

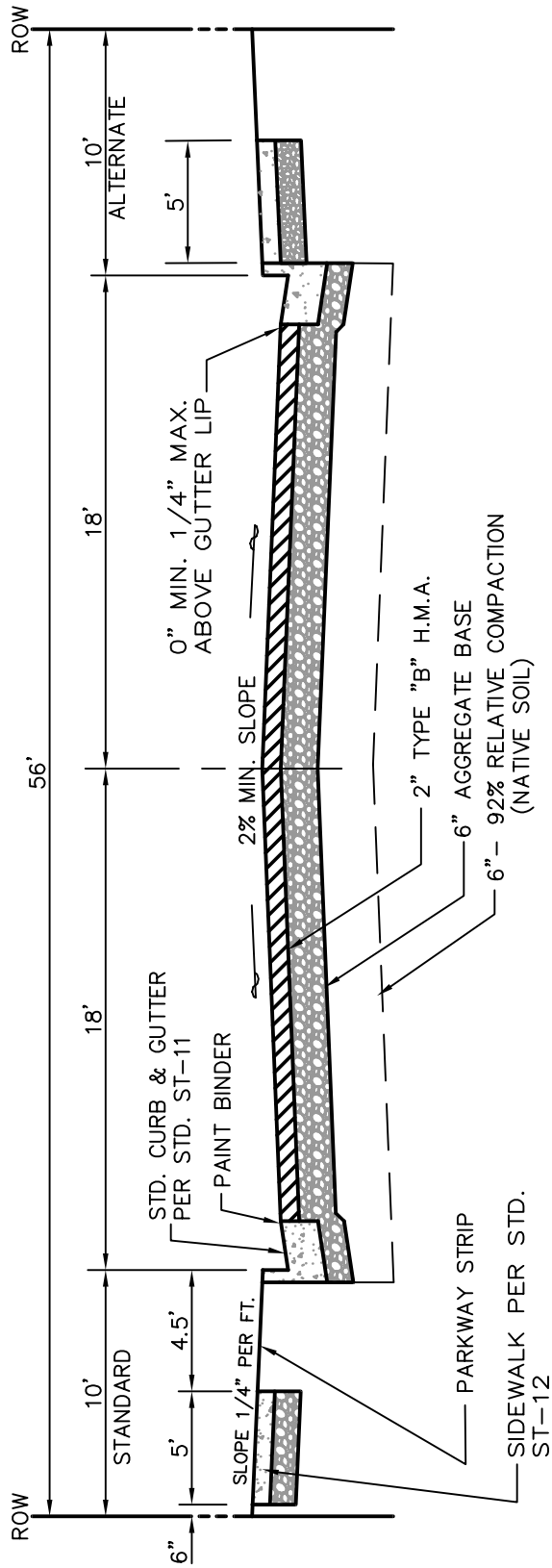
CALCULATED T.I.'S SHALL BE ROUNDED UP TO THE NEAREST 0.5 WHERE THE NUMBER OF UNITS TO BE SERVED OR TRAFFIC COUNTS CAN NOT BE DETERMINED USE THE TRAFFIC INDEX SHOWN.

NUMBER OF RESIDENTIAL UNITS (H) SERVED

AREAS CONSIDERED AS SHOULDERS MAY HAVE T.I.'S EQUAL TO 0.6 OF THE TRAVEL LANES. 4.0 IS MINIMUM T.I. FOR DESIGN OF THE TRAVELWAY AND SHOULDERS.

$T.I. = 3.16 (H)^{0.11}$

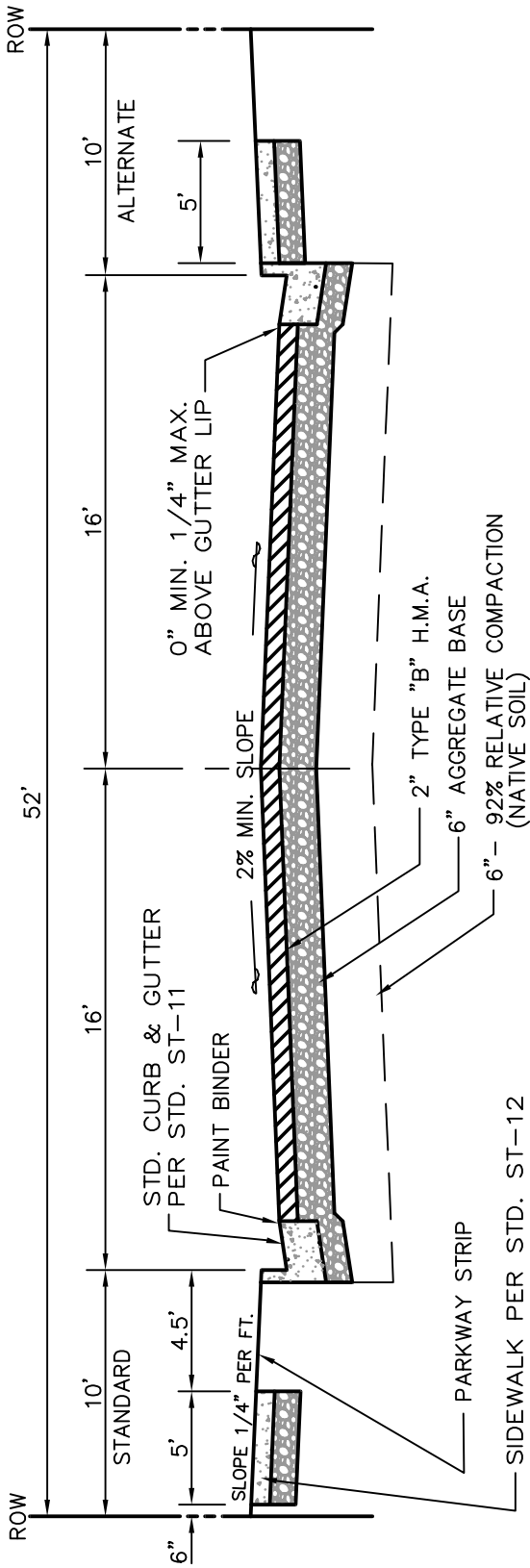
REVISION DATE		CITY OF MENDOTA	STD. DWG.
SEP 07			ST-1
FEB 18		TRAFFIC INDEX CHART	



NOTES:

1. HOT MIX ASPHALT CONCRETE AND EARTHWORK SHALL CONFORM TO SECTIONS 39 AND 19 OF THE STATE STANDARD SPECIFICATIONS, LATEST EDITION.
2. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS.
3. RECLAIMED AGGREGATE BASE - THICKNESS OF RECLAIMED AGGREGATE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS.
4. FOR R-VALUES LESS THAN 50, THE STRUCTURAL SECTION SHALL BE DESIGNED IN ACCORDANCE TO STANDARDS ST-1, AND CALTRANS HIGHWAY DESIGN MANUAL, LATEST EDITION.
5. TRAFFIC INDEX = 5 OR 5.5, PER ST-1
6. MINIMUM GUTTER SLOPE = 0.12%
7. MINIMUM CROSS SLOPE = 2%
8. MINIMUM SLOPE ON WIDENING = 1.5%
9. DESIGN SPEED = 30 MPH.
10. MINIMUM RADIUS = 250'
11. STOPPING SIGHT DISTANCE = 200'
12. SIDEWALKS SHALL BE CONSTRUCTED WITH STANDARD 10' PATTERN WITH PARKWAY STRIP. ALTERNATE PATTERN, WITH SIDEWALK CONTIGUOUS WITH CURB, MAY BE USED ONLY WITH PERMISSION OF THE CITY.
13. CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

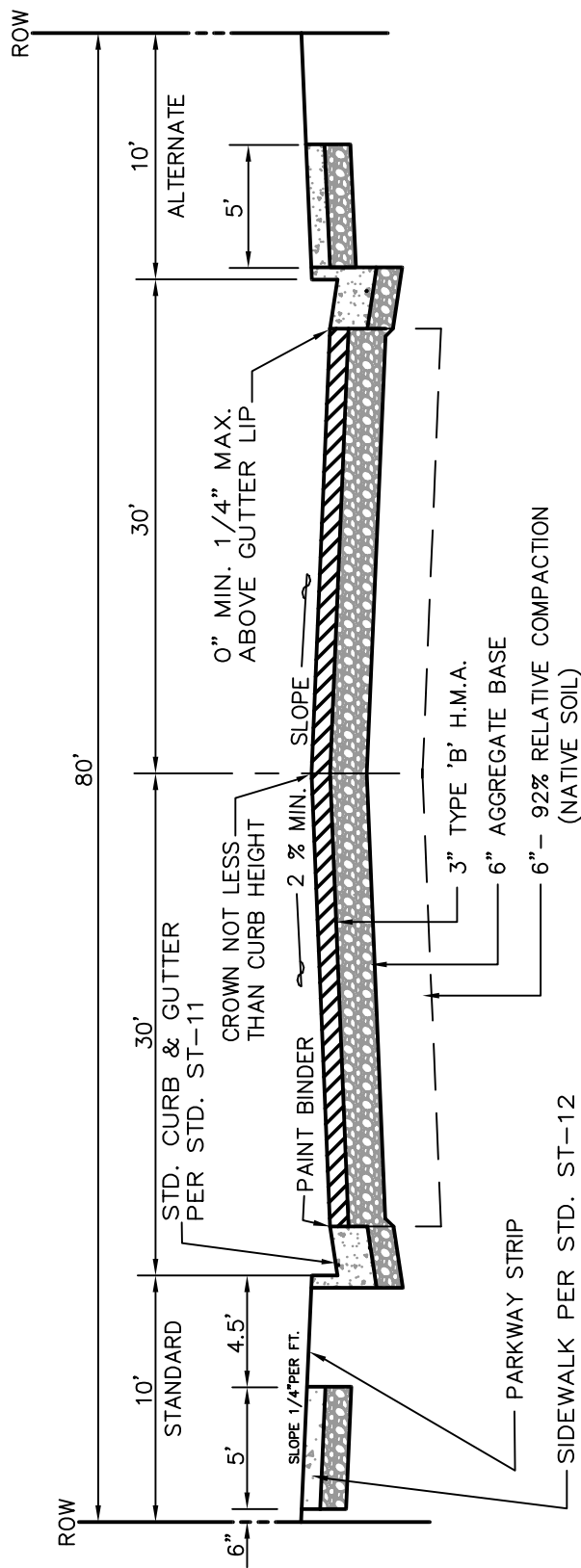
REVISION DATE		CITY OF MENDOTA STANDARD LOCAL STREET	STD. DWG.
AUG 04			ST-3
DEC 10			
FEB 18			



NOTES:

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5. TRAFFIC INDEX = 5
6. MINIMUM GUTTER SLOPE = 0.12%
7. MINIMUM CROSS SLOPE = 2%
8. MINIMUM SLOPE ON WIDENING = 1.5%
9. DESIGN SPEED = 30 MPH.
10. MINIMUM RADIUS = 250'
11. STOPPING SIGHT DISTANCE = 200'
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13. CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.
14. MAXIMUM ADT FOR THIS SECTION IS 700 VPD.
15. USE OF SECTION REQUIRES COORDINATION OF DRIVE APPROACH LOCATIONS AND CITY APPROVAL OF LAYOUT, WHICH WILL BE CONDITIONS OF APPROVAL OF THE DEVELOPMENT.

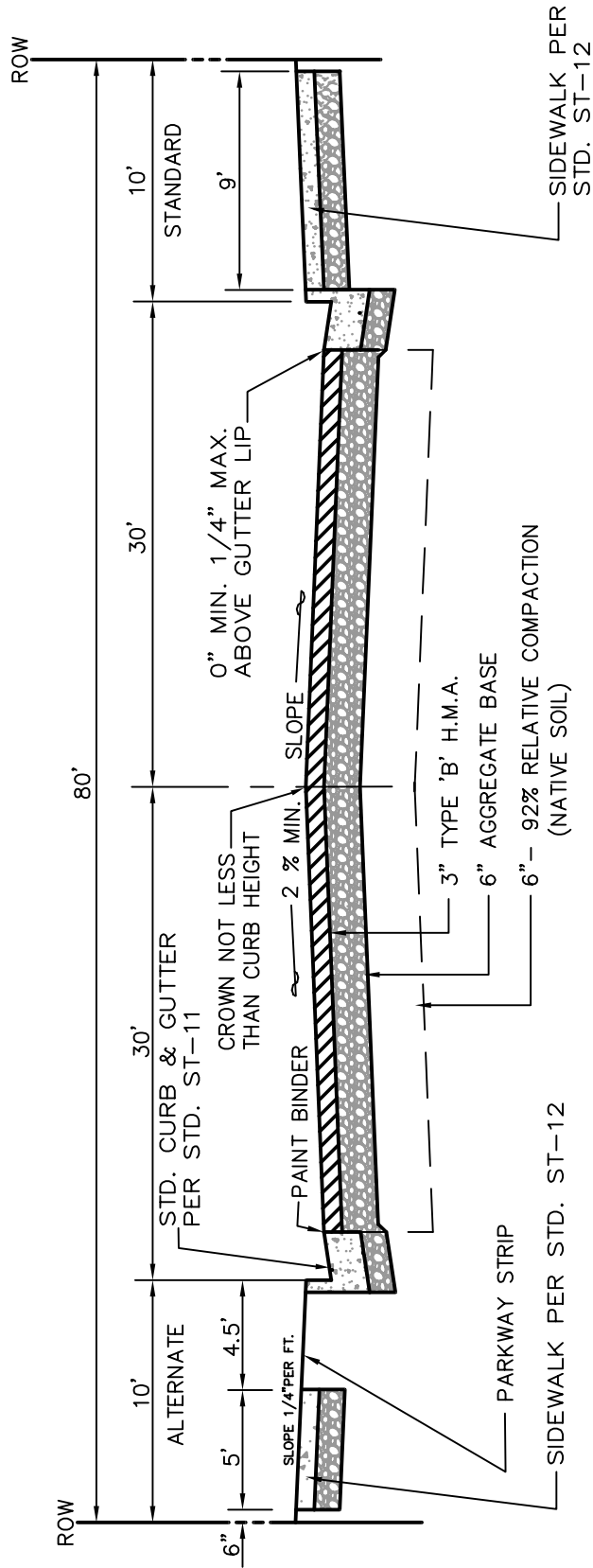
REVISION DATE		CITY OF MENDOTA MODIFIED LOCAL STREET	STD. DWG.
AUG 04			ST-3A
DEC 10			
FEB 18			



NOTES:

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- FOR R-VALUES LESS THAN 50, THE STRUCTURAL SECTION SHALL BE DESIGNED IN ACCORDANCE TO STANDARDS ST-1, AND CALTRANS HIGHWAY DESIGN MANUAL, LATEST EDITION.
- TRAFFIC INDEX = 6
- MINIMUM GUTTER GRADE = 0.12%
- MINIMUM CROSS SLOPE = 2%
- MAXIMUM CROSS SLOPE = 5%
- MINIMUM SLOPE ON WIDENING = 1.5%
- DESIGN SPEED = 40 MPH
- MINIMUM RADIUS = 550'
- STOPPING SIGHT DISTANCE = 300'
- SIDEWALKS SHALL BE CONSTRUCTED WITH STANDARD 10' PATTERN WITH PARKWAY STRIP. ALTERNATE PATTERN, WITH SIDEWALK CONTIGUOUS WITH CURB, MAY BE USED ONLY WITH PERMISSION OF THE CITY.
- CONCRETE SHALL BE 6 SACK PER CUBIC YARD

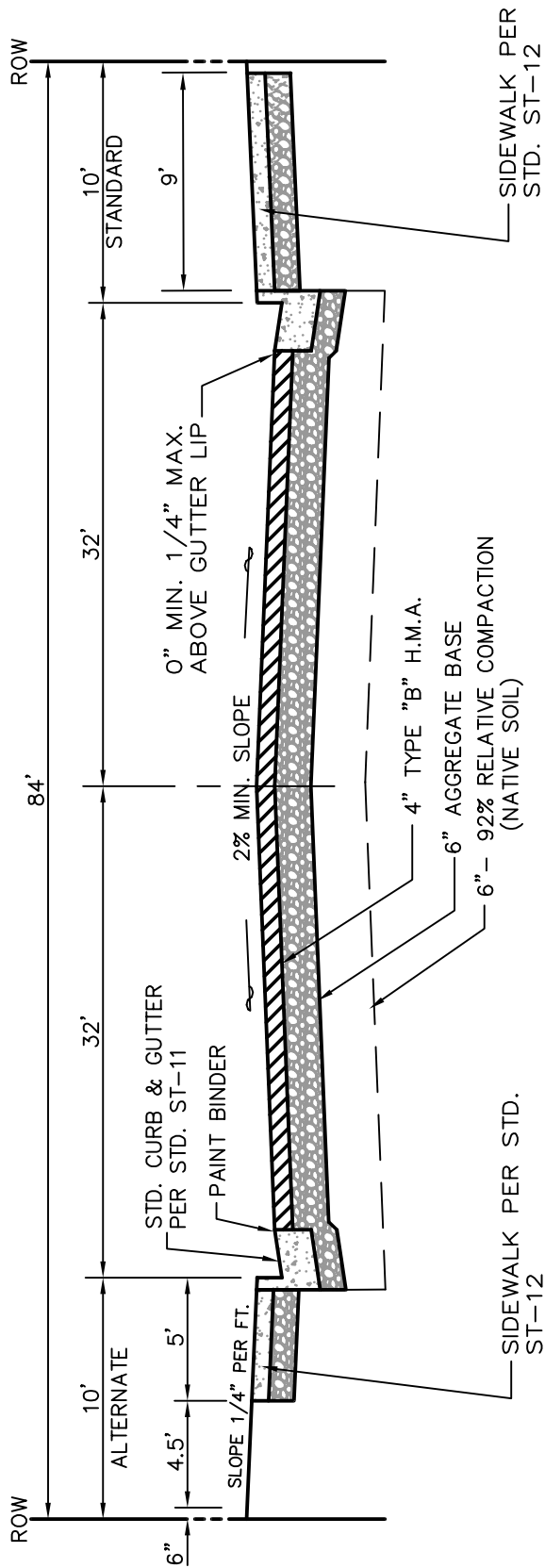
REVISION DATE	CITY OF MENDOTA		STD. DWG.
AUG 04	RESIDENTIAL COLLECTOR		ST-4
DEC 10			
FEB 18			



NOTES:

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5. TRAFFIC INDEX = 6
6. MINIMUM GUTTER GRADE = 0.12%
7. MINIMUM CROSS SLOPE = 2%
8. MAXIMUM CROSS SLOPE = 5%
9. MINIMUM SLOPE ON WIDENING = 1.5%
10. DESIGN SPEED = 40 MPH
11. MINIMUM RADIUS = 550'
12. STOPPING SIGHT DISTANCE = 300'
13. SIDEWALKS SHALL BE CONSTRUCTED WITH STANDARD 10' PATTERN WITH WIDE SIDEWALK CONTIGUOUS WITH CURB. ALTERNATE PATTERN, WITH PARKWAY STRIP, MAY BE USED ONLY WITH PERMISSION OF THE CITY.
14. CONCRETE SHALL BE 6 SACK PER CUBIC YARD

REVISION DATE		CITY OF MENDOTA COMMERCIAL COLLECTOR	STD.DWG.
AUG 04			ST-5
DEC 10			
FEB 18			



NOTES:

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3. RECLAIMED AGGREGATE BASE - THICKNESS OF RECLAIMED AGGREGATE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS.
4. FOR R-VALUES LESS THAN 50, THE STRUCTURAL SECTION SHALL BE DESIGNED IN ACCORDANCE TO STANDARDS ST-1, AND CALTRANS HIGHWAY DESIGN MANUAL, LATEST EDITION.
5. TRAFFIC INDEX = 7
6. MINIMUM GUTTER SLOPE = 0.12%
7. MINIMUM CROSS SLOPE = 2%
8. MINIMUM SLOPE ON WIDENING = 1.5%
9. MAXIMUM CROSS SLOPE = 5%
10. DESIGN SPEED = 40 MPH.
11. MINIMUM RADIUS = 550'
12. STOPPING SIGHT DISTANCE = 300'
13. SIDEWALKS SHALL BE CONSTRUCTED WITH STANDARD WIDE SIDEWALK CONTIGUOUS WITH CURB. ALTERNATE PATTERN, WITH NARROW SIDEWALK CONTIGUOUS WITH CURB, MAY BE USED ONLY WITH PERMISSION OF THE CITY.
14. CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

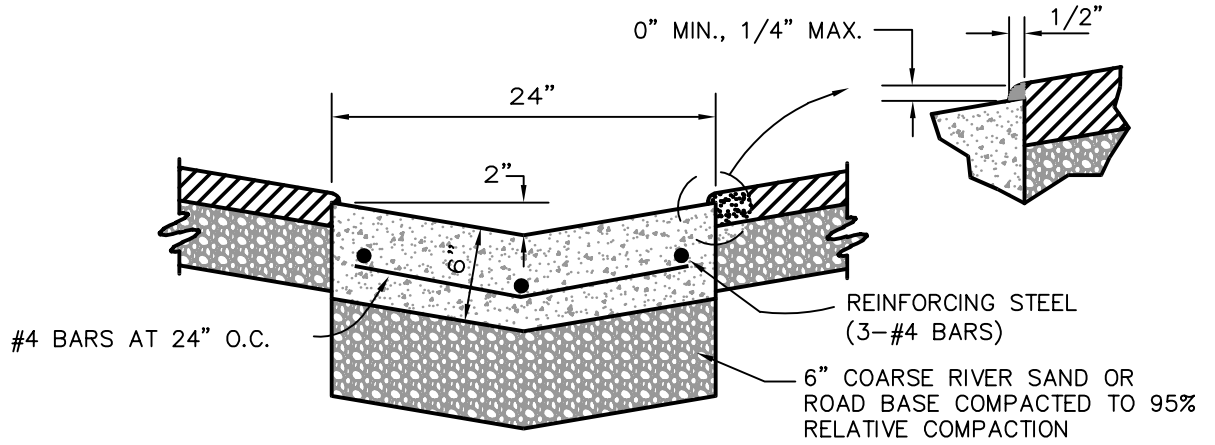
REVISION DATE	
AUG 04	FEB 18
SEP 07	
DEC 10	

CITY OF MENDOTA

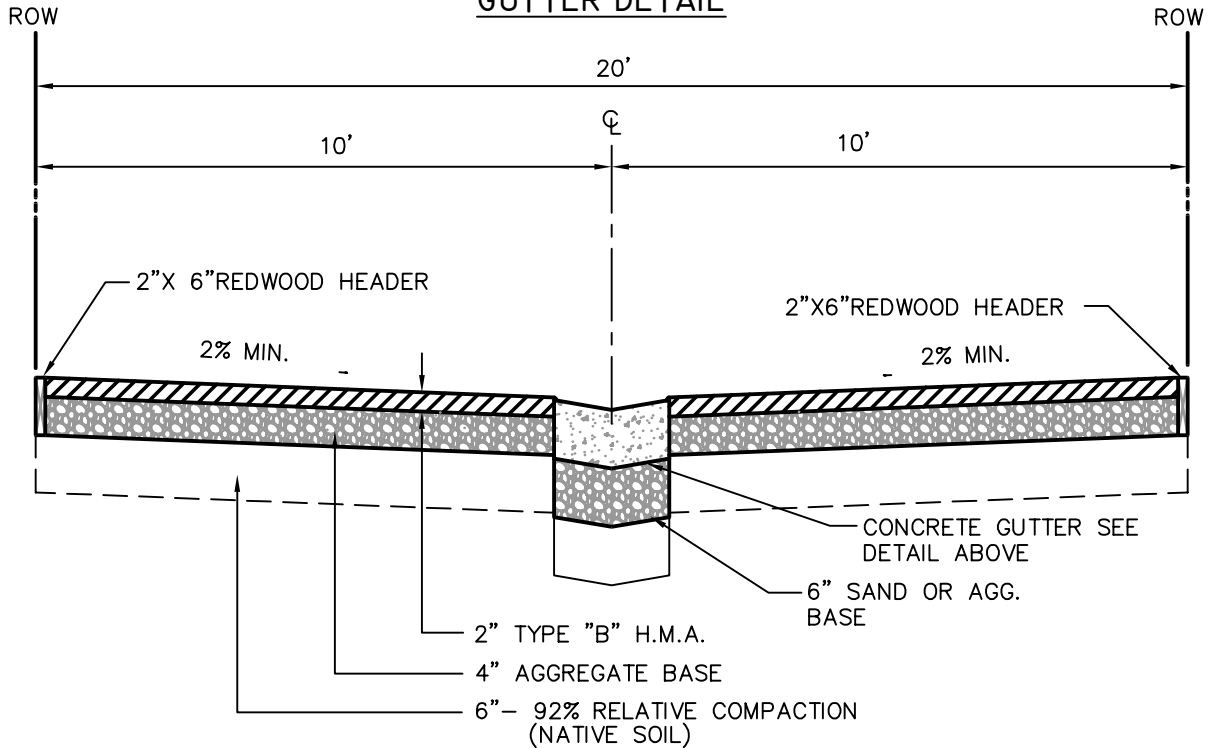
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STD.DWG.

ST-6



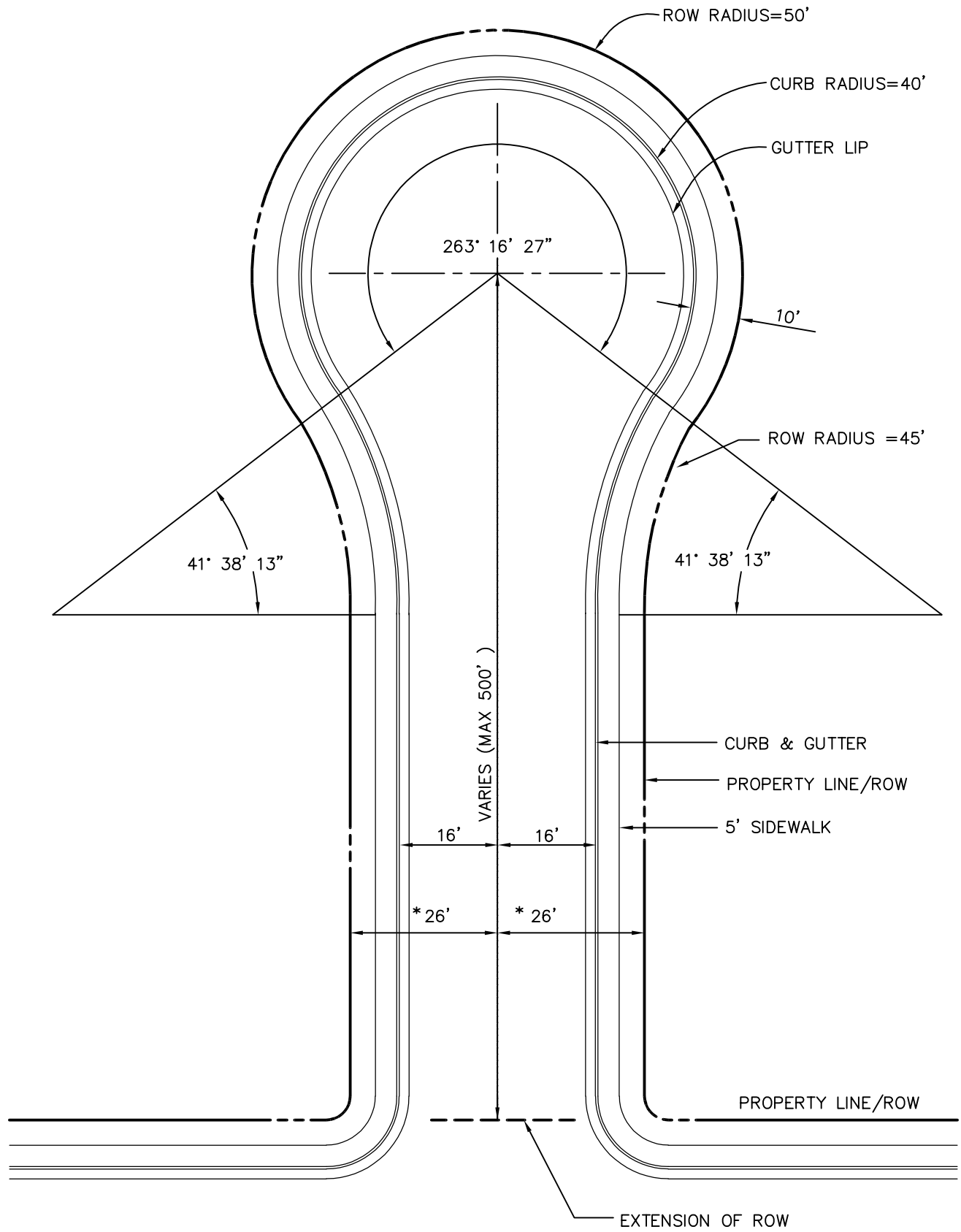
GUTTER DETAIL



NOTES:

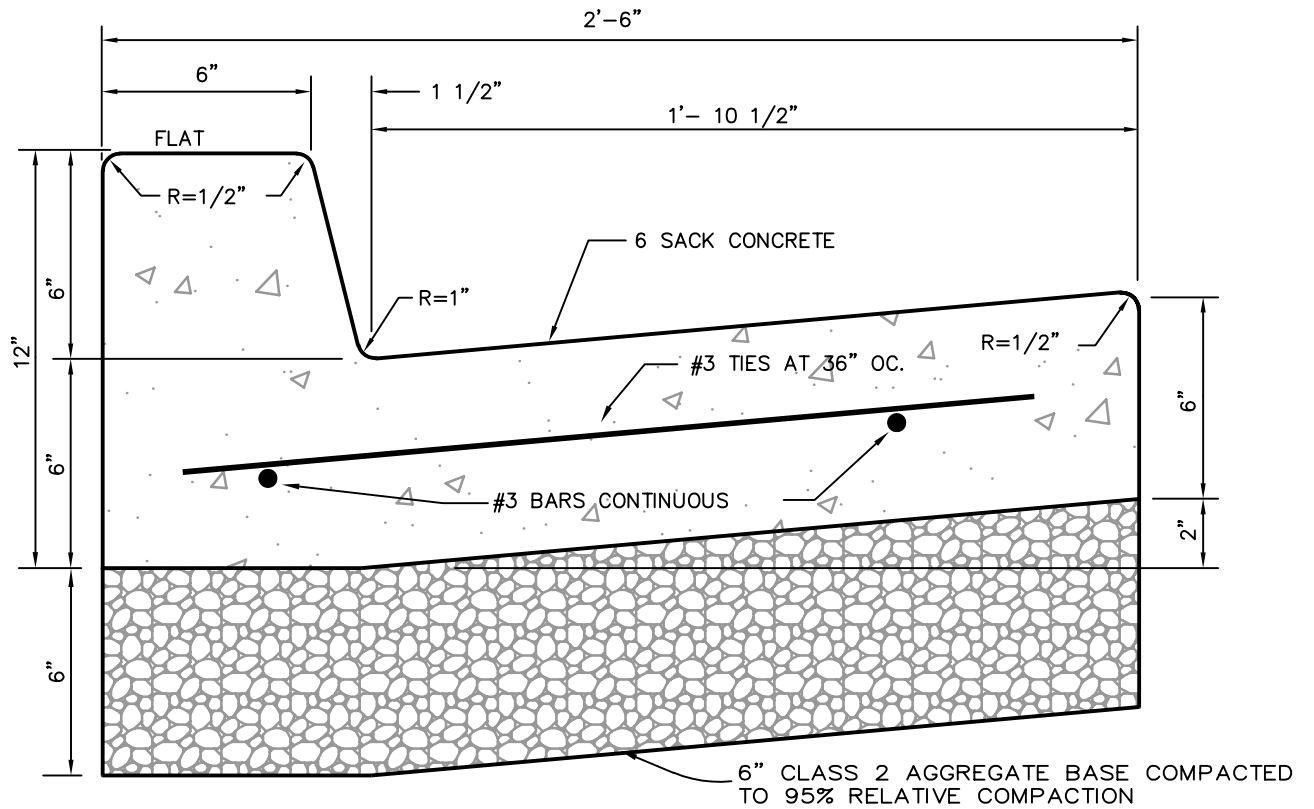
1. HOT MIX ASPHALT CONCRETE AND EARTHWORK SHALL CONFORM TO SECTIONS 39 AND 19 OF THE STATE STANDARD SPECIFICATIONS, LATEST EDITION.
2. AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS.
3. RECLAIMED AGGREGATE BASE - THICKNESS OF RECLAIMED AGGREGATE SHALL CONFORM TO SECTION 26 OF THE STATE STANDARD SPECIFICATIONS.
4. THE STRUCTURAL SECTION AS SHOWN SHALL HAVE A MINIMUM SUBSOIL R-VALUE OF 50, FOR R-VALUES LESS THAN 50, THE STRUCTURAL SECTION SHALL BE DESIGNED IN ACCORDANCE TO STANDARDS ST-1 AND CALTRANS HIGHWAY DESIGN MANUAL, LATEST EDITION, WITH A TRAFFIC INDEX = 4.
5. CONCRETE VALLEY GUTTER SHALL HAVE WEAKENED PLAN JOINTS AT 15' O.C. TOOL EDGES OF JOINT.
6. PROVIDE EXPANSION JOINT IN CONCRETE GUTTER AT 90' O.C. TOOL EDGES OF JOINT.
7. CONCRETE SHALL BE 6 SACK CEMENT PER CUBIC YARD.

REVISION DATE		CITY OF MENDOTA	STD.DWG.
AUG 04	FEB 18		
DEC 10		ALLEY	ST-9
SEP 07			

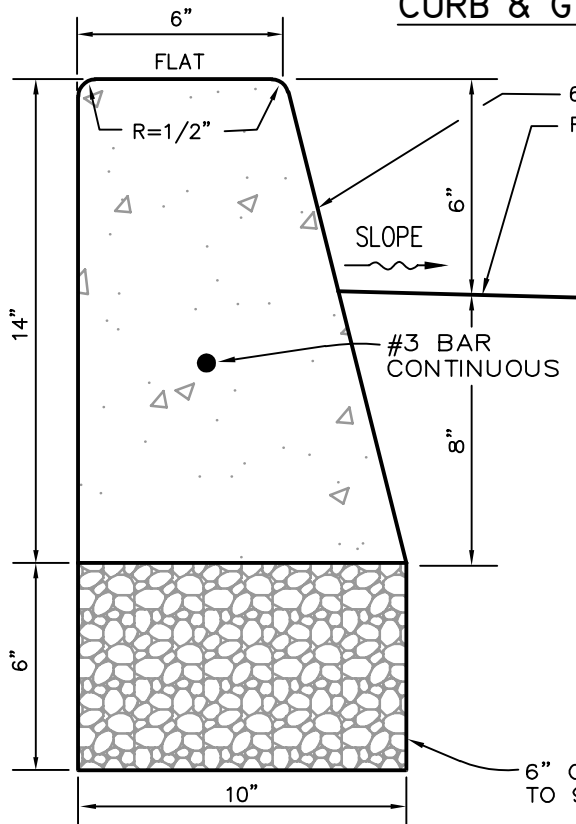


* SEE MODIFIED LOCAL STREET STANDARD ST-3A

REVISION DATE		CITY OF MENDOTA	STD. DWG.
FEB 18			CUL-DE-SAC TURN-AROUND WITH STANDARD SIDEWALK



CURB & GUTTER DETAIL

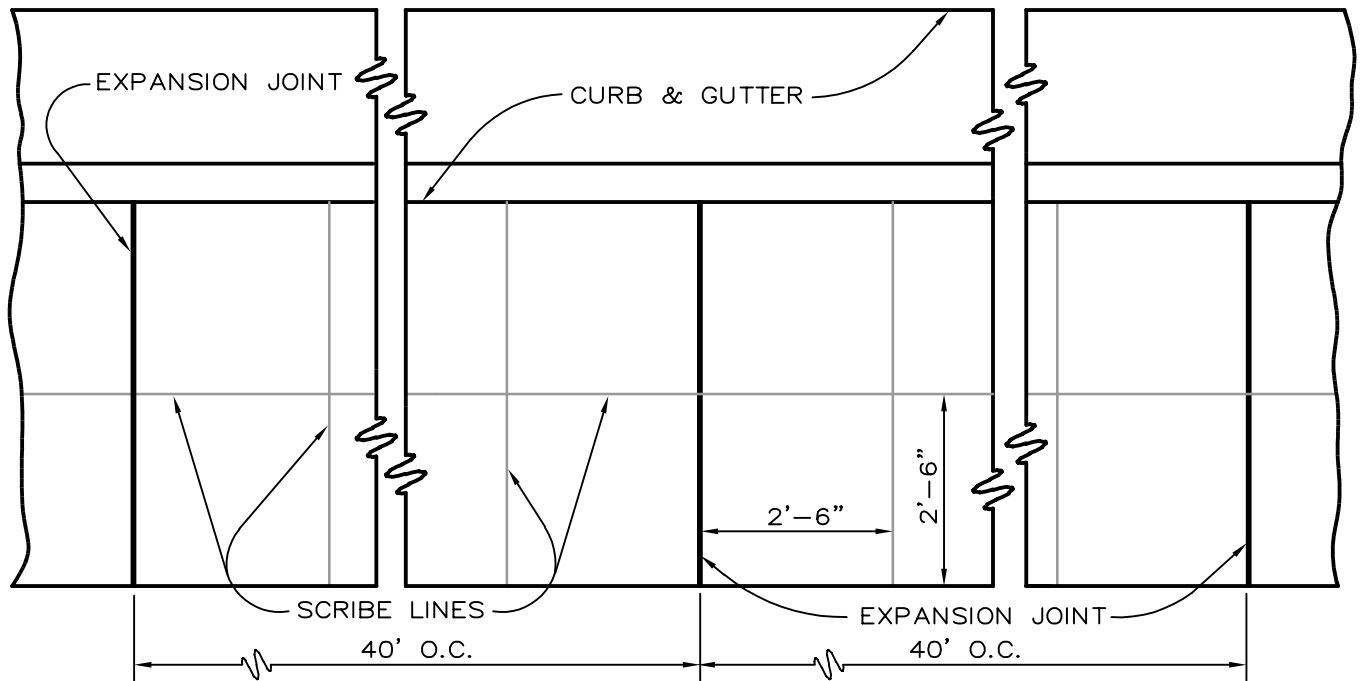


NOTES:

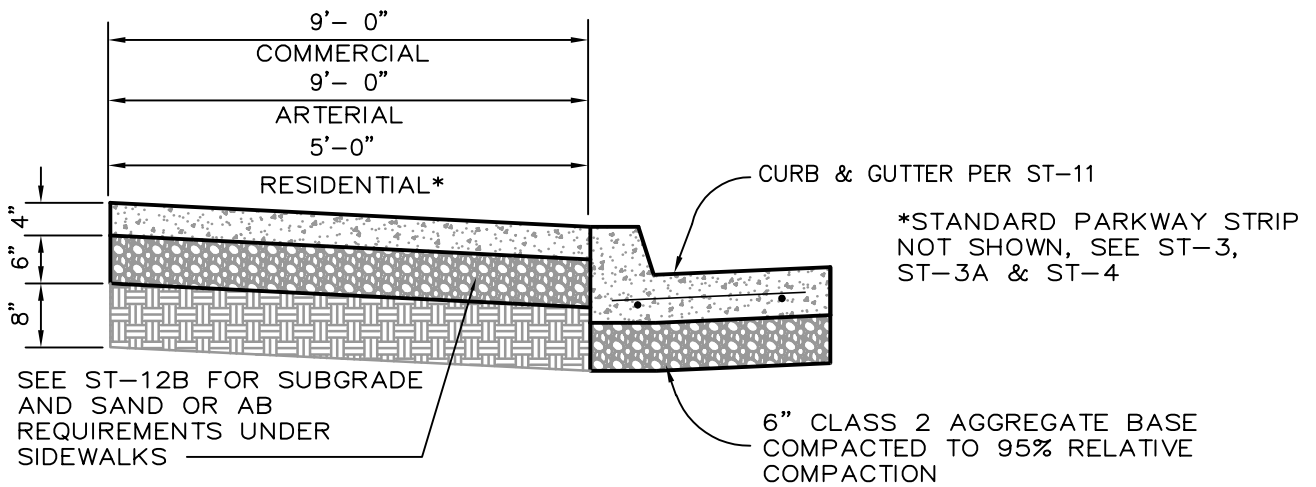
1. TOP OF CURB TO BE TROWELED AND HAVE A LIGHT BRUSH FINISH. GUTTER TO BE TROWELED AND HAVE LIGHT BRUSH FINISH.
2. SEE ST-12 FOR JOINT REQUIREMENTS.
3. FOR CONTINUOUS MACHINE CURB & GUTTER, THE #3 TIES AT 36" O.C. MAY BE DELETED IF THE CONCRETE MIX INCLUDES A MINIMUM OF 1 LB. PER YARD OF POLYPROPYLENE FIBER.

CURB DETAIL

REVISION DATE		CITY OF MENDOTA	STD. DWG.
SEP 07			
FEB 18		CURB & GUTTER	ST-II



PLAN OF SIDEWALK, CURB & GUTTER, SCRIBE LINE DETAILS



SECTION OF SIDEWALK AND CURB

(EXCEPT THROUGH ALLEY AND DRIVE APPROACHES)

NOTES:

1. WEAKENED PLANE JOINTS SHALL BE INSTALLED IN SIDEWALK AND CURB & GUTTER AT 10' O.C. MAXIMUM.
2. EXPANSION JOINTS SHALL BE 1/4" TO 1/2" AND INSTALLED IN SIDEWALK AT 40' O.C. MAXIMUM.
3. EXPANSION JOINTS SHALL BE INSTALLED IN SIDEWALK AND CURB & GUTTER AT ALL CURB RETURNS.
4. SEE ST-12B FOR SUBGRADE AND SAND OR AGGREGATE ROAD BASE PLACED UNDER SIDEWALKS.
5. SIDEWALK, CURB AND GUTTER TO BE CONSTRUCTED WITH 6 SACK CONCRETE.
6. SIDEWALKS SHALL HAVE A MEDIUM BROOM FINISH.

REVISION DATE		CITY OF MENDOTA	STD. DWG.
SEP 07			CURB, GUTTER, & SIDEWALK
FEB 18			

COMPACTION CRITERIA

SUBGRADE SOIL UNDER SIDEWALKS, RAMPS AND RESIDENTIAL DRIVE APPROACHES SHALL BE MOISTURE CONDITIONED AND COMPACTED TO A DEPTH OF 8" AS SHOWN IN FOLLOWING TABLE. MOISTURE CONDITIONING AND COMPACTING SHALL BE BASED UPON THE EXPANSION POTENTIAL OF THE NATIVE SOIL. IN THE ABSENCE OF A SOILS REPORT, A PLASTICITY INDEX (PI) OF GREATER THAN 25 SHALL BE USED.

A MINIMUM OF 6" OF SAND OR CLASS II AGGREGATE BASE SHALL BE REQUIRED BETWEEN THE SUBGRADE AND SIDEWALK, RAMP OR RESIDENTIAL DRIVE APPROACH. THE SAND OR AGGREGATE BASE SHALL HAVE A MINIMUM COMPACTION EQUIVALENT TO THE SUBGRADE.

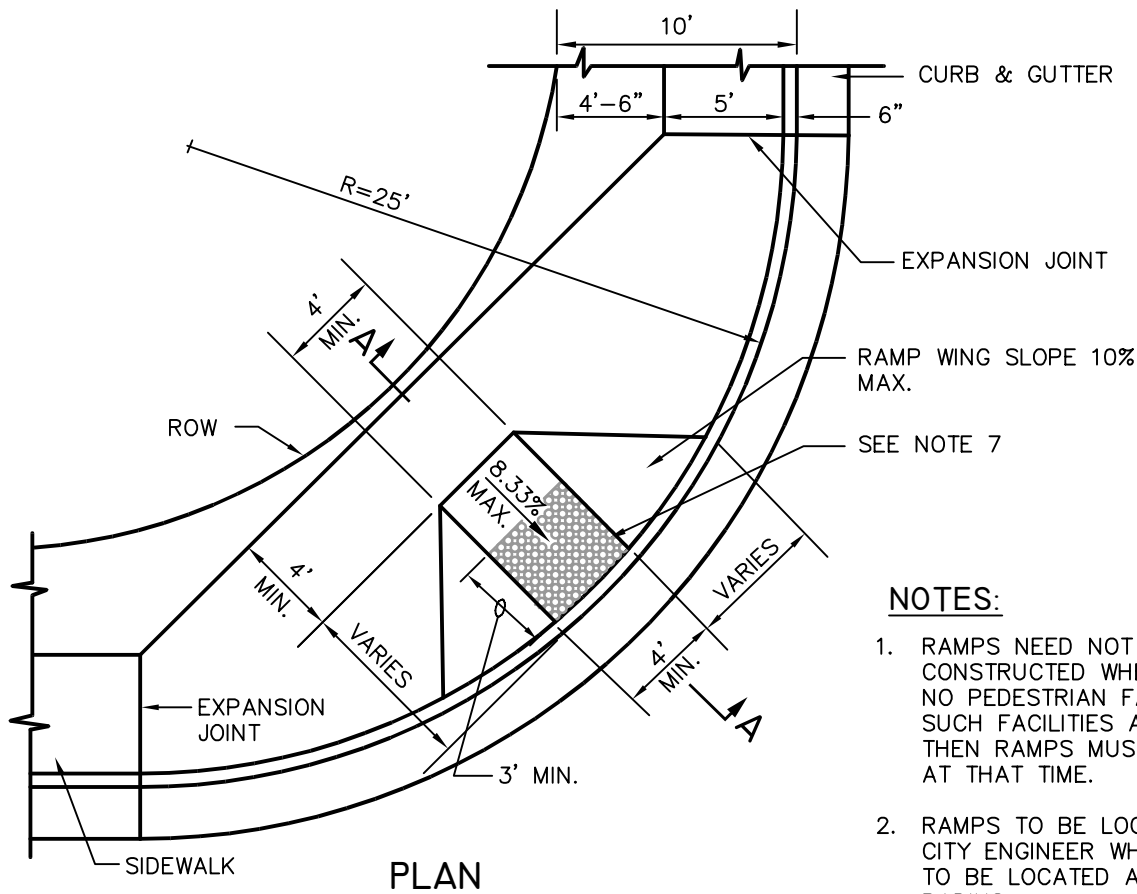
SAND SHALL BE CLEAN, POORLY-GRADED, WITH 100% PASSING A 1/4" SCREEN AND NO MORE THAN 10% PASSING A #200 SCREEN.

COMPACTION TESTS WILL BE REQUIRED AT LOCATIONS DESIGNATED BY AND SUPERVISED BY THE CITY, AND PAID FOR BY THE PROPERTY OWNER.

IF ACHIEVING COMPACTION OF THE SUBGRADE MATERIAL IS BELIEVED TO BE UNATTAINABLE, THE OWNER OR CONTRACTOR MAY CHOOSE TO REPLACE THE 8" OF SUBGRADE WITH SAND OR AGGREGATE BASE WITH A MINIMUM COMPACTION EQUIVALENT TO THE SUBGRADE.

EXPANSION POTENTIAL OF SOILS		RELATIVE COMPACTION (MIN.-MAX.)	MINIMUM MOISTURE CONDITIONING (% OVER OPTIMUM)
PI	EI		
< 9	< 20	90%	+ 0%
9 TO 15	21 - 40	90 - 95%	+ 3%
16 TO 25	41 - 80	88 - 92%	+ 4%
> 25	> 80	88 - 92%	+ 5%

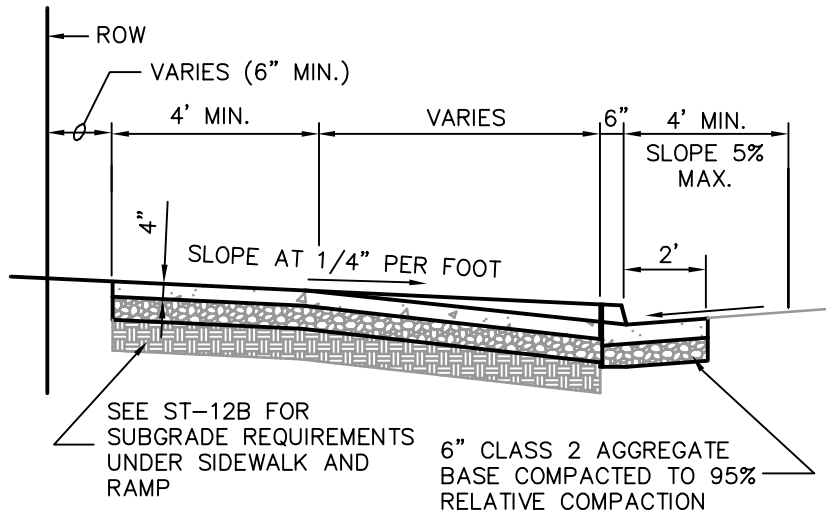
REVISION DATE		CITY OF MENDOTA SUBGRADE PREPARATION UNDER SIDEWALKS AND RESIDENTIAL DRIVE APPROACHES	STD. DWG.
9-25-07			ST-12B
FEB 18			



PLAN

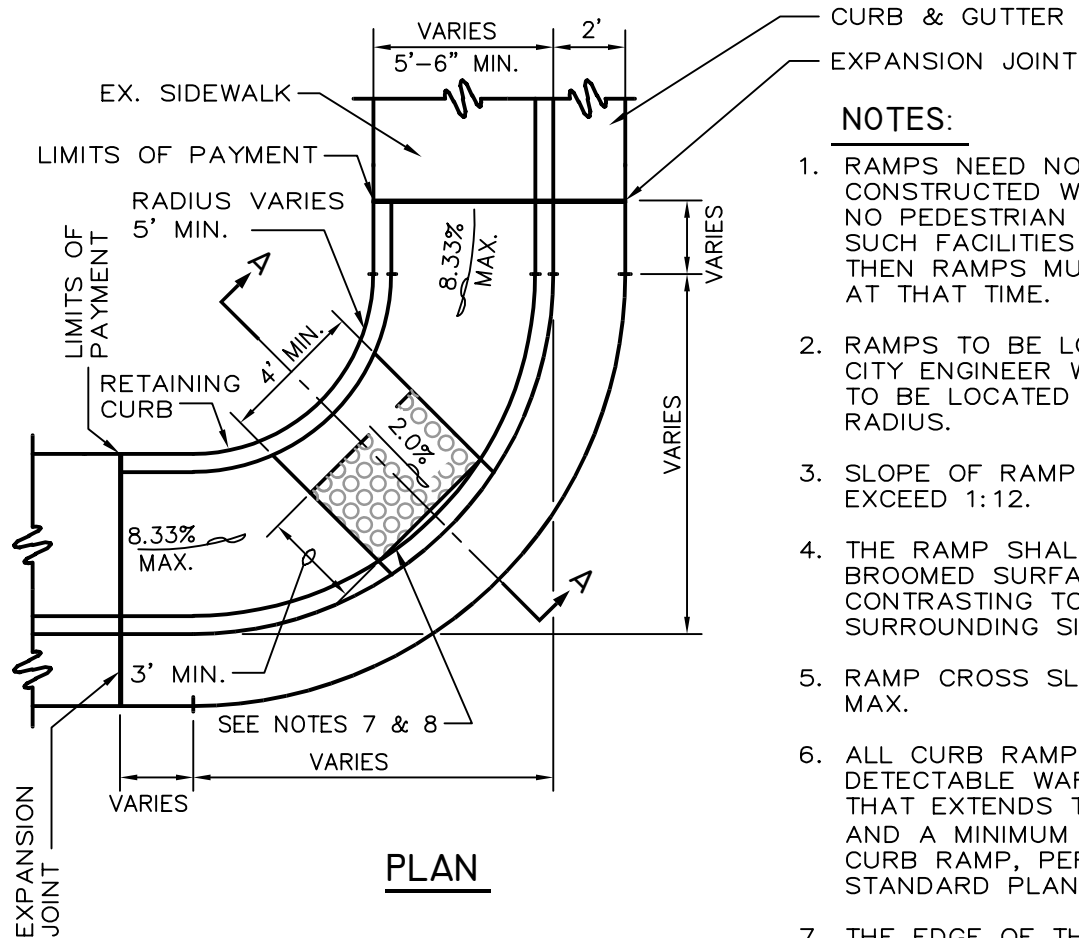
NOTES:

1. RAMPS NEED NOT BE CONSTRUCTED WHERE THERE ARE NO PEDESTRIAN FACILITIES. IF SUCH FACILITIES ARE ADDED LATER THEN RAMPS MUST BE INSTALLED AT THAT TIME.
2. RAMPS TO BE LOCATED BY THE CITY ENGINEER WHEN IMPRACTICAL TO BE LOCATED AT CENTERLINE OF RADIUS.
3. SLOPE OF RAMP SHALL NOT EXCEED 1:12. THE SLOPE OF FLARED SIDES SHALL NOT EXCEED 1:10.
4. A LEVEL LANDING 4' DEEP (MIN.) SHALL BE PROVIDED AT THE UPPER END OF EACH RAMP.
5. THE RAMP WINGS SHALL HAVE A HEAVY BROOMED SURFACE TEXTURE CONTRASTING TO THE SURROUNDING SIDEWALK.
6. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 10% AT THE CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO THE TOP OF THE RAMP.
7. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND A MINIMUM 3' DEPTH OF THE RAMP, PER CALTRANS STANDARD PLAN A88A.
8. ADJUST SLOPE OF GUTTER PAN ACROSS WIDTH OF LANDING TO 4.5% MAX.



SECTION A - A

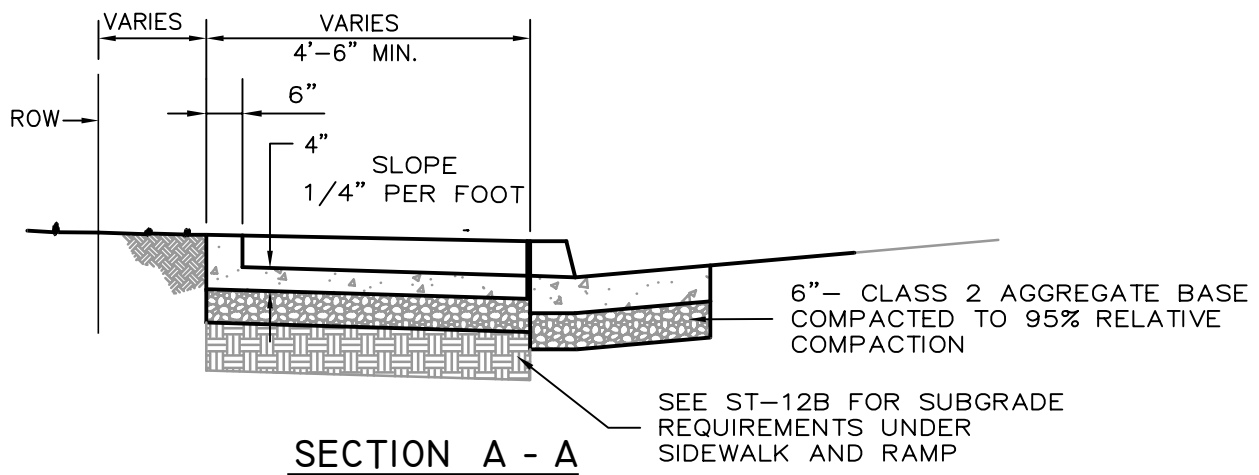
REVISION DATE		CITY OF MENDOTA	STD.DWG.
JAN 03	FEB 18		
JUL 04		CURB RAMP-TYPE A	ST-13A
JUN 09			



PLAN

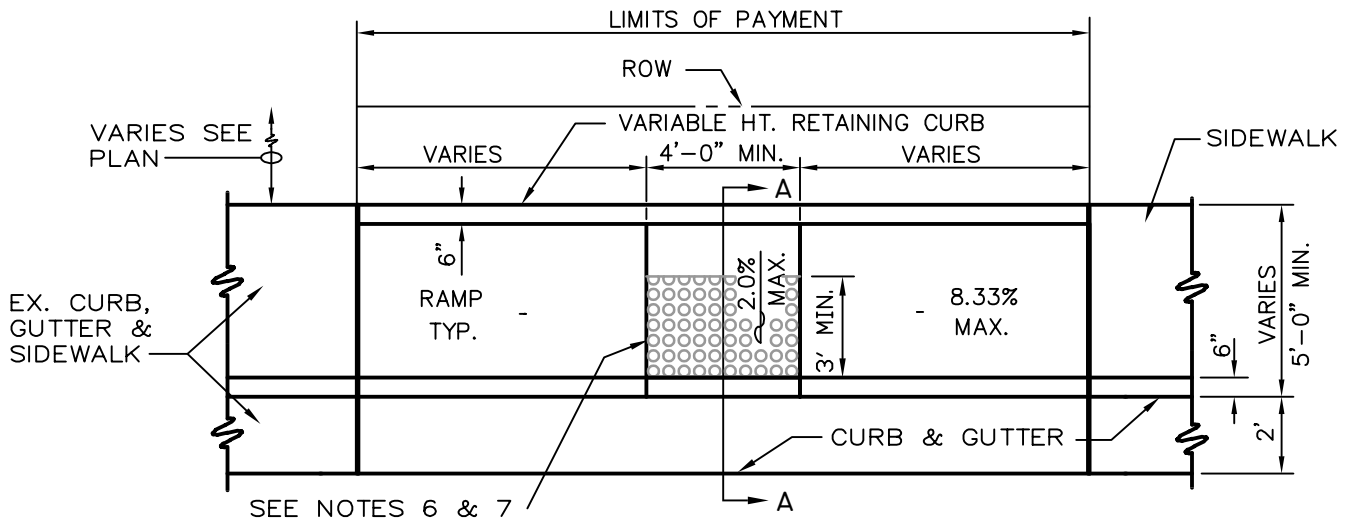
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2. RAMPS TO BE LOCATED BY THE CITY ENGINEER WHEN IMPRACTICAL TO BE LOCATED AT CENTERLINE OF RADIUS.
3. SLOPE OF RAMP SHALL NOT EXCEED 1:12.
4. THE RAMP SHALL HAVE A HEAVY BROOMED SURFACE TEXTURE CONTRASTING TO THE SURROUNDING SIDEWALK.
5. RAMP CROSS SLOPE SHALL BE 2% MAX.
6. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND A MINIMUM 3' DEPTH OF THE CURB RAMP, PER CALTRANS STANDARD PLAN A88A.
7. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
8. ADJUST SLOPE OF GUTTER PAN ACROSS WIDTH OF LANDING TO 4.5% MAX.



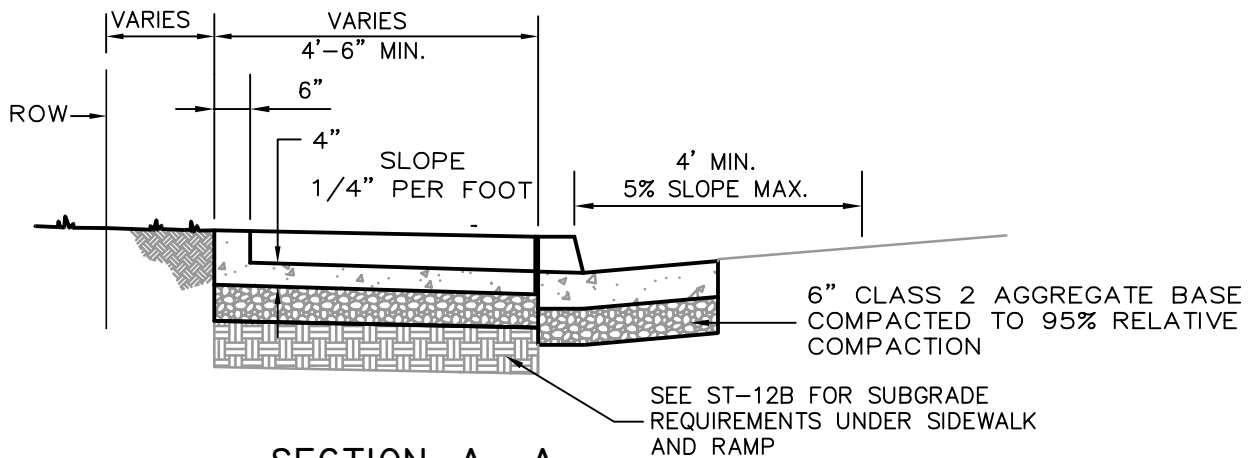
SECTION A - A

REVISION DATE		CITY OF MENDOTA CURB RAMP-TYPE B	STD.DWG.
JAN 03	FEB 18		ST-13B
JUL 04			
JUN 09			



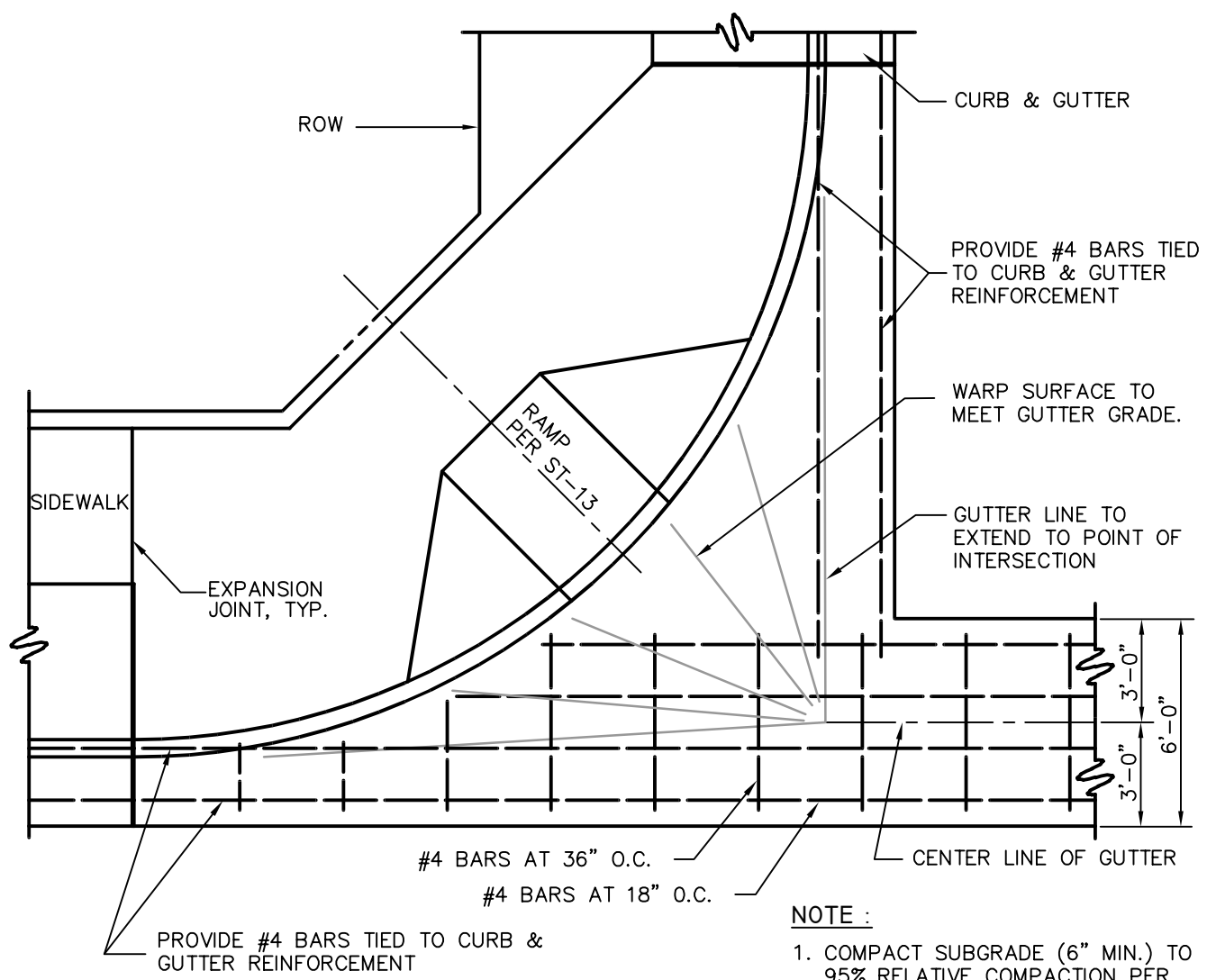
NOTES:

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2. RAMPS TO BE LOCATED BY THE CITY ENGINEER WHEN IMPRACTICAL TO BE LOCATED AT CENTERLINE OF RADIUS.
3. SLOPE OF RAMP SHALL NOT EXCEED 1:12.
4. THE RAMP SHALL HAVE A HEAVY BROOMED SURFACE TEXTURE CONTRASTING TO THE SURROUNDING SIDEWALK.
5. RAMP CROSS SLOPE SHALL BE 2% MAX.
6. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND A MINIMUM 3' DEPTH OF THE CURB RAMP, PER CALTRANS STANDARD PLAN A88A.
7. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
8. ADJUST SLOPE OF GUTTER PAN ACROSS WIDTH OF LANDING TO 4.5% MAX.

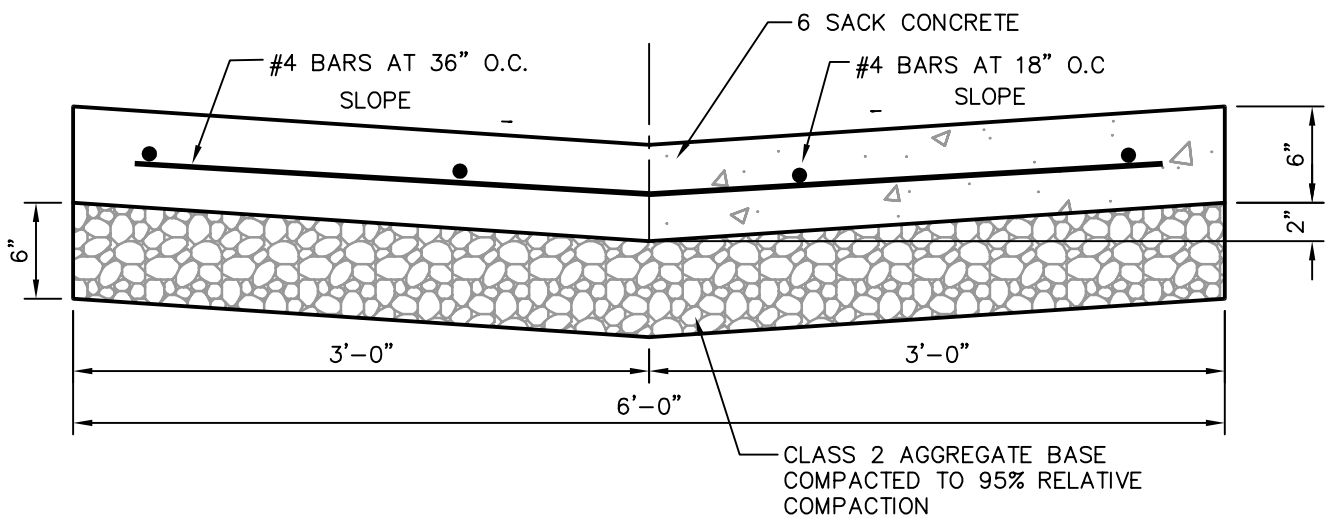


SECTION A - A

REVISION DATE		CITY OF MENDOTA	STD.DWG.
JAN 03	FEB 18		CURB RAMP-TYPE C
JUL 04		ST-I3C	
JUN 09			

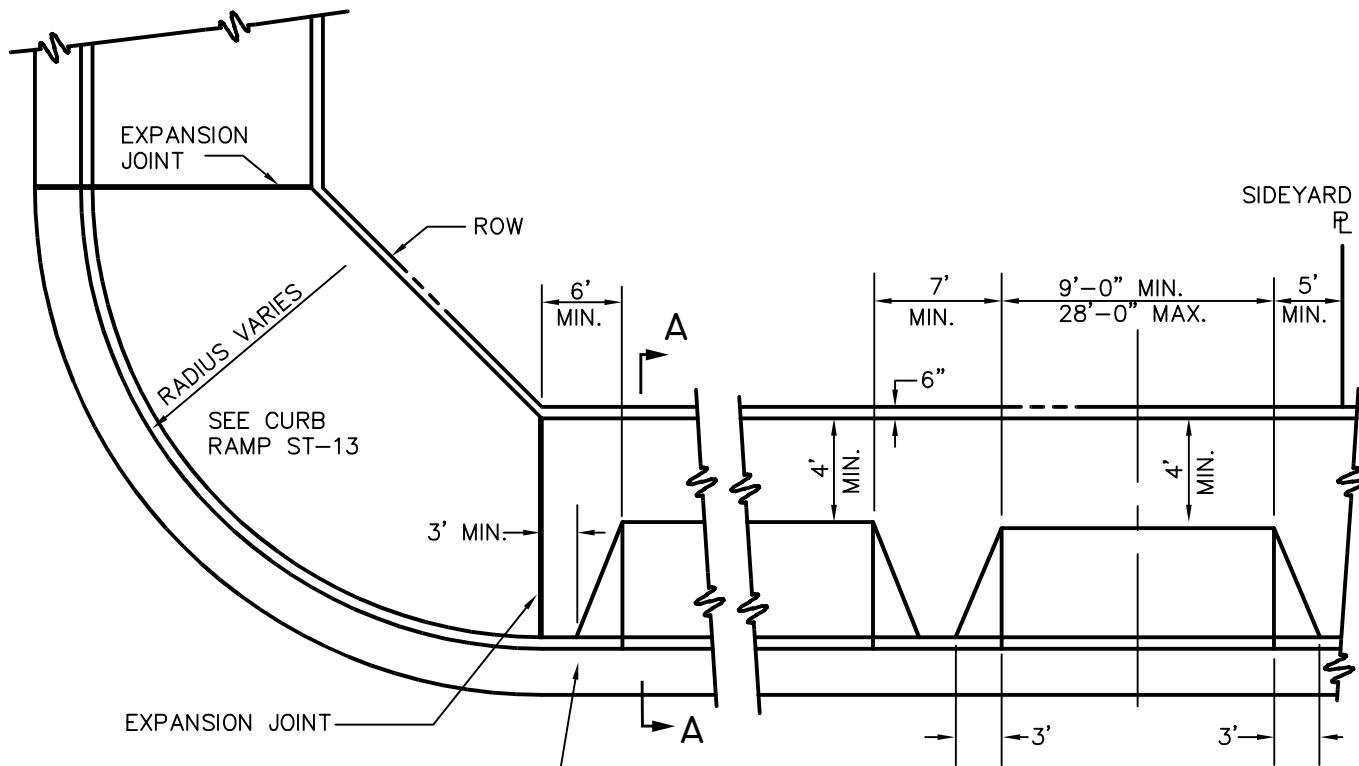


PLAN

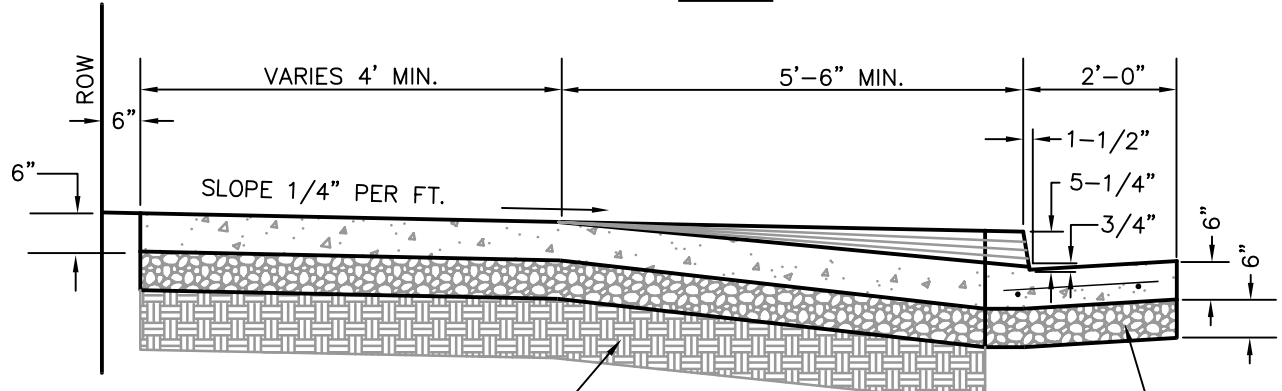


SECTION

REVISION DATE		CITY OF MENDOTA	STD. DWG.
JUN 09			CONCRETE VALLEY GUTTER STREET INTERSECTION
FEB 18		ST-14	



PLAN



SEE ST-12B FOR SUBGRADE REQUIREMENTS UNDER SIDEWALKS AND DRIVE APPROACHES

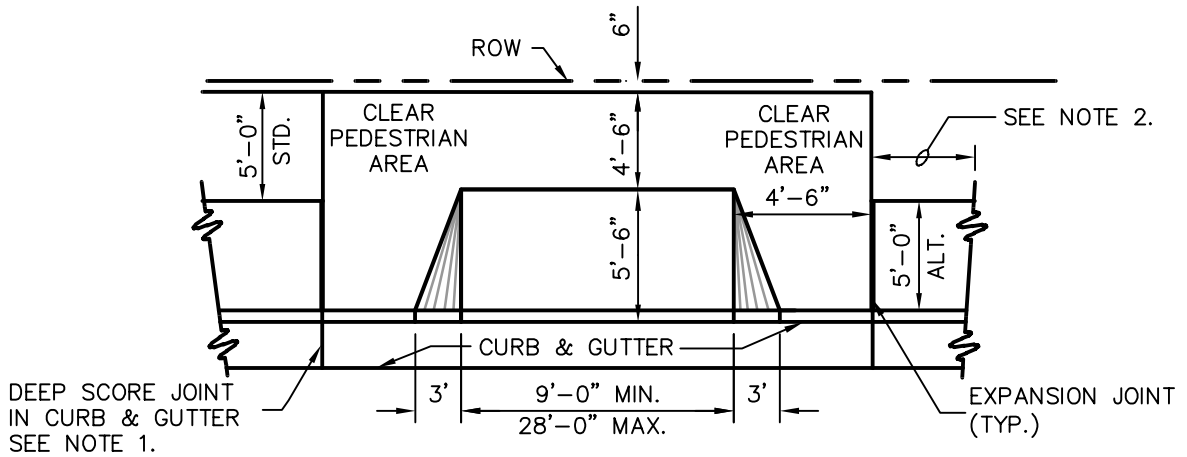
6" CLASS 2 AGGREGATE BASE COMPACTED TO 95% RELATIVE COMPACTION

SECTION A - A

NOTE:

1. NOT MORE THAN 60% OF THE PROPERTY FRONTAGE MAY BE USED FOR DRIVEWAY OPENING.
2. DRIVEWAY WING SHALL BE A MINIMUM OF 3' FROM THE END OF THE CURB RETURN.
3. ALL CONSTRUCTION SHALL BE 6 SACK CONCRETE.
4. SEE STANDARD ST-15 SHEET 2 OF 2 FOR COMBINATION SIDEWALK APPROACH.

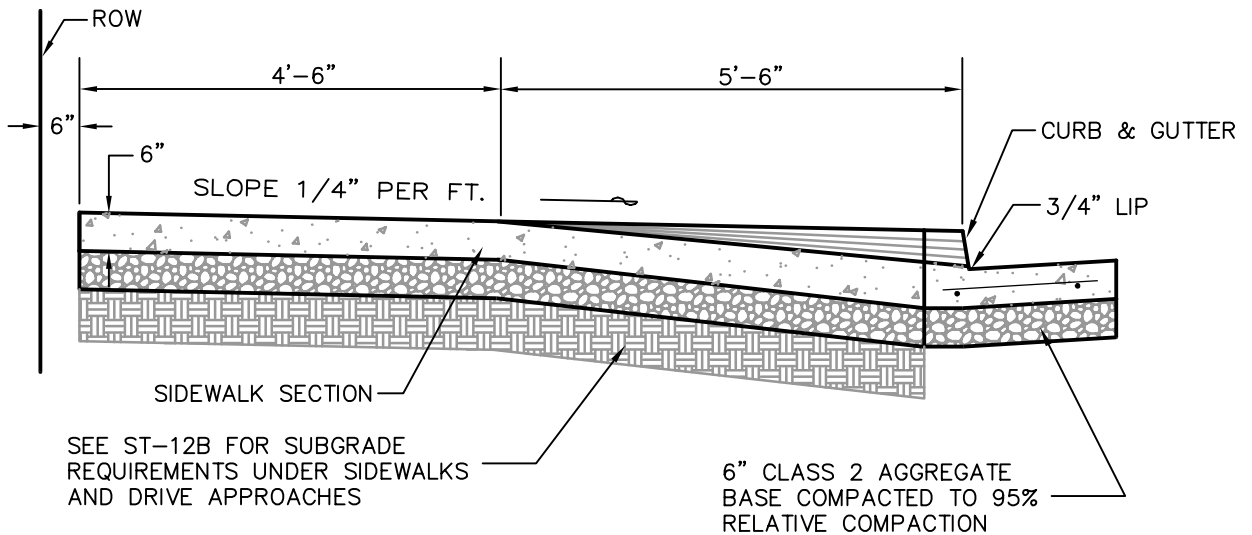
REVISION DATE		CITY OF MENDOTA	STD.DWG.
JUN 09			
FEB 18		RESIDENTIAL DRIVE APPROACH	ST-15 1 OF 2



PLAN

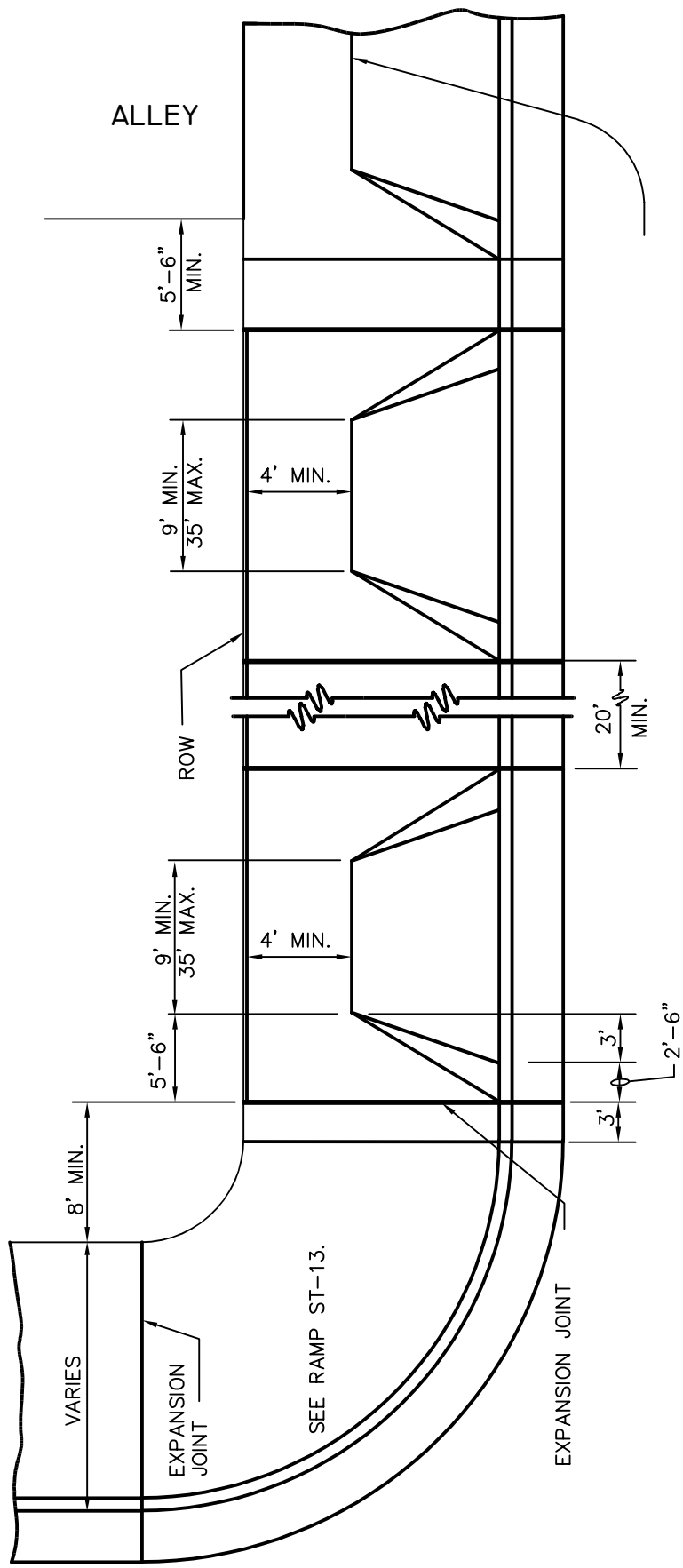
NOTES:

1. CONSTRUCTION OF NEW DRIVEWAYS WITHIN AREAS OF EXISTING IMPROVEMENTS SHALL BE SAWCUT AT THE EXPANSION JOINT LOCATION.
2. IN RESIDENTIAL AREAS WHERE DRIVE APPROACHES ARE PAIRED, THE ADA SIDEWALK BEHIND DRIVE APPROACH SHALL BE CONTINUOUS BETWEEN APPROACHES.
3. SEE ST-3 AND ST-3A FOR SIDEWALK LOCATION RELATIVE TO CURB.



SECTION

REVISION DATE		CITY OF MENDOTA	STD.DWG.
JUN 09			RESIDENTIAL DRIVE APPROACH COMBINATION SIDEWALK- APPROACH
FEB 18		ST-15	
			2 OF 2



STANDARD COMMERCIAL CURB, GUTTER AND SIDEWALK

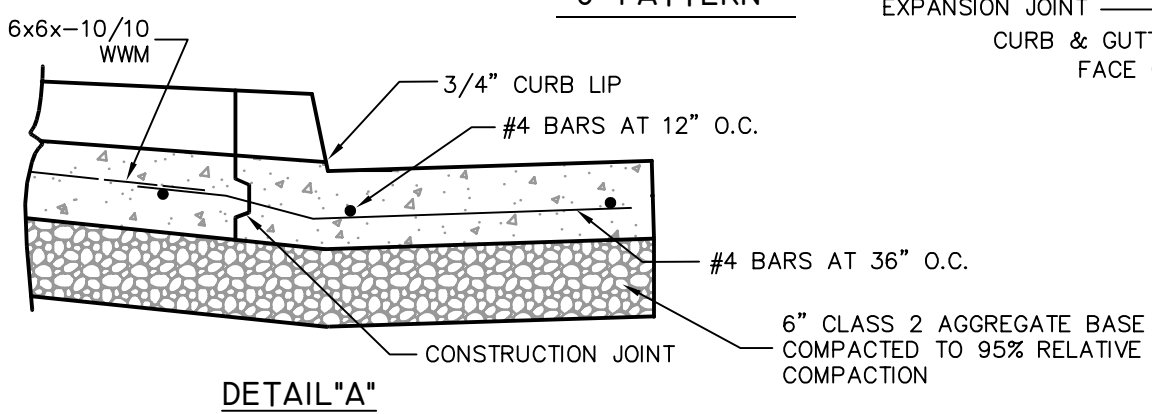
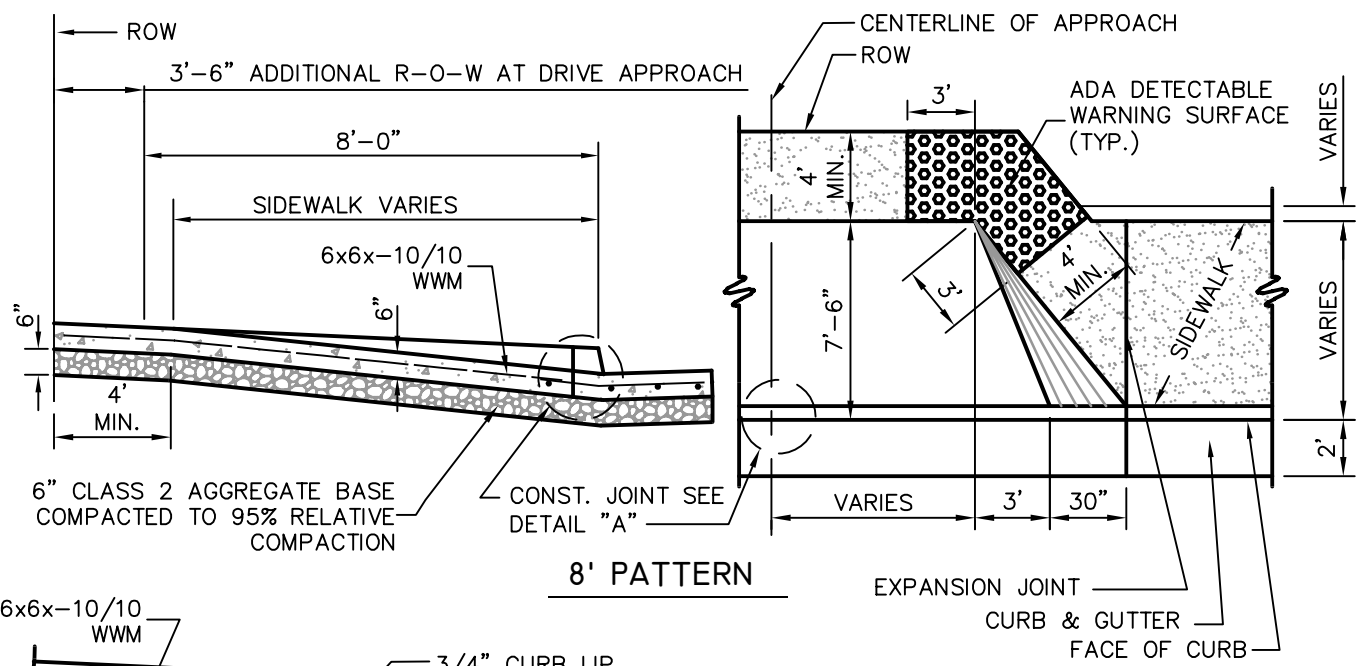
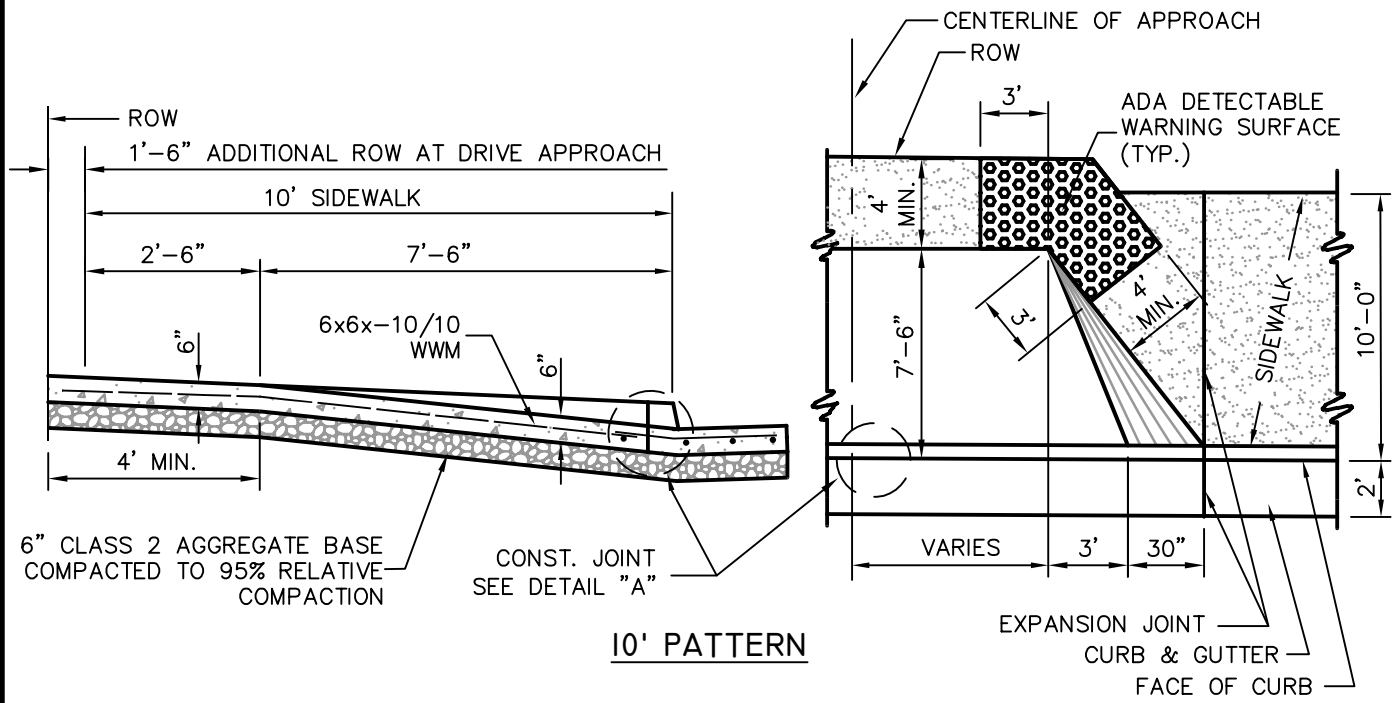
NOTES:

1. NOT MORE THAN 60% OF PROPERTY FRONTAGE MAY BE USED FOR DRIVEWAY OPENINGS.
2. END OF DRIVEWAY WING SHALL BE 8' MINIMUM FROM STREET RIGHT-OF-WAY AND 3' MINIMUM FROM END OF CURB RETURN.
3. ALL CONSTRUCTION SHALL BE 6 SACK PER CUBIC YARD CONCRETE.
4. STANDARD COMMERCIAL DRIVE APPROACH FOR T.I. OF 6-7 OR LESS.
5. HEAVY COMMERCIAL DRIVE APPROACHES SEE STANDARD ST-16 SHEET 3 OF 3. FOR MINIMUM REQUIREMENTS.
6. ADDITIONAL RIGHT-OF-WAY SHALL BE TAKEN AT DRIVE APPROACHES TO ACCOMMODATE ADA REQUIREMENTS FOR PASSAGE BEHIND DRIVEWAY RAMPS.

REVISION DATE	
JUN 09	
FEB 18	

CITY OF MENDOTA
COMMERCIAL DRIVE APPROACH

STD.DWG.
ST-16
1 OF 3



REVISION DATE		CITY OF MENDOTA	STD. DWG.
JUN 09			COMMERCIAL DRIVE APPROACH
FEB 18			

HEAVY COMMERCIAL AND INDUSTRIAL DRIVE APPROACHES STANDARD FOR TRAFFIC INDEX EXCEEDING 7.0

NOTES:

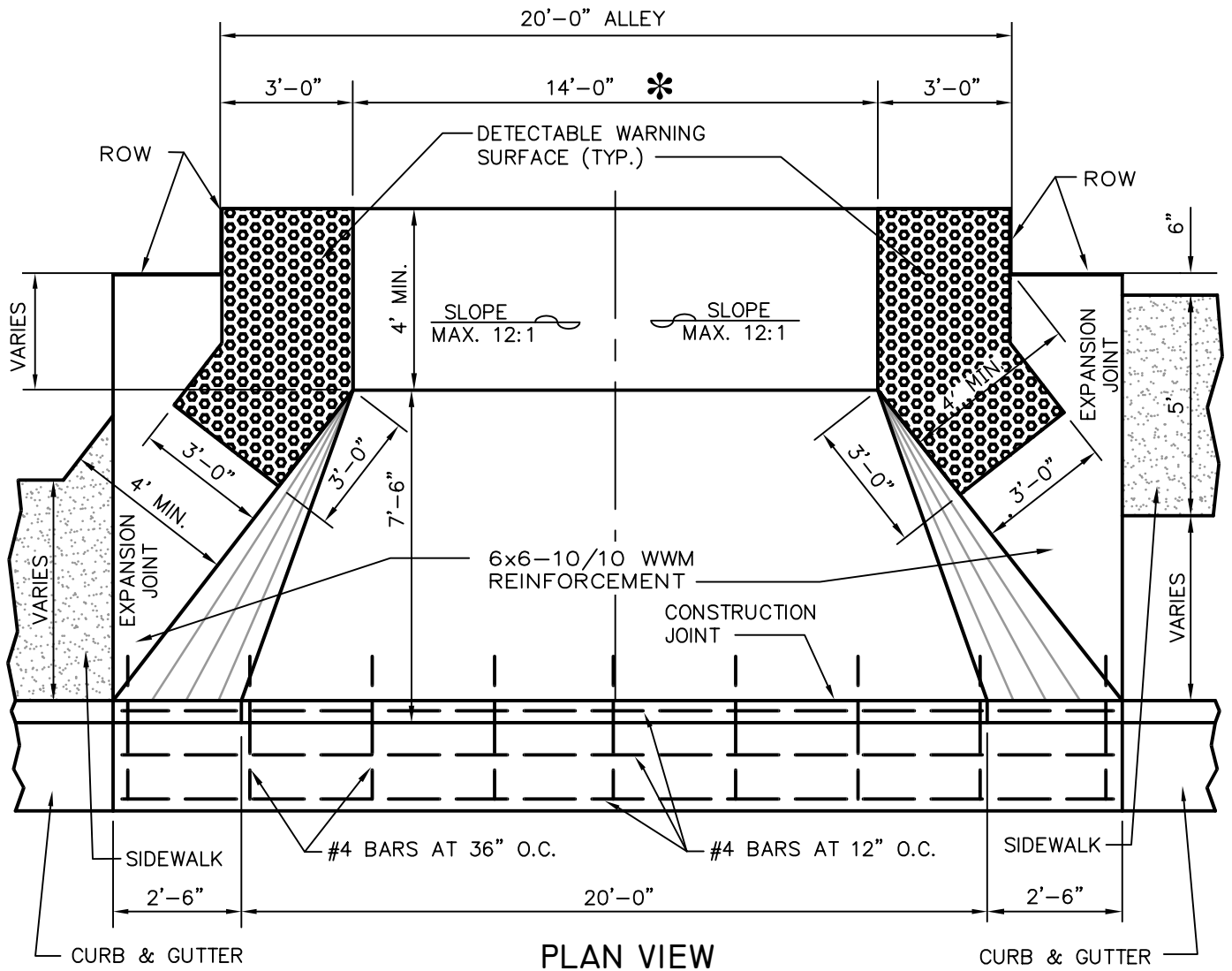
1. MINIMUM REINFORCEMENT SHALL BE #4 BARS AT 12 INCHES O.C. BOTH WAYS.
2. THE MINIMUM THICKNESS SHALL BE AS FOLLOWS:

T.I.	PCCP INCHES	AGGREGATE BASE (AB) INCHES
7 1/2 – 8	7.5	8"
8 1/2 – 10	8.5	10"
10 1/2 – 12	9.5	12"
12 +	10.5	14"

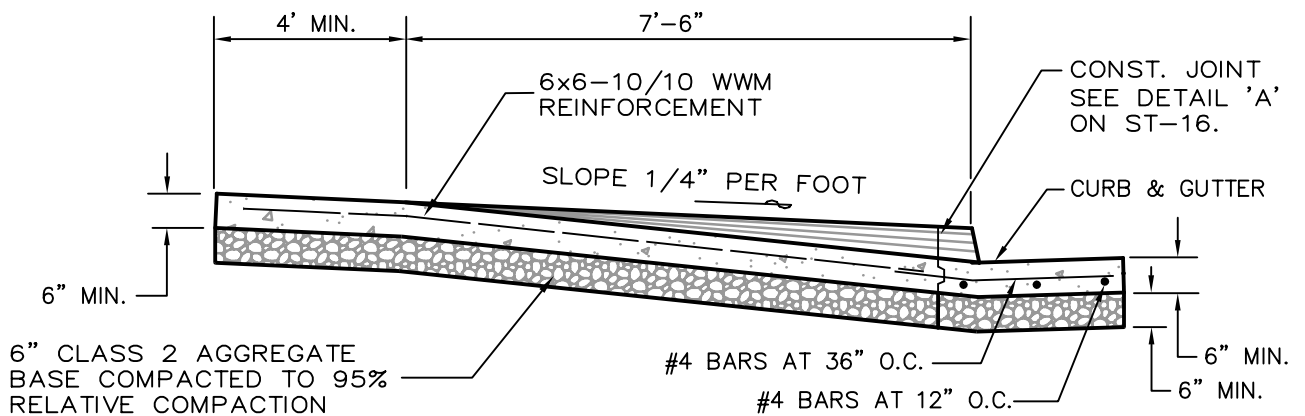
LEGEND

AB = AGGREGATE BASE
PCCP = PORTLAND CEMENT CONCRETE PAVEMENT

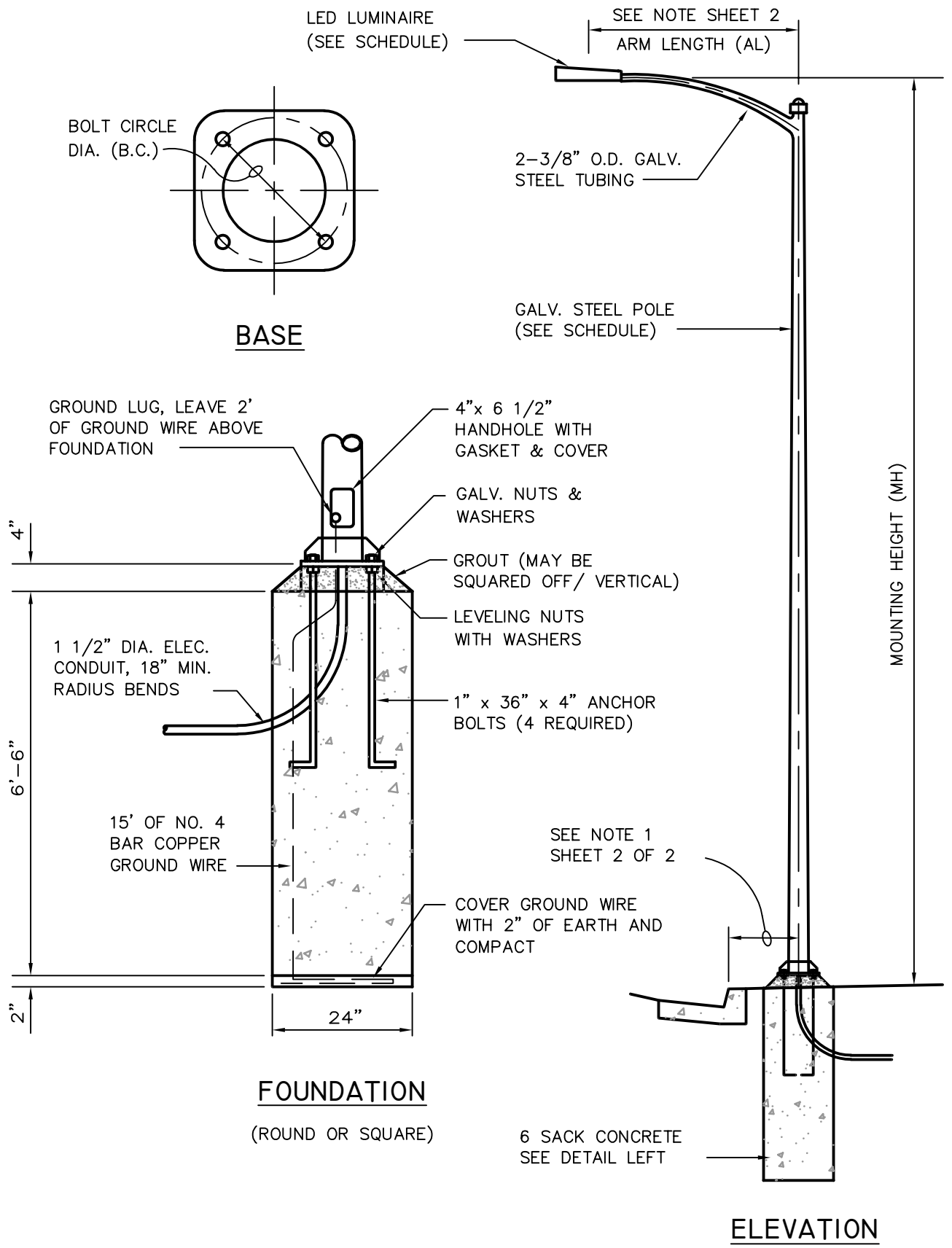
REVISION DATE	CITY OF MENDOTA	STD. DWG.
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* STREETS WITH LESS THAN A 10 FOOT CURB PATTERN SHALL BE ENGINEERED FOR ADA REQUIREMENTS



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JUN 09			ST-17
FEB 18			
		ALLEY APPROACH	



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FEB 18			ST-18
		STREET LIGHT ELECTROLIERS	1 OF 2

STREET LIGHT ELECTROLIERS

NOTES:

1. IN RESIDENTIAL AREAS HAVING ALTERNATE PATTERN WITH CONTIGUOUS SIDEWALKS, POLES SHALL BE CENTERED 12" BEHIND REAR EDGE OF SIDEWALK AND ELECTROLIERS SHALL HAVE 8'-0" ARM LENGTH (AL). IN ALL OTHER CONDITIONS POLE SHALL BE CENTERED 2'-0" FROM CURB FACE.
2. LUMINAIRES SHALL BE LIGHT EMITTING DIODE (LED) CONFORMING TO ANSI C78, WITH POLYCARBONATE REFRACTORS AND NEMA STANDARD PHOTOELECTRIC UNITS, WITH IP OR UL RATING FOR USE IN WET LOCATIONS, AS APPROVED BY CITY ENGINEER OR PUBLIC WORKS DIRECTOR.
3. LOCAL
ONE ELECTROLIER SHALL BE LOCATED AT EACH INTERSECTION. SEE SCHEDULE FOR INTERMEDIATE SPACING REQUIREMENTS.

COLLECTOR AND ARTERIAL

SHALL HAVE ONE ELECTROLIER LOCATED AT EACH OF (4) CORNERS OF EACH INTERSECTION. SEE SCHEDULE FOR REQUIREMENTS.

4. WIRING SHALL BE MINIMUM #8 COPPER, THW INSULATION, ENCLOSED IN APPROVED ELECTRICAL CONDUITS.
5. ALL SPLICES SHALL BE WATERTIGHT AND MADE IN APPROVED JUNCTION BOXES.
6. PULL BOXES SHALL BE 12" X 22" REINFORCED CONCRETE WITH REINFORCED CONCRETE LIDS MARKED "STREET LIGHTING". BOXES SHALL BE SET ON 6" OF CRUSHED ROCK AND FLUSH WITH FINISH GRADE. CONDUIT ENTRIES SHALL BE SEALED WITH GROUT. BONDING JUMPER AND GROUNDING BUSHINGS SHALL BE CONNECTED TO EACH CONDUIT. WHEN PULL BOXES ARE INSTALLED IN TRAFFIC AREAS, BOXES SHALL HAVE A CONCRETE FOUNDATION AND STEEL TRAFFIC LID.
7. THE CONTRACTOR SHALL PROVIDE A COMPLETE AND OPERATIONAL SYSTEM INCLUDING ALL MATERIALS AND LABOR. ALL INSTALLATION AND CONNECTION CHARGES SHALL BE PAID BY THE CONTRACTOR.
8. ALL WORK SHALL BE SUBJECT TO INSPECTION BY THE CITY ENGINEER AND SHALL BE TESTED AT THE CONTRACTOR'S EXPENSE FOR PROPER OPERATION, PRIOR TO FINAL APPROVAL AND ACCEPTANCE.
9. THE CONTRACTOR SHALL SUBMIT AS-BUILT DRAWINGS SHOWING THE LOCATIONS OF ALL CONDUITS AND PULL BOXES PRIOR TO FINAL APPROVAL AND ACCEPTANCE.

SCHEDULE:

STREET WIDTH	STREET TYPE	MH	AL	BC	POLE SIZE	LUMINAIRE VOLTS/WATTS/LUMENS	POLE SPACING
60'	LOCAL	26'-0"	6'-0"	10"	7.0"X3.5"X25'-0", 11GA.	120/35/4,000*	180'-240'
80'	COLLECTOR	29'-6"	8'-0"	11"	7.5"X3.5"X28'-6", 11GA.	120/70/7,000*	180'-220'
84'	ARTERIAL	31'-0"	8'-0"	11"	8.0"X3.8"X30'-0", 11GA.	120/110/11,000*	160'-200'

*MINIMUM

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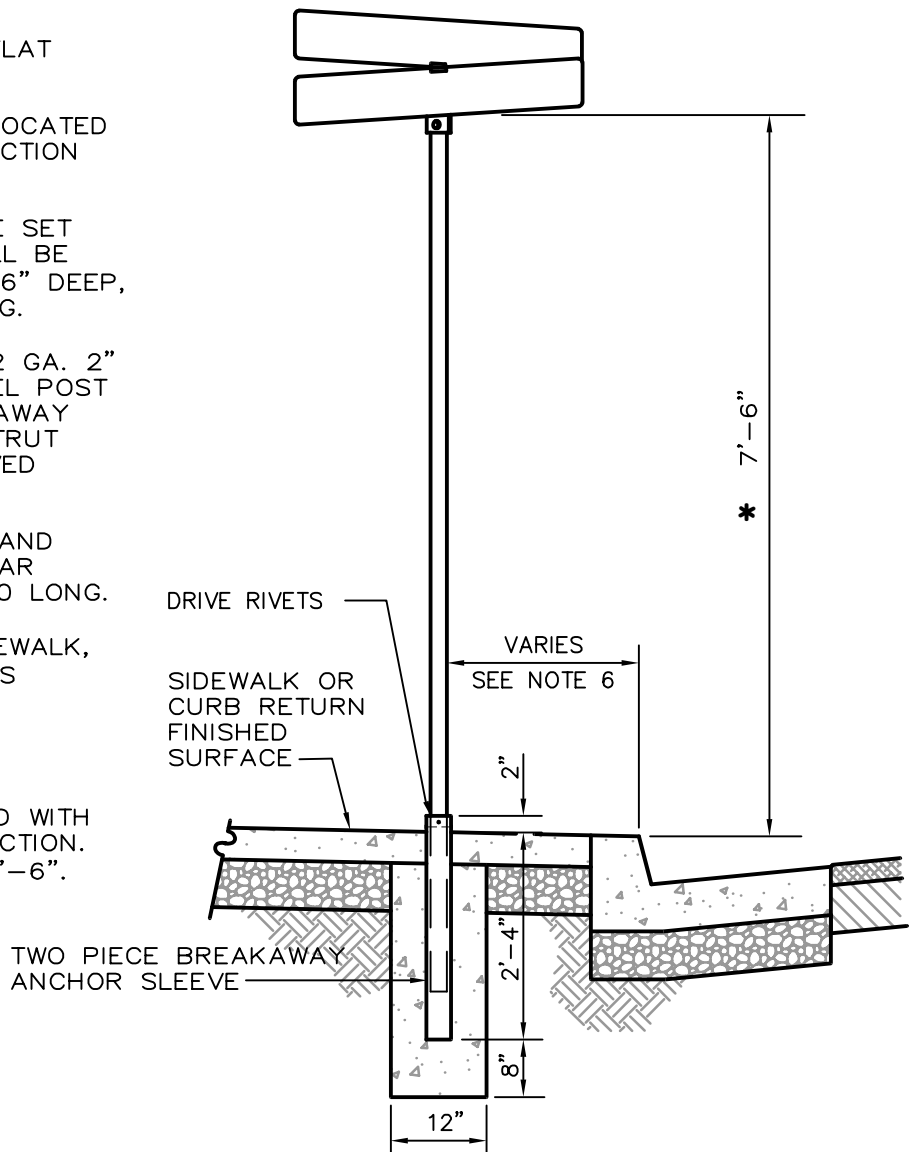
SIGN SHALL BE 0.080 THICK 5052-H38 ALUMINUM WITH GREEN ENGINEER GRADE REFLECTIVE SHEETING BACKGROUND AND WHITE ENGINEER GRADE REFLECTIVE SHEETING LETTERS, DOUBLE FACED. (STREETS NAMED FOR MILITARY VETERANS, SHALL BE PRECEDED BY A SOLID WHITE FIVE POINTED STAR).



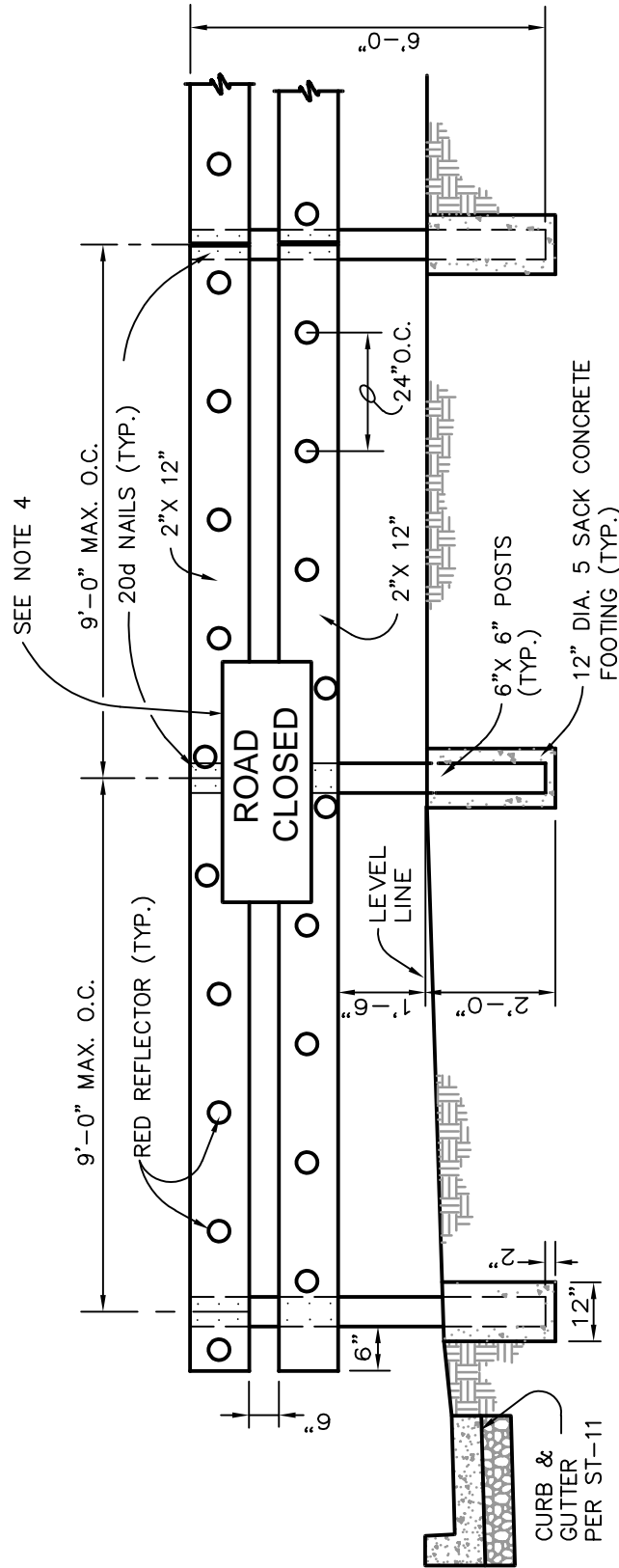
NOTES

1. STREET SIGNS SHALL BE FLAT BLADE.
2. STREET SIGNS SHALL BE LOCATED ON THE NE & SW INTERSECTION CORNERS.
3. WHEN SIGN POST IS TO BE SET INTO NATIVE SOIL, IT SHALL BE SET IN A 12" DIAMETER, 36" DEEP, 5 SACK CONCRETE FOOTING.
4. SIGN POST SHALL BE A 12 GA. 2" SQUARE PERFORATED STEEL POST WITH A TWO PIECE BREAKAWAY ANCHOR SLEEVE, BY UNISTRUT CORPORATION, OR APPROVED EQUAL.
5. SIGN MOUNTING FIXTURES AND HARDWARE SHALL BE ZUMAR INDUSTRIES INC. STYLE 850 LONG.
6. 12" WITH CONTIGUOUS SIDEWALK, 24" WITH NON-CONTIGUOUS SIDEWALK.

* WHEN STOP SIGN IS USED WITH STREET SIGN AT INTERSECTION. CHANGE DIMENSION TO 9'-6".



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NOTES:

1. BARRICADES MUST BE CONSTRUCTED THE FULL WIDTH OF PAVEMENT OR TRAVELED WAY.
2. APPLY 2 COATS OF EXTERIOR WHITE PAINT TO ALL EXPOSED WOOD SURFACES.
3. POSTS SET IN CONCRETE SHALL BE PRE-TREATED OR TREATED WITH WOOD PRESERVATIVE PRIOR TO SETTING.
4. ROAD CLOSED SIGN R11-2 PER LATEST EDITION OF MUTCD.

REVISION DATE		CITY OF MENDOTA	STD.DWG.
FEB 18			ST-20
		TEMPORARY TIMBER BARRICADE	