NOTE:

1. TRENCH WIDTH, BEDDING, AND PIPE ZONE REQUIREMENTS FOR UTILITY INSTALLATIONS SHALL CONFORM TO THE RESPECTIVE AGENCY REQUIREMENTS.

2. TRENCH SIDE SLOPES AND/OR SHORING SHALL COMPLY WITH OSHA STANDARDS.

3. 2" SPARE CONDUIT IS ONLY REQUIRED ON CITY CAPITAL PROJECTS.

TYPICAL TRENCH DETAIL
NOTES:
1. BACK OF SIDEWALK TO BE BACKFILLED TO TOP OF CONCRETE.
2. PIT RUN MATERIAL CAN BE ELIMINATED IF NATIVE MATERIAL MEETS OR EXCEEDS PIT RUN MATERIAL STANDARD GRATION.
3. IF TYPE 3 CURB & GUTTER IS USED ON A 45' ROW, THEN THE SIDEWALK MUST BE 6 INCHES THICK (REINFORCED) THROUGH DRIVEWAY APPROACHES.

FINISHED ASPHALT ELEVATION IS TO BE 1/4" ABOVE LIP OF CURB.

TYPICAL ROAD SECTION
45' RIGHT-OF-WAY (LOCAL)

TYPICAL ROAD SECTION
55' RIGHT-OF-WAY (COLLECTOR)
[66' RIGHT-OF-WAY] (MAJOR COLLECTOR)
[75' RIGHT-OF-WAY} (ARTERIAL)
(100' RIGHT-OF-WAY) (MAJOR ARTERIAL)

TYPICAL ROAD SECTION
UNIMPROVED ROAD
NOTES:
1. BACK OF SIDEWALK TO BE BACKFILLED TO TOP OF CONCRETE.
2. 10’ CONCRETE TRAIL CAN BE LOCATED ON EITHER OR BOTH SIDES OF ROAD WITH RIGHT-OF-WAY WIDTH INCREASED ACCORDINGLY.
3. AS AN ALTERNATIVE TO THESE ROW WIDTHS, A PORTION OF THE 10’ CONCRETE TRAIL CAN BE INCLUDED IN A COMBINED PUE/TRAIL EASEMENT WITHOUT WIDENING THE STANDARD ROW.
4. TYPE A, B, OR C CURB AND GUTTER SECTION MUST BE USED ON STREETS WITH MASTER PLANNED TRAILS. TYPE D CURB AND GUTTER IS NOT ALLOWED ON STREETS WITH MASTER PLANNED TRAILS.

TYPICAL ROAD SECTION
52’ RIGHT-OF-WAY (LOCAL)

62’ RIGHT-OF-WAY (COLLECTOR)

[73’ RIGHT-OF-WAY] (MAJOR COLLECTOR)
{81’ RIGHT-OF-WAY} (ARTERIAL)
(105’ RIGHT-OF-WAY) (MAJOR ARTERIAL)

NOTES:
1. RIPRAP IS REQUIRED IN DITCH FLOWLINE IF FLOW IS GREATER THAN 2 CFS OR IF CALCULATIONS SHOW SCOUR POTENTIAL.
2. REFER TO DETAIL R4C FOR DRIVEWAY ACCESS.

TYPICAL LOCAL ROAD SECTION FOR RESIDENTIAL ESTATES ZONE w/ SLOPES < 5%

N.T.S.
NOTES:
1. THIS DETAIL CAN ONLY BE USED IN THE RESIDENTIAL ESTATES (RE) ZONE WHEN THE ROAD SLOPE IS LESS THAN 5% AND THE ROAD MUST HAVE FRONTING RESIDENTIAL LOTS WITH CIRCULAR DRIVEWAYS.
2. AREAS WITH SLOPES EQUAL TO OR GREATER THAN 5% WILL REQUIRE FULL IMPROVEMENTS OF CURB, GUTTER, AND SIDEWALK.
3. THE ROAD MUST HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.25%, WITH AN EXCEPTION AT INTERSECTIONS TO GO FLATTER AS LONG AS 2% CROSS-SLOPE IS MAINTAINED FOR DRAINAGE.
4. RIPRAP WITH 8 OZ. NON-WOVEN GEOTEXTILE FABRIC IS REQUIRED IN DITCH FLOWLINE IF FLOW IS GREATER THAN 2 CFS OR IF CALCULATIONS SHOW SCOUR POTENTIAL.
5. RIPRAP WITH 8 OZ. NON-WOVEN GEOTEXTILE FABRIC IS REQUIRED IN LOCATIONS WHERE UTILITIES COULD BE IMPACTED BY SCOUR. RIPRAP WITH FABRIC IS REQUIRED AT ALL WATER METERS, FIRE HYDRANTS, AND STREET LIGHTS TO PREVENT SCOUR.
6. REFER TO DETAIL R4C FOR DRIVEWAY ACCESS.
7. POSTED SPEED LIMIT MUST BE 25 MPH.
8. IF A MASTER-PLANNED TRAIL IS REQUIRED, THEN USE EITHER DETAIL R4F OR USE THIS DETAIL WITH THE TRAIL LOCATED IN AN EASEMENT OUTSIDE THE RIGHT-OF-WAY.
9. THIS DETAIL IS NOT ALLOWED ON MAJOR ARTERIALS.
10. WATER METERS, FIRE HYDRANTS, AND STREET LIGHTS SHALL BE LOCATED AT LEAST 10 FEET OUTSIDE THE ROW AT AN ELEVATION AS HIGH AS THE ADJACENT EDGE OF ASPHALT.
11. MINIMUM ASPHALT THICKNESS IS 2-1/2", MINIMUM COMPACTED ROAD BASE THICKNESS IS 6", AND MINIMUM COMPACTED PIT RUN MATERIAL THICKNESS IS 8". PIT RUN MATERIAL CAN BE ELIMINATED IF NATIVE MATERIAL MEETS OR EXCEEDS PIT RUN MATERIAL STANDARD GRADATION, COMPACTED SUBGRADE THICKNESS SHALL BE ACCORDING TO THE SOILS REPORT.
12. A DRAINAGE STUDY IS REQUIRED TO ENSURE THAT THE DRAINAGE IS CONTROLLED PROPERLY. STORM DRAIN PIPES WILL BE REQUIRED IF THE BORROW DITCHES CANNOT HANDLE THE DRAINAGE.

MASTER-PLANNED

TYPICAL RURAL ROAD SECTIONS FOR RESIDENTIAL ESTATES
ZONE w/ SLOPES < 5% & ROADS w/ FRONTING LOTS
THAT HAVE CIRCULAR DRIVEWAYS

N.T.S.

<table>
<thead>
<tr>
<th>STREET</th>
<th>ROW</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAJOR COLLECTOR</td>
<td>66'</td>
<td>18.5'</td>
<td>12.5'</td>
<td>1.5</td>
<td>2.5'</td>
<td>6.5'</td>
<td>12'</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MINOR ARTERIAL</td>
<td>75'</td>
<td>23'</td>
<td>12.5'</td>
<td>1.5</td>
<td>2.5'</td>
<td>6'</td>
<td>11'</td>
<td>0</td>
<td>12'</td>
</tr>
</tbody>
</table>

MINOR COLLECTOR - USE DETAIL R4A "TYPICAL LOCAL ROAD SECTION FOR RESIDENTIAL ESTATES ZONE w/ SLOPES < 5%"
SECTION AT DRIVEWAY Q

NOTES:

1. ALL PIPE AND INSTALLATION TO MEET CITY STANDARDS.

2. CULVERT TO HAVE A MINIMUM SLOPE OF 0.30%.

3. DO NOT PAVE BETWEEN EDGE OF ASPHALT AND DRAINAGE DITCH EXCEPT AT DRIVEWAY.

PLAN VIEW

N.T.S.
NOTES:

1. BACK OF SIDEWALK TO BE BACKFILLED TO TOP OF CONCRETE.

2. THIS ROAD SECTION CAN BE USED AS AN ALTERNATE TO A 45' ROW (LOCAL) ROAD.

3. TYPE D LOW-PROFILE CURB & GUTTER IS ALLOWED. THE ENTIRE DRIVEWAY APPROACH WITHIN THE ROW MUST BE 6" THICK REINFORCED.

4. THE RUE IS LOCATED BEHIND THE ROW LINE.

5. SETBACKS PER ZONING ORDINANCE.

6. PLANTER STRIP MAINTAINED BY PROPERTY OWNER.

7. 24-INCH DEPTH ROOT BARRIER IS REQUIRED FOR ALL TREES PLANTED IN THE PLANTER STRIP. THE ROOT BARRIER MUST BE AT LEAST 20 FEET LONG CENTERED ON THE TREE TRUNK AND BE INSTALLED ADJACENT TO THE SIDEWALK AND THE BACK OF CURB.

8. LANDSCAPING IN THE PLANTER STRIP SHALL BE INSTALLED AND MAINTAINED PER CITY ORDINANCE.

9. PLANTER STRIPS WILL BE ALLOWED ON WIDER ROADS WITH APPROVAL OF THE CITY COUNCIL.

10. MAXIMUM TREE CANOPY (AT MATURITY) CAN BE A MAXIMUM OF 10-12 FEET WIDE.

11. TREE LUMB HEIGHT ABOVE ASPHALT MUST BE AT LEAST 20 FEET HIGH ABOVE THE ASPHALT ON THE STREET SIDE.

12. NO TREES CAN BE PLANTED CLOSER THAN 10 FEET FROM WATER AND SEWER LATERALS.

13. 12-INCH MINIMUM OF TOPSOIL REQUIRED TO ENCOURAGE ROOTS TO GROW DEEPER.
NOTES:
1. THIS DETAIL IS ALLOWED IN THE RESIDENTIAL ESTATES (RE) ZONE WHEN THE ROAD SLOPE IS LESS THAN 5%.
2. THIS DETAIL IS ALLOWED ON EXISTING ROADS IN ALL ZONES THAT HAVE A CENTERLINE GRADE >0.4% (UNLESS THERE IS EXISTING C&G ON THE OPPOSITE SIDE, OR IF THERE IS EXISTING C&G DOWNSTREAM THAT WILL NEED TO BE TIED INTO.)
3. THE ROAD MUST HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.25%, WITH AN EXCEPTION AT INTERSECTIONS TO GO FLATTER AS LONG AS 2% CROSS-SLOPE IS MAINTAINED FOR DRAINAGE.
4. RIPRAP WITH 8 OZ. NON-WOVEN GEOTEXTILE FABRIC IS REQUIRED IN LOCATIONS WHERE UTILITIES COULD BE IMPACTED BY SCOUR. RIPRAP WITH FABRIC IS REQUIRED AT ALL WATER METERS, FIRE HYDRANTS, AND STREET LIGHTS TO PREVENT SCOUR.
5. REFER TO DETAIL R4C FOR DRIVEWAY ACCESS. 15-INCH CULVERT MUST BE RCP DUE TO MINIMAL COVER.
6. AREAS IN RE ZONE WITH SLOPES GREATER THAN 5% WILL REQUIRE FULL IMPROVEMENTS OF CURB, GUTTER & SIDEWALK.
7. A DRAINAGE STUDY IS REQUIRED TO ENSURE THAT THE DRAINAGE IS CONTROLLED PROPERLY. STORM DRAIN PIPES WILL BE REQUIRED IF THE BORROW DITCHES CANNOT HANDLE THE DRAINAGE.
8. IF A MASTER-PLANNED TRAIL IS REQUIRED, THEN USE DETAIL R4F.
9. 4-INCH THICK CONCRETE SIDEWALK SHALL BE INSTALLED PER DETAIL C6, TYPICALLY ON THE HIGH SIDE OF THE ROAD. SIDEWALKS AT DRIVEWAY CROSSINGS MUST BE 6 INCHES THICK REINFORCED WITH #4 BARS @ 16" O.C. BOTH WAYS.
10. WATER METERS, FIRE HYDRANTS, AND STREET LIGHTS SHALL BE LOCATED IN THE STANDARD LOCATION ON THE SIDEWALK SIDE. ON THE OPPOSITE SIDE, THESE UTILITIES SHALL BE LOCATED AT LEAST 10 FEET OUTSIDE THE ROW AT AN ELEVATION AT LEAST AS HIGH AS THE ADJACENT EDGE OF ASPHALT.
11. MINIMUM ASPHALT THICKNESS IS 2-1/2", MINIMUM COMPACTED ROAD BASE THICKNESS IS 6", AND MINIMUM COMPACTED PIT RUN MATERIAL THICKNESS IS 8". PIT RUN MATERIAL CAN BE ELIMINATED IF NATIVE MATERIAL MEETS OR EXCEEDS PIT RUN MATERIAL STANDARD GRADATION. COMPACTED SUBGRADE THICKNESS SHALL BE ACCORDING TO THE SOILS REPORT.
12. ROAD CROWN IS OFFSET FROM R.O.W. CENTERLINE.

### MASTER-PLANNED TYPICAL RURAL ROAD SECTIONS w/ SIDEWALK ON ONE SIDE

**N.T.S.**

<table>
<thead>
<tr>
<th>STREET</th>
<th>ROW</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>J</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAJOR COLLECTOR</td>
<td>66'</td>
<td>34'</td>
<td>15'</td>
<td>1:5</td>
<td>1.5'</td>
<td>5'</td>
<td>0'</td>
<td>12'</td>
<td>0'</td>
<td>5.5'</td>
<td>4'</td>
</tr>
<tr>
<td>MINOR ARTERIAL</td>
<td>77'</td>
<td>44'</td>
<td>15'</td>
<td>1:5</td>
<td>1.5'</td>
<td>5'</td>
<td>0'</td>
<td>11'</td>
<td>12'</td>
<td>6.5'</td>
<td>5'</td>
</tr>
<tr>
<td>MAJOR ARTERIAL</td>
<td>100'</td>
<td>66'</td>
<td>15'</td>
<td>1:5</td>
<td>1.5'</td>
<td>5'</td>
<td>11'</td>
<td>12'</td>
<td>7.5'</td>
<td>6'</td>
<td></td>
</tr>
</tbody>
</table>
1. This detail is allowed in the residential estates (RE) zone when the road slope is less than 5%.

2. This detail is allowed on existing roads in all zones that have a centerline grade < 0.4% (unless there is existing C&G on the opposite side, or if there is existing C&G downstream that will need to be tied into.)

3. The road must have a minimum longitudinal slope of 0.25%, with an exception at intersections to go flatter as long as 2% cross-slope is maintained for drainage.

4. Riprap with 8 oz. non-woven geotextile fabric is required in locations where utilities could be impacted by scour. Riprap with fabric is required at all water meters, fire hydrants, and street lights to prevent scour.

5. Areas in RE zone with slopes greater than 5% will require full improvements of curb, gutter & sidewalk.

6. Refer to detail R4C for driveway access. 15-inch culvert must be RCP due to minimal cover.

7. A drainage study is required to ensure that the drainage is controlled properly. Storm drain pipes will be required if the borrow ditches cannot handle the drainage.

8. 10-foot wide asphalt trail shall be installed per detail LS1, typically on the high side of the road.

9. Water meters, fire hydrants, and street lights shall be located behind the trail at the row line on the trail side. On the opposite side, these utilities shall be located at least 10 feet outside the row at an elevation at least as high as the adjacent edge of asphalt.

10. Minimum asphalt thickness is 2-1/2", minimum compacted road base thickness is 6", and minimum compacted pit run material thickness is 8". Pit run material can be eliminated if native material meets or exceeds pit run material standard gradation. Compacted subgrade thickness shall be according to the soils report.

11. Road crown is offset from R.O.W. centerline.

12. As an alternative, the master-planned road widths can remain standard at 66', 75', 100'. However, the additional trail width will need to be provided as a deeded public trail easement.

---

**Master-Planned Typical Road Sections w/ Master-Planned Trail on One Side**

<table>
<thead>
<tr>
<th>Street</th>
<th>Row</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Collector</td>
<td>73'</td>
<td>34'</td>
<td>15'</td>
<td>1-5</td>
<td>1.5'</td>
<td>5'</td>
<td>0'</td>
<td>12'</td>
<td>0'</td>
<td>12.5'</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>83'</td>
<td>44'</td>
<td>15'</td>
<td>1-5</td>
<td>1.5'</td>
<td>5'</td>
<td>0'</td>
<td>11'</td>
<td>12'</td>
<td>12.5'</td>
</tr>
<tr>
<td>Major Arterial</td>
<td>105'</td>
<td>66'</td>
<td>15'</td>
<td>1-5</td>
<td>1.5'</td>
<td>5'</td>
<td>11'</td>
<td>11'</td>
<td>12'</td>
<td>12.5'</td>
</tr>
</tbody>
</table>
TYPICAL ROAD SECTION WITH CROSS-SLOPE

N.T.S.

TYPICAL ROAD SECTION FOR TEMPORARY SECOND ACCESS STREETS

N.T.S.

TYPICAL ROAD SECTION FOR TEMPORARY CITY UTILITY MAINTENANCE ACCESS ROADS

N.T.S.
NOTES:
1. ROAD SECTIONS FOR PERMANENT CUL-DE-SACS SHALL BE THE SAME ROAD SECTION AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.

2. TEMPORARY CUL-DE-SAC BULB ROAD SECTIONS SHALL BE 6-INCH COMPACTED ROAD BASE ON 12" SCARIFIED AND RECOMPACTED SUBGRADE.

3. TEMPORARY CUL-DE-SACS SHALL BE INSTALLED ON ANY TEMPORARY DEAD END STREET LONGER THAN 30 FEET LONG.

<table>
<thead>
<tr>
<th>R/W WIDTH</th>
<th>W</th>
<th>R (MIN.)</th>
<th>R1 (MIN.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>45°</td>
<td>35°</td>
<td>50°</td>
<td>15°</td>
</tr>
<tr>
<td>55°</td>
<td>45°</td>
<td>60°</td>
<td>15°</td>
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<tr>
<td>66°</td>
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<td>60°</td>
<td>20°</td>
</tr>
<tr>
<td>75°</td>
<td>63°</td>
<td>60°</td>
<td>30°</td>
</tr>
<tr>
<td>100°</td>
<td>86°</td>
<td>60°</td>
<td>35°</td>
</tr>
</tbody>
</table>
NOTES:

1— TYPE II MONUMENTS TO BE SET AT ALL CENTERLINE CONTROL POINTS NOT OTHERWISE IDENTIFIED BY A TYPE I MONUMENT AND AS REQUIRED BY THE CITY SURVEYOR.

2— THE REGISTERED LAND SURVEYOR’S NUMBER, AND A PUNCH MARK ARE TO APPEAR ON THE SURFACE OF THE CAP.

3— ALUMINUM CAP SHALL BE SET FLUSH WITH SURFACE OF ROAD.

CAP TO BE SECURED WITH PLASTIC INSERT OR EPOXY CONFORMING TO A.S.T.M. C881-78 SPECIFICATIONS.

ALUMINUM CAP (MINIMUM 1” DIAMETER) TO BE SET BY REGISTERED LAND SURVEYOR.

5/8” MINIMUM DIAMETER REBAR
18” MINIMUM LENGTH

CLASS II MONUMENT
NOTES:
1. ALL REFERENCE POINTS SHALL BE SET AT EQUAL DISTANCES FROM MONUMENT POINT.

2. CIRCULAR ASPHALT CUTS ONLY. (NO HEXAGONAL OR SQUARE CUTS)

3. MAKE CIRCULAR CUT EDGES AS SMOOTH AS POSSIBLE.

4. DIMENSIONS SHOWN FOR BRASS MARKER ARE THE MINIMUM.

5. BRASS MARKER SHALL BE A MODEL NO. K-9084, AS MANUFACTURED BY D & L FOUNDRY & SUPPLY OR APPROVED EQUAL.

6. LAND SURVEYOR LICENSE NUMBER SHALL BE STAMPED IN THE BRASS MONUMENT. (MIN. SIZE 1/4 LETTERS)

7. SEE CITY SURVEYOR FOR LIST OF COMMONLY USED ABBREVIATIONS.

8. CONCRETE SURFACE SHALL HAVE A MEDIUM BROOM FINISH.

9. CONCRETE SURFACE SHALL BE 1/8"-1/4" LOWER THAN THE EXISTING ROAD SURFACE.

10. ALL EXCESS CONCRETE SHALL BE REMOVED FROM MONUMENT WELL.
TYPICAL SECTION SHOWN WITH GROUT

N.T.S.

TYPICAL SECTION SHOWN WITH ANCHOR BOLTS

N.T.S.
SINGLE LINE SIGN 6"  
DOUBLE LINE SIGN 9"  

NOTES:

1. SIGN FACE SHALL BE WHITE LETTERS ON GREEN (RED FOR STOP SIGNS) BACKGROUND 100% HIGH INTENSITY GRADE REFLECTIVE SHEETING BOTH LETTERS AND BACKGROUND.

2. ALL LETTERS SHALL BE UPPER CASE. ALL LETTERS AND NUMBERS SHALL CONFORM TO THE HEIGHT, WIDTH AND STROKE WIDTH, AND SPACING, AS PER U.S. DEPARTMENT OF TRANSPORTATION PUBLICATION "STANDARD ALPHABETS FOR HIGHWAY SIGNS".

3. SERIES LETTERS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS AS DETERMINED BY CLASS OF SIGN CALLED FOR.

4. DOUBLE LINED SIGNS ARE USED FOR STREETS HAVING BOTH NUMBERS AND NAMES. THE STREET NUMBER SHALL BE THE PRIMARY COPY.

<table>
<thead>
<tr>
<th>SIGN CLASS</th>
<th>SIGN LENGTH</th>
<th>PRIMARY COPY</th>
<th>SUFFIX COPY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE LINE 6&quot;</td>
<td>24&quot;</td>
<td>4&quot; C, D SERIES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>30&quot;</td>
<td>4&quot; C, D SERIES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>36&quot;</td>
<td>4&quot; A, B, C, D SERIES</td>
<td></td>
</tr>
<tr>
<td>DOUBLE LINE 9&quot;</td>
<td>30&quot;</td>
<td>4&quot; C, D SERIES</td>
<td>2&quot; C SERIES</td>
</tr>
<tr>
<td></td>
<td>36&quot;</td>
<td>4&quot; C, D SERIES</td>
<td>2&quot; C SERIES</td>
</tr>
<tr>
<td></td>
<td>42&quot;</td>
<td>4&quot; A, B, C, D SERIES</td>
<td>2&quot; C SERIES</td>
</tr>
</tbody>
</table>

SINGLE LINE SIGN 6"  
ALUMINUM BLANK  

DOUBLE LINE SIGN 9"  
ALUMINUM BLANK  

NOTE:

1. 6061 – T6 HEAT TREATED HIGH TENSILE DEGREASED AND ALODINE 1200 FINISH. THICKNESS TO BE 12 GA. FOR 6" BLADE AND 10 GA. FOR 9" BLADE.
PUD ACCESS TURN-AROUND PLAN VIEW

NOTE:
1- INTERIOR ISLAND, INCLUDING M1 & B4 CURB, TRUCK APRON AND LANDSCAPE AREA IS OPTIONAL.
2- PROPER SIGNAGE IS NEEDED FOR A ROUNDABOUT SITUATION.

PUD ACCESS TURN-AROUND CROSS SECTION

TYPE M1 CURB & GUTTER

TYPE B4 CURB

RESTRICT TREES & BUSHES TO CENTER 1/3 OF ISLAND

100' MIN.

1' 4' 21' MIN. 2.5' 10' TRUCK APRON 2.5' 10' TRUCK APRON 2.5' 21' MIN. 2.5' 4'

SW TYPE A C66 TYPE A C66 TRAVEL LANE TRAVEL LANE

ASPHALT PAVEMENT PER SOILS REPORT 2% (4% MAX)

3% LANDSCAPING GRASS OR LOW GRASSES ONLY

8" CONCRETE SLAB AT TRUCK APRON w/ #4 RE-BAR AT 16" O.C. BOTH WAYS

R/W PROVIDE COMPACTED ROAD BASE PER SOILS REPORT

R/W PROVIDE COMPACTED SUBGRADE PER SOILS REPORT

NO OBSTRUCTION ABOVE THE OUTSIDE BACK OF CURB (TYP)
ALL STREET LIGHT LOCATIONS TO BE COORDINATED WITH POWER COMPANY AND COMPLY WITH SECTION 4.5.2.IV AND TABLE 4.13

CONSTRUCTION NOTES:

1. LIGHT FIXTURE PER SECTION 4.5.1.I AND TABLE 4.12
2. POLE PER SECTION 4.5.1.II AND TABLE 4.13
3. NOT USED.
4. HANDHOLE PER SECTION 4.5.1.II
5. TOP OF POLE BARREL TO BE SAME ELEVATION AS TOP OF SIDEWALK.
6. 1 1/4" DIA. WIRE HOLE WITH RUBBER GROMMET.
7. 1" PVC CONDUIT (BY DEVELOPER).
8. STREETLIGHT JUNCTION BOX TO BE PLACED AT EACH STREET LIGHT, NORDIC FIBERGLASS INC. DWG. NO. PHH2-161912-MG, OR CARSON 1324-12-15-4P/GRN/ELEC. O.A.E. (BY DEVELOPER)
9. TRANSFORMER OR SECONDARY JUNCTION BOX (BY POWER COMPANY).
10. A 5 AMP IN-LINE FUSE WILL BE INSTALLED BY THE CONTRACTOR ON THE 120 VOLT LINE CONNECTING TO THE POWER COMPANY'S SECONDARY POWER IN THE BOX. FUSE HOLDER TO BE A GOULD FEBIII w/ A FSBI, O.A.E.
11. 1" OR 3/4" ROAD BASE (O.A.E.) COMPACTED TO 95% OF MAXIMUM DENSITY.
12. CURB, GUTTER & SIDEWALK (BY OTHERS)
13. ALL WIRING & WIRE SIZES PER NEC.
14. POWER SUPPLY JUNCTION BOX, NORDIC FIBERGLASS INC. DWG. NO. PHH2-161912-MG, O.A.E. (BY DEVELOPER) NOTE: THIS BOX CAN BE ELIMINATED IF THE STREET LIGHT BOX IS WITHIN 10 FEET OF THE POWER COMPANY POWER SOURCE.
15. CONCRETE BASE MOUNTED POLE PER DETAIL R-15 CAN BE SUBSTITUTED FOR A DIRECT BURIAL POLE.
16. DIRECT BURIAL CABLE (BY DEVELOPER).
17. ALL ELECTRICAL CABLE SPLICE CONNECTOR SHALL BE WATERPROOF 3M DIRECT BURY SPLICE KITS O.A.E.

NOTE:
ALL ELECTRIC CABLES AND CUNDUITS SHALL BE SIZED PER THE NATIONAL ELECTRICAL CODE.
DO NOT INSTALL POLE WITHOUT LUMINAIRE

POLE/LUMINAR DETAIL

CONSTRUCTION NOTES:

1. LIGHT FIXTURE PER SECTION 4.5.1.1 AND TABLE 4.12
2. POLE PER SECTION 4.5.1.2 AND TABLE 4.13
3. NOT USED.
4. HANDBOLE PER SECTION 4.5.1.2
5. POLE BASE AT BACK OF SIDEWALK WITH TOP OF BASE CONCRETE TO BE 6" HIGHER THAN TOP OF SIDEWALK. 1/2"x6" FELT BETWEEN LIGHT BASE AND SIDEWALK.
6. POWER FEED ROUTED THROUGH POLE BASE IN 1" DIA. PVC CONDUIT.
7. 1" PVC CONDUIT (BY DEVELOPER).
9. TRANSFORMER OR SECONDARY JUNCTION BOX (BY POWER COMPANY).
10. A 5 AMP IN-LINE FUSE WILL BE INSTALLED BY THE CONTRACTOR ON THE 120 VOLT LINE CONNECTING TO THE POWER COMPANY'S SECONDARY POWER IN THE BOX. FUSE HOLDER TO BE A GOULD FEBIII w/ A FSBH, O.A.E.
11. CONCRETE BASE FOUNDATION, CLASS A CONCRETE, REINFORCEMENT AS SHOWN.
12. CURB, GUTTER & SIDEWALK (BY OTHERS)
13. ALL WIRING & WIRE SIZES PER NEC.
14. POWER SUPPLY JUNCTION BOX, NORDIC FIBERGLASS INC. DWG. NO. PHH2-161912-MG, O.A.E. (BY DEVELOPER) NOTE: THIS BOX CAN BE ELIMINATED IF THE STREET LIGHT BOX IS WITHIN 10 FEET OF THE POWER COMPANY POWER SOURCE.
15. NOT USED.
16. ANCHOR BOLTS MATERIAL, SIZE AND PATTERN PER POLE MANUFACTURES REQUIREMENTS.
17. ALL ELECTRICAL CABLE SPLICE CONNECTORS SHALL BE WATERPROOF 3M DIRECT BURY SPLICE KITS O.A.E.
18. NON-SHRINK GROUT BETWEEN POLE BASE AND FOUNDATION.

LIGHT POLE FOUNDATION DETAIL

SECTION A-A REINFORCEMENT

SLIP BASE

6-#4 @ 12" (3" MIN. COVER)

COMMERCIAL STREET LIGHT
**NOTES:**

1. ALL ELECTRIC CABLES AND CONDUITS SHALL BE SIZED PER THE NATIONAL ELECTRICAL CODE.
2. BASE FOUNDATIONS IN SIDEWALK SHALL HAVE A 1/2" EXPANSION JOINT AROUND THE BASE.

**CONSTRUCTION NOTES:**

1. LIGHT FIXTURE PER SECTION 4.5.1.1 AND TABLE 4.12
2. POLE PER SECTION 4.5.1.1II AND TABLE 4.13
3. 5/8" x 6' COPPER COATED STEEL GROUND ROD w/ NO.6 GROUND WIRE CONNECTED TO GROUND LUG AT HAND HOLE.
4. HANDBOARD PER SECTION 4.5.1.1II
5. POLE BASE AT BACK OF SIDEWALK WITH TOP OF BASE CONCRETE TO BE 6" HIGHER THAN TOP OF SIDEWALK. 1/2" x 6" FELT BETWEEN LIGHT BASE AND SIDEWALK.
6. POWER FEED ROUTED THROUGH POLE BASE IN 1" DIA. PVC CONDUIT.
7. 1" PVC CONDUIT (BY DEVELOPER).
9. TRANSFORMER OR SECONDARY JUNCTION BOX (BY POWER COMPANY).
10. A 5 AMP IN-LINE FUSE WILL BE INSTALLED BY THE CONTRACTOR ON THE 120 VOLT LINE CONNECTING TO THE POWER COMPANY'S SECONDARY POWER IN THE BOX. FUSE HOLDER TO BE A GOULD FEBIII w/ A FSBI, O.A.E.
11. CONCRETE BASE FOUNDATION, CLASS A CONCRETE, REINFORCEMENT AS SHOWN.
12. CURB, GUTTER & SIDEWALK (BY OTHERS)
13. ALL WIRING & WIRE SIZES PER NEC.
14. POWER SUPPLY JUNCTION BOX, NORDIC FIBERGLASS INC. DWG. NO. PPH2-161912-MG, O.A.E. (BY DEVELOPER) NOTE: THIS BOX CAN BE ELIMINATED IF THE STREET LIGHT BOX IS WITHIN 10 FEET OF THE POWER COMPANY POWER SOURCE.
15. SLIP BASE PER POLE MANUFACTURES DETAIL.
16. ANCHOR BOLTS MATERIAL, SIZE AND PATTERN PER POLE MANUFACTURES REQUIREMENTS.
17. ALL ELECTRICAL CABLE SPLICE CONNECTORS SHALL BE WATERPROOF 3M DIRECT BURY SPLICE KITS O.A.E.
18. NON-SHRINK GROUT BETWEEN POLE BASE AND FOUNDATION.

**POLE/ LUMINAR DETAIL**

**LIGHT POLE FOUNDATION DETAIL**
SIDEWALK/RETAINING WALL DETAIL
N.T.S.
GENERAL NOTES:
1. STREET PARKINGSTALL SIDES ARE 9' X 27'
   TYPICAL 11' X 27' VEHICLE.
2. MAINTAIN CLEARANCE OF 30' FROM ALL
   STOP SIGNS AND 36 FROM ALL OTHER
   CORNERS.

PLAN LAYOUT VIEW

N.T.S.

MINIMUM STREET WIDTH (FACE OF CURB TO FACE OF CURB)
TWO WAY STREETS 6' WITH ANGLE PARKING ON BOTH SIDES OF STREET
5' WITH ANGLE PARKING ON ONE SIDE & PARALLEL
PARKING ON OPPOSITE SIDE.

ONE WAY STREETS 4' WITH ANGLE PARKING ON ONE SIDE & PARALLEL
PARKING ON OPPOSITE SIDE.
3' WITH ANGLE PARKING ON ONE SIDE & NO
PARKING ON OPPOSITE SIDE

NOTE:
SEE ANGLE PARKING ORDINANCE
FOR OTHER REQUIREMENTS FOR
ANGLE PARKING.

ANGLE PARKING STALL PAVEMENT MARKING DETAIL
N.T.S.