<table>
<thead>
<tr>
<th>Drawing No.</th>
<th>Drawing Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-1</td>
<td>TRAFFIC INDEX CHART</td>
</tr>
<tr>
<td>ST-2</td>
<td>STRUCTURAL DESIGN CHART</td>
</tr>
<tr>
<td>ST-3</td>
<td>RESIDENTIAL STREET</td>
</tr>
<tr>
<td>ST-4</td>
<td>MAJOR COLLECTOR</td>
</tr>
<tr>
<td>ST-5</td>
<td>MAJOR ARTERIAL</td>
</tr>
<tr>
<td>ST-6</td>
<td>EXPRESSWAY</td>
</tr>
<tr>
<td>ST-7</td>
<td>ACCESS ROAD</td>
</tr>
<tr>
<td>ST-8</td>
<td>ALLEY</td>
</tr>
<tr>
<td>ST-9</td>
<td>CUL-DE-SAC TURN-AROUND WITH ADJACENT SIDEWALK</td>
</tr>
<tr>
<td>ST-10</td>
<td>CURB &amp; GUTTER</td>
</tr>
<tr>
<td>ST-11</td>
<td>CURB GUTTER &amp; SIDEWALK</td>
</tr>
<tr>
<td>ST-12A</td>
<td>CURB RAMP - TYPE A</td>
</tr>
<tr>
<td>ST-12B</td>
<td>CURB RAMP - TYPE B</td>
</tr>
<tr>
<td>ST-12C</td>
<td>CURB RAMP - TYPE C</td>
</tr>
<tr>
<td>ST-12D</td>
<td>CURB RAMP - TYPE D</td>
</tr>
<tr>
<td>ST-13</td>
<td>CONCRETE VALLEY GUTTER STREET INTERSECTION</td>
</tr>
<tr>
<td>ST-13A</td>
<td>CURB RAMP-TYPE A</td>
</tr>
<tr>
<td>ST-13B</td>
<td>CURB RAMP - TYPE B</td>
</tr>
<tr>
<td>ST-13C</td>
<td>CURB RAMP TYPE C</td>
</tr>
<tr>
<td>ST-14</td>
<td>RESIDENTIAL DRIVE APPROACH (2 Sheets)</td>
</tr>
<tr>
<td>ST-15</td>
<td>COMMERCIAL DRIVE APPROACH (3 Sheets)</td>
</tr>
<tr>
<td>ST-16</td>
<td>ALLEY APPROACH</td>
</tr>
<tr>
<td>ST-17</td>
<td>STREET LIGHT ELECTROLIERS (2 Sheets)</td>
</tr>
<tr>
<td>ST-18</td>
<td>STREET NAME SIGN</td>
</tr>
<tr>
<td>ST-19</td>
<td>TEMPORARY TIMBER BARRICADE</td>
</tr>
</tbody>
</table>
T.I. = 3.16 (H) 0.11, WHERE THE NUMBER OF UNITS TO BE SERVED OR TRAFFIC COUNTS CANNOT BE DETERMINED USE THE TRAFFIC INDEX SHOWN.

NUMBERS OF RESIDENTIAL UNITS (H) SERVED

AREAS CONSIDERED AS SHOULDERS MAY HAVE T.I.’S EQUAL TO 0.6 OF THE TRAVEL LANES. 4.0 IS MINIMUM T.I. FOR DESIGN OF THE TRAVELWAY AND SHOULDERS.
NOTES:
1. ALL PAVEMENTS SHALL BE DESIGNED ACCORDING TO TEST METHOD NO. CALIF. 301-G AND PART VII PLANNING MANUAL OF INSTRUCTIONS STATE OF CALIFORNIA WITH EXCEPTION THAT T.I.'S WILL BE DETERMINED FROM THE TRAFFIC INDEX CHART WHERE APPLICABLE.

2. WHERE EXPANSIVE SOILS ARE ENCOUNTERED AS DESCRIBED IN THE STANDARD SPECIFICATIONS DESIGN OF THE STRUCTURAL SECTION TO BE BASED UPON LABORATORY TEST AND SUBMITTED TO CITY ENGINEER FOR APPROVAL.
NOTES:

1. ASPHALT CONCRETE, AND EARTHWORK SHALL CONFORM TO SECTIONS 39, AND 19 OF THE STATE STANDARD SPECIFICATIONS LATEST EDITION.


3. TRAFFIC INDEX = 4

4. MINIMUM GUTTER SLOPE = 0.12%

5. MINIMUM CROSS SLOPE = 2%

6. MAXIMUM CROSS SLOPE = 5%

7. MINIMUM SLOPE ON WIDENING = 1.5%

8. DESIGN SPEED = 25 MPH.

9. MINIMUM RADIOUS = 250'

10. STOPPING SIGHT DISTANCE = 200'

11. WIDTH OF STREET PAVED AREA MAY BE REVISED SUBJECT TO PRIOR APPROVAL OF CITY ENGINEER.

12. BY APPROVAL OF THE CITY ENGINEER, THE SIDEWALK MAY BE CONSTRUCTED APART FROM THE CURB (AS SHOWN IN THE "ALTERNATE SIDEWALK CONFIGURATION") WHERE IT IS IMPOSSIBLE TO RELOCATE HYDRANTS OR OTHER OBSTRUCTIONS EXISTENT IN THE PARK STRIP AREA. PREFERABLY, SIDEWALKS SHOULD BE CONSTRUCTED CONTIGUOUS WITH THE CURB AND ALL HYDRANTS, LIGHT POLES, ETC. LOCATED BEHIND THE SIDEWALK. (MAIL BOXES TO BE ERECTED IN GROUPS AT ONE OFF-STREET LOCATION SUBJECT TO POST OFFICE REGULATIONS.) CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

13. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS EXCEPT THAT A DISTINCTION IS MADE BETWEEN AGGREGATE BASE COMPOSED OF 100% VIRGIN AGGREGATES AND AGGREGATE BASE CONTAINING ANY QUANTITY OF RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE BASE SHALL BE OF 3/4" MAXIMUM GRADING.

14. RECYCLED BASE ROCK - THE STRUCTURAL AGGREGATE BASE SECTION THICKNESS SHOWN SHALL BE INCREASED BY 50%
NOTES:

1. ASPHALTIC CONCRETE, AND EARTHWORK SHALL CONFORM TO SPECIFICATIONS 39, AND 19 OF THE STATE STANDARD SPECIFICATIONS LATEST EDITION.


3. TRAFFIC INDEX = 6

4. MINIMUM GUTTER GRADE = 0.12%

5. MINIMUM CROSS SLOPE = 2%

6. MAXIMUM CROSS SLOPE = 5%

7. MINIMUM SLOPE ON WIDENING = 1.5%

8. DESIGN SPEED = 40 MPH

9. MINIMUM RADIUS = 550’

10. STOPPING SIGHT DISTANCE = 300’

11. WIDTH OF STREET PAVED AREA MAY BE REVISED SUBJECT TO PRIOR APPROVAL OF THE CITY ENGINEER.

12. BY APPROVAL OF THE CITY ENGINEER, THE SIDEWALK MAY BE CONSTRUCTED APART FROM THE CURB (AS SHOWN IN THE "ALTERNATE SIDEWALK CONFIGURATION") WHERE IT IS IMPOSSIBLE TO RELOCATE HYDRANTS OR OTHER OBSTRUCTIONS EXISTENT IN THE PARK STRIP AREA. PREFERABLY, SIDEWALKS SHOULD BE CONSTRUCTED CONTIGUOUS WITH THE CURB AND ALL HYDRANTS, LIGHT POLES, ETC. LOCATED BEHIND THE SIDEWALK. (MAIL BOXES TO BE ERECTED IN GROUPS AT ONE OFF-STREET LOCATION SUBJECT TO POST OFFICE REGULATIONS.) CONCRETE SHALL BE 6 SACK PER CUBIC YARD.

13. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS EXCEPT THAT A DISTINCTION IS MADE BETWEEN AGGREGATE BASE COMPOSED OF 100% VIRGIN AGGREGATES AND AGGREGATE BASE CONTAINING ANY QUANTITY OF RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE BASE SHALL BE OF 3/4” MAXIMUM GRADING.

14. RECYCLED BASE ROCK - THE STRUCTURAL AGGREGATE BASE SECTION THICKNESS SHOWN SHALL BE INCREASED BY 50%
NOTES:

1. ASPHALTIC CONCRETE, AND EARTHWORK SHALL CONFORM TO SPECIFICATIONS 39, AND 19 OF THE STATE STANDARD SPECIFICATIONS LATEST EDITION.


3. TRAFFIC INDEX = 6

4. MINIMUM GUTTER GRADE = 0.12%

5. MINIMUM CROSS SLOPE = 2%

6. MAXIMUM CROSS SLOPE = 5%

7. MINIMUM SLOPE ON WIDENING = 1.5%

8. DESIGN SPEED = 40 MPH

9. MINIMUM RADIUS = 550'

10. STANDING SIGHT DISTANCE = 300'

11. WIDTH OF STREET PAVED AREA MAY BE REVISED SUBJECT TO PRIOR APPROVAL OF THE CITY ENGINEER.

12. BY APPROVAL OF THE CITY ENGINEER, THE SIDEWALK MAY BE CONSTRUCTED APART FROM THE CURB (AS SHOWN IN THE "ALTERNATE SIDEWALK CONFIGURATION") WHERE IT IS IMPOSSIBLE TO RELOCATE HYDRANTS OR OTHER OBSTRUCTIONS EXISTENT IN THE PARK STRIP AREA. PREFERABLY, SIDEWALKS SHOULD BE CONSTRUCTED CONTIGUOUS WITH THE CURB AND ALL HYDRANTS, LIGHT POLES, ETC., LOCATED BEHIND THE SIDEWALK. (MAIL BOXES TO BE ERECTED IN GROUPS AT ONE OFF-STREET LOCATION SUBJECT TO POST OFFICE REGULATIONS) CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

13. MAJOR COLLECTOR-II SHALL REQUIRE THE APPROVAL OF THE PLANNING AND CITY ENGINEER.

14. PARKING SHALL BE PROHIBITED.

15. NO PARKING SIGNAGE SHALL BE APPROVED BY THE CITY ENGINEER.

16. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS EXCEPT THAT A DISTINCTION IS MADE BETWEEN AGGREGATE BASE COMPOSED OF 100% VIRGIN AGGREGATES AND AGGREGATE BASE CONTAINING ANY QUANTITY OF RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE BASE SHALL BE OF 3/4" MAXIMUM GRADING.

17. RECYCLED BASE ROCK – THE STRUCTURAL AGGREGATE BASE SECTION THICKNESS SHOWN SHALL BE INCREASED BY 50%
NOTES:

1. ASPHALTIC CONCRETE, AND EARTHWORK SHALL CONFORM TO SECTIONS 39, AND 19 OF THE STATE STANDARD SPECIFICATIONS LATEST EDITION.


3. TRAFFIC INDEX = 6

4. MINIMUM GUTTER GRADE = 0.12%

5. MINIMUM CROSS SLOPE = 2%

6. MAXIMUM CROSS SLOPE = 5%

7. MINIMUM SLOPE ON WIDENING = 1.5%

8. DESIGN SPEED = 40 MPH

9. MINIMUM RADIUS = 550'

10. STOPPING DISTANCE = 300'

11. WIDTH OF STREET PAVED AREA MAY BE REVISED SUBJECT TO PRIOR APPROVAL OF THE CITY ENGINEER.

12. BY APPROVAL OF THE CITY ENGINEER, THE SIDEWALK MAY BE CONSTRUCTED APART FROM THE CURB (AS SHOWN IN THE "ALTERNATE SIDEWALK CONFIGURATION") WHERE IT IS IMPOSSIBLE TO RELOCATE HYDRANTS, OR OTHER OBSTRUCTIONS EXISTENT IN THE PARK STRIP AREA. PREFERABLY, SIDEWALKS SHOULD BE CONSTRUCTED CONTIGUOUS WITH THE CURB AND ALL HYDRANTS, LIGHT POLES, ETC. LOCATED BEHIND THE SIDEWALK. (MAIL BOXES TO BE ERECTED IN GROUPS AT ONE OFF-STREET LOCATION SUBJECT TO POST OFFICE REGULATIONS.) CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

13. MAJOR ARTERIAL REQUIRES THE APPROVAL OF PLANNING AND CITY ENGINEER.

14. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS EXCEPT THAT A DISTINCTION IS MADE BETWEEN AGGREGATE BASE COMPOSED OF 100% VIRGIN AGGREGATES AND AGGREGATE BASE CONTAINING ANY QUANTITY OF RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE BASE SHALL BE OF 3/4" MAXIMUM GRADING.

15. RECYCLED BASE ROCK – THE STRUCTURAL AGGREGATE BASE SECTION THICKNESS SHOWN SHALL BE INCREASED BY 50%
NOTES:

1. ASPHALTIC CONCRETE, AND EARTHWORK SHALL CONFORM TO SECTIONS 39, AND 19 OF THE STATE STANDARD SPECIFICATIONS LATEST EDITION.


3. TRAFFIC INDEX = 6

4. MINIMUM GUTTER GRADE = 0.12%

5. MINIMUM CROSS SLOPE = 2%

6. MAXIMUM CROSS SLOPE = 5%

7. MINIMUM SLOPE ON WIDENING = 1.5%

8. DESIGN SPEED = 40 MPH

9. MINIMUM RADIUS = 550'

10. STOPPING DISTANCE = 300'

11. WIDTH OF STREET PAVED AREA MAY BE REVISED SUBJECT TO PRIOR APPROVAL OF THE CITY ENGINEER.

12. BY APPROVAL OF THE CITY ENGINEER, THE SIDEWALK MAY BE CONSTRUCTED APART FROM THE CURB (AS SHOWN IN THE “ALTERNATE SIDEWALK CONFIGURATION”) WHERE IT IS IMPOSSIBLE TO RELOCATE HYDRANTS, OR OTHER OBSTRUCTIONS EXISTENT IN THE PARK STRIP AREA. PREFERABLY, SIDEWALKS SHOULD BE CONSTRUCTED CONTIGUOUS WITH THE CURB AND ALL HYDRANTS, LIGHT POLES, ETC. LOCATED BEHIND THE SIDEWALK. (MAIL BOXES TO BE ERECTED IN GROUPS AT ONE OFF-STREET LOCATION SUBJECT TO POST OFFICE REGULATIONS.) CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

13. MAJOR ARTERIAL REQUIRES THE APPROVAL OF PLANNING AND CITY ENGINEER.

14. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS EXCEPT THAT A DISTINCTION IS MADE BETWEEN AGGREGATE BASE COMPOSED OF 100% VIRGIN AGGREGATES AND AGGREGATE BASE CONTAINING ANY QUANTITY OF RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE BASE SHALL BE OF 3/4" MAXIMUM GRADING.

15. RECYCLED BASE ROCK – THE STRUCTURAL AGGREGATE BASE SECTION THICKNESS SHOWN SHALL BE INCREASED BY 50%
NOTES:

1. ASPHALT CONCRETE, AND EARTHWORK SHALL CONFORM TO SECTIONS 39, AND 19 OF THE STATE STANDARD SPECIFICATIONS LATEST EDITION.


3. TRAFFIC INDEX = 8

4. MINIMUM GUTTER SLOPE = 0.12%

5. MINIMUM CROSS SLOPE = 2%

6. MAXIMUM CROSS SLOPE = 5%

7. MINIMUM SLOPE ON WIDENING = 1.5%

8. DESIGN SPEED = 50 MPH.

9. MINIMUM RADIUS = 850'

10. STOPPING SIGHT DISTANCE = 400'

11. WIDTH OF STREET PAVED AREA MAY BE REVISED SUBJECT TO PRIOR APPROVAL OF THE CITY ENGINEER.

12. BY APPROVAL OF THE CITY ENGINEER, THE SIDEWALK MAY BE CONSTRUCTED APART FROM THE CURB (AS SHOWN IN THE "ALTERNATE SIDEWALK CONFIGURATION") WHERE IT IS IMPOSSIBLE TO RELOCATE HYDRANTS OR OTHER OBSTRUCTIONS EXISTENT IN THE PARK STRIP AREA. PREFERABLY, SIDEWALKS SHOULD BE CONSTRUCTED CONTIGUOUS WITH THE CURB AND ALL HYDRANTS, LIGHT POLES, ETC. LOCATED BEHIND THE SIDEWALK. (MAIL BOXES TO BE ERECTED IN GROUPS AT ONE OFF-STREET LOCATION SUBJECT TO POST OFFICE REGULATIONS.) CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

13. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS EXCEPT THAT A DISTINCTION IS MADE BETWEEN AGGREGATE BASE COMPOSED OF 100% VIRGIN AGGREGATES AND AGGREGATE BASE CONTAINING ANY QUANTITY OF RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE BASE SHALL BE OF 3/4" MAXIMUM GRADING.

14. RECYCLED BASE ROCK – THE STRUCTURAL AGGREGATE BASE SECTION THICKNESS SHOWN SHALL BE INCREASED BY 50%
NOTES:

1. ASPHALTIC CONCRETE, AND EARTH WORK SHALL
   CONFORM TO SECTIONS 39, AND 19 OF THE STATE
   STANDARD SPECIFICATIONS LATEST EDITION.

   THE STRUCTURAL SECTION AS SHOWN SHALL HAVE A
   MINIMUM SUBSOIL R–VALUE OF 50. FOR R–VALUES
   LESS THAN 50, THE STRUCTURAL SECTION SHALL BE IN
   ACCORDANCE TO STANDARDS ST–1 AND ST–2.
   (SECTION SHOWN IS FOR A RESIDENTIAL ACCESS ROAD
   AND MAJOR COLLECTOR ADJACENT STREET).

2. FOR OTHER COMBINATIONS OF STREETS CONSULT
   APPROPRIATE STREET DESIGNATION FOR ADDITIONAL
   INFORMATION AND/OR REQUIREMENTS. ALL DESIGNS
   ARE SUBJECT TO REVIEW AND APPROVAL OF CITY
   ENGINEER.

3. 2” TYPE "B" A.C.
   4” AGG. BASE (NON RECYCLED)
   6” – 95% RELATIVE COMPACTION
       ( NATIVE SOIL )

4. CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC
   YARD.

5. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF
   THE STATE STANDARD SPECIFICATIONS EXCEPT THAT A
   DISTINCTION IS MADE BETWEEN AGGREGATE BASE
   COMPOSED OF 100% VIRGIN AGGREGATES AND
   AGGREGATE BASE CONTAINING ANY QUANTITY OF
   RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE
   BASE SHALL BE OF 3/4” MAXIMUM GRADING.

6. RECYCLED BASE ROCK – THE STRUCTURAL AGGREGATE
   BASE SECTION THICKNESS SHOWN SHALL BE INCREASED
   BY 50%
NOTES:

1. ASPHALTIC CONCRETE, AND EARTHWORK SHALL
   CONFORM TO SECTIONS 39, AND 19 OF THE STATE STANDARD
   SPECIFICATIONS LATEST EDITION.

2. THE STRUCTURAL SECTION AS SHOWN SHALL HAVE A MINIMUM SUBSOIL
   R-VALUE OF 50, FOR R-VALUES LESS THAN 50, THE STRUCTURAL SECTION SHALL
   BE DESIGNED IN ACCORDANCE TO STANDARDS ST-1 AND ST-2 WITH A TRAFFIC
   INDEX = 4.

3. CONCRETE VALLEY GUTTER SHALL HAVE WEAKENED PLAN JOINTS @ 15’
   O.C. TOOL EDGES OF JOINT.

4. PROVIDE EXPANSION JOINT IN CONCRETE GUTTER @ 90’ O.C. TOOL EDGES OF JOINT.

5. CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

6. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD
   SPECIFICATIONS EXCEPT THAT A DISTINCTION IS MADE BETWEEN AGGREGATE BASE
   COMPOSED OF 100% VIRGIN AGGREGATES AND AGGREGATE BASE CONTAINING ANY
   QUANTITY OF RECYCLED OR RECLAIMED AGGREGATES. AGGREGATE BASE SHALL BE
   OF 3/4” MAXIMUM GRADING.

7. RECYCLED BASE ROCK – THE STRUCTURAL AGGREGATE BASE SECTION THICKNESS
   SHOWN SHALL BE INCREASED BY 50%
6" - 95% RELATIVE COMPACTION (NATIVE SOIL) OR AGGREGATE BASE (IF REQUIRED)

NOTES:

1. TOP AND FACE OF CURB TO BE TROWELED AND HAVE A LIGHT BRUSH FINISH. GUTTER TO BE TROWELED AND HAVE LIGHT BRUSH FINISH.

2. 1/4" TO 1/2" FELT EXPANSION JOINT TO BE PLACED AT A MAXIMUM OF 40 FEET AND DEEP SCORE JOINTS AT A MAXIMUM OF 20 FEET.
PLAN OF SIDEWALK, CURB & GUTTER, Scribe Line Details

SECTION OF SIDEWALK AND CURB
(Except through alley and drive approaches)

NOTES:
1. WEAKENED PLANE JOINTS SHALL BE INSTALLED IN SIDEWALK AT 20' O.C. MAXIMUM

2. EXPANSION JOINTS SHALL BE INSTALLED IN SIDEWALK AT 40' O.C. MAXIMUM.

3. EXPANSION JOINTS SHALL BE INSTALLED IN CURB & GUTTER AT 80' O.C. MAXIMUM.

4. WHERE EXPANSIVE SOILS ARE ENCOUNTERED, 6" OF IMPORTED SAND SHALL BE PLACED UNDER THE CURBS, GUTTERS, AND SIDEWALKS.

5. ALL CONSTRUCTION SHALL BE 6 SACK CONCRETE.
NOTES:

1. RAMPS NEED NOT BE CONSTRUCTED WHERE THERE ARE NO PEDESTRIAN FACILITIES. IF SUCH FACILITIES ARE ADDED LATER THEN RAMPS MUST BE INSTALLED AT THAT TIME.

2. RAMPS TO BE LOCATED BY THE CITY ENGINEER WHEN IMPractical TO BE LOCATED AT CENTERLINE OF RADIUS.

3. SLOPE OF RAMP SHALL NOT EXCEED 1:12. THE SLOPE OF FLARED SIDES SHALL NOT EXCEED 1:10.

4. A LEVEL LANDING 4" DEEP (MIN.) SHALL BE PROVIDED AT THE UPPER END OF EACH RAMP.

5. THE RAMP SHALL HAVE A 12" WIDE GROOVED BORDER AT LEVEL SURFACE OF SIDEWALK. SEE GROOVING DETAIL. THE RAMP WINGS SHALL HAVE A BROOMED SURFACE TEXTURE CONTRASTING TO THE SURROUNDING SIDEWALK.

6. RAMP SIDE SLOPE VARIES UNIFOrMLY FROM A MAXIMUM OF UP TO 10% AT THE CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO THE TOP OF THE RAMP.

7. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND MINIMUM 3" DEPTH OF THE RAMP, PER CALTRANS STANDARD DETAIL PLATE ABBA, WHICH CONSISTS OF RAISED TRUNCATED DOMES 0.2" HIGH BY 1.6 - 2.4" O.C. DETECTABLE WARNING SURFACE SHALL HAVE TERRA COTTA RED COLORING.
1. RAMPS NEED NOT BE CONSTRUCTED WHERE THERE ARE NO PEDESTRIAN FACILITIES. IF SUCH FACILITIES ARE ADDED LATER THEN RAMPS MUST BE INSTALLED AT THAT TIME.

2. RAMPS TO BE LOCATED BY THE CITY ENGINEER WHEN IMPRACTICAL TO BE LOCATED AT CENTERLINE OF RADIUS.

3. SLOPE OF RAMP SHALL NOT EXCEED 1:12.

4. A LANDING 4’ DEEP (MIN.) WITH A SLOPE OF 2% SHALL BE PROVIDED ADJACENT TO CURB RETURN. LANDING SHALL HAVE A BROOM FINISH.

5. THE RAMP SHALL HAVE A 12” WIDE GROOVED BORDER AT LEVEL SURFACE OF SIDEWALK. SEE GROOVING DETAIL. THE RAMP SHALL HAVE A BROOMED SURFACE TEXTURE CONTRASTING TO THE SURROUNDING SIDEWALK.

6. RAMP SIDE SLOPE SHALL BE 2% ALL DEVATIONS SHALL BE APPROVED BY THE CITY ENGINEER.

7. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND A MINIMUM 3’ DEPTH OF THE CURB RAMP, PER CALTRANS STANDARD DETAIL PLATE A88A, WHICH CONSISTS OF RAISED TRUNCATED DOMES 0.2” HIGH BY 1.6 – 2.4” O.C. DETECTABLE WARNING SURFACE SHALL HAVE TERRA COTTA RED COLORING.

8. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6” AND 8” FROM THE GUTTER FLOWLINE

9. USE OF THIS RAMP SUBJECT TO APPROVAL BY CITY ENGINEER.
NOTES:

1. RAMPS NEED NOT BE CONSTRUCTED WHERE THERE ARE NO PEDESTRIAN FACILITIES. IF SUCH FACILITIES ARE ADDED LATER THEN RAMPS MUST BE INSTALLED AT THAT TIME.

2. RAMPS TO BE LOCATED BY THE CITY ENGINEER.

3. SLOPE OF RAMP SHALL NOT EXCEED 1:12.

4. A LANDING 4’ DEEP (MIN.) WITH A SLOPE OF 2% SHALL BE PROVIDED ADJACENT TO CURB. LANDING SHALL HAVE A BROOM FINISH.

5. THE RAMP SHALL HAVE A 12” WIDE GROOVED BORDER AT LEVEL SURFACE OF SIDEWALK. SEE GROOVING DETAIL. THE RAMP SHALL HAVE A BROOMED SURFACE TEXTURE CONTRASTING TO THE SURROUNDING SIDEWALK.

6. RAMP SIDE SLOPE SHALL BE 2%. ALL DEVIATIONS SHALL BE APPROVED BY THE CITY ENGINEER.

7. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND A MINIMUM 3’ DEPTH OF THE CURB RAMP, PER CALTRANS STANDARD DETAIL PLATE A88A, WHICH CONSISTS OF RAISED TRUNCATED DOMES 0.2” HIGH BY 1.6 – 2.4” O.C. DETECTABLE WARNING SURFACE SHALL HAVE TERA COTTA RED COLOR.

8. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6” AND 8” FROM THE GUTTER FLOWLINE.

9. USE OF THIS RAMP SUBJECT TO APPROVAL BY CITY ENGINEER.
NOTES:

1. SLOPE OF RAMP SHALL NOT EXCEED 1:12.

2. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A LEVEL LANDING 5'X5' AT THE TOP OF RAMP. LANDINGS SHALL HAVE A SLOPE OF 2% (MAX.) AND SHALL HAVE A BROOM FINISH.

3. THE RAMP SHALL HAVE A 12" WIDE GROOVED BORDER AT LEVEL SURFACE OF SIDEWALK. SEE GROOVING DETAIL. THE RAMP SHALL HAVE A BROOMED SURFACE TEXTURE CONTRASTING TO THE SURROUNDING SIDEWALK.

4. RAMP SIDE SLOPE SHALL BE 2% ALL DEVIATIONS SHALL BE APPROVED BY THE CITY ENGINEER.

5. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND A MINIMUM 3" DEPTH OF THE CURB RAMPS. PER CALTRANS STANDARD DETAIL PLATE ABBA, WHICH CONSISTS OF RAISED TRUNCATED DOMES 0.2" HIGH BY 1.6 - 2.4" O.C. SURFACE SHALL HAVE TERRA COTTA RED COLORING.

6. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOW LINE.

7. USE OF THIS RAMP SUBJECT TO APPROVAL BY CITY ENGINEER.
CITY OF FOWLER

REVISION DATE

CONCRETE VALLEY GUTTER STREET INTERSECTION

NOTE:
1. COMPACT SUBGRADE (6" MIN.)
   TO 95% RELATIVE COMPACTION
   PER ASTM D-2937 & D-1557.
**NOTE:**

1. **NOT MORE THAN 60% OF THE PROPERTY FRONTAGE MAY BE USED FOR DRIVEWAY OPENING.**

2. **END OF DRIVEWAY WING SHALL BE 25' MINIMUM FROM END OF CURB RETURN.**

3. **ALL CONSTRUCTION SHALL BE 6 SACK CONCRETE.**

4. **ALL DRIVEWAY LOCATIONS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.**
*CONSTRUCTION OF NEW DRIVEWAYS WITHIN AREAS OF EXISTING IMPROVEMENTS SHALL BE SAWCUT AT THE EXPANSION JOINT LOCATION.

SECTION

PROPERTY LINE
4'-6"

5'-6"

SLOPE 1/4" PER FT.

3/4" LIP

CURB AND GUTTER

SIDEWALK SECTION

CITY OF FOWLER

STD.DWG.

RESIDENTIAL DRIVE APPROACH
COMBINATION SIDEWALK- APPROACH
NOTES:

1. NOT MORE THAN 60% OF PROPERTY FRONTAGE MAY BE USED FOR DRIVEWAY OPENINGS.

2. END OF DRIVEWAY MING SHALL BE 50 MINIMUM FROM THE END OF CURB RETURN.

3. ALL CONSTRUCTION SHALL BE 6 SACK PER CUBIC YARD CONCRETE.

4. STANDARD COMMERCIAL DRIVE APPROACH FOR T.I. OF 6-7 OR LESS.

5. HEAVY COMMERCIAL DRIVE APPROACHES SEE STANDARD ST-15 SHEET 3 OF 3 FOR MINIMUM REQUIREMENTS.

6. ADDITIONAL RIGHT-OF-WAY SHALL BE TAKEN AT DRIVE APPROACHES TO ACCOMMODATE ADA REQUIREMENTS FOR PASSAGE BEHIND DRIVEWAY RAMPS, SEE SHEET 2 OF 3.
PROPERTY LINE
1'-6" ADDITIONAL R-O-W AT DRIVE APPROACH
10' SIDEWALK
2'-6" 7'-6"
4" MIN.
6X6X10X10 WIRE MESH
CONST. JOINT
SEE DETAIL "A"

CENTER-LINE OF APPROACH
PROPERTY LINE
4 MIN.
2" 7'-6"
4'-6" 3' 2'-6"
EXPANSION JOINT
CURB & GUTTER
FACE OF CURB
1" LIP
5" OR 7"
#4 BARS Ø 12" O.C.
#4 BARS Ø 36" O.C.
6X6X10X10 WIRE MESH
CONSTRUCTION JOINT

10' PATTERN

DETAIL "A"

COMMERCIAL DRIVE APPROACH
CITY OF FOWLER
Std. Dwg. ST-15
4/10/01
6/19/07
1/06/09
2 OF 3
HEAVY COMMERCIAL AND INDUSTRIAL DRIVE APPROACHES STANDARD FOR
TRAFFIC INDEX EXCEEDING 7

NOTES:

1. MINIMUM REINFORCEMENT SHALL BE #4 BARS AT 12 INCHES
   O.C. BOTH WAYS.

2. BASEMENT SOIL MATERIAL R–VALUE SHALL NOT BE LESS
   THAN 40 TESTED BY A QUALIFIED TESTING LABORATORY.

3. THE MINIMUM THICKNESS SHALL BE AS FOLLOWS:

<table>
<thead>
<tr>
<th>T.I.</th>
<th>PCCP MM - INCHES</th>
<th>TREATED PERMEABLE BASE1 (ATPB) MM - INCHES</th>
<th>AGGREGATE BASE (AB) MM - INCHES</th>
<th>AGGREGATE SUBBASE (AS) MM - INCHES</th>
<th>BASE 2 LCB, ACB MM - INCHES</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 1/2 – 8</td>
<td>185 7 1/4</td>
<td>105 4</td>
<td>105 4</td>
<td>–</td>
<td>105 4</td>
</tr>
<tr>
<td>8 1/2 – 10</td>
<td>215 8 1/2</td>
<td>105 4</td>
<td>120 4 3/4</td>
<td>–</td>
<td>120 4 3/4</td>
</tr>
<tr>
<td>10 1/2 – 12</td>
<td>230 9</td>
<td>105 4</td>
<td>120 4 3/4</td>
<td>–</td>
<td>120 4 3/4</td>
</tr>
<tr>
<td>12 +</td>
<td>260 10 1/4</td>
<td>105 4</td>
<td>105 4</td>
<td>105 4</td>
<td>150 6</td>
</tr>
</tbody>
</table>

1. THE STANDARD THICKNESS UNDER PCCP FOR BOTH ATPB AND
CTPB IS 105 MM WHICH ALLOWS THE CONTRACTOR THE
OPTION TO CHOOSE THE MOST ECONOMICAL BASE.

2. CTPB WITH A 30 MM OGAC CAP MAY BE USED ONLY UNDER
SPECIAL CONDITIONS WITH THE APPROVAL OF CITY ENGINEER.

LEGEND

LCB = LEAN CONCRETE BASE
ACB = ASPHALT CONCRETE BASE
ATPB = ASPHALT TREATED PERMEABLE BASE
CTPB = CEMENT TREATED PERMEABLE BASE
AB = AGGREGATE BASE
AS = AGGREGATE SUBBASE
PCCP = PORTLAND CEMENT CONCRETE PAVEMENT
OGAC = OPEN GRADED ASPHALT CONCRETE
PLAN VIEW

STREETS WITH LESS THAN A 10 FOOT CURB-PATTERN SHALL BE ENGINEERED FOR ADA REQUIREMENTS

SECTION AT CENTERLINE
BOLT CIRCLE DIA. (B.C.)

GROUND LUG, LEAVE 2’ OF GROUND WIRE ABOVE FOUNDATION

1 1/2” DIA. ELEC. CONDUIT, 18” MIN. RADIUS BENDS

15’ OF NO. 4 BARE COPPER GROUND WIRE

LEVELING NUTS WITH WASHERS

4” x 6 1/2” HANDHOLE WITH GASKET & COVER

GALV. NUTS & WASHERS

GALV. STEEL POLE (SEE SCHEDULE)

HPS LUMINARE (SEE SCHEDULE)

SEE NOTE SHEET 2 ARM LENGTH (AL)

2-3/8” O.D. GALV. STEEL TUBING

MOUNTING HEIGHT (MH)

ELEVATION

FOUNDATION
(ROUND OR SQUARE)

6 SACK CONCRETE SEE DETAIL LEFT

COVER GROUND WIRE WITH 2” OF EARTH AND COMPACT

CITY OF FOWLER

STREET LIGHT ELECTROLIERS

REVISION DATE
4/10/01

Std. Dwg.
ST-17

1 OF 2
NOTES:

1. IN RESIDENTIAL AREAS HAVING CONTIGUOUS SIDEWALKS, POLES SHALL BE CENTERED 12" BEHIND REAR EDGE OF SIDEWALK AND ELECTROLIERS SHALL HAVE 8'–0" ARM LENGTH (AL). IN ALL OTHER CONDITIONS POLE SHALL BE CENTERED 2'–0" FROM FACE CURB.

2. LUMINARES SHALL BE HIGH PRESSURE SODIUM CONFORMING TO ANSI C78, WITH POLYCARBONATE REFRACTORS AND NEMA STANDARD PHOTOELECTRIC UNITS.

3. ONE ELECTROLIER SHALL BE LOCATED AT EACH INTERSECTION. SEE SCHEDULE FOR INTERMEDIATE SPACING REQUIREMENTS.

4. WIRING SHALL BE MINIMUM #8 COPPER, THW INSULATION, ENCLOSED IN APPROVED ELECTRICAL CONDUITS.

5. ALL SPLICES SHALL BE WATERTIGHT AND MADE IN APPROVED JUNCTION BOXES.

6. PULL BOXES SHALL BE 12" X 22" REINFORCED CONCRETE WITH REINFORCED CONCRETE LIDS MARKED "STREET LIGHTING". BOXES SHALL BE SET ON 6" OF CRUSHED ROCK AND FLUSH WITH FINISH GRADE. CONDUIT ENTRIES SHALL BE SEALED WITH GROUT. BONDING JUMPER AND GROUNDING BUSHINGS SHALL BE CONNECTED TO EACH CONDUIT. WHEN PULL BOXES ARE INSTALLED IN TRAFFIC AREAS, BOXES SHALL HAVE A CONCRETE FOUNDATION AND STEEL TRAFFIC LID.

7. THE CONTRACTOR SHALL PROVIDE A COMPLETE AND OPERATIONAL SYSTEM INCLUDING ALL MATERIALS AND LABOR. ALL INSTALLATION AND CONNECTION CHARGES SHALL BE PAID BY THE CONTRACTOR.

8. ALL WORK SHALL BE SUBJECT TO INSPECTION BY THE CITY ENGINEER AND SHALL BE TESTED AT THE CONTRACTOR’S EXPENSE FOR PROPER OPERATION, PRIOR TO FINAL APPROVAL AND ACCEPTANCE.

9. THE CONTRACTOR SHALL SUBMIT AS–BUILT DRAWINGS SHOWING THE LOCATIONS OF ALL CONDUITS AND PULL BOXES PRIOR TO FINAL APPROVAL AND ACCEPTANCE.

<table>
<thead>
<tr>
<th>STREET TYPE</th>
<th>MH</th>
<th>AL</th>
<th>BC</th>
<th>POLE SIZE</th>
<th>LUMINARE VOLTS–WATTS</th>
<th>POLE SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>26'–0&quot;</td>
<td>6'–0&quot;</td>
<td>10&quot;</td>
<td>7.0&quot;x3.5&quot;x25'–0&quot;, 11GA.</td>
<td>120 100</td>
<td>180'–240'</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>29'–6&quot;</td>
<td>8'–0&quot;</td>
<td>11&quot;</td>
<td>7.5&quot;x3.5&quot;x28'–6&quot;, 11GA.</td>
<td>120 150</td>
<td>180'–220'</td>
</tr>
<tr>
<td>MAJOR ARTERIAL</td>
<td>31'–0&quot;</td>
<td>8'–0&quot;</td>
<td>11&quot;</td>
<td>8.0&quot;x3.8&quot;x30'–0&quot;, 11GA.</td>
<td>120 250</td>
<td>160'–200'</td>
</tr>
<tr>
<td>EXPRESSWAY</td>
<td>31'–0&quot;</td>
<td>8'–0&quot;</td>
<td>11&quot;</td>
<td>8.0&quot;x3.8&quot;x30'–0&quot;, 11GA.</td>
<td>120 250</td>
<td>160'–200'</td>
</tr>
</tbody>
</table>
1. STREET SIGNS SHALL BE FLAT BLADE ZUMAR INDUSTRIES INC. AVAILABLE AT ZUMAR INDUSTRIES INC. 2828 STANFORD AVE. LOS ANGELES, CALIF. 90011 PH. 1-800-654-7446

2. STREET SIGNS SHALL BE LOCATED ON THE NE & SW INTERSECTION CORNERS.

3. WHEN SIGN POST IS TO BE SET INTO NATIVE SOIL, IT SHALL BE SET IN A 12" DIAMETER, 24" DEEP, 5 SACK CONCRETE FOOTING.

4. SIGN POST SHALL BE A 12 GA. 2" SQUARE PERFORATED STEEL POST WITH A TWO PIECE BREAKAWAY ANCHOR SLEEVE, BY UNISTRUT CORPORATION, OR APPROVED EQUAL.

5. SIGN MOUNTING FIXTURES AND HARDWARE SHALL BE ZUMAR INDUSTRIES INC. STYLE 850 LONG.

6. 12" WITH CONTIGUOUS SIDEWALK, 24" WITH NON-CONTIGUOUS SIDEWALK.

* WHEN STOP SIGN IS USED WITH STREET SIGN AT INTERSECTION, CHANGE DIMENSION TO 9'-6".

SIGN SHALL BE 0.080 THICK 5052-H38 ALUMINUM WITH GREEN ENGINEER GRADE REFLECTIVE SHEETING BACKGROUND AND WHITE ENGINEER GRADE REFLECTIVE SHEETING LETTERS, DOUBLE FACED.
NOTES:

1. BARRICADES MUST BE CONSTRUCTED THE FULL WIDTH OF PAVEMENT OR TRAVELED WAY.

2. APPLY 2 COATS OF EXTERIOR WHITE PAINT TO ALL EXPOSED WOOD SURFACES.

3. POSTS SET IN CONCRETE SHALL BE PRE-TREATED OR TREATED WITH WOOD PRESERVATIVE PRIOR TO SETTING.