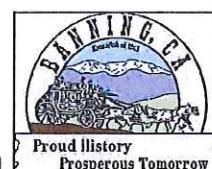


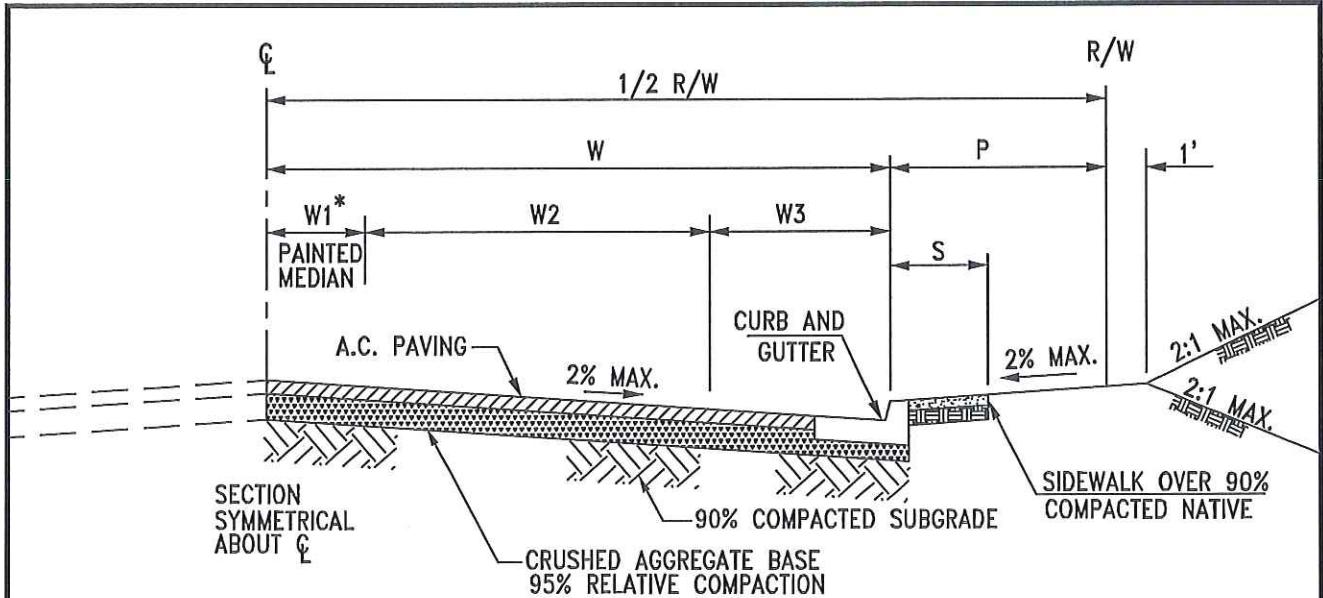
CITY OF BANNING STREET STANDARDS
DRAWING INDEX

ST-100	TYPICAL UNDIVIDED STREET SECTIONS
ST-101.1	TYPICAL DIVIDED STREET SECTIONS
ST-102.1	TYPICAL UTILITY LOCATION
ST-103.1	CUL-DE-SAC (SYMMETRICAL)
ST-104	CUL-DE-SAC (OFFSET)
ST-105	STANDARD KNUCKLE ("L" SHARE DESIGN)
ST-106.1	ALLEY INTERSECTION
ST-107.1	GENERAL NOTES
ST-108.1	NPDES GENERAL NOTES
C-200	TYPE "A" CURB (6")
C-201	TYPE "B" CURB (8")
C-202	TYPE "C" CURB
C-203	TYPE "D" CURB
C-204	ASPHALT CONCRETE CURB
C-205	CURB AND GUTTER JOINTS
C-206	CURB TRANSITION
C-207	RESIDENTIAL DRIVEWAY APPROACH (S/W AT CURB)
C-208	RESIDENTIAL DRIVEWAY APPROACH (S/W AT PROPERTY LINE)
C-209	COMMERCIAL DRIVEWAY APPROACH (S/W AT CURB)
C-210	COMMERCIAL DRIVEWAY APPROACH (S/W AT PROPERTY LINE)
C-211	CROSS GUTTER AND SPANDREL
C-212	CROSS GUTTER AND SPANDREL (FOR > 4% SLOPE)
C-213	SIDEWALK AND PARKWAY
C-214	ACCESS RAMP TYPE I
C-215	ACCESS RAMP TYPE II
C-216	STANDARD BUS BAY
C-217	RESIDENTIAL CURB DRAIN
C-218	UNDER SIDEWALK DRAIN



2012 EDITION

REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA	RECOMMENDED BY: ARTURO VELA, P.E., SR. ENGINEER APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER	CITY OF BANNING STREET STANDARD INDEX	STANDARD NO.
			DATE 12-12-12
			SI

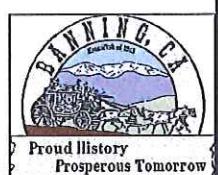


TYPICAL MID-BLOCK 1/2 WIDTH STREET SECTION

ROADWAY DESIGNATION	R/W	W	W1	W2	W3	PARKWAY P	SIDEWALK S
LOCAL	60'	20'	-	-	-	10'	5'
COLLECTOR	66'	22'	-	12'	10'	11'	5'
DIVIDED COLLECTOR	78'	28'	6'	12'	10'	11'	5'
SECONDARY HIGHWAY	88'	32'	12'	12'	8'	12'	8'

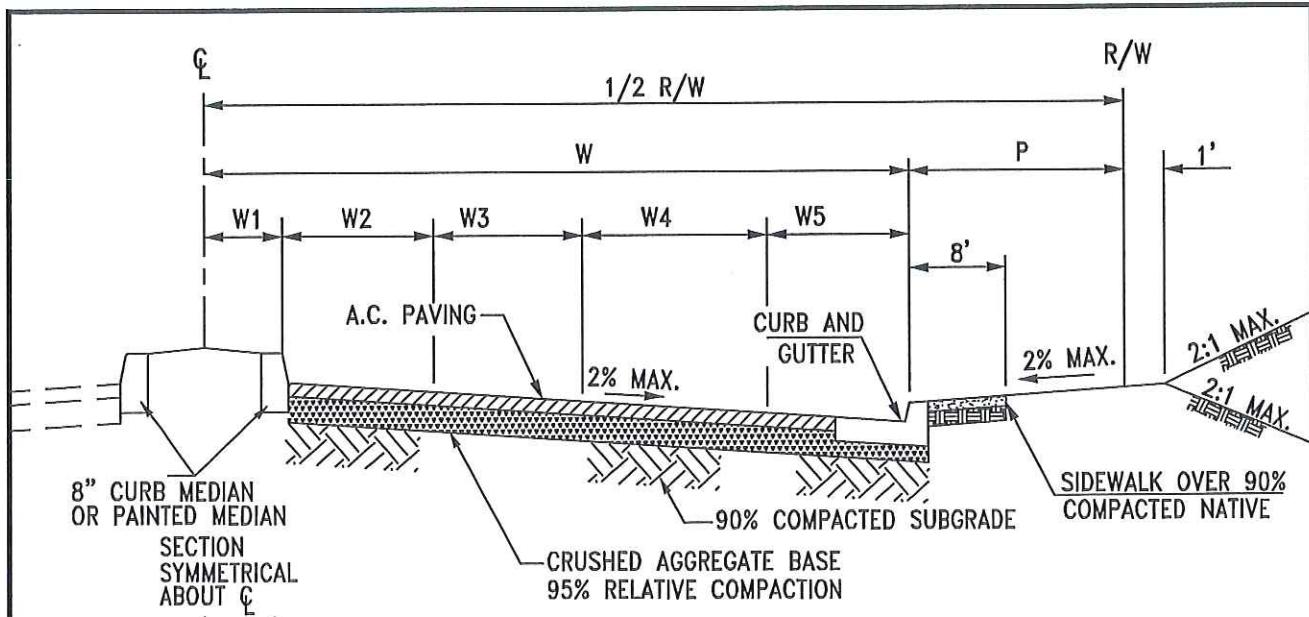
NOTES:

1. ACTUAL THICKNESS OF A.C. PAVEMENT AND/OR BASE COURSE MATERIAL FOR STRUCTURAL STREET SHALL BE RECOMMENDED BY A GEOTECHNICAL ENGINEER'S REPORT AND SUBMITTED TO THE CITY FOR APPROVAL UPON COMPLETION OF ROUGH GRADING.
2. A.C. FINISH COURSES, MIN. 0.10', C2-AR-4000, BASE COURSES MIN. 0.15' B-AR-4000.
3. CRUSHED AGGREGATE BASE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK-LATEST EDITION) AND AS APPROVED BY THE CITY ENGINEER.
4. ADDITIONAL IMPROVEMENTS BEYOND JOIN LINE MAY BE REQUIRED BY THE CITY ENGINEER WHEN MATCHING EXISTING IMPROVEMENTS.
5. EXACT LOCATION/WIDTH OF SIDEWALK MAY VARY AND SHALL BE DETERMINED AT PLAN REVIEW AS APPROVED BY THE CITY ENGINEER.



2012 EDITION

 REGISTERED PROFESSIONAL KAHONO OEI ENGINEER No. 52652 * Exp. 12-31-12 * CIVIL STATE OF CALIFORNIA	Recommended by: Arturo Vela 12-12-12 ARTURO VELA, P.E., SENIOR ENGINEER DATE	CITY OF BANNING STANDARD NO.
	Approved by: Chas 12-12-12 KAHONO OEI, P.E., CITY ENGINEER DATE	TYPICAL UNDIVIDED STREET SECTIONS ST-100

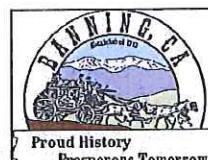


**TYPICAL MID-BLOCK 1/2 WIDTH STREET SECTION
100' OR MORE RIGHT OF WAY**

ROADWAY DESIGNATION	R/W	W	W1	W2	W3	W4	W5	PARKWAY P	SIDEWALK S
MAJOR HIGHWAY	100'	38'	6'	12'	-	12	8'	12'	8'
ARTERIAL HIGHWAY	110'	43'	9'	14'	-	12'	8'	12'	8'
URBAN ARTERIAL HIGHWAY	134'	55'	7'	14'	12'	12'	10'	12'	8'

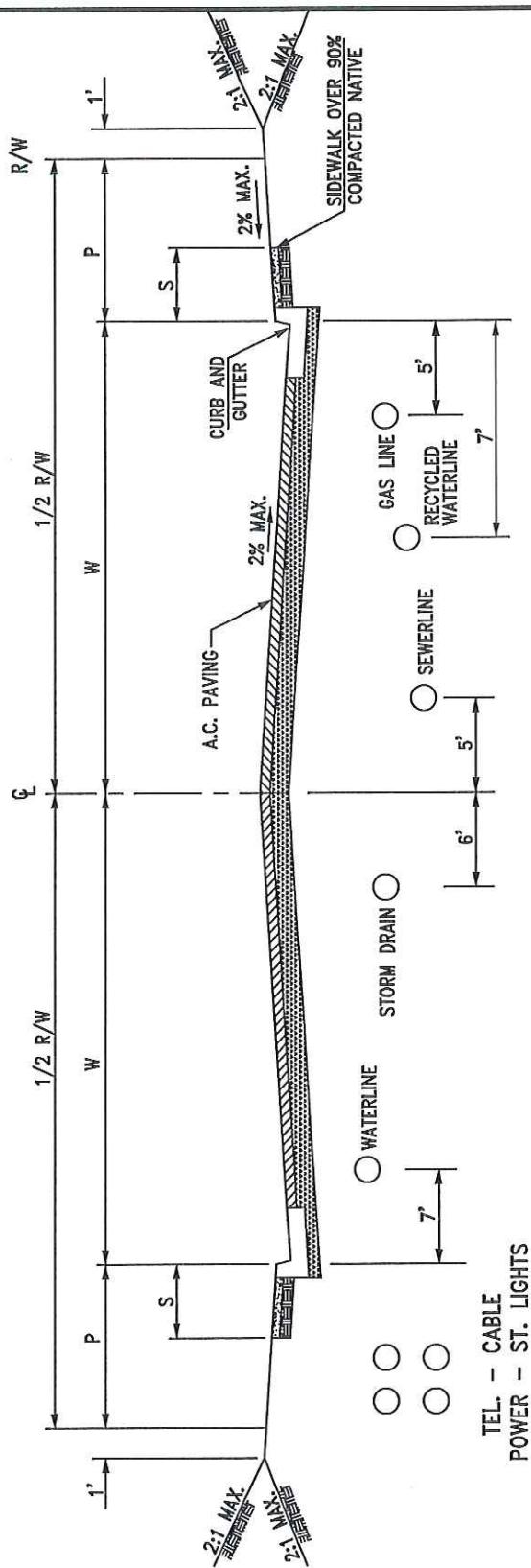
NOTES:

1. ACTUAL THICKNESS OF A.C. PAVEMENT AND/OR BASE COURSE MATERIAL FOR STRUCTURAL STREET SHALL BE RECOMMENDED BY A GEOTECHNICAL ENGINEER'S REPORT AND SUBMITTED TO THE CITY FOR APPROVAL UPON COMPLETION OF ROUGH GRADING.
2. A.C. FINISH COURSES, MIN. 0.10', C2-AR-4000, BASE COURSES MIN. 0.15' B-AR-4000.
3. CRUSHED AGGREGATE BASE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK—LATEST EDITION) AND AS APPROVED BY THE CITY ENGINEER.
4. ADDITIONAL IMPROVEMENTS BEYOND JOIN LINE MAY BE REQUIRED BY THE CITY ENGINEER WHEN MATCHING EXISTING IMPROVEMENTS.
5. EXACT LOCATION/WIDTH OF SIDEWALK MAY VARY AND SHALL BE DETERMINED AT PLAN REVIEW AS APPROVED BY THE CITY ENGINEER.



2012 EDITION

 REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA	 RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i>	CITY OF BANNING	STANDARD NO.
	APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER DATE <i>12-12-12</i>	TYPICAL DIVIDED STREET SECTIONS	ST-101.1

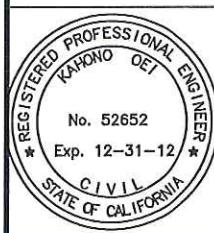


TYPICAL UTILITY LOCATION

SEWER MAIN = 5 FEET EAST OR NORTH OF CENTERLINE
 WATER MAIN = 7 FEET AWAY FROM WEST OR SOUTH CURB FACE
 GAS MAIN = 5 FEET AWAY FROM EAST OR NORTH CURB LINE
 STORM DRAIN = 6 FEET WEST OR SOUTH OF THE CENTERLINE
 RECYCLED WATERMAIN = 7 FEET AWAY FROM EAST OR NORTH CURB LINE



2012 EDITION



RECOMMENDED BY:

ARTURO VELA, P.E., SENIOR ENGINEER DATE

12-12-12

APPROVED BY:

KAHONO OEI, P.E., CITY ENGINEER DATE

12-12-12

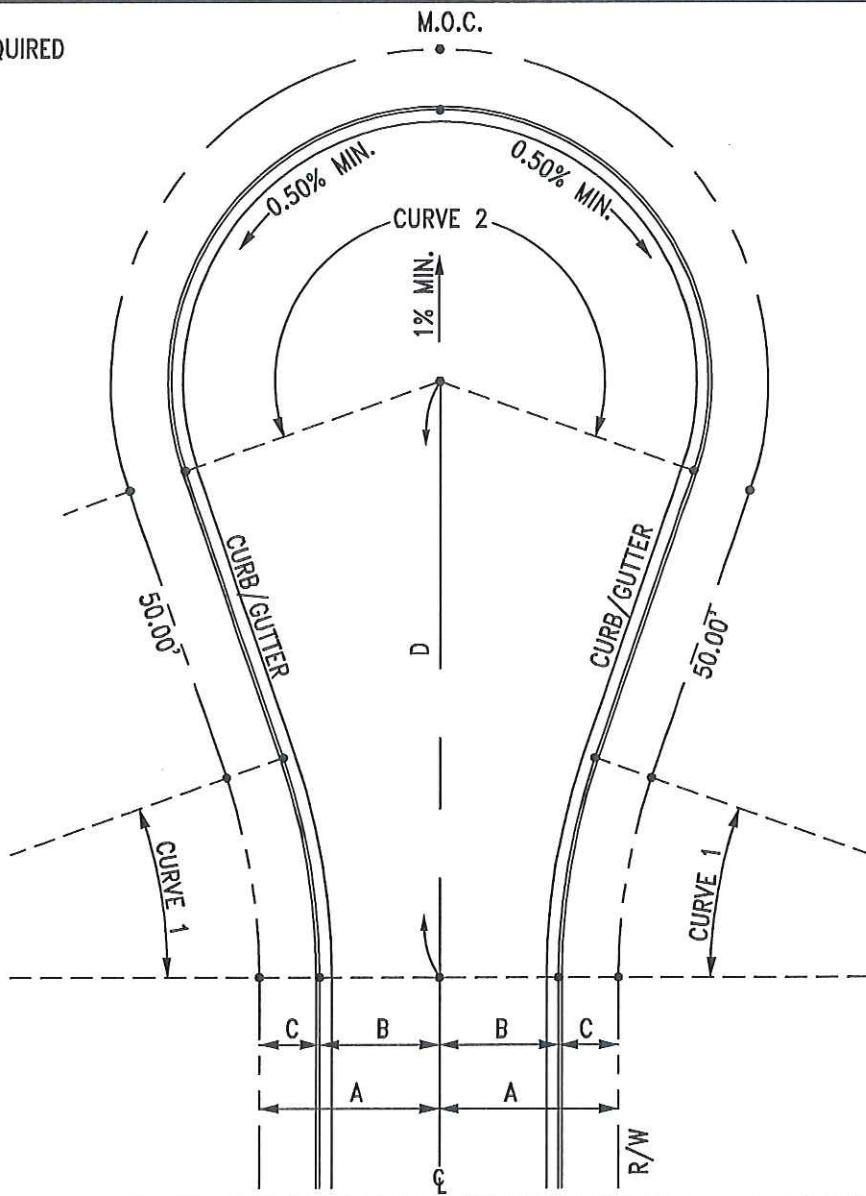
CITY OF BANNING

TYPICAL UTILITY LOCATION

STANDARD NO.

ST-102.1

- ELEVATION REQUIRED
IN PLAN VIEW



R/W	CURVE 1					CURVE 2								
	Δ	CURB		R/W		Δ	CURB		R/W					
		R	L	R	L		R	L	R	L				
60'	30'	20'	10'	98.11'	19°09'43"	110'	36.79'	100'	33.44'	218°19'27"	45'	171.47'	55'	209.58'
66'	33'	22'	11'	95.40'	17°58'40"	110'	34.51'	99'	31.06'	215°57'20"	45'	169.61'	56'	211.07'
78'	39'	28'	11'	86.49'	14°11'57"	110'	27.26'	99'	24.53'	208°23'54"	45'	163.68'	56'	203.69'
88'	44'	32'	12'	79.76'	11°26'33"	110'	21.97'	98'	19.57'	202°53'6"	45'	159.35'	57'	201.84'



2012 EDITION



RECOMMENDED BY:

ARTURO VELA, P.E., SENIOR ENGINEER

12-12-12

APPROVED BY:

KAHONO OEI, P.E., CITY ENGINEER

12-12-12

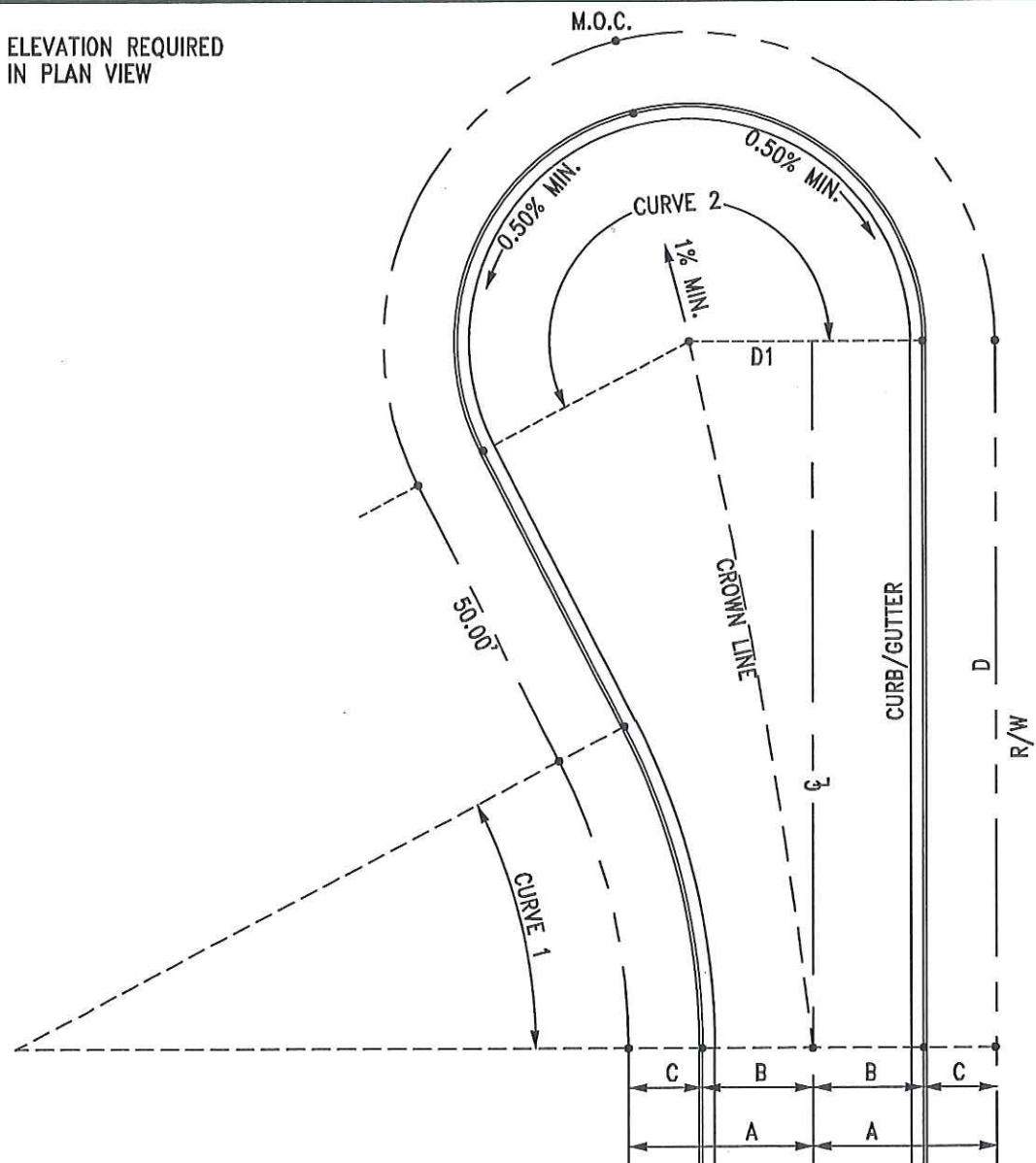
CITY OF BANNING

STANDARD

**CUL-DE-SAC
(SYMMETRICAL)**

ST-103.1

● ELEVATION REQUIRED
IN PLAN VIEW



R/W	CURVE 1					CURVE 2				
	Δ	CURB		R/W		Δ	CURB		R/W	
		R	L	R	L		R	L	R	L
60'	30'	20'	10'	25'	124.50'	31°58'40"	110'	61.39'	100'	55.81'
66'	33'	22'	11'	23'	121.01'	30°06'39"	110'	57.81'	99'	52.03'
78'	39'	28'	11'	17'	109.01'	24°08'18"	110'	46.34'	110'	46.34'
88'	44'	32'	12'	13'	99.42'	19°44'32"	110'	37.90'	98'	33.77'



2011 EDITION



RECOMMENDED BY:

ARTURO VELA, P.E., SENIOR ENGINEER DATE

12-12-12

APPROVED BY:

KAHONO OEI, P.E., CITY ENGINEER DATE

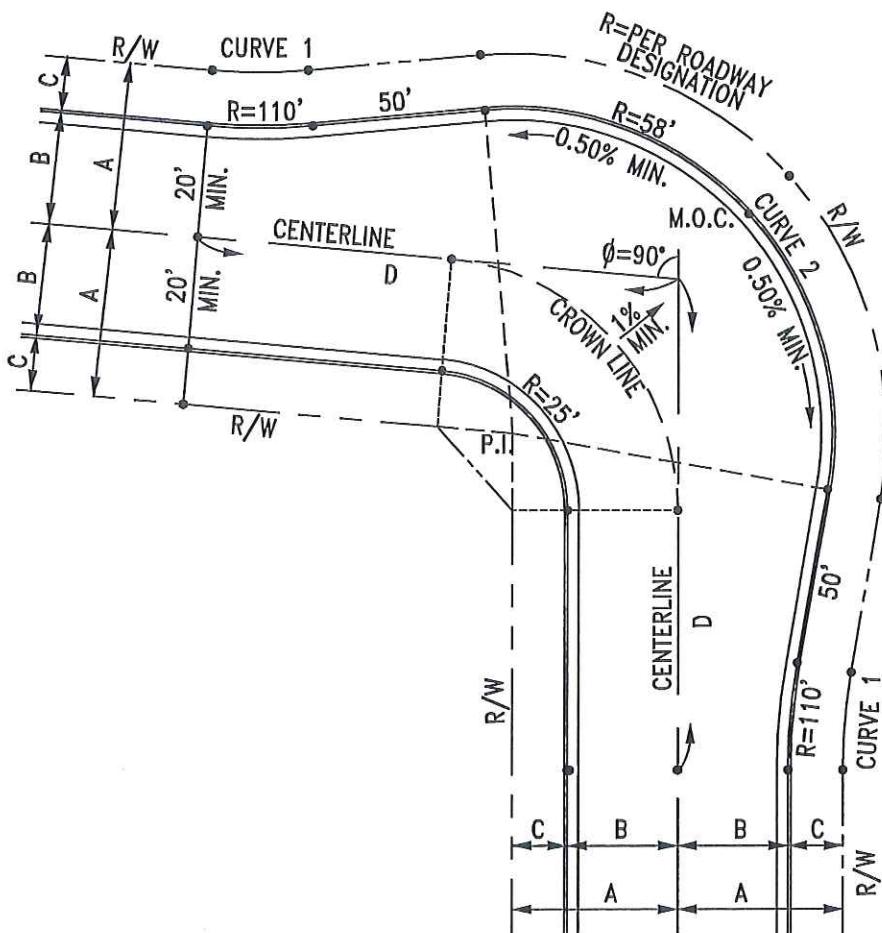
CITY OF BANNING

**CUL-DE-SAC
(OFFSET)**

STANDARD

ST-104

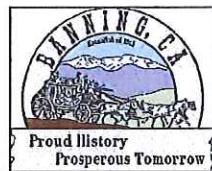
- ELEVATION REQUIRED
IN PLAN VIEW



R/W	CURVE 1					CURVE 2								
	Δ	CURB		R/W		Δ	CURB		R/W					
		R	L	R	L		R	L	R	L				
60'	30'	20'	10'	110.69'	14°34'56"	110'	28.00'	100'	25.45'	119°09'51"	58'	120.63'	68'	141.43'
66'	33'	22'	11'	105.71'	11°57'16"	110'	22.95'	99'	20.66'	113°54'31"	58'	115.31'	69'	137.18'

NOTE:

1. VALUES GIVEN MAY VARY DUE TO CHANGE IN DEFLECTION ANGLE



2012 EDITION



RECOMMENDED BY: *Arturo Vela* 12-12-12

ARTURO VELA, P.E., SENIOR ENGINEER DATE

APPROVED BY: *Ch* 12-12-12

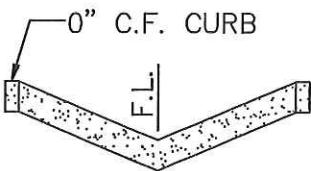
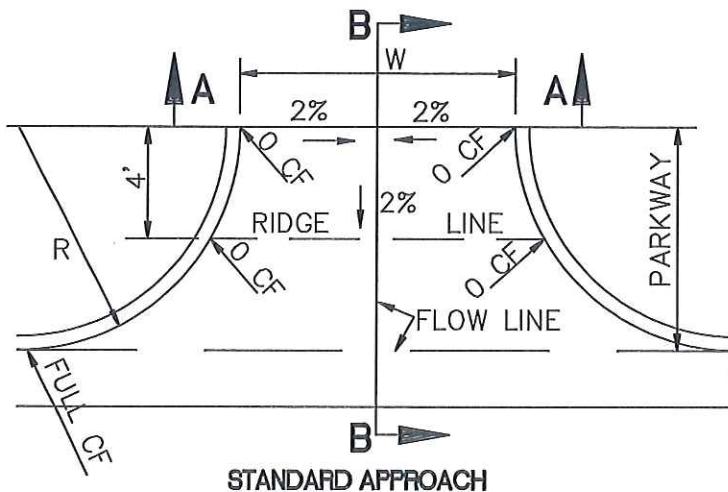
KAHONO OEI, P.E., CITY ENGINEER DATE

CITY OF BANNING

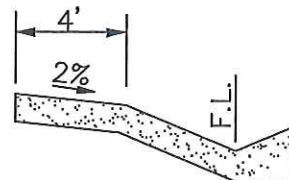
STANDARD KNUCKLE ("L" SHAPE DESIGN)

STANDARD

ST-105



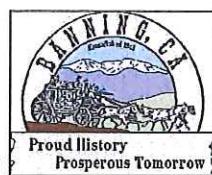
SECTION A-A



SECTION B-B

NOTES:

1. THE RADIUS OF THE CURB RETURN, R, IS EQUAL TO THE PARKWAY WIDTH.
2. ALLEY INTERSECTION SHALL BE PCC, CLASS 520-C-2500, 6" THICK.
3. W IS 20' MINIMUM



2012 EDITION



RECOMMENDED BY:

ARTURO VELA, P.E., SENIOR ENGINEER

12-12-12

CITY OF BANNING

STANDARD NO.
ST-106.1

APPROVED BY:

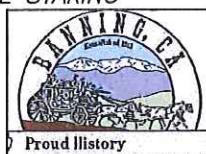
KAHONO OEI, P.E., CITY ENGINEER

12-12-12

ALLEY INTERSECTION ST-106.1

GENERAL NOTES - STREET IMPROVEMENTS

1. ALL WORK SHALL BE IN ACCORDANCE WITH THESE PLANS, THE CITY OF BANNING STANDARD PLANS, THE CONTRACT PROVISIONS AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTIONS ("GREEN BOOK"). ALL REFERENCE SPECIFICATIONS AND STANDARDS SHALL BE THE LATEST EDITION UNLESS OTHERWISE NOTED.
2. WHEN A TECHNICAL CONFLICT IS FOUND TO EXIST IN THE CONTRACT DOCUMENTS THAT CAN NOT BE RESOLVED BY REFERENCE TO PRECEDENCE PROVISIONS IN THE "GREEN BOOK", THE CONTRACTORS SHALL IMMEDIATELY REPORT SAID CONFLICT TO THE CITY ENGINEERS FOR RESOLUTION.
3. ALL MATERIALS AND METHODS ARE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
4. CONSTRUCTION PERMITS SHALL BE OBTAINED FROM THE CITY OF BANNING, ENGINEERING DEPARTMENT PRIOR TO THE START OF ANY WORK. INSPECTION COORDINATION SHALL BE REQUESTED AT LEAST TWO WORKING DAYS PRIOR TO THE START OF ANY WORK IN PUBLIC RIGHT-OF-WAY WITHIN THE CITY LIMITS. CALL (951) 922-3130 FOR AN INSPECTION REQUEST.
5. THE CONTRACTOR SHALL CONFORM TO ALL TRAFFIC CONTROL POLICIES, METHODS AND PROCEDURES DESCRIBED IN STATE OF CALIFORNIA MANUAL OF TRAFFIC CONTROLS, LATEST NON-METRIC EDITION UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN BARRICADES, DELINEATORS OR OTHER TRAFFIC CONTROL DEVICES AT ALL TIMES.
7. THE CONTRACTORS SHALL OBTAIN A PERMIT TO PERFORM EXCAVATION OR TRENCH WORK FOR TRENCHES 5 FEET OR GREATER IN DEPTH FROM THE CALIFORNIA STATE DIVISION OF INDUSTRIAL SAFETY.
8. THE WALLS AND FACES OF ALL EXCAVATIONS GREATER THAN FIVE (5) FEET IN DEPTH SHALL BE GUARDED BY SHORING, SLOPING OF THE GROUND OR OTHER APPROVED MEANS PURSUANT TO THE REQUIREMENTS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA. TRENCHES LESS THAN FIVE (5) FEET SHALL ALSO BE GUARDED WHEN THE POTENTIAL EXISTS FOR GROUND MOVEMENT.
9. NO MATERIAL OR EQUIPMENT SHALL BE STORED IN THE PUBLIC RIGHT OF WAY WITHOUT OBTAINING A SEPARATE PERMIT FOR THAT PURPOSE.
10. THE LOCATIONS OF UTILITIES SHOWN HAVE BEEN DETERMINED FROM AVAILABLE INFORMATION, HOWEVER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE, IN THE FIELD, THE TRUE LOCATION AND ELEVATION OF ANY EXISTING UTILITIES, AND TO EXERCISE PROPER PRECAUTION TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT AT 1-800-277-2600 TWO WORKING DAYS BEFORE EXCAVATION.
11. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION WITH ALL UTILITY COMPANIES INCLUDING, BUT NOT LIMITED TO, GAS, TELEPHONE, ELECTRIC, CABLE TELEVISION, LANDSCAPING, LANDSCAPE IRRIGATION, DOMESTIC WATER, RECLAIMED WATER, SEWER, STORM DRAIN, FLOOD CONTROL AND CALTRANS. ALL UTILITY COMPANIES SHALL BE GIVEN TWO WORKING DAYS NOTICE PRIOR TO WORK AROUND THEIR FACILITIES.
12. THE CONTRACTOR SHALL NOT OPERATE ANY FIRE HYDRANT OR WATER MAIN VALVES WITHOUT APPROPRIATE AGENCY AUTHORIZATION. CONTRACTOR SHALL COORDINATE WITH THE WATER DEPARTMENT, CITY OF BANNING FOR VALVE OPERATION AND WATER REQUIREMENTS.
13. CURVE DATA REFERS TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.
14. STATIONING REFERS TO THE CENTERLINE OF STREETS EXCEPT WHERE OTHERWISE NOTED.
15. ADEQUATE CONSTRUCTION CONTROL STAKES SHALL BE SET BY THE ENGINEER TO ENABLE THE CONTRACTOR TO CONSTRUCT THE WORK TO THE PLAN GRADE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF BENCHMARKS AND CONSTRUCTION CONTROL STAKING DURING CONSTRUCTION.



2012 EDITION

<p>REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA</p>	<p><i>Arturo Vela</i></p> <p>RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i></p> <p>APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER DATE <i>C. M.</i> <i>12-12-12</i></p>	<p>CITY OF BANNING</p>	<p>STANDARD NO.</p>
		<p>GENERAL NOTES STREET IMPROVEMENT</p>	<p>ST-107.1 1 OF 3</p>

GENERAL NOTES - STREET IMPROVEMENTS

16. THE CONTRACTOR SHALL NOT DISTURB EXISTING SURVEY MONUMENTS, MONUMENT TIES OR BENCH MARKS WITHOUT PRIOR NOTIFICATION TO THE CITY ENGINEER.
17. REMOVAL AND REPLACEMENT OF EXISTING SURVEY CONTROL, INCLUDING SURVEY MONUMENTS, MONUMENT TIES AND BENCH MARKS, SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR. SURVEY MONUMENTS THAT WILL BE DESTROYED AS A RESULT OF THIS CONSTRUCTION SHALL BE REPLACED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER ONE WEEK PRIOR TO CONSTRUCTION SO THAT TIES TO MONUMENTS CAN BE ESTABLISHED FOR LATER REPLACEMENT OF THE MONUMENT.
18. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR LOCAL RESIDENTS AND BUSINESS AT ALL TIMES. A MINIMUM 12 FOOT LANE SHALL BE MAINTAINED AT ALL TIMES IN THE CONSTRUCTION AREA FOR RESIDENTS AND EMERGENCY VEHICLES.
19. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AN EFFECTIVE MEANS OF DUST CONTROL, INCLUDING ADEQUATE WATERING, AT ALL TIMES.
20. ALL GRADING OPERATIONS SHALL BE DISCONTINUED WHEN SUSTAINED WIND VELOCITIES EXCEED 25 MILES PER HOUR.
21. THE CONTRACTOR SHALL NOT CAUSE ANY EXCAVATED MATERIAL, MUD, SILT, OR DEBRIS TO BE DEPOSITED ONTO PUBLIC OR PRIVATE PROPERTY ADJACENT TO THE RIGHT OF WAY DURING CONSTRUCTION WITHOUT PRIOR WRITTEN APPROVAL.
22. NO TRENCH BACKFILL SHALL TAKE PLACE WITHOUT PRIOR APPROVAL OF THE CITY INSPECTOR.
23. A GEOTECHNICAL ENGINEER SHALL CERTIFY ALL BACKFILL COMPACTION, FAILURE TO OBTAIN THE REQUIRED DENSITY SHALL REQUIRE RE-WORKING OF THAT PORTION OF THE WORK UNTIL THE SPECIFIED DENSITY IS OBTAINED.
24. CARE SHOULD BE TAKEN TO PREVENT GRADES, DITCHES, AND SWALES FROM UNDERMINING STREET IMPROVEMENTS. UPON INSPECTION OF THE SITE, THE CITY ENGINEER MAY REQUIRE TEMPORARY NON-ERODEABLE SWALES ENTERING OR LEAVING IMPROVEMENTS.
25. THE FINAL LOCATION AND WIDTH OF DRIVEWAY APPROACH APRONS SHALL BE APPROVED AT THE TIME OF CONSTRUCTION AND SHALL CONFORM TO THE CITY OF BANNING STANDARD DETAILS.
26. ALL EXPOSED CONCRETE SURFACES SHALL CONFORM IN GRADE, COLOR AND FINISH TO MATCH EXISTING CONCRETE.
27. THE CONTRACTOR SHALL STAMP AN "S" IN THE FACE OF THE CURB AT THE LOCATION OF THE SEWER LATERAL.
28. NO CONCRETE SHALL BE PLACED UNTIL THE FORMS AND REINFORCING STEEL HAVE BEEN PLACED, INSPECTED AND APPROVED.
29. ALL UNDERGROUND UTILITIES SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO PAVING OF STREETS.
30. PAVEMENT STRUCTURAL SECTIONS SHOWN ARE MINIMUM AND SUBJECT TO REVISION AND APPROVAL OF THE CITY ENGINEER AS DETERMINED BY SOILS TESTS TAKEN AFTER COMPLETION OF ROUGH GRADING AND IN CONSIDERATION OF THE APPROPRIATE R-VALUE.

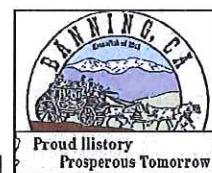


2012 EDITION

<p>REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA</p>	RECOMMENDED BY: <i>Arturo Vela</i> 12-12-12 ARTURO VELA, P.E., SENIOR ENGINEER DATE	CITY OF BANNING GENERAL NOTES STREET IMPROVEMENT	STANDARD NO. ST-107.1 2 OF 3
	APPROVED BY: <i>Chm</i> 12-12-12 KAHONO OEI, P.E., CITY ENGINEER DATE		

GENERAL NOTES - STREET IMPROVEMENTS

32. ACTUAL THICKNESS OF A.C. PAVEMENT AND/OR BASE COURSE MATERIAL FOR STRUCTURAL STREET SECTIONS SHALL BE RECOMMENDED BY A GEOTECHNICAL REPORT AND SUBMITTED TO THE CITY OF BANNING FOR APPROVAL UPON COMPLETION OF ROUGH GRADING.
33. ALL MANHOLES, CLEAN OUT FRAMES, COVERS AND VALVE BOXES SHALL BE RAISED TO FINISHED GRADE BY THE PAVING CONTRACTOR UPON COMPLETION OF PAVING AND PER THE CITY OF BANNING'S REQUIREMENTS.
34. UPON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL RESTORE ALL SIGNING, STRIPING, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF THE CITY ENGINEER.
35. CONTRACTOR SHALL RELOCATE AND/OR REPLACE LANDSCAPING, SPRINKLERS AND SIDEWALKS AFFECTED BY THE CONSTRUCTION TO THE SATISFACTION OF THE CITY ENGINEER.
36. AS-BUILT DRAWINGS SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER OF RECORD, WHO SHALL PROVIDE RECORD DRAWINGS TO THE CITY ENGINEER.
37. IF AND WHEN TRAFFIC LOOP DETECTORS ARE DISTURBED THEY SHALL BE REPLACED AS SOON AS POSSIBLE, PER THE CITY ENGINEER'S DIRECTION.
38. STREET NAME AND DIRECTIONAL SIGNS SHALL MEET ALL MUTCD AND CITY REQUIREMENTS.

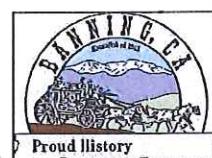


2012 EDITION

REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA	RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER DATE	CITY OF BANNING	STANDARD NO.
			GENERAL NOTES STREET IMPROVEMENT
			ST-107.1 3 OF 3

NPDES GENERAL NOTES

1. CONTRACTOR MUST ENSURE THAT THE CONSTRUCTION SITE IS PREPARED PRIOR TO THE ONSET OF ANY STORM. CONTRACTOR SHALL HAVE ALL EROSION AND SEDIMENT CONTROL MEASURES IN PLACE.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED. CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF A REPRESENTATIVE OF THE ENGINEERING DEPARTMENT.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED BEFORE AND AFTER ALL STORMS TO ENSURE MEASURES ARE FUNCTIONING PROPERLY.
4. CONTRACTOR SHALL MAINTAIN A LOG AT THE SITE OF ALL INSPECTIONS OR MAINTENANCE OF BMP AS WELL AS ANY CORRECTIVE CHANGES TO THE BMPS OR EROSION AND SEDIMENT CONTROL PLAN.
5. IN AREAS WHERE SOIL IS EXPOSED, PROMPT REPLANTING WITH NATIVE COMPATIBLE DROUGHT-RESISTANT VEGETATION SHALL BE PERFORMED.
6. THE CONTRACTOR SHALL INSTALL THE STABILIZED CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF GRADING. LOCATION OF THE ENTRANCE MAY BE ADJUSTED BY THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. ALL CONSTRUCTION TRAFFIC ENTERING A PAVED ROAD MUST CROSS A STABILIZED CONSTRUCTION ENTRANCE. THE STABILIZED CONSTRUCTION ENTRANCE SHALL REMAIN IN PLACE UNTIL THE ROAD BASE ROCK COURSE IS COMPLETED.
7. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE SWEEPED AT THE END OF EACH WORKING DAY OR AS NECESSARY.
8. CONTRACTOR SHALL PLACE BMPs AROUND ALL NEW DRAINAGE STRUCTURE OPENINGS IMMEDIATELY AFTER THE STRUCTURE OPENING IS CONSTRUCTED. THESE SHALL BE MAINTAINED AND REMAIN IN PLACE UNTIL THE CONSTRUCTION IS COMPLETED.
9. CONTRACTOR SHALL IMPLEMENT HOUSEKEEPING PRACTICES AS FOLLOWS:
 - A. SOLID WASTE MANAGEMENT:
PROVIDE DESIGNATED WASTE COLLECTION AREAS AND CONTAINERS. ARRANGE FOR REGULAR REMOVAL AND DISPOSAL. CLEAR SITE OF TRASH INCLUDING ORGANIC DEBRIS, PACKAGING MATERIALS, SCRAP OR SURPLUS BUILDING MATERIALS AND DOMESTIC WASTE DAILY.
 - B. MATERIAL DELIVERY AND STORAGE:
PROVIDE A DESIGNATED MATERIAL STORAGE AREA WITH SECONDARY CONTAINMENT SUCH AS BERMING. STORE MATERIAL ON PALLETS AND PROVIDE COVERING FOR SOLUBLE MATERIALS. RELOCATE STORAGE AREA INTO BUILDING SHELL WHEN POSSIBLE. INSPECT AREA WEEKLY.
 - C. CONCRETE WASTE:
PROVIDE A DESIGNATED AREA FOR A TEMPORARY PIT TO BE USED FOR CONCRETE TRUCK WASH-OUT. DISPOSE OF HARDENED CONCRETE OFFSITE. AT NO TIME SHALL A CONCRETE TRUCK DUMP ITS WASTE AND CLEAN ITS TRUCK INTO THE CITY STORM DRAINS VIA CURB AND GUTTER. INSPECT DAILY TO CONTROL RUNOFF AND WEEKLY FOR REMOVAL OF HARDENED CONCRETE.
 - D. PAINT AND PAINTING SUPPLIES:
PROVIDE INSTRUCTION TO EMPLOYEES AND SUBCONTRACTORS REGARDING REDUCTION OF POLLUTANTS INCLUDING MATERIAL STORAGE, USE, AND CLEAN UP. INSPECT SITE WEEKLY FOR EVIDENCE OF IMPROPER DISPOSAL.
 - E. VEHICLE FUELING, MAINTENANCE AND CLEANING:
PROVIDE A DESIGNATED FUELING AREA WITH SECONDARY CONTAINMENT SUCH AS BERMING. DO NOT ALLOW MOBILE FUELING OF EQUIPMENT. PROVIDE EQUIPMENT WITH DRIP PANS. RESTRICT ONSITE MAINTENANCE AND CLEANING OF EQUIPMENT TO A MINIMUM. INSPECT AREA
 - F. HAZARDOUS MATERIALS MANAGEMENT:
PREVENT THE DISCHARGE OF POLLUTANTS FROM HAZARDOUS MATERIALS TO THE DRAINAGE SYSTEM THROUGH PROPER MATERIAL USE, WASTE DISPOSAL AND TRAINING OF EMPLOYEES. HAZARDOUS WASTE PRODUCTS COMMONLY FOUND ON-SITE INCLUDE BUT ARE NOT LIMITED TO PAINTS & SOLVENTS, PETROLEUM PRODUCTS, FERTILIZERS, HERBICIDES & PESTICIDES, SOIL STABILIZATION PRODUCTS, ASPHALT PRODUCTS AND CONCRETE CURING PRODUCTS.

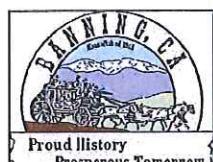


2012 EDITION

 <p>REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 *</p> <p>CIVIL STATE OF CALIFORNIA</p>	 <p>RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i></p>	<p>CITY OF BANNING</p> <p>GENERAL NOTES NPDES</p>	<p>STANDARD NO.</p>
	<p>APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER DATE <i>Chm</i> <i>12-12-12</i></p>		<p>ST-108.1 1 OF 2</p>

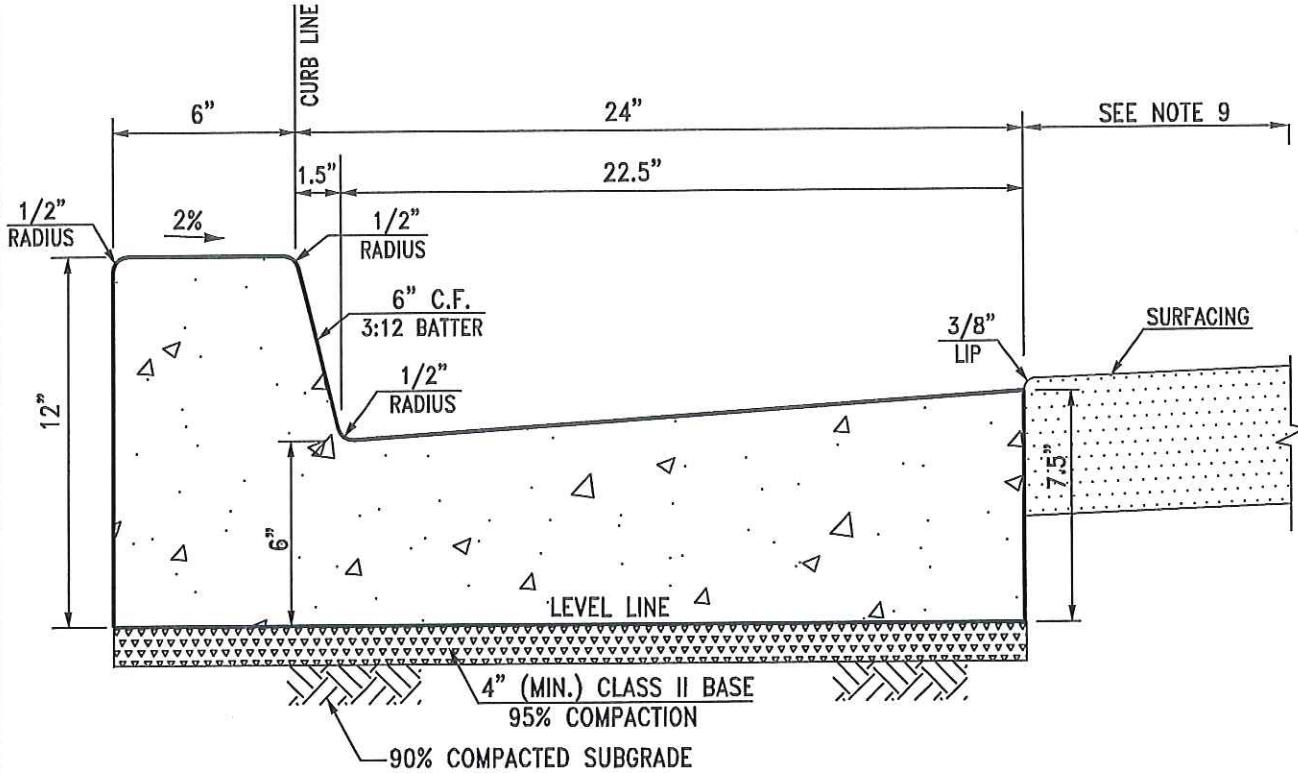
GENERAL NOTES - STREET IMPROVEMENTS

10. IN CASE OF EMERGENCY, CALL THE CITY ENGINEER'S OFFICE AT (951) 922-3130
11. EQUIPMENT AND WORKERS FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON BY THE CONTRACTOR. NECESSARY MATERIALS SHALL BE AVAILABLE ON THE SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EROSION CONTROL DEVICES WHEN RAIN IS EMINENT.
12. DEVICES SHALL NOT BE MOVED OR MODIFIED WITHOUT APPROVAL OF THE DESIGN CIVIL ENGINEER.
13. ALL REMOVABLE PROTECTIVE DEVICES SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE 5 DAY RAIN PROBABILITY FORECAST EXCEEDS 40% (DURING THE RAINY SEASON)
14. AFTER A RAINSTORM, ALL SILT AND DEBRIS SHALL BE REMOVED FROM CHECK BERMS, SILT FENCES AND SILT BASINS. EACH BASIN SHALL BE PUMPED DRY.
15. GRADED AREAS AROUND THE PROJECT BOUNDARY MUST DRAIN AWAY FROM THE FACE OF THE SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
16. THE LOCAL GOVERNING AGENCY RESERVES THE RIGHT TO MAKE CHANGES OR MODIFICATIONS TO THESE NOTES AS DEEMED NECESSARY.
17. AREA SHALL BE MAINTAINED IN SUCH A STATE THAT FIRE ACCESS SHALL BE MAINTAINED AT ALL TIMES (INCLUDING THE NEIGHBORING PROPERTIES).
18. GRAVEL BAGS AND SILT FENCES SHALL BE INSTALLED AROUND CATCH BASINS.
19. CURB MARKERS SHALL BE PLACED ADJACENT TO ALL INLETS FOLLOWING THE CONSTRUCTION OF STREET IMPROVEMENTS AND AT THE DIRECTION OF THE PUBLIC WORKS INSPECTOR.



2012 EDITION

	 RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i>	CITY OF BANNING GENERAL NOTES NPDES	STANDARD NO. ST-108.1 2 OF 2
	APPROVED BY:  KAHONO OEI, P.E., CITY ENGINEER DATE <i>12-12-12</i>		



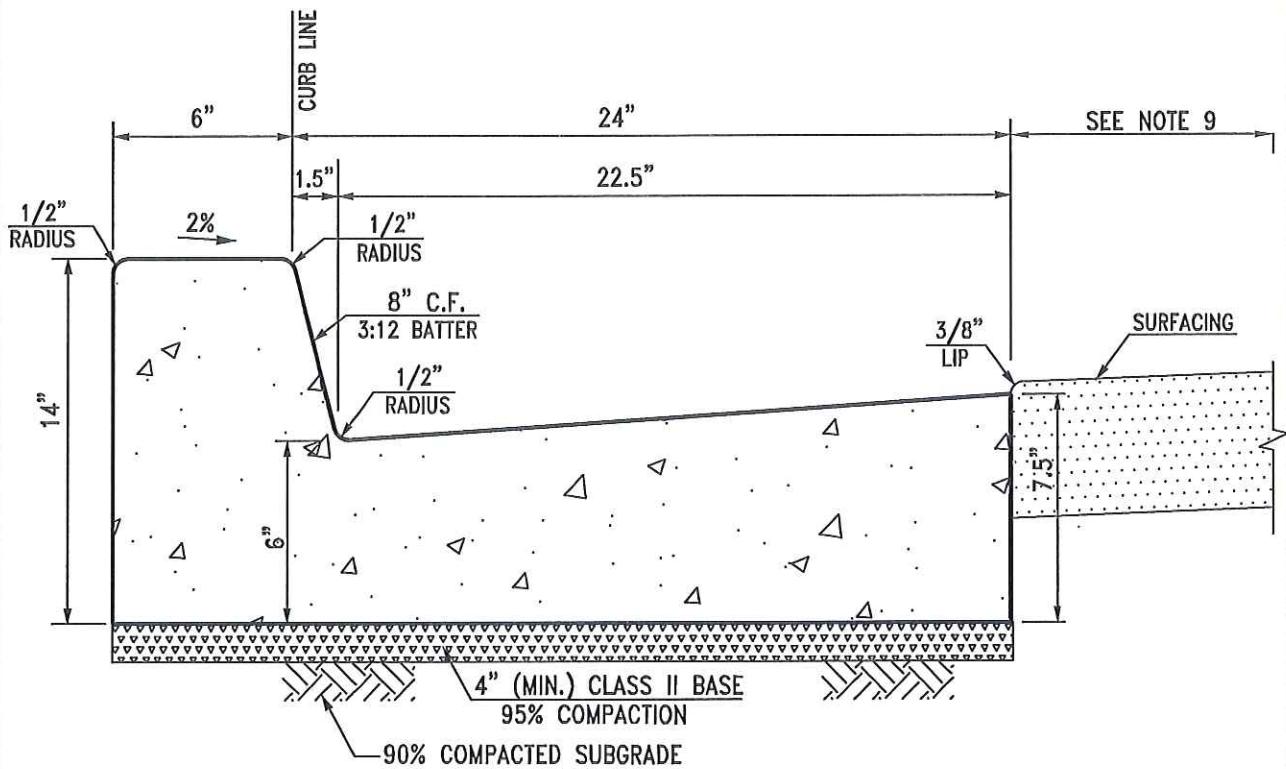
NOTES:

1. CONCRETE SHALL BE CLASS 520-C-2500 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. FINISH SHALL BE FINE BROOM.
3. FLOWLINE SHALL BE STEEL TROWEL FINISH.
4. CURB SHALL HAVE WEAKENED PLANE JOINTS AT 10' INTERVAL; NO SCORE LINES ALLOWED.
5. SUBGRADE SHALL BE COMPAKTED TO 90% COMPAKTION UNDER CURB AND GUTTER.
6. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, FINISHING WORK SHALL PROVIDE AN ACCEPTABLE FINISH AND WEAKENED PLANE JOINTS MAY BE SAWCUT.
7. ALL CURBS SHALL BE OVER 4" CLASS II BASE
8. MINIMUM GRADE = 0.40%
9. A MIN. 1' WIDE AC PAVEMENT REPAIR SECTION SHALL BE CONSTRUCTED WHEN CURB AND GUTTER IS PLACED ADJACENT TO EXISTING AC PAVEMENT.
10. PAVEMENT SURFACE SHALL BE FLUSH WITH THE EDGE OF GUTTER (NO LIP) WHEN FRONTING THE BOTTOM OF A ACCESS RAMP.



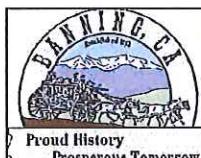
2012 EDITION

	RECOMMENDED BY: <i>Arturo Vela</i> 12-12-12 ARTURO VELA, P.E., SENIOR ENGINEER DATE	CITY OF BANNING STANDARD NO.
	APPROVED BY: <i>John</i> 12-12-12 KAHONO OEI, P.E., CITY ENGINEER DATE	TYPE "A" CURB (6") C-200



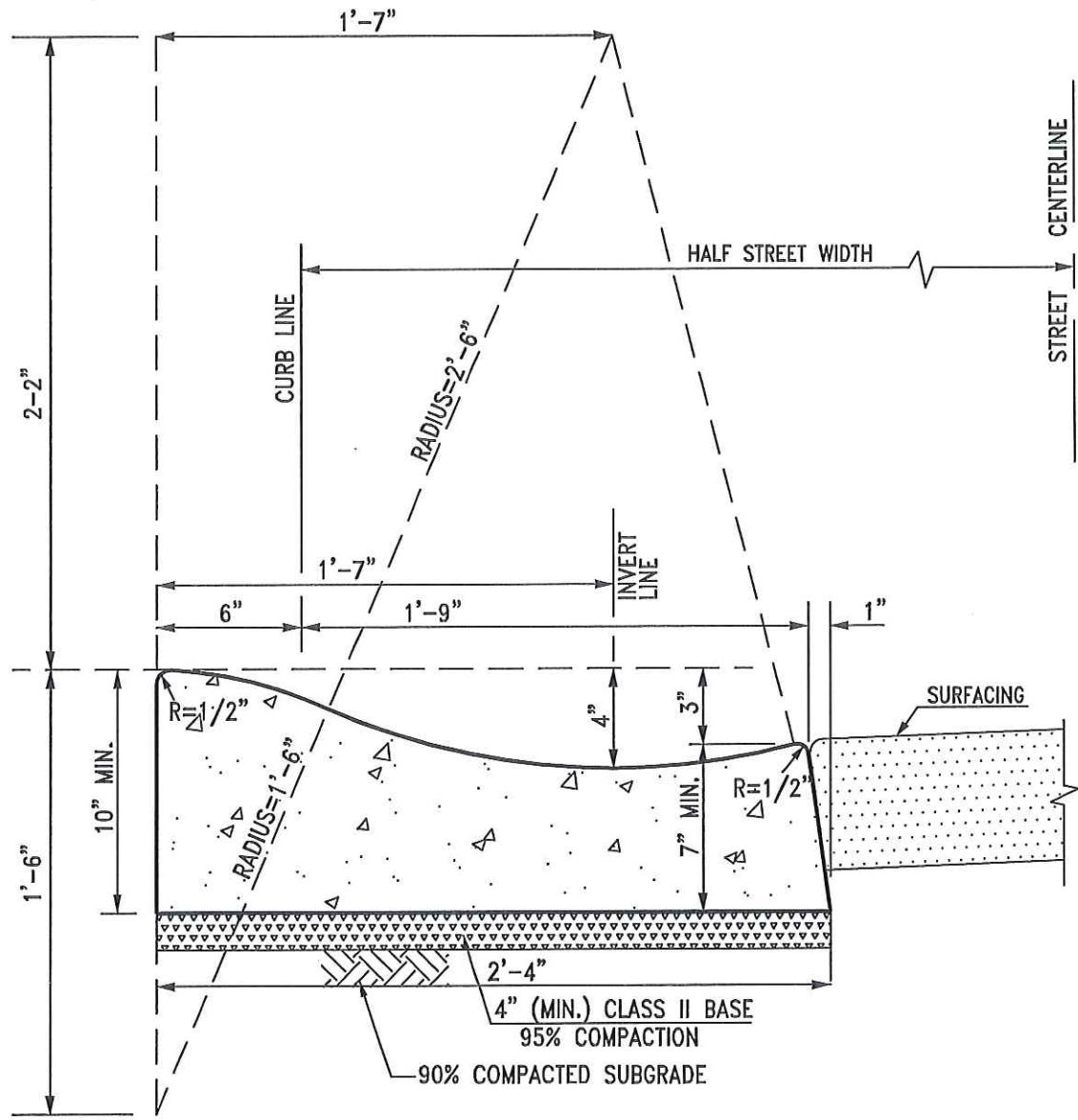
NOTES:

1. CONCRETE SHALL BE CLASS 520-C-2500 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. FINISH SHALL BE FINE BROOM.
3. FLOWLINE SHALL BE STEEL TROWEL FINISH.
4. CURB SHALL HAVE WEAKENED PLANE JOINTS AT 10' INTERVAL; NO SCORE LINES ALLOWED.
5. SUBGRADE SHALL BE COMPAKTED TO 90% COMPAKTION UNDER CURB AND GUTTER.
6. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, FINISHING WORK SHALL PROVIDE AN ACCEPTABLE FINISH AND WEAKENED PLANE JOINTS MAY BE SAWCUT.
7. ALL CURBS SHALL BE OVER 4" CLASS II BASE
8. MINIMUM GRADE = 0.40%
9. A MIN. 1' WIDE AC PAVEMENT REPAIR SECTION SHALL BE CONSTRUCTED WHEN CURB AND GUTTER IS PLACED ADJACENT TO EXISTING AC PAVEMENT.
10. PAVEMENT SURFACE SHALL BE FLUSH WITH THE EDGE OF GUTTER (NO LIP) WHEN FRONTING THE BOTTOM OF A ACCESS RAMP.



2012 EDITION

 REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA	Recommended By: 12-12-12 ARTURO VELA, P.E., SENIOR ENGINEER DATE	CITY OF BANNING TYPE "B" CURB (8")	STANDARD NO.
	Approved By: 12-12-12 KAHONO OEI, P.E., CITY ENGINEER DATE		C-201

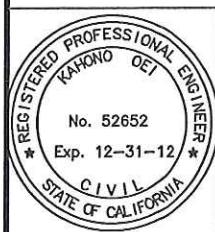


NOTES:

1. CONCRETE SHALL BE CLASS 520-C-2500 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXPOSED CORNERS SHALL BE FINISHED WITH 1/2" RADIUS
3. FINISH SHALL BE FINE BROOM
4. EXISTING P.C.C. SHALL BE SAWCUT AT SCORELINE PRIOR TO REMOVAL
5. CURBS SHALL HAVE EXPANSION JOINTS AT 60' INTERVALS, AND WEAKENED PLANE JOINTS AT 10' INTERVALS ONLY; NO SCORELINE ALLOWED.
6. WHEN CURB IS PLACED BY AN EXTRUSION MACHINE, FINISHING WORK SHALL PROVIDE AN ACCEPTABLE FINISH AND WEAKENED PLANE JOINTS MAY BE SAWCUT.
7. ROLLED CURB MAY ONLY BE USED WITH THE APPROVAL OF THE CITY ENGINEER.



2012 EDITION



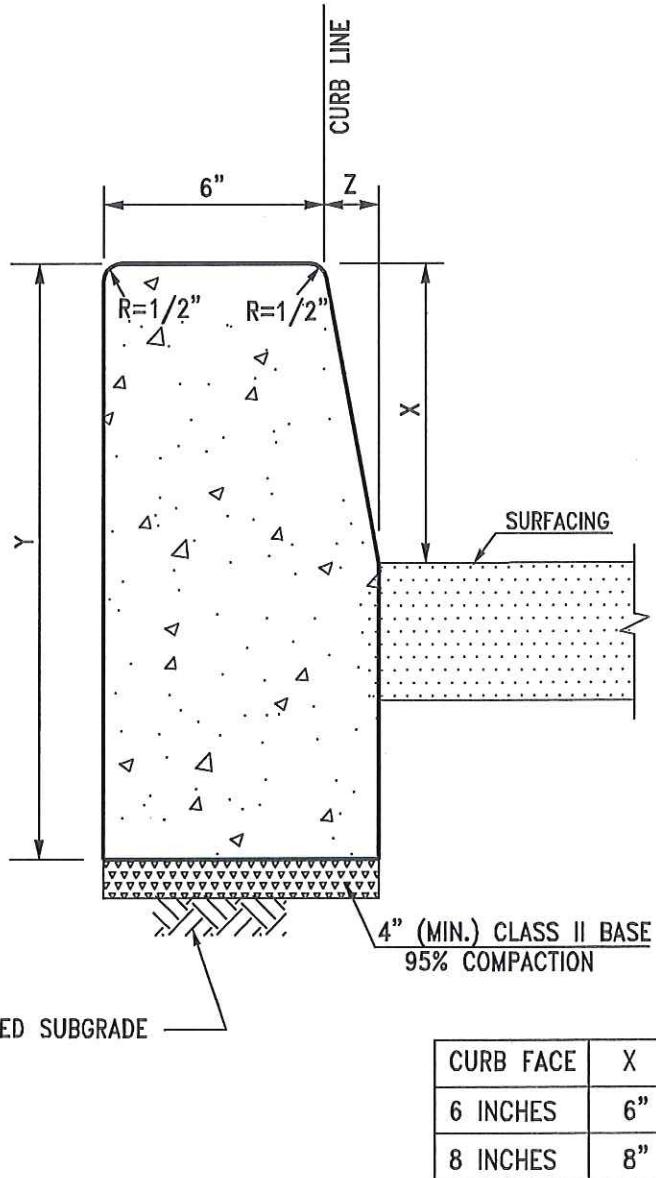
RECOMMENDED BY:
ARTURO VELA, P.E., SENIOR ENGINEER DATE
12-12-12
APPROVED BY:
KAHONO OEI, P.E., CITY ENGINEER DATE
12-12-12

CITY OF BANNING

STANDARD NO.

TYPE "C" CURB

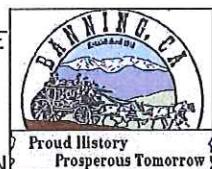
C-202



CURB FACE	X	Y	Z
6 INCHES	6"	14"	1-1/2"
8 INCHES	8"	16"	2"

NOTES:

1. CONCRETE SHALL BE CLASS 520-C-2500 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXPOSED CORNERS SHALL BE FINISHED WITH 1/2" RADIUS
3. FINISH SHALL BE FINE BROOM
4. EXISTING P.C.C. SHALL BE SAWCUT AT SCORELINE PRIOR TO REMOVAL
5. CURBS SHALL HAVE EXPANSION JOINTS AT B.C.R. AND E.C.R. AND WEAKENED PLANE JOINTS AT 10' INTERVALS ONLY; NO SCORELINE ALLOWED.
6. WHEN CURB IS PLACED BY AN EXTRUSION MACHINE, FINISHING WORK SHALL PROVIDE AN ACCEPTABLE FINISH AND WEAKENED PLANE JOINTS MAY BE SAWCUT.



2012 EDITION



RECOMMENDED BY:

ARTURO VELA, P.E., SENIOR ENGINEER

12-12-12

APPROVED BY:

KAHONO OEI, P.E., CITY ENGINEER

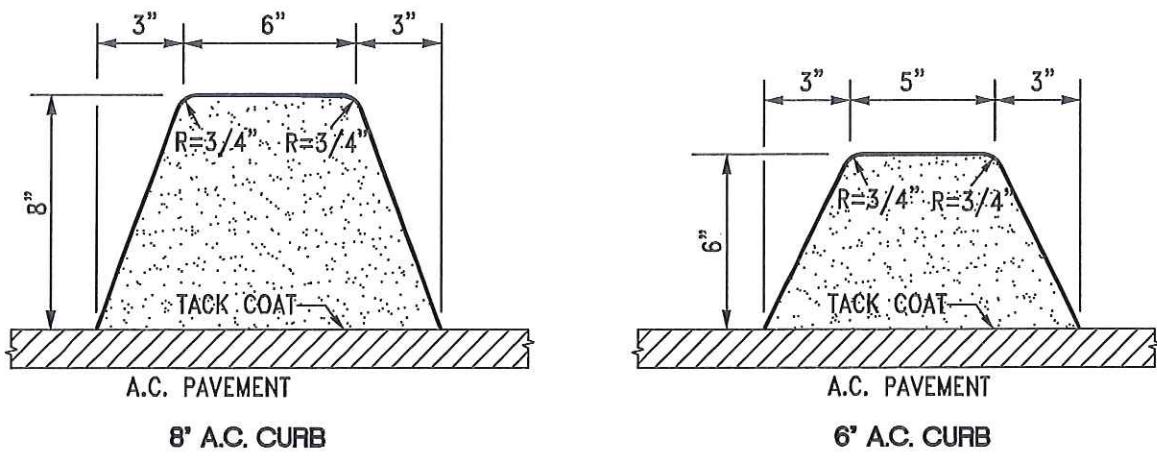
12-12-12

CITY OF BANNING

STANDARD
NO.

TYPE "D" CURB

C-203



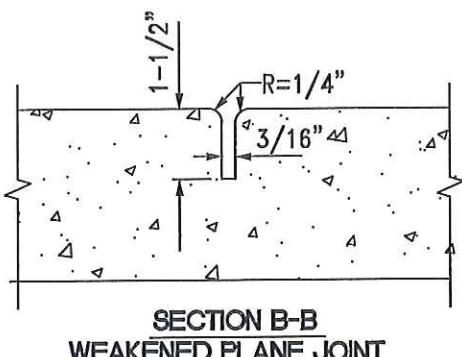
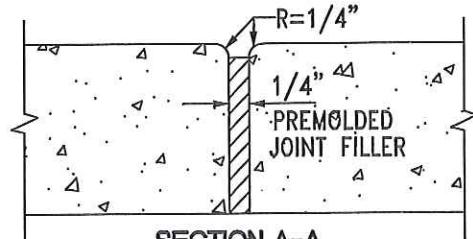
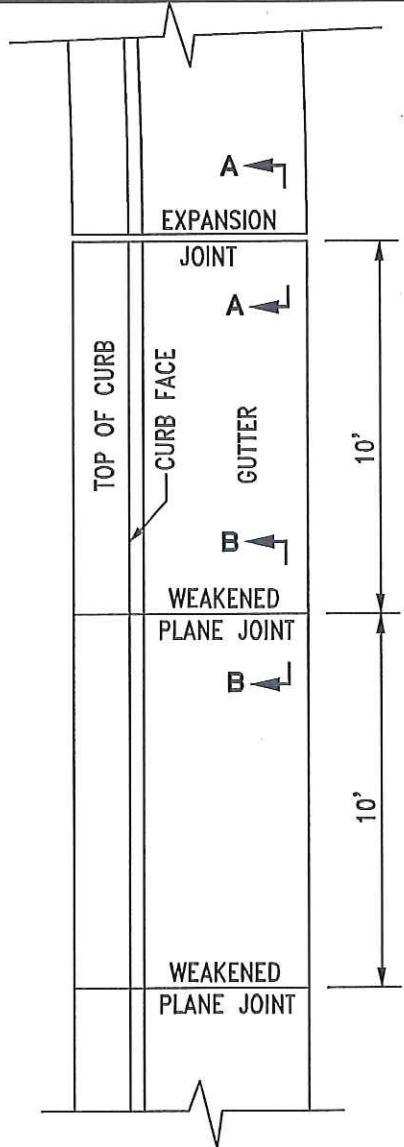
NOTES:

1. THE ASPHALT CONCRETE MIXTURE SHALL BE TYPE III D-PG 70-10 WITH A MINIMUM ASPHALT BINDER OF 5.8 PERCENT.
2. PRIOR TO PLACEMENT A TACK COAT SHALL BE APPLIED TO THE EXISTING SURFACE. TACK COAT SHALL BE PG 64-10 AT AN APPROXIMATE RATE OF 0.05 GALLON PER SQUARE YARD OR GRADE SS-1h EMULSIFIED ASPHALT AT AN APPROXIMATE RATE OF 0.05 TO 0.10 GALLON PER SQUARE YARD.
3. THE TEMPERATURE OF THE MIX AT THE TIME OF PLACEMENT SHALL NOT BE LESS THAN 250°F OR MORE THAN 285°F.
4. ALL EXTRUDERS AND SHOES SHALL BE APPROVED BY THE CITY ENGINEER.



2012 EDITION

	RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i>	CITY OF BANNING	STANDARD
	APPROVED BY: CHM <i>12-12-12</i> KAHONO OEI, P.E., CITY ENGINEER	ASPHALT CONCRETE CURB	C-204



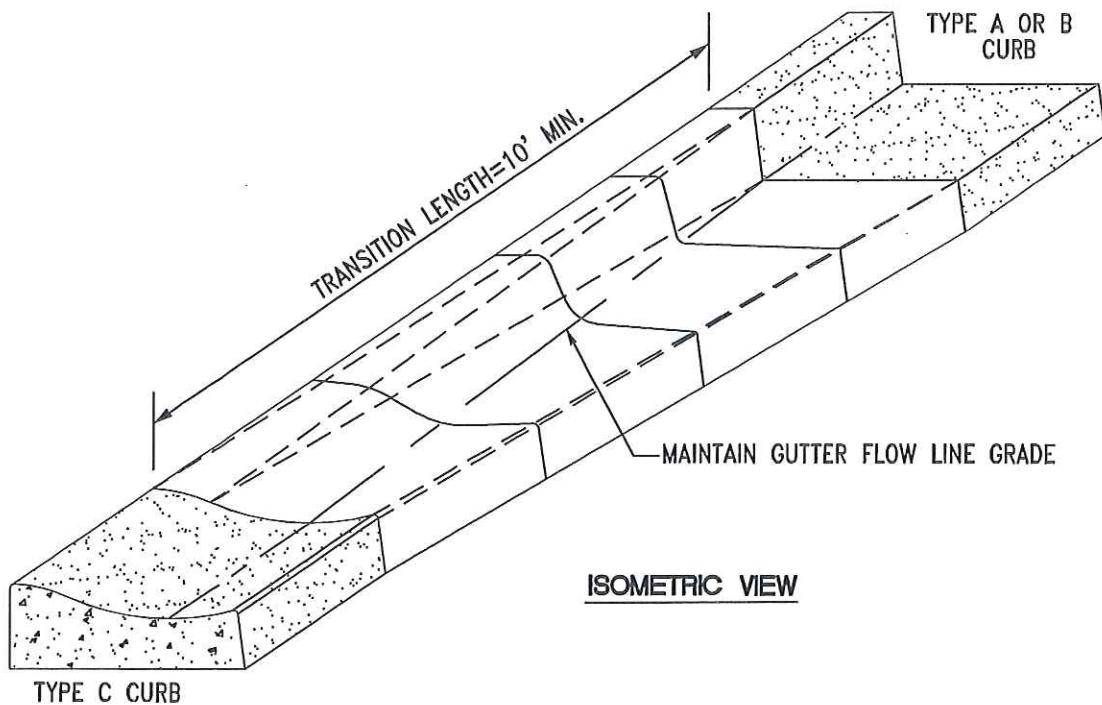
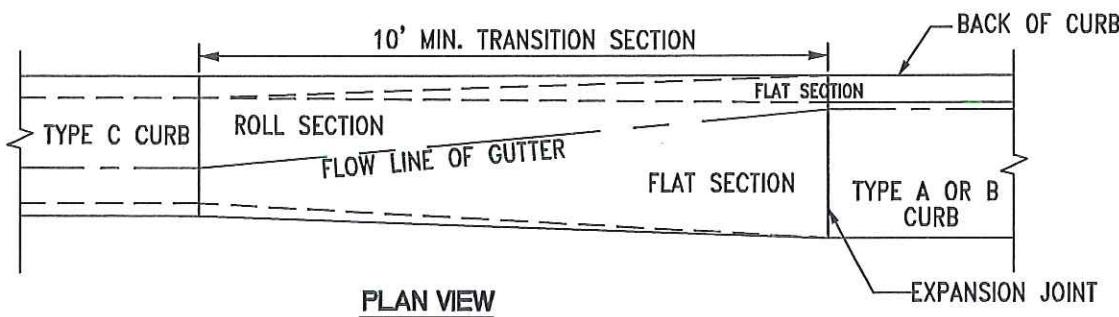
NOTES:

1. CONCRETE SHALL BE CLASS 520-C-2500 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXPOSED CORNERS SHALL BE FINISHED WITH 1/2" RADIUS
3. FINISH SHALL BE FINE BROOM
4. EXISTING P.C.C. SHALL BE SAWCUT AT SCORELINE PRIOR TO REMOVAL
5. CURBS SHALL HAVE EXPANSION JOINTS AT B.C.R., E.C.R., CURB RETURNS AND STRUCTURES, AND WEAKENED PLANE JOINTS AT 10' INTERVALS ONLY; NO SCORELINE ALLOWED.
6. WHEN CURB IS PLACED BY AN EXTRUSION MACHINE, FINISHING WORK SHALL PROVIDE AN ACCEPTABLE FINISH AND WEAKENED PLANE JOINTS MAY BE SAWCUT.
7. EXPANSION JOINTS TO BE INSTALLED AT 60' INTERVALS.



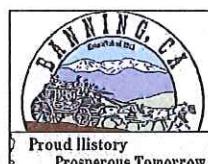
2012 EDITION

 RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i>	CITY OF BANNING CURB AND GUTTER JOINTS	STANDARD
		C-205

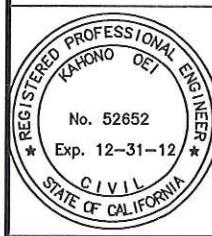


NOTES:

1. CONCRETE SHALL BE CLASS 520-C-2500 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. TO BE USED ONLY WHEN ROLLED CURB HAS BEEN APPROVED FOR USE BY THE CITY ENGINEER PRIOR TO DESIGN.



2012 EDITION



RECOMMENDED BY:
ARTURO VELA, P.E., SENIOR ENGINEER DATE
12-12-12

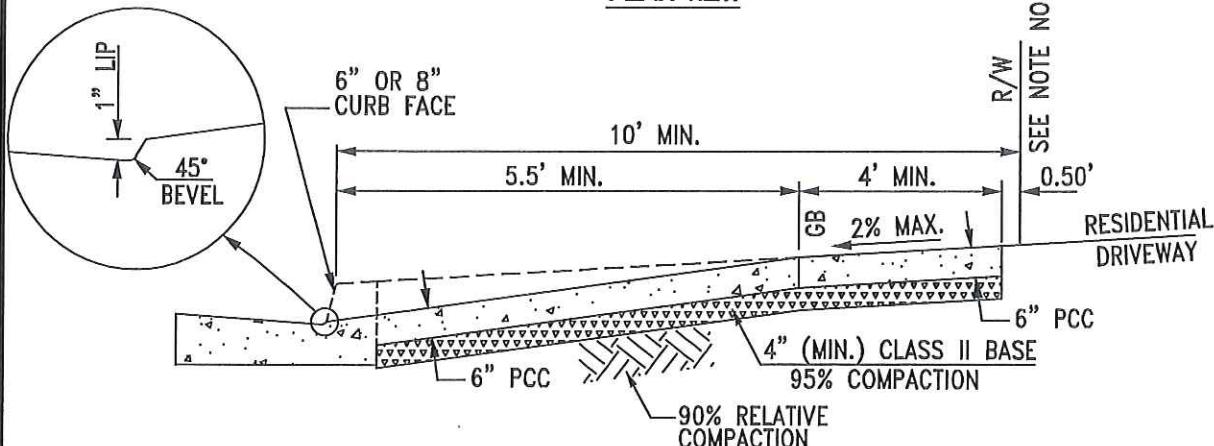
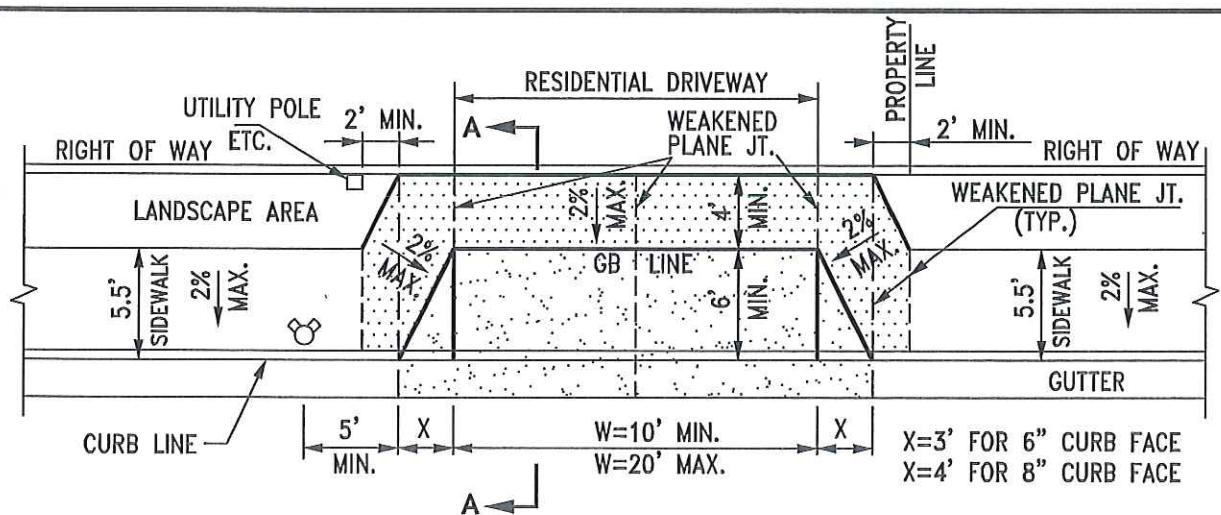
APPROVED BY:
KAHONO OEI, P.E., CITY ENGINEER DATE
12-12-12

CITY OF BANNING

STANDARD

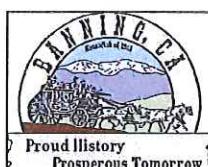
CURB TRANSITION

C-206



NOTES:

1. CONCRETE SHALL BE CLASS 560-C-3250 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXISTING PCC TO BE REMOVED SHALL BE SAWCUT AT THE JOINTS.
3. DRIVEWAYS WITH WIDTH GREATER THAN 10' BUT LESS THAN 20' SHALL HAVE A MINIMUM OF ONE WEAKENED PLANE JOINT AT 1/2 W. ALL DRIVEWAY WIDTH SHALL HAVE WEAKENED PLANE LINES AT THE BOTTOM "X" LOCATION OF THE DRIVEWAY APPROACH TO CONTROL CRACKING.
4. FOR NEW DRIVEWAY APPROACHES ON EXISTING STREET, A 12" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
5. DRIVEWAYS FOR CORNER LOTS SHALL BE LOCATED ADJACENT TO THE PROPERTY LINE AWAY FROM THE INTERSECTION.
6. WIDTH OF DRIVEWAY SHALL MATCH WIDTH OF GARAGE(S) UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
7. 12% MAX. GRADE BREAK BETWEEN DRIVEWAY AND APPROACH.



2012 EDITION



RECOMMENDED BY:
ARTURO VELA, P.E., SENIOR ENGINEER DATE
12-12-12

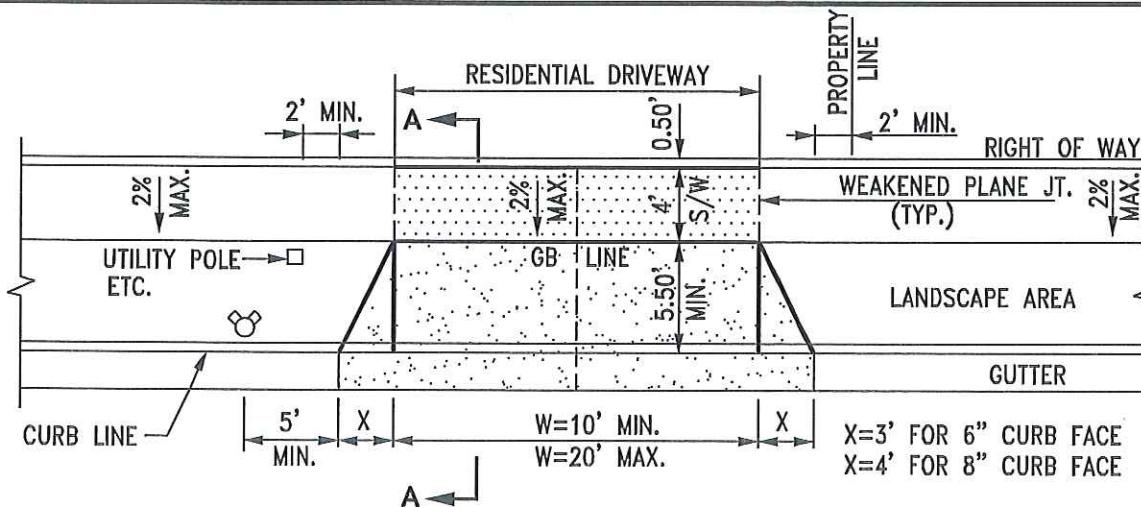
APPROVED BY:
KAHONO OEI, P.E., CITY ENGINEER DATE
12-12-12

CITY OF BANNING

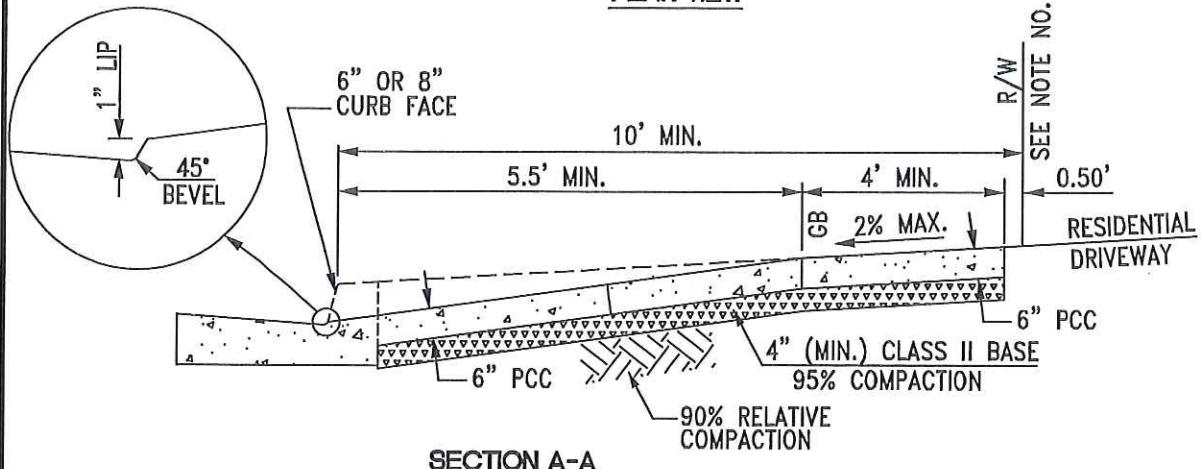
STANDARD
NO.

RESIDENTIAL DRIVEWAY APPROACH
(FOR CURB SIDEWALK)

C-207



PLAN VIEW

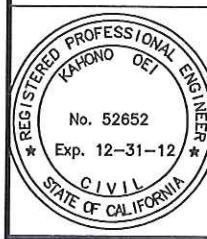


NOTES:

1. CONCRETE SHALL BE CLASS 560-C-3250 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXISTING PCC TO BE REMOVED SHALL BE SAWCUT AT THE JOINTS.
3. DRIVEWAYS WITH WIDTH GREATER THAN 10' BUT LESS THAN 20' SHALL HAVE A MINIMUM OF ONE WEAKENED PLANE JOINT AT 1/2 W. ALL DRIVEWAY WIDTH SHALL HAVE WEAKENED PLANE LINES AT THE BOTTOM "X" LOCATION OF THE DRIVEWAY APPROACH TO CONTROL CRACKING.
4. FOR NEW DRIVEWAY APPROACHES ON EXISTING STREET, A 12" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
5. DRIVEWAYS FOR CORNER LOTS SHALL BE LOCATED ADJACENT TO THE PROPERTY LINE AWAY FROM THE INTERSECTION.
6. WIDTH OF DRIVEWAY SHALL MATCH WIDTH OF GARAGE(S) UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
7. 12% MAX. GRADE BREAK BETWEEN DRIVEWAY AND APPROACH.



2012 EDITION



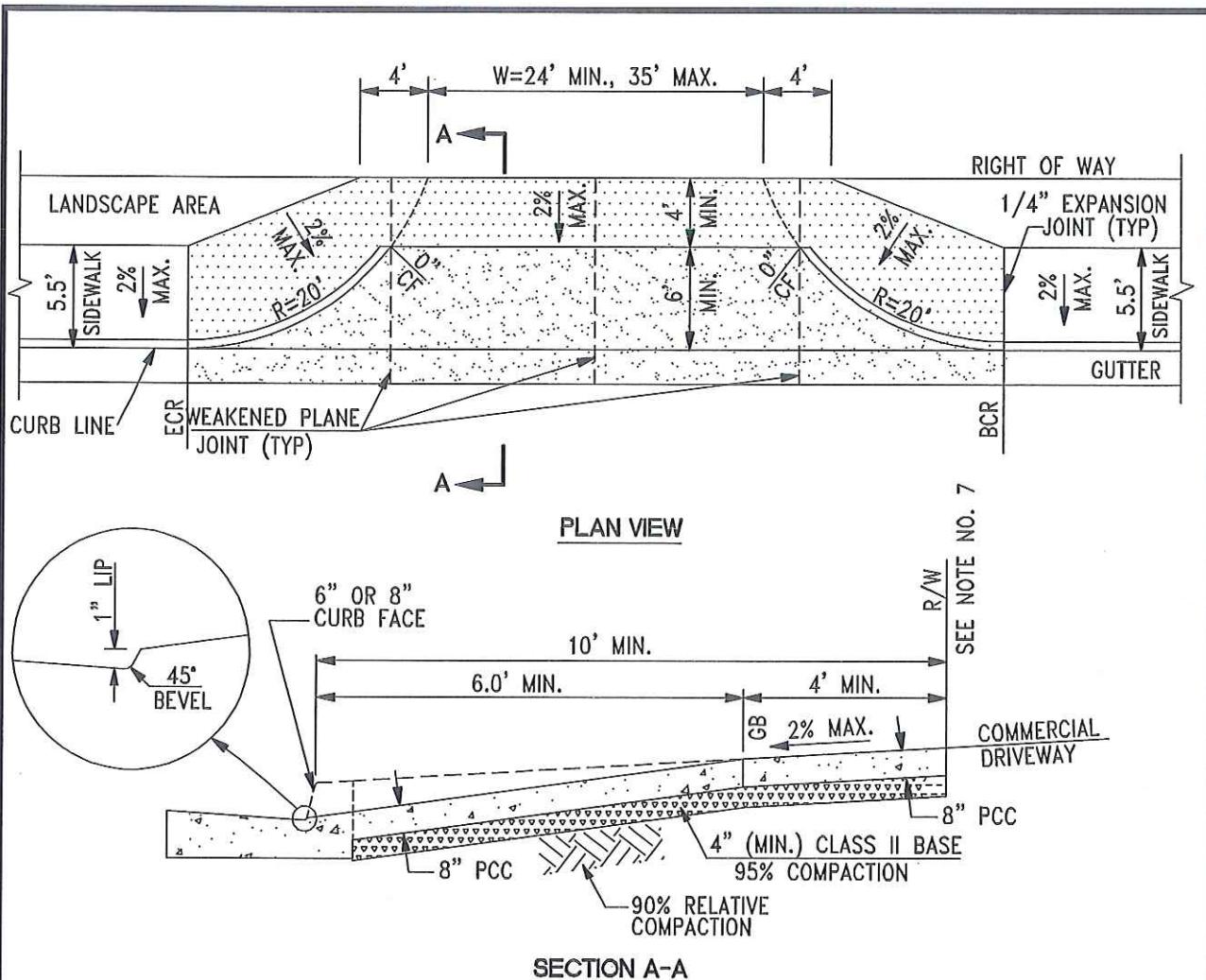
RECOMMENDED BY:
ARTURO VELA, P.E., SENIOR ENGINEER DATE
12-12-12
APPROVED BY:
KAHONO OEI, P.E., CITY ENGINEER DATE
12-12-12

CITY OF BANNING

STANDARD NO.

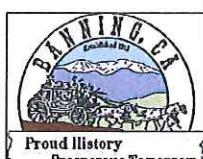
RESIDENTIAL DRIVEWAY APPROACH
(FOR PROPERTY LINE SIDEWALK)

C-208



NOTES:

1. CONCRETE SHALL BE CLASS 560-C-3250 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXISTING PCC TO BE REMOVED SHALL BE SAWCUT AT THE JOINTS.
3. WEAKENED PLANE JOINT REQUIRED AT CENTER OF APPROACH AND AT LOCATIONS AS SHOWN, SPACED AT 10' O.C. MAX. AS NECESSARY.
4. FOR NEW DRIVEWAY APPROACHES ON EXISTING STREET, A 12" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
5. 4' LONG, #4 SMOOTH RE-BARS SHALL BE USED BETWEEN POURS WHEN DRIVEWAY APPROACH IS NOT POURED MONOLITHIC.
6. BROOM FINISH ENTIRE APPROACH (PARALLEL WITH FLOW LINE).
7. 12% MAX. GRADE BREAK BETWEEN DRIVEWAY AND APPROACH.



Rev. 8/20/13

2012 EDITION



RECOMMENDED BY:
ARTURO VELA, P.E., SENIOR ENGINEER DATE
8/20/13

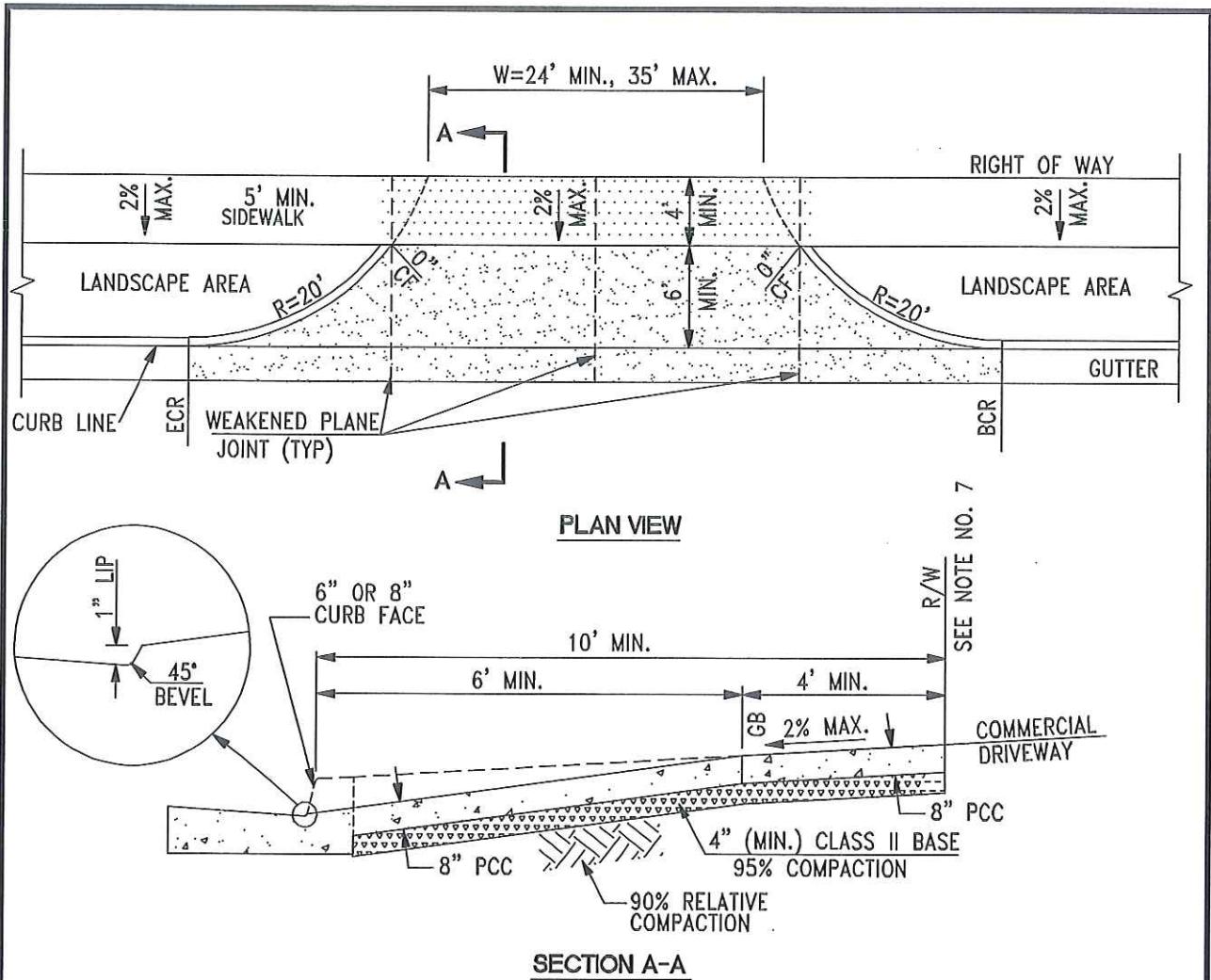
APPROVED BY:
KAHONO OEI, P.E., CITY ENGINEER DATE
8/20/13

CITY OF BANNING

**COMMERCIAL DRIVEWAY APPROACH
(FOR CURB SIDEWALK)**

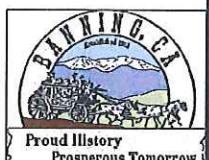
STANDARD NO.

C-209



NOTES:

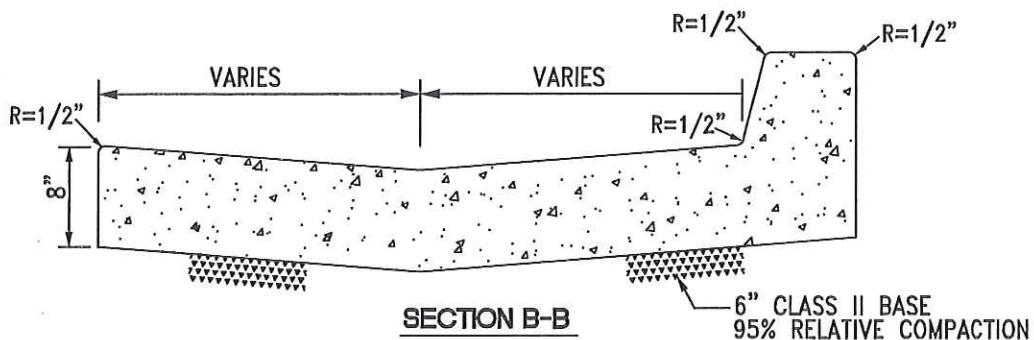
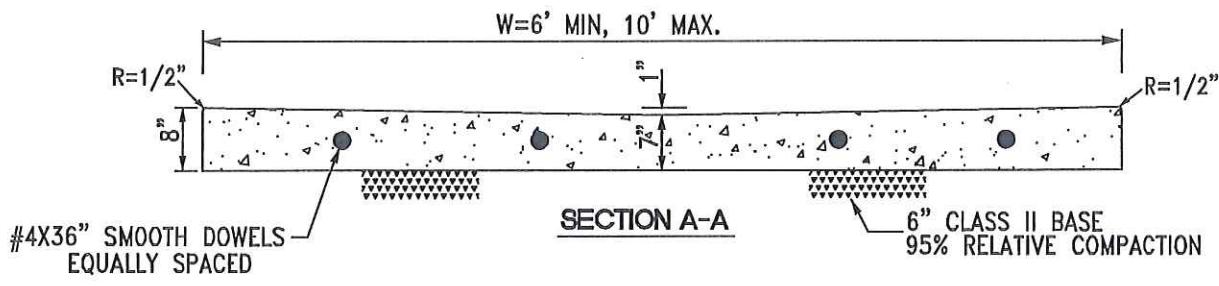
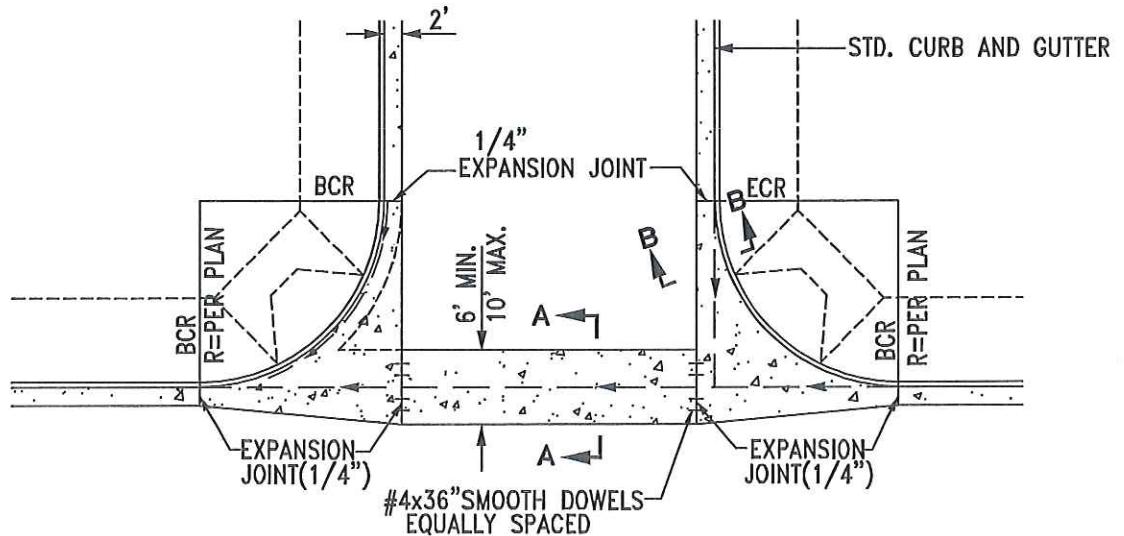
1. CONCRETE SHALL BE CLASS 560-C-3250 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXISTING PCC TO BE REMOVED SHALL BE SAWCUT AT THE JOINTS.
3. WEAKENED PLANE JOINT REQUIRED AT CENTER OF APPROACH AND AT LOCATIONS AS SHOWN, SPACED AT 10' O.C. MAX. AS NECESSARY.
4. FOR NEW DRIVEWAY APPROACHES ON EXISTING STREET, A 12" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
5. 4' LONG, #4 SMOOTH RE-BARS SHALL BE USED BETWEEN POURS WHEN DRIVEWAY APPROACH IS NOT POURED MONOLITHIC.
6. BROOM FINISH ENTIRE APPROACH (PARALLEL WITH FLOW LINE).
7. 12% MAX. GRADE BREAK BETWEEN DRIVEWAY AND APPROACH.



2012 EDITION

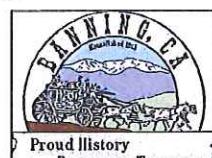
Rev. 8/20/13

 RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER	 8/20/13 8/20/13	CITY OF BANNING STANDARD NO. COMMERCIAL DRIVEWAY APPROACH (FOR PROPERTY LINE SIDEWALK)
		C-210

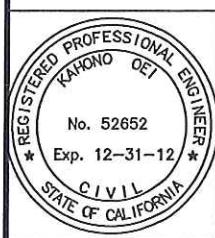


NOTES:

1. CONCRETE SHALL BE CLASS 560-C-3250 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXPOSED CORNERS SHALL BE FINISHED WITH 1/2" RADIUS
3. FINISH SHALL BE FINE BROOM
4. EXISTING P.C.C. SHALL BE SAWCUT AT SCORELINE PRIOR TO REMOVAL
5. SPANDREL WEAKENED PLANE JOINT LOCATIONS WILL BE DETERMINED BY ACCESS RAMP LOCATIONS.
6. A MINIMUM OF 1' WIDE AC PAVEMENT (FULL DEPTH) REPAIR PATCH IS REQUIRED WHEN CROSS-GUTTER IS PLACED ADJACENT TO EXISTING A.C. PAVEMENT.
7. DIMENSIONS MAY BE INCREASED DEPENDING ON DRAINAGE CONSIDERATIONS.
8. DOWELS REQUIRED WHEN CROSS-GUTTER AND SPANDREL POURED SEPARATELY.



2012 EDITION



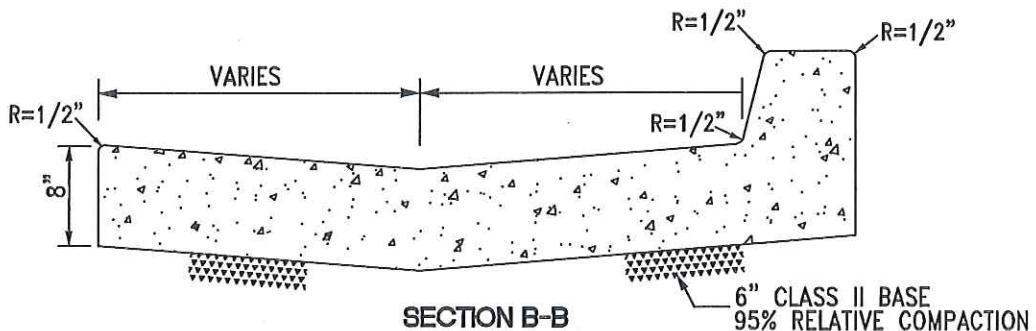
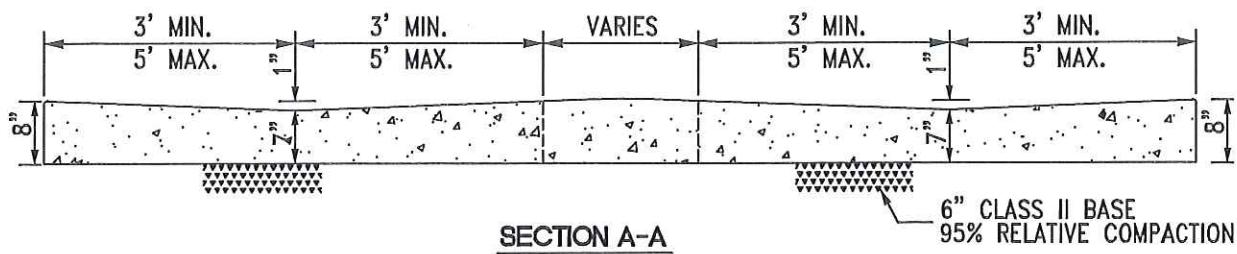
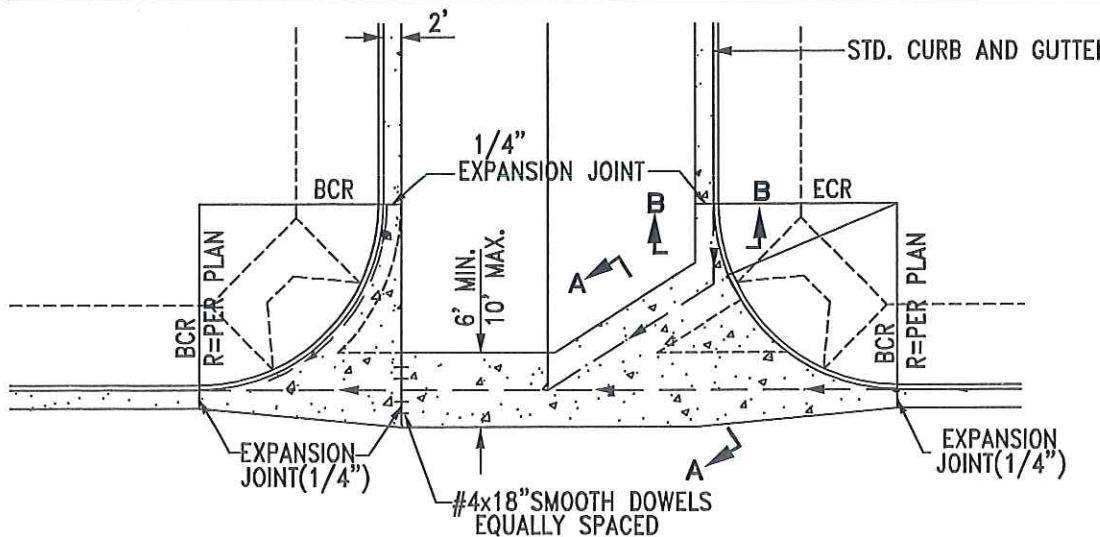
RECOMMENDED BY:
ARTURO VELA, P.E., SENIOR ENGINEER DATE
12-12-12
APPROVED BY:
KAHONO OEI, P.E., CITY ENGINEER DATE
12-12-12

CITY OF BANNING

STANDARD NO.

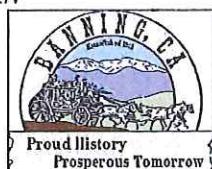
**CROSS GUTTER
AND SPANDREL**

C-211

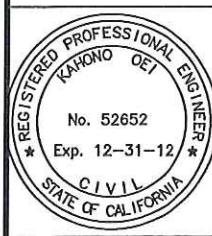


NOTES:

1. CONCRETE SHALL BE CLASS 560-C-3250 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXPOSED CORNERS SHALL BE FINISHED WITH 1/2" RADIUS
3. FINISH SHALL BE FINE BROOM
4. EXISTING P.C.C. SHALL BE SAWCUT AT SCORELINE PRIOR TO REMOVAL
5. SPANDREL WEAKENED PLANE JOINT LOCATIONS WILL BE DETERMINED BY ACCESS RAMP LOCATIONS.
6. A MINIMUM OF 1' WIDE AC PAVEMENT (FULL DEPTH) REPAIR PATCH IS REQUIRED WHEN CROSS-GUTTER IS PLACED ADJACENT TO EXISTING A.C. PAVEMENT.
7. DIMENSIONS MAY BE INCREASED DEPENDING ON DRAINAGE CONSIDERATIONS.
8. DOWELS REQUIRED WHEN CROSS-GUTTER AND SPANDREL POURED SEPARATELY.



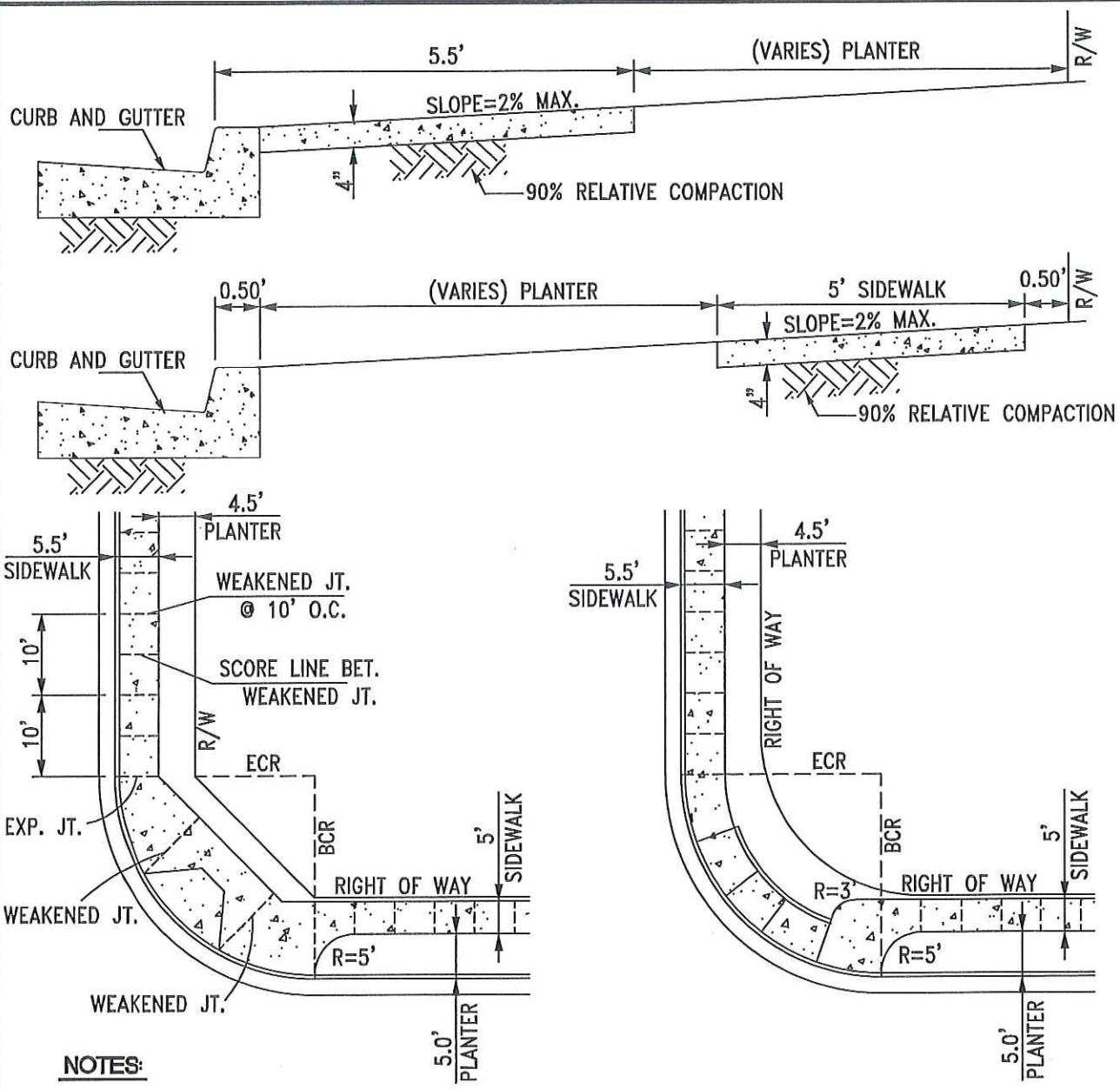
2012 EDITION



RECOMMENDED BY:
ARTURO VELA, P.E., SENIOR ENGINEER DATE
12-12-12
APPROVED BY:
KAHONO OEI, P.E., CITY ENGINEER DATE
12-12-12

CITY OF BANNING
CROSS GUTTER AND
SPANDREL (FOR >4% SLOPE)

STANDARD NO.
C-212



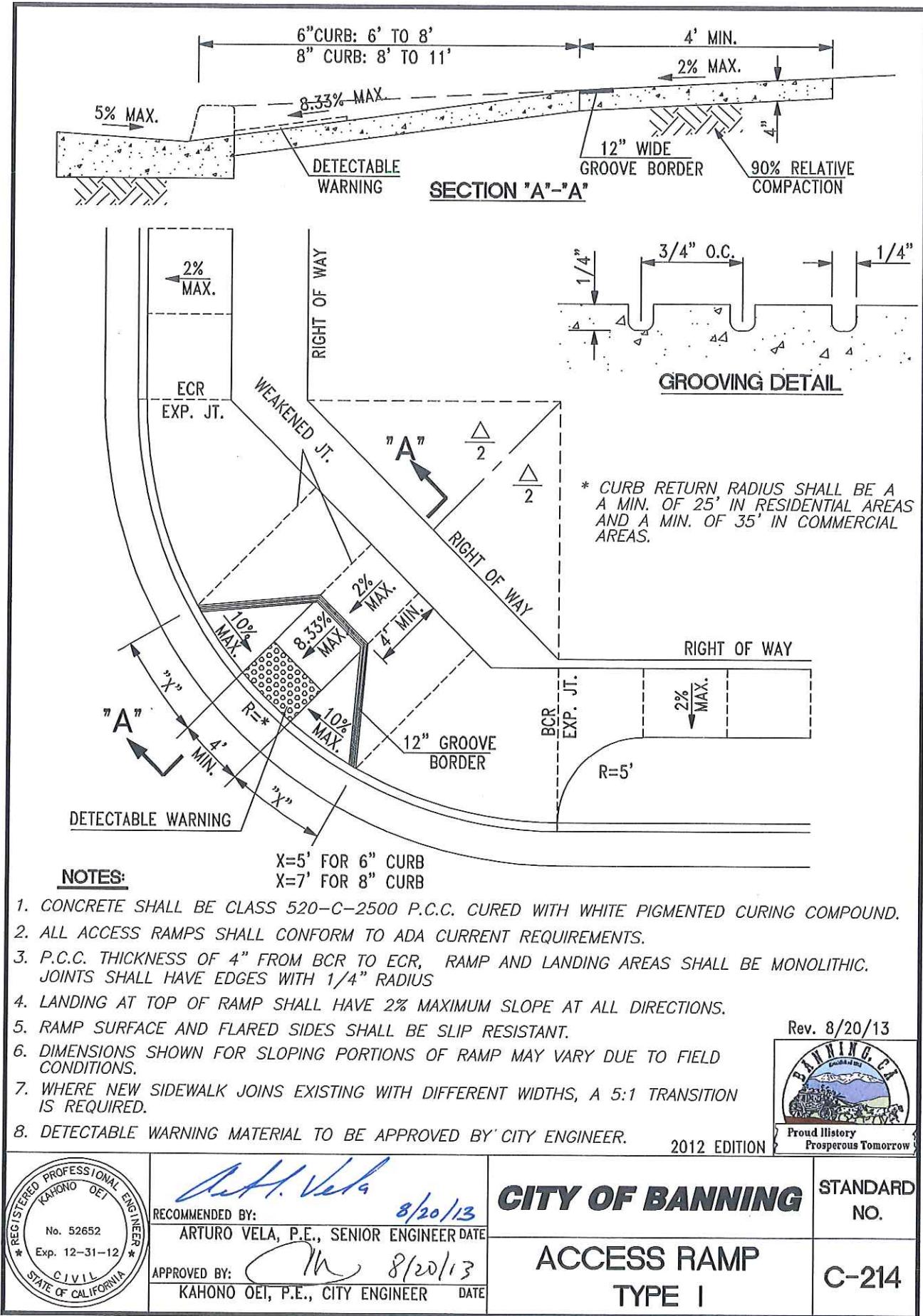
NOTES:

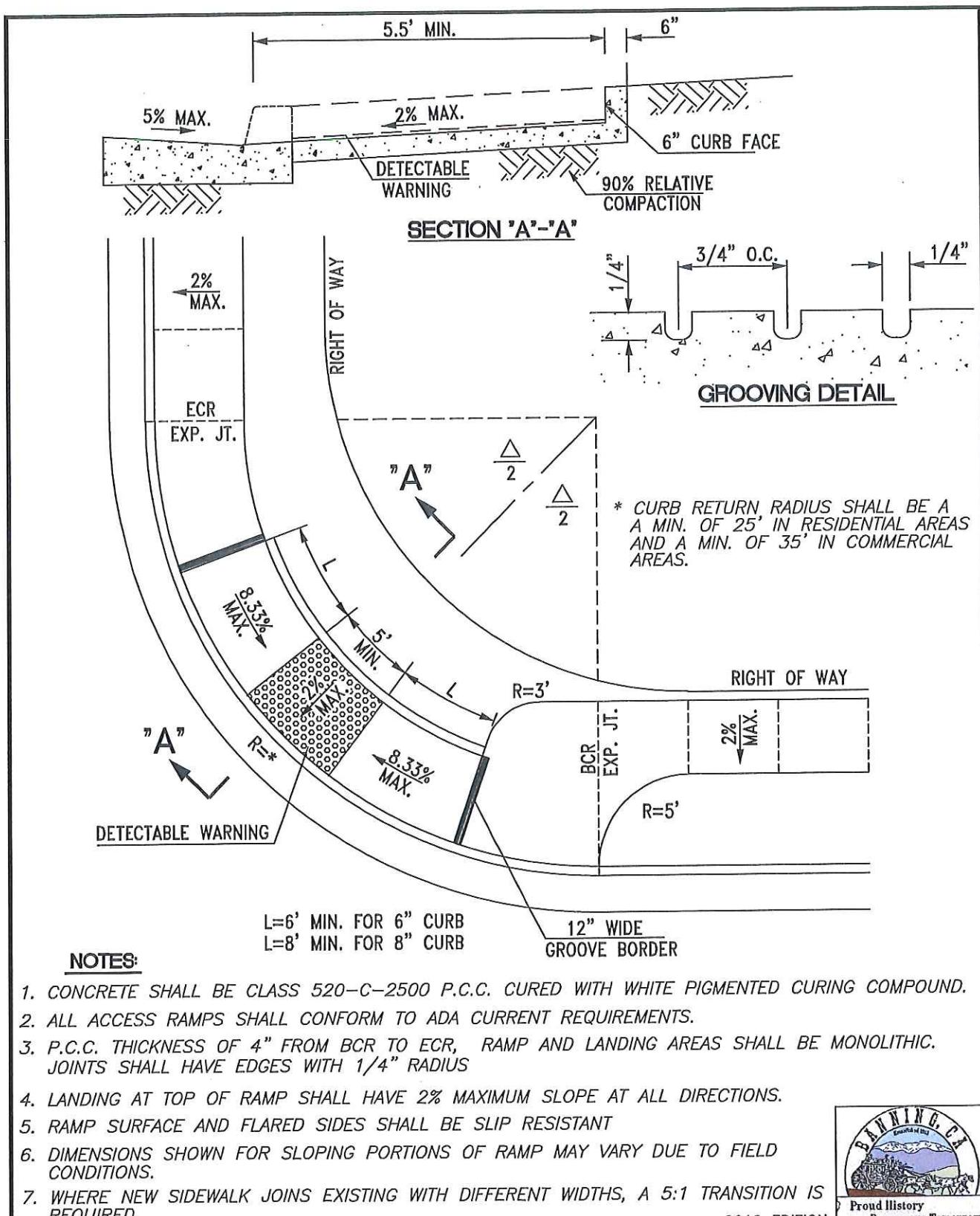
1. CONCRETE SHALL BE CLASS 520-C-2500 P.C.C. CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. THICKNESS OF SIDE SHALL BE 4" EXCEPT FOR DRIVEWAYS
3. SIDEWALK SHALL HAVE 1/2" PREMOLDED EXPANSION JOINTS AND 1-1/2" DEEP WEAKENED JOINTS. JOINTS SHALL HAVE EDGES WITH 1/4" RADIUS
4. EXISTING SIDEWALK SHALL BE SAWCUT AT SCORELINE PRIOR TO REMOVAL
5. CURB RETURN RADIUS SHALL BE A MIN. 25' IN RESIDENTIAL AREAS AND 35' IN COMMERCIAL AREAS.
6. SIDEWALKS SHALL HAVE 48" OF UNOBSTRUCTED WIDTH AT ALL LOCATIONS.
7. WHERE NEW SIDEWALK JOINS EXISTING WITH DIFFERENT WIDTHS, A 5:1 TRANSITION IS REQUIRED.
8. SIDEWALKS IN COMMERCIAL ZONES SHALL BE 8.0' WIDE



2012 EDITION

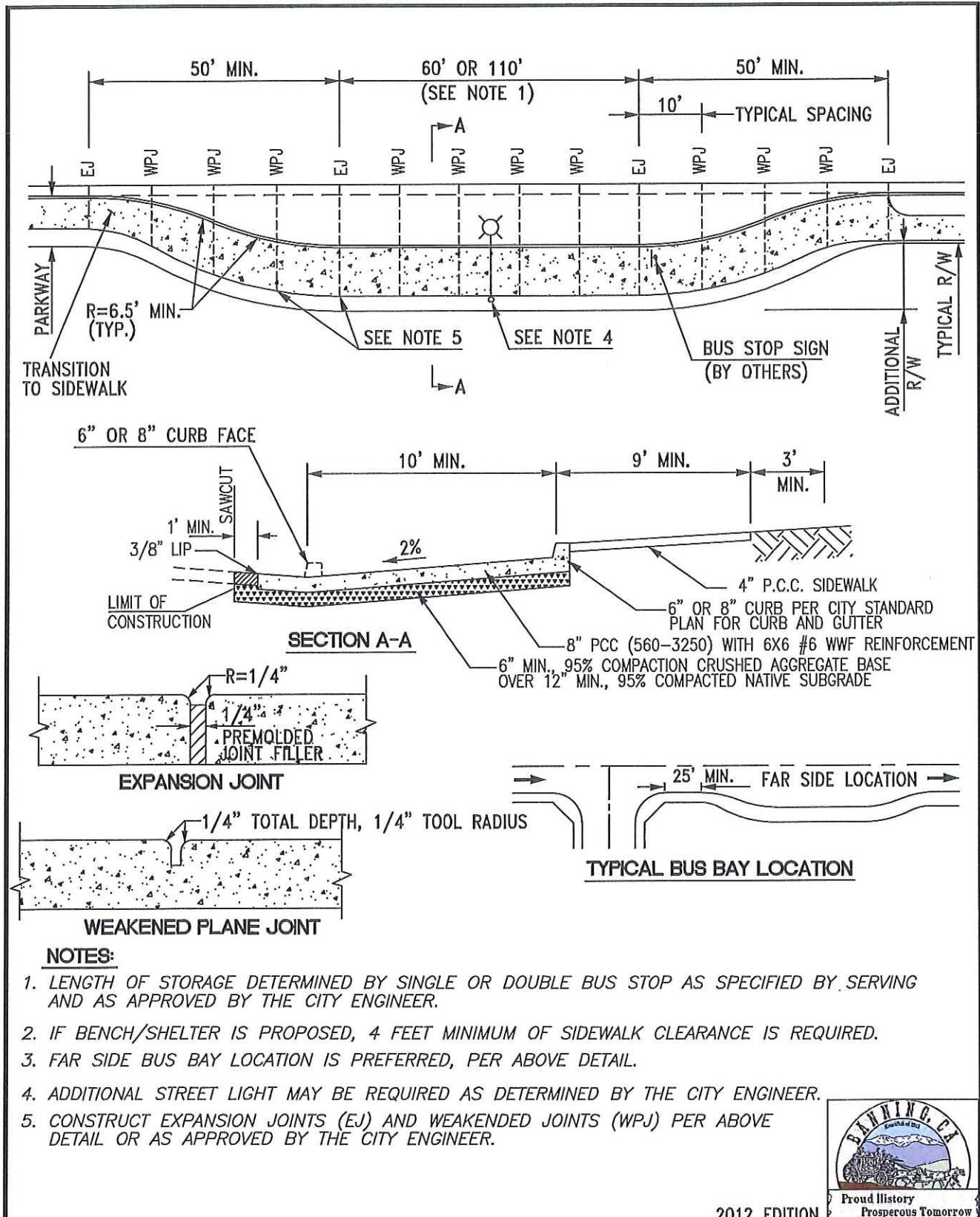
 <p>REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA</p>	<p>RECOMMENDED BY: <i>Arturo Vela</i> 12-12-12 ARTURO VELA, P.E., SENIOR ENGINEER DATE</p> <p>APPROVED BY: <i>Opw</i> 12-12-12 KAHONO OEI, P.E., CITY ENGINEER DATE</p>	<p>CITY OF BANNING</p> <p>SIDEWALK AND PARKWAY</p>	<p>STANDARD NO. C-213</p>
--	---	--	--------------------------------------





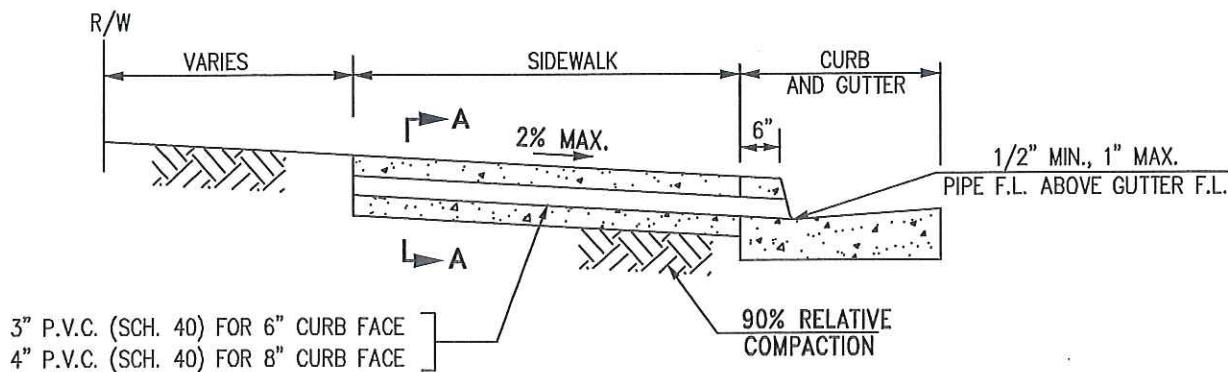
2012 EDITION

<p>REGISTERED PROFESSIONAL ENGINEER KAHONO OEI No. 52652 Exp. 12-31-12 CIVIL STATE OF CALIFORNIA</p>	<p>RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE 12-12-12</p> <p>APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER DATE 12-12-12</p>	<p>CITY OF BANNING</p>	STANDARD NO.
		<p>ACCESS RAMP TYPE II</p>	C-215

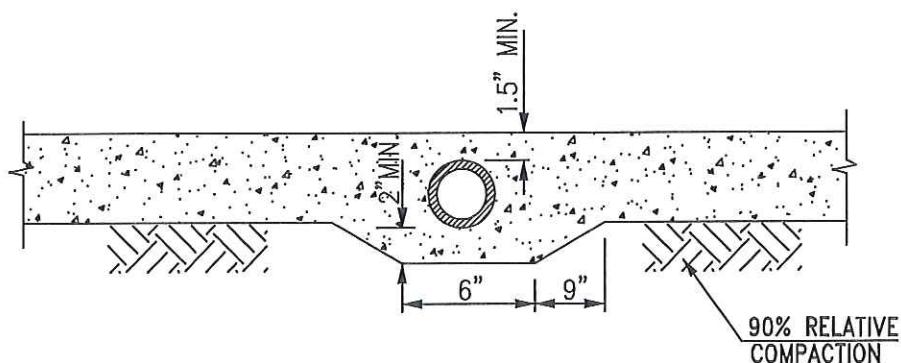


2012 EDITION

	 RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i>	CITY OF BANNING	STANDARD NO.
	APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER DATE <i>12-12-12</i>	STANDARD BUS BAY	C-216



UNDERSIDEWALK DRAIN

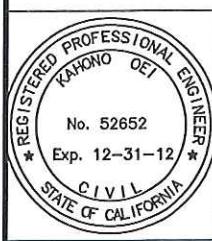


SECTION A-A

NOTE: SIDEWALK TO BE REMOVED FROM EXPANSION JOINT TO EXPANSION JOINT WHERE P.V.C. TO BE INSTALLED



2012 EDITION



RECOMMENDED BY:

ARTURO VELA, P.E., SENIOR ENGINEER

12-12-12

APPROVED BY:

KAHONO OEI, P.E., CITY ENGINEER

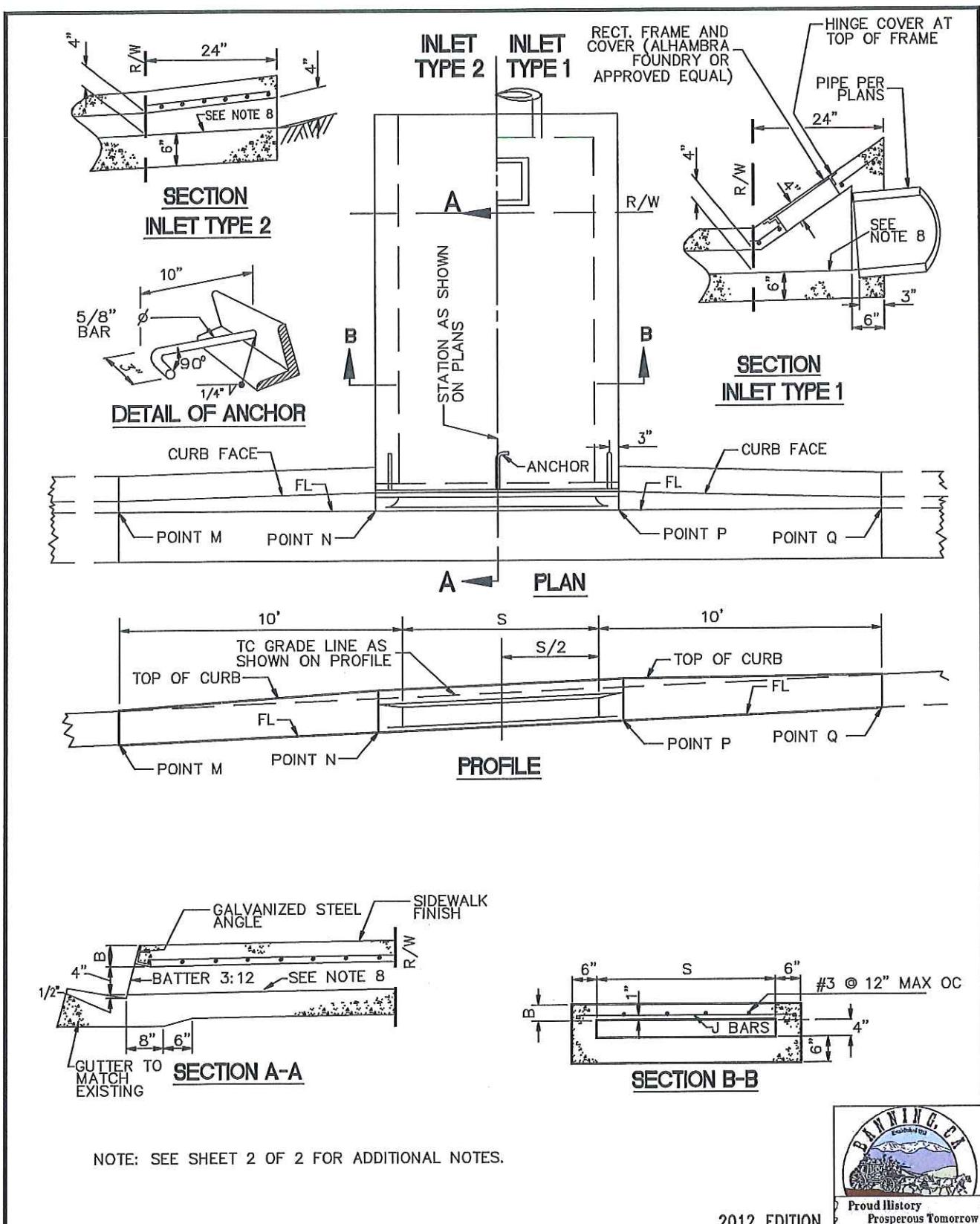
12-12-12

CITY OF BANNING

STANDARD NO.

**RESIDENTIAL
CURB DRAIN**

C-217



2012 EDITION

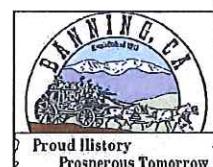


	RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER 12-12-12	CITY OF BANNING UNDER SIDEWALK DRAIN	STANDARD NO. C-218 1 OF 2
	APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER 12-12-12		

NOTES

1. FLOOR OF BOX SHALL BE TROWELED SMOOTH.
2. IF THE TOE OF SLOPE IS ALLOWED WITHIN THE R/W, INLET TYPE 1 BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
3. FOR OPEN DITCH (TYPE 2), THE 24" EXTENSION BEYOND THE R/W LINE IS NOT REQUIRED WHEN BACK OF WALK IS 24" OR MORE FROM THE R/W LINE; HOWEVER, THE PIPE SHALL EXTEND TO THE R/W LINE IN ANY EVENT.
4. TOP OF INLET STRUCTURE (TYPE 1 & 2) SHALL BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICAL.
5. A HEADED STEEL STUD 5/8" x 6-3/8" WITH A 1" HEAD ATTACHED BY A FULL PENETRATION BUTT WELD MAY BE USED AS AN ALTERNATE ANCHOR.
6. NORMAL CURB FACE AT POINT M AND Q. CURB FACE IS B + 5" AT POINT N AND P.
7. THE 3" LEG OF THE 5/8" DIA ANCHORS SHALL BE PARALLEL TO THE TOP OF SIDEWALK.
8. SLOPE = 2.0%.

S, INCHES	J BAR SPACING	FOR S = 30" AND LESS, USE 2 ANCHORS. OTHERWISE, USE 3 ANCHORS.
12"	7"	
18"	7"	FOR S = 48" AND LESS,
24"	7"	USE 2-1/2"x2"x3/8"
30"	7"	GALVANIZED STEEL ANGLE.
36"	7"	
42"	6"	OTHERWISE, B = 4", USE 3-1/2"x3"x1/2"
48"	5"	GALVANIZED STEEL ANGLE.
54"	6-1/2"	
60"	5"	J BARS ARE #3
66"	4"	
72"	3-1/2"	



2012 EDITION

A circular registration seal for Kahono Oei, P.E., Civil Engineer, State of California, with the number 52652 and expiration date 12-31-12.	<i>A.H. Vela</i> RECOMMENDED BY: ARTURO VELA, P.E., SENIOR ENGINEER DATE <i>12-12-12</i>	CITY OF BANNING	STANDARD NO.
	APPROVED BY: KAHONO OEI, P.E., CITY ENGINEER DATE <i>C. Oei</i> <i>12-12-12</i>	UNDER SIDEWALK DRAIN	C-218 2 OF 2