

CITY OF LEMOORE



IMPROVEMENT STANDARDS

AUGUST 2026



CITY OF LEMOORE

STANDARD CONSTRUCTION DRAWINGS

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GENERAL CONCRETE NOTES

1. ALL CONCRETE SHALL BE CLASS 3 CONCRETE UNLESS OTHERWISE SPECIFIED.
2. CLASS 2 CONCRETE SHALL CONTAIN NOT LESS THAN 590 POUNDS OF PORTLAND CEMENT PER CUBIC YARD WITH 1 INCH AGGREGATE. 5 INCH MAXIMUM SLUMP. 3500 P.S.I. AT 28 DAYS.
3. CLASS 3 CONCRETE SHALL CONTAIN NOT LESS THAN 505 POUNDS OF PORTLAND CEMENT PER CUBIC YARD WITH 1 INCH AGGREGATE. 5 INCH MAXIMUM SLUMP. 3000 P.S.I. AT 28 DAYS.
4. CLASS 4 CONCRETE SHALL CONTAIN NOT LESS THAN 420 POUNDS OF PORTLAND CEMENT PER CUBIC YARD WITH 1 INCH AGGREGATE. 5 INCH MAXIMUM SLUMP. 2500 P.S.I. AT 28 DAYS.
5. WHEN MAXIMUM DAYTIME TEMPERATURE EXCEEDS 50° F. ALL NEWLY PLACED CONCRETE SHALL BE SPRAYED UNIFORMLY WITH A WHITE PIGMENTED CURING COMPOUND. CURING COMPOUND SHALL BE APPLIED AT A NOMINAL RATE OF ONE GALLON PER 150 SQUARE FEET, UNLESS OTHERWISE SPECIFIED.
6. ALL WORK CONSTRUCTED BY THESE STANDARDS SHALL BE IN COMPLIANCE WITH ALL CURRENT ADA REGULATIONS.
7. WHEN REBAR IS USED, CONTRACTOR SHALL INSTALL WIRE TIRES SECURELY AT ALL REBAR CROSSINGS. CONCRETE CLOCK OR CHAIRS AS APPROVED BY THE CITY ENGINEER SHALL BE INSTALLED PRIOR TO CONCRETE INSTALLATION TO KEEP REBAR IN THE PROPER LOCATION.

CURBS AND GUTTERS

1. ALL CURB AND GUTTER, VEE GUTTER, MEDIAN CURB AND LANDSCAPE CURB SHALL BE CLASS 3 CONCRETE.
2. BARRIER TYPE CURB AND GUTTER SHALL HAVE A MINIMUM GRADIENT OF 0.20 FEET PER 100 FEET OR AS APPROVED BY THE CITY ENGINEER.
3. BARRIER TYPE CURB AND GUTTER ON THE CURVE OF CUL-DE-SACS AND STREET BULBS SHALL HAVE A MINIMUM GRADIENT OF 0.35 FEET PER 100 FEET OR AS APPROVED BY THE CITY ENGINEER.
4. ROLLED CURB AND GUTTER SHALL HAVE A MINIMUM GRADIENT OF 0.20 FEET PER 100 FEET OR AS APPROVED BY THE CITY ENGINEER.
5. ALLEY VALLEY GUTTER SHALL HAVE A MINIMUM GRADIENT OF 0.25 FEET PER 100 FEET OR AS APPROVED BY THE CITY ENGINEER.
6. INTERSECTION VALLEY GUTTER SHALL HAVE A MINIMUM GRADIENT OF 0.50 FEET PER 100 FEET OR AS APPROVED BY THE CITY ENGINEER.
7. ALL CURB AND GUTTER, VALLEY GUTTER, MEDIAN CURB AND LANDSCAPE CURB SHALL BE PLACED ON 4 INCH MOIST AND COMPACTED CLASS II BASE MATERIALS. 95% MINIMUM RELATIVE COMPACTION.
8. ALL CURB AND GUTTER, VALLEY GUTTER, MEDIAN CURB AND LANDSCAPE CURB SHALL HAVE A LIGHT BROOM FINISH.
9. ALL CURB AND GUTTER, VALLEY GUTTER, AND ROLLED CURB AND GUTTER SHALL HAVE WEAKENED PLANE JOINTS CONSTRUCTED AT 15 FOOT CENTERS. MEDIAN CURB AND LANDSCAPE CURB SHALL HAVE WEAKENED PLANE JOINTS CONSTRUCTED AT 20 FOOT CENTERS. WEAKENED PLANE JOINTS SHALL BE A MINIMUM OF 1-1/2 INCHES IN DEPTH AND SHALL BE FINISHED WITH A SCORING TOOL LEAVING THE EDGES ROUNDED.
10. ALL EXPOSED SURFACES OF CURB AND GUTTER, VALLEY GUTTER, MEDIAN CURB AND LANDSCAPE CURB SHALL NOT VARY IN EXCESS OF 0.02 FEET WHEN A 10 FOOT STRAIGHT EDGE IS PLACED ON THE SURFACE, EXCEPT AT GRADE CHANGES OR CURVES.
11. ALL CURB AND GUTTER AND VALLEY GUTTER SHALL BE WATER TESTED FOR FLOW.
12. ALL CURB AND GUTTER, VALLEY GUTTER, MEDIAN CURB AND LANDSCAPE CURB SHALL BE CURED IN ACCORDANCE WITH THE PROVISIONS IN THE GENERAL CONCRETE NOTES IN THESE IMPROVEMENT STANDARDS.

FILE: C-1.DWG

CONCRETE SPECIFICATIONS

APPROVED BY:

1

Rev.

Date: 08/04/26


JEFFERY S. COWART
City Engineer R.C.E. 41964

STD.
NO.
C-1

SIDEWALKS AND RAMPS

1. ALL SIDEWALKS AND RAMPS SHALL BE CLASS 3 CONCRETE.
2. SIDEWALKS AND RAMPS SHALL BE PLACED ON 4 INCH MOIST AND COMPACTED CLASS II BASE MATERIALS. 90% RELATIVE COMPACTION UNDER SIDEWALKS. 95% RELATIVE COMPACTION UNDER RAMPS AND SIDEWALKS AT CURB RETURNS.
3. SIDEWALKS AND RAMPS SHALL BE STEEL TROWELED AND HAVE A LIGHT BROOM FINISH UNLESS OTHERWISE NOTED. RAMPS SHALL HAVE A HEAVY BROOM FINISH ACROSS THE SLOPE OF THE RAMP.
4. SIDEWALKS AND RAMPS SHALL HAVE WEAKENED PLANE JOINTS CONSTRUCTED AT 15 FOOT CENTERS AND WHERE SHOWN IN THESE IMPROVEMENT STANDARDS. WEAKENED PLANE JOINTS SHALL BE A MINIMUM OF 1 INCH IN DEPTH AND SHALL BE FINISHED WITH A SCORING TOOL LEAVING THE EDGES ROUNDED.
5. ESTABLISHED SIDEWALK PATTERN IN BLOCK SHALL BE MATCHED.
6. SPECIAL SIDEWALK DESIGNS AND MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE CITY ENGINEER.
7. SIDEWALK INSTALLED IN INFILL OR EXISTING AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
8. ALL SIDEWALKS AND RAMPS SHALL BE CURED IN ACCORDANCE WITH THE PROVISIONS IN THE GENERAL CONCRETE NOTES OF THESE IMPROVEMENT STANDARDS.
9. DETECTABLE WARNING SURFACES SHALL BE INSTALLED PER THESE IMPROVEMENT STANDARDS AND AS REQUIRED BY THE CITY ENGINEER.
10. ALL SIDEWALK JOINTS SHALL NOT EXCEED 1/2 INCH WIDTHS.

DRIVE APPROACHES

1. ALL DRIVE APPROACHES SHALL BE CLASS 3 CONCRETE UNLESS OTHERWISE NOTED.
2. SINGLE FAMILY RESIDENTIAL DRIVE APPROACHES SHALL BE PLACED ON 6 INCH MOIST AND COMPACTED BASE MATERIALS. 95% RELATIVE COMPACTION.
3. MULTI-FAMILY RESIDENTIAL, OFFICE AND COMMERCIAL DRIVE APPROACHES SHALL BE PLACED ON 6 INCH MOIST AND COMPACTED CLASS II BASE MATERIALS. 95% RELATIVE COMPACTION.
4. DRIVE APPROACHES SHALL BE STEEL TROWELED AND HAVE A LIGHT BROOM FINISH.
5. DRIVE APPROACHES SHALL HAVE A WEAKENED PLANE JOINT CONSTRUCTED AT EACH EDGE AND AT THE CENTERLINE. WEAKENED PLANE JOINTS SHALL BE A MINIMUM OF 1-1/2 INCH IN DEPTH AND SHALL BE FINISHED WITH A SCORING TOOL LEAVING THE EDGES ROUNDED.
6. NOT MORE THAN 60% OF PROPERTY FRONTAGE SHALL BE USED AS DRIVE APPROACH.
7. DRIVE APPROACHES ON STATE ROUTES ARE SUBJECT TO APPROVAL BY CALTRANS.
8. ALL DRIVE APPROACHES SHALL BE CURED IN ACCORDANCE WITH THE PROVISIONS IN THE GENERAL CONCRETE NOTES OF THESE IMPROVEMENT STANDARDS.
9. ALL EXPOSED SURFACES OF DRIVE APPROACHES AND FLOW LINES SHALL NOT VARY IN EXCESS OF 0.02 FEET WHEN A 10 FOOT STRAIGHT EDGE IS PLACED ON THE SURFACE, EXCEPT AT GRADE CHANGES OR CURVES.

FILE: C-1A.DWG

CONCRETE SPECIFICATIONS

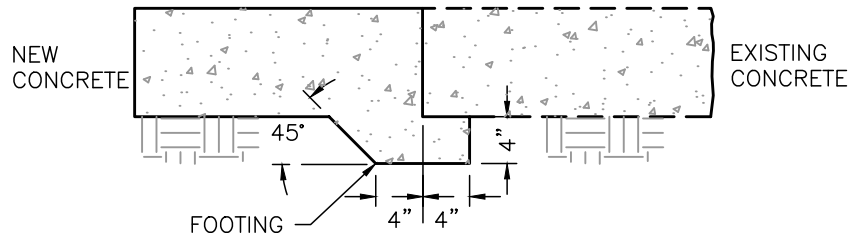
APPROVED BY:

Date: 08/04/26

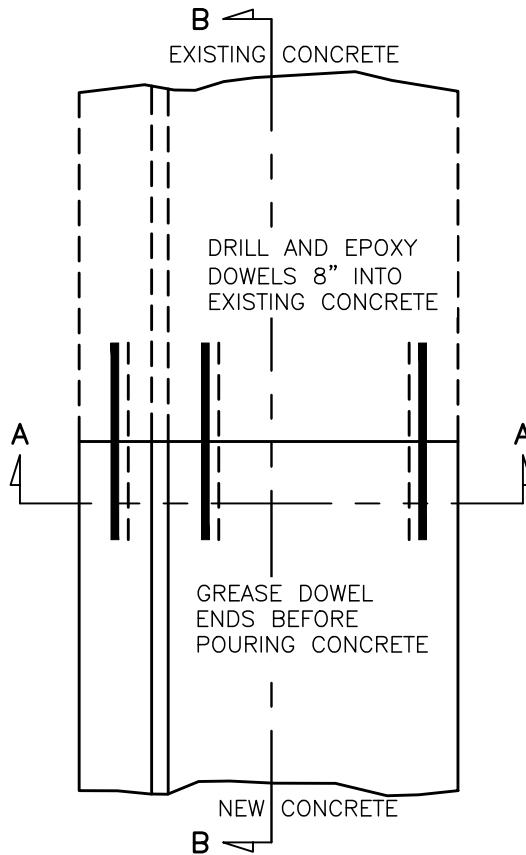

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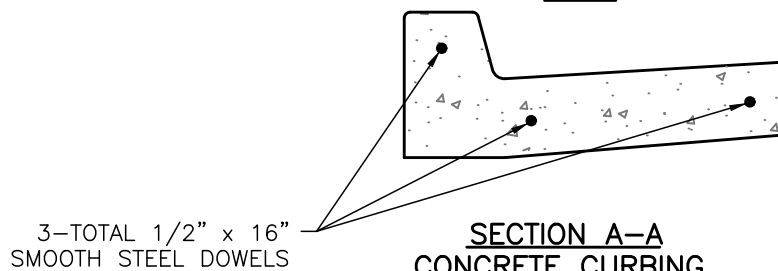
STD.
NO.
C-1A



SECTION B-B
CONCRETE FLATWORK



PLAN



FILE: C-2.DWG

CONCRETE COLD JOINTS

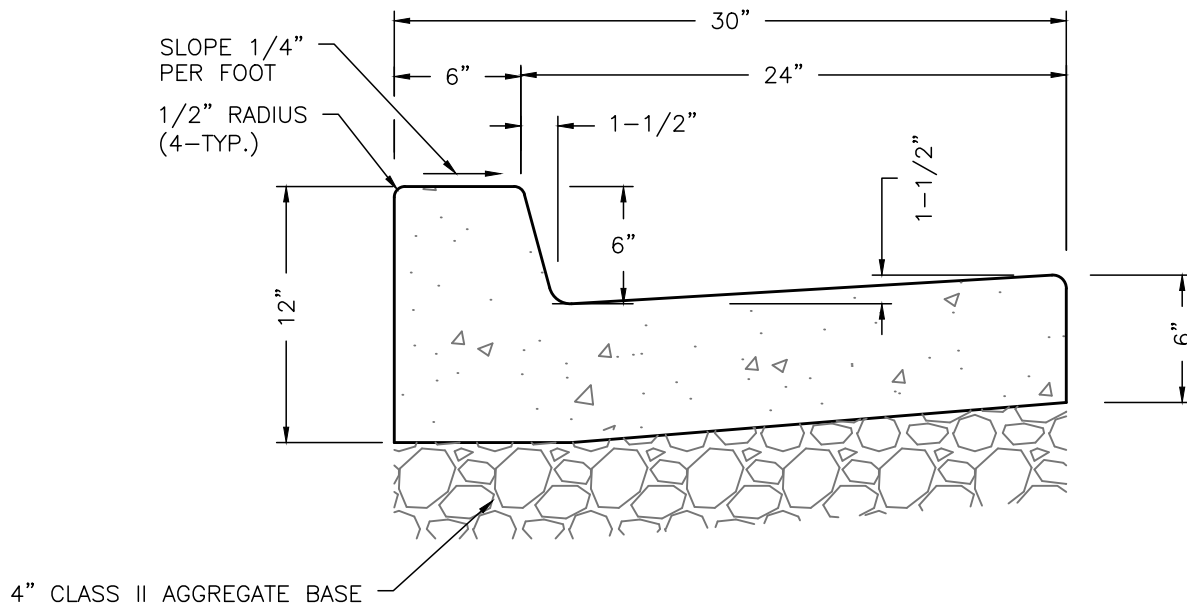
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Date: **08/04/26**

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STD.
NO.
C-2



CURB AND GUTTER DETAIL
N.T.S.

NOTES:

1. CONCRETE SHALL BE CLASS 2, 3200 PSI, IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. CURB AND GUTTER SHALL BE PLACED TO THE GRADES SHOWN ON THE PLANS, AND SHALL NOT VARY MORE THAN THE TOLERANCE STATED IN THE STANDARD SPECIFICATIONS FOR PORTLAND CEMENT CONCRETE IMPROVEMENTS.
3. CURB SHALL BE GIVEN A LIGHT BROOM FINISH. GUTTER PAN SHALL BE GIVEN A ROUGH BROOM FINISH.
4. FINISHED EDGE OF ASPHALT PAVEMENT SHALL BE 1/8 INCH TO 1/4 INCH ABOVE LIP OF GUTTER.
5. COMPACTION UNDER CURB AND GUTTER SHALL BE 95% FOR AGGREGATE BASE AND SUBGRADE.
6. MINIMUM SLOPE SHALL BE 0.0020.

FILE: C-3.DWG

CURB AND GUTTER

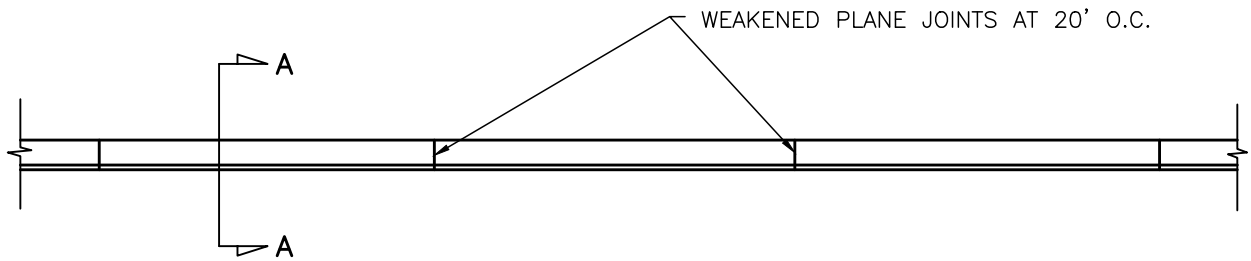
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Date: **08/04/26**

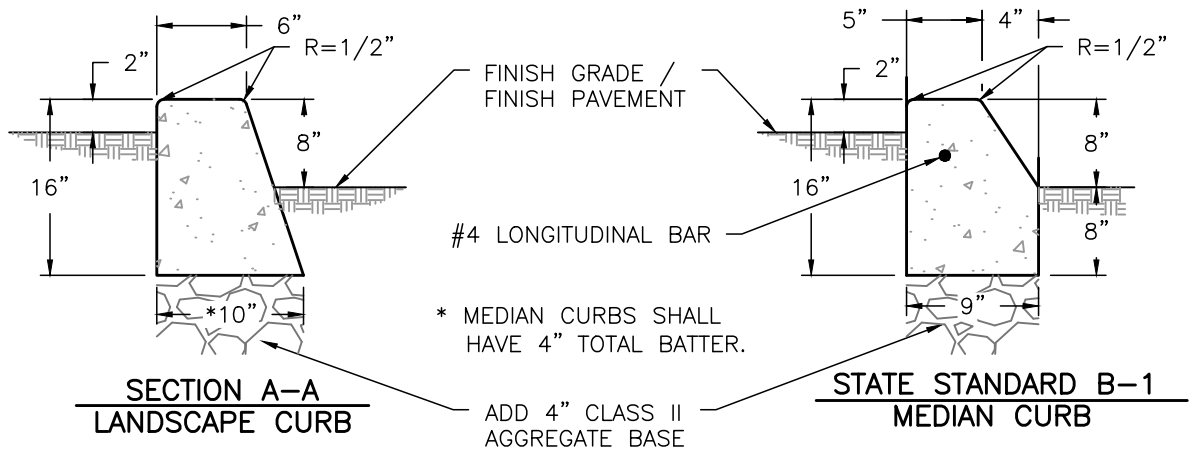
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**STD.
NO.
C-3**



PLAN



NOTES:

1. ALL CONCRETE WORK SHALL BE OF CLASS 2 CONCRETE (5 SACK MIX.) 3200 P.S.I.
2. ALL CONCRETE SHALL HAVE A LIGHT BROOM FINISH.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 20 FOOT CENTERS AND SHALL BE A MIN. DEPTH OF 1 INCH AND SHALL BE FINISHED WITH A SCORING TOOL LEAVING THE EDGES ROUNDED. FILL JOINTS AT BACK OF CURBS WITH EPOXY OR AN APPROVED ALTERNATIVE, TO PROHIBIT DRAINAGE TO PAVED AREAS.

FILE: C-3A.DWG

MEDIAN AND
LANDSCAPE CURB

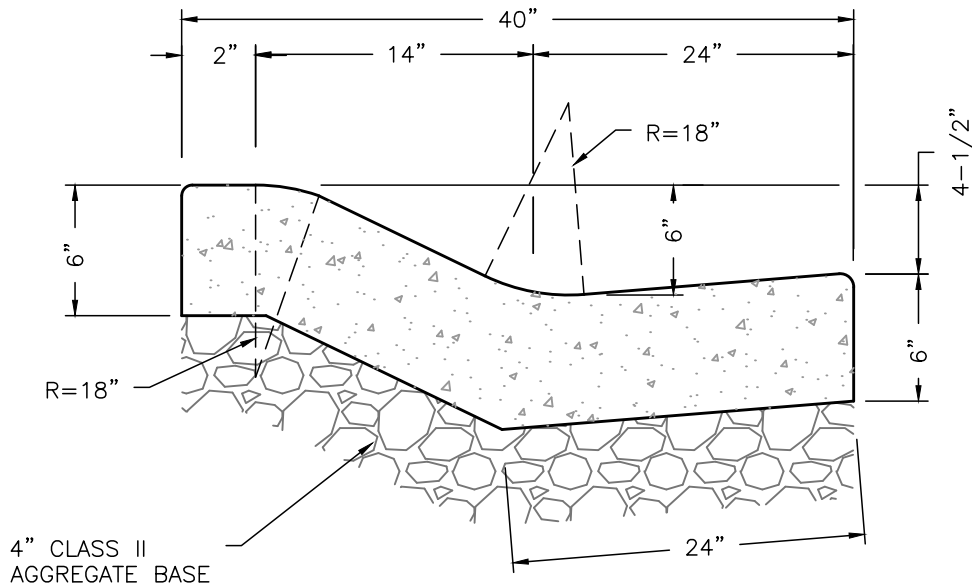
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JEFFERY S. COWART
City Engineer R.C.E. 41964

Rev.

STD.
NO.
C-3A



ROLLED CURB AND GUTTER DETAIL

N.T.S.

NOTES:

1. CONCRETE SHALL BE CLASS 2, 3200 PSI, IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. CURB AND GUTTER SHALL BE PLACED TO THE GRADES SHOWN ON THE PLANS, AND SHALL NOT VARY MORE THAN THE TOLERANCE STATED IN SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
3. CURB SHALL BE GIVEN A LIGHT BROOM FINISH. GUTTER PAN SHALL BE GIVEN A ROUGH BROOM FINISH.
4. FINISHED EDGE OF ASPHALT PAVEMENT SHALL BE FLUSHED WITH OR UP 1/4 INCH ABOVE LIP OF GUTTER.
5. MINIMUM GRADIENT OF 0.20 FEET PER 100 FEET.
6. WHERE ADA ACCESSIBLE PATH CROSSES GUTTER PAN, SLOPE IN THE DIRECTION OF TRAVEL SHALL BE 4% MINIMUM AND 5% MAXIMUM.
7. COMPACTION UNDER THE CURB AND GUTTER SHALL BE 95% FOR CLASS II AGGREGATE BASE AND SUBGRADE.

FILE: C-3B.DWG

**ROLLED CURB
AND GUTTER**

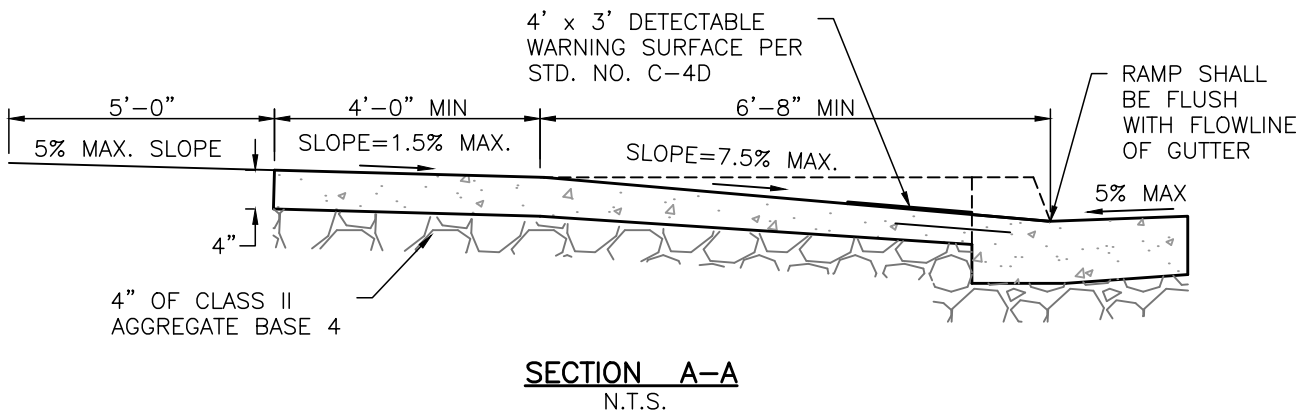
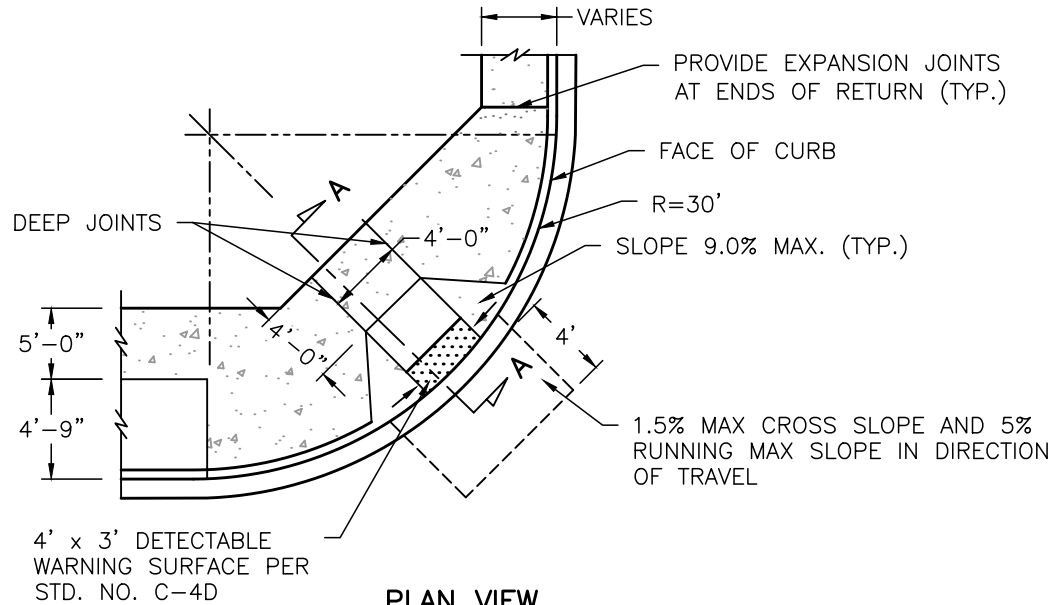
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Date: **08/04/26**

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City Engineer R.C.E. 41964

Rev.

**STD.
NO.
C-3B**



NOTES:

1. CONCRETE SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. A GUTTER IS REQUIRED. REFER TO PLANS AND CITY STD. NO. C-3 FOR CONSTRUCTION SPECIFICATIONS.
3. EXPANSION JOINTS ARE REQUIRED AT ENDS OF ALL CURB RETURNS.
4. IN LIEU OF CONTIGUOUS CURB/SIDEWALK SECTION, THE CONTRACTOR MAY USE DOWELS. DOWELS SHALL BE #3 SMOOTH BARS, 12 INCH LONG, SET 4 INCH INTO THE CURB AND 8 INCH INTO THE SIDEWALK AT 48 INCH C-C. AREA ALONG CURB, EXTENDING 2 FEET UNDER THE SIDEWALK, SHALL BE TREATED WITH SOIL STERILANT TO PREVENT WEED GROWTH BETWEEN CURB AND SIDEWALK.
5. RAMPS SHALL HAVE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
6. SIDEWALK AND RAMP THICKNESS SHALL BE 4 INCHES. COMPACT 4 INCHES OF MOIST CLASS II AGGREGATE BASE MATERIALS TO 95% MINIMUM.

FILE: C-4.DWG

**ACCESSIBLE
RAMP**

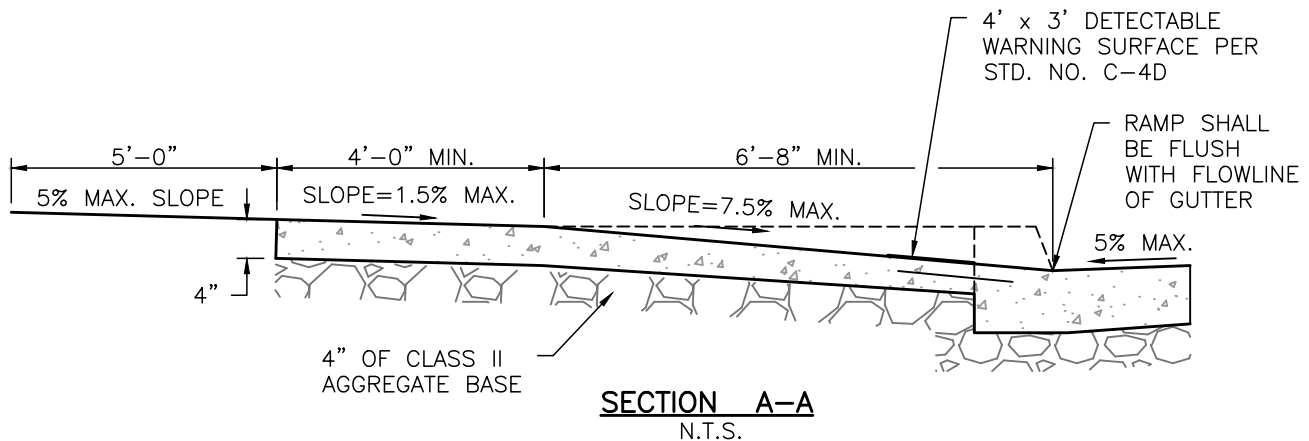
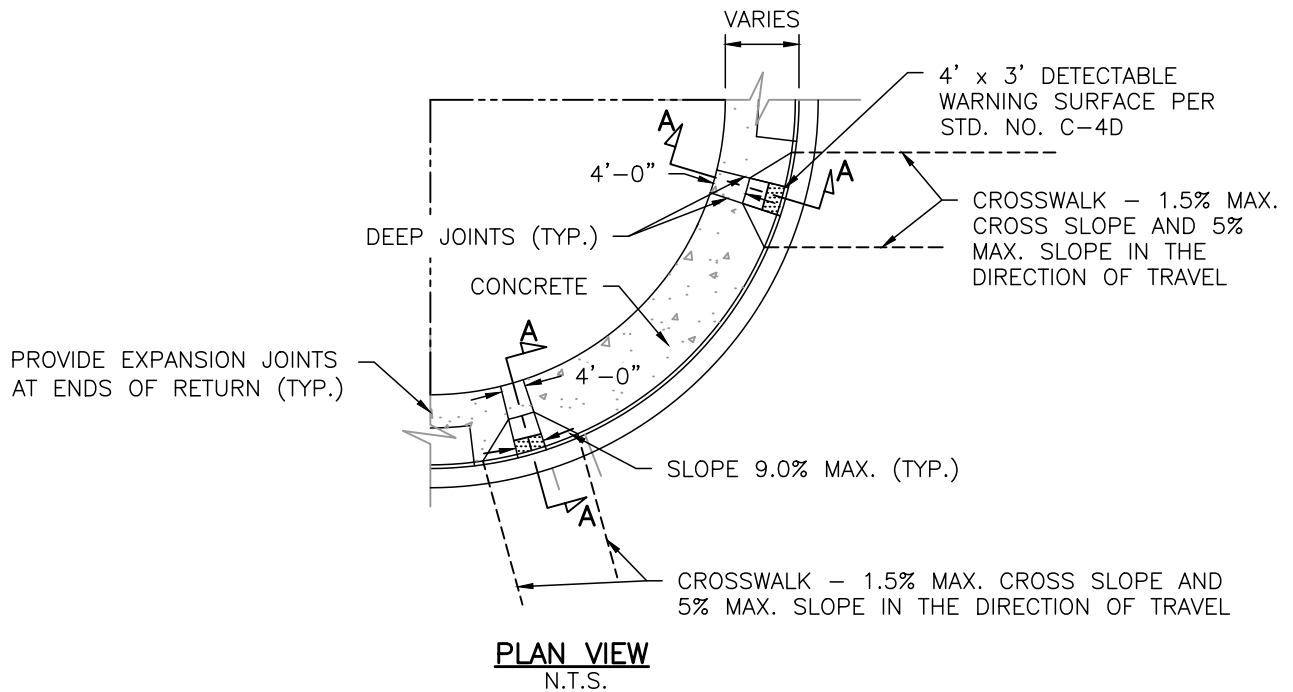
APPROVED BY:

Date: **08/04/26**

Rev.

JEFFERY S. COWART
City Engineer R.C.E. 41964

**STD.
NO.
C-4**



NOTES:

1. CONCRETE SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. A GUTTER IS REQUIRED. REFER TO PLANS AND CITY STD. NO. C-3 FOR CONSTRUCTION SPECIFICATIONS.
3. EXPANSION JOINTS ARE REQUIRED AT ENDS OF ALL CURB RETURNS.
4. IN LIEU OF CONTIGUOUS CURB/SIDEWALK SECTION, THE CONTRACTOR MAY USE DOWELS. DOWELS SHALL BE #3 SMOOTH BARS, 12 INCH LONG, SET 4 INCH INTO THE CURB AND 8 INCH INTO THE SIDEWALK AT 48 INCH C-C. AREA ALONG CURB, EXTENDING 2 FEET UNDER THE SIDEWALK SHALL BE TREATED THE SOIL STERILANT TO PREVENT WEED GROWTH BETWEEN CURB AND SIDEWALK.
5. RAMPS SHALL HAVE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
6. SIDEWALK AND RAMP THICKNESS SHALL BE 4 INCHES. COMPACT 4 INCHES OF MOIST CLASS II AGGREGATE BASE MATERIALS TO 95% MINIMUM.

FILE: C-4A.DWG

ALTERNATE ACCESS RAMP

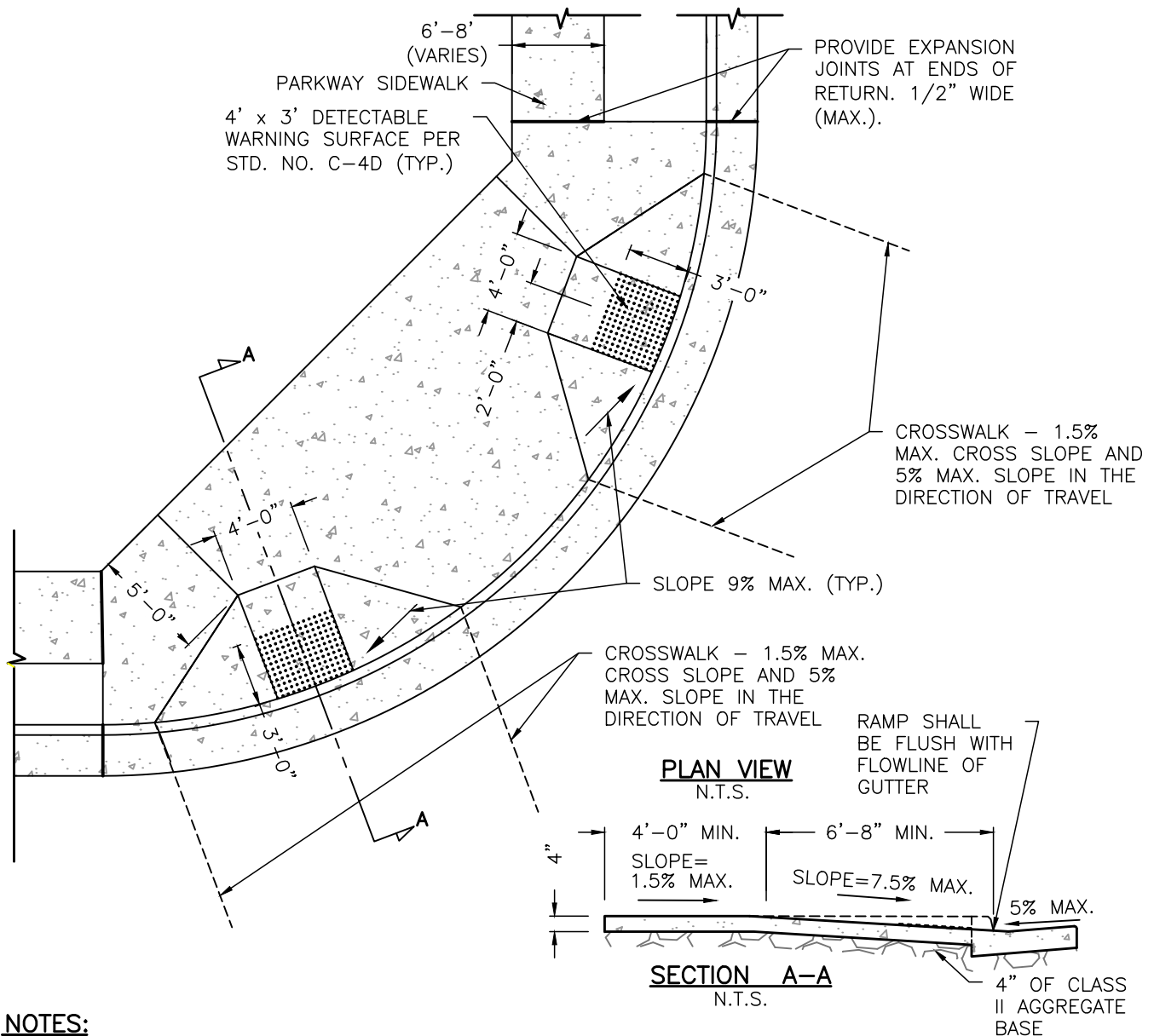
APPROVED BY:

Date: 08/04/26

JEFFERY S. COWART
City Engineer R.C.E. 41964

Rev.

STD.
NO.
C-4A



NOTES:

1. RAMPS SHALL HAVE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
2. SIDEWALK AND RAMP THICKNESS SHALL BE 4 INCH. COMPACT 4 INCH OF MOIST, CLASS II AGGREGATE BASE MATERIALS TO 95% MINIMUM.
3. ARTERIAL AND MAJOR COLLECTOR STREET INTERSECTIONS (ARTERIAL-ARTERIAL, ARTERIAL-MAJOR, MAJOR-MAJOR) SHALL HAVE 30 FOOT MIN. RADIUS RETURNS WHERE FEASIBLE. ALL OTHER STREETS SHALL REQUIRE A 20 FOOT MIN. RADIUS RETURN.
4. THE SLOPE AROUND THE RETURN SHALL BE 0.65 FEET MINIMUM.
5. FORMS TO REMAIN FOR A MINIMUM OF 24 HOURS.
6. THERE SHALL BE NO SIDEWALK OBSTRUCTIONS. ALL POWER POLES, STREET LIGHTS, FIRE HYDRANTS & MAIL BOXES SHALL BE SET BACK BEHIND SIDEWALK UNLESS APPROVED OTHERWISE BY CITY ENGINEER.
7. SIDEWALK RAMP SHALL HAVE A HEAVY BROOM FINISH ACROSS THE SLOPE OF THE RAMP.
8. SEE CONCRETE NOTES (CITY STD. NOS. C-1 AND C-1A) AND CITY STANDARD SPECIFICATIONS.
9. CONCRETE SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
10. DEEP JOINT TO BE AT PERIMETER.

FILE: C-4B.DWG

35' RADIUS CURB RETURN

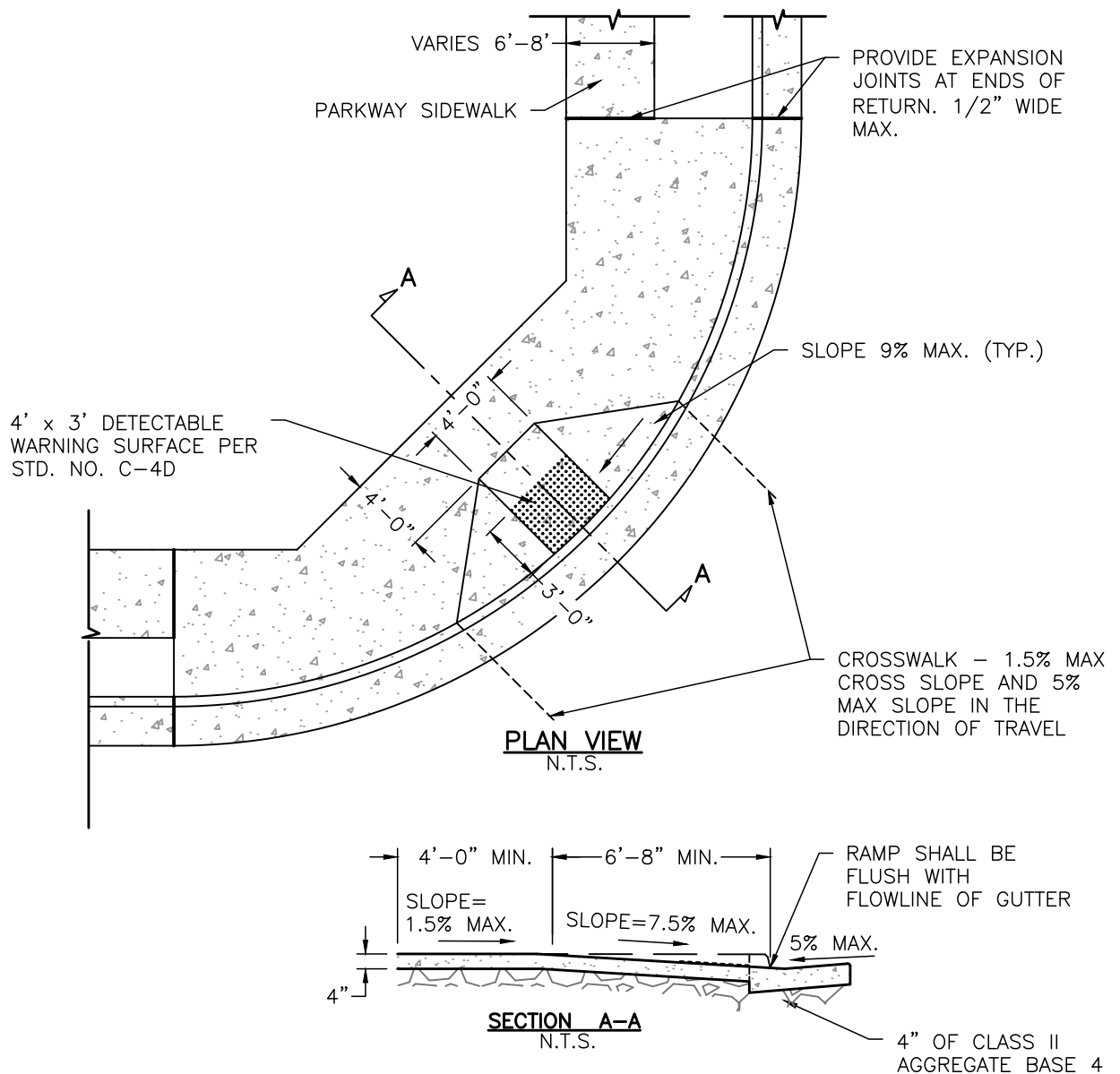
APPROVED BY:

Date: **08/04/26**

JEFFERY S. COWART
City Engineer R.C.E. 41964

**STD.
NO.
C-4B**

Rev.



NOTES:

1. RAMPS SHALL HAVE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
2. SIDEWALK AND RAMP THICKNESS SHALL BE 4 INCH. COMPACT 4 INCH OF MOIST, CLASS II AGGREGATE BASE MATERIALS TO 95% MINIMUM.
3. ARTERIAL AND MAJOR COLLECTOR STREET INTERSECTIONS (ARTERIAL-ARTERIAL, ARTERIAL-MAJOR, MAJOR-MAJOR) SHALL HAVE 30 FOOT MIN. RADIUS RETURNS WHERE FEASIBLE. ALL OTHER STREETS SHALL REQUIRE A 20 FOOT MIN. RADIUS RETURN.
4. THE SLOPE AROUND THE RETURN SHALL BE 0.65 FEET MINIMUM.
5. FORMS TO REMAIN FOR A MINIMUM OF 24 HOURS.
6. THERE SHALL BE NO SIDEWALK OBSTRUCTIONS. ALL POWER POLES, STREET LIGHTS, FIRE HYDRANTS & MAIL BOXES SHALL BE SET BACK BEHIND SIDEWALK UNLESS APPROVED OTHERWISE BY CITY ENGINEER.
7. SIDEWALK RAMP SHALL HAVE A HEAVY BROOM FINISH ACROSS THE SLOPE OF THE RAMP.
8. DEEP JOINT TO BE AT PERIMETER.
9. SEE CONCRETE NOTES (CITY STD. NOS. C-1 AND C-1A) AND CITY STANDARD SPECIFICATIONS.
10. CONCRETE SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.

FILE: C-4C.DWG

30' RADIUS CURB RETURN

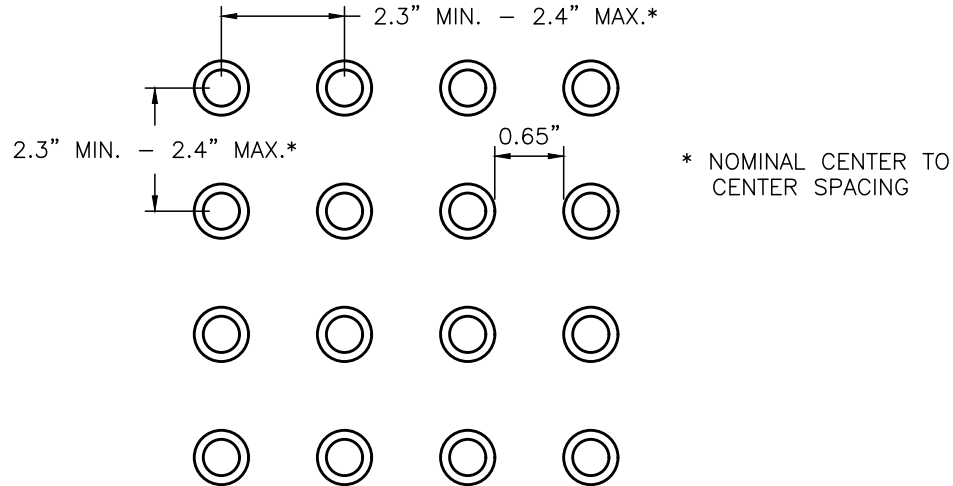
APPROVED BY:

Date: **08/04/26**

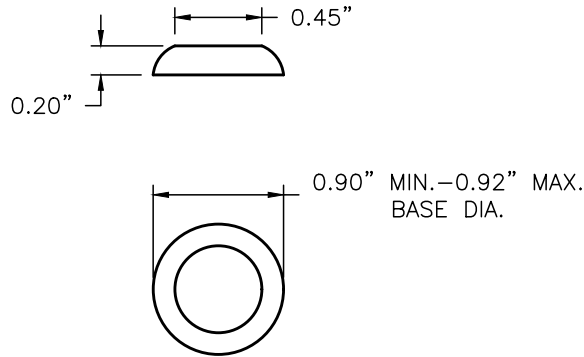
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JEFFERY S. COWART
City Engineer R.C.E. 41964

**STD.
NO.
C-4C**



RAISED TRUNCATED DOME PATTERN



RAISED TRUNCATED DOME

NOTES:

1. DETECTABLE WARNING SURFACE SHALL BE INSTALLED AT THE BOTTOM OF ALL CURB RAMPS, BLENDED TRANSITIONS, PEDESTRIAN REFUGE ISLANDS, PEDESTRIAN AT-GRADE RAIL CROSSINGS, BOARDING PLATFORMS.
2. DETECTABLE WARNING SURFACE SHALL BE THE FULL WIDTH OF RAMP AND SHALL BE A MINIMUM OF 36 INCH IN DEPTH.
3. DETECTABLE WARNING SURFACE SHALL BE PREMIXED "FEDERAL YELLOW" COLORED POLYMER COMPOSITE MATERIAL.
4. ALL DETECTABLE WARNING PANELS INSTALLED WITH NEW IMPROVEMENTS SHALL BE WET SET TYPE/CAST IN PLACE TYPE PANELS.
5. IN RETROFIT TYPE SITUATIONS ON EXISTING SURFACES THE CITY WILL ALLOW RETROFIT TYPE WARNING PANELS. PANELS SHALL BE GLUED AND BOLTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. BOTTOM OF PANELS SHALL BE FLUSH AGAINST THE ADJACENT CONCRETE SURFACE.
6. ON PARALLEL CURB RAMPS, DETECTABLE WARNING SURFACES SHALL BE LOCATED ON THE LANDING AT EITHER THE BACK OF CURB OR THE EDGE OF PAVEMENT WHERE THERE IS NO CURB.
7. ON PERPENDICULAR CURB RAMPS, THE DISTANCE FROM THE FLOWLINE OR GRADE BREAK TO THE DETECTABLE WARNING SURFACE SHALL NOT EXCEED 6".

FILE: C-4D.DWG

**DETECTABLE WARNING
SURFACE DETAIL**

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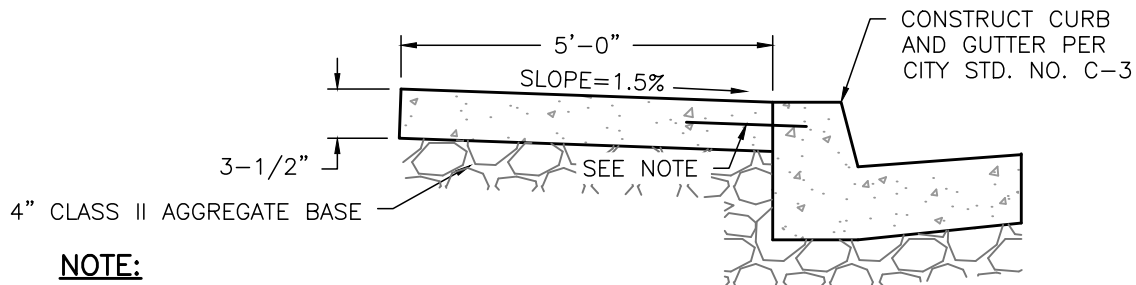
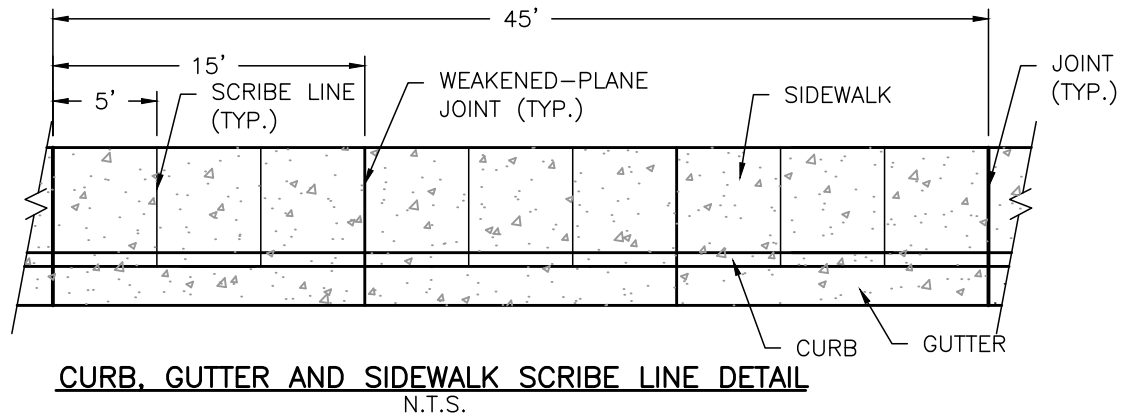
Date: 08/04/26

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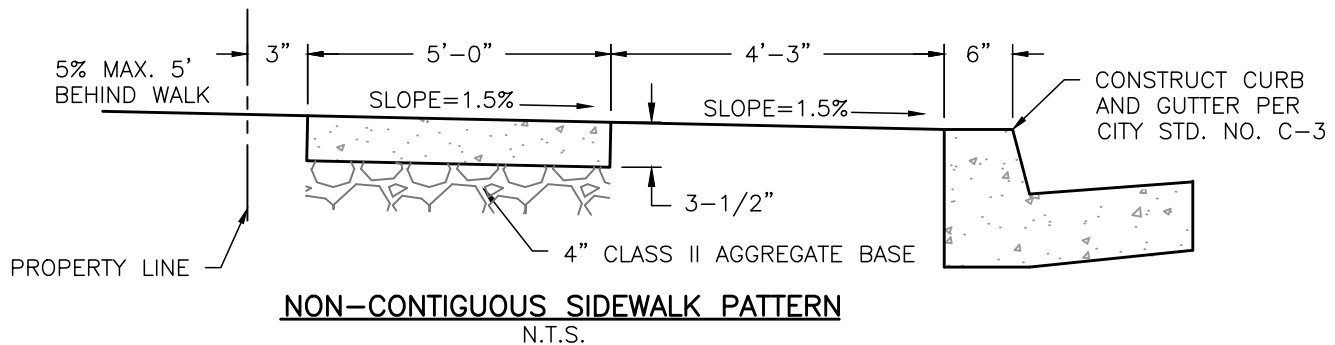
**STD.
NO.
C-4D**



NOTE:

IN LIEU OF A CONTIGUOUS CURB/SIDEWALK SECTION, THE CONTRACTOR MAY USE DOWELS. DOWELS SHALL BE #3 SMOOTH BARS, 12 INCH LONG, SET 4 INCH INTO THE CURB AND 8 INCH INTO THE SIDEWALK AT 48 INCH C-C. AREA ALONG CURB, EXTENDING 2 FEET UNDER THE SIDEWALK, SHALL BE TREATED WITH SOIL STERILANT TO PREVENT WEED GROWTH BETWEEN CURB AND SIDEWALK.

CONTIGUOUS CURB, GUTTER, AND SIDEWALK
N.T.S.



NOTES:

1. WHERE EXPANSIVE SOILS ARE ENCOUNTERED, AS SET FORTH IN THE STANDARD SPECIFICATIONS, 6 INCH OF IMPORTED SAND, COMPACTED TO 90% RELATIVE COMPACTION, SHALL BE PLACED UNDER THE CURB, GUTTER AND SIDEWALK.
2. IN THE AREA BETWEEN THE NEW CURB AND GUTTER AND THE EXISTING STREET SURFACE PROVIDE A MINIMUM OF 24 INCH TRANSITION PAVING AT A MINIMUM OF 2 INCH A.C. OVER 6 INCH A.B. OR MATCH EXISTING STREET SECTION.
3. THE AREA BETWEEN CURB AND SIDEWALK SHALL BE FILLED TO 0.10 FOOT BELOW TOP OF SURROUNDING CONCRETE WITH CLEAN TOP SOIL FREE OF DEBRIS.
4. SCRIBE LINE DETAIL APPLIES TO BOTH CONTIGUOUS AND NON-CONTIGUOUS PATTERNS.
5. CONCRETE SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS

FILE: C-5.DWG

SIDEWALK LOCAL STREETS

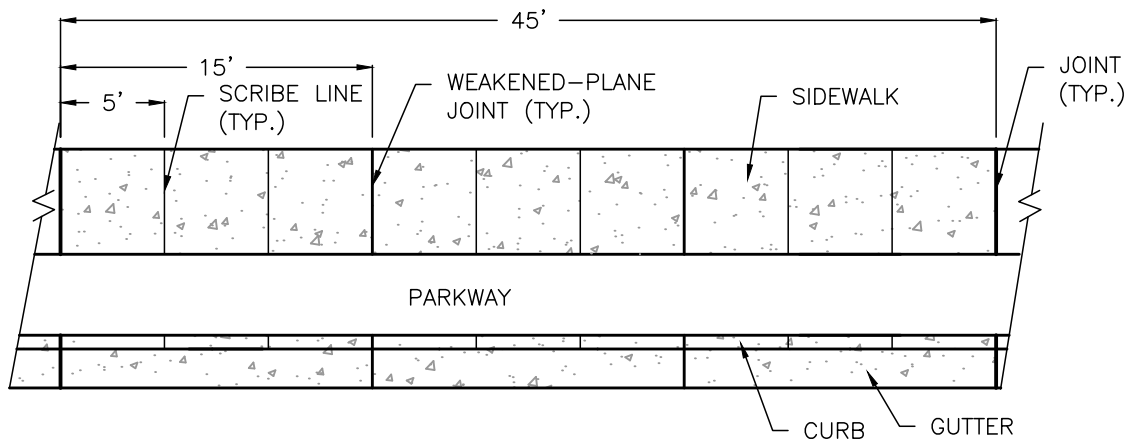
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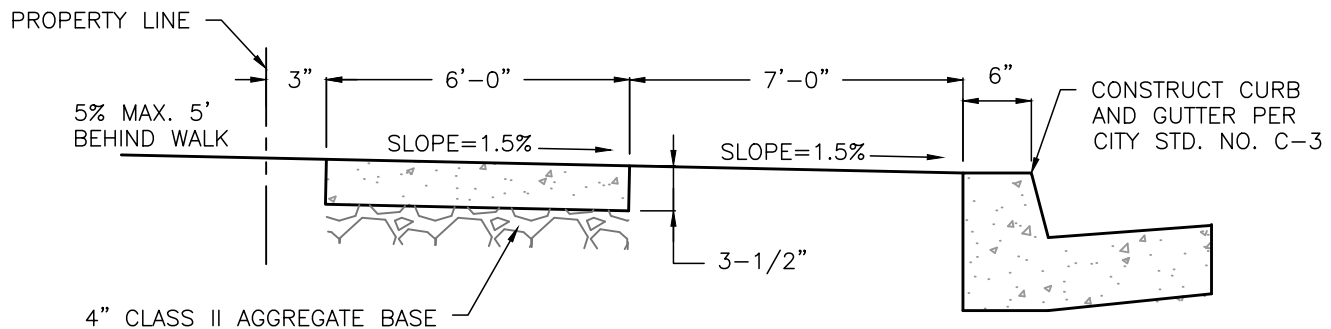
**STD.
NO.
C-5**

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CURB, GUTTER, AND SIDEWALK SCRIBE LINE DETAIL

N.T.S.



NON-CONTIGUOUS SIDEWALK PATTERN

N.T.S.

NOTES:

1. WHERE EXPANSIVE SOILS ARE ENCOUNTERED, AS SET FORTH IN THE CITY STANDARD SPECIFICATIONS, 6 INCH OF IMPORTED SAND, COMPACTED TO 90% RELATIVE COMPACTION, SHALL BE PLACED UNDER THE CURB, GUTTER AND SIDEWALK.
2. IN THE AREA BETWEEN THE NEW CURB AND GUTTER AND THE EXISTING STREET SURFACE PROVIDE A MINIMUM OF 24 INCH TRANSITION PAVING AT A MINIMUM OF 2 INCH A.C. OVER 6 INCH A.B. OR MATCH EXISTING STREET SECTION.
3. THE AREA BETWEEN CURB AND SIDEWALK SHALL BE FILLED TO 0.10 FOOT BELOW TOP OF SURROUNDING CONCRETE WITH CLEAN TOP SOIL FREE OF DEBRIS.
4. SCRIBE LINE DETAIL APPLIES TO BOTH CONTIGUOUS AND NON-CONTIGUOUS PATTERNS.
5. CONCRETE SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.

FILE: C-5A.DWG

**SIDEWALK AT COLLECTORS
AND ARTERIALS**

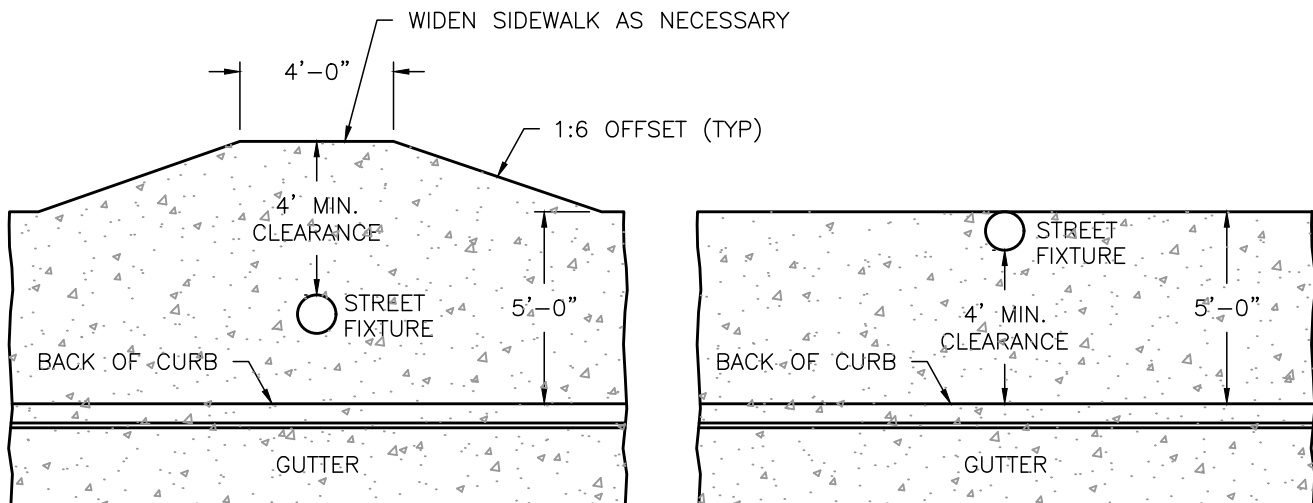
APPROVED BY:

Date: **08/04/26**

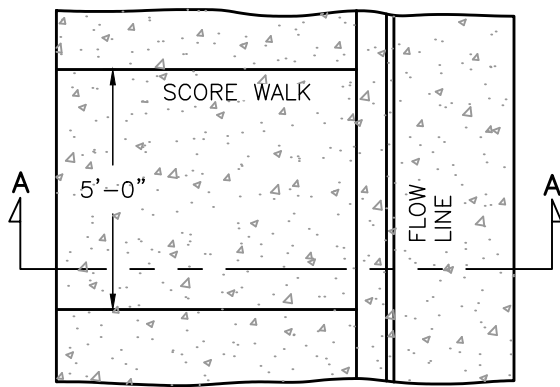
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**STD.
NO.
C-5A**

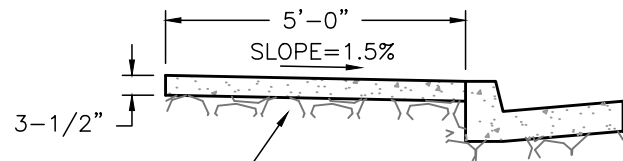
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PLAN WITH STREET FIXTURE
N.T.S.



PLAN
N.T.S.



4" CLASS II AGGREGATE BASE

SECTION A-A
N.T.S.

NOTES:

1. ALL CONCRETE SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. SIDEWALK SHALL BE WIDENED AT STREET FIXTURE LOCATIONS PROVIDING A MINIMUM CLEARANCE OF 4 FEET TO BACK OF SIDEWALK.
3. WHERE EXPANSIVE SOILS ARE ENCOUNTERED, AS SET FORTH IN THE STANDARD SPECIFICATIONS, 6 INCH OF IMPORTED SAND, COMPACTED TO 90% RELATIVE COMPACTION, SHALL BE PLACED UNDER THE CURB, GUTTER AND SIDEWALK.

FILE: C-5B.DWG

**SIDEWALK - RESIDENTIAL
ADJACENT TO CURB**

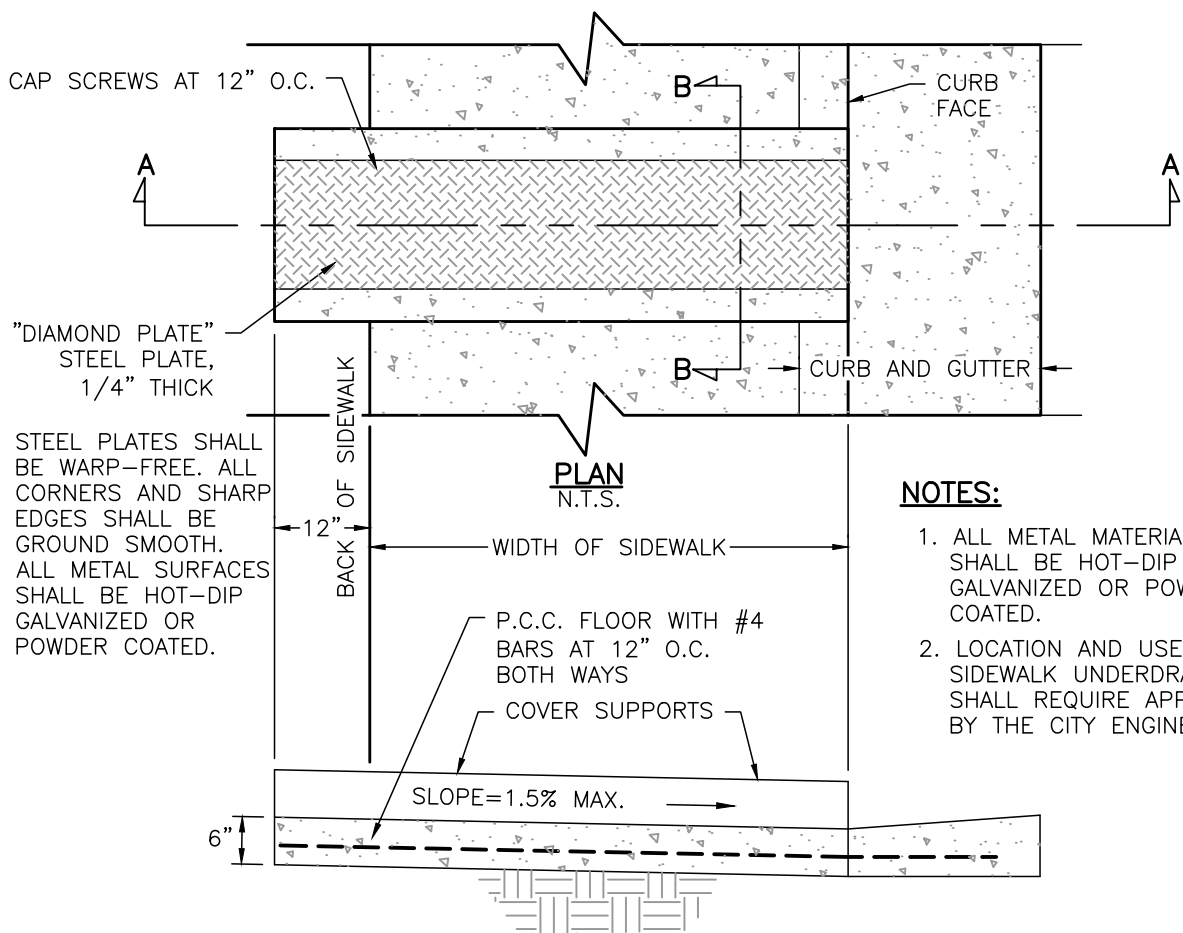
APPROVED BY:

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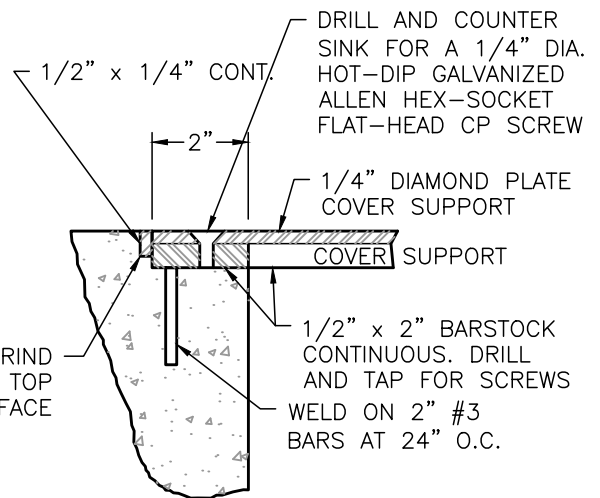
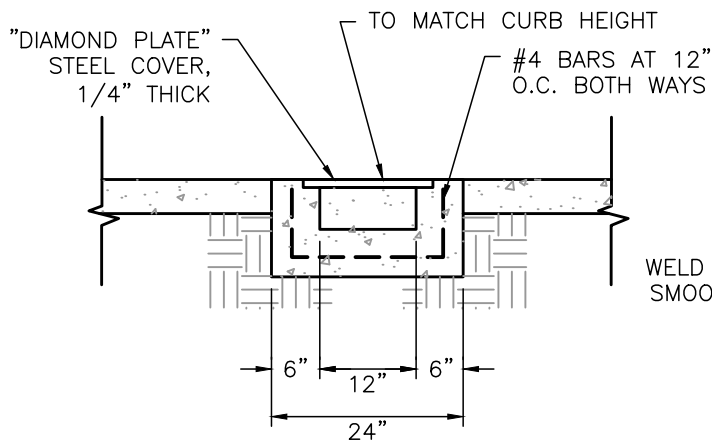
**STD.
NO.
C-5B**



NOTES:

1. ALL METAL MATERIALS SHALL BE HOT-DIP GALVANIZED OR POWDER COATED.
2. LOCATION AND USE OF SIDEWALK UNDERDRAIN SHALL REQUIRE APPROVAL BY THE CITY ENGINEER.

SECTION A-A N.T.S.



FILE: C-6.DWG

SIDEWALK UNDERDRAIN

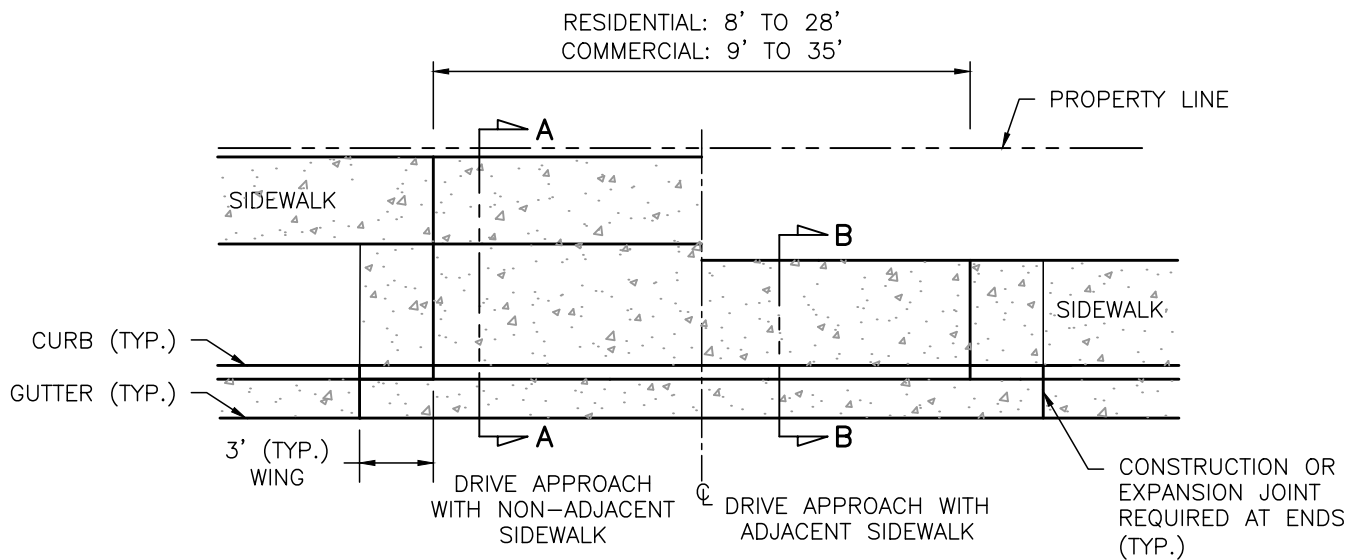
APPROVED BY:

Date: **08/04/26**

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City Engineer R.C.E. 41964

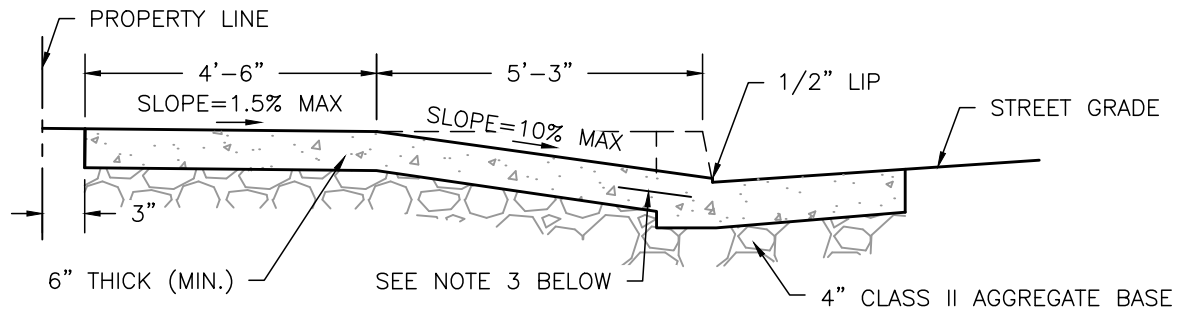
Rev.

**STD.
NO.
C-6**



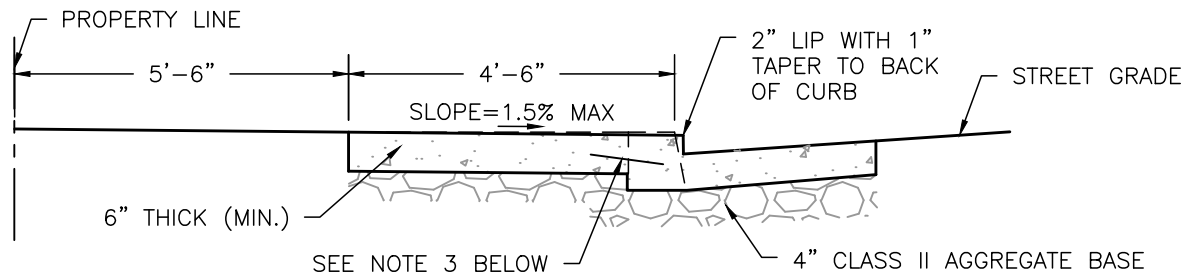
PLAN VIEW

N.T.S.



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

NOTES:

1. WHERE EXPANSIVE SOILS ARE ENCOUNTERED, AS SET FORTH IN THE STANDARD SPECIFICATIONS, 6 INCH OF IMPORTED SAND, COMPACTED TO 90% RELATIVE COMPACTION, SHALL BE PLACED UNDER THE CURB, GUTTER, AND SIDEWALK.
2. MATERIAL SHALL BE CLASS 2 CONCRETE IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
3. IN LIEU OF A CONTIGUOUS CURB/SIDEWALK SECTION, THE CONTRACTOR MAY USE DOWELS. DOWELS SHALL BE #3 SMOOTH BARS, 12 INCH LONG, SET 4 INCH INTO THE CURB AND 8 INCH INTO THE SIDEWALK AT 48 INCH C-C. AREA ALONG CURB, EXTENDING 2 FEET UNDER THE SIDEWALK, SHALL BE TREATED WITH SOIL STERILANT TO PREVENT WEED GROWTH BETWEEN CURB AND SIDEWALK.

FILE: C-7.DWG

DRIVE APPROACH
CONSTRUCTION

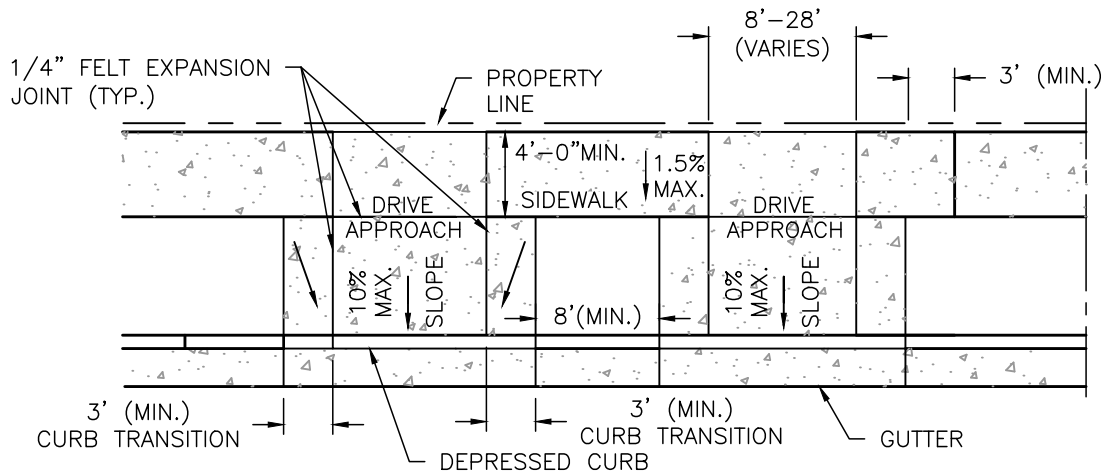
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Date: 08/04/26

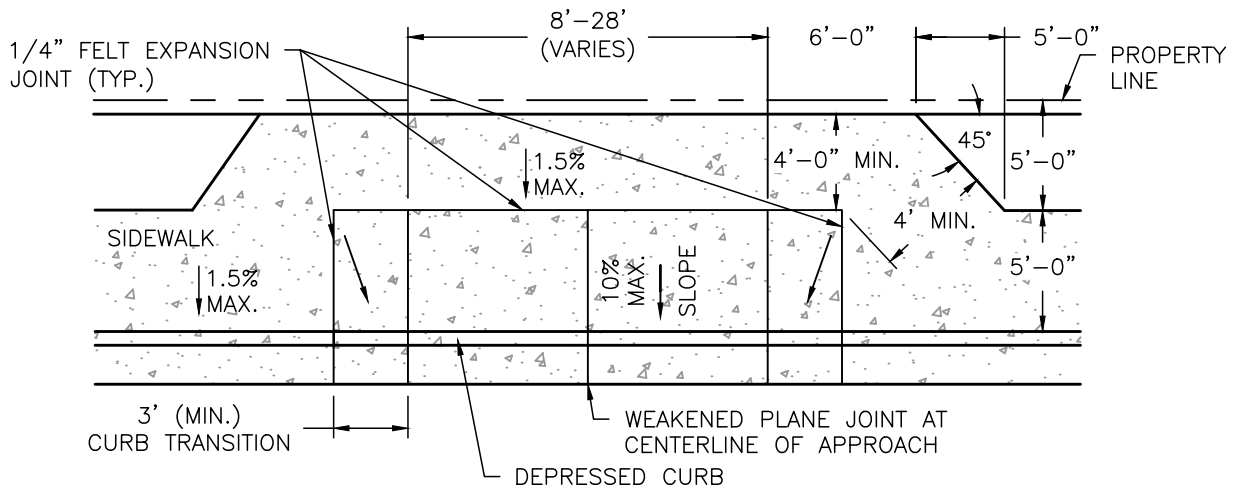
JEFFERY S. COWART
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STD.
NO.
C-7

Rev.



DRIVE APPROACH WITH NON-CONTIGUOUS SIDEWALK
N.T.S.



DRIVE APPROACH WITH CONTIGUOUS SIDEWALK
N.T.S.

NOTES:

1. 60% MAXIMUM OF CURB FACE MAY BE USED FOR DRIVE APPROACH THROAT WIDTH.
2. CONSTRUCTION OF DRIVE APPROACHES SHALL BE IN ACCORDANCE WITH THE STD. NO. C-7.
3. RESIDENTIAL DRIVE APPROACH THROAT WIDTH SHALL BE 8 FEET MINIMUM AND 28 FEET MAXIMUM.
4. MATERIAL SHALL BE CLASS 2 CONCRETE IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
5. COMPACT 4 INCHES OF MOIST, CLASS II AGGREGATE BASE TO 95% RELATIVE COMPOSITION.

FILE: C-8.DWG

**RESIDENTIAL DRIVE
APPROACH PLACEMENT**

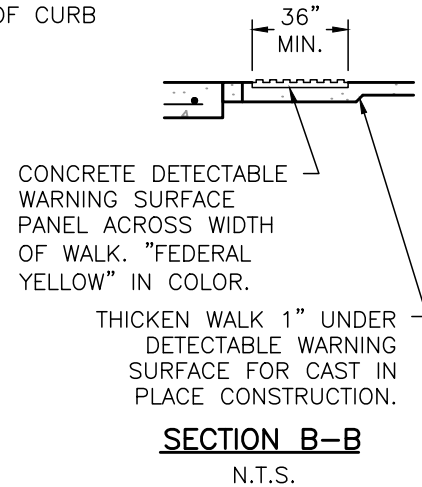
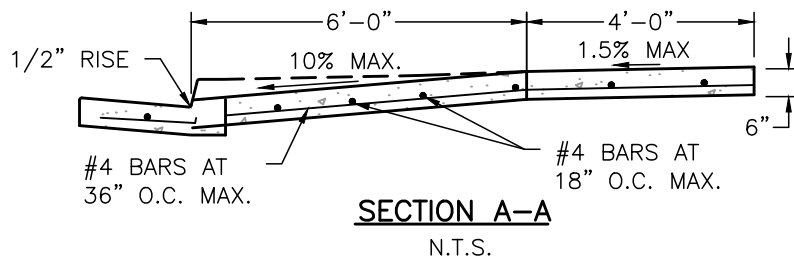
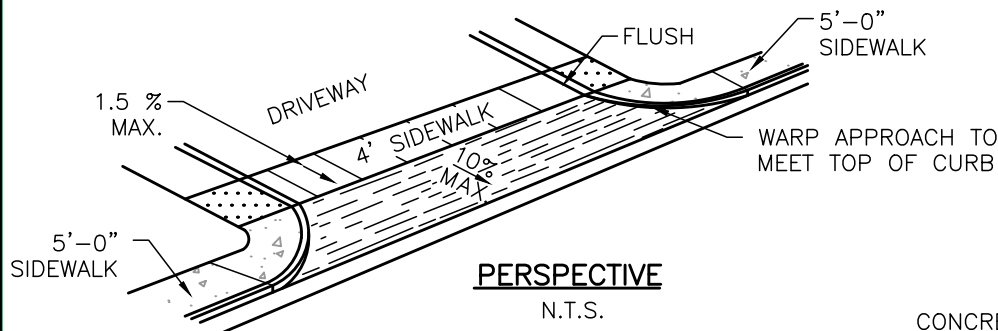
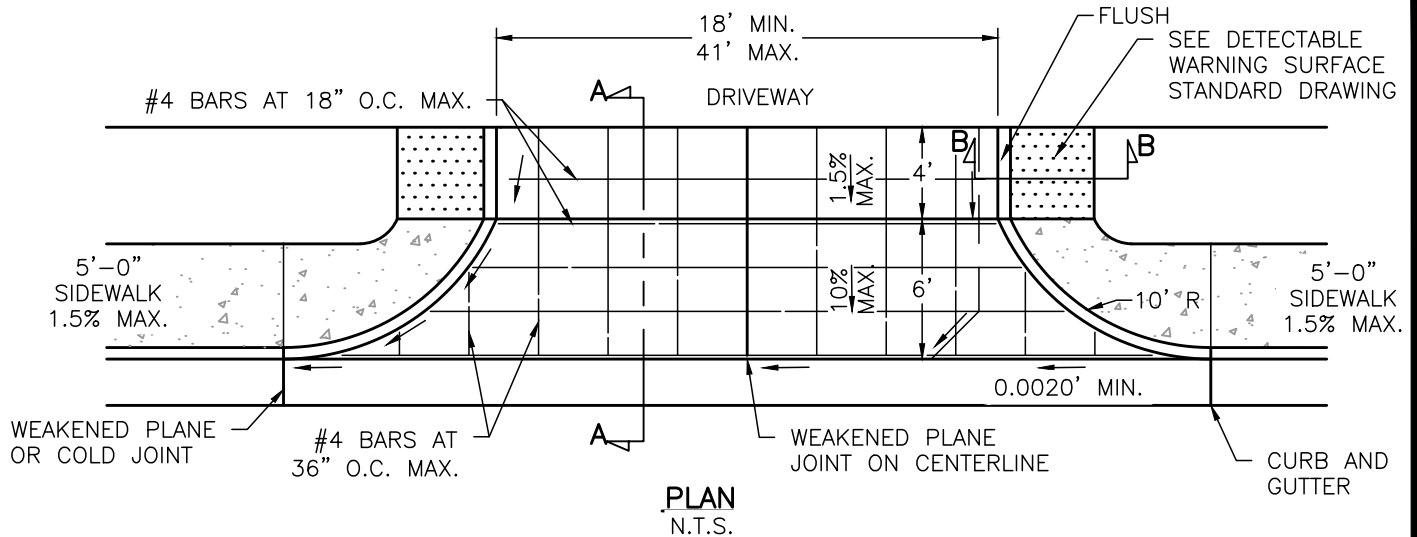
APPROVED BY:

Date: **08/04/26**

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[Signature]
JEFFERY S. COWART
City Engineer R.C.E. 41964

**STD.
NO.
C-8**



NOTES:

1. MATERIAL SHALL BE CLASS 2 CONCRETE IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. ON COLLECTOR AND ARTERIAL STREETS, THE MINIMUM DRIVE APPROACH WIDTH SHALL BE 21 FEET FOR ONE-WAY DRIVE APPROACHES AND 36 FEET FOR TWO-WAY DRIVE APPROACHES, OR AS APPROVED BY CITY ENGINEER.
3. REINFORCING BARS SHALL BE DEFORMED STEEL BARS AND SHALL BE GRADE 40 MINIMUM. REINFORCING BARS SHALL BE FREE OF RUST OR DIRT AND SHALL BE THOROUGHLY CLEANED BEFORE PLACEMENT.
4. REINFORCING BARS SHALL HAVE A MINIMUM OF 2 INCH OF CLEAR COVERAGE.
5. NOT MORE THAN 50% OF PROPERTY FRONTAGE SHALL BE USED AS DRIVE APPROACH.
6. WIDTH AND LOCATION OF DRIVE APPROACHES ON STATE ROUTES IS SUBJECT TO APPROVAL BY CALTRANS.

FILE: C-8A.DWG

OFFICE - COMMERCIAL DRIVE
APPROACH (ALTERNATIVE - WITH CURB
RETURNS) CONTIGUOUS SIDEWALK

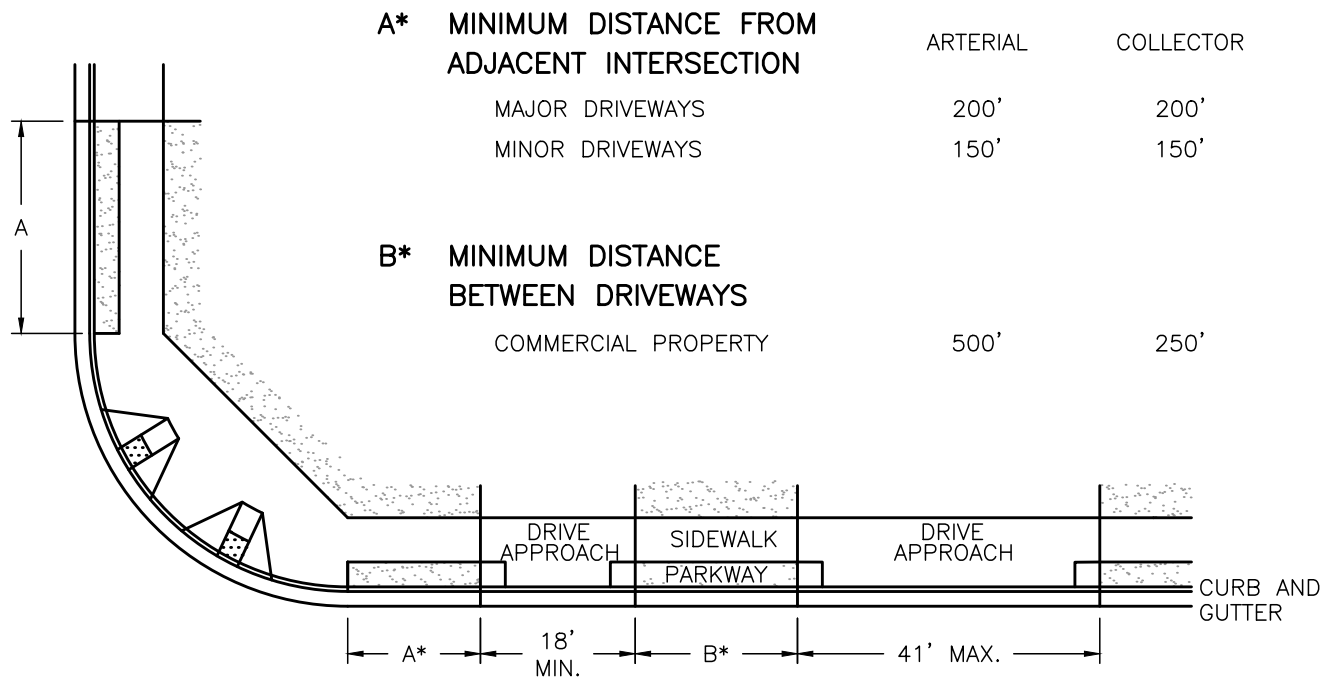
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City Engineer R.C.E. 41964

Rev.

STD.
NO.
C-8A



**DRIVE APPROACH LOCATIONS OFFICE /
COMMERCIAL / MULTI-FAMILY ZONES**

NOTES:

1. ON COLLECTOR AND ARTERIAL STREETS, THE MINIMUM DRIVE APPROACH WIDTH SHALL BE 21 FEET FOR ONE-WAY DRIVE APPROACHES AND 36 FEET FOR TWO-WAY DRIVE APPROACHES.
2. NOT MORE THAN 50% OF PROPERTY FRONTAGE SHALL BE USED AS DRIVE APPROACH.
3. DRIVEWAYS SHOULD BE CONSOLIDATED WHENEVER POSSIBLE TO PROVIDE THE MINIMUM DISTANCE BETWEEN DRIVEWAYS AS SHOWN IN 'B' ABOVE.
4. WIDTH AND LOCATION OF DRIVE APPROACHES ON STATE ROUTES IS SUBJECT TO CALTRANS APPROVAL.
5. NO VEHICULAR TRAFFIC SHALL CROSS CURB, GUTTER, OR SIDEWALK WITHOUT AN APPROVED DRIVE APPROACH.

FILE: C-9.DWG

**DRIVE APPROACH LOCATIONS
OFFICE, COMMERCIAL, AND
MULTI-FAMILY**

APPROVED BY:

Date: **08/04/26**

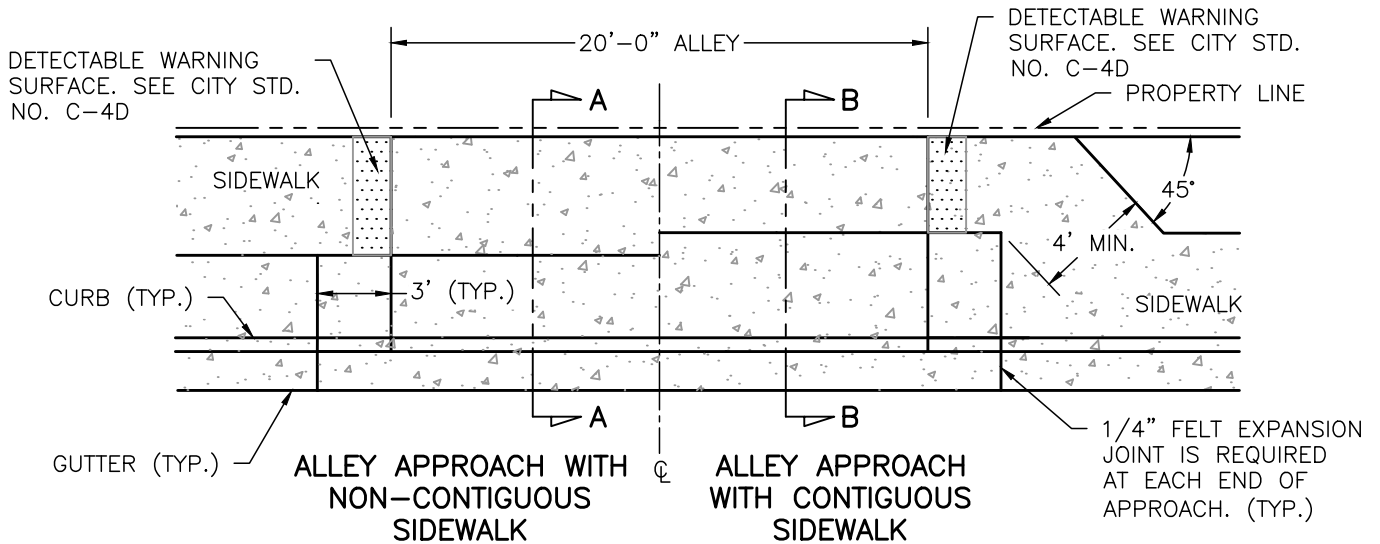
JEFFERY S. COWART
City Engineer R.C.E. 41964

Rev.

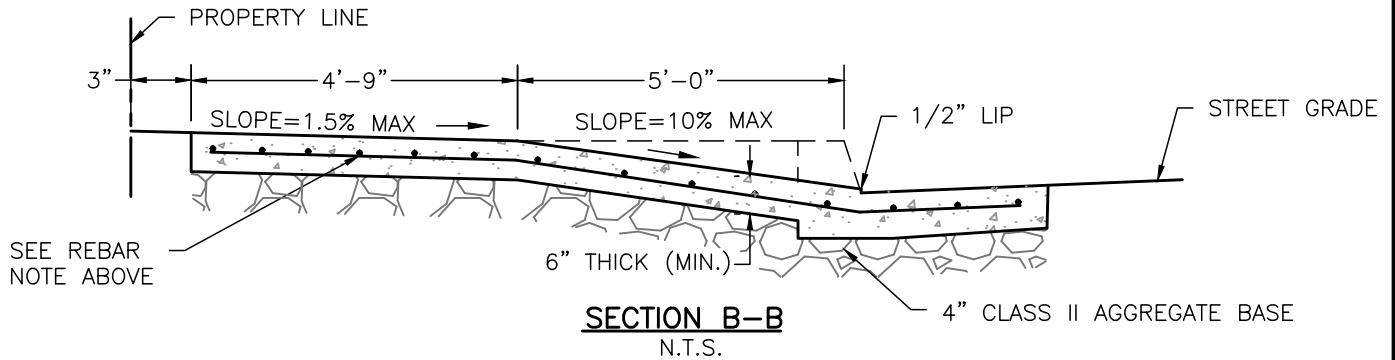
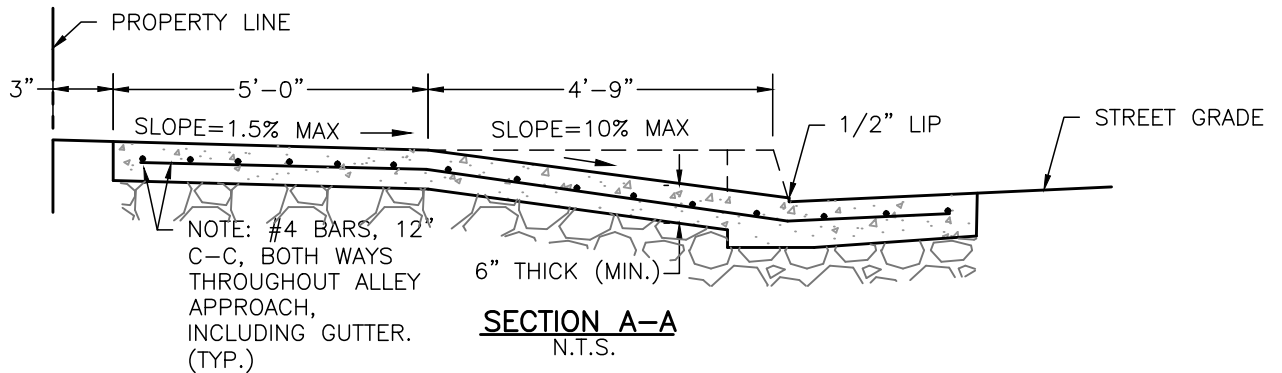
**STD.
NO.
C-9**



COMMERCIAL AND INDUSTRIAL DRIVE APPROACH PLACEMENT	Rev.	APPROVED BY:	Date: <u>08/04/26</u>  JEFFERY S. COWART City Engineer R.C.E. 41964	STD. NO. C-9A
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PLAN VIEW
N.T.S.



NOTES:

1. WHERE EXPANSIVE SOILS ARE ENCOUNTERED, AS SET FORTH IN THE STANDARD SPECIFICATIONS, 6 INCH OF IMPORTED SAND, COMPACTED TO 90% RELATIVE COMPACTION SHALL BE PLACED UNDER THE CURB, GUTTER, AND SIDEWALK.
2. MATERIAL SHALL BE CLASS 2 CONCRETE IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.

FILE: C-10.DWG

**ALLEY APPROACH
CONSTRUCTION**

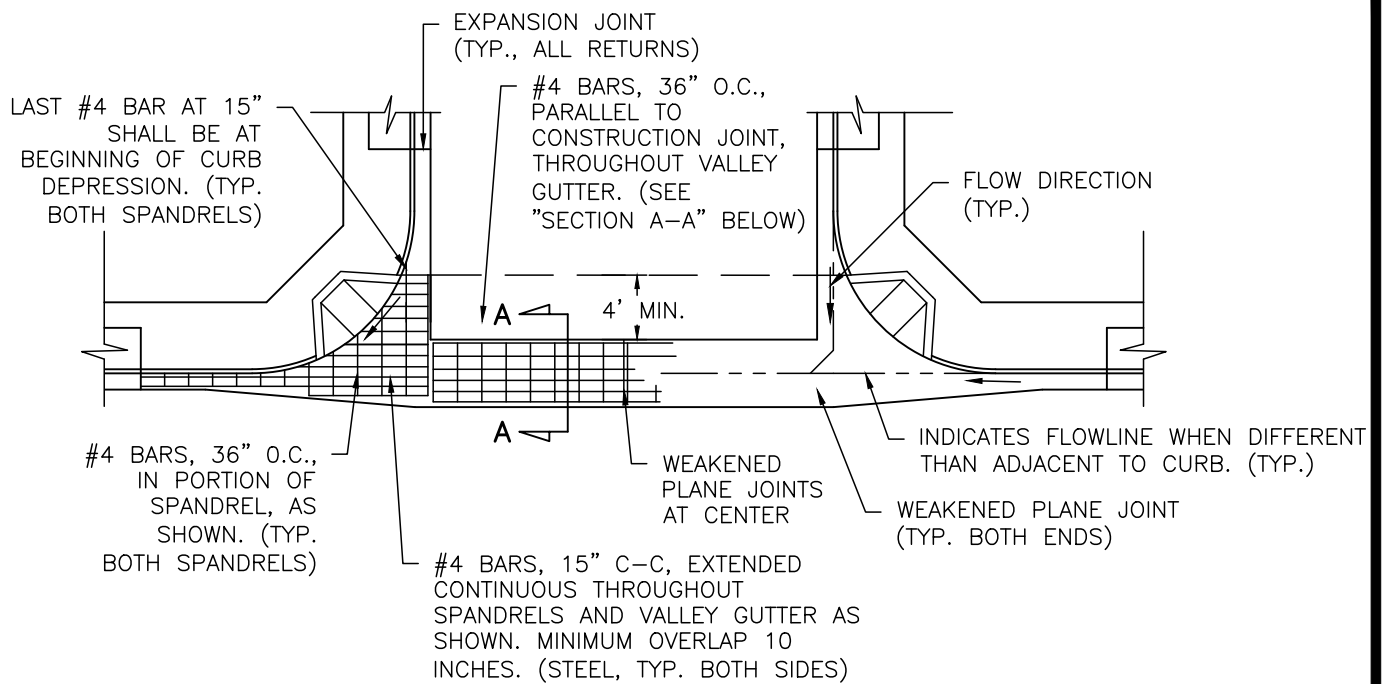
APPROVED BY:

Date: **08/04/26**

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City Engineer R.C.E. 41964

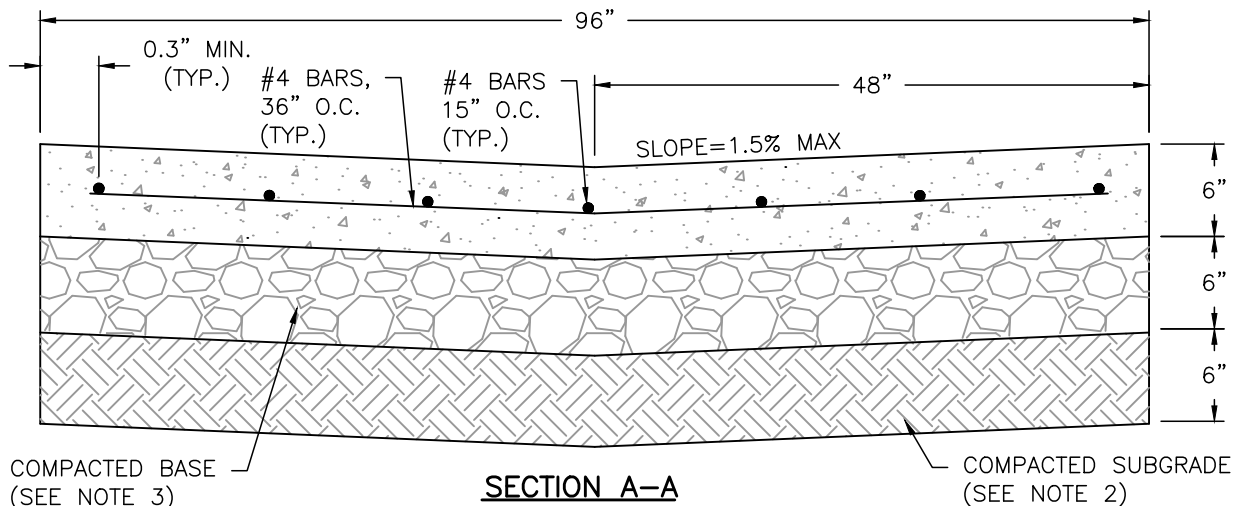
**STD.
NO.
C-10**

Rev.



PLAN VIEW

N.T.S.



N.T.S.

NOTES:

1. MATERIAL SHALL BE CLASS 2 CONCRETE IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. COMPACT SUBGRADE TO 95% RELATIVE COMPACTION, PER ASTM D1557.
3. BASE SHALL BE 6 INCHES CLASS II AGGREGATE BASE OR DECOMPOSED GRANITE, TO 95% RELATIVE COMPACTION PER ASTM D1557.
4. MINIMUM SLOPE SHALL BE 0.0050 IN THE DIRECTION OF FLOW.
5. MAXIMUM CROSS SLOPE IS 1.5% AND 5% IN THE DIRECTION OF TRAVEL.

FILE: C-11.DWG

VALLEY GUTTER

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Date: 08/04/26

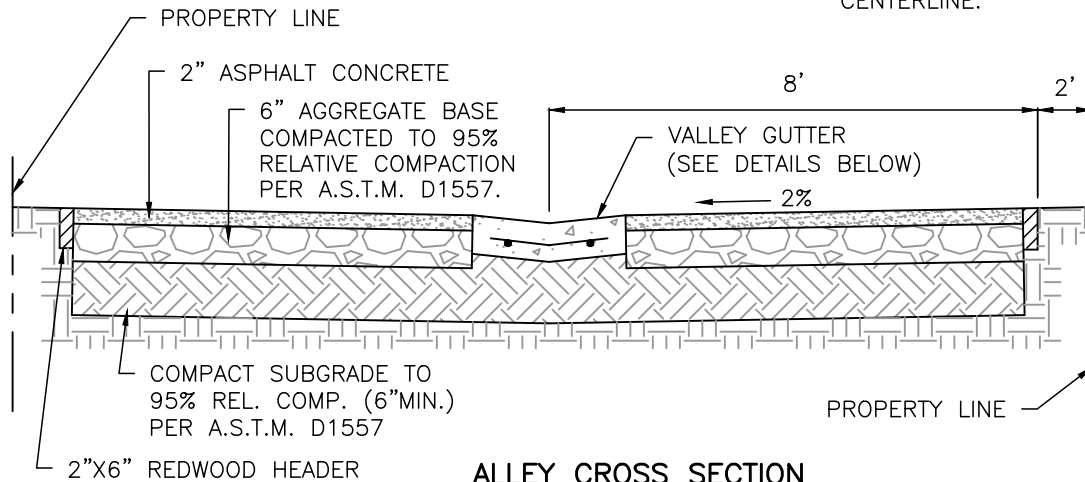
JEFFERY S. COWART
City Engineer R.C.E. 41964

STD.
NO.
C-11

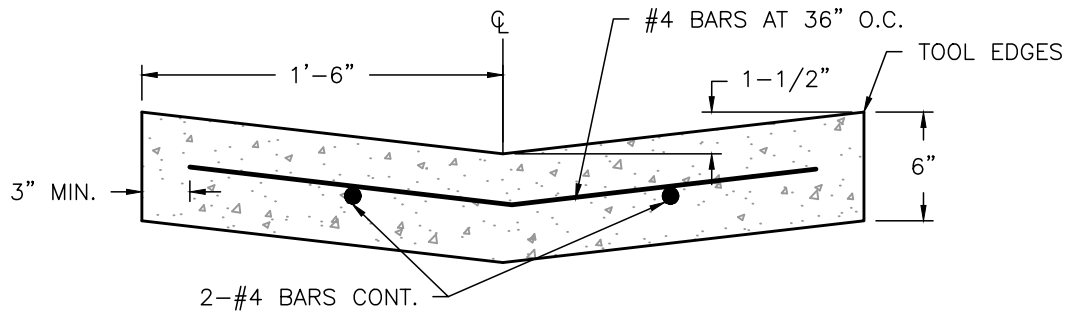
Rev.

NOTE:

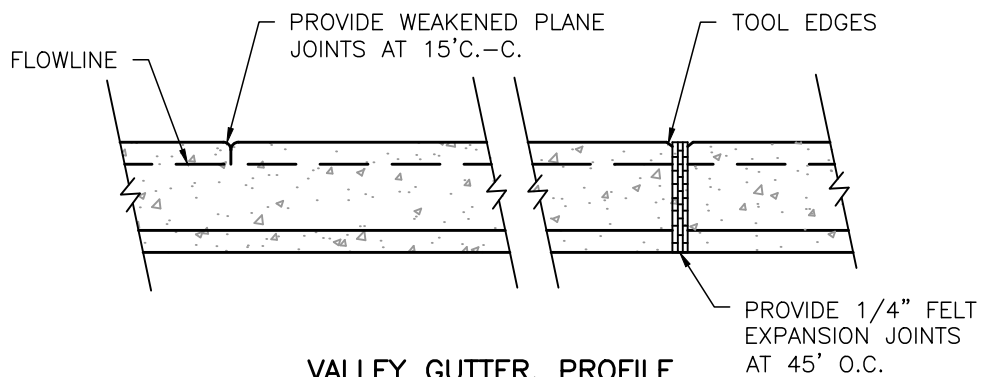
ALLEY CROSS SECTION IS SYMMETRICAL ABOUT THE CENTERLINE.

**ALLEY CROSS SECTION**

N.T.S.

**VALLEY GUTTER, END**

N.T.S.

**VALLEY GUTTER, PROFILE**

N.T.S.

NOTES:

1. MATERIAL SHALL BE CLASS 2 CONCRETE IN ACCORDANCE WITH SECTION 16 OF THE CITY STANDARD SPECIFICATIONS.
2. MINIMUM SLOPE SHALL BE 0.0025 IN THE DIRECTION OF FLOW.

FILE: C-12.DWG

**ALLEY WITH
VALLEY GUTTER**

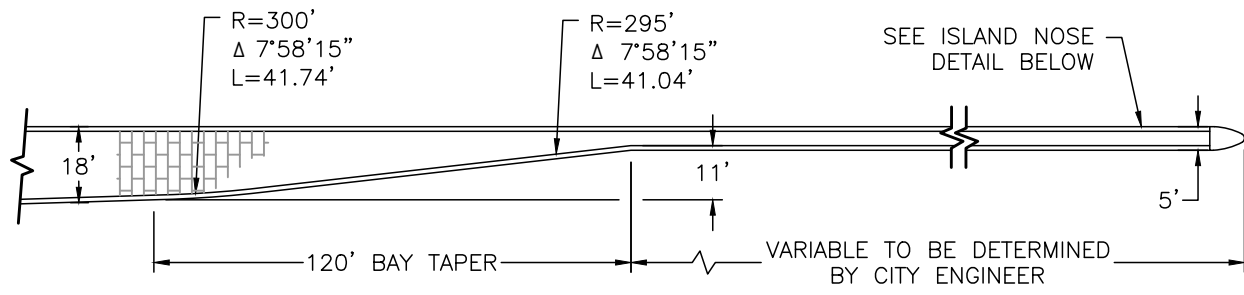
APPROVED BY:

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City Engineer R.C.E. 41964

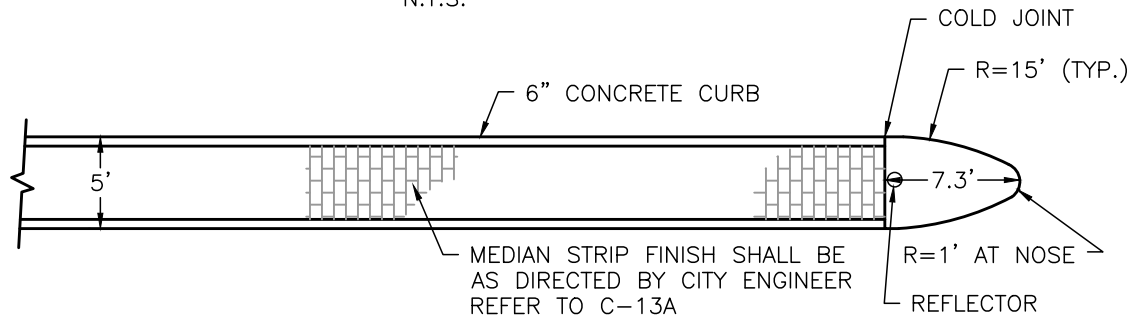
**STD.
NO.
C-12**

Rev.



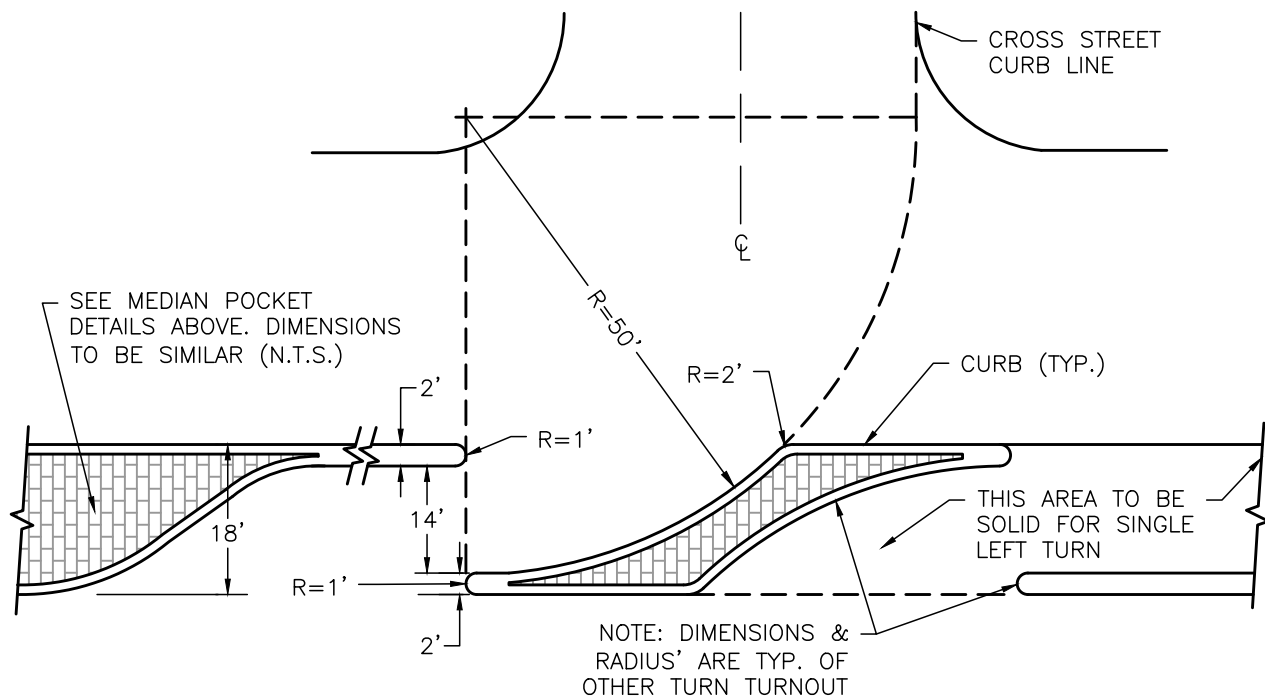
MEDIAN POCKET DETAIL

N.T.S.



ISLAND NOSE DETAIL

N.T.S.



CENTER ISLAND TURNOUT DETAIL

N.T.S.

FILE: C-13.DWG

MEDIAN DETAILS

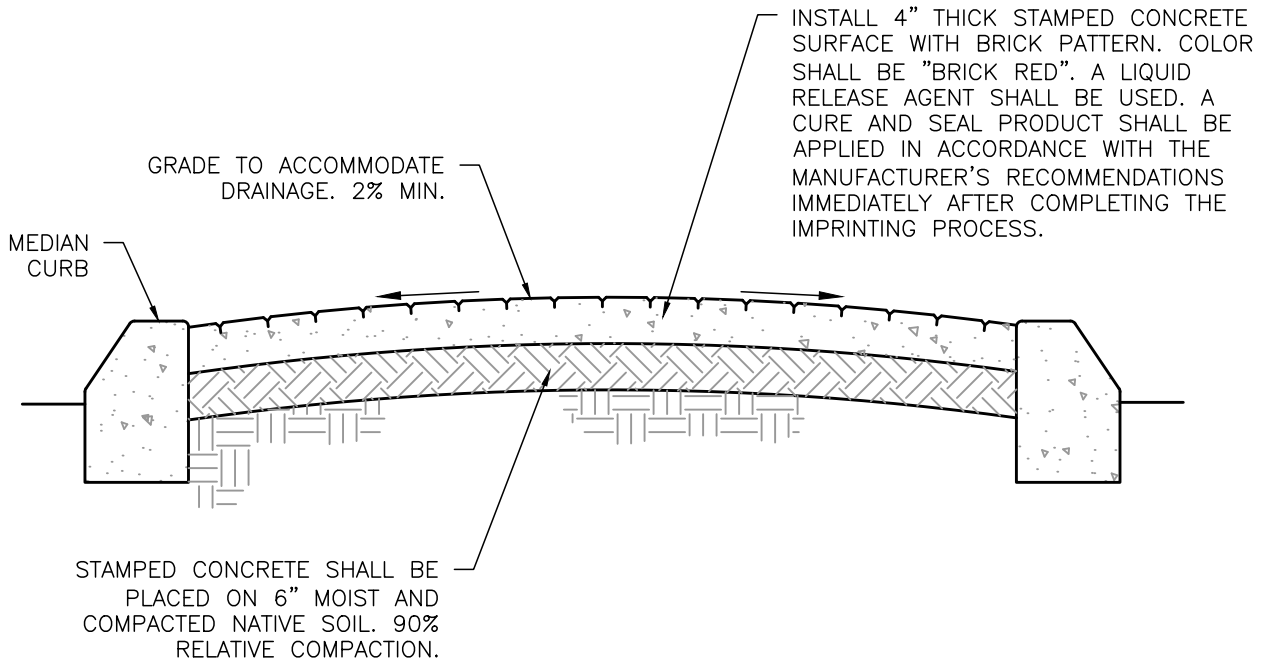
APPROVED BY:

Date: 08/04/26

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STD.
NO.
C-13

Rev.



NOTES:

1. WHEN MATCHING AN EXISTING COBBLESTONE MEDIAN, USE "RIVER ROCK" PATTERN WITH "COBBLESTONE GRAY" COLOR. A LIQUID RELEASE AGENT SHALL BE USED.

FILE: C-13A.DWG

MEDIAN DETAILS

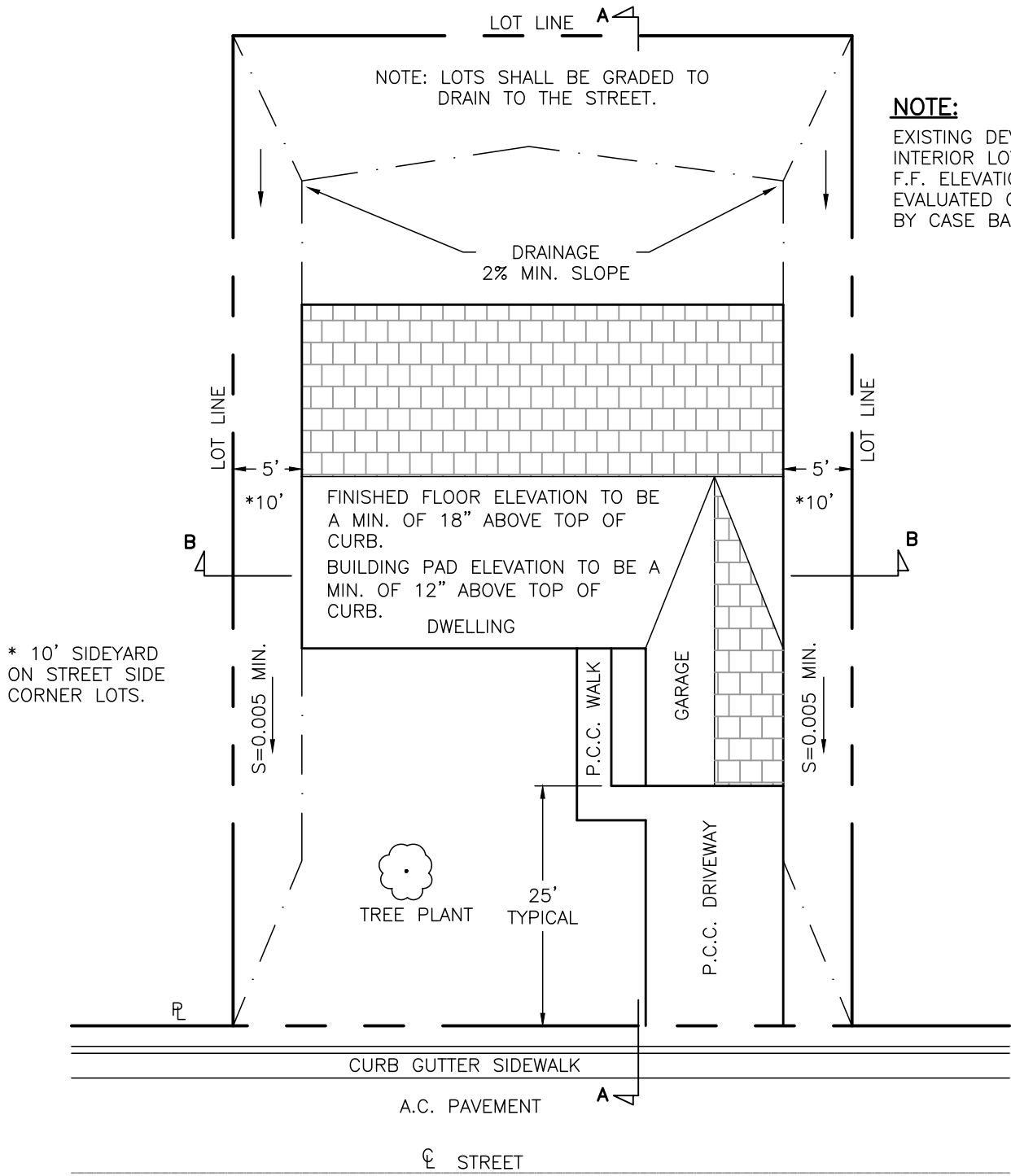
APPROVED BY:

Date: **08/04/26**

Rev.

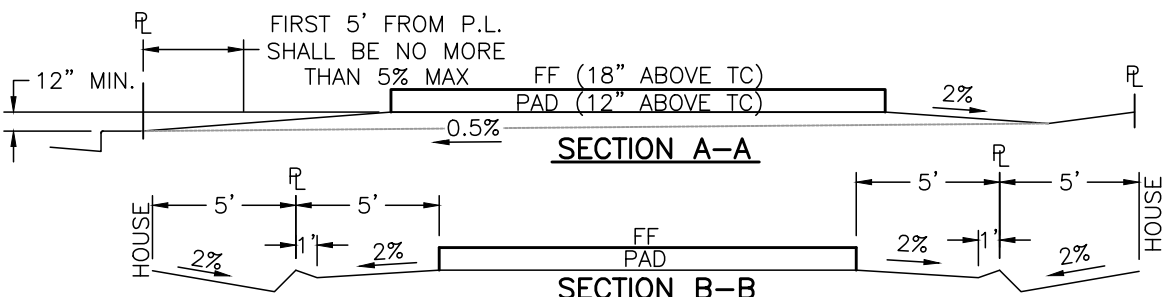
Jeffery S. Cowart
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City Engineer R.C.E. 41964

**STD.
NO.
C-13A**



NOTE:
EXISTING DEVELOPED
INTERIOR LOT PADS AND
F.F. ELEVATIONS TO BE
EVALUATED ON A CASE
BY CASE BASIS.

* 10' SIDEYARD
ON STREET SIDE
CORNER LOTS.



FILE: SD-1.DWG

TYPICAL LOT DRAINAGE

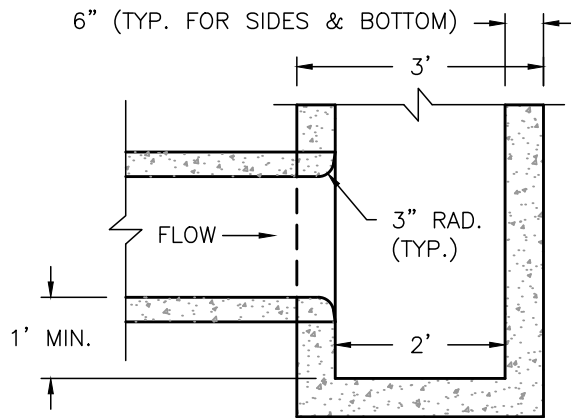
APPROVED BY:

Date: 08/04/26

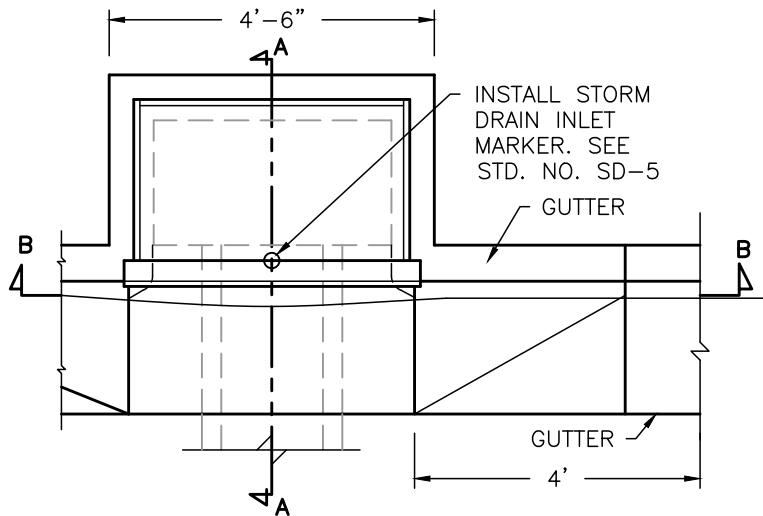
JEFFERY S. COWART
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STD.
NO.
SD-1

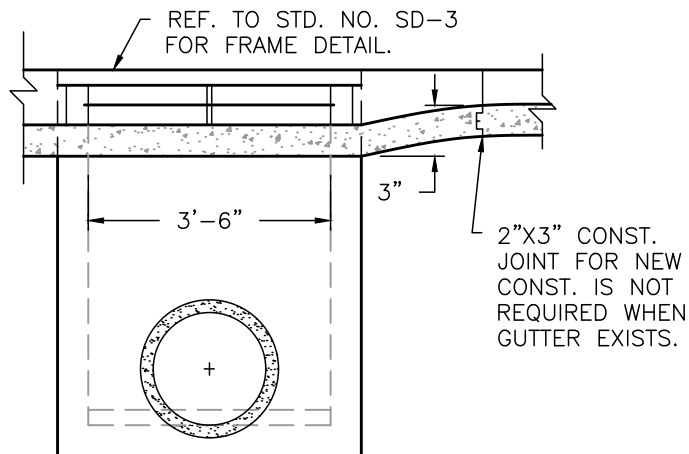
Rev.



SECTION OF OUTLET
N.T.S.



TOP (INLET)
N.T.S.



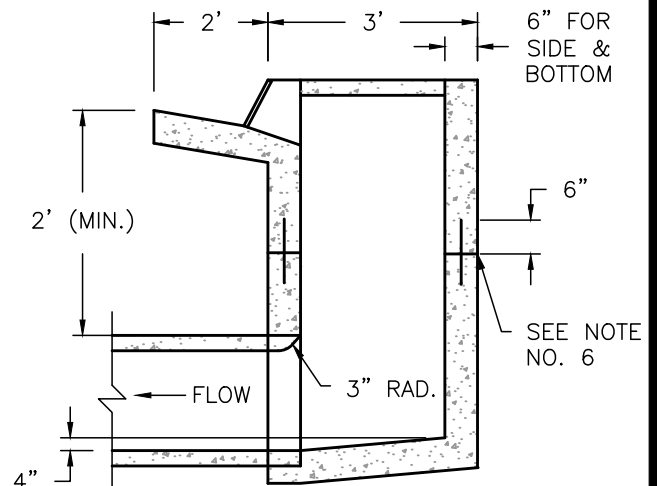
SECTION B-B (INLET)
FRONT - CUTTING PLANE
IS AT FLOWLINE
N.T.S.

NOTES FOR OUTLET ONLY

- AN OUTLET STRUCTURE THROAT SHALL BE FORMED WITH 6 INCHES FROM FLOWLINE TO TOP OF CURB.
- ELIMINATE THE 1/2" DIA. STEEL ROD FROM THE THROAT FORM.

NOTES FOR INLET & OUTLET

- THE INLET OR OUTLET MAY BE MODIFIED SLIGHTLY TO MATCH EXISTING IMPROVEMENTS, AS DIRECTED BY THE ENGINEER.
- STRUCTURE SHALL BE CLASS "2" CONCRETE. EXPOSED SURFACE SHALL BE FINISHED AS PER CURB SPECIFICATIONS.
- CURB AND GUTTER SHALL BE RECONSTRUCTED ON EACH SIDE OF BOX AS INDICATED ON THE PLANS.
- THE FLOOR OF THE INLET SHALL SLOPE FROM ALL WALLS TO THE LATERAL FLOWLINE AND BE GIVEN A STEEL TROWELED FINISH.
- AT THE CONTACT POINT OF THE STRUCTURE WALL AND THE LATERAL A SMOOTH 3" RADIUS CURVE SHALL BE CONSTRUCTED.
- IF THE STRUCTURE IS CONSTRUCTED IN A TWO-STAGE POUR, PROVIDE A ROUGHENED CONSTRUCTION JOINT AND PLACE ONE NO.4 BAR, 1 FOOT LONG, IN EACH OF THE FOUR WALLS, AS SHOWN.



SECTION A-A (INLET)
N.T.S.

FILE: SD-2.DWG

**42" CURB DRAIN
INLET OR OUTLET**

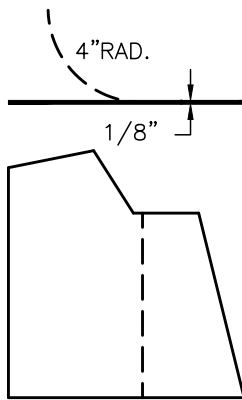
APPROVED BY:

Date: **08/04/26**

Rev.

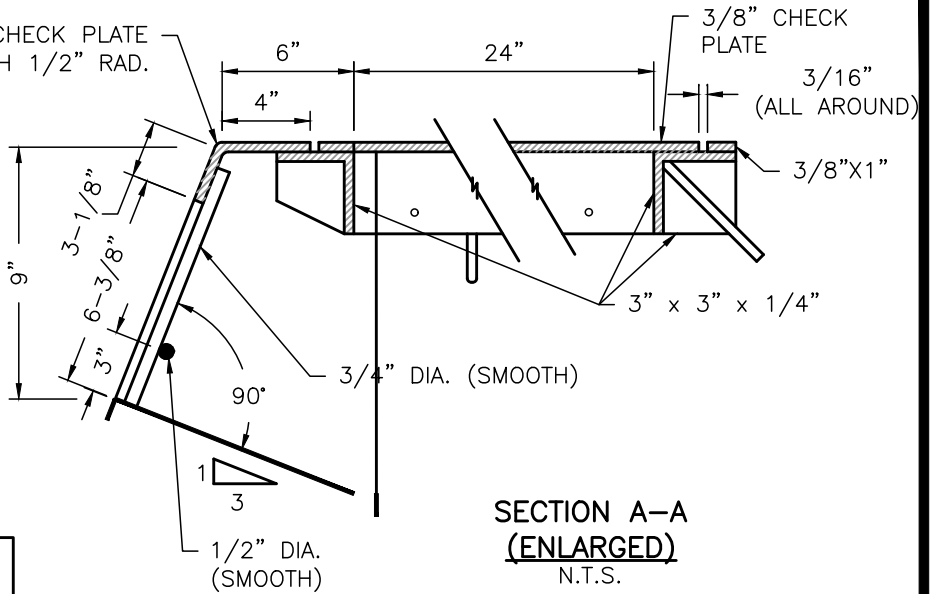
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**STD.
NO.
SD-2**

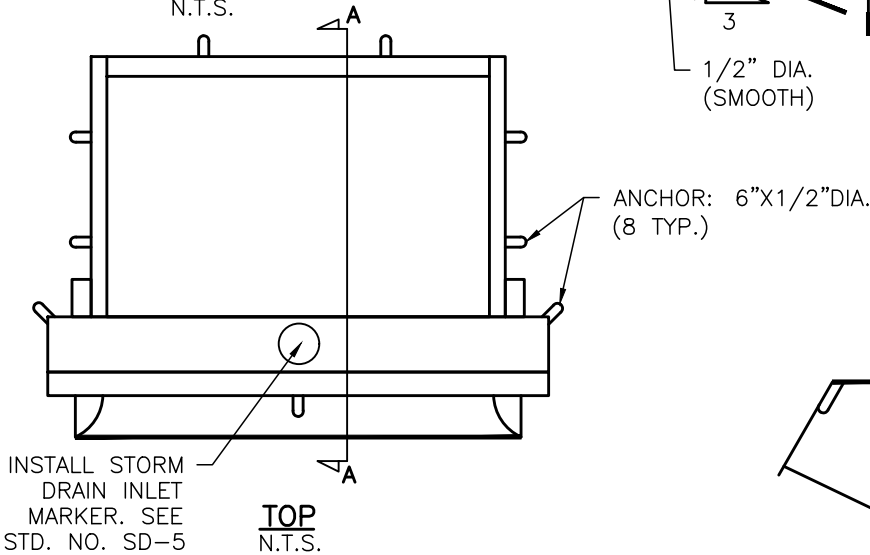


SIDE PLATE
N.T.S.

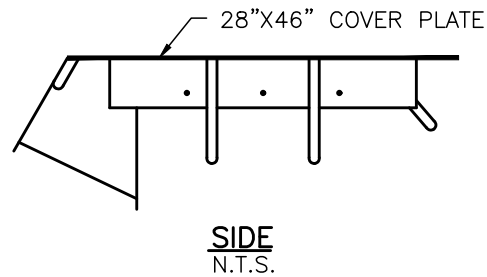
3/8" CHECK PLATE
WITH 1/2" RAD.



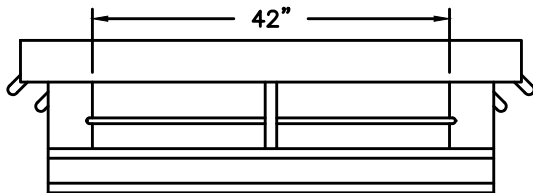
SECTION A-A
(ENLARGED)
N.T.S.



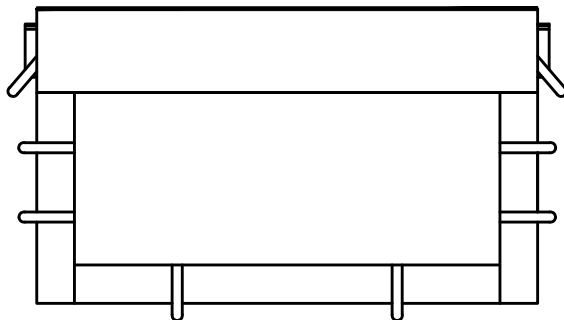
TOP
N.T.S.



SIDE
N.T.S.



FRONT
N.T.S.



BOTTOM
N.T.S.

NOTES:

1. ALL PARTS SHALL BE STRUCTURAL GRADE STEEL.
2. ALL PARTS, EXCEPT COVER, SHALL BE WELDED TO THE SPECIFICATIONS OF THE ENGINEER.
3. ALL EXPOSED METAL PARTS SHALL BE PAINTED PER THE STANDARD SPECIFICATIONS FOR PAINTING.

FILE: SD-3.DWG

**TYPE "D" INLET
THROAT FORM
AND FRAME**

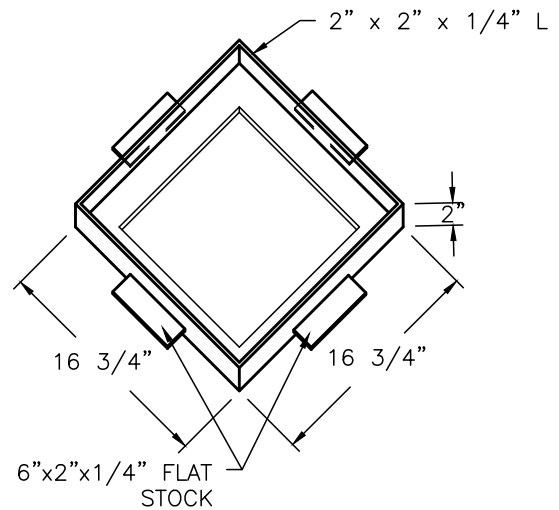
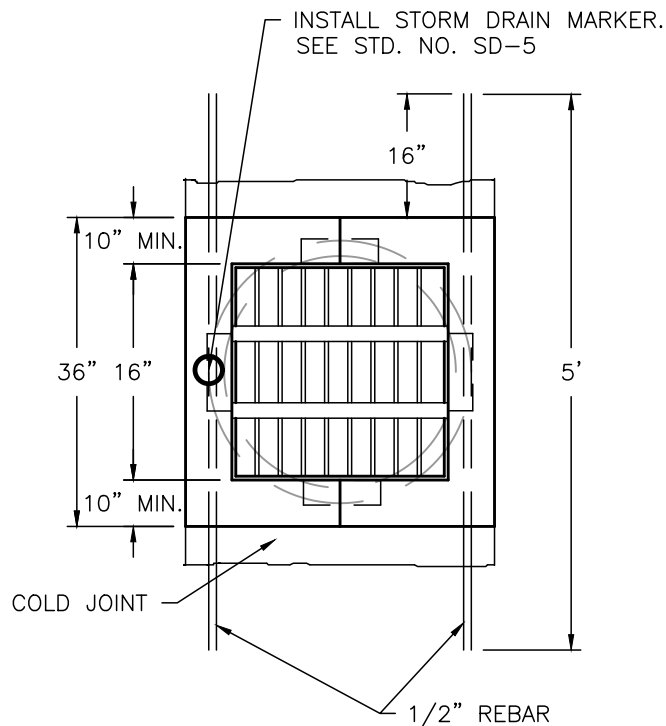
APPROVED BY:

Date: **08/04/26**

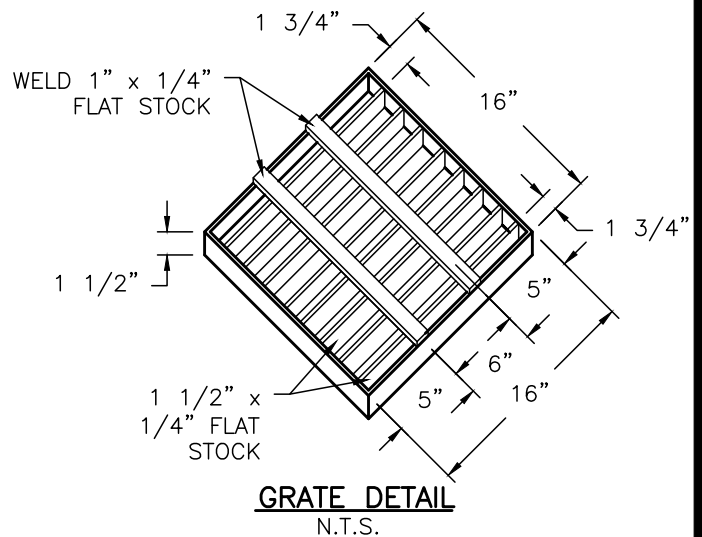
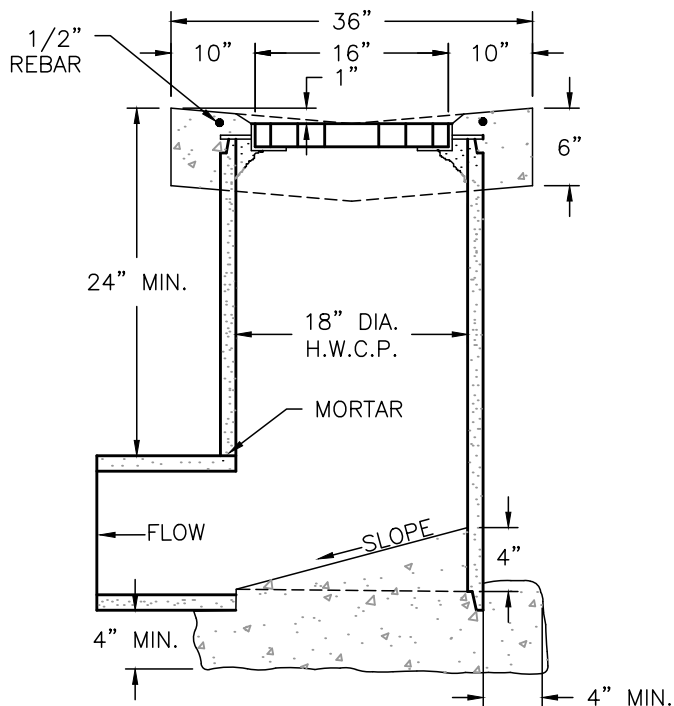
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**STD.
NO.
SD-3**



FRAME DETAIL
N.T.S.



GRATE DETAIL
N.T.S.

NOTE:

ALL CONCRETE SHALL BE CLASS "2" CONCRETE IN ACCORDANCE WITH SECTION 7 OF THE STANDARD SPECIFICATIONS.

FILE: SD-4.DWG

V-GUTTER CATCH BASIN

APPROVED BY:

Date: **08/04/26**

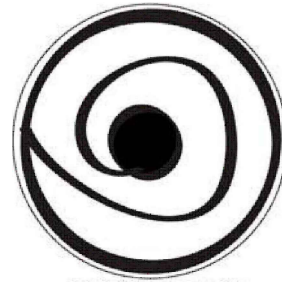
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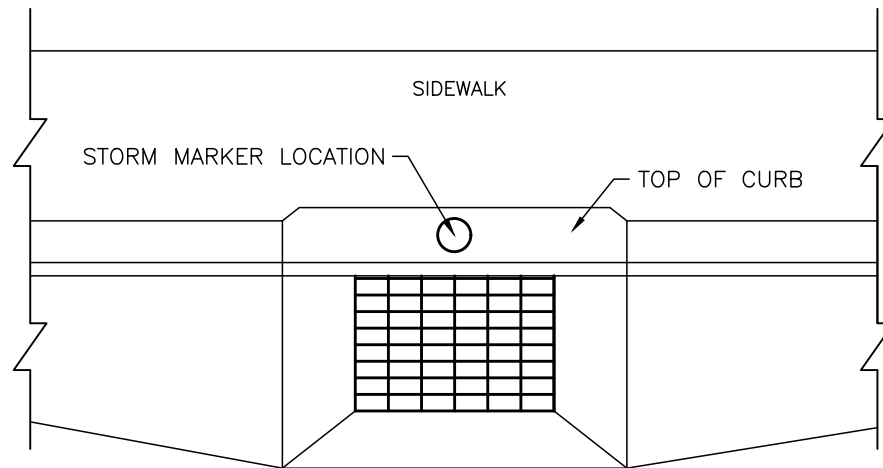
**STD.
NO.
SD-4**



FRONT
STORM MARKER



BACK
ADHESIVE PATTERN



PLAN

NOTES:

1. ALL STORM DRAIN INLETS SHALL BE MARKED "NO DUMPING ONLY RAIN IN THE DRAIN".
2. STORM DRAIN MARKERS SHALL BE 4-INCH DIAMETER, 304 STAINLESS STEEL WITH BLUE BACKGROUND AND STAINLESS STEEL LETTERING, OR APPROVED EQUIVALENT.
3. ALTERNATE MARKERS MUST BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS.

INSTALLATION:

1. MARKER SHALL BE INSTALLED USING A TUBE APPLIED ADHESIVE COMPATIBLE WITH CONCRETE AND STAINLESS STEEL, INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
2. MARKERS SHALL BE INSTALLED ON THE CURB AND CENTERED ON THE GRATE AS SHOWN ABOVE.
3. APPLICATION SURFACE MUST BE FLAT.
4. CLEAN APPLICATION SURFACE WITH WIRE BRUSH. SURFACE MUST BE CLEAN, DRY, AND FREE OF ANY LOOSE DEBRIS.
5. APPLY ADHESIVE TO THE BACK OF THE MARKER. START 1/8" IN FROM THE OUTSIDE EDGE APPLYING AN EVEN BEAD AROUND THE ENTIRE EDGE, AND THEN SPIRAL INWARD TOWARD THE CENTER AS SHOWN ABOVE.
6. PLACE MARKER ON APPLICATION SURFACE. PUSH IT DOWN HARD WITH A TWISTING MOTION, FORCING ADHESIVE OUT FROM THE EDGE. IT IS IMPORTANT THAT ADHESIVE SEALS THE ENTIRE OUTER EDGE OF THE MARKER.

FILE: SD-5.DWG

**STORM DRAIN
INLET MARKER**

APPROVED BY:

Date: 08/04/26

1

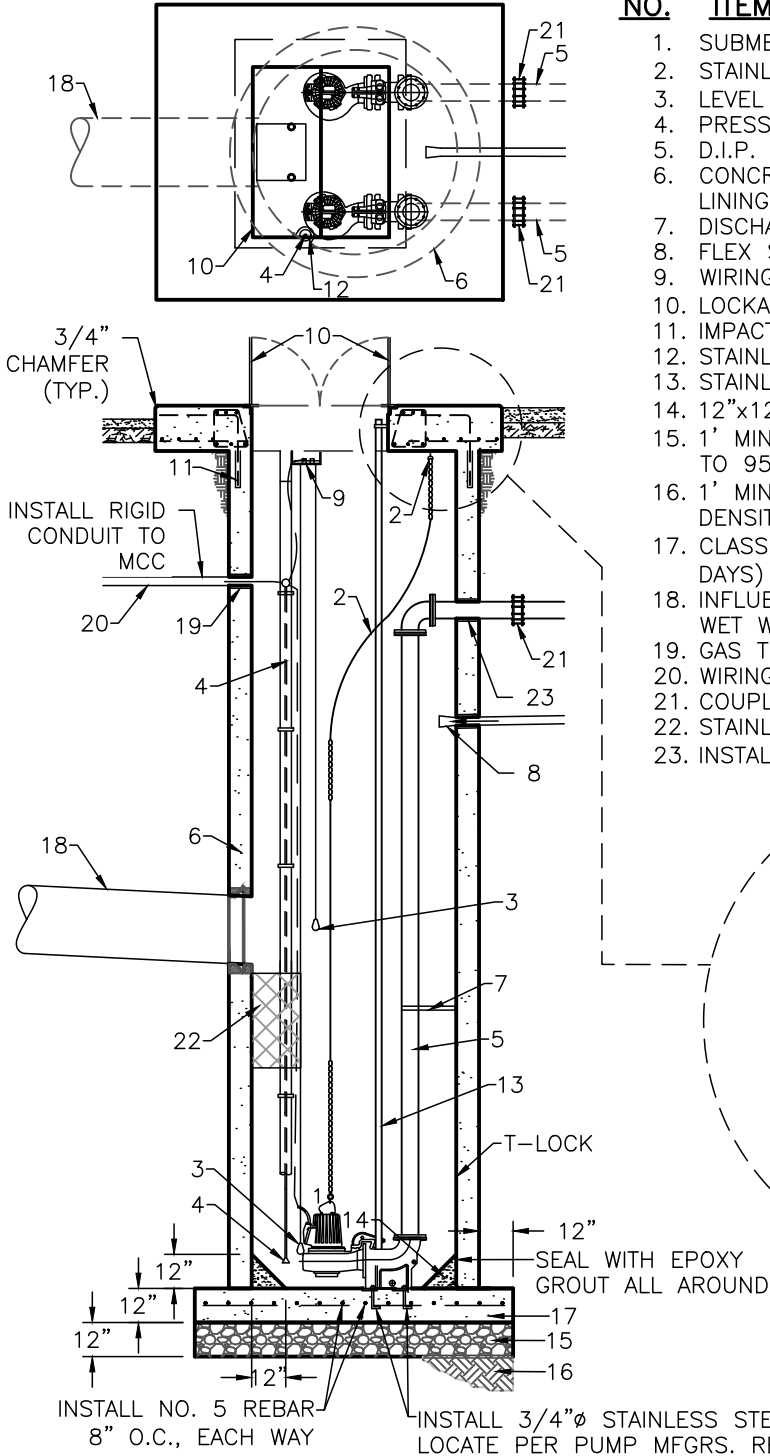
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City Engineer R.C.E. 41964

**STD.
NO.
SD-5**

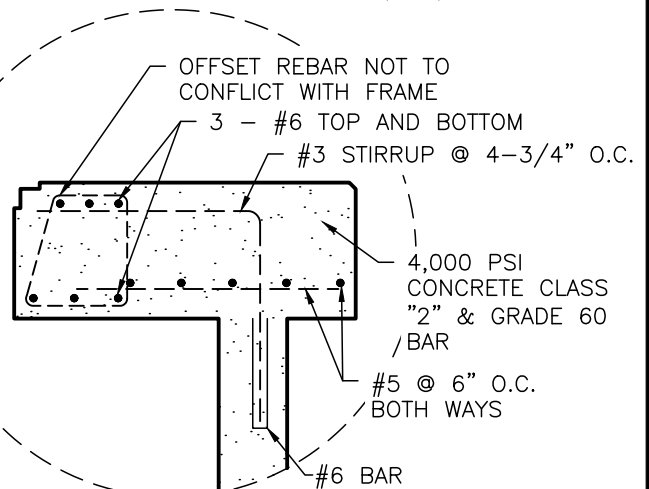
NOTES:

1. LIFT STATION SHALL INCLUDE VALVE BOX AND CONTROL PANEL AS SHOWN IN STD. NOS. SS-10 AND SS-11 RESPECTIVELY.
2. DRAWINGS SHOW TYPICAL ARRANGEMENT OF EQUIPMENT. DETAILED DIMENSIONS SHALL BE PER MANUFACTURERS RECOMMENDATION AND AS APPROVED BY THE ENGINEER. DETAILED SHOP DRAWINGS ARE REQUIRED. SEE STANDARD SPECIFICATION FOR WET WELL LIFT STATIONS.
3. ALL ANCHOR BOLTS, NUTS, BOLTS AND OTHER HARDWARE USED ON OR WITHIN WET WELL SHALL BE STAINLESS STEEL.
4. FOR COATINGS REQUIREMENTS, SEE STANDARD SPECIFICATION SECTION 31, PAINTING.



<u>NO.</u>	<u>ITEM</u>
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1. SUBMERSIBLE NON-CLOG PUMP PER SPECS
2. STAINLESS STEEL CHAIN LIFTING DEVICE (5/16" S.S.)
3. LEVEL SENSOR. FLOAT BULB. BUSHING (GAS TIGHT)
4. PRESSURE TRANSDUCER AND CABLE
5. D.I.P. DISCHARGE TO VALVE BOX
6. CONCRETE WET WELL. PRECAST SECTIONS WITH T-LOCK LINING
7. DISCHARGE PIPE ANCHOR BRACKET
8. FLEX STYLE CHECK VALVE
9. WIRING BRACKET AND CONTROL CABLES
10. LOCKABLE HINGED DOOR (MIN SIZE 36"x48")
11. IMPACT DRILL HOLE AND FILL WITH EPOXY CONCRESSIVE
12. STAINLESS STEEL TUBE
13. STAINLESS STEEL SLIDE RAILS
14. 12"x12" CHAMFER TRANSITION TO WET WELL BOTTOM
15. 1' MIN. CLASS 2 AGGREGATE BASE MATERIAL COMPACTED TO 95% MAXIMUM DENSITY
16. 1' MIN. EXISTING SOIL COMPACTED TO 95% MAXIMUM DENSITY
17. CLASS 2 REINFORCED CONCRETE BASE (3000 PSI @ 28 DAYS)
18. INFLUENT PIPE. FLEXIBLE JOINT WITHIN 12-INCHES OF WET WELL
19. GAS TIGHT SEAL
20. WIRING CONDUIT AND CONDUCTOR
21. COUPLING
22. STAINLESS STEEL TRASH BASKET
23. INSTALL GROUT WITH BONDING AGENT (TYP.)



NOTE:

DRAWING IS SCHEMATIC;
DIMENSIONS, ELEVATIONS &
OTHER SPECIFICATIONS SHALL
BE PER SUBMITTAL.

FILE: SD-6.DWG

STORM DRAIN LIFT STATION

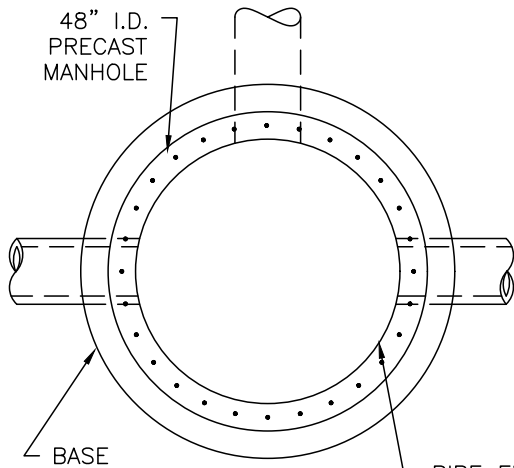
APPROVED BY:

Date: 08/04/26

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City Engineer R.C.E. 41964

STD.
NO.
SD-6

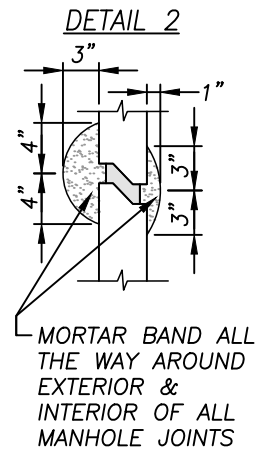
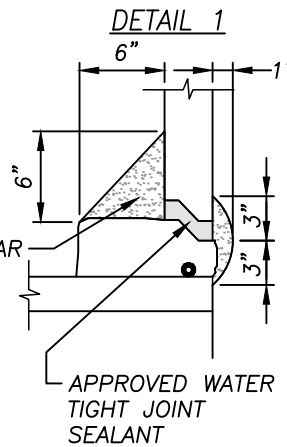
Rev.



SECTION A-A
N.T.S.

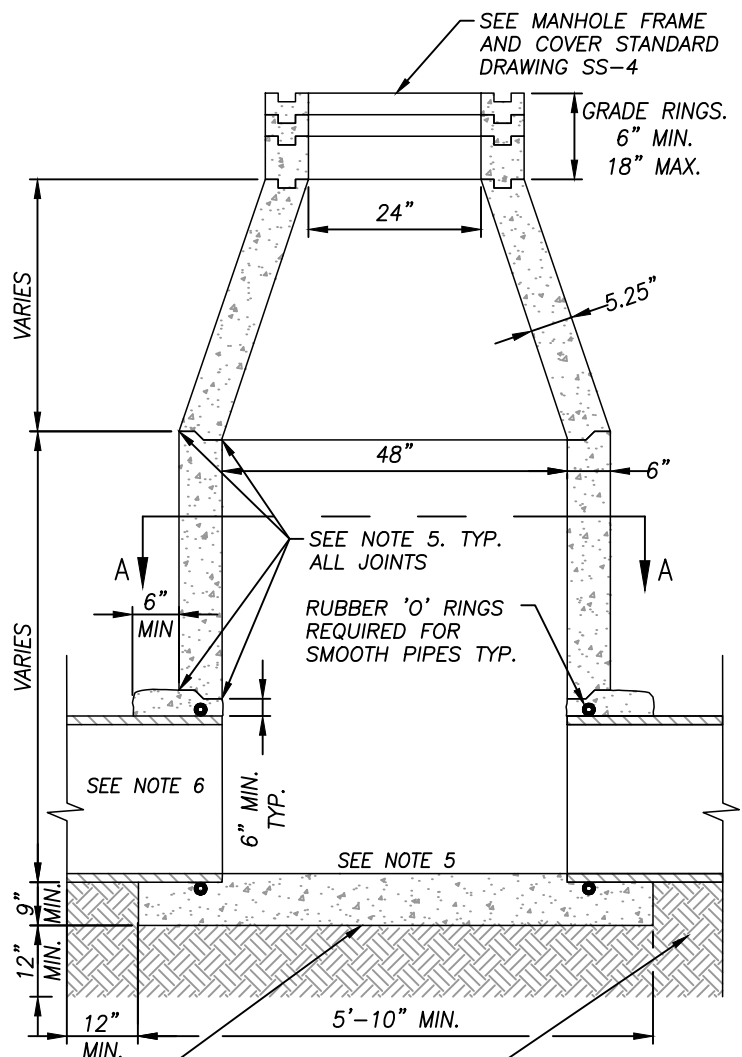
PIPE ENDS SHALL BE CUT
AND MORTARED FLUSH
WITH INSIDE WALL OF
MANHOLE

INSTALL MORTAR
RING AT
OUTSIDE BASE
OF MANHOLE



NOTES:

1. ALL CONCRETE SHALL BE 590 LBS, 1 INCH AGGREGATE, 5 INCHES MAX SLUMP, 4,000 P.S.I. AT 28 DAYS.
2. MANHOLE PIPE, CONE AND GRADE RINGS SHALL BE PRECAST REINFORCED CONCRETE AS PER ASTM C478.
3. JOINTS SHALL BE RUBBER GASKET AS PER ASTM C443 OR JOINTS SHALL BE CONSTRUCTED WITH MASTIC (KENT SEAL NO. 2 OR EQUAL) AS PER ASTM C990 AT CONTRACTOR'S OPTION. MASTIC SHALL COVER A MINIMUM OF ONE-HALF THE COMPRESSED SURFACE. ALL JOINTS SHALL BE WATER TIGHT.
4. MAXIMUM DISTANCE BETWEEN MANHOLES SHALL BE 500 FEET OR AS REQUIRED BY THE CITY ENGINEER.
5. MORTAR BAND ALL THE WAY AROUND EXTERIOR AND INTERIOR OF ALL MANHOLE JOINTS. SEE DETAILS 1 AND 2.
6. 48 INCHES MANHOLES ARE REQUIRED FOR STORM DRAIN PIPE SIZES FROM 12 INCHES TO 24 INCHES OR AS REQUIRED BY THE CITY ENGINEER.
7. EXFILTRATION TEST REQUIRED AS PER ASTM C969-02, AS IMPLEMENTED BY CITY OF LEMOORE.
8. MANHOLE SHAFTS, TAPERED SECTIONS AND ADJUSTMENT RINGS SHALL CONFORM TO A.S.T.M. C478.
9. ALL JOINTS TO BE GROUTED SMOOTH INSIDE AND OUT.
10. THE INSIDE BOTTOM OF THE MANHOLE SHALL HAVE A STEEL TROWEL FINISH.
11. KENT SEAL OR APPROVED EQUAL SHALL BE USED TO SEAL ALL MANHOLE JOINTS.
12. IF GROUNDWATER ENCOUNTERED, CONTRACTOR SHALL USE PRECAST BASE AND ADD 1-1/2" MAXIMUM DIAMETER BASE ROCK TO A DEPTH OF ONE (1) FOOT BELOW BASE.



CAST-IN-PLACE BASE TO BE
CLASS "2" CONCRETE MIX
(4,000 P.S.I. MIN. IN 28
DAYS)

12" MIN. COMPACTED
SUBGRADE. 95%
RELATIVE COMPACTION

FILE: SD-7.DWG

**48" STORM DRAIN
MANHOLE**

APPROVED BY:

Date: **08/04/26**

1

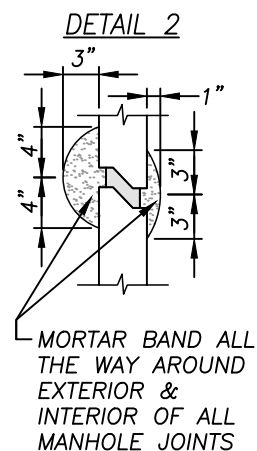
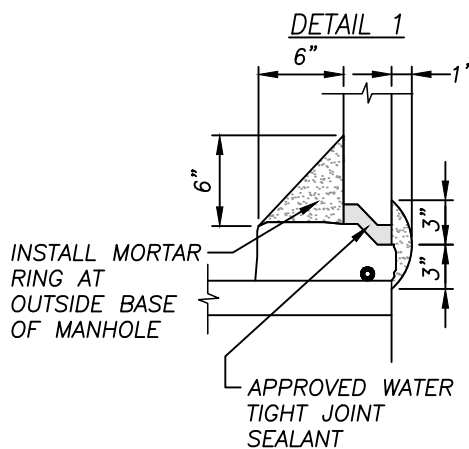
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**STD.
NO.
SD-7**

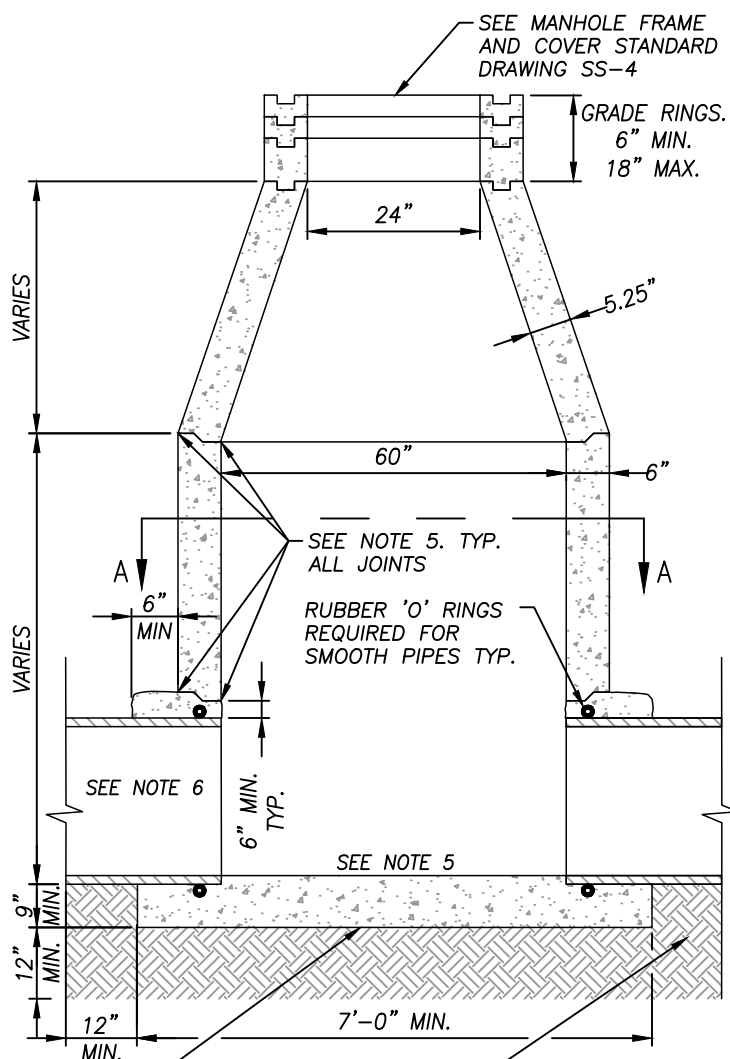
SECTION A-A
N.T.S.

PIPE ENDS SHALL BE CUT
AND MORTARED FLUSH
WITH INSIDE WALL OF
MANHOLE



NOTES:

1. ALL CONCRETE SHALL BE 590 LBS, 1 INCH AGGREGATE, 5 INCHES MAX SLUMP, 4,000 P.S.I. AT 28 DAYS.
2. MANHOLE PIPE, CONE AND GRADE RINGS SHALL BE PRECAST REINFORCED CONCRETE AS PER ASTM C478.
3. JOINTS SHALL BE RUBBER GASKET AS PER ASTM C443 OR JOINTS SHALL BE CONSTRUCTED WITH MASTIC (KENT SEAL NO. 2 OR EQUAL) AS PER ASTM C990 AT CONTRACTOR'S OPTION. MASTIC SHALL COVER A MINIMUM OF ONE-HALF THE COMPRESSED SURFACE. ALL JOINTS SHALL BE WATER TIGHT.
4. MAXIMUM DISTANCE BETWEEN MANHOLES SHALL BE 500 FEET OR AS REQUIRED BY THE CITY ENGINEER.
5. MORTAR BAND ALL THE WAY AROUND EXTERIOR AND INTERIOR OF ALL MANHOLE JOINTS. SEE DETAILS 1 AND 2.
6. 60 INCHES MANHOLES ARE REQUIRED FOR STORM DRAIN PIPE SIZES FROM 27 INCHES TO 36 INCHES OR AS REQUIRED BY THE CITY ENGINEER.
7. EXFILTRATION TEST REQUIRED AS PER ASTM C969-02, AS IMPLEMENTED BY CITY OF LEMOORE.
8. MANHOLE SHAFTS, TAPERED SECTIONS AND ADJUSTMENT RINGS SHALL CONFORM TO A.S.T.M. C478.
9. ALL JOINTS TO BE GROUTED SMOOTH INSIDE AND OUT.
10. THE INSIDE BOTTOM OF THE MANHOLE SHALL HAVE A STEEL TROWEL FINISH.
11. KENT SEAL OR APPROVED EQUAL SHALL BE USED TO SEAL ALL MANHOLE JOINTS.
12. IF GROUNDWATER ENCOUNTERED, CONTRACTOR SHALL USE PRECAST BASE AND ADD 1-1/2" MAXIMUM DIAMETER BASE ROCK TO A DEPTH OF ONE (1) FOOT BELOW BASE.



CAST-IN-PLACE BASE TO BE
CLASS "2" CONCRETE MIX
(4,000 P.S.I. MIN. IN 28
DAYS)

12" MIN. COMPACTED
SUBGRADE. 95%
RELATIVE COMPACTION

FILE: SD-8.DWG

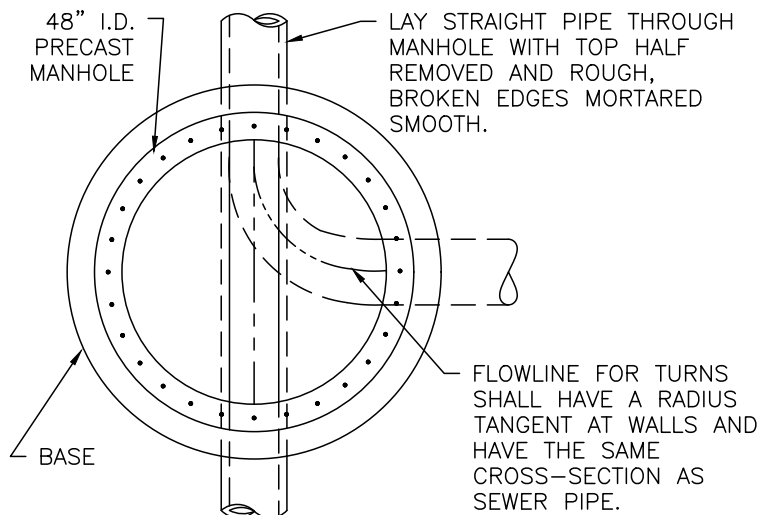
60" STORM DRAIN MANHOLE

APPROVED BY:

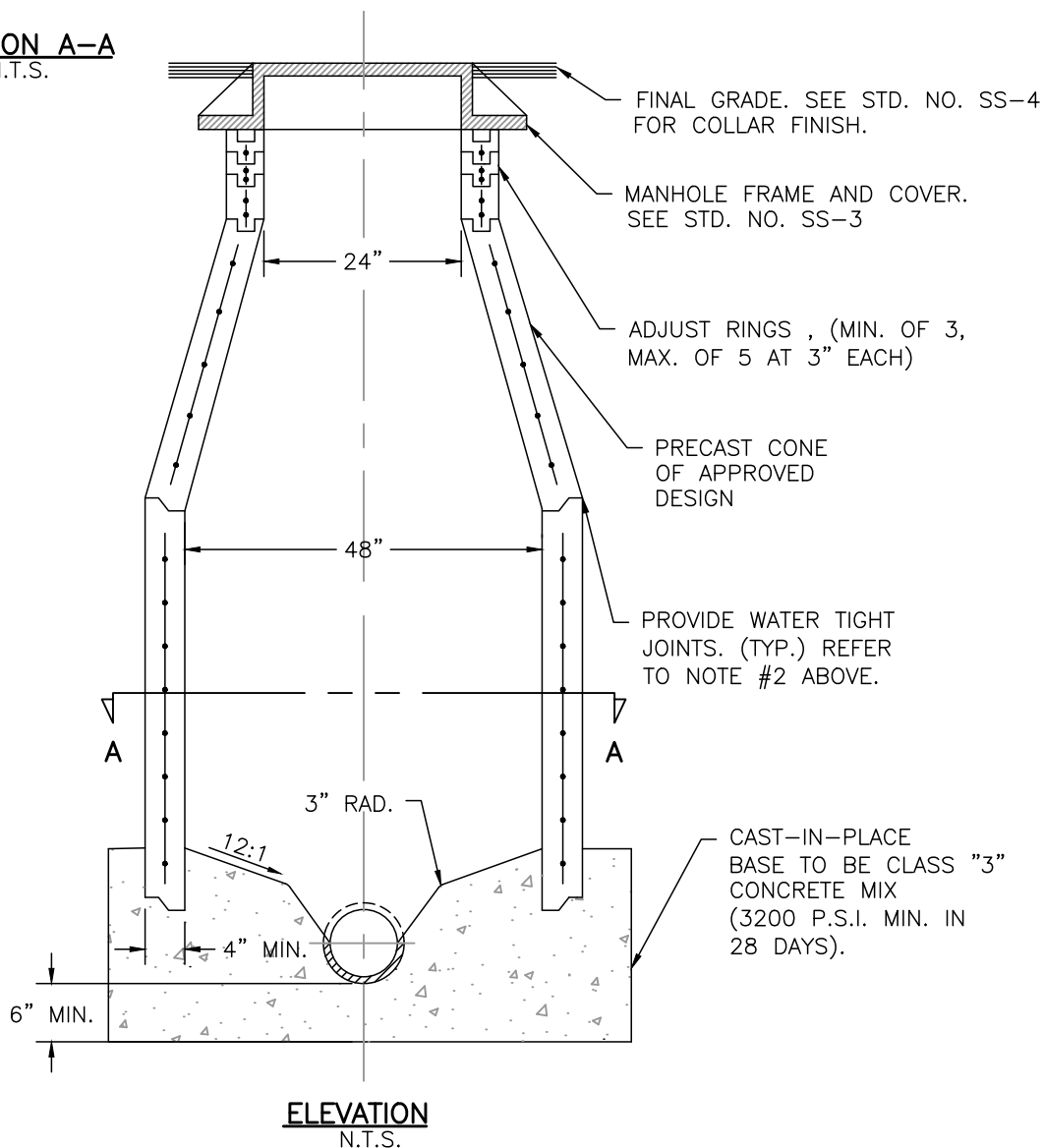
Date: **08/04/26**


JEFFERY S. COWART
City Engineer R.C.E. 41964

STD.
NO.
SD-8



SECTION A-A
N.T.S.



NOTES:

1. MANHOLE SHAFTS, TAPERED SECTIONS AND ADJUSTMENT RINGS SHALL CONFORM TO A.S.T.M. C478.
2. ALL JOINTS TO BE GROUTED SMOOTH INSIDE AND OUT.
3. THE INSIDE BOTTOM OF THE MANHOLE SHALL HAVE A STEEL TROWEL FINISH.
4. KENT SEAL OR APPROVED EQUAL, SHALL BE USED TO SEAL ALL MANHOLE JOINTS.
5. IF GROUNDWATER ENCOUNTERED, ADD 1-1/2" MAXIMUM DIAMETER BASE ROCK TO A DEPTH OF ONE (1) FOOT BELOW BASE.
6. SANITARY SEWER MANHOLE SHOWN IS FOR AN 18" DIA. PIPE OR SMALLER. SEE STD. NOS. SS-1A AND SS-1B FOR LARGER PIPE DIAMETERS.

FILE: SS-1.DWG

**48" SANITARY SEWER
MANHOLE**

APPROVED BY:

Date: **08/04/26**

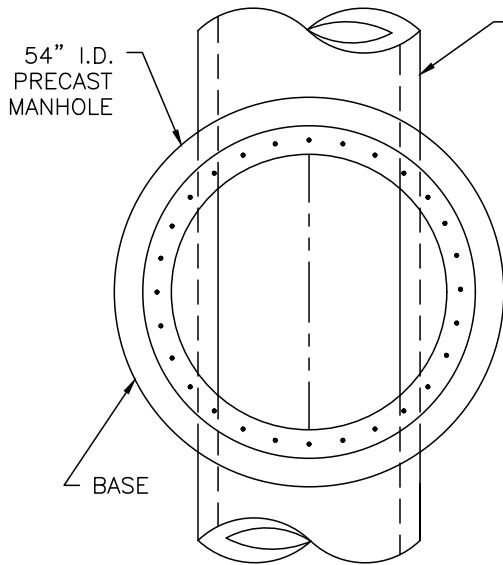
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City Engineer R.C.E. 41964

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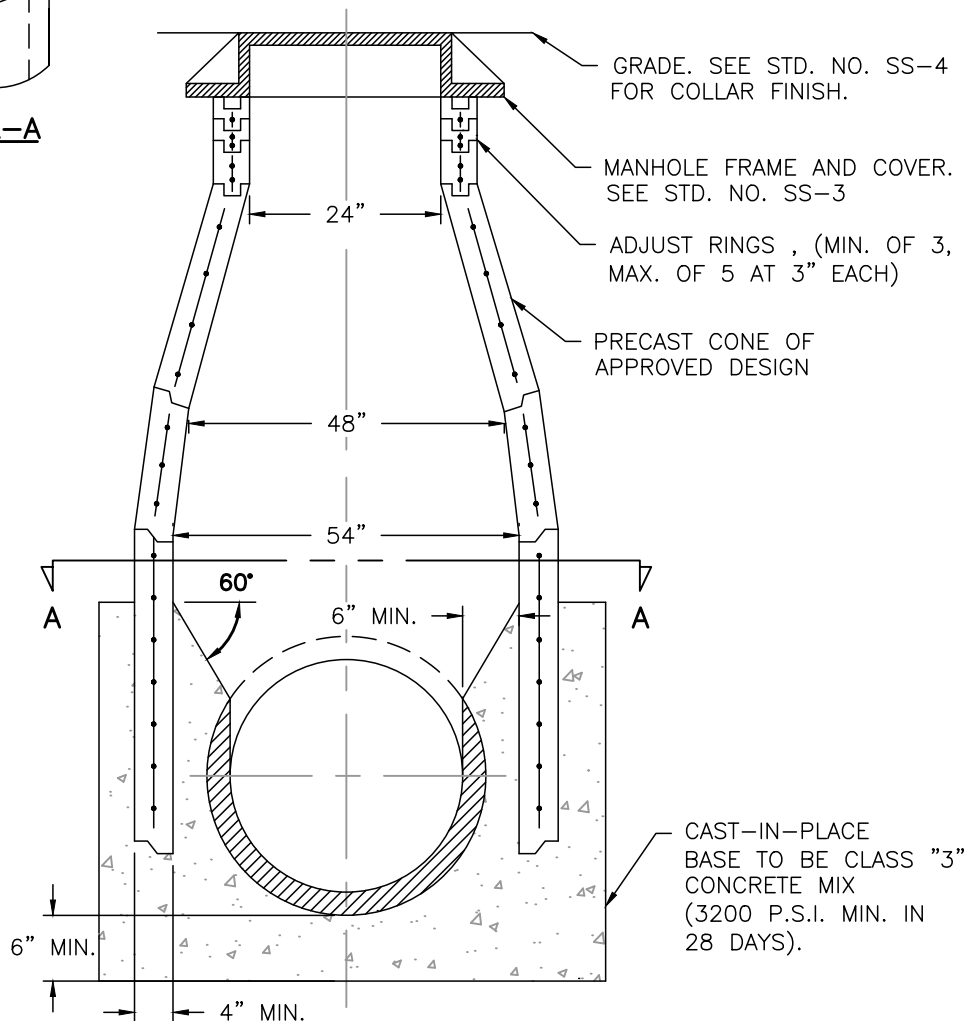
**STD.
NO.
SS-1**

NOTES:

1. MANHOLE SHAFTS, TAPERED SECTIONS AND ADJUSTMENT RINGS SHALL CONFORM TO A.S.T.M. C478.
2. ALL JOINTS TO BE GROUTED SMOOTH INSIDE AND OUT.
3. THE INSIDE BOTTOM OF THE MANHOLE SHALL HAVE A STEEL TROWEL FINISH.
4. KENT SEAL OR APPROVED EQUAL, SHALL BE USED TO SEAL ALL MANHOLE JOINTS.
5. IF GROUNDWATER ENCOUNTERED, ADD 1-1/2" MAXIMUM DIAMETER BASE ROCK TO A DEPTH OF ONE (1) FOOT BELOW BASE.
6. SANITARY SEWER MANHOLE SHOWN IS FOR A 24" TO 36" DIA. PIPES. SEE STD. NOS. SS-1 AND SS-1B FOR OTHER PIPE SIZES.



SECTION A-A
N.T.S.



ELEVATION
N.T.S.

FILE: SS-1A.DWG

**54" SANITARY SEWER
MANHOLE**

APPROVED BY:

Date: **08/04/26**

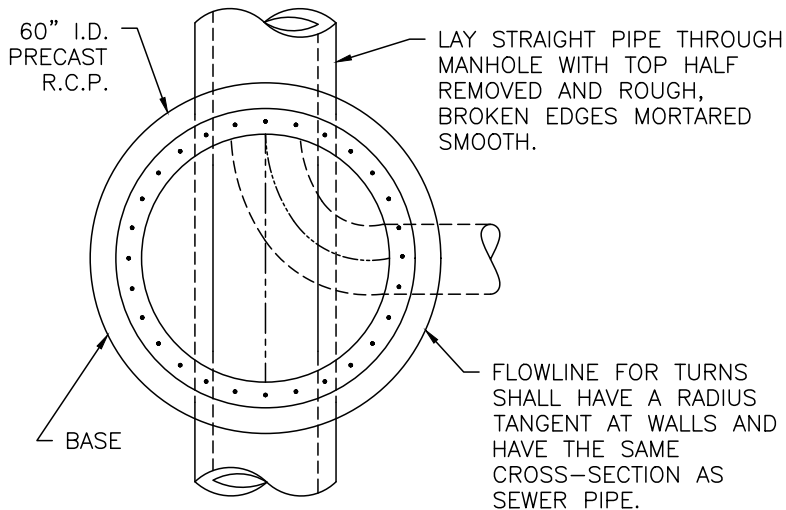
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Rev.

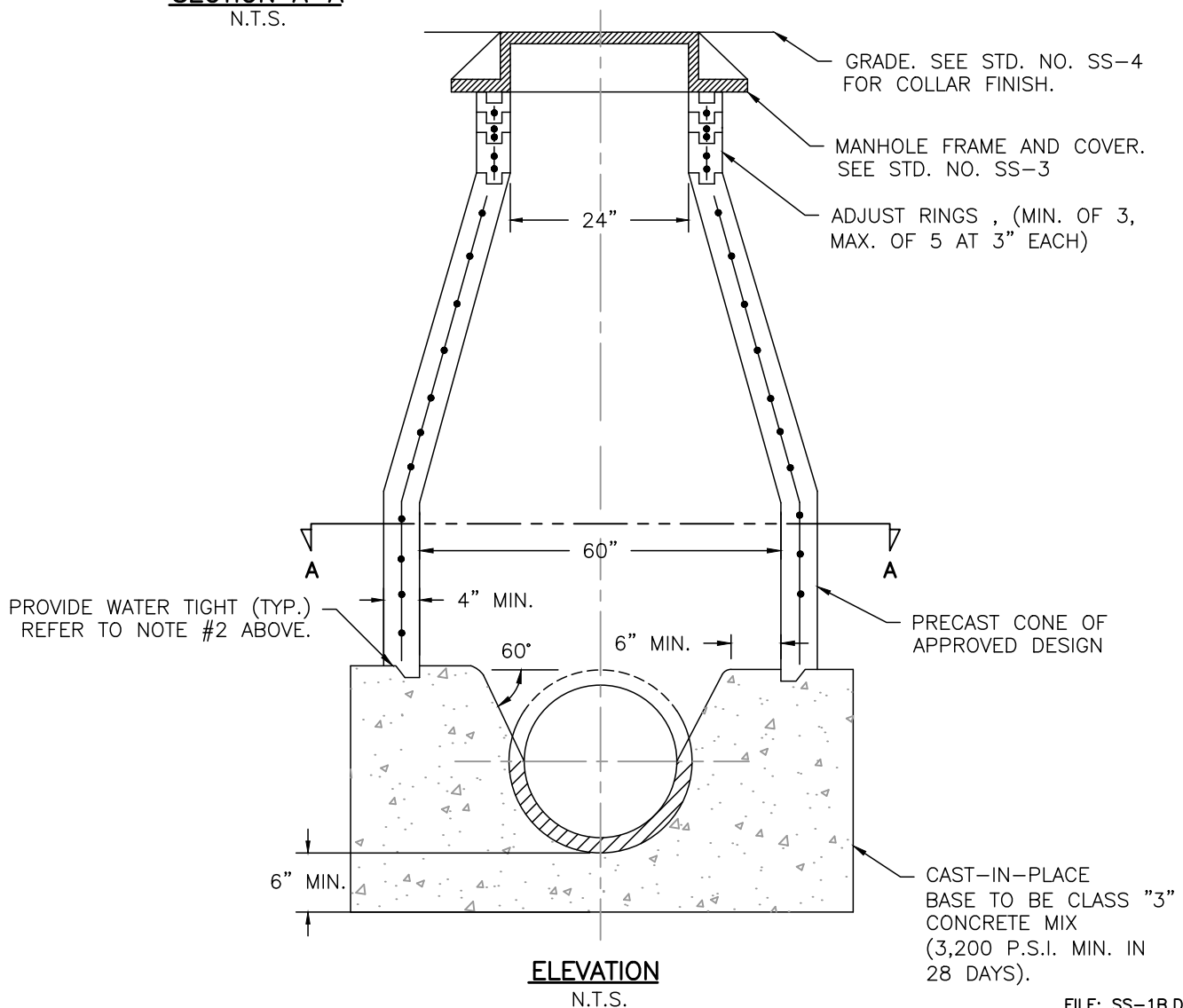
**STD.
NO.
SS-1A**

NOTES:

1. MANHOLE SHAFTS, TAPERED SECTIONS AND ADJUSTMENT RINGS SHALL CONFORM TO A.S.T.M. C478.
2. ALL JOINTS TO BE GROUTED SMOOTH INSIDE AND OUT.
3. THE INSIDE BOTTOM OF THE MANHOLE SHALL HAVE A STEEL TROWEL FINISH.
4. KENT SEAL OR APPROVED EQUAL, SHALL BE USED TO SEAL ALL MANHOLE JOINTS.
5. IF GROUNDWATER ENCOUNTERED, ADD 1-1/2" MAXIMUM DIAMETER BASE ROCK TO A DEPTH OF ONE (1) FOOT BELOW BASE.
6. SANITARY SEWER MANHOLE SHOWN IS FOR PIPES OVER 36" DIAMETER. SEE STD. NOS. SS-1 AND SS-1A FOR SMALLER PIPE SIZES.



SECTION A-A
N.T.S.



ELEVATION
N.T.S.

FILE: SS-1B.DWG

**60" SANITARY SEWER
MANHOLE**

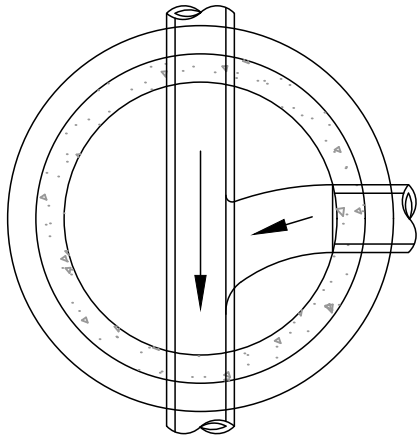
APPROVED BY:

Date: **08/04/26**

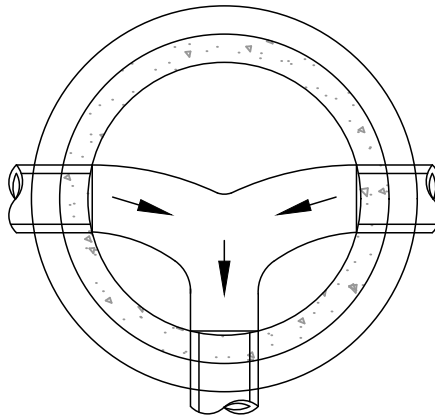
Rev.

[Signature]
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City Engineer R.C.E. 41964

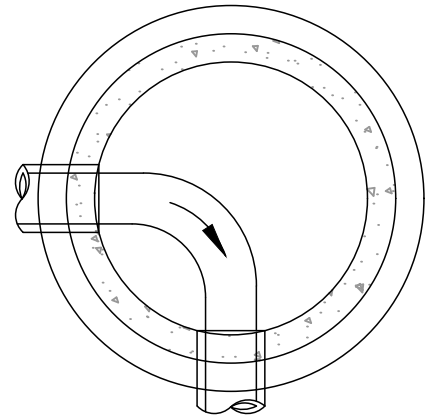
**STD.
NO.
SS-1B**



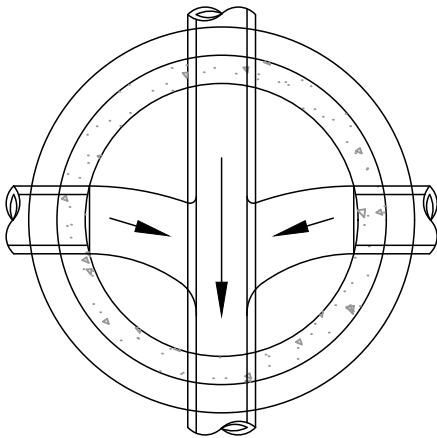
TYPE A
SIZE CHANGE IN MAIN



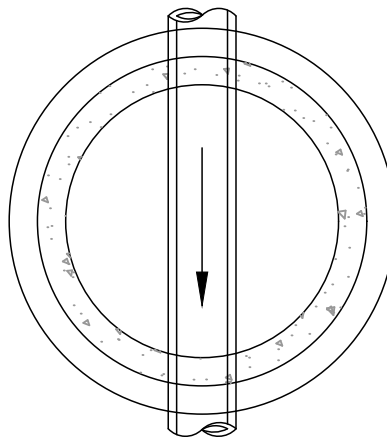
TYPE B
MAIN TERMINATING
IN A MANHOLE



TYPE C
ALIGNMENT CHANGE
IN THE MAIN



TYPE D
PIPE CONTINUOUS
THROUGH MANHOLE



TYPE E
SAME ALIGNMENT
THROUGH MANHOLE

NOTES:

1. PIPE (C-900 OR SDR-35) THROUGH MANHOLE REQUIRES AN APPROVED WATER STOP.
2. TERMINATING PIPES EXTEND INTO MANHOLE A MAX. 1".
3. THE TOP HALF OF ALL PIPE WITHIN THE MANHOLE IS TO BE CUT AWAY. COVER THE CUT EDGES WITH MORTAR.
4. PREPARE A SMOOTH TROWELED CONCRETE CHANNEL HAVING UNIFORM RADIANT BETWEEN PIPE INVERTS.
5. EXTEND THE CHANNEL WALLS UP TO SAME HEIGHT WITH TOP OF THE PIPE.
6. HAND TAMP 9" OF SAND OR APPROVED BACKFILL MATERIAL UNDER ALL PIPING COMING OUT OF THE MANHOLE UP TO THE FIRST JOINT.
7. THE BREADTH OF THE CHANNEL AT EACH JUNCTION MUST ALWAYS BE AS GREAT AS THE CHANNEL RADIUS OF THE CONNECTED PIPE.
8. SLOPE THE BENCHING UP TOWARDS THE MANHOLE WALL AS INDICATED IN THE MANHOLE SECTION. TROWEL THE SURFACE SMOOTH.
9. ON A STANDARD MANHOLE, INCOMING NON-STRAIGHT LINES SHALL HAVE AN INVERT THAT IS AT LEAST 1" HIGHER THAN THE OUT-GOING LINE, UNLESS OTHERWISE APPROVED.
10. MAXIMUM OF 3 INLET PIPES INTO MANHOLE.

FILE: SS-2.DWG

**FLOW CHANNELS FOR
STANDARD SANITARY
SEWER MANHOLES**

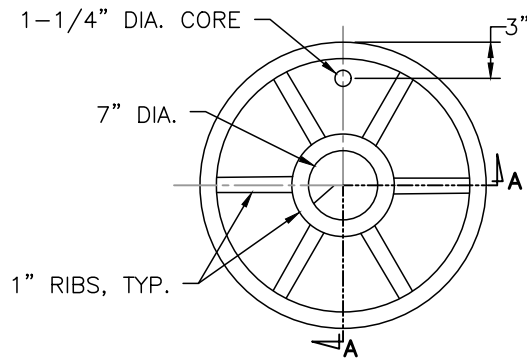
APPROVED BY:

Date: 08/04/26

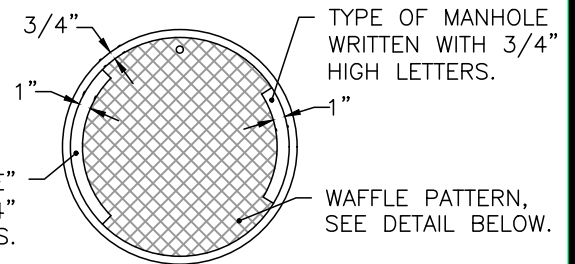
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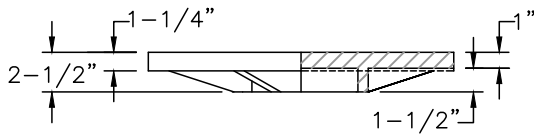
**STD.
NO.
SS-2**



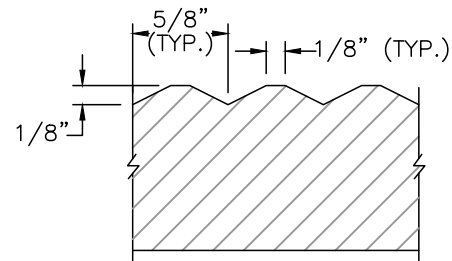
COVER-BOTTOM VIEW
N.T.S.



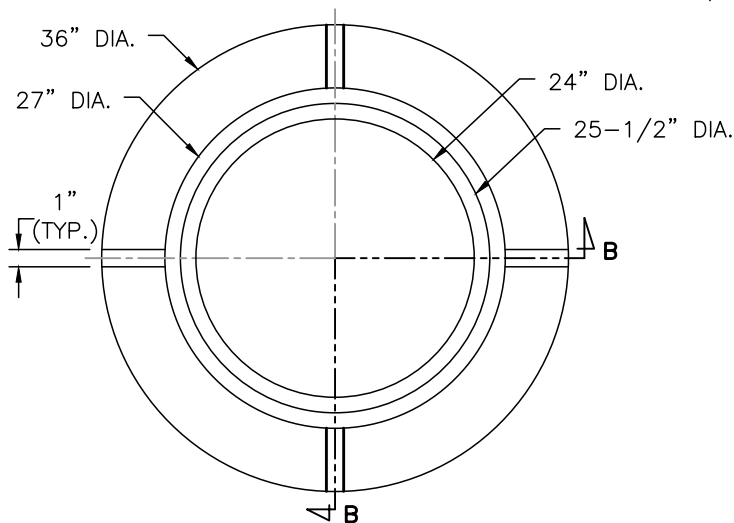
COVER-TOP VIEW
N.T.S.



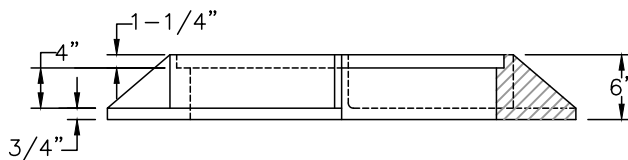
COVER-SIDE VIEW, SECTION A-A
N.T.S.



WAFFLE PATTERN DETAIL
N.T.S.



FRAME-TOP VIEW
N.T.S.



FRAME-SIDE VIEW, SECTION B-B
N.T.S.

FILE: SS-3.DWG

MANHOLE FRAME AND COVER

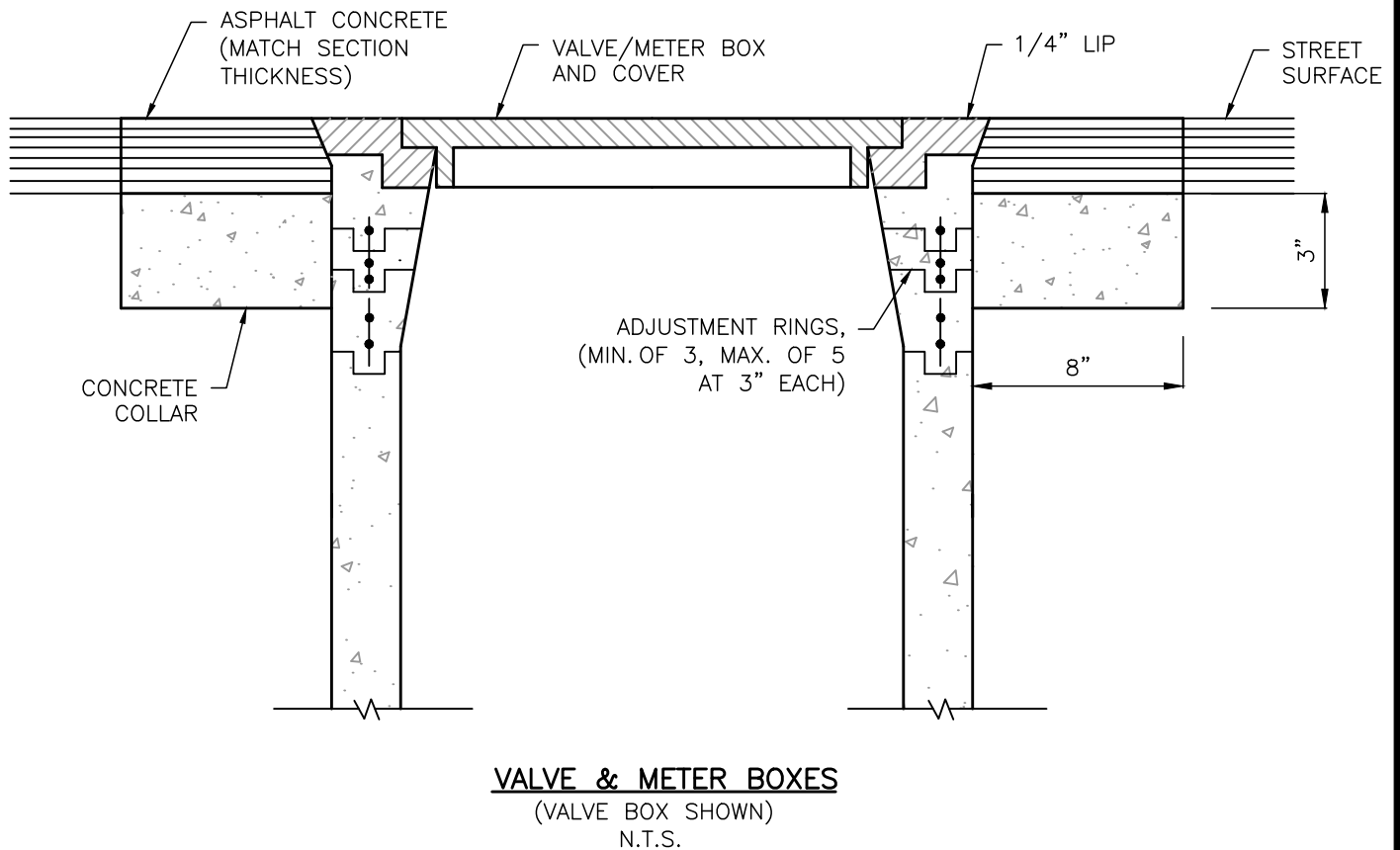
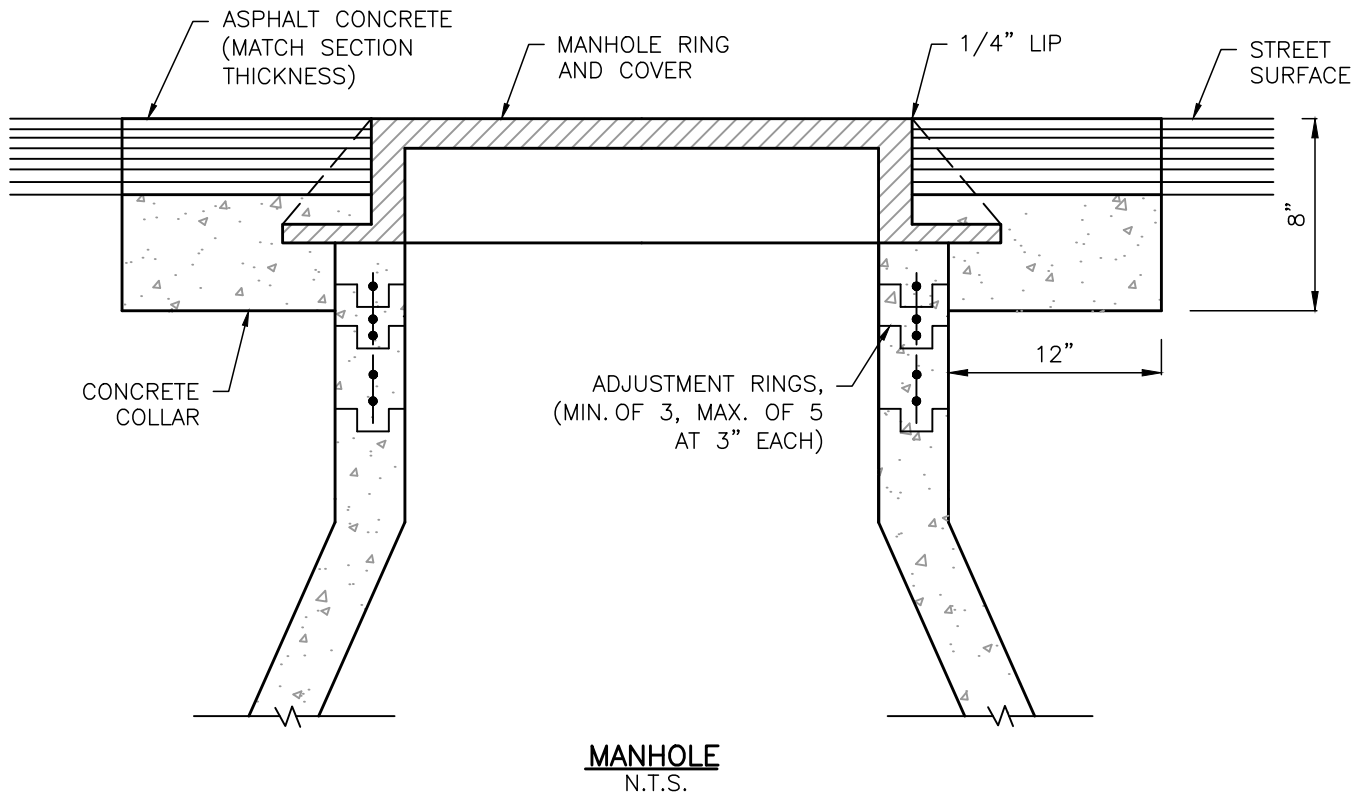
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**STD.
NO.
SS-3**



FILE: SS-4.DWG

MANHOLE AND VALVE BOX COLLAR FINISH

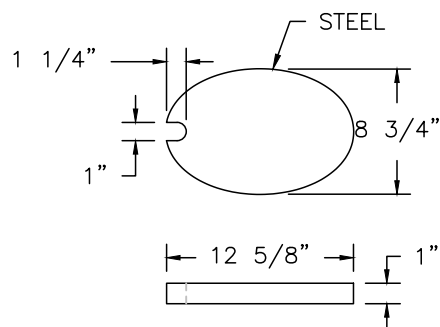
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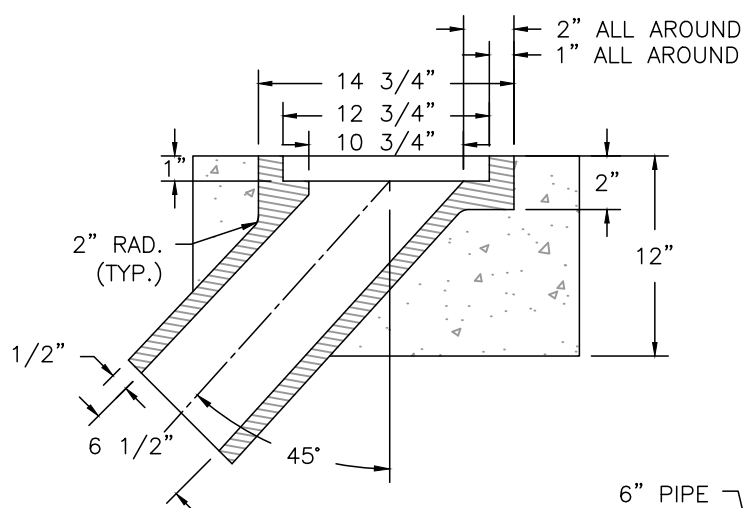
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**STD.
NO.
SS-4**

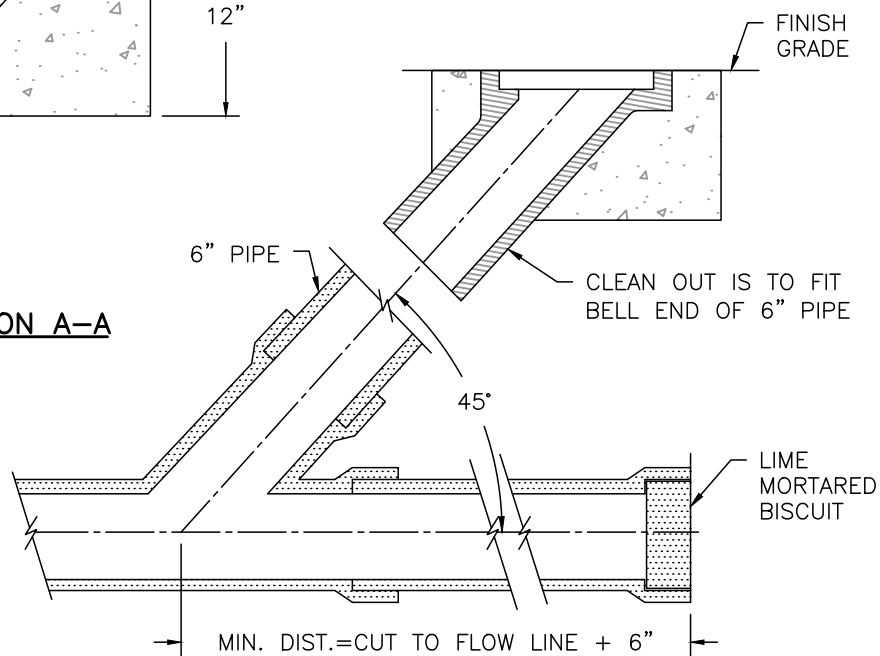


COVER-TOP VIEW
N.T.S.

COVER
N.T.S.



CLEANOUT-SECTION A-A
N.T.S.



LAMPHOLE
N.T.S.

LAMPHOLE WITH CLEANOUT AND COVER

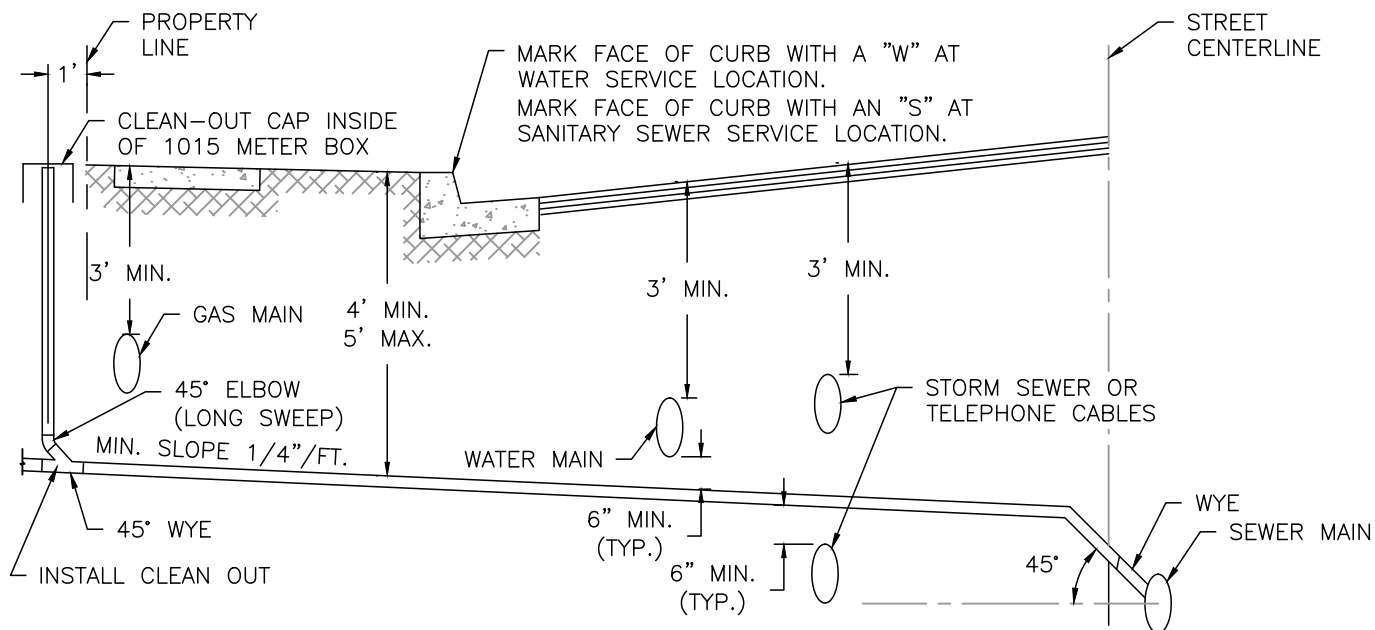
APPROVED BY:

Date: 08/04/26

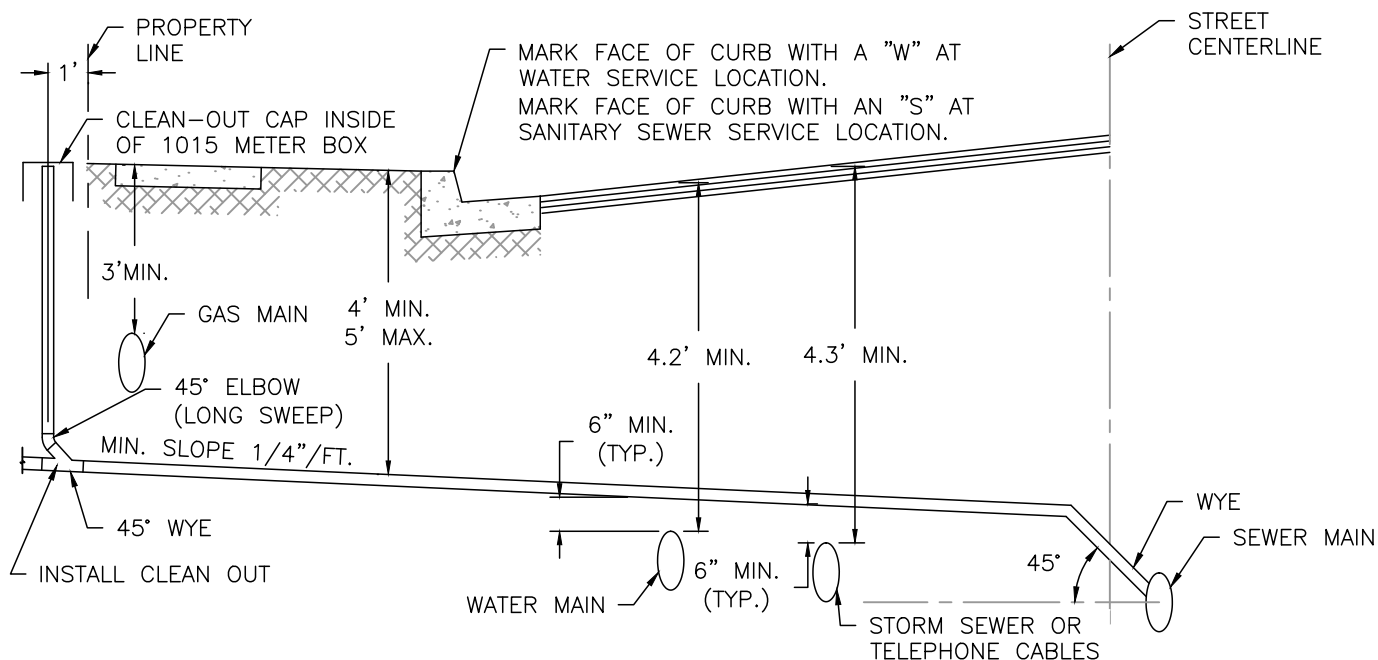
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STD.
NO.
SS-5

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CASE I: SEWER LATERALS PRECEDE WATER & GAS MAINS



CASE II: WATER & GAS MAINS PRECEDE SEWER LATERALS

NOTE:

1. SEE STD. NO. ST-6 FOR LOCATION OF UTILITY LINES HORIZONTALLY IN THE STREET RIGHT OF WAY.
2. WATER SERVICES SHALL BE PLACED 2.0' FROM INTERIOR PROPERTY LINES.
3. SANITARY SEWER SERVICES SHALL BE PLACED CENTER OF LOT.
4. THERE SHALL BE A 10' MINIMUM SEPARATION BETWEEN WATER AND SANITARY SEWER MAINS AND SERVICES.
5. WHERE PRACTICAL, LOCATE UTILITY BOXES AT ALTERNATE LOT LINES FROM WATER METER BOXES AND AVOID CONFLICTS WITH DRIVEWAY LOCATIONS.

FILE: SS-6.DWG

**SANITARY SEWER
LATERALS**

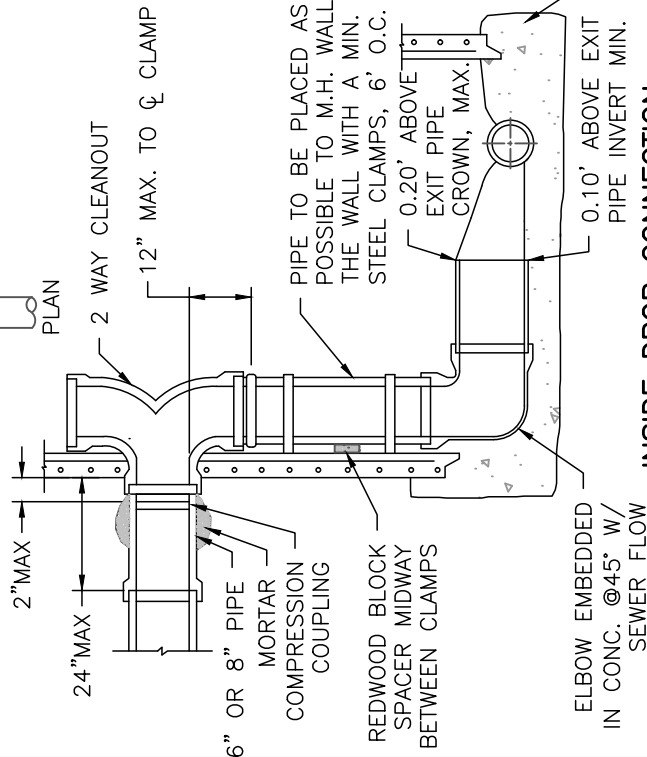
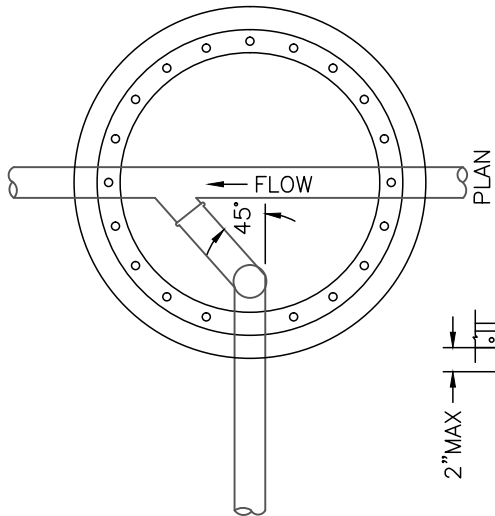
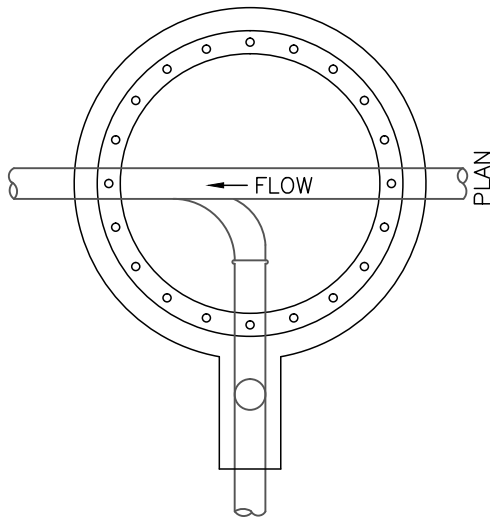
APPROVED BY:

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**STD.
NO.
SS-6**



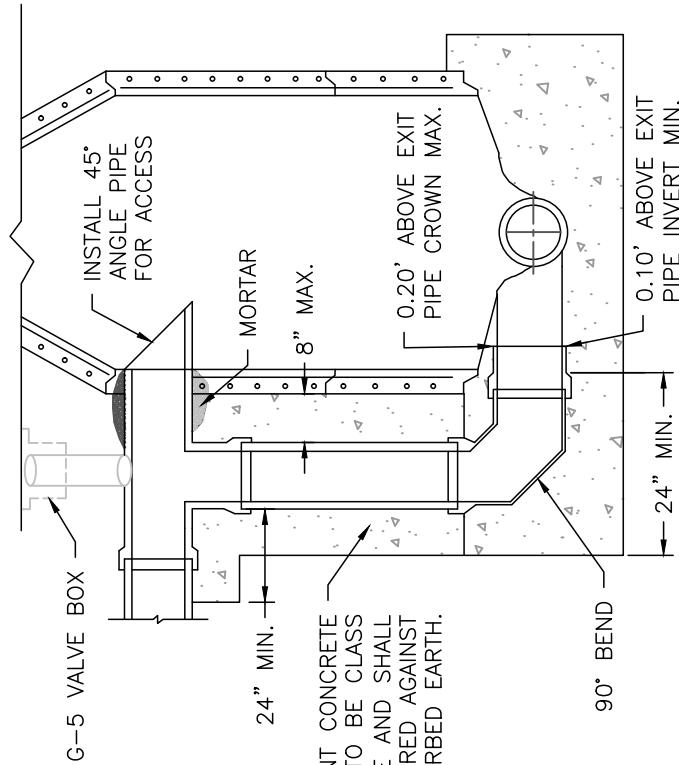
INSIDE DROP CONNECTION (8" SEWER MAX.)

N.T.S.

NOTES:

1. ALL INSIDE DROP PIPING TO BE PVC OR ABS.
2. CEMENT ALL JOINTS.
3. DROP CONNECTION PIPE AND FITTINGS TO BE SAME AS ENTERING PIPE.
4. CLAMPS TO BE 1 1/2" X 12 GAUGE STAINLESS STEEL, ANCHORED TO MH WALL WITH TWO 1/2" CADMIUM PLATED BOLTS.
5. SEE STD. NOS. SS-1, SS-1A, AND SS-1B FOR MANHOLE CONSTRUCTION.

FILE: SS-7.DWG



OUTSIDE DROP CONNECTION (10" SEWER AND LARGER)

N.T.S.

**DROP MANHOLE
LOCATIONS**

APPROVED BY:

Date: **08/04/26**

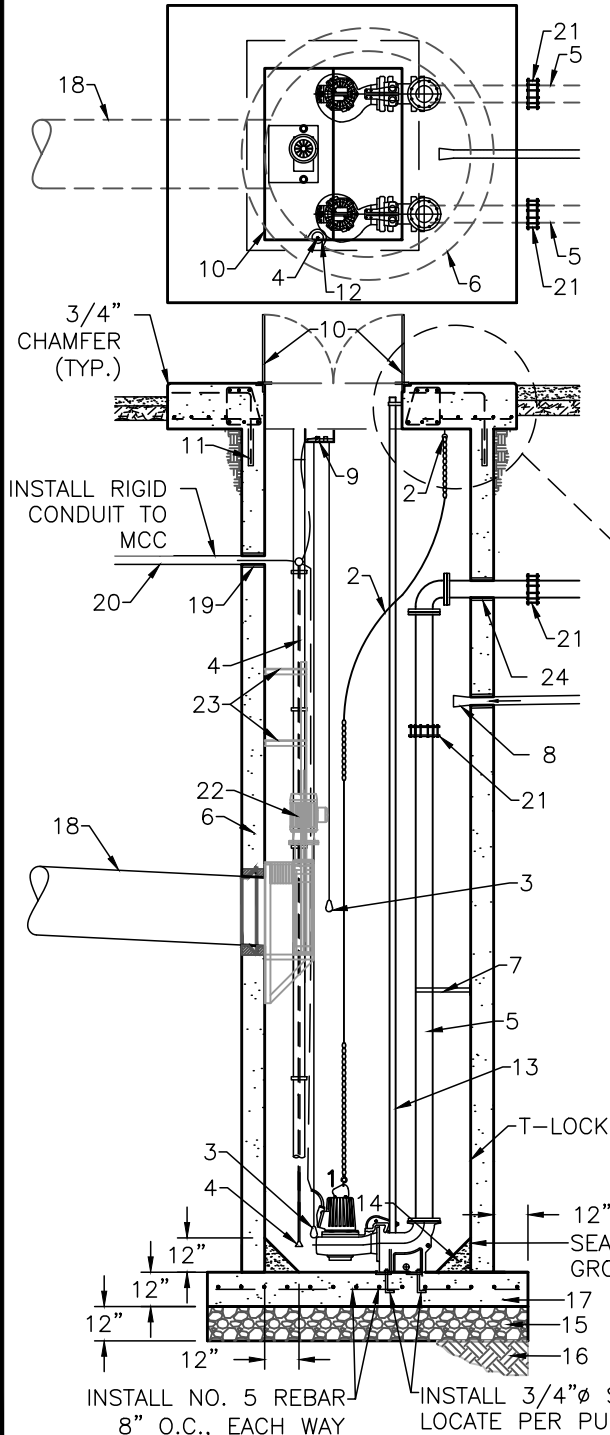
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**STD.
NO.
SS-7**

NOTES:

1. LIFT STATION SHALL INCLUDE VALVE BOX AND CONTROL PANEL AS SHOWN IN STD. NOS. SS-10 AND SS-11 RESPECTIVELY.
2. DRAWINGS SHOW TYPICAL ARRANGEMENT OF EQUIPMENT. DETAILED DIMENSIONS SHALL BE PER MANUFACTURERS RECOMMENDATION AND AS APPROVED BY THE ENGINEER. DETAILED SHOP DRAWINGS ARE REQUIRED. SEE STANDARD SPECIFICATION FOR WET WELL LIFT STATIONS.
3. ALL ANCHOR BOLTS, NUTS, BOLTS AND OTHER HARDWARE USED ON OR WITHIN WET WELL SHALL BE STAINLESS STEEL.
4. FOR COATINGS REQUIREMENTS, SEE STANDARD SPECIFICATION SECTION 31, PAINTING.
5. SEE LIFT STATION LAYOUT STD. NO. SS-12.

NO. ITEM

1. SUBMERSIBLE NON-CLOG PUMP PER SPECS
2. STAINLESS STEEL CHAIN LIFTING DEVICE (5/16" S.S.)
3. HIGH AND LOW LEVEL SENSOR. FLOAT BULB. BUSHING (GAS TIGHT)
4. PRESSURE TRANSDUCER AND CABLE
5. D.I.P. DISCHARGE TO VALVE BOX
6. CONCRETE WET WELL. PRECAST SECTIONS WITH T-LOCK LINING
7. DISCHARGE PIPE ANCHOR BRACKET
8. FLEX STYLE CHECK VALVE
9. WIRING BRACKET AND CONTROL CABLES
10. LOCKABLE HINGED DOOR (MIN SIZE 36"x48") WITH SAFETY GRATE
11. IMPACT DRILL HOLE AND FILL WITH EPOXY CONCRESSIVE
12. STAINLESS STEEL TUBE
13. STAINLESS STEEL SLIDE RAILS
14. 12"x12" CHAMFER TRANSITION TO WET WELL BOTTOM
15. 1' MIN. CLASS 2 AGGREGATE BASE MATERIAL COMPACTED TO 95% MAXIMUM DENSITY
16. 1' MIN. EXISTING SOIL COMPACTED TO 95% MAXIMUM DENSITY
17. CLASS 2 REINFORCED CONCRETE BASE (3200 PSI @ 28 DAYS)
18. INFLUENT PIPE. FLEXIBLE JOINT WITHIN 12-INCHES OF WET WELL
19. GAS TIGHT SEAL
20. WIRING CONDUIT AND CONDUCTOR, SEE STD. NO. SS-11 FOR ELECTRICAL PANEL REQUIREMENTS
21. COUPLING
22. GRINDER UNIT W/ SST GUIDE RAILS AND FRAME
23. SST GUIDE RAILS FOR GRINDER UNIT
24. INSTALL GROUT WITH BONDING AGENT (TYP.)

OFFSET REBAR NOT TO
CONFLICT WITH FRAME

3 - #6 TOP AND BOTTOM

#3 STIRRUP @
4-3/4" O.C.

4,000 PSI
CONCRETE CLASS
"2" & GRADE 60
BAR

#5 @ 6" O.C.
BOTH WAYS

#6 BAR

NOTE:

DRAWING IS SCHEMATIC;
DIMENSIONS, ELEVATIONS &
OTHER SPECIFICATIONS SHALL
BE PER SUBMITTAL.

FILE: SS-8.DWG

SANITARY SEWER LIFT STATION

APPROVED BY:

Date: **08/04/26**

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**STD.
NO.
SS-8**

RESERVED FOR FUTURE DETAIL

FILE: SS-9.DWG

RESERVED

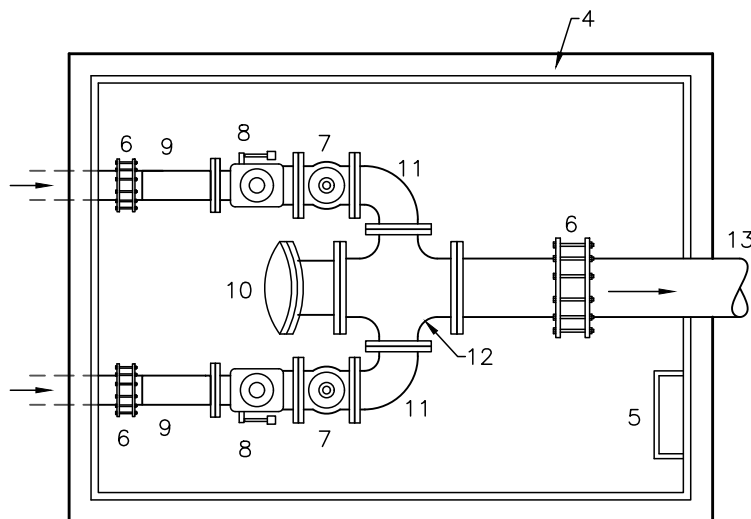
APPROVED BY:

Date: 08/04/26

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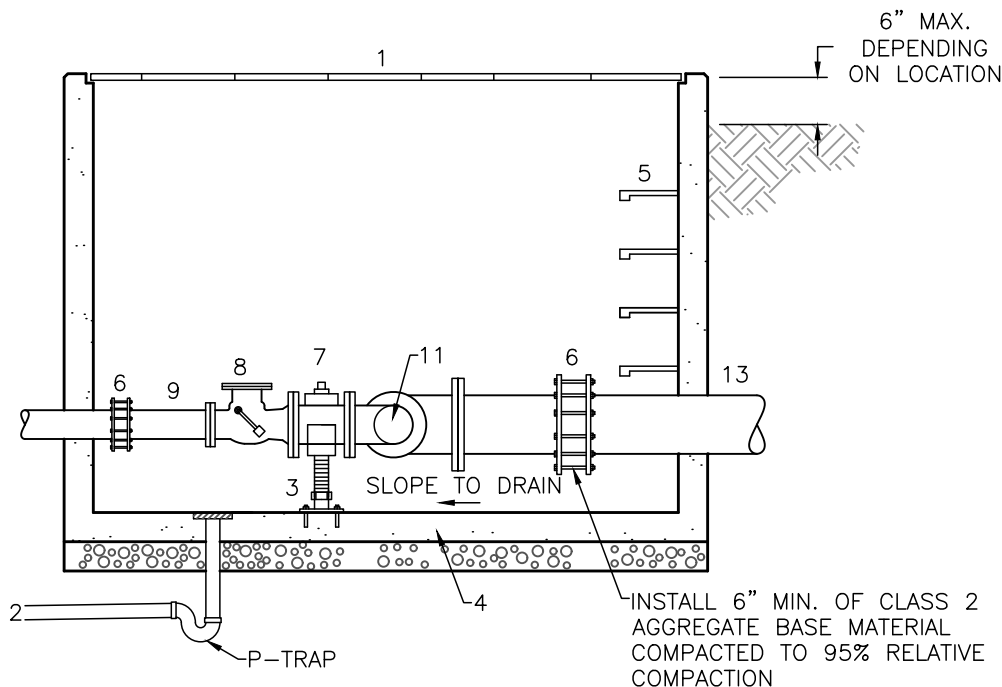

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STD.
NO.
SS-9



NO. ITEM

1. VALVE BOX ACCESS DOOR. ALUMINUM DOUBLE DOOR SPRING ASSISTED
2. DRAIN PIPE TO WET WELL
3. PIPE SUPPORT
4. PRECAST CONCRETE VALVE BOX
5. POLYPROPYLENE STEPS
6. FLANGED ADAPTOR
7. 125# FLANGED (FF) PLUG VALVE
8. 125# FLANGED SWING CHECK VALVE W/ OUTSIDE LEVER & WEIGHT (ONE RIGHT & ONE LEFT)
9. DUCTILE IRON SPOOL
10. 45° DUCTILE IRON ELL W/ BLIND FLANGE
11. 90° DUCTILE IRON FLANGED ELBOW
12. DUCTILE IRON FLANGED CROSS
13. DIP FLEXIBLE JOINT WITHIN 6-INCHES OF WET WELL OR VALVE VAULT



NOTES:

1. VALVE BOX FOR 8" FITTINGS SHALL BE A NOMINAL 5'-0"x 8'-0" PRECAST CONCRETE VAULT, QUICKSET SERIES 450 OR APPROVED EQUAL, WITH LOCKABLE HINGED ALUMINUM DOORS (ALL JOINTS WATERTIGHT). VALVE BOX FOR 10" FITTINGS SHALL BE A NOMINAL 6'-0"x 9'-0" PRECAST CONCRETE VAULT, QUICKSET OR APPROVED EQUAL, WITH LOCKABLE HINGED ALUMINUM DOORS (ALL JOINTS WATERTIGHT). VALVE BOX FOR 12" FITTINGS SHALL BE A NOMINAL 7'-0"x 10'-0" PRECAST CONCRETE VAULT, QUICKSET OR APPROVED EQUAL, WITH LOCKABLE HINGED ALUMINUM DOORS (ALL JOINTS WATERTIGHT).
2. RAWINGS SHOW TYPICAL ARRANGEMENT OF EQUIPMENT. DETAILED DIMENSIONS SHALL BE PER MANUFACTURER'S RECOMMENDATION AND AS APPROVED BY THE ENGINEER. DETAILED SHOP DRAWINGS ARE REQUIRED.
3. SEE SECTION 31 OF THE STANDARD SPECIFICATIONS FOR PAINTING AND FOR REQUIRED COATINGS.
4. ALL FITTINGS WITHIN VAULT TO BE FLANGED CONNECTIONS, SIZE AS REQUIRED, WITH CEMENT MORTAR LINING.
5. SEE LIFT STATION LAYOUT STD. NO. SS-12.

FILE: SS-10.DWG

LIFT STATION VALVE BOX

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Date: 08/04/26

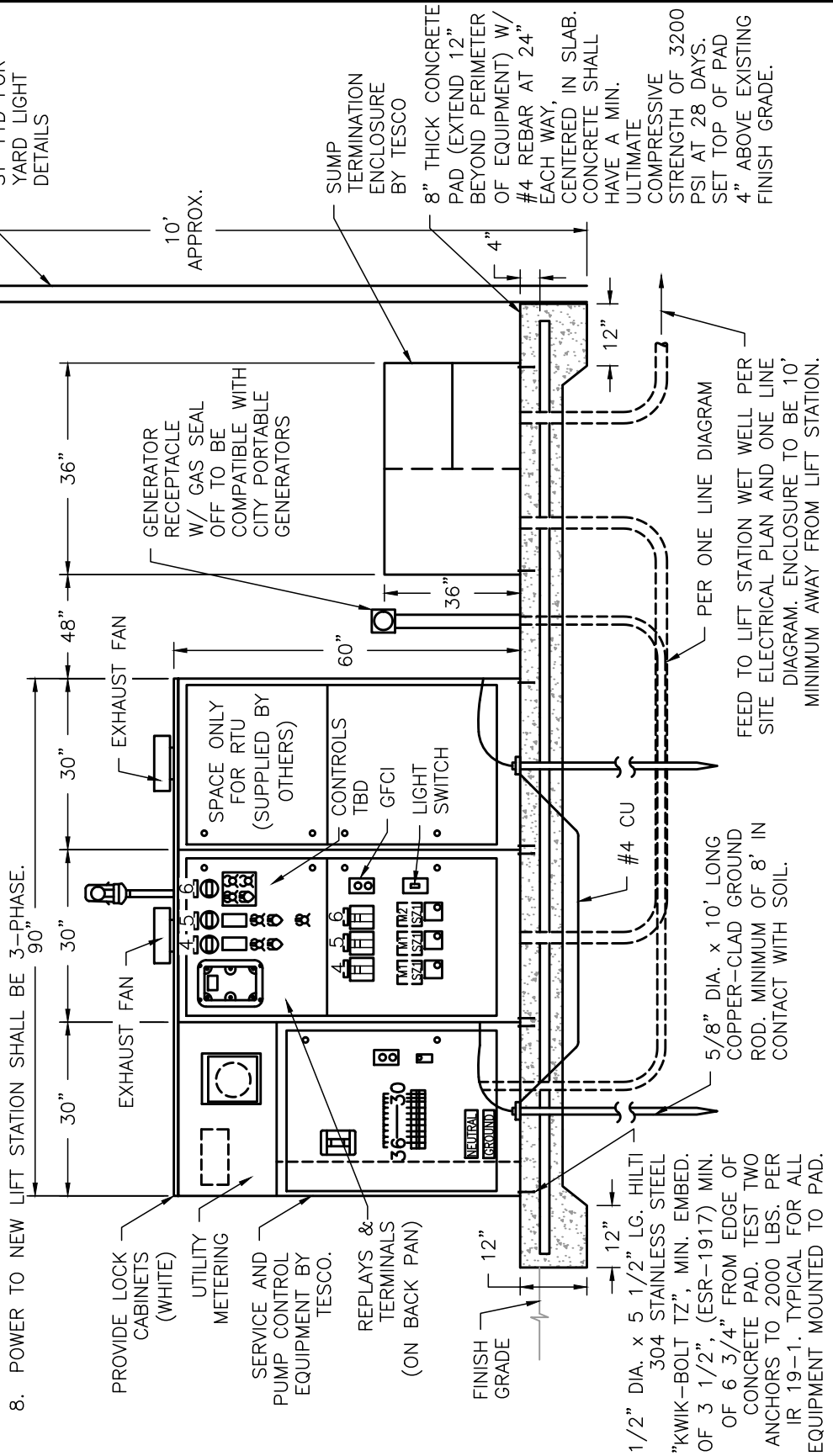
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STD.
NO.
SS-10

CONTROL PANEL NOTES:

1. ALL EXPOSED CONDUIT TO BE GRC. ALL UNDERGROUND CONDUIT TO BE PVC SCH. 40. ALL FLEXIBLE CONDUIT TO BE "SEAL-TITE" FLEX.
2. ALL WIRE SHALL BE TYPE THWN COPPER.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL HOOK-UPS AND OPERATIONAL TEST OF ENTIRE SYSTEM.
4. CONTRACTOR TO COORDINATE HIS WORK WITH P.G.& E. AND PAY FOR ALL PERMITS.
5. ALL WORK SHALL BE DONE IN CONFORMANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE, PG&E AND OTHER APPLICABLE STATE AND LOCAL LAWS, ORDINANCES AND REGULATIONS.
6. ENTIRE ELECTRICAL SYSTEM TO BE GROUNDED IN ACCORDANCE WITH ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE (CURRENT EDITION) AND THE GOVERNING ELECTRICAL UTILITY.
7. SEE LIFT STATION LAYOUT STD. NO. SS-12.
8. POWER TO NEW LIFT STATION SHALL BE 3-PHASE.



FILE: SS-11.DWG

**LIFT STATION
CONTROL PANEL**

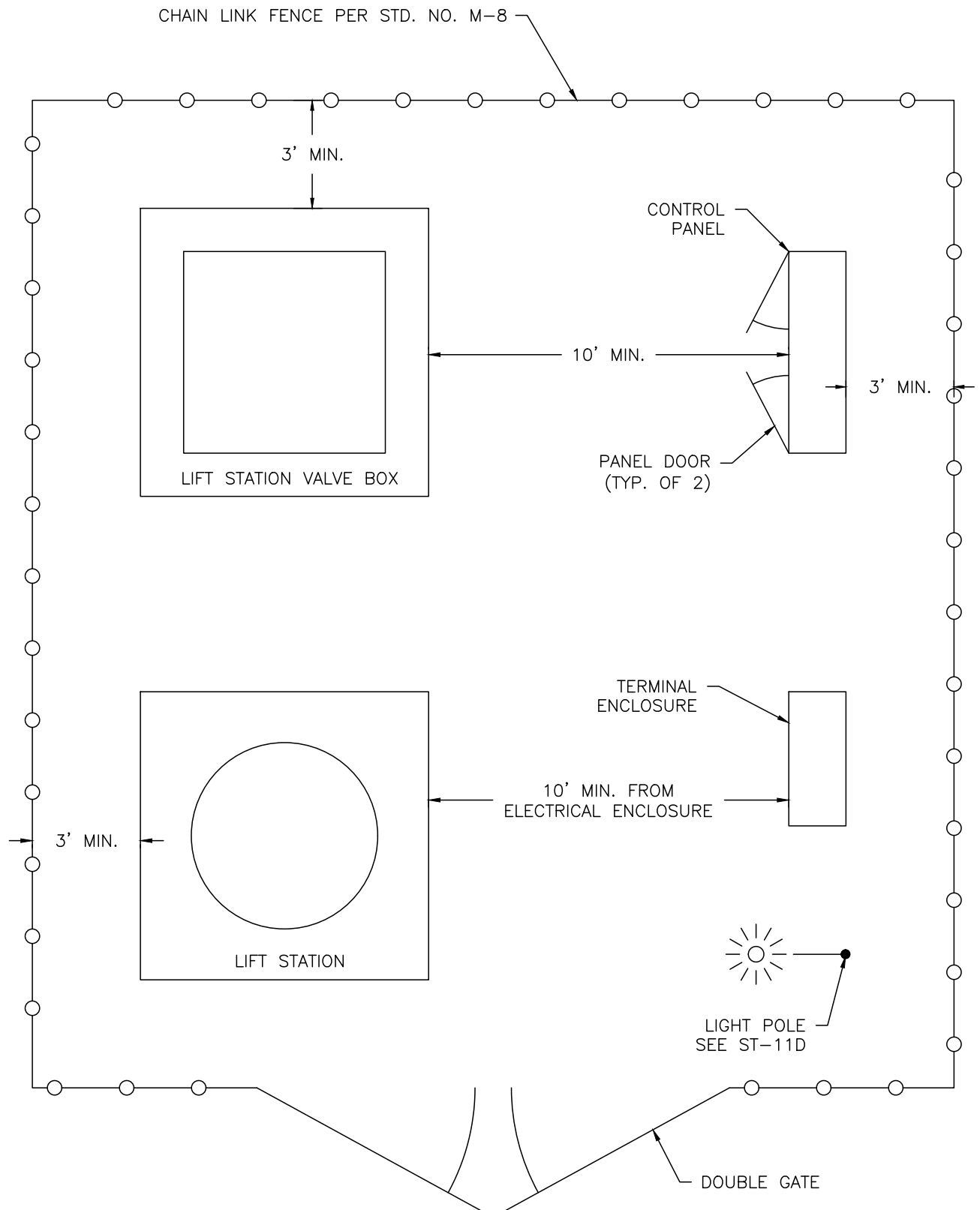
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**STD.
NO.
SS-11**



FILE: SS-12.DWG

LIFT STATION LAYOUT

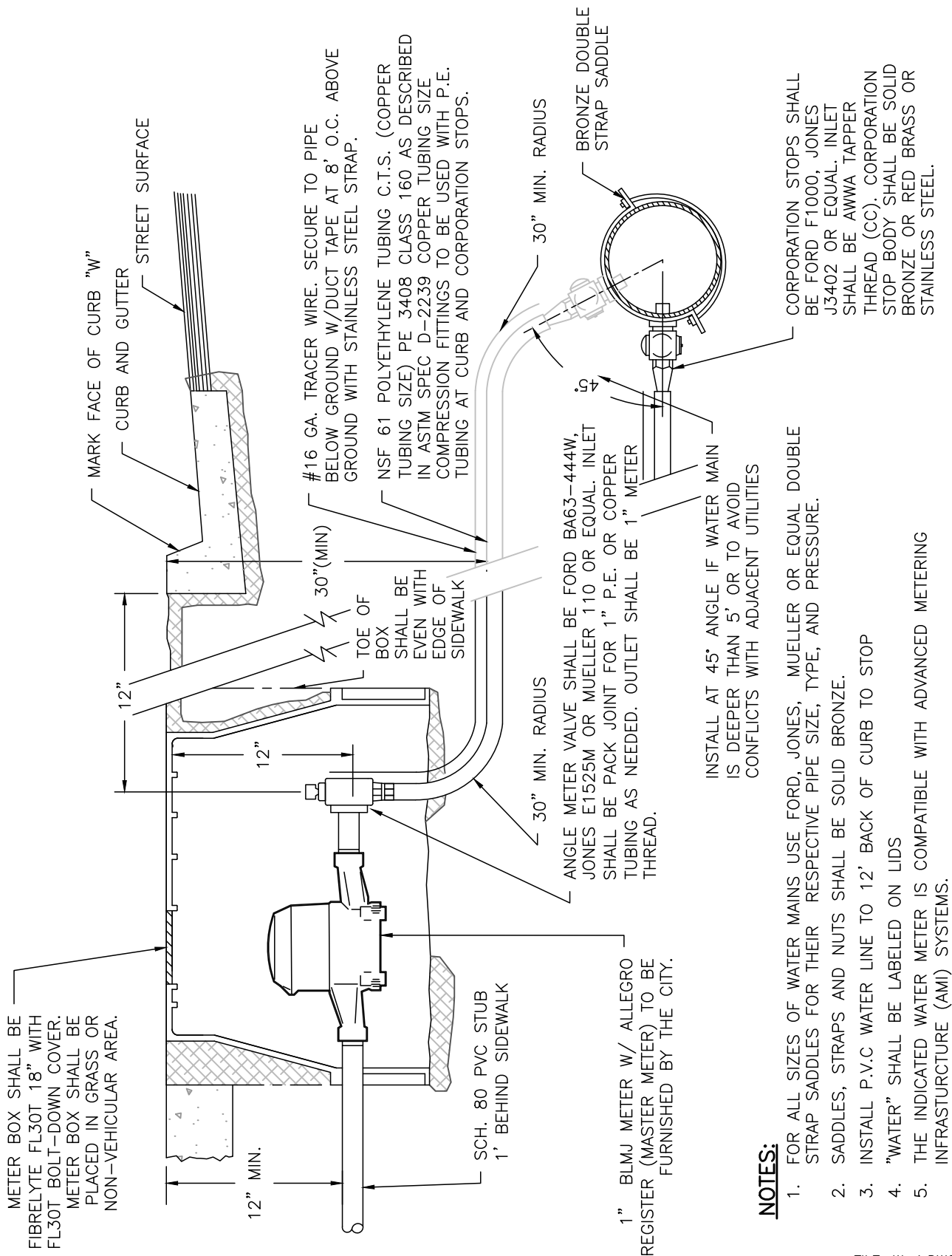
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**STD.
NO.
SS-12**

Rev.



NOTES:

- FOR ALL SIZES OF WATER MAINS USE FORD, JONES, MUELLER OR EQUAL DOUBLE STRAP SADDLES FOR THEIR RESPECTIVE PIPE SIZE, TYPE, AND PRESSURE.
- SADDLES, STRAPS AND NUTS SHALL BE SOLID BRONZE.
- INSTALL P.V.C WATER LINE TO 12' BACK OF CURB TO STOP
- "WATER" SHALL BE LABELED ON LIDS
- THE INDICATED WATER METER IS COMPATIBLE WITH ADVANCED METERING INFRASTRUCTURE (AMI) SYSTEMS.

FILE: W-1.DWG

1" WATER SERVICE

APPROVED BY:

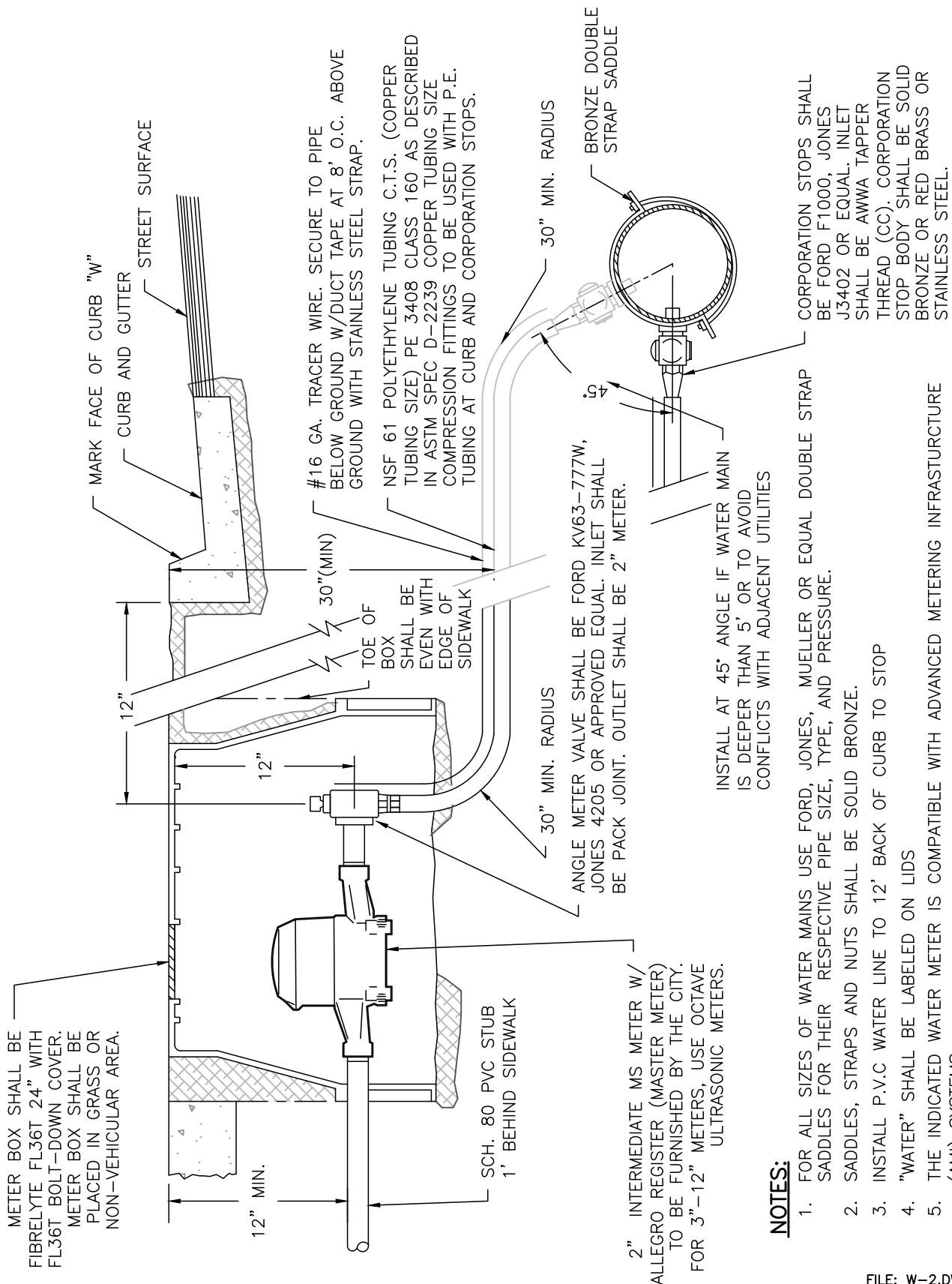
Date: **08/04/26**

1

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**STD.
NO.
W-1**



NOTES:

1. FOR ALL SIZES OF WATER MAINS USE FORD, JONES, MUELLER OR EQUAL DOUBLE STRAP SADDLES FOR THEIR RESPECTIVE PIPE SIZE, TYPE, AND PRESSURE.
2. SADDLES, STRAPS AND NUTS SHALL BE SOLID BRONZE.
3. INSTALL P.V.C WATER LINE TO 12' BACK OF CURB TO STOP
4. "WATER" SHALL BE LABELED ON LIDS
5. THE INDICATED WATER METER IS COMPATIBLE WITH ADVANCED METERING INFRASTRUCTURE (AMI) SYSTEMS.

FILE: W-2.DWG

2" WATER SERVICE

APPROVED BY:

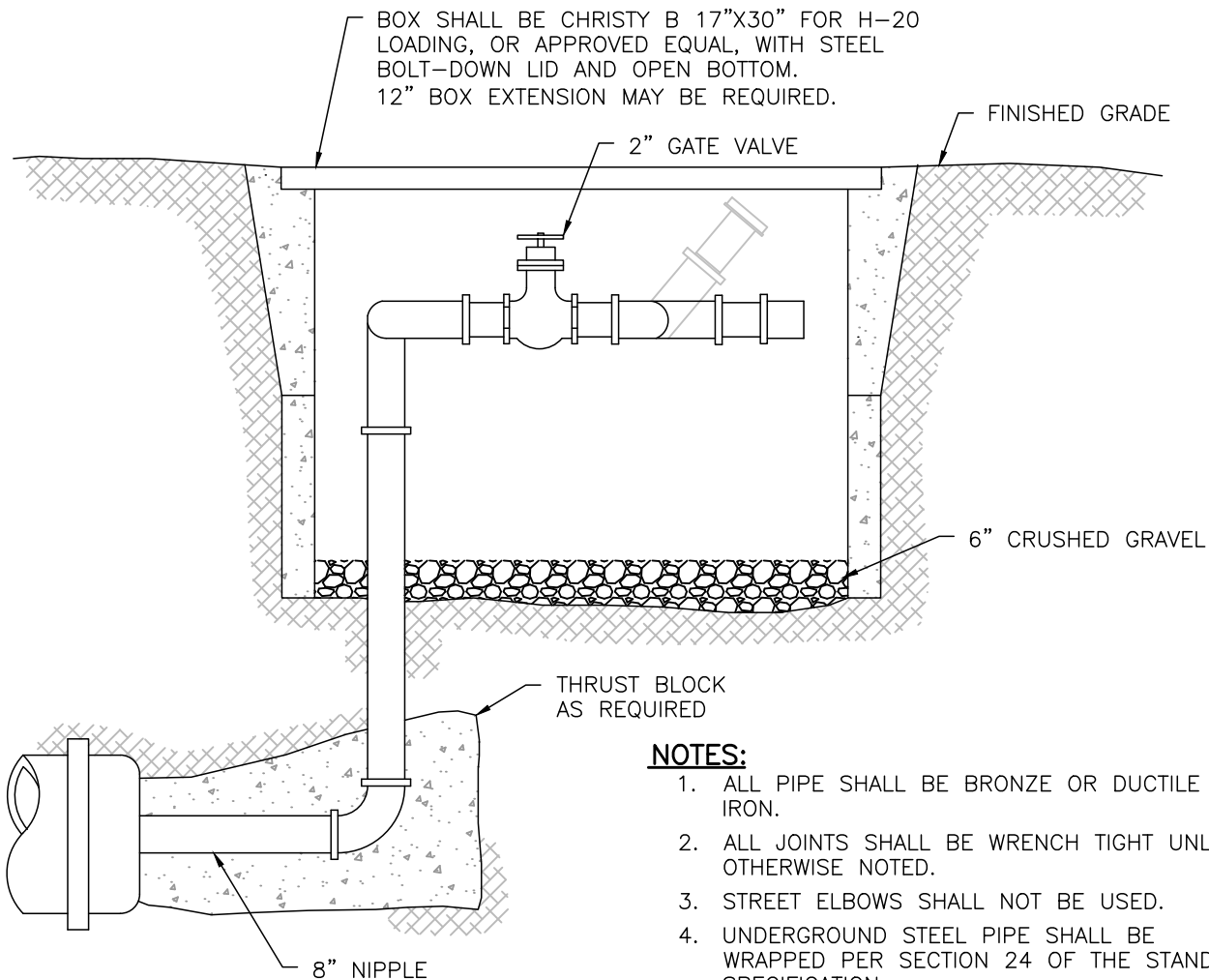
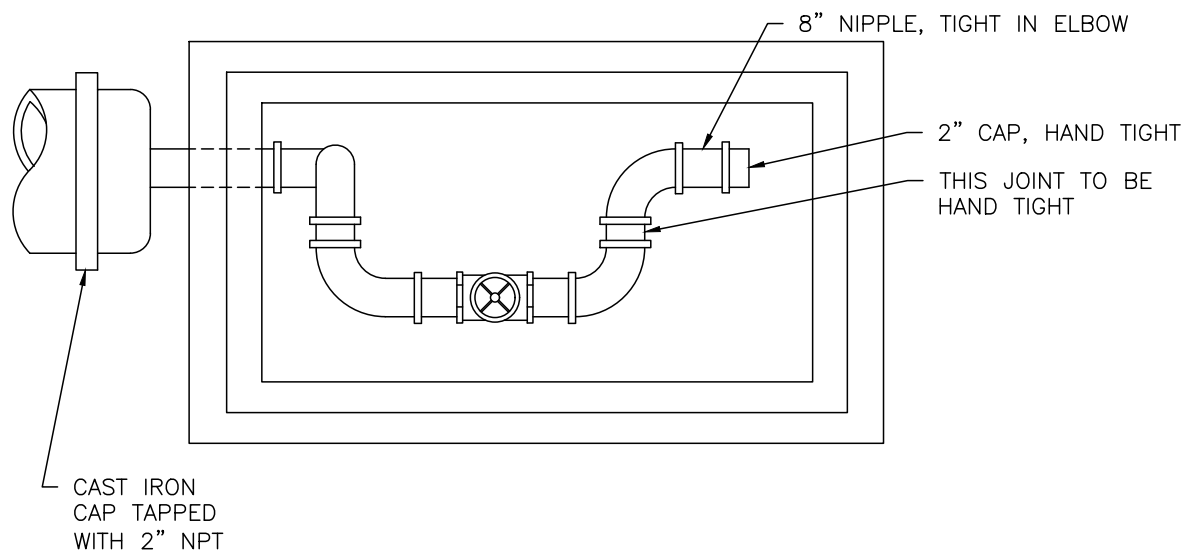
Date: 08/04/26

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STD.
NO.
W-2



NOTES:

1. ALL PIPE SHALL BE BRONZE OR DUCTILE IRON.
2. ALL JOINTS SHALL BE WRENCH TIGHT UNLESS OTHERWISE NOTED.
3. STREET ELBOWS SHALL NOT BE USED.
4. UNDERGROUND STEEL PIPE SHALL BE WRAPPED PER SECTION 24 OF THE STANDARD SPECIFICATION.

FILE: W-3.DWG

TEMPORARY BLOW-OFF

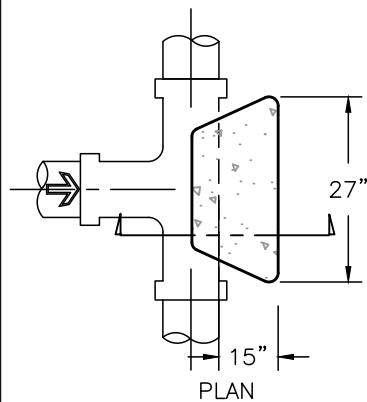
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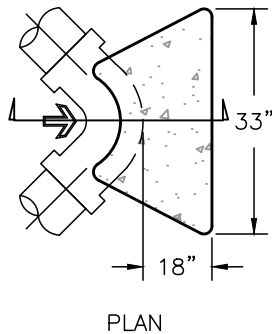
**STD.
NO.
W-3**

Rev.



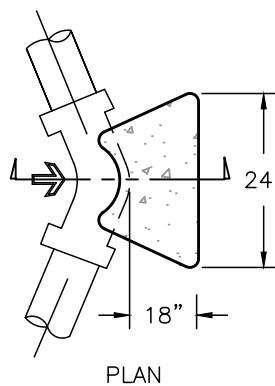
SECTION

TEES
N.T.S.



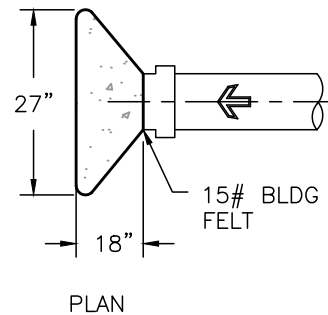
SECTION

90°BEND
N.T.S.



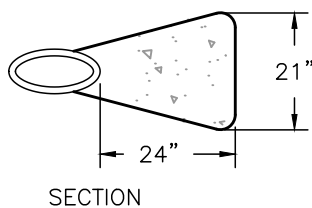
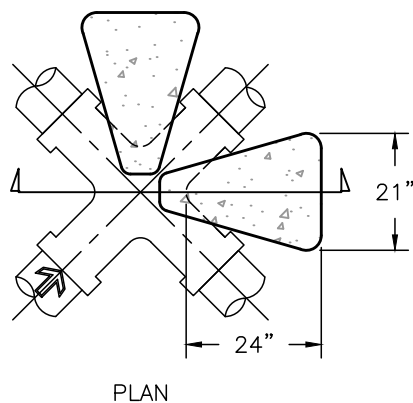
SECTION

45°BEND
N.T.S.



PROFILE

PLUG
N.T.S.



CROSSES
N.T.S.

NOTES:

1. CAST ALL THRUST BLOCKS AGAINST UNDISTURBED SOIL. THE MINIMUM THICKNESS BETWEEN FITTING AND SOIL SHALL BE 12".
2. ALL THRUST BLOCK DIMENSIONS SHOWN ARE FOR AN 8" PIPE OR SMALLER. SEE W-4A AND W-4B FOR 10" AND 12" PIPE. LARGER DIAMETERS OF PIPE REQUIRE DESIGN OF THRUST BLOCKS AND SUBMITTAL TO CITY ENGINEER FOR APPROVAL ASSUMING SOIL BEARING = 1000 PSF & PRESSURE = 100 PSI.
3. CONCRETE SHALL BE CLASS "3" PER SECTION 7 OF THE STANDARD SPECIFICATIONS.
4. ➡ INDICATES THRUST DIRECTION. WHERE THRUST DIRECTION DIFFERS, ALTERNATE THRUST BLOCK DESIGN WILL BE REQUIRED.
5. PROJECT ENGINEER MAY SUBMIT SOILS REPORT AND CALCULATIONS TO JUSTIFY LESSER THRUST BLOCKS. USE 150 PSI FOR DESIGN.
6. RESTRAINED JOINTS MAY BE USED IN LIEU OF THRUST BLOCKS. SUBMIT TO CITY PRIOR TO CONSTRUCTION.
7. NTS=NOT TO SCALE

FILE: W-4.DWG

**THRUST BLOCKS
FOR 8" PIPE**

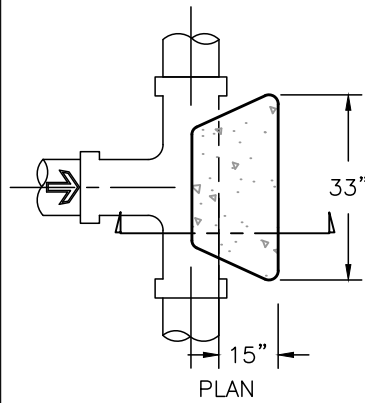
APPROVED BY:

Date: 08/04/26

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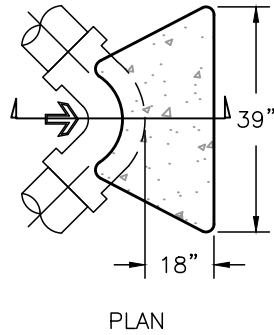
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**STD.
NO.
W-4**



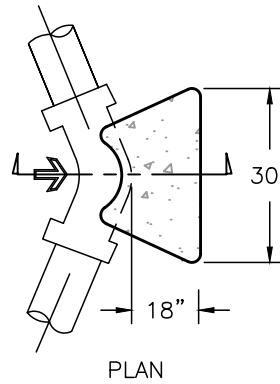
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TEES
N.T.S.



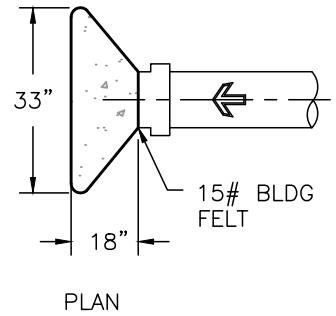
SECTION

90°BEND
N.T.S.



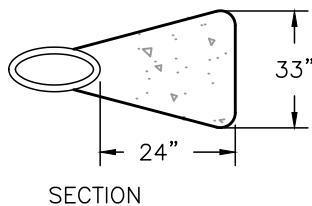
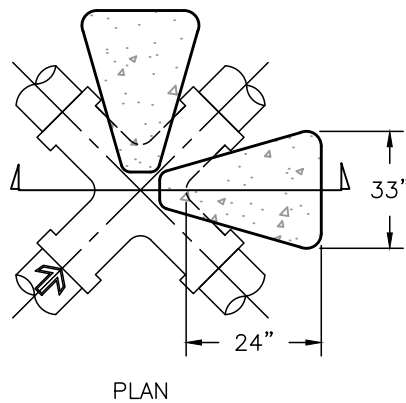
SECTION

45°BEND
N.T.S.



PROFILE

PLUG
N.T.S.



CROSSES
N.T.S.

NOTES:

1. CAST ALL THRUST BLOCKS AGAINST UNDISTURBED SOIL. THE MINIMUM THICKNESS BETWEEN FITTING AND SOIL SHALL BE 12".
2. ALL THRUST BLOCK DIMENSIONS SHOWN ARE FOR AN 10" PIPE. SEE W-4 AND W-4B FOR 8" AND 12" PIPE. LARGER DIAMETERS OF PIPE REQUIRE DESIGN OF THRUST BLOCKS AND SUBMITTAL TO CITY ENGINEER FOR APPROVAL ASSUMING SOIL BEARING =1000 PSF & PRESSURE=100 PSI.
3. CONCRETE SHALL BE CLASS "3" PER SECTION 7 OF THE STANDARD SPECIFICATIONS.
4. ➡ INDICATES THRUST DIRECTION. WHERE THRUST DIRECTION DIFFERS, ALTERNATE THRUST BLOCK DESIGN WILL BE REQUIRED.
5. PROJECT ENGINEER MAY SUBMIT SOILS REPORT AND CALCULATIONS TO JUSTIFY LESSER THRUST BLOCKS. USE 150 PSI FOR DESIGN.
6. RESTRAINED JOINTS MAY BE USED IN LIEU OF THRUST BLOCKS. SUBMIT TO CITY PRIOR TO CONSTRUCTION.
7. NTS=NOT TO SCALE

FILE: W-4A.DWG

THRUST BLOCKS
FOR 10" PIPE

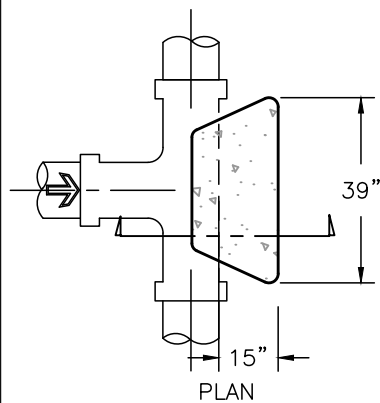
APPROVED BY:

Date: 08/04/26

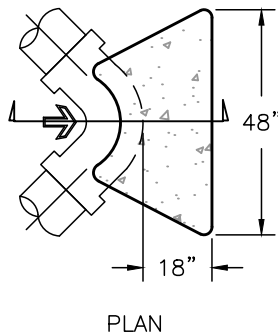
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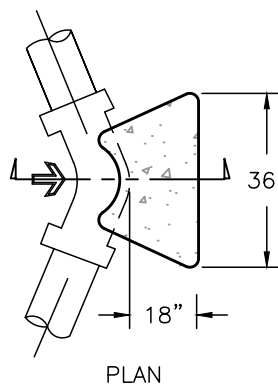
STD.
NO.
W-4A



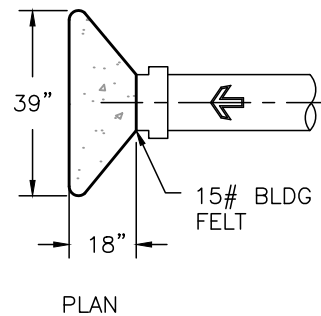
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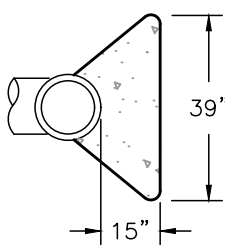
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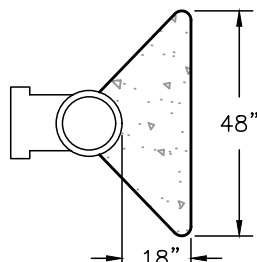
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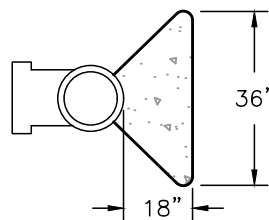
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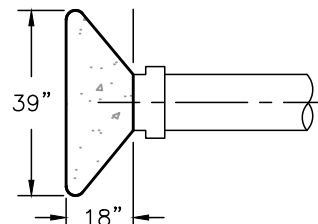
SECTION



SECTION



SECTION



PROFILE

TEES

N.T.S.

90°BEND

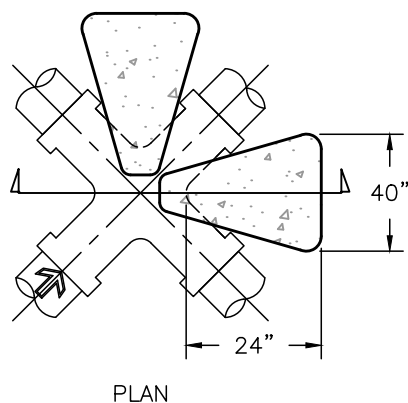
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45°BEND

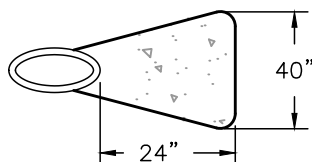
N.T.S.

PLUG

N.T.S.



PLAN



SECTION

CROSSES

N.T.S.

NOTES:

1. CAST ALL THRUST BLOCKS AGAINST UNDISTURBED SOIL. THE MINIMUM THICKNESS BETWEEN FITTING AND SOIL SHALL BE 12".
2. ALL THRUST BLOCK DIMENSIONS SHOWN ARE FOR AN 12" PIPE OR SMALLER. SEE W-4 AND W-4A FOR 8" AND 10" PIPE. LARGER DIAMETERS OF PIPE REQUIRE DESIGN OF THRUST BLOCKS AND SUBMITTAL TO CITY ENGINEER FOR APPROVAL ASSUMING SOIL BEARING =1000 PSF & PRESSURE=100 PSI.
3. CONCRETE SHALL BE CLASS "3" PER SECTION 7 OF THE STANDARD SPECIFICATIONS.
4. ➡ INDICATES THRUST DIRECTION. WHERE THRUST DIRECTION DIFFERS, ALTERNATE THRUST BLOCK DESIGN WILL BE REQUIRED.
5. PROJECT ENGINEER MAY SUBMIT SOILS REPORT AND CALCULATIONS TO JUSTIFY LESSER THRUST BLOCKS. USE 150 PSI FOR DESIGN.
6. RESTRAINED JOINTS MAY BE USED IN LIEU OF THRUST BLOCKS. SUBMIT TO CITY PRIOR TO CONSTRUCTION.
7. NTS=NOT TO SCALE

FILE: W-4B.DWG

**THRUST BLOCKS
FOR 12" PIPE**

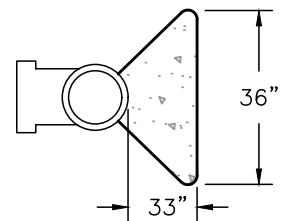
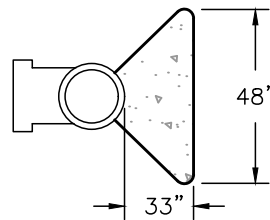
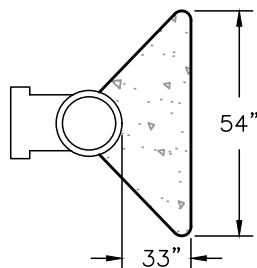
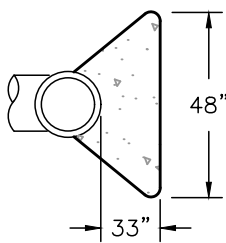
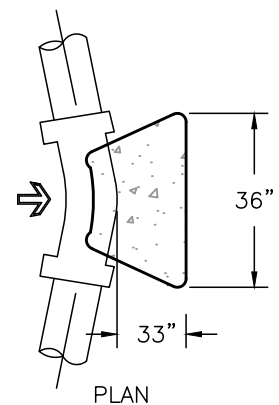
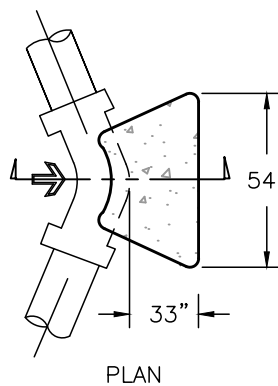
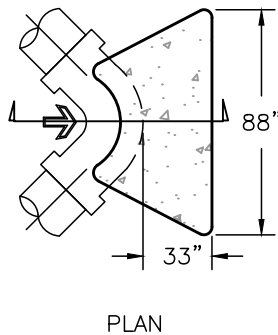
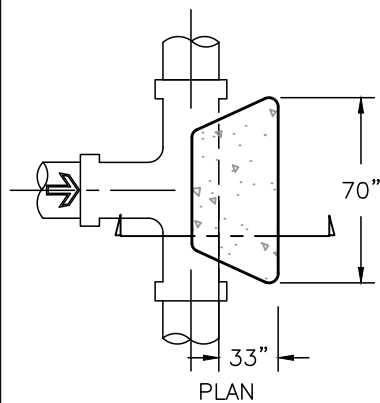
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**STD.
NO.
W-4B**



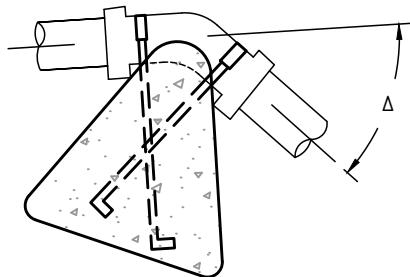
TEES
N.T.S.

90°BEND
N.T.S.

45°BEND
N.T.S.

22.5°BEND
N.T.S.

NOTES:



1. PLACE CONCRETE AGAINST UNDISTURBED SOIL.
2. $\frac{3}{8}$ " x 2" STRAPS WITH $\frac{5}{8}$ " ANCHOR BOLTS. ANCHORS TO EXTEND DEPTH OF BLOCK. ANCHORS TO BE STAINLESS STEEL OR EPOXY COATED REBAR.
3. SPECIAL DESIGN MAY BE REQUIRED IN FIELD.
4. DO NOT COVER NUTS AND BOLTS WITH CONCRETE.
5. NTS=NOT TO SCALE

1. CAST ALL THRUST BLOCKS AGAINST UNDISTURBED SOIL. THE MINIMUM THICKNESS BETWEEN FITTING AND SOIL SHALL BE 24".
2. ALL THRUST BLOCK DIMENSIONS SHOWN ARE FOR AN 18". SEE W-4, W-4A, AND W-4B FOR 8", 10", AND 12" PIPE. LARGER DIAMETERS OF PIPE REQUIRE DESIGN OF THRUST BLOCKS AND SUBMITTAL TO CITY ENGINEER FOR APPROVAL ASSUMING SOIL BEARING =1000 PSF & PRESSURE=100 PSI.
3. CONCRETE SHALL BE CLASS "3" PER SECTION 7 OF THE STANDARD SPECIFICATIONS.
4. ➡ INDICATES THRUST DIRECTION. WHERE THRUST DIRECTION DIFFERS, ALTERNATE THRUST BLOCK DESIGN WILL BE REQUIRED.
5. PROJECT ENGINEER MAY SUBMIT SOILS REPORT AND CALCULATIONS TO JUSTIFY LESSER THRUST BLOCKS. USE 150 PSI FOR DESIGN.
6. RESTRAINED JOINTS MAY BE USED IN LIEU OF THRUST BLOCKS. SUBMIT TO CITY PRIOR TO CONSTRUCTION.
7. NTS=NOT TO SCALE

VERTICAL BENDS ONLY
N.T.S.

FILE: W-4C.DWG

**THRUST BLOCKS
FOR 18" PIPE**

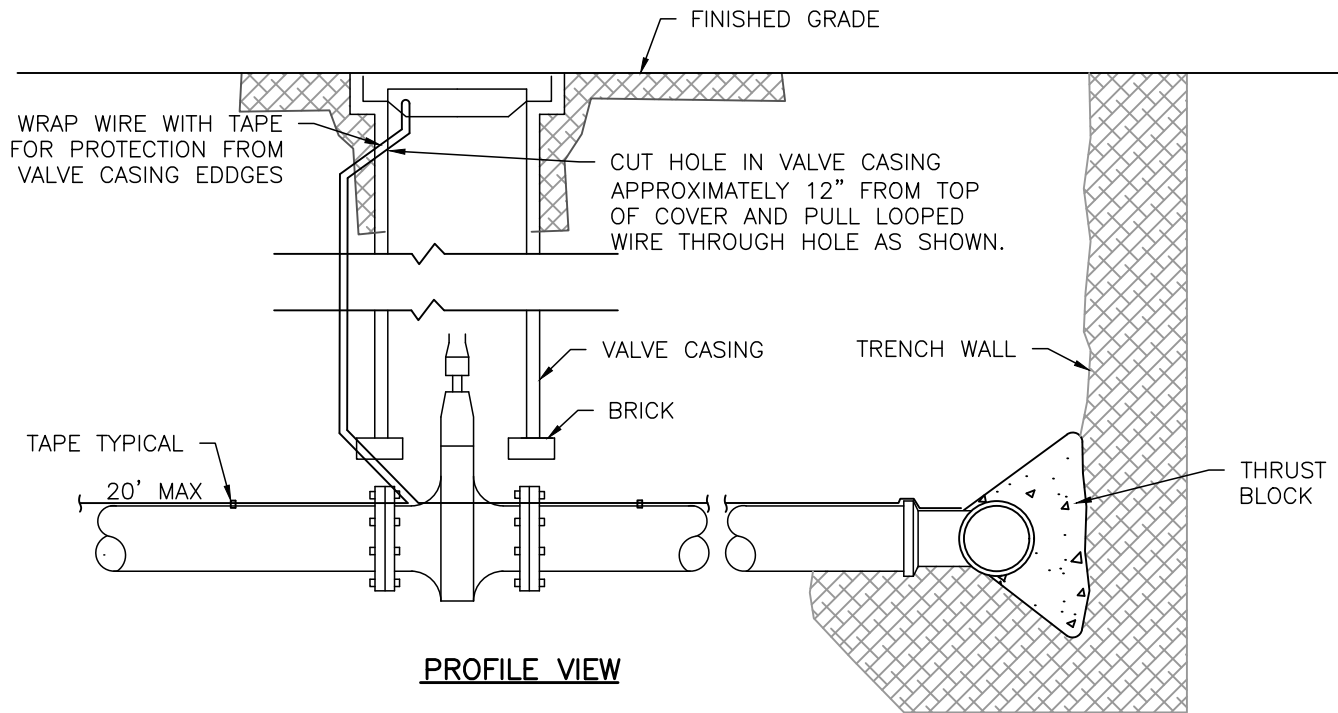
APPROVED BY:

Date: **08/04/26**

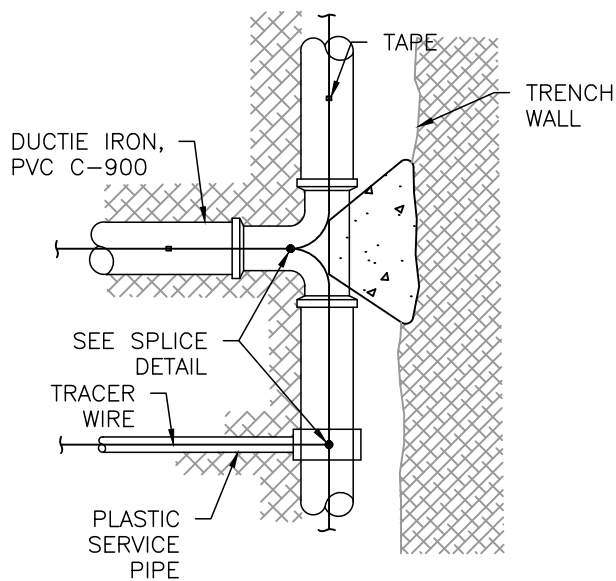
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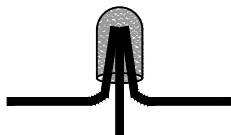
**STD.
NO.
W-4C**



PROFILE VIEW



PLAN VIEW



SPLICE DETAIL FOR CUT WIRES

STEPS:

1. STRIP 1" OF INSULATION FROM END OF EACH WIRE.
2. TWIST WIRES TOGETHER WITH PLIERS.
3. PLACE SPLICE CAP OVER TWISTED WIRES AND CRIMP WITH CRIMPING TOOL.
4. BEND CRIMP FLAT WITH WIRE.
5. WRAP SPLICED CONNECTION WITH RUBBER MOLDING TAPE, COMPLETELY COVERING BARE WIRE.

—OR

APPROVED EQUAL WATERTIGHT DIRECT BURY TWIST—ON ENCLOSURES MAY BE USED, AND INSTALL PER MANUFACTURER'S INSTRUCTIONS.

NOTES:

1. CONTRACTOR SHALL USE CARE TO PREVENT DAMAGE TO TRACER WIRE DURING INSTALLATION.
2. ALL WIRE SHALL BE STRANDED COPPER WITH 'PAW, THM, OR THHN RATED INSULATION, MIN. SIZE AWG 12. COLOR BLUE FOR POTABLE WATER AND PURPLE FOR RECLAIMED WATER.
3. TRACER WIRES SHALL BE INTERCONNECTED AT TEES, CROSSES, PLASTIC SERVICES, AND CUT WIRES WITH SPLICE CONNECTORS.
4. CONTINUITY TESTS SHALL BE CONDUCTED WHEN REQUIRED BY CITY OF LEMOORE.
5. TRACER WIRE SHALL BE REQUIRED ON ALL MAINS INCLUDING WATER SERVICE.

FILE: W-5.DWG

TRACER WIRE

APPROVED BY:

Date: **08/04/26**

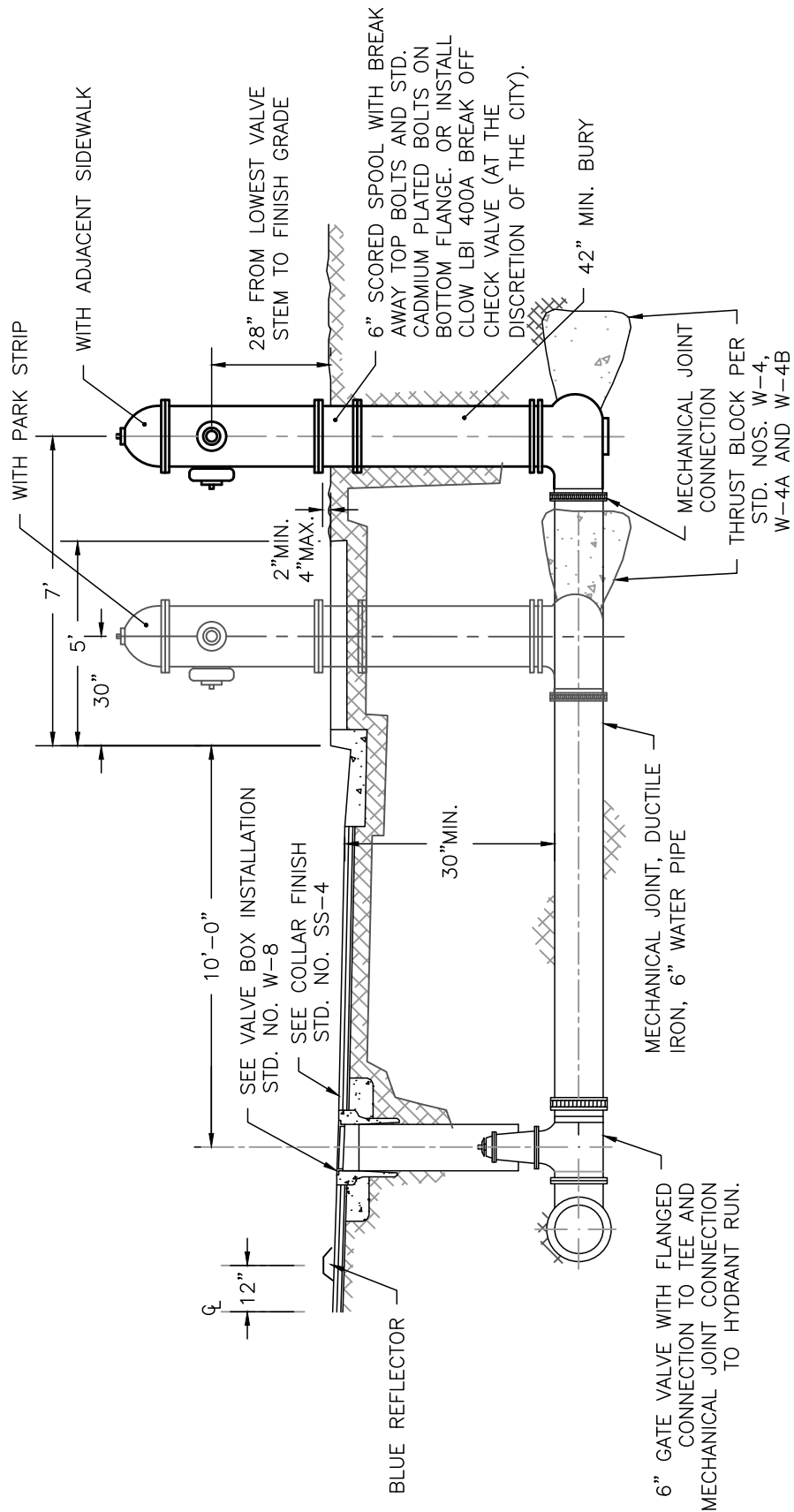
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City Engineer R.C.E. 41964

**STD.
NO.
W-5**

NOTES:

1. HYDRANT TO BE JONES J-950 OR CLOW 960 IN RESIDENTIAL AREAS OR JONES IRON OR CLOW IRON IN COMMERCIAL AREAS, OR EQUAL WITH TWO 2-1/2" AND ONE 4-1/2" PUMPER HOOK-UP; WET BARREL TYPE COMPLETE WITH 42" BURY, DRAIN HOLE TO BE PLUGGED.
2. FOR HYDRANT LATERALS EXCEEDING 50', ONLY THE FIRST TWO PIPE JOINTS DIRECTLY CONNECT TO THE GATE VALVE. THE VERTICAL ELBOW MUST BE DUCTILE IRON; INTERMEDIATE JOINTS MAY BE PVC.
3. UNDER CERTAIN CONDITIONS, SUCH AS A LONG HYDRANT LATERAL RUN, THE CITY ENGINEER MAY REQUIRE INSTALLATION OF AN 8 INCH HYDRANT LATERAL. FOR AN 8 INCH LATERAL, INSTALL A 6"x8" REDUCER ON THE VERTICAL ELBOW.
4. HYDRANT PLACEMENT: FOR CONTIGUOUS SIDEWALK PATTERN, HYDRANT PLACEMENT SHALL BE 7'0" BEHIND FACE OF CURB AS SHOWN. FOR ALL OTHER CONDITIONS, HYDRANT PLACEMENT SHALL BE 30" BEHIND FACE OF CURB.
5. ALL FIRE HYDRANTS SHALL BE PAINTED CANARY YELLOW.



FILE: W-6.DWG

FIRE HYDRANT

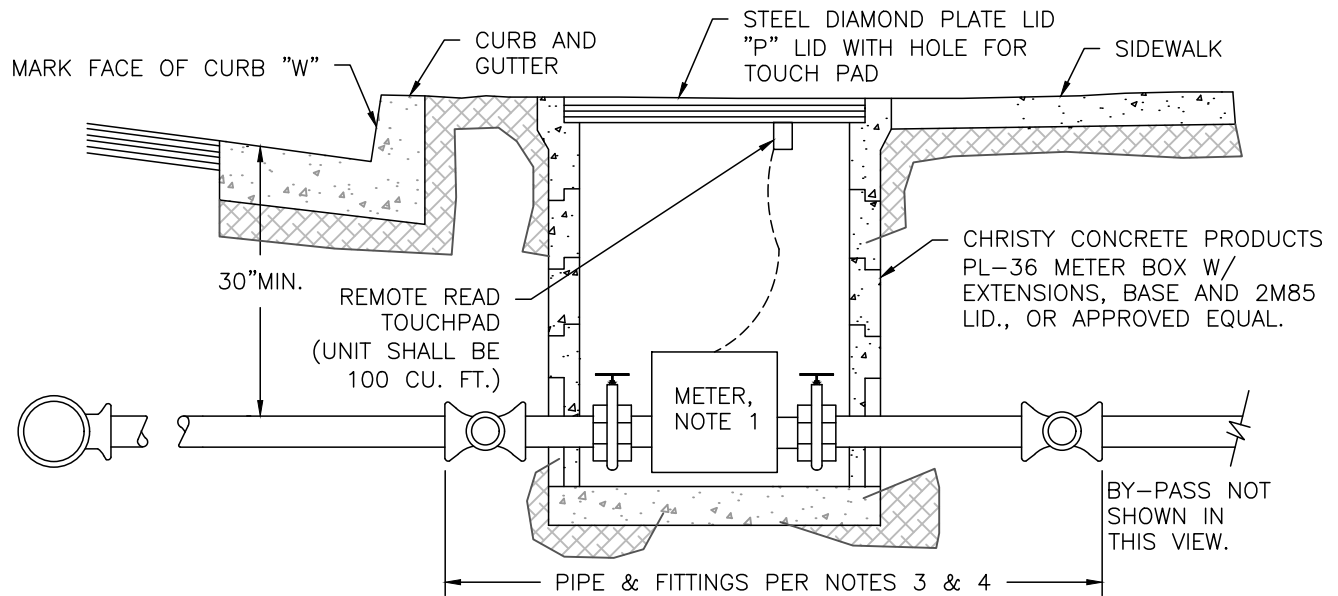
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Date: 08/04/26

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City Engineer R.C.E. 41964

STD.
NO.
W-6

Rev.



SECTION
N.T.S.

NOTES:

1. METER TO BE EITHER SENSUS OMNI T/R METER OR BADGER METER WITH SENSUS PROTOCOL TOUCHREAD TECHNOLOGY, OR EQUAL WITH REMOTE READ TOUCH PAD.
2. VALVES SHALL BE PER "STANDARD SPECIFICATIONS FOR GATE VALVE ASSEMBLIES" AND SHALL HAVE A RESILIENT SEAT OR WEDGE.
3. ALL TEES AND ELBOWS WITHIN THE LIMITS SHOWN SHALL BE CAST OR DUCTILE IRON WITH THREADED OR BOLTED FLANGE CONNECTIONS. WRAP FITTING PER NOTE 4.
4. ALL PIPING WITHIN THE LIMITS SHOWN SHALL BE DUCTILE IRON AND CI/DI FITTINGS SHALL BE WRAPPED PER "STD. SPECS. FOR PLASTIC FILM WRAP OF VALVES, BOLTED FLANGES AND OTHER BOLTED FITTINGS."
5. IN CASES WHERE SIDEWALK AND CURB ARE ADJACENT, ASSUME THE BACK OF SIDEWALK TO BE BACK OF CURB AS SHOWN ON DRAWING.
6. METER SPECS MUST BE APPROVED BY CITY REP. BEFORE INSTALLATION.

FILE: W-7.DWG

**SERVICE CONNECTION
1" AND 2" METER BOX
INSTALLATION**

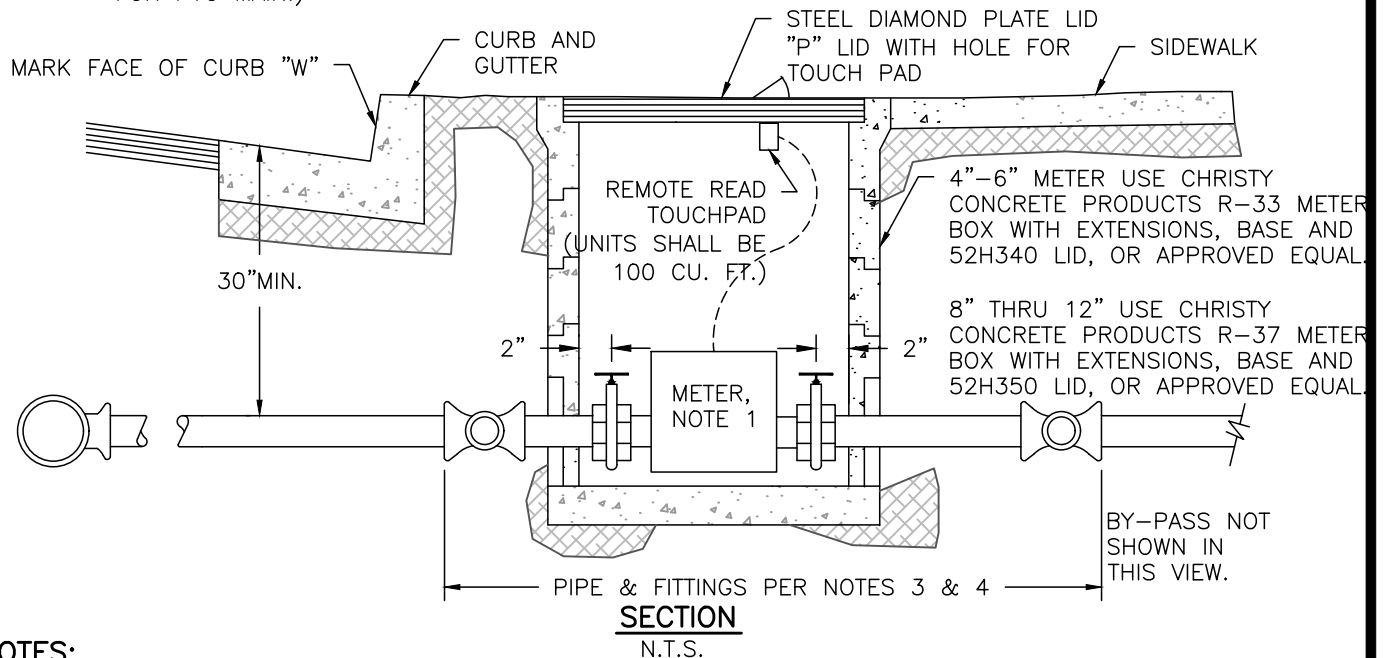
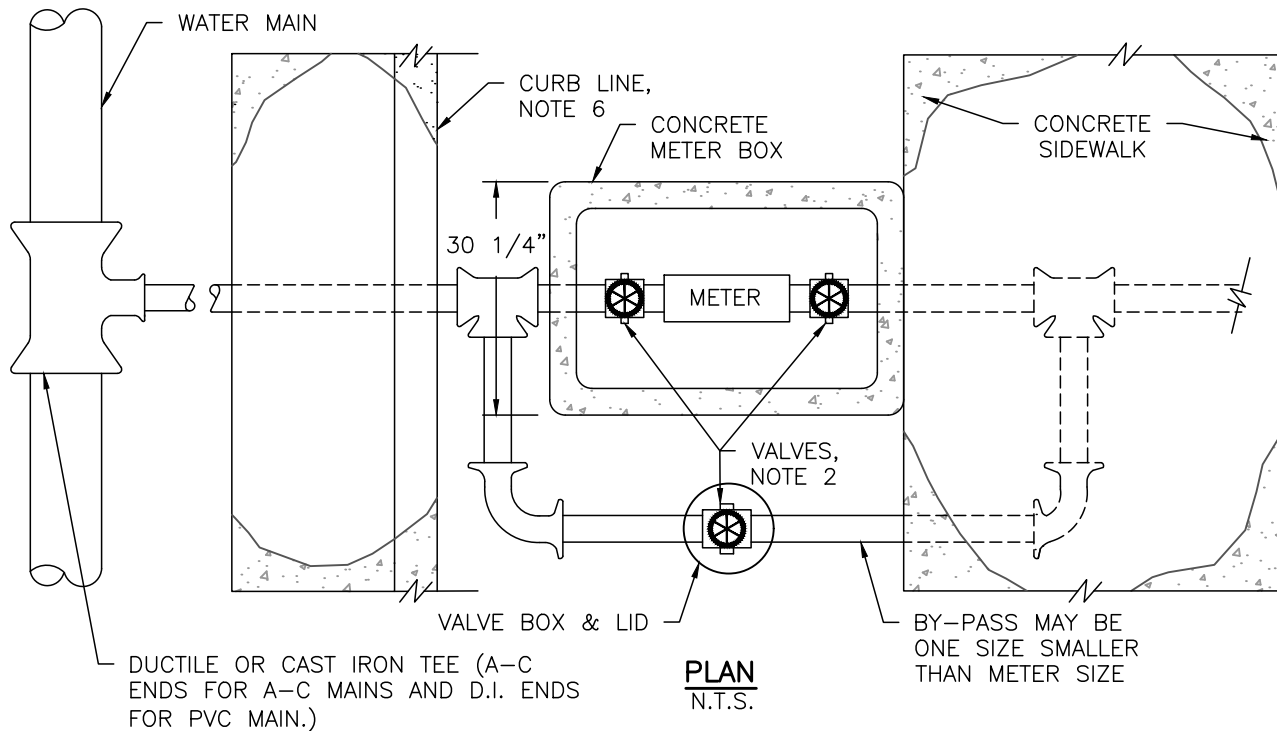
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City Engineer R.C.E. 41964

**STD.
NO.
W-7**

Rev.



NOTES:

- METER TO BE EITHER SENSUS OMNI T/R METER OR BADGER COMPOUND TOUCH READ METER IN 100 CU. FT. WITH REMOTE READ TOUCHPAD.
- VALVES SHALL BE PER "STANDARD SPECIFICATIONS FOR GATE VALVE ASSEMBLIES" AND SHALL HAVE A RESILIENT SEAT OR WEDGE.
- ALL TEES AND ELBOWS WITHIN THE LIMITS SHOWN SHALL BE CAST OR DUCTILE IRON WITH THREADED OR BOLTED FLANGE CONNECTIONS. WRAP FITTING PER NOTE 4.
- ALL PIPING WITHIN THE LIMITS SHOWN SHALL BE DUCTILE IRON AND CI/DI FITTINGS SHALL BE WRAPPED PER "STD. SPECS. FOR PLASTIC FILM WRAP OF VALVES, BOLTED FLANGES AND OTHER BOLTED FITTINGS."
- IN CASES WHERE SIDEWALK AND CURB ARE ADJACENT, ASSUME THE BACK OF SIDEWALK TO BE BACK OF CURB AS SHOWN ON DRAWING.
- ALL METERS PROPOSED TO BE INSTALLED IN ANY INSTALLATION MUST BE APPROVED BY THE CITY REP. BEFORE INSTALLATION.

FILE: W-7A.DWG

**SERVICE CONNECTION 4"
AND LARGER, METER
BOX INSTALLATION**

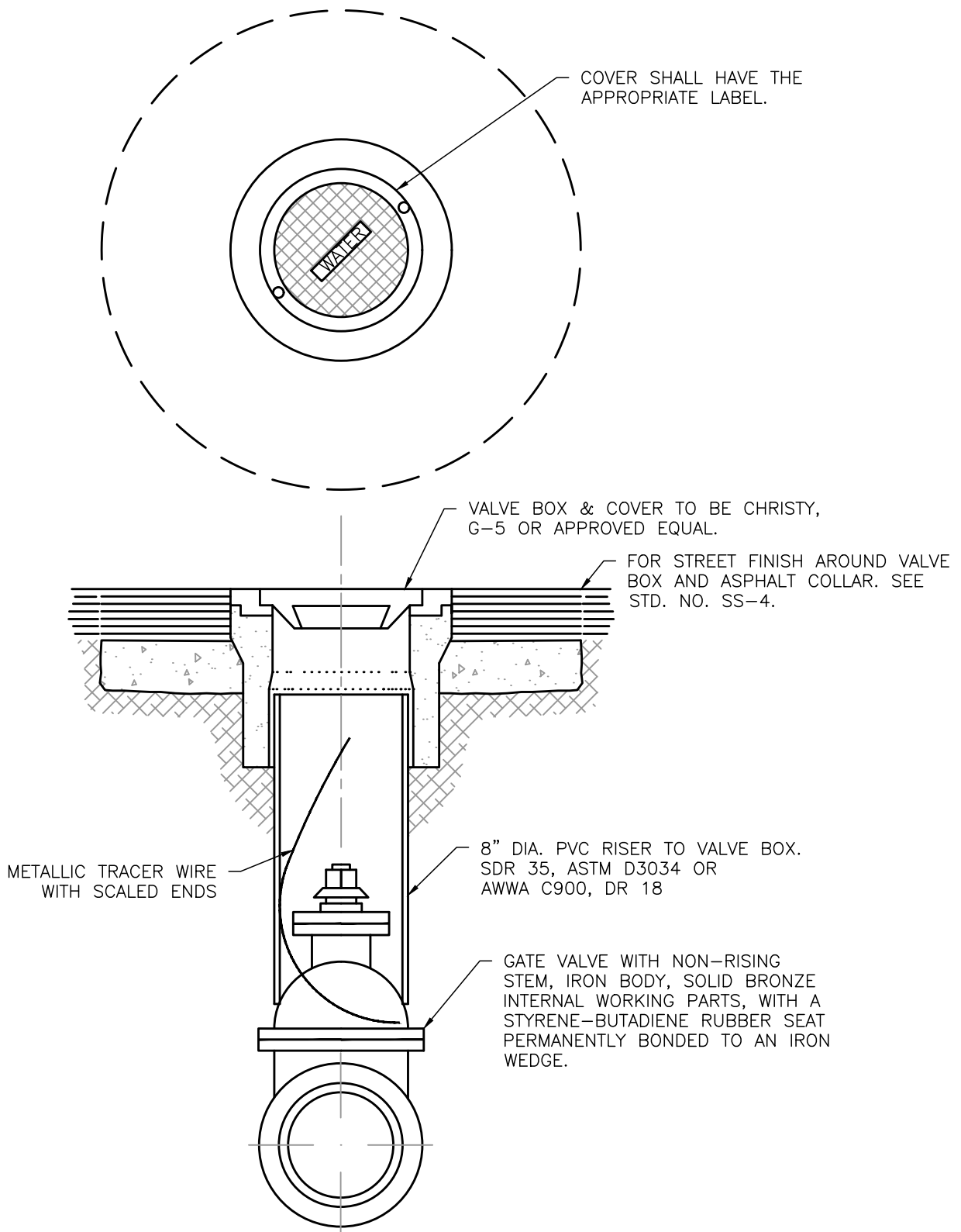
APPROVED BY:

Date: **08/04/26**

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**STD.
NO.
W-7A**



FILE: W-8.DWG

VALVE BOX INSTALLATION

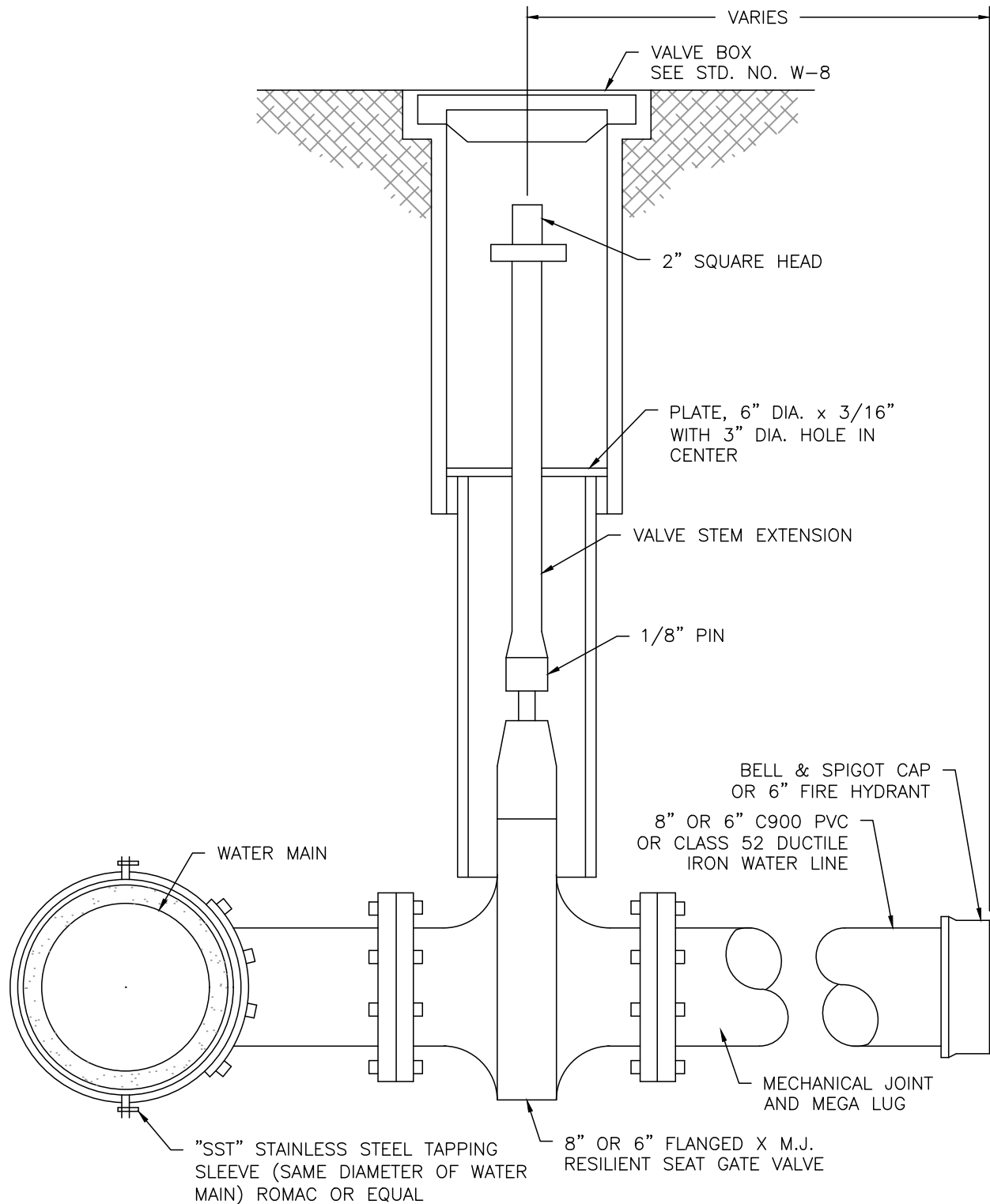
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**STD.
 NO.
 W-8**



FILE: W-9.DWG

6" OR 8" WATER LATERAL

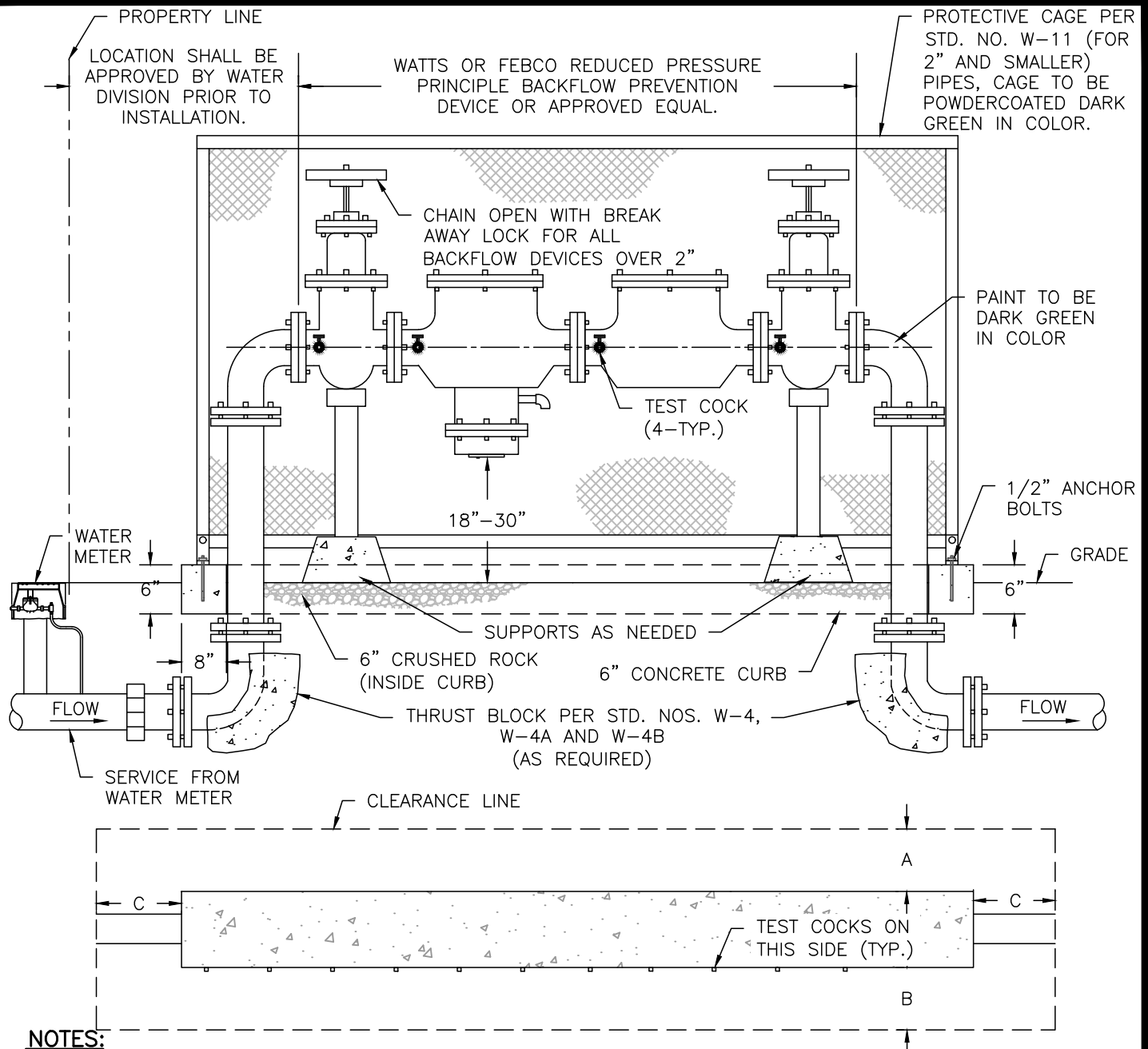
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STD.
NO.
W-9



NOTES:

- GATE VALVES AND TEST COCKS ARE REQUIRED.
- NO CONNECTIONS OR TEES WILL BE ALLOWED BETWEEN METER AND DEVICE.
- PROVIDE INSULATION BLANKET, DARK GREEN.
- DEVICE MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE.
- PROVIDE PROTECTIVE CAGE PER STD. NO. W-11.
- THE DEVICES SHALL BE INSTALLED ADJACENT TO AND ON THE PROPERTY SIDE OF THE SIDEWALK WHERE APPLICABLE. THE DEVICE SHALL BE INSTALLED AS CLOSE TO THE WATER METER AS POSSIBLE.
- THE DEVICE SHALL BE THE SAME SIZE OR LARGER THAN THE SERVICE METER.
- LANDSCAPING OR OTHER SCREENING AROUND THE DEVICE SHALL BE AS SHOWN ON THE APPROVED LANDSCAPE PLANS.
- PIPE MUST BE BRONZE OR DUCTILE IRON.
- BACKFLOW MUST BE CERTIFIED PRIOR TO ACCEPTANCE BY CITY OF LEMOORE.
- SUBMIT BACKFLOW DEVICE FOR ACCEPTANCE BY CITY OF LEMOORE.
- BACKFLOW DEVICE SHALL BE COVERED WITH AN INSULATION BLANKET TO PREVENT FREEZING.

MINIMUM CLEARANCE			
SIZE	A	B	C
1'-3"	12"	18"	12"
4" & UP	24"	24"	12"
Maximum	36"	36"	36"

FILE: W-10.DWG

REDUCED PRESSURE BACKFLOW DEVICE

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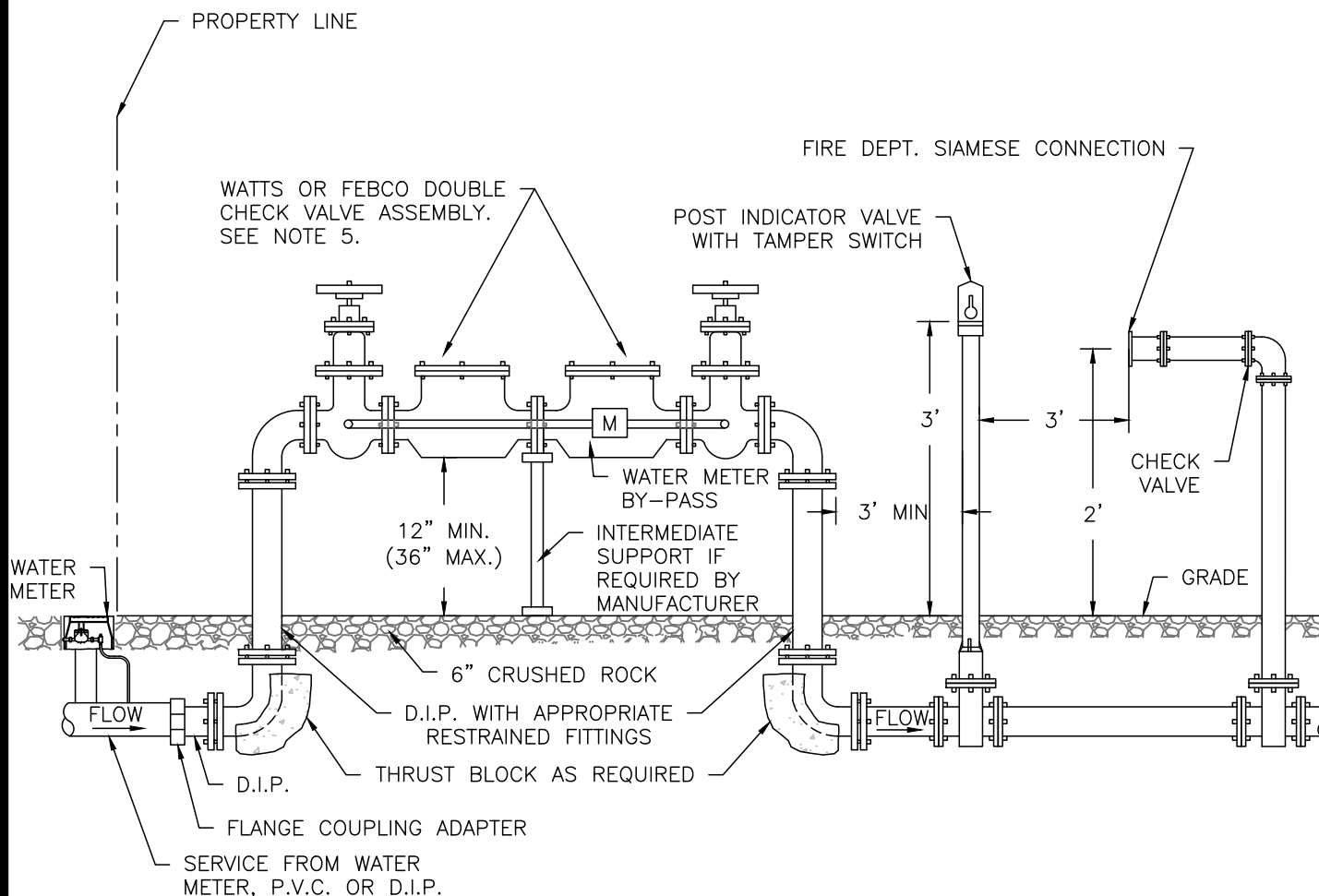
**STD.
NO.
W-10**

1. EXPANDED METAL GRATING TO BE WELDED INSIDE STRUCTURAL SUPPORTS EVERY 5" MIN.
2. ALL DIAGONAL & CIRCULAR CUT EXPOSED EDGES SHALL BE BANDED WITH A BAR EQUAL TO THE OVER ALL GRATING THICKNESS AND WELDED AT ALL CONTACT POINTS.
3. HINGE SHALL BE 1/2" GALVANIZED BOLT IN TO THE NUT WELDED INSIDE ENCLOSURE. END OF BOLT SHALL BE ALTERED TO PREVENT REMOVAL FROM OUTSIDE ENCLOSURE.
4. WELD ALL 1/2" DIA. ROD INTERSECTIONS WITH 3/8" FILLET WELDS.
5. CURB SHALL BE 6" THICK CLASS "A" CONCRETE.
6. ALL PIPING EXTENDING THROUGH CONCRETE CURB SHALL BE WRAPPED WITH 20 MIL. PLUMBERS TAPE.
7. ALL EXPOSED PARTS SHALL BE PRIMERED AND PAINTED WITH RUST PREVENTIVE PAINT.
8. ENCLOSURE DIMENSIONS WILL VARY DEPENDING ON SIZE AND TYPE OF EQUIPMENT. SEE MINIMUM CLEARANCE CHART ON STD. NO. W-10.



STD.
NO.
W-11

FILE: W-11.DWG



NOTES:

1. BACKFLOW ABOVE GROUND PIPING SHALL BE PAINTED DARK RED.
2. LOCATION TO BE APPROVED BY THE FIRE DEPARTMENT.
3. ALL ABOVE GROUND VALVES AND POST INDICATOR VALVES SHALL BE EQUIPPED WITH TAMPER SWITCH DEVICES AS APPROVED BY THE FIRE DEPARTMENT.
4. COMPLETE INSTALLATION SHALL BE PLUMB AND LEVEL.
5. U.S.C. APPROVED DOUBLE DETECTOR CHECK VALVE ASSEMBLY- W/O.S. & Y. GATE VALVE CHAINED IN OPEN POSITION. BYPASS PIPING TO INCLUDE DOUBLE CHECK VALVE AND METER.
6. BACKFLOW MUST BE CERTIFIED AFTER INSTALLATION AND A COPY OF THE CERTIFICATE GIVEN TO THE CITY REPRESENTATIVE PRIOR TO ACCEPTANCE BY THE CITY OF LEMOORE.
7. VALVES TO BE CHAINED AND LOCK TOGETHER.
8. FIRE DEPARTMENT PUMPER CONNECTION SHALL BE MAXIMUM 50' TO FIRE HYDRANT.
9. POST INDICATOR VALVE SHALL BE CONNECTED TO AN APPROVED DETECTOR CONNECTED TO A FIRE ALARM SYSTEM.
10. BACKFLOW DEVICE SHALL BE COVERED WITH AN INSULATION BLANKET TO PREVENT FREEZING.
11. UNDER GROUND PIPING FOR FIRE LINES SHALL BE TESTED HYDROSTATICALLY AT 200 PSI FOR 2 HOURS AS PER NFPA 13.

FILE: W-12.DWG

**(FIRE PROTECTION)
DOUBLE CHECK
DETECTOR ASSEMBLY**

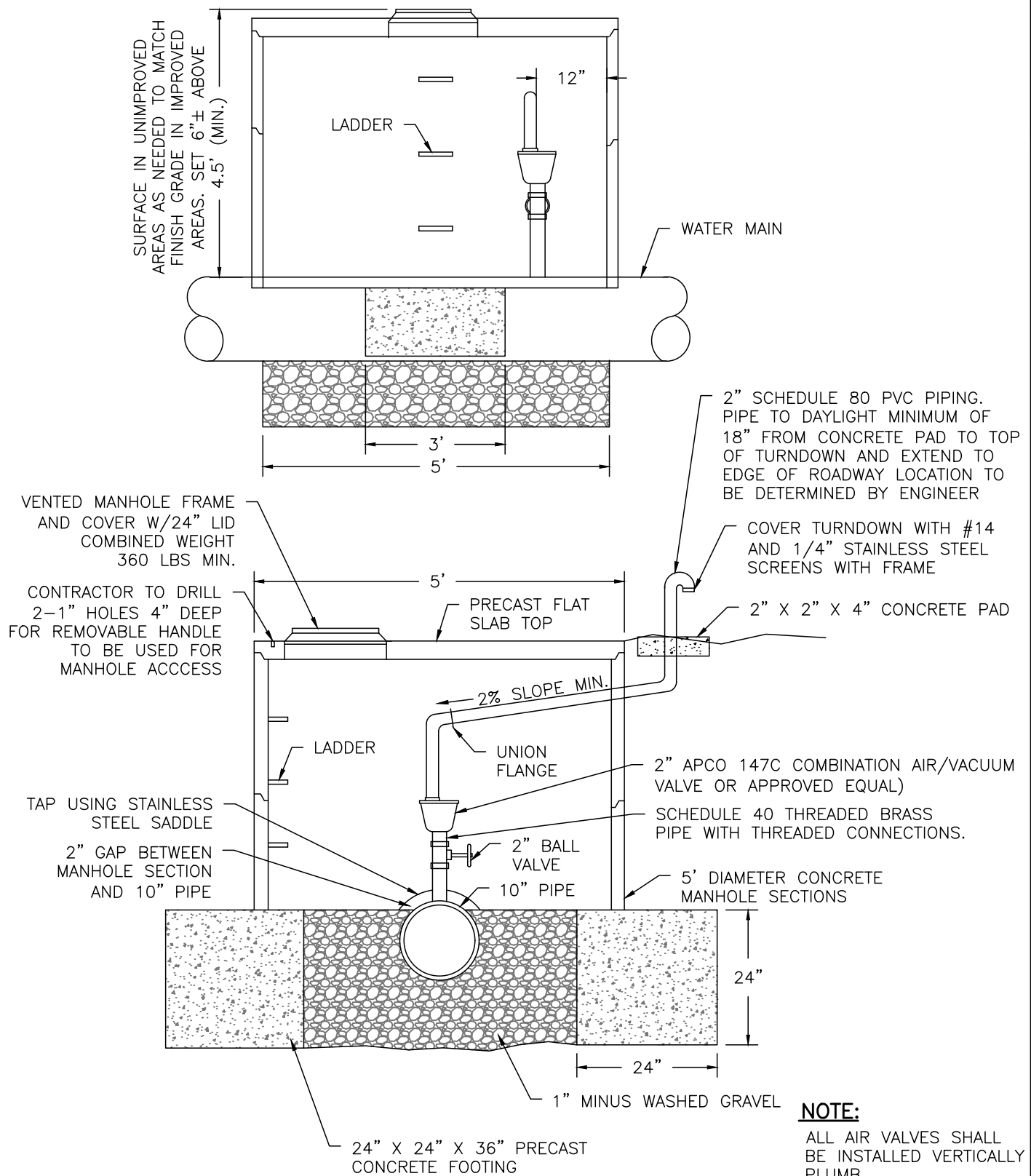
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[Signature]
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City Engineer R.C.E. 41964

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**STD.
NO.
W-12**



NOTE:

ALL AIR VALVES SHALL BE INSTALLED VERTICALLY PLUMB

FILE: W-13.DWG

STANDARD AIR VACUUM RELEASE VALVE

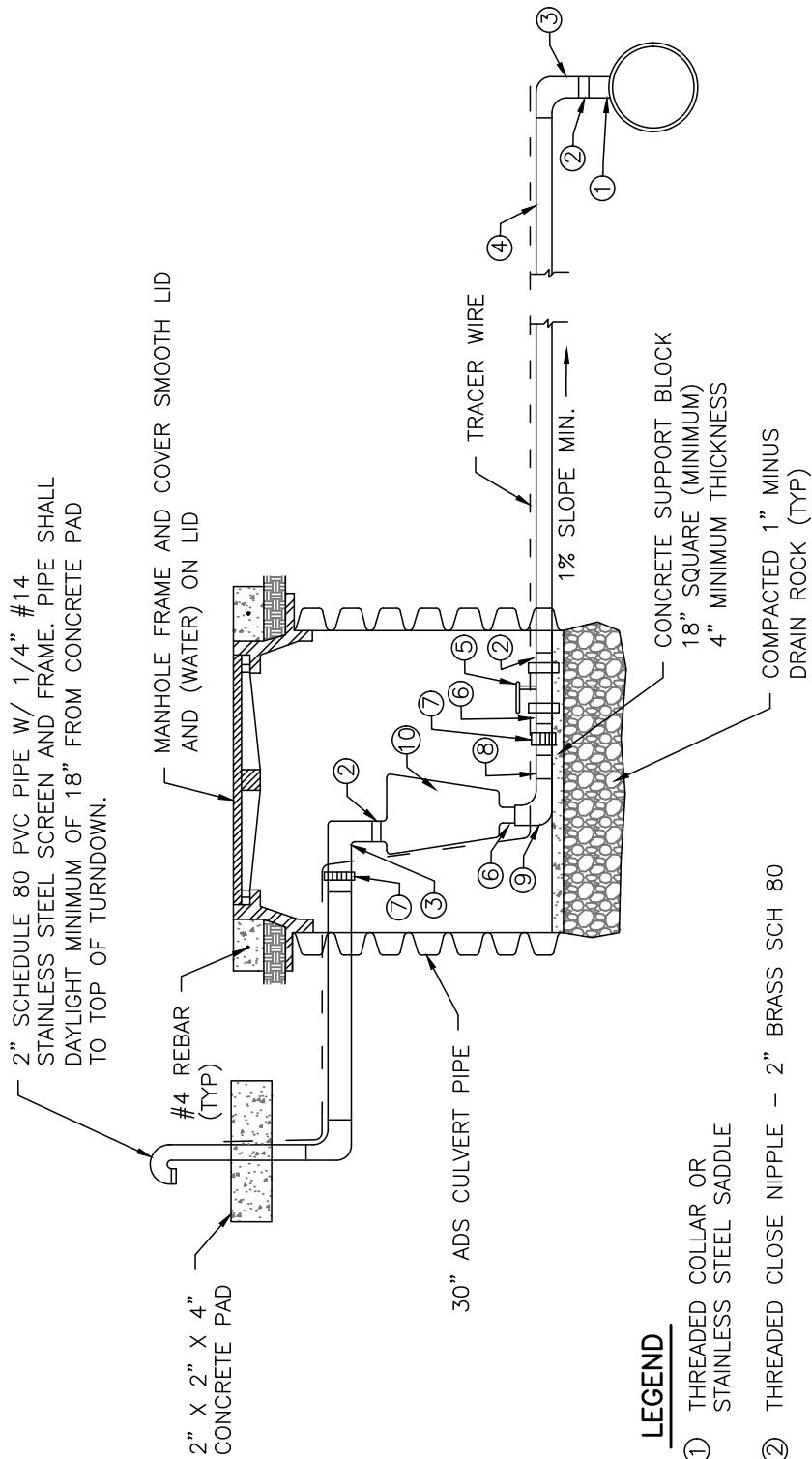
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**STD.
NO.
W-13**



LEGEND

- ① THREADED COLLAR OR STAINLESS STEEL SADDLE
- ② THREADED CLOSE NIPPLE – 2" BRASS SCH 80
- ③ THREADED 90° ELBOW – 2" BRASS SCH 80
- ④ 2" SCHEDULE 80 POLLY PIPE
- ⑤ 2" THREADED BALL VALVE
- ⑥ THREADED CLOSE NIPPLE – 2" BRASS
- ⑦ UNION FLANGE COUPLER
- ⑧ THREADED NIPPLE – 2" BRASS
- ⑨ THREADED 90° ELBOW – 2" BRASS
- ⑩ 2" APCO 145C COMBINATION AIR/VAC VALVE

FILE: W-13A.DWG

**REMOTE AIR VACUUM
RELEASE VALVE**

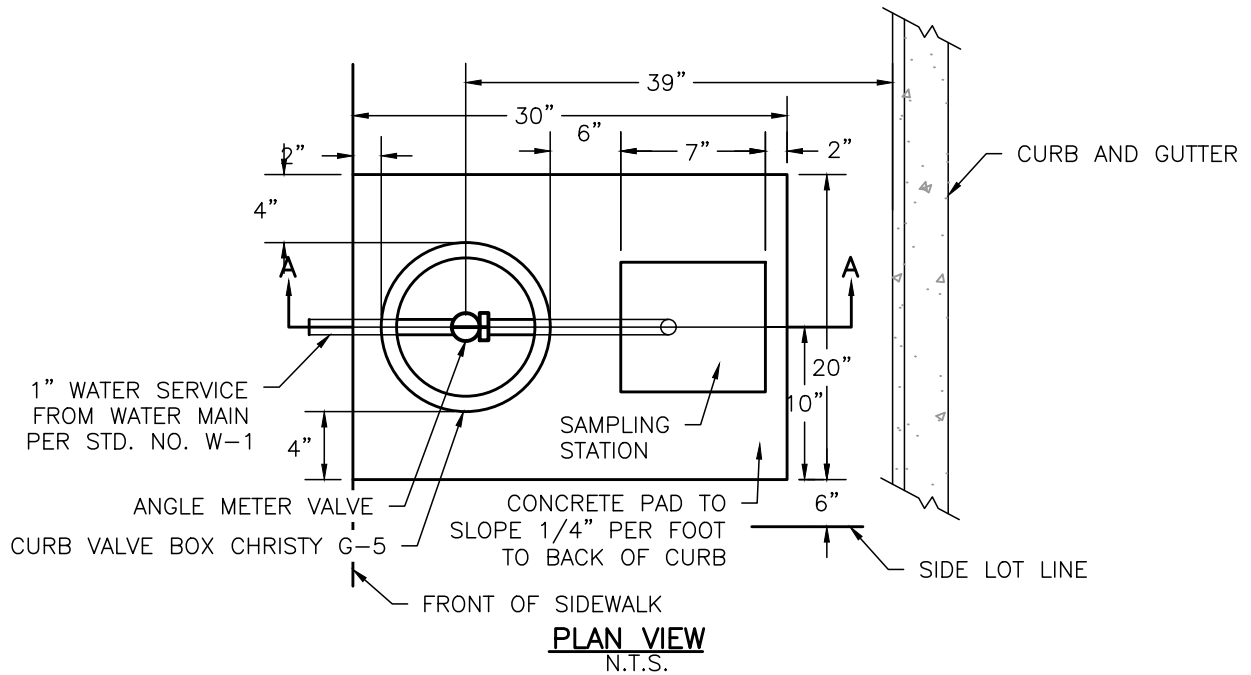
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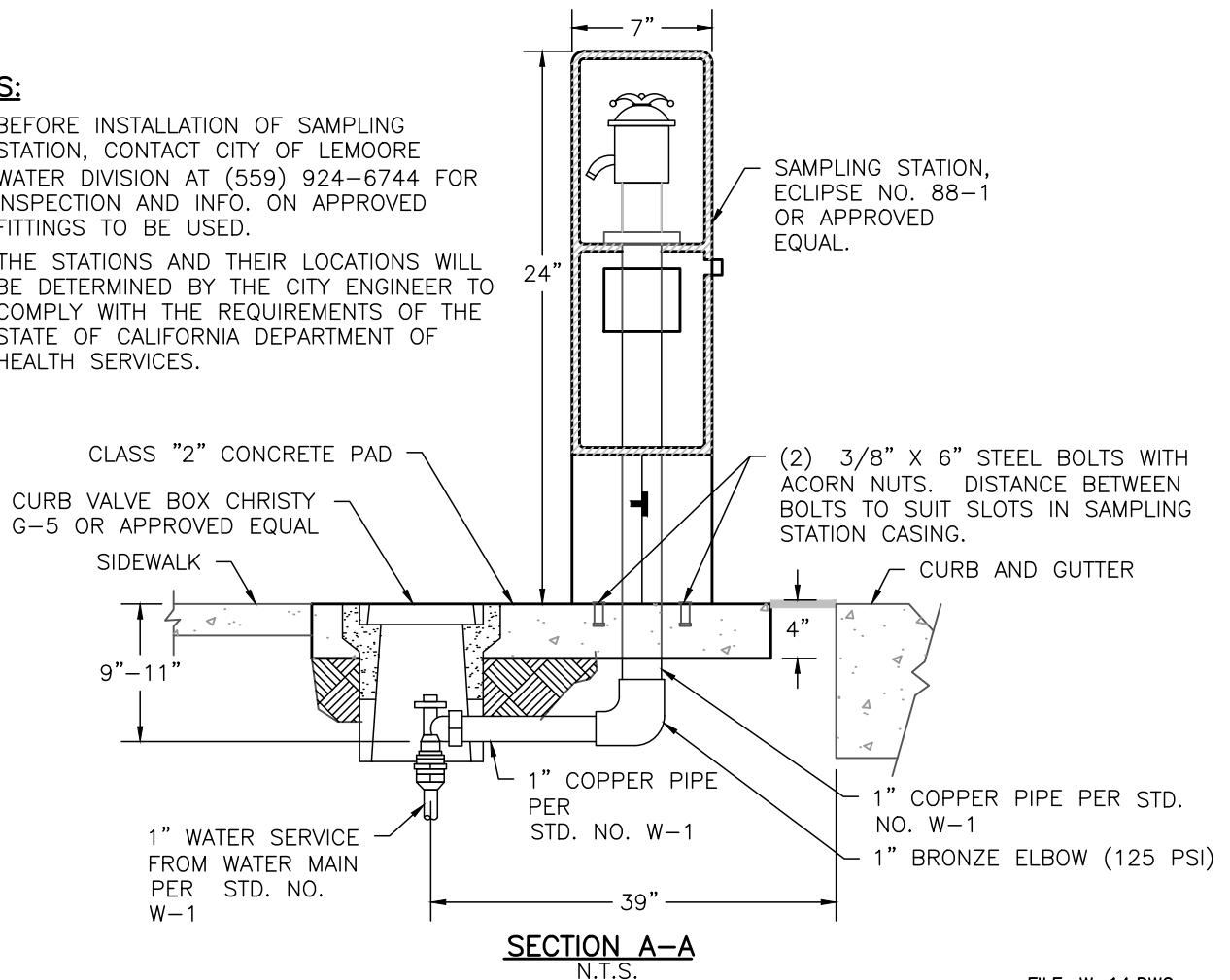
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City Engineer R.C.E. 41964

**STD.
NO.
W-13A**



NOTES:

1. BEFORE INSTALLATION OF SAMPLING STATION, CONTACT CITY OF LEMOORE WATER DIVISION AT (559) 924-6744 FOR INSPECTION AND INFO. ON APPROVED FITTINGS TO BE USED.
2. THE STATIONS AND THEIR LOCATIONS WILL BE DETERMINED BY THE CITY ENGINEER TO COMPLY WITH THE REQUIREMENTS OF THE STATE OF CALIFORNIA DEPARTMENT OF HEALTH SERVICES.



FILE: W-14.DWG

WATER SAMPLING STATION

APPROVED BY:

Date: **08/04/26**

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**STD.
NO.
W-14**

A. IMPERVIOUS SEALING MATERIAL

SUITABLE MATERIALS INCLUDE NEAT CEMENT, CEMENT GROUT, CONCRETE BENTONITE CLAYS (MUDS). USED DRILLED MUDS ARE NOT ACCEPTABLE.

1. A NEAT CEMENT MIXTURE SHALL BE COMPOSED OF ONE BAG OF PORTLAND CEMENT TO 6 TO 7 GALLONS OF CLEAN WATER.
2. CEMENT GROUT SHALL BE COMPOSED OF NOT MORE THAN TWO PARTS OF SAND AND ONE PART OF CEMENT (PER BAG OF CEMENT) TO 6 TO 7 GALLONS OF CLEAN WATER.

B. PLACEMENT OF MATERIALS

THE FOLLOWING REQUIREMENTS SHALL BE OBSERVED IN PLACING MATERIAL IN THE WELLS TO BE DESTROYED:

1. THE WELL SHALL BE FILLED WITH THE APPROPRIATE MATERIAL FROM THE BOTTOM OF THE WELL UP.
2. WHERE NEAT CEMENT, CEMENT GROUT, OR CONCRETE IS USED, IT SHALL BE POURED IN ONE CONTINUOUS OPERATION.
3. IMPERVIOUS FILL MATERIALS SHALL BE PLACED IN THE INTERVAL OR INTERVALS TO BE SEALED BY METHODS THAT PREVENT FREE FALL, DILUTION, AND/OR SEPARATION OF AGGREGATES FROM CEMENTING MATERIALS.
4. IN DESTROYING GRAVEL-PACKED WELLS, THE CASING SHALL BE PERFORATED OR OTHERWISE PUNCTURED OPPOSITE THE AREA TO BE SEALED. THE SEALING MATERIAL SHALL THEN BE PLACED WITHIN THE CASING; COMPLETELY FILLING THE PORTION ADJACENT TO THE AREA TO BE SEALED AND THEN FORCED OUT UNDER PRESSURE INTO THE GRAVEL ENVELOPE. THE PRESSURE SHALL BE MAINTAINED FOR A LENGTH OF TIME SUFFICIENT FOR THE CEMENTING MIXTURE TO SET.

C. ALL REQUIREMENTS FOR DESTROYING WELLS

1. SHALL COMPLY WITH SECTION 23 OF THE STATE DEPARTMENT OF WATER RESOURCES, "WATER WELL STANDARDS", BULLETIN #74.
2. A PERMIT SHALL BE OBTAINED FROM THE CITY OF LEMOORE AND KINGS COUNTY PRIOR TO ABANDONMENT.
3. CITY INSPECTOR SHALL BE ON SITE DURING WELL ABANDONMENT.

ABANDONMENT OF
EXISTING WELL

APPROVED BY:

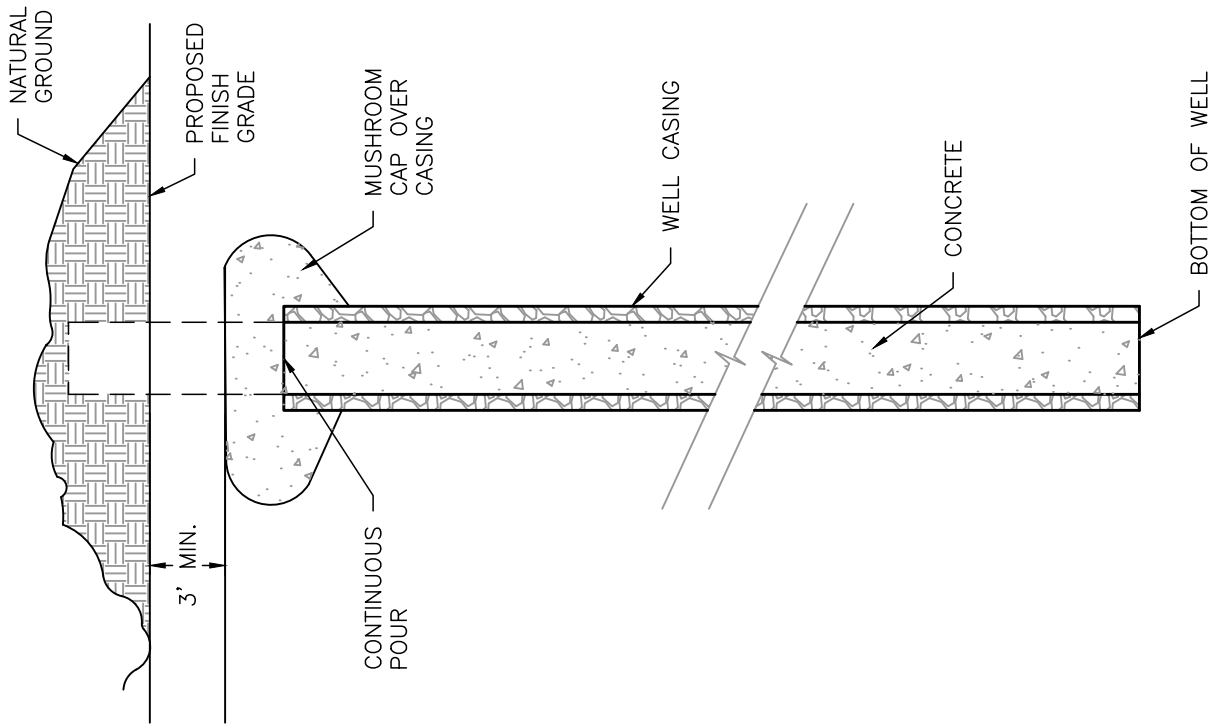
Date: 08/04/26

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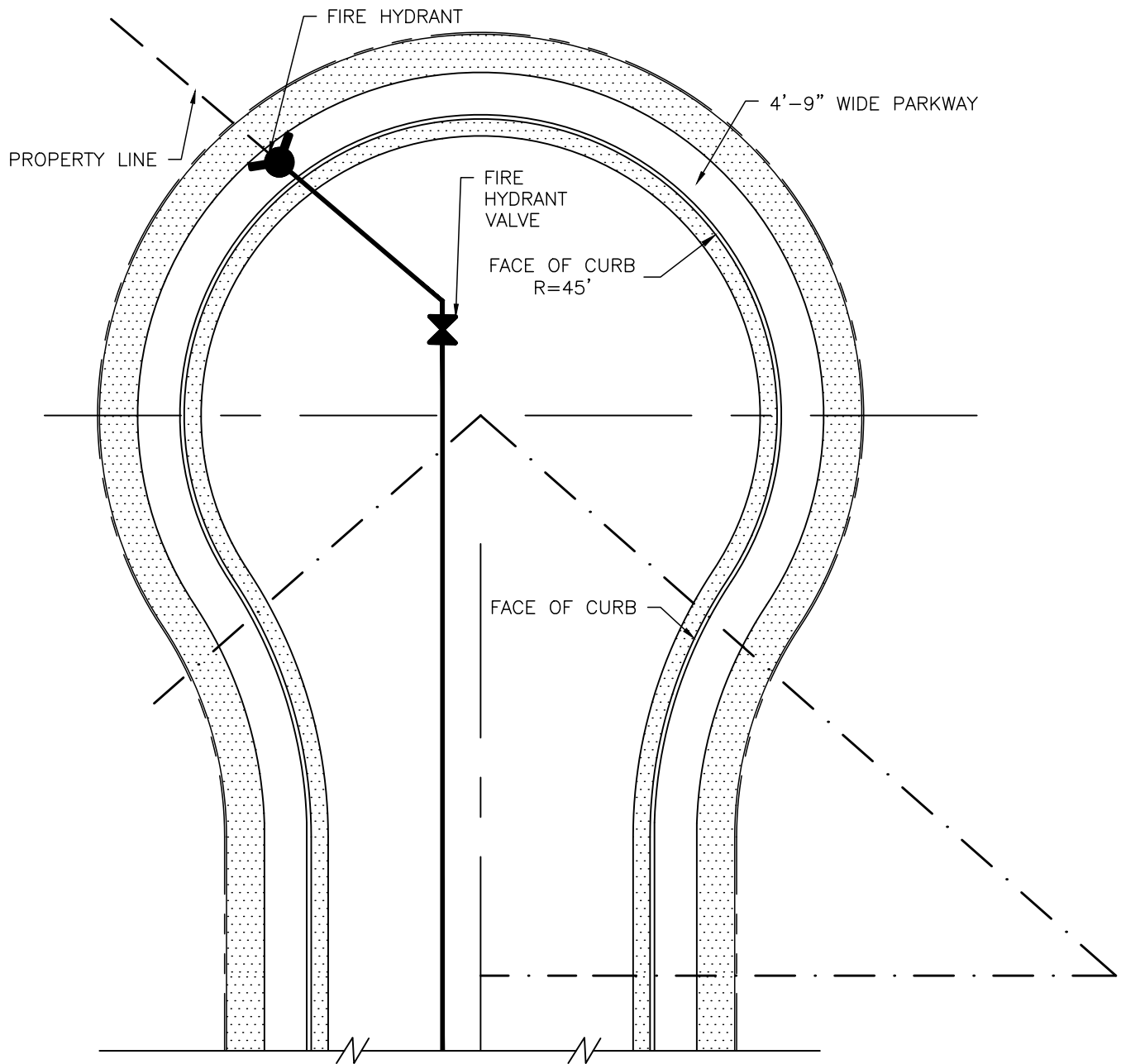

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City Engineer R.C.E. 41964

STD.
NO.
W-15

FILE: W-15.DWG



NOTE: CUL-DE-SAC STREETS SHALL NOT BE MORE THAN FIVE HUNDRED FEET (500') IN LENGTH.



FILE: W-16.DWG

STANDARD CUL-DE-SAC END FIRE HYDRANT FLUSH POINT

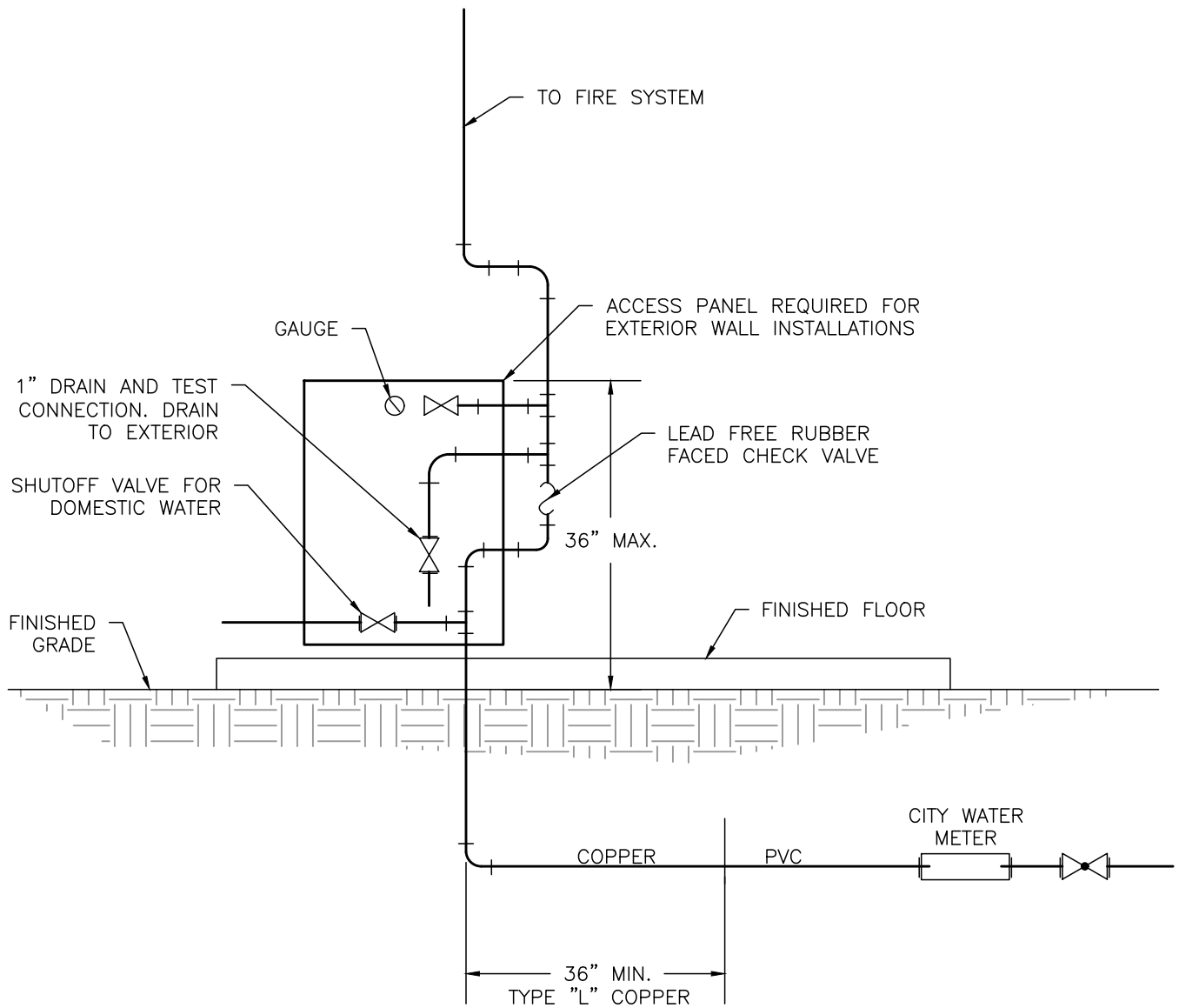
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STD.
NO.
W-16



FILE: W-17.DWG

RESIDENTIAL FIRE RISER SCHEMATIC

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**STD.
NO.
W-17**

CLASSIFICATION

T.I.

RURAL STREET	5.0
FRONTAGE OR ACCESS ROAD	5.5
CUL-DE-SAC OR DEAD END STREET	5.5
LOCAL RESIDENTIAL STREET	5.5
COLLECTOR STREET	8.0
DOWNTOWN STREET	8.0
ARTERIAL STREET	11.0
PARKWAY	11.0

STREETS SHALL BE DESIGNED FOR THE T.I. REQUIRED FOR THE STREET'S CLASSIFICATION AS SHOWN ON THE CURRENT GENERAL PLAN, EXCEPT WHERE STUDIES INDICATE A HIGHER T.I. MAY BE JUSTIFIED BY THE CITY.

NOTES:

1. STRUCTURAL SECTIONS SHALL BE DETERMINED BASED ON T.I. AND R-VALUES AS TABULATED IN THE STREET SECTIONS REQUIREMENTS STANDARD DRAWING.
2. ASPHALT CONCRETE SHALL BE TYPE A, WITH 3/4" AGGREGATE GRADATION AND PG 64-10 LIQUID ASPHALT BINDER PER CITY OF LEMOORE STANDARD SPECIFICATIONS.
3. TACK COAT IS REQUIRED AND SHALL BE APPLIED PER CITY STANDARD SPECIFICATIONS.
4. ASPHALT CONCRETE REQUIREMENTS SHALL BE AS STATED IN THE CITY OF LEMOORE STANDARD SPECIFICATIONS.
5. ASPHALT CONCRETE SHALL BE PLACED ONLY WHEN THE ATMOSPHERIC TEMPERATURE IS 50° F AND RISING.
6. STREET TREES ARE REQUIRED IN ADDITION TO THE ON-SITE LANDSCAPE REQUIREMENT.
7. SOIL ADJACENT TO CONCRETE CURB AND SIDEWALK SHALL BE GRADED 3" BELOW TOP OF CURVE TO ALLOW ROOM FOR MULCH.

FILE: ST-1.DWG

**TRAFFIC INDEX
CHART AND STREET
SECTION NOTES**

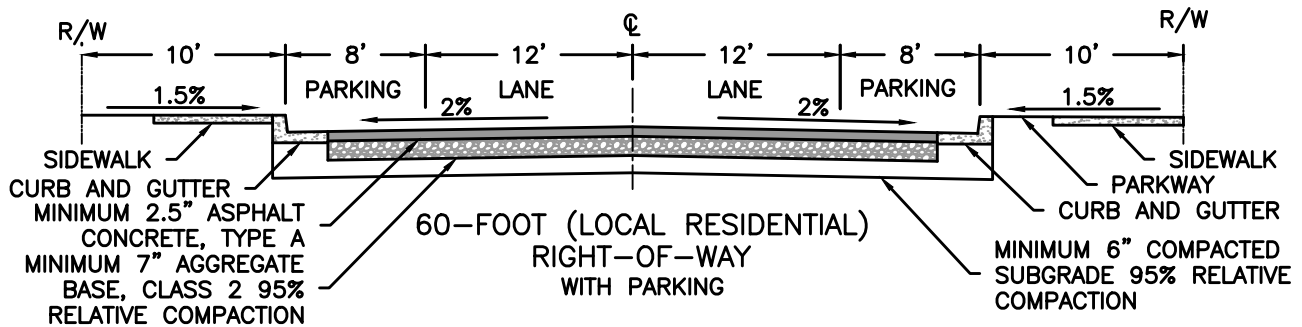
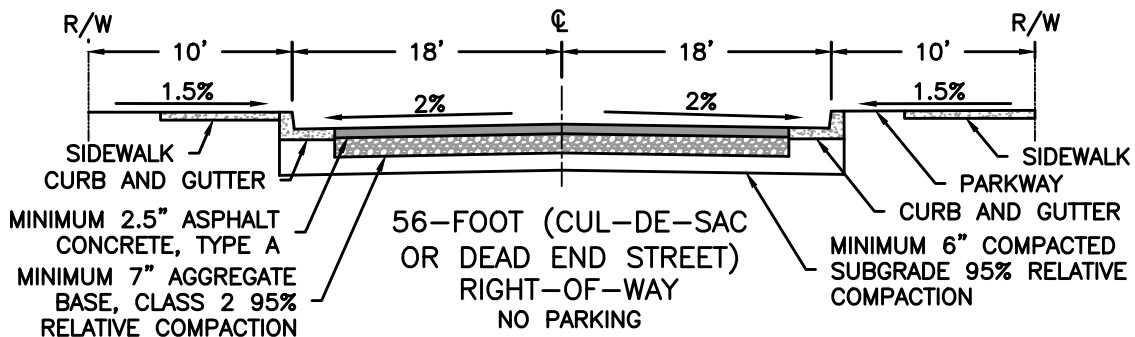
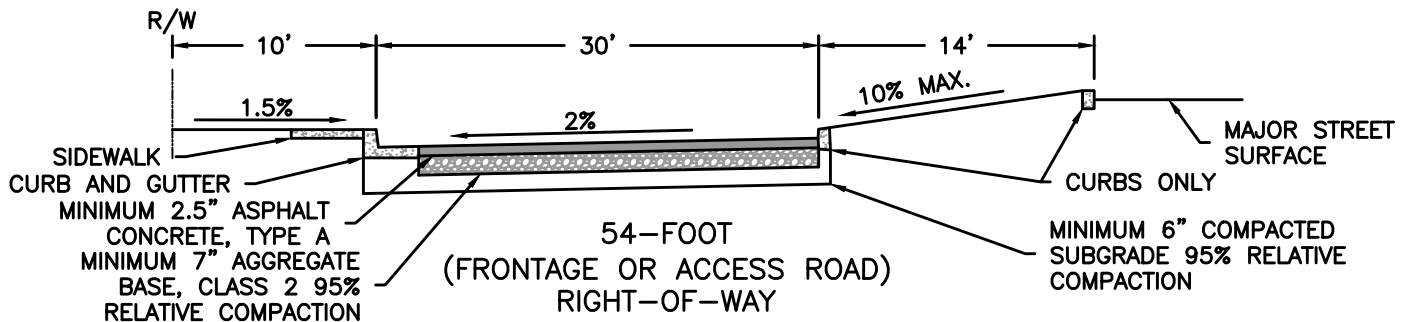
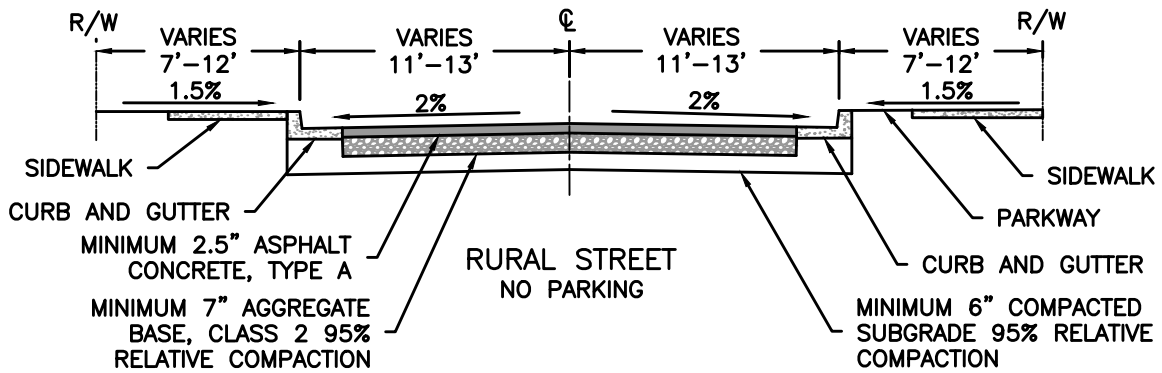
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**STD.
NO.
ST-1**



FILE: ST-1A.DWG

TYPICAL STREET SECTIONS

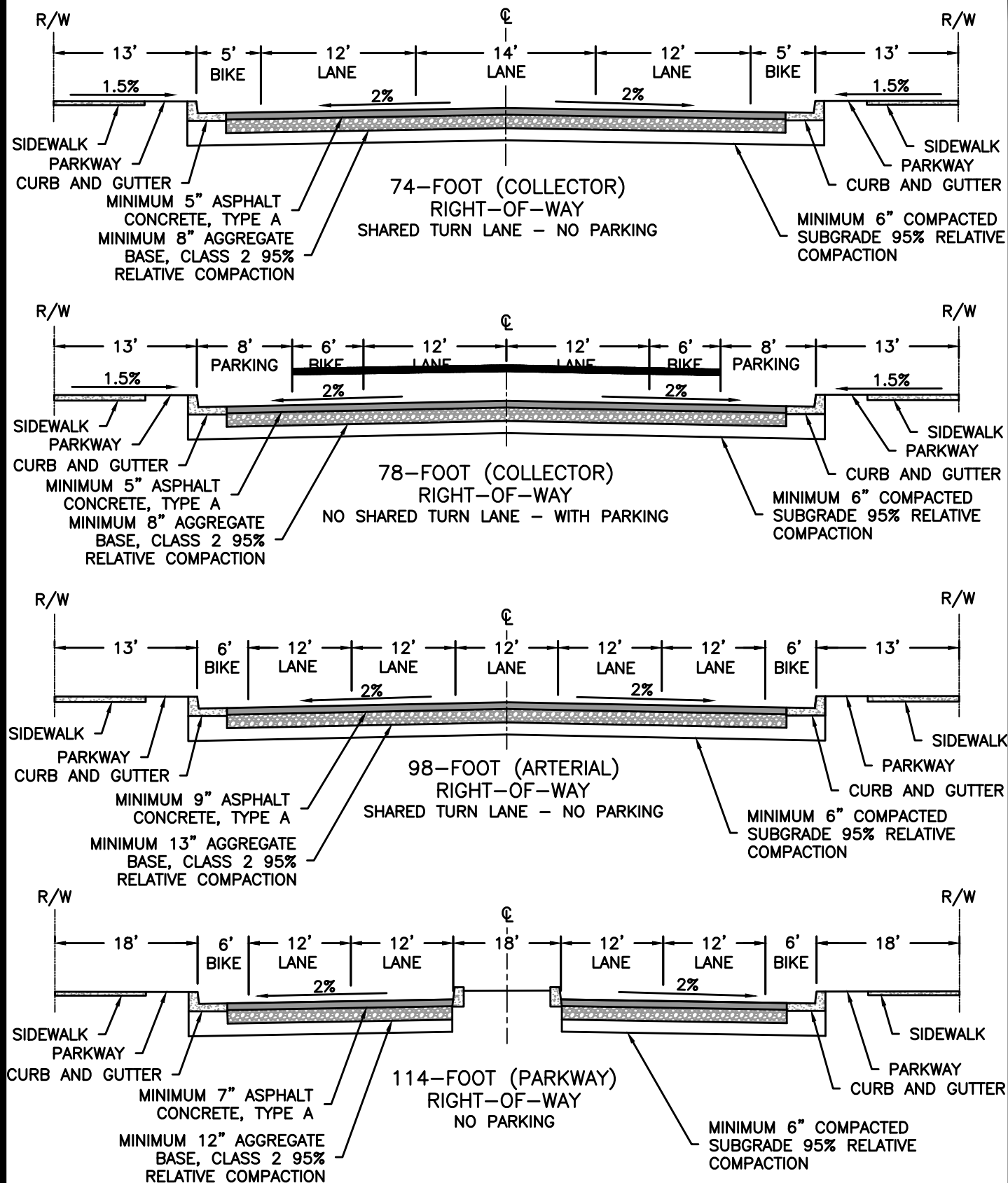
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STD.
NO.
ST-1A

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FILE: ST-1B.DWG

TYPICAL STREET SECTIONS

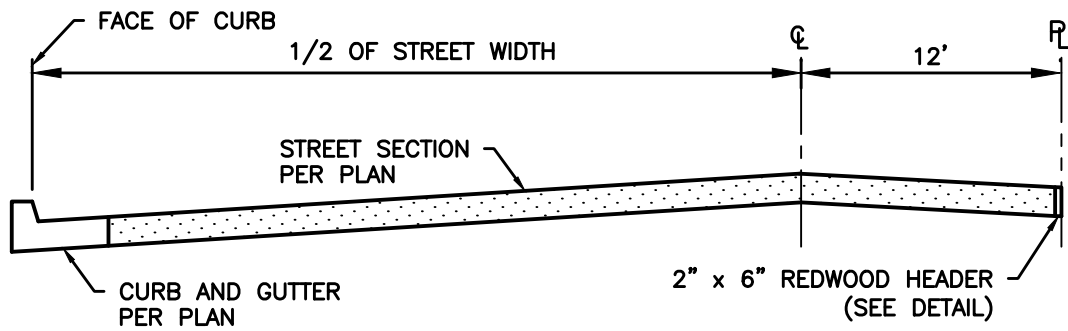
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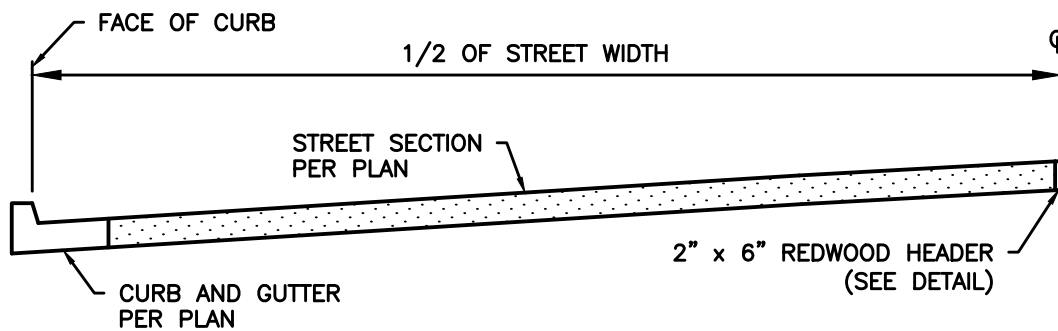
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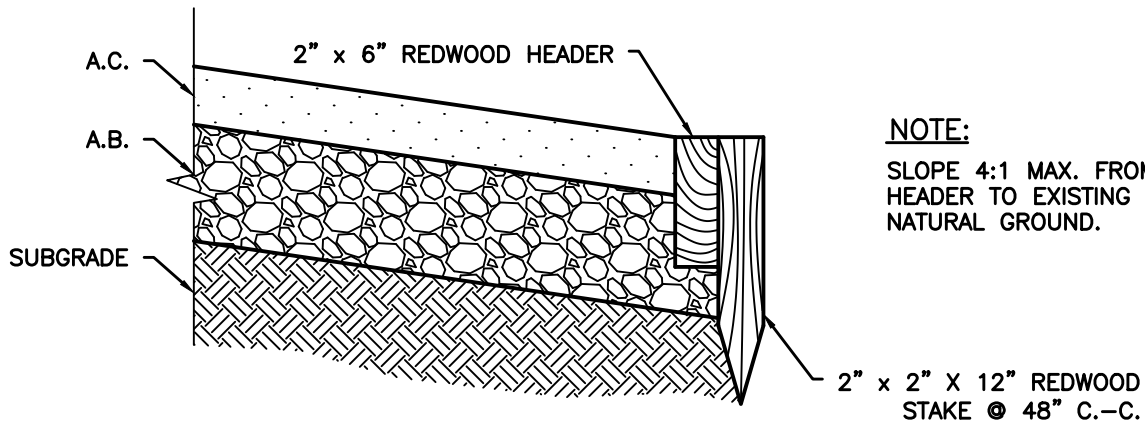
STD.
NO.
ST-1B



2/3 SECTION OF STREET
N.T.S.



1/2 SECTION OF STREET
N.T.S.



NOTE:
SLOPE 4:1 MAX. FROM REDWOOD
HEADER TO EXISTING SURFACE OR
NATURAL GROUND.

REDWOOD HEADER DETAIL
N.T.S.

FILE: ST-2.DWG

BOUNDARY STREET
IMPROVEMENTS

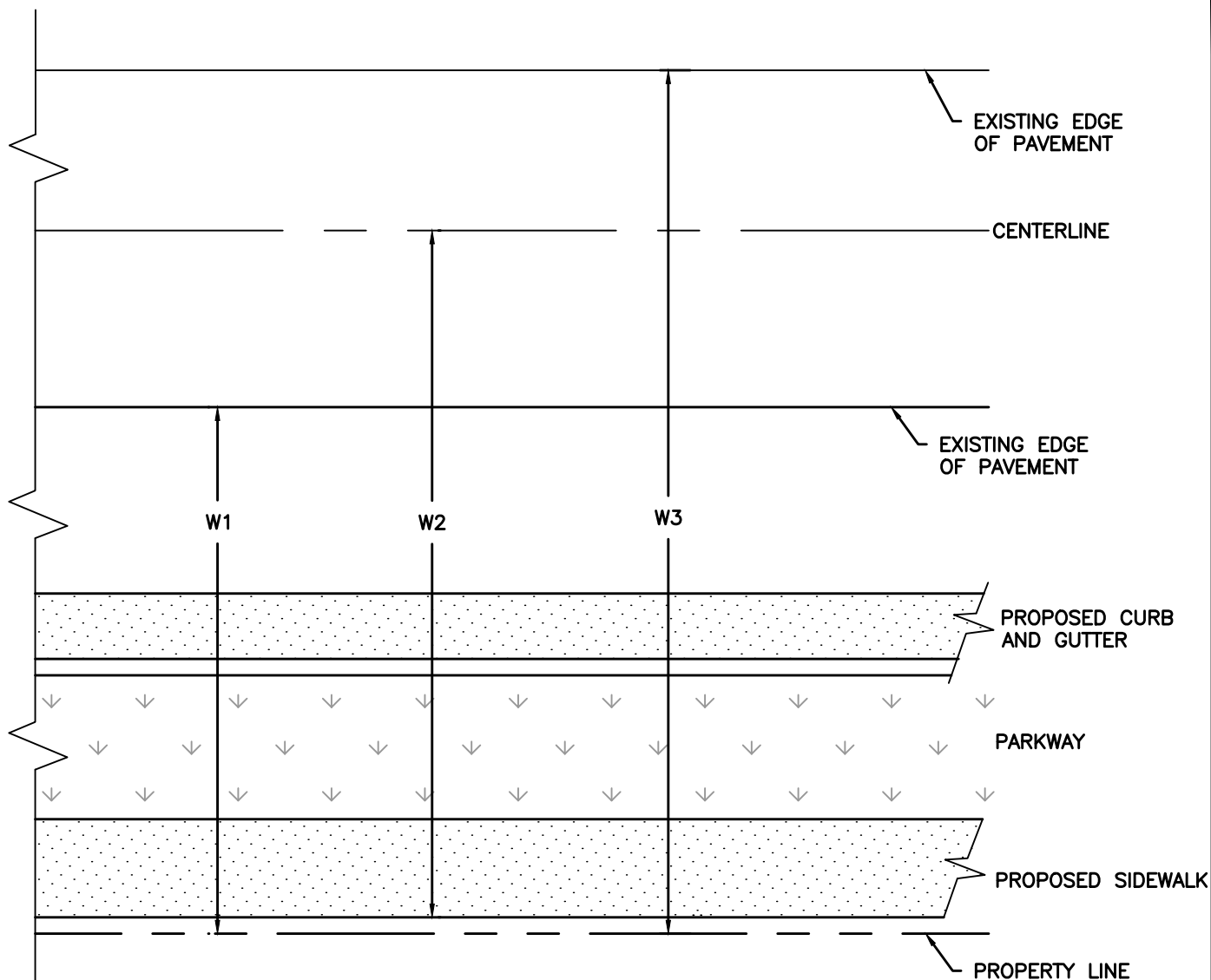
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STD.
NO.
ST-2

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NOTES:

- A. IF THE TWO CONDITIONS BELOW CAN BE MET, THE DEVELOPER WILL BE REQUIRED TO CONSTRUCT ALL IMPROVEMENTS FOR THE WIDTH W1.
- B. IF THE FIRST CONDITION CANNOT BE MET USING THE EXISTING PAVEMENT EDGE, BUT COULD BE MET BY RECONSTRUCTING THE WIDTH W2, THAT SHALL BE THE REQUIREMENT.
- C. IF THE SECOND CONDITION IS NOT MET, OR IF THE FIRST CONDITION CANNOT BE MET BY THE METHODS OUTLINED IN A OR B ABOVE, THE DEVELOPER SHALL RECONSTRUCT ALL IMPROVEMENTS FOR THE WIDTH W3.

CONDITION 1: THE CROSS SLOPE FROM THE EXISTING EDGE OF PAVEMENT TO THE PROPOSED LIP OF GUTTER, AND THE OVERALL CROSS SLOPE FROM THE CENTERLINE OF THE ROAD TO THE PROPOSED LIP OF GUTTER, SHALL BE WITHIN THE LIMITS SHOWN ON STD. NO. ST-1A OR ST-1B.

CONDITION 2: THE STRUCTURAL SECTION OF THE EXISTING PAVEMENT MUST BE ADEQUATE FOR THE TRAFFIC INDEX SHOWN ON STD. NO. ST-1 FOR THE STREET'S OFFICIAL DESIGNATION AS DETERMINED BY THE COMMUNITY DEVELOPMENT DIRECTOR OR SUCH GREATER T.I. AS INDICATED BY A TRAFFIC STUDY.

FILE: ST-3.DWG

**IMPROVEMENTS REQUIRED
ON EXISTING CITY
MAINTAINED STREETS**

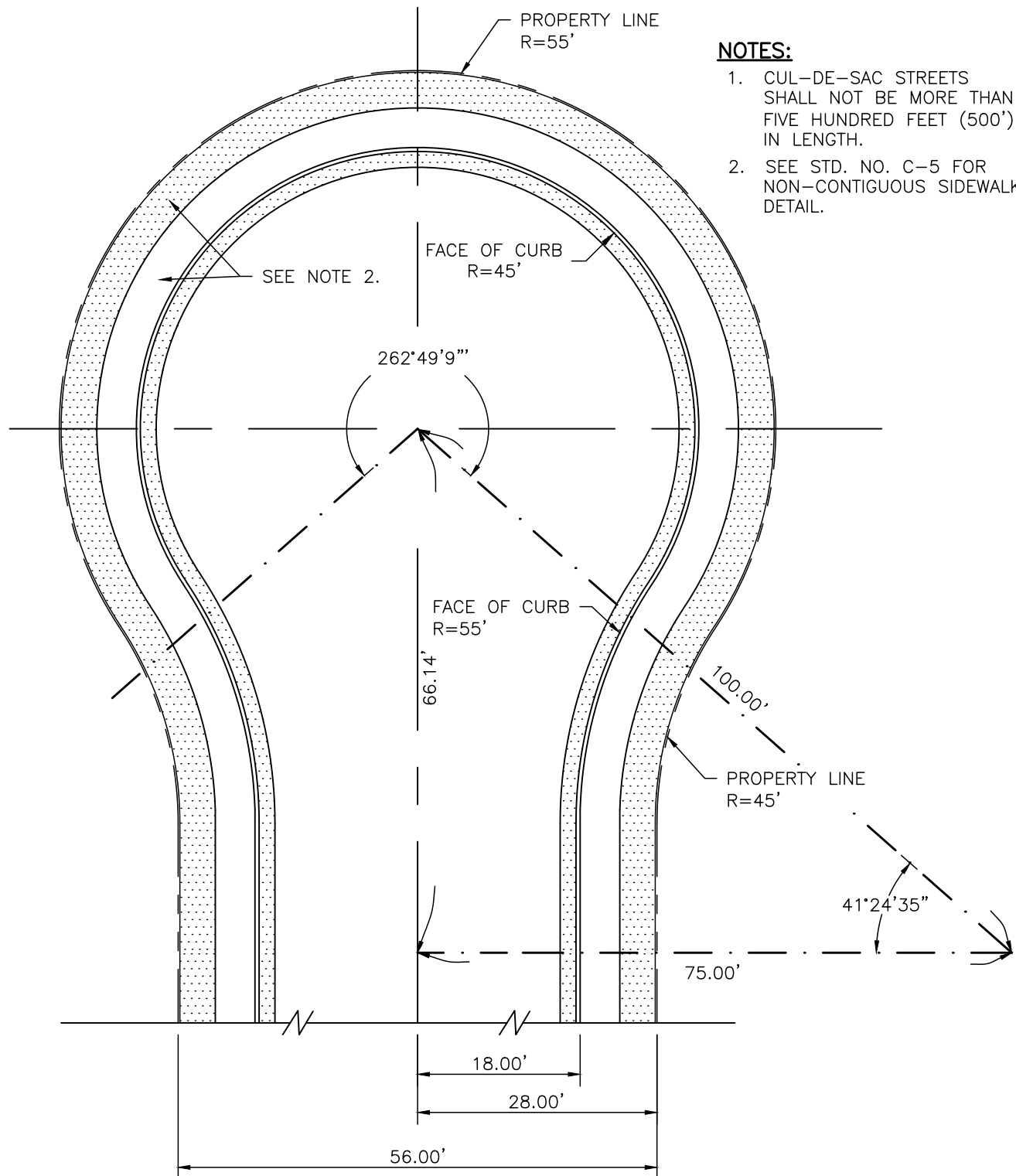
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**STD.
NO.
ST-3**

Rev.



NOTES:

1. CUL-DE-SAC STREETS SHALL NOT BE MORE THAN FIVE HUNDRED FEET (500') IN LENGTH.
2. SEE STD. NO. C-5 FOR NON-CONTIGUOUS SIDEWALK DETAIL.

FILE: ST-4.DWG

**STANDARD CUL-DE-SAC
WITH PARKWAY PATTERN**

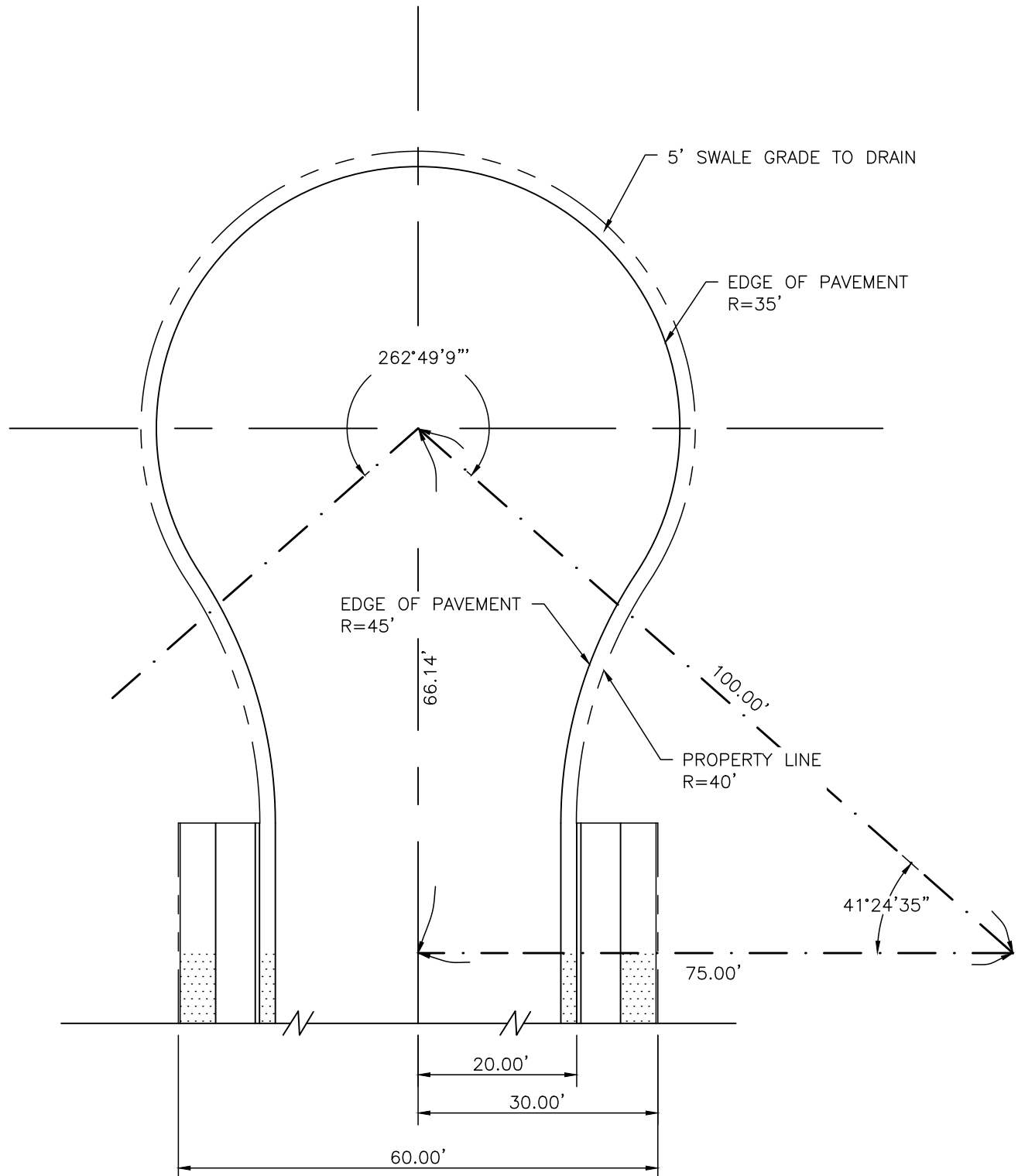
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**STD.
NO.
ST-4**



FILE: ST-4A.DWG

TEMPORARY
TURNAROUND

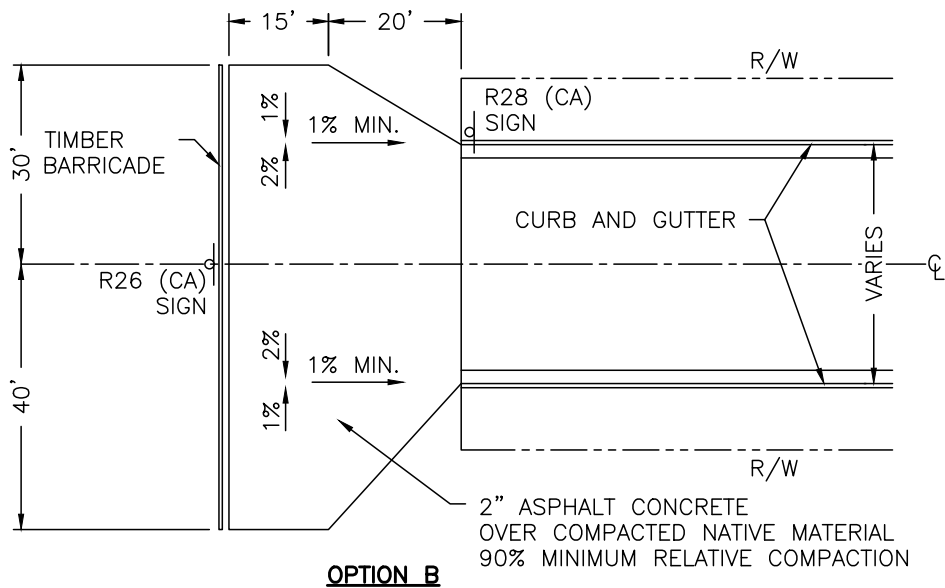
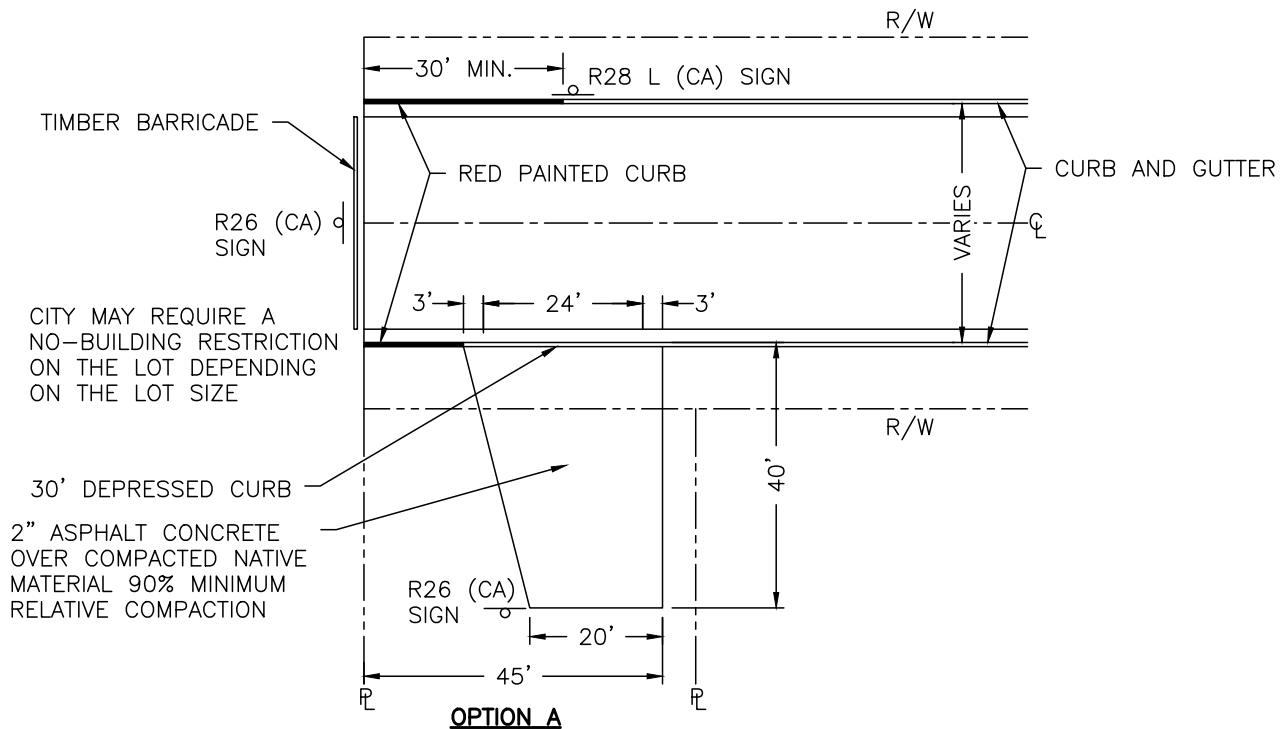
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STD.
NO.
ST-4A



NOTES:

1. THESE STANDARDS ARE INTENDED FOR PUBLIC STREETS IN PHASED DEVELOPMENTS ON A TEMPORARY BASIS ONLY.
2. TURNAROUND SHALL BE REQUIRED WHEN A STUB STREET IS IN EXCESS OF 2 LOTS OR IN EXCESS OF 150 FEET FROM THROUGH STREET.
3. USE OTHER THAN TEMPORARY SHALL BE AT THE DISCRETION OF THE CITY ENGINEER.

FILE: ST-4B.DWG

**TEMPORARY HAMMERHEAD
TURNAROUND**

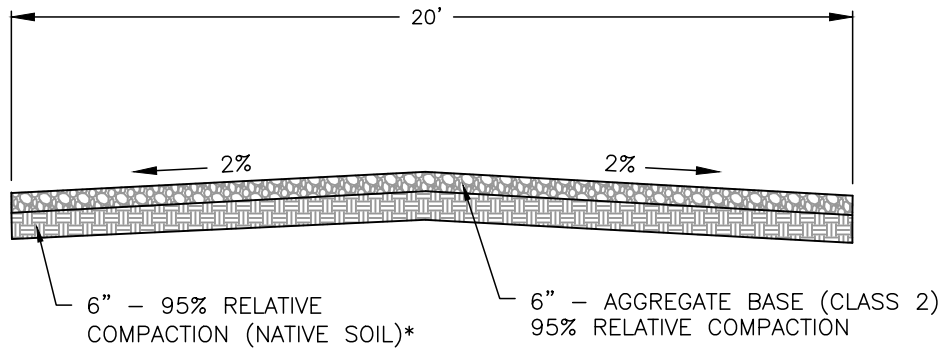
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**STD.
NO.
ST-4B**



*AGGREGATE BASE IS SHOWN
AT MIN. REQUIRED DEPTHS

DEFINITION:

FIRE APPARATUS ACCESS ROADS:

ALL WEATHER FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET 6 INCHES. MORE THAN ONE FIRE ACCESS ROAD MAY BE REQUIRED WHEN IT IS DETERMINED BY THE FIRE CHIEF. CFC 2019 ARTICLE 33 SECTION 3310.

TIMING OF INSTALLATION:

WHEN FIRE PROTECTION, INCLUDING FIRE ACCESS ROADS, WATER SUPPLIES AND FIRE HYDRANTS FOR FIRE PROTECTION, ARE REQUIRED TO BE INSTALLED, SUCH PROTECTION SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION. CFC 2019 ARTICLE 33 SECTION 3310 AND 3312.

CFC= CALIFORNIA FIRE CODE

FILE: ST-5.DWG

**FIRE DEPARTMENT
ACCESS ROADS**

APPROVED BY:

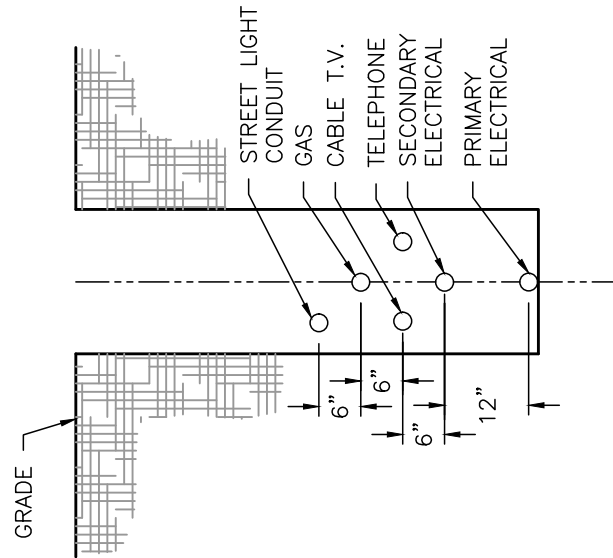
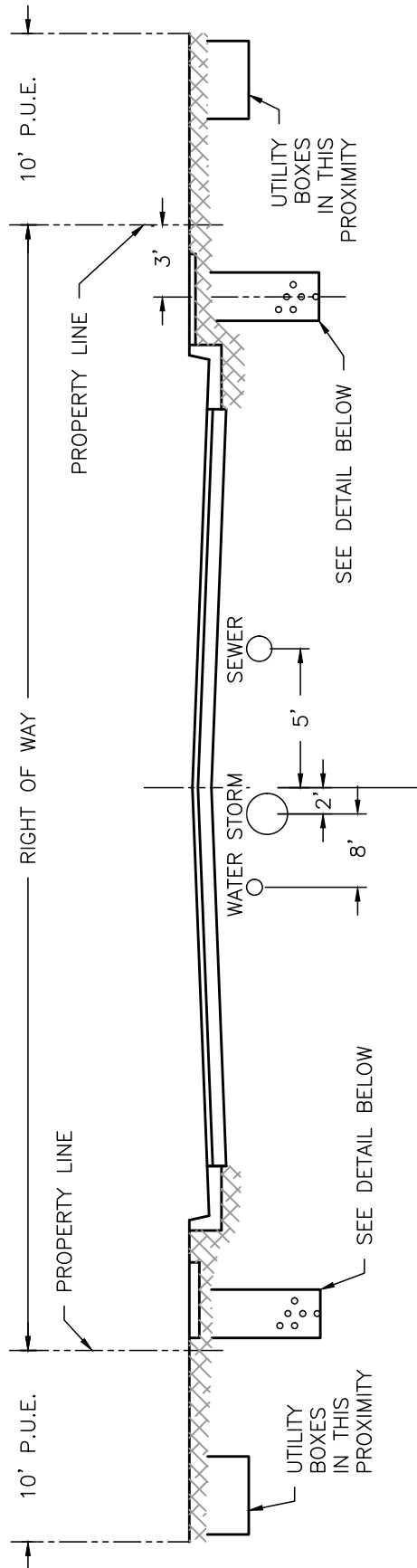
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**STD.
NO.
ST-5**

NOTE: ILLUSTRATION APPLIES WHEN LOOKING NORTH OR EAST



NOTES:

1. UTILITY COMPANY SHALL OBTAIN AN EXCAVATION PERMIT PRIOR TO STARTING WORK.
2. MAIN LINES, SERVICE LATERALS, VAULTS, MANHOLES AND VALVES SHALL BE INSTALLED PRIOR TO STREET PAVING AND SIDEWALK INSTALLATION.
3. SERVICE LATERALS SHALL BE INSTALLED TO THE SAME ELEVATION AS MAIN LINE.
4. TRENCH BACKFILL SHALL BE PER STD. NOS. ST-7 & ST-7A.
5. SANITARY SEWER LATERALS SHALL BE LOCATED PRIOR TO EXCAVATING.
6. ALL NECESSARY TESTS SHALL BE PAID FOR BY THE PERMITTEE.
7. MINIMUM COVER FOR ALL UTILITIES SHALL BE 3 FEET.

FILE: ST-6.DWG

SUGGESTED UTILITY LOCATIONS

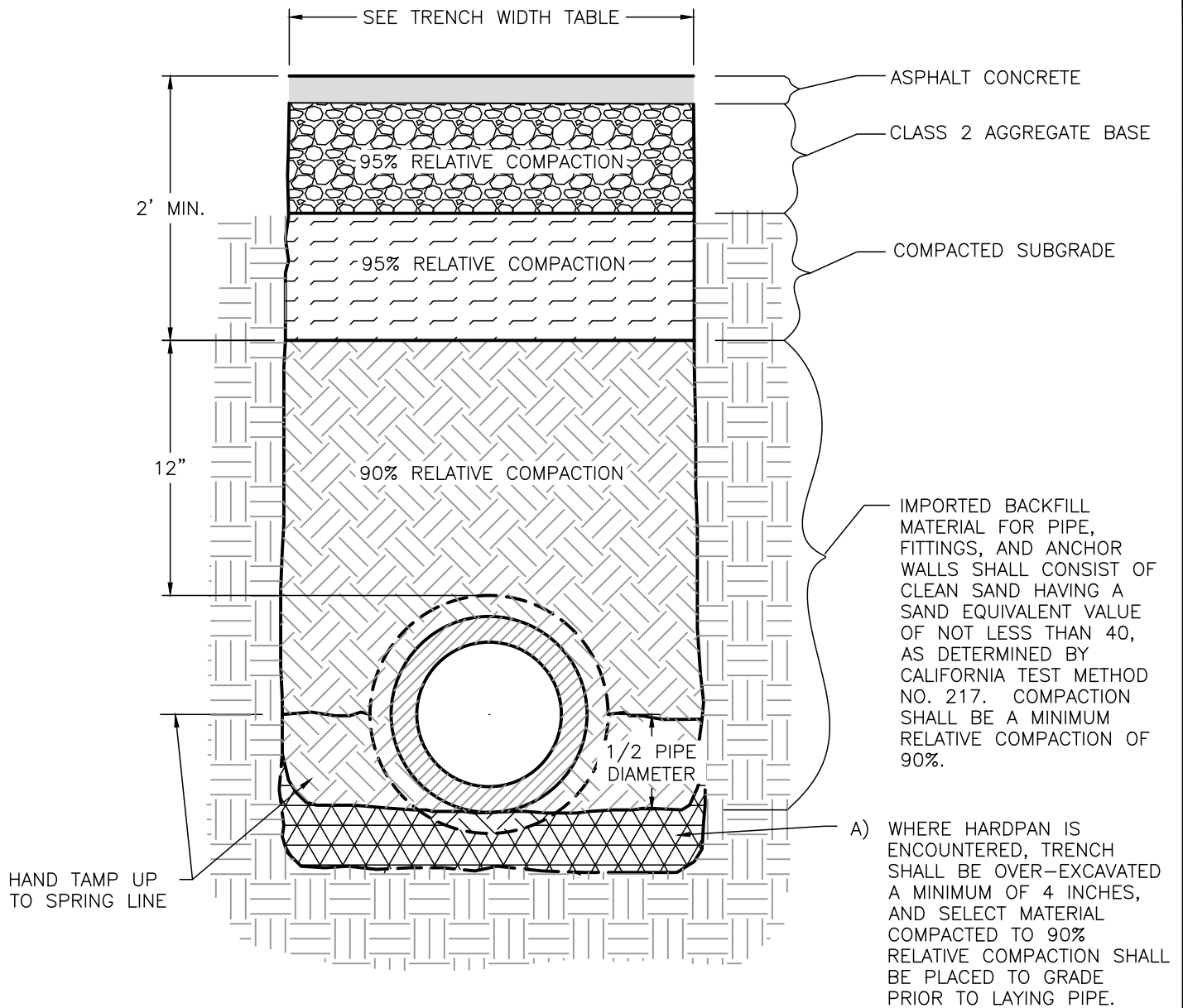
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**STD.
NO.
ST-6**



TRENCH WIDTH TABLE

NORMAL PIPE SIZE	MIN. TRENCH WIDTH	MAX. TRENCH WIDTH
4" THROUGH 12"	O.D. + 12"	O.D. + 18"
14" THROUGH 30"	O.D. + 18"	O.D. + 24"

NOTE:

1. FOR SURFACE REPLACEMENT AND ADJACENT COMPACTION REQUIREMENTS SEE STD. NO. ST-8, SURFACE REPLACEMENT.

FILE: ST-7.DWG

TRENCH BACKFILL

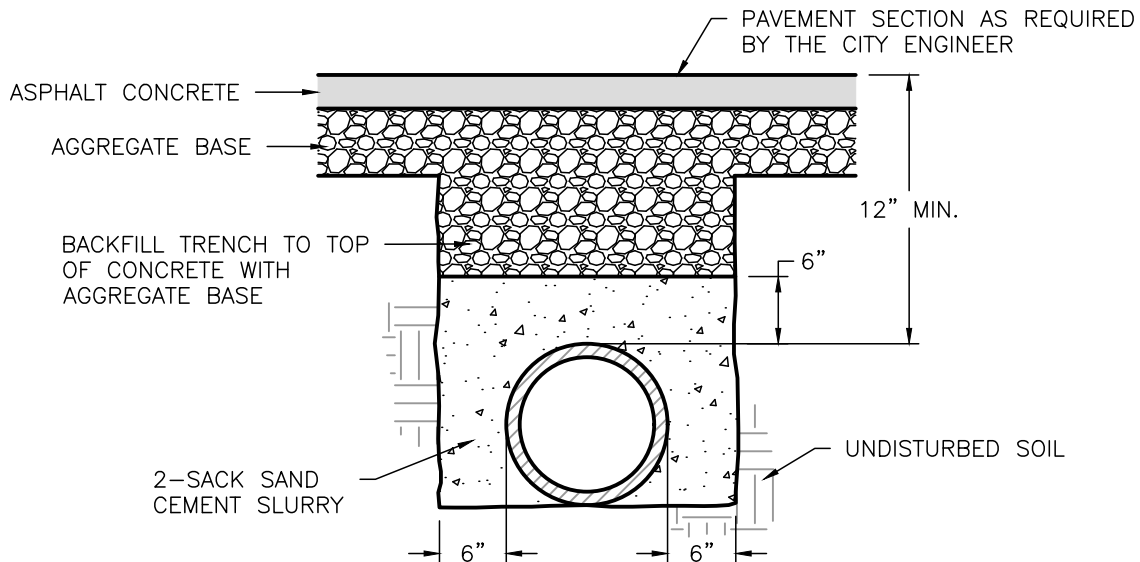
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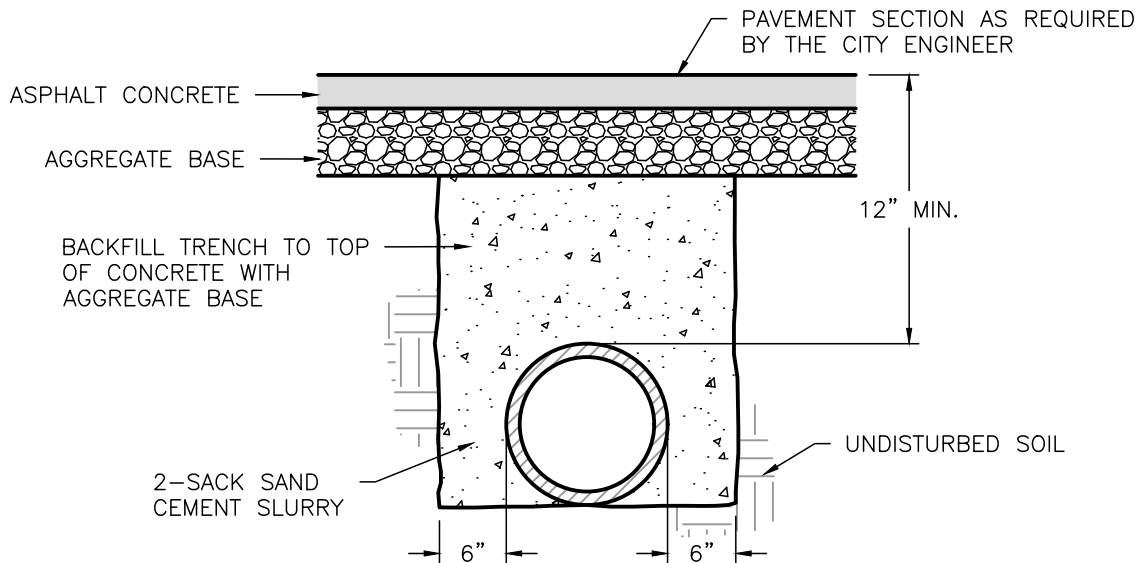
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**STD.
NO.
ST-7**



OPTION 1



OPTION 2

NOTES:

1. PIPE CONCRETE BACKFILL SHALL BE REQUIRED FOR ALL PIPE INSTALLED WITH LESS THAN 24 INCHES OF COVER OR AS DIRECTED BY THE CITY ENGINEER.
2. ALL CONCRETE BACKFILL SHALL BE 2-SACK SAND CEMENT SLURRY.
3. CONCRETE BACKFILL SHALL BE PLACED IN THE TRENCH AGAINST UNDISTURBED SOIL AND SHALL BE PLACED IN A MANNER THAT WILL PREVENT FLOATING OR SHIFTING OF THE PIPE.
4. FOREIGN MATERIAL WHICH FALLS INTO THE TRENCH DURING PLACEMENT OF THE CONCRETE SHALL BE IMMEDIATELY REMOVED.
5. NO MATERIAL SHALL BE PLACED ON TOP OF THE CONCRETE BACKFILL UNTIL 8 HOURS AFTER PLACING THE CONCRETE BACKFILL, AS DIRECTED BY THE CITY ENGINEER.
6. TRENCH SHALL BE RESURFACED PER STD. NO. ST-8, SURFACE REPLACEMENT.

FILE: ST-7A.DWG

PIPE CONCRETE BACKFILL

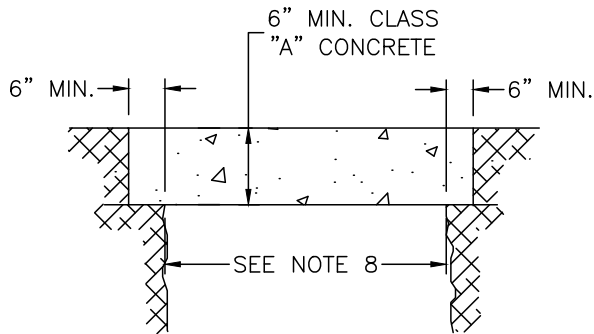
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Date: **08/04/26**

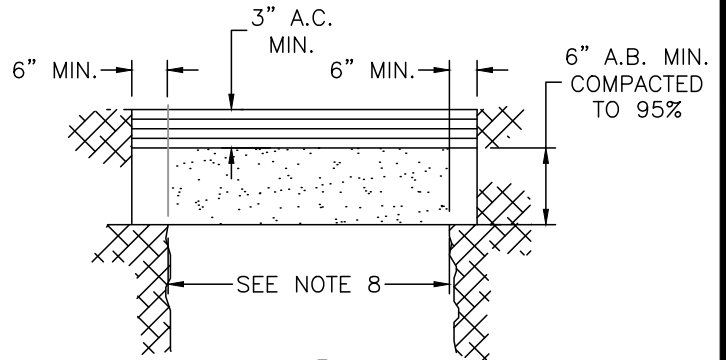
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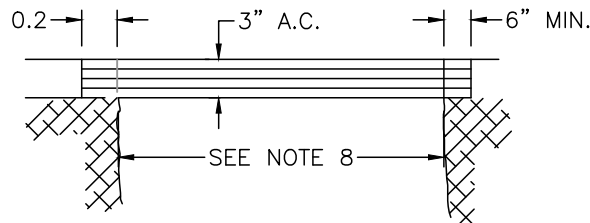
**STD.
NO.
ST-7A**



A
EXISTING CONCRETE



B
EXISTING A.C.



C
EXISTING BITUMINOUS

NOTES:

1. TEMPORARY RESURFACING MAY BE REQUIRED IN ALL STREETS AS DIRECTED BY THE CITY ENGINEER.
2. "A.C." SHALL MEAN TYPE "B" ASPHALT CONCRETE IN ACCORDANCE WITH THE STANDARD SPECIFICATION FOR ASPHALT CONCRETE.
3. "A.B." SHALL MEAN CLASS 2 AGGREGATE BASE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
4. PAVEMENT SECTIONS SHOWN ABOVE ARE MINIMUMS. IF THE EXISTING STRUCTURAL SECTION IS GREATER, THICKNESS OF TRENCH RESURFACING SHALL MATCH EXISTING.
5. BACKFILL SHALL BE COMPACTED TO 95% RELATIVE COMPACTION FOR SUBGRADE AND AGGREGATE BASE TO A DEPTH OF 1 FOOT ABOVE PIPE.
6. CONTRACTOR SHALL PAY FOR ALL REQUIRED COMPACTION TESTING.
7. PAVEMENT SURFACE LESS THAN FIVE YEARS OLD SHALL REQUIRE HEATER REMIXING OR TRENCH EDGES TO PROVIDE A SEAMLESS TRENCH PATCH.
8. FOR TRENCH WIDTH, SEE STD. NO. ST-7.

FILE: ST-8.DWG

SURFACE REPLACEMENT

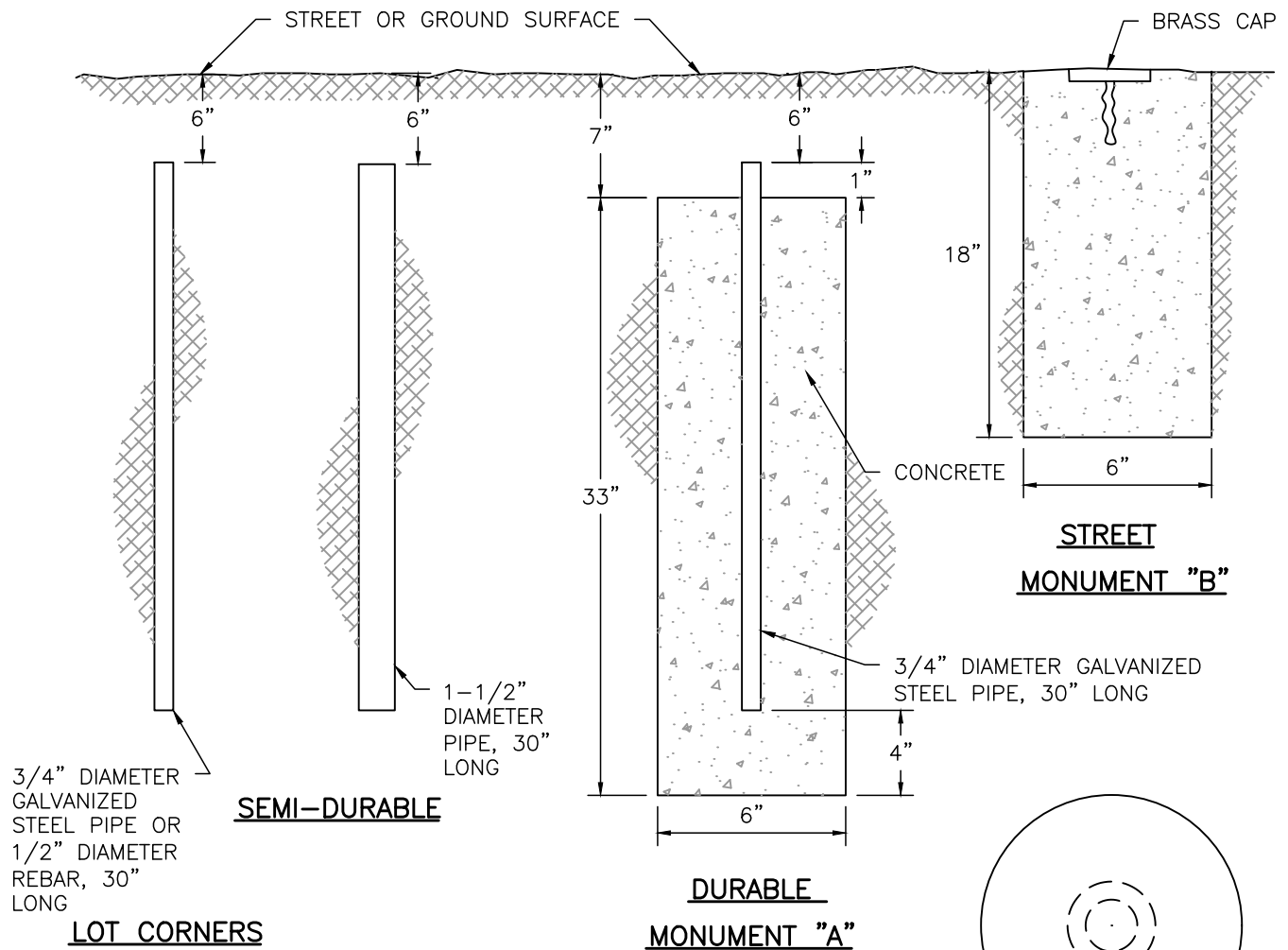
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City Engineer R.C.E. 41964

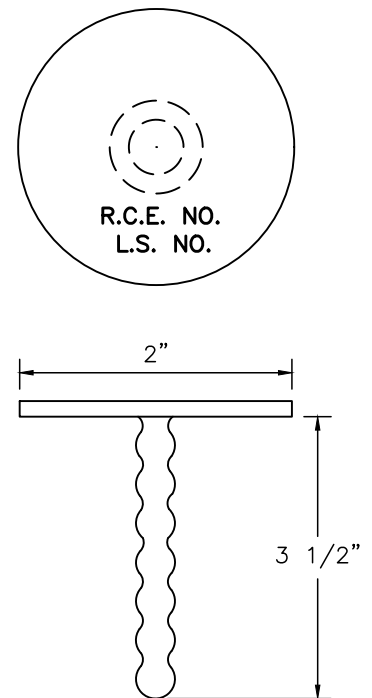
Rev.

**STD.
NO.
ST-8**



NOTES:

1. ALL MONUMENTS SET SHALL BE PERMANENTLY AND VISIBLY MARKED OR TAGGED WITH THE LICENSE NUMBER OF THE LAND SURVEYOR OR CIVIL ENGINEER SETTING IT.
2. REGULAR-SHAPED SUBDIVISIONS SHALL HAVE BLOCK CORNERS MARKED WITH SEMI-DURABLE MONUMENTS OR DURABLE MONUMENT "A". IRREGULAR-SHAPED SUBDIVISIONS SHALL HAVE ALL ANGLE AND CURVE POINTS MARKED WITH SEMI-DURABLE MONUMENTS OR DURABLE MONUMENT "A".
3. ALL INTERSECTIONS, ANGLE, AND CURVE POINTS OF STREET CENTER LINES SHALL BE MARKED WITH STREET MONUMENT "B", AFTER STREET SURFACING IS IN PLACE.
4. CONCRETE FOR DURABLE MONUMENTS SHALL BE CLASS B PER SECTION 7 OF THE STANDARD SPECIFICATIONS.
5. ADDITIONAL MONUMENTS MAY BE REQUIRED AT THE DISCRETION OF THE CITY SURVEYOR.



BRASS CAP DETAIL

FILE: ST-9.DWG

SURVEY MONUMENTS

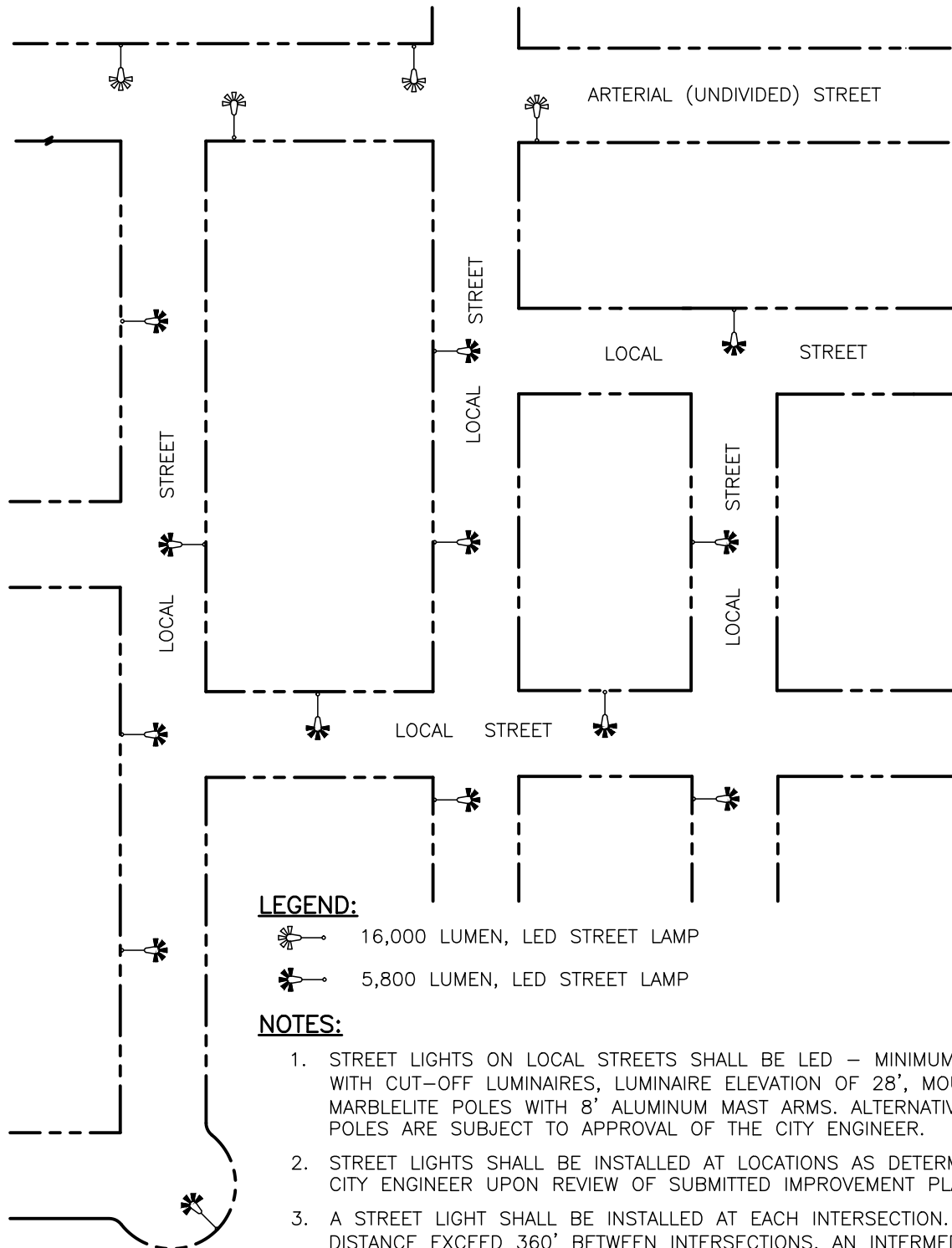
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STD.
NO.
ST-9



LEGEND:

-  16,000 LUMEN, LED STREET LAMP
-  5,800 LUMEN, LED STREET LAMP

NOTES:

1. STREET LIGHTS ON LOCAL STREETS SHALL BE LED – MINIMUM 5,800 LUMEN WITH CUT-OFF LUMINAIRES, LUMINAIRE ELEVATION OF 28', MOUNTED ON MARBLELITE POLES WITH 8' ALUMINUM MAST ARMS. ALTERNATIVE STREET LIGHT POLES ARE SUBJECT TO APPROVAL OF THE CITY ENGINEER.
2. STREET LIGHTS SHALL BE INSTALLED AT LOCATIONS AS DETERMINED BY THE CITY ENGINEER UPON REVIEW OF SUBMITTED IMPROVEMENT PLANS.
3. A STREET LIGHT SHALL BE INSTALLED AT EACH INTERSECTION. SHOULD THE DISTANCE EXCEED 360' BETWEEN INTERSECTIONS, AN INTERMEDIATE STREET LIGHT, OR STREET LIGHTS, SHALL BE INSTALLED. SPACING OF STREET LIGHTS BETWEEN INTERSECTIONS WHERE REQUIRED SHALL BE 180' MINIMUM TO 240' MAXIMUM.
4. STREET LIGHTING SHALL BE DESIGNED TO MINIMIZE THE NUMBER OF METER PEDESTALS.
5. A MINIMUM SEPARATION OF 20' IS REQUIRED BETWEEN TREES AND STREET LIGHT POLES.

FILE: ST-10.DWG

**STREET LIGHT PLACEMENT
(LOCAL STREET)**

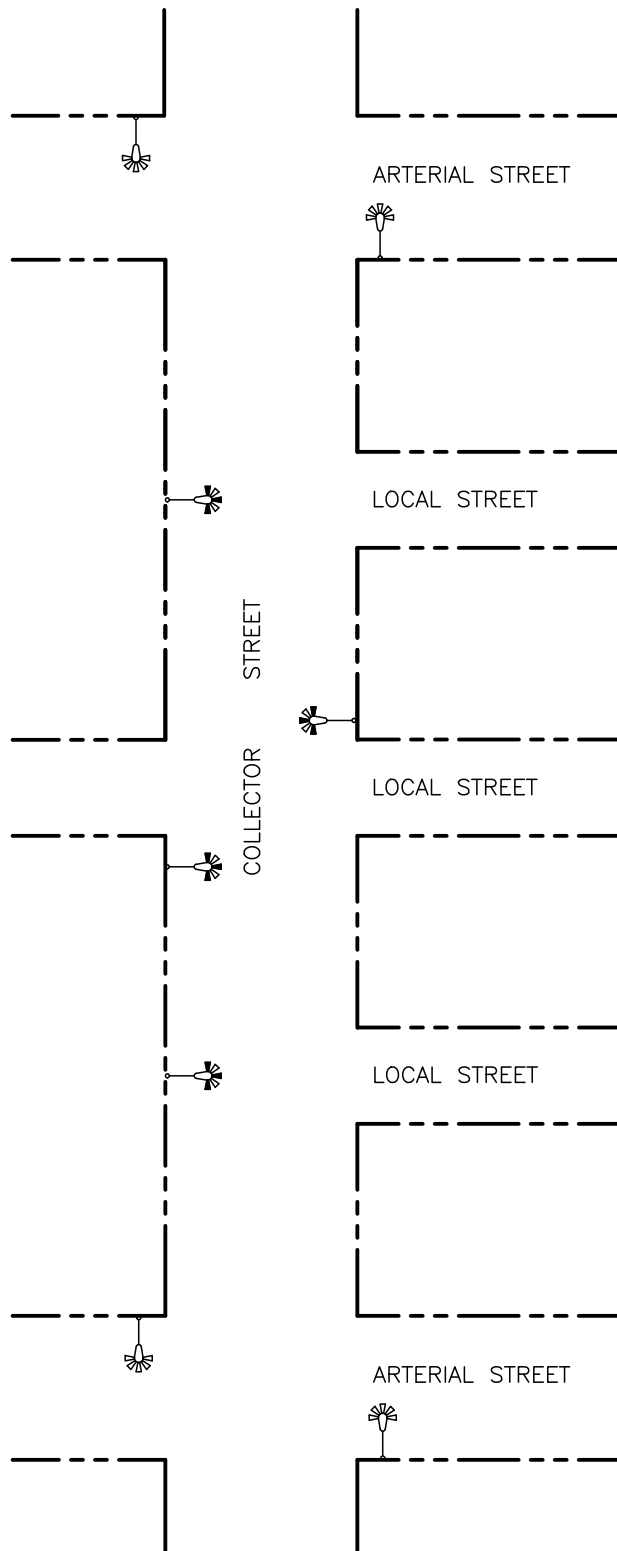
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City Engineer R.C.E. 41964

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**STD.
NO.
ST-10**



LEGEND:

-  16,000 LUMEN, LED STREET LAMP
-  9,500 LUMEN, LED STREET LAMP
-  5,800 LUMEN, LED STREET LAMP

NOTES:

1. STREET LIGHTS ON COLLECTOR STREETS SHALL BE LED – MINIMUM 9,500 LUMEN WITH CUT-OFF LUMINAIRES, LUMINAIRE ELEVATION OF 32' MOUNTED ON MARBLELITE POLES WITH 10' ALUMINUM MAST ARMS.
2. STREET LIGHTS SHALL BE INSTALLED AT LOCATIONS AS DETERMINED BY THE CITY ENGINEER UPON REVIEW OF SUBMITTED IMPROVEMENT PLANS.
3. A STREET LIGHT SHALL BE INSTALLED AT EACH INTERSECTION. STREET LIGHT SPACING SHALL BE 220' MINIMUM TO 260' MAXIMUM.
4. IF AN INTERSECTION IS SIGNALIZED, A STREET LIGHT SHALL BE INSTALLED ON EACH CORNER AS A PART OF THE TRAFFIC SIGNAL SYSTEM.
5. STREET LIGHTING SHALL BE DESIGNED TO MINIMIZE THE NUMBER OF METER PEDESTALS.
6. A MINIMUM SEPARATION OF 20' IS REQUIRED BETWEEN TREES AND STREET LIGHT POLES.
7. STREET LIGHTS SHALL BE STAGGERED FROM SIDE TO SIDE OF STREET, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

FILE: ST-10A.DWG

**STREET LIGHT PLACEMENT
(COLLECTOR STREET)**

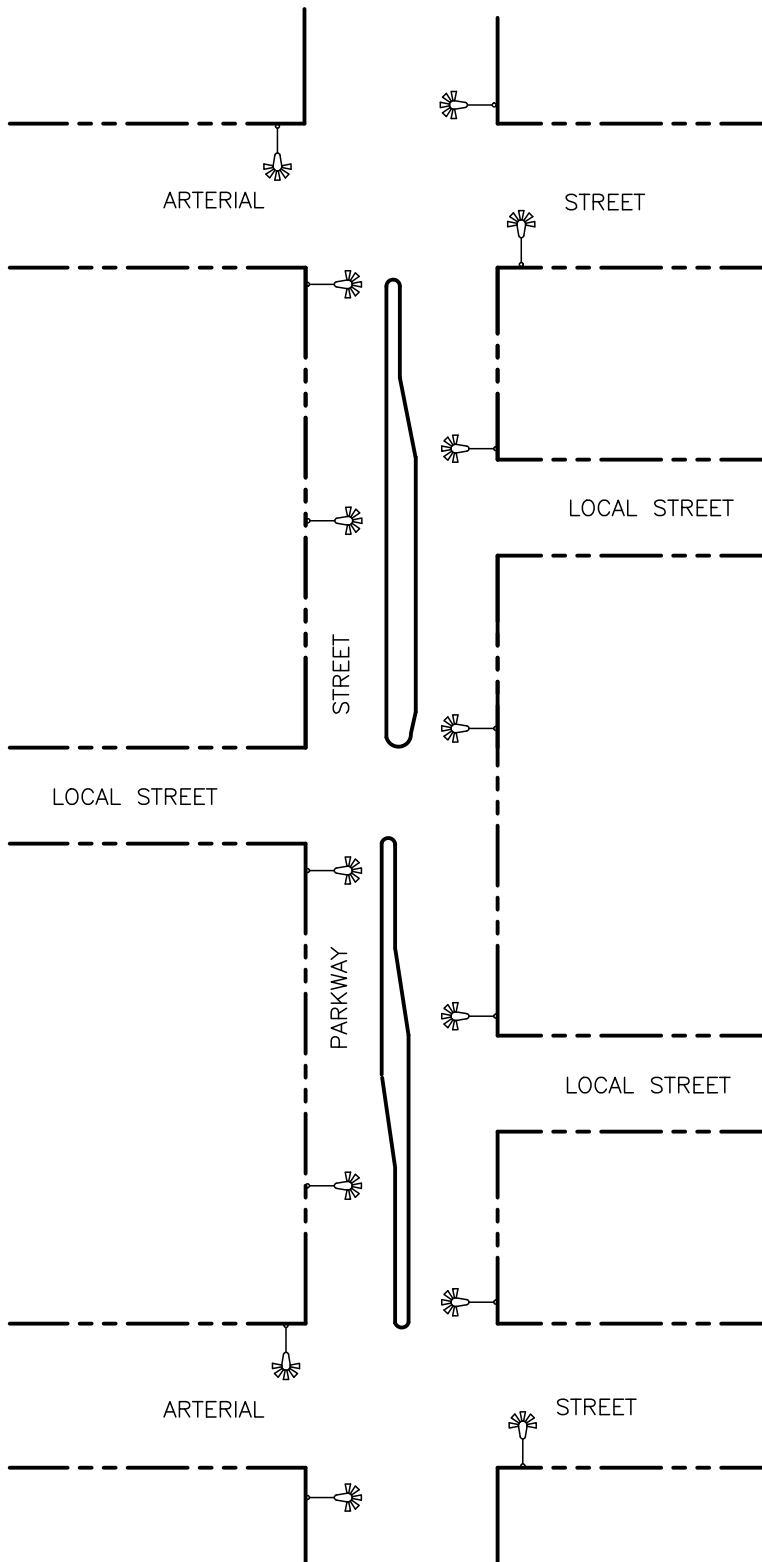
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City Engineer R.C.E. 41964

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**STD.
NO.
ST-10A**



LEGEND:

 16,000 LUMEN, LED STREET LAMP

NOTES:

1. STREET LIGHTS ON ARTERIAL STREETS SHALL BE LED – MINIMUM 16,000 LUMEN WITH CUT-OFF LUMINAIRES, LUNIMAIRE ELEVATION OF 32', MOUNTED ON MARBLELITE POLES WITH 12' ALUMINUM MAST ARMS.
2. STREET LIGHTS SHALL BE INSTALLED AT LOCATIONS AS DETERMINED BY THE CITY ENGINEER UPON REVIEW OF SUBMITTED IMPROVEMENT PLANS.
3. A MINIMUM OF TWO STREET LIGHTS SHALL BE INSTALLED AT EACH INTERSECTION. STREET LIGHT SPACING SHALL BE 260' MINIMUM TO 300' MAXIMUM.
4. STREET LIGHTS SHALL BE INSTALLED ON BOTH SIDES OF THE STREET.
5. IF AN INTERSECTION IS SIGNALIZED, A STREET LIGHT SHALL BE INSTALLED ON EACH CORNER AS A PART OF THE TRAFFIC SIGNAL SYSTEM.
6. STREET LIGHTING SHALL BE DESIGNED TO MINIMIZE THE NUMBER OF METER PEDESTALS.
7. A MINIMUM SEPARATION OF 20' IS REQUIRED BETWEEN TREES AND STREET LIGHT POLES.

FILE: ST-10B.DWG

**STREET LIGHT PLACEMENT
(ARTERIAL AND PARKWAY STREET)**

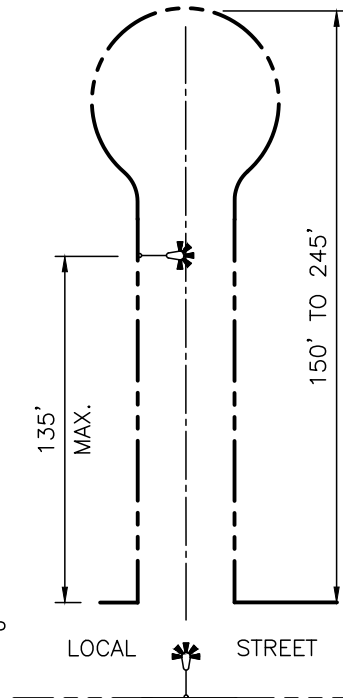
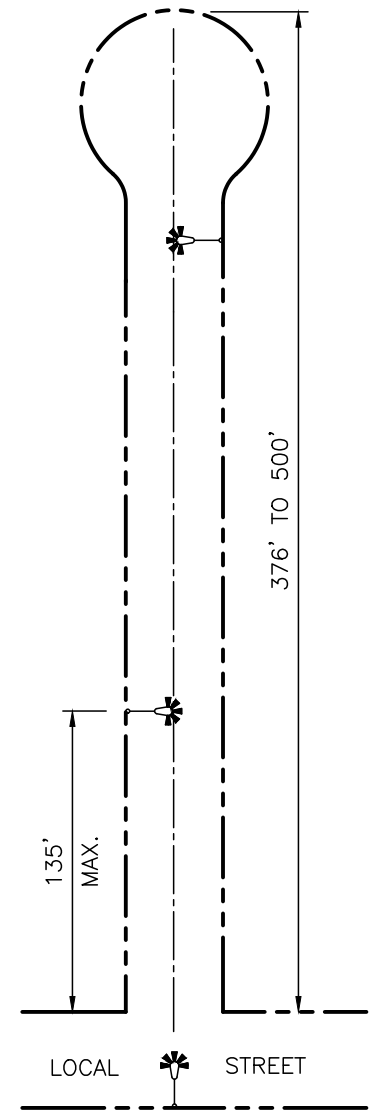
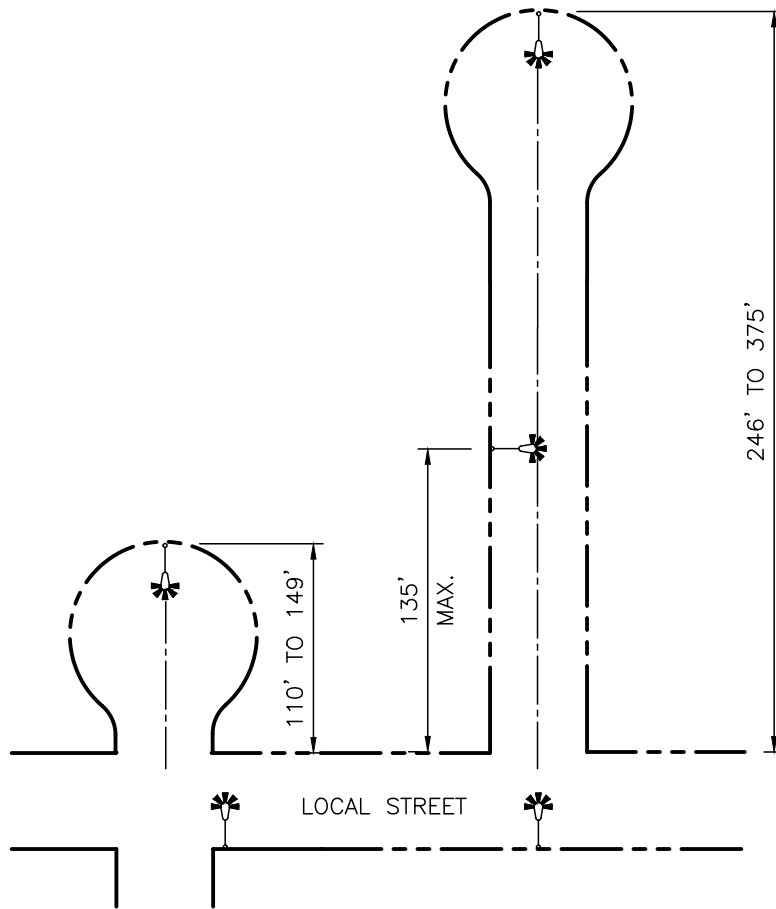
APPROVED BY:

Date: **08/04/26**


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City Engineer R.C.E. 41964

Rev.

**STD.
NO.
ST-10B**



LEGEND:

✱ 5,800 LUMEN, LED STREET LAMP

NOTES:

1. STREET LIGHT LOCATIONS SHALL AVOID AREAS AS INDICATED ON STD. NO. ST-10D.
2. STREET LIGHT SHALL BE PLACED ON LOT LINES, WHERE POSSIBLE.
3. LUMINAIRES SHALL BE LED TYPE AT ALL LOCATIONS.

FILE: ST-10C.DWG

**STREET LIGHT PLACEMENT
(CUL-DE-SAC)**

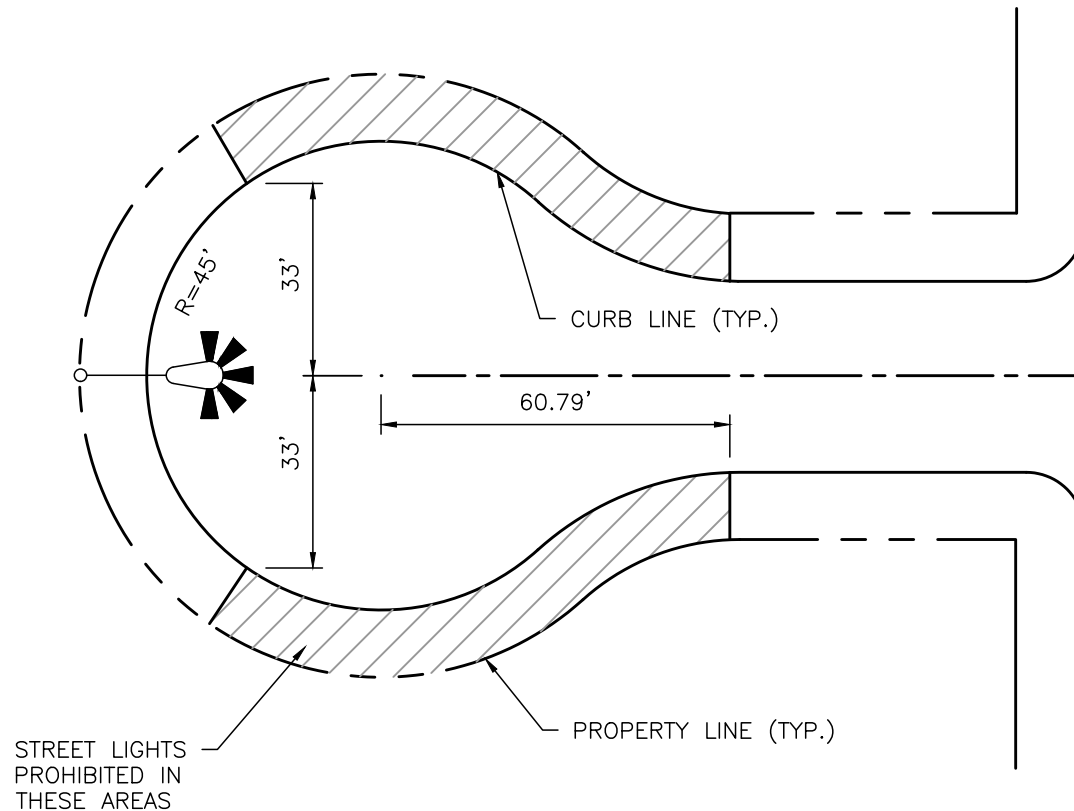
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NO.
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STREET LIGHTS
PROHIBITED IN
THESE AREAS

NOTE:

STREET LIGHT LOCATION IS DEPENDENT
UPON LENGTH OF CUL-DE-SAC, REFER
TO STD. NO. ST-10C.

LEGEND:

✱ 5,800 LUMEN, LED STREET LAMP

FILE: ST-10D.DWG

**STREET LIGHT PLACEMENT
(CUL-DE-SAC)**

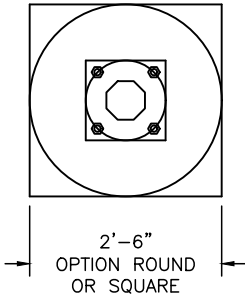
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**STD.
NO.
ST-10D**



FOUNDATION PLAN
N.T.S.

ARM SHALL BE THE AMERON GALVANIZED STEEL BRACKET, NUMBER MR-SC-8', 10' & 12'. SINGLE ARM OR APPROVED EQUAL. SEE TABLE FOR REQUIRED ARM LENGTH.

MOUNTING HEIGHT

REMOVABLE ALUMINUM CAP 5" TYP. (O.D.)

CREE RSW OR GUIDEWAY SERIES LUMINAIRE OR APPROVED EQUAL, 120V, GREY
MINIMUM LUMENS
LOCAL STREETS: 5,800
COLLECTORS: 9,500
ARTERIALS: 16,000

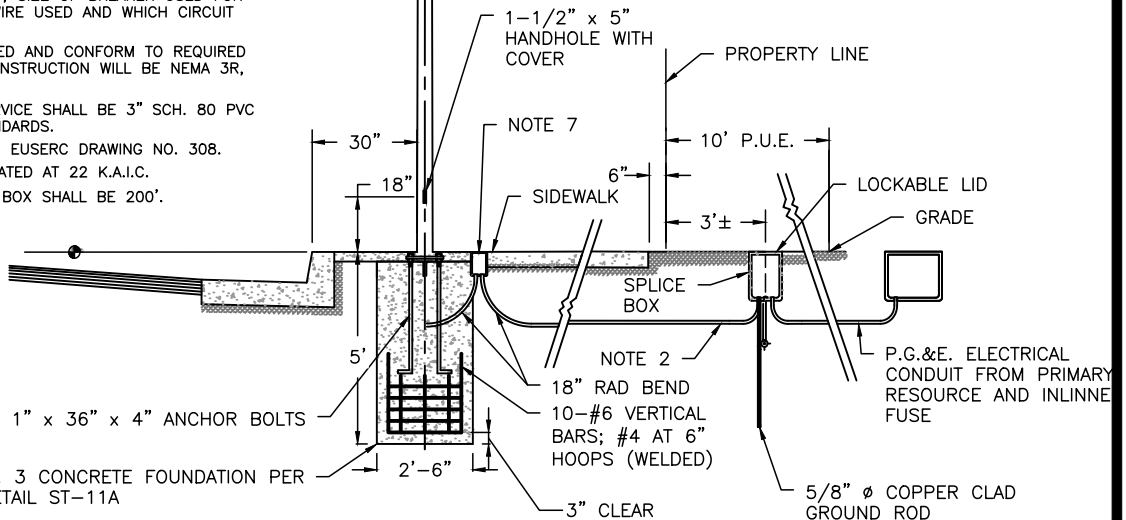
STREET TYPE	MOUNTING HEIGHT	ARM LENGTH
CUL-DE-SAC	28 FT.	8 FT.
RESIDENTIAL	28 FT.	8 FT.
COLLECTOR	32 FT.	10 FT.
ARTERIAL	32 FT.	12 FT.

NOTES:

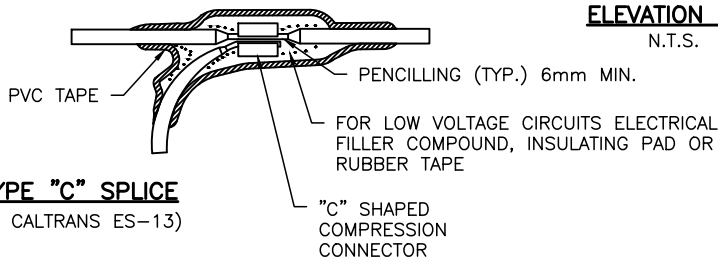
- CONTRACTOR SHALL PROVIDE COMPLETE INSTALLATION OF POLE, ARM, AND LAMP FIXTURE, INCLUDING BALLAST AND PHOTO CELL, CLEAN AND IN WORKING ORDER PRIOR TO THE CITY ACCEPTING OWNERSHIP.
- SECONDARY WIRING FROM CITY OF LEMOORE SPLICE BOX TO POLE SHALL BE IN 1-1/4" CONDUIT WITH #8 COPPER CONDUCTORS. ALL CONDUIT SPLICES SHALL OCCUR INSIDE OF 1 1/2" X 5" HAND HOLE AND WATERPROOF IN-LINE FUSE HOLDERS SHALL BE INSTALLED.
- ALL GROUND WIRES MUST BE INTERCONNECTED TO ALL GROUND RODS INSIDE OF ALL N-9 PULL BOXES AND ALL BACK TO POINT OF SERVICE.
- ALL SPLICES SHALL BE DONE AS PER TYPE "C" SPLICE DETAIL.
- POLE NUMBERS ASSIGNED BY THE CITY SHALL BE PROVIDED TO PG&E.
- POLE NUMBERS, 2" IN HEIGHT, SHALL BE STENCILED ON POLE 9' ABOVE THE TOP OF CURB ELEVATION AND FACING STREET.
- N-9 PULL BOX WITH 24" MINIMUM OF SLACK, NO SPLICES.
- STREET LIGHT TO BE LOCATED 6' FROM THE FIRE HYDRANT.
- THE POLE HEIGHT IS 33'-3".
- ELECTRIC METERING PEDESTAL WITH BREAKER AND RECEPTACLE PANEL TO BE INSTALLED WHERE REQUIRED BY CITY. DEVELOPER'S PLANS TO PROVIDE NUMBER OF CIRCUITS USED; SIZE OF BREAKER USED FOR EACH CIRCUIT; SIZE AND TYPE OF WIRE USED AND WHICH CIRCUIT CONTROLS EACH STREETLIGHT.
- ENCLOSURE SHALL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA AND UL 508A STANDARDS. CONSTRUCTION WILL BE NEMA 3R, RAIN-TIGHT.
- CONDUIT FROM PG&E POINT OF SERVICE SHALL BE 3" SCH. 80 PVC WITH A PULL ROPE PER PG&E STANDARDS.
- METER PEDESTAL SHALL CONFORM TO EUSERC DRAWING NO. 308.
- ALL CIRCUIT BREAKERS SHALL BE RATED AT 22 K.A.I.C.
- MAXIMUM SPACING BETWEEN SPLICE BOX SHALL BE 200'.

POLE SHALL BE THE AMERON (CONTEMPORARY SERIES) EXPOSED AGGREGATE MARBELITE POLE, APPROVED EQUAL. COLOR: #123A GREY TERRAZO EXPOSED WITH ACRYLIC COATING. 10" MAXIMUM DIAMETER OF POLE.

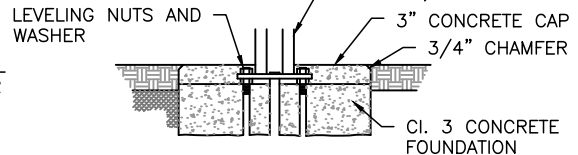
#8 COPPER WIRE IN POLE TO LUMINAIRE AND CONNECTED TO GROUND ROD



ELEVATION VIEW
N.T.S.



TYPE "C" SPLICE
(SEE CALTRANS ES-13)



CONCRETE CAP DETAIL
N.T.S.

FILE: ST-11.DWG

STREET LIGHT

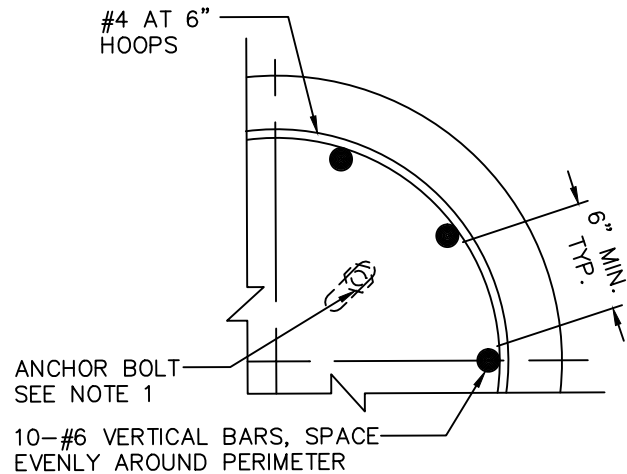
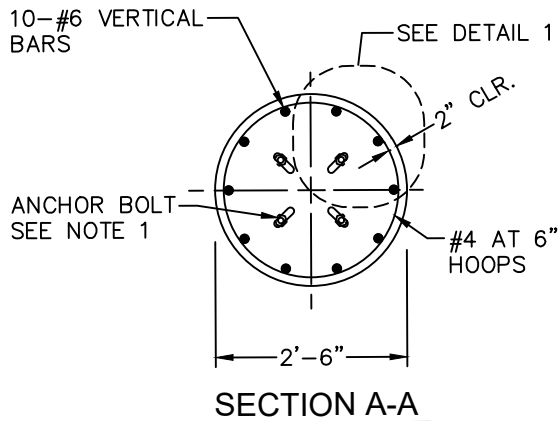
APPROVED BY:

Date: **08/04/26**

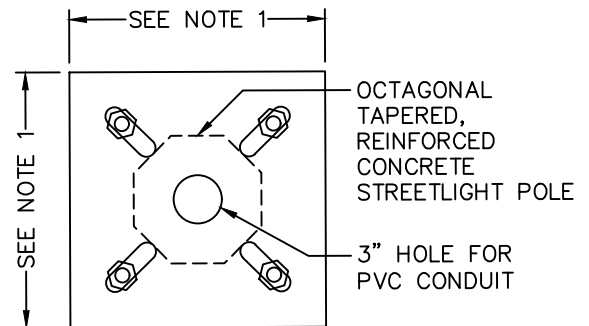
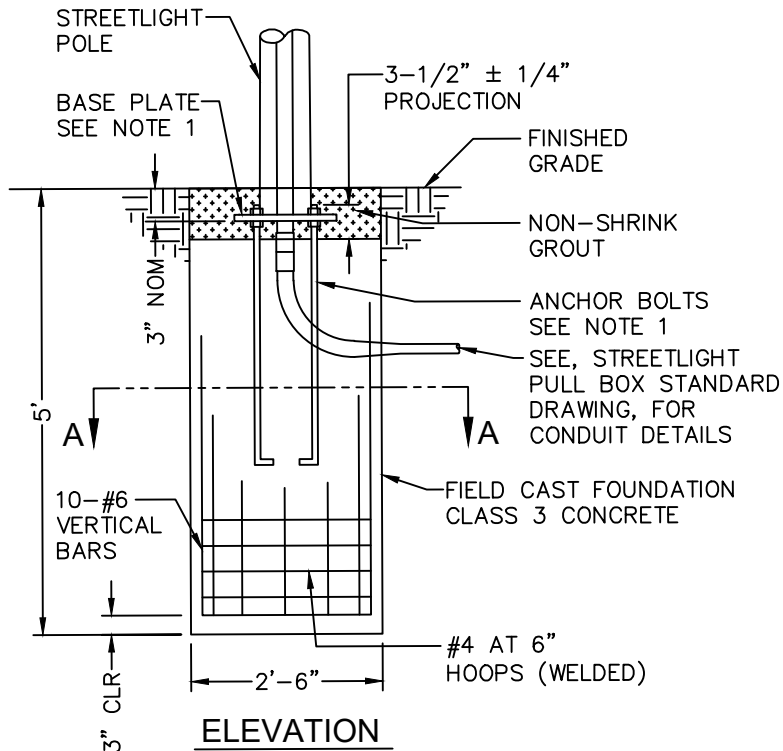
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STD.
NO.
ST-11



DETAIL 1



BASE PLATE DETAIL

CAST-IN-DRILLED HOLE PILE FOUNDATION
REINFORCED PILE

NOTE:

1. BASE PLATE AND ANCHOR BOLT DIMENSIONS PER MANUFACTURER SPECIFICATIONS. AT MINIMUM, ANCHOR BOLTS 1"Øx36"x4". INSTALL PER MANUFACTURERS RECOMMENDATION.

FILE: ST-11A.DWG

STREET LIGHT FOUNDATION

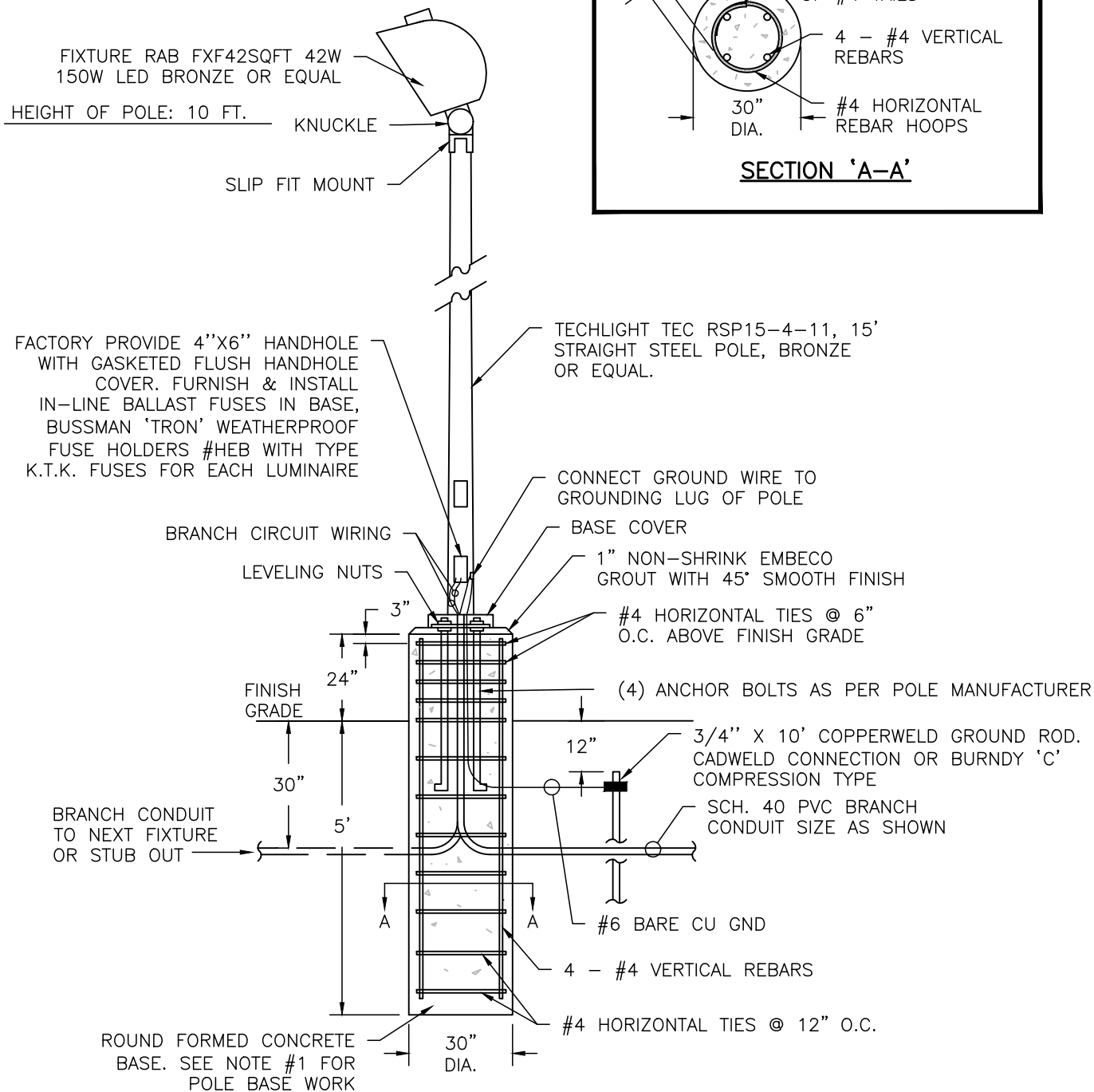
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NO.
ST-11A**



NOTES:

1. BASE SHALL BE 3200 PSI (28 DAY) 5 SACK CONTENT MIX CONCRETE, MINIMUM
2. STANDARDS TO WITHSTAND WIND LOADS OF 80 MPH WITH 1.3 GUST FACTOR MINIMUM

FILE: ST-11B.DWG

POLE MOUNTED FIXTURE

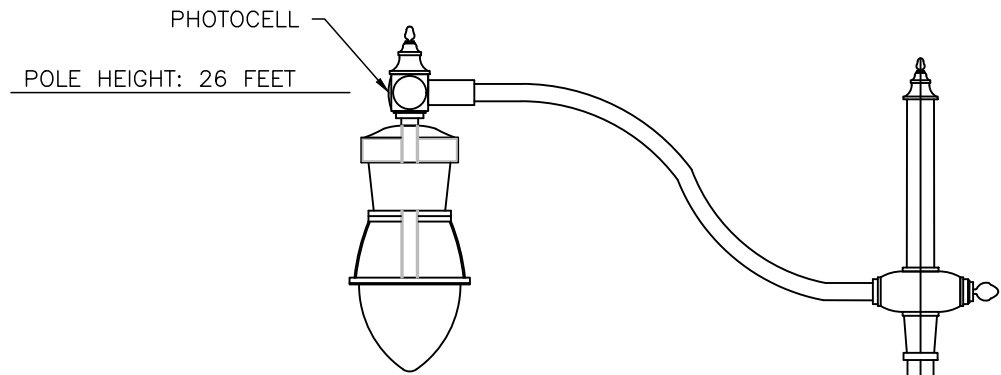
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ST-11B**



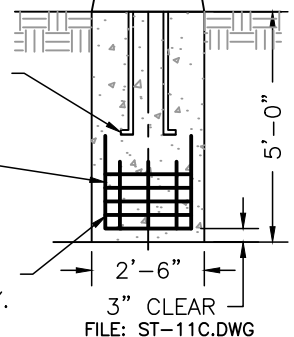
SPECIFICATIONS:

FIXTURE:	HOUSING—HEAVY WALL CAST ALUMINUM CONSTRUCTION WITH TOOL—LESS REMOVABLE BALLAST TRAY FOR EASY BALLAST ACCESS.
DOOR FRAME:	DURABLE HEAVY WALL CAST ALUMINUM CONSTRUCTION. DOOR FRAME HINGES AWAY FROM LUMINAIRE HOUSING WITHOUT THE USE OF TOOLS.
OPTICS:	PRISMATIC BOROSILICATE GLASS REFRACTOR COUPLES WITH SEMI—SPECULAR ALUMINUM, FLUTED TOP REFLECTOR TO PROVIDE MAXIMUM EFFICIENT, LIGHT CONTROL. TYPE III (ASYMMETRIC) LIGHT DISTRIBUTION AVAILABLE.
LAMP HOLDER:	MOGUL BASE PORCELAIN
LAMP:	LED
BALLAST:	H.P.F./C.W.A. AUTOTRANSFORMER, —20° STARTING TEMPERATURE. (MULTI—TAP VOLTAGE.)
ARM:	DURABLE CORROSION RESISTANT, CAST AND EXTRUDED ALUMINUM CONSTRUCTION. ARM PROVIDED WITH 12" TENON TO GO INSIDE OF SHAFT TO SECURE ARM ASSEMBLY. 2 SETS OF 4 SET SCREWS PROVIDED ON SHAFT TO SECURE TENON.
SHAFT:	5" ROUND STRAIGHT STEEL FLUTED SHAFT. MINIMUM YIELD STRENGTH 55,000 P.S.I. HAND HOLE IS PROVIDED WITH COVER. SHAFT CONSISTS OF 8 EVENLY SPACED VERTICAL FLAT FLUTES EXTENDING THE ENTIRE LENGTH OF THE SHAFT.
ANCHOR BASE:	FABRICATED FROM STRUCTURAL QUALITY HOT ROLLED STEEL BASE TELESCOPES AND IS CIRCUMFERENTIALLY WELDED TO THE SHAFT.
DECORATIVE BASE:	TWO PIECE WRAPAROUND, CORROSION RESISTANT, DURABLE CAST ALUMINUM CONSTRUCTION. MINIMUM .225 WALL THICKNESS. BASE CONSISTS OF A SMOOTH TAPERED BOTTOM SECTION AND A DECORATIVE TAPERED FLUTED SECTION WITH EVENLY SPACED RAISED VERTICAL FLUTES. BASE IS FURNISHED WITH A CONTOURED, FLUTED FLUSH HAND HOLE AND COVER. HAND HOLE COVER SUPPLIED WITH TAMPER RESISTANT HARDWARE. (4) 1/4" — 20 SET SCREWS PROVIDED TO SECURE DECORATIVE BASE TO SHAFT.
ANCHORAGE:	(4) 1"x36" FULLY GALVANIZED ANCHOR BOLTS. EACH BOLT SUPPLIED WITH TWO NUTS AND TWO WASHERS.
FINISH:	POLYESTER POWDER COAT (COLOR: BLACK TEXTURED, RAL—9005—T.)

1"x36"x4" ANCHOR BOLTS

10—#6 VERTICAL BARS;
#4 AT 6" HOOPS (WELDED)

CONCRETE FOUNDATION. CONCRETE DESIGN TO BE PROVIDED TO THE CITY.



**DOWNTOWN
ORNAMENTAL POLE**

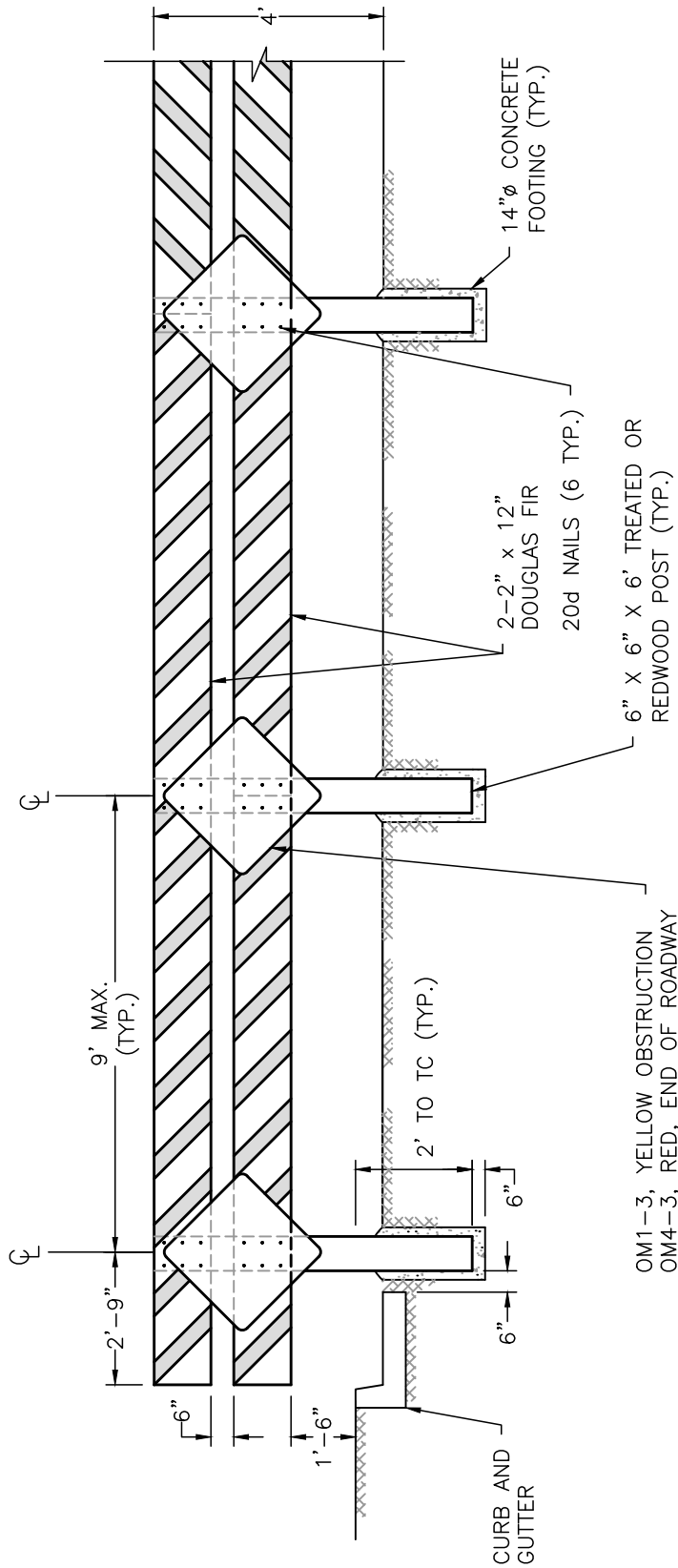
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**STD.
NO.
ST-11C**

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NOTES:

1. BARRICADES SHALL EXTEND THE FULL WIDTH OF PAVEMENT OR TRAVELED WAY AS APPROVED BY THE CITY ENGINEER.
2. BARRICADES SHALL BE PAINTED WITH TWO COATS OF EXTERIOR WHITE PAINT. SEE STANDARD SPECIFICATIONS FOR PAINTING.
3. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. ABANDONED BARRICADES SHALL BE RECLAIMED BY THE CITY OF LEMOORE.

FILE: ST-12.DWG

TIMBER BARRICADE

APPROVED BY:

Date: **08/04/26**

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City Engineer R.C.E. 41964

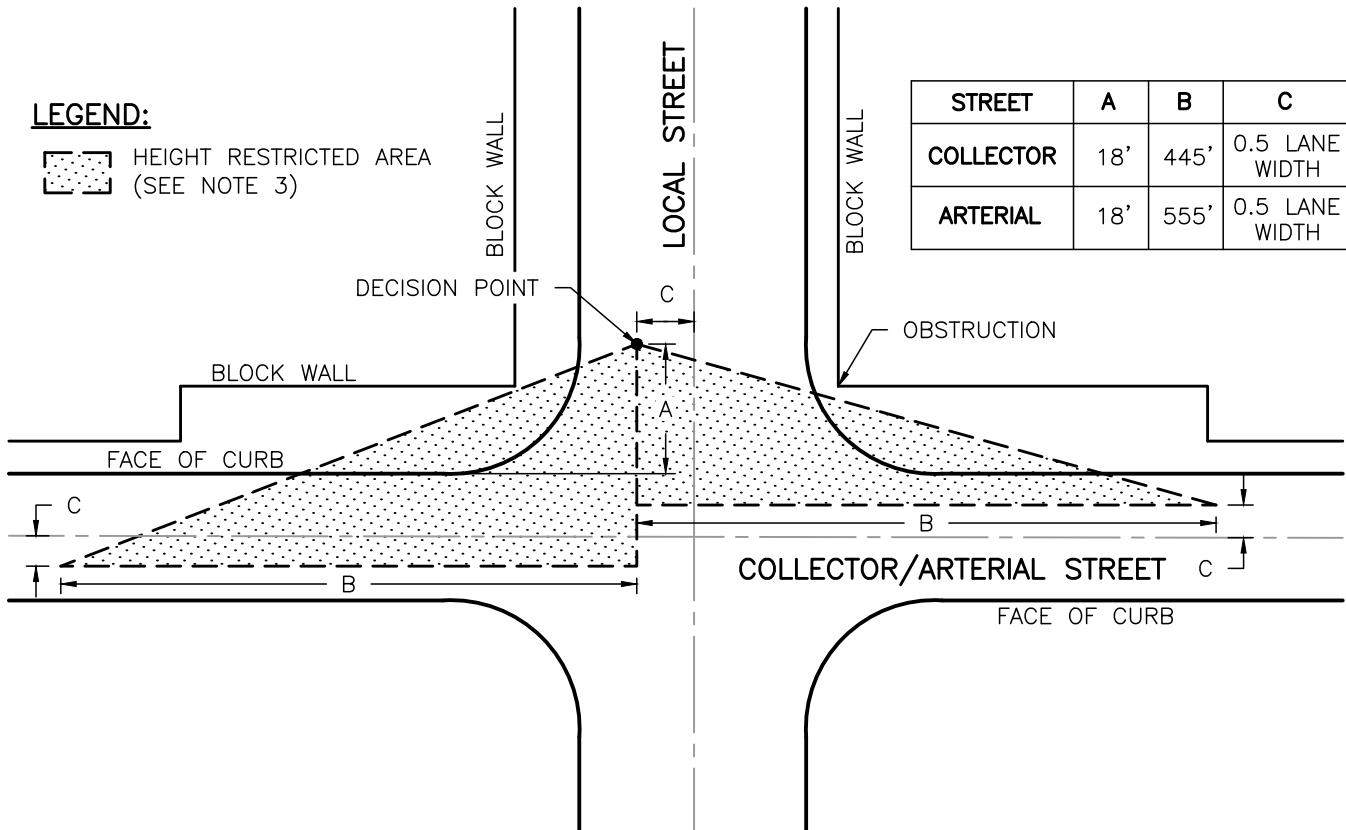
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**STD.
NO.
ST-12**

LEGEND:

 HEIGHT RESTRICTED AREA
(SEE NOTE 3)

STREET	A	B	C
COLLECTOR	18'	445'	0.5 LANE WIDTH
ARTERIAL	18'	555'	0.5 LANE WIDTH



VISIBILITY TRIANGLES

NOT TO SCALE

NOTES:

1. DIMENSIONS SHOWN IN THE TABLE ABOVE SHALL BE VERIFIED BASED ON AASHTO STANDARDS.
2. SIGHT DISTANCE FOR A COLLECTOR ROADWAY IS BASED ON A PASSENGER CAR ON A ROADWAY THAT PROVIDES 1-LANE IN EACH DIRECTION WITH NO MEDIAN, A DESIGN SPEED OF 40 MPH, AND AN APPROACH GRADE OF LESS THAN THREE PERCENT.
3. SIGHT DISTANCE FOR AN ARTERIAL ROADWAY IS BASED ON A PASSENGER CAR ON A ROADWAY THAT PROVIDES 1 LANE IN EACH DIRECTION WITH NO MEDIAN, A DESIGN SPEED OF 50 MPH, AND AN APPROACH GRADE OF LESS THAN THREE PERCENT.
4. NO SIGNS, FENCES, WALLS, UTILITY BOXES, STRUCTURES, SHRUBS, HEDGES, OR OTHER PLANTS, (EXCLUDING TREES), OVER 30 INCHES IN HEIGHT SHALL BE PERMITTED WITHIN THE RESTRICTED AREAS.
5. TREES ARE PERMITTED WITHIN THE RESTRICTED AREAS PROVIDED:
 - A. NO LIMBS, LEAVES NEEDLES OR OTHER FOLIAGE ABOVE 30 INCHES OR BELOW 84 INCHES ARE PERMITTED.
 - B. TREES ARE PLANTED SO AS NOT TO OBSTRUCT 20 PERCENT OF THE VISIBILITY WHEN COMBINED WITH OTHER OBSTRUCTIONS PRESENT.
5. SIGHT DISTANCE FOR TYPICAL RIGHT ANGLE INTERSECTION ONLY AS SHOWN ABOVE. SKEWED INTERSECTIONS OR OTHER CONDITIONS WILL REQUIRE ADDITIONAL DESIGN FOR REVIEW AND APPROVAL FROM CITY ENGINEER.

FILE: ST-13.DWG

**SIGHT DISTANCE
REQUIREMENTS FOR ARTERIAL
& COLLECTOR STREETS**

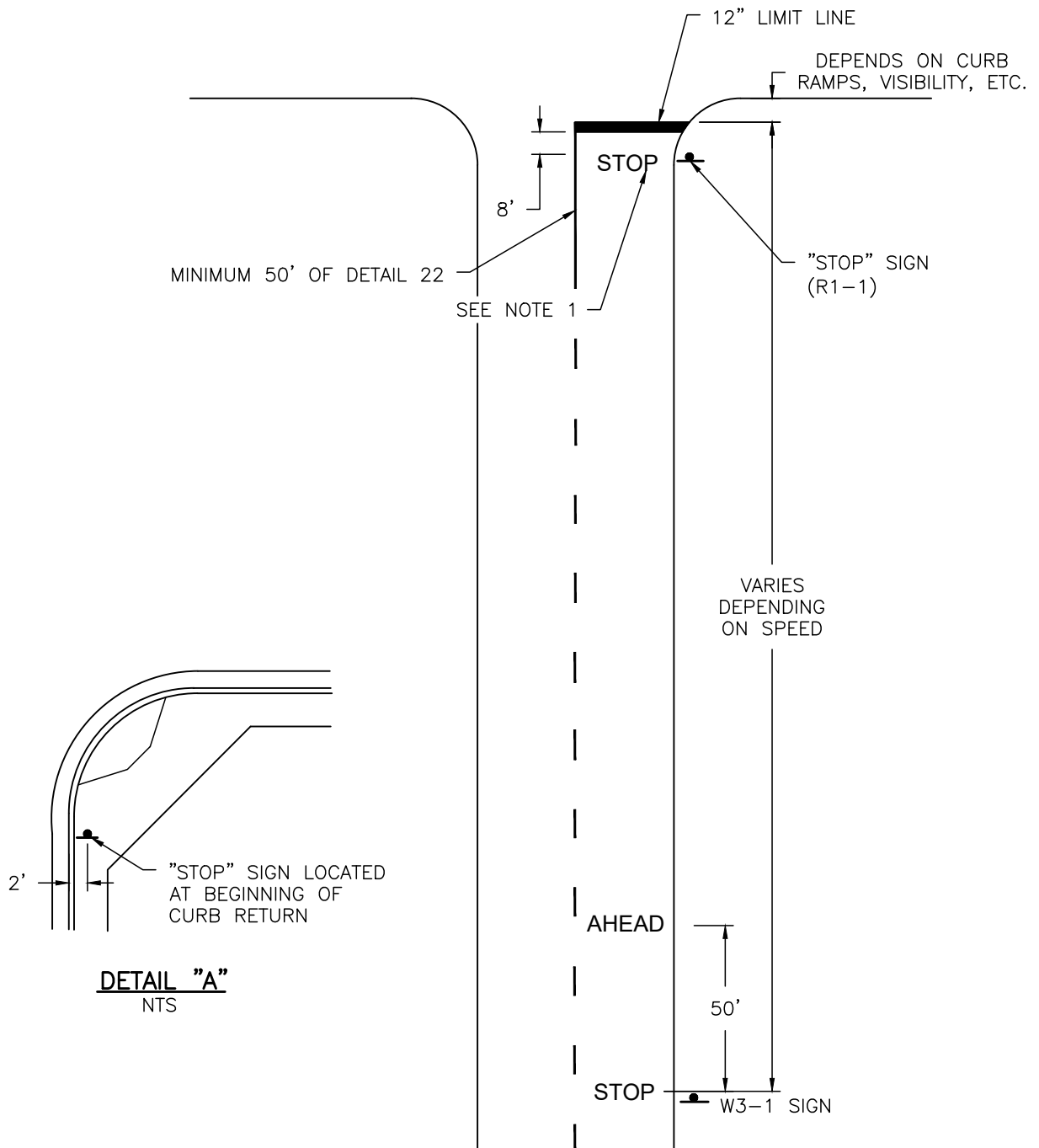
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Rev.

**STD.
NO.
ST-13**



NOTES:

1. "STOP" PAVEMENT MARKING TO BE LOCATED APPROXIMATELY 8 FEET FROM LIMIT LINE.
2. USE "STOP AHEAD" PAVEMENT MARKINGS AT SPECIFIED LOCATIONS AS APPROVED BY THE CITY ENGINEER (SUPPLEMENTAL TO W3-1 SIGNS).
3. STOP SIGN IS NORMALLY LOCATED AS SHOWN IN DETAIL "A" OR AT A POINT OF OPTIMUM VISIBILITY. THE DISTANCE BETWEEN A STOP SIGN AND LIMIT LINE SHALL NOT EXCEED 50 FEET.
4. OMIT LIMIT LINE AT CROSSWALK LOCATIONS.
5. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FILE: ST-14.DWG

**STOP PAVEMENT
MARKINGS**

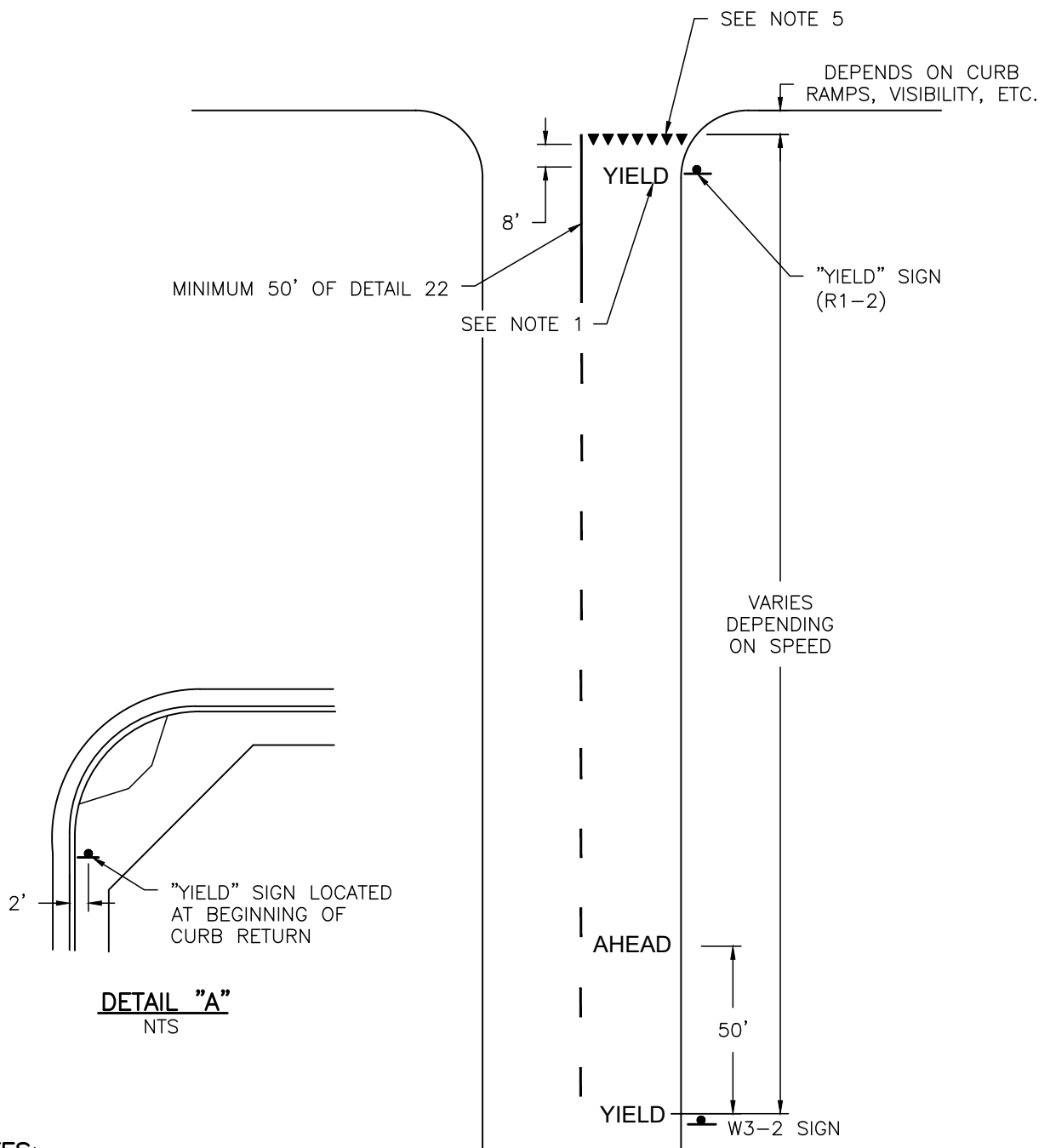
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[Signature]
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**STD.
NO.
ST-14**

Rev.



NOTES:

1. "YIELD" PAVEMENT MARKING TO BE LOCATED APPROXIMATELY 8 FEET FROM YIELD LINES.
2. USE "YIELD AHEAD" PAVEMENT MARKINGS AT SPECIFIED LOCATIONS AS APPROVED BY THE CITY ENGINEER (SUPPLEMENTAL TO W3-2 SIGNS).
3. YIELD SIGN IS NORMALLY LOCATED AS SHOWN IN DETAIL "A" OR AT A POINT OF OPTIMUM VISIBILITY. THE DISTANCE BETWEEN A YIELD SIGN AND YIELD LINE SHALL NOT EXCEED 50 FEET.
4. IF USED IN ADVANCE OF CROSSWALKS, YIELD LINES SHALL BE PLACED PER THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES GUIDELINES AND APPROVED BY THE CITY ENGINEER.
5. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FILE: ST-14A.DWG

YIELD PAVEMENT MARKINGS

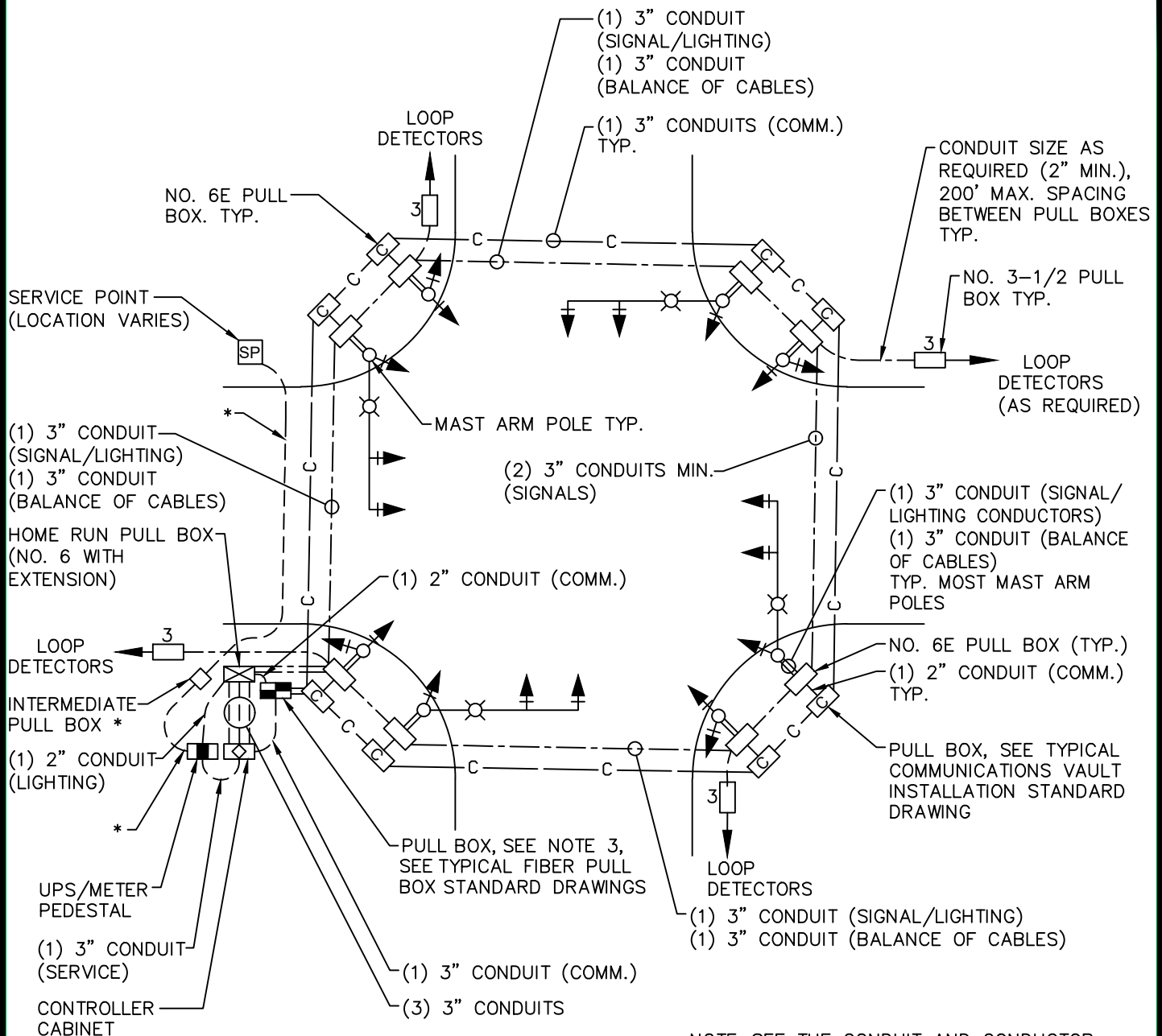
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ST-14A**

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NOTE: SEE THE CONDUIT AND CONDUCTOR SCHEDULE ON THE PROJECT SPECIFIC PLANS FOR THE WIRING AND CONDUIT SIZES.

LEGEND:

* = PER ELECTRICAL UTILITY REQUIREMENTS

NOTES:

1. DRAWINGS ACCURATE FOR CONDUIT INFORMATION ONLY.
2. CONDUITS FOR LOOP DETECTORS ARE TYPICAL FOR ALL QUADRANTS.
3. WHEN CONDUIT AND PULL BOXES ARE BEING CONSTRUCTED PRIOR TO TRAFFIC SIGNAL DESIGN AND INSTALLATION, COMMUNICATION PULL BOXES SHALL BE INSTALLED ON ALL CORNERS OR AS DIRECTED BY THE CITY ENGINEER.
4. ALL EMPTY CONDUITS SHALL HAVE A #12 TRACING WIRE INSTALLED.
5. ALL PULL BOXES SHALL BE LOCKABLE.

FILE: ST-15.DWG

TYPICAL TRAFFIC SIGNAL CONDUIT SCHEMATIC

APPROVED BY:

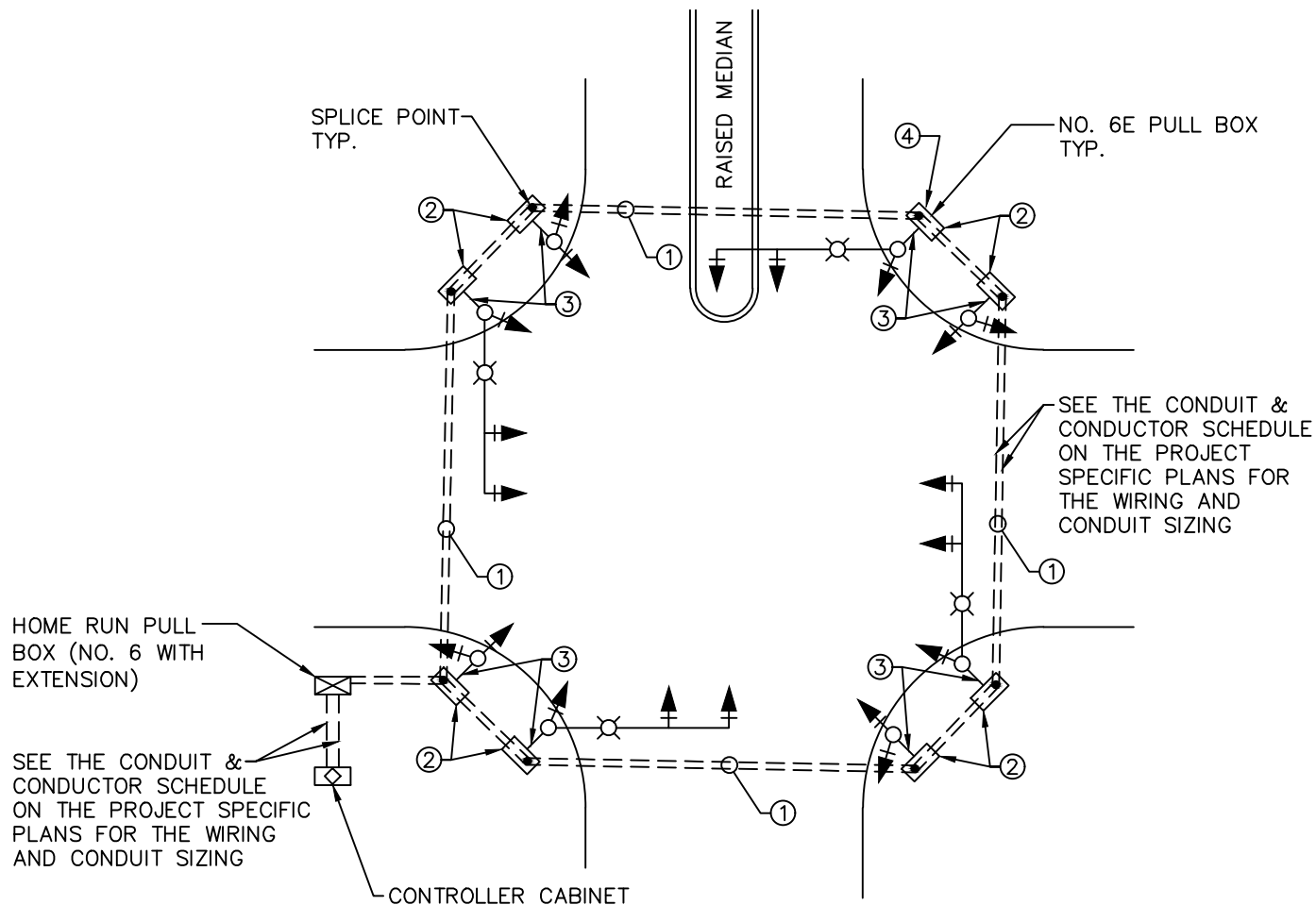
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NO.
ST-15



NOTES:

1. DRAWINGS ACCURATE FOR CABLING INFORMATION ONLY.
2. ALL PULL BOXES SHALL BE LOCKABLE.

CONSTRUCTION NOTES:

- ① SPLICE PERMITTED ONLY AT DESIGNATED SPLICE LOCATIONS AS SHOWN ON THIS PLAN. EACH SIGNAL CABLE IN USE AS SHOWN SHALL BE CONTINUOUS AND UNSPLICED BETWEEN PULL BOXES.
- ② PROVIDE 1 WRAP OF SLACK (3' MIN.) FOR EACH SIGNAL CABLE IN EACH PULL BOX. TERMINATE BETWEEN PULL BOXES.
- ③ LINE REPRESENTS CABLING AS SHOWN IN TRAFFIC SIGNAL WIRING SCHEMATIC STANDARD DRAWING.
- ④ INSTALL A GROUNDING ROD IN THE PULL BOX OPPOSITE THE TRAFFIC SIGNAL CABINET.

FILE: ST-15A.DWG

TYPICAL TRAFFIC SIGNAL CABLE SCHEMATIC

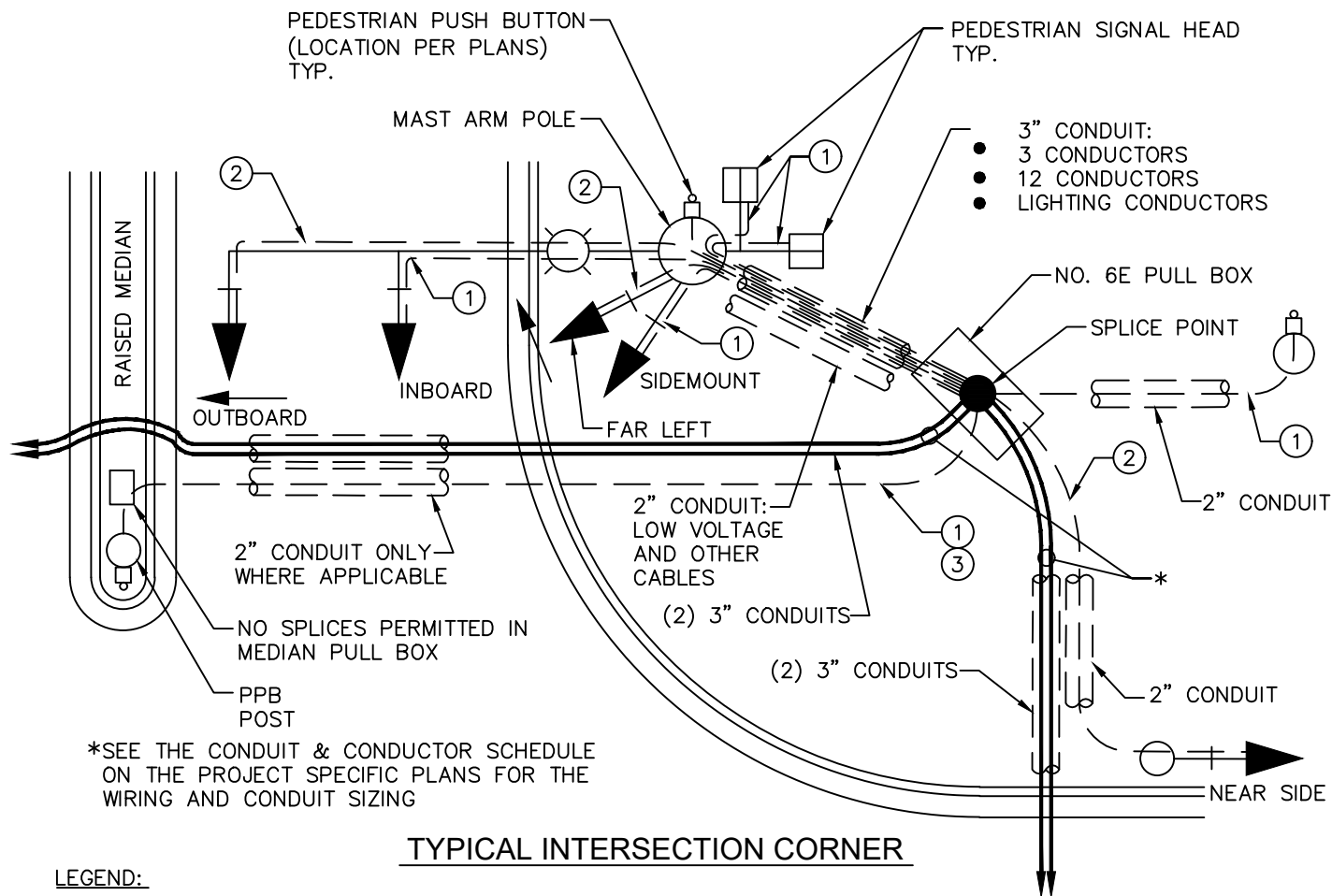
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NO.
ST-15A



LEGEND:

- — — EXISTING 3 OR 12CSC CONDUCTOR (IMSA 19-1)
- — — PROPOSED 3 OR 12CSC CONDUCTOR (IMSA 19-1)

NOTES:

1. QUANTITY OF CABLES MAY VARY BASED ON ACTUAL FIELD CONDITIONS OR AS DIRECTED BY THE CITY ENGINEER.
2. DRAWING ACCURATE FOR WIRING INFORMATION ONLY.
3. ALL PULL BOXES SHALL BE LOCKABLE.

CONSTRUCTION NOTES:

- ① INSTALL 3 OR 12CSC CONDUCTOR (IMSA 19-1) CABLE CONTINUOUS AND UNSPLICED AS SHOWN FROM PULL BOX TO EACH OF THE FOLLOWING:
 - SIDEMOUNT VEHICULAR SIGNAL
 - PEDESTRIAN SIGNAL HEAD
 - PEDESTRIAN PUSH BUTTON
 - INBOARD
- ② INSTALL 3 OR 12CSC CONDUCTOR (IMSA 19-1) CABLE CONTINUOUS AND UNSPLICED AS SHOWN FROM PULL BOX TO EACH OF THE FOLLOWING:
 - OUTBOARD VEHICULAR SIGNAL
 - FAR LEFT MOUNTED VEHICULAR SIGNAL
 - NEAR SIDE/RIGHT TURN OVERLAP VEHICULAR SIGNAL
- ③ CONDUCTORS TO MEDIAN SHALL BE SPLICED IN THE BULL BOX ON THE ADJACENT CORNER IN THE CLOCKWISE DIRECTION FROM THE MEDIAN.

FILE: ST-15B.DWG

**TRAFFIC SIGNAL
WIRING SCHEMATIC**

APPROVED BY:

Date: **08/04/26**

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City Engineer R.C.E. 41964

**STD.
NO.
ST-15B**

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RESERVED FOR FUTURE DETAIL

FILE: ST-16.DWG

RESERVED

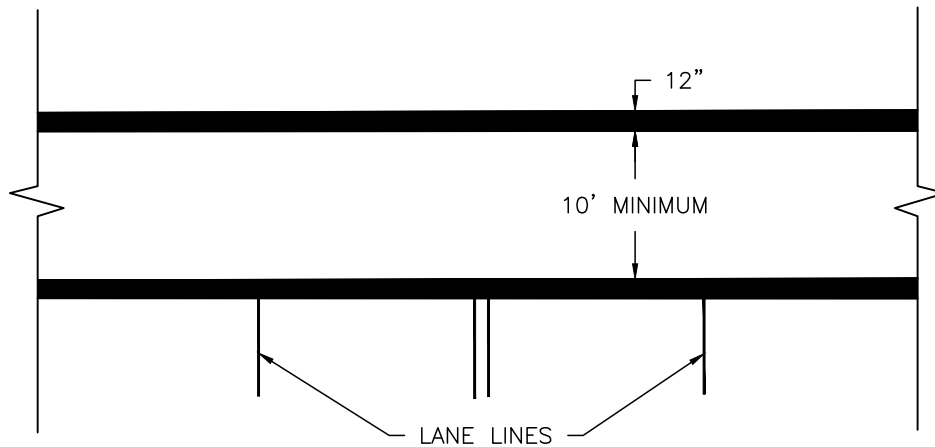
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Date: 08/04/26

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STD.
NO.
ST-16



STANDARD CROSSWALK MARKING

NOT TO SCALE

NOTES:

1. DOUBLE YELLOW CENTERLINE, RAISED MARKERS, WHITE CENTERLINE AND LANE LINES SHALL STOP AT CROSSWALK.
2. WIDTH OF CROSSWALK LINES SHALL BE 12 INCHES.
3. WIDTH OF CROSSWALK SHALL BE 10 FEET, INSIDE EDGE TO INSIDE EDGE.
4. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FILE: ST-17.DWG

**STANDARD
CROSSWALK MARKING**

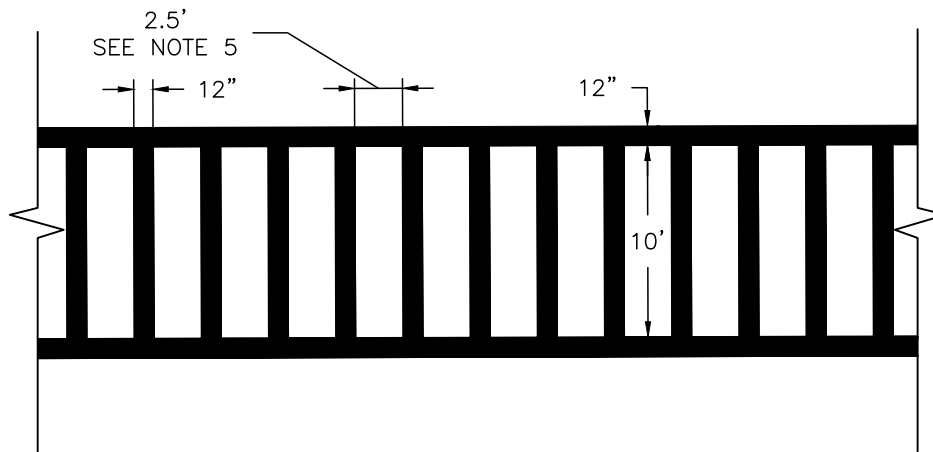
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City Engineer R.C.E. 41964

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**STD.
NO.
ST-17**



HIGH-VISIBILITY CROSSWALK MARKING

NOT TO SCALE

NOTES:

1. DOUBLE YELLOW CENTERLINE, RAISED MARKERS, WHITE CENTERLINE AND LANE LINES SHALL STOP AT CROSSWALK.
2. WIDTH OF CROSSWALK LINES SHALL BE 12 INCHES.
3. WIDTH OF CROSSWALK SHALL BE 10 FEET, INSIDE EDGE TO INSIDE EDGE.
4. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. SPACINGS NOT TO EXCEED 2.5 TIMES WIDTH OF LONGITUDINAL LINE.
6. SPACINGS BETWEEN MARKINGS MUST BE PLACED IN WHEEL TRACKS OF EACH LANE.

FILE: ST-17A.DWG

**HIGH-VISIBILITY
CROSSWALK MARKING**

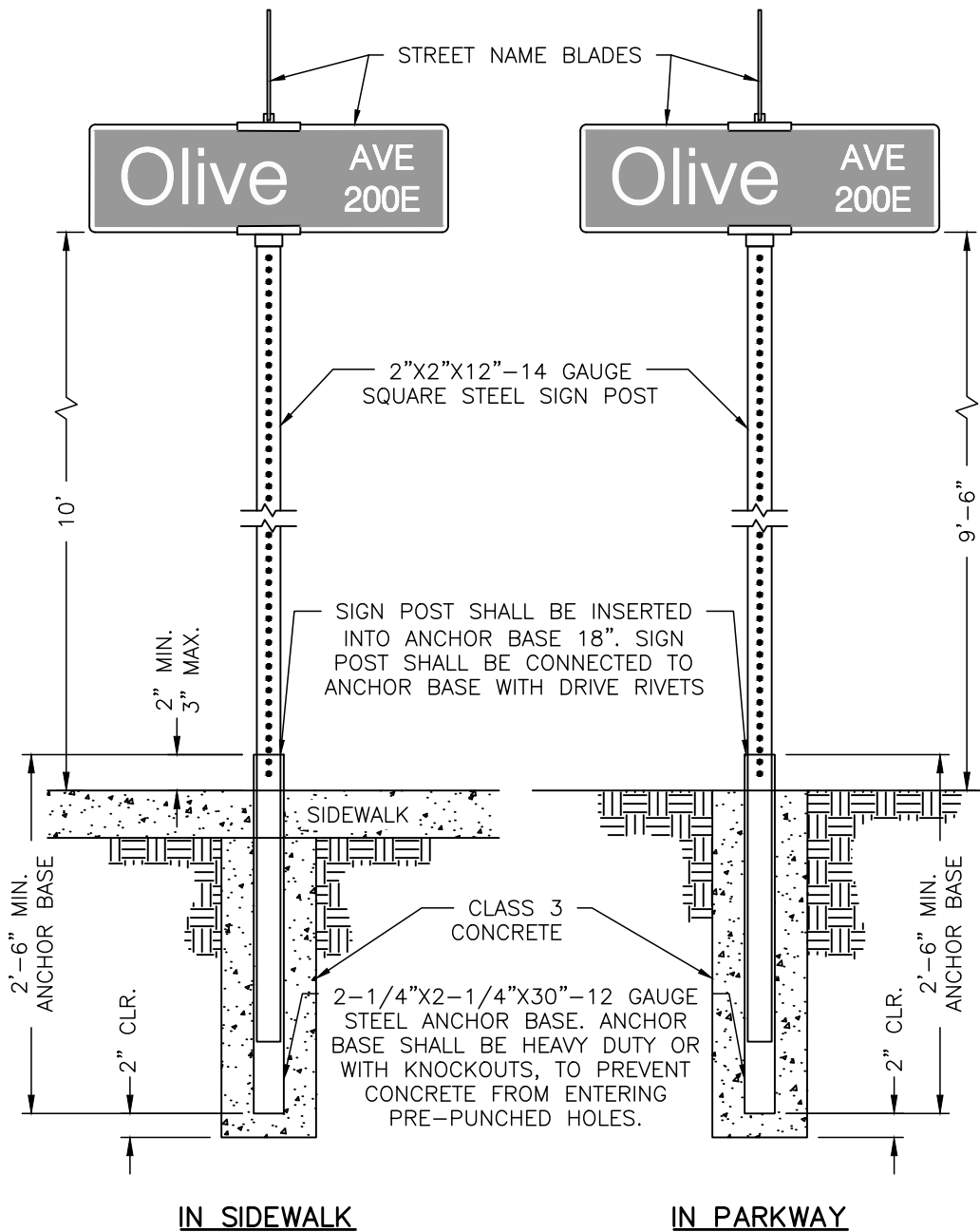
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**STD.
NO.
ST-17A**



FILE: ST-18.DWG

STREET NAME SIGN INSTALLATION

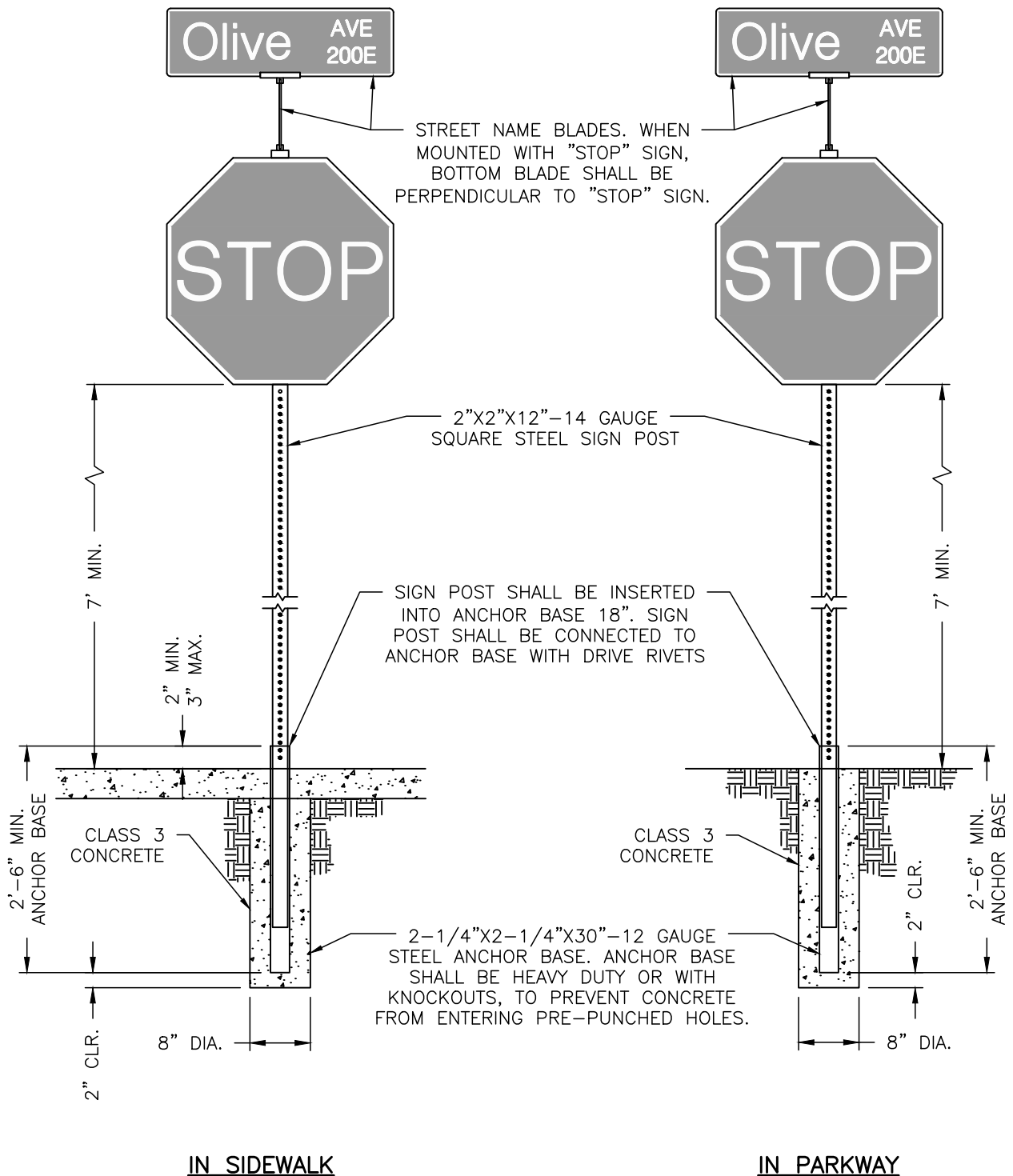
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NO.
ST-18

Rev.



FILE: ST-18A.DWG

STREET NAME SIGN
INSTALLATION WITH
"STOP" (R1) SIGN

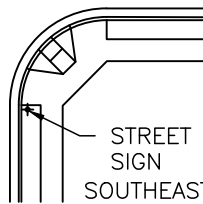
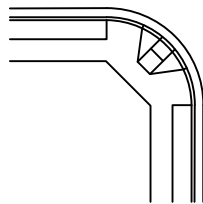
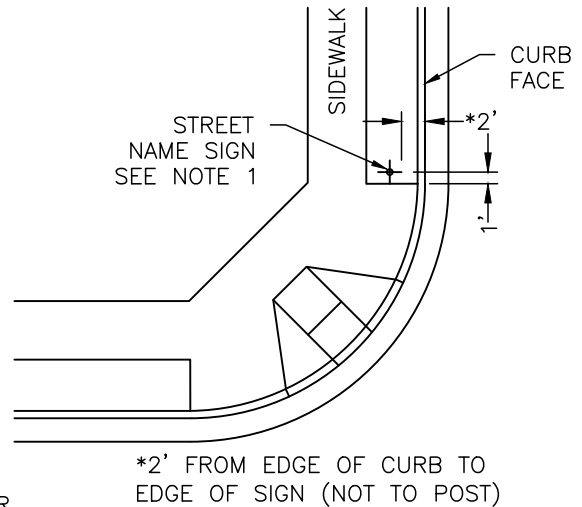
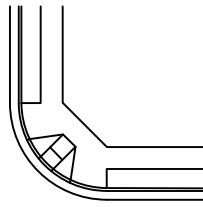
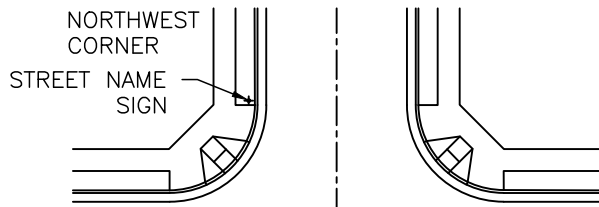
APPROVED BY:

Date: 08/04/26

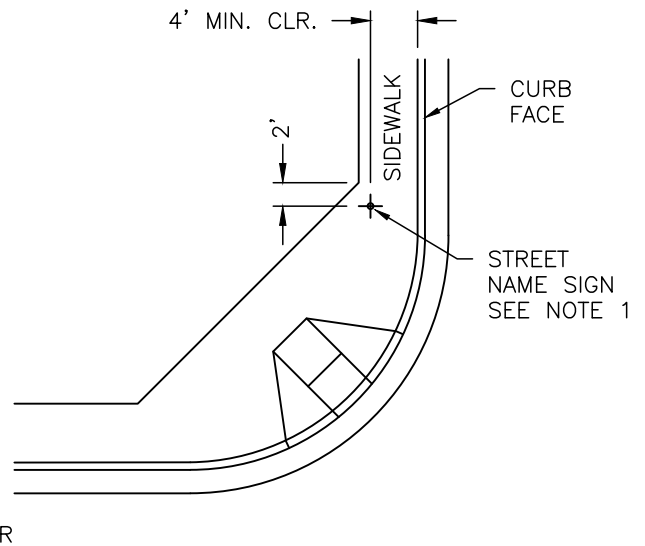
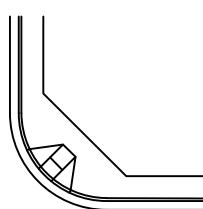
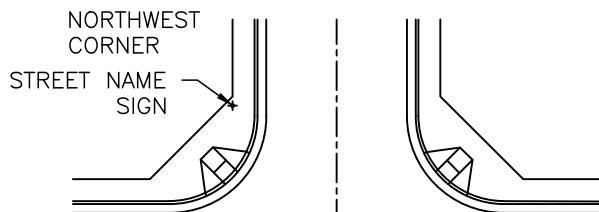
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STD.
NO.
ST-18A

Rev.



WITH PARKWAY



WITHOUT PARKWAY

NOTES:

1. STREET NAME SIGNS SHALL BE TYPICALLY LOCATED ON THE NORTHWEST OR SOUTHEAST CORNER OF AN INTERSECTION UNLESS PLACED ON A STOP SIGN PER STREET NAME SIGN INSTALLATION WITH "STOP" (R1) SIGN.
2. STREET NAME SIGNS SHALL BE PLACED ON STOP SIGNS AND ATTACHED TO STREET LIGHTS WHENEVER POSSIBLE.
3. STREET NAME SIGNS LOCATED IN SIDEWALK AREAS SHALL MAINTAIN A FOUR FOOT HORIZONTAL CLEAR PEDESTRIAN ACCESS ROUTE.
4. IF NO CURB IS PRESENT, SIGNS ARE TO BE INSTALLED A MINIMUM OF 6 FEET TO 12 FEET FROM EDGE OF PAVEMENT AND/OR AS REQUIRED PER THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FILE: ST-18B.DWG

**STREET NAME
SIGN LOCATIONS
LOCAL STREETS**

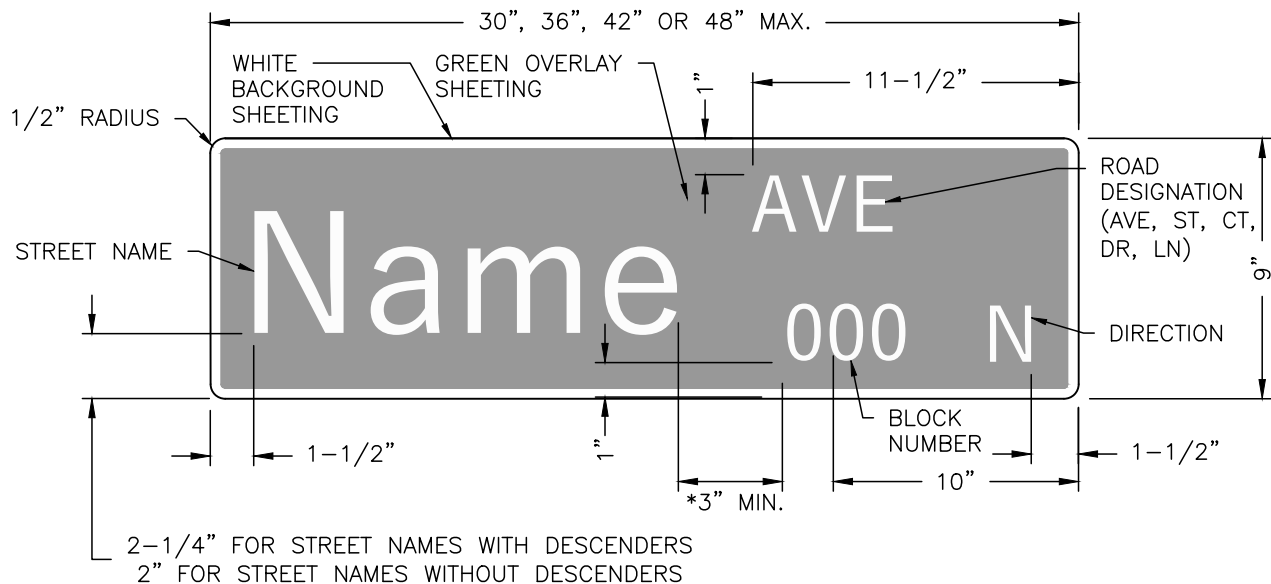
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**STD.
NO.
ST-18B**



*MINIMUM WIDTH MAY BE REDUCED TO 1" ONLY ON 48" BLADES TO FIT STREET NAME

NOTES:

1. ALL SIGN MATERIAL SHALL CONFORM TO THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS. SIGN BLANKS SHALL BE 0.08 INCHES MINIMUM IN THICKNESS AND SHALL BE ALUMINUM ALLOY #5052-H38.
2. ALL SHEETING SHALL BE 3M BRAND SCOTCHLITE REFLECTIVE MATERIAL. NO SUBSTITUTIONS WILL BE ACCEPTED.
3. BACKGROUND SHEETING SHALL BE WHITE #4090 (DIAMOND GRADE). OVERLAY SHEETING SHALL BE GREEN #1177C ELECTRONIC CUTTABLE FILM.
4. STREET NAME LETTERS SHALL BE 6 INCHES IN SIZE, "ROAD GEEK" OR "HIGHWAY GOTHIC" FONT, SERIES 'C' WITH AN UPPER CASE INITIAL FOLLOWED BY LOWER CASE LETTERS.
5. ROAD DESIGNATION, BLOCK NUMBER AND DIRECTION LETTERS SHALL BE 3 INCHES UPPER CASE, SERIES 'C' (DIECUT).
6. WHEN STREET NAME LENGTH DOES NOT FIT ON 48 INCH BLADE, LETTERS MAY BE REDUCED TO SERIES 'B'. SERIES 'A' IS NOT ALLOWED.
7. WHEN STREET NAME LENGTH IS SHORT, USE SERIES 'D'.

FILE: ST-18C.DWG

**STREET NAME SIGN
STREET INTERSECTIONS**

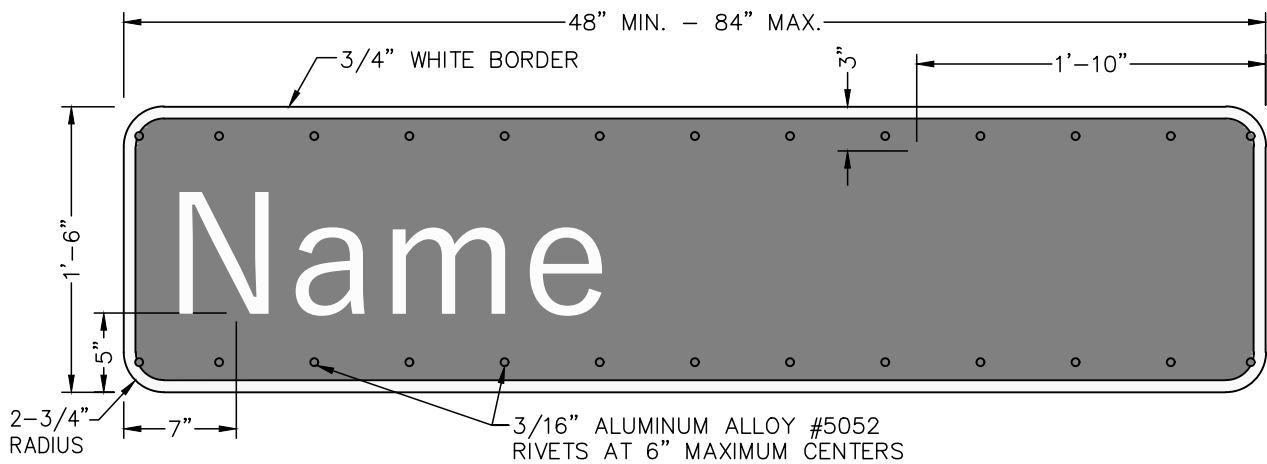
APPROVED BY:

Date: **08/04/26**

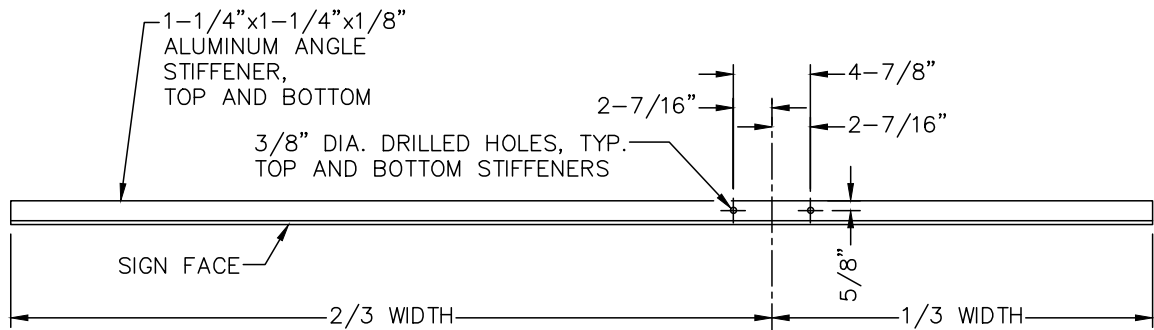
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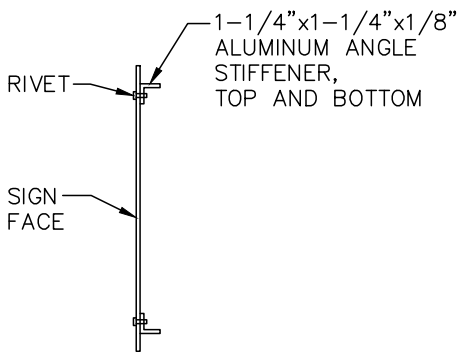
**STD.
NO.
ST-18C**



FRONT VIEW



TOP VIEW



SIDE VIEW

NOTES:

1. SIGN BLANK SHALL BE ALUMINUM ALLOY 6061-T6 OR 5052-H38.
2. ALL SHEETING, LETTERS AND NUMERALS SHALL BE 3M BRAND DIAMOND GRADE 3 (DG3) SCOTCHLITE REFLECTIVE MATERIAL. NO SUBSTITUTIONS WILL BE ACCEPTED.
3. BACKGROUND SHEETING SHALL BE GREEN (#4097).
4. BORDER, LETTERS AND NUMERALS SHALL BE WHITE (#3970).
5. STREET NAME LETTERS SHALL BE 12", "HIGHWAY GOTHIC" FONT, SERIES 'E' MODIFIED UPPER CASE INITIAL WITH LOWER CASE SUBSEQUENT LETTERS. "AVE", "ST", "DR", "LN", SHALL BE 5", "HIGHWAY GOTHIC" FONT, SERIES 'E' MODIFIED UPPER CASE LETTERS.
6. SEE STREET NAME SIGN BRACKET STANDARD DRAWING FOR BRACKET INFORMATION.

FILE: ST-18D.DWG

STREET NAME SIGN
SIGNALIZED INTERSECTIONS

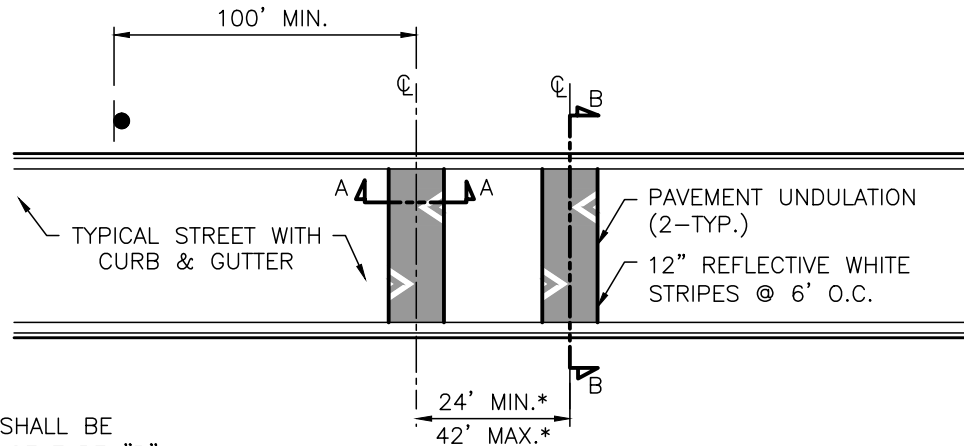
APPROVED BY:

Date: 08/04/26

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STD.
NO.
ST-18D

Rev.

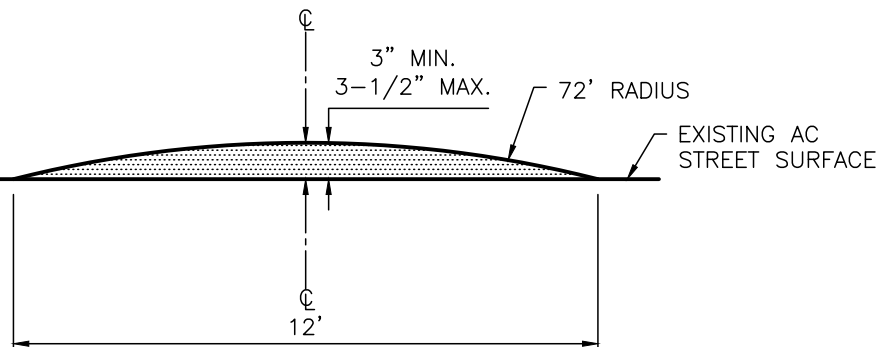


PLAN VIEW

N.T.S.

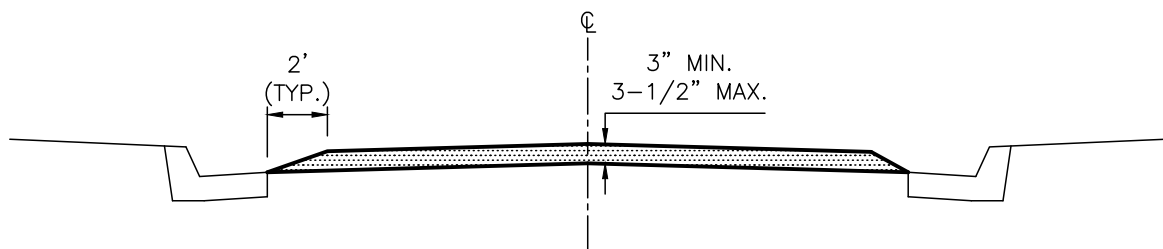
NOTES:

1. UNDULATIONS SHALL BE CONSTRUCTED OF TYPE "B" ASPHALT CONCRETE, 1/2" MAXIMUM, MEDIUM GRADED AGGREGATE.
2. LOCATIONS TO BE DETERMINED BY CITY STAFF.
3. A W17-1 WARNING SIGN STATING "BUMP" SHALL BE INSTALLED.
4. SPEED ADVISORY PLAQUE STATING "10 MPH" SHALL BE INSTALLED BELOW THE W17-1 "SPEED BUMP" WARNING SIGN.
5. ALL SIGNING AND STRIPING SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.



A-A SECTION

N.T.S.



B-B SECTION

N.T.S.

* MAY BE MODIFIED BY CITY

FILE: ST-19.DWG

PAVEMENT UNDULATIONS

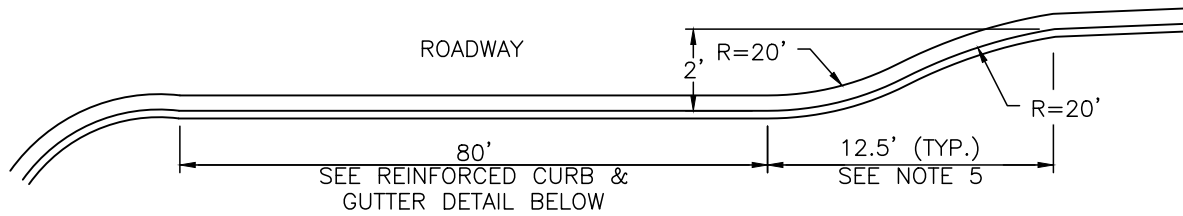
APPROVED BY:

Date: 08/04/26

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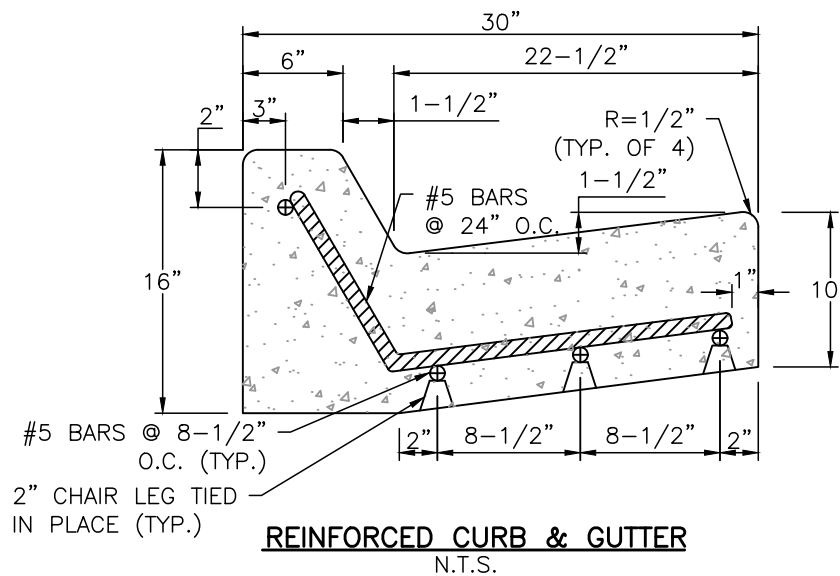
STD.
NO.
ST-19

Rev.



FAR SIDE INTERSECTION (WITH PARKING LANE)
N.T.S.

MID-BLOCK
N.T.S.



NOTES:

1. 5' MINIMUM TRANSITION TO STANDARD CURB AND GUTTER.
2. 20 INCH LAP REQUIRED ON ALL BAR SPLICES.
- * 3. WHERE PARKING LANE DOES NOT EXIST, 10' WIDE BUS BAY WILL BE REQUIRED.
4. USE CLASS "B" CONCRETE PER SECTION 7 OF THE STANDARD SPECIFICATIONS.
5. ON ARTERIAL STREET, USE 40:1 TRANSITION.

FILE: ST-20.DWG

BUS BAY

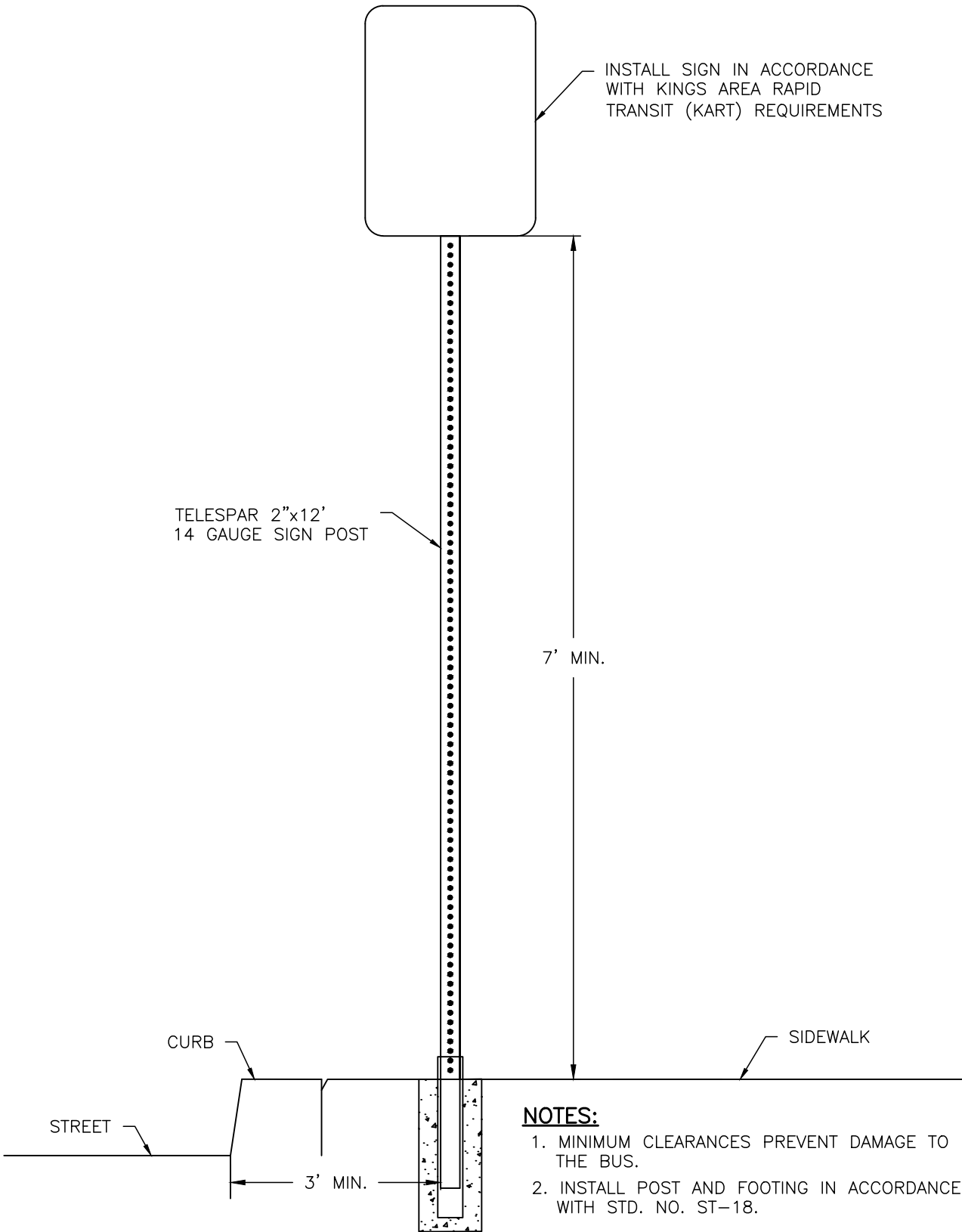
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**STD.
NO.
ST-20**

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FILE: ST-20A.DWG

BUS STOP SIGN

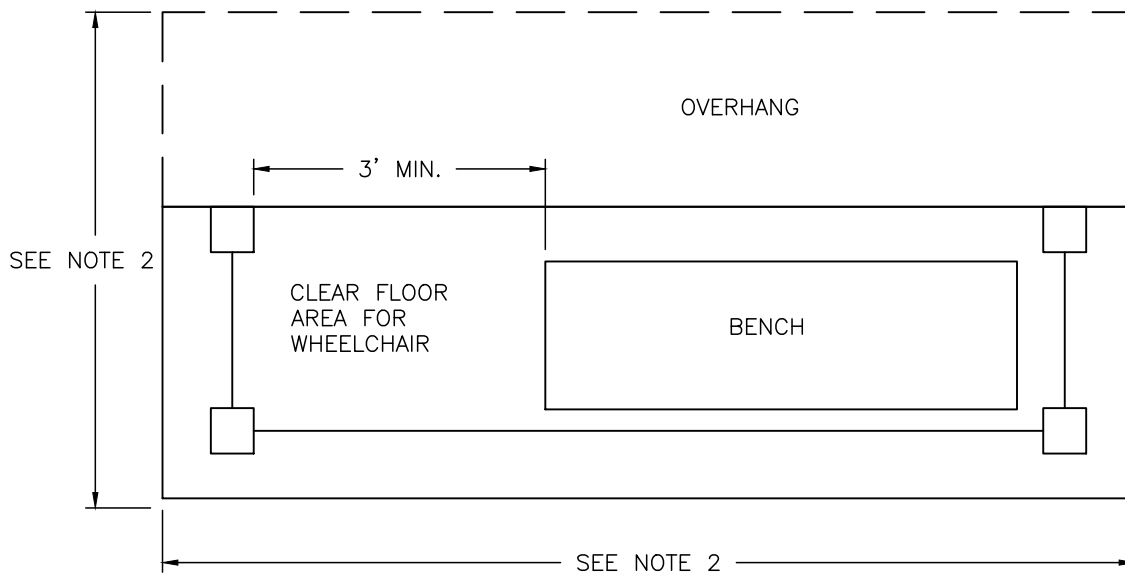
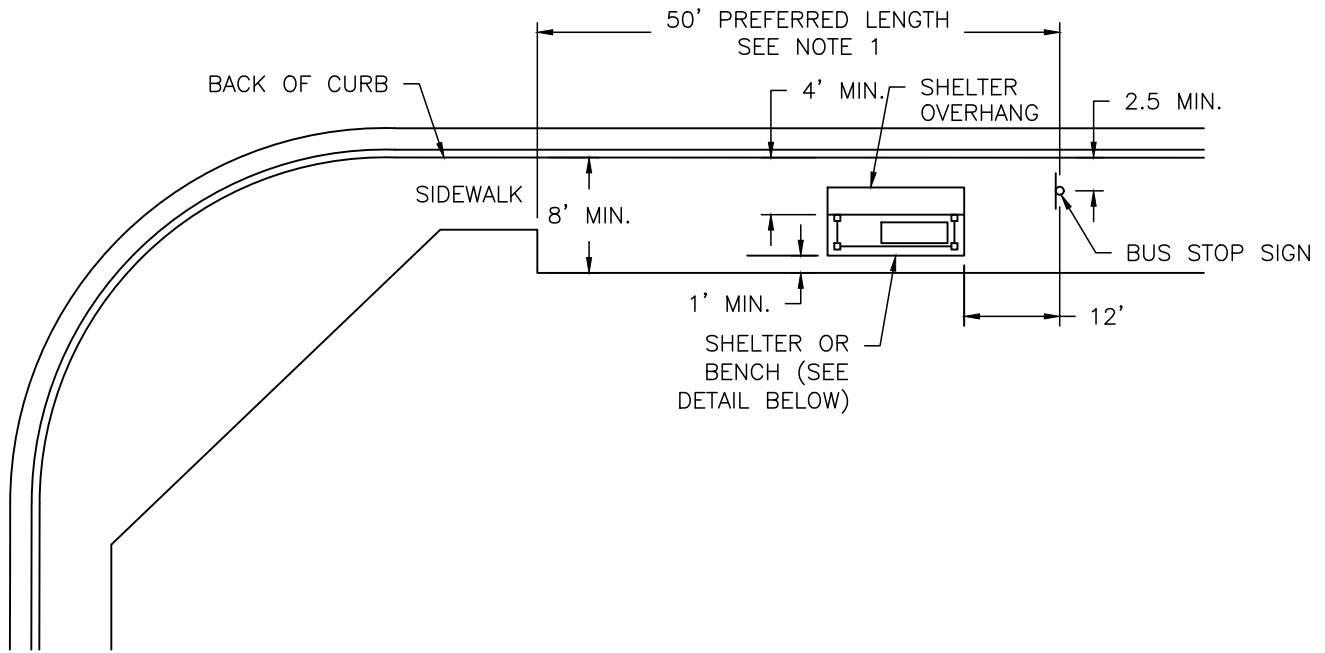
APPROVED BY:

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**STD.
NO.
ST-20A**



SHELTER/BENCH DETAIL
N.T.S.

NOTES:

1. 8 FOOT MINIMUM SIDEWALK DEPTH MUST EXTEND AT LEAST 25 FEET ENDING AT BUS STOP SIGN POST. DESIRABLE LENGTH IS 50 FEET.
2. ALL SHELTERS SHALL BE PROPERLY CONSTRUCTED ACCORDING TO KINGS AREA RAPID TRANSIT (KART) APPROVED PLANS. CONTACT KART TO OBTAIN STRUCTURAL ENGINEERING PLANS FOR THE SHELTER. SIZE OF SHELTER SHALL BE VERIFIED WITH THE CITY AND KART.

FILE: ST-20B.DWG

**BUS SHELTER AND SIGN
LOCATION WITH
WHEELCHAIR AREA**

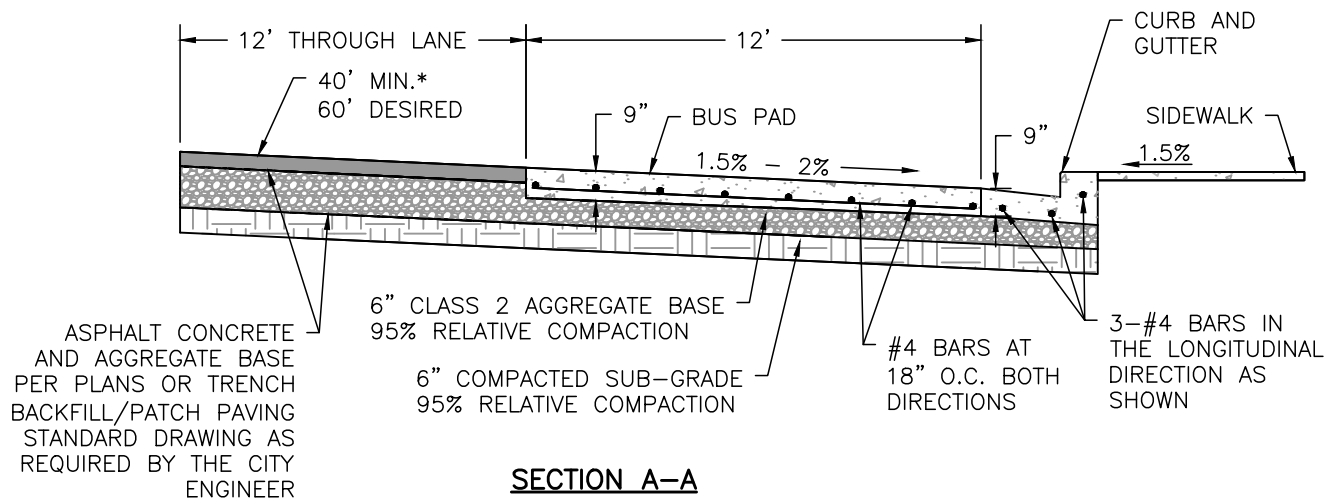
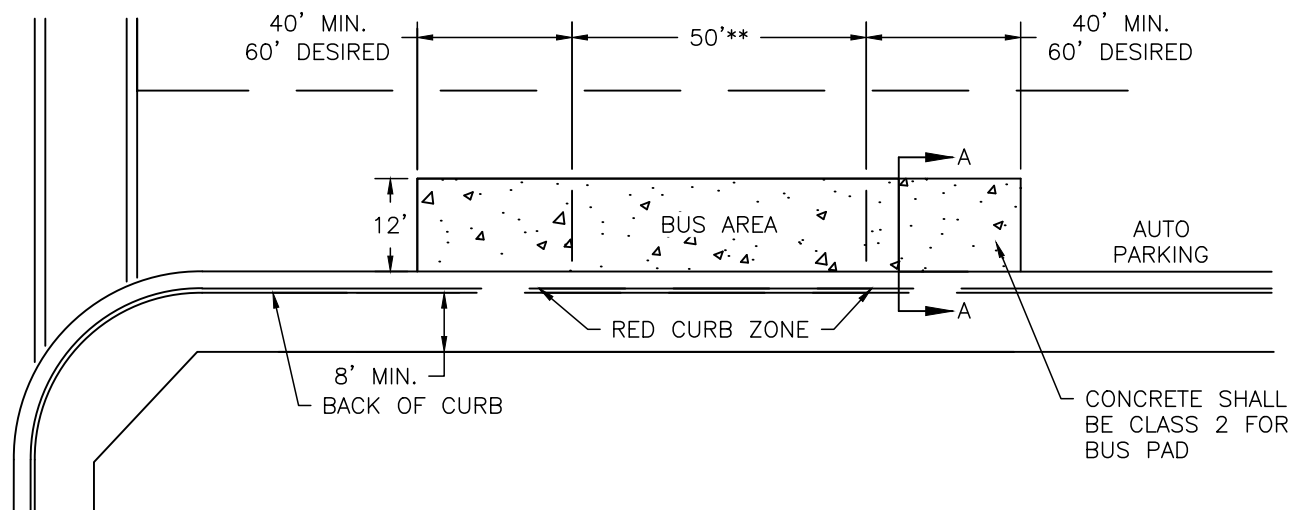
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**STD.
NO.
ST-20B**



SECTION A-A

NOTES:

1. CONCRETE FOR BUS PAD SHALL BE CLASS 2 IN ACCORDANCE WITH SECTION 7 OF THE STANDARD SPECIFICATIONS.
2. CONCRETE FOR SIDEWALK AND CURB AND GUTTER SHALL BE CLASS "B" IN ACCORDANCE WITH SECTION 7 OF THE STANDARD SPECIFICATIONS.
3. REINFORCING BARS SHALL BE DEFORMED STEEL BARS AND SHALL BE GRADE 40 MINIMUM. REINFORCING BARS SHALL BE FREE OF RUST OR DIRT AND SHALL BE THOROUGHLY CLEANED BEFORE PLACEMENT.
4. REINFORCING BARS SHALL HAVE A MINIMUM OF 3" OF CLEAR COVERAGE.
5. WEAKENED PLANE JOINTS SHALL BE PLACED IN THE BUS PAD AT 10'-15' CENTERS, MINIMUM DEPTH OF 2". JOINTS IN CURB AND GUTTER SHALL ALIGN WITH JOINTS IN BUS PAD WHERE POSSIBLE.

* 40' MINIMUM FOR SPEED LIMIT 30 MPH AND UNDER. 60' DESIRABLE FOR SPEED LIMIT ABOVE 30 MPH.

** FOR EACH ADDITIONAL PASS THROUGH BUS BERTH, ADD 50'. FOR EACH ADDITIONAL LAYOVER BUS BERTH, ADD 80'.

FILE: ST-20C.DWG

BUS PAD

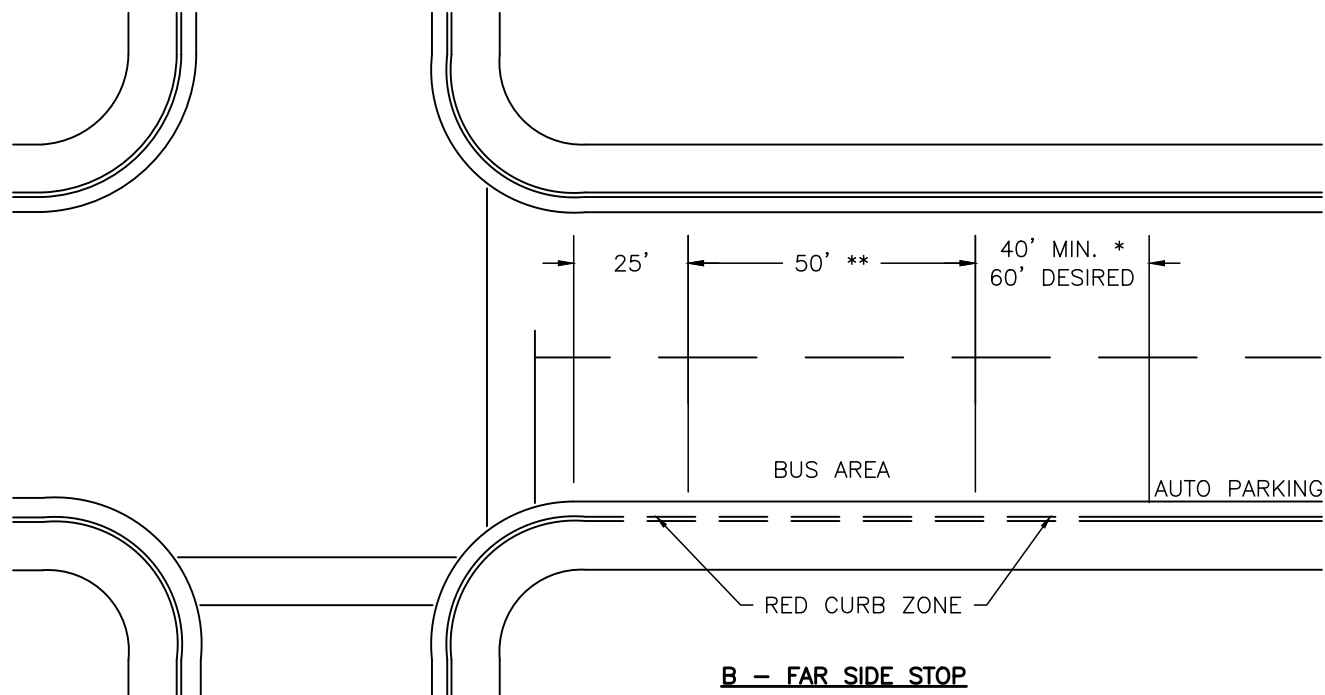
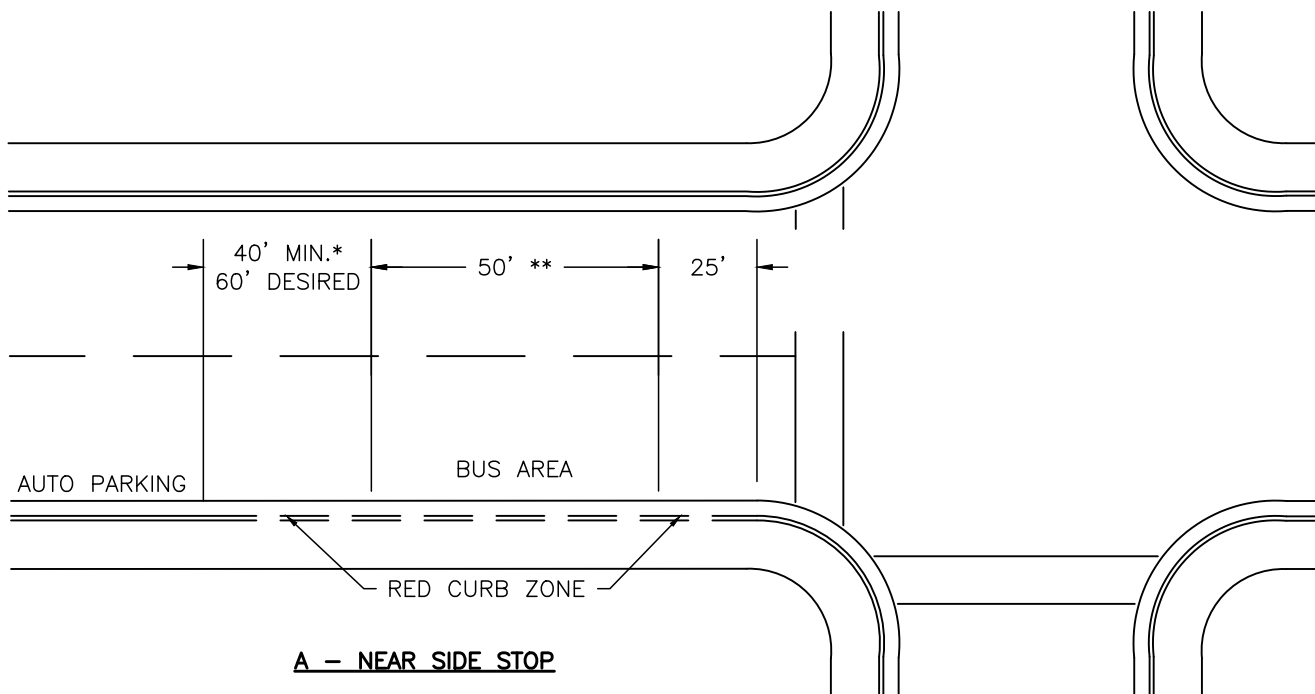
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**STD.
NO.
ST-20C**



NOTES:

- * 40' MINIMUM FOR SPEED LIMIT 30 MPH AND UNDER. 60' DESIRABLE FOR SPEED LIMIT ABOVE 30 MPH.
- ** FOR EACH ADDITIONAL PASS THROUGH BUS BERTH, ADD 50'. FOR EACH ADDITIONAL LAYOVER BUS BERTH, ADD 80'.

FILE: ST-20D.DWG

BUS STOPS A & B

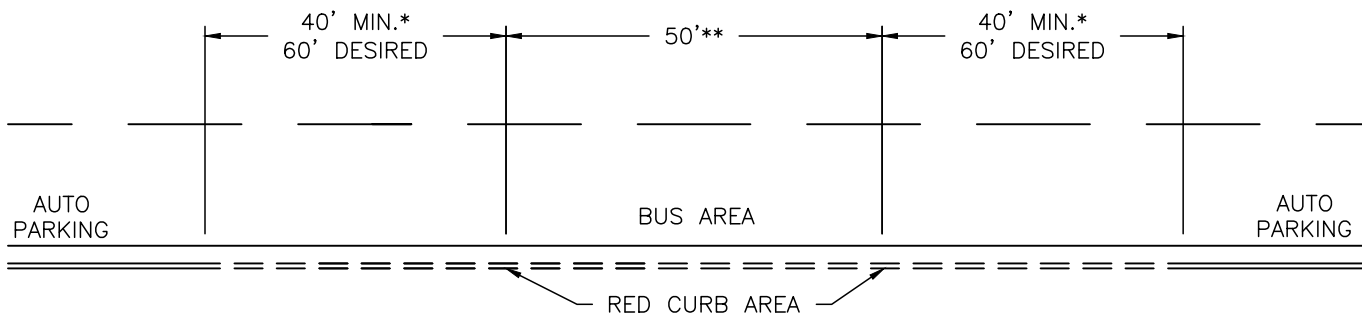
APPROVED BY:

Date: **08/04/26**

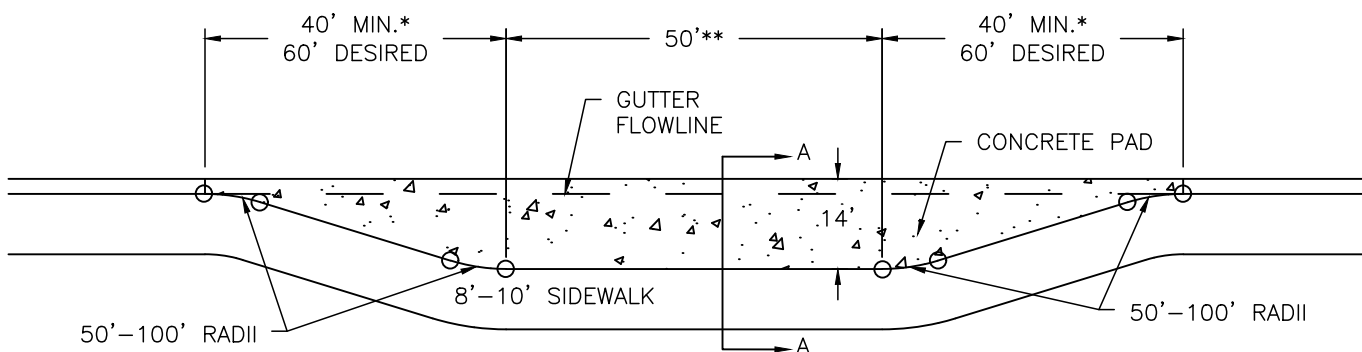
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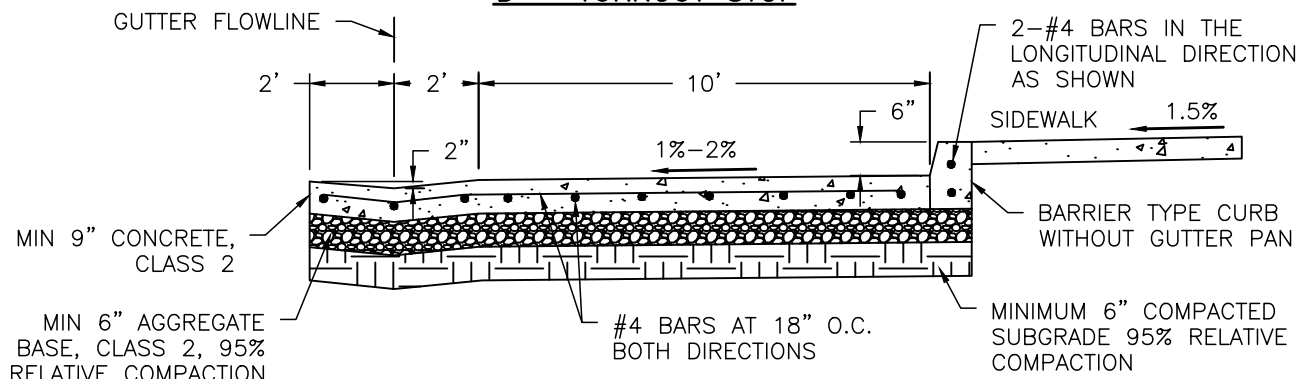
**STD.
NO.
ST-20D**



C - MID-BLOCK STOP



D - TURNOUT STOP



SECTION A-A

NOTES:

1. CONCRETE FOR V-GUTTER AND BUS PAD SHALL BE CLASS 2.
 2. CONCRETE FOR SIDEWALK AND CURB AND GUTTER SHALL BE CLASS 2 OR CLASS 3.
 3. REINFORCING BARS SHALL BE DEFORMED STEEL BARS AND SHALL BE GRADE 40 MINIMUM. REINFORCING BARS SHALL BE FREE OF RUST OR DIRT AND SHALL BE THOROUGHLY CLEANED BEFORE PLACEMENT.
 4. REINFORCING BARS SHALL HAVE A MINIMUM OF 3" OF CLEAR COVERAGE.
 5. WEAKENED PLANE JOINTS SHALL BE PLACED IN THE BUS PAD AT 12'-15' CENTERS, MINIMUM DEPTH OF 2". JOINTS IN CURB AND GUTTER SHALL ALIGN WITH JOINTS IN BUS PAD WHERE POSSIBLE.
- * 40' MINIMUM FOR SPEED LIMIT 30 MPH AND UNDER. 60' DESIRABLE FOR SPEED LIMIT ABOVE 30 MPH.
- ** FOR EACH ADDITIONAL PASS THROUGH BUS BERTH, ADD 50'. FOR EACH ADDITIONAL LAYOVER BUS BERTH, ADD 80'.

FILE: ST-20E.DWG

BUS STOPS C & D

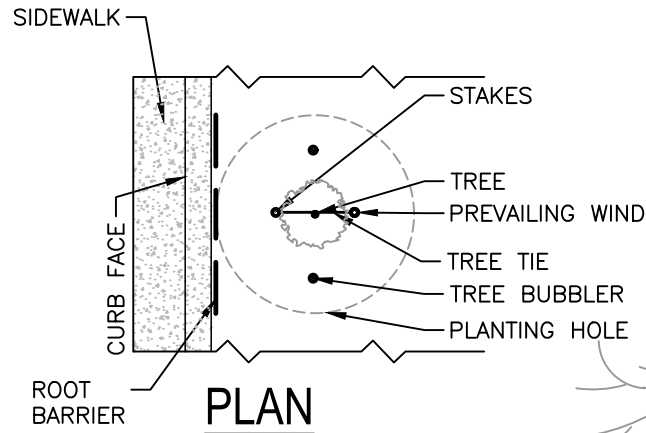
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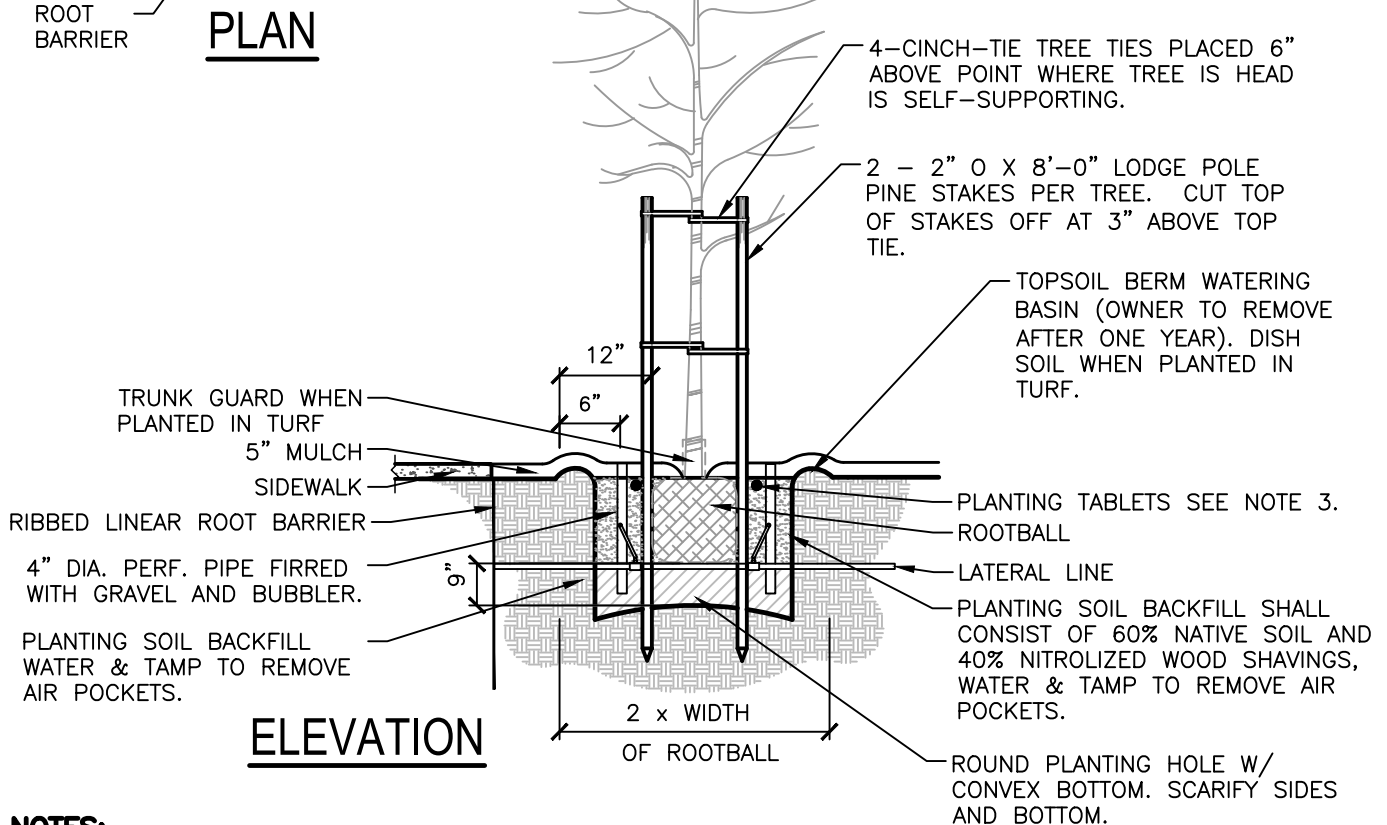
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STD.
NO.
ST-20E

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NOTE: PLACE FIRST TREE TIE 6" ABOVE THE POINT WHERE THE TREE HEAD IS SELF-SUPPORTING.



NOTES:

1. APPLY AMENDMENT AS PER SOIL TEST.
2. CONSTRUCT MOUND AS REQUIRED TO SECURE PLANTS STABILITY DURING CONSTRUCTION INSTALLATION.
3. PLANTING TABLET SHALL BE PLACED 2 INCHES BELOW FINISHED GRADE NEAR THE ROOT FOUNDATION AS FOLLOWS:
 - 1 - TABLET PER 1 GALLON
 - 3 - TABLETS PER 5 GALLON
 - 6 - TABLETS PER 15 GALLON
 - 9 - TABLETS PER 24 INCH BOX
4. 6 INCHES MINIMUM ARBOR TREE GUARD OR APPROVED EQUAL IS REQUIRED AROUND ALL TREE TRUNKS PLANTED IN TURF AREAS.
5. ALL TREES SHALL BE STAKED WITH NEW 2 INCH DIAMETER (PRESSURE TREATED) LODGE POLE PINE. REMOVE ORIGINAL NURSERY TREE STAKES FROM ALL PLANTING MATERIAL DELIVERED TO THE PROJECT SITE AND INSTALL NEW TREE STAKES.
6. 24 INCH LINEAR RIBBED VINYL ROOT BARRIER 10 FEET LONG IS REQUIRED AGAINST ALL HARD SURFACES WHEN TREE IS PLANTED WITHIN 8 FEET OR LESS FROM ANY HARD SURFACE. CENTER ROOT BARRIER LENGTH ON TREE. TOP OF ROOT BARRIER SHALL BE 1/2 INCH BELOW FINISH GRADE. UB-24 OR APPROVED EQUAL. VERTICAL ROOT DEFLECTING ROOT RIBS ON PANEL MUST FACE INWARD TOWARD ROOT BALL.
7. PLANTING DEPTH TO BE DICTATED BY POINT OF FIRST ROOT FLAIR (EXCLUDING ADVENTITIOUS ROOTS).
8. ROOT BALL SHALL BE 1 INCH ABOVE FINISH GRADE BY END OF MAINTENANCE PERIOD.

FILE: L-1.DWG

STANDARD TREE WELL

APPROVED BY:

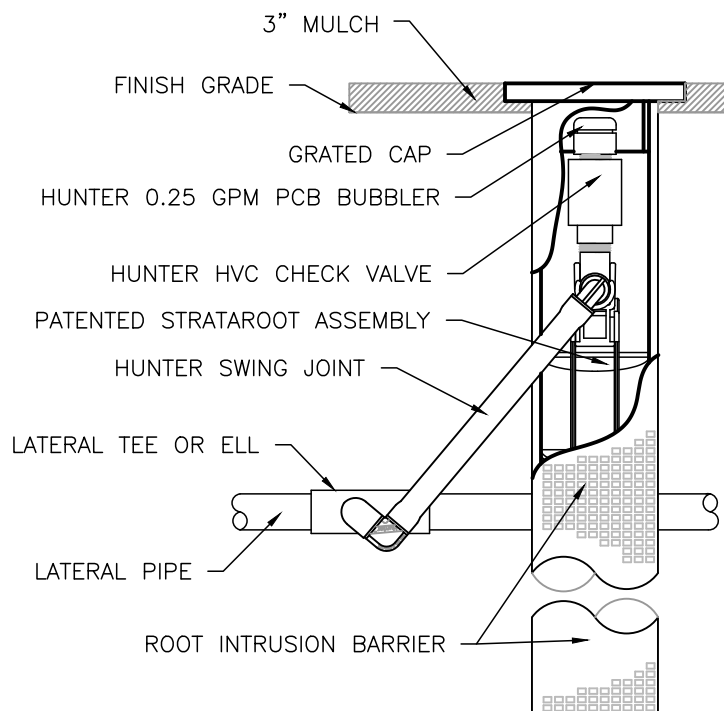
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STD.
NO.
L-1



NOTE: INSTALL HUNTER FILTER FABRIC
SLEEVE- #RZWS-SLEEVE

INSTALL HUNTER DEEP WATER SYSTEM
MODEL RZWS-18

FILE: L-2.DWG

DEEP ROOT WATERING SYSTEM

APPROVED BY:

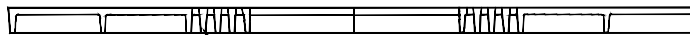
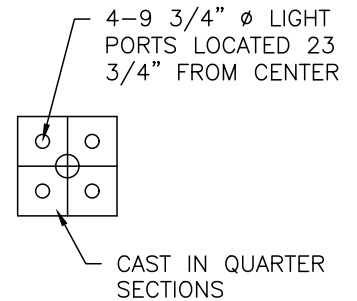
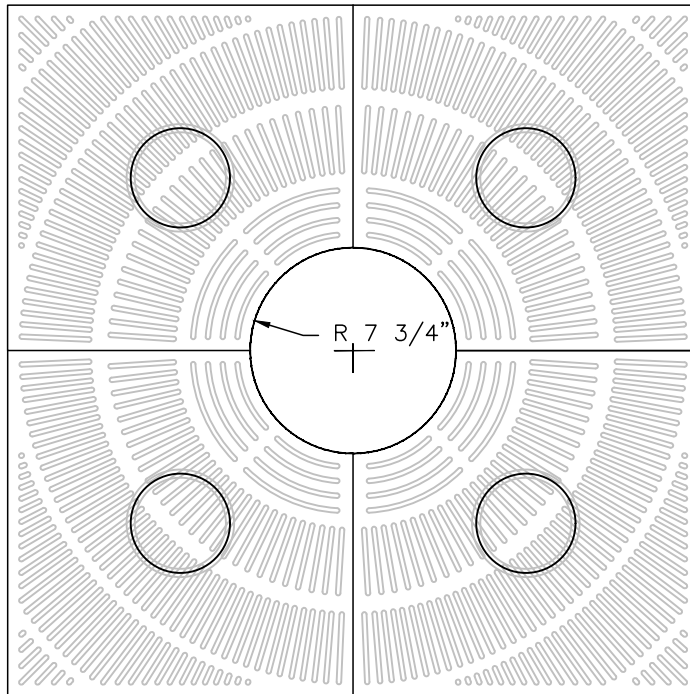
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STD.
NO.
L-2



BREAKOUT RINGS @ 16 1/2", 18 1/2", 20 1/2",
22 1/2" & 34 1/2" INSIDE DIAMETERS

PLAN & ELEVATION VIEWS

N.T.S.

SPECIFICATIONS:

MATERIALS:

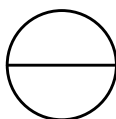
- CAST ALUMINUM (IRON & BRONZE AVAILABLE).
- 1/2" NOMINAL THICKNESS WITH REINFORCING RIBS AS SHOWN.
- ALL OPENINGS THRU AS SHOWN.
- OPENING 1/4" MINIMUM TO 3/8" MAXIMUM.

ORDERING:

- ALSO AVAILABLE IN 4' & 6' SQUARE SIZES
- CUSTOM SIZES AVAILABLE.
- WHEN ORDERING SPECIFY: MODEL SBR-60

NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. CONTRACTORS NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 382-093B.



5' MODEL SBR 'SUNBURST' TREE GRATE

N.T.S.

FILE: L-3.DWG

DOWNTOWN TREE GRATE

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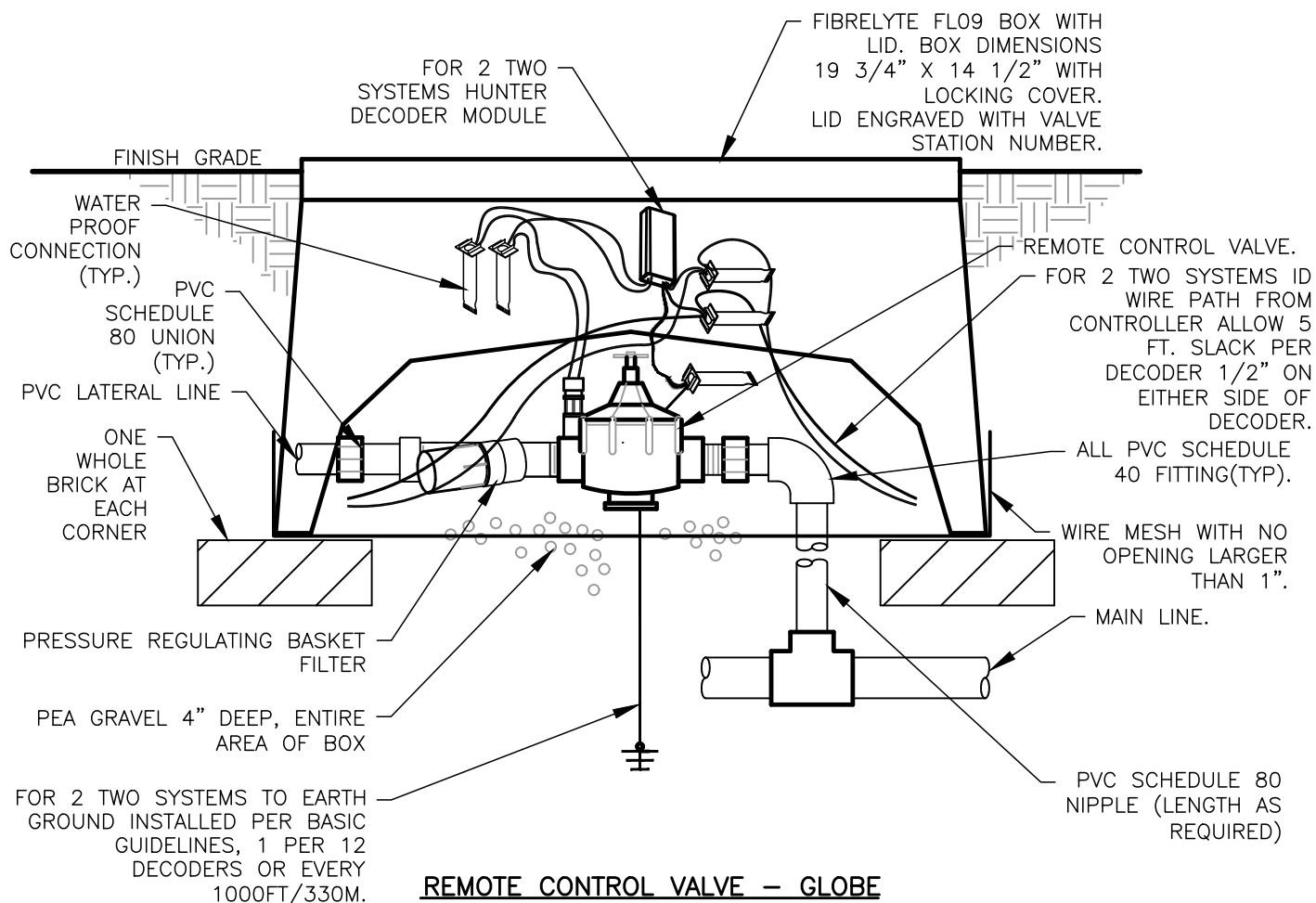
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STD.
NO.
L-3



NOTES:

1. USE TEFLON TAPE ON ALL THREADED JOINTS OR APPROVED EQUAL BY THE CITY ENGINEER.
2. ALL NIPPLES SHALL BE SCHEDULE 80 PVC. ALL FITTINGS SHALL BE SCHEDULE 40 PVC.
3. ALL IRRIGATION CONTROL VALVES SHALL BE PLACED IN A CHRISTY FIBRELYTE FLO9 BOX WITH LID OF VALVE BOX EVEN WITH FINISH GRADE IN TURF AND 2(TWO) INCHES ABOVE FINISH GRADE IN PLANTER AREA. THE FOLLOWING FIBRELYTE BOX AND LID ARE DEEMED ACCEPTABLE. ANY DEVIATION FROM THE ACCEPTED AND LID BELOW MUST BE APPROVED BY THE CITY ENGINEER. CHRISTY: FLO9 FIBRELYTE BOX, FLO9T FIBRELYTE LID. IF PLACED IN PAVING, PROVIDE CHRISTY CONCRETE IRRIGATION VALVE BOX.
4. INSTALLATION OF EXTRA IRRIGATION CONTROL WIRE FORM IRRIGATION CONTROL TO REMOVE CONTROL VALVE IS REQUIRED FOR EACH MANIFOLD (BUNDLE OF VALVES). EXTRA WIRE SHALL BE DIFFERENT COLOR THAN ONE USED TO OPERATE VALVES.
5. ALL IRRIGATION CONTROL WIRES (CONTROL AND COMMON) SHALL BE U.L. SINGLE STRAND COPPER WIRE TAPED AND BUNDLED AT 10 FEET INTERVALS AND PLACED NEAR THE IRRIGATION MAINLINE AT 3 O'CLOCK POSITION.
6. ALL WIRE CONNECTIONS SHALL BE WATER PROOF AND APPROVED BY THE CITY ENGINEER. SPLICES WILL NOT BE ALLOWED UNLESS APPROVED BY THE CITY ENGINEER. THE APPROVED SPLICES WILL REQUIRE USE OF A SPLICE BOX.
7. MAINTAIN 2 FEET SEPARATION BETWEEN REMOTE CONTROL VALVES (CENTERLINE TO CENTERLINE) WHEN MORE THAN ONE VALVE IS INSTALLED IN THE SAME LOCATION.
8. WHERE POSSIBLE, LOCATE VALVES IN THE PLANTER AREAS.
9. ALL IRRIGATION INSTALLATIONS SHALL BE IN ACCORDANCE WITH CITY STANDARDS, THE LATEST APPROVED EDITION OF THE UNIFORM PLUMBING CODE. MANUFACTURER'S RECOMMENDATIONS, AND AS DIRECTED BY THE CITY ENGINEER.
10. ALL MATERIALS USED SHALL BE NEW AND FREE FROM IMPERFECTIONS.
11. ANY AND ALL CHANGES SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
12. SEE APPROVED LANDSCAPE AND IRRIGATION PLANS AND LEGENDS FOR SPECIFIC MODEL NUMBER, SIZE, QUANTITY, MANUFACTURER, AND PERFORMANCE REQUIREMENTS.

FILE: L-4.DWG

REMOTE CONTROL VALVE

APPROVED BY:

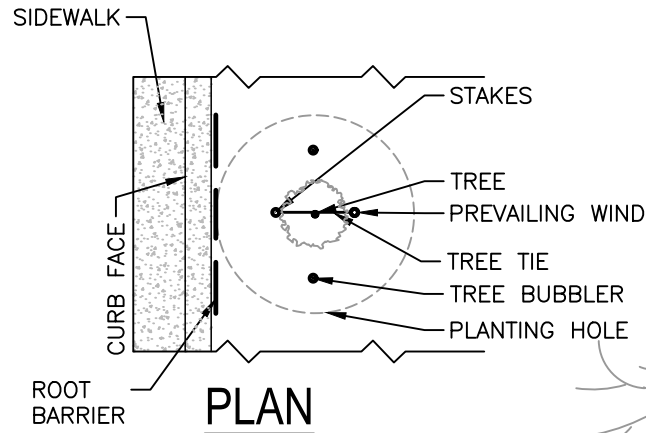
Date: 08/04/26

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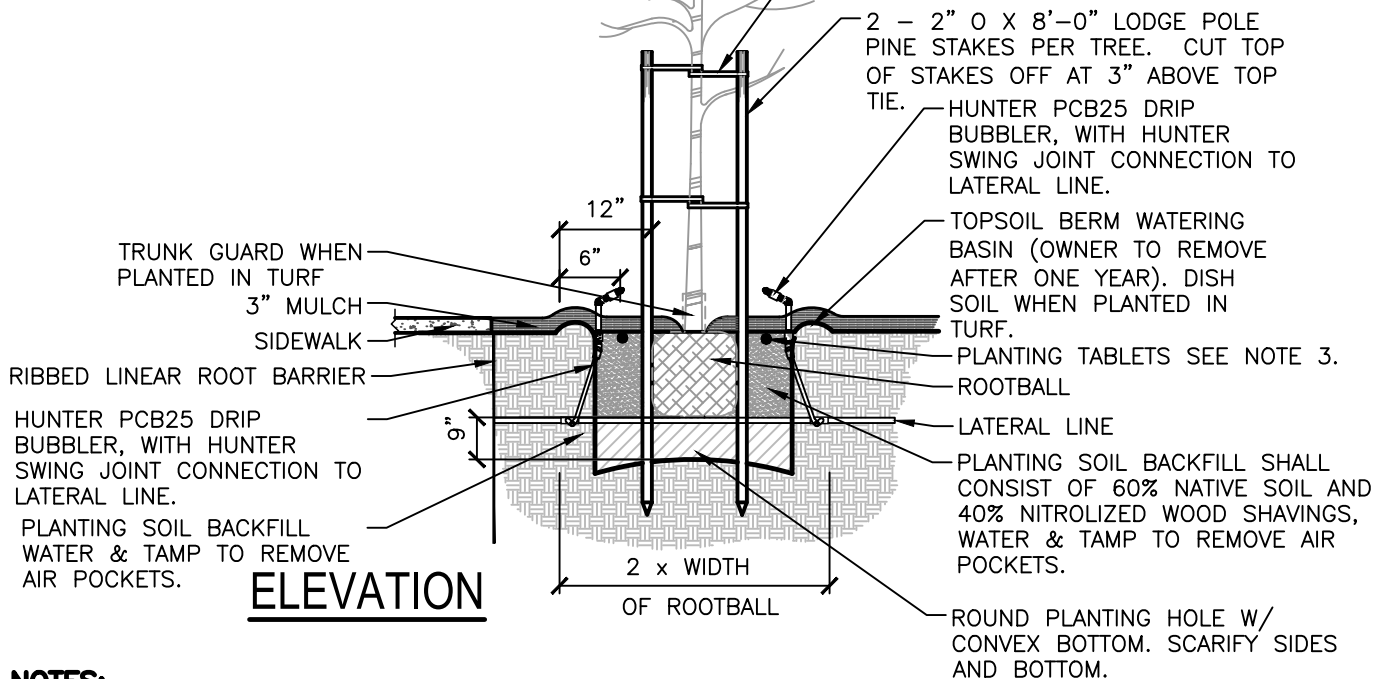
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City Engineer R.C.E. 41964

STD.
NO.
L-4



NOTE: PLACE FIRST TREE TIE 6" ABOVE THE POINT WHERE THE TREE HEAD IS SELF-SUPPORTING.



NOTES:

1. APPLY AMENDMENT AS PER SOIL TEST.
2. CONSTRUCT MOUND AS REQUIRED TO SECURE PLANTS STABILITY DURING CONSTRUCTION INSTALLATION.
3. PLANTING TABLET SHALL BE PLACED 2 INCHES BELOW FINISHED GRADE NEAR THE ROOT FOUNDATION AS FOLLOWS:

1	-	TABLET PER 1 GALLON
3	-	TABLETS PER 5 GALLON
6	-	TABLETS PER 15 GALLON
9	-	TABLETS PER 24 INCH BOX
4. 6 INCHES MINIMUM ARBOR TREE GUARD OR APPROVED EQUAL IS REQUIRED AROUND ALL TREE TRUNKS PLANTED IN TURF AREAS.
5. ALL TREES SHALL BE STAKED WITH NEW 2 INCH DIAMETER (PRESSURE TREATED) LODGE POLE PINE. REMOVE ORIGINAL NURSERY TREE STAKES FROM ALL PLANTING MATERIAL DELIVERED TO THE PROJECT SITE AND INSTALL NEW TREE STAKES.
6. 24 INCH LINEAR RIBBED VINYL ROOT BARRIER 10 FEET LONG IS REQUIRED AGAINST ALL HARD SURFACES WHEN TREE IS PLANTED WITHIN 8 FEET OR LESS FROM ANY HARD SURFACE. CENTER ROOT BARRIER LENGTH ON TREE. TOP OF ROOT BARRIER SHALL BE 1/2 INCH BELOW FINISH GRADE. UB-24 OR APPROVED EQUAL. VERTICAL ROOT DEFLECTING ROOT RIBS ON PANEL MUST FACE INWARD TOWARD ROOT BALL.
7. PLANTING DEPTH TO BE DICTATED BY POINT OF FIRST ROOT FLAIR (EXCLUDING ADVENTITIOUS ROOTS).
8. ROOT BALL SHALL BE 1 INCH ABOVE FINISH GRADE BY END OF MAINTENANCE PERIOD.
9. PROVIDE REQUIRED PLANTING DISTANCES FROM UTILITIES PER AGENCY STANDARDS.

FILE: L-5.DWG

STANDARD TREE PLANTING

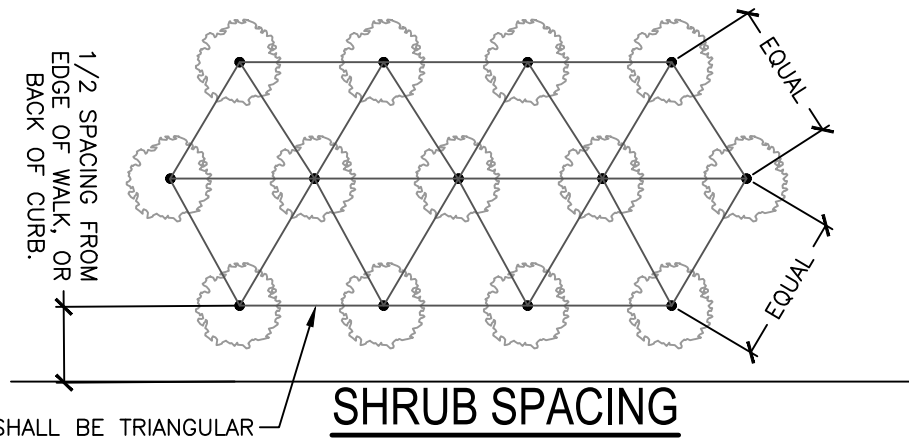
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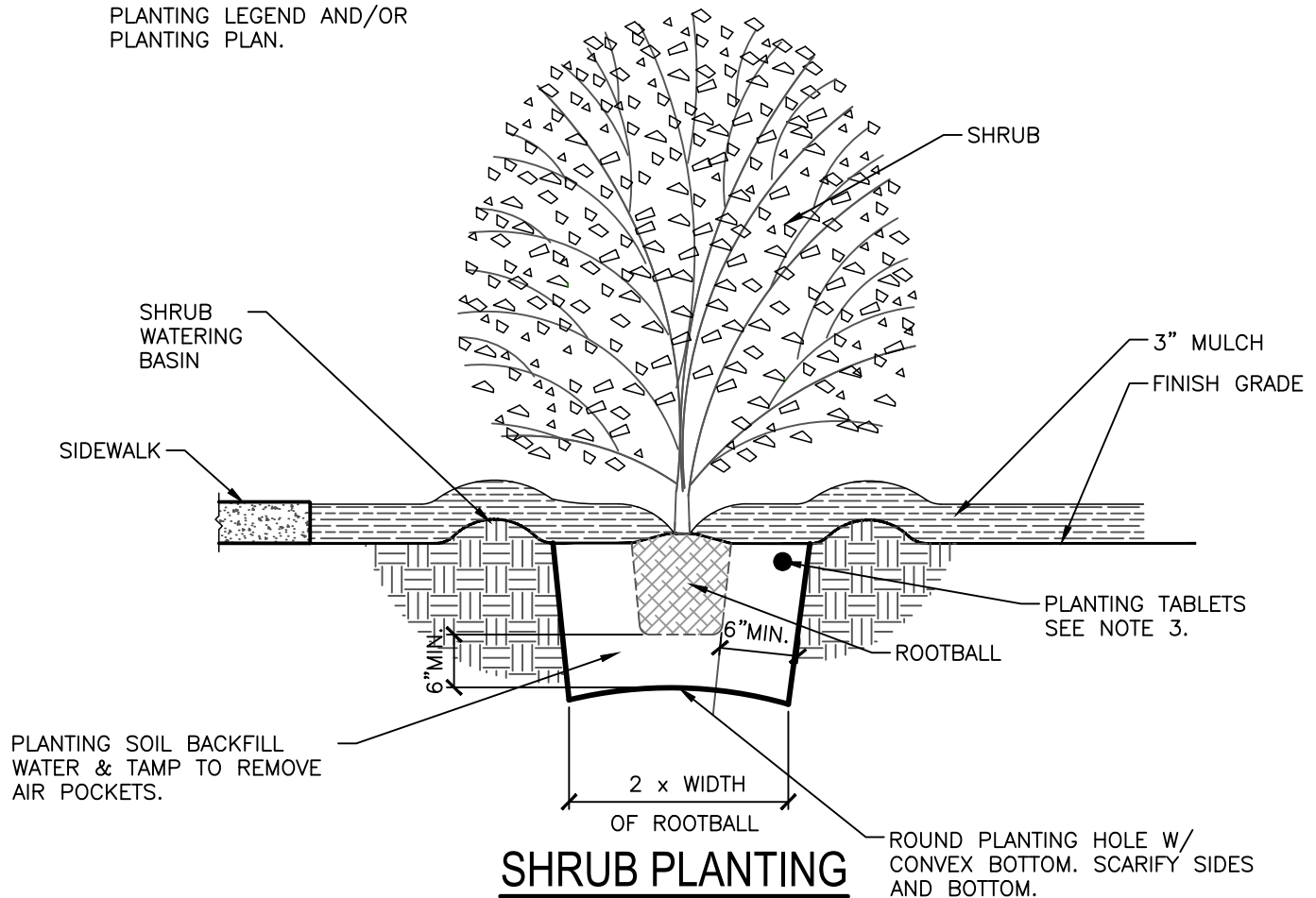
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City Engineer R.C.E. 41964

STD.
NO.
L-5



SHRUBS SHALL BE TRIANGULAR SPACED PER O.C.SPACING ON PLANTING LEGEND AND/OR PLANTING PLAN.

SHRUB SPACING



SHRUB PLANTING

NOTES:

1. APPLY AMENDMENT AS PER SOIL TEST.
2. CONSTRUCT MOUND AS REQUIRED TO SECURE PLANTS STABILITY DURING CONSTRUCTION INSTALLATION.
3. PLANTING TABLET SHALL BE PLACED 2 INCHES BELOW FINISHED GRADE NEAR THE ROOT FOUNDATION AS FOLLOWS: 1 - TABLET PER 1 GALLON, 3 - TABLETS PER 5 GALLON, 6 - TABLETS PER 15 GALLON, 9 - TABLETS PER 24 INCH BOX.
4. ANY AND ALL DEVIATIONS FROM THIS STANDARD SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
5. ALL LANDSCAPE PLANTING AND INSTALLATION SHALL BE IN ACCORDANCE WITH APPROVED SPECIFIC LANDSCAPE/IRRIGATION CONSTRUCTION PLANS AS DIRECTED BY THE CITY ENGINEER.

FILE: L-6.DWG

SHRUB PLANTING

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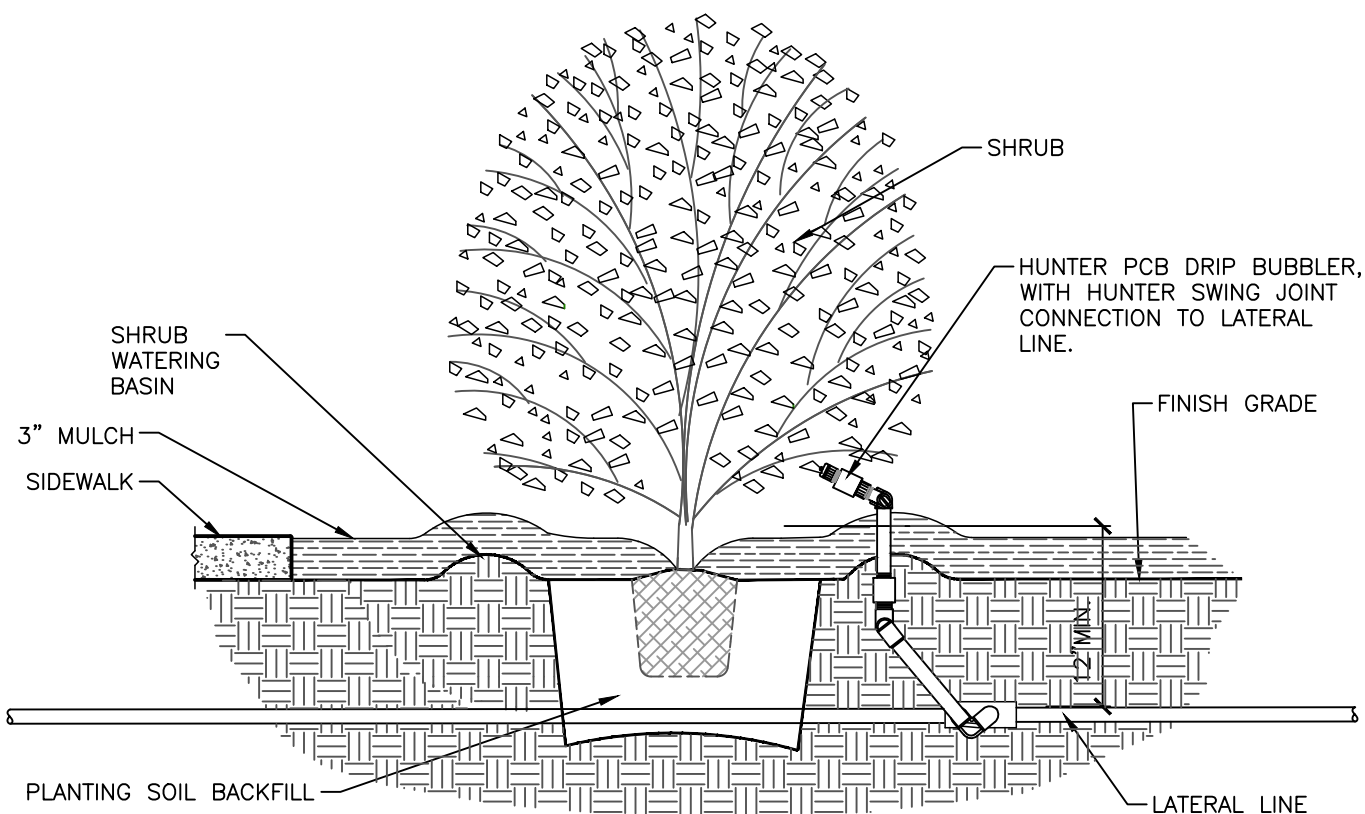
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NO.
L-6



SHRUB DRIP BUBBLER

NOTES:

1. APPLY AMENDMENT AS PER SOIL TEST.
2. CONSTRUCT MOUND AS REQUIRED TO SECURE PLANTS STABILITY DURING CONSTRUCTION INSTALLATION.
3. PLANTING TABLET SHALL BE PLACED 2 INCHES BELOW FINISHED GRADE NEAR THE ROOT FOUNDATION AS FOLLOWS: 1 - TABLET PER 1 GALLON, 3 - TABLETS PER 5 GALLON, 6 - TABLETS PER 15 GALLON, 9 - TABLETS PER 24 INCH BOX.
4. ANY AND ALL DEVIATIONS FROM THIS STANDARD SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
5. ALL LANDSCAPE PLANTING AND INSTALLATION SHALL BE IN ACCORDANCE WITH APPROVED SPECIFIC LANDSCAPE/IRRIGATION CONSTRUCTION PLANS AS DIRECTED BY THE CITY ENGINEER.

FILE: L-7.DWG

SHRUB BUBBLER

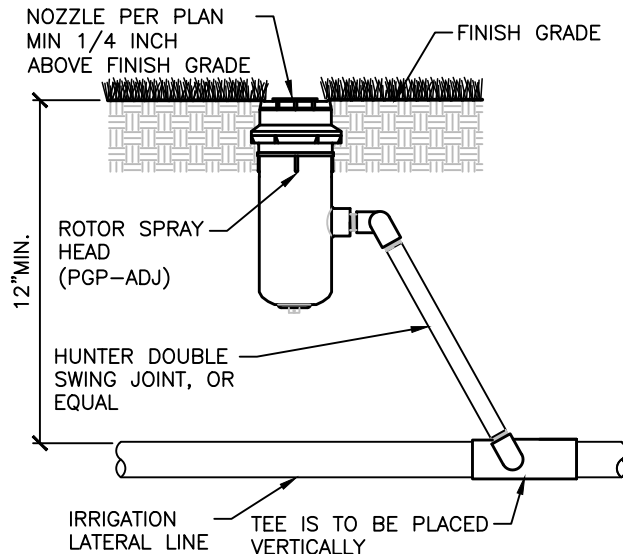
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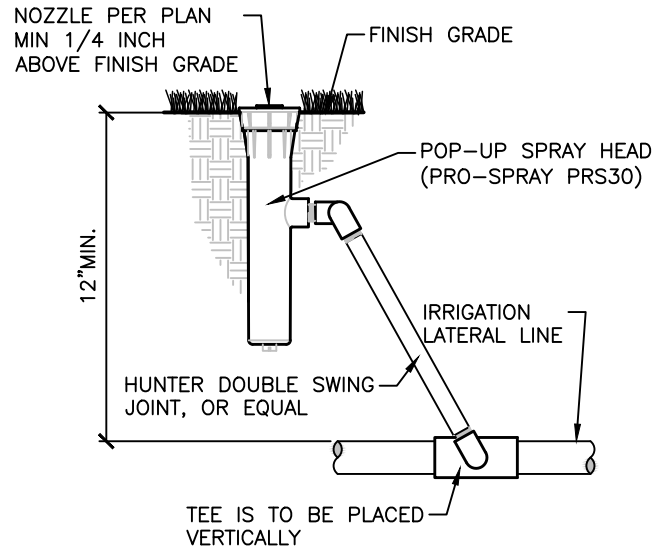
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STD.
NO.
L-7



POP-UP SPRAY ROTOR



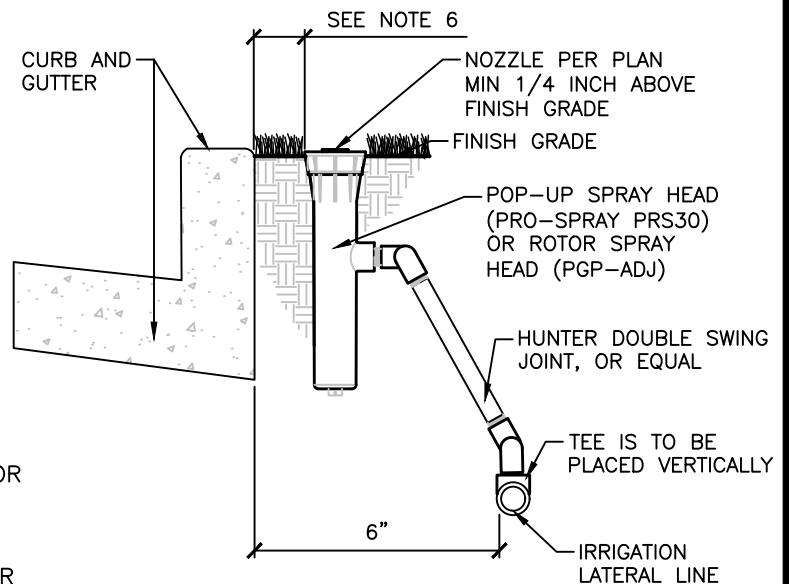
POP-UP SPRAY

PER CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE, OVERHEAD IRRIGATION SHALL BE PERMITTED NEXT TO NON-PERMEABLE SURFACES WHERE:

1. THE LANDSCAPE AREA IS ADJACENT TO PERMEABLE SURFACING AND NO RUNOFF OCCURS.
2. THE ADJACENT NON-PERMEABLE SURFACES ARE DESIGNED AND CONSTRUCTED TO DRAIN ENTIRELY TO LANDSCAPING.

NOTES:

1. USE TEFLON TAPE ON ALL THREADED JOINTS OR APPROVED EQUAL BY THE CITY ENGINEER.
2. ALL NIPPLES SHALL BE SCHEDULE 80 PVC.
3. ALL FITTINGS SHALL BE SCHEDULE 40 PVC.
4. ALL LATERALS SHALL BE SCHEDULE 40 PVC OR AS NOTED ON LANDSCAPE/IRRIGATION PLANS.
5. WHERE IRRIGATION HEADS ARE INSTALLED WITHIN EMBANKMENTS, A DRAIN VALVE OR CHECK VALVE IS REQUIRED TO PREVENT EROSION. CHECK VALVES AND RAIN VALVES SHALL BE INSTALLED LOCATIONS AS PRESCRIBED BY SPECIFIC FIELD CONDITIONS AND SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO USE AND PLACEMENT.
6. ALL POP-UP HEADS SHALL BE A SET DISTANCE FROM CONCRETE AND ASPHALT AREAS. DISTANCE OF POP-UP HEADS SHALL BE AS FOLLOWS:
6 INCHES FOR TURF AREAS
12 INCHES FOR SHRUB AREAS
12 INCHES FOR GROUND COVERS
7. WHERE PART CIRCLE IRRIGATION HEADS ADJACENT TO A BUILDING WALL, LOCATE IRRIGATION HEAD 1 FOOT FROM FACE OF BUILDING WALL TO BACK OF IRRIGATION HEAD.



POP-UP SPRAY/ROTOR NEXT TO CURB

8. SWING JOINTS SHALL BE ALLOWED ON ALL IRRIGATION HEADS EVEN WHERE NOT REQUIRED.
9. ALL IRRIGATION INSTALLATIONS SHALL BE IN ACCORDANCE WITH CITY STANDARDS. THE LATEST APPROVED EDITION OF THE UNIFORM PLUMBING CODE, MANUFACTURER'S RECOMMENDATIONS, AND AS DIRECTED BY THE CITY ENGINEER.
10. ALL MATERIALS USED SHALL BE NEW AND FREE FROM IMPERFECTIONS.
11. ANY AND ALL CHANGES SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
12. SEE APPROVED LANDSCAPE AND IRRIGATION PLANS AND LEGENDS FOR SPECIFIC MODEL NUMBER, SIZE, QUANTITY, MANUFACTURER, AND PERFORMANCE REQUIREMENTS.

FILE: L-8.DWG

POP-UP & ROTOR HEADS

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**STD.
NO.
L-8**

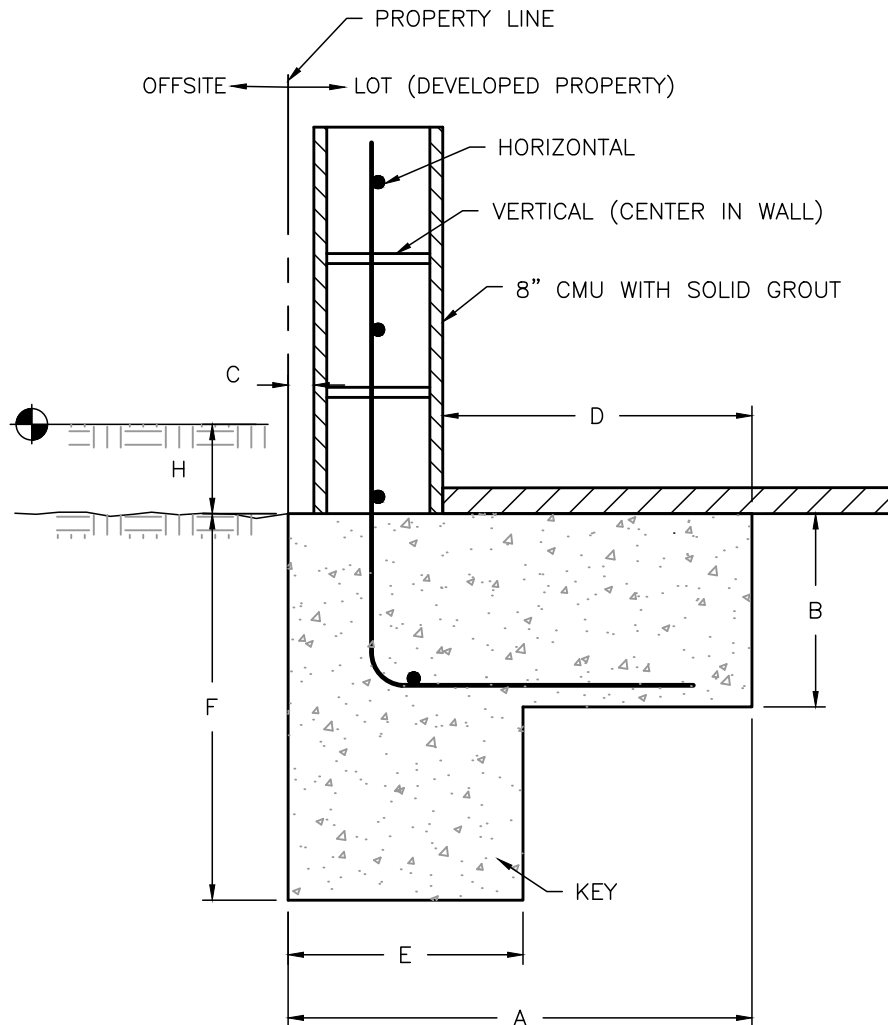


1. COMPLY WITH APPLICABLE SECTIONS OF THE CURRENTLY ADOPTED CALIFORNIA BUILDING CODE.
2. IF FENCE IS TO ACT AS A RETAINING WALL, ADDITIONAL CALCULATIONS SHALL BE SUBMITTED BY DEVELOPER'S ENGINEER.
3. HORIZONTAL REINFORCEMENT SHALL BE LADDER OR HORIZONTAL TRUSS TYPE WIRE AND SHALL HAVE A CROSS SECTIONAL AREA 0.061 SQUARE INCH PER FOOT FOR 8 INCH WALL.
4. GROUT ALL CELLS SOLID USING PORTLAND CEMENT CONCRETE GROUT PER STATE STANDARD SPECIFICATIONS.
5. FOOTING SHALL BE CLASS 3 (3200 PSI) CONCRETE.
6. ALL MASONRY UNITS SHALL BE 1500 PSI MINIMUM.
7. DEVELOPER SHALL SUBMIT BLOCK WALL PLANS TO THE PLANNING DEPARTMENT FOR MATERIAL APPROVAL.
8. REINFORCING BARS SHALL BE ASTM A615 GRADE 40 DEFORMED STEEL AND SHALL BE CLEAN OF DIRT AND RUST BEFORE PLACEMENT.
9. FINISHED GRADE ELEVATION DIFFERENCE ON OPPOSITE SIDES OF THE WALL SHALL BE 6 INCH MAXIMUM.

FILE: M-1.DWG

STD.
NO.
M-1

Rev.



DETAIL 'A'
N.T.S.

FOUNDATION SCHEDULE					WALL		KEY	
H	A	B	C	D	VERT.	HORZ.	E	F
0'-8" TO LESS THAN 1'-0"	1'-8"	12"	4"	8"	#4 @ 32" O.C.	#4 @ 32" O.C.	NOT REQ'D	NOT REQ'D
1'-0" TO LESS THAN 2'-0"	2'-0"	12"	4"	12"	#4 @ 32" O.C.	#4 @ 32" O.C.	8"	20"
2'-0" TO LESS THAN 3'-0"	2'-6"	12"	4"	18"	#4 @ 32" O.C.	#4 @ 32" O.C.	8"	22"

NOTE: USE CITY OF LEMOORE STANDARD WOOD RETAINING WALL FOR 'H' LESS THAN 8 INCH.

FILE:M-2.DWG

**RETAINING WALL
DETAIL 'A'**

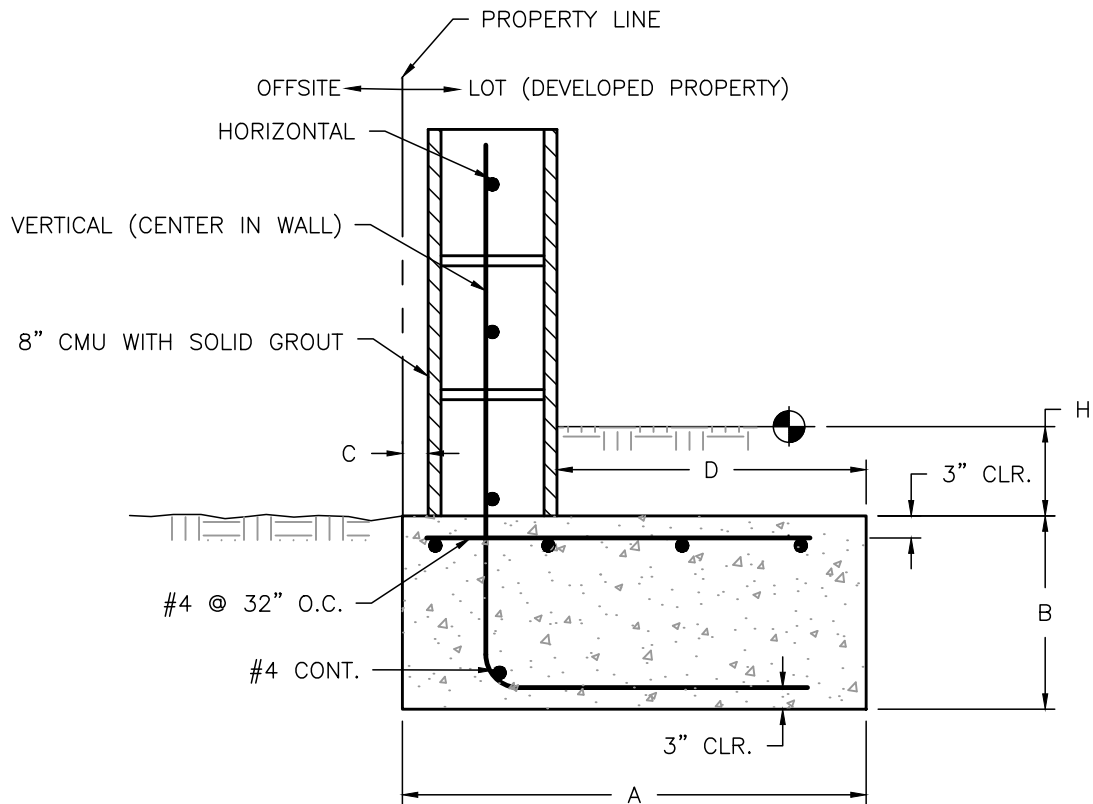
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**STD.
NO.
M-2**



DETAIL 'B'

N.T.S.

FOUNDATION SCHEDULE

H	A	B	C	D
0'-8" TO LESS THAN 1'-0"	1'-4"	12"	4"	4"
1'-0" TO LESS THAN 2'-0"	2'-0"	12"	4"	12"
2'-0" TO LESS THAN 3'-0"	3'-0"	12"	4"	24"

WALL

VERT.	HORZ.
#4 @ 32" O.C.	#4 @ 32" O.C. (MAX.)
#4 @ 32" O.C.	#4 @ 32" O.C. (MAX.)
#4 @ 32" O.C.	#4 @ 32" O.C. (MAX.)

NOTE: USE CITY OF LEMOORE STANDARD WOOD RETAINING WALL FOR 'H' LESS THAN 8 INCH.

FILE: M-2A.DWG

RETAINING WALL
DETAIL 'B'

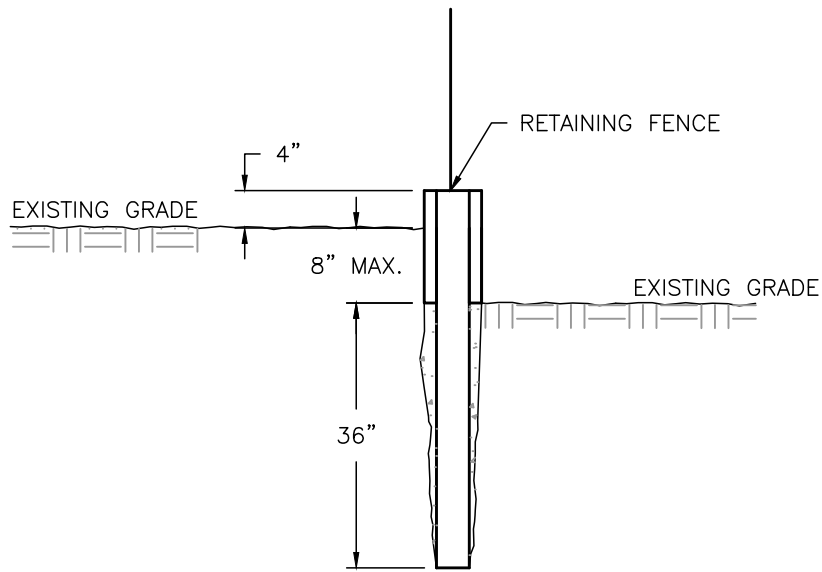
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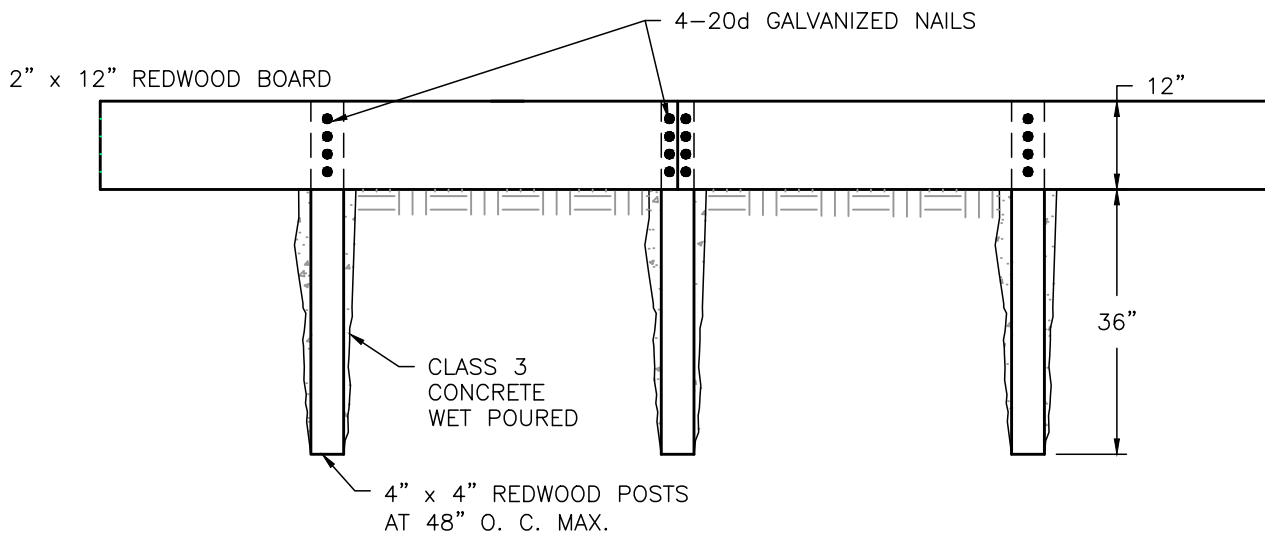
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NO.
M-2A



CROSS SECTION
N.T.S.



SECTION
N.T.S.

FILE: M-3.DWG

WOOD RETAINING WALL DETAIL

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**STD.
NO.
M-3**

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RESERVED FOR FUTURE DETAIL

FILE: M-4.DWG

RESERVED

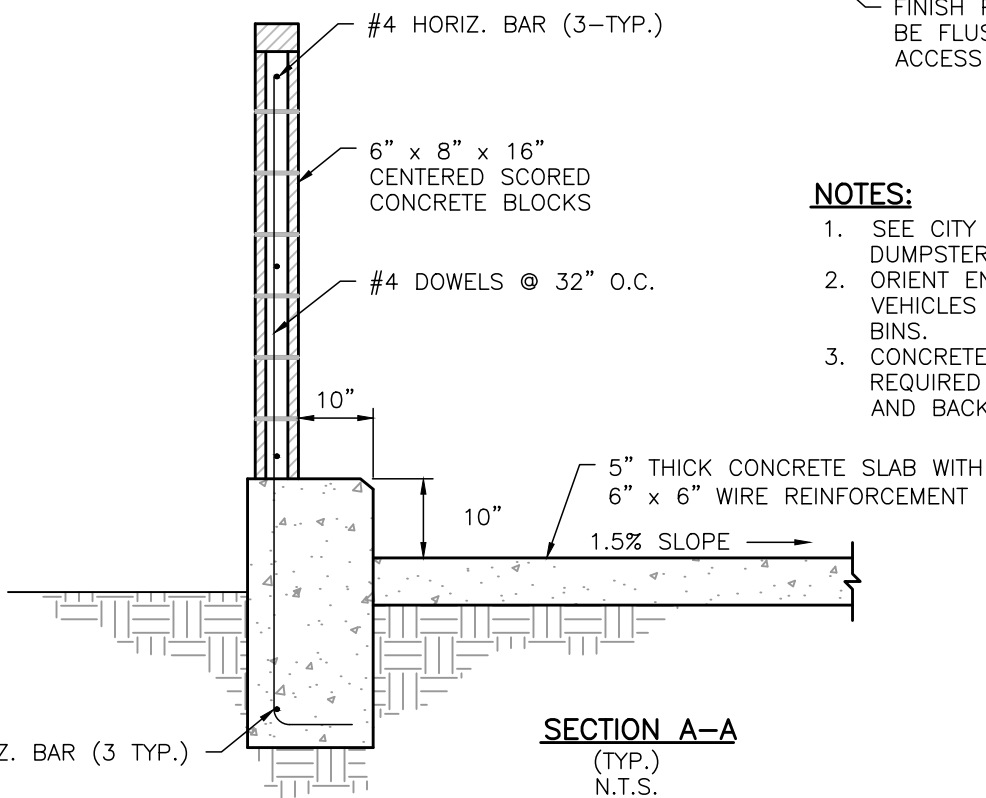
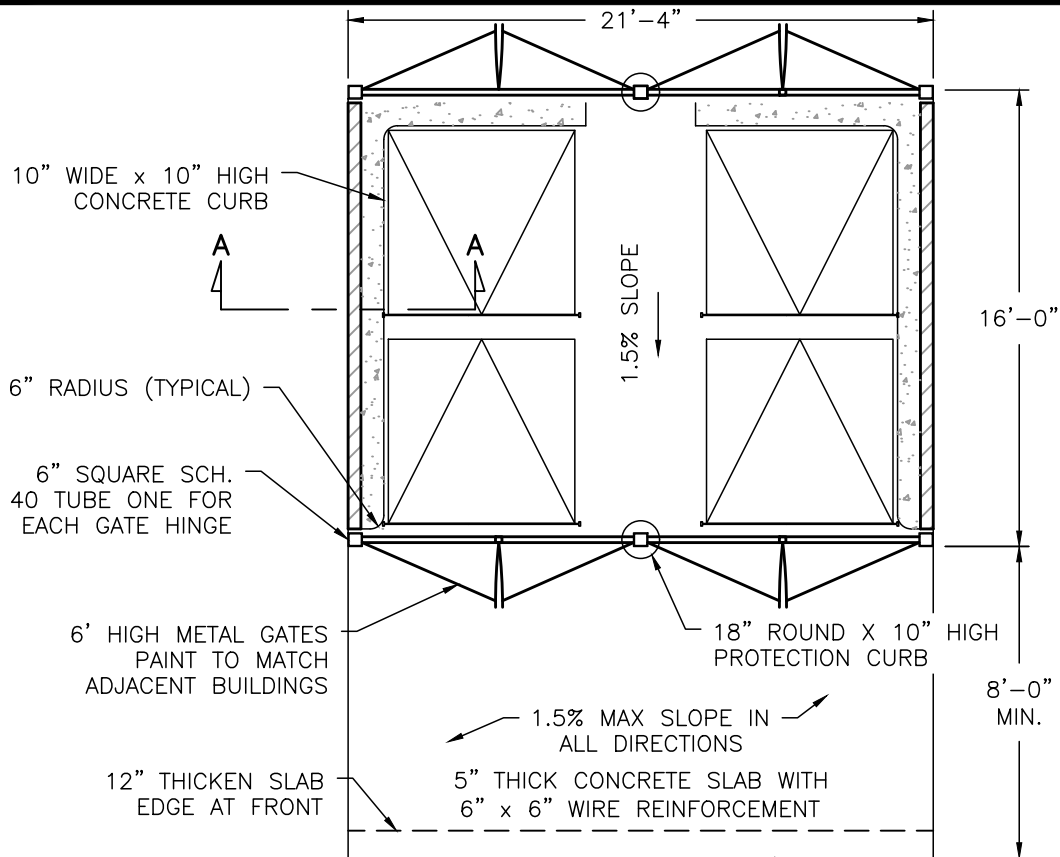
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STD.
NO.
M-4



NOTES:

1. SEE CITY STD. NO. M-5A FOR DUMPSTER ELEVATIONS.
2. ORIENT ENCLOSURE TO ALLOW VEHICLES DIRECT ACCESS TO BINS.
3. CONCRETE SLAB AS DETAILED REQUIRED AT BOTH FRONT AND BACK OF ENCLOSURE

FILE: M-5.DWG

APARTMENT DUMPSTER
ENCLOSURE

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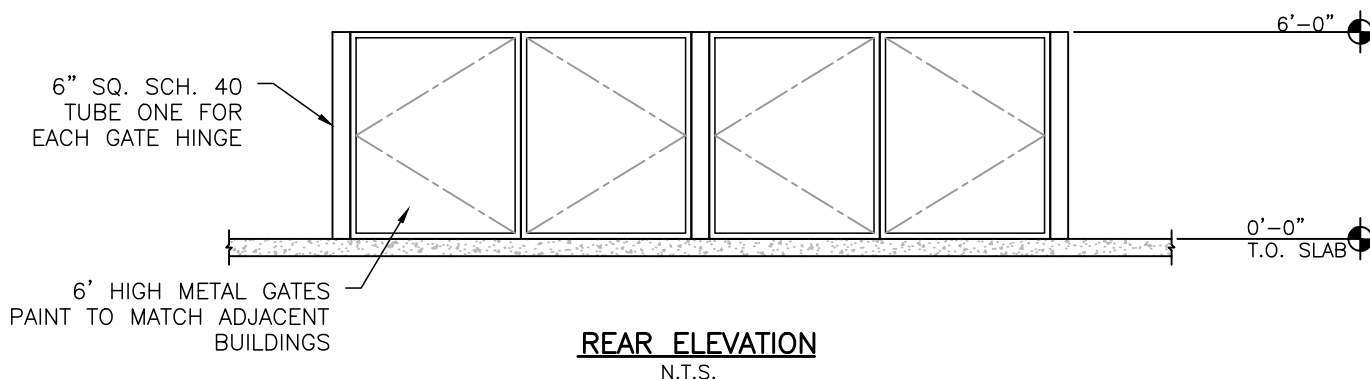
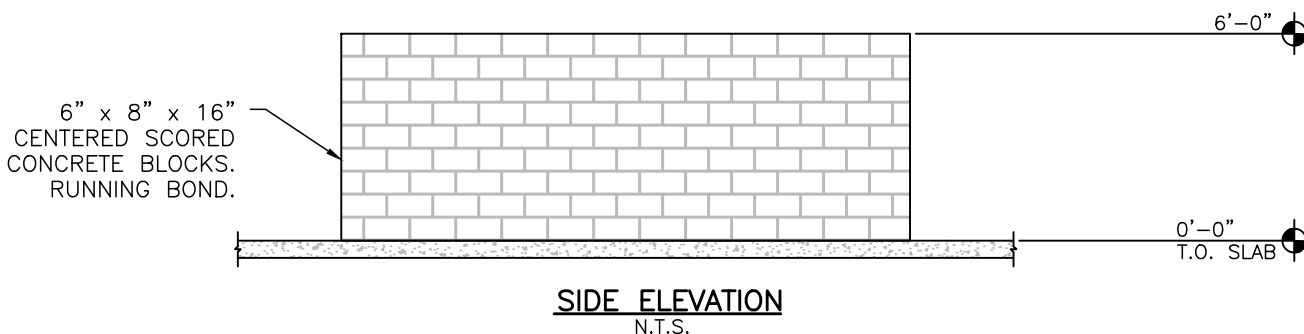
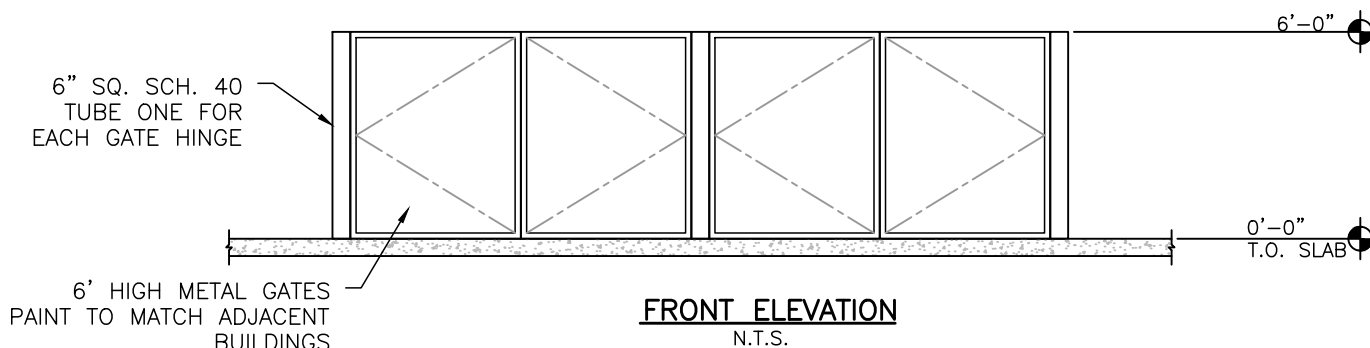
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STD.
NO.
M-5



NOTES:

1. GATE TO COMPLY WITH CBC ACCESSIBILITY STANDARDS (MOST RECENT EDITION)

FILE: M-5A.DWG

**APARTMENT DUMPSTER
ENCLOSURE ELEVATIONS**

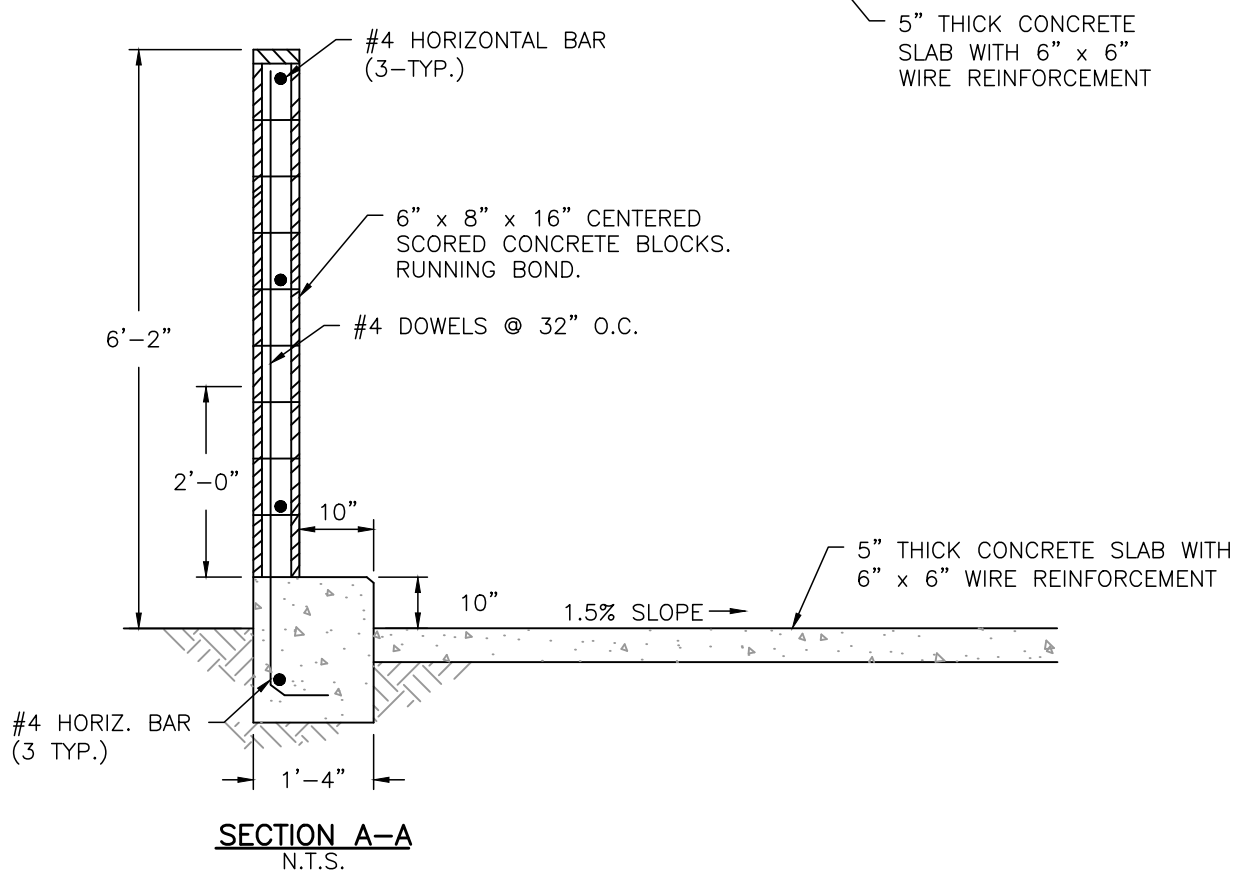
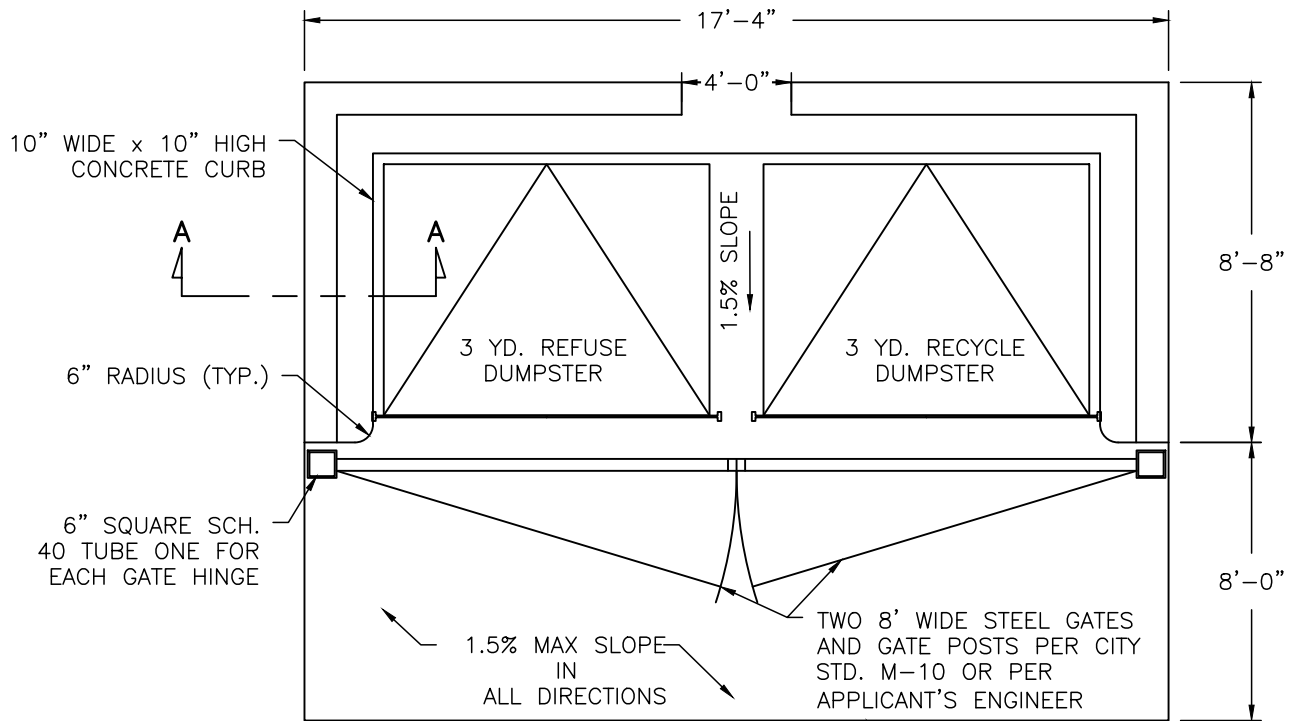
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**STD.
NO.
M-5A**



FILE: M-6.DWG

COMMERCIAL DUMPSTER ENCLOSURE

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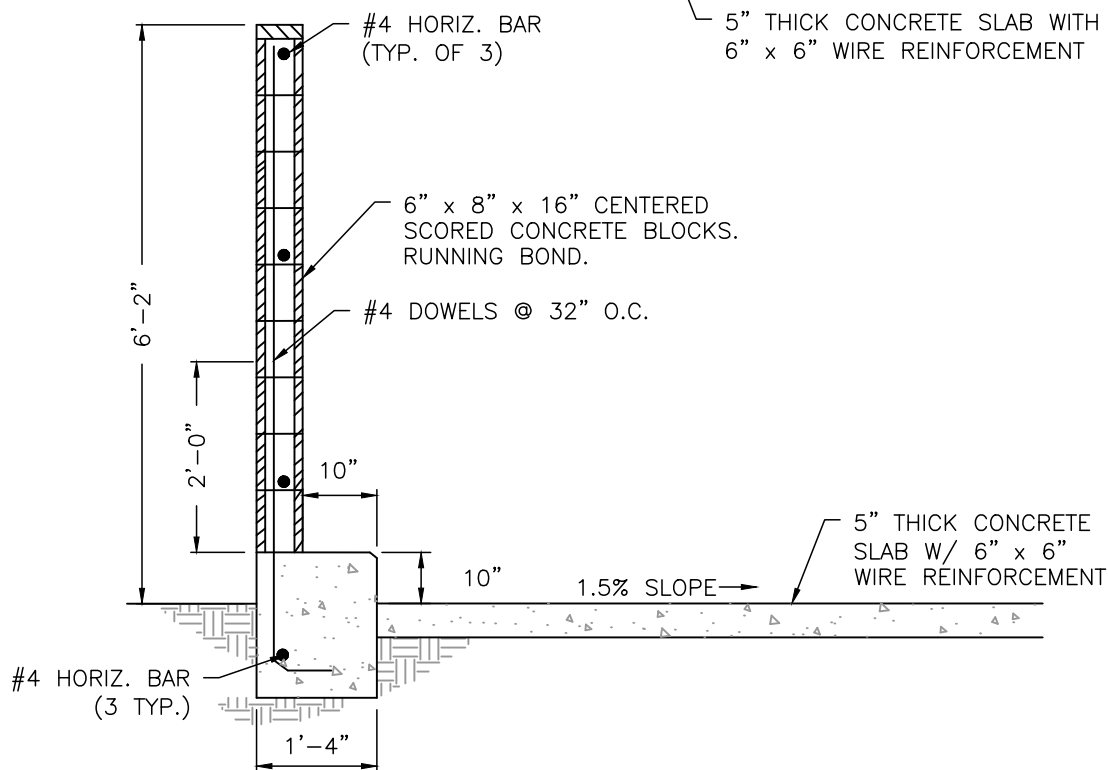
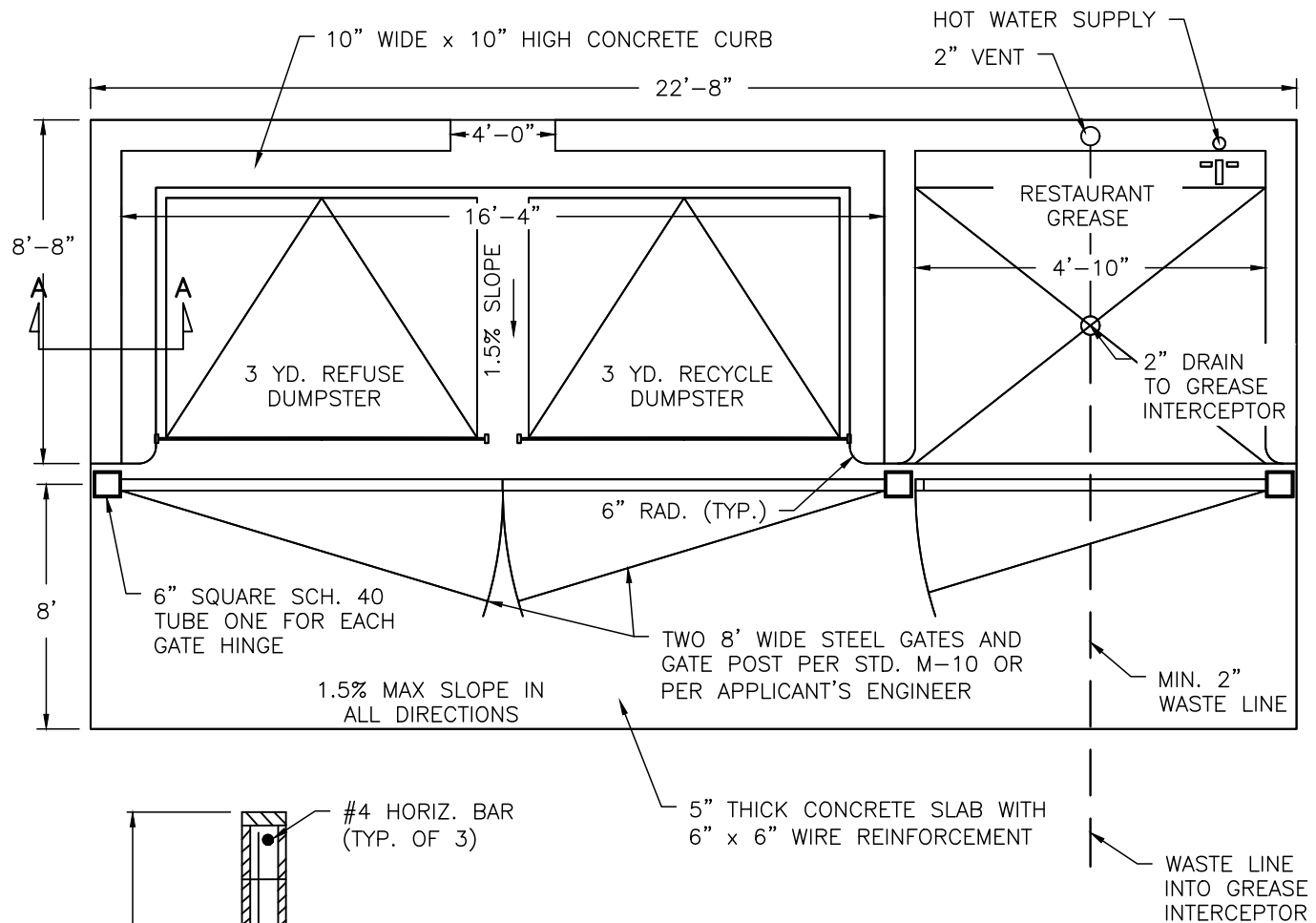
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M-6



SECTION A-A
N.T.S.

FILE: M-7.DWG

RESTAURANT DUMPSTER ENCLOSURE

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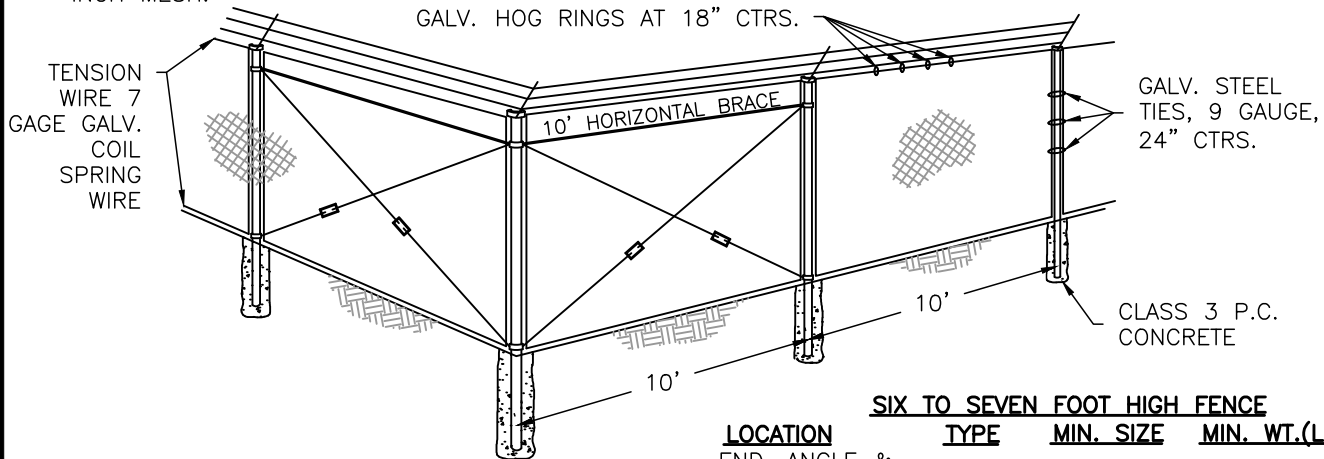
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**STD.
NO.
M-7**

POSTS TOPS, EXTENSION ARMS, STRETCHER BARS AND OTHER REQUIRED FITTINGS AND HARDWARE SHALL BE COMMERCIAL QUALITY, OR BETTER, AND SHALL BE GALVANIZED STEEL OR MALLEABLE IRON OR WROUGHT IRON.

WIRE USED IN THE MANUFACTURING OF THE FABRIC SHALL BE NO. CASE 9 ASW-GAUGE COPPER STEEL WIRE FOR ALL FENCE 72 INCH OR LESS IN HEIGHT, AND SHALL BE WOVEN INTO APPROXIMATELY 1-1/2 INCH MESH.



LINE POSTS SHALL BE SPACED AT NOT MORE THAN 10 FEET INTERVALS, MEASURED FROM CENTER TO CENTER OF POSTS.

END, CORNER, AND GATE POSTS SHALL BE BRACED TO THE NEAREST LINE POST WITH GALVANIZED DIAGONAL OR HORIZONTAL BRACES USED AS COMPRESSION MEMBERS AND GALVANIZED 3/8 INCH STEEL TRUSS RODS WITH TURNBUCKLES USED AS TENSION MEMBERS.

SIX TO SEVEN FOOT HIGH FENCE

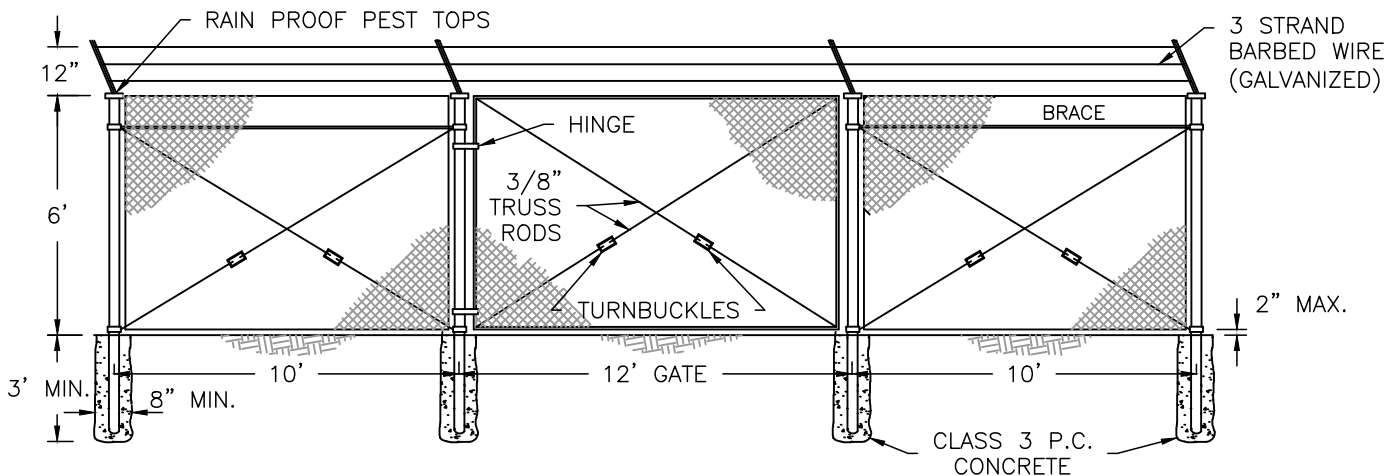
LOCATION	TYPE	MIN. SIZE	MIN. WT.(LB./FT.)
END, ANGLE & CORNER POSTS	PIPE	3.000" O.D.	5.79
LINE POSTS	PIPE	2.300" O.D.	3.10
	H-SECTION	2.250"	3.90
BRACES	PIPE	1.625" O.D.	2.27

FENCES LESS THAN SIX FEET HIGH

LOCATION	TYPE	MIN. SIZE	MIN. WT.(LB./FT.)
END, ANGLE & CORNER POSTS	PIPE	2.500" O.D.	3.65
LINE POSTS	PIPE	2.000" O.D.	2.72
	H-SECTION	2.000"	2.80
BRACES	PIPE	1.625" O.D.	2.27

GATE POSTS

GATE OPENNING	MIN. SIZE	MIN. WT.(LB./FT.)
6' TO 12'	3.000" O.D.	5.79
OVER 12'	4.000" O.D.	9.10



GATE FRAME SHALL BE CONSTRUCTED OF NOT LESS THAN 1.86 INCH DIA. GALVANIZED PIPE AND SHALL BE CROSS TRUSSED WITH 3/8 INCH ADJUSTABLE TRUSS RODS. THE CORNER OF GATE FRAMES SHALL BE FASTENED TOGETHER WITH A MALLEABLE IRON FITTING OR WELDED AND GALVANIZE COATED OVER WELDS.

THE GATE SHALL BE HUNG BY AT LEAST TWO STEEL OR MALLEABLE IRON HINGES NOT LESS THAN 3 INCHES IN WIDTH, AND A MALLEABLE CATCH AND LOCKING ATTACHMENT.

ALL POSTS SHALL BE A MINIMUM OF 9 FEET LONG.

FILE:M-8.DWG

CHAIN LINK FENCING AND GATE

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STD.
NO.
M-8

GENERAL NOTES:

1. ALL SITE PLANS SHALL HAVE THE APPROVAL OF THE PUBLIC WORKS DIRECTOR.
2. CONTAINERS USED AT ALL PLACES SHALL BE PLACED FOR COLLECTION AT SERVICE LOCATIONS APPROVED BY THE PUBLIC WORKS DIRECTOR, OR HIS/HER DESIGNEE, BUT SHALL NOT BE STORED IN THE PUBLIC RIGHT-OF-WAY.
3. THE DESIGN OF ANY NEW, SUBSTANTIALLY REMODELED, OR EXPANDED BUILDING OR OTHER FACILITY SHALL PROVIDE FOR PROPER STORAGE OR HANDLING WHICH WILL ACCOMMODATE THE SOLID WASTE LOADING ANTICIPATED AND WHICH WILL ALLOW FOR SAFE AND EFFICIENT WASTE REMOVAL.
4. THE PUBLIC WORKS DIRECTOR, OR HIS/HER DESIGNEE, SHALL PLAN WITH THE PROPERTY OWNER AND/OR THEIR REPRESENTATIVE AS TO PLACEMENT OF STORAGE CONTAINERS TO MINIMIZE TRAFFIC, AESTHETIC AND OTHER PROBLEMS BOTH ON THE PROPERTY, AND FOR THE GENERAL PUBLIC.
5. BELOW IS A CHECKLIST OF REQUIREMENTS REVIEWED FOR A SITE PLAN:
 - 5.a. REFUSE, RECYCLABLES, AND GREASE BARRELS SHALL BE STORED FOR LATER REMOVAL FROM THE PREMISES IN AN AREA THAT IS SCREENED FROM VIEW OF THE PUBLIC STREETS BY A CITY OF LEMOORE, PUBLIC WORKS APPROVED STANDARD ENCLOSURE (REFER TO M-5, M-5A, M-6, M-7 AND M-10 FOR DETAILS). APPROVED STANDARD ENCLOSURES ARE TO BE BUILT USING EIGHT INCH (8") CONCRETE BLOCK AT A HEIGHT OF SIX FEET (6').
 - 5.b. ENCLOSURES BUILT IN (INDUSTRIAL ZONES) ML AND MH ZONES REQUIRING DIRECTOR APPROVAL, OR HIS/HER DESIGNEE, MAY ELIMINATE WALLS AS LONG AS IT IS NOT VISIBLE FROM A MAIN STREET. FOR THIS DESIGN, THE CURBING WILL BE TWELVE INCHES (12") WIDE ON BOTH SIDES, EIGHTEEN INCHES (18") DEEP ALONG THE REAR WITH A THIRTY-TWO INCH (32") WIDE CURB SEPARATING THE TWO CELLS. CURBING MUST BE REINFORCED WITH REBAR AT A HEIGHT OF TEN INCHES (10"). ALL ENCLOSURES SHALL BE A MINIMUM OF EIGHTEEN INCHES (18") FROM THE NEAREST CURB. ALL OTHER PUBLIC WORKS DESIGN REQUIREMENTS SHALL BE MET DURING REVIEW.
 - 5.c. THE APPROVED STANDARD ENCLOSURE HAS BEEN DESIGNED TO ACCOMMODATE ALL SIZES OF CONTAINERS TO HANDLE THE ACCUMULATION OF WASTE AND RECYCLABLES GENERATE BETWEEN COLLECTIONS. A STORAGE AREA WITH INNER DIMENSIONS TEN FEET (10') BY TEN FEET (10') IS THE MINIMUM. THERE SHALL BE CURBING TWELVE INCHES (12") FROM SIDE WALLS AND EIGHTEEN INCHES (18") FROM REAR WALL AND AT A HEIGHT OF TEN INCHES (10"). THESE FEATURES ARE INCLUDED IN ORDER TO REDUCE THE POSSIBILITY OF DAMAGE TO THE ENCLOSURE ITSELF.
 - 5.d. SERVICE ACCESS TO ENCLOSURE SHALL BE A MINIMUM UNENCUMBERED OPENING OF EIGHT FEET (8'). THE GATE TO BE USED SHALL BE BUILT OF METAL, CHAIN LINK IS NOT ACCEPTABLE, SO THAT BINS CANNOT BE SEEN WHEN GATES ARE CLOSED AND SHALL BE MOUNTED ON THE OUTER SURFACE OF ENCLOSURE AS TO NOT PROTRUDE INTO SERVICE ACCESS OPENING. HARDWARE LATCHES SHOULD BE A HEAVY GAUGE LOCKING GATE LATCH. TWO GATES ARE REQUIRED ON EACH CELL WITH THE EXCEPTION OF THE GREASE BARREL CELL.
 - 5.e. THE FLOOR OR BOTTOM SURFACE OF THE COLLECTION AREA SHALL BE MADE OF CONCRETE, (SLOPED) ONE AND A HALF PERCENT (1.5%) TO THE FRONT, AND THERE SHALL NOT BE ANY DRAINAGE GUTTER IN FRONT OF ENTRANCE. THE UNENCUMBERED OPENING OF EIGHT FEET (8') REFERENCED IN D. ABOVE SHALL BE A LEVEL SURFACE. THE FLOOR SHALL NOT SLOPE TO THE BACK OR SIDES OF THE ENCLOSURE TO ALLOW DRAINAGE TO THE REAR OF THE AREA OR CAUSE ANY STANDING WATER WITHIN THE ENCLOSURE. IT SHALL BE CONSTRUCTED SO THE COLLECTION VEHICLE CAN DRIVE DIRECTLY INTO THE POCKETS OF THE CONTAINERS WITHOUT ANY OBSTRUCTIONS.
 - 5.f. INGRESS AND EGRESS SHALL HAVE AN UNOBSTRUCTED OVERHEAD CLEARANCE OF SIXTEEN FEET (16') AND SHALL NOT BE LESS THAN EIGHTEEN FEET (18') WIDE AND CAPABLE OF ACCOMMODATING A TRUCK WITH A TWO HUNDRED FIFTY INCH (250") WHEELBASE, A FORTY-FOUR FOOT (44') (CENTER LINE) TURNING RADIUS AND A SUPPORT WEIGHT OF THIRTY-FIVE (35) TONS. AREA SHALL BE UNOBSTRUCTED AND SO CONFIGURED THAT A TRUCK WILL BE ABLE TO MAKE A ROUND TRIP FROM THE PUBLIC RIGHT-OF-WAY TO THE COLLECTION AREA AND RETURN WITHOUT EXCESSIVE BACKING INTO A TRAFFIC LANE OR A PUBLIC THOROUGHFARE. BACKING AROUND A BUILDING IS NOT ALLOWED. AT NO TIME SHALL A TRUCK BE REQUIRED TO BACK IN EXCESS OF FORTY-FIVE FEET (45').
 - 5.g. BIN ENCLOSURE GATES AND SERVICE AREA SHALL NOT OPEN INTO OR BE A PART OF A PARKING STALL OR LOADING ZONE.
 - 5.h. GATED ENTRANCE/EXIT SERVICE SITES SHALL BE AT LEAST FORTY FEET (40') AWAY FROM ENTRANCES AND EXITS TO PREVENT TRUCKS FROM STICKING OUT INTO THE ROADWAY WHILE WAITING TO ACCESS ENCLOSURE AND ALLOW TRUCKS ENOUGH SPACE TO CLEAR GATE OR EXITING WHILE WAITING TO MERGE WITH TRAFFIC.
 - 5.i. THE ENCLOSURE(S) SHALL ACCOMMODATE REFUSE BINS, RECYCLE BINS, AND GREASE BARRELS WHEN APPLICABLE. NEITHER THE WASTE NOR RECYCLING CONTAINER SHALL BE REQUIRED TO BE MOVED IN ORDER TO SERVICE THE OTHER. GREASE BARRELS SHALL NOT BE PLACED IN THE SAME AREA OF THE ENCLOSURE WITH REFUSE OR RECYCLABLES.
 - 5.j. OWNER/OCCUPANTS SHALL NOT USE ENCLOSURES FOR STORAGE OR PLACE ANY MATERIALS AROUND THE TRASH, RECYCLE, OR GREASE CONTAINERS.
 - 5.k. SIGNAGE IS REQUIRED TO CLEARLY IDENTIFY ALL RECYCLING, SOLID WASTE COLLECTION, AND LOADING AREAS AND THE MATERIALS ACCEPTED THEREIN. THIS SIGNAGE SHALL BE PLACED AT ALL POINTS OF DIRECT ACCESS TO RECYCLING, SOLID WASTE, AND LOADING AREAS ON, OR ADJACENT TO, THE RECYCLABLE AND SOLID WASTE MATERIAL CONTAINERS.
 - 5.l. SITES UTILIZING COMPACTORS AND/OR ROLL-OFFS REQUIRE SIXTY FEET (60') OF CLEARANCE IN FRONT OF THE UNIT, AND A MINIMUM OF THREE FEET (3') ON EACH SIDE, FOR LOADING AND UNLOADING.

FILE: M-9.DWG

TYPICAL REFUSE ENCLOSURE DETAILS

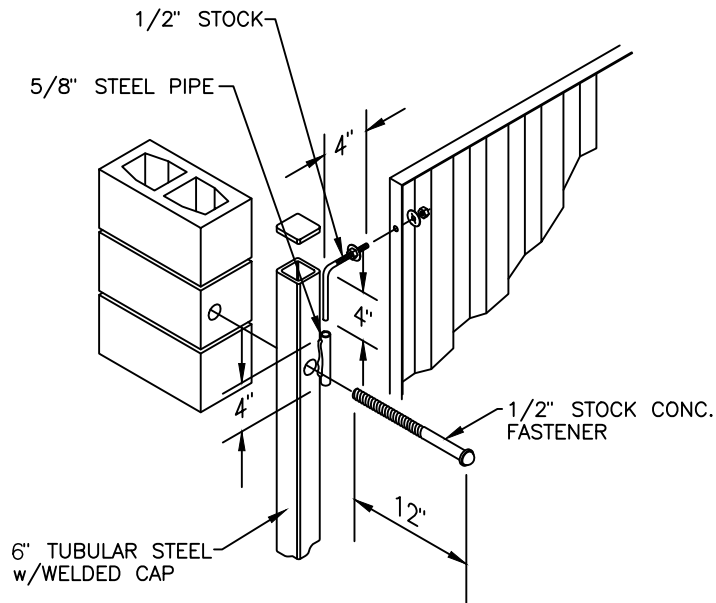
APPROVED BY:

Date: 08/04/26

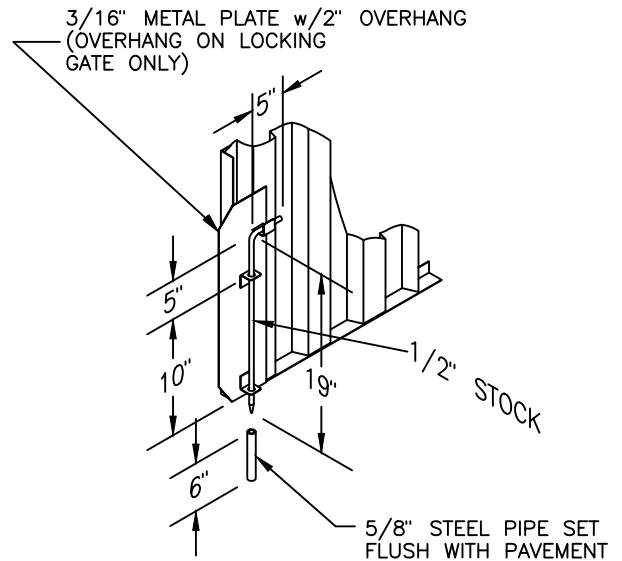
Rev.


JEFFERY S. COWART
City Engineer R.C.E. 41964

STD.
NO.
M-9



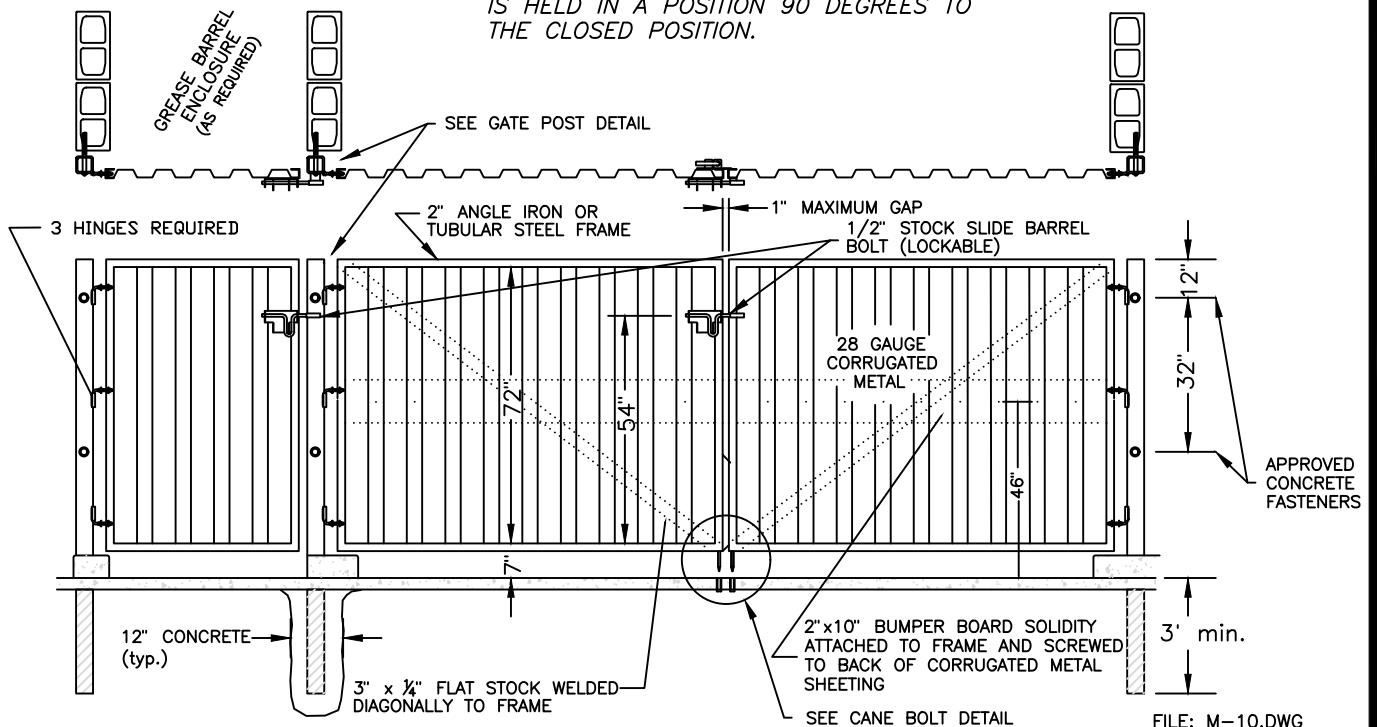
GATE POST DETAIL



CANE BOLT DETAIL
(BOTH SIDES OF GATE)

NOTES

1. GATES TO BE PAINTED TO MATCH BUILDING ACCENT FEATURES.
2. DESIGN, ENGINEERING AND CONSTRUCTION NOT SPECIFICALLY NOTED SHALL BE IN ACCORDANCE WITH ACCEPTED INDUSTRY STANDARDS AND OF FIRST QUALITY.
3. SECONDARY CANE BOLT RETAINER TO BE PLACED FOR EACH GATE SUCH THAT GATE IS HELD IN A POSITION 90 DEGREES TO THE CLOSED POSITION.



TRASH ENCLOSURE
GATE DETAILS

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