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
STREET
See Standard 404 for exact placement
See Standard 401 for Street Name Sign

SECONDARY
STREET
See Standard 404 for exact placement
See Standard 401 for Street Name Sign

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

PRIMARY
STREET
See Standard 404 for exact placement
See Standard 401 for Street Name Sign

SECONDARY\* STREET

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

Stop Sign
SECONDARY
STREET
See Standard 404 for exact placement
See Standard 401 for Street Name Sign

Stop Sign
SECONDARY
STREET
See Standard 404 for exact placement
See Standard 401 for Street Name Sign

KNUCKLE INTERSECTION
Locate street name sign as approved by City Engineer

SECONDARY\* STREET
See Standard 404 for exact placement
See Standard 401 for Street Name Sign

SECONDARY\* STREET

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

PRIMARY \ VS. \ SECONDARY

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.

<table>
<thead>
<tr>
<th>REVISION</th>
<th>ENGINEERING</th>
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<td>DATE</td>
<td>APPROVED</td>
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CITY OF LAKE ELSINORE
PREPARED BY PUBLIC WORKS

STREET NAME SIGN LOCATION

NO. 400A
STANDARD STREET NAME SIGN

<table>
<thead>
<tr>
<th>Lettering</th>
<th>Upper</th>
<th>Lower</th>
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<tr>
<td>Type 1</td>
<td>9&quot;</td>
<td>7&quot;</td>
</tr>
<tr>
<td></td>
<td>5.86&quot;</td>
<td>3.25&quot;</td>
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<tr>
<td>Type 2</td>
<td>6.75&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td></td>
<td>4.15&quot;</td>
<td>1.75&quot;</td>
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Type 1 include all streets on the City Of Lake Elsinore General Plan classified as Arterials, Majors, Secondaries and any other street, of type, that intersect these street classifications.

Type 2 include all streets classified as local and collector.

NOTES:
Each sign post shall accompany two street name sign blades.
See Standard No. 402 for complete street name sign specifications.
See Standard 404 for complete address and arrow placement.
See Standard 407-408 for complete sign post installation.
For Signal Mounted SNS, see city Traffic Signal Special Provisions.
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 9831) 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.
STANDARD ABBREVIATIONS

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

CITY OF LAKE ELSINORE
PREPARED BY PUBLIC WORKS

STREET NAME ABBREVIATIONS

NO. 403
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. THE PROPOSED PAVEMENT MARKINGS AS CALLED FOR IN THE STRIPING PLANS. STRIPING SHALL VARY NO MORE THAN 1/2 INCH IN 50 FEET FROM THE SPECIFIED ALIGNMENT. HORIZONTAL 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 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 12-14 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 APPLIED THROUGH 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 THROUGHLY 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 WHICH 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 DILS 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-V WHITE OR EQUAL) AS OUTLINED IN SECTION 85-103 OF THE CALTRANS STANDARD SPECIFICATIONS. NON-REFLECTIVE PAVEMENT MARKERS SHALL COMPLY WITH THE REQUIREMENTS OUTLINED IN SECTION 85-104A OF THE LATEST EDITION OF THE CALTRANS STANDARD SPECIFICATIONS.

INSTALLATION

REFLECTIVE PAVEMENT MARKERS SHALL BE NEW AND INSTALLED PER THE APPROVED PLAN. INSTALLATION OF REFLECTIVE PAVEMENT MARKERS SHALL BE ACCOMPLISHED WITH THE USE OF A BITUMINOUS TYPE HOT-MIX 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

DATE

APPROVED

ENGINEERING

DATE

07/09

CITY OF LAKE ELSINORE

STREET STRIPING AND PAVEMENT LEGEND

STANDARDS AND SPECIFICATIONS

PREPARED BY PUBLIC WORKS

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" TELESPAR 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
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).

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 ONCOMING 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.
SIDEWALK LOCATION

MEDIAN LOCATION

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

*DISTANCE DETERMINED BY WIDTH OF SIGN.
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.
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.
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.
INSTALLATION
NOTE: GUARD RAILING FLARES AT BRIDGE APPROACHES SHALL HAVE A MINIMUM RADIUS OF 150'.

SECTION THROUGH RAIL ELEMENT

SECTION THROUGH RAIL ELEMENT

ARRANGEMENT OF POSTS

CITY OF LAKE ELSINORE
PREPARED BY PUBLIC WORKS
METAL BEAM GUARD RAILING NOTES

REVISION
DATE APPROVED
ENGINEERING
DATE
APPROVED BY

CITY ENGINEER
08/31/2009
DATE

413B
TYPICAL TAPER PLACEMENT DETAIL

CURVE PLACEMENT DETAIL

<table>
<thead>
<tr>
<th>R in feet</th>
<th>S in feet</th>
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<tbody>
<tr>
<td>50'</td>
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<tr>
<td>2000'</td>
<td>130'</td>
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SPACING DETAIL

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 I AND W81.
X = DISTANCE REMAINING WITHIN CURVE FROM LAST CALCULATED GUIDE MARKER TO END OF CURVE.
### REFLECTOR COLOR

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<th>TYPE</th>
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<th>BACK</th>
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<tbody>
<tr>
<td>E</td>
<td>WHITE</td>
<td>WHITE (SEE NOTE 1)</td>
</tr>
<tr>
<td>F</td>
<td>WHITE</td>
<td>NONE</td>
</tr>
<tr>
<td>G</td>
<td>YELLOW</td>
<td>NONE</td>
</tr>
<tr>
<td>I</td>
<td>YELLOW</td>
<td>YELLOW (SEE NOTE 1)</td>
</tr>
</tbody>
</table>

### 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

![Diagram of Delineator Reflectors]

### DELINEATOR POSITIONING

![Diagram of Delineator Positioning]

### CLASS 1
FLEXIBLE POST

### CLASS 2
METAL POST

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CITY OF LAKE ELSINORE
PREPARED BY PUBLIC WORKS

DELINEATORS

NO. 417
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" GALVANIZED RIDGED STEEL CONDUIT (GRS), AS APPROVED BY THE CITY TRAFFIC ENGINEER OR HIS REPRESENTATIVE.

3 FURNISH AND INSTALL 6 PAIR NO. 19 INTERCONNECT CABLE.
"BLUE DOT" TYPE I 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

CITY OF LAKE ELSINORE
PREPARED BY PUBLIC WORKS

"BLUE DOT" TYPE I MARKER PLACEMENT NOTES

REVISED
DATE APPROVED
ENGINEERING
DATE

CITY ENGINEER
DATE

1 OF 3
NO. 422A
NOTE: FOR NOTES REGARDING "BLUE DOT" MARKER PLACEMENT, SEE STD. PLAN 422A
STREET WITH TURN LANE

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

CITY OF LAKE ELSINORE
PREPARED BY PUBLIC WORKS

"BLUE DOT" TYPE 1 MARKER PLACEMENT
DIVIDED STREET & STREET WITH TURN LANE

3 OF 3
NO. 422C