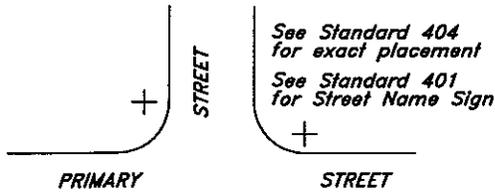


CITY OF LAKE ELSINORE
STANDARD PLANS

SECTION 4:
Traffic

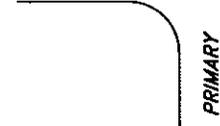
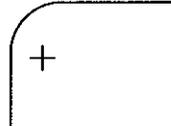
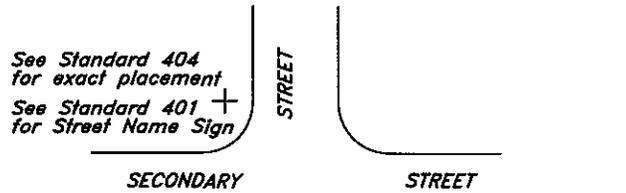
PRIMARY & PRIMARY INTERSECTION

Always locate street name sign as shown
 Exceptions as approved by City Engineer



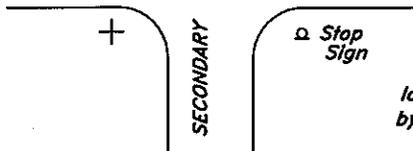
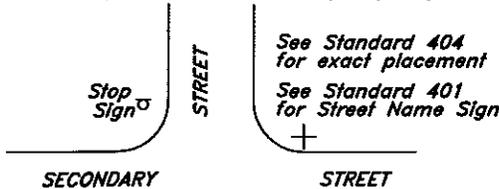
PRIMARY & SECONDARY INTERSECTION

Always locate street name sign on approaching nearside of primary street—regardless of street direction.
 Exceptions as approved by City Engineer



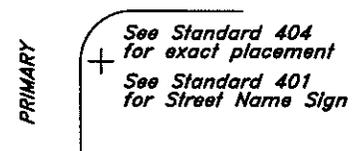
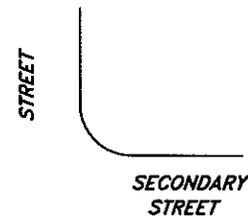
SECONDARY & SECONDARY INTERSECTION

Always locate street name sign on approaching nearside of street with out stop control. Exceptions as approved by City Engineer

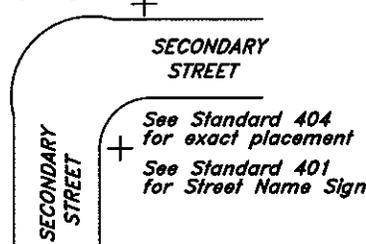


"T" INTERSECTIONS

Always locate street name sign on approaching nearside of through street
 Exceptions as approved by City Engineer



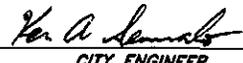
KNUCKLE INTERSECTION
 locate street name sign as approved
 by City Engineer



THE TERMS "PRIMARY" AND "SECONDARY" STREETS ARE INTENDED TO DENOTE WHICH STREET IS MORE IMPORTANT: e.g.: (The wider street is the primary street)

<u>PRIMARY</u>		<u>SECONDARY</u>
ARTERIAL	VS.	COLLECTOR/RESIDENTIAL
COLLECTOR	VS.	LOCAL
LOCAL	VS.	CUL-DE-SAC

AT THE INTERSECTION OF 2 LOCAL STREETS, THE STREET CONSIDERED TO BE THE THROUGH STREET WILL BE BASED ON EXAMINATION OF NEIGHBORHOOD STREET PATTERNS BY THE TRAFFIC ENGINEER.

REVISION		ENGINEERING	DATE 07/09
DATE	APPROVED		
		APPROVED BY	
		 CITY ENGINEER	08/31/2009 DATE

CITY OF LAKE ELSINORE

PREPARED BY PUBLIC WORKS

**STREET NAME SIGN
 LOCATION**

NO.
400A

STANDARD BEING REVISED

**CONTACT ENGINEERING TECHNICIAN
FOR INFORMATION**

NOTES:

1.) SIGN MATERIALS, SIZES and FABRICATION

- A.) Sign blank must be 0.125 thick aluminum, 5052-H38 aluminum alloy.
- B.) Sign blank dimensions are 9" high by a minimum of 24" to maximum of 48" long as required (use metric equivalent).
- C.) Sign sheeting must be high performance wide angle prismatic lens reflective white (silver) sheeting (3M Scotchlite Diamond Grade VIP 3990) or approved equivalent. The background must be screen printed blue using reflective sheeting manufacturer match component ink (3M 883i) or approved equivalent.
- D.) Sign street name letters must be white (silver) FWHA (Federal Highway Administration) Series C-6" (150mm) upper case and 4 1/2" (115mm) lower case. Address block numbers must be white (silver) FWHA Series C-2" (50mm). Street name suffix must be white (silver) FWHA 2" (50mm) upper case and 1.5" (40mm) lower case.
EXCEPTION: Intersecting secondary streets use 5" upper case and equivalent lower case street name letters.
- E.) The letter sizing and spacing must meet FWHA spacing guidelines. Minor variations as approved by the City Engineer.
- F.) The City logo must be a blue graphic on a white (silver) background.
EXCEPTION: NO city emblem required for intersecting secondary streets.
- G.) Street name must appear on each side of the sign blank.
- H.) Street name signs MAY be fabricated using reflective sheeting manufactures matched component electronic cuttable films (3M E.C. 1175) or approved equal, with City Engineer approval.
- I.) Slight layout variations are permitted and must be approved by the City Engineer.

2.) POST MATERIALS

- A.) Post must be a Telespar 2" square post (hot dipped galvanized inside and outside) or approved equivalent.
- B.) Anchor must be Telespar 30" or 36" 2 1/4" square anchors and 2 1/2" sleeves or approved equivalent.
- C.) Drive rivets must be 3/8" or approved equivalent (2 rivets minimum required per post/anchor assembly).
- D.) Aluminum cap post bracket must be Zumar Industries 812 or approved equivalent.
- E.) Aluminum cross saddle bracket must be 12" sign hardware holding brackets or approved equivalent.

3.) STREET NAME SIGN PLACEMENT

- A.) Primary street intersecting secondary street locate on primary street - see Standard 404.
- B.) Primary street intersecting primary street locate on northeast corner AND southwest corner.
- C.) Secondary street intersecting secondary street locate on northeast corner or as approved.

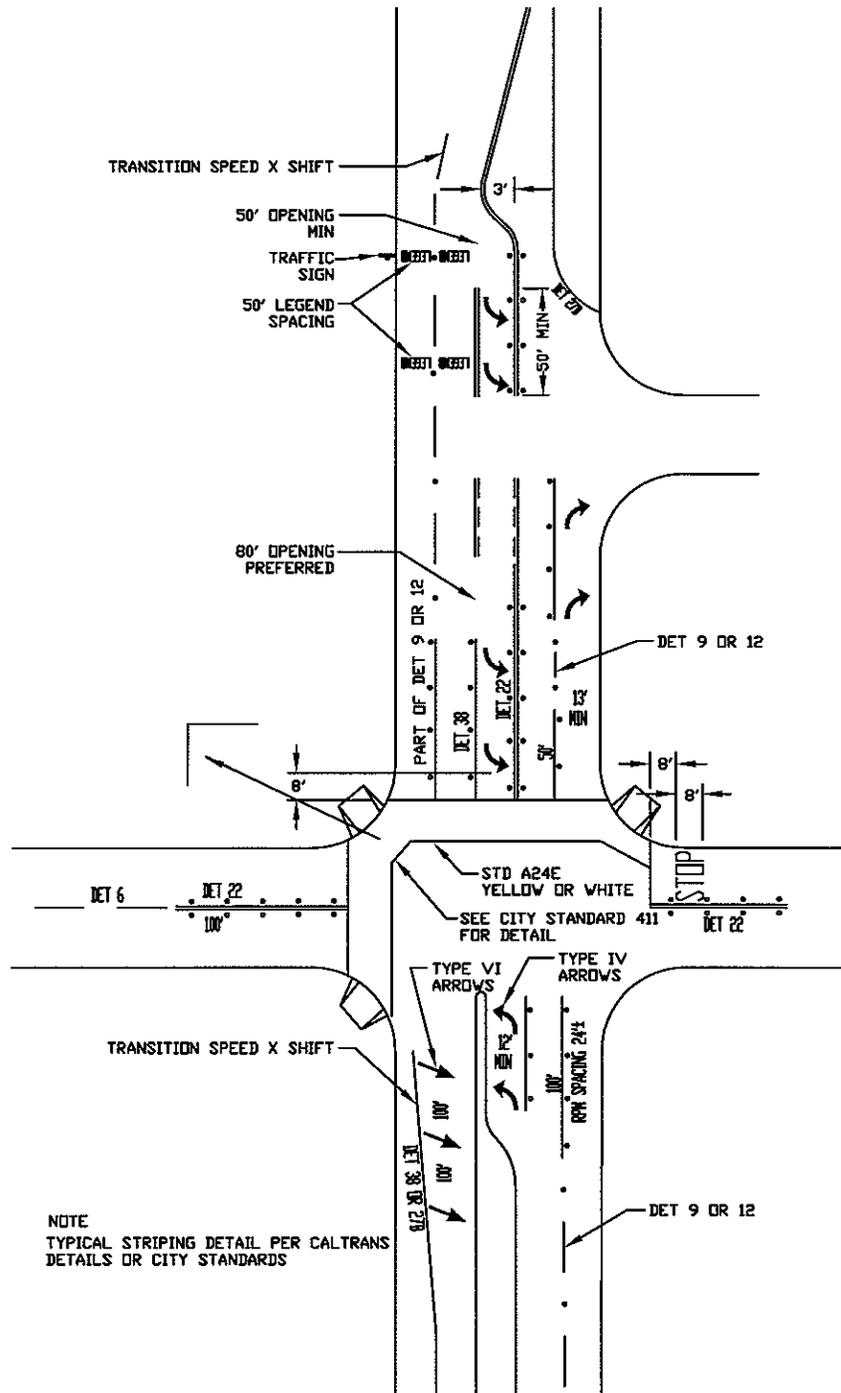
NOTES: Use metric equivalents as required.
Complete technical provisions are on file with the Transportation Engineering Division.

REVISION		ENGINEERING	DATE 07/09	CITY OF LAKE ELSINORE PREPARED BY PUBLIC WORKS	
DATE	APPROVED	APPROVED BY			
		 CITY ENGINEER		STREET NAME SIGN NOTES	
		08/31/2009 DATE			

STANDARD ABBREVIATIONS

<i>Alley/Ally/Aly</i>	<i>Ay</i>	<i>Lake/Lakes</i>	<i>Lk</i>
<i>Avenue/Ave/Avenida</i>	<i>Av</i>	<i>Lane</i>	<i>Ln</i>
<i>Beach</i>	<i>Bch</i>	<i>Manor</i>	<i>Mnr</i>
<i>Boulevard</i>	<i>Bl</i>	<i>Mount</i>	<i>Mt</i>
<i>Bridge</i>	<i>Br</i>	<i>Mountain</i>	<i>Mtn</i>
<i>Brook</i>	<i>Brk</i>	<i>Park</i>	<i>Pk</i>
<i>Canal</i>	<i>Cnl</i>	<i>Parkway</i>	<i>Pkwy</i>
<i>Canyon</i>	<i>Cyn</i>	<i>Place</i>	<i>Pl</i>
<i>Center</i>	<i>Cntr</i>	<i>Plaza</i>	<i>Plaza</i>
<i>Circle</i>	<i>Cir</i>	<i>Point</i>	<i>Pt</i>
<i>Coast</i>	<i>Cst</i>	<i>Ranch/Rancho</i>	<i>Rch</i>
<i>Corner/Corners</i>	<i>Cor</i>	<i>River</i>	<i>Rv</i>
<i>Court</i>	<i>Ct</i>	<i>Road</i>	<i>Rd</i>
<i>Creek</i>	<i>Cek</i>	<i>Saint</i>	<i>St</i>
<i>Drive</i>	<i>Dr</i>	<i>Spring/Springs</i>	<i>Spg</i>
<i>Eastway</i>	<i>Ewy</i>	<i>Square</i>	<i>Sq</i>
<i>Estates</i>	<i>Est</i>	<i>Station</i>	<i>Sta</i>
<i>Expressway</i>	<i>Expwy</i>	<i>Street</i>	<i>St</i>
<i>Field/Fields</i>	<i>Fld</i>	<i>Summit</i>	<i>Sum</i>
<i>Fort</i>	<i>Ft</i>	<i>Terrace</i>	<i>Ter</i>
<i>Freeway</i>	<i>Fwy</i>	<i>Trail/Trails</i>	<i>Trl</i>
<i>Grove</i>	<i>Gr</i>	<i>Valley</i>	<i>Vly</i>
<i>Heights</i>	<i>Hts</i>	<i>Village</i>	<i>Vlg</i>
<i>Highway</i>	<i>Hwy</i>	<i>Walk</i>	<i>Wk</i>
<i>Home</i>	<i>Hm</i>	<i>Way</i>	<i>Wy</i>
<i>Island/Islands</i>	<i>Isl</i>	<i>Westway</i>	<i>Wwy</i>
<i>Junction</i>	<i>Jct</i>		

REVISION	DATE	APPROVED	ENGINEERING	DATE	CITY OF LAKE ELSINORE
				07/09	PREPARED BY PUBLIC WORKS
			APPROVED BY		STREET NAME ABBREVIATIONS
			 CITY ENGINEER	08/31/2009 DATE	NO. 403



NOTE
 TYPICAL STRIPING DETAIL PER CALTRANS
 DETAILS OR CITY STANDARDS

REVISION	DATE	APPROVED

ENGINEERING DATE 07/09

APPROVED BY

Her. A. Sando 08/31/2009
 CITY ENGINEER DATE

CITY OF LAKE ELSINORE

PREPARED BY PUBLIC WORKS

STREET STRIPING AND PAVEMENT LEGEND
 STANDARDS AND SPECIFICATIONS

NO.
 405A

TRAFFIC STRIPES AND PAVEMENT MARKING REQUIREMENTS

ALL WORK AND MATERIALS SHALL CONFORM TO THE LATEST PROVISIONS SET FORTH IN SECTION 84, 'TRAFFIC STRIPES AND PAVEMENT MARKINGS' OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, EXCEPT AS NOTED OTHERWISE IN THE FOLLOWING SPECIAL PROVISIONS OR CITY STANDARDS.

MATERIALS

PAINT FOR TRAFFIC STRIPING AND PAVEMENT MARKINGS SHALL BE WHITE, YELLOW OR BLACK AS REQUIRED, SHALL BE WATER BORNE TRAFFIC PAINT, FAST DRY CONFORMING TO CALIFORNIA STATE SPECIFICATIONS AND SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER OR DESIGNEE PRIOR TO APPLICATION.

ALL STENCILS USED TO PAINT PAVEMENT MARKINGS MUST CONFORM TO THE LATEST CALTRANS APPROVED METRIC STENCILING STANDARDS.

LAYOUT

THE CONTRACTOR SHALL LAYOUT AND CATTRACK THE ALIGNMENT OF THE PROPOSED STRIPING AT 15 FOOT INTERVALS AND "SPOT" THE PROPOSED PAVEMENT MARKINGS AS CALLED FOR ON THE STRIPING PLANS. STRIPING SHALL VARY NO MORE THAN 1/2 INCH IN 50 FEET FROM THE SPECIFIED ALIGNMENT. MINOR VARIATIONS MAY BE WAIVED BY THE CITY ENGINEER OR DESIGNEE.

THE CONTRACTOR SHALL NOT PROCEED WITH THE PAINTING OF ANY PAVEMENT MARKINGS AND/OR STRIPING UNTIL THE CATTRACKING AND SPOTTING IS CHECKED AND APPROVED BY THE PUBLIC WORKS INSPECTOR.

APPLICATION

TRAFFIC STRIPING AND PAVEMENT MARKINGS SHALL BE APPLIED IN TWO (2) COATS WITH AIRLESS EQUIPMENT. ALL TRAFFIC STRIPING SHALL BE PERFORMED WITH A ROADLINER TRUCK MOUNTED STRIPING MACHINE. EXCEPTIONS ONLY AS APPROVED BY THE CITY ENGINEER OR DESIGNEE.

THE FIRST COAT OF PAINT SHALL BE APPLIED UPON COMPLETION OF THE SURFACING. THE SECOND COAT OF PAINT SHALL NOT BE APPLIED UNTIL AT LEAST SEVEN (7) CALENDAR DAYS AFTER THE FIRST COAT. EACH COAT OF PAINT SHALL BE APPLIED AT THE WET FILM THICKNESS OF 10-12 MILS FOR WHITE AND YELLOW PAINT AND 7 MILS FOR BLACK PAINT. ALL PAINT SHALL BE APPLIED AT A RELATIVE HUMIDITY BELOW 75% AND AN AMBIENT TEMPERATURE ABOVE 55 F., UNLESS WAIVED BY THE CITY ENGINEER OR DESIGNEE.

A CONTINUOUS ONE COAT 3-INCH WIDE BLACK STRIPE SHALL BE PAINTED BETWEEN THE TWO 4-INCH WIDE YELLOW STRIPES OF A DOUBLE TRAFFIC STRIPE. THIS SPECIFICATION APPLIES TO BOTH DOUBLE YELLOW CENTERLINE STRIPING AND CONTINUOUS TURN POCKET STRIPING DETAILS. THE BLACK STRIPE SHALL BE APPLIED CONCURRENTLY WITH THE SECOND COAT OF YELLOW STRIPES.

EXCEPT FOR BLACK PAINT, REFLECTIVE GLASS BEADS SHALL BE UNIFORMLY INCORPORATED IN ALL COATS OF PAINT CONCURRENTLY WITH THE APPLICATION OF THE PAINT. THE GLASS BEADS SHALL BE EMBEDDED IN THE COAT OF TRAFFIC PAINT BEING APPLIED TO A DEPTH OF AT LEAST ONE-HALF THEIR DIAMETERS. THE REFLECTIVE GLASS BEADS SHALL BE APPLIED TO THE FIRST COAT OF PAINT AT THE RATE OF 6 POUNDS OF BEADS PER GALLON OF PAINT AND TO THE SECOND COAT OF PAINT AT THE RATE OF 8 POUNDS OF BEADS PER GALLON OF PAINT.

ANY STRIPING OR PAVEMENT MARKINGS NOT SHOWN ON THE APPROVED PLAN, BUT DEEMED NECESSARY BY THE CITY ENGINEER OR DESIGNEE, SHALL BE INSTALLED BY THE CONTRACTOR PRIOR TO FINAL ACCEPTANCE OF THE STREET.

PROTECTION

NEWLY PAINTED STRIPING AND PAVEMENT MARKINGS SHALL BE PROTECTED FROM DAMAGE BY PUBLIC TRAFFIC OR OTHER CAUSES UNTIL THE PAINT IS THOROUGHLY DRY. ANY NEWLY PAINTED STRIPING OR PAVEMENT MARKINGS WHICH ARE DAMAGED AS A RESULT OF THE CONSTRUCTION, INCLUDING WHEEL MARKINGS BY PUBLIC TRAFFIC AND THE CONSTRUCTION EQUIPMENT, SHALL BE REPAINTED BY THE CONTRACTOR.

REMOVALS

EXISTING TRAFFIC STRIPING AND PAVEMENT MARKINGS THAT DO NOT CONFORM TO THE APPROVED PLAN SHALL BE REMOVED BY WET SANDBLASTING. BLACKOUT OF EXISTING TRAFFIC STRIPING OR PAVEMENT MARKINGS WHICH DO NOT CONFORM TO THE APPROVED PLAN WILL NOT BE ALLOWED.

PAVEMENT MARKERS

ALL WORK SHALL CONFORM TO THE LATEST PROVISIONS SET FORTH IN SECTION 85, 'PAVEMENT MARKERS' OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS EXCEPT AS NOTED OTHERWISE IN THE FOLLOWING SPECIAL PROVISIONS.

DURA-STRIPE

DURA-STRIPE INSTALLATION MUST HAVE PRIOR APPROVAL OF THE CITY ENGINEER OR DESIGNEE. ASPHALT SURFACES SHALL BE DRY, CLEAN, AND FREE OF CONTAMINANTS SUCH AS SURFACE OILS OR EXISTING ROAD MARKING MATERIALS. CONTAMINANTS SHALL BE REMOVED BY MECHANICAL MEANS. MATERIAL SHALL BE APPLIED ONLY WITH EQUIPMENT WHICH IS SPECIFICALLY DESIGNED AND CAPABLE OF PROPERLY MIXING AT THE POINT AND TIME OF APPLICATION. THE MATERIAL SHALL BE MIXED IN THE RATIO STATED IN THE DURA-STRIPE SPECIFICATIONS FOR THE TYPE IN USE. ROADWAY SURFACE TEMPERATURES SHALL BE IN THE RANGE OF 25° TO 105° FAHRENHEIT.

SPECIAL PROVISIONS

MATERIAL

REFLECTIVE PAVEMENT MARKERS SHALL BE OF THE PRISMATIC REFLECTOR TYPE (3M MODEL 291-2Y YELLOW, 290-W WHITE OR EQUAL) AS OUTLINED IN SECTION 85-1.05 OF THE CALTRANS STANDARD SPECIFICATIONS. NON-REFLECTIVE PAVEMENT MARKERS SHALL COMPLY WITH THE REQUIREMENTS OUTLINED IN SECTION 85-1.04A OF THE LATEST EDITION OF THE CALTRANS STANDARD SPECIFICATIONS.

INSTALLATION

REFLECTIVE PAVEMENT MARKERS MUST BE NEW AND INSTALLED PER THE APPROVED PLAN. INSTALLATION OF REFLECTIVE PAVEMENT MARKERS SHALL BE ACCOMPLISHED WITH THE USE OF A BITUMINOUS TYPE HOT-MELT ADHESIVE SUITABLE FOR BONDING CERAMIC AND PLASTIC MARKERS TO PORTLAND CEMENT, ASPHALTIC CONCRETE AND CHIP-SEALED ROAD SURFACES. THE COMPOSITION OF THE MATERIAL MUST BE SUCH THAT ITS PROPERTIES WILL NOT DETERIORATE WHEN HEATED TO AND APPLIED AT TEMPERATURES UP TO 425 F. USING EITHER AIR OR OIL JACKETED MELTERS.

REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED ON A LOCATION ESTABLISHED BY THE APPLICABLE CALTRANS STRIPING DETAIL NOTED ON THE APPROVED STRIPING PLAN.

REMOVALS

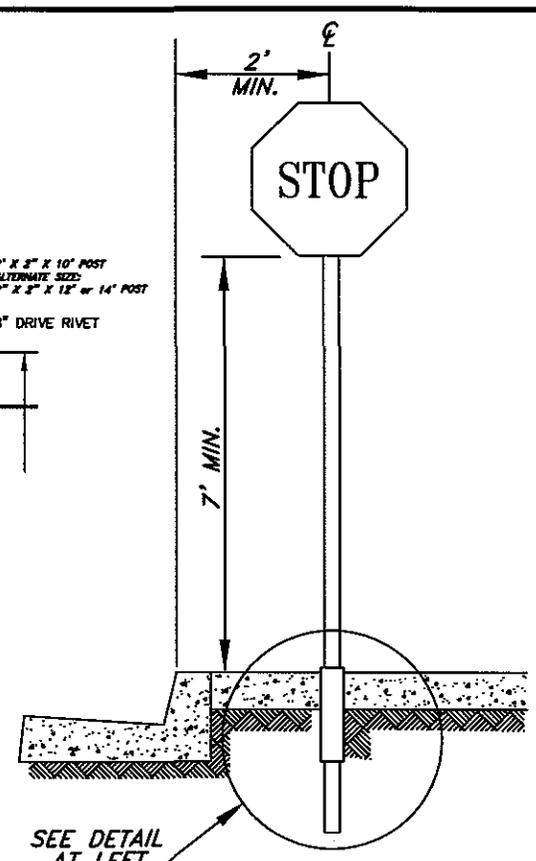
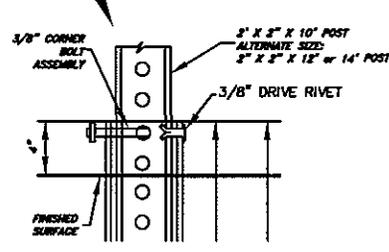
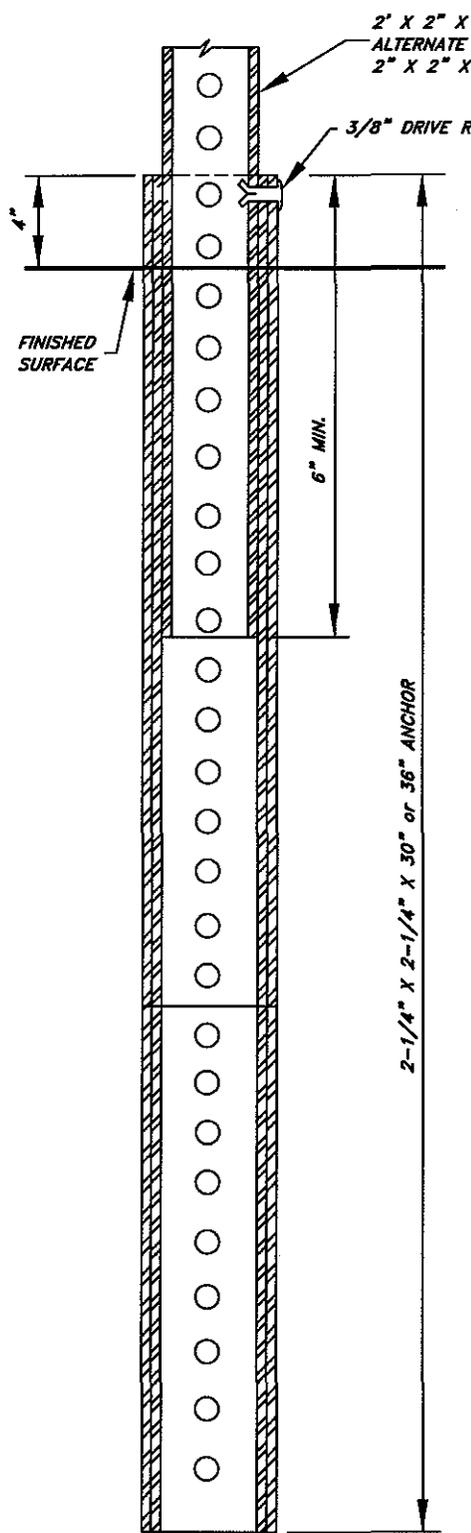
EXISTING REFLECTIVE PAVEMENT MARKERS THAT DO NOT CONFORM TO THE APPROVED PLAN SHALL BE REMOVED BY THE CONTRACTOR PRIOR TO ANY CATTRACKING OR OTHER WORK RELATED TO THE TRAFFIC STRIPING.

REVISION		ENGINEERING	DATE 07/09
DATE	APPROVED		
		APPROVED BY	
		<i>Ken A. Sennich</i>	08/31/2009
		CITY ENGINEER	DATE

CITY OF LAKE ELSINORE
PREPARED BY PUBLIC WORKS

**STREET STRIPING AND PAVEMENT LEGEND
STANDARDS AND SPECIFICATIONS**

NO.
405B

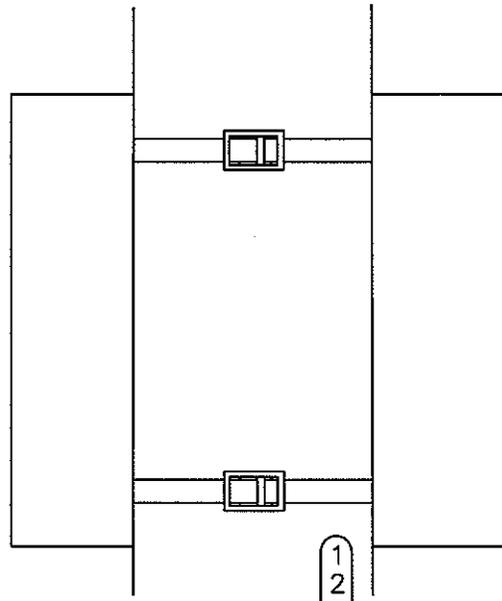
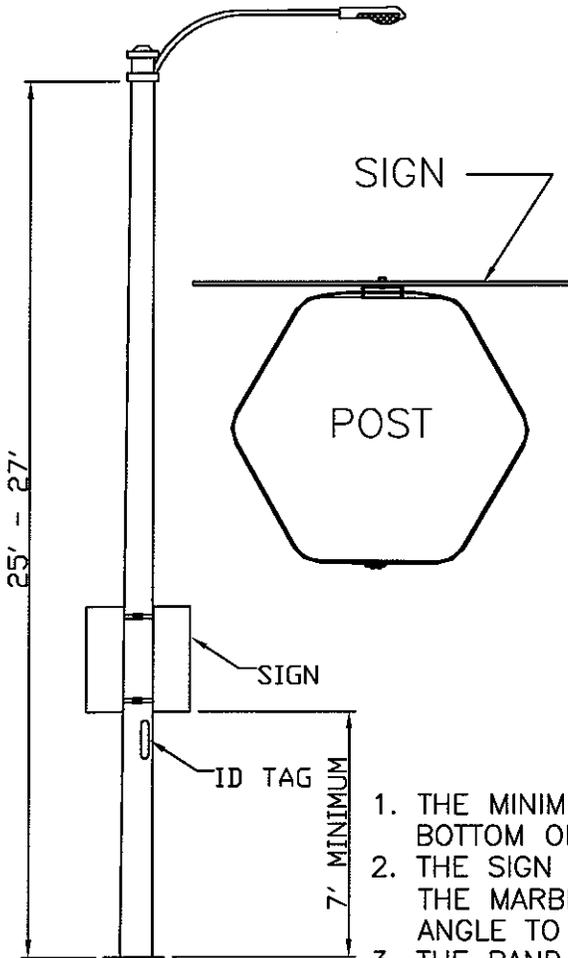


NOTES:

- 1.) STOP SIGNS ARE REQUIRED FOR TRAFFIC CONTROL ON ALL LOCAL STREETS INTERSECTING WITH DESIGNATED "THROUGH STREETS" EXCEPT WHERE CONTROL IS BY A TRAFFIC SIGNAL SYSTEM OR WHERE APPROVED BY THE CITY ENGINEER.
- 2.) STOP SIGNS SHALL BE INSTALLED PER THE ABOVE DRAWINGS.
- 3.) STOP BARS AND "STOP" LEGEND SHALL BE PAINTED IN CONJUNCTION WITH ALL STOP SIGNS
- 4.) THE POST AND ANCHOR SHALL BE MADE OF HOT DIPPED GALVANIZED STEEL SQUARE TUBE BY UNISTRUT OR EQUAL APPROVED IN WRITING PRIOR TO INSTALLATION. ALL SIGN POSTS ARE TO BE 2" TELESAR SQUARE TUBE WITH ANCHOR BREAKAWAY ASSEMBLY, AVAILABLE FROM UNISTRUT OR EQUAL.
- 5.) THE POST SHALL BE SECURED TO THE ANCHOR ASSEMBLY A 3/8" DRIVE RIVET ABOVE THE SURFACE. NO "BOLT-THROUGH" SECURING METHODS WILL BE ALLOWED.
- 6.) THE STOP SIGN SHALL BE 36" X 36" HIGH INTENSITY GRADE REFLECTORIZED .080 ALUMINUM

REVISION		ENGINEERING		DATE 07/09		CITY OF LAKE ELSINORE	
DATE	APPROVED	APPROVED BY					
		 CITY ENGINEER		08/31/2009 DATE		STOP SIGN INSTALLATION	

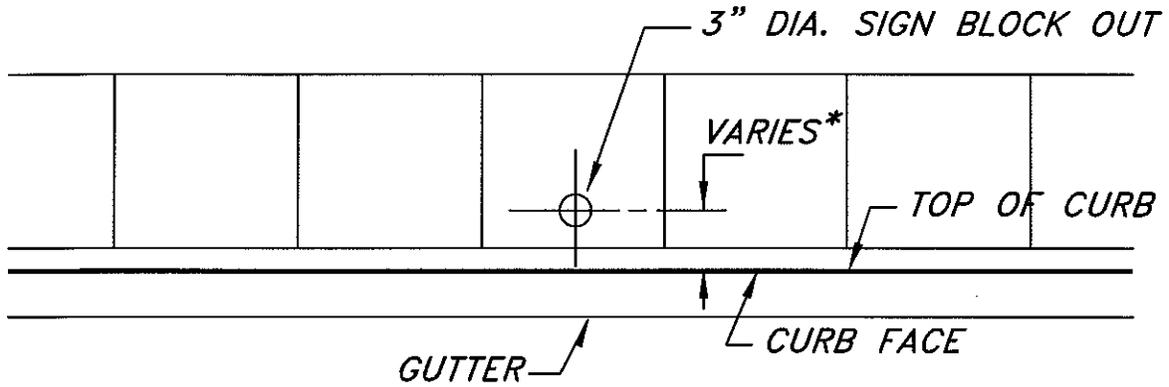
- BAND-IT - C406 OR EQUAL. 316 STAINLESS STEEL
3/4" OR 19.05mm WIDTH
.030" OR .76mm THICKNESS
- BRACKET - BAND-IT, D001 OR EQUAL. 1 BOLT
STRAIGHT LEG STAINLESS STEEL.
- BUCKLES - BAND-IT, C456 OR EQUAL. EAR LOCKED
316 STAINLESS STEEL 3/4" OR 19.05mm.
- BOLTS - 1" X 5/16" COARSE THREAD STAINLESS STEEL.
- WASHERS - ALL SIGNS SHALL BE INSTALLED WITH 5/16" ZINC
COATED WASHERS LARGER THAN THE HEAD OF THE BOLT.
ANY SIGN 24" OR LARGER SHALL BE INSTALLED WITH
WASHERS NO LESS THAN 1" OUTSIDE DIAMETER
ANY SIGN 30" OR LARGER SHALL BE INSTALLED WITH
WASHERS NO LESS THAN 1-1/2" OUTSIDE DIAMETER
(FENDER WASHER).



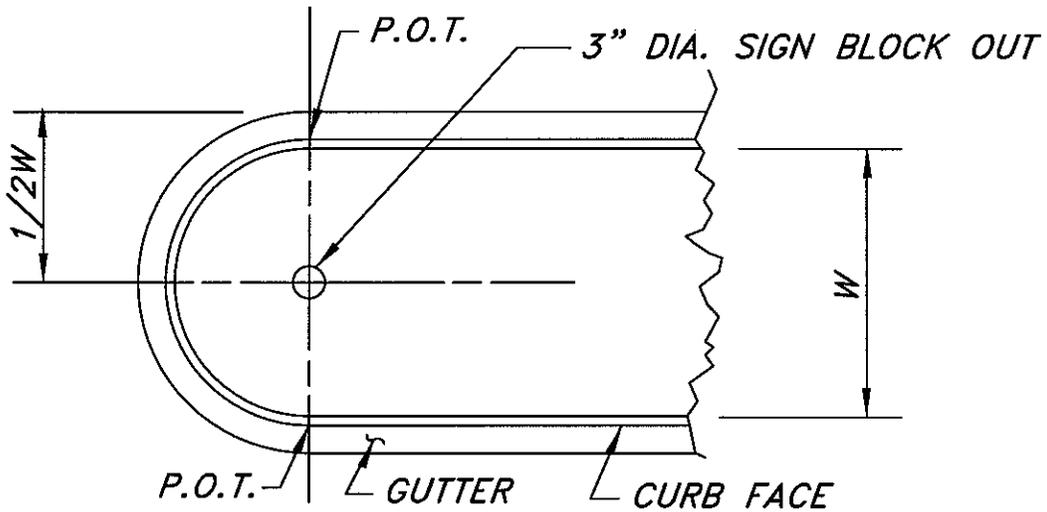
NOTES

1. THE MINIMUM VERTICAL CLEARANCE SHALL BE 7' TO THE BOTTOM OF THE LOWEST SIGN ON THE MARBELITE.
2. THE SIGN SHALL BE BANDED TO THE FLAT SURFACE OF THE MARBELITE THAT BEST ACCOMMODATES A 90 DEGREE ANGLE TO ON COMING TRAFFIC UNLESS OTHERWISE SPECIFIED.
3. THE BAND SHALL BE TIGHTENED TO A POINT AT WHICH IT DOES NOT BREAK, YET PREVENTS MOVEMENT BY HAND OF THE SIGN, BAND, OR BRACKET.
4. ALL SIGNS BEING BANDED TO MARBELITES SHALL HAVE NO LESS THAN 2 BANDS (UPPER AND LOWER). ANY SIGN LARGER THAN 36" SHALL HAVE NO LESS THAN 3 BANDS (UPPER, LOWER, AND MIDDLE).
5. UNDER NO CIRCUMSTANCES SHALL THE BANDS COVER THE IDENTIFICATION TAG ON THE MARBELITE.

REVISION		ENGINEERING	DATE 07/09	CITY OF LAKE ELSINORE PREPARED BY PUBLIC WORKS	
DATE	APPROVED	APPROVED BY			
		 CITY ENGINEER		MARBELITE SIGN INSTALLATION	
		08/31/2009 DATE			



SIDEWALK LOCATION



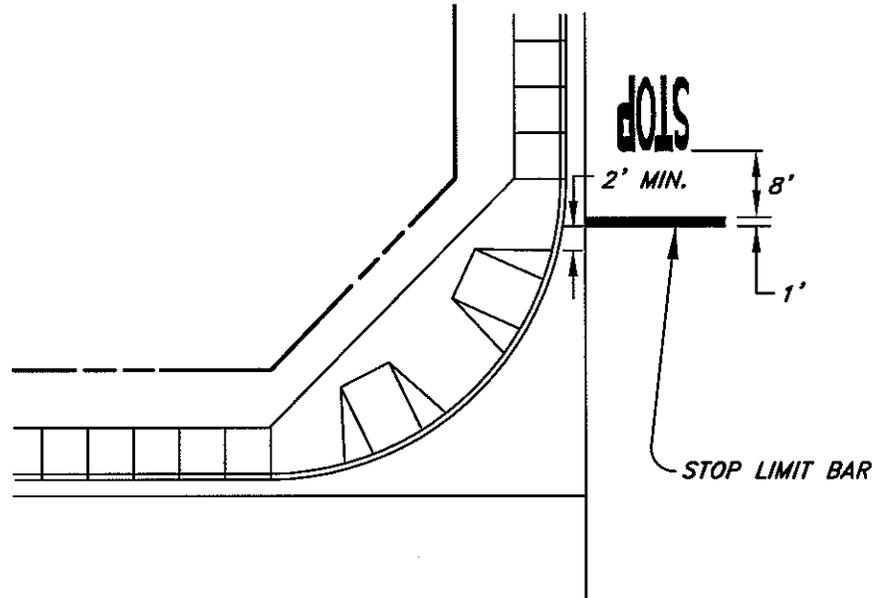
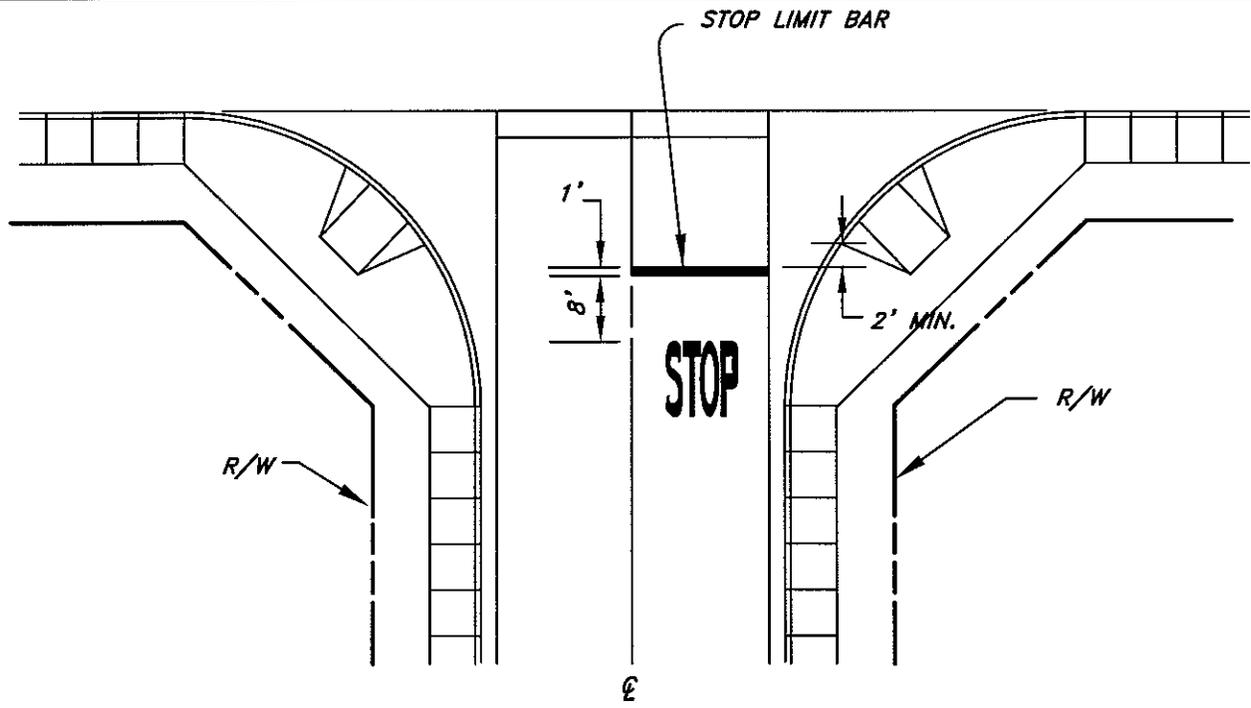
MEDIAN LOCATION

NOTE:

1. SIGN POST BLOCK OUTS SHALL BE USED FOR ANY SIGN IN CONCRETE.

*DISTANCE DETERMINED BY WIDTH OF SIGN.

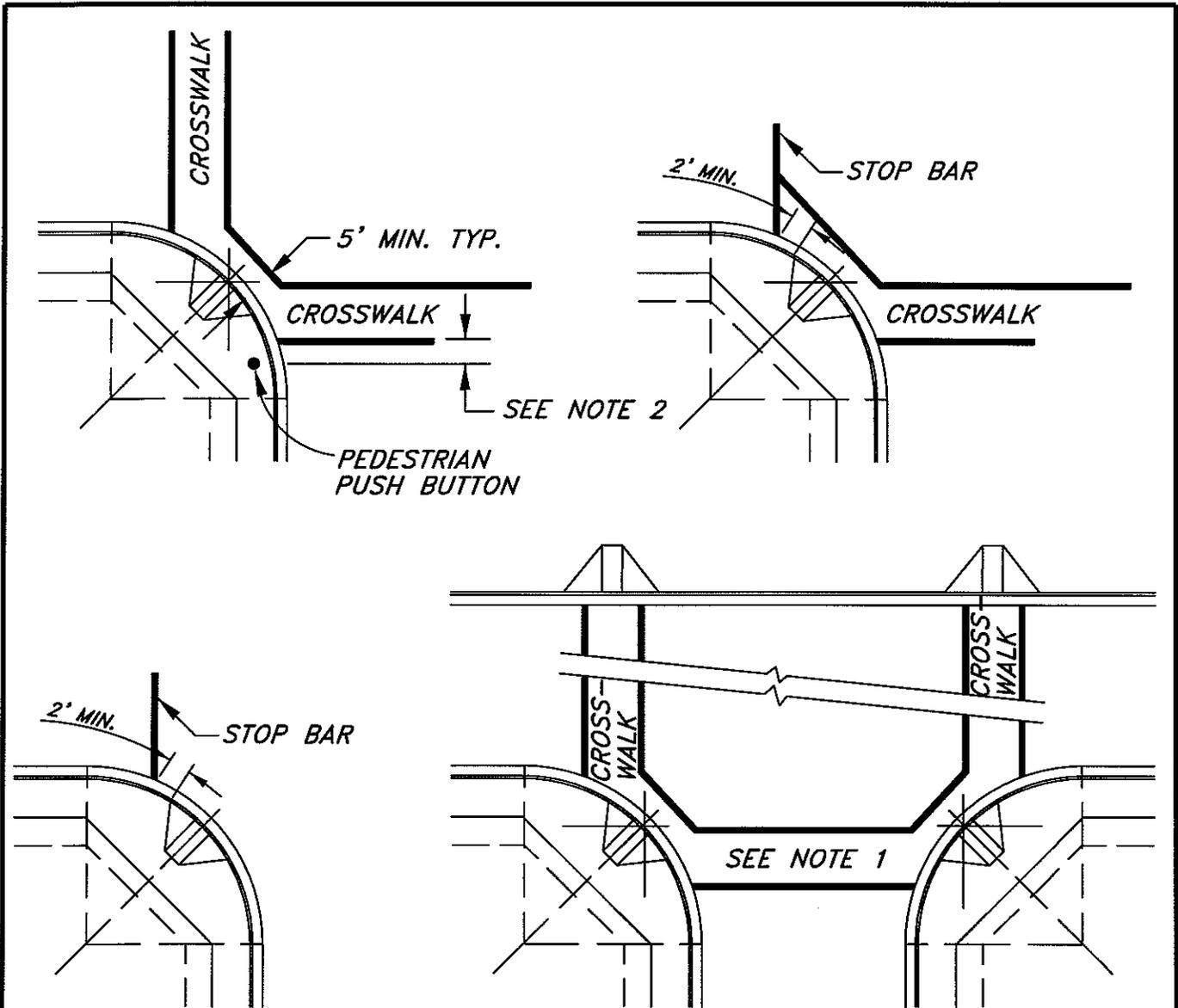
REVISION		ENGINEERING	DATE 07/09	CITY OF LAKE ELSINORE PREPARED BY PUBLIC WORKS	
DATE	APPROVED	APPROVED BY			
		 CITY ENGINEER		SIGN POST BLOCK OUT	NO. 409
		08/31/2009 DATE			



NOTES:

- 1.) ALL LETTERS WILL BE IN CONFORMANCE WITH THE CALTRANS STANDARD FOR PAVEMENT MARKINGS WORDS (LATEST EDITION).
- 2.) ONE STOP LEGEND SHALL BE INSTALLED IN CENTER OF EACH TRAVEL LANE.
- 3.) STOP LIMIT BAR AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, STOP LIMIT BAR PLACED TO THE EDGE OF A.C. PAVEMENT.

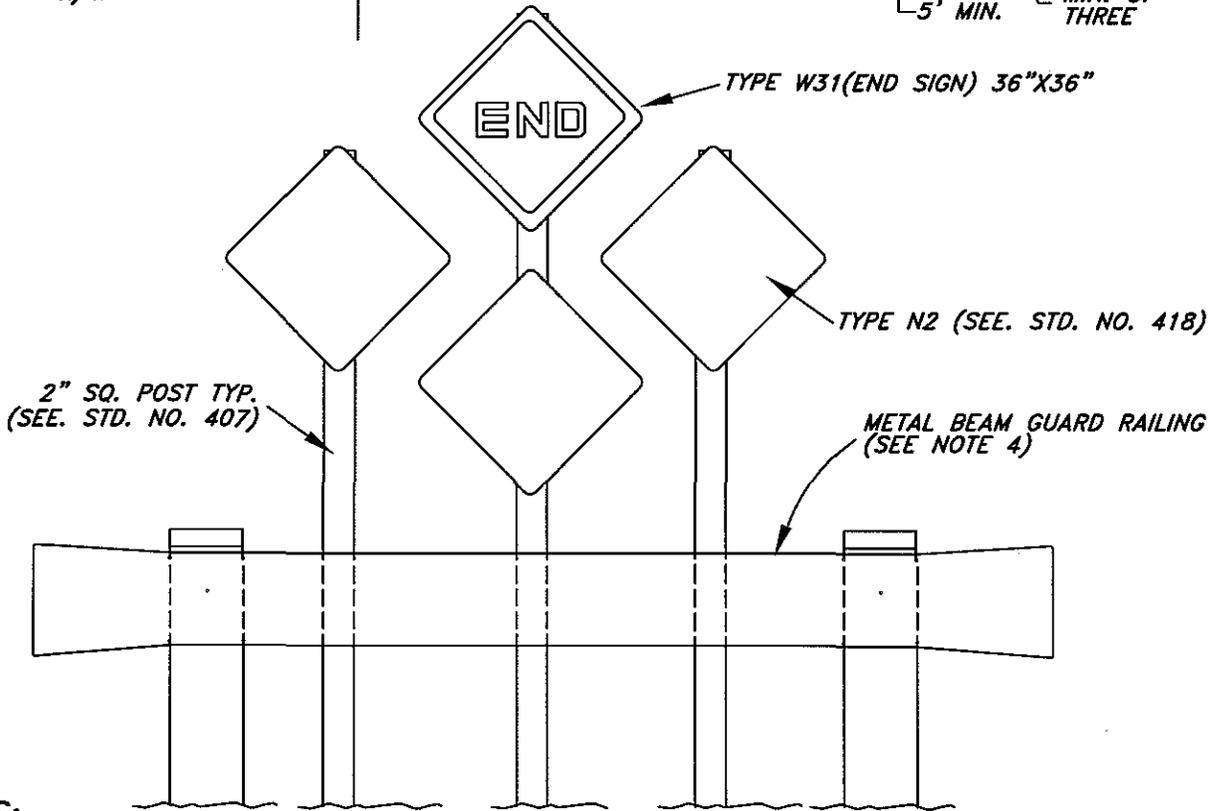
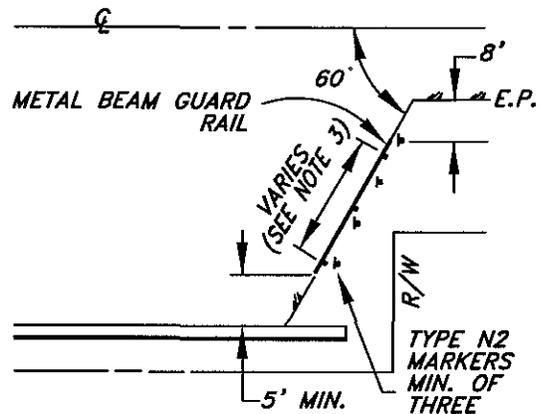
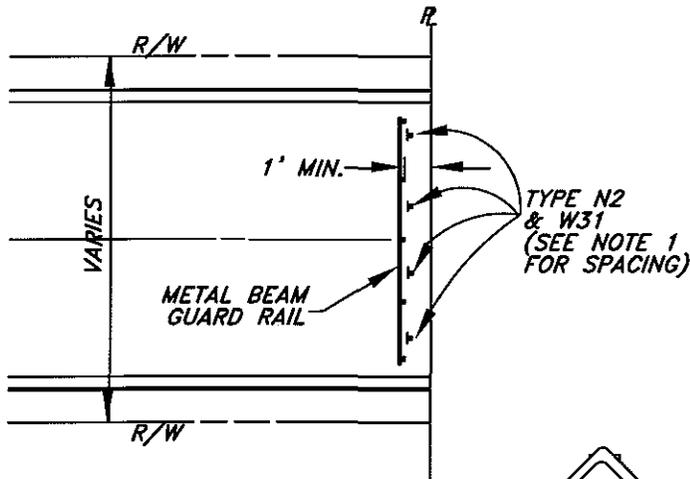
REVISION	ENGINEERING	DATE 07/09	CITY OF LAKE ELSINORE	
DATE	APPROVED		PREPARED BY PUBLIC WORKS	
	APPROVED BY		STOP BAR LEGEND	NO.
	<i>Karl Semala</i>	08/31/2009	PLACEMENT	410
	CITY ENGINEER	DATE		



NOTES:

- 1.) CROSSWALK WIDTHS:
10' (INSIDE TO INSIDE) CROSSWALK FOR ROAD WIDTH 44' OR LESS.
- 2.) PEDESTRIAN PUSH BUTTON SHOULD BE LOCATED NOT MORE THAN 5' FROM CROSSWALK. SEPARATE PUSH BUTTON POSTS SHOULD BE USED WHEN THE SIGNAL POLES ARE MORE THAN 5' FROM CROSSWALK.
- 3.) STOP BAR AND CROSSWALK SHALL BE THERMOPLASTIC, LOCATION TO BE DETERMINED IN FIELD.
- 4.) THE ENGINEER WILL DETERMINE CROSSWALK LOCATIONS THAT VARY FROM THIS STANDARD.

REVISION		ENGINEERING	DATE 07/09	CITY OF LAKE ELSINORE PREPARED BY PUBLIC WORKS	
DATE	APPROVED	APPROVED BY			
		 CITY ENGINEER		08/31/2009 DATE	CROSSWALK LOCATION NO. 411



NOTES:

- 1.) THREE TYPE N2 AND ONE W31 (END SIGN) SHALL BE PLACED AT THE END OF EACH ROADWAY AS SHOWN ON THIS STANDARD DRAWING, AND ONLY AT THE DIRECTION OF THE CITY ENGINEER.
- 2.) TYPE N2 SIGNS OR TYPE W31 (END SIGNS) SHALL BE PLACED AS SHOWN WITH REFLECTIVE FACE IN DIRECT LINE OF SIGHT FOR APPROACHING MOTORIST.
- 3.) LENGTH OF METAL BEAM GUARD RAILING SHALL BE IN MULTIPLES OF 12'-6", PLUS 1'-9" FOR EACH END PIECE.
- 4.) SEE STANDARD DRAWING NUMBER 413B FOR METAL BEAM GUARD RAILING DETAILS.
- 5.) SHALL BE USED ONLY WITH THE APPROVAL BY CITY TRAFFIC ENGINEER.

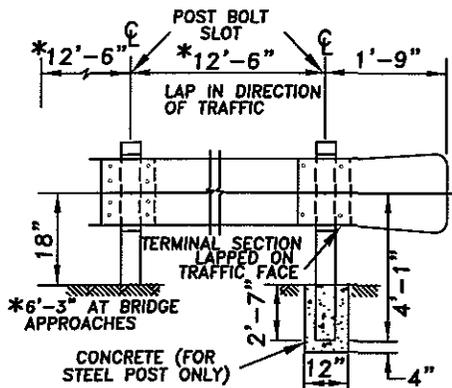
REVISION		ENGINEERING	DATE 07/09
DATE	APPROVED	APPROVED BY	
		 CITY ENGINEER	
			08/31/2009 DATE

CITY OF LAKE ELSINORE

PREPARED BY PUBLIC WORKS

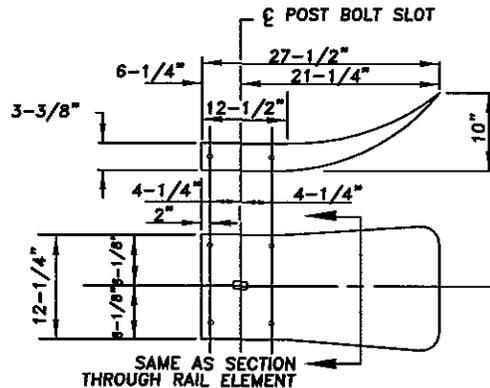
METAL BEAM GUARD RAILING

1 OF 2
NO.
413A

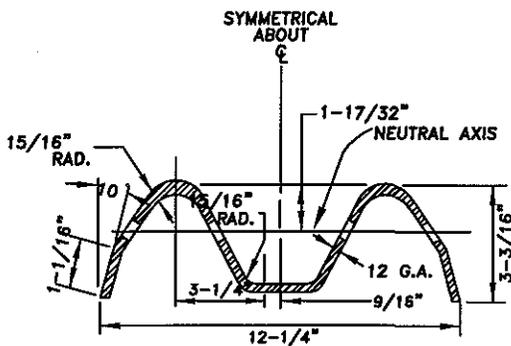


INSTALLATION

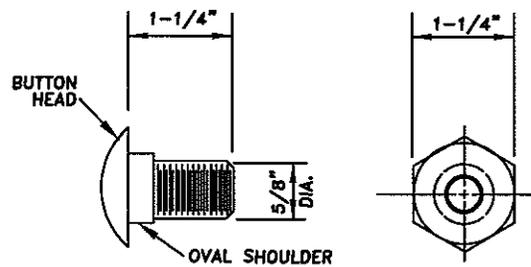
NOTE: GUARD RAILING FLARES AT BRIDGE APPROACHES SHALL HAVE A MINIMUM RADIUS OF 150'.



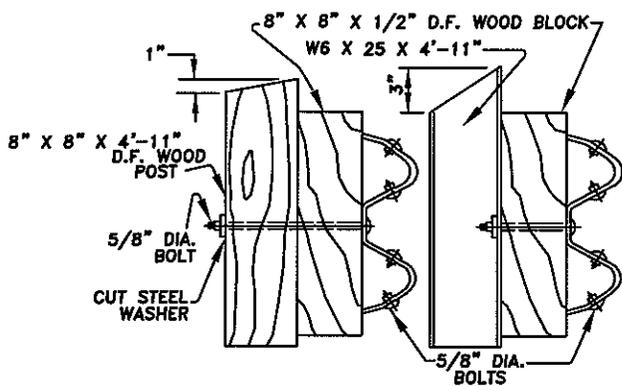
TERMINAL SECTION



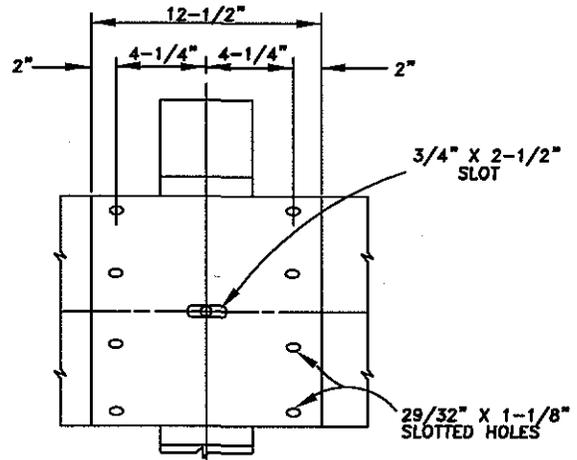
SECTION THROUGH RAIL ELEMENT



SPLICE BOLT AND NUT
POST BOLT: SIMILAR EXCEPT LENGTH



ARRANGEMENT OF POSTS



RAIL SPLICE

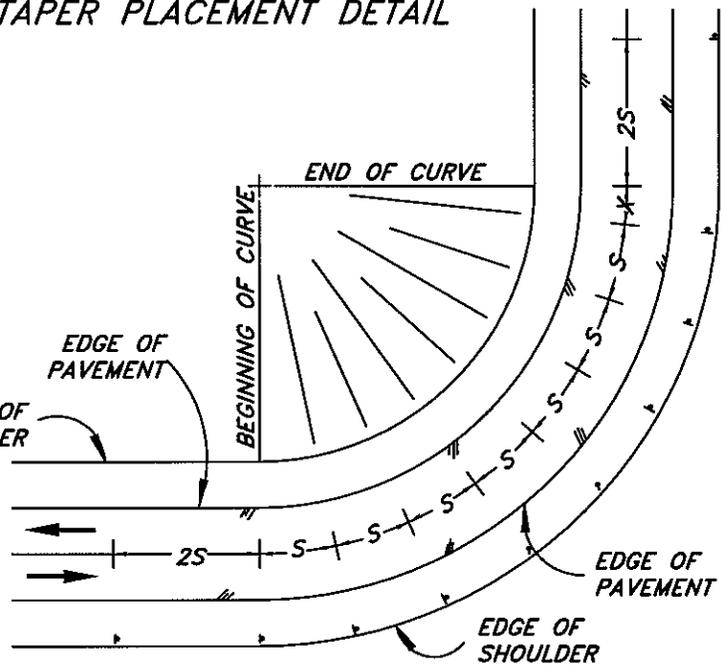
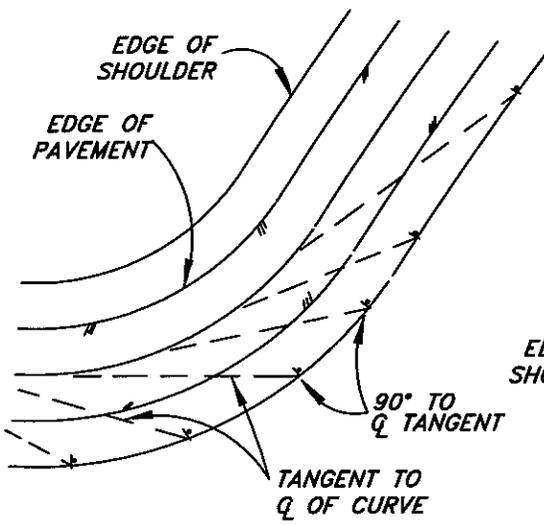
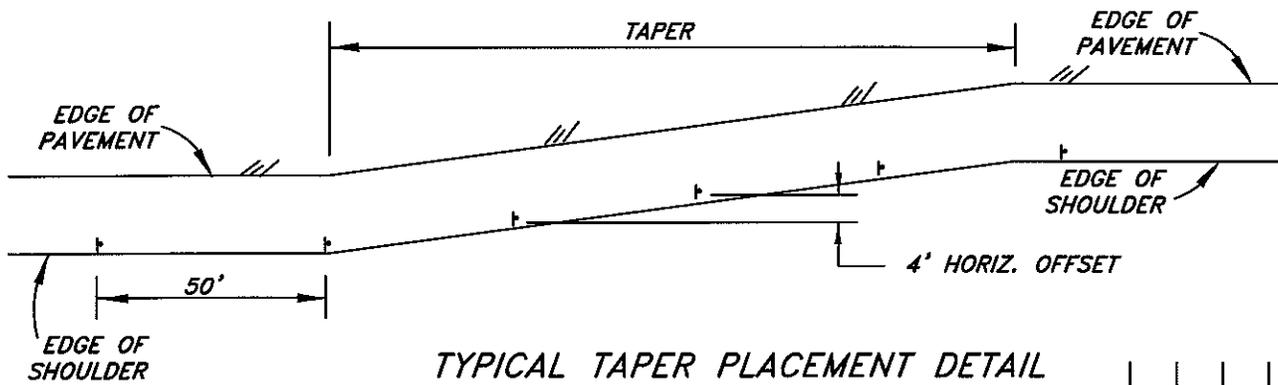
REVISION	ENGINEERING	DATE 07/09
DATE APPROVED	APPROVED BY	
	<i>Karl Sanchez</i>	08/31/2009
	CITY ENGINEER	DATE

CITY OF LAKE ELSINORE

PREPARED BY PUBLIC WORKS

METAL BEAM GUARD RAILING NOTES

2 OF 2
NO.
413B



CURVE PLACEMENT DETAIL

SPACING DETAIL

TABLE 1

R in feet	S in feet
50'	20'
75'	20'
100'	25'
150'	30'
200'	35'
300'	50'
400'	55'
500'	65'
600'	70'
700'	75'
800'	80'
900'	85'
1000'	90'
1200'	100'
1400'	110'
1600'	115'
1800'	125'
2000'	130'

NOTES:

1. MAXIMUM SPACING BETWEEN GUIDE MARKERS = 300', MINIMUM = 20'.
2. GUIDE MARKER SPACING ON CURVES LESS THAN 2000' RADIUS SHALL CONFORM TO THE SPACING INDICATED IN TABLE 1.
3. PRORATE DISTANCE "X" AMONG ALL SPACINGS WITHIN CURVE SO LAST GUIDE MARKER FALLS AT THE END OF CURVE.

LEGEND:

S = GUIDE MARKER SPACING IN FEET. $S = 3\sqrt{R-50}$.
 R = CENTERLINE CURVE RADIUS IN FEET.
 ▴ = ALTERNATING GUIDE MARKERS TYPE L CLASS 1 AND WB1.
 X = DISTANCE REMAINING WITHIN CURVE FROM LAST CALCULATED GUIDE MARKER TO END OF CURVE.

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		DATE	

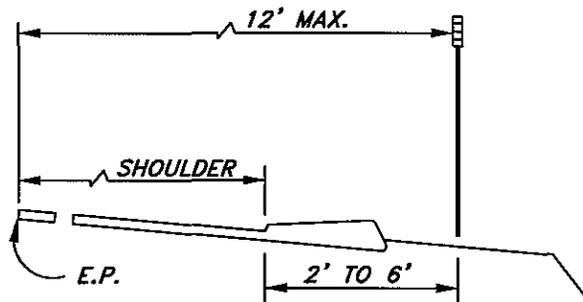
CITY OF LAKE ELSINORE	
PREPARED BY PUBLIC WORKS	
GUIDE MARKING PLACEMENT	NO. 415

TYPE	REFLECTOR COLOR	
	FRONT	BACK
E	WHITE	WHITE (SEE NOTE 1)
F	WHITE	NONE
G	YELLOW	NONE
I	YELLOW	YELLOW (SEE NOTE 1)

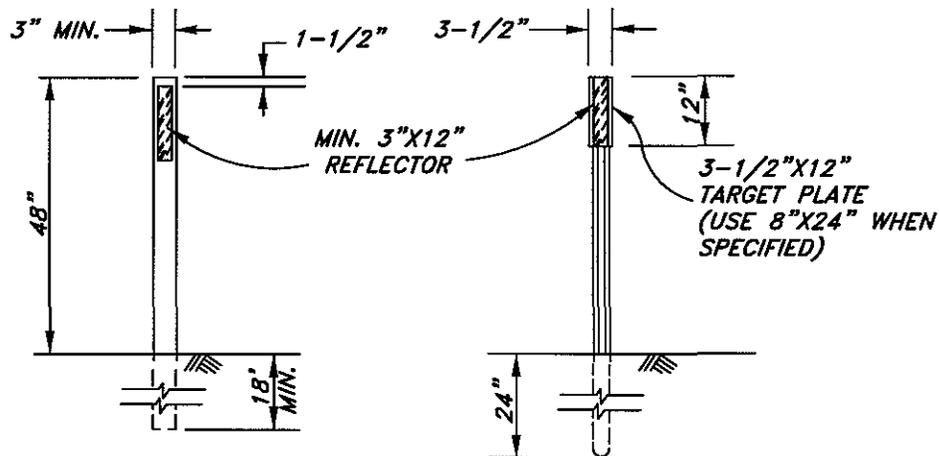
NOTES:

1. THE REFLECTOR USED ON BACK OF DELINEATOR SHALL BE ONE 3" SQUARE REFLECTIVE SHEETING ON CLASS 1 DELINEATOR AND ONE STANDARD REFLEX REFLECTOR ON CLASS 2 DELINEATOR.
2. THE TYPE OF REFLECTORIZATION AND THE CLASS OF DELINEATOR TO BE INSTALLED WILL BE DESIGNATED ON THE PLANS AS E-1, F-2, ETC.

DELINEATOR REFLECTORIZATION



DELINEATOR POSITIONING

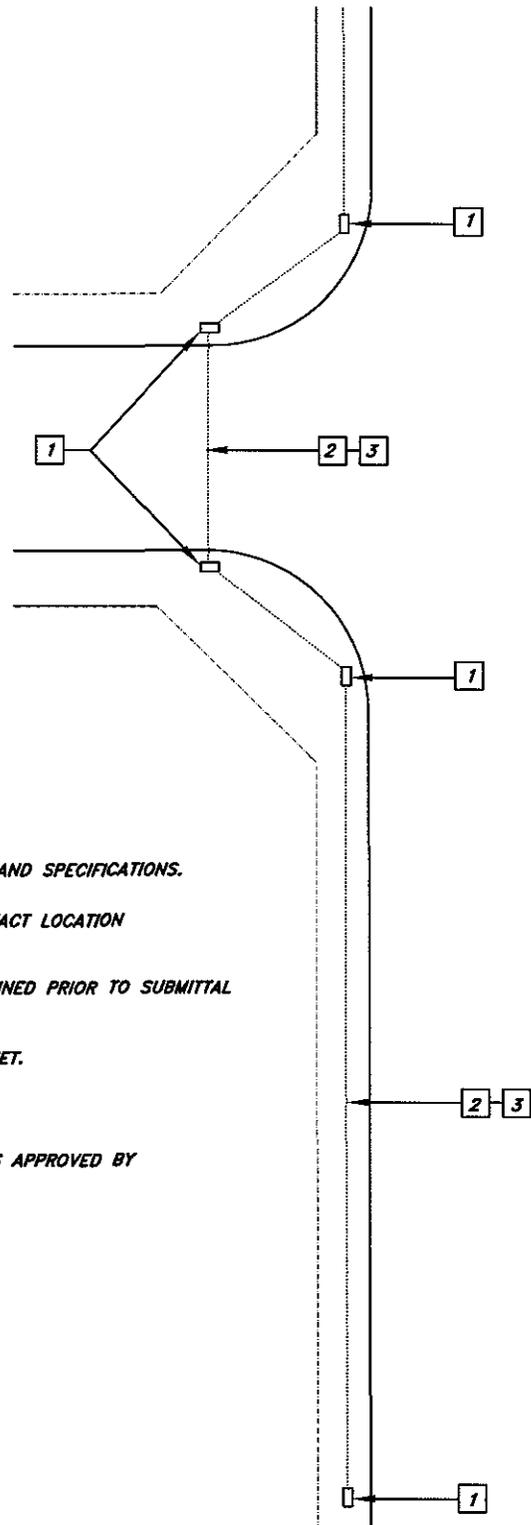


**CLASS 1
FLEXIBLE POST**

**CLASS 2
METAL POST**

DELINEATORS

<table border="1"> <thead> <tr> <th>REVISION</th> <th>DATE</th> <th>APPROVED</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REVISION	DATE	APPROVED													<p>ENGINEERING DATE 07/09</p> <p>APPROVED BY</p> <p><i>Karl Lembo</i> 08/31/2009 CITY ENGINEER DATE</p>	<p>CITY OF LAKE ELSINORE</p> <p>PREPARED BY PUBLIC WORKS</p>
REVISION	DATE	APPROVED																
<p>DELINEATORS</p>		<p>NO. 417</p>																



NOTES:

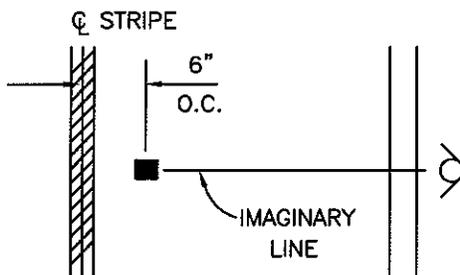
1. ALL WORK AND MATERIALS SHALL CONFORM TO CALTRANS STANDARD PLANS AND SPECIFICATIONS.
2. THE CITY TRAFFIC ENGINEER OR HIS REPRESENTATIVE SHALL APPROVE THE EXACT LOCATION OF ALL CONDUIT AND PULL BOXES.
3. THE LOCATION OF INTERCONNECT CONDUIT AND PULL BOXES WILL BE DETERMINED PRIOR TO SUBMITTAL OF THE ENGINEERING PLANS.
4. NO SPLICE INTERCONNECT EXCEPT IN THE TRAFFIC SIGNAL CONTROLLER CABINET.

- 1 FURNISH AND INSTALL NO. 6 PULL BOX. (MAX. 200' SPACING)
- 2 FURNISH AND INSTALL NEW 4" GALVINIZED RIDGED STEEL CONDUIT (GRS), AS APPROVED BY THE CITY TRAFFIC ENGINEER OR HIS REPRESENTATIVE.
- 3 FURNISH AND INSTALL 6 PAIR NO. 19 INTERCONNECT CABLE.

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DATE	APPROVED	APPROVED BY		<h3 style="margin: 0;">TRAFFIC SIGNAL INTERCONNECT DETAIL</h3> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> NO. 421 </div>	
		CITY ENGINEER			
		DATE 08/31/2009			

"BLUE DOT" TYPE 1 MARKER PLACEMENT NOTES

1. THE REFLECTIVE SIDE SHALL FACE THE FLOW OF TRAFFIC.
2. THE "BLUE DOT" SHALL BE IN LINE WITH THE FIRE HYDRANT, EXCEPT WHERE TWO (2) DOTS ARE USED FOR INTERSECTIONS.
3. A BLUE REFLECTIVE MARKER WILL BE PLACED 6" FROM THE CENTER OF THE PAINTED LINES AS PER PLACEMENT STANDARD 422B OR 422C AS APPLICABLE. IF NO TRAFFIC LINES EXIST, PLACE BLUE DOT 6" FROM CENTER OF THE STREET ON THE FIRE HYDRANT SIDE. (SEE STANDARD PLACEMENT DETAIL HEREON.)
4. IF A PAINTED TRAFFIC LIMIT LINE FOR STOP SIGNS EXISTS, PLACE THE SECOND "BLUE DOT" 2 FEET BACK FROM LINE, 6" ON CENTER FROM PAINTED TRAFFIC LIMIT LINE (SEE STANDARD 422B, "STREET INTERSECTION")
5. IF NO TRAFFIC LIMIT LINE FOR STOP SIGNS EXISTS, PLACE "BLUE DOT" IN LINE WITH SIDEWALK EDGE ON THE SIDE CLOSEST TO PROPERTY LINE, 6" ON CENTER FROM THE CENTER OF THE STREET LINE (SEE STANDARD 422B, "STREET INTERSECTION").
6. THE "BLUE DOT" SHALL BE APPLIED TO A DRY, DIRT FREE STREET AND ENOUGH ADHESIVE SHALL BE APPLIED SO THAT SOME ADHESIVE OOZES OUT AROUND THE EDGES OF THE "BLUE DOT".



UNMARKED STREETS: PLACE MARKER 6" FROM EDGE OF IMAGINARY LINE OF STREET ON HYDRANT SIDE.

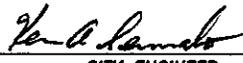
MARKED STREETS: PLACE MARKER 6" FROM CENTERLINE OF PAINTED LINE TO CENTERLINE OF MARKER ON HYDRANT SIDE.



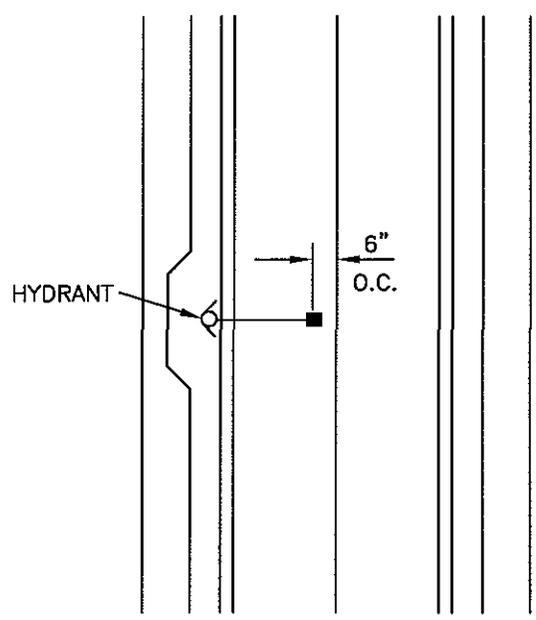
FIRE HYDRANT

■ — BLUE MARKER

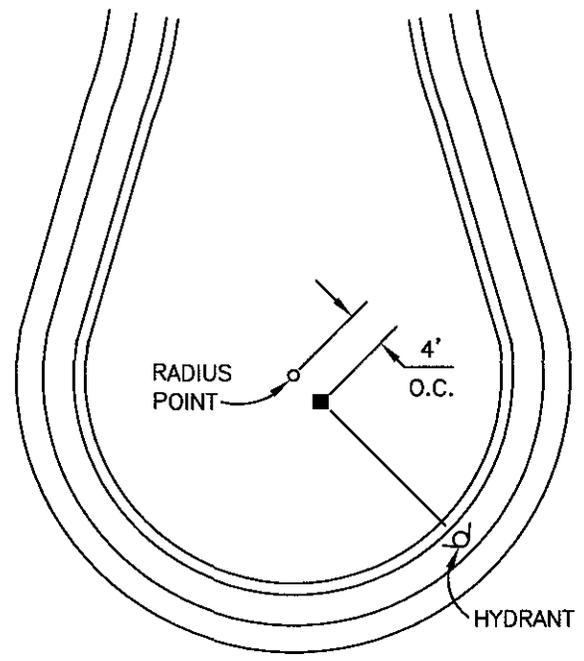
"BLUE DOT" TYPE 1 MARKER PLACEMENT

REVISION		ENGINEERING	DATE 07/09	CITY OF LAKE ELSINORE	
DATE	APPROVED	APPROVED BY		PREPARED BY PUBLIC WORKS	
		 CITY ENGINEER		"BLUE DOT" TYPE 1 MARKER PLACEMENT NOTES	
			07/31/2009 DATE	1 OF 3	NO. 422A

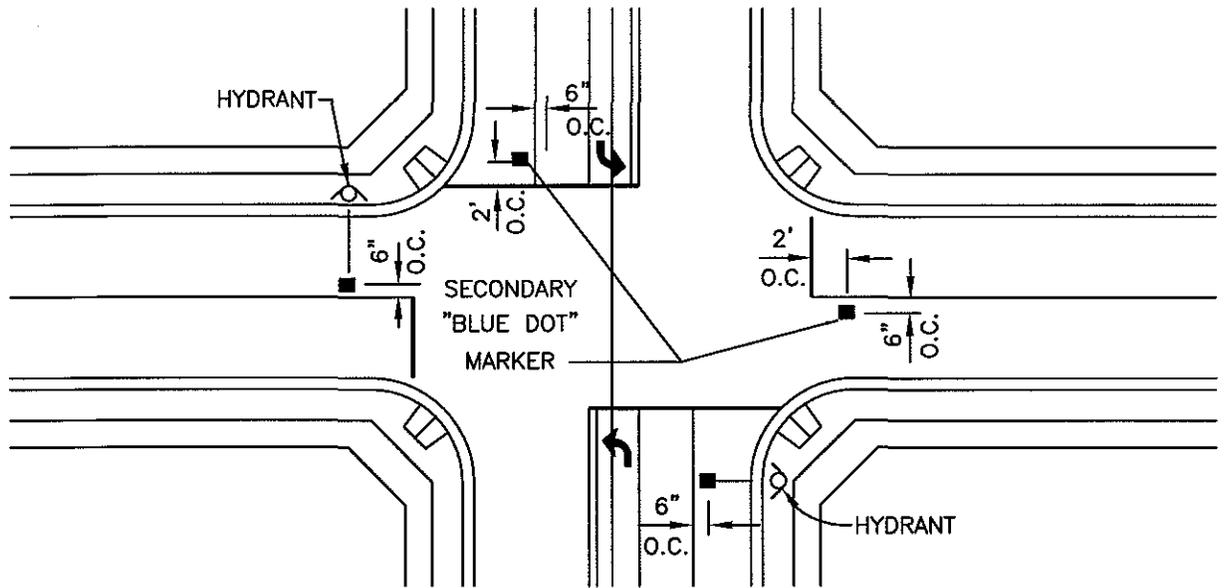
☉ STREET OR CENTER STRIPE



TWO LANE STREET



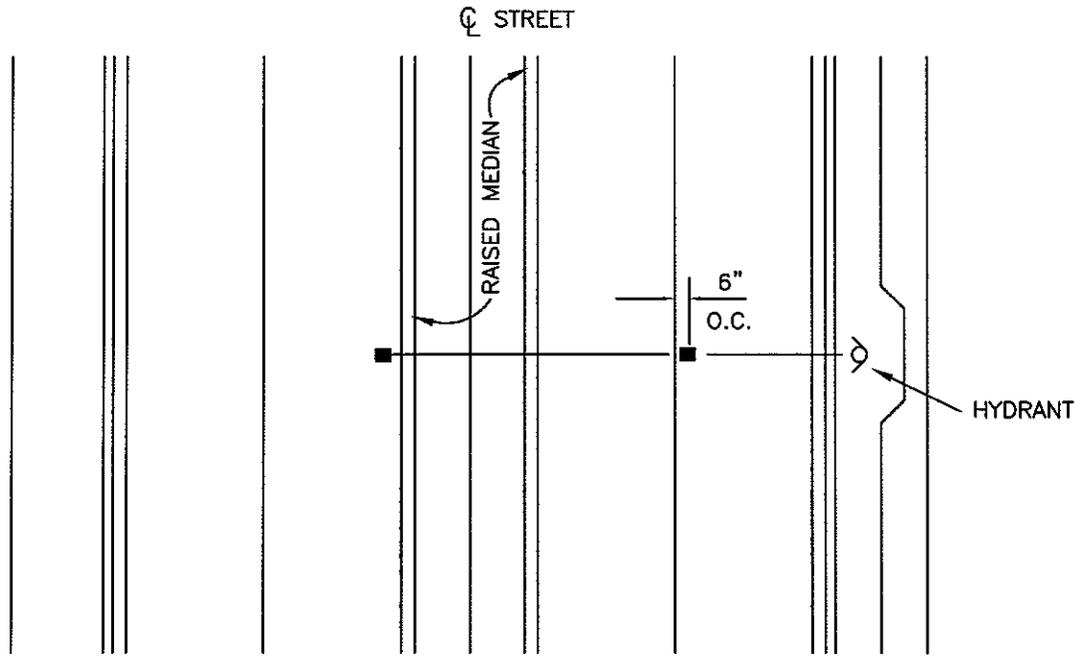
CUL-DE-SAC



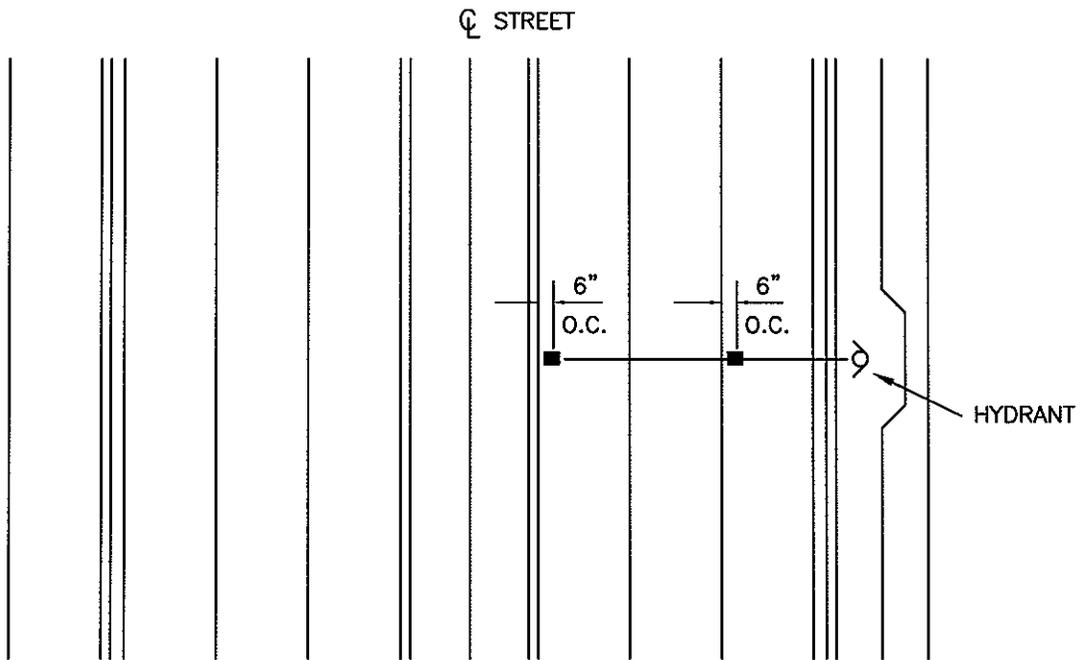
STREET INTERSECTION

NOTE: FOR NOTES REGARDING "BLUE DOT" MARKER PLACEMENT, SEE STD. PLAN 422A

<table border="1"> <tr> <th>REVISION</th> <th>DATE</th> <th>APPROVED</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		REVISION	DATE	APPROVED				<p>ENGINEERING DATE 07/09</p> <p>APPROVED BY</p> <p><i>Ken A. Samalio</i> 08/31/2009 CITY ENGINEER DATE</p>	<p>CITY OF LAKE ELSINORE</p> <p>PREPARED BY PUBLIC WORKS</p> <p>"BLUE DOT" TYPE I MARKER PLACEMENT</p> <p>STREET INTERSECTION & CUL-DE-SACS</p>	<p>2 OF 3</p> <p>NO. 422B</p>
REVISION	DATE	APPROVED								



DIVIDED STREET



STREET WITH TURN LANE

NOTE: FOR NOTES REGARDING "BLUE DOT" MARKER PLACEMENT, SEE STD. PLAN 422A

REVISION	ENGINEERING	DATE 07/09	CITY OF LAKE ELSINORE	
DATE	APPROVED		PREPARED BY PUBLIC WORKS	
			"BLUE DOT" TYPE I MARKER PLACEMENT	
	APPROVED BY		DIVIDED STREET	
	<i>Paul Sanchez</i>	08/31/2009	&	
	CITY ENGINEER	DATE	STREET WITH TURN LANE	
			3 OF 3	
			NO.	
			422C	