NOTE: TRAFFIC INDEXES (T.I.) SHOWN ON SECTIONS ARE MINIMUMS. ALL STRUCTURAL SECTIONS SHALL BE BASED ON A 20 YEAR DESIGN LIFE AS DETERMINED BY EXISTING R-VALUE AND T.I. WHICH SHALL INCLUDE ANTICIPATED TRAFFIC AS WELL AS EXISTING TRAFFIC CONDITIONS. SECTIONS ARE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER. REFER TO CITY STANDARD SPECIFICATION 3.4 FOR MINIMUM ALLOWABLE T.I. VALUES.
NOTES:
1. T.I. = 6.5 MINIMUM; DESIGN SPEED = 25 MPH
2. A.C. PAVEMENT SHALL BE 4" A.C. MIN. THICKNESS AND 1/2" TYPE A-C
3. P.S.E. = PUBLIC SERVICE EASEMENT.
4. SIDEWALK ALIGNMENT MAY MEANDER.

NOTES:
1. T.I. = 8.0 MINIMUM; DESIGN SPEED = 35 MPH
2. A.C. PAVEMENT SHALL BE 4" A.C. MIN. THICKNESS AND 1/2" TYPE A
3. P.S.E. = PUBLIC SERVICE EASEMENT.
4. SIDEWALK ALIGNMENT MAY MEANDER.
5. SCHOOL FRONTAGES SHALL HAVE 10' MONOLITHIC SIDEWALKS WITH TREES TO BE PLACED BEHIND SIDEWALK.

NOTES:
1. T.I. = 9.0 MINIMUM; DESIGN SPEED = 35 MPH
2. A.C. PAVEMENT SHALL BE 6" A.C. MIN. THICKNESS AND 3/4" TYPE A
3. P.S.E. = PUBLIC SERVICE EASEMENT.
4. SIDEWALK SHALL BE 10' WIDE IN COMMERCIAL AREA.
4-LANE UNDIVIDED ARTERIAL

NOTES:
1. FINISHED PAVEMENT SURFACE 1-3/4" LAYER OF 3/4" OPEN GRADED MIX.
2. T.I. = 9.0 MINIMUM, DESIGN SPEED = 45 M.P.H., NO PARKING.
3. P.S.E. VARIES AS DETERMINED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.

4-LANE DIVIDED ARTERIAL

NOTES:
1. 3/8" TYPE "A" A.C.
2. T.I. = 9.0 MINIMUM, DESIGN SPEED = 45 M.P.H., NO PARKING.
3. P.S.E. VARIES AS DETERMINED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.

6-LANE DIVIDED ARTERIAL

NOTES:
1. 3/8" TYPE "A" A.C.
2. T.I. = 9.0 MINIMUM, DESIGN SPEED = 45 M.P.H., NO PARKING.
3. A HIGHER T.I. MAY BE REQUIRED AT THE DISCRETION OF THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
4. P.S.E. VARIES AS DETERMINED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.

STREET SECTIONS

DRAWN BY: CSG
CHECKED BY: N.T.S.
LAST REVISED: 10/9/14
SECTION: STR-2B

APPROVED BY: 
CITY ENGINEER
DATE: 8-18-14
LOCAL CUL-DE-SAC BULB

NOTES:
1. LOCAL STREET SECTION APPLIES WHEN CUL-DE-SAC IS AN EXTENSION OF A LOCAL STREET.
2. T.I. = 6.5 MINIMUM, DESIGN SPEED = 25 M.P.H.
3. P.S.E. = PUBLIC SERVICE EASEMENT.
PRIVATE LOCAL STREET
TWO-WAY TRAFFIC

<table>
<thead>
<tr>
<th>STREET TYPE</th>
<th>STREET CONFIGURATION</th>
<th>CORRESPONDING LANE WIDTH</th>
<th>W (2)</th>
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<tr>
<td></td>
<td>NUMBER TRAVEL Lanes</td>
<td>NUMBER PARKING Lanes</td>
<td>TRAVEL LANE (1)</td>
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<tr>
<td>ONE-WAY STREET</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>No Parking</td>
<td>1</td>
<td>None</td>
<td>20</td>
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<tr>
<td>Parking on One Side</td>
<td>1</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>Parking on Both Sides</td>
<td>1</td>
<td>2</td>
<td>20</td>
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<tr>
<td>TWO-WAY STREET</td>
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</tr>
<tr>
<td>No Parking</td>
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<td>None</td>
<td>26</td>
</tr>
<tr>
<td>Parking on One Side</td>
<td>2</td>
<td>1</td>
<td>24</td>
</tr>
<tr>
<td>Parking on Both Sides</td>
<td>2</td>
<td>2</td>
<td>22</td>
</tr>
</tbody>
</table>

(1) —The travel lane width for two-way travel without parking or bike lanes is a minimum of 13' per lane.
—The travel lane width for one-way travel without parking or bike lanes is a minimum of 20' per lane.
(2) If Class II bike lanes are to be included, add 5’ for one way bike lanes or 10’ for two way bike lanes.
(3) Each lane on a local private street with medians shall be considered a one-way street.

NOTES:

A. MODIFIED CURB & GUTTERS (PER STR-17) MAY BE USED AT DRIVEWAYS IN LIEU OF DRIVEWAY DEPRESSION IN VERTICAL CURB & GUTTER.
B. MINIMUM SIDEWALK WIDTH SHALL BE 5 FEET (WHERE PROVIDED).
C. LOCAL PRIVATE STREETS SHALL BE DESIGNED FOR A MINIMUM TRAFFIC INDEX OF 6.5 AND SHALL HAVE A MINIMUM STRUCTURAL SECTION OF 4" OF ASPHALT OVER 8" OF AGGREGATE BASE.
D. PRIVATE STREETS MAY BE CROSS-SLOPED IN ONE DIRECTION.
E. SIDEWALKS MAY BE MONOLITHIC, AND NOT LESS THAN 5' WIDE, AT 1.5% MAX. CROSS-SLOPE.
LOCAL HILLSIDE

DETAIL: PAVED SHOULDER AND SUBDRAIN

NOTES:
1. P.S.E. = PUBLIC SERVICE EASEMENT.
2. T.I. = 7.0 MINIMUM, DESIGN SPEED = 25 M.P.H.
3. SIDEWALK SHALL BE PLACED ADJACENT TO CUT-SLOPE ONLY.

STREET SECTION - HILLSIDE

DRAWN BY: CSG  CHECKED BY:  LAST REVISED: 8/5/14  N.T.S.
SCALE:  SECTION:  DRAWING NO.: STR-2E
APPROVED BY:  CITY ENGINEER  DATE

8-13-14
Plan View

Notes: No Parking on Hillside Streets
NOTES:
1. CONSTRUCT DECORATIVE APRON AT BEGINNING OF PRIVATE ROAD BEHIND CROSSWALK TO DIFFERENTIATE THE PUBLIC/PRIVATE ROAD BOUNDARY.
2. CONCRETE APRON SHALL BE 6" P.C.C. OVER 8" A.G. DECORATIVE TREATMENT TO BE APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
NOTES:
1. TRANSITION TO STANDARD CROSS-SECTION PER STR-2.
2. P.S.E. = PUBLIC SERVICE EASEMENT
LOCAL & COLLECTOR ONLY

NOTES:
1. P.S.E. = PUBLIC SERVICE EASEMENT.
2. TRANSITION TO STANDARD CROSS-SECTION PER STR-2.
3. PARKING MAY BE REMOVED ON OBSTRUCTION/CHANNEL SIDE WHEN IN A RESIDENTIAL AREA AS DETERMINED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.
NOTES:
1. TRANSITION TO STANDARD CROSS-SECTION PER STR-2A "NON RESIDENTIAL".
2. P.S.E. = PUBLIC SERVICE EASEMENT.
LOCAL CUL-DE-SAC

NOTES:
1. TRANSITION TO LOCAL CROSS-SECTION PER STR-2A "LOCAL".

COLLECTOR CUL-DE-SAC

NOTES:
1. TRANSITION TO COLLECTOR CROSS-SECTION PER STR-2A "COLLECTOR".
2. 8' P.S.E. MAY INCREASE AT DISCRETION OF PUBLIC WORKS DIRECTOR/CITY ENGINEER.

CUL-DE-SAC TURN AROUND

DRAWN BY: CSG CHECKED BY: N.T.S.

SECTIONS:
STREETS

DRAWING NO.: STR-8

APPROVED BY: CITY ENGINEER

DATE: 8-18-14
PLAN: LOT UTILITY LOCATION

NOTES:
1. CLEANOUTS TO BE PROVIDED PER SWR-6.
ADA RAMP CONFIGURATION FOR 15' TO 20' RADIUS CORNER

NOTES:
1. ALL LOCAL STREETS TO HAVE TWO RAMPS.
2. USE CURRENT CALTRANS ADA ACCESS RAMP DETAILS, EXCEPT AS FOLLOWS FOR THE 15' RADIUS TO 20' RADIUS CORNERS AS APPROPRIATE AND AS DETERMINED BY THE DIRECTOR OF PUBLIC WORKS/CITY ENGINEER.
3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.
4. RAMP WIDTHS SHALL MATCH THE SIDEWALK WIDTHS AND SHALL NOT BE LESS THAN 4'-2" WIDE.
5. ALL RAMPS MUST BE LOCATED INSIDE THE CROSSWALKS OR IN FRONT OF THE STOP BAR.
6. ALL JOINTS BETWEEN ELEMENTS EXCEPT BETWEEN RAMP AND FLARE, ARE RADIAL RAMP WIDTH SHALL REMAIN CONSTANT FROM TOP TO BOTTOM.
ADA RAMP CONFIGURATION FOR GREATER THAN 20' RADIUS CORNER

NOTES:
1. ALL LOCAL STREETS TO HAVE TWO RAMPS.
2. USE CURRENT CALTRANS ADA ACCESS RAMP DETAILS, EXCEPT AS FOLLOWS FOR RADIUS GREATER
   THAN 20' RADIUS CORNERS AS APPROPRIATE AND AS DETERMINED BY THE DIRECTOR OF PUBLIC
   WORKS/CITY ENGINEER.
3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED
   ADA STANDARDS.
4. RAMP WIDTHS SHALL MATCH THE SIDEWALK WIDTHS AND SHALL NOT BE LESS THAN 4'-2" WIDE.
5. ALL RAMPS MUST BE LOCATED INSIDE THE CROSSWALKS OR IN FRONT OF THE STOP BAR.
6. ALL JOINTS BETWEEN ELEMENTS EXCEPT BETWEEN RAMP AND FLARE, ARE RADIAL. RAMP WIDTH
   SHALL REMAIN CONSTANT FROM TOP TO BOTTOM.

DRAWN BY: CSG  CHECKED BY:
SCALE: N.T.S.  LAST REVISED: 10/8/14
SECTION: STREETS
DRAWING NO.: STR-11B

APPROVED BY: CITY ENGINEER

DATE: 8-18-14
TYPICAL SECTION

NOTES:
1. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. ON EACH SIDE OF DRIVEWAY.
   B. ON EACH END OF RADIUS.
   C. AT A MAXIMUM DISTANCE OF 60 FEET.
   D. (2) 18" #4 SMOOTH DOWEL CENTERED ON EXPANSION JOINT.
   E. EXPANSION JOINTS SHALL BE PRE-MOLDED JOINT FILLER STRIP ½" THICK.
   F. FILL GAP WITH POLYURETHANE ADHESIVE SEALANT.
2. A 1¼" DEEP WEAKENED PLANE JOINT SHALL BE PLACED EVERY 10 FEET.
3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.
REPLACE SIDEWALK PER STANDARD DETAIL STR-14 OR STR-15

EXISTING SIDEWALK

10' MIN.
JOINT TO JOINT

EXISTING CURB & GUTTER

REPLACE CURB & GUTTER PER STANDARD DETAIL STR-12

VARIES (24' MIN.)

REPLACE DAMAGED PAVEMENT PER STREET CLASSIFICATION PAVEMENT SECTION STR-24 AND STR-2C, CAUSED BY NEW CONSTRUCTION, TREE ROOT GROWTH OR OTHER WHEN DIRECTED BY CITY ENGINEER

PLAN:

APPLY OVERCOAT OVER NEW REPAIR PLUS 3" ONTO EXISTING PAVEMENT

1/4" ABOVE LIP OF GUTTER

CITY STD. C & G (PER STR-12)

MATCH EXISTING A.C. AT SURFACE AND AGG. BASE UNLESS DIRECTED OTHERWISE BY CITY ENGINEER/DPW

SECTION A-A

EXISTING A.C.
PAVEMENT AND AGG. BASE

VARIES
24" MIN.

3" MIN.

TACK COAT ALL EDGES

CITY ENGINEER  8-18-14

STREETS

DRAWING NO.: STR-13
NOTES:

1. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. ON EACH SIDE OF DRIVEWAY.
   B. AT A MAXIMUM DISTANCE OF 60 FEET.

2. A 1-1/4" WEAKENED PLANE JOINT SHALL BE PLACED EVERY 10' AND AT EACH SIDE OF WATER METER BOX.

3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

SECTION: SEPARATED SIDEWALK
NOTES:
1. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   a. ON EACH SIDE OF DRIVEWAY.
   b. AT A MAXIMUM DISTANCE OF 60 FEET.
2. A 1 1/4" WEAKENED PLANE JOINT SHALL BE PLACED EVERY 10' AND AT EACH SIDE OF WATER METER BOX.
3. MONOLITHIC SIDEWALK (WHEN SIDEWALK TOUCHES CURB) SHALL ALWAYS BE Poured SEPARATE OF THE CURB & GUTTER USE ONE 18" MIN. LENGTH OF #4 BAR EACH 24" OF CURB AS DOWELING WITH 8" PENETRATION INTO CURB.
4. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES. IMPROVEMENTS SHALL MEET ADA STANDARDS.
5. REFER TO STR-2D FOR MINIMUM SIDEWALK WIDTHS ON PRIVATE OR LOCAL STREETS.

MONOLITHIC SIDEWALK

STREETS
SECTION A-A: DRIVeway APPROACH

NOTES:
1. WHEN GUTTER AND APPROACH ARE POURED SEPARATELY, USE ONE 18" LENGTH OF #4 SMOOTH REBAR EACH 24" OF CURB AS DOWELING.
2. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.
3. REFER TO NOTES ON STR-2D FOR MINIMUM SIDEWALK WIDTHS ON PRIVATE OR LOCAL STREETS.
NOTES:

1. APPLICABLE ONLY WHEN RIGHT-OF-WAY IS LIMITED AND WITH APPROVAL FROM THE CITY ENGINEER/PUBLIC WORKS DIRECTOR.
2. WHEN DRIVEWAY AND GUTTER APPROACH ARE POURED SEPARATELY, USE ONE-8" LENGTH OF #4 BAR EACH 5' OF CURB AS DOWELING.
3. SEE CURB & GUTTER DETAIL (STR-11) FOR PLACEMENT OF EXPANSION JOINTS AND WEAKENED PLANE JOINTS.
4. FLAT AS POSSIBLE WITH 7.5% MAXIMUM SLOPE.
5. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL MEET ADA STANDARDS.
SECTION A—A: DRIVEWAY APPROACH

NOTES:
1. WHEN DRIVEWAY AND GUTTER APPROACH ARE POURED SEPARATELY, USE ONE 18" LENGTH OF #4 SMOOTH REBAR EACH 24" OF CURB AS DOWELING.
2. SEE CURB & GUTTER DETAIL (STR-14) FOR PLACEMENT OF EXPANSION JOINTS AND WEAKENED PLANE JOINTS.
3. USE SAME THICKNESS FOR "SIDEWALK" SECTION OF DRIVEWAY.
4. 24" MIN. TRANSITION UNLESS OTHERWISE APPROVED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.
5. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

NON-RESIDENTIAL DRIVEWAY: MONOLITHIC SIDEWALK

DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 8/8/14
N.T.S.

SECTION: STREETS
DRAWING NO.: STR-18A

APPROVED BY: [Signature]
CITY ENGINEER
DATE: 8-18-14
ISOMETRIC PLAN: DRIVEWAY APPROACH

#10 X 6" X 6" WWF

6" MIN

AS REQUIRED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER

25" PER STR-2

1/2" UP

6" CLASS II AGG BASE

8" CLASS B CONCRETE DRIVEWAY APPROACH

SECTION A-A: DRIVEWAY APPROACH

NOTES:
1. WHEN DRIVEWAY AND GUTTER APPROACH ARE POURED SEPARATELY, USE ONE 18" LENGTH OF #4 SMOOTH REBAR EACH 24" OF CURB AS DOWELING.
2. SEE CURB & GUTTER DETAIL (STR-14) FOR PLACEMENT OF EXPANSION JOINTS AND WEAKENED PLANE JOINTS.
3. USE SAME THICKNESS FOR "SIDEWALK" SECTION OF DRIVEWAY.
4. 24" MIN. TRANSITION UNLESS OTHERWISE APPROVED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.
5. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

NON-RESIDENTIAL DRIVEWAY: SEPARATED SIDEWALK

STREETS

DRAWING NO.: STR-18B
3" PVC SDR 26 SIDEWALK
DRAIN OR EQUIVALENT AS
APPROVED BY CITY ENGINEER/
PUBLIC WORKS DIRECTOR

SECTION

THICKEN SIDEWALK
FOR 3" OF CONCRETE
UNDER AND OVER
PIPE

SECTION A-A

OVERFLOW SIDEWALK DRAIN

APPROVED BY

CITY ENGINEER

DATE

STREETS

DRAWING NO.: STR-19

SCALE:

N.T.S.

LAST REVISED: 8/11/14

CHECKED BY: CSG

DRAWN BY: CSG
TYPE A1 CURBS
See Table A

TABLE A

<table>
<thead>
<tr>
<th>CURB TYPE</th>
<th>DIMENSIONS</th>
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<tr>
<td>&quot;H1&quot;</td>
<td>&quot;H2&quot;</td>
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<tr>
<td>A1-6</td>
<td>1'-2&quot;</td>
</tr>
<tr>
<td>A1-8</td>
<td>1'-4&quot;</td>
</tr>
</tbody>
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* "H1" dimension shall be increased as needed for a 2" min. embedment into native soil.

CURB QUANTITIES

<table>
<thead>
<tr>
<th>CURB TYPE</th>
<th>CUBIC YARDS PER LINEAR FOOT</th>
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<tbody>
<tr>
<td>A1-6</td>
<td>0.02585</td>
</tr>
<tr>
<td>A1-8</td>
<td>0.03084</td>
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</table>
WIDTH VARIES, SEE PLANS

#3 BAR 12" O.C. EACH WAY

CONCRETE CURB
AND ADJACENT
PAVING, SEE
DETAILS

AC ROADWAY
SECTION

TYPE A-1
CURB PER
STR-20

NATIVE
SOIL

NATIVE
SOIL

PLANTING AREA
TOP SOIL MIN.
DEPTH PER PUBLIC
WORKS/DIRECTOR

CLASS 2 AGG. BASE OR SAND
COMPACT 90%

NOTES:
1. HARDSCAPE DESIGN/THEME PER TENTATIVE MAP/ARCHITECTURAL
   AND APPROVED PROJECT.
2. WHEN MEDIAN NARROWS TO 24" HARDSCAPE MEDIAN AREA ROUND
   CROWN ALONG CENTERLINE OF MEDIAN AND SLOPE TO CURB.
3. 18" WIDE MIN. BAND VARIES WHERE SHOWN ON PLANS. SLOPE
   AWAY FROM PLANTING AREA.

MEDIAN/STAMPED CONCRETE

STREETS

DRAWING NO.: STR-21

SECTION:

APPROVED BY: Rick Leach
8-18-14
CITY ENGINEER

DRAWN BY: CSS
CHECKED BY: N.T.S.

SCALE:

LAST REvised: 7/30/14

8-18-14
SIGN SHALL BE TYPE III HIP SHEETING AND A MINIMUM OF 0.080 GA ALUMINUM

1 1/4 SQUARE GALVANIZED 14 GA STEEL WITH DIE-CUT KNOCKOUTS

ATTACH WITH STEEL RIVET OF ADJACENT SIDE

1 1/4 SQUARE GALVANIZED BY 12" PERFORATED SLEEVE WELDED TO 2" SQUARE BY 24" PERFORATED ANCHOR WITH POINT GALVANIZED. (TELESPAR ANCHOR BASE OR APPROVED EQUAL).

EARTH, ASPHALT, OR CONCRETE SURFACE

4 CLASS A CONCRETE

COMPACTED EARTH

NOTES:
1. REGULATORY AND WARNING SIGNS SHALL MEET ALL 2012 MUTCD STANDARDS.
2. STREET SIDE EDGE OF SIGN SHALL BE NOT LESS THAN 12" FROM FACE OF CURB.
3. ALL SIGNS ARE TO BE INSTALLED USING THEFT-PROOF HARDWARE.
4. MAY USE ALTERNATE POST BACKFILL AT DISCRETION OF PUBLIC WORKS DIRECTOR/CITY ENGINEER.

SIGN POST INSTALLATION

APPROVED BY

8-18-14

CITY ENGINEER

DRAWN BY: NTS
CHECKED BY: LAST REVISED: 8/8/14

SECTION: STREETS
DRAWING NO.: STR-22
NOTES:

1. STOP SIGNS SHALL BE CA
   STANDARD R1-1 (30"x30" SIGN)
2. STREET-SIDE EDGE OF SIGN
   SHALL BE NOT LESS THAN 12"
   FROM FACE OF CURB.
3. ALL SIGNS ARE TO BE INSTALLED
   USING THEFT-PROOF HARDWARE
   SUCH AS HAWKINS & HAWKINS
   M2G-C23-TP OR APPROVED
   EQUAL.
4. MAY USE ALTERNATE POST BACKFILL
   AT DISCRETION OF PUBLIC WORKS
   DIRECTOR/CITY ENGINEER.

1 1/4 SQUARE GALVANIZED. 14
GALVANIZED STEEL WITH
DIE-CUT KNOCKOUTS

FACE OF CURB

2 1/4" SQUARE GALVANIZED BY
12" PERFORATED SLEEVE
WELDED TO 2" SQUARE BY 24"
PERFORATED ANCHOR WITH
POINT GALVANIZED.

FINISH GRADE

CLASS A CONCRETE

NO. 4 REBAR 6"
LONG WELDED TO
POST

COMPACTED EARTH

PLAN: SIGN & LIMIT LINE LOCATION
STREET SIGN PLACEMENT

NOTE: STREET SIGNS SHALL BE PLACED AT THE N/W AND S/E CORNERS AS SHOWN UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

SIXTH ST

STANDARD STREET NAME SIGN

SPECIFICATIONS

1) SIGN PLATES SHALL BE "SCOTCH-LITE" REFLECTIVE SHEETING APPLIED TO DEGREASED AND ETCHED FB 118, .080 ALUMINUM BY 3M CO. OR EQUAL. PLATES SHALL HAVE SILVER NO. 2270, 3M SCOTCHLITE LETTERS ON GREEN NO. 2277 ENGINEER GRADE BACKGROUND, WITHOUT BORDERS, BOTH COLORS REFLECTORIZED (PUBLIC), OR WHITE LETTERS ON DARK BROWN BACKGROUND (PRIVATE).

2) STREET NAME TO BE IN 6" UPPER CASE AND 4 1/2" LOWER CASE SERIES C LETTERS WITH 3" HIGH SERIES C UPPER CASE LETTERS FOR AVE., BLVD., CT., DR., PL., RD., ST., LANE AND WAY NOT TO BE ABBREVIATED.


4) STREET NAME SIGNS SHALL BE LOCATED ON N/W AND S/E CORNERS AS DIRECTED ABOVE.

NOTE:

WHEN STOP SIGN OR ANY OTHER SIGNS ARE TO BE INSTALLED ON STREET SIGN POLE, HEIGHT OF REGULATORY SIGN SHALL HAVE PRECEDENCE. A 7'-0" MINIMUM CLEARANCE FROM BOTTOM OF REGULATORY SIGN TO TOP OF GROUND SHALL BE REQUIRED WITH STREET NAME SIGN MOUNTED ABOVE.

STANDARD STREET NAME SIGN

APPROVED BY:

CITY ENGINEER

DATE: 8-18-14

DRAWN BY: GSG

CHECKED BY:

LAST REVISED: 10-8-14

SECTION:

STREETS

DRAWING NO.: STR-24
NOTES:

1. INSTALL 6"X8" PRESSURE TREATED DOUGLAS FIR POSTS NO MORE THAN 6' 3" APART AND NO LESS THAN 3" INTO THE GROUND.

2. FOUR A 12" DIAMETER CONCRETE COLLAR AROUND EACH POST TO A DEPTH OF 12" ABOVE THE POST BASE.

3. CROSSBARS SHALL BE 2"X6" PRESSURE TREATED DOUGLAS FIR SELECT AND BE SUPPORTED BY A MINIMUM OF 3 POSTS.

4. ATTACH CROSSBAR WITH 1/2"X6" GALVANIZED BOLTS. 2 MINIMUM AT EACH POST. USE 4 BOLTS AT SPlice.

5. PAINT WITH NO LESS THAN 2 COATS OF EXTERIOR WHITE HI–GLOSS ENAMEL PAINT.

6. INSTALL 3–18" TYPE N–5(CA) [OM4–1] OBJECT MARKERS. INSTALL 1–W31(CA) AS SHOWN. MOUNT SIGNS ON 18"X18"X3/4" PLYWOOD BACKING ALSO PAINTED WITH 2 COATS OF EXTERIOR WHITE HI–GLOSS ENAMEL PAINT. ADDITIONAL REFLECTOR SIGNS MAY BE REQUIRED FOR WIDE STREETS.

7. LOCATE BARRICADE IN FRONT OF SIDEWALK WHEN SIDEWALK EXISTS OR IS TO BE TEMPORARILY INSTALLED.

8. AT THE DIRECTION OF THE CITY ENGINEER/DPW, INSTALL 24"X36" REFLECTORIZED SIGN WITH 4" BLACK LETTERS ON WHITE BACKGROUND STATING "FUTURE THROUGH STREET SUBJECT TO INCREASED TRAFFIC"
NOTES:
1. SURVEY MARKER TO BE "LIETZ" #8134-08 OR 8134-18 OR APPROVED EQUAL.
2. RISER RING TO BE "MONROE" CASTING #9278 OR APPROVED EQUAL.
3. FRAME TO BE "MONROE" CASTING #9279 OR APPROVED EQUAL.
4. COVER TO BE "MONROE" CASTING MARKED "MONUMENT" #9277M OR APPROVED EQUAL WITH H2O LOADING.