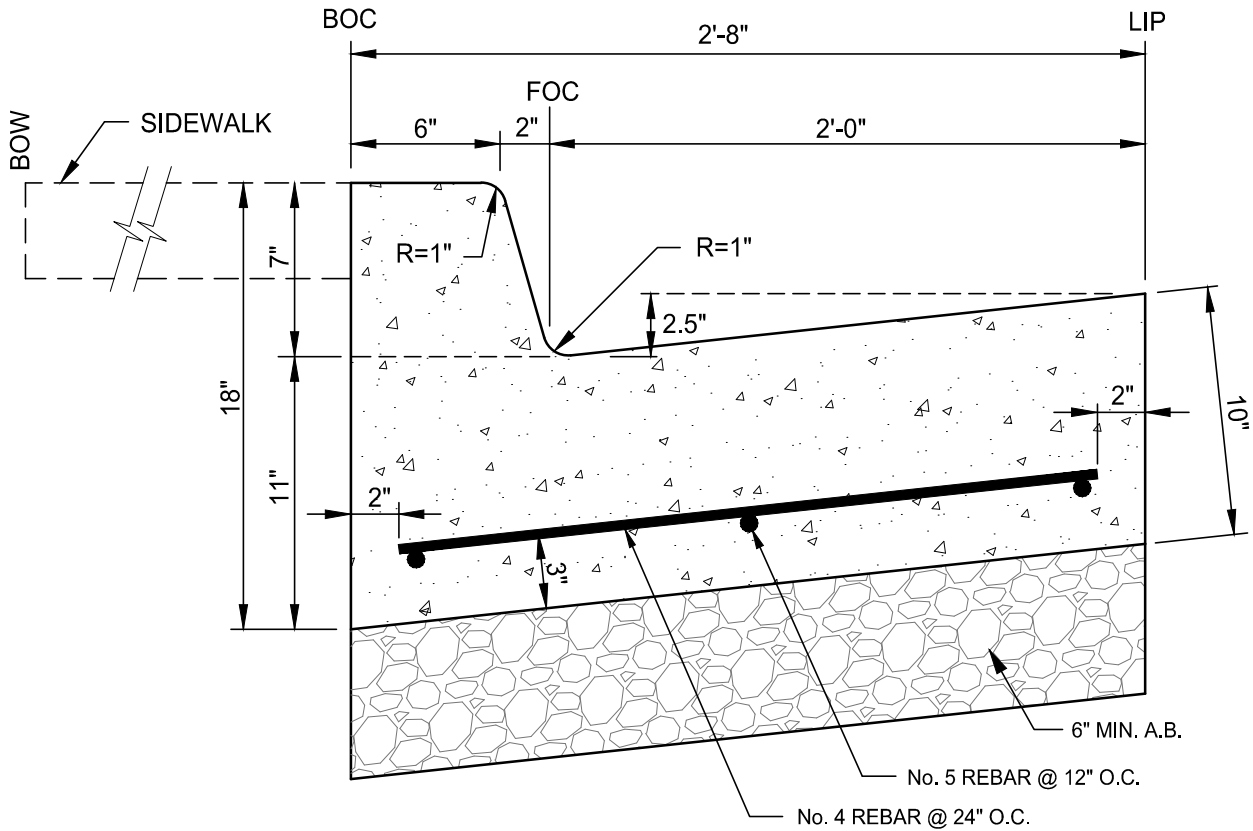
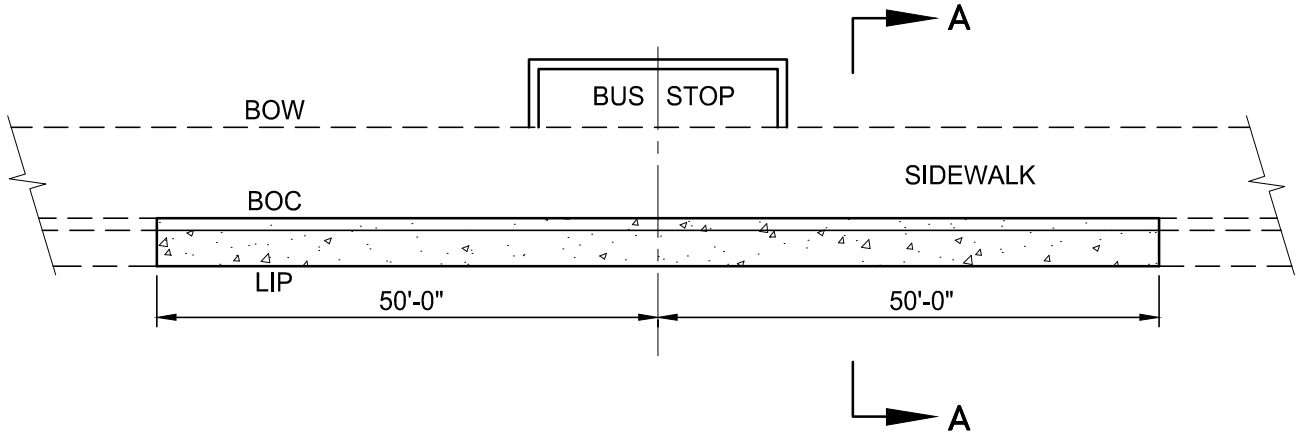




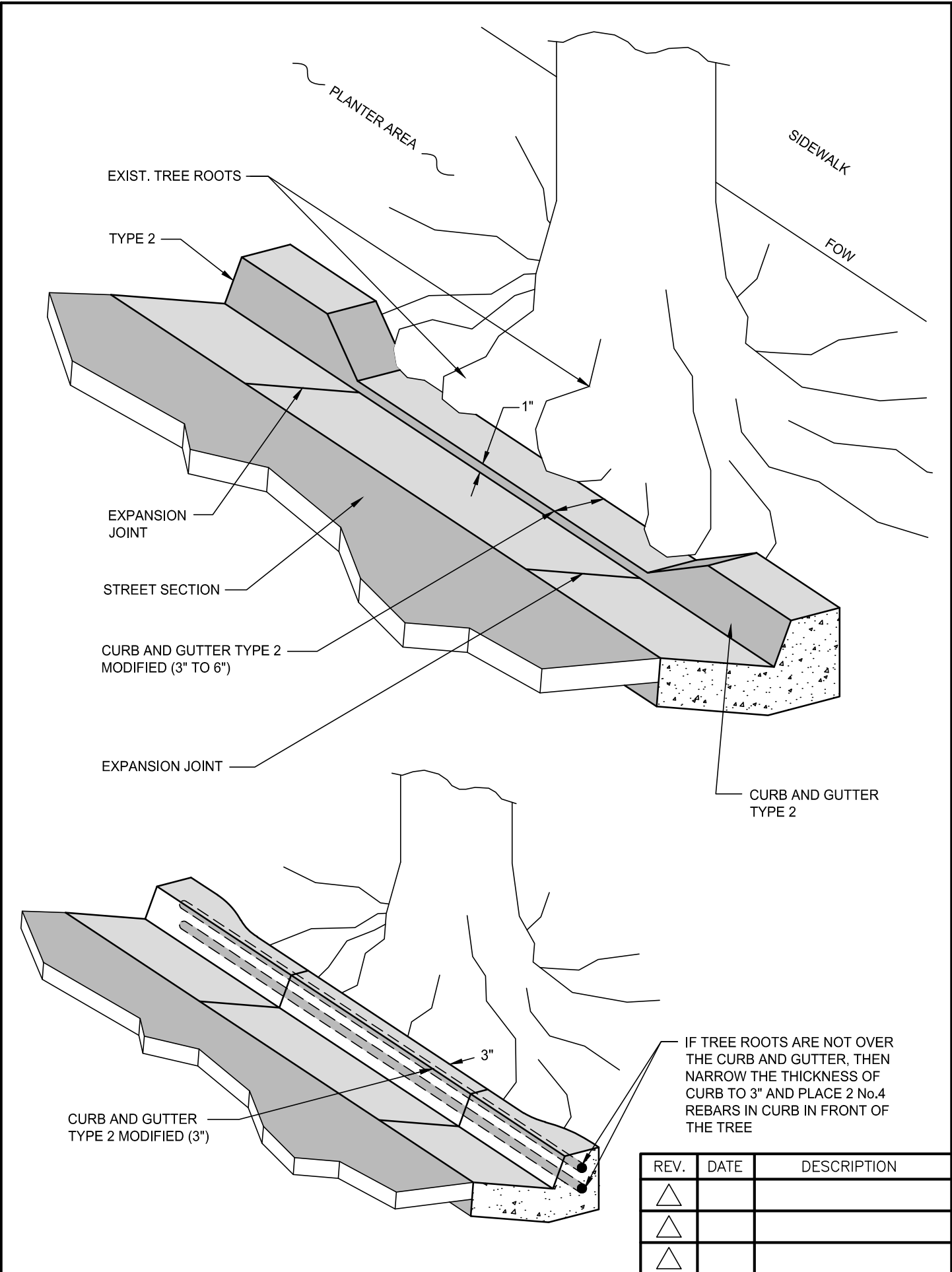
MODIFIED REINFORCED CURB AND GUTTER TYPE 2 AT BUS STOP  
 LOCATION FOR 50 FEET ON EITHER SIDE OF THE CENTER OF THE  
 BUS STOP OR AS DIRECTED BY THE ENGINEER.



**NOTE:**  
 REINFORCING STEEL  
 SHALL BE GRADE 60

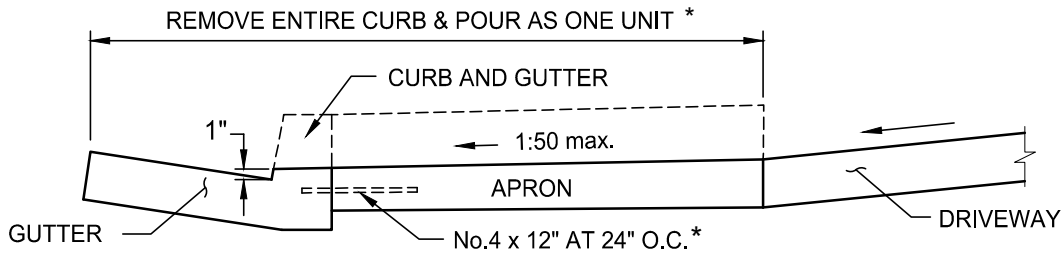
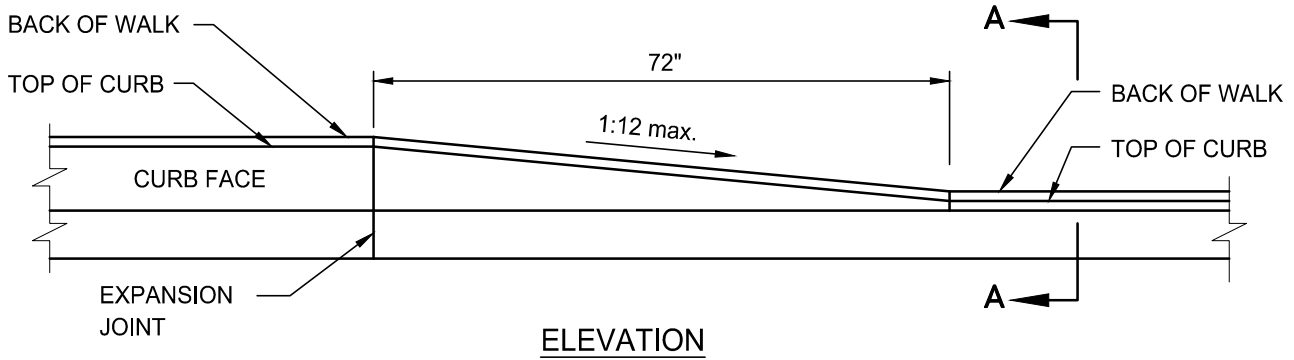
**SECTION A-A**

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IF TREE ROOTS ARE NOT OVER THE CURB AND GUTTER, THEN NARROW THE THICKNESS OF CURB TO 3" AND PLACE 2 No.4 REBARS IN CURB IN FRONT OF THE TREE

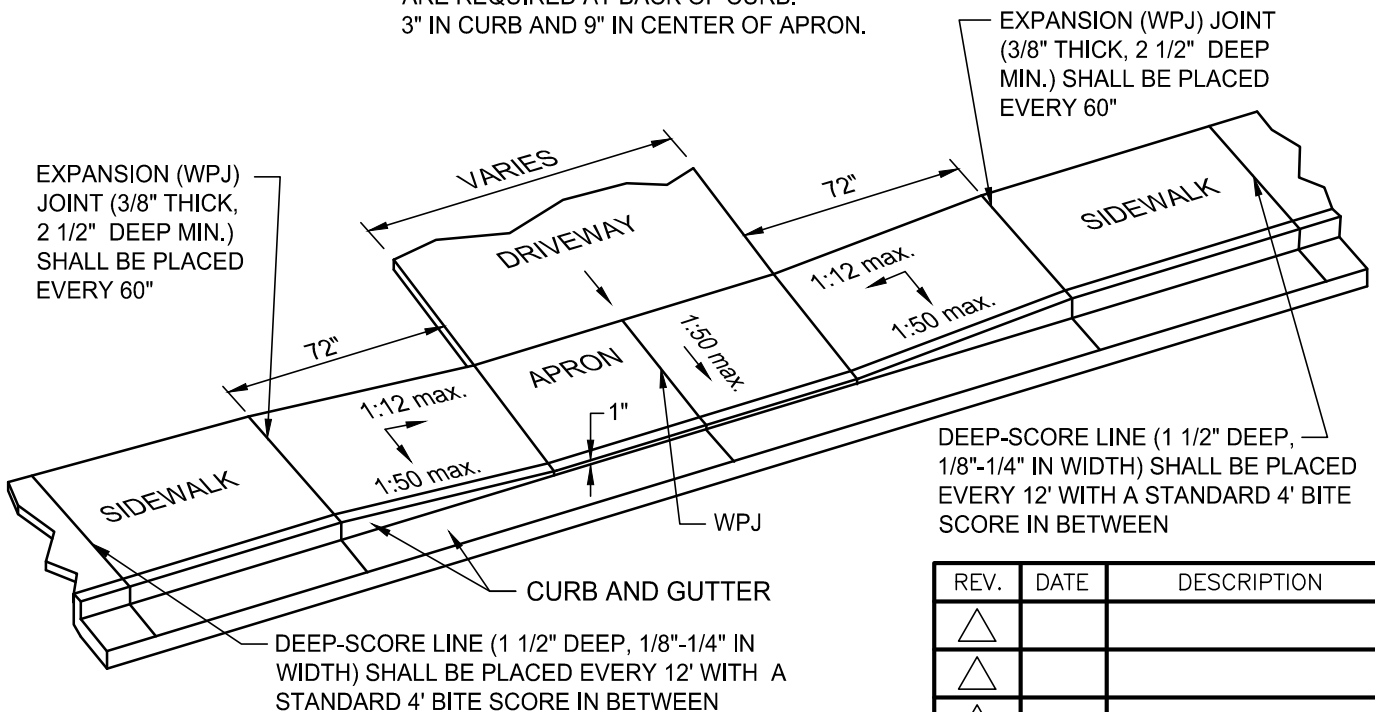
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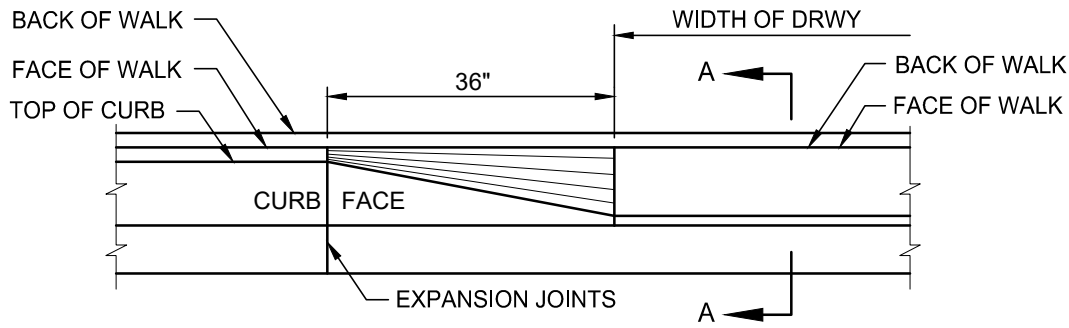
**NOTES:**

- A. DRIVEWAY WIDTH AS PER SEC. 18 CITY CODE.
- B. WEAKENED PLANE JOINTS (WPJ) REQUIRED ON CENTERLINE FOR DRIVEWAYS 10' TO 20' WIDE. DRIVEWAYS 22' TO 35' WIDE SHALL HAVE TWO WPJ EVENLY SPACED AT 1/3 AND 2/3 POINTS.
- C. ALL CONSTRUCTION AND MATERIALS IN CONFORMANCE WITH SECTION 24 OF STANDARD SPECIFICATIONS.
- D. THICKNESS OF APRONS SHALL BE 4" ON RESIDENTIAL DRIVEWAYS AND 6" ON COMMERCIAL DRIVEWAYS. ON COMMERCIAL DRIVEWAYS SIDEWALK SHALL BE REMOVED AND REPLACED WITH 6" OF CONCRETE.
- E. APRON WILL BE DEPRESSED ON CURB AND GUTTER No.13 WHEN RECONSTRUCTING EXISTING COMMERCIAL DRIVEWAYS.

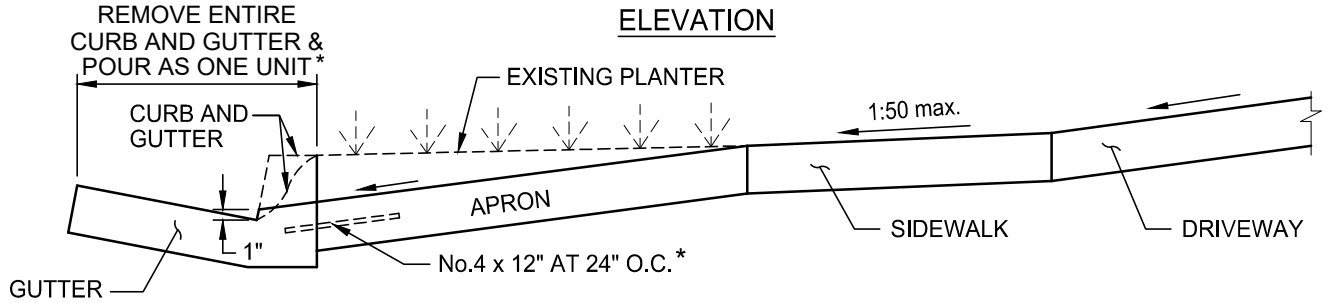
\* IF CURB & GUTTER ARE POURED SEPARATE OF APRON THEN DOWELS ARE REQUIRED AT BACK OF CURB. 3" IN CURB AND 9" IN CENTER OF APRON.



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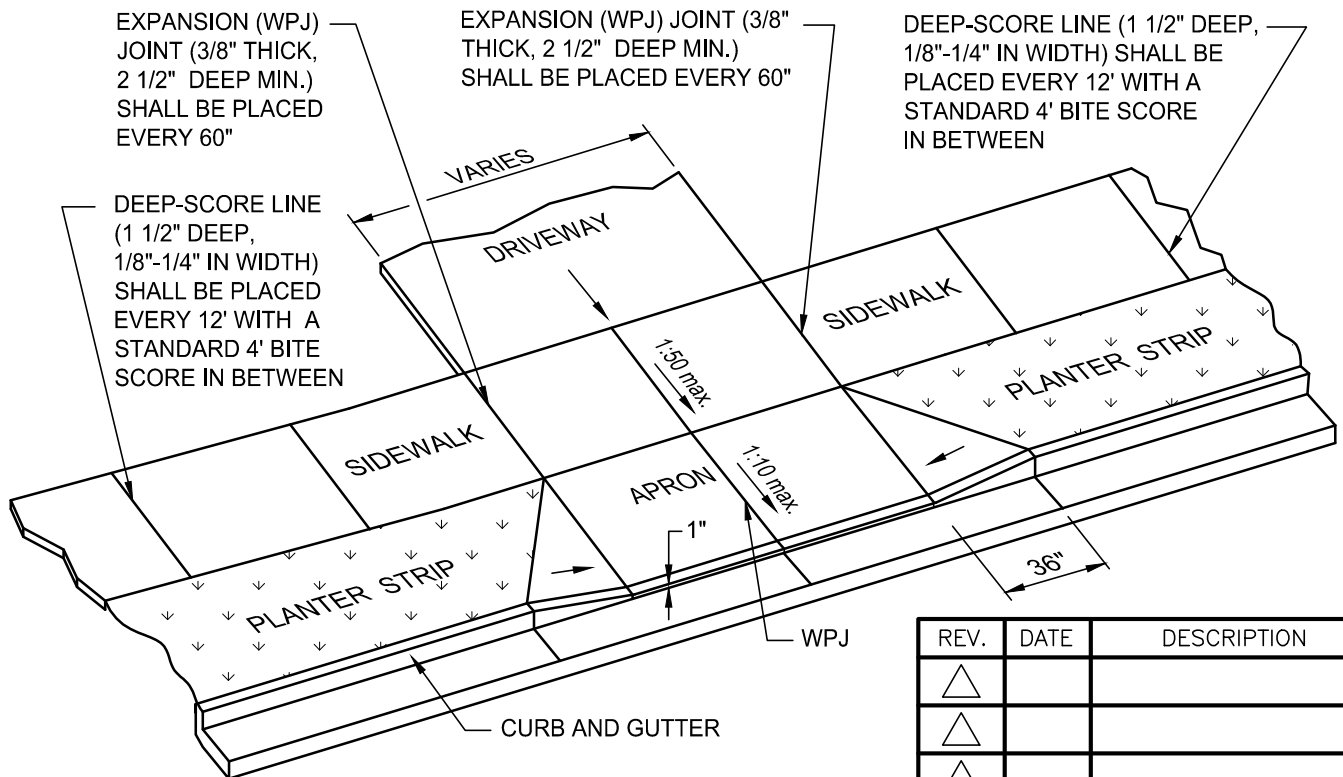
**ELEVATION**



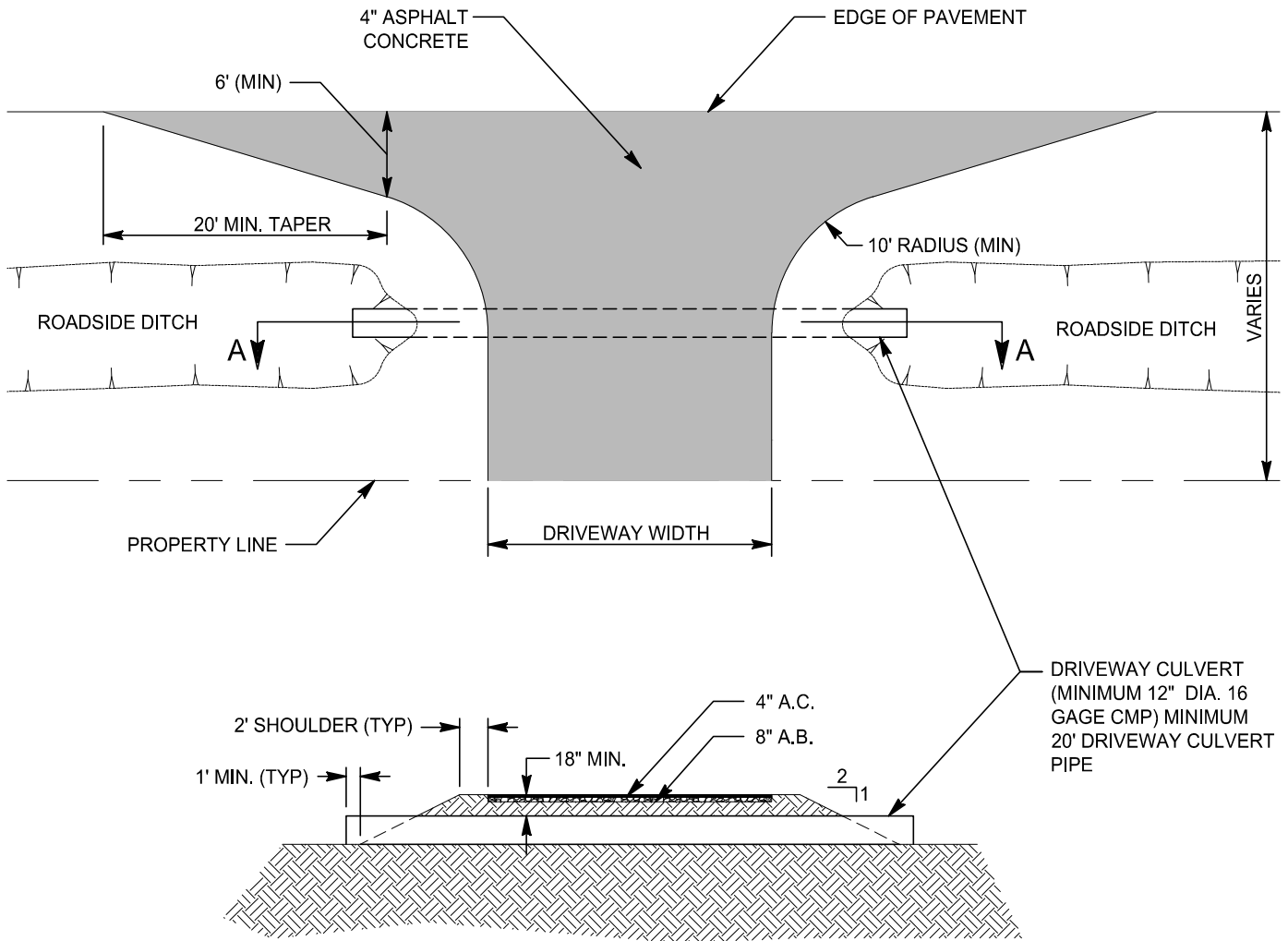
**SECTION A-A WITH VERTICAL CURB**

**NOTES:**

- A. DRIVEWAY WIDTH AS PER SEC. 18 CITY CODE.
  - B. WEAKENED PLANE JOINTS (WPJ) REQUIRED ON CENTERLINE FOR DRIVEWAYS 10' TO 20' WIDE. DRIVEWAYS 22' TO 35' WIDE SHALL HAVE TWO WPJ EVENLY SPACED AT 1/3 AND 2/3 POINTS.
  - C. ALL CONSTRUCTION AND MATERIALS IN CONFORMANCE WITH SECTION 24 OF STANDARD SPECIFICATIONS.
  - D. THICKNESS OF APRONS SHALL BE 4" ON RESIDENTIAL DRIVEWAYS AND 6" ON COMMERCIAL DRIVEWAYS. ON COMMERCIAL DRIVEWAYS SIDEWALK SHALL BE REMOVED AND REPLACED WITH 6" OF CONCRETE.
- \* IF CURB AND GUTTER ARE POURED SEPARATE OF APRON THEN DOWELS ARE REQUIRED AT BACK OF CURB. 3" IN CURB AND 9" IN CENTER OF APRON.



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SECTION A-A

NOTES:

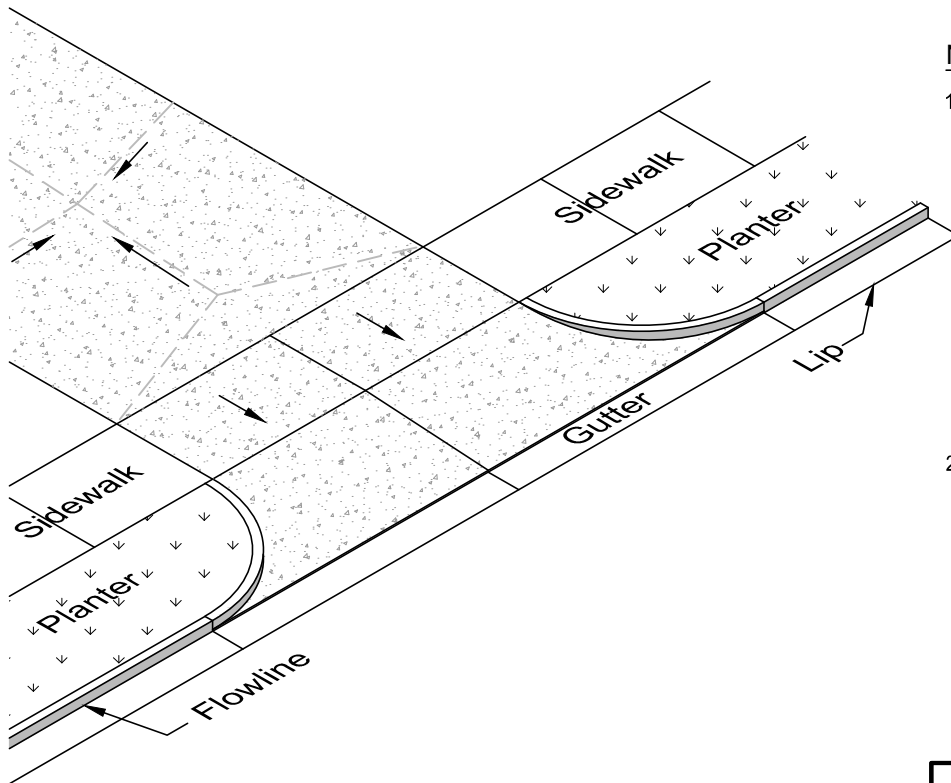
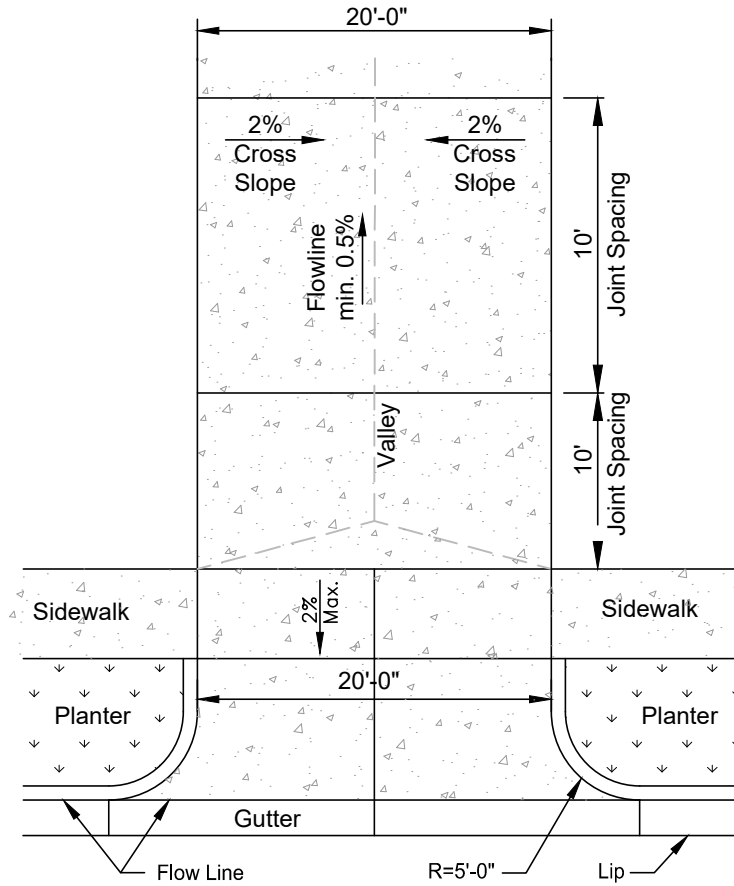
1. MINIMUM DRIVEWAY PAVEMENT SECTION SHALL CONSIST OF 2" ASPHALT CONCRETE OVER 4" AGGREGATE BASE OR 4" ASPHALT CONCRETE OVER NATIVE.
2. FURNISH AND PLACE CULVERT AS REQUIRED BY CITY OF SACRAMENTO, DEPARTMENT OF PUBLIC WORKS, STREET DIVISION.
3. MINIMUM 18" COVER FROM TOP OF PIPE UNLESS OTHERWISE APPROVED BY CITY ENGINEER.

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**CITY OF SACRAMENTO**  
DEPARTMENT OF PUBLIC WORKS

**DRIVEWAY DETAIL**  
**UNIMPROVED STREET**

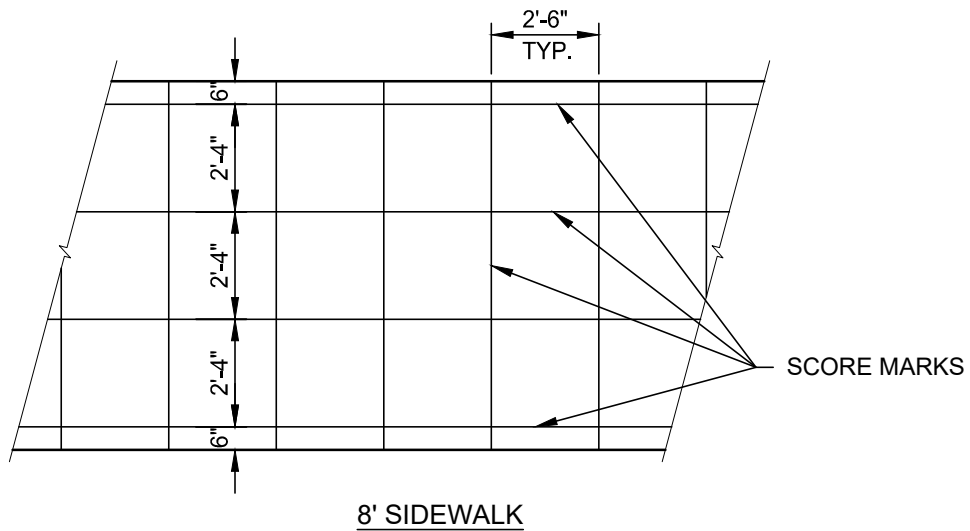
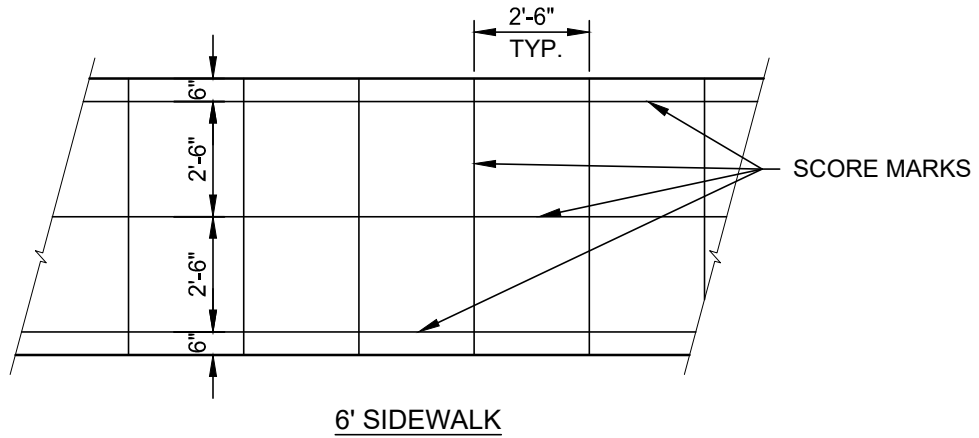
APPROVED BY: *Nadel Kamel*  
DATE: APRIL 2020 DWG. NO. T - 23



**NOTES:**

1. PORTLAND CEMENT CONCRETE (PCC) IS THE CITY STANDARD PAVEMENT FOR ALLEYS. THE EXTENT OF THE IMPROVEMENTS SHALL BE THE ENTIRE ALLEY FRONTAGE (FULL WIDTH OF THE ALLEY) OF THE SUBJECT SITE TO THE NEAREST ALLEY ENTRANCE. ALLEYS SHALL HAVE 6 IN. OF PCC WITH AN APPROPRIATE SUBGRADE AS DETERMINED BY TI AND R-VALUES FOR THE AREA IN WHICH THE ALLEY IS LOCATED.
2. MINIMUM LONGITUDINAL GRADES ON ALLEYS SHALL BE 0.50 PERCENT. THE CROSS SLOPE SHALL BE 2 PERCENT FROM THE PROPERTY LINE TO THE CENTER OF THE ALLEY.

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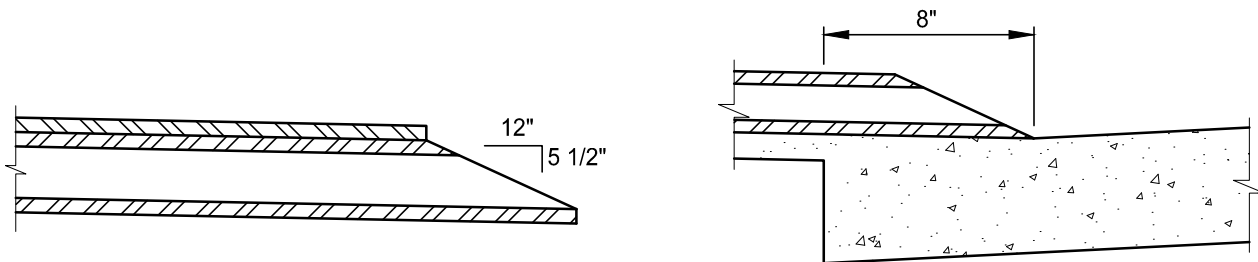
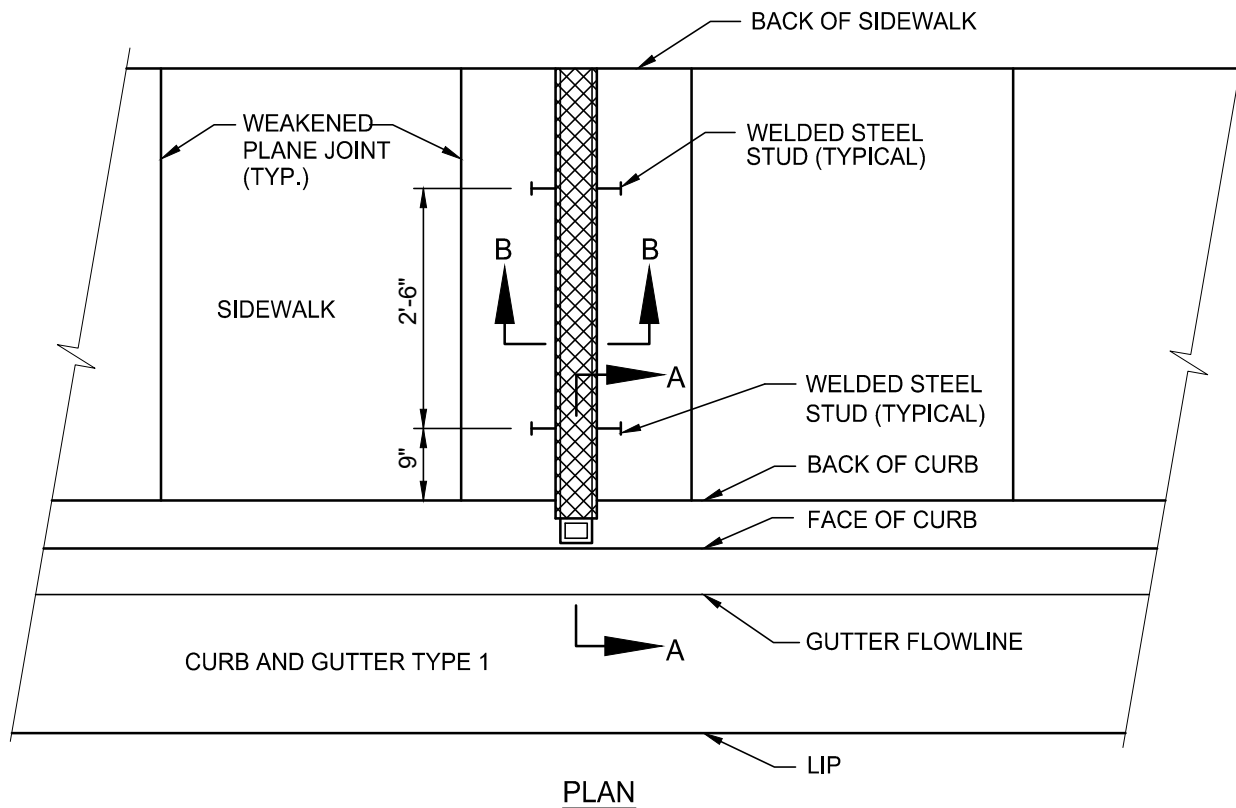


**NOTES:**

1. CONTRACTOR IS TO REQUEST APPROVAL OF THE SCORING PATTERN PRIOR TO PLACEMENT OF CONCRETE.
2. SCORE MARKS ARE  $\frac{1}{8}$ " -  $\frac{1}{4}$ " WIDE AND  $\frac{1}{4}$ " DEEP.
3. EXPANSION JOINTS REQUIRED PER STANDARD SPECIFICATIONS.
4. USE COLOR ADDITIVE AS DIRECTED BY THE ENGINEER (APPROX. 1 LB/CY OF LAMP BLACK COLOR).
5. HISTORIC SCORING PATTERN SHALL BE USED ONLY WHERE APPROVED IN ADOPTED CITY GUIDELINES OR ADJACENT TO EXISTING HISTORIC SCORING PATTERNS.

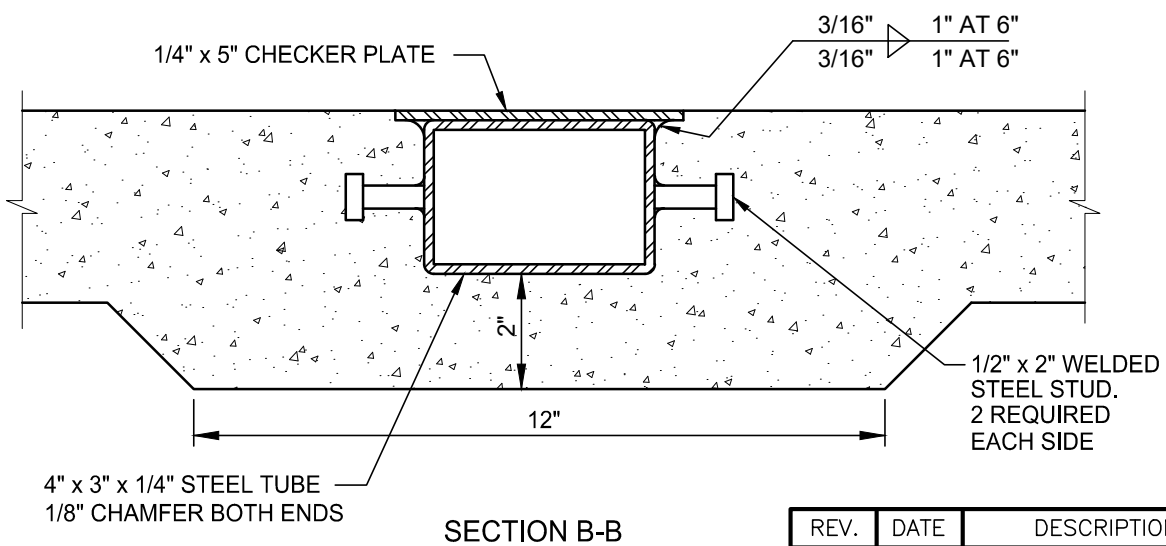
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CURB END OF DRAIN

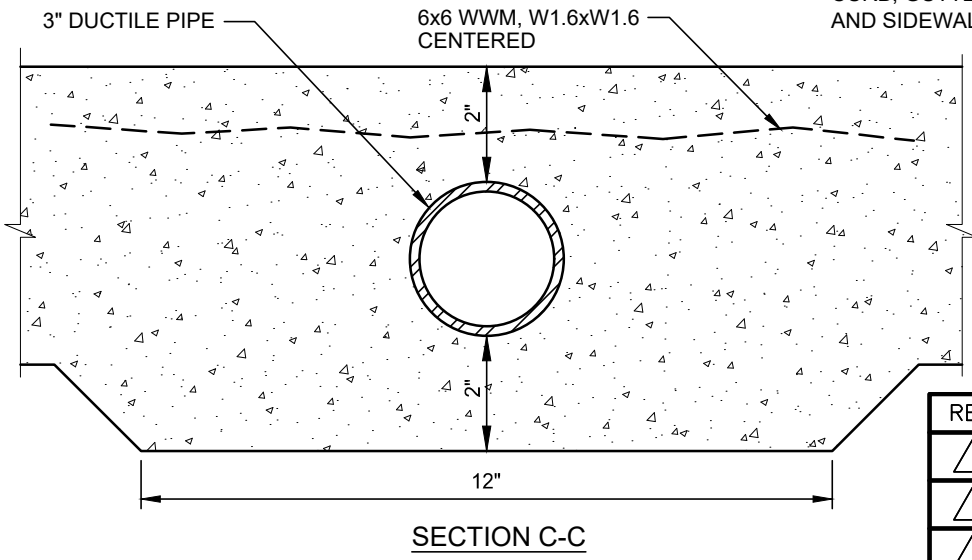
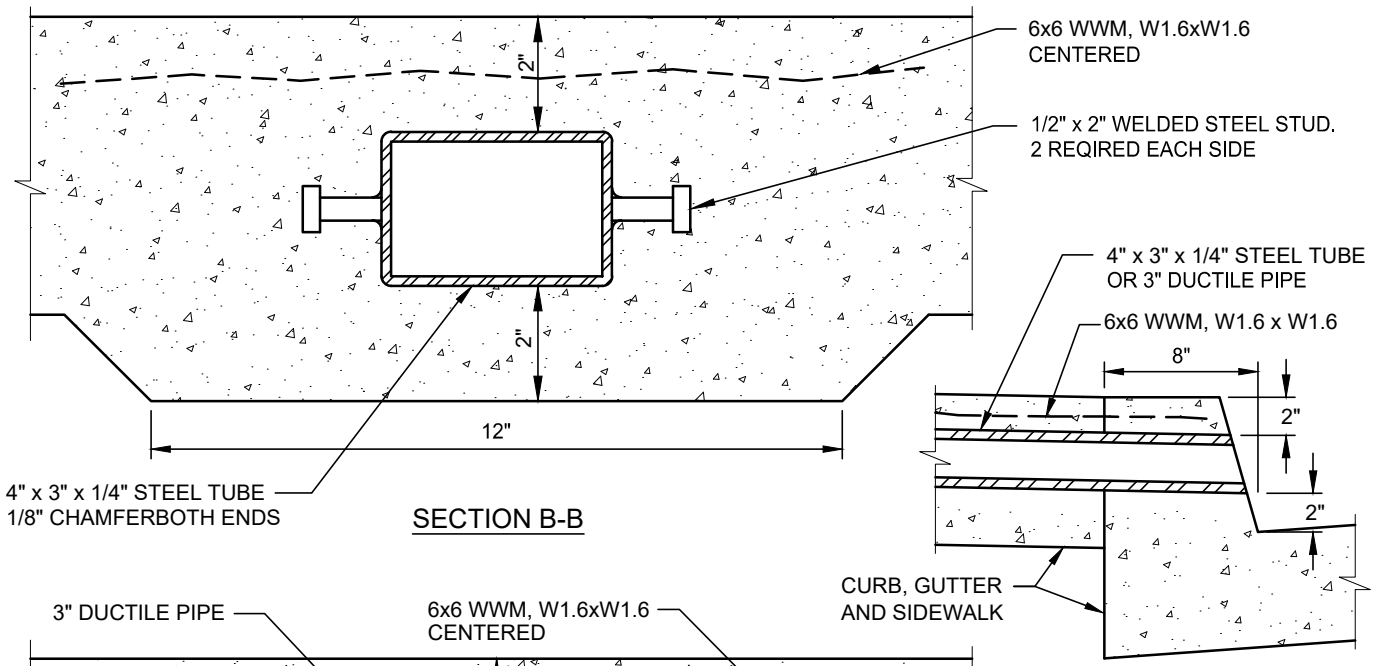
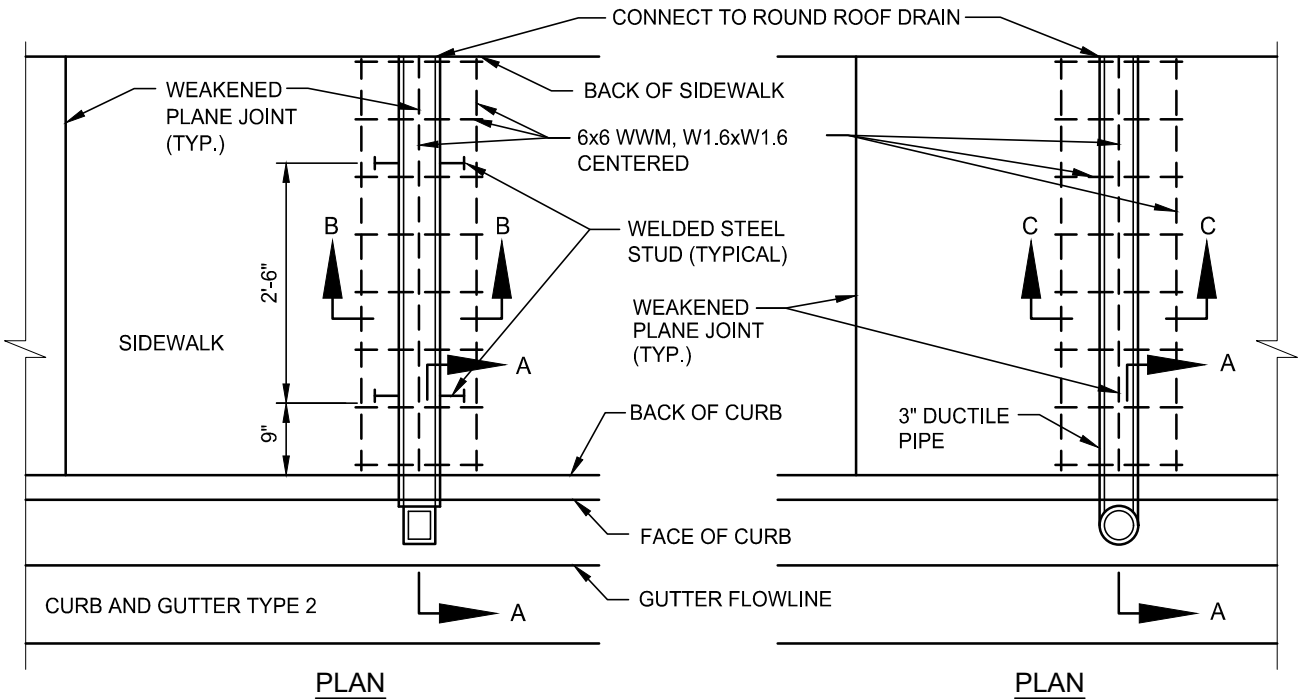
SECTION A-A



SECTION B-B

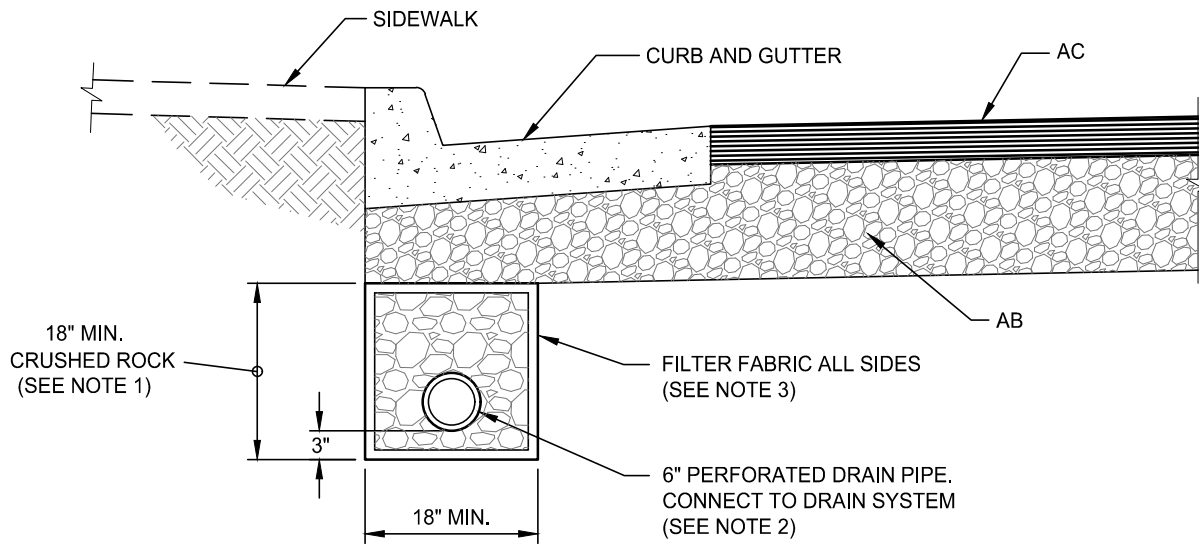
**NOTE:**  
GALVANIZE AFTER FABRICATION AND ASSEMBLY

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**NOTE:**  
GALVANIZE AFTER FABRICATION AND ASSEMBLY

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**SPECIFICATIONS FOR THE SUBDRAIN TRENCH SYSTEM:**

1. CRUSHED ROCK: CONTRACTOR SHALL PLACE CLEAN TYPE C CRUSHED ROCK CONFORMING TO SECTION 10-17 OF THE STANDARD SPECIFICATIONS.
2. PERFORATED DRAIN PIPE: PERFORATED PIPE SHALL BE POLYVINYL CHLORIDE (PVC) PIPE WITH PERFORATIONS THROUGHOUT THE LENGTH OF THE PIPE AND CONFORMING TO THE APPLICABLE PORTIONS OF AASHTO M252. ALTERNATIVELY, PIPE MAY BE PERFORATED CORRUGATED POLYETHYLENE TUBING CONFORMING TO THE APPLICABLE PORTIONS OF AASHTO M252 OR M294.
3. FILTER FABRIC: FILTER FABRIC SHALL CONFORM WITH SECTIONS 68-1.03, 88-1.01, AND 88-1.03 OF THE CALTRANS STANDARD SPECIFICATIONS.

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1) SIDEWALK TRANSITIONS

- \* LOCATED ABOVE RAMP OR LANDING
- \* 48" MINIMUM WIDTH
- \* 2% (1:50) MAXIMUM CROSS SLOPE AT RAMP OR LANDING
- \* 8.33% (1:12) MAXIMUM SLOPE

2) LANDINGS

- \* LOCATED ABOVE RAMP
- \* 48" MINIMUM DIMENSION IN ALL DIRECTIONS
- \* 2% (1:50) MAXIMUM CROSS SLOPE OR SLOPE IN ALL DIRECTIONS, INCLUDING DIAGONAL

3) RAMPS

- \* LOCATED ABOVE PAN OR BELOW LANDING
- \* 48" MINIMUM WIDTH
- \* 2% (1:50) MAXIMUM CROSS SLOPE
- \* 8.33 % (1:12) MAXIMUM SLOPE
- \* TRANSITION TO GUTTER SHALL BE FLUSH AND FREE OF ABRUPT CHANGES

4) PANS

- \* LOCATED BELOW RAMP
- \* 48" MINIMUM AT BACK OF PAN
- \* 48" MINIMUM FROM BACK OF PAN TO BACK OF CURB LINE (BOC)
- \* 1% (1:100) MINIMUM SLOPE FROM BACK OF PAN TO FLOW LINE
- \* 2% (1:50) MAXIMUM CROSS SLOPE OR SLOPE IN ALL DIRECTIONS, INCLUDING DIAGONAL
- \* ON CORNERS, PAN BOUNDARIES ARE TO BE RADIAL
- \* TRANSITION TO GUTTER SHALL BE FLUSH AND FREE OF ABRUPT CHANGES

5) GUTTERS

- \* ADJACENT TO RAMP OR PAN
- \* 5% (1:20) MAXIMUM SLOPE MEASURED 4' FROM FOC OUT TO STREET PAVEMENT FOR FULL WIDTH OF RAMP.
- \* TRANSITION TO GUTTER SHALL BE FLUSH AND FREE OF ABRUPT CHANGES

6) FLARES

- \* LOCATED ADJACENT TO RAMP
- \* REQUIRED BETWEEN RAMPS WHERE THERE IS NO PLANTER AREA
- \* REQUIRED ON THE EXTERIOR OF RAMPS WHERE THERE IS AN ADJACENT CONCRETE SIDEWALK, REGARDLESS OF OBSTACLES GENERALLY TRIANGULAR IN NATURE
- \* 10% (1:10) MAXIMUM SLOPE

7) RETAINING CURBS

- \* REQUIRED ADJACENT TO SIDEWALK TRANSITIONS, LANDINGS, RAMPS AND PANS WHERE THE EXISTING LANDSCAPE (PLANTER AREA) IS 4" OR HIGHER AT ANY POINT ABOVE THE NEWLY CONSTRUCTED CURB RAMP ELEMENT
- \* REQUIRED FOR EXISTING PLANTER AREAS BETWEEN RAMPS
- \* RETAINING CURBS ARE TO HAVE A 6" WIDTH AND A VERTICAL FACE
- \* RETAINING CURB FOUNDATIONS ARE TO EXTEND 8" BELOW THE ADJACENT RAMP ELEMENT SURFACE
- \* OUTSIDE CORNERS OF RETAINING CURBS MUST HAVE A 6" RADIUS

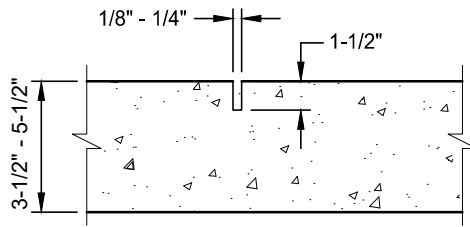
8) CONCRETE COLORING

- \* LAMP BLACK OR OTHER COLORING SHALL BE ADDED TO NEW CONCRETE AS NECESSARY TO MATCH EXISTING COLOR. THIS APPLIES TO ALL INFILL LOCATIONS

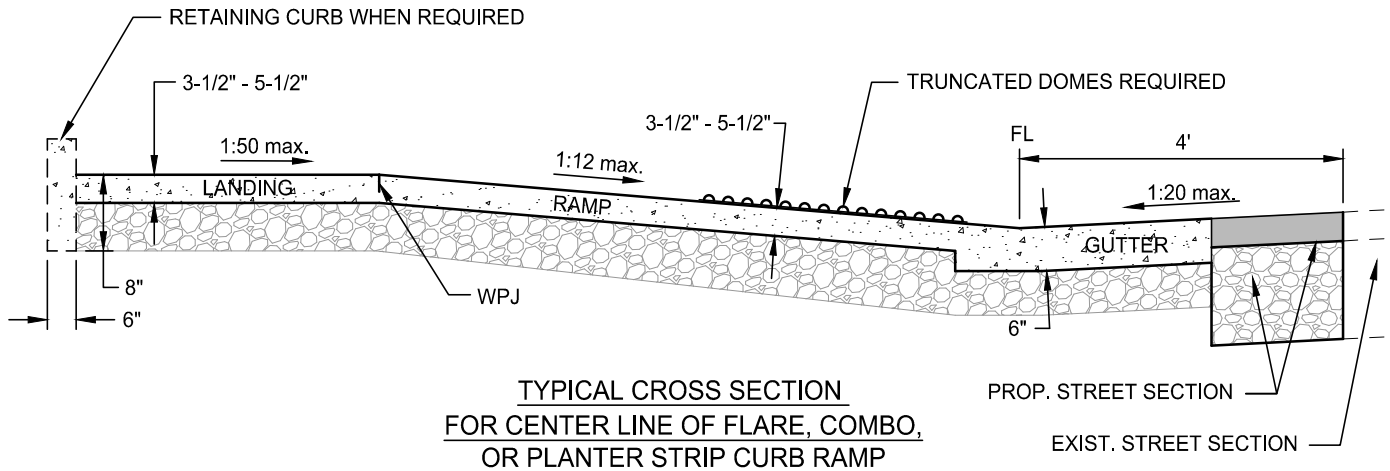
9) GENERAL NOTES:

- \* DUAL CURB RAMPS ARE REQUIRED UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- \* ALL ELEMENTS, EXCEPT GUTTERS AND RETAINING CURBS, MUST BE CONSTRUCTED PLANAR IN NATURE WITH WEAKENED PLANE JOINTS SCORED BETWEEN EACH ELEMENT.
- \* WHEN FEASIBLE, OPPOSING CURB RAMPS SHALL ALIGN.
- \* THESE DEFINITIONS AND STANDARDS, GENERAL DETAILS, AND STANDARD DRAWINGS SHALL APPLY TO ALL CURB AND GUTTER TYPES.
- \* THERE ARE VARIATIONS AND ADJUSTMENTS THAT MAY BE REQUIRED UPON THE APPROVAL OF THE ENGINEER.
- \* THERE ARE NO VARIANCES TO THE MAXIMUM ALLOWABLE SLOPES AND CROSS SLOPES.

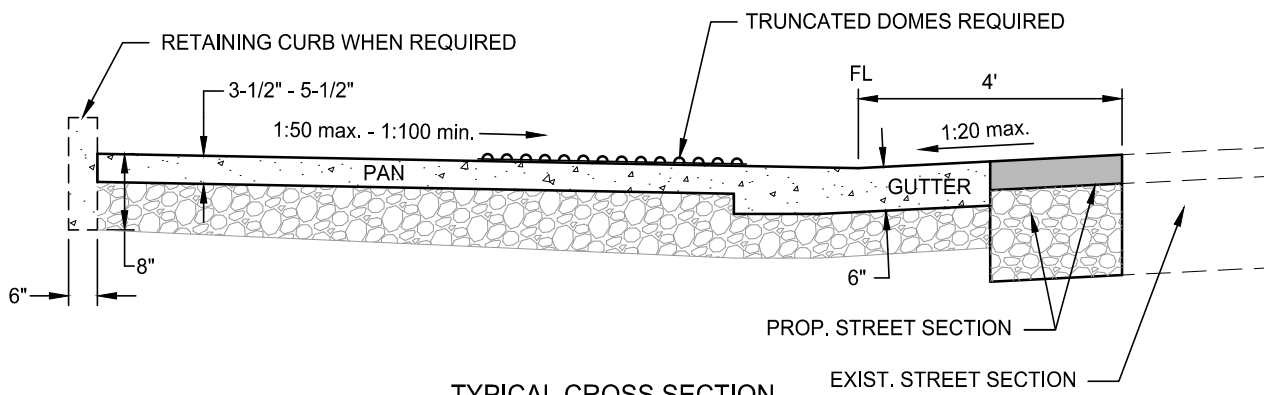
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WEAKENED PLANE JOINT (WPJ)



TYPICAL CROSS SECTION FOR CENTER LINE OF FLARE, COMBO, OR PLANTER STRIP CURB RAMP



TYPICAL CROSS SECTION FOR CENTER LINE OF PAN CURB RAMP

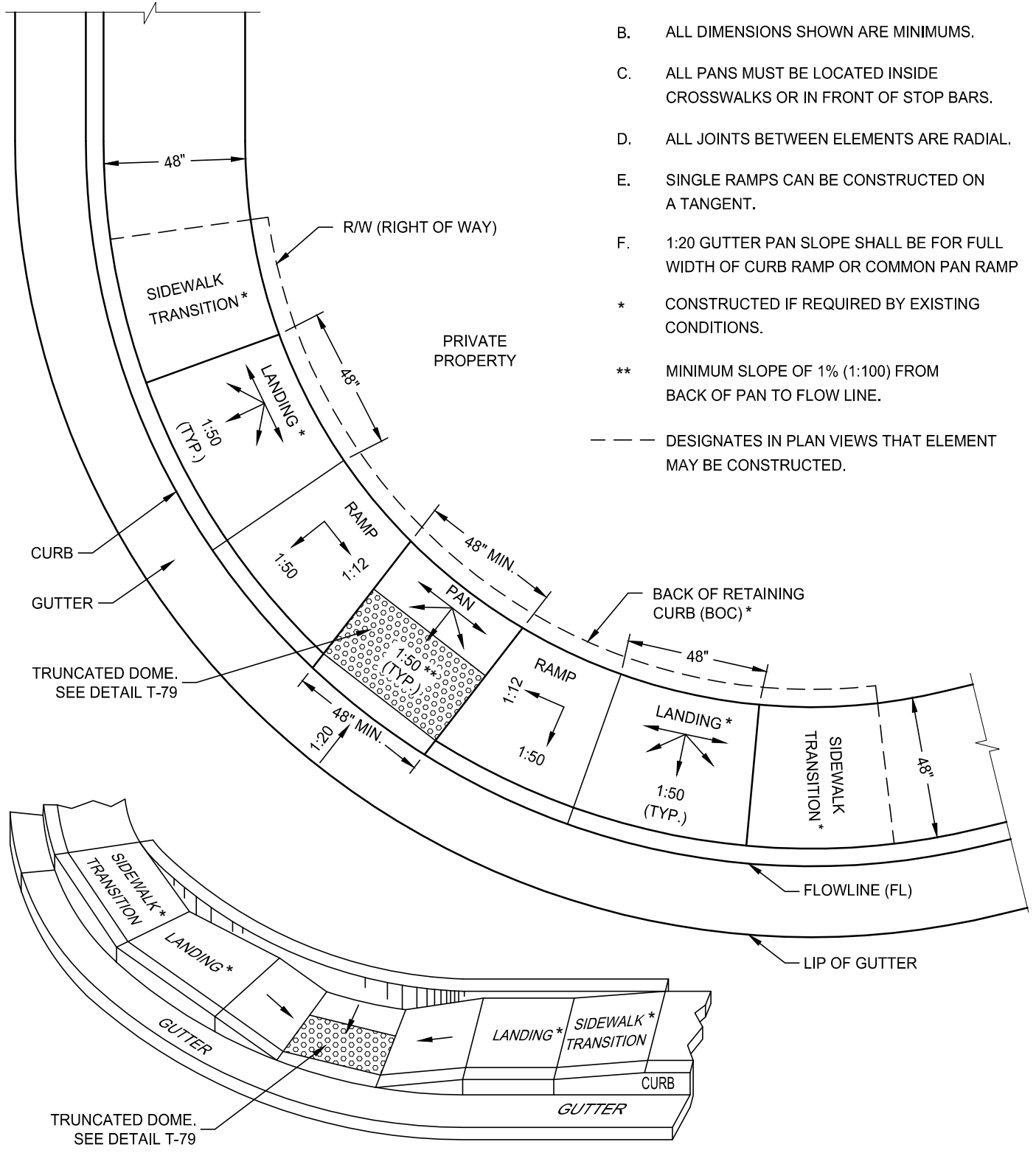
**NOTE:**

SURFACE OF RAMPS AND PANS SHALL HAVE A TRANSVERSE BROOM SURFACE TEXTURE ROUGHER THAN ADJACENT SIDEWALK

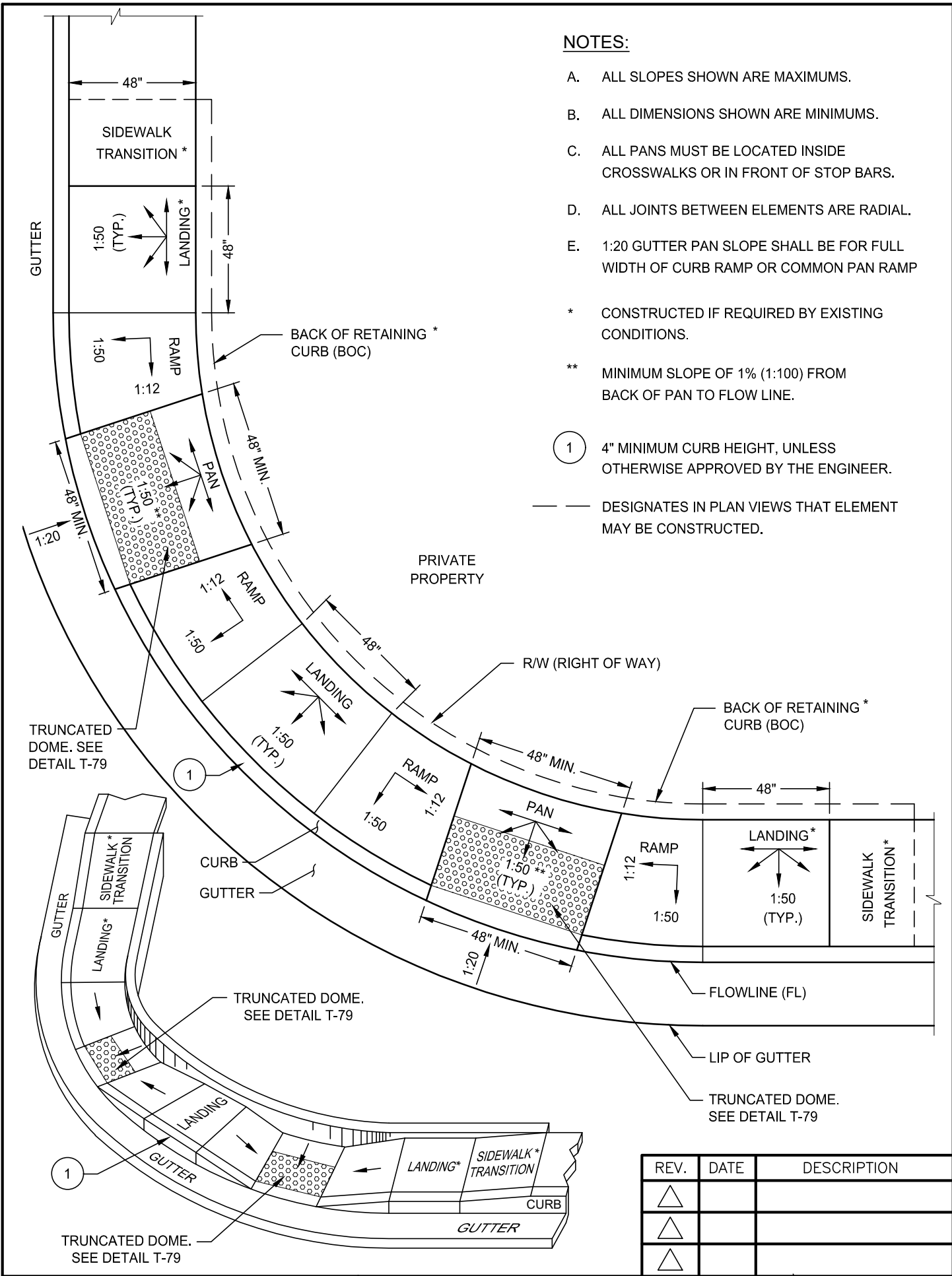
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**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
- B. ALL DIMENSIONS SHOWN ARE MINIMUMS.
- C. ALL PANS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
- D. ALL JOINTS BETWEEN ELEMENTS ARE RADIAL.
- E. SINGLE RAMPS CAN BE CONSTRUCTED ON A TANGENT.
- F. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP
- \* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.
- \*\* MINIMUM SLOPE OF 1% (1:100) FROM BACK OF PAN TO FLOW LINE.
- DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.



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**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
- B. ALL DIMENSIONS SHOWN ARE MINIMUMS.
- C. ALL PANS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
- D. ALL JOINTS BETWEEN ELEMENTS ARE RADIAL.
- E. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP

\* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.

\*\* MINIMUM SLOPE OF 1% (1:100) FROM BACK OF PAN TO FLOW LINE.

① 4" MINIMUM CURB HEIGHT, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

— — DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.

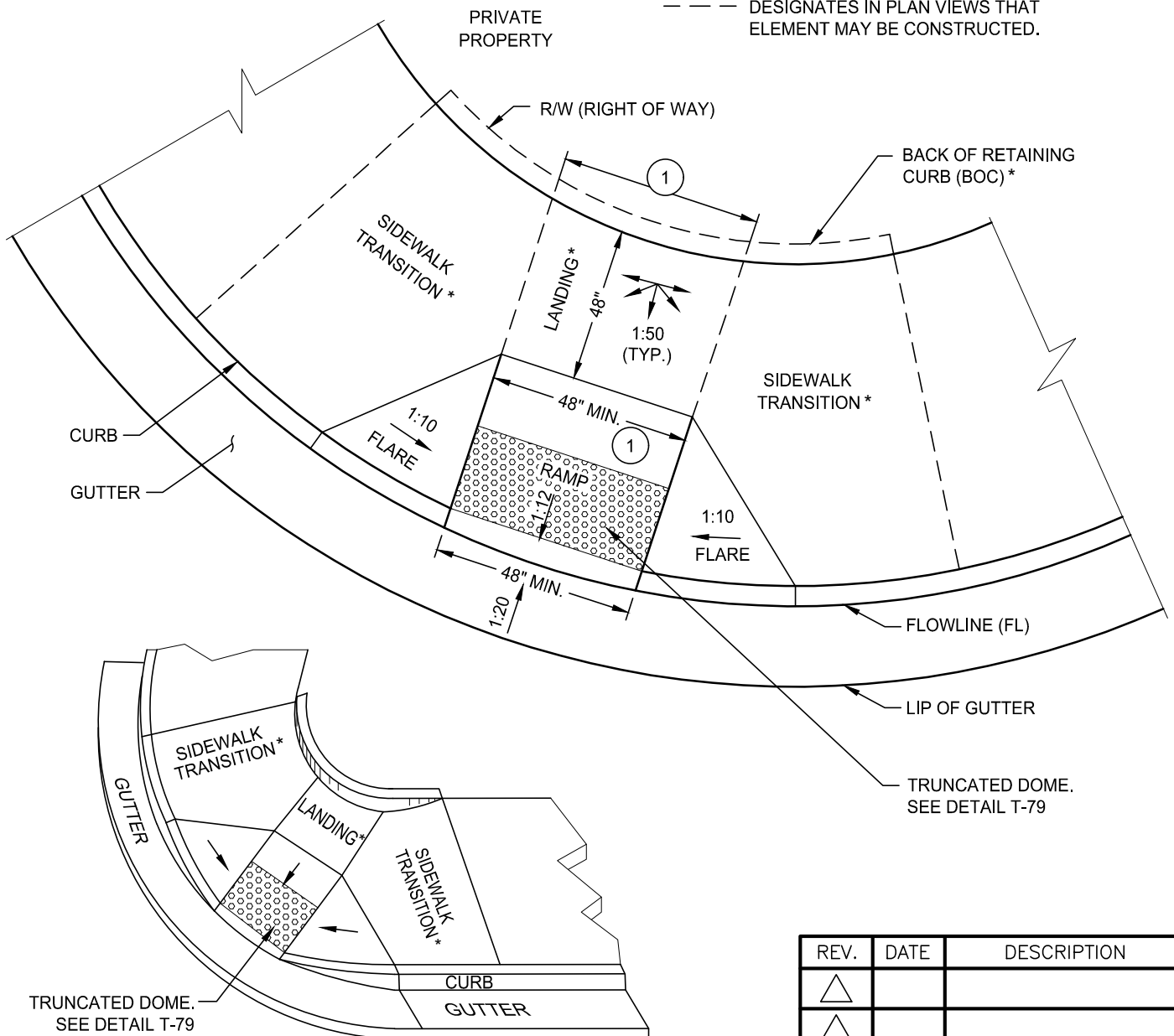
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**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
  - B. ALL DIMENSIONS SHOWN ARE MINIMUMS.
  - C. ALL RAMPS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
  - D. ALL JOINTS BETWEEN ELEMENTS, EXCEPT BETWEEN RAMP AND FLARE, ARE RADIAL. RAMP WIDTH REMAINS CONSTANT.
  - E. SINGLE RAMPS CAN BE CONSTRUCTED ON A TANGENT.
  - F. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP
- \* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.

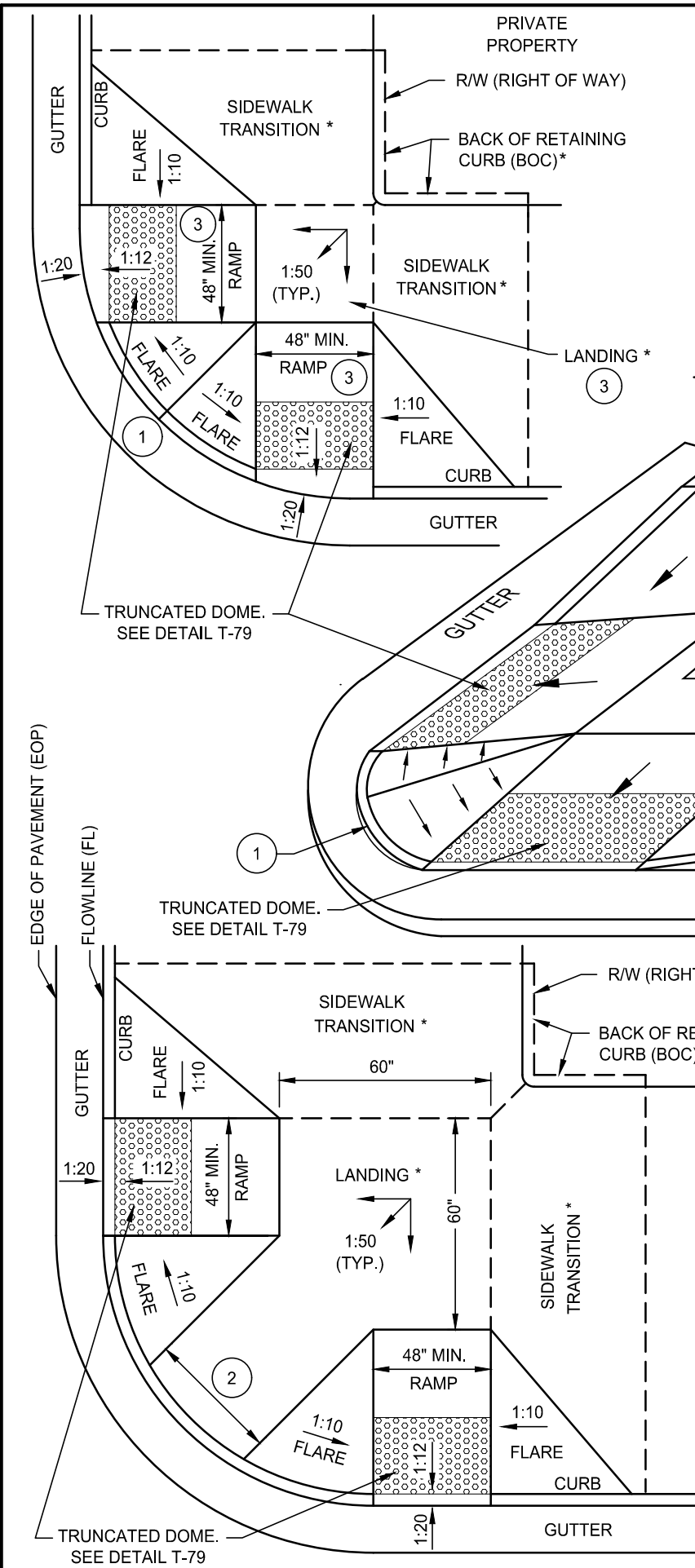
① THE WIDTH OF RAMP SHALL BE SAME AS LANDING

--- DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.



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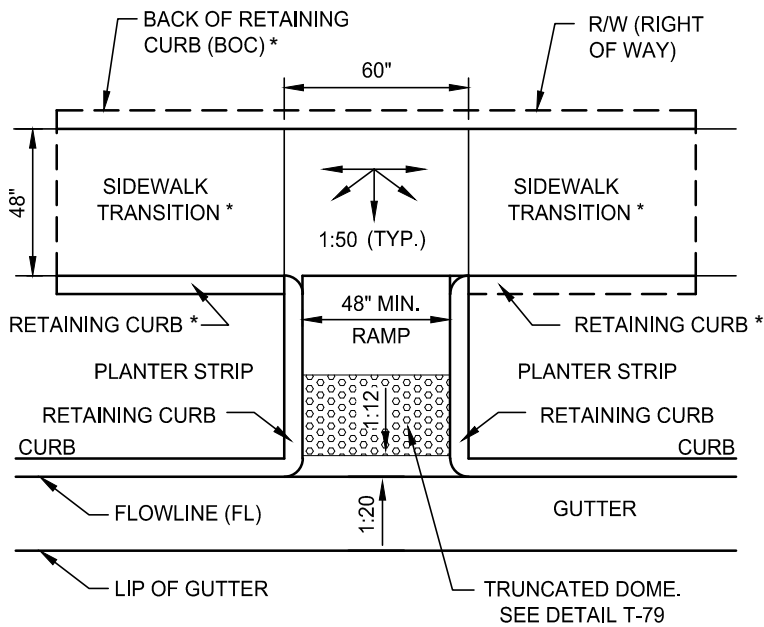
**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
  - B. ALL DIMENSIONS SHOWN ARE MINIMUMS.
  - C. ALL RAMPS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
  - D. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP
- \* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.
- DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.

**NOTES:**

- 1 4" MINIMUM CURB HEIGHT, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- 2 NO MINIMUM DIMENSION. GROOVE PATTERNS OR FLARES CAN INTERSECT.
- 3 IF LANDING CONSTRUCTED, 60" MIN. LANDING DIMENSIONS AND 60" MIN. WIDTH OF RAMP REQUIRED.

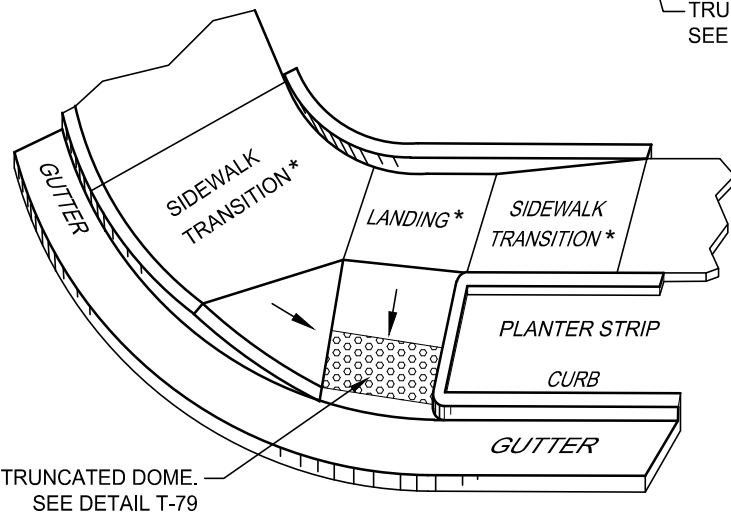
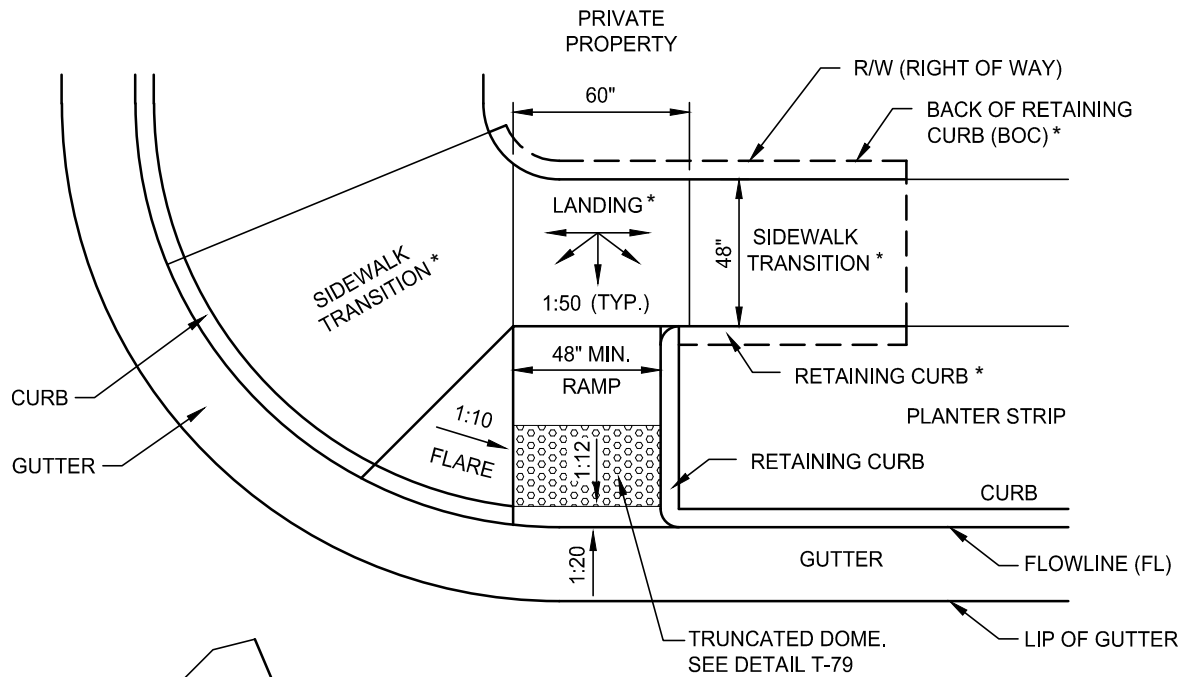
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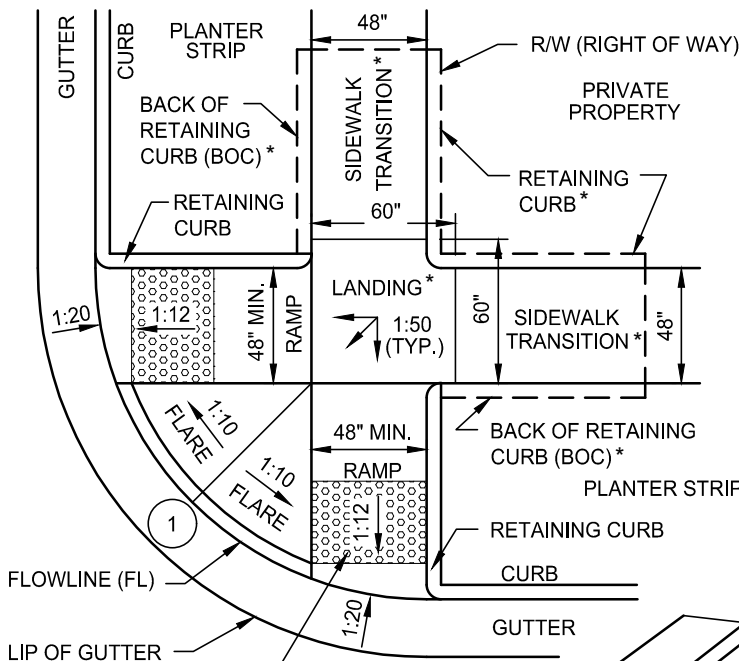
**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
  - B. ALL DIMENSIONS SHOWN ARE MINIMUMS.
  - C. ALL RAMPS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
  - D. ALL JOINTS BETWEEN ELEMENTS, EXCEPT BETWEEN RAMP AND FLARE, ARE RADIAL. RAMP WIDTH REMAINS CONSTANT.
  - E. SINGLE RAMPS CAN BE CONSTRUCTED ON A TANGENT.
  - F. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP
- \* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.

--- DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.



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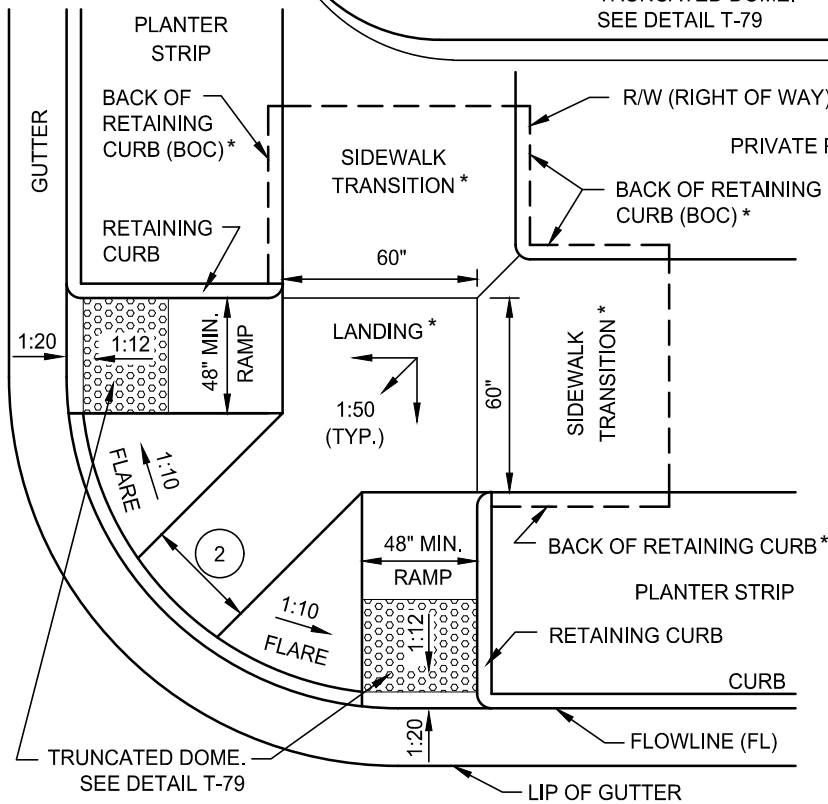
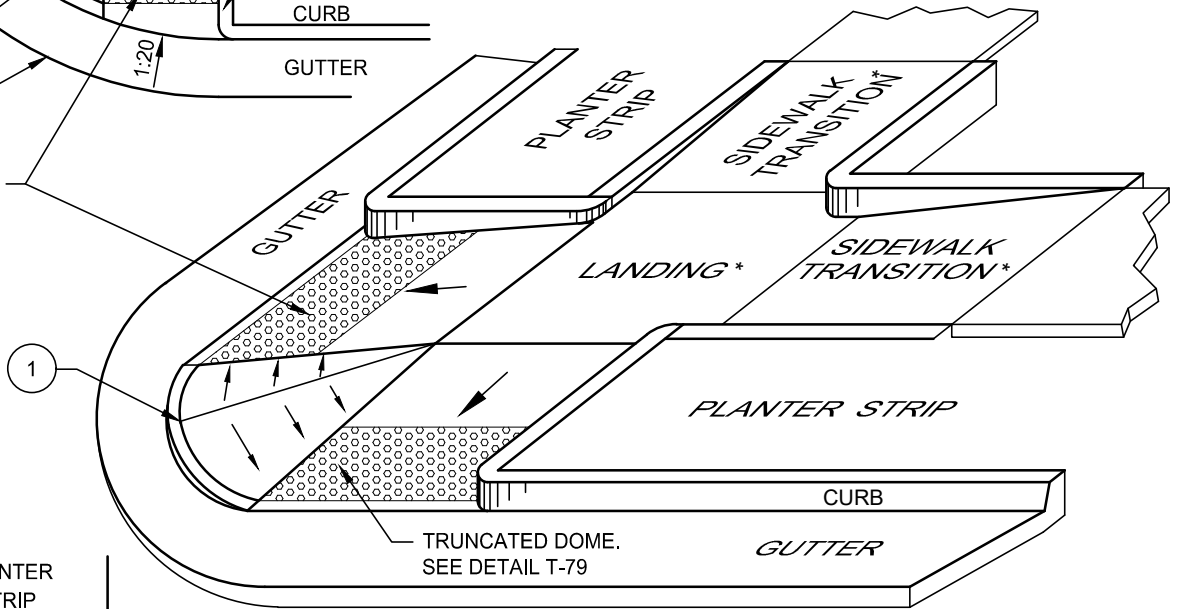


**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
  - B. ALL DIMENSIONS SHOWN ARE MINIMUMS.
  - C. ALL RAMPS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
  - D. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP
- \* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.

--- DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.

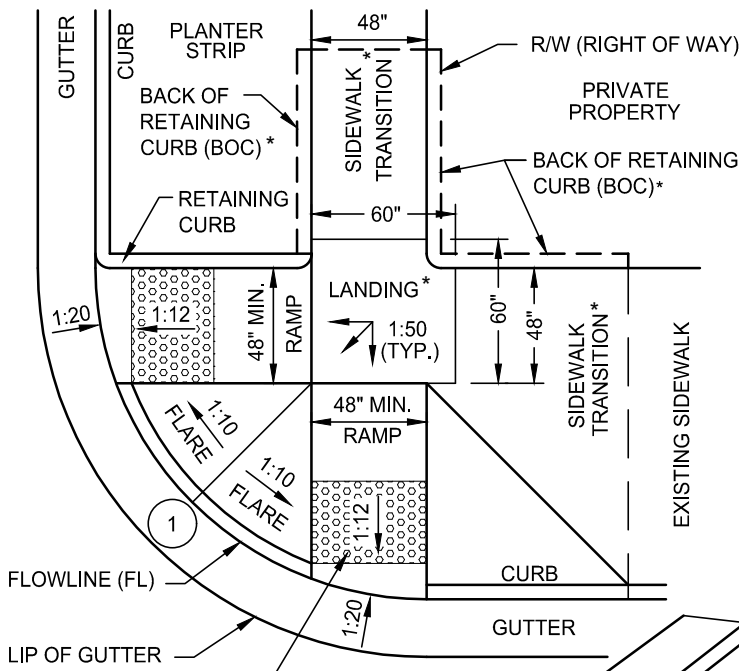
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**NOTES:**

- ① 4" MINIMUM CURB HEIGHT, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- ② NO MINIMUM DIMENSION.

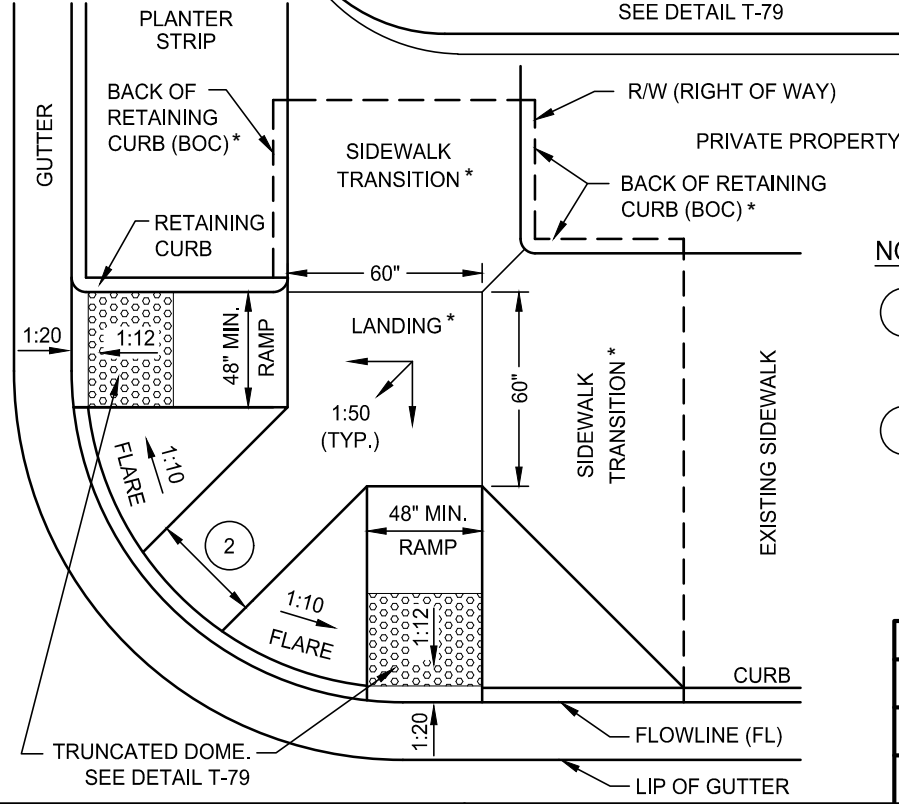
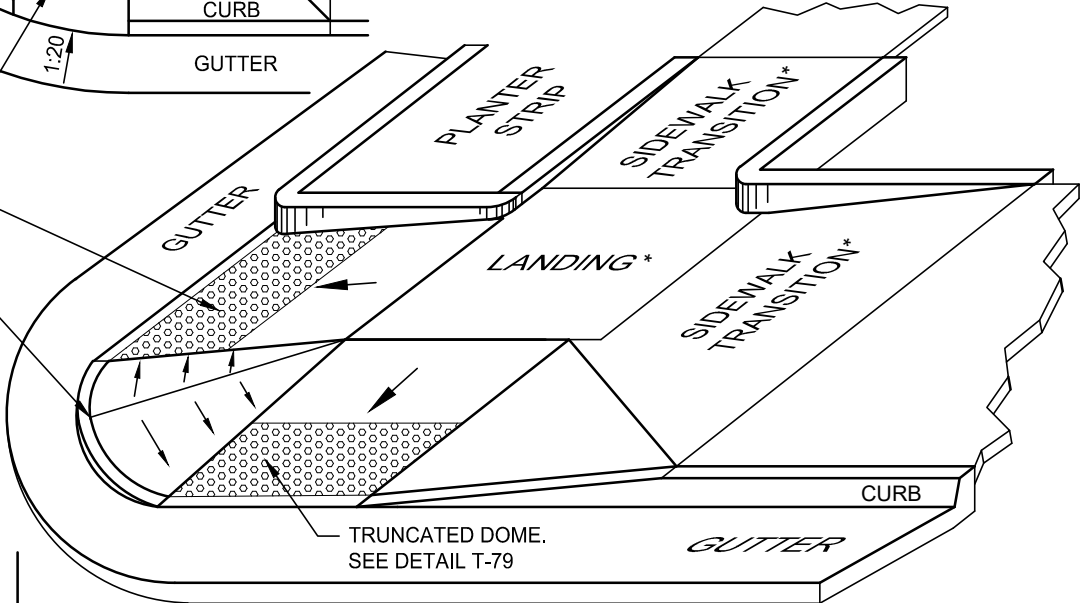
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**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
- B. ALL DIMENSIONS SHOWN ARE MINIMUMS.
- C. ALL RAMPS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
- D. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP
- \* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.
- DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.

TRUNCATED DOME. SEE DETAIL T-79



**NOTES:**

- 1 4" MINIMUM CURB HEIGHT, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- 2 NO MINIMUM DIMENSION.

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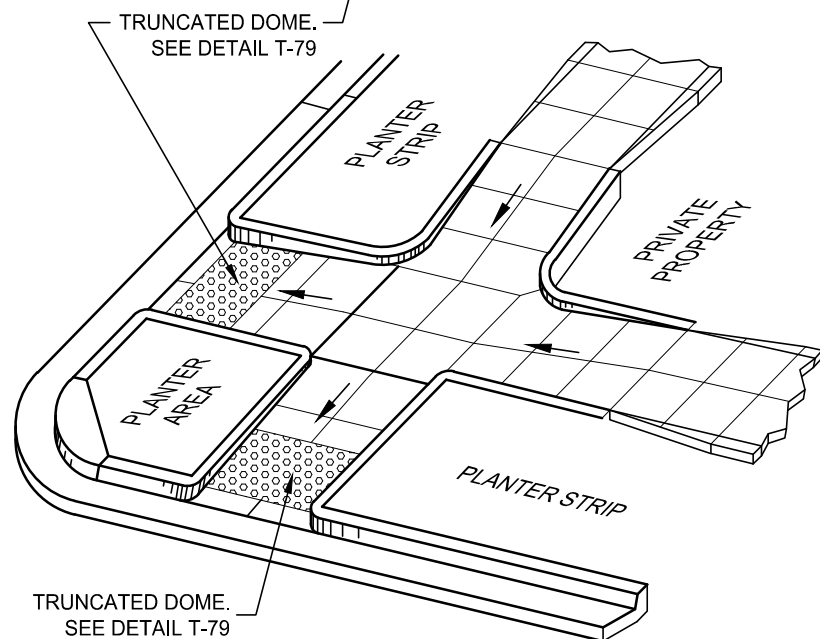
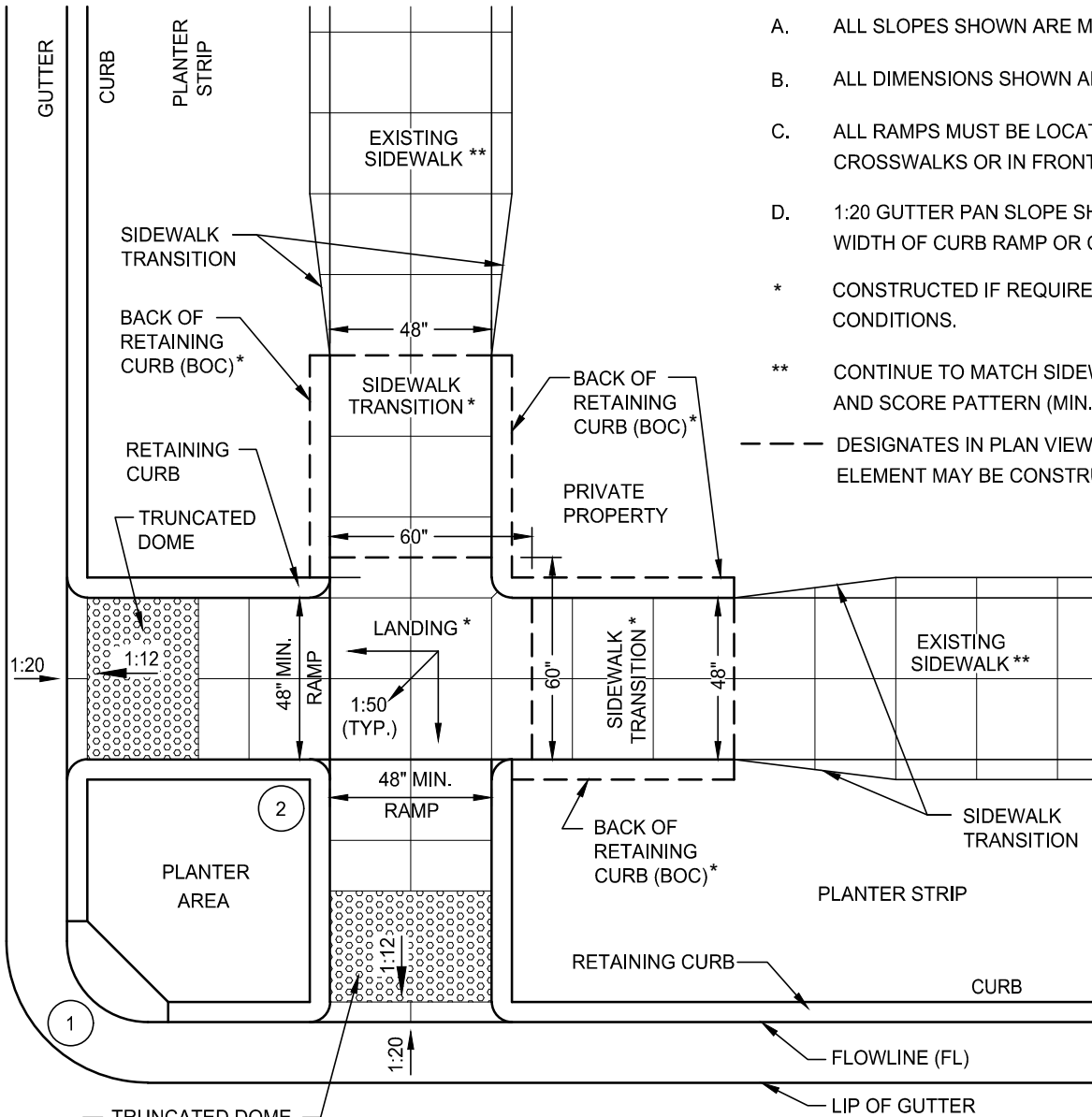
**NOTES:**

- A. ALL SLOPES SHOWN ARE MAXIMUMS.
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- C. ALL RAMPS MUST BE LOCATED INSIDE CROSSWALKS OR IN FRONT OF STOP BARS.
- D. 1:20 GUTTER PAN SLOPE SHALL BE FOR FULL WIDTH OF CURB RAMP OR COMMON PAN RAMP

\* CONSTRUCTED IF REQUIRED BY EXISTING CONDITIONS.

\*\* CONTINUE TO MATCH SIDEWALK WIDTH AND SCORE PATTERN (MIN. 48" WIDE).

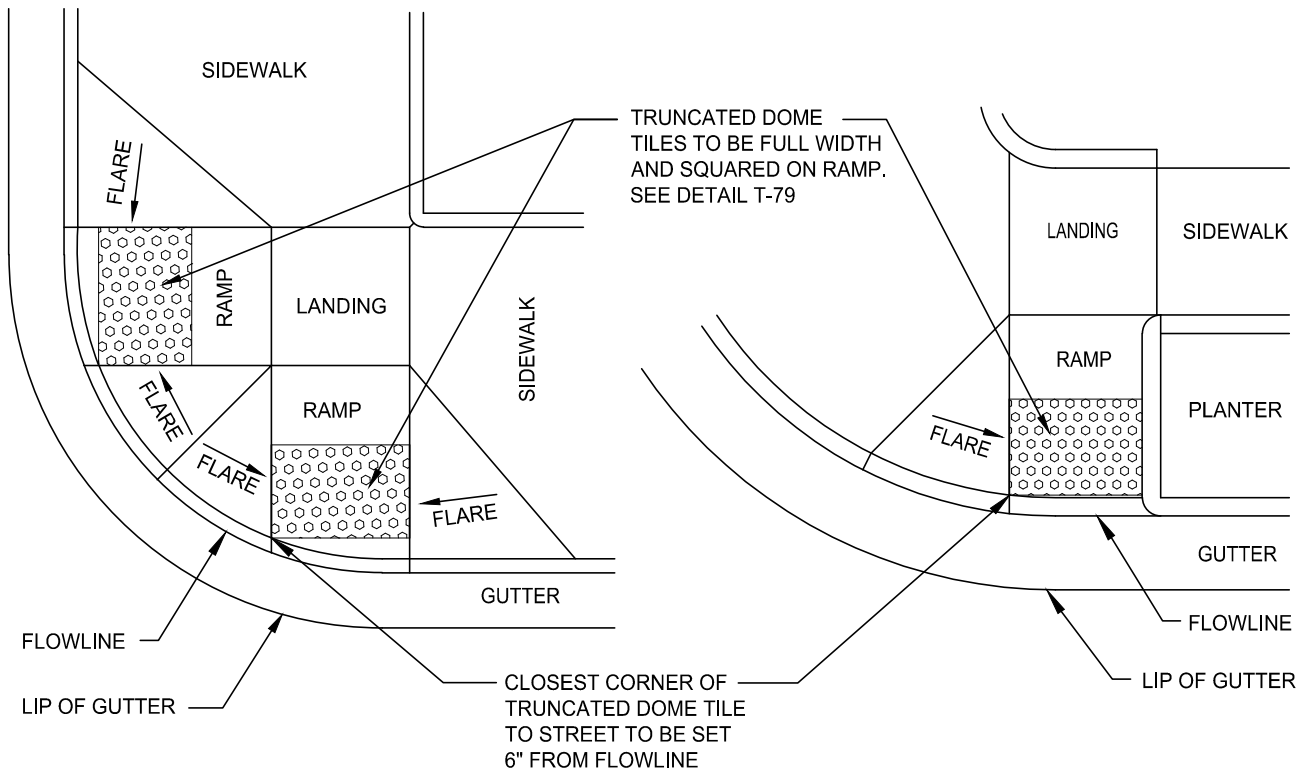
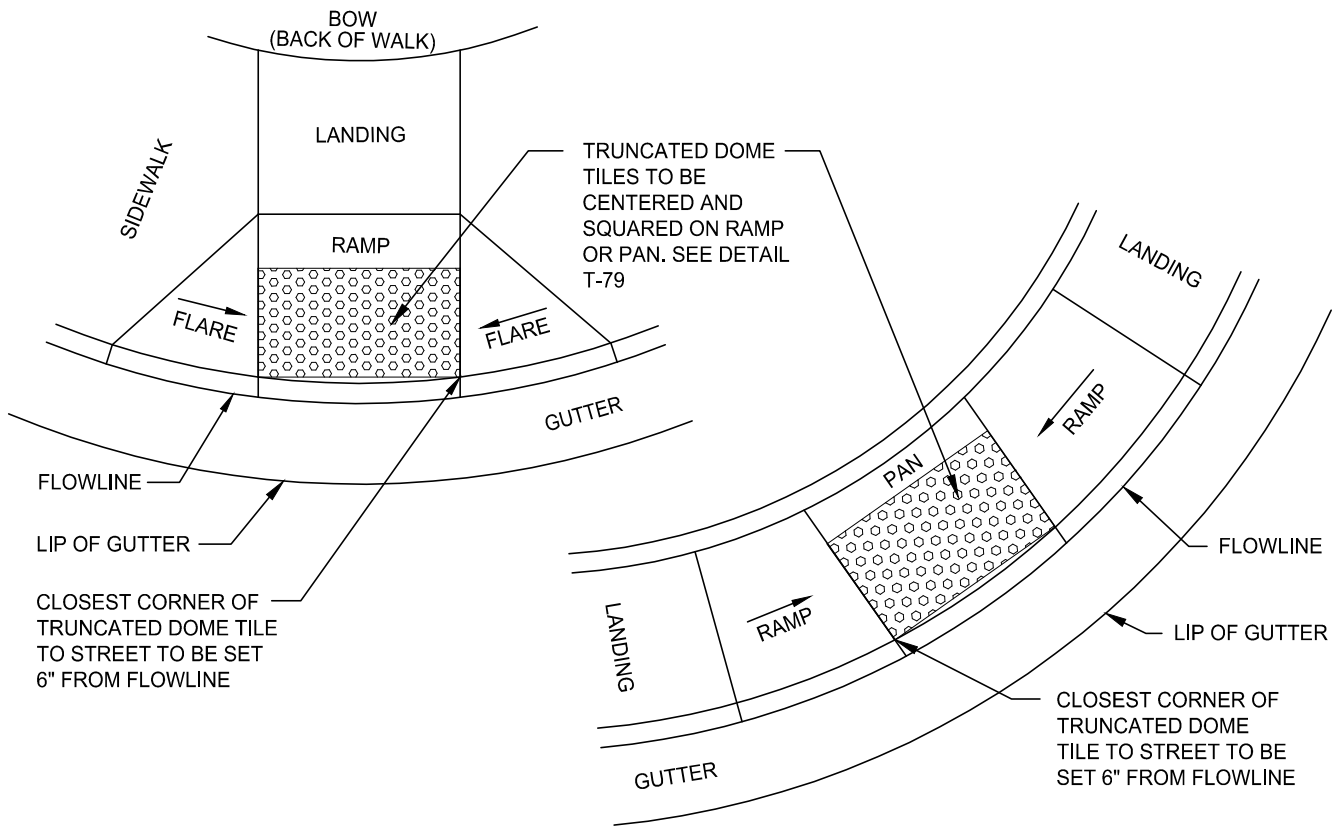
--- DESIGNATES IN PLAN VIEWS THAT ELEMENT MAY BE CONSTRUCTED.



**NOTES:**

- 1 STANDARD CURB HEIGHT TO MATCH EXISTING.
- 2 TOP OF RETAINING CURB TO MATCH ADJACENT RETAINING CURB ELEVATIONS. CAN BE FLUSH WITH LANDING.

REV.	DATE	DESCRIPTION
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**NOTES:**

1. TRUNCATED DOMES REQUIRED IN PAN
2. TRUNCATED DOMES REQUIRED ON RAMP

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**NOTES:**

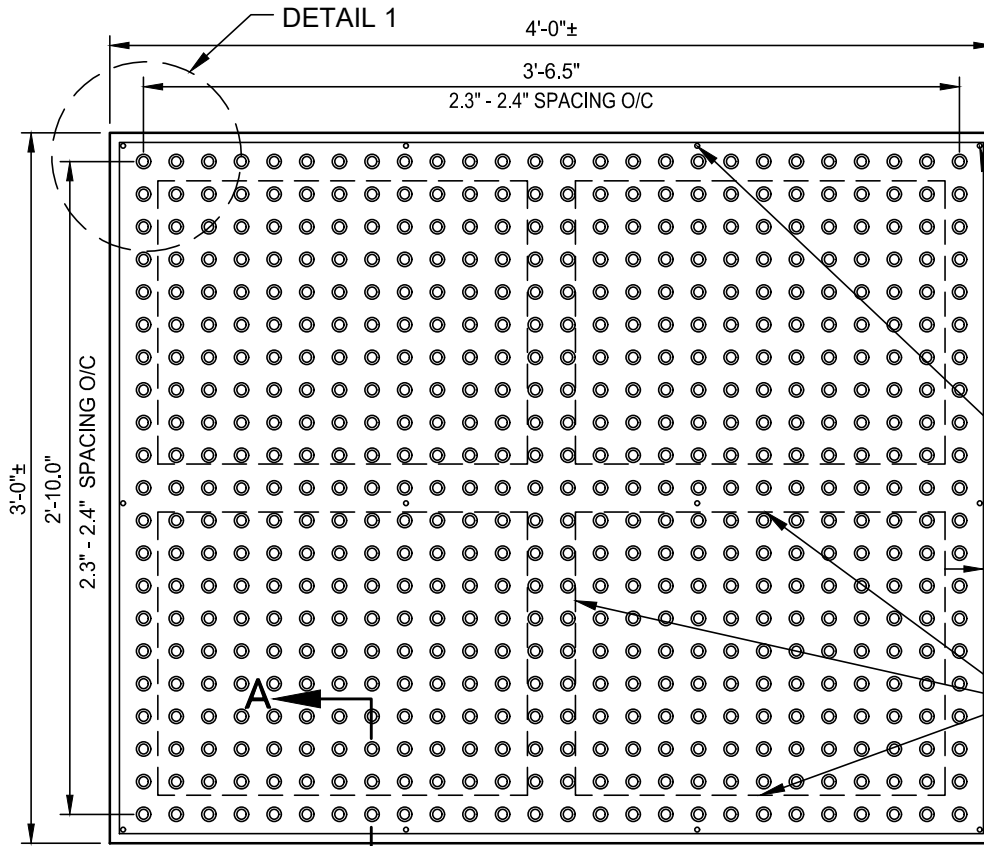
**SURFACE MOUNTED TILE**  
 DETAILS SHOWN. DETAILS ARE APPLICABLE TO TILE SURFACE SECTION ONLY. SHALL NOT BE USED IN NEW RAMP CONSTRUCTION.

**CAST-IN-PLACE TILE**  
 UNIT DESIGN AND DETAILS TO BE APPROVED BY THE ENGINEER. TILE MATERIAL, FASTENERS, AND ADHESIVE TO BE APPROVED BY THE ENGINEER.

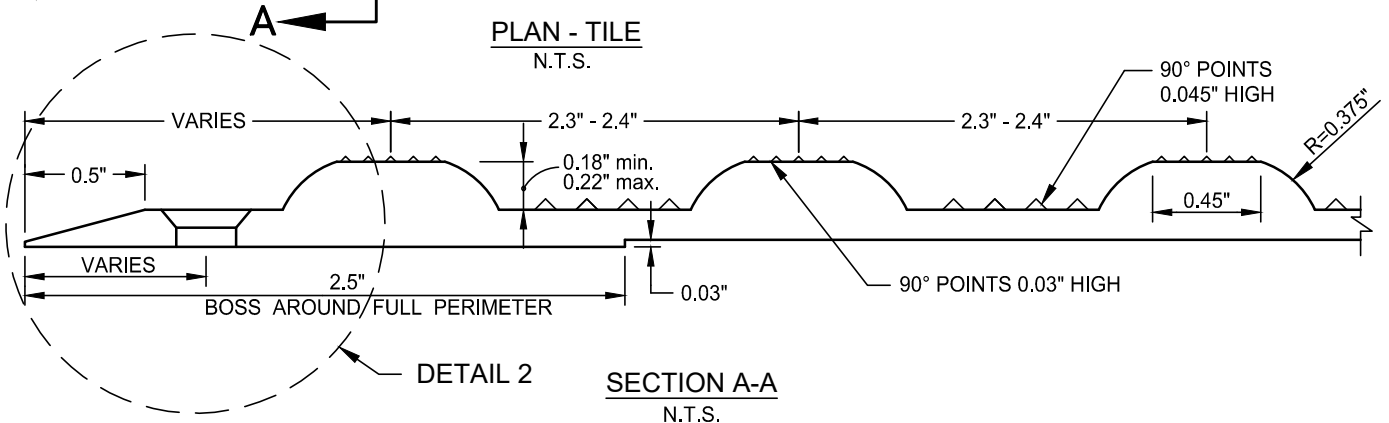
1/4" DIA. COUNTERSUNK (CTSK) HOLES (TYP. 12 LOCATIONS)

0.5" (TYP. AROUND PERIMETER)

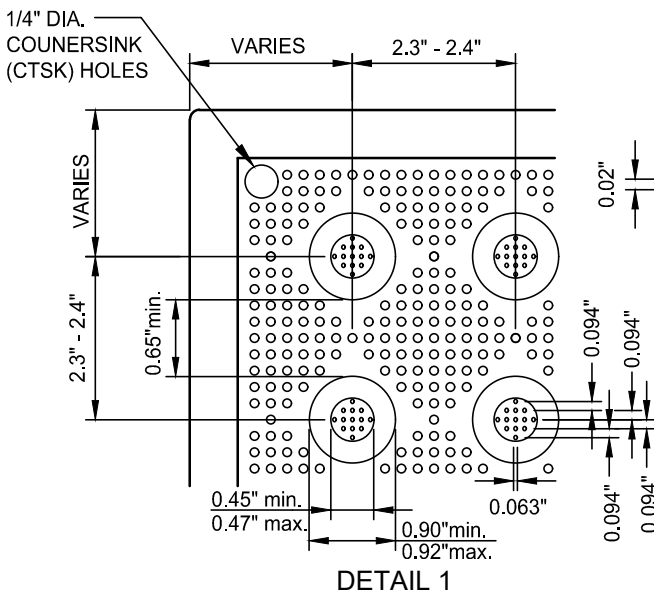
2.5" WIDE BOSS AT UNDERSIDE OF TILE FOR STRUCTURAL ADHESIVE AT FULL PERIMETER AND THROUGH CENTER TILE



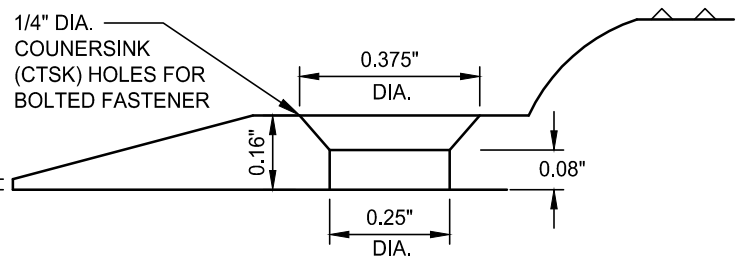
**PLAN - TILE**  
 N.T.S.



**SECTION A-A**  
 N.T.S.

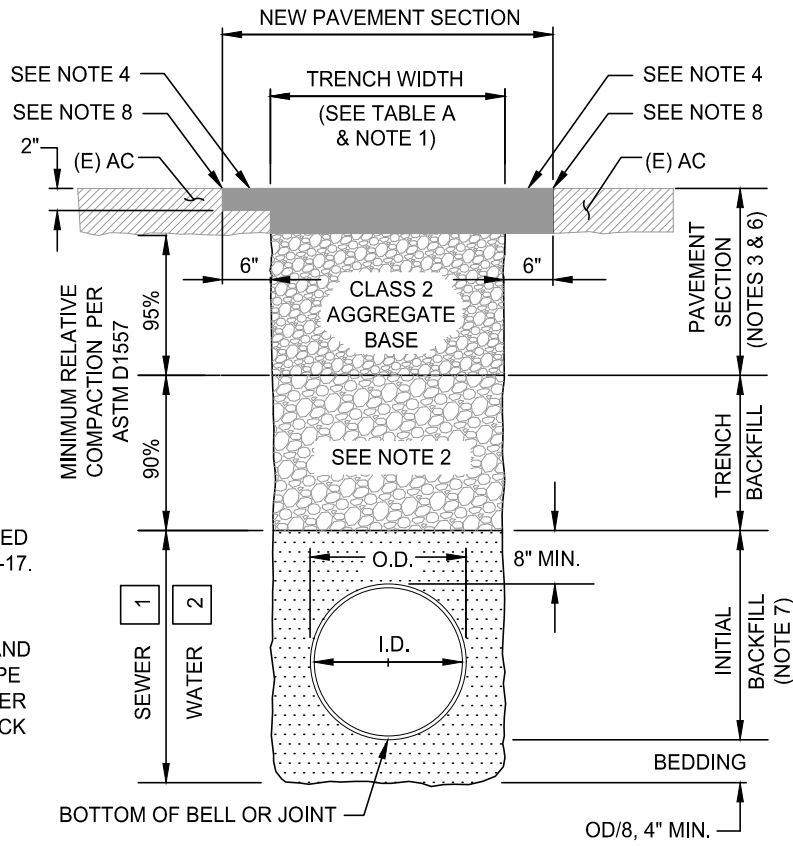


**DETAIL 1**



**DETAIL 2**

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- 1 SEWER/DRAINAGE:  
TYPE 'A' CLEAN CRUSHED ROCK PER SECTION 10-17.
- 2 WATER:  
PIPE DIA ≤ 12": RIVER SAND PER SECTION 10-13, PIPE DIA > 12": RIVER SAND PER 10-13 OR CRUSHED ROCK PER SECTION 10-14

**TYPICAL TRENCH SECTION**

**NOTES:**

1. EXCAVATION, BACKFILL AND RE-PAVING OF TRENCHES SHALL CONFORM TO THE STANDARD SPECIFICATIONS UNLESS OTHERWISE INDICATED BY THE PLANS, PERMIT, SPECIAL PROVISIONS, OR THE ENGINEER.
2. TRENCH BACKFILL SHALL CONSIST OF CLASS 2 AGGREGATE BASE (AB) OR JOB EXCAVATED, NATIVE SOIL. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR STOCKPILING, DRYING, WETTING OR PROCESSING THE NATIVE SOIL OR AB TO MEET THE MINIMUM STABILITY AND RELATIVE COMPACTION CRITERIA.
3. UNLESS OTHERWISE INDICATED IN THE SPECIAL PROVISIONS, THE NEW PERMANENT PAVEMENT SHALL CONFORM TO THE TYPE AND THICKNESS OF THE PAVEMENT REMOVED. IN NO CASE SHALL THE NEW PAVEMENT SECTION BE LESS THAN FOUR INCHES (4") OF AC ON TWELVE INCHES (12") OF CLASS 2 AGGREGATE BASE (AB).
4. EXISTING AC > 4" THICK: GRIND EXISTING AC 2" DEEP AND 6" WIDER THAN TRENCH ON BOTH SIDES. PLACE NEW AC.
5. EXISTING AC < 4" THICK: SAW CUT AND PLACE NEW AC 6" WIDER THAN TRENCH AS SHOWN ON BOTH SIDES.
6. NON-PAVEMENT AREAS: IN NON-PAVEMENT AREAS, THE PAVEMENT SECTION SHALL BE REPLACED WITH JOB EXCAVATED NATIVE SOIL OR OTHER APPROVED BACKFILL COMPACTED TO AT LEAST 90% RELATIVE COMPACTION PER ASTM D1557.
7. SHOVEL SLICE, TAMP, AND/OR VIBRATE MATERIAL UNDER AND AROUND THE PIPE TO A FIRM NON-YIELDING CONDITION TO SATISFACTION OF THE ENGINEER.
8. TWELVE INCH (12") WIDE FLASH COAT CENTERED BETWEEN THE TRENCH PAVEMENT AND THE EXISTING STREET PAVEMENT.

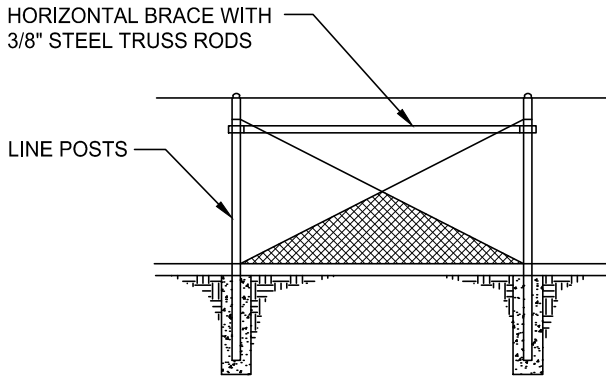
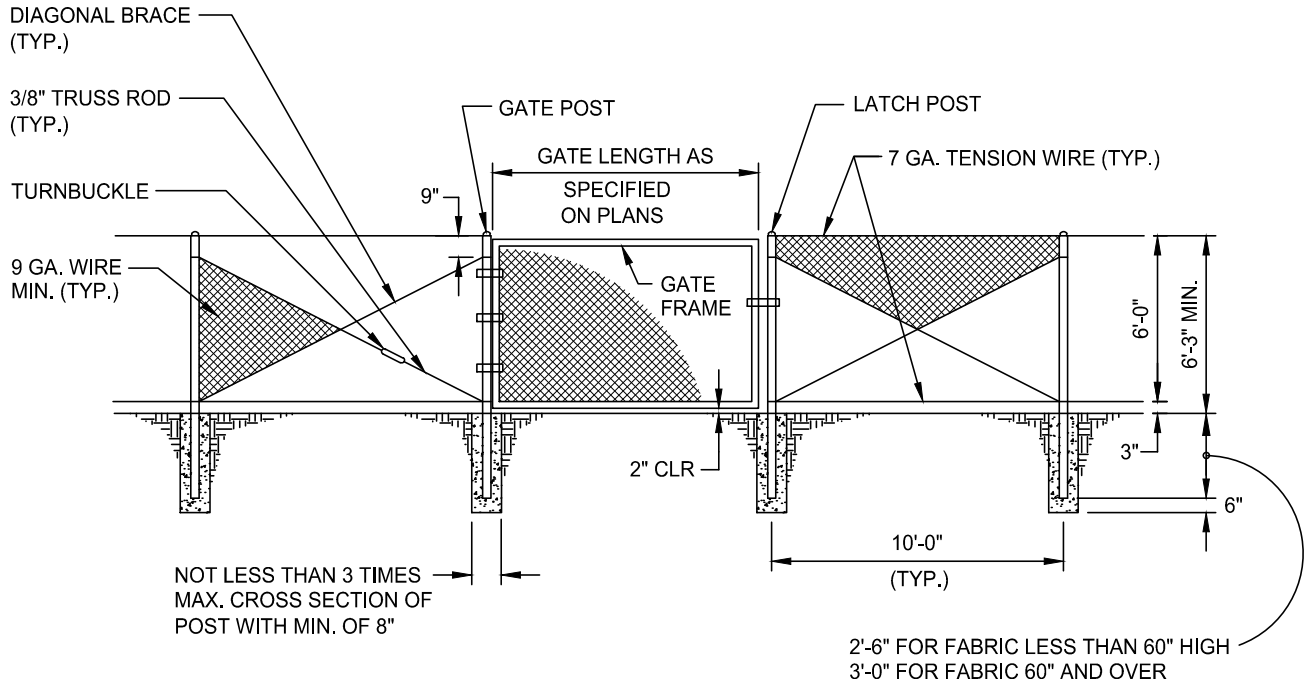
**TABLE A**

TRENCH WIDTHS			
PIPE TYPE	PIPE I.D.	MINIMUM DIMENSION	MAXIMUM DIMENSION <sup>(4)</sup>
RIGID <sup>(1)</sup>	≤ 12"	PIPE O.D. + 16"	PIPE O.D. + 24"
	> 12"	PIPE O.D. + 20"	PIPE O.D. + 36"
FLEXIBLE <sup>(2)</sup>	ALL	PER ASTM D2321 <sup>(3)</sup> OR THE PIPE MANUFACTURER'S RECOMMENDATIONS, WHICHEVER IS GREATER.	

- (1) RIGID PIPE = RCP, VCP & DIP.
- (2) FLEXIBLE PIPE = ALL PIPE OTHER THAN RIGID PIPE.
- (3) ASTM D2321 STATES THAT THE MINIMUM TRENCH WIDTH SHALL BE EQUAL TO THE PIPE O.D. PLUS 16" OR THE PIPE O.D. TIMES 1.25 PLUS 12", WHICHEVER IS GREATER.
- (4) IF THE MAXIMUM DIMENSION AT THE TOP OF THE PIPE IS EXCEEDED, CONTRACTOR SHALL PROVIDE STRONGER PIPE OR IMPROVED BEDDING AND BACKFILL CONDITIONS, AS APPROVED BY THE ENGINEER, TO MEET THE NEW LOADING.

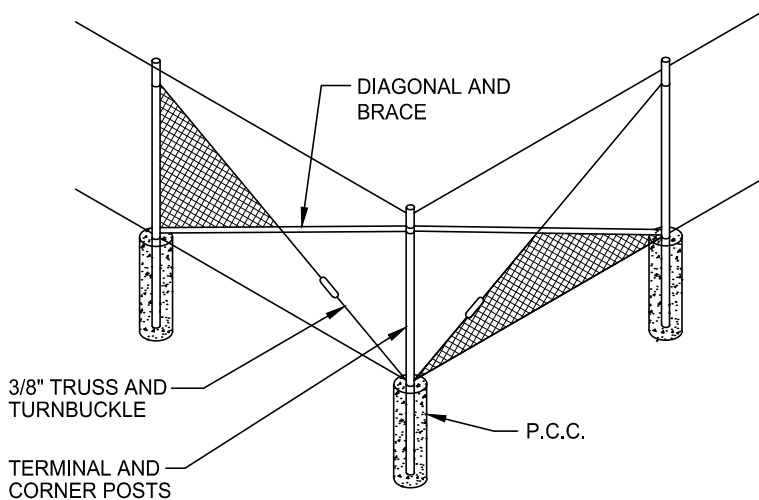
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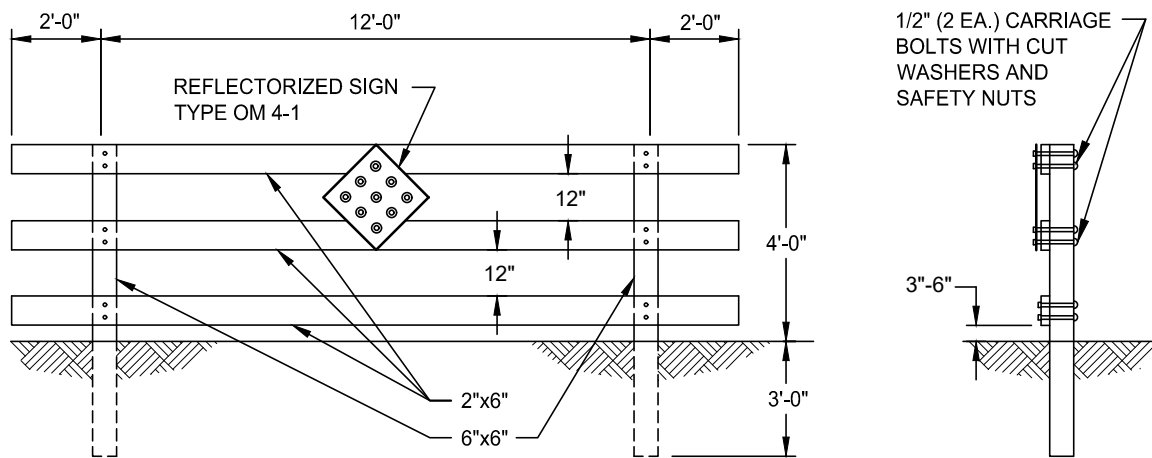


**NOTES:**

- FENCE LOCATION AS SHOWN ON PLANS
- LINE POSTS AT 500' MAX. INTERVALS BRACED & TRUSSED IN BOTH DIRECTIONS. ALL CONSTRUCTION AND MATERIALS IN CONFORMANCE WITH SECTION 10-38 OF THE STANDARD SPECIFICATIONS.



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**NOTES:**

**1. MATERIALS**

- 3-2"x6"x16' WOOD PLANKS - TREATED DOUGLAS FIR
  - 2-6"x6"x7' WOOD POSTS - TREATED DOUGLAS FIR
  - 1-18"x18" TYPE N (RED) REFLECTORIZED SIGN
- } IN CONFORMANCE WITH SEC. 56-2.02  
CALTRANS STANDARD SPECIFICATIONS

**2. INSTALLATION**

PLANKS SHALL BE FASTENED TO POSTS WITH 5/16" CARRIAGE BOLTS, CUT WASHERS, AND SAFETY NUTS. ALL HARDWARE GALVANIZED.

**3. LOCATION**

THE LOCATION SHALL BE AS SHOWN ON THE PLANS OR DESIGNATED BY THE ENGINEER.

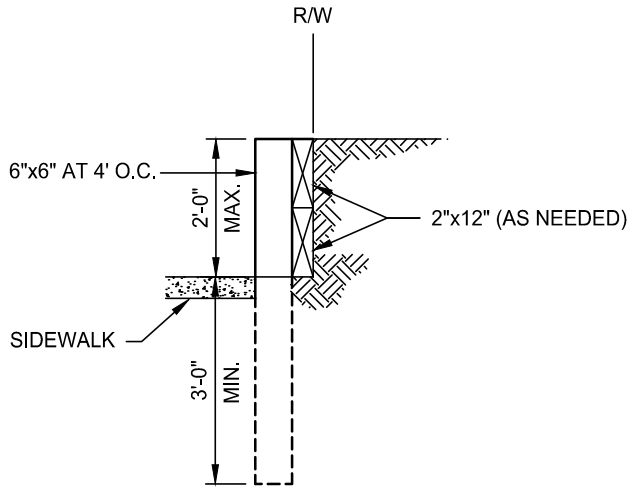
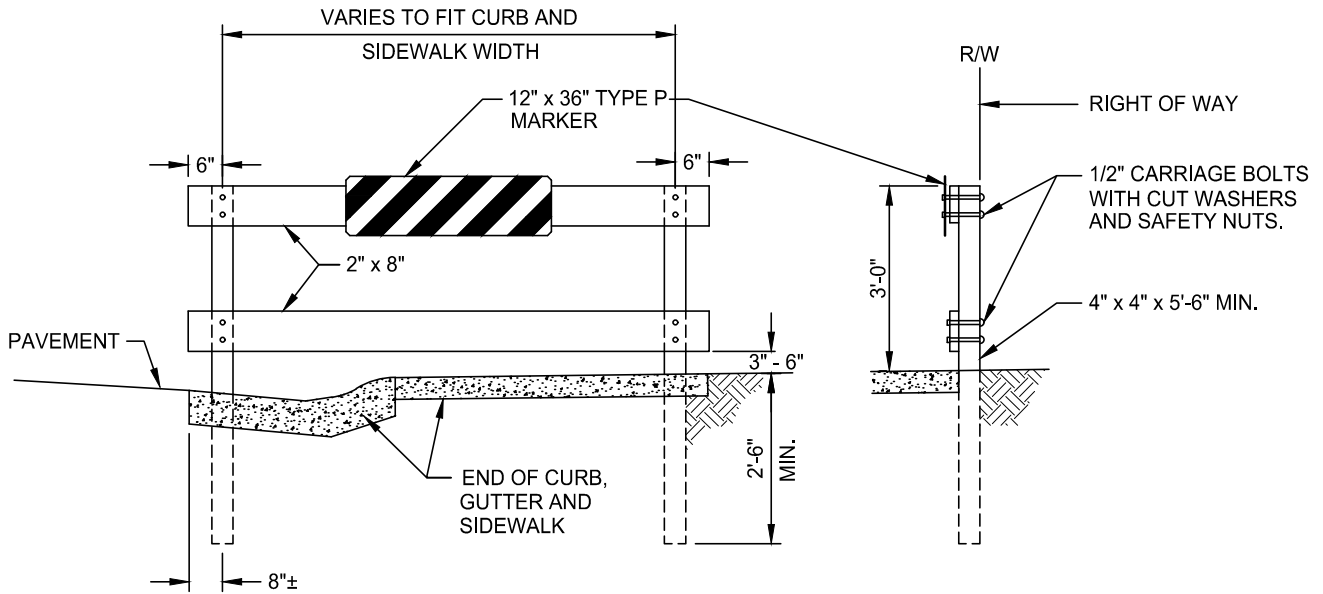
**4. PAINT**

TWO COATS OF EXTERIOR GRADE WHITE PAINT CONFORMING TO CALTRANS STANDARD SPECIFICATIONS SECTION 91-3.02 SHALL BE APPLIED TO ALL EXPOSED WOOD SURFACES.

**5. BARRICADE MUST BE FULL WIDTH BETWEEN**

FACES OF CURBS WHERE REQUIRED.

REV.	DATE	DESCRIPTION
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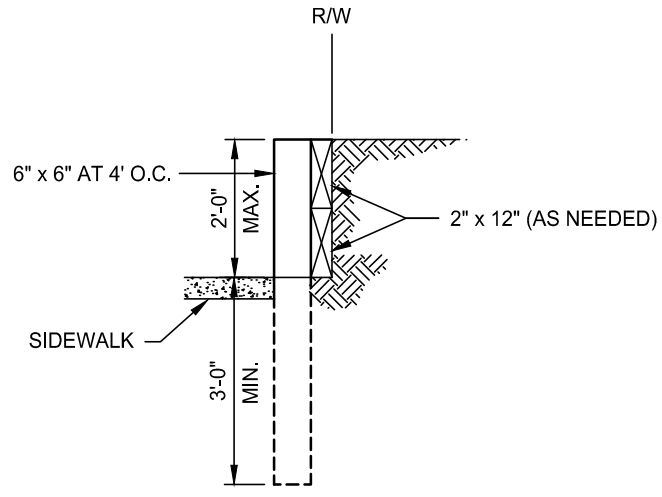
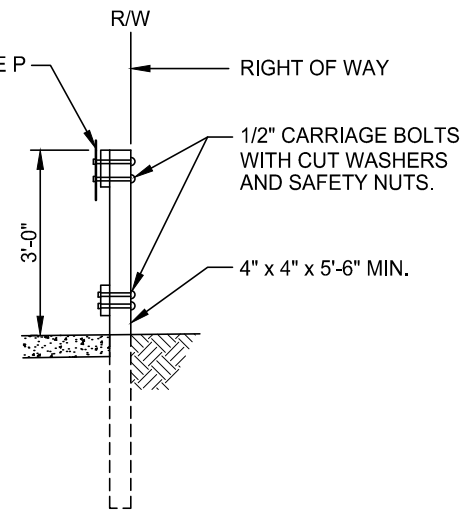
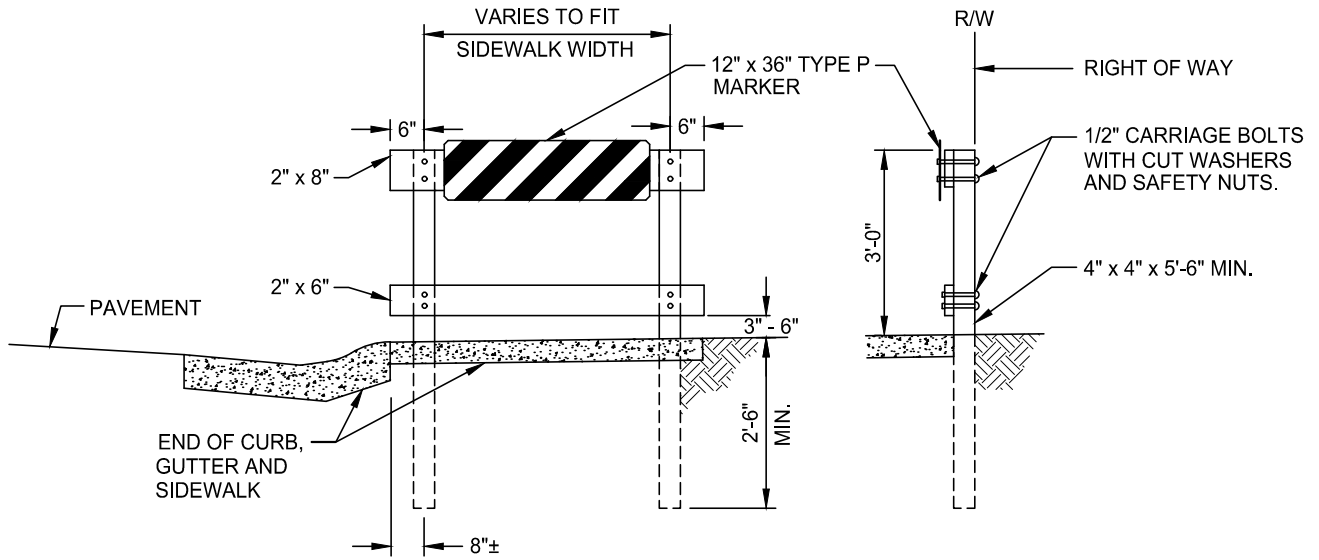


STREET ENDING IN CUT WHERE SLOPE NOT OBTAINABLE

**NOTES:**

1. SIDEWALK BARRICADE TO BE ERECTED AT EACH LOCATION WHERE SATISFACTORY PROVISION CANNOT BE MADE FOR PEDESTRIANS TO CONTINUE BEYOND THE TERMINOUS OF A SIDEWALK AND STREET. 2. 2.
2. ALL EXPOSED SURFACES TO BE PAINTED WITH TWO (2) COATS OF WHITE PAINT. ALL PAINT TO CONFORM TO SEC. 91-3.02 OF CALTRANS STANDARD SPECIFICATIONS.
3. ALL MATERIAL USED IN THE CONSTRUCTION OF BARRICADE SHALL BE TREATED DOUGLAS FIR IN CONFORMANCE WITH SEC 56-2.02 OF CALTRANS STANDARD SPECIFICATIONS.

REV.	DATE	DESCRIPTION
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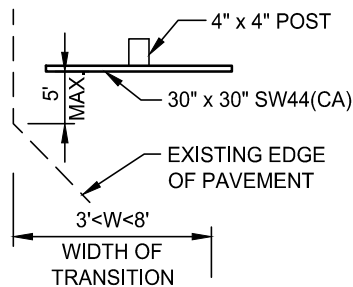
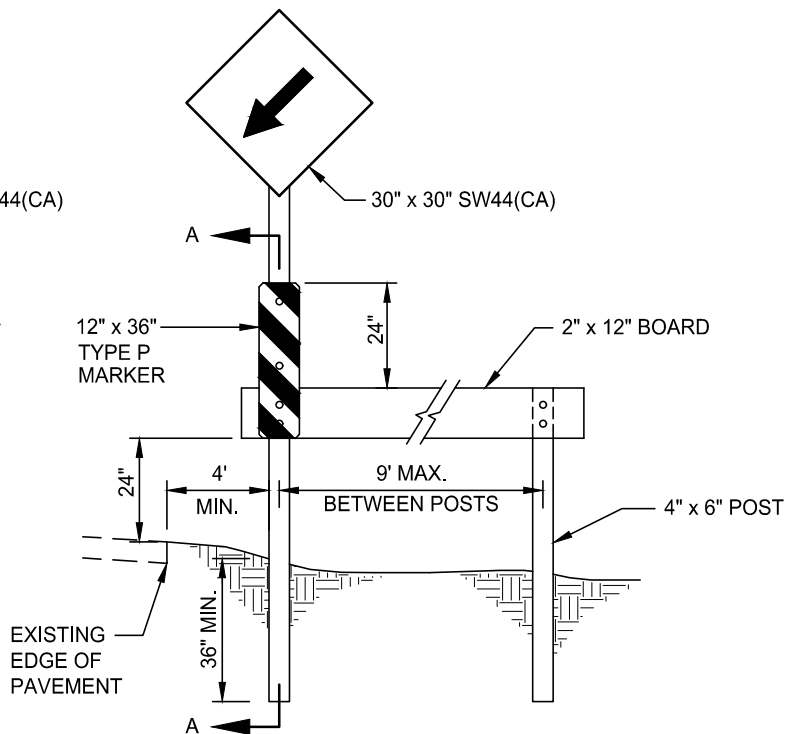
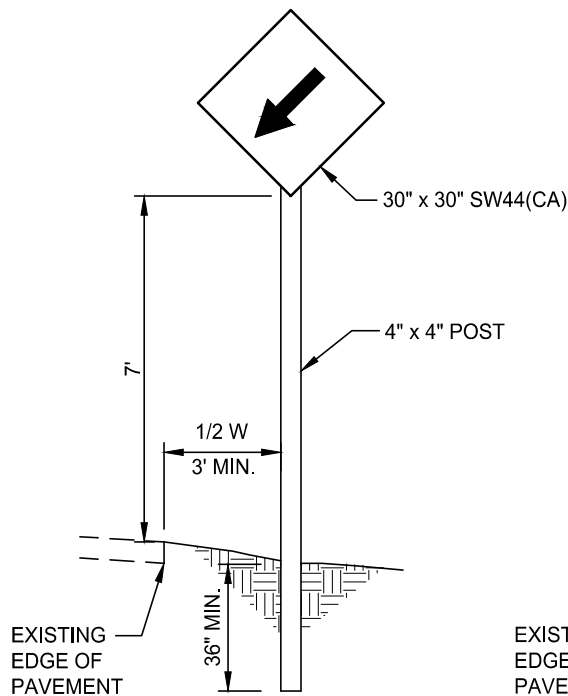


STREET ENDING IN CUT WHERE SLOPE NOT OBTAINABLE

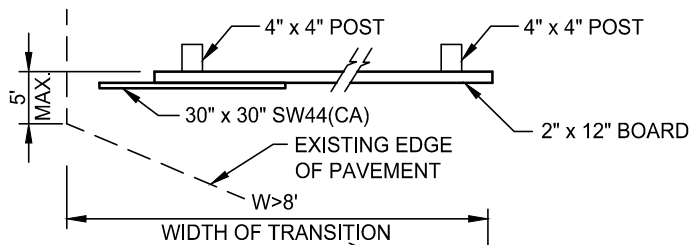
**NOTES:**

1. SIDEWALK BARRICADE TO BE ERECTED AT EACH LOCATION WHERE SATISFACTORY PROVISION CANNOT BE MADE FOR PEDESTRIANS TO CONTINUE BEYOND THE TERMINOUS OF A SIDEWALK.
2. ALL EXPOSED SURFACES TO BE PAINTED WITH TWO (2) COATS OF WHITE PAINT. ALL PAINT TO CONFORM TO SEC. 91-3.02 OF CALTRANS STANDARD SPECIFICATIONS.
3. ALL MATERIAL USED IN THE CONSTRUCTION OF BARRICADE SHALL BE TREATED DOUGLAS FIR IN CONFORMANCE WITH SEC 56-2.02 OF CALTRANS STANDARD SPECIFICATIONS.

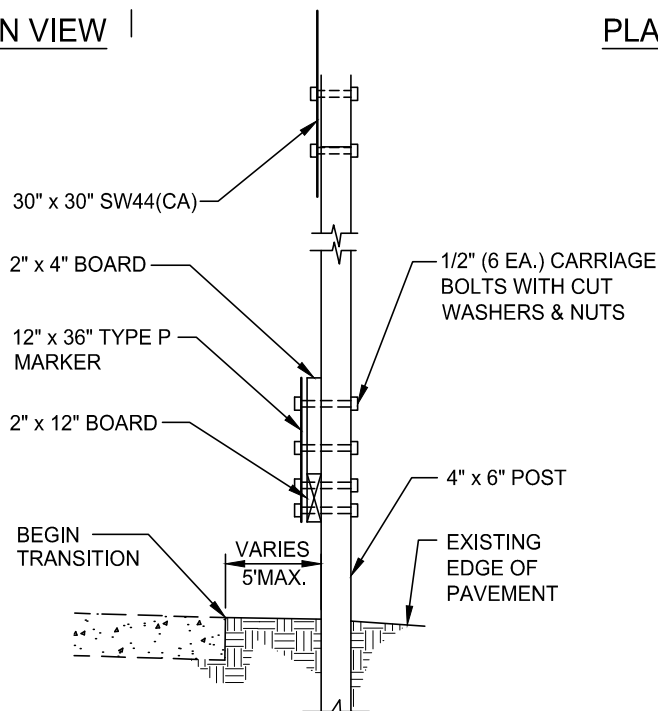
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PLAN VIEW



PLAN VIEW



SECTION A-A

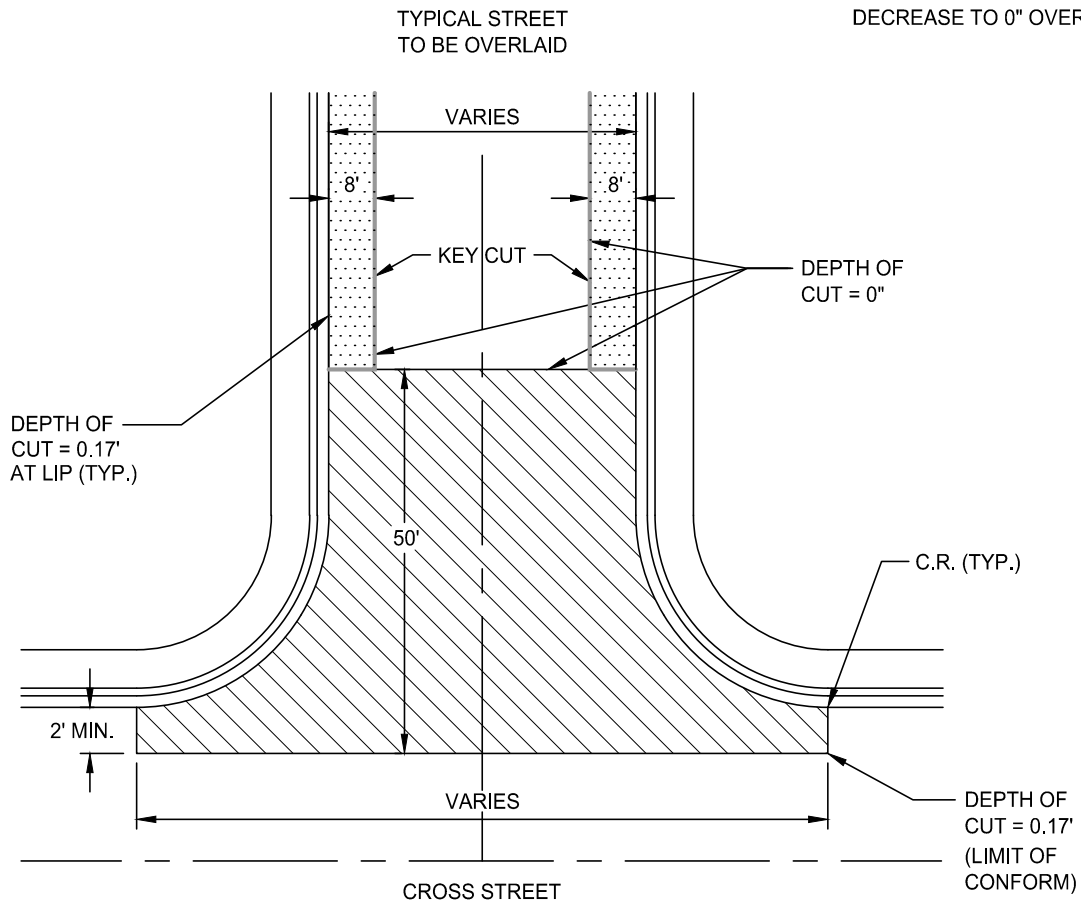
**NOTES:**

ALL EXPOSED SURFACES SHALL BE PAINTED WITH TWO (2) COATS OF WHITE PAINT. ALL PAINT TO CONFORM WITH SECTION 91-3.02 OF THE CALTRANS STANDARD SPECIFICATIONS.

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**NOTE:**

DEPTH OF PLANED PAVEMENT SHALL BE 0.17' AT CROSS STREET AND SHALL PROGRESSIVELY DECREASE TO 0" OVER 50'



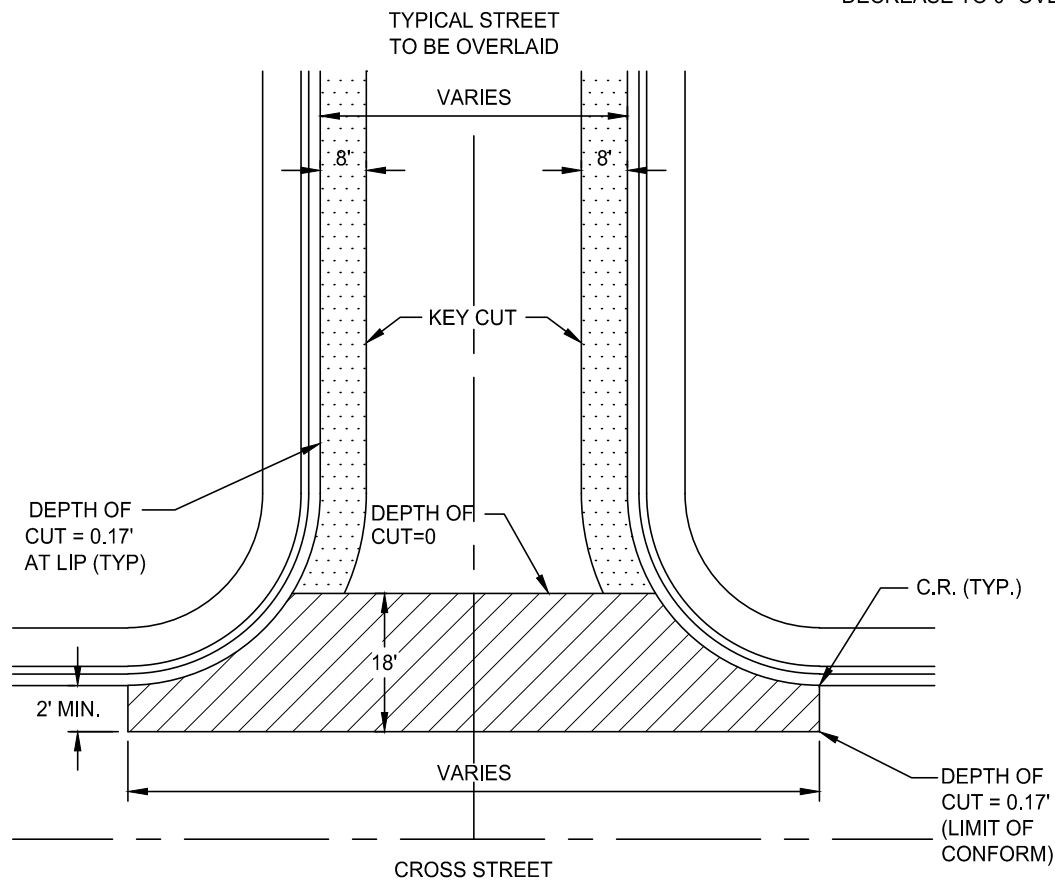
CONSTRUCT WHERE THE BEGINNING OR ENDING LIMIT OF WORK IS A CROSS STREET

50'-0" CONFORM DETAIL

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**NOTE:**

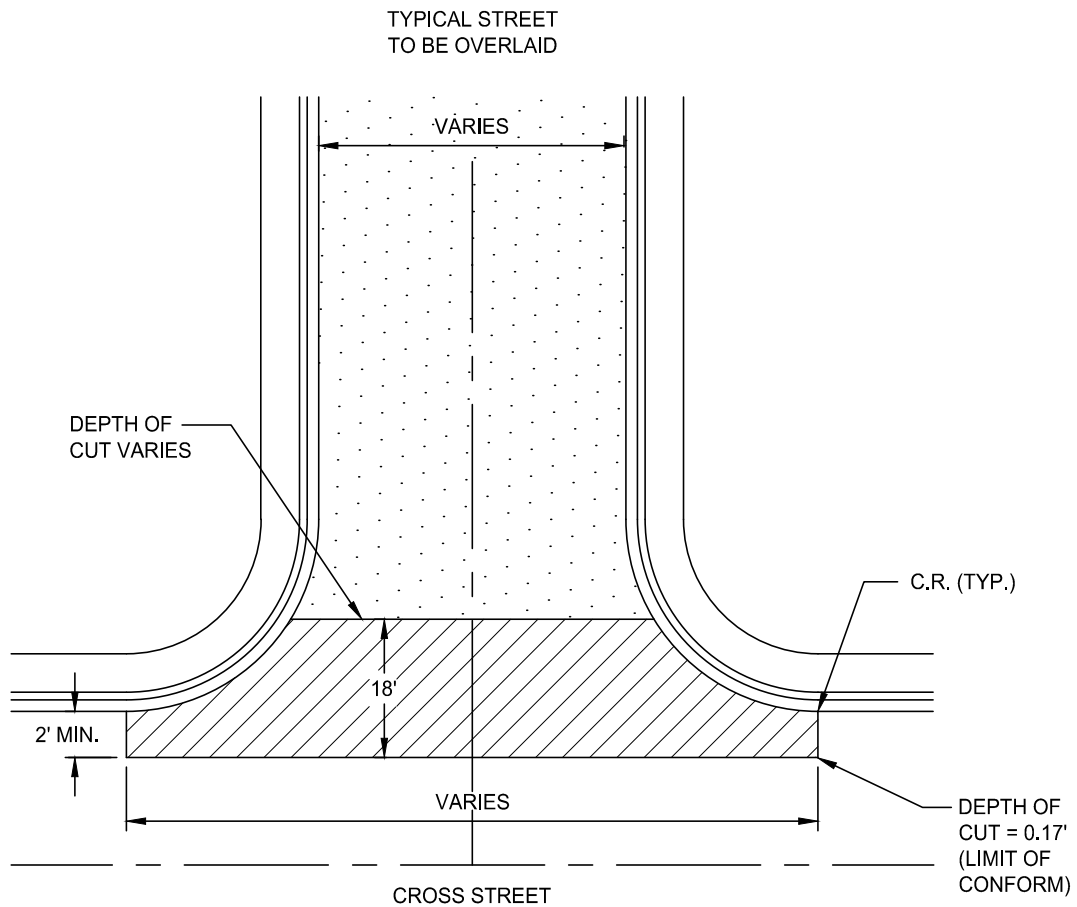
DEPTH OF PLANED PAVEMENT SHALL BE 0.17' AT CROSS STREET AND SHALL PROGRESSIVELY DECREASE TO 0" OVER 18'



CONSTRUCT WHERE THE BEGINNING OR ENDING LIMIT OF WORK IS A CROSS STREET

18'-0" CONFORM DETAIL

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CONSTRUCT WHERE THE BEGINNING OR  
ENDING LIMIT OF WORK IS A CROSS STREET

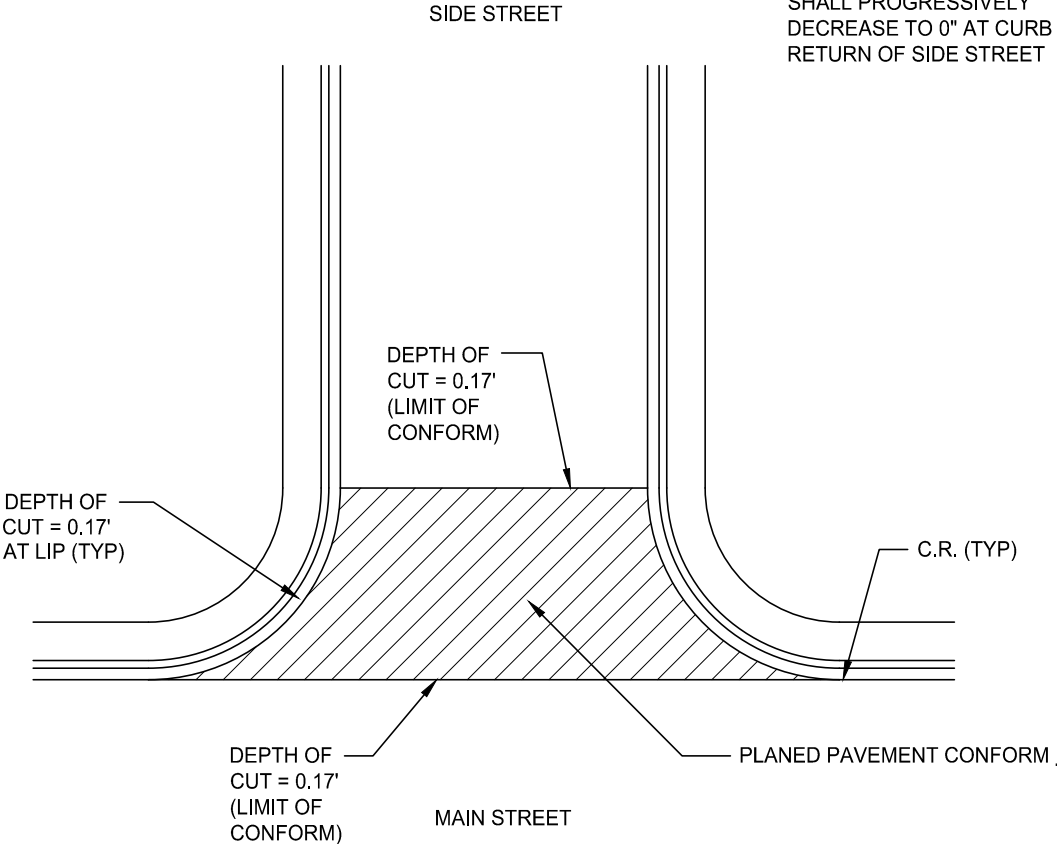
18'-0" CONFORM DETAIL  
(WITHOUT KEY CUT)

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**NOTE:**

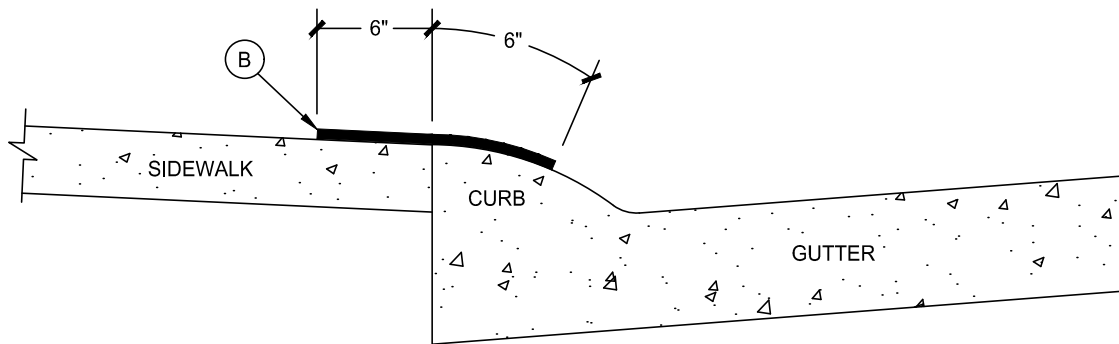
DEPTH OF PLANED PAVEMENT SHALL BE 0.17' AT MAIN STREET AND SHALL PROGRESSIVELY DECREASE TO 0" AT CURB RETURN OF SIDE STREET



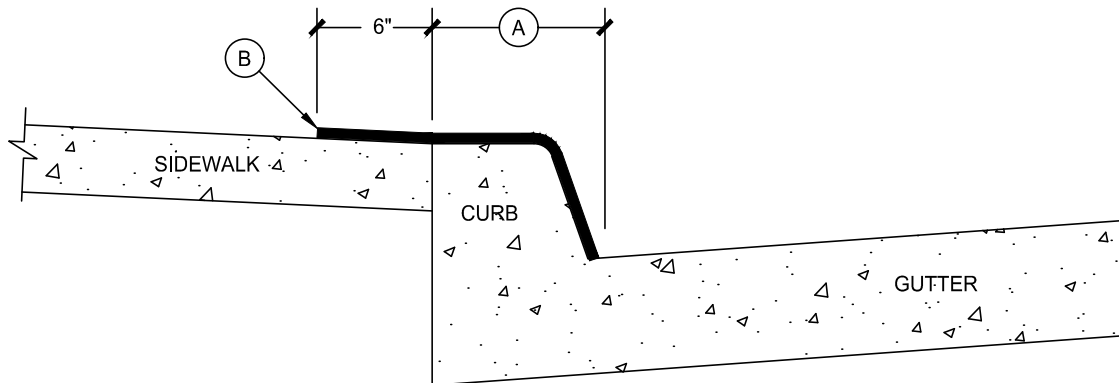
\* THIS CONFORM WILL BE APPLIED WHERE THE ENTIRE MAIN STREET IS BEING PLANED OR KEYCUT.

SIDE STREET CONFORM DETAIL

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CURB AND GUTTER TYPE 1

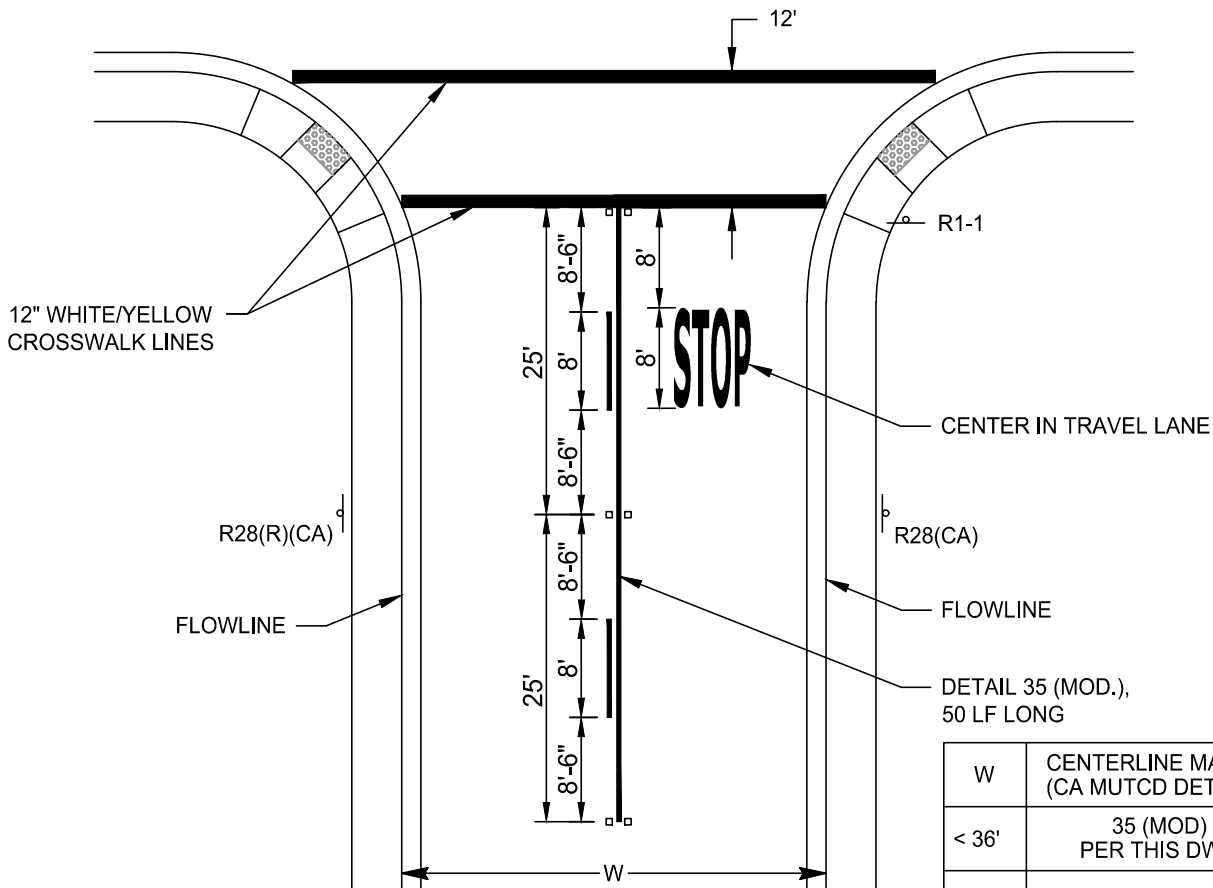


CURB AND GUTTER TYPE 2

NOTES:

- (A) THIS DISTANCE VARIES. IT SHOULD EXTEND TO THE LOWER LIMITS OF THE FACE OF CURB.
- (B) INDICATES PAINTED SURFACES

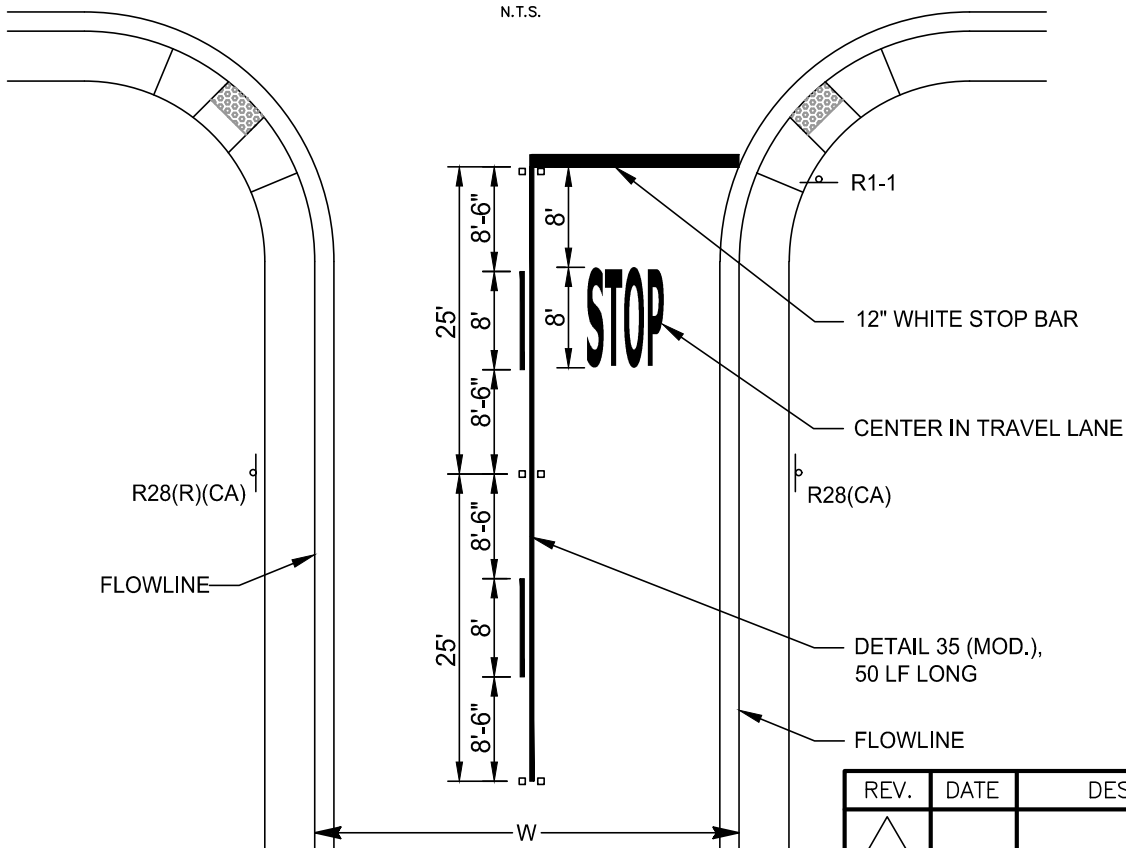
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WITH MARKED CROSSWALK

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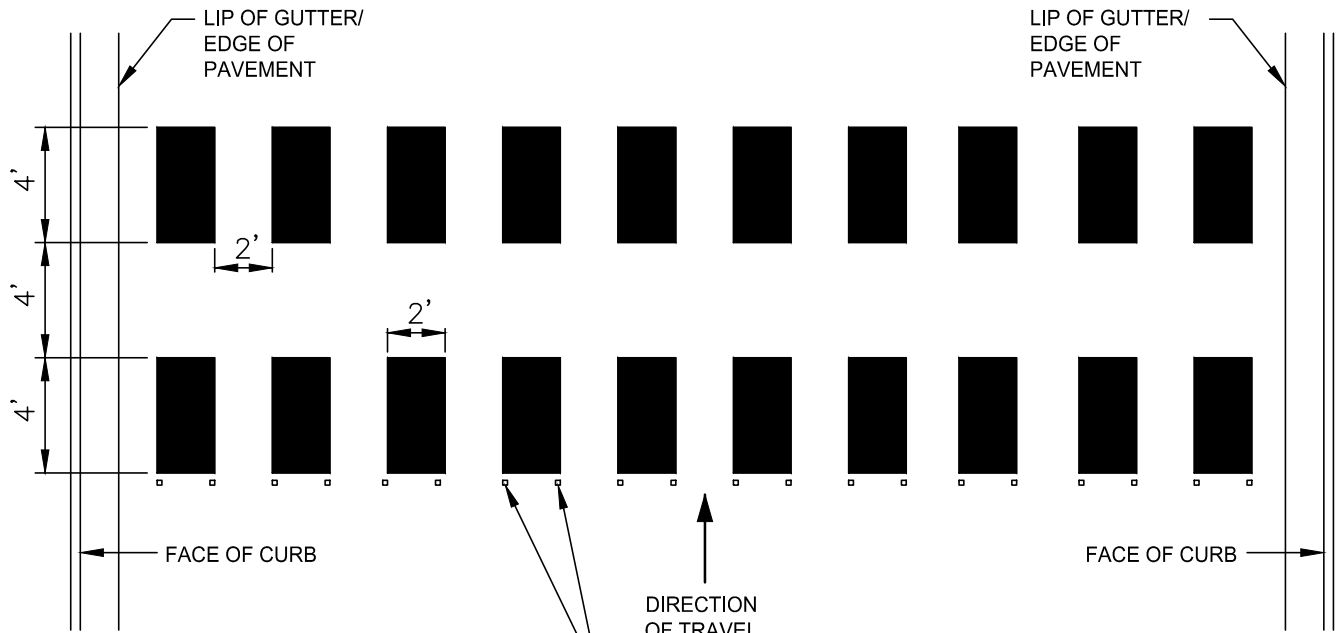
W	CENTERLINE MARKING (CA MUTCD DETAIL No.)
< 36'	35 (MOD) PER THIS DWG
≥ 36'	22



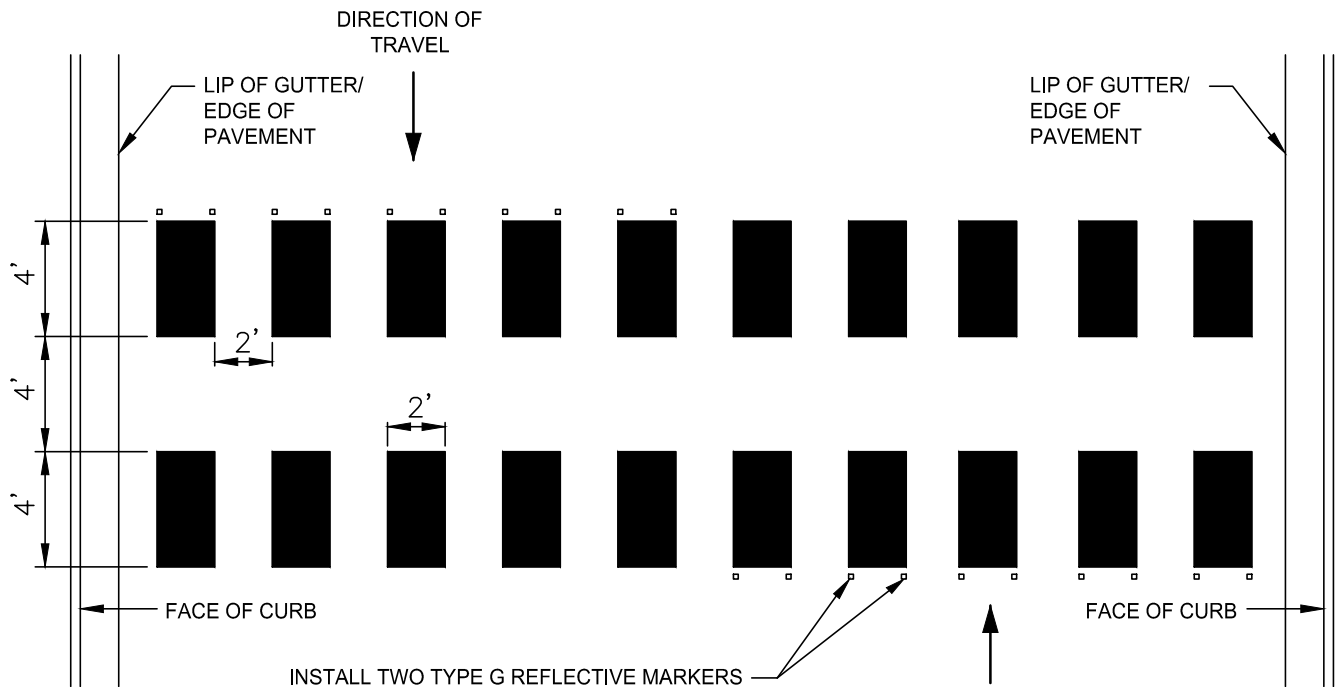
WITHOUT MARKED CROSSWALK

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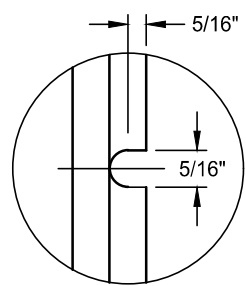
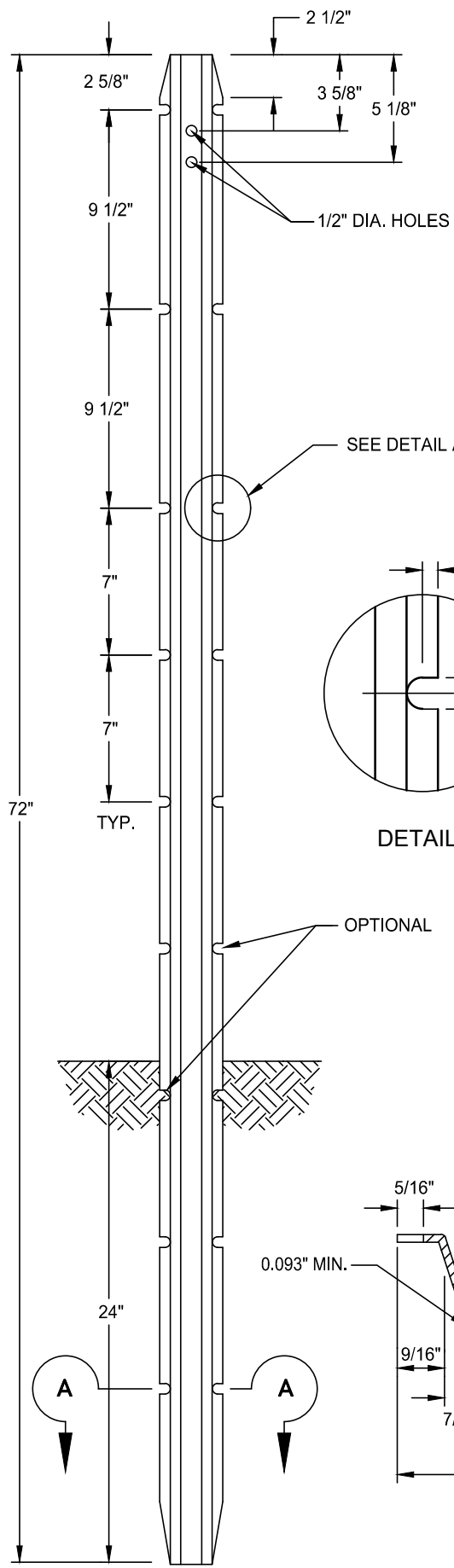


ONE-WAY STREET

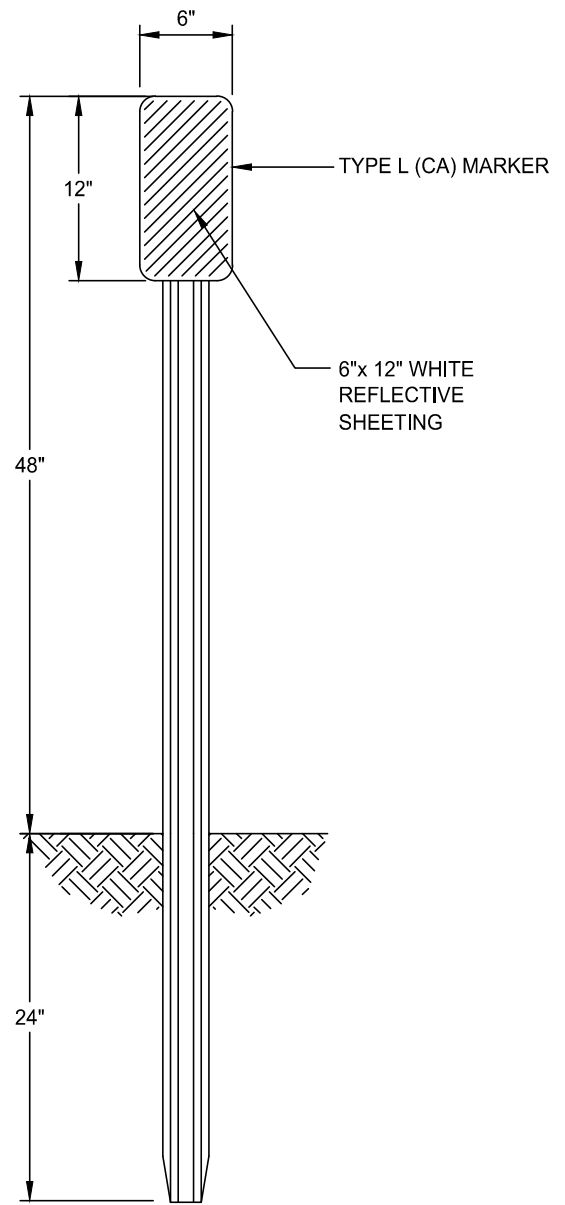


TWO-WAY STREET

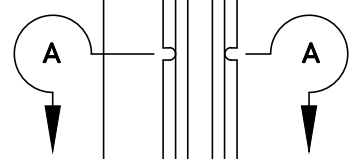
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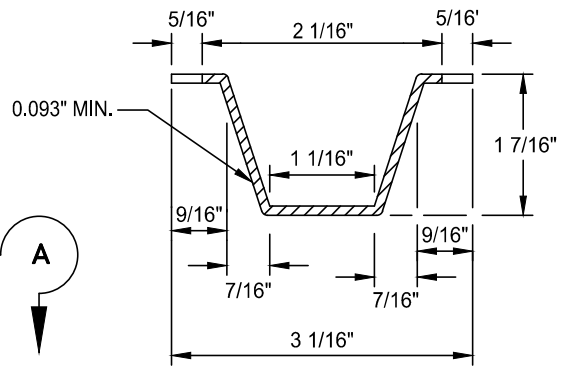
DETAIL A



TYPE L-3  
OBJECT MARKER



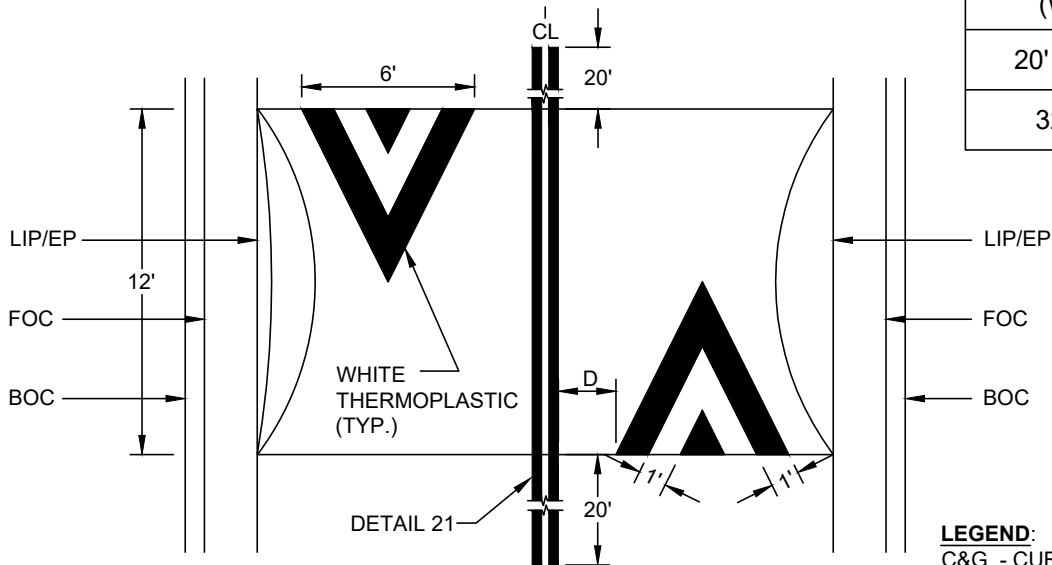
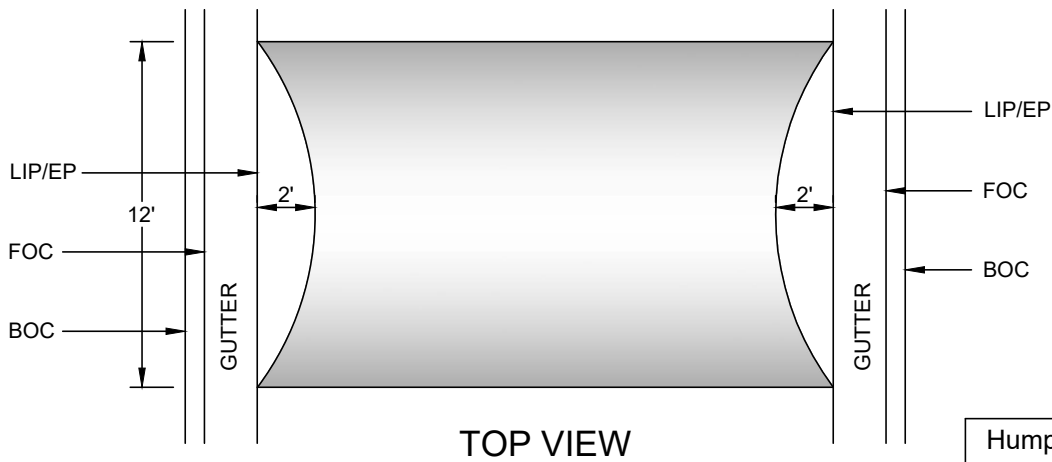
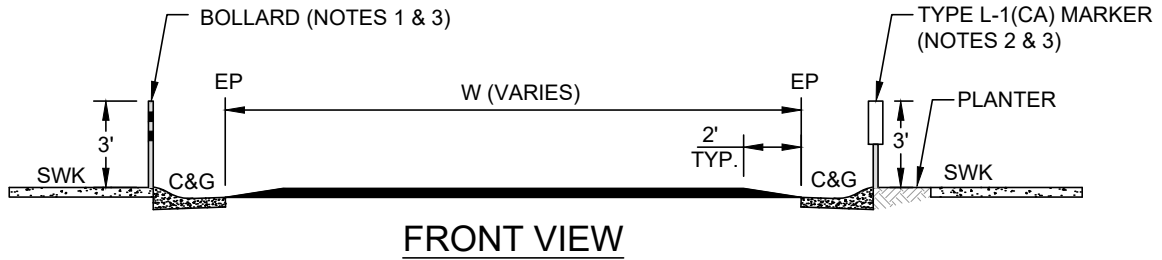
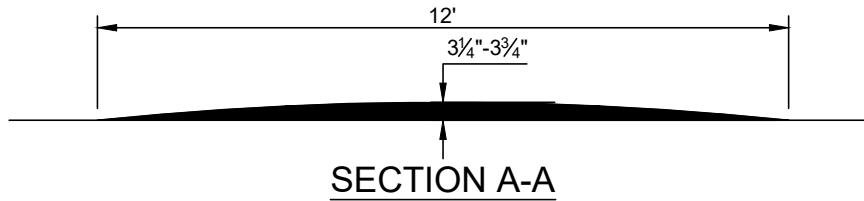
METAL POST DETAIL



SECTION A-A

**NOTES:**  
METAL POST TO BE AS SHOWN EXCEPT THAT MINOR VARIATIONS IN DESIGN AND DIMENSIONS WILL BE PERMITTED TO MEET MANUFACTURER'S STANDARDS

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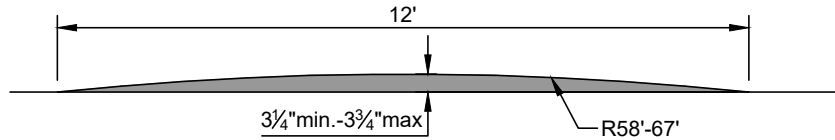
Hump Width (W)	(D)
20' - 32'	2'-0"
32'+	3'-0"

**LEGEND:**  
 C&G - CURB AND GUTTER  
 LIP/EP - EDGE OF PAVEMENT  
 FOC - FACE OF CURB  
 BOC - BACK OF CURB  
 SWK - SIDEWALK

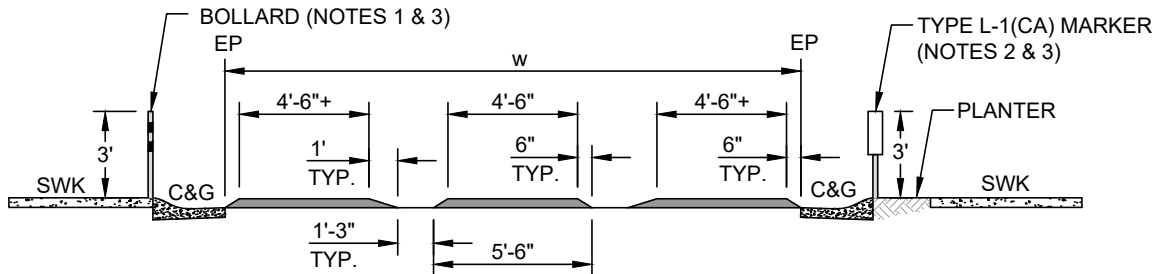
**NOTES:**

- BOLLARD TO BE INSTALLED ON SIDEWALKS WITH ROLLED CURBS. SEE CITY STANDARD DWG. NO. T-230.
- TYPE L-1(CA) MARKER TO BE INSTALLED ON PLANTER/DIRT WITH ROLLED CURBS OR UNIMPROVED STREETS. SEE CITY STANDARD DWG. NO. T-210.
- NO BOLLARD OR TYPE L-1(CA) MARKER IS NEEDED WHERE TYPE 2 CURB & GUTTER IS PRESENT.

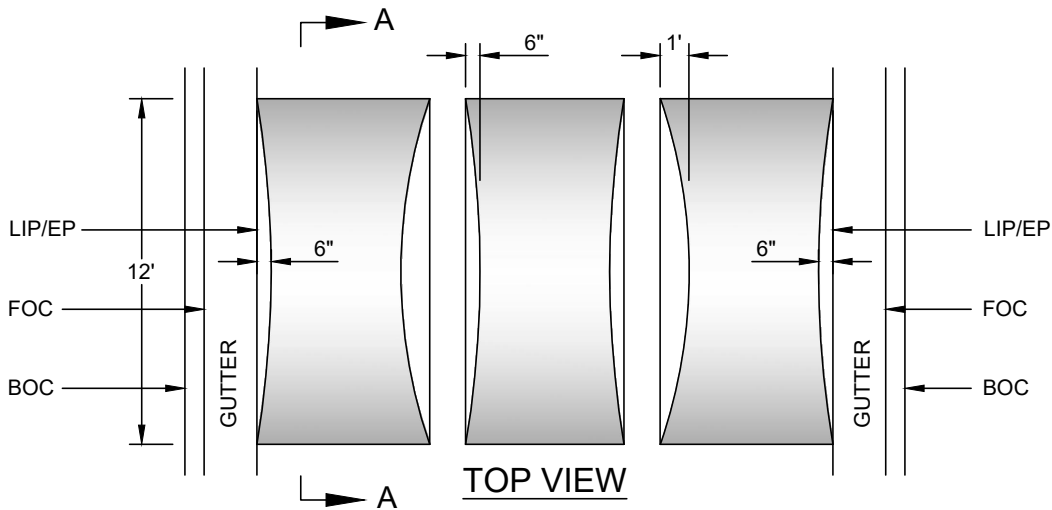
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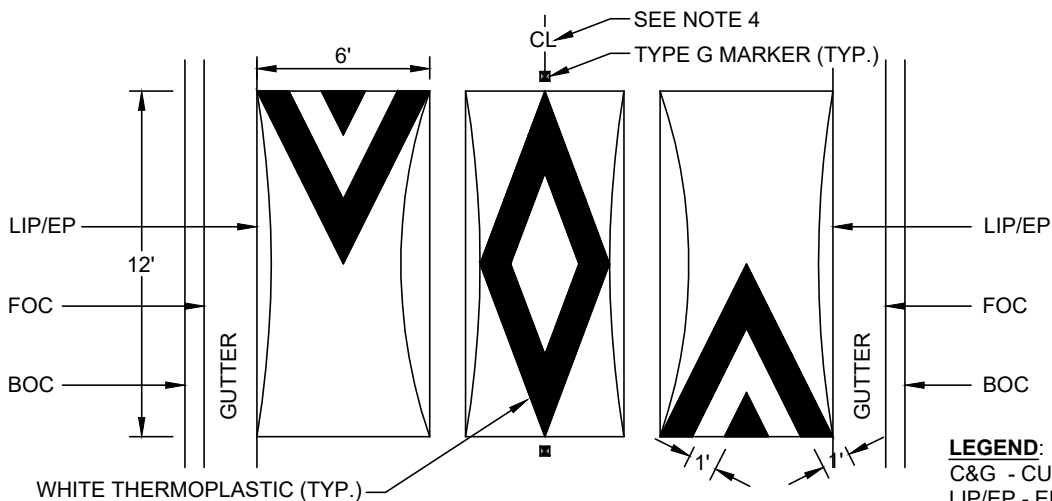
**SECTION A-A**



**FRONT VIEW**



**TOP VIEW**



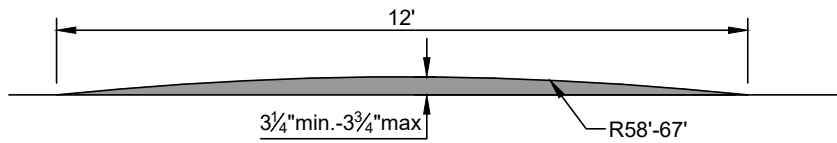
**STRIPING DETAIL**

**LEGEND:**  
 C&G - CURB AND GUTTER  
 LIP/EP - EDGE OF PAVEMENT  
 FOC - FACE OF CURB  
 BOC - BACK OF CURB  
 SWK - SIDEWALK

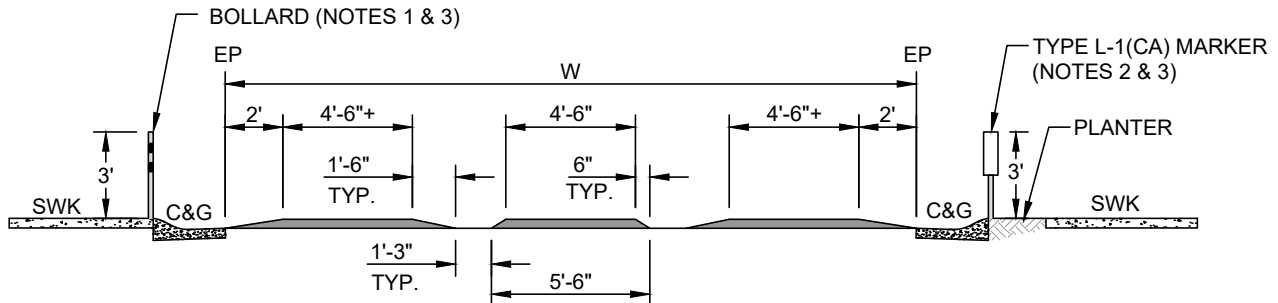
**NOTES:**

1. BOLLARD TO BE INSTALLED ON SIDEWALKS WITH ROLLED CURBS. SEE CITY STANDARD DWG. NO. T-230.
2. TYPE L-1(CA) MARKER TO BE INSTALLED ON PLANTER/DIRT WITH ROLLED CURBS OR UNIMPROVED STREETS. SEE CITY STANDARD DWG. NO. T-210.
3. NO BOLLARD OR TYPE L-1(CA) MARKER IS NEEDED WHERE TYPE 2 CURB & GUTTER IS PRESENT.
4. CENTER LUMP ON ROADWAY UNLESS OTHERWISE NOTED BY THE ENGINEER.

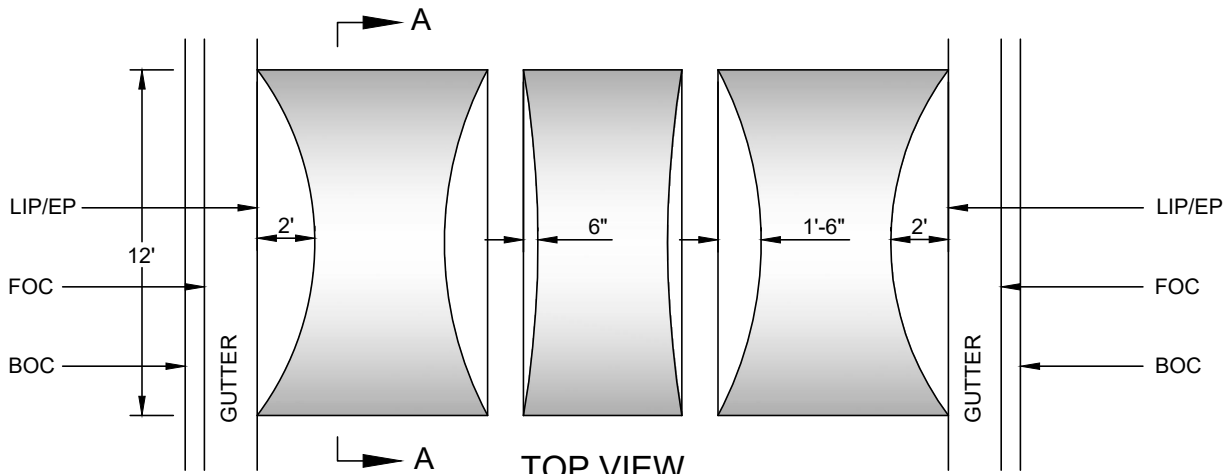
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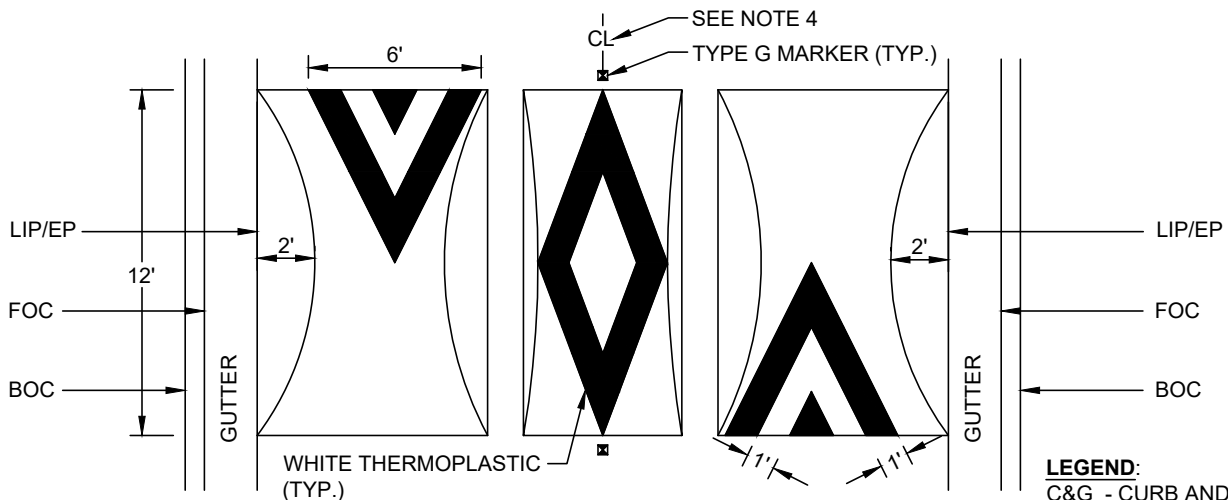
**SECTION A-A**



**FRONT VIEW**



**TOP VIEW**



**STRIPING DETAIL**

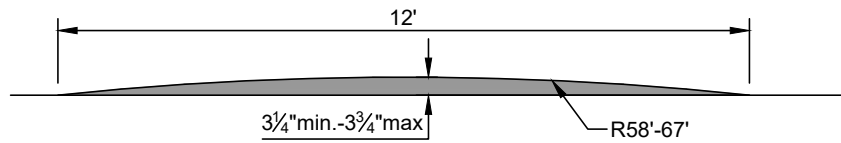
**LEGEND:**  
 C&G - CURB AND GUTTER  
 LIP/EP - EDGE OF PAVEMENT  
 FOC - FACE OF CURB  
 BOC - BACK OF CURB  
 SWK - SIDEWALK

**NOTES:**

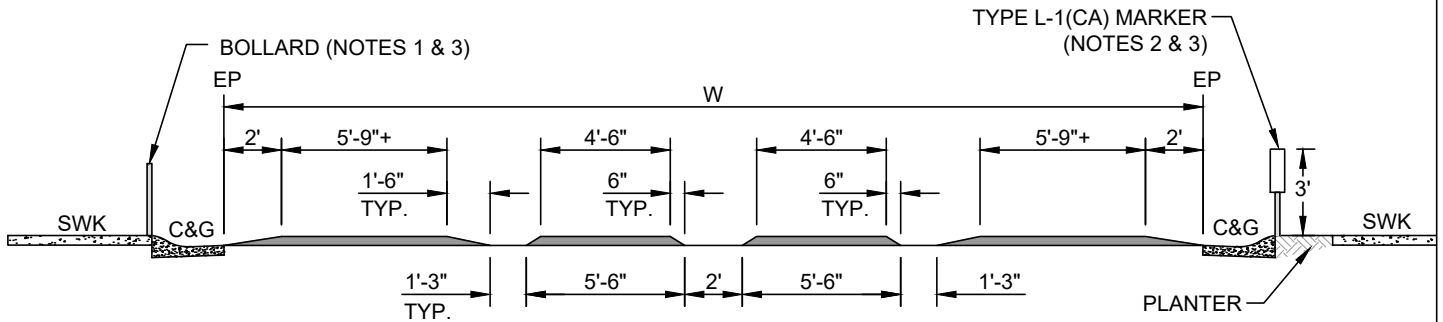
1. BOLLARD TO BE INSTALLED ON SIDEWALKS WITH ROLLED CURBS. SEE CITY STANDARD DWG. NO. T-230.
2. TYPE L-1(CA) MARKER TO BE INSTALLED ON PLANTER/DIRT WITH ROLLED CURBS OR UNIMPROVED STREETS. SEE CITY STANDARD DWG. NO. T-210.
3. NO BOLLARD OR TYPE L-1(CA) MARKER IS NEEDED WHERE TYPE 2 CURB & GUTTER IS PRESENT.
4. CENTER LUMP ON ROADWAY UNLESS OTHERWISE NOTED BY THE ENGINEER.

REV.	DATE	DESCRIPTION
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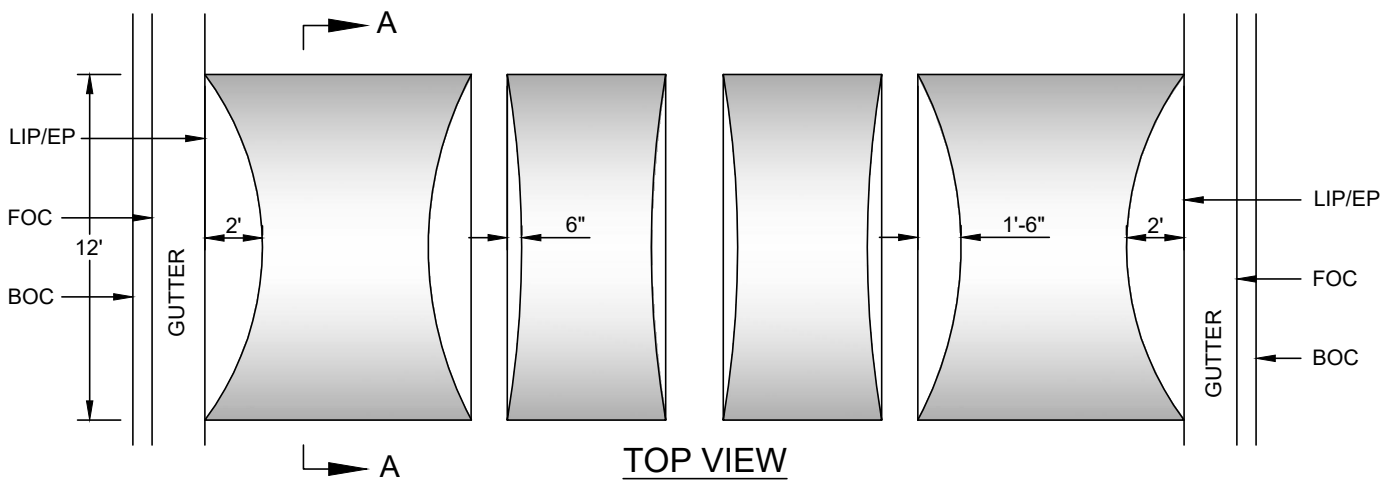




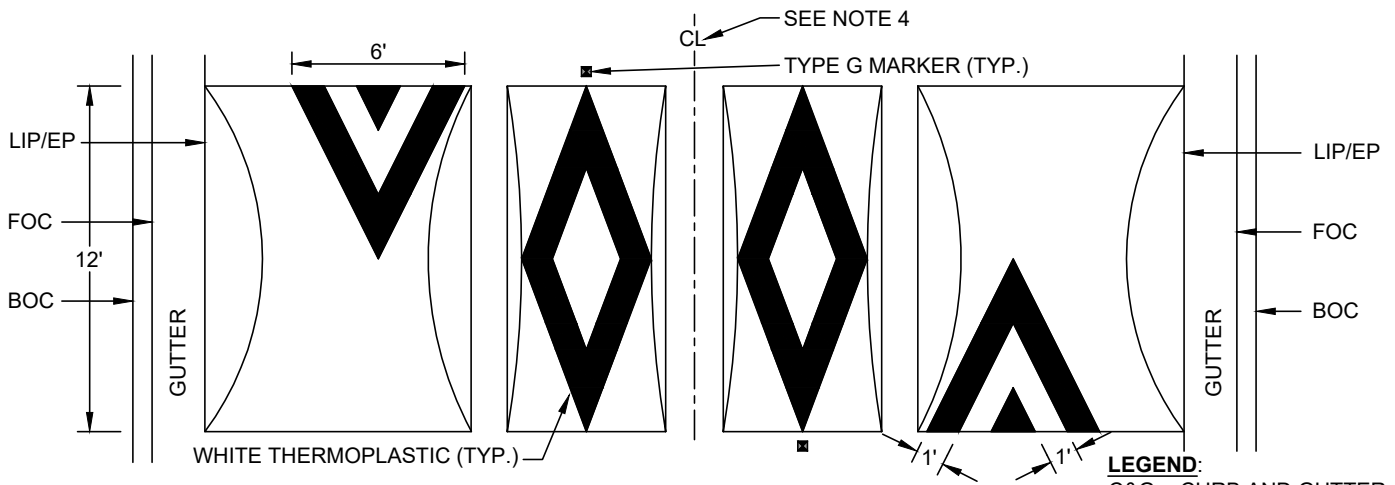
**SECTION A-A**



**FRONT VIEW**



**TOP VIEW**



**STRIPING DETAIL**

**LEGEND:**  
 C&G - CURB AND GUTTER  
 LIP/EP - EDGE OF PAVEMENT  
 FOC - FACE OF CURB  
 BOC - BACK OF CURB  
 SWK - SIDEWALK

**NOTES:**

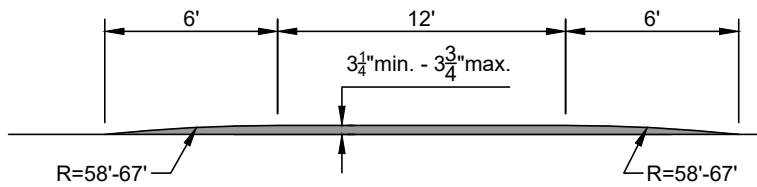
1. BOLLARD TO BE INSTALLED ON SIDEWALKS WITH ROLLED CURBS. SEE CITY STANDARD DWG. NO. T-230.
2. TYPE L-1(CA) MARKER TO BE INSTALLED ON PLANTER/DIRT WITH ROLLED CURBS OR UNIMPROVED STREETS. SEE CITY STANDARD DWG. NO. T-210.
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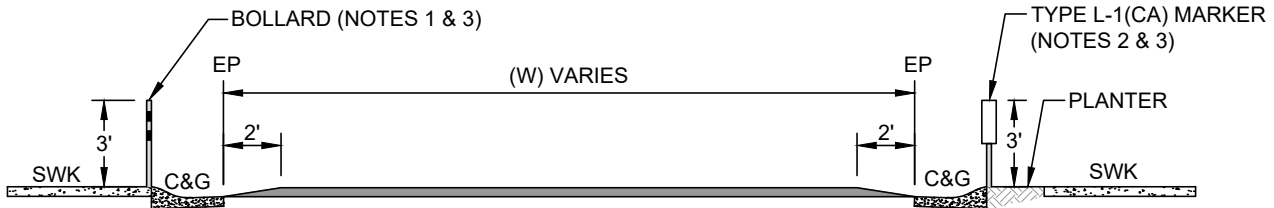
**CITY OF SACRAMENTO**  
 DEPARTMENT OF PUBLIC WORKS

**SPEED LUMP DETAIL (C)**  
 (W) ≥ 34' & < 40'

APPROVED BY: *Nadel Kamel*  
 DATE: APRIL 2020 DWG. NO. T - 224



**SECTION A-A**



**FRONT VIEW**

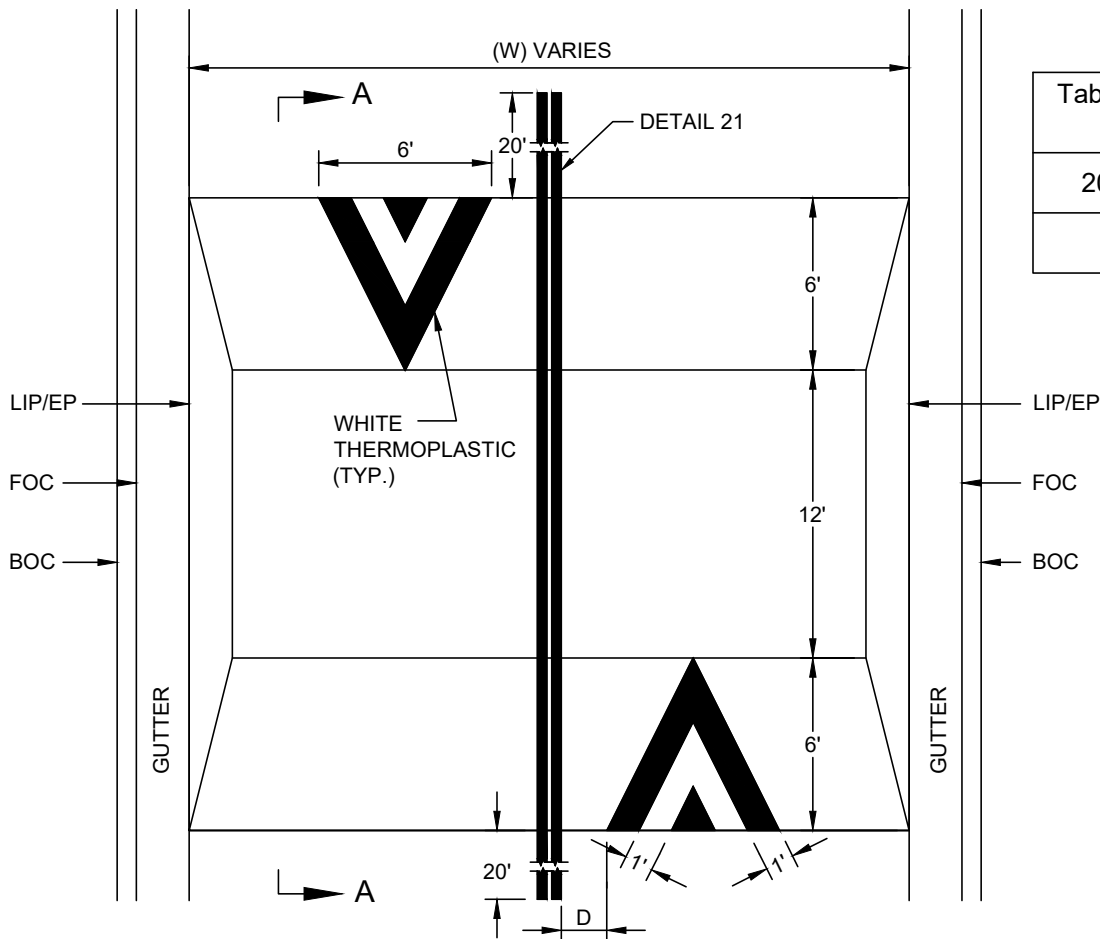


Table Width (W)	(D)
20' - 32'	2'-0"
32'+	3'-0"

**PLAN VIEW & STRIPING PLAN**

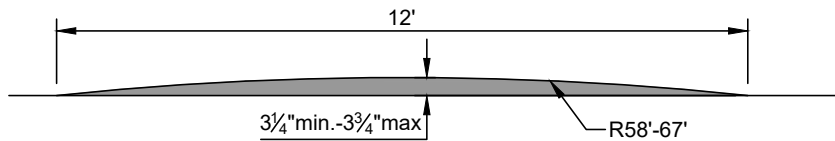
**NOTES:**

1. BOLLARD TO BE INSTALLED ON SIDEWALKS WITH ROLLED CURBS. SEE CITY STANDARD DWG. NO. T-230.
2. TYPE L-1(CA) MARKER TO BE INSTALLED ON PLANTER/DIRT WITH ROLLED CURBS OR UNIMPROVED STREETS. SEE CITY STANDARD DWG. NO. T-210.
3. NO BOLLARD OR TYPE L-1(CA) MARKER IS NEEDED WHERE TYPE 2 CURB & GUTTER IS PRESENT.

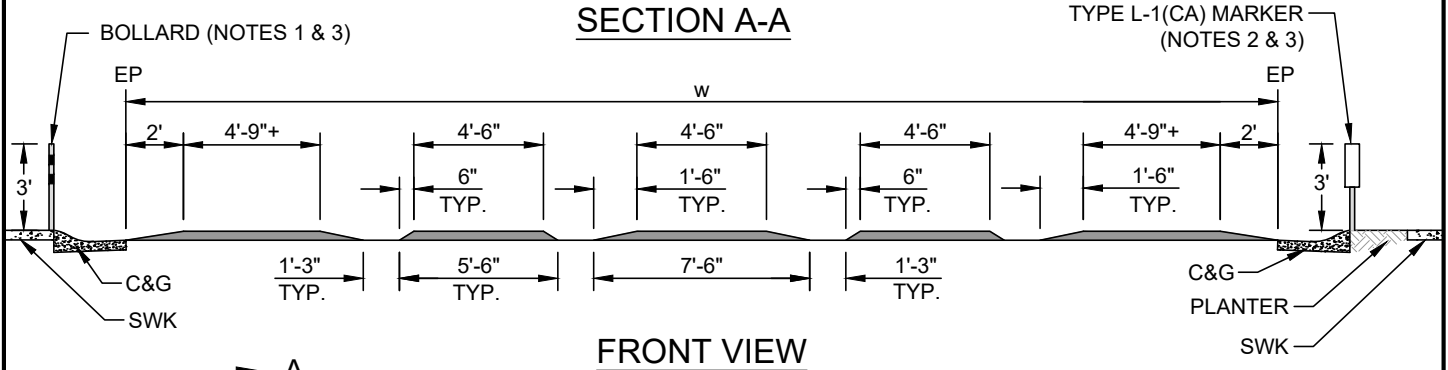
**LEGEND:**

- C&G - CURB AND GUTTER
- LIP/EP - EDGE OF PAVEMENT
- FOC - FACE OF CURB
- BOC - BACK OF CURB
- SWK - SIDEWALK

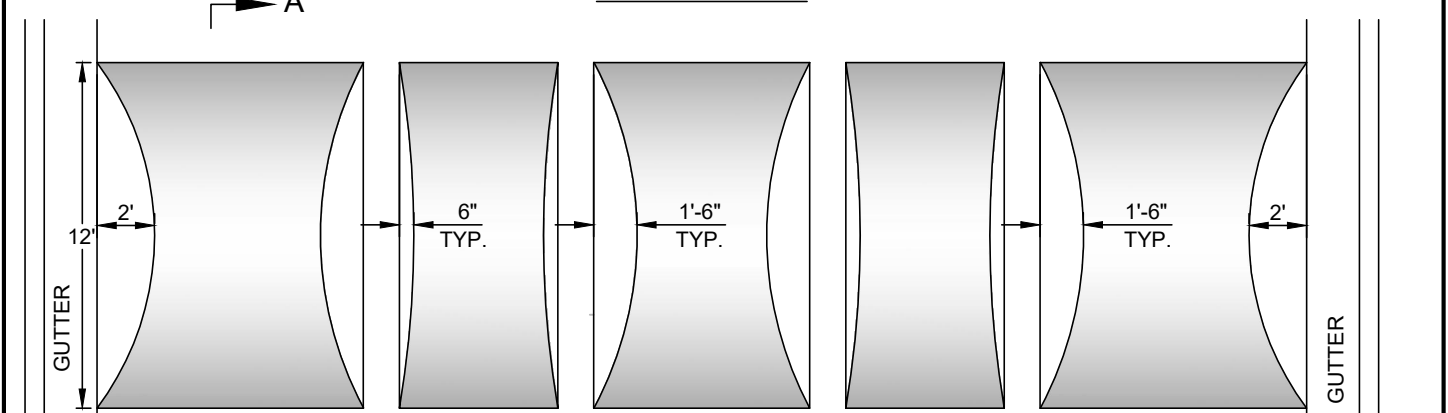
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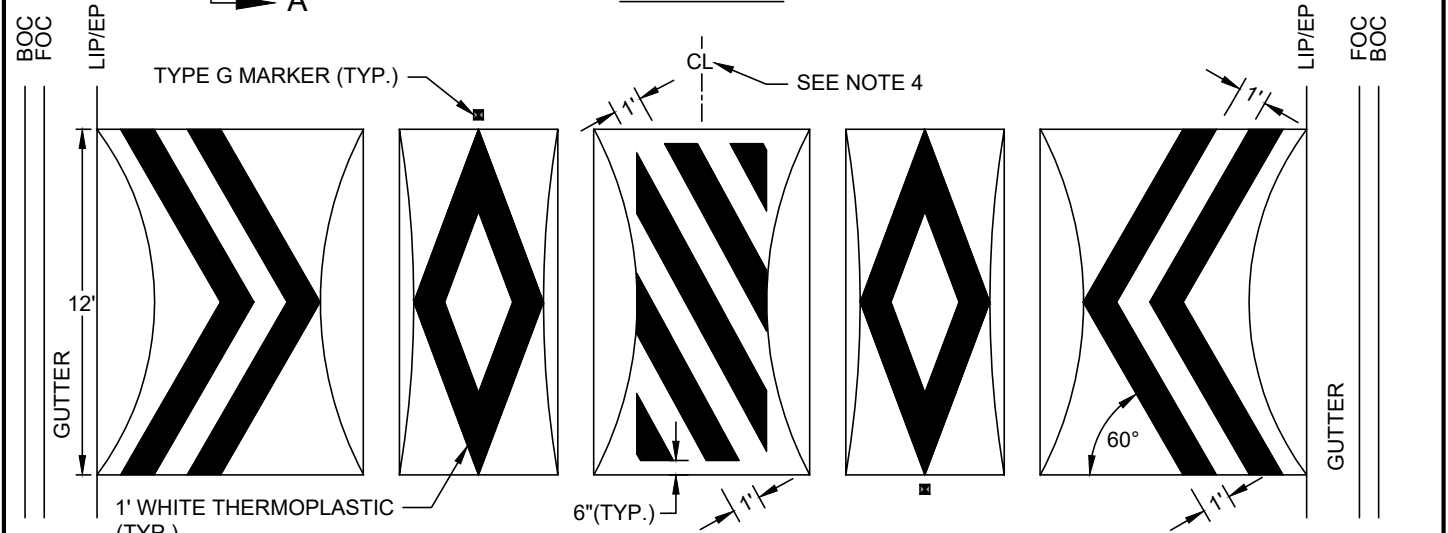
**SECTION A-A**



**FRONT VIEW**



**TOP VIEW**



**STRIPING DETAIL**

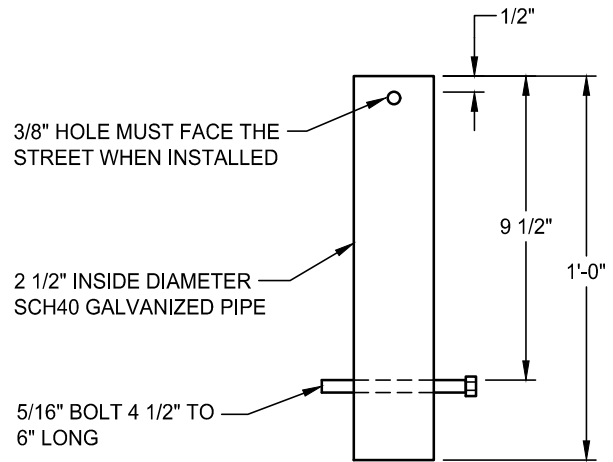
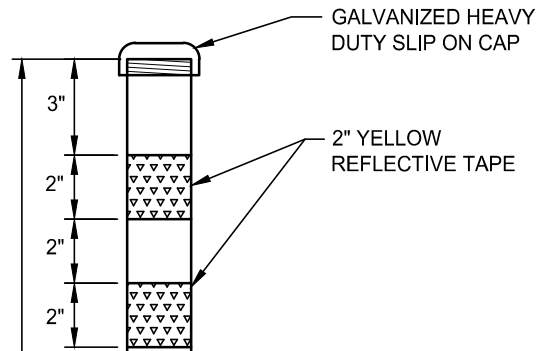
**LEGEND:**

- C&G - CURB AND GUTTER
- LIP/EP - EDGE OF PAVEMENT
- FOC - FACE OF CURB
- BOC - BACK OF CURB
- SWK - SIDEWALK

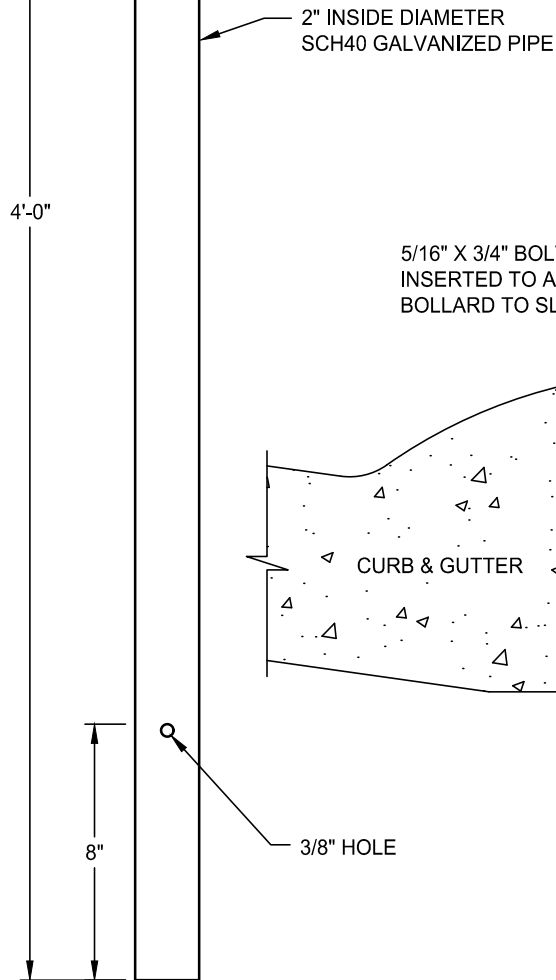
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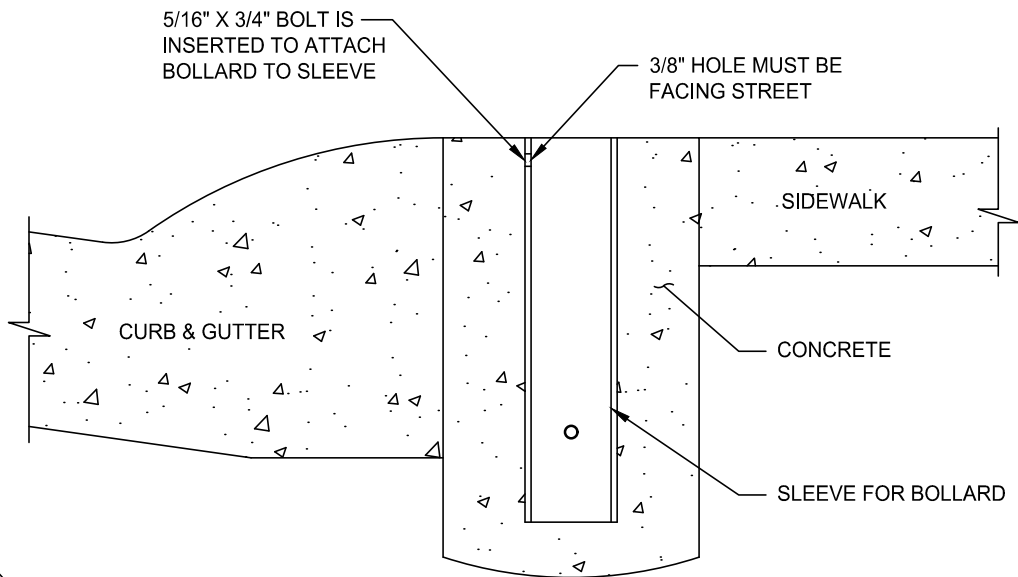
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**SLEEVE FOR BOLLARD**

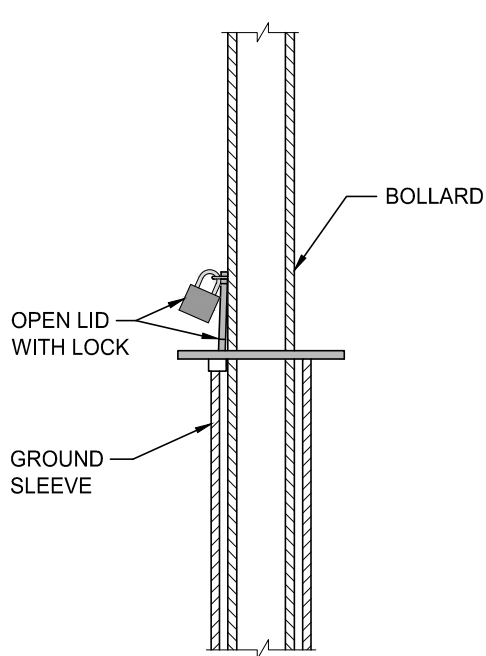


**BOLLARD**

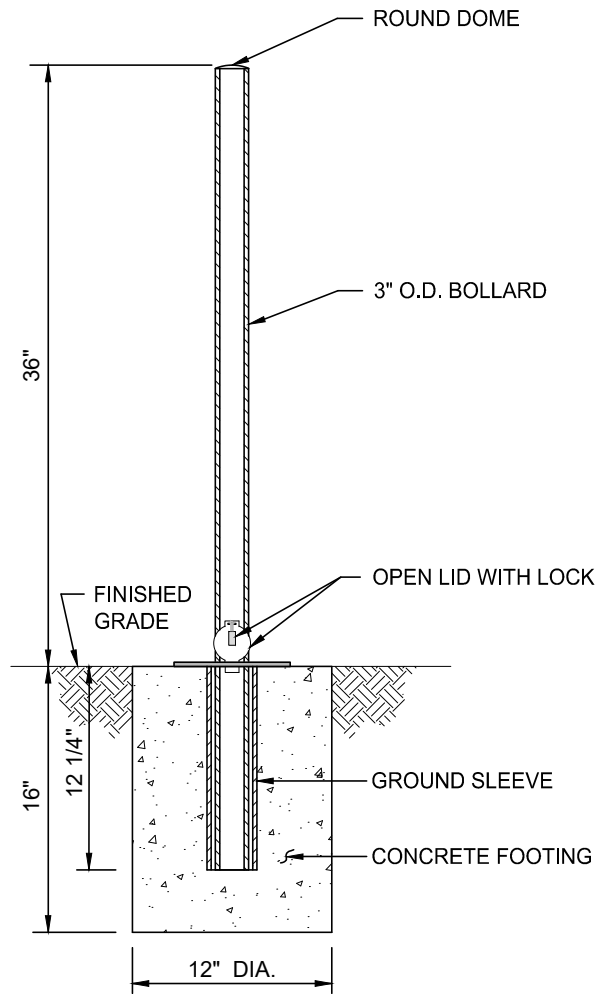


**SECTION A**

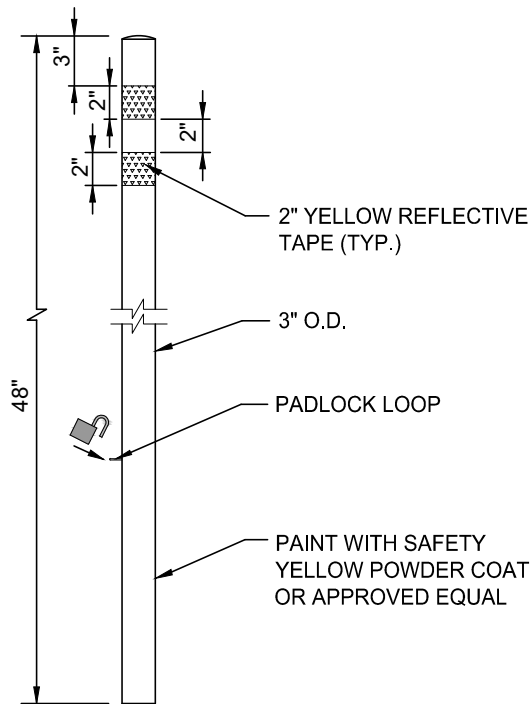
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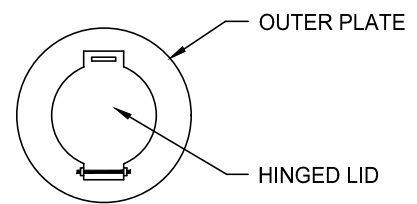
SIDE VIEW



SECTION FRONT VIEW



BOLLARD

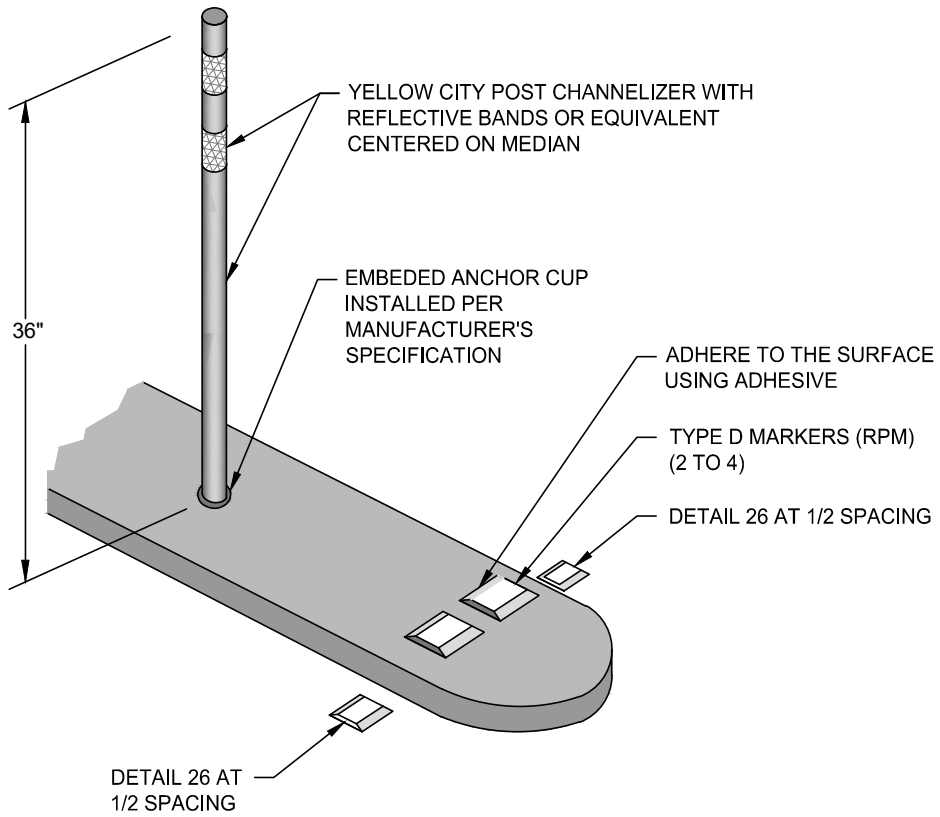
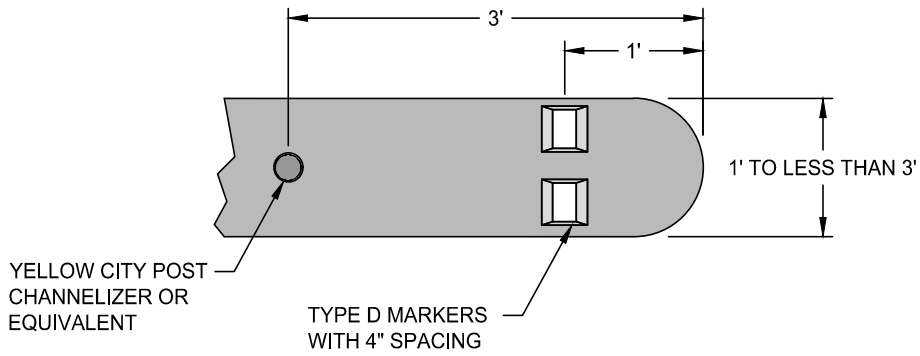


PLAN VIEW OF CLOSED LID

**BOLLARD MATERIAL :**

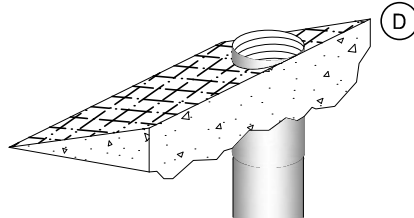
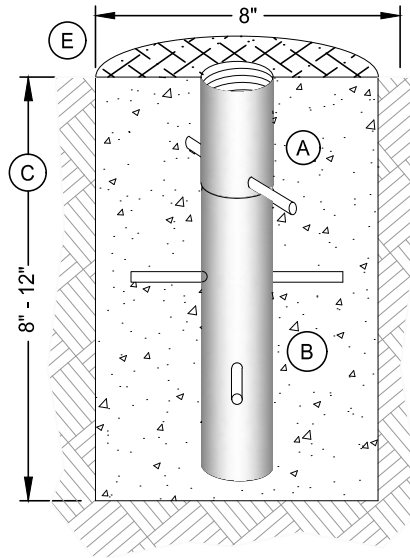
SCHEDULE 40  
CARBON STEEL

REV.	DATE	DESCRIPTION
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REV.	DATE	DESCRIPTION
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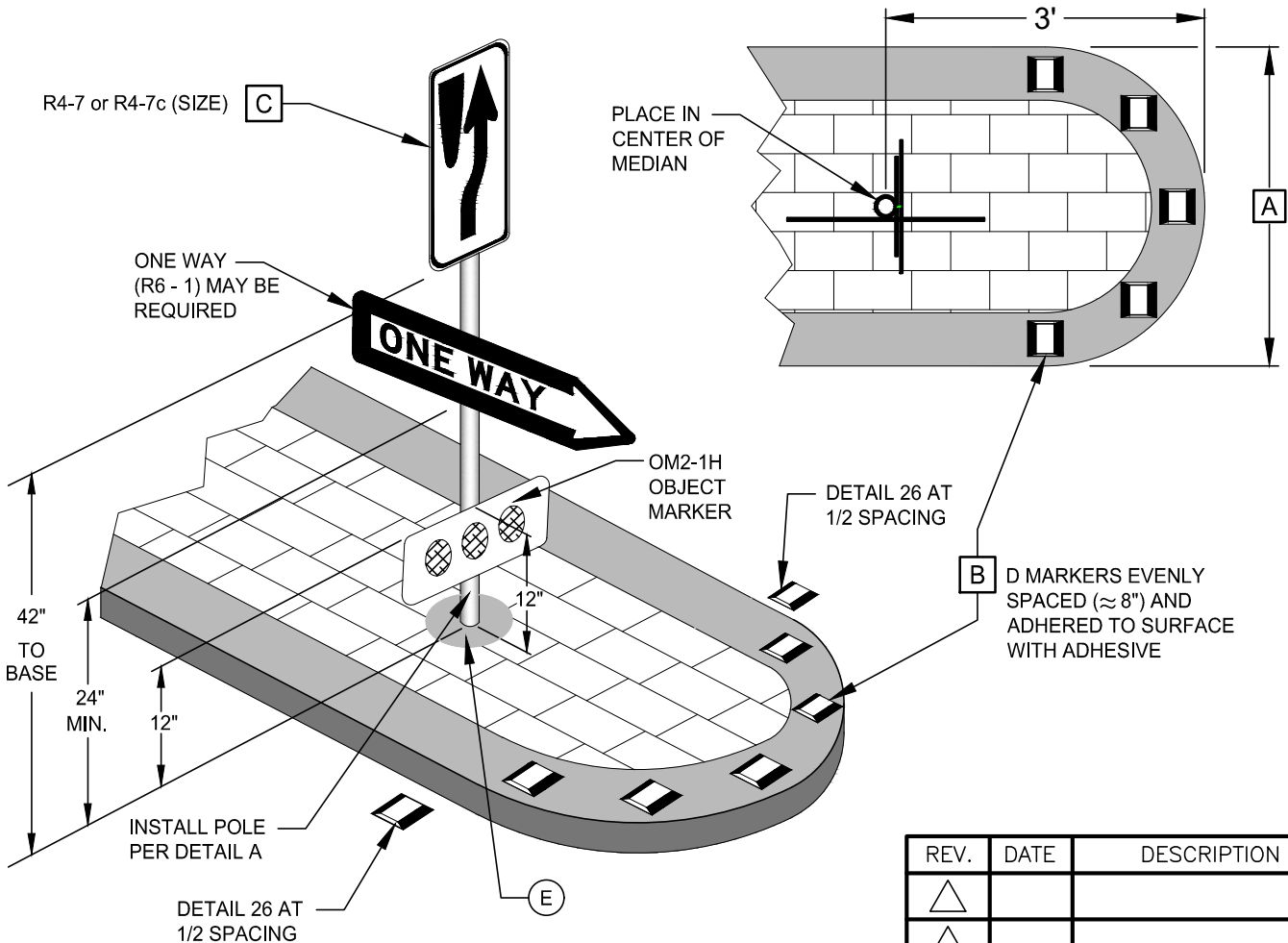
<b>A</b> ISLAND WIDTH	3'	4'+
<b>B</b> (NO. OF RPM'S)	7	9
<b>C</b> R4-7 (SIZE)	R4-7c 18x30	R4-7 24x30



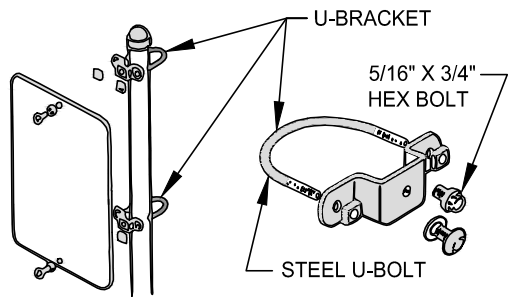
DETAIL A

**NOTES:**

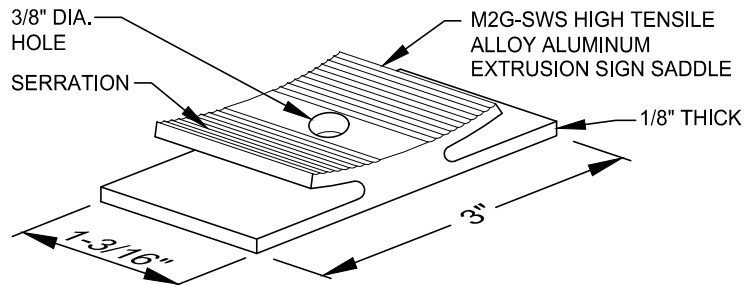
- (A) 2" GALVANIZED THREADED PIPE COUPLING, INSTALLED FLUSH TO CONCRETE SURFACE SECURED TO 2" PIPE BY THREADS AND ATTACHED TO SUBTERRANEAN PORTION BY EITHER A BOLT OR TACK WELDING.
- (B) 2" SCHEDULE 40 GALVANIZED PIPE NOT LESS THAN 8" LONG OR MORE THAN 12" LONG, CROSSPINNED WITH EITHER 5/16" x 6" BOLTS OR 5/16" x 6" REBAR.
- (C) EXCAVATED PORTION TO BE FILLED WITH PORTLAND CEMENT, MINIMUM 4 BAG MIX, SMOOTH FINISHED AT GRADE.
- (D) GRADE: WHERE AN UNEQUAL GRADE IS ENCOUNTERED, THE HIGHER PORTION OF THE 2" PIPE COUPLING SET AT GRADE IS ACCEPTABLE.
- (E) IF COBBLESTONE OR UNEVEN HARDSCAPE MATERIAL, PROVIDE 8" DIA. FLAT SURFACE FOR POLE INSTALLATION



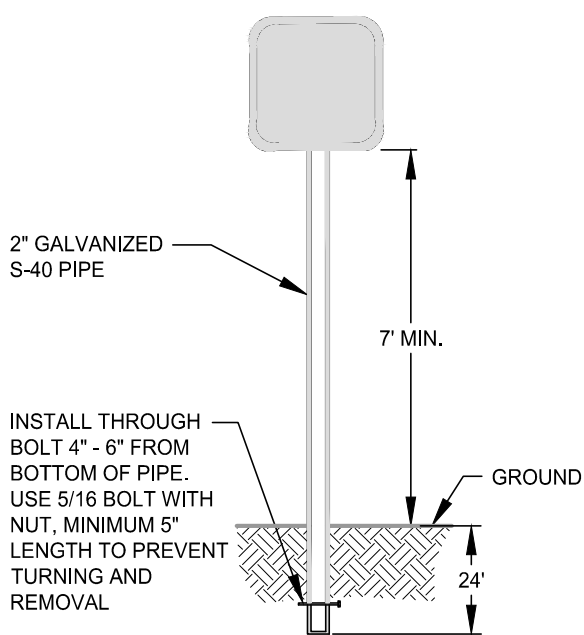
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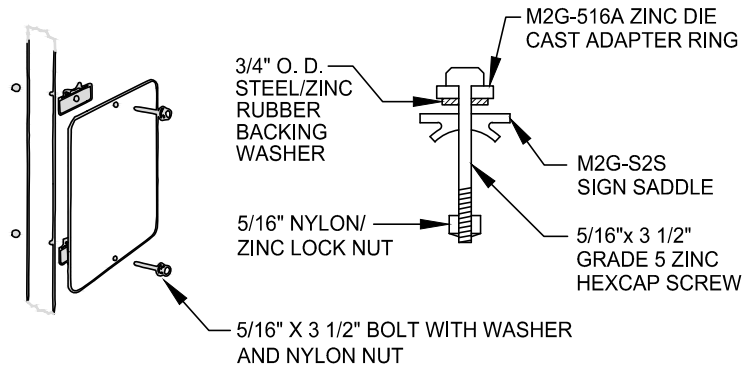
**SINGLE 2" ID U-BRACKET CLAMP FOR CENTERMOUNT**



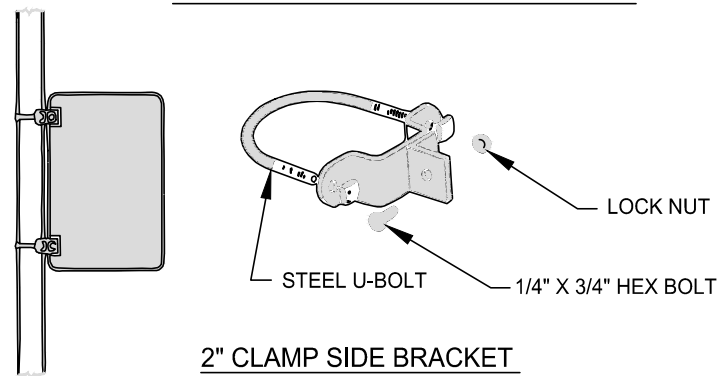
**2" ALUMINUM PIPE SADDLE**



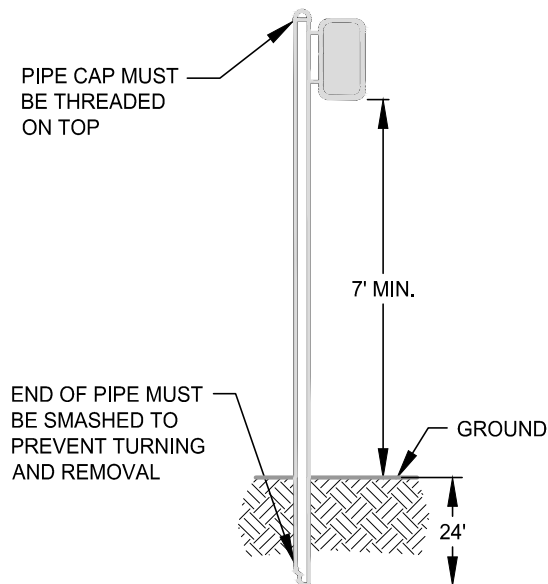
**STANDARD SIGN CENTERMOUNT**



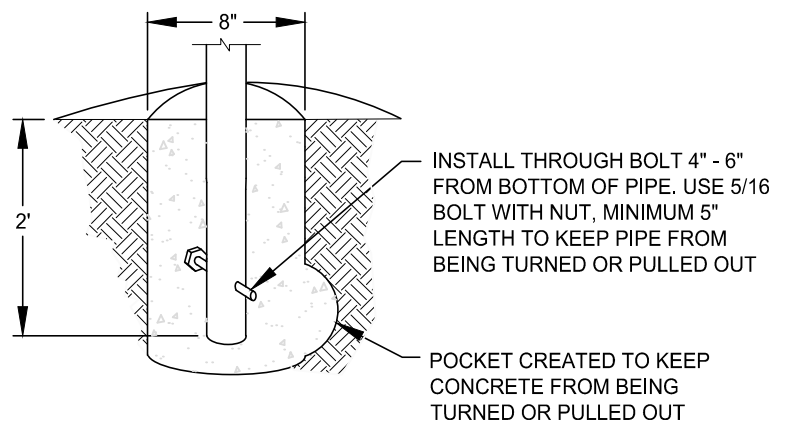
**2" PIPE SADDLE FOR CENTERMOUNT**



**2" CLAMP SIDE BRACKET FOR SIDEMOUNT**



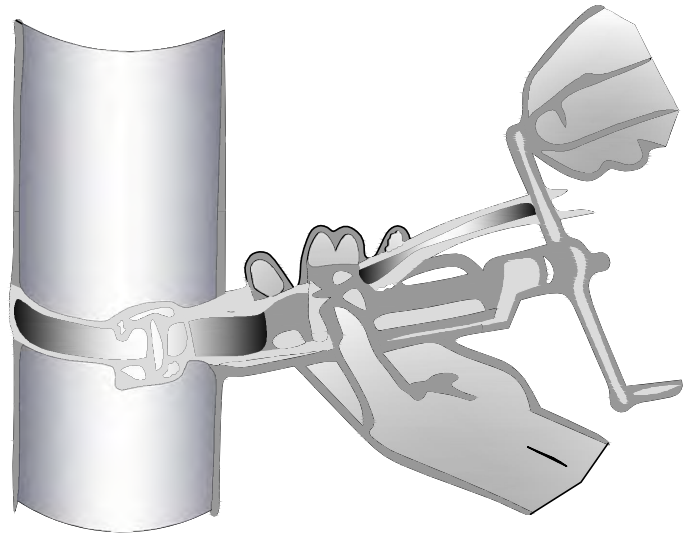
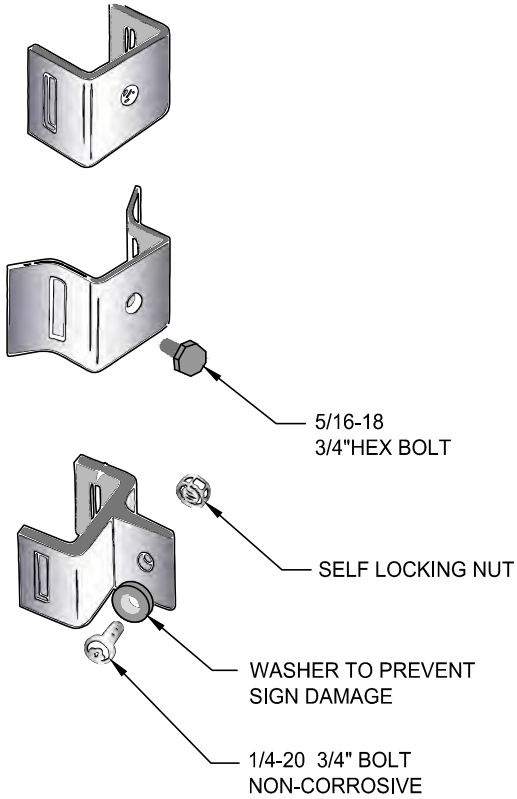
**STANDARD SIGN SIDEMOUNT**



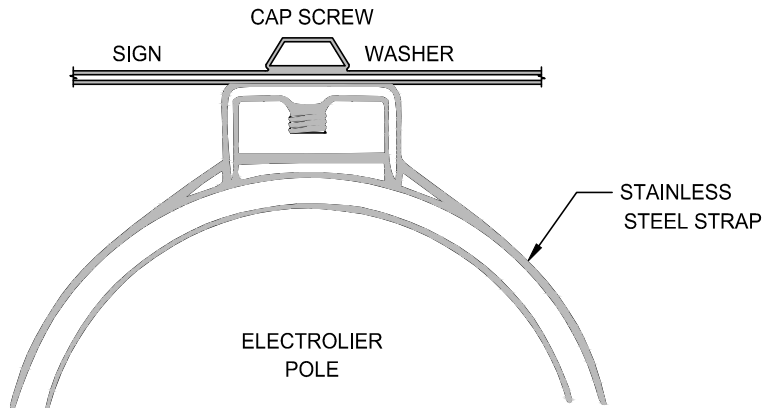
**NOTE:**  
ALL FASTENERS AND HARDWARE GALVANIZED, UNLESS OTHERWISE NOTED

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SIGN BLANK SHALL NOT BE LESS THAN  
.080 INCHES THICK ALUMINUM (5052-H38)

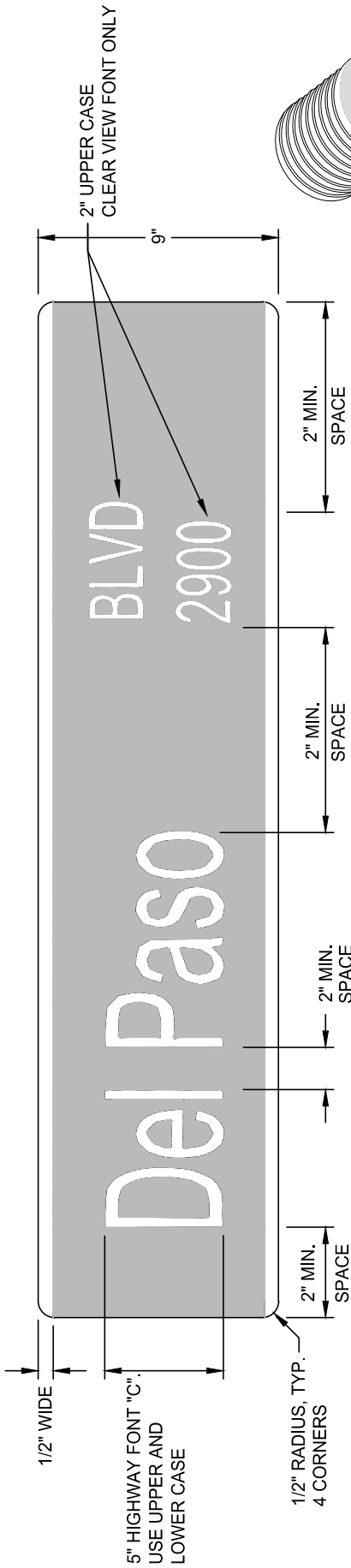


HEAVY DUTY 3/4" X .032" STAINLESS STEEL STRAP  
HEAVY DUTY 3/4" STAINLESS STEEL BUCKLE FOR .032" STRAP  
BUCKLE INSTALLED PER MANUFACTURER INSTRUCTIONS

**NOTE:**  
7' MIN. CLEARANCE FROM BOTTOM  
OF SIGN TO GROUND

TOP VIEW

REV.	DATE	DESCRIPTION
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**NOTE:**

- BLANK .125" THICKNESS
- GREEN BACKGROUND WITH WHITE LETTERS
- TYPE ELEVEN SHEETING

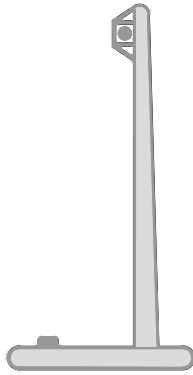
**STREET NAME SIGN (SNS)**

**LETTER PER BLANKS**

- 24" 1 TO 4
- 30" 5 TO 6
- 36" 7 TO 8
- 42" 9 TO 10
- 48" 11 TO 13

**NOTE:**

SPACE IS THE SAME AS LETTER BLOCK REQUIRED ON ALL SIGNS

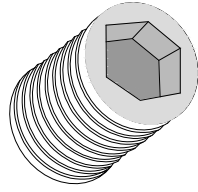


HEAVY DUTY 3/4" X .032" STAINLESS STEEL STRAP  
HEAVY DUTY 3/4" STAINLESS STEEL BUCKLE FOR .032" STRAP

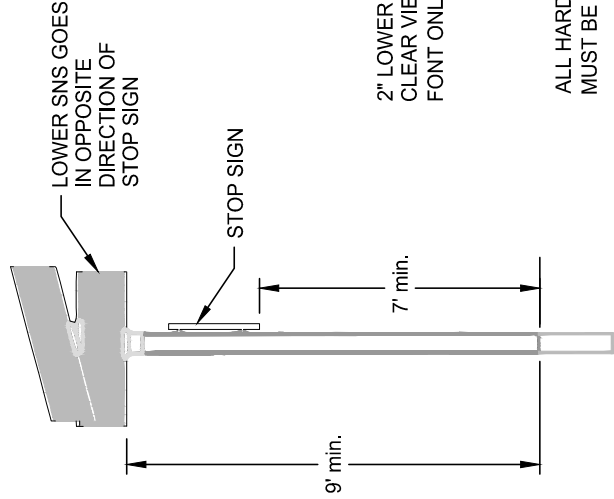
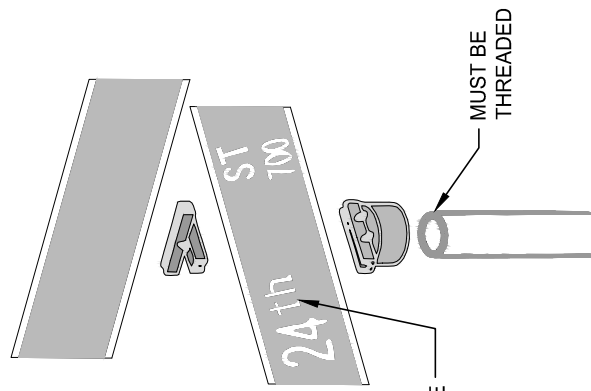
ELECTROLIER OR PIPE

ELECTROLIER OR PIPE

ELECTROLIER OR PIPE



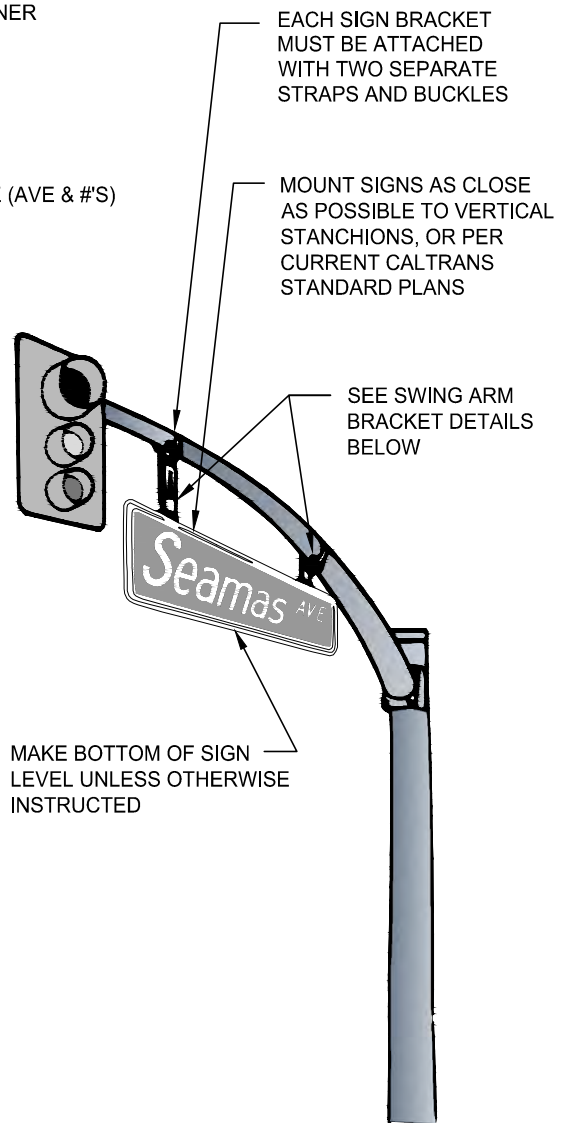
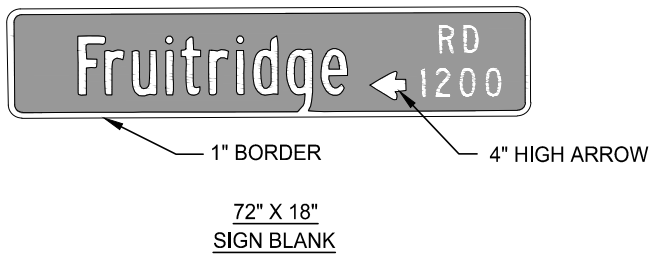
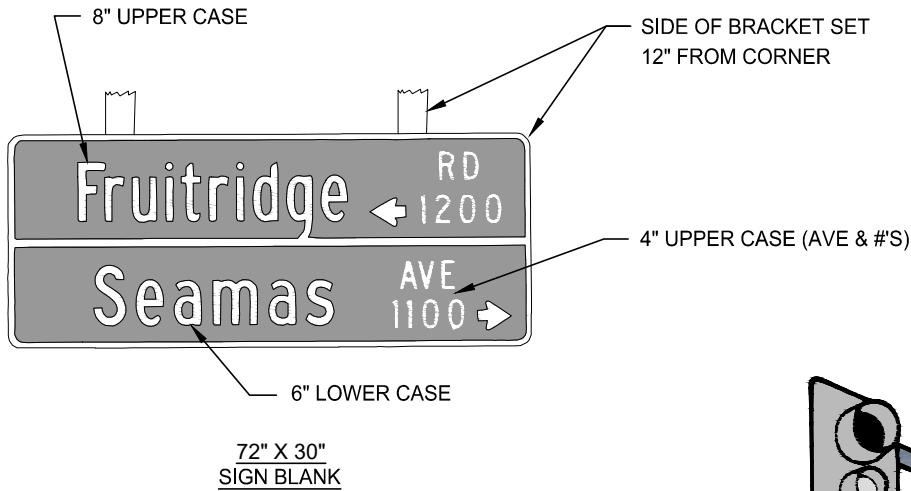
**SET SCREW DETAIL**



2" LOWER CASE CLEAR VIEW FONT ONLY

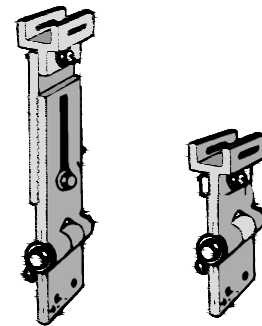
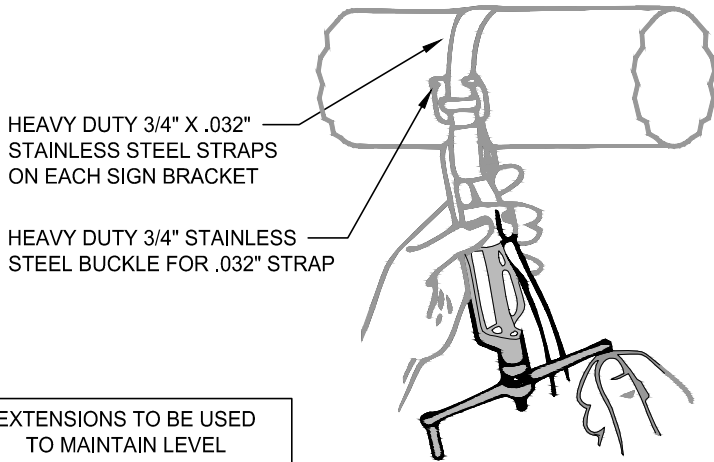
ALL HARDWARE IS STAINLESS STEEL. ALL SET SCREWS MUST BE STAINLESS STEEL TAMPER PROOF DESIGN.

REV.	DATE	DESCRIPTION
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**NOTES:**

- 1" BRACE ON BACK (HORIZONTAL)
- GREEN BACKGROUND WITH WHITE LETTERS  
USING TYPE XI RETROREFLECTIVE SHEETING ONLY
- .080" ALUMINUM 5052 H38 SIGN BLANK
- HIGHWAY FONT "C" ONLY



SWING ARM BRACKETS

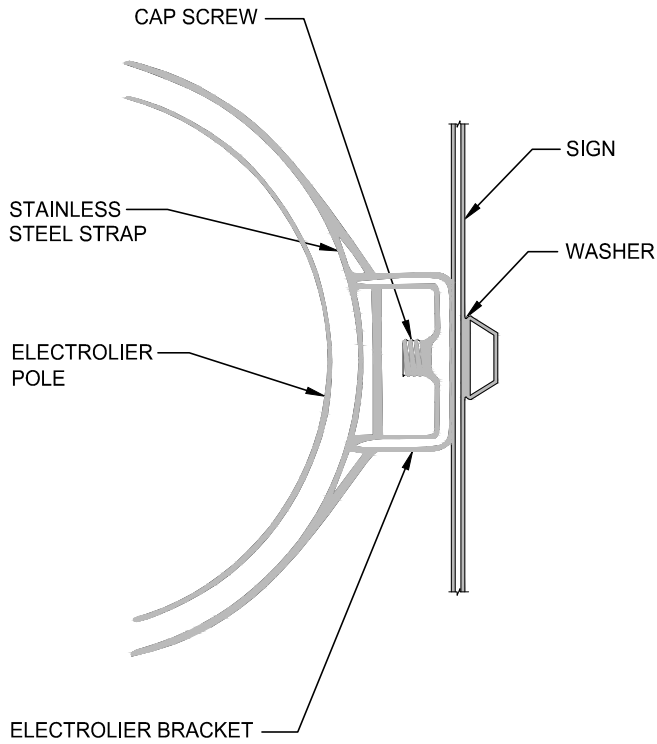
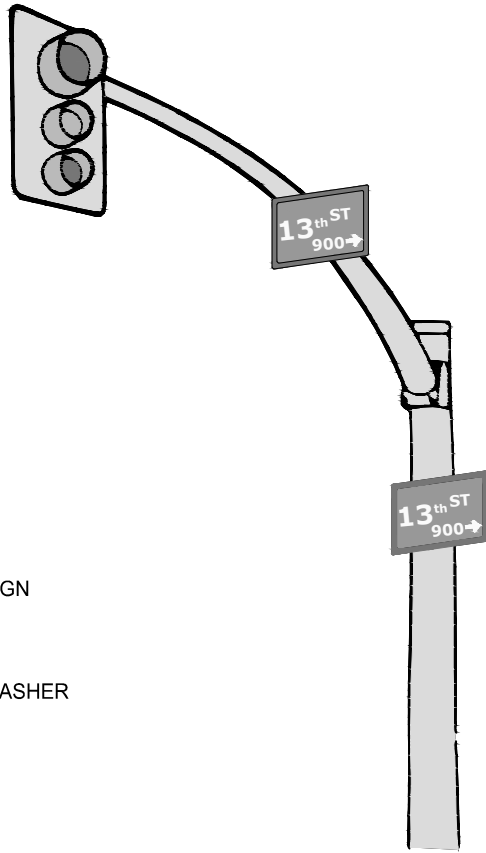
EXTENSIONS TO BE USED TO MAINTAIN LEVEL WHEN NEEDED

REV.	DATE	DESCRIPTION
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EXAMPLE



30" x 18"  
SIGN BLANK



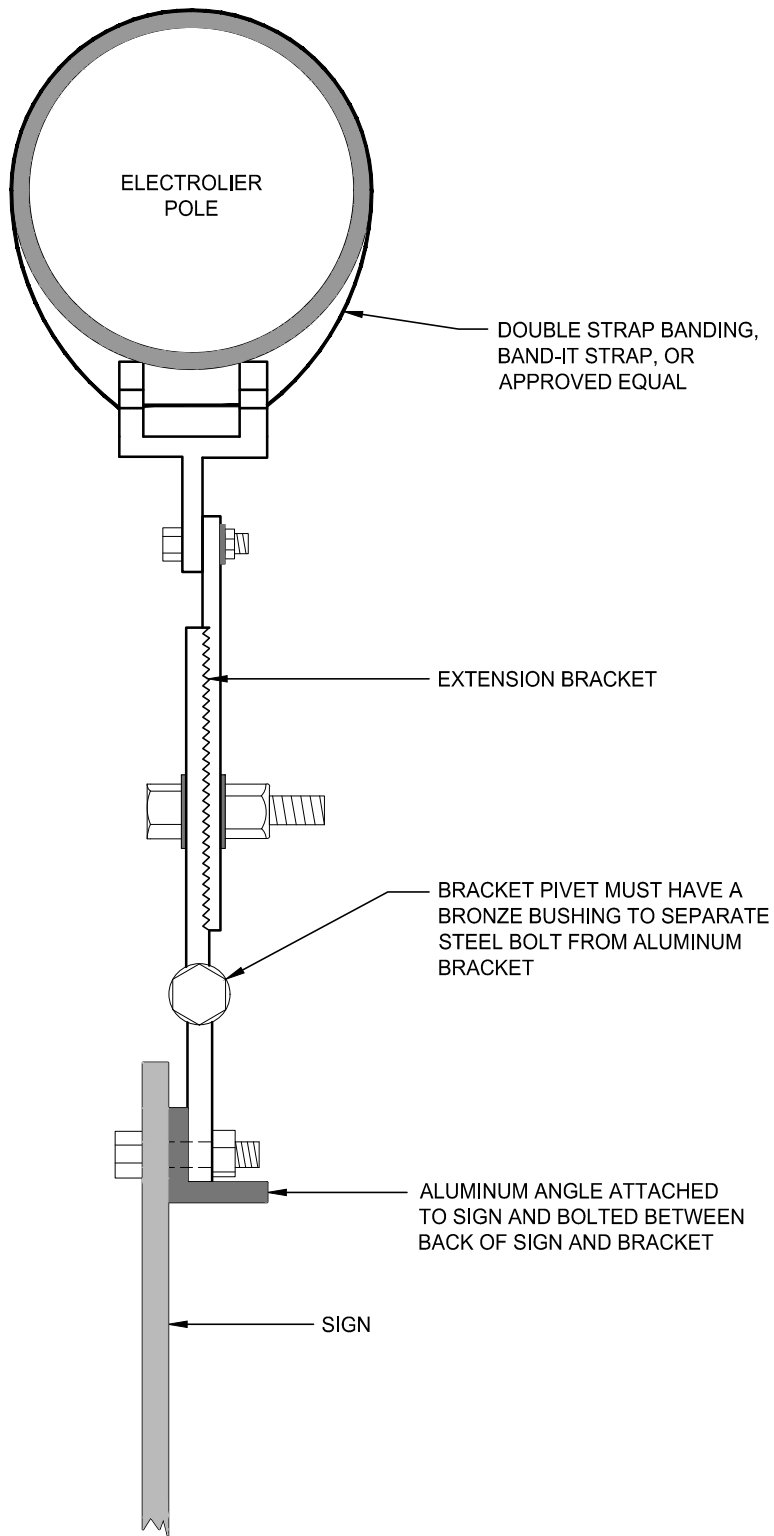
ELECTROLIER SIGN BRACKET

NOTE:  
THIS TYPE OF SIGN MOUNT IS TO BE USED  
WHEN SPECIFIED BY THE ENGINEER

DIRECT SIGN MOUNTING  
FOR SMALL SIGNS

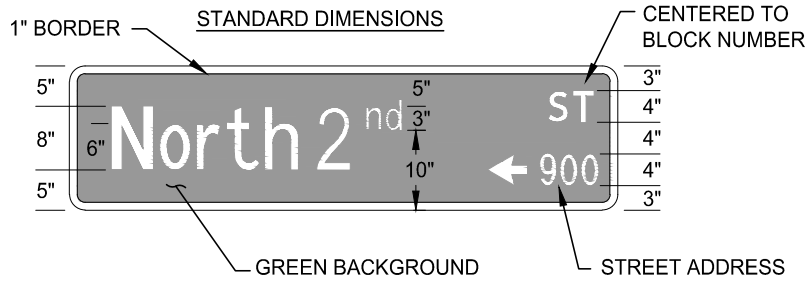
DETAIL G7-A

REV.	DATE	DESCRIPTION
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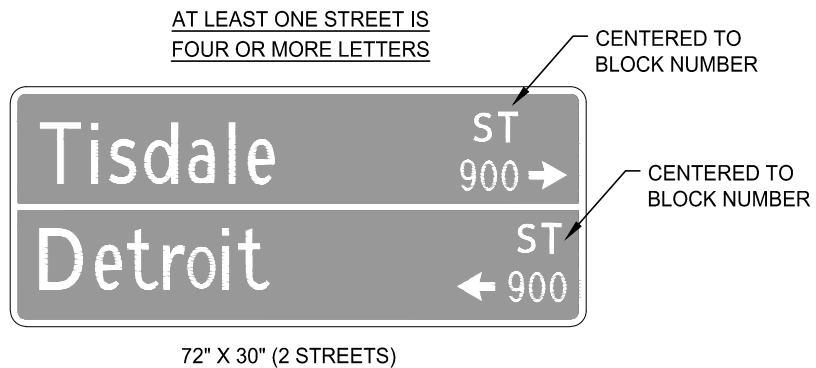
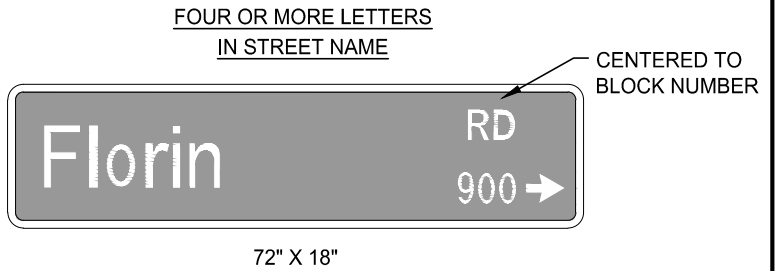
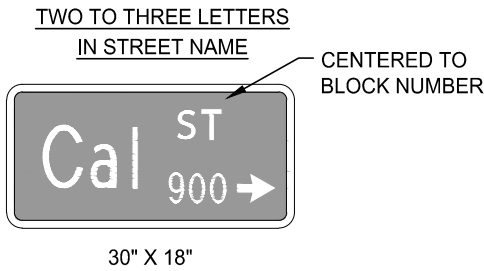
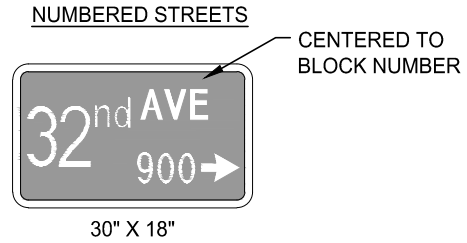
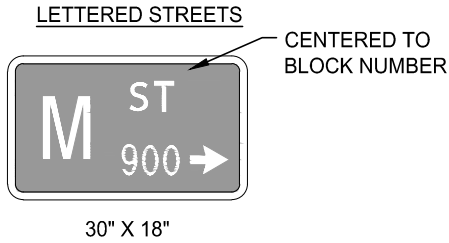


BRACKET SIDE VIEW

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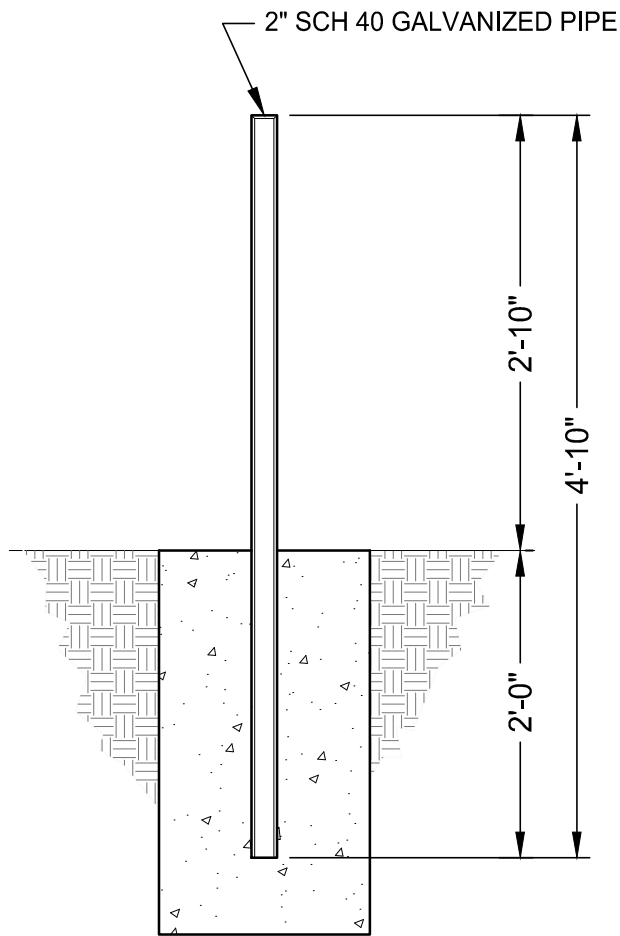
**NOTE:**  
CONTRACTOR SHALL VERIFY EXACT STREET ADDRESS  
FOR PLACEMENT ON STREET NAME SIGNS



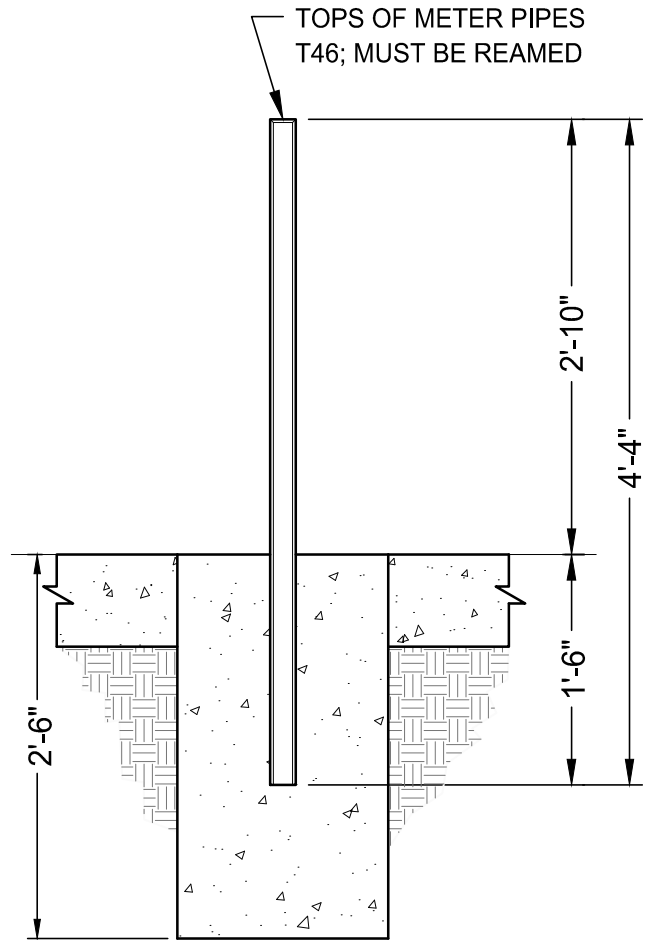
**NOTES:**

- GREEN BACKGROUND WITH WHITE LETTERS
- HIGHWAY FONT "C" TYPE ONLY
- TYPE XI RETROREFLECTIVE SHEETING ONLY
- .080" ALUMINUM 5052 H38 SIGN BLANK

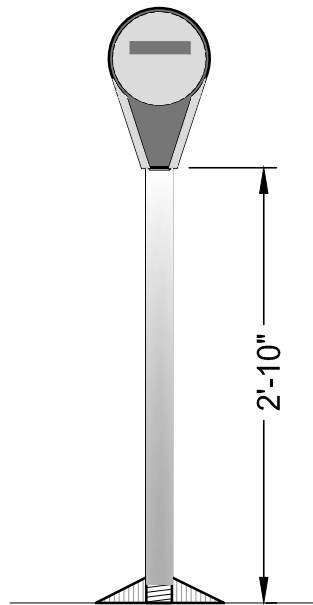
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DIRT



CONCRETE

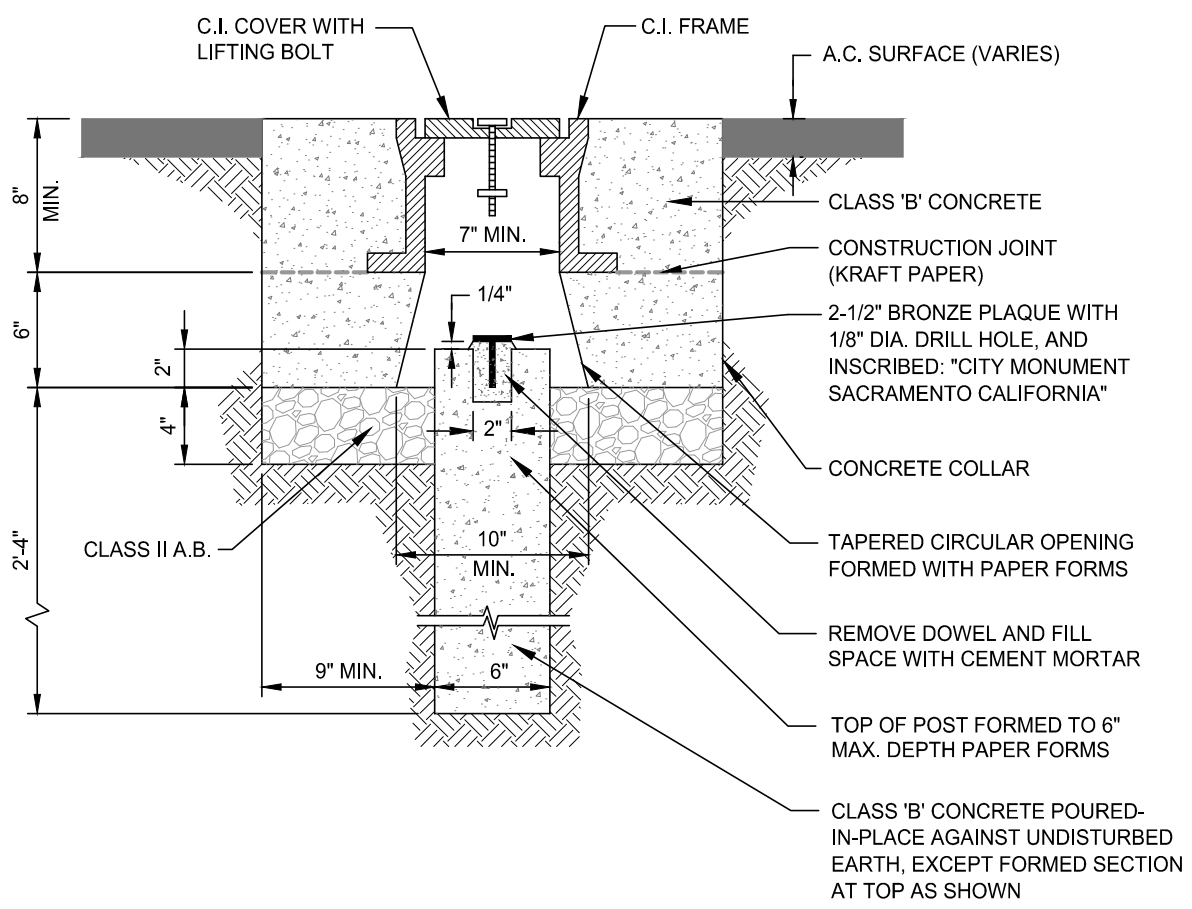


THREADED

NOTE:

ALL METER PIPES MUST BE AT A HEIGHT OF 34" ABOVE THE GROUND

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**NOTES**

1. MONUMENT COVERS AND FRAMES SHALL BE FORNI "IRON SIDES", TYPE 80-60-03; PHOENIX, TYPE P-2001, OR APPROVED EQUAL. EACH COVER SHALL BE GROUND OR OTHERWISE FINISHED SO THAT IT WILL FIT ITS FRAME WITHOUT ROCKING. BRONZE PLAQUE NOT TO EXTEND MORE THAN 1/4" ABOVE CONCRETE BASE. MONUMENT TO BE SET BY A REGISTERED LAND SURVEYOR OR PROFESSIONAL ENGINEER.
2. UNLESS OTHERWISE SPECIFIED, 4" MIN. CLEARANCE OF CONCRETE OVER WATER MAINS.
3. ALL CONCRETE IN CONFORMANCE WITH SEC. 10 OF STANDARD SPECIFICATIONS.

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