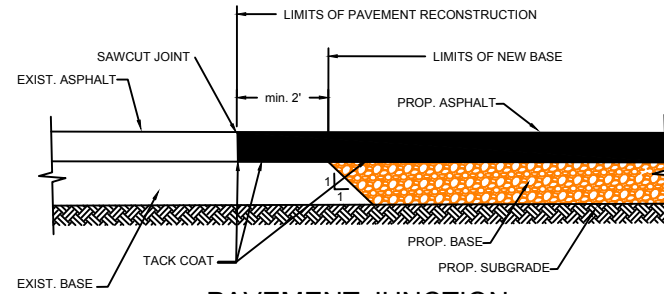
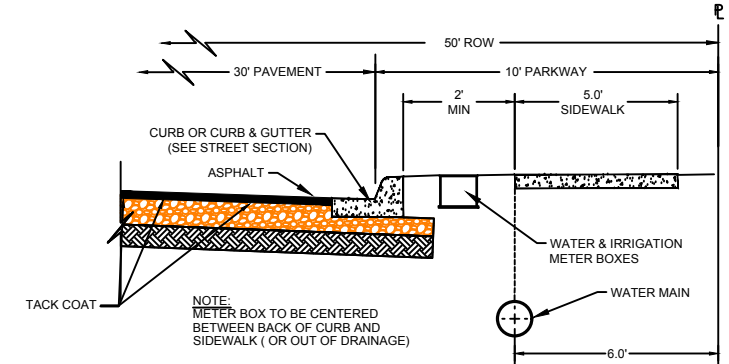


- NOTE:**
1. FLUSH CURB TO BE A MINIMUM OF 12" DEEP. SEE FLUSH CURB DETAIL.
 2. PAVEMENT COURSE AND DEPTHS SHOWN ARE A MINIMUM COMPACTED THICKNESS. ENGINEER TO DESIGN PAVEMENT TO ACHIEVE MINIMUM STRUCTURAL NUMBER 3.15.
 3. SWELLING SOILS, SOILS WITH P.I. OF 20 OR MORE, SHALL BE TREATED BY REMOVAL AND REPLACEMENT, OR GEOGRID, OR CEMENT SOIL TREATMENT, OR DRAINS/BARRIERS, OR COMBINATION AS DETERMINED BY A PAVEMENT DESIGN.

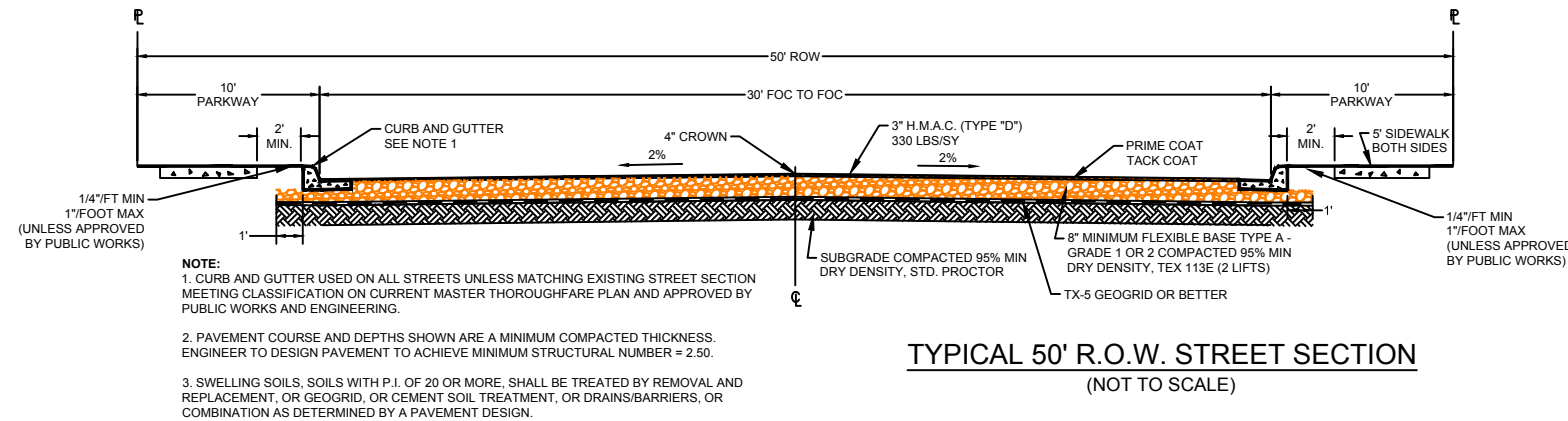
TYPICAL RURAL STREET PAVEMENT SECTION
(NOT TO SCALE)



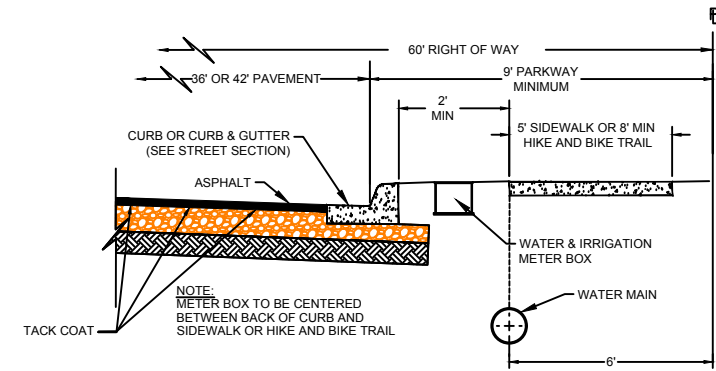
PAVEMENT JUNCTION
(NOT TO SCALE)



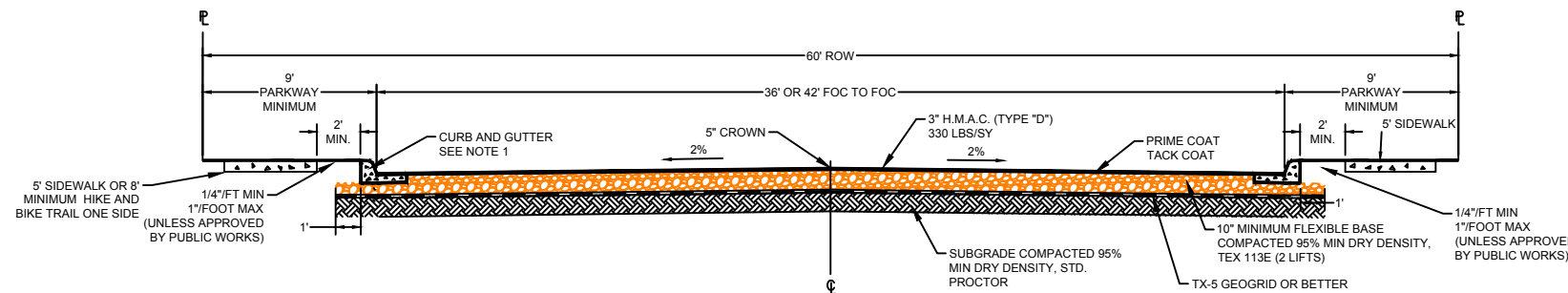
TYPICAL PARKWAY LAYOUT FOR 50' R.O.W.
(NOT TO SCALE)



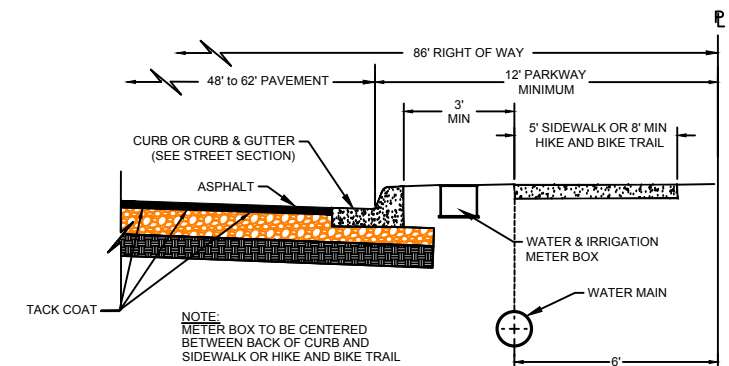
TYPICAL 50' R.O.W. STREET SECTION
(NOT TO SCALE)



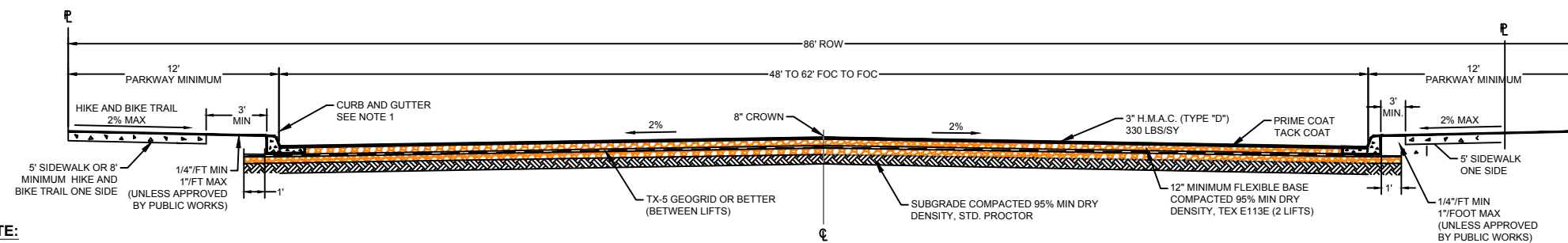
TYPICAL PARKWAY LAYOUT FOR 60' R.O.W.
(NOT TO SCALE)



TYPICAL 60' R.O.W. STREET SECTION
(NOT TO SCALE)



TYPICAL PARKWAY LAYOUT FOR 86' R.O.W.
(NOT TO SCALE)

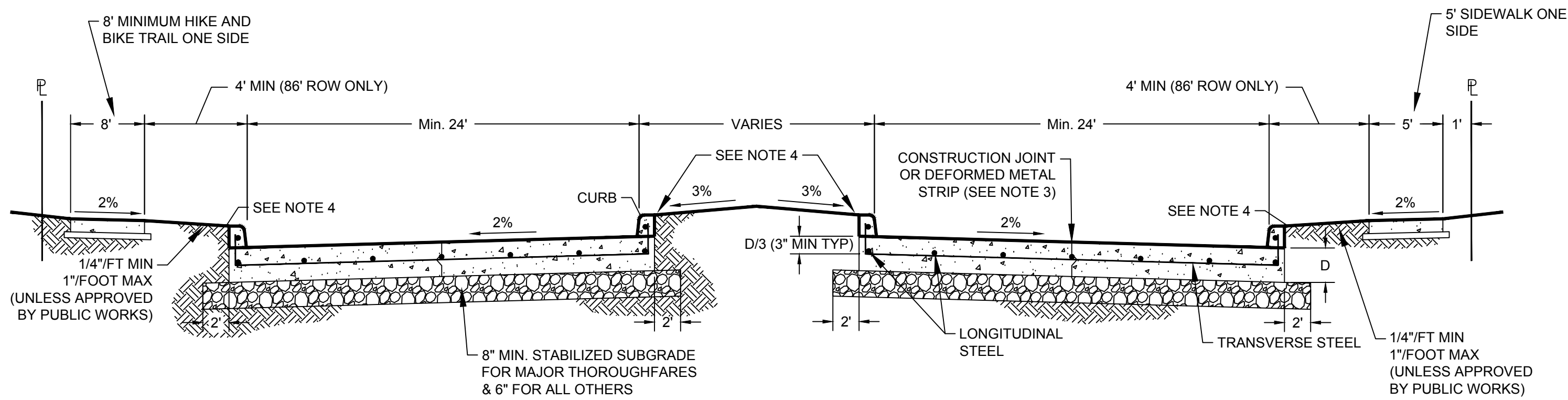


TYPICAL 86' R.O.W. STREET SECTION
(NOT TO SCALE)

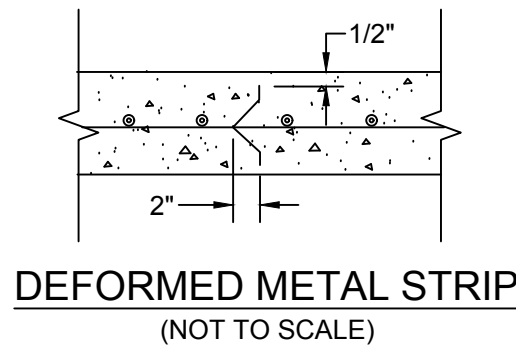
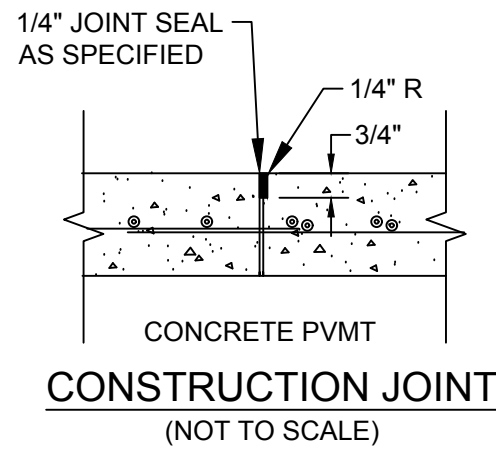
- NOTE:**
1. CURB AND GUTTER USED ON ALL STREETS UNLESS MATCHING EXISTING STREET SECTION MEETING CLASSIFICATION ON CURRENT MASTER THOROUGHFARE PLAN AND APPROVED BY PUBLIC WORKS AND ENGINEERING.
 2. PAVEMENT COURSE AND DEPTHS SHOWN ARE A MINIMUM COMPACTED THICKNESS. ENGINEER TO DESIGN PAVEMENT TO ACHIEVE MINIMUM STRUCTURAL NUMBER = 2.90.
 3. SWELLING SOILS, SOILS WITH P.I. OF 20 OR MORE, SHALL BE TREATED BY REMOVAL AND REPLACEMENT, OR GEOGRID, OR CEMENT SOIL TREATMENT, OR DRAINS/BARRIERS, OR COMBINATION AS DETERMINED BY A PAVEMENT DESIGN.

- NOTE:**
1. CURB AND GUTTER USED ON ALL STREETS UNLESS MATCHING EXISTING STREET SECTION MEETING CLASSIFICATION ON CURRENT MASTER THOROUGHFARE PLAN AND APPROVED BY PUBLIC WORKS AND ENGINEERING.
 2. PAVEMENT COURSE AND DEPTHS SHOWN ARE A MINIMUM COMPACTED THICKNESS. ENGINEER TO DESIGN PAVEMENT TO ACHIEVE MINIMUM STRUCTURAL NUMBER= 3.25.
 3. SWELLING SOILS, SOILS WITH P.I. OF 20 OR MORE, SHALL BE TREATED BY REMOVAL AND REPLACEMENT, OR GEOGRID, OR CEMENT SOIL TREATMENT, OR DRAINS/BARRIERS, OR COMBINATION AS DETERMINED BY A PAVEMENT DESIGN.

CITY OF SCHERTZ TEXAS ENGINEERING AND PUBLIC WORKS		
		
STREET SECTIONS		
DRWN. BY: BCP.LBJ	PROJECT NO.:	DATE: 2015
DSGN. BY: PW	CHKD. BY: KJL	SHEET NO.: 1 of 2

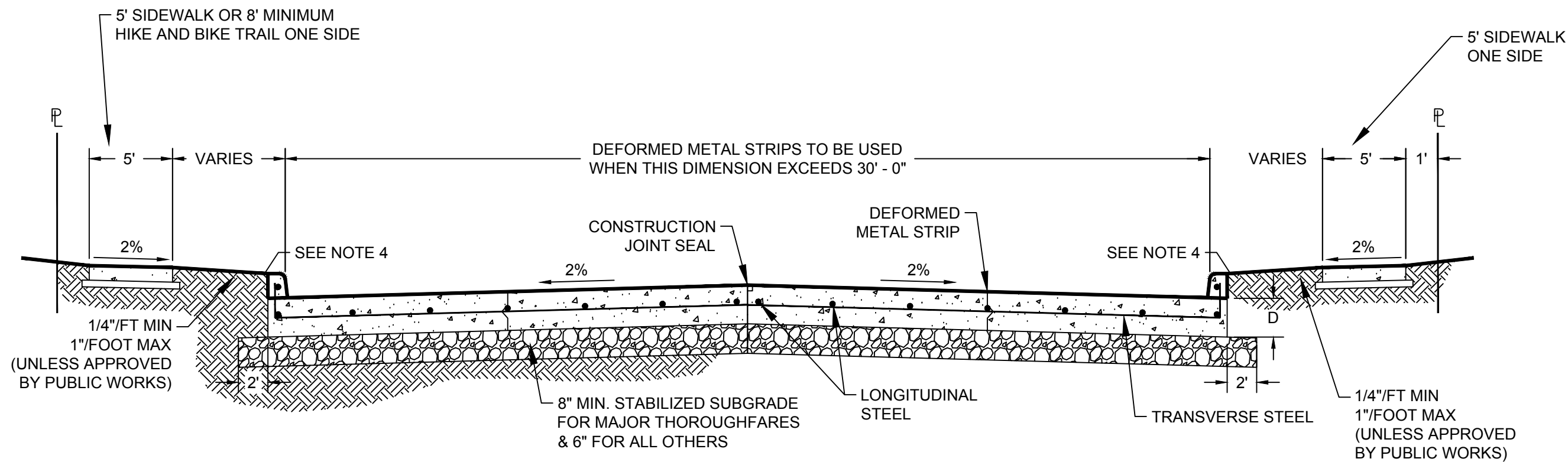
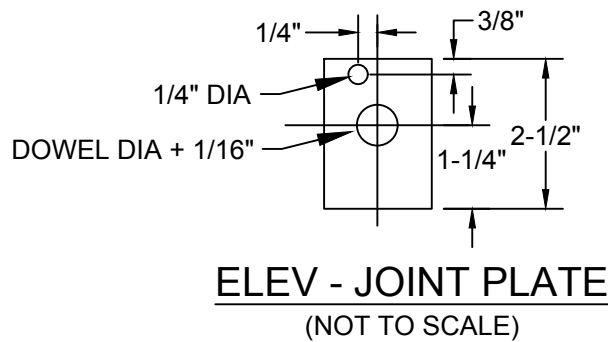
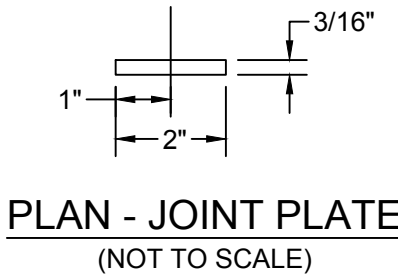


TYPICAL DIVIDED ROADWAY SECTION FOR
 CONCRETE PAVEMENT WITH CURBS
 (NOT TO SCALE)



CONCRETE PAVEMENT NOTE:

1. THE MAXIMUM WIDTH BETWEEN LONGITUDINAL JOINTS SHALL NOT EXCEED 15'-0".
2. ALL EARTHEN AREAS ARE TO BE HYDROMULCHED UNLESS OTHERWISE SHOWN ON DRAWINGS.
3. CONTRACTOR MAY SAWCUT IN LIEU OF DEFORMED METAL STRIP.
4. USE STRIP OF SOD GRASS TO PREVENT EROSION UNTIL STAND OF GRASS IS ESTABLISHED.
5. AN EQUAL OR LARGER AREA OF WELDED REINFORCEMENT BAR CONFORMING TO ASTM A497 MAY BE SUBSTITUTED FOR REBARS LISTED **TABLE 1**.



TYPICAL UNDIVIDED ROADWAY SECTION FOR
 CONCRETE PAVEMENT WITH CURBS
 (NOT TO SCALE)

TABLE 1
 REINFORCING STEEL BAR SIZES AND SPACINGS FOR
 VARIOUS PAVEMENT THICKNESSES (D) WITH
 MAXIMUM EXPANSIONS JOINT SPACING = 80'.
 f_c - 3500 PSI/28 DAYS AND F_y = 60,000 PSI.

PAVEMENT THICKNESS, D (IN)	PAVEMENT WIDTH (FT)	LONGITUDINAL STEEL									TRANSVERSE STEEL		
		#4 BARS			#5 BARS			#6 BARS			#4 BARS	#5 BARS	#6 BARS
		NUMBER OF BARS	SPACING (IN)	END BAR SPACING (IN)	NUMBER OF BARS	SPACING (IN)	END BAR SPACING (IN)	NUMBER OF BARS	SPACING (IN)	END BAR SPACING (IN)	SPACING (IN)	SPACING (IN)	SPACING (IN)
6	28	17	20.50	4.00	-	-	-	-	-	-	36	-	-
7	25	17	18.25	4.00	-	-	-	-	-	-	36	-	-
7	35	24	18.00	3.00	-	-	-	-	-	-	36	-	-
7	38	25	17.75	3.00	-	-	-	-	-	-	36	-	-
7	37	25	18.25	3.00	-	-	-	-	-	-	36	-	-
7	41	28	18.00	3.00	-	-	-	-	-	-	36	-	-
7	45	31	17.75	3.75	-	-	-	-	-	-	36	-	-
8	25	20	15.50	2.75	13	24.50	3.00	-	-	-	36	36	-
8	34	27	15.50	2.50	17	25.00	4.00	-	-	-	36	36	-
8	35	27	16.00	2.00	18	24.25	4.00	-	-	-	36	36	-
8	38	28	15.75	3.25	18	25.00	3.00	-	-	-	30	36	-
8	44	34	15.75	4.00	22	24.75	4.00	-	-	-	30	36	-
8	45	35	15.75	2.25	23	24.25	3.00	-	-	-	30	36	-
9	25	22	14.00	3.00	14	22.50	4.00	-	-	-	36	36	-
9	34	31	13.50	2.00	19	22.25	3.50	-	-	-	30	36	-
9	35	31	13.75	3.75	20	21.75	3.50	-	-	-	30	36	-
9	38	32	13.75	3.00	21	21.25	3.50	-	-	-	30	36	-
9	44	39	13.75	2.75	25	21.75	3.00	-	-	-	24	36	-
9	45	39	14.00	4.00	26	21.25	4.50	-	-	-	24	36	-
10	25	24	12.75	3.50	17	18.25	4.00	-	-	-	36	36	36
10	34	33	12.50	4.00	21	20.00	4.00	-	-	-	30	36	36
10	35	34	12.50	3.75	23	18.75	4.00	-	-	-	30	36	36
10	38	38	12.50	3.50	24	18.50	3.00	-	-	-	30	36	36
10	44	44	12.00	4.00	25	18.50	4.50	-	-	-	24	36	36
10	45	44	12.50	3.00	28	18.00	3.00	-	-	-	24	36	36
11	25	27	11.25	3.00	17	18.25	4.00	4.0	12	3	36	36	36
11	34	38	11.50	2.75	24	17.50	2.50	2.5	17	4	24	36	36
11	35	37	11.50	3.00	24	18.00	3.00	3.0	17	4	24	36	36
11	38	40	11.00	2.00	25	17.75	3.00	3.0	17	4	24	36	36
11	44	48	11.125	2.50	30	18.00	3.00	3.0	21	4	24	36	36
11	45	49	11.125	3.00	31	17.75	4.00	4.0	22	3	24	36	36
12	25	-	-	-	19	16.25	4.00	4.0	13	3	36	36	36
12	34	-	-	-	25	16.00	4.00	4.0	18	4	24	36	36
12	35	-	-	-	26	16.50	4.00	4.0	19	3	24	36	36
12	38	-	-	-	27	16.25	4.50	4.5	20	4.5	24	36	36
12	44	-	-	-	33	16.25	4.00	4.0	24	5	24	30	36
12	45	-	-	-	35	15.75	3.00	3.0	25	3	24	30	36

MINIMUM LAP LENGTHS (L):
 A: #4 BARS: L = 22 INCHES
 B: #5 BARS: L = 27 INCHES
 C: #6 BARS: L = 32 INCHES

TABLE 2

PAVEMENT THICKNESS (IN)	DOWEL SIZES AND SPACINGS		
	DIAMETER (IN)	LENGTH (IN)	SPACING (IN)
4 1/2	1/2	18	12
5	1/2	18	12
6	3/4	18	12
7	1	18	12
8	1	18	12
9	1 1/4	18	12
10	1 1/4	18	12
11	1 1/4	18	12
12	1 1/4	18	12

- PAVEMENT EXPANSION JOINT NOTES
1. STEEL TO MEET ASTM STD SPECIFICATIONS FOR CONC. REFINF. BARS. UNITS TO BE SPACED ON 12" CENTERS
 2. EXPANSION JOINT TO BE PLACED AT THE END OF EACH CURB RADIUS.
 3. CENTER DOWEL HORIZONTALLY ON JOINT
 4. CENTER DOWEL VERTICALLY IN CONCRETE AS NEEDED TO MAINTAIN 3" MIN. COVER.
 5. CITY OF SCHERTZ MAY APPROVE JOINT PLATE ALTERNATE

01-OCTOBER-2015

CITY OF SCHERTZ TEXAS
 ENGINEERING AND PUBLIC WORKS

STANDARD CONCRETE
 PAVEMENT SECTION DETAILS

DRWN. BY: LBJ

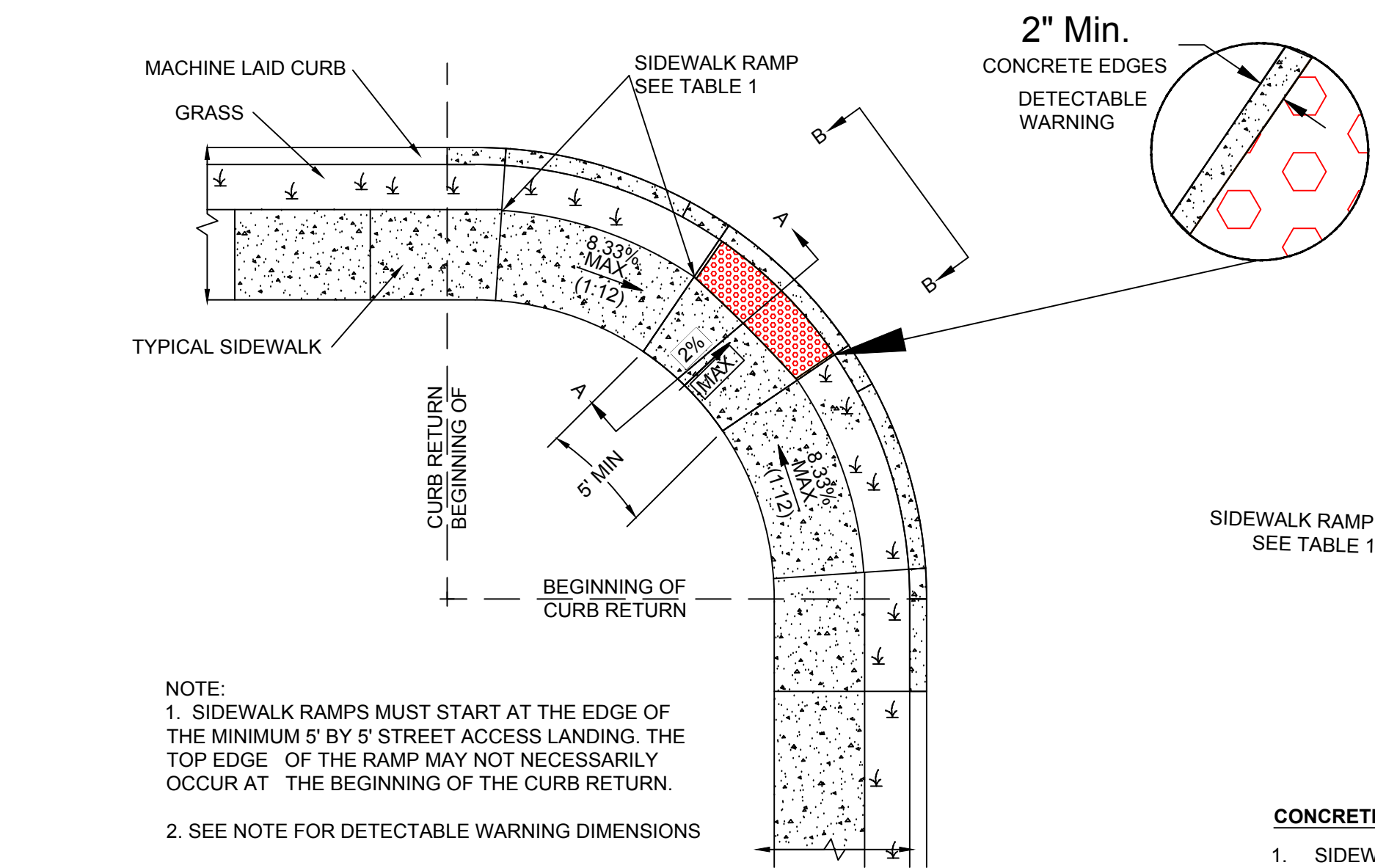
PROJECT NO.:

DATE: 2015

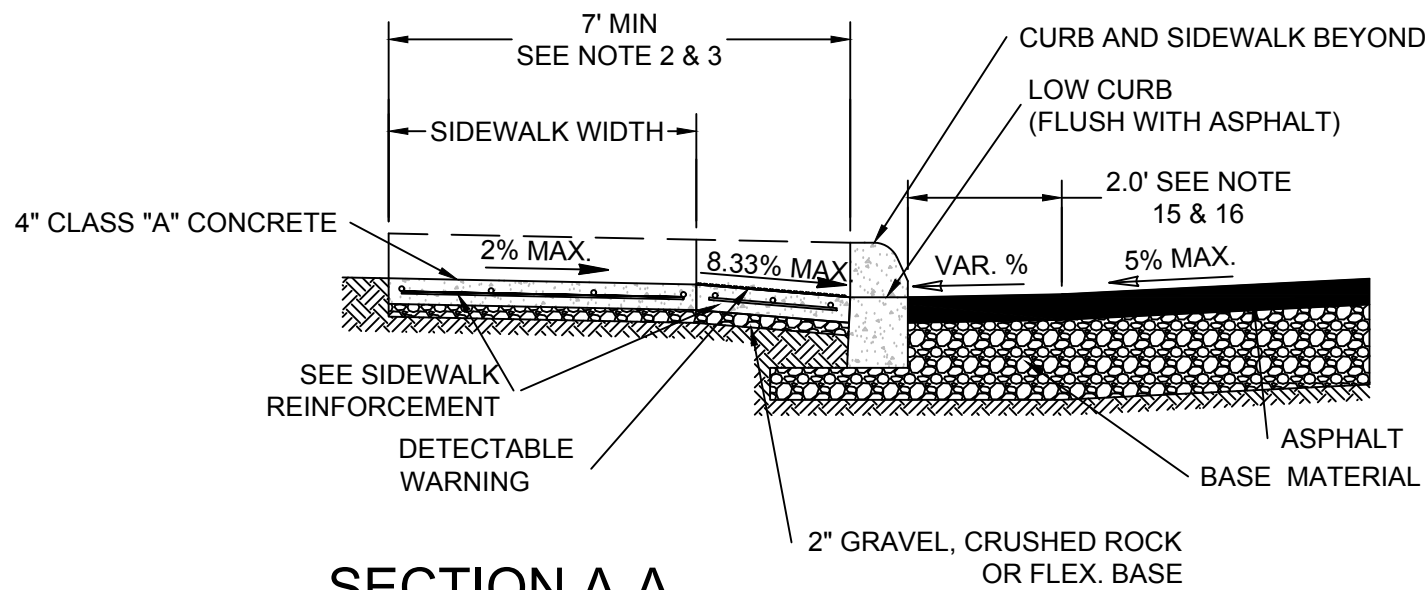
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CHKD. BY: LBJ

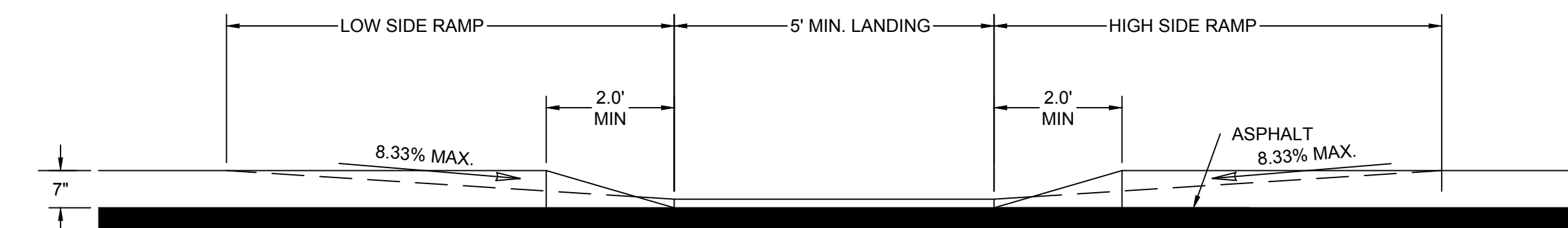
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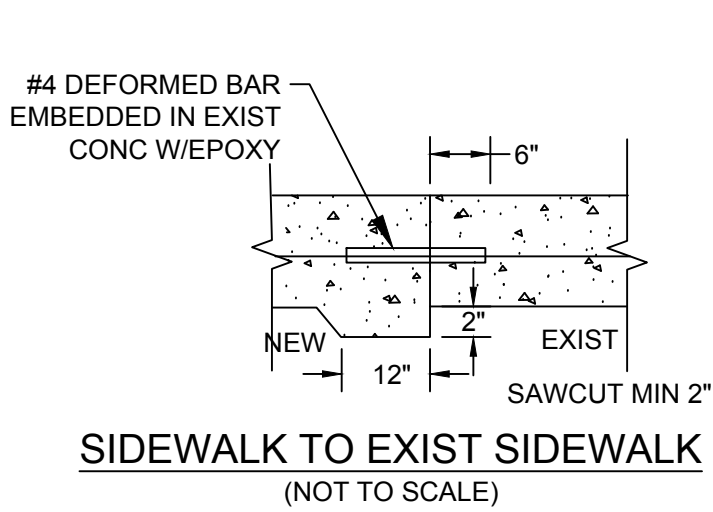
TYPICAL SIDEWALK RAMP
SIDEWALK SEPARATED FROM CURB
(NOT TO SCALE)



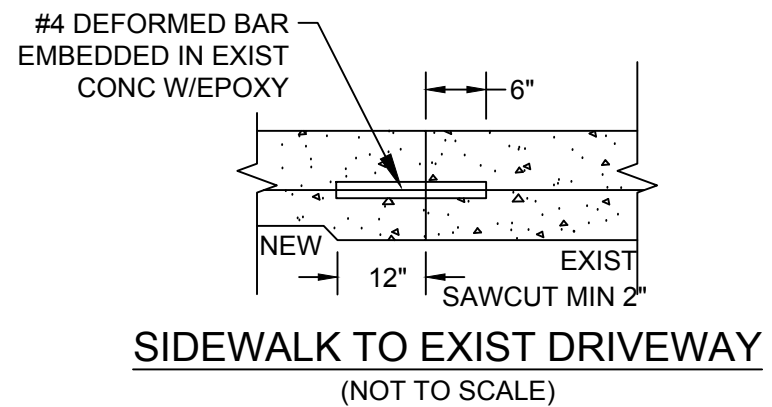
SECTION A-A
SIDEWALK SEPARATED FROM CURB
(NOT TO SCALE)



SECTION B-B
CURB PROFILE WHERE SIDEWALK SEPARATED FROM CURB
(NOT TO SCALE)



SIDEWALK TO EXIST SIDEWALK
(NOT TO SCALE)

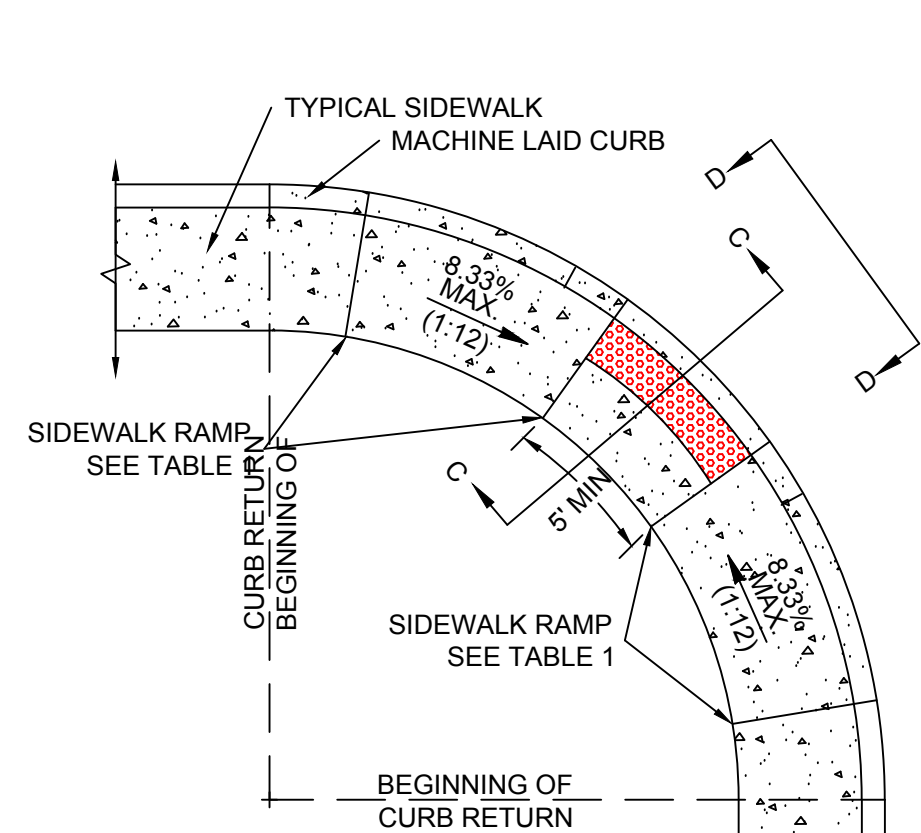


SIDEWALK TO EXIST DRIVEWAY
(NOT TO SCALE)

CONCRETE SIDEWALK NOTES

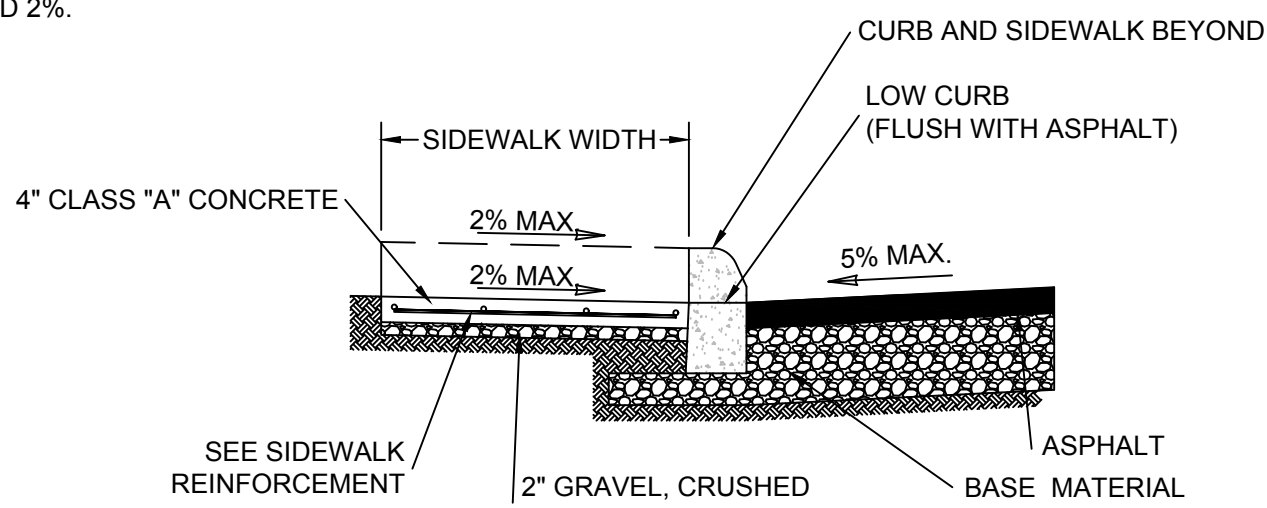
1. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5' AND BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
2. DUMMY JOINTS PARALLEL TO THE CURB SHALL BE PLACED WHERE THE SIDEWALK MEETS THE DRIVEWAY.
3. DUMMY JOINTS PERPENDICULAR TO THE CURB, AND WITHIN THE BOUNDARIES OF THE PARALLEL DUMMY JOINTS, SHALL BE PLACED AT INTERVALS EQUAL TO THE WIDTH OF THE SIDEWALK.
4. A MINIMUM OF TWO ROUND AND SMOOTH DOWEL BARS 3/8" IN DIAMETER AND 18" IN LENGTH SHALL BE SPACED 18" APART AT EACH EXPANSION JOINT.
5. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE. WHERE SIDEWALKS CROSS DRIVEWAYS, SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
6. SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.
7. CURB SHALL BE TAPERED TO FINISH FLUSH WITH SIDEWALK.
8. SIDEWALK SECTION SHALL BE REQUIRED ALONG ALL STREETS.

TABLE 1 - (SEE NOTE 4)		
GUTTER SLOPE	SIDEWALK RAMP LENGTH (1:12)	
	LOW SIDE	HIGH SIDE
1%	5'-6"	7'-2"
2%	5'-0"	8'-4"
3%	4'-6"	10'-0"
4%	4'-2"	12'-6"
5%	3'-10"	16'-8"

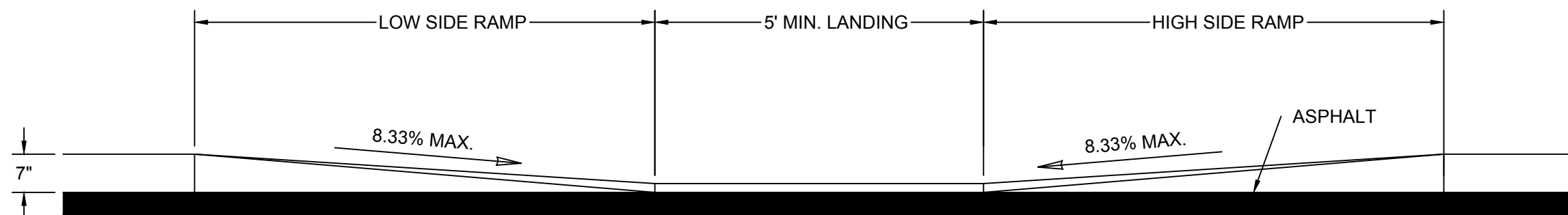


- NOTE:
1. SIDEWALK RAMP SURFACES MUST START AT THE EDGE OF THE MINIMUM 5' BY 5' STREET ACCESS LANDING. THE TOP EDGE OF THE RAMP MAY NOT NECESSARILY OCCUR AT THE BEGINNING OF THE CURB RETURN.
 2. SEE NOTE FOR DETECTABLE WARNING DIMENSIONS

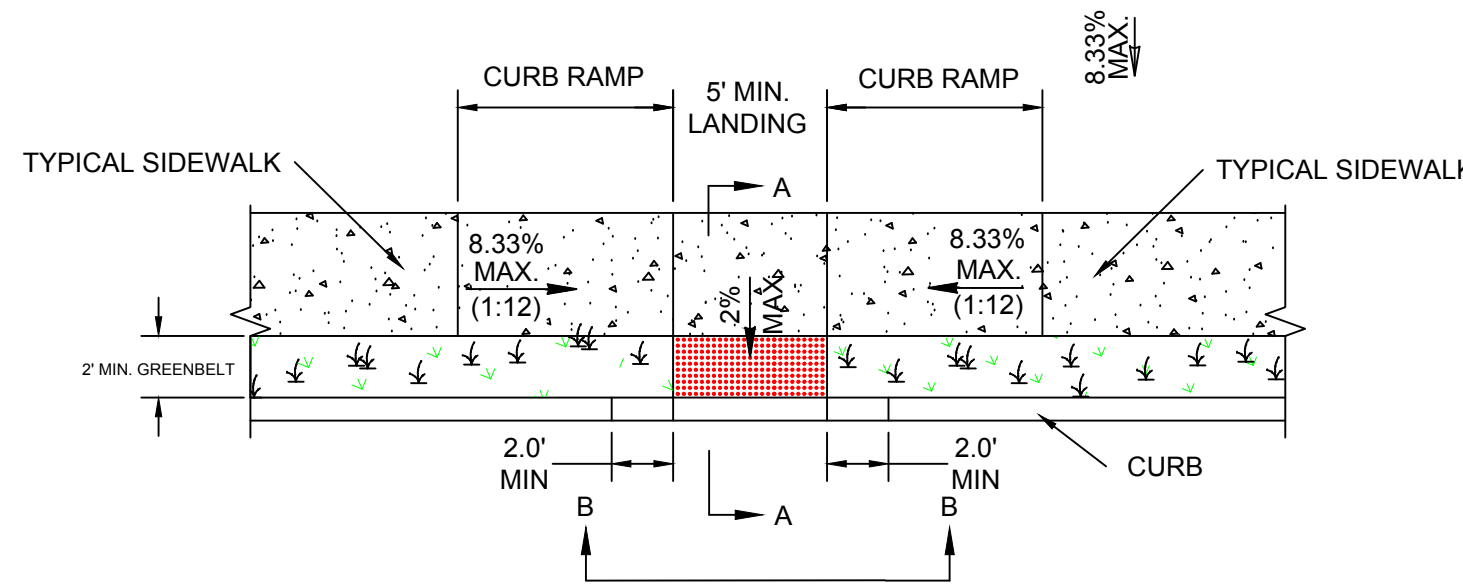
ALTERNATIVE SIDEWALK RAMP
SIDEWALK ABUTS CURB
(NOT TO SCALE)



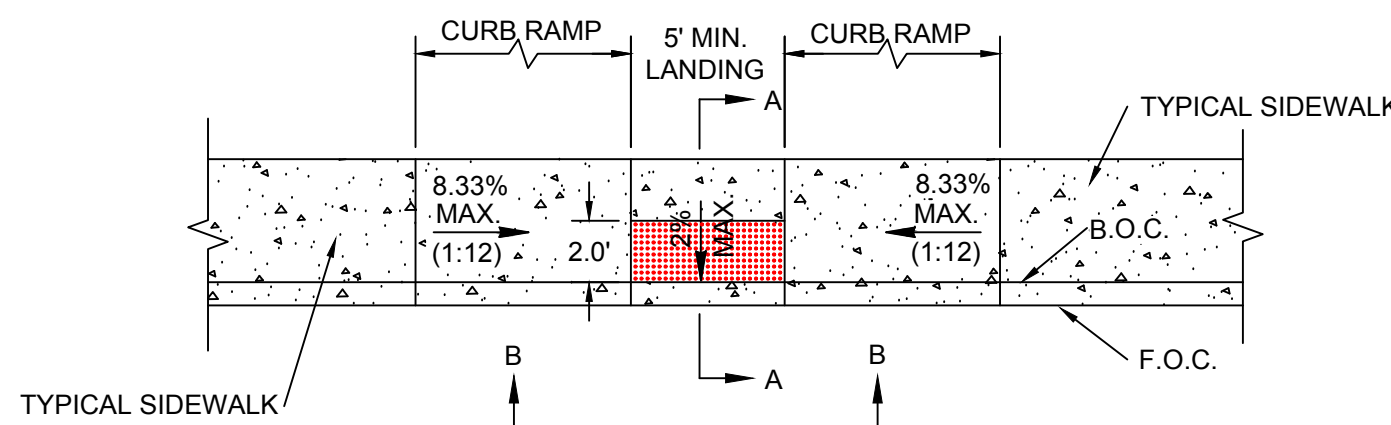
SECTION C-C
SIDEWALK ABUTS CURB
(NOT TO SCALE)



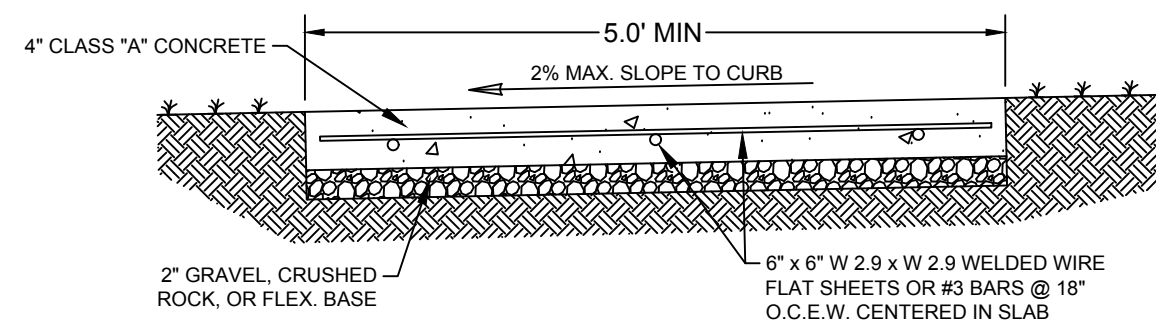
SECTION D-D
CURB PROFILE WHERE SIDEWALK ABUTS CURB
(NOT TO SCALE)



TYPICAL SIDEWALK RAMP - TYPE IV
USED AT TEE INTERSECTIONS WHERE SIDEWALK IS SEPARATED FROM CURB
(NOT TO SCALE)



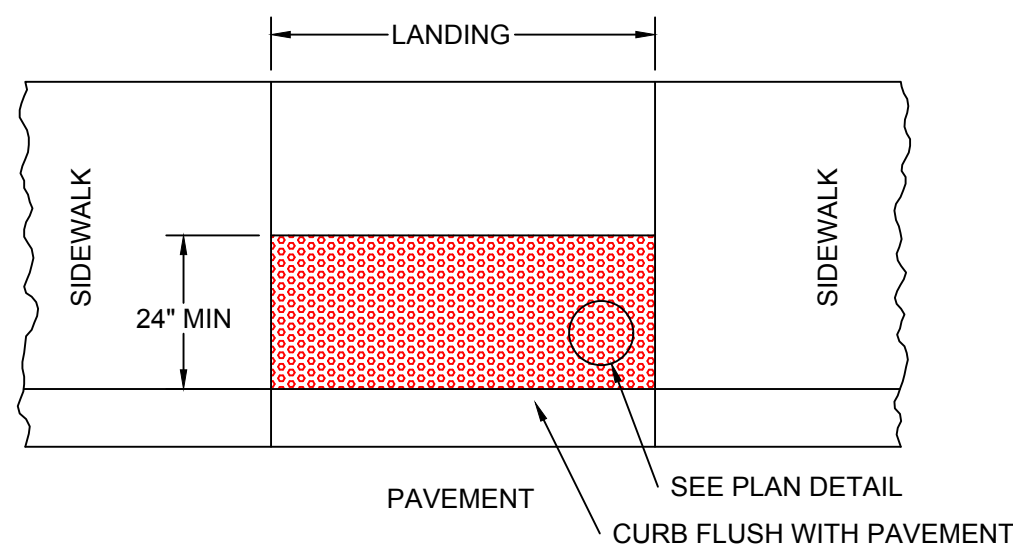
TYPICAL SIDEWALK RAMP - TYPE II
USED AT TEE INTERSECTIONS WHERE SIDEWALK ABUTS CURB
(NOT TO SCALE)



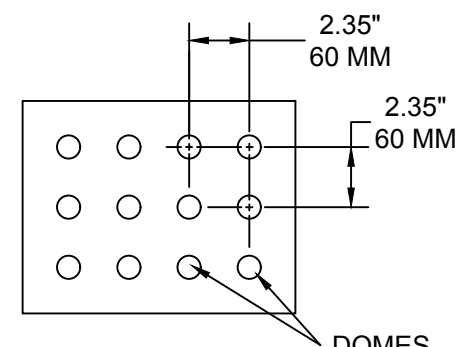
CONCRETE SIDEWALK SECTION

GENERAL NOTES

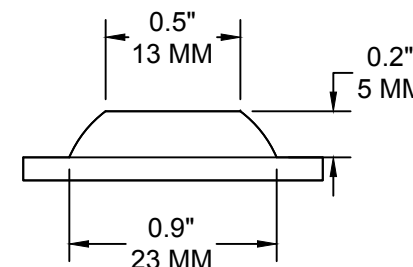
1. DEVIATION OF THE PATHWAY FROM A STRAIGHT LINE IS ENCOURAGED TO AVOID TREES OR OTHER OBSTRUCTIONS.
2. FOR LOCAL STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 5' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
3. FOR OTHER THAN LOCAL STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 5' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.
4. SIDEWALK RAMP LENGTHS PRESENTED IN TABLE 1 ARE GUIDELINES ONLY. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE.
5. ALL CURB-RAMPS OR LANDINGS ABUTTING THE CROSSWALK SHALL HAVE A DETECTABLE WARNING 24" INCHES DEEP (IN THE DIRECTION OF PEDESTRIAN TRAVEL) AND EXTENDING THE FULL WIDTH OF THE CURB RAMP OR LANDING. THE DETECTABLE WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES, ALIGNED IN A GRID PATTERN WITH A DIAMETER OF A NOMINAL 0.9 INCHES (23 MM), A HEIGHT OF NOMINAL 0.2 INCHES (5 MM) AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES (60 MM).
6. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
7. TYPICAL SIDEWALK RAMP TO BE USED IN ALL NEW CONSTRUCTION
8. CONSTRUCTION OF ALL WHEELCHAIR RAMPS TO BE INCLUDED UNDER ITEMS FOR "CONCRETE CURBING", "MACHINE LAID CURB" AND/OR "CONCRETE SIDEWALKS". RAMP SURFACE SHALL BE BRUSH FINISHED.
9. THESE DETAILS ARE FOR REFERENCE ONLY. ACTUAL LOCATIONS OF WHEELCHAIR RAMPS TO BE SHOWN ON CONSTRUCTION PLANS. CITY CONSTRUCTION INSPECTOR CAN ADJUST LOCATIONS FOR SAFETY OR UTILITY CLEARANCE.
10. SIDEWALKS LESS THAN 5 FEET IN WIDTH SHALL BE PROVIDED WITH A PASSING SPACE AT A MAXIMUM SPACING OF 200 FEET.
11. WHEELCHAIR RAMP SHALL BE CONSTRUCTED WITH 4" CLASS "A" CONCRETE AND 2" GRAVEL, CRUSHED ROCK OR FLEXIBLE BASE MATERIAL.
12. REINFORCING STEEL SHALL BE #3 BARS AT 18" O.C.E.W. OR 6" x 6" - W2.9 x W2.9 WIRE MESH.
13. SIDEWALK GRADES SHALL NOT EXCEED THE GRADE ESTABLISHED FOR THE ADJACENT ROADWAY. ANY SIDEWALK CONSTRUCTION THAT DEVIATES FROM THE NATURAL GRADE OF THE ROADWAY TO CREATE A GRADE STEEPER THAN THE EXISTING ROADWAY WILL REQUIRE RAMPS, HANDRAILS AND RESTING PLATFORMS TO BE CONSTRUCTED IN ACCORDANCE WITH ADA AND TAS STANDARDS.
14. SIDEWALK CROSS GRADE SHALL HAVE A MAXIMUM SLOPE OF 2%. LANDINGS SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
15. THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES SHALL BE LESS THAN 11%. THE CHANGE OF GRADE SHALL BE DEFINED AS THE ALGEBRAIC DIFFERENCE OF THE ADJACENT SURFACE SLOPES. IN THE CASE OF A STREET ACCESS RAMP DESIGNED AT THE 8.33% MAXIMUM SLOPE, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN 2.67% (I.E. 8.33/(-2.67)=11). IN ADDITION, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN OR EQUAL TO 2%.
16. IF THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES IS GREATER THAN OR EQUAL TO 11%, A LEVELING STRIP, 2 FEET IN LENGTH, SHALL BE PROVIDED TO TRANSITION THE ADJACENT SURFACES.
17. ADA COMPLIANCE IN ALTERATIONS INCLUDE ONLY THAT WORK WITHIN THE LIMITS, BOUNDARIES OR SCOPE OF A PLANNED PROJECT.



DETECTABLE WARNING AREA
(NOT TO SCALE)



PLAN DETAIL
(NOT TO SCALE)



DOMES SECTION
(NOT TO SCALE)

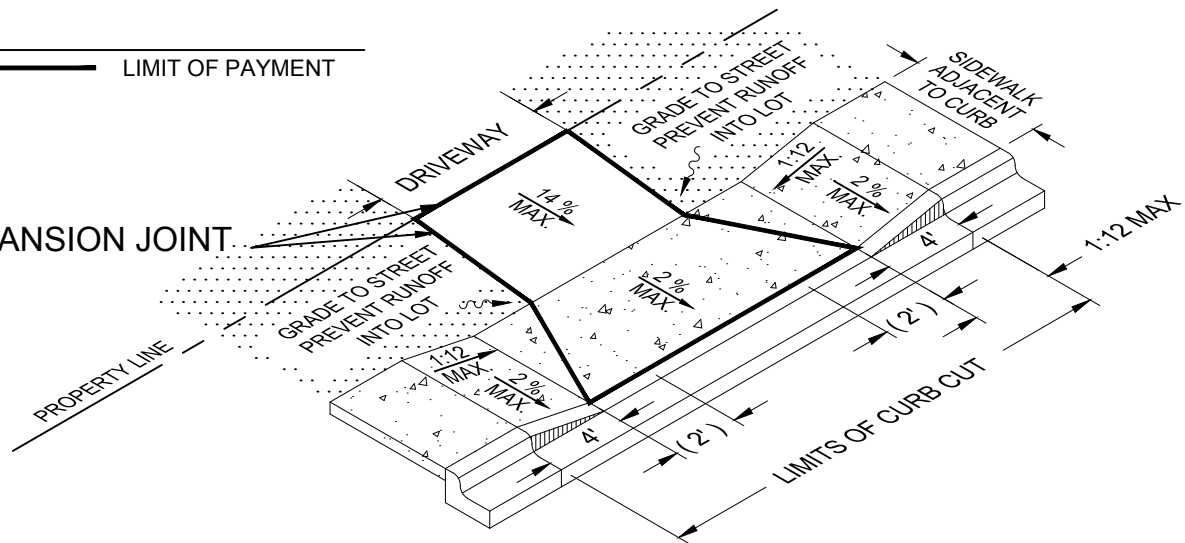
APPROVED CAST-IN-PLACE DETECTABLE WARNINGS

1. CAST-IN-PLACE DETECTABLE WARNING SYSTEMS MUST BE POLYMER COMPOSITE
2. MATERIAL MUST BE "WET SET" INTO FRESHLY POURED CONCRETE.
3. PROTECT PRODUCT FROM DAMAGE UNTIL MATERIAL IS FULLY SET OR CURED.
4. PRODUCT MUST BE APPROVED BY THE ENGINEERING DEPARTMENT.

CITY OF SCHERTZ TEXAS ENGINEERING AND PUBLIC WORKS			
SIDEWALK DETAILS			
DRWN. BY: LBJ	PROJECT NO.:	DATE: FEBRUARY, 1 2015	
DSGN. BY: LBJ	CHKD. BY: LBJ	SHEET NO.: 1 of 1	

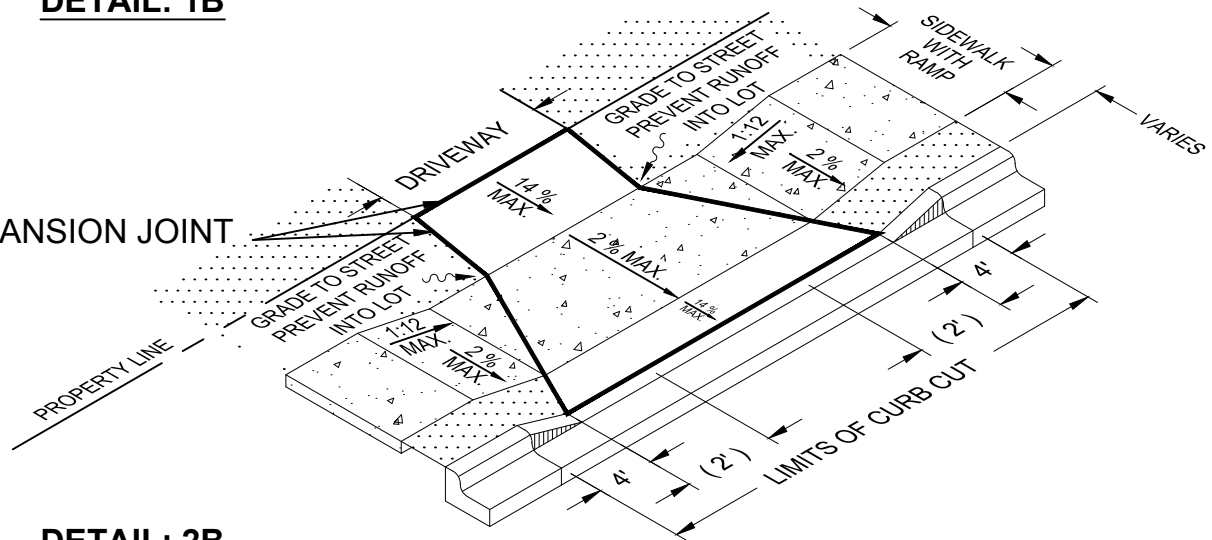
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EXPANSION JOINT



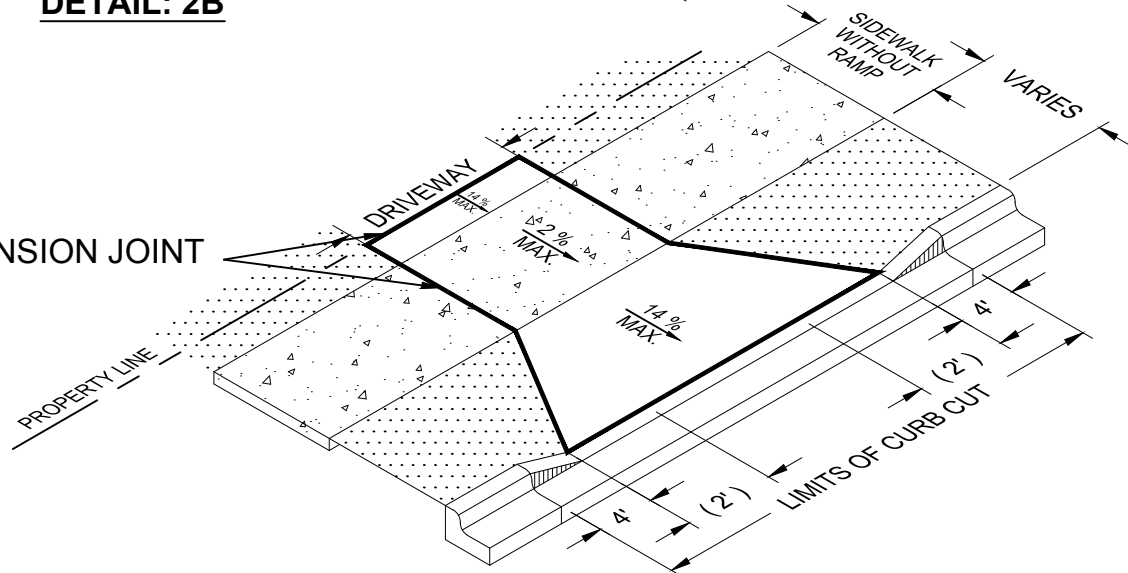
DETAIL: 1B

EXPANSION JOINT

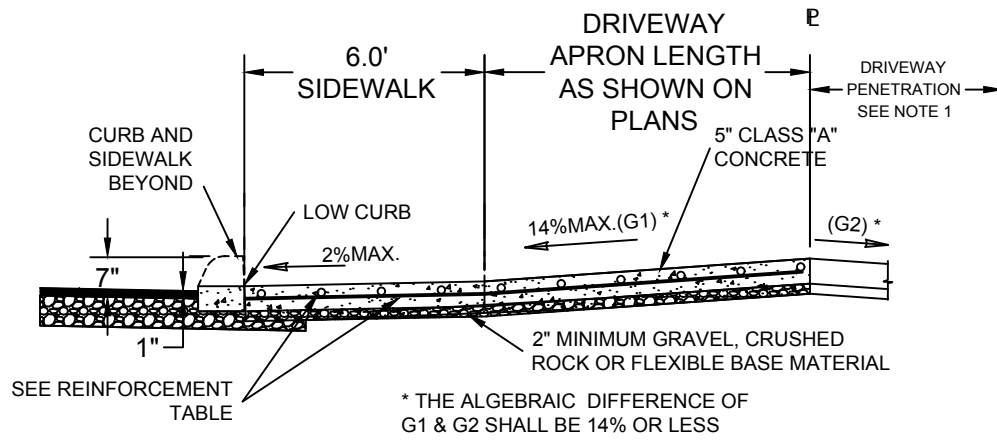


DETAIL: 2B

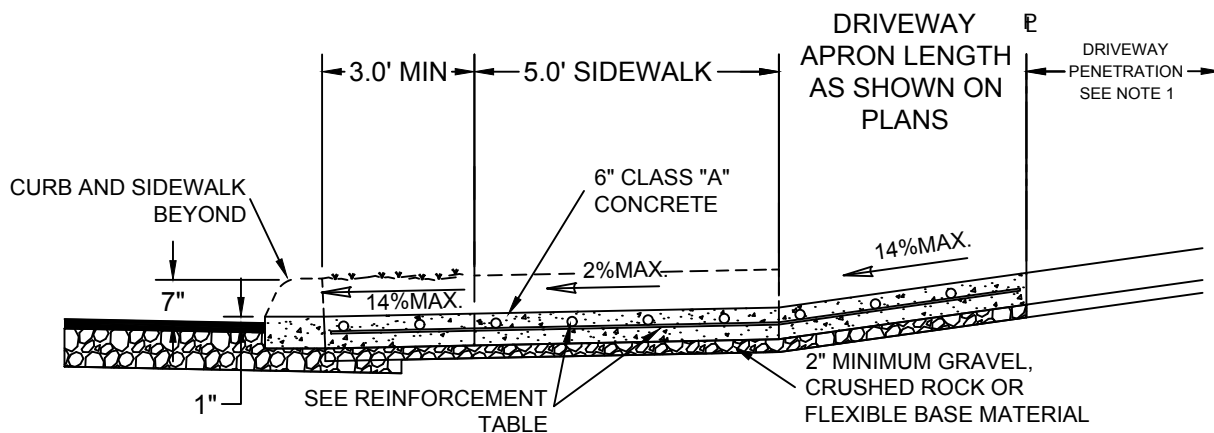
EXPANSION JOINT



DETAIL: 3B



TYPICAL RESIDENTIAL DRIVEWAY SECTION
WHERE SIDEWALK IS ABUTTING CURB



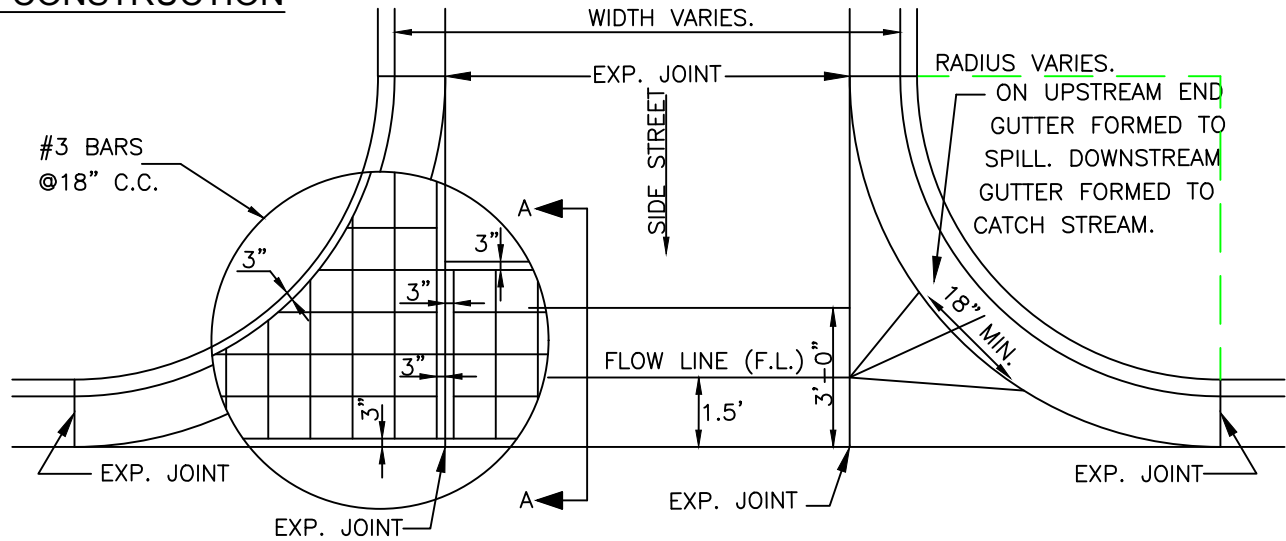
TYPICAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB

TYPE		MEASURED AT PROPERTY LINE		MINIMUM CONCRETE THICKNESS	REINFORCEMENT	DRIVEWAY BASE
		MIN.	MAX.			
RESIDENTIAL	SINGLE	10'	12'	5" CLASS A 4,000 PSI	#3 BARS 12" O.C. BOTH WAYS OR 6" x 6" W/ D4.7 x W/ D4.7 WELDED WIRE FLAT SHEETS	2" GRAVEL, CRUSHED ROCK OR FLEX BASE
	DOUBLE	10'	24'			
COMMERCIAL		24'	40'	6" CLASS C 4,000 PSI	#4 BARS 12" O.C. BOTH WAYS OR 6" x 6" W/ D7.5 x W/ D7.5 WELDED WIRE FLAT SHEETS	2" GRAVEL, CRUSHED ROCK OR FLEX BASE

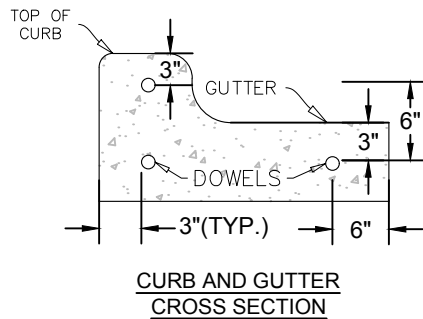
DRIVEWAY AND CURB NOTES

1. DRIVEWAY PENETRATION REFERS TO A PORTION OF THE DRIVEWAY THAT MAY BE NECESSARY TO RECONSTRUCT WITHIN PRIVATE PROPERTY TO COMPLY WITH A MAXIMUM DRIVEWAY SLOPE.
2. 7" CURB MINIMUM HEIGHT WILL NOT NECESSARILY OCCUR AT THE PROPERTY LINE. IT MAY OCCUR WITHIN THE RIGHT OF WAY.
3. CURB SHALL BE TAPERED TO FINISH FLUSH WITH SIDEWALK.
4. BEGINNING RADIUS SHALL NOT ENCROACH ON ADJACENT PROPERTIES BASED ON A PROJECTION OF THE PROPERTY LINE FROM THE RIGHT OF WAY TO THE CURB LINE.

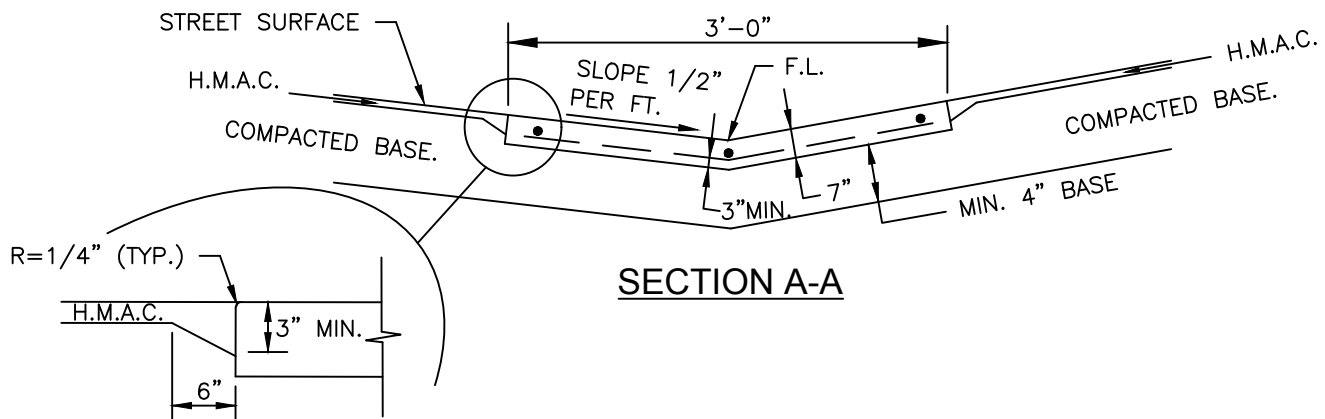
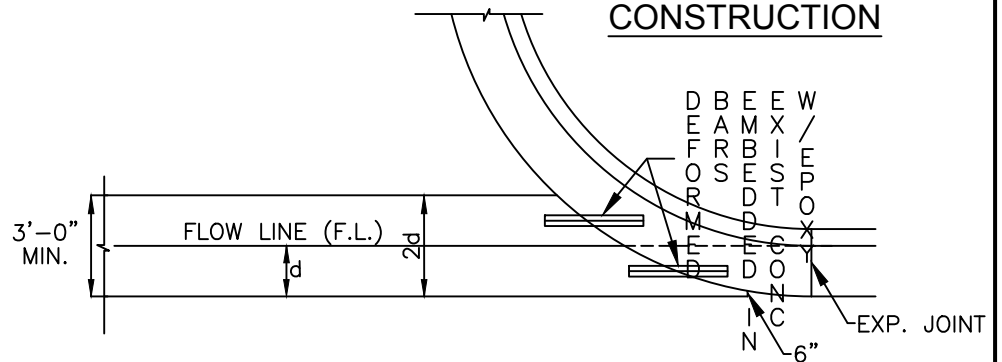
NEW CONSTRUCTION



PLAN



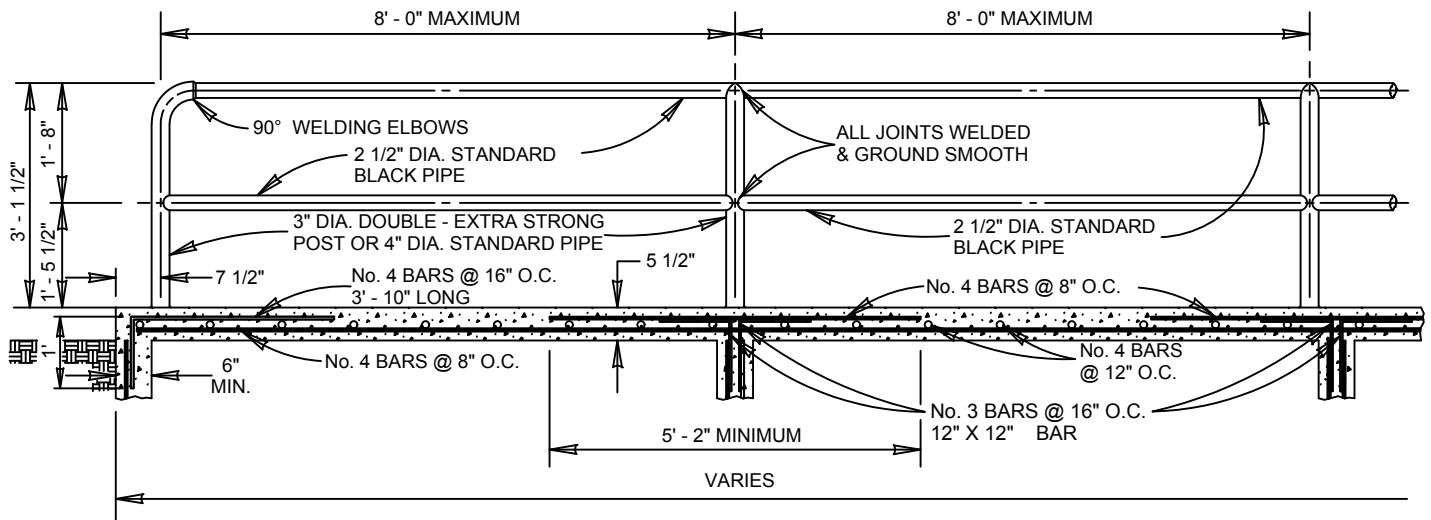
EXISTING
CONSTRUCTION



SECTION A-A

NOTES:

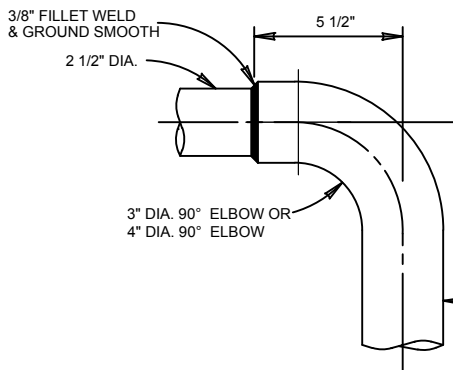
1. MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE CITY OF SCHERTZ STANDARD SPECIFICATIONS.
2. CONCRETE SHALL BE CLASS "A".
3. THE UPSTREAM CURB MID POINT MUST BE AT OR LOWER THAN THE BEGINNING P.C. AND .5% (MIN.) HIGHER THAN THE OPPOSING MID POINT.
4. PROVIDE CONSTRUCTION AND EXPANSION JOINTS AS PER CITY CURB AND GUTTER DETAILS.
5. ALL REBAR MUST HAVE A MINIMUM OF 3" OF COVER.



**TYPICAL SIDEWALK BRIDGE &
SIDEWALK PIPE RAILING SECTION**
(NOT TO SCALE)

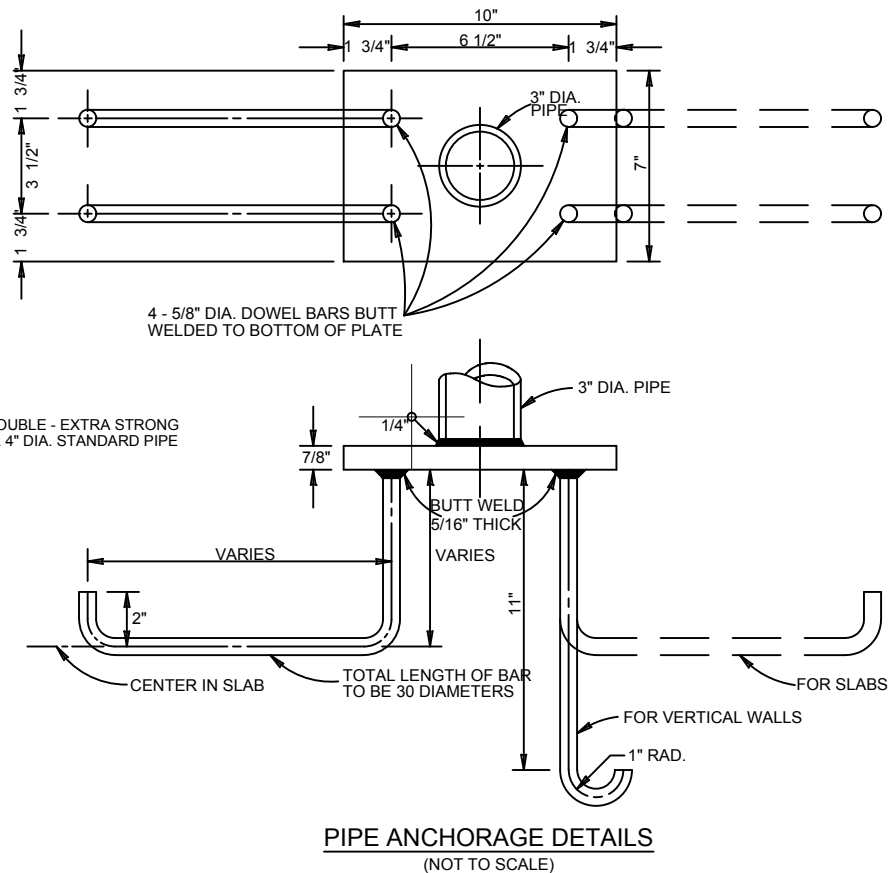
NOTES

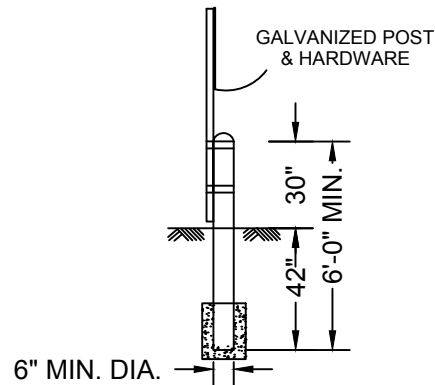
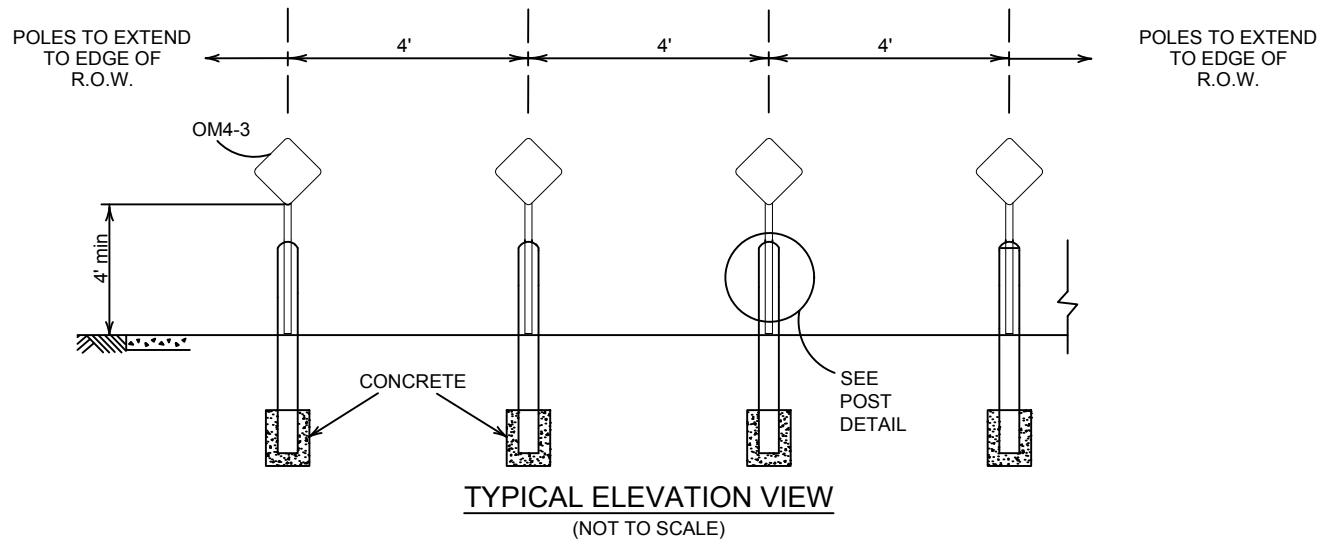
- COLOR TO BE DETERMINED ON A JOB SPECIFIC BASIS TO BE APPROVED BY THE CITY THROUGH THE SUBMITTAL PROCESS.



* A NEAT END SECTION, SATISFACTORY TO THE ENGINEER, FROM SUBMITTED SHOP DRAWINGS, MAY BE USED IN LIEU OF THE 90° WELDING ELBOW SHOWN.

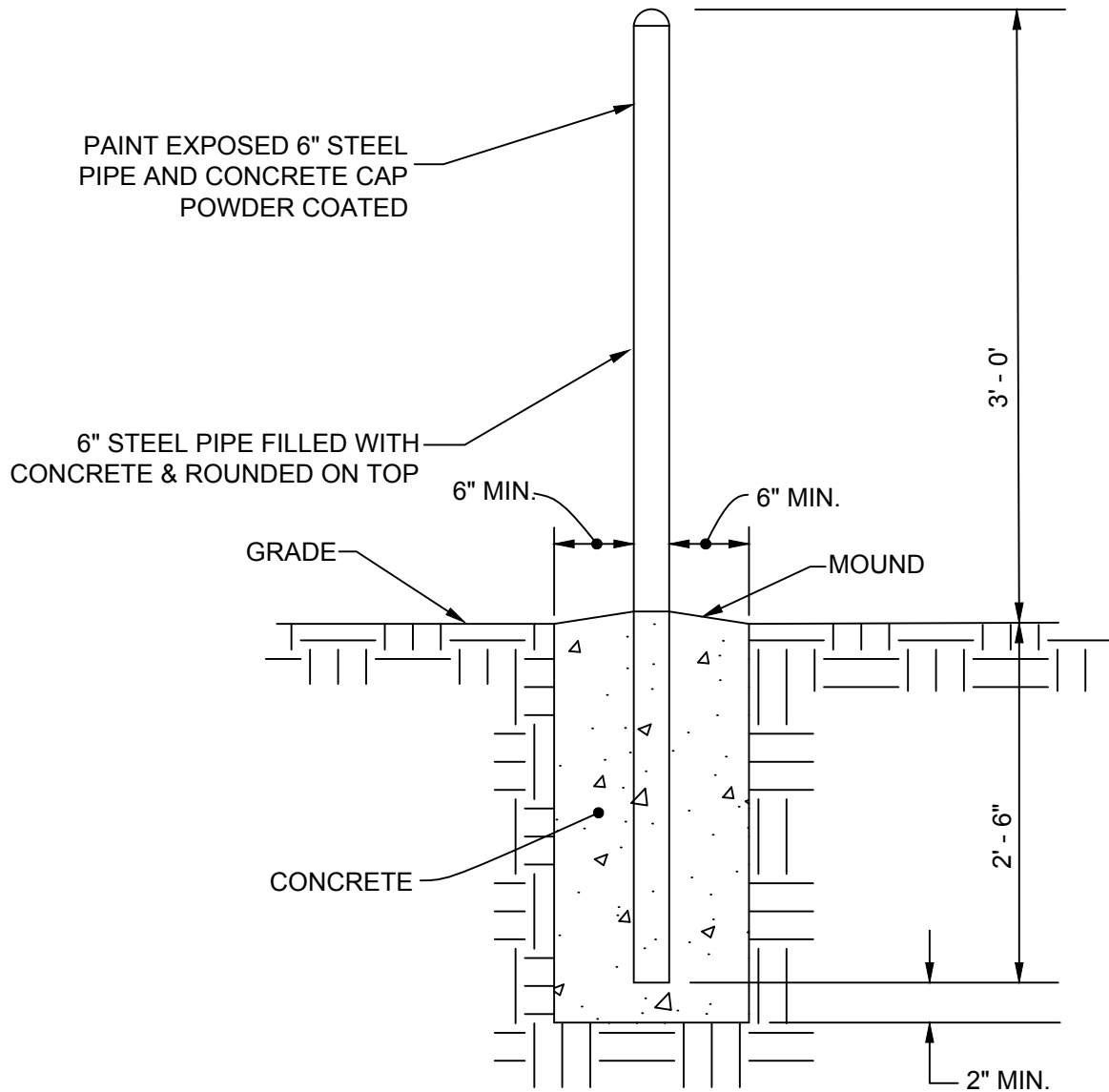
90° WELDING ELBOWS
(NOT TO SCALE)





GENERAL NOTES

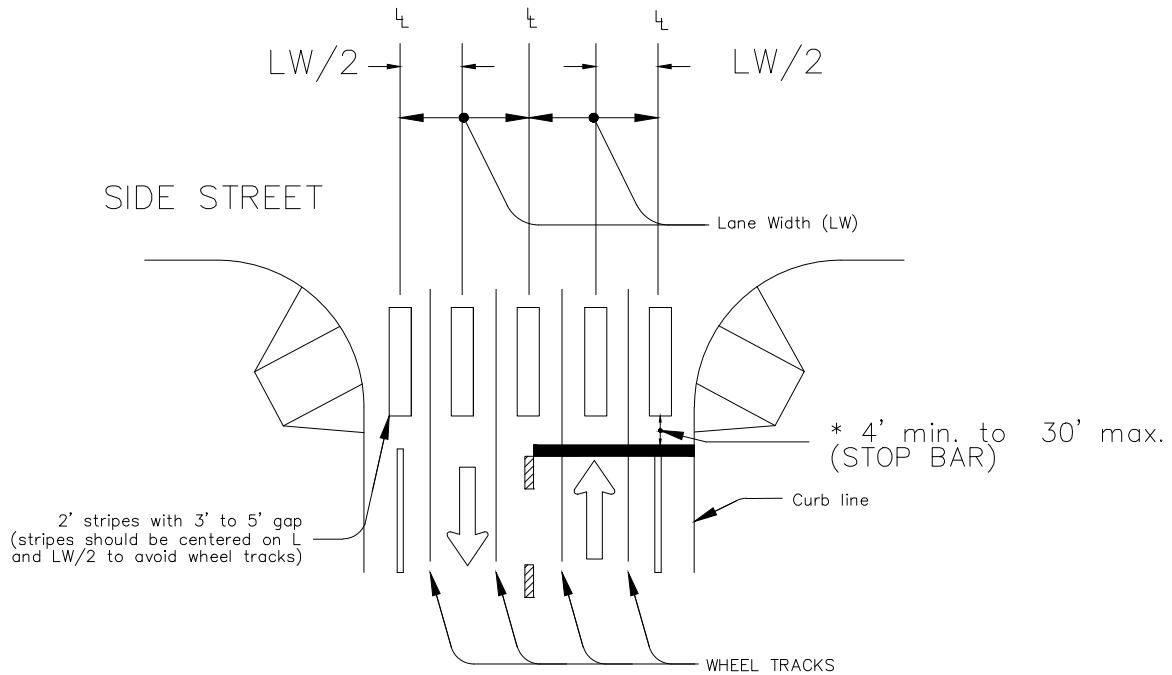
1. ALL DEAD END STREETS MUST HAVE APPROPRIATE BARRICADE AND HEADER CURB.
2. THE POSTS SHALL BE SET IN A MINIMUM OF 1' DEEP CLASS "A" CONCRETE (UNLESS OTHERWISE SHOWN ON PLANS) IN ACCORDANCE WITH ITEM, "PORTLAND CEMENT CONCRETE". CONCRETE SHALL BE SUBSIDIARY TO THE BID ITEM.
3. WHERE SOLID ROCK IS ENCOUNTERED OR WHERE SHOWN ON THE PLANS, THE DIAMETER OF THE HOLES SHALL BE APPROXIMATELY 12 INCHES, THE BACKFILLING SHALL BE WITH A COHESIONLESS MATERIAL, AND EMBEDMENT DEPTH SHALL BE 1'-6" OR MORE AS DIRECTED BY THE CITY'S TRAFFIC ENGINEER.



PIPE BOLLARD
(NOT TO SCALE)

NOTES

1. COLOR TO BE DETERMINED ON A JOB SPECIFIC BASIS TO BE APPROVED BY THE CITY THROUGH THE SUBMITTAL PROCESS.

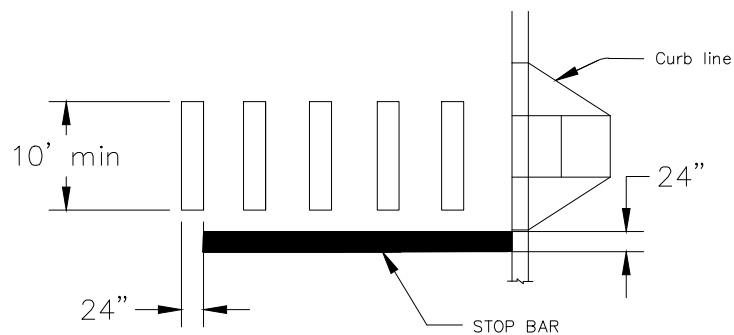


STAGGERED CONTINENTAL LAYOUT

General Note:

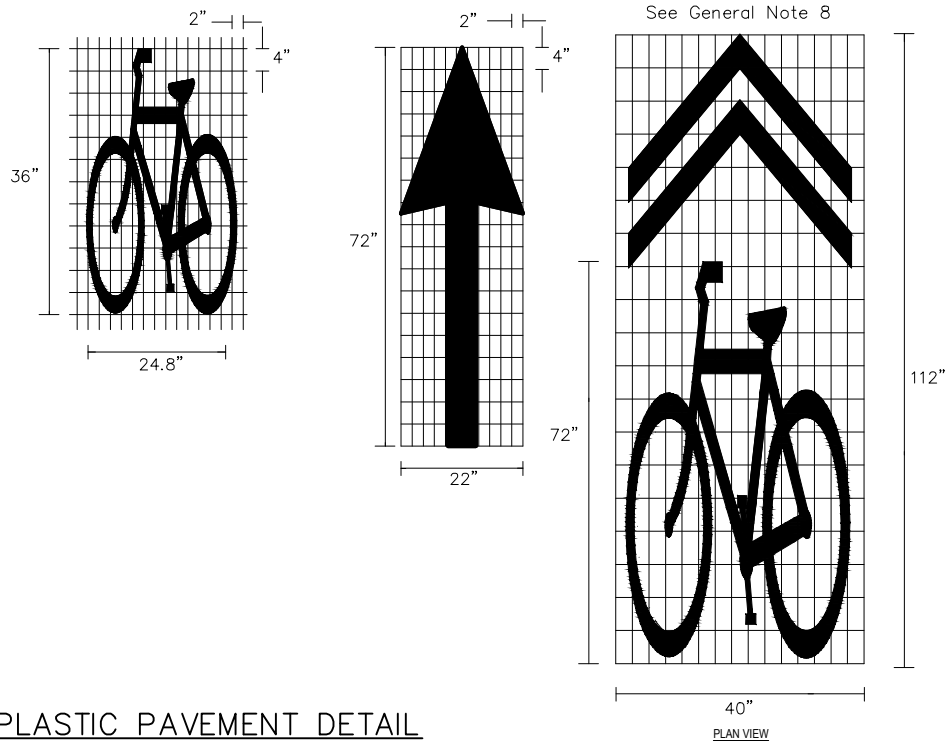
Install crosswalk bars such that the throat of the ADA ramp is entirely within crosswalk markings, or 5' back of extended fog line, edge of pavement, or curb face.

HI-VISIBILITY CROSSWALK



LEGEND	
	Sign
	Traffic Flow
	Lane line dimensions, are shown on the striping plans
LW	Lane Width

BIKE LANE SYMBOL MARKINGS



THERMOPLASTIC PAVEMENT DETAIL (NOT TO SCALE)

GENERAL NOTES

1. All bicycle lane pavement markings shall be white unless otherwise noted and approved by the City Staff.
2. All pavement marking materials shall meet the required Public Works Technical Specifications.
3. Exact sign placement and details are shown elsewhere in the plans.
4. The current edition of AASHTO'S Guide for the Development of Bicycle Facilities should be referenced.
5. The "BIKE LANE" (R3-17) sign with the "AHEAD" (R3-17a) sign mounted directly below should be installed in advance of the beginning of a marked bike lane.
6. The "BIKE LANE" (R3-17) sign with the "END" (R3-17b) sign mounted directly below should be installed at the end of marked bicycle lane.
7. Shared-Lane Markings to be placed at least 4' from the face or edge of traveled way where there is no curb.