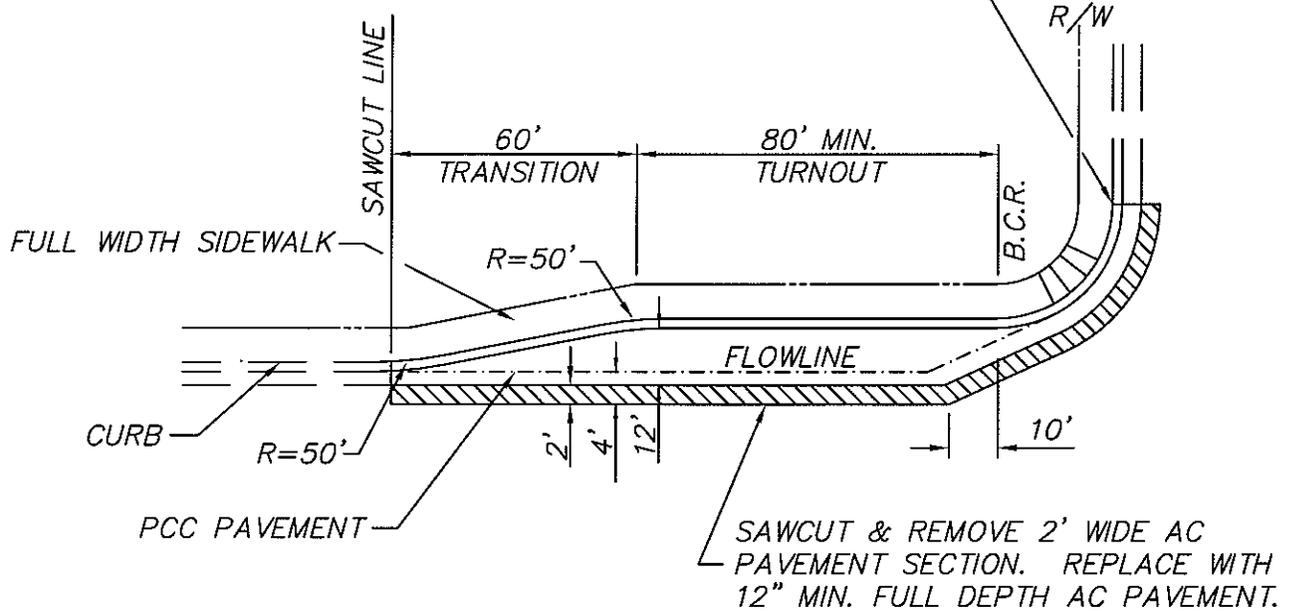


SAWCUT & JOIN EXISTING
CURB & GUTTER 12' OFFSET
FROM EXIST. ECR. RE-ESTABLISH
EXIST. FLOWLINE



GENERAL NOTES:

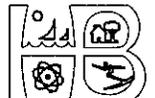
1. P.C.C. PAVEMENT THICKNESS SHALL BE 12" W/#4 @ 18" O.C. EACH WAY OVER NATIVE SOIL.
2. BUS SHELTERS SHALL BE SET BACK FROM THE FACE OF THE CURB A MINIMUM CLEAR DISTANCE OF 4' OR PEDESTRIAN TRAVEL WAY.
3. CURB SHALL BE POURED MONOLITHIC WITH P.C.C. PAVEMENT.
4. MODIFICATIONS OF THIS STANDARD SHALL BE REVIEWED FOR ACCEPTABILITY BY THE CITY ENGINEER.
5. CONSTRUCT CONTROL JOINTS @ 15' INTERVALS.
6. CATCH BASINS SHOULD NOT BE LOCATED IN BUS TURNOUTS IF POSSIBLE.
7. DRIVEWAYS SHALL NOT BE LOCATED IN BUS TURNOUTS.
8. CURB HEIGHTS TO VARY TO MATCH EXISTING GRADE BEHIND CURB; 5" MIN., 8" MAX.
9. CONSTRUCTION PLAN AND TOPO SURVEY SHALL BE PROVIDED PRIOR TO APPROVAL BY THE CITY ENGINEER.
10. CONCRETE SHALL BE CLASS 560-C-3250.

APPROVED:

[Signature]
CITY ENGINEER

CITY OF HUNTINGTON BEACH

DEPARTMENT OF PUBLIC WORKS



REVISION DATE: May 2008

CORNER BUS TURNOUT

STANDARD PLAN
203
1 of 2