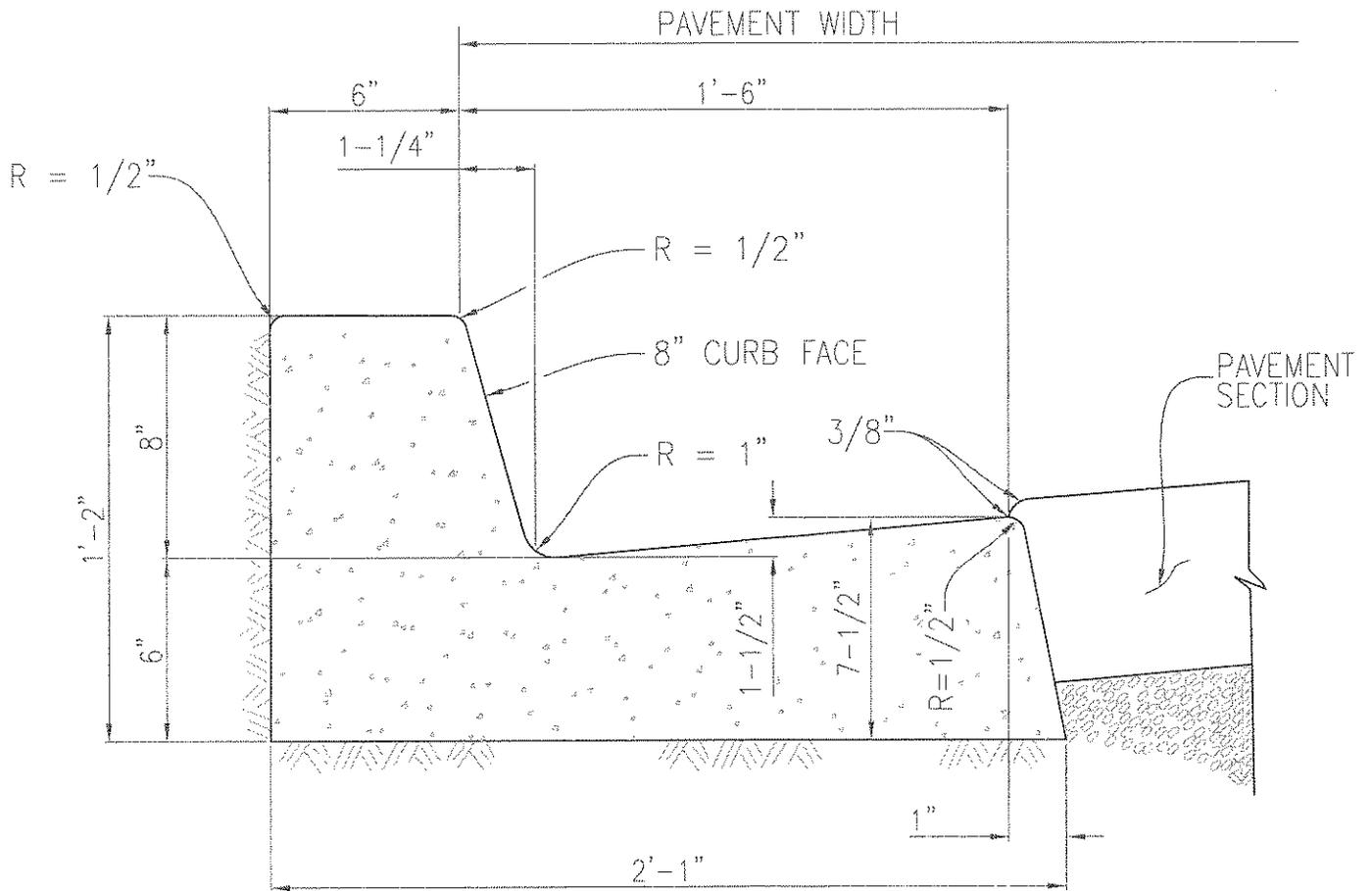


NOTES:

1. CONCRETE PER LINEAR FOOT = 0.0671 CUBIC YARDS.
1 CUBIC YARD OF CONCRETE = 14.90 LINEAR FEET.
2. THE FLOW LINE SHALL HAVE A 3" WIDE SMOOTH STEEL TROWEL FINISH.
3. A - 2 CURB & GUTTER SHALL BE STANDARD FOR 8" CURB FACE HEIGHT.

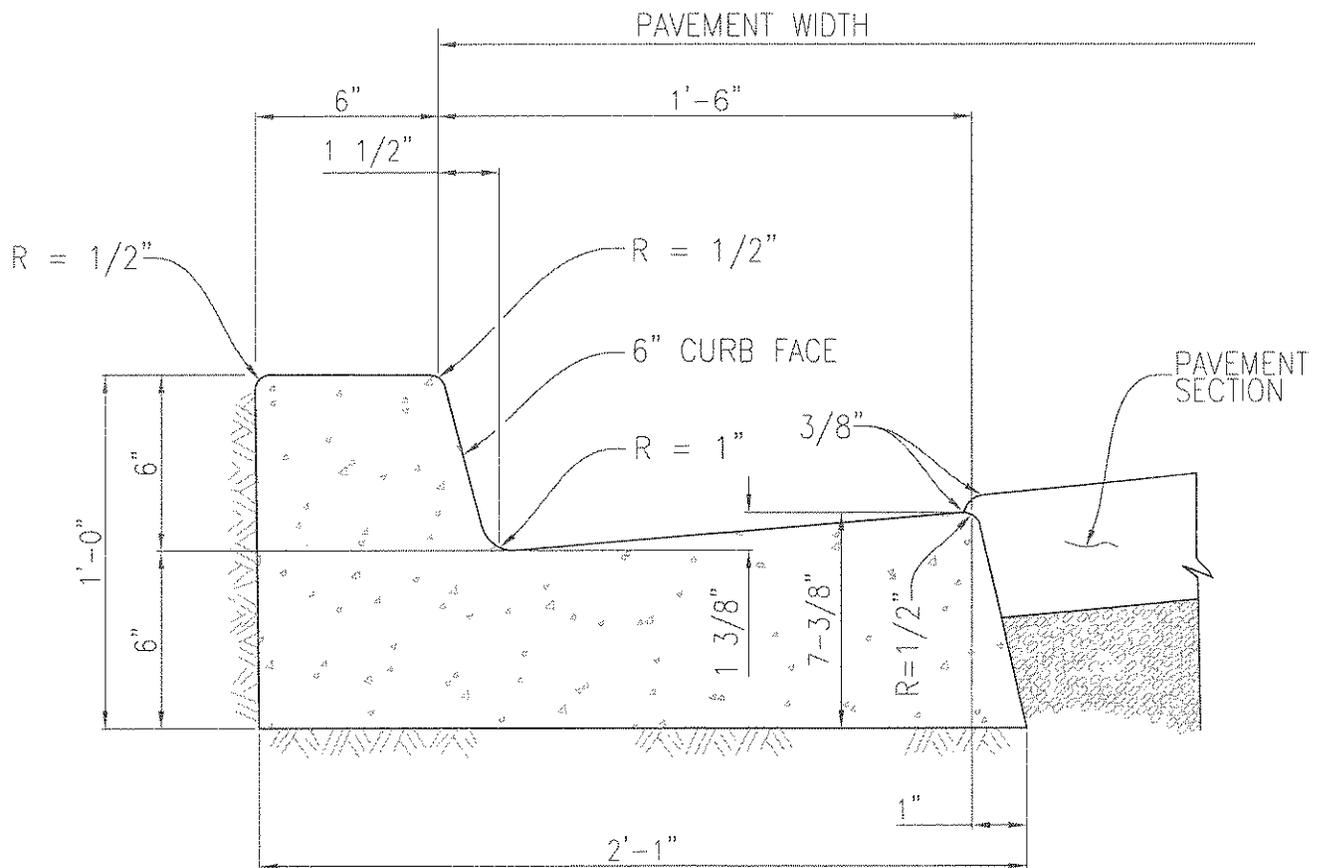
REVISIONS	CITY OF SIGNAL HILL PUBLIC WORKS DEPT.	STANDARD PLAN NO.
	TYPE 'A-2' CURB & GUTTER	
1	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04
2	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
3		200
4		



NOTES:

1. CONCRETE PER LINEAR FOOT = 0.0549 CUBIC YARDS.
1 CUBIC YARD OF CONCRETE = 18.21 LINEAR FEET.
2. THE FLOW LINE SHALL HAVE A 3" WIDE SMOOTH STEEL TROWEL FINISH.
3. USE OF TYPE 'A' CURB & GUTTER REQUIRES SPECIAL APPROVAL OF THE CITY ENGINEER.

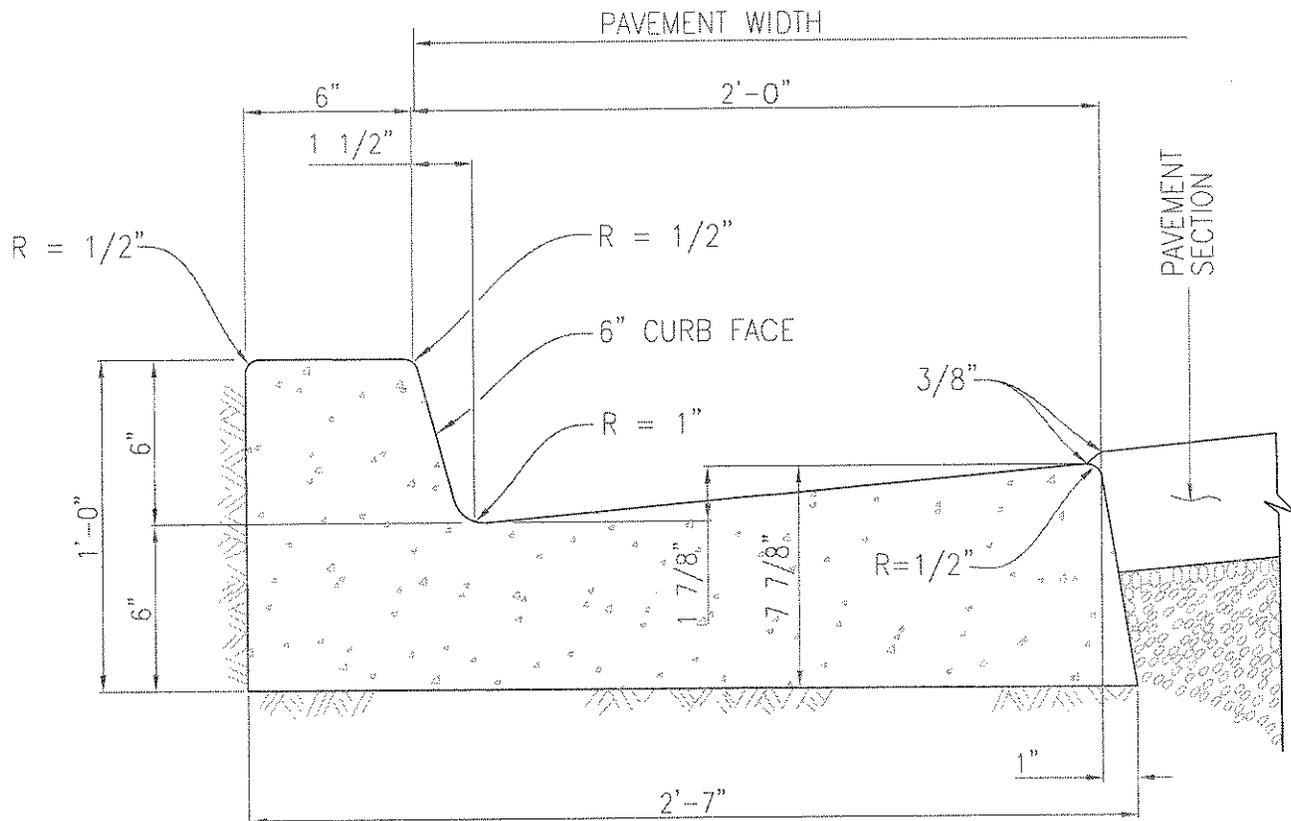
REVISIONS	CITY OF SIGNAL HILL PUBLIC WORKS DEPT.	STANDARD PLAN NO.
①	TYPE 'A' CURB & GUTTER	201
②		
③	APPROVED BY: <i>Dominic C. Milano</i>	
④	DOMINIC C. MILANO - CITY ENGINEER	
	DATE: <i>6/2/04</i> R.C.E. NO. 27172	



NOTES:

1. CONCRETE PER LINEAR FOOT = 0.0513 CUBIC YARDS.
1 CUBIC YARD OF CONCRETE = 19.49 LINEAR FEET.
2. THE FLOW LINE SHALL HAVE A 3" WIDE SMOOTH STEEL TROWEL FINISH.
3. USE OF TYPE 'D' CURB & GUTTER REQUIRES SPECIAL APPROVAL OF THE CITY ENGINEER.

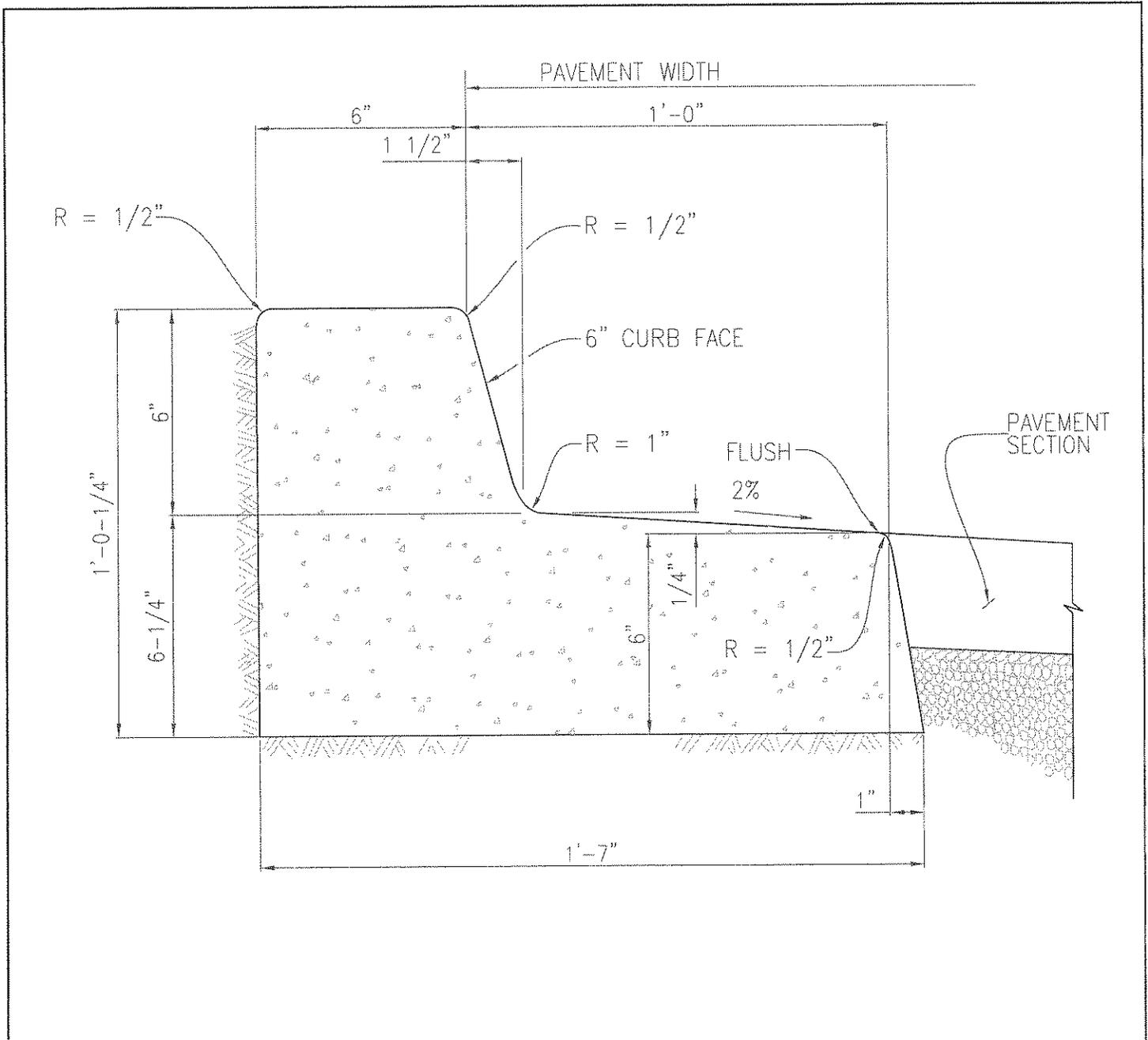
REVISIONS	CITY OF SIGNAL HILL PUBLIC WORKS DEPT.	STANDARD PLAN NO.		
①	TYPE 'D' CURB & GUTTER	202		
②				
③			APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>6/2/04</i>
④			DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172



NOTES:

1. CONCRETE PER LINEAR FOOT = 0.0633 CUBIC YARDS.
1 CUBIC YARD OF CONCRETE = 15.80 LINEAR FEET.
2. THE FLOW LINE SHALL HAVE A 3" WIDE SMOOTH STEEL TROWEL FINISH.
3. D-2 CURB & GUTTER SHALL BE STANDARD FOR 6" CURB FACE HEIGHT.

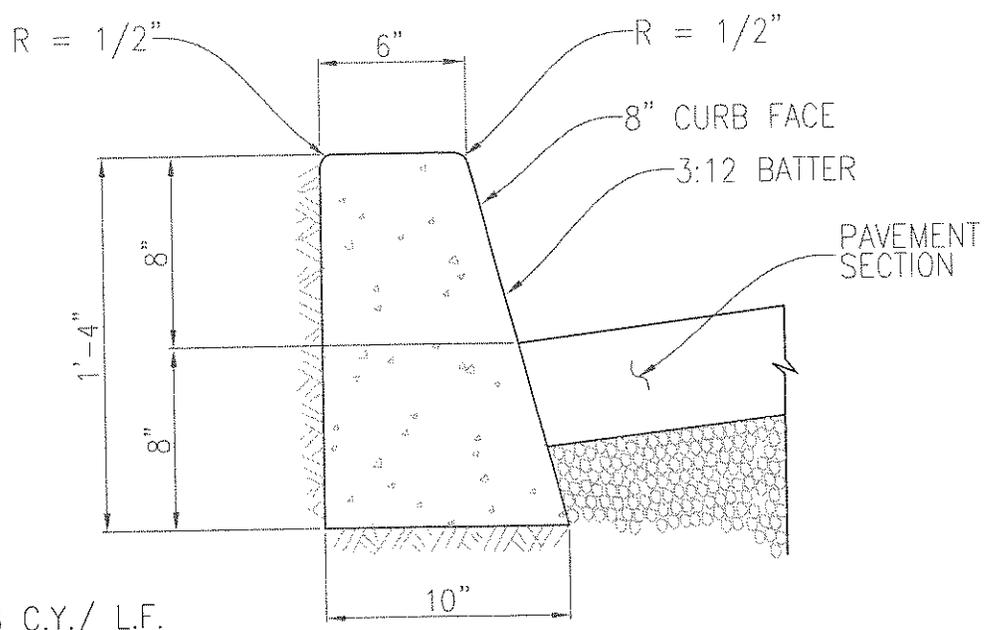
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
①	TYPE 'D-2' CURB & GUTTER	203
②		
③	APPROVED BY: <i>Dominic C. Milano</i>	
④	DOMINIC C. MILANO - CITY ENGINEER	
	DATE: <i>6/2/04</i> R.C.E. NO. 27172	



NOTES:

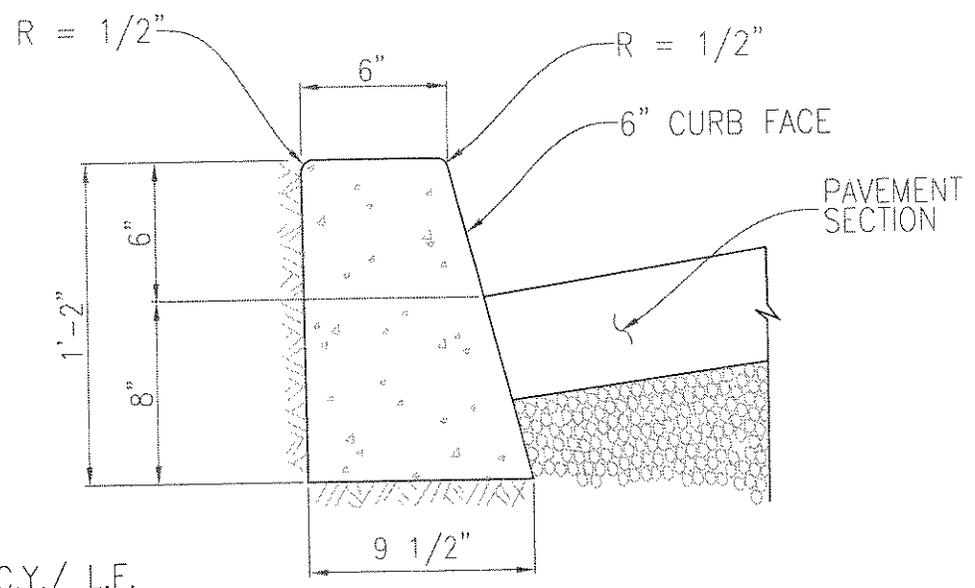
1. CONCRETE PER LINEAR FOOT = 0.0406 CUBIC YARDS.
1 CUBIC YARD OF CONCRETE = 24.63 LINEAR FEET.
2. TYPE 'D-1' CURB & GUTTER SHALL BE STANDARD FOR MEDIAN ISLAND CONSTRUCTION. OTHER USE SHALL REQUIRE SPECIAL APPROVAL OF THE CITY ENGINEER.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	TYPE 'D-1' CURB & GUTTER	204
2		
3	APPROVED BY: <i>Dominic C. Milano</i>	
4	DOMINIC C. MILANO - CITY ENGINEER	
	DATE: <u>6/2/04</u> R.C.E. NO. 27172	



CONCRETE = 0.0298 C.Y./ L.F.
 1 C.Y. OF CONCRETE = 33.56 L.F.

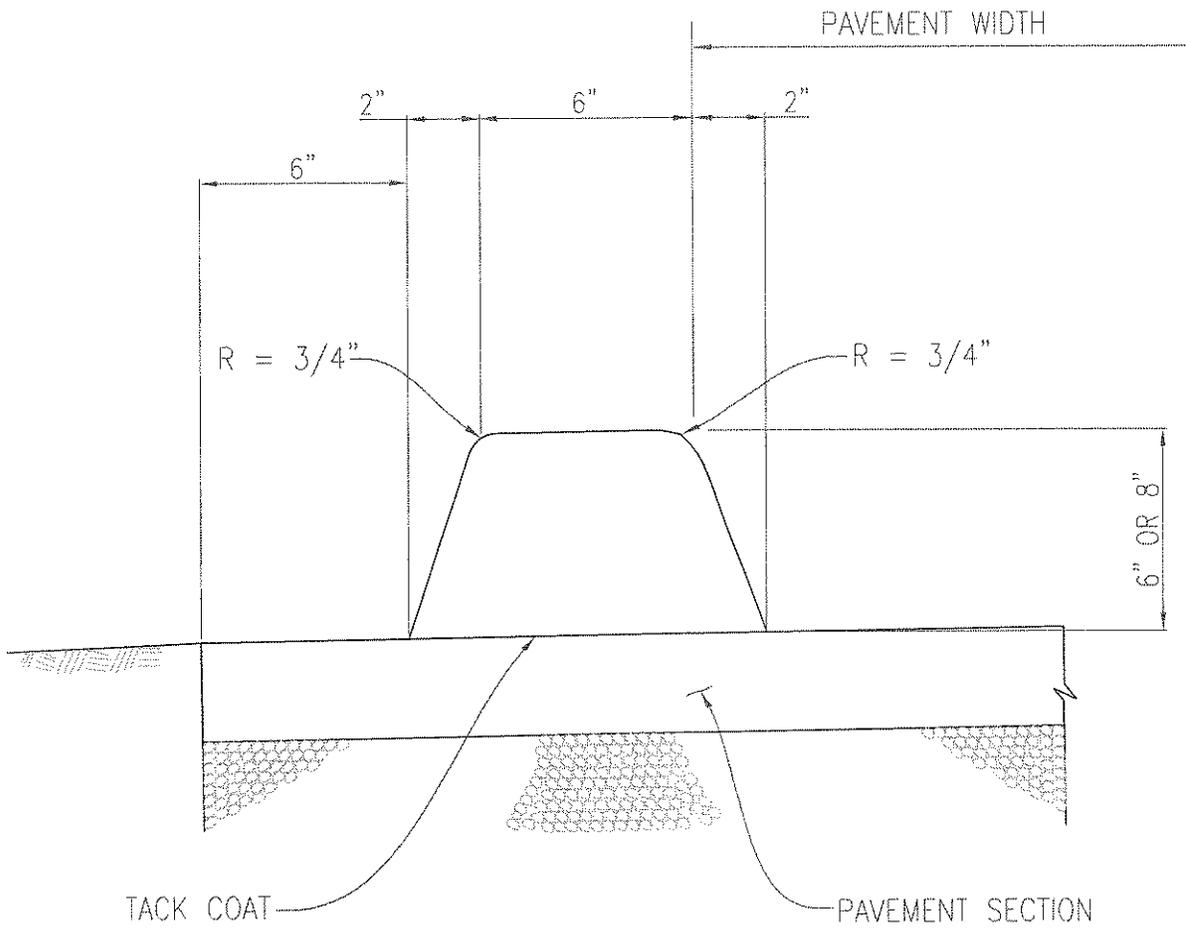
TYPE 'B-8'



CONCRETE = 0.0257 C.Y./ L.F.
 1 C.Y. OF CONCRETE = 38.91 L.F.

TYPE 'B-6'

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
①	TYPE 'B' CURB	205
②		
③	APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	
④	DATE: <i>6/2/04</i> R.C.E. NO. 27172	

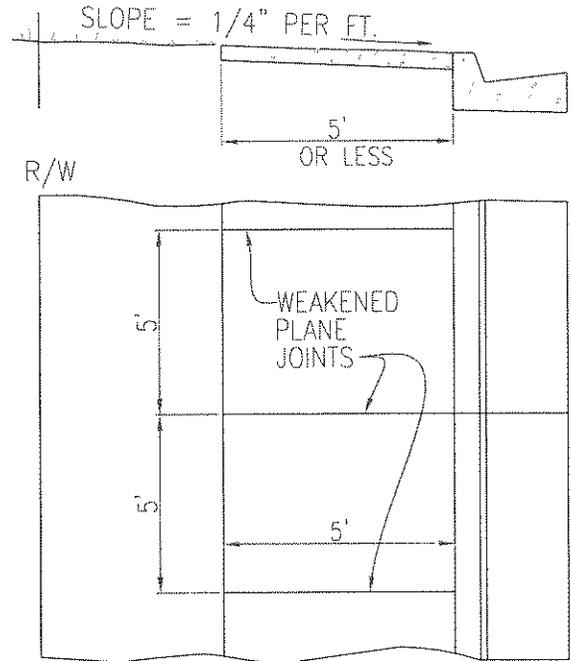
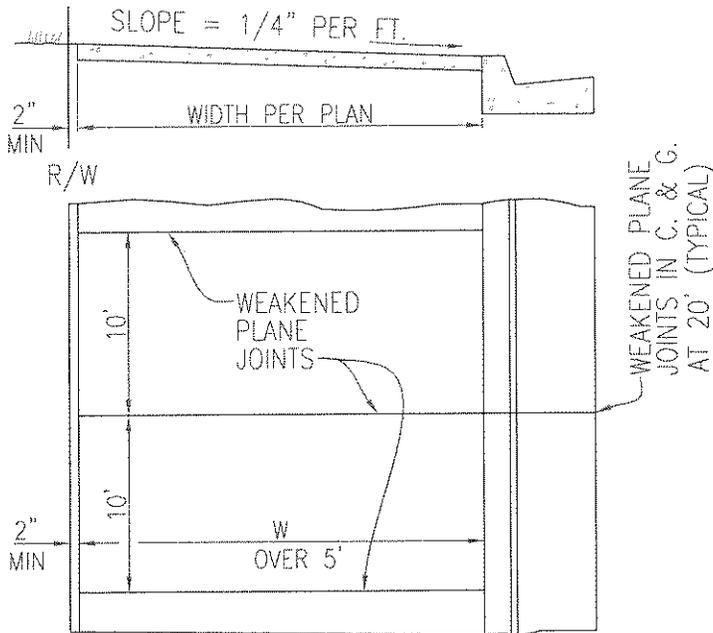


NOTES:

TACK COAT SHALL BE APPLIED AT THE RATE OF 0.05 GALLONS PER SQUARE YARD.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
1	A.C. BERM		206
2			
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>6/2/04</i>	
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	

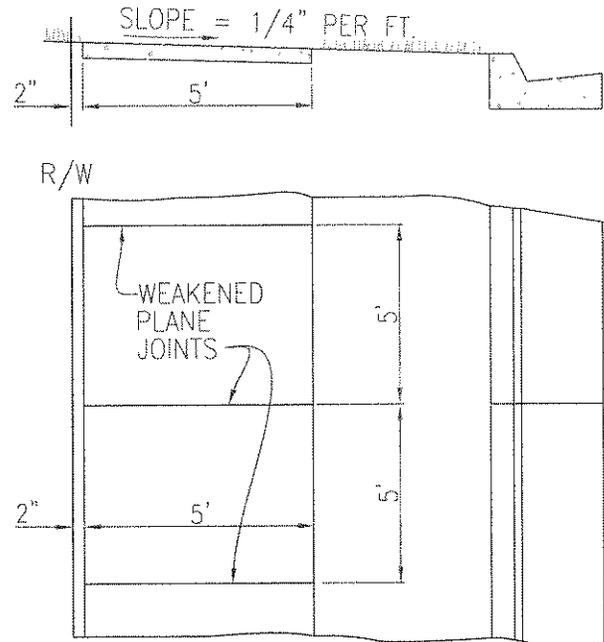
SIDEWALK ADJACENT TO CURB



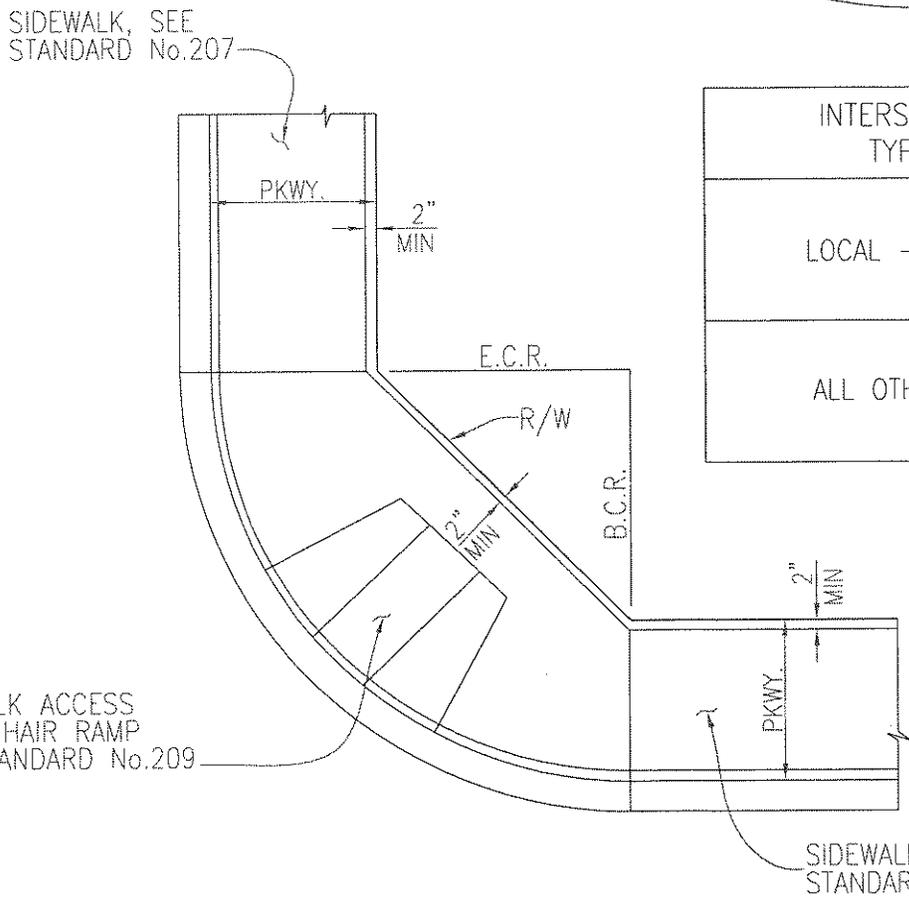
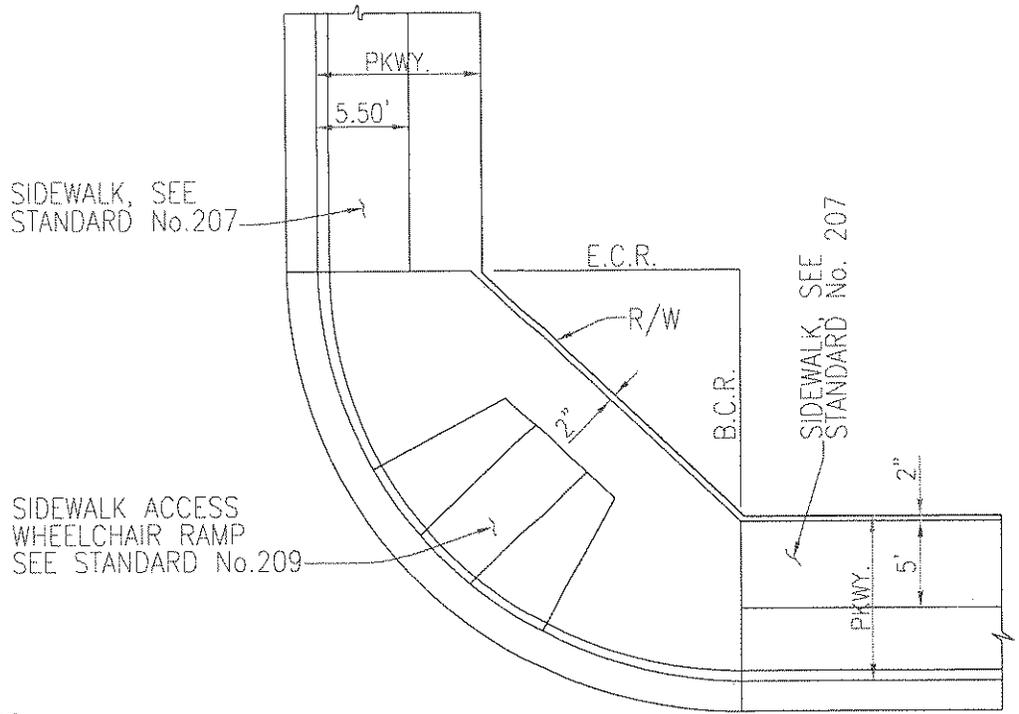
NOTES:

1. SIDEWALK THICKNESS SHALL BE 4" P.C.C. EXCEPT WITHIN ALL DRIVEWAY APPROACHES WHERE THICKNESS SHALL BE AS SHOWN ON THE APPROPRIATE STANDARD PLAN.
2. A SAND BEDDING (S.E.≥30), 4" THICK WITH 90% COMPACTION, SHALL BE PLACED WHERE REQUIRED BY SOILS REPORT OR AS DIRECTED BY THE CITY ENGINEER.
3. SIDEWALK SHALL HAVE A MEDIUM BROOM FINISH AS APPROVED BY THE CITY ENGINEER.
4. SURFACE SCORING SHALL MATCH THE ADJACENT PATTERN OR AS DIRECTED BY THE CITY ENGINEER.
5. FOR TREE WELLS SEE STANDARD NO. 211

SIDEWALK ADJACENT TO R/W



REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	SIDEWALK DETAILS	
2		
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>6/2/04</i>
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		207



INTERSECTION TYPE	CURB FACE RADIUS
LOCAL - LOCAL	25'
ALL OTHERS	35'

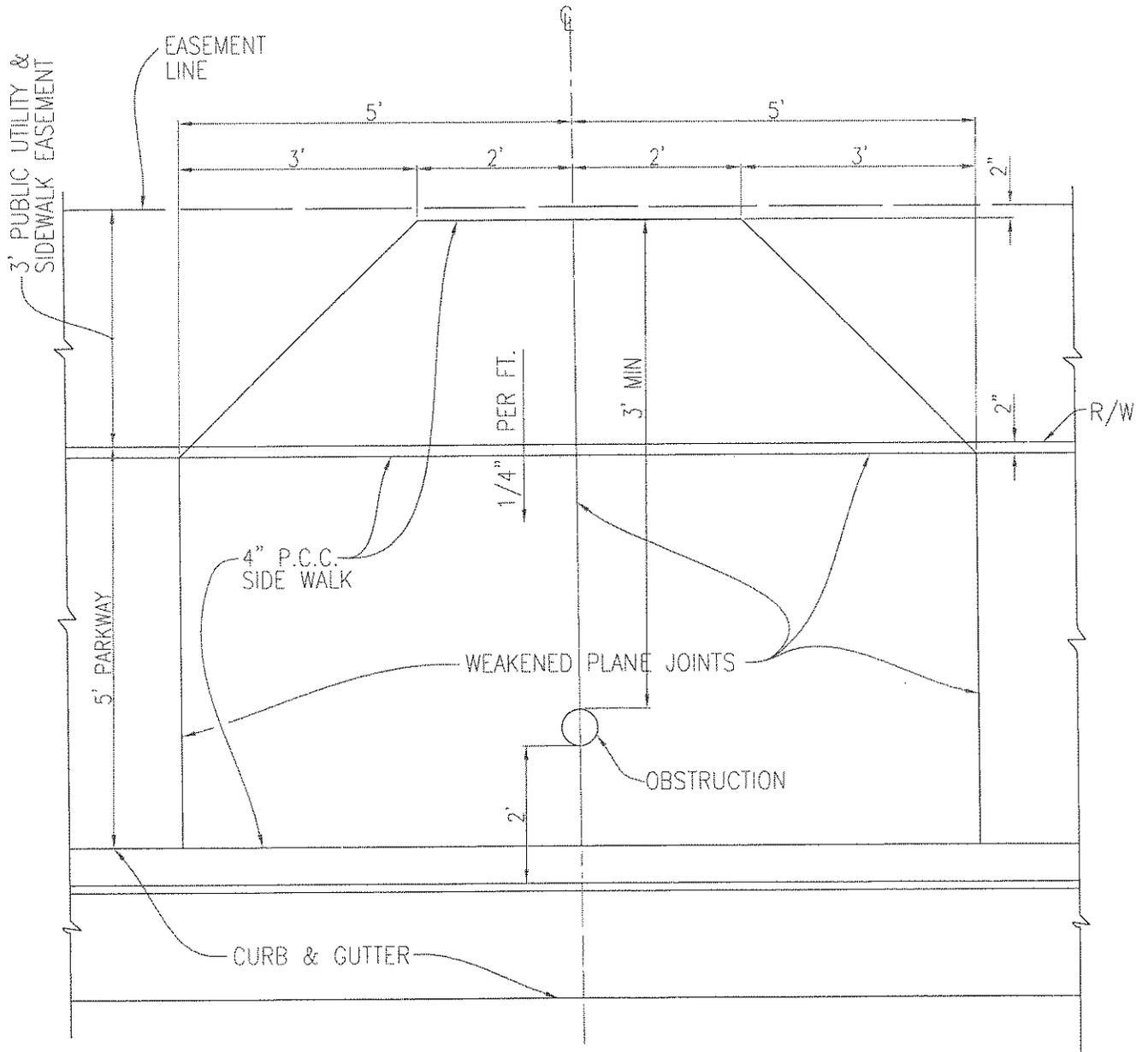
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
	CURB AND SIDEWALK RETURNS		
1	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04	208
2	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	
3			
4			

FOR ALL
"WHEELCHAIR ACCESS RAMP"
REFER TO

AMERICAN PUBLIC WORKS ASSOCIATION (APWA)
STANDARDS PLANS FOR PUBLIC WORKS CONSTRUCTION

"CURB RAMP"
DETAIL NO. 111-3

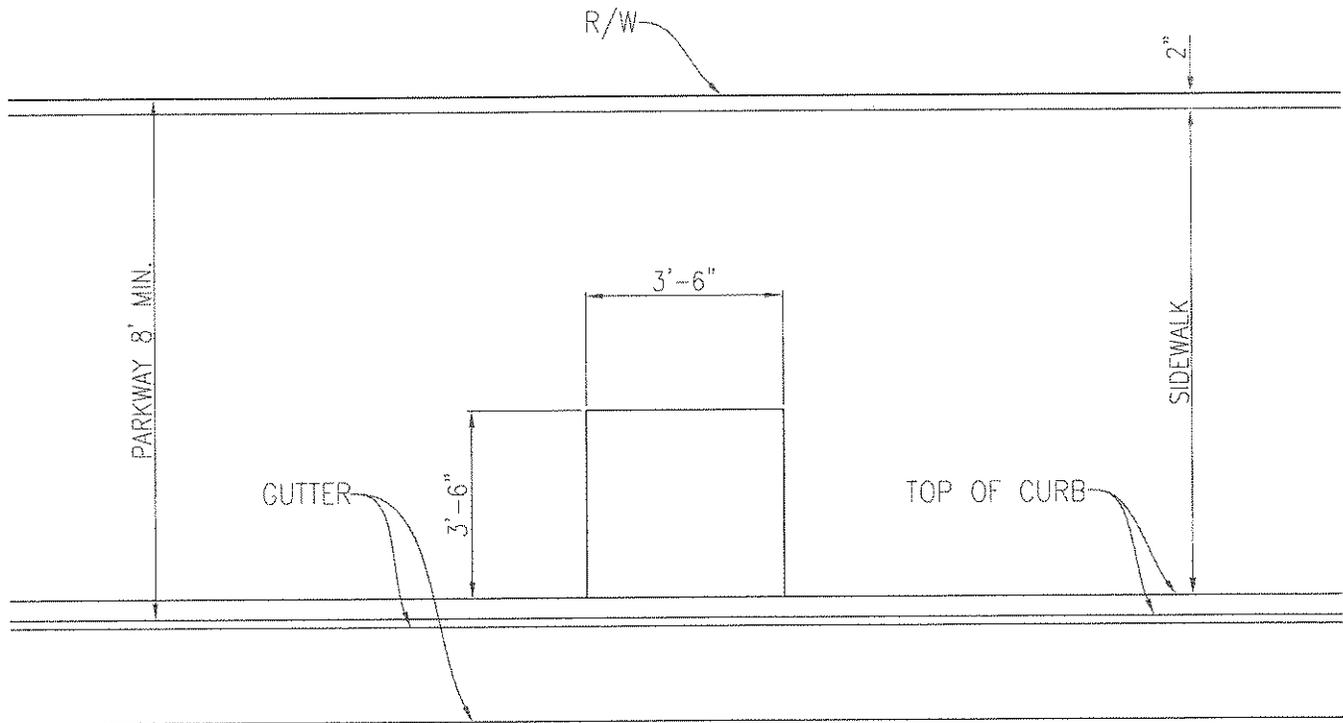
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1 12/27/06	WHEELCHAIR RAMP	209
2		
3	APPROVED BY:  DATE: 12/27/06	
4	DOMINIC C. MILANO - CITY ENGINEER R.C.E. NO. 27172	



NOTES:

1. FOR STANDARD SIDEWALK DETAILS, SEE STANDARD DWG. NO. 207.
2. THIS DETAIL TO BE USED FOR 5' PARKWAY ONLY.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	SIDEWALK DETAIL AT OBSTRUCTION	210
2		
3	APPROVED BY: <i>Dominic C. Milano</i>	
4	DOMINIC C. MILANO - CITY ENGINEER	
	DATE: <i>6/2/04</i> R.C.E. NO. 27172	



PLAN

NOTES:

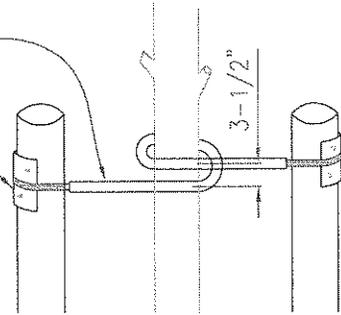
1. SEE STANDARD NO.207 FOR SIDEWALK DETAILS.
2. SEE STANDARD NO.212 FOR TREE PLANTING DETAILS.
3. TREE WELLS WILL BE PLACED AT 40' TO 60' INTERVALS AS APPROVED BY THE CITY ENGINEER.
4. TREE WELLS SHALL BE PLACED SUCH THAT THERE IS THE MINIMUM CLEARANCE FROM OBJECTS LISTED:

d. B.C.R. = 25'	b. DRIVEWAYS = 10'
c. UTILITY LINE = 10'	d. SEWER = 10'
e. STREET LIGHT = 20'	f. POWER POLE = 20'
g. FIRE HYDRANTS = 10'	

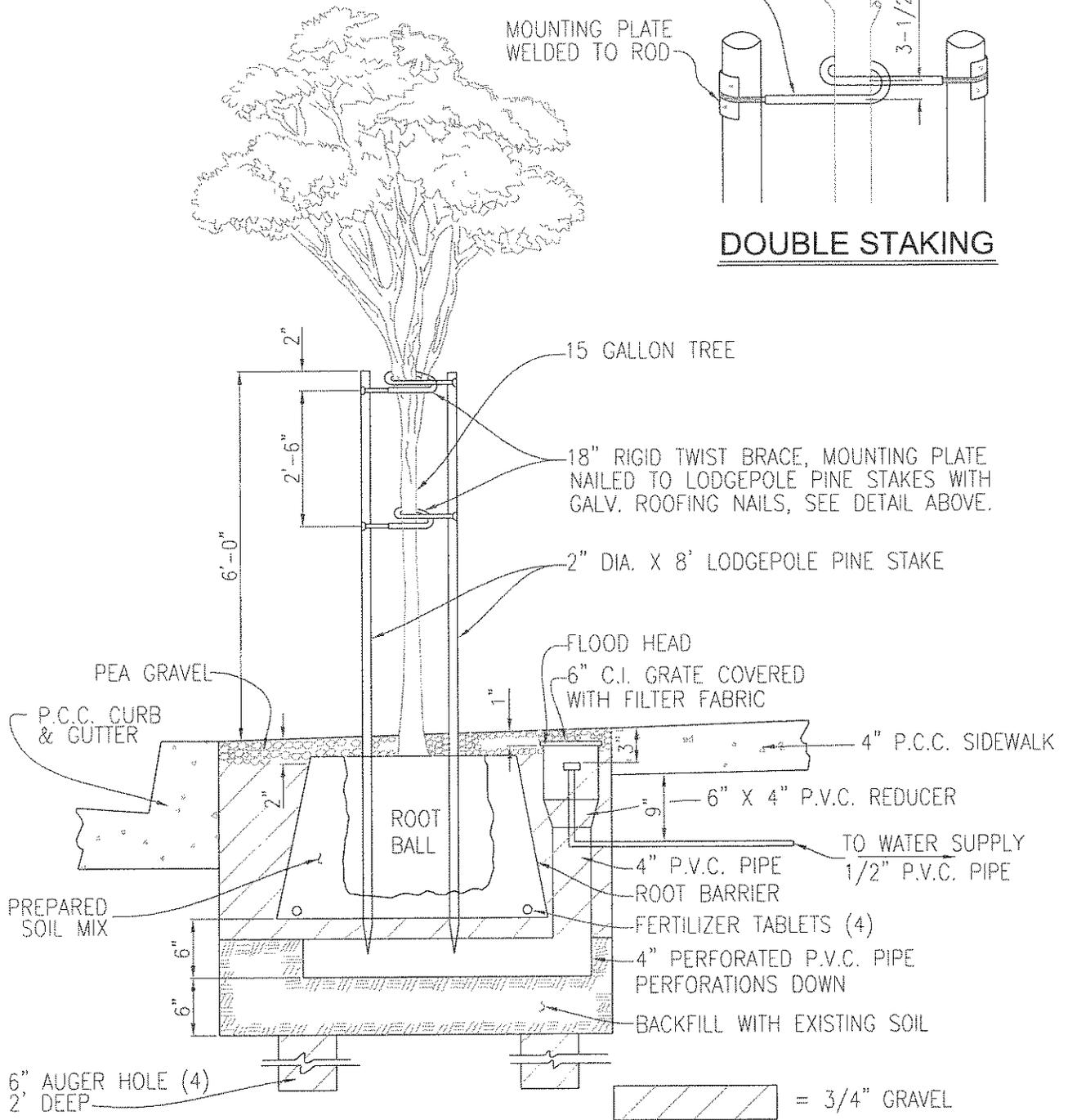
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	TREE WELL	
2		
3	APPROVED BY: DOMINIC C. MILANO - CITY ENGINEER	DATE: <u>6/2/04</u> R.C.E. NO. 27172
4		211

18" X 5/16" O.D. METAL ROD
ENCASED IN 1/2" I.D.
BLACK VINYL TUBING

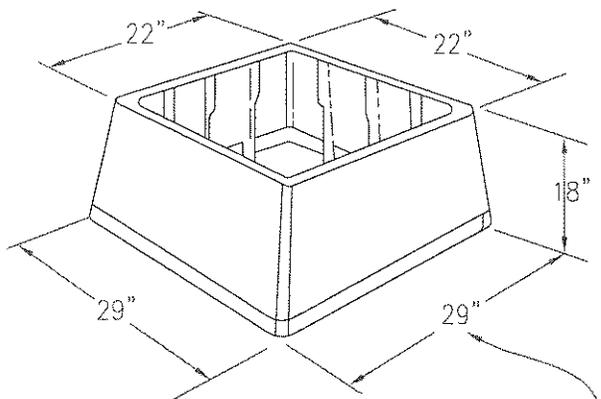
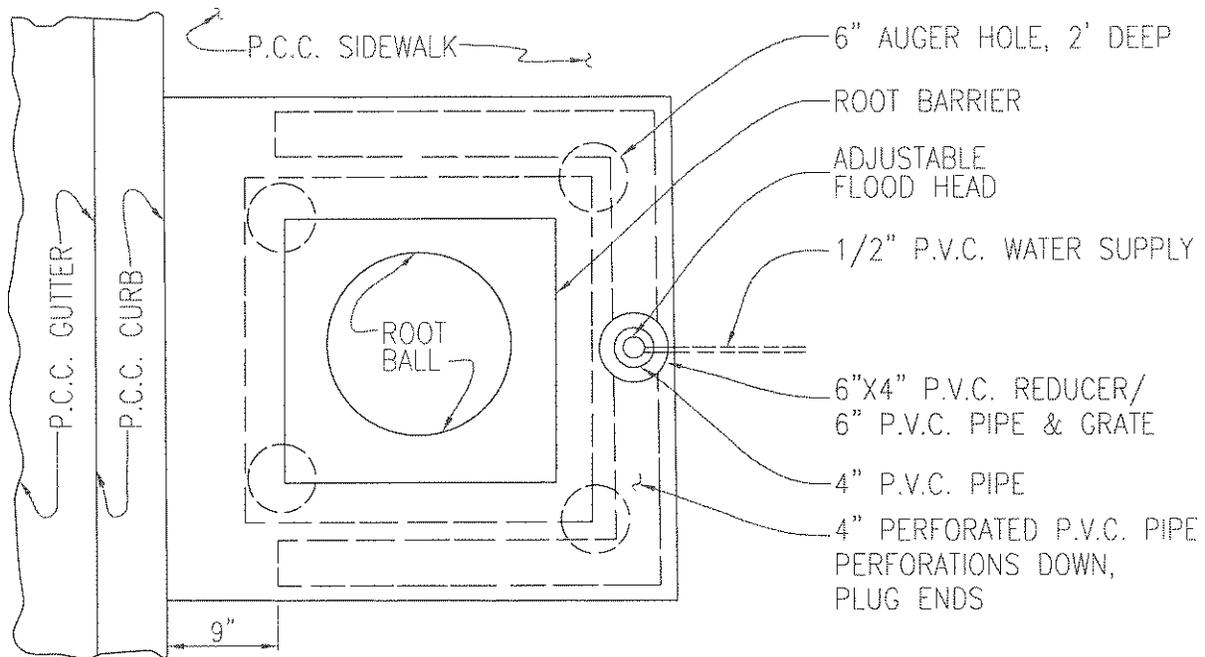
MOUNTING PLATE
WELDED TO ROD



DOUBLE STAKING

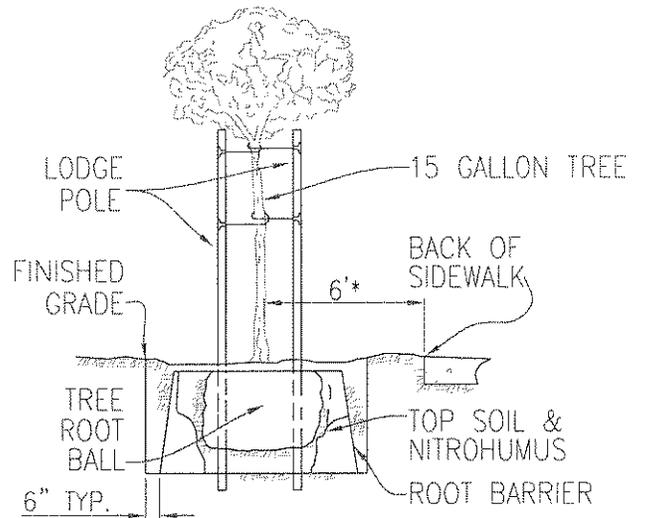


REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
1	PARKWAY STREET TREE		212
2	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04	1 OF 3
3	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	
4			



ALL DIMENSIONS ARE NOMINAL

ROOT BARRIER



*** NOTE: RESIDENTIAL AREAS**

FOR SIDEYARDS AND REARYARD PARKWAYS THIS DISTANCE WILL BE DETERMINED BY THE PUBLIC WORKS DEPARTMENT.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
①		212
②		
③	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04
④	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		2 OF 3

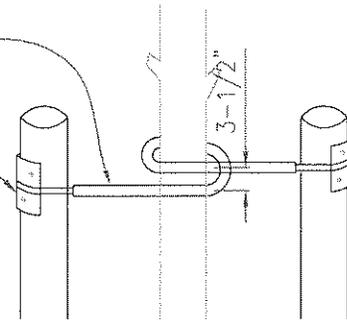
NOTES:

1. STREET TREES PLANTED IN PARKWAYS AND PUBLIC RIGHT-OF WAY SHALL FOLLOW THE REQUIREMENTS SPECIFIED IN THIS STANDARD.
2. STREET TREES SHALL BE PLANTED ALONG STREET FRONTAGES (SEE STANDARD PLAN NO. 211) AT LOCATIONS DIRECTED BY THE PUBLIC WORKS DEPARTMENT. THE TREES SHALL BE OF AN ESTABLISHED 15 GALLON STANDARD SIZE AND OF A SPECIES DESIGNATED BY THE PUBLIC WORKS DEPARTMENT.
3. PRIOR TO INSTALLATION , ALL TREES AND HOLES MUST BE INSPECTED AND APPROVED BY THE DEPARTMENT OF PUBLIC WORKS FOR COMPLIANCE WITH THIS STANDARD.
4. ALL TREE HOLES SHALL BE 6" LARGER IN DIAMETER AND 4" DEEPER THAN EXISTING BALL AFTER CONTAINER HAS BEEN REMOVED. AREA BETWEEN BALL, HOLE BOTTOM AND ROOT BARRIER SHALL BE FILLED WITH TOP SOIL AND NITROHUMUS AND WATERED TO PREVENT AIR ENTRAPMENT.
5. ALL TREE HOLES SHALL BE PROVIDED WITH A DEEP WATERING DEVICE MADE WITH SCHEDULE 40 P.V.C. PIPE AS SPECIFIED IN THIS STANDARD. THE ADJUSTABLE FLOW RANGE - FLOOD HEAD SHALL BE BRASS, (ENCLOSED WITH A FILTER-FABRIC SOCK AND SECURED BY A STAINLESS STEEL CLAMP) AND LOCATED A MAXIMUM OF 3" BELOW FINISHED SURFACE. THE WATER SUPPLY SHALL BE CONNECTED TO THE IRRIGATION SYSTEM FOR THE ADJACENT DEVELOPMENT. THE WATERING SCHEDULE SHALL BE COORDINATED WITH THE DEPARTMENT OF PUBLIC WORKS. DEPARTMENT OF PUBLIC WORKS MAY ELIMINATE DEEP WATERING DEVICE.
6. ALL TREES SHALL BE LOCATED, PLANTED AND STAKED AS SPECIFIED IN THIS STANDARD. THE DEPARTMENT OF PUBLIC WORKS SHALL BE NOTIFIED 24 HOURS PRIOR TO PLANTING ANY TREE.
7. ALL TREES SHALL HAVE CONTAINERS REMOVED FOR INSPECTION OF THE ROOT ZONE. ANY TREE FOUND TO ROOT BOUND SHALL BE REPLACED.
8. ANY TREE PLANTED WITHIN 6' OF A PUBLIC SIDEWALK SHALL BE SUBJECT TO THE REQUIREMENTS IN THIS STANDARD.
9. ALL TREES MUST BE PLANTED IN A DEEP ROOT BARRIER OR EQUIVALENT AS ILLUSTRATED IN THIS STANDARD. ROOT BARRIER SHALL BE FABRICATED FROM A HIGH DENSITY AND HIGH IMPACT PLASTIC SUCH AS POLYVINYL CHLORIDE, ABS OR POLYETHYLENE AND HAVE A MINIMUM THICKNESS OF 0.06 INCH. THE PLASTIC SHALL HAVE ½ INCH TO ¾ INCH HIGH RAISED VERTICAL RIBS ON THE INNER SURFACE SPACED NOT MORE THAN 6 INCHES TO 8 INCHES APART.
10. TREE STAKES SHALL BE TREATED WITH COOPER NANTHANATE.
11. TREES SHALL BE CENTERED IN TREE WILL OR PARKWAY AS DIRECTED.
12. FERTILIZER TABLETS SHALL BE GRO-POWER 12-8-8.
13. DEPARTMENT OF PUBLIC WORKS MAY SUBSTITUTE OTHER MATERIALS FOR THE PEA GRAVEL. THE CAST IRON GRATE SHALL BE COVERED WITH A LOOSE FITTING FERRULE TO PREVENT OTHER MATERIALS FROM ENTERING DEEP WATERING DEVICE AND TO ALLOW WATER TO FLOW OUT OF THE DEVICE

REVISIONS # DATE	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
1	PARKWAY STREET TREE		212
2			
3	DOMINIC C. MILANO -- CITY ENGINEER		R.C.E. NO. 27172
4			3 OF 3

18" X 5/16" O.D. METAL ROD
ENCASED IN 1/2" I.D.
BLACK VINYL TUBING

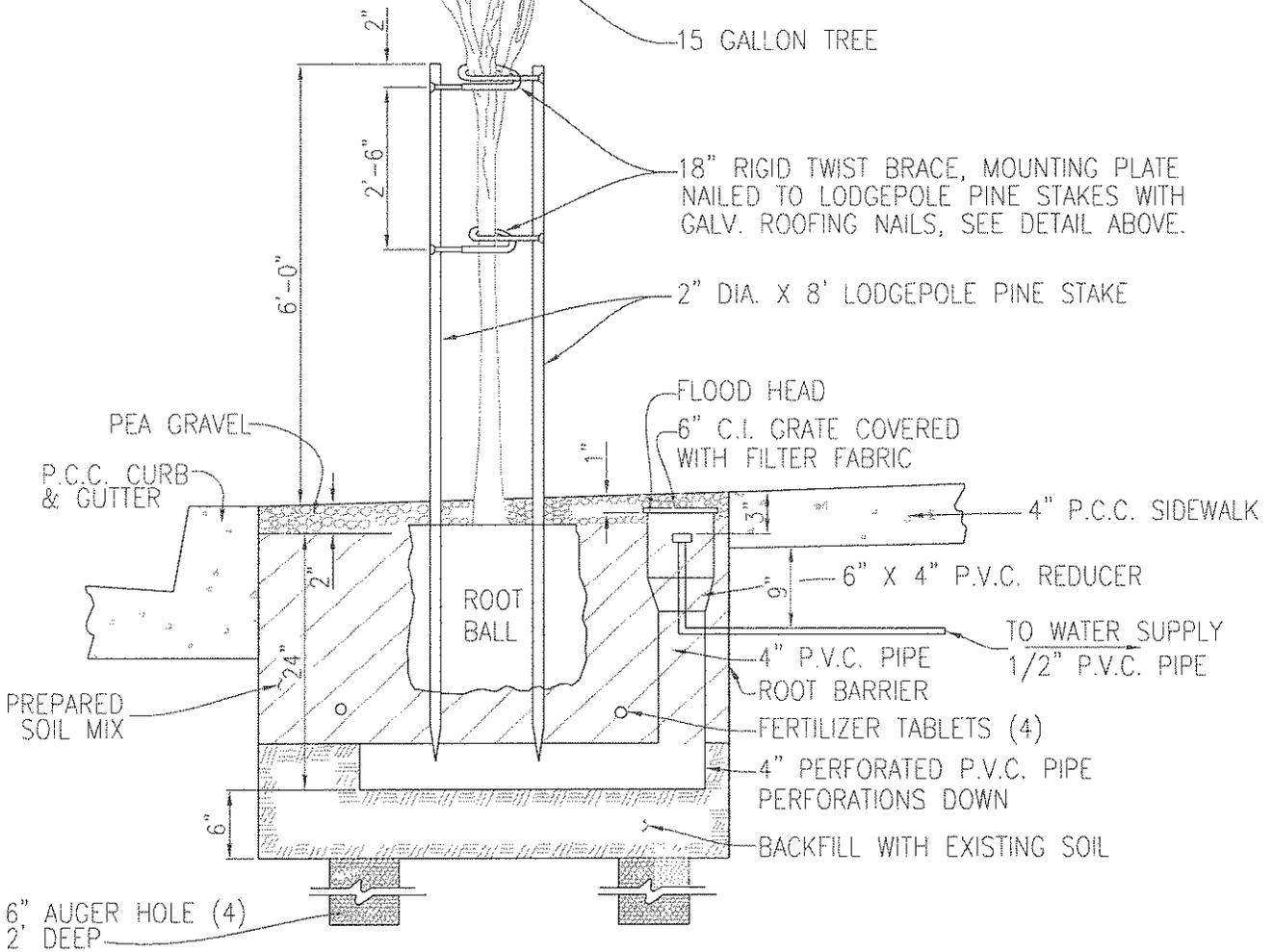
MOUNTING PLATE
WELDED TO ROD



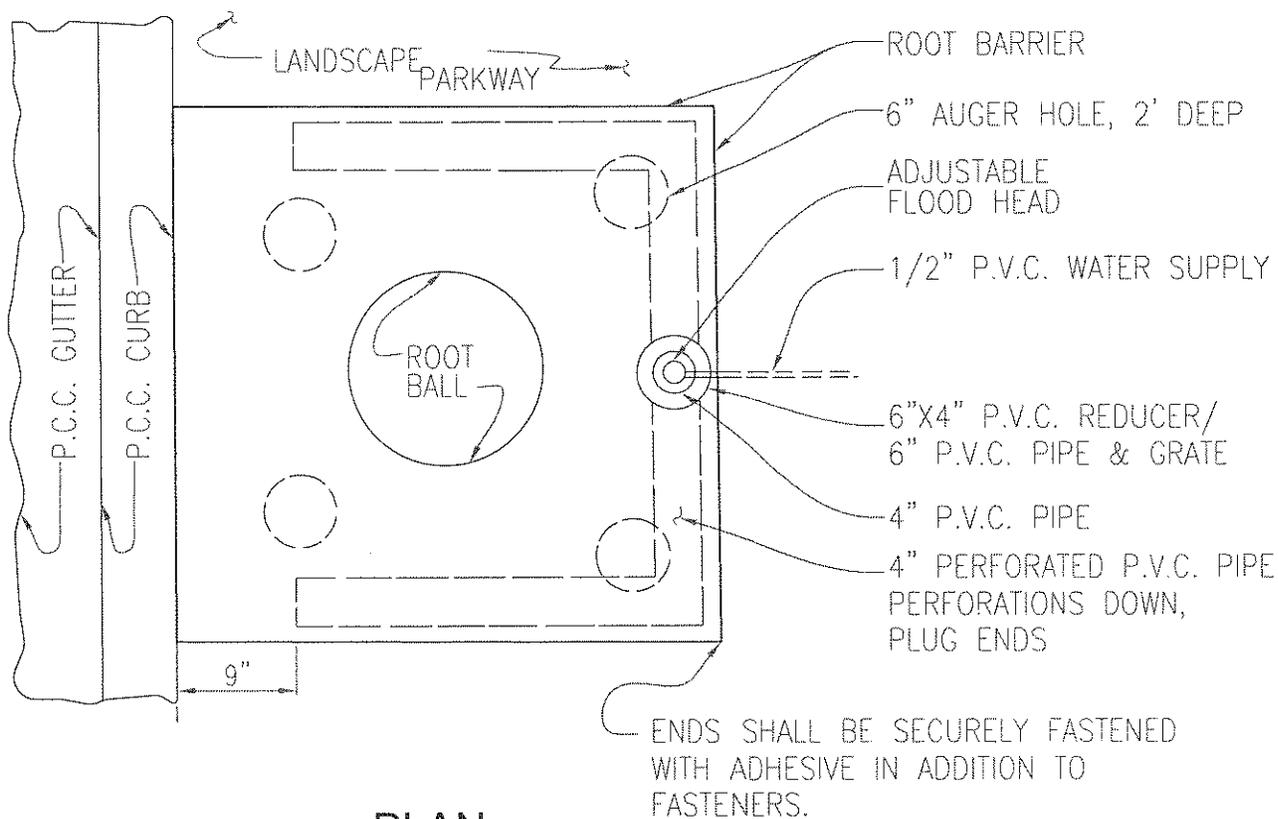
DOUBLE STAKING



15 GALLON TREE



REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	PARKWAY STREET TREE	212A
2		
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		1 OF 2

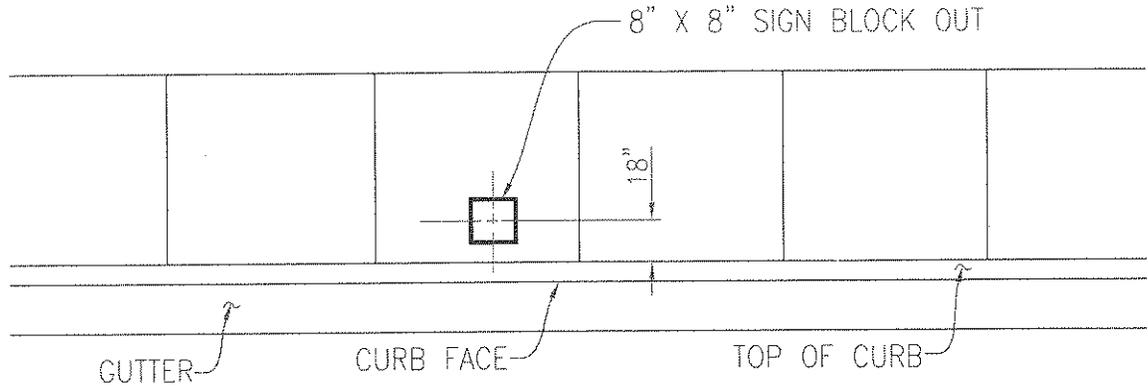


PLAN

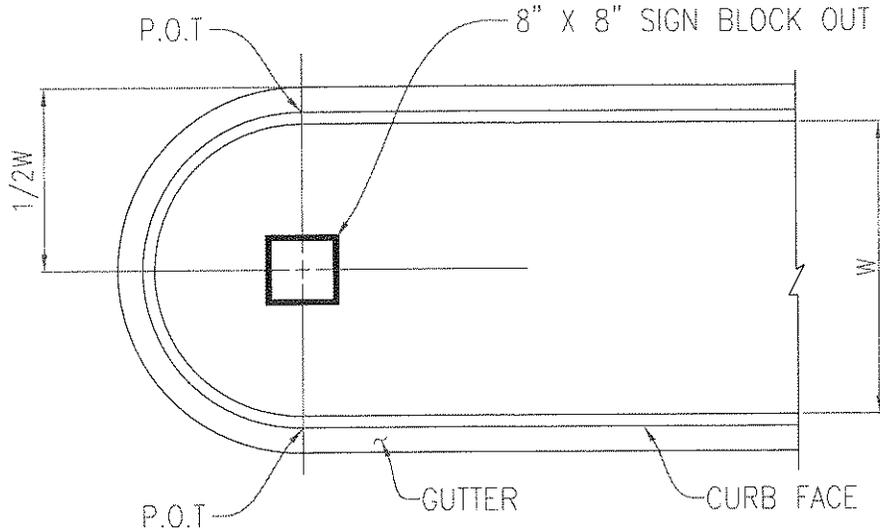
NOTE:

1. SEE CITY OF SIGNAL HILL STANDARD PLAN No. 212, SHEET 3 OF 3, FOR ALL PERTINENT NOTES.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
1	PARKWAY STREET TREE		212A
2			
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>6/2/04</i>	
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	2 OF 2



SIDEWALK

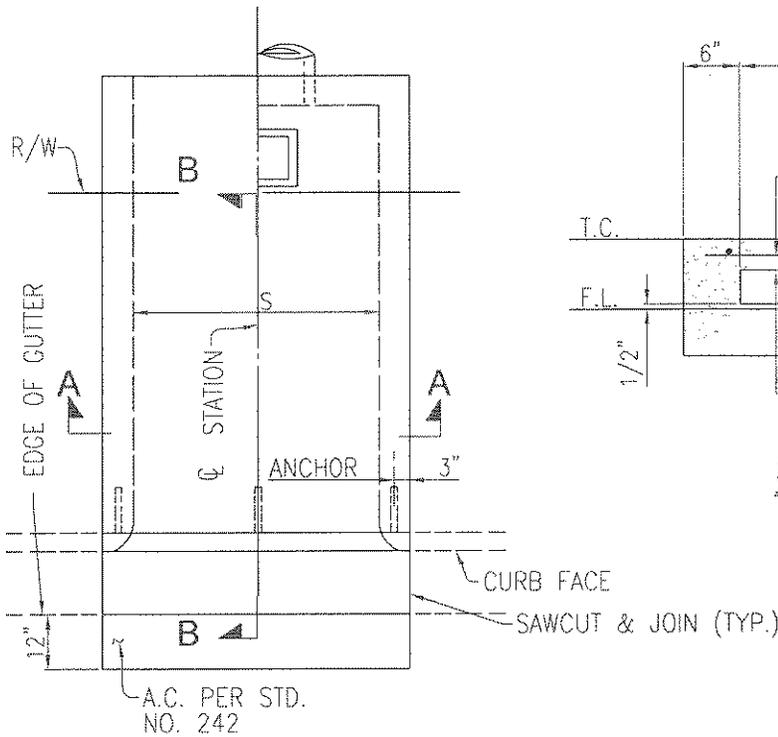


MEDIAN

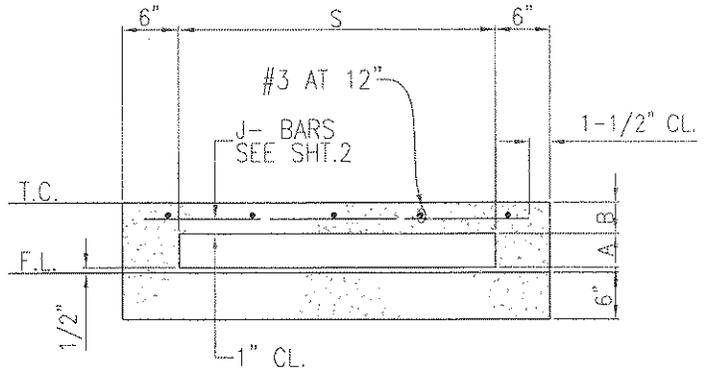
NOTE:

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

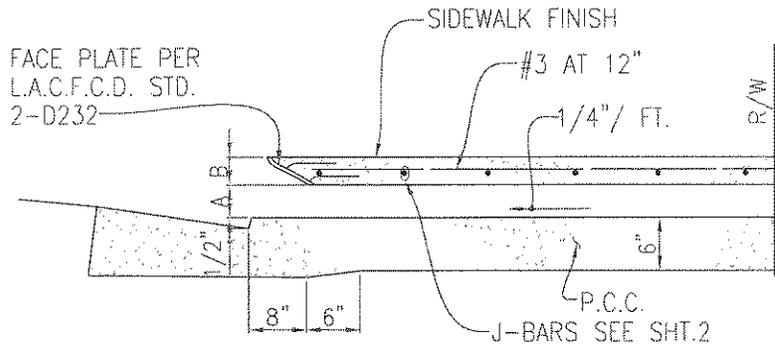
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.							
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1									
2									
3									
4									
	APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	DATE: 6/2/04 R.C.E. NO. 27172							
		<u>213</u>							



PLAN



SECTION A-A

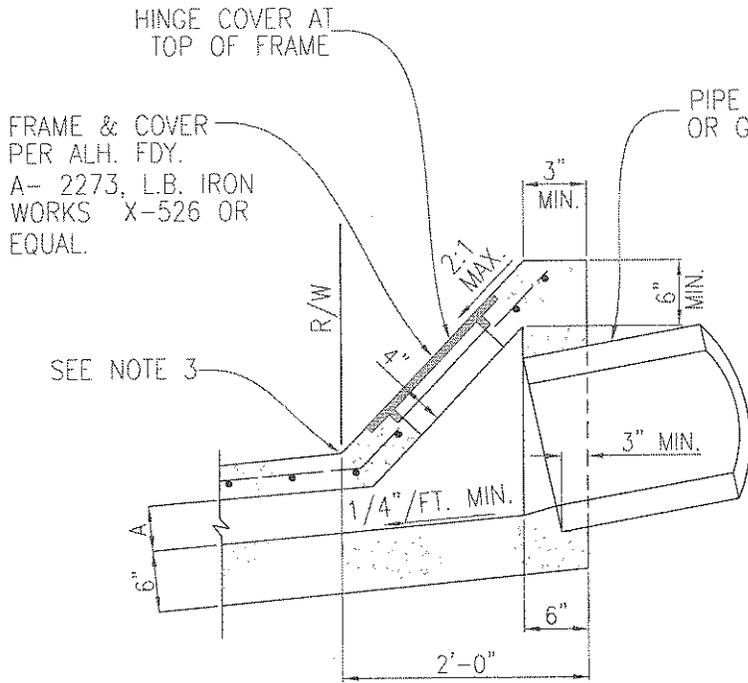


SECTION B-B

NOTE:

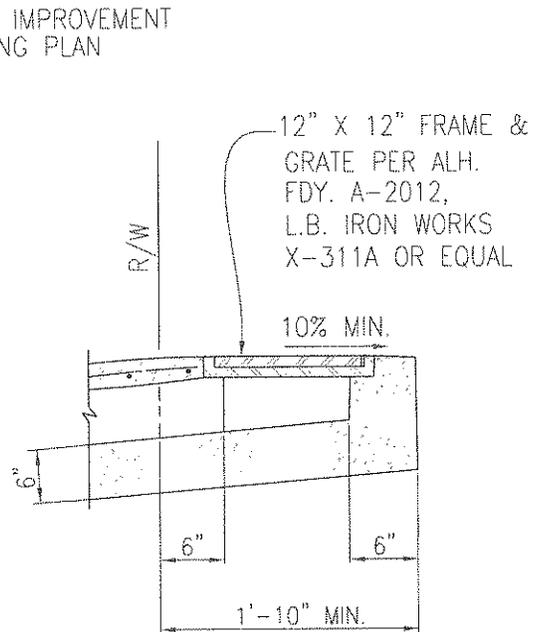
1. FOR 6" CURB FACE A = 2-1/2", B = 3". FOR 8" CURB FACE: A = 4", B = 4".
MAXIMUM 'S' FOR 6" CURB FACE SHALL BE 4'-0"
2. FLOOR OF BOX TO BE TROWELED SMOOTH.
3. WHEN THE TOE OF SLOPE IS WITHIN THE R/W, INLET TYPE I BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
4. FOR OPEN DITCH APPROACH, TYPE II, THE 2' EXTENSION IS NOT REQUIRED WHEN THE BACK OF WALK IS 2' OR MORE FROM THE R/W LINE.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">1</td><td></td></tr> <tr><td style="text-align: center;">2</td><td></td></tr> <tr><td style="text-align: center;">3</td><td></td></tr> <tr><td style="text-align: center;">4</td><td></td></tr> </table>	1			2		3		4		PARKWAY CULVERT
1										
2										
3										
4										
	APPROVED BY: DOMINIC C. MILANO - CITY ENGINEER	DATE: 6/2/04 R.C.E. NO. 27172	1 OF 2							



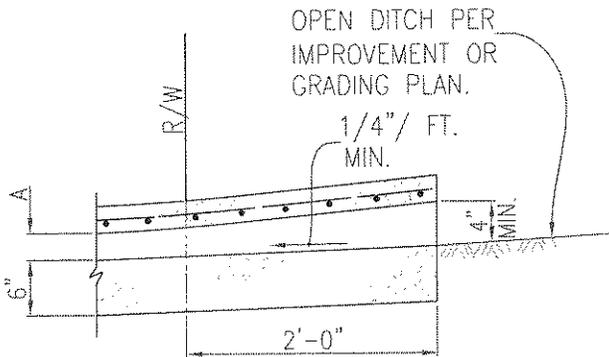
TRANSITION STRUCTURE SECTION

CASE I INLET



DROP INLET CATCH BASIN SECTION

CASE II INLET



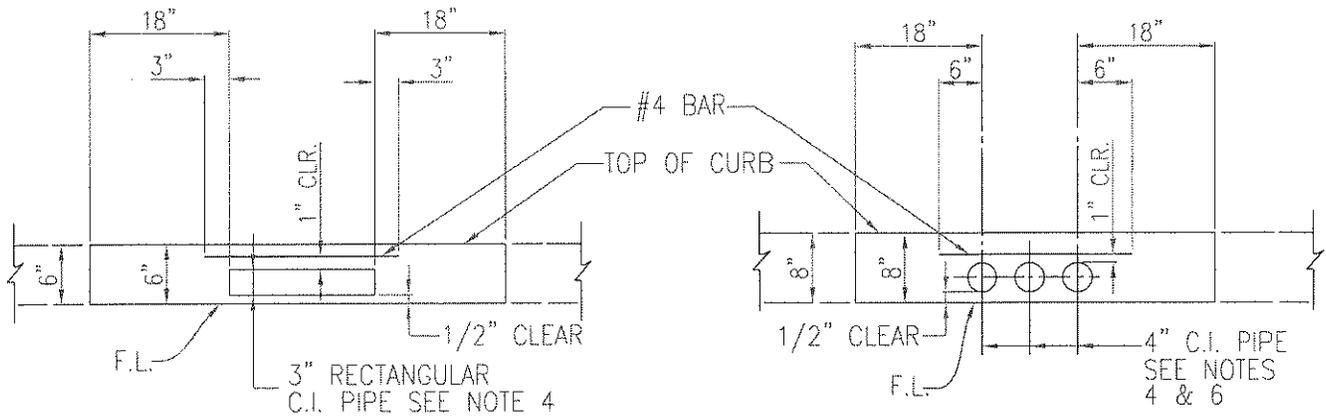
GRADED DITCH SECTION

CASE III INLET

STEEL SCHEDULE

S	CURB FACE	#3 J-BAR	
		SPACING	LENGTH
1'-6"	6" TO 8"	7"	2'-3"
2'-0"	6" TO 8"	7"	2'-9"
2'-6"	6" TO 8"	7"	3'-3"
3'-0"	6" TO 8"	7"	3'-9"
3'-6"	6" TO 8"	6"	4'-3"
4'-0"	6" TO 8"	5"	4'-9"
4'-6"	8"	6-1/2"	5'-3"
5'-0"	8"	5"	5'-9"
5'-6"	8"	4"	6'-3"
6'-0"	8"	3-1/2"	6'-9"

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
	PARKWAY CULVERT	
1	APPROVED BY: <i>Dominic C. Milano</i>	214
2	DOMINIC C. MILANO - CITY ENGINEER	
3	DATE: 6/2/04	
4	R.C.E. NO. 27172	
		2 OF 2



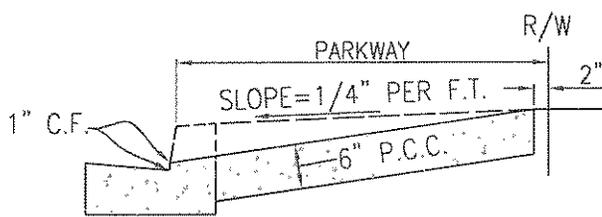
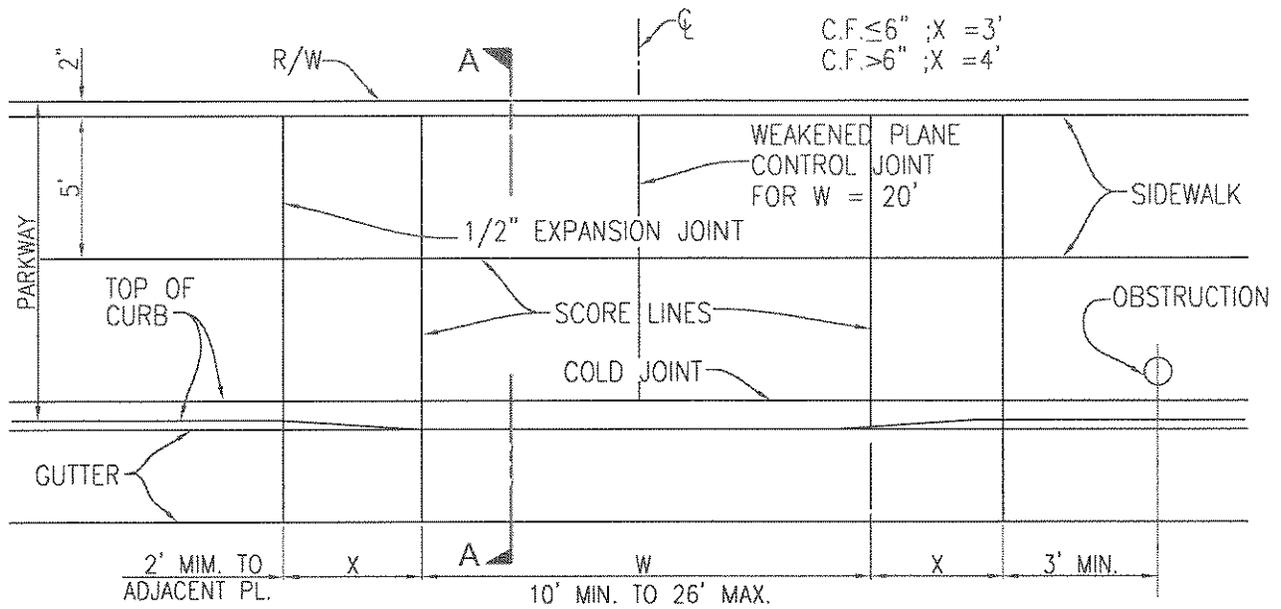
6" CURB PROFILE

8" CURB PROFILE

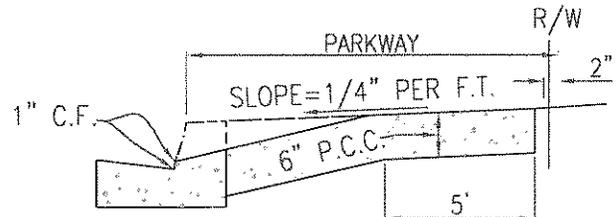
NOTES:

1. WHEN THE TOE OF SLOPE IS WITHIN THE R/W, INLET CASE I BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
2. FOR OPEN DITCH APPROACH, CASE III INLET, THE EXTENSION BEYOND THE R/W LINE IS NOT REQUIRED WHEN BACK OF WALK IS MORE THAN 2' FROM THE R/W LINE.
3. TOP OF INLET STRUCTURE, CASE I AND II, TO BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICABLE.
4. 4" CAST IRON PIPE SHALL BE USED FOR 8" CURB FACE. FOR 6" CURB FACE A 3" HIGH RECTANGULAR CAST IRON PIPE SHALL BE USED. RECTANGULAR PIPE SHALL BE OF SUFFICIENT WIDTH TO MATCH EQUIVALENT AREA OF 4" PIPE WITH 3" X 5" MINIMUM AND 3" X 12 1/2" MAXIMUM.
5. CONSTRUCT P.C.C. WALK WHEN SPECIFIED ON PLAN. THE CONTRACT PRICE PAID FOR P.C.C. WALK ITEM SHALL INCLUDE WALK CONSTRUCTED IN CONJUNCTION WITH PARKWAY DRAIN.
6. "N" EQUALS NUMBER OF PIPES (MAXIMUM OF 3) AS SPECIFIED ON PLAN.
7. INLET CASE TO BE SPECIFIED ON IMPROVEMENT OR GRADING PLAN.
8. ANGLE "α" EQUALS 0° UNLESS OTHERWISE SPECIFIED.
9. TYPE, DIMENSIONS, AND ELEVATIONS OF P.C.C. CURB AND GUTTER PER IMPROVEMENT PLAN.
10. UNLESS OTHERWISE SPECIFIED, FRAME AND GRATE FOR INLET CASE II SHALL BE ALHAMBRA FOUNDRY 12" X 12" TYPE A-2012, LONG BEACH IRON WORKS X-311A OR EQUAL.
11. REMOVE AND RECONSTRUCT CURB, GUTTER AND SIDEWALK PER APPROPRIATE CITY STANDARD REMOVE AND RECONSTRUCT A.C. PAVEMENT PER CITY STANDARD 242.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.								
<table border="1" style="width: 100%;"> <tr><td style="width: 20px; text-align: center;">1</td><td></td></tr> <tr><td style="text-align: center;">2</td><td></td></tr> <tr><td style="text-align: center;">3</td><td></td></tr> <tr><td style="text-align: center;">4</td><td></td></tr> </table>	1		2		3		4		PARKWAY DRAIN	215
1										
2										
3										
4										
	APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	DATE: <i>6/2/04</i> R.C.E. NO. 27172								
		3 OF 3								



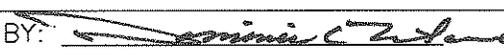
**SECTION A-A
TYPE 1**

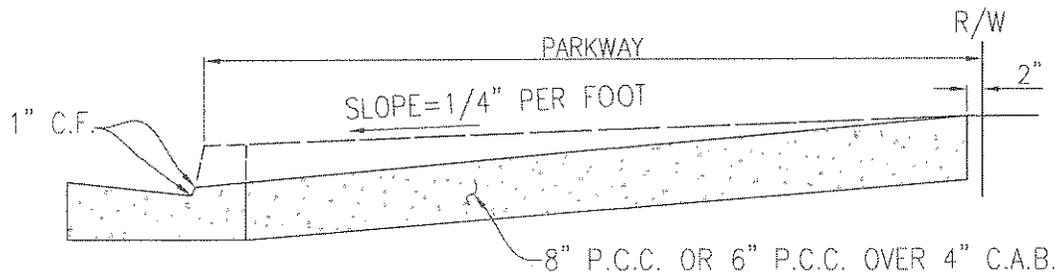
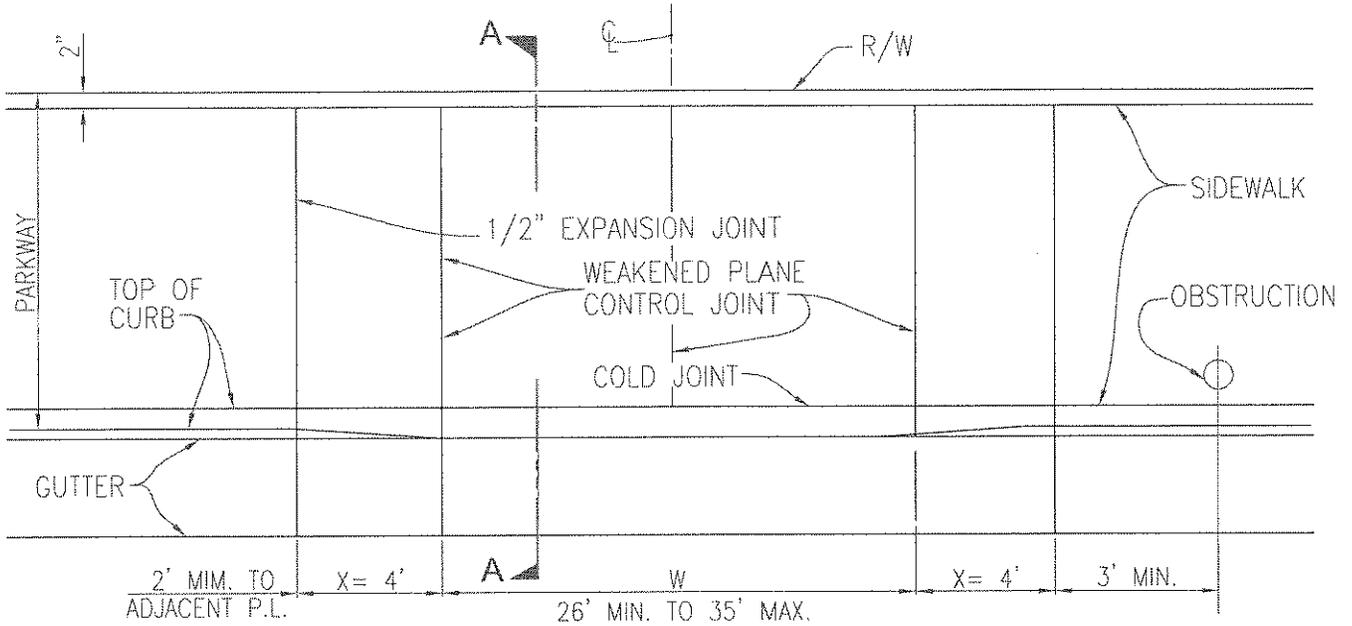


**SECTION A-A
TYPE 2**

NOTES:

1. RESIDENTIAL DRIVEWAYS SHALL BE USED 'FOR', 'RL', 'RLM' & 'P.D.' ZONE USEAGES ONLY.
2. DRIVEWAYS SHALL NOT ENCROACH INTO CURB RETURNS.
3. THE SUM OF ALL DRIVEWAY WIDTHS ON ONE LOT OR PARCEL SHALL NOT EXCEED 40% OF TOTAL FRONTAGE WITH 22' MINIMUM BETWEEN THE TOP OF 'X' OF EACH DRIVEWAY.
4. SECTION 'A-A', TYPE I MAY BE USED FOR ALL PARKWAY WIDTHS, BUT MUST BE USED FOR PARKWAYS 10' OR LESS IN WIDTH. SEE STANDARD No. 219 FOR PARKWAYS 5' OR LESS IN WIDTH.
5. THE MAXIMUM ALLOWABLE GRADE BREAK, AT THE BACK OF THE DRIVEWAY, SHALL BE PER CITY STANDARD NO.120.
6. DRIVEWAY SHALL HAVE A COURSE BROOM FINISH PARALLEL TO CURB, AS APPROVED BY THE CITY ENGINEER.
7. EXISTING CURB & GUTTER SHALL BE SAWCUT AND REMOVED FOR DRIVEWAY CONSTRUCTION . PARALLEL SAWCUTTING AT FLOW LINE SHALL NOT BE ALLOWED.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	RESIDENTIAL DRIVEWAY	
2		
3	APPROVED BY: 	DATE: 10/18/06
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		216

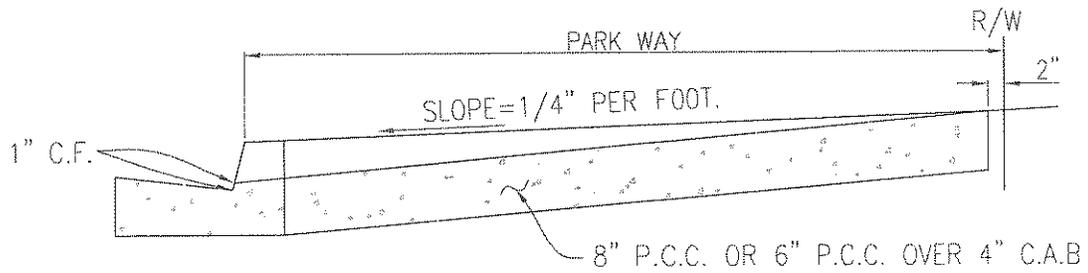
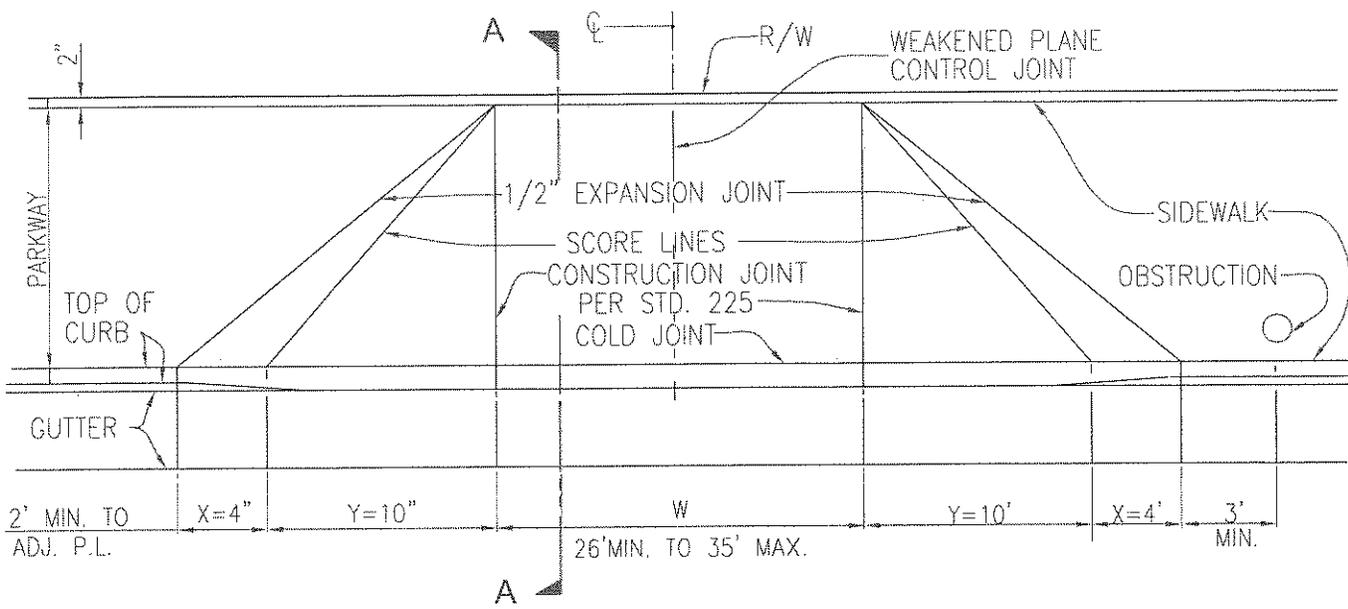


SECTION A-A

NOTES:

1. COMMERCIAL DRIVEWAYS SHALL BE USED FOR ALL ZONE USEAGES EXCEPT 'RL; RLM' AND 'P.D':
2. DRIVEWAYS SHALL NOT ENCR OACH INTO CURB RETURNS.
3. THE SUM OF ALL DRIVEWAY WIDTHS ON ONE LOT OR PARCEL SHALL NOT EXCEED 40% OF TOTAL FRONTAGE WITH 22' MINIMUM BETWEEN THE TOP OF 'X' OF EACH DRIVEWAY.
4. THE MAXIMUM ALLOWABLE GRADE BREAK, AT THE BACK OF THE DRIVEWAY, SHALL BE PER CITY STANDARD NO.120.
5. DRIVEWAYS SHALL HAVE A COURSE BROOM FINISH PARALLEL TO CURB, AS APPROVED BY THE CITY ENGINEER.
6. SEE STANDARD 219 FOR DRIVEWAY WITH PARKWAY 5' OR LESS IN WIDTH .
7. EXISTING CURB & GUTTER SHALL BE SAWCUT AND REMOVED FOR DRIVEWAY CONSTRUCTION . PARALLEL SAWCUTING AT FLOW LINE SHALL NOT BE ALLOWED.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO. 217								
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1										
2										
3										
4										
APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER		DATE: <i>6/2/04</i> R.C.E. NO. 27172								

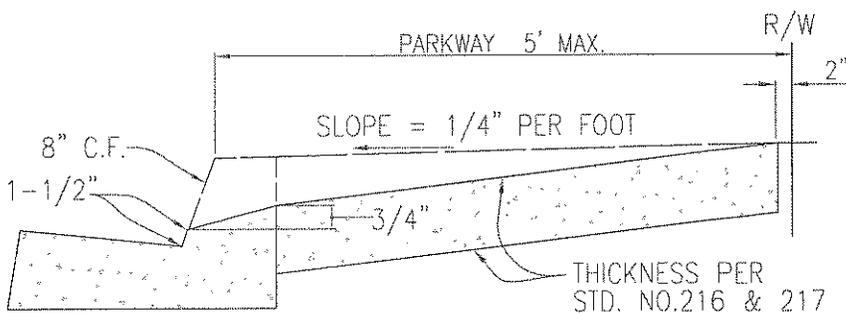
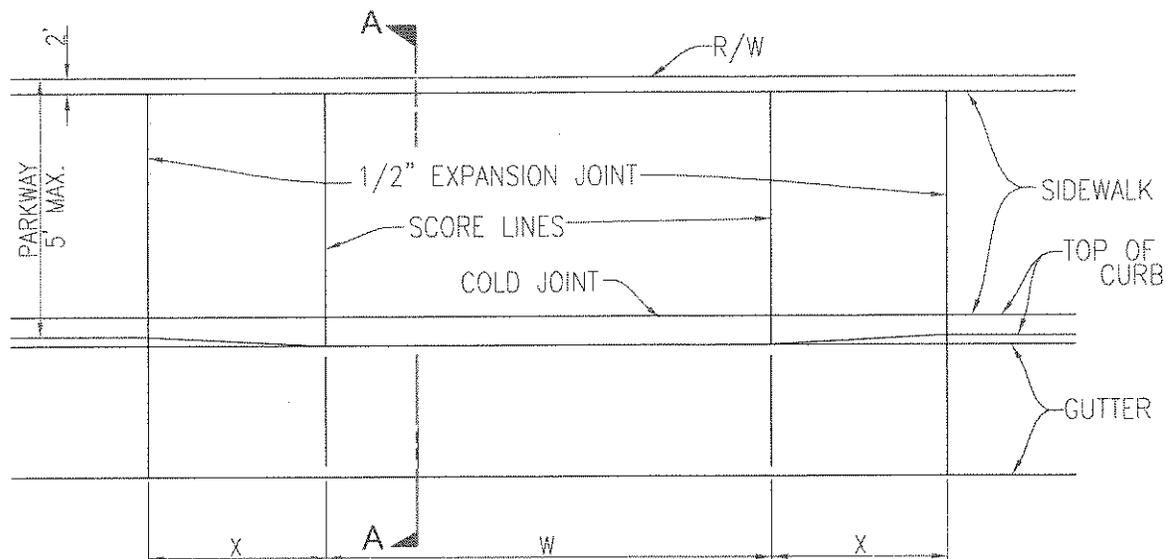


SECTION A-A

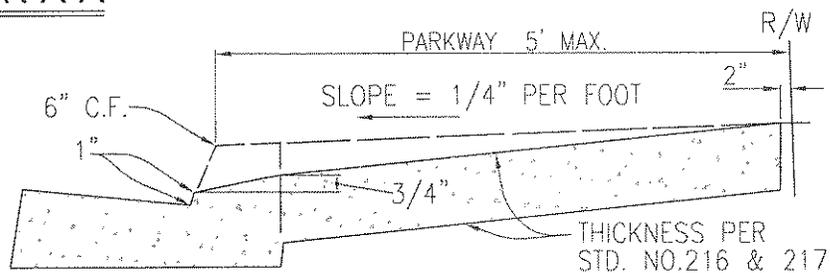
NOTES:

1. COMMERCIAL DRIVEWAY TYPE II MAY BE USED FOR ALL ZONE USEAGES EXCEPT 'RL', 'RLM', & 'PD', AND ITS USE REQUIRES PRIOR APPROVAL OF CITY ENGINEER.
2. DRIVEWAYS SHALL NOT ENCROACH INTO CURB RETURNS.
3. THE SUM OF ALL DRIVEWAY WIDTHS ON ONE LOT OR PARCEL SHALL NOT EXCEED 40% OF TOTAL FRONTAGE WITH 22' MINIMUM BETWEEN THE TOP OF 'X' OF EACH DRIVEWAY.
4. THE MAXIMUM ALLOWABLE GRADE BREAK, AT THE BACK OF THE DRIVEWAY, SHALL BE PER CITY STANDARD NO. :20.
5. DRIVEWAYS SHALL HAVE A COURSE BROOM FINISH PARALLEL TO CURB, AS APPROVED BY THE CITY ENGINEER.
6. SEE STANDARD 219 FOR DRIVEWAY WITH PARKWAY 5' OR LESS IN WIDTH.
7. EXISTING CURB & GUTTER SHALL BE SAWCUT AND REMOVED FOR DRIVEWAY CONSTRUCTION. PARALLEL SAWCUTTING AT FLOW LINE SHALL NOT BE ALLOWED.
8. CITY ENGINEER MAY REQUIRE 8" P.C.C. SIDEWALK ADJACENT TO DRIVEWAY.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	COMMERCIAL DRIVEWAY TYPE II	
2		
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>6/2/04</i>
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		218



SECTION A-A

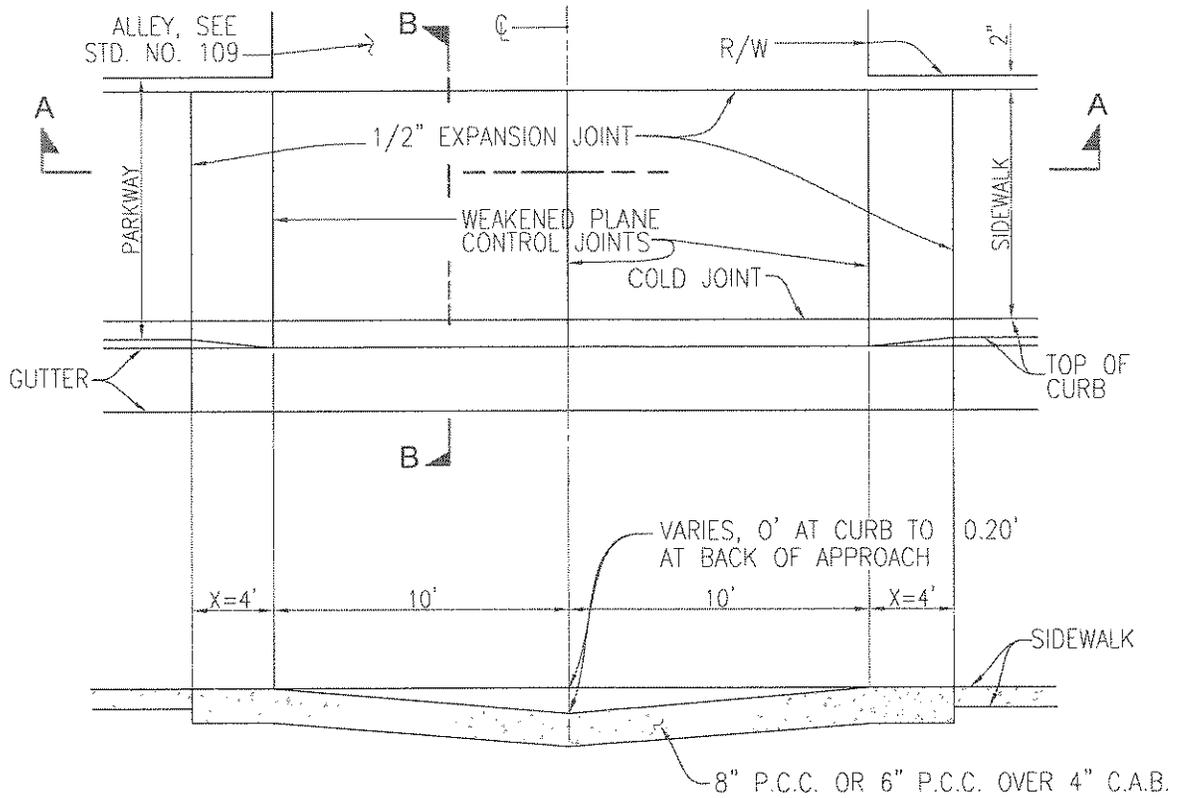


SECTION A-A

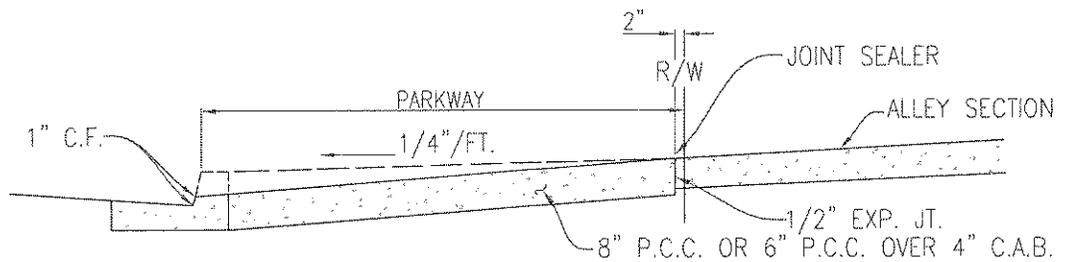
NOTES:

1. SEE STANDARD NO.216 AND 217 FOR APPROPRIATE 'W' AND 'X' DIMENSIONS, NOTES AND CRITERIA.
2. USE OF THIS STANDARD REQUIRES SPECIAL PRIOR APPROVAL OF THE CITY ENGINEER.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
	NARROW PARKWAY DRIVEWAY	
1	APPROVED BY: <i>Dominic C. Milano</i>	219
2	DOMINIC C. MILANO - CITY ENGINEER	
3	DATE: 6/2/04	
4	R.C.E. NO. 27172	



SECTION A-A

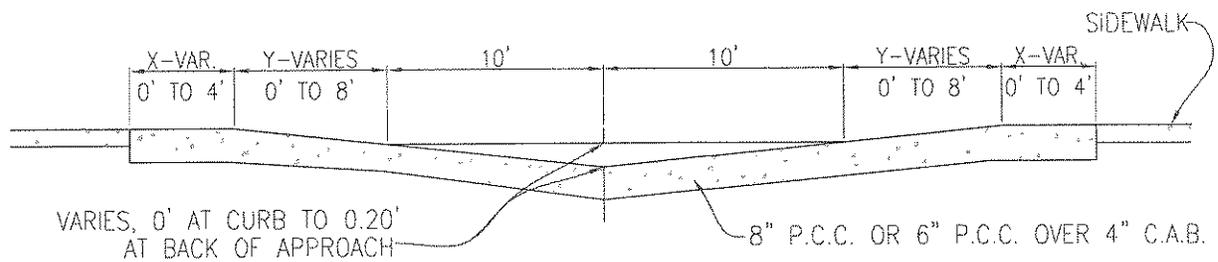
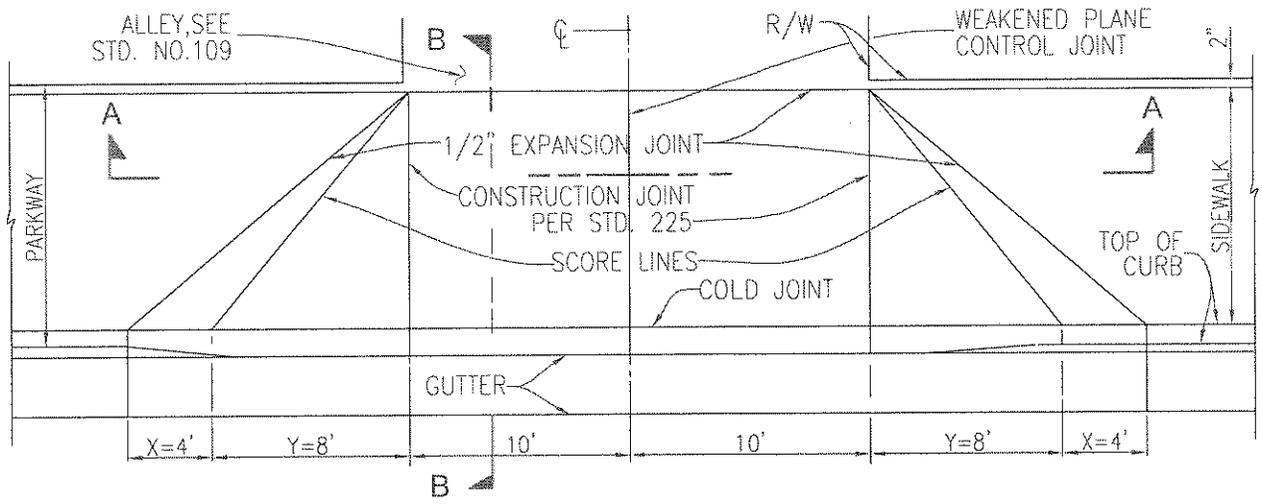


SECTION B-B

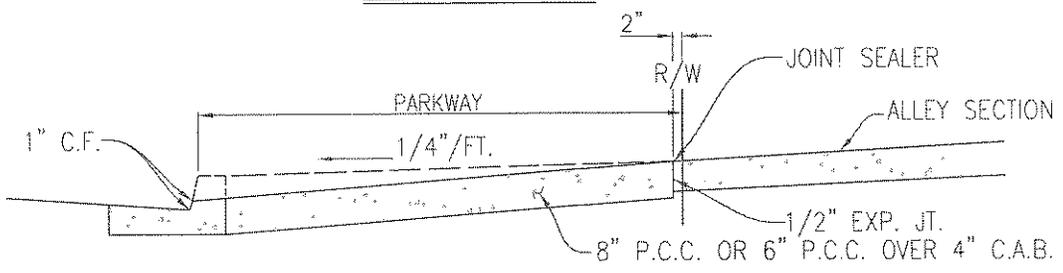
NOTES:

1. THE MAXIMUM ALLOWABLE GRADE BREAK, AT THE BACK OF ALLEY APPROACH, SHALL BE PER STANDARD NO.120.
2. ALLEY APPROACH SHALL HAVE A COURSE BROOM FINISH PARALLEL TO CURB, AS APPROVED BY THE CITY ENGINEER.
2. EXISTING CURB & GUTTER SHALL BE SAWCUT AND REMOVED FOR ALLEY APPROACH CONSTRUCTION. PARALLEL SAWCUTTING AT FLOW LINE SHALL NOT BE ALLOWED.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">1</td><td></td></tr> <tr><td style="text-align: center;">2</td><td></td></tr> <tr><td style="text-align: center;">3</td><td></td></tr> <tr><td style="text-align: center;">4</td><td></td></tr> </table>	1		2		3		4		ALLEY INTERSECTION	
1										
2										
3										
4										
	APPROVED BY: DOMINIC C. MILANO - CITY ENGINEER	DATE: <i>6/2/04</i> R.C.E. NO. 27172								
		220								



SECTION A-A

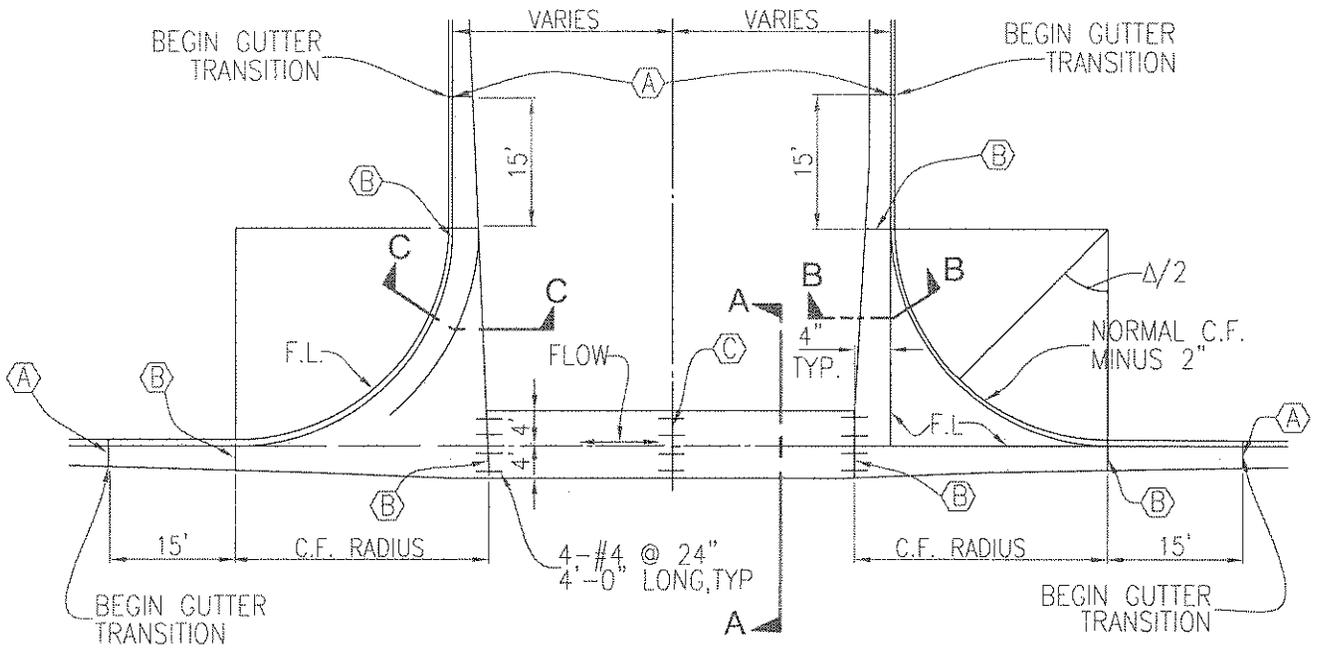


SECTION B-B

NOTES:

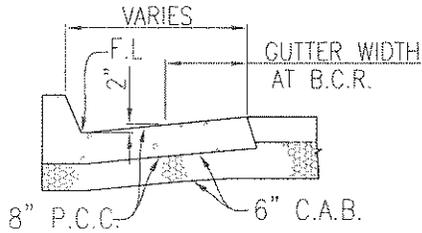
1. ALLEY INTERSECTION TYPE II MAY BE USED ONLY WITH PRIOR APPROVAL OF CITY ENGINEER.
2. THE MAXIMUM ALLOWABLE GRADE BREAK, AT THE BACK OF THE ALLEY APPROACH, SHALL BE PER STANDARD NO.120.
3. ALLEY APPROACH SHALL HAVE A COURSE BROOM FINISH PARALLEL TO CURB, AS APPROVED BY THE CITY ENGINEER.
4. EXISTING CURB & GUTTER SHALL BE SAWCUT AND REMOVED FOR ALLEY APPROACH CONSTRUCTION. PARALLEL SAWCUTTING AT FLOW LINE SHALL NOT BE ALLOWED.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	ALLEY INTERSECTION TYPE II	
2		
3	APPROVED BY: DATE: 6/2/07	221
4	DOMINIC C. MILANO - CITY ENGINEER R.C.E. NO. 27172	

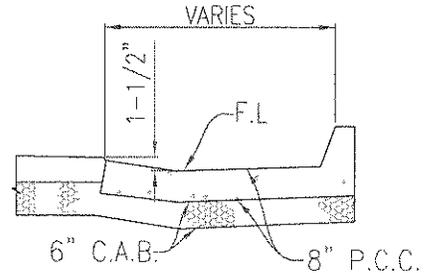


JOINT LEGEND

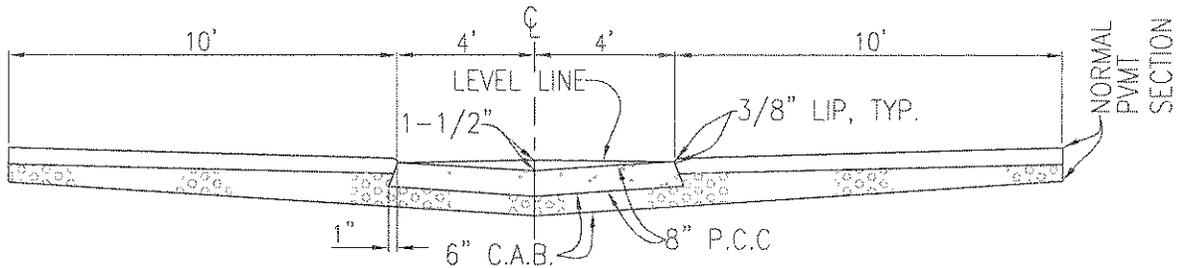
- (A) 1/2" EXPANSION JOINT
- (B) WEAKENED PLANE CONTROL JOINT.
- (C) COLD JOINT WITH KEE.SEE STANDARD NO.225 FOR KEY.



SECTION C-C



SECTION B-B

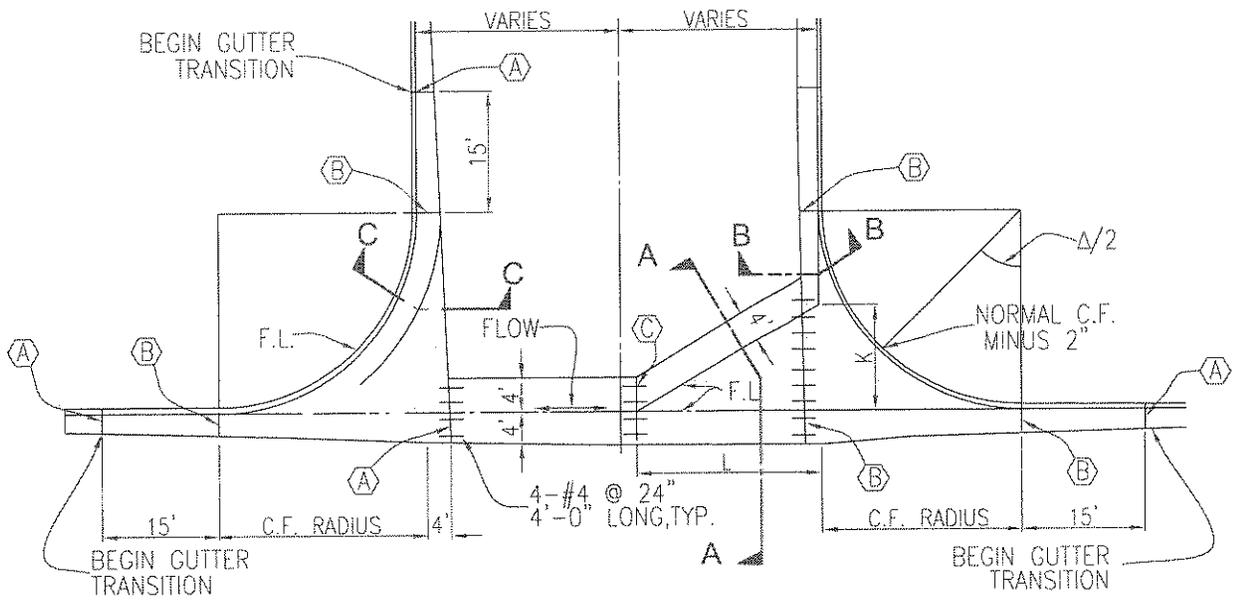


SECTION A-A

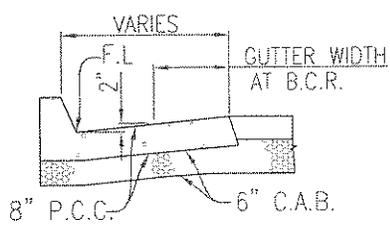
NOTES:

1. ALL FLOW LINES SHALL HAVE A 8" SMOOTH STEEL TROWEL FINISH.
2. PROJECT BID QUANTITY AREA FOR CROSSGUTTERS SHALL INCLUDE ALL CURB, GUTTERS AND SPANDRELS INCLUDING TRANSITION AREA.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.							
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1									
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	APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	DATE: 6/2/04 R.C.E. NO. 27172							
		222							

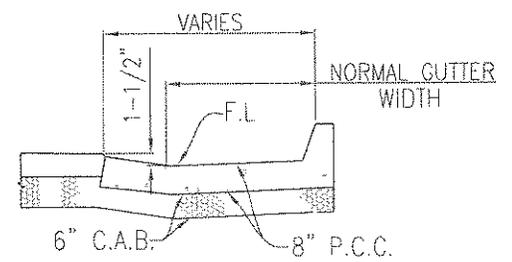


JOINT LEGEND

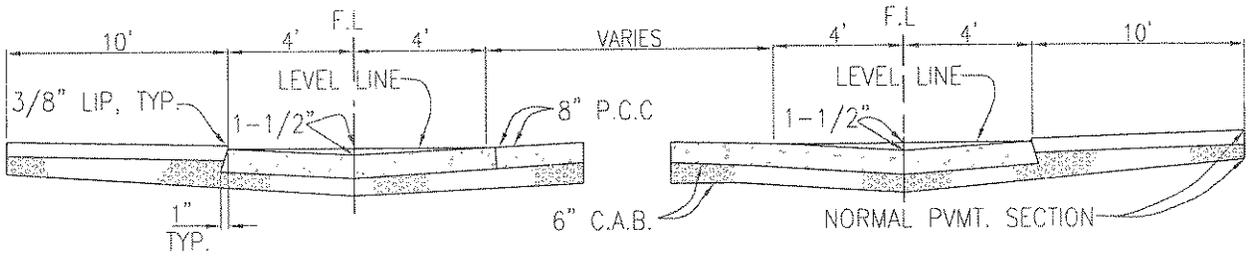


SECTION C-C

- (A) 1/2" EXPANSION JOINT
- (B) WEAKENED PLANE CONTROL JOINT.
- (C) COLD JOINT WITH KEE. SEE STANDARD NO.225 FOR KEY.



SECTION B-B



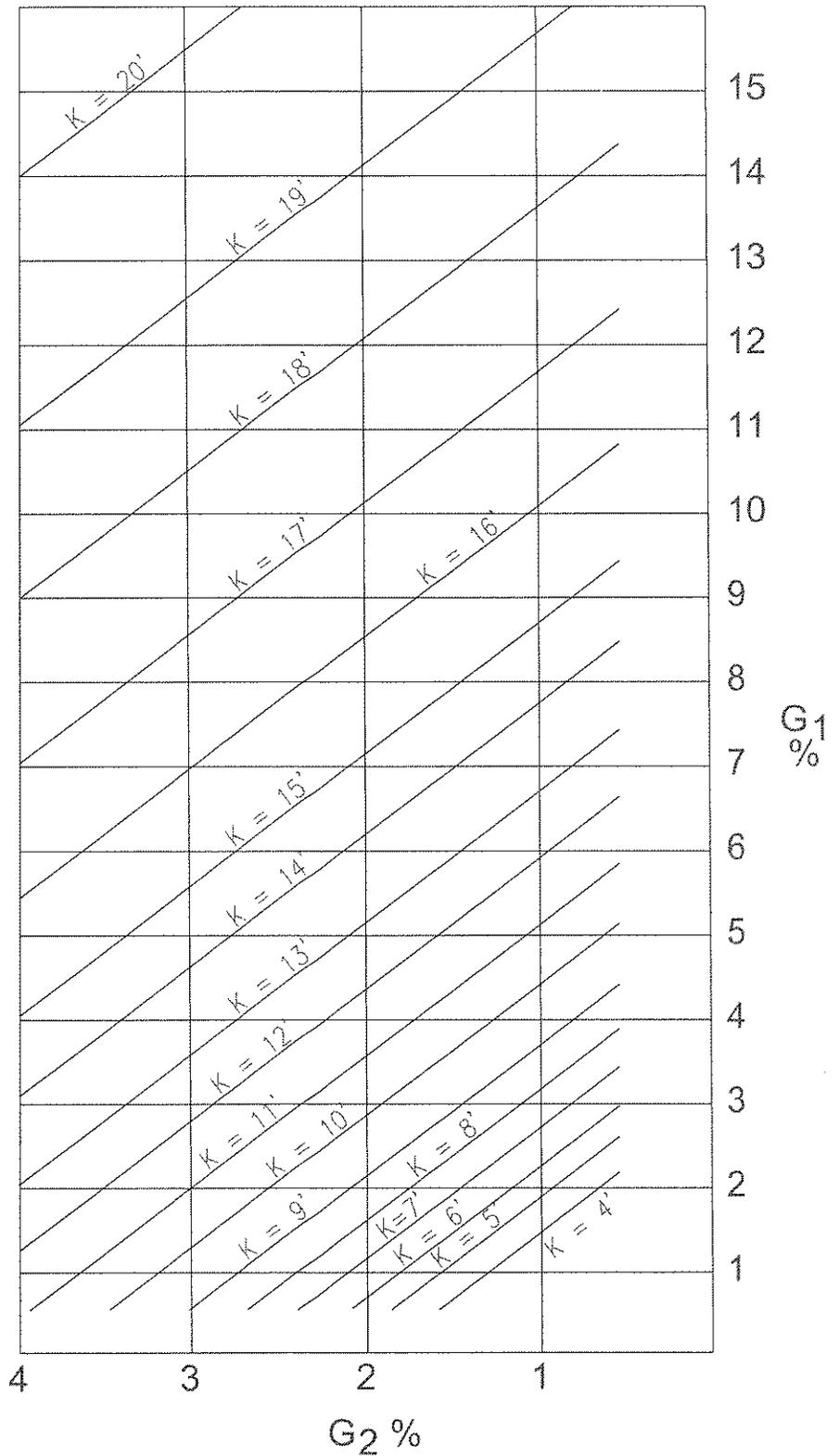
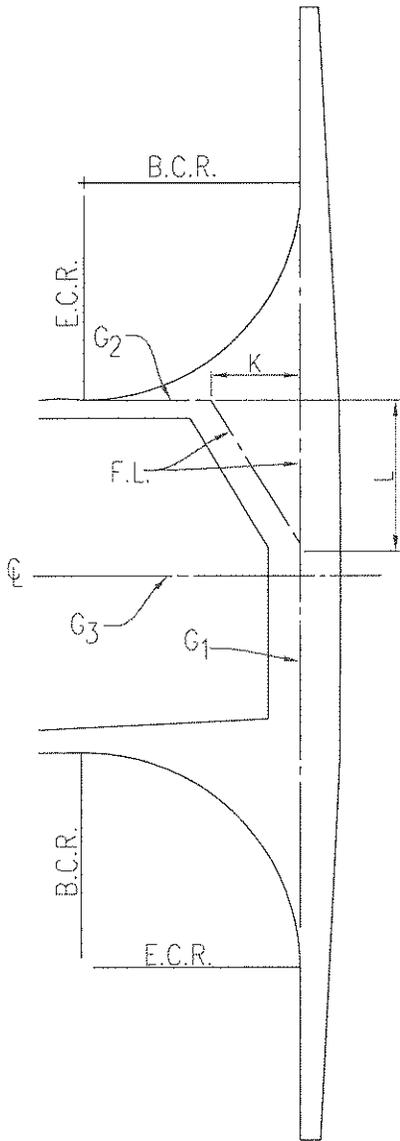
NOTES:

1. ALL FLOW LINES SHALL HAVE A 8" SMOOTH STEEL TROWEL FINISH.
2. PROJECT BID QUANTITY AREA FOR CROSSGUTTERS SHALL INCLUDE ALL CURB, GUTTERS AND SPANDRELS INCLUDING TRANSITION AREA.
3. SEE SHEET 2 OF 2, THIS STANDARD, FOR THE CHART OF 'K' AND 'L' VALUES.

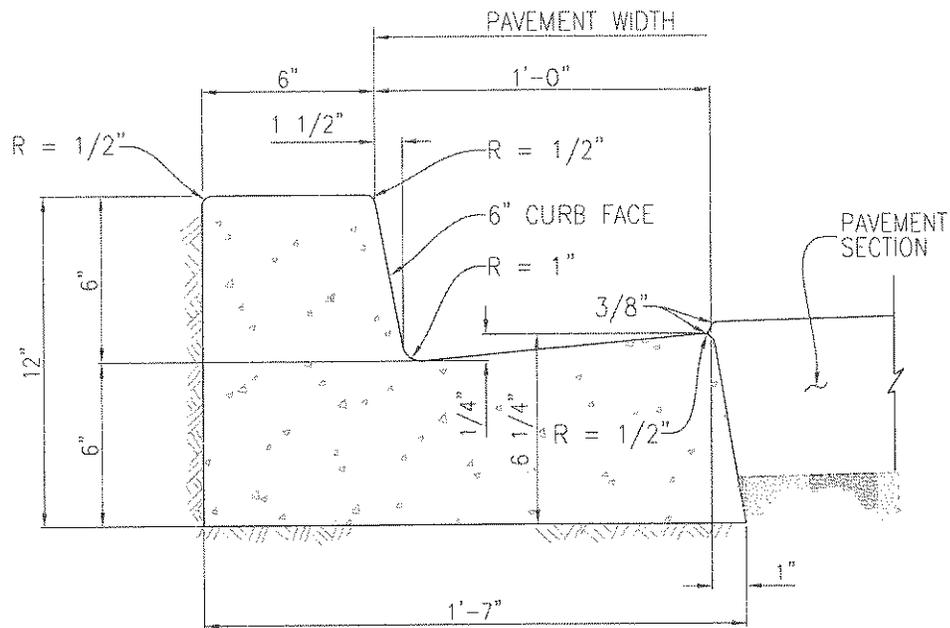
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	STEEP GRADE CROSSGUTTER	223
2		1 OF 2
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172

$$L = KG_1/G_3$$

$$K \leq L$$



REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	STEEP GRADE CROSSGUTTER	223
2		2 OF 2
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172

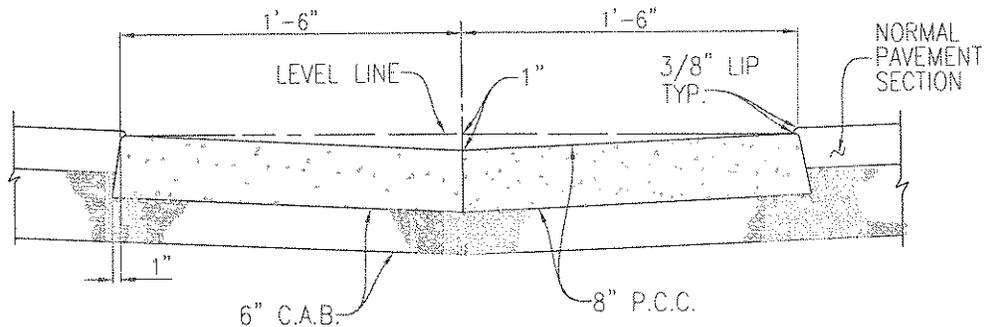


CONCRETE = 0.0403 C.Y./ L.F.
 1 C.Y. OF CONCRETE = 24.81 L.F.

CURB & GUTTER

NOTES:

1. CONCRETE PER LINEAR FOOT = 0.0406 CUBIC YARDS.
 1 CUBIC YARD OF CONCRETE = 24.63 LINEAR FEET.
2. TYPE 'D-1' CURB & GUTTER SHALL BE STANDARD FOR MEDIAN ISLAND CONSTRUCTION. OTHER USE SHALL REQUIRE SPECIAL APPROVAL OF THE CITY ENGINEER.

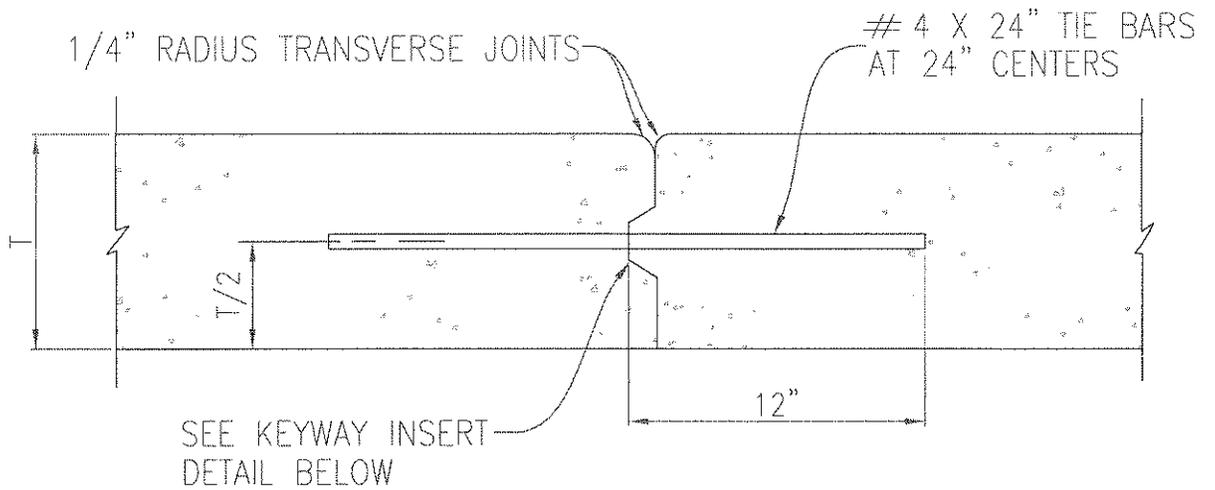


PILOT GUTTER

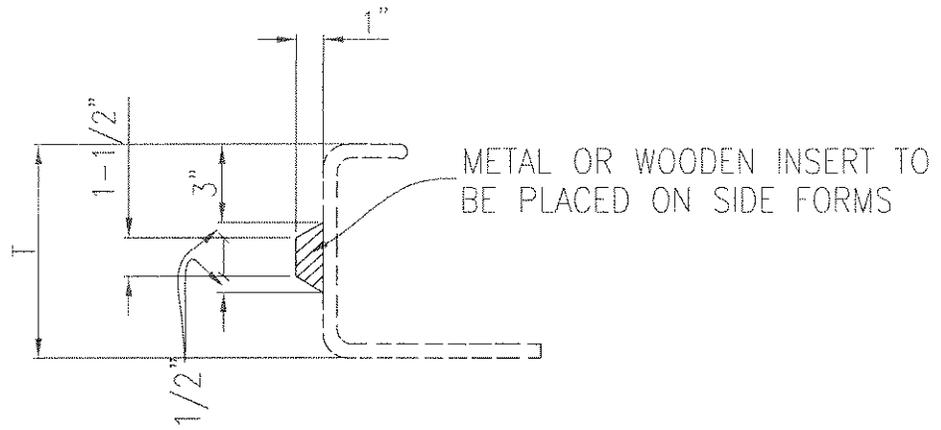
NOTES:

1. ALL CURB FLOW LINES SHALL HAVE A 3" SMOOTH STEEL TROWEL FINISH AND ALL PILOT GUTTER FLOW LINES SHALL HAVE A 8" SMOOTH STEEL TROWEL FINISH.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.							
<table border="1" style="width: 100%; height: 40px;"> <tr><td style="width: 20px;">1</td><td></td></tr> <tr><td>2</td><td></td></tr> <tr><td>3</td><td></td></tr> <tr><td>4</td><td></td></tr> </table>	1			2		3		4	
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	APPROVED BY:  DOMINIC C. MILANO - CITY ENGINEER	DATE: <u>6/2/04</u> R.C.E. NO. 27172							
		224							



CONSTRUCTION JOINT

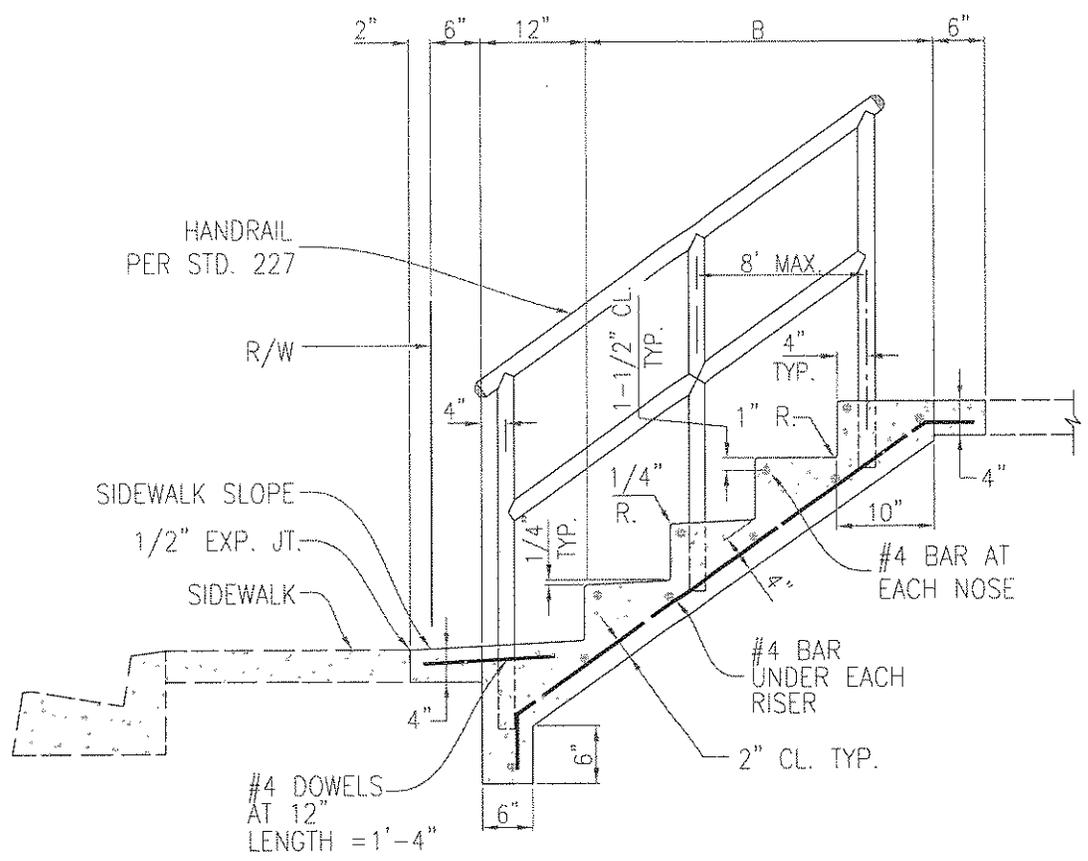
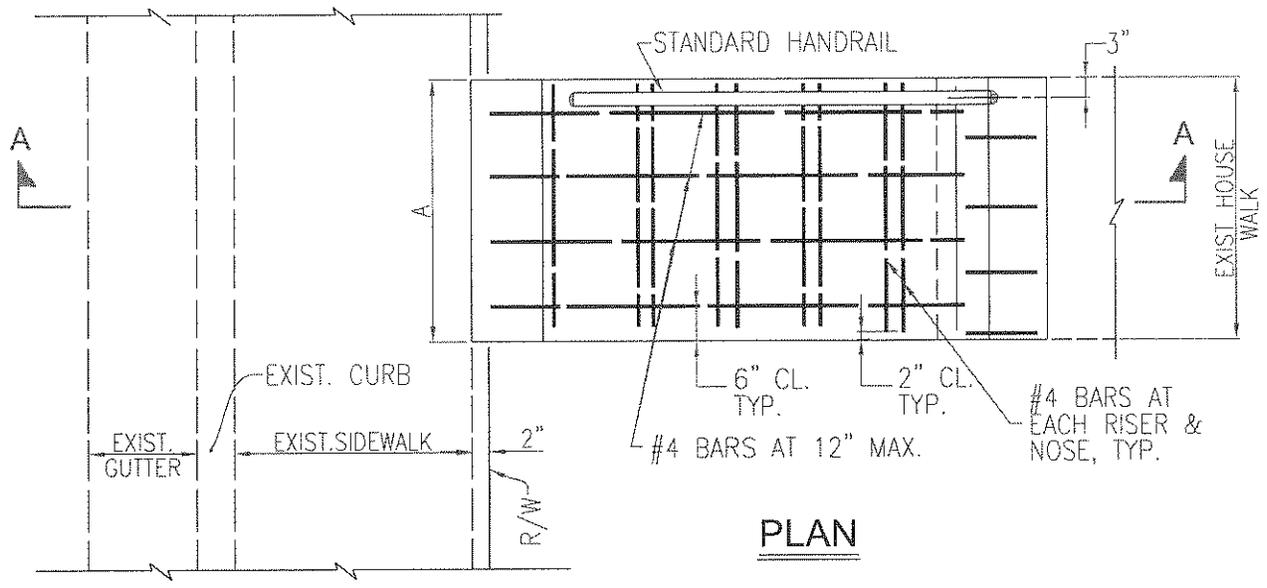


KEY WAY

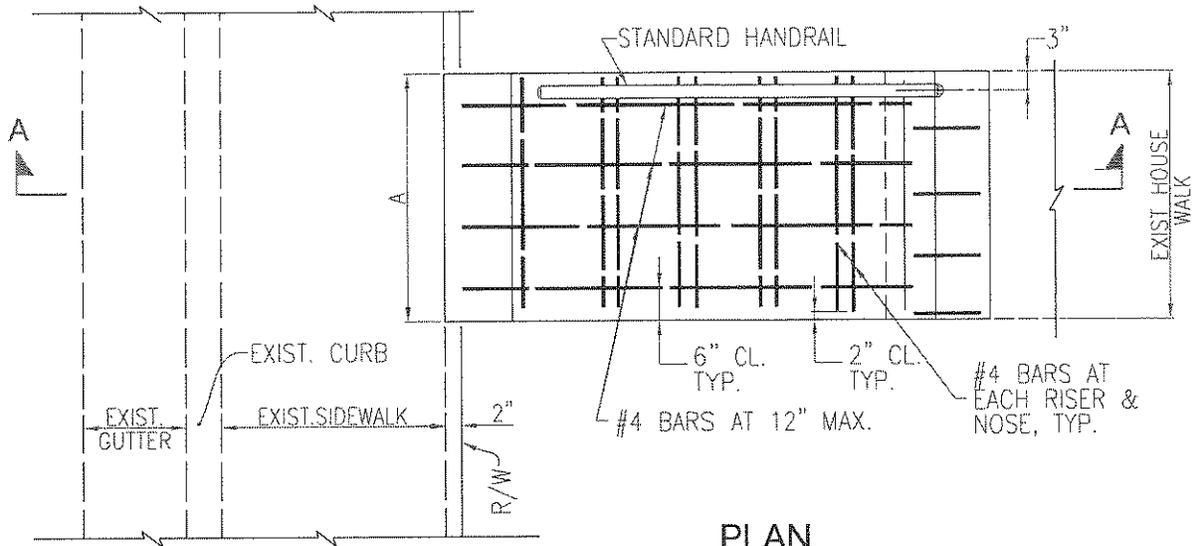
NOTES:

1. TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED AS SHOWN HEREON AT 20' ON CENTER FOR ALLEY CONSTRUCTION AND AS SHOWN ON CROSSGUTTER STANDARDS

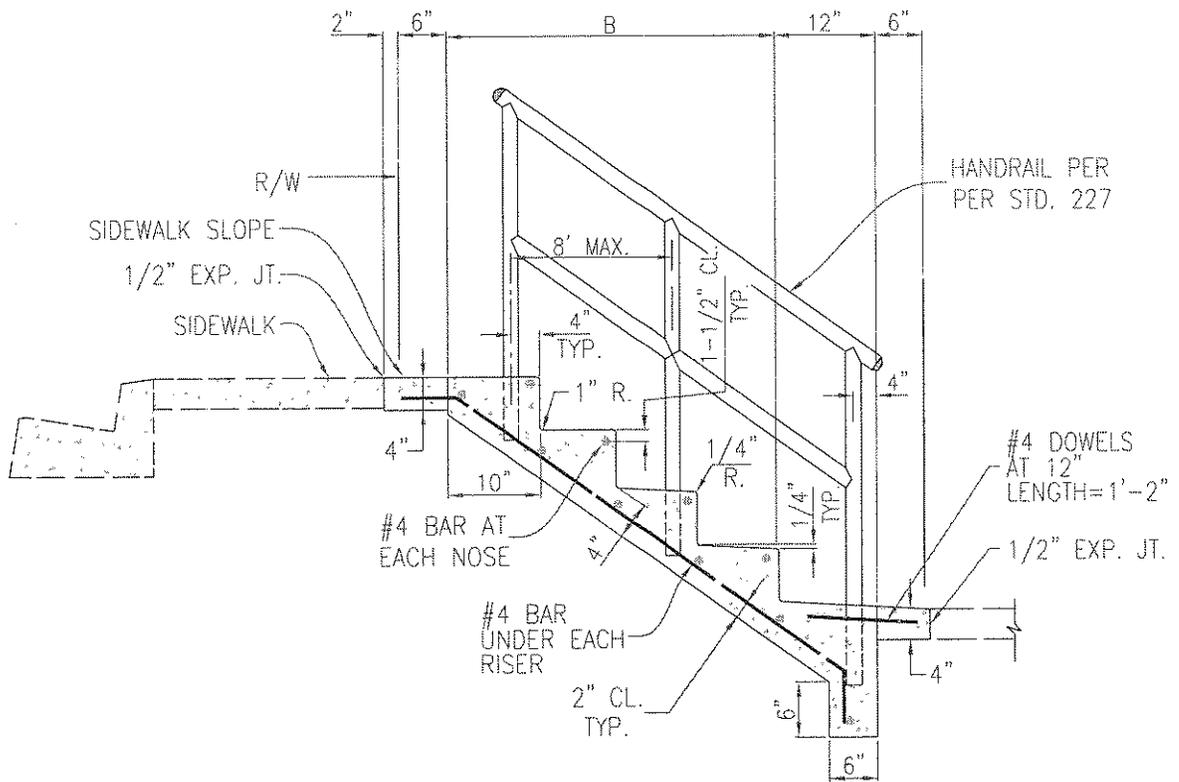
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.	
1	CONCRETE CONSTRUCTION JOINT	225	
2			
3	APPROVED BY: <i>Dominic C. Milano</i>		DATE: 6/2/04
4	DOMINIC C. MILANO - CITY ENGINEER		R.C.E. NO. 27172



REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
1	P.C.C. STEPS		226
2	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04	1 OF 3
3	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	
4			



PLAN



SECTION A-A.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
	P.C.C. STEPS		
1	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04	226
2	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	2 OF 3
3			
4			

NOTES:

STAIRWAYS

1. THE WIDTH OF STAIRWAYS SHALL BE THE SAME AS THE EXISTING WALK BUT NOT LESS THAN 36".
2. THE MAXIMUM WIDTH FOR STAIRWAYS SHALL BE 6" GREATER THAN THE ENTRANCE BEING SERVICED.
3. A 7-1/2" RISE AND 10" TREAD IS PREFERRED (360 52' FROM THE HORIZONTAL).
4. THE MAXIMUM RISE AND TREAD SHALL BE 8" AND 12-1/2" RESPECTIVELY.
5. THE MINIMUM RISE AND TREAD SHALL BE 5" AND 9-1/2" RESPECTIVELY.
6. TREAD + RISE = 17-1/2" PREFERRED.
7. THE MAXIMUM VARIATIONS IN HEIGHT OF RISERS AND WIDTH OF TREADS IN ANY ONE FLIGHT OF STAIRS SHALL BE 1/4".
8. STEPS SHALL HAVE A MEDIUM BROOM FINISH PERPENDICULAR TO THE HANDRAILS OR AS APPROVED BY THE CITY ENGINEER.

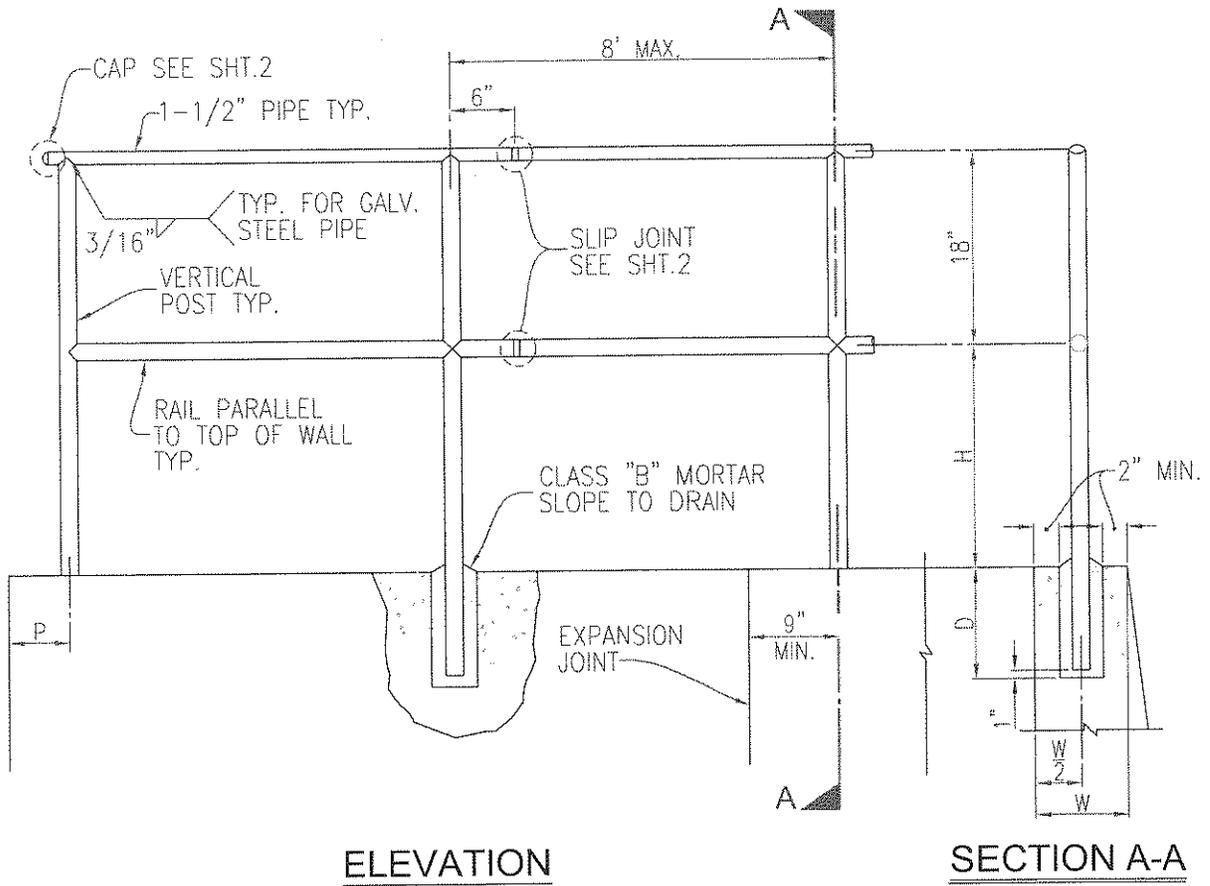
LANDINGS

1. WHERE A DOOR OPENS ONTO THE STAIRWAY, A LANDING SHALL BE PROVIDED. THE DIMENSION IN THE DIRECTION OF TRAVEL SHALL BE 6" GREATER THAN THE WIDTH OF THE DOOR WHEN FULLY OPEN.
2. THE ELEVATION OF THE LANDING ADJACENT TO THE ENTRANCE SHALL BE NO HIGHER THAN THE FLOOR AND NOT MORE THAN 2' BELOW THE FLOOR.
3. MINIMUM SLOPE 1/4" PER FOOT.

HANDRAILS

1. USE HANDRAILS PER STANDARD NO. 227
2. HANDRAIL IS REQUIRED ON STAIRWAYS HAVING FOUR OR MORE RISERS.. WHERE STAIRWAY IS 42" OR LESS IN WIDTH, A HANDRAIL IS REQUIRED ON ONE SIDE ONLY. FOR STAIRWAYS WIDER THAN 42", A HANDRAIL IS REQUIRED ON BOTH SIDES.
3. HANDRAILS SHALL NOT REDUCE THE REQUIRED STAIRWAY WIDTH BY MORE 3-3/4".

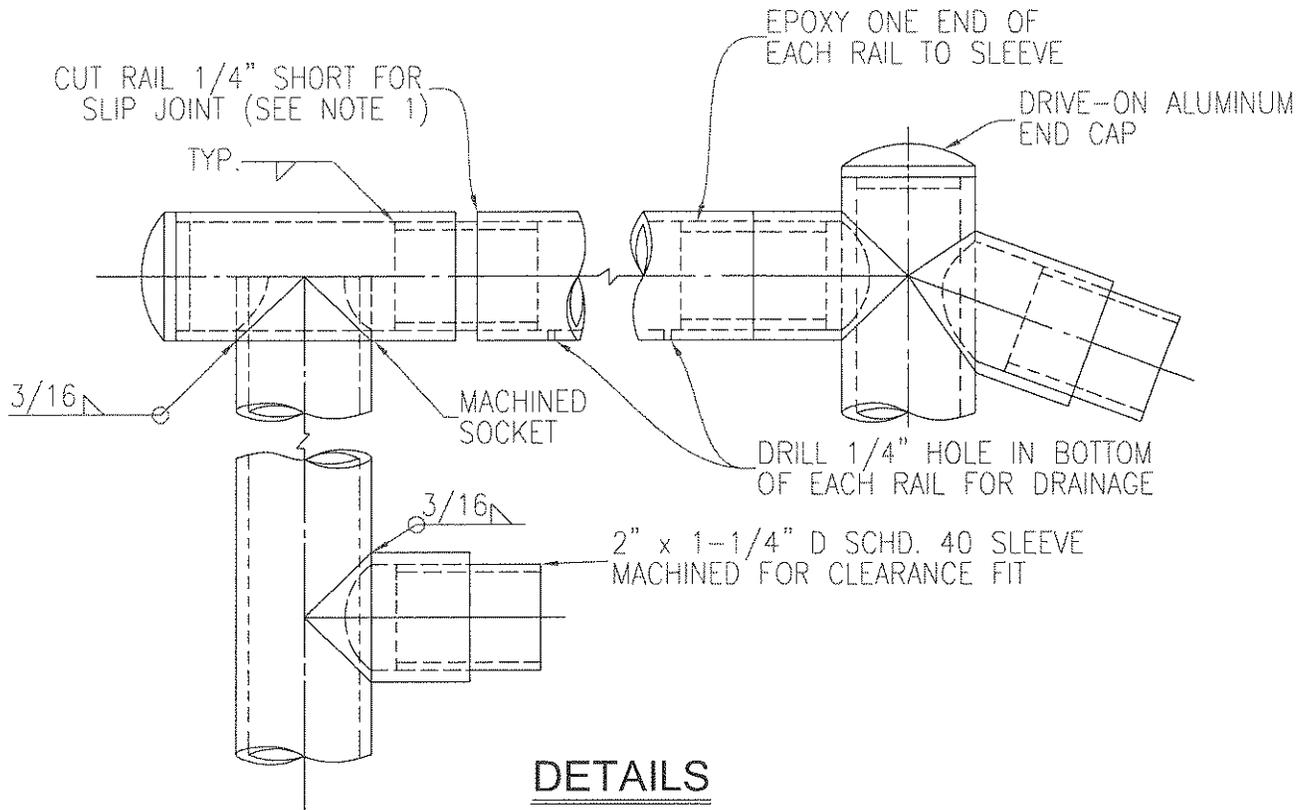
REVISIONS # DATE	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.	
1	P.C.C. STEPS	226	
2			
3		APPROVED BY:  DATE: <u>6/2/04</u>	SHEET
4		DOMINIC C. MILANO - CITY ENGINEER R.C.E. NO. 27172	3 OF 3



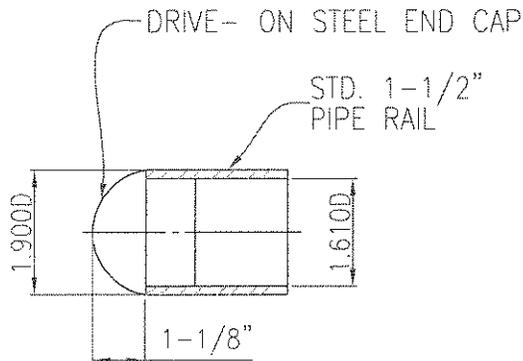
NOTES:

1. USE SLIP JOINTS ON THE RAILS BETWEEN POSTS THAT STRADDLE AN EXPANSION JOINT.
2. H = 16" FOR HAND RAIL ON STEPS, H = 21" FOR HAND RAIL ON WALLS; D = 10" FOR P.C.C. WALLS, D = 24" FOR BLOCK WALLS, D = 7 FOR STEPS.
3. COMPLETED STEEL PIPE RAILING UNITS SHALL BE GALVANIZED AFTER FABRICATION.
4. HAND RAIL MAY BE 1-1/2" STANDARD STEEL PIPE OR 1-1/2" ALUMINUM PIPE SCHEDULE 40, ALLOY 6063-T6.
5. FINISH FOR ALUMINUM: ALUMINUM ASSOCIATION C22-A41; ARCH CLASS 1, CLEAR (NATURAL) ANODIC COATING 0.7 MIL. AND GREATER. 15% SULFURIC ACID AT 70' ± 2'F., 12 AMP/FT².
6. P = W/2 FOR CORNER POST; P=6" MIN. FOR END POST. W = TOP WIDTH OF RETAINING WALL (8' MIN.)
7. POSTS MAY BE SET IN RECTANGULAR OR CIRCULAR SOCKETS 4" MIN. AND 5" MAX. IN ANY DIMENSION.
8. HANDRAIL IS REQUIRED FOR WALKS ON PRIVATE PROPERTY WHERE THE SLOPE IS GREATER THAN 1-1/8" PER FOOT.

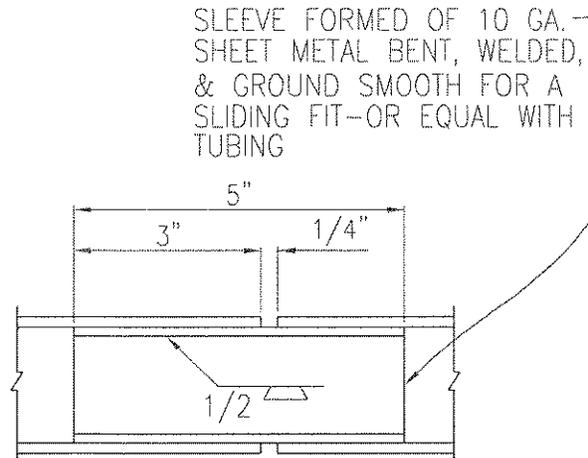
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.							
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1									
2									
3									
4									
APPROVED BY:		DATE: <u>6/2/04</u> R.C.E. NO. 27172							
		227 1 OF 2							



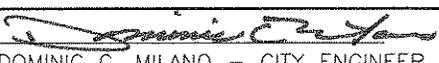
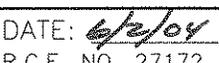
DETAILS
ALUMINUM PIPE

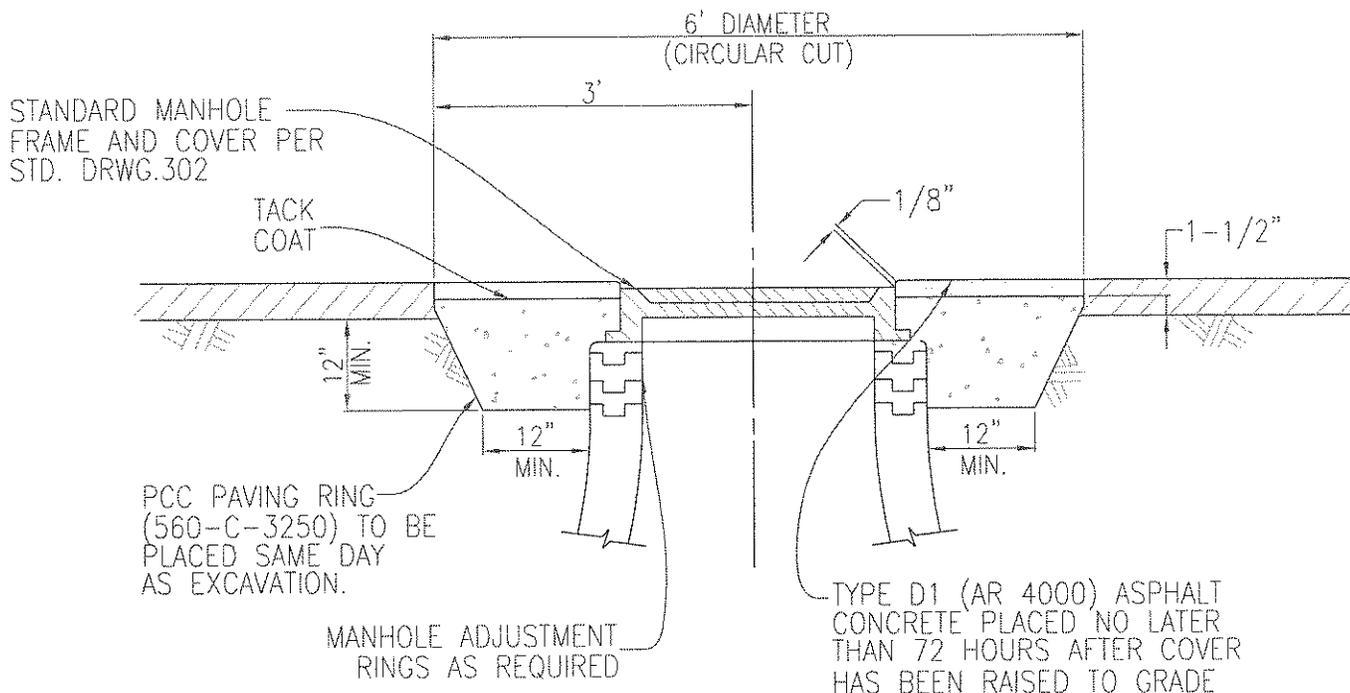


END CAP
STEEL PIPE



SLIP JOINT

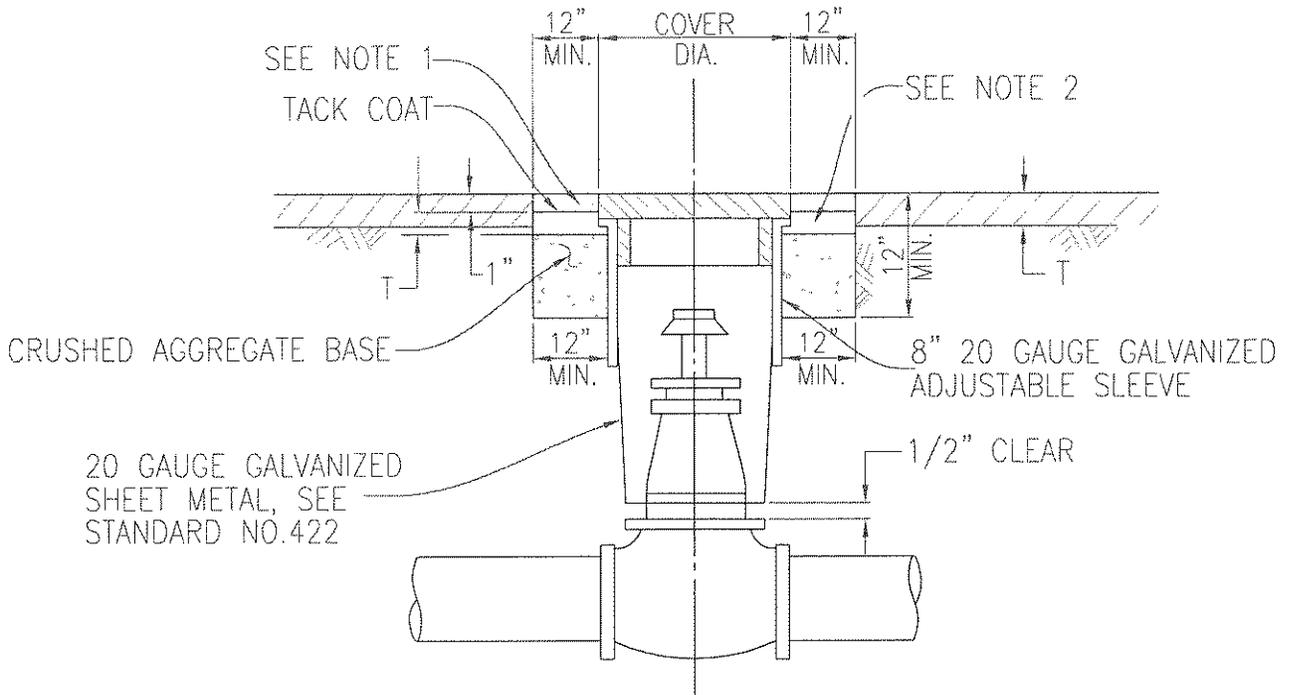
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
① ② ③ ④	HAND RAIL	
	APPROVED BY:  DOMINIC C. MILANO - CITY ENGINEER	DATE:  R.C.E. NO. 27172
		227 2 OF 2



NOTES:

1. DURING ROUGH GRADING OF STREET, SEWER MANHOLE FRAME AND COVER TO BE SET 4" TO 6" BELOW SUBGRADE BEFORE FINAL PAVING.
2. SEWER MANHOLE FRAME COVER TO BE ADJUSTED, AFTER PLACEMENT OF FINAL A.C. PAVEMENT, TO 1/8" BELOW SURROUNDING PAVEMENT GRADE. PAVEMENT REPAIRS TO BE MADE PER THIS DETAIL AFTER RAISING TO GRADE.
3. RESET TOP STEP IN MANHOLE AT THE TIME FRAME AND COVER ARE RAISED TO GRADE. ADD ADDITIONAL STEPS WHEN NECESSARY TO MAINTAIN PROPER SPACING BETWEEN STEPS.(SEE STD. 302 FOR CORRECT SPACING OF STEPS.)

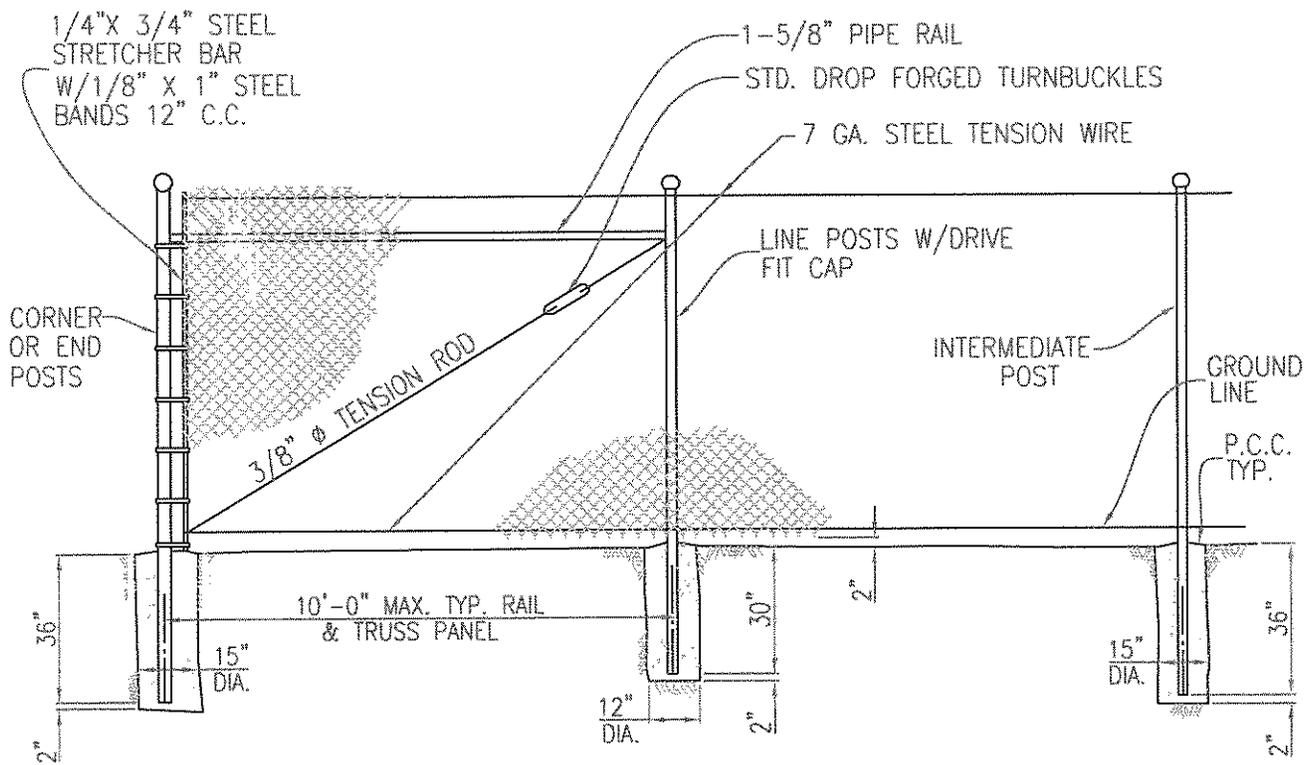
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.	
1	MANHOLE ADJUSTMENT	228	
2			
3	APPROVED BY: <i>Dominic C. Milano</i>		DATE: 6/2/04
4	DOMINIC C. MILANO - CITY ENGINEER		R.C.E. NO. 27172



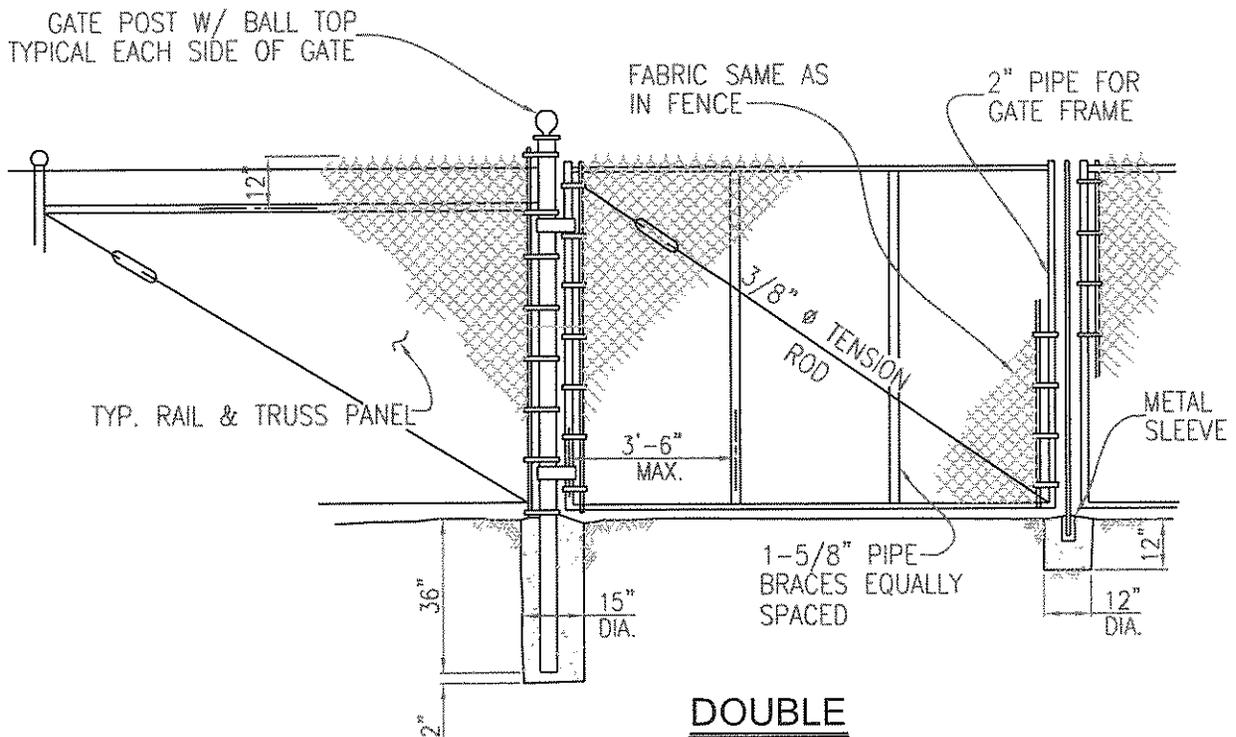
NOTES:

1. TYPE D1 (AR4000) ASPHALT CONCRETE PLACED NO LATER THAN 72 HOURS AFTER COVER HAS BEEN RAISED TO GRADE.
2. TYPE B (AR4000) ASPHALT CONCRETE PLACED NO LATER THAN 24 HOURS AFTER COVER HAS BEEN RAISED TO GRADE UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
3. CONTRACTOR MAY RAISE VALVE COVER AND SLEEVE DURING PAVEMENT OVERLAYS WITHOUT C.A.B. COLLAR.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">1</td> <td style="width: 80%;"></td> </tr> <tr> <td style="text-align: center;">2</td> <td></td> </tr> <tr> <td style="text-align: center;">3</td> <td></td> </tr> <tr> <td style="text-align: center;">4</td> <td></td> </tr> </table>	1		2		3		4		VALVE COVER ADJUSTMENT	
1										
2										
3										
4										
	APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	DATE: <i>6/2/04</i> R.C.E. NO. 27172								
		229								



ELEVATION



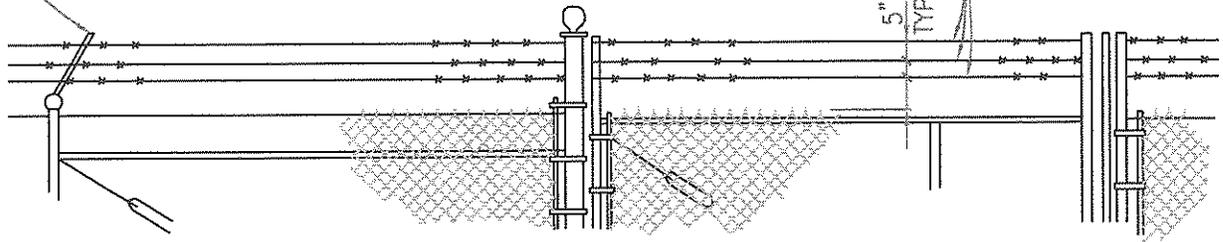
DOUBLE DRIVE GATE

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1 SHEET 4 ADDED 6/8/05	CHAIN LINK FENCE	230
2	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/28/05
3	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
4		1 OF 4

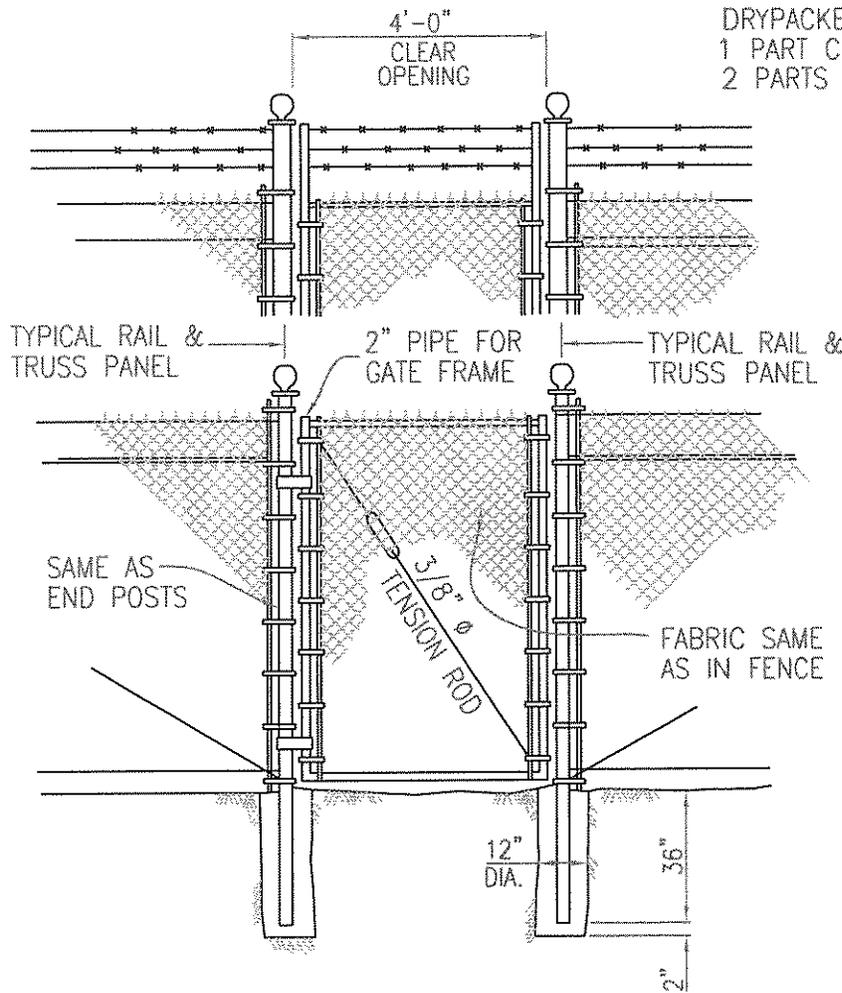
45° ANGLE
ARMS

BARBED WIRES AND ANGLE
ARMS WHEN SPECIFIED ONLY.

3 LINES OF
BARBED WIRE
12-1/2 GA.-4
POINT PATTERN

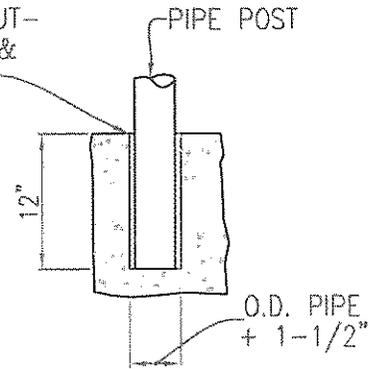


BARBED WIRE FENCE & GATES



WALK GATE

DRYPACKED GROUT-
1 PART CEMENT &
2 PARTS SAND



POSTS FOR RETAINING WALL

<p>REVISIONS</p>	<p>CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.</p>	<p>STANDARD PLAN NO.</p>
<p>1 SHEET 4 ADDED 6/8/05</p>	<p>CHAIN LINK FENCE</p>	<p>230</p>
<p>2</p>	<p>APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER</p>	<p>2 OF 4</p>
<p>3</p>	<p>DATE: 6/28/05 R.C.E. NO. 27172</p>	
<p>4</p>		

NOTES:

1. ALL POSTS SHALL BE STANDARD GALVANIZED C.I.P. AND FITTED WITH GALVANIZED C.I. CAPS AND SHALL CONFORM TO THE FOLLOWING REQUIREMENTS :

FENCES 72" AND OVER	PIPE	
	SIZE - INCHES	LBS./L.F.
END, CORNER, AND INTERMEDIATE POSTS	2-1/2	5.79
LINE POSTS	2	3.65
DRIVE GATE POSTS-SINGLE OPENING-UP TO 6'	2-1/2	5.79
" " " " " " 6' TO 13'	3-1/2	9.11
DRIVE GATE POSTS-DOUBLE OPENING-UP TO 12'	2-1/2	5.79
" " " " " " 12' TO 26'	3-1/2	9.11
FENCES LESS THAN 72"	PIPE	
	SIZE - INCHES	LBS./L.F.
END, CORNER, AND INTERMEDIATE POSTS	2	3.65
LINE POSTS	1-1/2	2.72
DRIVE GATE POSTS-SINGLE OPENING-UP TO 6'	2	3.65
" " " " " " 6' TO 13'	3-1/2	9.11
" " " " " " 13' TO 18'	6	18.97
" " " " " " OVER 18'	8	24.70
DRIVE GATE POSTS-DOUBLE OPENING-UP TO 12'	2	3.65
" " " " " " 12' TO 26'	3-1/2	9.11
" " " " " " 26' TO 36'	6	18.97
" " " " " " OVER 36'	8	24.70
ALL SLIDE GATES WITH LEAVES LONGER THAN 6'	3-1/2	9.11

2. ALL WALK AND DRIVE GATES SHALL BE HUNG BY TWO MALLEABLE IRON HINGES. THE BOTTOM HINGE TO BE BALL AND SOCKET TYPE.

3. CHAIN LINK FENCE FABRIC SHALL HAVE TWISTED AND BARBED FINISH ON BOTH EDGES FOR WIDTHS OF 60" AND OVER.

4. FABRIC LESS THAN 60" WIDE SHALL HAVE KNUCKLED FINISH ON THE TOP EDGE AND TWISTED AND BARBED FINISH ON THE BOTTOM EDGE.

5. 2" GALVANIZED MESH CHAIN LINK FENCE FABRIC SHALL BE FASTENED TO LINE POSTS AT INTERVALS OF APPROXIMATELY 14". FASTEN TO TOP RAILS AND TENSION WIRES AT INTERVALS OF APPROXIMATELY 18" WITH II GAGE GALVANIZED OR ALUMINUM TIE WIRES. CHAIN LINK FENCE FABRIC SHALL BE FASTENED ON THE SIDE OF THE POSTS DESIGNATED BY THE ENGINEER.

6. CHAIN LINK FABRIC SHALL BE II GAGE FOR ALL FENCE 60" OR LESS IN HEIGHT AND 9 GAGE FOR ALL FENCE OVER 60" IN HEIGHT.

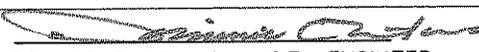
7. GATES SHALL HAVE A FULL HEIGHT LOCKING BAR, WITH NOT FEWER THAN TWO SETS OF LOCKING PRONGS, AND A PAIR OF PERFORATED LUGS, OR EQUIVALENT DEVICE FOR INSTALLATION OF A PADLOCK.

8. WALK GATES SHALL BE PROVIDED WITH A COMBINATION STEEL OR MALLEABLE IRON CATCH AND LOCKING ATTACHMENT APPROVED BY THE ENGINEER.

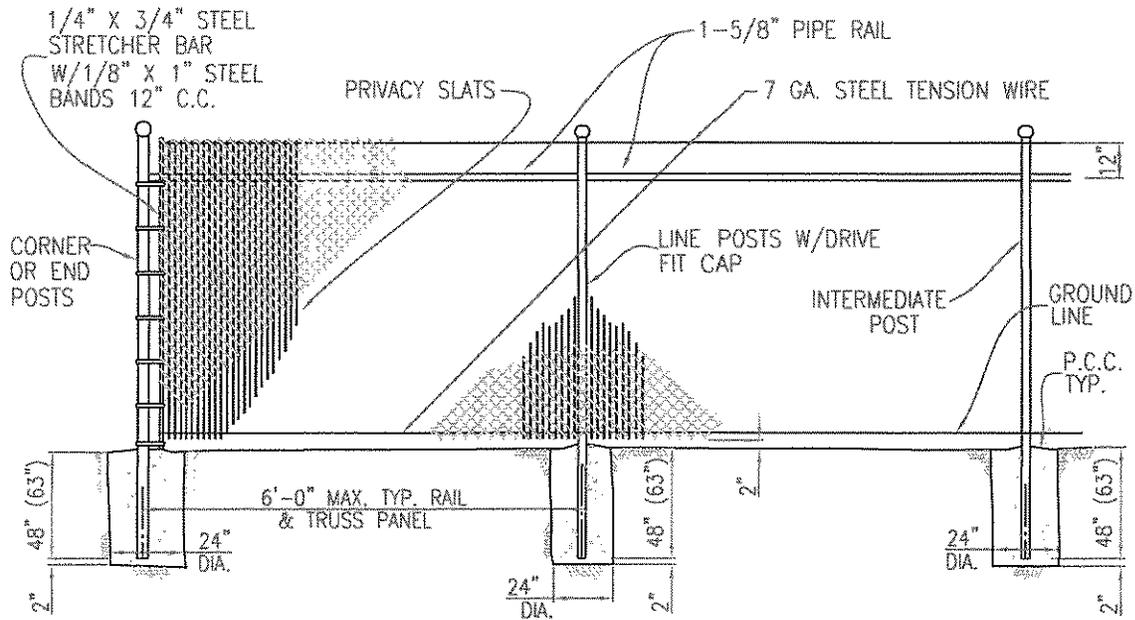
9. INTERMEDIATE POSTS ARE TO BE BRACED AND TRUSSED TO ADJACENT LINE POSTS AT 300' INTERVALS ALONG FENCE LINE AND AT ALIGNMENT DEFLECTION ANGLES OF 15° OR MORE.

10. ALL MATERIALS AND FITTINGS SHALL BE NEW AND ALL FERROUS MATERIALS SHALL BE GALVANIZED.

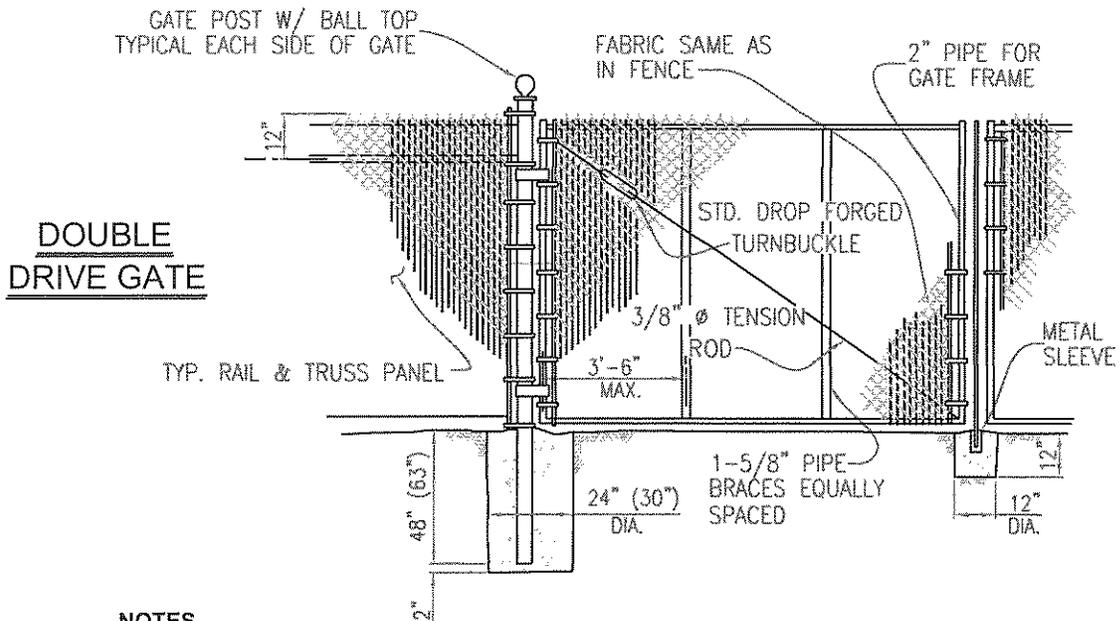
11. BARBED WIRE SHALL BE ANGLED AWAY FROM THE PUBLIC RIGHT OF WAY.

REVISIONS # DATE	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1 SHEET # ADDED 6/8/05	CHAIN LINK FENCE	230
2	APPROVED BY:  DATE: 6/28/05	SHEET 3 OF 4
3	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
4		

TRUCK AND STORAGE YARD FENCE



ELEVATION

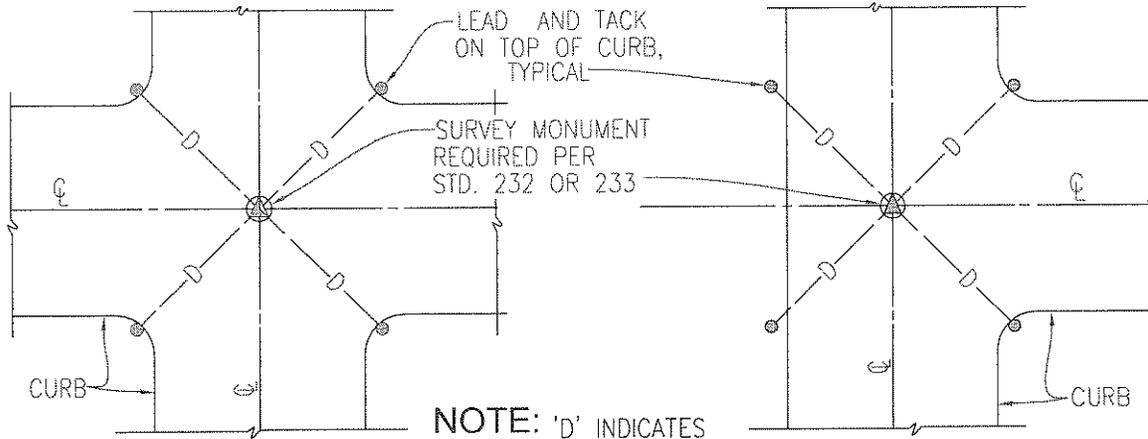


DOUBLE DRIVE GATE

NOTES

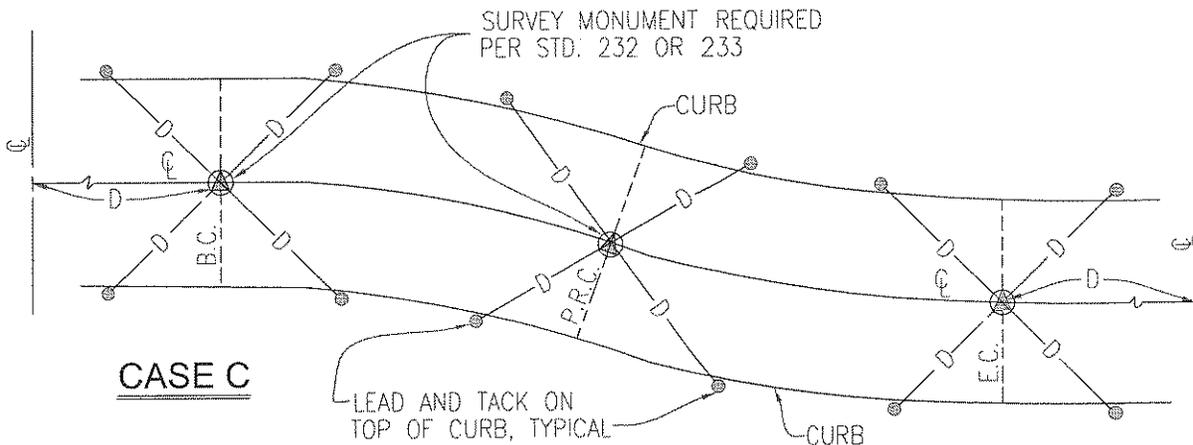
1. PRIVACY SLATS SHALL BE DARK GREEN VINYL SLATS WITH MINIMAL GAPS BETWEEN SLATS AND EVEN TOPS AND BOTTOMS.
2. DIMENSIONS ARE FOR 6 FOOT TALL FENCE (DIMENSIONS IN PARENTHESIS ARE FOR 8 FOOT TALL FENCE).
3. WALK GATE, BARBED WIRE FENCE & GATES SHALL BE BUILT PER SHEET 2 OF THIS STANDARD WITH THE ADDITION OF PRIVACY SLATS.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">1</td> <td style="font-size: 8px;">SHEET 4 ADDED 6/8/05</td> </tr> <tr> <td style="text-align: center;">2</td> <td></td> </tr> <tr> <td style="text-align: center;">3</td> <td></td> </tr> <tr> <td style="text-align: center;">4</td> <td></td> </tr> </table>	1	SHEET 4 ADDED 6/8/05	2		3		4		CHAIN LINK FENCE	230
1	SHEET 4 ADDED 6/8/05									
2										
3										
4										
APPROVED BY:	DOMINIC C. MILANO - CITY ENGINEER	DATE: <u>6/20/05</u> R.C.E. NO. 27172								
		4 OF 4								

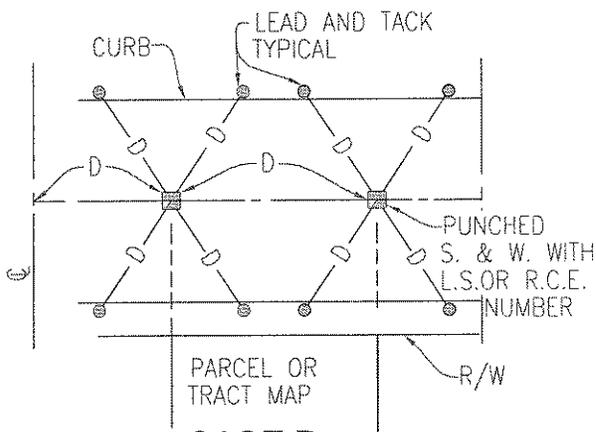


CASE A

CASE B



CASE C



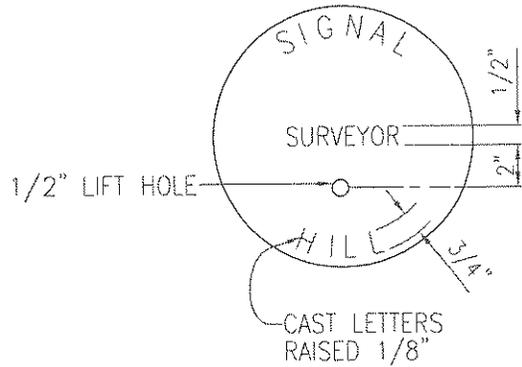
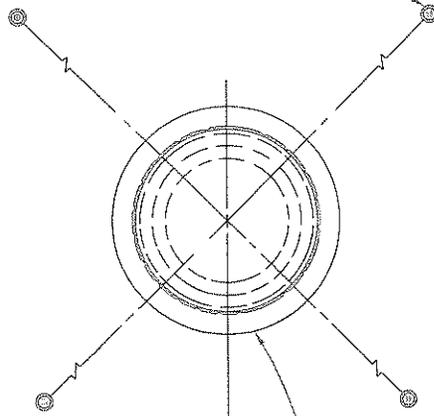
CASE D

NOTES:

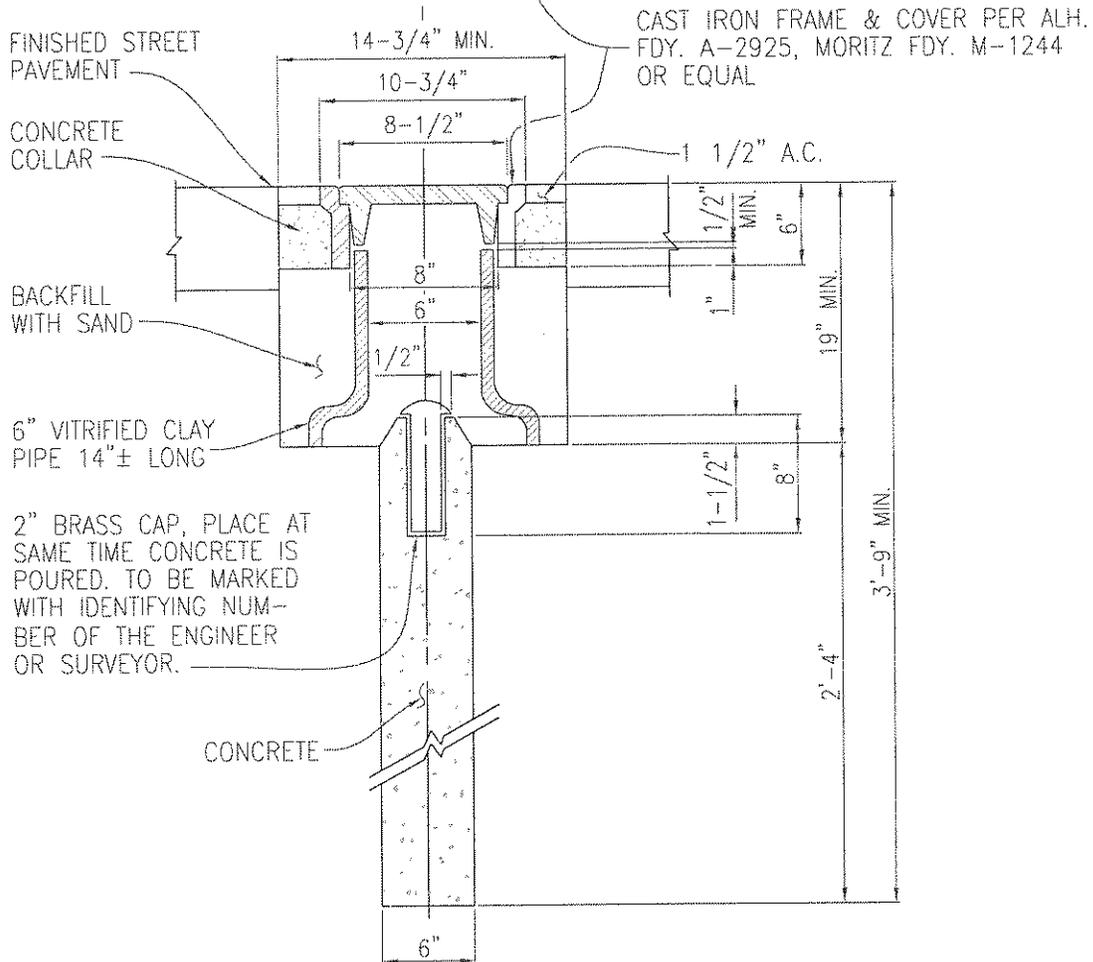
1. SURVEY MONUMENTS AND TIES SHALL BE PLACED AND A MAP OF SAME FIELD WITH CITY ENGINEER PRIOR TO ACCEPTANCE OF IMPROVEMENTS.
2. CENTERLINE TIES SHALL BE ON TRANSIT LINE THROUGH MONUMENT IF POSSIBLE.
3. IF NO CURB EXISTS OR IS BEING CONSTRUCTED, THE SURVEYOR SHALL SET ANOTHER FORM OF TIE POINT IN LIEU OF LEAD AND TACK TO THE SATISFACTION OF THE CITY ENGINEER.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	CENTERLINE MONUMENTS AND TIES	
2		
3	APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	DATE: <i>6/2/04</i> R.C.E. NO. 27172
4		231

NAIL & TAG WITH R.C.E. OR L.S.
NUMBER-2' FROM CENTER (TYP.)

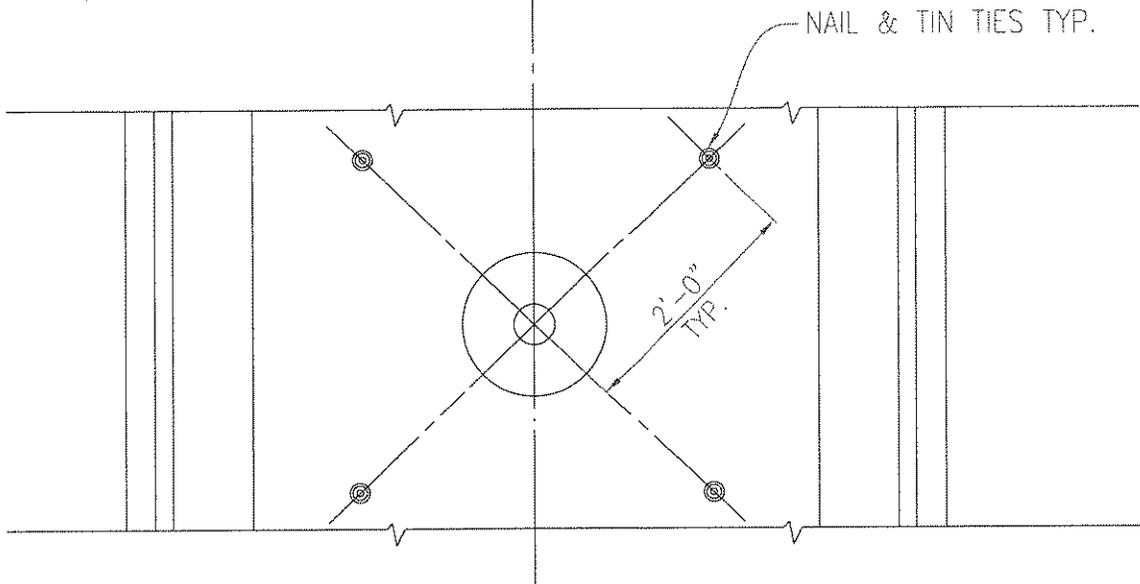
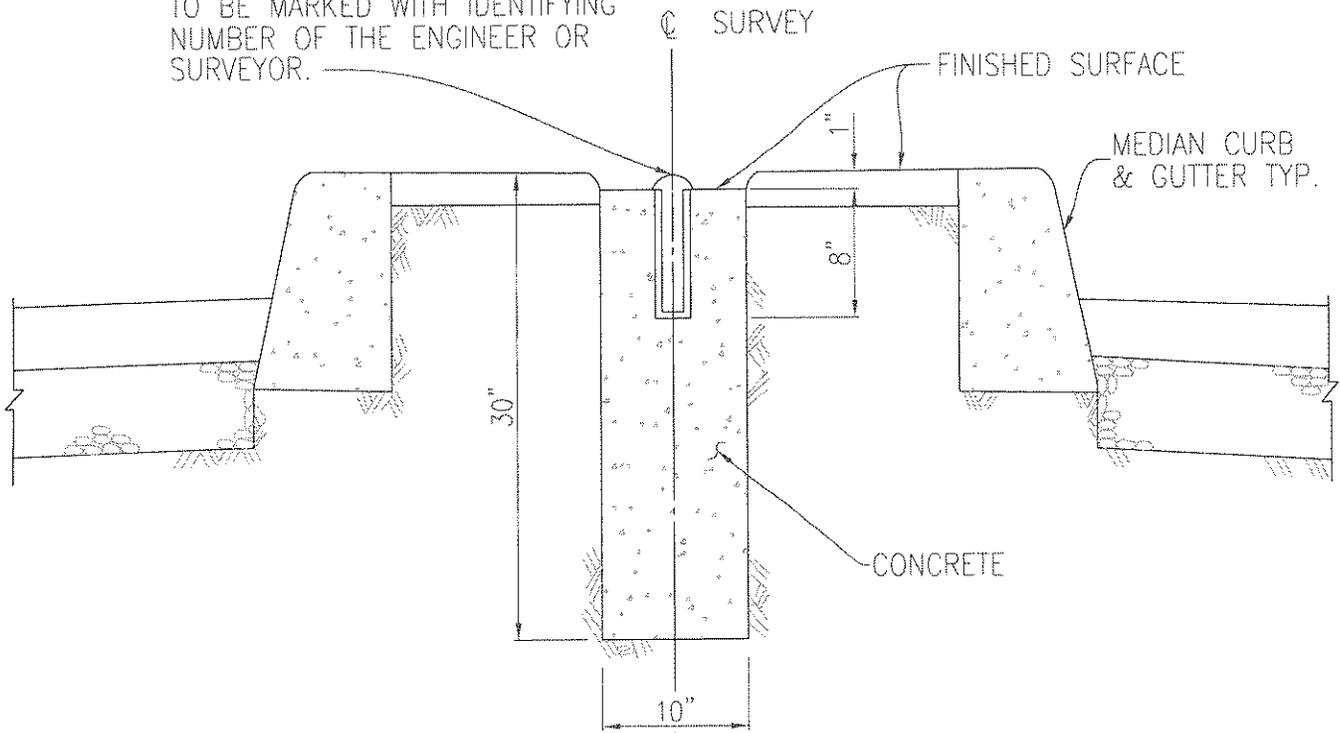


TOP COVER



REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.							
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1									
2									
3									
4									
	APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	DATE: <i>6/2/04</i> R.C.E. NO. 27172							
		<u>232</u>							

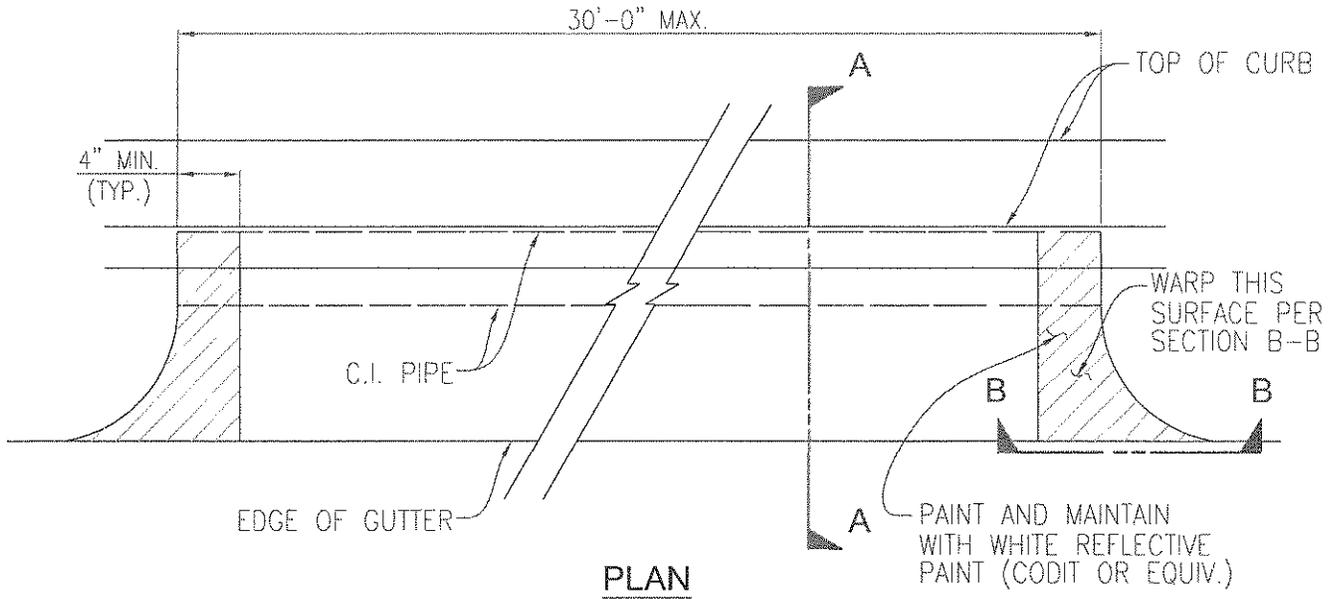
2" BRASS CAP, PLACE AT SAME TIME CONCRETE IS POURED. TO BE MARKED WITH IDENTIFYING NUMBER OF THE ENGINEER OR SURVEYOR.



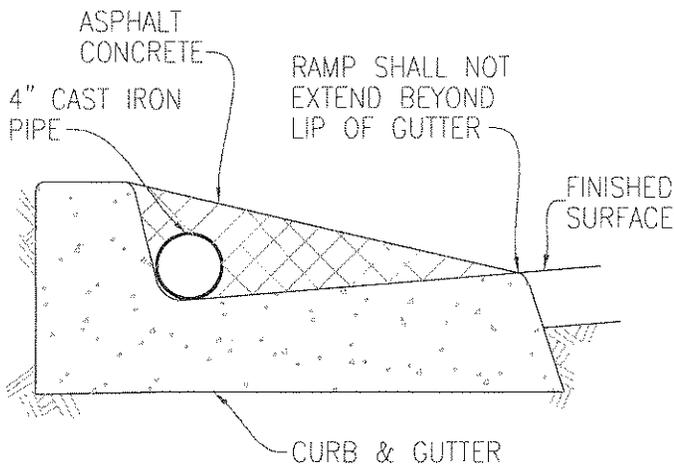
NOTES:

THIS TYPE OF MARKER TO BE INSTALLED ONLY IN SITUATIONS WHERE NO VEHICULAR TRAFFIC IS ANTICIPATED.

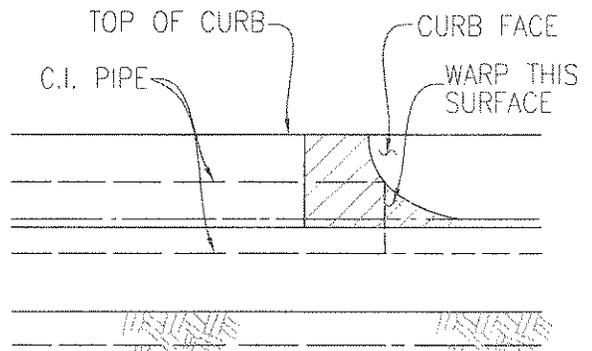
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
1	SURVEY MONUMENT TYPE B		233
2			
3	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	
4			



PLAN



SECTION A-A

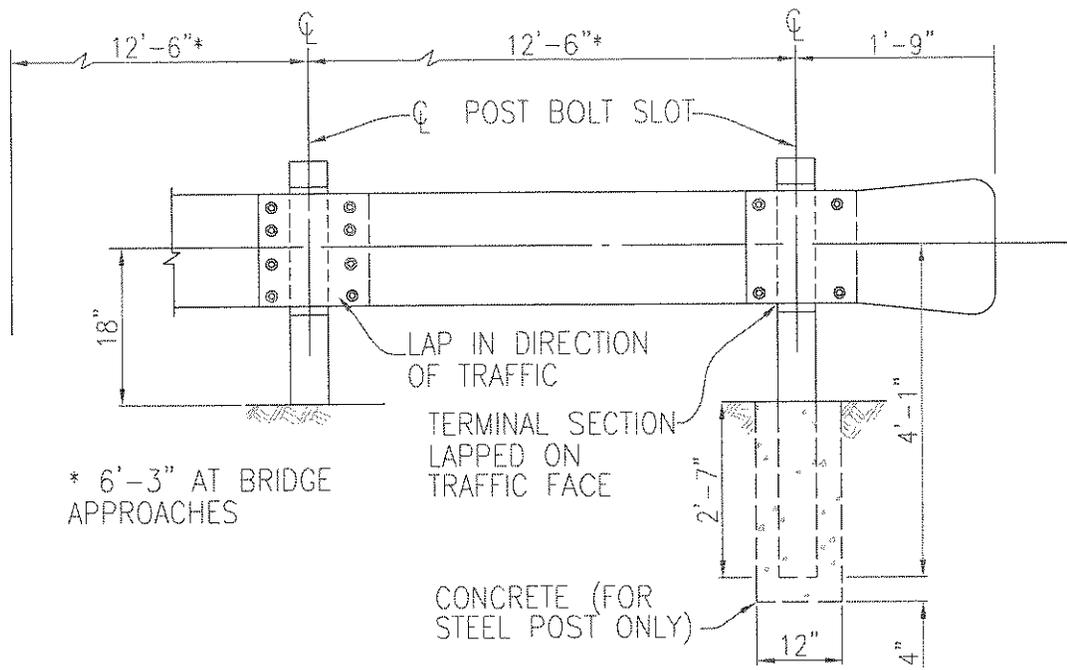


SECTION B-B

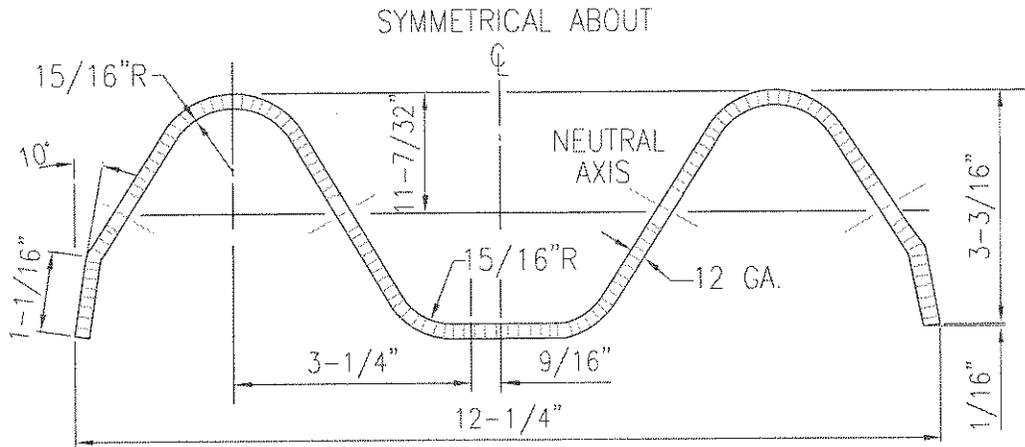
NOTES:

1. ENCROACHMENT PERMIT REQUIRED.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1		
2		
3	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04
4	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
	TEMPORARY ACCESS RAMP	234



PLAN

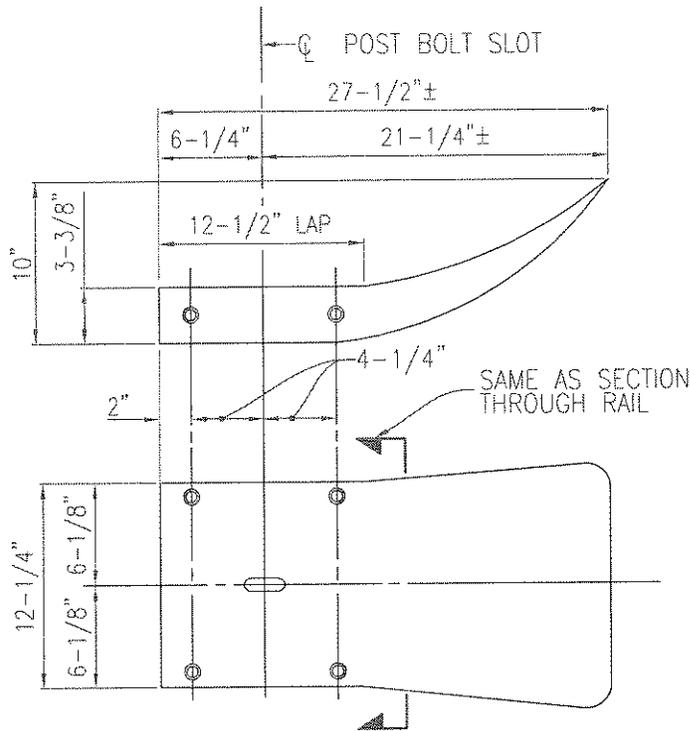


SECTION THROUGH RAIL

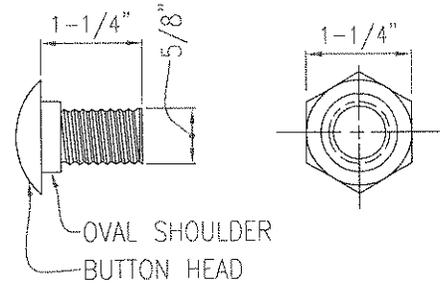
NOTES:

1. GUARD RAILING FLARES AT BRIDGE APPROACHES SHALL HAVE A MINIMUM RADIUS OF 150 FEET.
2. ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.
	GUARD RAIL		
1	APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>6/2/04</i>	235 1 OF 2
2	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172	
3			
4			

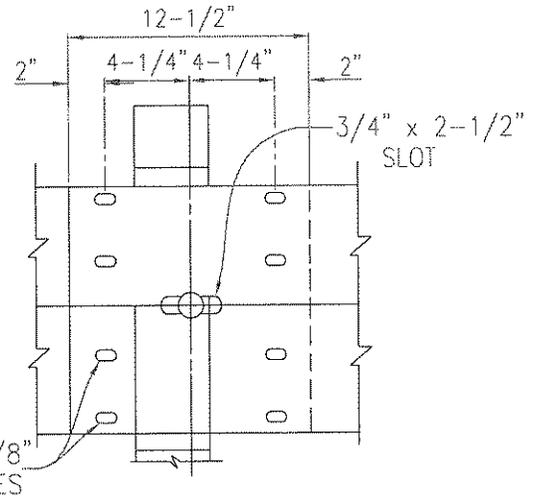


TERMINAL SECTION

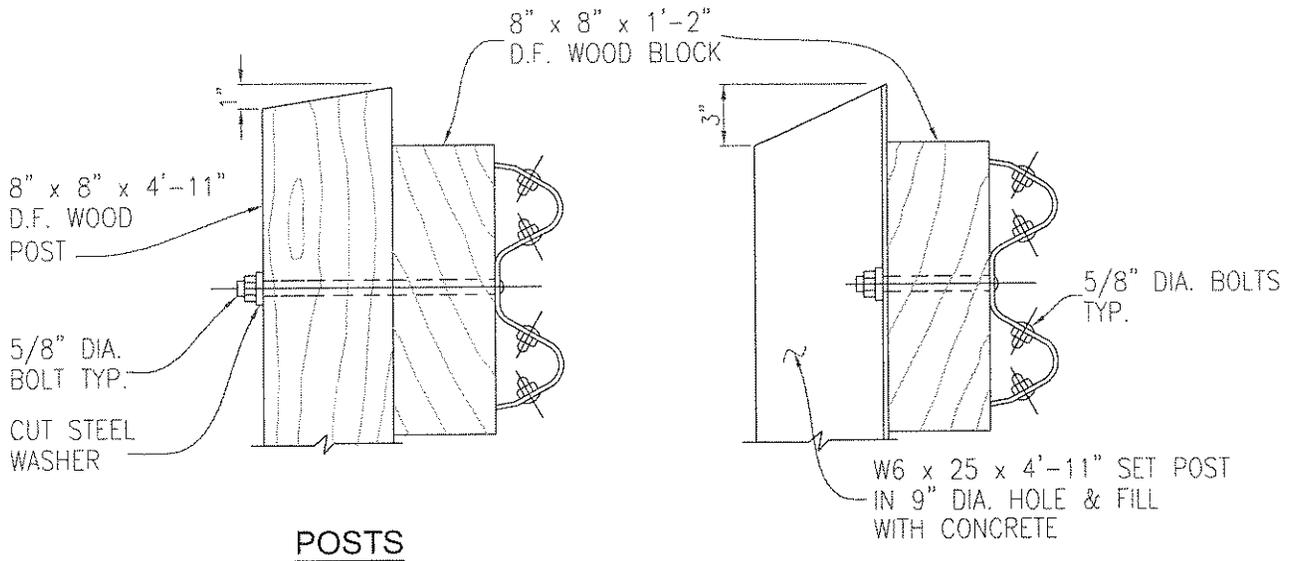


POST BOLT: SIMILAR EXCEPT LENGTH

SPLICE BOLT & NUT

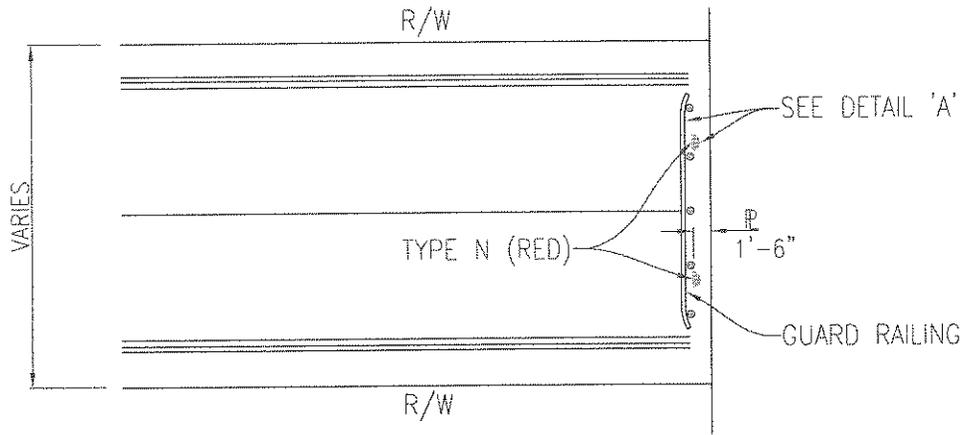


RAIL SPLICE

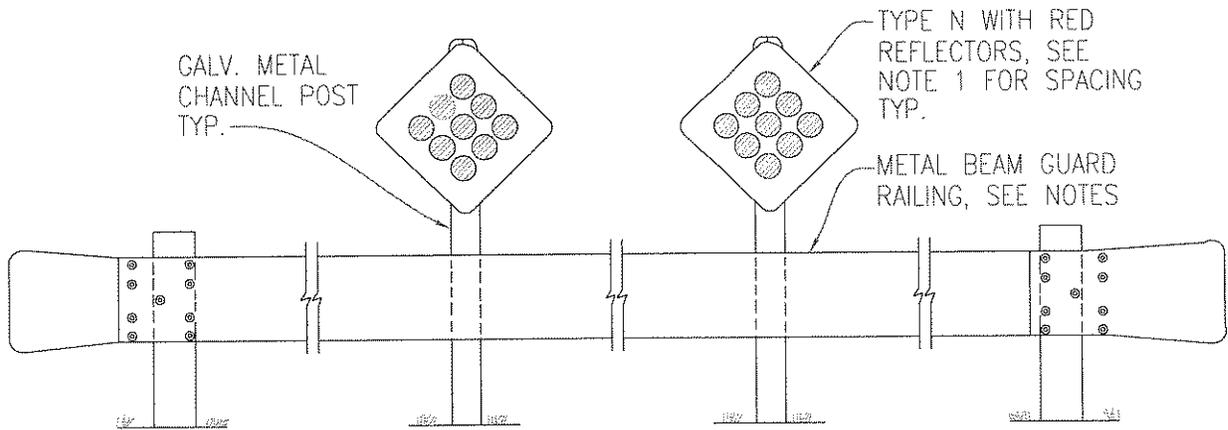


POSTS

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.		
1	GUARD RAIL	235		
2				
3			APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>6/2/04</i>
4			DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		2 OF 2		



DEAD END

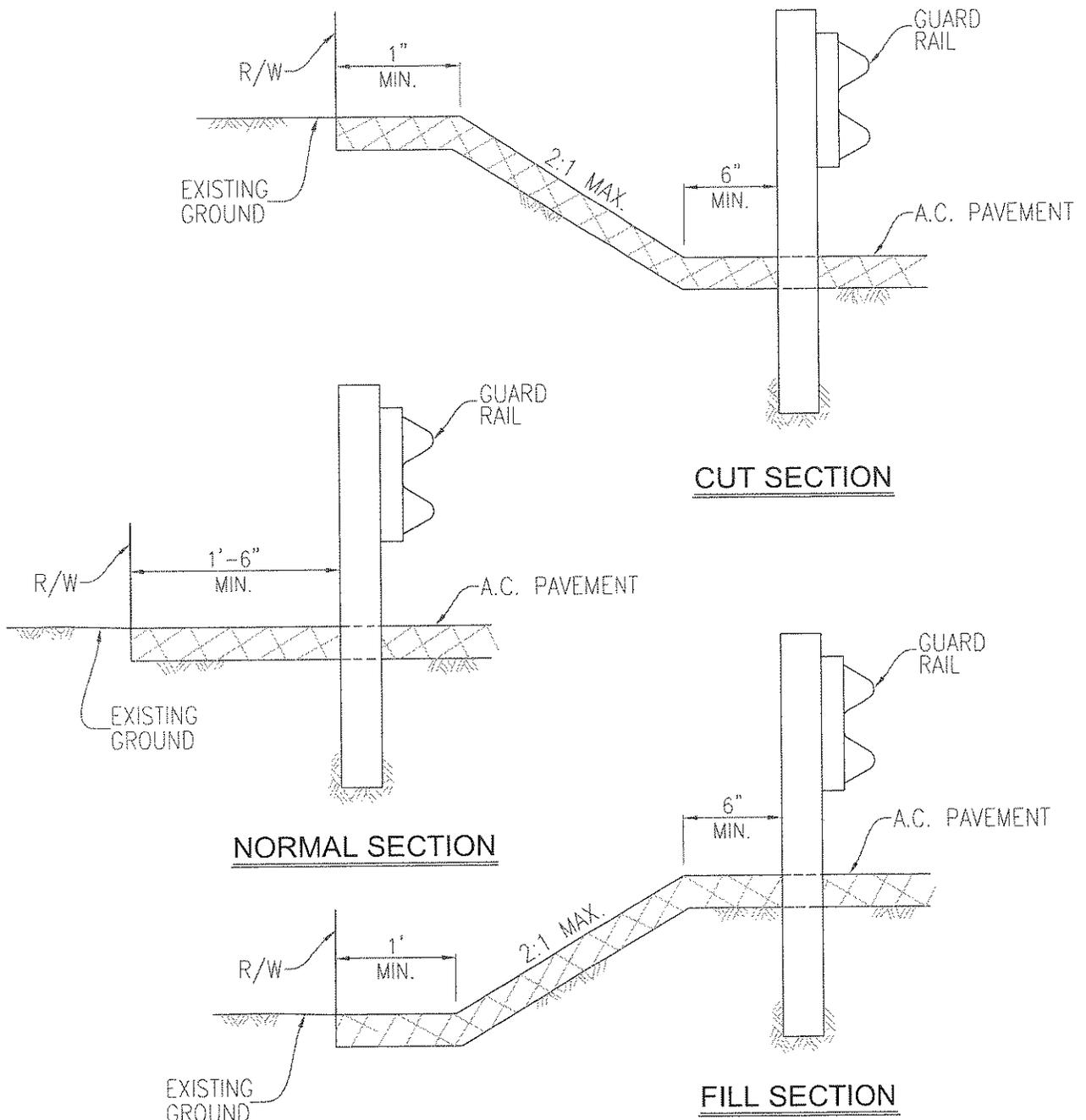


DETAIL A

NOTES:

1. ONE TYPE N SHALL BE PLACED IN THE CENTER OF EACH TRAVEL LANE IN A DEAD END SITUATION.
2. TYPE N SIGNS SHALL BE INSTALLED AS SHOWN AT ALL DEAD END LOCATIONS. METAL BEAM GUARD RAILING SHALL BE ADDED AT LOCATIONS WHERE GREATER DAMAGE WOULD BE INFLICTED ON A VEHICLE LEAVING THE ROAD THAN STRIKING THE RAILING, OR WHERE ESSENTIAL TO PROTECT EXISTING FACILITIES FROM THE INTRUSION OF A VEHICLE.
3. LENGTH OF THE METAL BEAM GUARD RAILING SHALL BE IN MULTIPLES OF 12'-6", PLUS 1'-9" FOR END PIECE.
4. FOR METAL BEAM GUARD RAILING DETAILS SEE STANDARD NO.235.

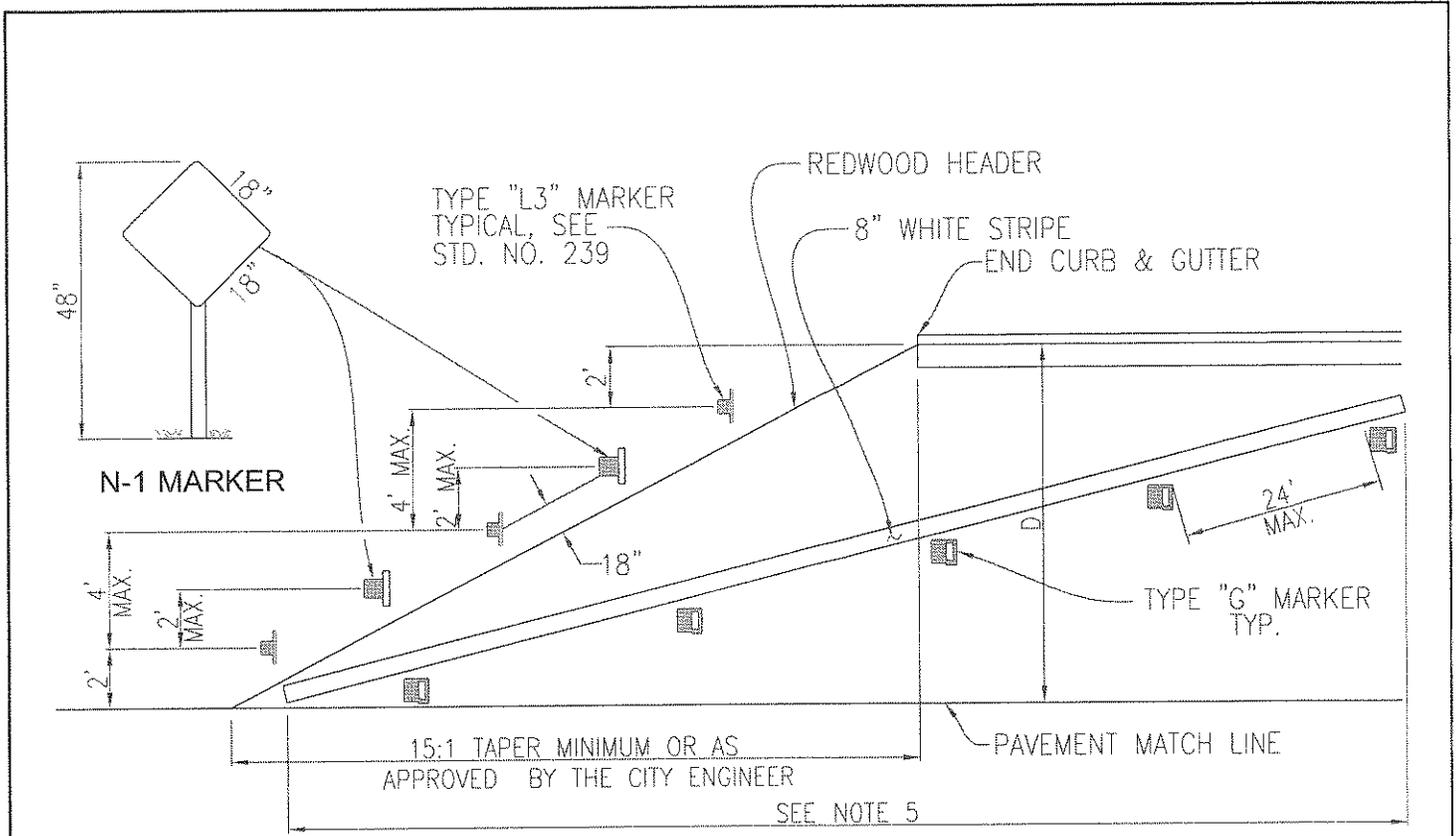
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.							
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4									
	APPROVED BY:  DOMINIC C. MILANO - CITY ENGINEER	DATE: <u>6/2/04</u> R.C.E. NO. 27172							
		236							



NOTES:

1. ASPHALT CONCRETE SHALL BE 3" MIN. C2-AR-4000 A.C.
2. FOR GUARD RAIL DETAILS SEE STANDARD NO.235

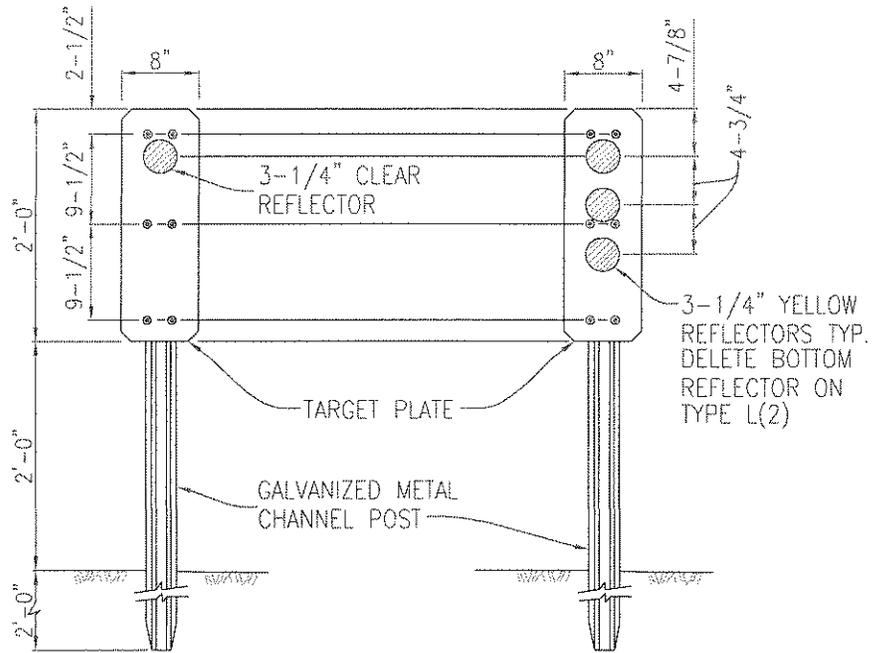
REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.		STANDARD PLAN NO.							
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1										
2										
3										
4										
	APPROVED BY: <i>Dominic C. Milano</i>	DATE: 6/2/04	237							
	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172								



NOTES:

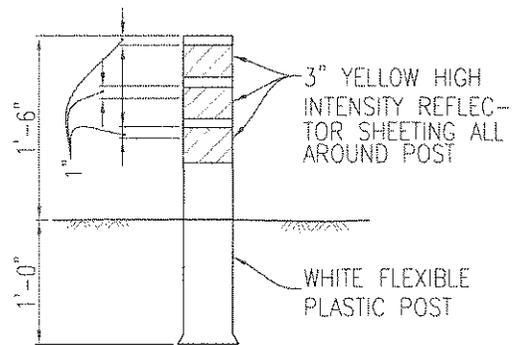
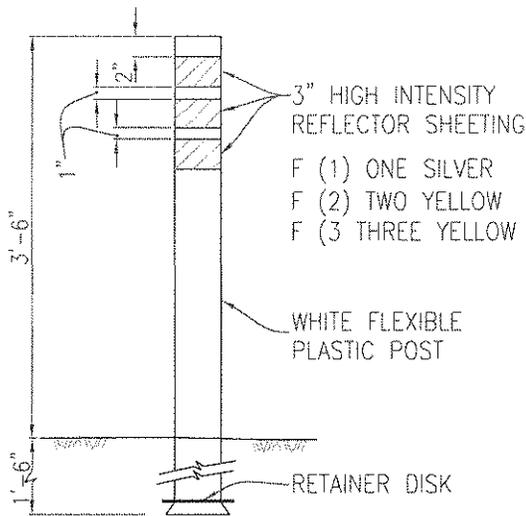
1. TYPICAL TRANSITION SHOWN FOR INDUSTRIAL, LOCAL AND COLLECTOR STREETS. SECONDARY AND LARGER STREETS MAY REQUIRE PAINTED ARROWS, ADVANCE WARNING SIGNS, AND/OR LONGER TAPER RATIOS.
2. GUARD RAIL AS SHOWN ON STANDARD NO.235 MAY BE REQUIRED BEHIND TAPER.
3. FOR D OF 4' OR LESS, USE ONE N-1 MARKER FOR D OF 5' TO 8', USE TWO L3 MARKERS AND ONE N-1 MARKER. FOR D OF 9' TO 12', USE THREE L3 MARKERS AND TWO N-1 MARKERS. FOR D OF 13' OR MORE, L3 MARKERS AND N-1 MARKERS SHALL BE EVENLY SPACED IN A SIMILAR PATTERN AS SHOWN.
4. WHITE STRIPE AND RAISED MARKERS TO BE INSTALLED ONLY PER APPROVED PLAN AT THE DIRECTION OF THE CITY ENGINEER.
5. STRIPE LENGTH SHALL BE AS DIRECTED BY THE CITY ENGINEER.
6. DRAINAGE SHALL BE CONSIDERED FOR EACH APPLICATION.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
	PAVEMENT TRANSITION	
1	APPROVED BY: <i>Dominic C. Milano</i>	238
2	DOMINIC C. MILANO - CITY ENGINEER	
3	DATE: 6/2/04	
4	R.C.E. NO. 27172	



GUIDE MARKER
TYPE F (1)

CLEARANCE MARKER
TYPE L(2) AND L(3)



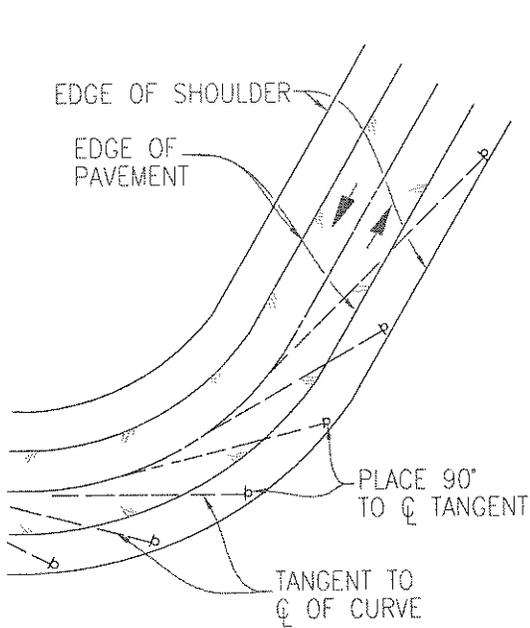
ISLAND NOSE MARKER

NOTES:

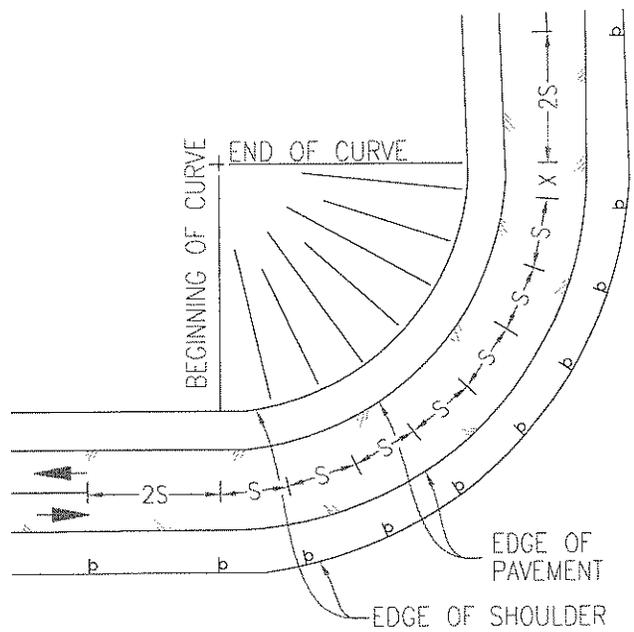
1. PLASTIC MARKERS MAY BE USED WHERE APPROVED BY THE CITY ENGINEER.

ALTERNATE PLASTIC MARKER

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.		
1	MARKERS	239 1 OF 3		
2				
3			APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER	DATE: <i>6/2/04</i> R.C.E. NO. 27172
4				



CURVE PLACEMENT DETAIL

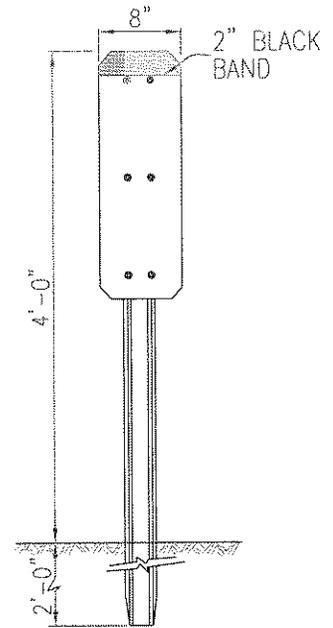


SPACING DETAIL

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

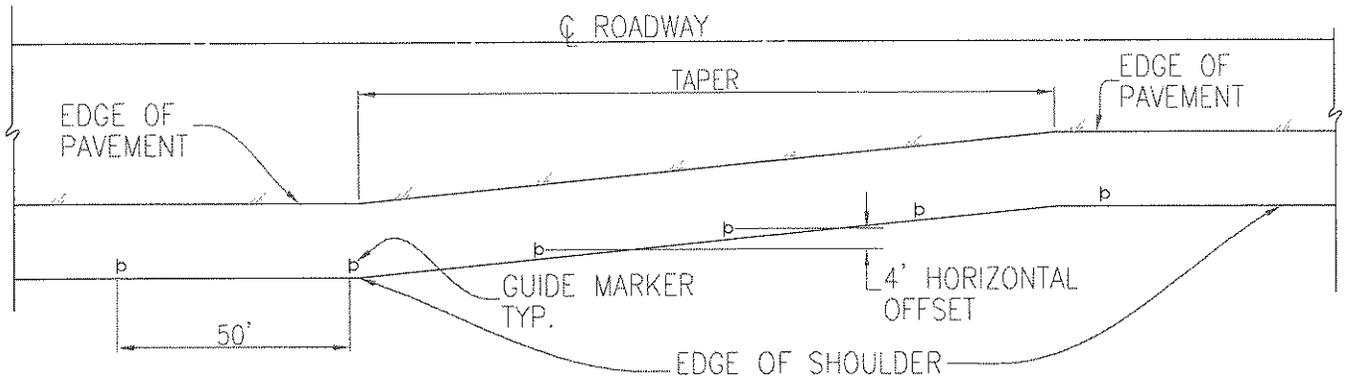
LEGEND

- S = GUIDE MARKER
SPACING, $S = 3\sqrt{R-50}$
- R = CENTERLINE
CURVE RADIUS
- X = DISTANCE REMAINING
WITHIN CURVE FROM
LAST CALCULATED
GUIDE MARKER TO
END OF CURVE. PRORATE
DISTANCE 'X' AMONG ALL
SPACINGS 'S' SO THAT
LAST GUIDE MARKER FALLS
AT THE END OF CURVE.



CULVERT MARKER

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	<p>MARKERS</p> <p>APPROVED BY: <i>Dominic C. Milano</i> DOMINIC C. MILANO - CITY ENGINEER</p> <p>DATE: <i>6/2/04</i> R.C.E. NO. 27172</p>	<p>239</p> <p>2 OF 3</p>
2		
3		
4		



TAPER PLACEMENT DETAIL

GUIDE MARKER F-1

1. ON ROADWAY CURVES OF LESS THAN 2000-FOOT RADIUS, PLACE AS PER TABLE.
2. ON SHOULDERS ON TANGENTS WHERE THE FILL HEIGHT EXCEEDS 6 FEET, PLACE AT 300-FOOT INTERVALS.
3. ON PAVEMENT OR ROADWAY TAPERS, PLACE FOR 4-FOOT HORIZONTAL OFFSET.

CLEARANCE MARKER L-2

1. USED ON SHARP OR SUBSTANDARD CURVES.
2. ON DETOURS.
3. FOR OTHER SPECIAL DELINEATION.

CLEARANCE MARKER L-3

1. ALONG PEDESTRIAN PATHS OR BIKE WAYS FOR SEPARATION FROM VEHICULAR TRAFFIC.
2. FOR OBSTRUCTION LESS THAN 8 FEET FROM THE EDGE OF PAVEMENT, INCLUDING BRIDGE ABUTMENTS.

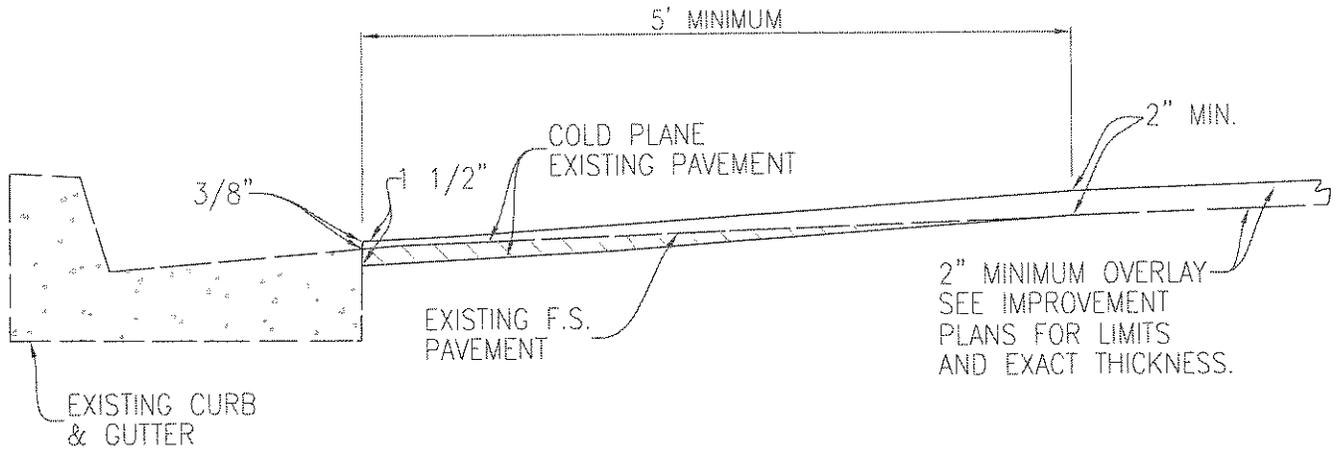
ISLAND NOSE MARKER

1. IN THE FAR NOSE OF MEDIAN ISLANDS AT OPENINGS AND INTERSECTIONS.
2. FACING APPROACHING TRAFFIC AT THE POINTS OF ISLANDS FORMING RIGHT TURN LANES.
3. WHERE TRAFFIC DIVIDES AND MAY PROPERLY GO TO EITHER SIDE OF AN ISLAND.

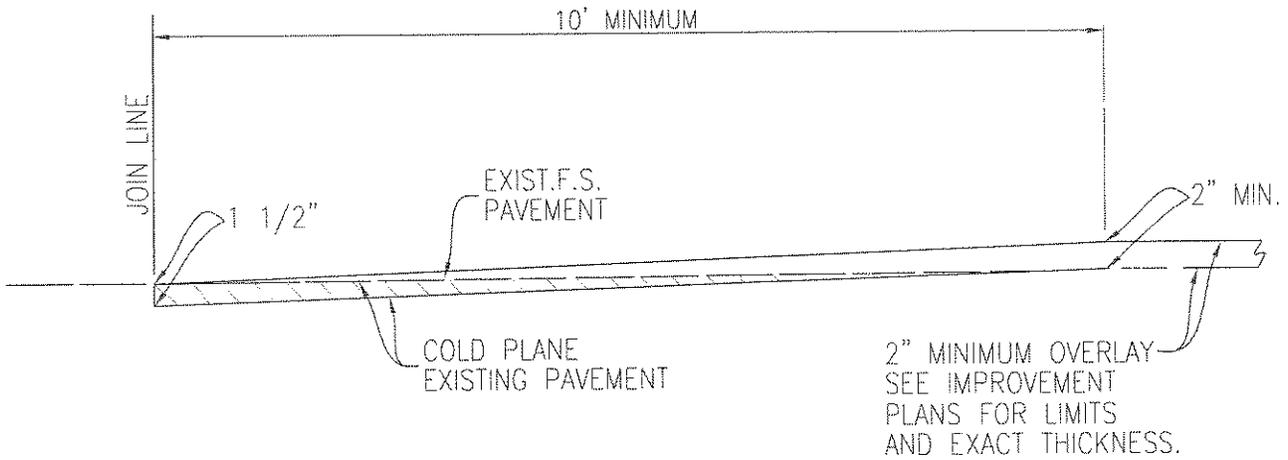
CULVERT MARKER

1. LOCATE AT EDGE OF SHOULDER OPPOSITE THE END OF CULVERT.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	MARKERS	
2		
3	APPROVED BY: DATE: <u>6/2/04</u>	239
4	DOMINIC C. MILANO - CITY ENGINEER R.C.E. NO. 27172	3 OF 3



TYPE I



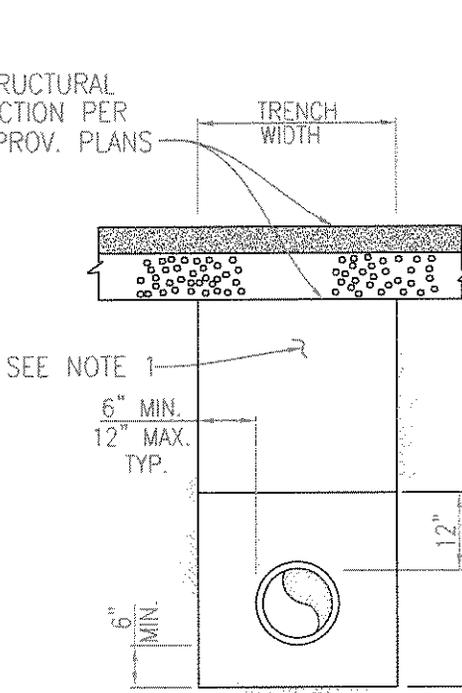
TYPE II

NOTES:

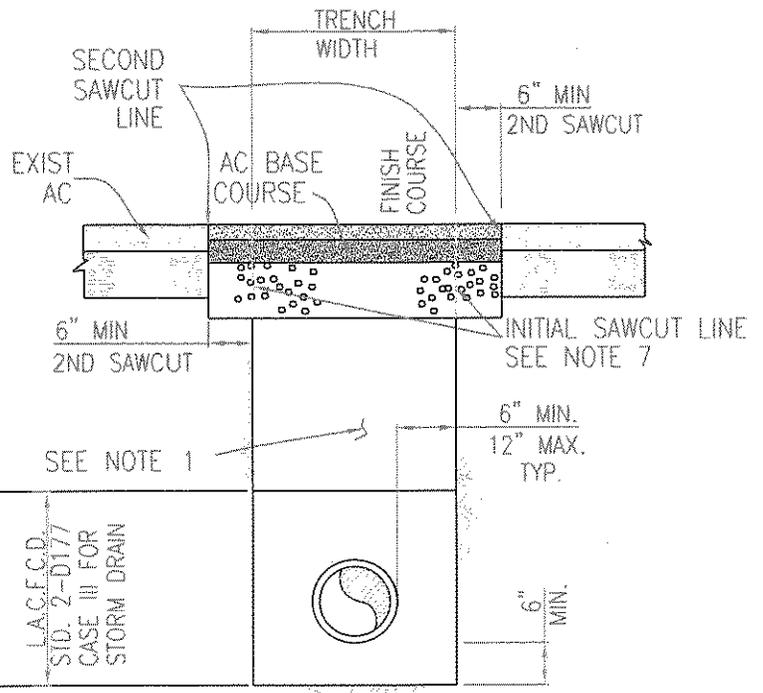
1. EXACT LOCATION, DIMENSION AND LIMITS OF COLD PLANING TO BE SHOWN ON IMPROVEMENT PLANS.
2. CITY ENGINEER MAY REQUIRE WIDER OR THICKER COLD PLANING DUE TO FIELD CONDITIONS.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO
①	PAVEMENT COLD PLANING	
②		
③	APPROVED BY: 	DATE: <u>6/2/04</u>
④	DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		240

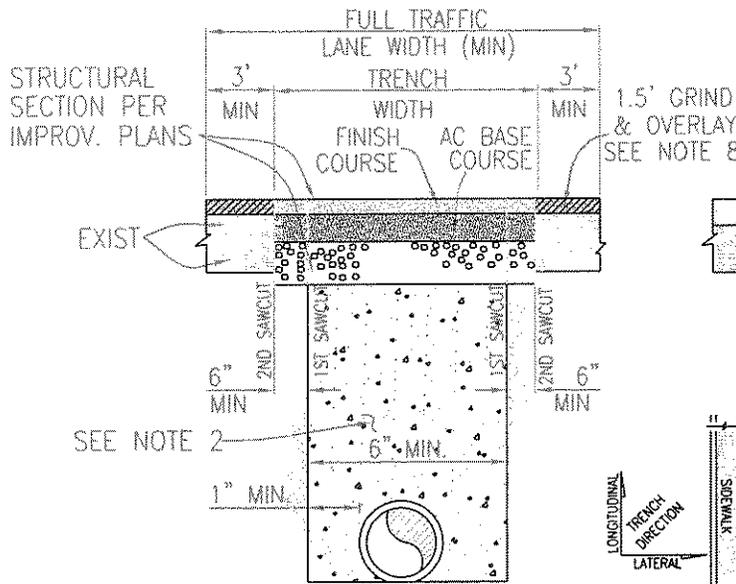
STRUCTURAL SECTION PER IMPROV. PLANS



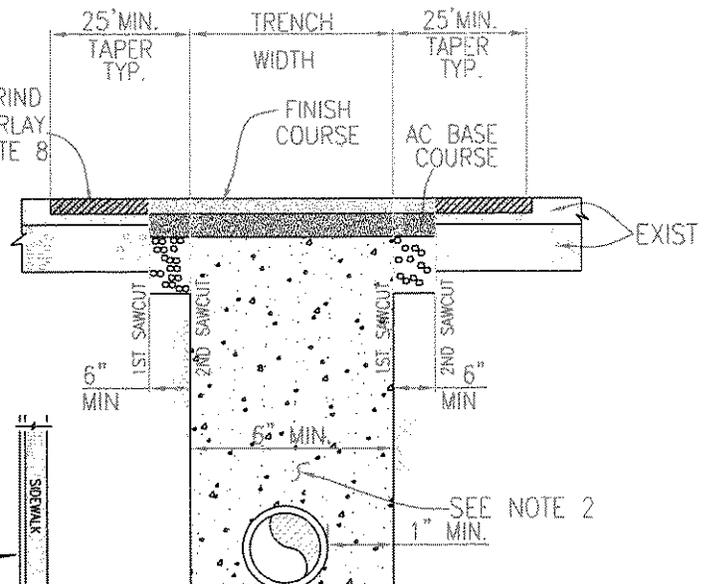
**CASE I
NEW PAVEMENT**



**CASE II
EXISTING PAVEMENT**
(ROADWAY SURFACE OVER 10 YEARS OLD)



**CASE III
EXISTING PAVEMENT**
OVERLAYED OR CONSTRUCTED WITHIN 10 YEARS
LONGITUDINAL CUT

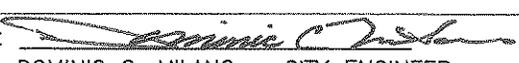


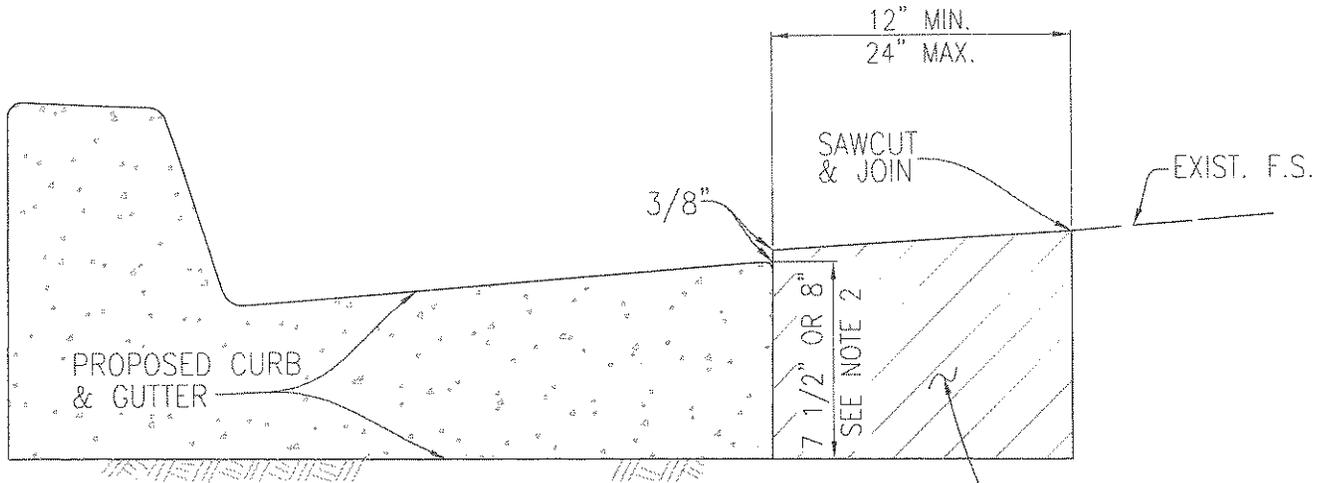
**CASE IV
EXISTING PAVEMENT**
OVERLAYED OR CONSTRUCTED WITHIN 10 YEARS
LATERAL CUT

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.		
1 4/5/06	PIPE BACKFILL IN TRENCHES	241		
2				
3			APPROVED BY: <i>Dominic C. Milano</i>	DATE: <i>4/5/06</i>
4			DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		1 OF 2		

NOTES:

1. BACKFILL SHALL BE IMPORTED SAND WITH S.E. 60 (90% RELATIVE COMPACTION) OR 1-SACK SAND CEMENT SLURRY.
2. IN EXISTING PAVEMENT, THE REPLACEMENT SECTION SHALL BE THE EXISTING PLUS 1" A.C. THE CONTRACTOR HAS THE OPTION OF REPLACING CRUSHED AGGREGATE BASE WITH A.C. AT THE RATIO OF 1" A.C. FOR 2" C.A.B. P.C.C. PAVEMENT SHALL BE REPLACED IN KIND PLUS 1" WITH APPROVAL OF CITY ENGINEER. BASE COURSE AC PAVING SHALL BE B2-4000 AND FINISH COURSE AC PAVING SHALL BE AR-4000 1 1/2" THICK.
3. IF UNSUITABLE MATERIAL IS ENCOUNTERED, ADDITIONAL BEDDING MAY BE REQUIRED BY THE CITY ENGINEER.
4. THE FINISHED COURSE, AS SHOWN ON CASES II-IV SHALL BE PLACED A MINIMUM OF 30 DAYS TO A MAXIMUM OF 60 DAYS AFTER PLACEMENT OF BASE COURSE, AND SHALL BE MACHINE LAID, FOR ALL CASES WHERE THE PAVEMENT WIDTH EXCEEDS 6-FT WITH THE USE OF A SELF PROPELLED ASPHALT CONCRETE PAVING MACHINE, EXCEPT WHERE APPROVED BY CITY ENGINEER.
5. MINIMUM DESIGN COVER SHALL BE 3.5-FT FOR WATER MAINS, 6-FT FOR SANITARY SEWER AND 3-FT FOR OTHER PIPELINES.
6. MINIMUM STRUCTURAL SECTION SHALL BE PER CITY STANDARDS 103 TO 109.
7. EXISTING A.C. PAVEMENT SHALL BE SAWCUT TWICE. INITIALLY TO EXCAVATE, LAY PIPE AND BACKFILL. AFTER TRENCH HAS BEEN BACKFILLED, COMPACTED AND PRIOR TO PLACEMENT OF THE STRUCTURAL SECTION OF C.A.B. AND A.C., A SECOND SAWCUT, A MINIMUM OF 6" BEYOND INITIAL SAWCUT, SHALL BE DONE.
8. IF THE LANE OR LIP OF GUTTER OR EDGE OF PAVEMENT IS WITHIN 4-FT OF THE LIMITS OF ASPHALT CONCRETE OVERLAY, THE LIMITS MAY BE EXTENDED AS DETERMIND IN THE FIELD BY THE CITY ENGINEER.
- △ 9. IF THE TRENCH IS IN PUBLIC SIDEWALK, ALL AFFECTED PANELS OF SIDEWALK MUST BE REPLACED FROM JOINT TO JOINT, OR AS DIRECTED IN THE FIELD BY THE CITY ENGINEER. REPLACED PANELS MUST BE CONSTRUCTED AS PER CITY STANDARD 207.
- △ 10. IF THE TRENCH IS IN ANY SECTION OF P.C.C. PAVEMENT SUCH AS, BUT NOT LIMITED TO, ALLEYS, CROSS GUTTERS, SPANDRELS, CURB & GUTTERS OR DRIVEWAY APPROACHES, THE NEW CONCRETE MUST BE DOWELED INTO EXISTING CONCRETE PER CITY STANDARD 225 AND FOLLOW ACCORDINGLY TO THE CITY STANDARDS PER THE TYPE OF P.C.C. REPLACEMENT BEING CONSTRUCTED.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.		
1 12/4/13	PIPE BACKFILL IN TRENCHES	241		
2				
3			APPROVED BY: 	DATE: 12/4/13
4			DOMINIC C. MILANO - CITY ENGINEER	R.C.E. NO. 27172
		2 OF 2		



EXCAVATE TO LEVEL OF BOTTOM OF CURB AND GUTTER, COMPACT SURFACE AND REPLACE WITH FULL DEPTH ASPHALT CONCRETE SEE NOTES NO. 2 & 3

NOTES

1. THE STANDARD TO BE USED ONLY WHEN REMOVING AND REPLACING CURB AND GUTTER AT THE SAME ELEVATION.
2. IF EXISTING ASPHALT PAVEMENT THICKNESS IS GREATER THAN 8 INCHES, THE FULL THICKNESS OF EXISTING ASPHALT PAVEMENT SHALL BE REMOVED AND REPLACED WITH FULL DEPTH ASPHALT CONCRETE PAVEMENT.
3. IF EXISTING AGGREGATE BASE IS ENCOUNTERED AT THE LEVEL OF THE BOTTOM OF THE CURB AND GUTTER IT SHALL BE LEFT IN PLACE AND RECOMPACTED PRIOR TO ASPHALT PLACEMENT.
4. FOR PAVEOUTS WIDER THAN 24 INCHES THE APPROPRIATE ASPHALT CONCRETE PAVEMENT OVER CRUSHED AGGREGATE STRUCTURAL SECTION SHALL BE PLACED.

REVISIONS	CITY OF SIGNAL HILL - PUBLIC WORKS DEPT.	STANDARD PLAN NO.
1	NARROW PAVEOUT	242
2		
3	APPROVED BY: <i>Dominic C. Milano</i>	
4	DATE: <i>6/2/04</i> DOMINIC C. MILANO - CITY ENGINEER R.C.E. NO. 27172	