

STRIPING IMPROVEMENT GENERAL NOTES

- TRAFFIC SIGNS, TRAFFIC SIGNING, PAVEMENT LEGENDS, MARKINGS, AND RAISED PAVEMENT MARKERS SHALL CONFORM TO THE FOLLOWING: CALIFORNIA SUPPLEMENT TO 2014 MUTCD AND THE OCTOBER 2015 CALTRANS STANDARD PLANS/STANDARD SPECIFICATIONS.
- TEMPORARY TRAFFIC STRIPING AND MARKINGS SHALL BE PAINT APPLIED IN ONE COAT AND AS SOON AS POSSIBLE WITHIN 24 HOURS AFTER REMOVAL OF CONFLICTING STRIPING.
- ALL FINAL STRIPING SHALL BE "SPRAYABLE REFLECTORIZED THERMOPLASTIC" APPLIED AT MINIMUM THICKNESS OF 0.45 MM. CROSSWALK AND LIMIT LINES SHALL BE APPLIED AT MINIMUM THICKNESS OF 0.90 MM. THE FINAL STRIPING SHALL NOT BE APPLIED UNTIL THE PAVING HAS BEEN IN PLACE FOR AT LEAST 15 DAYS.
- ALL SIGN FACE REFLECTIVE SHEETING SHALL BE D63 - DIAMOND GRADE WITH 1160 ANTI-GRAFFITI FILM, UNLESS OTHERWISE NOTED.
- ALL CONFLICTING LINES, EXISTING CURB PAINT, AND MARKINGS SHALL BE REMOVED BY WET SANDBLASTING, GRINDING, OR OTHER APPROVED METHOD PRIOR TO INSTALLATION OF NEW STRIPING. ALL CONFLICTING RAISED PAVEMENT MARKERS SHALL BE REMOVED. PAVEMENT THAT IS DAMAGED DUE TO REMOVAL OF MARKERS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- NEW SIGN POSTS SHALL BE GALVANIZED STEEL, EASY ERECT BREAKAWAY, OR STEEL TUBING WITH BREAKAWAY BASE, "UNI-STRUT" OR APPROVED EQUAL, UNLESS OTHER NOTED.
- STRIPING SHALL BE CAT TRACKED AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION.
- ALL EXISTING SIGNING AND STRIPING SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
- WHERE STRIPING TO BE OVERLAPPED WITH CERAMIC MARKERS, STRIPING SHALL BE TWO COATS PAINT.

WATER IMPROVEMENT GENERAL NOTES

- ELEVATIONS SHOWN ARE IN FEET ABOVE U.S.G.S. MEAN SEA LEVEL DATUM UNLESS OTHERWISE NOTED.
- STATIONS SHOWN ON DRAWINGS ARE ALONG CENTERLINE OF PIPE.
- EXISTING UTILITIES SHALL BE MAINTAINED IN PLACE BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
- LOCATIONS SHOWN ON THE PLANS FOR EXISTING HOUSE WATER METERS AND CONNECTIONS ARE APPROXIMATE ONLY.
- ALL PERMANENT RESURFACING, CURBS, GUTTERS, SIDEWALKS, DRIVEWAYS AND OTHER EXISTING IMPROVEMENTS TO BE RECONSTRUCTED SHALL BE CONSTRUCTED AT THE SAME ELEVATION AND LOCATION AS THE EXISTING IMPROVEMENTS UNLESS OTHERWISE NOTED.
- DISINFECTION OF ALL MAIN LINE PIPE AND APPURTENANCES ATTACHED THERETO SHALL BE REQUIRED.
- ADEQUATE THROST BLOCKS SIZE AND LOCATIONS ON WATER MAIN SHALL BE REQUIRED AS PER STANDARD DRAWING W-355, SHEETS 1 & 2 AND AS SPECIFIED ON THE PROJECT DRAWINGS.
- WHERE INDIVIDUAL WATER SERVICES ARE TO BE INSTALLED, INSTALLATION SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CITY OF INGLEWOOD STANDARDS.
- PLACEMENT AND COMPACTION OF SELECT BACKFILL SHALL BE IN ACCORDANCE WITH STANDARD DRAWING W-355, SHEET 4, AND PROJECT SPECIFICATIONS.
- CLASS C-235 PVC PIPE PER AWWA C900-07 SHALL BE USED UNLESS OTHERWISE SPECIFIED.

BEST MANAGEMENT PRACTICES (BMPs)

- RUNOFF, SEDIMENT, AND CONSTRUCTION WASTE FROM CONSTRUCTION SITES AND PARKING AREAS MUST NOT LEAVE THE SITE.
- ANY SEDIMENTS OR OTHER MATERIALS WHICH ARE TRACKED OFF THE SITE MUST BE CLEANED AND REMOVED THE SAME DAY. WHERE DETERMINED BY THE ENGINEERING DIRECTOR, A TEMPORARY SEDIMENT BARRIER MUST BE INSTALLED.
- FOR EMERGENCIES ONLY, A PLASTIC COVERING MAY BE USED TO PREVENT EROSION OF AN UNPROTECTED AREA, ALONG WITH DEVICES DESIGNED TO INTERCEPT AND SAFELY DIVERT RUNOFF.
- EXCAVATED SOIL MUST BE LOCATED ON-SITE IN A WAY THAT INSURES THAT THE SOIL WILL NOT BE WASHED ONTO THE STREET OR ADJOINING PROPERTIES. SOIL PILES MUST BE COVERED UNTIL THE SOIL IS EITHER USED OR REMOVED.
- WASHING OF CONSTRUCTION OR OTHER INDUSTRIAL VEHICLES WILL NOT BE ALLOWED ADJACENT TO THE CONSTRUCTION SITE. RUNOFF FROM THE WASHING OF VEHICLES ON A CONSTRUCTION SITE IS NOT ALLOWED TO LEAVE THE SITE OR ENTER THE STORM DRAIN.
- DRAINAGE CONTROLS MUST BE USED AS NEEDED, DEPENDING ON THE EXTENT OF PROPOSED GRADING AND TOPOGRAPHY OF THE SITE.

PROJECTS UNDER CONSTRUCTION URBAN RUNOFF REQUIREMENTS

ALL PROJECTS UNDERGOING CONSTRUCTION IN THE CITY OF INGLEWOOD MUST FOLLOW SPECIFIC BEST MANAGEMENT PRACTICES, OR BMPs. BMPs INSURE THAT HAZARDOUS MATERIALS, POLLUTANTS AND OTHER ITEMS STAY ON-SITE AND DO NOT GET WASHED OR DUMPED INTO THE STORM DRAIN SYSTEM. THE BMPs ARE REQUIRED BY THE STATE AND REGIONAL WATER QUALITY CONTROL BOARD. BMPs MUST BE PUT INTO PRACTICE AT THE TIME OF DEMOLITION OF AN EXISTING STRUCTURE, OR AT THE START OF NEW CONSTRUCTION. BMPs ARE TO REMAIN IMPLEMENTED UNTIL A CERTIFICATE OF COMPLETION HAS BEEN ISSUED.

PENALTIES FOR NON-COMPLIANCE

FAILURE TO IMPLEMENT BEST MANAGEMENT PRACTICES AT CONSTRUCTION SITES IN ACCORDANCE WITH THE REGIONAL WATER QUALITY CONTROL BOARD SHALL CONSTITUTE A MISDEMEANOR PUNISHABLE BY A FINE. EACH DAY THAT A VIOLATION OCCURS SHALL CONSTITUTE A SEPARATE OFFENSE. THE CITY IS ALSO AUTHORIZED TO ABATE VIOLATIONS BY MEANS OF CIVIL ACTION. CONSTRUCTION SITES MAY ALSO BE SUBJECT TO STOPPAGE OF WORK FOR VIOLATION OF THESE REQUIREMENTS.

LEGEND

SYMBOL	DESCRIPTION
	EXISTING POWER POLE
	EXISTING FIRE HYDRANT
	EXISTING UTILITY MANHOLE
	EXISTING WATER METER
	EXISTING TRAFFIC LIGHT
	EXISTING TRAFFIC SIGNAL BOX
	EXISTING STREET LIGHT
	GAS VALVE
	WATER VALVE
	FIRE HYDRANT
	EXISTING UTILITY MANHOLE
	PROPOSED FIRE HYDRANT ASSEMBLY
	PROPOSED STREET LIGHT
	EXISTING TREE
	SAWCUT LINE
	COLDPLANE AND AC OVERLAY
	PROPOSED AC PAVEMENT
	EXISTING AC PAVEMENT TO REMAIN
	PROPOSED BASE MATERIAL
	EXISTING BASE MATERIAL
	INDICATES AREA OF PROPOSED PAVEMENT
	BACKFILL DIRT
	INDICATES AREA OF PROPOSED SIDEWALK
	STORM DRAIN CATCH BASIN AND LOCAL DEPRESSION
	DESIGN RATE OF GRADE
	EXISTING RATE OF GRADE
	DESIGN ELEVATION AND DESCRIPTION
	EXISTING ELEVATION AND DESCRIPTION
	DIRECTION OF FLOW
	EXISTING IMPROVEMENT
	PROPOSED IMPROVEMENT
	EXISTING RIGHT-OF-WAY LINE
	PROPOSED RIGHT-OF-WAY LINE, PROPERTY LINE, SUBDIVISION BOUNDARY AND TRACT BOUNDARY
	UTILITY LINE
	LIMITS OF IMPROVEMENTS
	SAW CUT LINE
	ADA PATH OF TRAVEL
	STOP BAR
	PAVEMENT MARKING (EXAMPLE "STOP")
	TYPE IV RIGHT ARROW
	TYPE I ARROW (N/A)
	TYPE IV LEFT ARROW
	EXISTING SIGN
	PROPOSED SIGN
	PROPOSED STRIPING AND MARKINGS
	EXISTING STRIPING AND MARKINGS TO REMAIN
	EXISTING PAVEMENT MARKING (EXAMPLE "STOP")
	PROPOSED TRAFFIC SIGNAL HSL

REVISE LEGEND TO BE LEGIBLE

ABBREVIATIONS

AP	ANGLE POINT
BCR	BEGINNING OF CURB RETURN
BC	BEGINNING OF CURVE
BVC	BEGIN VERTICAL CURVE
CTV	CABLE TV
CB	CATCH BASIN
CL	CENTERLINE
C&G	CRUSHED AGGREGATE BASE
C&G	CURB & GUTTER
DWP	DEPARTMENT OF WATER & POWER
EP	EDGE OF PAVEMENT
E	ELECTRICAL
EMH	ELEC. MANHOLE
EPB	ELEC. PULL BOX
EL	ELEVATION
ECR	END OF CURB RETURN
EC	END OF CURVE
EVC	END VERTICAL CURVE
EX	EXISTING
FG	FINISHED GROUND
FS	FINISHED SURFACE
FDC	FIRE DEPT. CONNECTION
FH	FIRE HYDRANT
FL	FLOWLINE
GB	GRADE BREAK
G	GUTTER
GW	GUY WIRE
HP	HIGH POINT
HSL	HIGHWAY SAFETY LIGHTS
INV.	INVERT
LIP	LIP
LP	LOW POINT
MH	MANHOLE
MID	MIDDLE OF CURVE
MOC	MIDDLE OF CURVE
MVC	MIDDLE OF VERTICAL CURVE
OC	ON CURB
PCC	POINT OF COMPOUND CURVE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVE
PIV	POST INDICATOR VALVE
PP	POWER POLE
PL	PROPERTY LINE
RP	RADIUS POINT
R	RIDGE
R/W	RIGHT OF WAY
S	SEWER
STA	STATION
SD	STORM DRAIN
STLT	STREET LIGHT
SLPB	STREET LIGHT PULL BOX
T	TELEPHONE
TWC	TIME WARNER CABLE
TC	TOP OF CURB
TCL	TOP CURB LEFT
TCR	TOP CURB RIGHT
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
VC	VERTICAL CURVE
W	WATER
WM	WATER METER
WV	WATER VALVE

IS THERE A PAVEMENT REPORT THAT RECOMMENDS THIS SECTION? TYPICALLY ARHM IS NOT CONSTRUCTED DIRECTLY OVER AGGREGATE BASE. NOR IS A 5.5" THICKNESS CONSTRUCTED. CONSIDER USING A CONVENTIONAL AC BASE COURSE OVER THE AGGREGATE BASE AND CONSTRUCT A THINNER ARHM SURFACE COURSE.

IS THE MILL TO MATCH THE EXISTING PAVEMENT THICKNESS? TYPICAL SECTIONS DO NOT SHOW FULL REMOVAL OF THE EXISTING AC PAVEMENT.

ARE BOTH NOTES NEEDED? NOTE # 11 DOES NOT APPEAR ON THE PLAN SHEETS.

STD. PLAN 134-2 IS FOR PCC PAVEMENT. REBAR NOT TYPICALLY USED FOR JOINS TO EXISTING SIDEWALK OR CURB & GUTTER

SIDEWALK

OFF-SITE STREET CONSTRUCTION NOTES

NO.	DESCRIPTION
1	CONSTRUCT 6" CURB & 18" GUTTER PER SPPWC STD PLAN 120-2, TYPE A2-6(150)
2	CONSTRUCT 4" P.C.C. OVER 5" C.A.B. SIDEWALK WITH JOINTS PER SPPWC STD. 112-2 AND DECORATIVE FINISH PER LANDSCAPE ARCHITECT PLANS. SIDEWALK WIDTH PER PLAN.
3	CONSTRUCT RUBBERIZED AC PAVEMENT TO MATCH EXISTING (5.5") AC THICKNESS SECTION PLUS 1" ON 12" MIN CRUSHED AGGREGATE BASE. SEE TYPICAL SECTIONS ON SHEET 3.
4	COLDPLANE (MILL) AC PAVEMENT VARIABLE THICKNESS, T=1.5" MIN. (MATCH EXISTING PAVEMENT THICKNESS 5.5"). SEE TYPICAL SECTIONS ON SHEET 3.
5	RUBBERIZED ASPHALT CONCRETE PAVEMENT OVERLAY, VARIABLE THICKNESS. SEE TYPICAL SECTIONS ON SHEET 3.
6	SAWCUT LINE. SAWCUT AND REMOVE EXISTING AC & BASE.
7	REMOVE EXISTING CURB & GUTTER.
8	CONSTRUCT CURB RAMP PER SPPWC STD PLAN 111-5, CASE A TYPE 1, WITH YELLOW (FEDERAL COLOR NO. FS 33538) OF FEDERAL STANDARD 595C DETECTABLE WARNING SURFACE.
9	CONSTRUCT CROSS GUTTER PER SPPWC STD PLAN 122-2
10	REMOVE EXISTING SIDEWALKS, RAMPS AND VEGETATION
11	REPLACE EXISTING STREET LIGHT PER APPROVED STREET LIGHT PLAN.
12	REMOVE EXISTING SIGN.
13	REPLACE EXISTING STREET LIGHT PER PRAIRIE STREET LIGHT PLAN.
14	REPLACE EXISTING STREET LIGHT PULLBOX PER PRAIRIE STREET LIGHT PLAN.
15	REPLACE EXISTING TRAFFIC SIGNAL PULLBOX TO FINISH GRADE, ADJUST CONDUIT & WIRING PER TRAFFIC SIGNAL PLANS.
16	N/A.
17	REPLACE EXISTING STREET LIGHT PULLBOX TO GRADE, ADJUST CONDUITS & WIRING
18	N/A.
19	N/A.
20	DEMOLISH AND REMOVE EXISTING CROSS GUTTER.
21	ADJUST EXISTING WATER VALVE TO FINISH GRADE.
22	REPLACE TRAFFIC SIGNAL PULLBOX AND CABINET/CONCRETE PAD PER TRAFFIC SIGNAL PLAN.
23	ADJUST EXISTING ELECTRIC VAULT TO FINISH GRADE
24	REPLACE TRAFFIC SIGNAL PER TRAFFIC SIGNAL PLAN
25	ADJUST EXISTING GAS VALVE TO FINISH GRADE.
26	N/A.
27	ADJUST SEWER MANHOLE TO FINISH GRADE.
28	N/A.
29	ADJUST TELEPHONE MANHOLE TO FINISH GRADE.
30	PLANTING AREAS PER LANDSCAPE ARCHITECT'S PLAN, WIDTH PER PLAN
31	NEW FIRE HYDRANT PER SEPARATE IMPROVEMENT PLANS
32	CONSTRUCT CONCRETE PAVEMENT JOIN PER SPPWC STD. 134-2 TO EXISTING SIDEWALK AND CURB & GUTTER.
33	PROTECT IN PLACE EXISTING CATCH BASIN LOCAL DEPRESSION, SAWCUT EXISTING CURB & GUTTER AT EDGE OF EXISTING CATCH BASIN AND LOCAL DEPRESSION AND JOIN WITH NEW REPLACEMENT CURB AND GUTTER.
34	PROTECT IN PLACE EXISTING CONCRETE BUS PAD.

LIST OF STANDARD DRAWINGS

STD. DWG. NO.	PUBLIC WORK CONSTRUCTION (SPPWC) STANDARD PLANS 2012 EDITION
111-5	CURB RAMP
112-2	CURB AND SIDEWALK JOINTS
120-2	CURB AND GUTTER
122-2	CROSS AND LONGITUDINAL GUTTERS DETAILS
134-2	CONCRETE PAVEMENT JOINT DETAILS

TRAFFIC SIGNAL & FIBER OPTIC

WORK SHALL BE DONE IN ACCORDANCE TO THE CALTRANS 2015 PLAN AND SPECIFICATIONS.

Know what's below. Call before you dig.
 CALL 811 AT LEAST TWO DAYS BEFORE YOU DIG
 UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

OWNER / DEVELOPER:
 PINCAY RE, LLC
 211 NORTH STADIUM BLVD., # 201
 COLUMBIA, MO 65203
 RE: LOS ANGELES STADIUM AND AT HOLLYWOOD PARK

DAVID EVANS AND ASSOCIATES INC.
 201 S. FIGUEROA STREET, SUITE 240
 LOS ANGELES, CA 90012
 Phone: 213.337.3680
 PREPARED UNDER THE SUPERVISION OF:
 JOSE CRUZ, C.E.C. 20450
 DATE: 01/10/2019



NO.	DATE	REVISION DESCRIPTION	REVISED BY	APPROVED BY (CITY OF INGLEWOOD)	DATE	APPROVED BY:
						PUBLIC WORKS DIRECTOR DATE
						SUBMITTED BY: DAVID EVANS & ASSOCIATES, INC.
						CHECKED BY: ATKINS NORTH AMERICA, INC.

CITY OF INGLEWOOD, CALIFORNIA
PUBLIC WORKS DEPARTMENT
IMPROVEMENT PLANS FOR
L.A. STADIUM AND ENTERTAINMENT DISTRICT
AT HOLLYWOOD PARK
PRAIRIE AVENUE STREET IMPROVEMENT PLANS

PERMIT NUMBER: PLAN SCALE: SHEET NO. PLAN NO.
 AS NOTED 2 OF 5 ST-4680