

STRIPING AND SIGNING GENERAL NOTES:

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH: CITY OF SACRAMENTO DESIGN & PROCEDURES MANUAL, DATED SEPTEMBER 1990, CITY STANDARD SPECIFICATIONS, DATED JUNE 2007, CALTRANS STANDARD PLANS, DATED MAY 2006 AND THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2006 EDITION.
2. THIS PLAN IS ACCURATE FOR SIGNING AND STRIPING WORK ONLY.
3. ALL EXISTING SIGNING, STRIPING, AND MARKINGS TO REMAIN, UNLESS OTHERWISE NOTED. CONFLICTS BETWEEN EXISTING AND PROPOSED SHALL BE RESOLVED BY THE ENGINEER.
4. EXACT POSITION AND LOCATION OF ALL ROADSIDE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. REMOVAL OF EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY SANDBLASTING OR OTHER APPROVED GRINDING METHOD.
6. CROSSWALKS SHALL BE 12 FEET WIDE INCLUDING THE 12" SOLID PAVEMENT MARKINGS AND SHALL BE WHITE UNLESS OTHERWISE NOTED.
7. ALL SIGNING AND STRIPING WORK SHALL BE COORDINATED WITH THE ELECTRICAL WORK AS DIRECTED BY THE ENGINEER.
8. LANE WIDTHS ADJACENT TO CURBS ARE MEASURED TO THE FACE OF CURB.
9. TRAFFIC SIGNS SHALL BE INSTALLED BEHIND THE SIDEWALK WHEN THE SIDEWALK IS IMMEDIATELY ADJACENT TO THE CURB. SIGNS SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK WHEN THE SIDEWALK IS NOT IMMEDIATELY ADJACENT TO THE CURB. CLEARANCE FROM THE GROUND OF AT LEAST SEVEN FEET DESIGN CLEARANCE REQUIREMENT IS NOT SATISFIED AFTER THE INSTALLATION OF ADDITIONAL SIGN PANELS, CONTRACTOR SHALL INSTALL A NEW SIGN POST.
10. ALL STREET NAME SIGNS (R1, R2, W SERIES, AND SCHOOL ZONE SIGNS) SHALL INCLUDE ASTM TYPE IX SHEETING. FOR ALL OTHER SIGNS, USE ASTM TYPE I OR TYPE III SHEETING. SCHOOL ZONE SIGNAGE SHALL BE FLUORESCENT YELLOW-GREEN WHERE YELLOW IS INDICATED IN THE MUTCD.
11. MOUNT SIGNS USING BANDING ON SIGNAL AND STREET LIGHT POLES WHERE FEASIBLE. SEE ELECTRICAL PLANS FOR POLE LOCATIONS.
12. CONTRACTOR SHALL VERIFY WITH THE ENGINEER THE EXACT STREET NAME AND STREET ADDRESS FOR PLACEMENT ON STREET NAME SIGNS PRIOR TO ORDERING SIGNS.
13. ALL SIGNS REGULATING PARKING SHALL BE DOUBLE SIDED AND SIDE MOUNTED.
14. AT NEWLY SIGNALIZED LOCATIONS, REMOVE EXISTING STOP SIGNS, STOP LEGENDS AND STAMCHONS AT THE TIME SIGNAL IS TURNED ON.

LEGEND:

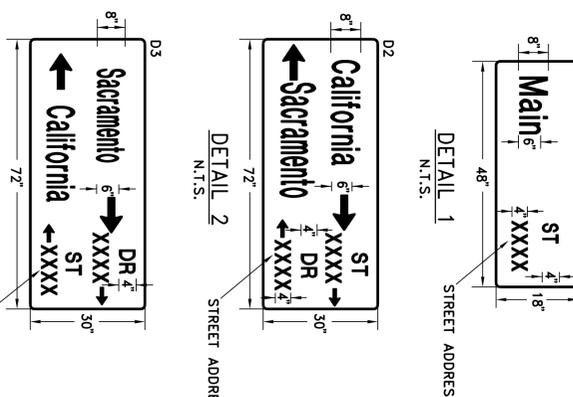
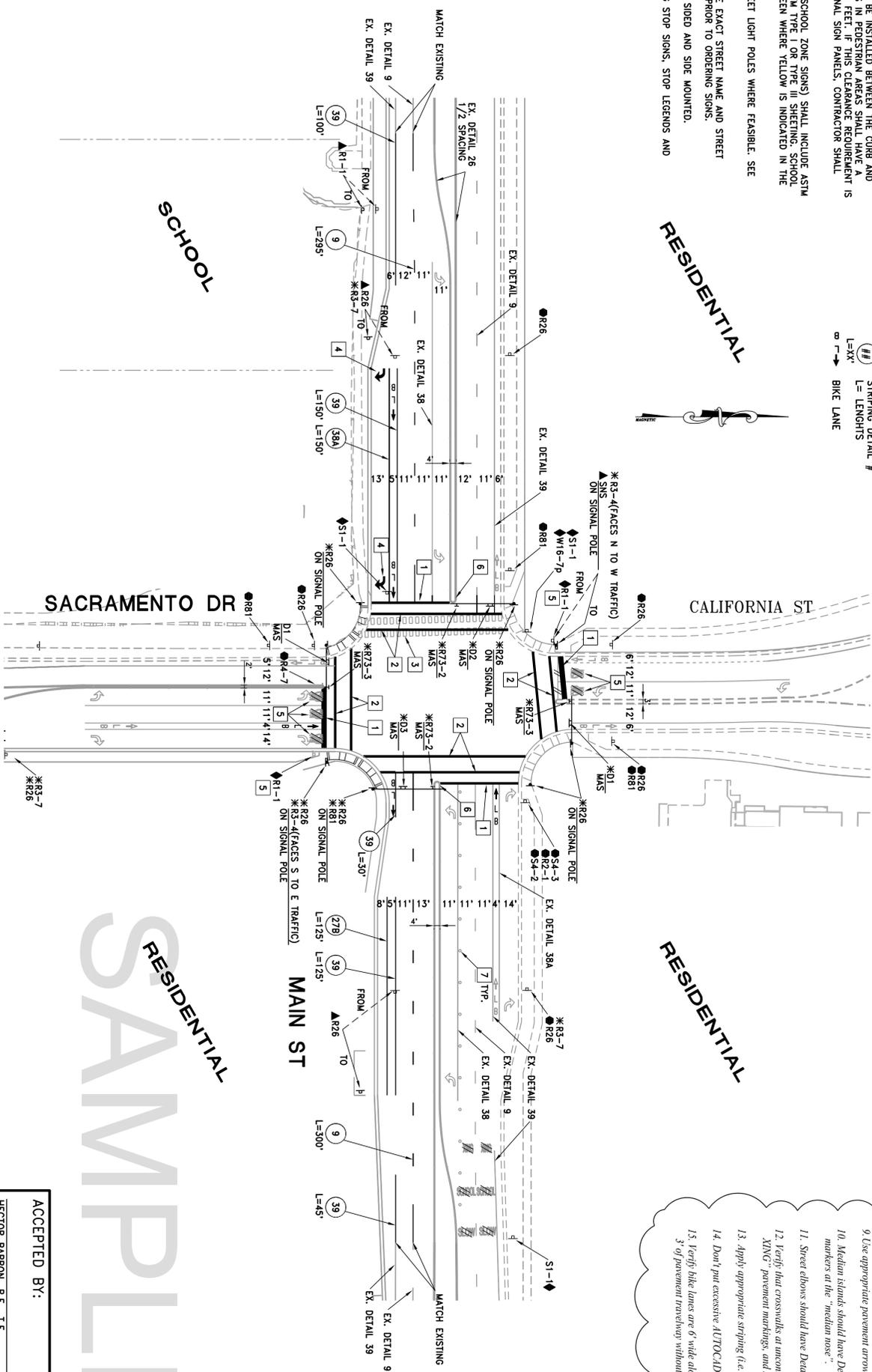
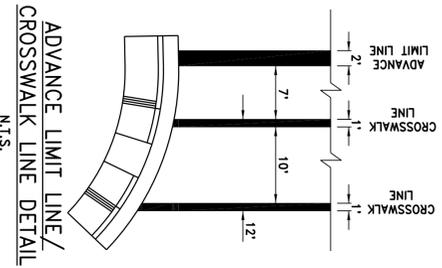
- * INSTALL ROADSIDE SIGN
- ◆ REMOVE ROADSIDE SIGN
- ▲ RELOCATE EXISTING SIGN
- EXISTING ROADSIDE SIGN TO REMAIN
- ◄ EXISTING ROADSIDE SIGN LOCATION
- ⊥ ROADSIDE SIGN LOCATION (ONE-POST)
- MAS MAST ARM MOUNTED SIGN
- ≠≠ REMOVE EXISTING TRAFFIC STRIPING OR PAVEMENT MARKING
- EXISTING SIGNAL/STREET LIGHT POLE
- NEW SIGNAL/STREET LIGHT POLE
- MAST ARM POLE
- ⊕ STRIPING DETAIL #
- L-XX L-LENGTHS
- ⊕ BIKE LANE

SIGNING AND STRIPING NOTES: (FOR THIS SHEET ONLY)

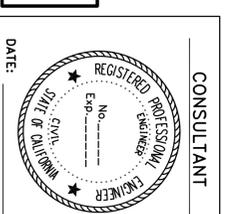
- 1 PLACE 2' WHITE STOP BAR. SEE ADVANCE LIMIT LINE/CROSSWALK LINE DETAIL ON THIS SHEET.
- 2 PLACE 12" YELLOW CROSSWALK.
- 3 REMOVE EXISTING TRIPLE-FOUR CROSSWALK.
- 4 PLACE TYPE IV PAVEMENT ARROW.
- 5 CONTRACTOR SHALL REMOVE ALL "STOP" SIGNS AND "STOP" PAVEMENT LEGEND WHEN TRAFFIC SIGNAL IS TURNED ON.
- 6 SEE MEDIAN NOSE SIGNING AND STRIPING DETAIL IN STANDARD SPECS.
- 7 REMOVE EXISTING SURFACE-MOUNTED CHANNELLEZER.

**Helpful Hints
For Signing and Striping
Plan Preparation**
(not to be put on the plan)

1. Show existing signage and striping in a shaded tone.
2. Show proposed signage and striping in a bold tone.
3. Identify all existing improvements (travel lanes, crosswalks, medians, bus stops, etc.) on both sides of the street for at least 150' beyond the site / project, or as directed by staff.
4. Use existing or proposed elevations for sign installation when possible.
5. Travel lane offsets are not preferred. However, if there is an offset, verify that it is a minimal / acceptable offset based on design speed.
6. Verify that the appropriate design vehicle can make the turning movements.
7. Verify that U-turns have 44' available for turning movement. The 44' is from the center of the 8" stripe, occupying the right side of a left-turn travel lane, to the face of the opposing curb.
8. Show existing or proposed signs that are on the electro pole or mast arm of the traffic signal.
9. Use appropriate pavement arrows and lane line striping based on design speed.
10. Median islands should have Detail 26 placed around it, at half spacing, as well as appropriate signage and markers at the "median nose".
11. Street elbows should have Detail 23 placed along the curved portion of the pavement crown.
12. Verify that crosswalks at uncontrolled intersections have appropriate triple four crosswalks, "SLOW PED XING" pavement markings, and signage.
13. Apply appropriate striping (i.e. yellow crosswalks) and signage near schools.
14. Don't put excessive AUTOCAD layers (i.e. utilities, bench marks, etc.) on the signing and striping plan.
15. Verify bike lanes are 6' wide along a roadway segment and 5' wide at the intersections. Bike lanes shall have 3' of pavement travelway without conflicts between the gutter lip or inlet.



ACCEPTED BY: _____ DATE _____
HECTOR BARROD, P.E., T.E.
TRAFFIC ENGINEER, CITY OF SACRAMENTO



SAMPLE INTERSECTION IMPROVEMENT PLANS FOR
Main St., Sacramento Dr. & California St.

SIGNING AND STRIPING SHEET

P: XX-XXX
S-1
OF
S-1

NO.	REVISIONS	DATE	BY

BENCH MARK ELEV. _____
DESCRIPTION: _____

SCALE
HORIZ. = 1"=40'
VERT. = _____
DRAWN BY: _____ DATE _____

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION
DESIGNED BY: _____ DATE _____
CHECKED BY: _____ DATE _____

CONSULTANT INFORMATION

CONSULTANT
DATE: _____