CITY OF COLTON PUBLIC WORKS/ENGINEERING DEPARTMENT STREET IMPROVEMENT PLAN REVIEW CHECKLIST (PROVIDE SEPARATE ON-SITE & OFF-SITE STREET IMPROVEMENT PLAN SETS)

PROJECT NAME:_____ TRACT, PARCEL MAP PROJECT ID NO._____
PLAN CHECKED BY:_____

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
DATE CHECKED:					
I. SUBMITTAL REQUIREMENTS – SEE PLAN CHECK REQUIREMENT CHECK LIST					
APPROVED TENTATIVE MAP WITH CONFIRMING CURVE DATA					
STORM DRAIN PLAN OR SUBMITTAL IS COMBINED WITH STREET PLANS					
CONDITIONS OF APPROVAL (ENGINEER TO INDEPENDENTLY VERIFY CONDITIONS OF APPROVAL HAVE BEEN MET)					
STREET IMPROVEMENT PLANS					
TRAFFIC SIGNAL PLANS, SIGNING & STRIPING PLANS (OFF-SITE), SIDEWALK PLANS (OFF-SITE) (AS APPLICABLE)					
ESTIMATES OF QUANTITIES					
II. GENERAL SHEET REQUIREMENTS – ALL SHEETS					
A. MEDIUM					
1. 24”X36” SIZE. FINAL SUBMITTAL ON 3 MIL. MYLAR FILM					
2. NO “STICKY BACK” FILM, GLUED OR TAPED ON SECTIONS					
B. DRAFING/LAYOUT REQUIREMENTS					
1. PLAN NAME WITH TRACT, PM OR SDP NUMBER					
2. STREET NAME AND LIMITS – I.E. JEFFERSON STEET, STA 10+00 TO STA 21+00					
3. TYPE OF IMPROVEMENT PLAN, CITY REQUESTS STREET IMPROVEMENT PLANS (ON-SITE & OFF-SITE), SIGNING AND STRIPING PLANS (OFF-SITE ONLY) – INCLUDE ON-SITE PRIVATE STREET SIGNING/STRIPING WITH ON-SITE STREET IMPROVEMENT PLAN. SUBMIT SEPARATE OFF-SITE SIDEWALK PLAN SET					
4. SECTION, TOWNSHIP AND RANGE IN TITLE BLOCK					
5. REVISION BLOCK					
6. PREPARER’S NAME, ADDRESS, PHONE NUMBER					
7. BASIS OF BEARING AND APPROVED BENCH MARK					
8. SIGNATURE BLOCKS PROVIDED					
a. CITY SIGN OFF BLOCK – APPROVED BY: CITY ENGR., RCE #__,___, EXP. DATE – __/__/__.					
b. RESPONSIBLE ENGINEER’S SIGNATURE BLOCK AND SEAL – CHECK EXP. DAT E					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
c. OTHER AGENCYS SIGNATURE BLOCK(S) IF REQUIRED, PROVIDE HOA APPROVAL SIGNATURE FOR INFILL PROJECTS, PROVIDE CVWD APPROVAL FOR CHANNEL FLOW OR CONNECTION					
9. USA DIG ALERT NOTE WITH PHONE NUMBER 1-800-227-2600					
10. SHEETS NUMBERED NUMERICALLY IN INCREASING ORDER – SHEET ___ OF ___					
11. 0.08" MINIMUM TEXT HEIGHT – CAD DRAFTED, 0.10" IF HAND DRAFTED – ALL TEXT LEGIBLE					
III. TITLE SHEET					
A. GENERAL NOTES PROVIDED					
B. STREET/PAVING NOTES PROVIDED					
C. SIGNING AND STRIPING NOTES PROVIDED					
D. INDEX MAP (BORDERED BY SHEET INDEX)					
1. SCALE IS 1"=500' OR SMALLER - USE STANDARD SCALE					
2. SHEET COVERAGE IS SHOWN WITH TABULAR INDEX					
3. SHOW APPROVED STREET NAMES AND LOT #S SHOWN, SHOW TRACT NUMBERS OF ADJACENT PARCELS					
4. LOCATIONS OF STORM DRAIN SYSTEMS SHOWN. DIRECTION OF DRAINAGE FLOW IN STREET WITH Q10 AND Q100 SHOWN AT DRAINAGE INLET LOCATIONS CALL OUT CATCH BASINS, RETENTION BASINS, LINES, OVERFLOW AREA					
E. VICINITY MAP					
1. ARTERIAL STREETS SHOWN					
2. ORIENT NORTH AS ON INDEX MAP AS POSSIBLE					
3. PROJECT LOCATION INDICATED ON MAP					
4. SCALE NOTATION PROVIDED ("NTS" IS OK)					
F. LEGEND OF SYMBOLS USED, INCLUDES CONSTRUCTION NOTE SYMBOLS, TYPICALABBREVIATIONS, SPECIAL LINETYPES, HATCHING LEGEND, ETC. LEGEND TO INCLUDE STORM DRAIN, MANHOLES, WATER VALVES, HYDRANTS, ETC.					
G. OWNER'S INFORMATION					
1. SITE ADDRESS					
2. OWNER'S NAME/ADDRESS AND TELEPHONE NUMBER					
H. UTILITY AGENCY INFORMATION FOR:					
1.COLTON WATER					
2.COLTON WASTEWATER					
3. THE GAS COMPANY 800-427-2200					
4. VERIZON (FORMALY GTE) 800-483-5000					

		1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
	5. TIME WARNER CABLEVISION					
	I. CONSTRUCTION NOTES AND ESTIMATE OF QUANTITIES (SHEET 1) – SHOW CONSTRUCTION NOTES W/O QUANTITIES ON ALL OTHER SHEETS					
	J. SOIL ENGINEER STAMP & SIGNATURE BLOCK – ENSURE UPDATE LETTER IS WITHIN 1 YEAR OF PLAN SET SUBMITTAL AS APPLICABLE PLANS SIGNED BY SOIL'S ENGINEER.					
	K. STREET TYPICAL SECTIONS AND DETAILS (MAY BE SHOWN ON SEPARATE SHEET IF ROOM DOES NOT PERMIT ON TITLE SHEET). ENSURE SECTIONS MATCH CONDITIONS OF APPROVAL. PROVIDE CROSS SECTIONS FOR ALL STREETS, STATION TO STATION – SHOW TRAFFIC INDEX RATING PER STREET SECTION					
	1. TYPICAL SECTIONS FOR ALL STREETS. SHOW STREET NAMES AND STATION LIMITS					
	2. DIMENSIONS OF RIGHT OF WAY, PAVEMENT, PARKWAYS, EASEMENTS. SHOW C/L, R/W, CURB/GUTTER, P.U.E. CALL OUT SEWER & JUNCTION MANHOLES, PIPE DIAMETERS. CONFIRM NO ENCROACHMENT OF P.U.E. BY BUILDING, FENCE, PATIO, WALL OR OTHER STRUCTURE. 10 FOOT P.U.E. UNLESS WRITTEN APPROVAL FROM IID FOR 5 FOOT P.U.E.					
	3. SLOPES TO ADJACENT PROPERTY LINES. 2:1 MAXIMUM SLOPE.					
	4. PERCENT CROSS FALL. 2.0% TYPICAL ON NEW STREETS. SHOW EXISTING CROSS FALL ON EXISTING STREETS (1% MINIMUM IF MATCHING EXISTING STREETS).					
	5. CURB SECTIONS AND TYPES. SHOW LEVEL LINE AND DISTANCE FROM TOP OF PAVEMENT AT CENTERLINE TO TOP OF CURB. CALL OUT BEVEL ON CURB SECTION AT AC/PPC INTERFACE. PROVIDE WEDGE CURB TO VERTICAL CURB TRANSITION DETAIL AS APPLICABLE – UTILIZE 5' TRANSITION LENGTH					
	6. PRELIMINARY PAVEMENT THICKNESS, "R" VALUE PER SOILS REPORT AND TRAFFIC INDEX. SHOW ASPHALT AND AGGREGATE BASE THICKNESS. CITY REQUIRES USE OF C.A.B. NOT CLASS II AGGREGATES					
	7. 0.10' MINIMUM HEADER CUT FOR OVERLAYS AND 2' MINIMUM PAVEMENT CUT/REMOVAL AT JOIN LINES					
	8. CURB/GUTTER ALIGNMENT MATCHES TENATIVE MAP					
	L. PROVIDE INTERSECTION & STATION TO STATION INFORMATION IN TITLE BLOCK TO IDENTIFY COVERAGE OF PLAN SET					
	M. DEVELOPMENT NAME IN TITLE BLOCK					
IV.	PLAN-PROFILE SHEETS					
	A. PLAN VIEW SHOWS:					
	1. NORTH ARROW (PREFERRED TO POINT UP OR TO THE RIGHT OR LEFT)					
	2. 4" BAR SCALE – SCALE TO BE A TYPICALLY USED SCALE, I.E. 1"=20' OR 1"=40'. NOT SMALLER THAN 1"=40'.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
3. CENTERLINE STATION TO BE USED ON BOTH PLAN AND PROFILE.					
4. STATION INTERVALS AT 100' WITH TICK MARK AND STATION LABELS. PREFERRED STATIONING IS LEFT TO RIGHT. NO NEGATIVE STATIONING. MATCH UP STATIONING & ELEVATIONS AT CENTER LINE AND EACH CURB					
5. STATIONING AT ALL INTERSECTIONS WITH EQUATIONS. SHADE NEW PAVING.					
6. STATIONS OF ALL B.C.'s, E.C.'s, P.R.C.'s, AND P.C.C.'s OF CURVES					
7. STATIONS OF ALL B.C.R.'s AND E.C.R.'s OF CURB RETURNS. SET B.C.R.'s AND E.C.R.'s IN THE DIRECTION OF VEHICULAR TRAVEL. DO NOT USE E.C. AND B.C. NOMENCLATURE					
8. SHOW MATCH LINES ON CONSECUTIVE SHEETS AT EVEN 100' STATIONS.					
9. RIGHT OF WAY, PARKWAY AND CURB LINES DIMENSIONED FROM CENTERLINE – CONSISTENT WITH TYPICAL SECTIONS.					
10. P.U.E. AND OTHER EASEMENTS DIMENSIONED AND LABELED.					
11. APPROVED STREET NAMES SHOWN ON PLAN – DO NOT USE "A", "B" ETC.					
12. CITY LIMIT LINES LABELED AT ADJOINING CITYS.					
13. LOT NUMBERS AND LOT LINES SHOWN.					
14. SHOW PROPOSED IMPROVEMENTS WITH SOLID LINES AND EXISTING IMPROVEMENTS WITH DASHED LINES.					
15. SHADE PROPOSED PAVEMENT FOR AREAS ON EACH SHEET. SHOW HATCHING FOR REMOVALS ON EACH SHEET. SHOW DETAIL SECTION OF SAW CUT AC (GRIND & OVERLAY SECTIONS)					
16. INCLUDE DISPOSITION NOTES FOR EXISTING FACILITIES. THE TERM "BY OTHERS" SHALL NOT BE USED BUT SHALL BE DEFINED.					
17. INCLUDE CONSTRUCTION NOTES ON EACH SHEET. DO NOT REFER BACK TO CONSTRUCTION NOTES ON THE TITLE SHEET. DELETE UNUSED NOTES PER SHEET					
18. REFER TO CITY STANDARD DRAWING NO. IF APPLICABLE TO WORK. PROVIDE SPECIFICATIONS, NOTES, DETAILS OR OTHER APPROVED STANDARD DRAWING NO. IF DIFFERENT FROM CITY STANDARD.					
19. MINIMUM CENTERLINE CURVE RADII AND DESIGN SPEEDS SHALL BE AS FOLLOWS. SEE TABLE CIR-2 OF THE GENERAL PLAN FOR ADDITIONAL INFORMATION. CHECK SIGHT DISTANCES (BOTH HORIZONTAL AND VERTICAL) FOR THE FOLLOWING DESIGN SPEEDS.					
a. HIGHWAY 111 – AS APPROVED BY CALTRANS					
b. MAJOR ARTERIAL – 1,800 FEET, 60 MPH					
c. PRIMARY ARTERIAL – 1,200 FEET, 50 MPH					
d. SECONDARY ARTERIAL – 650 FEET, 40 MPH					
e. COLLECTOR STREET – 350 FEET, 30 MPH					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
f. LOCAL STREETS – 100 FEET, 20 MPH					
g. CUL-DE-SACS – 100 FEET, 20 MPH					
20. CENTERLINE BEARING TEXT SHOWN ON CENTERLINE					
21. CURVE AND LINE DATA (PROVIDE TABLE FOR EACH SHEET) FOR ALL CENTERLINE AND CURB DATA, TO INCLUDE LENGTH AND BEARING, DELTA, LENGTH OF ARC, RADIUS, TANGENT. DIMENSION ALL STREET WIDTHS. CALL OUT CENTERLINE BEARING. CALL OUT STATIONS ON STREET SECTIONS AS APPLICABLE					
22. STRAIGHT GRADES THROUGH CROSS GUTTERS IS PREFERRED.					
23. SHOW CONNECTIONS TO EXISTING IMPROVEMENTS WITH ELEVATIONS AT THE JOIN LINE AND A MINIMUM OF 50' AT EACH SIDE OF THE JOIN.					
24. PROVIDE CROSS SECTIONS FOR STREET WIDENING AT 50' MINIMUM INTERVALS. SHOW LIMITS OF OVERLAYS AND REMOVALS. GRADE BREAKS ON LANE LINES UNLESS OTHERWISE APPROVED.					
25. APPROPRIATE TRANSITIONS PROVIDED FROM WIDENED SECTIONS. LANE DROP TRANSITIONS SHALL BE IN ACCORDNACE WITH CALTRANS STANDARDS.					
26. 2"X4" HEADERS OR 1 ADDITIONAL FOOT OF PAVEMENT WIDTH IS REQUIRED AT EDGES OF PAVING THAT ARE NOT ADJACENT TO GUTTERS.					
27. BARRICADES AND APPROPRIATE SIGNING SHOWN AT ALL TEMPORARY DEAD END STREETS.					
28. SHOW EXISTING OVERHEAD AND UNDERGROUND PUBLIC UTILTIES AND FACILITIES. SHOW NECESSARY RELOCATION, RECONSTRUCTION, ADJUSTMENT NOTES AND BY THE RESPONSIBLE PARTY.					
29. SUPER ELEVATED SECTIONS IN ACCORDANCE WITH CALTRANS STANDARDS. CONSIDER SUPERELEVATION AS REQUIRED TO ACHIEVE IMPROVED FLOW GRADIENTS.					
30. SHOW PROPOSED WATERLINES, VALVES, FIRE HYDRANTS, AND SERVICES. TIE HYDRANTS TO BLUE RPM LOCATIONS					
31. SHOW PROPOSED SEWERLINES, WATER LINES MANHOLES, CLEANOUTS AND LATERALS – SHADED BACK					
32. SHOW DRIVEWAY LOCATIONS AND WIDTHS (IF AVAILABLE).					
33. NO WATER SERVICES OR SEWER LATERALS IN DRIVEWAYS UNLESS OTHERWISE APPROVED BY CWWWD. PROVIDE UNDERGROUND DETAIL OF ELECTRICAL POLES ABANDONMENTS.					
34. SHOW SIDEWALK LOCATIONS. IF MEANDERING, OBTAIN PLANNING APPROVAL FOR LAYOUT. SHOW SUFFICIENT INFORMATION TO LAYOUT MEANDERING SIDEWALK PER CITY GUIDELINES ON SEPARATE PLAN SHEET.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
35. SHOW ACCESS RAMPS. CHECK FOR CONFORMANCE TO CITY AND CURRENT ADA STANDARDS PER CITY CHECKLIST.					

36. FOUR FEET OF CLEARANCE FROM OBSTRUCTION ON SIDEWALKS IS PROVIDED.					
37. 35 FOOT CURB RETURN RADII AT STREET INTERSECTIONS WITH SECONDARY OR LARGER STREET. ALL OTHER CURB RETURNS SHALL BE 25 FOOT RADII.					
38. 38' MINIMUM CUL-DE-SAC RADIUS FOR CURB.					
39. INTERSECTION SIGHT DISTANCE SHALL BE IN ACCORDANCE WITH CALTANS & CITY STANDARDS.					
40. INTERSECTION AND DRIVEWAY SPACING MEETS STANDARDS.					
41. STREET INTERSECTIONS SHALL BE AT 90 DEGREES WITHIN 100' OF THE INTERSECTION TANGENT. FIVE DEGREES SHALL BE THE MAXIMUM ALLOWABLE SKEW. TWENTY DEGREES OF SKEW MAY BE ALLOWABLE WITH SPECIALIZED CONDITIONS WITH DEFINED SIGHT DISTANCE WITH ULTIMATE CONSTRUCTION.					
42. SHOW FLOW LINE GRADIENTS IN PLAN VIEWS. CALL OUT FLOW LINE AND TOP OF CURB ELEVATIONS AT STATIONS					
43. CALL OUT TAPER SPECIFICATION AS PRESENT					
44. CALL OUT CUL-DE-SAC HIGH POINT AS PRESENT					
45. ADDITIONAL CATCH BASIN UTILIZED IN LIEU OF MID BLOCK CROSS GUTTER					
46. CATCH BASIN STATIONED AT CENTER LINE OF COMPONENT					
47. PROVIDE DETAIL OF ENTRY GATE & CAR TURNAROUND AND STACKING ON GATED COMMUNITIES					
48. MAXIMUM ROADWAY SLOPE OF 9% SPECIALIZED EXCEPTIONS MAY BE GIVEN TO 12% SLOPE ROADWAYS					
49. CROSS GUTTER NOT UTILIZED ON REGIONAL, PRIMARY OR SECONDARY ARTERIAL ROADS					
B. PROFILE SHOWS:					
1. PROFILE SCALE SHALL MATCH PLAN VIEW SCALE. TYPICALLY 1"=40' HORIZONTAL AND 1"=4' VERTICAL OR 1"=20' HORIZONTAL AND 1"=2' VERTICAL. CALL OUT MATCHLINES FOR PROFILE AND PLAN VIEWS. SHOW GRID LINES ON PROFILE. PROVIDE CONSISTENT STATIONING & ELEVATIONS IN PLAN, PROFILE AND SECTION VIEWS. DARKEN PROFILE SCALE EVERY 100 FEET					
2. PROFILE OF CENTERLINE IN EXISTING STREETS OR GROUND LINE IS DASHED.					
3. FINISHED CENTERLINE AND CURB LINES ARE SOLID LINES. CALL OUT EAST, WEST, NORTH OR SOUTH CURBS.					
4. SHOW EXISTING GROUND LINE IF NO GRADING IS PROPOSED. SHOW PROPOSED GRADE AS A SOLID LINE AND EXISTING GRADE AS A DASHED LINE.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
5. LABEL ALL GRADE LINES AND PROFILES. SHOW PERCENT OF GRADE ON CENTERLINE AND CURB LINES EXCEPT GRADES ON CURVILINEAR STREETS.					
6. STATIONS AND ELEVATIONS EVERY 100 FEET IN PROFILE SHOWN AT:					
a. BEGINNING AND END OF IMPROVEMENTS WITH STATIONING AT HIGH POINT (HP)					
b. CENTERLINE INTERSECTIONS					
c. VERTICAL CURVES. MINIMUM SPACING SHOWN ON VERTICAL CURVES IS 25 FEET.					
d. ALL GRADE BREAKS.					
e. ALL B.C.'s, E.C.'s, B.C.R.'s, E.C.R.'s. I.D. OF BCR & ECR DEPENDENT OF LAYOUT PER PAGE. INCLUDE EDGE OF PAVEMENT PROFILE. SHOW ALL CATCH BASINS ON PROFILE.					
f. SUPERELEVATION SECTIONS. SHOW SUPERELEVATION RATES.					
7. EXTEND PROFILES BEYOND END OF IMPROVEMENTS A MINIMUM OF 100 FEET AS NECESSARY TO JUSTIFY THE PROFILE GRADE.					
8. IN ALL "GRADE TO DRAIN" SITUATIONS, SHOW PROFILE OF DITCH WITH ELEVATIONS FROM BEGINNING OF DITCH TO DAYLIGHT POINT AT 50' INTERVALS.					
9. INDICATE LENGTH OF CURB RETURNS. SHOW CURB RETURN WITH ¼ POINTS IN PROFILE. PLANE METHOD FOR CALCULATING CURB RETURNS SHALL BE USED.					
10. SHOW 100' STATIONING AT BOTTOM OF PROFILE GRID. SHOULD BE ALIGNED WITH STARTING STATION IN PLAN VIEW.					
11. USE VERTICAL CURVES FOR ALL GRADE BREAKS GREATER THAN 0.50%. VERTICAL CURVE LENGTH TO ACCOMMODATE SIGHT DISTANCES IN ACCORDANCE WITH CALTRANS DESIGN STANDARDS. MINIMUM VERTICAL CURVE DISTANCE IS 50'.					
12. CHECK FOR FLAT SPOTS AT HIGH AND LOW POINTS OF VERTICAL CURVES. VARY CURB FACE HEIGHT TO PROVIDE MINIMUM FLOW LINE GRADES OF 0.5% (VARY THE FLOW LINE, HOLD THE T.C.) ADJUST CURB HEIGHTS TO MAINTAIN AT LEAST 1% CROSSFALL OUT OF TURN POCKETS.					
13. VERTICAL SIGHT DISTANCE IS CHECKED.					
14. SHOW GRADE BREAK "0" BUBBLE ON ALL GRADE BREAKS AND VERTICAL CURVE LABELS. SHOW CENTERLINE.					
15. MINIMUM STREET SLOPE IS 0.50% UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. CUL-DE-SAC GUTTER OR WEDGE CURB – 1.0 % MIN. HIGH POINT OF CUL-DE-SAC TO BULB - 0.7% TO 3.0% (TYPICAL) CALL OUT GRADES ON PROFILES.					
16. MINIMUM FALL AROUNG CURB RETURNS WITH NO CROSS GUTTERS SHALL BE 0.50%.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
17. WHEN WIDENING AN EXISTING STREET, SHOW ELEVATIONS OF TOP EDGE OF EXISTING PAVEMENT.					
18. MAXIMUM GRADE FOR INTERSECTING (MINOR) STREET IS 7% FOR MINIMUM TANGENT OF 50 FEET FROM FLOWLINE.					
19. WHERE A PROPERTY IS BEING DEVELOPED BELOW THE LEVEL OF THE STREET, A DRIVEWAY PROFILE IS REQUIRED TO SHOW THAT THE 100 YEAR STREET FLOW WILL NOT ENTER ONTO PRIVATE PROPERTY.					
20. SHOW ALL LOCAL GUTTER DEPRESSIONS) WITH CURB INLET CATCH BASINS. SHOW DETAIL WITH DIMENSIONS AND ELEVATIONS. CALL OUT GUTTER DEPRESSIONS IN CONSTRUCTION NOTES & SHOW ON PROFILES					
21. FOR OFFSET CUL-DE-SAC – STATIONS MUST BE SHOWN ON FINAL MAP CENTERLINE AND NOT ON CROWN LINE.					
22. STATIONING AT KNUCKLE FOR BOTH STREETS SHALL BE INDEPENDENT OF EACH OTHER AND MUST INTERSECT AT PI WITH A SET OF STATIONS. COMMENCE A NEW SET OF STATIONS WITH A NEW STREET NAME. FOR A STANDARD KNUCKLE - CROWN ON CENTERLINE SHOULD BE OFFSET 12’					
23. SHOW BUS STOPS AS APPLICABLE FOR SUNLINE & LOCAL SCHOOL DISTRICT					
24. PROVIDE CROSS SECTION EVERY 50’ IN AREAS OF REALIGNMENT. SPECIFY SECTIONS ON DRIVEWAYS					
25. DETAIL ALL STREET SECTIONS AC/CAB					
26. DETAIL ALL DECELERATION LANES, TURN POCKETS, TURN RESTRICTORS, ROUNDABOUT SPLITTER MEDIANS, ETC.					
27. CALL OUT SLOPES, CROSS GRADIENTS FOR PATHS & SIDEWALKS.					
28. STREET PROFILES ACCURATELY MATCH SECTION DETAILS – CONFIRM STREET CENTERLINE ELEVATION ACCURATE RELATIVE TO TC ELEVATION					
29. PROVIDE VERTICAL CURVES ON GRADE BREAKS >0.5% - AVOID USE OF SHORT E.G. 50 FT VERTICAL CURVES AVOID USE OF ABRUPT STREET WIDTH CHANGES					
30. PROVIDE VERTICAL CURVES ON GRADE BREAKS >0.5%					
31. PROVIDE CROSS STREET PROFILE FOR HIGH GRADE CONDITIONS					
32. PROVIDE STREET NAME(S) ON PROFILE					
V. TRAFFIC SIGNAL					
1. TRAFFIC SIGNAL MODIFICATION PLAN WILL BE REQUIRED IF THE PROPOSED STREET WIDENING WIDEN THE APPROCH LEG TO THE					

EXISTING TRAFFIC SIGNAL AND WITHIN 500 FEET OF THE SIGNAL					
2. ADDITIONAL TRAFFIC SIGNAL LOOP WILL BE REQUIRED DEPENDING ON THE MODIFICATION DESIGN.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
3. LOOPS WILL NOT BE REQUIRED IF TRAFFIC SIGNAL UTILIZES VIDEO DETECTOR. ONLY VIDEO ADJUSTMENT IS REQUIRED.					
VI. SIGNING AND STRIPING PLANS					
A. PLAN SHEETS					
1. SCALE ON PLANS SHALL BE 1"=40' MINIMUM. APPLICANT MAY USE 1"=20' WHEN ADDITIONAL DETAIL OR CLARITY IS REQUIRED.					
2. CITY'S STANDARD SIGNING AND STRIPING NOTES ARE INCLUDED.					
3. ALL SIGNING AND STRIPING PLANS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF CALTRANS TRAFFIC MANUAL CHAPTERS 4 AND 6, CALTRANS STANDARD PLANS AND CALTRANS STANDARD SPECIFICATIONS.					
4. PLANS MAY BE DOUBLE OR TRIPLE STACKED AS ROOM PERMITS. MATCH LINES SHALL BE PROVIDED AT ALL BREAK POINTS.					
5. CENTERLINE STATIONS AT 100 FOOT INTERVALS ARE SHOWN.					
6. STATIONING SHOULD INCREASE FROM LEFT TO RIGHT (SOUTH TO NORTH OR WEST TO EAST).					
7. SHOW SCALE AND NORTH ARROW ON EACH SHEET. SHOW 4" GRAPHIC BAR SCALE.					
8. NAMES OF ALL STREETS SHOWN.					
9. SHOW EXISTING SIGNING AND STRIPING WITH LABELS AND A THIN LINE WEIGHT WITH A SHORT DASH OR DOTTED LINETYPE.					
10. SHOW NEW STRIPING TO BE PAINTED WITH A THICK, SOLID LINE TYPE.					
11. SHOW HOW EXISTING STRIPING LINES UP WITH PROPOSED STRIPING.					
12. STATIONING AT ALL INTERSECTIONS WITH EQUATIONS.					
13. PROVIDE DIMENSIONS FROM CENTERLINE TO MEDIAN AND CURB/GUTTERS.					
14. DIMENSIONS FOR ALL ROAD PAVING, TRAVELED LANES AND RIGHT OF WAY WIDTHS.					
15. ALL SIGN PLACEMENT SHALL BE STATIONED. ALL SIGNS SHALL BE SPECIFIED BY CONSTRUCTION NOTE NUMBER AND TYPE OF SIGN/MARKING.					
16. THE APPROPRIATE SIGN DESIGNATION AS SHOWN IN THE CALTRANS TRAFFIC MANUAL OR THE STATE OF CALIFRONIA UNIFORM SIGN CHART SHALL BE USED, I.E. R1 –STOP SIGN, W41 – SIGNAL AHEAD, R18 – RIGHT TURN ONLY, ETC. UTILIZE ICON SIGNAGE ALONG WITH UNIFORM SIGN CHART DESIGNATIONS					

17. PAVEMENT MARKING LOCATIONS SHALL BE STATIONED. MARKINGS SHALL BE SPECIFIED BY CONSTRUCTION NOTE AND TYPE.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
18. TAPERS ON PAVEMENT SHALL BE AS FOLLOWS – CITY PREFERS LONG TRANSITIONS WITH EDGELINE STRIPING:					
a. A MINIMUM 2:1 FOR TRAFFIC WIDENING					
b. 10:1 FOR MERGING TRAFFIC ON LOW SPEED ROADS					
c. ROADS HAVING A SPEED GREATER THAN 35 MPH, MERGING LANES OR LANE DROPS SHALL USE CALTRANS STANDARD: LENGTH (ft) = DESIGN SPEED (mph) X DISTANCE TRAFFIC MOVES (ft).					
d. PAVEMENT LESS THAN 500 FEET IN LENGTH IS NORMALLY NOT CONSIDERED A LANE OF TRAFFIC AND SHOULD BE STRIPED OUT.					
e. POWER POLE OFFSET FROM PAVEMENT >12 FEET					
19. LEFT TURN POCKET MINIMUM LENGTH IS 100 FEET BUT MAY BE EXTENDED FOR FACILITIES THAT HAVE HIGHER FREQUENCY OF LEFT TURN MOVEMENTS AND/OR TRUCK TRAFFIC.					
20. REVERSE CURVE TRANSITIONS FOR LEFT TURN POCKETS MINIMUM LENGTH IS 90 FEET. LONGER TRANSITIONS FOR HIGHER SPEED FACILITIES MAY BE WARRANTED.					
21. CHECK TRAFFIC STUDY, CONDITIONS AND CITY RECOMMENDATIONS FOR INTERSECTIONS REQUIRING DUAL LEFT TURN LANES.					
22. IDENTIFY ALL PRIVATE STREETS AND DRIVEWAYS.					
23. IDENTIFY ADJACENT DEVELOPMENTS WITH TRACT OR PARCEL NUMBER.					
24. NO CONTOURS OR ELEVATIONS ALLOWED ON SIGNING AND STRIPING PLANS. ONLY SHOW EXISTING TOPGRAPHY NECESSARY TO PERFORM THE WORK OF THE SIGNING AND STRIPING PORTION OF THE PROEJCT.					
25. SHOW JURISDICTIONAL BOUNDARIES WITH HEAVY LINE AND LABEL AS SUCH.					
26. SIGNING AND STRIPING PLANS THAT INVOLVE A SCHOOL FRONTAGE MUST INDICATE THE NAME OF THE SCHOOL, BUS LOADING ZONES, ENTRANCE AND EXIT DRIVEWAYS, AND PARKING RESTRICTIONS.					
27. SCHOOL ZONE TRAFFIC CONTROL SHALL FOLLOW CALTRANS TRAFIC MANUAL, CHAPTER 10.					
28. TYPE “F” WHITE REFLECTOR POSTS SHALL BE USED AT ALL MERGING LANES OR LANE DROPS. REFLECTORS SHALL BE SPACED AT 25’ FOR MERGING LANES AND A MINIMUM OF 3 REFLECTORS SHALL BE USED.					

29. CLEARLY SHOW THE LOCATIONS, LIMITS OF STRIPING AND PAVEMENT MARKINGS TO BE REMOVED BY SANDBLASTING. UTILIZE NO THERMOPLASTIC STRIPING PROVIDE QUANTITIES FOR ALL SIGNS & MARKINGS – VERIFY AND CALLOUT SIGN SIZE					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
30. INCLUDE BLUE RAISED MARKERS FOR FIRE HYDRANTS WITH 6 INCH CENTERLINE OFFSET, STOP SIGNS, STOP BARS (PER CITY GUIDELINES) AND STREET SIGNS IN ONSITE STREET PLANS. PROVIDE DETAIL FOR STOP BAR LAYOUT. NO STOP BARS ON SHORT CUL-DE-SACS					
31. FOUR FOOT MINIMUM MEDIAN NOSES. TERMINATE MEDIAN NOSE AT E.C.R. OR B.C.R.					
32. NO EDGELINE SHOWN IF PAINTED MEDIAN CURB					
33. PROVIDE LANE LINES ON WIDENED STREETS					
VII. SIDEWALK PLANS					
1. UTILIZE CITY SPECIFICATIONS FOR MEANDERING SIDEWALK PLANS. SPECIFY LOCATIONS TO AVOID INTERSECTIONS WITH EXISTING OR FUTURE UTILITY VAULTS					
2. DEAD END SIDEWALK WITH BARRIER OR 5 FOOT (MINIMUM) DIAMETER RADIUS TURNAROUND					

COMMENTS: