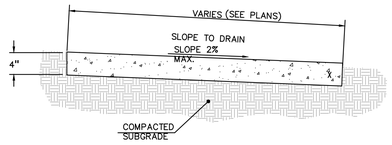

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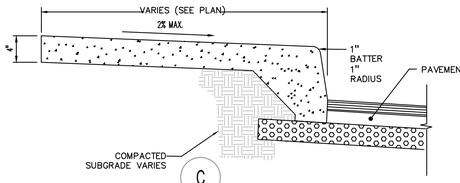

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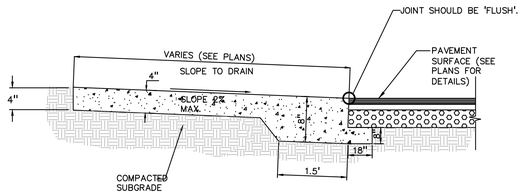

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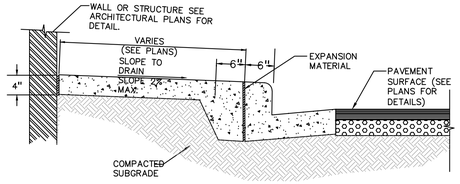
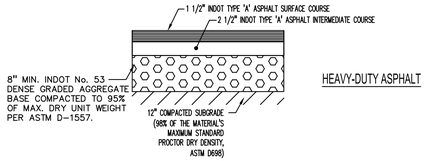


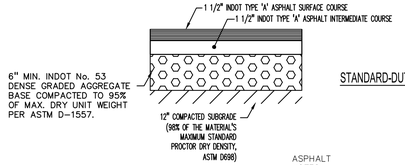
D

CONCRETE NOTES:
- f'c = 4,000 PSI
- PROVIDE CONTROL JOINTS AT 5' O.C.
- PROVIDE EXPANSION JOINTS ONLY WHERE CONCRETE PAVEMENT ABUTS FIXED OBJECTS, CURB AND GUTTER, AND OTHER PAVEMENT TYPES.

1 CONCRETE SIDEWALK NTS



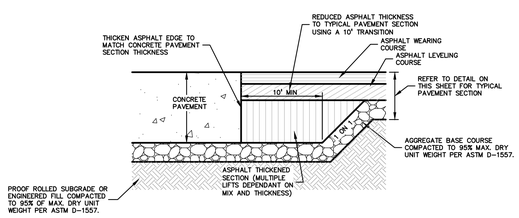
HEAVY-DUTY ASPHALT



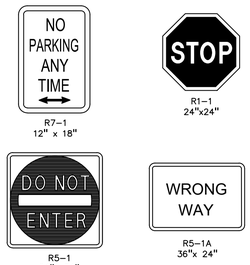
STANDARD-DUTY ASPHALT

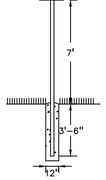
ASPHALT NOTES:
- THE ASPHALT SURFACE COURSE SHOULD CONFORM TO THE MOST RECENT EDITION OF THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT) STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, FOR HOT MIX ASPHALTIC CONCRETE SURFACE COURSE.
- THE BASE COURSE SHOULD CONFORM TO THE INDOT STANDARDS FOR BASE COURSE COMPACTED TO 100 PERCENT OF THE MODIFIED PROCTOR (ASTM D-1557) MAXIMUM DRY DENSITY.
- TACK COAT SHOULD BE PROVIDED ATOP EACH PAVEMENT SECTION.

4 PAVEMENT SECTION NTS



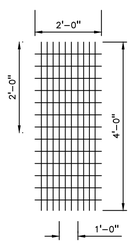
8 THICKENED EDGE ASPHALT DETAIL NTS



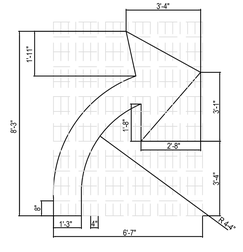


HEIGHT & CLEARANCE OF SIGNS (FOR ROADWAY SIGN)

5 SITE SIGNAGE NTS

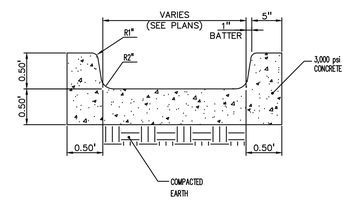


PAVEMENT MARKING ARROW - WHITE
ALL DIRECTIONAL ARROWS SHALL BE DOUBLE COATED.



PAVEMENT MARKING, ARROW, TYPE 3 WHITE (16.0 SQ. FT.)

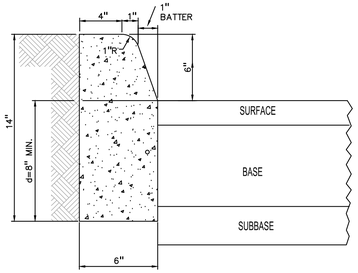
9 DIRECTIONAL ARROWS NTS



SLOPE FLUME ACCORDING TO GRADING AND DRAINAGE PLAN

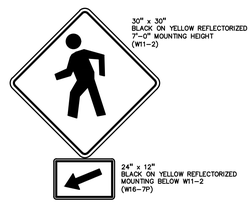
CONCRETE NOTES:
- f'c = 4,000 PSI
- PROVIDE CONTROL JOINTS AT 5' O.C.
- PROVIDE EXPANSION JOINTS ONLY WHERE CONCRETE PAVEMENT ABUTS FIXED OBJECTS, CURB AND GUTTER, AND OTHER PAVEMENT TYPES.

2 CONCRETE FLUME NTS

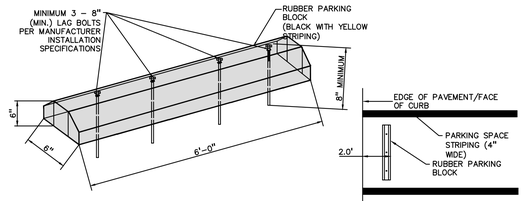


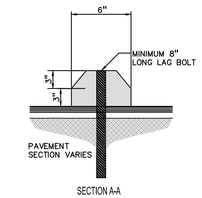
NOTES
- THE DIMENSION d MAY INCREASE AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVING.
- THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
- f'c = 4,000 PSI

6 6" HEADER CURB NTS



CROSSWALK SIGN DETAIL
NOT TO SCALE





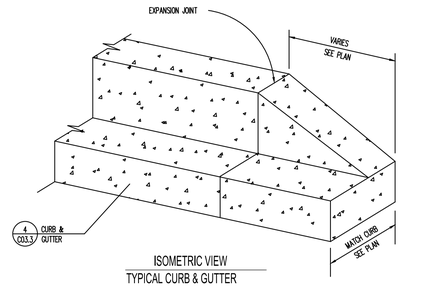
LAG BOLT METHOD: RECOMMENDED FOR ASPHALT OR CONCRETE ONLY.

REFER TO MANUFACTURERS INSTALLATION SPECIFICATIONS.

TOOLS NEEDED:
- -HIGH SPEED HAMMER DRILL WITH A ¾" MASONRY DRILL BIT
- -IMPACT WRENCH OR HEAVY RATCHET WITH ¾" SOCKET

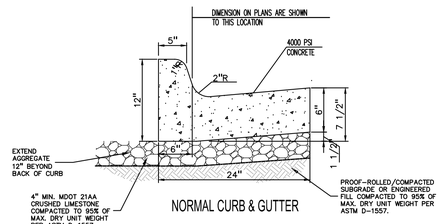
1. POSITION THE PARKING BLOCK WHERE YOU WANT TO INSTALL IT. USING THE HOLES MOLDED IN THE PARKING BLOCK AS TEMPLATES, MARK THE LOCATION OF EACH HOLE ON THE SURFACE.
2. REMOVE THE PARKING BLOCK. USING A HIGH-SPEED HAMMER DRILL WITH A ¾" MASONRY BIT, DRILL A 4" TO 4 ½" DEEP HOLE AT EACH MARKED LOCATION.
3. INSERT A LAG ANCHOR (WITH THE LARGE ROUND HOLE IN THE ANCHOR FACING UP) INTO EACH HOLE. TAP THE ANCHOR INTO THE HOLES WITH A HAMMER SO THAT THE TOP OF EACH ANCHOR IS FLUSH WITH THE SURFACE.
4. REPOSITION THE PARKING BLOCK SO THAT THE MOLDED HOLES LINE UP VERTICALLY WITH THE PILOT HOLES YOU DRILLED. BEGINNING IN THE CENTER HOLE, APPLY FIRM HAND PRESSURE. SLIP A WASHER ONTO A LAG BOLT, INSERT THE BOLT THROUGH THE HOLE IN THE PARKING BLOCK AND TIGHTEN THE BOLT ABOUT THREE QUARTERS OF THE WAY WITH A ¾" SOCKET. REPEAT FOR EACH HOLE IN THE PARKING BLOCK. FINISH TIGHTENING EACH BOLT UNTIL JUST SNUG. DO NOT OVER TIGHTEN! EXCESSIVE TIGHTENING MAY DAMAGE THE PARKING BLOCK AND WILL VOID THE WARRANTY.

3 RUBBER WHEELSTOP NTS

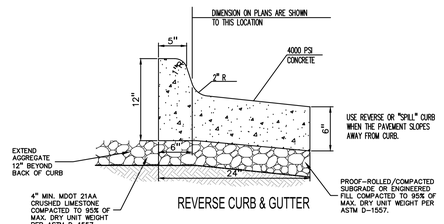


ISOMETRIC VIEW
TYPICAL CURB & GUTTER

7 CURB TRANSITION NTS



NORMAL CURB & GUTTER



REVERSE CURB & GUTTER

10 24" CURB & GUTTER NTS

PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
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REVISIONS:

ISSUE DATE:

BUILDING PERMIT	02-10-2021

DRAWN BY: LGD

PANDA STORE #: D8059
CIVIL PROJECT #: 2020-0250

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