

STREET SECTION

GENERAL

All work shall be in accordance with the latest edition of Standard Specifications, State of California, Department of Transportation, Caltrans (CSS) and the American Society for Testing and Materials (ASTM), except as modified herein.

SUBGRADE

(a) Preparation. Special care shall be taken by the contractor to achieve an evenly compacted subgrade. The relative compaction shall be 95%, as determined by CSS TM-231, for at least the top 8" of subgrade. In areas of fill, a minimum of 24" from finished grade shall be compacted to 95% relative compaction. Moisture-Density curve determinations shall conform to ASTM D1557.

PAVEMENT

(a) Asphalt Concrete Pavement Asphalt concrete pavement shall contain the number of lifts specified. In the case of two lifts, the first shall be the base course, Type B, 3/4 inch maximum aggregate size, and the second lift shall be the surface course, Type B, 1/2 inch maximum aggregate size, as specified in CSS Section 39. The relative compaction of each asphalt concrete lift shall be 95%, unless approved otherwise by the City Engineer.

(b) Aggregate Base. Aggregate base shall be 3/4" max. Class 2 aggregate base as specified in CSS Section 26.

(c) Aggregate Sub-base. Aggregate sub-base shall be 1 1/2" max. Class 2 aggregate base, as specified in CSS Section 26.

(d) Contaminated Base. Any aggregate base that becomes contaminated during construction shall be removed and replaced with uncontaminated Class 2 Aggregate Base.

(e) Lime Stabilized Subgrade. Lime stabilized subgrade shall only be used upon approval of the City Engineer and shall be constructed in accordance with CSS Section 24. An increase in the lime content must be approved by the City Engineer.

(f) Proportioning, Mixing, Spreading, and Compacting. The proportioning, mixing, spreading and compacting of asphalt concrete to make up asphalt pavement, shall be in accordance with CSS Section 39.

(g) Priming. Untreated aggregate base shall be primed with MC-70, in accordance with CSS Section 39-4.02.

(h) Tacking. Any vertical edge adjoining new pavement courses shall be tacked with SS-1 prior to placement of pavement course, in accordance with CSS Section 39-4.02.

(i) Fog Sealing. The asphalt surface shall be fog sealed with SS-1 when specified and conform to CSS Section 37.

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(j) Joining Existing Pavement. Existing pavement which is to be joined by new pavement, shall be saw cut vertical to provide straight, true, and neat joints. Overlapping of existing pavement without saw cutting or grinding shall not be permitted. The vertical edges shall be tacked prior to paving as specified previously. Terminals of all surfacing indicated on the plans shall join any existing surface in a smooth butt joint. Conform paving by method of abrasive grinding will be allowed upon approval of the City Engineer.

(k) Patch Repairs. Where repairs to new or existing asphalt concrete are required, the AC shall be totally removed, edges saw cut and tacked, base primed, and replaced with new hot mix AC. If cold mix is used as a temporary patch, the contractor shall be responsible for maintenance of the cold mix at all times. Contractor shall remove all cold mix prior to finish paving and henceforth become property of the Contractor.

(l) Removal and Disposal of Pavement. Where pavement is shown to be removed on the plans, it shall mean that all asphalt concrete and aggregate base be removed. Waste or surplus asphalt mix, old pavement and sub-base debris shall be removed from the site.

CONCRETE

(a) Cement. All cement shall conform to the specifications and tests for Portland Cement, ASTM Specifications C-150, and shall be Type 2.

(b) Fine aggregate. Fine aggregate shall be clean, natural sand or sand prepared from stone or gravel and shall conform to the requirements of ASTM C-33, and CSS Section 90-2.02B.

(c) Coarse Aggregate. Coarse aggregate shall consist of material conforming to the requirements of ASTM C-33, and shall be in accordance with CSS Section 90-2.02A.

(d) Water. Water used in making concrete shall be clean, free from oil, alkali, acid, organic matter, or other deleterious substances. Water shall be in accordance with CSS Section 90-2.03.

(e) Admixtures. No admixtures will be allowed except as approved by the City Engineer on a job to job basis. Such usage may only be for the purpose of increasing plasticity. No decrease in cement content shall be permitted as a result of the use of such admixtures. No other admixtures shall be added to the concrete mix. The use of admixtures, if approved by the City Engineer, shall be in accordance with CSS Section(s) 90-4.03 and 90-4.04.

(f) Workmanship and Methods. Unless specifically covered elsewhere in these details, all concrete work, including detailing of reinforcing, shall be equal to the best general practice and as set forth in the ACI Building Code, Manuals and Recommended Practices.

(g) Classes of Concrete. Concrete shall consist of two classes, herein referred to as Class 2 and Class 3, as specified in CSS Section 90. Class 2 concrete shall be used in all retaining walls, box culverts, and wherever specified in the plans and specifications. At a minimum, Class 3 concrete shall be used for driveway approaches, sidewalks, curb and gutters, thrust blocks, and miscellaneous construction items such as pipe encasements. No mixture shall produce less than 3,000 psi (at 28 days) with maximum water/cement ratio of 0.5.

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(h) Pneumatically Placed Mortar. Materials used in Gunite, Shotcrete, Mortar, etc., applied directly to a surface by air jet, shall be in accordance with CSS Section 53 and Section 90, irrespective of manufacture of the mixing and placing apparatus.

(i) Proportioning and Mixing. All proportioning and mixing methods, devices, and transporting, shall be in accordance with CSS Section(s) 90-5 and 90-6.

(j) Workability. Concrete shall be of such consistency that it can be worked readily into the corners and angles of the forms and around the reinforcement without excessive spading and does not permit material segregation or bleeding of water.

(k) Field Tests. During the progress of construction, the Inspector has the authority to order tests to determine whether the concrete, as being produced, complies with the standards of quality specified. These tests shall be made in accordance with ASTM C 31 and ASTM C 39. For all concrete, the standard age for the test shall be 7 days. Slump tests shall be in accordance with ASTM C 143.

EMERGENCY ACCESS SURFACING

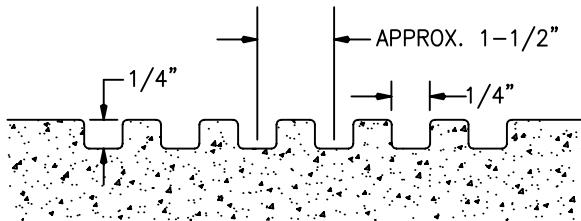
Contractor shall be responsible for providing an "All Weather Surface" to any existing structure and/or structures under construction within the project area. For structures under construction, the required surface shall be in place prior to the commencement of any wood framing.

The required "All Weather Surface" shall consist of 6" min. thickness, Class 2 Aggregate Baserock, compacted to a relative compaction of 95%. The contractor shall be responsible for removal of any contaminated baserock prior to finish grading.

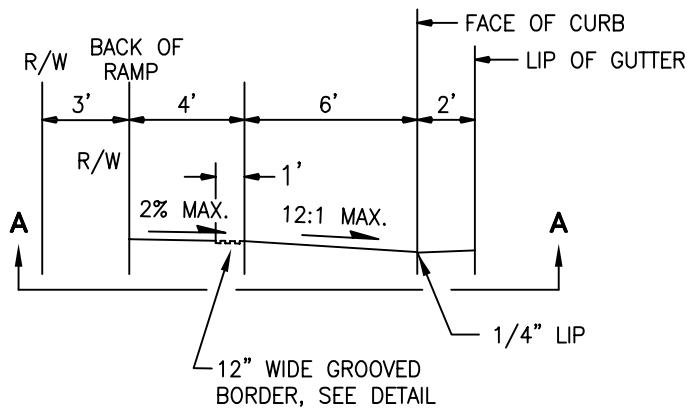
The Building Division will issue a "Foundation Only" permit and shall not issue a permit for wood framing unless the following requirements are met:

1. All new water mains are charged, pressure tested, bacteria tested and approved by the Department of Public Works. All fire hydrants within 500' of new construction are charged and operational.
2. All sub-grade is compacted to a relative compaction of 95%, tested and approved by the Department of Public Works.
3. Central Fire District has approved the proposed surface location and has visited the site after construction of the surface, but prior to issuance of Building permits for wood framing.

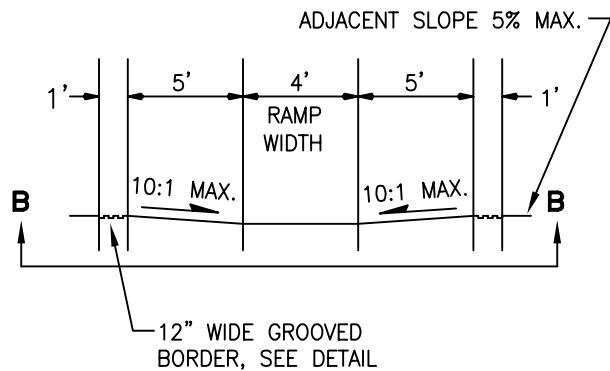
 City of Morgan Hill Public Works Department	GENERAL NOTES	DRAWING NO. A-III
 CITY ENGINEER	4/1/96 DATE	REVISED



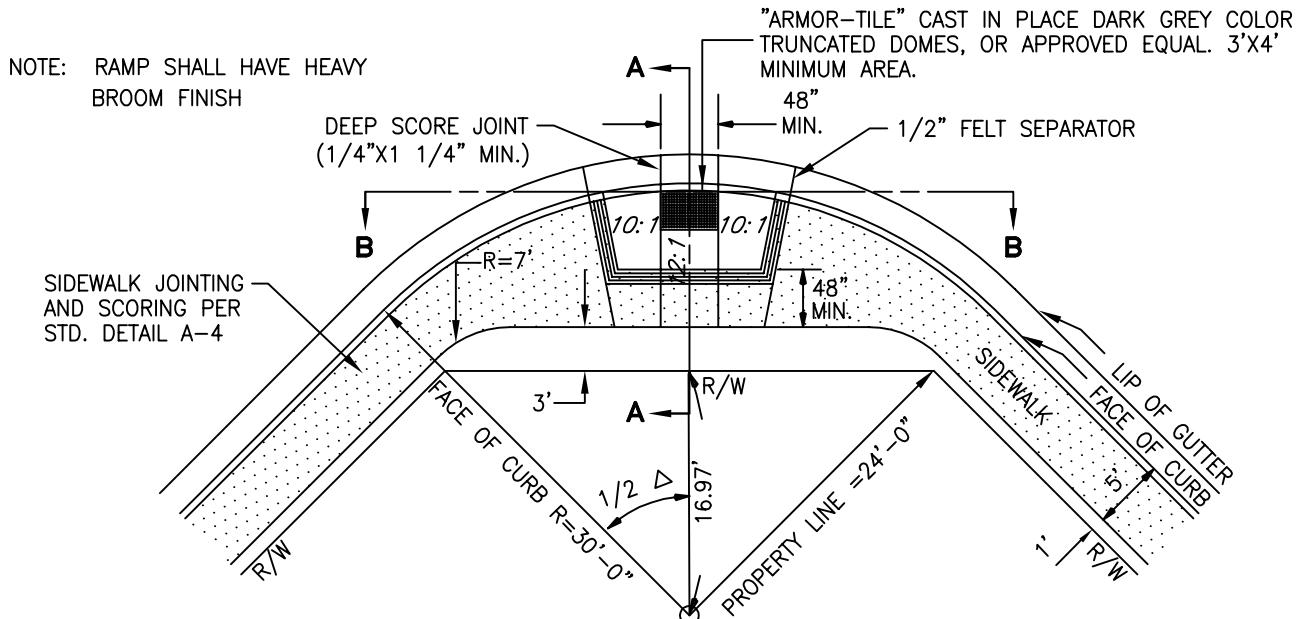
GROOVING DETAIL



SECTION A - A



SECTION B - B



NOTE: CURRENT A.D.A. (AMERICANS WITH DISABILITIES ACT) REQUIREMENTS SHALL GOVERN OVER THIS DRAWING.



City of Morgan Hill
Public Works Department

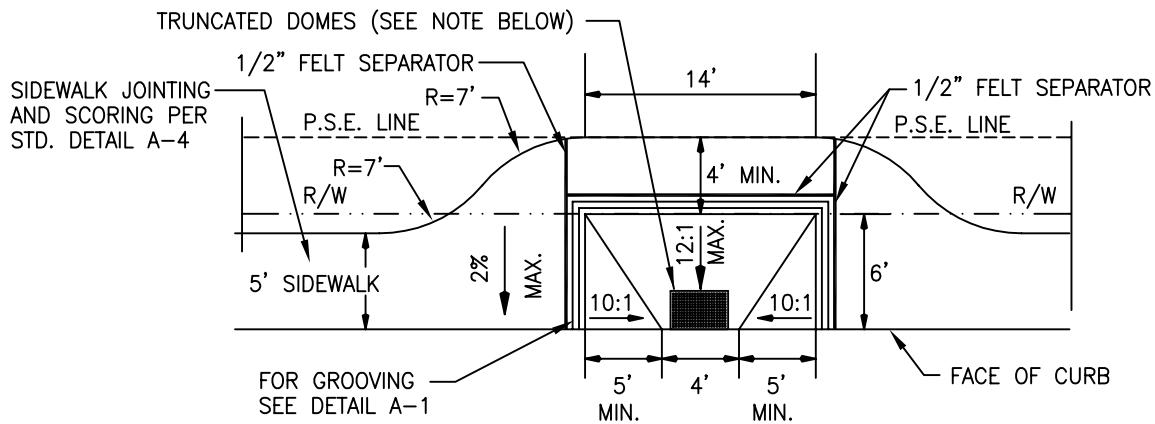
Jim Dehner
CITY ENGINEER

4/1/96
DATE

2/25/09
REVISED

**HANDICAP RAMP
RESIDENTIAL SIDEWALK**

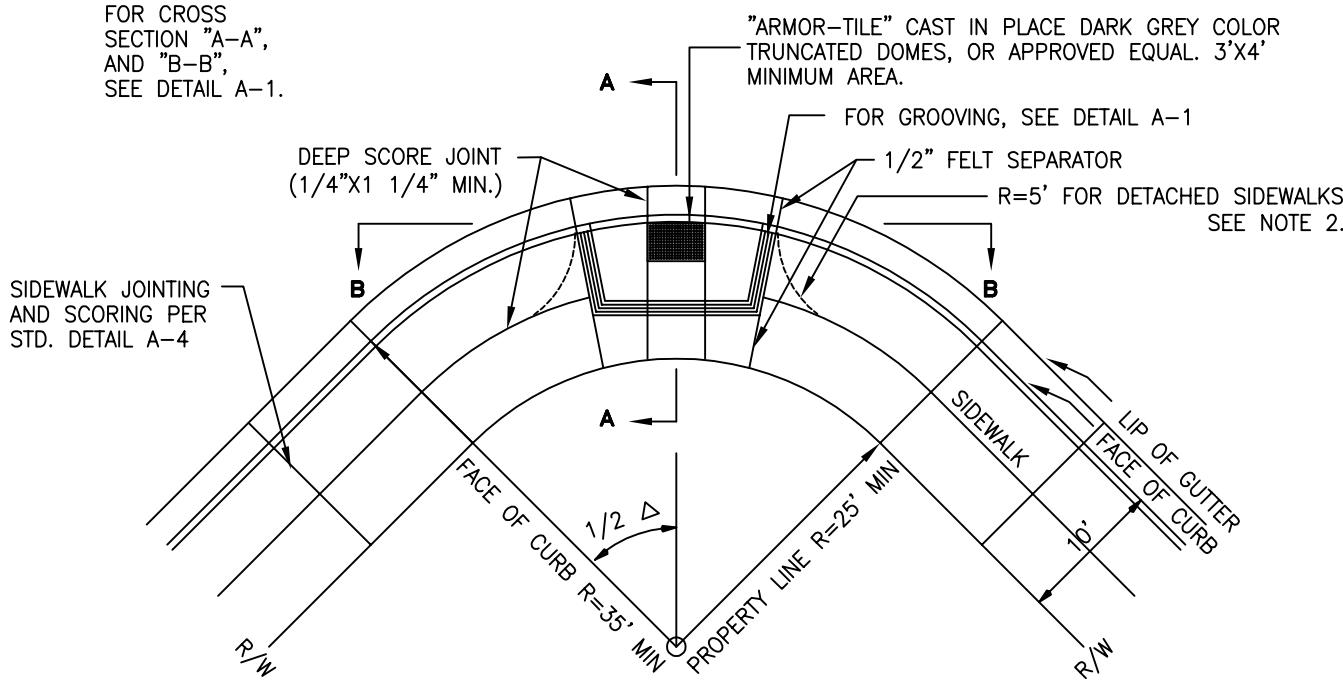
DRAWING NO.
A-1



"CASE D" HANDICAP RESIDENTIAL RAMP

NOTE: RAMP SHALL HAVE HEAVY BROOM FINISH

FOR CROSS SECTION "A-A", AND "B-B", SEE DETAIL A-1.



NOTES:

1. CURRENT A.D.A. (AMERICANS WITH DISABILITIES ACT) SHALL GOVERN OVER THIS DRAWING.
2. FOR 5' ATTACHED SIDEWALK, SEE DETAIL A-1 FOR HANDICAP RAMP AND SIDEWALK CONFIGURATION.



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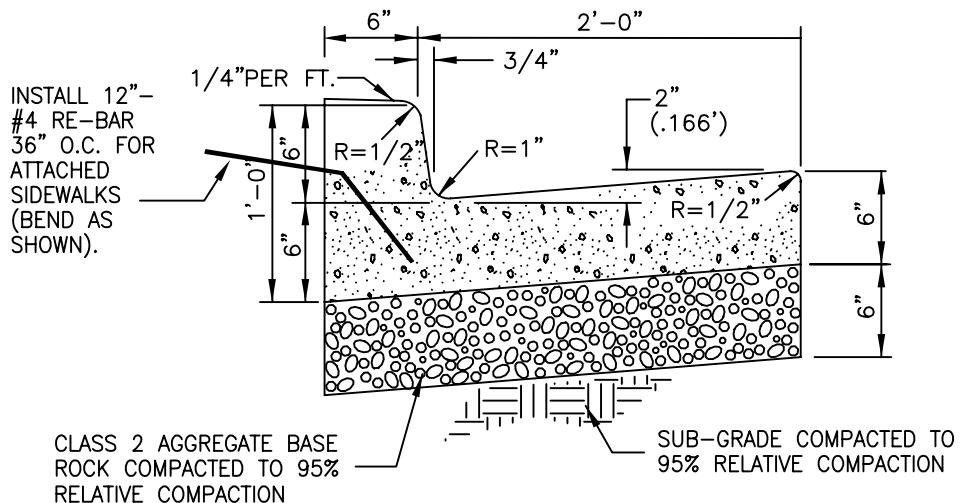
Jim Oehlert
CITY ENGINEER

4/1/96
DATE

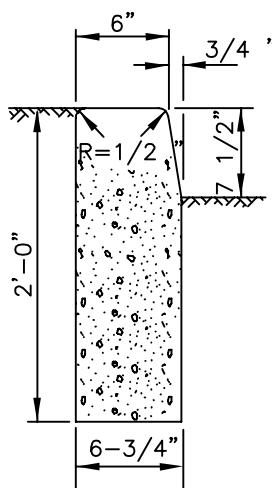
2/25/09
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**HANDICAP RAMP
COMMERCIAL SIDEWALK**

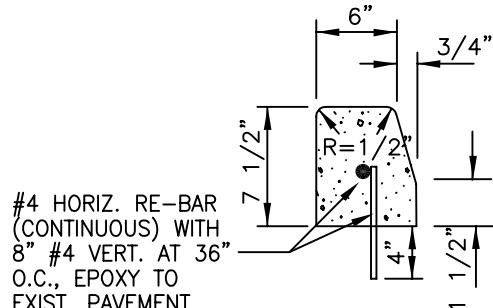
DRAWING NO.
A-2



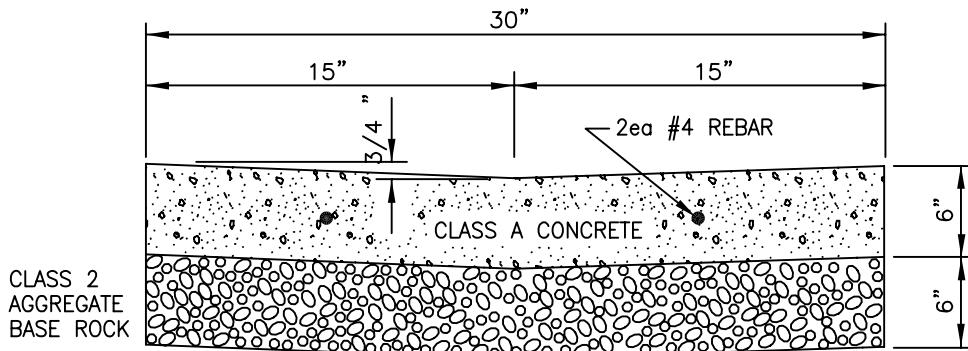
"TYPE 1" CURB AND GUTTER



"TYPE 2" FULL VERTICAL CURB



"TYPE 3" (TEMPORARY) EXTRUDED CURB



"TYPE 4" VALLEY GUTTER

NOTES:

1. A DEEP SCORE JOINT AT EVERY 10' (1/4" X 1 1/4" MIN.) AND A FELT SEPARATOR AT EVERY 60' (1/2") SHALL BE INSTALLED FOR ALL GUTTER TYPES.
2. TYPE 3 (TEMPORARY) EXTRUDED CURB SHALL ONLY BE USED UPON WRITTEN APPROVAL BY THE CITY ENGINEER.



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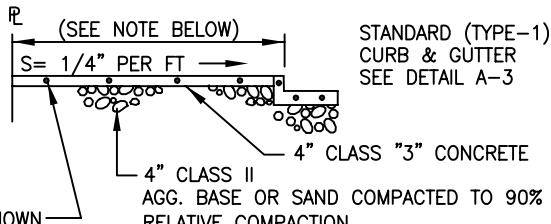
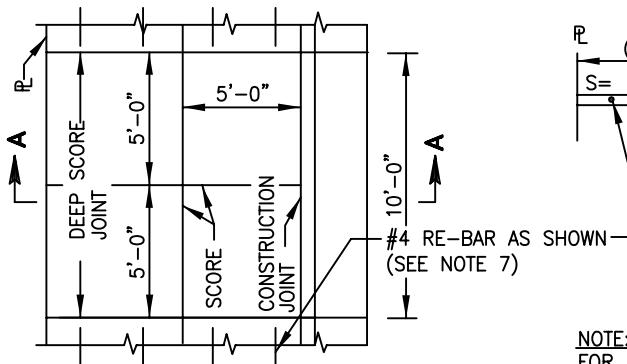
Jim Dehner
CITY ENGINEER

4/1/96
DATE

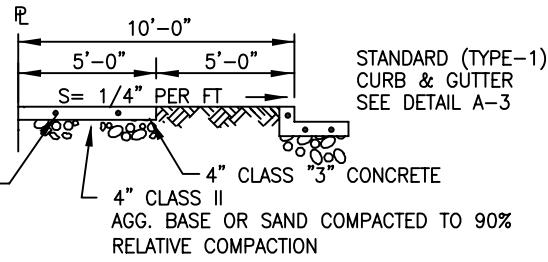
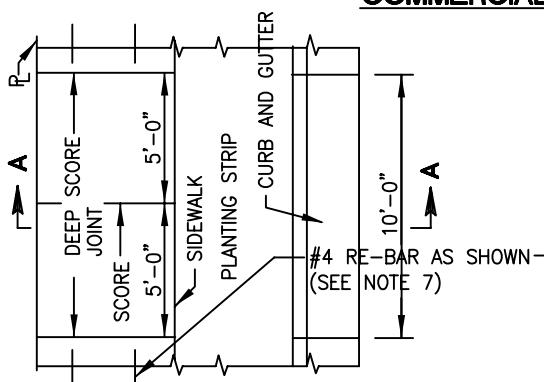
3/15/07
REVISED

**CONCRETE CURB AND/OR
GUTTER TYPES**

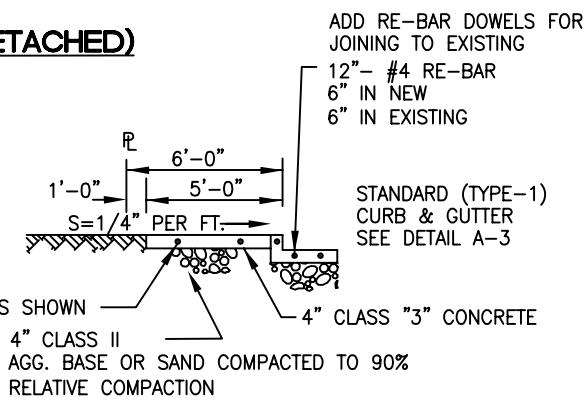
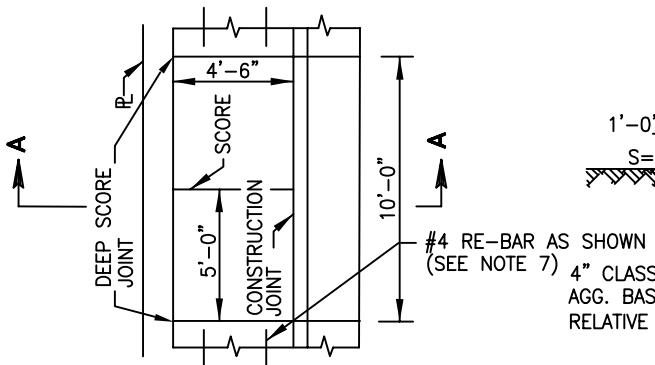
DRAWING NO.
A-3



NOTE: 10' COMMERCIAL SIDEWALK IN DOWNTOWN CORE.
FOR 5' SIDEWALK, SEE RESIDENTIAL ATTACHED OR DETACHED,
DEPENDING UPON PLANNING DEPARTMENT REQUIREMENTS.



RESIDENTIAL (DETACHED)



RESIDENTIAL (ATTACHED)

NOTES:

1. CONSTRUCT 3/8" EXPANSION JOINTS WITH FELT FILLER AT RETURNS AND MAJOR STRUCTURES.
2. ROUND ALL EXPOSED EDGES TO 1/2" RADIUS.
3. PLACE EXPANSION JOINTS EVERY 60" (1/2" FELT SEPARATOR).
4. PLACE DEEP SCORE JOINTS EVERY 10'. (1/4" X 1 1/4" MIN.)
5. PLACE SCORE MARKS EVERY 5' IN SIDEWALK SECTIONS ONLY. (1/8" X 1/2" MIN.)
6. PLACE AN "S" FOR SEWER LATERAL AND A "W" FOR WATER SERVICE ON FACE OF CURB (NEW DEVELOPMENTS ONLY).
7. FOR NEW SIDEWALK POURED TO ADJOIN EXISTING SIDEWALK, 2-#4 REBARS SHALL BE DOWELLED 6" INTO EXISTING SIDEWALK AND EXTEND 6" INTO NEW SIDEWALK POUR (SEE DIAGRAM ABOVE)..
8. FOR NEW ATTACHED SIDEWALK POURED TO ADJOIN EXISTING CURB, #4 REBARS SHALL BE DOWELLED 6" INTO BACK OF CURB AT EVERY 36" (NOT SHOWN IN DIAGRAM, SEE DETAIL A-3).



City of Morgan Hill
Public Works Department

Jim Dehcraft
CITY ENGINEER

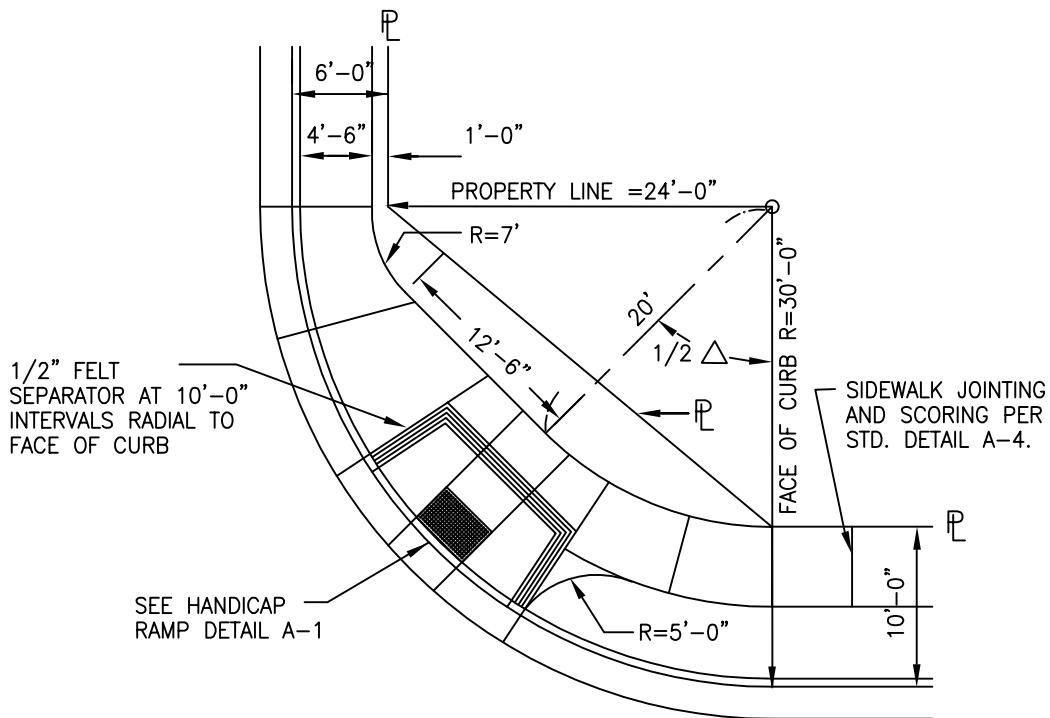
4/1/96
DATE

3/15/07
REVISED

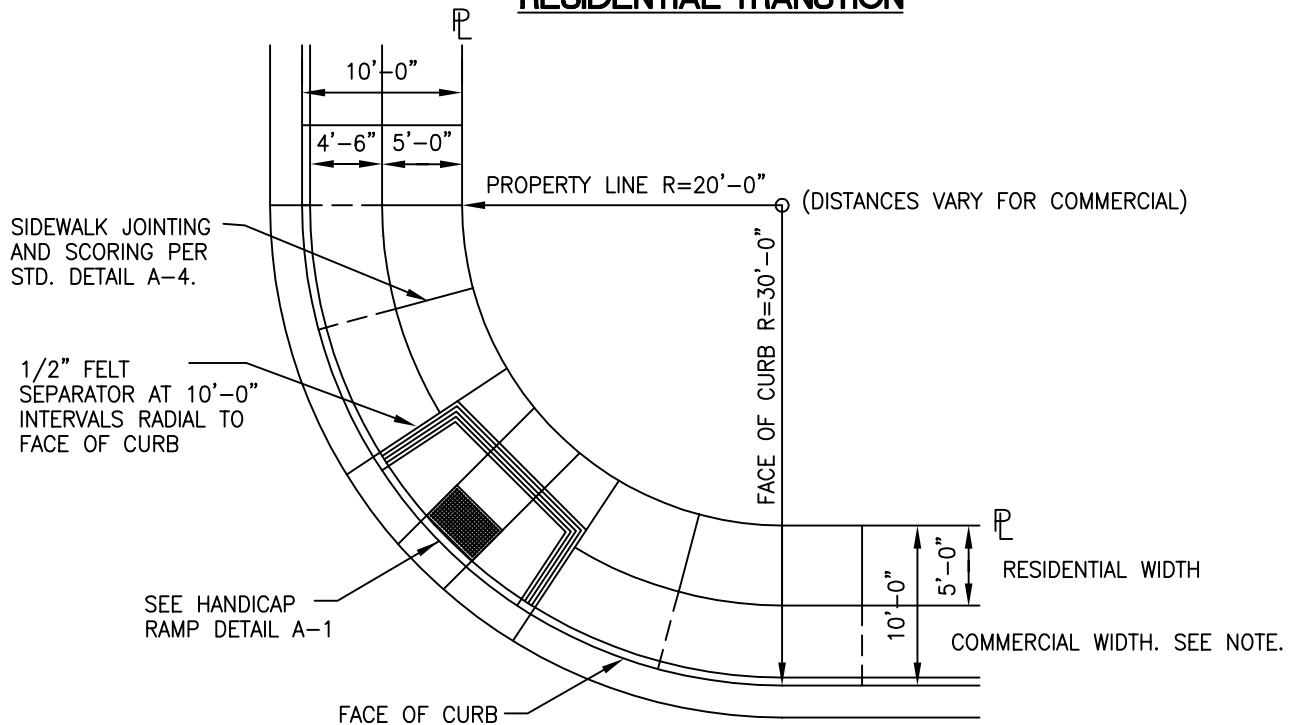
**SIDEWALK COMMERCIAL,
DETACHED RESIDENTIAL,
AND ATTACHED RESIDENTIAL**

DRAWING NO.

A-4



RESIDENTIAL TRANSITION



RESIDENTIAL DETACHED OR COMMERCIAL

NOTE: 10' COMMERCIAL SIDEWALK IN DOWNTOWN CORE. SEE DETAIL A-1 OR A-2 FOR 5' SIDEWALK, DEPENDING UPON PLANNING DEPARTMENT REQUIREMENTS.



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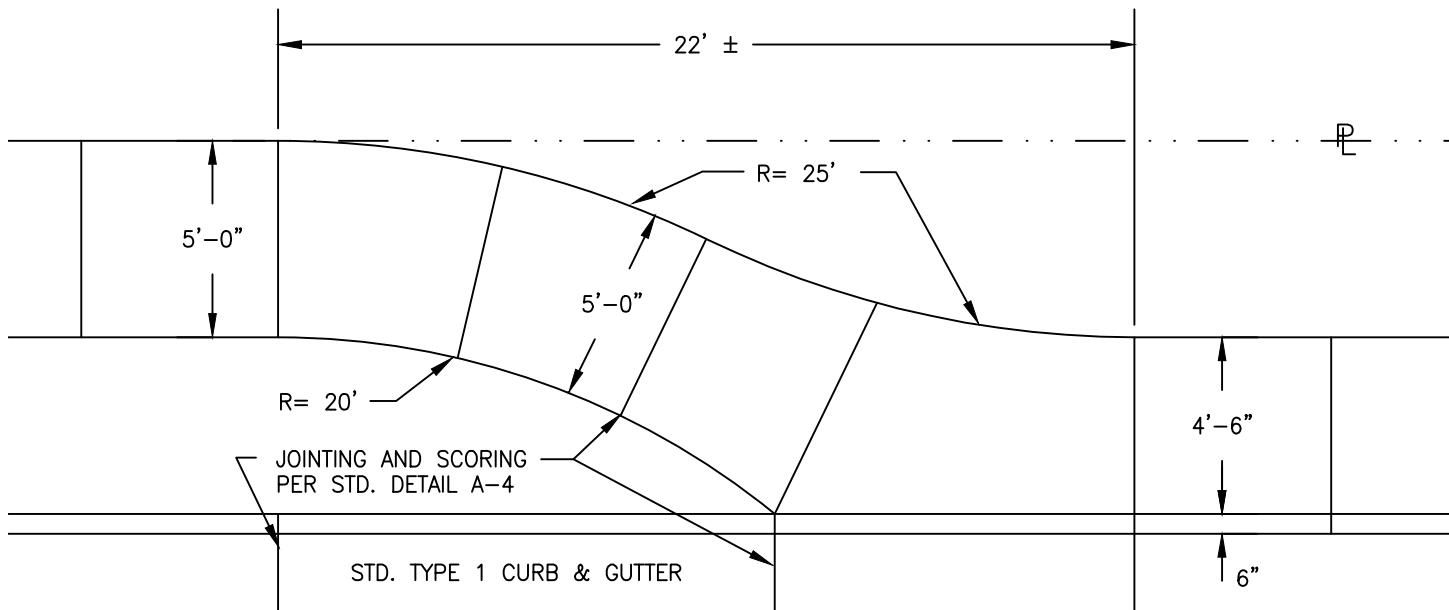
Jim Obercraft
CITY ENGINEER

4/1/96
DATE

2/25/09
REVISED

**STANDARD RETURNS
DETACHED AND TRANSITION
SIDEWALKS**

DRAWING NO.
A-5



NOTE: 1. SHORTER TRANSITION MAY BE USED UPON CITY ENGINEER APPROVAL



City of Morgan Hill
Public Works Department

Jim Oehlert
CITY ENGINEER

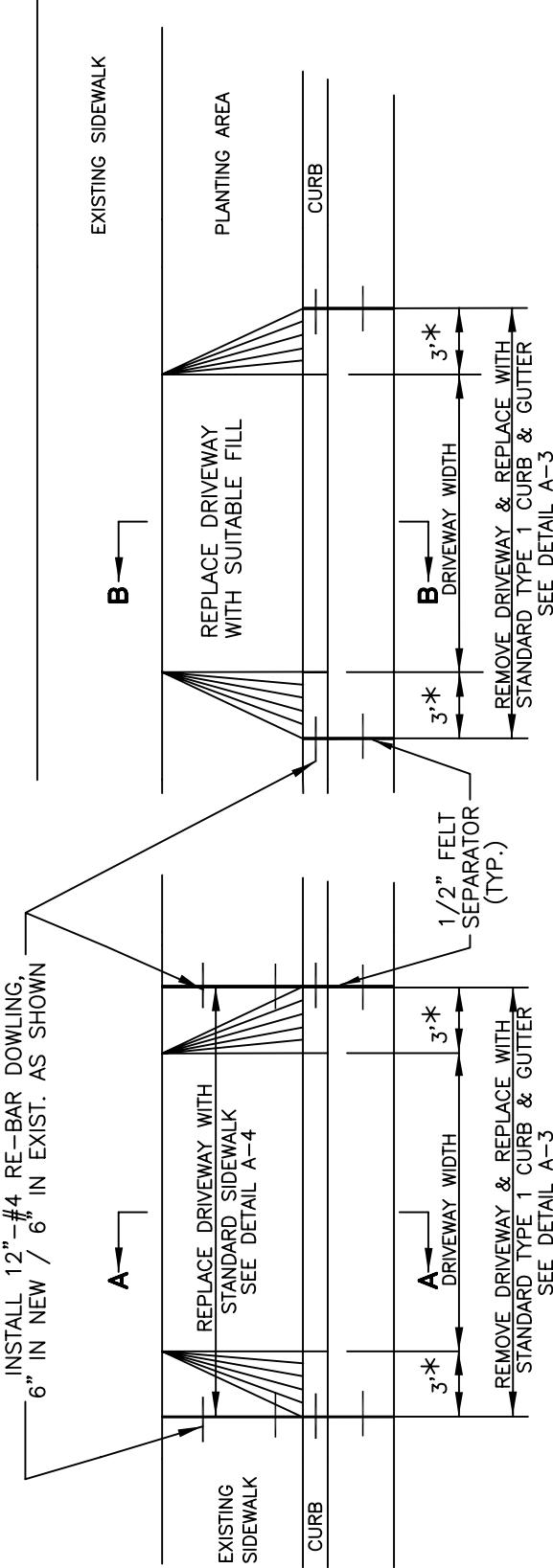
4/1/96

3/15/07
REVISED

ATTACHED TO DETACHED
SIDEWALK TRANSITION

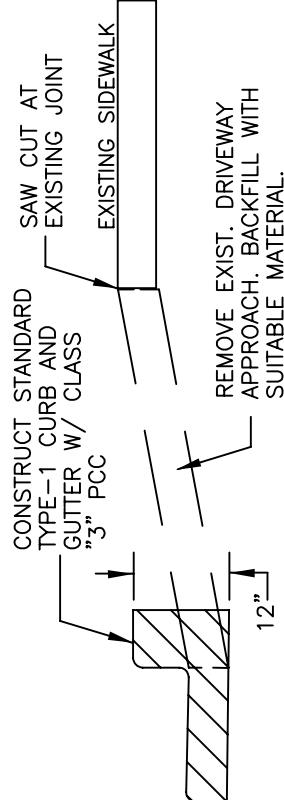
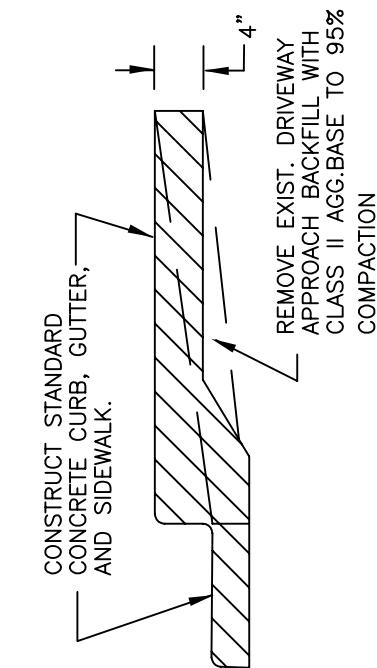
DRAWING NO.
A-6

INSTALL 12"-#4 RE-BAR DOWLING,
6" IN NEW / 6" IN EXIST. AS SHOWN



* REMOVE AT EXIST. FELT SEPARATOR OR SAW CUT AT NEAREST JOINT
PLAN ATTACHED SIDEWALK

PLAN DETACHED SIDEWALK



SECTION A-A

SECTION B-B



City of Morgan Hill
Public Works Department

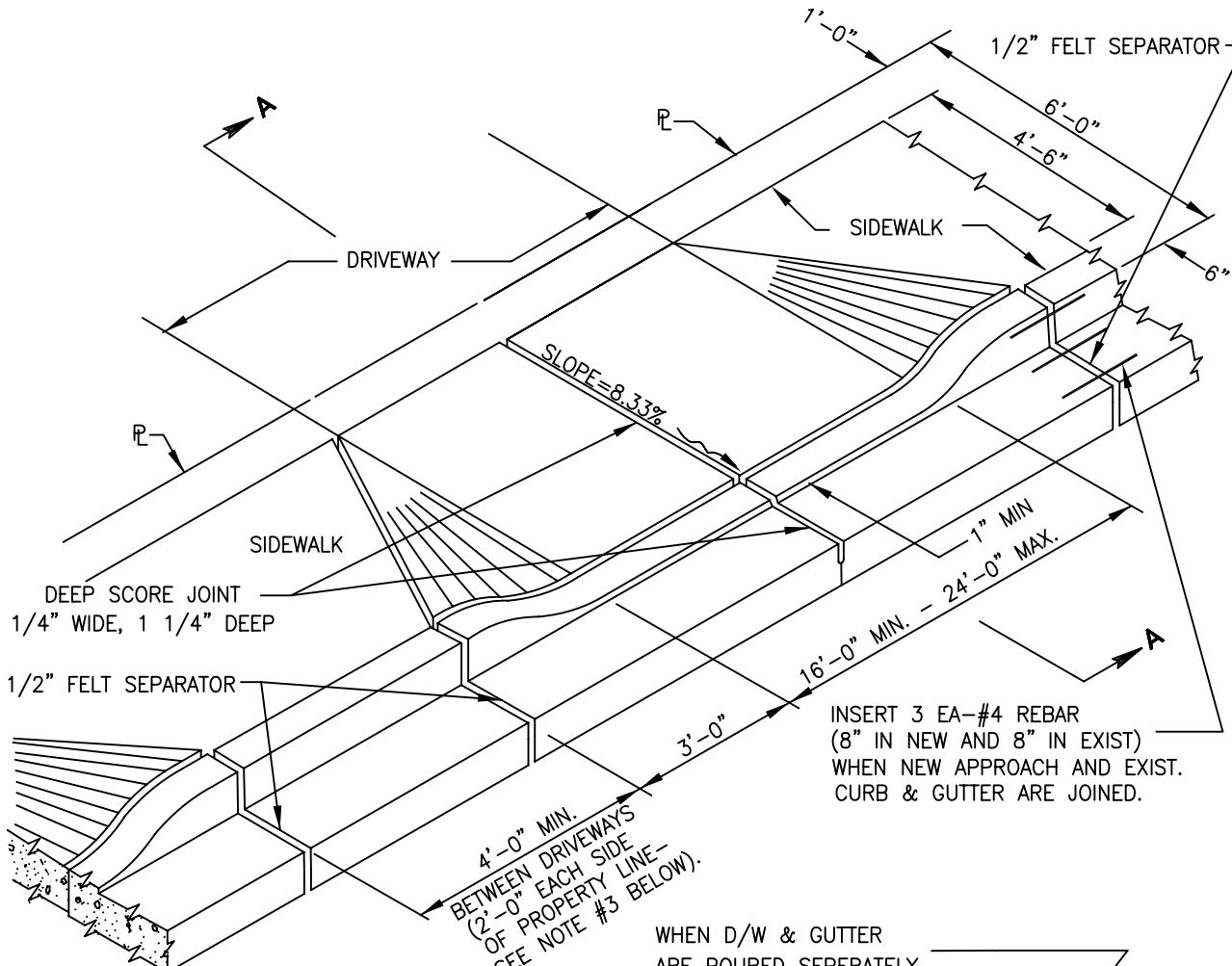
Jim Dehner
CITY ENGINEER

4/1/96
DATE

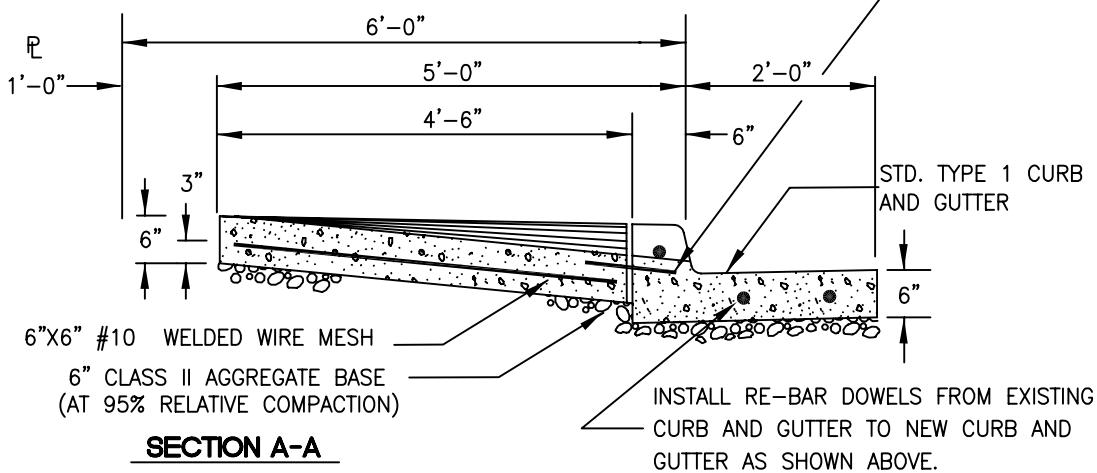
3/15/07
REVISED

**PLUG FOR ABANDONED
DRIVEWAY**

DRAWING NO.
A-7



WHEN D/W & GUTTER
ARE POURED SEPERATELY
USE 16" #4 RE-BAR AT 24" O.C.



SECTION A-A

NOTES:

1. DRIVEWAYS EXCEEDING 24' IN WIDTH (EXCLUDING TAPERS), SHALL REQUIRE APPROVAL OF THE CITY ENGINEER.
2. DRIVEWAYS SHALL BE CONSTRUCTED A MINIMUM OF 5' FROM ANY FIRE HYDRANT OR ELECTROLIER.
3. MINIMUM DISTANCE SHALL BE AS SHOWN. DISTANCE MAY BE REDUCED FOR CUL-DE-SAC APPLICATIONS AND DUPLEX APPLICATIONS (REQUIRES CITY ENGINEER APPROVAL).



City of Morgan Hill
Public Works Department

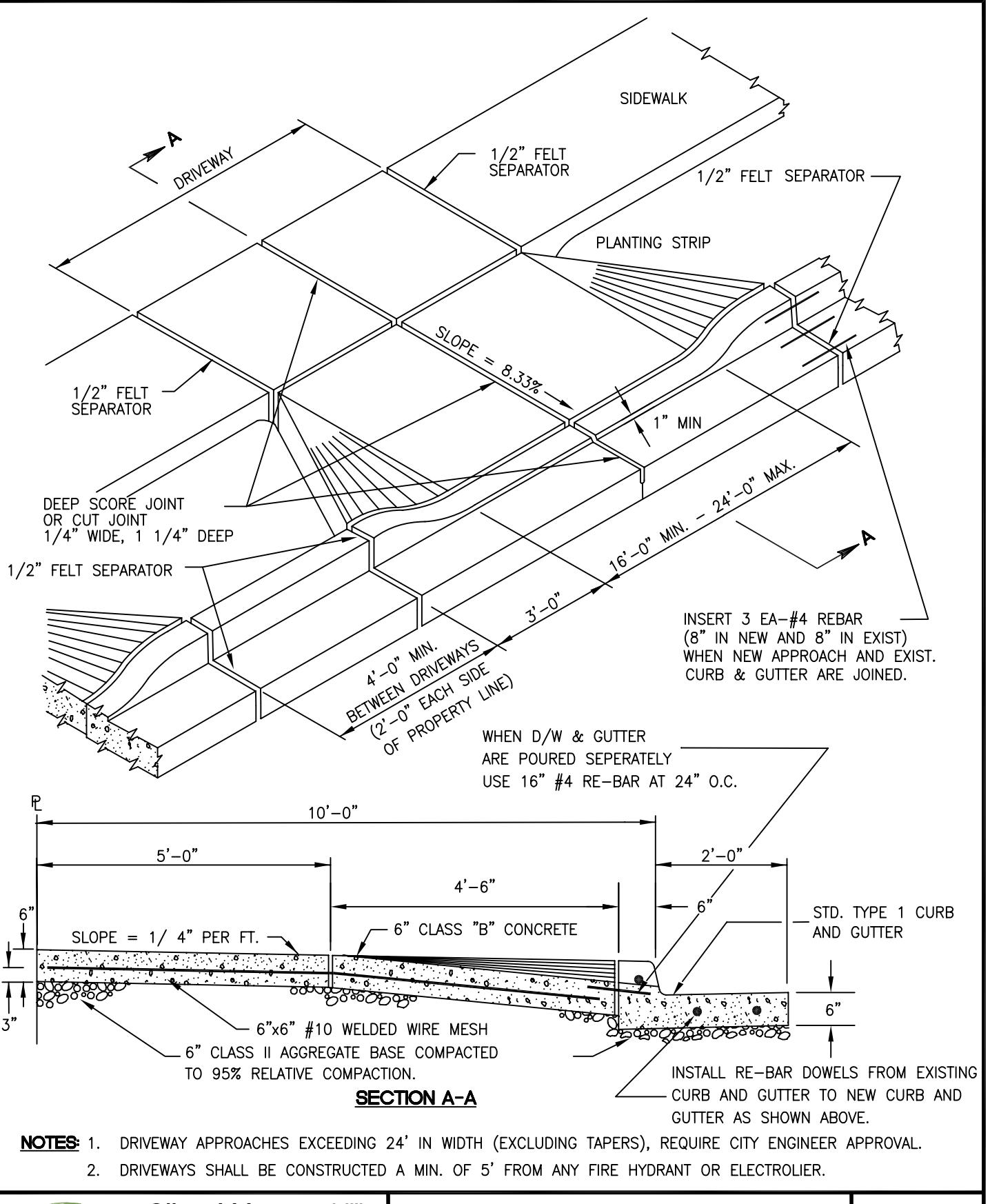
Jim Dehner
CITY ENGINEER

4/1/96
DATE

3/15/07
REVISED

**NEW RESIDENTIAL DRIVEWAY
APPROACH
ATTACHED SIDEWALK**

DRAWING NO.
A-8



City of Morgan Hill
Public Works Department

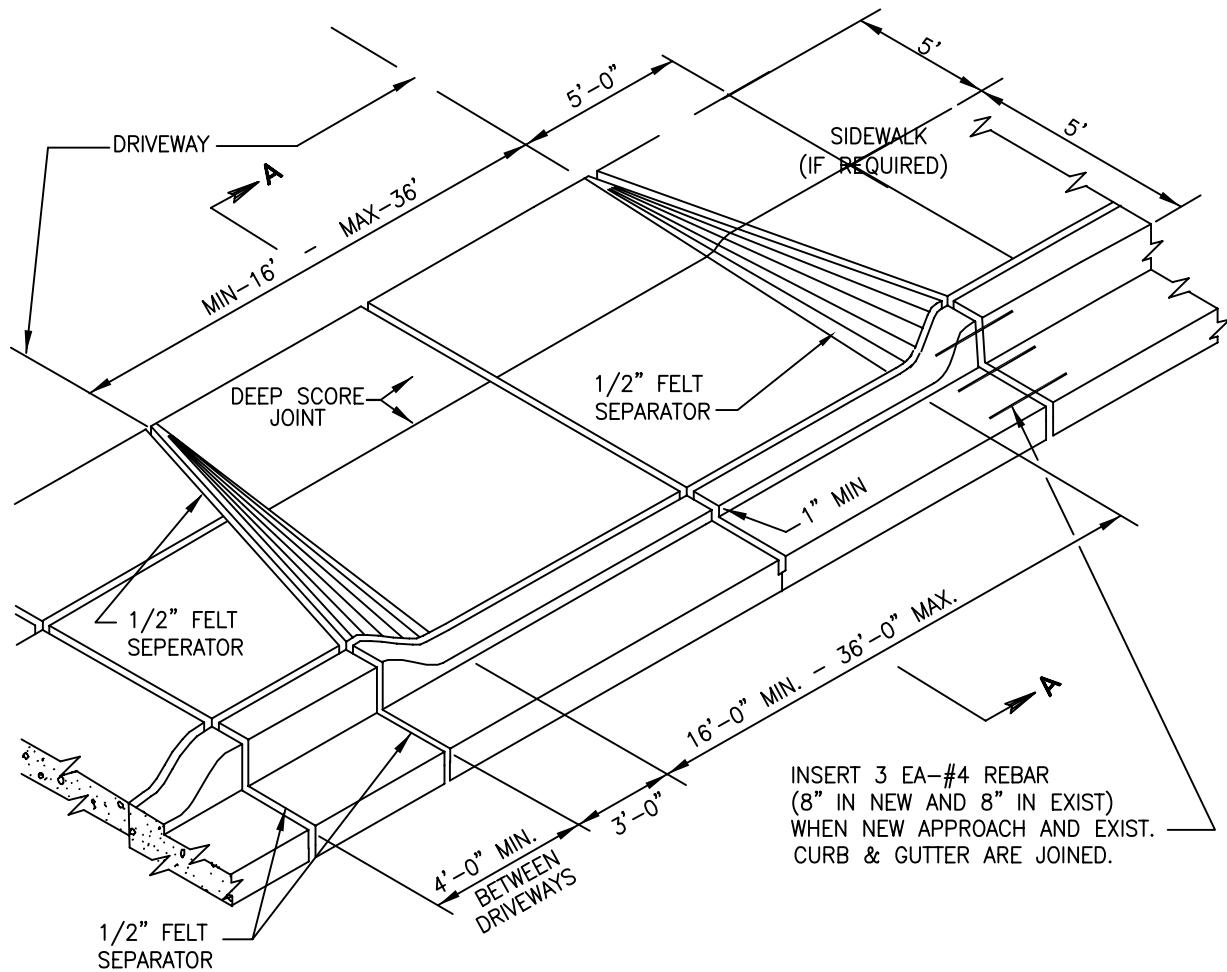
Jim Dehner
CITY ENGINEER

4/1/96
DATE

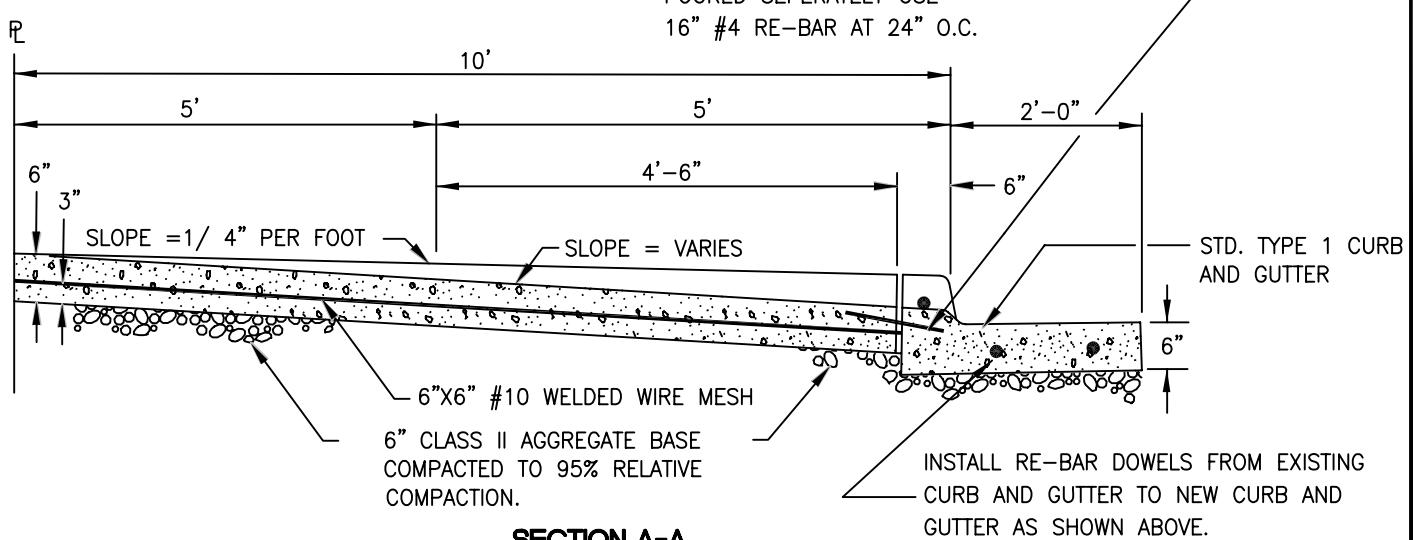
3/15/07
REVISED

**NEW RESIDENTIAL DRIVEWAY
APPROACH
DETACHED SIDEWALK**

DRAWING NO.
A-9



WHEN D/W & GUTTER ARE
POURED SEPERATELY USE
16" #4 RE-BAR AT 24" O.C.



SECTION A-A



City of Morgan Hill
Public Works Department

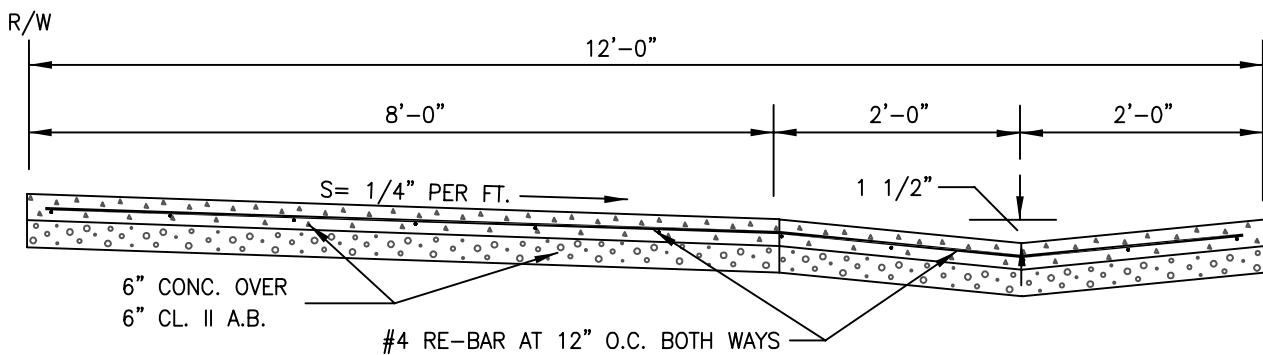
Jim Dehner
CITY ENGINEER

4/1/96
DATE

3/15/07
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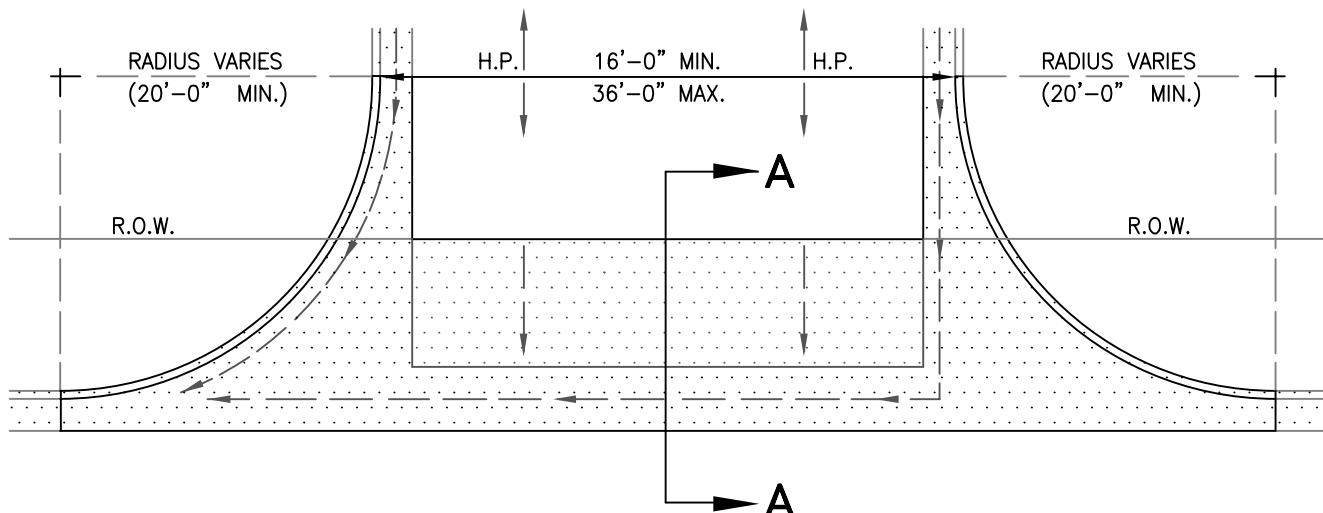
**INDUSTRIAL DRIVEWAY
APPROACH
COMMERCIAL SIDEWALK**

DRAWING NO.
A-10



SECTION A-A

N.T.S.



PLAN VIEW

N.T.S.

NOTES:

1. CONSTRUCT 1/2" EXPANSION JOINTS WITH FELT FILLER AT ALL RETURNS, FOR EVERY 60 L.F. OF GUTTER SECTION, AND DEEP SCORE JOINTS (1/4" X 1 1/4" MIN.) EVERY 10'.
2. CONTRACTOR SHALL NOTIFY INSPECTOR OF FINAL JOINT CONFIGURATION FOR ALL CONCRETE WORK PRIOR TO POUR.
3. HANDICAP RAMPS MAY BE REQUIRED DEPENDING ON APPLICATION. ANY PROPOSED RAMP CONFIGURATIONS SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO START OF WORK. ALL RAMPS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST PROVISIONS OF THE "AMERICANS WITH DISABILITIES ACT" (A.D.A.) AND IN ACCORDANCE WITH DETAILS A-1, A-2, AND A-5.
4. APPLICATION SHOWN IS INTENDED TO BE USED AS AN ALTERNATE COMMERCIAL DRIVEWAY AND MAY NOT BE USED FOR AN INTERSECTING STREET OR RESIDENTIAL ACCESS.
5. A DEDICATED 10' P.S.E. (PUBLIC SERVICE EASEMENT) SHALL BE REQUIRED TO ACCOMODATE THE APPLICATION SHOWN.



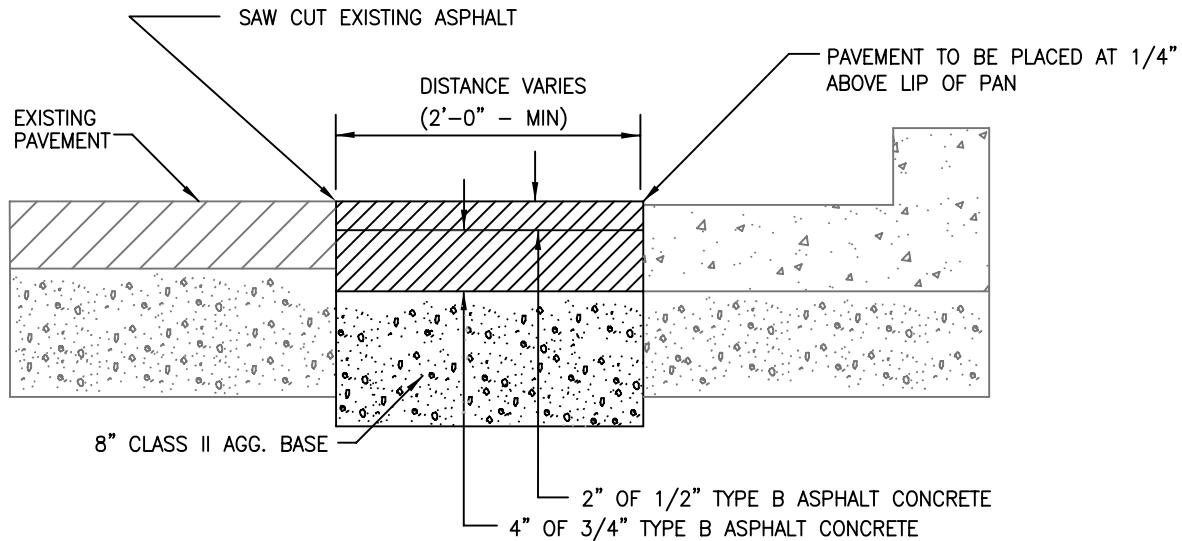
City of Morgan Hill
Public Works Department

Jim Dehner
CITY ENGINEER

9/15/02 3/15/07
DATE REVISED

**CROSS-DRAIN
COMMERCIAL DRIVEWAY
APPROACH**

DRAWING NO.
A-11



NOTES:

1. TACK COAT ALL VERTICAL EDGES PRIOR TO PLACEMENT OF AC.
2. THE REQUIRED DISTANCE OF THE PAVEMENT TRANSITION SHALL DEPEND ON THE CONDITION OF THE EXISTING AC. CARE SHALL BE TAKEN DURING THE REMOVAL OF THE EXISTING GUTTER PAN TO HELP MINIMIZE THE TRANSITION PAVING WIDTH. A 2'-0" MIN. DISTANCE (AS SHOWN) SHALL BE REQUIRED UNLESS OTHERWISE DETERMINED BY THE CITY ENGINEER.



City of Morgan Hill
Public Works Department

Jim Dehcraft
CITY ENGINEER

4/1/96
DATE

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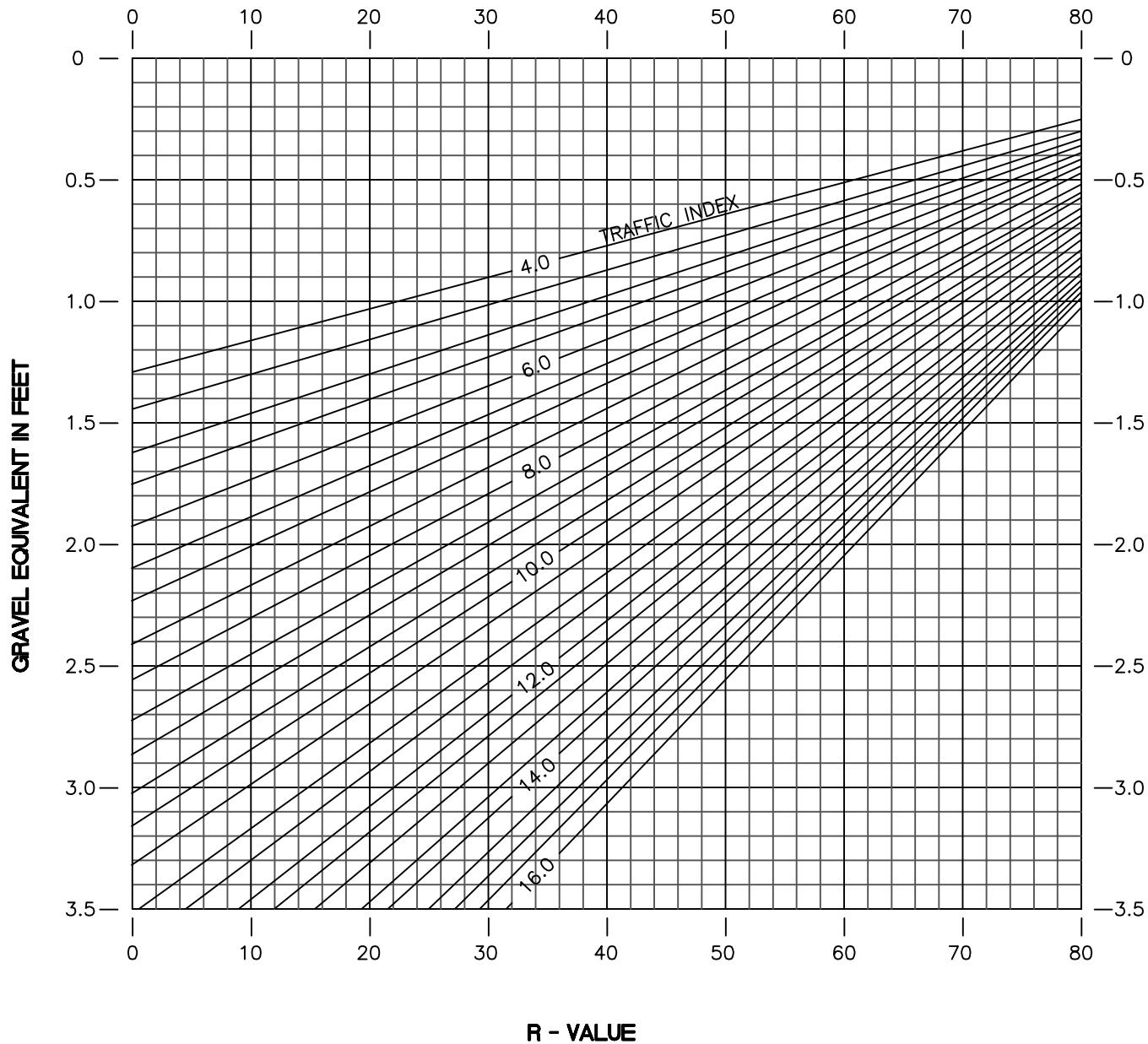
**PAVEMENT TO NEW CURB
TRANSITION**

DRAWING
NO.
A-12

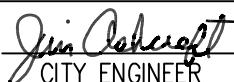
EQUATION:

$$G.E. = 0.0032 (T.I.)(100 - R)$$

G.E. = GRAVEL EQUIVALENT
 T.I. = TRAFFIC INDEX
 R. = RESISTANCE VALUE



City of Morgan Hill
 Public Works Department


 Jim Dehner
 CITY ENGINEER

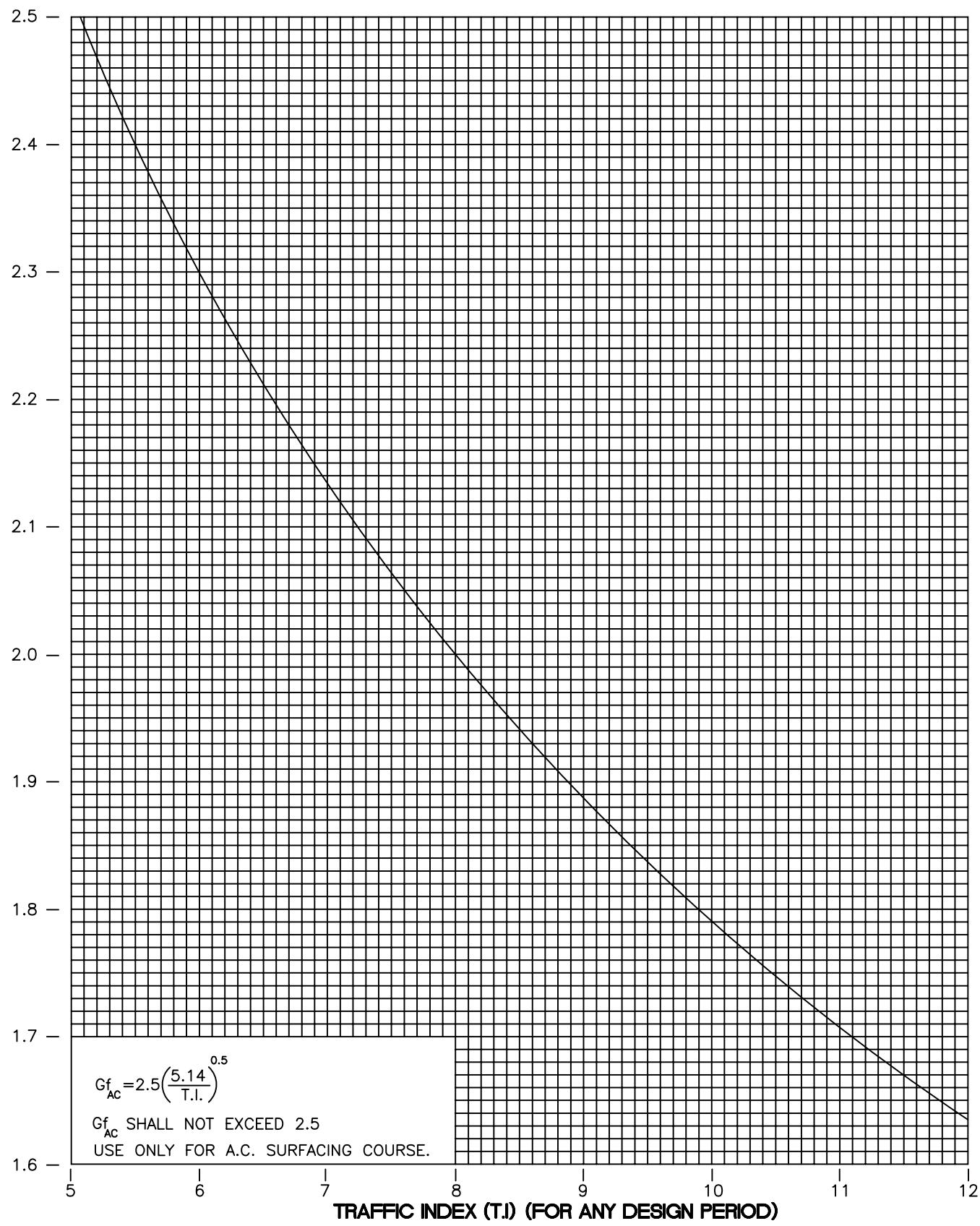
4/1/96
 DATE

REvised

STRUCTURAL DESIGN CHART
FOR FLEXIBLE PAVEMENTS

DRAWING NO.
A-13

GRAVEL EQUIVALENT FACTOR (G_f)



City of Morgan Hill
Public Works Department

Jim Dehner
CITY ENGINEER

4/1/96
DATE

REvised

RELATIONSHIP BETWEEN GRAVEL
EQUIVALENT FACTOR FOR
ASPHALT CONCRETE AND
TRAFFIC INDEX

DRAWING NO.
A-14

GRAVEL EQUIVALENT FACTORS

MATERIAL

	<u>GRAVEL EQUIVALENT FACTOR (Gf)</u>
LEAN CONCRETE BASE (LCB)	1.9
CLASS A CEMENT TREATED BASE (CTB)	1.7
ASPHALT TREATED PERMEABLE MATERIAL (ATPM)	1.4
OPEN GRADED ASPHALT CONCRETE (OGAC)	1.4
CLASS B CEMENT TREATED BASE (CTB)	1.2
ASPHALT TREATED BASE	1.2
SOIL CEMENT	1.2
AGGREGATE BASE	1.1
AGGREGATE SUBBASE	1.0
LIME TREATED BASE (LTB)	0.9 + (unconfined compressive strength in psi / 1000)

GRAVEL EQUIVALENTS OF FULL DEPTH ASPHALT CONCRETE

A.C. THICKNESS (FT.)	TRAFFIC INDEX *								
	6	7	8	9	10	11	12	13	14
0.55 -----	1.30	1.20	1.12	1.05	1.00	0.95	0.92	0.87	0.85
0.60 -----	1.44	1.33	1.24	1.17	1.10	1.06	1.02	0.97	0.94
0.65 -----	1.60	1.48	1.38	1.30	1.23	1.17	1.13	1.08	1.05
0.70 -----	1.79	1.65	1.54	1.45	1.37	1.31	1.26	1.20	1.17
0.75 -----	1.97	1.82	1.70	1.60	1.52	1.45	1.39	1.33	1.29
0.80 -----	1.99	1.86	1.75	1.66	1.59	1.53	1.46	1.41	
0.85 -----	2.14	2.00	1.88	1.78	1.70	1.64	1.56	1.52	
0.90 -----	2.31	2.17	2.04	1.93	1.84	1.77	1.69	1.64	
0.95 -----	2.35	2.21	2.09	2.00	1.92	1.83	1.78		
1.00 -----	2.51	2.36	2.23	2.13	2.05	1.96			
1.05 -----	2.67	2.51	2.38	2.27	2.18	2.08			
1.10 -----		2.68	2.54	2.42	2.33	2.22			
1.15 -----		2.83	2.68	2.56	2.46	2.35			
1.20 -----			2.82	2.70	2.59	2.48			
1.25 -----			2.98	2.85	2.74	2.62			
1.30 -----			3.15	3.00	2.89	2.76			
1.35 -----				3.16	3.03	2.90			
1.40 -----					3.31	3.18	3.04		
1.45 -----					3.47	3.33	3.18	3.09	
1.50 -----						3.48	3.32		
1.55 -----						3.62	3.46		
1.60 -----						3.77	3.61		
1.65 -----							3.76		
1.70 -----							3.90		
1.75 -----							4.06		

* SAFETY FACTOR OF 0.10 TO BE ADDED TO TOTAL GE BEFORE ENTERING TI COLUMN.

R-VALUE: CLASS B CTB=80 AB=78	ASB CLASS 1 = 60 ASB CLASS 2 = 50 ASB CLASS 3 = 40 ASB CLASS 4 = 50
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City of Morgan Hill
Public Works Department

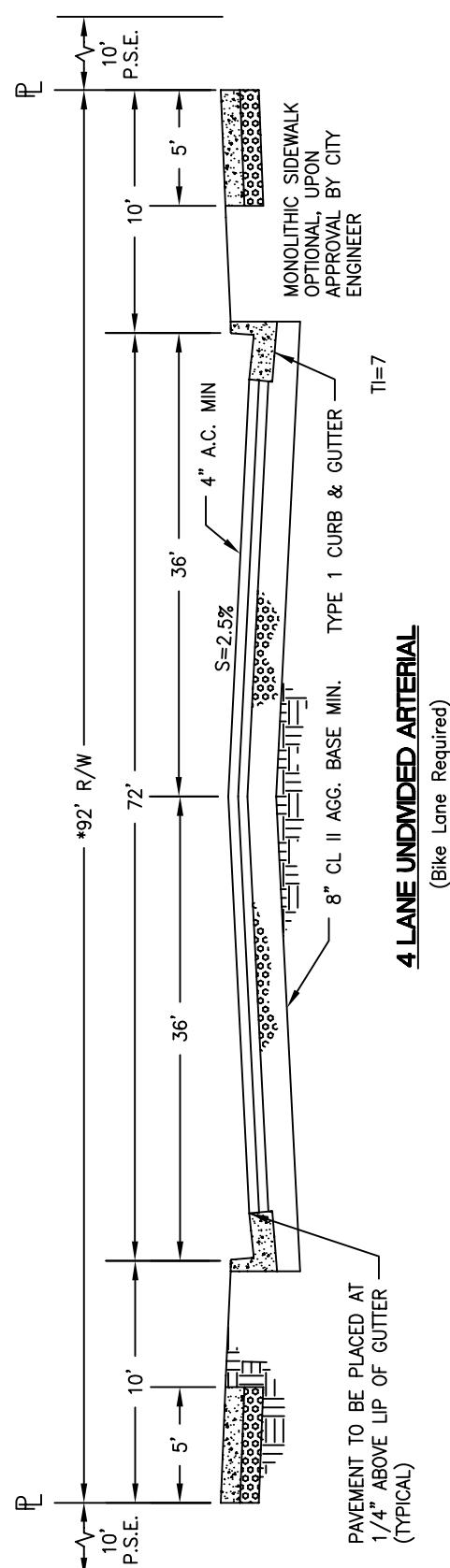
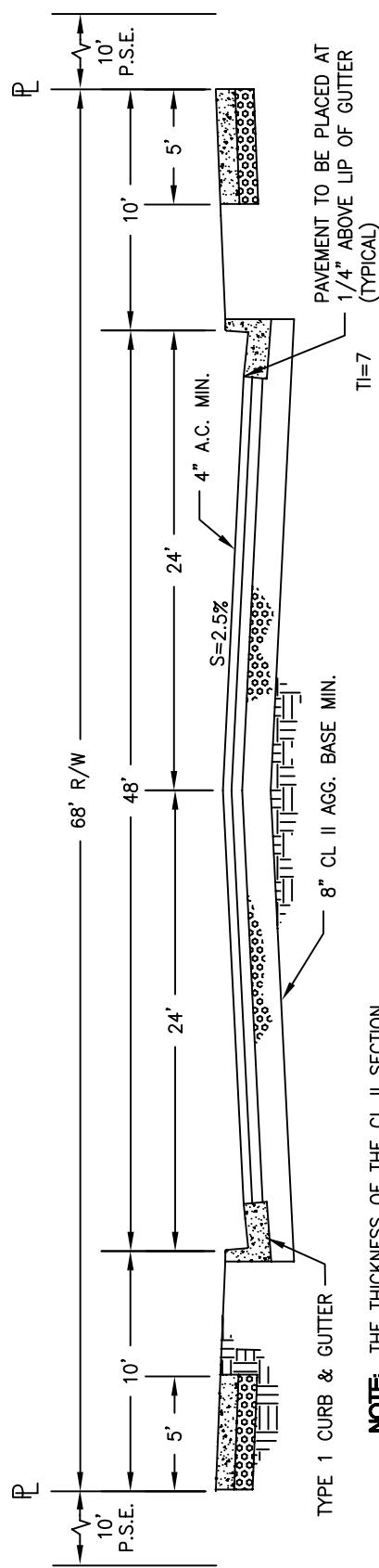
Jim Dechart
CITY ENGINEER

4/1/96

DATE REVISED

**GRAVEL EQUIVALENTS
AND EQUIVALENT FACTORS**

DRAWING
NO.
A-15



City of Morgan Hill
Public Works Department

Jim Dehner
CITY ENGINEER

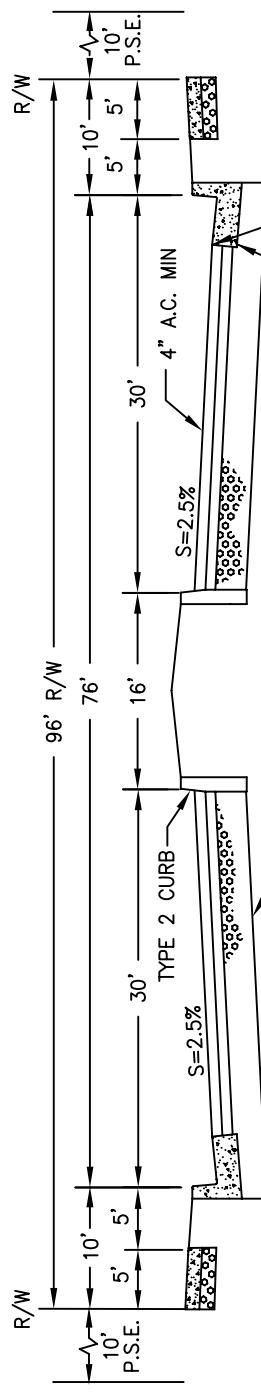
4/1/96
DATE

3/15/07
REVISED

STREET SECTION

DRAWING NO.
A-16

*: Developer required to provide 36' Right Of Way, and 26' pavement surface (42' Right Of Way, and 32' pavement for new street extension). City participation or fee credit for remainder portion may be applicable.



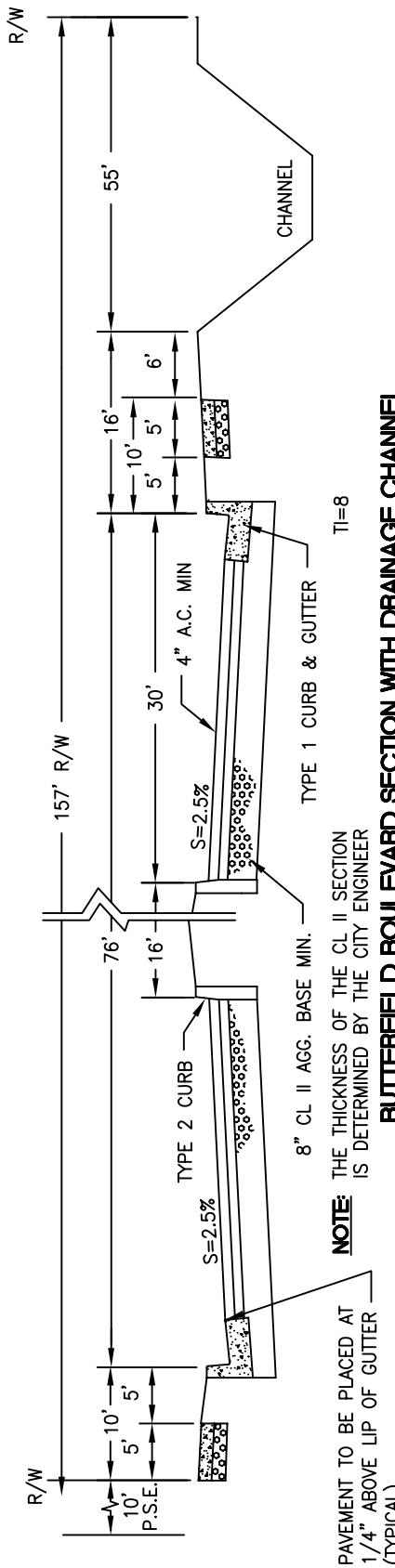
NOTE: THE THICKNESS OF THE CL II SECTION IS DETERMINED BY THE CITY ENGINEER

BUTTERFIELD BOULEVARD SECTION WITHOUT DRAINAGE CHANNEL

(Bike Lane Required)

NTS

*: Developer required to provide 36' Right Of Way, and 26' pavement surface (42' Right Of Way, and 32' pavement for new street extension). City participation or fee credit for remainder portion may be applicable.



BUTTERFIELD BOULEVARD SECTION WITH DRAINAGE CHANNEL

(Bike Lane Required)

NTS

*: Developer required to provide 36' Right Of Way, and 26' pavement surface (42' Right Of Way, and 32' pavement for new street extension). City participation or fee credit for remainder portion may be applicable.



City of Morgan Hill
Public Works Department

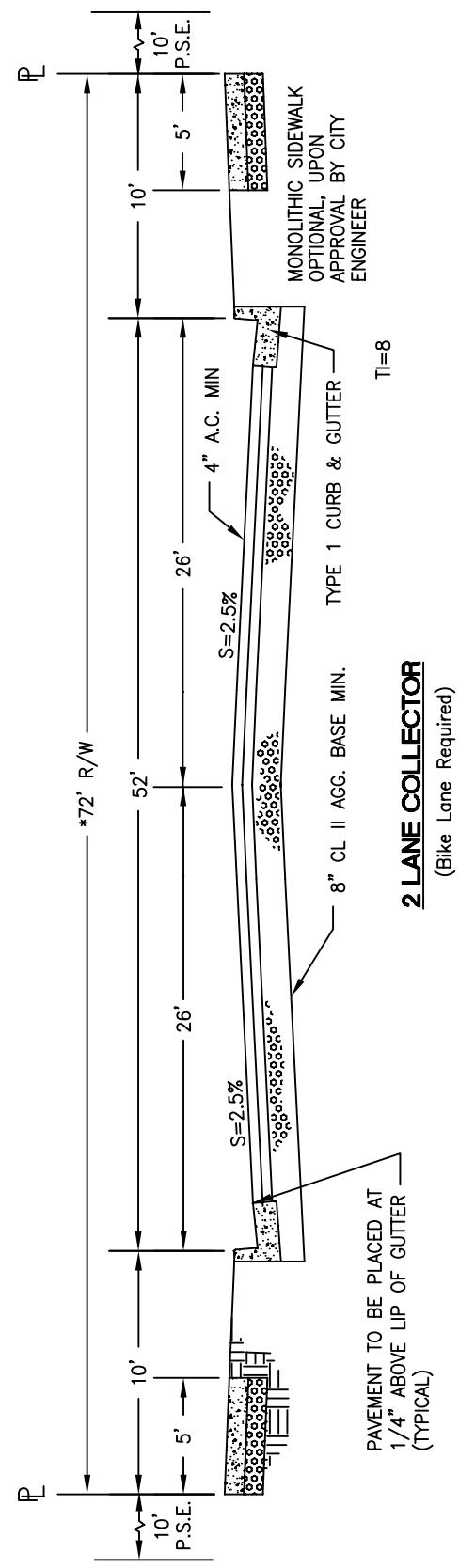
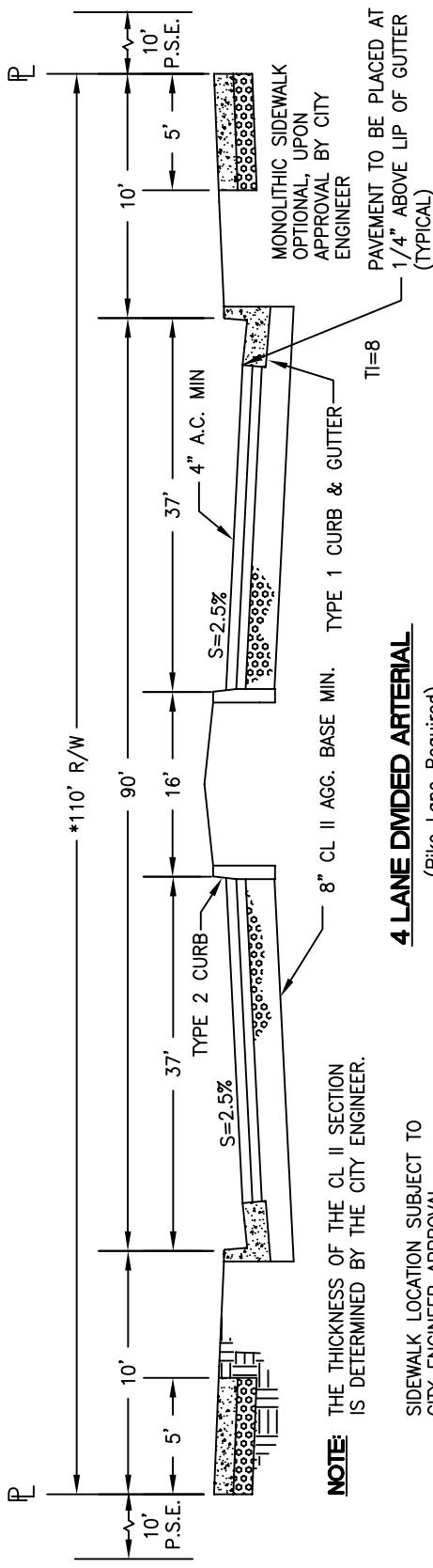
Jim Dehner
CITY ENGINEER

4/1/96
DATE

3/15/07
REVISED

STREET SECTION
BUTTERFIELD BOULEVARD

DRAWING NO.
A-17



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Public Works Department

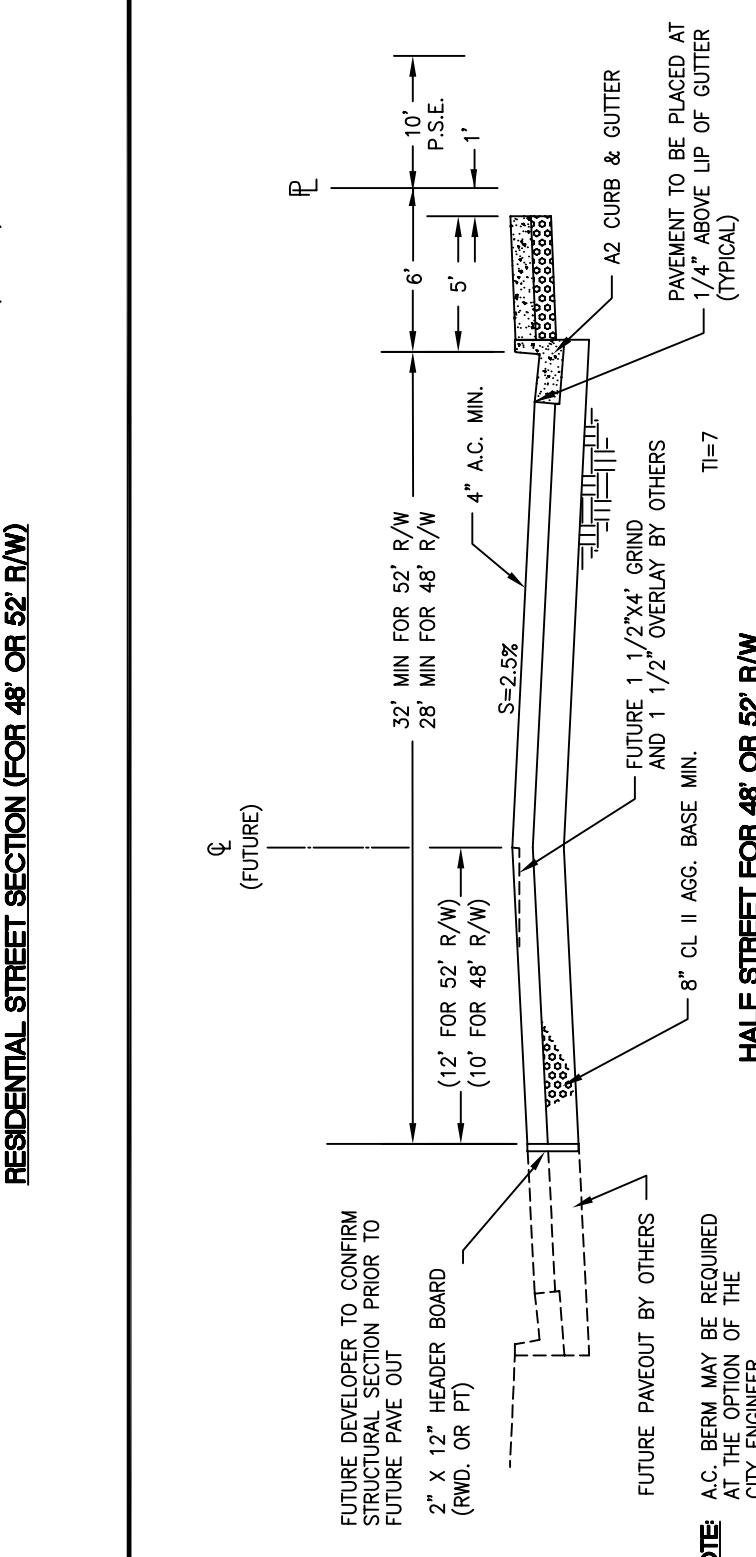
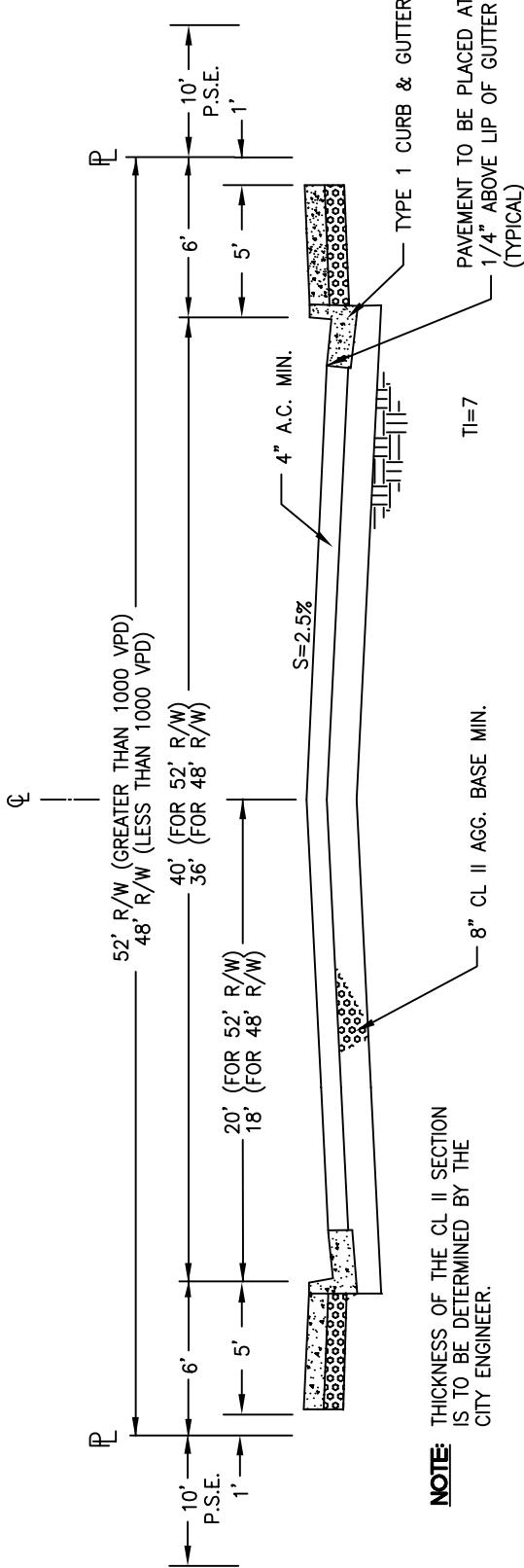
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CITY ENGINEER

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STREET SECTION

DRAWING NO.
A-18



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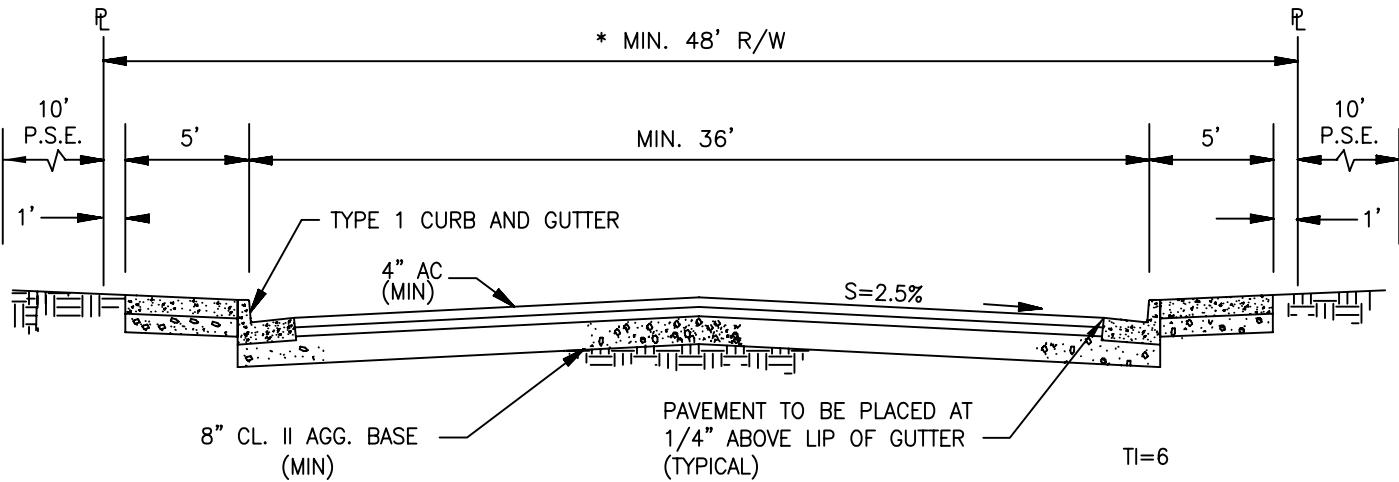
Jim Dehner
CITY ENGINEER

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DATE

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RESIDENTIAL STREET SECTION AND HALF STREET SECTION

DRAWING NO.
A-19

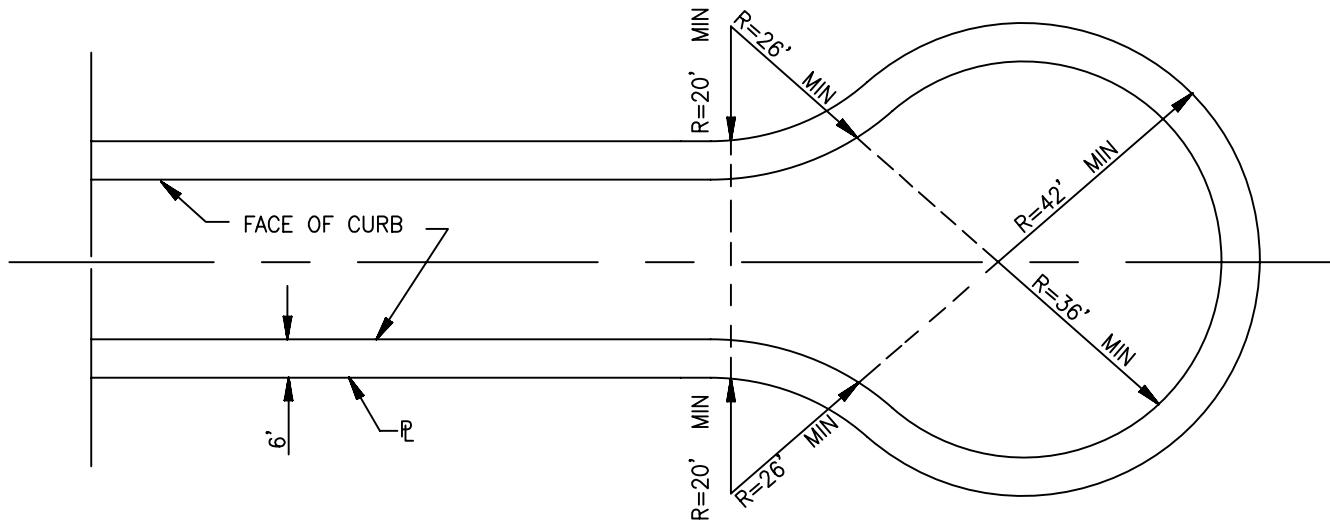


TYPICAL CUL-DE-SAC STREET SECTION (WITH ≤ 200 A.D.T.)

NOTE: PARKING SHALL BE ON BOTH SIDES OF THE STREET.

MAXIMUM CUL-DE-SAC LENGTH (WITHOUT SECONDARY FIRE ACCESS), FROM THE CENTER OF THE INTERSECTING STREET TO THE CENTER OF THE TURN AROUND, SHALL NOT EXCEED 600'.

*: RIGHT-OF-WAY OF 52' MAY BE USED FOR CUL-DE-SACS. SEE RESIDENTIAL STREET SECTION DETAIL A-19.



INCREASE RADIUS AS REQUIRED FOR LOT FRONTAGE

TYPICAL CUL-DE-SAC DATA



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Public Works Department

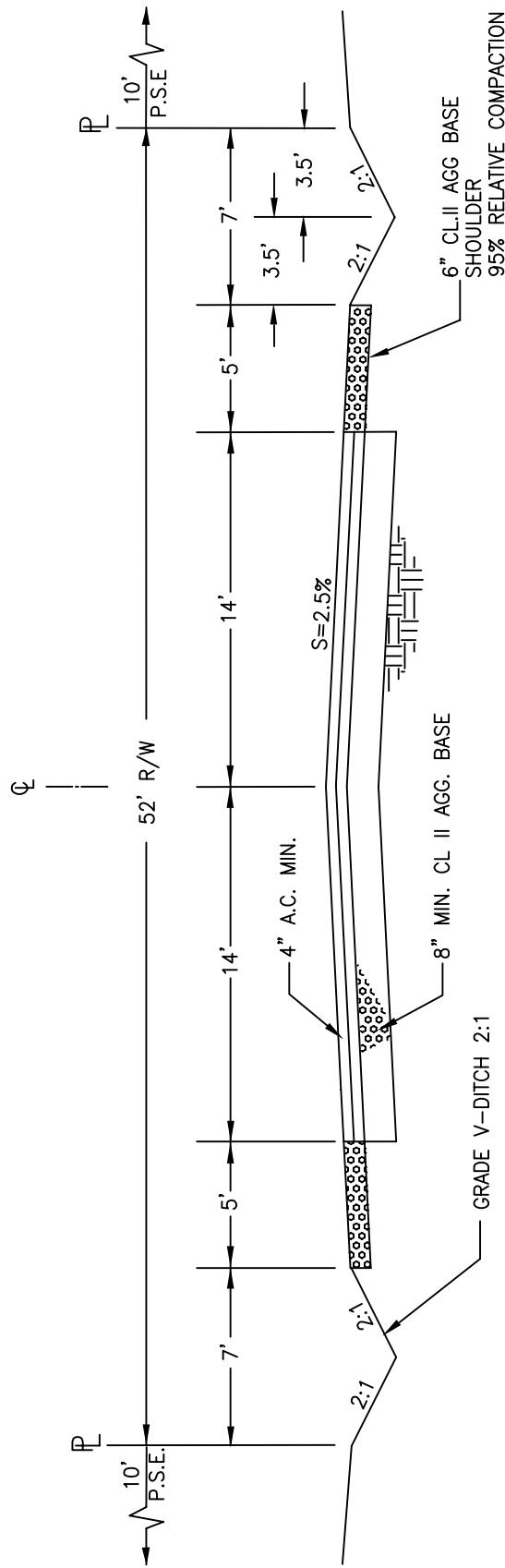
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STREET SECTION

DRAWING NO.
A-20



NOTE: THICKNESS OF THE CL II SECTION IS TO BE DETERMINED BY THE CITY ENGINEER.

RURAL STREET SECTION (FOR 52' R/W)

(No On Street Parking)



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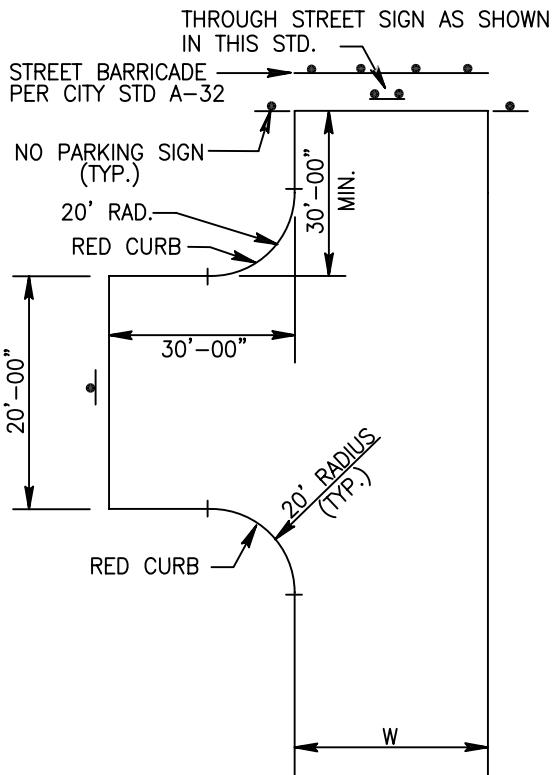
Jim Dehner
CITY ENGINEER

7/5/96
DATE

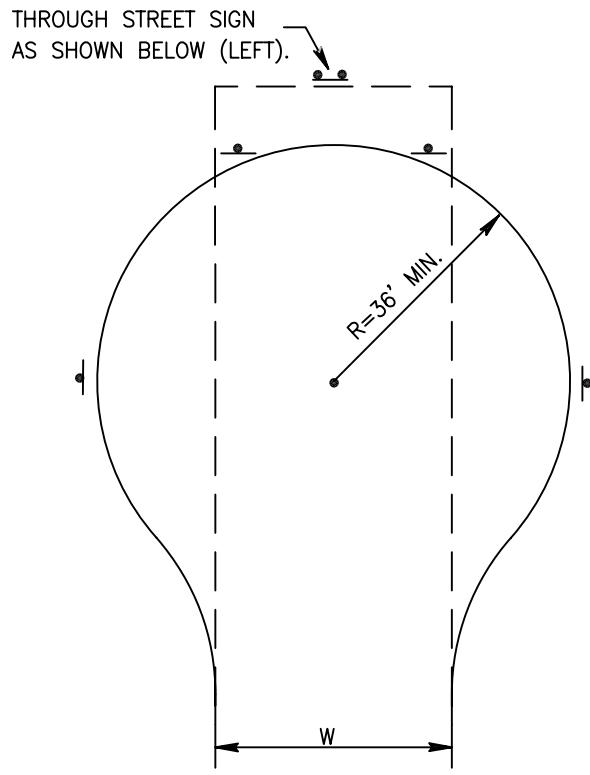
REVISED

RURAL STREET SECTION

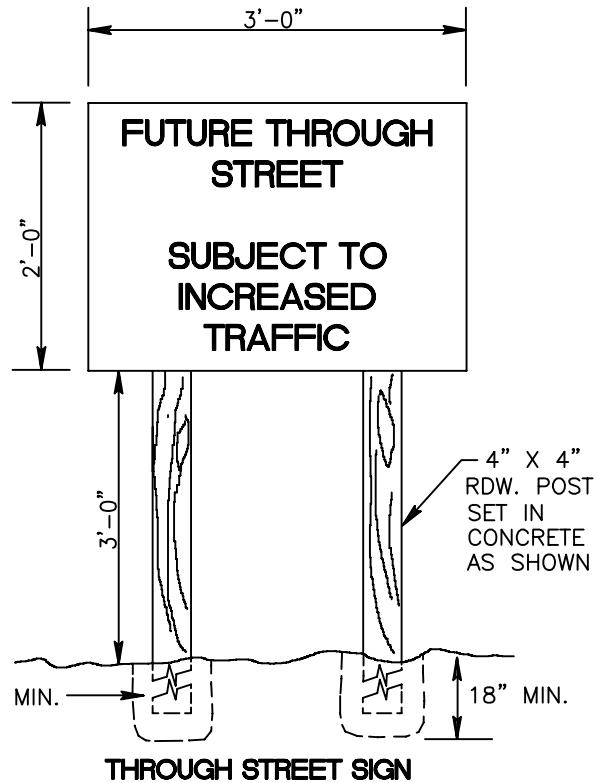
DRAWING NO.
A-21



TEMPORARY HAMMERHEAD



TEMPORARY CUL-DE-SAC



THROUGH STREET SIGN

NOTES:

1. SIGN SHALL BE REFLECTORIZED PER CAL TRANS STANDARD SHEETING BLACK ON WHITE METAL SIGN WITH 2"(MIN.) LETTERS.
2. W = 20' ON TEMPORARY HAMMERHEAD.
3. DRIVEWAY APPROACHES MAY BE USED AS PART OF TEMPORARY HAMMERHEAD, PROVIDED THEY MEET THE DIMENSIONS OF THE TEMPLATE ABOVE.



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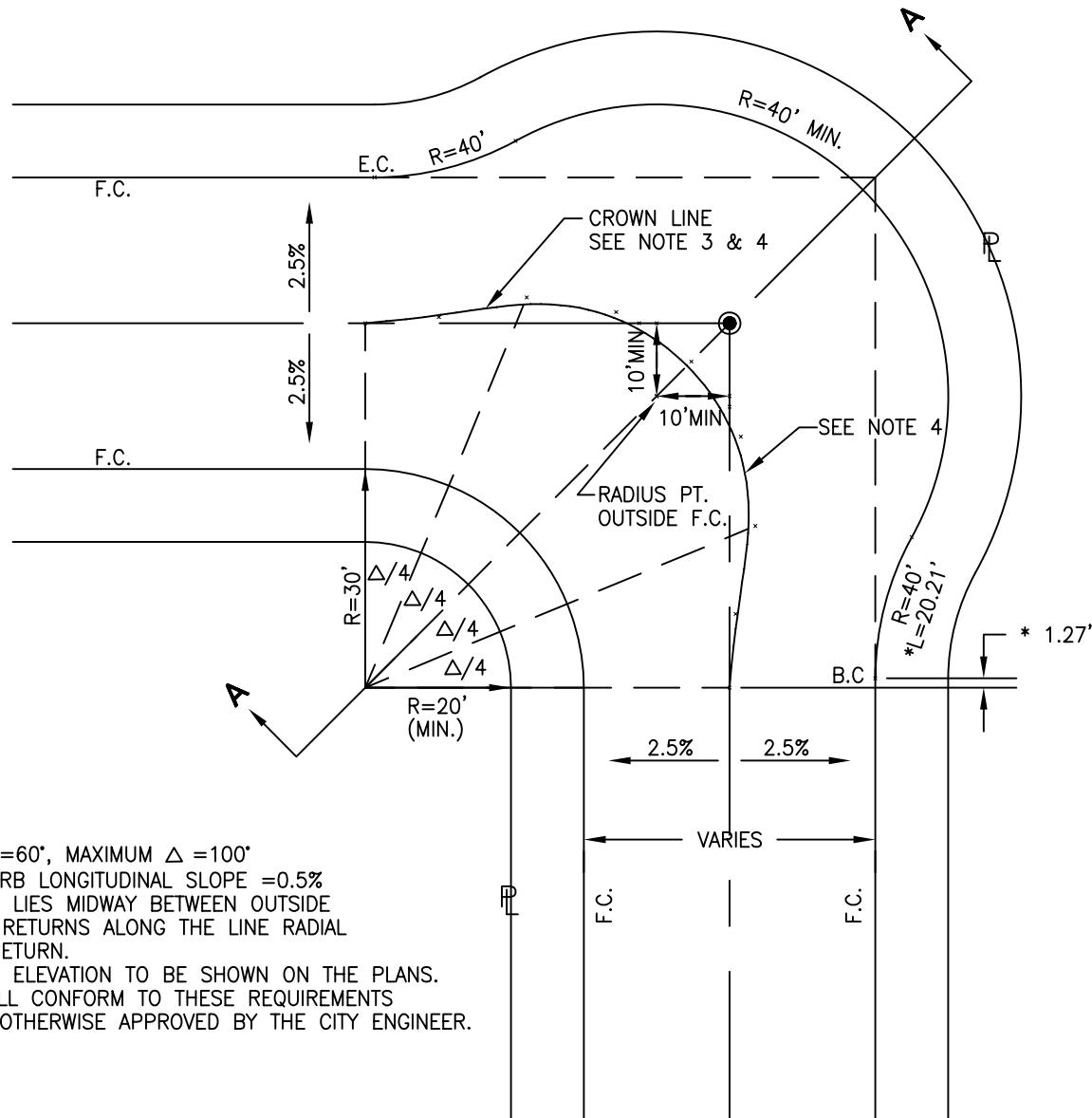
Jim Dehner
CITY ENGINEER

4/1/96
DATE

6/8/00
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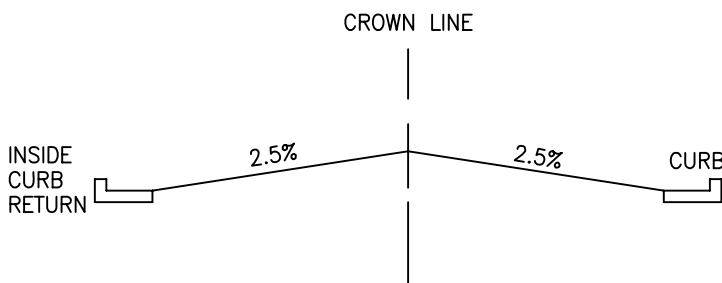
**TEMPORARY TURNAROUND
FOR FUTURE STREET**

DRAWING NO.
A-22



NOTES:

1. MINIMUM $\Delta = 60^\circ$, MAXIMUM $\Delta = 100^\circ$
2. MINIMUM CURB LONGITUDINAL SLOPE = 0.5%
3. CROWN LINE LIES MIDWAY BETWEEN OUTSIDE AND INSIDE RETURNS ALONG THE LINE RADIAL TO INSIDE RETURN.
4. CROWN LINE ELEVATION TO BE SHOWN ON THE PLANS.
5. DESIGN SHALL CONFORM TO THESE REQUIREMENTS EXCEPT AS OTHERWISE APPROVED BY THE CITY ENGINEER.



SECTION A-A
MINIMUM CROSS SLOPE.



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Public Works Department

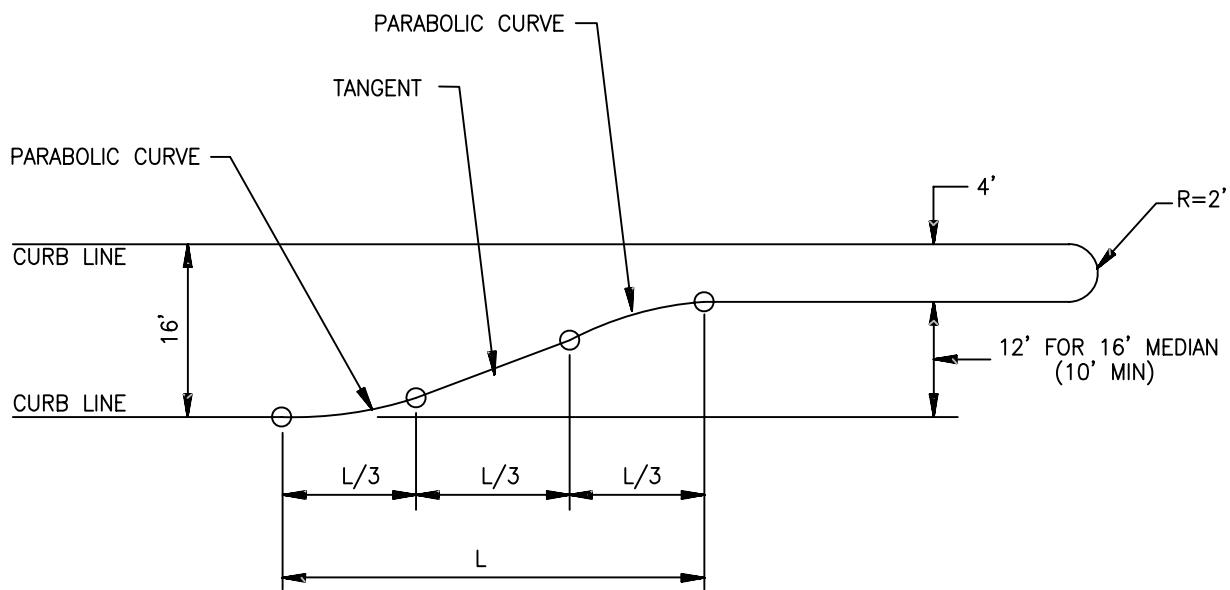
Jim Dehner
CITY ENGINEER

4/1/96
DATE

REVISED

**STANDARD STREET
KNUCKLE**

DRAWING NO.
A-23



L-LENGTH OF TAPER				OFFSET DISTANCE FOR LANE WIDTH OF		
60'	90'	120'		10'	11'	12'
5	7.5	10		.16	.17	.19
10	15.0	20		.62	.69	.75
15	22.5	30		1.41	1.55	1.69
20	30.0	40		2.50	2.75	3.00
30	45.0	60		5.00	5.50	6.00
40	60.0	80		7.50	8.25	9.00
45	67.5	90		8.59	9.45	10.31
50	75.0	100		9.38	10.31	11.25
55	82.5	110		9.84	10.83	11.81
60	90.0	120		10.00	11.00	12.00

NOTES:

1. OFFSETS ARE MEASURED FROM A BASE LINE WHICH IS THE CURB LINE EXTENDED.
2. DISTANCE ALONG THE BASE LINE IS MEASURED FROM THE POINT OF TANGENCY AT THE BEGINNING OF TAPER.
3. TAPER LENGTH SHALL BE 90' UNLESS OTHERWISE APPROVED.



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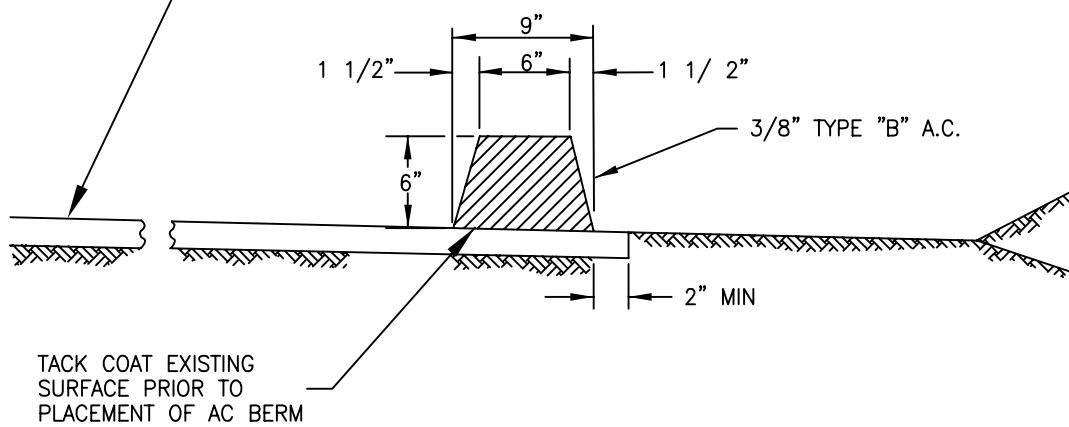
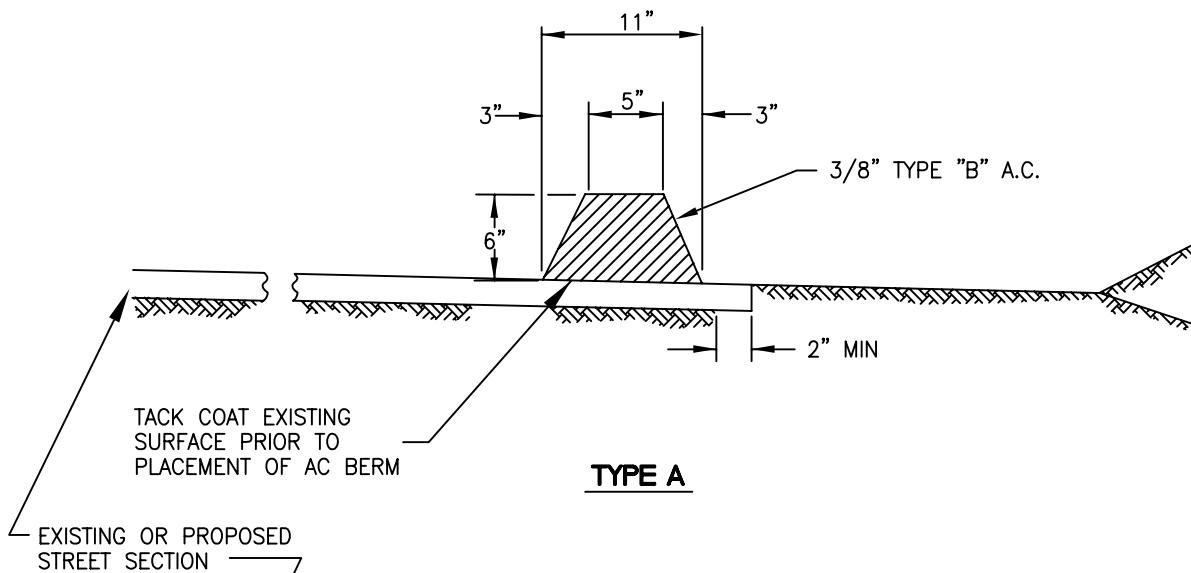
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4/1/96
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STANDARD MEDIAN TAPER

DRAWING NO.
A-24



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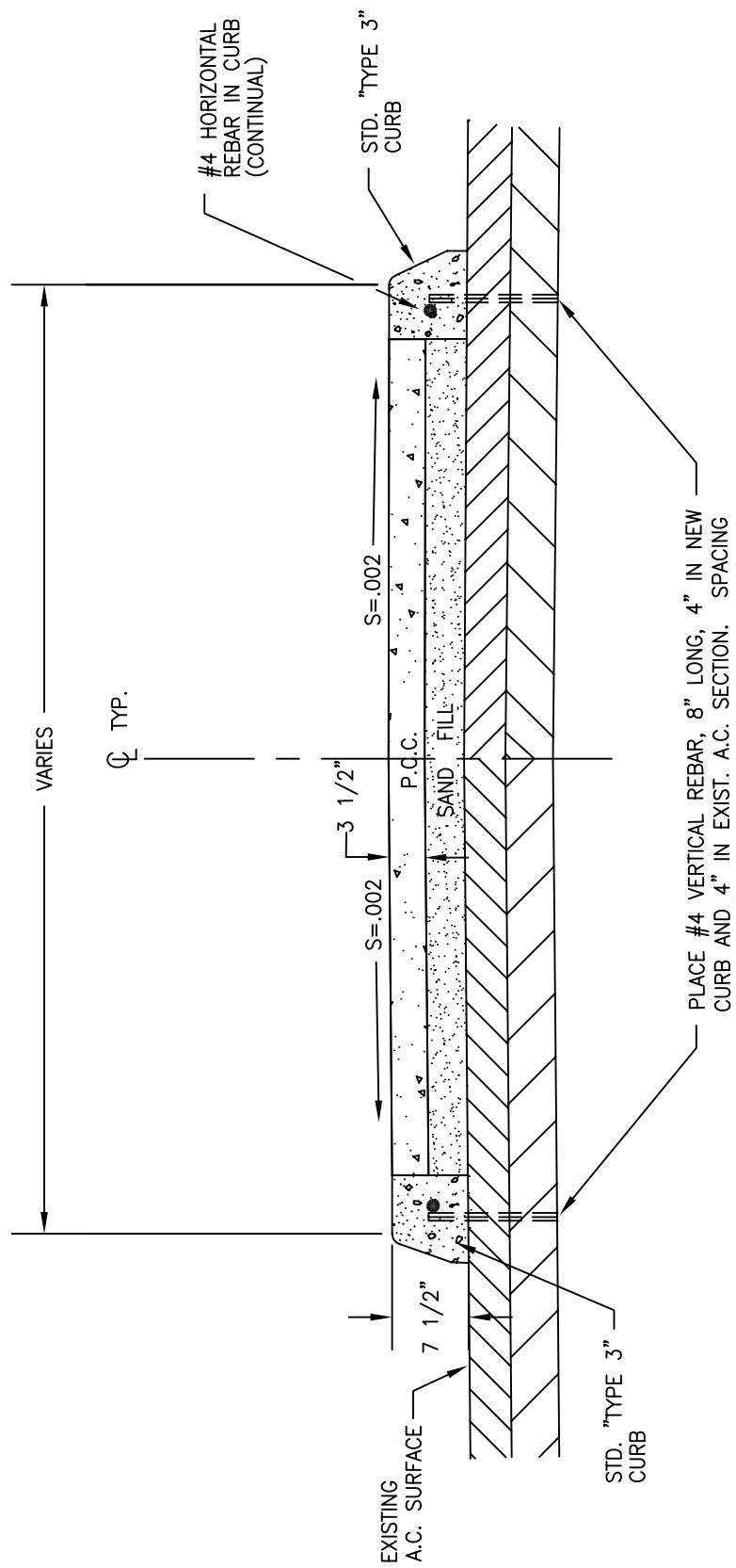
Jim Dehner
CITY ENGINEER

4/1/96
DATE

REVISED

ASPHALT CONCRETE BERM

DRAWING NO.
A-25



 **City of Morgan Hill**
Public Works Department

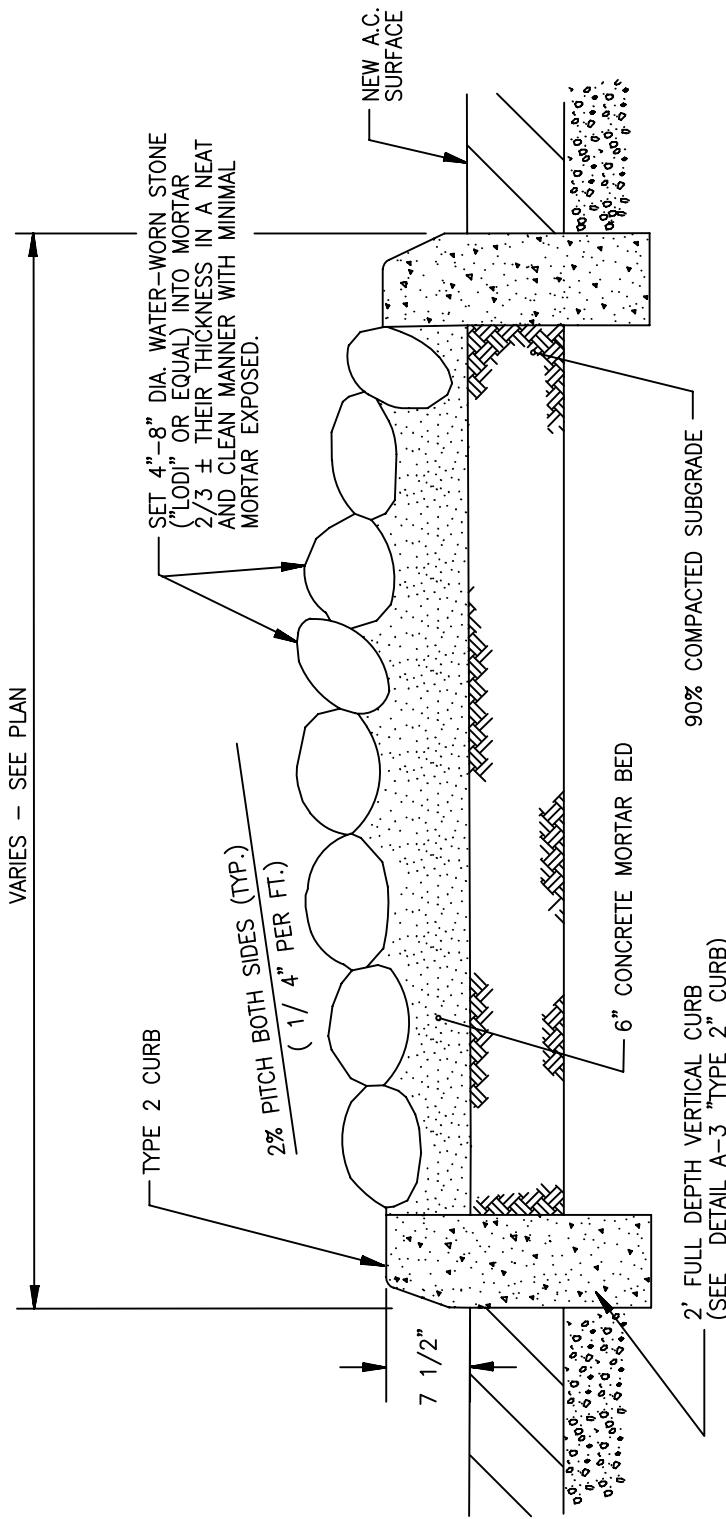

CITY ENGINEER

4/1/96
DATE

5/1/06
REVISED

**TEMPORARY
PAVED MEDIAN ISLAND**

DRAWING NO.
A-26



NOTES:

1. AFTER THE COBBLESTONE HAS BEEN SET INTO THE MORTAR, EXCESSIVE MORTAR BETWEEN THE JOINTS OF THE COBBLESTONES SHALL BE CAREFULLY REMOVED AND RAKED TO A SMOOTH JOINT (PROTRUSION OF MORTAR IS NOT ALLOWED).
2. SEAL FINAL SURFACE WITH WATER SEALER.
3. UPON CITY ENGINEER APPROVAL, THE MEDIAN CENTER MAY BE PAVED (P.C.C.) PER DETAIL A-26, PROVIDED THE "TYPE 2" CURB APPLICATION IS USED.
4. CONTRACTOR TO PLACE BLOCK OUTS IN COBBLE PATTERN AND/OR CONCRETE AREA FOR SIGN POSTS.



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Public Works Department

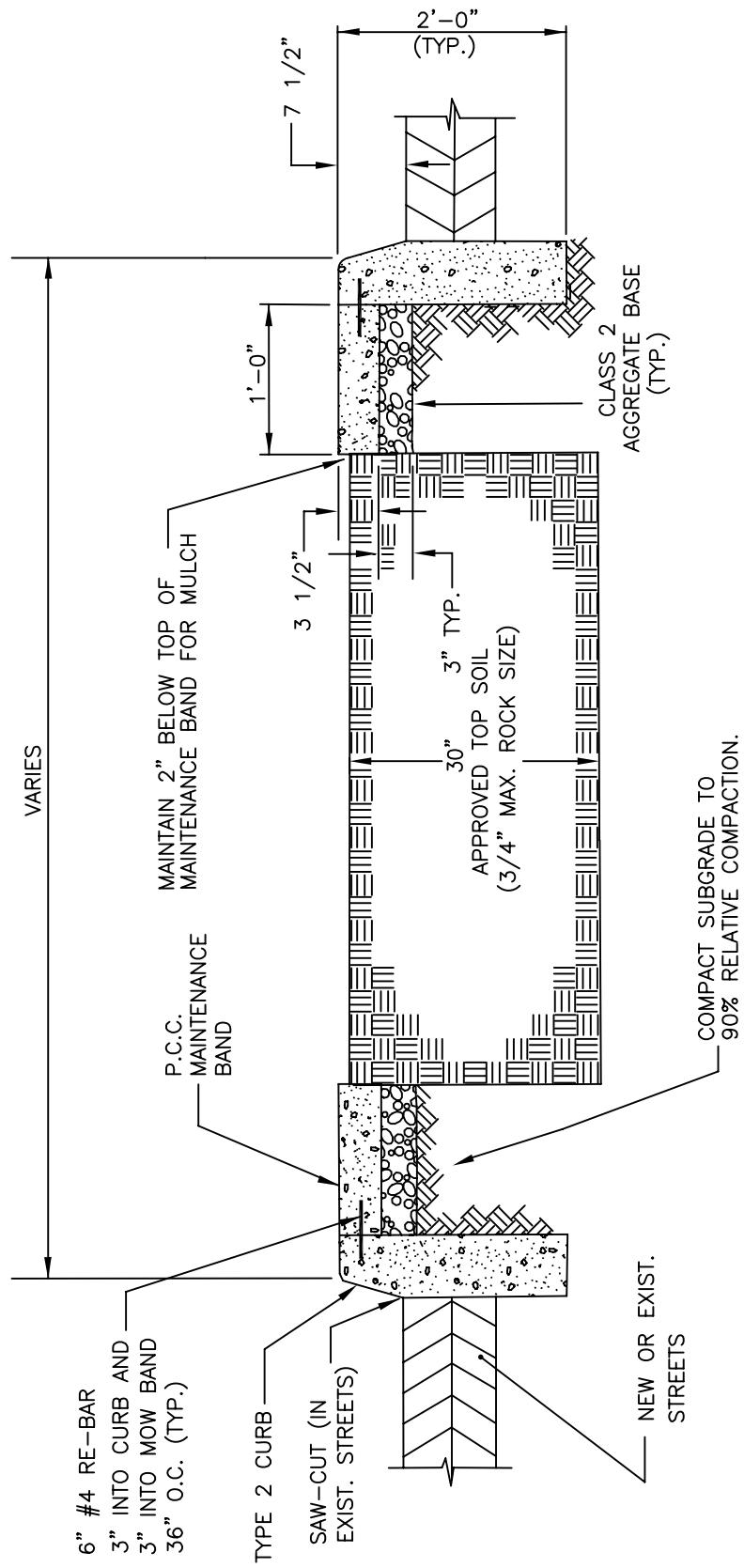
Jim Dehner
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4/1/96
DATE

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COBBLESTONE MEDIAN ISLAND

DRAWING NO.
A-27



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Public Works Department

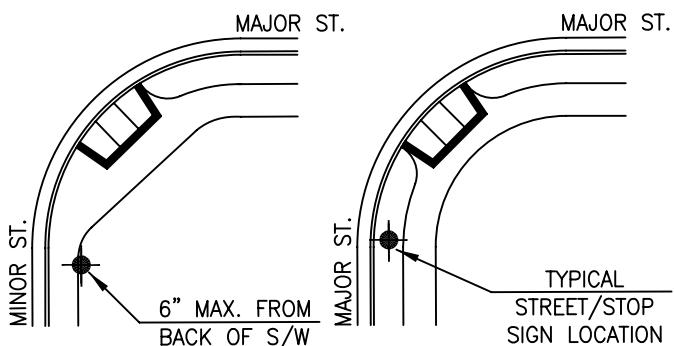
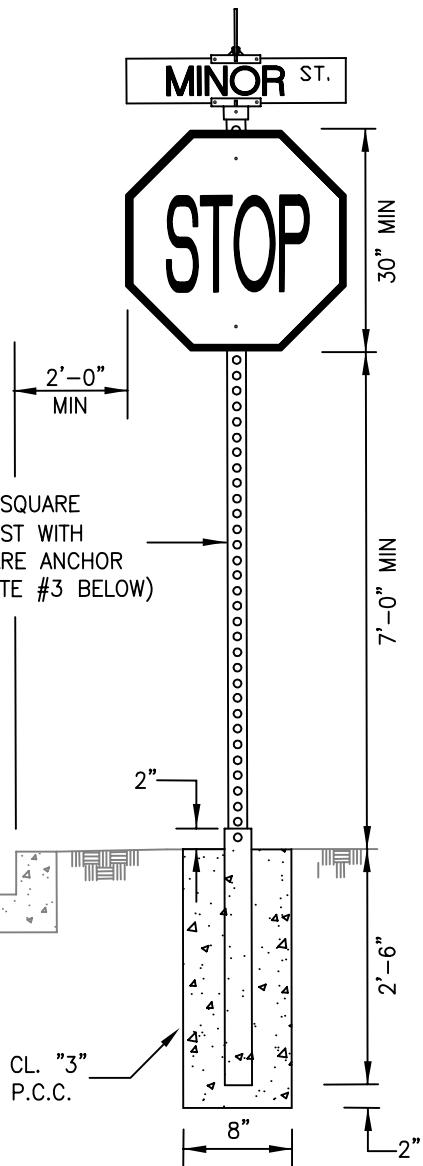
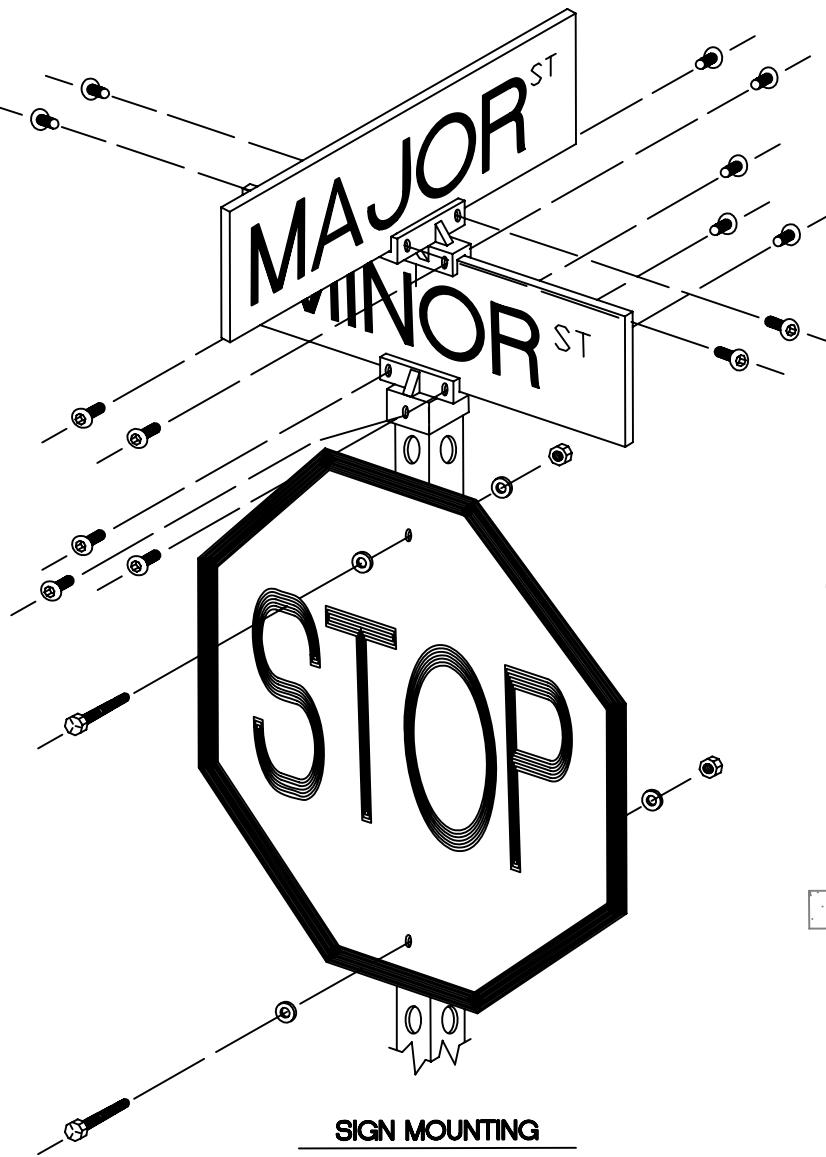
Jim Dehner
CITY ENGINEER

4/1/96
DATE

3/15/07
REVISED

LANDSCAPE MEDIAN ISLAND

DRAWING NO.
A-28



FINAL LOCATION TO BE DETERMINED BY THE FIELD ENGINEER

LOCATION - PLAN VIEW

NOTES:

1. STREET NAMES SHALL BE IN 4" HIGH LETTERS AND ABBREVIATIONS IN 2" HIGH LETTERS. LETTERS SHALL BE "SCOTCHLITE #2270-AR" OR APPROVED EQUAL. BACKGROUND SHALL BE "INTERSTATE BLUE" PER STATE OF CALIFORNIA SPECS.
2. STREET NAME SIGN SHALL BE "WESTERN HIGHWAY PRODUCTS AF-6/AF-9" OR APPROVED EQUAL. FLAT PLATE ALUMINUM, WITHOUT BORDER.
3. POST SHALL BE "TELESPAR" 1 3/4" SQUARE SIGN POST WITH "TELESPAR" 2" SQUARE ANCHOR OR APPROVED EQUAL. SIGN MOUNTING HARDWARE SHALL BE "WESTERN HIGHWAY PRODUCTS 850F" SQUARE POST CAP/SIGN BRACKET WITH 606FCS SIGN TO SIGN BRAKET(ALL HARDWARE FOR 6" SIGN PLATES AS SHOWN).



City of Morgan Hill
Public Works Department

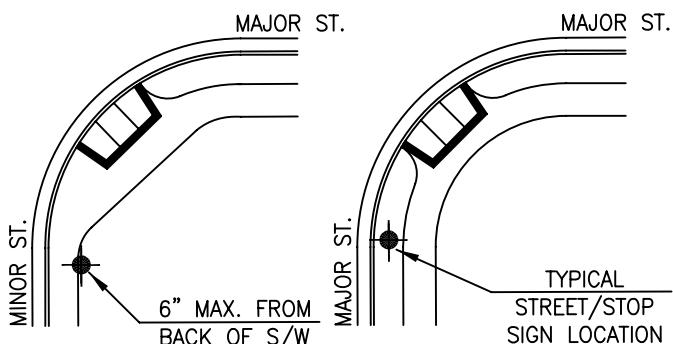
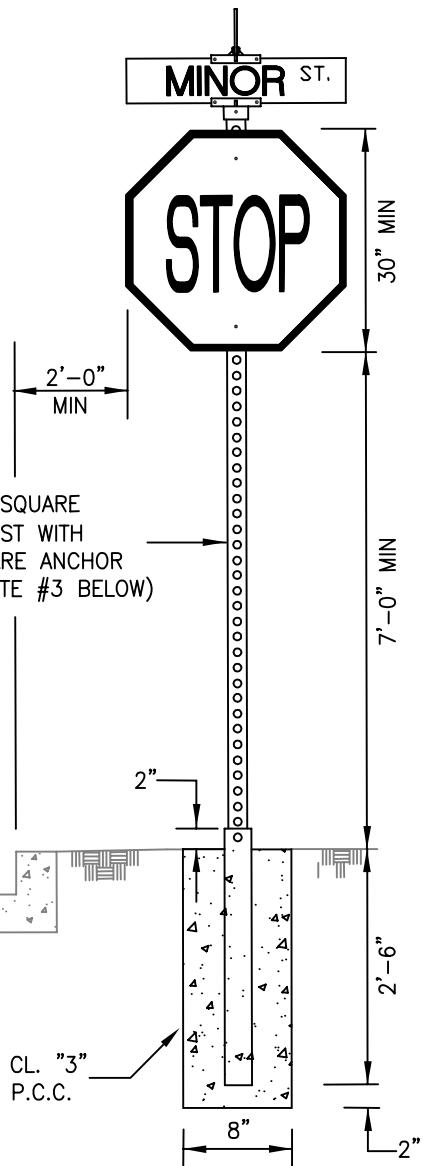
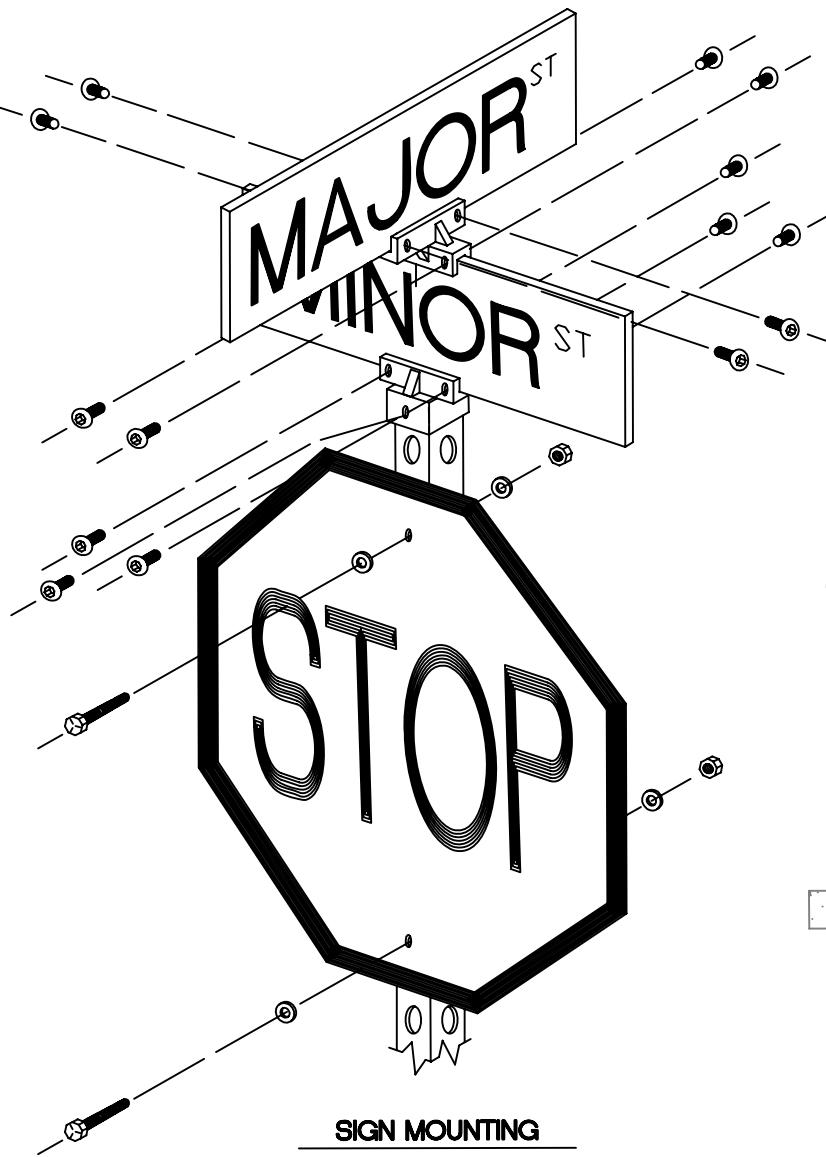
Jim Oberholt
CITY ENGINEER

4/1/96
DATE

3/15/06
REVISED

STREET NAME/STOP SIGN

DRAWING NO.
A-29



FINAL LOCATION TO BE DETERMINED BY THE FIELD ENGINEER

LOCATION - PLAN VIEW

NOTES:

1. STREET NAMES SHALL BE IN 4" HIGH LETTERS AND ABBREVIATIONS IN 2" HIGH LETTERS. LETTERS SHALL BE "SCOTCHLITE #2270-AR" OR APPROVED EQUAL. BACKGROUND SHALL BE "INTERSTATE BLUE" PER STATE OF CALIFORNIA SPECS.
2. STREET NAME SIGN SHALL BE "WESTERN HIGHWAY PRODUCTS AF-6/AF-9" OR APPROVED EQUAL. FLAT PLATE ALUMINUM, WITHOUT BORDER.
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City of Morgan Hill
Public Works Department

Jim Oberholt
CITY ENGINEER

4/1/96
DATE

3/15/06
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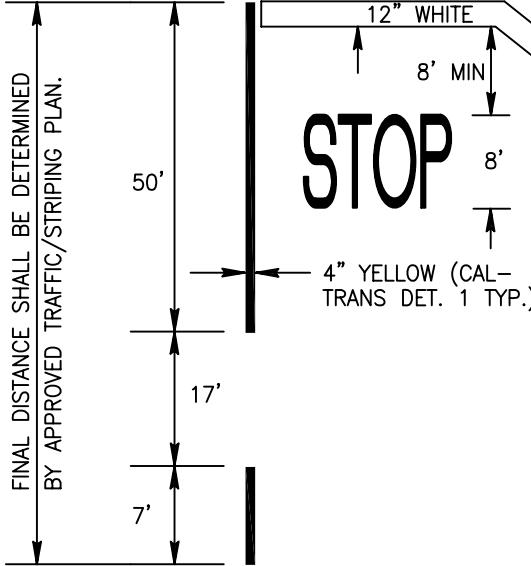
STREET NAME/STOP SIGN

DRAWING NO.
A-29

FACE OF CURB

INSTALL 45° ANGLE FOR STOP BAR

FINAL DISTANCE SHALL BE DETERMINED
BY APPROVED TRAFFIC/STRIPING PLAN.



STOP SIGN (R1)
SEE A-29

SIDE-
WALK

NOTES:

1. FINAL SIGN LOCATION AND STRIPING LAYOUT SHALL BE FIELD VERIFIED BY THE ENGINEER AFTER "CAT-TRACKING" AND PRIOR TO FINAL STRIPING APPLICATION.
2. ALL CENTERLINE STREET STRIPING SHALL BE YELLOW THERMAL PLASTIC PAINT WITH GLASS BEADS. THE STOP BAR AND "STOP" LEGEND LETTERING SHALL BE WHITE THERMAL PLASTIC PAINT WITH GLASS BEADS. THERMAL PLASTIC PAINT APPLICATIONS SHALL COMPLY WITH CALIFORNIA STATE SPECIFICATIONS SECTION 84-2.02 AND SHALL COMPLY WITH ALL APPLICABLE BAAQMD (BAY AREA AIR QUALITY MANAGEMENT DISTRICT) REGULATIONS FOR THERMAL PLASTIC PAINT.



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Public Works Department

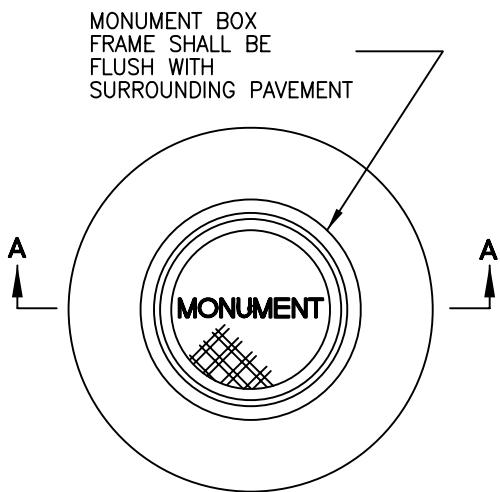
Jim Oberleit
CITY ENGINEER

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DATE

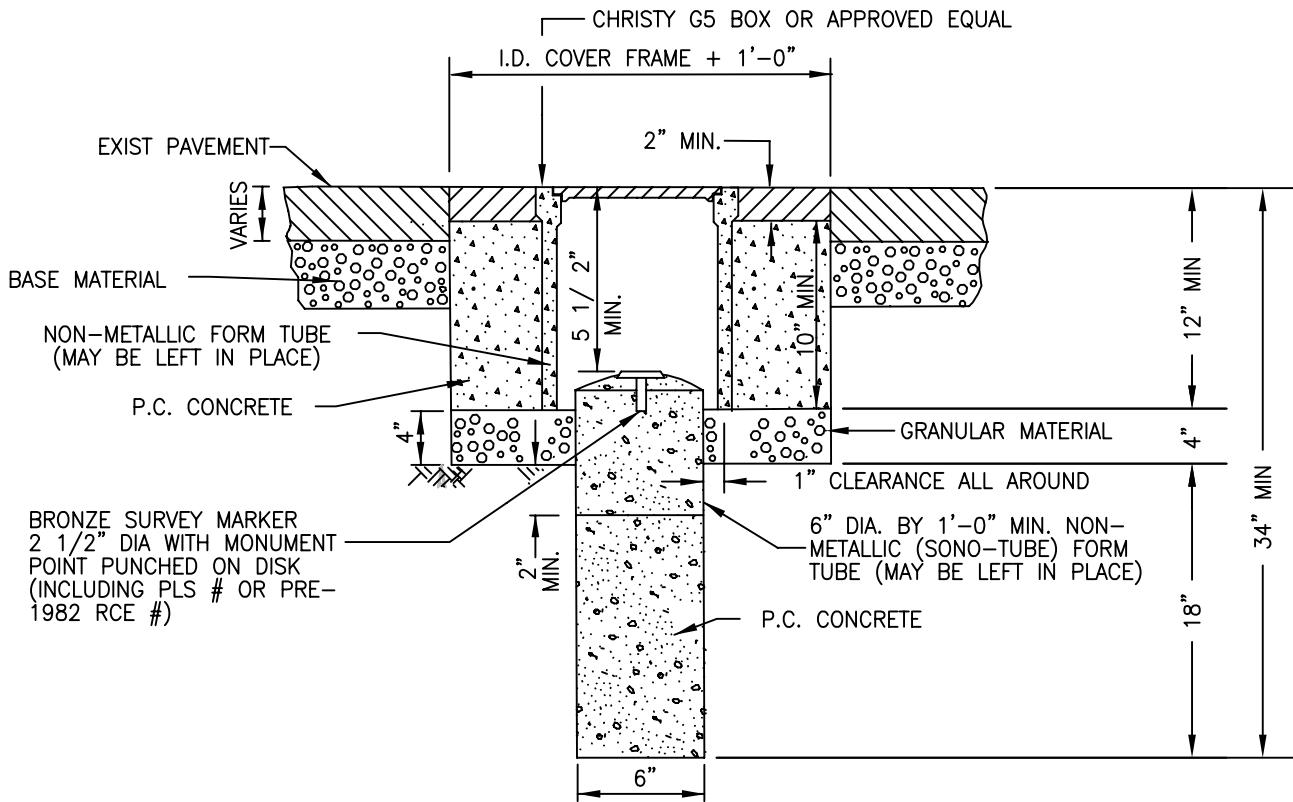
3/15/07
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STREET STRIPING & STOP BAR

DRAWING NO.
A-30



COVER INSTALLATION
PLAN VIEW



SECTION A-A
STANDARD MONUMENT INSTALLATION



City of Morgan Hill
Public Works Department

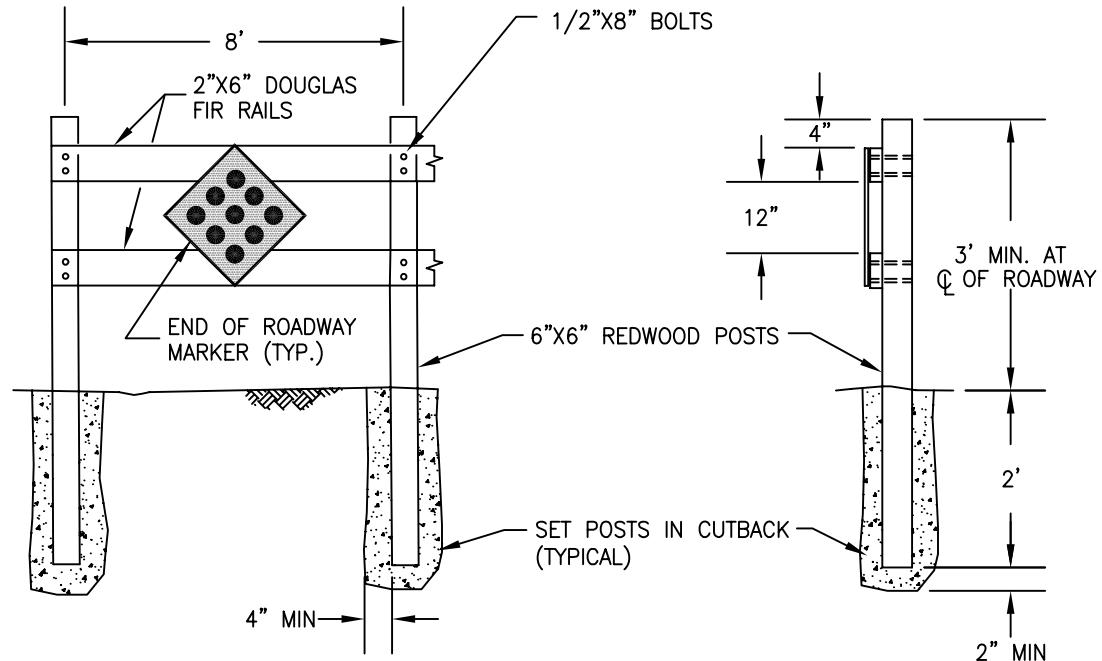
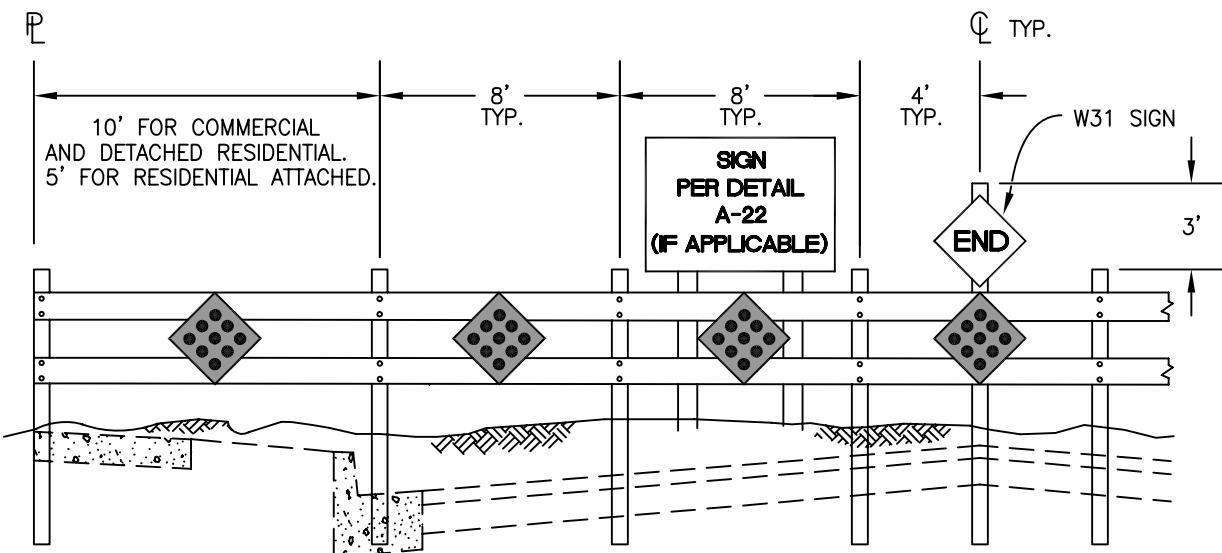
Jim Oberholt
CITY ENGINEER

4/1/96
DATE

3/15/07
REVISED

STANDARD CITY MONUMENT

DRAWING NO.
A-31



NOTES:

1. PAINT ALL EXPOSED WOOD SURFACES WITH ONE APPLICATION OF EXTERIOR WOOD PRIMER AND TWO COATS EXTERIOR WHITE ENAMEL.
2. SECURE EACH JOINT WITH TWO GALVANIZED 1/2"X8" BOLTS. ALL RAIL ENDS TO MEET AT \odot OF POSTS
3. PLACE AASHTO OM4-1 "END OF ROADWAY" MARKERS IN EACH SECTION AS SHOWN.
4. RAILS TO BE CONSTRUCTION GRADE DOUGLAS FIR S4S 2" x 6", POSTS TO BE CONSTRUCTION GRADE REDWOOD S4S 6" x 6".



City of Morgan Hill
Public Works Department

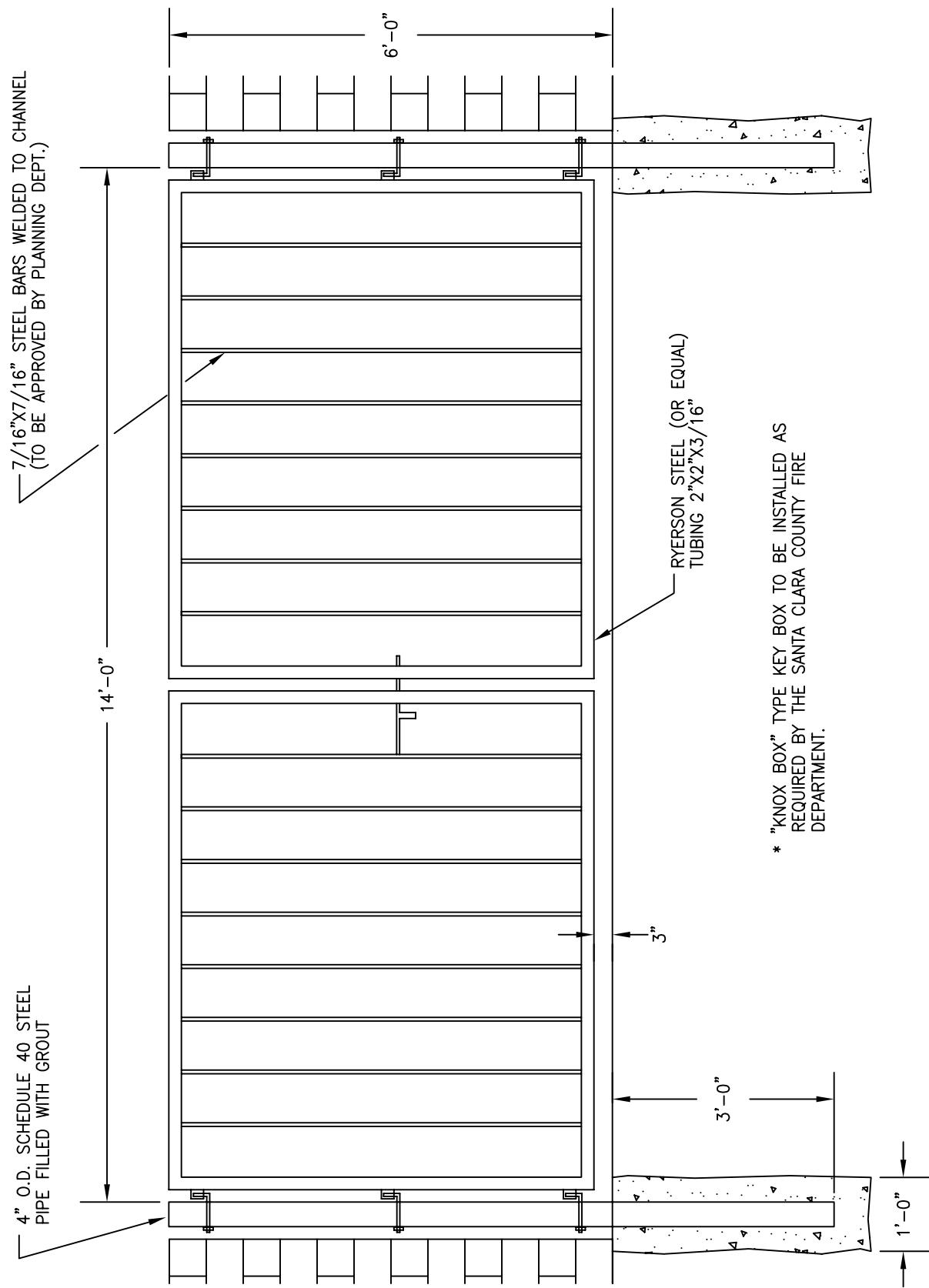
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4/1/96
DATE

3/15/07
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STREET BARRICADE

DRAWING NO.
A-32



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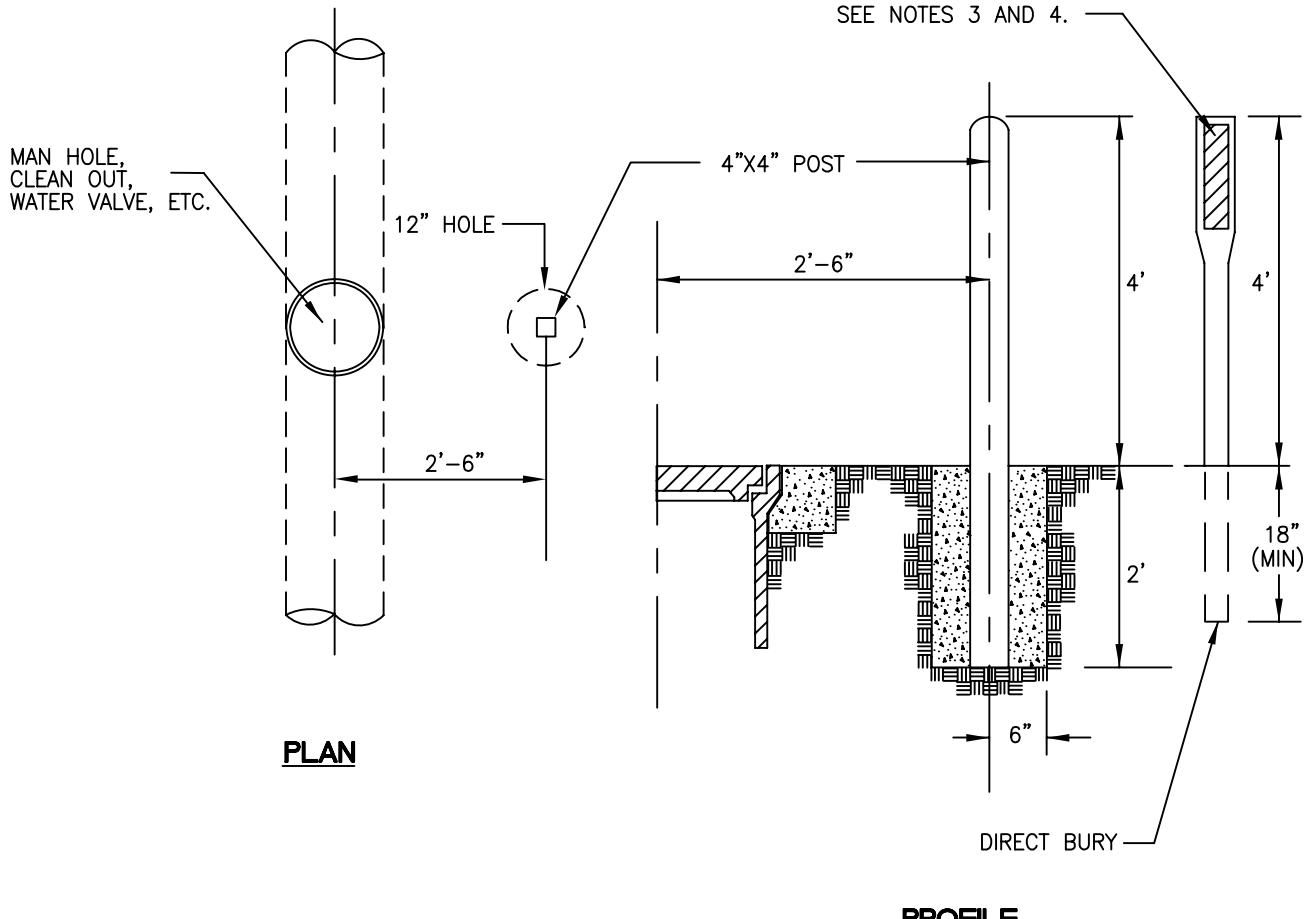
Jim Oberholt
CITY ENGINEER

4/1/96
DATE

REVISED

EMERGENCY ACCESS GATE

DRAWING NO.
A-33



NOTES:

1. MARKER POSTS SHALL BE USED IN UNIMPROVED EASEMENTS AND RIGHT OF WAYS TO LOCATE MANHOLES, WATER VALVES, FLUSHING INLETS, BLOWOFFS, AND OTHER FACILITIES AS REQUIRED BY THE CITY ENGINEER.
2. POSTS SHALL BE COATED WITH ONE APPLICATION OF WOOD PRIMER AND TWO COATS OF EXTERIOR ENAMEL (SEE NOTE 4 FOR COLOR).
3. FIBER-GLASS PADDLE MARKERS. (CALTRANS CLASS I FLEXIBLE POST DELINEATORS MAY BE USED IN LIEU OF WOOD POSTS)
4. COLOR TO CONFORM WITH USA LOCATE STANDARDS (GREEN FOR SEWER, BLUE FOR WATER, ETC.).
5. PORTION OF POST SET IN CONCRETE SHALL BE TREATED TO PREVENT ROTTING.



City of Morgan Hill
Public Works Department

Jim Oberholt
CITY ENGINEER

4/1/96
DATE

3/15/07
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MARKER POSTS IN EASEMENTS

DRAWING NO.
A-34