

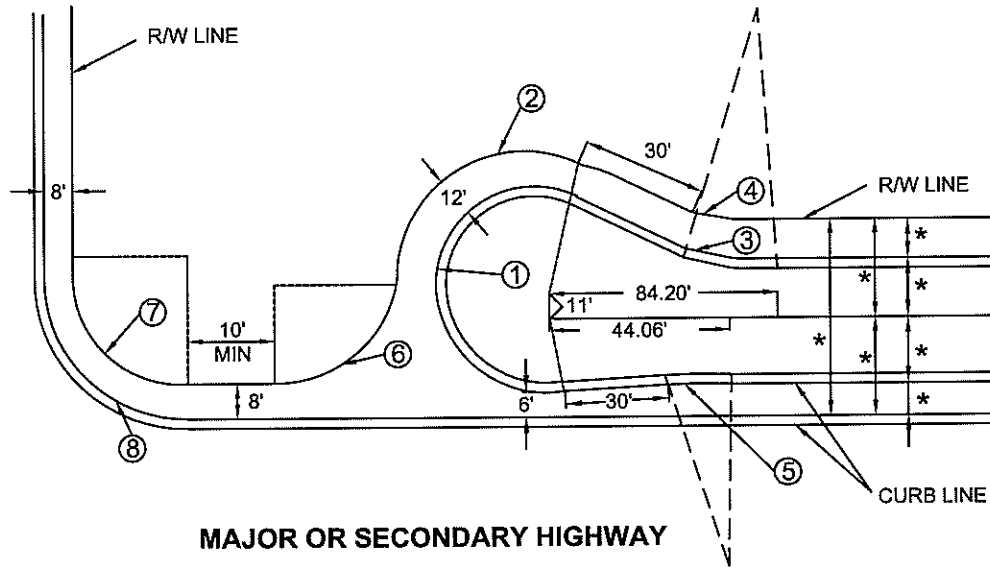
NOTE:  
 PARTIALLY OFFSET TURNAROUNDS ARE ACCEPTABLE.  
 \* FOR WIDTHS, REFERENCE STD. DRAWING #1050

CURB CURVE DATA:				R/W CURVE DATA:			
#	Δ	R	L	#	Δ	R	L
①	17° 23' 25"	100'	30.35'	①	17° 23' 25"	88'	26.71'
②	214° 46' 50"	32'	119.96'	②	214° 46' 50"	44'	164.94'
③	17° 23' 25"	100'	30.35'	③	17° 23' 25"	88'	26.71'
④	28° 18' 01"	100'	49.39'	④	28° 18' 01"	88'	43.47'
⑤	208° 18' 01"	32'	116.34'	⑤	208° 18' 01"	44'	159.96'

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION: DEC 31, 2008
CHECKED BY: VRR	REVISION NO. 2	
APPROVED BY CITY ENGINEER		DATE
<i>Braig H. Bradshaw</i>		7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009	

<b>CITY OF CLAREMONT</b>	
STANDARD DRAWING NO.	
TURNAROUND FOR RESIDENTIAL CUL-DE-SAC STREETS	<b>1001</b>


MAJOR OR SECONDARY HIGHWAY

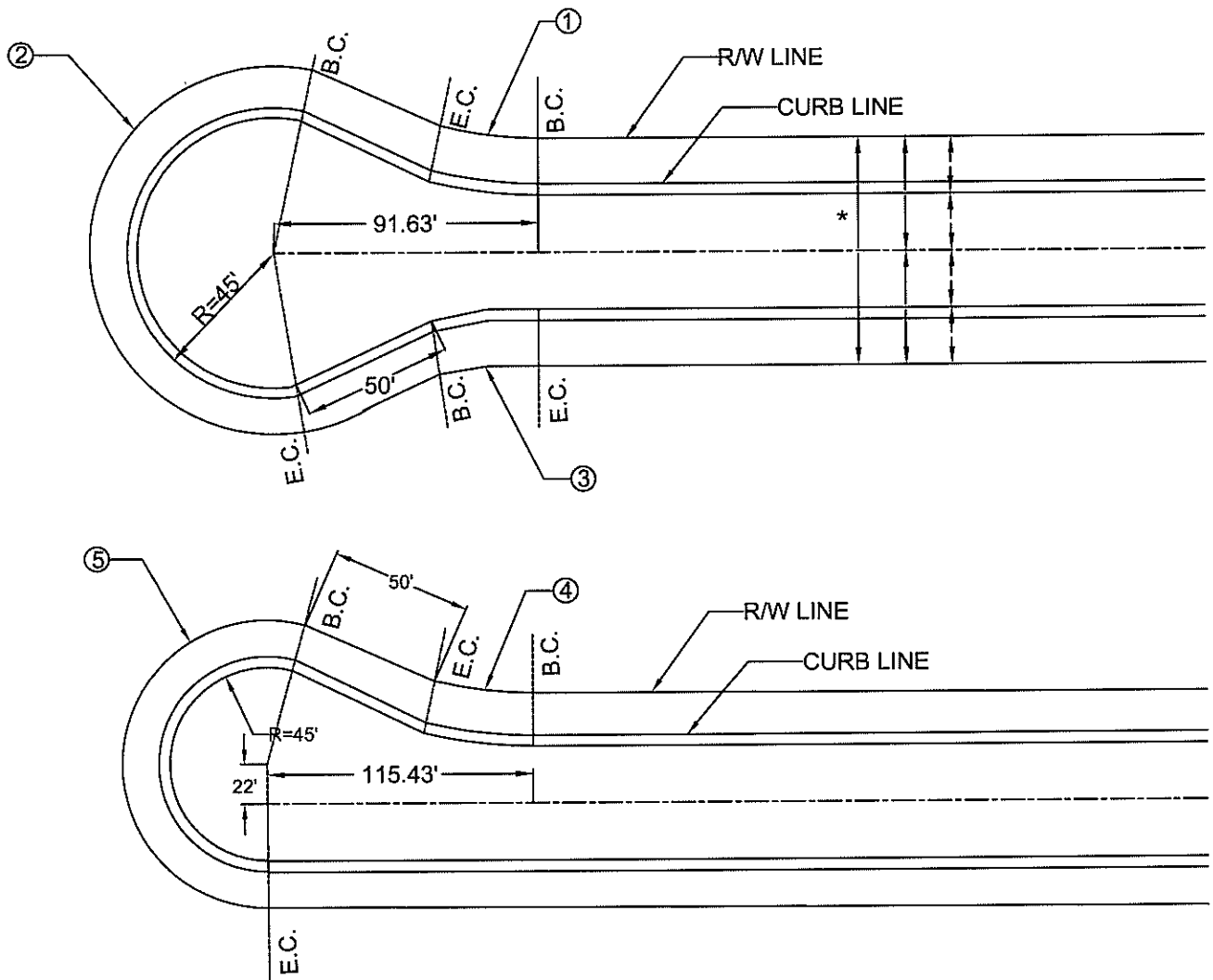


MAJOR OR SECONDARY HIGHWAY

Curve Data:			
#	Δ	R	L
①	211° 50' 43"	32'	118.22'
②	115° 39' 22"	44'	88.82'
③	25° 39' 22"	100'	44.78'
④	25° 39' 22"	88'	39.41'
⑤	6° 11' 21"	100'	10.80'
⑥	90° 00' 00"	13'	20.42'
⑦	~90°	27'	~42.41'
⑧	~90°	35'	~54.98'

\* FOR WIDTHS, REFERENCE STD. DRAWING #1050

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 3	JUNE 29, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
 7/10/2009		TURNAROUND FOR SERVICE ROAD CUL-DE-SAC	<b>1002</b>
			R.C.E. NO. 39425      EXP. DATE 12/31/2009

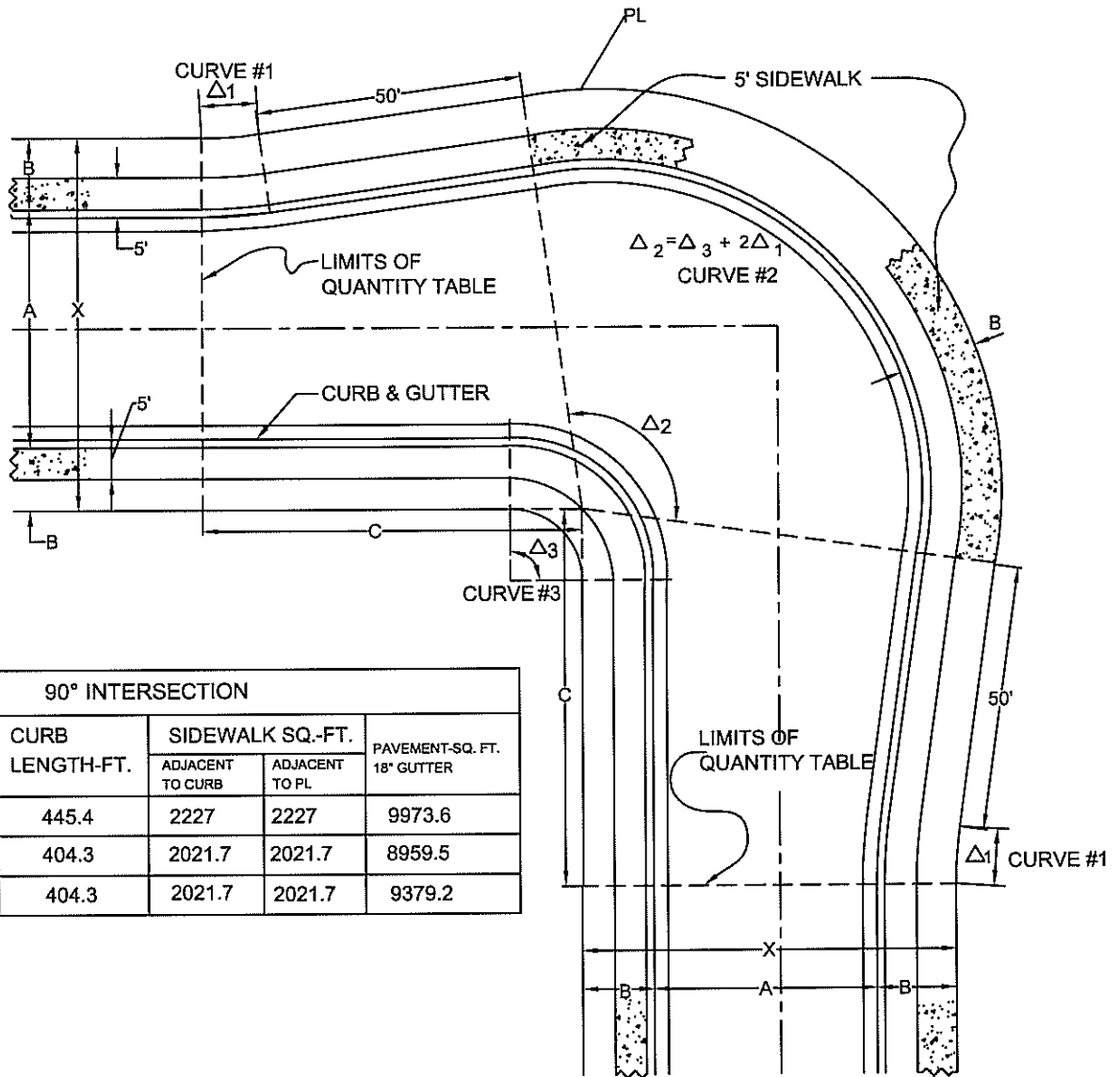


Curb Curve Data:				R/W Curve Data:			
#	Δ	R	L	#	Δ	R	L
①	17° 39' 32"	100'	30.82'	①	17° 39' 32"	90'	27.74'
②	215° 19' 04"	45'	169.11'	②	215° 19' 04"	55'	206.69'
③	17° 39' 32"	100'	30.82'	③	17° 39' 32"	90'	27.74'
④	29° 47' 19"	100'	51.99'	④	29° 47' 19"	90'	46.79'
⑤	209° 47' 19"	45'	164.77'	⑤	209° 47' 19"	55'	201.38'

\* FOR WIDTHS, REFERENCE STD. DRAWING # 1050

DRAWN BY: VRR      REVISED BY: JJI      DATE OF LAST REVISION: DEC 31, 2008  
 CHECKED BY: VRR      REVISION NO. 2  
 APPROVED BY CITY ENGINEER      DATE  
*Craig R. Bradshaw*      7/10/2009  
 R.C.E. NO. 39425      EXP. DATE 12/31/2009

**CITY OF CLAREMONT**  
 STANDARD DRAWING NO.  
 TURNAROUND FOR INDUSTRIAL & COMMERCIAL ROAD CUL-DE-SAC  
**1003**



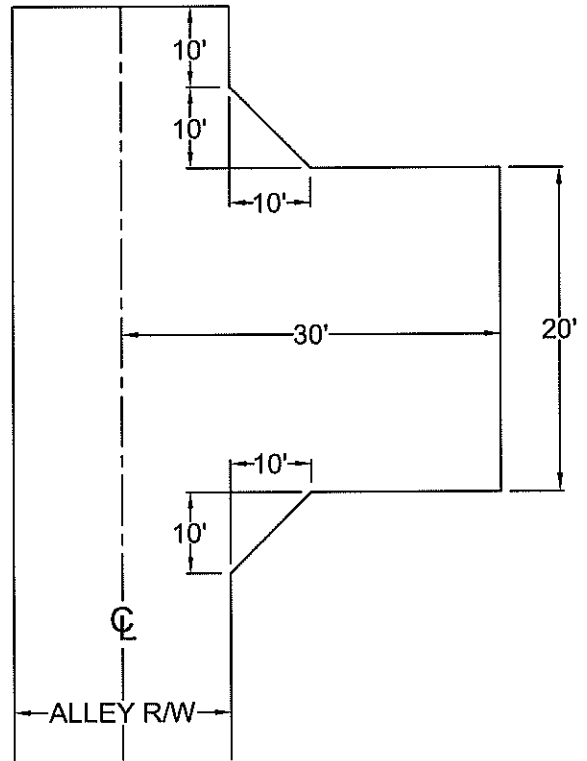
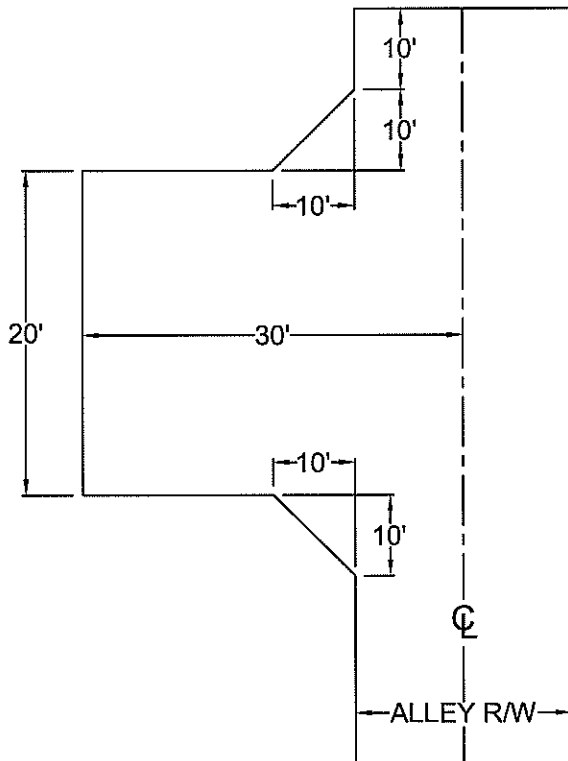
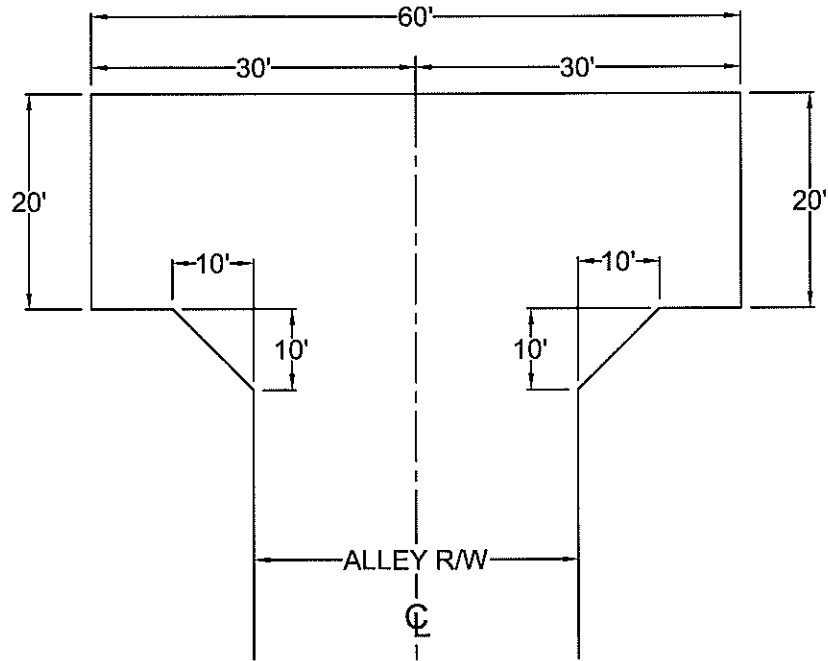
90° INTERSECTION						
	A	B	CURB LENGTH-FT.	SIDEWALK SQ.-FT.		PAVEMENT-SQ. FT. 18" GUTTER
				ADJACENT TO CURB	ADJACENT TO PL	
54	36	9	445.4	2227	2227	9973.6
60	40	10	404.3	2021.7	2021.7	8959.5
60	44	8	404.3	2021.7	2021.7	9379.2

X	A	B	C	CURVE #1			CURVE #2			CURVE #3						
				Δ <sub>1</sub>	CURB			PL			Δ <sub>2</sub>	CURB R	PL R	Δ <sub>3</sub>	CURB R	PL R
					R	L	T	R	L	T						
54	36	9	85.81	9° 09' 36"	99	15.83	7.93	90	14.39	7.21	VAR	61	70	VAR	24	15
60	40	10	74.83	9° 09' 36"	100	15.99	8.01	90	14.39	7.21	VAR	60	70	VAR	25	15
60	44	8	74.83	9° 09' 36"	98	15.67	7.85	90	14.39	7.21	VAR	62	70	VAR	23	15

- NOTE:
1. SIDEWALK LOCATIONS ARE TO BE DETERMINED BY THE CITY ENGINEER.
  2. EXPANSION JOINTS OR WEAKENED PLANE JOINTS ARE TO BE PLACED AT B.C. AND E.C. AS DIRECTED BY THE CITY ENGINEER.

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION: DEC 31, 2008
CHECKED BY: VRR	REVISION NO. 2	
APPROVED BY CITY ENGINEER		DATE
<i>Craig K. Bradsha</i>		7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009	

<b>CITY OF CLAREMONT</b>	
STANDARD DRAWING NO.	
STANDARD KNUCKLE	<b>1004</b>



DRAWN BY: VRR

REVISED BY: KET

DATE OF LAST REVISION:

**CITY OF CLAREMONT**

CHECKED BY: VRR

REVISION NO. 2

JULY 18, 2006

APPROVED BY CITY ENGINEER

DATE

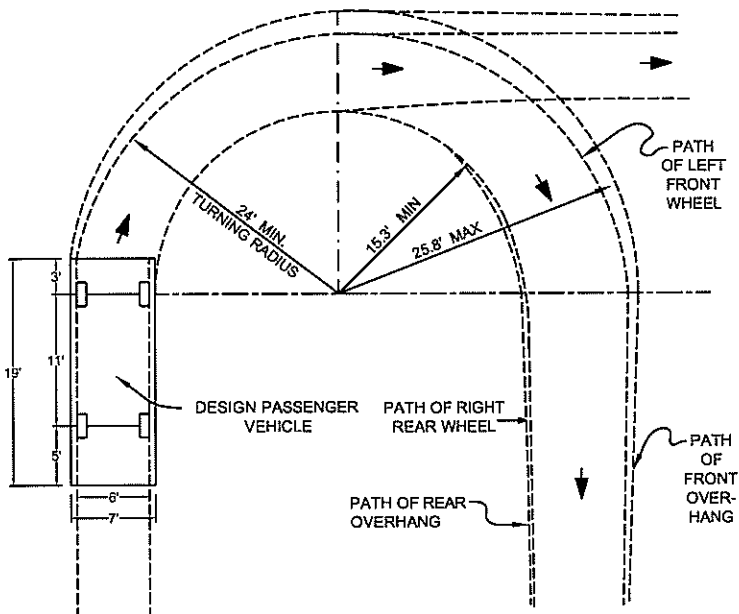
STANDARD DRAWING NO.

*Braig H. Bradshaw* 7/10/2009

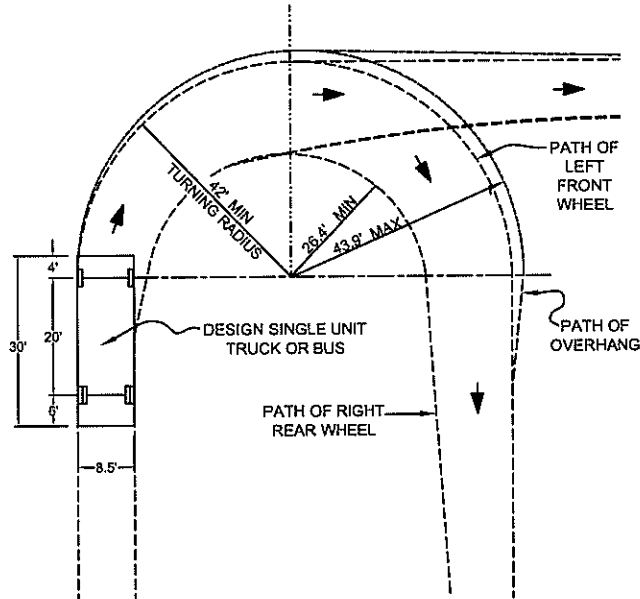
HAMMERHEAD  
TURNAROUND

**1005**

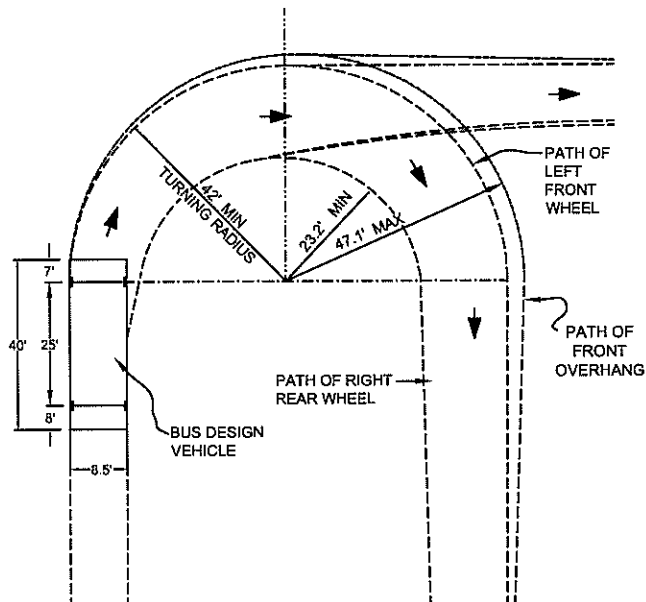
R.C.E. NO. 39425 EXP. DATE 12/31/2009



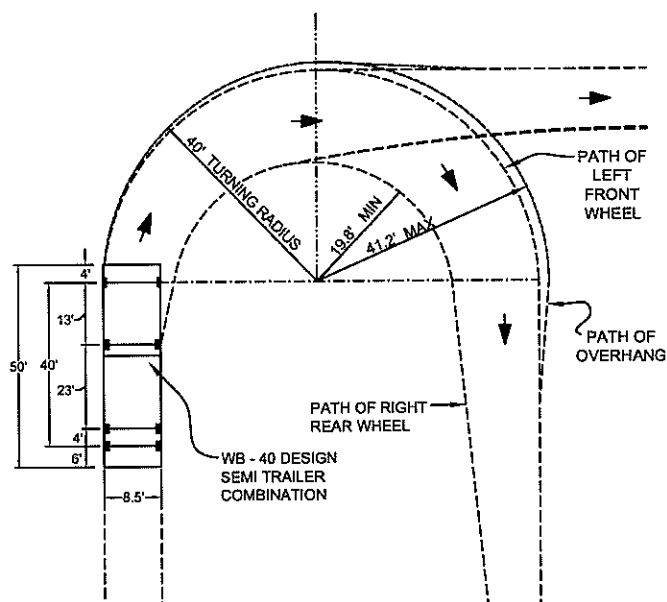
MINIMUM TURNING PATH FOR P DESIGN VEHICLE



MINIMUM TURNING PATH FOR SU DESIGN VEHICLE



MINIMUM TURNING PATH FOR BUS DESIGN VEHICLE



MINIMUM TURNING PATH FOR WB-40 DESIGN VEHICLE

DRAWN BY: VVR	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 1	DEC 31, 2008

CITY OF CLAREMONT

APPROVED BY CITY ENGINEER DATE

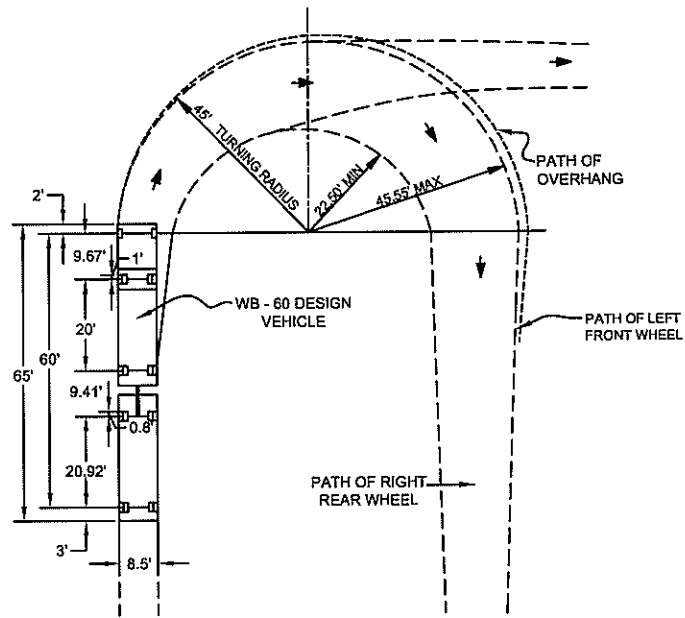
STANDARD DRAWING NO.

*Craig L. Bradsha* 7/10/2009

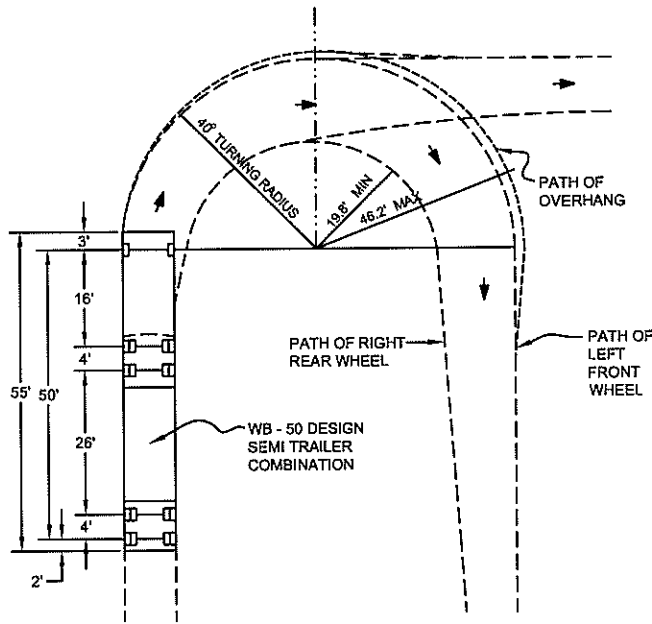
DESIGN VEHICLE TURNING PATHS

1006  
SHEET 1/2

R.C.E. NO. 39425 EXP. DATE 12/31/2009

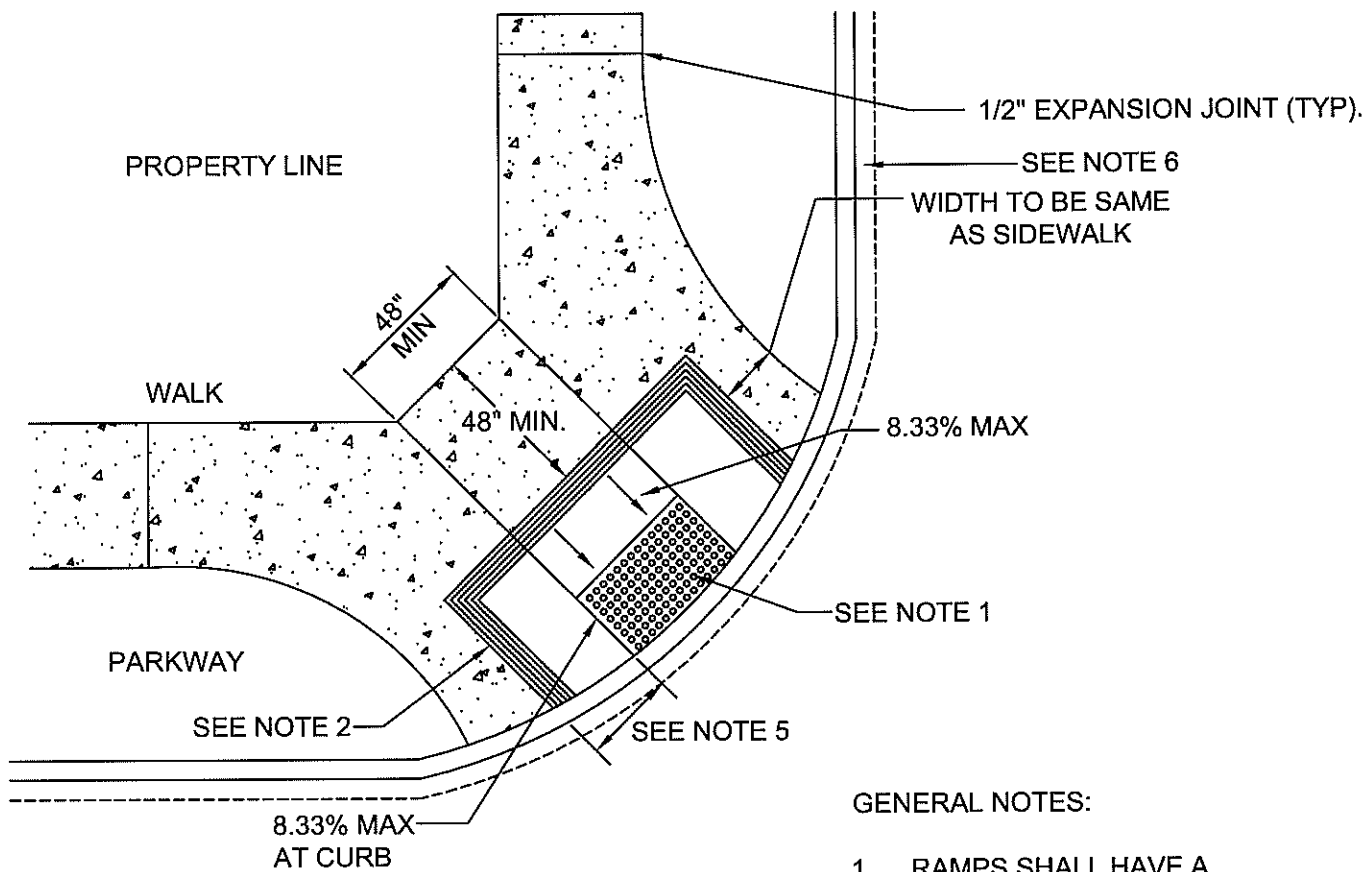


MINIMUM TURNING PATH FOR  
WB-60 DESIGN VEHICLE

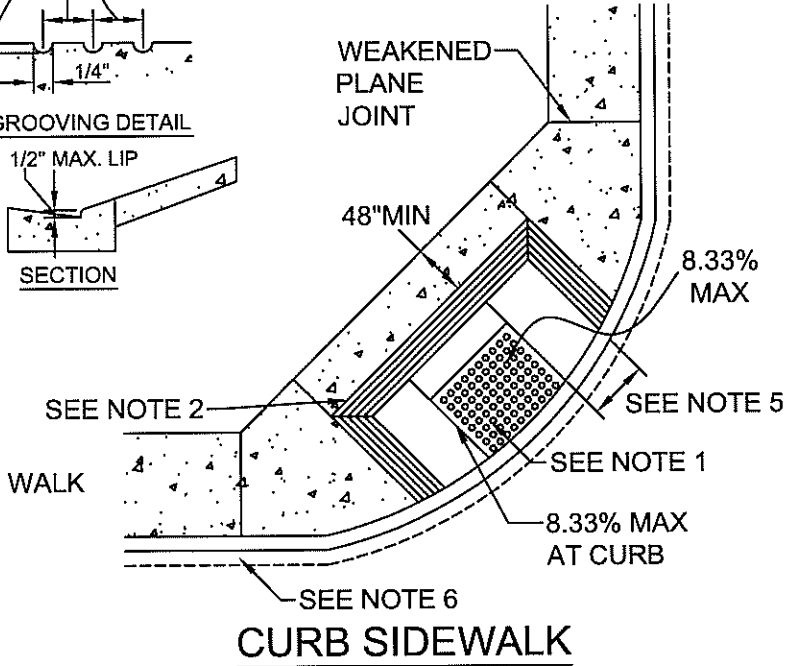
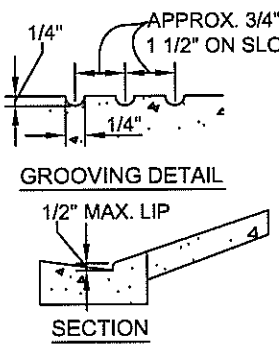


MINIMUM TURNING PATH FOR  
WB - 50 DESIGN VEHICLE

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	DEC 31, 2008	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Craig K. Bradshaw</i> 7/10/2009			<b>1006</b> SHEET 2/2
R.C.E. NO. 39425	EXP. DATE 12/31/2009		



**PROPERTY LINE SIDEWALK**



**CURB SIDEWALK**

**GENERAL NOTES:**

1. RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL RAMP WIDTH AND A 3' DEPTH OF THE RAMP. DETECTABLE WARNING SURFACE SHALL CONFORM TO STD 1007D.
2. RAMP SHALL HAVE A 12" WIDE BORDER WITH 0.25" GROOVES APPROX. 0.75" O.C. SEE GROOVING DTL. THE SURFACE OF RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURED ROUGHER THAN THE SURROUNDING SIDEWALK EXCEPT WHEN LOCATED IN CENTER OF CURB RETURN.
3. ALL CONCRETE AND ASPHALT REMOVALS SHALL BE SAWCUT IN CONTINUOUS STRAIGHT LINES.
4. RAMPS TO BE 4" THICK.
5. 4' FOR 6" C.F.  
6' FOR 8" C.F.
6. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.

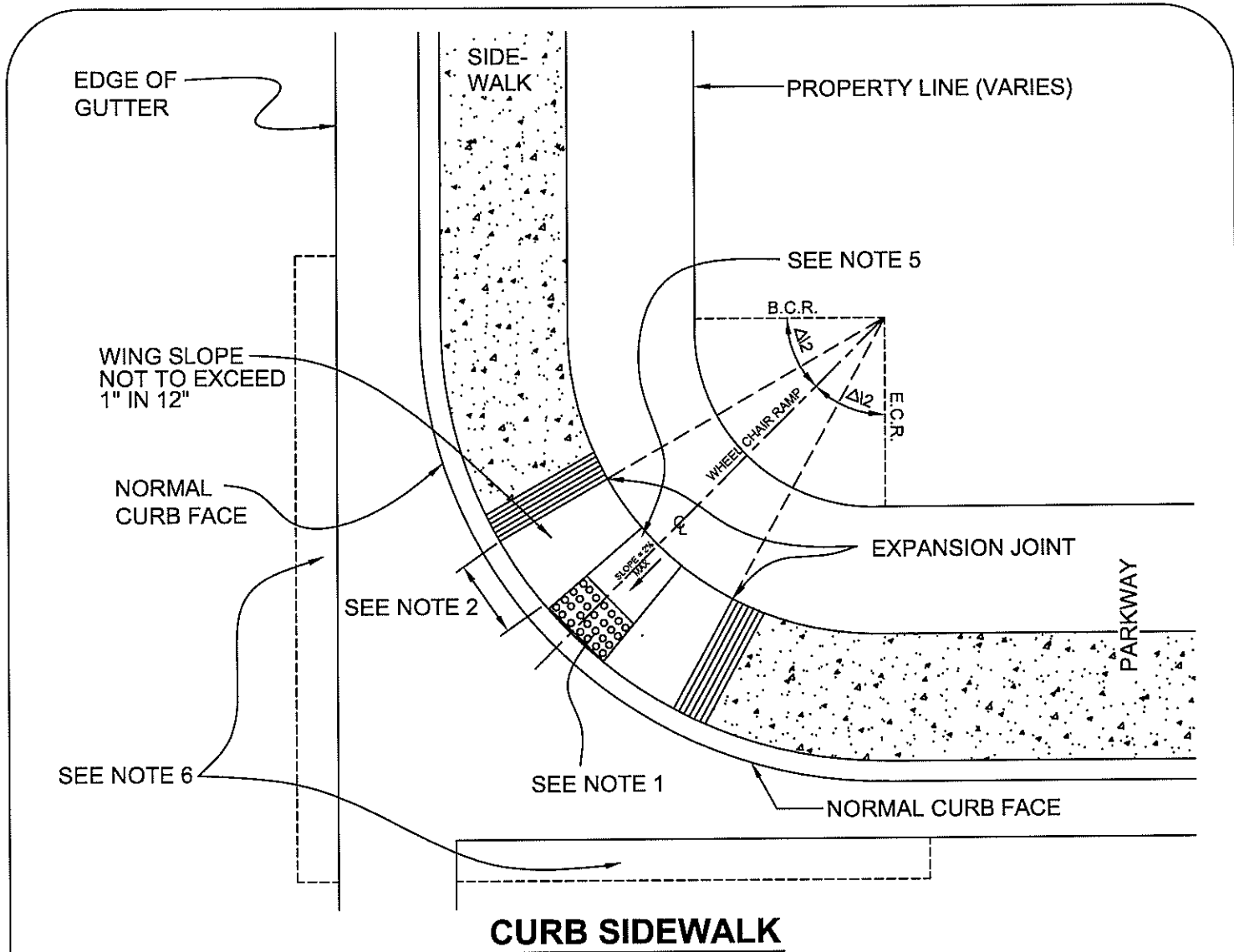
DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	JUNE 29, 2009
APPROVED BY CITY ENGINEER	DATE	
<i>Louig H. Bradshaw</i>	7/10/2009	
R.C.E. NO. 39425	EXP. DATE	12/31/2009

**CITY OF CLAREMONT**

STANDARD DRAWING NO.

WHEEL CHAIR RAMP AT CURB RETURN	<b>1007</b>
---------------------------------	-------------





**CURB SIDEWALK**

**GENERAL NOTES:**

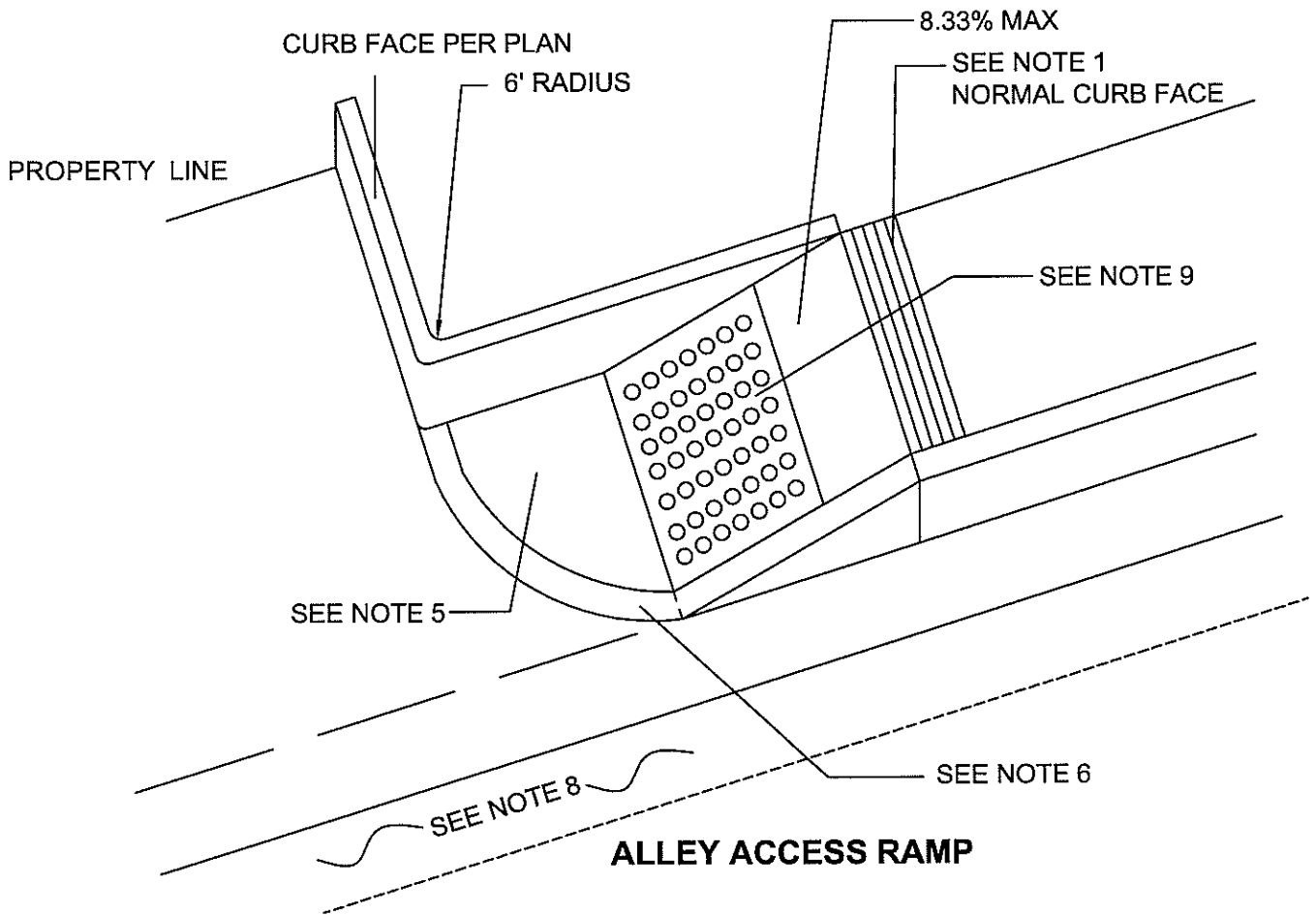
1. SLOPE OF CENTERLINE OF RAMP SLOPE AND SIDEWALK WINGS NOT TO EXCEED 1" IN 12". RAMP AND WINGS TO BE BROOM FINISHED PERPENDICULAR TO CENTERLINE OF RAMP. SAWCUT GROOVES 1/4"X1/4" AT 1" O.C. FOR 12" FROM TOP OF RAMP WING.
2. 5' FOR 6" C.F.  
7' FOR 8" C.F.
3. ALL CONCRETE AND ASPHALT REMOVALS SHALL BE SAWCUT IN CONTINUOUS STRAIGHT LINES.
4. RAMPS TO BE 4" THICK.
5. RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL LANDING WIDTH AND A 3' DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO STD 1007D.
6. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION: JUNE 29, 2009
CHECKED BY: VRR	REVISION NO. 1	
APPROVED BY CITY ENGINEER		DATE
<i>Louise H. Bradshaw</i>		7/10/2009
R.C.E. NO. 39425	EXP. DATE	12/31/2009

**CITY OF CLAREMONT**

**STANDARD DRAWING NO.**

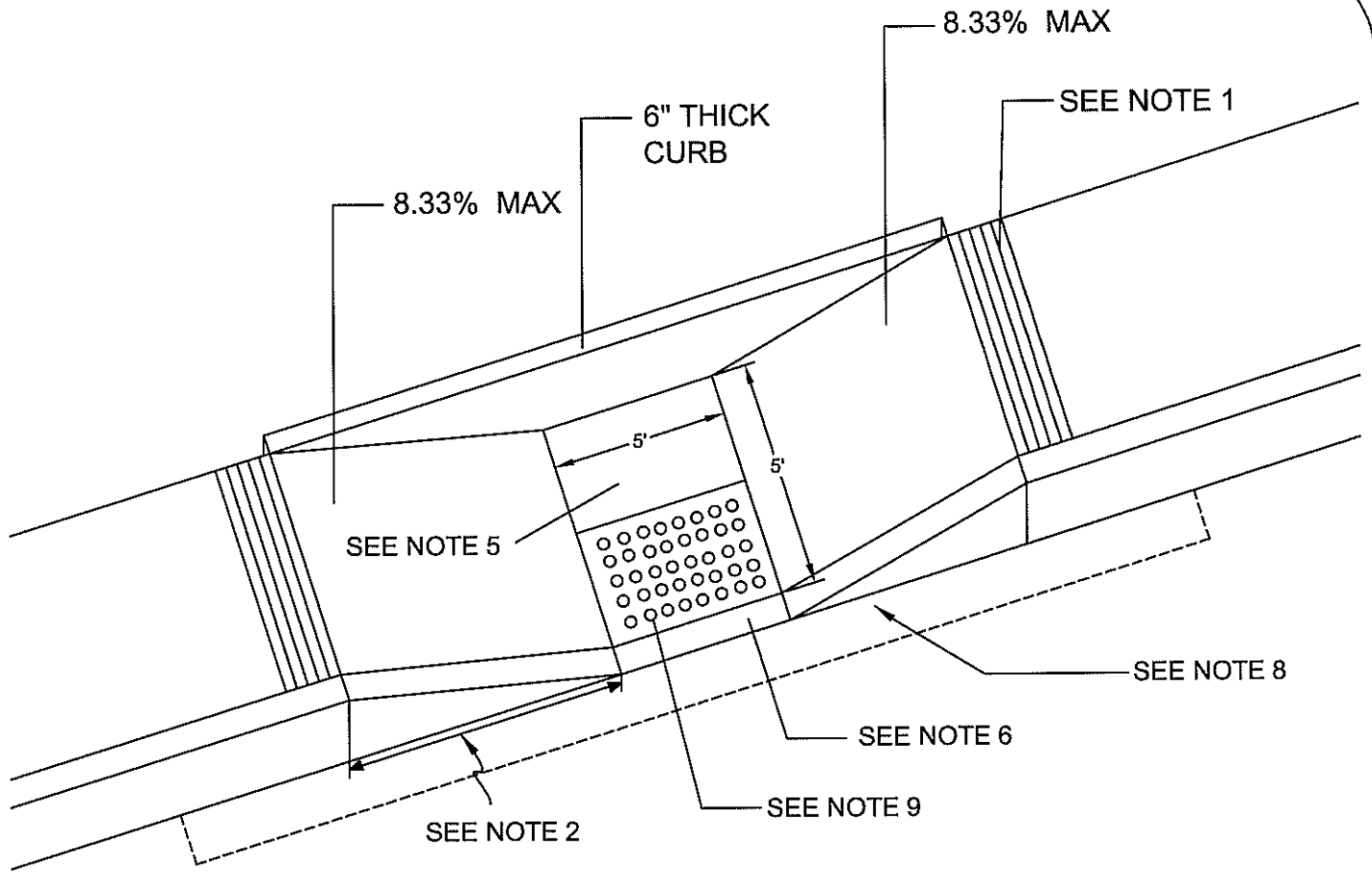
<b>WHEELCHAIR RAMP AT CURB RETURN (MODIFIED)</b>	<b>1007A</b>
--	--------------



**GENERAL NOTES:**

1. SLOPE OF RAMP SHALL BE NO GREATER THAN 8.33% RAMP AND WINGS TO BE BROOM FINISHED PERPENDICULAR TO CENTERLINE OF RAMP. INSTALL BORDER GROOVES 1/4" X 1/4" AT 3/4" O.C. 12" WIDE. FROM TOP OF RAMP WING.
2. 5' FOR 6" C.F.  
7' FOR 8" C.F.
3. ALL CONCRETE AND ASPHALT REMOVALS SHALL BE SAW-CUT IN A CONTINUOUS STRAIGHT LINE.
4. RAMPS ARE TO BE 4" THICK, MINIMUM.
5. LANDING SLOPE SHALL BE 2% MAXIMUM.
6. THE LOWER END OF CURB SHALL HAVE A 1/2" LIP BEVELED AT 45 DEGREES.
7. FOR EVERY LINEAR 20' OF RAMP OR TURN IN RAMP, A 5' X 5' LANDING WITH A 2% MAXIMUM SLOPE SHALL BE IMPLEMENTED.
8. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.
9. RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL LANDING WIDTH AND A 3' DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO STD 1007D.

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	JUNE 29, 2009	<b>STANDARD DRAWING NO.</b>
APPROVED BY CITY ENGINEER		DATE	<b>WHEELCHAIR RAMP AT ALLEY</b>
<i>Craig K. Bradshaw</i>		7/10/2009	<b>1007B</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		

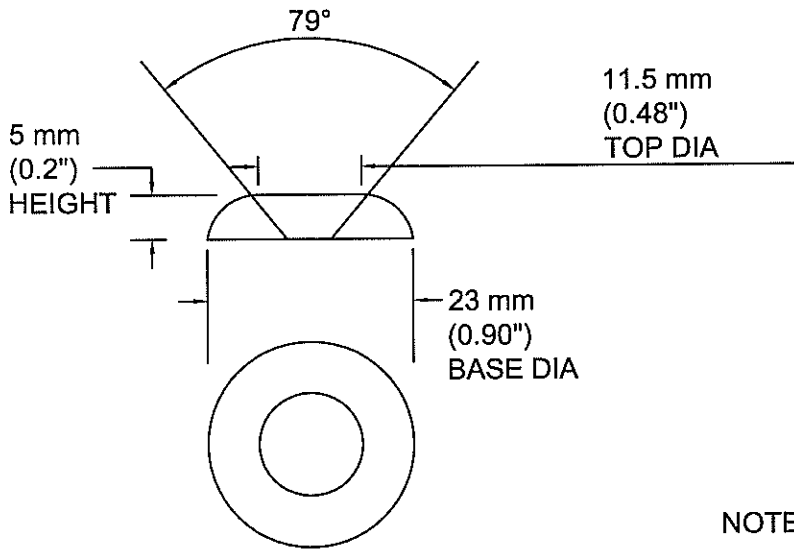


## WHEEL CHAIR RAMP

### GENERAL NOTES

1. SLOPE OF RAMP SHALL BE NO GREATER THAN 8.33% BROOM FINISHED PERPENDICULAR TO CENTERLINE OF RAMP. INSTALL BORDER GROOVES .25" X .25" AT .75" O.C., 12" WIDE FROM TOP OF RAMP WING
2. 6' FOR 6" CURB  
8' FOR 8" CURB
3. ALL CONCRETE AND ASPHALT REMOVALS SHALL BE SAW-CUT IN A CONTINUOUS STRAIGHT LINE.
4. RAMPS ARE TO BE 4" THICK, MINIMUM
5. LANDING SLOPE SHALL BE 2%
6. THE LOWER END OF CURB SHALL HAVE A .5% LIP BEEVELED AT 45 DEGREES.
7. FOR EVERY LINEAR 20' OF RAMP OR TURN, A 5' X 5' LANDING WITH A 2% MAXIMUM SLOPE SHALL BE IMPLIMENTED.
8. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.
9. RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL LANDING WIDTH AND A 3' DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO STD 1007D.

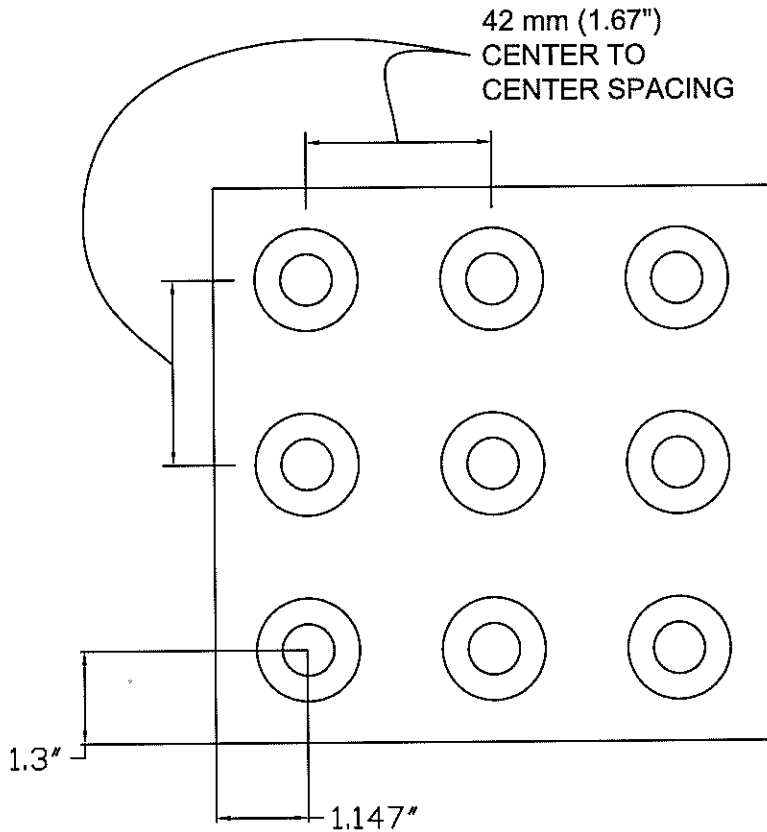
DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	JUNE 29, 2009	STANDARD DRAWING NO.
APPROVED BY CITY ENGINEER		DATE	WHEELCHAIR RAMP MID-BLOCK
<i>Craig A. Bradshaw</i>		7/10/2009	<b>1007C</b>
R.O.E. NO. 39425		EXP. DATE 12/31/2009	



**RAISED TRUNCATED DOME**

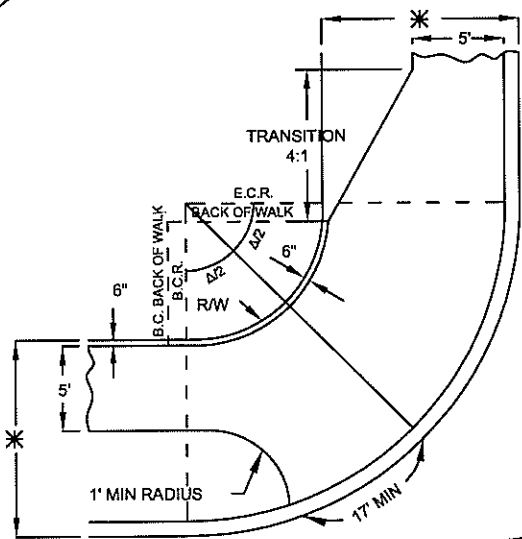
**NOTES:**

1. DETECTABLE WARNING TILE SHOULD BE SAFETY YELLOW THROUGHOUT.
2. IF BEING PLACED ON A NEW RAMP, THEN THE TRUNCATED DOMES SHOULD BE CAST IN PLACE.
3. IF THE RAMP IS BEING RETRO-FIT, THEN TRUNCATED DOMES SHOULD BE BOLTED AND EPOXIED TO THE SURFACE.
4. FOR MORE DETAIL REFER TO SPECIAL PROVISIONS OR AS SPECIFIED BY CITY ENGINEER.

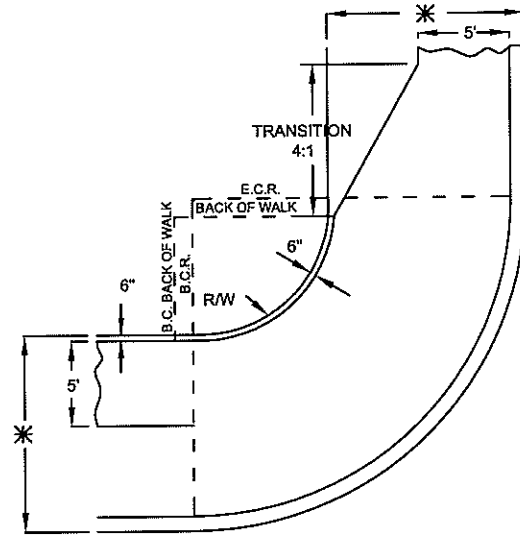


**RAISED TRUNCATED DOME PATTERN**

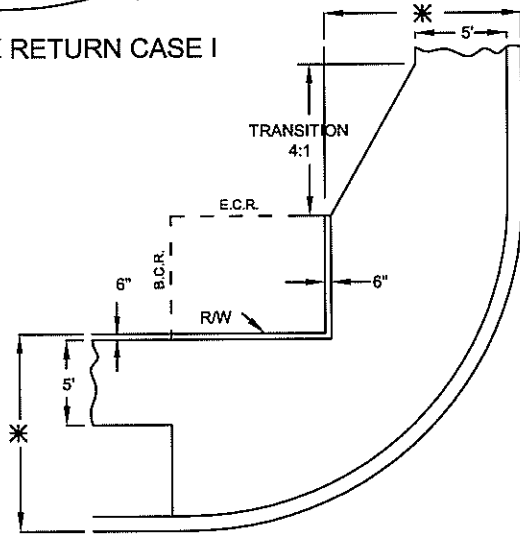
DRAWN BY: JJI	REVISED BY: JJI	DATE OF LAST REVISION: JUNE 29, 2009	<b>CITY OF CLAREMONT</b>	
CHECKED BY: VRR	REVISION NO. 2			
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.	
<i>Craig Bradsha</i>		7/10/2009	DETECTABLE WARNING SURFACE DETAIL	<b>1007D</b>
R.C.E. NO. 39425		EXP. DATE 12/31/2009		



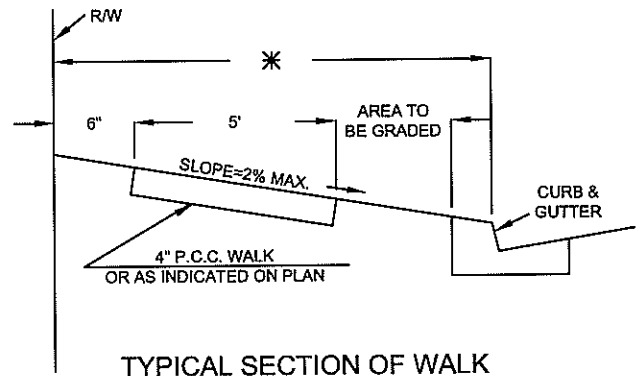
WALK RETURN CASE I



WALK RETURN CASE II  
(USE CASE II WHERE UTILITIES ARE IN RETURN AREA)



WALK RETURN CASE III



TYPICAL SECTION OF WALK

\* NOTE: PARKWAY WIDTHS AS INDICATED BY ASTERISK (\*), ARE NOTED ON PLAN

GENERAL NOTES:

1. PCC SHALL BE CLASS 520 - C - 2500
2. SCORING LINES SHALL BE LOCATED 5' O.C.
3. CONTROL JOINTS SHALL BE LOCATED 15' O.C.
4. SIDEWALK SHALL CONFORM TO ALL APPLICABLE SECTIONS OF GREENBOOK STANDARD SPECIFICATION 303 - 5
5. STANDARD DEPTH OF SIDEWALK SHALL BE 4"
6. DEPTH OF SIDEWALK AT DRIVE APPROACHES SHALL BE 6" (SEE STANDARD DRAWING NUMBERS 1011 - 1013)
7. THERE SHALL BE A MINIMUM 48" CLEARANCE AROUND OBSTRUCTIONS (TELEPHONE POLES, FIRE HYDRANTS, ETC.) TO COMPLY WITH ADA STANDARDS.

DRAWN BY: VRR      REVISED BY: JJI      DATE OF LAST REVISION:

CHECKED BY:      REVISION NO.

JAN 5, 2009

CITY OF CLAREMONT

APPROVED BY CITY ENGINEER

DATE

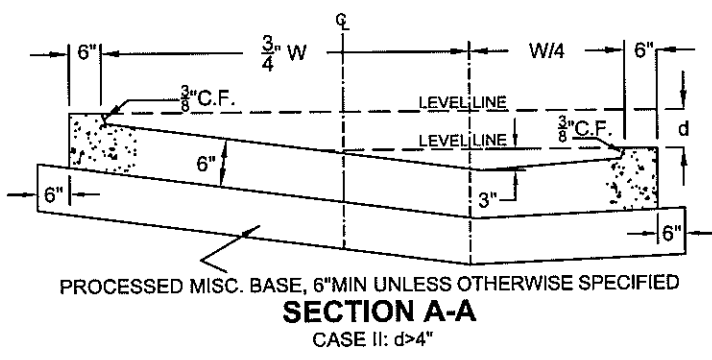
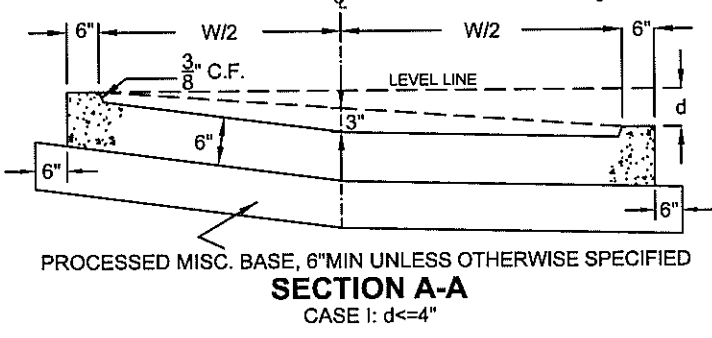
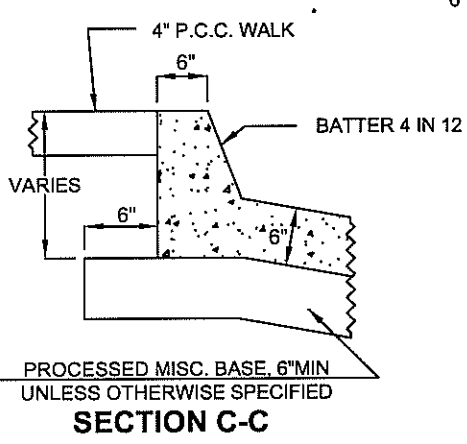
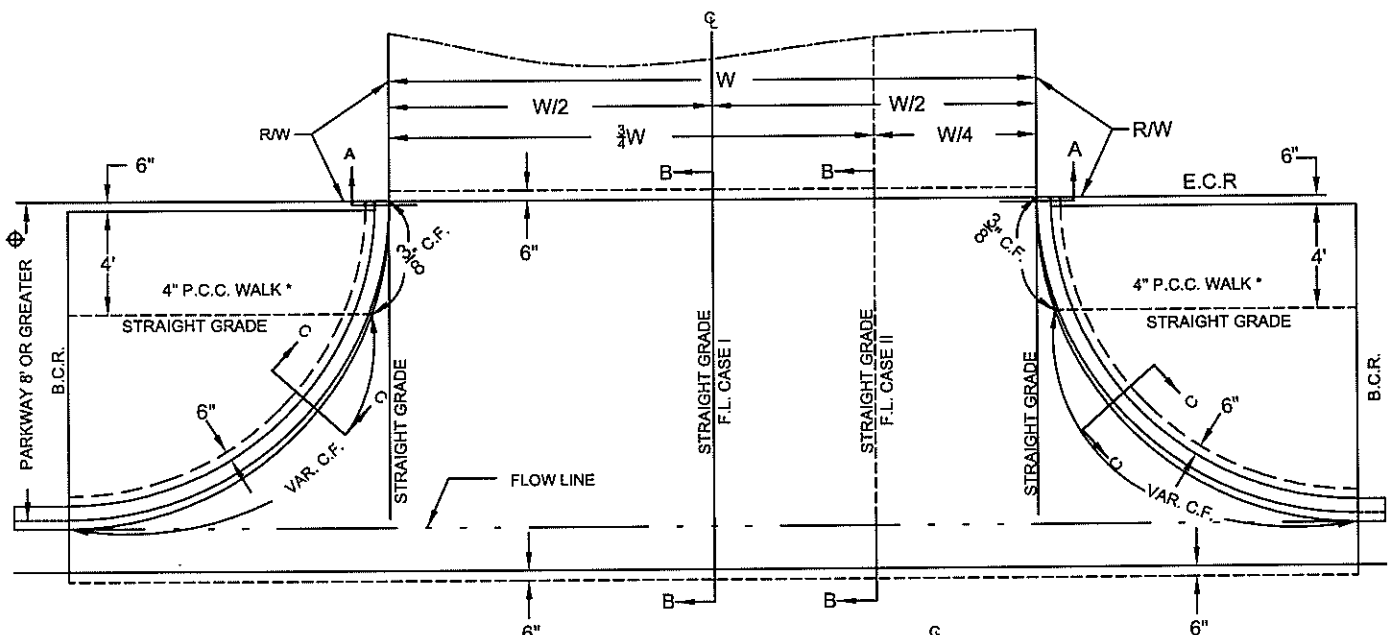
STANDARD DRAWING NO.

*Laurie Bradsher* 7/10/2009

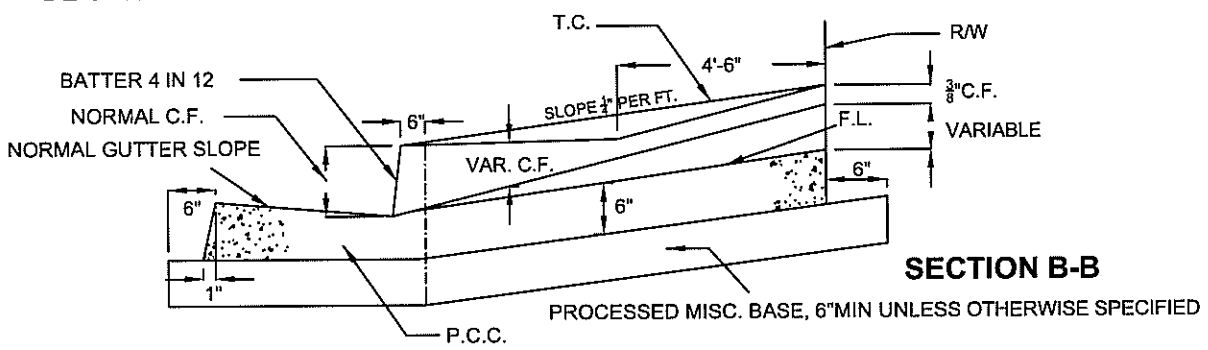
TYPICAL SIDEWALK  
DETAILS


1008

R.O.E. NO. 39425      EXP. DATE 12/31/2009



**GENERAL NOTES**  
 \* PLACE 6" P.C.C. WALK WHEN PARKWAY IS 8' OR LESS  
 ⊕ FOR PARKWAYS 6' TO 8' WIDE THE CURB FACE SHALL BE 6' MAX.

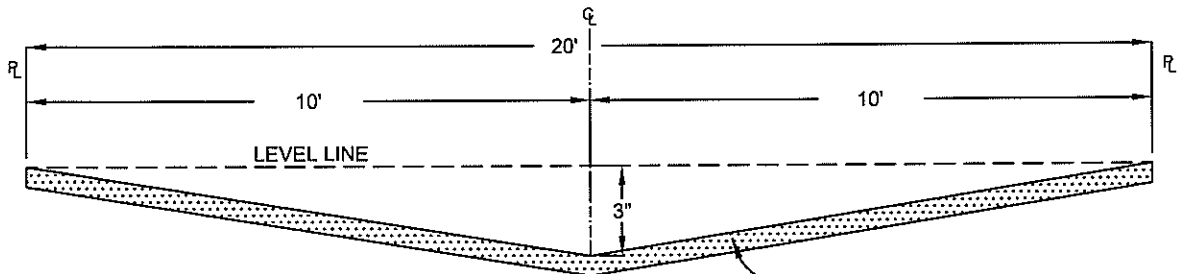


DRAWN BY: VVR	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	JANUARY 5, 2009
APPROVED BY CITY ENGINEER	DATE	
		7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009	

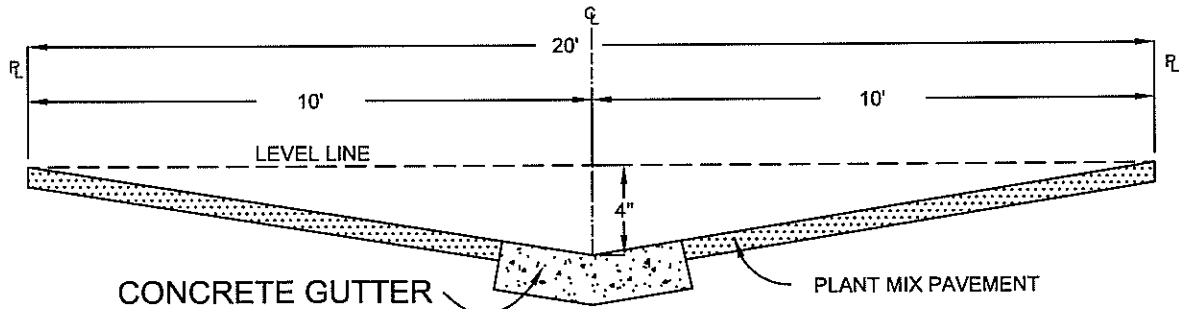
**CITY OF CLAREMONT**

STANDARD DRAWING NO.

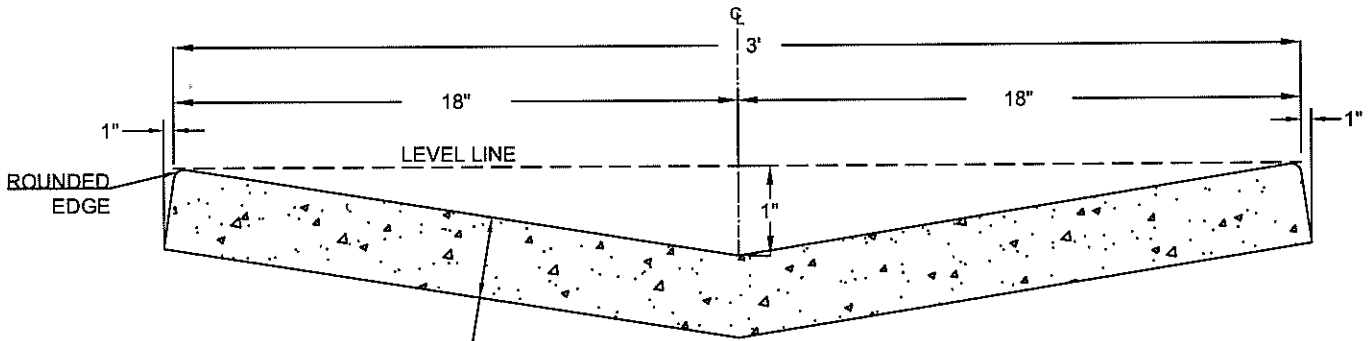
ALLEY INTERSECCION **1009**



**ALLEY**  
(TO BE USED WHEN GRADE IS 0.40% OR GREATER)



**ALLEY**  
(TO BE USED WHEN GRADE IS LESS THAN 0.40%)



**CONCRETE GUTTER**  
0.0763 CU. YD. PER LIN. FT.

**GENERAL NOTES:**

1. CLASS 517 - C - 2500 P.C.C. SHALL BE USED UNLESS OTHERWISE SPECIFIED.
2. PLASTIC CONTROL JOINT SHALL BE PLACED PER SECTION 303 - 5.4.3 OF STANDARD SPECIFICATIONS NOT TO EXCEED 20'.
3. IMMEDIATELY AFTER COMPLETION OF FINISHING, CONCRETE CURING COMPOUND SHALL BE APPLIED AS A FINE SPRAY TO ALL SURFACES.

DRAWN BY: VWR	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	JANUARY 5, 2009

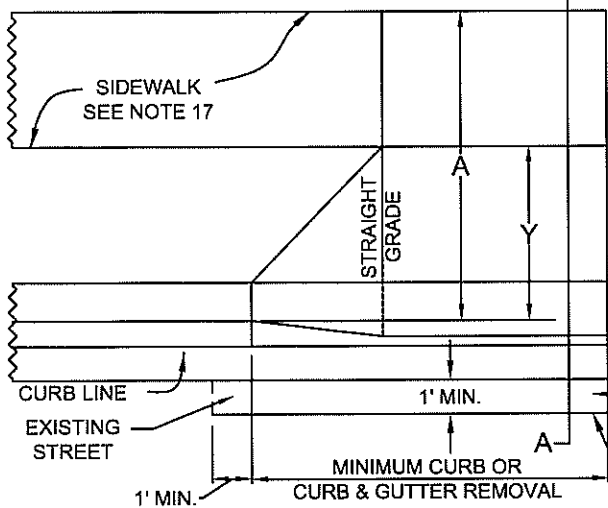
**CITY OF CLAREMONT**

APPROVED BY CITY ENGINEER	DATE
<i>Louisa Bradsha</i>	7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009

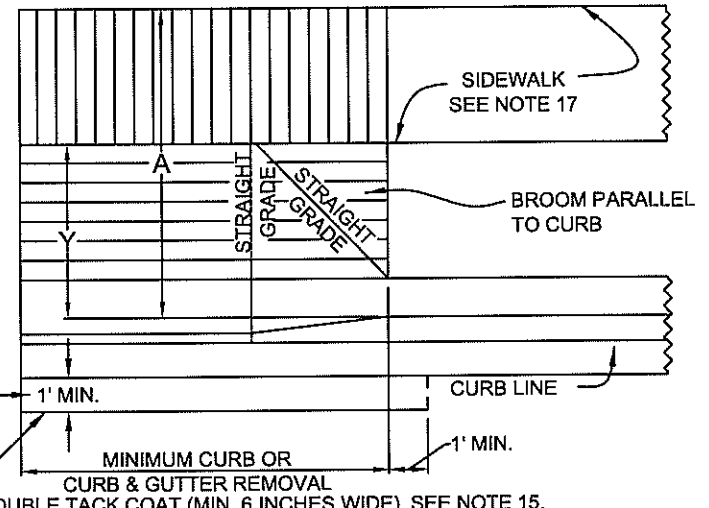
STANDARD DRAWING NO.	
ALLEY SECTIONS & DETAILS	<b>1010</b>

# RESIDENTIAL (ALTERNATE)

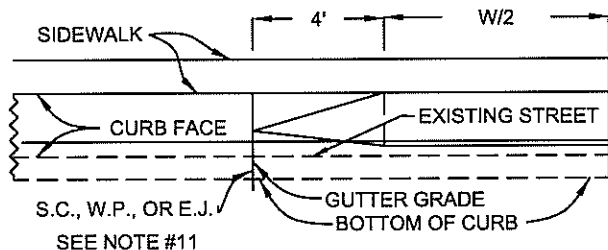
# STANDARD



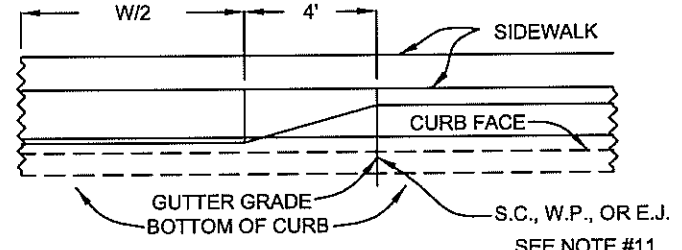
**PLAN**



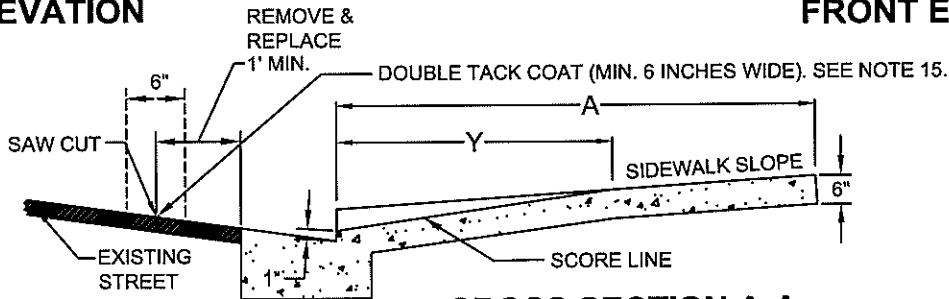
**PLAN**



**FRONT ELEVATION**



**FRONT ELEVATION**



**CROSS SECTION A-A**

**NOTES:**

1. MINIMUM "W" SHALL BE 12 FEET.
2. MAXIMUM "W" SHALL BE 18 FEET RESIDENTIAL, 24 FEET COMMERCIAL.
3. MINIMUM FULL CURB HEIGHT BETWEEN DRIVEWAYS AND SIDE PROPERTY LINE SHALL BE 18 INCHES.
4. MINIMUM CLEARANCE TO FIRE HYDRANTS, LIGHT STANDARDS, POWER POLES AND OTHER OBSTRUCTIONS SHALL BE 3 FEET.
5. ALL DRIVEWAYS, UNLESS OTHERWISE SPECIFIED, SHALL BE A MINIMUM OF CLASS 520-C-2500 P.C.C.
6. ALL DRIVEWAYS SHALL BE CONSTRUCTED 6 INCHES THICK.
7. WHERE CURB & GUTTER EXIST, BOTH SHALL BE REMOVED AND REPLACED AS SHOWN FOR MINIMUM CURB REMOVAL.
8. CURB, GUTTER, AND WALK SHALL BE REMOVED BY SAW CUTTING, OR IF WITHIN 5 FEET, TO A WEAKENED PLANE JOINT OR EXPANSION JOINT.
9. SIDEWALK SHALL BE 4 INCHES THICK.
10. WHERE SIDEWALKS EXIST WITHIN THE LIMITS OF A RESIDENTIAL DRIVEWAY, THE SIDEWALK SHALL BE REPLACED UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.

11. WHERE NO SIDEWALK EXISTS, WITHIN THE LIMITS OF THE PROPOSED DRIVEWAY; THE SIDEWALK SHALL BE CONSTRUCTED 6 INCHES IN THICKNESS AND AT A SLOPE OF 1/4 INCH PER FOOT.
12. WHERE SIDEWALK EXISTS WITHIN THE LIMITS OF A COMMERCIAL DRIVEWAY, THE WALK SHALL BE REMOVED AND REPLACED WITH 6 INCH THICK SIDEWALK.
13. SCORING SHALL COINCIDE WITH OR BE A CONTINUATION OF EXISTING CURBS OR SIDEWALKS ADJACENT TO WORK.
14. IMMEDIATELY AFTER COMPLETION OF FINISHING, CONCRETE CURING COMPOUND SHALL BE APPLIED AS A FINE SPRAY TO ALL EXPOSED SURFACES.
15. SECOND COAT USES CRYSTAL 30 SAND APPLICATION.
16. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.
17. THE MINIMUM WIDTH OF SIDEWALK MUST BE INSTALLED AS LONG AS SITE CONDITIONS PERMIT.

DRAWN BY: VRR	REVISED BY: KET	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	JUNE 21, 2006
APPROVED BY CITY ENGINEER		DATE
<i>Craig Bradsher</i> 7/10/2009		
R.C.E. NO. 39425	EXP. DATE 12/31/2009	

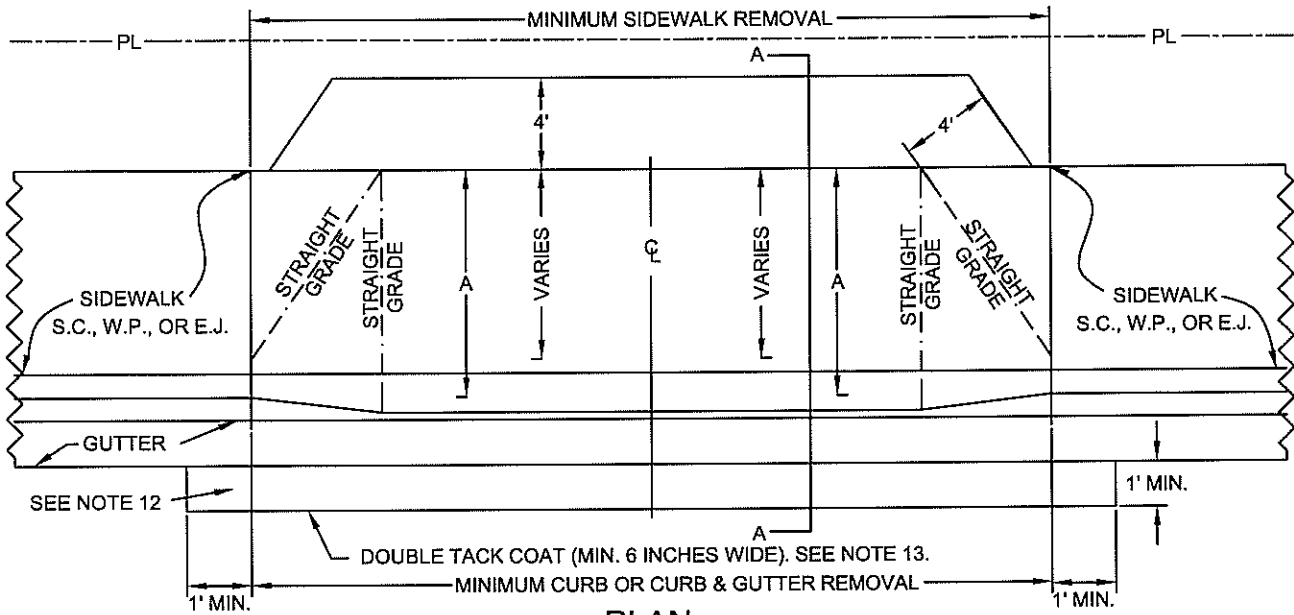
**CITY OF CLAREMONT**

**STANDARD DRAWING NO.**

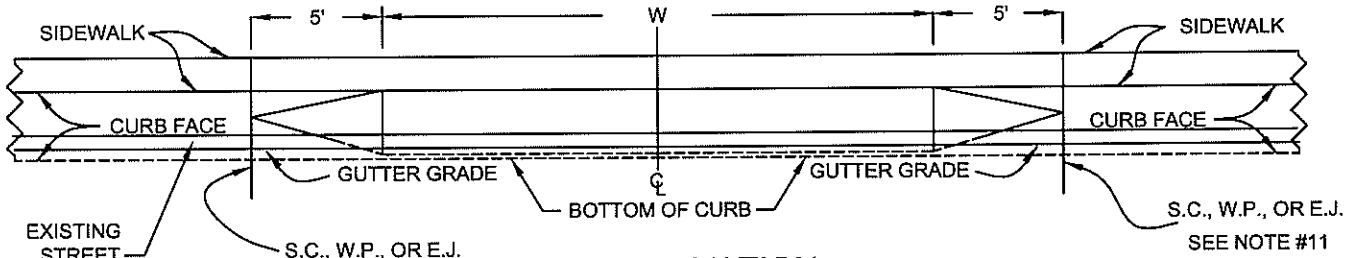
**DRIVEWAY APPROACH (SIDEWALK BACK OF PARKWAY)**

**1011**

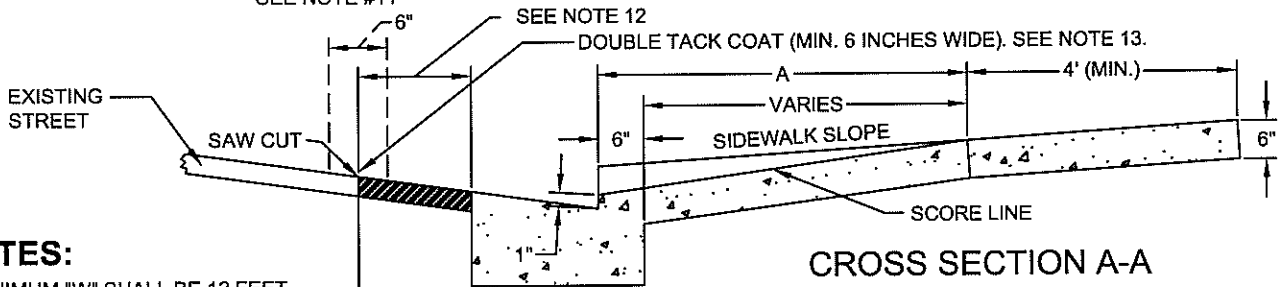




PLAN



FRONT ELEVATION



CROSS SECTION A-A

**NOTES:**

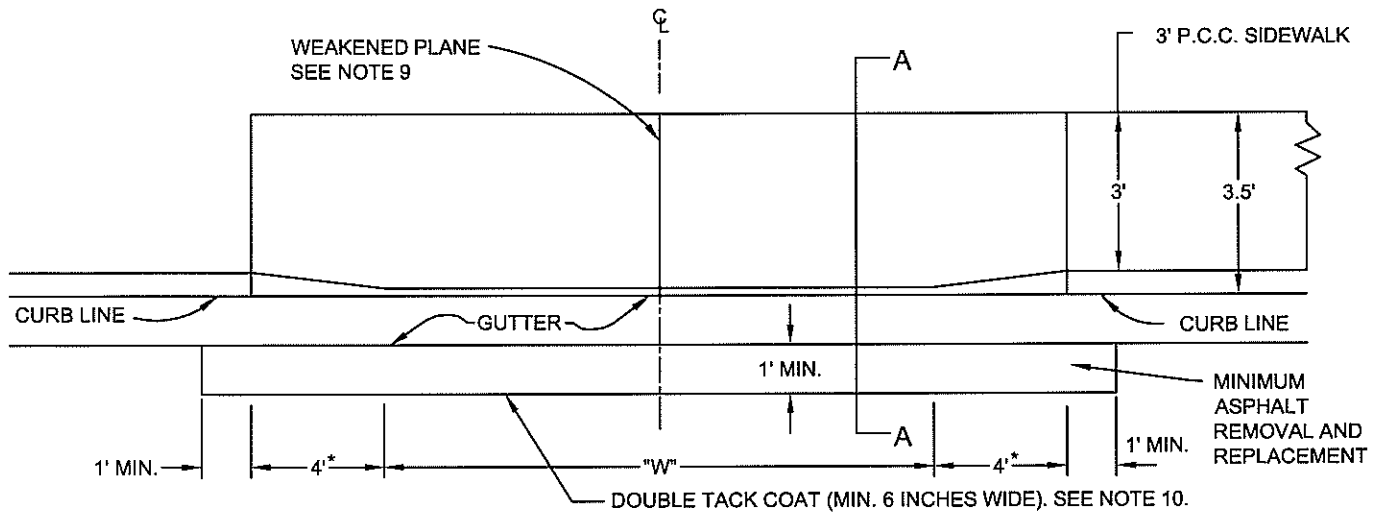
1. MINIMUM "W" SHALL BE 12 FEET.
2. MAXIMUM "W" SHALL BE 18 FEET RESIDENTIAL, 24 FEET COMMERCIAL.
3. MINIMUM FULL CURB WIDTH BETWEEN DRIVE APPROACHES AND SIDE PROPERTY LINE SHALL BE 18 INCHES.
4. MINIMUM CLEARANCE TO FIRE HYDRANTS, LIGHT STANDARDS, POWER POLES AND OTHER OBSTRUCTIONS SHALL BE 3 FEET.
5. ALL DRIVE APPROACHES, UNLESS OTHERWISE SPECIFIED, SHALL BE A MINIMUM OF CLASS 520-C-2500 P.C.C.
6. ALL DRIVE APPROACHES SHALL BE CONSTRUCTED 6 INCH THICK.
7. WHERE CURB & GUTTER EXIST, BOTH SHALL BE REMOVED AND REPLACED AS SHOWN FOR MINIMUM CURB REMOVAL.
8. CURB, GUTTER, AND WALK SHALL BE REMOVED BY SAW CUTTING, OR IF WITHIN 5 FEET, TO A WEAKENED PLANE JOINT OR EXPANSION JOINT.
9. SIDEWALKS WITHIN THE LIMITS OF A RESIDENTIAL OR COMMERCIAL DRIVE APPROACHES SHALL BE 6 INCHES THICK WITH A 2% CROSS SLOPE AND A MINIMUM WIDTH OF 4 FEET PER ADA STANDARDS.
10. SCORING SHALL COINCIDE WITH OR BE A CONTINUATION OF EXISTING CURBS OR SIDEWALKS ADJACENT TO WORK.
11. IMMEDIATELY AFTER COMPLETION OF FINISHING, CONCRETE CURING COMPOUND SHALL BE APPLIED AS A FINE SPRAY TO ALL EXPOSED SURFACES.
12. 12" ASPHAL PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.
13. SECOND COAT USES CRYSTAL 30 SAND APPLICATION.
14. THE MINIMUM WIDTH OF SIDEWALK MUST BE INSTALLED AS LONG AS SITE CONDITIONS PERMIT.

DRAWN BY: VRR	REVISED BY: KET	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 1	JUNE 14, 2006

**CITY OF CLAREMONT**

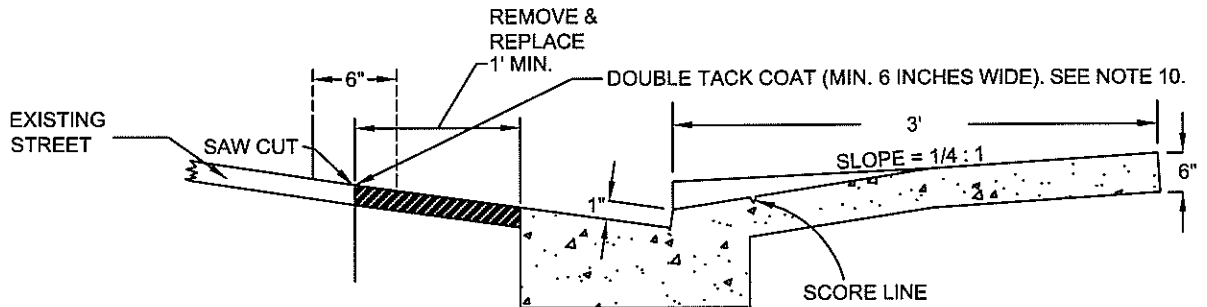
APPROVED BY CITY ENGINEER	DATE
<i>Lorin L. Bradsha</i>	7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009

STANDARD DRAWING NO.
DRIVEWAY APPROACH (SIDEWALK ADJACENT TO CURB)
<b>1012</b>

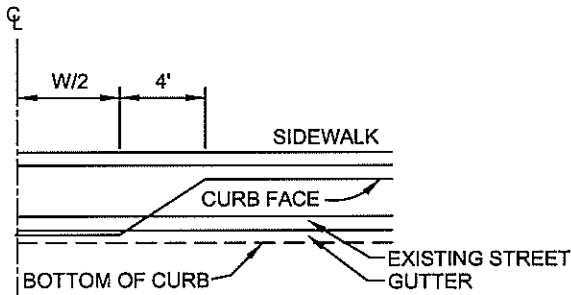


\*NOTE: MAY MATCH EXISTING WING WIDTH PENDING CITY ENGINEERS APPROVAL.

**PLAN**



**CROSS SECTION A-A**



**FRONT ELEVATION**

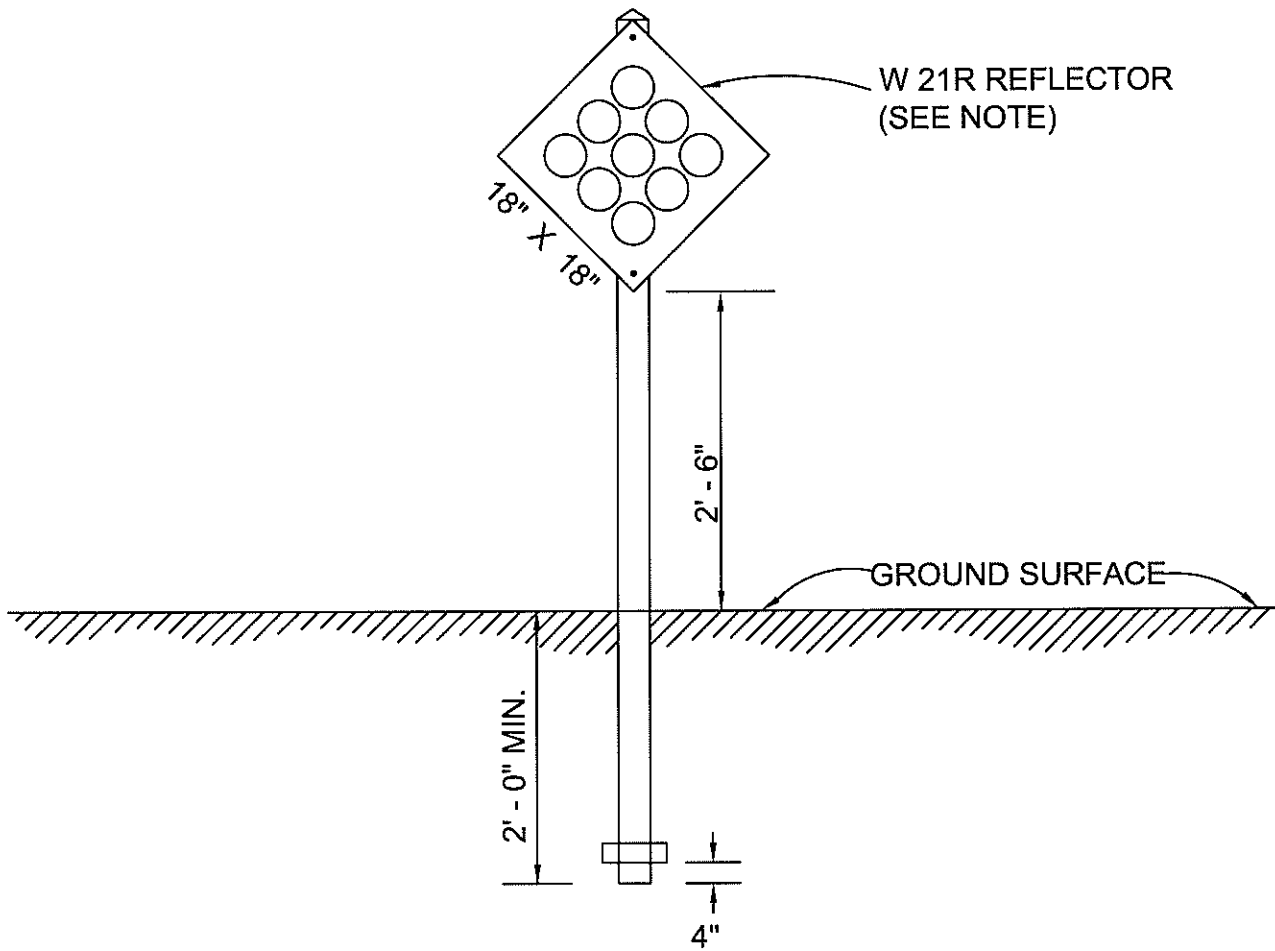
**NOTES:**

1. CLASS 517-C-2500 P.C.C. SHALL BE USED.
2. MINIMUM "W" SHALL BE 12 FEET.
3. MAXIMUM "W" SHALL BE 20 FEET.
4. MINIMUM FULL CURB BETWEEN DRIVEWAYS SHALL BE 18".
5. WHERE SIDEWALKS EXIST WITHIN THE LIMITS OF A RESIDENTIAL DRIVEWAY, THE WALK MAY REMAIN AT OPTION OF THE CITY INSPECTOR IF IN GOOD CONDITION.
6. ALL DRIVEWAYS SHALL BE CONSTRUCTED 6" THICK AND AT A SLOPE OF 1/4" PER FOOT, FROM TOP OF CURB TO BACK OF DRIVEWAY, 3/4" MAXIMUM.
7. CURB, GUTTER, AND WALK SHALL BE REMOVED BY SAW CUTTING, OR, IF WITHIN 5', TO A WEAKENED PLANE OR EXPANSION JOINT.
8. IMMEDIATELY AFTER COMPLETION OF FINISHING, CONCRETE CURING COMPOUND SHALL BE APPLIED AS A FINE SPRAY TO ALL EXPOSED SURFACES.
9. CONSTRUCT WEAKENED PLANE AT CENTERLINE FOR "W"=20' OR GREATER.
10. SECOND COAT USES CRYSTAL 30 SAND APPLICATION.
11. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION: JANUARY 5, 2009
CHECKED BY: VRR	REVISION NO. 2	

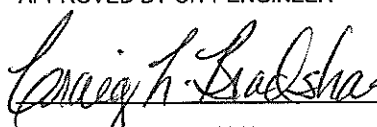
APPROVED BY CITY ENGINEER	DATE
<i>Craig L. Bradshaw</i>	7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009

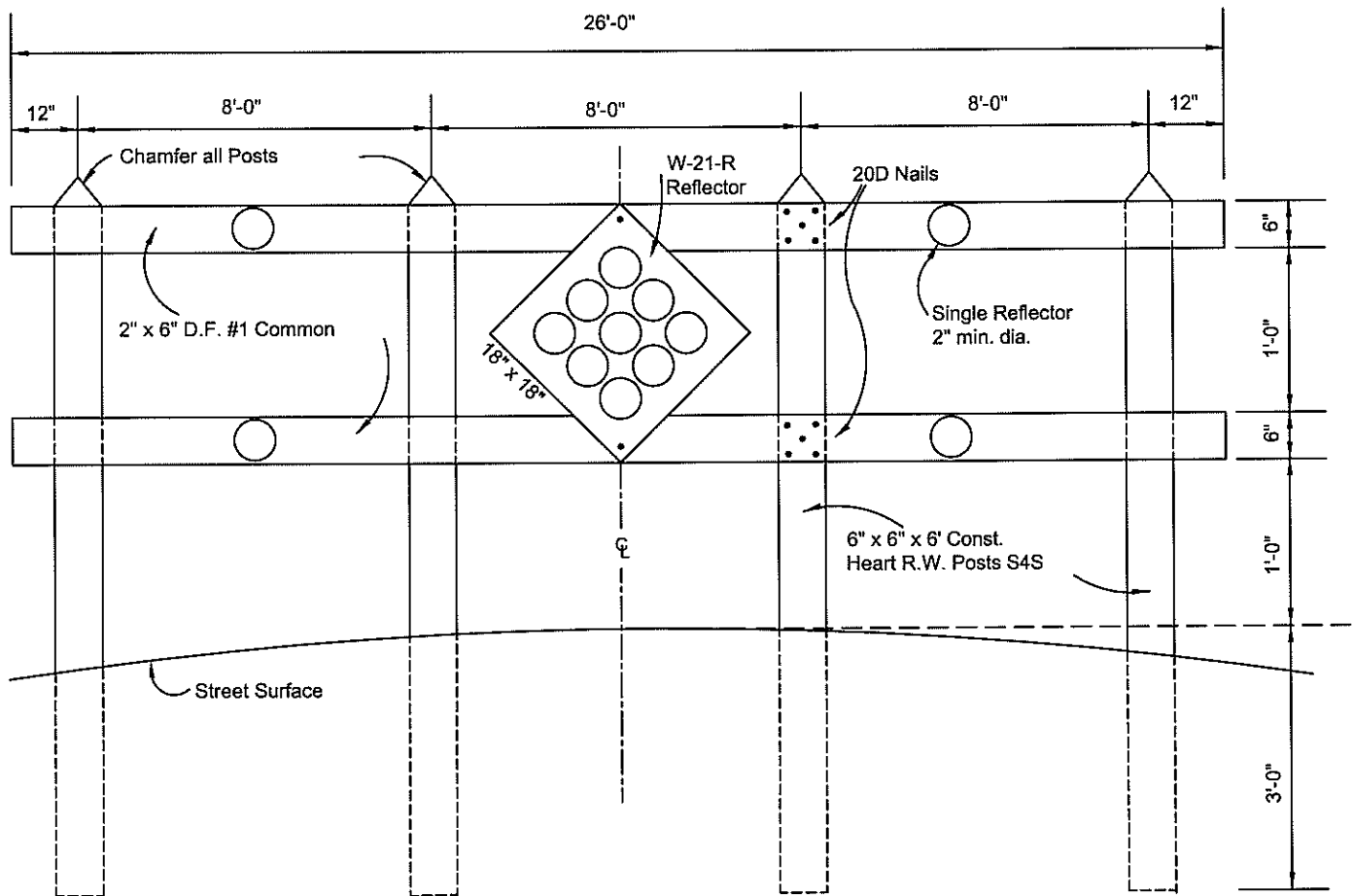
<b>CITY OF CLAREMONT</b>	
STANDARD DRAWING NO.	
DRIVEWAY APPROACH CLARABOYA	<b>1013</b>



**NOTES:**

1. POST IS TO BE FLEXIBLE PLASTIC CAL TRANS TYPE F-1 DELINEATOR.
2. POST IS TO BE REFLECTORIZED WHITE.
3. W 21 R REFLECTOR IS TO BE 18" x 18" SIGN WITH BAKED OR PORCELAIN ENAMEL, TRAFFIC YELLOW BACKGROUND, AND 9 - 3" DIAMETER PLASTIC YELLOW REFLECTOR BUTTONS AND IS TO BE BOLTED TO POST AS SHOWN WITH 2 - 5/16" BOLTS AND WASHERS.
4. SIGN IS TO BE U.S. PORCELAIN ENAMEL CO. W 21 R (PL) OR APPROVED EQUAL.

DRAWN BY: SFK	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	JANUARY 5, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	<b>1014</b>
R.C.E. NO.	39425	EXP. DATE	
			POST WITH REFLECTOR W 21 R



**NOTES**

1. W 21 R REFLECTOR IS TO BE 18" x 18" SIGN WITH BACKED OR PORCELAIN ENAMEL, TRAFFIC YELLOW BACKGROUND, AND WITH 9 - 3" DIAMETER PLASTIC YELLOW REFLECTOR BUTTONS, AND IS TO BE BOLTED ON CENTER OF THE BARRICADE AS SHOWN. REFLECTOR BUTTONS ARE TO BE REPLACEABLE.
2. SIGN IS TO BE U.S. PORCELAIN ENAMEL CO. W 21 R (P.L.) OR APPROVED EQUAL.
3. ASSEMBLY IS TO BE PAINTED WITH TWO COATS OF WHITE EXTERIOR PAINT.

**TABLE OF PANELS FOR VARIOUS ROADWAY WIDTHS**

(8 FOOT SECTIONS SHALL BE ADDED OR DELETED TO GIVE THE FOLLOWING WIDTHS)

WIDTH OF ROADWAY	No. OF 8' SECTIONS	TOTAL LENGTH OF PANELS
20' alley	2	18'-0"
36'	3	26'-0"
40'	4	34'-0"
44'	4	34'-0"
64'	7	58'-0"

DRAWN BY: SKF

REVISED BY: JJI

DATE OF LAST REVISION:

CHECKED BY: VRR

REVISION NO. 2

JANUARY 5, 2009

APPROVED BY CITY ENGINEER

DATE

*Craig A. Bradshaw* 7/10/2009

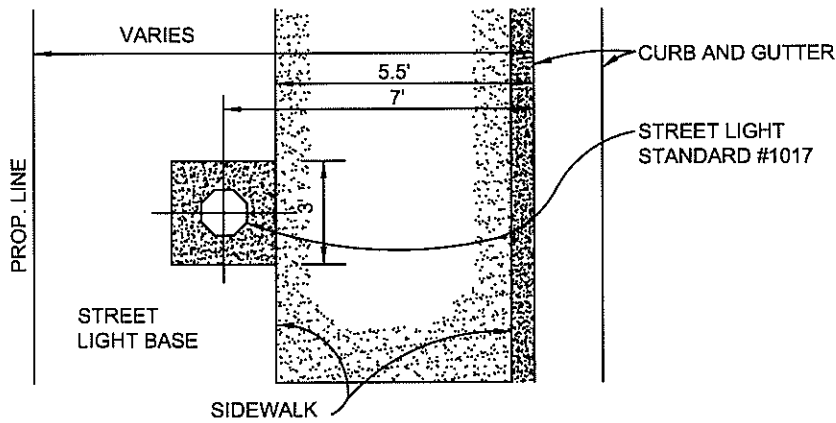
R.C.E. NO. 39425 EXP. DATE 12/31/2009

**CITY OF CLAREMONT**

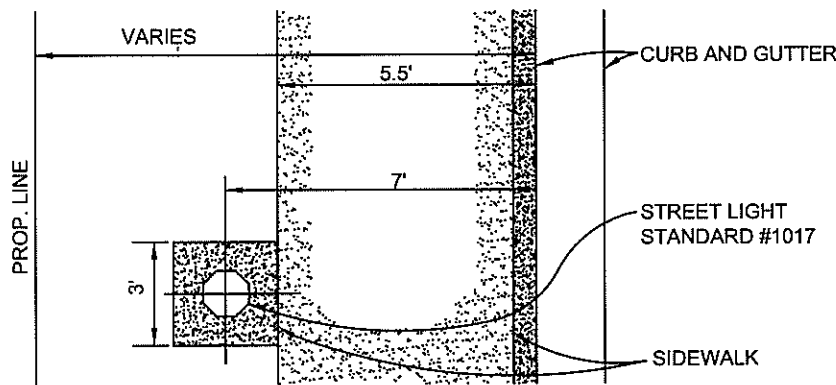
STANDARD DRAWING NO.

BARRIER

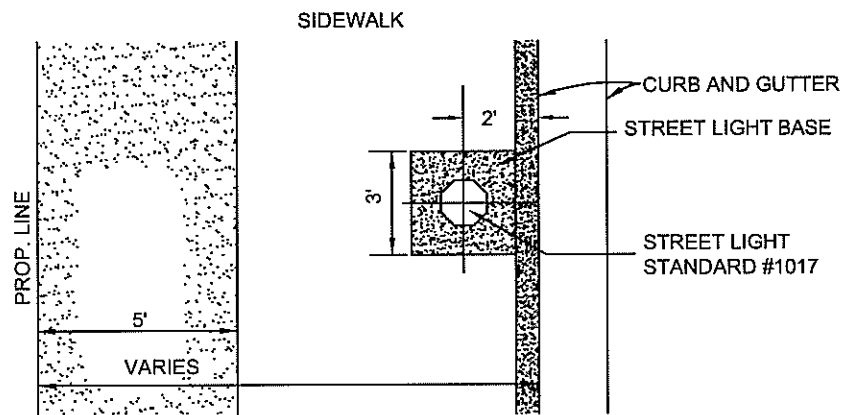
**1015**



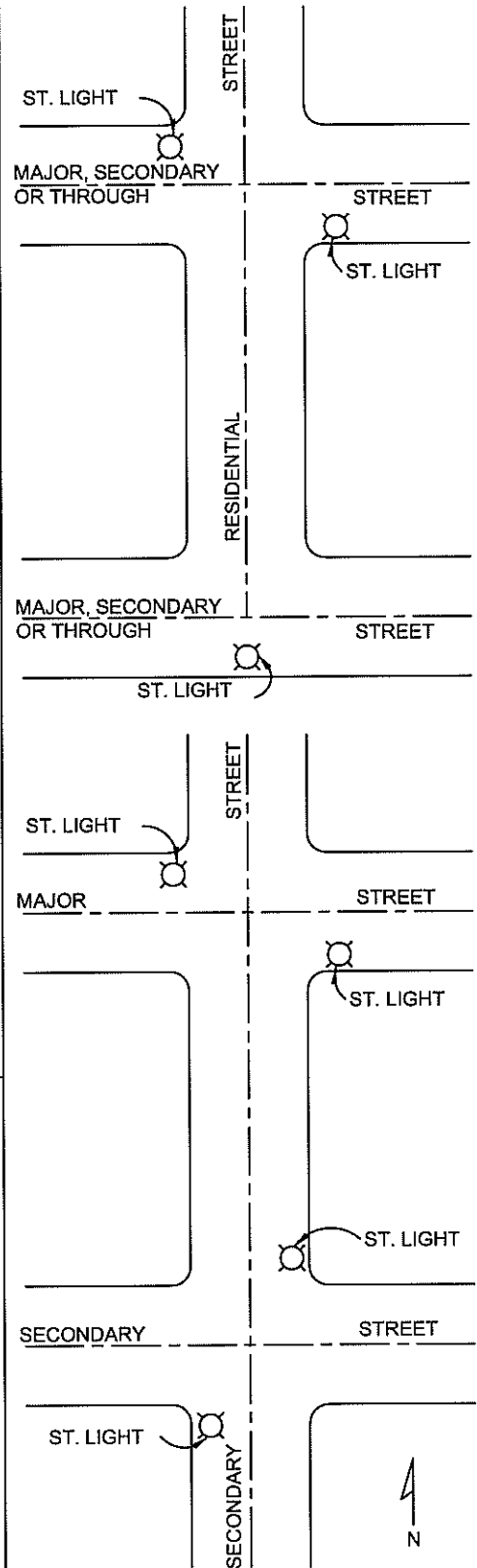
**MAJOR OR SECONDARY STREET  
WITH SIDEWALK ADJACENT TO CURB**



**RESIDENTIAL STREET  
WITH SIDEWALK ADJACENT TO CURB**



**MAJOR, RESIDENTIAL OR SECONDARY ST.  
WITH SIDEWALK BACK FROM CURB OR  
WITHOUT SIDEWALK**



DRAWN BY: SKF

REVISED BY: JJI

DATE OF LAST REVISION:

**CITY OF CLAREMONT**

CHECKED BY: VRR

REVISION NO. 2

JANUARY 5, 2009

APPROVED BY CITY ENGINEER

DATE

STANDARD DRAWING NO.

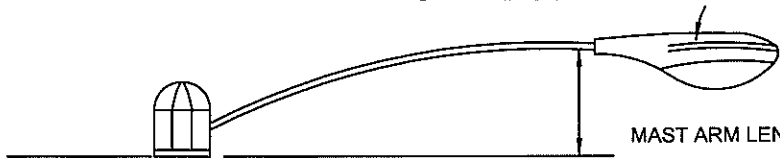
*Craig H. Bradsher* 7/10/2009

STREET LIGHT LOCATIONS

**1016**

R.C.E. NO. 39425 EXP. DATE 12/31/2009

# HIGH PRESSURE SODIUM-VAPOR LAMP

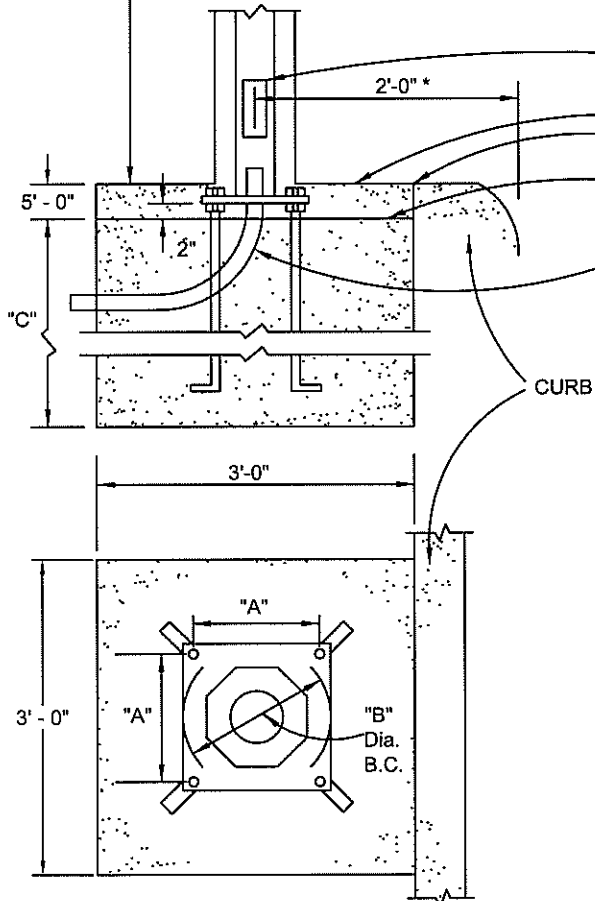


MAST ARM LENGTH & LUMINAIRE SEE STD. # 1018

OCTAGON EXPOSED MARBLE AGGREGATE CONCRETE POLE

"X"

POLE	USE	MANFR.	X	A	B	C	ANCHOR BOLT
G-5	Res.	PUMCO	23'	8 1/8"	11 1/2"	2'-6"	1" X 18" X 3"
1-C1-23	Res.	Ameron	23'	8 7/8"	12 1/2"	3'-6"	1" X 36" X 4"
G-31	Ind-Com	PUMCO	31'	"	"	"	"
1-C4-31	Ind-Com	Ameron	31'	"	"	"	"



ACCESS OPENING-OPENING ON BACKSIDE WHEN BEHIND CURB & ON FRONTSIDE WHEN BEHIND SIDEWALK  
 SIDEWALK GRADE  
 30# FELT ALL SIDES (WHEN SIDEWALK & FOUNDATION CONSTRUCTED CONCURRENTLY)  
 1/4" LAYER OF SAND TO BREAK BOND

\* SEE STANDARD # 1016 FOR ALTERNATE LOCATION

MINIMUM 2" GALVANIZED STEEL CONDUIT PLUS 2" ADDITIONAL EMPTY CONDUIT

- IF ≤ 30" IN DEPTH, USE GALVANIZED STEEL.
- IF > 30" IN DEPTH, USE MATERIAL AS APPROVED BY THE CITY ENGINEER.

DESIGN LEVELS FOR AVERAGE ILLUMINATION	
MAJOR	1.0 - 1.2 f.c.
COLLECTOR	0.5 - 0.7 f.c.
LOCAL	0.4 f.c.

PORTLAND CEMENT CONCRETE CLASS 517-B-2500 LB.  
 ANCHOR BOLTS TO BE GALVANIZED STEEL.

NOTE: ALL STREET LIGHTS MUST BE HIGH-PRESSURE SODIUM VAPOR.

BASE PLAN

DRAWN BY: SKF	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	JANUARY 5, 2009

**CITY OF CLAREMONT**

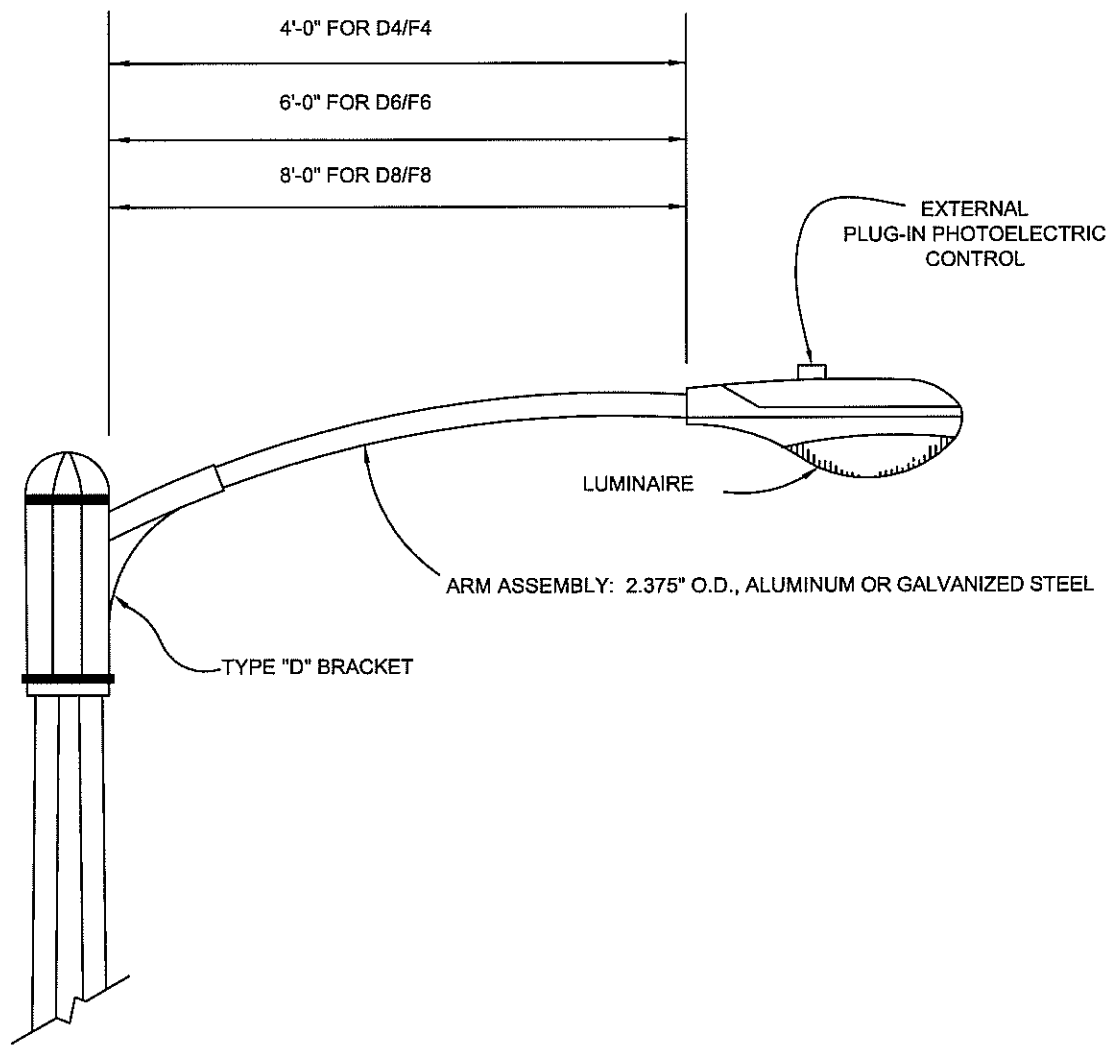
APPROVED BY CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

STANDARD DRAWING NO.

*Craig Badshaw* 7/10/2009  
 R.C.E. NO. 39425 EXP. DATE 12/31/2009

STANDARD STREET LIGHT

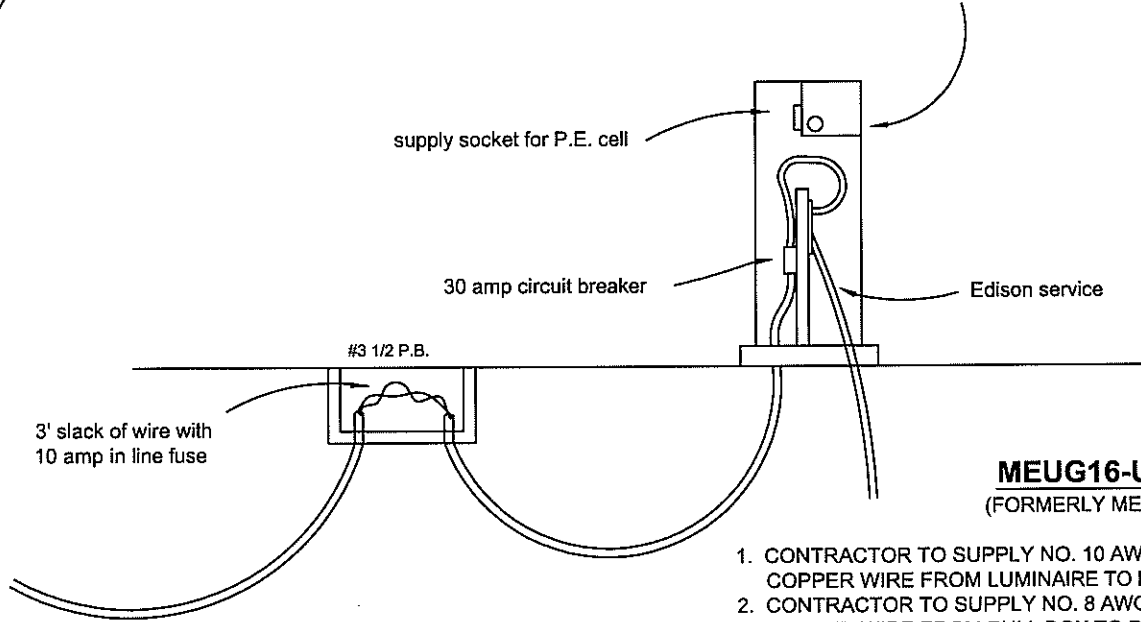
**1017**



LUMINAIRE SHALL BE OF DIE CAST ALUMINUM WITH INTERNAL BALLAST CAPABLE OF OPERATING FROM A MULTIPLE CIRCUIT AND A PRISMATIC REFRACTOR OF HEAT RESISTANT GLASS AND SHALL HAVE EXTERNAL PLUG-IN PHOTOELECTRIC CONTROL, AND SHALL BE G.E. POWR/DOOR.

DRAWN BY: SKF CHECKED BY: VRR	REVISED BY: JJI REVISION NO. 2	DATE OF LAST REVISION: JANUARY 5, 2009	<b>CITY OF CLAREMONT</b>	
APPROVED BY CITY ENGINEER <i>Craig H. Bradshaw</i>			STANDARD DRAWING NO.	
DATE 7/10/2009			HIGH PRESSURE SODIUM-VAPOR STREET LIGHT LUMINAIRE	
R.C.E. NO. 39425      EXP. DATE 12/31/2009			<b>1018</b>	

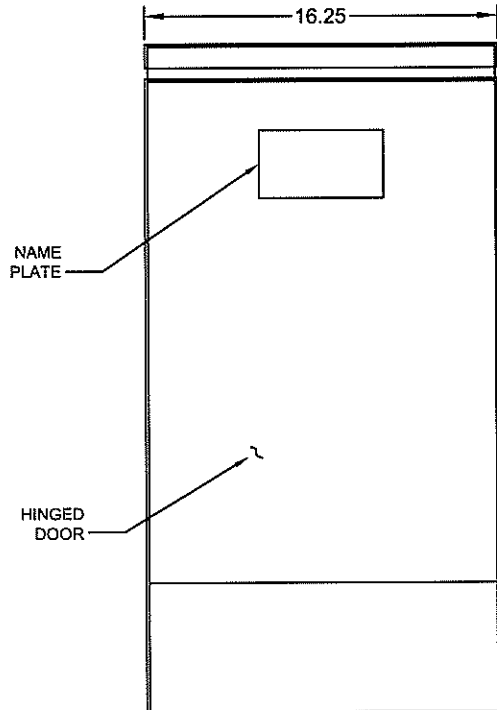
Meyers Cabinet #MEUG16-UM-31



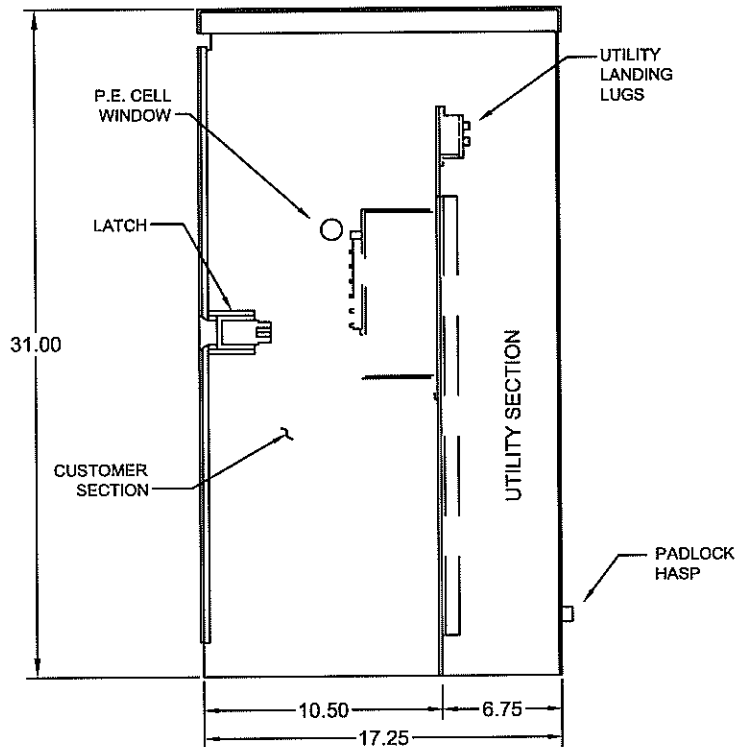
**MEUG16-UM-31**  
(FORMERLY MEUGL-UM)

1. CONTRACTOR TO SUPPLY NO. 10 AWG 600 VOLT INSULATED COPPER WIRE FROM LUMINAIRE TO PULL BOX.
2. CONTRACTOR TO SUPPLY NO. 8 AWG 600 VOLT INSULATED COPPER WIRE FROM PULL BOX TO PULL BOX AND FROM PULL BOX TO EDISON SERVICE POINT.
3. CONTRACTOR TO SUPPLY 30 AMP CIRCUIT BREAKER AND #MEUG16-UM-31 MEYERS PEDISTAL AND BASE.
4. CONTRACTOR TO SUPPLY 10 AMP WATERPROOF IN LINE FUSE IN A #3 1/2 PULL BOX MARKED STREET LIGHTING
5. CONTRACTOR TO FURNISH P.E. SOCKET AND ELECTRICAL CONNECTIONS IN MEYERS CABINET.

**FRONT VIEW**



**SIDE VIEW**



DRAWN BY: JGB

REVISED BY: JGB

DATE OF LAST REVISION:

**CITY OF CLAREMONT**

CHECKED BY: VRR

REVISION NO. 1

MARCH 16, 2007

APPROVED BY CITY ENGINEER

DATE

STANDARD DRAWING NO.

*Craig A. Bradshaw* 7/10/2009

STREET LIGHT  
POWER DETAIL

**1019**

R.C.E. NO. 39425 EXP. DATE 12/31/2009



SO. CALIF. EDISON CO.  
WILL FURNISH AND  
INSTALL THE NECESSARY  
MATERIAL ABOVE THE  
SERVICE SWITCH UP TO THE  
SERVICE ARM BILLING THE  
CONTRACTOR A FLAT SUM  
FOR EACH SEPARATE  
RISER.

CONTRACTOR TO  
FURNISH AND INSTALL  
MATERIAL UP TO AND  
INCLUDING THE SERVICE  
SWITCH.

INSTALL SEPARATE RISER  
FOR EACH CIRCUIT.

WEATHERPROOF FUSED  
SERVICE SWITCH.

8' - 1"

NOTE: CONDUIT MAY HAVE TO BE USED  
TO SERVICE AND INTERCONNECT  
LIGHTS CHECK WITH CITY AND  
SO. CALIF. EDISON CO.

USE SEPARATE CONDUIT FOR FUSED  
AND UN-FUSED CIRCUITS

NOTE: NOT TO BE USED FOR  
NEW INSTALLATIONS

DRAWN BY: SKF

REVISED BY: JJI

DATE OF LAST REVISION:

**CITY OF CLAREMONT**

CHECKED BY: VRR

REVISION NO. 2

JANUARY 5, 2009

APPROVED BY CITY ENGINEER

DATE

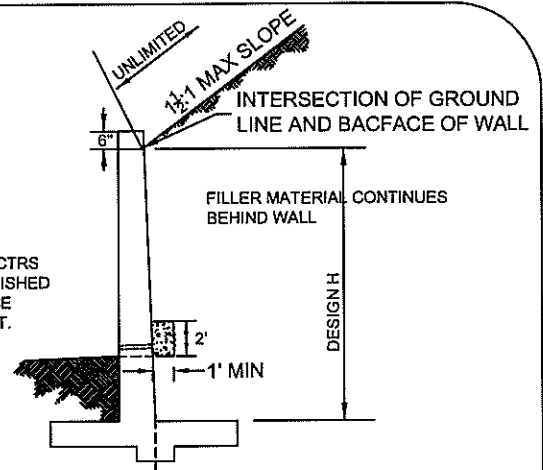
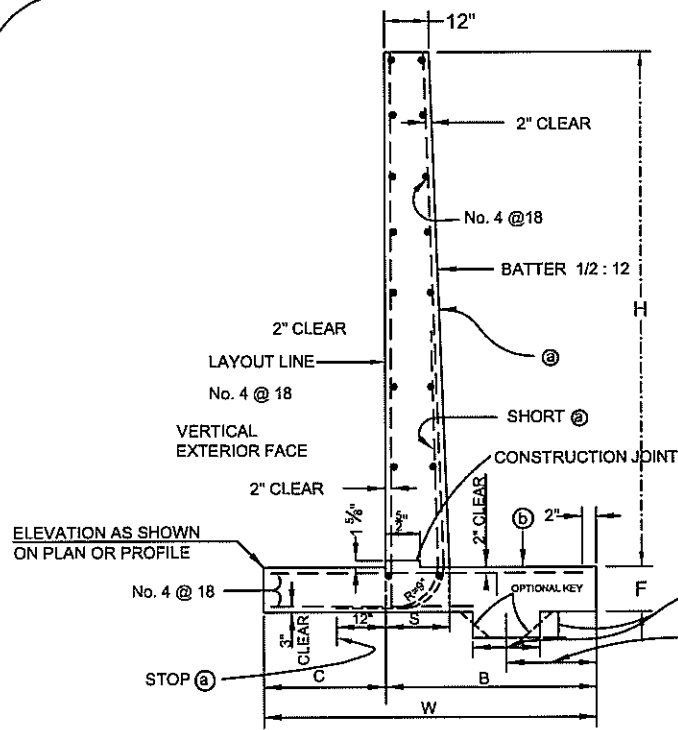
STANDARD DRAWING NO.

*Craig L. Bradsha* 7/10/2009

LOW VOLTAGE TERMINAL  
CONNECTING STREET  
LIGHTING SYSTEM

**1020**

R.C.E. NO. 39425 EXP. DATE 12/31/2009

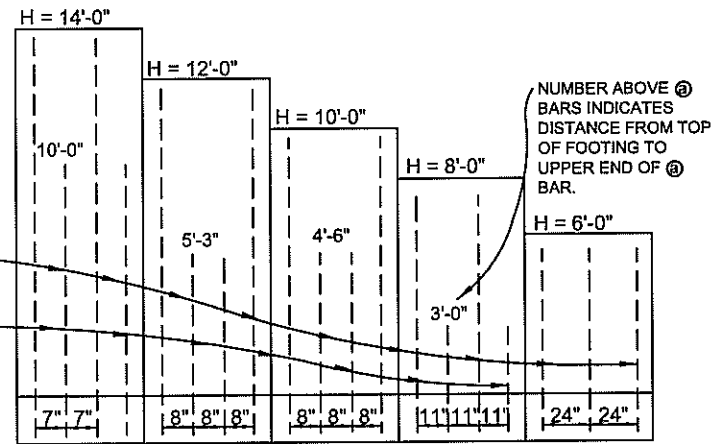


4" DRAINS @ 15' CTRS  
MAX 1" ABOVE FINISHED  
GROUND SURFACE  
SLOPE 1/2" PER FT.

PLACE CONCRETE AGAINST UNDISTURBED  
MATERIAL, EXCEPT AS PERMITTED BY THE  
ENGINEER.

**DESIGN AND DRAINAGE**

**SECTION**



**ELEVATION**

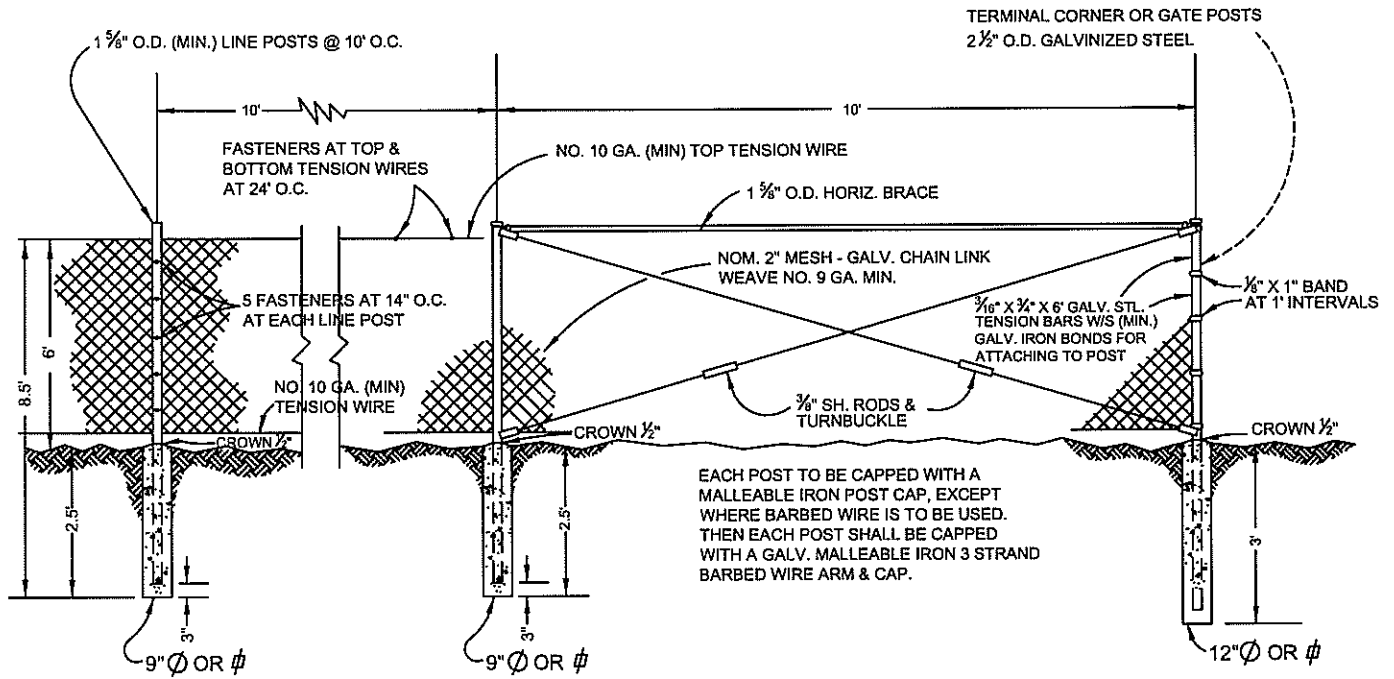
**NOTE:** JOINT TO EXTEND FROM TOP OF FOOTING TO TOP OF WALL LOCATE JOINTS AT 40' CTRS OR LESS AS DIRECTED BY THE ENGINEER

**DESIGN DATA:**  $f_c = 1200$  p.s.i.,  $f_s = 20,000$  p.s.i.,  $n = 10$ , EARTH = 120 p.c.f. AND EQUIVALENT FLUID PRESSURES = 36 p.s.f. MAX. FOR DETERMINATION OF TOE PRESSURE AND 27 p.s.f. MIN. FOR DETERMINATION OF HEEL PRESSURE.

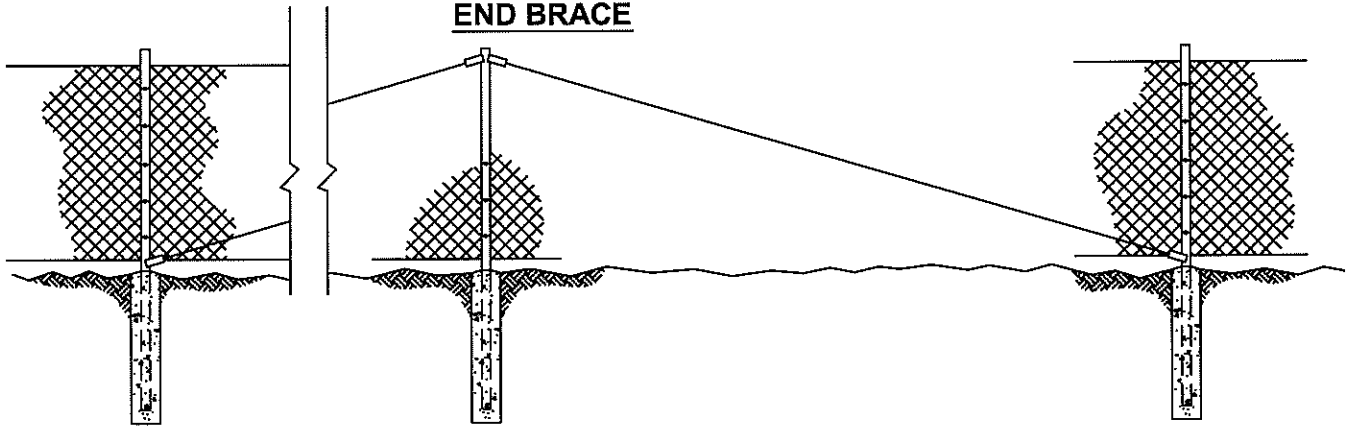
TABLE OF REINFORCED STEEL DIMENSIONS AND DATA					
DESIGN H	14'	12'	10'	8'	6'
W	8'-10"	7'-7"	6'-4"	5'-1"	3'-10"
C	3'-0"	2'-7"	2'-2"	1'-9"	1'-4"
B	5'-10"	5'-0"	4'-2"	3'-4"	2'-6"
F	1'-4"	1'-2"	1'-2"	1'-2"	1'-2"
S	1'-7"	1'-6"	1'-5"	1'-4"	1'-3"
② BARS	No 9 @ 7	No 8 @ 8	No 6 @ 8	No 5 @ 11	No 5 @ 24
③ BARS	No 9 @ 7	No 8 @ 8	No 6 @ 8	No 5 @ 11	No 5 @ 24
CONC. CF/FT	31.9	24.8	20.4	16.2	12.2
STEEL #/FT	139	94	54	32	21
TOE PRES	4970	4150	3570	2960	2350

**NOTE:** Steel and concrete quantities apply to wall and footing. "S" dimension applies to overall wall height "H". Design "H" may be exceeded by 6" before going to the next size.

DRAWN BY: SKF	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	JANUARY 5, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Conroy K. Bradshaw</i> 7/10/2009			<b>1021</b>
R.O.B. NO. 39425	EXP. DATE 12/31/2009		

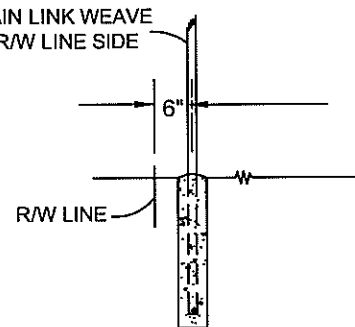


**END BRACE**



**BRACED EVERY 500'**


CHAIN LINK WEAVE ON R/W LINE SIDE

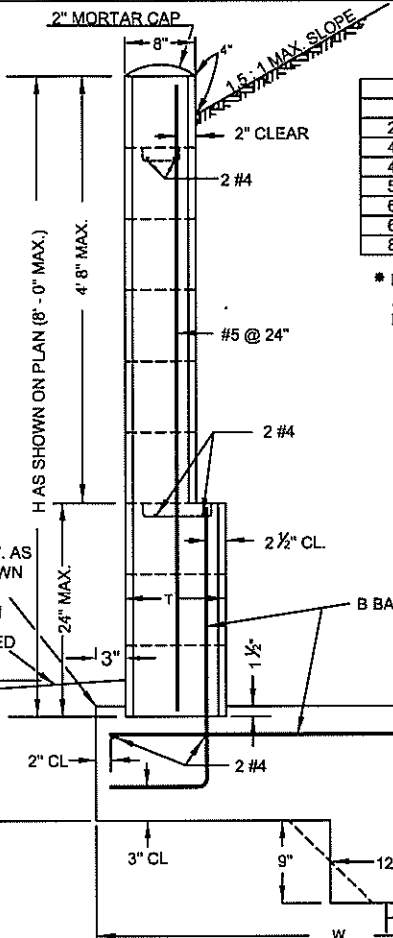


DETAIL

**NOTES:**

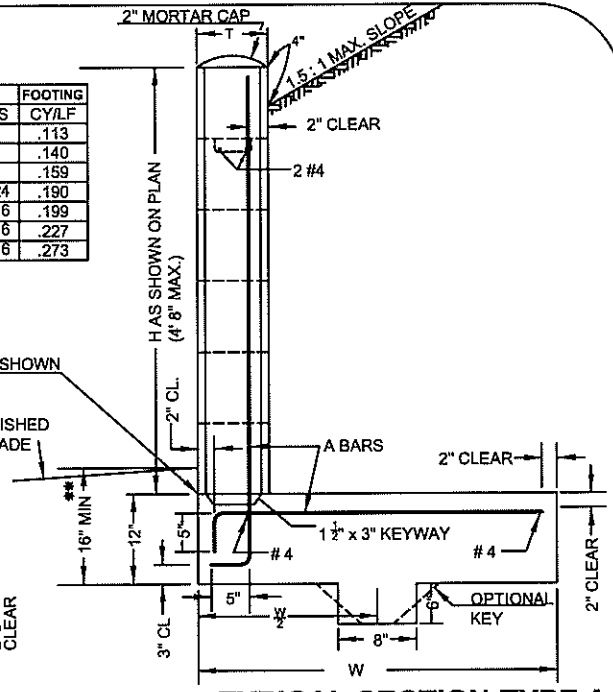
1. ALL POST TO BE SET IN CLASS 517-C-2500 P.C.C.

DRAWN BY: SKF	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	JUNE 30, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	RIGHT OF WAY FENCING
			6' HIGH CHAINLINK FENCE
R.C.E. NO. 39425	EXP. DATE 12/31/2009		<b>1022</b>



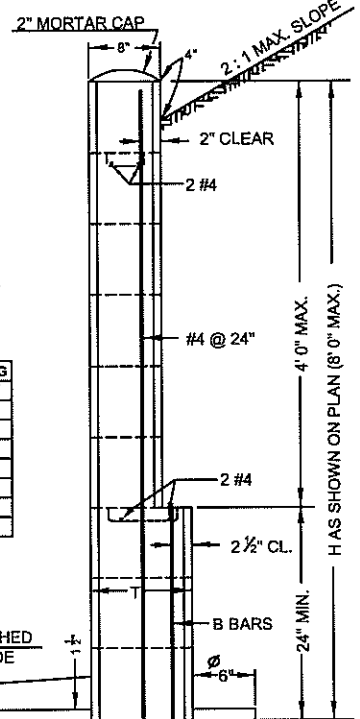
STEEL SCHEDULE - TYPE I					FOOTING
H *	T	W	A BARS	B BARS	CY/LF
2'-8"	Δ6"	2'-9"	#3 @ 24	---	.113
4'-0"	8"	3'-6"	#4 @ 24	---	.140
4'-8"	8"	4'-0"	#5 @ 24	---	.159
5'-4"	12"	4'-6"	---	#5 @ 24	.190
6'-0"	12"	4'-9"	---	#6 @ 16	.199
6'-8"	12"	5'-6"	---	#6 @ 16	.227
8'-0"	12"	6'-9"	---	#8 @ 16	.273

\* FOR H OTHER THAN SHOWN USE T, W, A BARS, B BARS GIVEN FOR THE NEXT HIGHER H.



**TYPICAL SECTION-TYPE A**  
(H=4'-8" MAX.)

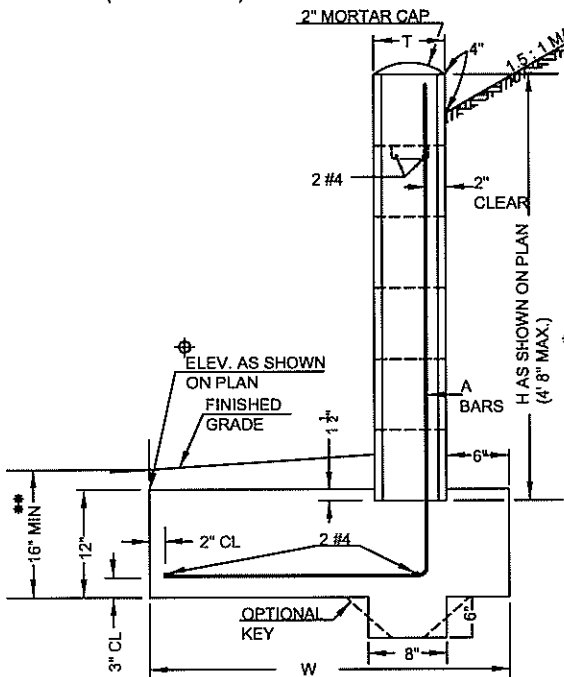
**TYPICAL SECTION-TYPE A**  
(H OVER 4'-8")



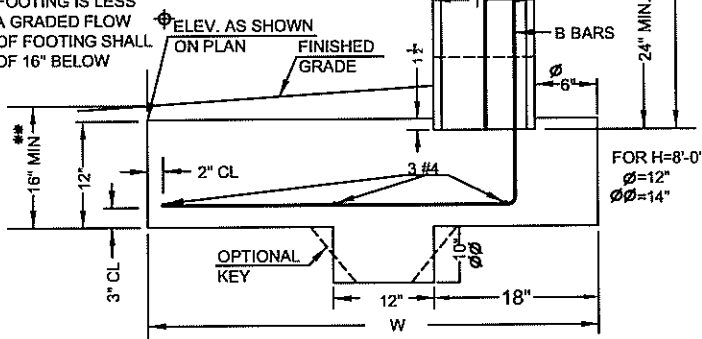
△ USE 8" WHEN CHAIN LINK FENCE IS TO BE CONSTRUCTED  
 ⊕ WHEN ELEVATION IS NOT SHOWN ON PLAN, SET TOP OF FOOTING FOUR (4) INCHES BELOW FINISH GRADE.

STEEL SCHEDULE - TYPE II					FOOTING
H *	T	W	A BARS	B BARS	CY/LF
2'-8"	Δ6"	2'-3"	#3 @ 24	---	.093
4'-0"	8"	3'-0"	#4 @ 24	---	.121
4'-8"	8"	3'-6"	#5 @ 24	---	.139
5'-4"	12"	3'-9"	---	#5 @ 24	.165
6'-0"	12"	4'-0"	---	#6 @ 16	.174
6'-8"	12"	4'-9"	---	#6 @ 16	.202
8'-0"	12"	6'-0"	---	#8 @ 16	.260

\*\* WHEN TOE OF FOOTING IS LESS THAN 4' FROM A GRADED FLOW LINE, BOTTOM OF FOOTING SHALL BE A MINIMUM OF 16" BELOW FLOW LINE.



**TYPICAL SECTION-TYPE B**  
(H=4'-8" MAX.)

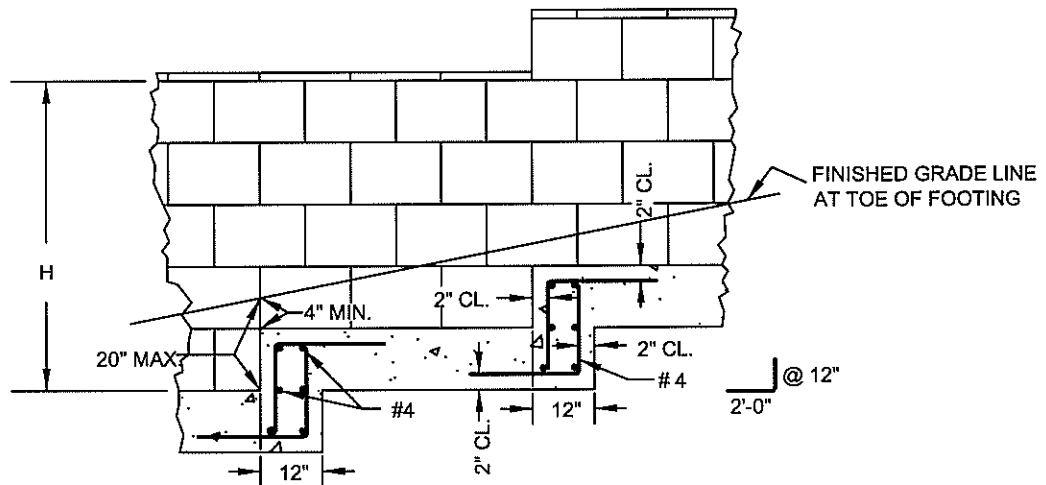


**TYPICAL SECTION-TYPE B**  
(H > 4'-8")

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APPROVED BY CITY ENGINEER      DATE  
*Craig L. Bradshaw*      7/10/2009  
 R.C.E. NO.      39425      EXP. DATE      12/31/2009

**CITY OF CLAREMONT**  
 STANDARD DRAWING NO.  
 CONCRETE BLOCK RETAINING WALL      **1023**  
 SHEET 1/2

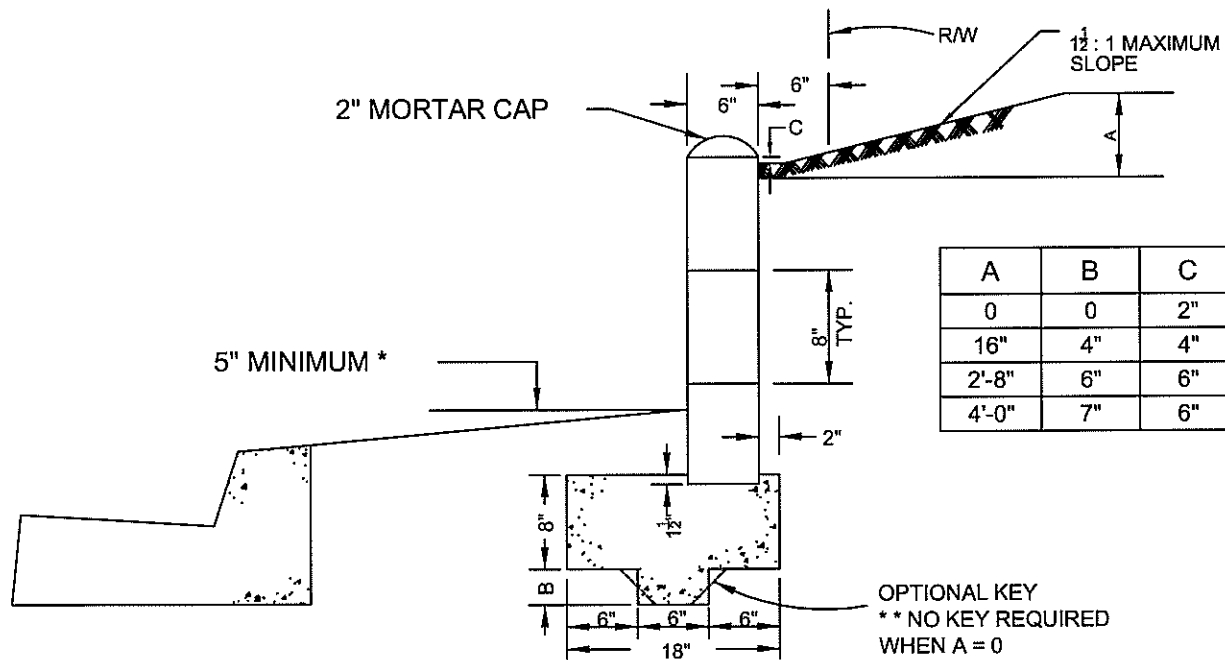


**FOOTING STEP DETAIL**

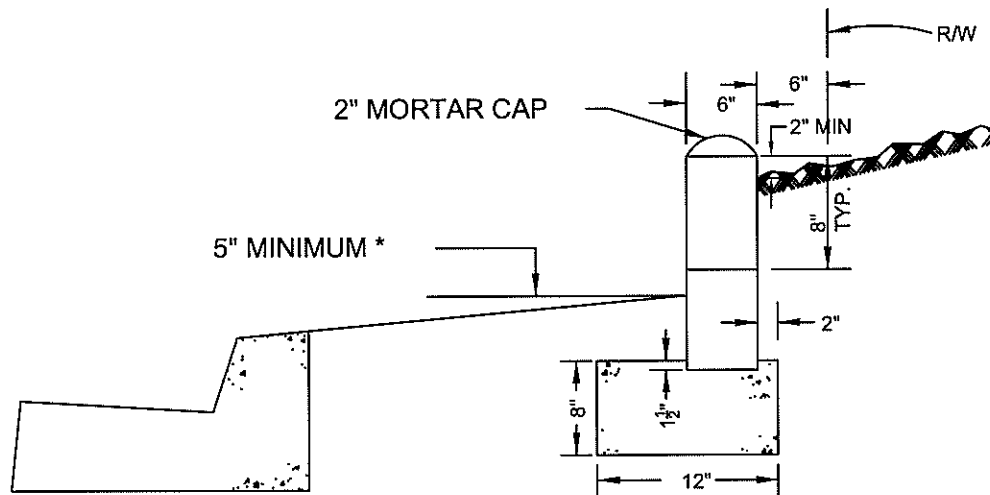
**NOTES:**

1. ALL CELLS TO BE FILLED SOLID WITH GROUT AND RODDED.
2. OMIT MORTAR FROM VERTICAL JOINTS IN FIRST COURSE ABOVE FINISHED GRADE ON 32" CENTERS FOR WEEP HOLES.
3. FOOTING TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.
4. MAXIMUM SOIL PRESSURE = 2,000 P.S.F. FOR TYPE I; 1,000 P.S.F. FOR TYPE II.
5. POUR FOOTING AGAINST UNDISTURBED NATURAL SOIL.

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CHECKED BY: VRR	REVISION NO. 2	JANUARY 5, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<span style="font-size: 1.2em; font-weight: bold;">7/10/2009</span>			<b>CONCRETE BLOCK RETAINING WALL</b>
R.O.E. NO. 39425	EXP. DATE 12/31/2009		<span style="font-size: 2em; font-weight: bold;">1023</span> SHEET 2/2



**3 COURSE MAXIMUM**



**2 COURSE MAXIMUM**

**NOTES:**

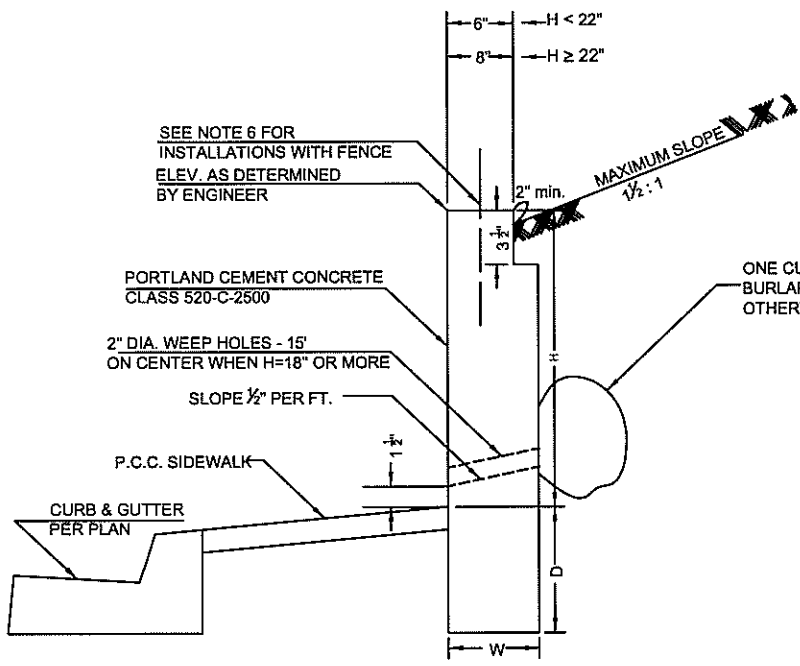
- 1 ALL CELLS TO BE FILLED SOLID WITH GROUT AND RODDED.
- 2 OMIT MORTAR FROM VERTICAL JOINTS IN FIRST COURSE ABOVE FINISHED GRADE ON 32" CENTERS FOR WEEP HOLES.
- 3 POUR FOOTING AGAINST UNDISTURBED NATURAL SOIL.
- 4 NO LIVE LOAD SURCHARGE ALLOWED ON FILL.
- \* TOP OF FOOTING MAY BE PLACED PARALLEL TO PARKWAY GRADE IF STREET GRADE IS RELATIVELY FLAT AND UNIFORM.
- 5 FOOTING TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.

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CHECKED BY: VRR	REVISION NO. 2	

**CITY OF CLAREMONT**

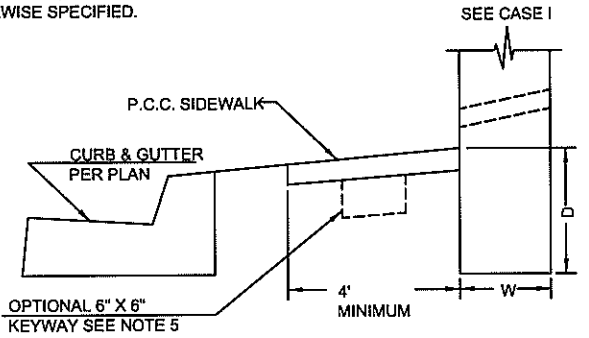
APPROVED BY CITY ENGINEER	DATE
<i>Craig A. Badsha</i>	7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009

STANDARD DRAWING NO.	
CONCRETE BLOCK SLOUGH WALL	1024

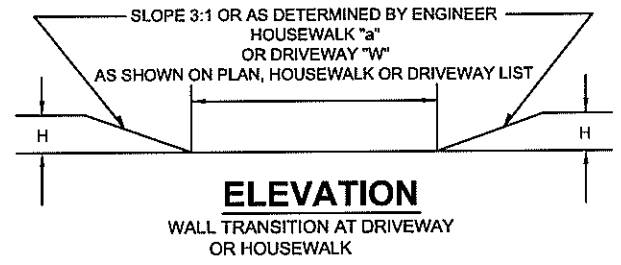


**CASE I**  
FULL WIDTH SIDEWALK

ONE CUBIC FOOT OF NO. 3 ROCK IN A BURLAP SACK, SECURELY TIED UNLESS OTHERWISE SPECIFIED.



**CASE II**  
PARTIAL WIDTH SIDEWALK



CONCRETE VOLUME TABLE				
H-IN.	D-IN.	W-IN.	AREA-S.F.	VOL.-C.Y./L.F.
6	6	6	0.50	0.019
7	6	6	0.54	0.020
8	6	6	0.58	0.022
9	6	6	0.63	0.023
10	6	6	0.67	0.025
11	6	6	0.71	0.026
12	6	6	0.75	0.028
13	6	6	0.79	0.029
14	7	6	0.88	0.032
15	7	6	0.92	0.034
16	8	8	1.28	0.048
17	8	8	1.34	0.050
18	9	8	1.45	0.054
19	9	8	1.51	0.056
20	10	8	1.62	0.060
21	10	8	1.67	0.062
22	11	10	2.24	0.083
23	11	10	2.31	0.086
24	12	10	2.45	0.091
26	13	10	2.66	0.099
28	14	10	2.87	0.106
30	15	10	3.08	0.114
32	16	10	3.28	0.122
34	17	10	3.49	0.129
36	18	10	3.70	0.137

**NOTES:**

- CONCRETE SLOUGH WALL TO BE USED ONLY IN CONJUNCTION WITH SIDEWALK ABUTTING THE WALL.
- BACKFILL SHALL NOT BE PLACED BEHIND WALL UNTIL SIDEWALK IS IN PLACE.
- NO MECHANICAL COMPACTION ON WALL BACKFILL SHALL BE PERMITTED.
- EXPANSION JOINTS SHALL BE PLACED AT 50' INTERVALS OR AS DIRECTED BY ENGINEER.
- HEIGHT LIMITS AS FOLLOWS:  
 CASE I:  
 MAXIMUM H = 36 INCHES  
 CASE II:  
 A. FOR SLOPES BETWEEN 3:1 AND 1 1/2:1  
 MAXIMUM H = 12 INCHES  
 B. FOR SLOPES 3:1 OR FLATTER  
 MAXIMUM H = 18 INCHES  
 C. WITH 6" X 6" KEY WAY, WALL HEIGHT  
 MAY BE INCREASED 10 INCHES
- WHERE FENCING IS INSTALLED AT TOP OF WALL THE MINIMUM WALL THICKNESS SHALL BE 8 INCHES AND FENCE POSTS SHALL BE SET PER DETAIL ON STANDARD PLAN NO. 88-01. D SHALL BE MINIMUM OF 12 INCHES.

DRAWN BY: SKF      REVISED BY: JJI      DATE OF LAST REVISION: JANUARY 5, 2009

CHECKED BY: VRR      REVISION NO. 2

APPROVED BY CITY ENGINEER      DATE

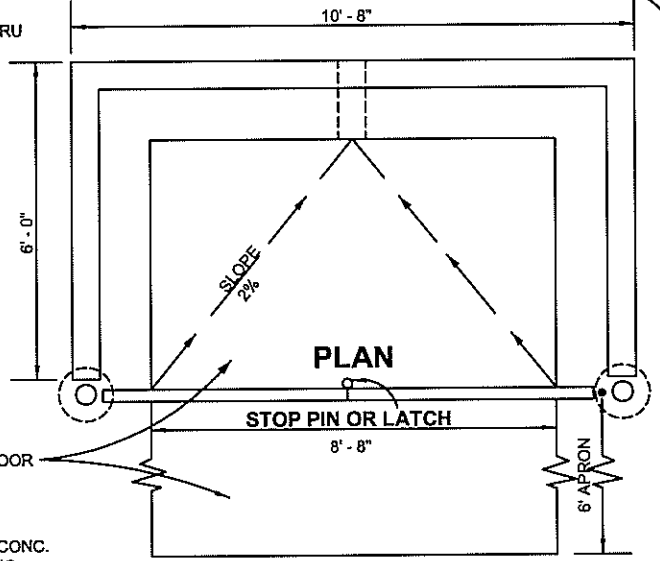
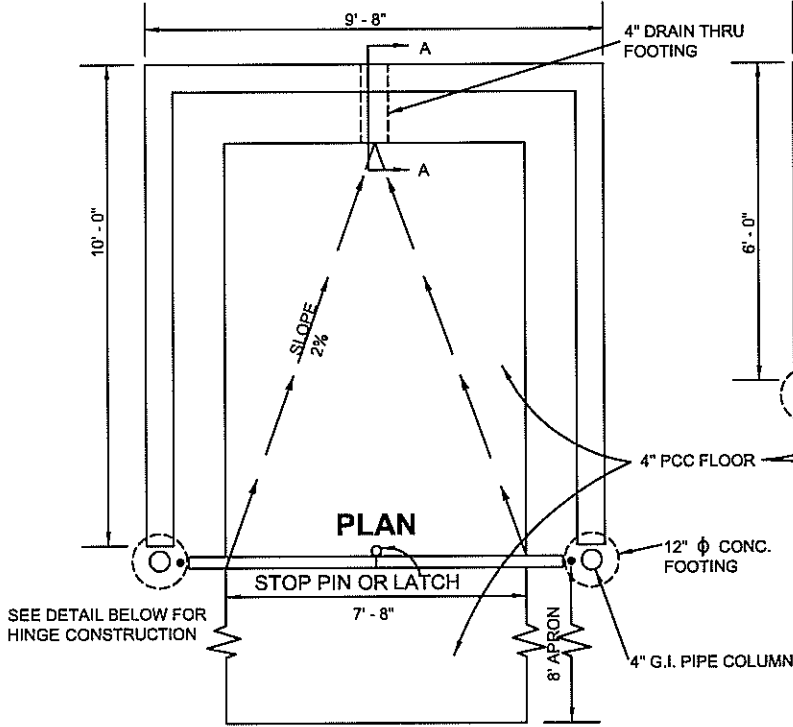
*Craig L. Bradshaw* 7/10/2009

R.C.E. NO. 39425      EXP. DATE 12/31/2009

**CITY OF CLAREMONT**

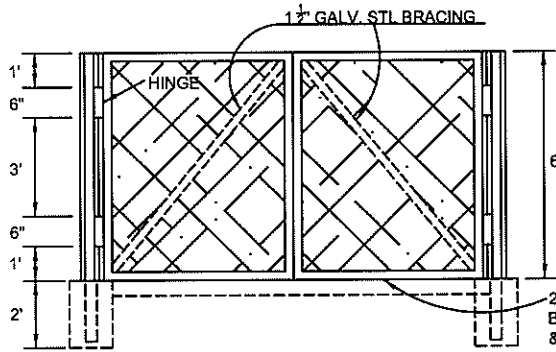
STANDARD DRAWING NO.

CONCRETE SLOUGH WALL      **1025**

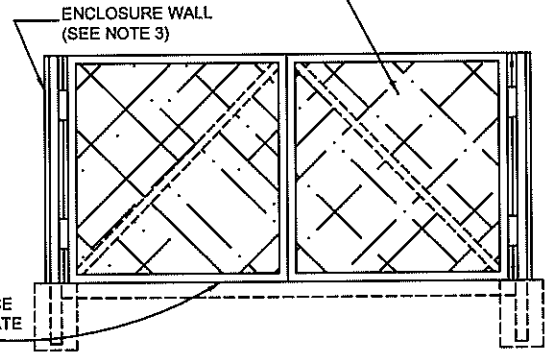


SEE DETAIL BELOW FOR HINGE CONSTRUCTION

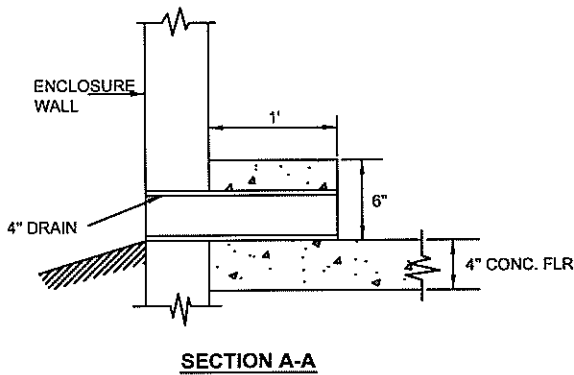
GATES TO BE SOLIDLY SCREENED (SEE NOTE 3)



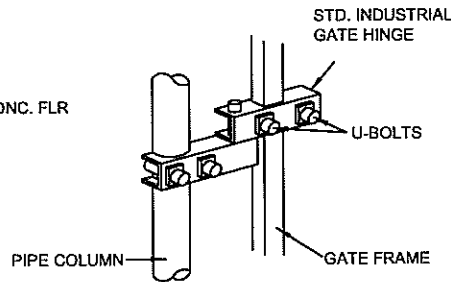
FRONT ELEVATION  
**END OPENING**



FRONT ELEVATION  
**SIDE OPENING**



**SECTION A-A**



**HINGE DETAIL**

**NOTES:**

1. BIN ENCLOSURE GATES TO BE CONSTRUCTED OF 1 1/2" SQUARE GALV. STL. TUBING W/CROSS BRACES.
2. GATES SHALL BE HUNG ON 4" G.I. PIPE COLUMNS WITH METAL HINGES BOLTED IN PLACE AS PER DETAIL.
3. ALL BUILDING MATERIALS TO BE APPROVED BY THE DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT.
4. FOOTING FOR WALLS AS SPECIFIED BY BUILDING CODE.
5. SLOPE GROUND AWAY FROM BIN.

DRAWN BY: SKF

REVISED BY: JGB

DATE OF LAST REVISION:

**CITY OF CLAREMONT**

CHECKED BY: VRR

REVISION NO. 1

APRIL 5, 2007

APPROVED BY CITY ENGINEER

DATE

**STANDARD DRAWING NO.**

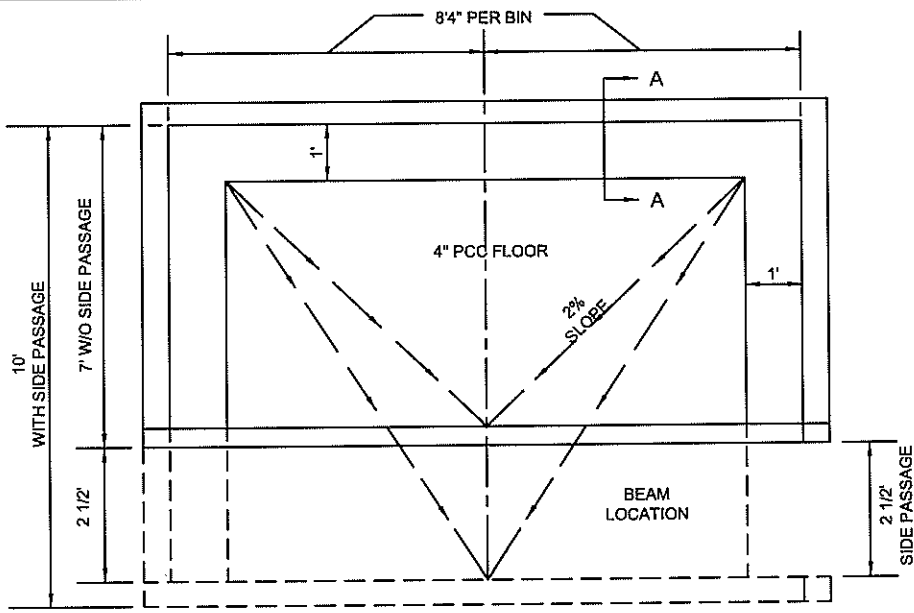
*Louisa K. Bradshaw* 7/10/2009

**SINGLE BIN ENCLOSURE**

**1026**

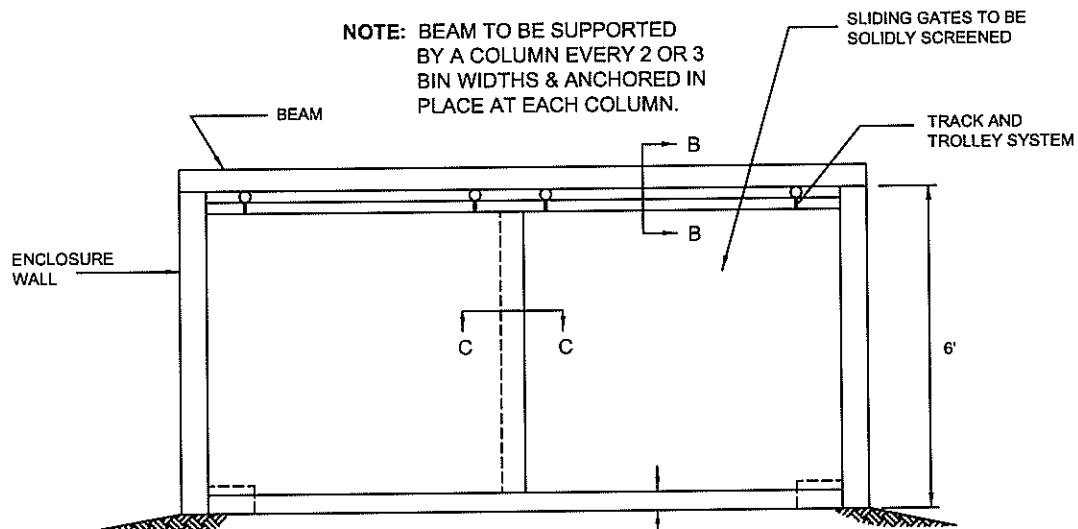
R.C.E. NO. 39425 EXP. DATE 12/31/2009



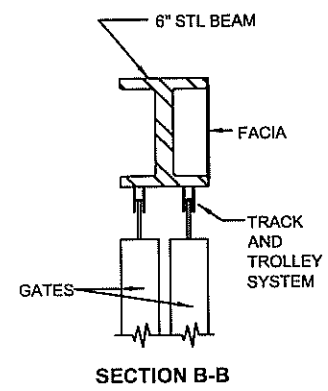


**PLAN VIEW**

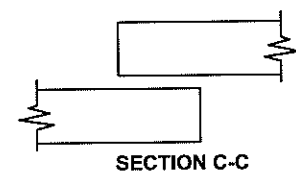
**NOTE:** BEAM TO BE SUPPORTED BY A COLUMN EVERY 2 OR 3 BIN WIDTHS & ANCHORED IN PLACE AT EACH COLUMN.



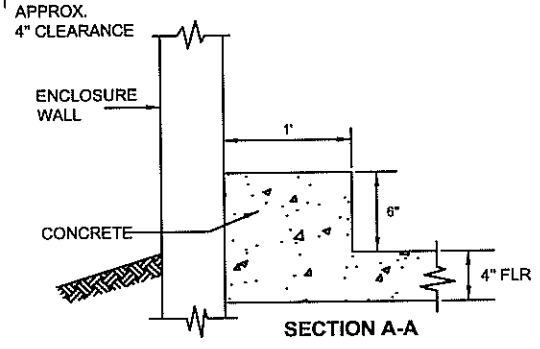
**FRONT ELEVATION**



**SECTION B-B**



**SECTION C-C**



**SECTION A-A**

**NOTES:**

1. FOOTING FOR WALLS AS SPECIFIED BY BUILDING CODE.
2. ALL BLDG MATERIALS TO BE APPROVED BY DEPT. OF PLANNING & COMMUNITY DEVELOPMENT.
3. SLOPE GROUND AWAY FROM WALLS.

DRAWN BY: SKF	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	JANUARY 7, 2009

**CITY OF CLAREMONT**

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**STANDARD DRAWING NO.**

*Conig A. Bradshaw* 7/10/2009

**MULTIPLE BIN ENCLOSURE**

**1027**

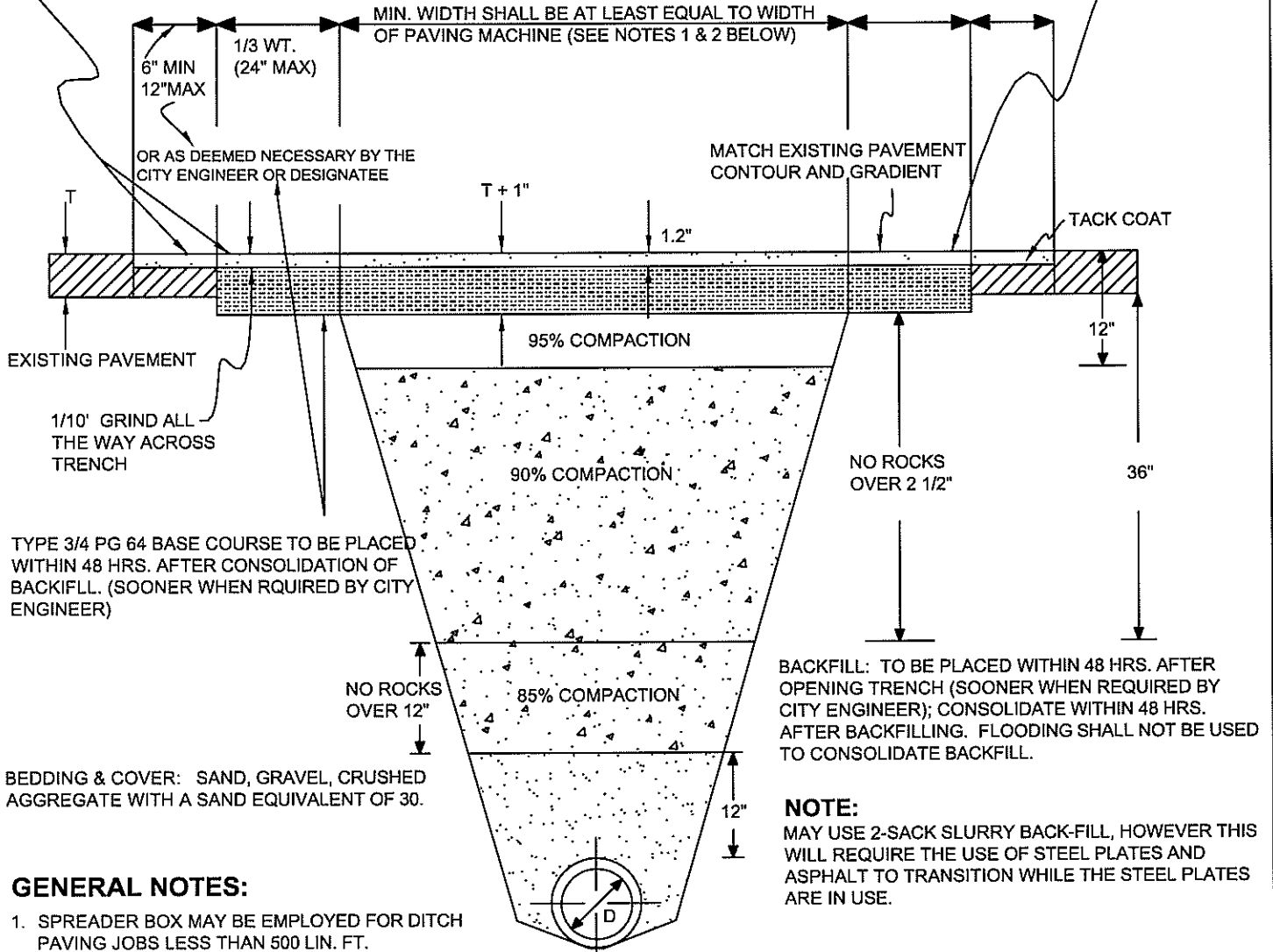
R.C.E. NO. 39425 EXP. DATE 12/31/2009

# DETAIL FOR TRENCHING, BACKFILL & A.C. PAVEMENT REPAIR

REMOVE EXISTING PAVEMENT TO CLEAN STRAIGHT LINES (LEAVING NO BROKEN EDGES) AFTER TRENCH HAS BEEN BACKFILLED AND BEFORE PLACING BASE COURSE.

**NOTE:**  
FOR LONG TRENCHES THE CITY MAY REQUIRE THE INSTALLATION OF A 2" DIAMETER CONDUIT AS DETERMINED BY THE CITY ENGINEER. CONDUIT WILL BE THE PROPERTY OF THE CITY OF CLAREMONT FOR FUTURE USE.

FINISHED SURFACE TO BE PLACED NO SOONER THAN 5 DAYS NOR LATER THAN 10 DAYS AFTER BASE PAVING. APPLY TACK COAT, LEVELING COURSE TO BEARING WITHIN 1" OF FINISH GRADE & SURFACE COURSE. LEVELING & SURFACE COURSES TO BE C2 OR D AR4000



**BACKFILL:** TO BE PLACED WITHIN 48 HRS. AFTER OPENING TRENCH (SOONER WHEN REQUIRED BY CITY ENGINEER); CONSOLIDATE WITHIN 48 HRS. AFTER BACKFILLING. FLOODING SHALL NOT BE USED TO CONSOLIDATE BACKFILL.

**NOTE:**  
MAY USE 2-SACK SLURRY BACK-FILL, HOWEVER THIS WILL REQUIRE THE USE OF STEEL PLATES AND ASPHALT TO TRANSITION WHILE THE STEEL PLATES ARE IN USE.

**GENERAL NOTES:**

1. SPREADER BOX MAY BE EMPLOYED FOR DITCH PAVING JOBS LESS THAN 500 LIN. FT.
2. ALL JOINTS SHALL BE VERTICAL BUTT JOINTS. LAP OR FEATHERED JOINTS ARE NOT ALLOWED.
3. UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER, TRENCH PATH SHOULD BE STRAIGHT GRADE ACROSS WIDTH AND SHOULD NOT BE A CROWNED CENTER.
4. CONCRETE IN THE STREET IS MIN. OF EIGHT-INCHES (8"), DRIVEWAYS ARE MIN. SIX-INCHES (6"), SIDEWALKS ARE MIN. FOUR-INCHES (4").
5. STREET CONCRETE IS SIX (6) SACK MIX, SIDEWALK AND DRIVEWAY CONCRETE IS FIVE AND ONE-HALF (5 1/2) SACK MIX.

NO FLOATERS < 36"

DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION: JANUARY 7, 2009
CHECKED BY: VRR	REVISION NO. 2	

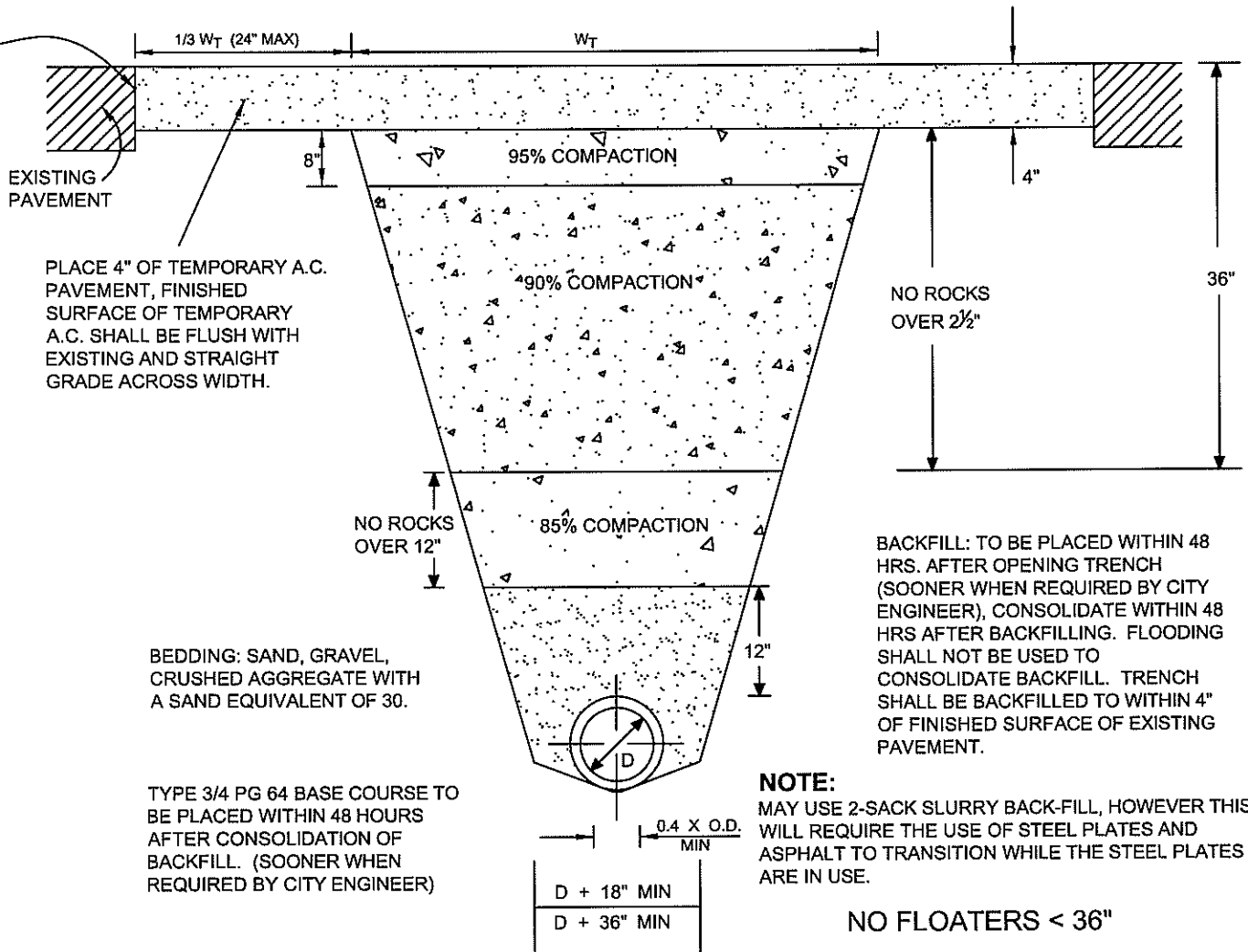
CITY OF CLAREMONT

APPROVED BY CITY ENGINEER	DATE
7/10/2009	
R.C.E. NO. 39425	EXP. DATE 12/31/2009

STANDARD DRAWING NO.	
TRENCHING BACKFILL & A.C. PAVEMENT REPAIR	1028

## DETAIL FOR TRENCHING, BACKFILL & PLACEMENT OF TEMPORARY A.C. PAVEMENT

REMOVE EXISTING PAVEMENT TO CLEAN STRAIGHT LINES (LEAVING NO BROKEN EDGES) AFTER TRENCH HAS BEEN BACKFILLED AND BEFORE PLACING TEMPORARY A.C. PAVEMENT.



PLACE 4" OF TEMPORARY A.C. PAVEMENT, FINISHED SURFACE OF TEMPORARY A.C. SHALL BE FLUSH WITH EXISTING AND STRAIGHT GRADE ACROSS WIDTH.

BEDDING: SAND, GRAVEL, CRUSHED AGGREGATE WITH A SAND EQUIVALENT OF 30.

TYPE 3/4 PG 64 BASE COURSE TO BE PLACED WITHIN 48 HOURS AFTER CONSOLIDATION OF BACKFILL. (SOONER WHEN REQUIRED BY CITY ENGINEER)

BACKFILL: TO BE PLACED WITHIN 48 HRS. AFTER OPENING TRENCH (SOONER WHEN REQUIRED BY CITY ENGINEER), CONSOLIDATE WITHIN 48 HRS AFTER BACKFILLING. FLOODING SHALL NOT BE USED TO CONSOLIDATE BACKFILL. TRENCH SHALL BE BACKFILLED TO WITHIN 4" OF FINISHED SURFACE OF EXISTING PAVEMENT.

**NOTE:**

MAY USE 2-SACK SLURRY BACK-FILL, HOWEVER THIS WILL REQUIRE THE USE OF STEEL PLATES AND ASPHALT TO TRANSITION WHILE THE STEEL PLATES ARE IN USE.

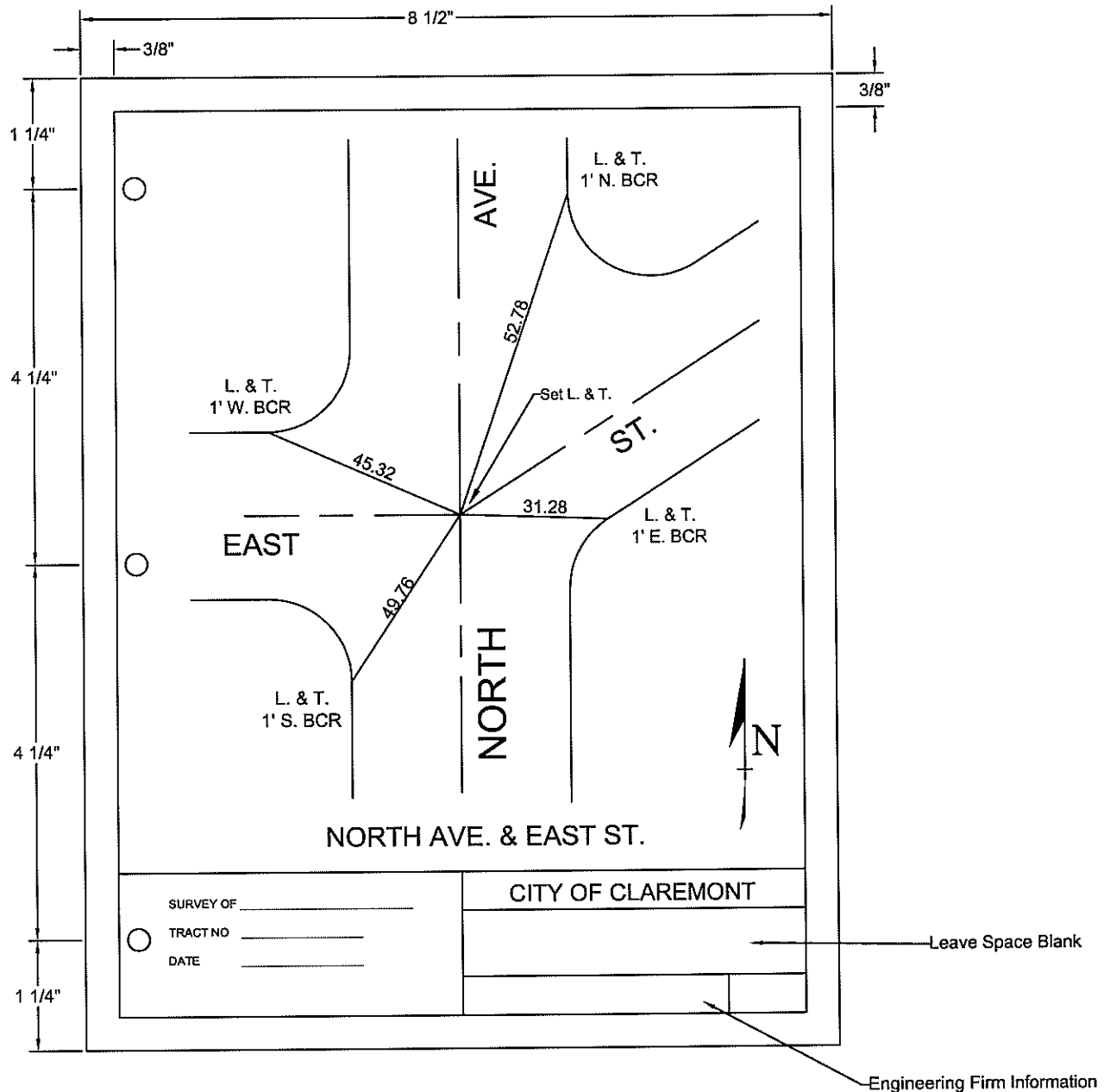
**NO FLOATERS < 36"**

**GENERAL NOTES**

1. ALL TRENCHES SHALL BE BACKFILLED BEFORE LEAVING THE JOBSITE EACH EVENING UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.
2. ALL TRAFFIC SIGNAL VEHICLE DETECTORS DAMAGED BY UTILITY'S CONTRACTOR'S OPERATIONS WILL BE REPLACED BY THE CITY AT UTILITY'S EXPENSE.
3. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE STATE'S MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES, LATEST EDITION.
4. A MINIMUM OF ONE 12 FT. WIDE TRAVEL LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.
5. AT INTERSECTIONS WHERE SEPARATE LEFT TURN LANES EXIST THEY SHALL BE MAINTAINED UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.
6. PEDESTRIAN ACCESS MUST BE MAINTAINED AT ALL TIMES.

7. AFTER THE TRENCH HAS BEEN PROPERLY BACKFILLED AND THE TEMPORARY A.C. PAVEMENT HAS BEEN PLACED, THE CITY SHALL BE PROMPTLY NOTIFIED. THE CITY WILL MAKE ALL PERMANENT A.C. REPAIRS AND RESTORATION OF PAVEMENT MARKINGS WITH SUCH WORK BILLED TO THE UTILITY UPON COMPLETION. CITY ENGINEER'S APPROVAL REQUIRED FOR ANY VARIANCE TO THIS REQUIREMENT.
8. REPLACEMENT OF P.C.C. IMPROVEMENTS SHALL BE THE RESPONSIBILITY OF THE UTILITY OR THEIR CONTRACTOR AND SHALL BE IN COMPLIANCE WITH CITY STANDARDS.
9. CONCRETE IN THE STREET TO BE A MIN. 8", DRIVEWAYS TO BE A MIN. OF 6", SIDEWALKS TO BE A MIN. OF 4".
10. STREET CONCRETE IS SIX (6) STACK MIX, SIDEWALK AND DRIVEWAY CONCRETE TO BE FIVE AND ONE-HALF (5 1/2) SACK MIX PER GREENBOOK STANDARD 520-C-2500.
11. SLURRY TO CENTER LINE OF STREET WILL BE REQUIRED FOR TRENCHING OVER 50' IF NOT COORDINATED WITH THE CITY'S RESURFACING EFFORTS.

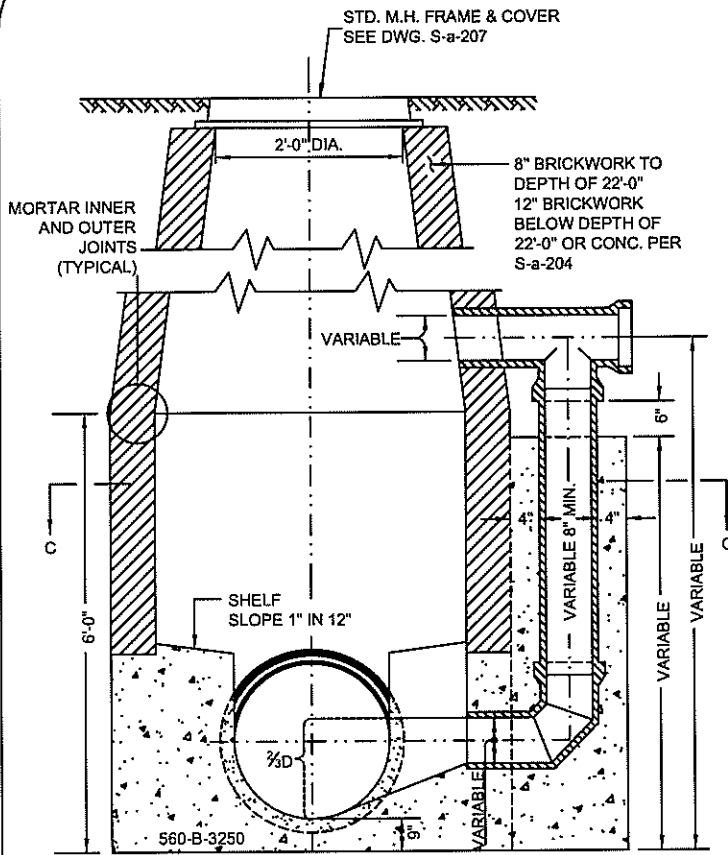
DRAWN BY: VRR	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	JANUARY 7, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
7/10/2009			TEMPORARY UTILITY TRENCHING & BACKFILLING REQUIREMENTS
R.C.E. NO. 39425	EXP. DATE 12/31/2009		<b>1028A</b>



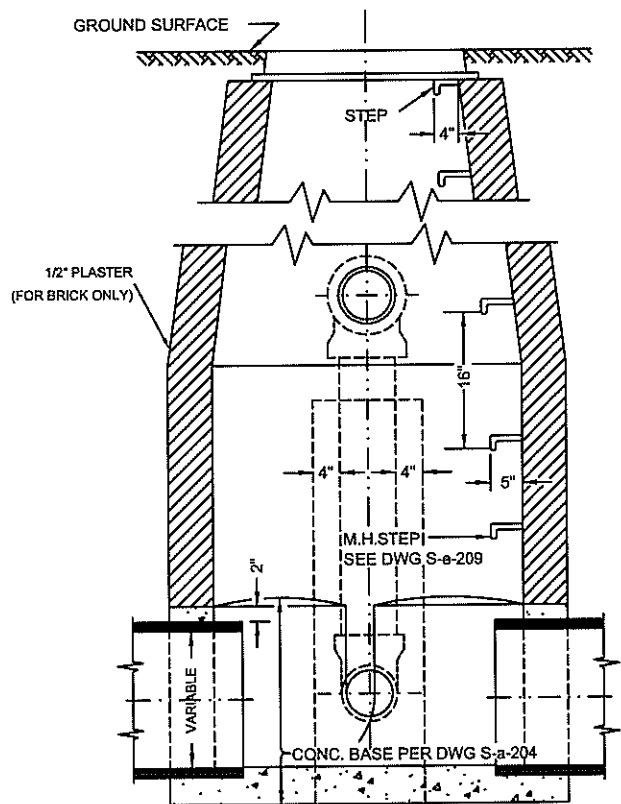
**NOTES:**

1. REFERENCE POINTS SHALL BE L. & T.S IN SIDEWALKS OR IN TANGENT PORTION OF THE CURB AND A MINIMUM OF 3 REFERENCE POINTS FOR EACH INTERSECTION.
2. CENTER LINE MONUMENTS SHALL BE:
  - A. CEMENT CONCRETE - LEAD & TACK
  - B. MACADAM OR PLANT MIX - 6" R.R. SPIKE.
  - C. OIL & ROCK, GRAVELLED & OTHER - 1" I.P. 12" DOWN.
  - D. WHERE MANHOLES EXIST - 4 PUNCH MARKS ON M.H. RING
3. TANGENT TIES AND POINTS ON  $\odot$  PRODS ARE PREFERRED.
4. ONLY ONE STREET INTERSECTION SHALL BE SHOWN ON EACH STREET.
5. SHEETS SHALL BE OF THE SIZE SHOWN

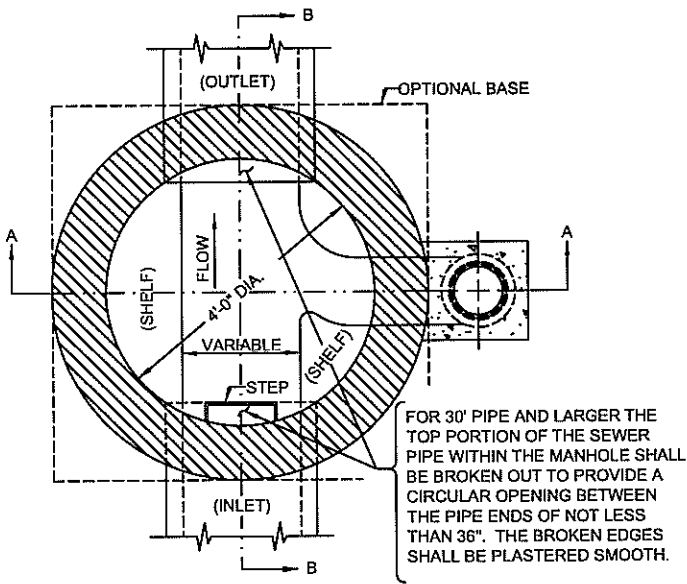
DRAWN BY: JGB	REVISED BY: JGB	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	JANUARY 22, 2008	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Terang L. Bradshaw</i> 7/10/2009			<b>1029</b>
R.C.E. NO. 39425		EXP. DATE 12/31/2009	CENTERLINE TIE NOTES



**SECTION A-A**



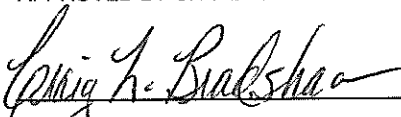
**SECTION B-B**



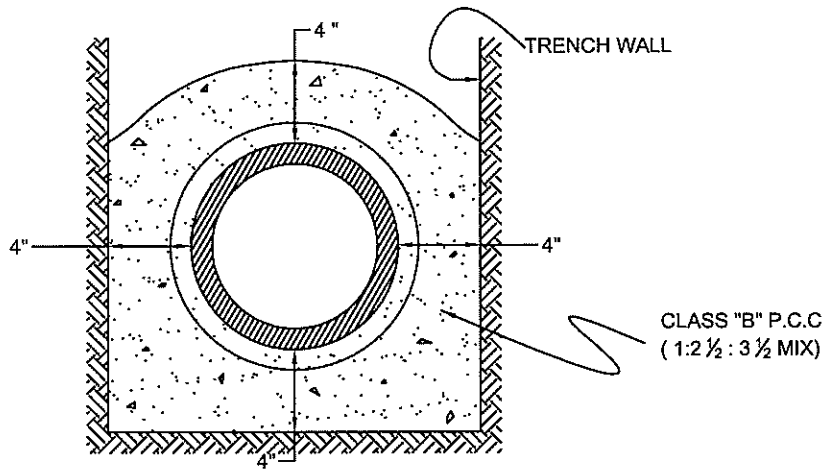
**SECTION C-C**

**NOTES AND SPECIFICATIONS**

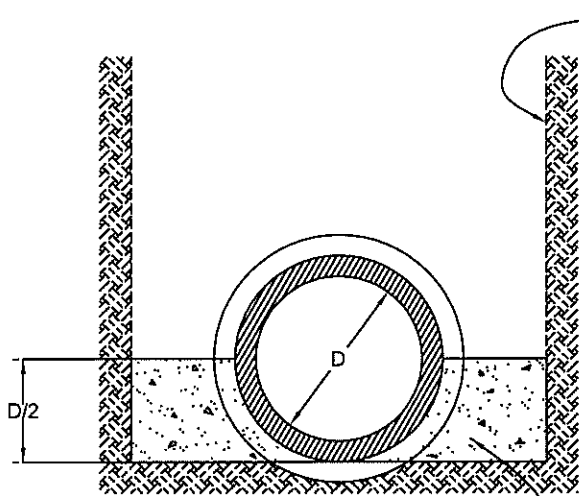
1. IF CONCRETE WALLS ARE USED, THE PRECAST CONCRETE UNITS SHALL BE MANUFACTURED AND TESTED IN ACCORDANCE WITH ASTM C 478. THE CURING OF THE PRECAST UNITS SHALL CONFORM TO SECTION 207-2.7 OF STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. PRECAST CONCRETE UNITS MAY BE REINFORCED OR UN-REINFORCED. REINFORCED SECTIONS SHALL BE REINFORCED IN ACCORDANCE WITH ASTM C478 AND SHALL HAVE A MINIMUM WALL THICKNESS OF 4".
3. PRECAST CONCRETE UNITS SHALL BE ASSEMBLED USING MORTAR CONFORMING WITH SECTION 201-5.1 (CLASS "B") OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION. FOR LAYING BRICK OR PLASTERING, THE MORTAR SHALL CONFORM WITH SECTION 201-5.1 (CLASS "D").
4. THE MANHOLE STEPS SHALL BE UNIFORMLY SPACED AT A MAXIMUM OF 16" WITH THE TOP STEP PLACED JUST UNDER THE MANHOLE FRAME. THE LOWEST STEP SHALL BE PLACED NOT LESS THEN 8" NOR MORE THAN 24" ABOVE THE SHELF. THE TOP STEP AND THOSE IN THE 24" DIAMETER SECTION SHALL PROJECT 4" INSIDE THE MANHOLE AND ALL OTHERS 5".

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R.C.E. NO. 39425	EXP. DATE 12/31/2009	

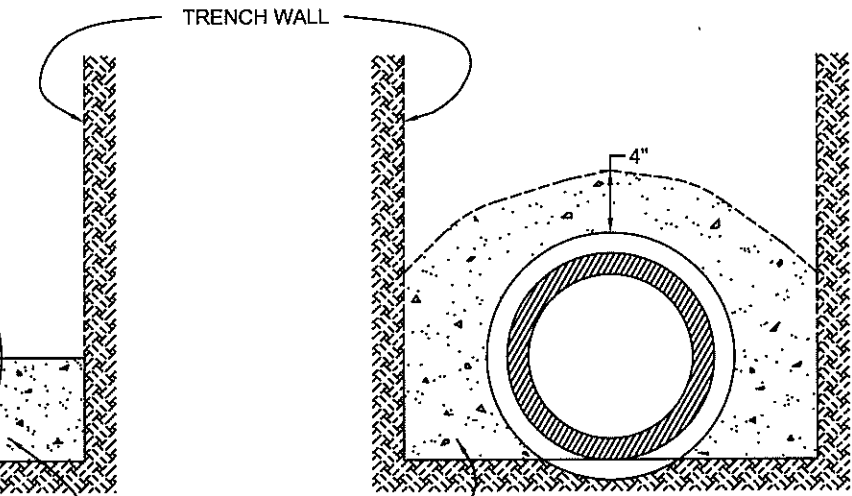
<b>CITY OF CLAREMONT</b>	
STANDARD DRAWING NO.	
STANDARD DROP MANHOLE FOR 8" TO 36" PIPE	<b>1030</b>



**NO. 1  
CONCRETE ENCASEMENT**

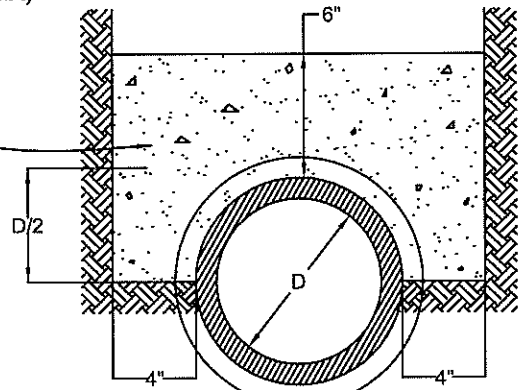


**CONCRETE CRADLE**



**NO. 2  
CONCRETE ENCASEMENT**


CLASS "B" P.C.C.(1:2 1/2 : 3 1/2 MIX)



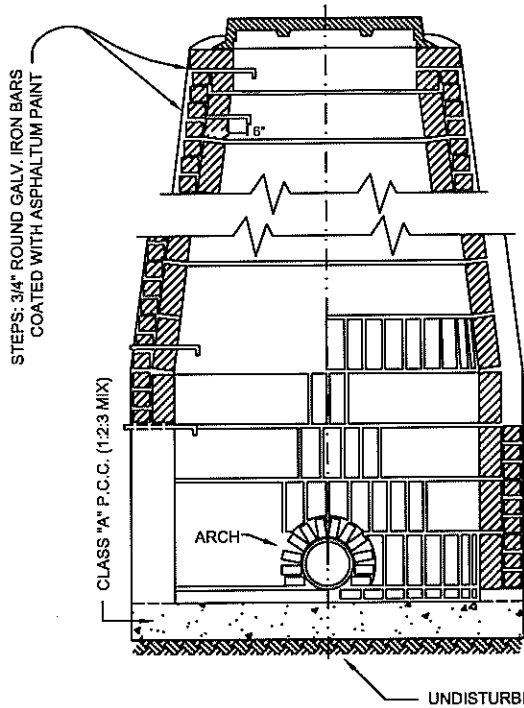
**NO. 3  
CONCRETE ENCASEMENT**

**NOTE:**

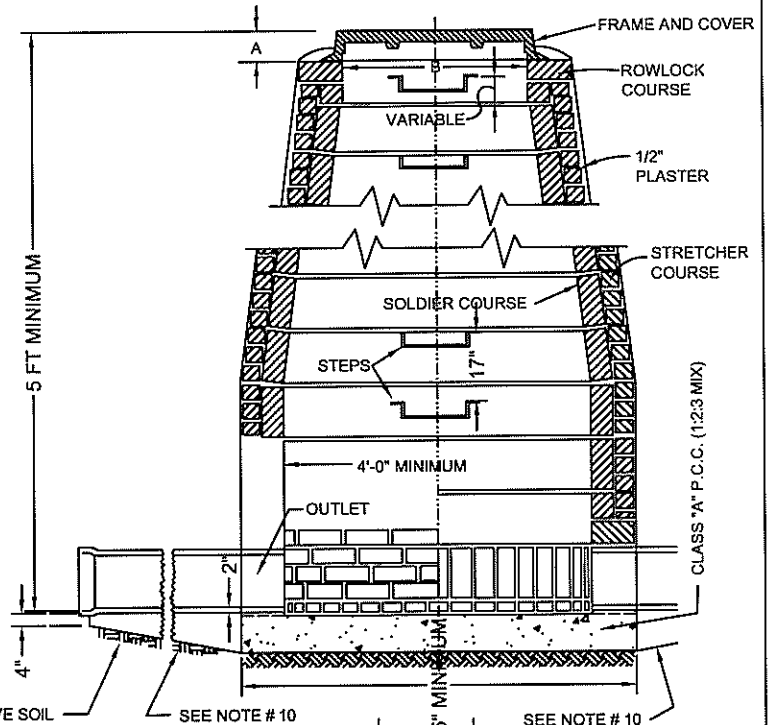
Where trench width exceeds the width specified in the specifications, Contractor shall furnish at their own expense, a cradle as shown above. Expansion material, tarpaper, plastics, etc.

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 R.C.E. NO. 39425      EXP. DATE 12/31/2009		7/10/2009	<b>1031</b>
		<b>CONCRETE CRADLE &amp; ENCASEMENT</b>	

### SECTIONAL ELEVATION B-B

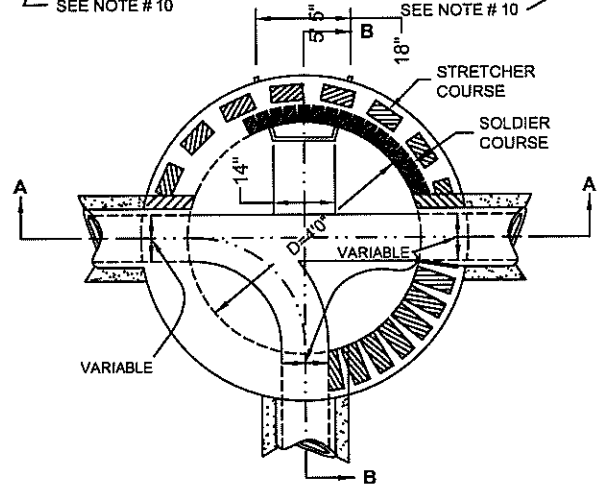


### SECTIONAL ELEVATION A-A

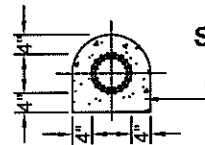


#### NOTES:

1. **CONCRETE BASE:** DURING CONSTRUCTION, ALL PIPES SHALL BE RIGIDLY SUPPORTED BY BRICK PIERS ONE FOOT DEEP, LOCATED JUST OUTSIDE THE STRUCTURE. CONSTRUCT TOP OF CONCRETE BASE TWO INCHES BELOW INVERT OF LOWEST PIPE. FILL SPACE BENEATH PIPE WITH MORTAR AND SHOVE FROM BOTH SIDES WITH BASE COURSE BRICK TO FORM A WATER TIGHT JOINT.
2. **BASE OR FAN COURSE:** LAY BRICK FLAT ON RADIAL LINES WITH TOPS TO SAME LEVEL.
3. **ARCHES:** LAY SPALLED BRICK ON EDGE TO FORM A TRUE RADIAL ARCH WITH FULL MORTAR JOINT AROUND ALL PIPE OPENINGS. TURN ARCH OF TWO SUCH COURSES OVER PIPES 15" OR MORE IN DIAMETER.
4. **SOLDIER COURSES:** LAY INSIDE BRICK ON RADIAL LINES WITH FIRST FOUR COURSES VERTICAL. LAY SUCCEEDING COURSES WITH A UNIFORM BATTER TO OBTAIN AN INSIDE DIAMETER OR "B" AT TOP OF LAST OR FRACTIONAL SOLDIER COURSE. USE SPLIT BRICK TO CLOSE SOLDIER COURSE.
5. **STRETCHER COURSES:** LAY OUTSIDE BRICK FLAT IN A DEEP BED OR MORTAR. SHOVE BRICK HARD TOGETHER AGAINST ADJACENT SOLDIER COURSE.
6. **ROWLOCK COURSE:** LAY LAST COURSE OF BRICK ON EDGE ACROSS SOLDIER AND STRETCHER COURSES, ON RADIAL LINES, WITH TOPS PARALLEL AND "A" INCHES BELOW FINISHED GRADE. SEE SCHEDULE.
7. **STEPS:** SET LOWER STEP ON TOP OF THIRD SOLDIER COURSE AND NOTCH BRICK ABOVE. PLACE UPPER STEP IMMEDIATELY BELOW ROWLOCK COURSE AND PROJECT SIX INCHES. STEPS SHALL BE SPACED NOT MORE THAN 17" APART.
8. **JOINTS:** INSIDE JOINTS SHALL BE NEATLY STUCK AND POINTED AND SHALL NOT EXCEED 3/8 INCH IN THICKNESS.
9. **CHANNEL BASE:** THE DEPTH OF CHANNEL IN CHANNEL BASE SHALL BE 3/4 OF PIPE DIAMETER FOR PIPES 15" OR LESS, AND SHALL EQUAL THE PIPE DIAMETER FOR PIPES 18" OR LARGER. FOR SPECIAL CHANNELS IN TRAP OR GOUGING MANHOLES SEE SPECIAL PLANS.
10. **CRADLE FIRST LENGTH OF PIPE AT ALL INLETS AND OUTLETS WITH CLASS "B" P.C.C. ON UNDISTURBED NATIVE SOIL.**



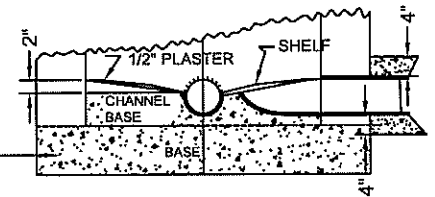
**SECTIONAL PLAN OF BASE**



**CROSS SECTION OF ENCASUREMENT**

CLASS "B" P.C.C.  
(1:2 1/2:3 1/2 MIX)

CLASS "A" P.C.C.  
(1:2:3 MIX)



**SECTIONAL ELEVATION B-B  
CHANNEL BASE**

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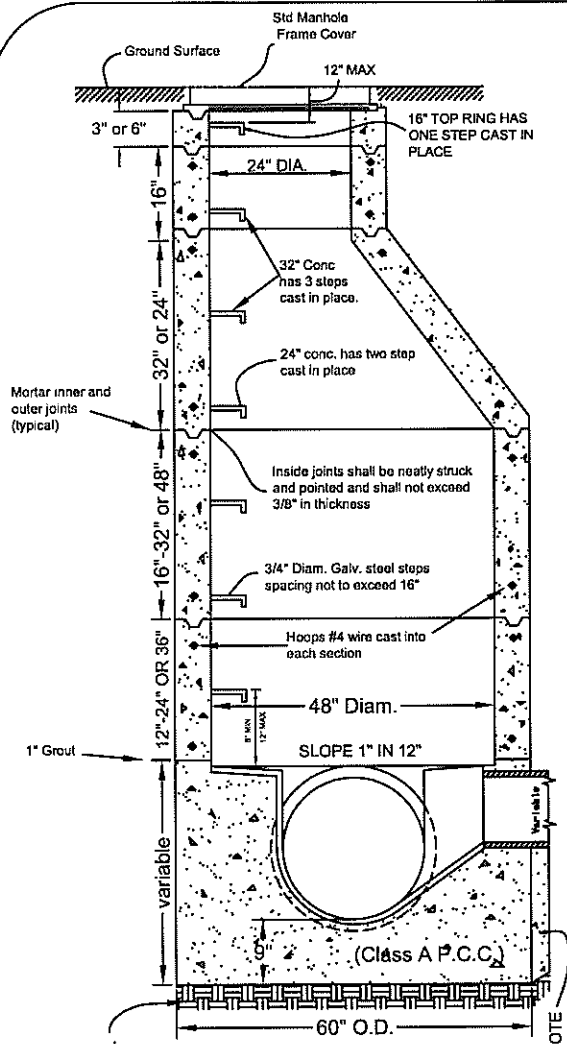
*Craig L. Bradsha* 7/10/2009  
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**CITY OF CLAREMONT**

STANDARD DRAWING NO.

STANDARD PAN  
BACK SEWER STRUCTURE

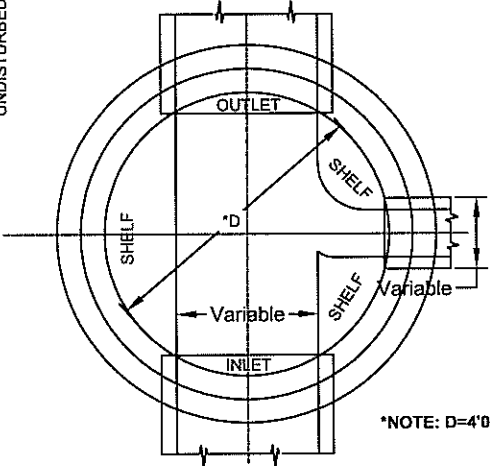
**1032**



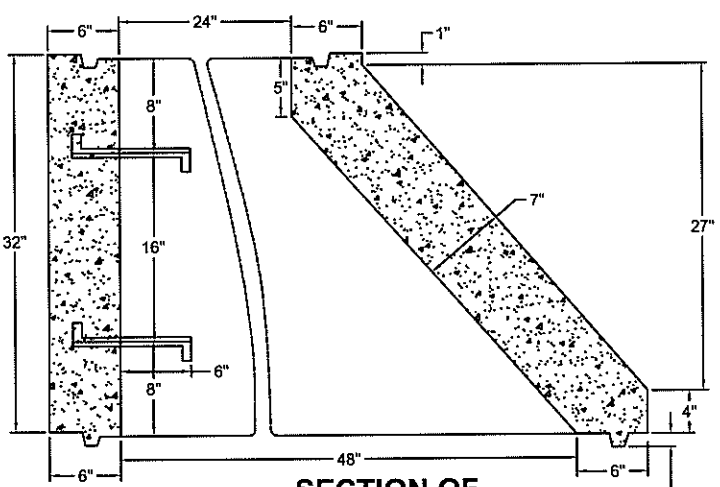
**SECTION**

UNDISTURBED NATIVE SOIL

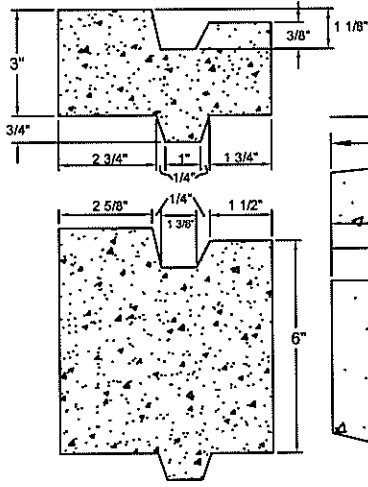
SEE NOTE



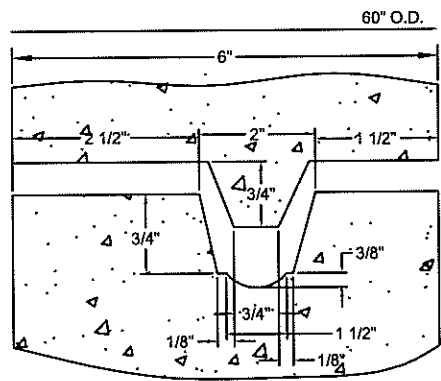
**PLAN**



**SECTION OF ECCENTRIC CONE**



**SECTIONS OF TOP RINGS**



**SECTION OF LOWER RINGS**

**NOTE:**  
CRADLE FIRST LENGTH OF PIPE AT ALL INLETS AND OUTLETS WITH CLASS "B" P.C.C. ON UNDISTURBED NATIVE SOIL.

STEP TO FACE UPSTREAM WHEN POSSIBLE.

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<i>Gregory H. Bradshaw</i>	7/10/2009	
R.C.E. NO. 39425	EXP. DATE 12/31/2009	

**CITY OF CLAREMONT**

STANDARD DRAWING NO.

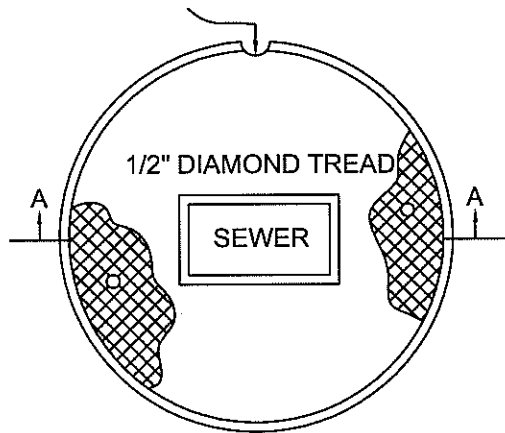
ECCENTRIC CONE PRECAST CONCRETE MANHOLE

**1033**

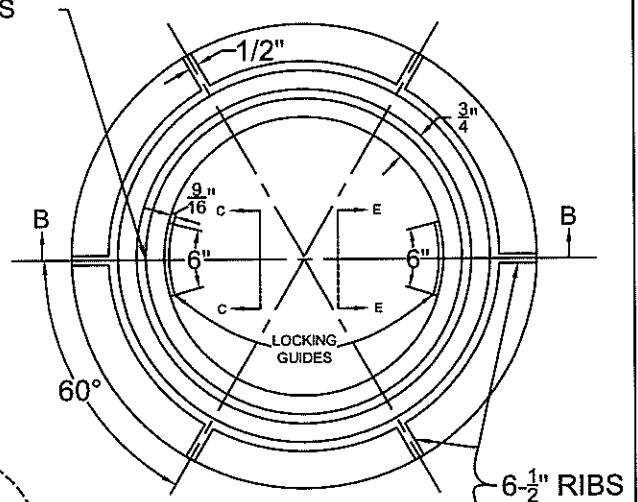


NOTE:  $\phi$  OF LOCKING GUIDES TO BE LOCATED AT 60 DEG TO  $\phi$  OF MANHOLE STEPS

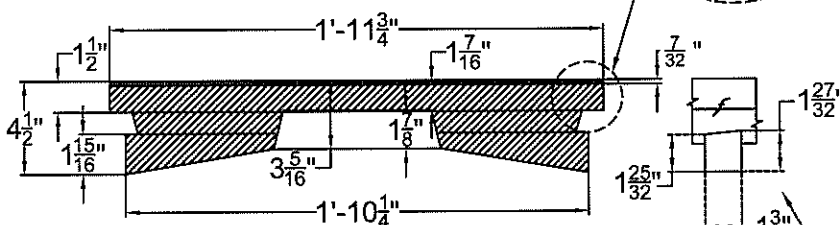
PRY-HOLE SEE DETAIL



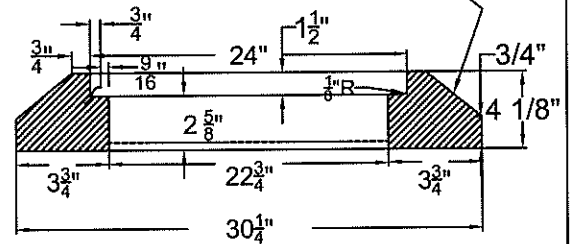
PLAN OF COVER TOP VIEW



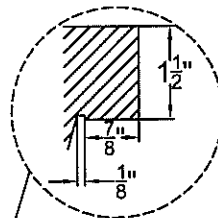
PLAN OF FRAME



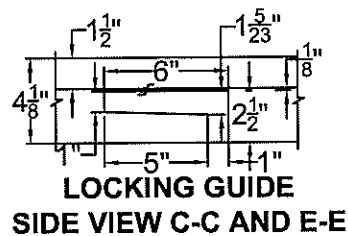
SECTIONAL ELEVATION A-A



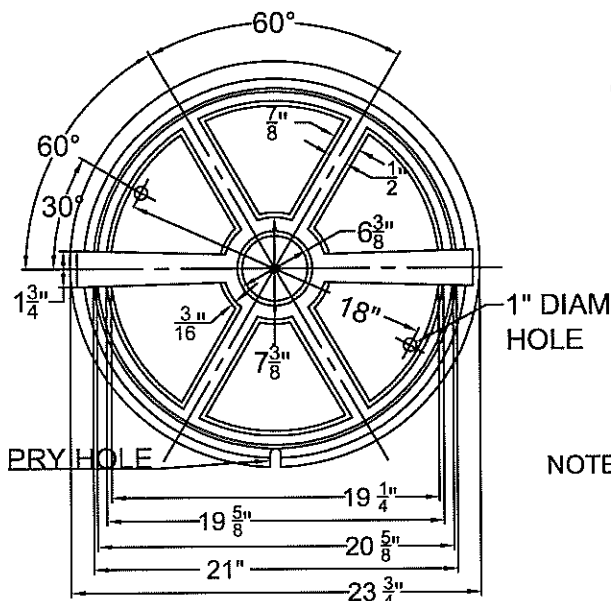
SECTIONAL ELEVATION B-B



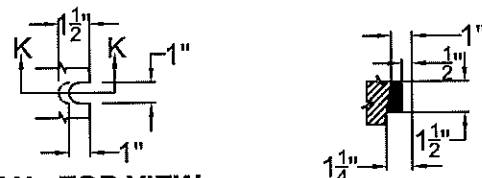
END VIEW COVER LUG



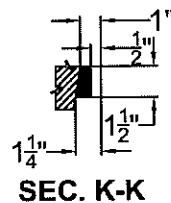
LOCKING GUIDE SIDE VIEW C-C AND E-E



PLAN OF COVER BOTTOM VIEW



PLAN - TOP VIEW DETAIL OF PRY HOLE



SEC. K-K

NOTE:

MACHINE SEATS AND GRIND LUGS SMOOTH.  
 PERIMETER OF COVER SHALL BE GROUND SMOOTH,  
 DIAMETER TOLERANCE  $\pm 1/16$ "  
 WEIGHT OF MANHOLE FRAME - 150 lb's  
 WEIGHT OF MANHOLE COVER - 215 lb's  
 THE CAST IRON USED SHALL HAVE A TENSILE STRENGTH OF 30,000 LBS PER SQ. INCH.  
 ALHAMBRA FOUNDRY NO. A 1176

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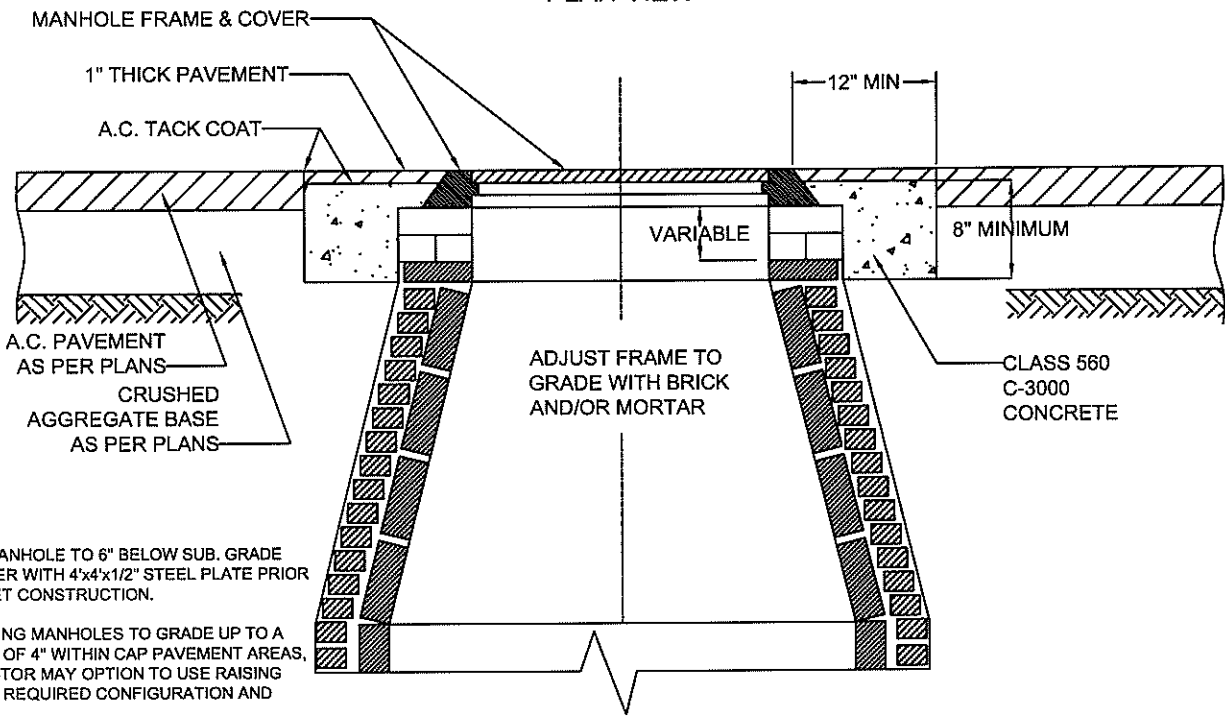
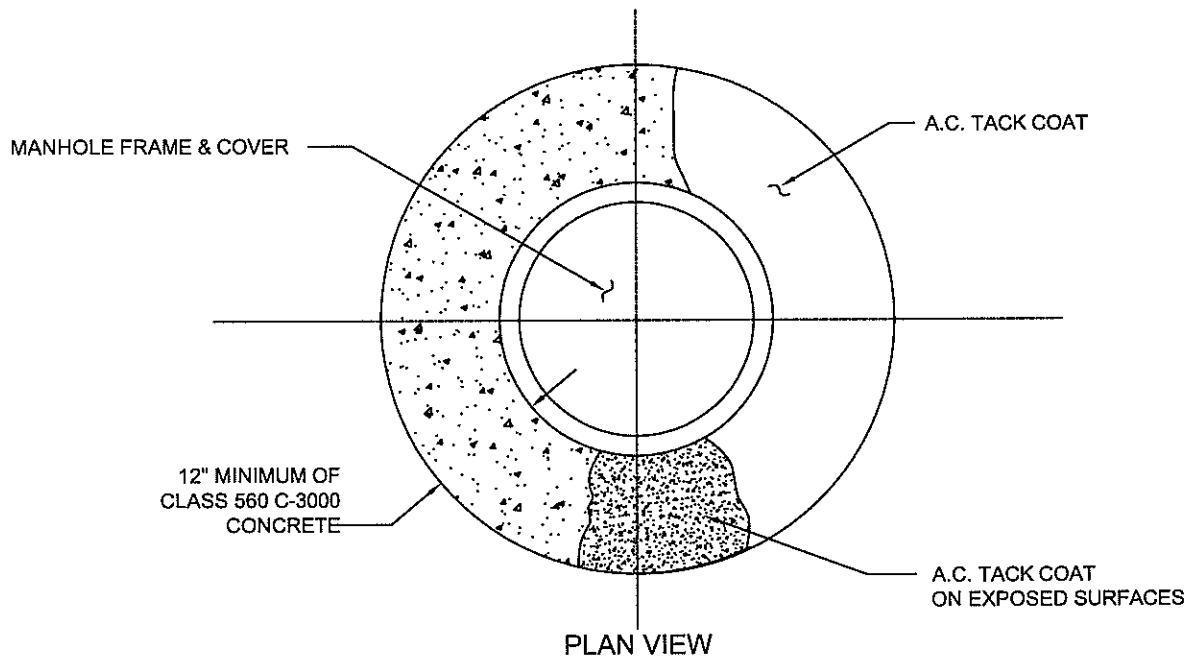
CITY OF CLAREMONT

APPROVED BY CITY ENGINEER      DATE: 7/10/2009  
*Craig A. Budzhar*  
 R.C.E. NO. 39425      EXP. DATE 12/31/2009

STANDARD DRAWING NO.

MANHOLE FRAME & COVER

1034

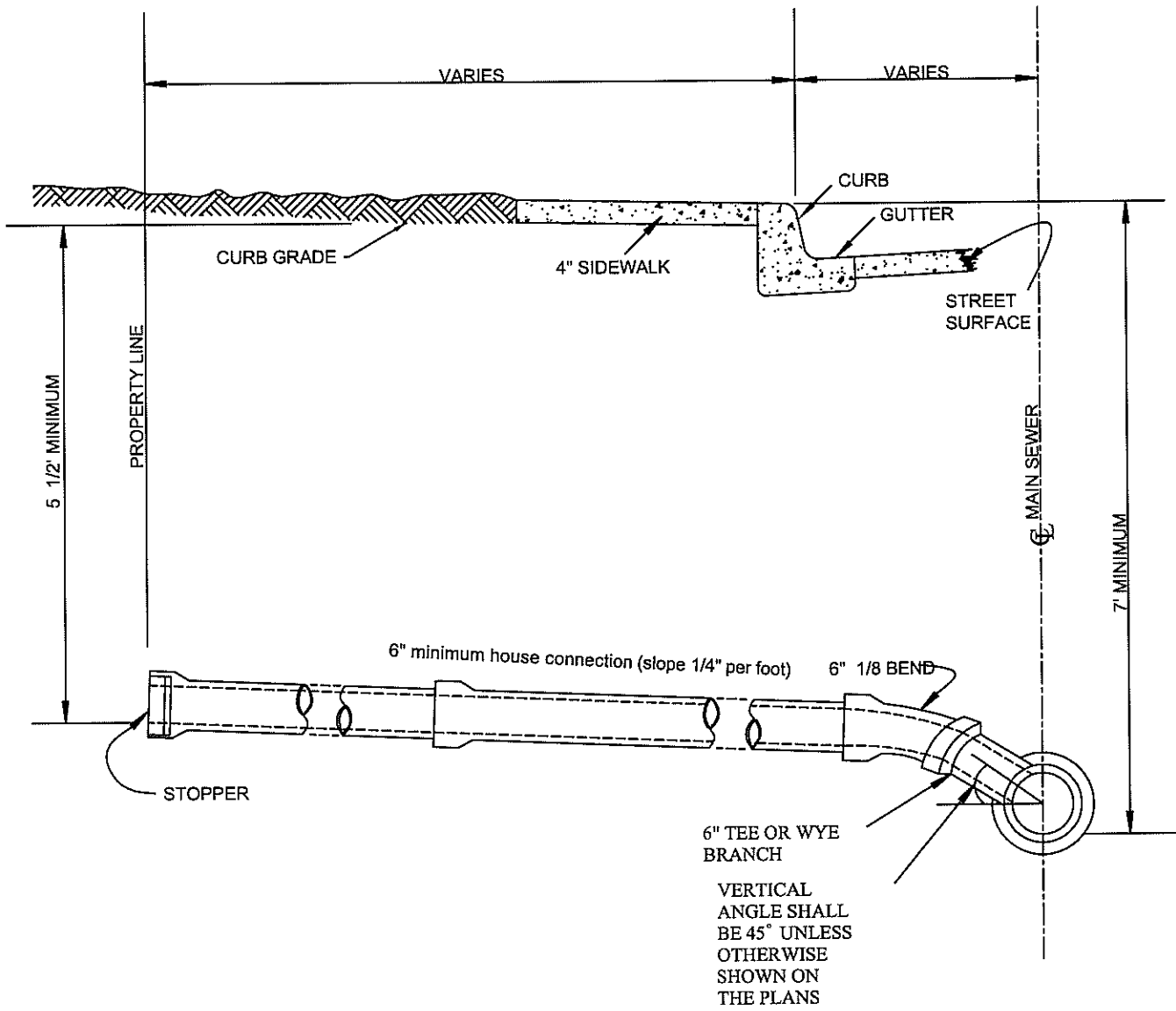


NOTES:  
 LOWER MANHOLE TO 6" BELOW SUB. GRADE AND COVER WITH 4"x4"x1/2" STEEL PLATE PRIOR TO STREET CONSTRUCTION.

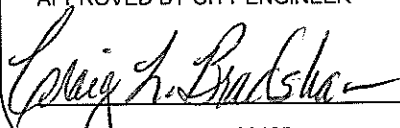
FOR RAISING MANHOLES TO GRADE UP TO A MAXIMUM OF 4" WITHIN CAP PAVEMENT AREAS, CONTRACTOR MAY OPTION TO USE RAISING RINGS OF REQUIRED CONFIGURATION AND HEIGHT.  
 ALAHAMBRA FOUNDRY'S NO. A-1180 OR EQUAL.

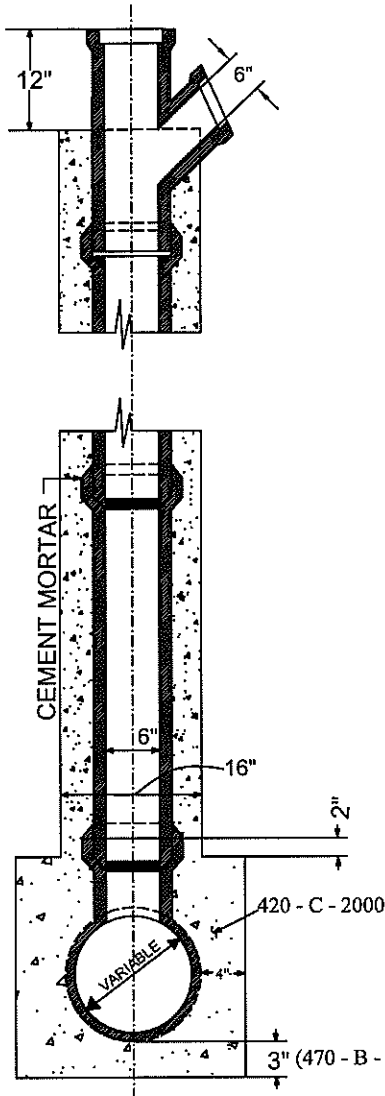
CROSS SECTION

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APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Lorain K. Bradsha</i>		7/10/2009	<b>1035</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009	STANDARD MANHOLE ADJUSTMENT DETAILS	



- NOTE:
1. DEPTH AT PROPERTY LINE MAY BE GREATER THAN 5 1/2' (TO BE DETERMINED BY PAD ELEVATION).
  2. UTILIZE VITRIFIED CLAY PIPE FOR LATERAL.

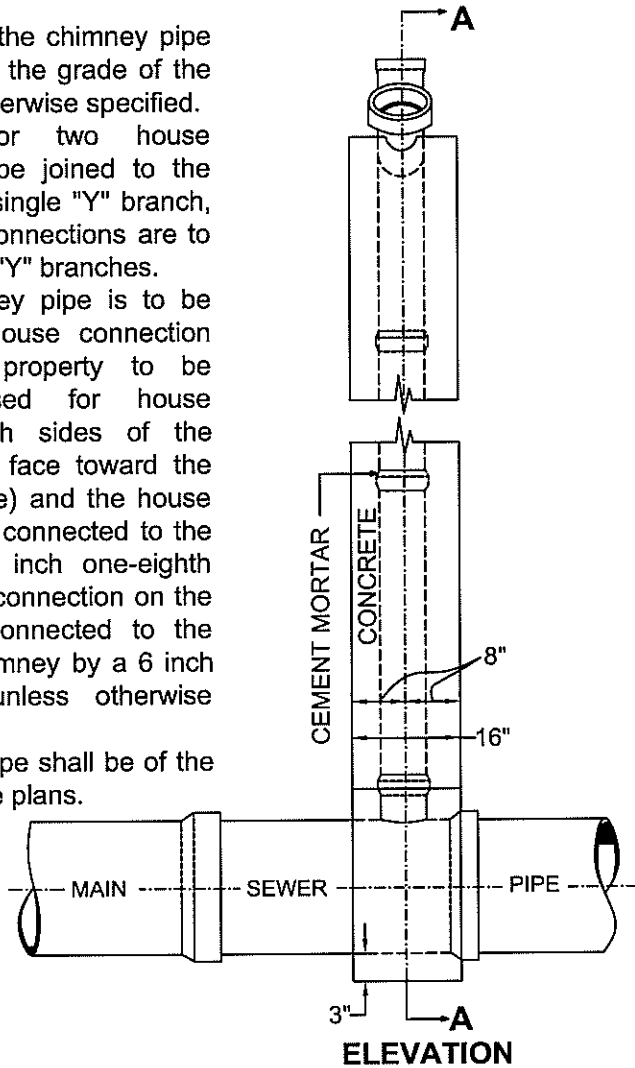
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CHECKED BY: VRR		REVISION NO. 1	JANUARY 26, 2009	
APPROVED BY CITY ENGINEER		DATE		STANDARD DRAWING NO.
 <b>7/10/2009</b>				RESIDENTIAL LATERAL
				<b>1036</b>
R.C.E. NO.	39425	EXP. DATE	12/31/2009	



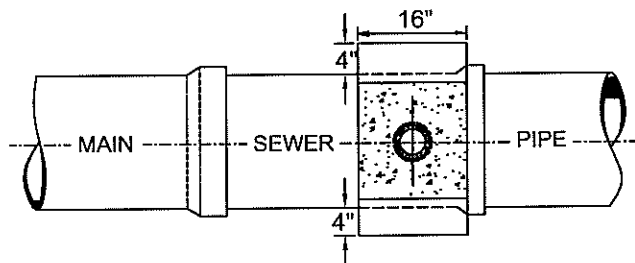
**SECTION A-A**

**NOTES**

1. The upper end of the chimney pipe shall be 8 feet below the grade of the lower curb, unless otherwise specified.
2. Where one or two house connections are to be joined to the chimney pipe use a single "Y" branch, where three house connections are to be joined use double "Y" branches.
3. Where the chimney pipe is to be used for a single house connection face "Y" towards property to be served; where used for house connections on both sides of the sewer, the "Y" shall face toward the right (looking upgrade) and the house on that side shall be connected to the "Y" branch by a 6 inch one-eighth bend and the house connection on the left side shall be connected to the upper end of the chimney by a 6 inch one-quarter bend unless otherwise specified.
4. The main sewer pipe shall be of the material shown on the plans.



**ELEVATION**



**SECTIONAL PLAN B-B**

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**CITY OF CLAREMONT**

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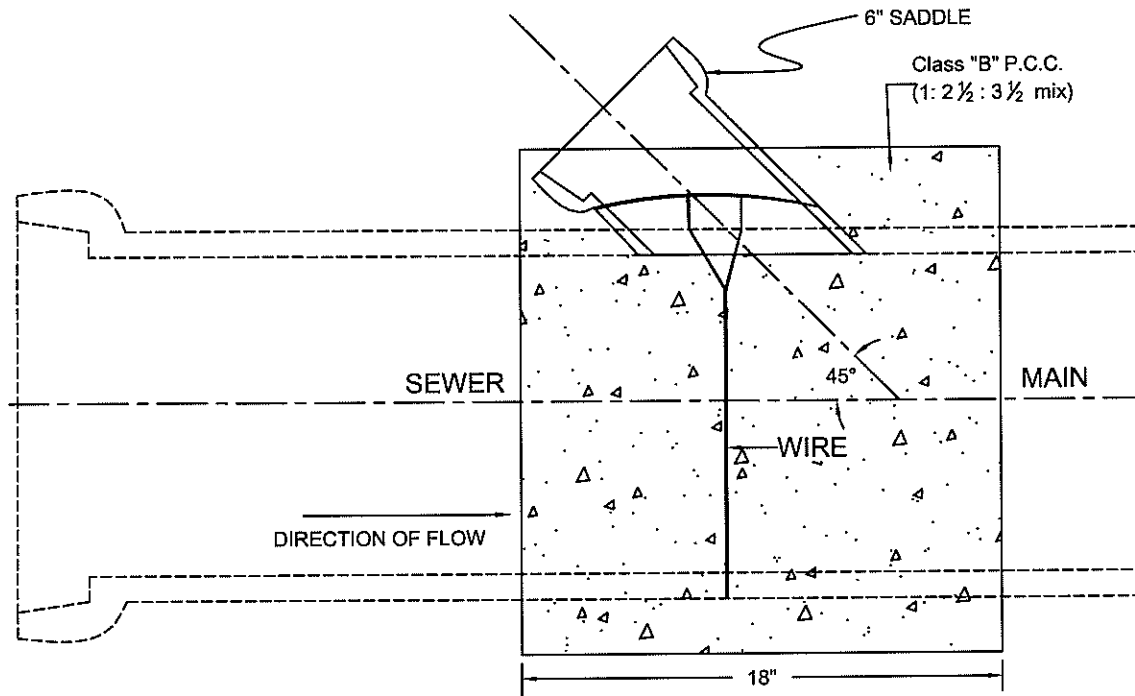
STANDARD DRAWING NO.

*Craig A. Bradshaw* 7/10/2009

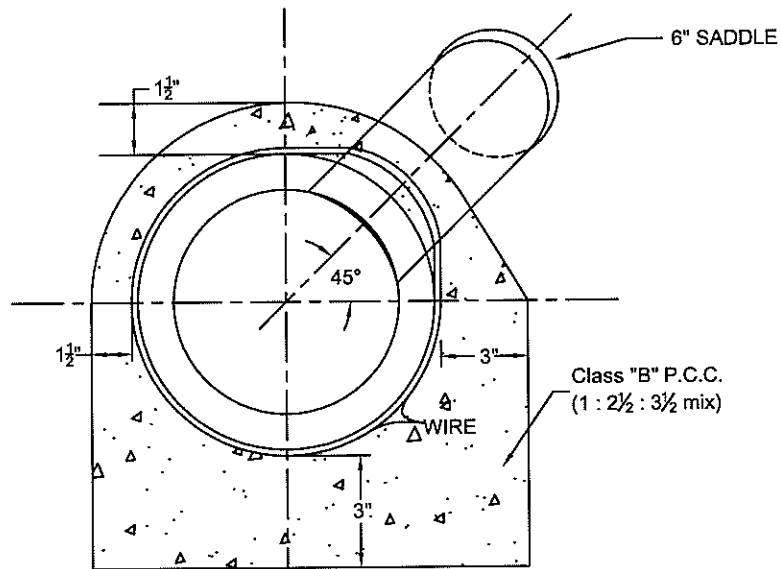
STANDARD CHIMNEY PIPE

**1037**

R.C.E. NO. 39425 EXP. DATE 12/31/2009



**PLAN VIEW**

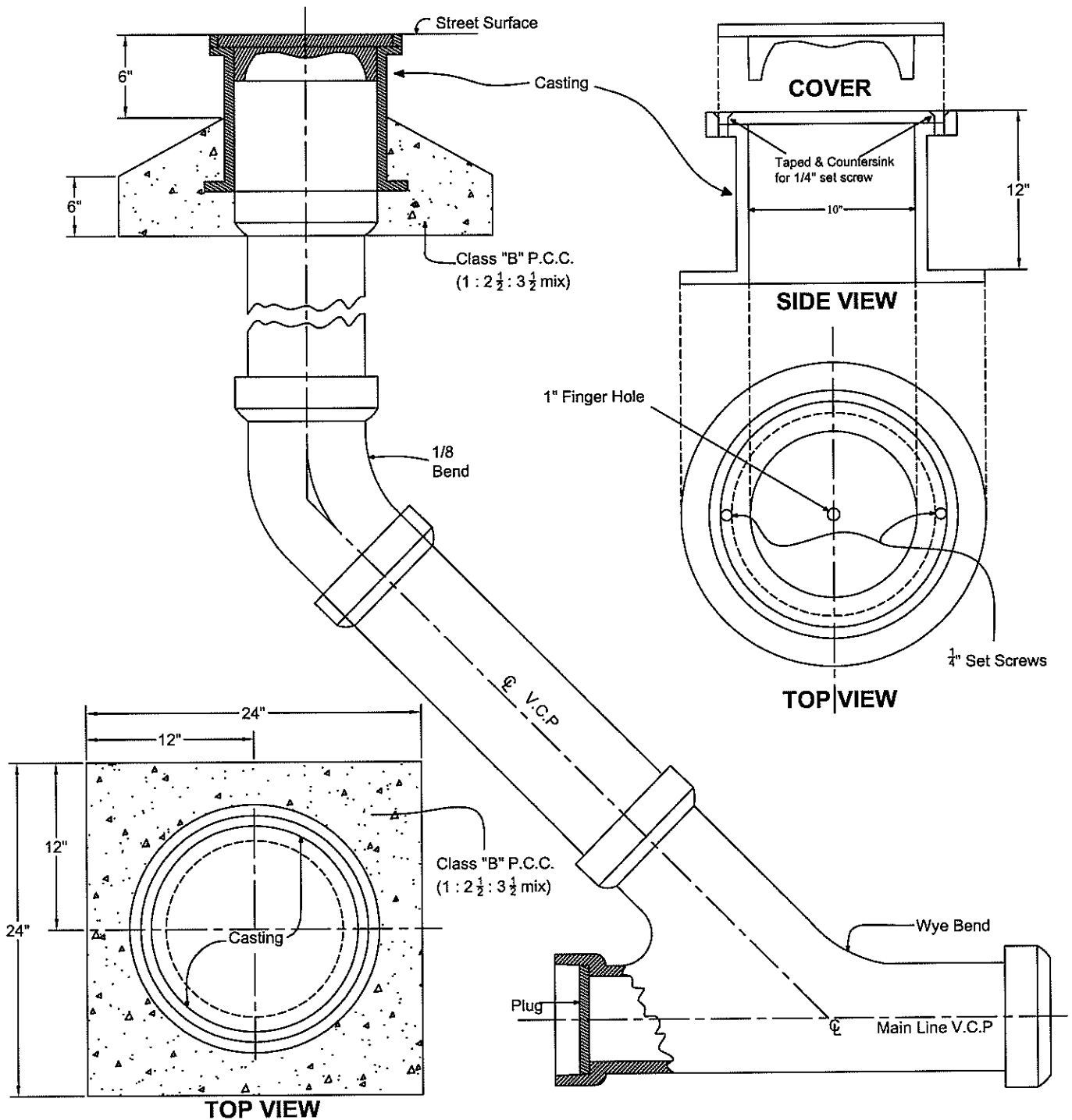


**SECTION**

**NOTES:**

1. Inspection must be obtained for Saddle prior to placing P.C.C. and again before backfilling over lateral.
2. Tie wire shall be 12 ga. galvanized wire or stainless steel bands.

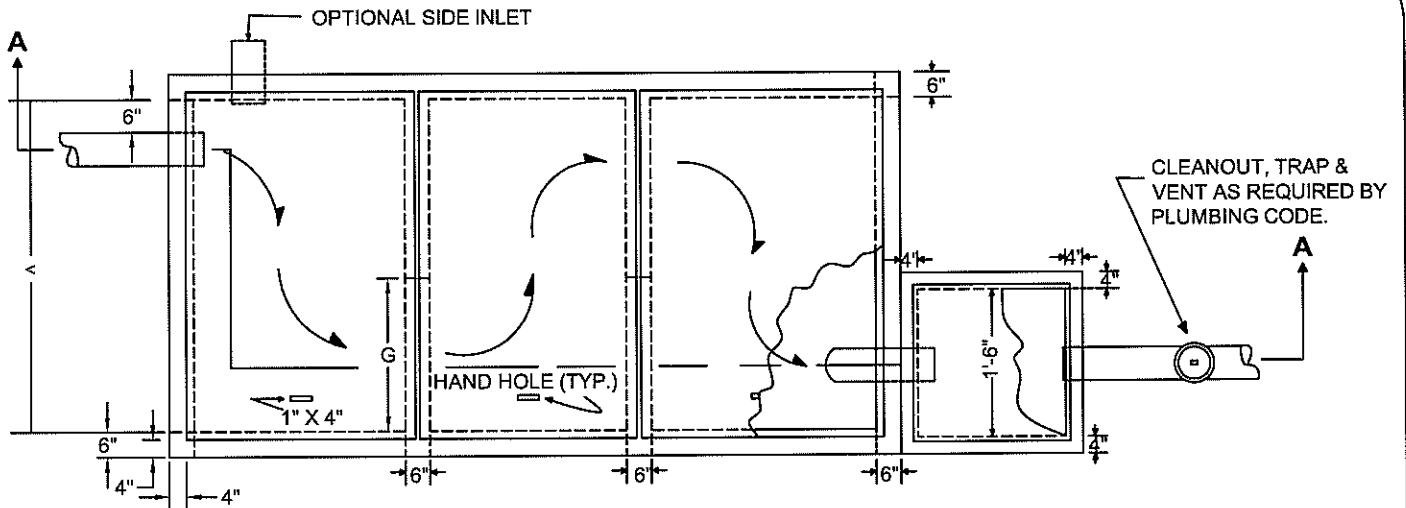
DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	JULY 2, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Loring K. Bradshaw</i> 7/10/2009			<b>SEWER SADDLE</b>
R.O.E. NO. 39425	EXP. DATE 12/31/2009		<b>1038</b>



**NOTES:**

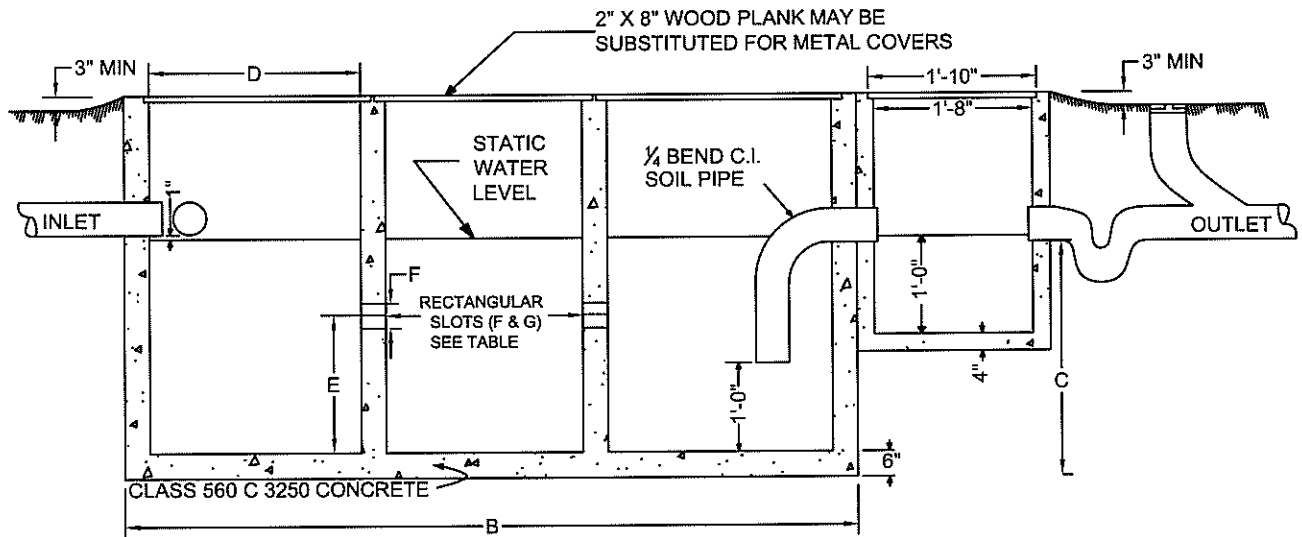
1. Cleanout pipe must be same diameter as main line sewer.
2. Casting may be Alhambra Foundry number A - 1240 or equal.

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APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Craig H. Bradshaw</i>		7/10/2009	<b>SEWER TERMINAL CLEAN-OUT</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		



**PLAN**  
NOT TO SCALE

INTERCEPTOR AND SAMPLING BOX MAY BE MONOLITHIC OR CAST SEPARATELY AND JOINED TOGETHER WITH EPOXY RESIN



**SECTION A - A**  
NOT TO SCALE

**NOTES:**

THE APPROVAL OF THE CITY ENGINEER MUST BE OBTAINED BEFORE INSTALLATION.  
 THE INTERCEPTOR TO BE CONSTRUCTED OF TYPE II PORTLAND CEMENT CONCRETE.  
 INTERCEPTOR EXCEEDING 6'-6" IN DEPTH MUST BE CONSTRUCTED OF REINFORCED CONCRETE.  
 IF INSTALLED INSIDE OF BUILDING THE TOP OF INTERCEPTOR MAY BE LEVEL WITH FLOOR PROVIDED THAT WASTES ENTER THROUGH INLET PIPE ONLY.  
 ALL SURFACE WATER MUST DRAIN AWAY FROM INTERCEPTOR TO EXCLUDE RAIN WATER FROM PUBLIC SEWERS.

CAPACITY GALLONS	DIMENSIONS							COVER SIZE	METAL COVERS	PIPE SIZE
	A	B	C	D	E	F	G			
510	3'-0"	9'-6"	3'-0"	2'-6"	1'-6"	0'-4 1/2"	1'-6"	2'-10" X 3'-4"	1/4" STEEL PLATE	4" MIN
866	3'-6"	10'-3"	4'-0"	2'-9"	2'-0"	0'-6"	1'-9"	3'-1" X 3'-10"	3/8" ALUMINUM PLATE	4" MIN
1260	4'-0"	12'-6"	4'-0"	3'-6"	2'-0"	0'-6"	2'-0"	3'-10" X 4'-4"	1/2" ALUMINUM PLATE	4" MIN

DRAWN BY: JGB

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DATE OF LAST REVISION:

**CITY OF CLAREMONT**

CHECKED BY: VRR

REVISION NO. 1

FEBRUARY 18, 2009

APPROVED BY CITY ENGINEER

DATE

STANDARD DRAWING NO.

*Terrij A. Bradshaw* 7/10/2009

SAND AND GREASE TRAP

**1040**

R.C.E. NO. 39425 EXP. DATE 12/31/2009

PLAN  
NOT TO  
SCALE

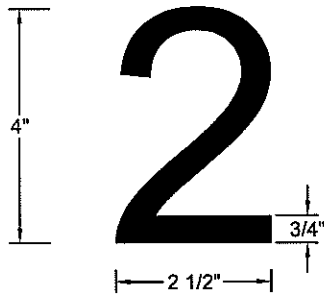
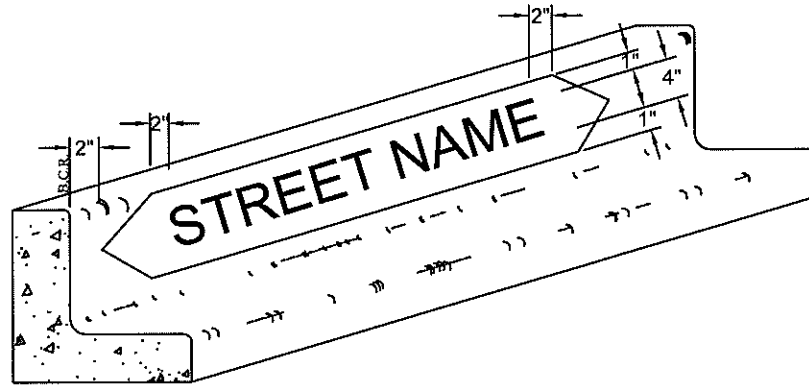


FIG. B

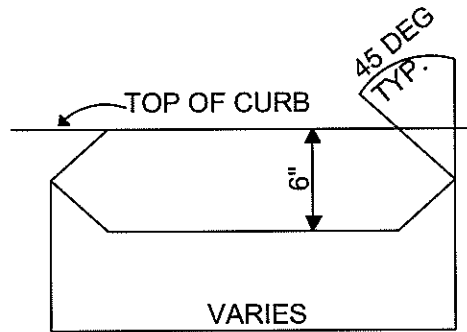


FIG. C

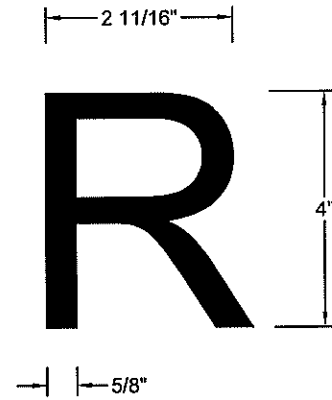



FIG. A

**NOTES:**

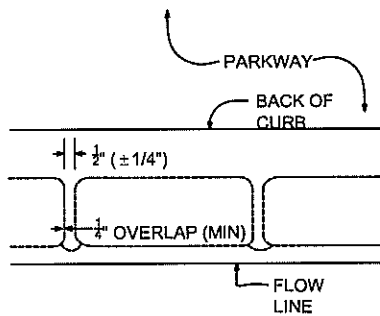
Painting shall be done with BLACK characters (fig. A & B) on WHITE background (fig. C) using a paint as approved by the Department of Community Development.

Street name characters shall be as shown in fig. A.

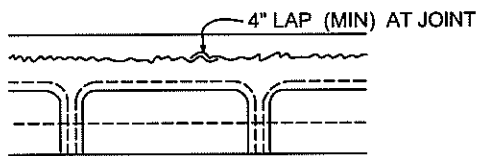
House numbers may be as shown in fig. B with approval of the Department of Community Development.

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APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.	
		7/10/2009	CURBSIDE ADDRESSING <span style="font-size: 2em; font-weight: bold;">1041</span>	
		R.O.E. NO. 39425		

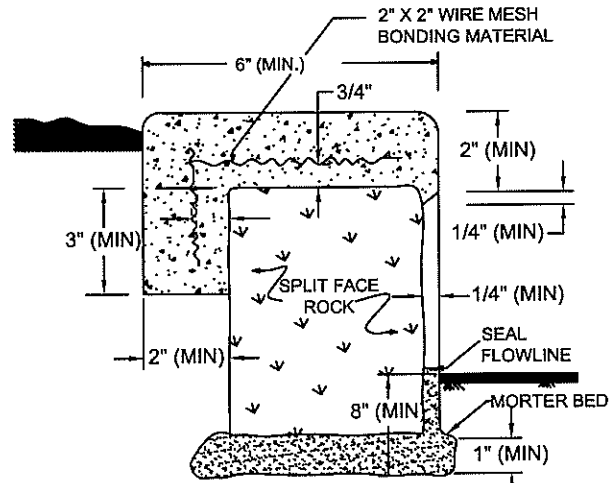




**TOP VIEW**



**FRONT VIEW**

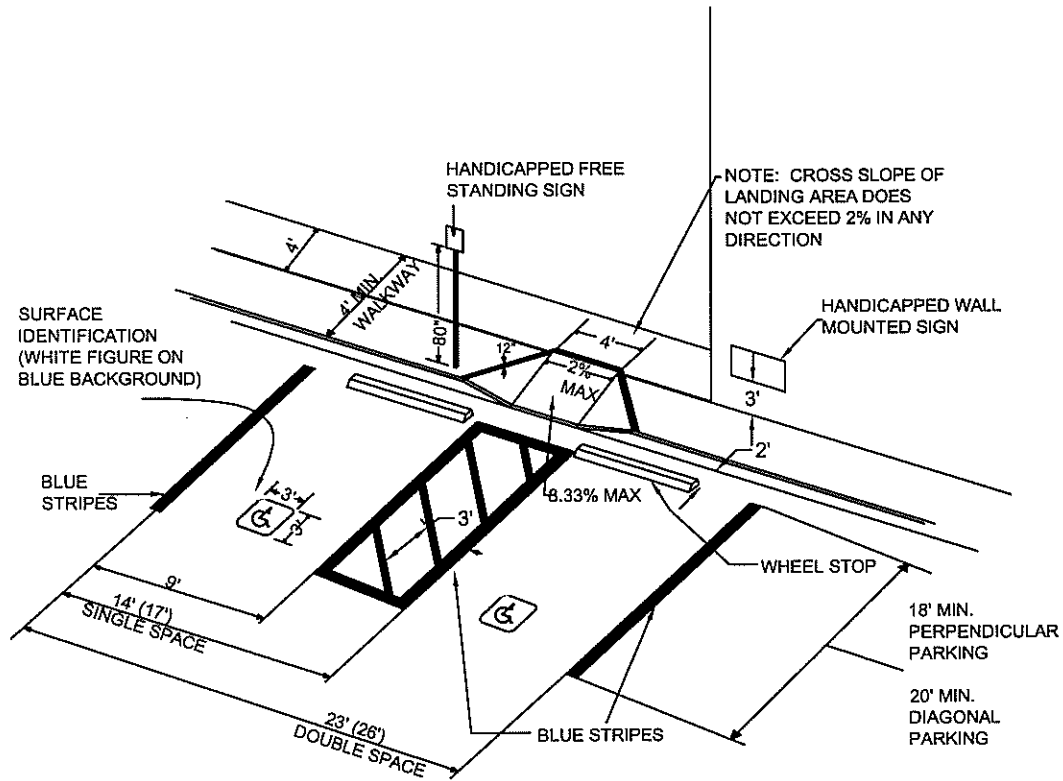


**CROSS-SECTION OF ROCK CURB**

**SPECIFICATIONS**

1. **DESCRIPTION** - This work shall consist of placing split-face rock in cement mortar beds and placing of mortar caps at locations as shown on the plans or as directed by the City Engineer and as specified in these specifications and the special provisions.
2. **ROCK** - Rock for use in split-face rock curbs shall be existing split-face rock or new rock as may be required. Rock shall be clean, hard, durable, and free from seams and other imperfections. Rock shall be of uniform shape and size. Any new rock used shall be approved by the City Engineer or authorized agent prior to use.
3. **MORTAR** - mortar for bedding and finishing of split-face rock curb shall be class "C" mortar consisting of one part by volume of Portland cement to two parts by volume of clean, fine aggregate. Hydrated lime, to the extent of 10% by volume of the cement, may be added to the mortar. Hydrated lime shall be treated as an addition and not as replacing any cement. Mortar may be mixed in either a mixing machine or by hand. If mixed by hand, the fine aggregate, cement and lime shall be mixed dry until the mixture assumes a uniform color. Water shall then be added at sufficient quantities to produce a mixture workable for the intended use. Mortar shall be used within one hour after water has been added and shall not be retempered.
4. **PLACING** - Rocks shall be thoroughly wetted before placing, and shall be laid in full mortar beds, in courses approximately horizontal and vertical in both longitudinal and transverse directions as herein defined. Rocks will not be considered to be properly bedded until mortar exudes from the underside of the bedded rock. Mortar caps shall contain 4" wide "Strip-Ex" steel lath and shall be placed to the dimensions shown above. Grades for the top of the cap shall comply as follows: When a 10 foot straight edge is placed on top of the finished cap, the surface shall not vary from the edge of the straight edge more than 1/8 inch, except at changes in grade. The alignment of the curb shall be set at a uniform perpendicular distance from the centerline of the street as shown on the plans or as defined by the City Engineer. No voids in any part of the curb shall be permitted. Dimensions and tolerances for placing of rock shall be as shown above.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	FEBRUARY 18, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	<b>1042</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		
			<b>REPAIR &amp; REPLACEMENT OF SPLIT-FACE CURBING</b>



**NOTES:**

Each parking space to have permanent (70 sq. in.) reflectorized porcelain enameled steel sign.

Provide curbs or wheel stop bumpers to keep autos from projecting over required 4' wide walks.

Ramp must have 4' of interval of space between buildings or obstructions.

Handicapped parking space ratio shall be one for every 40 parking spaces, with a minimum of one van accessible space.

Must have "NO PARKING" written in unloading zone in 12" letters.

**OFF STREET PARKING FACILITIES**

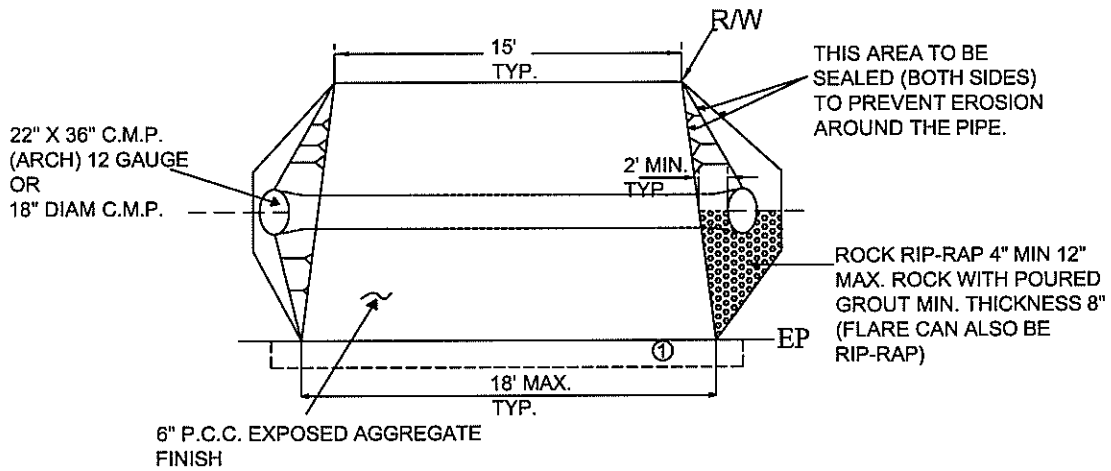
Off-street parking facilities to have sign at street entrance not less than 17" X 22" in size.

Sign text to state the following:

"UNAUTHORIZED VEHICLES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PHYSICALLY HANDICAPPED PERSONS MAY BE TOWED AWAY AT OWNER'S EXPENSE INFORMATION ON LOCATION OF TOWED VEHICLE MAY BE OBTAINED BY TELEPHONING CLAREMONT P.D. (909)399-5411"

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	FEBRUARY 18, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Tarig A. Badsha</i>		7/10/2009	HANDICAPPED PARKING SPACE <b>1043</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		

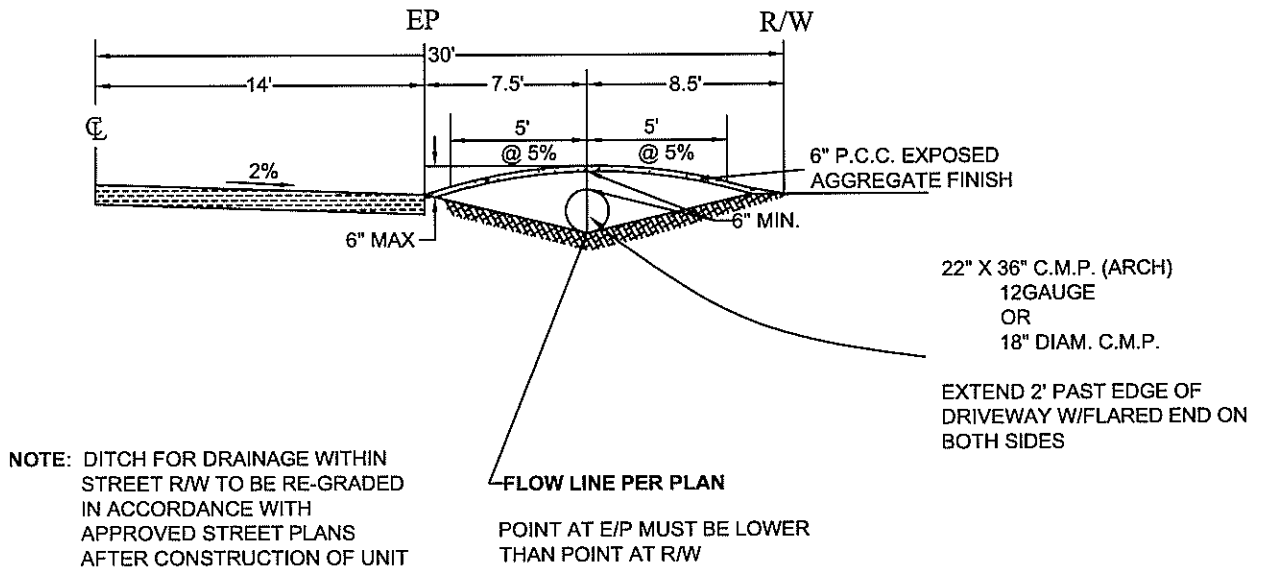
### TYPICAL PLAN VIEW OF DRIVE APPROACH



Notes:

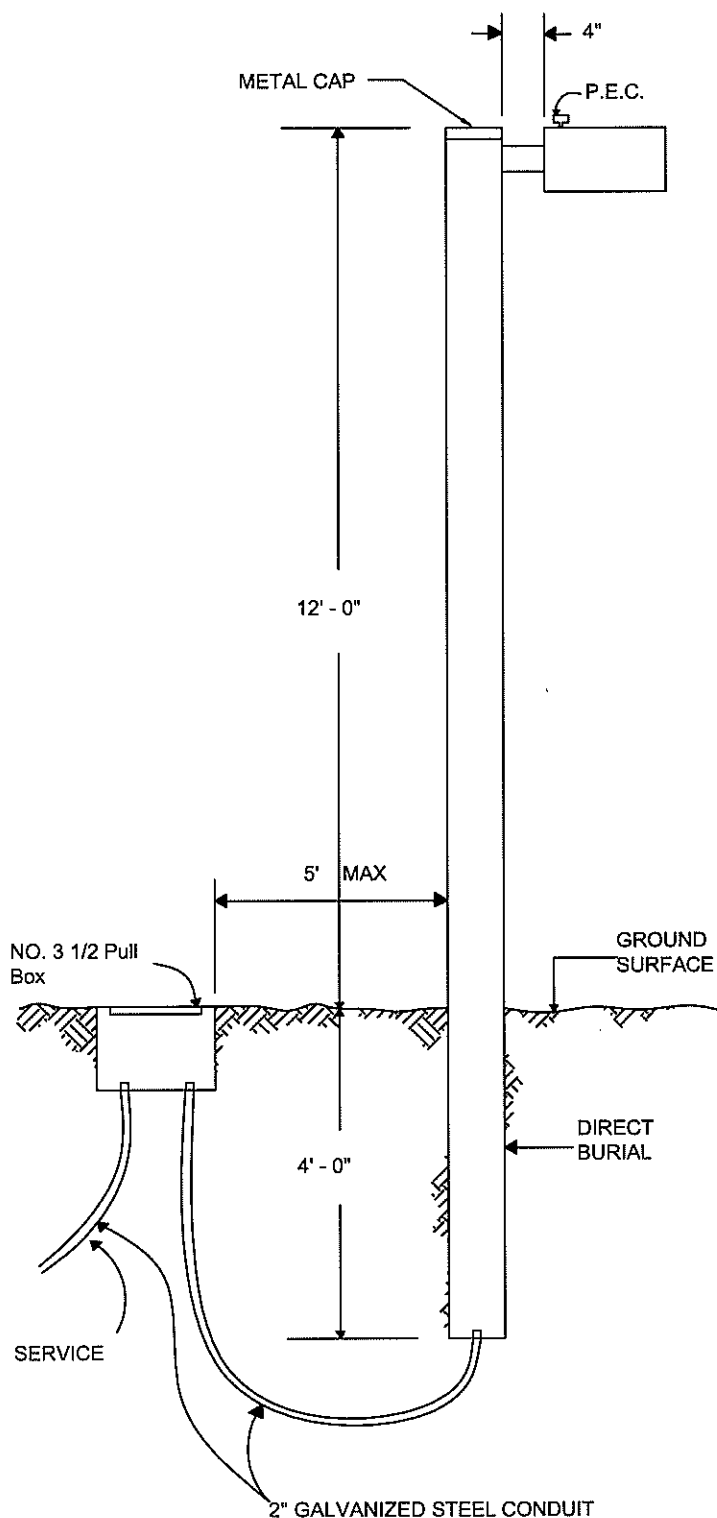
1. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.

### TYPICAL SECTION OF DRIVEWAY



NOTE: AGGREGATE SHALL BE NON COLORED CRUSHED ROCK IN ACCORDANCE WITH SECTION 200 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	FEBRUARY 18, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Craig A. Bradsha</i>		7/10/2009	<b>RURAL DRIVE APPROACH</b> <b>1044</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		



**LUMINAIRE**

- MANUFACTURER - HUBBELL
- DIMENSIONS - L = 24" W = 16" H = 8"
- HIGH PRESSURE SODIUM VAPOR
- PHOTOELECTRIC CONTROL, WATTAGE
- PER CITY APPROVED PLAN
- MOUNTING ARM LENGTH = 4"
- COLOR = DARK BRONZE
- CATALOG NO. = HUBBLE RCS-OXXXS-IPS-I-PCR-120
- ARM NO. = RSD - 4 - 1

**POLE**

- CONCRETE "WOOD STYLE" POLE.
- DIMENSIONS - 5<sup>1</sup>/<sub>2</sub>" X 5<sup>1</sup>/<sub>2</sub>" X 16"
- WITH A 2" RACEWAY THROUGH THE CENTER.
- MANUFACTURER - AMERON CONCRETE POLES OR EQUIVALENT.
- COLOR SAMPLE REQUIRED BEFORE APPROVAL OF INSTALLATION.
- COLOR TO MATCH EXISTING WOOD POLES IN THE FIELD.

**PULL BOX**

- SUPPLY PULL BOX NO. 3 1/2
- CONNECT TO EDISON SERVICE WITH A FUSED CONNECTOR, 20 AMP, WATERPROOF CONNECTION.
- SUPPLY 1" RIGID GALVANIZED STEEL CONDUIT FROM THE BOTTOM OF THE POLE TO THE PULL BOX.

**SERVICE PEDESTAL**

- SUPPLY PEDESTAL PER STANDARD NO. 1019
- PER EDISON CO. REQUIREMENTS ALSO.

**CONDUIT**

- CONDUIT MUST BE GALVANIZED STEEL FOR DEPTHS LESS THAN 30". DEPTHS GREATER THAN 30" MUST HAVE MATERIAL APPROVED BY THE CITY ENGINEER.
- CONDUIT MUST BE SMOOTH INSIDE, AND MEET SPECIFICATIONS IN SECTIONS 209-2.3 AND 307-2.5 OF THE GREENBOOK 2000 EDITION.

**\*\*\*NOTE\*\*\***

TRENCHES LONGER THAN 50 LINEAR FEET REQUIRE THE ADDITIONAL INSTALLATION OF A 2" CONDUIT FOR THE CITY OF CLAREMONT.

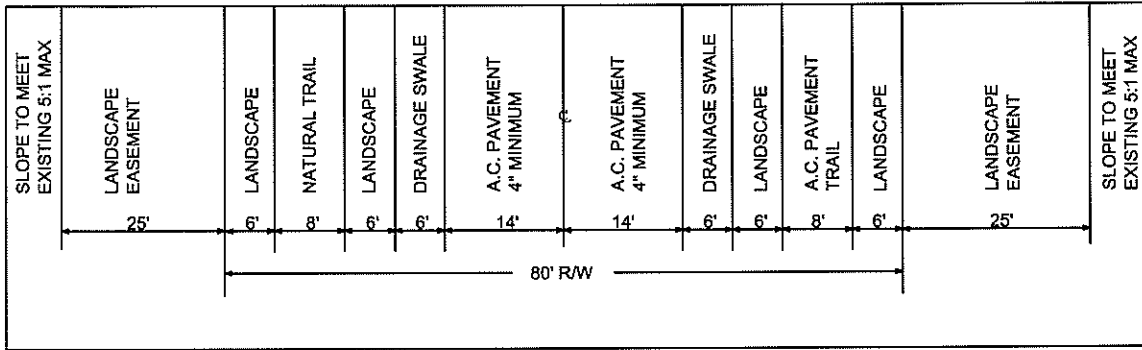
POLE HEAD OFFSET TO BE PER PLAN. IF NOT INCLUDED IN PLAN, OFFSET TO BE MINIMUM OF 18" FROM CURB FACE.

DRAWN BY: JGB	REVISED BY: JGB	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 1	AUGUST 6, 2007

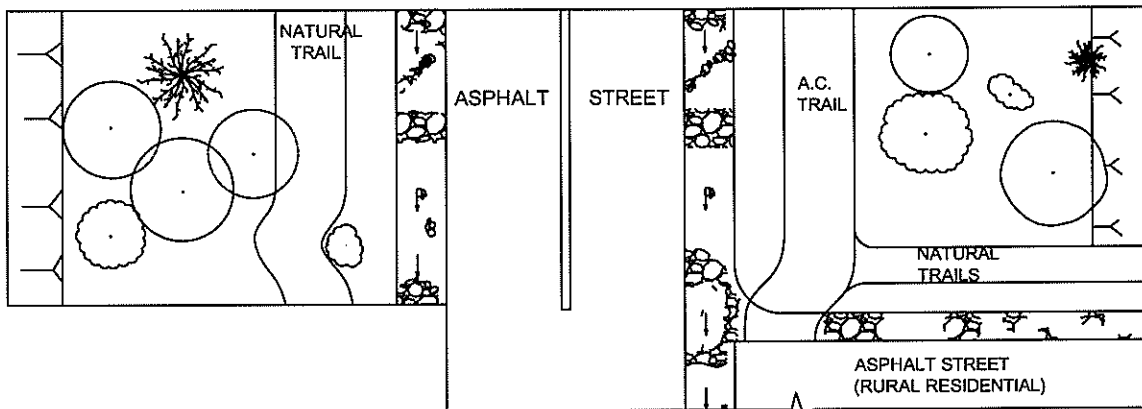
**CITY OF CLAREMONT**

APPROVED BY CITY ENGINEER	DATE
<i>Craig L. Bradshaw</i>	7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009

STANDARD DRAWING NO.	
RURAL STREETLIGHT	1045



**TYPICAL CROSS SECTION**

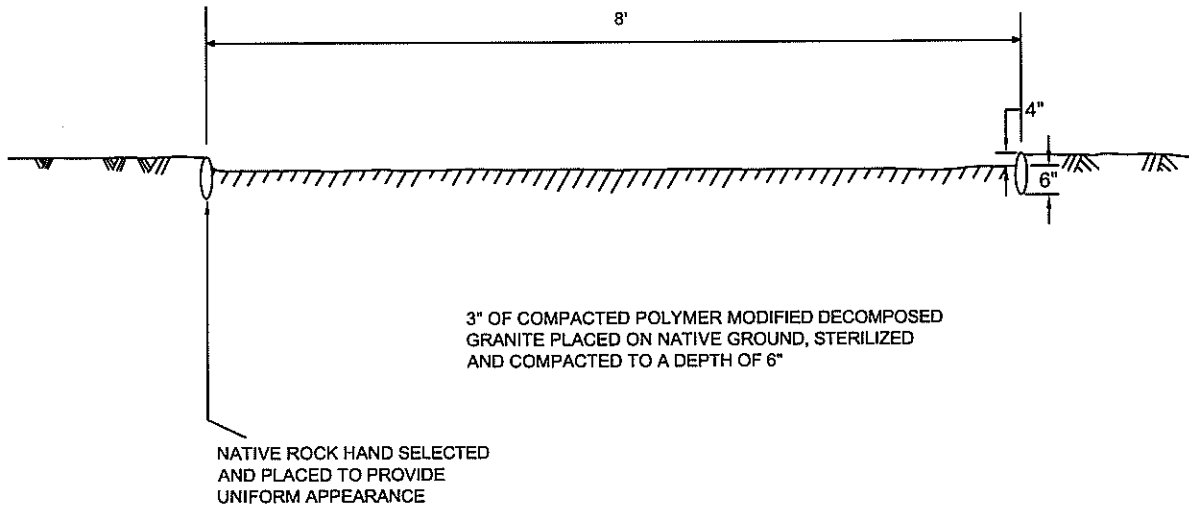


**PLAN VIEW**

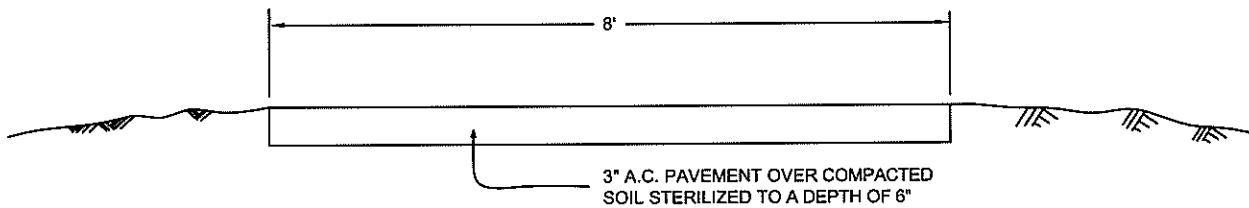
**NOTES:**

1. REFER TO SHEET 2 FOR NATURAL AND ASPHALT TRAIL DETAILS.
2. REFER TO SHEET 3 FOR STREET AND SWALE DETAILS.
3. DRIVEWAYS SHALL BE 6" CONCRETE WITH EXPOSED AGGREGATE FINISH AND SHALL DIP SUFFICIENTLY SO THAT TOP SURFACE MATCHES CONTOUR OF DRAINAGE SWALE.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	FEBRUARY 18, 2009	
APPROVED BY CITY ENGINEER			STANDARD DRAWING NO.
<b>7/10/2009</b>			<b>RURAL STREET STANDARDS FOR MILLS AVE., PADUA AVE. &amp; MT. BALDY RD</b>
R.C.E. NO. <u>39425</u> EXP. DATE <u>12/31/2009</u>			



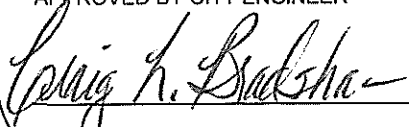
**TYPICAL SECTION NATURAL TRAIL**

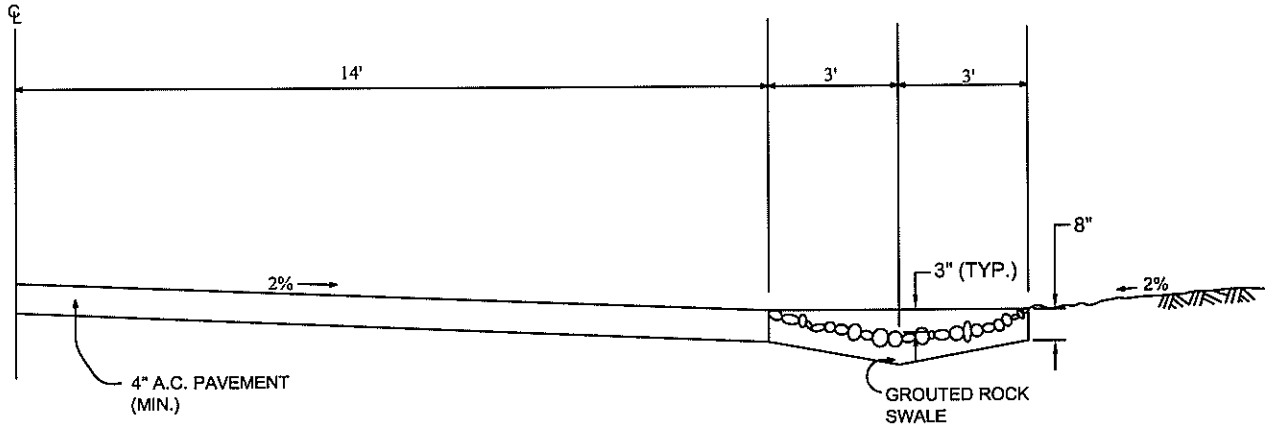


**TYPICAL SECTION ASPHALT TRAIL**

**NOTES**

1. TRAILS SHALL MEANDER AROUND FOCAL POINTS OF INTEREST.
2. AT INTERSECTIONS WITH RURAL R.U.D. STREETS ROLLED CURB SHALL BE MODIFIED TO PROVIDE HANDICAP ACCESS TO TRAILS.
3. HANDICAP ACCESS TO THE TRAILS SHALL BE PROVIDED AT INTERSECTIONS VIA A 6 FT WIDE DRIVEWAY ACROSS THE SWALE. ACCESS SHALL BE CONSTRUCTED OF 6" CONCRETE WITH EXPOSED AGGREGATE FINISH AND SHALL DIP SUFFICIENTLY SO THAT TOP SURFACE MATCHES CONTOUR OF DRAINAGE SWALE. IF DEPTH OF SWALE EXCEEDS 6" THE ACCESS SHALL BE CONSTRUCTED UTILIZING A CULVERT AS DIRECTED BY THE CITY ENGINEER.

DRAWN BY: JGB		REVISED BY: JGB	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR		REVISION NO. 1	AUGUST 20, 2007	
APPROVED BY CITY ENGINEER			DATE	STANDARD DRAWING NO.
			7/10/2009	RURAL STREET STANDARDS FOR MILLS AVE., PADUA AVE. & MT. BALDY RD.
			R.O.E. NO. 39425	EXP. DATE 12/31/2009



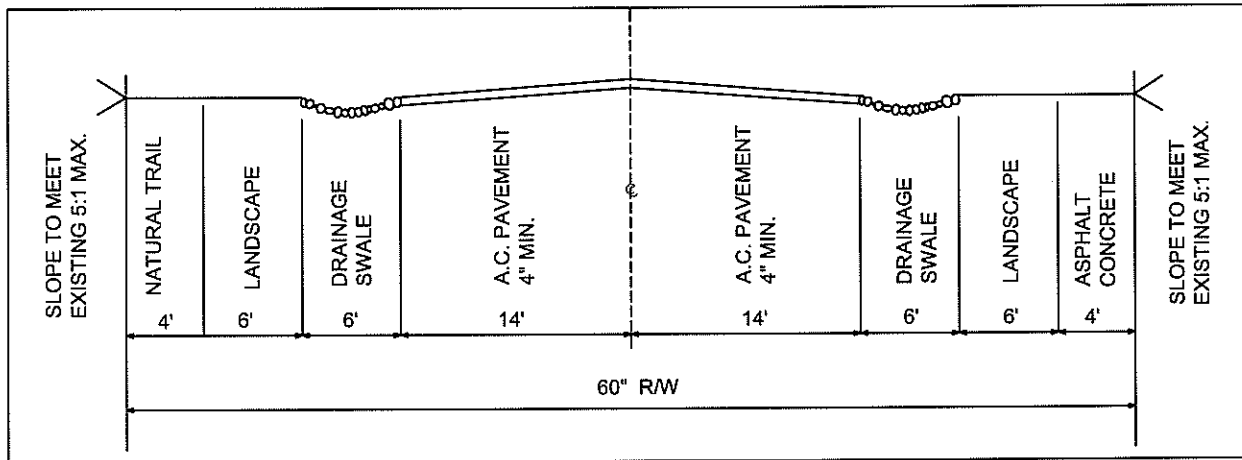
**SWALE NOTES**

1. ROCK SHALL BE SMOOTH RIVER ROCK RANGING IN SIZE FROM 4" TO 6".
2. ROCK SHALL BE PLACED WITH SMOOTH SIDE UP AND NOT EXTEND MORE THAN 1/2" FROM THE FINISHED SURFACE.
3. TOTAL DEPTH OF ROCK AND CONCRETE SHALL NOT BE LESS THAN 8".
4. CONCRETE SHALL BE P.C.C. CLASS "B" OR BETTER.
5. DEPTH OF SWALE MAY EXCEED 3" TO MEET EXISTING SWALES UPSTREAM OR DOWNSTREAM UPON APPROVAL OF THE CITY ENGINEER.
6. FINISHED SURFACE SHALL NOT VARY MORE THAN 1/2" FROM DESIGN.

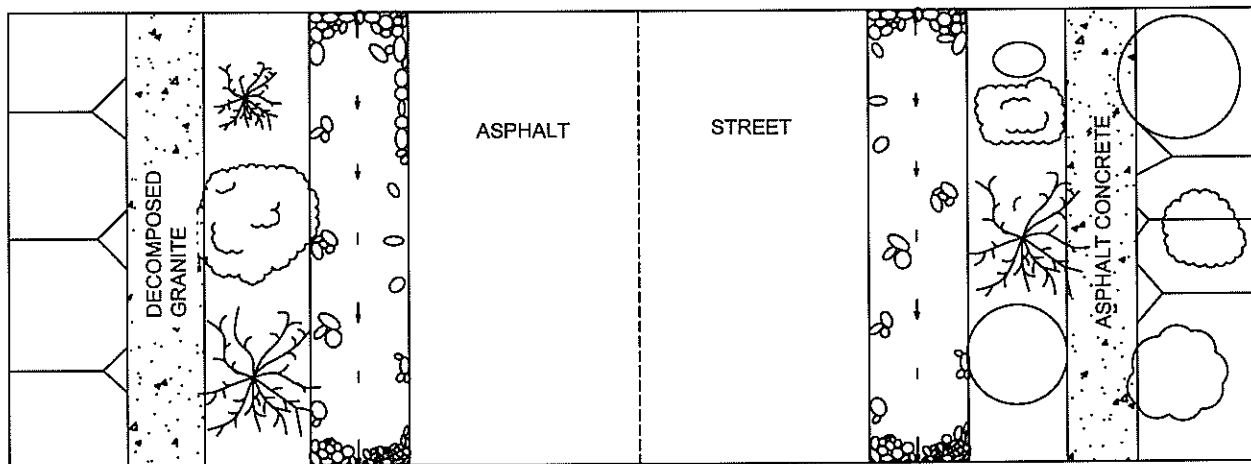
**EXPOSED AGGREGATE FINISH NOTE**

AGGREGATE SHALL BE NON-COLORED CRUSHED ROCK IN ACCORDANCE WITH SECTION 200 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION LATEST EDITION.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	FEBRUARY 23, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
 R.C.E. NO. 39425      EXP. DATE 12/31/2009		7/10/2009	RURAL STREET STANDARD FOR MILLS AVE., PADUA AVE., & MT. BALDY RD.
			<b>1046</b> SHEET 3/3



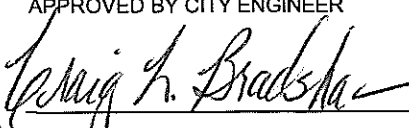
**TYPICAL CROSS SECTION**



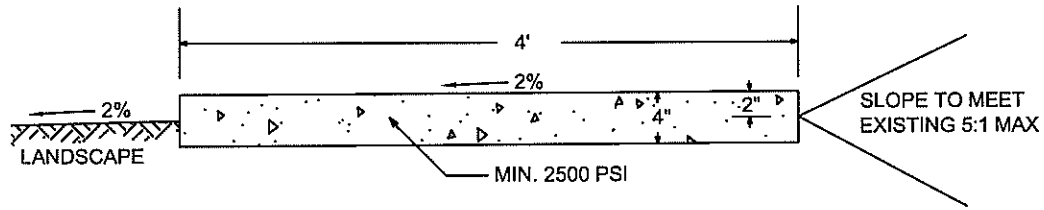
**PLAN VIEW**

**NOTES:**

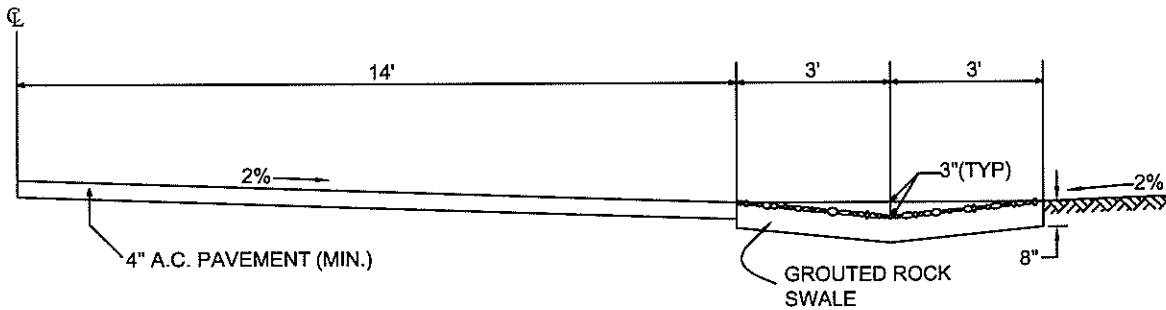
1. REFER TO SHEET 2 FOR DECOMPOSED GRANITE PATHWAY, STREET, AND SWALE DETAILS.
2. DRIVEWAYS SHALL BE 6" CONCRETE WITH EXPOSED AGGREGATE FINISH AND SHALL DIP SUFFICIENTLY SO THAT TOP SURFACE MATCHES CONTOUR OF DRAINAGE SWALE.
3. AGGREGATE SHALL BE NON-COLORED CRUSHED ROCK IN ACCORDANCE WITH SECTION 200 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION.

DRAWN BY: JGB		REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR		REVISION NO. 1	FEBRUARY 23, 2009	
APPROVED BY CITY ENGINEER			DATE	STANDARD DRAWING NO.
 <b>7/10/2009</b>			<b>RURAL RESIDENTIAL STREET STANDARDS</b>	
			<b>1047</b>	
R.O.E. NO. 39425		EXP. DATE 12/31/2009		<b>SHEET 1/2</b>





**DECOMPOSED GRANITE PATHWAY**



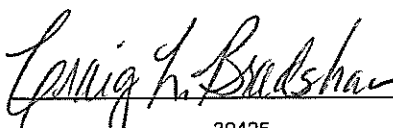
**TYPICAL SECTION STREET & SWALE**

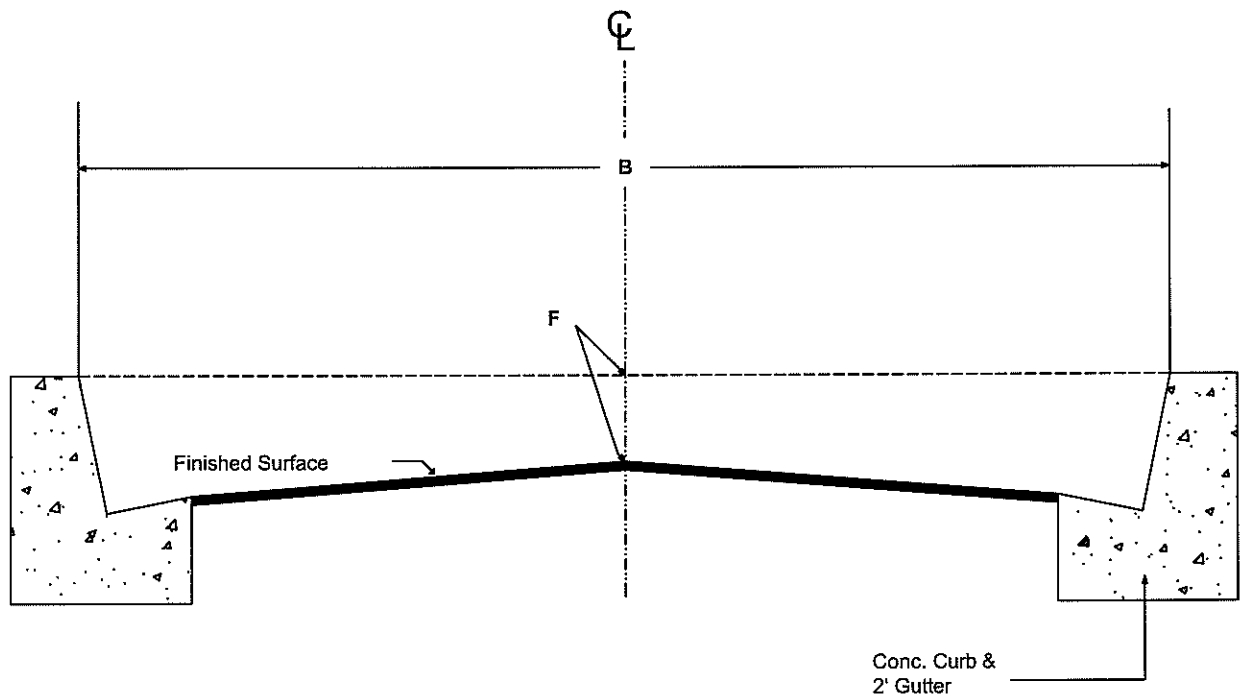
**SWALE NOTES:**

1. ROCK SHALL BE SMOOTH RIVER ROCK RANGING IN SIZE FROM 4" TO 6".
2. ROCK SHALL NOT EXTEND MORE THAN 1/2" FROM FINISHED SURFACE.
3. TOTAL DEPTH OF ROCK AND CONCRETE SHALL NOT BE LESS THAN 8".
4. CONCRETE SHALL BE P.C.C. CLASS "B" OR BETTER.
5. DEPTH AND WIDTH OF SWALE MAY EXCEED 3" AND 6" RESPECTIVELY TO MEET EXISTING CONDITIONS UPON APPROVAL OF THE CITY ENGINEER.
6. CONCRETE ON ROCK SWALE TO BE 2" THICKER IN AREA OF DRIVE APPROACH.

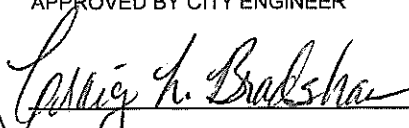
**TRAIL NOTES:**

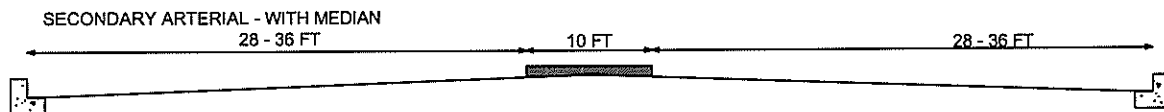
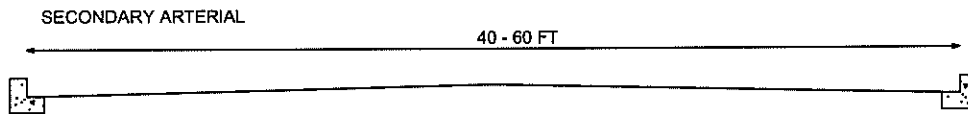
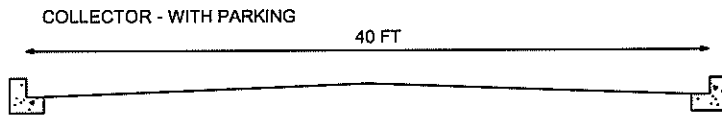
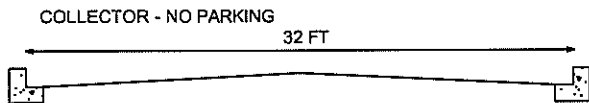
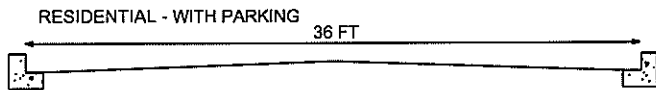
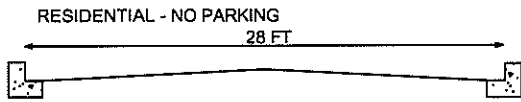
1. TRAILS SHALL MEANDER AROUND FOCAL POINTS OF INTEREST
2. HANDICAPPED ACCESS TO THE TRAILS SHALL BE PROVIDED AT INTERSECTIONS VIA A 6 FT. WIDE DRIVEWAY ACROSS THE SWALE. THIS ACCESS SHALL BE CONSTRUCTED OF 6" CONCRETE WITH EXPOSED AGGREGATE FINISH AND SHALL DIP SUFFICIENTLY SO THAT TOP SURFACE MATCHES CONTOUR OF DRAINAGE SWALE. IF DEPTH OF SWALE EXCEEDS 6" THE ACCESS SHALL BE CONSTRUCTED UTILIZING A CULVERT AS DIRECTED BY THE CITY ENGINEER.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	FEBRUARY 23, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
 R.C.E. NO. 39425      EXP. DATE 12/31/2009		7/10/2009	RURAL RESIDENTIAL STREET STANDARDS
			<b>1047</b>
			SHEET 2/2



DIMENSIONS		
B	CURB FACE	F
40'	8"	2"
	6"	0"
36'	8"	$\frac{1}{22}$ "
	6"	$\frac{1}{2}$ "
28'	8"	$\frac{3}{24}$ "
	6"	$\frac{3}{4}$ "

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	FEBRUARY 23, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	<b>1049</b>
		R.C.E. NO. 39425	
			LOCAL STREETS - PAVEMENT SLOPE FOR LEVEL SECTION



**NOTES:**

1. TOTAL RIGHT-OF-WAY WIDTH WILL VARY DEPENDING UPON PARKWAY REQUIREMENTS.
2. STREET DESIGNATED FOR ON-STREET BIKE PATHS WILL REQUIRE AN ADDITIONAL 8 FT OF PAVEMENT
3. MAXIMUM STREET GRADE SHALL BE 8 PERCENT.
4. ALL STREETS SHALL HAVE A MINIMUM 2 PERCENT CROSS FALL.
5. CURB AND GUTTER, PAVEMENT THICKNESS, AND STRIPING SHALL BE AS SPECIFIED BY THE CITY ENGINEER.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION: FEBRUARY 23, 2009
CHECKED BY: VRR	REVISION NO. 1	

**CITY OF CLAREMONT**

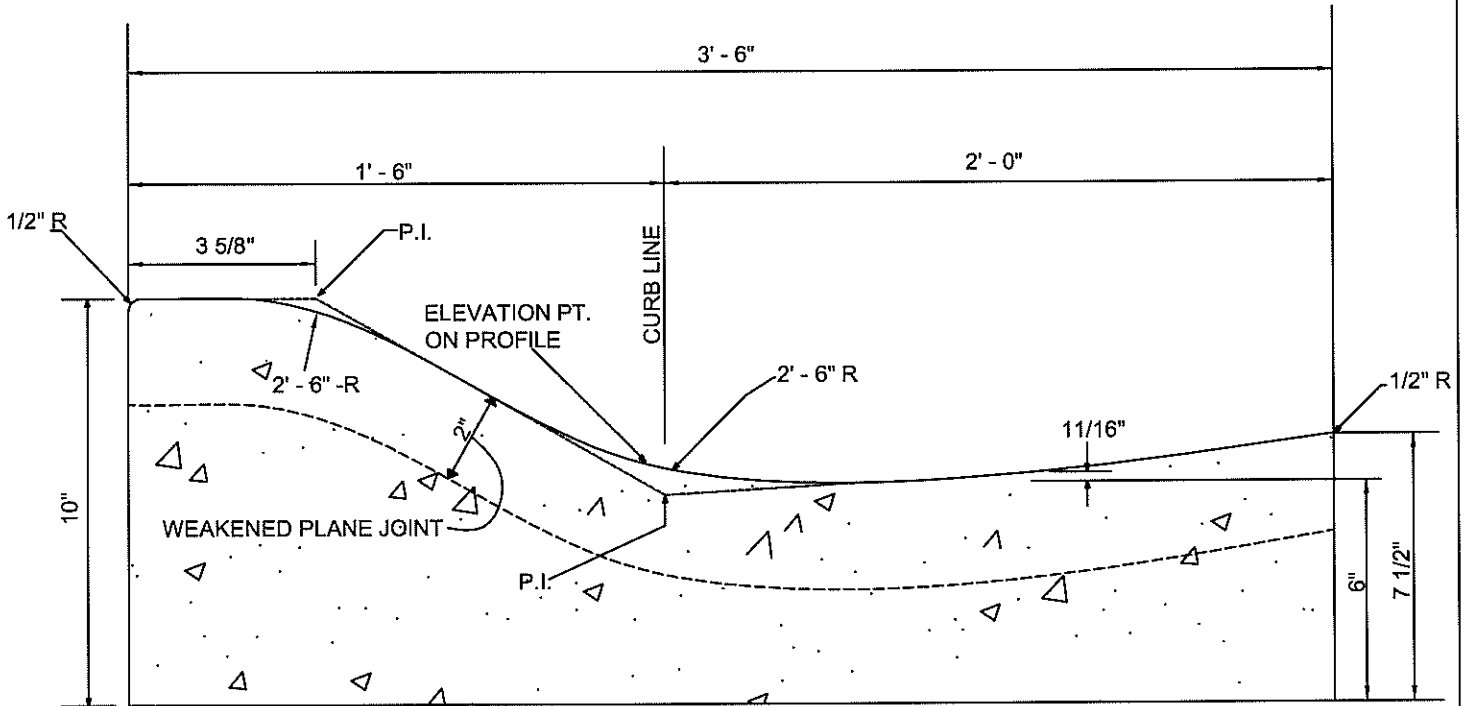
APPROVED BY CITY ENGINEER      DATE

*Craig H. Bradshaw*      7/10/2009

R.C.E. NO.      39425      EXP. DATE      12/31/2009

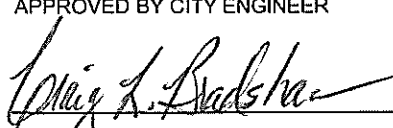
STANDARD DRAWING NO.

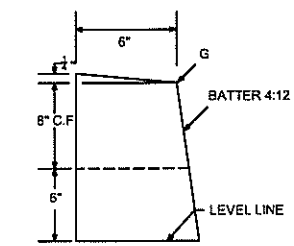
STREET SECTION      **1050**



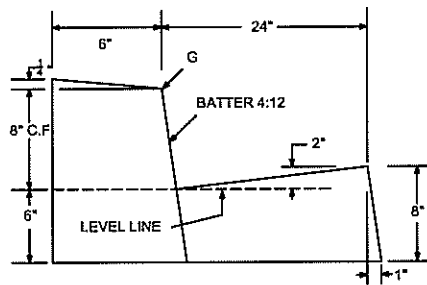
**NOTES:**

1. CONSTRUCTED OF PORTLAND CEMENT CONCRETE
2. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER

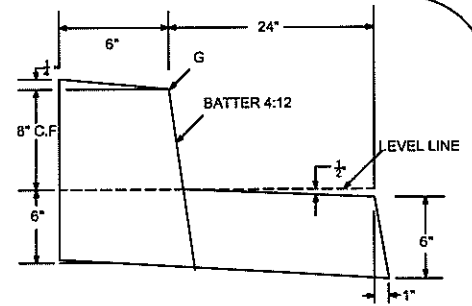
DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	FEBRUARY 23, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	ROLLED CURB
R.C.E. NO. 39425		EXP. DATE 12/31/2009	<b>1051</b>



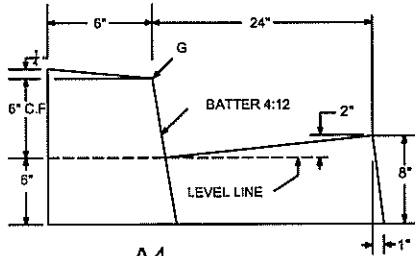
A1



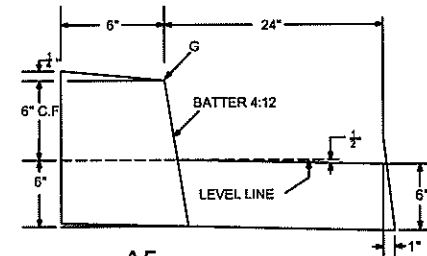
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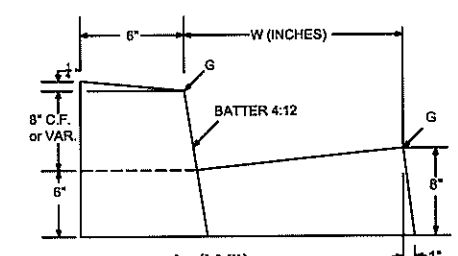
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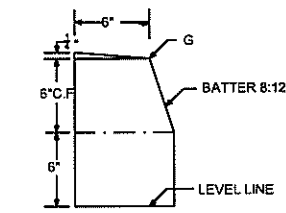
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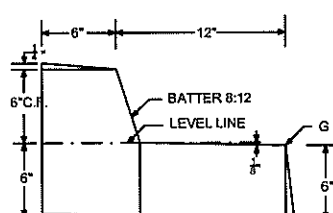
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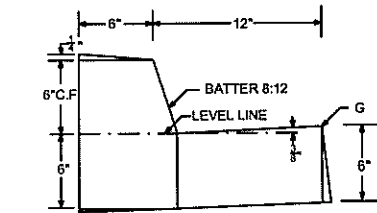
A (W'')



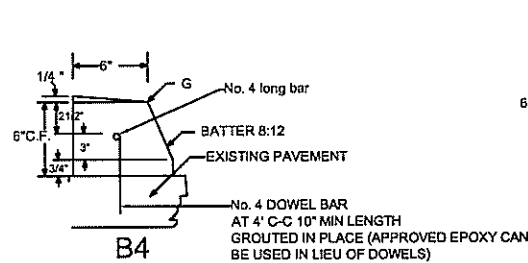
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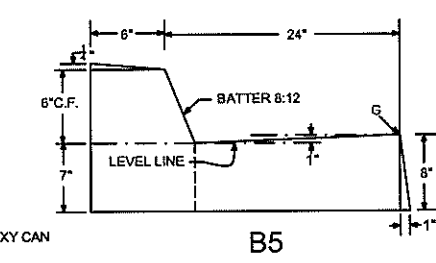
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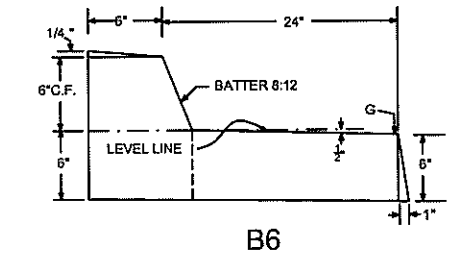
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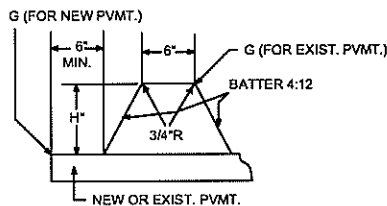
B4



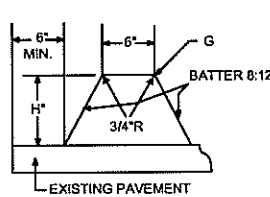
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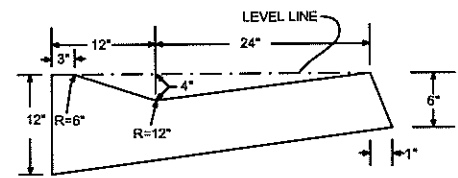
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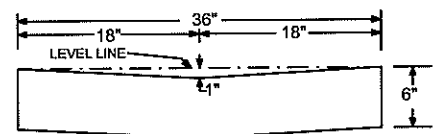
C (H'')



D (H'')



E



F

NOTES:

1. TYPE A, C BARRIER CURB.
2. TYPE B, D MEDIAN CURB.
3. G DESIGNATES GRADE LINE AND/OR OFFSET POINT.
4. W" DESIGNATES WIDTH OF GUTTER.
5. H" DESIGNATES HEIGHT OF TYPE C AND D ASPHALT CONCRETE CURB.
6. TYPES C AND D ARE CONSTRUCTED OF ASPHALTIC CONCRETE.
7. TYPES A, B, E, F, ARE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.
8. ALL EXPOSED CORNERS ON P.C.C. CURBS & GUTTERS TO BE ROUNDED WITH A 3/4" R.
9. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER.

DRAWN BY: JGB      REVISED BY: JJI      DATE OF LAST REVISION:

CHECKED BY: VRR      REVISION NO. 2      MARCH 2, 2009

APPROVED BY CITY ENGINEER      DATE

CITY OF CLAREMONT

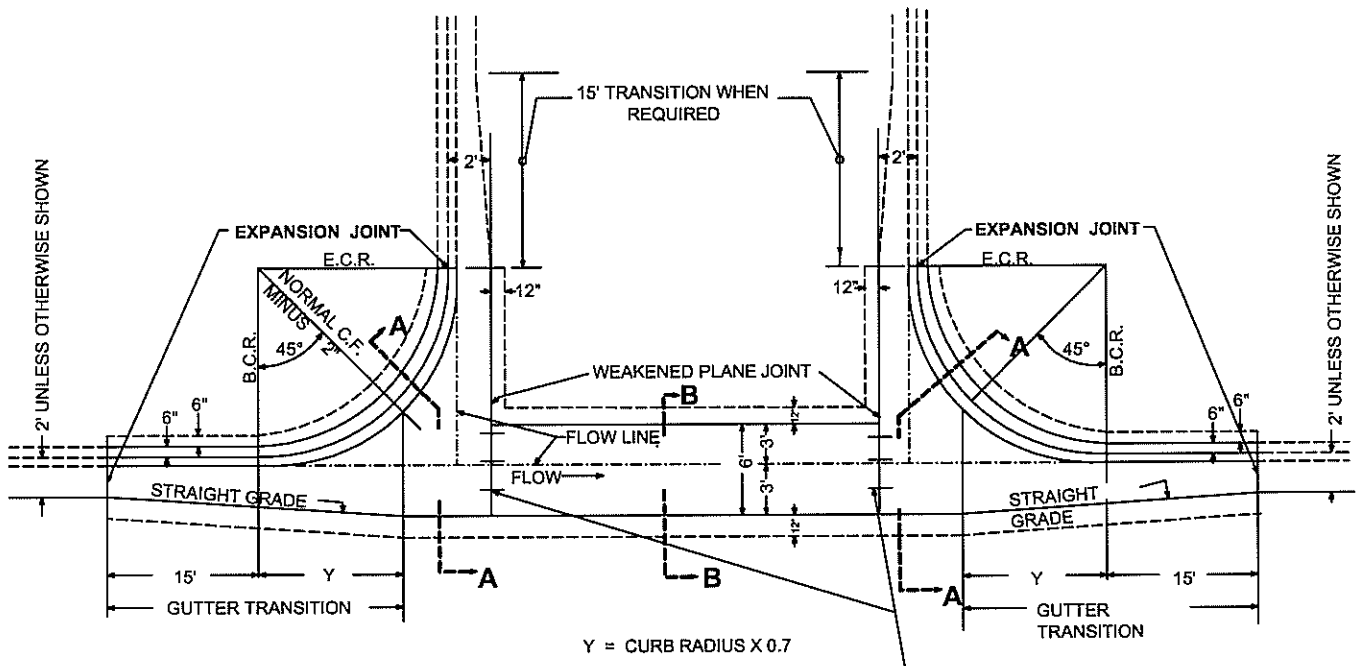
STANDARD DRAWING NO.

CURB AND GUTTER

1052

*Spring A. Budzko*      7/10/2009

R.O.E. NO. 39425      EXP. DATE 12/31/2009

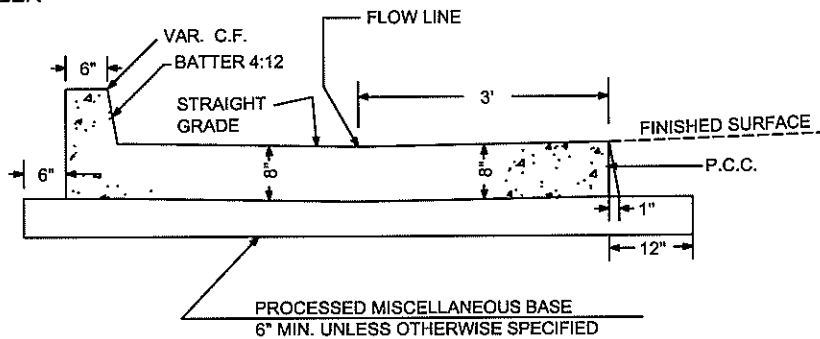


**NOTE:**

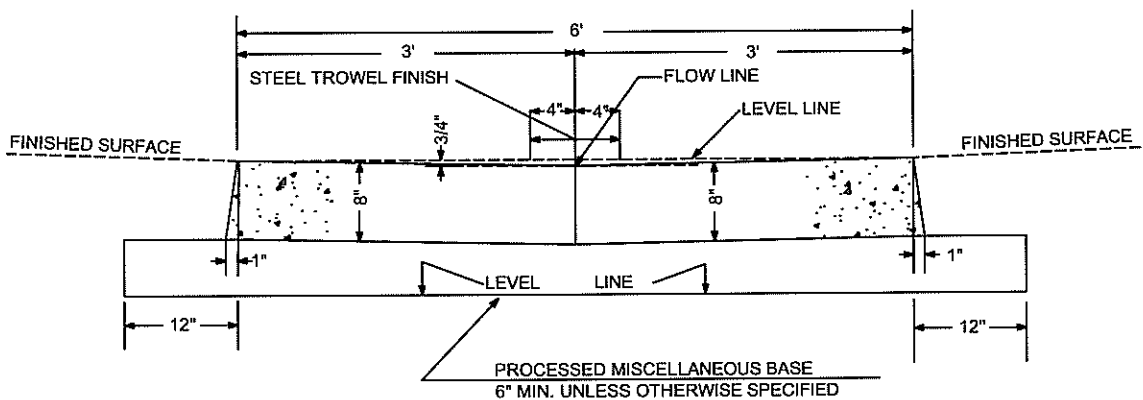
12" ASPHALT PATCH OR WIDTH REQUIRED BY CITY ENGINEER

**PLAN VIEW**

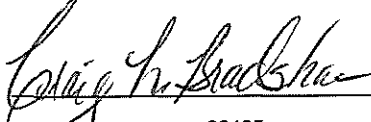
IF GUTTER IS POURED SEPARATELY FROM SPANDREL, PLACE #6 SMOOTH BARS AT 18" O.C.



**SECTION A-A**

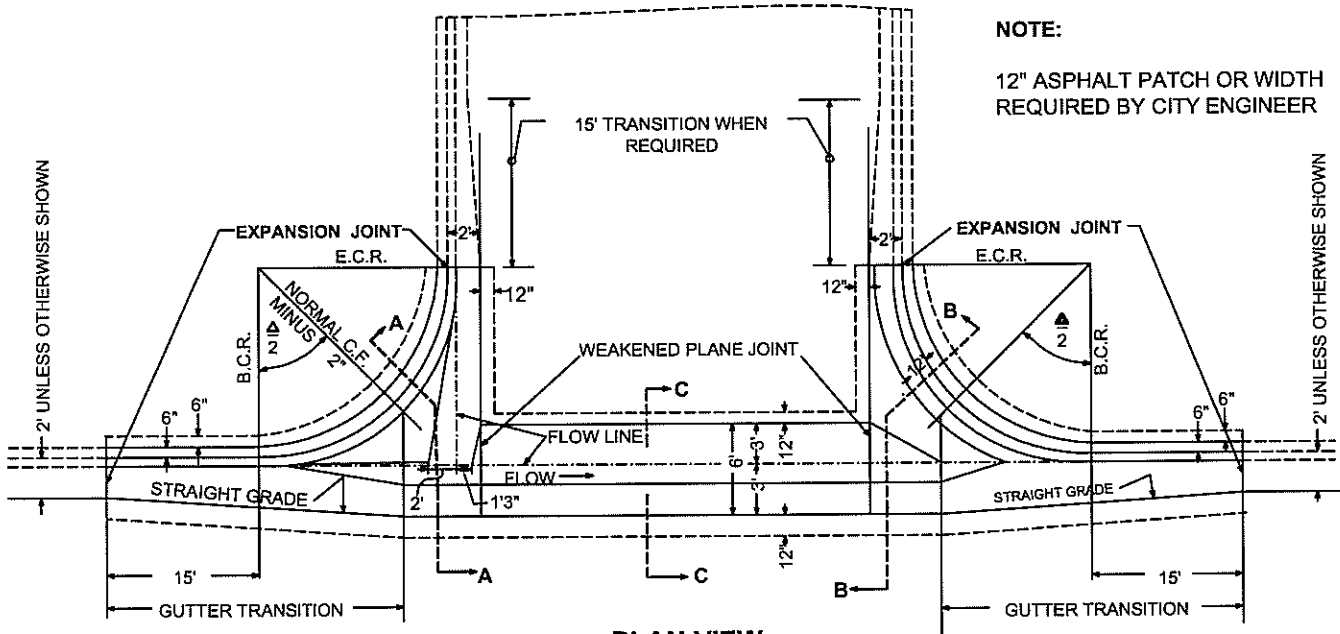


**SECTION B-B**

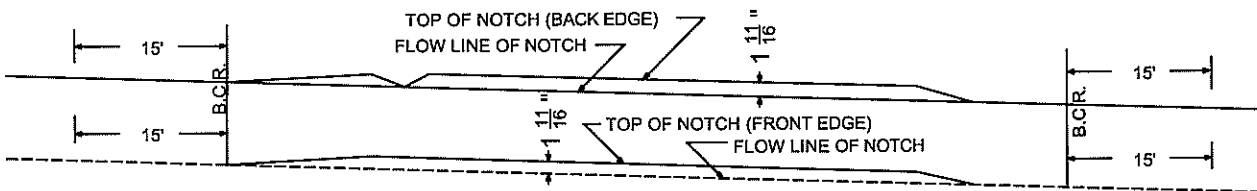
DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	MARCH 2, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
 <b>7/10/2009</b>		<b>1053</b>	
		CROSS GUTTER TYPE - 1	
R.C.E. NO. 39425	EXP. DATE 12/31/2009		

NOTE:

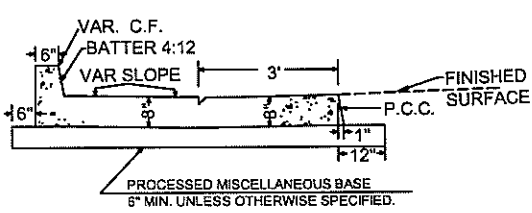
12" ASPHALT PATCH OR WIDTH  
REQUIRED BY CITY ENGINEER



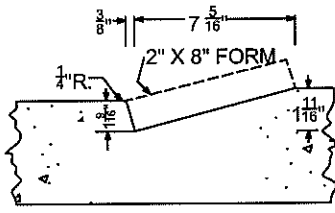
PLAN VIEW



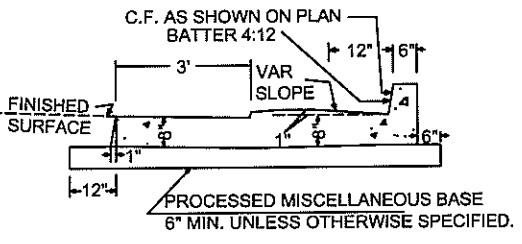
PROFILES



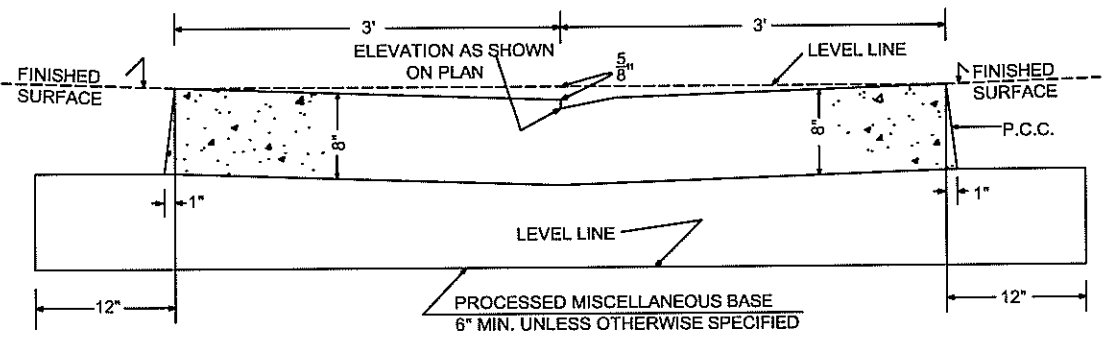
SECTION A-A



NOTCH DETAIL



SECTION B-B



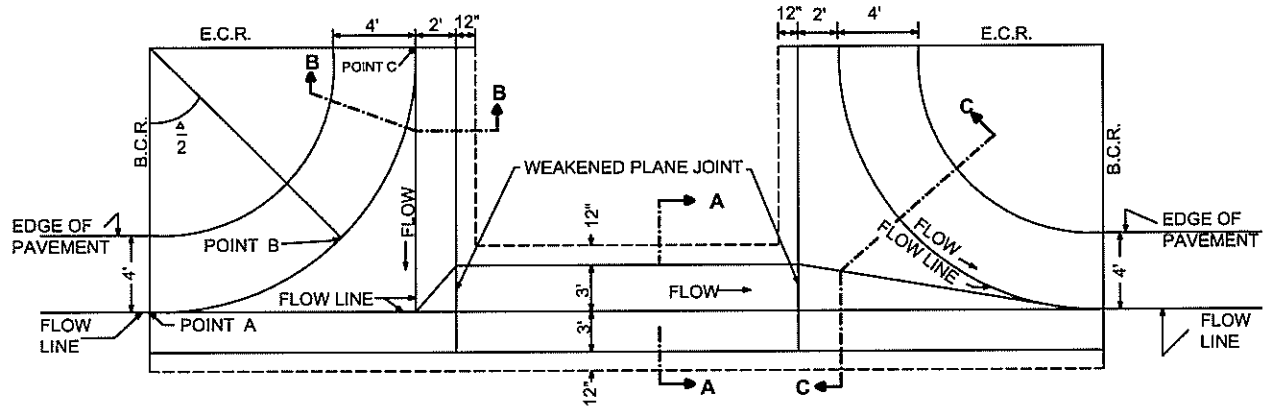
SECTION C-C

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	MARCH 2, 2009
APPROVED BY CITY ENGINEER	DATE	
<i>Craig L. Bradsha</i>	7/10/2009	
R.C.E. NO. 39425	EXP. DATE 12/31/2009	

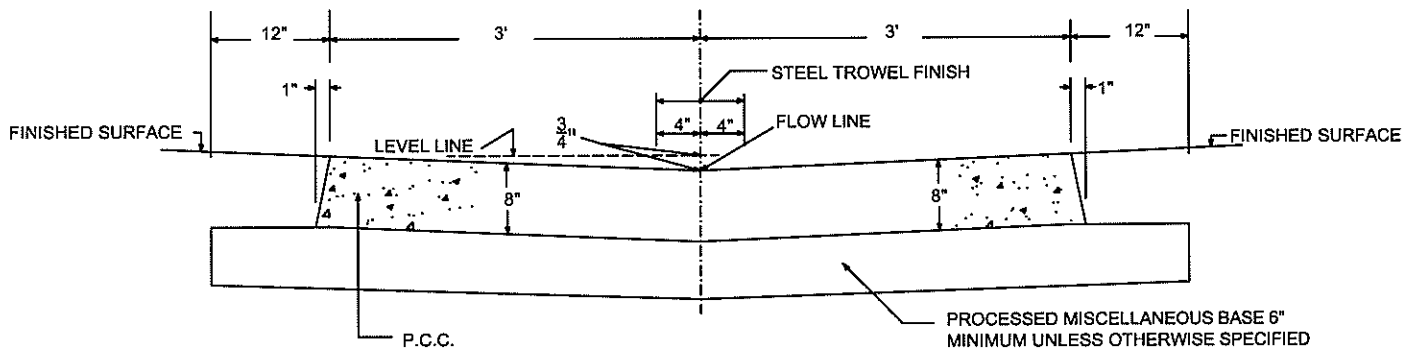
**CITY OF CLAREMONT**

STANDARD DRAWING NO.

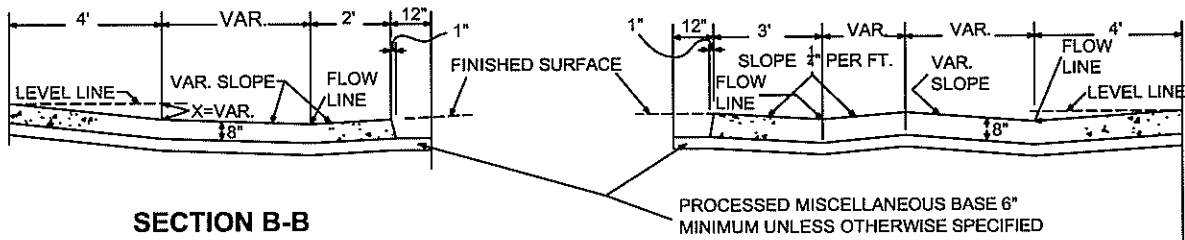
CROSS GUTTER TYPE - 5 **1054**



PLAN



SECTION A-A



SECTION B-B

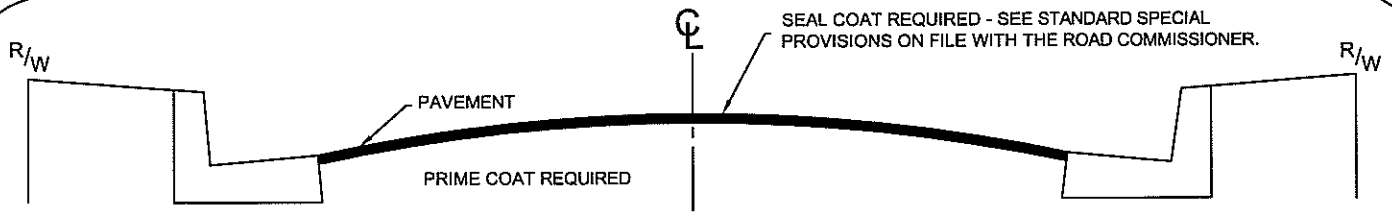
SECTION C-C

NOTES:

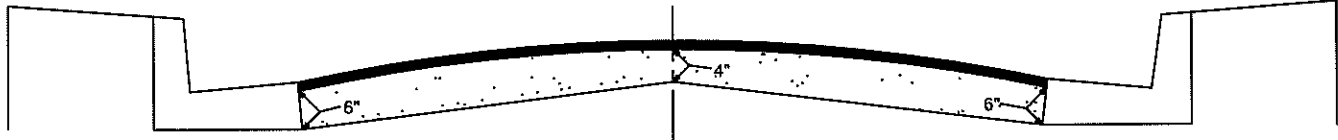
1. TYPE 6 CROSS GUTTER TO BE USED WITH INVERTED SHOULDER STREET SECTION.
2. X = 5 1/2" AT POINTS A AND C, 3 1/2" AT B
3. 12" ASPHALT PATCH OR WIDTH AS REQUIRED BY CITY ENGINEER

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	MARCH 2, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Craig K. Bradsher</i>		7/10/2009	<b>CROSS GUTTER TYPE- 6</b> <b>1055</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		

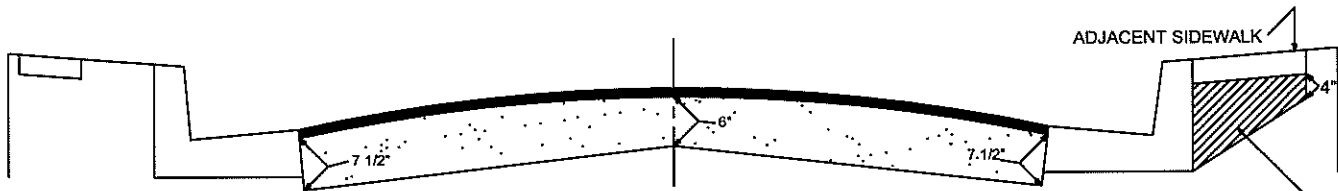




CASE A

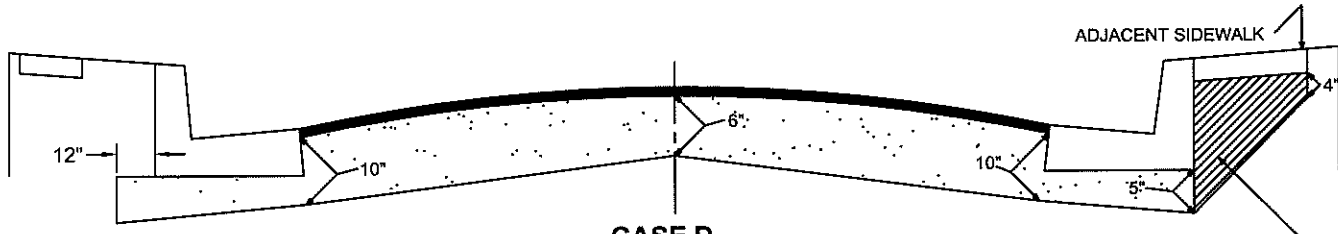


CASE B



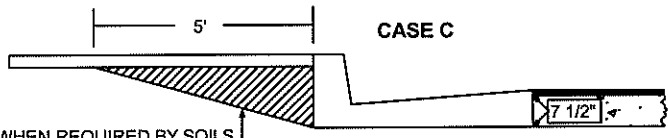
CASE C

WHEN REQUIRED BY SOIL TEST  
SEE NOTE 5

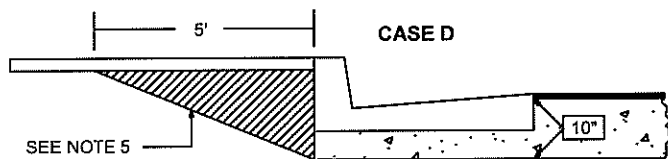


CASE D

SEE NOTE 5

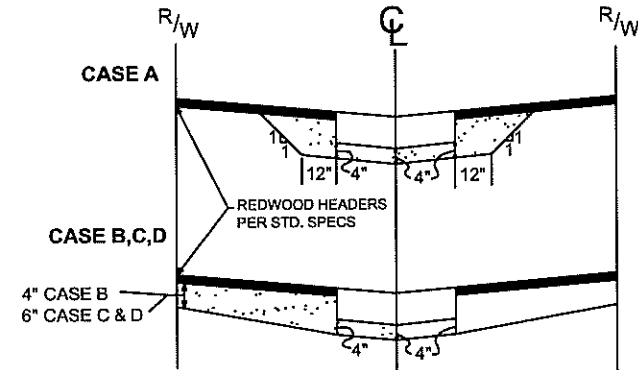


WHEN REQUIRED BY SOILS  
TEST SEE NOTE 5



SEE NOTE 5

SIDEWALK RETURNS



ALLEYS

NOTES:

1. SURFACING TO BE 4" MINIMUM, ASPHALT CONCRETE (CLASS B & C AR 4000).
2. BASE MATERIAL TO BE CRUSHED AGGREGATE BASE.
3. STRAIGHT GRADE AT BOTTOM OF BASE.
4. WHERE BASE IS REQUIRED UNDER GUTTER, THICKNESS SHALL BE 4" MINIMUM.
5. CRUSHED AGGREGATE BASE OR SELECT SUBBASE WITH EXPANSION LESS THAN 3% BY SOIL TEST.

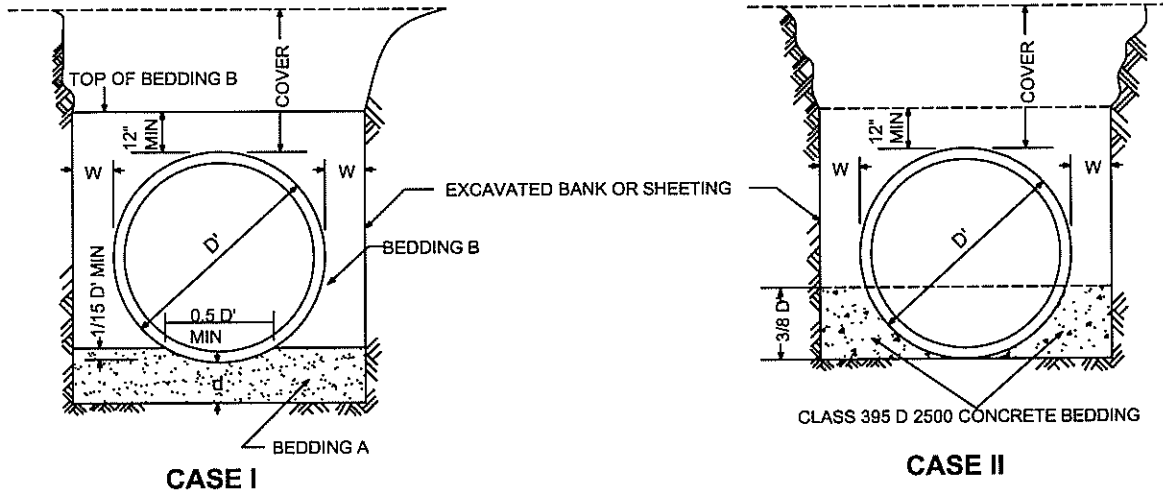
DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	MARCH 3, 2009

CITY OF CLAREMONT

APPROVED BY CITY ENGINEER	DATE
<i>Craig H. Bradshaw</i>	7/10/2009
R.O.E. NO. 39425	EXP. DATE 12/31/2009

STANDARD DRAWING NO.
BASE REQUIREMENTS FOR RESIDENTIAL SUBDIVISION STREETS AND ALLEYS
1056

NOTE : THE RELATIVE COMPACTION REQUIREMENTS FOR ALL TRENCH AND BEDDING MATERIALS SHALL BE 90%.




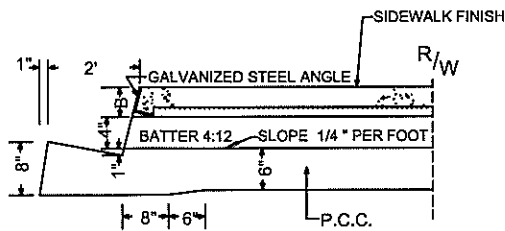
**CASE I:**

1. USE CASE I FOR PLACING RCP AND ACP UNLESS OTHERWISE SPECIFIED HEREON OR SHOWN ON PLAN.
2. "W" AT SPRINGING LINE FOR CASE I SHALL NOT BE LESS THAN 6" FOR PIPES 60" OR LESS IN DIAMETER, 10" FOR PIPES 63" TO 96" INCLUSIVE IN DIAMETER, AND 12" FOR PIPES LARGER THAN 96" IN DIAMETER. THESE DIMENSIONS MAY INCLUDE THE THICKNESS OF ANY SHEETING.
3. WHERE COVER IS 10' OR LESS, "W" MEASURED 12" ABOVE THE TOP OF THE PIPE MAY BE ANY DIMENSION GREATER THAN THE SPECIFIED MINIMUM UNLESS OTHERWISE SPECIFIED.
4. WHERE COVER IS GREATER THAN 10', "W" MEASURED 12" ABOVE THE TOP OF THE PIPE SHALL NOT BE GREATER THAN 10" FOR PIPES 96" IN DIAMETER OR LESS, OR 12" FOR PIPES OVER 96" IN DIAMETER. IF "W" EXCEEDS THE PRECEDING LIMITS, THE CONTRACTOR SHALL INCREASE THE D - LOADING FOR CASE I OR UTILIZE CASE II.
5. DEPTH (d) OF BEDDING MATERIAL BELOW BOTTOM OF PIPE SHALL BE 1/12 D' FOR PIPES 39" AND LARGER IN DIAMETER, AND 4" FOR PIPES LESS THAN 39" IN DIAMETER. IN NO CASE SHALL IT BE LESS THAN 1" BELOW ANY BELL OR COLLAR.
6. BEDDING A SHALL BE COMPOSED OF SAND, 1/4", 3/8", 1/2", 3/4", OR 1" CRUSHED ROCK OR OTHER GRANULAR MATERIAL AS MAY BE SPECIFIED OR OTHERWISE APPROVED BY THE ENGINEER. THE MAXIMUM SIZE OF CRUSHED ROCK SHALL BE 3/8" FOR PIPES SMALLER THAN 27" IN DIAMETER. SCREED BEDDING A TO FIT CURVATURE AND GRADE OF PIPE. TYPE OF SCREED AND THE METHOD OF USE TO BE APPROVED BY THE ENGINEER.
7. BEDDING B SHALL BE COMPOSED OF SAND OR OTHER GRANULAR MATERIAL AS MAY BE SPECIFIED OR OTHERWISE APPROVED BY THE ENGINEER AND SHALL BE COMPLETED PRIOR TO PLACING BALANCE OF BACKFILL. NO ROCKS LARGER THAN 4" IN GREATEST DIMENSION WILL BE PERMITTED. WHERE ROCKS ARE INCLUDED IN THE BEDDING, "NESTING" THEREOF WILL NOT BE PERMITTED.

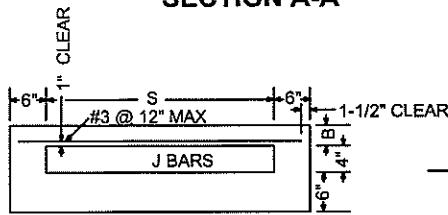
**CASE II**

1. IN CASE II WHEN SHOWN ON PLAN, WHEN "W" IS LESS THAN THE MINIMUM SPECIFIED FOR CASE I IN NOTE NO. 2 ABOVE, OR WHEN COVER IS GREATER THAN 10' THE "W" EXCEEDS THE SPECIFIED MAXIMUM FOR CASE I IN NOTE NO.4 ABOVE WITHIN THE FOLLOWING LIMITS: "W" =15" FOR PIPES 48" OR LESS IN DIAMETER, "W" = 22" FOR PIPES 72" OR LESS IN DIAMETER, "W" = 28" FOR PIPES 96" OR LESS IN DIAMETER. WHERE "W" EXCEEDS THE ABOVE VALUES, THE CONTRACTOR SHALL INCREASE THE D-LOADING.
2. CONCRETE BACKFILL SHALL BE PLACED AGAINST EXCAVATED BANK. NO FORMS SHALL BE PERMITTED.
3. ANY EXCESS EXCAVATION BELOW THE TOP OF THE CONCRETE LINE SHALL BE BACKFILLED WITH CLASS 395 D 2500 CONCRETE.

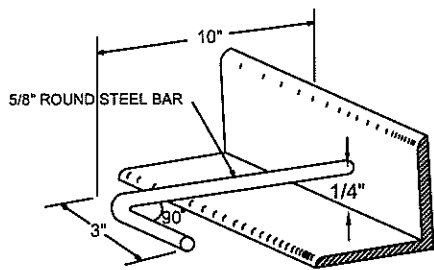
DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	MARCH 3, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	<b>1057</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		
			EXCAVATION & BEDDING FOR REINFORCED CONCRETE PIPE & ASBESTOS CEMENT PIPE



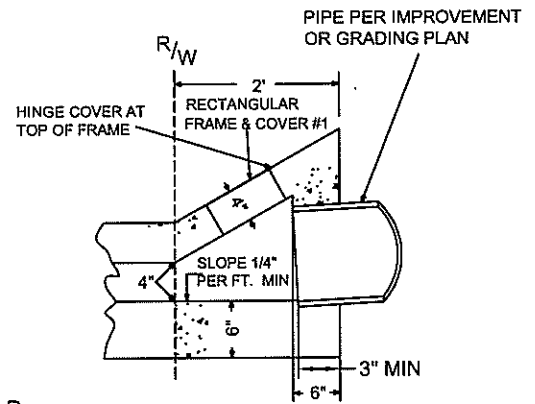
**SECTION A-A**



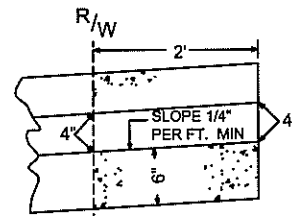
**SECTION B-B**



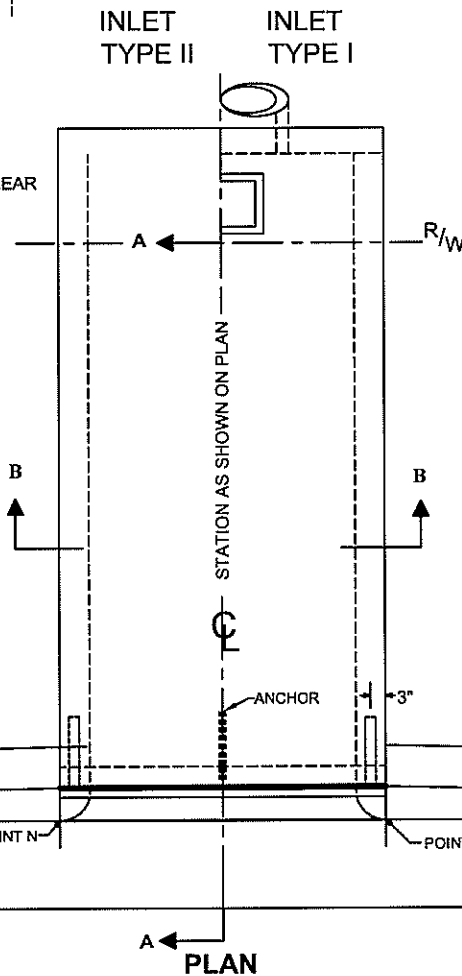
**DETAIL OF ANCHOR**  
(SEE NOTES 5 & 7)



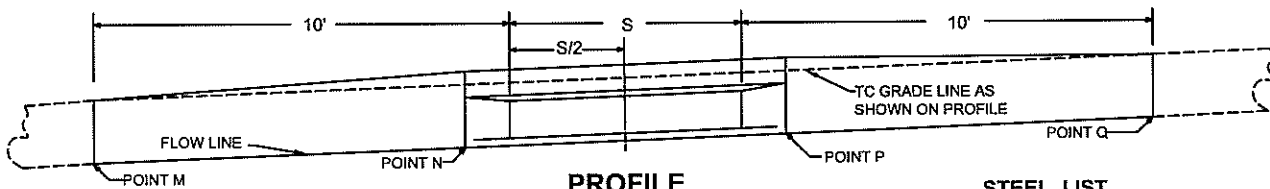
**SECTION-INLET TYPE I**



**SECTION-INLET TYPE II**



**PLAN**



**PROFILE**

**NOTES:**

- FLOOR OF BOX TO BE TROWELED SMOOTH.
- WHEN THE TOE OF SLOPE IS WITHIN THE R/W, INLET TYPE I BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
- FOR OPEN DITCH APPROACH (TYPE II) THE 2' EXTENSION IS NOT REQUIRED WHEN THE BACK OF WALK IS 2' OR MORE FROM THE R/W LINE.
- TOP OF INLET STRUCTURE (TYPE I & II) TO BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICABLE.
- 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.
- NORMAL CURB FACE AT POINT M AND Q, B + 5" AT POINT N AND P.
- THE 3" LEG OF THE INTERIOR ANCHORS SHALL BE PARALLEL TO THE TOP OF SIDEWALK.

**STEEL LIST**

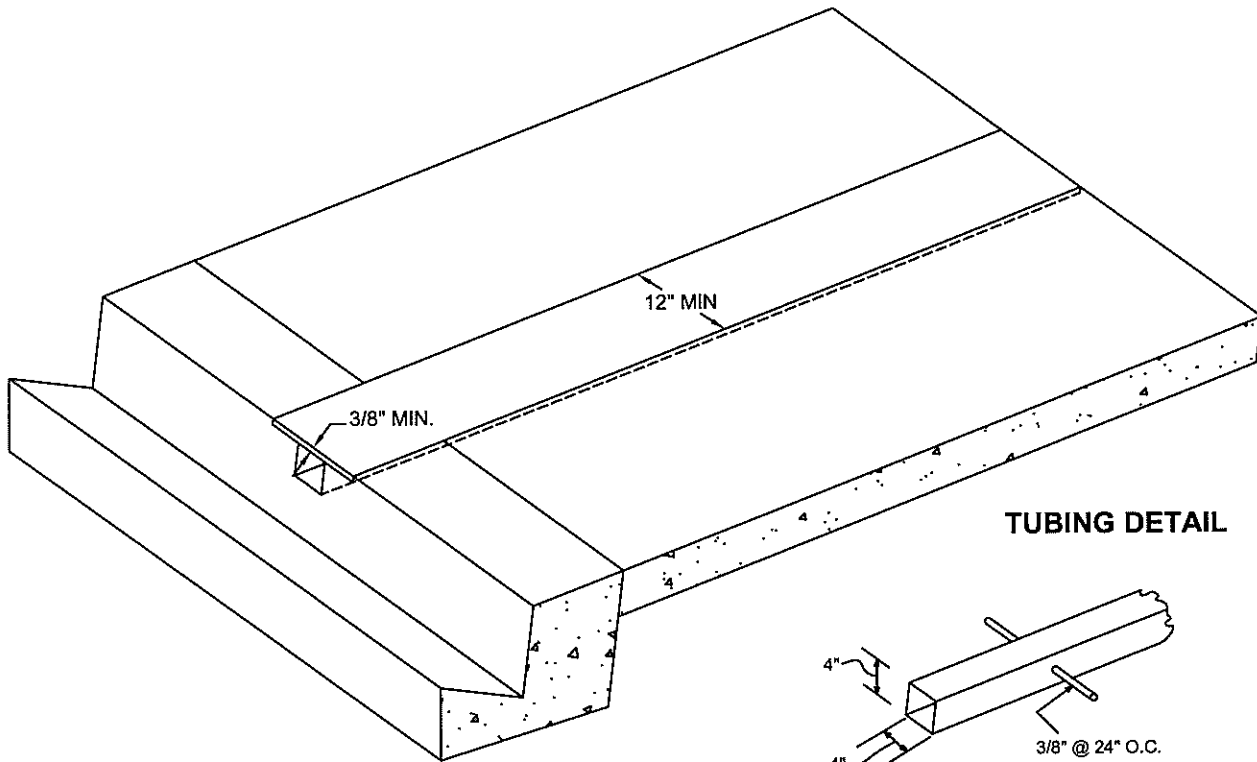
S	B	GALVANIZED STEEL ANGLE	ANCHOR	SIZE	J BAR SPACING	LENGTH
1' - 0"	3"	2 1/2" X 2" X 3/8"	2	#3	7"	1' - 9"
1' - 6"	"	"	"	"	"	2' - 3"
2' - 0"	"	"	"	"	"	2' - 9"
2' - 6"	"	"	"	"	"	3' - 3"
3' - 0"	"	"	3	"	"	3' - 9"
3' - 6"	"	"	"	"	6"	4' - 3"
4' - 0"	"	"	"	"	5"	4' - 9"
4' - 6"	4"	3 1/2" X 3" X 1/2"	"	"	6 1/2"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

DRAWN BY: JGB      REVISED BY: JJI      DATE OF LAST REVISION: MARCH 3, 2009  
 CHECKED BY: VRR      REVISION NO. 2

**CITY OF CLAREMONT**

APPROVED BY CITY ENGINEER      DATE  
*Craig K. Bradsher*      7/10/2009  
 R.C.E. NO. 39425      EXP. DATE 12/31/2009

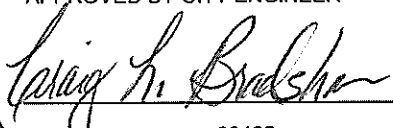
STANDARD DRAWING NO.  
 PARKWAY DRAIN NO. 1      **1058**

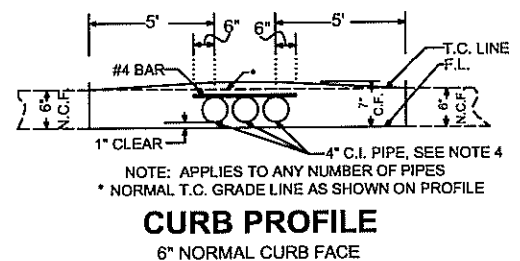
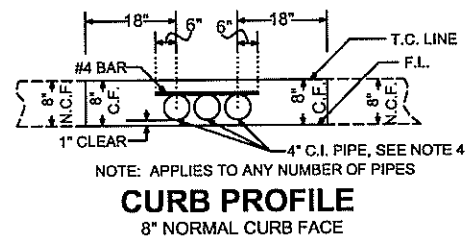
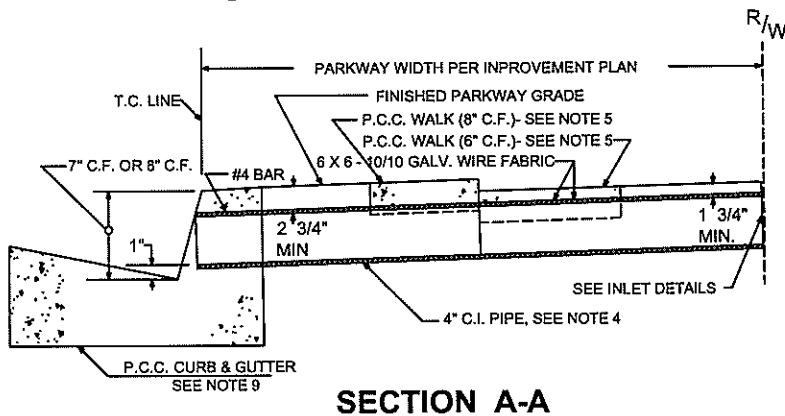
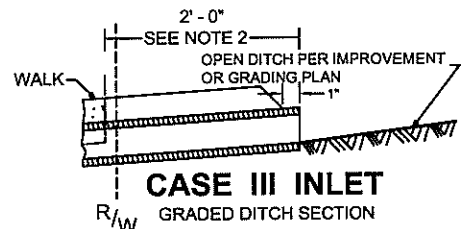
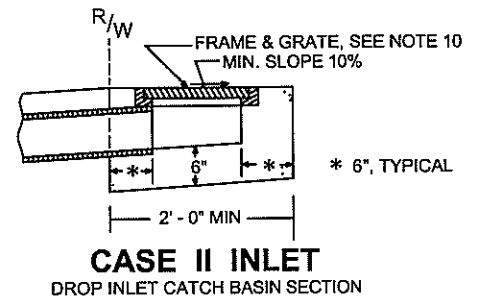
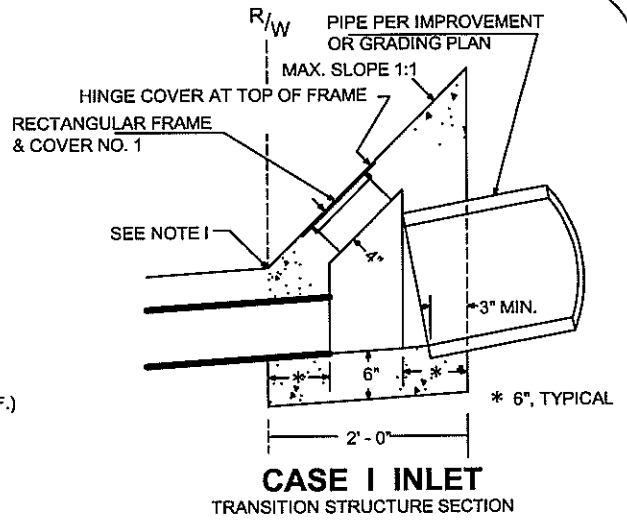
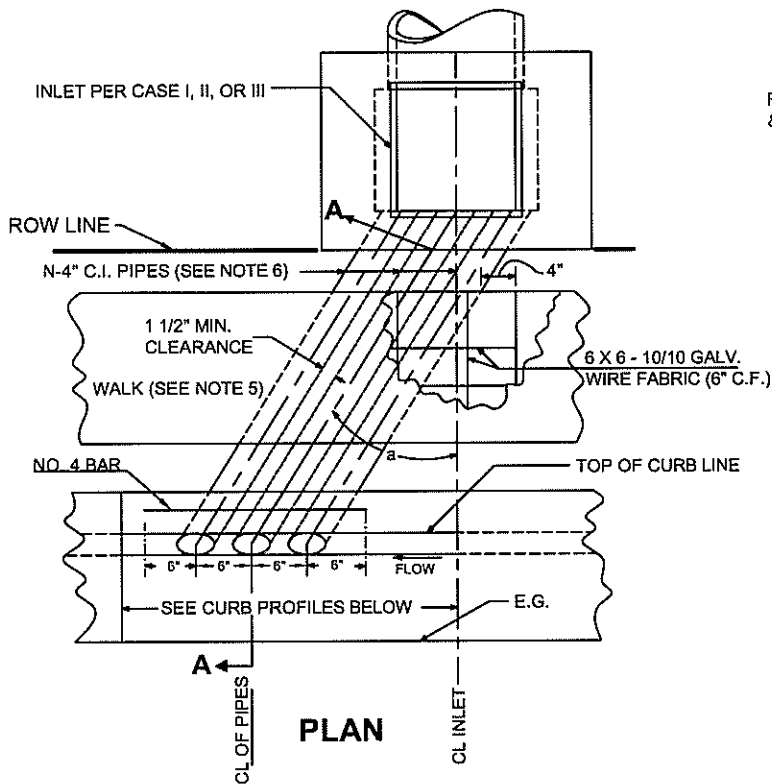


**TUBING DETAIL**

**NOTES:**

1. REMOVE AND REPLACE (SAWCUT) SIDEWALK, CURB, AND GUTTER SCORE LINE TO SCORE LINE, MINIMUM DISTANCE OF 5 FT.
2. STEEL TUBING SHALL HAVE MINIMUM WALL THICKNESS OF 1/4" WITH CORROSION RESISTANT FINISH.
3. STEEL TUBING SHALL HAVE 4" CONCRETE ENCASEMENT.
4. TOP DIAMOND PLATE SHALL BE GALVANIZED STEEL AND SHALL BE WELDED TO TUBING OVER FULL LENGTH.
5. STEEL DOWEL ANCHORS SHALL BE WELDED TO TUBING 24" ON CENTER WITH A MINIMUM LENGTH OF 2".

DRAWN BY: JGB		REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>	
CHECKED BY: VRR		REVISION NO. 2	MARCH 3, 2009		
APPROVED BY CITY ENGINEER			DATE	STANDARD DRAWING NO.	
			7/10/2009	<div style="display: flex; justify-content: space-between;"> <span>SIDWALK DRAIN</span> <span><b>1058A</b></span> </div>	
			R.O.E. NO. 39425      EXP. DATE 12/31/2009		

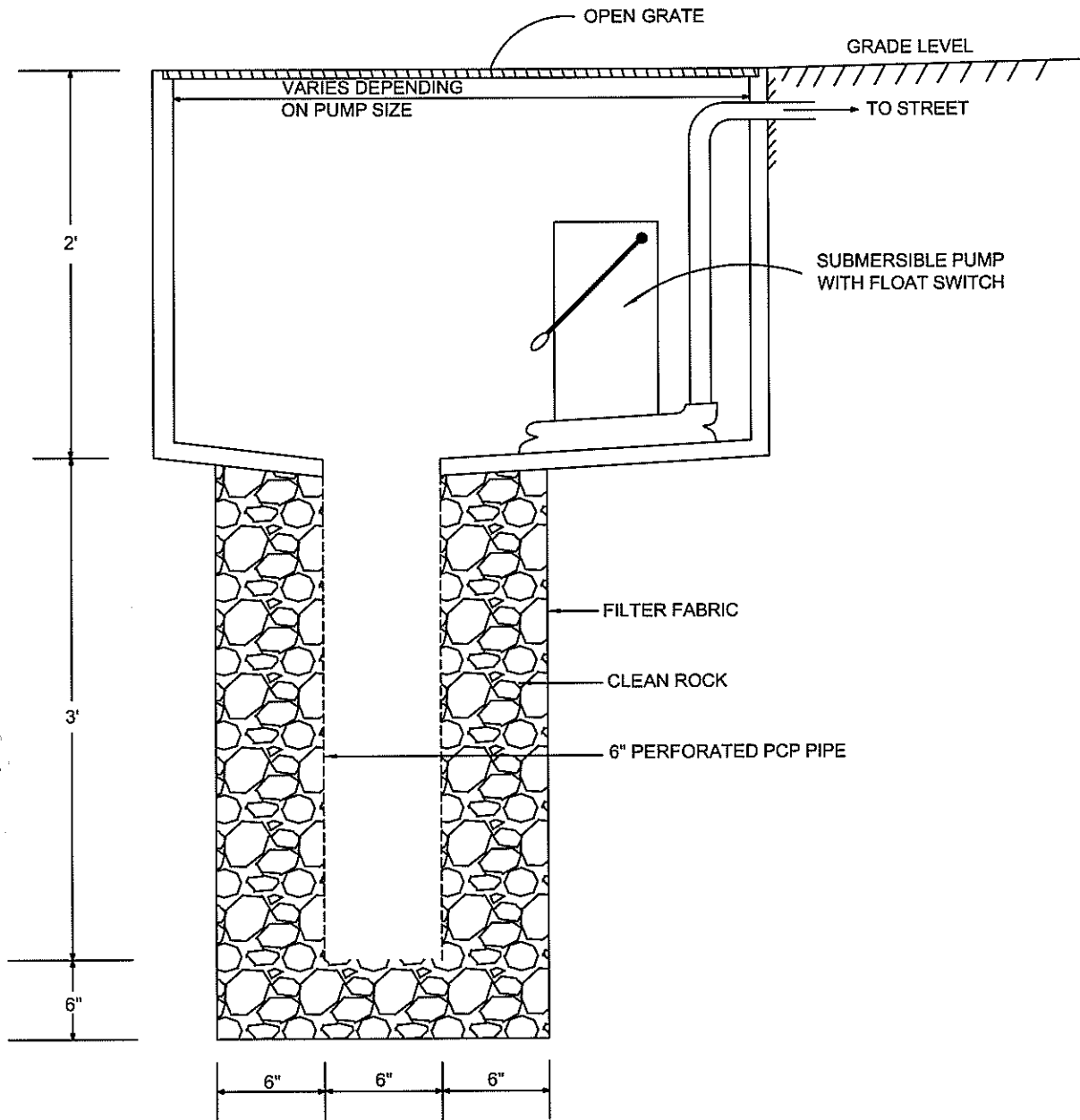


**NOTES:**


1. WHEN THE TOE OF SLOPE IS WITHIN THE R/W, INLET CASE I BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
2. FOR OPEN DITCH APPROACH (CASE III INLET), THE EXTENSION BEYOND THE R/W LINE IS NOT REQUIRED WHEN BACK OF WALK IS MORE THAN 2' FROM THE R/W LINE.
3. TOP OF INLET STRUCTURE (CASE I & II) TO BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICABLE.
4. ASBESTOS CEMENT CONDUIT OF EQUIVALENT AREA MAY BE SUBSTITUTED AT THE CONTRACTORS OPTION OR SPECIFIED ON PLAN FOR CASE I & II INLETS. HOWEVER, FULL WIDTH WALK MUST BE CONSTRUCTED.
5. CONSTRUCT P.C.C. WALK WHEN SPECIFIED ON PLAN. THE CONTRACT PRICE PAID FOR P.C.C. WALK ITEM SHALL INCLUDE WALK CONSTRUCTED IN CONJUNCTION WITH PARKWAY CULVERT.
6. "N" EQUALS NUMBER OF PIPES (MAXIMUM OF SIX) AS SPECIFIED ON PLAN.
7. INLET CASE TO BE SPECIFIED ON IMPROVEMENT OR GRADING PLAN.
8. ANGLE "a" EQUALS 0° UNLESS OTHERWISE SPECIFIED.
9. TYPE, DIMENSIONS, AND ELEVATIONS OF P.C.C. CURB AND GUTTER PER IMPROVEMENT PLAN.
10. UNLESS OTHERWISE SPECIFIED, FRAME AND GRATE FOR INLET CASE II SHALL BE ALHAMBRA FOUNDRY 14" X 24" TYPE A-2422 (GALVANIZED) OR EQUAL.

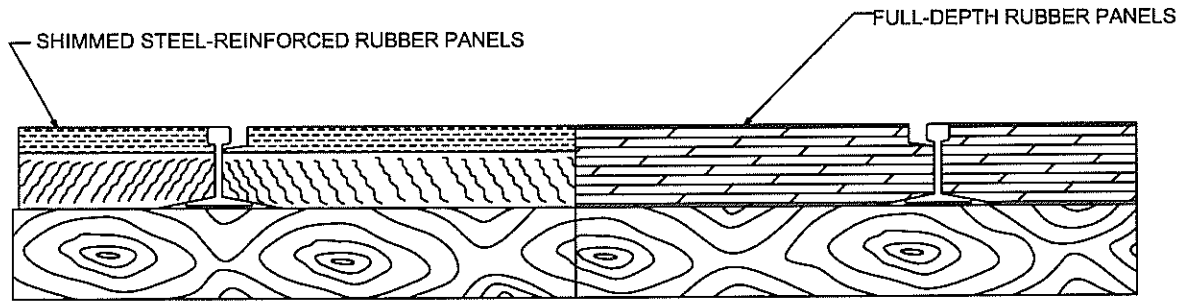
DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 2	MARCH 3, 2009
APPROVED BY CITY ENGINEER	DATE	
<i>Craig L. Brudsha</i>	7/10/2009	
R.C.E. NO. 39425	EXP. DATE	12/31/2009

<b>CITY OF CLAREMONT</b>	
STANDARD DRAWING NO.	
PARKWAY DRAIN NO. 2	<b>1059</b>



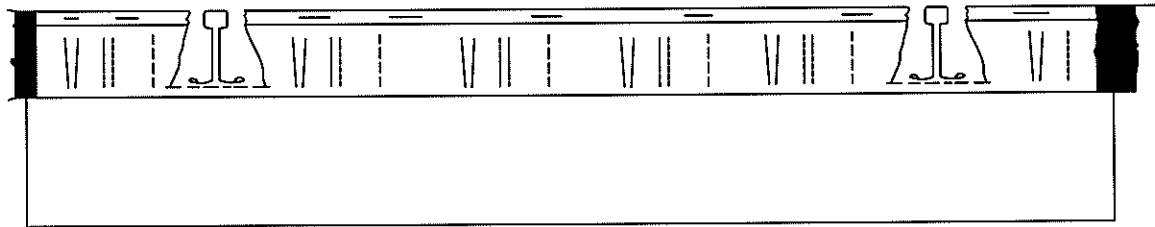
**DRAWING NOT TO SCALE**

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	MARCH 3, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	<b>1060</b>
		R.C.E. NO. 39425      EXP. DATE 12/31/2009	
FRENCH DRAIN			



**TYPICAL CROSS SECTION**

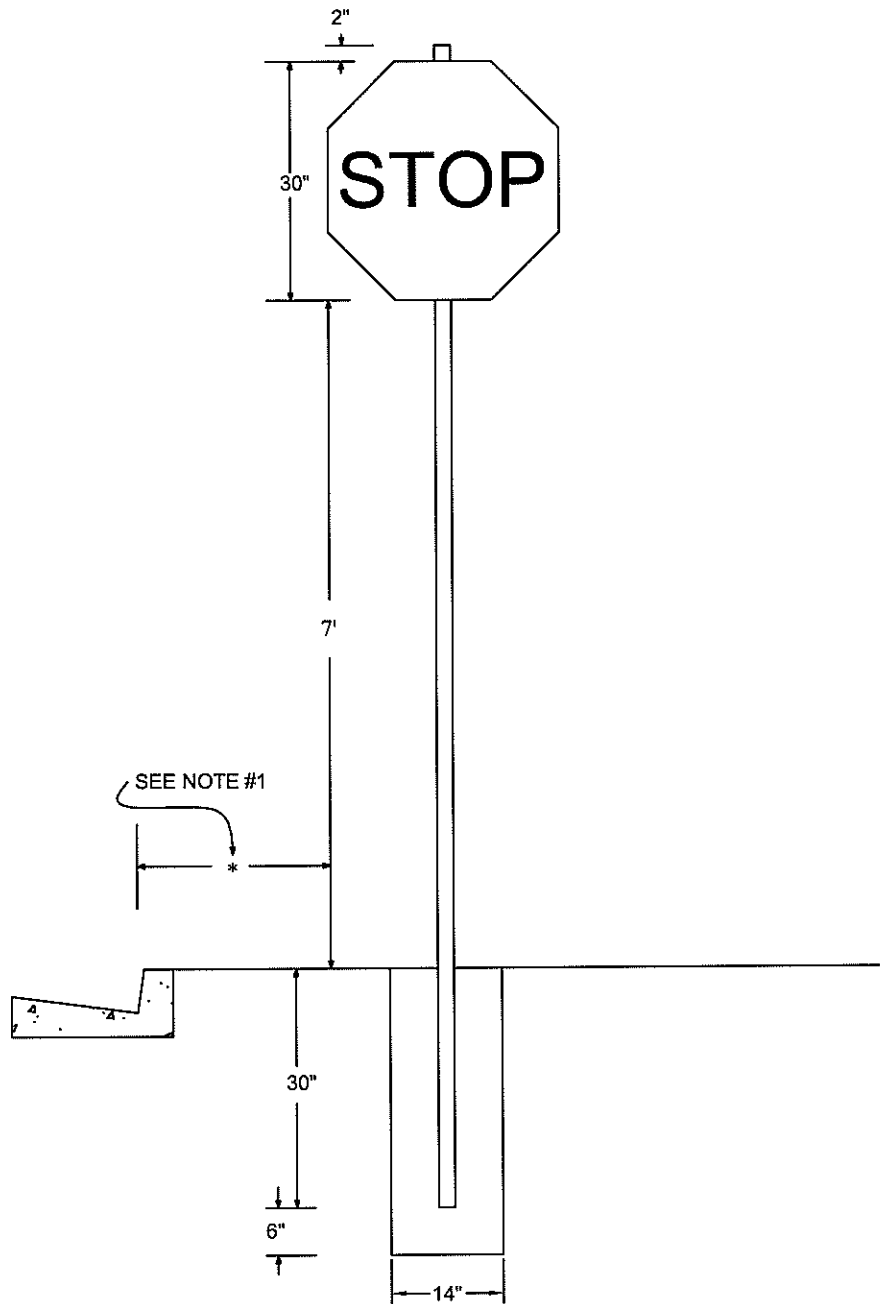
**RUBBER PANELS:** THIS TYPE OF CROSSING SURFACE CONSISTS OF MOLDED RUBBER PANELS USUALLY SHIMMED, STEEL-REINFORCED AND WITH A PATTERNED SURFACE, BUT SOME ARE FULL DEPTH RUBBER. THE PANELS CAN BE REMOVED AND/OR REPLACED FOR TRACK MAINTENANCE. FLANGEWAY SHALL NOT BE MORE THAN TWO AND ONE HALF (2 1/2) INCHES WIDE. CROSSING SURFACE MATERIAL SHALL BE SECURELY ANCHORED TO TIES.



**TYPICAL CROSS SECTION**

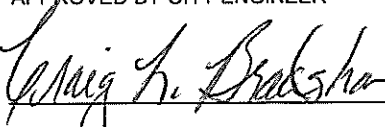
**HIGH DENSITY POLYETHYLENE MODULES:** THIS TYPE OF CROSSING SURFACE CONSISTS OF MOLDED PANELS, USUALLY WITH RECESSES TO SERVE AS OPENINGS FOR LAG SCREWS OR DRIVE SPIKES. PANELS ARE USUALLY FULL DEPTH, BUT SOME REQUIRE WOOD SHIMS. FLANGEWAY SHALL NOT BE MORE THAN TWO AND ONE-HALF (2 1/2) INCHES WIDE. CROSSING SURFACE MATERIAL SHALL BE SECURELY ANCHORED TO THE TIES.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	MARCH 3, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Craig K. Bradsha</i>		7/10/2009	CROSSING AT GRADE OF RAILROAD
R.C.E. NO. 39425	EXP. DATE	12/31/2009	
			<b>1061</b>



**STOP SIGN STANDARD**

1. POLE LOCATION; BACK OF CURB OR BACK OF SIDEWALK. DISTANCE FROM CURB WILL BE DETERMINED IN THE FIELD BY CITY ENGINEER OR REPRESENTATIVE (HANDICAP SIDEWALK REQUIREMENTS TO BE TAKEN INTO CONSIDERATION).
2. SIGN = 30" UNLESS OTHERWISE STATED.
3. POLE TYPE: 2" I.D. GALVANIZED STEEL PIPE.
4. HEIGHT = 7' FROM BOTTOM OF STOP SIGN TO THE TOP OF GRADE.
5. FOOTING; POLE 30" BELOW GRADE ENCASED IN CONCRETE 6" OUTSIDE OF PIPE.
6. STOP SIGN TO BE BANDED TO POLE WITH STEEL BAND.
7. POLE TO EXTEND 2" ABOVE TOP OF STOP SIGN FOR FUTURE STREET NAME SIGN.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	MARCH 3, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
 <b>7/10/2009</b>			STOP SIGN PLACEMENT
			<b>1062</b>
R.C.E. NO. 39425	EXP. DATE	12/31/2009	



# MINIMUM SPECIFIC REQUIREMENTS

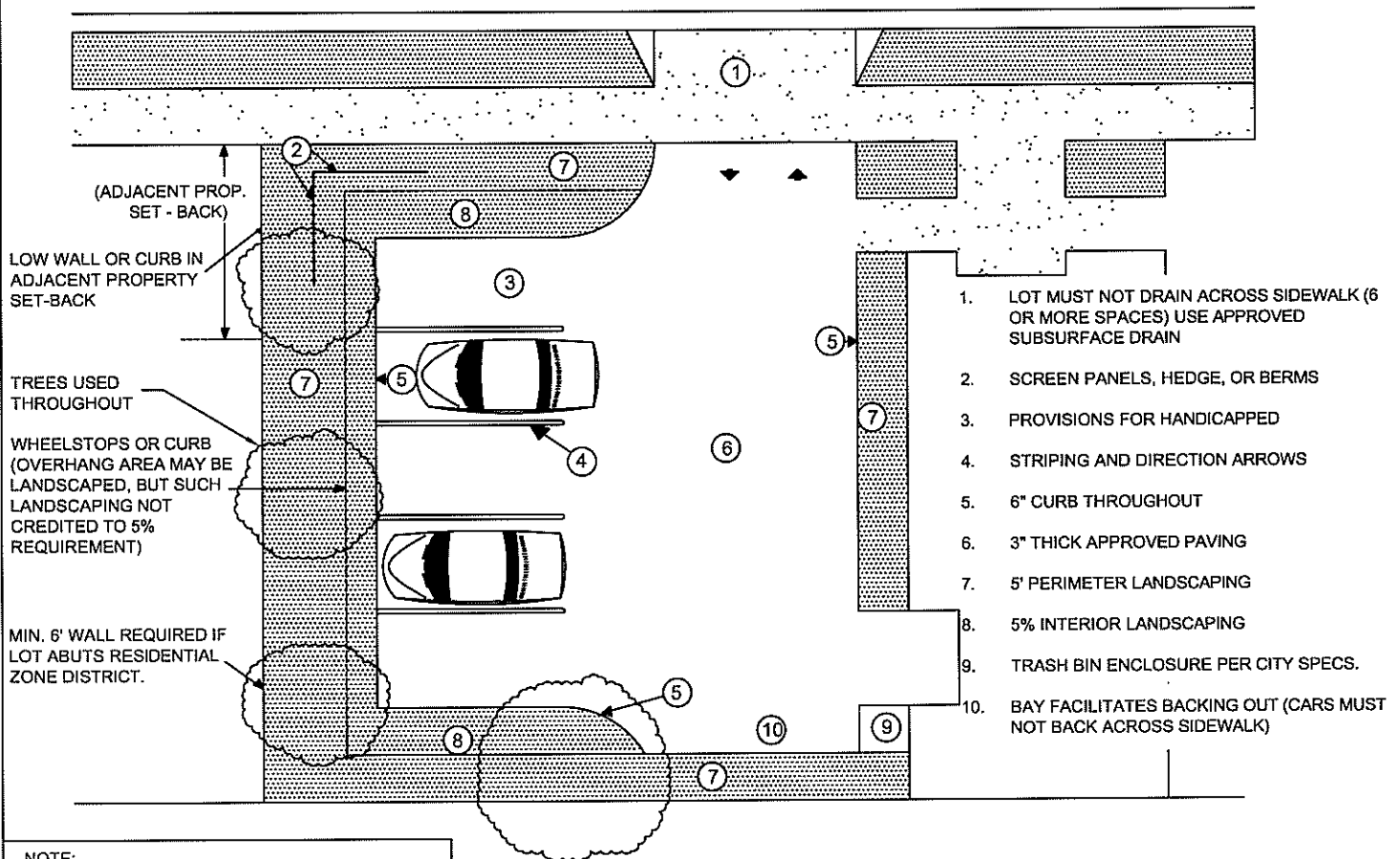
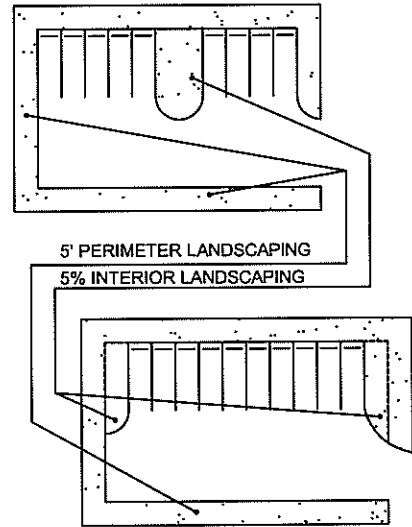
## I. LAYOUT & CONSTRUCTION

- A. ALL DIMENSIONS MUST MEET OR EXCEED "STANDARDS CHART" SHEET 2.
- B. ANY LOT WITH 6 OR MORE SPACES MUST NOT DRAIN ON OR ACROSS SIDEWALK.
- C. LOT DESIGN MUST NOT REQUIRE BACKING ACROSS THE PUBLIC SIDEWALK.
- D. STRIPING AND DIRECTION ARROWS MUST BE SUPPLIED AS NECESSARY.
- E. TRASH BIN MUST BE ENCLOSED PER CITY SPECIFICATIONS.
- F. LOTS MUST BE PAVED WITH A MIN. 3 INCH THICK APPROVED PAVING MATERIAL.
- G. APPROVED WHEELSTOPS MUST BE INSTALLED \*.

## II. LANDSCAPING AND SCREENING

- A. LOTS ADJACENT TO RESIDENTIAL ZONE MUST BE SCREENED BY WALLS.
- B. SPECIAL LANDSCAPING REQUIRED IF ACROSS STREET FROM RESIDENTIAL ZONING DISTRICT (SEE LAND USE CODE).
- C. 5 FOOT PERIMETER LANDSCAPING AROUND LOT (EXCEPT ACCESS WAYS).
- D. 5% OF LOT INTERIOR MUST BE IN LANDSCAPING REQUIRED (IN ADDITION TO PERIMETER).
- E. PANELS, HEDGES, OR BERMS REQUIRED AROUND LOT FROM VIEW OF STREET.
- F. A 6 INCH CURB (OR APPROVED ALTERNATE) REQUIRED AROUND ALL PLANTER AREAS.
- G. APPROVED IRRIGATION SYSTEM REQUIRED IN ALL LANDSCAPE AREAS.
- H. TREES SHOULD BE USED THROUGHOUT LANDSCAPING. RETENTION OF EXISTING TREES MAY RESULT IN A REDUCTION OF INTERIOR LANDSCAPING REQUIREMENT.
- I. SEE LAND USE CODE FOR ACCEPTABLE ALTERNATIVES IN THE I DISTRICT.
- J. LOT OWNER IS RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPING.

### BASIC LANDSCAPING REQUIREMENT



1. LOT MUST NOT DRAIN ACROSS SIDEWALK (6 OR MORE SPACES) USE APPROVED SUBSURFACE DRAIN
2. SCREEN PANELS, HEDGE, OR BERMS
3. PROVISIONS FOR HANDICAPPED
4. STRIPING AND DIRECTION ARROWS
5. 6" CURB THROUGHOUT
6. 3" THICK APPROVED PAVING
7. 5' PERIMETER LANDSCAPING
8. 5% INTERIOR LANDSCAPING
9. TRASH BIN ENCLOSURE PER CITY SPECS.
10. BAY FACILITATES BACKING OUT (CARS MUST NOT BACK ACROSS SIDEWALK)

NOTE:  
THIS ILLUSTRATION IS INTENDED FOR EXPLANATION ONLY. IT IS NOT A PART OF CLAREMONT LAND USE AND DEVELOPMENT CODE.

DRAWN BY: JGB	REVISED BY: JJI	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 1	JANUARY 27, 2009

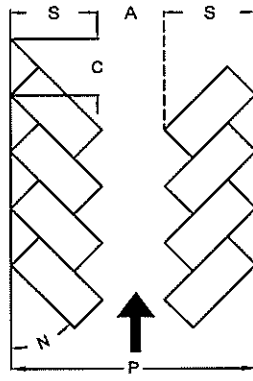
## CITY OF CLAREMONT

APPROVED BY CITY ENGINEER	DATE
<i>Loring H. Bradsher</i>	7/10/2009
R.C.E. NO. 39425	EXP. DATE 12/31/2009

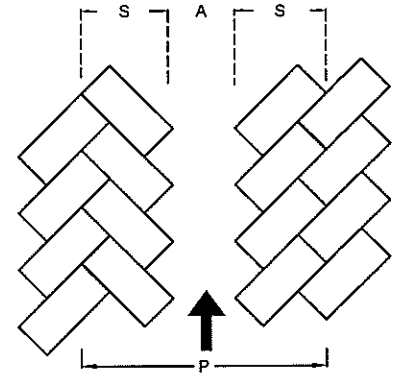
STANDARD DRAWING NO.	
DESIGN PARKING LOT STANDARDS 1	1063

**MINIMUM DIMENSIONS  
STANDARD CHART - 9'X20' STALLS**

N	P	S	A	C	a	P'	S'
PARKING ANGLE DEGREES	WIDTH OF PARKING SECTION LIN. FT.			CURB LENGTH PER CAR LIN. FT.	AREA PER CAR (1) SQ. FT.	WIDTH OF PARKING SECTION LIN. FT.	DEPTH OF STALL LIN. FT.
0°	30'-0"	9'-0"	12'	22'-0"	198	30'-0"	9'-0"
30°	47'-8"	17'-10"	12'	18'-2"	324	42'-2"	15'-1"
35°	49'-8"	18'-10"	12'	15'-8"	297	44'-2"	16'-1"
40°	52'-4"	19'-8"	13'	14'-1"	276	46'-8"	16'-10"
45°	55'-0"	20'-6"	14'	12'-9"	261	48'-8"	17'-4"
50°	57'-2"	21'-1"	15'	11'-8"	248	51'-6"	18'-3"
55°	59'-2"	21'-7"	16'	10'-11"	237	54'-0"	19'-0"
60°	61'-8"	21'-10"	18'	10'-5"	227	57'-2"	19'-7"
65°	64'-0"	22'-0"	20' <sup>2</sup>	9'-11"	218	60'-0"	20'-0"
70°	64'-10"	21'-11"	21' <sup>2</sup>	9'-7"	211	61'-8"	20'-4"
75°	65'-4"	21'-8"	22' <sup>2</sup>	9'-4"	202	63'-0"	20'-6"
80°	65'-8"	21'-4"	23' <sup>2</sup>	9'-1" <sup>4</sup>	195	64'-0"	20'-6"
85°	65'-10"	21'-11"	24' <sup>3</sup>	9'-0" <sup>4</sup>	189	64'-10"	20'-5"
90°	64'-0"	20'-0"	24' <sup>3</sup>	9'-0" <sup>4</sup>	180	64'-0"	20'-0"
90° <sup>5</sup>	60'-0" <sup>5</sup>	18'-0" <sup>5</sup>	24' <sup>5</sup>	9'-0" <sup>5</sup>	162 <sup>5</sup>	60'-0" <sup>5</sup>	18'-0" <sup>5</sup>



**PARALLEL ANGLED, AND RIGHT ANGLE PARKING**



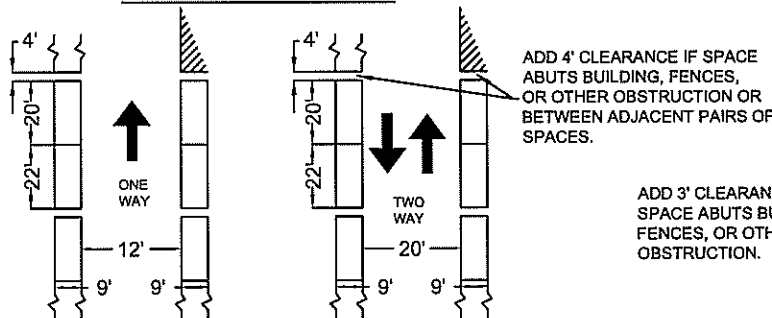
**OVERLAPPED AND HERRINGBONE PARKING**

NOTE: THIS ILLUSTRATION IS INTENDED FOR EXPLANATION ONLY. IT IS NOT A PART OF THE CLAREMONT LAND USE DEVELOPMENT CODE.

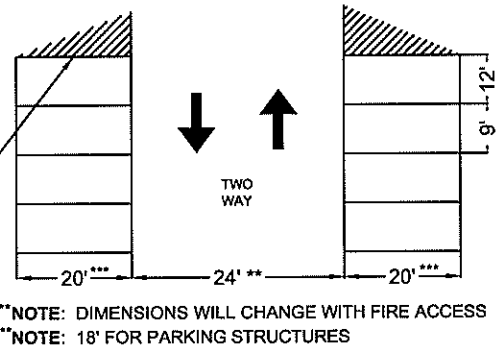
- 1- AREA INCLUDES WASTE AREA AT ENDS OF 9'X20' SPACE (AISLE SPACE NOT INCLUDED).
- 2- WIDTH OF AISLE PERMITS TWO-WAY CIRCULATION ONLY WHEN A TURN-AROUND IS PROVIDED.
- 3- WIDTH OF AISLE PERMITS TWO-WAY CIRCULATION.
- 4- SEE SPECIAL OBSTRUCTION CLEARANCE ALLOWANCE REQUIREMENTS IN EXAMPLES BELOW.
- 5- PARKING STRUCTURE PARKING DIMENSIONS FOR 60' PARKING SECTION WIDTH

**EXAMPLES - ALL DIMENSIONS ARE MINIMUM ONLY**

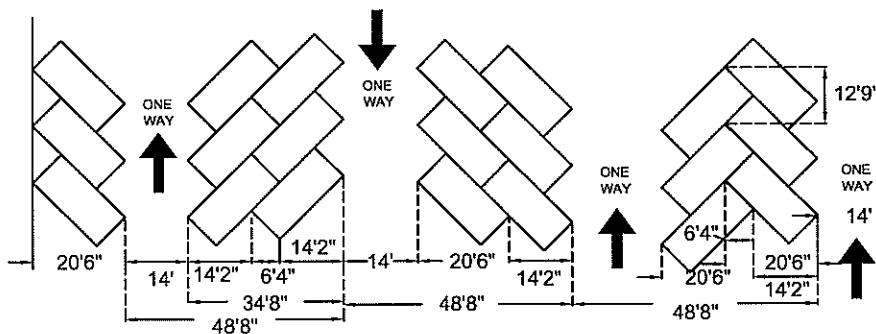
**PARALLEL PARKING**



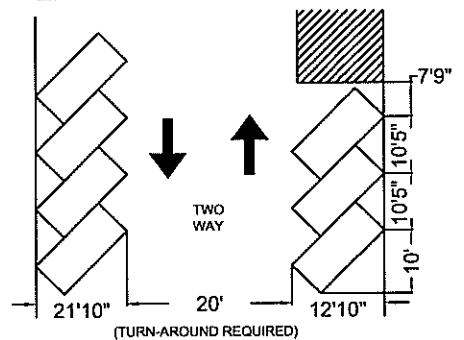
**90° PARKING**



**45° HERRINGBONE & OVERLAPPED**



**60° TWO WAY PARKING**



DRAWN BY: VRR      REVISED BY: VRR      DATE OF LAST REVISION:  
 CHECKED BY: VRR      REVISION NO. 1      JULY 10, 2007

**CITY OF CLAREMONT**

APPROVED BY CITY ENGINEER      DATE  
*Loring A. Bulsho*      7/10/2009  
 R.O.E. NO. 39425      EXP. DATE 12/31/2009

STANDARD DRAWING NO.  
 LAYOUT  
 PARKING LOT STANDARD      **1064**

CLEARANCE  
LINE FOR  
STREET

84" MIN. HEIGHT  
FOR TRAFFIC  
VISIBILITY

84" MIN. HEIGHT IF  
SIDEWALK EXISTS

PARKWAY

12" MAX TRUNK CLUSTER  
DIAMETER IF WITHIN 15' OF  
DRIVEWAY

PROPERTY  
LINE

CURB & GUTTER

EXIST. OR FUTURE SIDEWALK

### CROSS SECTION

36" MAX. HEIGHT  
OF SHRUB

PARKWAY

PROPERTY  
LINE

CURB & GUTTER

SIDEWALK

### CROSS SECTION

NOTE: NO OBSTRUCTING SHRUB TO BE  
WITHIN 25' IN FRONT OF AN EXISTING  
TRAFFIC SIGN.

DRAWN BY: JGB

REVISED BY: JJI

DATE OF LAST REVISION:

# CITY OF CLAREMONT

CHECKED BY: VRR

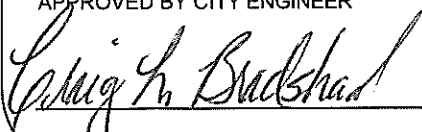
REVISION NO. 2

MARCH 3, 2009

APPROVED BY CITY ENGINEER

DATE

STANDARD DRAWING NO.

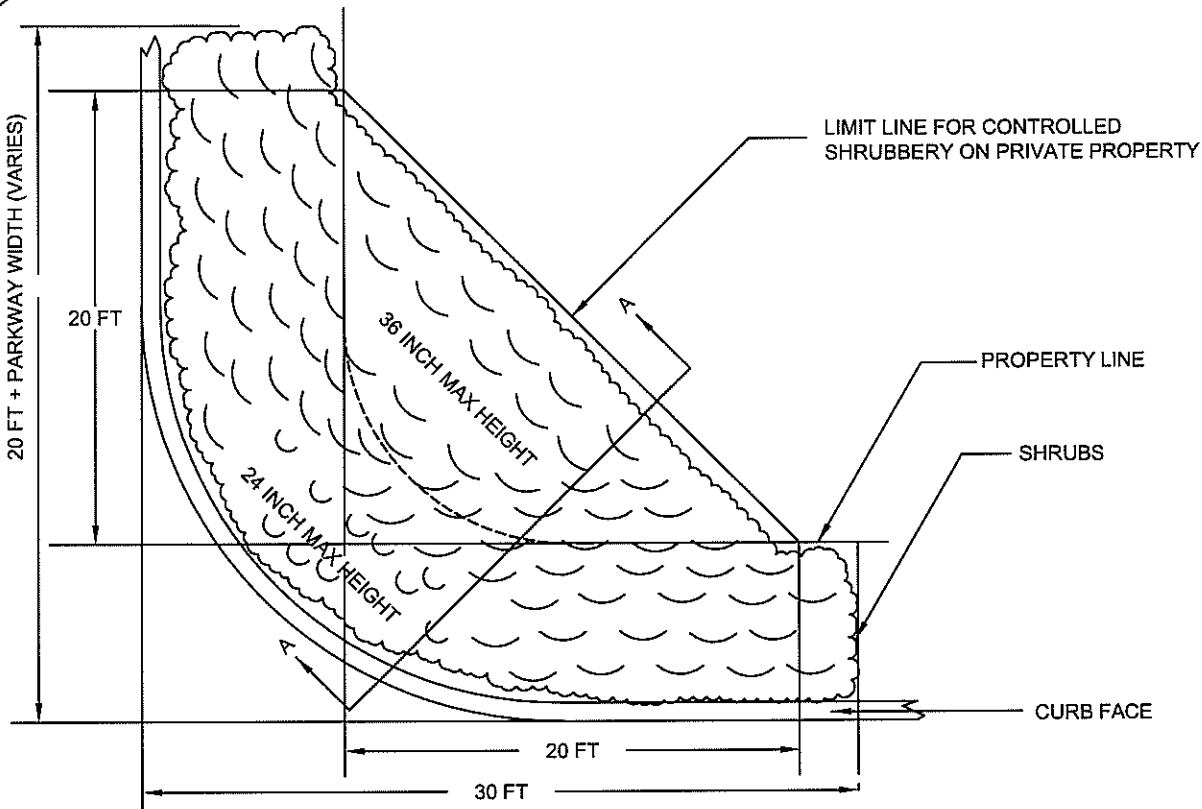


7/10/2009

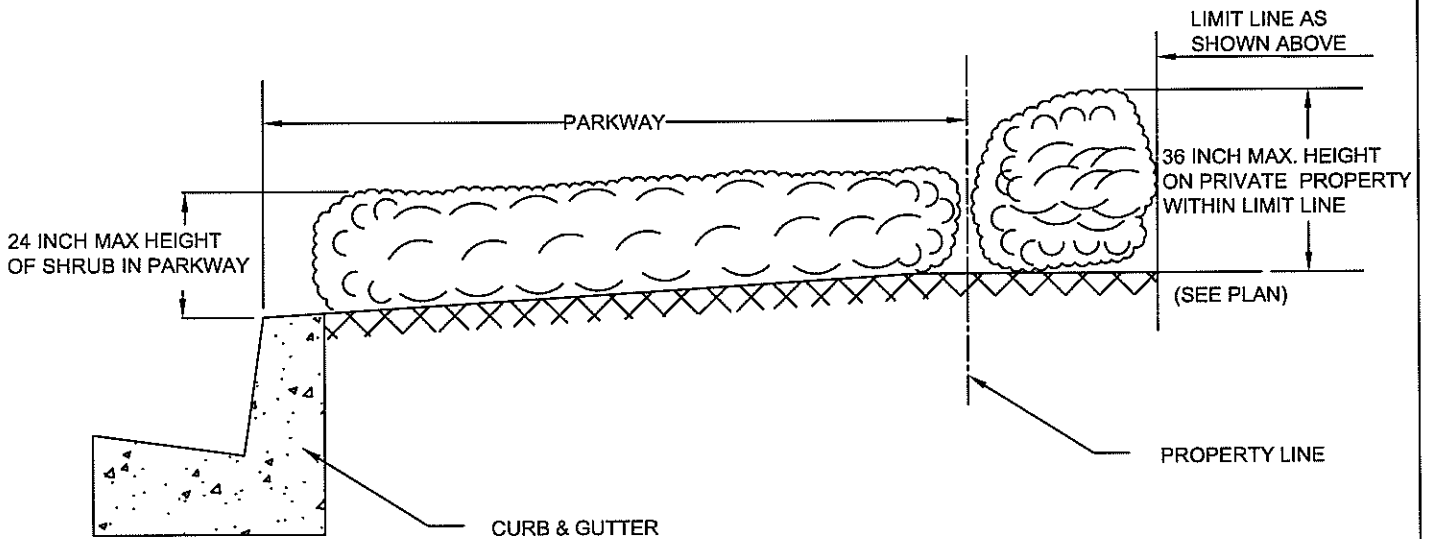
PARKWAY CLEARANCE  
FOR SHRUBS  
(EXCEPT AT CORNERS)

# 1065

R.C.E. NO. 39425 EXP. DATE 12/31/2009



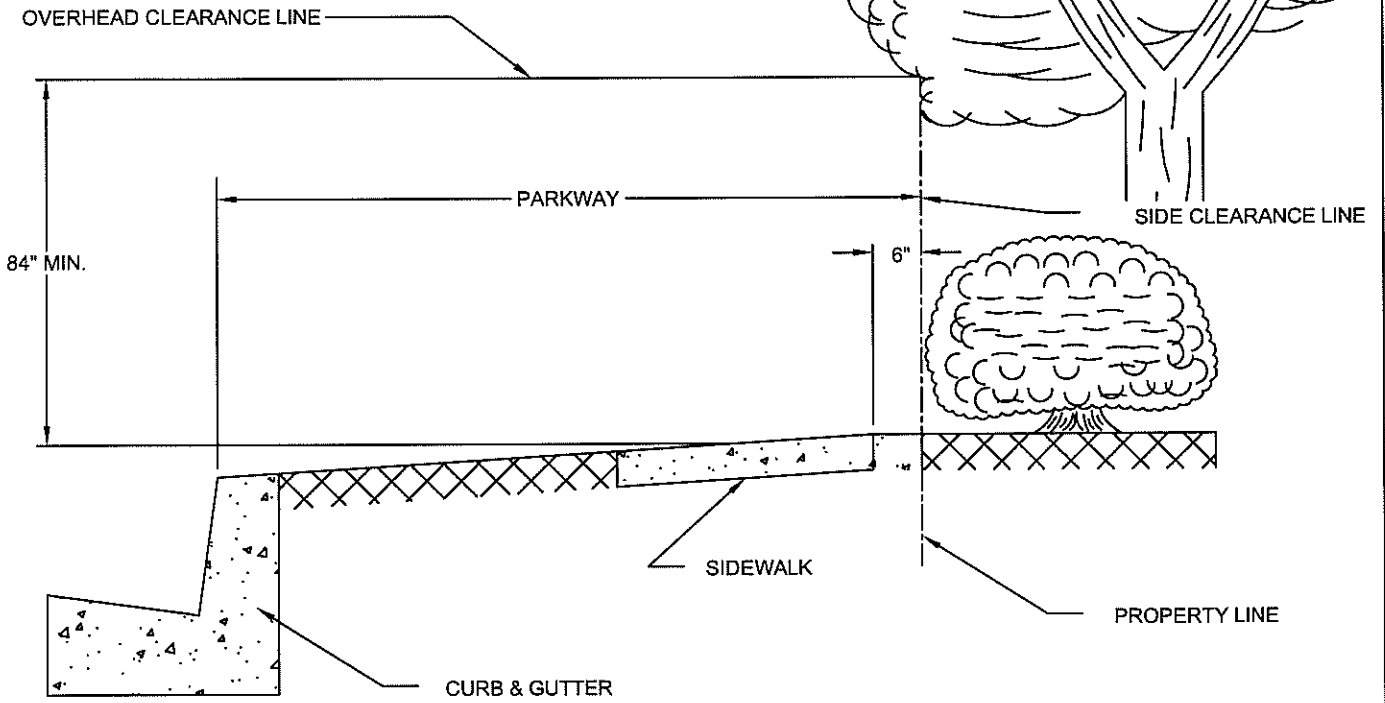
**PLAN**



**SECTION A-A**

REQUIRED CLEARANCE ON LANDSCAPING  
AT STREET INTERSECTIONS FOR  
TRAFFIC VISIBILITY.

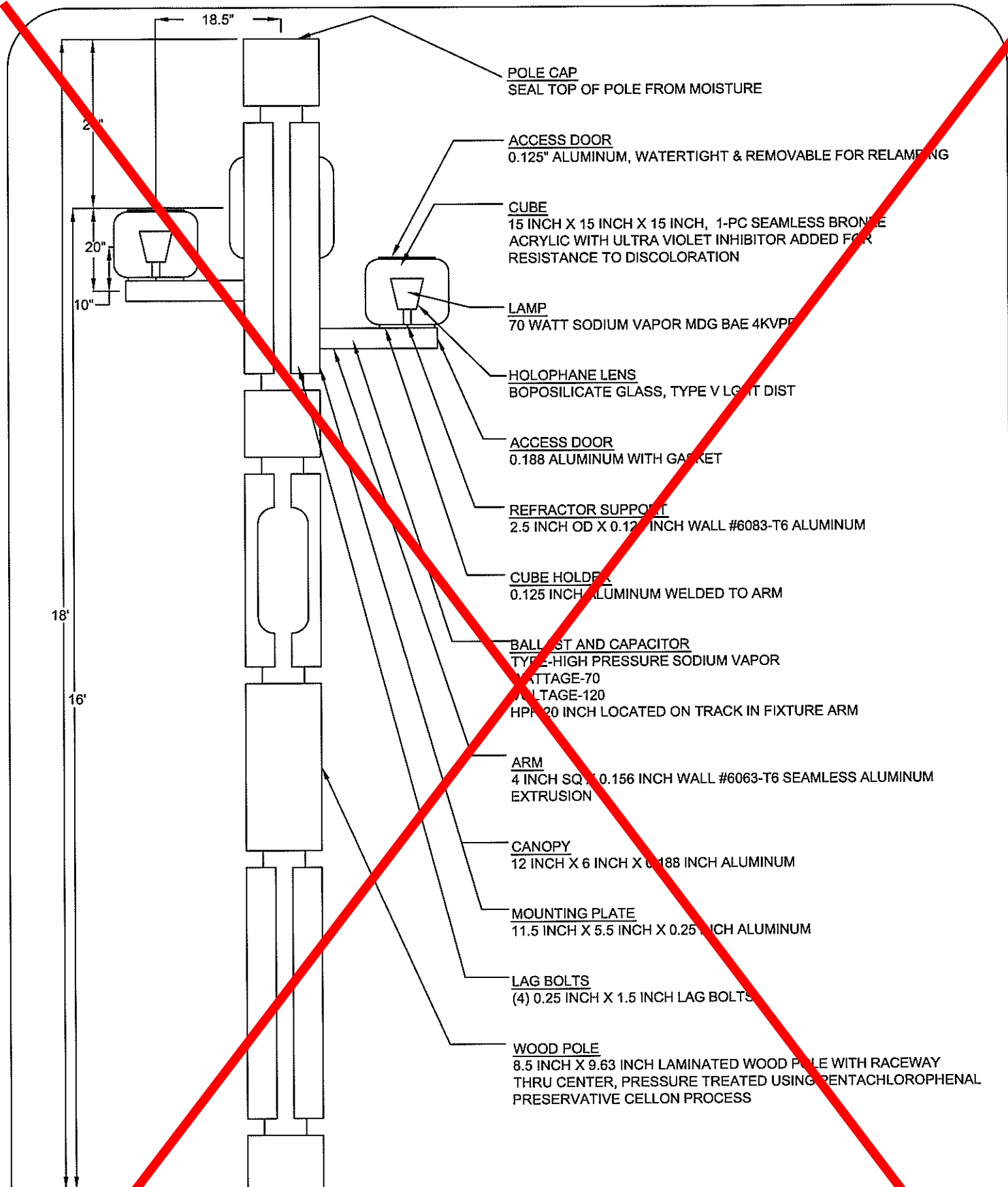
DRAWN BY: VR	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 2	MARCH 3, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Craig A. Bradshaw</i>		7/10/2009	<b>CORNER PARKWAY CLEARANCE FOR SHRUBS</b>
R.O.E. NO. 39425	EXP. DATE 12/31/2009		

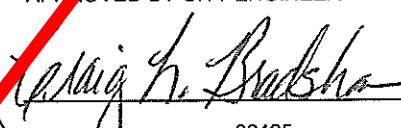


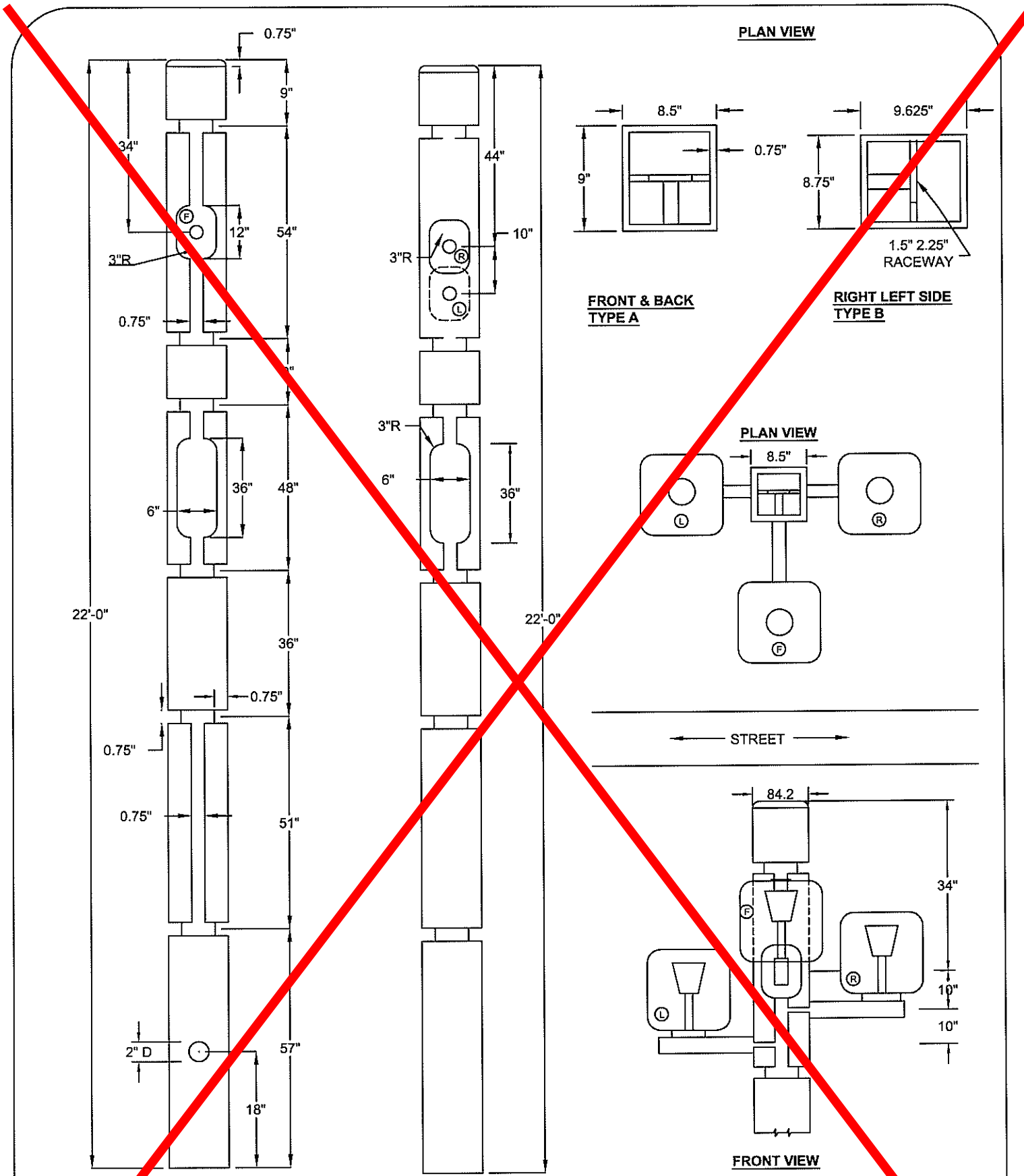
**CROSS SECTION**

REQUIRED CLEARANCE OF PRIVATE PROPERTY LANDSCAPING AT SIDEWALKS FOR PEDESTRIAN CLEARANCE.

DRAWN BY: VR	REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	MARCH 3, 2009	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Craig H. Bradshaw</i>		7/10/2009	SIDEWALK CLEARANCE FOR TREES AND HIGH SHRUBS <b>1067</b>
R.C.E. NO. 39425	EXP. DATE 12/31/2009		



DRAWN BY: VRR	REVISED BY: JGB	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	SEPTEMBER 12, 2007	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
		7/10/2009	VILLAGE STREET LIGHTS
		R.C.E. NO. 39425      EXP. DATE 12/31/2009	<b>1068</b> SHEET 1 OF 3



DRAWN BY: VRR	REVISED BY: JGB	DATE OF LAST REVISION:
CHECKED BY: VRR	REVISION NO. 1	SEPTEMBER 12, 2007

# CITY OF CLAREMONT

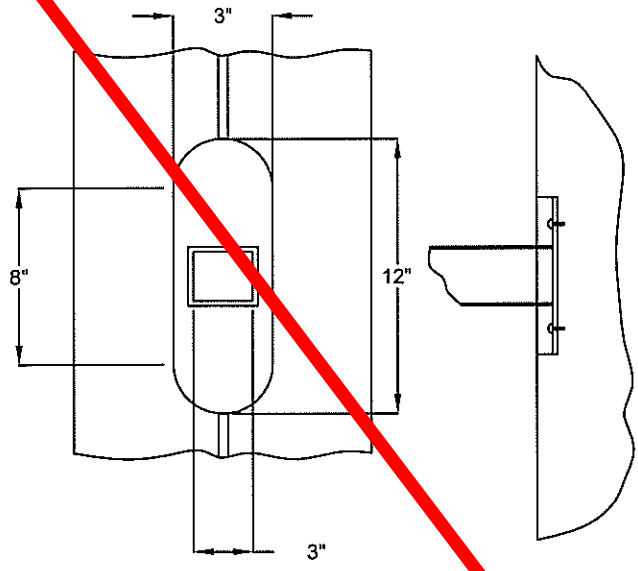
APPROVED BY CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

*Loring L. Brubaker* 7/10/2009

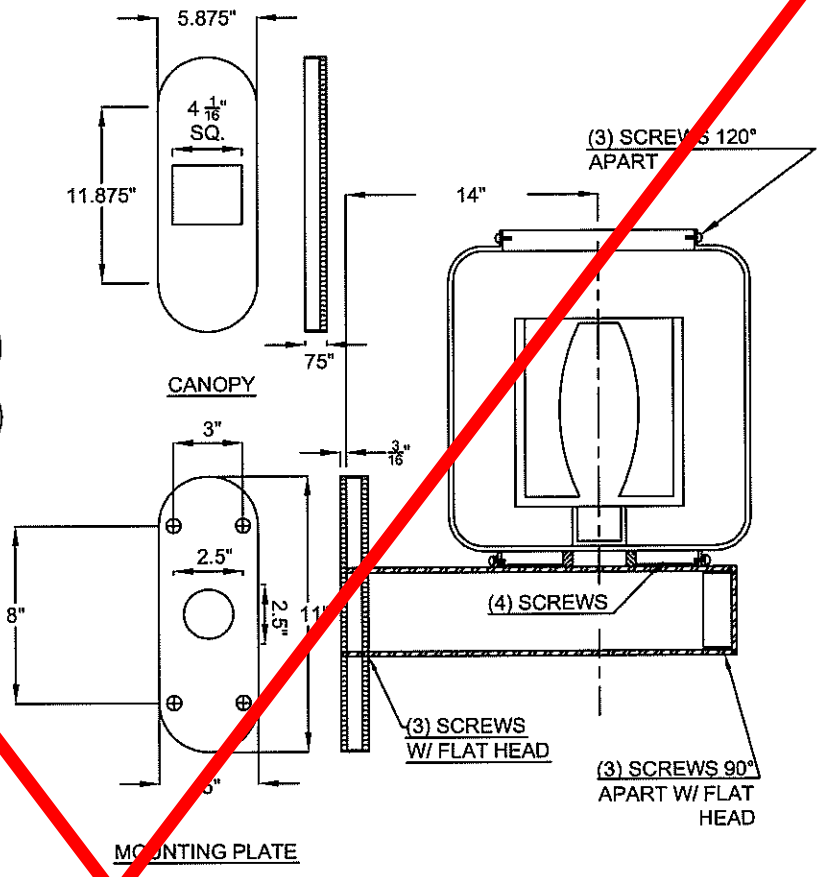
STANDARD DRAWING NO.

VILLAGE STREET LIGHTS **1068**  
SHEET 2 OF 3

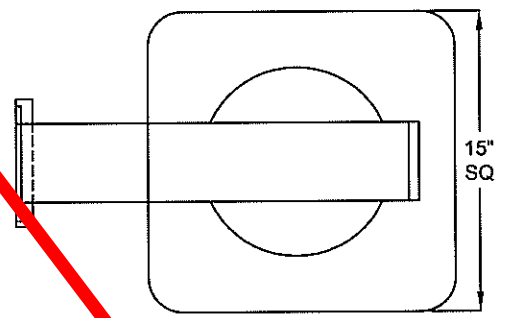
R.C.E. NO. 39425 EXP. DATE 12/31/2009



MOUNTING DETAIL-LUMINAIRE



MOUNTING PLATE



**FINISH**

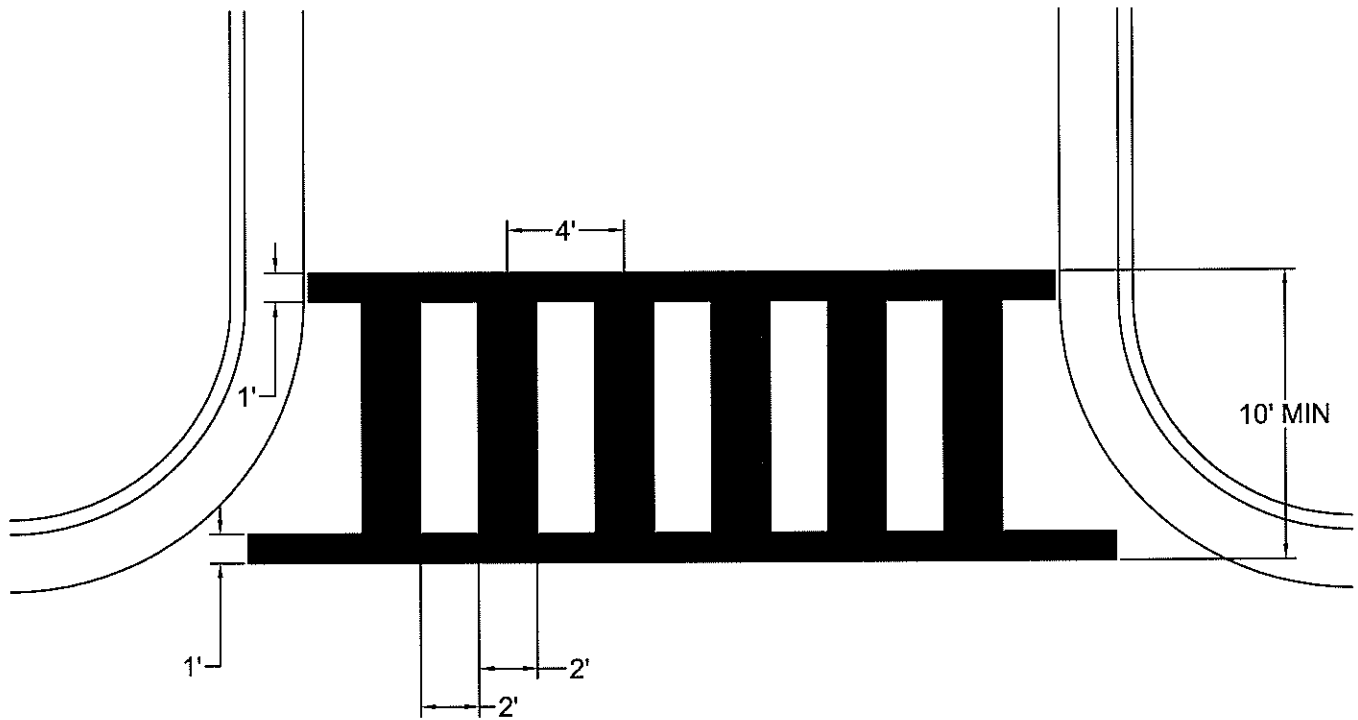
ALL EXPOSED METAL PARTS TO BE WASHED THEN ALODYNE ETCHED. WASHED, PRIMED AND BAKED AT 350 FOR 20 MINUTES, THEN FINISHED MEDIUM BRONZE ENAMEL AND BAKED AGAIN. WOOD POLE SHALL BE NATURAL STRIATED. GROOVES AND CANOPY STAINED OLYMPIC STAIN "NEW BARK" BROWN.

**NOTES**

- ENTIRE UNIT SHALL BE ENGINEERED FOR 100 MPH WINDS.
- ALL NUTS, BOLTS, WASHERS, AND SCREWS SHALL BE STAINLESS STEEL.
- POLE SHALL EXTEND BELOW GRADE A MINIMUM OF 4 FEET.
- ALL GROOVES ON WOOD POLE TO BE 0.75 INCHES X 0.75 INCHES WITH EASED EDGES.
- AREA FOR STREET NAMES TO BE 0.75 INCHES DEEP X 6 INCHES WIDE X 3 FEET LONG WITH ROUNDED ENDS.
- MOUNTING PLATE AND CANOPY TO BE RECESSED IN POLE.
- WIREWAY ENTRANCE TO BE 2 INCH HOLE 30 INCHES BELOW GRADE.

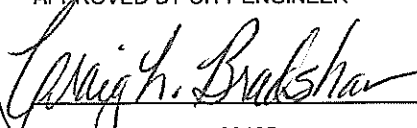
DRAWN BY: JGB	REVISED BY: JGB	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR	REVISION NO. 1	SEPTEMBER 10, 2007	
APPROVED BY CITY ENGINEER		DATE	STANDARD DRAWING NO.
<i>Travis H. Bradshaw</i>		7/10/2009	VILLAGE STREET LIGHTS
R.C.E. NO. 39425	EXP. DATE 12/31/2009		<b>1068</b> SHEET 3 OF 3





Notes:

1. The width of the crosswalk shall be 10' (min) unless otherwise specified by city engineer or the existing conditions permit.
2. The striping shall be all perpendicular lines.
3. The crosswalk shall be done with yellow paint in school zones and white paint in non school zones.

DRAWN BY: KGG		REVISED BY: JJI	DATE OF LAST REVISION:	<b>CITY OF CLAREMONT</b>
CHECKED BY: VRR		REVISION NO. 1	JANUARY 27, 2009	
APPROVED BY CITY ENGINEER			DATE	STANDARD DRAWING NO.
			7/10/2009	<b>CROSSWALK STRIPING</b>
			R.O.E. NO. 39425	