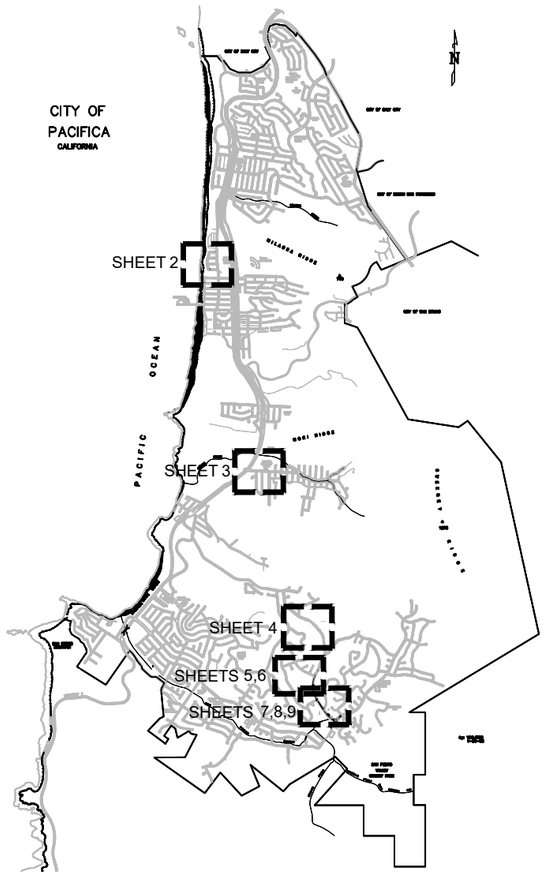
CITY OF PACIFICA

SAN MATEO COUNTY, CALIFORNIA

MID-BLOCK CROSSWALK SAFETY IMPROVEMENT PROJECT



INDEX OF SHEETS:

Roland Yip
ROLAND W. YIP, RCE #78990
DEPUTY DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

2/26/24
Date

REGISTERED PROFESSIONAL ENGINEER
ROLAND W. YIP
No. 78990
Exp. 03-31-24
CIVIL
STATE OF CALIFORNIA

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

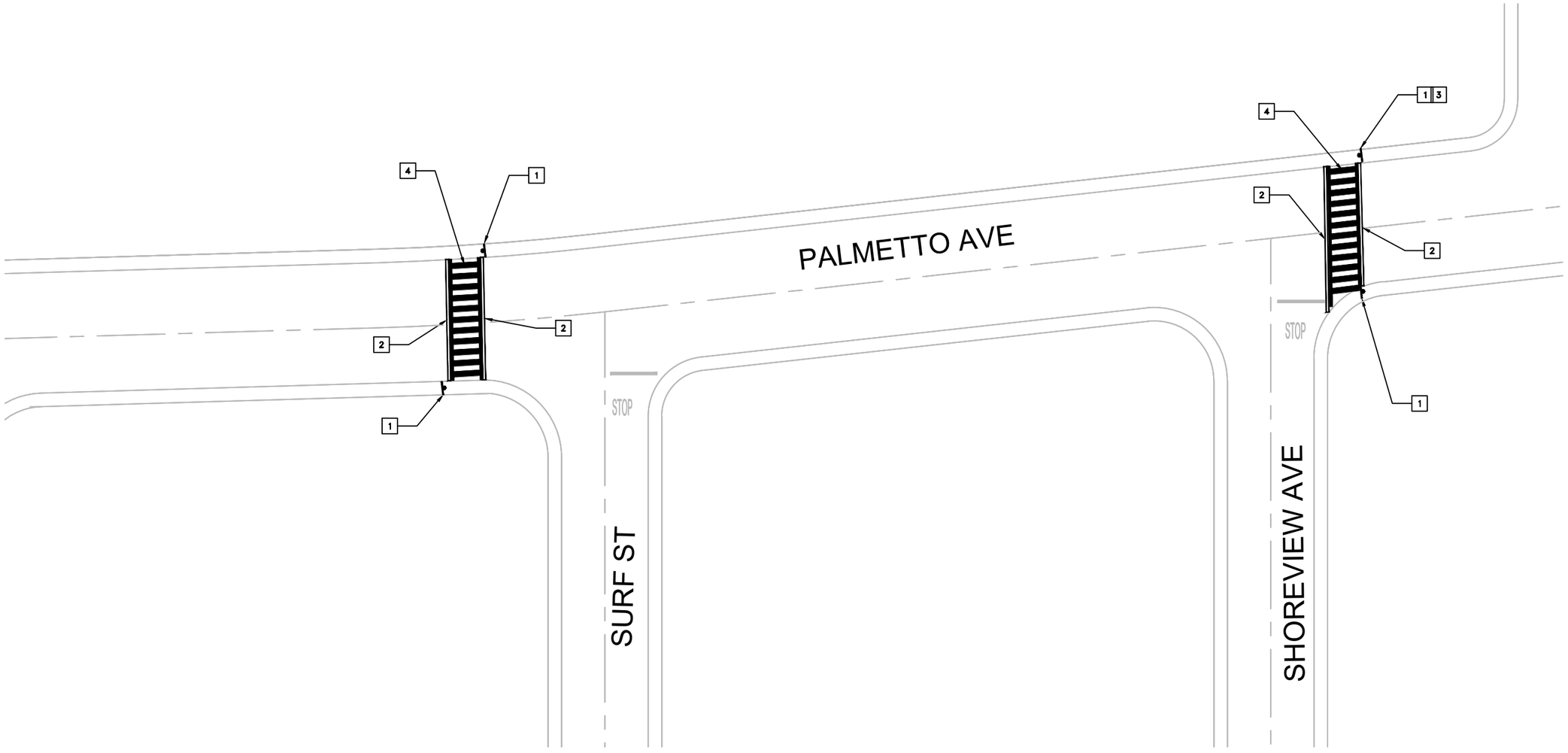
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

TITLE SHEET

SCALE:
SHEET: 1



CROSSWALK IMPROVEMENT NOTES

1. REMOVE EXISTING SIGN AND INSTALL (1) 30"X30" S1-1 AND (1) 12"X24" W16-7P SIGNS WITH A RECTANGULAR RAPID FLASHING BEACON. SEE DETAIL ON SHEET 11.
2. REMOVE AND REPLACE 1' WIDTH OF ASPHALT DOWN TO IN-GROUND LIGHTS PER CITY OF PACIFICA STANDARD TRENCH DETAIL 301A ON SHEET 11.
3. REMOVE EXISTING POLE AND REPLACE WITH TYPE 1B POLE AND FOUNDATION PER CALTRANS STANDARD PLANS
4. REMOVE AND REPLACE YELLOW THERMOPLASTIC LADDER CROSSWALK STRIPING

0 10 20 40 Feet
1" = 20'-0"

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

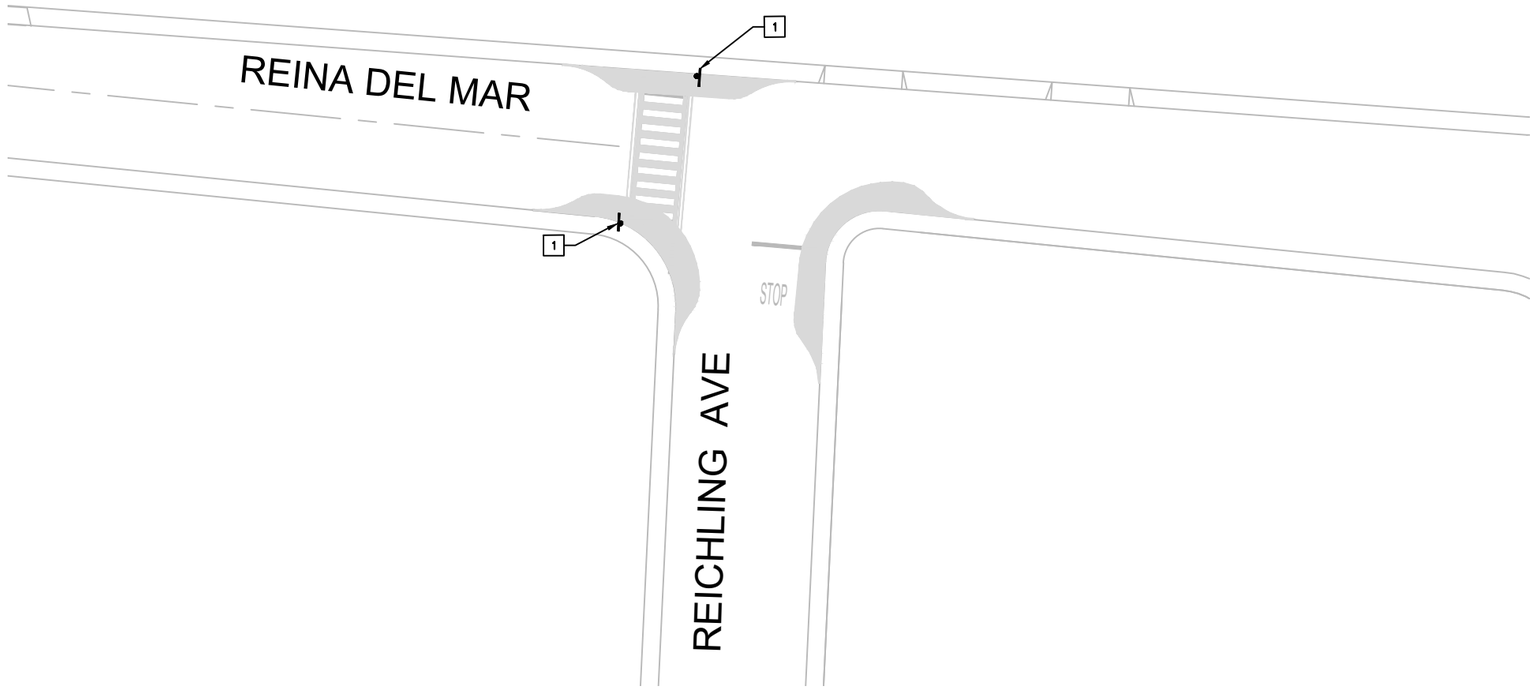
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

INGRID B LACY CROSSWALK IMPROVEMENTS

SCALE: 1'=20'
SHEET: 2



CROSSWALK IMPROVEMENT NOTES

[1] REMOVE EXISTING SIGN AND INSTALL (1) 30"X30" S1-1 AND (1) 12"X24" W16-7P SIGNS WITH A RECTANGULAR RAPID FLASHING BEACON. SEE DETAIL ON SHEET 11.

N

0 10 20 40 Feet
1" = 20'-0"

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

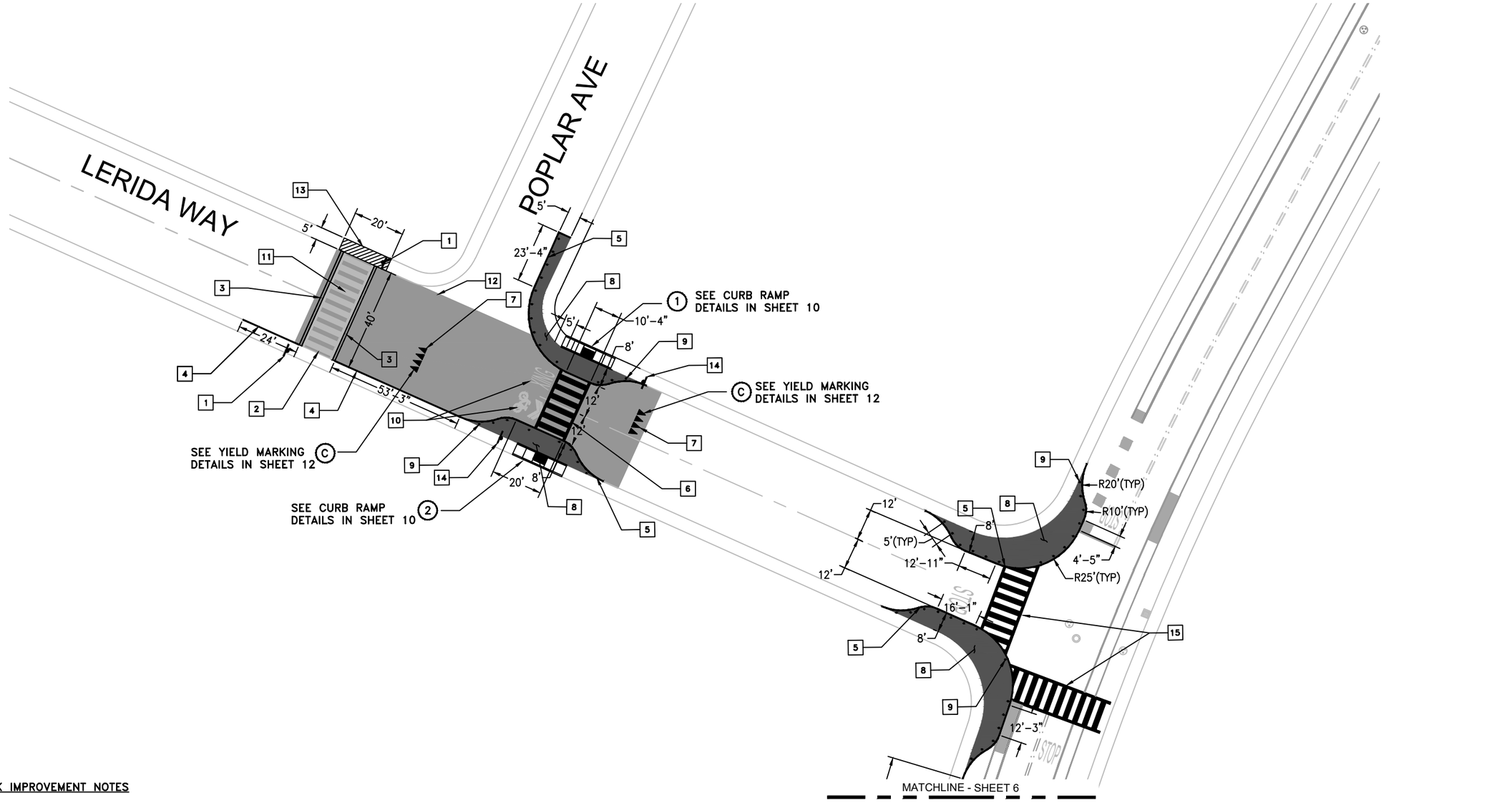
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

REINA DEL MAR IMPROVEMENTS

SCALE: 1'=20'
SHEET: 3



CROSSWALK IMPROVEMENT NOTES

1. REMOVE EXISTING SIGNS AND POLES.
2. REMOVE EXISTING YELLOW THERMOPLASTIC LADDER CROSSWALK.
3. REMOVE 1' WIDTH OF ASPHALT DOWN TO IN-GROUND LIGHTS AND REPLACE WITH 4"AC/6"AB
4. INSTALL RED CURB.
5. INSTALL 6" SOLID WHITE THERMOPLASTIC TRAFFIC STRIPE
6. INSTALL YELLOW THERMOPLASTIC LADDER CROSSWALK STRIPING
7. INSTALL YELLOW YIELD MARKINGS PER CALTRANS STANDARD PLAN A24G DISTANCE FROM CROSSWALK ALONG CENTERLINE PER PLAN
8. INSTALL BEIGE PAINT WITHIN BULBOUT
9. INSTALL PLASTIC DELINEATORS ALONG BULBOUT WITH 5 FT SPACING OC
10. GRIND OUT EXISTING SCHOOL CROSSING AND BIKE SYMBOL
11. GRIND OUT EXISTING LADDER CROSSWALK STRIPING
12. APPLY TYPE II SLURRY SEAL PRIOR TO NEW STRIPING
13. REMOVE CURB RAMP AND REPLACE WITH SIDEWALK, CURB, GUTTER, AND AC PLUG.
14. INSTALL (1) 30"X30" S1-1 AND (1) 12"X24" W16-7P SIGNS ON 1B POLE. SEE DETAIL ON SHEET 11.
15. GRIND EXISTING CROSSWALK AND REPLACE WITH YELLOW THERMOPLASTIC STRIPING

0 10 20 40 Feet
1" = 20'-0"

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

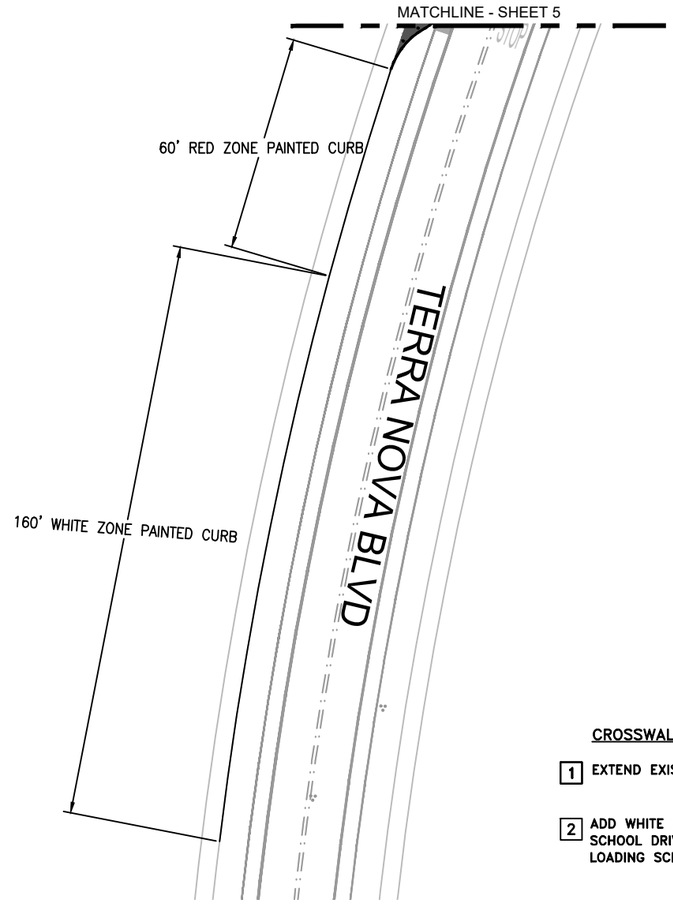
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

POPLAR & LERIDA CROSSWALK IMPROVEMENTS

SCALE: 1'=20'
SHEET: 4



CROSSWALK IMPROVEMENT NOTES

1. EXTEND EXISTING RED ZONE CURB.

2. ADD WHITE ZONE CURB FROM END OF RED ZONE TO SCHOOL DRIVEWAY WITH STENCILED "PASSENGER LOADING SCHOOL HOURS ONLY" (2 TIMES).

N

0 10 20 40 Feet
1" = 20'-0"

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

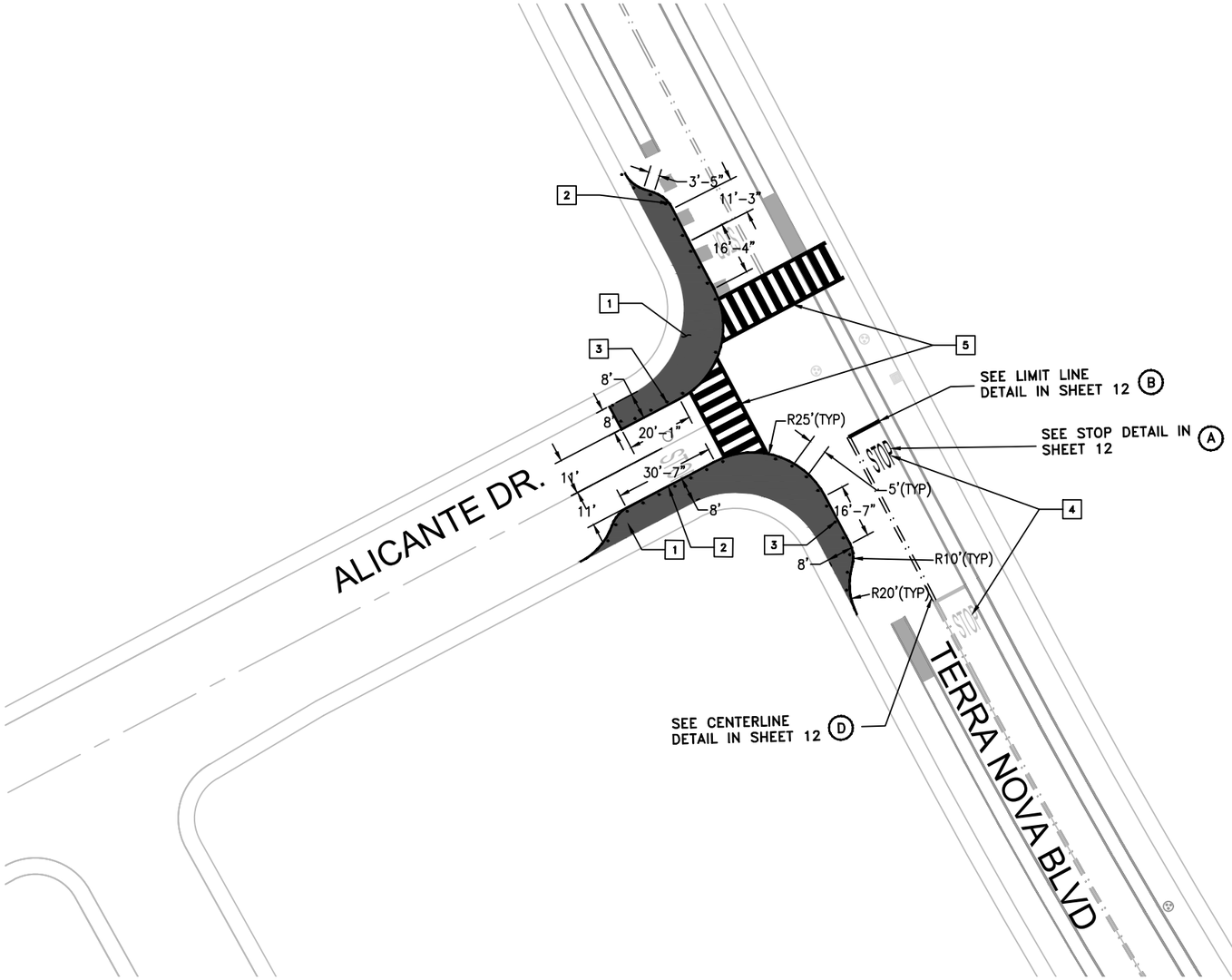
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

ORTEGA CROSSWALK IMPROVEMENTS

SCALE: 1'=20'
SHEET: 5



CROSSWALK IMPROVEMENT NOTES

1. INSTALL BEIGE PAINT WITHIN BULBOUT
2. INSTALL 6" SOLID WHITE THERMOPLASTIC TRAFFIC STRIPE
3. INSTALL PLASTIC DELINEATORS ALONG BULBOUT WITH 5 FT SPACING OC
4. REMOVE/RELOCATE STOP BAR AND LEGEND. SEE SHEET 12 FOR DETAILS.
5. GRIND EXISTING CROSSWALK AND REPLACE WITH YELLOW THERMOPLASTIC STRIPING

N

0 10 20 40 Feet
1" = 20'-0"

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

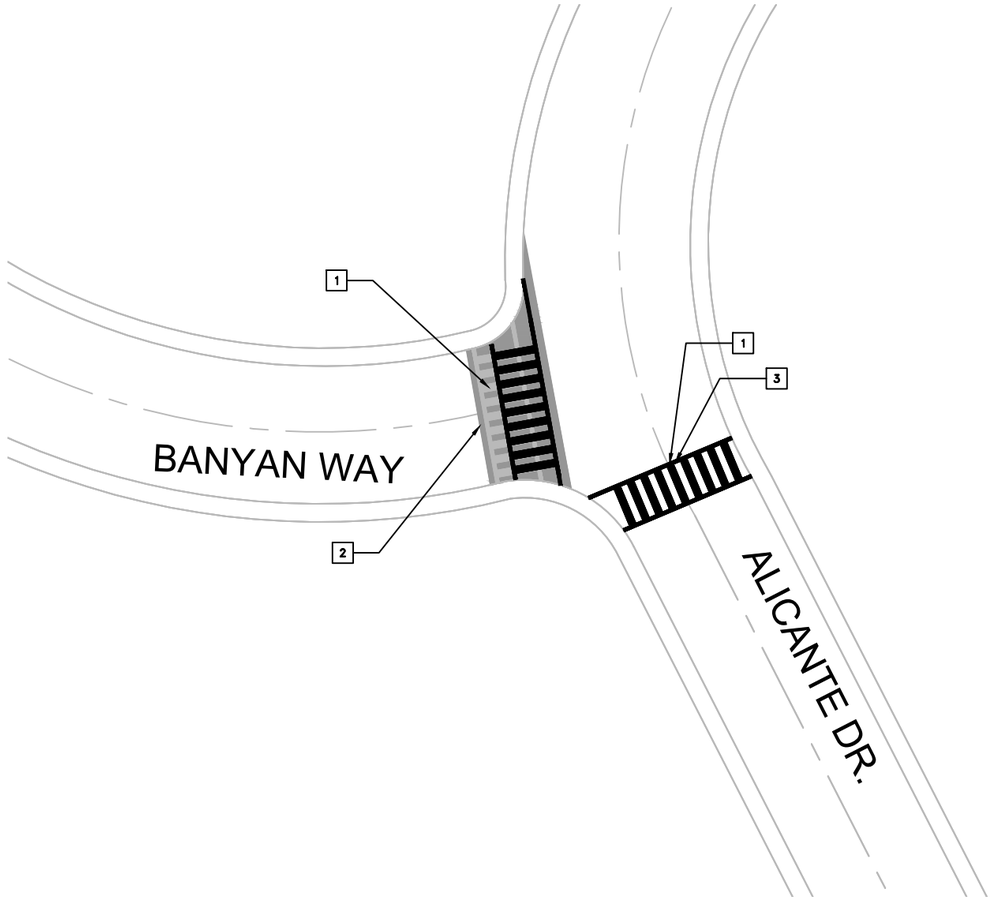
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

ALICANTE & TERRA NOVA CROSSWALK IMPROVEMENTS

SCALE: 1'=20'
SHEET: 6



CROSSWALK IMPROVEMENT NOTES

1. GRIND OUT EXISTING LADDER CROSSWALK STRIPING
2. APPLY TYPE II SLURRY SEAL PRIOR TO NEW STRIPING
3. REPLACE EXISTING CROSSWALK WITH YELLOW THERMOPLASTIC STRIPING

N

0 10 20 40 Feet
1" = 20'-0"

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

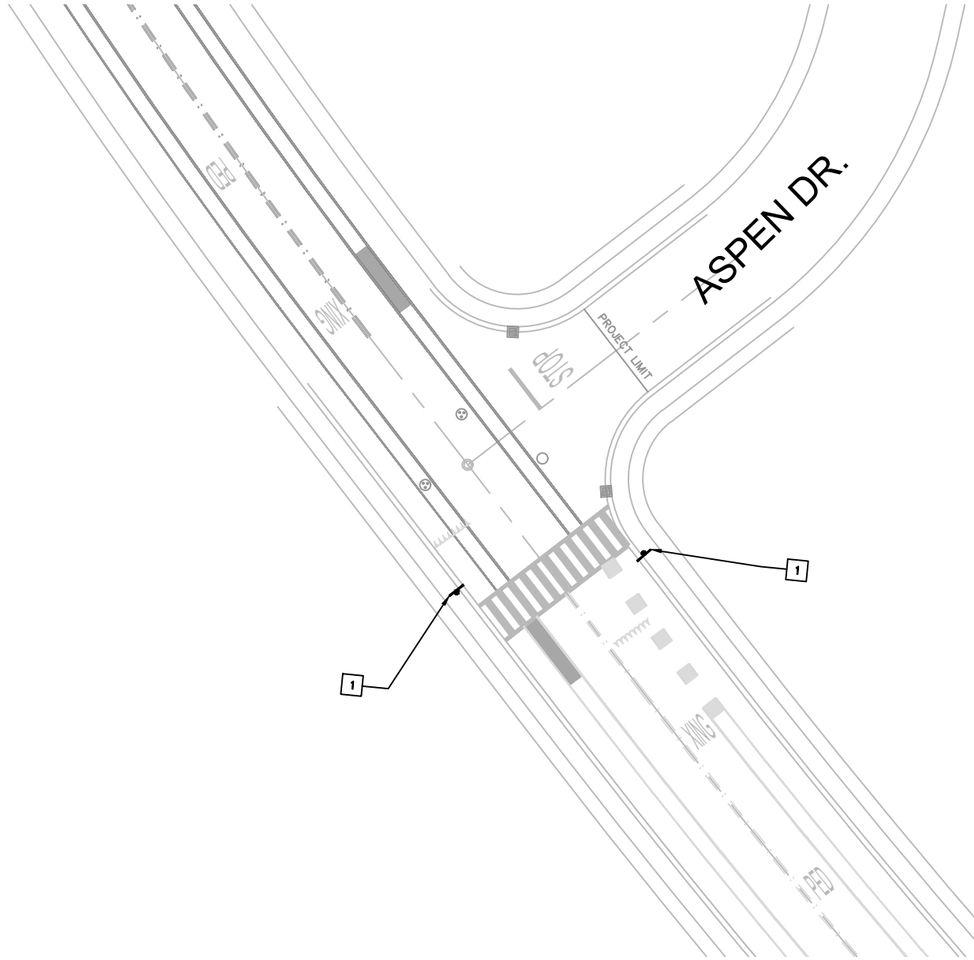
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

BANYAN CROSSWALK IMPROVEMENTS

SCALE: 1'=20'
SHEET: 7



CROSSWALK IMPROVEMENT NOTES

[1] INSTALL (1) 30"X30" S1-1 AND (1) 12"X24" W16-7P SIGNS WITH A RECTANGULAR RAPID FLASHING BEACON ON 1B POLE. SEE DETAIL ON SHEET 11.

N

0 10 20 40 Feet
1" = 20'-0"

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

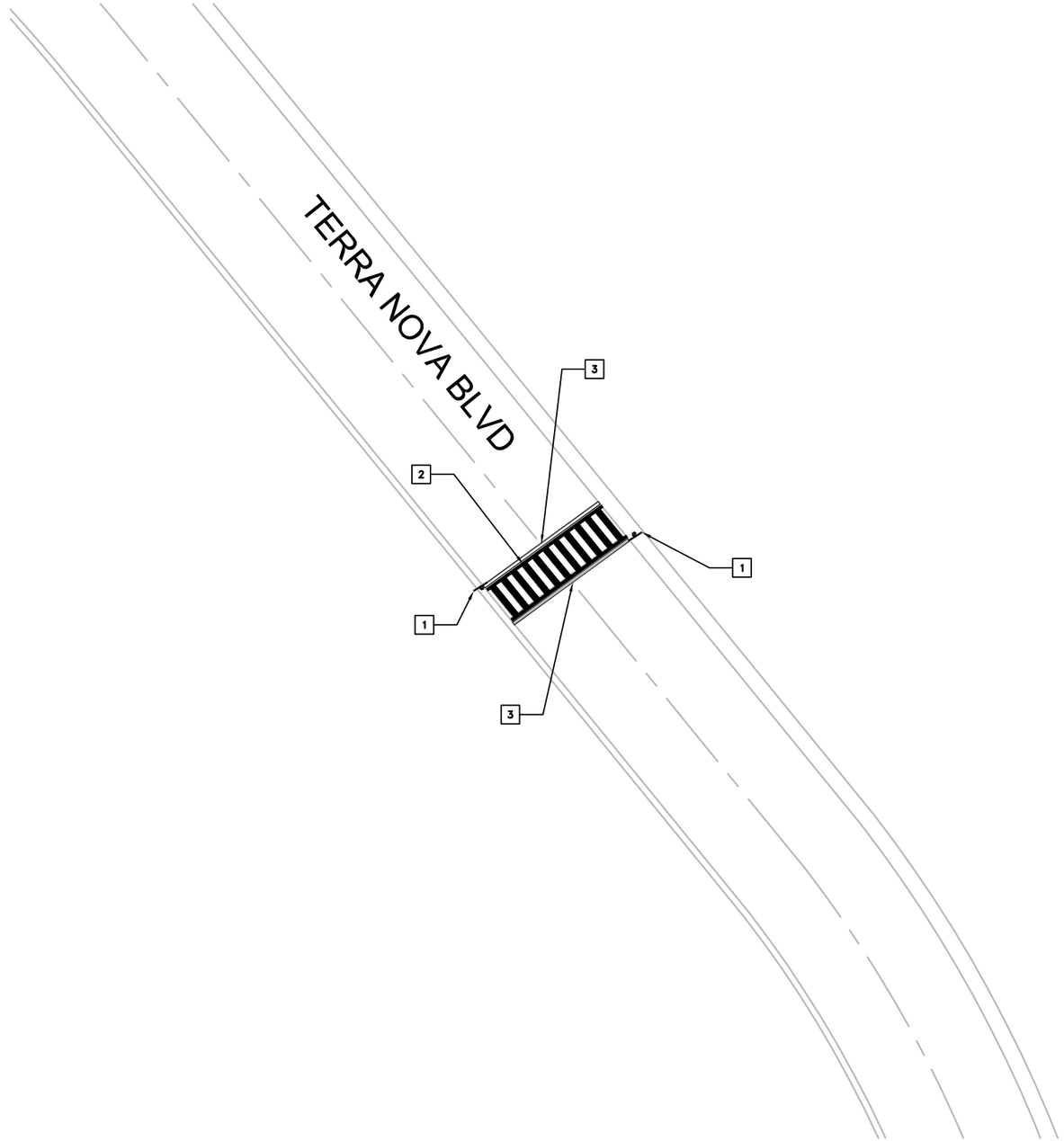
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

ASPEN & TERRA NOVA CROSSWALK IMPROVEMENTS

SCALE: 1'=20'
SHEET: 8



CROSSWALK IMPROVEMENT NOTES

1. REMOVE EXISTING SIGN AND INSTALL (1) 30"X30" S1-1 AND (1) 12"X24" W16-7P SIGNS WITH A RECTANGULAR RAPID FLASHING BEACON. SEE DETAIL ON SHEET 11.
2. REMOVE AND REPLACE EXISTING YELLOW THERMOPLASTIC LADDER CROSSWALK
3. REMOVE 1' WIDTH OF ASPHALT DOWN TO IN-GROUND LIGHTS AND REPLACE WITH 4"AC/6"AB

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

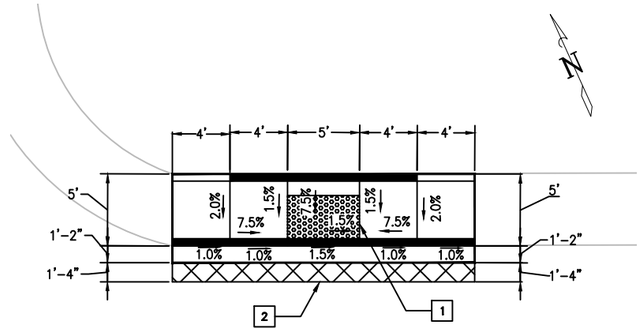
TERRA NOVA BLVD CROSSWALK IMPROVEMENTS (ADD ALTERNATE 1)

SCALE: 1'=20'
SHEET: 9

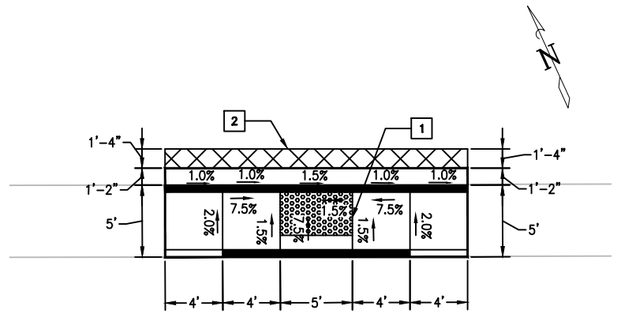
CONSTRUCTION NOTES

1 INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARDS A88A. SEE SHEET 12 FOR DETAILS.

2 SEE DWG 101A ON SHEET 12 NOTE 22 FOR CITY STANDARD DETAIL AC SECTION.



1 LERIDA WAY AND POPLAR AVENUE (NORTH EAST)
NTS



2 LERIDA WAY AND POPLAR AVENUE (SOUTH EAST)
NTS

CITY OF PACIFICA
PUBLIC WORKS / ENGINEERING DIVISION

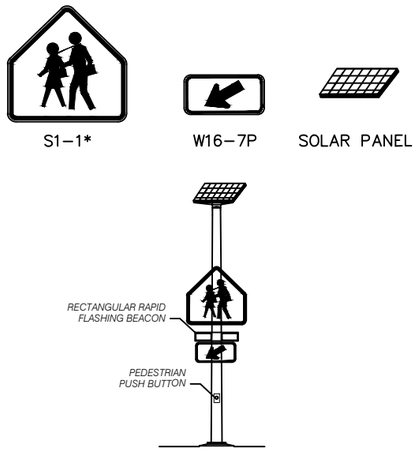
DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

REV.	DATE	DESCRIPTION	BY

REVISIONS

CURB RAMP DETAILS

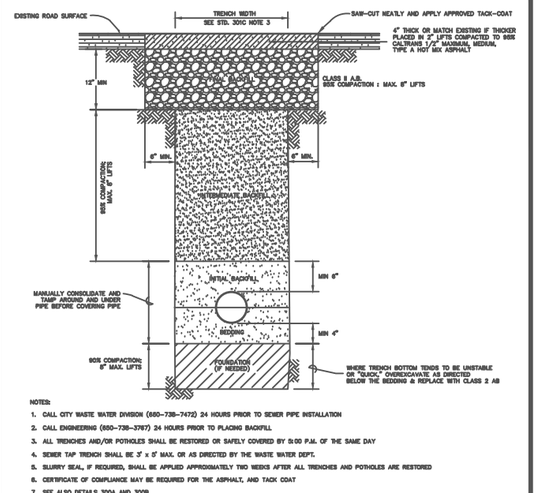
SCALE:
SHEET: 10



S1-1* SIGN INSTALLATION DETAIL ON EXISTING/NEW 1B POLE

B

NTS



NOTES:

1. CALL CITY WASTE WATER DIVISION (650-738-7472) 24 HOURS PRIOR TO SEWER PIPE INSTALLATION
2. CALL ENGINEERING (650-738-3767) 24 HOURS PRIOR TO PLACING BACKFILL
3. ALL TRENCHES AND/OR POTHOLES SHALL BE RESTORED OR SAFELY COVERED BY 3:00 P.M. OF THE SAME DAY
4. SEWER TAP TRENCH SHALL BE 3' x 5' MAX. OR AS DIRECTED BY THE WASTE WATER DEPT.
5. SLURRY SEAL, IF REQUIRED, SHALL BE APPLIED APPROXIMATELY TWO WEEKS AFTER ALL TRENCHES AND POTHOLES ARE RESTORED
6. CERTIFICATE OF COMPLIANCE MAY BE REQUIRED FOR THE ASPHALT, AND TACK COAT
7. SEE ALSO DETAILS 300A AND 300B

TRENCH WIDTH

CONDUIT SIZE:	3" OR LESS	4" TO 15"	OVER 15"
MIN. TRENCH WIDTH	6"	O.D. + 24"	O.D. + 36"

CITY OF PACIFICA DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION	STANDARD PAVED STREETS TRENCH DETAIL	REV	DATE	BY	AUG 2014 DWG. NO. 301A

GENERAL TRENCH NOTES

1. Initial backfill material (see Dwg. 301A & Dwg. 301B) shall conform to requirements of the utility having jurisdiction over the installation. For sewer and storm drain pipes, initial fill shall be 3/8 (minus) clean, fractured rock chips.
2. The material to be used for intermediate backfill (see Dwg. 301A & Dwg. 301B) is dependent upon the location of the excavation and the type of native soil at that location:
   a. In unpaved areas, suitable native soil (relatively dry, granular material, as approved by the Engineer) may be replaced if it can be recompacted to at least 95% of its original density (not more than 5% leftover). In planted areas the topsoil must be stockpiled separately from the subsoil, and should be replaced last.
   b. In paved areas over uncemented (loose) sand, clean native material may be replaced. It can be mechanically-compacted or jetted (see below). If the trench sides begin to slough and expose voids under the pavement, the pavement must be cut further back to allow full compaction of those areas all the way up to the pavement.
   c. In paved areas with anything other than uncemented sand, the intermediate fill must be Caltrans Class II Aggregate Base (3/4 maximum); see section 26 of the Caltrans Standard Specifications. It shall be compacted to approximately 95% of maximum density.
3. Fills shall be placed in loose lifts not exceeding 8 inches in thickness before compaction, except that the first lift of initial backfill over a pipe may be up to 16 inches before compaction with manually-operated jumping jack type of equipment. When using a compaction wheel on a backhoe or hydraulic excavator, the initial lift may be up to 36 inches before compaction and subsequent lifts may be up to 24 before compaction.
4. See Dwg. 300B for more information on compacting backfill.
5. In lieu of compacted granular material, trenches may be backfilled with Controlled-Density Fill (CDF or sand-cement slurry); plastic pipes must be sufficiently anchored to prevent floating between anchors.
6. Testing of materials and performance shall be in conformance with the methods stated in the latest edition of the State of California Department of Transportation Standard Specifications.
7. Additional thickness and lifts of asphalt concrete may be required to match existing structural section on major roads.
8. A T-cut is required around all trenches or pits in paved areas. It consists of a widening of the excavation near the top. At a level 12 below the underside of the pavement (generally at least 16 below the pavement surface) there shall be a horizontal ledge 6 wide all around the excavation.

NOTES:

a. CONTRACTOR WILL SHORE ALL TRENCHES IN CONFORMANCE WITH STATE SAFETY STANDARDS (especially Dept. of Industrial Relations, Division of Industrial Safety, Construction Safety Orders, Article 6: Excavations).
b. EDGES OF EXCAVATIONS IN PAVED AREAS SHALL BE SAW-CUT PARALLEL AND/OR PERPENDICULAR TO PAVEMENT EDGE (CURB LINE). PATCHES WITHIN 12 INCHES OF PAVEMENT EDGE SHALL BE EXTENDED TO THE PAVEMENT EDGE. IF THERE IS A CONCRETE GUTTER AT THE PAVEMENT EDGE, THE NEW ASPHALT CONCRETE SHALL FINISH ¼ HIGHER THAN THE CONCRETE
c. VERTICAL FACES OF PAVEMENT AND CONCRETE SHALL BE THOROUGHLY PAINTED WITH APPROVED TACK-COAT MATERIAL PRIOR TO PLACING NEW HOT MIX ASPHALT AGAINST THEM. EMULSION MATERIALS (BROWN) MUST BE ALLOWED TO CURE (TURN BLACK) BEFORE PLACING THE ASPHALT.

CITY OF PACIFICA DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION	STANDARD GENERAL TRENCH NOTES	REV	DATE	BY	AUG 2014 DWG. NO. 300A

DETAILED TRENCHING NOTES

1. Slope trench walls or provide supports in conformance with all local and national safety standards. Open only as much trench as can be safely maintained by available equipment. Backfill all trenches as soon as practicable, but not later than the end of each working day, unless otherwise approved.
2. Minimum Trench Widths:

PIPE DIAMETER	TRENCH WIDTH
12" OR LESS	O.D. PLUS 24" MIN
OVER 12"	O.D. PLUS 36" MIN
ANY NCCWD, PG&E, OR THE WIRED UTILITY COMPANIES	REFER TO COMPANIES STANDARDS

3. Minimum Cover: Minimum cover, from top of roadway surface to pipe or conduit crown, shall be 36 inches or as directed by the utility owning the pipe or conduit.
4. Support of Trench Walls:
   A. When sheeting, jacks, shields, boxes, or other trench supports are used, make sure that support of the pipe and its embedment is maintained throughout installation. Ensure sheeting is sufficiently tight to prevent the trench wall from washing out behind the sheeting.
   B. Unless otherwise approved, sheeting driven into or below the pipe zone shall be left in place to preclude loss of support of foundation and embedment materials. When top of sheeting is to be cut off, make such cut 1.5 feet or more above the pipe crown. Leave rangers, wholers, and braces in place as required to support cutoff sheeting and the trench wall in the vicinity of the pipe zone.
   C. When using movable trench boxes and shields, do not disturb the installed pipe and its embedment. Do not use movable supports below the top of the pipe zone unless approved methods are used for maintaining the integrity of embedment material. Before moving supports, place and compact embedment to sufficient depths to protect the pipe; as supports are moved, finish placing and compacting embedment.
6. Controlling Water in the Trench:
   A. In general, do not lay or embed pipe in standing or running water. Prevent runoff and surface water from entering the trench. Pending approval, use sump pumps, well points, deep wells, geofabrics, perforated underdrains, or stone blankets of sufficient thickness to remove and control water in the trench. To preclude loss of soil support, use dewatering methods that minimize removal of fines and creation of voids in the surrounding soil.
   B. Dewater groundwater to maintain stability of in-situ and imported materials. Maintain water level below pipe bedding and foundation to provide a stable trench bottom. When excavating while depressing groundwater, make sure the groundwater is below the bottom of cut at all times to prevent trench walls from sloughing or washing out from behind sheeting. Control water in the trench before, during, and after pipe installation, and until embedment is installed and sufficient backfill has been placed to prevent flotation of the pipe.
   C. Control running water emanating from drainage of surface or groundwater to preclude undermining of the trench bottom or walls, the foundation, or the pipe embedment. Do so by providing dams, cutoffs, or the barriers periodically along the installation to preclude transport of water along the trench bottom. Backfill all trenches after the pipe is installed to prevent disturbance of pipe and embedment.
7. Compaction Methods: In general, clean, coarse-grained materials (i.e., Caltrans Class I & Class II Aggregates) such as crushed stone, gravels, and sands are more readily compacted using vibratory equipment, whereas fine materials, such as sand require kneading and impact force along with controlled water content.
   A. Hand-guided ("jumping jack") or walk-behind compactors may be used. Vibratory plate tampers may be used for sand, whereas hand tampers or air driven hand-held impact rammers shall be used for all other materials. Gas or diesel powered jumping jacks or small, walk-behind vibratory rollers impart both vibratory and kneading or impact force and hence can be used for most classes of embedment and backfill material.
   B. When approved, sand may be consolidated by water jetting, provided the material is densified in layers no more than 3 feet in depth, the jet pipe is at least 1 inch in diameter and 4 feet in length, the water supply provides a pressure of at least 40 psi, and adequate drainage of free water can be maintained. Work the jet pipe up and down, to flood the full depth of the lift being placed, and move it often to flood the entire area. Above the level of the pipe crown, use a vibra-plate to squeeze the water out of the fill, and do not place the next lift until water stops appearing at the surface.
   C. In long or exceptionally deep trenches through firm soils a compactor wheel on a backhoe or excavator may be used under the observation of a qualified inspector who will direct the lift depth and the duration of the effort.

CITY OF PACIFICA DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION	STANDARD DETAILED TRENCH NOTES	REV	DATE	BY	AUG 2014 DWG. NO. 300B

CITY OF PACIFICA

PUBLIC WORKS / ENGINEERING DIVISION

DESIGNED BY: BB
DRAWN BY: BB
CHK'D BY: RY
APPROVED BY: RY

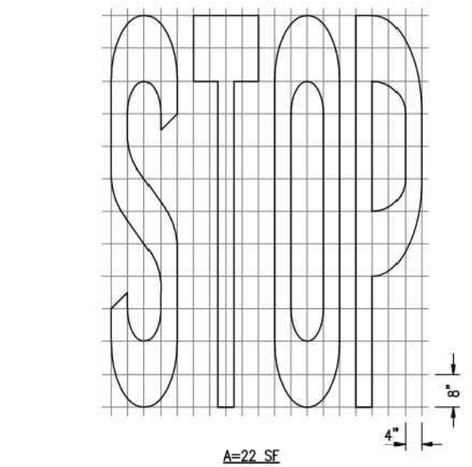
REV.	DATE	DESCRIPTION	BY

REVISIONS

SPECIFICATIONS & STANDARD DETAILS

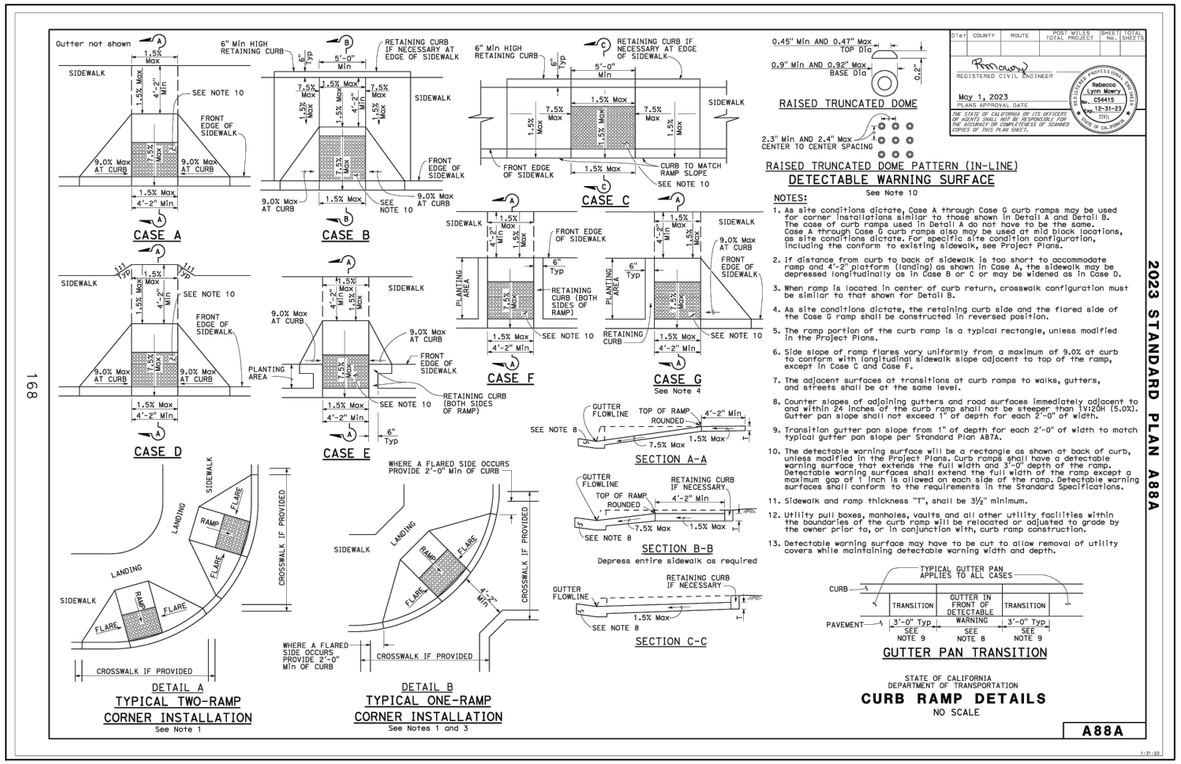
SCALE:

SHEET: 11



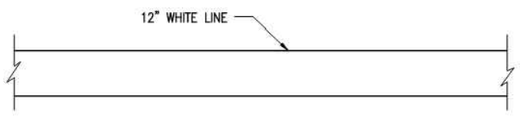
(A) STOP DETAIL

CALTRANS 2023 STANDARD PLAN A24D



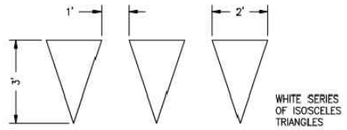
1. Subgrade shall be compacted to at least 90% of maximum density in the top 6 inches prior to placing base material as specified below.
2. Where unsuitable subgrade material is encountered, the City Engineer may require remedial work to be done, including, but not limited to, removing additional soil and placing an additional layer of crushed rock and/or geotechnical fabric under the base material.
3. Base material under curb, gutter, and sidewalk must be Caltrans Class 2 Aggregate Base, compacted to approximately 95% of maximum density. The compacted thickness of base material must not be less than 6 inches.
4. Existing concrete shall be removed at expansion joints or shall be saw cut. Saw-cuts in sidewalk or curb shall be at an existing score line in the sidewalk.
5. Concrete thicker than 4 inches must be saw-cut to at least 4 inches deep before chipping out the rest, but if remaining concrete becomes cracked or damaged it shall be replaced as well.
6. No utility boxes, cleanouts, poles, or structures of any kind will be permitted in the sidewalk area without the written approval of the City Engineer.
7. New work shall reasonably match existing texture and color of adjacent existing concrete.
8. Base material shall be moistened immediately prior to placing concrete.
9. Concrete shall be designated as 3,000 psi 28-day compressive strength with Type II or V Portland cement and ¾ inch maximum crushed rock aggregate. No admixtures shall be used without the written permission of the City Engineer. For infill or replacement concrete, where adjacent concrete is darkened with age, one pound of lampblack may be added per C.Y.
10. Concrete shall have a slump of not more than 4 inches.
11. New sidewalk, curb or gutter shall be connected to adjacent existing concrete using 12 inch long by ½ inch diameter steel dowels (#4 rebar is acceptable) in tight fitting holes drilled into the existing concrete (approximately 6 inches into adjacent sidewalk, curb and gutter, or 4" into the back of curb).
12. Half inch thick expansion joints shall be placed on both sides of driveway approaches, curb and sidewalk return points, fixed structures (including storm drain inlets), and at approximately 24 feet on center. An expansion joint shall also be placed between the back of sidewalk or driveway approach and any driveway, walkway or foundation poured against it. Weakened plane joints shall be placed at all inside corners (including tree wells and parkway strips), both sides of utility boxes and wherever shrinkage would concentrate stresses, and otherwise at no more than 12 feet on centers. See standard 110 for more. Expansion joint material shall completely separate the concrete all the way to the forms and down to base material, and it shall be cut to match curved surfaces. Expansion joints within sidewalk, curb and gutter shall have steel dowels joining the concrete on both sides of the joint. These dowels shall be smooth, or one side of the joint shall have the dowels wrapped with sleeves to allow them to move.
13. One quarter inch deep by one quarter inch radius score lines in sidewalks shall be evenly spaced at approximately 4 feet apart or as directed by the City Engineer. In addition, a similar score mark shall be placed 6 inches back from the face of curb where curb and sidewalk are poured monolithically. See standard 110.
14. No concrete shall be placed until the City Engineer has inspected and approved forms, subgrade and base material, and dowels into adjacent existing concrete.
15. All exposed edges shall be rounded with a ½ inch radius tool. Sidewalk shall have a medium broom finish cross-wise to the direction of travel. Curbs and gutters shall have a light wood float finish.
16. No voids or rock-pockets shall be present in any exposed surfaces. Any patching done must blend completely with the surrounding surface. If any standing water fails to drain off sidewalk or gutter surfaces, that portion of sidewalk or gutter must be replaced.
17. Curbs, sidewalks and driveway approaches shall be backfilled within 7 days after pouring.
18. Form faces shall not vary from the dimensions shown by more than ¼ inch.
19. Unless otherwise specified on the plans, concrete shall be cured by means of the impervious membrane.
20. All new sidewalk constructed adjacent to new curbs shall be Type "A" (poured monolithic with curb) unless otherwise approved in writing by the City Engineer. See Standard 101A.
21. Wherever a portion of existing curb or gutter needs to be replaced it shall be replaced as a complete, curb-and-gutter unit monolithic with sidewalk if contiguous.
22. Saw-cut, remove and replace a section of pavement at least sixteen inches wide by the full depth of the pavement alongside any replaced or new section of concrete curb, gutter or valley gutter, including where new ADA access ramps or driveway approach ramps are installed in existing sidewalk.
23. Edges of remaining pavement shall be heavily coated with approved tack-coat material before new asphalt concrete is placed against them. The joint between the old and new pavement shall be sealed with tack-coat and covered with sand.
24. Asphalt concrete pavement adjacent to new concrete shall not be installed for at least 7 days after pouring concrete. Concrete shall be heavily coated with approved tack-coat material before asphalt concrete is placed against it.

CITY OF PACIFICA Dept. of Public Works ENGINEERING DIVISION	STANDARD CURB, GUTTER, SIDEWALK AND DRIVEWAY NOTES	REV	DATE	BY:	AUG 2014 DWG. NO. 101A



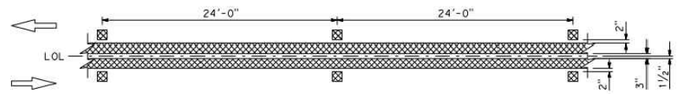
(B) LIMIT LINE DETAIL

CALTRANS 2023 STANDARD PLAN A24G



(C) YIELD LINE DETAIL

CALTRANS 2023 STANDARD PLAN A24G



(D) CENTERLINE - DETAIL 22

CALTRANS 2023 STANDARD PLAN A20A

LEGEND:
- TYPE C RED-CLEAR RETROREFLECTIVE MARKER
- TYPE D TWO-WAY YELLOW RETROREFLECTIVE MARKER
- TYPE G ONE-WAY CLEAR RETROREFLECTIVE MARKER
- TYPE H ONE-WAY YELLOW RETROREFLECTIVE MARKER
- 6" WHITE LINE
- 6" YELLOW LINE

CITY OF PACIFICA PUBLIC WORKS / ENGINEERING DIVISION	REV.	DATE	DESCRIPTION	BY	SPECIFICATIONS & STANDARD DETAILS	SCALE: SHEET: 12
DESIGNED BY: BB DRAWN BY: BB CHK'D BY: RY APPROVED BY: RY			REVISIONS			