CITY OF BLYTHE

STANDARD SPECIFICATIONS

2000

(PART A)

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CITY OF BLYTHE STANDARD SPECIFICATIONS
FOR
DESIGN AND CONSTRUCTION OF
STREETS, UTILITIES & DRAINAGE FACILITIES

FORWARD

Streets, street structure designs, structures, alleys and like improvements done within the City of Blythe shall comply with the City of Blythe General Plan, The City of Blythe Municipal Code, these City of Blythe Standard Specifications, the CALTRANS Standard Specifications, the Standard Specifications for Public Works Construction (the Green Book), and any applicable Federal Standards.

The intent of these Standards is to provide a guide relative to minimum construction standards within the City of Blythe. The logical flow of authority within the above standards occurs as follows:

1. Federal Standards.
2. CALTRANS Standard Specifications and any associated State of California design, theory or construction manual relative to street construction.
3. Standard Specifications for Public Works Construction (The Green Book) relative to water line, sanitary sewer, and storm sewer construction.
4. City of Blythe Municipal Codes.
5. City of Blythe Standard Specifications.
6. Construction Plans.
7. Detail/Shop Drawings.

Street structural designs will be based on sound engineering practice considering Traffic Index, (T.I.), geotechnical investigations, area of development, type of development and Plan Designation for the proposed street.

The Palo Verde Valley is an alluvial plain that was created by the flooding of the Colorado River until around the turn of the century when the river was diverted to the east side of the valley. There are localized pockets of clay, sandy loam, and silty sands distributed throughout the valley. Localized means that a geotechnical report representing a point on the ground may not be representative of soils that could be encountered only a few feet away.

Ground water may fluctuate as much as 2 feet throughout the year, but usually is around 8' to 12' below natural grade. Soil stabilization due to the clay and high ground water can be challenging. Contractors are advised to utilize equipment that will eliminate "pumping" of the soil. The geotechnical engineer and the geotechnical investigation shall determine minimum street structural sections. However, 6" of Class 2 base with 3" of hot mixed asphalt on a compacted sub-grade shall be a minimum street section requirement. Alleys shall be not less than 6" of base and 2 1/2" of hot mixed asphalt.

The user of these standards will find specific materials, valves, hydrants, tapping saddles, etc. that are used within the City as standard equipment. The effort to standardize these components comes about because of the lack of immediate availability of these units. The inventory kept on hand here can repair or replace these items with a minimum amount of down time and effort and the Public Works Department is not required to keep supplies on hand for every type of unit made. The "Or Equal" statement, of course, has to apply to every piece of hardware listed in these Standards; but, be aware that the City will require "or equal" to apply to every physical aspect of the particular item.

The City is committed to making a very logical and sincere effort to assist in the implementation of your design up to and through the course of Construction. We look forward to working with you on your anticipated venture here in the City of Blythe.

Adopted by City of Blythe, Resolution No. 98-548 dated APRIL 28, 1998.

Robert A. Gran
MAYOR

Charles Hull
DIRECTOR OF PUBLIC WORKS

George W. Thomas
VICE-MAYOR

DEVELOPMENT SERVICES DIRECTOR

Kenneth Kalvar
COUNCILMAN

COUNCILMAN

COUNCILMAN

MAPS AND IMPROVEMENT PLANS

I. All Parcel Maps, Tract Maps and associated Improvement Plans submitted to the City of Blythe shall include the following information:

1. Approved Tentative Map.

2. Complete hydrology calculations and map.

3. Closure calculations for all lots.

4. Updated Title Report, copy of Assessors Map, and a copy of the most recent deed. If the parcel was created before March 4,1972, provide a copy of a deed dated prior to March 4, 1972.

5. Copy of each Record of Survey, Tract or Parcel Map, which is referenced on the Final Map;

6. Copies of recorded legal descriptions and exhibits of any easements and copies of trust deed documents.

7. Copy of a current geotechnical report for the site.

8. Copy of the Conditions of Approval.

II. The Final Map must be modified to comply with the Conditions of Approval and the City of Blythe Standard Drawings. The check prints must be signed and stamped by a Licensed Engineer or Land Surveyor.

III. The improvement plans must comply with the enclosed "City of Blythe Plan Check Requirements for Street, Sewer, Water and Grading Improvement Plans."

IV. The enclosed "General Notes" must appear on the appropriate Grading, Street, Sewer and Water sheets.

V. The enclosed "City of Blythe -- Public and Private Improvements Construction Estimate Schedule" must be completed.

VI All elevations must be tied to the City Benchmark System, copies of which are available at the office of the Public Works Department.

VII. Written permission must be obtained from the Palo Verde Irrigation District by the City to discharge stormwater into any canal. A written request to the City asking them to initiate discussions with PVID must accompany the plans.

VIII. A minimum 10-ft. wide utility easement shall be provided at the end of each cul-de-sac.

IX. Existing topography and proposed grades with associated cross sections, outlet structures and hydraulic analysis must also be provided relative to all proposed stormwater facilities.

Please note that the above enumerated requirements are consistent with all recently completed tracts within the City of Blythe and their implementation has resulted in a much more efficient, cost effective and orderly plan check process and in a constructed infrastructure of a quality acceptable to the City. Should questions arise concerning any of the items, please contact us. We stand ready to proceed with an expeditious plan check as soon as all of the above materials are submitted.

PLAN CHECK REQUIREMENTS FOR STREET, SEWER, WATER & GRADING IMPROVEMENT PLANS

I. PREPARATION OF SHEETS:

_____1. All sheets must be drawn or 24"x36" inked mylar or chronoflex using black or opaque ink.

_____2. All work must be clearly reproducible. Special care shall be made to insure that lettering density and background density is uniform on each sheet to insure even contrast throughout the sheet.

_____3. Minimum letter size shall be 0.08 inches in height and minimum line weight shall be "0" (Leroy pen). Letter spacing shall be no less than ¼ of the letter height used. Cursive writing shall not be used except for signatures.

_____4. Self-adhesive or add on labels and certificates that are not permanent are not acceptable on the final plans.

_____5. Color shading shall be selectively used. Do not use dark tones.

_____6. Use details liberally.

_____7. Each plan submittal must be accompanied by a drainage study or sufficient evidence shall be presented to justify the omission of a drainage study.

_____8. Six (6) blue-line copies must be submitted for first plan check. For subsequent plan checks, three (3) blueline copies and the previous check prints are required. If previous check prints are not returned, the plans will not be plan checked.

_____9. Plans must be signed (wet stamped) by a registered California Civil Engineer. Unsigned plans will not be accepted for plan checking. The subdivider name and address shall appear in a box similar to the Engineer's on the title page. A separate, similar box will be provided on the title page which indicates the approval of: (a) Director of Public Works (b) Director of Development Services (c) Engineer for the City.

_____10. Structural calculations must be submitted with plans for a retaining wall, R.C.B. or bridge, unless the structure is taken from the State Department of Transportation Standard Plans. If taken from the State Standards, call out designation of State Standards used.

_____11. Separate sheets for street plans and sewer & water plans. A single composite sheet showing all utilities and street lighting shall be submitted to avoid conflicts between sewer, stormdrain, water, electrical, telephone, television, and gas conduits and related appurtenances.

II. TITLE SHEET

A. INDEX MAP & FLOW CHART:

_____1. Street names shown thereon with lot lines and numbers.

_____2. Identify private streets (by symbol or note).

_____3. Direction of water flow in street.

_____4. Points of entry and exit of present water referenced for same.

_____5. Sheet reference.

_____6. North arrow.

_____7. Scale.

1. VICINITY MAP

_____1. Project site in relation to streets and highways within a half-mile radius.

_____2. Area of project should be shaded or cross-hatched.

_____3. Scale.

C. TITLE BLOCK:

_____1. Case number (C.U.P., Tract or Parcel)

_____2. Registered Civil Engineer's signature, number and license expiration date.

_____3. Developer's name and phone number.

_____4. Date plans prepared.

_____5. Scale on plans.

_____6. Revision block.

_____7. Approval blocks: Director of Public Works, Director of Development Services, and Engineer for the City.

_____8. Benchmark description

D. GENERAL NOTES AND SPECIAL PROVISION NOTES

_____1. Street (See Attached)

_____2. Sewer (See Attached)

_____3. Water (See Attached)

_____4. Grading (See Attached)

E. TYPICAL SECTIONS

_____1. Dimension of right-of-way, pavement and parkway.

_____2. Aggregate Base thickness per geotechnical engineer report.

_____3. Asphalt concrete pavement thickness per geotechnical engineer's report.

_____4. Curb and gutter sections and width.

_____5. Sidewalk sections and width.

_____6. Percent cross fall.

_____7. Slopes to adjacent property lines.

_____8. Supplemental cross sections required for different width, structural sections, half street, etc.

_____9. Show to scale as approved at Project Review Committee Meeting.

_____10. Reference to appropriate City of Blythe Standards

F. ESTIMATE 0F QUANTITIES AND CONSTRUCTION NOTES

_____1. Street.

_____2. Sewer.

_____3. Water.

_____4. Storm Drain.

_____5. Grading.

G. LEGEND (IF ANY)

H. DETAILS (IF ANY)

III. PLAN AND PROFILE SHEETS:

A. PLAN:

_____1. North Arrow. Point up or to the right.
_____2. Stationing shall increase to the North or to the East.
_____3. Centerline stationing shown on plans.
_____4. Stationing at intersections with equations. (if any)
_____5. Stationing of all EC's and BC's along centerline.
_____6. Curve data of every curve
_____7. Stationing of end of improvements.
_____8. Stationing of end of curb and gutter, and curb.
_____9. Scale, as approved at Project Review Committee meeting.
_____10. Names of all streets shown on each sheet
_____11. Bearings of all streets shown on each sheet and basis of bearing.
_____12. Curb return data (delta, tangent, radius & length).
_____13. T.C. & flow line of all BCR's and ECR's, with radius greater than 10 feet.
_____14. Flow line elevations on Points of Intersection of Grades (P.I.G.).
_____15. Lot lines
_____16. Lot numbers.
_____17. Note connections to existing improvements with elevations.
_____18. Stopping site distances adequate for design speed.
_____19. Lengths and stationing of transitional and/or super-elevations. (5:1 minimum for tapers, 10:1 construction taper for Arterial Streets). Check transitional paved sections for drainage control.
_____20. Show improvements to be constructed with solid lines. Existing improvements to be shown with dashed lines.
_____21. Limits of different types of curbs (if any).
_____22. Show existing power poles, pipe lines, irrigation lines, trees, gas lines, cable lines, drain lines, etc.
_____23. Specifications notes and details, if different from City of Blythe Improvement Standards.
_____24. Slope and drainage easements. Easements are required for any grading required beyond tract boundaries (especially on stub-end streets) and for slopes extending beyond property lines.
_____25. Straight saw cuts when meeting existing pavements are required.
_____26. Driveway approaches that are being installed shall show the centerline stationing of all driveway approaches.
_____27. Number all drawings as follows: Sheet _____ of _____. Do not use letters.
_____28. When utility poles are to be relocated, show the location "from" and "to" on plans and not utility pole number.
_____29. Show tract boundaries and numbers for proposed and existing tracts. (Show City-County boundaries)

_____30. Match lines clearly shown and referenced.

_____31. Provide enough dimensions on plans to complete construction staking without use of scale in the field.

_____32. Provide inverts and clearance distances at all utility crossings.

_____33. Specify City Standard detail numbers for all applicable details.

B. PROFILE:

_____1. Horizontal and vertical scales (1"=40'H. and 1"=4'V; 1"=30H, 1"=3'V; 1"=20'H, 1"=2'V)
_____2. Profile of centerline of existing streets or ground line (dashed). Show existing grades at every 25'.
_____3. Proposed centerline grade (heavy solid line).
_____4. Property or improvement line profiles: Both sides if full improvement (dashed).
_____5. Proposed top of curb/flow line grades (heavy solid line).
_____6. If curbs are variable height, finish gutter grade.
_____7. Label all grade lines and profiles: show percent of grade on centerline and curb lines.
_____8. Stations and elevations at beginning and end of improvement.
_____9. P. I. Stations with elevations.
_____10. Elevations every 25' on vertical curves.
_____11. Elevations and stationing at all grade breaks.
_____12. Elevations and stationing at all equations, both sides if curved.
_____13. Extend profiles beyond end of improvement as necessary to justify grade (minimum of 200 ft.); if new road intersects existing street, show profiles on existing street.
_____14. At drainage easements show profile for grading out to drain, until daylight.
_____15. Indicate length of curb returns or show to true scale.
_____16. Stationing at bottom of profile.
_____17. Names and stationing at intersections
_____18. Minimum grade of cross gutters.
_____19. Use vertical curves for all grade breaks.
_____20. Minimum fall around curb returns.
_____21. Profile of all ditches or piped drainage.
_____22. Design speed for all vertical curves.
_____23. Maximum street grade of 8% and minimum of 0.20% unless otherwise approved by the Director of Public Works.

IV. SIGNING, STRIPING, & TRAFFIC SIGNAL PLANS (IF REQUIRED):

_____1. Signing.
_____2. Striping.
_____3. Traffic Signal.
_____4. Mark fire hydrants with blue reflective markers in the street.

V. DESIGN CHECK LIST

____1. Horizontal and vertical alignment properly designed; i.e., design speed correct for arterial highways (minimum vertical curve length equals 200').
____2. Arterial and collector highways built to acceptable highway standards. All median improvements and signing clearly marked and called out.
____3. Check crossfall of streets; i.e., agreement with typical sections.
____4. Compatibility of existing and future construction in area; i.e., profile can be joined by other developments in future without hardships imposed on these developments.
____5. City of Blythe Standards and the State Highway Design Manual shall be used for design criteria.

VI. HYDROLOGY MAP:

____1. Show all q's (with time of concentration) flowing in the streets. Designate Q10 and Q100. If one side of street carries more q than the other side, show it.
____2. Show all crossover Q's and when they occur.
____3. Show all street flow confluences and their calculations.
____4. Show all Q's approaching, entering and carried over from catch basins.
____5. Identify all catch basins by numbers or letters.
____6. Show length, width, top and inverts of all catch basins.
____7. Provide separate sheet showing street capacity and momentum calculations of all critical locations. Identify these locations.
____8. On Hydrology Map, show the locations where street capacity and momentum calculations were made in (7) above.
____9. Identify all main storm drain lines and each connector line by number or letter. Do this on Street Plans also.
____10. Show and verify with legible contours or other adequate means, all Q's entering your tract. If previous studies were used, reference.
____11. Show all Q's leaving your tract. Include their time of concentration.
____12. Show North arrow and scale.
____13. Show names or some other designation for all streets in and around your tract.
____14. Show the tract number.
____15. Show name and phone number of the Engineer who performed the Hydrology Study
____16. Show all storm drains, their sizes, Q's and time of concentration. Distinguish between Q10 and Q100.
____17. Repeat (16) above for parkway culverts.

VII. HYDRAULIC CALCULATIONS:'

____1. All storm drains will show the hydraulic grade line plotted on the Improvement Plans. Show all water surface elevations and the top of curb elevations at catch basins.
____2. All hydraulic data will be shown on the Improvement Plans.
____3. Begin all hydraulic grade line calculations at the downstream end of a system and proceed upstream to the catch basin or other intake facility.
____4. Calculations must proceed from point to point in a logical easy to follow analysis. Start with a beginning water surface that has been verified and double-checked and add losses in a systematic manner as they accrue along the pipeline. Sum these losses and show hydraulic grade line at critical points.
____5. At catch basins, show final water surface, then add 0.5' for freeboard and appropriate curb face. Compare this elevation with proposed top of curb elevation.
____6. At all junctions, show angles between the mainline storm drain and incoming laterals.
____7. Show radius on all bends and deflection angles at joints.

VIII. CATCH BASIN CALCULATIONS:

____1. Identify catch basins (on calculation sheets) by number or letter and give its location.
____2. Show all required information including type of curb, half width street section, crossfall, slope, etc. (The half width street section is the distance from crown line to front face of curb).

COMPOSITE UTILITY
PLAN REQUIREMENTS

All improvement and development plans being submitted to the City of Blythe for review and approval must be accompanied by a single sheet Composite Utility Plan.

The Composite Utility Plan must show all:

- Proposed water mains, laterals and appurtenances
- Proposed sewer mains, laterals and appurtenances
- Proposed storm drains and appurtenances
- Proposed natural gas distribution system
- Proposed electrical conduits, cables, single-structures, and appurtenances
- Proposed telephone conduits, cables, and appurtenances
- Proposed parking lot lights and all associated conduits and cables
- Proposed street lights and all associated conduits and cables
- Proposed block walls, trash enclosures, and other permanent landscape features
- Proposed streets with centerline stationing
- Proposed curbs, gutters, and sidewalks
- Existing utilities traversing and proposed project area
- Existing irrigation canal, drains, and appurtenances
- Right-of-Way lines
- All property and lot lines
- All lot numbers
- All items as required by the City of Blythe Standards and Specifications
- Composite Utility Plan Check List

COMPOSITE UTILITY
PLAN CHECK LIST

Composite utility plans submitted to the City of Blythe are expected to include the following items:

____1. Title Block with Engineer's Name, Address, and Telephone Number.
____2. Approval Block with place for City Engineer's Signature.
____3. Revision Block with place for City Engineer's Initials.
____4. Bench Mark.
____5. Estimated Quantities of Utilities.
____6. North Arrow.
____7. Pad Elevations with Finished Floor (F.F.) and Garage floor (G.F.) on House Plot.
____8. Sheets to be 24"X36" Mylar with ½" border and all work to be done in ink.
____9. Top and inverts of manholes.
____10. Inverts and clearance distances at all utility crossings.
____11. Top and inverts of manholes.
____12. Inverts, size grades and directions of flow of water, sewer and storm water pipes.
____13. Lengths, widths, top and invert grades of all catch basins.
____14. Stations or distances from centerline of all grade breaks, manholes, fire hydrants, catch basins, beginning and end of pipes including angle points and other utilities.
____15. Provide enough dimensions and grades on plan to complete construction staking without use of scale in the field.
____16. Plan shall illustrate water, sewer, storm water, electrical lines, telephone, cable TV, gas, trash enclosures, streetlights, block walls and their related underground and above ground structures.

GRADING PLAN CHECK LIST

Grading plans submitted to the City of Blythe are expected to include the following items.

____1. Title Block with Engineer's Name, Address, Telephone Number.
____2. Developer's Name, Address and Telephone Number.
____3. Soils Engineer's Name, Address and Telephone Number.
____4. Copy of Current Soils Report.
____5. Approval Block with place for City Engineer's Signature.
____6. Revision Block with place for City Engineer's Initials.
____7. Bench Mark.
____8. Vicinity Map.
____9. List of Utility Companies, their representatives, a phone number and a note to have contractor contract "Underground Service Alert" 48 hours prior to beginning work.

____10. City of Blythe Standard Grading Notes (see attached).
____11. Special Grading Notes.
____12. Estimated Quantities of Earthwork.
____13. North Arrow.
____14. Lot Numbers and Dimensions, orientations and distances from centerline of curb face.
____15. Typical Street Section
____16. Typical Rough grade Sections.
____17. Street Dimensions, including dimensions of surface stormwater carriers and their lengths.
____18. Pad Elevations with Finished Floor (F.F.) and Garage Floor (G.F.) on House Plot. Show limit of over excavation as may be required per Geotechnical Investigation.
____19. Existing Contours at 0.5' or 1' intervals and intermediate spot elevations.

____20. Bearings and Distances on Street Centerline.
____21. Bearing and Distances on boundary.
____22. Top of Curb/Flow line Elevations.
____23. Elevations of finish Grade at property line.
____24. Slope 0.5% minimum away from structure to approved drainage course
____25. Show daylight lines for finish grade.
____26. Rate of grade for streets.
____27. Direction of Flow for all drainage on streets and property.
____28. Proposed walls to show Top of Footing and Top of Wall elevations.
____29. Existing elevations at all Joints (T.C., E.P., F.S. and extension of lot lines).
____30. Sheets to be 24" X 36" Mylar with ½" border and all work to be done in ink.

GENERAL NOTES

GRADING PLANS

1. All work shall be completed in accordance with the standard details and specifications of the City of Blythe. All standard details and specifications are available at the Public Works Office, 440 South Main Street, Blythe, California. In addition, all work shall conform to the "CALTRANS Standard Specifications" (Latest Edition).

2. The Contractor shall contact Underground Service Alert at **1-800-227-2600** at least 48 hours prior to any construction.

3. The Contractor shall provide a "Traffic Control and Worker Protection Plan", prepared in accordance with CALTRANS Division of Maintenance -Chapter 8 (Protection of Workers), when working in a dedicated Right-of-Way (R/W). The 'Plan' shall be submitted to and be approved by the City of Blythe-Department of Public Works seven (7) days prior to any work in the R/W. The Contractor shall provide all lights, signs, barricades, flagmen or other devices necessary to provide for worker and public safety. All traffic control and safety devices must be onsite, inspected and approved prior to the commencement of any work. The Contractor shall keep all control and safety devices in proper position and working order at ALL times.

4. The Contractor shall provide for ingress and egress for private property adjacent to the work throughout the period of construction,

5. The Contractor shall complete all work in strict accordance with the requirements of the preliminary geotechnical investigation and report.

6. The site shall be wet down as necessary during construction to eliminate dust generation.

7. Any dirt, dust, or mud, either tracked off site by equipment or blown into adjacent City streets will be cleaned up daily by the responsible Contractor.

8. The location of existing utilities are shown in an approximate way only. The Contractor shall determine the exact location of all existing utilities before commencing work. The Contractor shall be fully responsible for any and all damages which might be occasioned by the failure to exactly locate and preserve any and all underground utilities,

9. All grading shall comply with Chapter 70 of the Uniform Building Code, latest edition. (Except that minimum grade for swales = 0.50%.)

10. The Contractor shall arrange for all inspections within the City of Blythe with a minimum of 24 hours advance notice. When the Contractor is not present at the inspection appointment site and/or the work is not ready for inspection within fifteen (15) minutes of the appointed time, a reinspection appointment

shall be scheduled. The Contractor/Developer may be assessed an amount equal to the Inspector's cost to the City for one payroll hour for each reinspection.

11. All site grading shall be finished to the elevations, lines and grades shown on the plans. All finished grades shall be within 0.10 foot of plan grade.

12. A minimum of six compaction tests per block of street shall be provided at the Contractor's expense at the discretion of the City for each of the following: each of the utility trenches installed, subgrade, subbase, base and finished A.C.

13. During grading operations, the Contractor shall be responsible for selecting equipment that will not cause "pumping" of the soil due to the depth of groundwater prior to construction.

14. The Contractor shall be licensed by the State of California, have a City Business License and shall file a Certificate of Workmens' compensation with the City of Blythe prior to the start of construction.

15. A list of all subcontractors shall be provided by the General Contractor to the City Building Department.

16. Any street closures to be done during the course of construction will be done solely by the responsible Contractor, in coordination with and with the approval of the Blythe Public Works Department. A minimum notice of 48 hours shall be provided to the public and affected agencies. (School, Police, Fire, PVID, Etc.)

17. No open trenches will be permitted overnight without the Director of Public Works or his agent's approval.

18. Planned water outages shall be coordinated with the Blythe Public Works Department one-week prior to shut down.

19. The Contractor shall maintain an "AS-BUILT" set of plans at the job site. These plans must be kept in good condition, reflect ALL changes of the project from the approved plans in red ink and be updated daily. At the conclusion of the project, the Contractor shall furnish the City with one complete set of the "AS-BUILT" plans and the Developer shall cause the Design Engineer to record ALL changes on the Original Plans prior to furnishing them to the City. Final approval of the project shall NOT be granted until the provisions of this requirement have been met.

20. A Pre-construction meeting shall be conducted with the Public Works Director and his associates at least 48 hours prior to the commencement of construction activities.

GENERAL NOTES

STREET CONSTRUCTION

1. All work shall be completed in accordance with the Standard Details and Specifications of the City of Blythe; all standard details and specifications are available at the Public Works Office, 440 South Main Street, Blythe California. In addition, work shall conform to CALTRANS Standard Specifications (latest edition).

2. The Contractor agrees to assume sole and complete responsibility for job site conditions during the course of construction of this project, including the safety of all persons and property. This requirement shall apply continuously and shall not be limited to normal working hours. The Contractor shall defend, indemnify and hold the City of Blythe harmless from any and all liability, real or alleged, in connection with the performance of work on this project.

3 The Contractor shall provide a "Traffic Control and Worker Protection Plan", prepared in accordance with CALTRANS Division of Maintenance -Chapter 8 (Protection of Workers), when working in a dedicated Right-of-Way (R/W). The 'Plan' shall be submitted to and be approved by the City of Blythe-Department of Public Works seven (7) days prior to any work in the R/W. The Contractor shall provide all lights, signs, barricades, flagmen or other devices necessary to provide for public safety. All traffic control and safety devices must be onsite, inspected and approved prior to the commencement of any work. The Contractor shall keep all control and safety devices in proper position and working order at ALL times. If at any time the City representative determines that the "Traffic Control and Worker Protection Plan" and the control measures and safety devices do not adequately protect the workers and insure the public safety, all work shall immediately cease and shall not resume until the deficiencies have been corrected.

4. The Contractor shall provide for ingress and egress from and to private property adjacent to the work throughout the period of construction.

5. The location of existing utilities are shown in an approximate way only. The Contractor shall determine the exact location of all existing utilities before commencing work. The Contractor shall be fully responsible for any and all damages, which might be occasioned by the failure to exactly locate and preserve any and all underground utilities.

6. The flowline of all curb, gutter and ribbon gutter shall be water tested before acceptance of the project. Curb extruding machines may be allowed in accordance with CALTRANS Standard Specifications Section 73-1.05 B.

7. The Contractor shall arrange for all inspections within the City of Blythe with a minimum of 24 hours advance notice. When the Contractor is not present at the inspection appointment site and/or the work is not ready for inspection within fifteen (15) minutes of the appointed time, a reinspection appointment shall be scheduled. The Contractor/Developer may be assessed an amount equal to the inspector's cost to the City for one payroll hour for each reinspection.

8. Subgrade elevation for streets shall not project above design elevations. The finished surface of the aggregate base course shall be within 0.02' feet of design elevations. Subgrade shall be compacted to 90% - ASTM – D-1557-91 or ASTM – D-2922 CLLT aggregate base course shall be compacted to 95% ASTM – D-1557-91, or ASTM – D-2922.

9. The asphaltic concrete thickness shall not be less than 0.25 inches of design thickness. A minimum of "3" 3-inch minimum diameter cores may be required to be obtained by the Contractor from each block of street, measured for thickness and density, 95% maximum density per ASTM D - 1559 - 91 - 50 blow required, at the discretion of the City.

10. A minimum of six compaction tests per block of street shall be provided at the Contractor's expense, at the discretion of the City, to verify compaction of: native subgrade, aggregate base course, each utility trench and curb and gutter subgrade.

11 Construction materials for streets, curbs, gutters, and sidewalks shall conform to the State of California, Department of Transportation Standard Specifications (latest edition) and the City of Blythe Standard Specifications.

12. Materials certifications and any mix designs required for concrete or asphaltic concrete work shall be submitted to the City of Blythe for approval 2 weeks prior to use on the project.

13. All asphalt concrete 3 inches or greater in thickness shall be constructed in two (2) courses, one base course and one surface course. The surface course shall be a minimum thickness of twelve hundredths of one foot (0.12'), and a maximum of twenty-five hundredths of one foot (0.25'). 95% maximum density per ASTM D - 1559 - 91 - 50 BLOW Required.

14. Asphalt concrete mixed and placed in the City of Blythe shall comply with State of California CALTRANS Standard Specification, current edition. Hot, plant mixed material shall be of the size, 3/4" medium-maximum to 3/8" max., Type A, B, or Open Graded aggregate blended with either AR4000, or AR8000 Steam Refined Paving Asphalts, as defined in Section 92, "Asphalts" and Section 39 "Asphalt Concrete". AR8000 viscosity grade asphalt is recommended for parking lot construction.

15. Hot mixed asphalt only will be placed within the City of Blythe with a floating, heated screed, laydown machine, in accordance with Sections 39-6.01 and -6.02. The method of compaction, and the equipment used for that

compaction will comply with Sections 39-5.02 and 39-6.03, CALTRANS Standard Specifications. Compaction of Asphalt pavement shall be 95% minimum as determined by ASTM 50 Blow Marshal Test. Prime coat for base and fog seal coat for final paving shall be applied at the discretion of the Public Works Director.

16. Pavement signage, paint, and striping will be painted in accordance with the manufacturers recommendations in two (2) coats with 30-day cure time between coats.

17. The Contractor shall maintain an "AS-BUILT" set of plans at the job site. These plans must be kept in good condition, reflect ALL changes of the project from the approved plans in red ink and be updated daily. At the conclusion of the project, the Contractor shall furnish the City with one complete set of the "AS-BUILT" plans and the Developer shall cause the Design Engineer to record ALL changes on the Original Plans prior to furnishing them to the City. Final approval of the project will NOT be granted until the provisions of this requirement have been met.

18. A Pre-construction meeting shall be conducted with the Public Works Director and his associates at least 48 hours prior to the commencement of the construction activities.

GENERAL NOTES

SEWER AND STORM DRAIN CONSTRUCTION

1. All work shall be completed in accordance with the City of Blythe Standard Specifications and Details; all Standard Details and Specifications are available at the Public Works Office, 440 S. Main Street, Blythe, California. Work shall conform with the Standard Specification for Public Works Construction (latest edition).

2. The Contractor shall contact Underground Service Alert at **1-800-227-2600** at least 48 hours prior to any construction.

3. The Contractor agrees to assume sole and complete responsibility for job site conditions during the course of construction of this project including the safety of all persons and property. This requirement shall apply continuously and shall not be limited to normal working hours. The Contractor shall defend, indemnify and hold the City of Blythe harmless from any and all liability, real or alleged, in connection with the performance of work on this project.

4. The Contractor shall provide a "Traffic Control and Worker Protection Plan", prepared in accordance with CALTRANS Division of Maintenance -Chapter 8 (Protection of Workers), when working in a dedicated Right-of-Way (R/W). The 'Plan' shall be submitted to and be approved by the City of Blythe-Department of Public Works seven (7) days prior to any work in the R/W. The Contractor shall provide all lights, signs, barricades, flagmen or other devices necessary to provide for public safety. All traffic control and safety devices must be onsite, inspected and approved prior to the commencement of any work. The Contractor shall keep all control and safety devices in proper position and working order at ALL times. If at any time the City representative determines that the "Traffic Control and Worker Protection Plan" and the control measures and safety devices do not adequately protect the workers and insure the public safety, all work shall immediately cease and shall not resume until the deficiencies have been corrected.

5. The Contractor shall provide for ingress and egress from and to private property adjacent to the work throughout the period of construction.

6. The location of existing utilities are shown in an approximate way only. The Contractor shall determine the exact location of all existing utilities before commencing work. The Contractor shall be fully responsible for any and all damages which might be occasioned by the failure to exactly locate and preserve any and all underground utilities.

7. An approved cleaning tool shall be pulled through all pipes during the progress of their assembly to remove dirt, rocks or other foreign materials. All pipe shall be laid on a dry, firm and unyielding bed.

8. The Contractor shall arrange for all inspections within the City of Blythe with a minimum of 24 hours advance notice. When the Contractor is not present at the inspection appointment site and/or the work is not ready for inspection within fifteen (15) minutes of the appointed time, a reinspection appointment shall be scheduled. The Contractor/Developer may be assessed an amount equal to the inspector's cost to the City for one payroll hour for each reinspection.

9. A minimum of 3 compaction tests per 200 lineal feet of trench shall be provided at the Contractor's expense to verify compaction of trench backfill material and aggregate base course of each utility trench.

10. All gravity flow pipelines (sewers, storm drain, etc.) materials construction methods and testing shall conform to the City of Blythe Standard Specifications and Details and the Standard Specifications for Public Works Construction ("Green Book") latest edition. All gravity flow pipelines shall be installed within 0.02' +/- design elevation.

11. All sewer pipes shall be air pressure tested in accordance with section 306-1.4.4 of the "Green Book - 2000."

12. Mark each sewer lateral on top of curb with an "S".

13. Basic separation requirements for water and sewer mains and laterals shall be observed as directed by the California Dept. of Health Services Standards and the City of Blythe Standards.

14. All sewer mains and laterals in the public right-of-way shall have a four-inch wide magnetic locator tape marked " CAUTION-SEWER LINE BELOW' placed above the pipe at six-inches below subgrade.

15. The Contractor shall maintain an "AS-BUILT" set of plans at the job site. These plans must be kept in good condition, reflect ALL changes of the project from the approved plans in red ink and be updated daily. At the conclusion of the project, the Contractor shall furnish the City with one complete set of the "AS-BUILT" plans and the developer shall cause the Design Engineer to record ALL changes on the Original Plans prior to furnishing them to the City. Final approval of the project will NOT be granted until the provisions of this requirement have been met.

16. The Contractor shall furnish a complete set of "Cut Sheets" for sewer construction to the City of Blythe a minimum of 24 hours prior to the start of excavation.

17. A Pre-construction meeting shall be conducted with Public Works Director and his associates at least 48 prior to the commencement of the construction activities.

18. Sewer manholes shall not exceed 300' on center.

19. No more than two (2) service laterals may be installed in a sewer main line between an end of line clean out and the next down stream manhole.

20. Storm drain manholes shall not exceed 300' on center.

GENERAL NOTES

WATER CONSTRUCTION

1. All work shall be completed in accordance with the City of Blythe Standard Specifications and Details. All standard details and specifications are available at the Public Works Office, 440 S. Main Street, Blythe, CA. In addition, work shall conform to the Standard Specifications for Public Works Construction (Green Book) latest edition and the Standards of the AWWA.

2. The Contractor shall contact Underground Service Alert at **1-800-227-2600** a minimum of 48 hours prior to any construction.

3. The Contractor agrees to assume sole and complete responsibility for job site conditions during the course of construction of this project including the safety of all persons and property. This requirement shall apply continuously and shall not be limited to normal working hours. The Contractor shall defend, indemnify and hold the City of Blythe harmless from any and all liability, real or alleged, in connection with the performance of work on this project.

4. The Contractor shall provide a "Traffic Control and Worker Protection Plan", prepared in accordance with CALTRANS Division of Maintenance -Chapter 8 (Protection of Workers), when working in a dedicated Right-of-Way (R/W). The 'Plan' shall be submitted to and be approved by the City of Blythe-Department of Public Works seven (7) days prior to any work in the R/W. The Contractor shall provide all lights, signs, barricades, flagmen or other devices necessary to provide for public safety. All traffic control and safety devices must be onsite, inspected and approved prior to the commencement of any work. The Contractor shall keep all control and safety devices in proper position and working order at ALL times. If at any time the City representative determines that the "Traffic Control and Worker Protection Plan" and the control measures and safety devices do not adequately protect the workers and insure the public safety, all work shall immediately cease and shall not resume until the deficiencies have been corrected.

5. The Contractor shall provide for ingress and egress from and to private property adjacent to the work throughout the period of construction.

6. The location of existing utilities are shown in an approximate way only. The Contractor shall determine the exact location of all existing utilities before commencing work. The Contractor shall be fully responsible for any and all damages, which might be occasioned by the failure to exactly locate and preserve any and all underground utilities.

7. The Contractor shall arrange for all inspections within the City of Blythe with a minimum of 24 hours advance notice. When the Contractor is not present

at the inspection appointment site and/or the work is not ready for inspection within fifteen (15) minutes of the appointed time, a reinspection appointment shall be scheduled. The Contractor/Developer may be assessed an amount equal to the inspector's cost to the City for one payroll hour for each reinspection.

8. A minimum of 3 compaction tests per 200 lineal-feet of trench shall be provided at the Contractor's expense to verify compaction of trench backfill material and aggregate base course for each utility trench.

9. Minimum depth of cover shall be:
   10" inside diameter and under = 30"
   Greater than 10" inside diameter = 42"

10. Basic separation requirements for water and sewer mains and laterals will be observed as directed by California Dept. of Health Standards and City of Blythe Standards.

11. All water mains and laterals in the public right-of-way shall have a 4-inch wide magnetic locator tape marked "CAUTION-WATER LINE BELOW" placed above the pipe at 6 inches below subgrade.

12. The Contractor shall maintain an "AS-BUILT" set of plans at the job site. These plans must be kept in good condition, reflect ALL changes of the project from the approved plans in red ink and be updated daily. At the conclusion of the project, the Contractor shall furnish the City with one complete set of the "AS-BUILT" plans and the Developer shall cause the Design Engineer to record ALL changes on the Original Plans prior to furnishing them to the City. Final approval of the project will NOT be granted until the provisions of this requirement have been met.

13. All conduits and related appurtenances of water main extensions shall be pressure and leak tested in accordance with the Standard Specifications for Public Works Construction (Greenbook) Sections 306-1.4 and 306-1.4.1 (G)-(50 PSI over pressure classification) and shall comply with Section 306-1.4.5 for allowable leakage.

14. The disinfection of all extensions to existing water mains shall be accomplished in strict accordance with ANSI/AWWA C-651-92 subject to the following clarifications and exceptions:

Section 4.6 Wet trench Construction – This procedure will not be allowed.

Section 4.8 Back-flow Protection – This procedure will be required.

Section 5.3 Slug Method – This procedure will not be allowed.

Section 7.1 Second Set of Samples _ This procedure may be waived.

Section 9.0 Final Connection to Existing Water Main – The total isolation of the new water mains is required. All water distribution extensions that exceed 18 ft. in length will be considered new mains.

15. A Pre-construction meeting shall be conducted with Public Works Director and his associates at least 48 prior to the commencement of the construction activities.

16. All circulating water mains to be 8" or larger.

17. Maximum length of cul-de-sac dead end water main to be 350 feet.

18. All future points of connection shall extend minimum 20' beyond control-valve.

19. Fire hydrant assemblies to be installed 300' on center maximum.

TYPICAL PAD CERTIFICATION LETTER

CIVIL ENGINEER'S LETTERHEAD

Current Date:

Senior Bldg. Official
City of Blythe
440 S. Main St.
Blythe, Ca. 92225

Re: Pad Certification
(By site name and location address)

Dear Sir:

Please be advised the above site pad(s) have been graded and checked by our staff for compaction and elevation and have been found to be substantially in compliance with the approved grading plan and soils report for the above referenced project. Random elevation and compaction tests done on (date) revealed the following results.

BUILDING PAD	DESIGN ELEV.	ACTUAL ELEV.	COMPACTION
A	260.00	260.01	95.6%
		260.06	93.5%
		259.98	97.6%
B	260.10	260.09	91.3%
		260.05	92.5%
		261.12	92.8%
C	260.20	260.21	97.2%
		260.25	93.4%
		260.17	94.0%

Enclosed you will find the associated soil density tests conducted by (*firm if other than this Engineer's office*). The results are listed relative to the soil conditions encountered on the site, and we have found the above to be in compliance.

Closing,

PROVIDE WET STAMP AND SIGNATURE

TYPICAL UTILITY CERTIFICATION LETTER

CIVIL ENGINEER'S LETTERHEAD

Current Date:

Senior Building Official
City of Blythe
235 North Broadway
Blythe, Ca. 92225

Re: Utility Installation Certification Letter
(By site name and location address)

Dear Mr. Hull:

Please be advised the above subdivision has been checked by our staff for substantial compliance with the improvement plans for the above project. Listed below are the utility trenches by station, the top of pipe design elevation, the top of pipe actual elevation and compaction at given elevations below finished grade.

STA.	DESIGN ELEV.	ACTUAL ELEV.	UTIL.	REL. COMPACTION
10+00	260.00	260.01	SEWER	95.6% @ 3'
10+50	260.10	260.09	SEWER	
11+00	260.20	260.21	SEWER	97.2% @ 1.5'
10+00	266.50	266.35	WATER	98.0 @ 1.5'
10+50	266.60	266.35	WATER	
11+00	266.70	266.50	WATER	

Enclosed you will find the associated soil density tests conducted by *(firm if other than this Engineer's office)*. The results are listed relative to the soil conditions countered on the site, and we have found the above to be in compliance.

Closing,

PROVIDE WET STAMP AND SIGNATURE

SPECIFICATIONS FOR UNDERGROUND CONDUIT PLACEMENT WITHIN THE CITY OF BLYTHE

CABLE MARKING RIBBON. Cable marking ribbon shall be furnished and installed by the Contractor. The cable marking ribbon shall be installed above all direct-buried cable and direct-buried conduit. The ribbon shall be placed at a depth of 6-inches below sub-grade and directly above the cable or conduit. The tape shall be unaffected by soil acids or alkalis.

CROSSING UNDERGROUND STRUCTURES. Where the top of the underground pipe or structure is 4 feet below grade or deeper, the cable may pass over the structure. In cases where the conduit passes above or below an underground obstruction such as a utility line, a minimum clearance of 6 inches shall be maintained with 12-inch clearance typical.

RESTORATION OF THE RIGHT 0F-WAY. The right-of-way shall be restored as far as practical to the original condition. Slope protection and erosion control shall be in accordance with the section entitled EXCAVATION AND TRENCHING. Open trenches or pits shall be backfilled immediately after the cable is installed.

UNDERGROUND CONDUIT CROSSINGS. Where conduits are required under streets, railroads or other structures, the conduits shall be trenched, jacked or otherwise forced underneath the street, railroad or other structure or the conduit may be installed in a casing.

The casing pipe shall be installed using jacking equipment that encases the hole as the earth is removed through the interior of the casing. Boring without the concurrent installation of the casing pipe will not be permitted. The installation shall be performed in a manner that will not disrupt traffic nor damage the subgrade, and that will provide accurate alignment and grade of the pipe. There shall be no space between the earth and the outside of the casing pipe.

Before starting work on the crossing, the Contractor shall submit complete details of his proposed methods, materials and time schedule to the City of Blythe Department Works. Work shall not begin on the crossing until written notification to proceed has been obtained from the City of Blythe Department Works.

MANHOLES. Shall be of traffic grade quality as approved by the City.

EXCAVATION AND TRENCHING

SHEETING AND SHORING. The stability of previously constructed structures and facilities shall not be impaired or endangered by excavation or trenching work. Previously constructed structures and facilities include both structures and facilities existing when this construction began and structures and facilities already provided under these Specifications.

Adequate sheeting and shoring shall be provided as required to protect and maintain the stability of previously constructed structures and facilities and the sides of excavations and trenches until they are backfilled. Sheeting, bracing and shoring shall be designed and built to withstand all loads that might be caused by earth movement or pressure, and shall maintain the shape of the excavation under all circumstances.

REMOVAL OF WATER. The Contractor shall provide and maintain adequate dewatering equipment to remove and dispose of all surface and ground water entering excavations, trenches and other parts of the work. Each excavation or trench shall be kept dry during subgrade preparation and continually thereafter until the construction to be provided therein is completed to the extent that no damage from hydrostatic pressure, flotation or other cause will result.

Surface water shall be diverted or otherwise prevented from entering excavated areas or trenches to the greatest extent practicable without causing damage to adjacent property. The method of disposal shall be approved by the City.

Excavations over 8 feet in depth from existing grade elevations between the Colorado River and Rannels Drain (west of Blythe), are likely to be below the existing water table in the Valley. Soil in this area is very permeable and unstable and excavations will require stabilization and extensive dewatering procedures.

MAINTENANCE OF TRAFFIC: The Contractor shall contact the local authority having jurisdiction over traffic control and follow any rules or regulations set forth. In general, whenever it is necessary to cross, obstruct or close roads, driveways, parking areas, and walks, the Contractor shall provide and maintain suitable and safe bridges, detours or other temporary expedients at his own expense. In making open cut road crossings, the Contractor shall not block more than one-half of the road at any time and provide for two-way traffic.

The Contractor shall provide a "Traffic Control and Worker Protection Plan", prepared in accordance with CALTRANS Division of Maintenance -Chapter 8 (Protection of Workers), when working in a dedicated Right-of-Way (R/W). The 'Plan' shall be submitted to and be approved by the City of Blythe-Department of Public Works seven (7) days prior to any work in the R/W. The Contractor shall provide all lights, signs, barricades, flagmen or other devices necessary to provide for worker and public safety. All traffic control and safety devices must be onsite, inspected and approved prior to the commencement of any work. The Contractor shall keep all control and safety devices in proper position and working order at ALL times.

Where required by the drawings, the Contractor shall widen the shoulder on the opposite side of the road to facilitate traffic flow while blocking half of a road with an open cut. Temporary crushed rock surfacing shall be provided as necessary on the widened shoulders.

PROTECTION OF UNDERGROUND CONSTRUCTION. The Contractor shall locate, protect, shore, brace, support and maintain all existing underground pipes, conduits, drains and other underground construction that may be uncovered or

otherwise affected by the work.

PRESERVATION OF TREES AND NATIVE PLANTS. Trees and native plants shall be preserved and protected as much as possible. Unless specifically authorized by the City, trees and native plants shall be removed from only those areas, which will be excavated, filled or built upon. Consideration will be given to the removal of additional trees only where essential, in the opinion of the Engineer, for the effective execution of the work.

Trees and native plants left standing shall be adequately protected from permanent damage by construction operations.

STABILIZATION. Subgrades for structures and the bottom of trenches shall be firm, dense and thoroughly compacted and consolidated; shall be free from excess moisture and shall be sufficiently stable to remain firm and intact under the feet of the workmen.

Subgrades for structures and trench bottoms which are otherwise solid but which become mucky on top due to construction operations shall be reinforced with one or more layers of crushed rock or gravel.

All stabilization work shall be performed by and at the expense of the Contractor.

TESTING. The Contractor shall provide all field and laboratory testing required to determine compliance with the requirements of this section.

All laboratory testing shall be done by an independent testing laboratory acceptable to the City and retained and paid by the Contractor. Field sampling shall be done by the testing laboratory.

Field-testing shall be performed by the Contractor at locations selected by the City to determine if the materials and construction will meet the requirements of the specifications.

Compaction tests for encroachments parallel to and within a road right-of-way shall be made at a minimum of three per block or at 200 foot centers, whichever is less.

A minimum of two compaction tests shall be performed at each trench crossing at a road.

Maximum density for cohesive compacted materials shall be determined in accordance with ASTM D 1557-91. The terms "maximum density" and "optimum moisture content" shall be as defined in ASTM D 1557-91 modified by using three layers instead of five layers to obtain a compactive effort of 33,750 ft/lbs. per cu. ft. Field density of soil shall be determined by ASTM method 1556-64T.

A copy or each test result shall be promptly furnished to the City.

STRUCTURE EXCAVATION for structures shall be done to lines and elevations indicated on the drawings and to the limits required to perform the construction

work. Machine excavation shall be controlled to prevent undercutting the proper subgrade elevations and shall not be used within 3 feet of permanent structures and facilities. Only hand tools shall be used for excavation around permanent structures, facilities and underground utilities.

Prior to any construction involving jacking or boring a pipe conduit below a railroad, canal, drain, road or other structure, the Contractor shall verify the location and depths of the structure and any utilities adjacent or transverse to the jacking operation. Utilities shall be exposed to the greatest extent possible prior to the jacking operation.

Work shall be done so the construction areas will be as free as possible from obstructions and from interference with the transportation, storage or handling of materials. Excavated materials free of trash, rocks, roots and other foreign materials, and which meet the specified requirements, may be used as required for the backfills constructed under these specifications.

Vertical faces of excavations shall not be undercut to provide for extended footings.

Drainage filter material shall be placed where required by the City and shall be compacted to a degree that will permit water to pass it readily, but will not have excessive settlement later.

CONCRETE ENCASED PVC CONDUIT TRENCHING. Trenches for concrete encased PVC conduit shall be dug to lines indicated on the drawings or at other locations acceptable to the City and to the exact depth required for the proper grade of the conduits with encasement or embedment. Wherever possible, the trenches shall be excavated to permit the concrete encased PVC conduit to rest on undisturbed earth or rock. Where it is necessary to trench through backfill, the earth shall be well compacted before the concrete encased PVC conduit is installed.

All trenches shall be wide enough to provide ample room for workmen engaged in handling and installing conduits. Where it is necessary to reduce the earth load on trench banks to prevent sliding or caving, trench banks may be cut back on slopes, which shall not extend lower than 12-inches above the top of the concrete encased PVC conduit.

Subgrade soil shall be firm and compact. Should the topsoil in any area be mucky or, should it work into mud under the feet of the workmen, the Contractor shall reinforce it. Reinforcing shall be done by removing a sufficient depth of mucky material and replacing it by one or more thin layers of crushed rock or gravel, each layer being tightly rolled or otherwise embedded in the soil. The subgrade shall then be brought to the proper level by means of a thin layer of sand tamped or rolled into the reinforced subsoil. No conduit shall be laid under unsuitable weather or trench conditions.

If rock is encountered in the excavation, it shall be removed and replaced with a suitable tamped or rolled granular material and brought to the proper laying elevation as described above.

BACKFILL FOR TRENCHES. All backfill for trenches opened to place cable or conduit shall be compacted. Backfill material shall be either suitable job excavated material or suitable material furnished by the Contractor and as described as follows:

Compacted backfill material under road surfaces, road shoulders, parking areas and lawn areas shall be finely divided and free from debris, organic material and stones larger than 3-inches in greatest dimension. Compacted backfill material shall be placed in uniform layers not exceeding 8-inches in uncompacted thickness. Increased layer thickness may be permitted for noncohesive material if the Contractor demonstrates to the satisfaction of the City that the specified compacted density will be obtained. The method of compaction and the equipment used shall be appropriate for the material to be compacted and shall not transmit damaging shocks to the conduit.

Trenching across or within City of Blythe Street R/W shall be backfilled using Class II base (as described in the July, 1995 edition of California Department of Transportation Standard Specification Section 25).

Specific backfill gradation requirements are as follows:

100 per cent passing 3" sieve
90-100 per cent passing 2" sieve
40-90 percent passing No. 4 sieve
0-25 percent passing No. 200 sieve
Sand equivalent must be 21 Min.

No native soil removed from trenches shall be used for backfill purposes without approval of City of Blythe Director of Public Works. Backfill shall be compacted to 90 per cent of maximum density. Four inches of hot mixed asphaltic concrete shall be placed on all trenches across paved areas in accordance with the following section.

PAVEMENT REMOVAL AND REPLACEMENT. Cuts in concrete and asphalt paved shoulders shall be no larger than necessary to provide working space. Cutting shall be started with a concrete saw that will provide a clean groove at least 2-1/2 inches deep along each side of the trench.

Concrete and asphalt pavement over and adjacent to trenches excavated shall be removed so that a shoulder not less than 1 foot in width at any point is left between the cut edge of the pavement and the top edge of the trench. Trench width at the bottom shall not be greater than at the top and no undercutting will be permitted.

Pavement cuts shall be made to and between straight or accurately marked curved lines, which, unless otherwise required, shall be parallel to the centerline of the pavement.

If the trench parallels the length of concrete walks and the trench location is all or partially under the walk, the entire walk shall be removed and replaced. Where the trench crosses drives, walks, curbs or other surface construction, the surface

construction shall be removed and replaced between existing joints, or between saw cuts as specified for pavement. Street specifications for construction in the City of Blythe are indicated at the end of this section.

Cut or damaged surfaces due to construction shall be replaced with new surfacing. Replacement surfacing shall match existing surfacing and shall be finished flush with existing adjoining surfaces. Pavement replacement materials shall match the thickness and density of the material excavated unless otherwise specified hereinafter. As a minimum, the following requirements shall be met.

1. Compacted subgrade shall meet the requirements of BACKFILL FOR TRENCHES.

2. Backfill and base coarse material shall be as stated in BACKFILL FOR TRENCHES unless otherwise specifically approved by the City.

3. Two course bituminous surface treatments shall comply with the applicable sections of the Caltrans Standards.

4. Asphalt Concrete paving shall comply with the applicable sections of the Caltrans Standards. Asphalt concrete shall be a job mix formula with a design density between 95 and 97 per cent of voidless mixture determined by the 50 blow Marshall Test, in accordance with the State of California CALTRANS Standard Specification, current edition. Hot, plant mixed material shall be of the size, 3/4" medium-maximum to 3/8" max. Type A, B, or Open Graded aggregate blended with either AR4000, or AR8000 Steam Refined Paving Asphalts, as defined in Section 92, "Asphalts" and Section 39 "Asphalt Concrete". Requirements for asphalt concrete paving shall be as specified unless otherwise specifically approved by the City or as stated below.

   A. Asphaltic concrete replaced in the City of Blythe street right-of-way shall be a minimum of 3 inches thick with 3/4 inch maximum aggregate size. Greater thicknesses of Asphaltic Concrete and /or Class II base material may be required as determined by the geotechnical investigation.

   B. Temporary repaving using cold mix asphaltic concrete will be allowed for a maximum of 30 days from date of trenching.

   C. Pavement replacement shall match existing paving in type of pavement, appearance, wearing surface and durability to the maximum extent practical. Pavement repair shall be subject to approval by the City. Pavement repair not installed in accordance with the requirements of these specifications shall be removed and replaced. Concrete paving shall comply with the applicable sections of the Caltrans standards. Concrete requirements shall be in accordance with the section entitled CAST-IN-PLACE CONCRETE. Replacement shall match existing structures to the maximum extent practical and shall include curbing, walkways or any other concrete

structure damaged during construction.

MAINTENANCE AND RESTORATION OF BACKFILL. Backfill that settles or erodes before final acceptance of the work, and pavement structures and other facilities damaged by such settlement or erosion shall be repaired. The settled or eroded areas shall be refilled, compacted and graded to conform to the elevation indicated on the drawings or to the elevation of the adjacent ground surface. Damaged facilities shall be repaired in a manner acceptable to the City. The Contractor will guarantee his pavement repairs for one year.

DISPOSITION OF MATERIALS. Excavated earth materials shall be used to construct backfills to the extent required. Surplus earth, if any, and materials which are not suitable for backfill shall be spoiled in a manner and location as approved by the City.

SPECIFICATION FOR THE PLACEMENT OF CAST-IN-PLACE CONCRETE

PRELIMINARY REVIEW. The source and quality of concrete materials and the concrete proportions proposed for the work shall be submitted to the City for review before the concrete work is started. Such review will be for general acceptability only and continued compliance with all contract provisions will be required.

LIMITING REQUIREMENTS. Concrete utilized for but not limited to curb and gutter, spandrels, sidewalks, curb returns, manhole bases, rings for manhole frames, and valve risers and rings for water risers, shall be Type V cement, Class 3 concrete and shall have 1.5 lbs. of polypropylene fiber per cubic yard of concrete. Polypropylene fiber shall be "Fiber mesh" or an approved equal. The quantity of Portland cement expressed in pounds per cubic yard, shall be not less than that indicated in the following table. These minimum cement factors shall apply only to concrete containing either the specified plasticizer or plasticizing retarder. If, for any reason, both the plasticizer and plasticizing retarder are omitted, the cement factor shall be increased by 10 per cent.

	Course Aggregate Size From No. 4 Sieve to		
Concrete slump	½"	3/4"	1"
3 inches	592	564	536
4 inches	611	583	555
5 Inches	630	602	573

Total water content	Not more than 6.4 gallons per 100 pounds of cement
Coarse aggregate size	One Inch to No. 4
Total air content	5 percent plus or minus 1 percent
Consistency	Workable, without segregation, with slump not more than 4 inches when concrete is placed
Mixing	Thoroughly in a mechanical mixer for not less than 3 minutes
Compressive strength at age 28 days	Not less than 2500 psi

BATCHING AND MIXING. Batching and mixing shall conform to ASTM C94, except as otherwise specified herein.

Truck mixers shall be revolving drum type and shall be equipped with a mixing water tank. Only the prescribed amount of mixing water shall be placed in the tank for any one batch unless the tank is equipped with a device by which the amount of water

added to each batch can be readily verified by the City. A delivery ticket shall be prepared for each load of ready-mixed concrete delivered and handed to the City by the truck operator at the time of delivery. Tickets shall show the number of yards delivered the quantities of each material in the batch, the outdoor temperature in the shade, and the time at which the cement was added.

FIELD CONTROL TESTING. Field control tests consisting of slump tests, air content tests, aggregate gradation tests and the preparation of concrete test specimens shall be made by the Contractor. The Contractor shall provide for making the tests and test specimens and for storing, curing, handling and delivering test specimens to a testing laboratory retained and paid by the Contractor.

Slump. A slump test shall be made each day concrete is placed. Slump shall be determined in accordance with ASTM C143.

Air Content. An air content test shall be made each day concrete is placed. Air content shall be determined in accordance with ASTM C231.

Compression Tests. A set of three compression test cylinders shall be made each day concrete is placed. One cylinder of each set shall be tested at an age of 7 days and another at an age of 28 days.

Concrete test cylinders shall be made, cured, stored and delivered to the laboratory in accordance with ASTM C31. The cylinders shall be tested in accordance with ASTM C39.

Each set of compression test cylinders shall be marked or tagged with the date and time of day the cylinders were made, the location in the work where the concrete was placed, the air content, and the slump.

Aggregate Gradation. Fine and coarse aggregate shall be sampled and tested in accordance with ASTM D75 and C136.

Test Reports. The Contractor shall furnish the City certified reports of all tests made by the testing laboratory.

REINFORCEMENT. Reinforcement shall be accurately formed and positioned and shall be maintained in proper position while the concrete is being placed and compacted. Details of fabrication shall conform to ACI 318-83.

HOT WEATHER CONCRETING. Except as modified herein, hot weather

concreting shall comply with ACI 305. At air temperatures of 90° F or above,

special procedures shall be adopted to keep the concrete as cool as possible during placement and curing. The temperature of the concrete when it is placed in the work shall not exceed 90° F. Whenever the air temperature exceeds 95° F, membrane cured slabs shall be kept wet to promote cooling of the concrete during the curing period.

CURING. Concrete shall be protected from loss of moisture for at least 7 days by polyethylene film or membrane curing compound. Membrane curing compound shall be applied as recommended by the manufacturer. Concrete shall not be permitted to freeze for at least 7 days following placement.

REPAIRING DEFECTIVE CONCRETE. Defects in formed concrete surfaces shall be repaired to the satisfaction of the City within 24 hours and defective concrete shall be replaced within 48 hours after the adjacent forms have been removed. All concrete which is porous, honeycombed and otherwise defective to a depth in excess of one inch, shall be cut out and removed.

The Contractor is responsible to prevent vandalism or graffiti to fresh concrete. Dry sack or other repair will not be allowed. Remove and replace only. ANYTHING OFFENSIVE TO THE PUBLIC SHALL BE REPLACED IMMEDIATELY.

Concrete repair work shall be performed in a manner that will not interfere with thorough curing of surrounding concrete. Mortar and concrete used in repair work shall be adequately cured and shall be finished to match adjacent surfaces.

CONCRETE FOR ENCASED PVC CONDUIT. Concrete for encased PVC conduit shall be as specified under the article entitled LIMITING REQUIREMENTS except that it shall have a slump of 6 inches, shall contain at least 470 pounds of cement per cubic yard and shall contain no aggregate larger than ¾ inch. Minimum compressive strength at 28 days shall be 2,500 psi. Concrete for encased PVC conduit shall be compacted by rodding or spading only. Mechanical vibrators shall not be used. Concrete shall be worked around reinforcements and embedment and worked into the corners of the forms.

Concrete for encased PVC conduit may be cast directly against earth without the protective polyethylene film, provided the contacted earth is wetted before placement of concrete.

The top surface of the concrete for encased PVC conduit shall be screeded only. No floating or troweling of the surface is required.

CONCRETE JOINT SEALANT, Caulk all expansion joints in curb and gutter using a multiple component, self-leveling polyurethane based sealant conforming to ASTM C 620-86, Type M, Class 25. Acceptable products include, but are not limited to, the following:

Mameco International: Vulkem 245
Sika Corp: Sikaflex 2C-SL
Sonneborn Building Products: Sonolastic Paving Joint Sealing
Tremco: THC-900

PRESERVATION OF MONUMENTS AND STAKES. The Contractor shall carefully preserve all monuments, bench marks, reference points and stakes installed by the Owner or others. Permanent monuments or benchmarks, which must be removed or disturbed, shall be protected until they can be properly referenced for relocation The Contractor shall furnish materials and assistance for the proper replacement of such monuments or benchmarks.

The replacement of all monuments and benchmarks shall be preformed by a licensed Civil Engineer or Land Surveyor pursuant to the Business and Professions Code, Section 8700 to 8805 (Land Surveyor's Act.)

STANDARD SPECIFICATIONS
MATERIALS AND FITTINGS FOR SEWER AND WATER CONSTRUCTION

Sec. 1 Pipe

A. Sewer

PVC

AWWA 3034-PVC SDR-35 as manufactured by VinylTech, Johns Manville, Certained or approved equal.

HDPE-pressure pipe must meet AWWA C901 & C906 and/or ASTM D 3035 and F 714 as manufactured.

B. Water

PVC

AWWA C-900 and C-905 PVC Vinyl Tech, Johns-Manville, Certained or ASTM A-536 Ductile Iron with Polyethylene encasement installed in accordance with Method A as manufactured by U.S. Pipe or approved equal. Class Rating and DR designation per approved plans.

HDPE - gravity flow-pipe must meet requirements of ASTM D-3350 & ASTM F-894 as manufactured by Chevrori Chemical Co. Plexco-Spirolete, ADS N-12, Hancor, or approved equal.

Sec. 2 Valves

A. Gate valves 3-inch and smaller shall be bronze, class 200, with inside iron pipe threads.

B. Gate valves 2 ½-inch to 12-inch shall be of the resilant wedge type in accordance with AWWA C-509. Gate valves shall have "O" ring stem seals fully rubber encapsulated wedges, minimum 8 mil fusion bonded epoxy coated inside and out; all exterior nuts and bolts minimum T-304 SS; full size unobstructed floway and low zinc bronze non-rising stem manufactured by AFC, AVK, Mueller or approved equal.

C. Butterfly Valves shall be used in applications larger than 12-inch and shall be in accordance with AWWA C-504 for buried service. Butterfly valves shall be Class 150B of the short-body, flanged configuration, equipped with manual operators with operator nut in accordance with AWWA C-500, minimum 8 mil fusion bonded epoxy coated inside and out; all exterior nuts and bolts minimum T-304 SS as manufactured by Mueller, Pratt, Keystone or approved equal.

Sec. 3 Fittings

Fittings shall be Ductile Iron Mechanical Joint or Push-on in accordance with AWWA C-110, C-111 and C-153. The working pressure shall be 350 PSI. Interiors shall lined and seal coated in accordance with AWWA C-104 as manufactured by Tyler Pipe, Star Pipe or approved equal. All nuts, bolts and other hardware that are not T-304 SS shall be wrapped with 4 layers of 10 mil sheeting and taped with PVC tape prior to backfill and/or thrust block placement.

HDPE - fitting shall be HDPE (meet ASTM 2513 requirements) Butt Fusion fittings meeting requirements of ASTM D 3261-scoke fitting shall meet ASTM 2683 requirements by Phillips Driscopipe, Inc., Chevron Chemical Co. Plexco, or approved equal.

Sec. 4 Gaskets

Gaskets for flanged fittings shall be in accordance with AWWA C-110 and C-115, with working pressure of 350 PSI as manufactured by U.S. Pipe of approved equal.

Sec. 5 Nuts and Bolts

All nuts and bolts buried below grade shall be minimum T-304 SS in accordance with ASTM F 593 & F 594. All threads shall be coated according to the manufacturer's recommendation with an anti-seize compound such as Pematex Part No. 133K or approved equal.

Sec. 6 Copper Tubing

Copper tubing shall conform to ASTM B 88; Type K-soft 2-inch copper tubing shall be in 20-foot lengths and NOT coils.

Sec. 7 Solder

Solder for welding copper tubing shall be SIL-CAN 15 containing 15 percent silver with a brazing temperature of 1300°F as manufactured by M.C. Canfield Sons or approved equal.

Sec. 7 Thrust Blocks

Thrust blocks shall be constructed of Type V-Class 3 Concrete.

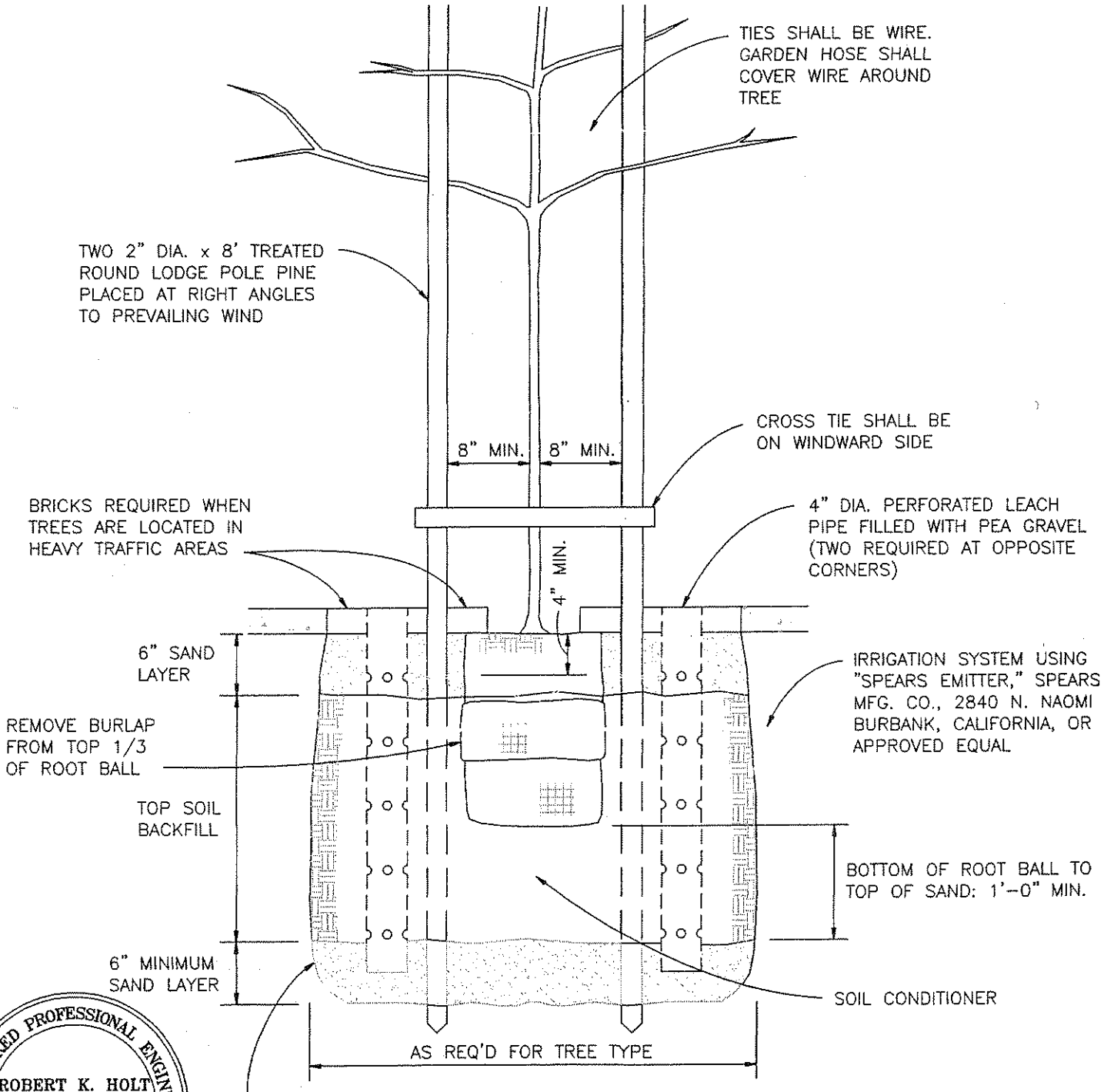
Sec. 8 Tapping Sleeves

Tapping Sleeves shall be ALL stainless steel T-304 and be in accordance with AWWA C-207 with working pressure of 350 PSI as manufactured by Cascade Waterworks or approved equal.

Sec. 9 Restrained Joints

Sec.10 Materials and fittings referenced in Standard Drawings

All materials and fittings referenced in Standard Drawings shall be provided as indicated.



REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

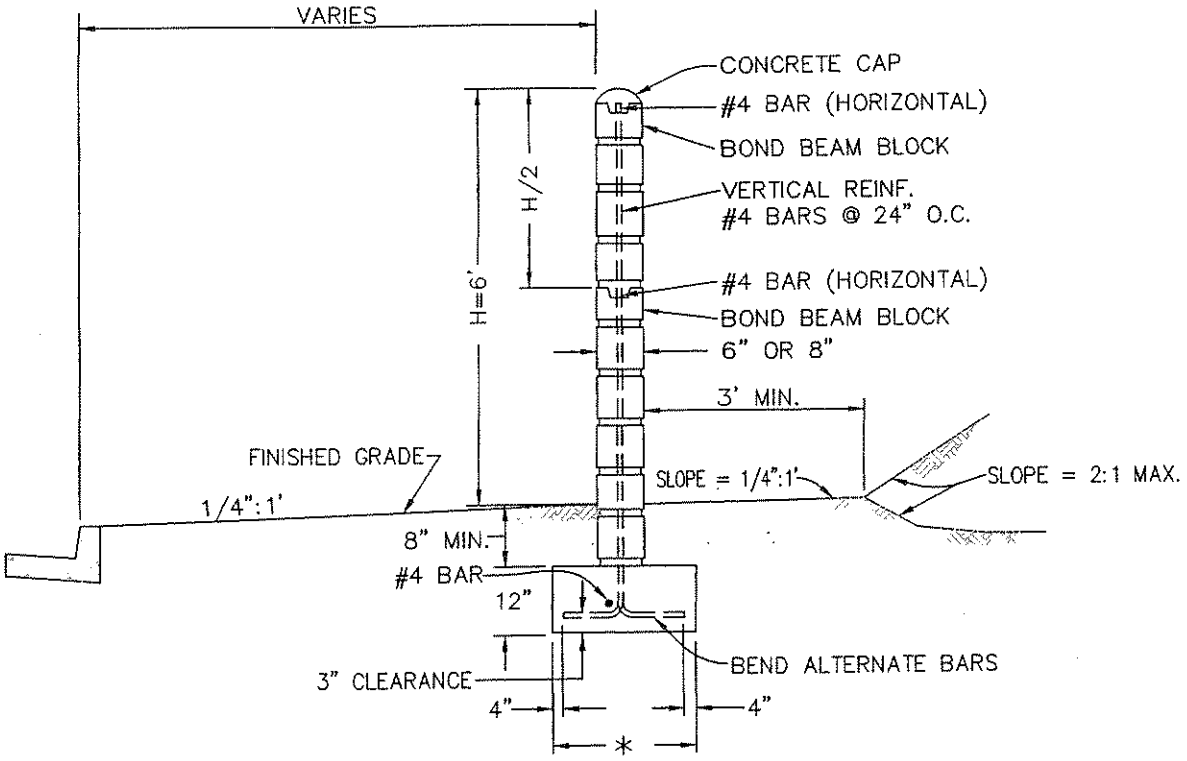
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

STREET TREE STANDARD PLANTING

STANDARD DRAWING NO. P-100



1. ALL VERTICAL CELLS CONTAINING REINFORCING STEEL SHALL BE FILLED WITH GROUT. IN ADDITION, WHERE 6" BLOCKS ARE USED ALL CELLS WITHOUT VERTICAL REINFORCING STEEL SHALL BE FILLED WITH GROUT TO TOP OF BOND BEAM AT MIDHEIGHT OF WALL.
2. THE BLOCK WALL COURSES AND FOOTINGS MAY BE BUILT PARALLEL WITH THE STREET GRADE (7% MAX.) OR STEPPED.
3. ALL WALLS SHALL BE PLUMB.
4. BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 90%.
5. FOOTING SHALL BE CLASS '3' CONCRETE.
6. CONCRETE BLOCK SHALL BE GRADE 'A' UNITS, CONFORMING TO ASTM DESIGNATION NO. C90
7. REINFORCING STEEL, GROUT MORTAR, AND CLASS '3' CONCRETE SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
8. ELIMINATE MORTAR IN ALL VERTICAL JOINTS IN FIRST COURSE ABOVE FINISH GRADE.
9. 1/2" OPEN JOINTS EXTENDING THROUGH THE ENTIRE HEIGHT OF THE BLOCK WALL SHALL BE SPACED AT A MAXIMUM OF 50'.
10. ELIMINATE MID-HEIGHT BOND BEAM IN WALLS WHERE H=4' OR LESS.

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* MINIMUM WIDTH OF FOOTING SHALL BE THREE (3) TIMES THE WIDTH OF BLOCK USED.

APPROVED: PUBLIC WORKS DIRECTOR
James W Rodkey Jr DATE 9/7/00
JAMES W. RODKEY, JR.

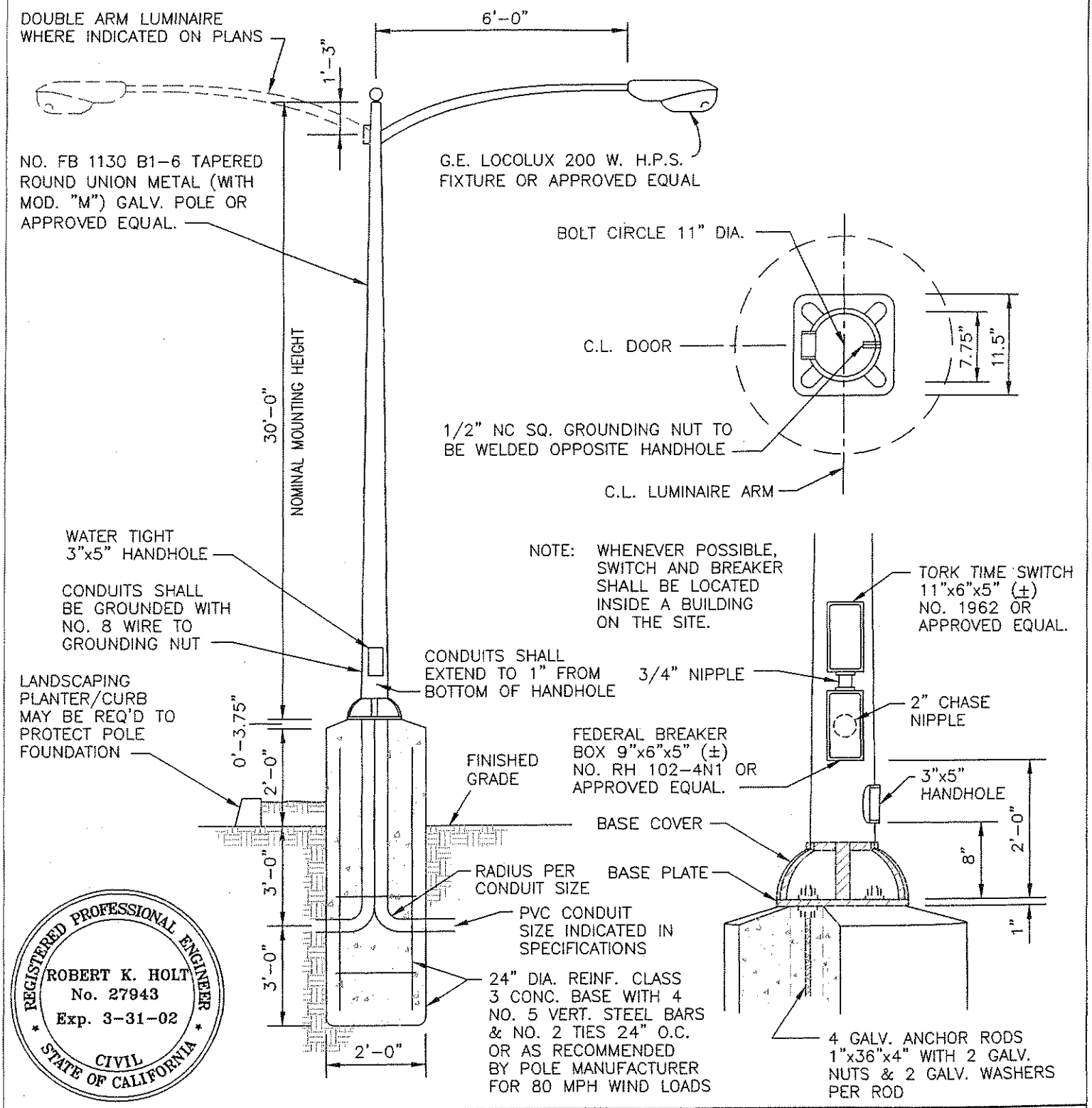
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
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REVISION	BY	DATE

CITY OF
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NON RETAINING
CONCRETE BLOCKWALL

STANDARD DRAWING NO. P-101



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STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

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APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

ROBERT K. HOLT, P.E.

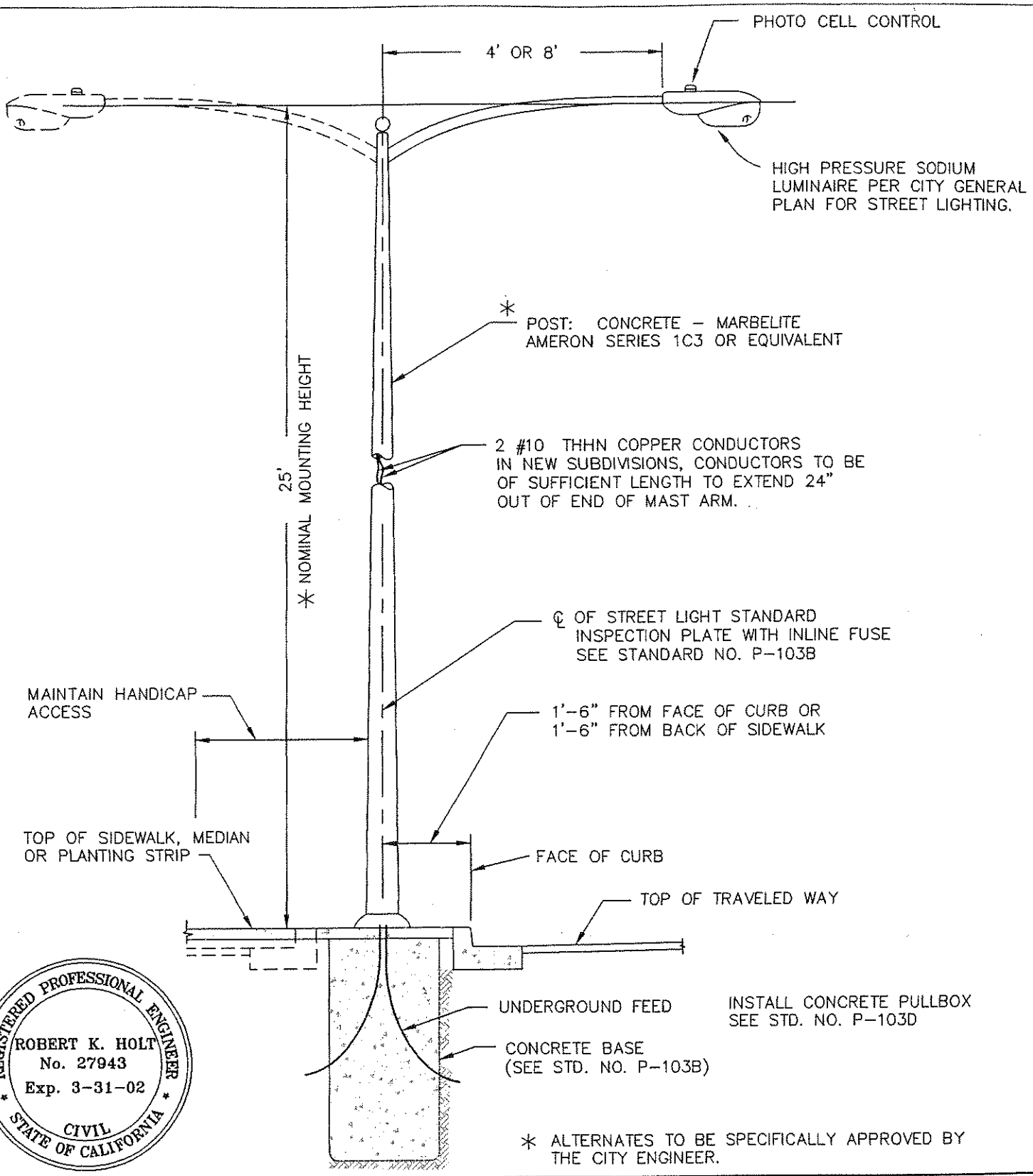
REVISION	BY	DATE

CITY OF

BLYTHE

PARKING LOT
LIGHTING STANDARD

STANDARD DRAWING NO. P-103



REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

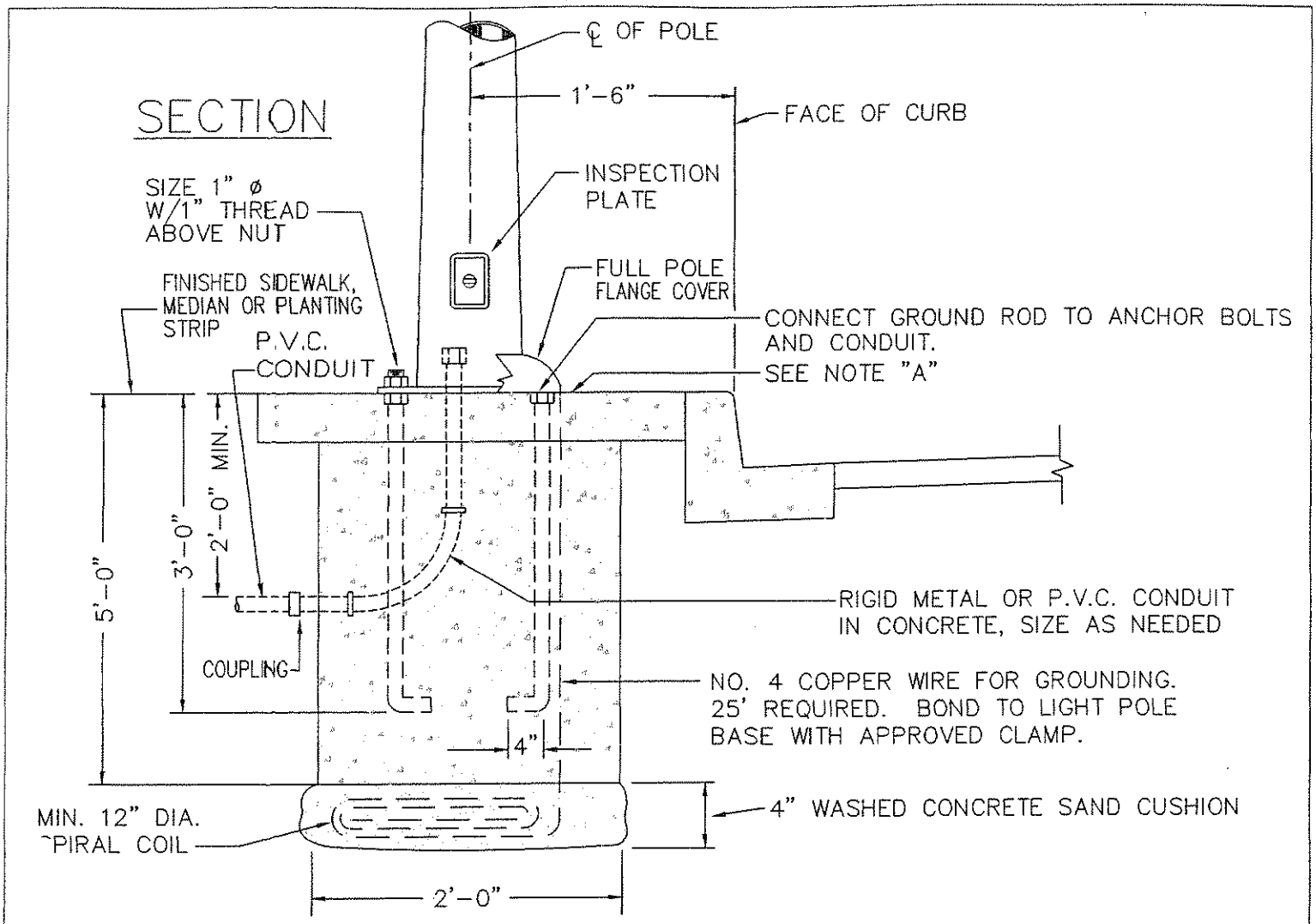
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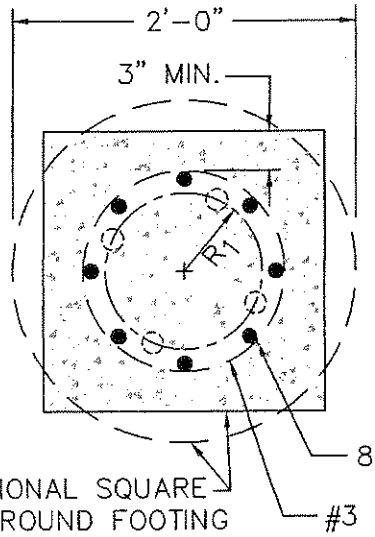
CITY OF BLYTHE

STREET LIGHT FOR MAJOR AND ARTERIAL STREETS

STANDARD DRAWING NO. P-103A



CONCRETE SHALL BE CLASS "3" P.C.C. – POUR AGAINST UNDISTURBED SOIL.



NOTES:

A. IN UNDEVELOPED AREAS, CONSTRUCT A 2' x 2' CONC. PAD (4" THICK). IF ROUND FOOTING IS POURED, STOP AT THE ELEVATION OF BOTTOM OF THE SIDEWALK.

R_1 = ANCHOR BOLT DIA. DIMENSION R AND BOLT PATTERN TO SUIT POLE BASE FURNISHED.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

STREET LIGHT
CONCRETE FOOTING DETAILS

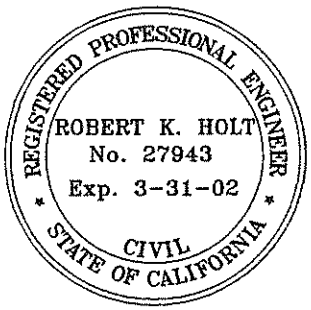
STANDARD DRAWING NO. P-103B

STREET LIGHTING NOTES

1. ALL FEES FOR INSTALLATION AND SERVICE FROM THE TIME THE LIGHTS ARE INSTALLED UNTIL THEY ARE ACCEPTED BY THE CITY SHALL BE BORNE BY THE DEVELOPER.

2. CONTACT SOUTHERN CALIFORNIA EDISON'S SERVICE PLANNER AT (760) 922-9158 FOR FURTHER DETAILS.

3. THE AMERICAN NATIONAL STANDARD PRACTICE FOR ROADWAY LIGHTING AND REQUIREMENTS OF SCE SHALL GOVERN DESIGN AND CONSTRUCTION CRITERIA.



APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

ROBERT K. HOLT, P.E.

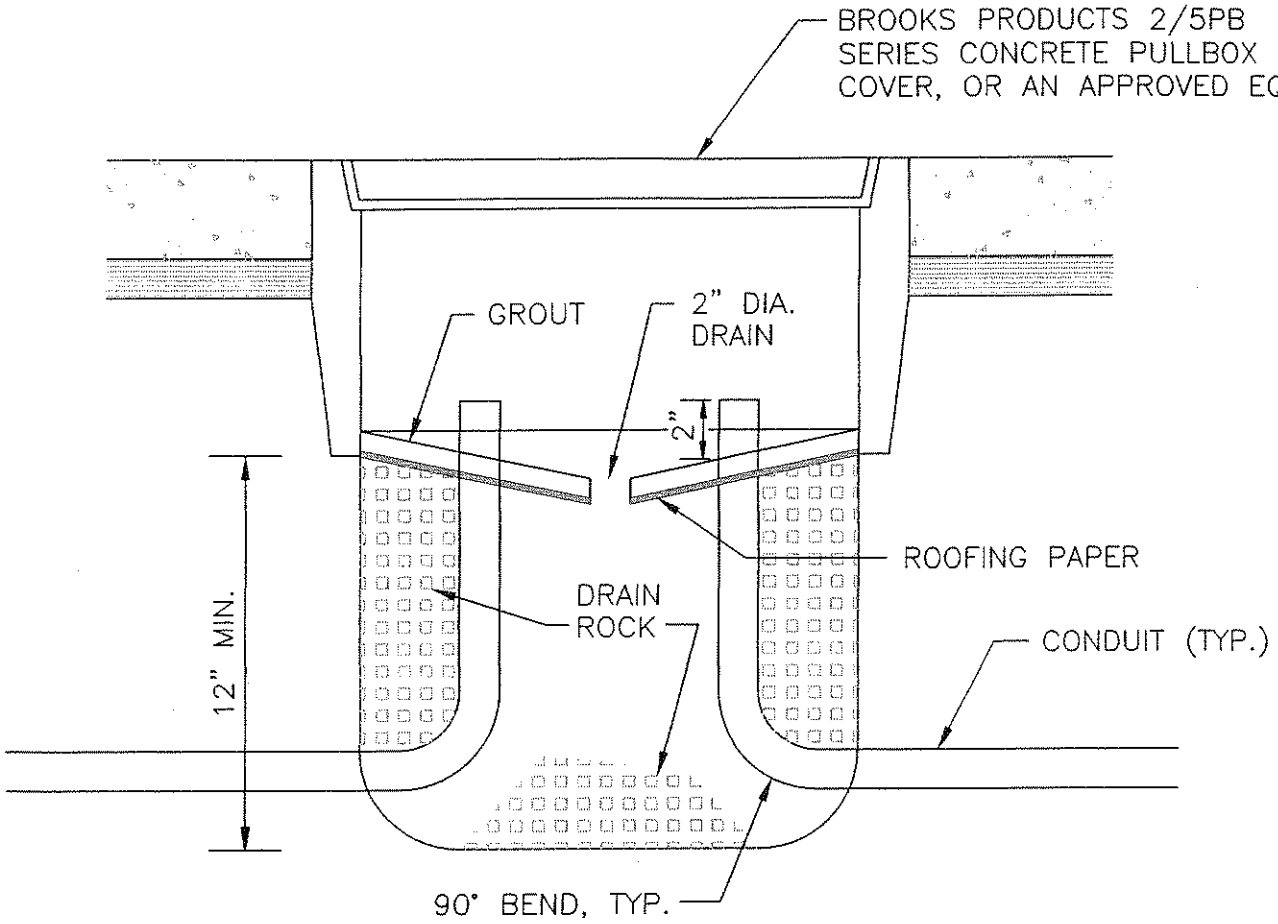
REVISION	BY	DATE

CITY OF

BLYTHE

STREET LIGHTING NOTES

STANDARD DRAWING NO. P-103C



NOTE:

1. DESIGN SHALL CONFORM TO THESE REQUIREMENTS UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W Rodkey Jr DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

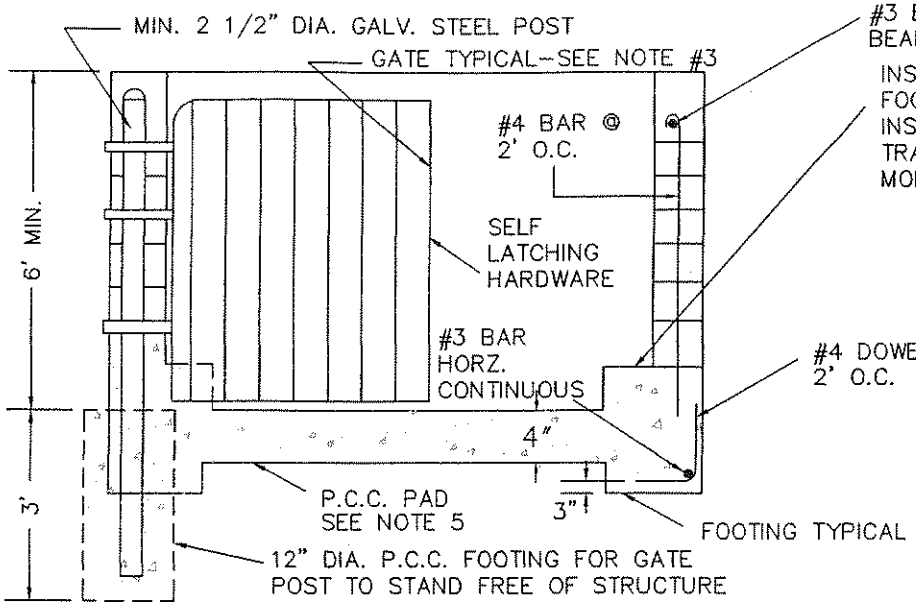
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REVISION	BY	DATE

CITY OF
BLYTHE

TRAFFIC SIGNAL
PULL BOX INSTALLATION

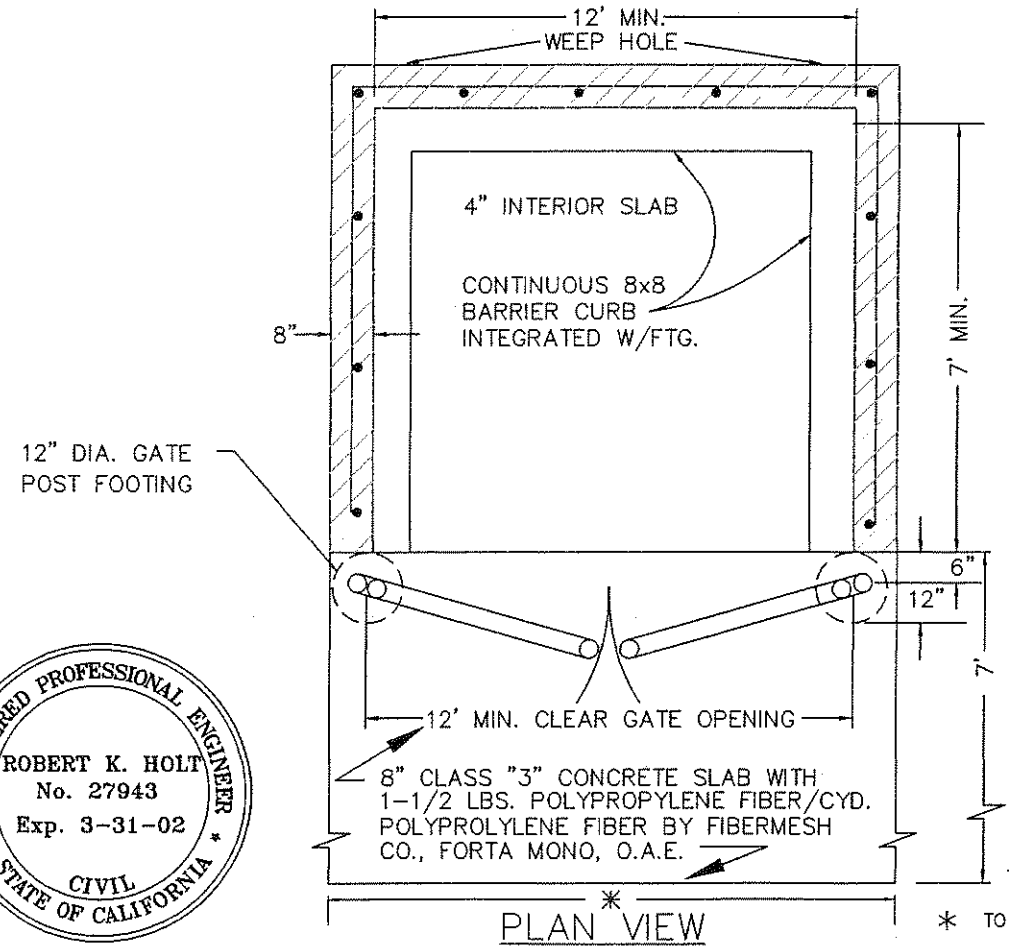
STANDARD DRAWING NO. P-103D



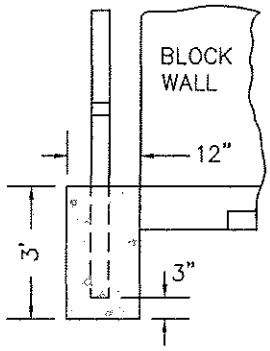
FRONT ELEVATION VIEW

NOTES:

1. TRASH AREA TO BE LOCATED SO AS TO BE ACCESSIBLE TO BOTH DEPOSIT AND PICKUP. LOCATION TO BE APPROVED BY PLANNING DIVISION.
2. EIGHT INCH MASONRY BLOCK CONSTRUCTION WITH STANDARD STEEL REINFORCING RODS. FILL ALL CELLS WITH GROUT AND SMOOTH THE TOP WITH STEEL TROWEL FINISH.
3. METAL GATES WITH HEAVY DUTY HARDWARE (TYPICAL). METAL PANEL GATES SHALL TOTALLY OBSCURE THE TRASH BINS AND MUST BE ARCHITECTURALLY COMPATIBLE WITH THE PROJECT.
4. GATE POSTS SHALL BE MINIMUM 2–1/2" DIA. GALVANIZED STEEL SET IN CONCRETE TO STAND FREE OF THE ENCLOSURE STRUCTURE.
5. TOP OF PAD TO BE AT GROUND OR EDGE OF PAVING LEVEL. CLASS 3 CONCRETE.
6. FILL ALL CELLS WITH P.C.C. PEA GRAVEL GROUT.
7. THE FIRM OR AGENCY PERFORMING TRASH DISPOSAL SHALL BE CONTACTED REGARDING ALL NEW DUMPSTER STRUCTURES TO INSURE PROPER SIZE AND THAT SERVICE REQUIREMENTS HAVE BEEN MET.
8. PROVIDE HOSE BIB OUTSIDE ENCLOSURE.



PLAN VIEW



DETAIL – GATE POST FOOTING

* TO MATCH OUTSIDE DIMENSION OF ENCLOSURE

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

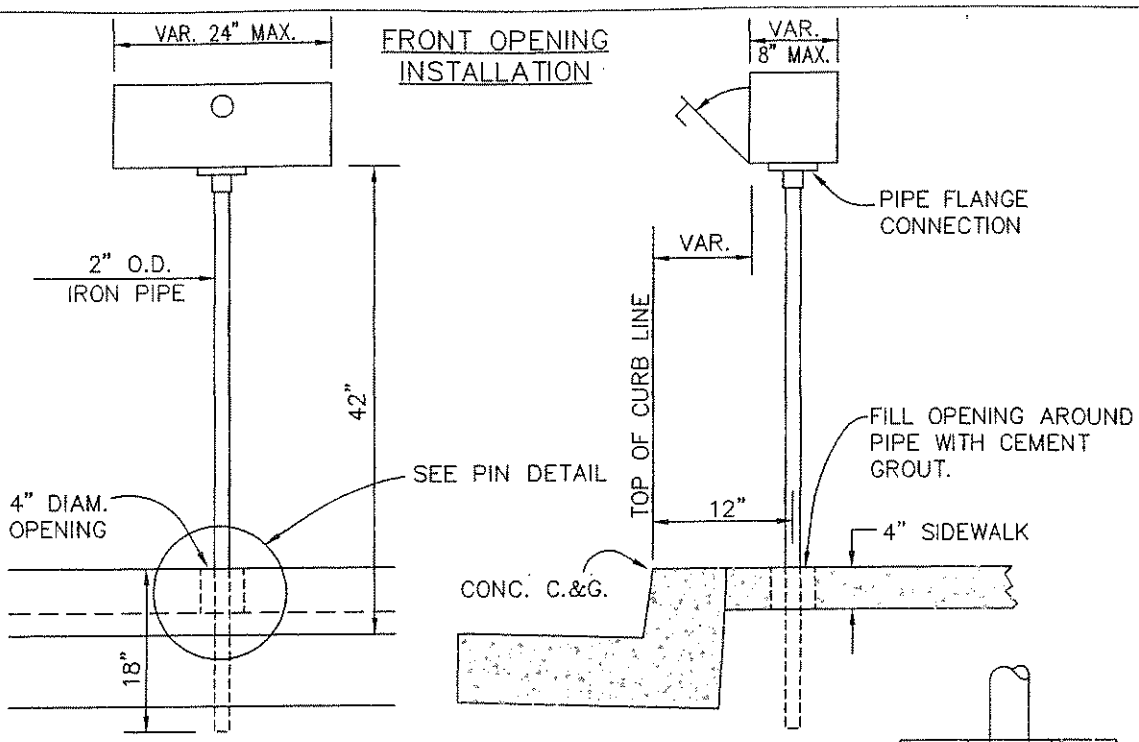
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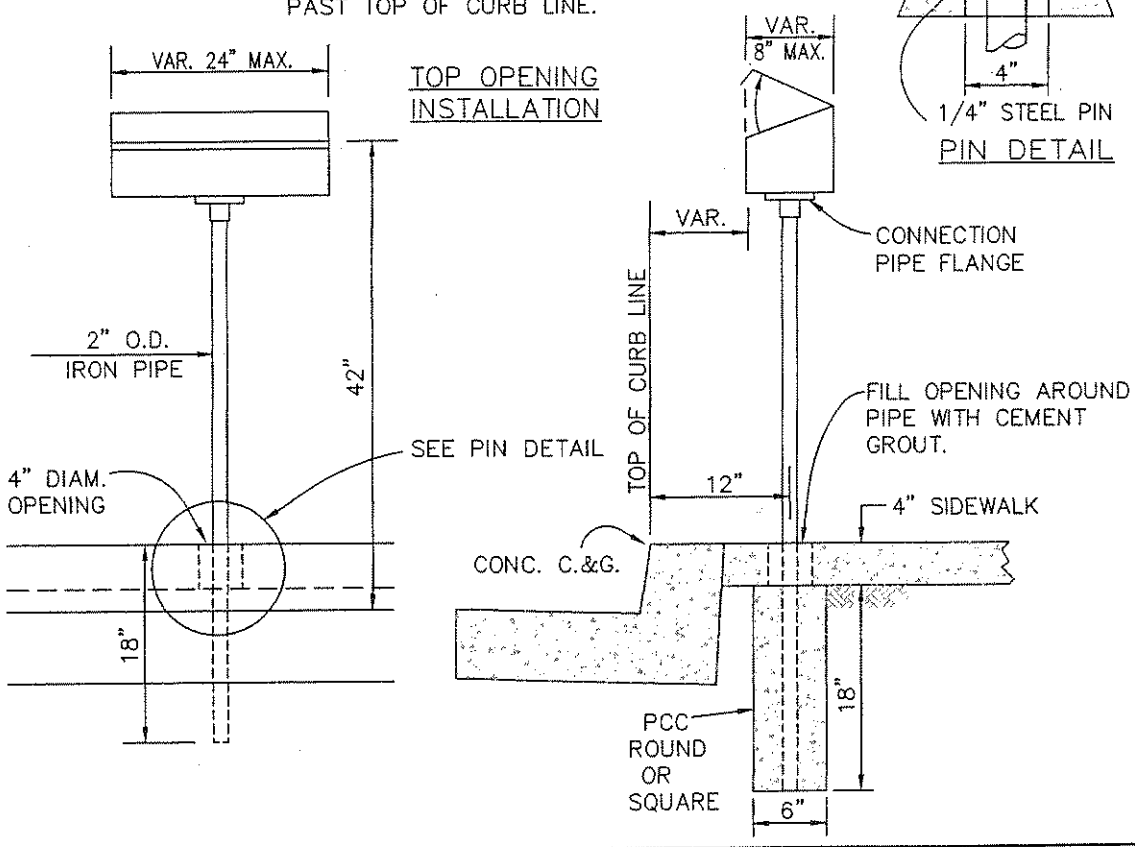
CITY OF
BLYTHE

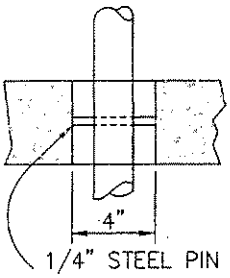
TRASH ENCLOSURE

STANDARD DRAWING NO. P–107



NOTE:
FACE OF MAILBOX SHALL NOT EXTEND PAST TOP OF CURB LINE.





PIN DETAIL

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

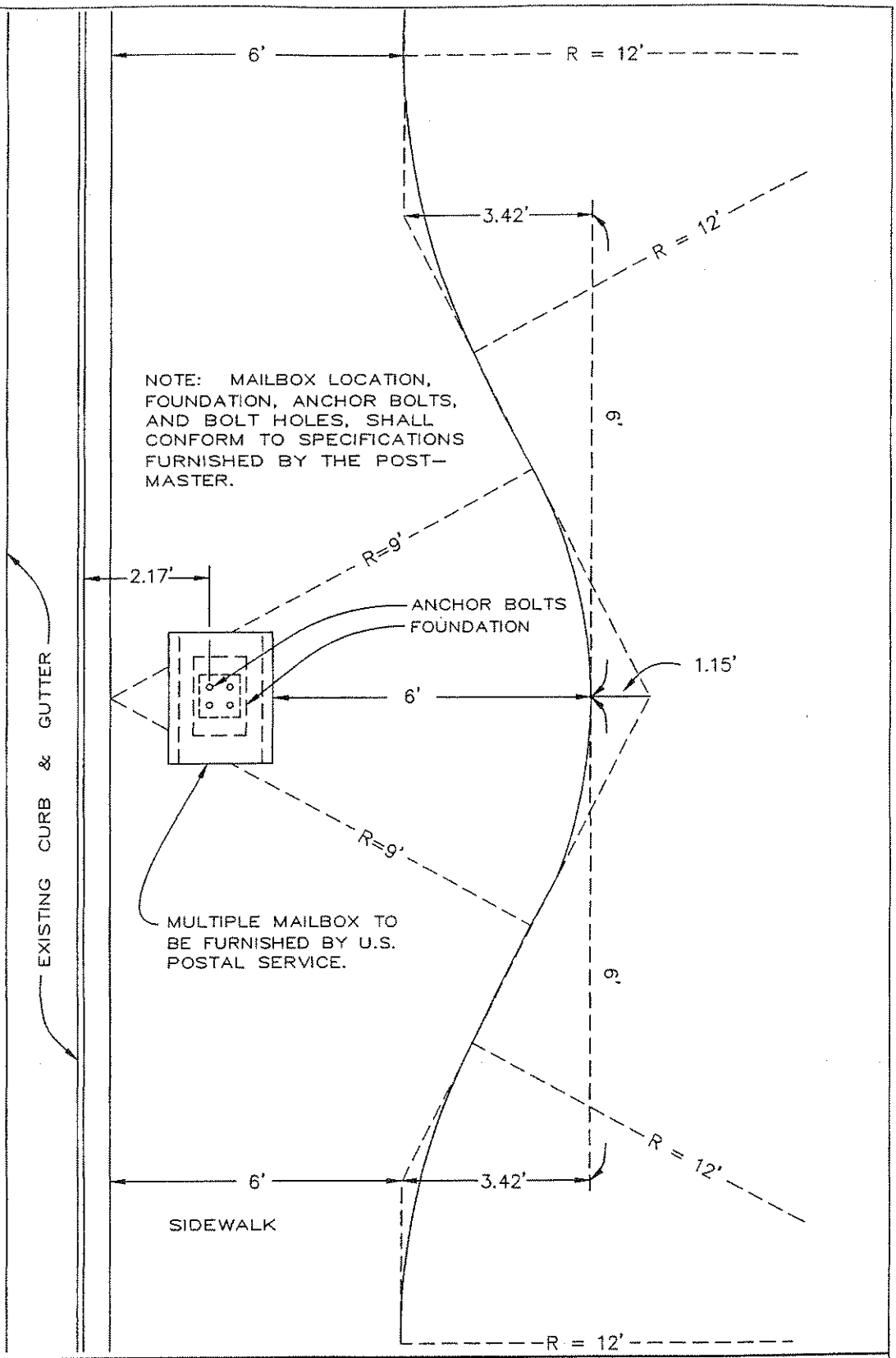
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

SINGLE MAILBOX INSTALLATION

STANDARD DRAWING NO. P-109



REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

ROBERT K. HOLT, P.E.

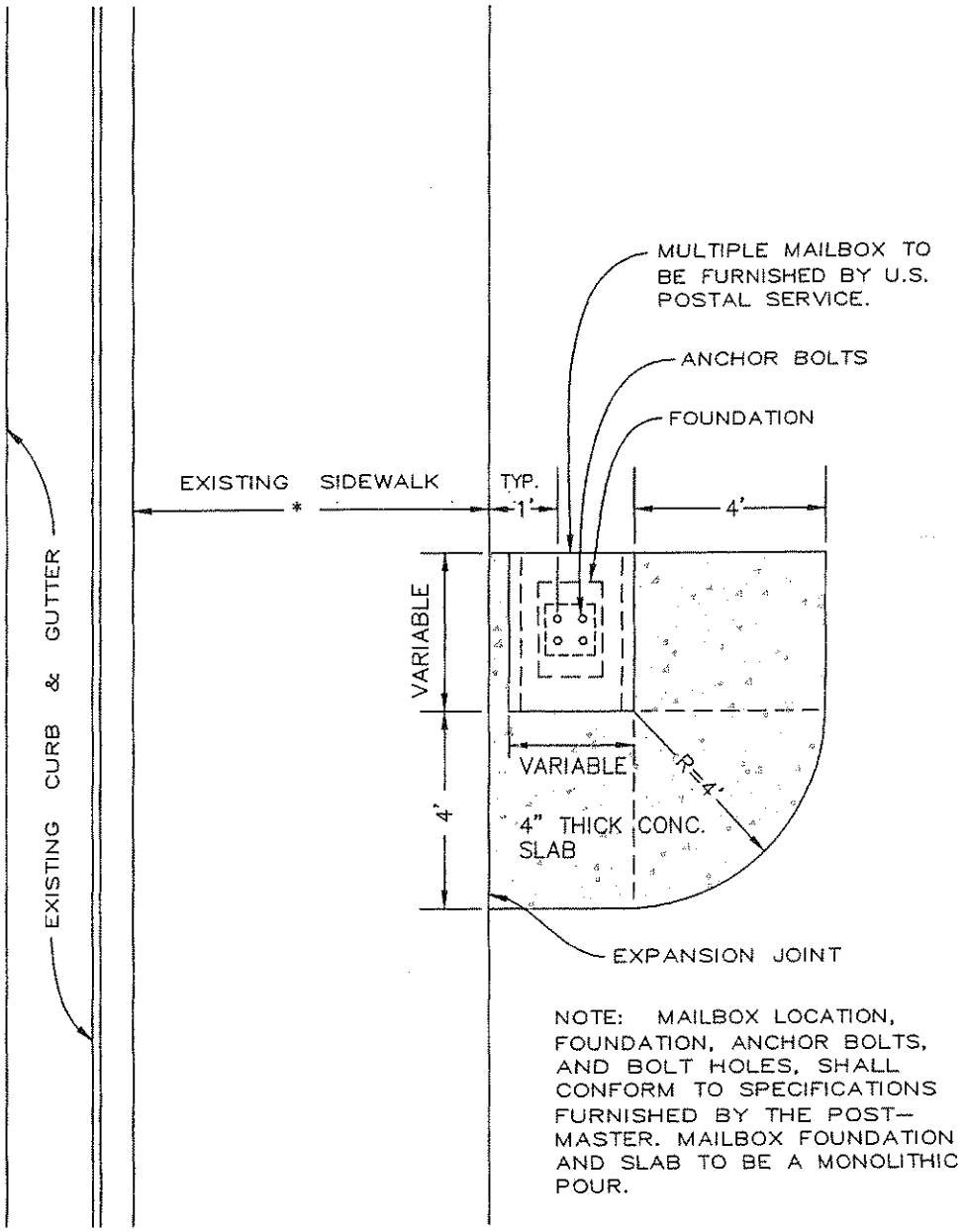
REVISION	BY	DATE

CITY OF

BLYTHE

MULTIPLE MAILBOX INSTALLATION
FOR
NEW SIDEWALK

STANDARD DRAWING NO. P-109A



NOTE: MAILBOX LOCATION, FOUNDATION, ANCHOR BOLTS, AND BOLT HOLES, SHALL CONFORM TO SPECIFICATIONS FURNISHED BY THE POST-MASTER. MAILBOX FOUNDATION AND SLAB TO BE A MONOLITHIC POUR.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W Rodkey Jr DATE 9/7/00
JAMES W. RODKEY, JR.

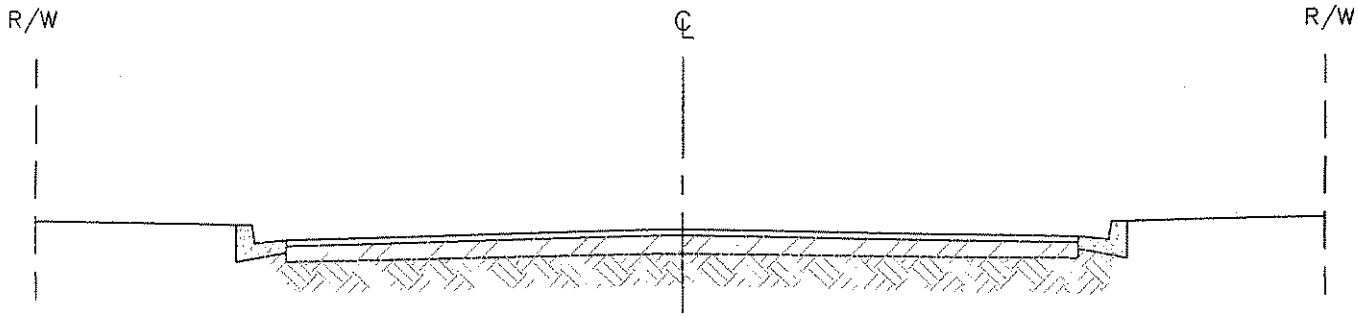
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

MULTIPLE MAILBOX INSTALLATION FOR EXISTING SIDEWALK

STANDARD DRAWING NO. P-109B



MINIMUM PAVEMENT STRUCTURAL SECTIONS

① 3 INCHES OF ASPHALT CONCRETE OVER 6 INCHES OF CLASS 2 AGGREGATE BASE.

② SOIL REPORTS MAY REQUIRE GREATER THICKNESS OF STRUCTURAL SECTION.

③ ASPHALT CONCRETE COMPACTION REQUIREMENT
95% PER ASTM-D-1559-97-50 BLOW.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

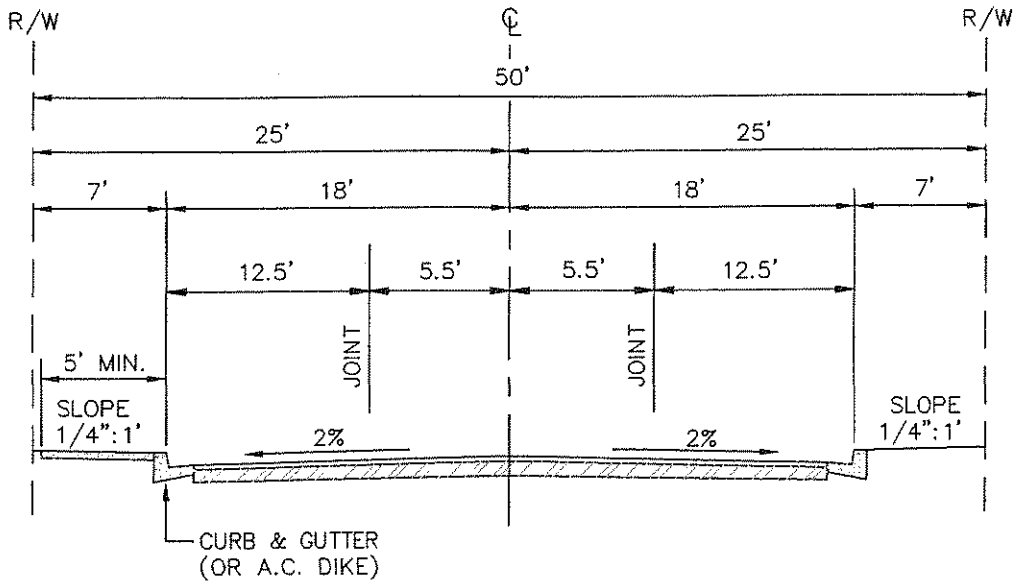
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

STREET & ALLEY PAVEMENT DESIGN

STANDARD DRAWING NO. S-200



TYPICAL SECTION

NOTES:

1. THIS TYPICAL SECTION SHALL BE USED ONLY ON LOCAL STREETS SUCH AS CUL-DE-SACS, LOOPS AND STREETS THAT DO NOT CARRY THROUGH TYPE TRAFFIC. THE USE SHALL BE LIMITED TO STREETS WHICH ARE PROJECTED TO CARRY LESS THAN 500 ADT UPON ULTIMATE DEVELOPMENT OF THE AREA.
2. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.
3. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.
4. MINIMUM PAVEMENT STRUCTURAL SECTIONS: SEE STD. DRAWING S-200.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

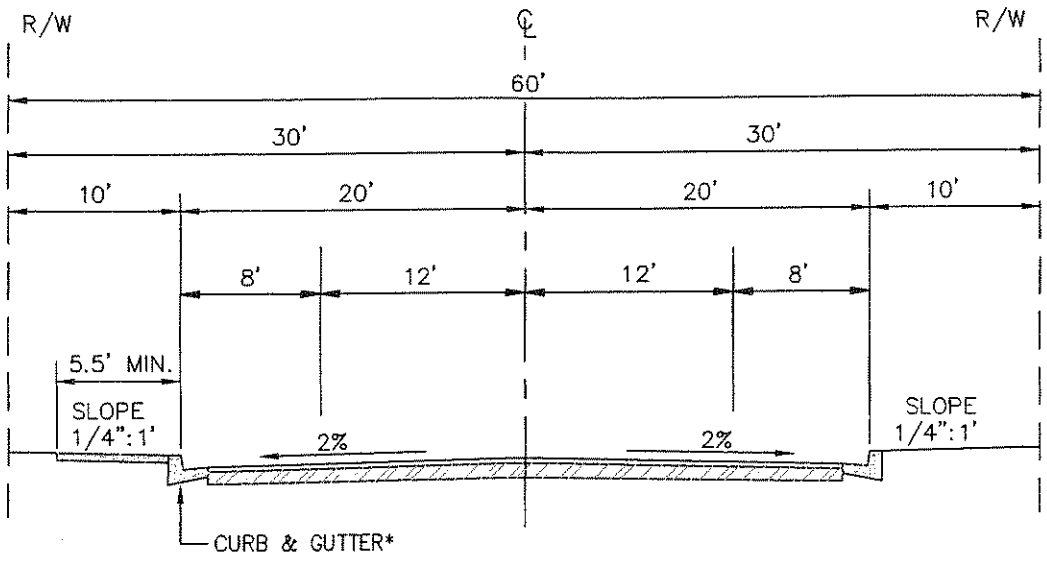
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

LOCAL STREET
(LESS THAN 500 ADT)

STANDARD DRAWING NO. S-201



TYPICAL SECTION

NOTES:

1. THIS TYPICAL SECTION SHALL BE USED ONLY ON LOCAL STREETS SUCH AS CUL-DE-SACS, LOOPS AND STREETS THAT DO NOT CARRY THROUGH TYPE TRAFFIC. THE USE SHALL BE LIMITED TO STREETS WHICH ARE PROJECTED TO CARRY LESS THAN 500 ADT UPON ULTIMATE DEVELOPMENT OF THE AREA.
2. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.
3. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.
4. MINIMUM PAVEMENT STRUCTURAL SECTIONS: SEE STD. DRAWING S-200.

* OPTIONAL – SEE STANDARD DRAWING S-208F.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

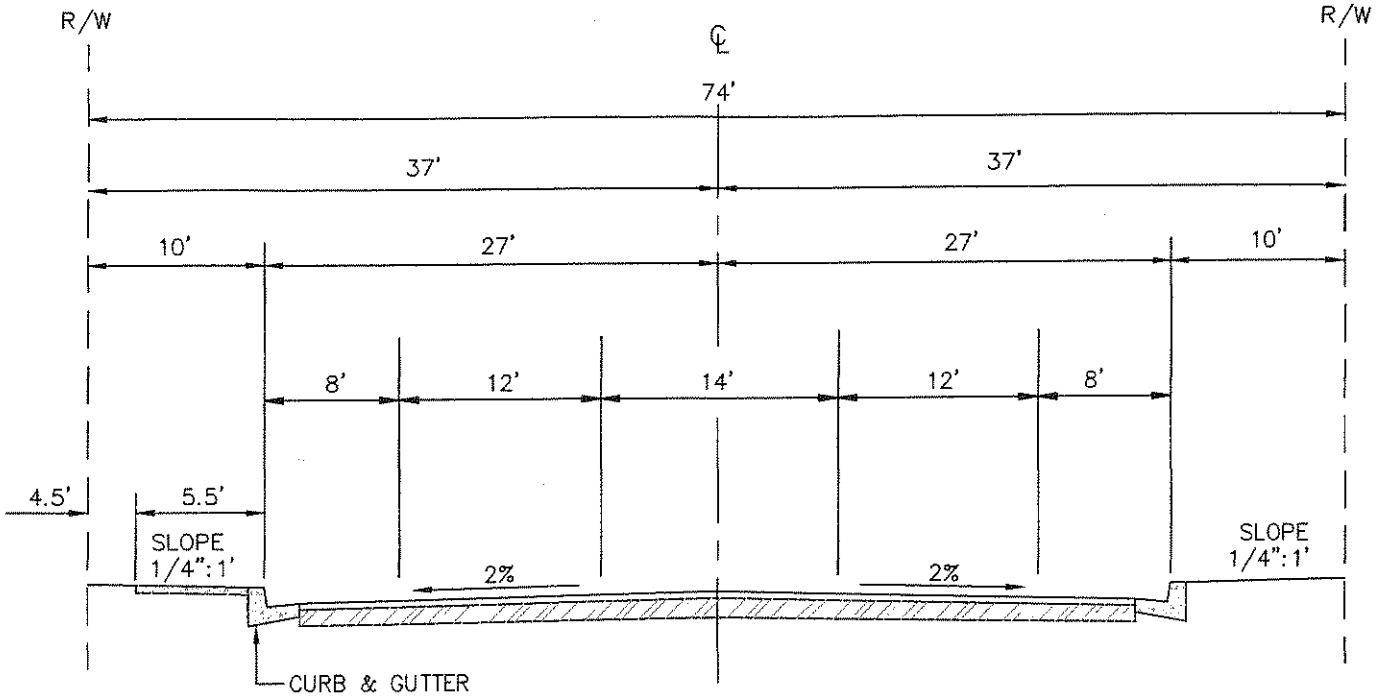
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

LOCAL STREET (WITH PARKING)

STANDARD DRAWING NO. S-201A



TYPICAL SECTION

NOTES:

① STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.

② CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.

③ MINIMUM PAVEMENT STRUCTURAL SECTIONS:

1. 3 INCHES OF ASPHALT CONCRETE OVER 6 INCHES OF CLASS 2 AGGREGATE BASE.
2. SOIL REPORTS MAY REQUIRE GREATER THICKNESS OF STRUCTURAL SECTION.
3. ASPHALT CONCRETE COMPACTION REQUIREMENT
   95% PER ASTM-D-1559-97-50 BLOW.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

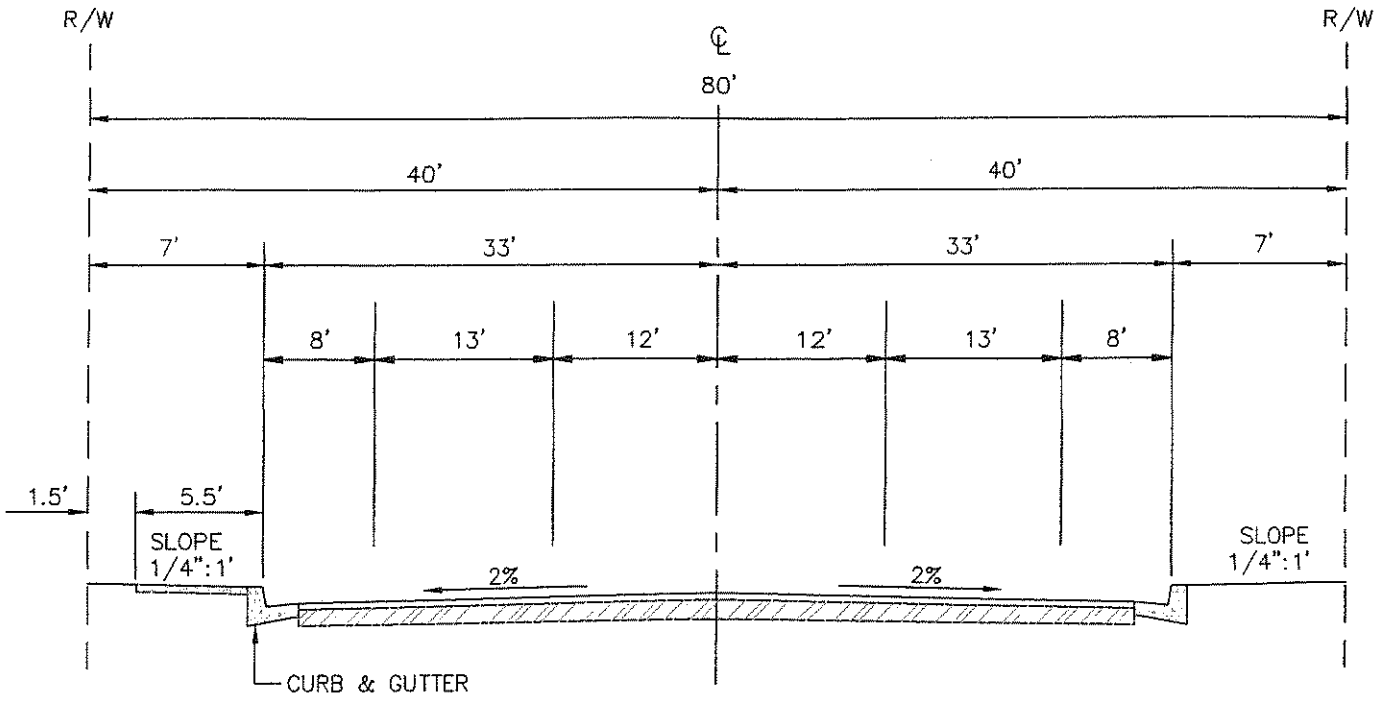
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

COLLECTOR STREET
(2 LANES WITH PARKING)

STANDARD DRAWING NO. S-201B



TYPICAL SECTION

NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.
2. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.
3. MINIMUM PAVEMENT STRUCTURAL SECTIONS: SEE STD. DRAWING S-200

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

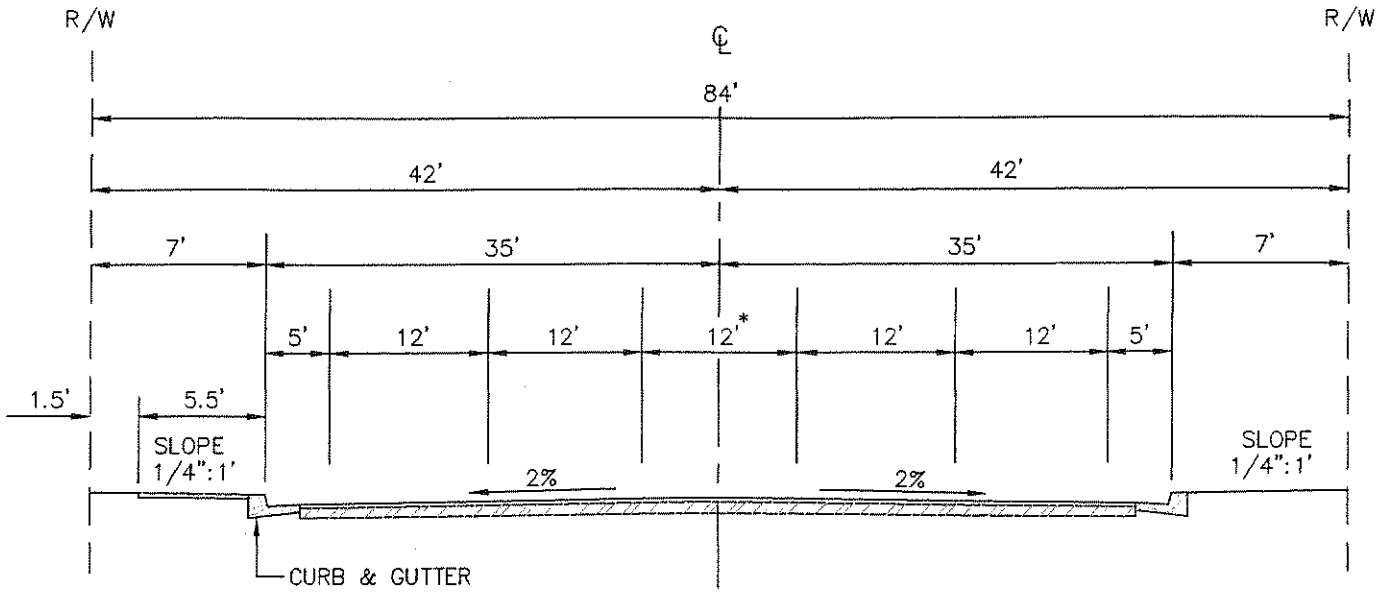
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

MAJOR COLLECTOR STREET
(4 LANES WITH PARKING)

STANDARD DRAWING NO. S-201C



* MEDIAN OR CENTER TURN LANE

TYPICAL SECTION

NOTES:

① STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.

② CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.

③ MINIMUM PAVEMENT STRUCTURAL SECTIONS:

1. 3 INCHES OF ASPHALT CONCRETE OVER 6 INCHES OF CLASS 2 AGGREGATE BASE.
2. SOIL REPORTS MAY REQUIRE GREATER THICKNESS OF STRUCTURAL SECTION.
3. ASPHALT CONCRETE COMPACTION REQUIREMENT
   95% PER ASTM-D-1559-97-50 BLOW.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

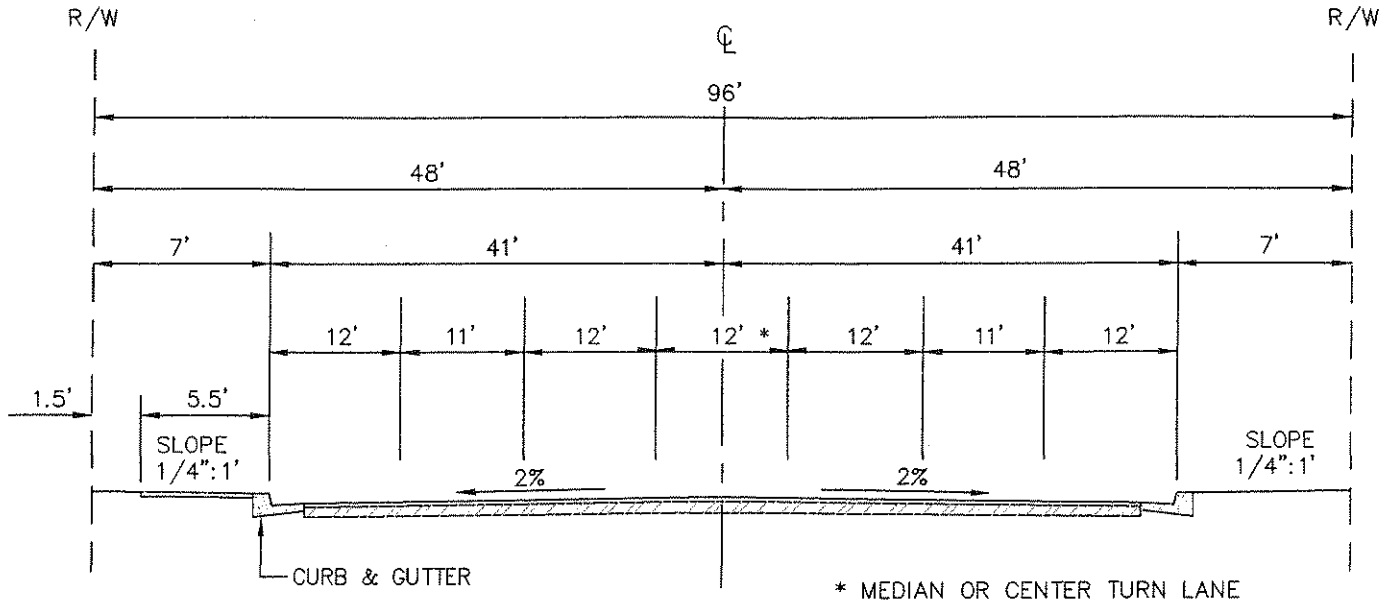
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

ARTERIAL STREET (4 LANES, DIVIDED OR TURN LANE, NO PARKING)

STANDARD DRAWING NO. S-201D



TYPICAL SECTION

NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.
2. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.
3. MINIMUM PAVEMENT STRUCTURAL SECTIONS: SEE STD. DRAWING S-200.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

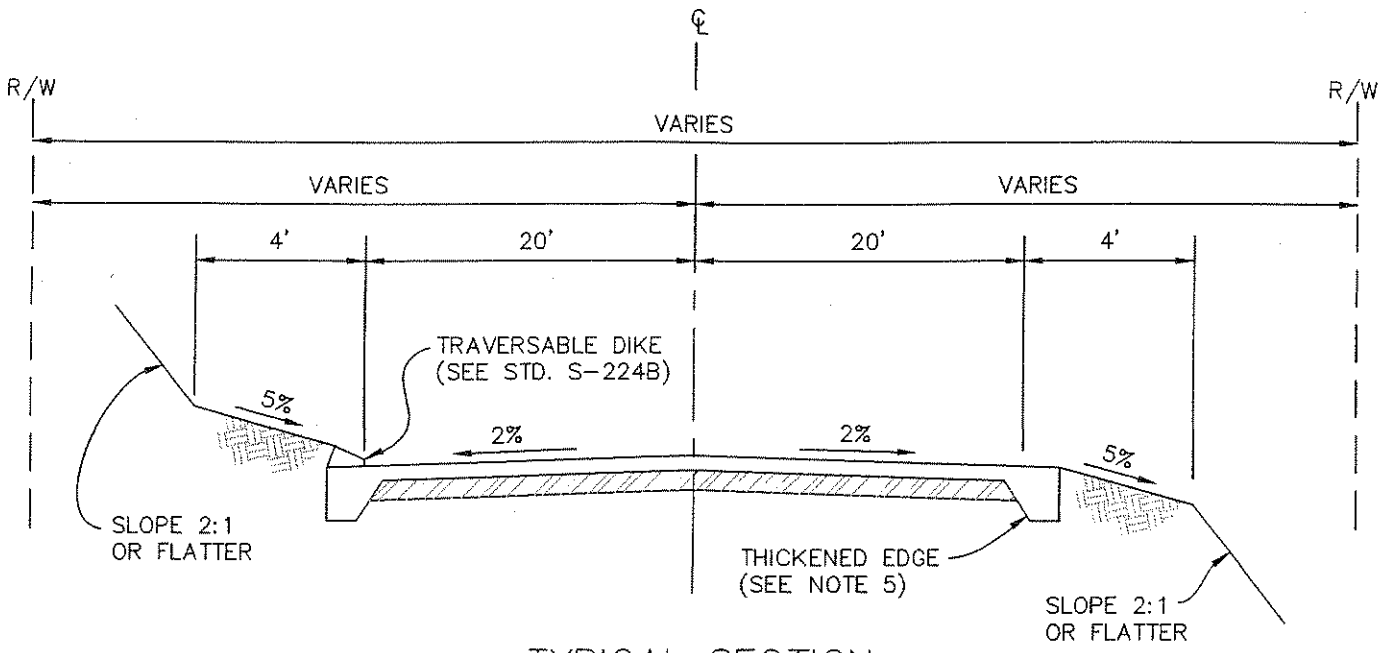
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

MAJOR ARTERIAL STREET
(4 LANES, WITH PARKING)

STANDARD DRAWING NO. S-201E



TYPICAL SECTION

HILLSIDE

NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.
2. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE EASEMENTS.
3. SLOPE REQUIREMENT MAY BE VARIED BY REQUIREMENTS OF THE SOILS REPORT.
4. ENTIRE SECTION MAY BE SLOPED AT 2% (NO CROWN) WITH PRIOR APPROVAL OF THE CITY ENGINEER.
5. CONSTRUCT THICKENED EDGE. SEE STANDARD DWG. S-224C.
6. MINIMUM PAVEMENT STRUCTURAL SECTIONS: SEE STD. DRAWING S-200.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

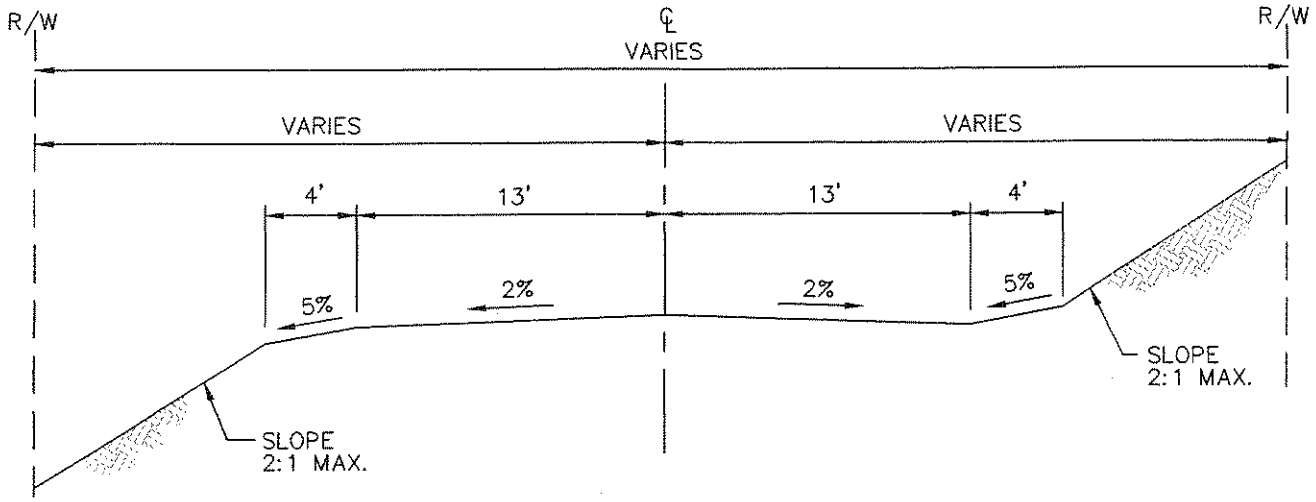
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

LOCAL HILLSIDE PAVED ROAD
WITHOUT CURB AND GUTTER

STANDARD DRAWING NO. S-201F



TYPICAL SECTION

NOTES:

1. DRAINAGE IMPROVEMENTS TO BE PLACED WHERE REQUIRED.
2. EMBANKMENTS PLACED WITHIN AREA OF THE TRAVELED WAY SHALL PROVIDE A STABLE ROADWAY.
3. INDICATE AREAS WHERE IMPORTED MATERIAL IS REQUIRED TO PROVIDE A STABLE ROADWAY.
4. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE EASEMENTS.
5. ENTIRE SECTION MAY BE SLOPED AT 2% (NO CROWN) WITH PRIOR APPROVAL OF THE CITY ENGINEER.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/1/00
JAMES W. RODKEY, JR.

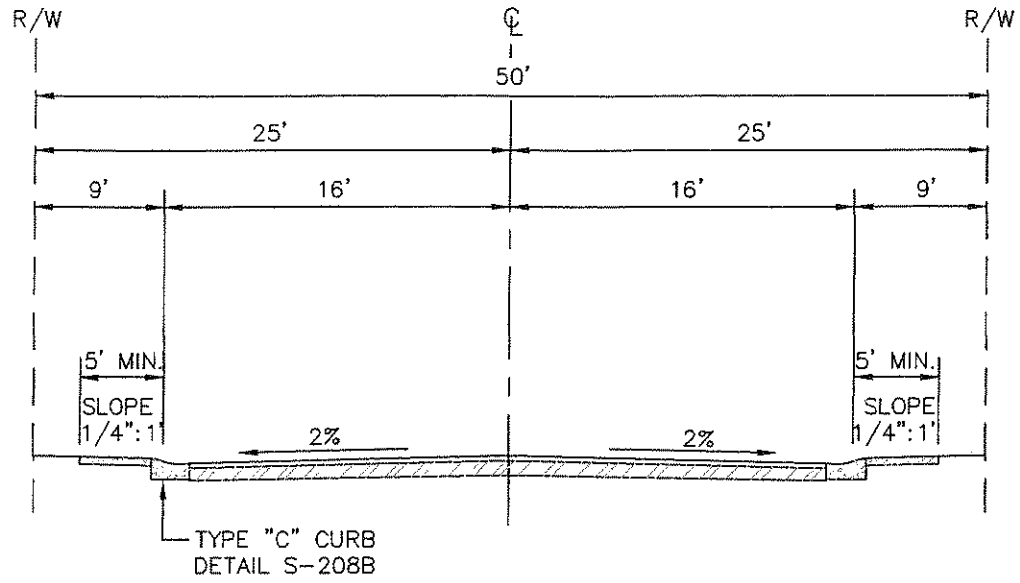
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

GRADED/GRAVELED ROAD

STANDARD DRAWING NO. S-201G



TYPICAL SECTION

NOTES:

1. THIS TYPICAL SECTION SHALL BE USED ONLY ON LOCAL STREETS SUCH AS CUL-DE-SACS, LOOPS AND STREETS THAT DO NOT CARRY THROUGH TYPE TRAFFIC. THE USE SHALL BE LIMITED TO STREETS WHICH ARE PROJECTED TO CARRY LESS THAN 500 ADT UPON ULTIMATE DEVELOPMENT OF THE AREA.
2. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION BASED ON THE APPROPRIATE TRAFFIC INDEX AS GIVEN IN THE GENERAL CIRCULATION ELEMENT GUIDELINES FOR STREET DESIGN. THE STRUCTURAL SECTION WILL BE SO INDICATED ON CONSTRUCTION PLANS.
3. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.
4. MINIMUM PAVEMENT STRUCTURAL SECTIONS: SEE STD. DRAWING S-200.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

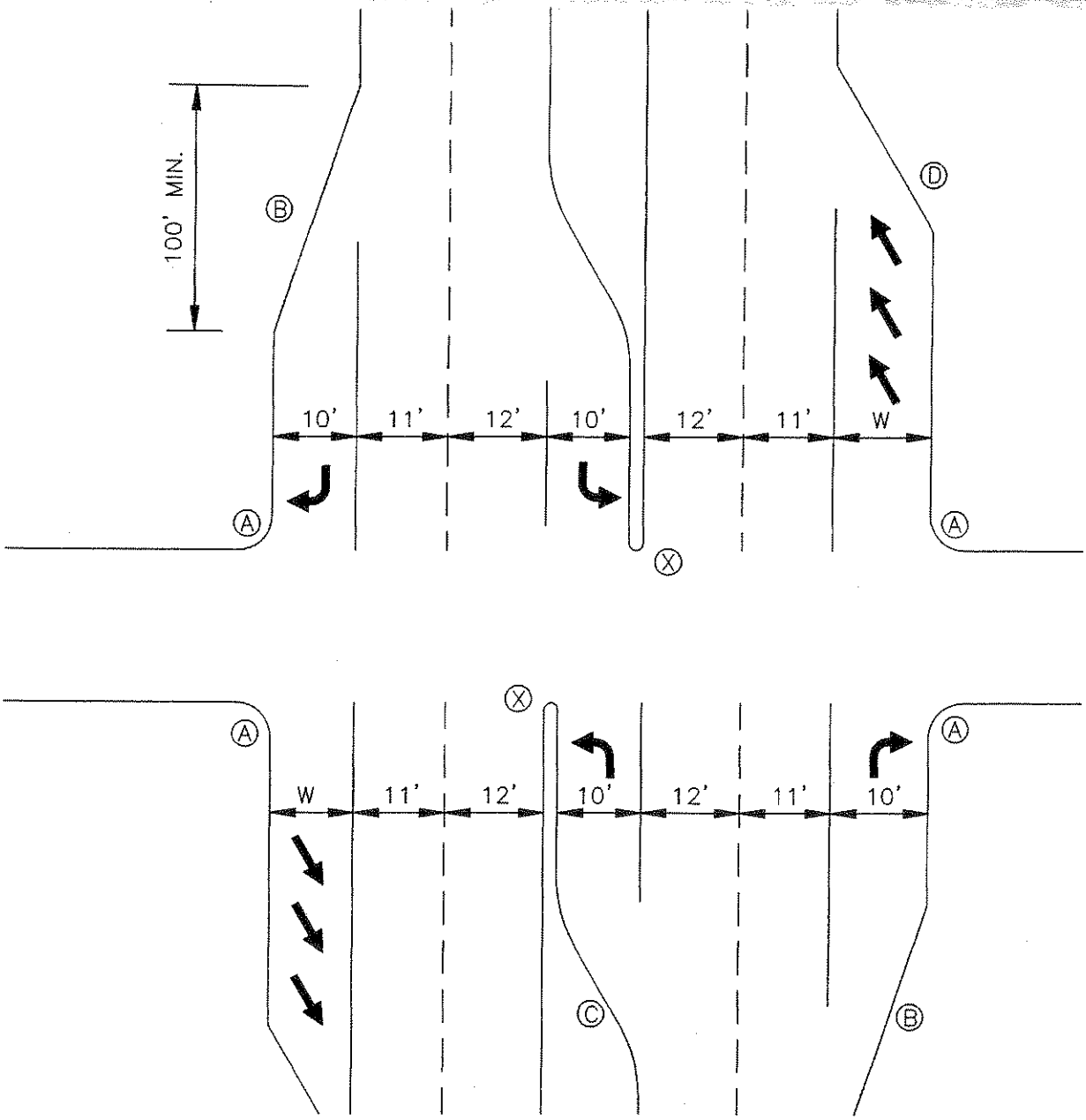
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

LOCAL STREET
(ROLLED CURB)

STANDARD DRAWING NO. S-201H



Ⓐ 35' CURB RETURN RADIUS

Ⓑ 20:1 DIVERGENCE TAPER

Ⓒ 60'–90' MEDIAN CURB TRANSITION WITH SIGNAGE LT.; 150' WITH DUAL LEFT TURNS

Ⓓ WIDTH (W) x DESIGN SPEED (V) CONVERGENCE TAPER

Ⓧ NO MEDIAN POLE MOUNTED SIGNAL INDICATORS; MOUNT ON OVERHEAD MAST ARMS AND DESIGN FOR FULL TRAFFIC–ACTUATED OPERATION

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey, Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

ROBERT K. HOLT, P.E.

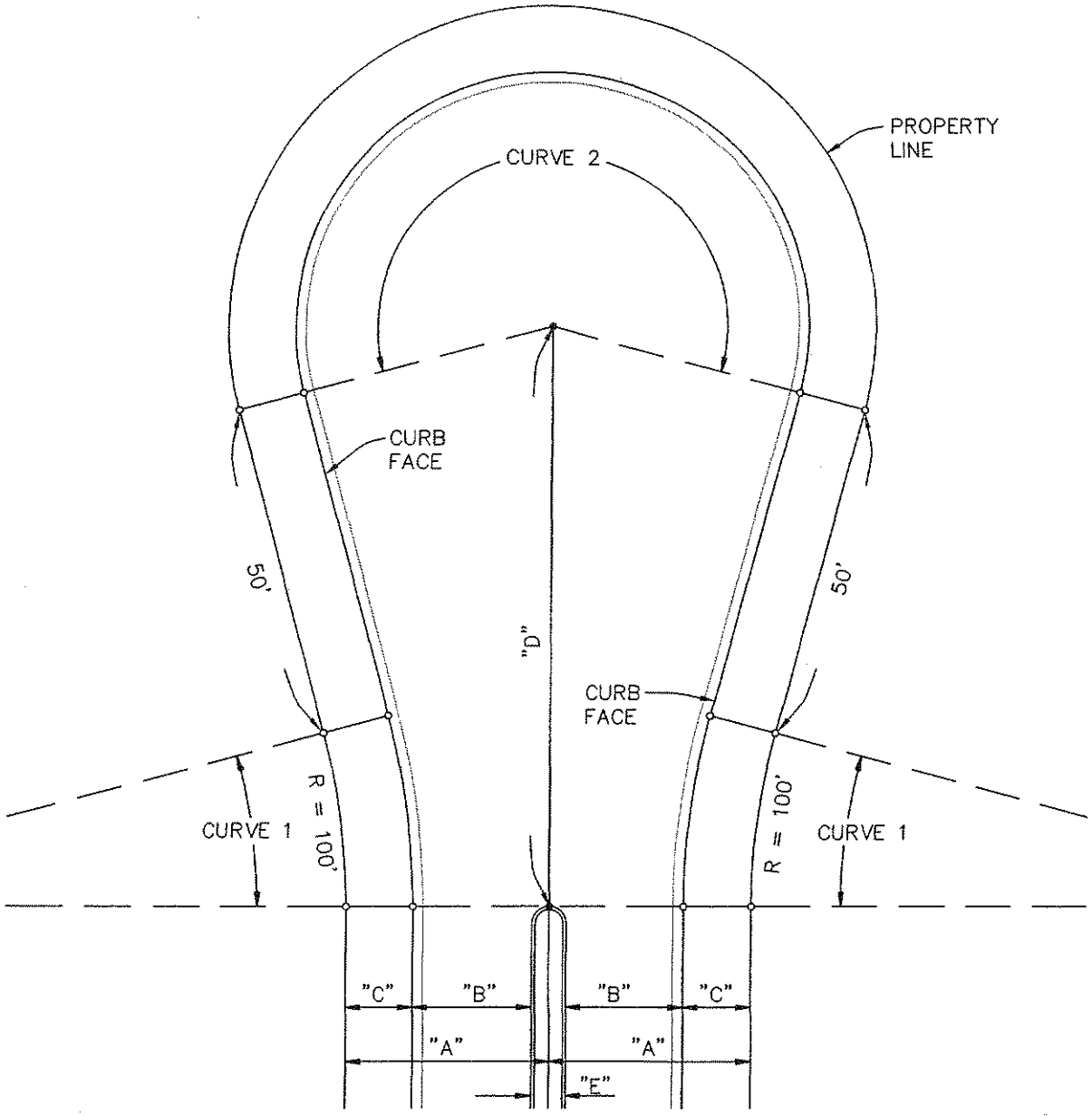
REVISION	BY	DATE

CITY OF

BLYTHE

LANE TRANSITION STANDARDS

STANDARD DRAWING NO. S–202



						CURVE 1					CURVE 2				
							CURB		PROP.			CURB		PROP.	
R/W	A	B	C	D	E	DELTA	R	L	R	L	DELTA	R	L	R	L
50'	25'	16'	9'	92.11'	–	17°36'02"	109'	33.48'	100'	30.72'	215°12'02"	38'	142.73'	47'	176.53'
60'	30'	18'	12'	90.00'	–	16°15'37"	112'	31.79'	100'	28.38'	212°31'13"	38'	140.95'	50'	185.46'
60'	30'	20'	10'	86.63'	–	15°00'38"	110'	28.82'	100'	26.20'	210°01'17"	38'	139.29'	48'	175.95'
74'	37'	27'	10'	89.82'	–	15°28'38"	110'	29.71'	100'	27.01'	210°57'17"	46'	169.37'	56'	206.18'
80'	40'	33'	7'	95.62'	–	17°10'55"	107'	32.09'	100'	29.99'	214°21'49"	55'	205.77'	62'	231.96'
84'	42'	29'	7'	96.08'	12'	17°07'43"	107'	31.99'	100'	29.90'	214°15'26"	57'	213.15'	64'	239.33'
96'	48'	35'	7'	97.48'	12'	16°56'21"	107'	31.70'	100'	29.62'	213°56'42"	63'	235.24'	70'	261.38'

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W Rodkey Jr DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

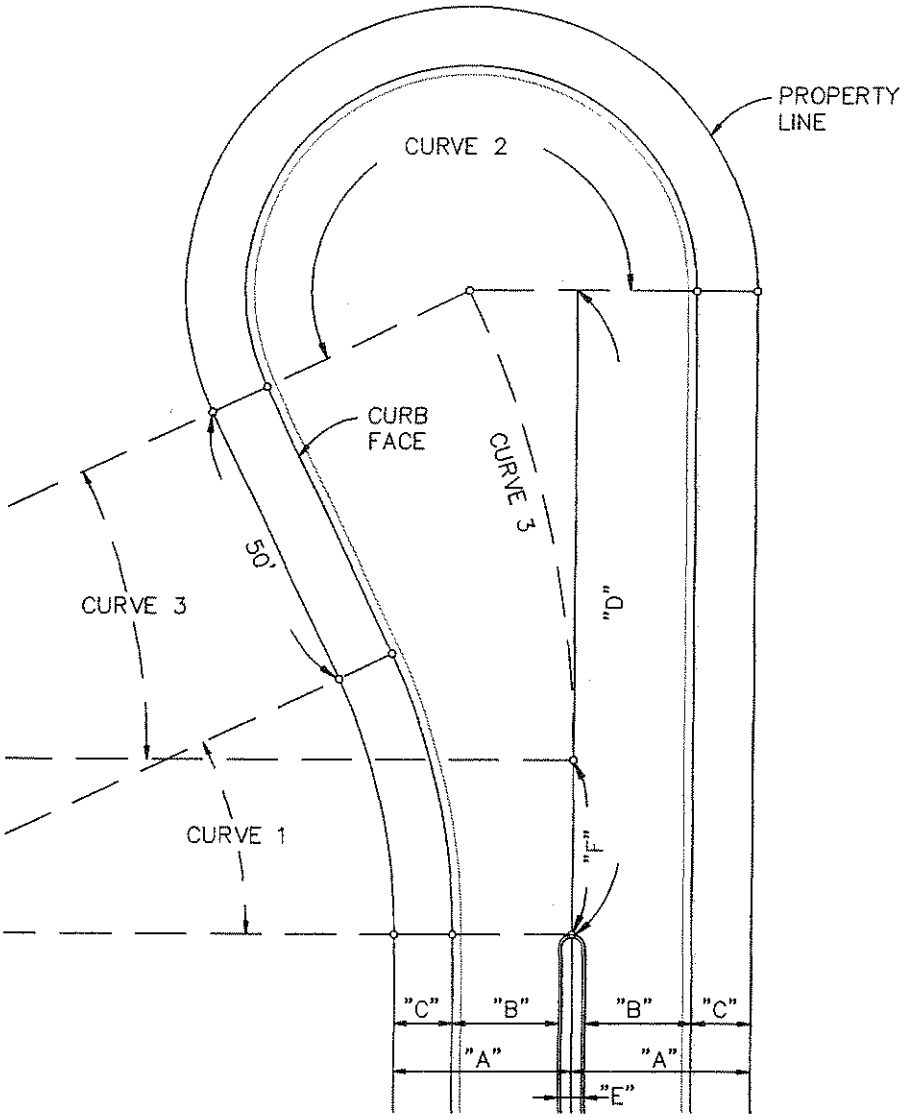
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF BLYTHE

STANDARD CUL-DE-SAC

STANDARD DRAWING NO. S-203



R/W	A	B	C	D	E	CURVE 1 DELTA	CURVE 1 CURB R	CURVE 1 CURB L	CURVE 1 PROP. R	CURVE 1 PROP. L	CURVE 2 DELTA	CURVE 2 CURB R	CURVE 2 CURB L	CURVE 2 PROP. R	CURVE 2 PROP. L	CURVE 3 F	CURVE 3 DELTA	CURVE 3 R	CURVE 3 L
50'	25'	16'	9'	116.19'	--	29°39'30"	109'	56.42'	100'	51.76'	209°39'30"	38'	139.05'	47'	171.98'	33.10'	29°39'30"	167.93'	86.93
60'	30'	18'	12'	113.58'	--	27°28'54"	112'	53.72'	100'	47.96'	207°28'54"	38'	137.61'	50'	181.06'	31.79'	27°28'54"	177.24'	85.01'
60'	30'	20'	10'	108.90'	--	25°31'48"	110'	49.01'	100'	44.56'	205°31'48"	38'	136.31'	48'	172.18'	29.45'	25°31'48"	184.35'	82.14'
74'	37'	27'	10'	113.63'	--	26°08'53"	110'	50.20'	100'	45.64'	206°08'53"	46	165.51'	56'	201.82'	31.82'	26°08'53"	185.65'	84.73'
80'	40'	33'	7'	121.74'	--	28°44'27"	107'	53.67'	100'	50.16'	208°44'27"	55'	200.38'	62'	225.88'	35.87'	28°44'27"	178.58'	89.58'
84'	42'	29'	7'	122.46'	12'	28°37'32"	107'	53.46'	100'	49.96'	208°37'32"	57'	207.55'	64'	233.04'	36.23'	28°37'32"	179.98'	89.92'
96'	48'	35'	7'	124.60'	12'	28°17'21"	107'	52.83'	100'	49.37'	208°17'21"	63'	229.02'	70'	254.47'	37.30'	28°17'21"	184.20'	90.95'

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

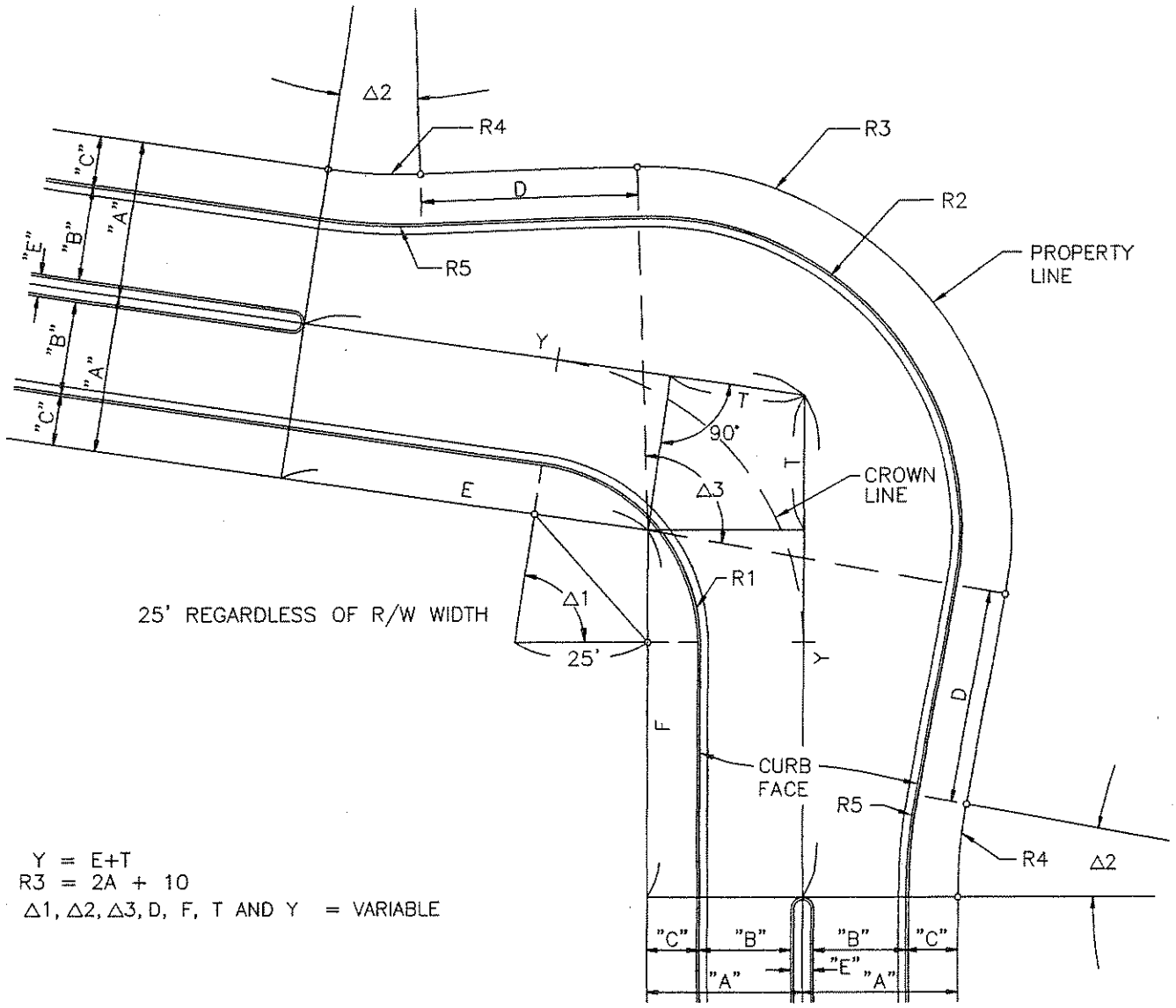
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

OFFSET
CUL-DE-SAC

STANDARD DRAWING NO. S-204



Y = E+T
R3 = 2A + 10
Δ1, Δ2, Δ3, D, F, T AND Y = VARIABLE

R/W	A	B	C	E	R1	R2	R3	R4	R5
50'	25'	16'	9'	–	34'	51'	60'	100'	109'
60'	30'	18'	12'	–	37'	58'	70'	100'	112'
60'	30'	20'	10'	–	35'	60'	70'	100'	110'
74'	37'	27'	10'	–	36'	74'	84'	100'	110'
80'	40'	33'	7'	–	38'	83'	90'	100'	107'
84'	42'	29'	7'	12'	40'	87'	94'	100'	107'
96'	48'	35'	7'	12'	44'	99'	106	100'	107'

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

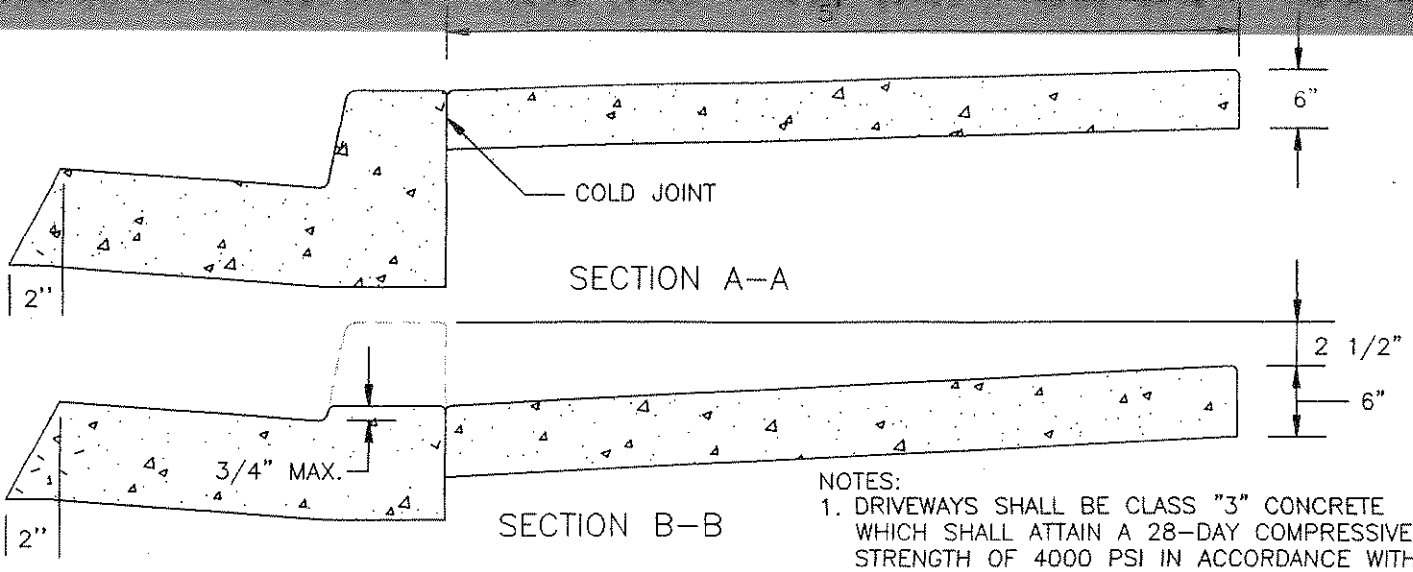
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

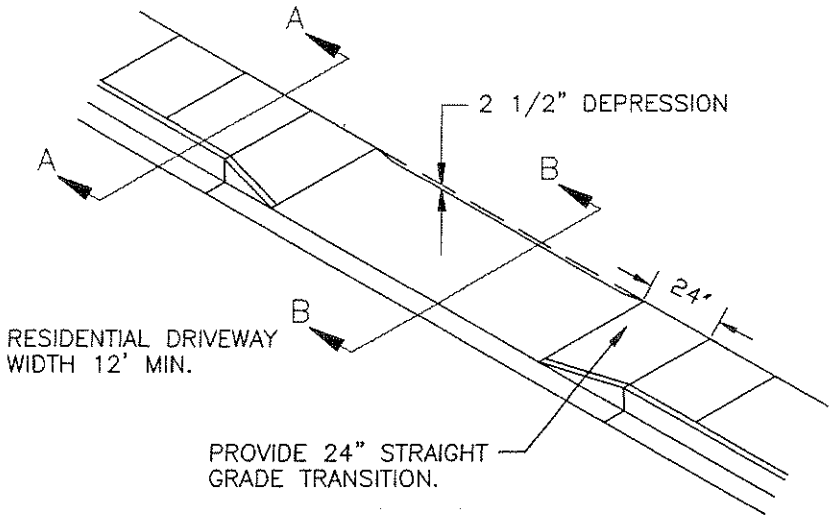
KNUCKLE
INTERSECTION

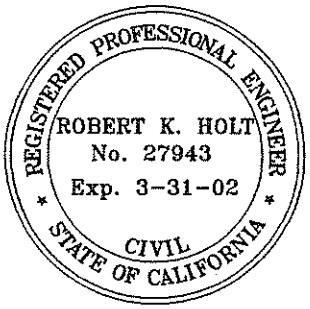
STANDARD DRAWING NO. S-205



NOTES:

1. DRIVEWAYS SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28–DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M–99 AND SHALL CONTAIN 1–1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. ALL STREET AND ALLEY DRAINAGE SHALL BE NOT LESS THAN 0.10% SLOPE.
3. ALL CURB AND GUTTER SHALL HAVE 1/2" EXPANSION MATERIAL 60' O.C. WITH SIDEWALK EXPANSION JOINTS EVERY 20' (SEE STD. S–209).
4. CURING COMPOUND SHALL BE CURE–TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
5. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS," INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE PUBLIC SAFETY.
6. DRIVEWAY APPROACH LOCATIONS SHALL BE AS APPROVED BY THE CITY.
7. TO CONSTRUCT A DEPRESSION IN EXISTING CURB AND GUTTER:
   A. SAWCUT AND REMOVE FOR THE NECESSARY WIDTH INCLUDING TRANSITION DIMENSION.
   B. REMOVE AND RECONSTRUCT TO THE NEAREST JOINT.
   C. HORIZONTAL SAWCUT AND REMOVE ENTIRE CURB AND GUTTER SECTION.
8. AN APPROACH MUST BE CONSTRUCTED WITH EACH CURB DEPRESSION.
9. TOTAL REMOVAL OF APPROACH, CURB AND GUTTER, AND REPLACEMENT WITH NEW CURB, GUTTER, AND SIDEWALK REQUIRED FOR ABANDONMENT OF DRIVEWAY APPROACH. IN FILLING OF EXISTING APPROACH WILL NOT BE ALLOWED.





APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

ROBERT K. HOLT, P.E.

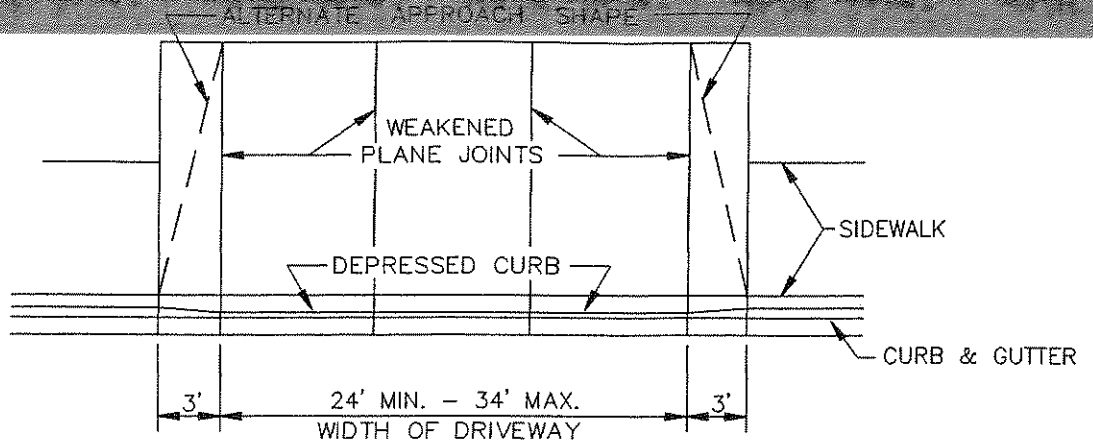
REVISION	BY	DATE

CITY OF

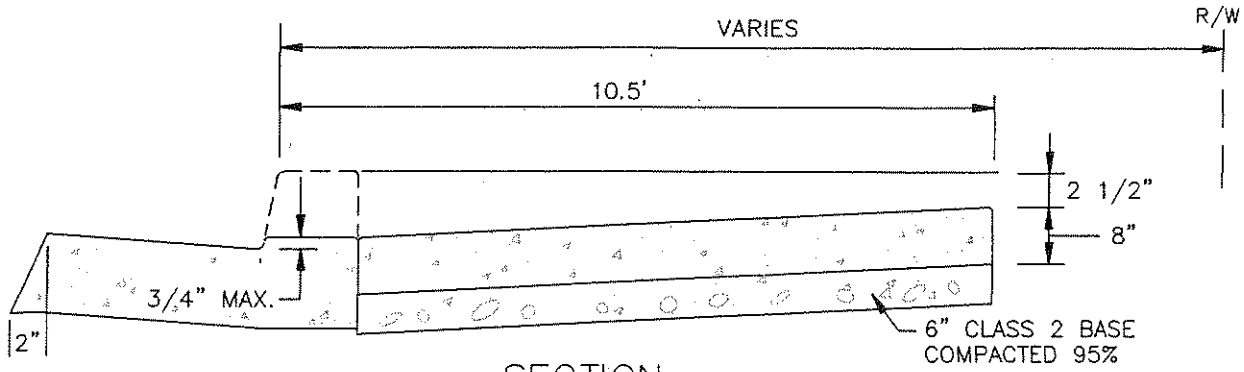
BLYTHE

RESIDENTIAL DRIVEWAY APPROACH

STANDARD DRAWING NO. S–206



PLAN



SECTION

NOTES:

1. DRIVEWAY APPROACH LOCATION SHALL BE AS APPROVED BY CITY.
2. TO CONSTRUCT A DEPRESSION IN EXISTING CURB AND GUTTER:
   A. SAWCUT AND REMOVE FOR THE NECESSARY WIDTH.
   B. REMOVE AND RECONSTRUCT TO THE NEAREST JOINT.
   C. HORIZONTAL SAWCUT AND REMOVE CURB AS NECESSARY.
3. AN APPROACH MUST BE CONSTRUCTED WITH EACH CURB DEPRESSION.
4. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
5. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
6. DRIVEWAYS SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
7. TOTAL REMOVAL OF APPROACH, CURB AND GUTTER, AND REPLACEMENT WITH NEW CURB, GUTTER, AND SIDEWALK REQUIRED FOR ABANDONMENT OF DRIVEWAY APPROACH. IN FILLING OF EXISTING APPROACH, WILL NOT BE ALLOWED.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

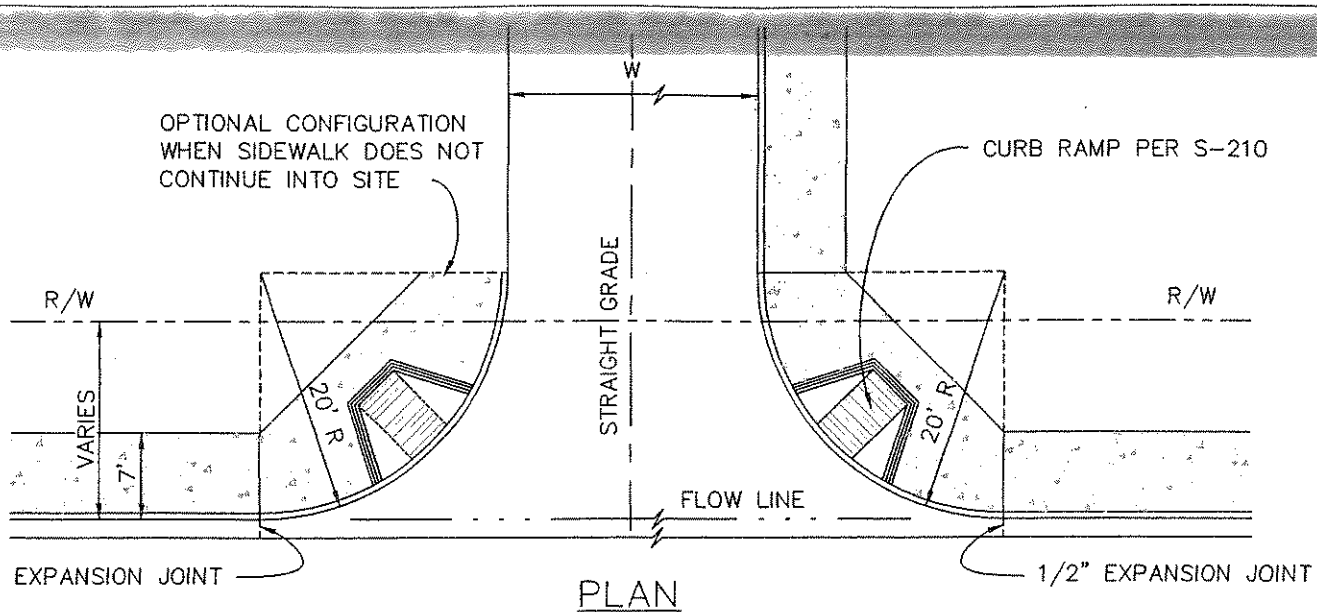
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

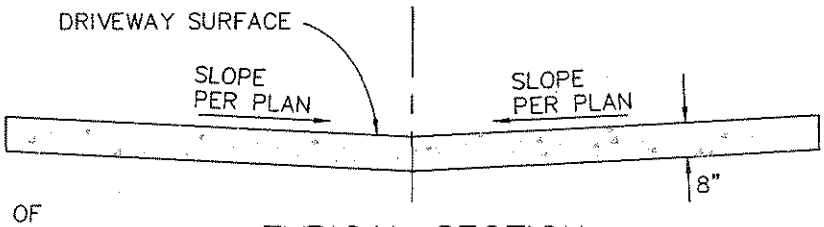
CITY OF
BLYTHE

COMMERCIAL DRIVEWAY APPROACH WITH CURB

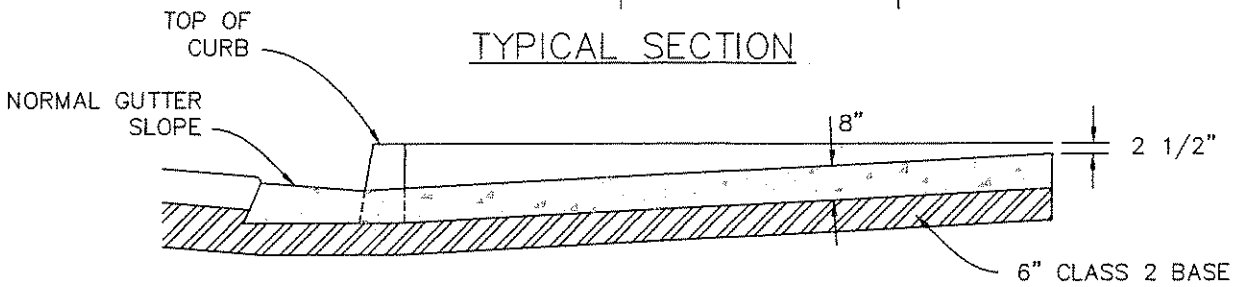
STANDARD DRAWING NO. S-206A



PLAN



TYPICAL SECTION



℄ SECTION

NOTES:

1. "W" EQUALS 24 FEET UNLESS SHOWN OTHERWISE ON THE PLAN.
2. 6-INCH CLASS 2 BASE SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY PER ASTM D-1557.
3. DRIVEWAYS SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
4. CONCRETE SHALL BE TROWELED SMOOTH AND FINISHED WITH A MEDIUM BROOM.
5. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
6. ALL STREET AND ALLEY DRAINAGE SLOPE SHALL BE NOT LESS THAN 0.10%.
7. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
8. TOTAL REMOVAL OF APPROACH, CURB AND GUTTER, AND REPLACEMENT WITH NEW CURB, GUTTER, AND SIDEWALK REQUIRED FOR ABANDONMENT OF DRIVEWAY APPROACH. IN FILLING OF EXISTING APPROACH WILL NOT BE ALLOWED.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W Rodkey Jr DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

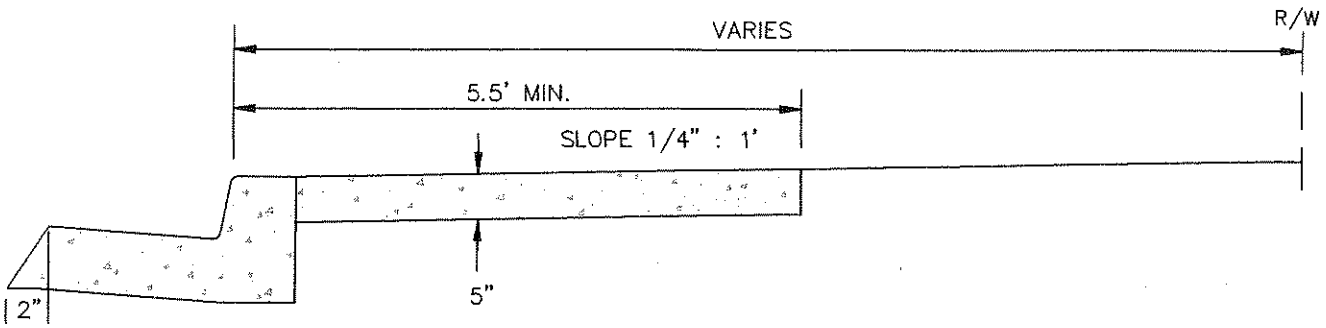
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

COMMERCIAL/INDUSTRIAL
DRIVEWAY APPROACH

STANDARD DRAWING NO. S-206B



NOTES:

1. SIDEWALK SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. SCORES AND WEAKENED PLANE JOINTS SHALL BE PER S-209.
3. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
4. WHEN TYPE "C" CURB AND GUTTER PER S-208B IS USED, THICKNESS OF SIDEWALK SHALL BE 6".

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

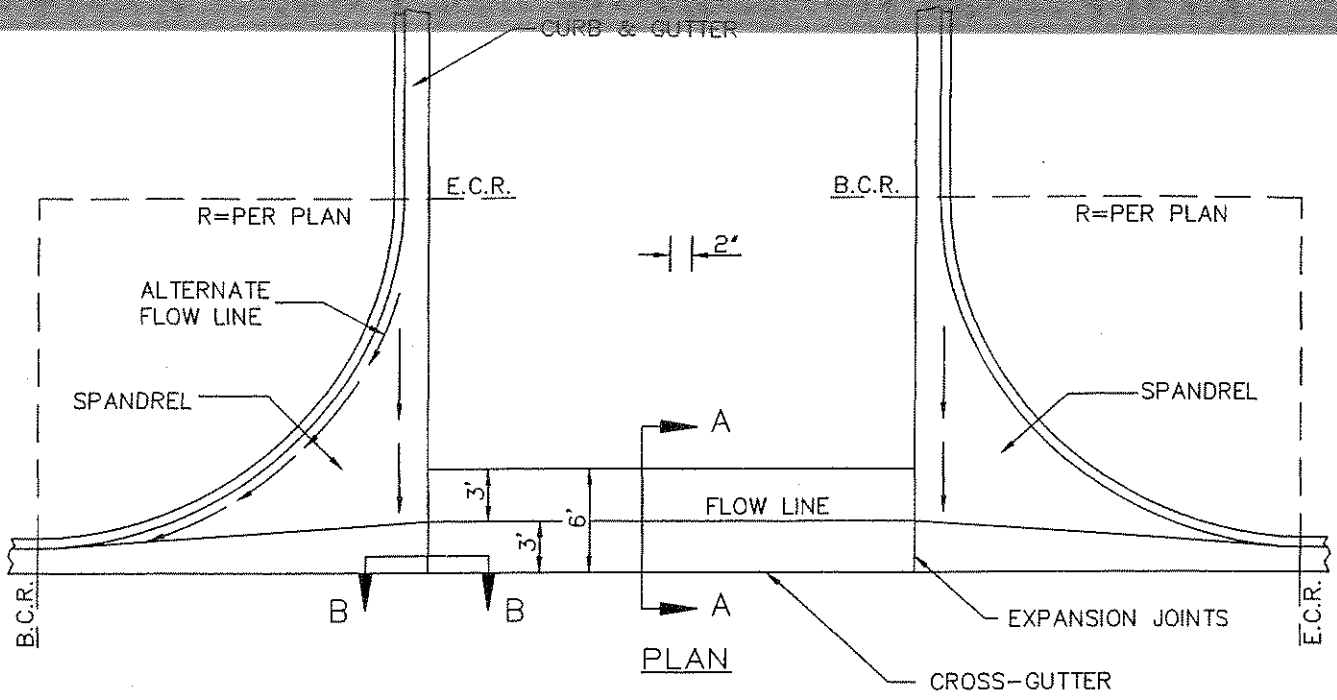
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

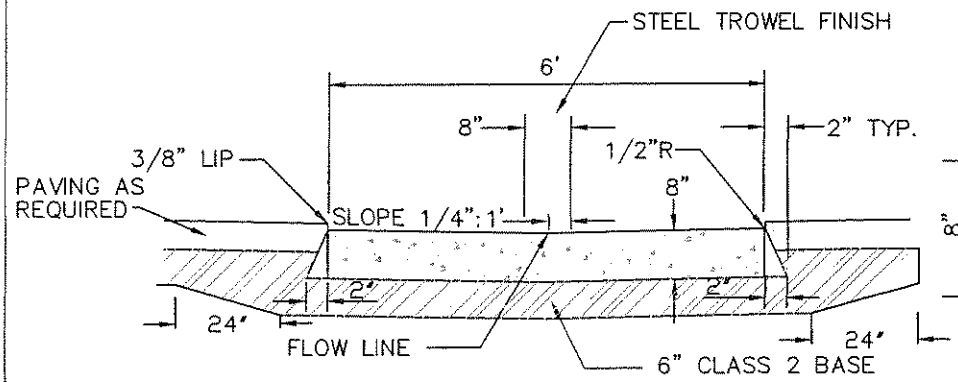
CITY OF
BLYTHE

SIDEWALK

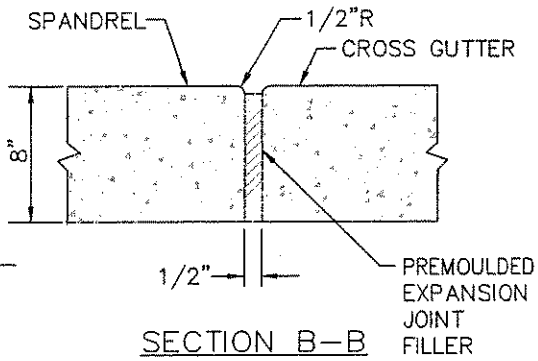
STANDARD DRAWING NO. S-206C



PLAN



SECTION A-A



SECTION B-B

NOTES:

1. CROSS-GUTTER AND SPANDREL SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. THE STRAIGHT GRADE BETWEEN B.C.R.'S MAY BE ALTERED ON AN EXCESSIVE GRADE
3. ALL CURB RADII SHALL HAVE HANDICAPPED RAMPS.
4. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
5. CLASS 2 BASE MATERIAL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY PER ASTM D-1557.
6. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE TO ADEQUATELY INSURE THE PUBLIC SAFETY.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

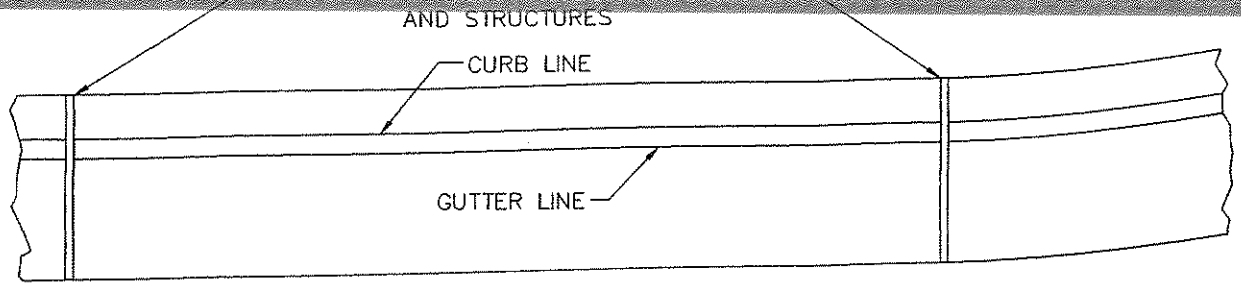
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

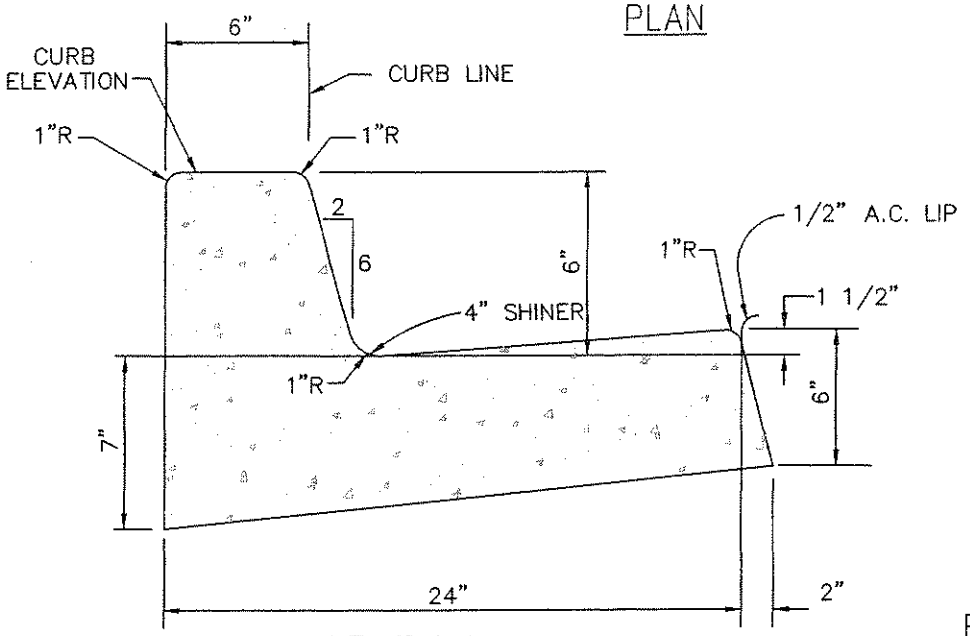
CITY OF
BLYTHE

CROSS-GUTTER
AND SPANDREL

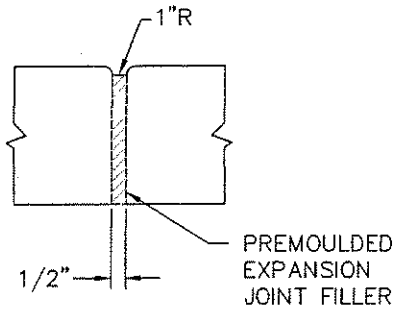
STANDARD DRAWING NO. S-207



PLAN



SECTION



EXPANSION JOINT

NOTES:

1. CURB AND GUTTER SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. WIDTH OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINES UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10-FOOT INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING SHALL BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINT MAY BE SAWCUT.
6. ALL STREET AND ALLEY DRAINAGE SLOPE SHALL BE NOT LESS THAN 0.10%.
7. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
8. ALL EXPOSED SURFACES TO HAVE A SMOOTH TROWEL FINISH. DRY SACK FINISH WILL NOT BE ALLOWED.
9. THE CURB EDGES SHALL BE PLACED TRUE TO LINE AND GRADE. VERTICAL ELEVATIONS SHALL NOT VARY MORE THAN ±0.01' WITH A MAXIMUM VARIANCE OF 0.02' FROM DESIGN GRADE OCCURRING IN ANY GIVEN 100 FEET SECTION. THE HORIZONTAL CURB EDGES SHALL NOT VARY MORE THAN 1/4" INCH IN ANY GIVEN 100 FOOT SECTION.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

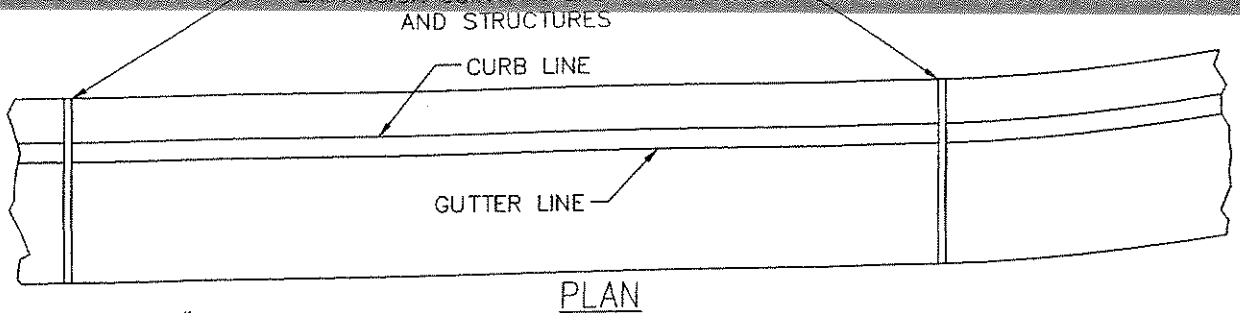
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

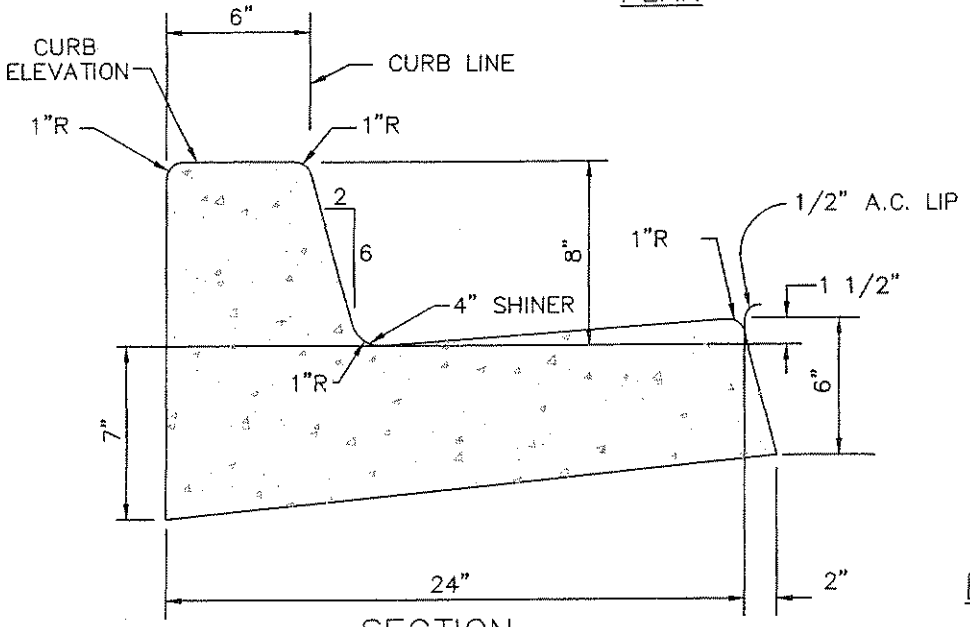
CITY OF
BLYTHE

6"-TYPE 'A'
CURB AND GUTTER

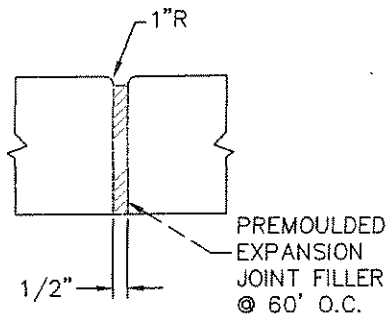
STANDARD DRAWING NO. S-208



PLAN



SECTION



EXPANSION JOINT

NOTES:

1. CURB AND GUTTER SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. WIDTH OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINES UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10-FOOT INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES. HYDRO-CURE CLEAR CC-309-1W, OR APPROVED EQUAL.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING SHALL BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINT MAY BE SAWCUT.
6. ALL STREET AND ALLEY DRAINAGE SLOPE SHALL BE NOT LESS THAN 0.10%.
7. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
8. ALL EXPOSED SURFACES TO HAVE A SMOOTH TROWEL FINISH. DRY SACK FINISH WILL NOT BE ALLOWED.
9. THE CURB EDGES SHALL BE PLACED TRUE TO LINE AND GRADE. VERTICAL ELEVATIONS SHALL NOT VARY MORE THAN ±0.01' WITH A MAXIMUM VARIANCE OF 0.02' FROM DESIGN GRADE OCCURRING IN ANY GIVEN 100 FEET SECTION. THE HORIZONTAL CURB EDGES SHALL NOT VARY MORE THAN 1/4" INCH IN ANY GIVEN 100 FOOT SECTION.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

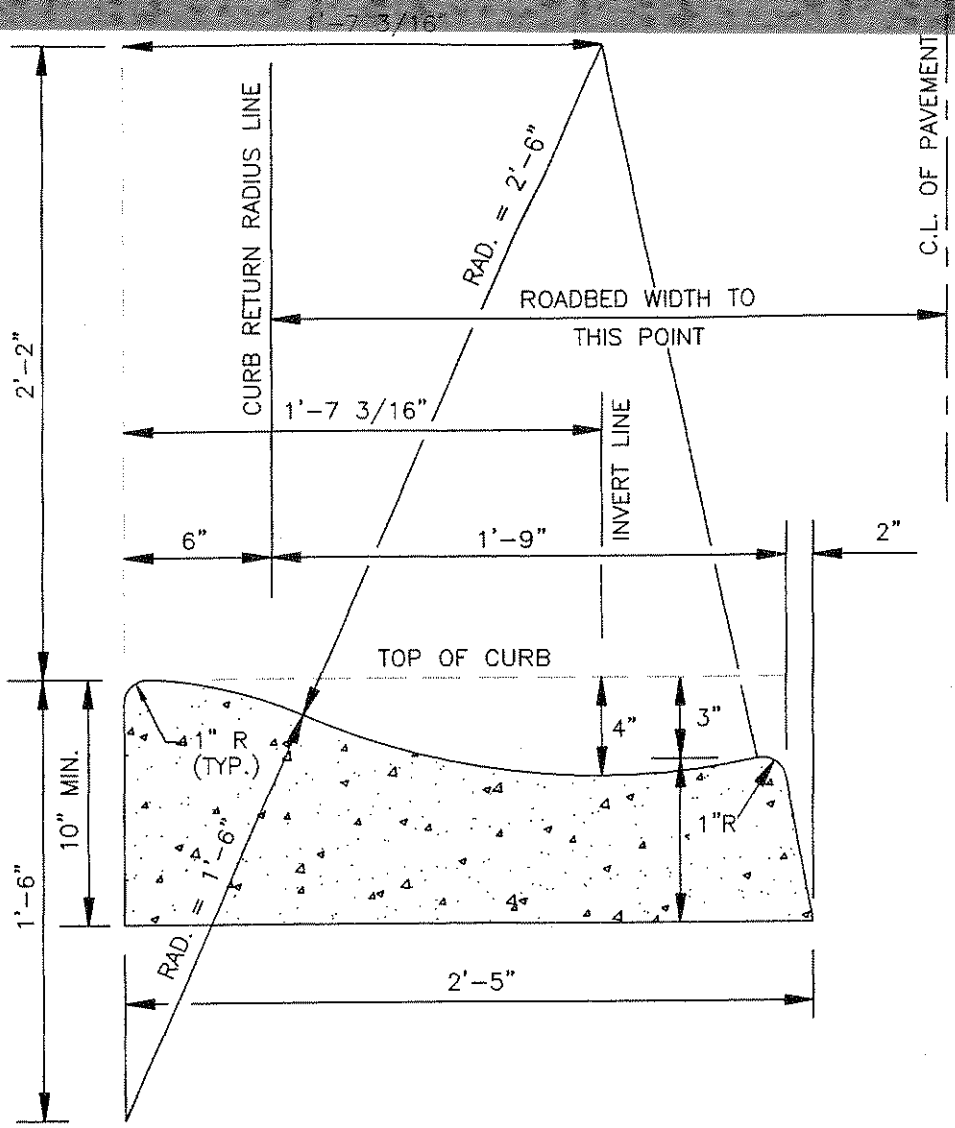
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

8"-TYPE 'A'
CURB AND GUTTER

STANDARD DRAWING NO. S-208A



NOTES:

1. CURB AND GUTTER SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10-FOOT INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
3. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
4. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING SHALL BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINT MAY BE SAWCUT.
5. ALL STREET AND ALLEY DRAINAGE SLOPE SHALL BE NOT LESS THAN 0.10%.
6. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
7. ALL SIDEWALK PLACED BEHIND THIS TYPE "C" CURB SHALL CONFORM TO S-206C.
8. THE CURB EDGES SHALL BE PLACED TRUE TO LINE AND GRADE. VERTICAL ELEVATIONS SHALL NOT VARY MORE THAN ±0.01' WITH A MAXIMUM VARIANCE OF 0.02' FROM DESIGN GRADE OCCURRING IN ANY GIVEN 100 FEET SECTION. THE HORIZONTAL CURB EDGES SHALL NOT VARY MORE THAN 1/4" INCH IN ANY GIVEN 100 FOOT SECTION.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

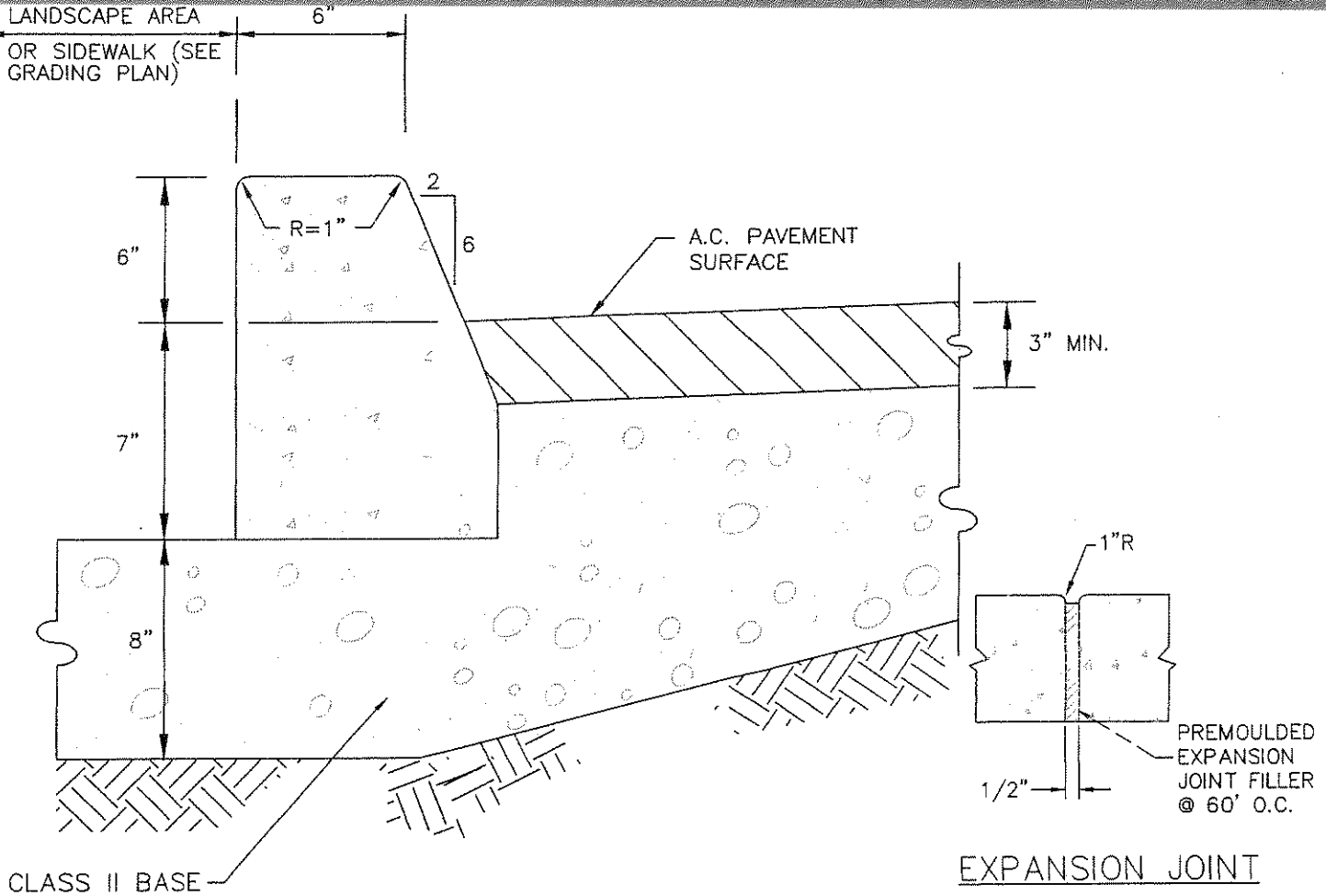
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

TYPE "C"
CURB AND GUTTER

STANDARD DRAWING NO. S-208B



EXPANSION JOINT

NOTES:

1. BARRIER CURB SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. WIDTH OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINES UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10-FOOT INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
5. WHEN BARRIER CURB IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING SHALL BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINT MAY BE SAWCUT.
6. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
7. ALL EXPOSED SURFACES TO HAVE A SMOOTH TROWEL FINISH. DRY SACK FINISH WILL NOT BE ALLOWED.
8. THE CURB EDGES SHALL BE PLACED TRUE TO LINE AND GRADE. VERTICAL ELEVATIONS SHALL NOT VARY MORE THAN ±0.01' WITH A MAXIMUM VARIANCE OF 0.02' FROM DESIGN GRADE OCCURRING IN ANY GIVEN 100 FEET SECTION. THE HORIZONTAL CURB EDGES SHALL NOT VARY MORE THAN 1/4" INCH IN ANY GIVEN 100 FOOT SECTION.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

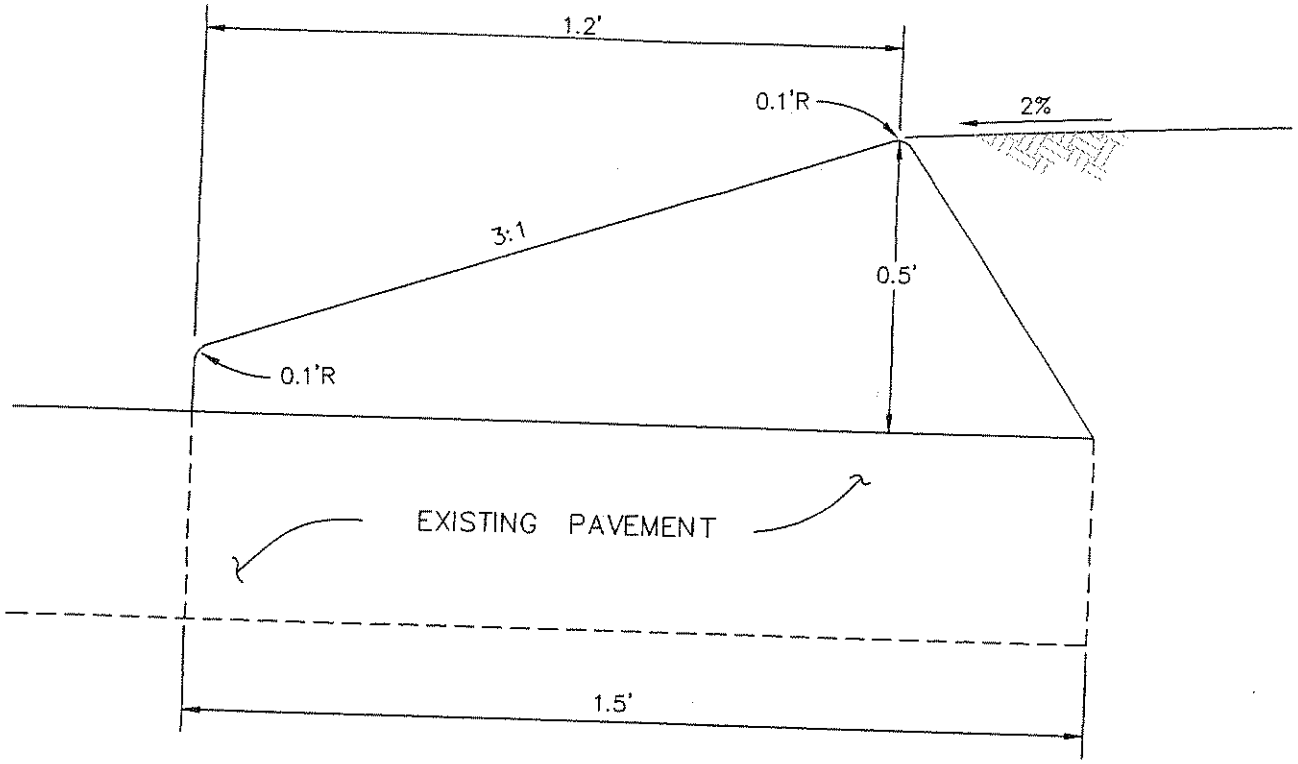
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

TYPE "A" BARRIER CURB

STANDARD DRAWING NO. S-208C



TYPICAL SECTION

NOTES:

1. DIKE SHALL BE CONSTRUCTED OF TYPE "B" ASPHALT CONCRETE AR8000.
2. PAINT BINDER SHALL BE PLACED ON EXISTING ASPHALT CONCRETE PAVEMENT PRIOR TO THE INSTALLATION OF THE DIKE.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

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James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

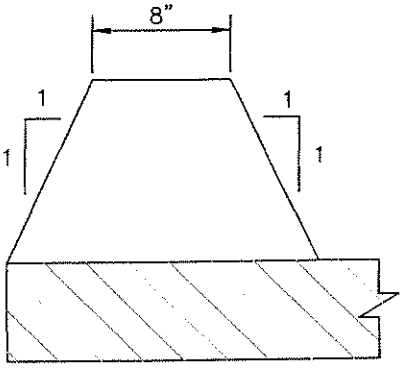
APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

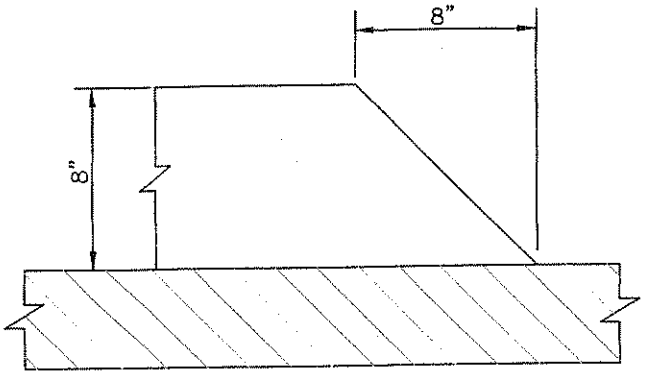
CITY OF
BLYTHE

TRAVERSABLE ASPHALT CONCRETE DIKE

STANDARD DRAWING NO. S-208D

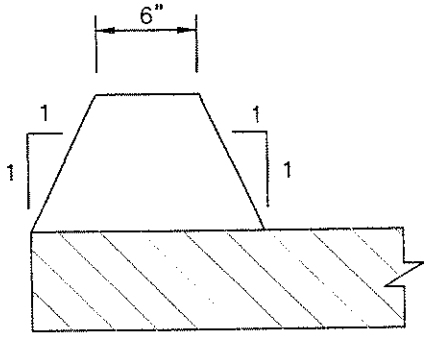


SECTION

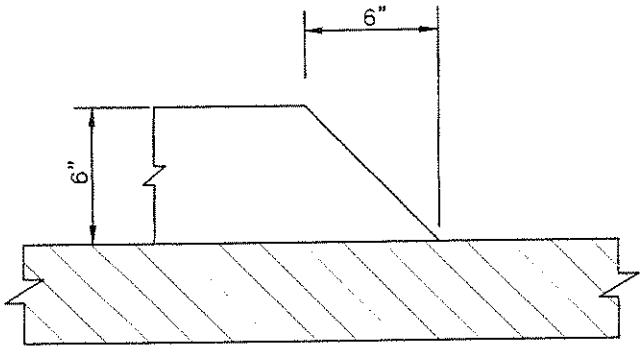


END CUTOFF

8" DIKE



SECTION



END CUTOFF

6" DIKE

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

NOTES:

1. DIKE SHALL BE CONSTRUCTED OF TYPE "B" ASPHALT CONCRETE AR8000.
2. PAINT BINDER SHALL BE PLACED ON EXISTING ASPHALT CONCRETE PAVEMENT PRIOR TO THE INSTALLATION OF THE DIKE.

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

By Robert K. Holt DATE 8/31/00

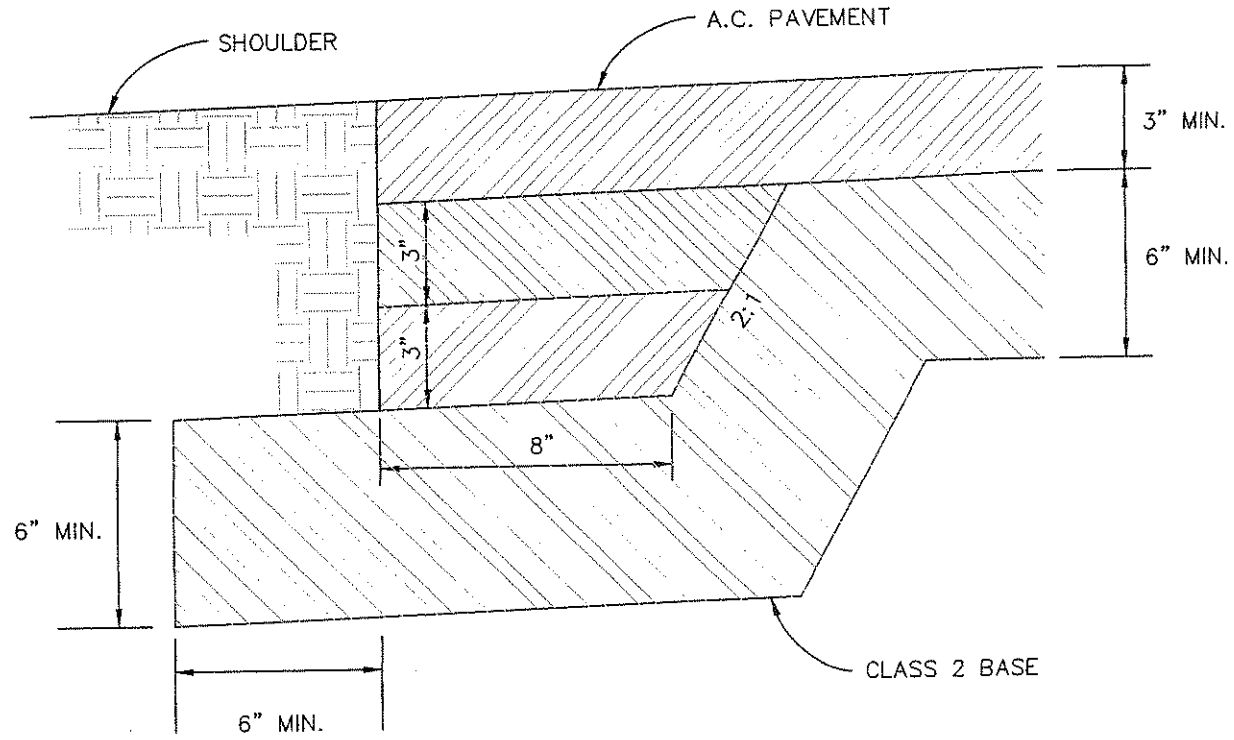
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

ASPHALT CONCRETE
DIKE

STANDARD DRAWING NO. S-208E



NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS REPORT AND SO INDICATED ON CONSTRUCTION PLANS.
2. ASPHALT PAVEMENT THICKENED EDGE SHALL BE COMPACTED IN 3 LIFTS . EACH LIFT NOT TO EXCEED 3 INCHES.
3. CLASS 2 BASE SHALL BE CONPACTED TO 95% MAXIMUM DENSITY PER ASTM D-1557.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
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STATE OF CALIFORNIA

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James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

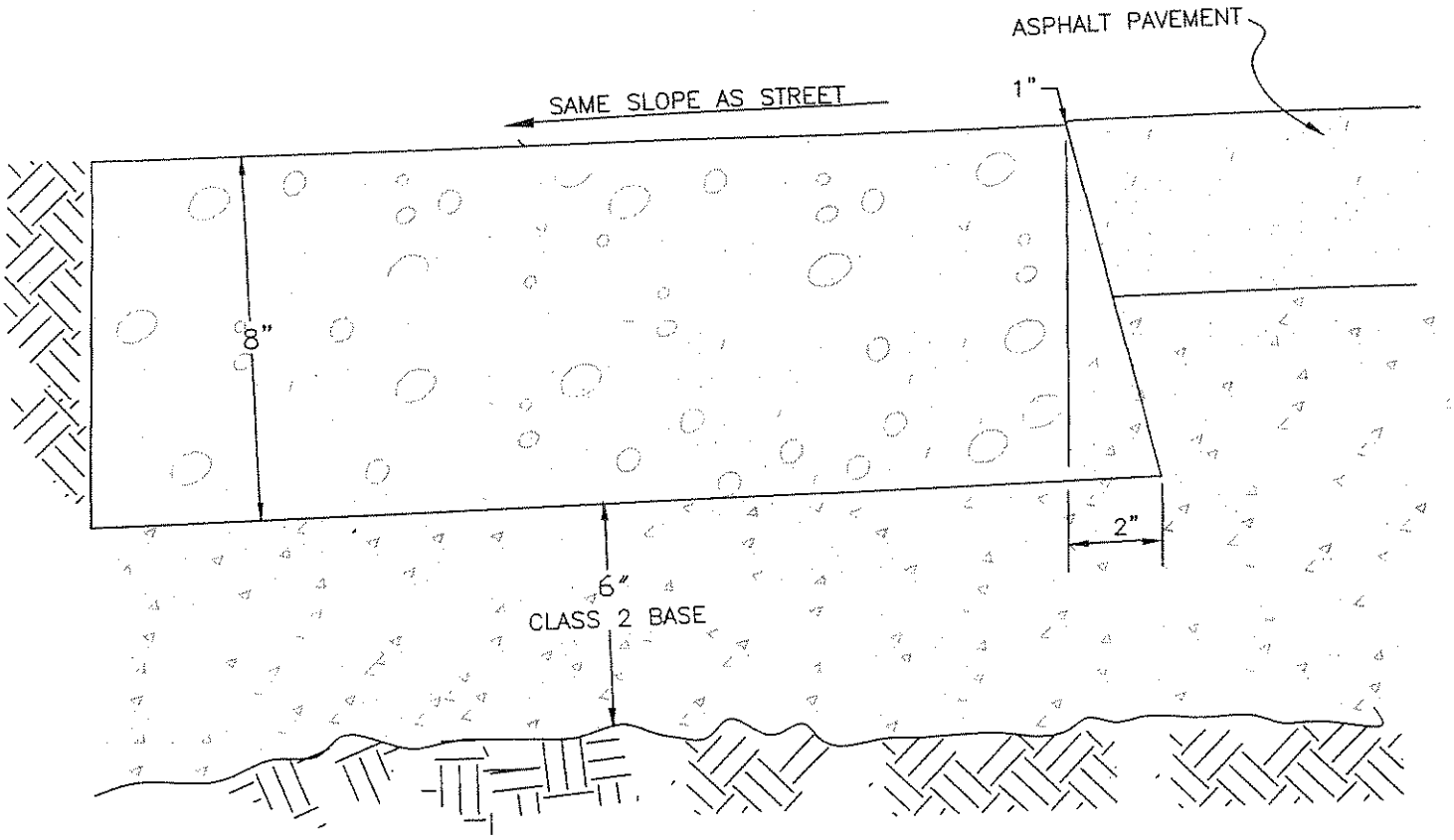
APPROVED: CITY ENGINEER
R. Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

REVISION	BY	DATE

CITY OF
BLYTHE

THICKENED EDGE
PAVEMENT SECTION

STANDARD DRAWING NO. S-208F



RIBBON CURB

NOTES:

1. RIBBON CURB SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. WIDTH OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINES UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10-FOOT INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
5. WHEN BARRIER CURB IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING SHALL BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINT MAY BE SAWCUT.
6. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
7. ALL EXPOSED SURFACES TO HAVE A SMOOTH TROWEL FINISH. DRY SACK FINISH WILL NOT BE ALLOWED.
8. THE CURB EDGES SHALL BE PLACED TRUE TO LINE AND GRADE. VERTICAL ELEVATIONS SHALL NOT VARY MORE THAN ±0.01' WITH A MAXIMUM VARIANCE OF 0.02' FROM DESIGN GRADE OCCURRING IN ANY GIVE 100 FEET SECTION. THE HORIZONTAL CURB EDGES SHALL NOT VARY MORE THAN 1/4" INCH IN ANY GIVEN 100 FOOT SECTION.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES RODKEY

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

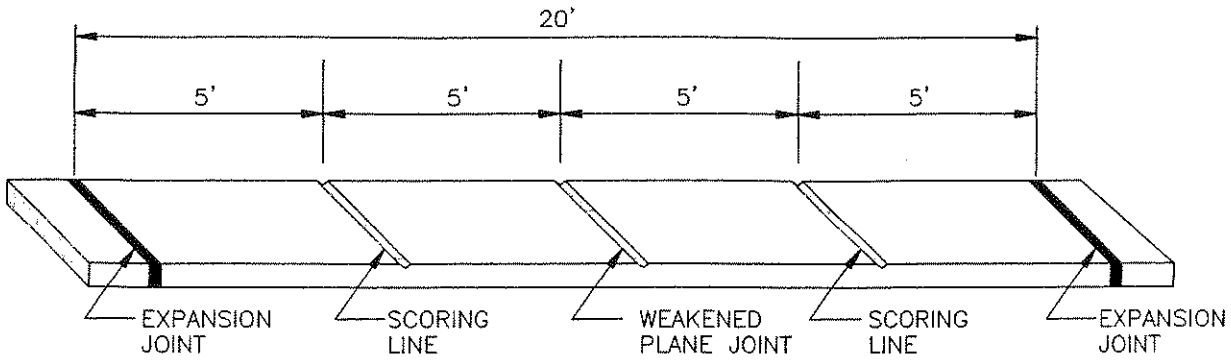
ROBERT K. HOLT, P.E.

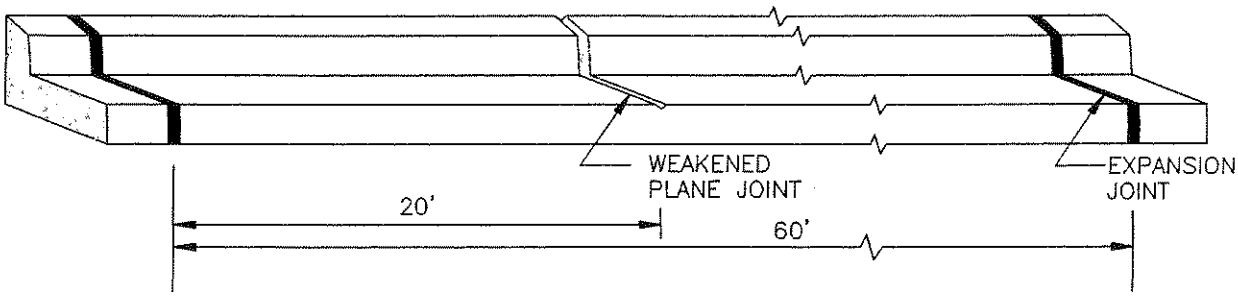
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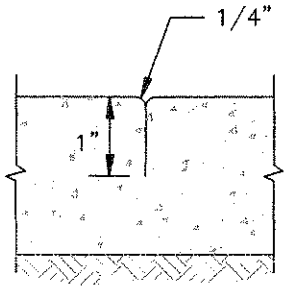
CITY OF
BLYTHE

RIBBON CURB

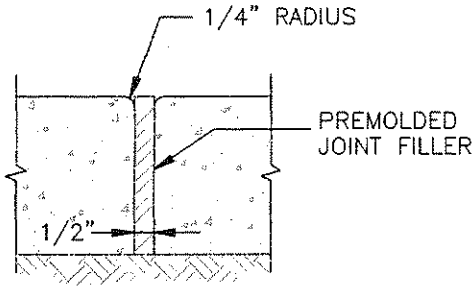
STANDARD DRAWING NO. S-208G







WEAKENED PLANE JOINT



EXPANSION JOINT

NOTES:

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF BLYTHE STANDARD SPECIFICATIONS.
2. EXPANSION JOINTS, 1/2" THICK, SHALL BE PLACED AT THE B.C. AND E.C. OF ALL RETURNS, AT THE OUTER EDGES OF DRIVEWAYS INCLUDING "X" DISTANCES, AND AT UNIFORM INTERVALS.
3. WEAKENED PLANE JOINTS, ONE INCH DEEP, SHALL BE CONSTRUCTED AT EQUAL SPACING BETWEEN JOINTS IN WALKS AND GUTTERS. JOINTS SHALL BE MADE WITH A BRASS CF-314 TOOLING DEVICE AS MANUFACTURED BY KRAFT TOOL COMPANY, KANSAS CITY, MISSOURI, OR APPROVED EQUAL.
4. SCORING LINES, 1/2" DEEP, SHALL BE CONSTRUCTED IN CURBS AT LOCATIONS OF WEAKENED PLANE JOINTS IN THE GUTTER AND IN THE WALK AS SHOWN.
5. JOINTS IN THE CURB AND GUTTER SHALL ALIGN WITH CORRESPONDING JOINTS IN THE WALK.
6. LONGITUDINAL SCORING LINES WILL BE REQUIRED IN WALKS WIDER THAN 10 FEET.
7. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W Rodkey Jr DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

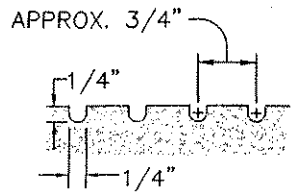
ROBERT K. HOLT, P.E.

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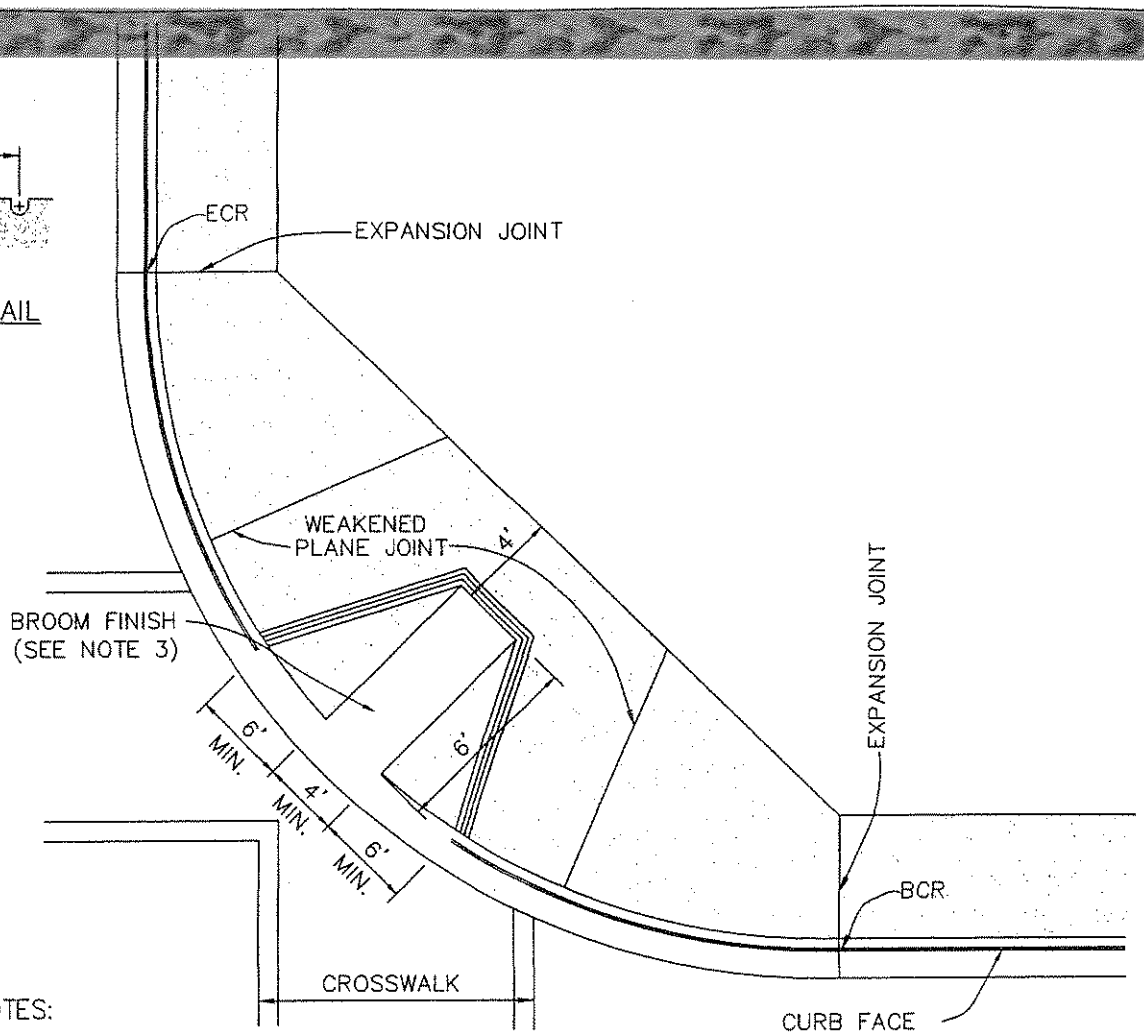
CITY OF
BLYTHE

CONCRETE SCORING DETAILS

STANDARD DRAWING NO. S-209



GROOVING DETAIL



NOTES:

1. RAMP SLOPE SHALL BE 8.33% MAXIMUM.
2. THE RAMP SHALL HAVE A 12" WIDE BORDER WITH 1/4" GROOVES APPROXIMATELY 3/4" O.C. SEE GROOVING DETAIL.
3. RAMP SURFACE SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
4. RAMPS SHALL BE BUILT AND FINISHED SO THAT THERE ARE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE, AND NO LIP AT BOTTOM OF RAMP (AT GUTTER FLOWLINE.)
5. SIDEWALK RAMPS ARE REQUIRED AT ALL CORNERS WHERE CURBS AND/OR SIDEWALKS ARE TO BE CONSTRUCTED OR RECONSTRUCTED AND SHALL BE AS SHOWN ON THE IMPROVEMENT PLANS.
6. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMPS SHALL REQUIRE APPROVAL OF THE CITY ENGINEER AND BE SHOWN ON THE APPROVED PLANS.
7. CURB RAMP SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
8. CURB RAMPS MUST COMPLY WITH CURRENT CALIFORNIA TITLE 24 AND U.S. A.D.A. REQUIREMENTS.
9. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE PUBLIC SAFETY.
10. WEAKENED PLANE JOINTS, ONE INCH DEEP, SHALL BE CONSTRUCTED AT EQUAL SPACING BETWEEN JOINTS IN WALKS AND GUTTERS. JOINTS SHALL BE MADE WITH A BRASS CF-314 TOOLING DEVICE AS MANUFACTURED BY KRAFT TOOL COMPANY, KANSAS CITY, MISSOURI, OR APPROVED EQUAL.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

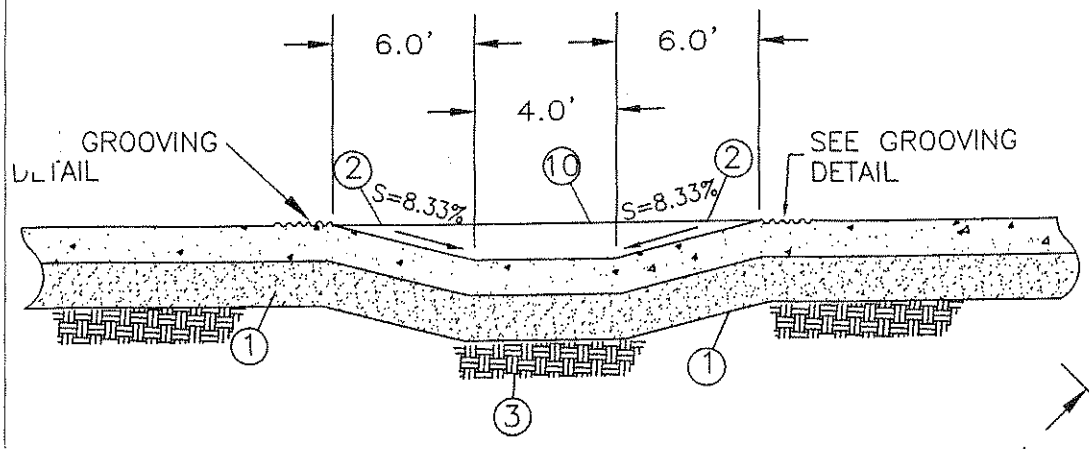
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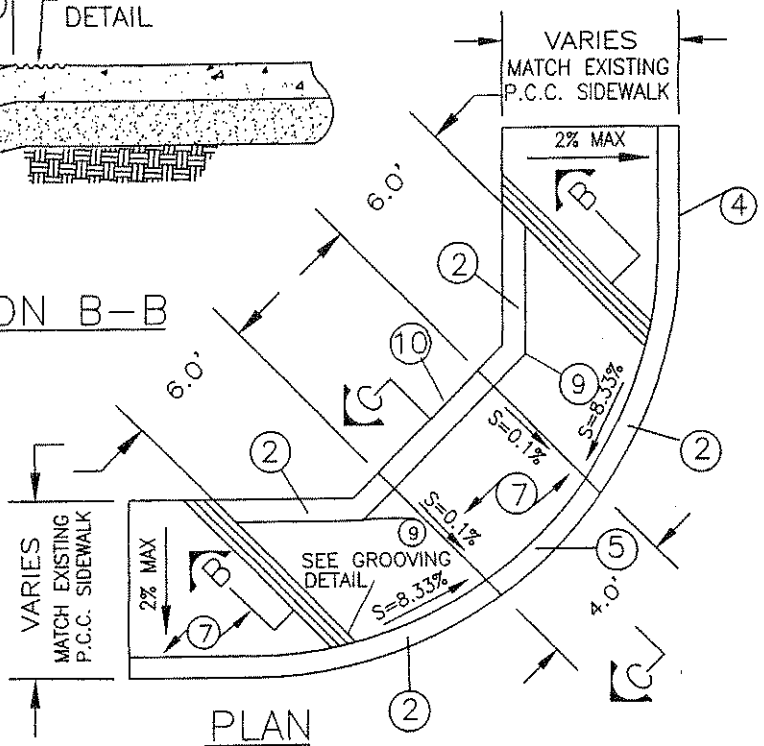
CITY OF
BLYTHE

CURB RAMP
SPECIFICATIONS

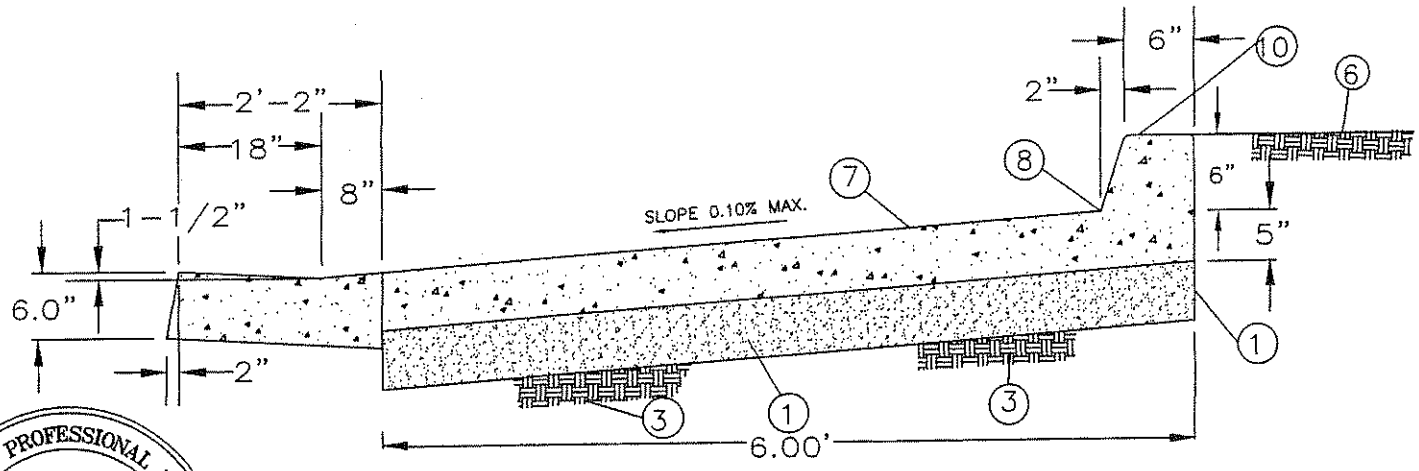
STANDARD DRAWING NO. S-210



HANDICAP RAMP SECTION B–B



PLAN



HANDICAP RAMP SECTION C–C

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

ROBERT K. HOLT, P.E.

CITY OF

BLYTHE

HANDICAP RAMP TYPE "C" SPECIFICATIONS

STANDARD DRAWING NO. S-210A

NOTES:

(1) INSTALL GRANULAR FILL MATERIAL. COMPACT THE GRANULAR FILL MATERIAL TO 95 PERCENT OF ITS MAXIMUM DENSITY PER ASTM D-1557.

(2) P.C.C. CURB TRANSITION.

(3) COMPACT THE NATIVE MATERIAL TO 90 PERCENT OF ITS MAXIMUM DENSITY AT 2 PERCENT OVER OPTIMUM WATER CONTENT PER ASTM D-1557.

(4) FACE OF CURB.

(5) P.C.C. DEPRESSED CURB FOR A 4'-0" DISTANCE.

(6) INSTALL NATIVE MATERIAL FLUSH WITH THE SURFACE OF THE P.C.C. CONCRETE. SLOPE THE NATIVE MATERIAL AWAY FROM THE TOP OF THE P.C.C. CONCRETE AT A 1:5 SLOPE TO DAYLIGHT.

(7) THE CURB RETURN SHALL BE CONSTRUCTED WITH 5" OF P.C.C. CONCRETE PLACED OVER 4" OF CLASS 2 BASE MATERIAL. THE CONCRETE SHALL ATTAIN 4,000 P.S.I. COMPRESSIVE STRENGTH AFTER 28 DAYS CURING AND CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E. THE CONCRETE SURFACE SHALL RECEIVE A DOUBLE TROWEL FINISH. THE FINAL SURFACE OF THE RAMP SHALL CONSIST OF A TRANSVERSE BROOMED SURFACE EXCEPT FOR GROOVED AREAS. A 12 INCH BORDER SHALL BE PLACED ON THE RAMP. THE BORDER SHALL CONSIST OF 1/4 INCH GROOVES PLACED 3/4 INCHES ON CENTER. SEE GROOVING DETAIL.

(8) TOP OF RAMP.

(9) ROUNDED.

(10) 6" P.C.C. CURB.

(11) REMOVE AND REPLACE EXISTING BASE WITH 12" OF CLASS 2 BASE COMPACTED TO 95" OF MAXIMUM DENSITY PER ASTM D-1557.

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No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

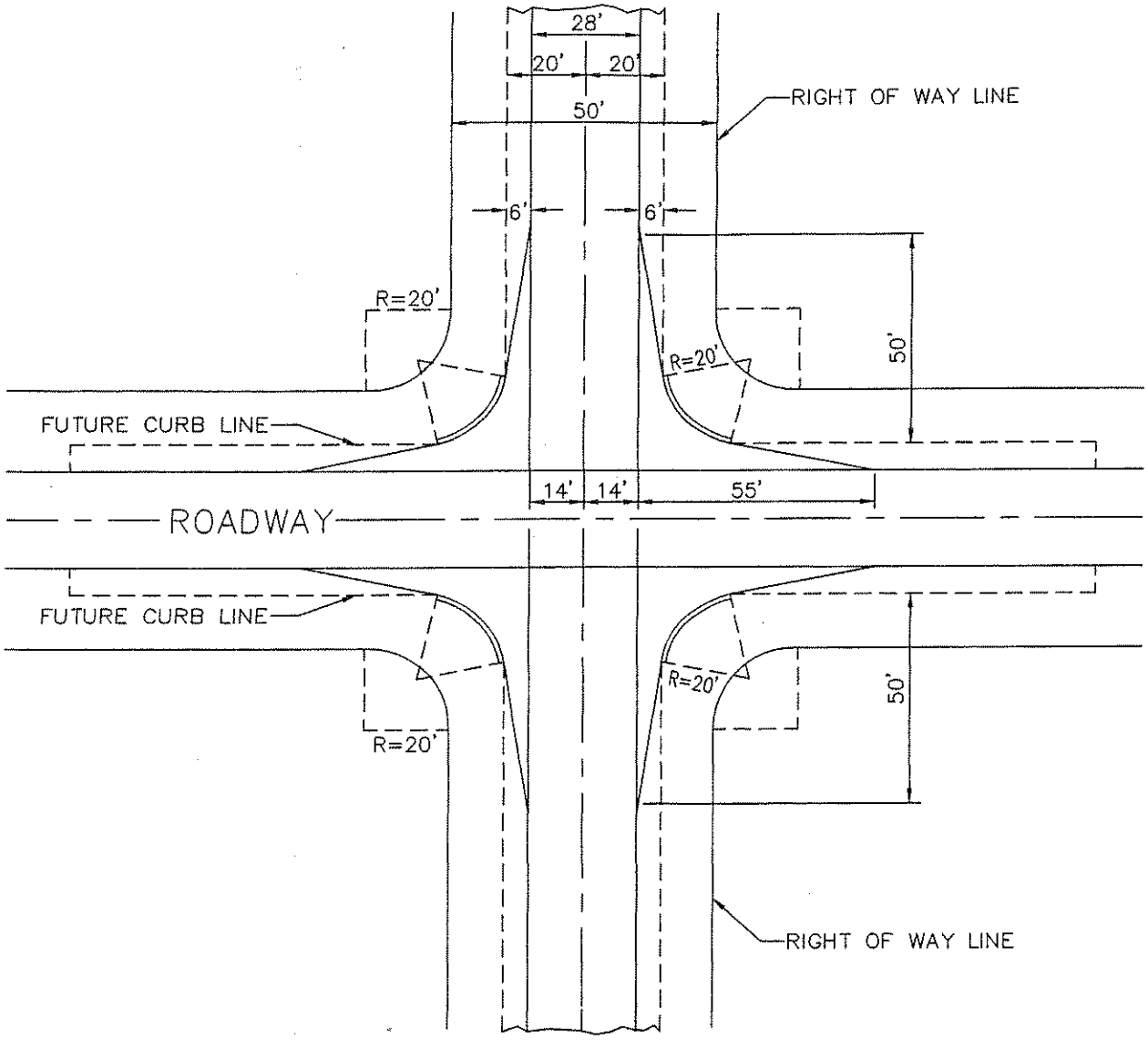
APPROVED: PUBLIC WORKS DIRECTOR
James W. Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
ROBERT K. HOLT, P.E.

CITY OF
BLYTHE

CURB RAMP TYPE "C"
SPECIFICATIONS

STANDARD DRAWING NO. S-210B



FULL WIDTH CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

NOTE:

1. SEE STANDARD DRAWINGS S-201 THROUGH S-201G FOR ROADWAY SECTIONS.
2. DIMENSIONS SHOWN ARE TYPICAL FOR ALL FOUR INTERSECTION APPROACHES.

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/1/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

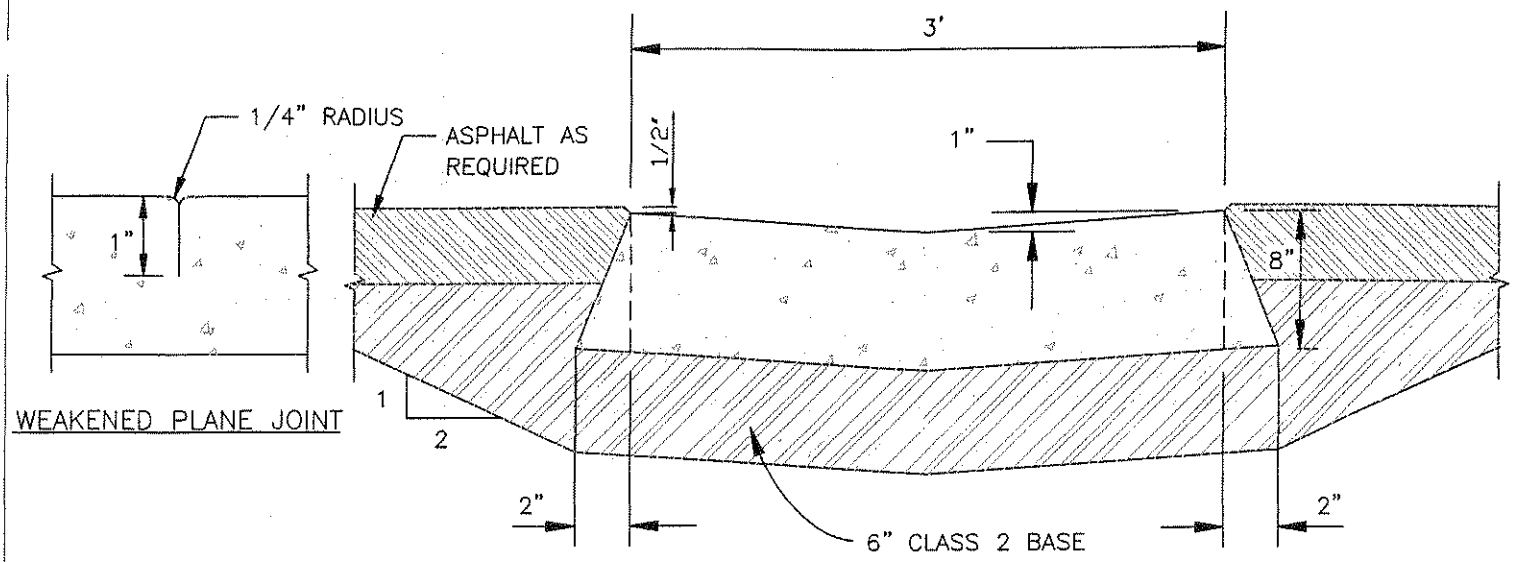
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CITY OF
BLYTHE

INTERSECTION DESIGN
RURAL LOCAL ROAD

STANDARD DRAWING NO. S-212



NOTES:

1. MINIMUM DRAINAGE SLOPE OF GUTTER SHALL BE 0.10 PERCENT.
2. RIBBON GUTTER SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.

   CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
4. WEAKENED PLANE JOINT 20' O.C. PER NO.10 S-210.
5. CLASS 2 BASE MATERIAL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY PER ASTM D-1557.
6. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
7. CONCRETE SHALL BE MEDIUM BROOMED FINISHED AND TROWELED SMOOTH 8" WIDE ALONG THE FLOWLINE.

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR

James W. Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

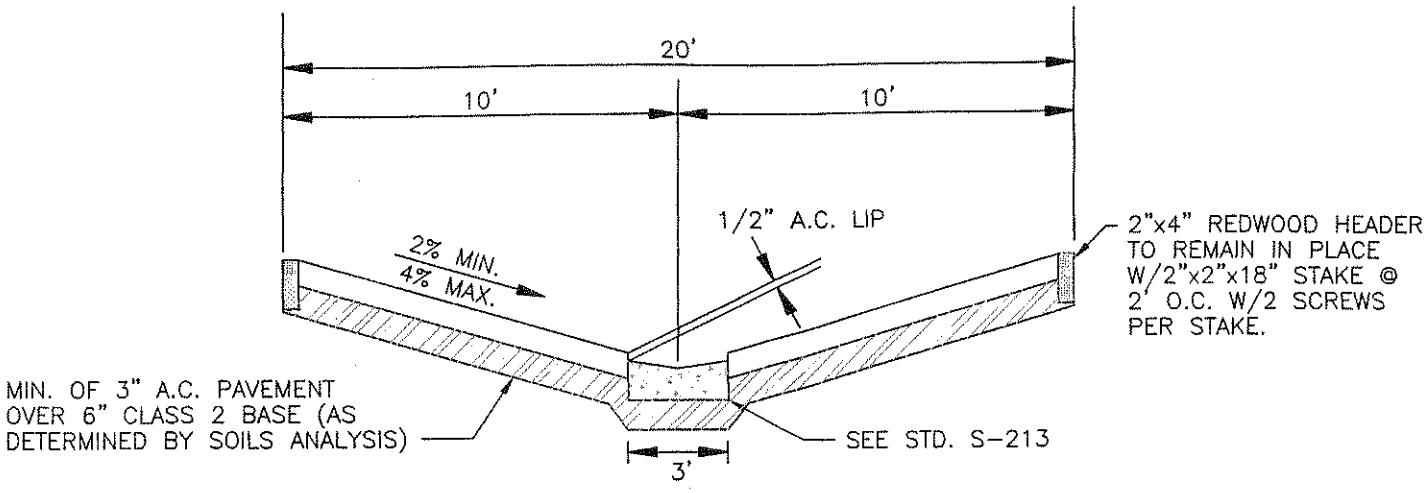
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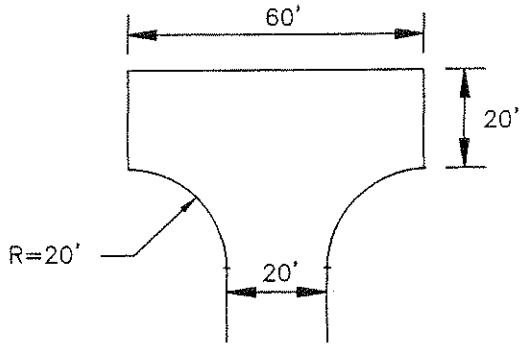
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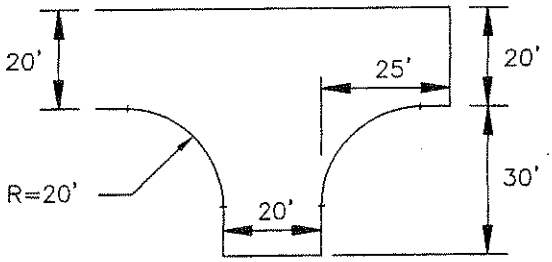
RIBBON GUTTER DETAILS

STANDARD DRAWING NO. S-213





STANDARD ALLEY TURNING AREA



MINIMUM ALLEY TURNING AREA

NOTES:

1. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, 6" MIN. OF CLASS 2 BASE SHALL BE CONSTRUCTED UNDER THE PAVEMENT AND GUTTER. CLASS 2 BASE MATERIAL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY PER ASTM D-1557.
2. CONCRETE SHALL BE MEDIUM BROOMED FINISHED AND TROWELED SMOOTH 8" WIDE ALONG THE FLOWLINE.
3 ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.

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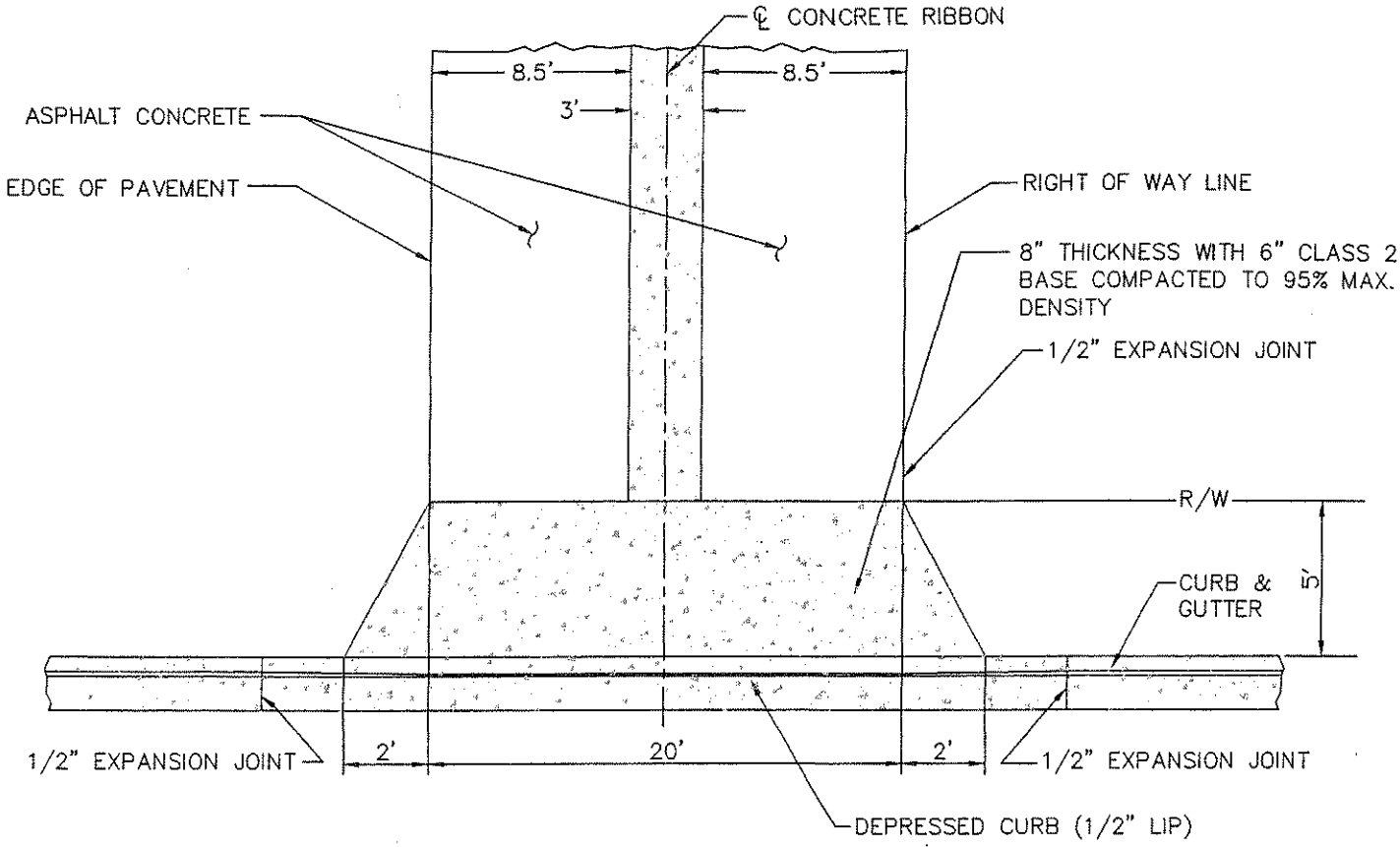
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James W Rodkey Jr DATE 9/7/00
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APPROVED: CITY ENGINEER
Robert K. Holt DATE 8/31/00
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CITY OF
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ALLEY DETAILS

STANDARD DRAWING NO. S-214



NOTES:

1. ALLEY APPROACH SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. WIDTH OF APPROACH IS CONSISTENT WITH RIGHT OF WAY.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 10-FOOT INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE MINOR FINISHING SHALL BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINT MAY BE SAWCUT.
6. ALL STREET AND ALLEY DRAINAGE SLOPE SHALL BE NOT LESS THAN 0.10%.
7. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.

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APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

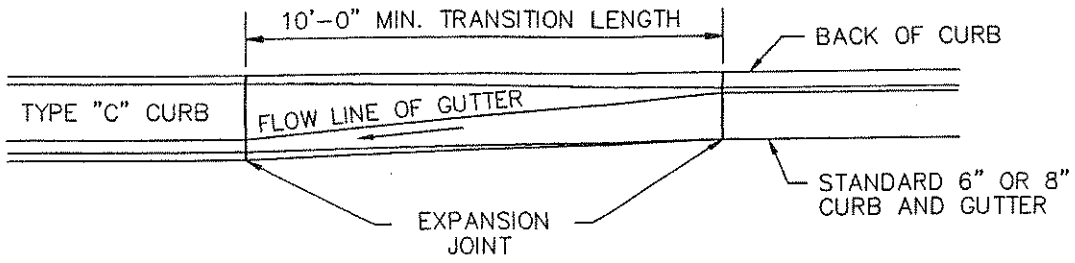
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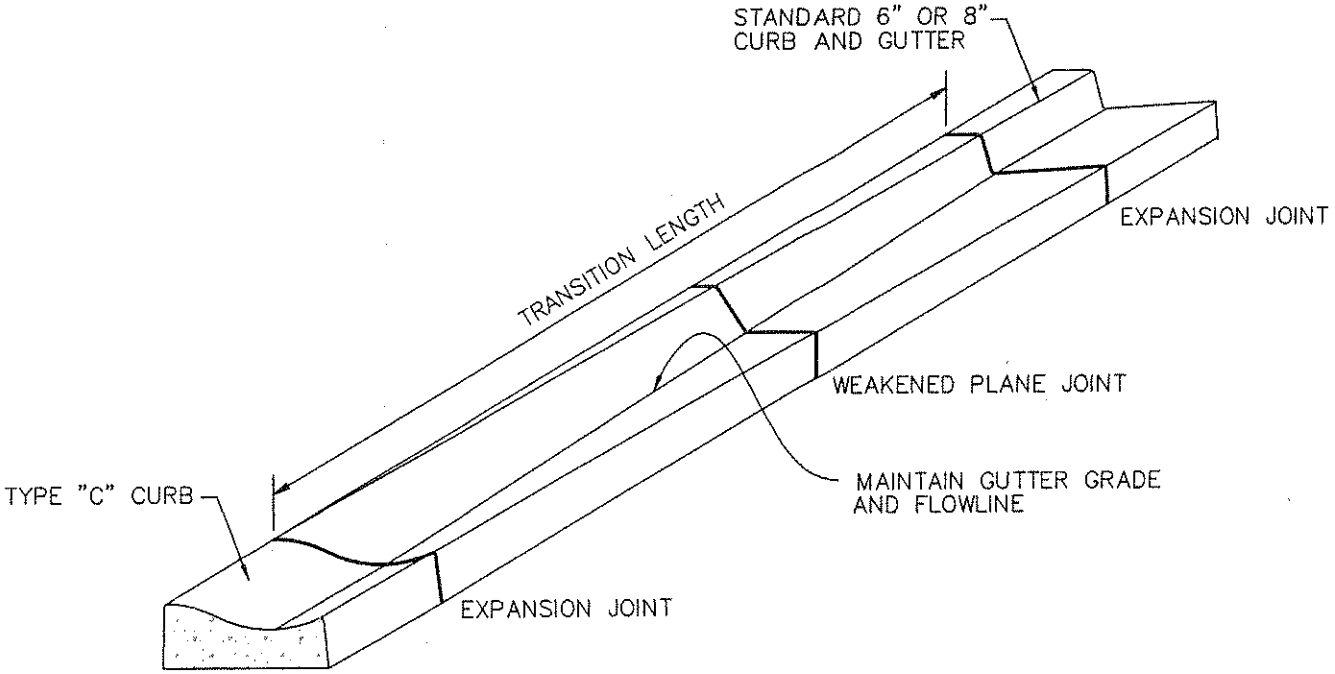
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ALLEY APPROACH

STANDARD DRAWING NO. S-214A



PLAN



SCHEMATIC EXAMPLE

NOTE:

1. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.

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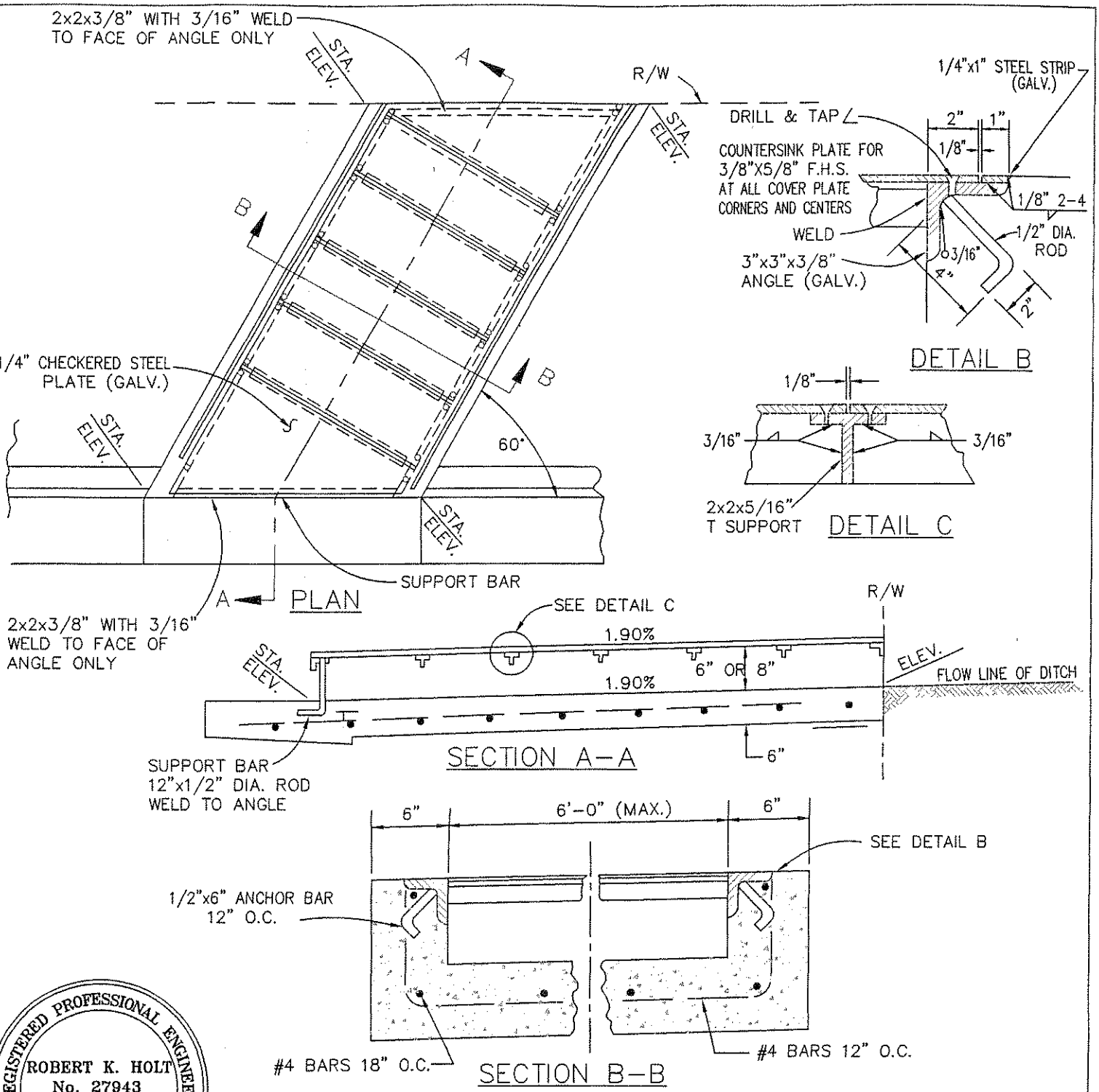
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CURB AND GUTTER
TRANSITION DETAIL

STANDARD DRAWING NO. S-215



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NOTES:

1. PARKWAY CULVERT SHALL BE CONSTRUCTED OF CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99.
2. ALL STEEL EXCEPT REINFORCING BARS SHALL BE GALVANIZED AFTER FABRICATION.

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James W Rodkey Jr. DATE 9/7/00

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Robert K. Holt DATE 8/31/00

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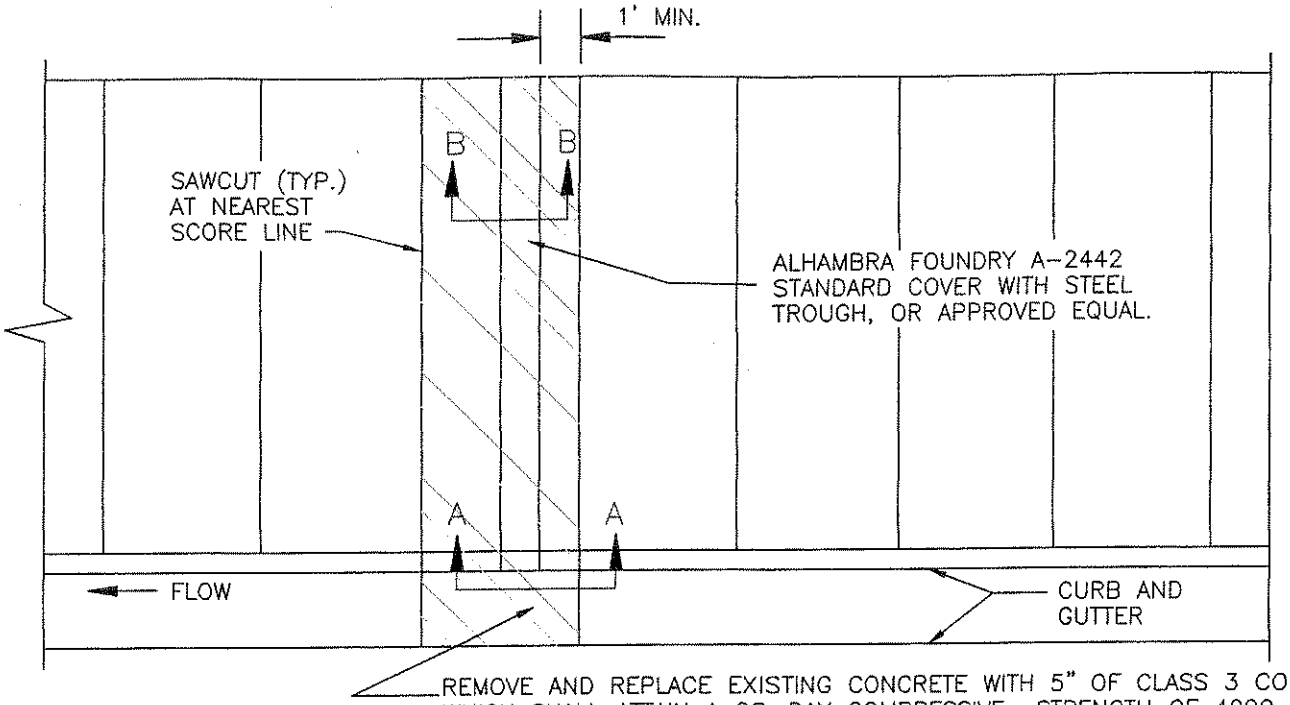
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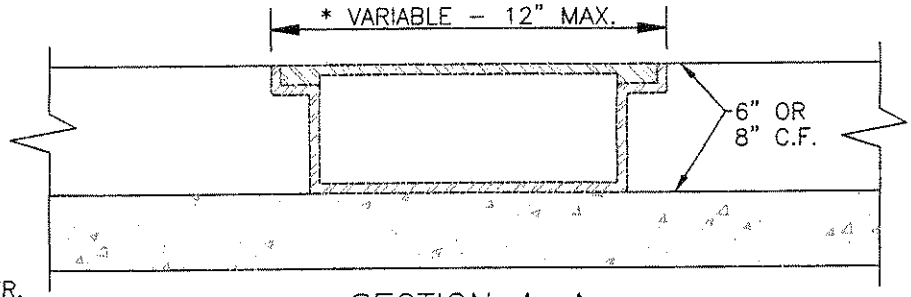
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PARKWAY CULVERT
W/STEEL PLATE COVER

STANDARD DRAWING NO. S-216

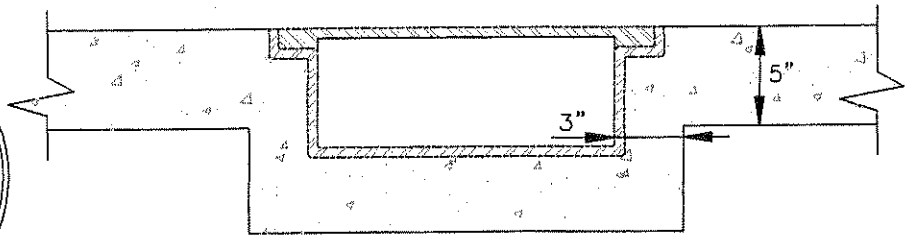


REMOVE AND REPLACE EXISTING CONCRETE WITH 5" OF CLASS 3 CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E. PLACE EXPANSION JOINTS BETWEEN EXISTING AND NEW CONCRETE. ANGLE SHALL BE DETERMINED BY THE INSPECTOR.



* MODIFICATION FOR WIDTH GREATER THAN 12" CAN BE MADE WITH THE APPROVAL OF THE CITY ENGINEER.

SECTION A-A



SECTION B-B

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
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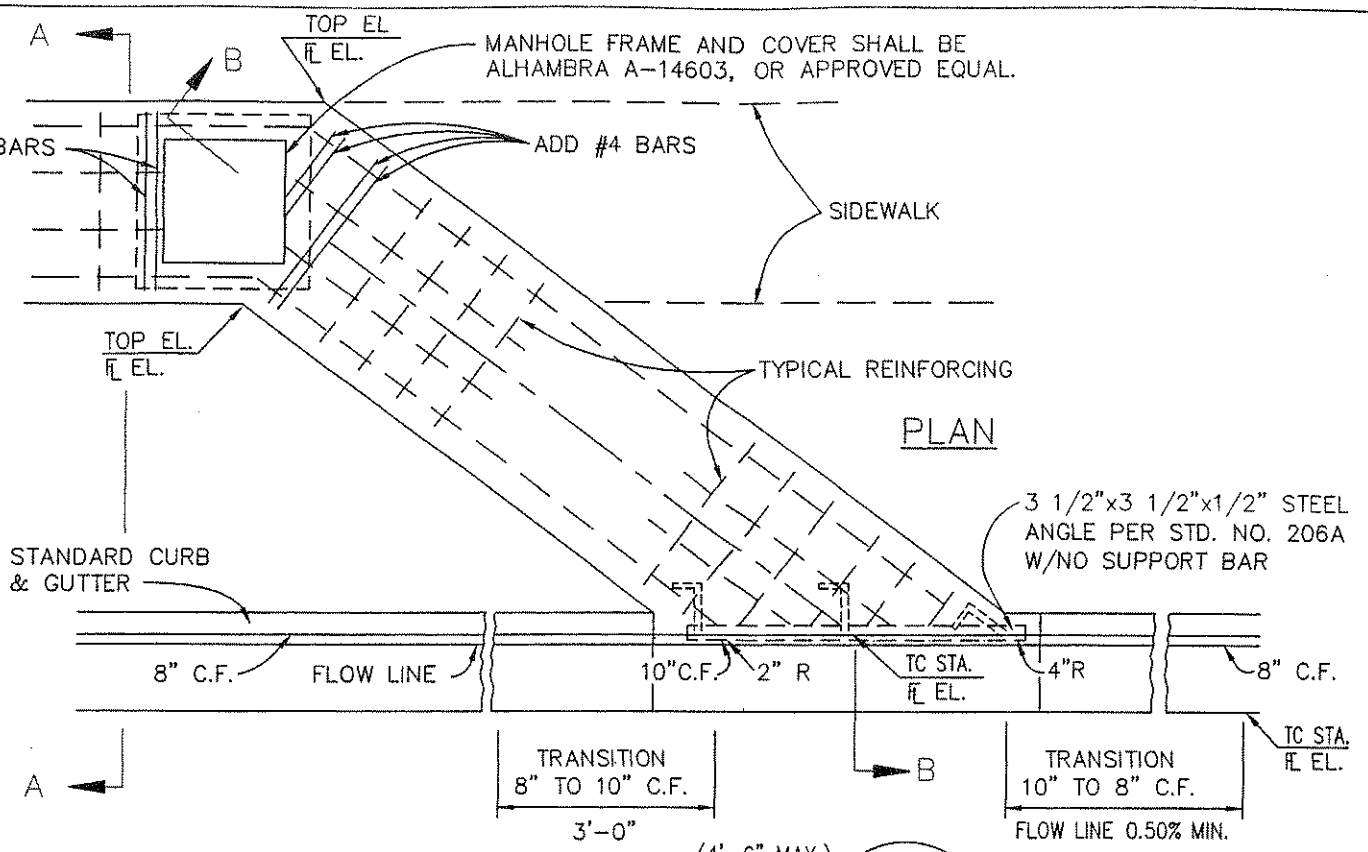
Robert K. Holt DATE 8/31/00

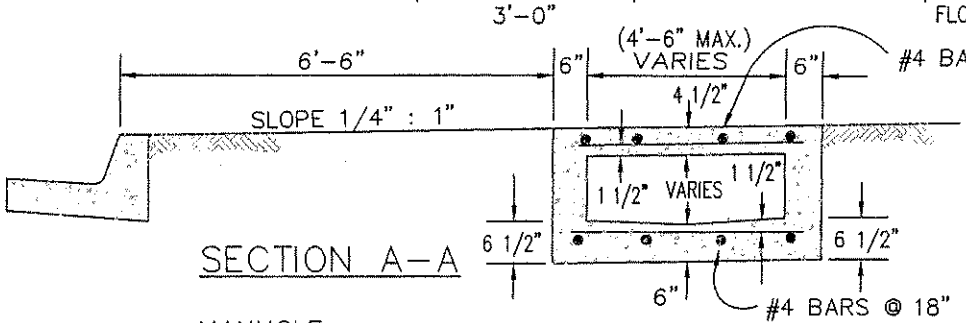
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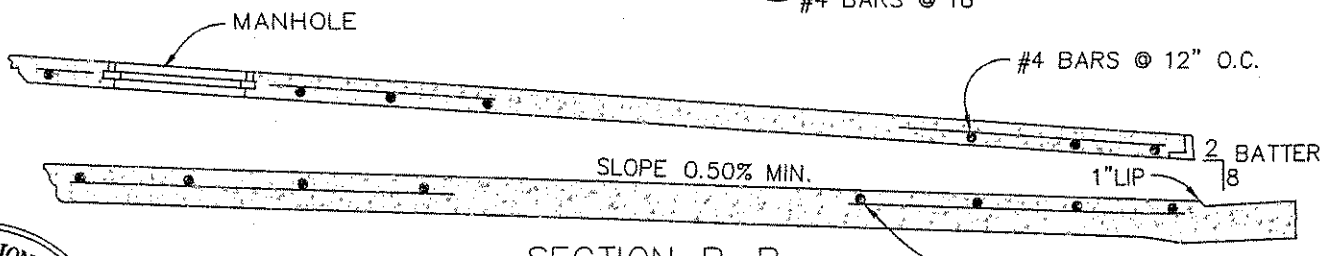
SIDEWALK
DRAIN

STANDARD DRAWING NO. S-217





SECTION A-A



SECTION B-B

REGISTERED PROFESSIONAL ENGINEER
ROBERT K. HOLT
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NOTES:

1. OUTLET STRUCTURE SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99.
2. FLOOR OF STRUCTURE SHALL BE GIVEN A STEEL TROWEL FINISH.
3. TOP OF BOX TO HAVE SIDEWALK FINISH.
4. ANCHORS SHALL BE SYMMETRICALLY SPACED AND NOT TO EXCEED 4' BETWEEN CENTERS, AND BE PLACED 4 1/2" FROM EACH END OF THE STEEL ANGLE, A MINIMUM OF 3 ANCHORS IS REQUIRED.
5. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALL AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.

APPROVED: PUBLIC WORKS DIRECTOR

James W Rodkey Jr. DATE 9/7/00

JAMES W. RODKEY, JR.

APPROVED: CITY ENGINEER

Robert K. Holt DATE 8/31/00

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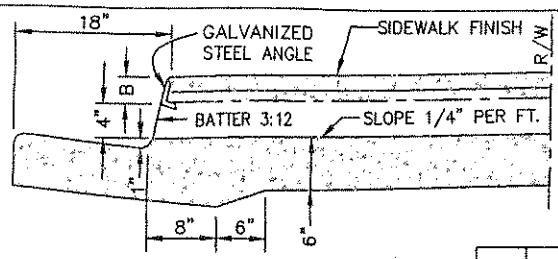
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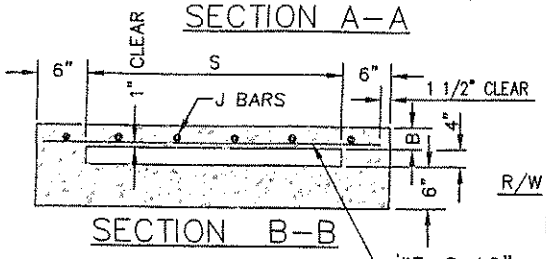
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OUTLET STRUCTURE

STANDARD DRAWING NO. S-218

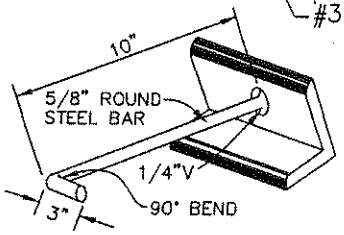


SECTION A–A



SECTION B–B

#3 @ 12"



DETAIL OF ANCHOR
(SEE NOTES 5 & 7)

PLAN

PROFILE

RECTANGULAR FRAME & COVER – ALHAMBRA FOUNDRY A–1402 OR EQUAL.

PIPE PER IMPROVEMENT OR GRADING PLAN.

SECTION – INLET TYPE I

SECTION – INLET TYPE II

NOTES:

1. FLOOR OF BOX TO BE TROWELED SMOOTH.
2. WHEN TOE OF SLOPE IS WITHIN THE R/W, INLET TYPE I BEGINS AT THE TOE, RATHER THAN AT THE R/W LINE.
3. FOR OPEN DITCH APPROACH (TYPE II) THE 2' OR MORE IS FROM THE R/W LINE.
4. TOP OF INLET STRUCTURE (TYPE I OR II) TO BE FLUSH WITH ADJACENT SIDEWALK WHERE PRACTICAL.
5. A HEADED STEEL STUD 5/8" X 6 3/8" WITH HEAD 0.1" ATTACHED BY A FULL PENETRATION BUTT WELD MAY BE USED AS AN ALTERNATE ANCHOR.
6. NORMAL CURB AT POINTS M AND O. B + 5" AT POINTS N AND P.
7. THE 3" LEG OF THE INTERIOR ANCHORS SHALL BE PARALLEL TO THE TOP OF SIDEWALK.
8. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.
9. CONCRETE (SEE COB STD DWG. S–218 KEYNOTE 1).

S	B	GALVANIZED STEEL ANGLE	ANCHOR	J BARS		
				SIZE	SPACING	LENGTH
1'–0"	3"	2 1/2" X 2" X 3/8"	2	#3	7"	1'–9"
1'–6"	"	"	"	"	"	2'–3"
2'–0"	"	"	"	"	"	2'–9"
2'–6"	"	"	"	"	"	3'–3"
3'–0"	"	"	3	"	"	3'–9"
3'–6"	"	"	"	"	6"	4'–3"
4'–0"	"	"	"	"	5"	4'–9"
4'–6"	4"	3 1/2" X 3" X 1/2"	"	"	6 1/2"	5'–3"
5'–0"	"	"	"	"	5"	5'–9"
5'–6"	"	"	"	"	4"	6'–3"
6'–0"	"	"	"	"	3 1/2"	6'–9"

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APPROVED: CITY ENGINEER

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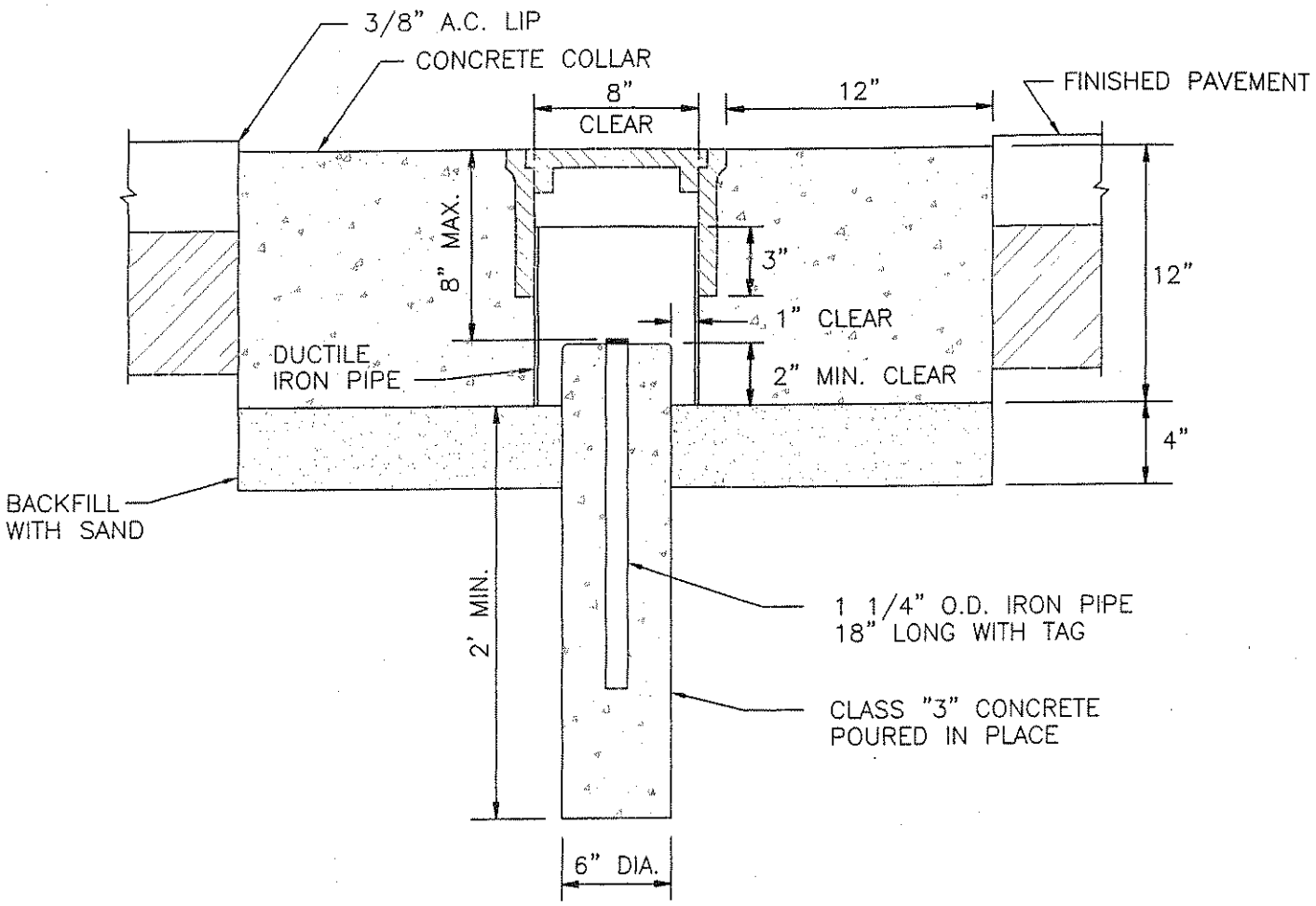
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CITY OF
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CURB OUTLET STRUCTURE

STANDARD DRAWING NO. S–218A

DUCTILE IRON FRAME & COVER,
ALHAMBRA A-2925, OR
APPROVED EQUAL



NOTES:

1. THE PERMANENT STREET MONUMENT SHOWN HEREON IS TO BE INSTALLED AT INTERSECTIONS OF MASTER PLANNED STREETS.
2. ALL OTHER STREET INTERSECTIONS AND CURVE REFERENCE POINTS SHALL BE RIVERSIDE COUNTY TYPE "B" COPPERWELD MONUMENTS SET FLUSH ON FINISH PAVING.
3. CROSS-GUTTER AND SPANDREL SHALL BE CONSTRUCTED OF CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.

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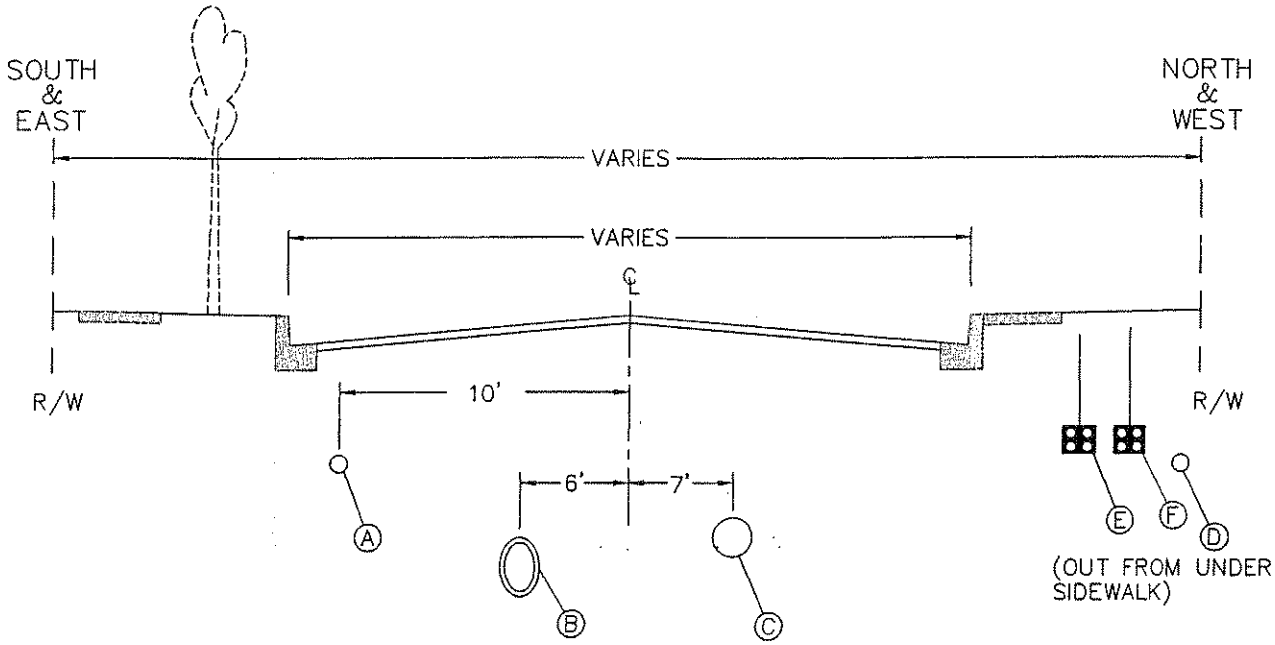
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SURVEY MONUMENT

STANDARD DRAWING NO. S-219

RECOMMENDED UTILITY LOCATION



	UTILITY	MIN. COVER	
Ⓐ	WATER	30"	
Ⓑ	STORM DRAIN	VARIES	
Ⓒ	SEWER	VARIES	
Ⓓ	GAS	30"	POSSIBLE JOINT TRENCH
Ⓔ	ELECTRIC	36"	
Ⓕ	TELEPHONE-CATV	30"	

UTILITY INSTALLATION SCHEDULE

1. STORM DRAIN
2. SEWER
3. CURB & GUTTER
4. WATER
5. ELEC. & TELEPHONE
6. GAS
7. PAVING

NOTES:

1. WHERE ULTIMATE STREET IMPROVEMENTS ARE TO BE CONSTRUCTED, MINIMUM COVER OF UTILITY LINES MAY BE VARIED TO FACILITATE INSTALLATION.
2. THE UTILITY COMPANIES SHALL MAKE EVERY EFFORT TO LOCATE THEIR FACILITIES IN THE RECOMMENDED LOCATIONS, PARTICULARLY IN NEW SUBDIVISIONS.
3. EDISON, GAS AND TELEPHONE UTILITIES MAY USE A COMMON TRENCH.
4. THE CENTER 24' OF STREET SHALL BE RESERVED FOR SEWER AND STORM DRAIN INSTALLATION.
5. SURFACE OF VAULT OR MANHOLE MUST MATCH PAVEMENT AND PARKWAY GRADES.
6. REPAIR OF TRENCHES AND REPLACEMENT OF PAVED SURFACING IN EXISTING ROADS SHALL BE IN ACCORDANCE WITH CURRENT "SPECIFICATIONS FOR TRENCH REPAIR", SS403/W305.
7. WHENEVER POSSIBLE, MANHOLE COVERS SHALL NOT BE PLACED WITHIN THE SIDEWALKS OR CROSS GUTTERS.
8. ALL UNDERGROUND UTILITIES SHALL HAVE A WARNING/LOCATOR TAPE INSTALLED ABOVE THE UTILITY AND BURIED 9" INTO THE SUBGRADE.
9. ALL UNDERGROUND UTILITY MAIN LINES SHALL HAVE 30" MINIMUM COVER TO TOP IF PIPE IS IN THE RIGHT-OF-WAY.

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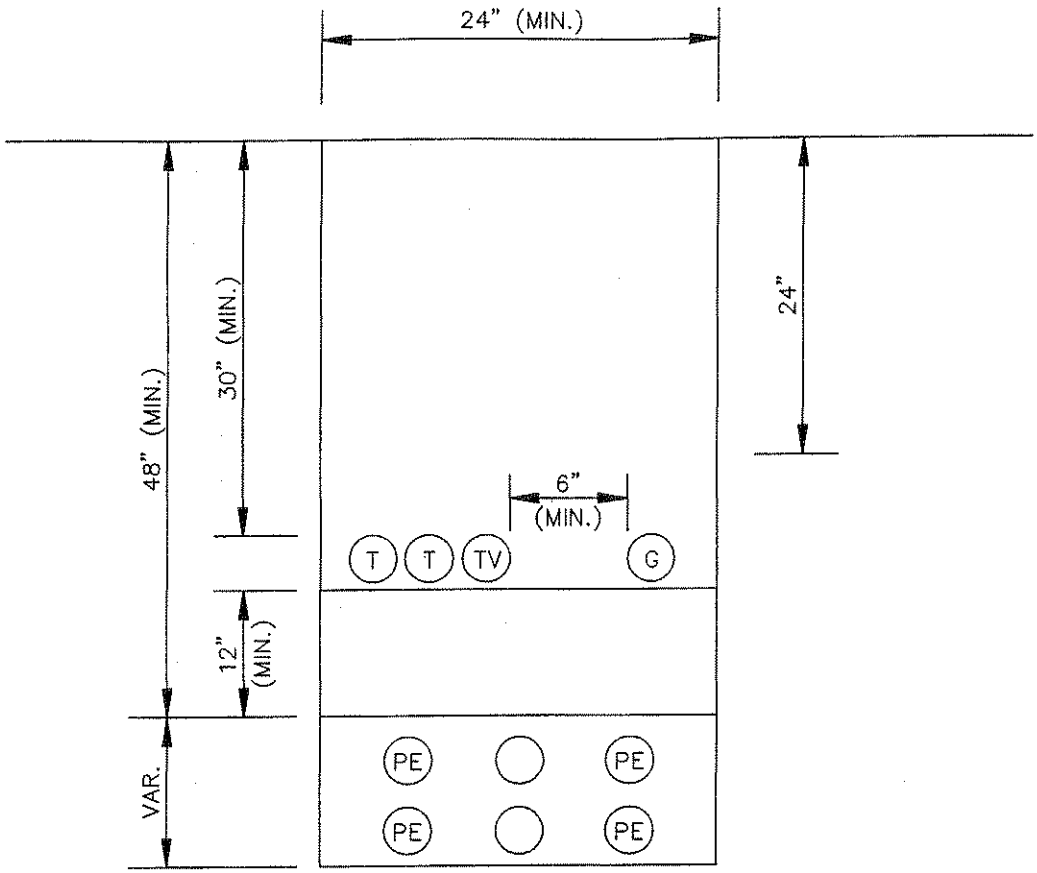
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CITY OF
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UNDERGROUND
UTILITY LOCATION

STANDARD DRAWING NO. S-220



NOTES:

1. THE ABOVE REQUIREMENTS ARE MINIMUMS. CONTACT UTILITY COMPANIES FOR THEIR REQUIREMENTS.
2. MINIMUM COMPACTION SHALL BE 85%. THE TOP 24" SHALL BE COMPACTED TO 90%.
3. ALL UNDERGROUND UTILITIES SHALL HAVE A WARNING/ LOCATOR TAPE INSTALLED ABOVE THE UTILITY AND BURIED 9" INTO THE SUBGRADE.
4. IF UTILITY TRENCH IS CONSTRUCTED IN EXISTING A.C. PAVEMENT, ALL CONSTRUCTION NOTES IN STANDARD DRAWING NO. W-305 APPLY

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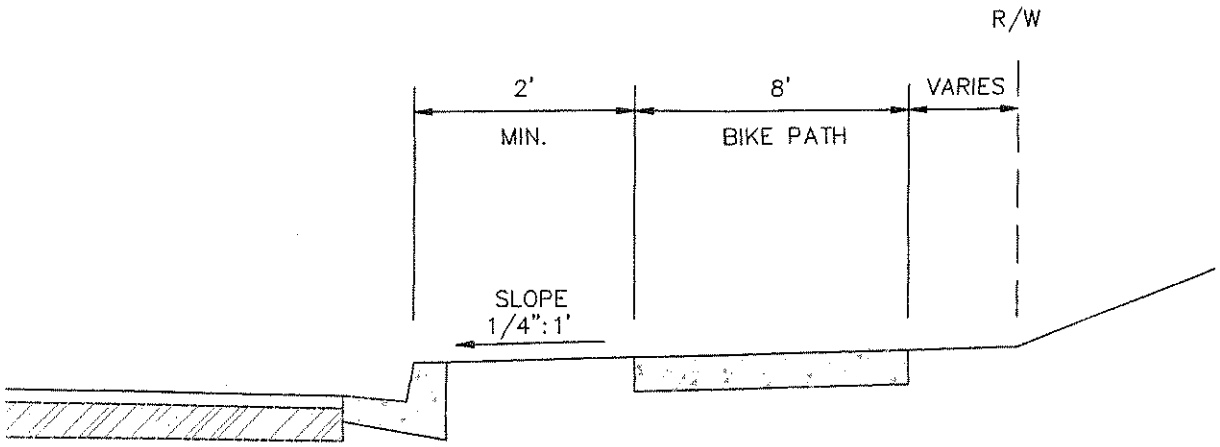
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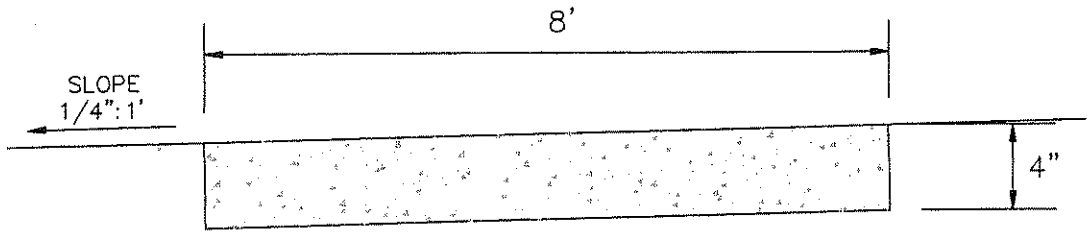
CITY OF
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UTILITY TRENCH
DETAIL

STANDARD DRAWING NO. S-220A



TYPICAL SECTION



DETAIL BICYCLE TRAIL

NOTES:

1. BICYCLE PATH SHALL BE CLASS "3" CONCRETE WHICH SHALL ATTAIN A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C39/C39M-99 AND SHALL CONTAIN 1-1/2 LBS. POLYPROPYLENE FIBER PER CUBIC YARD. POLYPROPYLENE FIBER BY FIBERMESH CO., FORTA MONO, O.A.E.
2. CURING COMPOUND SHALL BE CURE-TREAT (CONCRETE CONDITIONER AND CURING AIDE) AS MANUFACTURED BY W.R. MEADOWS, INC. OR APPROVED EQUAL. COMPOUND SHALL BE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
3. PROVIDE WEAKENED PLACE AND DEEP SCORE JOINTS PER S-209.
4. ALL METAL FORM STAKES MUST HAVE PROTECTIVE DEVICES SUCH AS "MUSHROOMS" INSTALLED AT ALL TIMES DURING USE, TO ADEQUATELY INSURE THE PUBLIC SAFETY.

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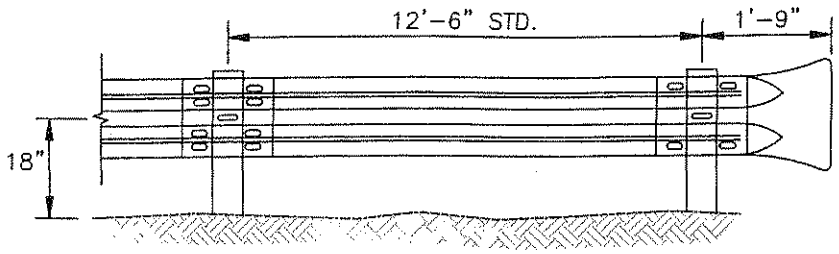
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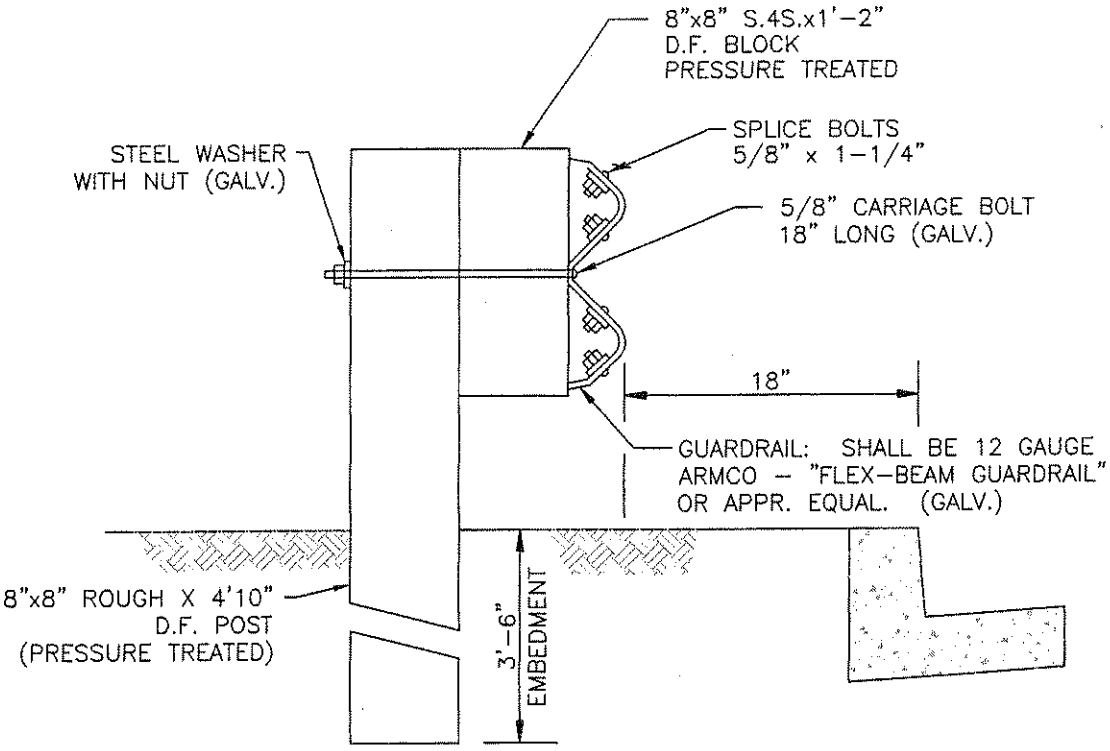
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BICYCLE PATH
OFF-ROADWAY

STANDARD DRAWING NO. S-221



ELEVATION OF GUARDRAIL



POST DETAIL & RAIL SECTION

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No. 27943
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

APPROVED: PUBLIC WORKS DIRECTOR
James W Rodkey Jr. DATE 9/7/00
JAMES W. RODKEY, JR.

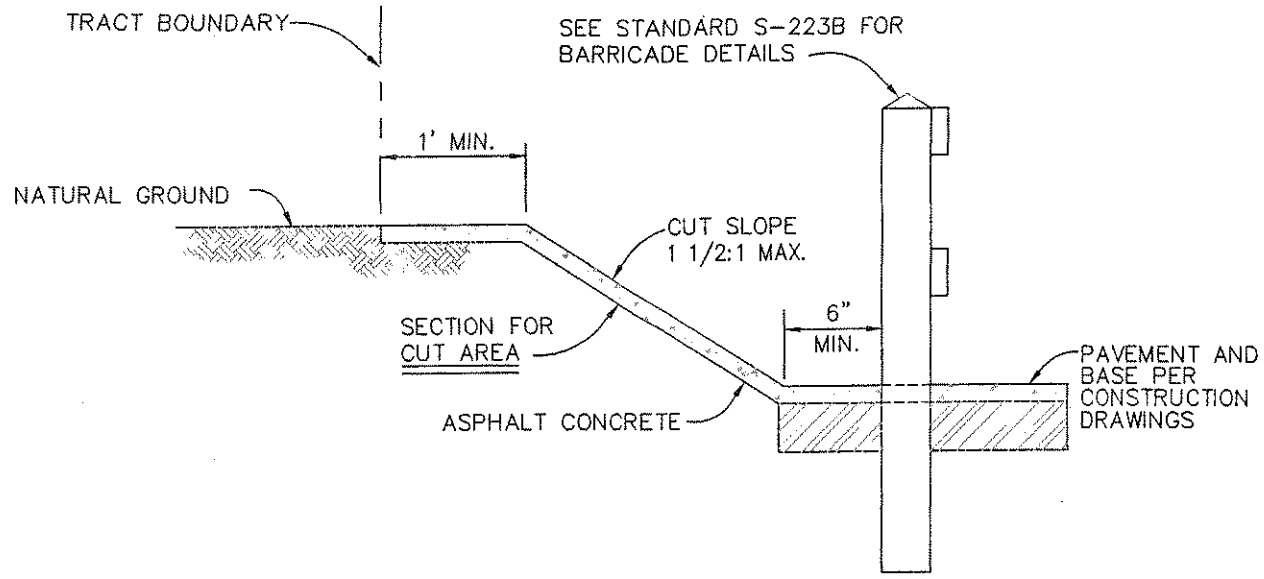
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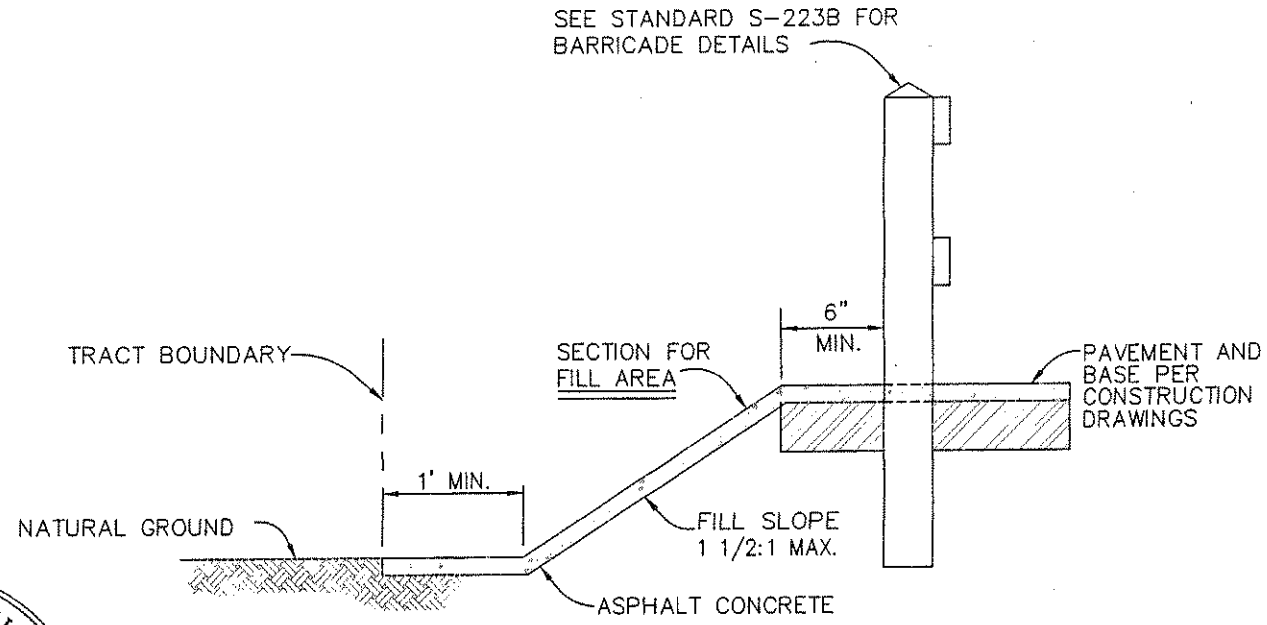
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CITY OF
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GUARDRAIL
DETAIL

STANDARD DRAWING NO. S-222





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NOTE:

1. ASPHALT CONCRETE SHALL BE MINIMUM 3 INCH THICKNESS ON CUT OR FILL AREA.

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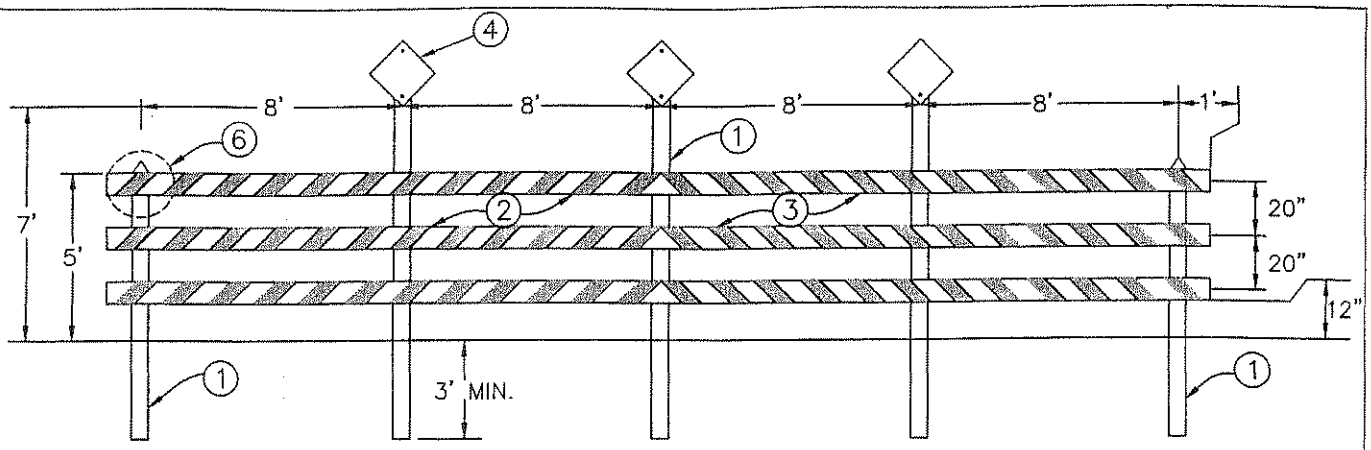
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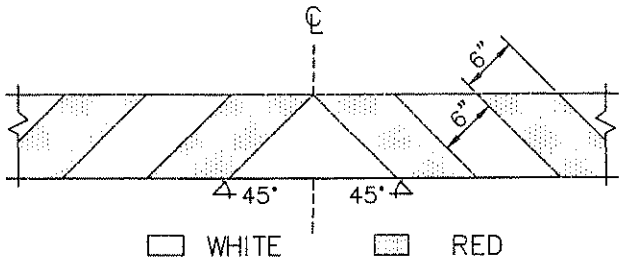
CITY OF

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END OF STREET TEMPORARY PAVEMENT

STANDARD DRAWING NO. S-223A





WIDTH OF ROADWAY	NUMBER OF PANELS	NO. OF N2	TOTAL LENGTH OF RAILS
20' ALLEY	2	1	18'
28'	3	2	26'
40'	4	3	38'
46'	4	3	44'
54'	5	4	52'
60'	7	4	58'

③ REFLECTIVE TAPE DETAIL

NOTE: WHEN RAILS ARE FACING IN TWO DIRECTIONS, THE SAME NUMBER OF REFLECTORIZED RAILS SHALL BE ON EACH SIDE.

NOTES:

① – POST IS TO BE 6" x 6" x VARIES, TIMBER S.4S.

② – THREE (3) CROSS PANELS TO BE 2" x 8" x VARIES, TIMBER S.4S.

③ – REFLECTIVE TAPE CONSISTS OF REFLECTIVE DIAMOND GRADE SHEETING WITH HIGH TACK PRESSURE SENSITIVE ADHESIVE, WHITE AND RED TAPE WITH 6" WIDTH (SEE DETAIL ABOVE).

④ – OBJECT MARKER RED TYPE N2 SIGN REFLECTOR SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATION AND TO FHWA TYPE IIIA OR VISUAL IMPACT PERFORMANCE (VIP) REFLECTIVE SHEETING.

⑤ – USE 3/8" DIAMETER, 4 1/4" LONG LAG BOLTS (GALVANIZED) FOR FASTENING ITEM 2 TO ITEM 1 (MINIMUM 4 BOLTS PER CONNECTION).

⑥ – RAILS FACING TRAFFIC TO BE REFLECTORIZED.

⑦ – ALL TIMBER TO BE S.4S. WEATHER RESISTANT.

⑧ – ALL DIMENSIONS ARE NOMINAL LUMBER DIMENSIONS.

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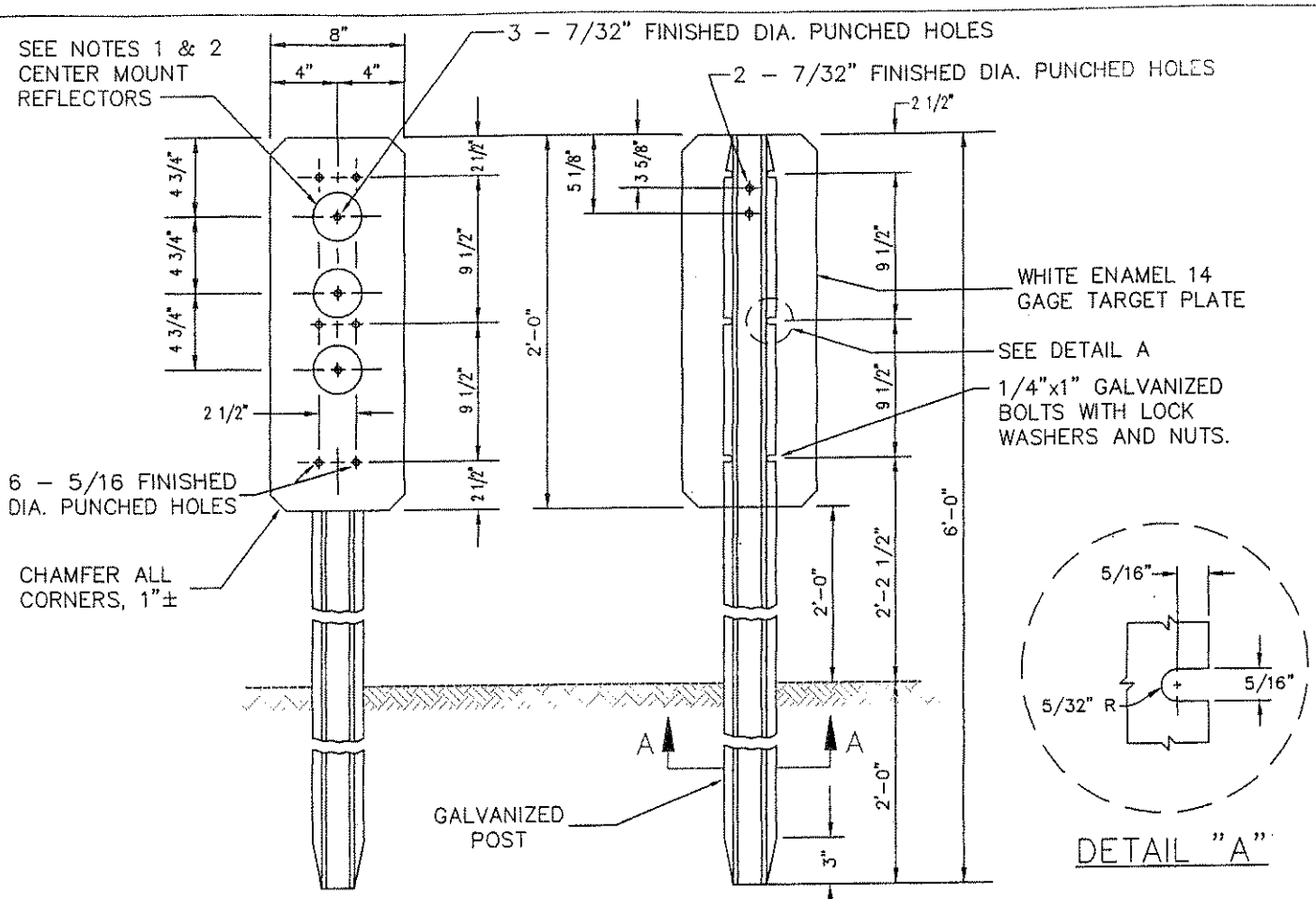
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CITY OF
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TEMPORARY BARRICADE

STANDARD DRAWING NO. S-223B



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Exp. 3-31-02
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STATE OF CALIFORNIA

NOTES:

1. CLEARANCE MARKER (W-60R) THREE 3-1/4" WHITE CENTERMOUNT REFLECTORS.
2. GUIDE MARKERS ONE 3-1/4" WHITE CENTERMOUNT REFLECTOR.
3. REAR MOUNT REFLECTOR BRACKET SHALL BE USED ON CURVES. BRACKET SHALL BE ATTACHED WITH 3/16" BLIND ALUMINUM RIVETS AND USED TO MOUNT A 3" WHITE REFLECTOR.
4. ALL MATERIALS SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS
5. HOLE DIAMETERS APPLY TO DIMENSION AFTER ITEM IS PAINTED.

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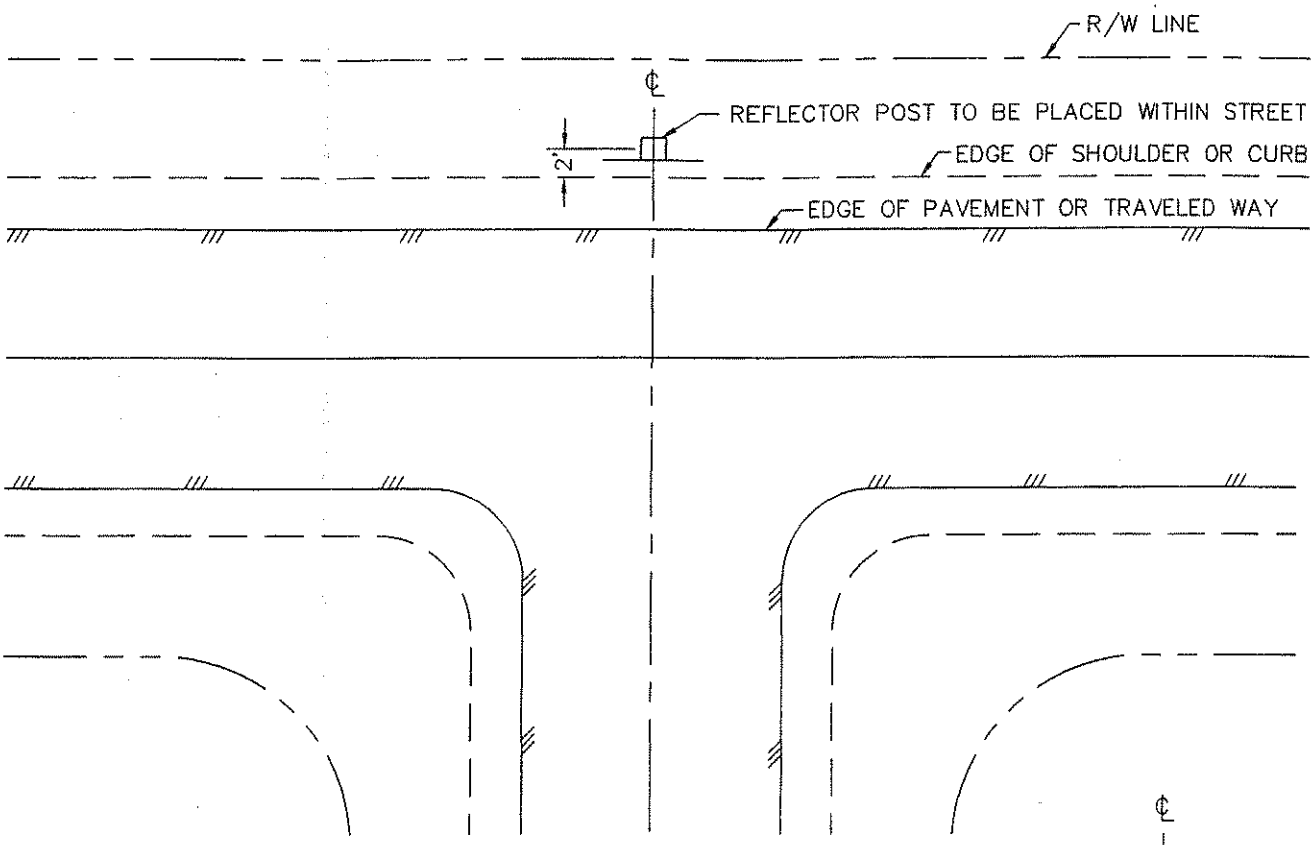
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TRAFFIC SAFETY MARKERS

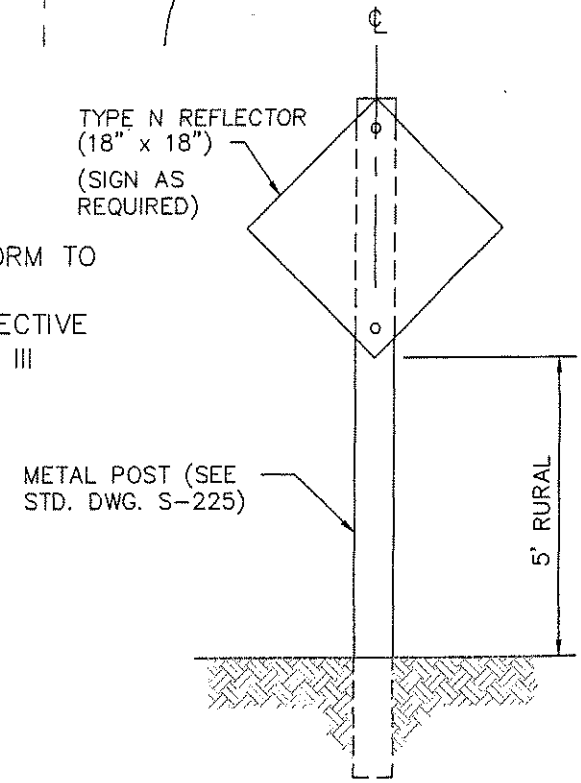
STANDARD DRAWING NO. S-225



PLAN

NOTES:

1. MATERIALS AND TYPE N REFLECTOR SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS. TYPE N-4 SHALL BE YELLOW FHWA TYPE III REFLECTIVE SHEETING. TYPE N-5 SHALL BE RED FHWA TYPE III REFLECTIVE SHEETING.



ELEVATION

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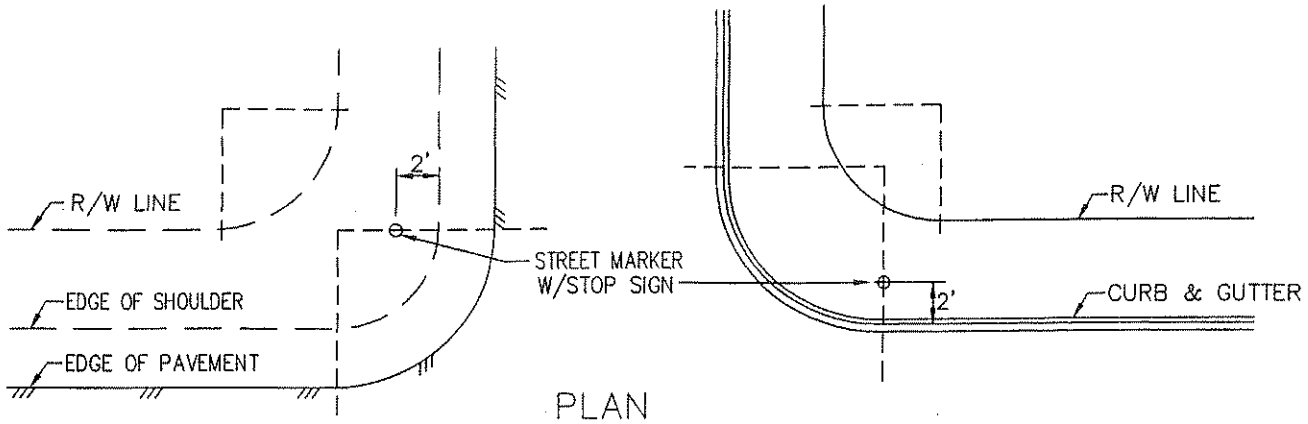
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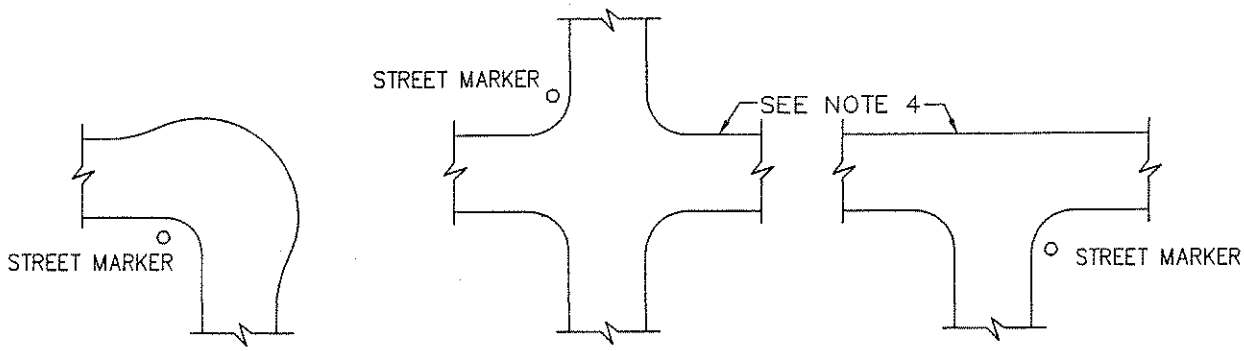
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POST WITH
REFLECTOR

STANDARD DRAWING NO. S-226



PLAN

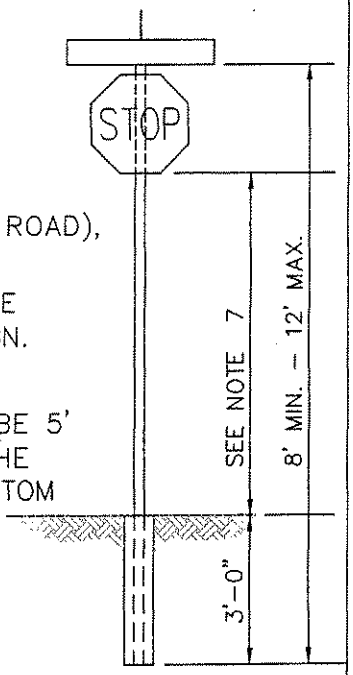


L INTERSECTION X INTERSECTION T INTERSECTION

TYPICAL LOCATION

NOTES:

1. MARKER TO BE SET WITHIN STREET RIGHT OF WAY.
2. LOCATION OF MARKER SHOWN IS APPROXIMATE.
3. MARKERS TO BE VISIBLE FOR A DISTANCE OF 150 FEET.
4. IF EITHER ROAD IS DIVIDED INTO 4 LANES OR MORE (MAJOR ROAD), ADDITIONAL MARKERS WILL BE REQUIRED.
5. STREET MARKERS LOCATED AT MAJOR INTERSECTIONS WILL BE MOUNTED ON 12 FOOT POSTS TO ACCOMMODATE A STOP SIGN.
6. SEE STANDARD DRAWING S-227A FOR POST REQUIREMENTS.
7. IN RURAL AREAS THE BOTTOM OF THE LOWEST SIGN SHALL BE 5' ABOVE NATURAL GRADE. WHERE SIDEWALK EXISTS UNDER THE INSTALLED SIGN IT SHALL BE 7' FROM FINISH GRADE TO BOTTOM OF THE LOWEST SIGN.



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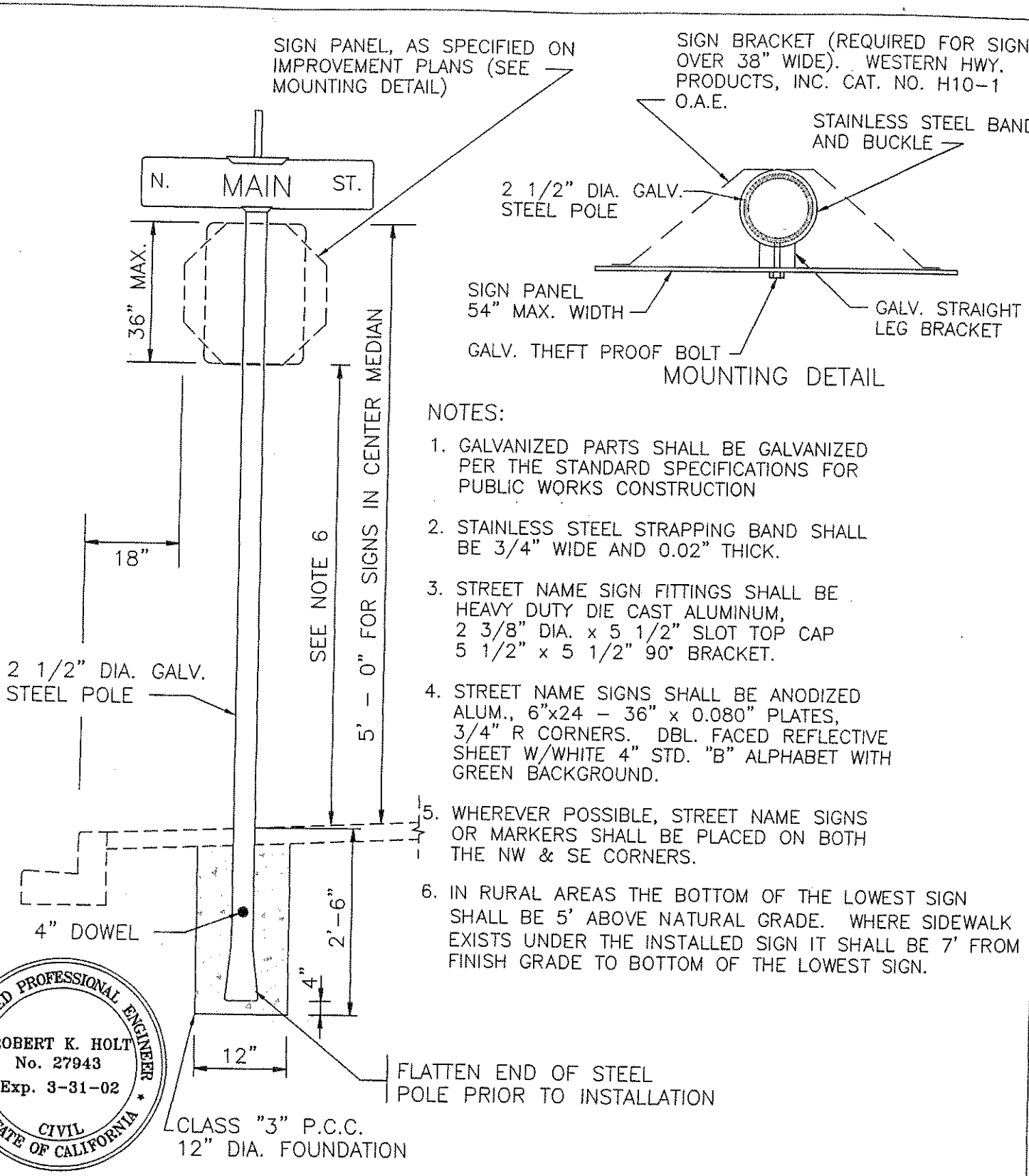
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CITY OF
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STREET MARKER

STANDARD DRAWING NO. S-227



MOUNTING DETAIL

NOTES:

1. GALVANIZED PARTS SHALL BE GALVANIZED PER THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION
2. STAINLESS STEEL STRAPPING BAND SHALL BE 3/4" WIDE AND 0.02" THICK.
3. STREET NAME SIGN FITTINGS SHALL BE HEAVY DUTY DIE CAST ALUMINUM, 2 3/8" DIA. x 5 1/2" SLOT TOP CAP 5 1/2" x 5 1/2" 90° BRACKET.
4. STREET NAME SIGNS SHALL BE ANODIZED ALUM., 6"x24 – 36" x 0.080" PLATES, 3/4" R CORNERS. DBL. FACED REFLECTIVE SHEET W/WHITE 4" STD. "B" ALPHABET WITH GREEN BACKGROUND.
5. WHEREVER POSSIBLE, STREET NAME SIGNS OR MARKERS SHALL BE PLACED ON BOTH THE NW & SE CORNERS.
6. IN RURAL AREAS THE BOTTOM OF THE LOWEST SIGN SHALL BE 5' ABOVE NATURAL GRADE. WHERE SIDEWALK EXISTS UNDER THE INSTALLED SIGN IT SHALL BE 7' FROM FINISH GRADE TO BOTTOM OF THE LOWEST SIGN.

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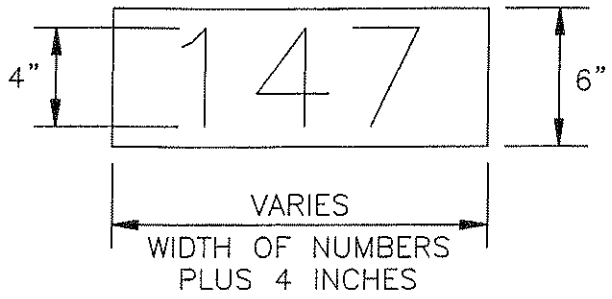
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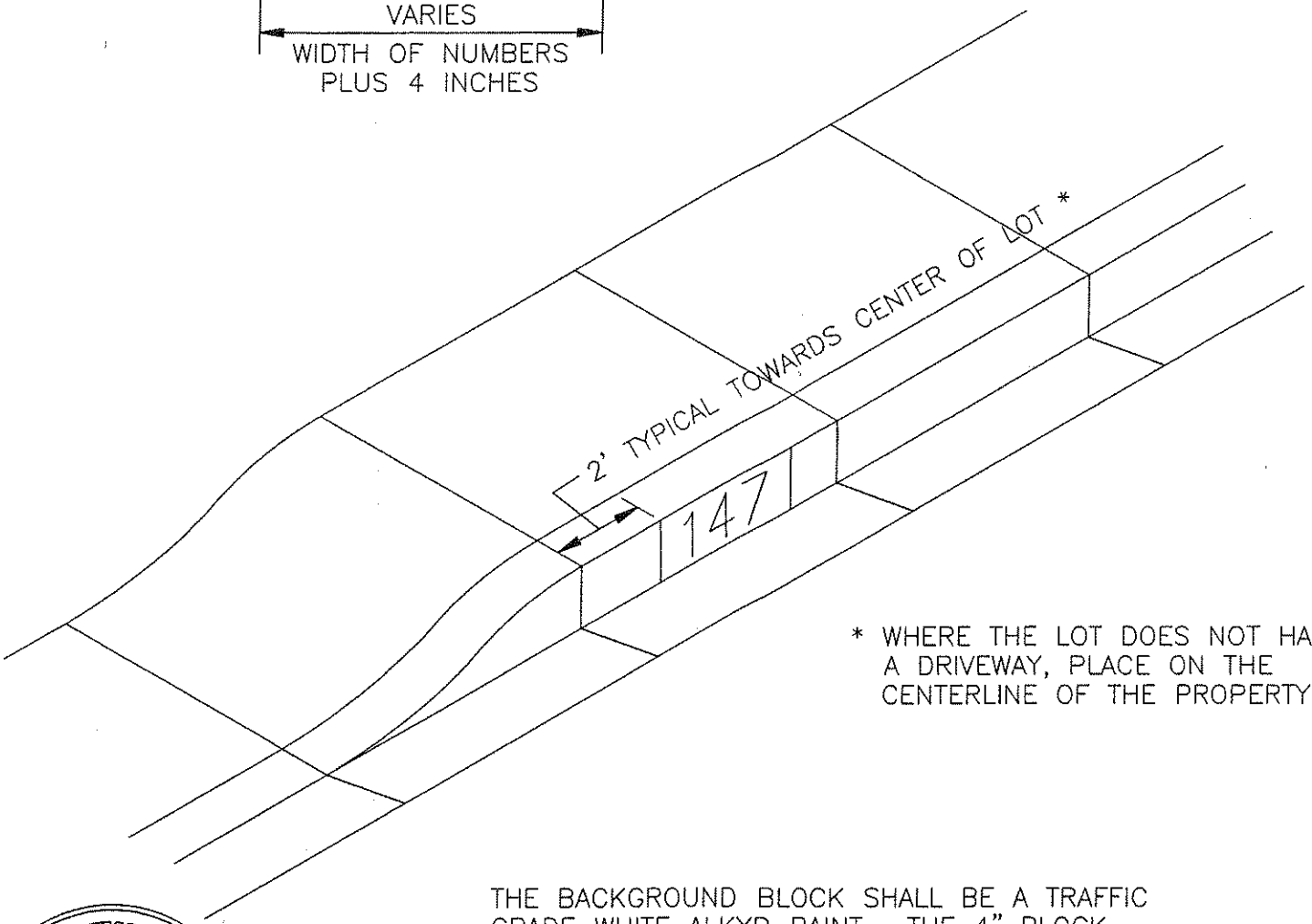
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STREET SIGNS

STANDARD DRAWING NO. S-227A





* WHERE THE LOT DOES NOT HAVE A DRIVEWAY, PLACE ON THE CENTERLINE OF THE PROPERTY.

THE BACKGROUND BLOCK SHALL BE A TRAFFIC GRADE WHITE ALKYD PAINT. THE 4" BLOCK NUMBERS WILL BE BLACK IN COLOR, USING A 1" STROKE, OF THE STYLE SHOWN. THE BLACK PAINT WILL ALSO BE OF TRAFFIC GRADE ALKYD. CHARACTERS WILL NOT BE HAND DRAWN BUT CUT FROM STENCILS AND SHALL BE OF CONSISTENT PATTERN.

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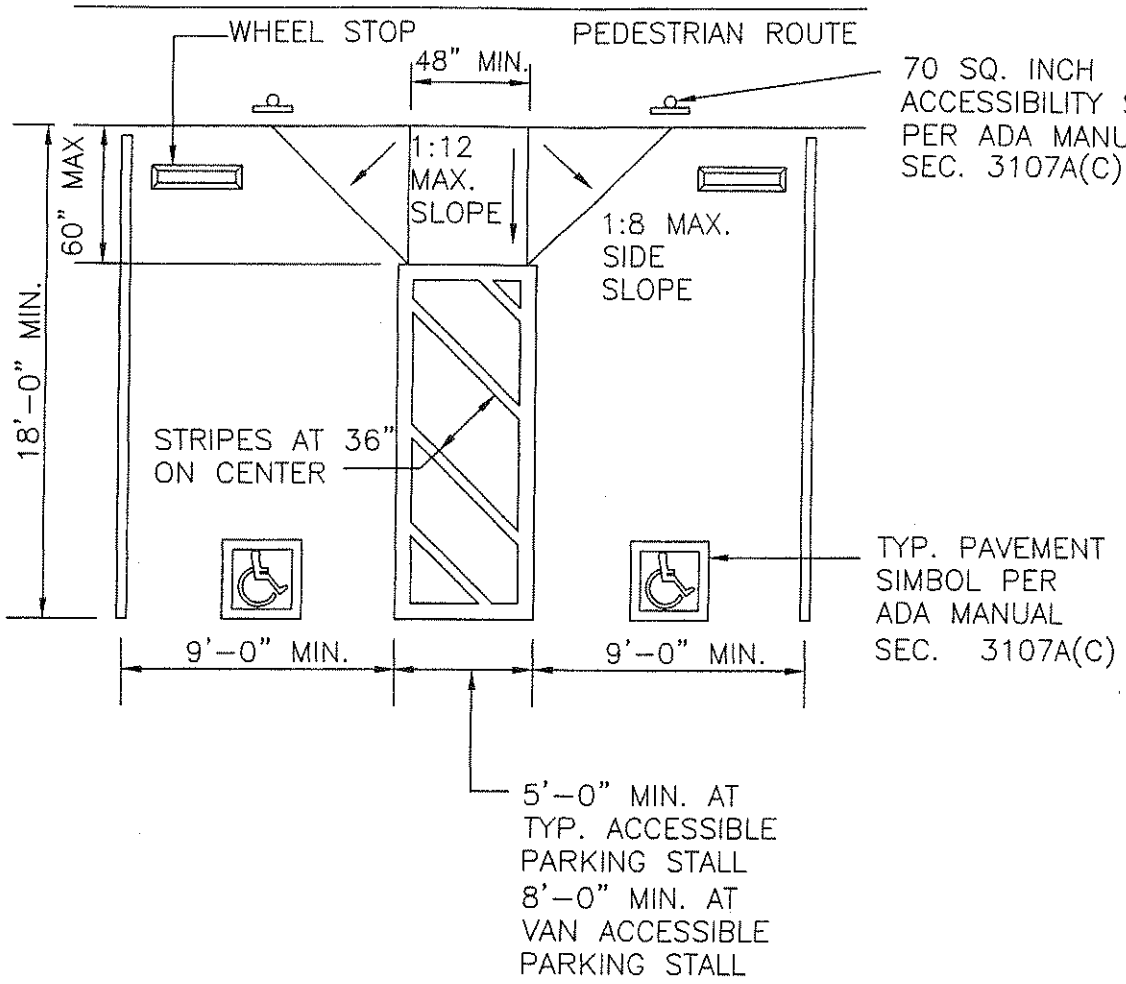
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BUILDING NUMBER
CURB STENCIL

STANDARD DRAWING NO. S-228



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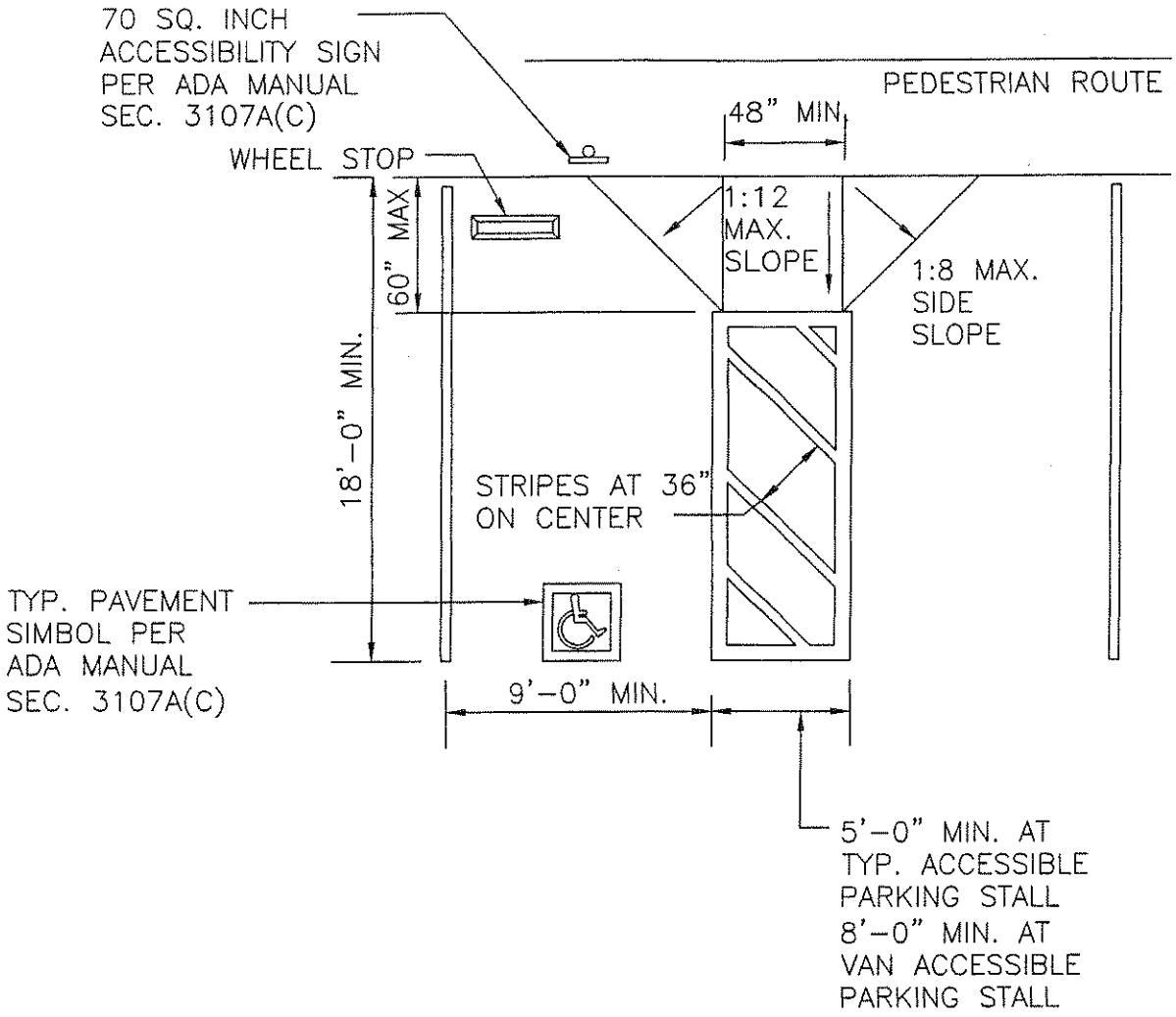
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CITY OF
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DOUBLE PARKING STALLS

STANDARD DRAWING NO. S-229A



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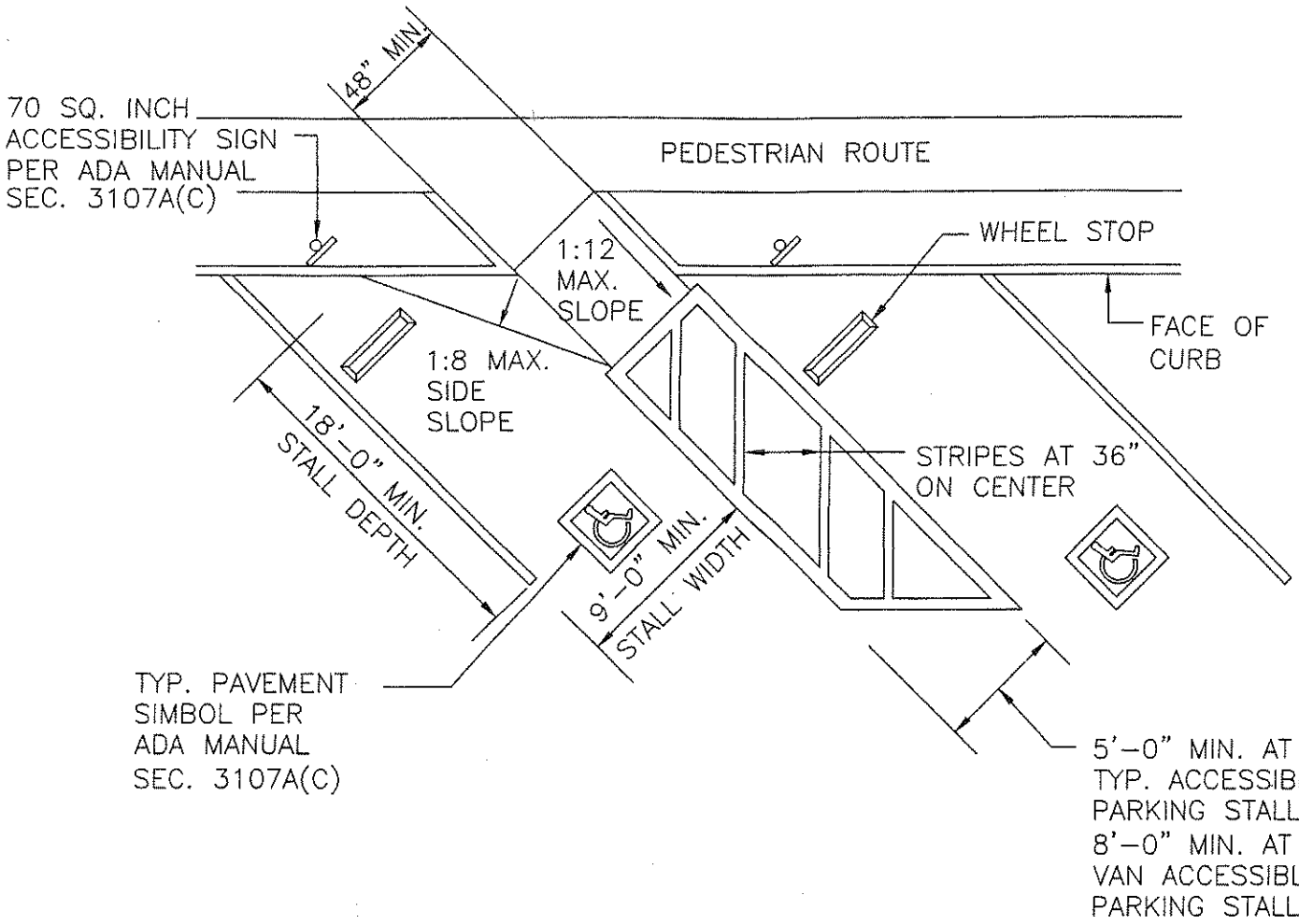
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CITY OF
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SINGLE PARKING STALLS

STANDARD DRAWING NO. S-229B



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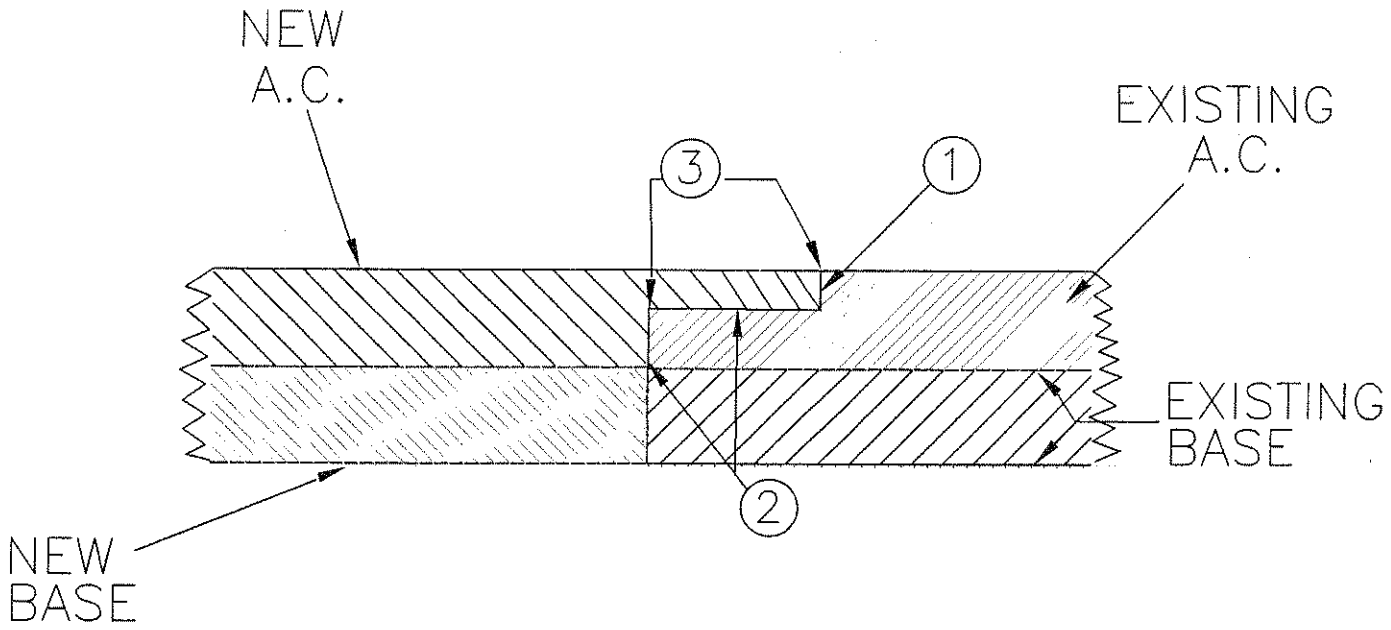
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DIAGONAL PARKING STALLS

STANDARD DRAWING NO. S-229C



NOTES:

1. GRIND 2' WIDE X 0.12' DEEP HEADER FULL LENGTH OF JOINT
2. TACK COAT ENTIRE SURFACE WITH AR 1000 PAVING ASPHALT AT AN APPROXIMATE RATE OF 0.05 GALLON PER SQUARE YARD OR GRADE SS-1H EMULSIFIED ASPHALT AT AN APPROXIAMATE RATE OF 0.05 TO 0.10 GALLON GALLON PER SQUARE YARD SHALL BE UNIFORMALY APPLIED UPON THE EXISTING PAVEMENT PRECEDING THE PLACEMENT OF THE ASPHALT CONCRETE. THE SURFACE SHALL BE FREE OF WATER,FOREIGN MATERIAL,OR DUST, WHEN THE TACKCOAT IS APPLIED.
3. OVERLAY HEADER AREA TO MATCH NEW & EXISTING A.C. SURFACES
4. WHERE PAVEMENT IS INSTALLED ON A PROJECT ON MORE THAN ONE DAY, A HEADER (AS HERE IN DESCRIBED) MUST BE PROVIDED AT THE CONSTRUCTION JOINT.

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NEW CONSTRUCTION
PAVEMENT EXTENSION JOINT

STANDARD DRAWING NO. S-230