

CITY OF TURLOCK

CAPITAL PROJECT NO. 14-25

EAST MONTE VISTA AVENUE

REHABILITATION

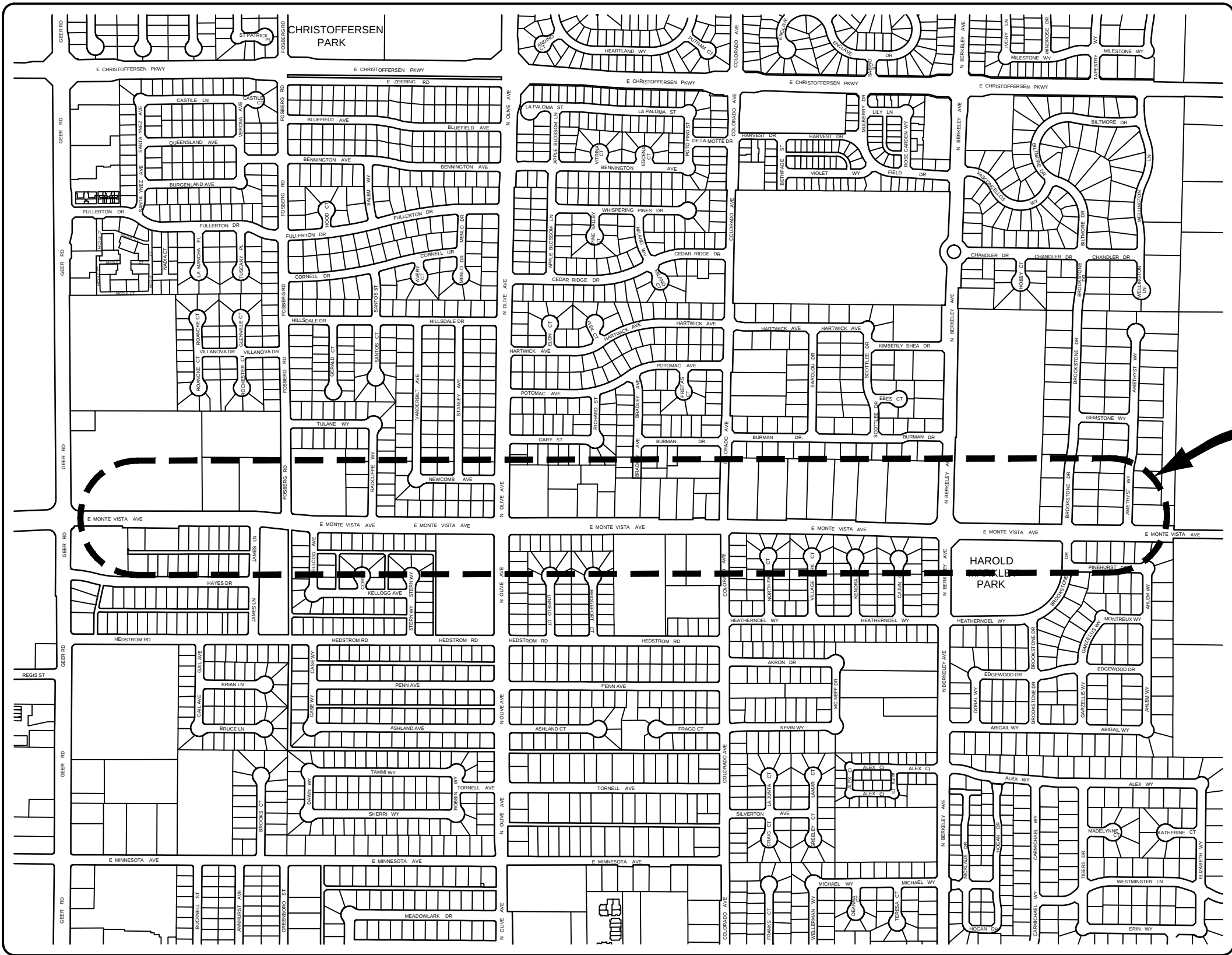
STPL-5165 (082)

LEGEND

	BENCHMARK
	EX. MONUMENT WELL
	EX. MONUMENTS
	EX. SET MONUMENT
101.97 C	EX. CONCRETE ELEVATION
101.39 FL	EX. FLOWLINE OF CURB ELEVATION
101.39 BSW	EX. BACK OF SIDEWALK ELEVATION
101.14 P	EX. PAVEMENT ELEVATION
101.5	EX. GROUND ELEVATION
	PROPERTY LINE
	CENTERLINE
	EX. FENCE
	EX. 8" SS
	EX. 18" SD
	EX. 12" W
	EX. SSMH
	EX. SDMH
	EX. WATER VALVE
	EX. WATER WELL
	EX. NON-POTABLE WATER VALVE
	EX. MANHOLE
	EX. TELEPHONE MANHOLE
	EX. PMH
	EX. SSCO
	EX. FH
	EX. GV
	EX. CB
	EX. DI
	EX. HW
	EX. L
	EX. GP
	EX. LIGHT
	EX. SL
	EX. SIGN
	EX. PP
	EX. TP
	EX. JP
	EX. GP
	EX. USP
	EX. T
	EX. CB
	EX. EB
	EX. FB
	EX. GB
	EX. IB
	EX. LB
	EX. MB
	EX. TB
	EX. VB
	EX. TB
	EX. UB
	EX. WB
	PROP. 10" SS
	PROP. 18" SD
	PROP. 12" W
	PROP. 12" RW
	PROP. SMH
	PROP. SDMH
	PROP. CB
	PROP. DI
	PROP. SSCO
	PROP. SSMH
	PROP. PV
	PROP. NPV
	PROP. FH
	PROP. WBA
	PROP. HMA
	PROP. C

ABBREVIATIONS

C	CONCRETE
P	PAVEMENT
R	RADIUS
L	LENGTH
S	SLOPE
W	POTABLE WATER
OC	ON CENTER
BC	BEGINNING OF CURVE
EC	END OF CURVE
AC	ASPHALT CONCRETE
DI	DROP INLET
AV	AIR VENT
IV	IRRIGATION VALVE
AB	AGGREGATE BASE
SF	SQUARE FEET
CY	CUBIC YARD
RW	RIGHT-OF-WAY
PL	PROPERTY LINE
CL	CENTER LINE
FL	FLOWLINE
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
EX	EXISTING
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
AP	ANGLE POINT
UP	UTILITY POLE
PP	ELECTRICITY POLE
TP	TELEPHONE POLE
JP	JOINT UTILITY POLE
SP	SERVICE POLE
GP	GUY POLE
LF	LINEAR FOOT
CB	CATCH BASIN
SS	SANITARY SEWER
SD	STORM DRAIN
APN	ASSESSORS PARCEL NUMBER
BSW	BACK OF SIDEWALK
INV	INVERT
HMA	HOT MIX ASPHALT
NPW	NON-POTABLE WATER
TYP	TYPICAL
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
IDB	IRRIGATION DISTRIBUTION BOX
ISP	IRRIGATION STAND PIPE
PROP	PROPOSED
RHMA	RUBBERIZED HOT MIX ASPHALT
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEAN OUT
SDMH	STORM DRAIN MANHOLE



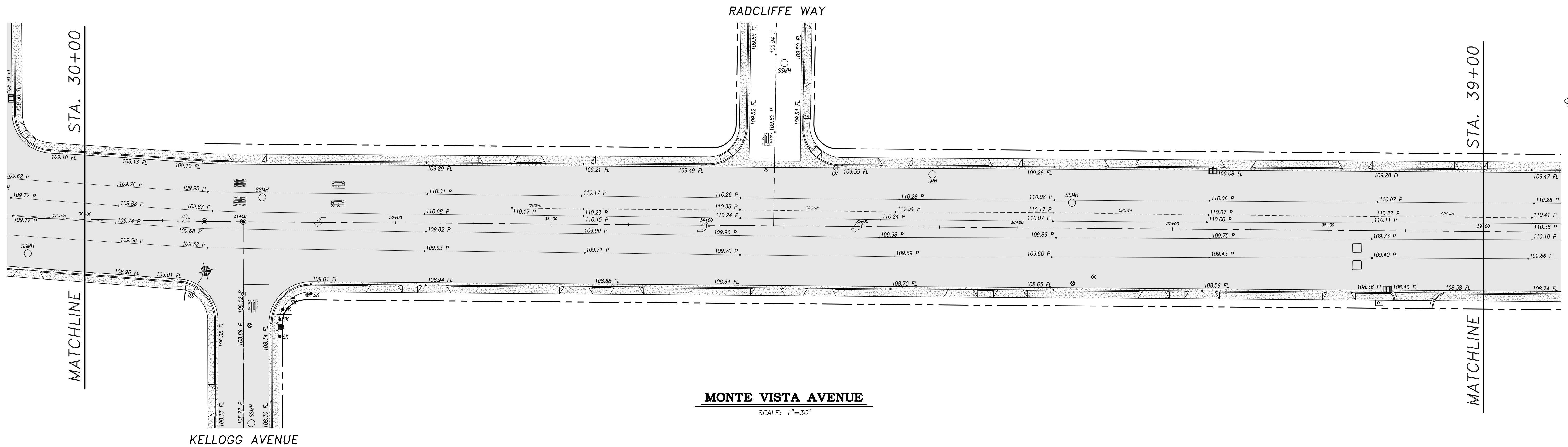
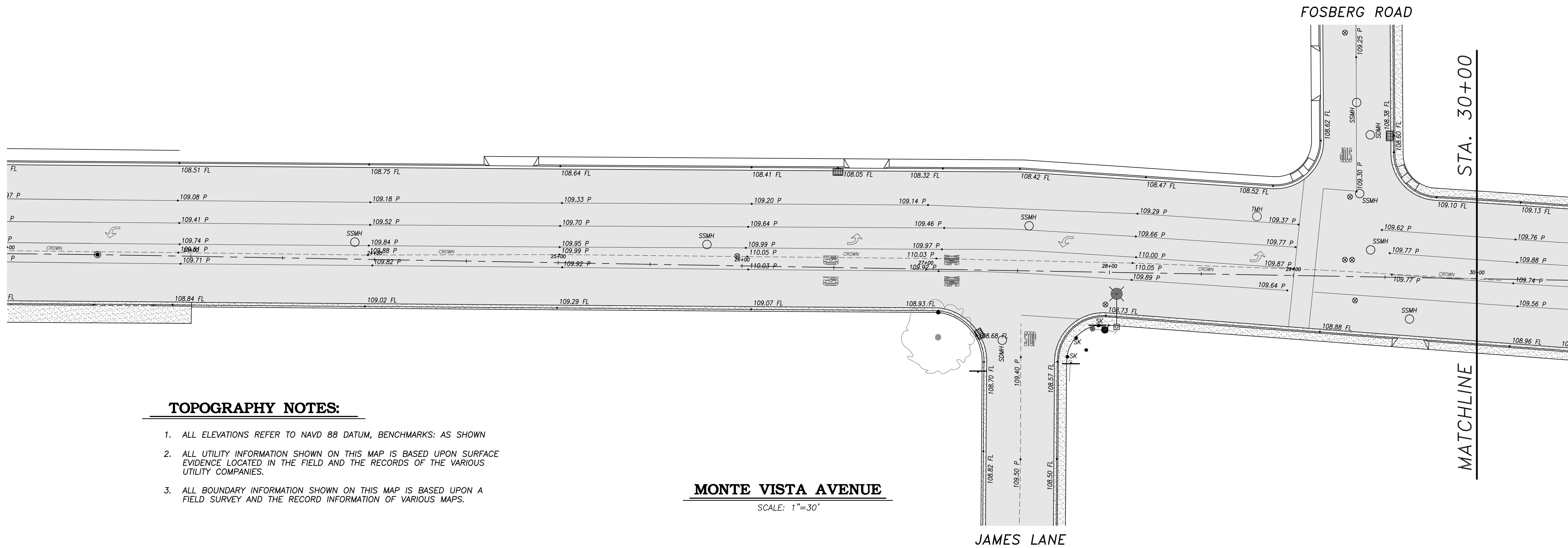
VICINITY MAP

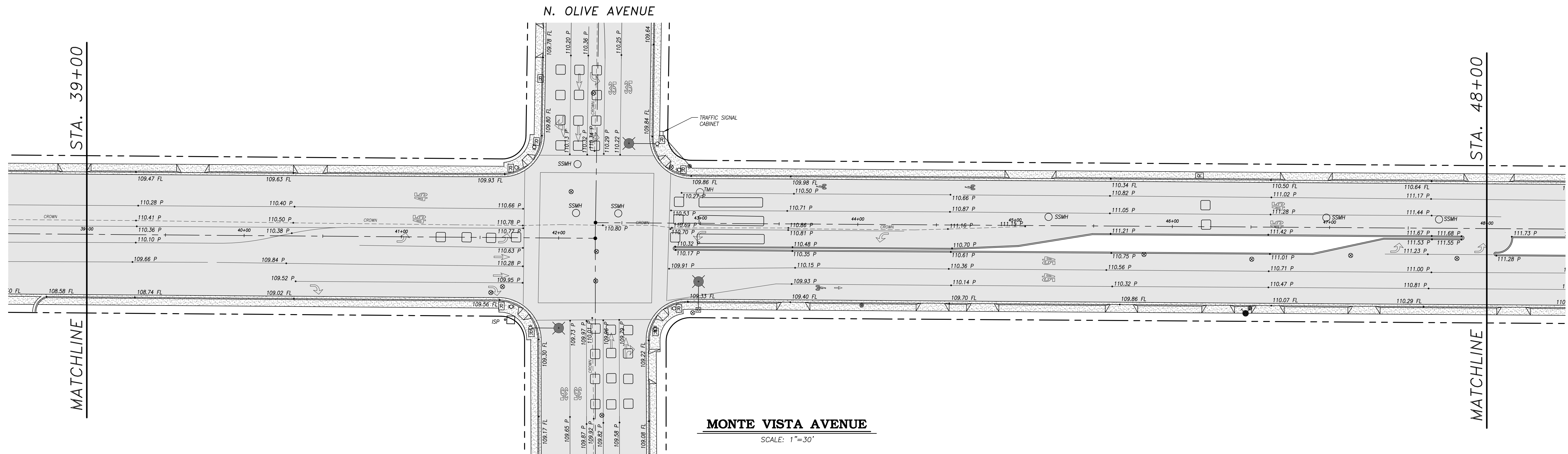
SHEET INDEX

SHEET	DESCRIPTION
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3	TOPOGRAPHY SURVEY PLAN
4	TOPOGRAPHY SURVEY PLAN
5	TOPOGRAPHY SURVEY PLAN
6	DEMOLITION PLAN
7	DEMOLITION PLAN
8	DEMOLITION PLAN
9	DEMOLITION PLAN
10	GRADING, DRAINAGE AND OVERLAY PLAN
11	GRADING, DRAINAGE AND OVERLAY PLAN
12	GRADING, DRAINAGE AND OVERLAY PLAN
13	GRADING, DRAINAGE AND OVERLAY PLAN
14	STRIPING & SIGNAGE PLAN
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23	CONSTRUCTION DETAILS

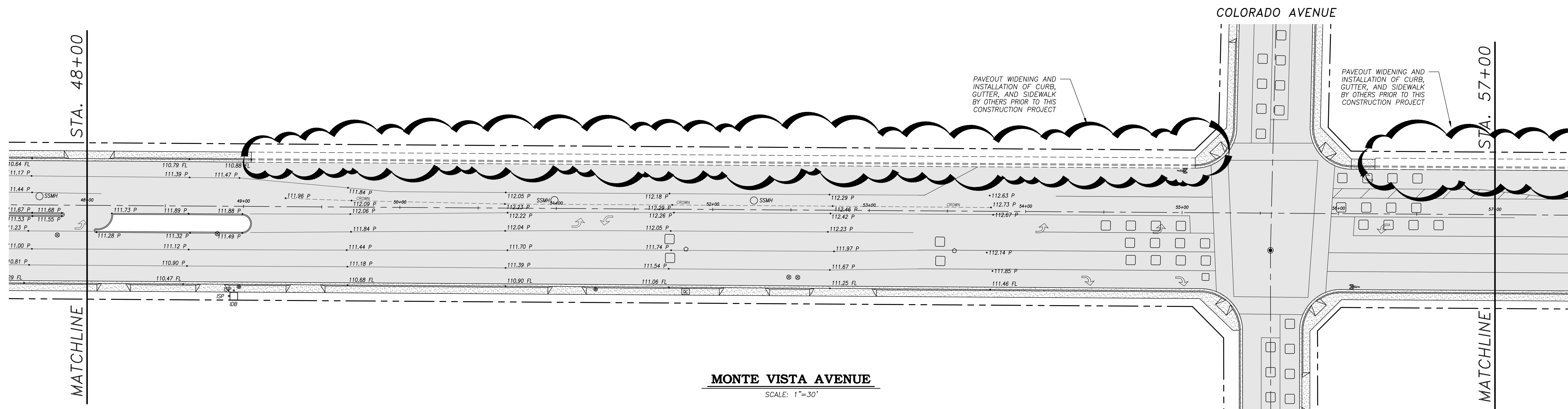
CONTACTS

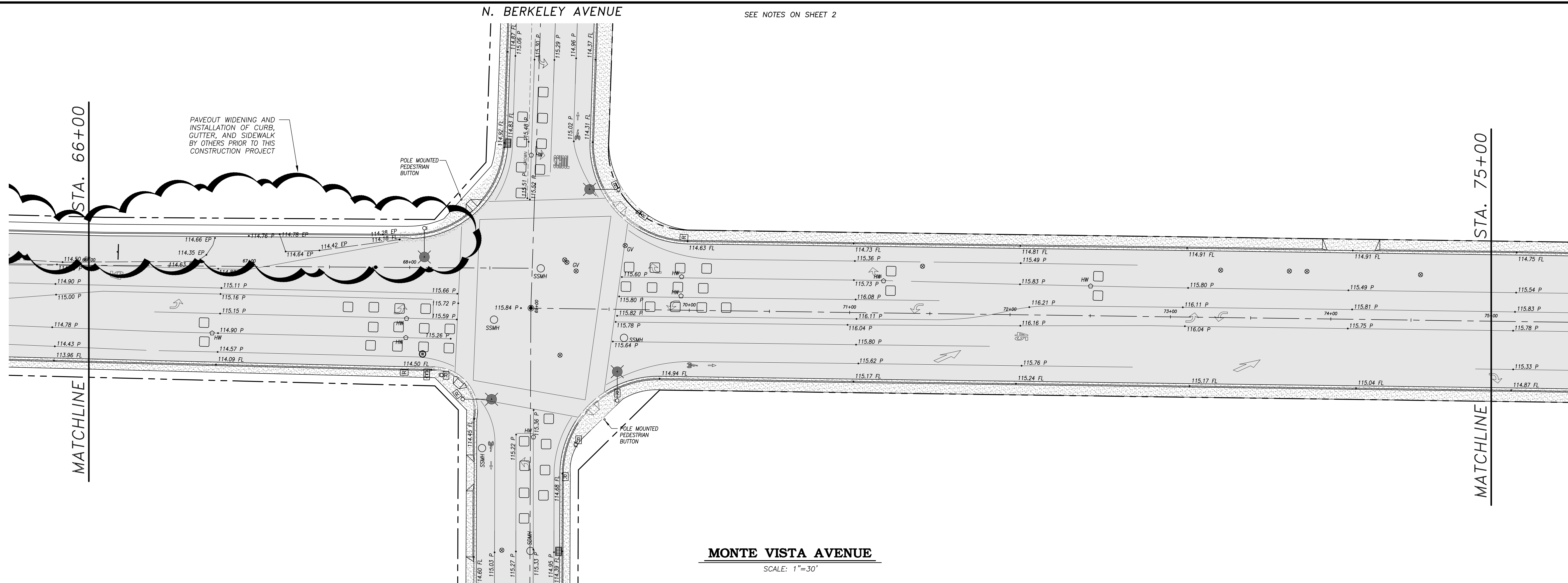
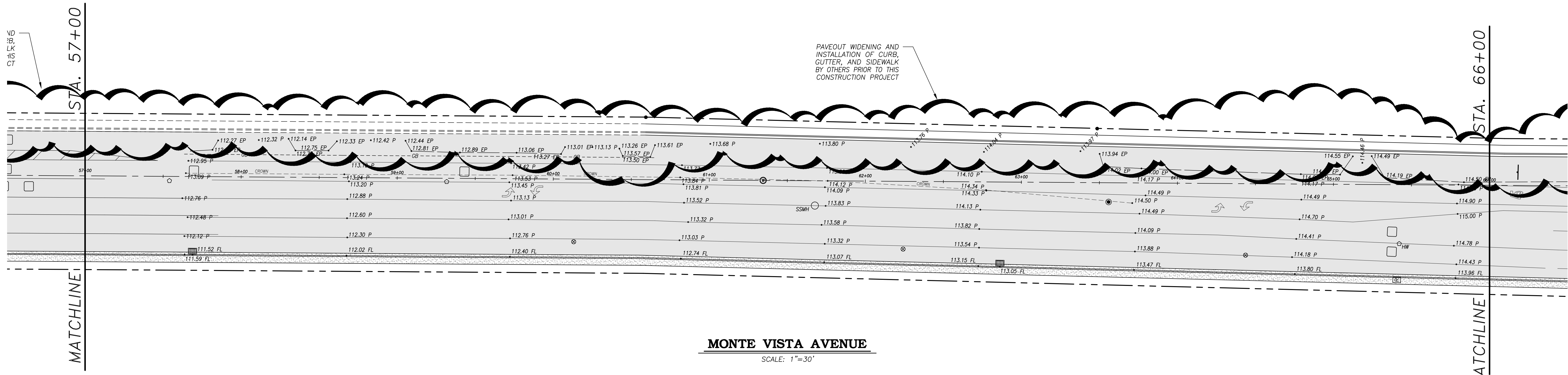
<u>CITY OF TURLOCK, DEVELOPMENT SERVICES DEPARTMENT</u> (209) 668-5520 ENGINEERING DIVISION
<u>CITY OF TURLOCK, MUNICIPAL SERVICES DEPARTMENT</u> (209) 668-5590 FOR SEWER, STORM AND WATER LINES
<u>TURLOCK IRRIGATION DISTRICT (ELECTRICAL)</u> (209) 883-8419 ED JEFFERS
<u>TURLOCK IRRIGATION DISTRICT (IRRIGATION)</u> (209) 883-8367 TODD TROGLIN
<u>CHARTER COMMUNICATIONS</u> (209) 633-3311 ABEL DAVILA
<u>PACIFIC GAS & ELECTRIC (GAS)</u> (209) 576-6662 KURT SOUSA
<u>AT&T</u> (209) 578-7139 SUKHWANT VIRK
<u>FIRE DEPARTMENT (NON-EMERGENCY)</u> (209) 668-5580
<u>POLICE DEPARTMENT (NON-EMERGENCY)</u> (209) 668-1200
<u>AMBULANCE</u> (209) 632-2271
<u>TURLOCK SCAVENGER</u> (209) 668-7274

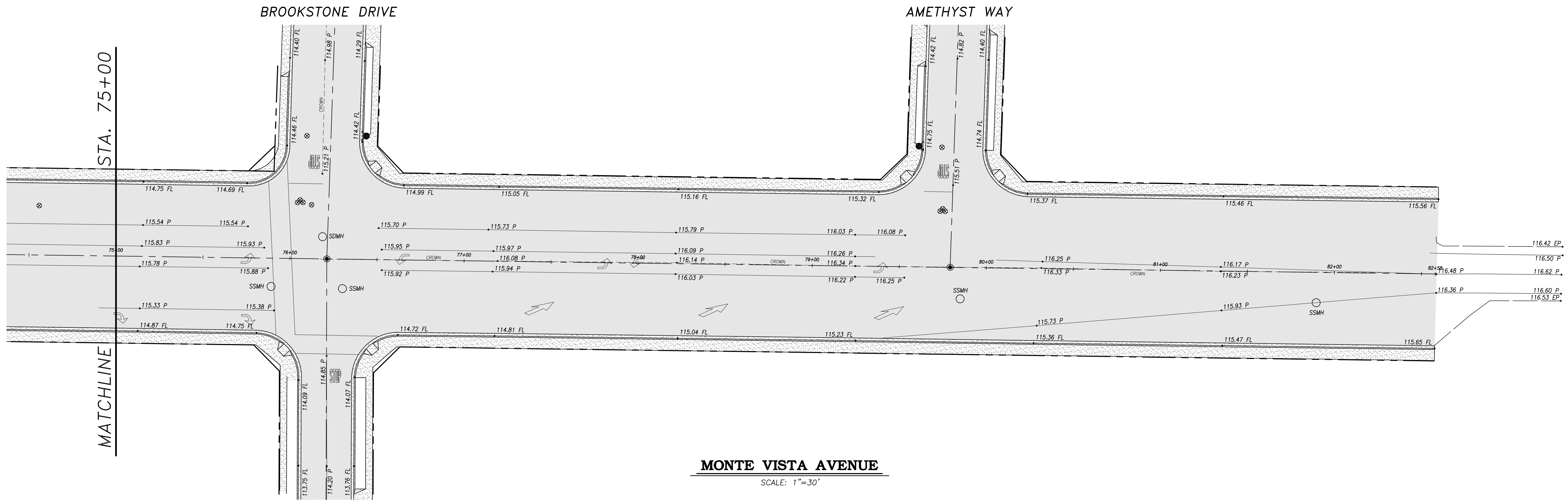


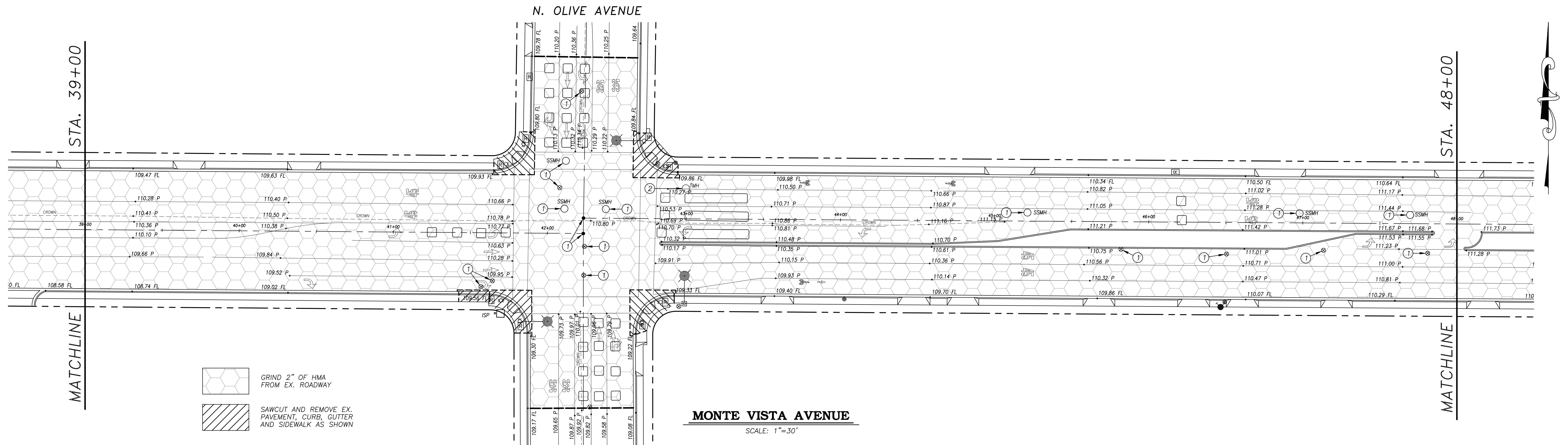


SEE NOTES ON SHEET 2

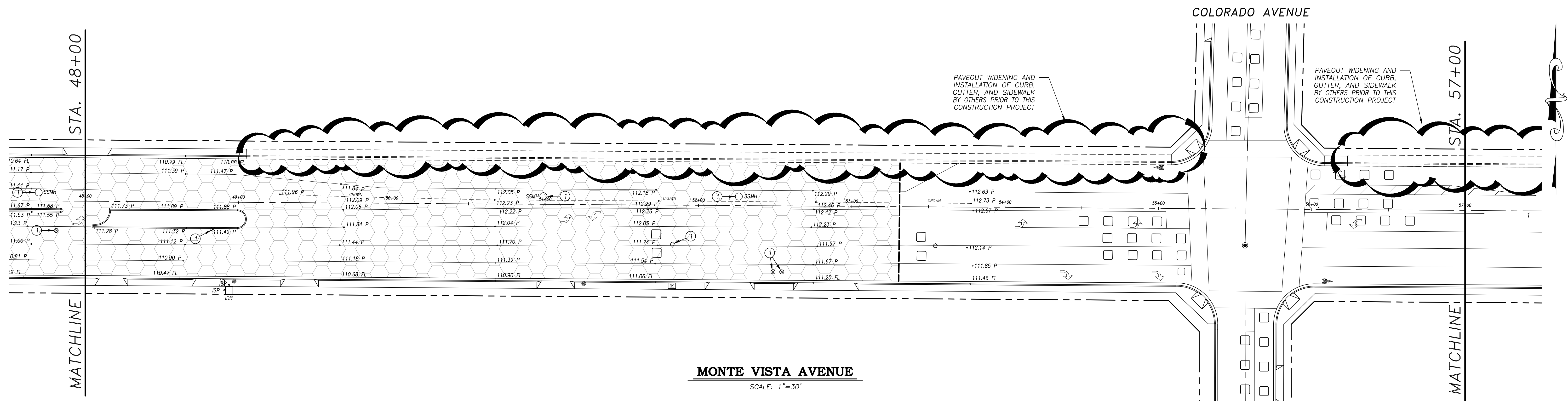


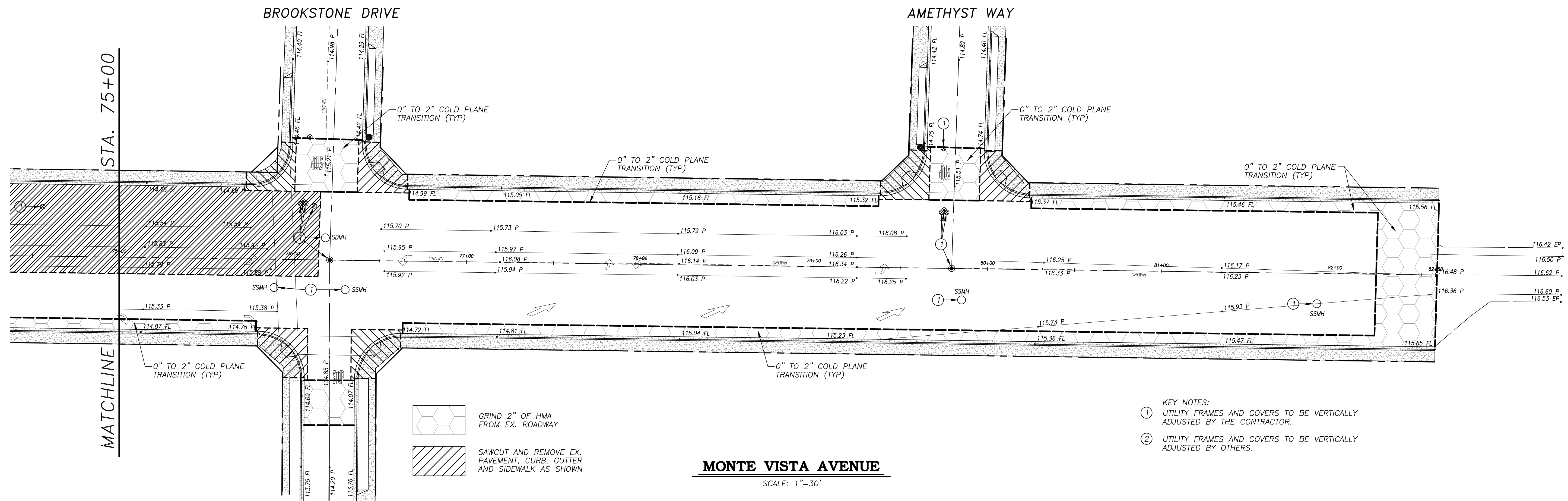






SEE NOTES ON SHEET 6





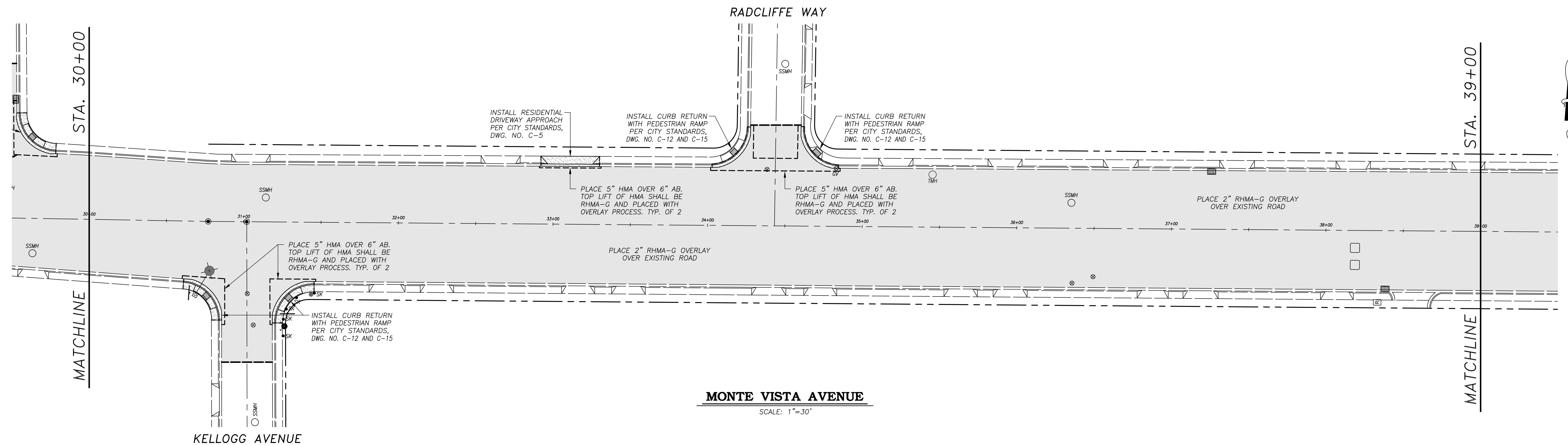
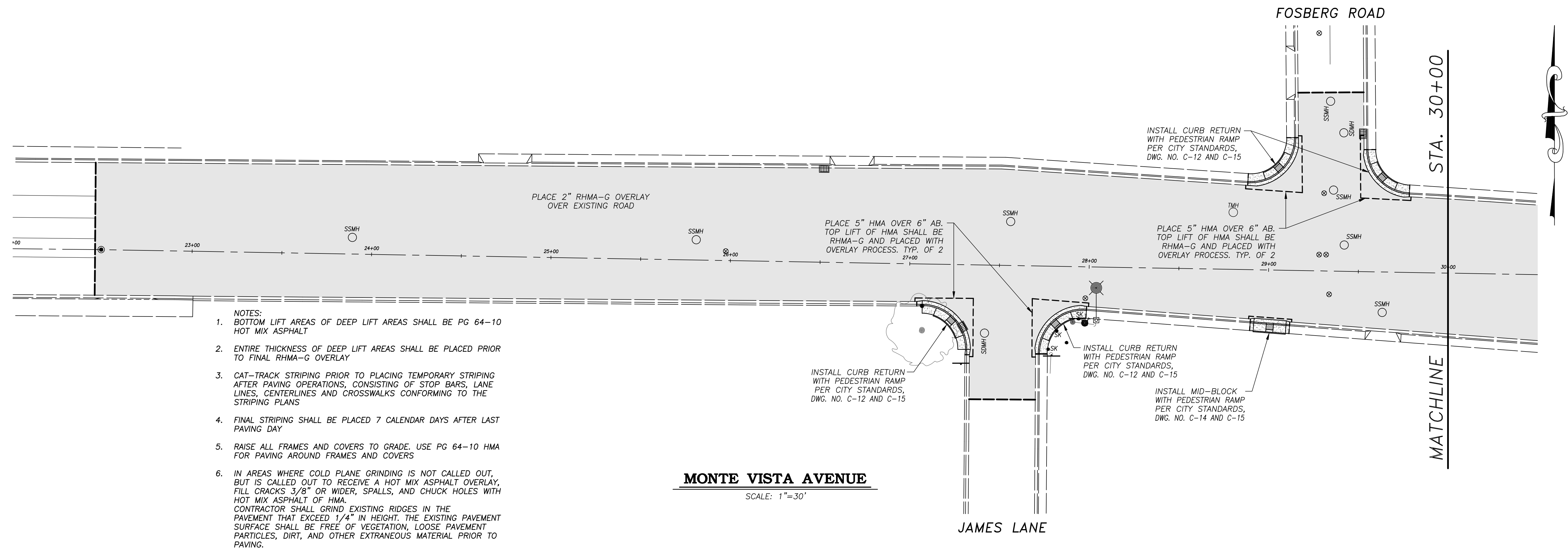
MONTE VISTA AVENUE

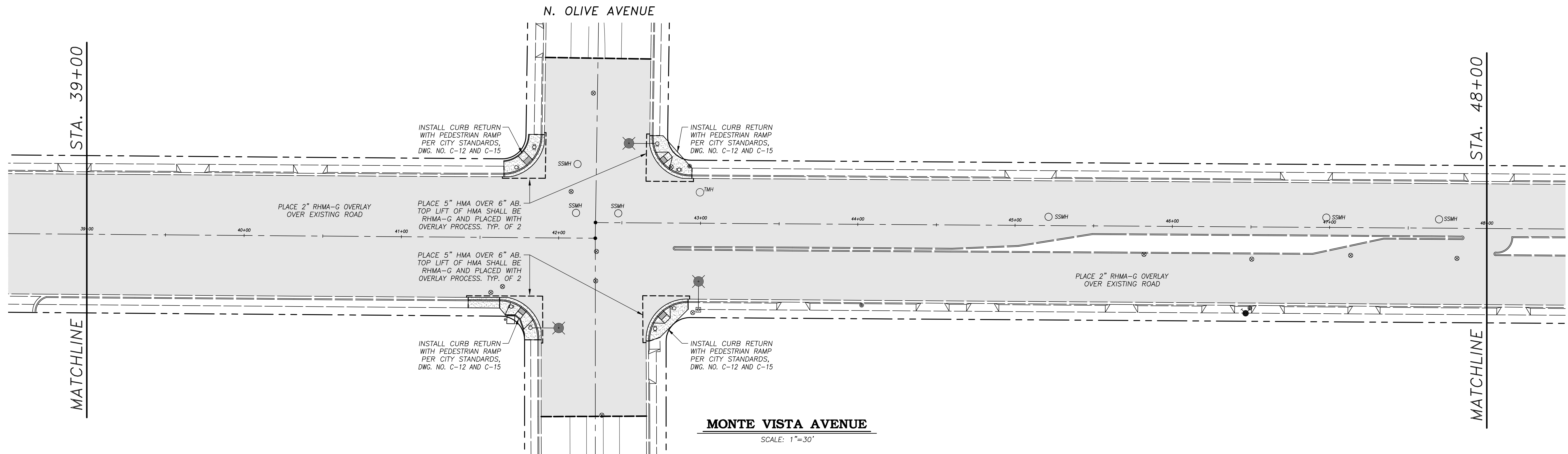
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SEE NOTES ON SHEET 6

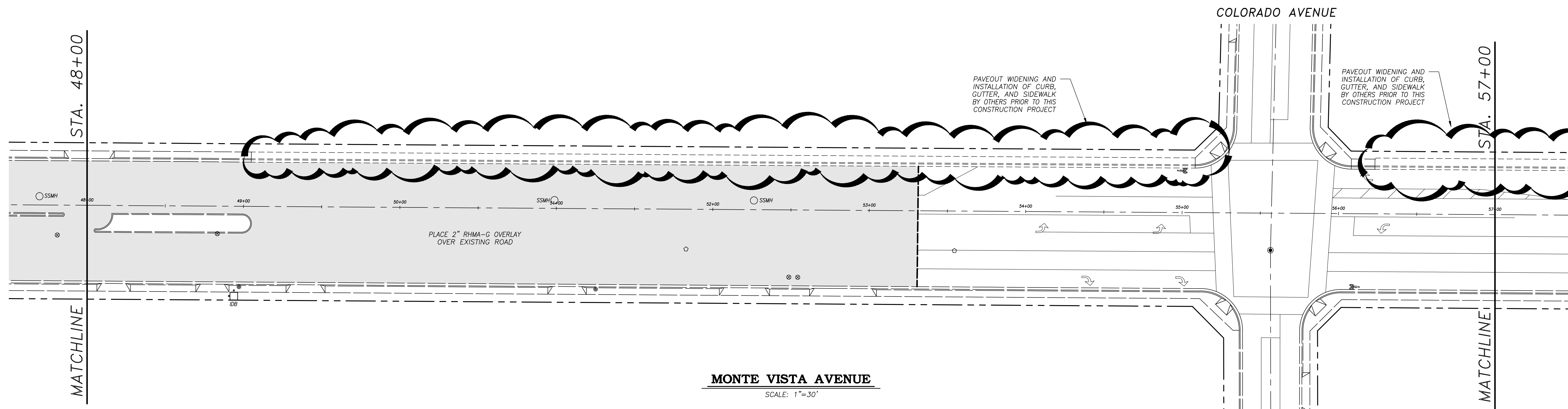
- KEY NOTES:**
- ① UTILITY FRAMES AND COVERS TO BE VERTICALLY ADJUSTED BY THE CONTRACTOR.
 - ② UTILITY FRAMES AND COVERS TO BE VERTICALLY ADJUSTED BY OTHERS.

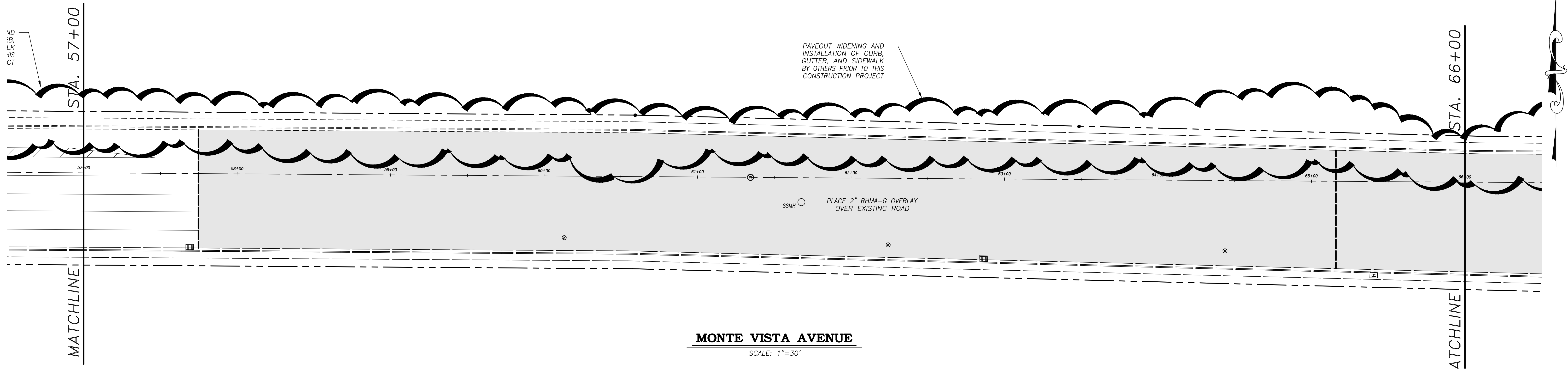
- GRIND 2" OF HMA FROM EX. ROADWAY
- SAWCUT AND REMOVE EX. PAVEMENT, CURB, GUTTER AND SIDEWALK AS SHOWN





SEE NOTES ON SHEET 10



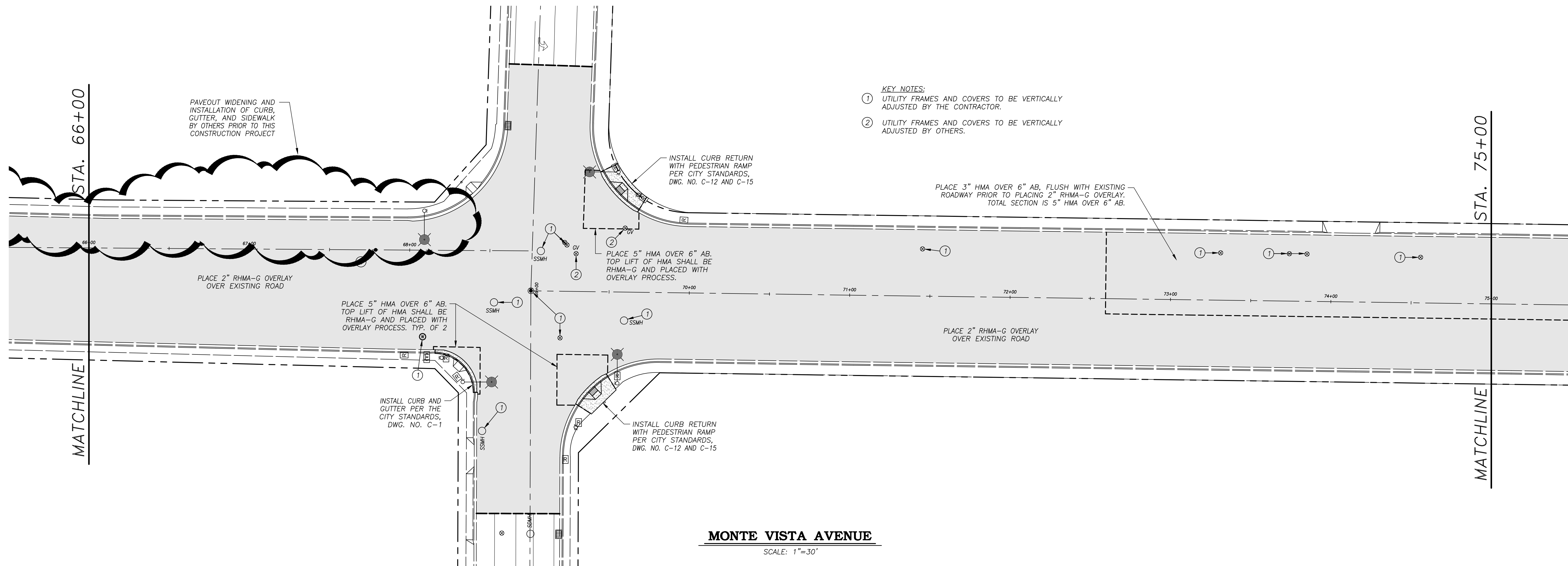


MONTE VISTA AVENUE

SCALE: 1"=30'

N. BERKELEY AVENUE

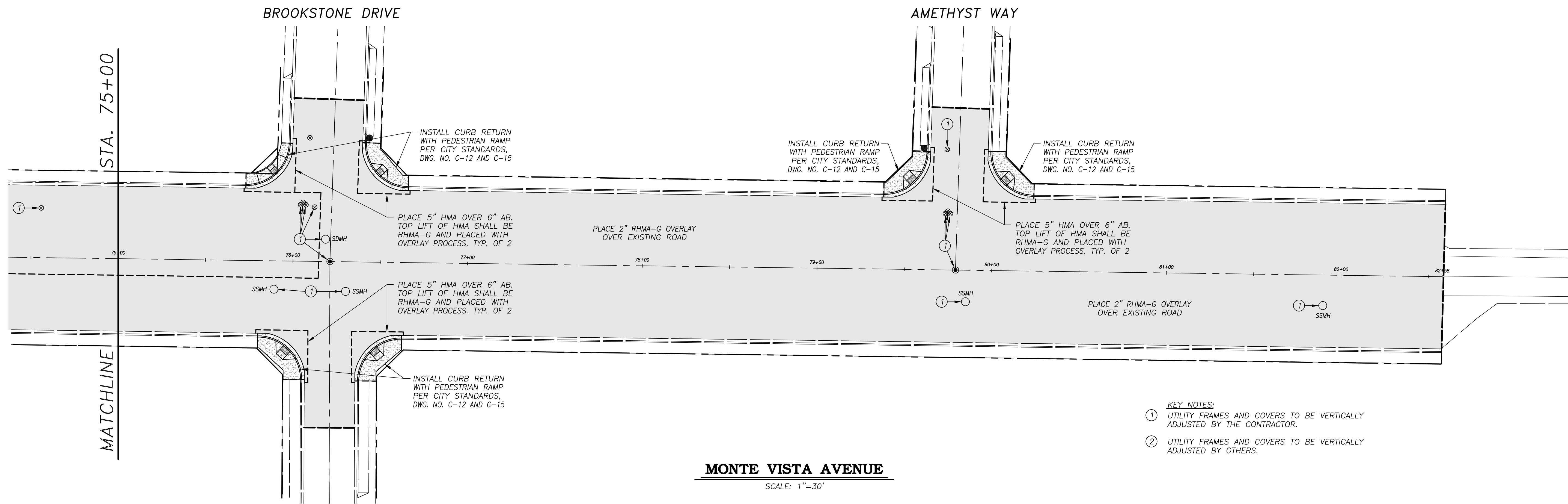
SEE NOTES ON SHEET 10



MONTE VISTA AVENUE

SCALE: 1"=30'

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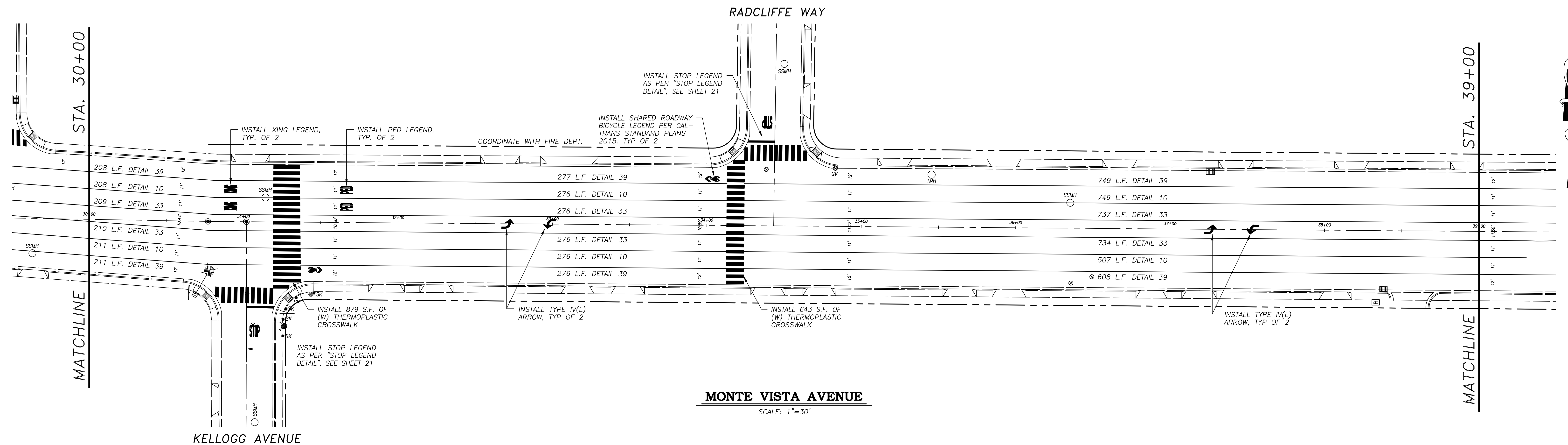
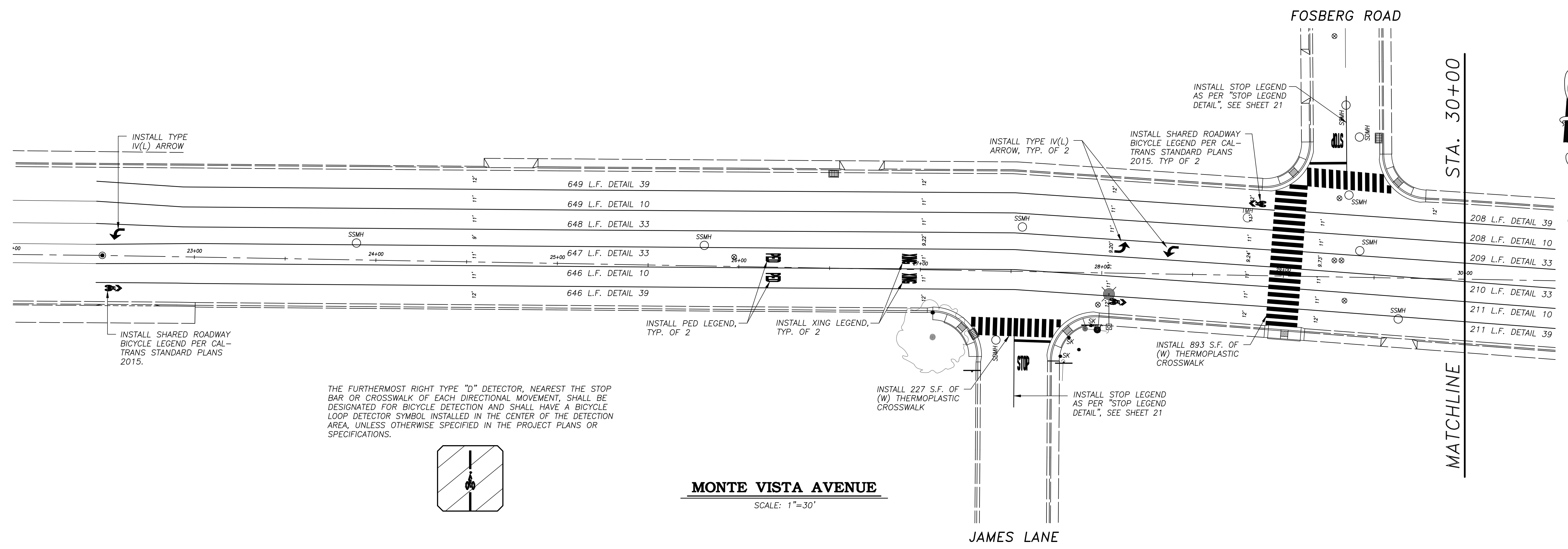


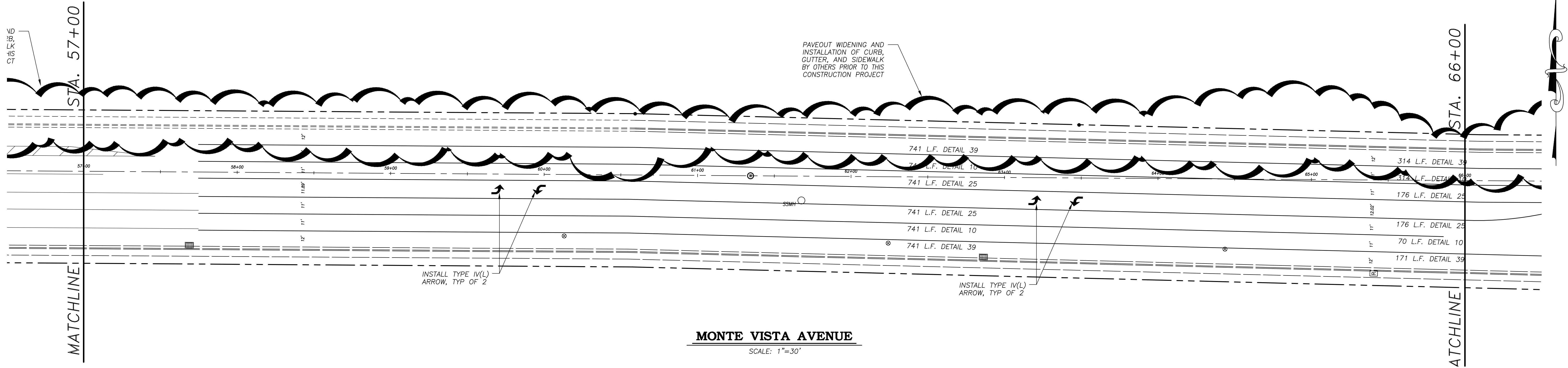
MONTE VISTA AVENUE

SCALE: 1"=30'

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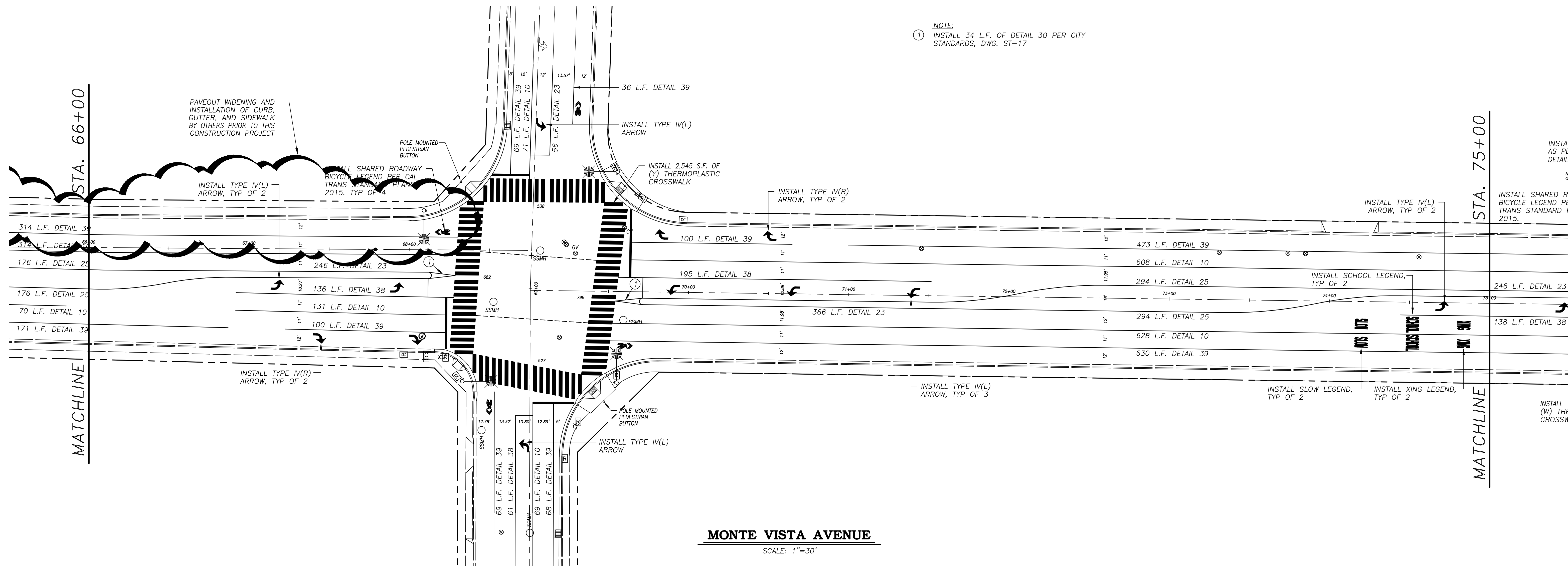
MONTE VISTA AVENUE

SCALE: 1"=30'

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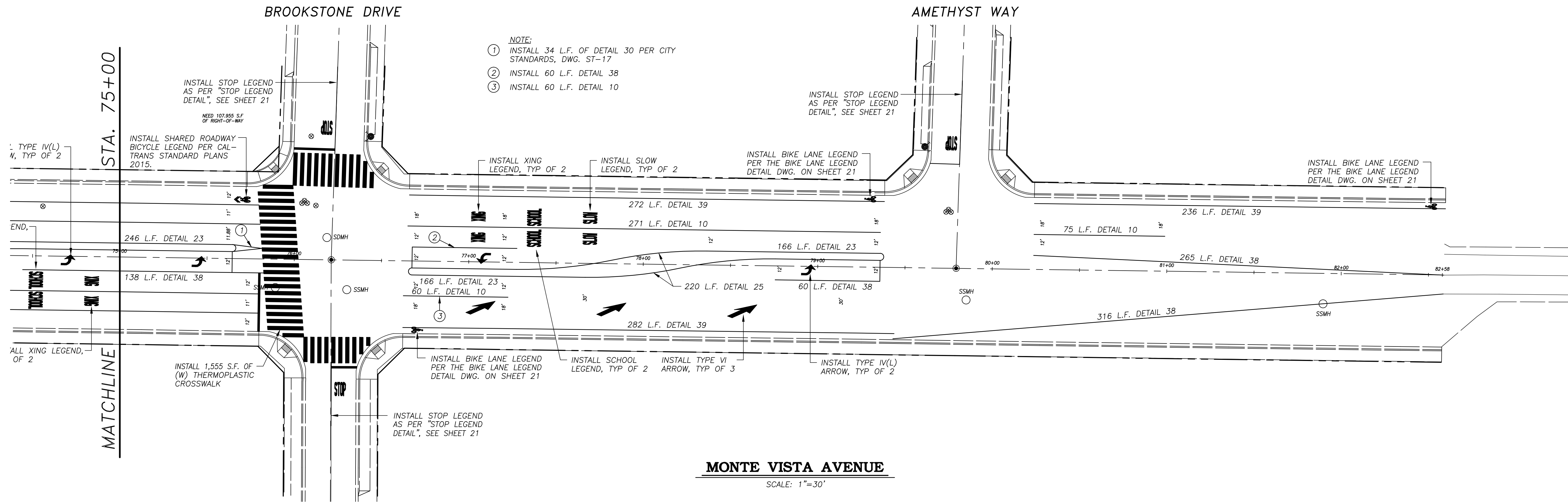
SEE NOTES ON SHEET 14

- NOTE:
① INSTALL 34 L.F. OF DETAIL 30 PER CITY STANDARDS, DWG. ST-17



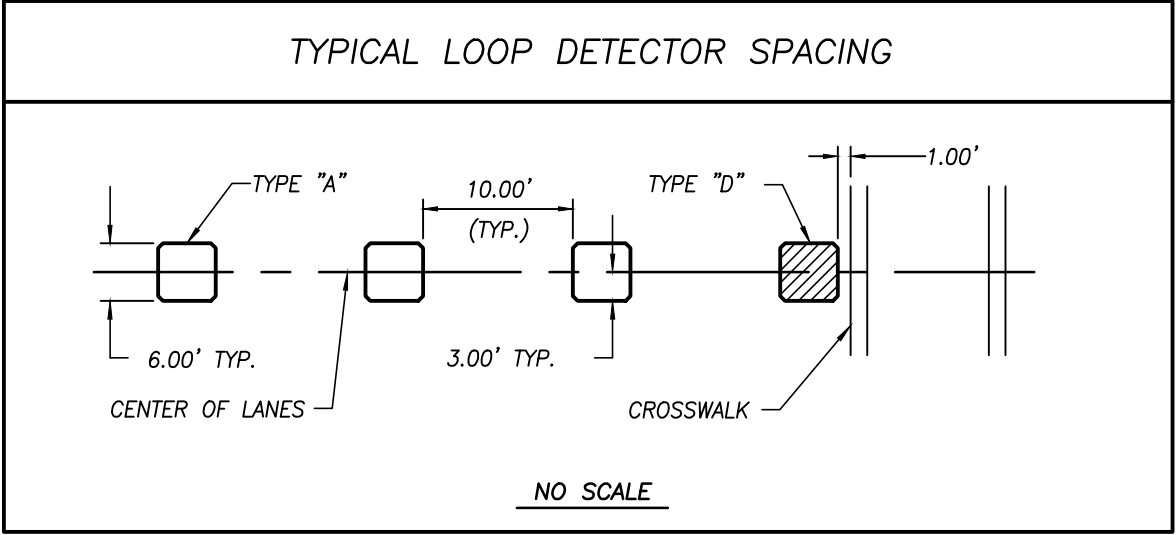
MONTE VISTA AVENUE

SCALE: 1"=30'

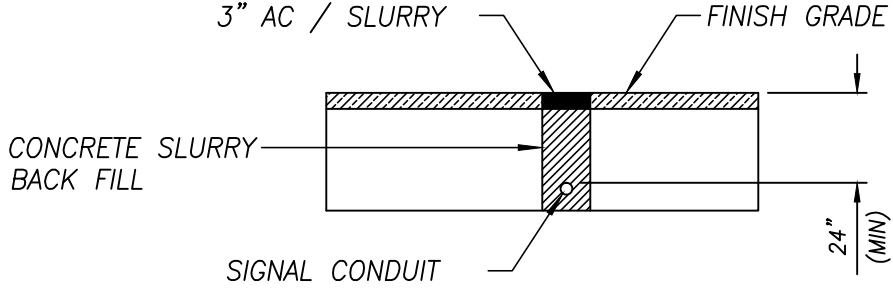
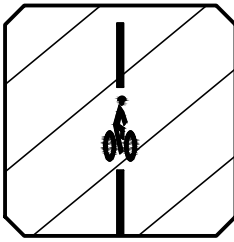


MONTE VISTA AVENUE
SCALE: 1"=30'

SEE NOTES ON SHEET 14



THE FURTHERMOST RIGHT TYPE "D" DETECTOR, NEAREST THE STOP BAR OR CROSSWALK OF EACH DIRECTIONAL MOVEMENT, SHALL BE DESIGNATED FOR BICYCLE DETECTION AND SHALL HAVE A BICYCLE LOOP DETECTOR SYMBOL INSTALLED IN THE CENTER OF THE DETECTION AREA, UNLESS OTHERWISE SPECIFIED IN THE PROJECT PLANS OR SPECIFICATIONS.

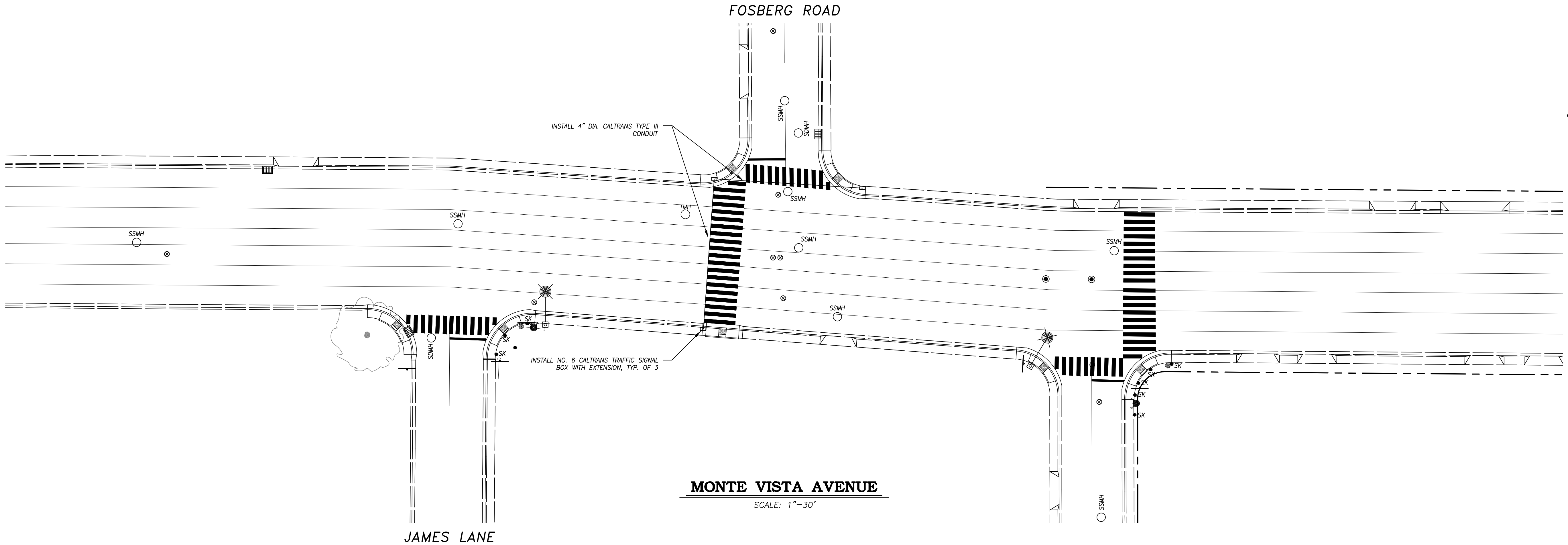


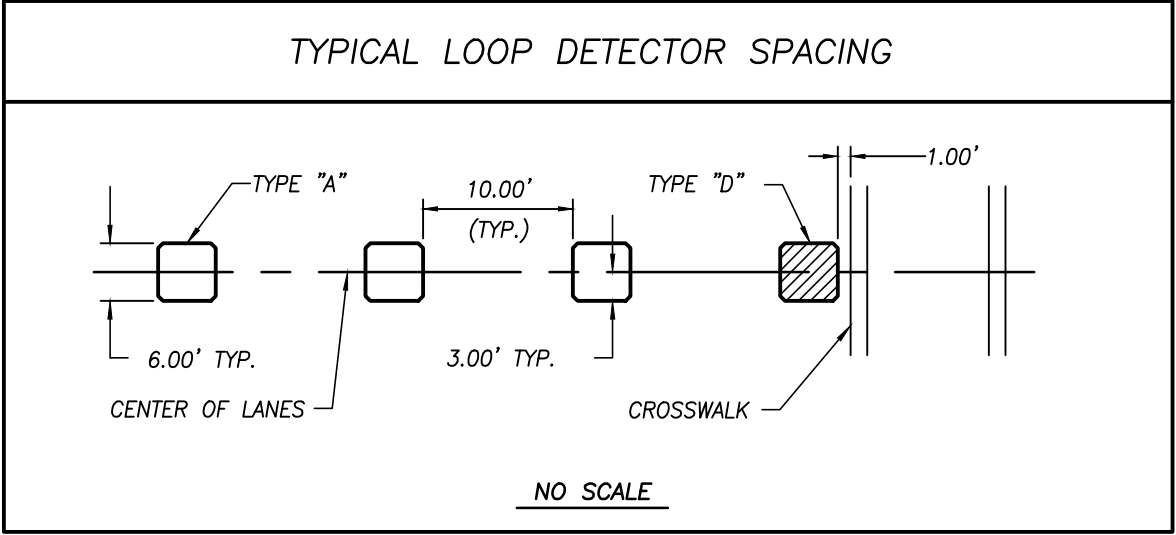
CONDUIT TRENCH DETAIL

NO SCALE

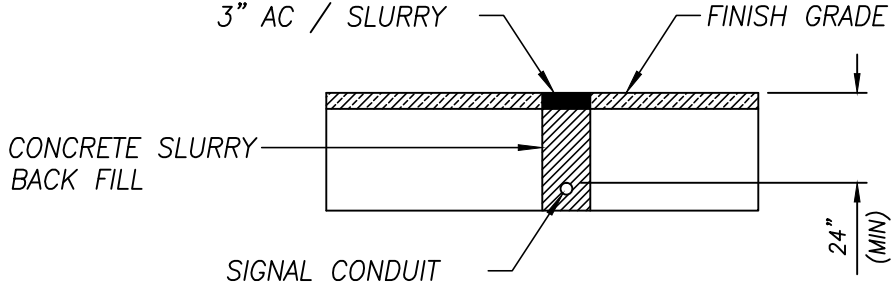
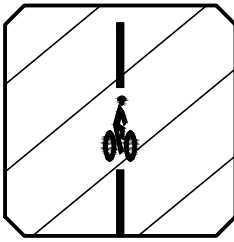
INDUCTIVE LOOP DETECTORS

1. THE CONTRACTOR SHALL REPLACE ALL LOOP DETECTORS
2. CENTER LOOPS IN LANE UNLESS OTHERWISE NOTED.
3. LOOP WIRE SHALL BE TYPE 2.
4. LOOP DETECTOR LEAD-IN CABLE SHALL BE TYPE B.
5. SLOTS SHALL BE FILLED WITH POLY-LOOP TA-3000 MANUFACTURED BY TRI-AMERICAN, INC., OR APPROVED EQUAL.
6. TRAFFIC SIGNAL LOOPS SHALL BE TYPE "A" AND TYPE "D" AS DESIGNATED ON THE PLANS
7. THE DEPTH OF LOOP SEALANT ABOVE THE TOP OF THE UPPERMOST LOOP WIRE IN THE SAWED SLOTS SHALL BE 2 INCH, MINIMUM.
8. THE FURTHERMOST RIGHT TYPE "D" DETECTOR, NEAREST THE STOP BAR OR CROSSWALK OF EACH PHASE, SHALL BE DESIGNATED FOR BICYCLE DETECTION AND SHALL HAVE A BICYCLE LOOP DETECTOR SYMBOL INSTALLED IN THE CENTER OF THE DETECTION AREA, UNLESS OTHERWISE SPECIFIED IN THE PROJECT PLANS OR SPECIFICATIONS.
9. THE BICYCLE LOOP DETECTOR SYMBOL SHALL BE PER THE CURRENT EDITION OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD PLANS.





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CONDUIT TRENCH DETAIL

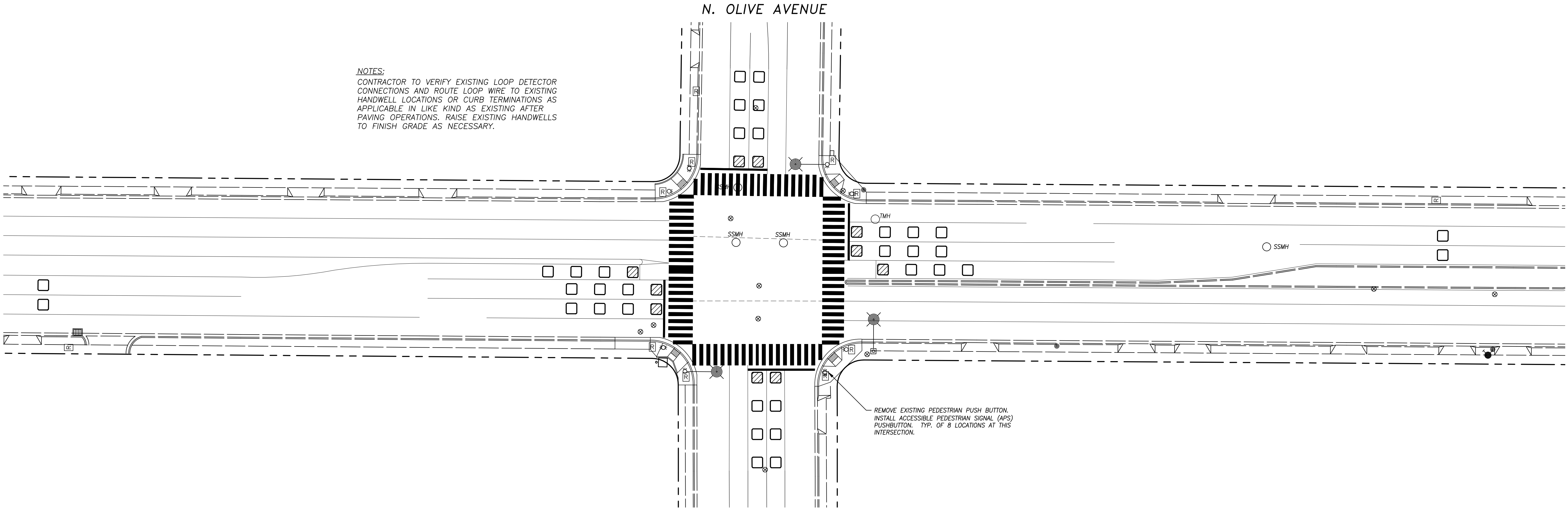
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NOTES:

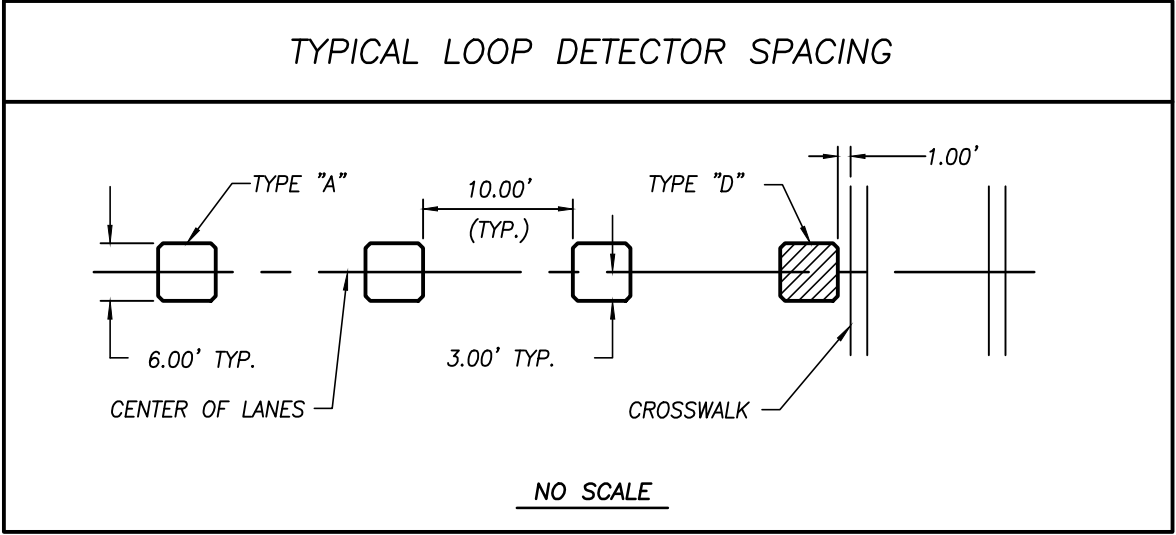
CONTRACTOR TO VERIFY EXISTING LOOP DETECTOR CONNECTIONS AND ROUTE LOOP WIRE TO EXISTING HANDWELL LOCATIONS OR CURB TERMINATIONS AS APPLICABLE IN LIKE KIND AS EXISTING AFTER PAVING OPERATIONS. RAISE EXISTING HANDWELLS TO FINISH GRADE AS NECESSARY.



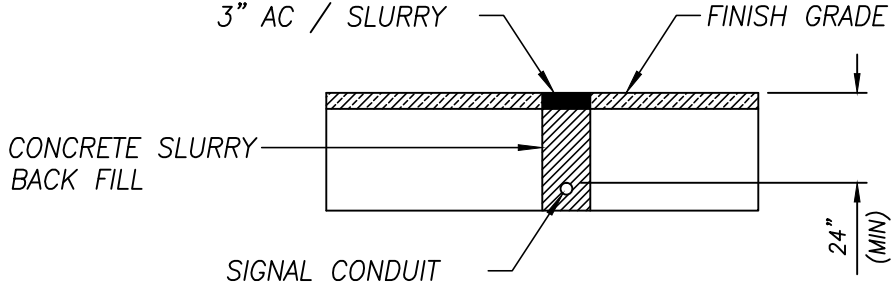
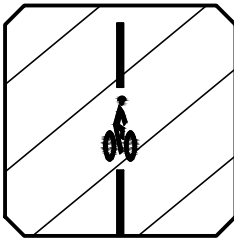
PEDESTRIAN PUSHBUTTONS

PEDESTRIAN PUSHBUTTONS SHALL MEET MUTCD REQUIREMENTS FOR ACCESSIBLE PEDESTRIAN SIGNALS. CONTRACTOR SHALL PROVIDE THE APS WHERE THE MUTCD LANGUAGE IS SUCH THAT A FEATURE "SHALL" BE REQUIRED. THE PUSH BUTTON SIGN SHALL BE PORCELAIN ENAMELED METAL. THE PUSH BUTTON SHALL INCLUDE A R10-3e SIGN IMMEDIATELY ABOVE THE BUTTON.

POLE-SUPPORTED PEDESTRIAN TRAFFIC CONTROL BUTTONS SHALL BE IDENTIFIED WITH COLOR CODING CONSISTING OF A TEXTURED HORIZONTAL YELLOW BAND 2" IN WIDTH ENCIRCLING THE POLE, AND A 1" WIDE DARK BORDER BAND ABOVE AND BELOW THE YELLOW BAND. COLOR CODING SHOULD BE PLACED IMMEDIATELY ABOVE THE CONTROL BUTTON. CONTROL BUTTONS SHALL BE LOCATED NO HIGHER THAN 48" ABOVE THE SURFACE ADJACENT TO THE POLE.



THE FURTHERMOST RIGHT TYPE "D" DETECTOR, NEAREST THE STOP BAR OR CROSSWALK OF EACH DIRECTIONAL MOVEMENT, SHALL BE DESIGNATED FOR BICYCLE DETECTION AND SHALL HAVE A BICYCLE LOOP DETECTOR SYMBOL INSTALLED IN THE CENTER OF THE DETECTION AREA, UNLESS OTHERWISE SPECIFIED IN THE PROJECT PLANS OR SPECIFICATIONS.



CONDUIT TRENCH DETAIL

NO SCALE

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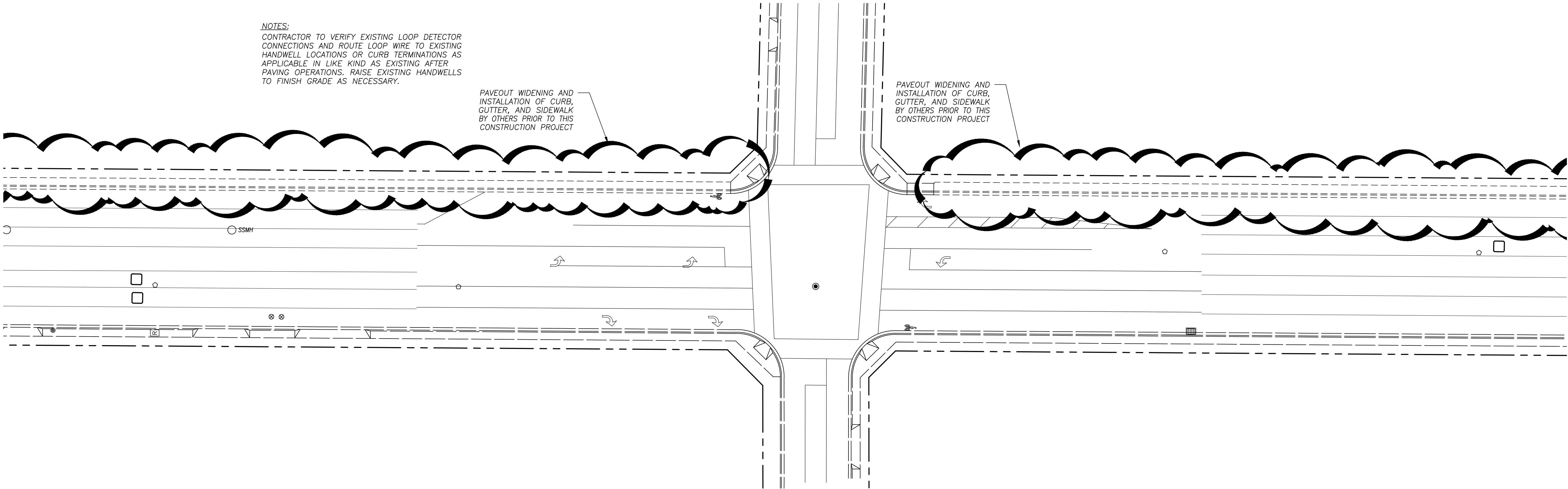
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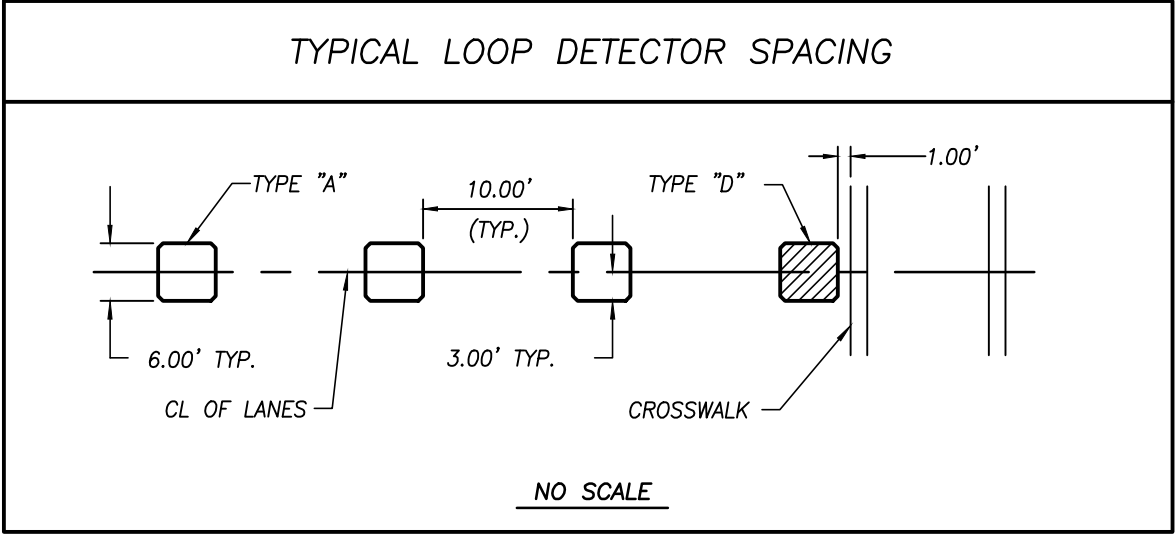
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PAVEOUT WIDENING AND
INSTALLATION OF CURB,
GUTTER, AND SIDEWALK
BY OTHERS PRIOR TO THIS
CONSTRUCTION PROJECT

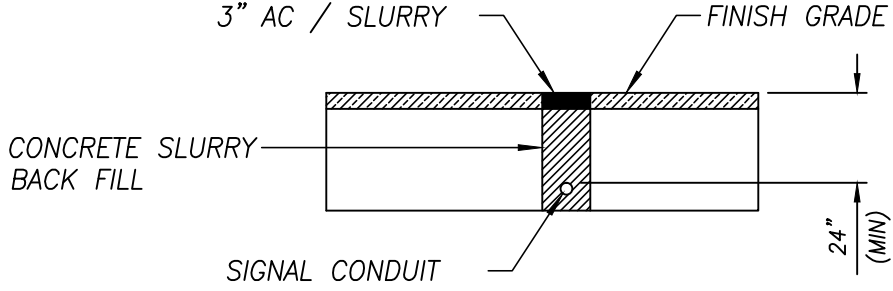
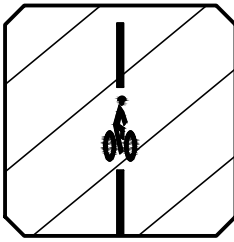
PAVEOUT WIDENING AND
INSTALLATION OF CURB,
GUTTER, AND SIDEWALK
BY OTHERS PRIOR TO THIS
CONSTRUCTION PROJECT

COLORADO AVENUE





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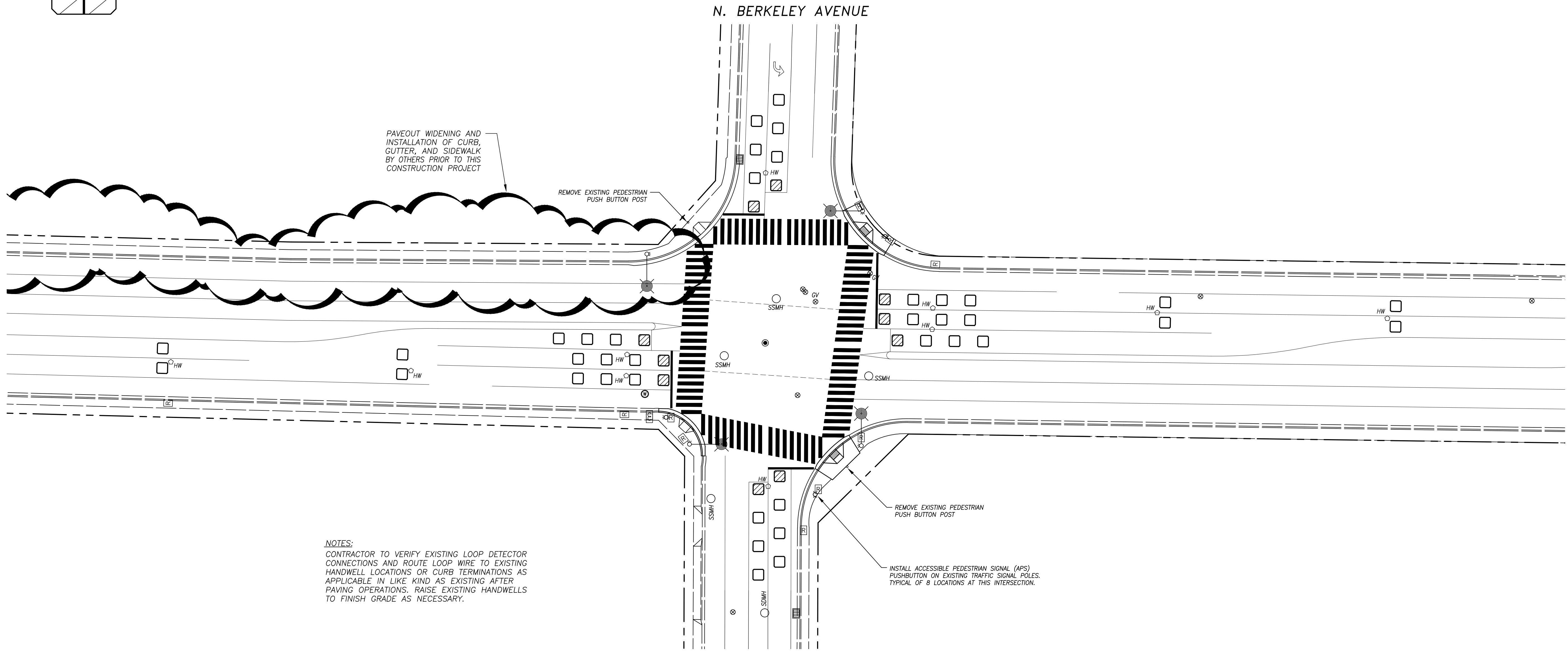


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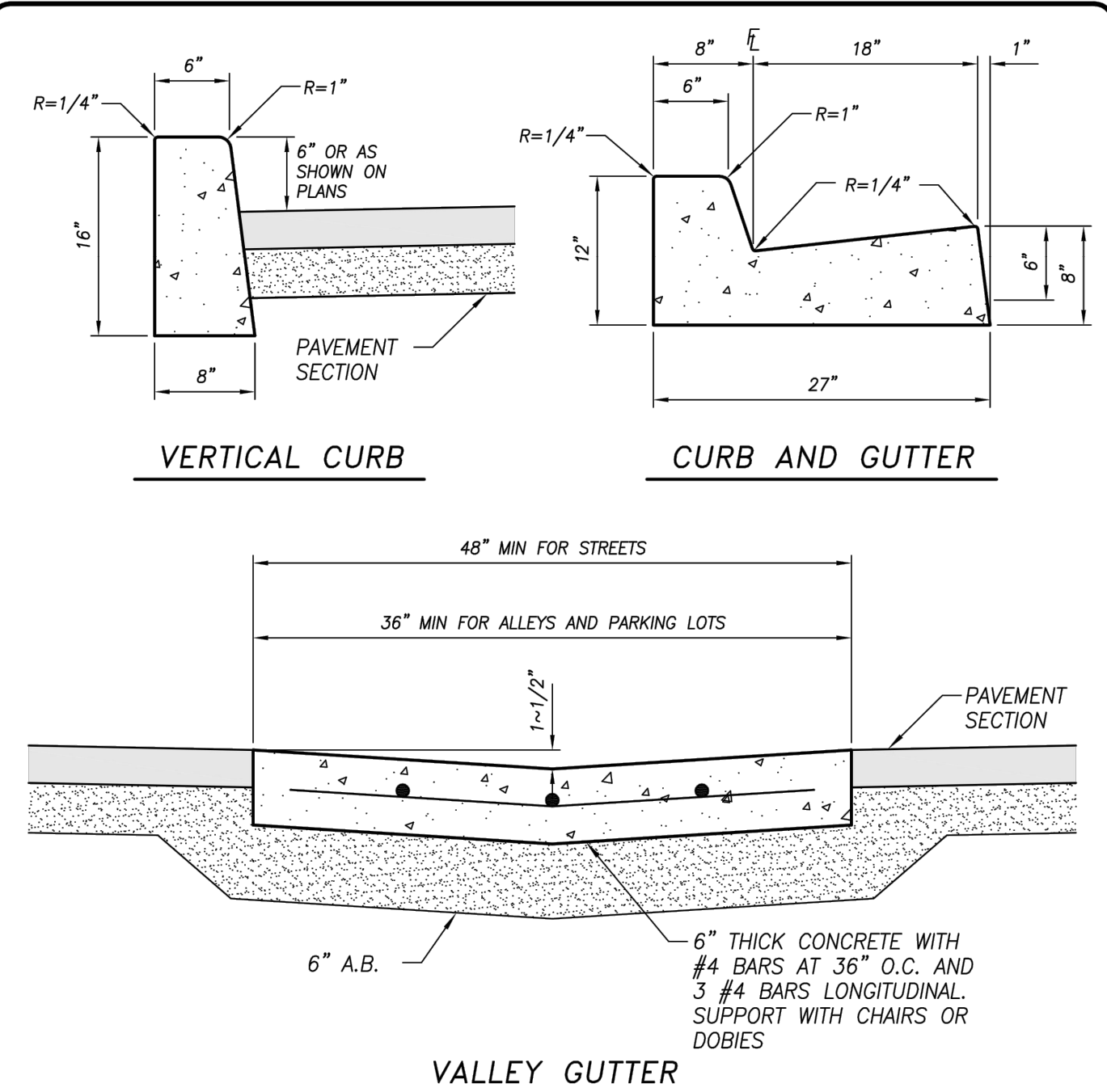


NOTES:
CONTRACTOR TO VERIFY EXISTING LOOP DETECTOR CONNECTIONS AND ROUTE LOOP WIRE TO EXISTING HANDWELL LOCATIONS OR CURB TERMINATIONS AS APPLICABLE IN LIKE KIND AS EXISTING AFTER PAVING OPERATIONS. RAISE EXISTING HANDWELLS TO FINISH GRADE AS NECESSARY.

PEDESTRIAN PUSHBUTTONS

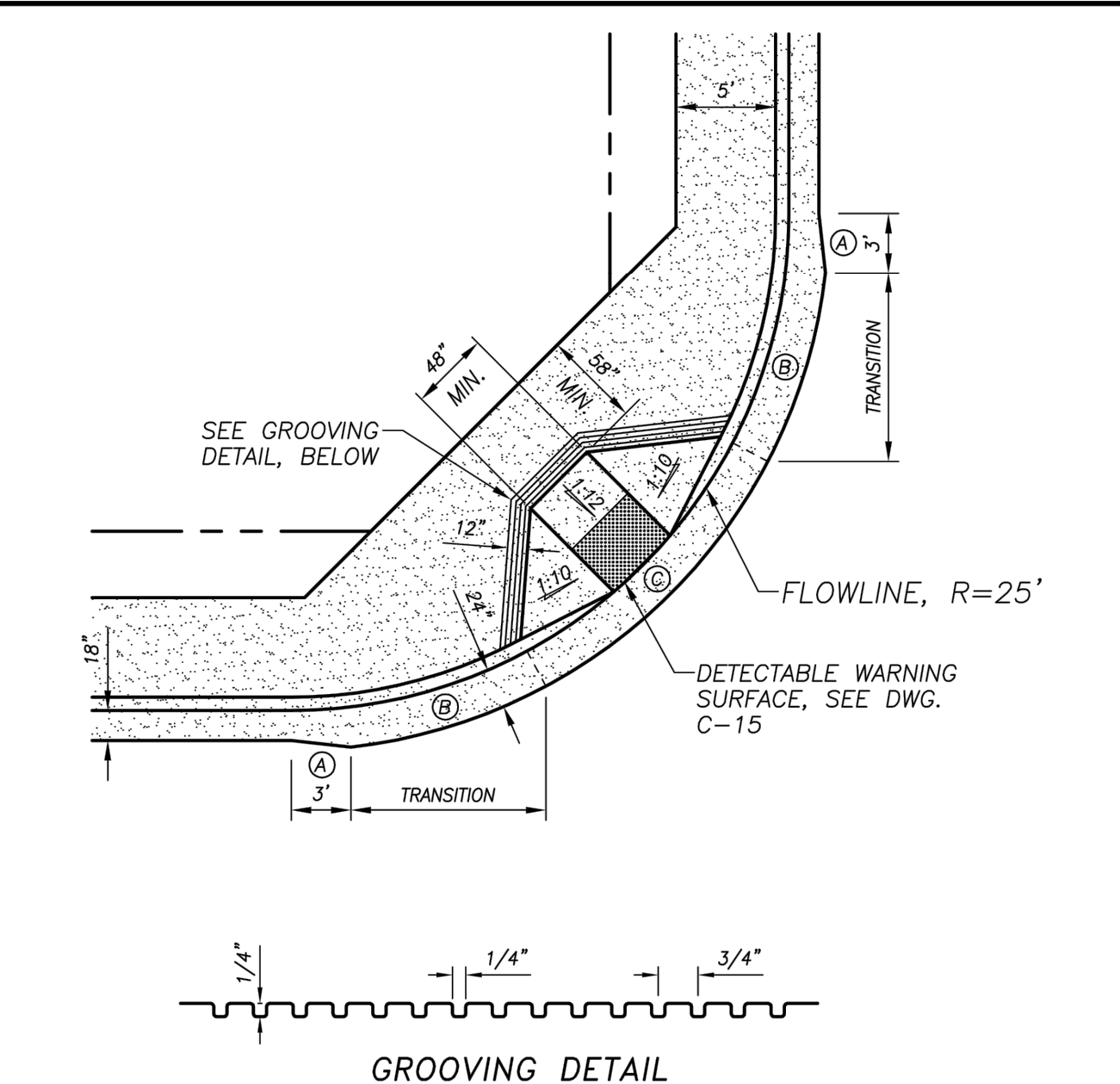
PEDESTRIAN PUSHBUTTONS SHALL MEET MUTCD REQUIREMENTS FOR ACCESSIBLE PEDESTRIAN SIGNALS. CONTRACTOR SHALL PROVIDE THE APS WHERE THE MUTCD LANGUAGE IS SUCH THAT A FEATURE "SHALL" BE REQUIRED. THE PUSH BUTTON SIGN SHALL BE PORCELAIN ENAMELED METAL. THE PUSH BUTTON SHALL INCLUDE A R10-3e SIGN IMMEDIATELY ABOVE THE BUTTON.

POLE-SUPPORTED PEDESTRIAN TRAFFIC CONTROL BUTTONS SHALL BE IDENTIFIED WITH COLOR CODING CONSISTING OF A TEXTURED HORIZONTAL YELLOW BAND 2" IN WIDTH ENCIRCLING THE POLE, AND A 1" WIDE DARK BORDER BAND ABOVE AND BELOW THE YELLOW BAND. COLOR CODING SHOULD BE PLACED IMMEDIATELY ABOVE THE CONTROL BUTTON. CONTROL BUTTONS SHALL BE LOCATED NO HIGHER THAN 48" ABOVE THE SURFACE ADJACENT TO THE POLE.



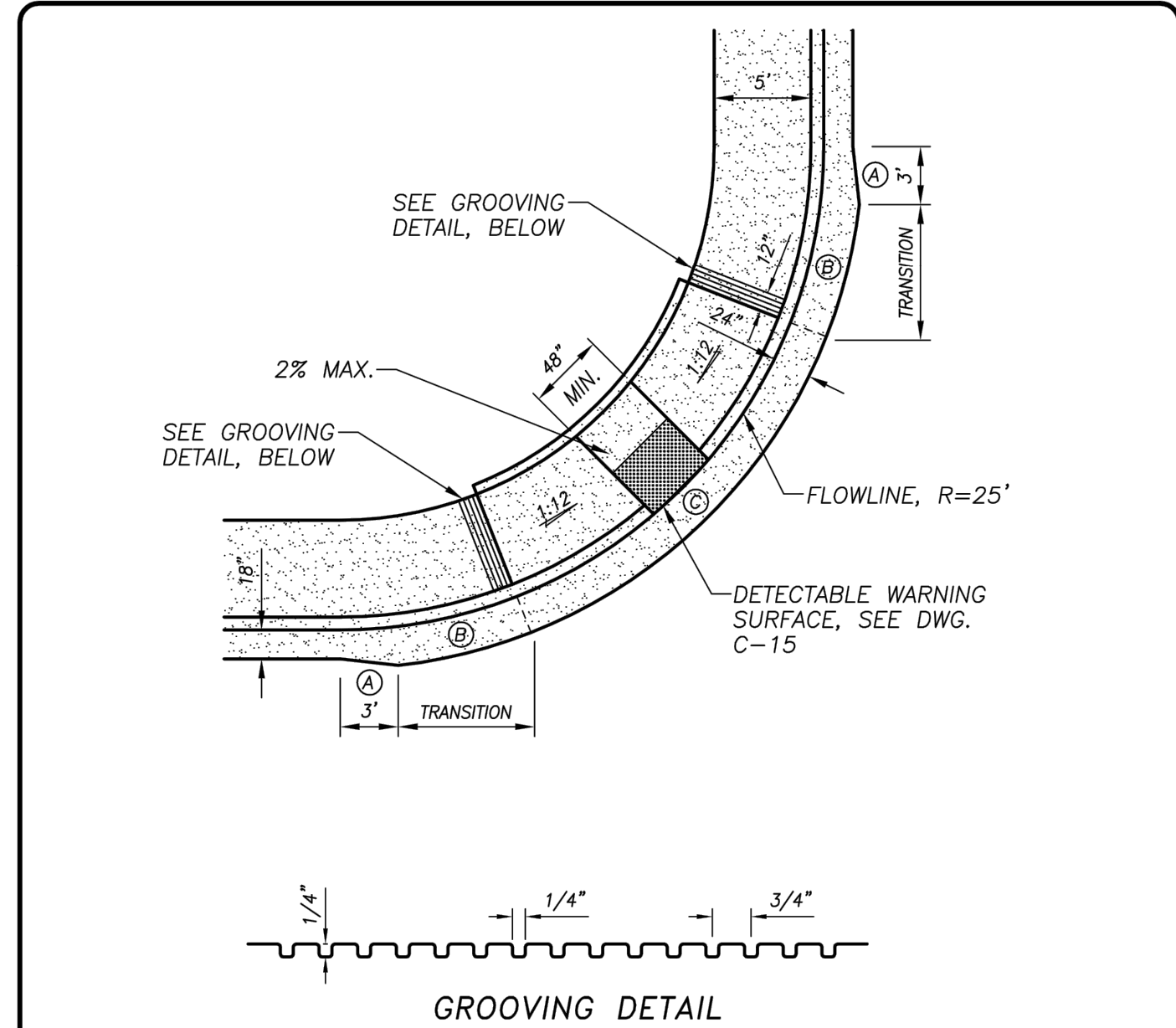
- NOTES:
1. INSTALL WEAKENED PLANE JOINT AT 10' INTERVALS
 2. GUTTER FLOW LINES SHALL BE WATER TESTED FOR FLOW
 3. FLOW LINE OF GUTTERS SHALL SLOPE AT 0.20% MIN, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER

CURB AND GUTTERS			
DRAWN BY: JSH		DRAWING NO.	
CITY OF TURLOCK		C-1	
CHECK BY: NBB	APPROVED BY:	COUNCIL APPROVAL	
SCALE: NONE	CITY ENGINEER - MICHAEL G. PITCOCK - RCE 52694	DEC, 2015	



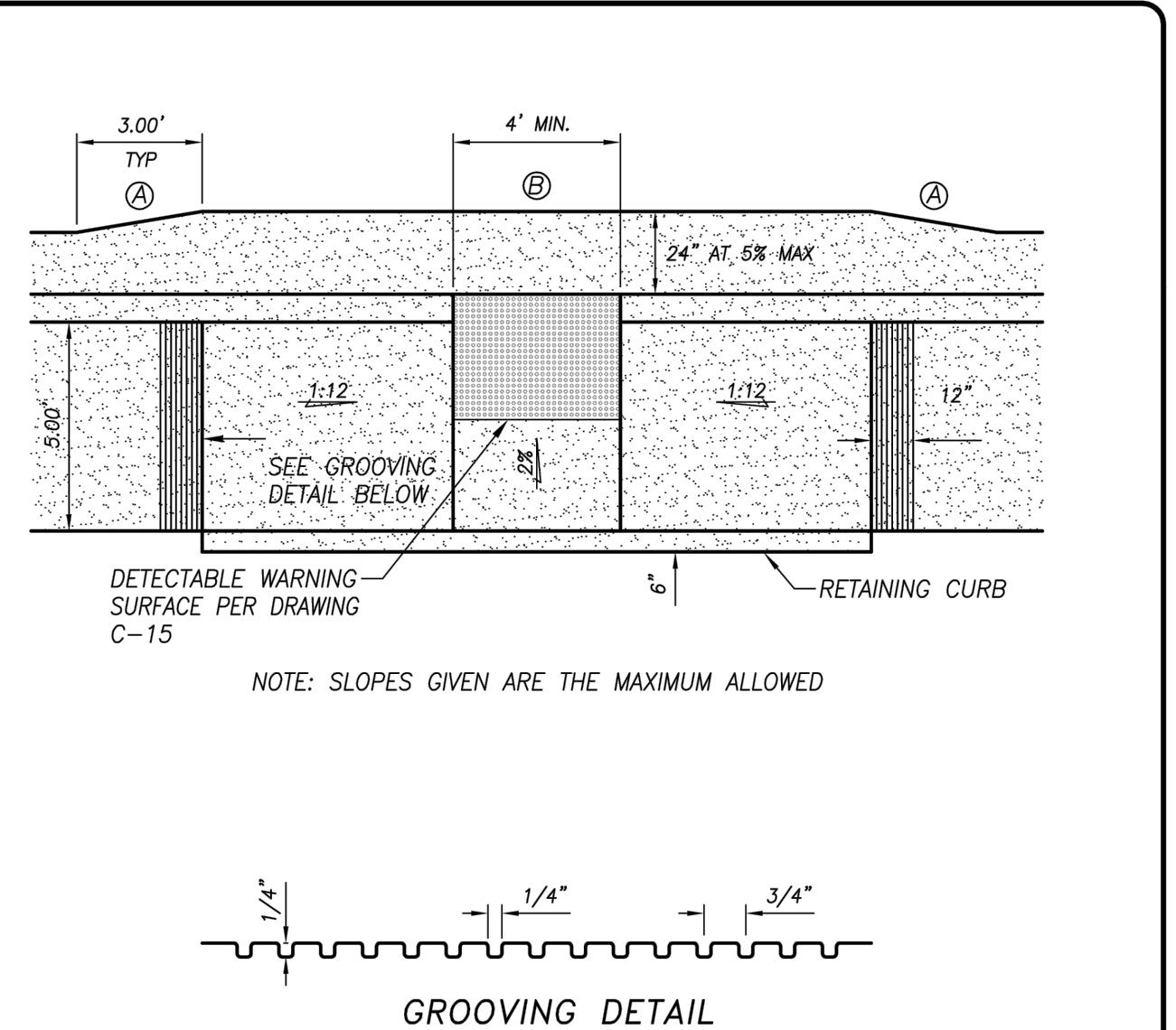
- NOTES:
- A CONCRETE LIP SHALL EXTEND FROM 18" TO 24" WITHIN THE FIRST 3 FEET OF THE RADIUS POINT. LIP OF GUTTER SHALL BE 2" HIGHER THAN FLOWLINE
 - B CONCRETE LIP SHALL MAINTAIN 24" FROM FLOWLINE. CONCRETE LIP SHALL TRANSITION FROM 2" TO 1" ABOVE FLOWLINE. TRANSITION SHALL BE COMPLETED BY START OF FLARED SIDES (WINGS)
 - C CONCRETE LIP SHALL MAINTAIN 24" FROM FLOWLINE AND 1" ABOVE FLOWLINE. MAXIMUM ALLOWABLE SLOPE IS 5%

CURB RETURN PEDESTRIAN RAMP			
DRAWN BY: JSH		DRAWING NO.	
CITY OF TURLOCK		C-11	
CHECK BY: NBB	APPROVED BY:	COUNCIL APPROVAL	
SCALE: NONE	CITY ENGINEER - MICHAEL G. PITCOCK - RCE 52694	DEC, 2015	



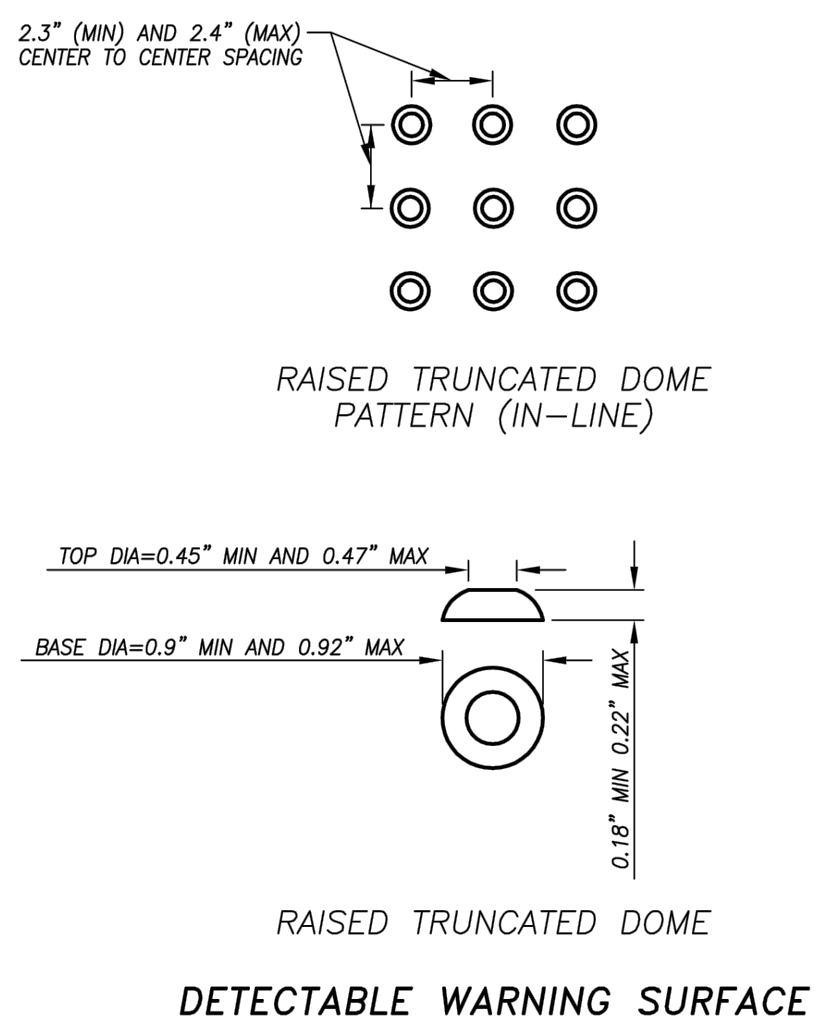
- NOTES:
- A CONCRETE LIP SHALL EXTEND FROM 18" TO 24" WITHIN THE FIRST 3 FEET OF THE RADIUS POINT. LIP OF GUTTER SHALL BE 2" HIGHER THAN FLOWLINE
 - B CONCRETE LIP SHALL MAINTAIN 24" FROM FLOWLINE. CONCRETE LIP SHALL TRANSITION FROM 2" TO 1" ABOVE FLOWLINE. TRANSITION SHALL BE COMPLETED BY START OF FLARED SIDES (WINGS)
 - C CONCRETE LIP SHALL MAINTAIN 24" FROM FLOWLINE AND 1" ABOVE FLOWLINE. MAXIMUM ALLOWABLE SLOPE IS 5%

CURB RETURN PEDESTRIAN RAMP			
DRAWN BY: JSH		DRAWING NO.	
CITY OF TURLOCK		C-12	
CHECK BY: NBB	APPROVED BY:	COUNCIL APPROVAL	
SCALE: NONE	CITY ENGINEER - MICHAEL G. PITCOCK - RCE 52694	DEC, 2015	



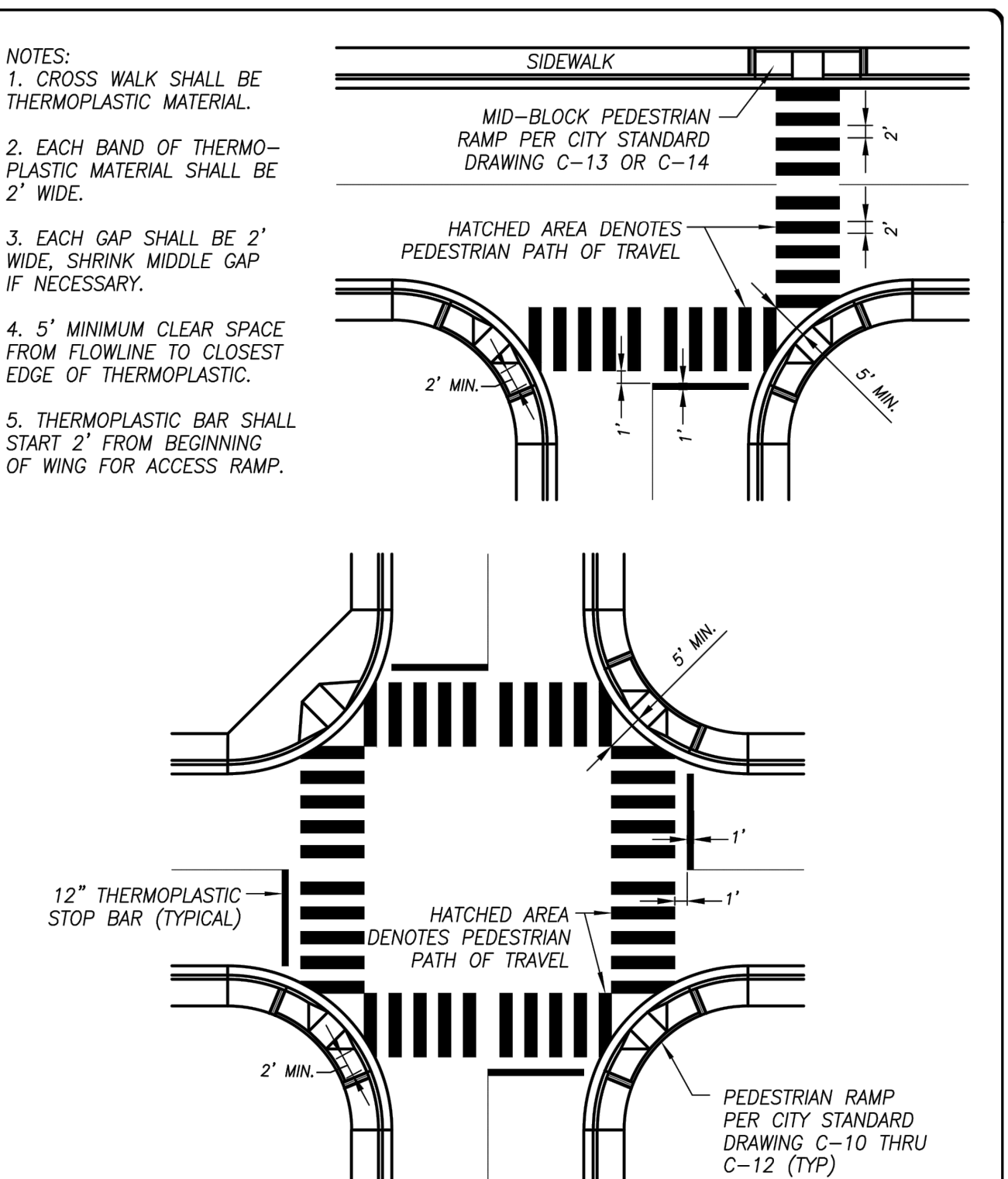
- NOTES:
- A CONCRETE LIP SHALL TRANSITION FROM 18" TO 24" WITHIN 3 FEET OF THE TOP OF THE RAMP. LIP OF GUTTER SHALL TRANSITION FROM 2" TO 1" ABOVE FLOWLINE.
 - B CONCRETE LIP SHALL MAINTAIN 24" FROM FLOWLINE AND 1" ABOVE FLOWLINE. MAXIMUM ALLOWABLE SLOPE IS 5%

MID-BLOCK PEDESTRIAN RAMP ~ CURB ADJACENT			
DRAWN BY: JSH		DRAWING NO.	
CITY OF TURLOCK		C-14	
CHECK BY: NBB	APPROVED BY:	COUNCIL APPROVAL	
SCALE: NONE	CITY ENGINEER - MICHAEL G. PITCOCK - RCE 52694	DEC, 2015	

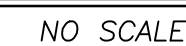
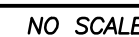
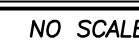
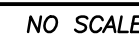
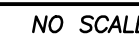


- NOTES:
1. CAST-IN-PLACE PREFABRICATED DETECTABLE WARNING SURFACE SHALL BE COMPOSED OF A VITRIFIED POLYMER INCLUDING ALUMINUM OXIDE (TARMOR-TILE® OR APPROVED EQUAL). COLOR SHALL BE SAFETY YELLOW. FIELD SURFACE AND TOP OF DOMES TO HAVE A SLIP RESISTANCE SURFACE.
 2. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3'-0" DEPTH OF THE RAMP. A 4'-0" WIDE DETECTABLE WARNING SURFACE MAY BE USED ON A 4'-2" WIDE CURB RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS.

DETECTABLE WARNING SURFACE			
DRAWN BY: JSH		DRAWING NO.	
CITY OF TURLOCK		C-15	
CHECK BY: NBB	APPROVED BY:	COUNCIL APPROVAL	
SCALE: NONE	CITY ENGINEER - MICHAEL G. PITCOCK - RCE 52694	DEC, 2015	



CROSS WALK LAYOUT			
DRAWN BY: AZ		DRAWING NO.	
CITY OF TURLOCK		C-17	
CHECK BY: NBB	APPROVED BY:	COUNCIL APPROVAL	
SCALE: NONE	CITY ENGINEER - MICHAEL G. PITCOCK - RCE 52694	DEC, 2015	



BIKE LANE SYMBOL WITH PERSON SHALL BE PLACED AT THE BIKE LANE SIGN OR AT THE BEGINNING OF EACH BIKE LANE SEGMENT AS SHOWN ON THE PLANS

