ADDENDUM No. 7
Published March 5, 2021
ADDENDUM NO. 1
TO
CITY OF FRESNO 2010 STANDARD DRAWINGS
ADOPTED MARCH 4, 1970
RESOLUTION NO. 70-36
UPDATED VERSION APPROVED AUGUST 2010

This addendum is attached to and made a part of the above-entitled standard specifications.

The following City Standard Drawings have been amended as indicated below:

Replace: Table of Contents
W-1 Revised material specifications and notes
W-2 Revised material specifications and notes

Reviewed and Approved:

Scott Mozier, P.E.
Assistant Director / City Engineer

Patrick N. Wiemiller
Public Works Director

6-10-11 Date
6/10/11 Date
ADDENDUM NO. 2
TO
CITY OF FRESNO
PUBLIC WORKS STANDARD SPECIFICATIONS
ADOPTED MARCH 4, 1970
RESOLUTION NO. 70-36
UPDATED VERSION APPROVED AUGUST 2010

This addendum is attached to and made a part of the above-entitled standard specifications.

The following City Standard Drawings have been amended as indicated below:

P-9: Updated median island stamped concrete color from Davis Colors Brick Red to Davis Colors San Diego Buff.
P-48: Revised compaction for backfill soil directly above buried pipe from 95% to 90%.
P-58: Added note requiring compliance with Chapter 1000 of the Caltrans Highway Design Manual.
P-59: Added note requiring compliance with Chapter 1000 of the Caltrans Highway Design Manual.
P-60: Added standard drawing “Trail Details” as P-60. Existing drawing P-60 was combined with P-61.
P-61: Added the existing standard drawing P-60 details into P-61.
P-63: Removed unused “See Note 4” annotation.
P-93: Clarified steel reinforcement bars on the wall diagrams.
P-94: Clarified steel reinforcement bars on the wall diagrams.
P-95: Clarified steel reinforcement bars on the wall diagrams.
P-96: Removed “Zone 3” references.
P-100: Added detail for installation of Type N-1 (CA) and N-2 (CA) object markers onto barricade.

E-4: Changed 2” cap in pullbox from mortar to concrete.
E-5: Changed splice location from pullbox to hand hole.
E-21: Revised Electrical Sealing Compound language and pull box lid requirements.
E-23: Revised to specify that underground in-line splices are NOT permitted.
E-26: Changed pole number numeral size from 2” to 1 ½”
E-34A: Removed “24V” callout from lower input panel diagram.
E-35: Corrected spelling error.
ITS-1: Updated Standard Drawing references. Added No. 6 pull box
ITS-2: Clarified ITS controller location diagram. Revised Note 3 for conduit size and reference.
ITS-3: Revised notes, references, and added Note 9.
ITS-3A: Added dimension from hub to back of walk. Added notes 9, 10, and 11. Revised note references.
ITS-11: Revised fiber optic cable coil length.
ITS-13: Revised fiber optic cable coil length.
ITS-18: Revised camera mounting height. Added Note 5 and reference to note 5.
ITS-18A: Changed coil length requirement in Note 2.
ITS-20: Revised number of conduits going into communications cabinet and added minimum pipe height callout.
ITS-20A: Revised number of conduits going into communications cabinet and added minimum pipe height callout.
ITS-21: Changed cabinet callout in Note 1 from Rittal to Communications cabinet.
ITS-23: Changed callout from Communications cabinet to Hub cabinet.
ITS-27A: Removed ethernet extender option.
ITS-27B: Changed “mesh node” callouts to “access point”. Fixed Astro-Brac elbow inconsistency. Added Note 4.

In addition to the standard drawings, changes that have been made to the Standard Specifications are as follows:

Section 7-10.3 Revised language regarding traffic control and road closures. Added language addressing special events and grinding and slurry sealing of existing striping.
Section 13-3 Revised AC type from “Type B” to “Type A”.
Section 23-1.11 Revised language, conduit type callout, and Standard Drawing reference.
Section 23-1.12 Revised language regarding lid inscriptions, pull box sizes, and added reference to Section 32 for ITS pull boxes.
Section 23-1.13 Revised language, conductor wire type, and spade terminal type.
Section 23-1.18 Added reference to Std. Drawing E-17.
Section 23-1.19 Revised language regarding signal heads, LED’s, and signal faces.
Section 23-1.20 Deleted Section 23-1.20
Section 23-1.24 Revised language regarding Accessible Pedestrian Signal
Section 23-1.25
Revised language regarding Emergency Vehicle Priority Control System component requirements.

Section 23-1.28
Revised language regarding signal turn on requirements.

Section 23-2
Added Specification for 2070L controller assembly and 332L controller cabinet. Revised conflict monitor to 2010ECL. Revised Detector Loop Test Page.

Section 23-3.4
Revised telephone number for Electrical Superintendent.

Section 23-3.13
Revised language regarding splice insulation.

Section 30-11
Revised language regarding pull box drainage.

Section 30-12
Revised language regarding conductor types and splice types.

Section 30-13
Added “or Equivalent” annotation to callout of fuse holder specific type.

Section 30-14
Revised language regarding conductor type, splice type, and location of electrical grounding.

Reviewed and Approved:

Scott Mozier, P.E.
Assistant Director / City Engineer

Patrick N. Wiemiller
Public Works Director

Date

11/3/11
ADDENDUM NO. 3
TO
CITY OF FRESNO
PUBLIC WORKS STANDARD SPECIFICATIONS
ADOPTED MARCH 4, 1970
RESOLUTION NO. 70-36
UPDATED VERSION APPROVED JANUARY, 2013

This addendum is attached to and made a part of the above-entitled standard specifications.

The following City Standard Drawings have been amended as indicated below:

P-31: Width of Detectable Warning Devices changed to 4' Min.
Note No. 10 revised.


S-1 House branch material changed to SDR35.
P-trap removed, replaced with two way cleanout.
On note 6 “AND SECTION 17-5 OF CITY STANDARD SPECIFICATIONS” was added.
Threaded solid cap was added.
Note 7 added regarding connection direction.

S-2 Dimensions of manhole concrete collar and asphalt cover revised.
Overall dimensions revised to 42” and 30”.
Pipe opening revised from 24”x39” to 24”x44”.
Changed “Lateral” to “Lateral for 8” and larger”.
Added 8” dimension of base via “A” dimension.
General Note 4 added.
“See Drawing S-5B” reference added.
Replaced “AR4000 or AR8000” with “PG 64-10 asphalt”.
Replaced “Class A” with “6 sack”.
Added “In Street Installation” and “Non-street Installation”.

S-3 Dimensions of manhole concrete collar and asphalt cover revised.
Overall height dimensions revised to 42” and 30”.
“See Drawing S-5” replaced by “See Drawing S-5A”
Note 1 “Pipe” was replaced by “Riser Sections” and “Class II R.C.P.” was deleted.
Note 3 added.
Note 4 added.
Replaced “AR4000 or AR8000” with “PG 64-10 asphalt”.
Replaced “Class A” with “6 sack”.
Added "In Street Installation" and "Non-street Installation".
Replaced "Slope from above spring line to 2/3 diameter of pipe to side of manhole" with "Slope to start from the spring line of the sewer pipe and slope up to manhole barrel".
Remove base design flow configuration.
Replaced "Enlarged base to top of pipe surface to provide solid footing for precast manhole components" by "Enlarged base to pipe crown to provide solid footing for precast manhole components".
Clearance between pipe and base of manhole was replaced from 4" to 8"

MPR's was changed to MFR's

Dimensions of manhole concrete collar and asphalt cover revised.
Note 4 added - Manhole coverings note.
Note 5 added.
Replaced "AR4000 or AR8000" with "PG 64-10 asphalt".
Replaced "Class A" with "6 sack".
Added "In Street Installation" and "Non-street Installation".
Replaced "See Drawing S-5" with "See Drawing S-5B".
Replaced "Slope from above spring line to 2/3 diameter of pipe to side of manhole" with "Construct bench as shown- Trowel Finish".
Clearance between pipe and base of manhole was replaced from 4" to 8"
Pitch "1:12 MIN." was replaced with "1:12"
Replaced "Enlarged base to top of pipe surface to provide solid footing for precast manhole components" by "Enlarged base to pipe crown to provide solid footing for precast manhole components"
Note 1 "Pipe" was replaced by "Riser Sections" and "Class II R.C.P." was deleted.
Remove base design flow configuration.
Old Note 2 "All reinforcing steel to be No.4 bars grade 60 steel, spaced 12" O.C. both ways in top, bottom & walls" was deleted.

S-5A
Replaced Drawing "S-5" with "S-5A".
Replaced frame weight "191 lbs" with "180 lbs".
Scale 1"=1'-0" was deleted

S-5B
Added drawing S-5B "Pamrex Ductile Iron Frame and Cover for Sewer Pipe 27" or Larger".

S-7
Added "Minimum Thickness 5/8" for steel casing.
Added spacing formula for steel casing.
Replaced "In Jacked Steel Casing" in drawing title with "In Jacked Steel Casing and Non Jacked Steel Casing".
On Note 6 P.C. was replaced by P.C.C.
S-8  Replaced “Elastomeric sleeve coupling with stainless steel bands” with “FERNCO stainless steel shield repair coupling bands or equal”

The following City Standard Drawings are new as indicated below:


S-12  New sheet added – “Manhole Base Design Flow Configuration Supplement to S-3 and S-4”.

In addition to the standard drawings, changes that have been made to the Standard Specifications are as follows:

Section 17-2.2.1  Revise pipe size “18-30” to “18-48”.
Revise Min. Wall Thickness “T-1 only” to “PS-46”
Add row in table to include pipe size “21-54”, ASTM “F1803” and min. wall thickness “PS-46”.

Section 17-2.2.4  “T-1 only” was replaced by “PS-46”.

Section 17-3.2.8  Dimensions have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-4  Dimensions have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-5.1  Dimensions have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-5.2  Dimensions have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-5.3  Dimensions have been switched, giving priority to the English measurement standard instead of the metric.
Revise last sentence of paragraph 5 to “Jetting and Flooding of trenches from the top is not permitted”.
Deleted paragraph 6 “Jetted backfill”.

Section 17-5.4  Dimensions have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-6  Revise last sentence of paragraph 2 “45%” to “45°”.
Add “Y branches must join the sewer main with flow in the same direction” at end of last paragraph.
Section 17-7  
Revise second sentence of first paragraph.
Add “New connections must comply with drawing S-1, S-8 & S-9” to end of second paragraph.
Delete paragraph eight (8) completely.
Fifth paragraph “for use with his/her product” was deleted.
Dimensions have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-8.2  
Dimensions have been switched, giving priority to the English measurement standard instead of the metric.
Delete paragraph three (3) completely.

Section 17-8.3  
Replace “C-76” with “C-478” at end of 1st paragraph.

Section 17-8.4  
Dimensions have been switched, giving priority to the English measurement standard instead of the metric.
Replace “2/3 the diameter” with “half” in 1st paragraph.
Add new sentence at end of 2nd paragraph.
Replace entire 3rd paragraph.

Section 17-8.5  
Dimensions have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-8.6  
“Jiffy Rings” definition was added.

Section 17-8.7  
S-11 was replaced with S-11A and S-11B.

Section 17-11  
Dimensions on PVC Gravity Sewer Pipe table have been switched, giving priority to the English measurement standard instead of the metric.

Section 17-12  
Replace “A tape cassette” with “An electronic copy” in 2nd paragraph.
Replace “VHS format” with “DVD or in Mpeg file format”, in 2nd paragraph.
On requirement 1, “Testing” was replaced by “Video Inspection”
On requirement 2, “testing” was replaced by “Inspection” and “test” by “Inspection.
Replace “video tape” with “DVD” in Item 4 under Requirements for Sewer Video Inspections”.
On requirement 5, “Testing” was replaced by “Inspection” and “test” by “Inspected”.
Requirement 6, was changes to “In order to facilitate review a log of
the Inspections performed shall correlate from manholes, stationing, etc., between the Sewer Plans and the DVD produced.
Add items 7 through 13 under Requirements for Sewer Video Inspections”.
Section with “INSPECTION OF NEW CONSTRUCTION-SEWER INFRASTRUCTURE MAIN SEWER LINES AND MANHOLES” (Including fees) was added.

Reviewed and Approved:

Robert N. Andersen, P.E.
Assistant Director

Scott Mozier, P.E.
Public Works Director

5/29/14
Date

6/9/14
Date
ADDENDUM NO. 4
TO
CITY OF FRESNO
PUBLIC WORKS STANDARD SPECIFICATIONS
ADOPTED MARCH 4, 1970
RESOLUTION NO. 70-36
UPDATED VERSION APPROVED JANUARY, 2013

This addendum is attached to and made a part of the above-entitled standard specifications.

The following City Standard Drawings have been amended as indicated below:

P-41  Added location in right-of-way for Recycled Water Main.
P-42  Added location in right-of-way for Recycled Water Main.

The following City Standard Drawings are new as indicated below:

RW-1  Recycled Water Main Identification
RW-2  Recycled water Valve and Valve Box
RW-3  Recycled Water Valve Extension
RW-4  1" Service Connection & Meter Box Installation
RW-5  1-1/2" & 2" Service Connection & Meter Box Installation
RW-6  4" Recycled Water Service
RW-7  Temporary 2" Recycled Water Blow-Off
RW-8  Recycled Water Blow-Off Assembly
RW-9  Recycled Water 1" or 2" Air Release/Vacuum Breaker Station
RW-10 Recycled Water 4" Air Release/Vacuum Breaker Station
RW-11 1" or 2" Air Release/Vacuum Breaker Valve Enclosure
RW-12 Recycled Water Main Separation Requirements
RW-13 Recycled Water Irrigation Information Sign
RW-14 Recycled Water Remote Control Irrigation valve Identification
RW-15 Recycled Water Backflow Preventer Identification
RW-16 Recycled Water Irrigation Box Cover Markings
RW-17 Recycled Water Irrigation System Clock Marking
RW-18 General Recycled Water Identification Tag
RW-19 Recycled Water Landscape Irrigation Head Identification
RW-20 Quick Coupling Valve
RW-21 Cross Connection Control Test Station
RW-22 Temporary Potable Water Supply To On-Site Recycled Water System
RW-23 Temporary Potable Water Supply To Recycled Water System
In addition to the standard drawings, Section 34 and Section 35 are new to the Standard Specifications as indicated below:

SECTION 33 – RECYCLED WATER FACILITIES DESIGN CRITERIA

PART I
Section 33.1 Definitions
Section 33.2 Other Requirements

PART II
Section 33.3 Other Requirements
Section 33.4 Enforcements

PART III
Section 33.5 Recycled Water Main Pressures, Capacities and Sizes
Section 33.6 Location of Air release Valve Assemblies
Section 33.7 Location of Blow-Off Assemblies
Section 33.8 Recycled Water Main Locations
Section 33.9 Criteria for the Separation
Section 33.10 Alternate Criteria for Construction
Section 33.11 Procedure for Water, Recycled Water and Sewer System Installations in Subdivisions
Section 33.12 Easements
Section 33.13 Depth of Recycled Water Mains
Section 33.14 Structural Requirements
Section 33.15 Design Criteria for Recycled Water Meters

PART IV
Section 33.16 Requirements
Section 33.17 Pipe Materials
Section 33.18 Valves
Section 33.19 Appurtenances

SECTION 34 – RECYCLED WATER FACILITIES

Section 34.1 Scope
Section 34.2 General
Section 34.3 Polyvinyl Chloride (PVC) Pressure Pipe and Fittings Installation
Section 34.4 Ductile Iron Pressure Pipe and Fittings Installation
Section 34.5 Valve Casing and Lid Installation
Section 34.6 Earthwork for Ductile Iron and PVC Pipe Installation
Section 34.7 Backfilling and Tamping
Section 34.8 Testing and Sterilization
Section 34.9  Signage
Section 34.10  Abandonment

Reviewed and Approved:

Andrew Benelli, P.E.
City Engineer

Oct. 15, 2014
Date

Scott Mozier, P.E.
Public Works Director

Oct. 15, 2014
Date
ADDENDUM NO. 5
TO
CITY OF FRESNO
PUBLIC WORKS STANDARD SPECIFICATIONS
ADOPTED MARCH 4, 1970
RESOLUTION NO. 70-36
UPDATED VERSION APPROVED October 15, 2014

This addendum is attached to and made a part of the above-entitled standard specifications.

The following City Standard Drawings have been amended as indicated below:

P-1  Adjusted minimum driveway lengths and pedestrian requirements.
P-2  Adjusted minimum driveway lengths and pedestrian requirements.
P-3  Added notes regarding compaction.
P-4  Added notes regarding compaction.
P-5  Added notes regarding compaction.
P-6  Revised and corrected notes.
P-7  Revised notes and implemented a minimum radius.
P-9  Provided soil compaction requirements.
P-10 Corrected notes and added notes regarding compaction.
P-18 Provided clarity.
P-28 Corrected dimensions and wheelchair ramp, corrected notes.
P-29 Corrected dimensions and wheelchair ramp, corrected notes.
P-30 Corrected dimensions and wheelchair ramp, corrected notes.
P-41 Added RW (Recycled Water) to this utility location guideline.
P-42 Added RW (Recycled Water) to this utility location guideline.
P-50 Added R-value testing requirements. Added notes 9 and 10.
P-51  Showed expressway barrier fences at expressways.

P-52  Corrected drawing to accurately reflect dimensions, corrected lane width dimensions.

P-54  Corrected drawing to accurately reflect dimensions, corrected lane width dimensions.

P-55  Removed former note #3.

P-56  Corrected drawing to accurately reflect dimensions. Added notes 5, 6 and 7.

P-58  Revised notes, decreased shoulder width and slope, and added shoulder material.

P-59  Increased soil compaction requirement, decreased shoulder width and slope, and added shoulder material.

P-69  Adjusted curve radii and provided a varied left turn lanes.

P-70  Adjusted curve radii and provided a varied left turn lanes.

P-75  Relocated the location of the expressway barrier fence and adjusted curve radii.

P-85  Removed bump outs and added soil compaction requirements.

P-97  Changed dimensions of temporary ponding basins.

E-1  Added drawing references to notes in lieu of former text, clarified text and drawing details.

E-2  Added drawing references to notes, clarified text, changed PVC conduit to NM.

E-3  Added drawing references to notes, clarified text.

E-4  Deleted, replaced with new drawings E-4A, E-4B & E-4C.

E-5  Added note regarding “no splices in pull boxes”.

E-13  Deleted PVC loop drawing, replaced with bike loop detector drawing.

E-14  Add note and symbol for Bike Loop Detector.
E-15  Changed 2-pole branch circuit breakers to 1-pole.
E-17  Added “Note 2”, corrected service conduit size.
E-18  Changed 2-pole branch circuit breakers to 1-pole.
E-19  Changed “Note 2”.
E-20  Changed “Note 2”, added Ped PB Post reference.
E-21  Changed “Note 3” to “Lock Jaw Locking Lid”.
E-24A Modified drawing for clarity.
E-26  Updated part numbers.
E-27  Modified conduit drawing for clarity.
E-28  Deleted, replaced with E-4C.
E-34A Corrected text errors in “Caution” note, changed “752” discriminator to “762”.
E-34B Deleted “Curve 3 or Delay 22” requirement, added detector number labels.
E-34C Removed jumpers from diagram, added lower input panel diagram.
E-35  Changed “Note 3”.
E-36  Changed 2-pole branch circuit breakers to 1-pole.
ITS-18A Added (Gooseneck) to Title Block

Added, Camera Cat 5 – “Red Taped”

Updated, access hole see note 1, replaced with text, “access hole see note 2”

Deleted reference, “See note 1”

Callout beginning with, Cat 5e, deleted, “and power cables”. And inserted text after RED, “electrical waterproof.”

Deleted, “See Note 2”, replaced with text, “See Note 1”
Deleted “Note 1”, text.  
(Numbered Notes re-numbered accordingly.)

Note 1, inserted text after RED, “electrical waterproof”, the word RED shall be made bold.

Note 2, Replaced second sentence with, “Use rubber grommet to seal.”

Note 3, Removed period and Added, “or as directed by City engineer.”

Note 4, Added.

Note 5, Added.

Note 6, Added.

**ITS-20A**

Added, Note 4, 5 & 6.

Side View & Front view, deleted 1” and replaced text with ¾”.

Side View & Front view, Added, “Grounding Clamp (Acorn) ½” x 8’ copper clad.”

Updated callout, to, “Pipe height shall be 2”-3” above foundation.

Updated callout, deleted text Communication and replaced with,” HDPE”

Side view and Front view drawing, added, grounding rod.

**ITS-21**

Note 5, deleted “with approved lug”, and added, “per current NEC Standards.”

Drawing: deleted “120v to Transformer”, text, and transformer depiction.

**ITS-21A**

Sheet deleted – “Model 336 Communication Cabinet Wiring Diagram”.

**ITS-21B**

Add Callout, “Fiber Optic Jumper”

Delete, callout, “Camera Power Assembly … Cable”

Add callout, 4’ Cat5e Patch Cable”

Remove, Camera Power Assembly line drawing in its entirety.
ITS-22  Drawing: Added various callouts and expanded concrete foundation area. Added note 5, regarding foundation grounding.

ITS-23  Drawing: Added various callout notes and expanded concrete foundation area.

12" Concrete apron expanded to 48" around hub pedestal, "18" thick concrete foundation, 4"x4" #2 wire reinforced".

Placement of round hand holes is 8.5" from hub pedestal within 48" concrete apron area.

Added five numbered notes, regarding foundation construction.

The following City Standard Drawings are new as indicated below:

E-4A Traffic Signals concrete pull boxes.
E-4B Streetlights concrete pull boxes.
E-4C Streetlights point of service concrete pull boxes.
E-37 332L Cabinet foundation.
ITS-21C 336 Communication Cabinet Wiring Diagram, 1 of 2.
ITS-21D Model 336 Communication Cabinet Power Distribution, 2 of 2.
ITS-28A ITS Wireless Pole Repeater Installation (Powered through street light)
ITS-28B ITS Wireless Pole Repeater Installation (Powered through service pedestal).
ITS-28C Repeater Circuit Breaker
ITS-29A ITS Hub Cabinet, I of 2
ITS-29B ITS Hub Cabinet, Plate Anchor, 2 of 2
In addition to the standard drawings, changes that have been made to the Standard Specifications are as follows:

13-5  Changed “Seal Coat” to “Slurry Seal” and aggregate type and asphalt emulsion gradation.

16-6  New Section added, “Pave Back Requirements for City Streets”.
16-7  Revised Section number for old Section 16-6

17-2.2.1 Changing Pipe Size from 18-48 to 18-60. ASTM F 679 now goes up to 60-inch.

Changing Pipe Size from 21-54 to 18-60. ASTM F1803 has changed.

17-2.2.2 Added text “or pipe stiffness” to #3 regarding identification marks.

17-2.2.3 B In paragraph 3 added the word “of” to make the sentence grammatically correct.

In Property chart, row 5, replaced “o” with degree symbol. Typo error.

In Property chart, row 7, replaced 70 with 72. Updated to match F477 ASTM Standard.

In Property chart, row 7, replaced “o” with degree symbol. Typo error.

17-2.2.4 In paragraph A, removed D 3033. This standard no longer exists.

In paragraph A, added F 1803. New ASTM standard

In paragraph A, revised the word “manufacture” to “manufacturer” to correct a spelling error.

In paragraph B, replaced “E” the degrees symbol for all temperature references. Typo error.

17-2.3.1 In paragraph 2, added degree symbol to 360. Was left out.

17-2.3.2 Added “or C-655” as an option for ASTM reinforced concrete pipe.

17-2.4 Removed the word “State” from State Standard. This is not a state standard.
In paragraph 2, changed the word “providing” to “provided”. Fixing grammatical error.

In paragraph 2, deleted the last sentence “New connections must comply with drawing S-1, S-8, and 2-9.” This sentence is covered in paragraph 1 of this section.

Change “slope 1:12” to “slope minimum 1:12”. Makes it consistent with call out in the sewer drawing.

17-8.2 Changed paragraph 4 to read “Manholes shall not be installed in flow channels of gutters, or in depressions subject to storm waters or other infiltration, sidewalks, roundabouts, brick crosswalks or have any brick surrounding the manhole cover.” To avoid damage to existing structures.

17-8.3 In paragraph 1, remove “Class II” from sentence. No longer referenced in the City Standard.
In paragraph 4, change “Class II” to “6 sack” to better define concrete requirements.
Add paragraph 5, which reads: “Unless specified otherwise, manholes on sewer mains 12 inches in diameter or larger, or on any size sewer mains within 600 feet of and connected to sewer mains 30 inches in diameter or larger shall be lined with T-lock or coated with one of the following: Raven 400 or Raven 405, products of RLS Solutions; Neopoxy 5300 series, products of Neopoxy International; or Quadex Structure Guard, a product of Quadex.” The coating will aid in protecting the manhole from corrosion.
Add paragraph 6, which reads: “Approved products shall be applied per manufacturer’s specifications. No substitutions are acceptable.” To ensure proper installation.

17-8.4 In paragraph 2, removed “size and” from sentence 2, to make it consistent with Standard Drawing S-12.
In paragraph 4, added sentence “When connecting to the existing stub-outs and the plug is removed, a new square cut shall be done to the existing stub-out prior to connection on the new sewer main.” To ensure a smooth transition and eliminate build-up.
17-8.5 Changed section title from “Removal” to “Abandon and Removal”. This section now covers manholes being abandoned and removed.

17-9 Revised thimble to stub. Added sentence, “When connecting to the existing stubs and the plug is removed, a new square circumferentially cut shall be done to the existing stub prior to connection on the new sewer main.” To ensure a smooth transition and eliminate build-up.

17-12 Added 2 new requirements, numbered 3 and 4. To ensure adequate video inspection and assure proper installation.

Requirements 3 through 13 changed to 5 through 15.

Requirement 7 (now 9), added “to identify any rolled gasket in” to the sentence for clarification.

In paragraph 1, changed “is” to “will be” to correct grammatical error.

Change hourly pricing from $135.39 to $134.39


23-1.5 Paragraph 1 added, requiring the continued operation of existing systems.

23-1.7 Paragraph 2: Remove first sentence regarding use of Portland Cement Concrete

Paragraph 5: Add text “in pole foundations”.

Paragraph 6: added 3rd sentence restricting cabinet modification.

Paragraph 11: added “as shown in Dwg. E-37”

23-1.9 Paragraph 2: Clarified use of PVC conduit.

Paragraph 6: Clarified bonding bushings shall have integral lay-in lugs

Paragraph 8: Added sentence regarding conduits not placed under sidewalk and that they will be encase in slurry.

Paragraph 10: Add note, “No 90° elbows shall be installed unless specified or approved.”
23-1.10 Paragraph 4: Clarify PG&E lid requirement.
   Deleted Fyberlite pull box lids.
   Paragraph 6: Clarify concrete collar depth.

23-1.11 Paragraph 8: Detailed pushbutton conductor installation.
   Paragraph 10: Clarified “stranded” wire and tinning of loose strands.
   Paragraph 11: Clarified AMP/TYCO 320359 terminals for load bay only.
   Paragraph 12: Deleted AMP/TYCO terminal usage on input terminal blocks.
   Deleted coaxial cable references.

23-1.12 Moved fuses from hand hole to luminaire.

23-1.13 Paragraph 3: Clarified use of proper ring terminal for stranded ground wire.

23-1.15 Paragraph 2: Added “when allowed”.

23-1.18 Paragraph 9: “When allowed” reused pedestrian signals shall have an LED ...
   Deleted obsolete reference to medium base lamp socket.
   Deleted obsolete LED power consumption and arrangement references.

23-1.19 Paragraph 1: Noted; Detectors shall “be supplied by an approved manufacturer and”...
   Deleted obsolete reference to encased loop wire.

23-1.20 Paragraph 3: Clarified DLC “IMSA spec. 50-2” requirement.
   Paragraph 4: Detailed DLC drain wire termination.

23-1.20 Paragraph 2: Updated; Pedestrian pushbuttons shall meet or exceed “the 2010” ADA req.
   Paragraph 6: DLC connection to pushbutton.

23-1.21 Updated audible Pedestrian Signal specs, deleted obsolete text.
23-1.22 Paragraph 3: Deleted green monitor requirement.

Paragraph 8: Detailed detector mounting requirements.

Paragraph 9: Changed phase selector type from 752 to 762 or equiv.

23-1.23 Paragraph 1, 2, 3: Changed luminaire from HPS to LED. Moved fuse location from the hand hole to the luminaire, added luminaire internal fuse requirement.

Paragraph 6: Added reference to DWG. E-25, noted adhesive backed numbers shall be Almetek PS-2.5 or equivalent, pole numbers shall be shown on “as-built” plans.

23-1.25 Added Note “2”, requiring pre-inspection one day prior to turn-on.


23-2 Deleted references to Model 170E controllers and 332A controller cabinets. Listed required modifications per Dwg. E-34A, E-34B and required equipment and quantities. Changed approved controller manufacturer to Naztec 2070L.

23-3.5 Add paragraph 1 requiring existing systems to remain operational.

23-3.7 Paragraph 3: Noted all dirt and debris to be cleaned before pouring concrete.

23-3.8 Paragraph 2: Specified all hand hole covers must be steel.

Paragraph 6: Added reference to DWG. E-25, noted adhesive backed numbers shall be Almetek PS-2.5 or equivalent, pole numbers shall be shown on “as-built” plans.

23-3.9 Paragraph 6: Clarified bonding bushings shall have integral lay-in lugs.

Paragraph 13: Added note pertaining to conduit entry in bottom of pull boxes in non-concrete areas.

Deleted PVC bushing requirement.

23-3.10 Paragraph 3: Updated locking lid specifications.

Paragraph 6: Changed conduit bottom entry specifications for pull boxes in non-concrete areas.
23-3.12 Relocated fuse from hand hole to luminaire, specified fuse holder.

23-3.16 Changed luminaire from HPS to LED, specified internal fuse. Added reference to DWG. E-25, noted adhesive backed numbers shall be Almetek PS-2.5 or equivalent, pole numbers shall be shown on “as-built” plans.

23-3.17 Paragraph 2: Added “long life” to PEC spec.

23-4 Added Ornamental Street Lighting specifications.

28-3 Specified minimum application of a slurry seal application when removing pavement markings.

30 Deleted section, incorporated into section 23.

31-9 Added, 18 fiber optic holding racks

Deleted, “steps to climb down into the vault for maintenance”

Added, conduits shall extend minimum 6", 8" maximum, beyond the inner wall of any vault or structure

Deleted, “pull box” added vault

31-10 Added, 18 fiber optic holding racks

Deleted, “steps to climb down into the vault for maintenance”

Added, conduits shall extend minimum 6", 8" maximum, beyond the inner wall of any vault or structure

Deleted, “pull box” added “vault”

31-11 Added, conduit shall be certified by the manufacturer with a Letter of Certification documenting that the conduit meets the performance requirements and material requirements of ASTM F2160. Communication conduit shall be marked with the ASTM F2160 designation. In the event of a discrepancy between these specifications and ASTM F2160, the requirements of ASTM F2160 shall govern.

Added, one conduit shall be installed with a tonable pull tape.
The following City Standard Specifications are new as indicated below:

35-1  General
35-2  Sewer Crossings
35-3  Recycled Water Crossings
ADDENDUM NO. 6
TO
CITY OF FRESNO
PUBLIC WORKS STANDARD SPECIFICATIONS
ADOPTED MARCH 4, 1970
RESOLUTION NO. 70-36
UPDATED VERSION APPROVED June, 2015

This addendum is attached to and made a part of the above-entitled standard specifications.

The following City Standard Drawings have been amended as indicated below:

E-1  Added reference to Standard Specifications Section 23-3.16 for Luminaire and 23-3.1 for Photoelectric Cell.


E-3  Added reference to Standard Specifications Section 23-3.16 for Luminaire and 23-3.1 for Photoelectric Cell.

E-7  Changed light wattage reference to Local or Safety as defined in Standard Specifications Section 23-3.16; also changed luminaire symbol to filled circle for Local and open circle for Safety.

E-8  Changed light wattage reference to Local or Safety as defined in Standard Specifications Section 23-3.16.

E-9  Changed light wattage reference to Local or Safety as defined in Standard Specifications Section 23-3.16; also changed luminaire symbol to filled circle for Local and open circle for Safety.

E-10 Changed light wattage reference to Local or Safety as defined in Standard Specifications Section 23-3.16

P-76 Added Note to increase vehicle stacking.

P-77 Added Note to increase vehicle stacking.

RW-2 Added tracer wire
       Added minimum concrete pad thickness of 6" (typ)
       Added butterfly valve option

RW-6 Changed meter box lid type
Added tracer wire
Removed transition coupler
Removed Note 5
Removed Note 6
Added note to drawing stating elbow can be 45° (typ.)
Clarified note to drawing regarding stamp in curb face
Clarified Note 4 regarding thickness of concrete slab

RW-7
Added tracer wire
Raised finish grade on drawing
Revised note on drawing regarding end cap
Revised Note 1
Revised note on drawing regarding pipe material from copper to galvanized
Added note to drawing regarding elbow
Removed petcock note on drawing
Added gate valve call out on drawing

RW-8
Added tracer wire

RW-9
Added minimum clearances to concrete pad
Added tracer wire
Revised copper pipe callout from soft to “K” Rigid
Revised meter stop callout to corp stop
Clarified type of solder joints
Clarified type of saddle
Revised galvanized pipe callout between air valve and the adjacent below grade elbow to Type “K” Rigid Copper
Removed water valve and valve box from drawing
Revised galvanized adapter callout to copper

RW-10
Added tracer wire
Added gate valve requirement for 4” and above to drawing
Added minimum concrete pad thickness of 6” (typ)

S-2
Added minimum collar width of 12” (Typ.)
Revised General Note 2 regarding lining and coating material.

S-3
Added minimum collar width of 12” (Typ.)
Added note to drawing on manhole frame and cover regarding 27” diameter pipes.
Revised Note 4 regarding lining and coating material.

S-4
Added minimum collar width of 12” (Typ.)
Revised Note 3 regarding lining and coating material.

S-5B Added Note 8 regarding placement of manhole cover opening.

S-7 Replace “S-7” with “S-7A and S-7B”

S-8 Changed house branch Tee Fitting material to SDR35 to match uniform plumbing code
Changed compression fitting to Gasket PVC Hub
Added “Total gap not to exceed ½”” note to ensure proper connection is made.

S-9 Clarified Note 4 regarding maximum extension of the saddle into the sewer main.


S-11A Added note to “Min. Model Height” to address heights less than minimum.

S-12 Correction to Note 2.

The following City Standard Drawings are new as indicated below:

P-87 NEWSRACKS IN SPECIAL DISTRICTS – Created new Public Works Standard Drawing for Newsracks in Special Districts as required by proposed City Ordinance to add Article 7 to Chapter 13 of the Fresno Municipal Code.

RW-24 Tracer Wire Splice Connection Detail

In addition to the standard drawings, changes that have been made to the Standard Specifications are as follows:

7-3 Revised to substitute most current City of Fresno insurance requirements

23-16 Changed luminaire from HPS to LED light source (complete replacement of listed section)

23-17 Paragraph 2: Added “long life” to PEC spec.
Reviewed and Approved:

Andrew Benelli, P.E.
City Engineer

Scott Mozier, P.E.
Public Works Director

June 25, 2015

Date

June 25, 2015

Date
This addendum is attached to, and made a part of, the above-entitled standard specifications.

The following City Standard Drawings have been amended as indicated below:

1. Most drawings received minor drafting and typographical edits to detail and callouts for clarity, any such changes that result in practical differences are annotated below.

<table>
<thead>
<tr>
<th>DPW – PUBLIC WORKS (P Series)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P-4</strong></td>
</tr>
<tr>
<td>1. Multiple options for Dimension “B” removed; Dimension B now refers to Standard Drawing P-6 for driveway widths.</td>
</tr>
<tr>
<td>2. Clarified “STREET FURNITURE” locations shown on diagram.</td>
</tr>
<tr>
<td>3. Comments previously marked with a single asterisk “*” incorporated into new dimension “C”.</td>
</tr>
<tr>
<td>4. Comments previously marked with two asterisks “**” converted to Note 1.</td>
</tr>
<tr>
<td><strong>Added Note 2:</strong> “SEE API-7, API-8, AND API-9 FOR S. MINNEWAWA AVE. BETWEEN FANCHER CREEK AND CALIFORNIA AVE, BETWEEN CALIFORNIA AVE. AND BUTLER AVE., AND FROM BUTLER TO TULARE AVE.”</td>
</tr>
<tr>
<td><strong>Added Note 3:</strong> “SEE API-6 FOR VAN NESS EXTENSION BETWEEN HERNDON AVE. AND SAN JOAQUIN RIVER BLUFF.”</td>
</tr>
<tr>
<td><strong>Added Note 4:</strong> “SEE API-3, API-4 FOR DETAILS RELATING TO MODIFIED STREET TYPES.”</td>
</tr>
<tr>
<td>5. Prior “REF. &amp; REV.” date erroneously shown as June 2015, date corrected to reflect its prior revision with the issuance of Addendum 5 in Oct. 2014.</td>
</tr>
</tbody>
</table>

| **P-5**                      |
| 1. Existing callout: “WHEN WALK Poured SEPARATE, INSTALL BOUND BREAKER BEHIND CURB.” |
| **Revised to read:** “WHEN WALK Poured SEPARATE, INSTALL BOND BREAKER BEHIND CURB.” |
| 2. Expansion joint dimension Revised from: 90’ to 45’ |
| 3. Dimension: “5.5’ MIN.” added to residential side of pattern and to “CROSS-SECTION OF SIDEWALK, CURB & GUTTER” |
| 4. Sidewalk thickness dimension: “3.5” **Revised to read:** “3.5”, 5” WITH WEDGE CURBING” |
| 5. **Added callouts** for “COMMERCIAL PATTERNS” and “RESIDENTIAL PATTERNS” |
| 6. **Revised callout** for return radius to reference standard drawings. |
| 7. Existing **NOTE renamed:** “NOTE A” |
| 8. Existing **NOTE renamed:** “NOTE B” |
| 9. Prior “REF. & REV.” date erroneously shown as June 2015, date corrected to reflect its prior revision with the issuance of Addendum 5 in Oct. 2014. |

| **P-6**                      |
| 1. **Note 2:** ” “d” = 6’ MINIMUM AND LESS THAN 12’ OR GREATER THAN 20’” **Revised to read:** “DRIVEWAY SPACING, "d", SHALL BE 6’ MIN.” |
| 2. **Note 3:** “THE TRAFFIC ENGINEER MAY APPROVE >35’, <40’”, **Revised to read:** “DRIVEWAY OPENINGS GREATER THAN 40’ REQUIRE APPROVAL FROM THE CITY ENGINEER” |
| 3. **Note 4:** “IN COMMERCIAL, INDUSTRIAL AND MULTI-FAMILY DEVELOPMENTS, CITY ENGINEER MAY APPROVE ≥ 40’” **Revised to read:** “IN COMMERCIAL, INDUSTRIAL AND MULTI-FAMILY DEVELOPMENTS, CITY ENGINEER MAY APPROVE LARGER APPROACHES IF WARRANTED” |
| 4. **Note 6:** “FOR COMMERCIAL, INDUSTRIAL OR MULTI-FAMILY: 16’ MIN.” **Revised to read:** “IF ONLY ONE ENTRANCE LOCAL STREET MIN. SHALL BE 16’, NOT 15’. EXCEPTION: SINGLE FAMILY RESIDENTIAL.” |
5. **Added Note 8:** “16’ MIN WHEN TRASH ENCLOSURE ON-SITE (REVIEWED ON A CASE-BY-CASE BASIS).”

6. **Added Note 9:** “RESIDENTIAL DRIVEWAY APPROACHES MUST MATCH THE WIDTH OF THE DRIVEWAY PAVEMENT AND THE WIDTH OF THE GARAGE. THE DRIVEWAY OPENING SHALL EQUAL THE WIDTH OF THE GARAGE DOOR (OR DOORS) PLUS 4’ BUT SHALL NOT EXCEED THE MAXIMUM ALLOWABLE WIDTHS AS SHOWN ON THE TABLE, BELOW. THE DRIVEWAY OPENING SHALL BE CENTERED ON THE GARAGE DOOR(S).”

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<table>
<thead>
<tr>
<th>P-9</th>
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</thead>
</table>
| 1. **Added Detail.** “RESIDENTIAL STREET WITH WEDGE CURBS AND ADJACENT SIDEWALKS”  
2. **Updated** expansion joint detail callout to reference current Caltrans specification: “SEE STATE SPEC. 51-1.12C…” Revised to read: “SEE STATE SPEC. 51-2.01C(1)…” |

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<table>
<thead>
<tr>
<th>P-12</th>
</tr>
</thead>
</table>
| 1. **Updated** expansion joint detail callout to reference current Caltrans specification: “SEE STATE SPEC. 51-1.12C…” Revised to read: “SEE STATE SPEC. 51-2.01C(1)…”  
2. **Callout:** “2X6 REDWOOD HEADER (TYP) Revised to read: “WHERE REQUIRED PROVIDE 2”x6” REDWOOD HEADER (TYP.)”  
3. **Revised** expansion joint spacing to 45’ (from 90’) for 4’ valley gutter. |

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<table>
<thead>
<tr>
<th>P-17</th>
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</thead>
<tbody>
<tr>
<td>1. Revised Title Block to include area for revision annotation.</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>P-28</th>
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</table>
| 1. Drawing revised to include 12” **grooved border** as an “optional” feature to assist with working the concrete. Also included “Grooved Border” detail.  
2. **Note 3** was amended to incorporate Note 10.  
3. **Note 11** is now **Note 10**.  
4. **Note 12** was removed from the standard.  
5. **Added reference** to P-32 for the Detectable Warning Device.  
6. **Removed callout** for 4’ min. sidewalk width. |

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<table>
<thead>
<tr>
<th>P-29</th>
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</thead>
</table>
| 1. Created alternate detail (Detail B) for condition when landing at bottom of ramp exceeds 5’-0”.  
2. **Added Note 1**, updated numbering for Notes 2 through 5.  
3. **Note 3** (was note 2) revised to comply with MUTCD and accommodate new Detail B.  
4. **Added Note 10** regarding optional 12” grooved border.  
5. **Added (optional) grooved border** to details.  
6. **Modified** the following callouts:  
   a. “TAPER CURB FROM 6” TO ½” BEVEL” Revised to read: “TAPER CURB FROM 6” TO FLUSH”.  
   b. “2% MAX. SLOPE DETECTABLE WARNING DEVICES REQUIRED SEE P-32” Revised to read: “DETECTABLE WARNING DEVICES PER CITY STD. DWG. P-32”.  
   c. “NOTE: SLOPE 5% MAX ON GUTTER IN RAMP AREA” Revised to: “SLOPE 5% MAX IN GUTTER AND ADJACENT PAVING IN RAMP AREA”  
   d. “6” WIDE RETAINING CURB WITH VARIABLE HEIGHT” Revised to: “RETAINING CURB: 0”-6”  
7. **Deleted** the following callouts and dimensions:  
   a. “6” STANDARD CURB”  
   b. “4’ WALK MIN.”  
   c. “8’ MIN.”  
   d. “10% MAX CROSS SLOPE”  
   e. “8.33% MAX SLOPE”  
   f. “MEET TOP OF CURB”  
8. **Added** depiction of level-landing at top of ramp as required by Note 6. |

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<table>
<thead>
<tr>
<th>P-31</th>
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</thead>
</table>
| 1. **Note 5 revised** to denote it as an optional feature.  
2. **Note 8 revised** to reflect a minimum width of 5’.  
3. **Note 11 removed** and **Note 12 renumbered** to 11.  
4. **Note 13 renumbered** to 12 and text has been revised to match current MUTCD language.  
5. **Added Note 13:** “PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS CLOSE AS POSSIBLE TO THE CROSSWALK LINE FURTHEST FROM THE CENTER OF THE INTERSECTION AND AS CLOSE AS POSSIBLE TO THE CURB RAMP. IF TWO ACCESSIBLE PEDESTRIAN PUSHBUTTONS ARE PLACED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH ACCESSIBLE
PEDESTRIAN PUSHBUTTON SHALL BE PROVIDED WITH A PUSHBUTTON LOCATOR TONE, TACTILE ARROW, SPEECH WALK MESSAGE FOR THE WALK INDICATION, AND A SPEECH PUSHBUTTON INFORMATION MESSAGE. REFER TO CA-MUTCD FOR SPECIFIC GUIDANCE.

6. **Ramp width increased** to 5’ minimum for ADA turning compliance.

| P-32 | 1. **Revised dome dimensions** to reflect current CBC.  
2. **Revised Note 1** to reflect 2016 revision of CBC.  
3. **Added detail** for tapering edge of surface-mounted panels. |
|------|---------------------------------------------------------------|

<table>
<thead>
<tr>
<th>P-33</th>
<th>1. <strong>Drawing renumbered</strong> “P-33A”. See P-33A for description of technical changes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-33A</td>
<td>1. Slab thickness changed from 4” to 6”</td>
</tr>
<tr>
<td>P-33B</td>
<td>1. <strong>New Standard Drawing:</strong> “MULTI-FAMILY TYPICAL REFUSE CONTAINER ENCLOSURE DETAILS” for enclosure Exhibits A and B.</td>
</tr>
<tr>
<td>P-33C</td>
<td>1. <strong>New Standard Drawing:</strong> “MULTI-FAMILY TYPICAL REFUSE CONTAINER ENCLOSURE DETAILS” for enclosure Exhibit C.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>P-41</th>
<th>1. <strong>Revised</strong> relative location of reclaimed water main and setback to face of curbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-42</td>
<td>1. <strong>Revised</strong> relative location of reclaimed water main and setback to face of curbs.</td>
</tr>
</tbody>
</table>

| P-52 | 1. **Removed** requirement for 2’ pedestrian easement.  
2. **Sidewalk width reduced** to 4’ for Cases 1, 2, and 3 on side with planter. |
|------|----------------------------------------------------------------------------------|
| P-53 | 1. **Removed** optional 12’ sidewalk pattern with 2’ pedestrian easement requirement.  
2. **Sidewalk width** reduced to 4’ for both street classifications. |

| P-56 | 1. **Drawing renumbered** P-56A. See P-56A for description of technical changes. |

| P-56A| 1. **Added:** “SEE API-4 THRU API-9 FOR S. MINNEWAWA AVE. BETWEEN BUTLER AVE. AND FANCHER CREEK AND FOR VAN NESS EXTENSION BETWEEN HERNDON AVE. AND SAN JOAQUIN RIVER BLUFF.” to title block.  
2. Where **asterisks** “*” were previously used to referenced notes, numbering has been added to the cross-sections.  
3. **Note 3**, “( ) INDICATE AN ALTERNATIVE CROSS-SECTION LAYOUT” was **removed**.  
4. **Note 2 (existing) renumbered** to Note 3.  
5. **Added (new) Note 2:** “FOR DRIVEWAY DETAIL SEE STREET SECTIONS THAT MAY BE USED, SEE P.W. STD. DWGS. P-1, P-2, P-3, AND P-6.” |

| P-56B| 1. **New Standard Drawing:** “LOCAL STREET CROSS-SECTIONS WITH WEDGE CURBS” |

| P-58 | 1. **Corrected** the trail width shown on the plan view.  
2. **Revised Note 3** to remove: “MINIMUM RADIUS AT CENTERLINE OF TRAIL SHALL BE 160’.”  
3. **Revised Note 5** to include reference to Detail 27B for edge line. |

| P-61 | 1. Added requirement for three (3) rows of 4” reflective tape to be installed at the top of the bollards for enhanced nighttime visibility by trail users.  
2. Added dimension: “20’ FROM TOP OF RAMP” to indicate minimum separation between ramp and location of bollards.  
3. **Revised dimension** for separation between posts to reflect the clear space between adjacent posts. |

| P-67 | 1. **Driveway depth reduced** from 7.5’ to 2.0’, graphical edits made to drawing accordingly.  
2. **Note 2:** “A 36” MINIMUM SIDEWALK AREA BEHIND RAMP SHALL BE MAINTAINED WITH 10’ PATTERN OR LESS” **Revised to read:** “A 4.0’ MIN. SIDEWALK AREA BEHIND RAMP SHALL BE MAINTAINED. A PEDESTRIAN EASEMENT IS REQUIRED WHEN PATTERN IS LESS THAN 6’.”  
3. **Note 3:** “CURB TOP AND FACE SHALL BE PAINTED RED” **Revised to read:** “CURB TOP AND FACE SHALL BE PAINTED RED WITH TRAFFIC-RATED PAINT, TWO (2) COATS MIN.” |
4. **Added Note 4:** “6’ MIN. SIDEWALK REQUIRED ON MAJOR STREETS, 4’ MIN. REQUIRED ON LOCAL STREETS.”
   5. Graphical changes made for clarity and conformance with related standard drawings.

| P-69  | 1. **Added** “Conflict-zone” striping to drawing.  
|       | 2. **Added callout:** “INSTALL "CONFLICT-ZONE" STRIPING AS REQ’D PER STD. DWG. P-81A (TYP.)”  
|       | 3. **Note 3:** “WHEN INSTALLING A NEW SIGNAL, BIKE LANE LOOPS SHALL BE INSTALLED AT INTERSECTION FOR DETECTION”  
|       | **Revised to read:** “WHEN INSTALLING A NEW SIGNAL, VEHICLE AND BICYCLE DETECTION LOOPS SHALL BE INSTALLED AT INTERSECTION PER STD. DWG. E-13 AND E-14.” |

| P-70  | 1. **Added** “Conflict-zone” striping to drawing.  
|       | 2. **Added callout:** “INSTALL "CONFLICT-ZONE" STRIPING AS REQ’D PER STD. DWG. P-81A (TYP.)”  
|       | 3. **Note 3:** “WHEN INSTALLING A NEW SIGNAL, BIKE LANE LOOPS SHALL BE INSTALLED AT INTERSECTION FOR DETECTION”  
|       | **Revised to read:** “WHEN INSTALLING A NEW SIGNAL, VEHICLE AND BICYCLE DETECTION LOOPS SHALL BE INSTALLED AT INTERSECTION PER STD. DWG. E-13 AND E-14.”  
|       | 4. **Added Note 6:** “OPPOSING DUAL-LEFT TURNS SHALL BE ANALYZED FOR CONFLICTS USING AUTO-TURN OR EQUIVALENT SOFTWARE. RESULTS SHALL BE PROVIDED TO, AND APPROVED BY, TRAFFIC ENGINEERING STAFF.” |

| P-72  | 1. **Drawing title:** “BUS SHELTER ELECTRICAL LAYOUT”  
|       | **Revised to read:** “BUS STOP WITH SHELTER LAYOUT”  
|       | 2. All references to electrical conduits and related equipment have been removed.  
|       | 3. A number of new bus stop appurtenances and furniture have been added to the detail including significant dimensional changes |

| P-73  | 1. **Dimension:** “FAR SIDE INTERSECTION” (8”)  
|       | **Revised to read:** “8’” |

| P-79  | 1. Existing NOTES have been numbered.  
|       | 2. References to **minimum bike lane widths changed** to 6’ when adjacent to on-street parking.  
|       | 3. **Note 1:** “TO THE GREATEST EXTENT POSSIBLE, CASE I BIKE LANES WILL BE INSTALLED. CONSIDERATION WILL BE GIVEN TO 5-FOOT BIKE LANES (MEASURED FROM FACE OF CURB), REDUCED LANE WIDTH, AND/OR ELIMINATION OF TRAFFIC LANES. A TRAFFIC STUDY TO INVESTIGATE, BUT NOT LIMITED TO, TRAFFIC SPEED, SPEED LIMITS, TYPE OF CORRIDOR, AND VOLUMES FOR CARS AND TRUCKS, MAY BE DEVELOPED BEFORE TRAVEL LANES ARE ELIMINATED ANY/OR REDUCED IN WIDTH.”  
|       | **Revised to read:** “TO THE GREATEST EXTENT POSSIBLE, CASE I BIKE LANES WILL BE INSTALLED WITH ALL NEW INDUSTRIAL, COLLECTOR OR ARTERIAL STREET DEVELOPMENTS OR RECONSTRUCTION. WHEN AVAILABLE SPACE IN THE ROADWAY DOES NOT ALLOW FOR THE MINIMUM STANDARD WIDTHS, CONSIDERATION WILL BE GIVEN TO NARROWED TRAVEL LANES OR ELIMINATION OF TRAVEL LANES BEFORE CONSIDERING NARROWING OR ELIMINATING BIKE LANES. A TRAFFIC STUDY TO INVESTIGATE TRAFFIC SPEED, SPEED LIMITS, TYPE OF CORRIDOR, VOLUMES FOR CARS AND TRUCKS (OR OTHER DATA AS REQUESTED BY THE CITY TRAFFIC ENGINEER) MAY BE REQUIRED BEFORE ANY PROPOSED TRAVEL OR BIKE LANE REDUCTIONS ARE ALLOWED.”  
|       | 4. **Note 2:** "NO STOPPING AT ANY TIME" SIGNS WILL BE INSTALLED AT 200 FOOT INTERVALS. (OR AT INTERVALS DETERMINED BY EXISTING STREETLIGHT POLES) WHEN STRIPING A CASE I BIKE LANE.”  
|       | **Revised to read:** “WHEN STRIPING A CASE I BIKE LANE, R-28(S) "NO STOPPING AT ANY TIME" SIGNS WILL BE INSTALLED AT 200’ MAXIMUM INTERVALS (OR AT INTERVALS DETERMINED BY EXISTING STREETLIGHT POLES).”  
|       | 5. **Added Note 3:** “ALL STRIPING SHALL BE THERMOPLASTIC, BIKE LANE MARKINGS SHALL BE TRAFFIC PAINT PER CALTRANS SPECIFICATIONS OR METHYL METHACRYLATE (MMA). REFERENCE DETAIL P-80 FOR PROPER PLACEMENT AND INSTALLATION OF BIKE LANE SYMBOLS AND P-81A/B FOR "CONFLICT-ZONE" MARKINGS AND MMA REQUIREMENTS.” |
1. **P-80**

   1. **Added detail** for Class III bike lanes (shared travel lane) with symbol and signage required when using a “SHARROW” within the roadway.
   2. **Added detail** for Class III bike lanes (shared travel lane) with symbol and signage required when using a “SHARROW” within a right-turn lane.
   3. **Added callout**: “SHARED ROADWAY SYMBOL “SHARROW” PER MUTCD (CA) FIGURE 9C-9, SEE NOTE 4”.
   4. **Added callout**: “R4-11 PER MUTCD (CA), SEE NOTE 4.”
   5. **Added callout**: “R81 PER MUTCD (CA), SEE NOTE 3.”
   6. **Added callout**: “R3-7 with R118(CA) per MUTCD (CA)”
   7. **Added dimension**: “5’ MINIMUM, REF. P-79”
   8. **Added dimension**: “SHARED TRAVEL LANE”
   9. **Added references** to Detail 39/39A where “6” WHITE STRIPE” was used.
   10. **Callout**: “MARKINGS (SEE NOTE 1)” **Revised to read**: ““BIKE LANE ARROW” PER CALTRANS A24A & “BIKE LANE SYMBOL WITH PERSON” PER A24C, SEE NOTE 1”
   11. **Note 1**: “THE BICYCLE SYMBOL PAVEMENT MARKINGS SHALL BE PLACED ON THE FAR SIDE OF EACH INTERSECTION, 25' FROM THE RETURN. 800' MAXIMUM SPACING. THEY MAY BE PLACED AT OTHER LOCATIONS AS DESIRED.” **Revised to read**: “BICYCLE LANE PAVEMENT MARKING SYMBOLS SHALL BE PLACED ON THE FAR SIDE OF EACH INTERSECTION, 25' FROM THE RETURN, AT 800' MAXIMUM SPACING. THEY MAY ALSO BE PLACED AT OTHER LOCATIONS AS DESIRED AND APPROVED BY THE CITY TRAFFIC ENGINEER.”
   12. **Note 2**: “WHERE MOTORIST RIGHT TURNS ARE PERMITTED, THE SOLID BIKE LANE LINE SHALL BE DASHED UP TO THE INTERSECTION, AS SHOWN, BEGINNING AT A POINT 100' IN ADVANCE OF THE INTERSECTION. A DISTANCE OF 200' SHALL BE USED ON ARTERIALS AND SUPER ARTERIALS WITH A POSTED SPEED LIMIT OF 45 MPH OR GREATER. WHEN RIGHT TURNS ARE PROHIBITED, THE BIKE LANE LINE SHALL BE SOLID TO THE INTERSECTION.” **Revised to read**: “WHERE MOTORIST RIGHT TURNS ARE PERMITTED, THE SOLID BIKE LANE LINE (DETAIL 39) SHALL BECOME DASHED UP TO THE INTERSECTION (DETAIL 39A), BEGINNING AT A POINT 100' IN ADVANCE OF THE INTERSECTION. A DISTANCE OF 200' SHALL BE USED ON ARTERIALS AND SUPER-ARTERIALS WITH A POSTED SPEED LIMIT OF 45 MPH OR GREATER. WHEN RIGHT TURNS ARE PROHIBITED, THE BIKE LANE LINE SHALL BE SOLID (DETAIL 39) TO THE INTERSECTION.”
   13. **Note 4 (existing)** **renumbered** to Note 6.
   14. **Note 4 (new)** **added**: “FOR CLASS III BIKE LANES, AN R4-11 SIGN SHALL BE INSTALLED ON THE FAR SIDE OF EACH INTERSECTION AND AT 800' MAXIMUM SPACING. WITH APPROVAL FROM THE CITY TRAFFIC ENGINEER, THIS SIGNAGE MAY BE SUPPLEMENTED WITH PAINTED "SHARROWS" PER MUTCD (CA) FIG. 9C-9.”
   15. **Note 5 (new)** **added**: “FOR SHARROW PLACEMENT IN RIGHT TURN LANES REFER TO MUTCD (CA) FIG. 9C-111. R3-7 WITH R118 SIGNAGE MUST ALSO BE PROVIDED.”


| P-82 | 1. Minor drafting edits to highlight the requirement to remove existing longitudinal crosswalk stripes when installing the high-visibility crosswalk.

| P-90 | 1. **Detail revised** to reflect new letter heights: (12” vs. 10” and 9” vs. 8”)
   2. **Note 2**: “1” WHITE BORDER” **Revised to read**: “1” WHITE BORDER”

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City of Fresno Dept. of Public Works

A7 Mar. 2021
3. **Note 3**: “10” SERIES ‘E’ MODIFIED UPPER CASE LETTER – 2” STROKE MINIMUM. ON LONGER STREET NAME SIGNS A NARROWER SERIES IS PERMITTED.” **Revised to read:** 12” SERIES ‘E’ MODIFIED UPPER CASE LETTER – 2” STROKE MINIMUM. ON LONGER STREET NAME SIGNS A NARROWER SERIES IS PERMITTED.”

4. **Note 4**: “8” SERIES ‘E’ MODIFIED LOWER CASE LETTER – 2” STROKE MINIMUM. ON LONGER STREET NAME SIGNS A NARROWER SERIES IS PERMITTED.” **Revised to read:** “9” SERIES ‘E’ MODIFIED LOWER CASE LETTER – 2” STROKE MINIMUM. ON LONGER STREET NAME SIGNS A NARROWER SERIES IS PERMITTED.”

5. **Notes** were renumbered 1-7 (previously there were two #4’s).

6. **Callout**: “3/8” HOLE (SEE NOTE “G”) **Revised to read:** “3/8” HOLE, SEE NOTE 7”

7. **Callout**: “1” **Revised to read:** “1” (TYP.)

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### P-92

1. **Detail revised** to reflect new street name letter heights: (6” vs. 5”) and to show mixed-case lettering for the street name instead of all caps.

2. **Detail revised** to reflect larger street heading, road type and block number heights: (3” vs. 2”)

3. **Note 3**: “LETTERS ON STREET NAME SHALL BE A SERIES B, 5” UPPER CASE. THE SECONDARY DIRECTIONAL INDICATOR, STREET TYPE (AVE., BLVD. ETC) AND BLOCK NUMBERS SHALL BE 2" UPPER CASE. SIGN SHALL HAVE A 1/2” RADIUS CORNER WITH A ¼” OUTSIDE GREEN BORDER AND A 3/B” INSIDE BORDER.” **Revised to read:** “LETTERS ON STREET NAME SHALL BE SERIES B, 6” UPPER CASE AND 4.5” LOWER CASE. THE SECONDARY DIRECTIONAL INDICATOR, STREET TYPE (AVE., BLVD. ETC) AND BLOCK NUMBERS SHALL BE 3” UPPER CASE. SIGN SHALL HAVE 1/2” RADIUS CORNERS WITH A 1/4” OUTSIDE GREEN BORDER AND A 3/8” INSIDE WHITE BORDER.”

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### P-93

**Note 7**: “FOOTING CONCRETE SHALL BE A MINIMUM 2,000 PSI AT 28 DAYS“ **Revised to read:** “FOOTING CONCRETE SHALL BE A MINIMUM 2,500 PSI AT 28 DAYS”

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### P-94

**Note 7** added: “HYDROSEED BASIN SIDE SLOPES AND TOP AREAS IN ACCORDANCE WITH CALTRANS SPECIFICATION SECTION 21-1.03E AND MAINTAIN EROSION CONTROL MEASURES UNTIL SEEDING IS ESTABLISHED.”

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### P-95

1. **New Standard Drawing**: “INTERSECTION SIGHT TRIANGLES: LOCAL/COLLECTOR/ARTERIAL”

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### DPU – WATER (W Series)

#### W-1

1. **Material Specification, Note “A”**: 1-1/2” meter lid specification: “ARMORCAST A6001969-COF” **Revised to read:** “OLDCASTLE FL30TP AMR MARKED “WATER”

2. **Material Specification, Note “A”**: 2” meter lid specification: “ARMORCAST A6001947T-COF” **Revised to read:** “OLDCASTLE FL36TP AMR MARKED “WATER”

3. **Material Specifications, Note “E”**: “1 ½” OR 2” CAST IRON FLANGE” **Revised to read:** “1-1/2” OR 2” METER FLANGE W/5/8"x3" HH PLATED BOLTS & NUTS”

4. **Material Specifications, Note “F”**: “FLANGED METER SPOOL (SCH 80)...” **Revised to read:** “1-1/2” METER: BADGER M120 W/R120 REGISTER OR APPROVED EQUAL OR 2” METER, BADGER M170 W/R170 REGISTER OR APPROVED EQUAL.

5. **Added**: Material Specifications, **Note “O”**: “TRANSMITTER: GALAXY TR3 OR APPROVED EQUAL.”

#### W-2

1. **Material Specification, Note “A”**: 1-1/2” meter lid specification: “ARMORCAST A6001947T-COF” **Revised to read:** “OLDCASTLE FL16 TP MARKED “WATER”

2. **Material Specifications, Note “D”**: “ 1 ½” SLIP X 1” MALE ADAPTER (SCH. 80)” **Revised to read:** “1-1/2” SLIP X 1” BRASS MALE NPT ADAPTER (SCH. 80)”

3. **Material Specifications, Note “G”**: “ 1 ¾” X 10 ¾” PVC METER SPOOL (SCH 80)” **Revised to read:** “1” METER: BADGER M55 W/R55 REGISTER OR APPROVED EQUAL”

4. **Added**: Material Specifications, **Note “P”**: “TRANSMITTER: GALAXY TR3 OR APPROVED EQUAL.”

#### W-3

1. **Removed** the depiction of rock bedding from drawing.

2. **Removed callout**: “SURROUND BASE WITH 6” OF ¾” CRUSHE GRAVEL.”
3. **Callout:** “WEEP HOLE FOR DRAINAGE” **Revised to read,** “PLUG WEEP HOLE”.
4. **Added callout:** “MAINTAIN 36” CLEAR, MIN.”
5. Consolidated various notes into “NOTES” list.

<table>
<thead>
<tr>
<th>W-4</th>
<th>1. Standard Drawing no longer used.</th>
</tr>
</thead>
<tbody>
<tr>
<td>W-6</td>
<td>1. Standard Drawing no longer used.</td>
</tr>
<tr>
<td>W-7</td>
<td>1. <strong>Added</strong> Tracer Wire and associated callouts.</td>
</tr>
<tr>
<td>W-12</td>
<td>2. <strong>Added callout:</strong> “PROVIDE THRUST RESTRAINT JOINTS PER STD. DWGS. W-31 TO W-32”</td>
</tr>
<tr>
<td>W-13</td>
<td>1. Standard Drawing reflects <strong>significant changes</strong> from previous version, including requirement to install water meter box and above-grade enclosure and various material changes.</td>
</tr>
<tr>
<td></td>
<td>2. <strong>Added callout:</strong> “INSTALL METER BOX AND ANGLE STOP. REF. STD. DWG. W-1 FOR REQUIREMENTS”</td>
</tr>
<tr>
<td></td>
<td>3. <strong>Added callout:</strong> “COMP x COMP 90° ELL, A.Y. MCDONALD “NO LEAD” 74761-22 OR APPROVED EQUAL”</td>
</tr>
<tr>
<td></td>
<td>4. <strong>Callout:</strong> “1” CORPORATON STOP” <strong>Revised to read:</strong> “1” – 2” BRONZE CORPORATION STOP”.</td>
</tr>
</tbody>
</table>
|      | 5. **Callout:** “3/4” BALL VALVE” **Revised to read:** “BRASS BALL VALVE”.
|      | 6. **Callout:** “POLYETHYLENE SERVICE TUBING” **Revised to read:** “TYPE “K” COPPER” |
|      | 7. **Added callout:** “TYPE “K” COPPER (SWEEP)” |
|      | 8. **Added callout:** “OPTIONAL SWEEP” |
|      | 9. **Added callout:** “GALV. STEEL VENT W/DOWN-TURN AIR STRAINER” |
|      | 10. **Modified detail** for concrete pad to include steel reinforcement. |
|      | 11. **Note 2:** “VALVE ASSEMBLY AND METAL HOUSING SHALL BE LOCATED IN MEDIAN ISLANDS, LANDSCAPE AREAS OR OUTSIDE OF SIDEWALK AREA WHERE POSSIBLE” **Revised to read:** “VALMATIC (MODEL 3/4-25VC) VALVE ASSEMBLY AND METAL HOUSING SHALL BE LOCATED IN MEDIAN ISLANDS, LANDSCAPE AREAS OR OUTSIDE OF SIDEWALK AREA WHERE POSSIBLE.” |
|      | 12. **Added Note 3:** “GALVANIZED PIPES SHALL BE WRAPPED IN TWO LAYERS OF 10 MIL TAPE.” |
|      | 13. **Added Note 4:** “PROVIDE 4’ MIN. SIDEWALK CLEARANCE ADJACENT TO AIR-VAC DEVICE FOR ADA” |
| W-14  | 1. Standard Drawing no longer used. |
| W-16  | 1. **Note 2:** “CHECK VALVE TO BE TAPPED AND PLUGGED (FOR INSTALLATION OF BYPASS METER PIPING BY CITY FORCES).” **Revised to read:** “CHECK VALVE TO BE TAPPED TO ACCOMMODATE INSTALLATION OF BYPASS METER PIPING BY CONTRACTOR.” |
|      | 2. **Added inset detail:** “TYPICAL HINGED LID” |
| W-17  | 1. **Material List:**
|      | a. **Item #5**, “3/4” BRASS TEE”, **Removed**
|      | b. **Item #6**, “3/4” BENT NOSE HOSE BIBB”, **Removed**
|      | c. **Item #11**, “3/4” BRASS 90° ELL”, **Quantity changed from one (1) to two (2)**
|      | d. **Item #13** components **renumbered** to 13.1 and 13.2
|      | 2. Bent Hose Bibb removed from drawing, piping Revised accordingly. |
| W-22  | 1. Standard Drawing no longer used. |
| W-23  | 1. **Drawing title:** “FIRE HYDRANT INSTALLATION WITH GUARD POSTS” **Revised to read,** “FIRE HYDRANT INSTALLATION WITH FLEXIBLE POSTS” |
|      | 2. **Steel guard posts** and references to steel guard posts have been **removed and replaced** with flexible posts.
3. **Added callout:** “MAINTAIN 36” CLEAR SPACE AROUND PERIMETER OF HYDRANT FOR OPERATION (POSTS AS SHOWN ARE AN ALLOWED EXCEPTION)”

4. **Note 1,** “THE MAINTENANCE OF THE FIRE HYDRANT PROTECTOR POST SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS’ ASSOCIATION, WITHIN PRIVATE STREETS” **Revised to read:** “THIS STANDARD DRAWING IS APPLICABLE ONLY TO CITY OF FRESNO OWNED AND MAINTAINED FIRE HYDRANTS; PRIVATE HYDRANTS SHALL ADHERE TO PROTECTION CONDITIONS AND RELATED REQUIREMENTS AS SET FORTH BY THE FIRE DEPARTMENT.”

### W-24

1. **Drawing has been Revised in its entirety, as follows:**
   a. Supporting block quantity and materials have been updated.
   b. Additional requirements for stainless steel casing added.
   c. Steel casing schedule added to standard drawing.
   d. Notes have been completely rewritten.

### W-29

1. **Drawing title:** “WATER MAIN BEDDING DETAILS” **Revised to read:** “WATER MAIN TRENCH, BEDDING, AND BACKFILL DETAIL”
2. **Drawing has been revised in its entirety** to reflect current installation standards.

### W-37

1. **The following changes have been made to the drawing:**
   a. **Plan view:** of Fire Hydrant **Revised** to reflect current Fire Hydrant style.
   b. **Moved:** “CONTROL VALVE” to Tee.
   c. **Changed:** “CONTROL VALVE” to “GATE VALVE”
   d. **Added:** “FLANGE X FLANGE” between Control Valve and Tee.
   e. **Changed:** “FLANGE X FLANGE” to “FLANGE X MECHANICAL”
   f. **Added:** Tracer Wire.
   g. **Added callout:** “PLUG WEEP HOLE”
   h. **Added depiction:** Retainer Glands shown throughout drawing to reflect full restraints.
   i. **Added callout:** “MAXIMUM BURY LENGTH NOT TO EXCEED 54” (EXTENSIONS INCLUDED)”.

### W-40

1. **Added Note 5:** “BY-PASS MATERIAL, 2 INCHES AND GREATER, SHALL BE DUCTILE IRON OR C900 PVC. LESS THAN 2 INCHES SHALL BE COPPER.”
2. **Added callout:** “MIN. METER BOX/VAULT SIZE PER TABLE BELOW”.
3. **Table title:** “MINIMUM VAULT SIZE” **Revised to read:** “MINIMUM METER BOX/VAULT SIZE”.
4. Changed dimension text to all capital letters for consistency.

### W-41

1. **Added Note 7:** “BY-PASS MATERIAL, 2 INCHES AND GREATER, SHALL BE DUCTILE IRON OR C900 PVC. LESS THAN 2 INCHES SHALL BE COPPER.”
2. **Added callout:** “MIN. METER BOX/VAULT SIZE PER TABLE BELOW”.
3. **Table title:** “MINIMUM VAULT SIZE” **Revised to read:** “MINIMUM METER BOX/VAULT SIZE”.

### W-42

1. **Drawing title:** “FIRE SERVICE METER SETTING WITH BY-PASS” **Revised to read:** “COMPOUND FM METER SETTING WITH BY-PASS”
2. **Added Note 5:** “BY-PASS MATERIAL, 2 INCHES AND GREATER, SHALL BE DUCTILE IRON OR C900 PVC. LESS THAN 2 INCHES SHALL BE COPPER.”
3. **Added callout:** “MIN. METER BOX/VAULT SIZE PER TABLE BELOW”.
4. **Table title:** “MINIMUM VAULT SIZE” **Revised to read:** “MINIMUM METER BOX/VAULT SIZE”.

### W-43

1. **Modified detail** to reflect the use of flanged connections at the TEE’s and risers.
2. **Added callout:** “TO BE RETURNED TO CONTRACTOR AFTER WATER SYSTEM ACCEPTANCE AND FINAL WET-TIE BY CITY”.
3. **General Notes** bullet list **changed** to numbered. *No technical changes made to Notes.*

### W-44

1. **Revised standard drawing** to reflect an installation that complies with the requirements of standard drawing W-2.
2. **Note 2:** “SAMPLING STATIONS SHALL BE 18” BURY, WITH A 1” MIP INLET AND A 1” FIP DISCHARGE. A ¼” BENT-NOSE SAMPLING BIBB SHALL BE LOCATED BEFORE THE DISCHARGE.”

**Revised to read:** “SAMPLING STATIONS SHALL BE 18” BURY, WITH A 1” FIP DISCHARGE. A ¼” BENT-NOSE SAMPLING BIBB SHALL BE LOCATED BEFORE THE DISCHARGE.”

3. **Callout,** “¾” COPPER X 1” FIP ELBOW”, **Revised to read:** “¾” BRASS X 1” FIP ELBOW”

4. **Callout,** “TYPE “K” SOFT DRAWN COPPER TUBING”, **Revised to read:** “¾” TYPE “K” SOFT DRAWN COPPER TUBING”

5. Drawing Revised as follows: “METER BOX EQUIPMENT VALVE RISER SET” has been replaced.

**W-45**

1. **Legend Note 3:** “THE STATIC WATER LEVEL IS MORE THAN 5’” **Revised to read:** “THE STATIC WATER LEVEL IS MORE THAN 10’”

2. BATCH TABLE **row 3:** “BENTONITE CEMENT GROUT” removed.

3. BATCH TABLE “cement” unit measurement, “sack” **Revised to read:** “sack lbs”

4. BATCH TABLE “cement” quantity changed from “1” (sack) to “94” (sack lbs); applies to rows 1 & 2.

5. BATCH TABLE “sand” quantity changed from “85” to “188” (lbs); applies to row 1.

**DPU – SEWER (S Series)**

**S-1**

1. **Revised** drawing to indicate centerline of riser angle, angle dimension **moved** to centerline.

2. **Added** property line symbols (PL).

3. **Dimension,** “5’ SEE TABLE DIST. “A”, **Revised to read:** “4.5’ MIN. 5.5’ MAX. SEE TABLE DIST. “A”

4. **Dimension,** “3.9’ MAX” **Revised to read:** “3.9’ MIN.”

5. **Dimension,** “6.3’ MIN” **Revised to read:** “6.3’ MAX.”

6. **Callout,** “STREET GEN. LINE” **Revised to read:** “STREET CEN. LINE” (spelling error corrected)

**S-2**

1. **General Note 2,** “MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400 OR RAVEN 405, PRODUCTS OF RLS SOLUTIONS; NEOPOXY 5300 SERIES, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURER’S SPECS. NO SUBSTITUTIONS ARE ACCEPTABLE.” **Revised to read:** “MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400 OR RAVEN 405, PRODUCTS OF RLS SOLUTIONS; NEOPOXY 5304 OR 5305, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURERS SPECS. NO SUBSTITUTIONS ARE ACCEPTABLE.”

2. **Dimension** on cross-section, “O.D. OF PIPE + 16” **Revised to read:** “O.D. OF PIPE + 16” OR 8” MIN. O.D.”

**S-3**

1. **Callout:** “SEE DRAWING S-5B OR *S-5B” **Revised to read:** “SEE DRAWING S-5A OR *S-5B”

2. **NOTE:** “S-5B FOR 27” DIAMETER PIPES” **Revised to read:** “S-5B FOR 27” OR LARGER DIAMETER PIPES”

3. **General Note 1,** “PRECAST RISER SECTIONS, ADJUSTMENT RINGS AND TAPERED SECTIONS SHALL BE IN ACCORDANCE WITH ASTM C-478. ELLIPTICAL SINGLE LINE REINFORCEMENT WILL NOT BE PERMITTED” **Revised to read:** “PRECAST RISER SECTIONS, ADJUSTMENT RINGS & TAPERED SECTIONS SHALL BE CLASS 2 R.C.P. IN ACCORDANCE WITH ASTM C-478. ELLIPTICAL SINGLE LINE REINFORCEMENT WILL NOT BE PERMITTED.

4. **General Note 2,** “THIS STANDARD DRAWING SHALL BE USED FOR SEWER PIPES WITH DIAMETERS OF UP TO 27”” **Revised to read:** “THIS STANDARD DRAWING SHALL BE USED FOR SEWER PIPES WITH DIAMETERS OF UP TO AND INCLUDING 27””

5. **General Note 4,** “MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400 OR RAVEN 405, PRODUCTS OF RLS SOLUTIONS; NEOPOXY 5300 SERIES, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURER’S SPECS. NO SUBSTITUTIONS ARE ACCEPTABLE.” **Revised to read:** “MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400, 405 OR 405FS, PRODUCTS OF RLS SOLUTIONS; NEOPOXY 5304 OR 5305, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX
| S-4 | 1. General Note 1, “PRECAST RISER SECTIONS, ADJUSTMENT RINGS AND TAPERED SECTIONS SHALL BE IN ACCORDANCE WITH ASTM C-478. ELLIPTICAL SINGLE LINE REINFORCEMENT WILL NOT BE PERMITTED” Revised to read: “PRECAST RISER SECTIONS, ADJUSTMENT RINGS & TAPERED SECTIONS SHALL BE CLASS 2 R.C.P. IN ACCORDANCE WITH ASTM C-478. ELLIPTICAL SINGLE LINE REINFORCEMENT WILL NOT BE PERMITTED.
2. General Note 3, “MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400 OR RAVEN 405, PRODUCTS OF RLS SOLUTIONS; NEOPOXY 5300 SERIES, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURER’S SPECS. NO SUBSTITUTIONS ARE ACCEPTABLE.” Revised to read: “MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400 OR RAVEN 405, PRODUCTS OF RLS SOLUTIONS; NEOPOXY 5304 OR 5305, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURER’S SPECS. NO SUBSTITUTIONS ARE ACCEPTABLE.” |
| S-5B | 1. Note 7, “ALL COMPONENTS SHALL BE BLACK COATED”, Revised to read: “ALL COMPONENTS SHALL BE BLACK BITUMINOUS PAINT COATED IN ACCORDANCE WITH ISO 2531”
2. Added detail: “LOCKING MECHANISM”
3. Added locking mechanism installation instructions
4. Added inset detail for hinge debris hole |
| S-8 | 1. Method 2, “EPOXY BONDED SADDLE TEE” Revised to read: “SADDLE WYE OR TEE”; detail and notes changed accordingly.
2. Added Note: “IF MACHINE CORE IS NOT CLEAN CUT (WITHOUT DAMAGE TO THE HOST PIPE) MUST USE METHOD 1 TO INSTALL HOUSE BRANCH”
3. Added callout: “TEE BRANCHES NOT ALLOWED ON SEWER MAINS 6”-8” IN DIAMETER” |
| S-9 | 1. Page title: “HOUSE BRANCH SIZE-APPROVED CONNECTION METHOD” Revised to read: “HOUSE BRANCH SIZE-APPROVED CONNECTION METHOD (METHODS SHOWN ON S-8)”
2. Allowed methods table Revised to include Method 2 for 4” H.B. going to 6” and 8” sewer mains.
3. Note 3: “HOUSE BRANCH CONNECTIONS WITH AN APPROVED SADDLE TO EXISTING SEWER MAINS 10 INCHES AND LARGER BY OTHER THAN A MACHINE CORE SHALL NOT BE ALLOWED” Revised to read: “HOUSE BRANCH CONNECTIONS WITH AN APPROVED SADDLE TO EXISTING SEWER MAINS INSTALLED BY ANY OTHER METHOD THAN A MACHINE CORE SHALL NOT BE ALLOWED.”
4. Added Note 6: “ALL NEW HOUSE BRANCHES AND SERVICE LATERALS MUST BE INSTALLED GREATER THAN 5’-0” FROM OUTSIDE EDGE OF MANHOLE AND MUST BE BETWEEN TWO ACCESS STRUCTURES (I.E. MANHOLE, LAMPHOLE)” |
| S-10 | 1. Added callouts and updated hatching for “Paved” and “Unpaved” surface conditions.
2. Minor edits to detail and callouts for clarity. |
### E-1
1. **Note #1 revised** to include year of issuance for Caltrans Specifications applicable to detail (1997).
2. **Updated pull box** to include crushed rock sump base material. Pull box revised to match STD. DWG. E-4A.
3. **Callout:** “ORIENTATE PEC TO THE NORTH”, **Revised to read:** “ORIENT PEC TO THE NORTH”
4. **Callout:** “WELD HAND HOLE COVER AFTER INSPECTION” **Revised to read:** “WELD STEEL HAND-HOLE COVER AROUND FULL PERIMETER AFTER INSPECTION”.
5. **Callout:** “TYPE "NM" CONDUIT, REFER TO TABLE ON STD. DWG. E-27 FOR MORE INFORMATION” **Revised to read:** “TYPE "NM" CONDUIT, REFER TO TABLE ON STD. DWG. E-27 FOR DETAIL AND MORE INFORMATION”.
6. **Callout:** “CONDUIT PER 23-3.11 AND STD. DWG. E-6” **Revised to read:** “CONDUIT PER SPEC. SECTION 23-3.11”.
7. **Callout:** “FUSE INSTALLED IN LUMINAIRE PER SPEC. SECTION 3.12” **Revised to read:** “FUSE INSTALLED IN LUMINAIRE PER SPEC. SECTION 1.23”.
8. **Callout:** “TWO (2) #10 STRANDED COPPER CONDUCTORS (THHN) TO FIXTURE.” **Revised to read:** “TWO (2) #10 STRANDED COPPER CONDUCTORS (THHN) TO FIXTURE. REF. STD. DET. E-5”.
9. **Dimension** for luminaire arm length: “12’” **Revised to read:** “SEE LMA CHART”
10. **Added** LMA chart for required luminaire arm lengths.
11. Numbered existing notes, no changes made to existing requirements.

### E-2
1. **Drawing sub-title:** “DIRECT BURY WITH NO BASE”, **Revised to read:** “EMBEDDED POLE WITH NO FOUNDATION”.
2. **Callout:** “ORIENTATE PEC TO THE NORTH”, **Revised to read:** “ORIENT PEC TO THE NORTH”
3. **Callout:** “WELD HAND HOLE COVER AFTER INSPECTION”, **Revised to read:** “WELD HAND HOLE COVER AROUND FULL PERIMETER AFTER INSPECTION”.
4. **Added** pull box to drawing detail inset
5. Numbered existing notes with no technical changes made.
6. **Note 6:** “A PULL BOX WILL BE REQUIRED WHEREVER CONDUIT CHANGES DIRECTION AND WHERE MULTIPLE LIGHTS ARE INSTALLED ON A SINGLE SERVICE. PULLBOX SPACING SHALL NOT EXCEED 200’. (SEE P.W. STD. E-4)”, **Revised to read:** “A PULL BOX WILL BE REQUIRED WHEREVER CONDUIT CHANGES DIRECTION AND WHERE MULTIPLE LIGHTS ARE INSTALLED ON A SINGLE SERVICE. PULLBOX SPACING SHALL NOT EXCEED 200’. SEE STD. DWG’S E-4A THROUGH E-4C.”
7. **Added Note 7:** “THREE #6 COPPER CONDUCTORS (THHN) #8 WIRE MAY BE USED ON SINGLE POLE INSTALLATIONS”
8. **Callout:** “TWO (2) #10 STRANDED COPPER CONDUCTORS (THHN) TO FIXTURE.” **Revised to read:** “TWO (2) #10 STRANDED COPPER CONDUCTORS (THHN) TO FIXTURE. REF. STD. DET. E-5.”

### E-3
1. **Drawing title modified** to include: “TEMPORARY USE ONLY”.
2. **GENERAL NOTES** renamed: “NOTES”. Individual notes were numbered but with no technical changes made.
3. **Callout for Item 5:** “CONNECTOR SINGLE LIGHT “A” MULTIPLE LIGHTS “B”, **Revised to read:** “CONNECTOR SINGLE LIGHT “A””

### E-4A
1. **Updated pull box** and hatch for crushed rock sump.
2. **Added** required thickness to pull box grout.
3. **Added** grouted conduit cutouts.

### E-4B
1. **Added** required thickness to pull box grout.
2. Changed “DIRT” to “NON-CONCRETE” to identify a pull box which is not located in concrete sidewalk.
3. **Added** grouted conduit cutouts.
4. **Added** footnote to General Notes: “SPLICES MUST BE APPROVED BY TSSL”

### E-4C
1. **Drawing title revised** to specify: “LOCAL STREETS ONLY (RESIDENTIAL)”
2. Added required thickness to pull box grout.
3. Added Approved Locking Lid per Section 23-1.10 of City Specifications.
4. **Note 6**: “FUSE AT POINT OF SERVICE SHALL BE 60A IF #6 CONDUCTOR AND 40A IF #8 CONDUCTOR AND SHALL HAVE A TRON HEJ TYPE FUSE HOLDER (SINGLE POLE). INSULATE WIRE CONNECTION SAME AS SPLICES (23-3.12).” **Revised to read**: “FUSE AT POINT OF SERVICE SHALL BE 60A FOR #6 CONDUCTOR AND SHALL HAVE A TRON HEJ TYPE FUSE HOLDER (SINGLE POLE). INSULATE WIRE CONNECTION SAME AS SPLICES (23-3.12).”

| E-5 | 1. Edits made to wiring diagram to show splices at hand hole.  
2. Note was numbered.  
3. **Note 1**: “WITH EXCEPTION OF BONDING JUMPERS, NO SPLICES WILL BE ALLOWED IN PULL BOXES” **Revised to read**: “WITH EXCEPTION OF BONDING JUMPERS, NO SPLICES WILL BE ALLOWED IN PULL BOXES WITHOUT PRIOR APPROVAL AND THE INSTALLATION OF AN APPROVED LOCKING LID PER SECTION 23-1.10 OF CITY SPECIFICATIONS”.

| E-6 | 1. **Amended Note 1** to include: “CONDUIT NOT PLACED UNDERNEATH CONCRETE SIDEWALK OR UNDERNEATH ROADWAYS SHALL BE GRC ENCASED IN A MINIMUM 4” WIDE TWO SACK CONCRETE SLURRY MIX.”  
2. **Added Note 5**: “STREETS LIGHTS ON MAJOR STREETS SHALL BE FED FROM A SERVICE PEDESTAL WITH A MASTER PHOTO CONTROL AS DETAIL SECTION 3-3.17 OF THE CITY SPECIFICATIONS AND STD. DWG’S. E-15, E-18, OR AS APPROVED BY CITY ENGINEER.”

| E-7 | 1. Drawing renumbered to E-7A. See E-7A for description of technical changes.

| E-7A | 1. **Drawing title**: “STREETLIGHT-PLACEMENT DIVIDED ARTERIAL STREETS” **Revised to read**: “STREETLIGHT-PLACEMENT MAJOR STREETS”  
2. Updated web address for City of Fresno standard drawings.  
3. Updated to show independent street light systems on each side with 165’ spacing on major streets.

| E-7B | 1. **New Standard Drawing**: “STREETLIGHT–PLACEMENT MAJOR/LOCAL INTERSECTION”.

| E-8 | 1. **Drawing title**: “STREETLIGHT – PLACEMENT COLLECTOR STREETS” **Revised to read**: “STREETLIGHT-PLACEMENT SIGNALIZED INTERSECTIONS”.

| E-9 | 1. Drawing renumbered to E-9A. See E-9A for description of technical changes.

| E-9A | 1. Updated web address for City of Fresno standard drawings.  
2. Updated streetlight spacing on Local/Major streets.  
3. Updated streetlight spacing on Local streets.

| E-9B | 1. **New Standard Drawing**: “STREETLIGHT-PLACEMENT LOCAL INTERSECTIONS”

| E-10 | 1. **Updated** Expressway/Arterial luminaire **spacing** for LED streetlight design.

| E-11 | 1. **Changed** certain **dimensions**, added notes and designations for LED streetlight design.

| E-12 | 1. Standard Drawing no longer used.

| E-13 | 1. Updated bike loop symbol.  
2. **Note 2**: “ALL NEW LOOPS SHALL BE TESTED AND DOCUMENTED ON SHEET PROVIDED IN THE SECTION 23-2, TESTING SHALL BE TO CALTRANS STATE STANDARD PLANS.” **Revised to read**: “ALL NEW LOOPS SHALL BE TESTED AND DOCUMENTED ON SHEET PROVIDED IN SECTION 23-2; TESTING SHALL BE PER CALTRANS STANDARD SPECIFICATIONS.”

| E-14 | 1. **Note 1**: “CIRCULAR DETECTION SHALL BE DETERMINED BY THE CONDITION OF EXISTING PAVEMENT AND SHALL HAVE THE APPROVAL OF THE CITY TRAFFIC ENGINEER. CIRCULAR LOOP SAWCUTS SHALL BE PER CALTRANS ES-5B, LOOP SEALANT SHALL BE CALTRANS APPROVED ELASTOMERIC SEALANT OR HOT MELT RUBBERIZED ASPHALT SEALANT.” **Revised to read**: “PAVEMENT SHALL BE DEEMED SUITABLE FOR INSTALLATION OF LOOP(S) BY CITY TRAFFIC
ENGINEER. IF DEEMED NO SUITABLE, PROJECT SHALL GRIND AND OVERLAY AND/OR RECONSTRUCT PAVEMENT AS DETERMINED BY CITY TRAFFIC ENGINEER.”

2. Added detector loop winding detail, revised legend to include references to detail.

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| E-15 | 1. Wiring schematic revised to reflect design of current manufacturer.  
2. Switch amperage requirements updated |
|   |   |
| E-21 | 1. Clarified lock jaw lid note #32 |
| E-22 | 1. Removed hand hole from pole. |
| E-24 | 1. Added pull box in front of service pedestal. |
| E-28 | 1. Standard Drawing no longer used. |
| E-30 | 1. Added Note 4: “MATCHING BASE BOLT COVERS SHALL BE INSTALLED”. |
| E-31 | 1. Removed Note 2.  
2. Existing Notes 3 and 4 renumbered to 2 and 3.  
3. Added Note 4: “MATCHING BASE BOLT COVERS SHALL BE INSTALLED”. |
| E-32 | 1. Removed Note 2.  
2. Existing Notes 3 and 4 renumbered to 2 and 3.  
3. Added Note 4: “MATCHING BASE BOLT COVERS SHALL BE INSTALLED”. |
| E-33 | 1. Removed Note 2.  
2. Existing Notes 3 and 4 renumbered to 2 and 3.  
3. Added Note 4: “MATCHING BASE BOLT COVERS SHALL BE INSTALLED”. |
| E-34A | 1. Minor revisions to lower input panel diagram and Opticom Field Wire detail. |
| E-34C | 1. Minor revisions to input lower panel diagram. |
| E-34D | 1. NEW Standard Drawing: “HAWK Cabinet Wiring Diagram – NORTH/SOUTH” |
| E-34E | 1. NEW Standard Drawing: “HAWK Cabinet Wiring Diagram – EAST/WEST” |
| E-37 | 1. Added Anchor Bolt detail and notes, updated dimensions. |

**DPW – INTELLIGENT TRANSPORTATION SYETEM (ITS Series)**

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| ITS-1 | 1. Removed: “RADAR DETECTOR” from drawing and legend.  
3. Removed callout: “4-1½” HDPE ITS CONDUIT” from drawing.  
4. Removed linework for 1-½” conduit related to #3, above. |
| ITS-3 | 1. Added callout: “SEE NOTE 11”  
2. Added conduit and callout for 1-1/2” RGC between Traffic Signal Service Cabinet and PG&E No. 2 Service box.  
3. Legend: ”ITS CONDUIT” Revised to read: "ITS CONDUIT, HDPE CONDUIT”  
4. Legend: “TRAFFIC SIGNAL CONDUITS” Revised to read: “TRAFFIC SIGNAL CONDUITS, RIGID GALVANIZED CONDUIT (RGC)”  
5. Note 2: “ITS INTERSECTION COMMUNICATION CABINET PER CURRENT CITY OF FRESNO QUALIFIED PRODUCT LIST (QPL)” Revised to read: “ITS INTERSECTION COMMUNICATIONS CABINET, SEE STD PLAN ITS-20A” |
6. **Added Note 11**: “INSTALL 1-1/2” RIGID CONDUIT”

### ITS-3A

1. **Added callout**: “SEE NOTE 12”
2. **Added callout**: “2” RGC”
3. **Removed**: Communications Cabinet from drawing.
4. **Removed**: ITS conduit from between 6(E) pullbox and Communication Cabinet.
5. **Rerouted**: ITS conduits connecting 4’x7’ ITS Vault to Communications Cabinet now connect the ITS Vault to the HUB.
6. HUB is now dimensioned relative to Traffic Signal Service Cabinet, not Communications Cabinet.
7. **Added conduit** and callout for 1-1/2” RGC between Traffic Signal Service Cabinet and PG&E No. 2 Service box.
8. **Legend**: “TRAFFIC SIGNAL CONDUITS” **Revised to read**: “TRAFFIC SIGNAL CONDUITS, RIGID GALVANIZED CONDUIT (RGC)”
9. **Note 2**: “ITS INTERSECTION COMMUNICATION CABINET PER CURRENT CITY OF FRESNO QUALIFIED PRODUCT LIST. (QPL)” **Revised to read**: “ALL REQUIRED COMMUNICATION EQUIPMENT ASSEMBLIES SPECIFIED ON ITS-21B SHALL BE INSTALLED INSIDE HUB CABINET AS DIRECTED BY ENGINEER.”
10. **Added Note 12**: "INSTALL 1-1/2" RIGID CONDUIT"

### ITS-4

1. Conduit Color Codes: "4. YELLOW" **Revised to read**: "4. ORANGE W/YELLOW STRIPE"
2. Minor drafting edits and text changes for clarity.

### ITS-5

1. Conduit Color Codes: "4. YELLOW" **Revised to read**: "4. ORANGE W/YELLOW STRIPE"

### ITS-12

1. **Added Note 3**: “ALL CONDUITS INSTALLED SHALL BE LABELED WITH DIRECTION BRASS TAG DIRECTLY ABOVE CONDUITS. EXAMPLE: N (DIRECTION) TO IXXXX (NEXT VAULT ID NUMBER)”
2. **Callout**: “VAULT LID SHALL BE FLUSH WITH SIDEWALK OR BE SET TO FUTURE SIDEWALK GRADE @ 1/4” PER FOOT ABOVE TOP OF CURB” **Revised to read**: “VAULT LID SHALL BE FLUSH WITH SIDEWALK OR SET TO FUTURE SIDEWALK GRADE, SLOPE NOT TO EXCEED 1/4” PER FOOT, AND ABOVE TOP OF CURB”.
3. **Added callout**: “BRASS TAG, VAULT I.D. NUMBER, IXXXX”
4. **Added callout**: “NAMEPLATE MARKED “ITS COMMUNICATION””

### ITS-14

1. **Added Note 3**: “ALL CONDUITS INSTALLED SHALL BE LABELED WITH DIRECTION BRASS TAG DIRECTLY ABOVE CONDUITS. EXAMPLE: N (DIRECTION) TO IXXXX (NEXT VAULT ID NUMBER)”
2. **Callout**: “VAULT LID SHALL BE FLUSH WITH SIDEWALK OR BE SET TO FUTURE SIDEWALK GRADE @ 1/4” PER FOOT ABOVE TOP OF CURB” **Revised to read**: “VAULT LID SHALL BE FLUSH WITH SIDEWALK OR SET TO FUTURE SIDEWALK GRADE, SLOPE NOT TO EXCEED 1/4” PER FOOT, AND ABOVE TOP OF CURB”.
3. **Added callout**: “BRASS TAG, VAULT I.D. NUMBER, IXXXX”
4. **Added callout**: “NAMEPLATE MARKED “ITS COMMUNICATION””

### ITS-15

1. Standard Drawing no longer used.

### ITS-16

1. Standard Drawing no longer used.

### ITS-17

1. Standard Drawing no longer used.

### ITS-20

1. Standard Drawing no longer used.

### ITS-21

1. Standard Drawing no longer used.

### ITS-21B

1. **Callout**: “12 COUNT SC PANEL” **Revised to read**: “12 COUNT LC SMFO SPLICE CASSETTE”
2. **Added Callout**: “CAMERA POE INJECTOR”
3. **Added Callout**: “WIRELESS ACCESS POINT POE INJECTOR”
4. **Callout**: “IP POWER STRIP CORD” **Revised to read**: “POWER STRIP POWER CORD”
5. **Drawing Revised** to include depiction of 2 DIN rail mounted switch power supplies
6. **Removed callout**: “BACK OF IP POWER STRIP”
7. **Added Callout**: “RACK MOUNT DIN RAIL ASSEMBLY”
8. **Callout:** “12-COUNT FIBER OPTIC CABLE, -10' SLACK”  
   **Revised to read:** “12-COUNT FIBER OPTIC CABLE TERMINATED TO SPLICE CASSETTE -10' SLACK”

9. **Callout:** “POWER RECEPTACLE FOR IP POWER STRIP ONLY”  
   **Revised to read:** “POWER RECEPTACLE FOR POWER STRIP ONLY”

10. **Added Callout:** “VELCRO WRAP ALL EQUIPMENT TO SHELVES”

11. **Callout:** “19” SHELF, 10” DEEP”  
    **Revised to read:** “19” VENTILATED SHELVES, 10” DEEP”

12. **Callout:** “IP POWER STRIP”  
    **Revised to read:** “SURGE PROTECTED POWER STRIP”

13. **Callout:** “FIBER OPTIC JUMPER”  
    **Revised to read:** “3 METER LC TO LC FIBER OPTIC JUMPER”

14. **Drawing Revised** to include depiction of DIN rail mounted network switch

15. **Callout:** “SFP WITH LC TO SC FIBER PATCH”  
    **Revised to read:** “HARDENED 1 GIG SFP”

16. **Callout:** “DUCT PLUGS AND BELL ENDS TO CITY REQUIREMENTS”  
    **Revised to read:** “BELL ENDS AND DUCT PLUGS ON ALL HDPE CONDUIT TO CITY REQUIREMENT”

17. **Note:** “MINIMUM 4" VERTICAL SPACING BETWEEN EQUIPMENT.”  
    **Revised to read:** “MINIMUM 4" VERTICAL SPACING ABOVE 19" SHELF”

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**ITS-27A**

1. **Added Note 5:** “CONTRACTOR MAY UTILIZE YELLOW WIRE AS A PULL TAPE TO BRING CAT 5e CABLE INTO PROPOSED WIRELESS EQUIPMENT (NOTE: YELLOW WIRE TO RE-INSTALL BACK IN GOOD CONDITION). CONTRACTOR SHALL COORDINATE HIS SCHEDULE WITH CITY TSSL TO PLACE SIGNAL IN TEMPORARY FLASHING PRIOR TO INSTALLATION.”

2. **Added Note 6:** “POLE HANDHOLE SHALL BE WELDED IN PLACE AFTER ALL PROPOSED WORK IS COMPLETED AND INSPECTED ON SIGNAL POLE. CONTRACTOR SHALL PROTECT CONDUCTORS FROM DAMAGE DURING WELDING.”

3. **Added callout:** “SEE NOTE 6”

4. **Callout:** “OUTDOOR SHIELDED CAT 5e CABLE, MAX RUN LENGTH = 300’.”  
   **Revised to read:** “OUTDOOR SHIELDED CAT 5e CABLE, MAX RUN LENGTH = 300’. SEE NOTE 5.”

5. **Removed callout:** “CONTRACTOR MAY DRILL MAX 7/8” ACCESS HOLS. FILL WITH WEATHERPROOF KNOCKOUT SEAL.”

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**ITS-27B**

1. **Added callout:** “2’ TYP”

2. **Callout:** “16”-LONG, 1.5" DIAMETER ALUMINUM PIPE”  
   **Revised to read:** “8"-LONG, 1.5" DIAMETER ALUMINUM PIPE”

3. **Callout:** “4’ ANTENNA CABLE (TYP)”  
   **Revised to read:** “2-4’ ANTENNA CABLES, SEE NOTE 5”

4. **Callout:** “8”-LONG, 1.5" DIAMETER ALUMINUM PIPE”  
   **Revised to read:** “16"-LONG, 1.5" DIAMETER ALUMINUM PIPE”

5. **Added callout:** “DRIP LOOP”

6. **Antenna 1 drawing revised** to depict integrated antenna with wireless access point

7. **Removed callout:** “ANTENNA 1 (BACK)”

8. **Callout:** “WIRELESS ACCESS POINT”  
   **Revised to read:** “WIRELESS ACCESS POINT ANTENNA 1 BACK”

9. **Callout:** “MINI ASTRO-BRAC OR APPROVED EQUAL WITH ELBOW”  
   **Revised to read:** “MINI ASTRO-BRAC OR APPROVED EQUAL WITH NO ELBOW”

10. **Added callout:** “CAT5e DRIP LOOP”

11. **Added callout:** “ANTENNA 2”

12. **Added callout:** “8”-LONG, 1.5" DIAMETER ALUMINUM PIPE”

13. **Callout:** “2’ ANTENNA CABLE (TYP)”  
    **Revised to read:** “2-4’ ANTENNA CABLES (TYP)”

14. **Callout:** “WIRELESS ACCESS POINT”  
    **Revised to read:** “WIRELESS ACCESS POINT ANTENNA 1”

15. **Callout:** “MINI ASTRO-BRAC OR APPROVED EQUAL WITH ELBOW”  
    **Revised to read:** “MINI ASTRO-BRAC OR APPROVED EQUAL”

16. **Note 2:** “ANTENNA 2 MOUNTING IS SIMILAR TO THAT SHOWN IN THE CROSS SECTION ABOVE, BUT NO HOLES ARE DRILLED IN THE MAST ARM, AN 8"-LONG ALUMINUM PIPE IS USED, AND ACCESS POINT IS NOT INSTALLED, AND THE MINI ASTRO-BRAC IS INSTALLED ON TOP OF THE MAST ARM WITH NO ELBOW.”  
    **Revised to read:** “ANTENNA 2 MOUNTING IS SIMILAR TO THAT SHOWN IN THE CROSS SECTION ABOVE, BUT NO HOLES ARE DRILLED IN THE MAST ARM, A 16"-LONG ALUMINUM PIPE IS USED, AN ACCESS POINT IS NOT INSTALLED.”
17. **Note 4**: “ANTENNA 2 WILL BE MOUNTED IN THE SAME DIRECTION AS ANTENNA 1 WHEN IT IS THE LAST ACCESS POINT IN RUN.” **Revised to read**: “ANTENNA 1 AND ANTENNA 2 SHALL HAVE A MINIMUM 2’ OF SEPARATION.”

18. **Added Note 5**: “SECURELY STRAP ANTENNA CABLE TO MAST ARM WITH STAINLESS STEEL NYLON COATED STRAPS (FOLLOW NEC STANDARD FOR SPACING.”

19. **Added Note 6**: “ALL ELECTRICAL CONNECTIONS SHALL CONFORM TO MANUFACTURER REQUIREMENTS TO ENSURE WEATHER PROOF CONNECTIONS.”

### ITS-28B

1. **Callout**: “WIRELESS RADIO PER SPECIFICATION” **Revised to read**: “WIRELESS RADIO ANTENNA 1 PER SPECIFICATION (SEE NOTE 1)”
2. **Antenna 1 drawing revised** to depict integrated antenna with wireless access point
3. **Removed callout**: “ANTENNA 1 PER SPECIFICATION (SEE NOTE 1)”
4. **Added callout**: “OUTDOOR RATED SHIELDED CATSE CABLE”
5. **Callout**: “12 AWG POWER TO TESCO” **Revised to read**: “12 AWG POWER TO TESCO SEE NOTE 5”
6. **Removed callout**: “SEE NOTE 5”
7. **Added Note 7**: “POLE HANDHOLE SHALL BE WELDED IN PLACE AFTER ALL PROPOSED WORK IS COMPLETED AND INSPECTED ON STREET LIGHT POLE. CONTRACTOR SHALL PROTECT CONDUCTORS FROM DAMAGE DURING WELDING.”

### DPW – ASSOCIATED PLANS INDEX (API Series)

#### API-5

1. **Callout**: “HANDICAP RAMP (TYPICAL)” **Revised to read**: “ACCESSIBLE RAMP (TYPICAL)”
2. **Changed the phrase**: “ST’D” to “STD.”, multiple occurrences.

#### API-6

1. **Note 2**: “...STANDARD DRAWING P-4” **Revised to read**: “...STANDARD DRAWING API-4”

#### API-7

1. **Note 2**: “...STANDARD DRAWING P-4” **Revised to read**: “...STANDARD DRAWING API-4”
2. **Added callout**: “GRADED DIRT SHOULDER (SEE DETAIL API-4) MATERIAL OTHER THAN ORIGINAL SOIL SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR.”

#### API-8

1. **Notes 1 & 3**: “...STANDARD DRAWING P-48” **Revised to read**: “...STANDARD DRAWING API-4”
2. **Callout**: “GRADED DIRT SHOULDER (SEE DETAIL P-48...” **Revised to read**: “GRADED DIRT SHOULDER (SEE DETAIL API-4...”

#### API-9

1. **Note 3**: “...STANDARD DRAWING P-48” **Revised to read**: “...STANDARD DRAWING API-4”
2. **Callout**: “GRADED DIRT SHOULDER (SEE DETAIL P-48...” **Revised to read**: “GRADED DIRT SHOULDER (SEE DETAIL API-4...”

#### API-10

1. **New Standard Drawing**: “DOWNTOWN CONCRETE SIDEWALK AESTHETIC TREATMENT - SIDEWALK PATTERN”

#### API-11

1. **New Standard Drawing**: “DOWNTOWN CONCRETE SIDEWALK AESTHETIC TREATMENT”

### DPU – RECYCLED WATER (RW Series)

#### RW-1

1. **Note 1**: “RECYCLED WATER PIPELINES SHALL BE COLORED PURPLE (PANTONE 512) AND INTEGRALLY STAMPED “RECYCLED WATER - DO NOT DRINK” ON OPPOSITE SIDES OF THE PIPE. ALTERNATIVELY, NON-PVC RECYCLED WATER PIPELINES MAY BE MARKED WITH LETTERING ON PURPLE MARKING TAPE BEARING THE CONTINUOUS WORDING "RECYCLED WATER-DO NOT DRINK". THE MARKING TAPE SHALL BE A MINIMUM OF SIX INCHES WIDE AND SHALL BE SECURELY ATTACHED DIRECTLY TO THE TOP OF THE PIPELINE EVERY FIVE FEET.” **Revised to read**: “RECYCLED WATER PIPELINES SHALL BE COLORED PURPLE (PANTONE 512) AND INTEGRALLY STAMPED “RECYCLED WATER - DO NOT DRINK" ON OPPOSITE SIDES OF THE PIPE. ALTERNATIVELY, NON-PVC RECYCLED WATER PIPELINES SHALL BE MARKED WITH LETTERING ON PURPLE MARKING TAPE BEARING THE CONTINUOUS WORDING "RECYCLED WATER-DO NOT DRINK". THE MARKING TAPE SHALL BE A MINIMUM OF SIX INCHES WIDE AND SHALL BE SECURELY ATTACHED 12” ABOVE THE TOP OF THE PIPELINE.”
| RW-6 | 1. **Drawing name:** “4” RECYCLED WATER SERVICE” **Revised to read:** “4”, 6”, 8” RECYCLED WATER SERVICE”.  
2. **Callout:** “METER BOX WITH ARMORCAST LID WITH CAST IRON READING DOOR; LID SHALL BE PURPLE (PANTONE 512) AND MARKED WITH THE WORDS “RECYCLED WATER” **Revised to read:** “ARMORCAST POLYMER CONCRETE BOX, A6001460PCX36 AND ARMORCAST LID, A6001456TAPUR-COF; LID SHALL BE PURPLE (PANTONE 512) AND MARKED WITH THE WORDS "RECYCLED WATER"”  
3. **Drawing Revised:** layout of pipes and fittings altered to remove elevation changes and elbows and associated dimensions removed.  
4. **Drawing Revised:** gate valve relocated to behind the meter.  
5. **Removed callout:** “4” PURPLE PVC PIPE”.  
6. **Callout:** “PVC OR DUCTILE PIPE CONTINUOUSLY WRAPPED WITH PURPLE TAPE” **Revised to read:** “2” x REQUIRED LENGTH GALVANIZED STEEL PIPE, CONTINUOUSLY WRAPPED WITH APPROVED PURPLE RECYCLED WATER MARKING TAPE”  
7. **Added callout:** “TRACER WIRE WITH 1’ COIL PER STANDARD SPEC. 22-3.3” **Revised to read:** “TRACER WIRE CONNECTION TO BE PROTECTED AND Soldered PER STD. SPEC. 34-3.3”  
8. **Added dimension:** “30”’”from top of meter box lid to top of pipe  
9. **Added Note 7:** “FOR 4” RECYCLED WATER SERVICE, METER SPOOL LENGTH SHALL BE 13 ¾”  
10. **Added Note 8:** “FOR 6” RECYCLED WATER SERVICE, METER SPOOL LENGTH SHALL BE 17 ¾”  
11. **Added Note 9:** “FOR 8” RECYCLED WATER SERVICE, METER SPOOL LENGTH SHALL BE 24”  
12. **Added Note 10:** “METERS DEEPER THAN 30 INCHES TO TOP OF PIPE MUST BE RAISED TO 30 INCHES”  
13. **Added Note 11:** “WHEN CURB EXISTS, SET METER BOX 2” TO 6” FROM BACK OF CURB” |
| RW-7 | 1. **Callout:** “PURPLE (PANTONE 512) CHRISTY METER BOX WITH LID (17” X 30”) AND MARKED WITH THE WORDS “RECYCLED WATER”’” **Revised to read:** “PURPLE (PANTONE 512) CHRISTY B-36 OR APPROVED EQUAL CONCRETE BOX, STEEL LID AND RECYCLED WATER NAME PLATE PER STANDARD DRAWING RW-16”  
2. **Callout:** “2” x REQUIRED LENGTH GALVANIZED STEEL PIPE TYPE “K” RIGID OR SOFT, CONTINUOUSLY WRAPPED WITH APPROVED PURPLE RECYCLED WATER MARKING TAPE” **Revised to read:** “2” x REQUIRED LENGTH GALVANIZED STEEL PIPE, CONTINUOUSLY WRAPPED WITH APPROVED PURPLE RECYCLED WATER MARKING TAPE”  
3. **Callout:** “TRACER WIRE WITH 1’ COIL PER STANDARD SPEC. 22-3.3” **Revised to read:** “TRACER WIRE WITH 1’ COIL PER STANDARD SPEC. 34-3.3”  
4. **Note 3:** “RESTRAIN ALL JOINTS PER SITY STANDARD SPECIFICATIONS SECTION 21-15.5” **Revised to read:** “RESTRAIN ALL JOINTS PER SITY STANDARD SPECIFICATIONS SECTION 33-14.5” |
| RW-8 | 1. **Drawing split and renamed:** “RW-8A” and “RW-8B”. Technical changes shown for RW-8A, below, apply to both. |
| RW-8A | 1. **Drawing title:** “RECYCLED WATER BLOW-OFF ASSEMBLY” **Revised to read:** “RECYCLED WATER BLOW-OFF ASSEMBLY (PVC OR DUCTILE IRON MAIN)”  
2. **Callout:** “2-1/2” STANDARD MALE FIRE HOSE THREADED CONNECTION WITH CAP & RECYCLED WATER IDENTIFICATION TAG PER STANDARD DRAWING RW-18” **Revised to read:** “4” STANDARD IRON PIPE THREAD W/PLUG”.  
3. **Drawing Revised:** Blow-off connection to main changed from 45” ELL to 90” ELL at bottom of pipe.  
4. **Note 4:** “RESTRAIN ALL JOINTS PER SITY STANDARD SPECIFICATIONS SECTION 21-15.5” **Revised to read:** “RESTRAIN ALL JOINTS PER SITY STANDARD SPECIFICATIONS SECTION 33-14.5”  
5. **Callout:** “TRACER WIRE CONNECTION TO BE SOLDERED PER STD. SPEC. 34-3.3” **Revised to read:** “TRACER WIRE CONNECTION TO BE PROTECTED AND SOLDERED PER STD. SPEC. 34-3.3”
6. Tracer wire relocated to inside the riser barrel.

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<td>RW-9</td>
<td>1. Drawing title: “RECYCLED WATER 1” OR 2&quot; AIR RELEASE/VACUUM BREAKER STATION” Revised to read, “RECYCLED WATER 1” OR 2' AIR RELEASE/VACUUM BREAKER ASSEMBLY”</td>
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<td>2. Callout(s), “1” OR 2’ COPPER 90° ELBOW, LONG RADIUS, 95-5 SOLDER JOINTS, 0-300 PSI” Revised to read: “1” OR 2’ COPPER 90° ELBOW, LONG RADIUS, 95-5 PACK JOINT CONNECTIONS FOR (CTS) TUBING, 0-300 PSI”</td>
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<td>3. Callout, “1” OR 2’ COPPER COUPLING WITH STOPS, 95-5 COPPER SOLDER JOINTS, 0-300 PSI” Revised to read: “1” OR 2’ COPPER COUPLING WITH STOPS, 95-5 PACK JOINT CONNECTIONS FOR (CTS) TUBING, 0-300 PSI”</td>
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<td>4. Callout, “1” OR 2” COPPER ADAPTER, SOLDER JOINT BY MALE IPT, 0-300 PSI” Revised to read: “1” OR 2’ COPPER ADAPTER, PACK JOINT CONNECTIONS FOR (CTS) TUBING, 0-300 PSI”</td>
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<td>5. Callout, “TRACER WIRE WITH 1’ COIL, PER STANDARD SPEC. 22-3.3” Revised to read: “TRACER WIRE WITH 1’ COIL PER STANDARD SPEC. 34-3.3”</td>
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<td>7. Callout added: “RECYCLED WATER BOX, LID, &amp; RISER PER STANDARD DRAWING RW-2”</td>
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<td>10. Removed dimension: “2’ MIN” (located between saddle tap and copper coupling)</td>
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<td>11. Added dimension: “2’ MAX” (located between water valve and air/vac valve)</td>
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<td>12. Note 3: “RESTRAIN ALL JOINTS PER SITY STANDARD SPECIFICATIONS SECTION 21-15.5” Revised to read, “RESTRAIN ALL JOINTS PER SITY STANDARD SPECIFICATIONS SECTION 33-14.5”</td>
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<td>13. Tracer wire relocated to inside the riser barrel.</td>
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| RW-10 | 1. Drawing title: “RECYCLED WATER 4” AIR RELEASE/VACUUM BREAKER STATION” Revised to read, “RECYCLED WATER 4” AIR RELEASE/VACUUM BREAKER ASSEMBLY” |
|       | 2. Callout: “AIR/VAC ENCOLSURE (To be specified)” Revised to read, “AIR/VAC ENCOLSURE PER STANDARD DRAWING RW-26” |
|       | 3. Callout, “TRACER WIRE WITH 1’ COIL, PER STANDARD SPEC. 22-3.3” Revised to read: “TRACER WIRE WITH 1’ COIL PER STANDARD SPEC. 34-3.3” |
|       | 4. Tracer wire relocated to inside the riser barrel. |

| RW-11 | 1. Standard is no longer used. |

| RW-12 | 1. Revised dimensions on “RECYCLED WATER CROSSING SEWER MAINS” detail. |

| RW-24 | 1. Note 6 renumbered to Note 7 |
|       | 2. Note 5 renumbered to Note 6 |
|       | 3. Added new Note 5: “SOLDERING PASTE MUST BE APPLIED TO THE LOOPS BEFORE HEAT IS APPLIED IF ROsin CORE SOLDER IS NOT USED.” |
|       | 4. Note 6: “COVER ALL BARE COPPER WIRE WITH A WATERPROOF WRAP THAT IS APPROVED FOR UNDERGROUND CONNECTIONS. THE WRAP MUST EXTEND A MINIMUM OF TWO INCHES (2”) BEYOND THE END OF THE STRIPPED WIRE.” Revised to read, “COVER ALL BARE COPPER WIRE WITH A WATERPROOF WRAP THAT IS APPROVED FOR UNDERGROUND CONNECTIONS (3M DBR/Y-6 OR APPROVED EQUAL). THE WRAP MUST EXTEND A MINIMUM OF TWO INCHES (2”) BEYOND THE END OF THE STRIPPED WIRE.” |
|       | 5. Note 7: “ALL WIRE MUST BE 12 GAUGE COPPER WIRE.” Revised to read, “ALL WIRE MUST BE 10 GAUGE COPPER WIRE.” |


| RW-26 | 1. New Standard Drawing: “AIR RELEASE/VACUUM BREAKER VALVE ENCLOSURE” |
The following City Standard Specifications have been amended as indicated below:

1. Updated formatting and page numbering throughout specification document.
2. Update Caltrans standard specification references throughout document.

| 1-2 | 1. Added and updated definitions |
| 7-10.4 | 1. Updated Traffic Control Systems to include "And devices" and "Retro reflectivity".  
2. Added "Signs mounted on a barricade (Type I, II, or III) or any other portable support, shall be at least one foot above the traveled way.  
3. Added to the in addition items (b), "During non-peak hour times. All lanes shall be open during peak hours."  
4. Added to the in addition items (b) "Collectors" to additional lanes may be required to be open.  
5. Added to the in addition items (b), "All changes or modifications shall be approved by the Engineer and the City Traffic Operations & Planning Division." to the end of this item.  
6. Updated Intersections to require a detour and barricading plan must be submitted at least "Five business days in advance." to match Public Works Policy  
7. Updated Public Notification to include "Seven" days notification prior to street closure.  
8. Updated lane closures on "Arterial, collector, and expressway classified" streets instead to "Major". Also, Full closures on "Arterial, collector and expressway classified" streets shall not start until 9am on the first day and shall be pre-notified on-site at least "Seven" days.  
9. Updated "Arterial, collector, and expressway classified" streets instead of "high-volume". In addition, CMS are "Shall be required" instead of "may require".  
10. Added Long Term lane closures or road closures shall have all advance warning signs installed on post(s) per City or State Standards.  
11. Defined Long Term.  
12. Added lane closures and road closures shall maintain existing pavement markings unless approved by Engineer or his/her designee. Long Term operations that require removal shall comply with section 67.77-04 of the MUTCD.  
13. Added use of Channelizers and when they are required.  
14. Added Positive Protection Devices to this subsection and requirements for use.  
15. Added Storage of Traffic Devices shall not be stored in the City Right-of-Way.  
16. Updated removal of traffic markings to reference 6F.77-04 of the MUTCD. |
| 7-10.5 | 1. Updated this subsection to reference Traffic Operations & Planning Division instead of Traffic Engineering. |
| 14-2 | 1. Removed reference to Class A concrete.  
2. Added requirement for minimum compressive strength of 3,500 lbs. at 28 days  
3. Removed reference to 5 sack Class B concrete |
| 17-3 | 1. Add Section 17-3.2.2 Bell Holes.  
2. Delete Section 17-3.2.4 Overexcavation.  
3. Add Sections 17-3.2.6 Barricades and Safety to 17-3.2.11 Open Trench. |
| 17-5 | 1. Delete second paragraph of section 17-5.1 Foundation and Bedding.  
2. Revise Section 17-5.2 Pipe Embedment Zone.  
3. Add sentence to first paragraph of Section 17-5.4 Final Backfill.  
4. Revise numbering of all Sections as may be necessary. |
| 17-6 | 1. Revise second paragraph to read, "The Contractor shall place as many "Y" or "T" branches of the size designated as directed. The "Y" or "T" branches, unless otherwise specified, shall be inclined at an angle of 45° from the horizontal.  
2. Revise "ten inches (10")" reference in paragraph 3 to "eight inches (8")". |
| 17-7  | 1. Add as last paragraph "All new house branches and service laterals must be installed greater than 5'-0" from outside edge of manhole and must be between two access structures (i.e. manhole, lamphole)." |
| 17-8.3 | 1. Revise "5300 Series" reference in paragraph 5 with "5304 or 5305".  
2. Delete "...lined with T-Lock or..." |
| 19-1 | 1. Revise section for installation method for casing pipe. |
| 19-2 | 1. Revise subsection for specific details for casing materials. |
| 19-3 | 1. Revise subsection for jacking and receiving pit size requirements. |
| 21-5.8 | 1. Added section for water main replacement project requirements. |
| 21-20.3 | 1. Fix text overlapping the left side of table in section (b), subsection (1).  
2. Revise "3408" reference in section (b), subsection (2) with "4710". |
| 21-11 | 1. Revise "C-302-74" reference in Case 1, Zones C and D, section 3 to "C302-16". |
| 21-18.1 | 1. Revise "Section 4.3" reference in section (e) to "Section 4.4". |
| 21-18.1.2 | 1. Revise section (a) in part to read "...conform to AWWA C900-16 latest edition for 4" to 60..."  
2. Revise pressure class from "150" to "235".  
3. Revise "Section 4.3" reference in section (f) to "Section 4.4". |
| 21-19.2 | 1. Added reference for "C-515 Ductile Iron" for coating requirements in subsection (b), Materials and Workmanship. |
| 22-3.2 | 1. Delete "Chapter 7, Installation, of". |
| 22-3.3 | 1. Revised tracer wire from "under" to "over" PVC water main. |
| 22-6 | 1. Revise section name to Trench and Structure Excavation, and Backfill.  
2. Add Section 22-6.1, "General."  
4. Delete Section 22-6.2, “Trench Bottom.”  
5. Add Section 22-6.5, “Trench Grade.”  
6. Add Section 22-6.6, “Fine Grading”  
7. Add Section 22-6.10, “Pavement and Concrete Cutting and Removal”  
8. Add Section 22-6.11, “Grading and Stockpiling”  
9. Add Section 22-6.12, “Open Trench”  
10. Revise numbering of all Sections as may be necessary. |
| 22-7 | 1. Delete Section 22-7, “Using Earth Mounds” |
| 22-8 | 1. Revise Section name to Foundation, Bedding, Backfilling and Compaction of Trenches.  
2. Add Section 22-8.1 Foundation and Bedding to Section 22-8.4 Final Backfill. |
| 22-9.2 | 1. Revise "Sec. 7.3" reference in section (c) to "Sec 10.3". |
| 23-1.1 | 1. Reference Section 86 and 87 of State Standard.  
2. All work shall be completed in a neat and workmanlike manner. |
<p>| 23-1.2 | 1. Added, &quot;After receiving approved submittals from City of Fresno TSSL&quot; for materials. |
| 23-1.6 | 1. Contractor to notify CM Engineer two working days instead of one. |
| 23-1.8 | 1. Added Signal Mast arms shall not have mid-arm tendons. Signal heads shall be installed with Astro-Bracket, or approved equal at the end of this subsection. |</p>
<table>
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</table>
| 23-1.9  | 1. Updated the fourth paragraph, to include "All conduit ends shall be threaded and joined with City TSSL Division approved fittings."
2. Updated the fourth paragraph, to include "Three piece, Erickson type, couplings shall not be used without prior authorization from City TSSL Division and will only be allowed under special circumstances necessitating their use." at the end of this paragraph.
3. Updated paragraph five to include "Cut in the field" to conduit threads.
4. Updated paragraph seven to include "Than indicated on the plans."
5. Updated paragraph eight to include, "Unless approved by the City CM Engineer. Conduits not able to be placed under concrete sidewalk, or roadway, shall be encased in a at least 6" of two-sack slurry.
6. Updated paragraph nine to remove" Conduits not able to be placed under sidewalk shall be encased in at least 6" of slurry."

| 23-1.10 | 1. Added "Nonconcrete pull boxes shall not be used" at the end of paragraph one.
2. Removed Caltrans callout and reference City standards for pull boxes in paragraph two.
3. Update pull box wrapping to "15lb. Roofing" paper.
4. Added paragraph, "Existing pull boxes accessed during the course..."
5. Added "Locking lids shall be torqued to 25ft pounds (lbs.) prior to installing buttons.

| 23-1.11 | 1. Removed "Signal or lighting standard and in each" in paragraph three.
2. Added "Reference to City standard E-20" in paragraph eight.
3. Added, "The terminal shall be installed using the proper tooling and tinned with solder."
4. Added, "Optical detector cable shall be..." to the end of this subsection.
5. Added specification for controller terminal assembly end at the end of this subsection

| 23-1.12 | 1. Updated wording for this subsection

| 23-1.16 | 1. Added "Service feeders shall be sized to accommodate the full load amperage rating of the electrical service pedestal. Voltage drop shall be taken into consideration when sizing conductors.

| 23-1.17 | 1. Updated Visors to, "Shall be black."

| 23-1.18 | 1. Updated note for when reused pedestrian signals are used, they shall have an LED "Countdown" retrofit kit installed.

| 23-1.20 | 1. Added "Latest edition of the California MUTCD." for buttons to conform.
2. Updated the mounting height to 40".
3. Added, "Push buttons mounted on 2 1/2" diameter posts..."
4. Updated paragraph five to have housing "Adjusted" to conform "tightly" to curvature of pole.
5. Removed paragraph six.

| 23-1.21 | 1. Updated the 2 wire Polara to the latest iNavigator2.
2. Added, "Digital copies of the 'custom messages'" to paragraph two.

| 23-1.22 | 1. Removed paragraph that read, "All EVP system equipment submitted to the City must include a certificate of product liability insurance protection of at least $5,000,000.00"

| 23-1.23 | 1. Entire subsection was revised to LED spacing and specifications.
2. Small, Medium, Large & Expressway Traffic Signal LED luminaires added per diagonal spacing of poles. In addition, if diagonal spacing exceeds 220 feet, a lighting design is required for City Engineer to review and approve.
3. Updated Tables No. 23-1.23 A & B per new LED requirements.

| 23-1.24 | 1. Subsection updated, as Barrier Posts were removed front the specification.
2. Added "Photoelectric Controls and Shorting Caps shall be listed..."

| 23-1.25 | 1. Update references to TSSL & TOC Supervisor.
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<tr>
<td>23-1.26</td>
<td>1. Added references to the CA MUTCD and to subsections 7-10.4 and 7-10.5.</td>
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<tr>
<td>23-2.1</td>
<td>1. Updated all references to 2070 L controller to be 2070 LX.</td>
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<tr>
<td></td>
<td>2. Added, &quot;The controller shall accompany manufacture written...&quot; to Model 2070L Controller Assemblies.</td>
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<tr>
<td></td>
<td>3. Modified paragraph two under Model 2070L Controller Assemblies.</td>
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<tr>
<td></td>
<td>4. Updated the controller modules to &quot;2070-1C CPU with 64 MB DRAM, 128 MB Flash, Linux Operating System, 3 each - 10/100 Ethernet Ports, USB 2.0 Full-speed port for memory, Non-violate SRAM, C135 connector, 3.3v/5v data key, TEES 2009 compatible, Freescale PowerQuick Processor and ATC 5.2b compliant.</td>
</tr>
<tr>
<td></td>
<td>5. Updated the controller modules to &quot;Patriot V76.13P Firmware installed in Controller&quot;.</td>
</tr>
<tr>
<td></td>
<td>6. Updated the controller modules to include, &quot;2070 LX shall be 100% compatible with the City's existing Trafficware/Naztec Advanced Transportation Management System (ATMS.NOW) without any hardware or software additions and/or modifications.</td>
</tr>
<tr>
<td></td>
<td>7. Added &quot;A sample Detection Loop Test sheet is provided below&quot; to Testing under this subsection.</td>
</tr>
<tr>
<td></td>
<td>8. Removed sole source of Naztec 2070L.</td>
</tr>
<tr>
<td>23-3.1</td>
<td>1. Removed reference to E-1 through E-36, and left City Std. Drawings as applicable.</td>
</tr>
<tr>
<td></td>
<td>2. Added, &quot;All work shall be completed in a neat and workmanlike manner.&quot;</td>
</tr>
<tr>
<td>23-3.2</td>
<td>1. Added, &quot;After receiving approved submittals form City of Fresno TSSL Division.&quot; to All materials required to complete work shall be furnished by contractor.</td>
</tr>
<tr>
<td>23-3.7</td>
<td>1. Added &quot;1997&quot; to State Standards.</td>
</tr>
<tr>
<td></td>
<td>2. Removed &quot;and shall contain not less than 470 pounds of cement per cubic yard.&quot;</td>
</tr>
<tr>
<td>23-3.9</td>
<td>1. Added, &quot;All couplings shall be tightened to provide a good electrical and mechanical connection throughout the entire length of conduit run.&quot; and &quot;No running threads are permitted. Three piece...&quot; to paragraph four.</td>
</tr>
<tr>
<td></td>
<td>2. Removed paragraph five to the end of paragraph four.</td>
</tr>
<tr>
<td></td>
<td>3. Added, &quot;Conduits not able to be placed under concrete sidewalk...&quot; to end of paragraph eight.</td>
</tr>
<tr>
<td></td>
<td>4. Updated callout to Standard E-27 instead of E-1 for conduit within the foundation.</td>
</tr>
<tr>
<td>23-3.10</td>
<td>1. Added &quot;Nonconcrete pull boxes shall not be used&quot; at the end of paragraph one.</td>
</tr>
<tr>
<td></td>
<td>2. Added &quot;See City Std. Drawings E-4A through E-4C, regarding requirements for grouting, drain hole, etc.&quot; to end of paragraph two.</td>
</tr>
<tr>
<td></td>
<td>3. Added new paragraphs three, four and five with modifications to four and five.</td>
</tr>
<tr>
<td></td>
<td>4. Added &quot;Locking lids shall be torqued to 25 ft. pounds prior to installing buttons.&quot;</td>
</tr>
<tr>
<td>23-3.11</td>
<td>1. Moved paragraph three ahead of paragraphs four and five to emphasize.</td>
</tr>
<tr>
<td></td>
<td>2. Removed &quot;streetlight standard and in each&quot; in paragraph four.</td>
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<tr>
<td></td>
<td>3. Removed &quot;number 5 in&quot; and added &quot;E&amp;F&quot; to paragraph five.</td>
</tr>
<tr>
<td></td>
<td>4. Added,&quot;With the exception of &quot;Point of Service&quot; pull boxes,...&quot; to the end of paragraph six.</td>
</tr>
<tr>
<td>23-3.12</td>
<td>1. Added paragraph one.</td>
</tr>
<tr>
<td></td>
<td>2. Added, &quot;underground&quot; to paragraph two.</td>
</tr>
<tr>
<td>23-3.13</td>
<td>1. Added paragraph four.</td>
</tr>
<tr>
<td></td>
<td>2. Added paragraph five.</td>
</tr>
<tr>
<td>23-3.15</td>
<td>1. Added, &quot;Service feeders shall be sized to accommodate the full load amperage rating of the electrical...&quot; to the end of paragraph two.</td>
</tr>
<tr>
<td></td>
<td>2. Updated E-4 callout to E-4C.</td>
</tr>
<tr>
<td>23-3.16</td>
<td>1. Entire subsection was revised to LED spacing and specifications.</td>
</tr>
<tr>
<td></td>
<td>2. Mid-Block/Local Roadway (MBLR), Local Cul-De-Sac (LCDS) and Major/Local Intersection (ML) luminaires added. Reference to 23-1.23 for traffic signal luminaires. Also, if diagonal spacing exceeds 220 feet, a lighting design is required for City Engineer to review and approve.</td>
</tr>
</tbody>
</table>

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3. Updated luminaire specifications to wattage maximums, and performance criteria.
4. Eliminated lux as measurement and now only using footcandle (fc).
5. Added "Average horizontal at pavement along Minor Street & Average to minimum uniformity ratio along Minor Street" Criteria to Crosswalk Illumination.
6. Updated to only allow 3000K and 4000K Correlated Color Temperature luminaires.
7. Updated submittal requirements for luminaires not on City's Approved Product List.

| 23-3.17 | 1. Updated subsection to new PEC & Shorting Cap requirements. (Must be listed product) |
| 23-3.18 | 1. Added references to the CA MUTCD and to subsections 7-10.4 and 7-10.5. |
| 23-4   | 1. Moved section from Section 30 of Specifications to be incorporated into Section 23. |
| 23-4.1 | 1. Added paragraph three, to require a photometric design for ornamental streetlights. |
| 23-4.2 | 1. Updated "Pole" to be, "16 feet minimum for major streets and 12 feet minimum for residential streets.
2. Updated luminaire wattage to "LED 30 to 40 Watt Maximum (See Ornamental Design Luminaire Criteria Table) and per approved design by City Engineer."

| 23-4.3 | 1. Updated subsection remove reference to Section 86 of the State Specifications and to comply with all requirements of Section 23-3 of City Specifications. |
| 23-4.4 | 1. Added paragraph two to this subsection. Discusses when a streetlight plan is submitted, it shall include a photometric analysis to be reviewed and approved by the City. |
| 23-4.5 | 1. Added, "After receiving approved submittals from City of Fresno TSSL" for materials. |
| 23-4.8 | 1. Removed paragraphs one and two of the subsection.
2. Updated foundation concrete shall not contain less that "590" pounds of cement per cubic yard. |
| 23-4.9 | 1. Added poles to be approved by City TSSL prior to installation.
2. Updated wind speed to withstand to 110 miles per hour.
3. Added pole height for residential areas (12 feet) or 16 feet for non-residential areas. |
| 23-4.17 | 1. Entire subsection was revised to LED spacing and specifications.
2. Updated Local and Major Mid-Block Single Luminaire to 30 Watt maximum and Dual Luminaires to 40 Watt (each) maximum and removed Major/Local intersection luminaire.
3. Updated BUG Ratings and Correlated Color Temperature to remain at 3000K only.
4. Removed lux for measurement and only using footcandle (fc). |
| 23-4.18 | 1. Added the PEC shall meet the requirements listed in section 23-3.17 for standard luminaries and shall be OSHA NRTL "listed". |
| 23-4.19 | 1. Eliminated from specifications. |
| 25-2.2 | 1. Deleted subsection "D" and "E", Galvanized Pipe and Fittings, respectively.
2. Under subsection K.2, deleted "galvanized" and replaced with "PVC schedule 80 or Brass" for backflow preventer pipe and fittings. |
| 25-3.2 | 1. Under subsection F.3, deleted reference to "galvanized steel threaded pipe".
2. Under subsection I, deleted reference to "galvanized steel pipe". |
| 27-2  | 1. Updated to reference submittal checklists for various types of plan submittals |
| 33-17.1 | 1. Revise "Section 4.3" reference in section (l) to "Section 4.4". |
| 33-17.2 | 1. Revise section (h) in part to read "...conform to AWWA C900-16 latest edition for 4" to 60..." 
2. Revise "C900 and C905" references in section (j) to "C605 and C900". 
3. Revise "Section 4.3" reference in section (m) to "Section 4.4". |
<table>
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<th>33-18.1</th>
<th>1. Revise &quot;AWWA A21.11-1972&quot; reference in section (i) to &quot;AWWA A21.11&quot;.</th>
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<td>34-6</td>
<td>1. Revise section name to, “Trench and Structure Excavation, and Backfill.”</td>
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<td>2. Add Section 34-6.1 General.</td>
</tr>
<tr>
<td></td>
<td>3. Add Section 34-6.2 Trench and Structure Excavation.</td>
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<tr>
<td></td>
<td>4. Delete Section 34-6.2 Trench Bottom.</td>
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<tr>
<td>34-7</td>
<td>1. Revise Section name to, “Foundation, Bedding, Backfilling and Compaction of Trenches.”</td>
</tr>
<tr>
<td></td>
<td>2. Add Section 34-8.1, “Foundation and Bedding to Section 34-8.4 Final Backfill.”</td>
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Reviewed and Approved:

Andrew Benelli, P.E.
City Engineer

March 5, 2021

Scott Mozier, P.E.
Public Works Director

March 12, 2021
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(Drawings in **BOLD** have been revised with Addendum 7)

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DENOTES UNOBSTRUCTED ONSITE PEDESTRIAN LANDING AREA PER A.D.A. REQUIREMENTS PEDESTRIAN EASEMENT REQUIRED

**5 FOOT COMBINATION**

**8' PATTERN**
1. FOR CURB AND GUTTER DETAILS SEE DWG. P-5
2. **5' AND 8' PATTERNS ARE FOR USE ON RETROITS AND/OR WITH APPROVAL OF THE CITY ENGINEER.
3. BROOM FINISH ON DRIVE APPROACHES, APRONS

**10' PATTERN**
NOTE: CONSTRUCT WEAKENED PLANE JOINT ON CENTERLINE WHEN WIDTH IS 10 FEET OR GREATER.

**12' PATTERN**

**14' PATTERN**
NOTE: DRIVEWAY APPROACH THICKNESS SHALL BE 6" WHEN USAGE IS OTHER THAN WITH NORMAL PASSENGER VEHICLES.
* MINIMUM LENGTH OF APRON

10.75" FOR 8" CURB FACE
*7.5" FOR 6" CURB FACE

**RESIDENTIAL DRIVEWAY APPROACHES**
FOR 14' - 12' - 10' - 8' PATTERN AND FOR 5' COMBINATION

REF. & REV. JUNE 2015
CITY OF FRESNO
P-1
Denotes unobstructed onsite pedestrian landing area per A.D.A. requirements. Pedestrian easement required.

** 5 Foot Combination

Property Line

3/4" Lip

Detail "A"

Property Line

6" Compacted native subgrade to 95%, typ. all patterns.

** 8' Pattern

1. For curb and gutter details see DWG. P-5
2. Concrete shall be 6 sack mix.
3. ** 5' and 8' patterns are for use on retrofits and/or with approval of the City Engineer.
4. Broom finish on drive approaches.

10' Pattern

Note: Construct weakened plane joint on centerline when width is 10 feet or greater.

6.5'

5.5' Apron

Detail "A"

Property Line

12' Pattern

6.5'

10.75' for 8" curb face

*7.5' for 6" curb face

Detail "A"

Property Line

14' Pattern

Note: Apron may be extended to the nearest score line greater than the minimum distance from the curb. Maximum apron slope is 7.5%.

* Minimum length of apron

COMMERCIAL DRIVEWAY APPROACHES

For 14' - 12' - 10' - 8' Pattern and for 5' Combination

Ref. & Rev. June 2015

City of Fresno

P-2
DENOTES UNOBSERVEDD ONSITE PEDESTRIAN LANDING AREA PER A.D.A. REQUIREMENTS PEDESTRIAN EASEMENT REQUIRED

** RESIDENTIAL 5’ COMBINATION

SLOPE=2% MAX
SLOPE=7.5%
1.95" 5"

PROPERTY LINE

3/4" LIP

** COMMERCIAL 5’ COMBINATION

SLOPE=2% MAX
SLOPE=7.5%
1.50" 6"

PROPERTY LINE

RESIDENTIAL PATTERN

GUTTER GRADE

3/4" LIP

COMMERCIAL PATTERN

Curb GRADE

PROPERTY LINE

NOTE: WHERE STANDARD WALK IS NOT REQUIRED BY ORDINANCE OR WHERE WALK HAS BEEN WAIVED.
** 5’ PATTERNS ARE FOR USE ON RETROITS AND/OR WITH APPROVAL OF THE CITY ENGINEER.

DRIVEWAY APPROACHES FOR VARIOUS CURB PATTERNS

REF. & REV. JUNE 2015

CITY OF FRESNO

P–3
DENOTES UNOBDURCTED ONSITE PEDESTRIAN LANDING AREA REQUIRED IN ACCORDANCE WITH A.D.A. A PUBLIC PEDESTRIAN EASEMENT SHALL BE DEDICATED IF 4’ SIDEWALK EXTENDS INTO PRIVATE PROPERTY.

A” = 3.75’ FOR 1 OR 2 DWELLING UNITS
A” = 4.75’ FOR MULTIFAMILY, OFFICE, AND COMMERCIAL WITH UP TO 10 PARKING SPACES.
A” = 5.75’ FOR MULTIFAMILY, OFFICE, AND COMMERCIAL WITH MORE THAN 10 PARKING SPACES.
T” = 5” FOR RESIDENTIAL USE, 6” FOR COMMERCIAL.
B” = REFER TO STANDARD DRAWING P-6
C” = 3’ TYP., 5’ WHEN ON-STREET PARKING IS PROHIBITED

6” COMPACTED NATIVE SUBGRADE (CNS) AT 95% RELATIVE COMPACTION (R.C.)

NOTES:
1. SIDEWALK WIDTH SHALL BE 4.0’ MIN. FOR ADA REQUIREMENTS, CROSS SLOPE NOT TO EXCEED 2%. SIDEWALK CAN BE CONSTRUCTED IN ACCORDANCE WITH ALTERNATES (A) OR (B) ABOVE OR AS APPROVED BY THE CITY.
2. SEE API-7, API-8, AND API-9 FOR S. MINNEWAWA AVE. BETWEEN FANCHER CREEK AND CALIFORNIA AVE, BETWEEN CALIFORNIA AVE. AND BUTLER AVE., AND FROM BUTLER TO TULARE AVE.
3. SEE API-6 FOR VAN NESS EXTENSION BETWEEN HERndon AVE. AND SAN JOAQUIN RIVER BLUFF.
4. SEE API-3, API-4 FOR DETAILS RELATING TO MODIFIED STREET TYPES.

LOCAL STREET DRIVEWAY APPROACHES FOR MONOLITHIC SIDEWALKS

REF. & REV. OCT. 2014
MAR. 2021 (A.7)
Note A:
Where sidewalk is not constructed, cut or fill from 1" below top of curb to property line at a slope of 1/4" per foot. A steeper slope of up to 10% may be used in existing residential neighborhoods where (1) the construction of sidewalk is not expected in the future, (2) the steeper slope is compatible with the adjacent property, and (3) the steeper slope will eliminate the need for a retaining wall. Slopes in excess of 10% may be approved by the Public Works Director on a case-by-case basis. 4' minimum sidewalk for local streets and 6' minimum sidewalk for major streets. For monolithic sidewalks the width is measured from the back of curb to the back of walk.

Note B:
When required by the engineer, the contractor shall fill and/or grade area between new gutter and existing street surface with A.C. surfacing to a min. depth of 4" to meet existing street surfacing. Compaction shall be made to the satisfaction of the engineer. Clean face of exist curb before pouring concrete gutter. 5.5' (min.) required for street trees.
NOTES:

1. NO MORE THAN 60% OF STREET FRONTAGE SHALL BE CONSTRUCTED AS DRIVEWAY OPENINGS.

2. DRIVEWAY SPACING, "d", SHALL BE 6` MIN.

3. DRIVEWAY OPENINGS GREATER THAN 40` REQUIRE APPROVAL FROM THE CITY ENGINEER.

4. IN COMMERCIAL, INDUSTRIAL, AND MULTI–FAMILY DEVELOPMENTS, CITY ENGINEER MAY APPROVE LARGER APPROACHES IF WARRANTED.

5. MAJOR STREETS: PROVIDE 10` OF RED CURBLING (3 COATS) ON BOTH SIDES OF DRIVEWAY APPROACHES.

6. IF ONLY ONE ENTRANCE LOCAL STREET MIN. SHALL BE 16`, NOT 15`. EXCEPTION: SINGLE FAMILY RESIDENTIAL.

7. ANY DRIVEWAY APPROACHES ON MAJOR STREET WITHIN 300` OF MAJOR INTERSECTIONS REQUIRE THE APPROVAL OF THE TRAFFIC ENGINEER. THE TRAFFIC ENGINEER MAY APPROVE ONE DRIVEWAY APPROACH WITHIN THAT ENTIRE LENGTH. ADDITIONAL DRIVEWAY APPROACHES REQUIRE THE REVIEW AND APPROVAL OF THE CITY ENGINEER.

8. 16` MIN WHEN TRASH ENCLOSURE ON–SITE (REVIEWED ON A CASE BY CASE BASIS).


### DRIVEWAY OPENING CHART

<table>
<thead>
<tr>
<th>USE TYPE</th>
<th>STREET TYPE MINIMUM</th>
<th>STREET TYPE MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE–FAMILY RESIDENTIAL DRIVE</td>
<td>18`</td>
<td>24`</td>
</tr>
<tr>
<td>ALL OTHER TWO–WAY</td>
<td>30`</td>
<td>35`</td>
</tr>
<tr>
<td>ONE–WAY ENTRANCE</td>
<td>18`</td>
<td>24`</td>
</tr>
<tr>
<td>ONE–WAY EXIT</td>
<td>12`</td>
<td>24`</td>
</tr>
</tbody>
</table>

NOTE APPLIES TO CONDITION

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DRIVEWAY OPENING AND CLEARANCE REQUIREMENTS

REF. & REV. AUG. 2016
MAR. 2021 (A.7) CITY OF FRESNO P–6
NOTES:

1. PRECISE DATA SHALL BE PROVIDED TO STAKE THE ALIGNMENT AND SET APPROPRIATE GRADES.
2. SIDEWALK CONSTRUCTION SHALL CONFORM TO CITY STANDARD SPECIFICATIONS.
3. SIDEWALK WIDTH SHALL NOT VARY, EXCEPT WHERE APPROVED BY THE CITY ENGINEER; MINIMUM WIDTH SHALL BE 4’ (6’ ON MAJOR STREETS).
4. LANDINGS AND DIRECT ACCESS TO THE CURVILINEAR SIDEWALK SHALL BE PROVIDED TO EXISTING AND PROPOSED BUS STOP ZONES (INCLUDING SHELTERS AND Benches).
5. SIDEWALK LOCATION AT DRIVEWAY AND ALLEY APPROACHES AND AT LANDINGS AT STREET INTERSECTIONS SHALL BE ADJACENT TO THE PROPERTY LINE (STANDARD LOCATION, IN STREET R/W).
6. AT STREET INTERSECTION LANDINGS THE CURVILINEAR PATTERN SHALL COMMENCE AFTER A MINIMUM 2.5’ LONG STANDARD SECTION OF SIDEWALK (ALIGNED PERPENDICULAR TO THE STANDARD LANDING AREA); THE WIDTH OF THE 2.5’ LONG SECTION SHALL COINCIDE WITH THE ESTABLISHED CURVILINEAR SIDEWALK WIDTH.
7. SIDEWALK SHALL NOT BE CLOSER THAN 3.5’ TO THE CURB FACE AND 4.5’ TO ON–SITE PARKING LOT, STRUCTURES AND OTHER ITEMS WHICH MAY BE DETRIMENTAL TO PUBLIC SAFETY AND AESTHETIC VALUE.
8. ALL SIDEWALKS OUTSIDE THE PUBLIC RIGHT–OF–WAY SHALL BE IN RECORDED PEDESTRIAN EASEMENTS.
9. AT STREET INTERSECTIONS, SIDEWALK LOCATION SHALL BE INCORPORATED INTO THE DESIGN FOR PROPOSED HANDICAP Ramps.
10. MINIMUM RADIUS 150’.
1. FORM LUMBER FOR TREE WELL SHALL BE 2" X 4".
2. NO TREE WILL BE PLANTED UNLESS WATER IS PROVIDED TO PLANTER AREA.
3. 1" DECOMPOSED GRANITE IS REQUIRED WHEN TREE PLANTING IS NOT IN CONJUNCTION WITH PROJECT.
4. ALL DRIP SYSTEMS SHALL BE EQUIPPED WITH 200 MESH FILTER, PRESSURE REGULATOR, AND A CLEAN OUT TO FLUSH THE SYSTEM ANNUALLY.
5. ALL PLASTIC TUBING UNDER CONCRETE SHALL BE 1/2" PVC CLASS 125 OR BETTER AND SLEEVED AT 2.5 TIMES THE DIAMETER OF THE PIPE.
6. TIMECLOCK SHALL HAVE THE CAPACITY TO BE SET TO 40 MINUTES PER IRRIGATION STATION DURING THE MONTHS OF JULY AND AUGUST AND PROPORTIONAL TO CLIMATIC CONDITIONS FOR THE REMAINDER OF THE YEAR.
7. MAINTAIN 4' CLEAR SIDEWALK WIDTH BETWEEN TREE WELL AND BACK OF SIDEWALK.
8. TREE WELL SIZE CAN BE INCREASED DEPENDING ON SIDEWALK WIDTH.
CONCRETE CONSTRUCTION DETAILS

WEAKENED-PLANE JOINT DETAIL

CONSTRUCTION JOINT DETAILS

CROSS-SECTION OF CURB

EXPANSION JOINT DETAIL

WEDGE CURB & GUTTER DETAIL

MEDIAN ISLAND CURB DETAIL

RESIDENTIAL STREET WITH WEDGE CURBS

RESIDENTIAL STREET WITH WEDGE CURBS AND ADJACENT SIDEWALKS (WHEN APPROVED BY CITY ENGINEER)

NOTES:
1. EXPANSION JOINTS (NOT SHOWN) SHALL BE PLACED EVERY 45' PER STD. DWG. P-5
2. FILL MEDIAN BEFORE PLACING BASE MATERIAL OR COMPACTING IN THE TRAVELED WAY

See Note 1

See Note 2

MEDIAN ISLAND PLAN VIEW

REF. STD. DWGS. P-52 & P-63

CITY OF FRESNO

P-9
NOTES:

1. In new construction areas, valley gutters shall be designed to provide a minimum difference of thirty-five hundredths of a foot (.35") from end of return to end of return.

2. All valley gutters shall be constructed using 6 sack Class A concrete per STD. specifications 14-2

SECTION OF GUTTER

CONCRETE VALLEY GUTTER
SPECIAL VALLEY GUTTER (CROSS DRAIN REPLACEMENT)
ALTERNATE SECTIONS:
(BUILD TO THE REQUIREMENTS OF THE HIGHEST ADJACENT USE)
• 2" AC/4" AB/CNS WITH CONCRETE GUTTER (RESIDENTIAL)
• 3" AC/CNS W/O CONCRETE GUTTER (RESIDENTIAL, LONG. SLOPE ≥ 0.20%)
• 4" AC/CNS WITH CONCRETE GUTTER (COMMERCIAL)
• 6" AC/CNS W/O CONCRETE GUTTER (COMMERCIAL, LONG. SLOPE ≥ 0.20%)
• 6" PCC/CNS (COMMERCIAL), SEE NOTE 1

*95% COMPACTION REQUIRED PER CITY STANDARD SPECS.

TYPICAL ALLEY CROSS-SECTION

4" WIDE CONCRETE ALONG E OF ALLEY

EXPANSION JOINT PLAN
CONCRETE GUTTER

EXPANSION JOINT PLAN
FOR 6" P.C.C. PAVING

EXPANSION JOINT DETAIL
SEE STATE SPEC. 51-2.01B(1)
(PREMODLED EXPANSION JOINT FILLER)

WEAKENED-PLANE JOINT DETAIL
SEE CITY STD. DWG. P-9
FOR ALTERNATE DESIGN

ALLEY CROSS-SECTION & PLAN
(RESIDENTIAL—COMMERCIAL)

WHERE REQUIRED PROVIDE 2"x6" REDWOOD HEADER (TYP.)

NOTE 1:
EXPANSION JOINTS TO BE INSTALLED AT ALL POINTS WHERE ALLEY SLAB MEETS ANY EXISTING CONCRETE SLAB (TYP.)

END SIZE MARKERS TO BE INSTALLED AT ALL POINTS WHERE ALLEY SLAB MEETS ANY EXISTING CONCRETE SLAB (TYP.)

REFERENCES:

REF. & REV. 07/08/2018
MAR. 2021 (A.7)
NOTES:

1. A maximum offset of 3’ shall be allowed only if pole exists at or near approach in alley or corner.

2. Standard based on 20’ alley, any other width to be adjusted in accordance with engineer.

3. Maximum slope from alley to sidewalk shall not exceed 8.33%.

4. The pedestrian path of travel across the alley shall be 2% maximum cross slope and shall comply with ADA requirements.
SPECIFICATIONS

1. 20' FROM FACE OF CURB TO FACE OF CURB.
2. A MAXIMUM OFFSET OF 3' FROM FACE OF CURB SHALL BE ALLOWED ONLY IF STREETLIGHT POLE EXISTS AT OR NEAR APPROACH IN ALLEY OR CORNER.
3. STANDARD BASED ON 20' CURB TO CURB; ANY OTHER WIDTH TO BE ADJUSTED TO THE SATISFACTION OF THE CITY ENGINEER.
4. NO PARKING ALLOWED ON EITHER SIDE AND SHALL BE POSTED AT THE ENTRANCE TO ALLEY.
5. ALLEY TO BE MAINTAINED BY CFD, HOA, OR OTHER MAINTENANCE AGREEMENT.
6. CONNECTION TO LOCAL STREETS TO BE "STREET TYPE" APPROACHES, APPROACHES TO ACCOMMODATE CITY OF FRESNO STANDARD P-29 RAMPS AT MINIMUM.
7. NO UTILITY POLES, RISERS OR ABOVE GROUND APPURTENANCES ALLOWED IN CITY ROW, EXCEPT FOR FIRE HYDRANTS.
8. FIRE HYDRANTS SHALL BE PROTECTED WITH 6" CURB AND THE BOLLARD STANDARD.
9. FIRE HYDRANTS LOCATIONS SHALL BE APPROVED BY THE FIRE DEPARTMENT AND SHALL BE LOCATED A MINIMUM OF ONE LOT FROM ALLEY INTERSECTION.
10. GUTTER SLOPE SHALL BE 0.0015 MINIMUM.

24’ ALTERNATIVE ALLEY WITH WEDGED CURB
1. 16' FROM FACE OF CURB TO FACE OF CURB AT PINCH POINT; 20' WIDTH IN ALL OTHER LOCATIONS.
2. A MAXIMUM OFFSET OF 3' FROM FACE OF CURB SHALL BE ALLOWED ONLY IF STREETLIGHT POLE EXISTS AT OR NEAR APPROACH IN ALLEY OR CORNER.
3. NO PARKING ALLOWED ON EITHER SIDE AND SHALL BE POSTED AT THE ENTRANCE TO ALLEY.
4. NO UTILITY POLES, RISERS OR ABOVE GROUND APPURTEYNANCES ALLOWED IN CITY ROW, EXCEPT FOR FIRE HYDRANTS.
5. NO FIRE HYDRANT SHALL BE ALLOWED AT PINCH POINT.
6. GUTTER SLOPE SHALL BE 0.0015 MINIMUM.

ALLEY TRAFFIC CALMING PINCH POINT
Curb Removal
For New Approaches
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* ASSESSMENT DIAGRAMS, OFFICIAL PLAN LINES, TRACT MAPS, AND PARCEL MAPS
** NO LONGER USED BY THE CITY OF FRESNO
*** REVISION BLOCK TO BE ADDED AT BOTTOM LEFT CORNER OF EACH DRAWING

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REVISION BLOCK

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STANDARD CUL-DE-SAC
FOR LOCAL RESIDENTIAL STREETS

CENTERED CUL-DE-SAC

SIDEWALK PATTERN PER LOCAL STREET CROSS SECTIONS

CURB RADIUS 40' MIN. R SHALL BE CONCENTRIC TO CURB RADIUS

CURB RADIUS 50' MIN. R SHALL BE CONCENTRIC TO CURB RADIUS

L=450' MAX.

36' CURB TO CURB

18'

OFFSET CUL-DE-SAC

SIDEWALK PATTERN PER LOCAL STREET CROSS SECTIONS

CURB RADIUS 40' MIN. R SHALL BE CONCENTRIC TO CURB RADIUS

L=450' MAX.

36' CURB TO CURB

18'

R PRODUCED
CENTERED CUL-DE-SAC

PAVED AREA=12,578 SQ. FT.
CURB & GUTTER=379 L.F.
FOR STRUCTURAL SECTION SEE CITY STD. DWG. P-55

OFFSET CUL-DE-SAC
THIS STANDARD IS NO LONGER USED
NOTES:

1. SURFACE DRAINAGE SHALL BE TO STREET.

2. PARKING BUMPERS TO BE PLACED SO THAT PARKED CARS WILL NOT OVERHANG ON SIDEWALKS OR STREETS.

3. THE OPTIONAL CROSS-SECTION MAY BE USED UPON SUBMISSION OF "R" VALUE TESTS TAKEN BY AN APPROVED LABORATORY SUBSTANTIATING THE USE OF EXISTING SOIL FOR THE BASE. A MINIMUM VALUE OF 65 WILL BE REQUIRED.

4. WHERE ASPHALT CONCRETE IS APPLIED TO THE NATIVE SOIL, SOIL STERILANT AS PER MANUFACTURES SPECIFICATIONS WILL BE REQUIRED BEFORE THE SURFACE MATERIAL IS PLACED. WEED KILLER TO BE APPLIED IN ACCORDANCE WITH MANUFACTURER’S RECOMMENDATION.

5. SURFACE DRAINAGE TO ALLEY ONLY BY WRITTEN APPROVAL OF THE CITY ENGINEER.

6. TEMPORARY PARKING LOTS (USE NOT TO EXCEED 60 DAYS) SHALL BE GRADED AND ROLLED SMOOTH. THE TOP 6" OF NATIVE SOIL SHALL BE COMPACTED TO 85% RELATIVE COMPACTION USING TEST METHOD ASTM 1557. A DUST PALLIATIVE PER STATE STANDARD SPECIFICATIONS AT THE RATE OF 1 GAL./SQ. YD. TO OBTAIN A MINIMUM PENETRATION OF 1". THE MIXING RATIO SHALL BE 4:1 PER STATE STANDARD SPECIFICATIONS. THE DEVELOPER SHALL POST A BOND TO GUARANTEE REMOVAL OF ALL IMPROVEMENTS FOR A TEMPORARY PARKING LOT.
**LOT DRAINAGE DETAILS**

1. Concrete to have 1/8" wide by 2" deep weakened plane joints at 15° O.C. and 1/2" expansion joints at 90° O.C.
2. Surface drainage to alley only by written approval of the city engineer.
3. Surface drainage over driveway approaches and sidewalks is not permitted when the area to be drained exceeds 1/4 acre.

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**SECTION A-A**

*In lieu of depressed inlet a Crisly No. U-23 catch basin (2"x2"x2" min. depth) with heavy duty traffic grate to withstand max. traffic loading or a Brooks W-100 series 2"x3" utility box No. 100tg traffic grate or approved equal may be used.*

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**ON SITE INLET DETAIL**

- Curb or wheel stop
- Finished grade
- 6" min. depression

SEE CITY STD. DWG. P-21 FOR PAVING DETAILS
3" DIAMETER PIPE UNDER WALK

Provide two layers of 6" x 6" welded wire mesh cage no. 10. Extend 12" (min.) on each side of tube.

3"x5" or 3"x6" rect. tubing with 3/16" (min.) wall thickness.

NOTES:
1. For 3" or smaller diameter pipe, sch. 40 PVC is permitted.
2. Drain shall not be constructed under a driveway approach.
3. Sidewalk drains, except channels, shall be angled through sidewalk in direction of gutter flow.
4. All drains and channels shall be flush w/face of curb.
5. Drain slopes shall be 0.010 ft/ft (min.) and 0.042 ft/ft (max.)
6. Surface drainage over driveway approaches and sidewalks is not permitted when the area to be drained exceeds 1/4 acre.

CHANNEL THROUGH WALK

Channels can be wider upon approval. One section of 3/8" checked plate shall not exceed 5 feet in length. For channels wider than 14" and up to 24", provide 1"x1" 3/16" angle iron at 12" o.c. welded on the underside of the checked plate.

RECTANGULAR STEEL TUBING UNDER WALK

Areas to be drained from private property to public streets:

<table>
<thead>
<tr>
<th>Surface Area</th>
<th>Type of Surface</th>
<th>Drain Area Required</th>
<th>Size &amp; No. of Pipes or Rectangular Steel Tubing</th>
<th>Size &amp; No. of Channels</th>
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</thead>
<tbody>
<tr>
<td>2 acres</td>
<td>200x400'</td>
<td>2.4&quot;x14&quot;</td>
<td>2-3/8&quot;x6&quot; rect. tubes</td>
<td>2.4&quot;x14&quot;</td>
</tr>
<tr>
<td>1.5 acres</td>
<td>200x300'</td>
<td>2.4&quot;x14&quot;</td>
<td>1-3/8&quot;x8&quot; rect. tube or 1-3/8&quot;x6&quot; r.t.</td>
<td>2-3/16&quot;</td>
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<tr>
<td>1 acre</td>
<td>200x200'</td>
<td>2.3&quot;x14&quot;</td>
<td>1-3/8&quot;x6&quot; rect. tube or 1-3/8&quot;x6&quot; r.t.</td>
<td>2-3/16&quot;</td>
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<tr>
<td>0.75 acre</td>
<td>150x200'</td>
<td>2.3&quot;x14&quot;</td>
<td>1-3/8&quot;x6&quot; rect. tube or 1-3/8&quot;x6&quot; r.t.</td>
<td>2-3/16&quot;</td>
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<tr>
<td>0.5 acre</td>
<td>100x200'</td>
<td>2.3&quot;x14&quot;</td>
<td>1-3/8&quot;x6&quot; rect. tube or 1-3/8&quot;x6&quot; r.t.</td>
<td>2-3/16&quot;</td>
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<tr>
<td>0.25 acre</td>
<td>75x100'</td>
<td>2.3&quot;x14&quot;</td>
<td>1-3/8&quot;x6&quot; rect. tube or 1-3/8&quot;x6&quot; r.t.</td>
<td>2-3/16&quot;</td>
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</tbody>
</table>

Use 1 acre = 200'x200' or 100'x400'.

Area 3'x3' pipe = 7.1 sq. in.
Area 3'x3' rect. tube = 12.3 sq. in.

CITY OF FRESNO
SIDEWALK DRAINS

Ref. & Rev. Aug. 2010
STREET INTERSECTIONS
TYPICAL CURB RETURNS, LANDINGS, & R/W
1. Transitions from ramps and landing to walk, gutters or streets shall be flush and free of abrupt changes.
2. Surface of curb ramp and flared sides shall have a medium broom finish transverse to path of travel and shall be of contrasting finish to that of adjacent sidewalk.
3. Ramp slope shall never exceed 8.33% and the flared sides shall not exceed 10%.
4. The slope of adjoining gutters, road surface or accessible route within 4' of the bottom of the ramp shall not exceed 5% slope.
5. There shall be a segment of straight curb, at least 2.0' feet long, on each side of the curb ramp, as measured from within the marked crosswalk.
6. (Optional) Provide a 12" wide, grooved, border at the level surface of the sidewalk along the top of the ramp and each flare. Grooves shall be approx. 1/4" deep, 1/4" wide and spaced 3/4" on center.
7. Provide a minimum 4' deep level landing on upper end and over full width of ramp. Maintain a 2% max. slope, any direction.
8. The 4' clear space at bottom of ramp shall be within the marked crossings.
9. Ramp shall be minimum of 4' wide and shall lie generally in a single sloped plane with a minimum of surface warping and cross slope.
10. Curb ramps shall be located or protected to prevent their obstruction by parked cars.

**NOTES:**

**DIAGONAL CURB RAMP**

(USE ONLY WHEN NECESSARY)
NOTES:

1. USE DETAIL "A" UNLESS DIMENSION "*" IS GREATER THAN 5'-0", IN WHICH CASE DETAIL "B" SHALL BE USED.

2. SURFACE OF CURB RAMP AND FLARED SIDE SHALL HAVE BROOM FINISH TRANSVERSE WITH THE PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJOINING SIDEWALK.

3. ON THE BOTTOM LANDING WITH A 2% MAX. SLOPE, WHERE WALK ADJOIN A VEHICULAR WAY, USE TRUNCATED DOMES, IN-LINE PATTERN PER P.W. STD. P-32. WHERE BOTH ENDS OF THE BOTTOM GRADE BREAK FOR THE RAMP ARE LESS THAN 5'-0" FROM THE BACK OF THE CURB THE DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE RAMP RUN WITH ONE DOME SPACING OF THE BOTTOM GRADE BREAK.

4. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4'-0" OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 5% SLOPE.

5. RAMP SLOPE SHALL NEVER EXCEED 8.33%.

6. PROVIDE A MIN. 4'-0" DEEP LEVEL LANDING ON UPPER END AND OVER FULL WIDTH OF RAMP. MAINTAIN A 2% MAX. SLOPE, ANY DIRECTION.

7. THE LOWER END OF THE CURB RAMP SHALL TERMINATE WITHIN THE MARKED CROSSINGS.

8. RAMP SHALL BE MINIMUM OF 4'-0" WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMAL OF SURFACE WARPING AND CROSS SLOPE.

9. CURB RAMPS SHALL BE LOCATED AND/OR PROTECTED TO PREVENT OBSTRUCTION BY PARKED CARS.

NOTES:
1. TRANSITIONS FROM RAMPS AND LANDING TO WALK, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
2. SURFACE OF CURB RAMP AND FLARED SIDES SHALL HAVE BROOM FINISH TRANSVERSE TO PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJACENT SIDEWALK.
3. RAMP SLOPE SHALL NEVER EXCEED 8.33%.
4. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 5% SLOPE.
5. NOT USED.
6. PROVIDE LEVEL LANDING OF AT LEAST 48" ON UPPER END AND OVER FULL WIDTH OF RAMP, 2% MAX LEVEL LANDING.
7. THE CLEAR SPACE AT BOTTOM OF RAMP SHALL BE WITHIN THE MARKED CROSSINGS.
8. RAMP SHALL BE MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARping AND CROSS SLOPE.
9. THE FLARED SIDE SHALL NOT EXCEED 10% SLOPE.
10. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.
11. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT—ON—DARK OR DARK—ON—LIGHT. THE MATERIAL USED SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
NOTES:

1. TRANSITIONS FROM RAMPS AND LANDING TO WALK, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
2. SURFACE OF CURB RAMP AND FLARED SIDES SHALL HAVE BROOM FINISH TRANSVERSE TO PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJACENT SIDEWALK.
3. RAMP SLOPE SHALL NEVER EXCEED 8.33%.
4. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 5% SLOPE.
5. (OPTIONAL) PROVIDE A 12" WIDE GROOVED BORDER AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP OF THE RAMP. GROOVES SHALL BE APPROX. 1/4" DEEP, 1/4" WIDE AND SPACED 3/4" ON CENTER.
6. THE LOWER LANDING AREA LEADING INTO VEHICULAR WAY SHALL TERMINATE WITHIN THE MARKED CROSSING.
7. PROVIDE A MIN. 4' DEEP LEVEL LANDING ON UPPER ENDS AND OVER FULL-WIDTH OF RAMP. MAINTAIN A 2% MAX. SLOPE, ANY DIRECTION.
8. RAMP AND LOWER LANDING SHALL BE MINIMUM OF 5' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE.
9. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.
10. ON THE BOTTOM LANDING WITH A 2% MAX. SLOPE, WHERE WALK ADJOINS A VEHICULAR WAY, INSTALL A 36" BAND OF TRUNCATED DOMES, IN-LINE PATTERN PER P.W. STD. P-32, THE FULL WIDTH OF THE LANDING.
11. THIS RAMP TYPE SHALL ONLY BE USED WHEN NECESSARY DUE TO R/W OR PHYSICAL CONSTRAINTS. IT MAY BE UTILIZED FOR DIAGONAL OR DUAL RAMP APPLICATIONS.
12. MODIFIED RAMPS PLACED ON SIGNALIZED INTERSECTIONS SHALL HAVE A PEDESTRIAN PUSH BUTTON ON THE ADJACENT SIGNAL POLE PER CA-MUTCD 4E.08. IN INSTANCES WHERE THIS IS NOT FEASIBLE THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED ON A REMOTE POST LOCATED AT THE LOWER LANDING AREA, THE CURB WIDTH SHALL BE INCREASED ACCORDINGLY TO ACCOMMODATE THE POST INSTALLATION.
13. PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS CLOSE AS POSSIBLE TO THE CROSSWALK LINE FURTHEST FROM THE CENTER OF THE INTERSECTION AND AS CLOSE AS POSSIBLE TO THE CURB RAMP. IF TWO ACCESSIBLE PEDESTRIAN PUSHBUTTONS ARE PLACED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH ACCESSIBLE PEDESTRIAN PUSHBUTTON SHALL BE PROVIDED WITH A PUSHBUTTON LOCATOR TONE, TACTILE ARROW, SPEECH WALK MESSAGE FOR THE WALK INDICATION, AND A SPEECH PUSHBUTTON INFORMATION MESSAGE. REFER TO CA-MUTCD FOR SPECIFIC GUIDANCE.
NOTES:

1. THE DETECTABLE WARNING SHALL VISUALLY CONTRAST PER THE CALIFORNIA BUILDING CODE, LATEST REVISION. THE MATERIAL USED SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. THE COLOR SHALL BE YELLOW UNLESS DIRECTED OTHERWISE BY CONSTRUCTION MANAGEMENT.

2. THE DOMES MAY BE CONSTRUCTED IN A VARIETY OF METHODS INCLUDING CAST-IN-PLACE OR STAMPED. IT MAY ALSO BE PART OF A PREFABRICATED SURFACE TREATMENT, SEE SURFACE MOUNT DETAIL.

3. ONLY APPROVED DSA/AC DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED AS PROVIDED IN THE CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 24, PART 1, ARTICLES 2, 3 AND 4. REFER TO CCR TITLE 24, PART 12, CHAPTER 12-11A AND B FOR BUILDING FACILITY ACCESS SPECIFICATIONS FOR PRODUCT APPROVAL FOR DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES.

4. DETECTABLE WARNING PRODUCTS AND DETECTABLE SURFACES SHALL BE EVALUATED BY AN INDEPENDENT ENTITY, SELECTED BY THE DEPARTMENT OF GENERAL SERVICES, DIVISION OF THE STATE ARCHITECT—ACCESS COMPLIANCE FOR ALL OCCUPANCIES, INCLUDING TRANSPORTATION AND OTHER OUTDOOR ENVIRONMENTS. SEE GOVERNMENT CODE SECTION 4460.
THIS STANDARD IS NO LONGER USED

NO LONGER USED
SEE P-33A, P-33B & P-33C
EXHIBIT "B"
MODIFIED TRASH/RECYCLING ENCLOSURE

EXHIBIT "A"
MODIFIED TRASH/RECYCLING ENCLOSURE

NOTES:
1. ALL CONSTRUCTION SHALL COMPLY WITH THE FRESNO MUNICIPAL CODE.
2. GROUT ALL CELLS.
3. ALL MASONRY UNITS SHALL COMPLY WITH THE LATEST ADOPTED CALIFORNIA BUILDING CODE AND U.B.C. STANDARD 24-4 GRADE N.
4. ALL MASONRY WALLS SHALL BE INSPECTED BY THE CITY OF FRESNO DEVELOPMENT DEPARTMENT.
5. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
6. ALL MASONRY UNITS SHALL BE MINIMUM F'N=1500 PSI.
7. REINFORCING STEEL SHALL BE DEFORMED BAR, MIN. GRADE 40.
8. FOOTING CONCRETE SHALL BE A MINIMUM 2000 PSI AT 28 DAYS.
9. MORTAR SHALL BE TYPE-S (MINIMUM 1800 PSI AT 28 DAYS).
   ONE (1) PART CEMENT, TYPE-1
   ONE-HALF (1/2) PART LIME PUTTY OR HYDRATED LIME.
   FOUR AND ONE-HALF (4 1/2) PARTS SAND (MAXIMUM).
10. GROUT SHALL BE A MINIMUM 2000 PSI AT 28 DAYS.
    ONE (1) PART CEMENT.
    THREE (3) PARTS SAND.
    TWO (2) PARTS PEA GRAVEL.
11. FINISH PAD ELEVATION TO BE FLUSH WITH GRADE AT ACCESS PAVEMENT.
12. ANY GATE HINGES SHOULD BE LOCATED ON THE OUTSIDE.
13. METAL DOORS ARE REQUIRED ON ALL ENCLOSURES, CHAIN LINK IS NOT ACCEPTABLE.
14. 8" CONCRETE BLOCK TO BE USED FOR WALLS.
15. GATE HARDWARE SHALL COMPLY WITH 11-13 404.2.7 OF CBC 2016

MULTI-FAMILY TYPICAL REFUSE CONTAINER ENCLOSURE DETAILS – EXHIBITS A & B

REF. & REV.
MAR. 2021 (A.7)

CITY OF FRESNO
P-33B
NOTES:

1. ALL CONSTRUCTION SHALL COMPLY WITH THE FRESNO MUNICIPAL CODE.
2. GROUT ALL CELLS.
3. ALL MASONRY UNITS SHALL COMPLY WITH THE LATEST ADOPTED CALIFORNIA BUILDING CODE AND U.B.C. STANDARD 24-4 GRADE N.
4. ALL MASONRY WALLS SHALL BE INSPECTED BY THE CITY OF FRESNO DEVELOPMENT DEPARTMENT.
5. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
6. ALL MASONRY UNITS SHALL BE MINIMUM FM = 1500 PSI.
7. REINFORCING STEEL SHALL BE DEFORMED BAR, MIN. GRADE 40.
8. FOOTING CONCRETE SHALL BE A MINIMUM 2000 PSI AT 28 DAYS.
9. MORTAR SHALL BE TYPE-S (MINIMUM 1800 PSI AT 28 DAYS).
   ONE (1) PART CEMENT, TYPE-1
   ONE-HALF (1/2) PART LIME PUTTY OR HYDRATED LIME.
   FOUR AND ONE-HALF (4 1/2) PARTS SAND (MAXIMUM).
10. GROUT SHALL BE A MINIMUM 2000 PSI AT 28 DAYS.
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    TWO (2) PARTS PEA GRAVEL.
11. FINISH PAD ELEVATION TO BE FLUSH WITH GRADE AT ACCESS PAVEMENT.
12. ANY GATE HINGES SHOULD BE LOCATED ON THE OUTSIDE.
13. METAL DOORS ARE REQUIRED ON ALL ENCLOSURES, CHAIN LINK IS NOT ACCEPTABLE.
14. 8" CONCRETE BLOCK TO BE USED FOR WALLS.
15. GATE HARDWARE SHALL COMPLY WITH 11-13 404.2.7 OF CBC 2016.

TYPICAL SECTION W/ CONCRETE BLOCK WALL
GENERAL NOTES:

1. ALL SITE PLANS SHALL HAVE THE SIGNATURE APPROVAL OF A SOLID WASTE MANAGEMENT DIVISION REPRESENTATIVE.
2. CONTAINERS USED AT ALL PLACES SHALL BE PLACED FOR COLLECTION AT SERVICE LOCATIONS APPROVED BY THE PUBLIC UTILITIES 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 UTILITIES DIRECTOR, OR HIS/HER DESIGNEE, SHALL PLAN WITH THE PROPERTY OWNER AND/OR THE PROPERTY 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:
   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 FRESNO, PUBLIC UTILITIES APPROVED STANDARD ENCLOSURE (REFER TO P–33, P–34, AND P–95 FOR DETAILS). APPROVED STANDARD ENCLOSURES ARE TO BE BUILT USING EIGHT INCH (8") CONCRETE BLOCK AT A HEIGHT OF SIX FEET (6').
   b. ENCLOSURES BUILT IN (INDUSTRIAL ZONES) M–1, M–2, M–3, AND CM 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.
   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.
   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.
   e. THE FLOOR OR BOTTOM SURFACE OF THE COLLECTION AREA SHALL BE MADE OF CONCRETE, (SLOPED) ONE PERCENT (1%) 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.
   f. INGRESS AND EGRESS SHALL HAVE AN UNOBSTRUCTED OVERHEAD CLEARANCE OF SIXTEEN FEET (16’) AND SHALL NOT BE LESS THAN EIGHTEEN FREE (18’) WIDE AND CAPABLE OF ACCOMMODATING A TRUCK WITH A TYPICAL RATED FOURTEEN INCH (250) WHEELBASE, A FOUR–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 ARE AND RETURN WITHOUT EXCESSIVE BACKING INTO A TRAFFIC LANE OR A PUBLIC THROUGHFARE. BACKING AROUND A BUILDING IS NOT ALLOWED. AT NO TIME SHALL A TRUCK BE REQUIRED TO BACK IN EXCESS OF FORTY–FIVE FEET (45’).
   g. BIN ENCLOSURE GATES AND SERVICE AREA SHALL NOT OPEN INTO OR BE A PART OF A PARKING STALL OR LOADING ZONE.
   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 ON EXITING WHILE WAITING TO MERGE WITH TRAFFIC.
   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.
   j. OWNER/ OCCUPANTS SHALL NOT USE ENCLOSURES FOR STORAGE OR PLACE ANY MATERIALS AROUND THE TRASH, RECYCLE, OR GREASE CONTAINERS.
   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.
   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.

TYPICAL REFUSE ENCLOSURE DETAILS

REF. & REV. NOV. 2007 CITY OF FRESNO

P–34
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° TO THE CLOSED POSITION.
4. TWO GATES ARE REQUIRED ON EACH CELL WITH THE EXCEPTION OF THE GREASE BARREL CELL.
NOTES:

1. STATE LAW REQUIRES ALL CORNERS TO BE TAGGED WITH A REGISTERED SURVEYOR’S OR REGISTERED CIVIL ENGINEER’S NUMBER.

2. REGULAR SHAPED SUBDIVISIONS SHALL HAVE EXTERIOR CORNERS MARKED WITH DURABLE MONUMENTS. IRREGULAR SHAPED SUBDIVISIONS SHALL HAVE ALL EXTERIOR ANGLES AND CURVE POINTS MARKED WITH DURABLE MONUMENTS, OR REFERENCED TO AN ADJACENT BLOCK OR LOT CORNER, WHICH IS ALSO MARKED WITH A DURABLE MONUMENT. CONCRETE FOR THE DURABLE MONUMENT SHALL BE CAST IN PLACE.

3. BLOCK CORNERS, UNLESS OTHERWISE MARKED WITH A DURABLE MONUMENT, SHALL BE MARKED WITH A SEMI-DURABLE MONUMENT.

4. ALL LOT CORNERS, ANGLE POINTS, BEGINNING OF CURVES AND THE END OF CURVES SHALL BE MARKED WITH A SEMI-DURABLE MONUMENT.

5. A DEVIATION FROM SETTING STANDARD SEMI-DURABLE AND DURABLE MONUMENTS WILL BE CONSIDERED UPON A WRITTEN REQUEST CITING THE CIRCUMSTANCES FOR THE DEVIATION.
3.5' (P-56 SEPARATED WALK OPTION)

TOP FACE OF CURB

4.5'  5.5'

90°  3'

3'' I.D. x 30'' GALVANIZED IRON PIPE DOWN 6'' AND TAGGED PER P-36.

R/W & PROPERTY LINE

BACK OF WALK

*OFFSET DIMENSION SHOULD BE 4' FOR P-56 SEPARATED SIDEWALK OPTION

VARIES (SEE P-28)

0.5'
WITNESS CORNER DETAILS

\( \frac{3}{4} \) I.D. x 30" GALVANIZED IRON PIPE WITNESS CORNER TO BE SET AT A 3' OFFSET ON THE LOT LINE WHEN ZERO LOT LINE DEVELOPMENT IS ON API STANDARD STREETS.

MONUMENT FALLS IN THE CONCRETE AREA

R/W & PROPERTY LINE

REF. & REV. AUG. 2010

CITY OF FRESNO

P-38
THIS STANDARD IS NO LONGER USED
NOTES:

1. THIS "STANDARD" IS A GUIDE ONLY AND DEVIATIONS WILL BE ACCEPTABLE WHERE CONDITIONS DICTATE.

2. DIMENSIONS SHOWN ARE DESIRABLE BUT DO NOT GOVERN. THE INTENTION IS TO SHOW THE RELATIVE POSITION OF ALL UTILITIES.

3. REFERENCE STD. DWG. RW-12 FOR MINIMUM SEPARATION REQUIREMENTS.

LEGEND:

S — SANITARY SEWER
SD — STORM SEWER
W — WATER MAIN
RW — RECYCLED WATER
MH — MANHOLE
C — CENTERLINE OF PROPOSED STREET
R/W — RIGHT OF WAY
NOTES:

1. THIS "STANDARD" IS A GUIDE ONLY AND DEVIATIONS WILL BE ACCEPTABLE WHERE CONDITIONS DICTATE.

2. DIMENSIONS SHOWN ARE DESIRABLE, BUT DO NOT GOVERN. THE INTENTION IS TO SHOW THE RELATIVE POSITION OF ALL UTILITIES.

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LEGEND

S - SANITARY SEWER
SD - STORM SEWER
W - WATER MAIN
RW - RECYCLED WATER
MH - MANHOLE
C - CENTERLINE OF PROPOSED OFFICIAL PLAN LINE OR DIRECTOR'S DETERMINATION
R/W - PROPERTY LINE
NOTES:

1. WHEN THE PAVEMENT IS FRACTURED OR SEPARATED, THE CITY ENGINEER MAY DIRECT ITS REPLACEMENT. AJ TO ELIMINATE ANY FLOATING SECTIONS OF AC PAVING.

2. WHERE PERMANENT STREET IMPROVEMENTS ARE NOT COMPLETE, CATV FACILITIES ARE SUBJECT TO RELOCATION DEPENDENT UPON THE DETERMINATION OF FINAL STREET GRADES. INSTALLATION AT A DEPTH GREATER THAN 18" MAY AVOID RELOCATION OF CATV FACILITIES WHEN THE FUTURE STREET GRADE MAY BE LOWER THAN THE EXISTING STREET.

3. STREET CLEANING IS A CONTINUOUS REQUIREMENT OF THE PROJECT.

4. TO PROVIDE A STRAIGHT AND NEAT TRENCH, IN OIL DIRT STREETS, THE ENGINEER MAY REQUIRE ADDITIONAL PAVEMENT REMOVAL AND REPLACEMENT BEYOND THE LIMITS SHOWN IN THIS STANDARD.

5. WHEN STREET PAVING IS LESS THAN ONE YEAR OLD, FOG SEAL IS REQUIRED.

6. STONE GUARDS ARE REQUIRED. GUARDS TO PREVENT FLYING, OR SCATTERING OF DEBRIS BEYOND THE TRENCH SPOIL ARE REQUIRED.

7. CONSTRUCTION MACHINERY IS SUBJECT TO INSPECTION PRIOR TO APPROVAL OF STREET WORK PERMIT.

THIS STANDARD IS NO LONGER USED
THIS STANDARD IS NO LONGER USED
T.W. ≥ \((8) + (\frac{d_1}{2} + \frac{d_2}{2} + \ldots + \frac{d_n}{2}) + (\frac{h_1}{2} + \frac{h_2}{2} + \ldots + \frac{h_n}{2}) + 2(L)\)

- \(d\) = O.D. of proposed pipe.
- \(h\) = Clear horizontal distance between proposed pipes.
- \(L\) = Number of pipes in traveled way exceeding 10” nominal I.D.

**GENERAL:**

The minimum allowable traveled way must be calculated using the formula below. To determine the required standard street width calculate T.W. in the formula and round up to the nearest traveled way shown on the array of standard street sections.

**NOTES:**

1. Sewer to be minimum 8’ from curb for curvilinear streets.
2. Sewer to be within 2’ of center of T.W. for tangential streets.
3. Water to be minimum 6’ from curb. Special pipe construction may allow a reduction when approved by the city engineer.
4. Water and sewer to be separated by minimum 10’ clear horizontal distance.
5. Minimum “S” is 2’ or as provided in city standard specifications.
6. If the depth to flowline of a pipe exceeds 5’, the minimum “S” of 2’ to adjacent pipes will increase by 6” for each 1’ of depth greater than 5’.
7. If the elevation of the top of a water or sewer line is within 6’ in elevation of the top of another pipe, (not sewer or water). The separation (“S”) shall be at least 5’.
NOTE: SAWCUTTING OF TRENCH EDGES TO A STRAIGHT LINE SHALL BE REQUIRED IN ALL PERMANENTLY PAVED AREAS OR AS REQUIRED BY THE ENGINEER PRIOR TO TRENCH RESURFACING.

NOTE: THE TOP 2' OF THE TRENCH SHALL BE COMPACTED TO 95%.

SELECT NATIVE MATERIAL FREE OF UNSUITABLE MATERIAL AND LUMPS LARGER THAN 2".

PIPE EMBEDMENT ZONE: SEE P.W. STD. 5-10 AND W-29 COMPACTION SHALL BE 90%

NOTES:
1. TEMPORARY RESURFACING AS SHOWN ON SECTION "E," SHALL BE REQUIRED IN ALL STREET INTERSECTIONS, OR AS DIRECTED BY THE ENGINEER.
2. UTILIZE ASTM D1557 TO DETERMINE THE MAXIMUM DRY DENSITY.
3. A.C. = ASPHALT CONCRETE.
4. THE PAVEMENT SECTIONS SHOWN ABOVE ARE MINIMUM, AND IF THE EXISTING STRUCTURAL SECTION IS GREATER, IT SHALL BE MATCHED UNLESS THE ENGINEER APPROVES OTHERWISE.
5. AT THE OPTION OF THE ENGINEER, SAND SLURRY (MIN. 2 SACK MIX) SHALL BE SUBSTITUTED.
6. IF THERE IS LESS THAN 2 FEET BETWEEN THE EDGE OF A TRENCH CUT AND A CONC. IMPROVEMENT, OR EDGE OF PAVING, THEN REMOVE AND REPLACE THE A.C. PAVEMENT FROM THE EDGE OF THE TRENCH CUT TO THE CONCRETE IMPROVEMENT, OR EDGE OF PAVING.
7. MATCH EXISTING STRUCTURAL SECTION WHEN TRENCH WIDTH IS GREATER THAN OR EQUAL TO 4' UNLESS THE ENGINEER APPROVES OTHERWISE.
8. RESURFACING SHALL BE 7 INCHES MINIMUM OF A.C. WHEN TRENCH WIDTH IS LESS THAN 4' UNLESS THE CITY ENGINEER APPROVES OTHERWISE. TRENCHES WIDER THAN 4' SHALL BE CONSTRUCTED WITH BASEROCK STRUCTURAL SECTIONS.
THIS STANDARD IS NO LONGER USED
FOR STREET WIDTHS AND RIGHT-OF-WAY REQUIREMENTS, REFER TO PW STANDARDS FOR MAJOR AND LOCAL STREETS

CROSS SECTION OF PUBLIC STREET

TRAFFIC INDICES AND MINIMUM PAVEMENT SECTIONS

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NOTES:
1. TRANSITIONS SHALL BE APPROPRIATE TO THE DESIGN SPEED OF THE STREET BOTH VERTICALLY AND HORIZONTALLY.
2. TRANSITION SLOPE ALONG THE STREET SHALL BE A MAX. 2% GRADE DIFFERENCE. (TEMPORARY)
3. TRANSITION SLOPE ACROSS THE STREET SHALL BE A MAX. SLOPE OF 5%. (TEMPORARY)
4. WHEN SIDEWALK IS NOT REQUIRED, FINISHED GRADE SHALL BE 2% FROM BACK OF CURB TO PROPERTY LINE.
5. THE ASPHALT PAVEMENT SECTION SHALL BE DESIGNED BASED UPON THE CALTRANS METHODOLOGY IN CHAPTER 600 OF THE HIGHWAY DESIGN MANUAL.
6. THE CITY ENGINEER MAY APPROVE A FULL DEPTH A.C. SECTION OR AN A.C./A.B./A.S.B. SECTION WHERE APPROPRIATE.
7. LOCAL INDUSTRIAL STREETS SERVING LAND USES WITH HIGH VOLUMES OF TRUCK TRAFFIC SHALL BE DESIGNED FOR A T.I. OF 7.0 OR 7.5, AS DETERMINED BY THE CITY ENGINEER.
8. "R" VALUE TESTS SHALL BE PROVIDED AT A RATE OF 1 PER 500 FT OF STREET CONSTRUCTION. THE "R" VALUE OF THE SOIL SHALL BE WITHIN 12" BELOW OF THE APPROXIMATE SUBGRADE.
9. STREET FURNITURE SHALL BE LOCATED IN ACCORDANCE WITH STREET FURNITURE LOCATION DIAGRAM.
10. ON CORNER LOTS, THE PLANTING AND UTILITY EASEMENT ALONG THE SIDE YARD MAY BE REDUCED TO EIGHT FEET AND IS MAINTAINED BY PROPERTY OWNER IF NOT IN A CFD.
NOTES:

1. FOR DUAL LEFT TURN LANES USE 26' MEDIAN.
2. SEE P–69 AND P–70 FOR ADDITIONAL WIDTH AT MAJOR STREET INTERSECTIONS.
3. OFFSET CROWN REQUIRES APPROVAL OF THE CITY ENGINEER.
4. DEVIATIONS FROM THE STANDARDS REQUIRE APPROVAL OF THE CITY ENGINEER.
5. ( ) PERTAINS TO DIFFERENCE WITH 26' MEDIAN WIDTH WHERE NECESSARY TO ACCOMMODATE DUAL LEFT TURN LANES.
6. SEE P–74 AND P–75 FOR EXPRESSWAY BARRIER FENCE LOCATION AND DETAILS.
CASE 1: DIVIDED ARTERIAL — NO PARKING

CASE 2: DIVIDED ARTERIAL — NO PARKING AND WIDER OUTSIDE TRAVEL LANE

CASE 3: DIVIDED ARTERIAL — WITH PARKING OR SCHOOL DROP OFF ZONES

NOTES:

1. USE 26" MEDIAN WHEN DUAL LEFT TURNS ARE REQUIRED.

2. OFFSET CROWN REQUIRE APPROVAL OF THE ENGINEER DEVIATIONS FROM STANDARDS REQUIRE APPROVAL OF THE ENGINEER.

3. ( ) INDICATE A 22" MEDIAN WIDTH ONLY WHERE A SPECIFIC ARTERIAL HAS BEEN PLANNED FOR A 22" MEDIAN ISLAND.

4. CASE 2 SHALL ONLY BE USED FOR SHORT GAP FILLING BETWEEN EXISTING CASE 2 ARTERIALS.

5. CASE 3 SHALL NOT BE USED UNLESS APPROVED BY THE CITY TRAFFIC ENGINEER.
NOTES:
1. OFFSET CROWN REQUIRES APPROVAL OF THE ENGINEER. DEVIATIONS FROM STANDARDS REQUIRE APPROVAL OF THE ENGINEER.

COLLECTOR STREET CROSS-SECTION
(4 TRAVEL LANES)
COLLECTOR STREET WITH PARKING
(2 TRAVEL LANES) 84' ROW

COLLECTOR STREET - NO PARKING
(2 TRAVEL LANES) 72' ROW
*THICKNESS BASED UPON TRAFFIC INDEX FOR SPECIFIC STREET
BASED UPON CALTRANS METHOD FOR FLEXIBLE PAVEMENT DESIGN, SEE P-50.

NOTES:
1. ACTUAL SECTION DEPENDS ON TRAFFIC INDEX AND SOIL TESTS.
2. WHERE NO SIDEWALK IS CONSTRUCTED, FINISH GRADE SHALL BE 2% FROM BACK OF CURB TO PROPERTY LINE.
THIS STANDARD IS NO LONGER USED

NO LONGER USED
SEE P-56A

REF. & REV.
JUNE 2015
MAR. 2021 (A.7)

CITY OF FRESNO
P-56
42' STREET
ONLY ALLOWED ON STREETS WITH HOMES ON ONE SIDE
OF THE ROADWAY & PARKING ON ONE SIDE ONLY
NOTES 1 AND 6 SHALL APPLY

50' STREET
NOTES 1, 5 AND 6 SHALL APPLY

56' STREET
NOTE 2 SHALL APPLY

60' STREET
*60' STREETS MAY HAVE 10' OR 12' SIDEWALK PATTERNS
NOTE 2 SHALL APPLY

NOTES:
1. FOR DRIVEWAY DETAIL SEE STREET SECTIONS THAT MAY BE USED, SEE P.W. DWGS. P-4 AND P-6.
2. FOR DRIVEWAY DETAIL SEE STREET SECTIONS THAT MAY BE USED, SEE P.W. STD. DWGS. P-1, P-2, P-3, AND P-6.
3. OFFSET CROWN REQUIRES APPROVAL OF THE ENGINEER; DEVIATIONS FROM STANDARDS REQUIRE APPROVAL OF THE ENGINEER.
4. SIDEWALKS MAY BE LOCATED PARTIALLY OR FULLY OUTSIDE THE STREET RIGHT-OF-WAY WITH THE DEDICATION OF A PEDESTRIAN EASEMENT, WHEN APPROVED BY THE CITY ENGINEER.
5. 1,500 FOOT MAXIMUM BLOCK LENGTH
6. IN OTHER THAN SINGLE FAMILY AREAS, THIS STREET SECTION CAN ONLY BE USED ON CUL-DE-SACS AND ON BLOCK STREETS NOT TO EXCEED 800 FEET IN LENGTH.
7. FRESNO IRRIGATION DISTRICT FACILITIES SHALL BE LOCATED IN A SEPARATE EASEMENT OUT OF THE STREET AREA.
NOTES:
1. FOR DRIVEWAY DETAIL SEE STREET SECTIONS THAT MAY BE USED, SEE P.W. STD. DWGS. P-4 AND P-6.
2. FOR DRIVEWAY DETAIL SEE STREET SECTIONS THAT MAY BE USED, SEE P.W. STD. DWGS. P-1, P-2, P-3 AND P-6.
3. OFFSET CROWN DESIGN OR OTHER DEVIATIONS FROM STANDARDS REQUIRE THE APPROVAL OF THE CITY ENGINEER.
4. SIDEWALKS MAY BE LOCATED PARTIALLY OR FULLY OUTSIDE THE STREET RIGHT-OF-WAY WITH THE DEDICATION OF A PEDESTRIAN EASEMENT.
5. FRESNO IRRIGATION DISTRICT FACILITIES SHALL BE LOCATED OUTSIDE OF STREET AND PEDESTRIAN EASEMENT AREA.
6. WEDGE CURB IS NOT ALLOWED IN FRONT OF FIRE HYDRANTS.
7. SMALLER P.U.E. IS ACCEPTABLE WITH ALL PERTINENT UTILITY COMPANIES' APPROVAL.
   * MONOLITHIC SIDEWALK PATTERN WITH WEDGE CURB REQUIRES A NON-STANDARD SIDEWALK THICKNESS. SEE STD. DWG. P-5.
** NO STREET LIGHTS ARE ALLOWED ON SIDE OF STREET WITHOUT SIDEWALK.
CONCRETE SIDEWALK, CURB & GUTTER PER CITY OF FRESNO STANDARD DETAIL P-5 (TYP.)

WEDGE CURB PER CITY OF FRESNO STANDARD (TYP.)

8" THICK CONCRETE W/ #4 REBAR OR ALTERNATE AS APPROVED BY CITY ENGINEER (TYP.); DOWELED TO WEDGE CURB @ 24" O.C.

CROSS SECTION
NOT TO SCALE

SPECIFICATIONS

1. SIDEWALK SHALL BE INSTALLED ON BOTH SIDES.

2. GREATER RIGHT-OF-WAY MAY BE APPROVED. IN SUCH CASES, 5' SIDEWALK SHALL BE INSTALLED 6" FROM PROPERTY LINE (EXCEPTION MAY BE APPROVED FOR A MEANDERING SIDEWALK).

3. 600' MAXIMUM BLOCK LENGTH BETWEEN OPENINGS IN MEDIAN.

4. AN 18' MINIMUM SETBACK IS REQUIRED FROM BACK OF WALK TO GARAGE WHEN THE GARAGE DOOR FRONTS ON STREET WITH A ROLL-UP DOOR; LIVING SPACE SETBACK TO BE DETERMINED BY CONDITIONAL USE PERMIT OR PLANNING AND DEVELOPMENT DEPARTMENT. THE SETBACK SHALL NOT BE LESS THAN REQUIRED BY THE ZONING ORDINANCE.

5. THIS STANDARD IS SUBJECT TO THE PIPELINE INSTALLATION REQUIREMENTS FORMULA.

6. F.I.D. FACILITIES SHALL BE LOCATED IN A SEPARATE EASEMENT OUT OF THE RIGHT OF WAY.

7. THIS STANDARD CAN BE USED IN CONVENTIONAL DEVELOPMENT, PLANNED UNIT DEVELOPMENTS, OR OTHER RESIDENTIAL DEVELOPMENTS.

8. ON CORNER LOTS, THE PLANTING AND UTILITY EASEMENT ALONG THE SIDE YARD MAY BE REDUCED TO 8'.

9. CROSS SECTIONS SHALL REMAIN CONSISTENT FOR ENTIRE BLOCK.

10. FIRE HYDRANTS SHALL BE PLACED IN MEDIAN AT 600' INTERVALS MAXIMUM. LOCATION APPROVAL REQUIRED BY CITY FIRE DEPARTMENT.

82' ROW LOCAL BOULEVARD
NOTES:

1. DEVIATIONS FROM THIS STANDARD SHALL BE ALLOWED ONLY UPON APPROVAL OF CITY ENGINEER.

2. THIS STANDARD SHALL NOT BE USED IN AREAS OF INUNDATION.

3. CITY ENGINEER MAY PERMIT A CURVILINEAR DESIGN. PRECISE DATA SHALL BE PROVIDED TO STAKE THE ALIGNMENT AND SET APPROPRIATE GRADES.

4. TRAIL DESIGN SHALL COMPLY WITH CHAPTER 1000 OF THE CALTRANS HIGHWAY DESIGN MANUAL AND THE PROWAG FOR SHARED USE PATHS.

5. IF ALL OR PART OF THE SHOULDER IS PAVED WITH THE SAME MATERIAL AS THE PATH, IT IS TO BE DELINEATED FROM THE TRAVELED WAY OF THE PATH WITH A DETAIL 27B EDGE LINE PER CALTRANS STD. PLAN A20B.
NOTES:

1. *TO BE SPECIFIED BY THE CITY ENGINEER.

2. CITY ENGINEER MAY PERMIT A CURVILINEAR DESIGN. PRECISE DATA SHALL BE PROVIDED TO STAKE THE ALIGNMENT AND SET APPROPRIATE GRADES. R=160'.

3. TRAIL DESIGN SHALL COMPLY WITH THE LATEST VERSION OF CHAPTER 1000 OF THE CALTRANS HIGHWAY DESIGN MANUAL AND THE PROWAG FOR SHARED USE PATHS.

4. IF ALL OR PART OF THE SHOULDER IS PAVED WITH THE SAME MATERIAL AS THE PATH, IT IS TO BE DELINEATED FROM THE TRAVELED WAY OF THE PATH WITH AN EDGE LINE.
MAJOR STREET TRAIL

CANAL-SIDE TRAIL

OFF-STREET TRAIL

CONNECTOR TRAIL

TRAIL DETAILS

P-60
DRIVE APPROACH PER STD. DWG. P-2, MIN. WIDTH OF APPROACH SHALL MATCH THE WIDTH OF TRAIL.

SIDWALK

20' MIN. FROM BACK OF WALK

STOP

R/W

MIDDLE BOLLARD(S) SHALL BE 3-1/2" DIA. REMOVABLE UNITS WITH LOCKING HASP.

Ø3-1/2" FIXED PIPE BOLLARD

5' MIN. (TYP.)

FLUSH WELD 3-1/2" ROUND CAP AND GRIND SMOOTH W/PIPE

ALL BOLLARDS: PROVIDE THREE (3) BANDS OF 4" YELLOW REFLECTIVE TAPE (TYPE 3M DIAMOND-GRADE, OR APPROVED EQUAL), AT 3" SPACING

3-1/2" O.D. GALV. STEEL PIPE, POST 4'6" LONG

FOOTING FLUSH W/ BIKE PATH

1/4"

3/8" DIA HOLE, TYP

1" RADIUS, TYP

FINISHED GRADE

LOCKING DETAIL

12" DIA. DRAIN PIT. FILL W/ 3/4" TO 1 1/2" DRAIN ROCK.

4" I.D. GALV. STEEL PIPE SLEEVE 2'2" LONG.

1" DIA. STOP PIN 9" LONG. DRILL THROUGH AND WELD TO 4" SLEEVE.

12" DIA. CONCRETE FOOTING, CLASS "B" P.C.C.

TRAIL–STREET INTERSECTION
TYPICAL PLAN

CITY OF FRESNO

REF. & REV. NOV.–2014
MAR. 2021 (A.7)

P–61
NOTES:
1. END CONCRETE CAP WHERE CURB FACES ARE GREATER THAN B' APART.
2. NOSE SHALL BE A MINIMUM OF 10’ FROM PRODUCTION OF CROSS STREET EXTREME CURB LINE.
3. CONCRETE GUTTER TO BE USED WHERE REQUIRED.

MEDIAN ISLAND LEFT TURN POCKETS

CITY OF FRESNO

REF. & REV. AUG. 2010

P-62
NOTES:
1. END CONCRETE CAP WHERE CURB FACES ARE GREATER THAN 8’ APART.
2. NOSE SHALL BE A MINIMUM OF 10’ FROM PRODUCTION OF CROSS STREET EXTREME CURB LINE.
3. CONCRETE GUTTER TO BE USED WHERE REQUIRED.
### Curve Table

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<th>DIST. FROM OFFSET</th>
<th>POINT &quot;A&quot;</th>
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<tr>
<td>55'</td>
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Meet 1° Rad. at 60' ±

### Curve Table

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<td>70'</td>
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Meet 2° Rad. at 75' ±

CROSS STREET PROPERTY LINE PRODUCED
MAJOR ST.

MINOR ST.

R100'

R60'

R1

R2

R16

R2

R20'

30'

40'

30'

S

10'

10'

12'

10'

OR

12'

OR

10'

12'

T

30'

30'

30'

30'

NOTES:

1. SIDEWALK PATTERN SHALL BE IN ACCORDANCE WITH SECTION 14 OF STANDARD SPECIFICATIONS.

2. "W"=8' ON 80' STREETS, 10' ON ALL OTHER MAJOR STREETS.

<table>
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<tr>
<td>T</td>
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BULB DESIGN FRONTAGE ROAD TERMINATIONS

REF. & REV. AUG. 2010

CITY OF FRESNO

P-65
NOTES:
1. RAMP AND SIDEWALK AREAS SHALL BE 7" PCC / 6" CNS.
2. A 4.0' MIN. SIDEWALK AREA BEHIND RAMP SHALL BE MAINTAINED. A PEDESTRIAN EASEMENT IS REQUIRED WHEN PATTERN IS LESS THAN 6'.
3. CURB TOP AND FACE SHALL BE PAINTED RED WITH TRAFFIC-RATED PAINT, TWO (2) COATS MIN.
4. 6' MIN. SIDEWALK REQUIRED ON MAJOR STREETS, 4' MIN. REQUIRED ON LOCAL STREETS.
NOTES:
1. MEDIAN CROSSING SHALL BE 7" PCC/6" CNS.
2. FLEXIBLE WHITE REFLECTORIZED PADDLES SHALL BE INSTALLED ON 5' CENTERS. (STATE STD.).
NOTES:

1. RIGHT TURN POCKET LENGTH IS DEPENDENT ON DRIVE APPROACH LOCATIONS. REQUIRED LENGTH SHALL BE DETERMINED BY TRAFFIC ENGINEERING DIVISION.

2. BUS BAY LENGTH MAY BE EXTENDED DUE TO DRIVE APPROACH LOCATION. REQUIRED LENGTH SHALL BE DETERMINED BY TRAFFIC ENGINEERING DIVISION.

3. WHEN INSTALLING A NEW SIGNAL, VEHICLE AND BICYCLE DETECTION LOOPS SHALL BE INSTALLED AT INTERSECTION PER STD. DWG. E-13 AND E-14.

4. STRIPING AND LANE CONFIGURATION TO BE DETERMINED BY CITY TRAFFIC ENGINEER.

5. A LONGER TRANSITION AT THE END OF A BUS BAY MAY BE NECESSARY TO ACHIEVE THE REQUIRED PAVEMENT CROSS SLOPES AND PROPER DRAINAGE.
TRANSITION PER THE CALTRANS HIGHWAY DESIGN MANUAL AND AS APPROVED BY THE CITY ENGINEER

INSTALL "CONFLICT-ZONE" STRIPING AS REQ'D PER STD. DWG. P-81A (TYP.)

SEE STD. DWG. P-73 FOR BUS BAY CURB DETAIL.
SEE NOTE 2

SIDewALK (WIDTH VARIES)
10' RIGHT TURN (100' MIN.)
3' BIKE LANE

11'

11'

11' - 200' LEFT TURN POCKET
11' - 200' LEFT TURN POCKET
4'

11'

11'

5' BIKE LANE
10' BUS BAY (80' MIN.)

REVERSE CURVES
114.5' RADIUS MIN. SEE NOTE 5

SEE NOTE 1

REVERSE CURVES
120' RADIUS MIN.

NOTES:
1. RIGHT TURN POCKET LENGTH IS DEPENDENT ON DRIVE APPROACH LOCATIONS. REQUIRED LENGTH SHALL BE DETERMINED BY TRAFFIC ENGINEERING DIVISION.

2. BUS BAY LENGTH MAY BE EXTENDED DUE TO DRIVE APPROACH LOCATION. REQUIRED LENGTH SHALL BE DETERMINED BY TRAFFIC ENGINEERING DIVISION.

3. WHEN INSTALLING A NEW SIGNAL, VEHICLE AND BICYCLE DETECTION LOOPS SHALL BE INSTALLED AT INTERSECTION PER STD. DWG. E-13 AND E-14.

4. STRIPING AND LANE CONFIGURATION TO BE DETERMINED BY CITY TRAFFIC ENGINEER.

5. A LONGER TRANSITION AT THE END OF A BUS BAY MAY BE NECESSARY TO ACHIEVE THE REQUIRED PAVEMENT CROSS SLOPES AND PROPER DRAINAGE.

6. OPPOSING DUAL-LEFT TURNS SHALL BE ANALYZED FOR CONFLICTS USING AUTOTURN OR EQUIVALENT SOFTWARE. RESULTS SHALL BE PROVIDED TO, AND APPROVED BY, TRAFFIC ENGINEERING STAFF.
THIS STANDARD IS NO LONGER USED
NOTES:

1. BUS SHELTERS SHALL BE PLACED IN CITY OF FRESNO RIGHT OF WAY. CONTACT CITY OF FRESNO TRAFFIC ENGINEERING FOR EASEMENT REQUIREMENTS IF ADA CLEARANCE IS NOT MET.

2. A 6" CONCRETE PAD SHALL BE PLACED UNDER SHELTER. LIMITS OF PAD SHALL ALLOW FOR FUTURE ADDITION TO SHELTER. CONTACT TRAFFIC ENGINEERING FOR REQUIREMENTS.

NOTES:
1. 5' MIN. TRANSITION TO STD. CURB & GUTTER.
2. 20" LAP REQ'D ON ALL BAR SPLICES.
3. WHERE PARKING LANE DOES NOT EXIST, 8' BUS BAY WILL BE REQUIRED.
4. USE 6 SACK CONCRETE MIX.
5. ON COLLECTOR STREETS IN NEW GROWTH AREA, USE P-69 CITY STD.
6. IF 8' BUS BAY, USE 114.50' RADIUS AND 60' TRANSITION.
NOTES:
1. FENCE SHALL BE LOCATED 6" OUTSIDE OF STREET RIGHT-OF-WAY.
2. FENCE SHALL HAVE A BLACK POWDER COATING.
3. SEE PUBLIC WORKS STANDARD P–75 FOR REQUIRED LOCATION OF BARRIER FENCING.
4. ALTERNATE DESIGNS MAY BE APPROVED BY THE CITY ENGINEER, PROVIDED THE 4' MINIMUM HEIGHT IS PROVIDED.
5. ALL CONCRETE WORK SHALL BE 5-SACK MIX.
NOTES:
1. EXPRESSWAY BARRIER FENCE SHALL BE ON STREET RIGHT-OF-WAY.
2. BIKE PATH MAY MEANDER OUTSIDE OF RIGHT TURN AND BUS BAY AREA.
3. REFER TO CITY STD. DWG. P-58, P-59, AND P-60 FOR TRAIL DETAILS.
**LEGEND:**

1. CONCRETE PAVEMENT REQUIRED WITHIN PUBLIC STREET R/W.
2. ADA CURB RAMPS PER CITY STD. DWG. P-29.
3. VALLEY GUTTER PER CITY STD. DWG. P-10.
4. 6 INCH HIGH CONCRETE CURB FOR LENGTH OF REQUIRED THROAT.

**NOTES:**

1. ON DIVIDED MAJOR STREET, DESIGN ONE-WAY LEFT TURN POCKET PER CITY STD. DWG. P-63, WHERE APPROVED BY CITY TRAFFIC ENGINEER.

**STREET TYPE APPROACH**

**FOR UNDIVIDED DRIVEWAY**
NOTES:

1. ON DIVIDED MAJOR STREET, DESIGN ONE-WAY LEFT TURN POCKET PER CITY STD. DWG. P-63, WHERE APPROVED BY CITY TRAFFIC ENGINEER.

* FOR ADA ACCESSIBILITY ACROSS DRIVEWAY
NOTES:

1. TO THE GREATEST EXTENT POSSIBLE, CASE I BIKE LANES SHALL BE INSTALLED WITH ALL NEW INDUSTRIAL, COLLECTOR OR ARTERIAL STREET DEVELOPMENTS OR RECONSTRUCTION. WHEN AVAILABLE SPACE IN THE ROADWAY DOES NOT ALLOW FOR THE MINIMUM STANDARD WIDTHS, CONSIDERATION WILL BE GIVEN TO NARROWED TRAVEL LANES OR ELIMINATION OF TRAVEL LANES BEFORE CONSIDERING NARROWING OR ELIMINATING BIKE LANES. A TRAFFIC STUDY TO INVESTIGATE TRAFFIC SPEED, SPEED LIMITS, TYPE OF CORRIDOR, VOLUMES FOR CARS AND TRUCKS (OR OTHER DATA AS REQUESTED BY THE CITY TRAFFIC ENGINEER) MAY BE REQUIRED BEFORE ANY PROPOSED TRAVEL OR BIKE LANE REDUCTIONS ARE ALLOWED.

2. WHEN STRIPING A CASE I BIKE LANE, R–28(S)(CA) "NO STOPPING AT ANY TIME" SIGNS WILL BE INSTALLED AT 200' MAXIMUM INTERVALS, OR AT INTERVALS DETERMINED BY EXISTING STREETLIGHT POLES.


4. ALL REFERENCED STRIPING IS PER CALTRANS STANDARD PLANS: A20A–A20D.
NOTES:

1. BICYCLE LANE PAVEMENT MARKING SYMBOLS SHALL BE PLACED ON THE FAR SIDE OF EACH INTERSECTION, 25' FROM THE RETURN, AT 800' MAXIMUM SPACING. THEY MAY ALSO BE PLACED AT OTHER LOCATIONS AS DESIRED AND APPROVED BY THE CITY TRAFFIC ENGINEER.

2. WHERE MOTORIST RIGHT TURNS ARE PERMITTED, THE SOLID BIKE LANE LINE (DETAIL 39A) SHALL BECOME DASHED UP TO THE INTERSECTION (DETAIL 39A), BEGINNING AT A POINT 100' IN ADVANCE OF THE INTERSECTION. A DISTANCE OF 200' SHALL BE USED ON ARTERIALS AND SUPER-ARTERIALS WITH A POSTED SPEED LIMIT OF 45 MPH OR GREATER. WHEN RIGHT TURNS ARE PROHIBITED, THE BIKE LANE LINE SHALL BE SOLID (DETAIL 39) TO THE INTERSECTION.

3. THE R81 "BIKE LANE" SIGN (18" X 24") SHALL BE PLACED AT THE BEGINNING OF ALL BIKE LANES, ON THE FAR SIDE OF EVERY MAJOR STREET INTERSECTION, AT ALL MAJOR CHANGES IN DIRECTION, AND AT MAXIMUM 1/2 MI. (0.8 km) INTERVALS.

4. FOR CLASS III BICYCLE ROUTES, AN R4-11 SIGN SHALL BE INSTALLED ON THE FAR SIDE OF EACH INTERSECTION AND AT 800' MAXIMUM SPACING. WITH APPROVAL FROM THE CITY TRAFFIC ENGINEER, THIS SIGNAGE MAY BE SUPPLEMENTED WITH PAINTED SHARED ROADSIDE BICYCLE MARKINGS (SHARROWS) PER CALTRANS STANDARD PLAN A24C. PLACEMENT WITHIN THE LANE SHALL COMPLY WITH CA-MUTCD SECTION 9C-07.

5. FOR SHARROW PLACEMENT IN RIGHT TURN LANES REFER TO MUTCD (CA) FIG. 9C-111. R3-7 WITH R118 SIGNAGE SHALL BE PROVIDED.

6. THE ACTUAL LOCATION OF ALL SIGNS WILL BE DETERMINED BY THE CITY TRAFFIC ENGINEER.

7. ALL REFERENCED STRIPING IS PER CALTRANS STANDARD PLANS: A20A-A20D.
NO LONGER USED

NOTES:

1. REFERENCE THE CITY OF FRESNO’S “POLICY ON GREEN BIKE Lanes” FOR THE APPROPRIATE LOCATIONS AND USE OF THIS STRIPING. THE CITY TRAFFIC ENGINEER MAY ALSO REQUIRE THE INSTALLATION OF THESE FEATURES ON A CASE-BY-CASE BASIS FOR LOCATIONS NOT EXPLICITLY LISTED IN THE POLICY.

2. ALL STRIPING SHALL BE THERMOPLASTIC, PER CITY SPECIFICATIONS. WHERE REQUIRED, THE RIGHT-HAND STRIPE SHALL BE 6” PER DETAIL 39 OR 39A.

3. THIS TREATMENT USES GREEN-BACKED SHARROWS (SHARED LANE MARKINGS) TO DENOTE THE MIXING/CONFLICT ZONE. THE FIRST SHARROW SHALL BE CENTERED ON THE LEFT EDGE OF THE BIKE LANE AND THE SHARROW CLOSEST TO THE INTERSECTION SHALL BE CENTERED ON THE LEFT EDGE OF THE RIGHT TURN LANE (DETAIL 38A) STRIPING. SHARROWS LOCATED BETWEEN THE TWO BIKE LANES SHALL BE PLACED SUCH THAT THEY SHIFT EVENLY TO THE LEFT. SHARROWS MAY BE PERFORMED THERMOPLASTIC PANELS (TYPE ENNIS–FLINT “PRE–MARK” OR APPROVED EQUAL), OR MMA (PER NOTE 4) WITH STENCILLED MMA SHARROW SYMBOL CONFORMING TO CALTRANS “SHARED ROADWAY BICYCLE MARKING” PER STANDARD PLAN A24C.

4. GREEN PAINT SHALL BE 98/2 METHYL METHACRYLATE (MMA) INTERMIXED WITH HARD-WEARING AGGREGATE (MOHS HARDNESS >7). THE FINISHED APPLICATION SHALL BE 90–MILS THICK, COLOR STABLE WITH >60 BPM SLIP RESISTANCE. TYPE ENNIS–FLINT “MMAX”, TRANSP “COLOR–SAFE”, OR APPROVED EQUAL.

5. ALL REFERENCED STRIPING IS PER CALTRANS STANDARD PLANS: A20A–A20D.

GREEN BIKE LANE
TRAP–RIGHT CONFLICT ZONE

SEE NOTE 4

R4–4
(OPTIONAL)

"BIKE LANE ARROW"
PER CALTRANS A24A & "BIKE LANE SYMBOL WITH PERSON" PER A24C, CENTER IN GREEN LANE.

"BIKE LANE ARROW"
PER CALTRANS A24A & "BIKE LANE SYMBOL WITH PERSON" PER A24C

DETAIL 37B FOR TRAP–RIGHT STRIPING
SHARROW ON GREEN BACKING (10’x4’);
MIN. THREE (3) REQ’D. SPACE EVENLY IN CONFLICT/MIXING ZONE, REF. NOTE 3 FOR PLACEMENT

"X" = 17.5’ (TYP.),
25’ (MAX.)
WHEN RETROFITTING EXISTING STANDARD CROSSWALKS, REMOVE EXISTING LONGITUDINAL CROSSWALK STRIPING BY GRINDING OR SANDBLASTING (TYP.).

INSTALL LADDER STRIPING WITH 2' WIDE AND 4' LONG WHITE LINES WITH A 4' SPACE AND 2' WIDE SPACE BETWEEN THE LINES.

HIGH VISIBILITY CROSSWALK (TYPICAL 12' LAYOUT)

WHEN RETROFITTING EXISTING STANDARD CROSSWALKS, REMOVE EXISTING LONGITUDINAL CROSSWALK STRIPING BY GRINDING OR SANDBLASTING (TYP.).

INSTALL LADDER STRIPING WITH 2' WIDE AND 4' LONG WHITE LINES WITH A 4' TO 6' SPACE AND 2' WIDE SPACE BETWEEN THE LINES.

HIGH VISIBILITY CROSSWALK (ENLARGED LAYOUT)

NOTES:
1. INSTALL THREE ROWS OF 2' x 4' LADDER STRIPING WITH VARIABLE SPACING FROM 4' TO 6'' ON ENLARGED CROSSWALKS.
2. THE VARIABLE SPACING IS TO BE SYMMETRICAL.
NOTES
1. SIGNING, STRIPING, AND TRAFFIC CIRCLE LANDSCAPING SHALL BE REVIEWED BY THE CITY TRAFFIC ENGINEER.
2. STANDARD VALLEY GUTTER LOCATION IF NEEDED, SEE PW STD. P-10 FOR CONSTRUCTION DETAILS.
3. INSTALL TYPE 'H', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON CURB (4 TOTAL).
4. INSTALL TYPE 'D', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON APRON NEXT TO 8" CURB (4 TOTAL).

SECTION A-A
CIRCLE CURB DETAIL

RESIDENTIAL TRAFFIC CIRCLE
FOR FOUR-WAY INTERSECTION
NOTES

1. SIGNING, STRIPING, AND TRAFFIC CIRCLE LANDSCAPING SHALL BE REVIEWED BY THE CITY TRAFFIC ENGINEER.
2. STANDARD VALLEY GUTTER LOCATION IF NEEDED. SEE PW STD. P-10 FOR CONSTRUCTION DETAILS.
3. INSTALL TYPE 'H', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON CURB (4 TOTAL).
4. INSTALL TYPE 'D', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON APRON NEXT TO 8" CURB (4 TOTAL).

NO PARKING ALONG BOLD STRIP

SEE DETAIL B

SEE NOTE #1

SEE DETAIL B

SEE NOTE #1

NO DRIVE APPROACHES PERMITTED

YELLOW RAISED PAVEMENT MARKERS (RPM)
8" HIGH VERTICAL CURB

SECTION A-A
CIRCLE CURB DETAIL

REINFORCED CONCRETE APRON

CONCRETE CURB

3" AT 12" O.C.
4" AT 24" O.C.

CONCRETE APRON

TOP OF CURB
SEE NOTE #3

REFLECTIVE SURFACE

NO PARKING ALONG BOLD STRIP

R=20" (TYP.)

3" THICK STAMPED COLORED CONCRETE, COLOR BRICK RED

REF. & REV. AUG. 2010
CITY OF FRESNO

P-84

RESIDENTIAL TRAFFIC CIRCLE
CASE NO. 1
NOTES
1. SIGNING, STRIPING, AND TRAFFIC CIRCLE LANDSCAPING SHALL BE REVIEWED BY THE CITY TRAFFIC ENGINEER.
2. STANDARD VALLEY GUTTER LOCATION IF NEEDED, SEE PW STD. P-10 FOR CONSTRUCTION DETAILS.
3. INSTALL TYPE 'H', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON CURB (4 TOTAL).
4. INSTALL TYPE 'D', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON APRON NEXT TO 8" CURB (4 TOTAL).

NO PARKING ALONG BOLD STRIP
SEE NOTE #2

NO PARKING ALONG BOLD STRIP
SEE DETAIL B

SEE DETAIL B

SEE NOTE #1

SEE NOTE #1

NO PARKING

YELLOW RAISED PAVEMENT MARKERS (RPM)
8" HIGH VERTICAL CURB

3" THICK STAMPED COLORED CONCRETE, COLOR: BRICK RED

REINFORCED CONCRETE APRON

6" C.N.S. @ 95%

SECTION A-A
CIRCLE CURB DETAIL

CONCRETE CURB

6" C.N.S. @ 95%

6" C.N.S. @ 95%

CONCRETE APRON

TOP OF CURB
SEE NOTE #3

REJECTIVE SURFACE

DETAIL B
RETRO-REFLECTIVE DETAIL

RESIDENTIAL TRAFFIC CIRCLE
CASE NO.2
NOTES:

1. GREATER RIGHT-OF-WAY MAY BE APPROVED. IN SUCH CASES, 5’ SIDEWALK SHALL BE INSTALLED 6 INCHES FROM PROPERTY LINE (EXCEPTION MAY BE APPROVED FOR A MEANDERING SIDEWALK).

2. USE ALL CONTACT POINTS WITH MAJOR STREETS, EXCEPT WHERE STANDARD CUL-DE-SACS CONTACT MAJOR STREETS, A 50’ RIGHT-OF-WAY STANDARD IS ACCEPTABLE. THE MEDIAN ISLAND SHALL EXTEND FROM THE MAJOR STREET UNTIL THE CLOSEST SIDE OF THE OF THE FIRST DRIVEWAY. MAY BE MINIMUM STANDARD WHEN NEEDED FOR TRAFFIC SAFETY. GENERALLY REQUIRED FOR MULTIPLE-FAMILY DEVELOPMENT.

3. A 20’ MINIMUM SETBACK FROM BACK OF SIDEWALK TO GARAGE WHEN THE GARAGE DOOR FRONTS ON THE STREET SHALL BE REQUIRED. THE ACTUAL SETBACK WILL DEPEND ON THE DRIVEWAY APPROACH REQUIRED BY P-1. THE SETBACK SHALL NOT BE LESS THAN REQUIRED BY THE ZONING ORDINANCE.

4. ON CORNER LOTS, THE PLANTING AND PUBLIC UTILITY EASEMENT ALONG THE SIDE YARD MAY BE REDUCED TO 8’.
NOTES:
1. REQUIREMENTS FOR NEWSRACKS IN SPECIAL DISTRICTS CAN BE FOUND IN CHAPTER 13 ARTICLE 7 OF THE FRESNO MUNICIPAL CODE.
2. NEWSRACK DIMENSIONS SHALL BE APPROVED BY CITY ENGINEER.
3. NEWSRACK WINDOWS SHALL OPEN TOWARD CENTER OF SIDEWALK.
4. CORNERS SHALL HAVE A MINIMUM RADIUS OF 1/8" PER PROWAG 11B-307.3.1
5. MODULAR NEWSRACK SHALL BE MODEL 100 BY MECHANISM EXCHANGE & REPAIR INC., OR APPROVED EQUAL.
6. NEWSRACK SHALL BE BLACK UNLESS OTHERWISE APPROVED BY CITY ENGINEER.
**SIGN POST DETAIL**

A. 9" x 30" or 9" x 36" x 0.100 GAUGE FLAT NON-EXTRUDED SIGN BLADE MADE OF ALUMINUM ALLOY. THEY ARE TO BE SINGLE BLADE DOUBLE FACED FINISH WITH WHITE LETTERS AND BORDER ON A GREEN BACKGROUND USING AVERY DENNISON T6500 HIGH INTENSITY GRADE REFLECTIVE SHEETING. SIGNS TO BE COVERED WITH AVERY DENNISON OL 1000 PREMIUM ANTI-GRAFFITI FILM.

B. SIGN-TO-SIGN BRACKET, 850F-90 CROSS PIECE THAT WILL ACCOMMODATE THE 0.100 GAUGE SIGN BLADE. BRACKETS TO RECEIVE 5/16" SET SCREWS.

C. POST-TO-SIGN BRACKET, 850F- 2" x 2" SQUARE SIGN CAP SLOT TO BE 3-3/4" LONG TO ACCOMODATE THE 0.100 GAUGE SIGN BLADE. BRACKETS TO RECEIVE 5/16" SET SCREWS.

D. SIGN POST SYSTEM TO BE THE ULTI-MATE EZ INSTALLATION SIGN POST SYSTEM. USING THE ULTI-MATE 2" x 2" x 10' 14 GA. GALVANIZED STEEL POSTS WITH HOLES DRILLED FROM TOP TO BOTTOM, 1" ON CENTER. ANCHOR THE POLE TO THE GROUND USING A 2-1/4" x 2-1/4" x 24" GALVANIZED STEEL ULTI-MATE PENETRATOR ANCHOR. 5/16" DRIVE RIVETS ARE TO BE USED TO ATTACH THE SIGN POST TO THE ANCHOR.

**NOT TO SCALE**

**ALL SIGNS: 7" MIN MULTIPLE SIGNS: 6" MIN**

**FINISHED GRADE**

**ULTI-MATE EZ SIGN SUPPORT SYSTEM**

POST: 2" x 2" x 10', 14 GA. GALVANIZED STEEL WITH HOLES FROM TOP TO BOTTOM, 1" O.C.

**ULTI-MATE PENETRATOR ANCHOR**

SLEEVE: 2-1/4" x 2-1/4" x 30" 14 GA. GALV. STEEL HOLES 1" O.C.

POST SHALL BE PRODUCED FROM HIGH STRENGTH RAIL STEEL ACCORDING TO ASTM A715, GRADE 60
"T" INTERSECTION  
"+" INTERSECTION  
"L" INTERSECTION

**LEGEND:**

♦ DOUBLE SIGNS WITH OR WITHOUT R-1
♦ SINGLE SIGN WITH OR WITHOUT R-1

**NOTES:**

LOCATION OF STREET NAME SIGNS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS. ALTERNATE LOCATIONS TO BE APPROVED BY THE ENGINEER. TYPICAL LOCATIONS: ON B.C.R. OF N.E. & S.W. CORNER OF INTERSECTIONS. FOR UNNAMED PRIVATE STREETS, THE WORDS "PRIVATE STREET" SHALL BE 4 1/2" HIGH AND CENTERED WITHIN THE SIGN.

MAJOR STREET = ARTERIALS & COLLECTORS
MINOR STREET = LOCALS

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**STREET NAME SIGN PLACEMENT**

REF. & REV. DEC. 2004  
CITY OF FRESNO

P-89
NOTES:

1. 0.080 ALUMINUM PLATE

2. 1” WHITE BORDER

3. 12” SERIES ‘E’ MODIFIED UPPER CASE LETTER – 2” STROKE MINIMUM. ON LONGER STREET NAME SIGNS A NARROWER SERIES IS PERMITTED.

4. 9” SERIES ‘E’ MODIFIED LOWER CASE LETTERS, – 2” STROKE MINIMUM. ON LONGER STREET NAME SIGNS, A NARROWER SERIES IS PERMITTED.

5. ALL LETTERS, NUMBERS, BORDERS AND SHEETING SHALL BE MADE OF 3M – 3930HIP TYPE III & IV SERIES REFLECTIVE SHEETING AND BE COVERED WITH 1160A PREMIUM OVERLAY ANTI-GRAFFITI FILM OR AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON OL1000 ANTI-GRAFFITI OVERLAY FILM.

6. ENTIRE SIGN SHALL BE SILK SCREENED – DIE CUT LETTERS AND NUMBERS WILL NOT BE ALLOWED.

7. DRILL TWO 3/8” HOLES @ 4 – 7/8” O.C., IN THE CENTER OF THE ANGLES STIFFENERS RIVETED TO THE BACK OF THE SIGN, FOR ZUMAR BRACKET.

* STREET DIRECTION AND NAME SUFFIX (EXACT DESIGNATION SUCH AS STREET, AVENUE, BOULEVARD, LANE, CIRCLE, COURT, DRIVE, PARKWAY, PLACE, ROAD, TERRACE, TRAIL, NORTH, SOUTH, EAST, WEST ETC.) SHALL MATCH THE DEVELOPMENT DEPARTMENT’S RECORDS.
NO STOPPING ANY TIME SIGN

NOTE:
ALL LETTERS, NUMBERS, BORDERS AND SHEETING SHALL BE MADE OF 3M–3930HIP TYPE III & IV SERIES REFLECTIVE SHEETING AND BE COVERED WITH 1160A PREMIUM OVERLAY ANTI–GRAFFITI FILM OR AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON OL1000 ANTI–GRAFFITI OVERLAY FILM.

* INDICATES DIRECTION OF STOPPING RESTRICTION CAN BE LEFT (←), RIGHT (→) OR DOUBLE (↔)
NOTES:

1. ALUMINUM SIGNS SHALL BE SINGLE BLADE DOUBLE SIDED AND SHALL BE MADE OF 0.100 THICKNESS ALUMINUM WITH AN ALLOY HARDNESS OF 5052–H38. THEY SHALL BE 24”x 9”, 30”x 9” OR 36”x 9” TO ACCOMMODATE THE STREET NAME.

2. COLORS SHALL BE WHITE LETTERS ON A GREEN BACKGROUND UNLESS OTHERWISE SPECIFIED.

3. LETTERS ON STREET NAME SHALL BE SERIES B, 6” UPPER CASE AND 4.5” LOWER CASE. THE SECONDARY DIRECTIONAL INDICATOR, STREET TYPE (AVE., BLVD. ETC) AND BLOCK NUMBERS SHALL BE 3” UPPER CASE. SIGN SHALL HAVE 1/2” RADIUS CORNERS WITH A 1/4” OUTSIDE GREEN BORDER AND A 3/8” INSIDE WHITE BORDER.

4. ALL LETTERS, NUMBERS, BORDERS AND SHEETING SHALL BE MADE OF 3M–3930HIP TYPE III & IV SERIES REFLECTIVE SHEETING AND BE COVERED WITH 1160A PREMIUM OVERLAY ANTI–GRAFFITI FILM OR AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON OL1000 ANTI–GRAFFITI OVERLAY FILM.

5. SIGNS MAY BE FABRICATED BY MEANS OF SILK SCREENING USING GRAFFITI INKS, BY THE DIE CUT LETTERS OR BY USING AVERY DENNISON TRANSLUCENT OR TRANSPARENT OVERLAY SHEETING ON TOP OF THE T6500 REFLECTIVE SIGN SHEETING.

* STREET DIRECTION AND NAME SUFFIX (SUCH AS STREET, AVENUE, BOULEVARD, LANE, CIRCLE, COURT, DRIVE, PARKWAY, PLACE, ROAD, TERRACE, TRAIL, NORTH, SOUTH, EAST, WEST ETC.) SHALL MATCH THE DEVELOPMENT DEPARTMENT’S RECORDS.
GENERAL NOTES AND SPECIFICATIONS:

1. ALL CONSTRUCTION SHALL COMPLY WITH THE FRESNO MUNICIPAL CODE.
2. GROUT ALL CELLS CONTAINING REINFORCING STEEL.
3. ALL MASONRY UNITS SHALL COMPLY WITH THE LATEST ADOPTED CALIFORNIA BUILDING CODE.
4. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
5. ALL MASONRY UNITS SHALL BE MINIMUM F’m = 1,500 PSI.
6. REINFORCING BARS SHALL BE DEFORMED BARS MINIMUM GRADE 40.
7. FOOTING CONCRETE SHALL BE A MINIMUM 2,500 PSI AT 28 DAYS.
8. ALL CELLS SHALL BE GROUTED SOLID ON CITY OWNED WALLS.
9. MORTAR SHALL BE TYPE-S (MINIMUM 2,000 PSI AT 28 DAYS):
   - ONE (1) PART CEMENT, TYPE-1
   - ONE-HALF (1/2) PART LIME PUTTY OR HYDRATED LIME
   - FOUR AND ONE-HALF (4 1/2) PARTS SAND (MAXIMUM)
10. GROUT SHALL BE A MINIMUM 2,000 PSI AT 28 DAYS:
    - ONE (1) PART CEMENT
    - THREE (3) PARTS SAND
    - TWO (2) PARTS PEA GRAVEL.
11. PLEASE CONTACT THE DEVELOPMENT DEPARTMENT BUILDING DIVISION REGARDING THE APPLICABILITY AND USE OF THIS STANDARD AND ISSUANCE OF REQUIRED PERMITS.

6” CONCRETE MASONRY WALL
WITH OR WITHOUT 8” MAX. SOIL RETENTION
GENERAL NOTES AND SPECIFICATIONS:

1. ALL CONSTRUCTION SHALL COMPLY WITH THE FRESNO MUNICIPAL CODE.
2. GROUT ALL CELLS CONTAINING REINFORCING STEEL.
3. ALL MASONRY UNITS SHALL COMPLY WITH THE LATEST ADOPTED CALIFORNIA BUILDING CODE.
4. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
5. ALL MASONRY UNITS SHALL BE MINIMUM $F'_{m} = 1,500$ PSI.
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    - ONE (1) PART CEMENT
    - THREE (3) PARTS SAND
    - TWO (2) PARTS PEA GRAVEL.
11. PLEASE CONTACT THE DEVELOPMENT DEPARTMENT BUILDING DIVISION REGARDING THE APPLICABILITY AND USE OF THIS STANDARD AND ISSUANCE OF REQUIRED PERMITS.

6” CONCRETE MASONRY WALL
WITHOUT SOIL RETENTION
GENERAL NOTES AND SPECIFICATIONS:

1. ALL CONSTRUCTION SHALL COMPLY WITH THE FRESNO MUNICIPAL CODE.
2. GROUT ALL CELLS CONTAINING REINFORCING STEEL.
3. ALL MASONRY UNITS SHALL COMPLY WITH THE LATEST ADOPTED CALIFORNIA BUILDING CODE.
4. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
5. ALL MASONRY UNITS SHALL BE MINIMUM \( F'_{m} = 1,500 \) PSI.
6. REINFORCING BARS SHALL BE DEFORMED BARS MINIMUM GRADE 40.
7. FOOTING CONCRETE SHALL BE A MINIMUM 2,500 PSI AT 28 DAYS.
8. ALL CELLS SHALL BE GROUTED SOLID ON CITY OWNED WALLS.
9. MORTAR SHALL BE TYPE-S (MINIMUM 2,000 PSI AT 28 DAYS):
   - ONE (1) PART CEMENT, TYPE-1
   - ONE–HALF (1/2) PART LIME PUTTY OR HYDRATED LIME
   - FOUR AND ONE–HALF (4 1/2) PARTS SAND (MAXIMUM)
10. GROUT SHALL BE A MINIMUM 2,000 PSI AT 28 DAYS:
    - ONE (1) PART CEMENT
    - THREE (3) PARTS SAND
    - TWO (2) PARTS PEA GRAVEL.
11. PLEASE CONTACT THE DEVELOPMENT DEPARTMENT BUILDING DIVISION REGARDING THE APPLICABILITY AND USE OF THIS STANDARD AND ISSUANCE OF REQUIRED PERMITS.

6” CONCRETE MASONRY WALL
WITH 8” MAX. SOIL RETENTION
STANDARD DETAILS FOR 6'-0" CONCRETE MASONRY FENCE:
P-93, P-94, P-95

EXPOSURE B: URBAN AND SUBURBAN AREAS, WOODED AREAS OR OTHER
TERRAIN WITH NUMEROUS CLOSELY SPACED OBSTRUCTIONS HAVING THE SIZE OF
SINGLE FAMILY DWELLING OR LARGER WITHIN 1500FT.

USE WALL TYPE P-93 FOR FULL LENGTH OF WALL

EXPOSURE C: OPEN TERRAIN WITHIN 1500FT.

<table>
<thead>
<tr>
<th>ZONE</th>
<th>18FT.</th>
<th>ZONE 2</th>
<th>18FT.</th>
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6 INCHES THICK BY 6 FEET HIGH MASONRY FENCE WITHOUT RETURN WALL

<table>
<thead>
<tr>
<th>WALL LENGTH FEET</th>
<th>0–20</th>
<th>21–60</th>
<th>OVER 60</th>
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<td>ZONE</td>
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<tr>
<td>ZONE 2</td>
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6FT. MIN RETURN WALL

<table>
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<tr>
<th>ZONE 1</th>
<th>12FT.</th>
<th>ZONE 2</th>
<th>18FT.</th>
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6 INCHES THICK BY 6 FEET HIGH MASONRY FENCE WITH RETURN WALL

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<tr>
<th>WALL LENGTH FEET</th>
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<tr>
<td>ZONE 2</td>
<td>P-93</td>
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</tbody>
</table>
NOTES, DESIGN REQUIREMENTS AND MINIMUMS:

1. OVERFLOW MUST BE TO THE STREET.

2. DESIGN WATER SURFACE ELEVATION SHALL BE TWO FEET (2') BELOW THE LOWEST INLET FLOW LINE OR POND PERIPHERAL ELEVATION, WHICHEVER IS LOWER.

3. REQUIRED CAPACITY: \( V = C * M/A \), WHERE "V" = REQUIRED BASIN CAPACITY IN CUBIC FEET, "C" = RUNOFF COEFFICIENT, "M" = RAINFALL FROM A DESIGN STORM (0.35 FEET), AND "A" = TRIBUTARY AREA IN SQUARE FEET.

4. PROVIDE COMPOSITE "C" CALCULATIONS.

5. THE ENGINEER MAY REQUIRE AN 8' WIDE VEHICLE RAMP WITH A MAXIMUM SLOPE OF 15% FOR BASINS WITH A FENCED AREA OF ONE HALF-ACRE OR LARGER.

6. TEMPORARY PONDING BASINS SHALL BE FENCED WITHIN 7 DAYS TIME AFTER THEY BECOME OPERATIONAL OR WHEN REQUIRED BY THE ENGINEER.

7. THE CITY ENGINEER MAY CONSIDER OTHER BASIN DESIGN ALTERNATIVES, AS A SUBSTITUTE FOR PROVIDING THE 2 FOOT FREEBOARD, WHEN THE BASIN SIZE IMPACTS PROJECT FEASIBILITY.

8. LOCKS FOR THE GATE TO BE #5 MASTER LOCKS, NO. 1C95, 3203 OR 0855.

9. HYDROSEED BASIN SIDE SLOPES AND TOP AREAS IN ACCORDANCE WITH CALTRANS SECTION 21-1.03E AND MAINTAIN EROSION CONTROL MEASURES UNTIL SEEDING IS ESTABLISHED.

* SIZE AND DEPTH OF LOW-FLOW AREA TO BE DETERMINED BY THE ENGINEER.
NOTES:
1. ALL CONNECTIONS ARE STIRRUPS.
2. ALL WELD TO BE CONTINUOUS WELD.
PAINT: TWO COATS OF EXTERIOR GRADE WHITE PAINT SHALL BE APPLIED TO ALL WOOD SURFACES.

INSTALL TYPE N-1 (CA), ONE PER POST OR TYPE N-2 (CA) IF AT END OF STREET (TYP.)

2" X 12"

2" X 12"

1/8" X 6" LAG BOLTS WITH WASHERS (TYP.)

6" X 6" POSTS (PRESSURE TREATED DOUG FIR)

CURB AND GUTTER

LEVEL LINE

NOTES:
1. BARRICADE MUST BE FULL WIDTH BETWEEN FACES OF CURBS.
2. APPROPRIATE SIGNS AND REFLECTORS TO BE DESIGNATED BY THE DEPT. OF PUBLIC WORKS.
3. BARRICADE TO BE LOCATED INSIDE OF STREET R/W ± 1'.
4. BARRICADE TO BE INSTALLED WITHIN SEVEN DAYS OF COMPLETION OF STREET CONSTRUCTION.
INTERSECTION SIGHT TRIANGLES
LOCAL/COLLECTOR/ARTERIAL
MATERIAL SPECIFICATIONS:

A. 1-1/2" METERS
OLDCASTLE N30 BOX W/CAST-IN-CORNER BRACKETS OR JENSEN PRECAST HN1324
UD: OLDCASTLE FL36TP AMR MARKED "WATER"

2" METERS
BOX: OLDCASTLE N36 BOX W/CAST-IN-CORNER BRACKETS OR JENSEN PRECAST HN1730
UD: OLDCASTLE FL36TP AMR MARKED "WATER"

B. TEMP. 1-1/2" OR 2" SCH. 40 CAP (DO NOT GLUE)

C. 1-1/2" OR 2" SCH. 40 PIPE

D. 1-1/2" SLIP x 1-1/2" NPT MALE ADAPTER OR 2" SLIP x 2" MALE
NPT ADAPTER (SCH. 80)

E. 1-1/2" OR 2" METER FLANGE W/5/8"x3" HH PLATED BOLTS & NUTS.

F. 1-1/2" METER: BADGER M120 W/R120 REGISTER OR APPROVED
EQUAL OR 2" METER, BADGER M170 W/R170 REGISTER OR APPROVED
EQUAL.

G. 2"x4" REDWOOD SUPPORT, ONE ON EACH SIDE OF METER BOX,
OVERHANG ENDS 2".

H. 1-1/2" OR 2" ANGLE METER STOP: A.Y. MCDONALD "NO LEAD" 74602-22 OR APPROVED EQUAL.

I. PLACE 3/4" CRUSHED ROCK 6" DEEP WHEN BOX IS LOCATED IN
ALLEYS WITH TRASH PICK UP ONLY. ALL BOXES IN ALLEYS SHALL BE
ORIENTED PARALLEL TO ALLEY.

J. COMP X COMP 90° ELL: A.Y. MCDONALD "NO LEAD" 74761-22 OR
APPROVED EQUAL.

K. TYPE "K" SOFT DRAWN COPPER TUBING OR POLYETHYLENE CTS SDR-9
PE 4710

L. 1-1/2" OR 2" CORPORATION STOP: A.Y. MCDONALD "NO LEAD" 74701-22 OR APPROVED EQUAL.

M. WATER DIVISION RESPONSIBILITY

N. CUSTOMER RESPONSIBILITY

O. TRANSMITTER: GALAXY TR3 OR APPROVED EQUAL.

NOTES:

1. MIN. 1-1/2" WATER SERVICE AND METER SHALL BE REQUIRED ON A
LOT SIZE OF 20,000 SF AND LARGER.

2. WATER SERVICES SHALL NOT BE ALLOWED IN DRIVEWAY APPROACH
AREAS AT ANY RESIDENTIAL OR COMMERCIAL LOCATION.

3. ALL COPPER FITTINGS SHALL BE CAMPACK COMPRESSION–TYPE.

4. POLYETHYLENE PIPE SHALL USE CAMPACK COMPRESSION–TYPE JOINTS
WITH STAINLESS STEEL INSERT.

5. FOR PVC WATER MAIN TAPS, SERVICE SADDLES W/ CIRCUMFERENTIAL
TYPE BANDS SHAPED TO FIT THE ACTUAL O.D. OF THE PIPE, AND
HAVING A MINIMUM BEARING WIDTH OF 3" (1-1/2" PER BAND), SHALL
BE USED. FOR DUCTILE AND CAST IRON MAINS, USE BRONZE OR
DUCTILE IRON SERVICE SADDLES, W/BRONZE OR STAINLESS DOUBLE
STRAPS.
MATERIAL SPECIFICATIONS:

A. BOX: OLDCASTLE B16 OR N16 BOX WITH CAST-IN-CORNER BRACKETS.
   LID: OLDCASTLE FL16 TP MARKED "WATER"

B. TEMPORARY 1-1/2" SCH. 40 CAP (DO NOT GLUE)

C. 1-1/2" SCH. 40 PIPE

D. 1-1/2" SLIP x 1" BRASS MALE NPT ADAPTER (SCH. 80)

E. 1" BRASS COUPLING

F. 1" METER TAILPIECE: A.Y. MCDONALD "NO LEAD" 74624-22 OR APPROVED EQUAL

G. 1" METER: BADGER M55 W/R55 REGISTER OR APPROVED EQUAL

H. 2"x4" REDWOOD SUPPORT, ONE ON EACH SIDE OF METER BOX.
   OVERHANG ENDS 2"

I. 1" ANGLE METER STOP: A.Y. MCDONALD "NO LEAD" 74602-22 OR APPROVED EQUAL

J. PLACE 3/4" CRUSHED ROCK 6" DEEP WHEN BOX IS LOCATED IN
   ALLEYS WITH TRASH PICK UP ONLY. ALL BOXES IN ALLEYS SHALL BE
   ORIENTED PARALLEL TO ALLEY

K. COMP x COMP 90' ELL, A.Y. MCDONALD "NO LEAD" 74761-22 OR APPROVED EQUAL

L. TYPE "K" SOFT DRAWN COPPER TUBING

M. 1" CORPORATION STOP: A.Y. MCDONALD "NO LEAD" 74701-22 OR APPROVED EQUAL

N. WATER DIVISION RESPONSIBILITY

O. CUSTOMER RESPONSIBILITY

P. TRANSMITTER: GALAXY TR3 OR APPROVED EQUAL

NOTES:

1. WATER SERVICES SHALL NOT BE ALLOWED IN DRIVEWAY APPROACH
   AREAS AT ANY RESIDENTIAL OR COMMERCIAL LOCATION.

2. ALL COPPER FITTINGS SHALL BE CAMPAK COMPRESSION--TYPE.

3. FOR PVC WATER MAIN TAPS, SERVICE SADDLES WITH
   CIRCUMFERENTIAL TYPE BANDS SHAPED TO FIT THE ACTUAL O.D.
   OF THE PIPE, AND HAVING A MINIMUM BEARING WIDTH OF 3" (1
   1/2" PER BAND) SHALL BE USED. FOR DUCTILE AND CAST IRON
   MAINS, USE BRONZE OR DUCTILE IRON SERVICE SADDLES, WITH
   BRONZE OR STAINLESS DOUBLE STRAPS.
*For all fire hydrants installed, the setback shall typically be 30", but shall be modified as required to provide 4' min. sidewalk clearance for ADA compliance.

AVK 2780, MUELLER A-423, AMERICAN DARLING B-84-B, or other approved equal dry barrel fire hydrant.

Slope concrete slab 1/4" per ft., sweat finish.

Concrete pad

Breakable flange

Standard curb

Plug weep hole

Notes:
1. Gate valve to be tied to main per Std. DWG W-37
2. Cap and operating nuts are 1-1/8" Pentagon
3. Where main lies behind curb, pipe & valve details shall be reversed.
THIS STANDARD IS NO LONGER USED
THIS STANDARD IS NO LONGER USED
"FRESNO WATER DIVISION"
VALVE LID & PAVING RING
PER STANDARD DRAWING W–8

CONCRETE OR ROCK BASE

36" LONG x #6", 20 GA.
GALVANIZED CASING

24" LONG X #6", 20 GA.
GALVANIZED CASING

24" MIN. OF TRACER WIRE INSIDE CASING

GATE VALVE

TRACER WIRE PER SPECIFICATION SECTION 22–3.3

VALVE LID & PAVING RING
WITH GALVANIZED CASING
INSTALLATION PROCEDURE:

1. CASING SHALL BE CENTERED OVER VALVE STEM.
2. ADJUST CASING TO 3" BELOW FINISHED GRADE.
3. COVER CASING WITH LID OF THE PAVING RING.
4. PAVE OVER CASING (FIG. NO. 1)
5. IMMEDIATELY AFTER MACHINE HAS PAVED OVER CASING, UNCOVER, AND REMOVE LID, THEN INSET PAVING RING INTO CASING AND PUSH EXCESS A.C. UNDER FLANGES OF PAVING RING. (FIG. NO. 2)
6. PRESS PAVING RING DOWN TO LEVEL WITH TOP OF A.C., INSTALL LID INSIDE PAVING RING AND BRUSH OFF EXCESS PAVING MATERIAL ON TOP OF PAVING RING. (FIG. NO. 3)
7. PAVING RING CAN BE ROLLED IN PLACE AT SAME TIME A.C. IS ROLLED.
NOTE:
1. All fittings shall be secured with retaining glands, harnesses or tie-rods as applicable.
2. Place valves and blow-offs outside sidewalk and driveway areas.
3. All pump discharges shall be flanged steel.
4. All risers shall be flanged, 6" diameter.

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<tr>
<th>PIPE SIZE</th>
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**NOTES:**

1. ALL FITTINGS SHALL BE SECURED WITH RETAINING GLANDS, HARNESSSES OR TIE-RODS AS APPLICABLE.
2. PLACE VALVES AND BLOW-OFFS OUTSIDE SIDEWALK AND DRIVEWAY AREAS.
3. ALL PUMP DISCHARGES SHALL BE FLANGED STEEL.
4. ALL RISERS SHALL BE FLANGED, 6" DIAMETER.

**BLOW-OFF SCHEDULE**

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**BLOW-OFF ASSEMBLY**

**TYPE B**

**CITY OF FRESNO**

**W-10**
**GENERAL NOTES:**

1. RESILIENT SEATED SHUT OFF VALVES AND TEST COCKS ARE REQUIRED.

2. NO TAPS, TEES OR CONNECTIONS OF ANY KIND ARE PERMITTED BETWEEN THE WATER METER AND THE BACKFLOW ASSEMBLY.

3. PROTECTION FROM FREEZE DAMAGE MAY BE REQUIRED IN EXPOSED AREAS.

4. ASSEMBLY MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE PER FRESNO MUNICIPAL CODE.

5. ASSEMBLY TO BE THE SAME SIZE AS THE WATER SUPPLY LINE PER UNIFORM PLUMBING CODE.

6. PRESSURE LOSS THROUGH RP ASSEMBLY MUST BE INCLUDED IN PRESSURE LOSS CALCULATIONS FOR SIZING OF THE WATER SYSTEM PER UNIFORM PLUMBING CODE.

7. MINIMUM CLEARANCES AROUND ASSEMBLY MUST BE MAINTAINED. REFER TO MINIMUM CLEARANCE CHART ON THIS PAGE.

8. INSTALL A MINIMUM OF ONE UNION IN THE PIPING SYSTEM WITHIN 12 INCHES OF THE ASSEMBLY – 3/4 THRU 2" SIZES.

9. DRAINAGE TO EXTERIOR OF THE BUILDING IS REQUIRED WHEN ASSEMBLY IS INSTALLED INSIDE.

10. ANY DEVIATION FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE WATER SYSTEM MANAGER PRIOR TO INSTALLATION.
GENERAL NOTES:

1. RESILIENT SEATED SHUT OFF VALVES AND TEST COCKS ARE REQUIRED.

2. NO TAPS, TEES OR CONNECTIONS OF ANY KIND ARE PERMITTED BETWEEN THE WATER METER AND THE BACKFLOW ASSEMBLY.

3. PROTECTION FROM FREEZE DAMAGE MAY BE REQUIRED IN EXPOSED AREAS.

4. ASSEMBLY MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE PER FRESNO MUNICIPAL CODE.

5. ASSEMBLY TO BE THE SAME SIZE AS THE WATER SUPPLY LINE PER UNIFORM PLUMBING CODE.

6. PRESSURE LOSS THROUGH ASSEMBLY MUST BE INCLUDED IN PRESSURE LOSS CALCULATIONS FOR SIZING OF THE WATER SYSTEM PER UNIFORM PLUMBING CODE.

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10. ANY DEVIATION FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE WATER SYSTEM MANAGER PRIOR TO INSTALLATION.
NOTES:
1. METAL HOUSING SHALL BE PRIMED AND POWDER COATED A LIGHT GREEN, TAN OR GRAY EXTERIOR ENAMEL FINISH.
2. VAL-MATIC (MODEL 3/4-25VC) VALVE ASSEMBLY AND METAL HOUSING SHALL BE LOCATED IN MEDIAN ISLANDS, LANDSCAPE AREAS OR OUTSIDE OF SIDEWALK AREA WHERE POSSIBLE.
3. GALVANIZED PIPES SHALL BE WRAPPED IN TWO LAYERS OF 10 MIL TAPE.
4. PROVIDE 4' MIN. SIDEWALK CLEARANCE ADJACENT TO AIR-VAC DEVICE FOR ADA ACCESSIBILITY REQUIREMENTS.
THIS STANDARD IS NO LONGER USED
**GENERAL NOTES**

1. EXPANDED METAL GRATING TO BE WELDED INSIDE STRUCTURAL SUPPORTS EVERY 5" MINIMUM.

2. ALL DIAGONAL OR CIRCULAR CUT EXPOSED EDGES SHALL BE BANDED WITH BAR STOCK WELDED AT ALL CONTACT POINTS.

3. FABRICATE HINGE FROM 1/2" GALV. BOLTS WITH GALV. WASHERS & DOUBLE DOUBLE NUTS. BURR THREADS TO PREVENT REMOVAL.

4. WELD ALL 1/2" THICK BAR INTERSECTIONS WITH 3/8" FILLET WELDS.

5. CONCRETE SLAB TO BE CLASS "A" CONCRETE - 6" THICK.

6. ALL PIPING THROUGH CONCRETE SHALL BE DOUBLE WRAPPED WITH 20 MIL PLUMBER’S TAPE.

7. ALL EXPOSED METAL TO BE PRIMED AND PAINTED WITH RUST PREVENTATIVE PAINT.

8. ENCLOSURE DIMENSIONS MAY VARY TO SUIT EQUIPMENT TYPE.

9. ATTACH 1-1/2" X 4" STEEL PLATE FOR SITE ADDRESS.
NOTES:

1. CHECK VALVE TO BE HERSEY MODEL E.D.C. OR D.C., GRINNELL MODEL A–2 OR B–2 OR APPROVED EQUAL.

2. CHECK VALVE TO BE TAPPED TO ACCOMMODATE INSTALLATION OF BYPASS METER PIPING BY CONTRACTOR.

3. VAULT OR BOX TO BE CHRISTY, BROOKS OR APPROVED EQUAL.

4. VAULT OR BOX, DETECTOR CHECK VALVE AND COVER TO BE INSTALLED BY DEVELOPER’S CONTRACTOR PER FRESNO MUNICIPAL CODE, SECTION 14, SUBSECTIONS 131–137 INCL. SEE W–17 FOR DETAILS.

5. VAULT OR BOX COVER TO HAVE 5" X 7" HINGED METER READ LID.
MATERIALS LIST:

1. 1" x 3/4" BRASS BUSHING — 2 REQ'D
2. 3/4" J-1550 BRASS COUPLING — 2 REQ'D
3. 3/4" COPPER TUBING — 2 REQ'D
4. 3/4" J-1531 BRASS COUPLING — 2 REQ'D
5. NO LONGER USED
6. NO LONGER USED
7. 3/4" CHECK VALVE — 1 REQ'D
8. 3/4" METER — 1 REQ'D
9. 3/4" METER CONNECTION (TAIL PIECE) — 2 REQ'D
10. 3/4" J-200 CURB STOP — 1 REQ'D
11. 3/4" BRASS 90° ELL — 2 REQ'D
12. 3/4" BRASS CLOSE NIPPLE — 4 REQ'D
13. WEIGHTED DETECTOR CHECK VALVE — 1 REQ'D
13.1. TO BE INSTALLED BY DEVELOPER
13.2. TO BE TAPPED AND PLUGGED FOR DETECTOR METER PIPING, SEE W-16
NOTES:

1. THE PERMANENT CONNECTION BETWEEN THE CITY'S INSTALLATION AND THE DEVELOPER'S CONSTRUCTION SHALL BE MADE BY THE DEVELOPER'S CONTRACTOR.

2. CONTRACTOR SHALL INSTALL VAULT AND VAULT COVER AFTER CITY FORCES COMPLETE THEIR WORK.

* VAULT TO BE 1.5' FROM THE CURB FACE OR AS DIRECTED BY THE ENGINEER.
REQUIREMENTS:

1. NO TAPS, TEES OR CONNECTIONS OF ANY KIND ARE PERMITTED BETWEEN THE WATER METER AND RECEIVING VESSEL.

2. THE SERVICE PIPE BETWEEN THE WATER METER AND RECEIVING VESSEL MUST BE VISIBLE ABOVE FINISHED GRADE FROM 12 INCHES BEHIND PROPERTY LINE TO THE RECEIVING VESSEL.

3. PROTECTION FROM FREEZE DAMAGE MAY BE NECESSARY IN EXPOSED AREAS.
**Requirements**

1. No taps, tees or other connections of any kind are permitted between the water meter and receiving vessel.

2. The overflow opening and screen size shall be as shown on the vent and overflow table or of greater capacity as required to maintain the specified air gap system.

3. Protection from freeze damage may be necessary in exposed areas.

**Approved Alternative Installation**

For an Air Gap System
REQUIREMENTS

1. AIR–GAP MUST BE APPROVED "AIR–GAP" SYSTEM.

2. MECHANICAL BACKFLOW PREVENTER MUST BE AN APPROVED REDUCED PRESSURE PRINCIPAL ASSEMBLY.

3. BACKFLOW ASSEMBLY MUST BE TESTED BY A CERTIFIED BACKFLOW PREVENTION DEVICE TESTER, WHO IS REGISTERED WITH THE CITY WATER DIVISION. THE TESTS SHALL BE PERFORMED ONCE A YEAR. THE TEST RESULTS MUST BE PROVIDED TO THE CITY WATER DIVISION.

4. TYPICAL EQUIPMENT: WATER TRUCKS, PEST CONTROL TRUCKS, HYDROSEEDING EQUIPMENT, PORTABLE WASHING AND STEAM CLEANING EQUIPMENT.
THIS STANDARD IS NO LONGER USED
MAINTAIN 36" CLEAR SPACE AROUND PERIMETER OF HYDRANT FOR OPERATION (POSTS AS SHOWN ARE AN ALLOWED EXCEPTION)

FIRE HYDRANT (SEE STD. DWG. W–3)

4" THICK CONCRETE PAD SLOPE 1/4" PER FT., SWEAT FINISH

EDGE OF PAVING/BACK OF CURB

NO CURB, FLUSH PAVING

FLEXIBLE POST ON IN-GROUND OR SOIL MOUNT BASE SEE DETAIL BELOW

MOUNTABLE CURB

PLAN VIEW

WHITE POLYPROPYLENE TRAFFIC POST WITH RED RETRO-REFLECTIVE TAPE: IMPACT RECOVERY SYSTEMS 4" "TUFF-POST", OR APPROVED EQUAL

IMPACT RECOVERY SYSTEMS "DRIVABLE BASE" OR APPROVED EQUAL

MOUNTABLE CURB OR FLUSH PAVING CONDITION

FLEXIBLE POST DETAIL IN-GROUND OR SOIL MOUNT BASE (PUBLIC STREETS ONLY)

NOTES:
1. THIS STANDARD DRAWING IS APPLICABLE ONLY TO CITY OF FRESNO OWNED AND MAINTAINED FIRE HYDRANTS; PRIVATE HYDRANTS SHALL ADHERE TO PROTECTION CONDITIONS AND RELATED REQUIREMENTS AS SET FORTH BY THE FIRE DEPARTMENT.
STEEL CASING

CARRIER PIPE JOINT RESTRAINED PER NOTE 7
MIN. WALL THICKNESS PER CASING SCHEDULE HEREON

STAINLESS STEEL CASING SPACER
STL CASING PIPE

OUTSIDE DIAMETER OF CARRIER PIPE BELL

GLASS FILLED POLYMER RUNNER

3 SKIDS PER 18'-0" PIPE L

90° (TYP)

STEEL CASING SCHEDULE

<table>
<thead>
<tr>
<th>NOMINAL PIPE SIZE</th>
<th>NOMINAL MINIMUM CASING SIZE</th>
<th>MINIMUM WALL THICKNESS STREET &amp; HIGHWAYS</th>
<th>MINIMUM WALL THICKNESS RAILROADS</th>
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NOTES:
1. REFER TO STANDARD SPECIFICATIONS SECTION 19 — JACKING PIPE.
2. SIZE AND THICKNESS OF CASING SHALL BE AS SHOWN IN STEEL CASING SCHEDULE HEREON. FOR LONG BORES OR SPECIAL SITUATIONS GREATER WALL THICKNESS THAN SHOWN IN SCHEDULE MAY BE REQUIRED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE STRUCTURAL SUFFICIENCY OF THE CASING DURING CONSTRUCTION AND ALSO THE METHOD OF INSTALLATION.
3. CASING INSTALLATIONS AND WALL THICKNESS UNDER RAILROADS ARE SUBJECT TO APPROVAL BY THE APPROPRIATE RAILWAY AUTHORITY.
4. CASING SPACERS SHALL BE STAINLESS STEEL CENTER RESTRAINED POSITION TYPE.
5. INSTALL A MINIMUM OF THREE (3) CASING SPACERS PER 18' OF CARRIER PIPE SECTION, EQUALLY SPACED.
6. EACH END OF CASING SHALL BE SEALED WITH AN APPROVED RUBBER CASING END SEAL SECURED WITH STAINLESS STEEL BANDS.
7. CARRIER PIPE SHALL BE DUCTILE IRON AND ALL JOINTS INSIDE THE STEEL CASING AND A MINIMUM OF 5' OUTSIDE THE STEEL CASING SHALL BE RESTRAINED. REFER TO STANDARD SPECIFICATION SECTION 21–15 FOR RESTRAINTS.
8. 45° PIPELINE RISERS RUNNING FROM CARRIER PIPE TO TYPICAL DEPTH PIPELINE SHALL BE DUCTILE IRON WITH ALL JOINTS RESTRAINED.
1. OPERATING NUT OF BUTTERFLY VALVE SHALL BE PLACED ON SOUTH OR WEST SIDE DEPENDING ON LINE LOCATION.

NOTE:

VALVE ANCHOR FOR LINE VALVE
NOTES:
1. DISTANCE BETWEEN VALVES SHALL NOT EXCEED 600' WITHOUT APPROVAL OF ENGINEER.
2. RINGTITE JOINTS SHALL MEAN TYTON JOINT WHERE CAST IRON OR DUCTILE IRON PIPE IS USED.
NOTE:
1. SERVICE CASING SHALL CONSIST OF BOTH SECTIONS TO BE SLIPPED TOGETHER AS ONE UNIT. CASINGS MUST SLIDE FREELY WITH NO BINDING.
NOTES

1. PIPE INSTALLATIONS WHERE COVER OVER PIPE EXCEEDS 20' SHALL BE DESIGNED BY A CIVIL ENGINEER AND SPECIFIED IN THE PROJECT PLANS AND SPECIAL PROVISIONS.


4. STANDARD DETAIL W–29 SHALL BE APPLICABLE TO ALL WATER PIPE INSTALLATIONS WITH DIAMETERS OF 6 TO 30 INCHES. CONSTRUCTION PROCEDURES FOR PIPES LARGER THAN 30 INCHES SHALL BE PROVIDED BY THE DESIGN ENGINEER.

5. IN UNPAVED AREAS FINAL BACKFILL SHALL EXTEND TO THE SURFACE ELEVATION WITH 95% COMPACTION IN THE UPPER 24" OF TRENCH.

WATER MAIN TRENCH, BEDDING, AND BACKFILL DETAIL
SPECIFICATIONS:

1. THIS STANDARD IS NOT ALLOWED WITHIN THE TRAVELED WAY AND ANY PAVED AREAS OF A PUBLIC STREET.
2. NO LESS THAN 12 FEET OF HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN THE MONITORING WELL AND ANY EXISTING UNDERGROUND UTILITY.
3. THE WELL BOX SHALL BE STRUCTURALLY SOUND AND STRONG ENOUGH TO SUPPORT VEHICULAR TRAFFIC. IT SHALL BE TRAFFIC-RATED AS TESTED BY AN OFFICIAL TESTING LABORATORY TO MEET AASHTO STANDARD FOR "H-20" TRUCK LOADINGS.
4. THE TOP OF THE WELL SHALL BE PERMANENTLY MARKED WITH LARGE LETTERS "MONITORING WELL".
5. THE WELL COVER SHALL BE BOLT DOWN OR EQUIVALENT TO PROVIDE PROTECTION AGAINST UNAUTHORIZED ACCESS.
6. THE WELL COVER SHALL BE WATERTIGHT TO PROTECT AGAINST ENTRY OF SURFACE WATER.
7. THE TOP OF THE WELL SHALL BE SET 1.0 TO 1.5 INCHES ABOVE SURROUNDING GRADE TO PROVIDE FOR DRAINAGE AWAY FROM THE COVER, EXCEPT FOR WELLS INSTALLED IN SIDEWALK OR PAVED AREAS WHERE TOP OF THE CONCRETE PAD SHALL BE INSTALLED FLUSH AND MATCH EXISTING CONDITIONS.
8. A CONCRETE PAD WITH A MINIMUM THICKNESS OF 6 INCHES SHALL BE CONSTRUCTED AROUND THE WELL BOX.
   THE PAD SHALL EXTEND LATERALLY A MINIMUM OF 12 INCHES FROM OUTSIDE OF THE WELL BOX. THE PAD SHALL BE CONSTRUCTED TO BE FREE OF CRACKS OR OTHER DEFECTS LIKELY TO AFFECT WATER TIGHTNESS.
10. MONITORING WELLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CALIFORNIA WELL STANDARDS.
SPECIFICATIONS:
1. RESTRAIN THE TWO MECHANICAL JOINTS ON THE RUN SIDES OF THE TEE. WHEN LESS THAN A FULL 20' LENGTH OF PIPE IS INSTALLED ON EACH SIDE OF THE RUN.

2. ALL JOINTS WITHIN THE LENGTH "L" ON THE BRANCH MUST BE RESTRAINED. USE RETAINER GLAND AT MECHANICAL JOINTS AND HARNESS ON PUSH-ON PIPE PER CITY SPECIFICATION.

3. FOR TEST PRESSURES AND LAYING CONDITIONS SEE SECTION 22 OF GENERAL CONDITIONS.

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<tr>
<th>BRANCH SIZE</th>
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* FOR THIS CONDITION NEED ONLY RESTRAIN THE BRANCH OUTLET OF THE TEE.

REstrained LENGTHS, "L" (IN FEET)
**HORIZONTAL BEND**

**SPECIFICATIONS:**
1. All joints within length "L" must be restrained. Use retainer gland at mechanical joints and harness with push-on pipe per city std. specifications.
2. For test pressures and laying conditions see section 22 of general conditions.

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<tr>
<th>SIZE</th>
<th>4</th>
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</table>

**RESTRAINED LENGTHS, "L" (IN FEET)**

**VERTICAL BEND**

**SPECIFICATIONS:**
1. All joints within length "L" must be restrained. Use retainer gland at mechanical joints and harness with push-on pipe per city std. specifications.
2. For test pressures and laying conditions see section 22 of general conditions.

<table>
<thead>
<tr>
<th>SIZE</th>
<th>4</th>
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**RESTRAINED LENGTHS, "L" (IN FEET)**
NOTES:
1. ALL JOINTS WITHIN LENGTH "L" MUST BE RESTRAINED. USE RETAINER GLAND AT MECHANICAL JOINTS AND HARNESS WITH PUSH-ON PIPE PER CITY STANDARD SPECIFICATIONS.
2. FOR TEST PressURES AND LAYING CONDITIONS, SEE SECTION 22 OF GENERAL CONDITIONS.
3. WHEN APPROVED, CONCRETE THRUST BLOCK MAY BE USED AS SHOWN ON STANDARD DRAWING W-6.

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>4</th>
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RESTRAINED LENGTHS, "L" (IN FEET)

GENERAL NOTES ON USE OF RESTRAINED JOINT LENGTHS
THESE RESTRAINED LENGTH CALCULATIONS ARE BASED ON THE FOLLOWING DESIGN CRITERIA:
1. THREE (3) FEET MINIMUM DEPTH OF COVER
2. A SAFETY FACTOR OF 1.5
3. SOIL TYPE OF SM--SILTY GRAVEL AND SILTY SANDS AS DEFINED BY ASTM D-2487
4. TRENCH COMPACTATION OF TYPE 5 -- PIPE BEDDED IN COMPACTED GRANULAR MATERIAL TO THE CENTER LINE OF PIPE, 4 INCHES MINIMUM UNDER PIPE. COMPACTED GRANULAR MATERIAL OR SELECT MATERIAL TO TOP OF THE PIPE (APPROXIMATELY 90 PERCENT STANDARD PROCTOR DENSITY, AASHTO T-99).
5. TEST PRESSURES OF 200 PSI FOR THE 4 THROUGH 16 INCH SIZES.
IF ACTUAL CONDITIONS DIFFER FROM THOSE LISTED ABOVE OR THE REQUIRED RESTRAINED LENGTH CANNOT BE MET, CONSULT THE DESIGN ENGINEER FOR MODIFICATIONS TO THE RESTRAINED LENGTHS OR DESIGN.
**RUN SIZE**

<table>
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<th>RUN SIZE</th>
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*FOR THIS CONDITION NEED ONLY RESTRAIN THE BRANCH OUTLET OF THE TEE.

**RESTRAINED LENGTHS, ”L” (IN FEET)**

<table>
<thead>
<tr>
<th>BRANCH SIZE</th>
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</table>

**SPECIFICATIONS:**

1. RESTRAIN THE TWO MECHANICAL JOINTS ON THE RUN SIDES OF THE TEE WHEN LESS THAN A FULL 18’ LENGTH OF PIPE IS INSTALLED ON EACH SIDE OF THE RUN.

2. ALL JOINTS WITHIN THE LENGTH ”L” ON THE BRANCH MUST BE RESTRAINED. USE RETAINER GLAND AT MECHANICAL JOINTS AND HARNESS ON PUSH-ON PIPE PER CITY SPECIFICATION.

3. FOR TEST PRESSURES AND LAYING CONDITIONS SEE SECTION 22 OF GENERAL CONDITIONS.
**HORIZONTAL BEND**

**SPECIFICATIONS:**
1. ALL JOINTS WITHIN LENGTH "L" MUST BE RESTRAINED. USE RETAINER GLAND AT MECHANICAL JOINTS AND HARNESS WITH PUSH-ON PIPE PER CITY STD. SPECIFICATIONS.
2. FOR TEST PRESSURES AND LAYING CONDITIONS SEE SECTION 22 OF GENERAL CONDITIONS.

<table>
<thead>
<tr>
<th>BEND ANGLE</th>
<th>4</th>
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<td>35</td>
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</tbody>
</table>

**VERTICAL BEND**

**SPECIFICATIONS:**
1. ALL JOINTS WITHIN LENGTH "L" MUST BE RESTRAINED. USE RETAINER GLAND AT MECHANICAL JOINTS AND HARNESS WITH PUSH-ON PIPE PER CITY STD. SPECIFICATIONS.
2. FOR TEST PRESSURES AND LAYING CONDITIONS SEE SECTION 22 OF GENERAL CONDITIONS.

<table>
<thead>
<tr>
<th>BEND ANGLE</th>
<th>4</th>
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**RESTRAINED LENGTHS, "L" (IN FEET)**

**DUCTILE IRON BEND RESTRAINTS**
DEAD END FOR DUCTILE IRON PIPE

NOTES:
1. ALL JOINTS WITHIN LENGTH "L" MUST BE RESTRAINED. USE RETAINER GLAND AT MECHANICAL JOINTS AND HARNESS WITH PUSH-ON PIPE PER CITY STANDARD SPECIFICATIONS.
2. FOR TEST PRESSURES AND LAYING CONDITIONS, SEE SECTION 22 OF GENERAL CONDITIONS.
3. WHEN APPROVED, CONCRETE THRUST BLOCK MAY BE USED AS SHOWN ON STANDARD DRAWING W–6.

PIPE SIZE

<table>
<thead>
<tr>
<th>4</th>
<th>6</th>
<th>8</th>
<th>10</th>
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<th>14</th>
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RESTRAINED LENGTHS, "L" (IN FEET)

GENERAL NOTES ON USE OF RESTRAINED JOINT LENGTHS

THESE RESTRAINED LENGTH CALCULATIONS ARE BASED ON THE FOLLOWING DESIGN CRITERIA:

1. THREE (3) FEET MINIMUM DEPTH OF COVER
2. A SAFETY FACTOR OF 1.5
4. TRENCH COMPACTION OF TYPE 5 — PIPE BEDDED IN COMPACTED GRANULAR MATERIAL TO THE CENTER LINE OF PIPE, 4 INCHES MINIMUM UNDER PIPE. COMPACTED GRANULAR MATERIAL OR SELECT MATERIAL TO TOP OF THE PIPE (APPROXIMATELY 90 PERCENT STANDARD PROCTOR DENSITY, AASHTO T–99).
5. TEST PRESSURES OF 200 PSI FOR THE 4 THROUGH 16 INCH SIZES.

IF ACTUAL CONDITIONS DIFFER FROM THOSE LISTED ABOVE OR THE REQUIRED RESTRAINED LENGTH CANNOT BE MET, CONSULT THE DESIGN ENGINEER FOR MODIFICATIONS TO THE RESTRAINED LENGTHS OR DESIGN.
NOTES:
1. HYDRANT MUST BE FULLY RESTRAINED FROM TEE TO HYDRANT. USE RETAINER GLAND AT MECHANICAL JOINTS AND HARNESS ON PUSH ON PIPE PER CITY SPECIFICATIONS.
2. JOINT RESTRAINT IS NOT REQUIRED ON THE RUN OF THE TEE UNLESS THE TEE FALLS WITHIN THE RESTRAINED LENGTH REQUIREMENT OF ANOTHER FITTING.
3. FOR TEST PRESSURES AND LAYING CONDITIONS SEE SECTION ON GENERAL NOTES FOR USE OF RESTRAINED JOINT LENGTHS.

HYDRANT RUN TEE RESTRAINT
FOR PVC OR DUCTILE IRON PIPE
### Vault Dimensions

<table>
<thead>
<tr>
<th>VAULT</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>TYPE I</td>
<td>60”</td>
<td>100”</td>
<td>6”</td>
<td>42”</td>
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<tr>
<td>TYPE II</td>
<td>80”</td>
<td>132”</td>
<td>6”</td>
<td>42”</td>
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</table>

**Manufacturer Shall Provide:**

1. Shop drawings of vaults with weights and proposed lifting lug details.
2. Shop drawings of diamond plate parkway covers with required reinforcement details.
3. Shop drawings of reading lids indicating method of hinging or retaining lid in the hole.

---

**Concrete Vault and Cover Details**

Ref. & Rev. Aug. 2002

City of Fresno

W-38
**NOTES:**

1. **BY-PASS** MAY BE INSIDE METER BOX OR OUTSIDE METER BOX. IF INSTALLED OUTSIDE METER BOX A CASING AND COVER WILL BE REQUIRED OVER BY-PASS VALVE.

2. 1-1/2 INCH AND 2 INCH BY-PASS VALVES MUST BE BALL VALVES. THREE INCH AND LARGER TO BE RESILIENT SEATING SHUT-OFF VALVES.

3. METERS DEEPER THAN 30 INCHES TO TOP OF PIPE MUST BE RAISED TO 30 INCHES.

4. INLET AND OUTLET VALVES TO BE INSTALLED AT EACH END OF METER.

5. BY-PASS MATERIAL, 2 INCHES AND GREATER, SHALL BE DUCTILE IRON OR C900 PVC. LESS THAN 2 INCHES SHALL BE COPPER.

6. TEST TEE TO BE 3 PIPE DIAMETERS DOWNSTREAM OF METER.

---

**COMPound Meter Setting With By-Pass**

**REF. & REV.**
AUG. 2002
MAR. 2021 (A.7)

**CITY Of FRESNO**

W-40
NOTES:

1. BY-PASS MAY BE INSIDE METER BOX OR OUTSIDE METER BOX. IF INSTALLED OUTSIDE METER BOX A CASING AND COVER WILL BE REQUIRED OVER BY-PASS VALVE. 1-1/2 INCH AND 2 INCH BY-PASS VALVES MUST BE BALL VALVES. THREE INCH AND LARGER TO BE RESILIENT SEATING SHUT-OFF VALVES.

2. METERS DEEPER THAN 30 INCHES TO TOP OF PIPE MUST BE RAISED TO 30 INCHES.

3. INLET AND OUTLET VALVES TO BE INSTALLED AT EACH END OF METER.

4. TEST TEE TO BE 3 PIPE DIAMETERS DOWNSTREAM OF METER.

5. WHEN CHARGING METER WITH WATER – OPEN INLET VALVE VERY SLOWLY, THEN SLOWLY OPEN OUTLET VALVE.

6. BY-PASS MATERIAL, 2 INCHES AND GREATER, SHALL BE DUCTILE IRON OR C900 PVC. LESS THAN 2 INCHES SHALL BE COPPER.

MINIMUM METER BOX/VAULT SIZE

<table>
<thead>
<tr>
<th>SIZE</th>
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<th>C</th>
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<td>10&quot;</td>
<td>60&quot;</td>
<td>100&quot;</td>
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COMPOUND FM METER SETTING
WITH BY–PASS

NOTES:

1. BY–PASS MAY BE INSIDE METER BOX OR OUTSIDE METER BOX. IF INSTALLED OUTSIDE METER BOX A CASING AND COVER WILL BE REQUIRED OVER BY–PASS VALVE.

2. 1–1/2 INCH AND 2 INCH BY–PASS VALVES MUST BE BALL VALVES. THREE INCH AND LARGER TO BE RESILIENT SEATING SHUT–OFF VALVES.

3. METERS DEEPER THAN 30 INCHES TO TOP OF PIPE MUST BE RAISED TO 30 INCHES.

4. INLET AND OUTLET VALVES TO BE INSTALLED AT EACH END OF METER.

5. BY–PASS MATERIAL 2 INCHES AND GREATER SHALL BE DUCTILE IRON OR C900 PVC. LESS THAN 2 INCHES SHALL BE COPPER.
NOTES:

1. VALVES SHALL BE "ULFM INDICATING OS&Y" TYPE.
2. CURRENTLY APPROVED RP DEVICES ARE:
   a. AMES MAXIM 400
   b. WILKINS 3750SY
   c. FEBCO 860
3. RESILIENT SEATED SHUT OFF VALVES AND TEST COCKS ARE REQUIRED.
4. ASSEMBLY MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE BY FRESNO CITY WATER DIVISION.
5. ANY DEVIATION FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE WATER SYSTEM MANAGER PRIOR TO INSTALLATION.
6. RP DEVICE WITH ASSOCIATED PIPING, VALVES, TEES AND FITTINGS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
7. NEW SYSTEM OF MAINS, HYDRANTS AND SERVICES SHALL BE PRESSURE TESTED AND SHALL PASS STANDARD BACTERIAL TESTING PRIOR TO CONNECTION TO EXISTING CITY WATER SYSTEM.
8. WET TIE TO EXISTING SYSTEM WILL BE PERFORMED BY CITY FORCES.
9. AFTER INSTALLATION AND PRIOR TO PLACING IN SERVICE, THE RP DEVICE SHALL BE TESTED BY THE CITY.
10. PRIOR TO FINAL ACCEPTANCE OF THE WATER SYSTEM, A FINAL SET OF PRESSURE TESTS AND BACTERIAL TESTS SHALL BE PERFORMED.
11. UPON PUBLIC WORKS ACCEPTANCE OF THE COMPLETE WATER SYSTEM, CITY FORCES WILL REMOVE THE RP DEVICE AND ASSOCIATED PIPING, VALVES, TEES AND FITTINGS, AND WILL CALL FOR PICKUP BY THE CONTRACTOR.
1. SAMPLING STATIONS SHALL BE ECLIPSE 88WC OR SAFETY GUARD BSS02 OR EQUAL AS APPROVED BY THE WATER DIVISION.
2. SAMPLING STATIONS SHALL BE 18" BURY, WITH A 1" FIP DISCHARGE. A 1/4" BENT-NOSE SAMPLING BIBB SHALL BE LOCATED BEFORE THE DISCHARGE.
3. ALL STATIONS SHALL BE ENCLOSURE IN A LOCKABLE, ALUMINUM-CAST HOUSING.
4. WHEN OPENED, THE STATION SHALL REQUIRE NO KEY FOR OPERATION AND THE WATER WILL FLOW IN ALL BRASS WATERWAY.
5. ALL WORKING PARTS SHALL BE OF BRASS AND SERVICEABLE WITHOUT DIGGING. (OPTIONAL: IF DESIRED, PROVIDE A DRAINAGE HOLE WITHIN THE LOCKING COVER TO PREVENT WATER FROM ACCUMULATING INSIDE THE UNIT).
6. A 1" BALL VALVE SHALL CONTROL THE WATER FLOW, AND BE LOCATED BEFORE (OR AFTER) THE SAMPLING BIBB, AS MANUFACTURED BY KUPFERLE FOUNDRY, ST. LOUIS, MO 63102.
**LEGEND:**

1. REMOVE ALL PUMPING EQUIPMENT AND DEBRIS FROM THE WELL PRIOR TO THE PLACEMENT OF ANY SEALING MATERIAL INTO THE WELL.
2. A VIDEO OF THE ENTIRE DEPTH OF THE WELL SHALL BE SUBMITTED TO THE WATER DIVISION FOR REVIEW.
3. A TREME PIPE SHALL BE USED FOR THE PLACEMENT OF SEALING IN WELLS, WHEN ONE OR MORE OF THE FOLLOWING CONDITIONS EXIST:
   - THE TOTAL WELL DEPTH IS GREATER THAN 30'
   - THE STATIC WATER LEVEL IS MORE THAN 10'
   - THE WELL’S DIAMETER IS 4” OR LESS
4. WHEN THE EXISTING WELL CASING IS FOUND TO BE PERFORATED, SLOTTED, CRACKED, SEPARATED, OR TO HAVE HOLES, THE WELL SHALL BE FILLED TO THE TOP WITH A SEALING MATERIAL APPROVED BY THE CITY OF FRESNO WATER DIVISION AND PRESSURIZED PER DWR BULLETIN 74-81 AND 74-90.
5. THE TOTAL DEPTH OF THE WELL SHALL BE FILLED WITH AN IMPERVIOUS MATERIAL, CEMENT GROUT OR PER SECTION 33 OF CITY OF FRESNO’S WELL DESTRUCTION STANDARDS.
6. EXCAVATE A HOLE AROUND THE WELL CASING TO A DEPTH OF NOT LESS THAN 6” BELOW GROUND SURFACE, OR SUBMIT FOR REVIEW AND APPROVAL METHODS OF PREP TO REMOVE 5’ OF WELL CASING.
7. REMOVE A MINIMUM OF FIVE LINEAL FEET OF EXISTING WELL CASING, BELOW GROUND SURFACE.
8. REMAINING CASING TO EXTEND SIX INCHES ABOVE THE BOTTOM OF THE EXCAVATED HOLE.
9. ALLOW SPILL OVER TO FORM A ONE FOOT THICK CAP.
10. AFTER THE WELL HAS BEEN PROPERLY FILLED, AND THE SEALING MATERIAL HAS SET, BACKFILL AND COMPACT THE EXCAVATION WITH NATIVE SOIL.

**NOTES:**

A. THE DESTRUCTION OF ALL WATER WELLS WITHIN THE JURISDICTION OF THE CITY OF FRESNO SHALL CONFORM TO THE STATE OF CALIFORNIA DEPARTMENT OF WATER RESOURCES STANDARDS: BULLETINS 74-81 & 74-90, AND AS DIRECTED BY THE CITY OF FRESNO WATER DIVISION.
B. AUTHORIZATION FROM THE CAL EPA DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC) OR CALIFORNIA DEPARTMENT OF WATER RESOURCES (DWR) IS REQUIRED TO DESTROY DECOMMISSIONED MONITORING WELLS. SUBMIT A COPY OF THE AUTHORIZATION DOCUMENTATION WITH WELL DESTRUCTION PERMIT APPLICATION.
C. THERE ARE THREE TYPES OF SEALING GROUT MIXTURES USED IN DESTROYING WELLS WITHIN THE CITY OF FRESNO (SEE TABLE FOR BATCH SPECIFICATIONS)
D. BEFORE WELL DESTRUCTION OPERATIONS BEGIN, A COMPLETE WELL PERMIT APPLICATION PACKAGE FOR DESTRUCTION INCLUDING THE FOLLOWING CALCULATIONS ARE TO BE SUBMITTED FOR APPROVAL:
   - A MIX DESIGN OF THE SEALING MATERIAL PREPARED BY THE GROUT SUPPLIER.
   - A MIX DESIGN OF THE SEALING MATERIAL PREPARED BY THE PROJECT ENGINEER, OUTLINING FIELD MIXING PROCESS.
   - A VOLUME CALCULATION OF THE SEALING MATERIAL, PREPARED BY THE PROJECT ENGINEER.
   - A VOLUME CALCULATION FOR THE WELL PREPARED BY A PROJECT ENGINEER SHOWING THE FOLLOWING:
     a. VOLUME OF THE WELL CASING & VOLUME OF THE FILTER PACK TO BE FILLED (FOR GRAVEL PACKED WELLS)
     b. VOLUME OF THE WELL (FOR OPEN BOTTOM WELLS)
E. ONLY COMPLETE PERMIT APPLICATION PACKAGES WILL BE PROCESSED
F. ONLY CALIFORNIA C57 LICENSED CONTRACTORS ARE AUTHORIZED TO DESTROY ANY WELLS WITHIN THE CITY OF FRESNO.

**BATCH TABLE**

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<thead>
<tr>
<th>Batch</th>
<th>Water (gal)</th>
<th>Cement (lugs)</th>
<th>Sand (lbs)</th>
<th>Bentonite (lbs)</th>
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<td>54</td>
<td>134</td>
<td>15/23</td>
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<tr>
<td>2</td>
<td>6</td>
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**CITY OF FRESNO—WATER DIVISION**

**WELL DESTRUCTION REQUIREMENTS**

**REF. & REV.**

<table>
<thead>
<tr>
<th>REF. &amp; REV.</th>
</tr>
</thead>
</table>

**CITY OF FRESNO**

**W-45**
NOTES:
1. WATER MAINS AND TELEPHONE DUCTS SHALL OCCUPY ONE SIDE OF STREET, GAS MAINS AND STORM SEWERS TO OCCUPY OTHER SIDE.
2. IN NEW SUBDIVISIONS EXTEND HOUSE BRANCHES ABOUT 1.0' BEYOND PROPERTY LINE.
3. IN ALL OTHER CASES, EXTEND HOUSE BRANCHES ABOUT 1.0' BEYOND PROPERTY LINE OR AS DIRECTED BY CITY ENGINEER.
4. REFER TO DWG. P-47 FOR LOCATION OF UNDERGROUND FACILITIES IN ARTERIAL AND COLLECTOR STREETS.
5. MINIMUM VERTICAL CLEARANCE BETWEEN THE HOUSE BRANCH AND WATER MAIN SHALL BE 1.0'.
6. FOR TRENCH BACKFILL SEE DWG's P-48, S-10, W-29 AND SECTION 17-5 OF CITY STANDARD SPECIFICATIONS.
7. SEWER WYE's MUST JOIN THE SEWER MAIN WITH FLOW IN THE SAME DIRECTION.

DEPT. OF WATER OR GAS MAINS IF INSTALLATION OF WATER OR GAS MAINS PRECEDES INSTALLATION OF SEWERS ONLY IF APPROVED BY THE ENGINEER.

**TABLE**

<table>
<thead>
<tr>
<th>DISTANCE</th>
<th>'A'</th>
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<td>12&quot; WATER OR GAS MAIN</td>
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*A" & "D" DIMENSIONS ARE SET TO ALLOW 1.0' CLEARANCE BETWEEN SEWER AND GAS OR WATER LINES.

SPECIAL APPROVAL REQUIRED FOR DEVIATION FROM 45' STANDARD ANGLE.
IN-STREET INSTALLATION
TO BE PAVED WITH A.C.
(PG 64-10 ASPHALT)
TACK-COAT CONCRETE
AND METAL SURFACES
PRIOR TO PAVING

NON-STREET INSTALLATION
6 SACK P.C.C. COLLAR AROUND
C.I. FRAME – AS SHOWN. FRAME
IN CONC. BED FOR CONC. STREET
ONLY.

MANHOLE COVER & FRAME
SEE DRAWING S-5B
12" (TYP.)

ADJUSTMENT
RINGS—SEE
NOTES

CONCRETE
COLLAR

24" DIA.

MORTAR ALL
JOINTS

SLOPE FROM THE EDGE OF
PIPE OPENING TO THE SIDE OF
MANHOLE—BROOM FINISH

1:12 MIN. SLOPE—
CONSTRUCT "STEP"

24"x44" MIN. OPENING

LATERAL FOR 8" AND LARGER

3" MIN. (TYP.)

8"

O.D. OF PIPE + 16"
OR 8" MIN. O.D.

NOTES FOR MANHOLE SUB-STRUCTURE:
1. ALL CONCRETE SHALL HAVE A COMPRRESSIVE
   STRENGTH OF 3,000 P.S.I. AT 28 DAYS.
2. ALL REINFORCING STEEL TO BE NO. 4 BARS GRADE
   60 STEEL, SPACED 12" O.C., BOTH WAYS, IN TOP,
   BOTTOM & WALLS.
3. MINIMUM WALL THICKNESS IS 8".
4. SEE PLAN FOR FLOW LINE ELEVATION & PIPE SIZE.

GENERAL NOTES:
1. PRECAST PIPE, ADJUSTMENT RINGS & TAPERED SECTIONS SHALL BE CLASS 2 R.C.P. IN ACCORDANCE WITH ASTM C-478,
   ELLIPTICAL SINGLE LINE REINFORCEMENT WILL NOT BE PERMITTED.
2. MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400 OR RAVEN 405, PRODUCTS
   OF RLS SOLUTIONS; NEOPOXY 5304 OR 5305, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A
   PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURER’S SPECS. NO SUBSTITUTIONS ARE
   ACCEPTABLE.
3. THIS STANDARD DRAWING SHALL BE USED FOR SEWERPIPES WITH DIAMETERS GREATER THAN 42" OR IN SITUATIONS WHERE
   THE MANHOLE SUB-STRUCTURE IS REQUIRED AS DIRECTED BY THE CITY ENGINEER.
4. DESIGN FLOW CONFIGURATION SEE DRAWING S-12.

SPECIAL SEWER MANHOLE
FOR SEWER PIPES WITH DIAMETER
GREATER THAN 42’
NOTES:
1. PRECAST RISER SECTIONS, ADJUSTMENT RINGS & TAPERED SECTIONS SHALL BE CLASS 2 R.C.P. IN ACCORDANCE WITH ASTM C-478. ELLIPTICAL SINGLE LINE REINFORCEMENT WILL NOT BE PERMITTED.
2. THIS STANDARD DRAWING SHALL BE USED FOR SEWER PIPES WITH DIAMETERS OF UP TO AND INCLUDING 27".
3. DESIGN FLOW CONFIGURATION SEE DRAWING S-12.
4. MANHOLES ON SEWER LINES EQUAL TO OR GREATER THAN 12", OR ON ANY SIZE SEWER WITHIN 600' OF A 30" OR LARGER SEWER LINE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400, 405 OR 405FS, PRODUCTS OF RLS SOLUTIONS, NEOPOXY 5304 OR 5305, PRODUCTS OF NEOPOXY INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURER'S SPECS. NO SUBSTITUTIONS ARE ACCEPTABLE.
5. FOR SEWER LINES 12" TO 18", AND NOT WITHIN 600' OF A 30" OR LARGER SEWER MAIN, MAY USE SEWERCOAT OR APPROVED EQUAL.

48" SEWER MANHOLE
SEWER PIPES W/DIA. UP TO AND INCLUDING 27" WITH PRECAST SECTIONS AND CAST IRON FRAME AND COVER

REF. & REV. AUG. 2015
MAR. 2021 (A.7)
CITY OF FRESNO S-3
IN-STREET INSTALLATION
TO BE PAVED WITH A.C.
(PG 64–10 ASPHALT)
TACK-COAT CONCRETE
AND METAL SURFACES
PRIOR TO PAVING

MANHOLE COVER & FRAME
SEE DRAWING S-5B
12" (TYP.)

ADJUSTMENT
RINGS — SEE
NOTE BELOW

CONCRETE
COLLAR
12 MIN.
24" MAX.

24" DIA.

STANDARD PRECAST
48"X60"X30" CONCENTRIC
REDUCING CONE

MORTAR BETWEEN ALL JOINTS

60" DIA

CONSTRUCT BENCH AS
SHOWN — TROWEL FINISH

ENLARGED BASE TO PIPE
CROWN TO PROVIDE SOLID
FOOTING FOR PRECAST
MANHOLE COMPONENTS

1:12

PRECAST MANHOLE PIPE TO SET ON 6
SACK CONCRETE Poured IN PLACE

MANHOLE DETAILS

SEE PLAN FOR FLOW LINE
ELEVATION AND SIZE OF PIPE

NOTES:
1. PRECAST RISER SECTIONS, ADJUSTMENT RINGS & TAPERED SECTIONS SHALL BE CLASS 2 R.C.P. IN ACCORDANCE WITH ASTM C-478. ELLIPTICAL SINGLE LINE REINFORCEMENT WILL NOT BE PERMITTED.
2. THIS STANDARD DRAWING SHALL BE USED FOR SEWER PIPES WITH DIAMETERS OF 30" THROUGH 42".
3. MANHOLE SHALL BE LINED WITH T-LOCK OR COATED WITH ONE OF THE FOLLOWING: RAVEN 400 OR 405, PRODUCTS OF RLS SOLUTIONS; NEOPoxy 5304 OR 5305, PRODUCTS OF NEOPoxy INTERNATIONAL; OR QUADEX STRUCTURE GUARD, A PRODUCT OF QUADEX. APPROVED PRODUCTS SHALL BE APPLIED PER MANUFACTURER’S SPECS. NO SUBSTITUTIONS ARE ACCEPTABLE.
4. WHEN PIPE IS CUT, ALL EXPOSED REINFORCING STEEL TO BE COATED WITH 2" OF CONCRETE.
5. DESIGN FLOW CONFIGURATION SEE DRAWING S-12.
MANHOLE COVER

27" DIA.
25 1/8" DIA.

24" DIA.
36" DIA.

MANHOLE FRAME

MINIMUM WEIGHTS
FRAME - 180 lbs.
COVER - 147 lbs.

CAST IRON MANHOLE
FRAME AND COVER

CITY OF FRESNO
S-5A

REF. & REV.
JUNE 2014
NOTES:

1. MANHOLE COVER AND FRAME SHALL BE PAMREX OR APPROVED EQUAL.
2. FRAME AND COVER SHALL BE MANUFACTURED FROM DUCTILE IRON.
3. COVERS SHALL BE HINGED AND INCORPORATE A 90° BLOCKING SYSTEM TO PREVENT ACCIDENTAL CLOSURE.
4. COVERS SHALL BE ONE MAN OPERABLE USING STANDARD TOOLS AND SHALL BE CapABLE OF WITHSTANDING A TEST LOAD OF 120,000 LBS.
5. FRAMES SHALL BE CIRCULAR, INCORPORATE A SEATING RING AND A FITTED PLUG IN THE HINGE HOUSING, AND BE AVAILABLE WITH A 24-INCH CLEAR OPENING.
6. THE FRAME DEPTH SHALL NOT EXCEED 4 INCHES, AND THE FLANGE SHALL INCORPORATE BEDDING SLOTS, BOLT HOLES, AND LIFTING EYES.
7. ALL COMPONENTS SHALL BE BLACK BITUMINOUS PAINT COATED IN ACCORDANCE WITH ISO 2531.
   FRAME WEIGHT: 73 LBS.
   COVER WEIGHT: 122 LBS.
   TOTAL WEIGHT: 195 LBS.
8. HINGE SHOULD BE PLACED 90° TO THE ROAD TOWARD THE UPSTREAM FLOW OF THE DOMINATE LINE.

LOCK INSTALLATION INSTRUCTIONS:

1. DRILL HOLE IN THE COVER AT THE LOCK PUNCH OUT.
2. INSERT KEY BOLT (6) WITH ONLY THE KEY HEAD (1) AND O-RING (2) SHOWING ON THE TOP SIDE OF THE COVER.
3. ON THE BOTTOM SIDE OF THE COVER, INSTALL SPACER (3), LOCK PADDLE (4), AND LOCK NUT (5) IN THE ORDER SHOWN ABOVE.
4. TIGHTEN LOCK NUT (5) UNTIL THERE IS NO SPACE BETWEEN LOCKING NUT, LOCK PADDE, AND SPACER.
5. WHEN INSTALLING THE COVER, ENSURE THAT THERE IS ADEQUATE CLEARANCE BENEATH THE FRAME FOR THE LOCK TO FULLY ENGAGE, TURNING TO A 90° ANGLE IN RELATION TO THE FRAME.

PAMREX DUCTILE IRON FRAME AND COVER FOR SEWER PIPE 27" OR LARGER

CITY OF FRESNO

REF. & REV.
AUG. 2015
MAR. 2021 (A.7)

S-5B
NOTE:
LAMPHOLES NO LONGER CONSTRUCTED IN CITY OF FRESNO. THIS DRAWING IS RETAINED FOR INFORMATIONAL PURPOSES TO SHOW CONSTRUCTION OF EXISTING LAMPHOLES.
NOTES:
1. REDWOOD BLOCKS SHALL BE CONSTRUCTION GRADE.
2. REDWOOD BLOCKS SHALL BE VEED TO FIT CONTOUR OF PIPE.
3. WHEN JACKING, CASING GRADE SHALL BE SET SO CENTER LINE OF CASING SHALL COINCIDE WITH CENTER LINE OF SEWER PIPE.
4. REDWOOD BLOCKS SHALL BE STRAPPED TO THE PIPE WITH STEEL STRAPPING OR APPROVED WIRE BANDS.
5. PLUG ENDS OF CASING WITH 12 INCHES MINIMUM OF CONCRETE.
6. CONCRETE SHALL BE CLASS "B" P.C.C.
7. APPROVED CASING SPACERS AND END SEALS MAY BE USED IN LIEU OF REDWOOD BLOCKS AND CONCRETE PLUGS.
8. STEEL CASING WALL THICKNESS CHART, SEE DETAIL S-7B.
<table>
<thead>
<tr>
<th>NOMINAL DIAMETER (INCHES)</th>
<th>WHEN COATED OR CATHODICALLY PROTECTED NOMINAL THICKNESS (INCHES)</th>
<th>WHEN NOT COATED OR CATHODICALLY PROTECTED NOMINAL THICKNESS (INCHES)</th>
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<tbody>
<tr>
<td>12–3/4 and under</td>
<td>0.188</td>
<td>0.188</td>
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<tr>
<td>14</td>
<td>0.188</td>
<td>0.250</td>
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<tr>
<td>16</td>
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<td>18</td>
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<tr>
<td>24</td>
<td>0.312</td>
<td>0.375</td>
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<tr>
<td>26</td>
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<td>32</td>
<td>0.438</td>
<td>0.500</td>
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<tr>
<td>34 and 36</td>
<td>0.469</td>
<td>0.531</td>
</tr>
<tr>
<td>38</td>
<td>0.500</td>
<td>0.562</td>
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<td>0.594</td>
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<tr>
<td>42</td>
<td>0.562</td>
<td>0.625</td>
</tr>
<tr>
<td>44 and 46</td>
<td>0.594</td>
<td>0.656</td>
</tr>
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<td>48</td>
<td>0.625</td>
<td>0.688</td>
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<tr>
<td>50</td>
<td>0.656</td>
<td>0.719</td>
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<tr>
<td>52</td>
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<td>54</td>
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<td>0.781</td>
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<tr>
<td>56 and 58</td>
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<tr>
<td>60</td>
<td>0.781</td>
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<td>64</td>
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<td>0.906</td>
</tr>
<tr>
<td>66 and 68</td>
<td>0.875</td>
<td>0.938</td>
</tr>
<tr>
<td>70</td>
<td>0.906</td>
<td>0.969</td>
</tr>
<tr>
<td>72</td>
<td>0.938</td>
<td>1.000</td>
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</tbody>
</table>

**NOTES:**
1. THIS TABLE WAS REFERENCED FROM AREMA MANUAL FOR RAILWAY ENGINEERING
METHOD 1: INSERTION OF FACTORY MADE WYE OR TEE

MACHINE CORE HOLE WITH DIAMETER EQUAL TO OUTSIDE DIAMETER AND CONTOUR OF LOCATING RING INTO SEWER MAIN

GASKET REQUIRED BETWEEN SADDLE AND PIPE

TEE BRANCHES NOT ALLOWED ON SEWER MAINS 6"-8" IN DIAMETER

SDR-35 PVC WYE/TEE SADDLE

STAINLESS STEEL BANDS

METHOD 2: SADDLE WYE OR TEE

HOLE WITH DIAMETER EQUAL TO OUTSIDE DIAMETER OF TEE INSERT CUT IN SEWER MAIN WITH MACHINE CORE. SEE NOTE 1

GASKET PVC HUB

SYNTHETIC RUBBER INSERT TEE WITH STAINLESS STEEL BAND FOR COUPLING BUILDING SEWER TO TEE

TEE BRANCHES NOT ALLOWED ON SEWER MAINS 6"-8" IN DIAMETER

PUBLIC SEWER MAIN (10" DIA. AND LARGER PER STD. DWG. S-9)

METHOD 3: COMPRESSION TEE

NOTES:
1. IF MACHINE CORE IS NOT CLEAN CUT (WITHOUT DAMAGE TO THE HOST PIPE) MUST USE METHOD 1 TO INSTALL HOUSE BRANCH

HOUSE BRANCH CONNECTIONS

REF. & REV.
AUG. 2015
MAR. 2021 (A.7)

CITY OF FRESNO
S-8
### HOUSE BRANCH SIZE–APPROVED CONNECTION METHOD
(METHODS SHOWN ON S–8)

<table>
<thead>
<tr>
<th>SEWER MAIN SIZE</th>
<th>6&quot;</th>
<th>8&quot;</th>
<th>10&quot;</th>
<th>12&quot;</th>
<th>15&quot;</th>
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<tbody>
<tr>
<td>H.R. SIZE</td>
<td>4&quot; MTHD. 1,2</td>
<td>8&quot; MTHD. 1,2</td>
<td>10&quot; MTHD. 1,2,3</td>
<td>12&quot; MTHD. 1,2,3</td>
<td>15&quot; MTHD. 1,2,3</td>
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<td></td>
<td>6&quot; MTHD. 1</td>
<td>8&quot; MTHD. 1</td>
<td>10&quot; MTHD. 1,2,3</td>
<td>12&quot; MTHD. 1,2,3</td>
<td>15&quot; MTHD. 1,2,3</td>
</tr>
</tbody>
</table>

### NOTES:
1. ALL WYES AND TEES SHALL BE OF SAME MATERIALS AS THAT OF THE SEWER MAIN OR APPROVED EQUAL.
2. 8 INCH DIAMETER AND LARGER HOUSE BRANCHES REQUIRE A MANHOLE AT POINT OF CONNECTION.
3. HOUSE BRANCH CONNECTIONS WITH AN APPROVED SADDLE TO EXISTING SEWER MANS INSTALLED BY ANY OTHER METHOD THAN A MACHINE CORE SHALL NOT BE ALLOWED.
4. SADDLES SHALL BE OF SAME MATERIAL AS SEWER MAIN OR APPROVED EQUAL AND SHALL NOT EXTEND BEYOND 1/4" INTO THE MAIN SEWER.
5. SEWER HOUSE BRANCHES SHALL BE INSTALLED IN CONFORMANCE WITH DRAWING S–1 OF THE CITY STANDARD SPECIFICATIONS AND THE UNIFORM PLUMBING CODE.
6. ALL NEW HOUSE BRANCHES AND SERVICE LATERALS MUST BE INSTALLED GREATER THAN 5′–0″ FROM OUTSIDE EDGE OF MANHOLE AND MUST BE BETWEEN TWO ACCESS STRUCTURES (I.E. MANHOLE, LAMPHOLE)
NOTES

1. PIPE INSTALLATIONS WHERE COVER OVER PIPE EXCEEDS 20' SHALL BE DESIGNED BY A CIVIL ENGINEER AND SPECIFIED IN THE PROJECT PLANS AND SPECIAL PROVISIONS.

2. PIPE EmbedMENT MATERIAL SHALL CONSIST OF CLASS II OR CLASS III SELECT NATURAL MATERIAL OR PROCESSED PRODUCT AS DEFINED IN SUBSECTION 17–5.2, "PIPE EMBEDMENT ZONE" OF STANDARD SPECIFICATIONS AND INITIAL BACKFILL PLACED IN ACCORDANCE WITH SUBSECTION 17–5.3, "INITIAL BACKFILL", OF THE STANDARD SPECIFICATIONS.

3. MINIMUM AND MAXIMUM TRENCH WIDTH ALLOWED SHALL BE MAINTAINED AS SPECIFIED IN TABLE 17–3.1, SUBSECTION 17–3.2.1, "TRENCH WIDTHS", OF THE STANDARD SPECIFICATIONS.

4. BOTTOM OF TRENCH SHALL BE IN FIRM, UNIFORM-BEARING SOIL SURFACES. WHEN UNSUITABLE OR DISTURBED, THE CONTRACTOR SHALL REMOVE AND REFILL WITH SUITABLE MATERIAL AS SPECIFIED IN SUBSECTION 17–5.1, "FOUNDATION AND BEDDING", OF THE STANDARD SPECIFICATIONS.

5. STANDARD DETAIL S–10 SHALL BE APPLICABLE TO ALL SEWER PIPE INSTALLATIONS WITH DIAMETERS OF 6 TO 27 INCHES. CONSTRUCTION PROCEDURES FOR PIPES LARGER THAN 30 INCHES SHALL BE PROVIDED BY THE CITY ENGINEER.

6. IN UNPAVED AREAS FINAL BACKFILL SHALL EXTEND TO THE SURFACE ELEVATION WITH 95% COMPACTION IN THE UPPER 24" OF TRENCH.
NOTES:

1. ALL INSIDE DROP CONNECTIONS FOR SERVICES AND COLLECTOR SEWER SHALL USE THE DROP BOWL AS PRODUCED BY: RELINER-DURAN, INC. 53 MT. ARCHER RD. LYMEE, CT 06371 (860)434-0277 FAX: (860)434-3195 OR APPROVAL EQUAL

2. DROP BOWL MODEL "A-6" SHALL BE USED FOR ALL LINES UP THROUGH FULL 6" INLETS. DROP BOWLS MODEL "B-10" SHALL BE USED FOR ALL 8" INLETS. DROP BOWLS MODEL "B-10" SHALL BE USED FOR ALL 10" INLETS. 6" ONLY ALLOWABLE FOR REPLACING EXISTING 6" DROP. LINES LARGER THAN 10" SHALL BE AS DIRECTED BY THE ENGINEER.

3. SECURE DROP PIPE TO MANHOLE WALL WITH RELINER-DURAN, INC STAINLESS STEEL ADJUSTABLE CLAMPING BRACKETS OR APPROVED EQUAL (SEE DETAIL S-11B).

4. ATTACH THE DROP BOWL & EACH CLAMPING BRACKET TO THE MANHOLE WALL WITH 1/2" X 3 1/2" RAMSET/RED HEAD BOLTS. PRE-ROTO DRILL AND SET BOLTS IN PLACE WITH EPOXY PASTE. EPOXY SHALL MEET THE FOLLOWING REQUIREMENTS:
   A. EPOXY PASTE SHALL BE A TWO COMPONENT, 100% SOLID SYSTEM. EPOXY SHALL BE SIKADUR 31 HI-MOD GEL BY SIKA CORPORATION (PHONE 592/941-0231) OR EQUAL.
   B. THE EPOXY PASTE SHALL DEVELOP A MINIMUM COMPRRESSIVE STRENGTH OF 5,000 PSI IN 28 DAYS WHEN TESTED IN ACCORDANCE WITH ASTM D695 AT 73 DEGREES.
   C. THE EPOXY PASTE SHALL DEVELOP A MINIMUM TENSILE STRENGTH OF 3,000 PSI IN 14 DAYS WHEN TESTED IN ACCORDANCE WITH ASTM D638.
   D. THE EPOXY PASTE SHALL DEVELOP A MINIMUM BOND STRENGTH OF 2,000 PSI IN 2 DAYS WHEN TESTED IN ACCORDANCE WITH ASTM C882 (HARDENED CONCRETE TO HARDENED CONCRETE).
STAINLESS STEEL ADJUSTABLE CLAMPING BRACKETS

SPECIFICATIONS:
1) CLAMP AND BRACKETS IS TYPE 304 STAINLESS STEEL, 11 GAUGE (.1196”).
2) 3/8” Ø PINCH BOLT AND NUTS IS TYPE 18–8 STAINLESS STEEL.

RELINER–DURAN, INC.
53 MT. ARCHER RD.
LYME, CT 06371
(860)434–0277 FAX: (860)434–3195
OR APPROVAL EQUAL
1. All straight pipe to be laid through manholes with top half removed to provide at least a 44" or 56" long opening. Rough broken edges shall be mortared smooth. This includes upper ends of line manhole.

2. All turns must be made such that the center line of the flow channel bend radius is minimum 24" in a 48" manhole and minimum 30" in a 60" manhole. Turns to be constructed to form a smooth flow line of same shape and pattern as bottom wall pipe.

Note: When pipe is cut, all exposed reinforcing steel to be coated with 2" of concrete.

MANHOLE BASE DESIGN FLOW CONFIGURATION
SUPPLEMENT TO S-3 & S-4

REF. & REV.
AUG. 2015

CITY OF FRESNO
S-12
CASE 1: UNDAMAGED EXISTING UTILITY AT NEW UTILITY INSTALLATION

NOTES:
1. ALL LINES TO BE PROTECTED IN PLACE.
2. NO VENTS OR STRUCTURES TO BE LOCATED WITHIN PIPELINE EASEMENT.
3. ANY NEW UTILITY SHALL HAVE A MINIMUM OF 1'-0" CLEARANCE FROM ANY SEWER FACILITY. ANY NEW UTILITY WITHIN 1'-0" SHALL HAVE CLSM, 2 SACK, BETWEEN THE UTILITY LINES.
4. WHERE JOINT IN THE UTILITY OCCURS AT THE EDGE OF THE SLURRY SUPPORT, EXTEND SUPPORT 6" MIN BEYOND THE JOINT.
CASE 2: SEWER REPAIR AT NEW UTILITY INSTALLATION

NOTES:
1. ALL LINES TO BE PROTECTED IN PLACE. THIS DETAIL SHALL APPLY WHENEVER THE SEWER MAIN IS CUT OR DAMAGED WHEN CONSTRUCTION PASSES BENEATH THESE LINES.
2. INSIDE DIAMETER OF REPLACEMENT PIPE TO BE THE SAME AS THE EXISTING PIPE TO WHICH IT CONNECTS.
3. PIPE TO HAVE THE SAME SLOPE AS ADJACENT PIPELINES.
4. MINIMUM CLEARANCE BETWEEN SEWER AND UTILITY SHALL BE 1"-0", CLEARANCE LESS THAN 1"-0" MUST BE APPROVED BY CITY PRIOR TO INSTALLATION.
5. ANY NEW UTILITY WITHIN 1"-0" SHALL HAVE CSLM, 2 SACK, BETWEEN THE UTILITY LINES.
6. BACKFILL EXCAVATION WITH 2 SACK CSLM TO SPRING LINE OF SEWER PIPE. IF MORE THAN 5'-0" OF SEWER IS EXPOSED, BACKFILL THE ENTIRE EXPOSED LENGTH TO 1'-0" ABOVE SEWER WITH 2 SACK CSLM.
7. SEWER PIPES MUST BE CCTV INSPECTED AFTER BACKFILL AND, IF APPLICABLE, PRIOR TO PAVING.

PIE/CONEIT CROSSING UNDER EXISTING SEWER — CASE 2
NOTES:

1. ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE SPECIFICATIONS ENTITLED "STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, BUSINESS AND TRANSPORTATION AGENCY, DEPARTMENT OF TRANSPORTATION" (1997 REVISION) AND THE NATIONAL ELECTRICAL CODE.

2. LUMINAIRE SHALL BE COBRA HEAD TYPE, 120V LIGHT EMITTING DIODE (LED) PHOTOLECTRIC CELL SHALL BE EXTENDED LIFE, QUICK ACTING.

3. ALL STREET LIGHTS SHALL BE NUMBERED. NUMERICAL SEQUENCE TO BE OBTAINED FROM P.G.&E. NUMBERS TO BE 2–1/2" HIGH AND INSTALLED 10'–6" ABOVE FINISHED GRADE PER STD. DWG. E–25.

<table>
<thead>
<tr>
<th>ROADWAY CLASSIFICATION</th>
<th>REQUIRED ARM LENGTH</th>
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</thead>
<tbody>
<tr>
<td>LOCAL STREET:</td>
<td>8'</td>
</tr>
<tr>
<td>COLLECTOR, ARTERIAL OR EXPRESSWAY:</td>
<td>12'</td>
</tr>
</tbody>
</table>

LIGHT STANDARD TYPE 15

POLE NUMBERING PER CITY STD. DWG. E–25

WELD STEEL HAND–HOLE COVER AROUND FULL PERIMETER AFTER INSPECTION

TYPE "NM" CONDUIT

SEE BASE DETAIL

COMPACT BACKFILL TO 90% RELATIVE COMPACTION

SEE STD. DWG. E–27 FOR CONDUIT DETAIL

RECAST FOUNDATION, CLASS "B" CONCRETE

TYPE "NM" CONDUIT, REFER TO TABLE ON STD. DWG. E–27 FOR DETAIL AND MORE INFORMATION

SEE SECTION 23–3.9 OF THE CITY SPECIFICATIONS

CONDUIT PER SECTION 23–3.9 OF THE CITY SPECIFICATIONS

CRUSHED ROCK SUMP

SIDEWALK

NO. 3 1/2 PULL BOX, PER STD. DWG. E–48, E–4C

12" CONC. COLLAR WHEN LOCATED IN DIRT AREAS; REF. STD. DET. E–43

FORMED 1/2" TO 1" ABOVE S/W GRADE

1" GALVANIZED ANCHOR BOLTS

BASE DETAIL

SEE STD. DWG. E–27 FOR CONDUIT DETAIL

BASE PLATE

1" RADIUS

2" GROUT

SEE LMA CHART

TWO #10 COPPER CONDUCTORS STRANDED (THHN) TO FIXTURE. REF. STD. DWG. E–5.

FUSE INSTALLED IN LUMINAIRE PER SPEC. SECTION 23–1.23

ORIENT PEC TO THE NORTH

STREETLIGHT–WITH BASE INCLUDES PULL BOX & PVC CONDUIT

REF. & REV. 4/6–2015 MAR. 2021 (A.7) CITY OF FRESNO E–1
NOTES:

1. ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE SPECIFICATIONS ENTITLED "STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, BUSINESS AND TRANSPORTATION AGENCY, DEPARTMENT OF TRANSPORTATION," AND IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, AND THESE SPECIAL PROVISIONS.

2. LUMINAIRE SHALL BE COBRA HEAD TYPE, 120V LIGHT EMITTING DIODE (LED). PHOTOELECTRIC CELL SHALL BE EXTENDED LIFE, QUICK ACTING.

3. ALL STREET LIGHTS SHALL BE NUMBERED. NUMERICAL SEQUENCE TO BE OBTAINED FROM P.C.&E. NUMBERS TO BE 2-1/2" HIGH AND INSTALLED 10'-6" ABOVE FINISHED GRADE PER STD. DWG. E-25.

4. BOTTOM OF POLE HOLES SHALL BE WELL TAMPELED BEFORE INSTALLING POLE. JUDGMENT BASED ON EXPERIENCE AND LOCAL SOIL CONDITIONS, SHOULD BE USED TO DETERMINE IF "KEYING" AND "ROCKING-IN" THE STEEL POLE ARE REQUIRED.

5. A PULL BOX WILL BE REQUIRED WHEREVER CONDUIT CHANGES DIRECTION AND WHERE MULTIPLE LIGHTS ARE INSTALLED ON A SINGLE SERVICE. PULLBOX SPACING SHALL NOT EXCEED 200'. SEE STD. DWG'S. E-4B, E-4C.

6. THREE #6 COPPER CONDUCTORS (THHN). #8 WIRE MAY BE USED ON SINGLE POLE INSTALLATIONS. SEE STD. DWG. E-5.
DOUGLAS FIR, CLASS 5 STREET LIGHT POLE

NOTES:

1. ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE SPECIFICATIONS ENTITLED “STANDARD SPECIFICATIONS, STATE OF CALIFORNIA BUSINESS AND TRANSPORTATION AGENCY, DEPARTMENT OF TRANSPORTATION” AND IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND THESE SPECIAL PROVISIONS.

2. LUMINAIRE SHALL BE COBRA HEAD TYPE, 120V LIGHT EMITTING DIODE (LED). PHOTOELECTRIC CELL SHALL BE EXTENDED LIFE, QUICK ACTING.

3. ALL STREET LIGHTS SHALL BE NUMBERED, NUMERICAL SEQUENCE TO BE OBTAINED FROM P.G.&E. NUMBERS TO BE 2-1/2" HIGH AND INSTALLED NINE FEET ABOVE FINISHED GRADE.

4. POLES TO BE PRESSURE TREATED, BY OIL-PENTA PROCESS.

5. POLES SHALL BE P.G. & E. INSPECTED & APPROVED.

INSTALLATION NOTES

1. N-SD SERVICE DROP / SECONDARY CABLE (SINGLE LIGHT - DUPLEX) (MULTIPLE LIGHTS - TRIPLEX) (SEE SPECIAL PROVISIONS)

2. STREET LIGHT DROP SAGS

<table>
<thead>
<tr>
<th>SPAN LENGTH</th>
<th>SAG</th>
</tr>
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<tbody>
<tr>
<td>40'</td>
<td>2&quot;</td>
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<tr>
<td>60'</td>
<td>5&quot;</td>
</tr>
<tr>
<td>80'</td>
<td>9&quot;</td>
</tr>
<tr>
<td>100'</td>
<td>1' - 2&quot;</td>
</tr>
<tr>
<td>120'</td>
<td>9&quot; - 11&quot;</td>
</tr>
<tr>
<td>140'</td>
<td>2' - 4&quot;</td>
</tr>
<tr>
<td>150'</td>
<td>4' - 6&quot;</td>
</tr>
<tr>
<td>175'</td>
<td>6' - 7&quot;</td>
</tr>
<tr>
<td>200'</td>
<td>7' - 1&quot;</td>
</tr>
<tr>
<td>225'</td>
<td></td>
</tr>
</tbody>
</table>

OVERHEAD CONDUCTORS NOT TO SPAN MORE THAN 225'

2. CHANCE DEADEND = 10AWGC
   LINE TIE = 10AWTY-56

3. JOSLYN J101/J1398 (SPOOL & CLEVIS)

4. JOSLYN JP40482 (BRACKET)

5. CONNECTOR (SEE SPECIAL PROVISIONS)
NOTES:

1. PULL BOXES SHALL BE #5 UNLESS OTHERWISE NOTED ON PLANS.

2. WRAP ENTIRE PULL BOX WITH #15 ROOFING PAPER BEFORE BACKFILLING.

3. INSTALL A ONE-FOOT RING OF CONCRETE, 24" DEEP, AROUND THE WRAPPED PULL BOXES INSTALLED IN NON-CONCRETE AREAS, SLOPED TO DRAIN AWAY FROM THE PULL BOX. PULL BOXES IN SIDEWALKS MUST BE SET AT FINISHED GRADE WITH TEMPORARY CONCRETE APRON OR SECTION OF SIDEWALK POURED.

4. PULL BOXES SHALL BE GROUTED PRIOR TO INSTALLATION OF CONDUCTORS, SLOPED TOWARD THE DRAIN HOLE. PLACE A LAYER OF ROOFING PAPER BETWEEN THE CRUSHED ROCK AND THE GROUT, OPEN AT THE DRAIN HOLE.

5. AN APPROVED LOCKING LID SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL PULL BOXES PER SECTION 23-1.10 OF THE CITY STANDARDS.

6. PROVIDE 3' MIN. SLACK ON ALL CONDUCTORS.
NOTES:
1. PULL BOXES SHALL BE #3–1/2 UNLESS OTHERWISE NOTED ON PLANS.
2. SERVICE PULL BOX SHALL BE WITHIN THE STREET R.O.W. AND NOT PRIVATE PROPERTY.
3. WRAP ENTIRE PULL BOX WITH #15 ROOFING PAPER BEFORE BACKFILLING.
4. INSTALL A ONE-FOOT CONCRETE COLLAR, 24" DEEP, AROUND THE WRAPPED PULL BOXES WHEN INSTALLED IN DIRT OR TURF AREAS, SLOPED TO DRAIN AWAY FROM THE PULL BOX. PULL BOXES IN SIDEWALKS MUST BE SET AT FINISHED GRADE WITH A TEMPORARY CONCRETE APRON OR SECTION OF SIDEWALK POURED.
5. PULL BOXES SHALL BE GROUTED PRIOR TO INSTALLATION OF CONDUCTORS, SLOPED TOWARD THE DRAIN HOLE. PLACE A LAYER OF ROOFING PAPER BETWEEN THE CRUSHED ROCK AND THE GROUT, OPEN AT THE DRAIN HOLE.
6. FUSE AT POINT OF SERVICE SHALL BE 60A FOR #6 CONDUCTOR AND SHALL HAVE A TRON HEJ TYPE FUSE HOLDER (SINGLE POLE). INSULATE WIRE CONNECTION SAME AS SPLICES (23–3.12).
7. AN APPROVED LOCKING LID SHALL BE PROVIDED AND INSCRIBED "SL" PER SECTION 23–1.10 OF THE CITY SPECIFICATIONS.
NOTES:
1. WITH EXCEPTION OF BONDING JUMPERS, NO SPLICES WILL BE ALLOWED IN PULL BOXES WITHOUT PRIOR APPROVAL AND THE INSTALLATION OF AN APPROVED LOCKING LID PER SECTION 23-1.10 OF CITY SPECIFICATIONS.
LOCAL STREETLIGHT LAYOUT

NOTE:
IF "D" < 15 FT, NO PULL BOX. IF "D" > 15 FT, PULL BOX IS REQUIRED AT BASE OF LIGHT POLE.

NOTE:
"D"

SINGLE LIGHT INSTALLATION

#3 1/2 PULL BOX SEE P.W. STD. DWG. E-4C
SERVICE FUSE INSTALLED IN THIS PULL BOX

CURB & GUTTER (TYP.)

ELECTROLIER (TYP.)

MULTIPLE LIGHT INSTALLATION

#3 1/2 PULL BOX SEE P.W. STD. DWG'S.
E-4A THROUGH E-4C

CURB & GUTTER (TYP.)

NOTES:
1. CONDUIT SHALL BE SCHEDULE 40 PVC ON LOCAL STREETS AND SCHEDULE 80 PVC ON MAJOR STREETS. LOCAL STREET CROSSINGS SHALL BE SCHEDULE 80 PVC, AND MAJOR STREETS CROSSINGS SHALL BE GALVANIZED RIGID CONDUIT (GRC). CONDUIT NOT PLACED UNDERNEATH CONCRETE SIDEWALK OR UNDERNEATH ROADWAYS SHALL BE GRC ENCASED IN A MINIMUM 4” WIDE TWO SACK CONCRETE SLURRY MIX.
2. LOCATE STREET LIGHTS ON THE SAME SIDE OF THE STREET AS THE P.G.&E. SERVICE WHEN POSSIBLE.
3. DO NOT LOCATE THE PULL BOXES ABOVE THE JOINT TRENCH.
4. PULL BOX SPACING SHALL NOT EXCEED 200’ AND SHALL BE REQUIRED IN ALL CONDUIT CHANGE OF DIRECTION.
5. STREET LIGHT(S) INSTALLED ON MAJOR STREETS SHALL BE FED FROM A SERVICE PEDESTAL WITH A MASTER PHOTO CONTROL AS DETAILED IN SECTION 3-3.17 OF THE CITY SPECIFICATIONS AND STD. DWG'S. E-15, E-18, OR AS APPROVED BY CITY ENGINEER.
THIS STANDARD IS NO LONGER USED

NO LONGER USED
SEE E-7A

REF. & REV.
AUG.-2015
MAR. 2021 (A.7)

CITY OF FRESNO
E-7
NOTES:

1. "APPROVED LED STREETLIGHT FIXTURES LIST" AVAILABLE FOR DOWNLOAD FROM: www.Fresno.gov/Standards

2. INDEPENDENT SYSTEMS ON EACH SIDE WITH 165 FT. MAX. SPACING ON EACH SIDE.

3. ALL DIMENSIONS SHOWN ARE MAXIMUM UNLESS OTHERWISE NOTED.
SMALL, MEDIUM, OR LARGE* TRAFFIC SIGNAL LUMINAIRE PER SECTION 23−1.23 OF CITY SPECIFICATIONS.  
*SIZE BASED ON MAXIMUM POLE TO POLEDIAGONAL DISTANCE "DD" AS SHOWN ABOVE.

LOCAL LUMINAIRE PER "APPROVED LED STREETLIGHT FIXTURES LIST" & SECTION 23−3.16 OF CITY SPECIFICATIONS

NOTES:

1. TRAFFIC SIGNAL LUMINARIES, MAJOR−LOCAL, & LOCAL LUMINARIES LIGHTS (ENTRANCE & EXIT) TO BE ON SEPARATE BREAKERS OF SAME CONTACCTOR.

2. ALL DIMENSIONS SHOWN ARE MAXIMUM UNLESS OTHERWISE NOTED.
THIS STANDARD IS NO LONGER USED

NO LONGER USED
SEE E-9A

REF. & REV.
AUG. 2015
MAR. 2021 (A.7)

CITY OF FRESNO
E-9
NOTES:
1. ALL DIMENSIONS SHOWN ARE MAXIMUM UNLESS OTHERWISE NOTED.
2. LOCAL LUMINAIRE STREETLIGHT MUST BE PLACED WITHIN RIGHT OF WAY PROJECTION. (ILLUMINATION ZONE)
NOTES:

1. TRAFFIC SIGNAL LUMINARIES, MAJOR—LOCAL, & LOCAL LUMINARIES LIGHTS (ENTRANCE & EXIT) TO BE ON SEPARATE BREAKERS OF SAME CONTACCTOR.

2. ALL DIMENSIONS SHOWN ARE MAXIMUM UNLESS OTHERWISE NOTED.

IF THE POLE TO POLE DIAGONAL DISTANCE "DD" IS GREATER THAN 200 FEET, PROVIDE PHOTOMETRIC ANALYSIS.

LOCAL LUMINAIRE PER "APPROVED LED STREETLIGHT FIXTURES LIST" & SECTION 23–3.16 OF CITY SPECIFICATIONS.
LOCAL STREET

LOCAL LUMINAIRE PER "APPROVED LED STREETLIGHT FIXTURES LIST" & SECTION 23–3.16 OF CITY SPECIFICATIONS

CUL-DE-SAC LUMINAIRE PER "APPROVED LED STREETLIGHT FIXTURES LIST" & SECTION 23–3.16 OF CITY SPECIFICATIONS

LOCAL STREET

NOTES:

1. "APPROVED LED STREETLIGHT FIXTURES LIST" AVAILABLE FOR DOWNLOAD FROM: www.Fresno.gov/Standards

2. ALL DIMENSIONS SHOWN ARE MAXIMUM UNLESS OTHERWISE NOTED.

STREETLIGHT—PLACEMENT
CUL-DE-SAC & KNUCKLE STREETS
THIS STANDARD IS NO LONGER USED
BIKE LOOP (3'x3')

DETECTOR CONFIGURATION

1. Round corners of acute angle sawcuts to prevent damage to conductors.

2. Install 3 turns when only one bike loop is on a sensor unit channel. Install 5 turns when one bike loop is connected in series with 3 additional 6'x6' loops on a sensor unit channel.

CITY OF FRESNO BIKE LOOP WITH BIKE LOOP DETECTOR SYMBOL SC-7 OF THE CA-MUTCD, CENTERED ON LOOP.

NOTES:

1. LOOP SEALANT SHALL BE CALTRANS APPROVED ELASTOMERIC SEALANT OR HOT MELT RUBBERIZED ASPHALT SEALANT.

2. ALL NEW LOOPS SHALL BE TESTED AND DOCUMENTED ON SHEET PROVIDED IN SECTION 23-2; TESTING SHALL BE PER CALTRANS STANDARD SPECIFICATIONS.

3. REFER TO STD. DWG. E-14 FOR LOOP PLACEMENT.
LEGEND:

- CALTRANS TYPE 'E': SAWCUT CIRCULAR LOOP DETECTOR - "TYPE 2" LOOP WIRE (ES-5B).
- CALTRANS TYPE 'D': SAW CUT DIAGONAL LOOP DETECTOR "TYPE 2" LOOP WIRE (ES-5B). SEE WINDING DETAIL, RIGHT.
- CALTRANS TYPE 'D' W/BIKE: DETECTOR SYMBOL (ON STATE STD. PLANS A24C & FIG. 9C-7 (CA CA-MUTCD) CENTERED ON LOOP. SEE WINDING DETAIL, RIGHT.
- CITY OF FRESNO STD. DWG. E-13 BIKE LOOP (3'x3') WITH BIKE DETECTOR SYMBOL CENTERED ON LOOP. SEE WINDING DETAIL, RIGHT.

CENTER LOOP ON TRAVEL LANE (TYP)

MEDIAN

MEDIAN

TRAVEL LANE CENTER LINE (TYP)

TRAVEL LANE CENTER LINE

LIMIT LINE

BIKE LANE

SEE STD. DWG. E-13

CURB FACE

EXPANSION JOINTS

SEE PLAN FOR DISTANCE TO LIMIT LINE

DETAIL "A"

TRAVEL LANE CENTER LINE (TYP)

PLACE EDGE OF FIRST DETECTOR AT OUTSIDE EDGE OF LIMIT LINE.

LIMIT LINE

NOTES:

1. PAVEMENT SHALL BE DEEMED SUITABLE FOR INSTALLATION OF LOOP(S) BY THE CITY TRAFFIC ENGINEER. IF DEEMED NOT SUITABLE, PROJECT SHALL GRIND AND OVERLAY AND/OR RECONSTRUCT PAVEMENT AS DETERMINED BY THE CITY TRAFFIC ENGINEER.

2. ALL NEW LOOPS SHALL BE TESTED AND DOCUMENTED ON THE SHEET PROVIDED IN SECTION 23–2 OF THE CITY SPECIFICATIONS. TESTING SHALL BE TO CALTRANS STATE STANDARD PLANS.
SERVICE PEDESTAL SCHEMATIC

SWITCH LOCATION

NOTES:
1. SERVICE CABINET SHALL BE TESCO 26–100 LBS METERED/UNMETERED OR APPROVED EQUAL.
NOTES:
1. IN ORDER FOR CONFORMITY AND REPLACEMENT PURPOSES ALL SERVICE PEDESTAL FOUNDATIONS TO BE
   CONSTRUCTED TO THESE SPECIFICATIONS. ANY DEVIATIONS FROM THESE REQUIREMENTS SHALL HAVE THE
   APPROVAL OF THE ELECTRICAL SUPERINTENDENT.
2. FRONT OF CABINET SHALL FACE ACCESSIBLE RIGHT OF WAY.
NOTE:
SERVICE CABINET SHALL BE TESCO 26-000 NM
UNMETERED OR APPROVED EQUIVALENT.

SERVICE PEDESTAL SCHEMATIC

SWITCH LOCATION

STREETLIGHT WIRING

REF. & REV. JUNE 2015

CITY OF FRESNO

E–18
NOTES:

1. INSTALL SINGLE CONDUCTOR COLOR CODED #14 THWN COPPER WIRE BETWEEN TERMINAL STRIP AND EACH SIGNAL ASSEMBLY AND CONNECT.
2. ALL STRANDED CONDUCTORS SHALL HAVE ALL LOOSE STRANDS TIGHTLY TWISTED TOGETHER AND INDIVIDUAL CONDUCTORS TINNED WITH SOLDER.
3. WITHIN INDIVIDUAL CABLES THE ASSIGNMENTS OF PRIMARY OR SECONDARY COLORS ARE BASED UPON THE TABLE BELOW:

<table>
<thead>
<tr>
<th>PRI</th>
<th>SEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB</td>
<td>EB or SB or WB</td>
</tr>
<tr>
<td>EB</td>
<td>SB or WB</td>
</tr>
<tr>
<td>SB</td>
<td>WB</td>
</tr>
<tr>
<td>THRU</td>
<td>TURN</td>
</tr>
</tbody>
</table>
NOTES:

1. INSTALL SINGLE CONDUCTOR COLOR CODED #14 THWN COPPER WIRE BETWEEN TERMINAL STRIP AND EACH SIGNAL ASSEMBLY AND CONNECT.

2. ALL STRANDED CONDUCTORS SHALL HAVE ALL LOOSE STRANDS TIGHTLY TWISTED TOGETHER AND INDIVIDUAL CONDUCTORS TINNED WITH SOLDER.
NOTES:

1. GROUT BOX AT CONDUIT ENTRANCE. RESTORE ANY GROUT DAMAGED BY INSTALLATION.

2. INSULATE HOT/NEUTRAL SPLICES AS FOLLOWS:
   COVER WITH 2-LAYERS RUBBER TAPE-FILLING VOIDS.
   APPLY 1-LAYER 1/2 LAPPED PVC TAPE.
   APPLY 1-LAYER FRICTION TAPE & COAT WITH AN APPROVED ELECTRICAL SEALING COMPOUND.

3. AN APPROVED LOCKING LID PER SECTION 23-1.10 OF CITY SPECIFICATIONS SHALL BE INSTALLED AT THE "IRRIGATION SERVICE" PULLBOX.
EXISTING/PROPOSED CITY STREETLIGHT POLE

OVERHEAD 2-#6 ALUMINUM CONDUCTORS

INSULATOR

CONNECTOR

GRIP

SEE DETAIL

TO FIXTURE

6d GALVANIZED BOX NAILS

THWN-STRAND NO. 6 AWG COPPER WIRE

CABLE GUARD

KELLEMS GRIP

NOTE: TAPE WIRES AS NEEDED FOR PROPER FIT

PVC U-SHAPED MOLDING (3"), BOTTOM 10'-SCH. 80 (W/BACK UP PLATE), TOP XX'-SCH. 40

ATTACH W/ 1/4" X 2-1/2" WASHER HEAD LAG SCREWS

2" GRC - STRAP TO POLE AT 3' INTERVALS

12" CONCRETE COLLAR (WHEN INSTALLED IN DIRT AREAS)

FINISHED GRADE

POINT OF SERVICE

NO. 5 1/2 PULL BOX, PER STD. DWG. E-4B, E-4C

BUSSMAN FEB TRON FUSE HOLDER W/TKF FUSE, INSTALL FUSE HOLDER SO THAT FUSE IS RETAINED IN LOAD SIDE.

NO. 8 AWG BOND WIRE

CRUSHED ROCK SUMP

5/8" X 8" COPPER CLAD GROUND ROD WITH GROUNDING CLAMP AT PULL BOX W/SERVICE FUSE

REFER TO CONSTRUCTION PLANS (IRR., SCH. BEACON ETC.) FOR PIPE & FUSE REQUIRED.

SERVICE RISER DETAIL
FROM EXISTING STREETLIGHT

REF. & REV. A06-2002 MAR. 2021 (A.7)

CITY OF FRESNO
E-22
NOTES:
1. TERMINATE TWISTED PAIRS AS SHOWN USING APPROPRIATE SOLDERLESS INSULATED FORK TERMINALS.

2. TERMINATE DRAIN WIRES WITH A SINGLE INSULATED RING TERMINAL TO RACK SIDE FRAME (GROUND) USING 10–32 MACHINE SCREW ON ONE END ONLY OF EACH CABLE. FOR STANDARDIZATION, ONLY CABLE ENDS FROM SOUTH OR EAST OF INTERSECTION ARE GROUNDED. UNUSED DRAIN WIRES ARE FOLDED BACK ALONG JACKET MINIMUM 1" & TAPED.

3. UNDERGROUND INLINE SPLICES ARE NOT PERMITTED. CONDUCTORS & DRAIN WIRES SHALL BE SPLICED USING UNINSULATED CRIMP CONNECTORS. THE CONNECTION SHALL BE STAGGERED AND SOLDERED (FLAMELESS METHOD) EACH INDIVIDUAL CONDUCTOR SPLICE SHALL HAVE HEAT SHRINK TUBING APPLIED. THE ENTIRE SPLICE ASSY. SHALL HAVE TWO (2) LAYERS OF HEAT SHRINK TUBING APPLIED. TUBING SHALL BE 3M I.T.C.S.N. OR APPROVED EQUAL. ALL HEAT SHRINK TUBING SHALL BE APPLIED USING A FLAMELESS METHOD.
I

<table>
<thead>
<tr>
<th>CURB RADIUS</th>
<th>&quot;A&quot; DISTANCE</th>
<th>&quot;A&quot; DISTANCE (MIN.)</th>
<th>&quot;C&quot; DISTANCE</th>
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<tbody>
<tr>
<td>20'</td>
<td>1'</td>
<td>3'</td>
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</tr>
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<td>22'</td>
<td>3'</td>
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</table>

NOTES:

1. ALL EQUIPMENT SHALL BE LOCATED ACCORDING TO CITY OF FRESNO APPROVED PLANS. ANY VARIATION TO THE
   PLANS SHALL HAVE THE APPROVAL OF THE CITY TRAFFIC ENGINEER.

2. ALL EQUIPMENT SHALL BE LOCATED ACCORDING TO THE ULTIMATE STREET WIDTH AND CURB RETURNS.

3. ULTIMATE AND EXISTING CURB RETURN ARE/SHALL BE SHOWN ON CONSTRUCTION PLANS.

4. ADDITIONAL SIDEWALK TO BE INSTALLED PER CITY STANDARDS AS APPLICABLE TO MAINTAIN A 4' MINIMUM
   ADA CLEAR PATH ADJACENT TO EQUIPMENT.

5. DISTANCE "C" SHALL BE ADJUSTED AS NECESSARY FOR THE 4' ADA CLEARANCE REQUIREMENT.

6. DISTANCE "A" HAS BEEN CALCULATED TO PLACE A PEDESTRIAN PUSH BUTTON APPROXIMATELY 5' FROM
   CROSSWALK. IF UNFORESEEN CONDITIONS DO NOT ALLOW SIGNAL STANDARD OR CROSSWALK PLACEMENT
   AS SHOWN, A PEDESTRIAN PUSH BUTTON POST SHALL BE INSTALLED TO MEET ADA GUIDELINES.

7. LOCATE PULLBOXES FOR TESCO & TS COMBINED 3' FROM FACE OF CURB TO EDGE OF PULLBOX

SIGNAL LIGHT
EQUIPMENT PLACEMENT GUIDELINE

REF. & REV.
NOV. 2007
MAR. 2021 (A.7)

CITY OF FRESNO
E-24
NOTES:

1. ALL EQUIPMENT SHALL BE LOCATED ACCORDING TO CITY OF FRESNO APPROVED PLANS. ANY VARIATION TO THE PLANS SHALL HAVE THE APPROVAL OF THE CITY TRAFFIC ENGINEER.

2. ALL EQUIPMENT SHALL BE LOCATED ACCORDING TO THE ULTIMATE STREET WIDTH AND CURB RETURNS.

3. ULTIMATE AND EXISTING CURB RETURN ARE SHALL BE SHOWN ON CONSTRUCTION PLANS.

4. ADDITIONAL SIDEWALK TO BE INSTALLED PER CITY STANDARDS AS APPLICABLE TO MAINTAIN A 4' MINIMUM ADA CLEAR PATH ADJACENT TO EQUIPMENT.

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NOTES:

1. SEE CITY OF FRESNO STANDARD DRAWINGS E-24A AND E-24A FOR SPACING REQUIREMENTS.

EQUIPMENT PLACEMENT DETAIL

SERVICE PEDSTAL

1-1/2" RIGID GALVANIZED CONDUIT

2" RIGID GALVANIZED CONDUIT

CONTROLLER CABINET

ITS COMMUNICATION CABINET FOUNDATION OR PULLBOX WITH LOCKJAW LID INSCRIBED "ITS" (PER PLAN). THEN INSTALLING FOUNDATION, INSTALL (4) HDPE AND 5(E) PULL BOX WITH LOCKJAW LID INSCRIBED "ITS" PER SECTION 23-1.10 OF THE SPECIFICATIONS

(2) 4" RIGID GALVANIZED CONDUIT

(2) 1-1/2" HDPE FOR FUTURE

6E ELECTRICAL

2" RIGID GALVANIZED CONDUIT

6E

5E

2" RIGID GALVANIZED CONDUIT

5E ITS

(4) 1-1/2" HDPE

BACK OF CURB

FACE OF CURB

LIP OF GUTTER

TO POINT OF SERVICE. LOCKJAW LID INSCRIBED "ELECTRICAL"

5" TYPICAL

BACK OF SIDEWALK

6E
FLASHING SEQUENCE FOR PEDESTRIAN CROSSING SIGNAL

WHAT DRIVER SEES:
1. DARK UNTIL ACTIVATED
2. FLASHING YELLOW UPON ACTIVATION
3. STEADY YELLOW
4. STEADY RED DURING PEDESTRIAN CROSSING INTERVAL
5. ALTERNATING FLASHING RED DURING PEDESTRIAN CLEARANCE INTERVAL
6. DARK AGAIN UNTIL ACTIVATED

WHAT PEDESTRIAN SEES:
PRESS BUTTON
START CROSSING
FLASHING (FINISH CROSSING)

CROSSWALK

HOMEM Pull Box
NO. 6(E) (MIN.)

5" GRC

1-1/2" GRC

332L CONTROLLER CABINET WITH
2070LX CONTROLLER (v.76 Firmware).
LOCATE 0.5' FROM ROW WITH BATTERY
BACKUP, REFERENCE NOTE 10. REF.
STD. DWG. E-340 OR E-34E FOR
HAWK-SPECIFIC WIRING REQUIREMENTS.

TRAFFIC SIGNAL STANDARD PER 1997
CALTRANS (TYP.) W/POLE MOUNTED
PUSH BUTTON (TYP.)

PEDESTRIAN CROSSING SIGN (CA-MUTCD)
SIGNS W11-2 & W16-7P (TYP.)

DISTANCE TABLE

<table>
<thead>
<tr>
<th>&quot;A&quot;</th>
<th>&quot;B&quot;</th>
<th>&quot;C&quot;</th>
<th>&quot;D&quot;</th>
<th>&quot;E&quot;</th>
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</thead>
<tbody>
<tr>
<td>3&quot;</td>
<td>5' MAX.</td>
<td>4'MIN.</td>
<td>12'</td>
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DISTANCE "A" = STOP LINE DISTANCE "E"-"C"

SIGNAL HEIGHT VS. STOP LINE DISTANCE TABLE

<table>
<thead>
<tr>
<th>HEIGHT TO TOP OF SIGNAL HOUSING</th>
<th>&quot;A&quot;</th>
<th>&quot;B&quot;</th>
<th>&quot;C&quot;</th>
<th>&quot;D&quot;</th>
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<tr>
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<td>26-'6&quot;</td>
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</table>

NOTES:
1. ALL EQUIPMENT SHALL BE LOCATED ACCORDING TO CITY OF FRESNO APPROVED PLANS. ANY VARIATION TO THE
   PLANS SHALL HAVE THE APPROVAL OF THE CITY TRAFFIC ENGINEER.
2. ALL EQUIPMENT SHALL BE LOCATED ACCORDING TO THE ULTIMATE STREET WIDTH WITHIN CITY ROW.
3. ULTIMATE AND EXISTING STREET WIDTH SHALL BE SHOWN ON CONSTRUCTION PLANS.
4. ADDITIONAL SIDEWALK TO BE INSTALLED PER CITY STANDARDS AS APPLICABLE TO MAINTAIN A 4' MINIMUM ADA
   CLEAR PATH ADJACENT TO EQUIPMENT.
5. DISTANCE "C" SHALL BE ADJUSTED AS NECESSARY FOR THE 4' ADA CLEARANCE REQUIREMENT.
6. PLACE PEDESTRIAN PUSH BUTTON APPROXIMATELY 5' FROM CROSSWALK. IF CONDITIONS DO NOT ALLOW SIGNAL
   STANDARD OR CROSSWALK PLACEMENT AS SHOWN, A PEDESTRIAN PUSH BUTTON POST SHALL BE INSTALLED TO
   MEET ADA GUIDELINES.
7. LOCATE PULLBOXES FOR TESCO & TS COMBINED 3' FROM FACE OF CURB TO EDGE OF PULLBOX.
8. INSTALLATION OF I.T.S. EQUIPMENT AND CONDUITS SHALL BE AT THE DISCRETION OF THE CITY ENGINEER.
9. ALL EQUIPMENT SHALL MEET CURRENT CITY OF FRESNO DEPARTMENT OF PUBLIC WORKS STANDARD SPECIFICATIONS.
10. A BATTERY-BACKUP SYSTEM SHALL BE INCLUDED AS PART OF THIS INSTALLATION UNLESS DIRECTED OTHERWISE BY
    THE CITY ENGINEER.

HIGH-INTENSITY ACTIVATED CROSSWALK
LAYOUT AND EQUIPMENT PLACEMENT GUIDELINE

REF. & REV. MAR. 2021 (A.7)

CITY OF FRESNO
E-24C
NOTES:

1. NUMERALS SHALL BE ALMETEK PS–2.5 SERIES, OR APPROVED EQUAL, BLACK ON WHITE PRESSURE SENSITIVE MARKERS OF REFLECTIVE SCOTCHLITE.

2. FOR METAL POLES, APPLY TO CLEAN SURFACE.

3. FOR WOOD POLES, USE EMBOSSED ALUMINUM BACKING PLATE SECURED WITH 1–1/2” ALUMINUM ROOFING NAILS. BACKING PLATE SHALL BE ALMETEK PS–2.5V5 OR APPROVED EQUAL.

10’6” FROM GRADE/SIDEWALK ELEVATION, ADJUST AS NEEDED TO CLEAR HARDWARE OR APPURTEANCES.
NOTES:
INSERT #’S AS NEEDED INTO HOLDER.
FORM TO BASE OF CAPITAL & SECURE
WITH STAINLESS STEEL STRAP.

GLOBE

CAPITAL

POLE

UV RESISTANT POLY NUMERAL TAGS
ALMETEK H900 SERIES BLACK ON
YELLOW.

UV RESISTANT POLY TAG HOLDER
ALMETEK TH–6P

STAINLESS STEEL STRAP PANDUIT
MLT8H–LP OR
APPROVED EQUAL.

NUMERAL HOLDER DETAIL
**POLE TYPE** | **PVC** | **NM** | **GRC**
---|---|---|---
PPBP | --- | --- | 1"
POLE TYPE 1A | 2.5" | 1.5" | ---
POLE TYPE 15 | 2.5" | 1.5" | ---
POLE TYPES 16–61 | 3" | 2" | ---

**SIGNAL LIGHT FOUNDATION WIRE-WAY DETAIL**

**REF. & REV. JUNE 2015**

**CITY OF FRESNO E–27**
NOTES:

1. ALL STREET LIGHTS AND TRAFFIC SIGNAL POLES INSTALLED WITHIN THE "DOWNTOWN FRESNO AREA" SHALL BE IN ACCORDANCE WITH THE DECORATIVE POLE STANDARDS INCLUDED HEREIN.

2. THE "DOWNTOWN FRESNO AREA" IS BOUNDED BY THE FOLLOWING ROADWAYS: DIVISADERO (41 TO FRESNO ST), FRESNO ST (DIVISADERO TO P ST), P ST (FRESNO ST TO DIVISADERO), DIVISADERO (P ST TO H ST), H ST (DIVISADERO TO 180), 180 (H ST TO 99), 99 (180 TO 41), 41 (99 TO DIVISADERO). BOTH SIDES OF THE BOUNDARY STREETS SHALL UTILIZE DECORATIVE POLES.
NOTES:

1. THE DECORATIVE POLE STANDARDS SHALL APPLY TO THE "DOWNTOWN FRESNO AREA" AS DEFINED BY P.W. STD. DWG. E-29.

2. WITH THE EXCEPTION OF POLE DIMENSIONS AND COLORS, ALL NOTES AND REQUIREMENTS PER P.W. STD. DWG. E-1 SHALL APPLY.

3. POLE FINISH: BASE COAT – HOT DIP GALVANIZE TO ASTM A123
   FINISH COAT – TGIC OR URETHANE POLYESTER POWDER
   COLOR – BRONZE TO MATCH ADJACENT DECORATIVE POLES

4. MATCHING BASE BOLT COVERS SHALL BE INSTALLED.
NOTES:

1. THE DECORATIVE POLE STANDARDS SHALL APPLY TO THE "DOWNTOWN FRESNO AREA" AS DEFINED BY P.W. STD. DWG. E-29.

2. POLE FINISH: BASE COAT – HOT DIP GALVANIZE TO ASTM A123
   FINISH COAT – TGIC OR URETHANE POLYESTER POWDER
   COLOR – BRONZE TO MATCH ADJACENT DECORATIVE POLES


4. MATCHING BASE BOLT COVERS SHALL BE INSTALLED.
NOTES:

1. THE DECORATIVE POLE STANDARDS SHALL APPLY TO THE "DOWNTOWN FRESNO AREA" AS DEFINED BY P.W. STD. DWG. E-29.

2. POLE FINISH: BASE COAT — HOT DIP GALVANIZE TO ASTM A123
FINISH COAT — TGIC OR URETHANE POLYESTER POWDER
COLOR — BRONZE TO MATCH ADJACENT DECORATIVE POLES

3. POLES MUST MEET CALTRANS 1997 STANDARD SPECIFICATIONS FOR TYPES 19-3-113 AND 24-3-113.

4. MATCHING BASE BOLT COVERS SHALL BE INSTALLED.
NOTES:

1. THE DECORATIVE POLE STANDARDS SHALL APPLY TO THE "DOWNTOWN FRESNO AREA" AS DEFINED BY P.W. STD. DWG. E–29.

2. POLE FINISH: BASE COAT – HOT DIP GALVANIZE TO ASTM A123
   FINISH COAT – TGIC OR URETHANE POLYESTER POWDER
   COLOR – BRONZE TO MATCH ADJACENT DECORATIVE POLES


4. MATCHING BASE BOLT COVERS SHALL BE INSTALLED.
NOTES:
332 CABINET MODIFICATIONS FOR OPTICOM MODEL 762 DISCRIMINATORS (TWO-CHANNEL, DUAL PRIORITY, ENCODED) AND MODEL 721 DETECTORS (TWO DIRECTION, SINGLE CHANNEL).

CAUTION:
CONNECT TERMINAL K OF THE INPUT FILE SLOTS J12 & J13 TO THE EARTH GROUND TO ALLOW DISSIPATION OF STATIC CHARGES ON THE DETECTOR CABLE. FAILURE TO CONNECT TERMINAL K TO THE EARTH GROUND MAY DAMAGE THE EQUIPMENT. IF DETECTORS HAVE BEEN MOUNTED BUT NOT CONNECTED TO THE PHASE SELECTOR, STRIP INSULATION FROM EACH DETECTOR CABLE AND CONNECT ALL THE WIRES TO EARTH GROUND UNTIL THE INSTALLATION CAN BE COMPLETED.

EMERGENCY VEHICLE PREEMPTION OPTICOM CONNECTIONS
721 DETECTOR AND TERMINAL BLOCK CONNECTIONS
332L CABINET/2070L DETECTION
C11S CABLE CONNECTIONS AND MASTER/SIGNAL CB

NOTES: 332L CONTROLLER CABINETS MASTER CIRCUIT BREAKER SHALL BE 40A AND THE SIGNAL CIRCUIT BREAKER SHALL BE 30A AND THE FLASHER BUS SHALL BE 2P+15A. C11S CABLE SHALL BE PROVIDED WITH CABINET.
HAWK CABINET WIRING DIAGRAM
NORTH/SOUTH

HAWK - BILL OF MATERIAL

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR2P-UL-AC110V</td>
<td>IDEC, DPDT RELAY, INDICATOR LIGHT, AC110V, 10A</td>
</tr>
<tr>
<td>SR2P-06</td>
<td>IDEC, RAIL SOCKET, 8 POSITION, DIN RAIL</td>
</tr>
<tr>
<td>PB345-ND</td>
<td>TE, DIN RAIL, 34.8MMx10.29mm, SLOTTED</td>
</tr>
<tr>
<td>2005.2</td>
<td>CONTRAC-CLIP, END STOP FOR 35MM DIN RAIL</td>
</tr>
</tbody>
</table>

REF. & REV. MAR. 2021 (A.7)
CITY OF FRESNO
E-34D

TERMINATE TO PEDESTRIAN SIGNAL & PPB TERMINAL LOCATION DETAILS

INSTALL 3 CONDUCTOR CABLE

REMOVE JUMPER WHEN CONNECTING BB5

SERVICE PANEL

FLASH PROGRAM BLOCKS (INSIDE)

TB03-1
TB03-2
TB03-3
TB03-4
TB03-7
TB03-11
HP1-15
HP1-11

INPUT FILE REAR VIEW

TERMINATE TO RED 1
TERMINATE TO SB YELLOW

PRIMARY

SECONDARY
TERMINATE TO RED 2
TERMINATE TO NB YELLOW

VEHICLE TERMINAL COMPARTMENT
SEE CITY STD. DWG. E-19 FOR VEHICLE SIGNAL TERMINAL LOCATION DETAILS

NOTE: SPARE CONDUCTORS TO BE TAPED AND NEATLY LACED IN TS-4
GENERAL NOTES:
2. DO NOT LOCATE THE PULL BOXES ABOVE THE JOINT TRENCH.
3. PULL BOX COVER SHALL BE AN APPROVED LOCKING TYPE AND SHALL BE INSCRIBED "SHELTER LIGHTING".
4. IF DISTANCE "D" EXCEEDS 20 FT. PULL BOX "A" IS REQUIRED ADJACENT TO EXISTING STREET LIGHT PULL BOX. IF DISTANCE "D" IS LESS THAN 20’, PULL BOX "A" IS NOT REQUIRED.
5. A TRON TYPE FUSE HOLDER WITH 5A FUSE TO BE INSTALLED IN NEAREST PULL BOX. INSCRIBED "SHELTER LIGHTING" ADJACENT TO EXISTING STREET LIGHT PULL BOX.
6. ALL BUS SHELTER LIGHTING CONDUCTOR SPLICES SHALL BE TO APPLICABLE ELECTRICAL, STATE AND CITY STANDARDS.
7. ALL SHELTER LIGHTING SHALL BE NUMBERED. NUMERICAL SEQUENCE TO BE OBTAINED FROM PG&E. NUMBERS TO BE 2 1/2" HIGH AND INSTALLED ON SHELTER STRUCTURE.
8. ELECTRICAL FEED FROM EXISTING STREET LIGHTING SYSTEM TO SHELTER LIGHTING SHALL BE CONTINUOUS AND NOT BE IMPACTED BY A MASTER PHOTO CELL (PEC). INSTALL PEC’S ON STREET LIGHT LUMINAIRES AFFECTED BY SHELTER LIGHTING INSTALLATION REQUIREMENTS.
NOTES:
1. SEE E-15 FOR TRAFFIC SIGNAL SERVICE WIRING.
2. SERVICE CABINET SHALL BE TESCO 26-100 LBS METERED/UNMETERED OR APPROVED EQUAL.
3. TS = TIME SWITCH
4. 10 AMP 400 PIV DIODES

SERVICE PEDESTAL SCHEMATIC

SWITCH LOCATION

FLAShING BEACON
WIRING NEW INSTALLATIONS 26-100 CABINETS
1. TOP OF FOUNDATION SHALL BE 12" ABOVE FINISHED GRADE.

2. CONDUITS EXITING THE CONTROLLER FOUNDATION AND ENTERING INTO THE CONTROLLER CABINET SHALL BE ALIGNED TO ENTER WITHIN THE TEES SPECIFIED CABINETS WITHOUT ANY MODIFICATIONS TO THE CABINET BASE.

3. FOUNDATION SHALL CONFORM TO SECTION 23–1.7 OF THE CITY OF FRESNO STANDARD SPECIFICATIONS AND ES–3C STATE OF CALIFORNIA STANDARD PLANS, WITH THE EXCEPTION OF THE FOUNDATION HEIGHT.

4. AN APPROVED MASTIC OR CAULKING COMPOUND SHALL BE PLACED ON THE FOUNDATION PRIOR TO PLACING THE CABINET TO SEAL OPENINGS BETWEEN BOTTOM OF CABINET AND FOUNDATION.

5. SEE CITY STD. DWG. E–24B FOR LOCATION OF SERVICE PEDESTAL AND ITS CABINET.

* DIMENSIONS ROUNDED TO THE NEAREST 0.1".
NOTE 1:
4'x7' ITS VAULT, SEE STD PLAN ITS-13

NOTE 2:
NO. 6 PULLBOX (FIBERGLASS LID)

NOTE 3:
IP VIEWING DEVICE SEE CURRENT CITY OF FRESNO QUALIFIED PRODUCT LIST (QPL)

NOTE 4:
1. FIELD VERIFY IP VIEWING DEVICE PLACEMENT WITH CITY ENGINEER.
2. 6-1\(\frac{1}{2}\)" HDPE ITS CONDUITS INSTALL PER STD PLAN ITS-5, TYP.
3. 2-1\(\frac{1}{2}\)" HDPE ITS CONDUITS INSTALL PER STD PLAN ITS-4, TYP.
4. MINIMUM 20' BEND RADIUS, TYP.
NOTES:
1. FOR LAYOUT WITH ITS HUB CABINET, SEE ITS—3A.
2. ITS INTERSECTION COMMUNICATIONS CABINET, SEE STD PLAN ITS—20A.
3. ITS CONDUITS INSTALL PER STD PLAN ITS—5, TYP.
4. ITS CONDUITS INSTALL PER STD PLAN ITS—4, TYP.
5. FOR EXISTING TRAFFIC SIGNAL CONTROLLER, INSTALL 2—ITS CONDUITS INTO HOMERUN 6E PULLBOX.
6. ITS CONDUITS INSTALL PER STD PLAN ITS—4, TYP.
7. 4’x7’ ITS VAULT, SEE STD PLAN ITS—13 AND ITS—14.
8. FOR TRAFFIC SIGNAL EQUIPMENT LAYOUT, SEE STD PLAN E—24.
9. INSTALL 2” RIGID CONDUIT.
10. ANY VARIATION FROM THIS STANDARD SHALL HAVE THE APPROVAL OF THE CITY ENGINEER.
11. INSTALL RIGID CONDUIT.

LEGEND
ITS—ITS CONDUITS, HDPE CONDUIT
TRAFFIC SIGNAL CONDUITS, RIGID GALVANIZED CONDUIT (RGC)
NOTES:

1. ITS CABINET HUB SHALL BE INSTALLED IN A LOCATION APPROVED BY CITY ENGINEER.

2. ALL REQUIRED COMMUNICATIONS EQUIPMENT ASSEMBLIES SPECIFIED ON ITS-21B SHALL BE INSTALLED INSIDE HUB CABINET AS DIRECTED BY ENGINEER.

3. 6-ITS CONDUITS INSTALL PER STD PLAN ITS-5, TYP.

4. 2-ITS CONDUITS INSTALL PER STD PLAN ITS-4, TYP.

5. FOR EXISTING TRAFFIC SIGNAL CONTROLLER, INSTALL 2-ITS CONDUITS INTO HOMERUN 6E PULLBOX.

6. 4-ITS CONDUITS INSTALL PER STD PLAN ITS-4, TYP.

7. UPGRADE TRAFFIC SIGNAL SERVICE CABINET TO TESCO 27-000 AT LOCATIONS REQUIRING A HUB CABINET.

8. 4'X7' ITS VAULT, SEE STD PLAN ITS-13.

9. INSTALL 2" RIGID CONDUIT.


11. ANY VARIATION FROM THIS STANDARD SHALL HAVE THE APPROVAL OF THE CITY ENGINEER.

12. INSTALL RIGID CONDUIT.
NOTES:
1. ALL CONDUIT SHALL BE SDR-11 HDPE COMMUNICATION.
2. ALL CONDUIT PLACEMENT SHALL BE PLACED PER CALIFORNIA GENERAL ORDER 128 (G.O.128).
3. ALL TRENCH OR BORING OF ITS CONDUIT SHALL HAVE ONE TONEABLE CONDUIT USED FOR TRACER.
4. CONDUITS SHALL BE WHITE, BLUE, GREEN, AND ORANGE W/YELLOW STRIPE AS NUMBERED ABOVE.
5. DIRECTIONAL BORING OPTIONAL.
6. REMOVE TRENCH SPOIL MATERIALS TO UNDISTURBED GROUND.
7. ALL CONDUITS SHALL CONTAIN CITY APPROVED PULL TAPE.
CONDUIT COLOR CODES
1. WHITE (TONEABLE)
2. BLUE
3. GREEN
4. ORANGE W/ YELLOW STRIPE
5. RED
6. ORANGE

CONCRETE SLURRY BACKFILL PER SPECIFICATIONS

SEE NOTE 6

CENTER LINE OF TRENCH OR BORE

6" INNE RDUCT

TYPE 6—1 1/2" TRENCHING DETAIL
SEE NOTE 5

6—1 1/2" HDPE COMMUNICATION CONDUIT

6—1 3/4" COMMUNICATION DUCT

TONEABLE CONDUIT

TYPE 6 CONDUIT INNERDUCT DETAIL

NOTES:

1. ALL CONDUIT SHALL BE SDR—11 HDPE COMMUNICATION.

2. ALL CONDUIT PLACEMENT SHALL BE PLACED PER CALIFORNIA GENERAL ORDER 128 (G.O.128).

3. ALL TRENCH OR BORING OF ITS CONDUIT SHALL HAVE ONE TONEABLE CONDUIT USED FOR TRACER.

4. CONDUITS SHALL BE WHITE, BLUE, GREEN, ORANGE W/YELLOW STRIPE, RED, AND ORANGE AS NUMBERED ABOVE.

5. DIRECTIONAL BORING OPTIONAL.

6. REMOVE TRENCH SPOIL MATERIALS TO UNDISTURBED GROUND.

7. ALL CONDUITS SHALL CONTAIN CITY APPROVED PULL TAPE.
NOTES:

1. GRIND EXISTING PAVEMENT TO NEAT EDGE MINIMUM 20\" WIDE.

2. CONTRACTOR SHALL ADJUST HORIZONTAL TRENCH ALIGNMENT TO AVOID EXISTING UTILITIES AS NECESSARY. VERIFY ALIGNMENT ADJUSTMENTS WITH CITY REPRESENTATIVE. MAINTAIN MIN 12\" CLEARANCE FROM EXISTING UTILITIES AND OBSTRUCTIONS.


4. REPAVING OPERATIONS SHALL BE TO CITY STD SPECS AND DRAWINGS.
NOTES:

1. GRIND EXISTING ASPHALT PAVEMENT TO NEAT EDGE MINIMUM 20" WIDE.

2. CONTRACTOR SHALL ADJUST HORIZONTAL TRENCH ALIGNMENT TO AVOID EXISTING UTILITIES AS NECESSARY. VERIFY ALIGNMENT ADJUSTMENTS WITH CITY REPRESENTATIVE. MAINTAIN MIN 12" CLEARANCE FROM EXISTING UTILITIES AND OBSTRUCTIONS.


4. REPAVING OPERATIONS SHALL BE TO CITY STD SPECS AND DRAWINGS.
NOTES:

1. LOCATE ITS TRENCH UNDER SIDEWALK TO AVOID EXISTING & PROPOSED UTILITIES.

2. TRENCH BEFORE INSTALLATION OF NEW SIDEWALK.

3. CONTRACTOR SHALL ADJUST HORIZONTAL TRENCH ALIGNMENT TO AVOID EXISTING UTILITIES AS NECESSARY. VERIFY ALIGNMENT ADJUSTMENTS WITH CITY REPRESENTATIVE.


5. DIRECTIONAL BORE OR REMOVE & REPLACE SIDEWALK (BETWEEN EXISTING JOINT) & TRENCH.

6. INSTALLATION OF ITS CONDUITS UNDER SIDEWALK SHALL ONLY BE ALLOWED WITH WRITTEN PERMISSION FROM THE CITY ENGINEER.

EXIST STRUCTURAL SECTION (THICKNESS VARIES)

12” MIN, SEE NOTE 1

CURB & GUTTER

SIDEWALK
SEE NOTE 5

SEE NOTES 2, 3, & 4.

LIGHT POLE PER STD DWG E–1

EXIST STRUCTURAL SECTION (THICKNESS VARIES)

CURB & GUTTER

SEE NOTES 2, 3, & 4.

R/W

2’–0” MIN

2’–0”

R/W

SIDEWALK
SEE NOTE 5

ITS CONDUIT TRENCH
LAYOUT NO. 3

REF. & REV. FEB. 2008
CITY OF FRENSO
ITS–8
NOTES:
1. LOCATE ITS TRENCH UNDER PLANTER TO AVOID EXISTING & PROPOSED UTILITIES.
2. TRENCH BEFORE INSTALLATION OF LANDSCAPING IN NEW CONSTRUCTION.
3. CONTRACTOR SHALL ADJUST HORIZONTAL TRENCH ALIGNMENT TO AVOID EXISTING UTILITIES AS NECESSARY. VERIFY ALIGNMENT ADJUSTMENTS WITH CITY REPRESENTATIVE.
5. DIRECTIONAL BORE OR REMOVE & REPLACE IRRIGATION AND LANDSCAPING IN KIND.
6. INSTALLATION OF ITS CONDUITS IN PLANTER AREAS SHALL ONLY BE ALLOWED WITH WRITTEN PERMISSION FROM THE CITY ENGINEER.

EXISTING STRUCTURAL SECTION (THICKNESS VARIES)

CURB & GUTTER

12" MIN
SEE NOTE 1

2'-0" (TYP)

12"
SIDEWALK

PLANTER
SEE NOTE 5

SEE NOTE 3

SEE NOTES 2 & 4

R/W

ITS CONDUIT TRENCH
LAYOUT NO. 4

REF. & REV. FEB. 2008

CITY OF FRESNO

ITS–9
NOTES:

1. GRIND EXISTING ASPHALT PAVEMENT TO NEAT EDGE MINIMUM 20" WIDE.

2. CONTRACTOR SHALL ADJUST HORIZONTAL TRENCH ALIGNMENT TO AVOID EXISTING UTILITIES AS NECESSARY. VERIFY ALIGNMENT ADJUSTMENTS WITH CITY REPRESENTATIVE. MAINTAIN MIN 12" CLEARANCE FROM EXISTING UTILITIES AND OBSTRUCTIONS.


4. REPAVING OPERATIONS SHALL BE TO CITY STD SPECS AND DRAWINGS.
NOTES:

1. TOP THREE CONDUITS NOT SHOWN FOR CLARITY.

2. COIL APPROXIMATELY 150 FEET (OR AS NOTED ON PLANS) OF FIBER OPTIC CABLE AROUND INSIDE BASE OF COMMUNICATIONS VAULT VERTICALLY WITH A MINIMUM RADIUS OF 32”. (ATTACH TO HOLD Downs WITH METAL TIE WRAPS) PER SPECIFICATIONS.

3. 90’ CONDUIT ENTRIES ARE NOT ALLOWED. CONDUIT SHALL BE DIRECTLY ACROSS FROM ADJACENT CONDUITS.

4. LABEL ALL CABLE IN PULL BOX & SERVICE BOX.

5. VAULT SHALL HAVE A TORSION SUSPENDED & SPRING LOADED LID WITH TWO HOLDUP BRACING BARS.

6. VAULTS SHALL INCLUDE BOLT DOWN LIDS.

7. LABELING ON LID SHALL READ “ITS COMMUNICATIONS”.

8. VAULTS SHALL BE PER CURRENT CITY OF FRESNO QUALIFIED PRODUCTS LIST (QPL).

9. FOR ADDITIONAL 3’ X 5’ VAULT DETAILS, SEE STD PLAN ITS–12.
NOTES:

1. Install communications bells on conduit ends & connect toneable conduit to grounding rod.
2. Wrap vault with building paper per specifications before backfilling.
3. All conduits installed shall be labeled with direction brass tag directly above conduits. [Example: N TO IXXXX]

- Name Plate, "ITS Communication"
- Brass tag, vault ID number, MXXXX
- Ladder per Caltrans detail 075C
- Non-slip coating (per specifications)
- See trench/boring detail for conduit placement

PENDRATE VAULT THROUGH LOWEST KNOCKOUTS OR AS DIRECTED BY CITY ENGINEER

ALL VAULTS SHALL HAVE A 6" DRAIN HOLE. ALL DRAIN HOLES SHALL BE OPEN FOR DRAINAGE.

VAULT LID SHALL BE FLUSH WITH SIDEWALK OR BE SET TO FUTURE SIDEWALK GRADE @ 1/8" PER FOOT ABOVE TOP OF CURB.

INSTALL NATIVE SOIL COVER FLUSH WITH SIDEWALK OR 2" ABOVE TOP OF CURB.

CRUSH ROCK BEDDING PER SPECIFICATIONS

5/8" Coppersclad ground rod (8' long) w/ 10 ga stranded wire & acorn connector (or approved equal).

CONDUIT KNOCKOUTS, TYP

6" FROM BOTTOM OF VAULT

24"

3/4" CRUSHED GRAVEL SUMP

SEE NOTE 1

SEE NOTE 2

SEE NOTE 3

COIL WRAP HOOK (BOTH SIDES)
NOTES:

1. TOP THREE CONDUITS NOT SHOWN FOR CLARITY.

2. COIL APPROXIMATELY 300 FEET (OR AS NOTED ON PLANS) OF FIBER OPTIC CABLE AROUND INSIDE BASE OF COMMUNICATIONS VAULT VERTICALLY WITH A MINIMUM RADIUS OF 32". (ATTACH TO HOLD DOWNS WITH METAL TIE WRAPS) PER SPECIFICATIONS.

3. 90° CONDUIT ENTRIES ARE NOT ALLOWED. CONDUIT SHALL BE DIRECTLY ACROSS FROM ADJACENT CONDUITS.

4. LABEL ALL CABLE IN PULL BOX & SERVICE BOX.

5. VAULT SHALL HAVE A TORSION SUSPENDED & SPRING LOADED LID WITH TWO HOLDUP BRACING BARS.

6. VAULTS SHALL INCLUDE BOLT DOWN LIDS.

7. LABELING ON LID SHALL READ "ITS COMMUNICATIONS".

8. VAULTS SHALL BE PER CURRENT CITY OF FRESNO QUALIFIED PRODUCTS LIST (QPL).

NOTES:

1. INSTALL COMMUNICATIONS BELLS ON CONDUIT ENDS & CONNECT TONEABLE CONDUIT TO GROUNDING ROD.
2. WRAP VAULT WITH BUILDING PAPER PER SPECIFICATIONS BEFORE BACKFILLING.
3. ALL CONDUITS INSTALLED SHALL BE LABELED WITH DIRECTION BRASS TAG DIRECTLY ABOVE CONDUITS. [EXAMPLE: N TO IXXXX]

NAME PLATE, "ITS COMMUNICATION"

BRASS TAG, VAULT ID NUMBER, IXXXX

LADDER PER CALTRANS DETAIL D75C

NON-SLIP COATING (PER SPECIFICATIONS).

VAULT LID SHALL BE FLUSH WITH SIDEWALK OR BE SET TO FUTURE SIDEWALK GRADE @ 1/2" PER FOOT ABOVE TOP OF CURB.

INSTALL NATIVE SOIL COVER FLUSH WITH SIDEWALK OR 2" ABOVE TOP OF CURB.

SEE NOTE 1

SEE NOTE 2

COIL WRAP HOOK (BOTH SIDES)

CRUSH ROCK BEDDING PER SPECIFICATIONS

5/8"Ø COPPERCLAD GROUND ROD (8' LONG) W/ 10 GA STRANDED WIRE & ACORN CONNECTOR (OR APPROVED EQUAL).

6" MIN

6" MIN

6" FROM BOTTOM OF VAULT

24"

3/4"Ø CRUSHED GRAVEL SUMP

6' FROM BOTTOM OF VAULT

ELEVATION VIEW

SEE TRENCH/BORING DETAIL FOR CONDUIT PLACEMENT

ALL VAULTS SHALL HAVE A 6"Ø DRAIN HOLE. ALL DRAIN HOLES SHALL BE OPEN FOR DRAINAGE.

3-D VIEW

ITS 4' X 7' VAULT DETAILS NO. 2

REF. & REV.
FEB., 2008
MAR. 2021 (A.7)

CITY OF FRESNO

ITS-14
THIS STANDARD IS NO LONGER USED
THIS STANDARD IS NO LONGER USED
NOTES:

1. THE CONTRACTOR SHALL VERIFY EXISTING UTILITY LOCATIONS, IDENTIFYING POTENTIAL CONFLICTS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

2. DURING POLE ERECTION, THE POST SHALL BE RAKED AS NECESSARY WITH THE USE OF LEVELING NUTS TO PROVIDE A PLUMB POLE AXIS.

3. ALIGN SIDE OF POLE BASE PLATE PARALLEL WITH CURB FACE. 1' MINIMUM & 3' MAXIMUM SETBACK. IF CURB & GUTTER DOESN'T EXIST, ALIGN BASE PLATE PER CITY ENGINEER. MAINTAIN MINIMUM 4" ADA CLEARANCES.

4. DRILL MAX 2.5" BEVELED HOLE. GROMMET SHALL FORM A TIGHT SEAL BETWEEN POLE AND CABLE.

5. COIL APPROXIMATELY 2' MAXIMUM OF CAT 5e AND POWER CABLES INSIDE BASE OF PULLBOX.

IP CAMERA

REF. & REV.
JULY 2011
CITY OF FRESNO
ITS-18
NOTES:

1. EXTEND CABLES THROUGH TRAFFIC SIGNAL CONDUIT AND PULL BOXES. COIL MAX. 2' OF SLACK IN EACH PULL BOX. NETWORK CABLE TERMINATING AT THE CAMERA SHALL BE WRAPPED WITH RED ELECTRICAL WATERPROOF TAPE FOR IDENTIFICATION IN ALL PULL BOXES AND IN CABINET.

2. DRILL MAX ¾" BEVELED HOLE. USE RUBBER GROMMET TO SEAL.

3. CAMERA SHALL BE MOUNTED TO ATTAIN MAXIMUM HEIGHT UNLESS OTHERWISE NOTED ON PLANS, OR DIRECTED BY ENGINEER.

4. CAMERA SHALL BE MOUNTED WITH BRACKET AND CAMERA HOUSING FACING CENTER OF INTERSECTION OR AS DIRECTED BY ENGINEER.

5. BOND ALL CONNECTIONS PER CURRENT NEC STANDARD.

6. SHIELDED AND APPROVED RJ–45 CONNECTOR SHALL BE USED FOR GROUNDING TO OUTDOOR SHIELDED CAT5e CABLE.

7. POLE HAND HOLE SHALL BE WELDED IN PLACE AFTER ALL PROPOSED WORK ON EXISTING POLE IS COMPLETED AND INSPECTED. CONTRACTOR SHALL PROTECT CONDUCTORS FROM DAMAGE DURING WELDING.
1. Extend cables through traffic signal conduit and pull boxes. Coil max. 2’ of slack in each pull box. Network cable terminating at the camera shall be wrapped with red electrical waterproof tape for identification in all pull boxes and in cabinet.

2. Drill max. ¾” beveled hole. Weatherproof flex conduit connector shall be threaded into pole.

3. Camera shall be mounted to attain maximum height unless otherwise noted on plans, or directed by engineer.

4. Camera shall be mounted with bracket and camera housing facing center of intersection or as directed by engineer.

5. Bond all connections per current NEC standard.

6. Approved and shielded RJ-45 connector shall be used for grounding to outdoor shielded Cat5e cable.

7. Pole hand hole shall be welded in place after all proposed work on existing pole is completed and inspected. Contractor shall protect conductors from damage during welding.

Notes:

TRAFFIC SIGNAL MOUNTED IP Camera

Ref. & Rev. June 2015

City of Fresno
ITS–18B
NOTES:
1. ALL COUPLER TRACER CAPS SHALL BE SEALED W/ WATER PROOF SEALER (SCOTCHCOAT) OR APPROVED EQUAL.
THIS STANDARD IS NO LONGER USED
NOTES:
1. INSPECTOR SHALL APPROVE FORMS AND CONDUIT PLACEMENT PRIOR TO PLACING CONCRETE.
2. CONSTRUCT MINIMUM 36''X36''X4'' CONCRETE MAINTENANCE PAD AT FRONT AND BACK DOORS IF NO SIDEWALK EXISTS.
3. MAINTAIN WORKING CLEARANCES PER NEC.
4. BOND PER CURRENT NEC STANDARD.
5. BOND ALL CONDUIT PER NEC STANDARDS USE #6 SOLID BARE COPPER FOR BONDING.
6. DOORS SHALL HAVE 4' WORKING CLEARANCE.
7. FINISH SHALL BE ANODIZED PER CITY OF FRESNO REQUIREMENTS.
8. CABINET BASE SHALL NOT BE MODIFIED FOR INSTALLATION.

2'' RGC (POWER) WITH PULL TAPE (IF EMPTY). END TO BE PLUGGED CONTRACTOR SHALL INSTALL GROUND BUSHING PER CITY SPECIFICATIONS.

6-1/2'' HDPE CONDUITS WITH BELL ENDS AND PULL TAPE (IF EMPTY). ENDS TO BE PLUGGED PER CITY SPECIFICATIONS. ONE CONDUIT MUST HAVE TONE LOCATION WIRE.

PLAN VIEW

COMM CABINET FOUNDATION

1'' CHAMFER  @ 45', TYP.

12''
8''
18''
4''
95% RELATIVE COMPACTION

4''
8''
2'' RGC

COMM CABINET FOUNDATION

3/4'' ANCHOR BOLT MIN 12'' EMBEDMENT, TYP

FRONT VIEW

SIDE VIEW

CONCRETE SIDEWALK, SEE NOTE 2

MODEL 336 COMMUNICATION CABINET DETAILS

CITY OF FRESNO

ITS—20A

REF. & REV. JUNE 2015
THIS STANDARD IS NO LONGER USED
THIS STANDARD IS NO LONGER USED
**NOTE:**

MINIMUM 4" VERTICAL SPACING ABOVE 19" SHELF

(ONLY FOR ETHERNET RUNS LONGER THAN 300')

ETHERNET EXTENDER FOR CAMERA

ETHERNET CABLE TO SWITCH

POE INJECTOR ON LOWER SHELF IN COMMUNICATION CABINET

WATERPROOF BUSHING

48V POWER SUPPLY ON LOWER SHELF IN COMMUNICATION CABINET

ETHERNET CABLE LESS THAN 300 FEET TO CAMERA

ETHERNET EXTENDER

4"X4"X2" WATERPROOF JUNCTION BOX LOCATED IN PULL BOX OR PEDESTRIAN SIGNAL HEAD

MODEL 336 COMMUNICATION CABINET EQUIPMENT ASSEMBLIES

REF. & REV.
JUNE-2016
MAR. 2021 (A.7)

CITY OF FRESNO
ITS-21B
CONTINUOUS #2 COPPER WIRE AROUND PERIMETER IN CONCRETE BASE, NO EXPOSURE.

GROUND WIRE TO HUB

HUB CABINET

[1] FURNISH AND INSTALL 1 – 8’ GROUND ROD FOR POWER.

[2] FURNISH AND INSTALL 4 – 8’ GROUND RODS FOR GROUND CORNERS.

[3] FURNISH AND INSTALL 4 – 9” FLOWER ROUND HAND HOLES, LID INSCRIBED “GROUND”.

[4] #2 AWG BARE TINNED WIRE.

[5] GROUND #2 AWG BARE COPPER WIRE TO HUB POWER GROUND ROD. USE ACORN CLAMP FOR BONDING.

ALL GROUND RODS (5/8"x8") ATTACH USING ACORN CLAMP (COPPER ONLY)—CONTINUOUS #2 BARE COPPER.
Hub Cabinet Foundation Detail

Notes:

Cabinet's manufacturer's template shall be used and approved by city engineer.

See ITS-22 for grounding.
<table>
<thead>
<tr>
<th>AMPS</th>
<th>VOLT</th>
<th>DESCRIPTION</th>
<th>DESIGN</th>
<th>COLOR</th>
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**NOTES:**
1. BONDED GROUND BETWEEN NEUTRAL & GROUND SHIPPED LOOSE. INSTALL PER LOCAL CODE REQUIREMENTS.
2. CONTACT TSSL SUPERINTENDENT 48 HOURS PRIOR TO ENERGIZING CABINET.
3. ALL WIRING SHALL COMPLY WITH APPLICABLE ELECTRICAL CODES AND SHALL BE APPROVED BY THE CITY ENGINEER.
4. 230 V, 60A SERVICE (3-#6 POWER, 1-#8 GROUND). LAND ON 60A ITS BREAKER IN SERVICE PEDESTAL, SEE ITS-26.

**HUB CABINET WIRING DIAGRAM**
NOTE:
SERVICE CABINET SHALL BE TESCO 27-000
LBS METERED/UNMETERED OR APPROVED EQUAL.

TO P.G.&E
SERVICE POINT
(120/240V 20A, 3W)

100/4 -MAIN
20/1 I.T.S.
20/1 I.T.S.
20/1 SPARE
20/1 SPARE
60/2 AUX
50/2 SIGNAL

15/1 CONTROL TEST
40/2 -LIGHTING
40/1 -SAFETY LIGHT
40/2 -LIGHTING

SERVICE PEDESTAL SCHEMATIC

SWITCH LOCATION

ITS HUB CABINET
SERVICE PEDESTAL SCHEMATIC
NOTES:

1. FOR NETWORKING CONNECTIONS, SEE SPECIFICATIONS. NETWORK CABLE TERMINATING AT ACCESS POINT SHALL BE WRAPPED WITH BLUE TAPE FOR IDENTIFICATION IN ALL PULL BOXES AND IN CABINET. NETWORK CABLE SHIELDING SHALL BE GROUNDED IN CONTROLLER CABINET.

2. CONTRACTOR SHALL PERFORM A FIELD SURVEY WITH A BUCKET TRUCK TO LOCATE OPTIMAL POSITION OF EQUIPMENT ON MAST ARM IN THE PRESENCE OF THE CITY ENGINEER PRIOR TO INSTALLATION.

3. EXTEND CABLES THROUGH TRAFFIC SIGNAL CONDUIT AND PULL BOXES. COIL MIN. 6' OF SLACK IN EACH PULL BOX.

4. CABLE SHALL BE INSTALLED INSIDE SIGNAL MAST ARM FOR TRAFFIC SIGNAL POLES CONFORMING TO CALTRANS STANDARDS DATED 1977 OR NEWER. FOR TRAFFIC SIGNAL POLES CONFORMING TO OLDER STANDARDS – SEE PLANS.

5. CONTRACTOR MAY UTILIZE YELLOW WIRE AS A PULL TAPE TO BRING CAT 5e CABLE INTO PROPOSED WIRELESS EQUIPMENT (NOTE: YELLOW WIRE TO RE-INSTALL BACK IN GOOD CONDITION). CONTRACTOR SHALL COORDINATE THEIR SCHEDULE WITH CITY TSSL TO PLACE SIGNAL IN TEMPORARY FLASHING PRIOR TO INSTALLATION.

6. POLE HAND HOLE SHALL BE WELDED IN PLACE AFTER ALL PROPOSED WORK IS COMPLETED AND INSPECTED ON SIGNAL POLE. CONTRACTOR SHALL PROTECT CONDUCTORS FROM DAMAGE DURING WELDING.
NOTES:
1. ANTENNA 2 WILL BE REQUIRED FOR ALL INTERSECTIONS FOR EXTENSION OF WIRELESS CORRIDOR, SEE PLANS.
2. ANTENNA 2 MOUNTING IS SIMILAR TO THAT SHOWN IN THE CROSS SECTION ABOVE, BUT NO HOLES ARE DRILLED IN THE MAST ARM, A 16"-LONG ALUMINUM PIPE IS USED, AN ACCESS POINT IS NOT INSTALLED.
3. DRILL MAX ¾" BEVELED HOLE. GROMMET SHALL FORM A TIGHT SEAL BETWEEN POLE AND CABLE.
4. ANTENNA 1 AND ANTENNA 2 SHALL HAVE A MINIMUM 2' OF SEPARATION.
5. SECURELY STRAP ANTENNA CABLE TO MAST ARM WITH STAINLESS STEEL NYLON COATED STRAPS (FOLLOW NEC STANDARD FOR SPACING).
6. ALL ELECTRICAL CONNECTIONS SHALL CONFORM TO MANUFACTURER REQUIREMENTS TO ENSURE WEATHER PROOF CONNECTIONS.
NOTES:

1. ANTENNAS SHALL BE MOUNTED FACING IN DIRECTION TO NEXT WIRELESS EQUIPMENT.

2. ALL ELECTRICAL CONNECTIONS SHALL CONFORM TO MFG. REQUIREMENTS TO ENSURE WEATHER PROOF CONNECTION.

3. NEATLY SECURE ALL CABLES.
1. Antennas shall be mounted facing in direction to next wireless equipment.
2. All electrical connections shall conform to MFG. requirements to ensure weatherproof connection.
3. Drill max 3/4" beveled hole. Grommet shall form a tight seal between pole and cable.
4. Securely strap antenna cables to pole with stainless steel nylon coated straps (follow NEC standards for spacing).
5. Contractor shall connect the 120VAC power to the nearest existing TESCO pedestal with required additional circuit breaker (20 AMP) and necessary conductors (2 SOOW conductor, 12 AWG). Existing pullbox adjacent to existing street light pole with concrete filled to be broke-out and welds on pole. Hand hole cover to be ground off, in order to access and install the necessary conductors. Pole hand hole shall be welded back and concrete shall be replaced back to existing pull box after all proposed work is completed and inspected.
6. The contractor shall connect earth ground from a local ground rod to the bussed terminals marked "ground".
7. Pole handhole shall be welded in place after all proposed work is completed and inspected on street light pole. Contractor shall protect conductors from damage during welding.

ITS WIRELESS POLE REPEATER INSTALLATION
(Powered through service pedestal)
NOTES:
1. POWER DISTRIBUTION BOX TO BE POLE MOUNTED AT SELECT LOCATIONS TO SUPPORT MESH BROADBAND RADIO REPEATER CO-LOCATED ON POLE.
2. BOX WILL BE MOUNTED ON THE SIDE OF POLE AWAY FROM TRAFFIC AT A HEIGHT SPECIFIED IN THE PLANS OR BY THE ENGINEER ON SITE.
3. THE CONTRACTOR WILL CONNECT THE 120VAC POWER TAPPED FROM THE STREET LIGHT CIRCUIT TO THE BUSSED TERMINALS MARKED 'LINE' & 'NEUTRAL'.
4. THE CONTRACTOR WILL CONNECT EARTH GROUND FROM A LOCAL GROUND ROD TO THE BUSSED TERMINALS MARKED 'GROUND'.
5. PADLOCK TO BE PROVIDED BY THE CITY.

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<td>12&quot;X12&quot;X6&quot; OUTDOOR RATED, NEMA 3 WITH BACK PANEL, HINGED, PADLOCK ENCLOSURE</td>
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<td>ALUMINUM PANEL</td>
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<td>SWEEP ELBOW</td>
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<td>SS BANDING 5/8&quot; W/ BUCKLE</td>
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<td>ALUM DIN RAIL</td>
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<td>END STOP</td>
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<tr>
<td>DIN MOUNT TERM BLOCK—GRAY</td>
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<tr>
<td>DIN MOUNT TERM BLOCK—GREEN</td>
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<td>DIN MOUNT CIRCUIT BREAKER—4A</td>
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<td>DIN MOUNT DUPLEX OUTLET</td>
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<td>POE SURGE SUPPRESSOR</td>
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<td>CATS JUMPER—12&quot; SHIELDED</td>
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REPEATER CIRCUIT BREAKER

CITY OF FRESNO

REF. & REV. JUNE 2015

ITS—28C
NOTES:

1. REFER TO ITS-23 FOR HUB CABINET FOUNDATION DETAIL.

2. BOTH DOORS HINGES SHALL BE INSTALLED AT OPPOSITE ENDS.

3. REFER TO ITS-29B FOR REQUIRED HUB CABINET PLATE ANCHOR.

4. ALL DOORS SHALL REQUIRE A CITY APPROVED LOCKING FEATURES AND KEYS SHALL BE PROVIDED TO CITY. ALL LOCKS TO BE KEYED TO CITY REQUIREMENTS.

5. ALL DIMENSION SHOWN ARE APPROXIMATE WITH ±3% TOLERANCE.
NOTES:

1. MATERIAL: STEEL ALLOY OPTIONAL, 0.120" THICKNESS UNLESS OTHERWISE SPECIFIED.

2. ALL DIMENSION SHOWN ARE APPROXIMATE WITH ±3% TOLERANCE.
*SEE W-3 AND W-4 FOR LOCATION OF FIRE HYDRANT VALVE.

*NO PAVEMENT OR BASE INSTALLATION (GRAVEL, SUBBASE, ETC.) EXCEPT FOR DRIVEWAY APPROACHES IN THIS AREA.
**LOCAL STREET**

**ONE HALF MILE LOCAL STREET**

*NO PAVEMENT OR BASE INSTALLATION (GRAVEL, SUBBASE, ETC.) EXCEPT FOR DRIVeway APPROACHES IN THIS AREA.*
NOTE: PEDESTRIAN RAMPS WILL BE INSTALLED IN ACCORDANCE WITH APPLICABLE STATE LAWS.

EDGE OF PAVEMENT

SEE CURB RETURN TRANSITION BELOW

NOTE: NO VALLEY GUTTERS AT ONE HALF MILE INTERSECTIONS.

INTERSECTION DETAILS FOR MODIFIED LOCAL AND ONE HALF MILE LOCAL STREETS

CURB RETURN TRANSITION

2’ CONC. GUTTER (AS PER CITY STD. DWG. P-5)

DRIVEWAY STANDARD
( ) DENOTES ONE HALF MILE LOCAL STREET DIMENSIONS.

DRIVEWAY STANDARD

SHOULDER GRADING DETAIL

DETAILS FOR MODIFIED STREETS
NOTE: MAJOR STREETS REQUIRE FULL STREET IMPROVEMENTS TO CURRENT URBAN STANDARDS.
NOTES:
1. CURB AND GUTTER IS PROHIBITED.
2. DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING API-4.
3. ASPHALT CONCRETE PAVEMENT SHALL CONFORM TO CITY STANDARDS.
4. SEE STANDARD DRAWINGS W-3 AND W-4 FOR LOCATION OF FIRE HYDRANT VALVES.
5. PROPERTY OWNER MAY PLACE ASPHALT CONCRETE PAVEMENT (2" A.C. OVER 6" C.N.S.) BETWEEN EDGE OF PAVEMENT (EP) AND PROPERTY LINE (PL) BY OBTAINING AN ENCROACHMENT PERMIT FROM THE PUBLIC WORKS DEPARTMENT. PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTAINING PAVEMENT BETWEEN EP AND PL.
6. ANY ENCROACHMENT INTO THE PUBLIC RIGHT OF WAY SHALL HAVE AN ENCROACHMENT PERMIT AND FEES SHALL BE PAID IN ACCORDANCE WITH THE MASTER FEE SCHEDULE.
7. IF SHOULDER IS PAVED, FLOW LINE OF GUTTER MUST BE ESTABLISHED OR APPROVED BY THE PUBLIC WORKS DEPARTMENT.
EXISTING RIGHT-OF-WAY WIDTHS

40' FANCHER CREEK TO 25' S/O FLORENCE
60' 25' S/O FLORENCE TO 70' S/O PITT
40' 70' S/O PITT TO 30' S/O GEARY
60' 30' S/O GEARY TO 110' N/O GEARY
40' 110' N/O GEARY TO 90' S/O ATCHISON
60' 90' S/O ATCHISON TO CALIFORNIA

NOTES:

1. A TWO FOOT CONCRETE SHOULDER IS REQUIRED IN AN R-M OVERLAY DISTRICT.

2. ASPHALT CONCRETE PAVING BETWEEN THE EDGE OF PAVEMENT OR CONCRETE SHOULDER AND THE PROPERTY LINE IS PROHIBITED EXCEPT FOR DRIVEWAY APPROACHES.

3. DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING API-4.

4. ASPHALT CONCRETE PAVEMENT SHALL CONFORM TO CITY STANDARDS.

5. SEE STANDARD DRAWING W-3 AND W-4 FOR LOCATION OF FIRE HYDRANT VALVES.
EXISTING RIGHT-OF-WAY WIDTHS

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<tr>
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<td>40'</td>
<td>Columbia to 145' N/O Columbia</td>
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<tr>
<td>50'</td>
<td>145' N/O Columbia to 535' N/O Columbia</td>
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<td>40'</td>
<td>535' N/O Columbia to 210' S/O Heaton</td>
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<td>50'</td>
<td>210' S/O Heaton to 205' N/O Heaton</td>
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<tr>
<td>40'</td>
<td>205' N/O Heaton to Butler</td>
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NOTES:


2. Asphalt concrete paving between the edge of pavement or concrete shoulder and the property line is prohibited except for driveway approaches.

3. Driveway approaches shall be constructed in accordance with Standard Drawing API-4.

4. Asphalt concrete pavement shall conform to city standards.

5. See Standard Drawing W-3 and W-4 for location of fire hydrant valves.

6. Curb and gutter exists on the east side for approximately 255' north and south of Heaton.
EXISTING RIGHT-OF-WAY WIDTHS

- 50’ BUTLER TO 240’ N/O LIBERTY
- 60’ 240’ N/O LIBERTY TO LANE
- 50’ LANE TO KINGS CANYON
- 60’ KINGS CANYON TO HUNTINGTON
- 40’ HUNTINGTON TO PALM DRIVE
- 40’-50’ PALM DRIVE TO TULARE

NOTES:

1. A TWO FOOT CONCRETE SHOULDER IS REQUIRED IN AN R-M OVERLAY DISTRICT.
2. ASPHALT CONCRETE PAVING BETWEEN THE EDGE OF PAVEMENT OR CONCRETE SHOULDER AND THE PROPERTY LINE IS PROHIBITED EXCEPT FOR DRIVEWAY APPROACHES.
3. DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING API-4.
4. ASPHALT CONCRETE PAVEMENT SHALL CONFORM TO CITY STANDARDS.
5. SEE STANDARD DRAWING W-3 AND W-4 FOR LOCATION OF FIRE HYDRANT VALVES.
6. CURB AND GUTTER EXISTS ON THE EAST SIDE FOR APPROXIMATELY 255’ NORTH AND SOUTH OF HEATON, ON THE EAST SIDE FROM TULARE TO APPROXIMATELY 570’ SOUTH OF TULARE, AND ON THE WEST SIDE FROM KINGS CANYON TO APPROXIMATELY 200’ NORTH OF KINGS CANYON.
NOTES:

1. NEW CONCRETE SIDEWALK TO BE Poured WITHIN THE "DOWNTOWN FRESNO AREA" SHALL BE DAVIS COLORS MIAMI BUFF COLORED CONCRETE, OR APPROVED EQUIVALENT, AS DETAILED IN THE CITY OF FRESNO STANDARD DRAWING API–11.

2. THE "DOWNTOWN FRESNO AREA" IS BOUNDED BY THE FOLLOWING ROADWAYS: DIVISADERO (SR41 TO FRESNO ST), FRESNO ST (DIVISADERO TO P ST), P ST (FRESNO ST TO DIVISADERO), DIVISADERO (P ST TO H ST), H ST (DIVISADERO TO SR180), SR180 (H ST TO SR99), SR99 (SR180 TO SR41), SR41 (SR99 TO DIVISADERO). BOTH SIDES OF THE BOUNDARY STREETS SHALL UTILIZE THIS SPECIAL AESTHETIC TREATMENT.
NOTES:

1. DOWNTOWN AESTHETIC TREATMENT SHALL BE IMPLEMENTED WITHIN THE BOUNDARIES NOTED ON API–10.

2. ALL SIDEWALK CONCRETE INCLUDING DRIVE APPROACHES, BUT EXCLUDING CURB & GUTTER, SHALL BE COLORED WITH DAVIS COLORS MIAMI BUFF AS SPECIFIED IN API–10.

3. CASE A SHALL BE USED FOR SIDEWALK PATTERNS 10’ WIDE OR GREATER; FOR SIDEWALK PATTERNS LESS THAN 10’ WIDE CASE B SHALL BE IMPLEMENTED.

4. STAMPED CONCRETE SHALL HAVE A 4”X4” BOMANITE SQUARE PATTERN, OR APPROVED EQUIVALENT, WITH MIAMI BUFF COLOR.

5. TREE WELLS SHALL FOLLOW CITY STANDARD P–8, CASE A.

6. CONCRETE SIDEWALK, CURB, & GUTTER SHALL ADHERE TO CONSTRUCTION DETAILS ON CITY STANDARD P–5.

7. DOWNTOWN AESTHETIC TREATMENT SHALL IMPLEMENT A MEDIUM BROOM FINISH WITHIN THE BOUNDARIES NOTED ON API–10.
TRENCH PER STANDARD DRAWING W-29

RECYCLED WATER MARKING TAPE, PURPLE (PANTONE 512)

TRACER WIRE: #10 AWG TAPED AT 5'-0" INTERVALS

RECYCLED WATER PIPELINE, SEE NOTE 1

NOTE:

1. RECYCLED WATER PIPELINES SHALL BE COLORED PURPLE (PANTONE 512) AND INTEGRALLY STAMPED "RECYCLED WATER – DO NOT DRINK" ON OPPOSITE SIDES OF THE PIPE. ALTERNATIVELY, NON–PVC RECYCLED WATER PIPELINES SHALL BE MARKED WITH LETTERING ON PURPLE MARKING TAPE BEARING THE CONTINUOUS WORDING "RECYCLED WATER–DO NOT DRINK". THE MARKING TAPE SHALL BE A MINIMUM OF SIX INCHES WIDE AND SHALL BE SECURELY ATTACHED 12" ABOVE THE TOP OF THE PIPELINE.
NOTES:
1. LIDS SHALL HAVE MACHINED COATING SURFACES.
2. VALVE BOX AND UD SHALL BE RATED FOR H2O TRAFFIC LOADING.
NOTES:
1. EXTENSION STEM SHAFT SHALL BE ROUND OR SQUARE STEEL TUBING OF ONE-PIECE DESIGN (NO PINNED CONNECTIONS OR COUPLINGS PERMITTED).
2. VALVES DEEPER THAN 5’ REQUIRE A VALVE STEM EXTENSION.
3. EXTENSION STEMS SHALL NOT BE ATTACHED/BOLTED TO OPERATING NUT OF THE VALVE.
4. VALVE STEM EXTENSION SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IS COMPLETE.
MATERIALS SPECIFICATIONS:

A  1 ½" SCH. 40 PIPE
B  1 ½" SLIP X 1 ½" MALE ADAPTER OR
   2" X 2" MALE ADAPTER (SCH. 80)
C  1 ½" OR 2" CAST IRON FLANGE
D  1" FLANGED METER SPOOL (SCH. 80)
   13" SPOOL FOR 1 ½" METER
   17" SPOOL FOR 2" METER
E  1 ½" OR 2" ANGLE METER STOP, A.Y.
   Mc DONALD "NO LEAD" 74602-22 OR
   APPROVED EQUAL
F  2"X4" REDWOOD SUPPORT, ONE ON EA. SIDE
   OF METER BOX, OVERHANG ENDS 2"
G  6" THICK ¾" CRUSHED ROCK WHEN BOX IS
   PLACED IN ALLEYS WITH TRASH PICK UP
   ONLY. ALL BOXES IN ALLEYS SHALL BE
   PLACED PARALLEL TO ALLEY
H  COMP X COMP 90° ELL, A.Y. Mc DONALD
   "NO LEAD" 74761-22 OR APPROVED EQUAL
I  TYPE "K" SOFT DRAWN COPPER TUBING
   CONTINUOUSLY WRAPPED IN PURPLE MARKING
   TAPE OR PURPLE (PANTONE 512)
   CAMPAK CTS SDR-9 PE 3408, USE
   COMPRESSION JOINTS WITH STAINLESS STEEL
   INSERT
J  1" CORPORATION STOP A.Y. Mc DONALD "NO
   LEAD" 74701-22 OR APPROVED EQUAL

NOTES:

1. RECYCLED WATER SERVICES SHALL NOT
   BE ALLOWED IN DRIVE APPROACH AREAS
   AT ANY RESIDENTIAL OR COMMERCIAL
   LOCATION, UNLESS SPECIFICALLY
   APPROVED BY THE CITY ENGINEER

2. No. 37 "T" CAST IRON TRAFFIC COVER
   SHALL BE USED WHEN METER IS LOCATED
   IN ALLEYS OR DRIVE APPROACH AREAS,
   OR BEHIND ROLLED CURBS.

3. ALL COPPER FITTINGS SHALL BE CAMPAK
   COMPRESSION-TYPE.

4. POLYETHYLENE PIPE SHALL USE CAMPAK
   COMPRESSION-TYPE JOINTS WITH
   STAINLESS STEEL INSERT.

5. FOR 1½" SERVICE, METER BOX SHALL BE
   ARMORCAST OR APPROVED EQUAL OLD
   CASTLE B30 BOX W/ CAST-IN CORNER
   BRACKETS ARMORCAST A6001969-COF LID
   FOR 1 ½" METER OR OLD CASTLE B36
   BOX W/ CAST-IN CORNER BRACKETS &
   ARMORCAST A6001947T-COF LID FOR 2"
   METER.

6. FOR PVC RECYCLED WATER MAIN TAPS,
   SERVICE SADDLES WITH CIRCUMFERENTIAL
   TYPE BANDS SHAPED TO FIT THE ACTUAL
   O.D. OF THE PIPE AND HAVING A
   MINIMUM BEARING WIDTH OF 3" (1-1/2"
   PER BAND) SHALL BE USED. FOR
   DUCTILE AND CAST IRON MAINS USE
   BRONZE OR DUCTILE IRON SERVICE
   SADDLES, WITH BRONZE OR STAINLESS
   DOUBLE STRAPS.

7. RECYCLED WATER SERVICES SHALL BE
   LOCATED A MINIMUM OF 4" CLEAR OF
   POTABLE WATER SERVICES.
MATERIALS SPECIFICATIONS:

A. 1 3/8" SCH. 40 PIPE
B. 1 3/4" SLIP X 1 3/8" MALE ADAPTER OR 2" X 2" MALE ADAPTER (SCH. 80)
C. 1 3/8" OR 2" CAST IRON FLANGE
D. 1" FLANGED METER SPOOL (SCH. 80) 13" SPOOL FOR 1 3/8" METER 17" SPOOL FOR 2" METER
E. 1 3/8" OR 2" ANGLE METER STOP, A.Y. Mc DONALD "NO LEAD" 74602–22 OR APPROVED EQUAL
F. 2"X4" REDWOOD SUPPORT, ONE ON EA. SIDE OF METER BOX, OVERHANG ENDS 2"
G. 6" THICK 3/8" CRUSHED ROCK WHEN BOX IS PLACED IN ALLEYS WITH TRASH PICK UP ONLY. ALL BOXES IN ALLEYS SHALL BE PLACED PARALLEL TO ALLEY
H. COMP X COMP 90° ELL, A.Y. Mc DONALD "NO LEAD" 74761–22 OR APPROVED EQUAL
I. TYPE "K" SOFT DRAWN COPPER TUBING CONTINUOUSLY WRAPPED IN PURPLE MARKING TAPE OR PURPLE (PANTONE 512) CAMPACK CTS SDR–9 PE 3408, USE COMPRESSION JOINTS WITH STAINLESS STEEL INSERT
J. 1" CORPORATION STOP A.Y. Mc DONALD "NO LEAD" 74701–22 OR APPROVED EQUAL

NOTES:

1. RECYCLED WATER SERVICES SHALL NOT BE ALLOWED IN DRIVE APPROACH AREAS AT ANY RESIDENTIAL OR COMMERCIAL LOCATION, UNLESS SPECIFICALLY APPROVED BY THE CITY ENGINEER.

2. No. 37 "T" CAST IRON TRAFFIC COVER SHALL BE USED WHEN METER IS LOCATED IN ALLEYS OR DRIVE APPROACH AREAS, OR BEHIND ROLLED CURBS.

3. ALL COPPER FITTINGS SHALL BE CAMPACK COMPRESSION–TYPE.

4. POLYETHYLENE PIPE SHALL USE CAMPACK COMPRESSION–TYPE JOINTS WITH STAINLESS STEEL INSERT.

5. FOR 3" SERVICE, METER BOX SHALL BE ARMORCAST OR APPROVED EQUAL. OLD CASTLE B36 BOX W/ CAST–IN CORNER BRACKETS ARMORCAST A6001969–COF LID FOR 1 3/8" METER OR OLD CASTLE B36 BOX W/ CAST–IN CORNER BRACKETS & ARMORCAST A6001947T–COF LID FOR 2" METER.

6. FOR PVC RECYCLED WATER MAIN TAPS, SERVICE SADDLES WITH CIRCUMFERENTIAL TYPE BANDS SHAPED TO FIT THE ACTUAL O.D. OF THE PIPE AND HAVING A MINIMUM BEARING WIDTH OF 3" (1–1/2" PER BAND) SHALL BE USED. FOR DUCTILE AND CAST IRON MAINS USE BRONZE OR DUCTILE IRON SERVICE SADDLES, WITH BRONZE OR STAINLESS DOUBLE STRAPS.

7. RECYCLED WATER SERVICES SHALL BE LOCATED A MINIMUM OF 4' CLEAR OF POTABLE WATER SERVICES.
NOTES:

1. RECYCLED WATER SERVICE AND METER BOX INSTALLATION SHALL BE INSPECTED AND APPROVED BY CITY PRIOR TO SIDEWALK INSTALLATION.
2. RECYCLED WATER SERVICES SHALL BE LOCATED A MINIMUM OF 4' CLEAR OF POTABLE WATER SERVICES.
3. ALL MATERIALS SHALL BE AS NOTED OR CITY-APPROVED EQUAL.
4. ALL METER BOXES IN DIRT OR LANDSCAPE AREAS SHALL BE SET IN A 6" CONCRETE SLAB MEASURING AT LEAST 1' BEYOND METER BOX ON ALL SIDES.
5. RESTRAIN ALL JOINTS PER CITY STANDARD SPECIFICATIONS SECTION 33–14.5
6. RECYCLED WATER SERVICES SHALL NOT BE ALLOWED IN DRIVEWAY APPROACH AREAS AT ANY RESIDENTIAL OR COMMERCIAL LOCATION.
7. FOR 4" RECYCLED WATER SERVICE, METER SPOOL LENGTH SHALL BE 13¾".
8. FOR 6" RECYCLED WATER SERVICE, METER SPOOL LENGTH SHALL BE 17½".
9. FOR 8" RECYCLED WATER SERVICE, METER SPOOL LENGTH SHALL BE 24".
10. METERS DEEPER THAN 30 INCHES TO TOP OF PIPE MUST BE RAISED TO 30 INCHES.
11. WHEN CURB EXISTS, SET METER BOX 2" TO 6" FROM BACK OF CURB.
NOTES:

1. SET TOP OF METER BOX FLUSH WITH FINISH GRADE FOR ANY INSTALLATION IN THE CITY RIGHT OF WAY.

2. THE CONSTRUCTION OF A TEMPORARY BLOW-OFF FOR THE USE OF TESTING AND FLUSHING OF NEW RECYCLED WATER MAINS ONLY.

3. RESTRAIN ALL JOINTS PER CITY STANDARD SPECIFICATIONS SECTION 33-14.5
THIS STANDARD IS NO LONGER USED

NO LONGER USED
SEE RW–8A & RW–8B
PURPLE (PANTONE 512) CHRISTY B–36 OR APPROVED EQUAL CONCRETE UTILITY BOX, STEEL LID, & RECYCLED WATER NAMEPLATE PER STANDARD DRAWING RW–16

FINISHED GRADE

RECYCLED WATER BOX, LID, & RISER PER STANDARD DRAWING RW–2

TRACER WIRE CONNECTION TO BE SOLDERED AND PROTECTED PER STD. SPEC. 34–3.3

TRACER WIRE WITH 1' COIL PER STANDARD SPEC. 22–3.3

6" DUCTILE IRON PIPE

4" OR 6" DUCTILE IRON PIPE (TYP)

90' ELBOW

0.5%

2' MIN 4' MAX

SEE NOTE 4

4" STANDARD IRON PIPE THREAD W/PLUG

RECYCLED WATER MAIN, SIZE VARIES

4" OR 6" GATE VALVE

SEE NOTE 4

NOTES:

1. ALL FITTINGS SHALL BE SECURED WITH FLANGE CONNECTION, HARNESSES OR TIE–RODS AS APPLICABLE.

2. PLACE VALVES AND BLOW–OFFS OUTSIDE SIDEWALK AND DRIVEWAY AREAS.

3. ALL RISERS SHALL BE FLANGED, 6" DIAMETER.

4. RESTRAN ALL JOINTS PER CITY STANDARD SPECIFICATIONS SECTION 33–14.5

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<tr>
<th>BLOW–OFF PIPE SIZE SCHEDULE</th>
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RECYCLED WATER BLOW–OFF ASSEMBLY (PVC OR DUCTILE IRON MAIN)

REF. & REV. MAR. 2021 (A.7)

CITY OF FRESNO RW–8A
NOTES:

1. ALL FITTINGS SHALL BE SECURED WITH FLANGE CONNECTION, HARNESSES OR TIE-RODS AS APPLICABLE.

2. PLACE VALVES AND BLOW-OFFS OUTSIDE SIDEWALK AND DRIVEWAY AREAS.

3. ALL RISERS SHALL BE FLANGED, 6” DIAMETER.

4. RESTRAN ALL JOINTS PER CITY STANDARD SPECIFICATIONS SECTION 33-14.5.

### BLOW-OFF PIPE

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</table>
NOTES:
1. CONTRACTOR SHALL FURNISH AND INSTALL ALL ITEMS REQUIRED.
2. ALL MATERIALS SHALL BE AS NOTED OR CITY-APPROVED EQUAL.
3. RESTRAIN ALL JOINTS PER CITY STANDARD SPECIFICATIONS SECTION 33–14.5.
NOTES:

1. CONTRACTOR SHALL FURNISH AND INSTALL ALL ITEMS REQUIRED.

2. ALL MATERIALS SHALL BE AS NOTED OR CITY-APPROVED EQUAL.

3. RESTRRAIN ALL JOINTS PER CITY STANDARD SPECIFICATIONS SECTION 21-15.5
BASIC SEPARATION STANDARDS

1. SEPARATION DISTANCE SHALL BE MEASURED FROM THE NEAREST OUTSIDE EDGE OF PIPE.
2. WATER MAINS AND SUPPLY LINES OF 24" DIAMETER OR GREATER MAY CREATE SPECIAL HAZARDS BECAUSE OF THE LARGE VOLUMES OF FLOW. INSTALLATIONS OF WATER MAINS AND SUPPLY LINES 24" DIAMETER OR LARGER MUST BE REVIEWED AND APPROVED BY THE HEALTH AGENCY AND CITY ENGINEER PRIOR TO CONSTRUCTION.

SPECIAL CONSTRUCTION REQUIRED FOR RECYCLED WATER

ZONE:

"A" NO RECYCLED WATER LINES PARALLEL TO WATER MAINS SHALL BE PERMITTED IN THIS ZONE WITHOUT PRIOR WRITTEN APPROVAL FROM COUNTY, CALIFORNIA DEPARTMENT OF PUBLIC HEALTH AND THE CITY.

"B" RECYCLED WATER MAIN SHALL BE CONSTRUCTED OF:
1. DUCTILE IRON PIPE WITH HOT DIP BITUMINOUS COATING.
2. DIPPED AND WRAPPED 1/4" THICK WELDED STEEL PIPE.
3. CLASS 305 PRESSURE RATED PLASTIC WATER PIPE (OR 14 PER AWWA C900) OR EQUIVALENT.
4. REINFORCED CONCRETE PRESSURE PIPE, STEEL CYLINDER TYPE, PER AWWA (C300 OR C302 OR C303).

"C" A RECYCLED WATER MAIN SHALL BE CONSTRUCTED OF:
1. DUCTILE IRON PIPE WITH HOT DIP BITUMINOUS COATING.
2. DIPPED AND WRAPPED 1/4" THICK WELDED STEEL PIPE.
3. CLASS 305 PRESSURE RATED PLASTIC WATER PIPE (OR 14 PER AWWA C900) OR EQUIVALENT.
4. REINFORCED CONCRETE PRESSURE PIPE, STEEL CYLINDER TYPE PER AWWA (C300 OR C302 OR C303).

"D" A RECYCLED WATER MAIN SHALL BE CONSTRUCTED OF:
1. DUCTILE IRON PIPE WITH HOT DIP BITUMINOUS COATING.
2. DIPPED AND WRAPPED 1/4" WELDED STEEL PIPE.
3. CLASS 200 PRESSURE RATED PLASTIC WATER PIPE (OR 14 PER AWWA C900) OR EQUIVALENT.
4. REINFORCED CONCRETE PRESSURE PIPE STEEL CYLINDER TYPE, PER AWWA (C300 OR C302 OR C303).

"P" NO RECYCLED WATER MAIN SHALL BE CONSTRUCTED
We are conserving our most valuable resource by irrigating with recycled water.

**NOTES:**

1. ALL AREAS WHERE RECYCLED WATER IS USED THAT ARE ACCESSIBLE TO THE PUBLIC SHALL BE POSTED WITH ONE OR MORE INFORMATION SIGNS IN CONSPICUOUS LOCATIONS THAT ARE VISIBLE TO THE PUBLIC.

2. INFORMATION SIGNS SHALL BE CONSTRUCTED OF 0.032" THICK ALUMINUM AND REINFORCEMENT FRAME WITH A PURPLE BACKGROUND AND WHITE LETTERING.

3. SECURE SIGN TO POST WITH VANDAL PROOF HARDWARE.
RECYCLED WATER
DO NOT DRINK
AVISO AGUA IMPURA
NO TOMAR

RECYCLED WATER
RECLAMADA

SEE DETAIL "A"

RECYCLED WATER
IDENTIFICATION TAG
PER STANDARD
DRAWING RW-18 (TYP)

ADHESIVE
RECYCLED WATER
RISER MARKER,
CHRISTY 5100
PURPLE RISER
MARKER OR
APPROVED EQUAL
(TYP)

AVISO
RECYCLED WATER
DO NOT DRINK
NO TOME EL AGUA
RECLAMADA

DETAIL "A"

RECYCLED WATER BACKFLOW
PREVENTER IDENTIFICATION

CITY OF FRESNO
RW-15

REF. & REV. OCT. 2014
NOTES:
1. ALL RECYCLED WATER IRRIGATION BOXES AND LIDS SHALL BE COLORED PURPLE (PANTONE 512).
2. NAMEPLATE SHALL BE 5.75" LONG AND 1.25" WIDE AND SHALL BE MANUFACTURED IN PURPLE, WITH A UV RESISTANT CO–POLYMER PLASTIC.
3. NAMEPLATE SHALL BE ATTACHED TO VALVE BOX WITH TWO TAMPER–PROOF RIVETS.
MARKING DECAL SHALL BE PURPLE (PANTONE 512) AND SHALL BE AFFIXED TO INTERIOR OF ENCLOSURE

IRRIGATION SYSTEM CONTROL ENCLOSURE

NOTES:
1. ALL RECYCLED WATER IRRIGATION CONTROL ENCLOSURES SHALL BE IDENTIFIED WITH A MARKING DECAL.
2. MARKING DECAL SHALL BE BACKED WITH A PERMANENT ACRYLIC ADHESIVE.
3. MARKING DECAL SHALL BE CHRISTY STYLE 4100, OR APPROVED EQUAL.
RECYCLED WATER
DO NOT DRINK
AVISO AGUA IMPURA
NO TOMAR

FRONT

BACK

NOTES:

1. IDENTIFICATION TAGS SHALL INCORPORATE AN INTEGRAL ATTACHMENT NECK AND REINFORCED ATTACHMENT HOLE AND SHALL BE CAPABLE OF WITHSTANDING 180 LBS. OF PULL OUT RESISTANCE.

2. ALL LETTERING SHALL BE HOT-STAMPED IN BLACK AND APPROPRIATE FOR OUTDOOR USAGE.

3. IDENTIFICATION TAG COLOR SHALL BE PURPLE.

4. IDENTIFICATION TAG SHALL BE CHRISTY STYLE #007, OR APPROVED EQUAL.

5. IDENTIFICATION TAGS SHALL BE ATTACHED TO GATE VALVES, BALL VALVES, ANGLE STOPS, AND ALL OTHER VALVES IN RECYCLED WATER SERVICE.

6. ATTACH WITH UV RESISTANT ZIP TIES WITH A MINIMUM PULL STRENGTH OF 50 POUNDS.
PURPLE (PANTONE 512) POP-UP SPRINKLER CAP

PURPLE (PANTONE 512) ROTARY SPRINKLER NOZZLE TREE CAP

POP-UP SPRINKLER

ROTARY SPRINKLER

PURPLE (PANTONE 512) SHRUB ADAPTER SPRAY HEAD

SHRUB RISER SPRINKLER
NOTES:
1. NEW—CONSTRUCTION — ALL QUICK COUPLING VALVES MUST HAVE NON-POTABLE LOCKING PURPLE THERMOPLASTIC RUBBER COVERS.
2. RETROFFITS — REPLACE ALL EXISTING QUICK COUPLING VALVES WITH NON-POTABLE LOCKING PURPLE THERMOPLASTIC RUBBER COVERS.
3/4" BRASS BALL VALVE WITH CAP

RECYCLED WATER SERVICE

CHRISTY FIBRELYTE FL9
10" x 17" BOX AND LID.
LID SHALL BE MARKED PER
STANDARD DRAWING
RW–16.

SOLVENT WELD FITTINGS

PIPE SHALL BE PURPLE
(PANTONE 512), OR
CONTINUOUSLY WRAPPED
IN PURPLE MARKING TAPE

3/8" PEA GRAVEL

18" MIN

RECYCLED WATER SERVICE

SOLVENT WELD FITTINGS

CHRISTY FIBRELYTE FL9
10" x 17" BOX AND LID.
LID SHALL BE MARKED PER
STANDARD DRAWING
RW–16.

CROSS CONNECTION CONTROL
TEST STATION

REF. & REV.
OCT. 2014

CITY OF FRESNO
RW–21
TEMPORARY POTABLE WATER SUPPLY TO ON-SITE RECYCLED WATER SYSTEM

NOTE:
THIS STANDARD DRAWING IS ONLY USED WHEN STANDARD DRAWING RW-23 IS NOT UTILIZED.

PERMANENT RECYCLED WATER SUPPLY TO ON-SITE RECYCLED WATER SYSTEM AFTER RECYCLED WATER IS AVAILABLE
TEMPORARY POTABLE WATER SUPPLY TO RECYCLED WATER SYSTEM BEFORE RECYCLED WATER IS AVAILABLE

- REMOVE PIPING AND SALVAGE BACKFLOW PREVENTION DEVICE TO THE CITY
- CAP AT CONNECTION
- RIGHT-OF-WAY

TEMPORARY POTABLE WATER SUPPLY TO RECYCLED WATER SYSTEM

PERMANENT RECYCLED WATER SUPPLY TO RECYCLED WATER SYSTEM AFTER RECYCLED WATER IS AVAILABLE

- REMOVE CAP AND CONNECT NEW RECYCLED WATER MAIN
- NEW RECYCLED WATER MAIN
- FROM RECYCLED WATER SYSTEM
- RW
- TO DISTRIBUTION

NOTE:
EXACT LOCATION OF BACKFLOW PREVENTION DEVICE TO BE DETERMINED BY CITY

TEMPORARY EASEMENT (SIZE TO BE DETERMINED BY CITY)

REDUCED PRESSURE ASSEMBLY BACKFLOW PREVENTION DEVICE (SIZE TO MATCH RECYCLED WATER MAIN TO DISTRIBUTION)

TO DISTRIBUTION

POTABLE WATER MAIN

LIMITS OF RECYCLED WATER MAIN CONSTRUCTION TO BE DETERMINED BY CITY

RECYCLED WATER VALVE PER STANDARD DRAWING RW-2

FROM POTABLE WATER SYSTEM

RW

TO DISTRIBUTION

POTABLE WATER MAIN

CAP

FUTURE RECYCLED WATER MAIN

CEMENT FOR RECYCLED WATER SYSTEM AFTER RECYCLED WATER IS AVAILABLE

FROM RECYCLED WATER SYSTEM

RW

TO DISTRIBUTION

POTABLE WATER MAIN

RECYCLED WATER MAIN
(TO CONVEY POTABLE WATER)

TO DISTRIBUTION

RW

FROM POTABLE WATER SYSTEM

W

W

10' CLEAR (MIN)

RIGHT-OF-WAY

TEMPORARY POTABLE WATER SUPPLY TO RECYCLED WATER SYSTEM

REF. & REV.
OCT. 2014

CITY OF FRESNO

RW-23
NOTES:
1. STRIP THE INSULATION FROM THE WIRE AS SHOWN IN THE DRAWING, BUT DO NOT CUT THE COPPER WIRE.

2. LOOP THE WIRE ENDS A MINIMUM OF (4) TIMES FOR EACH WIRE OF THE CONNECTION.

3. USING A PROPANE TORCH, APPLY THE FLAME DIRECTLY TO THE JOINT (LOOPS) TO BE SOLDERED.

4. APPLY 62SN OR EQUIVALENT ROSIN CORE SOLDER TO THE SPLICE. SOLDER SHOULD FLOW INTO THE JOINT.

5. SOLDERING PASTE MUST BE APPLIED TO THE LOOPS BEFORE HEAT IS APPLIED IF ROSIN CORE SOLDER IS NOT USED.

6. COVER ALL BARE COPPER WIRE WITH A WATERPROOF WRAP THAT IS APPROVED FOR UNDERGROUND CONNECTIONS (3M DBR/Y-6 OR APPROVED EQUAL). THE WRAP MUST EXTEND A MINIMUM OF TWO INCHES (2") BEYOND THE END OF THE STRIPPED WIRE.

7. ALL WIRE MUST BE 10 GAUGE COPPER WIRE.
NOTES:

1. PAINT ALL EXPOSED PIPING, VALVE, AND BOLLARDS WITH PURPLE PANTONE 512.
2. ALL JOINTS SHALL BE RESTRAINED PER CITY STANDARD SPECIFICATIONS SECTION 33–14.5.
3. ALL UNDERGROUND PIPING SHALL BE CONTINUOUSLY WRAPPED WITH APPROVED PURPLE RECYCLED WATER MARKING TAPE.
4. ABOVE GROUND CONNECTIONS SHALL BE FLANGED.

RECYCLED WATER
COMMERCIAL TRUCK FILL STATION

CITY OF FRESNO
RW–25
NOTES:
1. ENCLOSURE SHALL NOT ENCROACH ON TO PRIVATE PROPERTY, ADA PATH OF TRAVEL, OR VEHICLE TRAFFIC WHEN OPEN.
2. PROVIDE 4' MINIMUM SIDEWALK CLEARANCE ADJACENT TO CAV FOR ADA ACCESSIBILITY REQUIREMENTS.
3. ALL SURFACES SHALL BE ABRASIVE BLASTED (SSPC SP-5 WHITE METAL BLAST) AND POWDER COATED WITH 2–3 MILS ZINC RICH PRIMER WITH 4–5 MILS ANTI-GRAFFITI CHEMISTRY TOP COAT (DFT 6–8 MILS).
4. VALVE ASSEMBLY AND METAL HOUSING SHALL BE LOCATED IN MEDIAN ISLANDS, LANDSCAPE AREAS, OR OUTSIDE OF SIDEWALK AREA WHERE POSSIBLE. VALVE ASSEMBLY MUST BE IN PUBLIC RIGHT-OF-WAY OR PUBLIC UTILITY EASEMENT.
5. ENCLOSURE SHALL MOUNT SECURELY TO CONCRETE PAD USING INTEGRAL BOLT TABS. ONE ANCHOR IN EACH CORNER (4 TOTAL)

AIR RELEASE/VACUUM BREAKER VALVE ENCLOSURE

CITY OF FRESNO

REF. & REV.
MAR. 2021 (A.7)

RW–26