OF 90% AND THE BASE MATERIAL TO 95% COMPACTION TEST MAY BE REQUIRED, AT THE EXPENSE OF THE CONTRACTOR PRIOR TO PLACING P.C.C.
6. HORIZONTALLY SAW CUT THE EXISTING CURB FACE AND/OR REMOVE THE EXISTING CURB AND GUTTER PER STD. PLAN III, CASE I.
7. ANY PARTIAL DRIVEWAY REMOVALS SHALL BE DONE TO THE NEAREST SCORE LINE WHEN APPROVED BY THE CITY ENGINEER.
8. NO MONOLITHIC POURS WITH THE CURB AND GUTTER.



CURB RETURN LOCATION

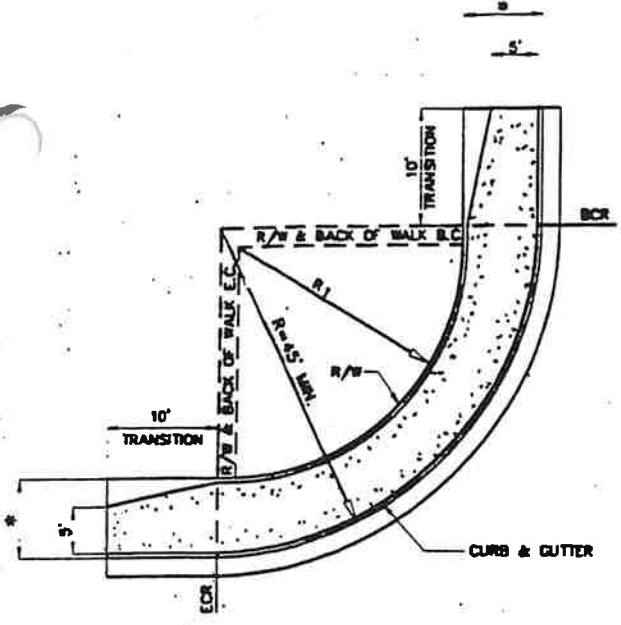
CITY OF INDUSTRY

DESIGNED BY: 05-01-99
 01-27-94
 12-21-89
 06-05-79
 CITY ENGINEER DATE

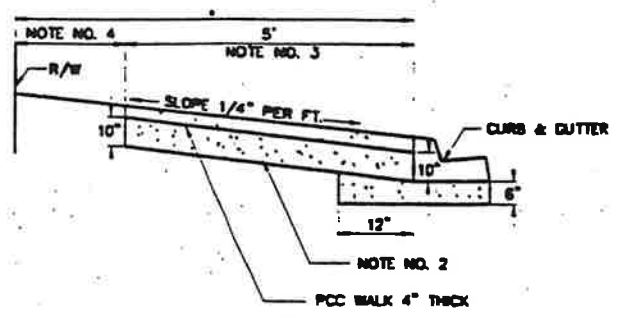
DRIVEWAY

STANDARD PLAN

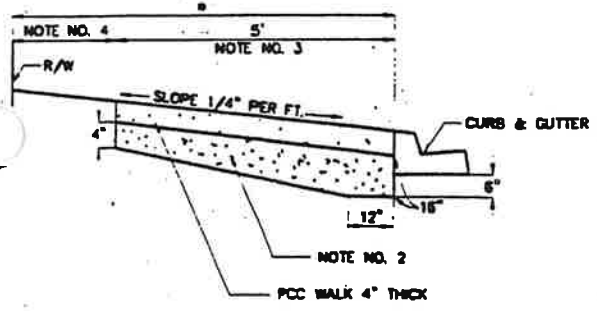
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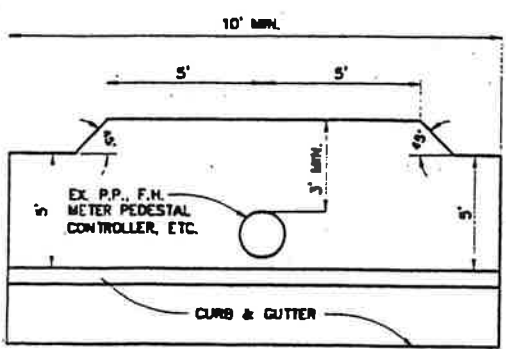
SIDEWALK IN RETURN
(WHERE EXISTING SIDEWALK = 5')



ALTERNATE SIDEWALK SECTION



TYPICAL SIDEWALK SECTION



SPECIAL DETAIL SIDEWALK AT OBSTRUCTION

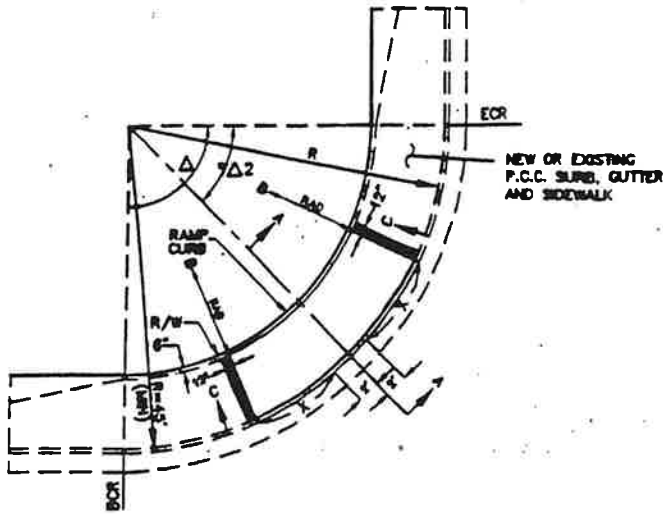
NOTES:

1. * , R₁ SHOWN ON PLAN, R=45' MIN.
2. BASE MATERIAL SHALL BE CRUSHED AGGREGATE BASE (CAB) OR CRUSHED MISCELLANEOUS BASE (CMB). SUBGRADE SHALL BE COMPACTED TO A RELATIVE DENSITY OF 90% AND THE BASE MATERIAL TO 95% COMPACTION TEST MAY BE REQUIRED, AT THE EXPENSE OF THE CONTRACTOR PRIOR TO PLACING PCC.
3. VARIES IN TRANSITION AND RETURN AREAS.
4. GRADE AND LANDSCAPE AS APPROVED BY THE CITY ENGINEER, DIMENSION USUALLY 6".
5. P.C.C. SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF AT LEAST 2,500 P.S.I.
6. SCORE LINES, AT RIGHT ANGLES OR RADIAL TO THE CURB, SHALL BE PLACED OPPOSITE SCORE LINES IN CURBS AND AT INTERMEDIATE LOCATIONS ON APPROXIMATE 5 FOOT CENTERS.
7. NO MONOLITHIC POURS WITH THE CURB AND GUTTER.

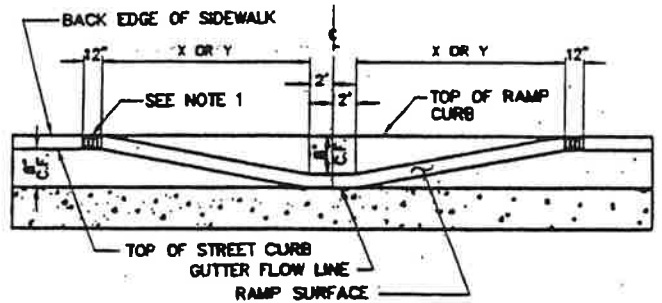
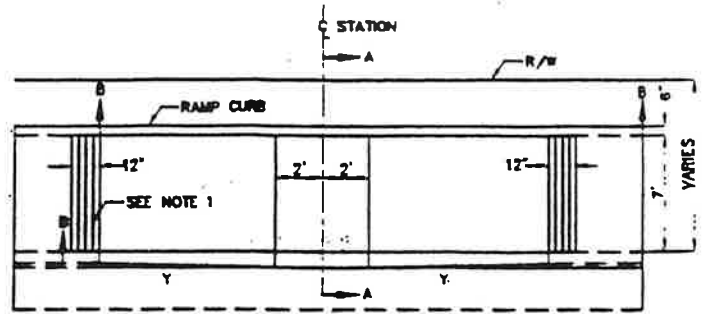
CITY OF INDUSTRY

DESIGNED BY:	05-01-99
	01-27-84
	07-21-82
	09-11-91
	06-05-79
ENGINEER	DATE

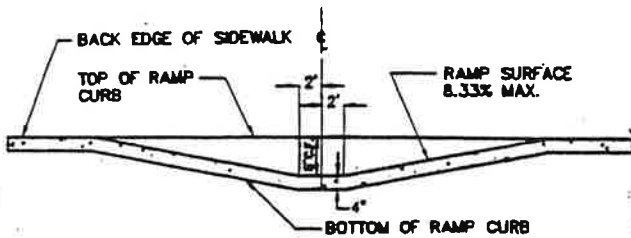
SIDEWALK



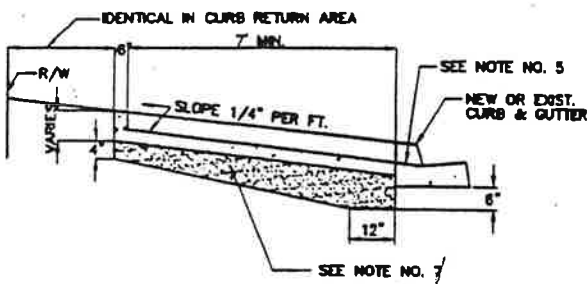
SIDEWALK IN RETURN
(WHERE EXISTING SIDEWALK = 5')



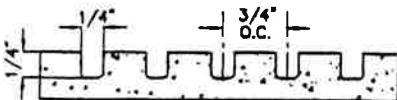
SECTION C-C



SECTION B-B



SECTION A-A



GROOVING DETAIL

NOTES:

1. GROOVE SIDEWALK ADJOINING RAMP DEPRESSION PER GROOVE DETAIL.
2. BASE MATERIAL SHALL BE CRUSHED AGGREGATE BASE (CAB) OR CRUSHED MISCELLANEOUS BASE (CMB). SUBGRADE SHALL BE COMPACTED TO A RELATIVE DENSITY OF 90% AND THE BASE MATERIAL TO 95%. COMPACTION TEST MAY BE REQUIRED, AT THE EXPENSE OF THE CONTRACTOR PRIOR TO PLACING PCC.
3. THE SURFACE OF THE RAMP, EXCEPT FOR THAT PORTION GROOVED, SHALL BE GIVEN A ROUGH BROOM FINISH NORMAL TO THE RAMP CENTER LINE.
4. P.C.C. SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF AT LEAST 2,500 P.S.I.
5. IN AREAS OF EXISTING CURB AND GUTTER, REMOVE EXISTING CURB BY HORIZONTALLY SAW CUTTING THE EXISTING CURB FACE AND/ OR REMOVE THE EXISTING CURB AND GUTTER AND REPLACE PER STD. PLAN III, CASE I.
6. IN AREAS OF EXISTING SIDEWALK, REMOVE AND REPLACE SIDEWALK TO THE NEAREST SCORE LINE OR JOINT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
7. Y=B', X=10.5' UNLESS OTHERWISE SHOWN ON PLANS. RAMP SURFACE SHALL NOT EXCEED 8.33%
8. NO MONOLITHIC POUR WITH THE CURB AND GUTTER.

CITY OF INDUSTRY

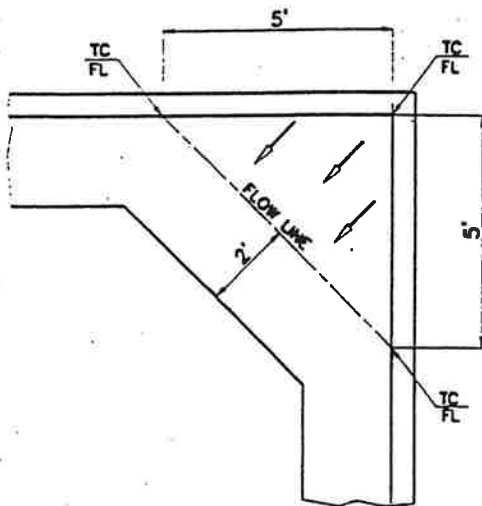
PEDESTRIAN RAMP
CASE I

STANDARD PLAN

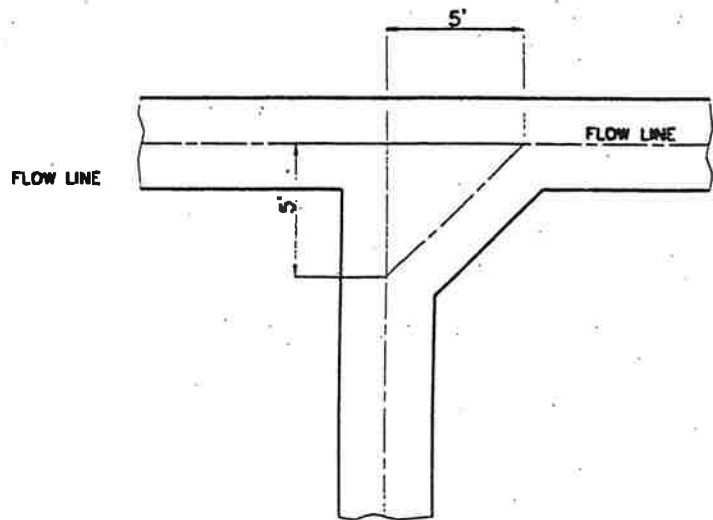
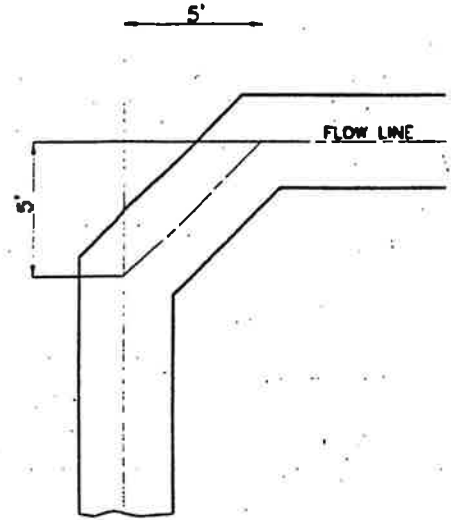
116

APPROVED BY:	06-14-99
	05-01-99
	01-27-94
	07-21-92
	09-11-91
	06-05-79
CITY ENGINEER	DATE

DETAIL "A"



DETAIL "B"



CITY OF INDUSTRY

DESIGNED BY:

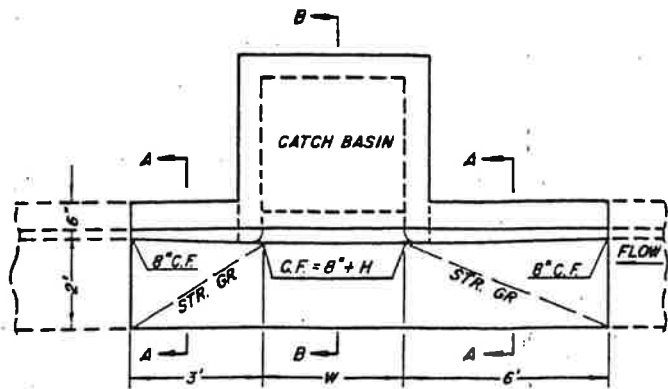
ENGINEER

1-09-97
DATE

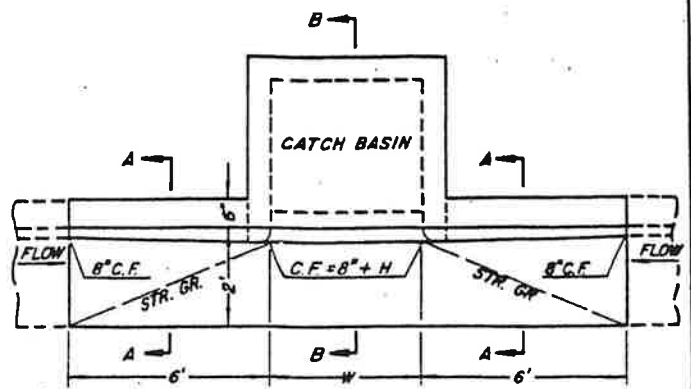
"V" GUTTER DETAIL

STANDARD PLAN

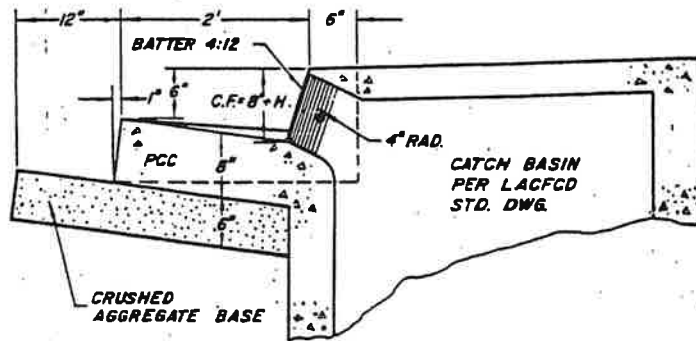
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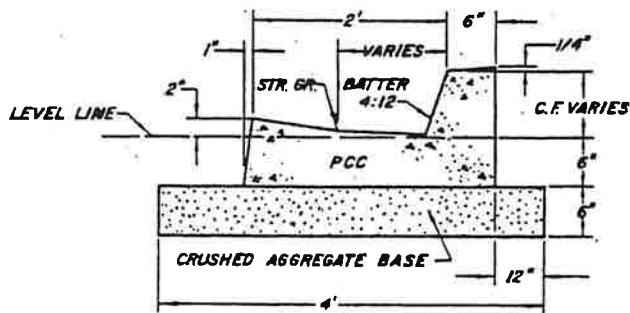
PLAN
CASE 1



PLAN
CASE 2
(SUMP CONDITION)



SECTION B - B



SECTION A - A

NOTES:

1. PCC SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF AT LEAST 3,250 P.S.I.
2. ADJACENT CURB AND GUTTER SHALL BE IN PLACE OR FORMED PRIOR TO CONSTRUCTION OF LOCAL DEPRESSION AND TOP OF CATCH BASIN.
3. THIS STANDARD PLAN IS APPLICABLE ONLY TO LACFCD CATCH BASINS NO. 1, 2, AND 3 OR SIMILAR SIDE INLET TYPES.
4. COST OF LOCAL DEPRESSION SHALL BE INCLUDED IN THE CONTRACT PRICE PAID FOR THE RESPECTIVE CATCH BASIN.
5. CURB FACE BATTER SHALL BE ADJUSTED TO THAT OF EXISTING CURB TO BE JOINED.
6. "W" IS SHOWN ON CATCH BASIN STANDARD DRAWING OR ON PLANS.
7. "H" SHALL BE 2 INCHES UNLESS SHOWN OTHERWISE ON PLANS.
8. STATION AND GUTTER FLOW LINE ELEVATION FOR ENDS OF LOCAL DEPRESSION ARE SHOWN ON THE PLANS.

CITY OF INDUSTRY

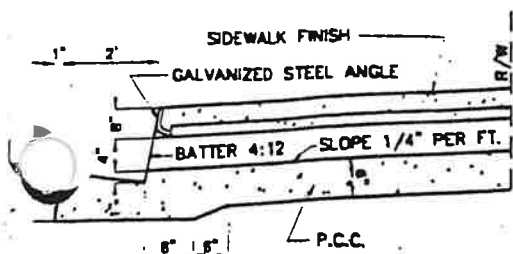
APPROVED BY:

6-5-79

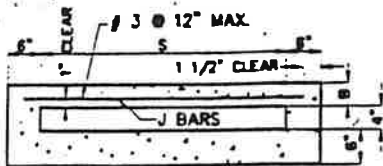
LOCAL DEPRESSION

STANDARD PLAN

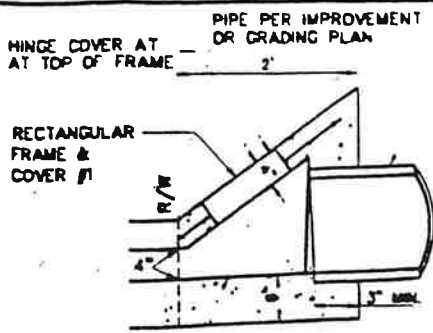
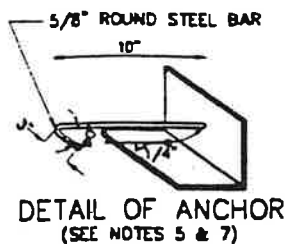
212



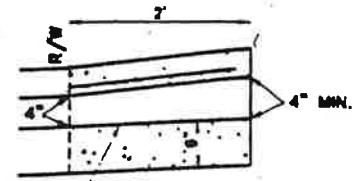
SECTION A-A



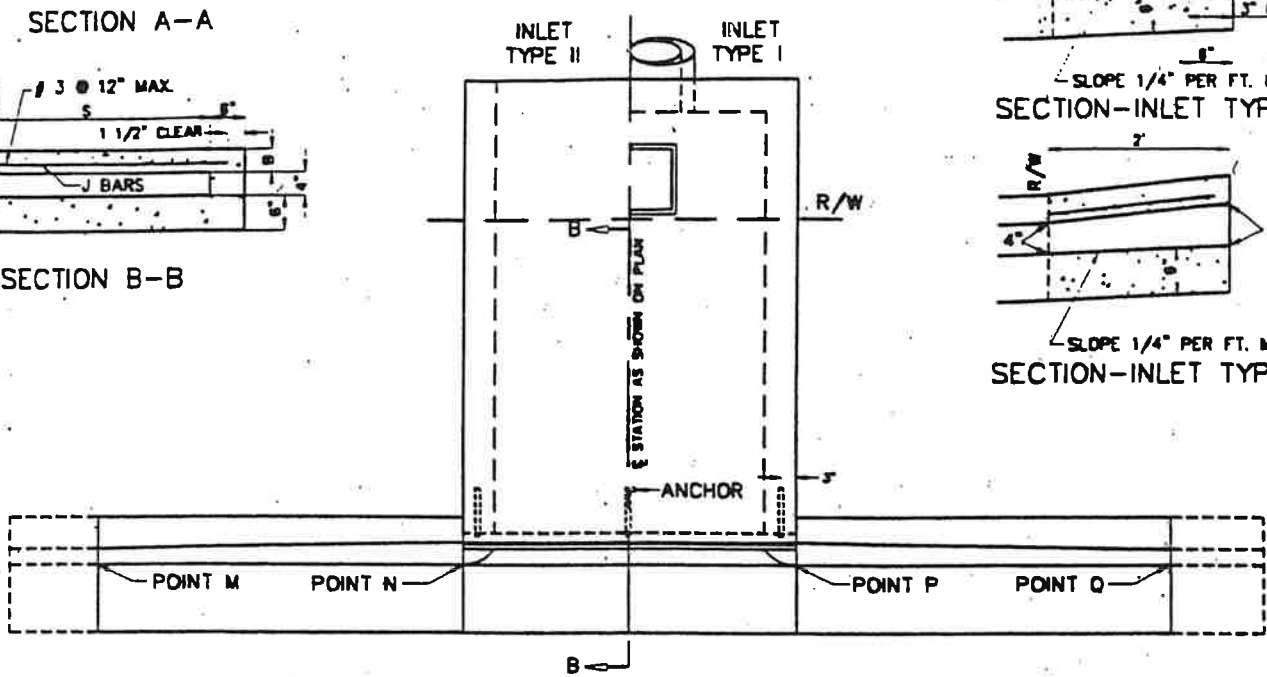
SECTION B-B



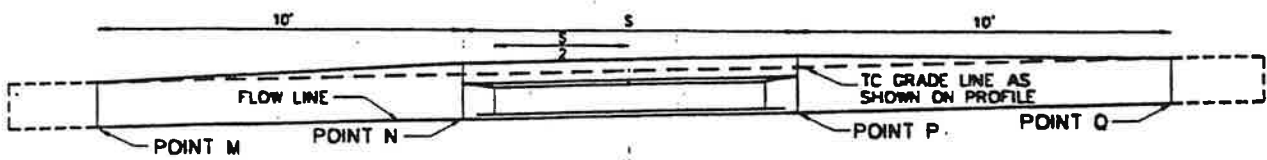
SECTION-INLET TYPE I



SECTION-INLET TYPE II



PLAN



PROFILE

NOTES:

1. FLOOR OF BOX TO BE TROWELED SMOOTH.
2. WHEN THE TOE OF SLOPE IS WITHIN THE R/W, INLET TYPE I BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
3. FOR OPEN DITCH APPROACH (TYPE II) THE 2' EXTENSION IS NOT REQUIRED WHEN THE BACK OF THE WALK IS 2' OR MORE FROM THE R/W LINE.
TOP OF INLET STRUCTURE (TYPE I & II) TO BE FLUSH WITH ADJACENT SURFACE WHERE PREDICTABLE.
4. A HEADED STEEL STUD 5/8" X 6 3/8" WITH HEAD D=1" ATTACHED BY A FULL PENETRATION BUTT WELD MAY BE USED AS AN ALTERNATE ANCHOR.
5. NORMAL CURB FACE POINT N & Q, B+5" AT POINT N & P.
THE 3" LEG OF THE INTERIOR ANCHORS SHALL BE PARALLEL TO THE TOP OF SIDEWALK.
6. REMOVAL OF EXISTING CURB AND GUTTER SHALL BE PER STD. PLAN III, CASE I.

STEEL LIST

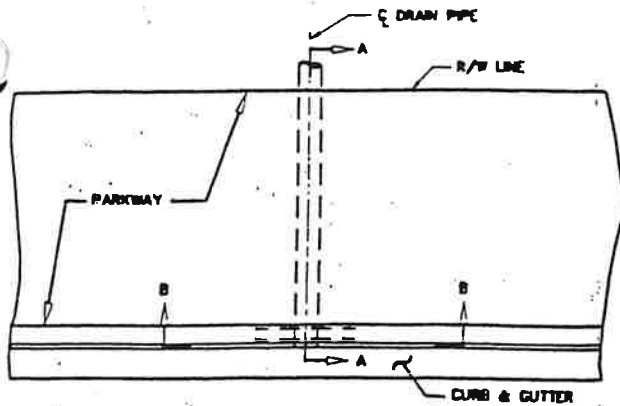
S	B	GALVANIZED STEEL ANGLE	J BAR	J BAR	
				SIZE	SPACING/LENGTH
1'-0"	3"	2 1/2" x 2" x 3/8"	2	#3	7' 1'-9"
1'-6"	"	"	"	"	2'-3"
2'-0"	"	"	"	"	2'-9"
2'-6"	"	"	"	"	3'-3"
3'-0"	"	"	3	"	3'-9"
3'-6"	"	"	"	"	6" 4'-3"
4'-0"	"	"	"	5"	4'-9"
4'-6"	"	3 1/2" x 3" x 1/2"	"	6 1/2"	5'-3"
5'-0"	"	"	"	5"	5'-9"
5'-6"	"	"	"	4"	6'-3"
6'-0"	"	"	"	3 1/2"	6'-9"

CITY OF INDUSTRY

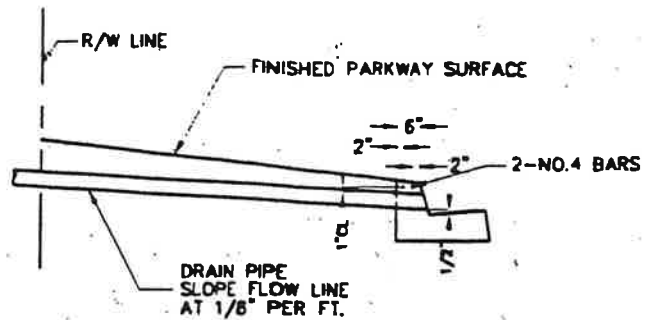
DESIGNED BY:
ENGINEER
DATE

PARKWAY DRAIN NO. 1

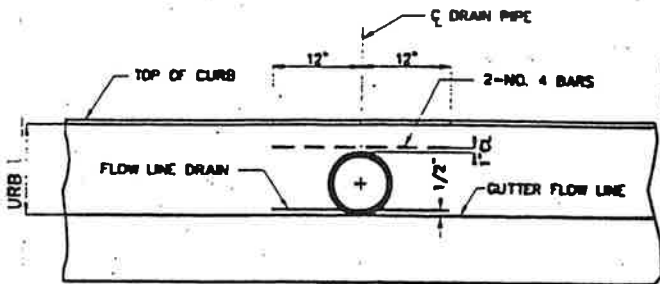
STANDARD PLAN
213



PLAN



SECTION A - A



SECTION B-B



EXISTING CURB & GUTTER

CORE DRILL THE EXISTING CURB FACE.
INSERT PIPE AND DRY PACK.

NOTES:

1. DRAIN PIPE DIAMETER SHALL NOT EXCEED 1/2 OF CURB FACE DIMENSION.
2. PIPE MAY BE STEEL, CAST IRON, ASBESTOS CEMENT, SOLID WALL ABS, OR P.V.C. SEWER PIPE.
3. P.C.C. SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF AT LEAST 2,500 P.S.I.
4. ANY EXISTING SIDEWALK SHALL BE SAW CUT AND REMOVED TO THE NEAREST SCORE LINES AND REPLACED PER STD. PLAN 115.

CITY OF INDUSTRY

PARKWAY DRAIN NO. 2

STANDARD PLAN

214

BY: _____
ENGINEER
05-01-99
06-05-79
DATE