

BACK OF CURB

FLOWLINE

WEAKENED PLANE JOINTS
SEE STANDARD DRAWING
NUMBER 234

10' (TYP.)

10'

7"

6"

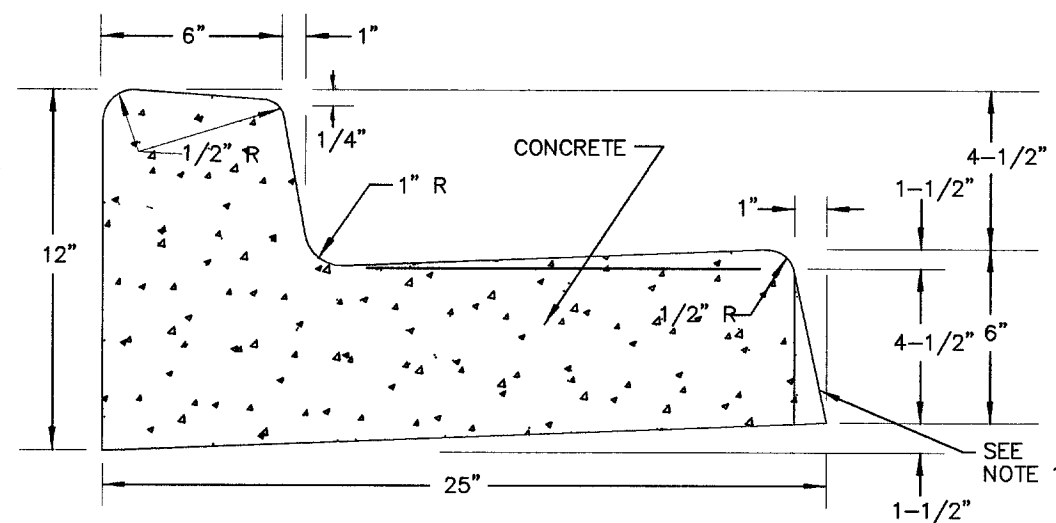
17"

1"

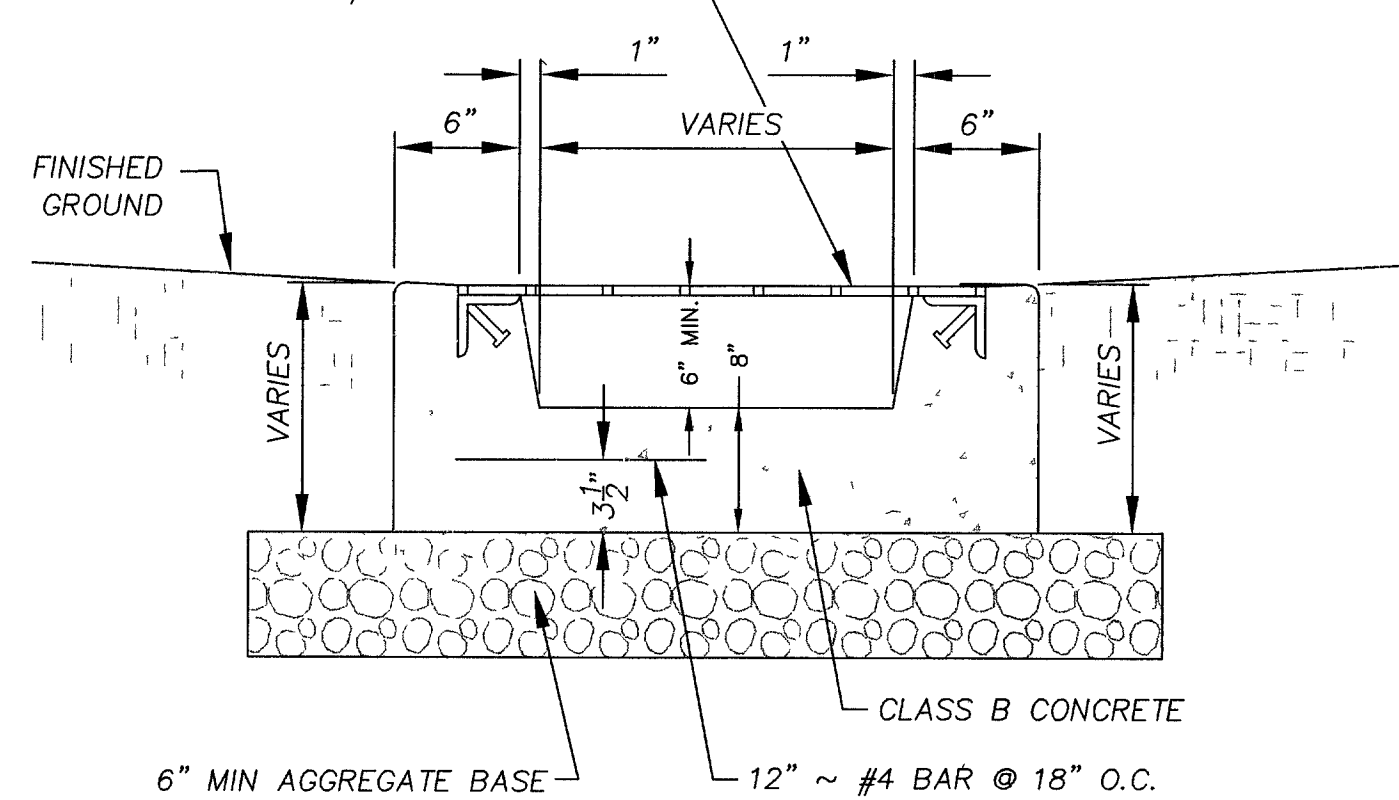
1/2" EXPANSION
ALL COLD JOINTS

PLAN

1. 1" BATTER ON GUTTER FACE OPTIONAL
2. WHERE LONGITUDINAL SLOPE IS LESS THAN 0.4% THE FLOW LINE SHALL BE WATER TESTED.

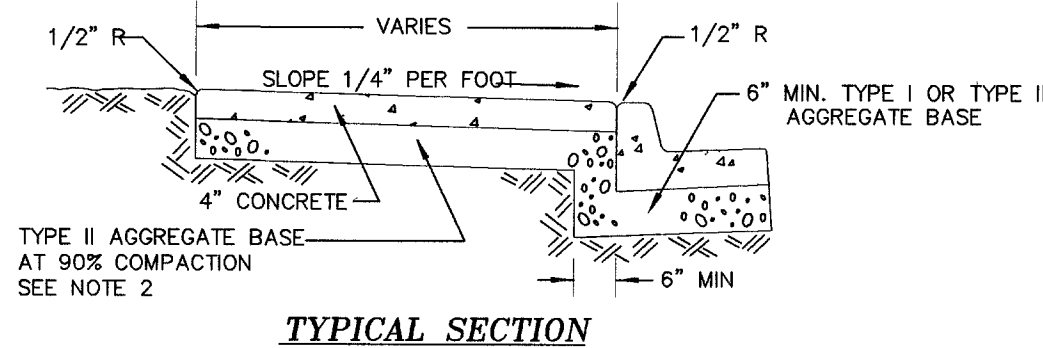


1/2" DEEP ADA COMPLIANT
LOAD BEARING GRATE ON
L3"x3"x1/4" EMBEDS



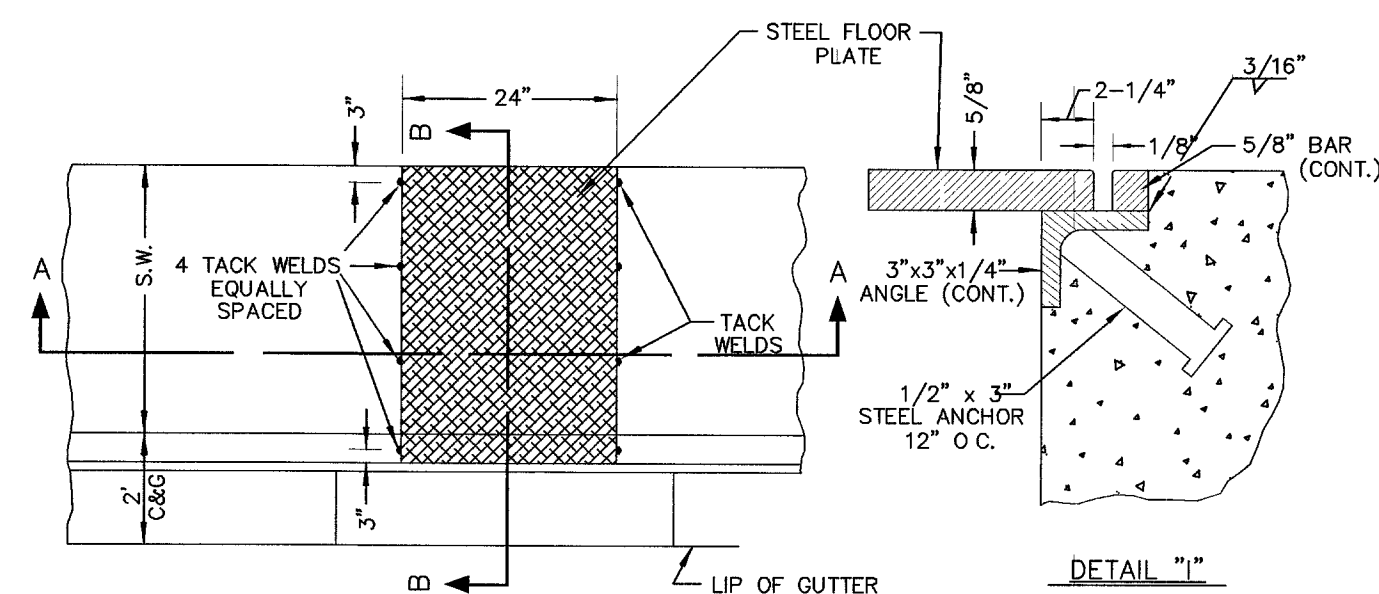
AVOID CUTTING UNDERGROUND UTILITY LINES IT'S COSTLY Call before you Dig 1-800-227-2600	AVOID OVERHEAD POWER LINE CONTACT. IT'S COSTLY. Call before you OVERHEAD 1-702-593-6111	AVOID HITTING UNDERGROUND UTILITY LINES. IT'S COSTLY. SAFETY CONSIDER YOUR LIFE. YOU CAN SAVE IT. Call before you UNDERGROUND 1-702-455-7511 CLARK COUNTY TRAFFIC OPERATIONS 1-702-279-6611 LOS ANGELES
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EXISTING UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO COMMENCING CONSTRUCTION. NO REPRESENTATION IS MADE THAT ALL EXISTING UTILITIES ARE SHOWN HEREON. THE ENGINEER ASSUMES NO LIABILITY FOR UTILITIES NOT SHOWN OR UTILITIES NOT SHOWN IN THEIR PROPER LOCATION.

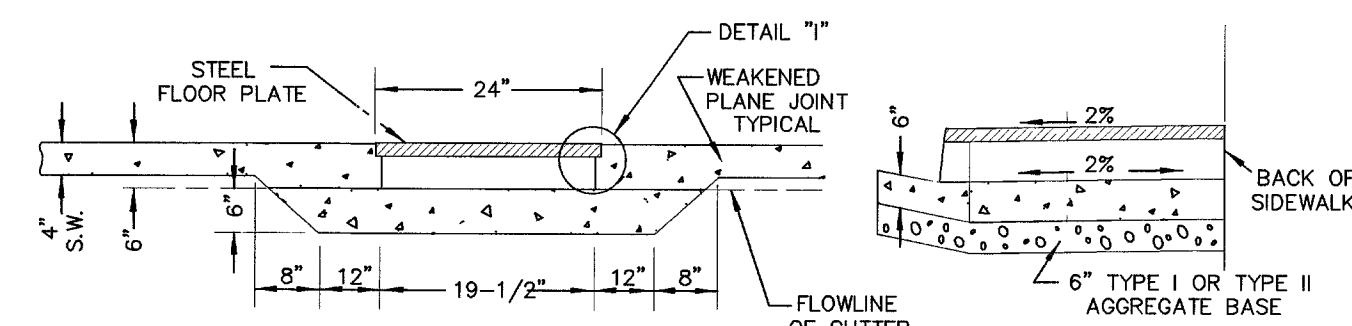


EXPANSION JOINT

- 1 ON ALL CURB RETURNS A 1/2" EXPANSION JOINT SHALL BE CONSTRUCTED BETWEEN THE BACK OF CURB AND THE SIDEWALK FOR THE ENTIRE LENGTH OF THE RETURN.
- 2 THE TYPE II AGGREGATE BASE THICKNESS IS SHOWN ON THE TYPICAL SECTION DRAWINGS 202 - 207
3. LONGITUDINAL WEAKENED PLANE JOINT REQUIRED AT MIDPOINT OF SIDEWALK 10' OR WIDER.



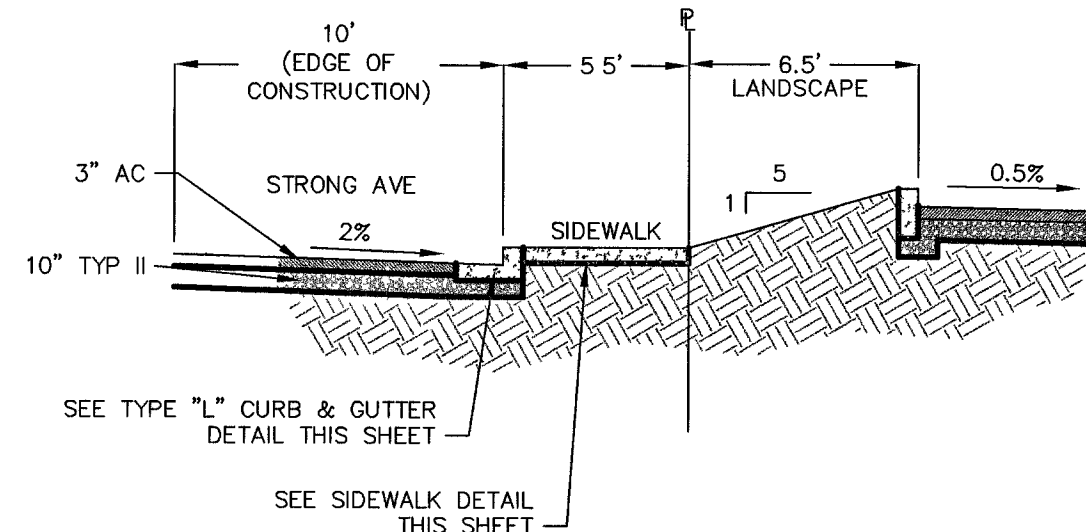
PLAN



SECTION A-A

NOTES:

- 1 IF WIDTH OF PLATE IS GREATER THAN 24", A SPECIAL DESIGN IS REQUIRED.
2. ALL EXPOSED METAL PARTS SHALL BE GALVANIZED AND ALL GALVANIZING DAMAGED BY FABRICATION OR INSTALLATION SHALL RECEIVE TWO COATS OF ALUMINUM PAINT (GALVONOX OR EQUAL).

[illegible]

EXISTING WALL TO REMAIN

5.0' MIN. LANDSCAPE

BUILDING
FF: 2078.0

EXISTING GRADE

0.5% 0.5%

SEE U-GUTTER DETAIL
THIS SHEET

The diagram illustrates a cross-section of a pavement structure with the following layers and specifications:

- SEAL COAT**: The topmost layer, indicated by an arrow.
- A.C. PAVEMENT**: Asphalt Concrete Pavement layer, indicated by an arrow.
- PRIME COAT**: A layer below the A.C. pavement, indicated by an arrow.
- TACK COAT AT ALL EXPOSED SURFACE (TYP.)**: Indicated by an arrow pointing to the interface between the prime coat and the aggregate base.
- TYPE II AGGREGATE BASE MATERIAL COMPACTED TO 95%**: A thick layer below the tack coat, indicated by an arrow.
- SCARIFY EXISTING SUBGRADE AND RECOMPACT TO 95%**: Indicated by an arrow pointing to the bottom-most layer.

On the left side, vertical dimensions and material specifications are provided:

- 3"**: Dimension for the Seal Coat.
- 4"**: Dimension for the A.C. Pavement.
- 12" STRUCTURAL**: Dimension for the Type II Aggregate Base.
- ALL COMPACTED TO 95% DRY DENSITY**: A note spanning the aggregate base and subgrade layers.
- MATERIAL TO MINIMUM**: A note pointing to the subgrade layer.

12" STRUCTURAL FULLY COMPACTED TO 95% MAX. DRY DENSITY

SEAL COAT

6" PORTLAND CEMENT CONCRETE

PRIME COAT

NO. 4 REBAR @ 12" O.C. EACH WAY

6" TYPE II AGGREGATE BASE MATERIAL COMPACTED TO 95%

SCARIFY EXISTING SUBGRADE AND RECOMPACT TO 95%

EXISTING SUBGRADE TO MINIMUM DENSITY

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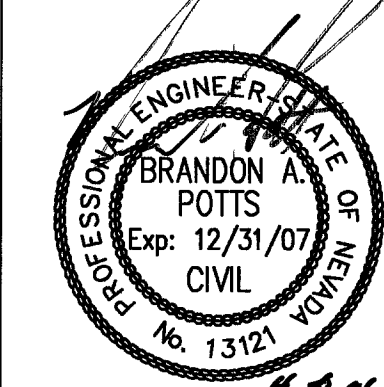
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REVISIONS:	△		
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PRINTS REQUIRE ENGINEER'S SEAL
& SIGN. FOR PROOF OF VALIDITY



DETAIL SHEET

1334

C-6

OF 6

HANSEN #
7636
107 N. 1st St.