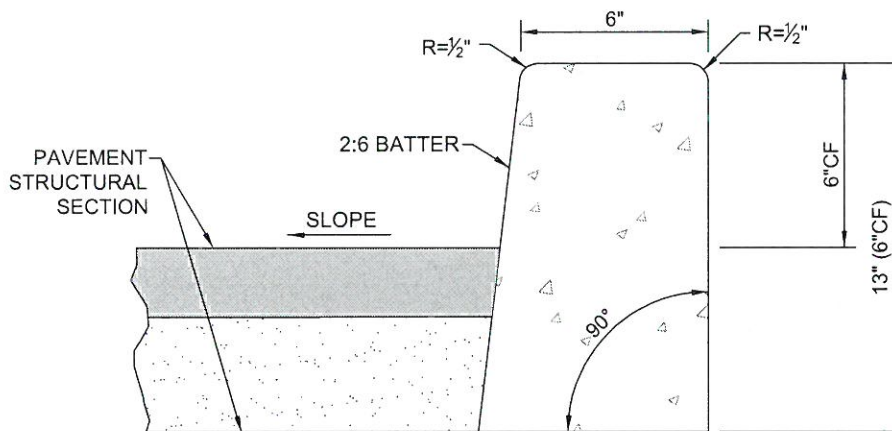


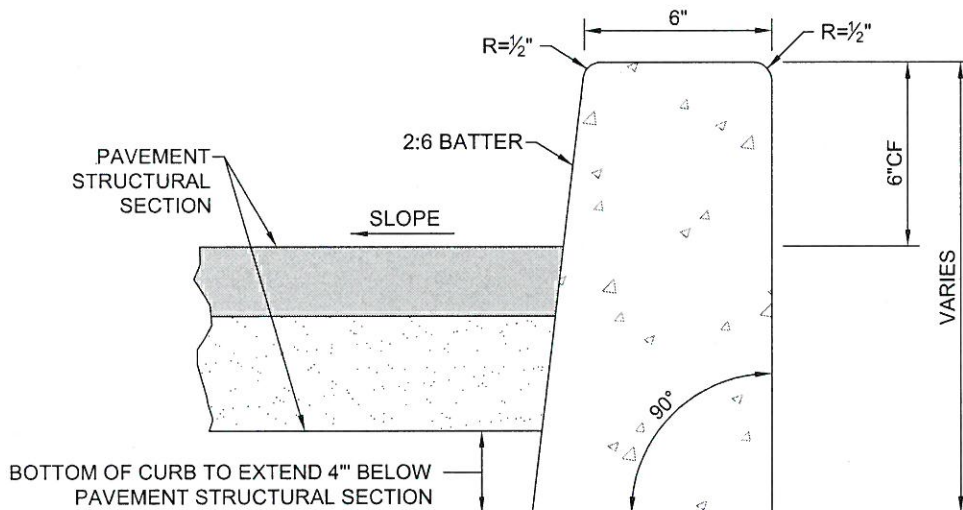
19.0 STANDARD DRAWINGS

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	6" Curb	201
	6" Curb and Gutter	202
	8" Curb and Gutter	203
	Curb End Transition	204
	Curb and Gutter Replacement	205
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	Spandrels	206B
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TYPE "A"



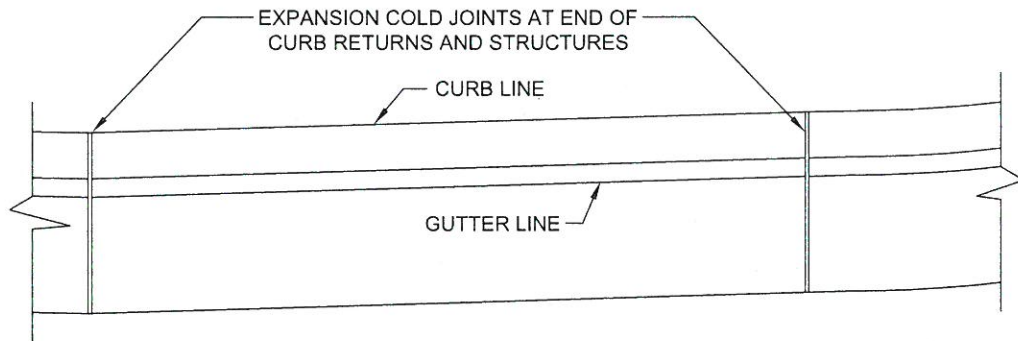
TYPE "B"
LANDSCAPED MEDIAN CURB

NOTES:

1. CURB SHALL BE CONSTRUCTED MONOLITHICALLY OF CLASS "B" (520-C-2500) CONCRETE.
2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10' INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
3. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
4. WHEN CURB IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.

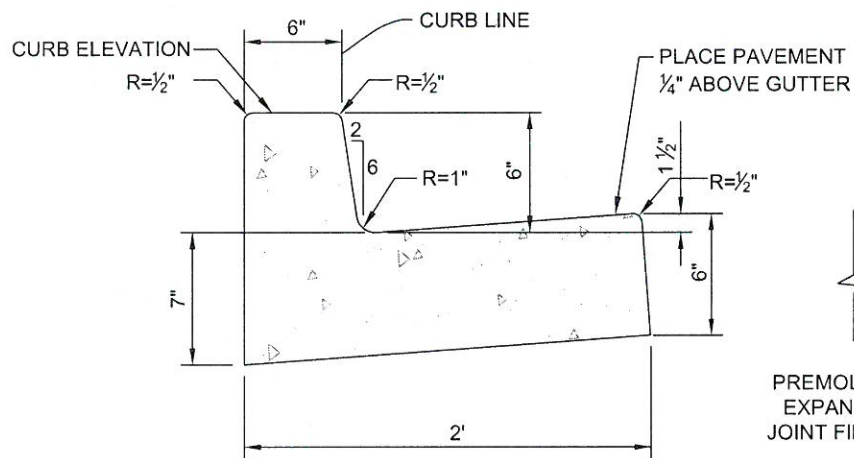
N.T.S.

Mark Revision By Date Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer				CITY OF HIGHLAND 6" CURB		Standard Drawing No. 201
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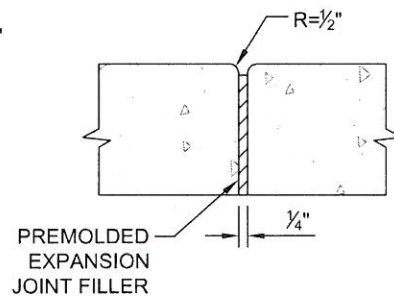


PLAN

0.0494 CUBIC YARDS PER LINEAL FOOT.
20.3 LINEAL FEET PER CUBIC YARD



SECTION



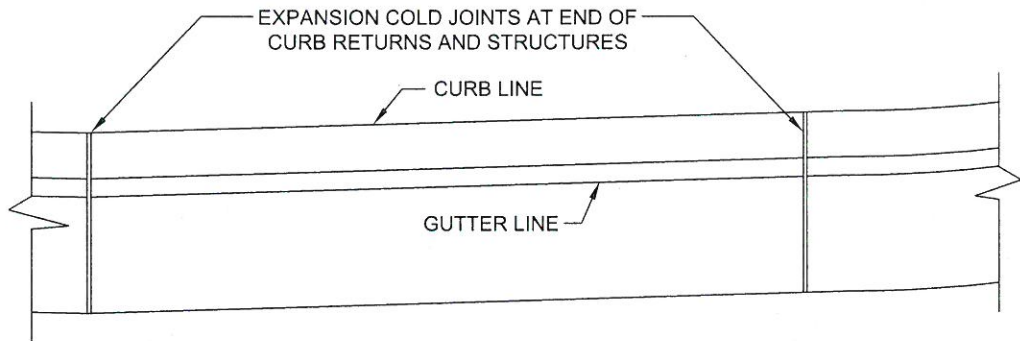
EXPANSION JOINT

NOTES:

1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF CLASS "B" (520-C-2500) CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10' INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. 4" WIDE STEEL TROWEL AT GUTTER FLOWLINE.

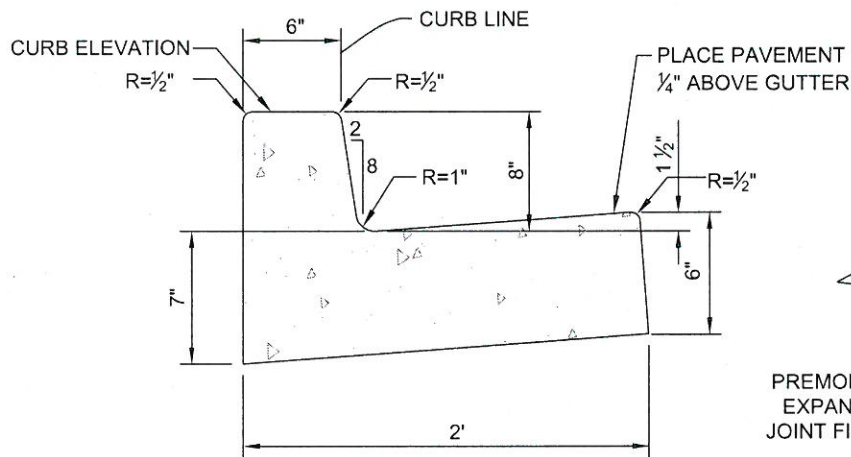
N.T.S

				CITY OF HIGHLAND	
Mark	Revision	By	Date	6" CURB AND GUTTER	
Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer					
				Standard Drawing No. 202	

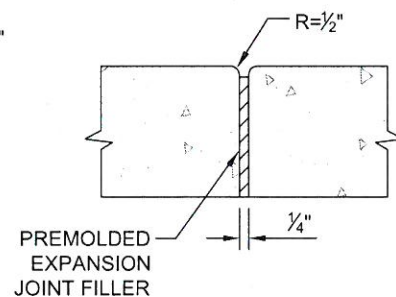


PLAN

0.0520 CUBIC YARDS PER LINEAL FOOT.
19.2 LINEAL FEET PER CUBIC YARD



SECTION



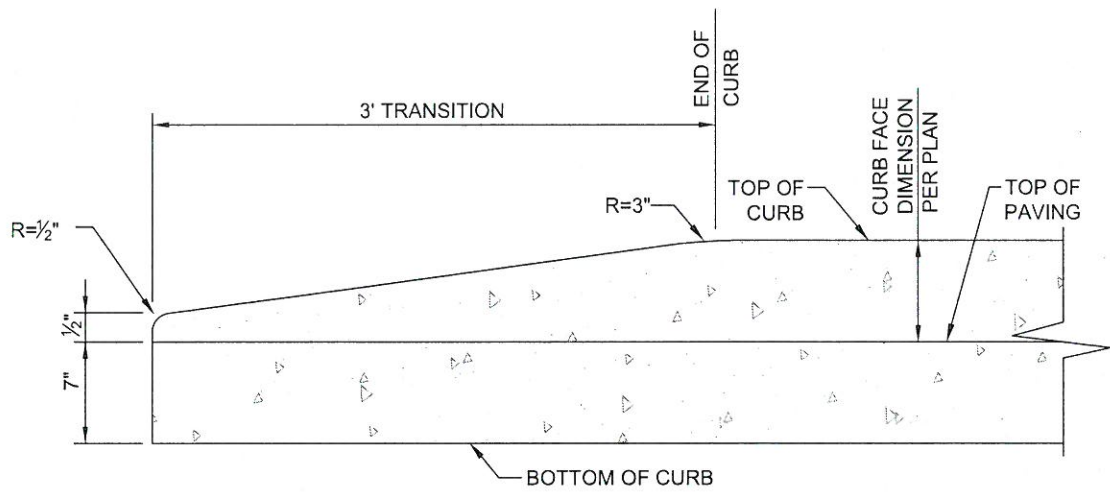
EXPANSION JOINT

NOTES:

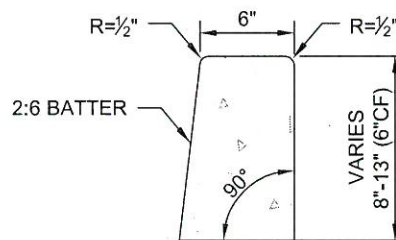
1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF CLASS "B" (520-C-2500) CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10' INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. 4" WIDE STEEL TROWEL AT GUTTER FLOWLINE.

N.T.S

				CITY OF HIGHLAND	
Mark	Revision	By	Date	8" CURB AND GUTTER	
Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer					
				Standard Drawing No. 203	



CURB TRANSITION



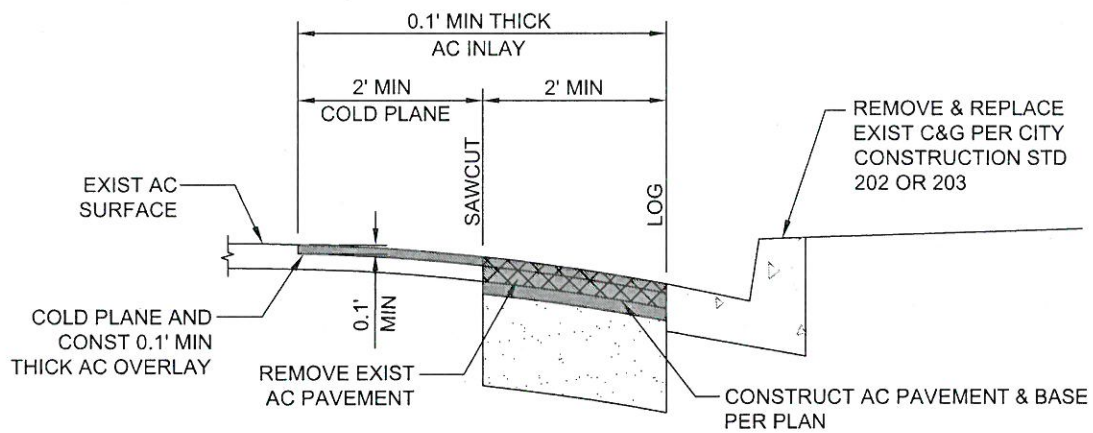
SECTION

NOTES:

1. CURB SHALL BE CONSTRUCTED MONOLITHICALLY OF CLASS "B" (520-C-2500) CONCRETE.
2. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
3. WHEN CURB IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.

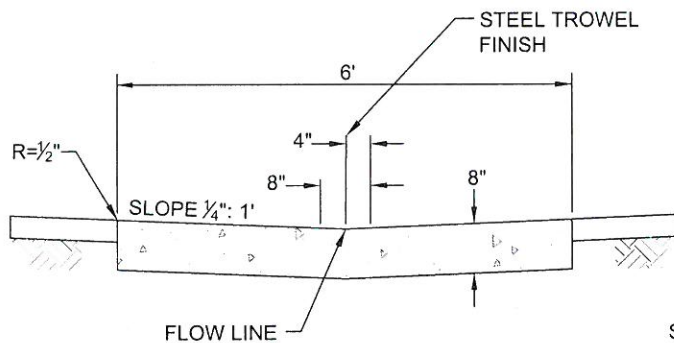
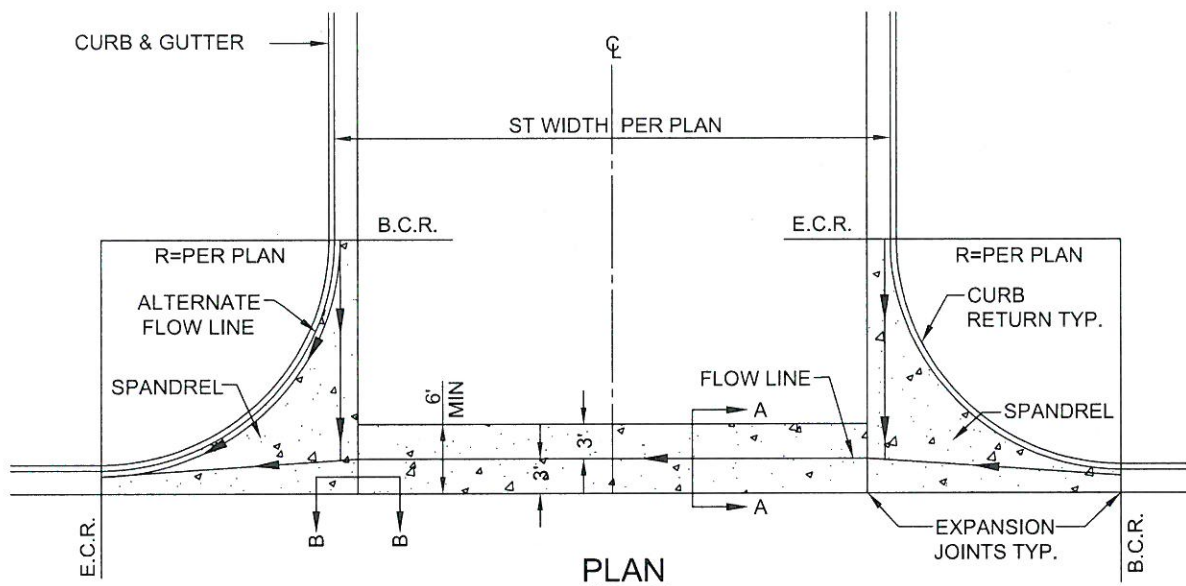
N.T.S

△				CITY OF HIGHLAND	
Mark	Revision	By	Date	CURB END TRANSITION	
Approved: <u>Ernest Wong</u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer					
				Standard Drawing No. 204	

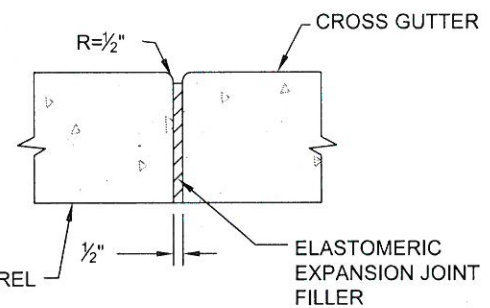


N.T.S

△ Mark Revision By Date Approved: <u><i>Ernest Wong</i></u> Ernest Wong, Public Works Director/City Engineer Date: <u>9-6-16</u>				CITY OF HIGHLAND CURB AND GUTTER REPLACEMENT		Standard Drawing No. 205
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SECTION A-A

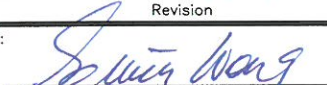


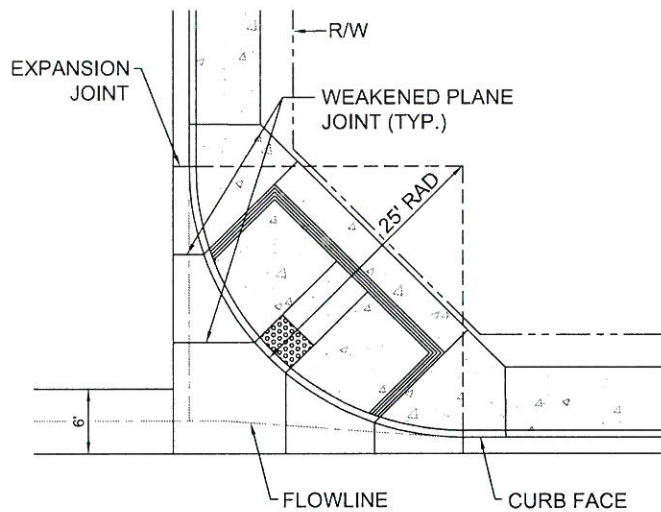
SECTION B-B

NOTES:

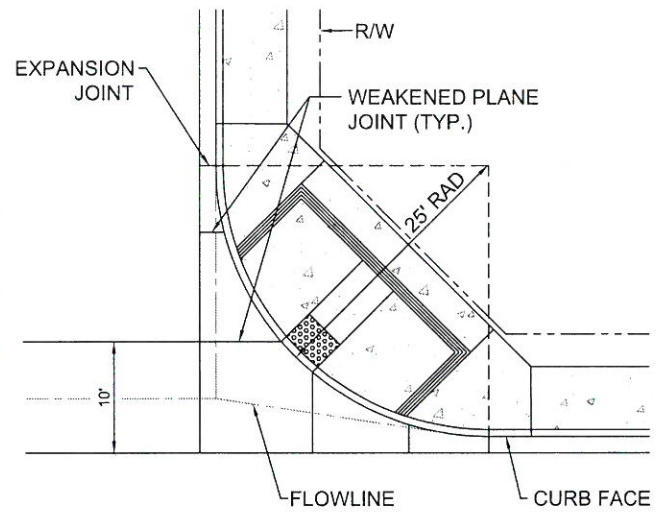
1. CROSS GUTTER SHALL BE CONSTRUCTED OF CLASS "B" (520-C-2500) CONCRETE.
2. THE STRAIGHT GRADE BETWEEN B.C.R.'S MAY BE ALTERED ON AN EXCESSIVE GRADE.
3. ABSOLUTE MINIMUM FALL AROUND OR AWAY FROM CURB RETURNS SHALL BE 1%, VARY CURB FACE IF NECESSARY.
4. SPANDREL SHALL BE 8" THICK, CLASS "B" (520-C-2500) CONCRETE, AND SHALL BE POURED MONOLITHICALLY WITH THE CURB RETURN.
6. VARIABLE CURB FACE ALLOWED FOR DRAINAGE PURPOSES.
7. WEEKEND PLANE JOINTS IN THE SPANDRELS SHALL BE AS SHOWN ON STANDARD DRAWING NO. 206B.
8. WEEKEND PLANE JOINTS IN THE CROSS GUTTER SHALL BE AT A MAXIMUM OF 10' INTERVALS.

N.T.S.

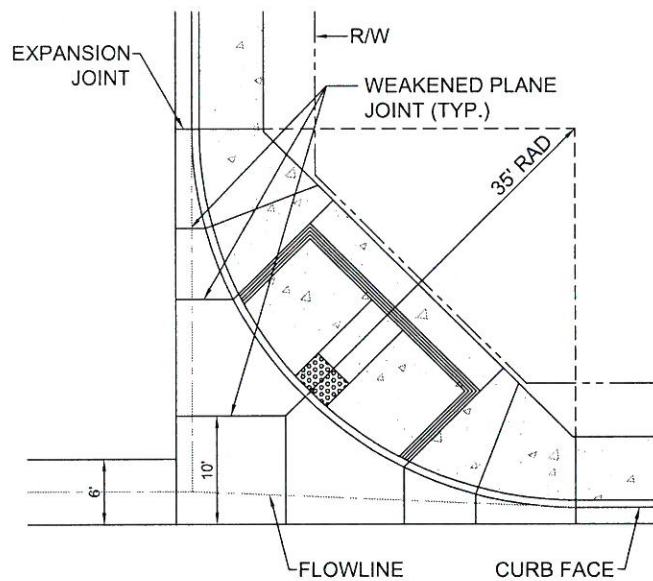
				CITY OF HIGHLAND	
Mark	Revision	By	Date	CROSS GUTTER	
Approved:  Date: <u>7-6-16</u>					
Ernest Wong, Public Works Director/City Engineer				Standard Drawing No. 206A	



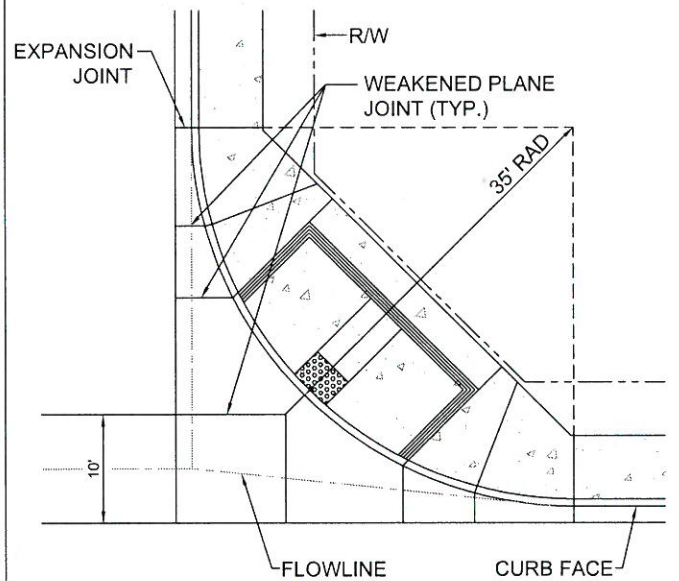
WEAKENED PLANE JOINTS FOR 25' RADIUS
CURB RETURN WITH 6' WIDE X-GUTTER



WEAKENED PLANE JOINTS FOR 25' RADIUS
CURB RETURN WITH 10' WIDE X-GUTTER



WEAKENED PLANE JOINTS FOR 35' RADIUS
CURB RETURN WITH 6' WIDE X-GUTTER



WEAKENED PLANE JOINTS FOR 35' RADIUS
CURB RETURN WITH 10' WIDE X-GUTTER

N.T.S.



Mark	Revision	By	Date
△			

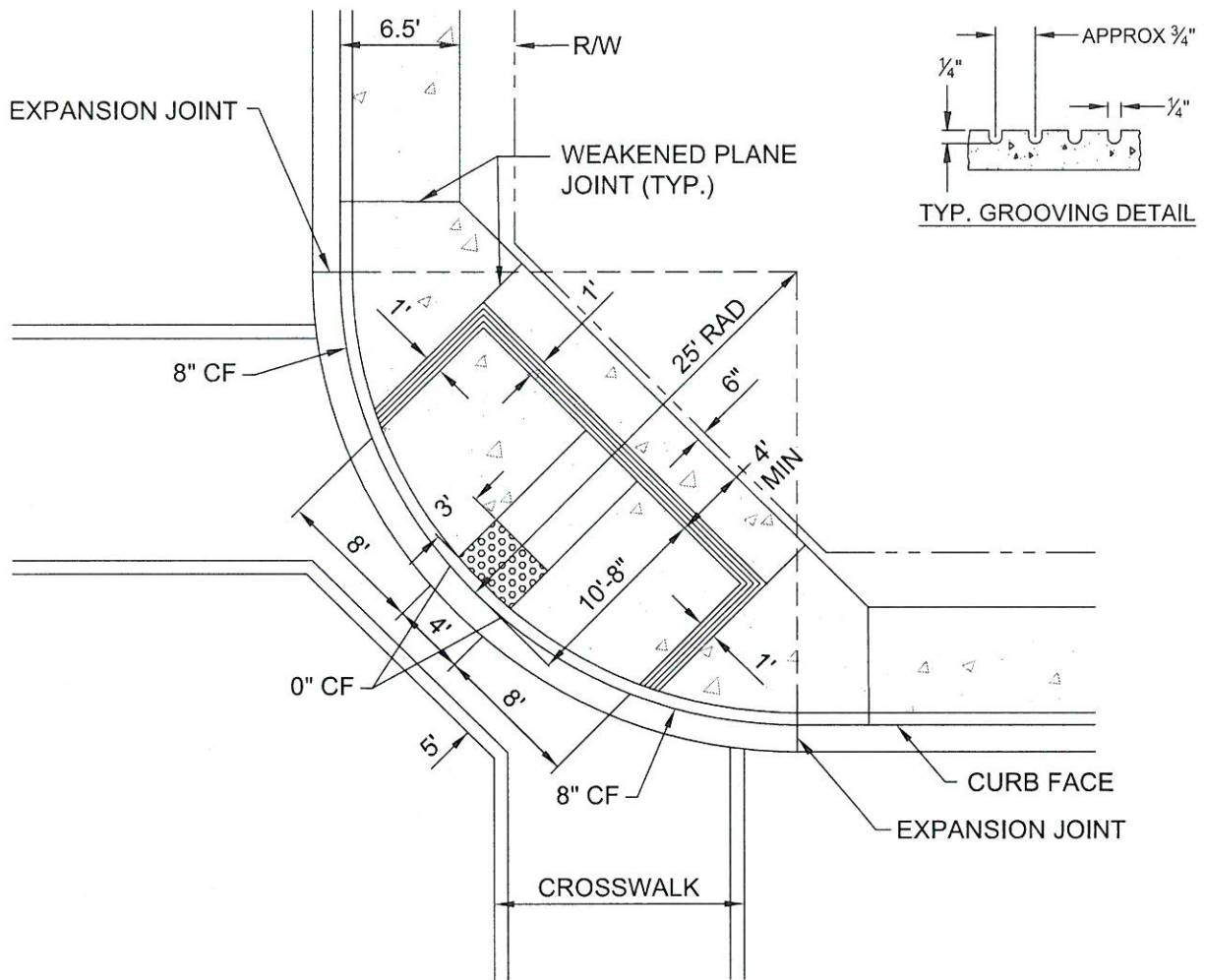
Approved: *Ernest Wong* Date: *7-6-16*
Ernest Wong, Public Works Director/City Engineer

CITY OF HIGHLAND

SPANDRELS

Standard
Drawing
No.

206B

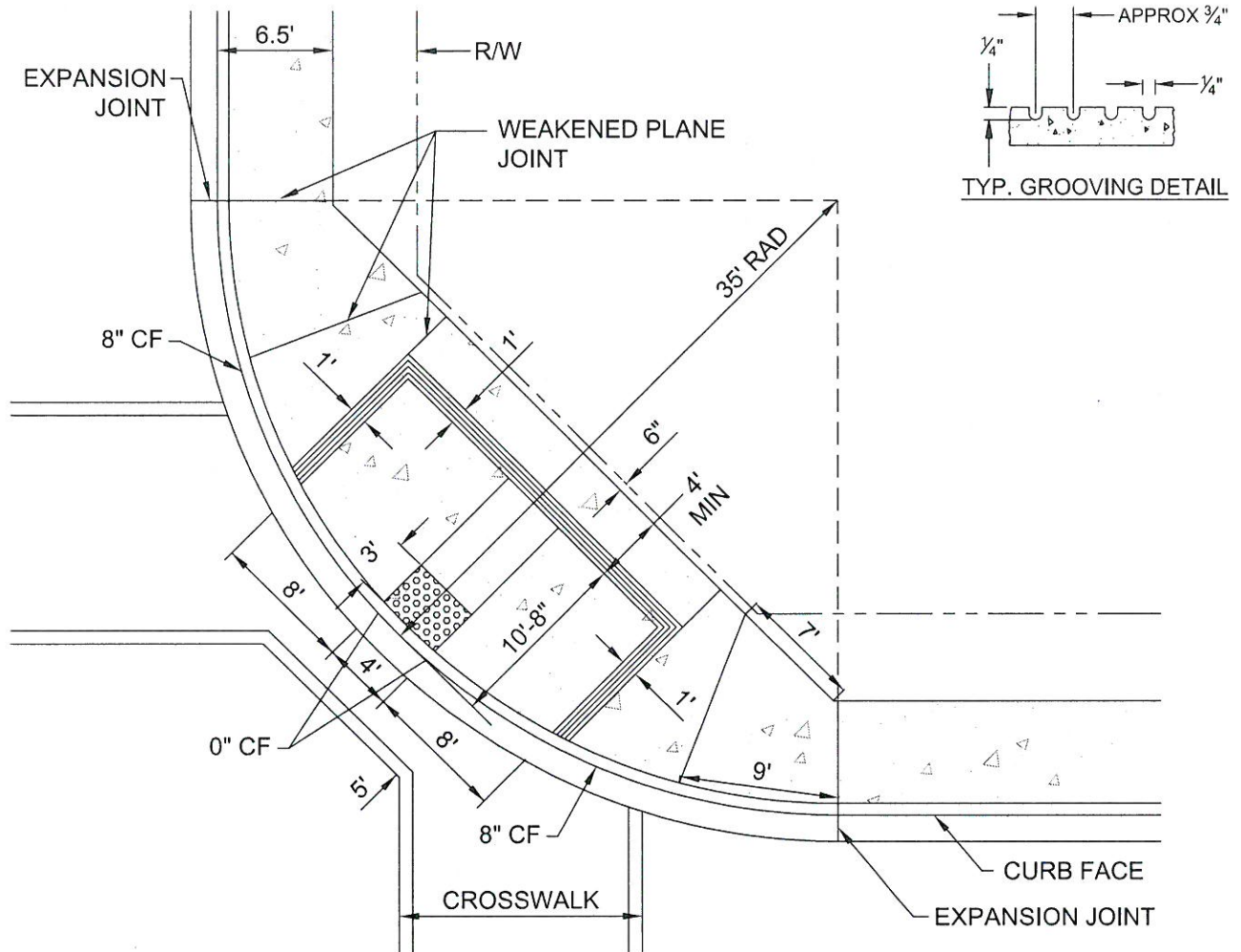


NOTES:

1. RAMP SLOPE SHALL BE 8.33% MAXIMUM.
2. THE RAMP SHALL HAVE A 12" WIDE BORDER WITH 1/4" GROOVES APPROXIMATELY 3/4" O.C. SEE GROOVING DETAIL.
3. THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
4. RAMPS SHALL BE BUILT AND FINISHED SO THAT THERE ARE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
5. SIDEWALK RAMPS ARE REQUIRED AT ALL CORNERS WHERE CURBS AND/OR SIDEWALKS ARE TO BE CONSTRUCTED OR RECONSTRUCTED AND SHALL BE AS SHOWN ON THE IMPROVEMENTS PLANS.
6. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF THE CITY ENGINEER AND BE SHOWN ON APPROVED PLANS.
7. THICKNESS OF RAMP SHALL BE 4" MINIMUM, CLASS "B" (520-C-2500) CONCRETE.
8. THE SIDEWALK RAMP AREA FROM BCR TO ECR IS 395.68 SQUARE FEET.
9. TRUNCATED DOMES PER STD 223.

SCALE: 1"=10'

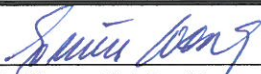
△				CITY OF HIGHLAND	
Mark	Revision	By	Date	SIDEWALK RAMP 8" CURB FACE 25' RADIUS	
Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer					

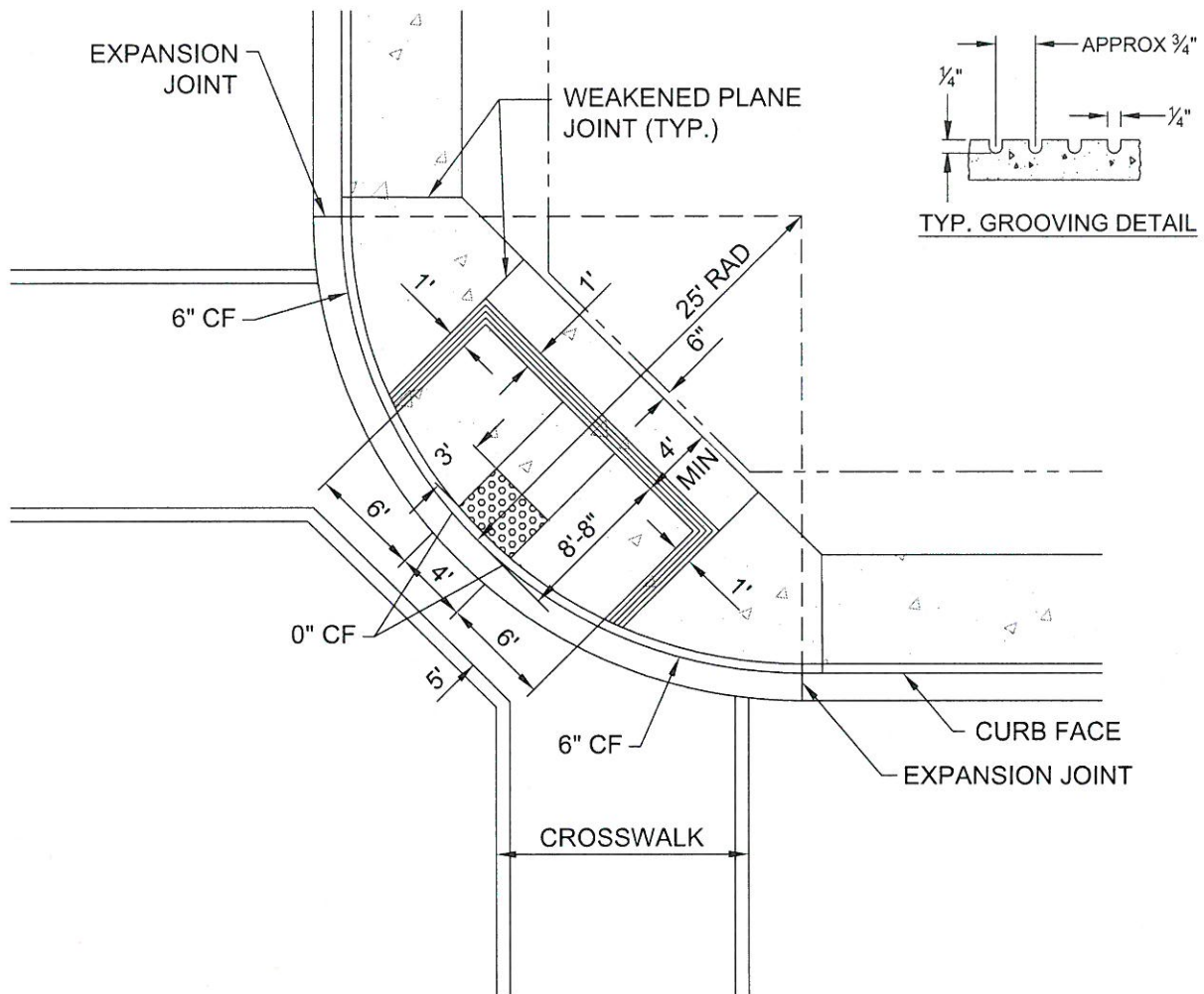


NOTES:

1. RAMP SLOPE SHALL BE 8.33% MAXIMUM.
2. THE RAMP SHALL HAVE A 12" WIDE BORDER WITH 1/4" GROOVES APPROXIMATELY 3/4" O.C. SEE GROOVING DETAIL.
3. THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
4. RAMPS SHALL BE BUILT AND FINISHED SO THAT THERE ARE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
5. SIDEWALK RAMPS ARE REQUIRED AT ALL CORNERS WHERE CURBS AND/OR SIDEWALKS ARE TO BE CONSTRUCTED OR RECONSTRUCTED AND SHALL BE AS SHOWN ON THE IMPROVEMENTS PLANS.
6. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF THE CITY ENGINEER AND BE SHOWN ON APPROVED PLANS.
7. THICKNESS OF RAMP SHALL BE 4" MINIMUM, CLASS "B" (520-C-2500) CONCRETE.
8. THE SIDEWALK RAMP AREA FROM BCR TO ECR IS 528.70 SQUARE FEET.
9. TRUNCATED DOMES PER STD 223.

SCALE: 1"=10'

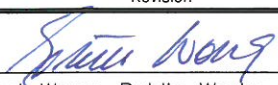
		CITY OF HIGHLAND	
Mark	Revision	By	Date
Approved: 		Date: 9-6-16	
Ernest Wong, Public Works Director/City Engineer		SIDEWALK RAMP 8" CURB FACE 35' RADIUS	
		Standard Drawing No. 207B	



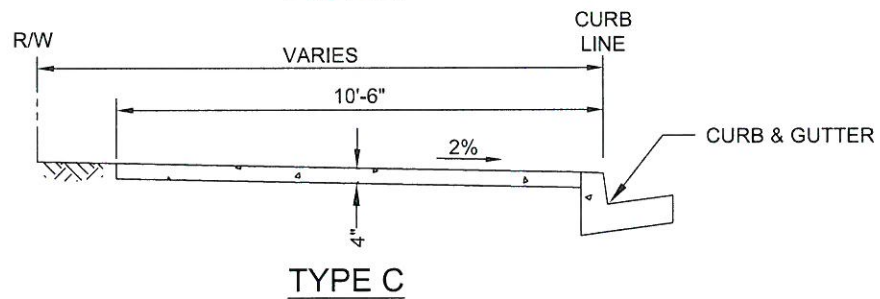
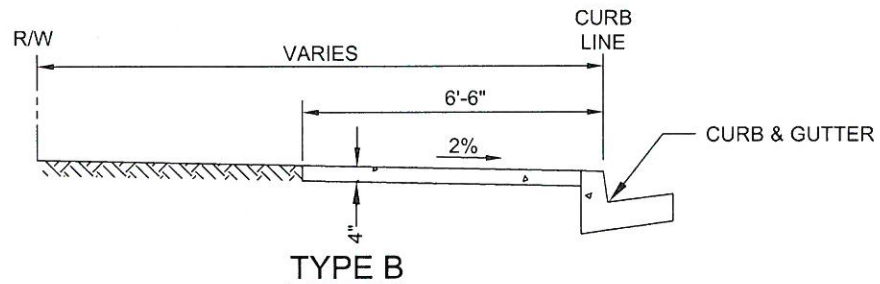
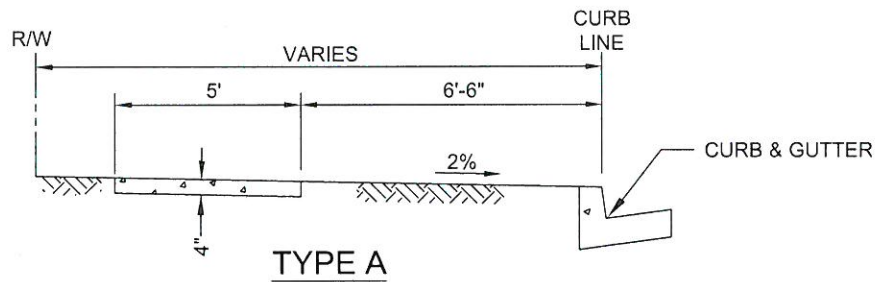
NOTES:

1. RAMP SLOPE SHALL BE 8.33% MAXIMUM.
2. THE RAMP SHALL HAVE A 12" WIDE BORDER WITH 1/2" GROOVES APPROXIMATELY 3/4" O.C. SEE GROOVING DETAIL.
3. THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
4. RAMPS SHALL BE BUILT AND FINISHED SO THAT THERE ARE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
5. SIDEWALK RAMPS ARE REQUIRED AT ALL CORNERS WHERE CURBS AND/OR SIDEWALKS ARE TO BE CONSTRUCTED OR RECONSTRUCTED AND SHALL BE AS SHOWN ON THE IMPROVEMENTS PLANS.
6. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF THE CITY ENGINEER AND BE SHOWN ON APPROVED PLANS.
7. THICKNESS OF RAMP SHALL BE 4" MINIMUM, CLASS "B" (520-C-2500) CONCRETE.
8. IF CURB HEIGHT TRANSITIONS FROM 6" TO 8" THRU CURB RETURN, USE STD FOR 8" CURB FACE
9. THE SIDEWALK RAMP AREA FROM BCR TO ECR IS 302.44 SQUARE FEET.
10. TRUNCATED DOMES PER STD 223.

SCALE: 1"=10'

 CITY OF HIGHLAND			
Mark	Revision	By	Date
Approved: 		Date: 9-6-16	
Ernest Wong, Public Works Director/City Engineer		SIDEWALK RAMP 6" CURB FACE 25' RADIUS	
		Standard Drawing No. 207C	

△				CITY OF HIGHLAND	
Mark	Revision	By	Date	SIDEWALK RAMP 6" CURB FACE 35' RADIUS Standard Drawing No. 207D	
Approved: <i>Ernest Wong</i> Date: <i>7-6-16</i> Ernest Wong, Public Works Director/City Engineer					

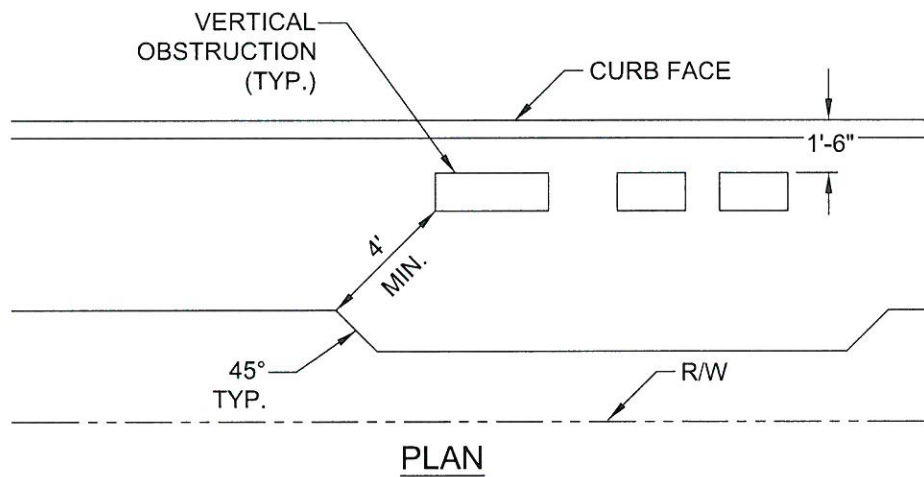
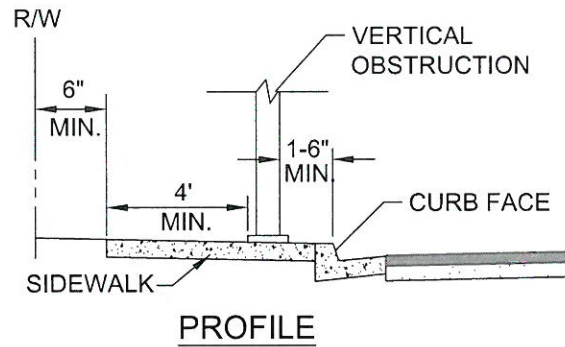


NOTES:

1. SIDEWALK SHALL BE CONSTRUCTED OF CLASS "B" (520-C-2500) CONCRETE WITH LIGHT-MEDIUM BROOM FINISH.
2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10' INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
3. SCORING SIDEWALK WILL BE PERMITTED.

N.T.S.

△				CITY OF HIGHLAND	
Mark	Revision	By	Date	SIDEWALK	Standard Drawing No.
Approved: <u>Ernest Wong</u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer					208



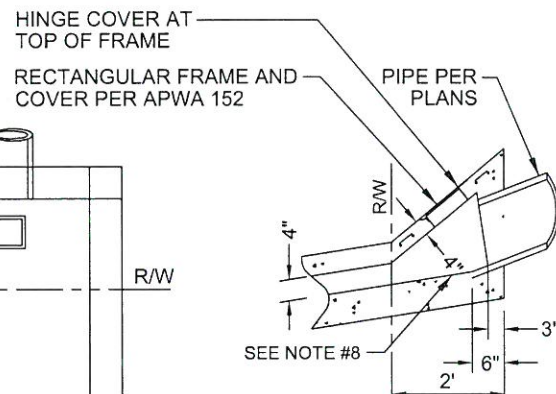
NOTES:

1. FOR ANY VERTICAL OBSTRUCTION, THE MINIMUM CLEARANCE FROM THE CURB FACE SHALL BE 1'-6".
2. THE MINIMUM WIDTH OF CLEAR SIDEWALK SHALL BE 4' FROM ANY VERTICAL OBSTRUCTION.

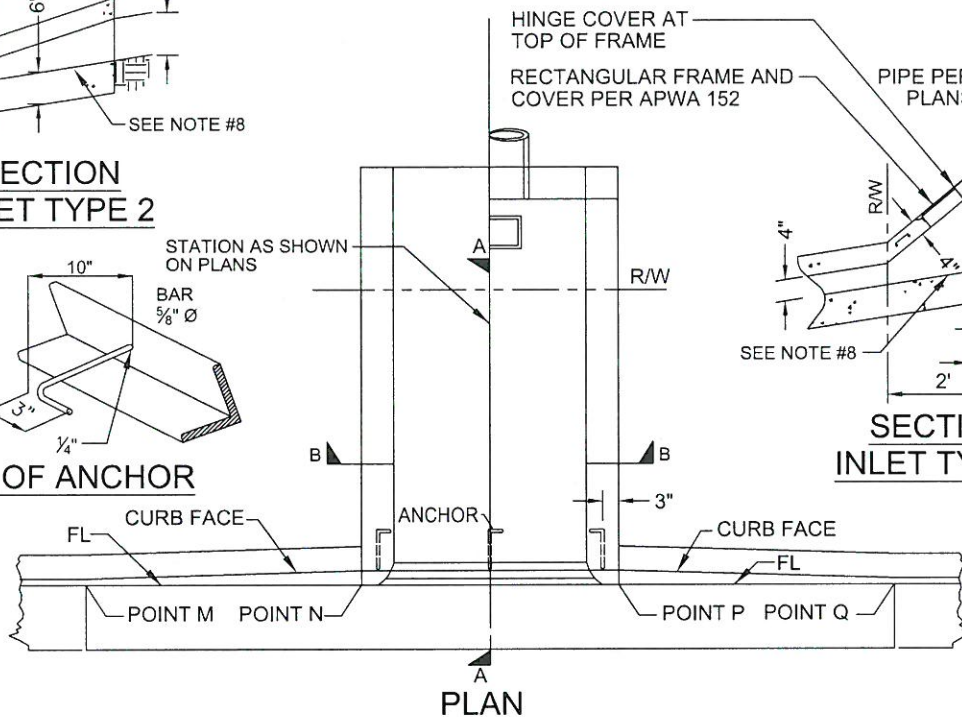
N.T.S.

△				CITY OF HIGHLAND	
Mark	Revision	By	Date	OBJECT CLEARANCE	
Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer					
				Standard Drawing No. 209	

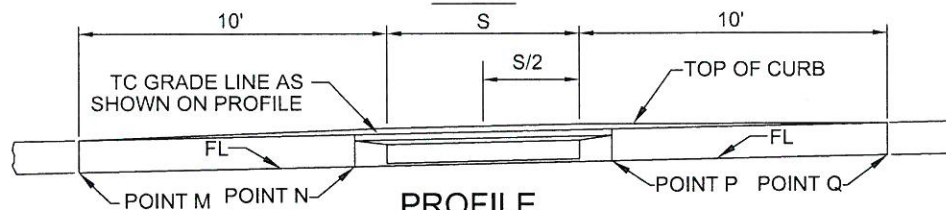
SECTION
INLET TYPE 2



SECTION
INLET TYPE 1



PLAN



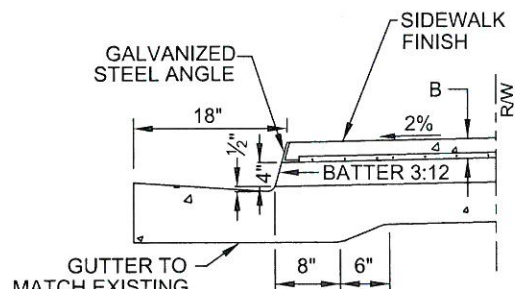
PROFILE

S	J BAR SPACING
12"	7"
18"	7"
24"	7"
30"	7"
36"	7"
42"	6"
48"	5"
54"	6-1/2"
60"	5"
66"	4"
72"	3-1/2"

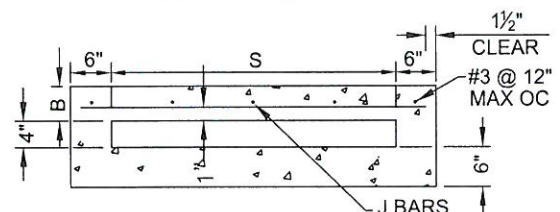
FOR S = 30" AND LESS, USE
2 ANCHORS, OTHERWISE,
USE 3 ANCHORS.

FOR S = 48" AND LESS, B = 3"
USE 2-1/2"x2"x 3/8"
GALVANIZED STEEL ANGLE.

OTHERWISE, B = 4"
USE 3-1/2"x3"x 1/2"
GALVANIZED STEEL ANGLE.
J BARS ARE #3.



SECTION A-A



SECTION B-B

N.T.S

			
Mark	Revision	By	Date
Approved:  Date: <u>9-6-16</u>			
Ernest Wong, Public Works Director/City Engineer			

CITY OF HIGHLAND

CURB OUTLET STRUCTURE

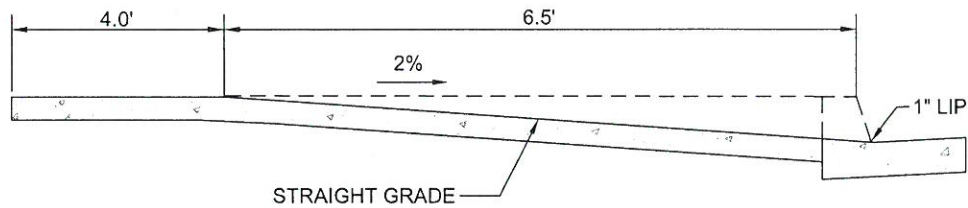
Standard
Drawing
No.

210A

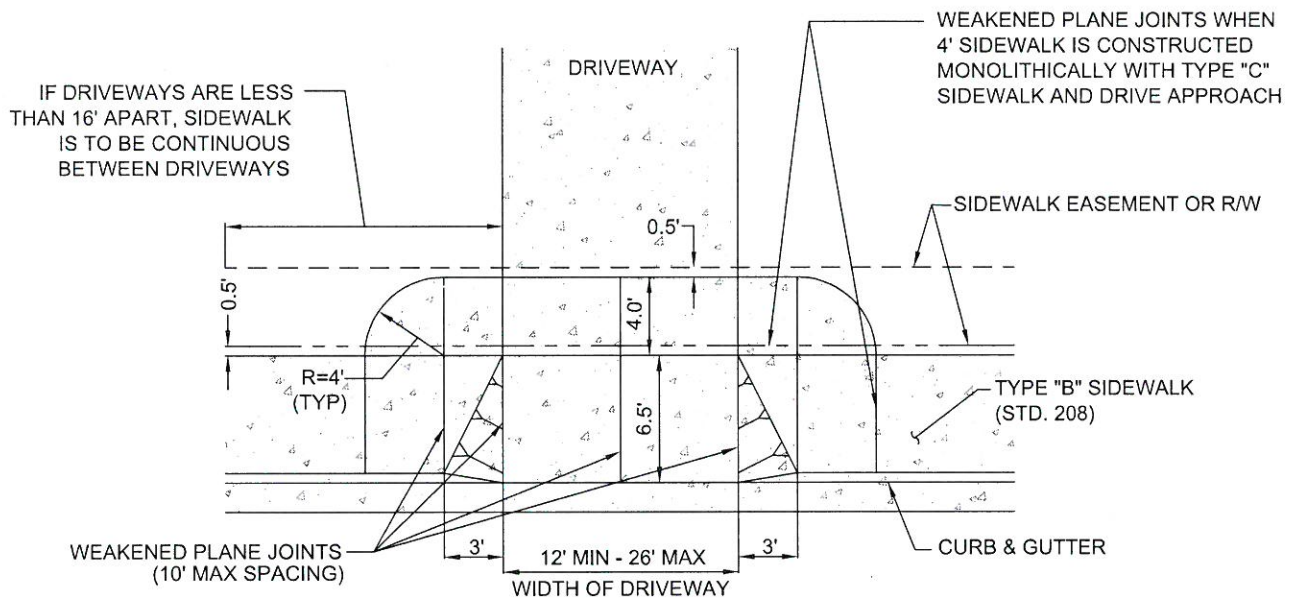
NOTES:

1. FLOOR OF BOX SHALL BE TROWELED SMOOTH.
2. IF THE TOE OF SLOPE IS ALLOWED WITHIN THE RIGHT-OF-WAY, INLET TYPE 1 BEGINS AT THE TOE RATHER THAN AT THE RIGHT-OF-WAY LINE.
3. FOR OPEN DITCH (TYPE 2), THE 24' EXTENSION BEYOND THE RIGHT-OF-WAY LINE IS NOT REQUIRED WHEN BACK OF WALK IS 24" OR MORE FROM THE RIGHT-OF-WAY LINE; HOWEVER, THE PIPE SHALL EXTEND TO THE RIGHT-OF-WAY LINE IN ANY EVENT.
4. TOP OF INLET STRUCTURE (TYPE 1 & 2) SHALL BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICAL.
5. A HEADED STEEL STUD $\frac{5}{8}$ " X 6-3/8", 1" HEAD ATTACHED BY A FULL PENETRATION BUTT WELD MAY BE USED AS AN ALTERNATE ANCHOR.
6. NORMAL CURB FACE AT POINT M AND Q. CURB FACE IS B + 5" AT POINT N AND P.
7. THE 3" LEG OF THE $\frac{5}{8}$ " DIAMETER ANCHORS SHALL BE PARALLEL TO THE TOP OF SIDEWALK.
8. BOTTOM OF INLET STRUCTURE (TYPE 1 & 2) SHALL MAINTAIN A SLOPE OF $\frac{1}{4}$ " PER 1' MINIMUM.

				CITY OF HIGHLAND
Mark	Revision	By	Date	
Approved: <u><i>Ernest Wong</i></u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer				CURB OUTLET STRUCTURE NOTES
				Standard Drawing No. 210B



SECTION

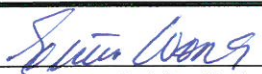


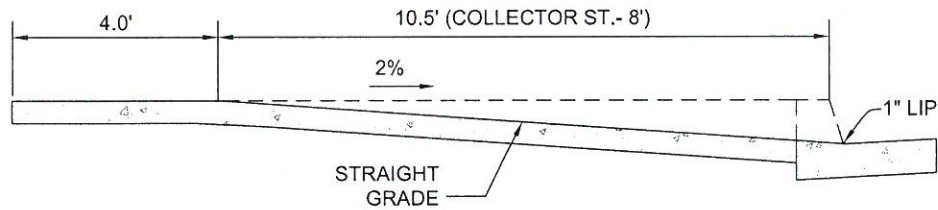
PLAN

NOTES:

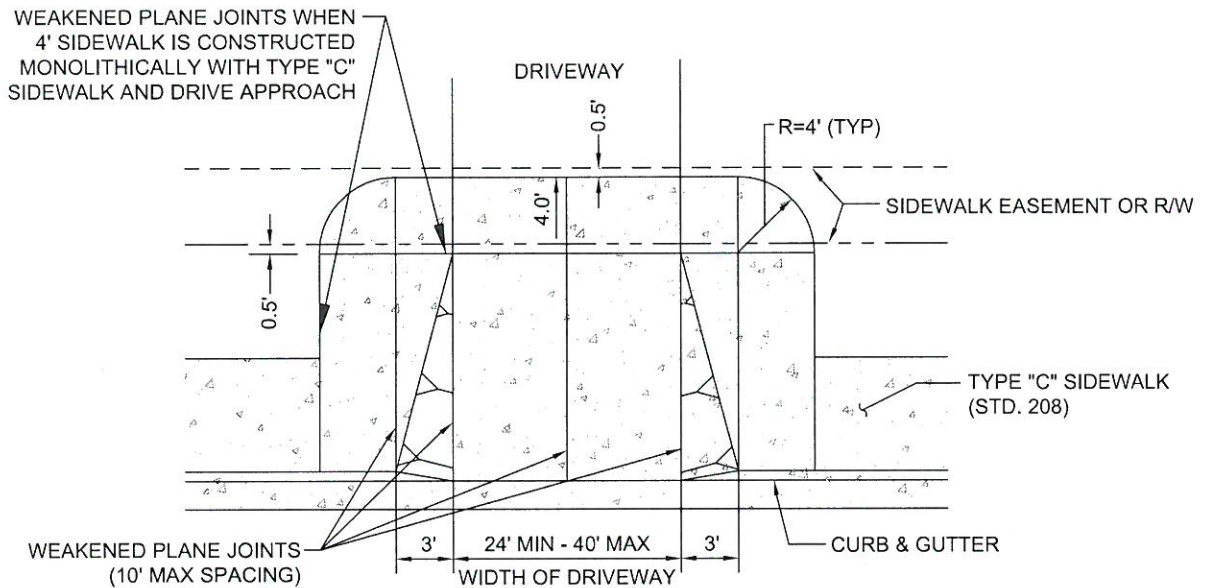
1. DRIVEWAY APPROACH LOCATION SHALL BE AS INDICATED IN THE S.B. CO. TRANSPORTATION DEPARTMENT ROAD PLANNING & DESIGN MANUAL. (SEE SECTION 5.3)
2. TO CONSTRUCT A DEPRESSION IN EXISTING CURB & GUTTER:
 - A. SAWCUT AND REMOVE TO THE NEAREST JOINT AND RECONSTRUCT TO THE NECESSARY WIDTH.
 - B. HORIZONTAL SAW CUT AND REMOVE CURB AS NECESSARY.
3. AN APPROACH MUST BE CONSTRUCTED WITH EACH CURB DEPRESSION.
4. DRIVE APPROACH SHALL BE PORTLAND CEMENT CONCRETE CLASS 'B' (520-C-2500) 6" THICK WITH A LIGHT-MEDIUM BROOM FINISH.

N.T.S

 CITY OF HIGHLAND					
Mark	Revision	By	Date	RESIDENTIAL DRIVEWAY APPROACH WITH SIDEWALK	Standard Drawing No. 211
Approved:  Date: <u>7-6-16</u> Ernest Wong, Public Works Director/City Engineer					



SECTION



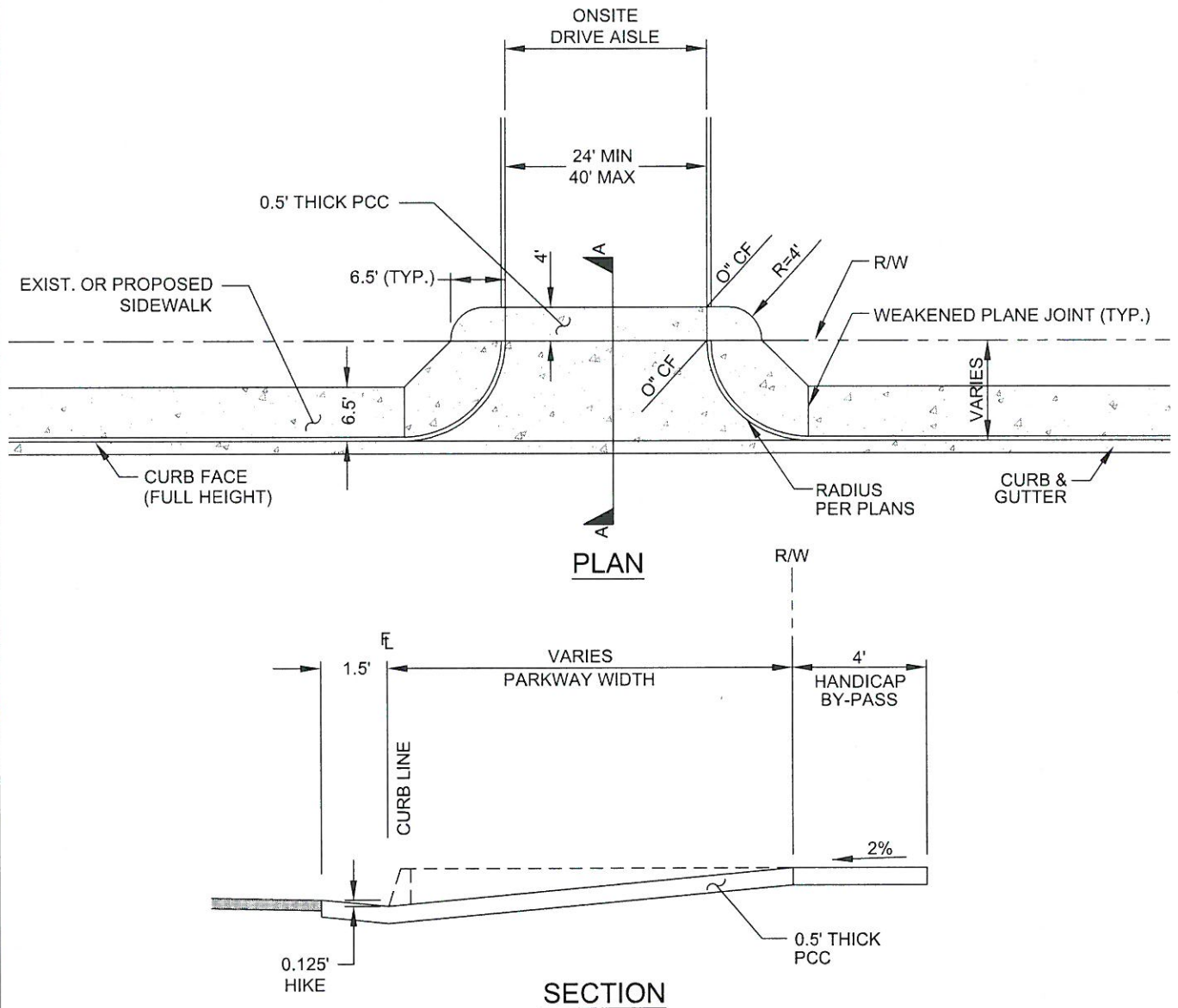
PLAN

NOTES:

1. DRIVEWAY APPROACH LOCATION SHALL BE AS INDICATED IN THE S.B. CO. TRANSPORTATION DEPARTMENT ROAD PLANNING & DESIGN MANUAL. (SEE SECTION 5.3)
2. TO CONSTRUCT A DEPRESSION IN EXISTING CURB & GUTTER:
 - A. SAWCUT AND REMOVE TO THE NEAREST JOINT AND RECONSTRUCT TO THE NECESSARY WIDTH.
 - B. HORIZONTAL SAW CUT AND REMOVE CURB AS NECESSARY.
3. AN APPROACH MUST BE CONSTRUCTED WITH EACH CURB DEPRESSION.
4. DRIVE APPROACH SHALL BE PORTLAND CEMENT CONCRETE CLASS 'B' (520-C-2500) 6" THICK WITH A LIGHT-MEDIUM BROOM FINISH.

N.T.S

CITY OF HIGHLAND			
△	Revision	By	Date
Approved: <i>Ernest Wong</i> Date: <i>7-6-16</i> Ernest Wong, Public Works Director/City Engineer		COMMERCIAL DRIVEWAY APPROACH WITH SIDEWALK	
			Standard Drawing No. 212

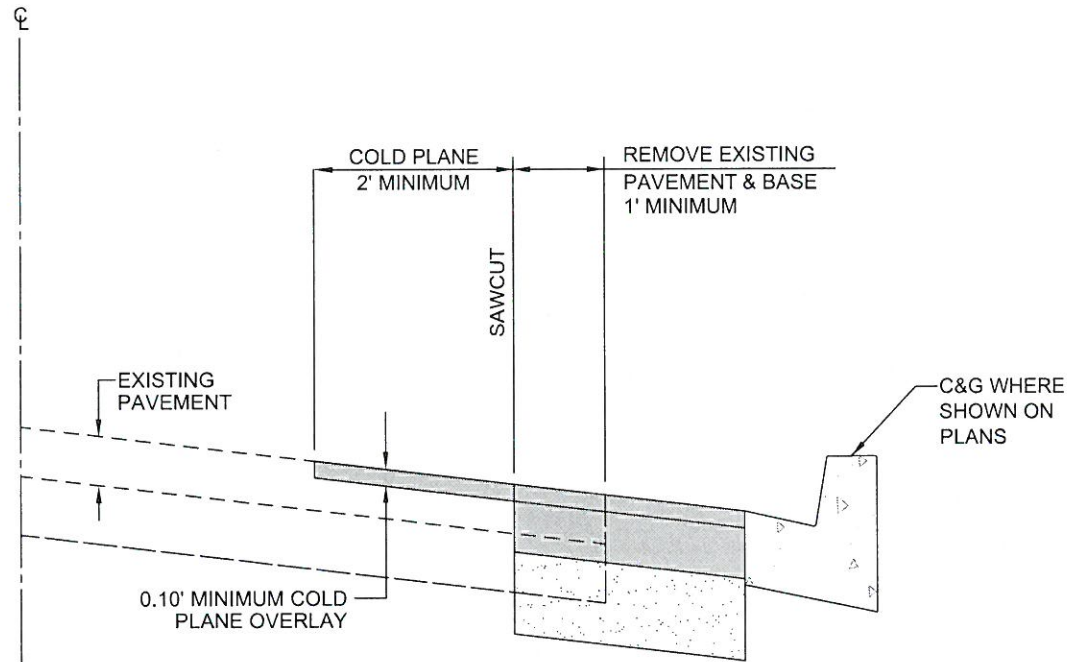


NOTES:

1. WEAKENED PLANE JOINTS SHALL BE EQUALLY SPACED AT 10' O.C. MAXIMUM. THEY SHALL BE $\frac{3}{4}$ " DEEP AND SHALL BE PLACED PRIOR TO LOSS OF FREE WATER.
2. THE 4' -WIDE HANDICAP BY-PASS SHALL BE FREE OF OBSTRUCTIONS AND SHALL SLOPE NO MORE THAN 2%.
3. CONCRETE APPROACH SHALL BE CONCRETE CLASS 'B' (520-C-2500) UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

N.T.S

				CITY OF HIGHLAND	
Mark	Revision	By	Date	COMMERCIAL DRIVE APPROACH WITH CURB RETURNS	
Approved: <i>Ernest Wong</i> Date: <i>7-6-16</i> Ernest Wong, Public Works Director/City Engineer					
				Standard Drawing No. 213	



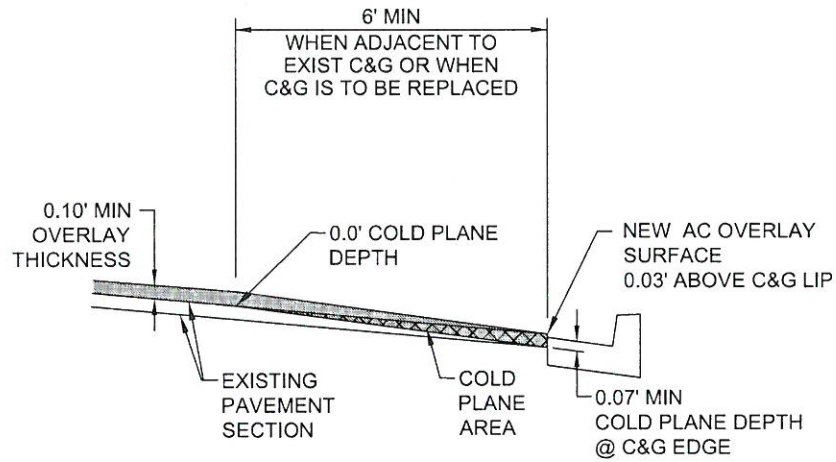
TYPICAL PAVEMENT JOIN DETAIL

NOTE:

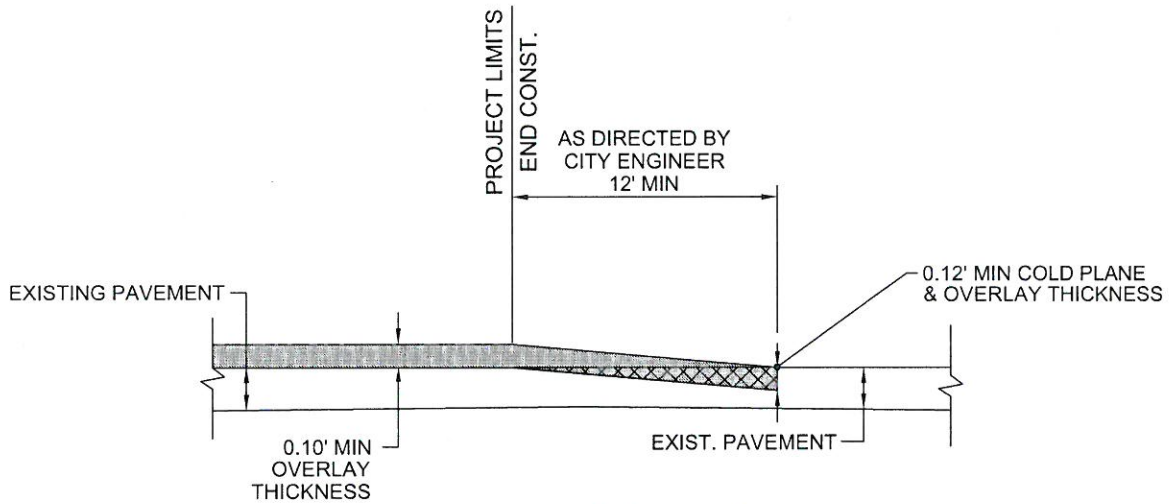
SEE TYPICAL SECTION & PLANS FOR SPECIFIC CONSTRUCTION NOTES.

N.T.S

Mark Revision By Date Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer				CITY OF HIGHLAND TYPICAL PAVEMENT JOIN DETAIL		Standard Drawing No. 214
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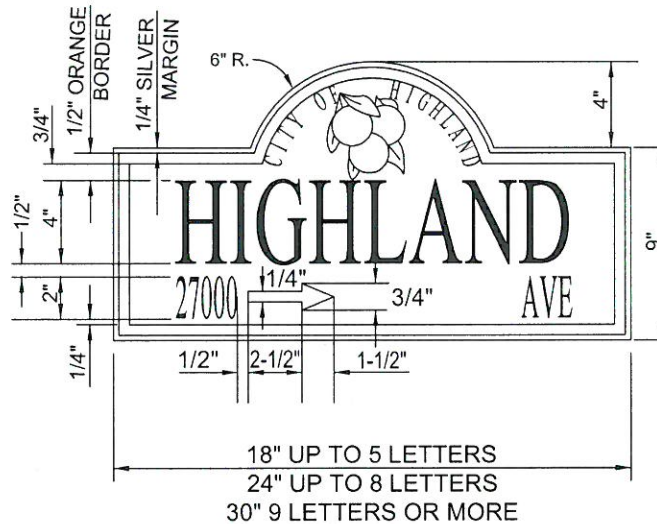


(CROSS-SECTION)
COLD PLANE DETAIL



(LONGITUDINAL)
COLD PLANE DETAIL

				CITY OF HIGHLAND	
Mark	Revision	By	Date	COLD PLANE	
Approved: <u><i>Ernest Wong</i></u> Date: <u>8-6-16</u> Ernest Wong, Public Works Director/City Engineer					
				Standard Drawing No. 215	



SIGN UNIT -SHALL BE CONSTRUCTED OF 0.090" THICK 5052H38 ANODIZED ALUMINUM. SIGN BLADES SHALL BE CONSTRUCTED TO THE DIMENSIONS OF 18" - 30" LONG AND FREE OF SHARP EDGES AND DENTS.

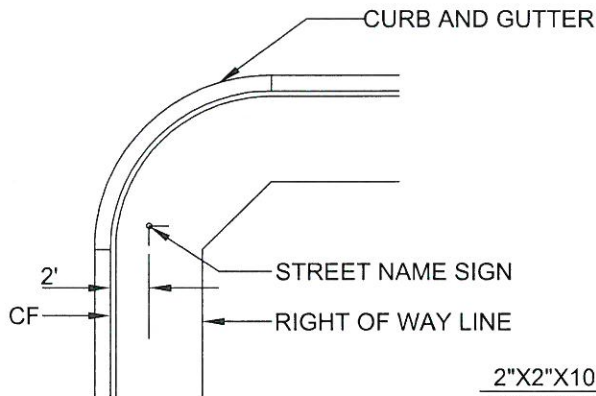
SHEETING -ALL SIGN BLADES SHALL HAVE 3M HI-INTENSITY GRADE REFLECTIVE SHEETING. THERE SHALL BE NO SPLICES. THE BLADES SHALL HAVE GREEN BACKGROUND 800 SERIES INK WITH SILVER MARGIN $\frac{1}{4}$ " IN WIDTH AND ADJACENT ORANGE BORDER $\frac{1}{2}$ " IN WIDTH. LETTERS AND BLOCK NUMBERS SHALL BE SILVER HI-INTENSITY. THE FONT TYPE OF THE LETTERS AND BLOCK NUMBERS SHALL BE "TIMES NEW ROMAN". THE LEAVES IN THE ORANGE CLUSTER LOGO SHALL BE GREEN WITH SILVER EDGING. ORANGES SHALL BE 3M ORANGE 800 SERIES INK. ALL SIGN SURFACES SHALL HAVE A 1160 SERIES CLEAR COAT FINISH.

BRACKET -SIGN MOUNTING BRACKET SHALL BE CANTILEVER ARM SUPPORT WITH TWO (2) BAND-IT $\frac{3}{4}$ " STAINLESS STEEL STRAPS SECURED TO THE POLE. EACH SIGN BLADE SHALL BE MOUNTED TO BRACKET (CANTILEVER ARM SUPPORT) WITH VANDAL-PROOF PINHEAD ALLEN SCREWS.

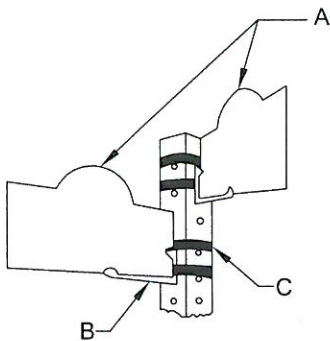
SIGN POST -SIGN POSTS SHALL BE 2" X 2" X 10' WITHOUT STOP SIGN OR 12' WITH STOP SIGN MOUNTED ON SAME POST. POST SHALL BE INSTALLED INTO GROUND WITH 2- $\frac{1}{4}$ " X 2- $\frac{1}{4}$ " X 30" ANCHOR, C.C.S.S. TYPE. ATTACH POST AND ANCHOR WITH TWO (2) DRIVE RIVETS.

THERE SHALL BE A CLEARANCE OF 7' BETWEEN FINISHED GRADE AND BOTTOM OF LOWER SIGN. ANCHOR SHALL EXTEND NO MORE THAN 3" ABOVE FINISHED GRADE.

				CITY OF HIGHLAND			
Mark	Revision		By	Date		STREET NAME SIGN	
Approved: <u>Ernest Wong</u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer							
						Standard Drawing No. 217A	



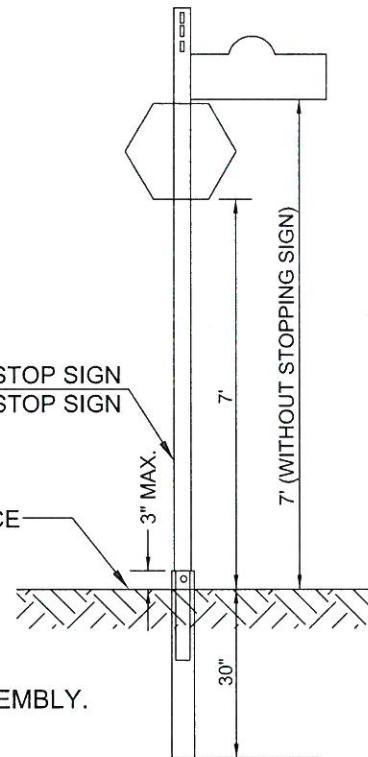
PLAN



A. STREET NAME SIGN PER 217A.
B. SIGN MOUNTING BRACKET ASSEMBLY.
C. SIGN POST.

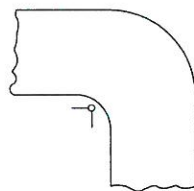
2"X2"X10' POST W/O STOP SIGN
2"X2"X12' POST WITH STOP SIGN

FINISHED SURFACE

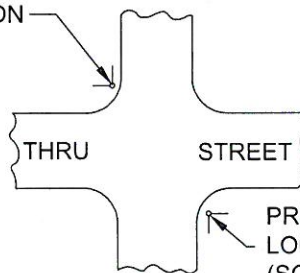


ELEVATION

ALTERNATE LOCATION



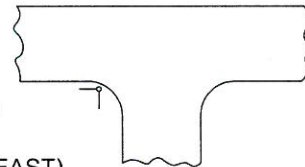
L INTERSECTION



X INTERSECTION

— STREET NAME SIGN

PREFERRED
LOCATION
(SOUTH OR EAST)



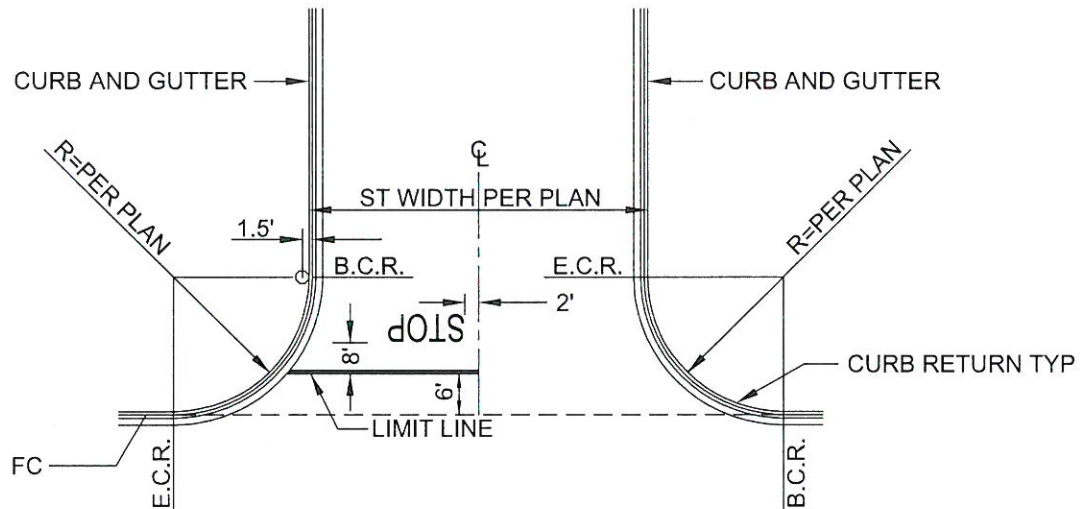
T INTERSECTION

NOTES:

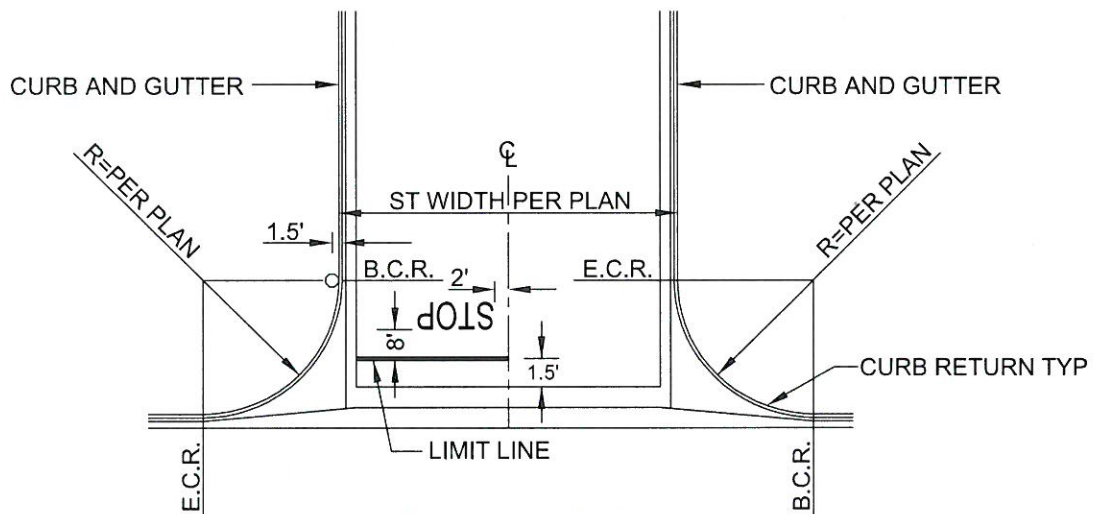
1. SIGN TO BE SET WITHIN CITY RIGHT OF WAY.
2. LOCATION OF SIGN SHOWN IS APPROXIMATE.
3. SIGN TO BE VISIBLE FOR A DISTANCE OF 150' FEET.
4. IF EITHER ROAD IS DIVIDED INTO 4 LANES OR MORE, ADDITIONAL SIGNS MAY BE REQUIRED.
5. SIGN TO BE ON STREET LIGHT IF LOCATED AT INTERSECTION.

N.T.S.

				CITY OF HIGHLAND	
Mark	Revision	By	Date	Standard Drawing No.	
Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer				STREET NAME SIGN	
				217B	



LIMIT LINE DETAIL
NO X GUTTER



LIMIT LINE DETAIL
WITH X GUTTER

NOTE:

REFER TO CALTRANS STD A24D FOR ADDITIONAL CONSTRUCTION SPECIFICATIONS.

N.T.S

				CITY OF HIGHLAND	
Mark	Revision	By	Date	STOP SIGN, LEGEND AND LIMIT LINE	
Approved:		Date:	9-6-16		
Ernest Wong, Public Works Director/City Engineer					Standard Drawing No. 218

				CITY OF HIGHLAND	
	Mark	Revision	By		
Approved: <u>Ernest Wong</u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer				STREET CUT TRENCH REPAIR DETAIL (NTS)	
				Standard Drawing No. 220A	

CONSTRUCTION NOTES (CONTINUED)

- ③ REQUIREMENTS FOR PLACEMENT, MATERIAL AND COMPACTION OF TRENCH BACKFILL, SHALL BE IN ACCORDANCE WITH SECTION 306.1.3 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, (GREENBOOK) LATEST EDITION. ROCKS GREATER THAN 6" IN ANY DIMENSION, SHALL NOT BE PERMITTED IN THE TRENCH BACKFILL BETWEEN 1 FOOT ABOVE THE TOP OF PIPE OR CONDUIT AND 1 FOOT BELOW THE STREET PAVEMENT SUB-GRADE. ROCKS GREATER THAN 2.5" IN ANY DIMENSION, SHALL NOT BE PERMITTED IN TRENCH BACKFILL PLACED WITHIN 1 FOOT OF THE STREET PAVEMENT SUBGRADE. COMPACTION TESTS OF TRENCH BACKFILL SHALL BE PERFORMED BY A SOILS LABORATORY HIRED BY THE APPLICANT. (SEE ALSO NOTE 5).
- ④ BASE MATERIAL SHALL BE PLACED AND COMPACTED AS SHOWN ON THE DRAWING, AND SHALL BE CLASS II AGGREGATE OR CRUSHED MISCELLANEOUS BASE, IN ACCORDANCE WITH SECTION 200-2 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, (GREENBOOK) LATEST EDITION, AND SHALL HAVE A THICKNESS OF 6" MINIMUM OR MATCH EXISTING THICKNESS IF MORE THAN 6".
- ⑤ TRENCHES IN PAVED AREAS HAVING A WIDTH OF 12" OR LESS, SHALL BE BACKFILLED WITH 1 ½ SACK CEMENT SLURRY. THE SLURRY SHALL BE PROTECTED AND THE CURING TIME SHALL BE A MINIMUM OF 24 HOURS PRIOR TO PLACING FINAL A.C. PAVEMENT. (CONTRACTOR MAY USE CEMENT SLURRY, AS DESCRIBED HEREIN, AS AN OPTION FOR BACKFILL MATERIAL FOR ALL TRENCHES, UNLESS PROHIBITED BY THE UTILITY COMPANY/AGENCY WHO OWNS THE PIPE AND/OR CONDUIT BEING INSTALLED).
- ⑥ TOTAL PERMANENT A.C. THICKNESS FOR TRENCH REPAIR SHALL BE 1" GREATER THAN THE EXISTING A.C. THICKNESS WITH A MINIMUM THICKNESS OF 3 ½" AND A MAXIMUM THICKNESS OF 6".
- ⑦ IF THE EXISTING AC THICKNESS IS 3" OR LESS AND/OR THE TRENCH WIDTH IS BETWEEN 12" AND 24", THEN THE FULL PERMANENT AC REPAIR AS DESCRIBED IN CONSTRUCTION NOTE 6 SHALL BE EXTENDED TO 1' OUTSIDE OF EACH EDGE OF THE TRENCH AS SHOWN.
- ⑧ GRIND EXISTING AC 1' MINIMUM OUTSIDE OF EACH EDGE OF THE TRENCH AT A DEPTH OF 2", INLAY SAID AREA WITH 2" OF AC, FLUSH WITH EXISTING ADJACENT AC SURFACE.
- ⑨ IF EXISTING CURB AND GUTTER LIP, EP, AC BERM, ETC., IS WITHIN 4' OF THE EDGE OF TRENCH, REMOVE EXISTING AC WITHIN THIS AREA AND INCLUDE IN REPAIR AS DESCRIBED IN CONSTRUCTION NOTES 7 OR 8.
- ⑩ BASE PAVING OF TRENCHES SHALL BE PLACED IN COMPACTED LIFTS HAVING A MAXIMUM THICKNESS OF 3", AND THE AC MATERIAL SHALL BE B-PG 64-10 (3/4"). FINISH COURSE SHALL BE 2" THICK AND THE AC MATERIAL SHALL BE C2-PG 64-10 (½") AND SHALL BE COMPACTED FLUSH WITH THE EXISTING STREET SURFACE AND SHALL BE PLACED NO LATER THAN 15 CALENDAR DAYS AFTER A.C. BASE PAVEMENT PLACEMENT. TRENCH SECTIONS OVER 6' IN WIDTH SHALL UTILIZE A SELF PROPELLED, VIBRATING SCREED PAVING MACHINE (BARBER GREEN OR EQUIVALENT).

N.T.S

				CITY OF HIGHLAND	
Mark	Revision	By	Date	STREET CUT TRENCH REPAIR DETAIL (NTS)	
Approved: <u><i>Ernest Wong</i></u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer					
				Standard Drawing No. 220A	

CONSTRUCTION NOTES (CONTINUED)

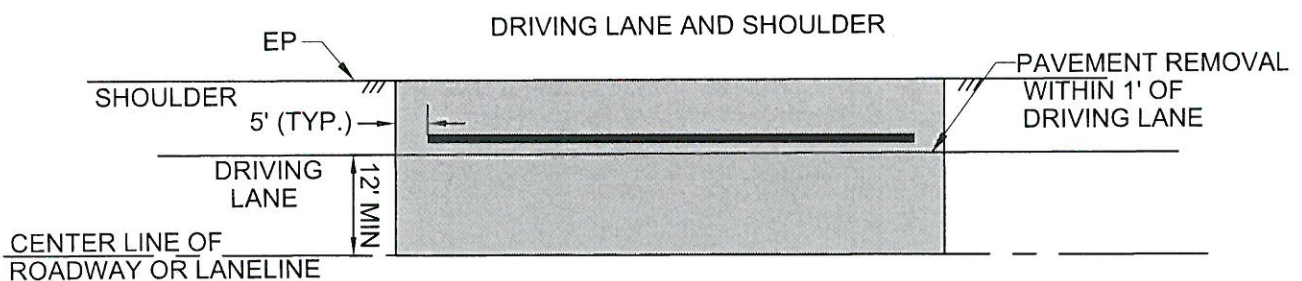
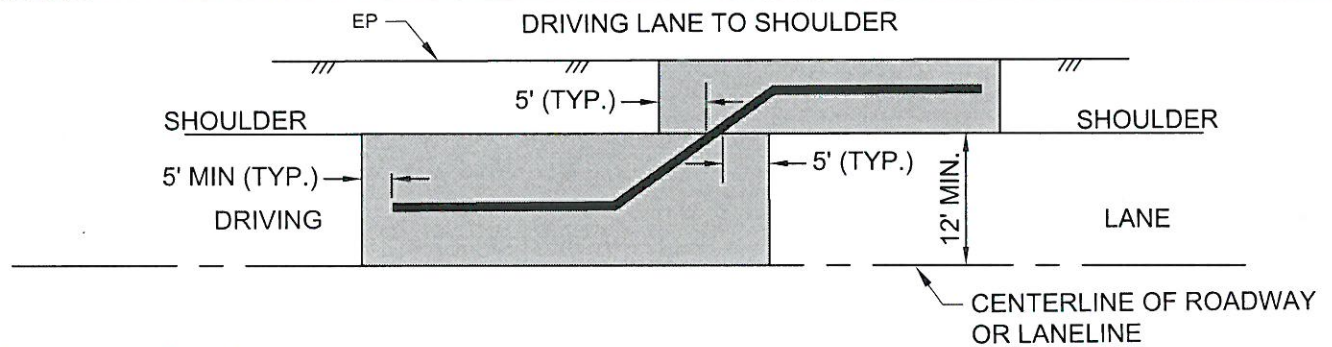
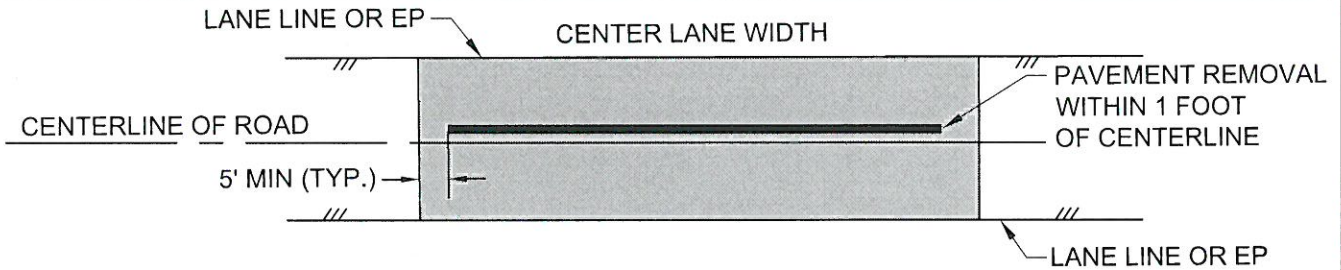
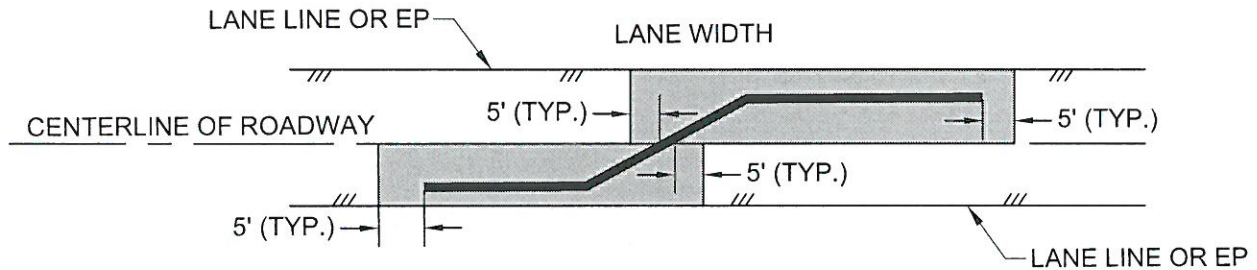
- ⑪ EXCESSIVE PAVEMENT REMOVAL: REGARDLESS OF THE TRENCH METHOD USED, REMOVAL OF SIX OR MORE SEPARATE AREAS OF PAVEMENT OR THE REMOVAL OF 15% OF THE TOTAL AREA OF A LANE OR SHOULDER BY A PERMITTEE WITHIN A 300 FOOT LENGTH OF STREET, SHALL REQUIRE AN OVERLAY OR RECONSTRUCTION DEPENDING UPON THE AGE OF LAST SURFACE IMPROVEMENT AND ROADWAY WIDTH PER NOTE 12, AND THE ATTACHED TRENCH OVERLAY DRAWING.
- ⑫ A.C. OVERLAY PAVING: WHEN THE T-CUT OR T-GRIND OPTIONS ARE USED TO REPAIR OR RESTORE PAVEMENT REMOVAL TO 300 FEET OR LONGER, AN OVERLAY MAY NOT BE REQUIRED UNLESS THE STREET HAS BEEN PAVED WITHIN THREE YEARS OR FALLS WITHIN THE CRITERIA OF NOTE 11. WHEN THE NON T-CUT/T-GRIND TRENCH IS USED TO REPAIR OR RESTORE PAVEMENT REMOVALS OF 300 FEET OR LONGER, AN A.C. OVERLAY SHALL BE REQUIRED PER THE ATTACHED OVERLAY DRAWING. THE DETERMINATION OF THE A.C. OVERLAY SHALL BE MADE BY THE CITY'S ENGINEERING DEPARTMENT AT THE PRECONSTRUCTION MEETING OR PRIOR TO THE ISSUANCE OF THE PERMIT. THE A.C. OVERLAY, WHEN REQUIRED, SHALL BE A MINIMUM OF 1" THICK AND THE A.C. MATERIAL SHALL BE ½" C2-PG 64-10, PLACED WITH A PAVING MACHINE PER NOTE 10, ABOVE AND SHALL EXTEND BEYOND PAVEMENT REMOVAL A MINIMUM OF 1-FOOT Laterally AND 5-Feet Longitudinally AND SHALL COVER THE DRIVING OR SHOULDER FULL WIDTH.

N.T.S

△				CITY OF HIGHLAND	
	Mark	Revision	By	Date	
Approved: <u>Ernest Wong</u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer				STREET CUT TRENCH REPAIR DETAIL (NTS)	
				Standard Drawing No. 220A	

TRENCH OVERLAY DETAIL

SHEET 4 OF 4



NOTE: OVERLAY TO EXTEND BEYOND TRENCH A MINIMUM 5' LONGITUDINALLY.
PAVING JOINTS SHALL BE AT THE EDGES OF THE DRIVING LANES OR SHOULDERS.

LEGEND:

TRENCH

OVERLAY



N.T.S

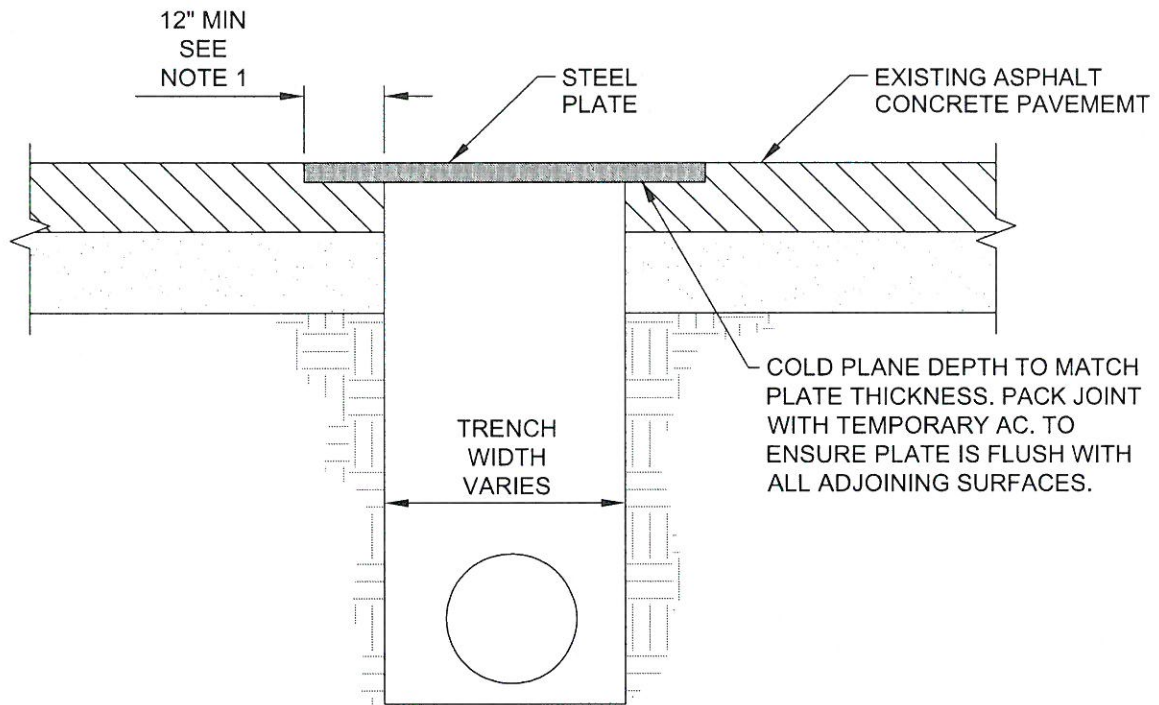
△	Mark	Revision	By	Date
	Approved: <u>Ernest Wong</u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer			

CITY OF HIGHLAND

STREET CUT TRENCH REPAIR DETAIL
(NTS)

Standard
Drawing
No.

220A



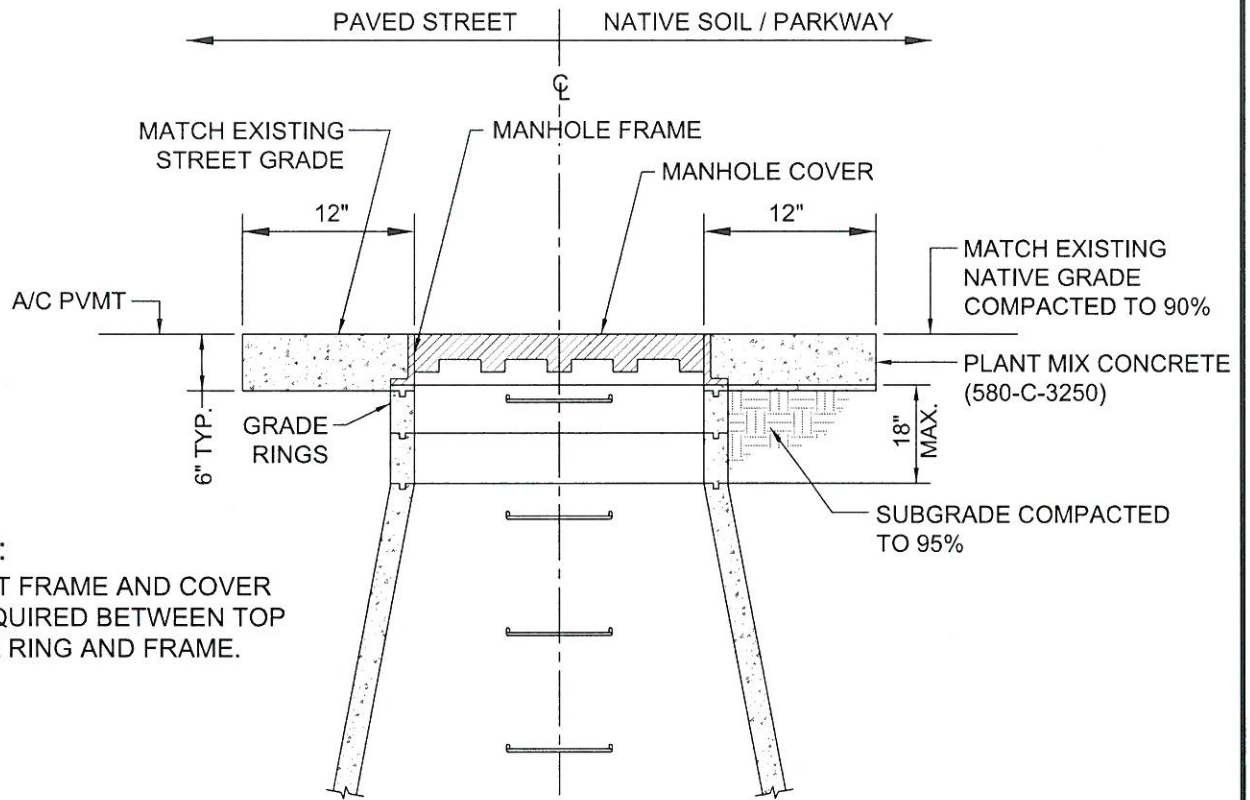
TYPICAL TRENCH PLATE DETAIL

NOTES:

1. TRENCH WALLS AND ADJACENT SOILS SHALL BE SUFFICIENTLY STABLE FOR THE USE OF THE ABOVE PLATE
2. THE CONTRACTOR SHALL PROVIDE A MINIMUM 12" LAP OF STEEL PLATE ON EACH SIDE OF TRENCH TO ASSURE NO SLIPPING OF PLATE OR COLLAPSING OF TRENCH WALL. WHERE 12" LAP CANNOT BE MET, ENGINEERING DESIGN IS REQUIRED AND SHALL BE APPROVED BY THE CITY ENGINEER.
3. STEEL PLATE MUST FIT SNUG WITHIN THE RECESSED AREA AND INSTALLED TO OPERATE WITH MINIMUM NOISE. PLATES SHALL BE FREE FROM WARPING OR DISFIGUREMENT SO THAT ALL EDGES ARE RECESSED WITHOUT FORMING A LIP ON ANY EDGES
4. THE PAVEMENT SHALL BE COLD PLANED TO A DEPTH EQUAL TO THE THICKNESS OF THE PLATE, AND TO WIDTH AND LENGTH EQUAL TO THE DIMENSIONS OF THE PLATE.
5. THIS STANDARD SHALL BE IMPLEMENTED ON ALL PROJECTS WITHIN VEHICULAR TRAVELWAY UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
6. MULTIPLE PLATES MUST BE TACK WELDED TO SECURE PLATES.
7. ALL PLATES MUST MEET REQUIRED TRAFFIC LOADS, AND BE SKID RESISTANT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE APPROPRIATE SELECTION AND MAINTENANCE OF THE STEEL PLATES.
8. STEEL PLATES MUST BE REMOVED AND PERMANENT PAVEMENT SHALL BE PLACED WITHIN FIFTEEN (15) WORKING DAYS OR AS APPROVED BY THE CITY ENGINEER.
9. THE CONTRACTOR SHALL PLACE "STEEL PLATES AHEAD" SIGNS.

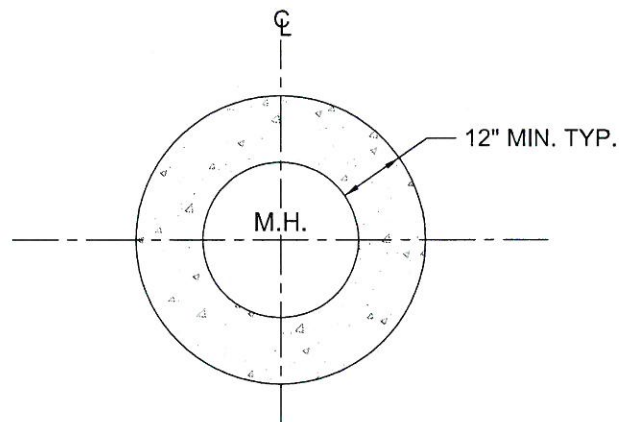
N.T.S

△				CITY OF HIGHLAND	
Mark	Revision	By	Date	RECESSED TRENCH PLATE DETAIL	
Approved: <u><i>Ernest Wong</i></u> Date: <u>9-6-16</u> Ernest Wong, Public Works Director/City Engineer					



NOTE:
ADJUST FRAME AND COVER
AS REQUIRED BETWEEN TOP
GRADE RING AND FRAME.

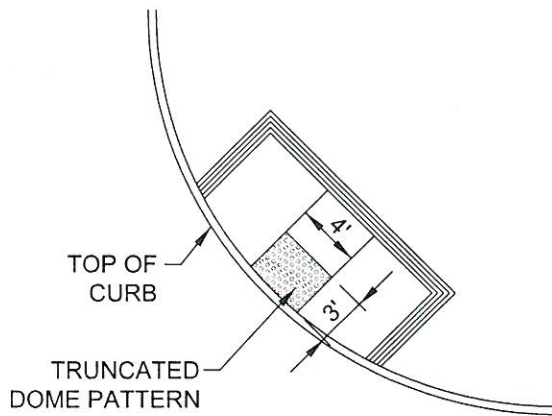
SECTION VIEW



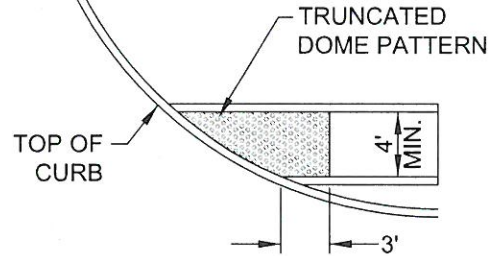
TOP VIEW

N.T.S

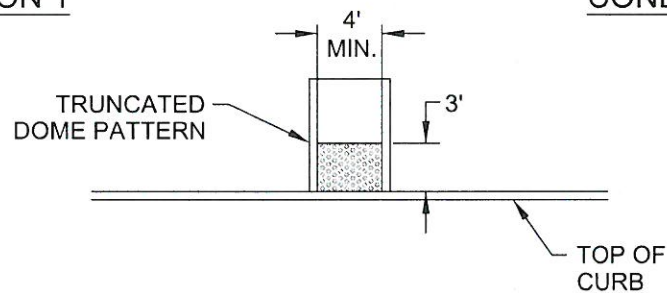
△ Mark Revision By Date Approved: <i>Ernest Wong</i> Ernest Wong, Public Works Director/City Engineer Date: <i>9-6-16</i>				CITY OF HIGHLAND STORM DRAIN MANHOLE AT GRADE DETAIL		Standard Drawing No. 221
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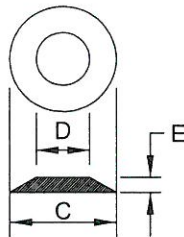
CONDITION 1



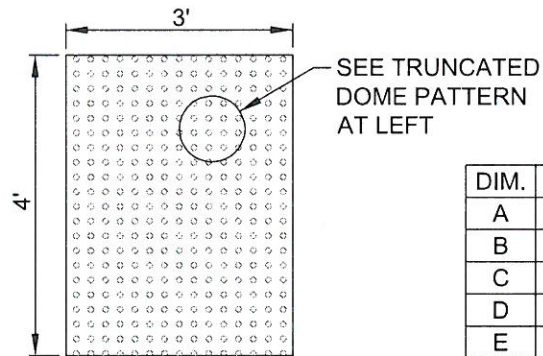
CONDITION 2



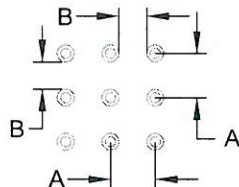
CONDITION 3



SINGLE "TRUNCATED DOME"



DIM.	ADA REQUIREMENT
A	1.6" TO 2.4"
B	0.65" MINIMUM
C	0.9" TO 1.4"
D	50-60% OF "C"
E	0.2"



"TRUNCATED DOME" PATTERN

DETECTABLE WARNING SURFACE

N.T.S.

				CITY OF HIGHLAND	
Mark	Revision	By	Date	Standard Drawing No.	
Approved: <i>Ernest Wong</i> Date: <i>9-6-16</i> Ernest Wong, Public Works Director/City Engineer				TRUNCATED DOMES 223	