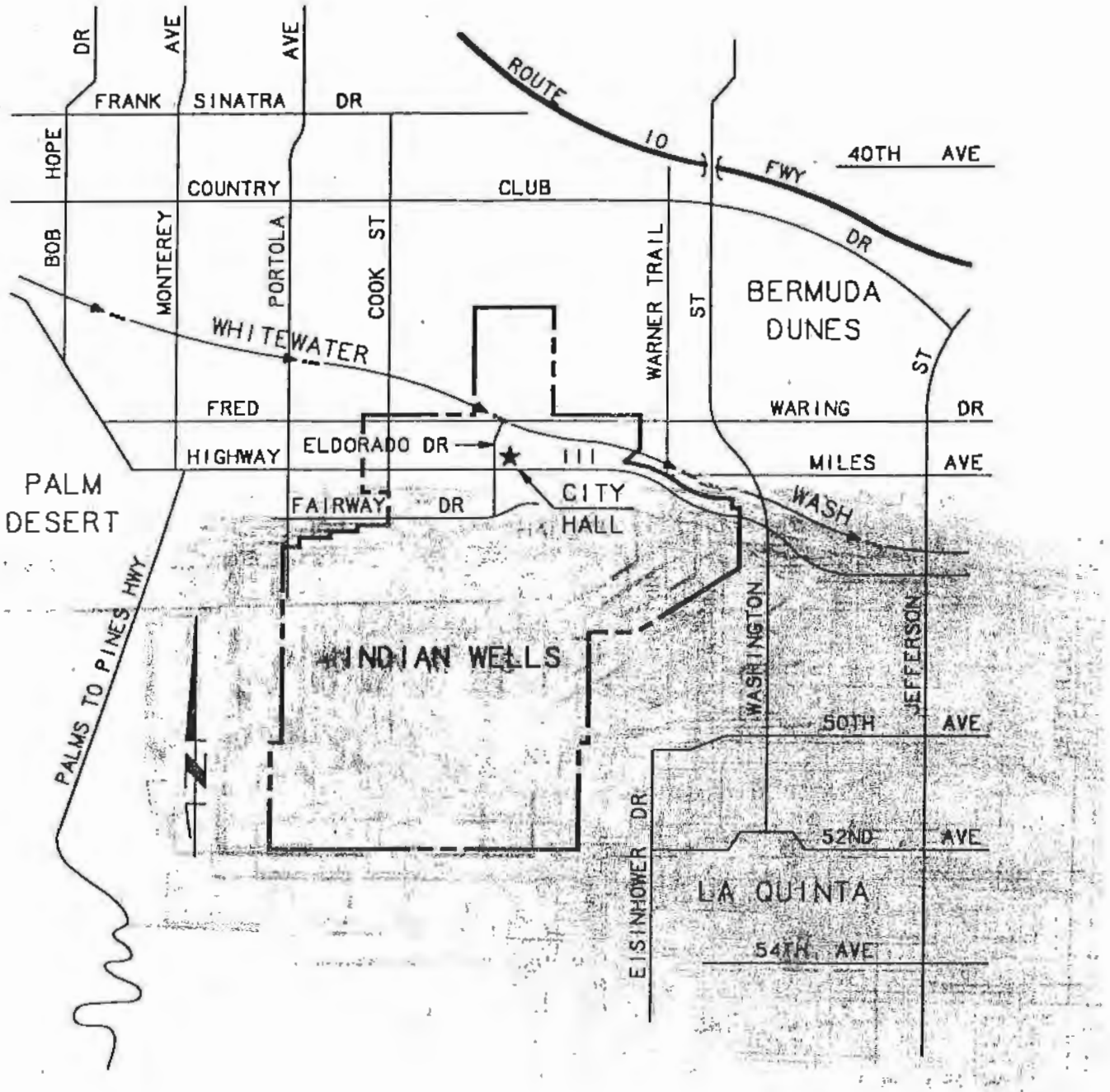
CITY OF INDIAN WELLS

STANDARD PLANS AND SPECIFICATIONS

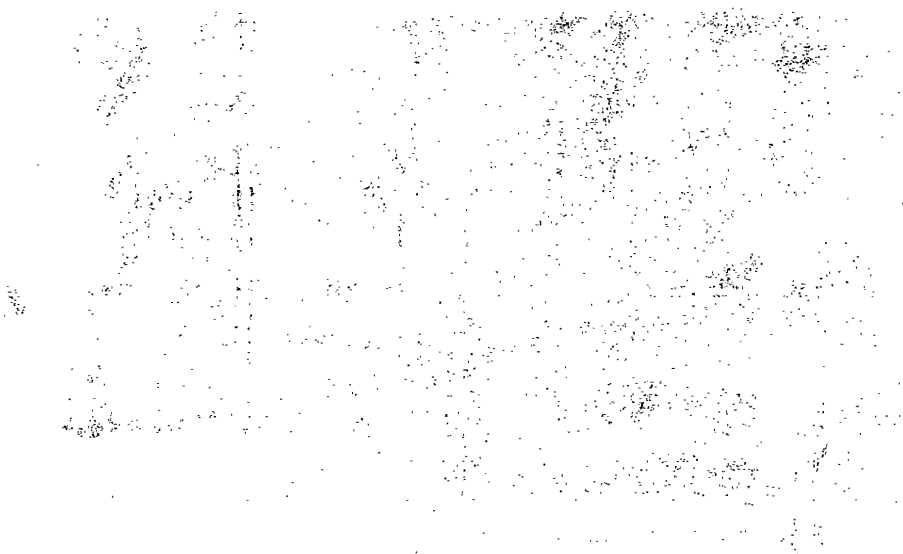
ISSUED MARCH, 1992

(and as subsequently amended herein)



NOTICE TO USERS OF THESE STANDARD PLANS

THE CITY OF INDIAN WELLS HAS DEVELOPED THESE STANDARD PLANS FOR USE IN CONJUNCTION WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION. IN THE EVENT OF A DISCREPANCY BETWEEN THESE STANDARD PLANS AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THE STANDARD PLANS SHALL GOVERN UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.



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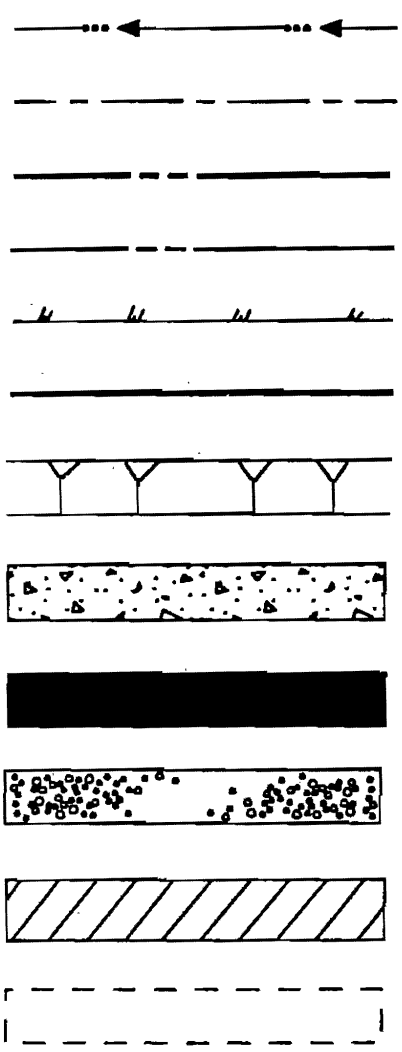
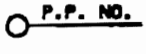
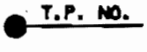
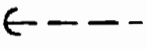
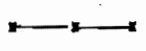
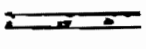
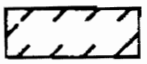
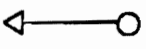
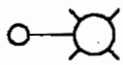


NOTES:

1. SOLID LINES SHALL INDICATE IMPROVEMENTS TO BE CONSTRUCTED.
2. DASHED LINES SHALL INDICATE EXISTING IMPROVEMENTS.
3. IN ADDITION TO SYMBOLIZATION, EACH EXISTING IMPROVEMENT TO BE REMOVED SHALL HAVE A SEPARATE REMOVAL CONSTRUCTION NOTE ON THE PLAN.
4. SOLID LINES THAT HAVE BEEN SCREENED A MINIMUM OF 50 PERCENT MAY BE USED IN LIEU OF DASHED LINES TO REPRESENT EXISTING IMPROVEMENTS.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	IMPROVEMENT PLAN LEGEND	100
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 2

	METER		EDISON POLE
	VALVE		TELEPHONE POLE
	MANHOLE		GUY WIRE
	VAULT		CHAIN LINK FENCE
	FIRE HYDRANT		WOOD FENCE
	SURVEY MONUMENT		BLOCK WALL
	TREE		CONCRETE WALL
	PALM TREE		BUILDING
	SHRUB		TRAFFIC SIGNAL
	STREET SIGN		SIGNAL CONTROLLER
	STREET LIGHT		PULL BOX
	BARRICADE		MAIL BOX

NOTE:

ALL MANHOLES, VAULTS, METERS, AND VALVES SHALL BE IDENTIFIED ON THE PLAN BY THE USE OF A LEADER WITH APPROPRIATE LABELING.

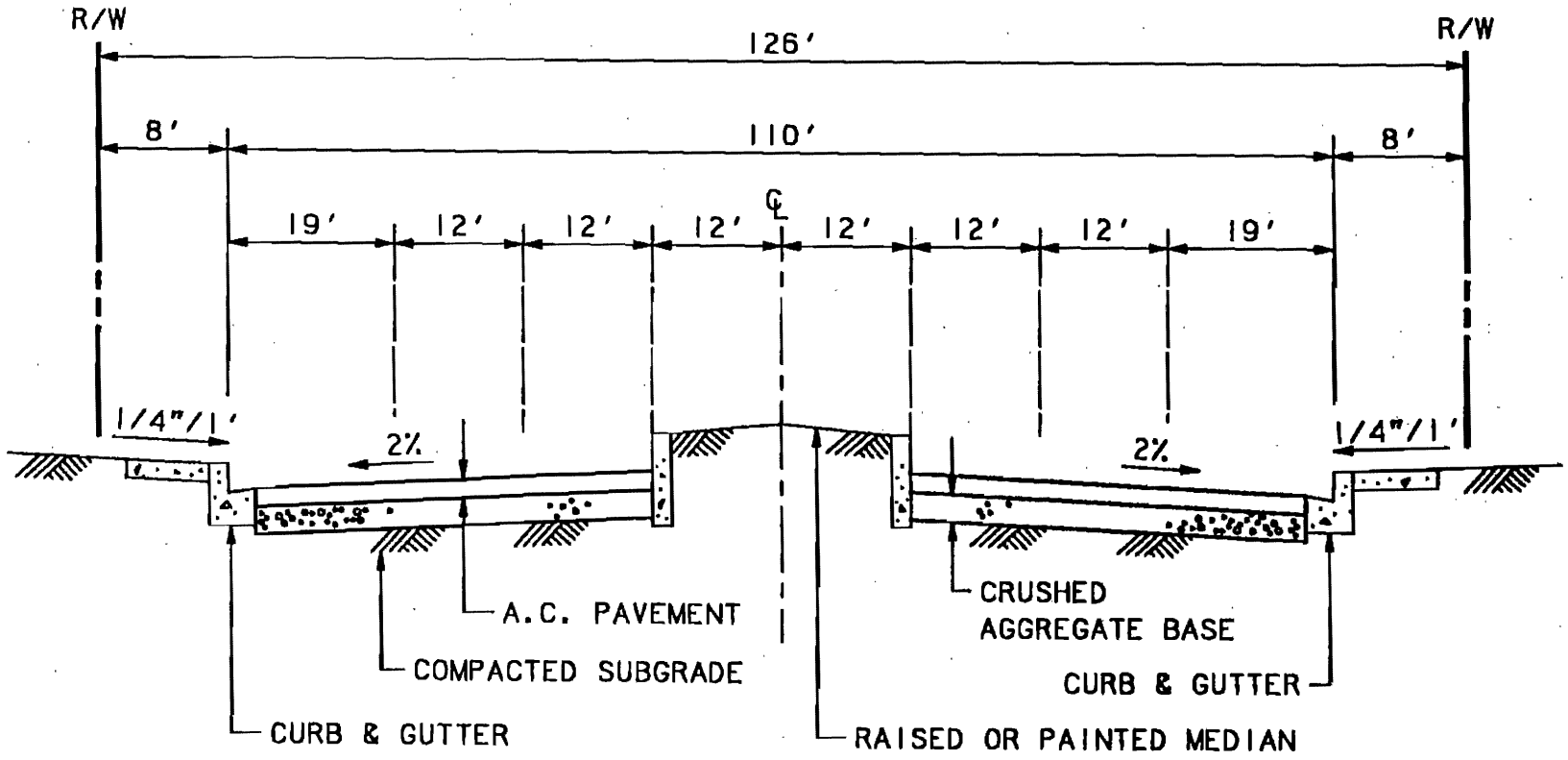
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	IMPROVEMENT PLAN LEGEND	100
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/29/92 R.C.E. NO. 32506
4		2 OF 2

ABD	ABANDONED
AP	ANGLE POINT
ACP	ASBESTOS CEMENT PIPE
AC	ASPHALTIC CONCRETE
BCR	BEGIN CURB RETURN
BC	BEGIN CURVE
BVC	BEGIN VERTICAL CURVE
CATV	CABLE TELEVISION
CIPP	CAST IN PLACE PIPE
CIP	CAST IRON PIPE
CB	CATCH BASIN
℄	CENTERLINE
CIW	CITY OF INDIAN WELLS
CAB	CRUSHED AGGREGATE BASE
CF	CURB FACE
C&G	CURB AND GUTTER
Δ	CURVE DELTA
L	CURVE LENGTH
DWY	DRIVEWAY
DIP	DUCTILE IRON PIPE
EG	EDGE OF GUTTER
EP	EDGE OF PAVEMENT
E	ELECTRIC
ECR	END CURB RETURN
EC	END CURVE
EVC	END VERTICAL CURVE
EX	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FS	FINISH SURFACE
FH	FIRE HYDRANT
FL	FLOW LINE
FM	FORCE MAIN
G	GAS
GM	GAS METER/SERVICE
GB	GRADE BREAK
HPG	HIGH PRESSURE GAS
HGL	HYDRAULIC GRADE LINE
INV	INVERT
LD	LOCAL DEPRESSION
MH	MANHOLE
NIC	NOT IN CONTRACT
OH	OVERHEAD
PT	POINT
PCC	POINT OF COMPOUND CURVE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVE
PRVC	POINT OF REVERSE VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE
PL	PROPERTY/LOT LINE
PB	PULL BOX
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
T	SEMITANGENT LENGTH
SCO	SEWER CLEAN OUT
SWK	SIDEWALK
SD	STORM DRAIN
SL	STREET LIGHT/CONDUIT
T	TELEPHONE
TP	TELEPHONE POLE
TB	TOP OF BERM
TC	TOP OF CURB
TF	TOP OF FOOTING
TW	TOP OF WALL
TS	TRAFFIC SIGNAL/CONDUIT
UG	UNDERGROUND
UNK	UNKNOWN
VLT	VAULT
VCP	VITRIFIED CLAY PIPE
W	WATER
WM	WATER METER/SERVICE
WV	WATER VALVE

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	STANDARD ABBREVIATIONS	101
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1

CITY OF INDIAN WELLS

MAJOR ARTERIAL HIGHWAY



NOTES:

1. STRUCTURAL SECTION TO BE DETERMINED BY SOILS TESTING AND APPROVED BY THE CITY ENGINEER.
2. FINISHED SURFACE TO BE 3/8 INCH ABOVE LIP OF GUTTER.
3. MEDIAN CURB TO BE TYPE "D-8" PER STANDARD NO.202
4. PARKWAY CURB AND GUTTER TO BE TYPE "A-6" PER STANDARD NO.200 OR TYPE "A-8" PER STANDARD NO.201
5. SEE STANDARD NO.205 FOR SIDEWALK DETAILS.

APPROVED BY:
K.H. BELL DIRECTOR OF PUBLIC WORKS DATE: 2/27/92
R.C.E. NO. 52506

REVISIONS
1
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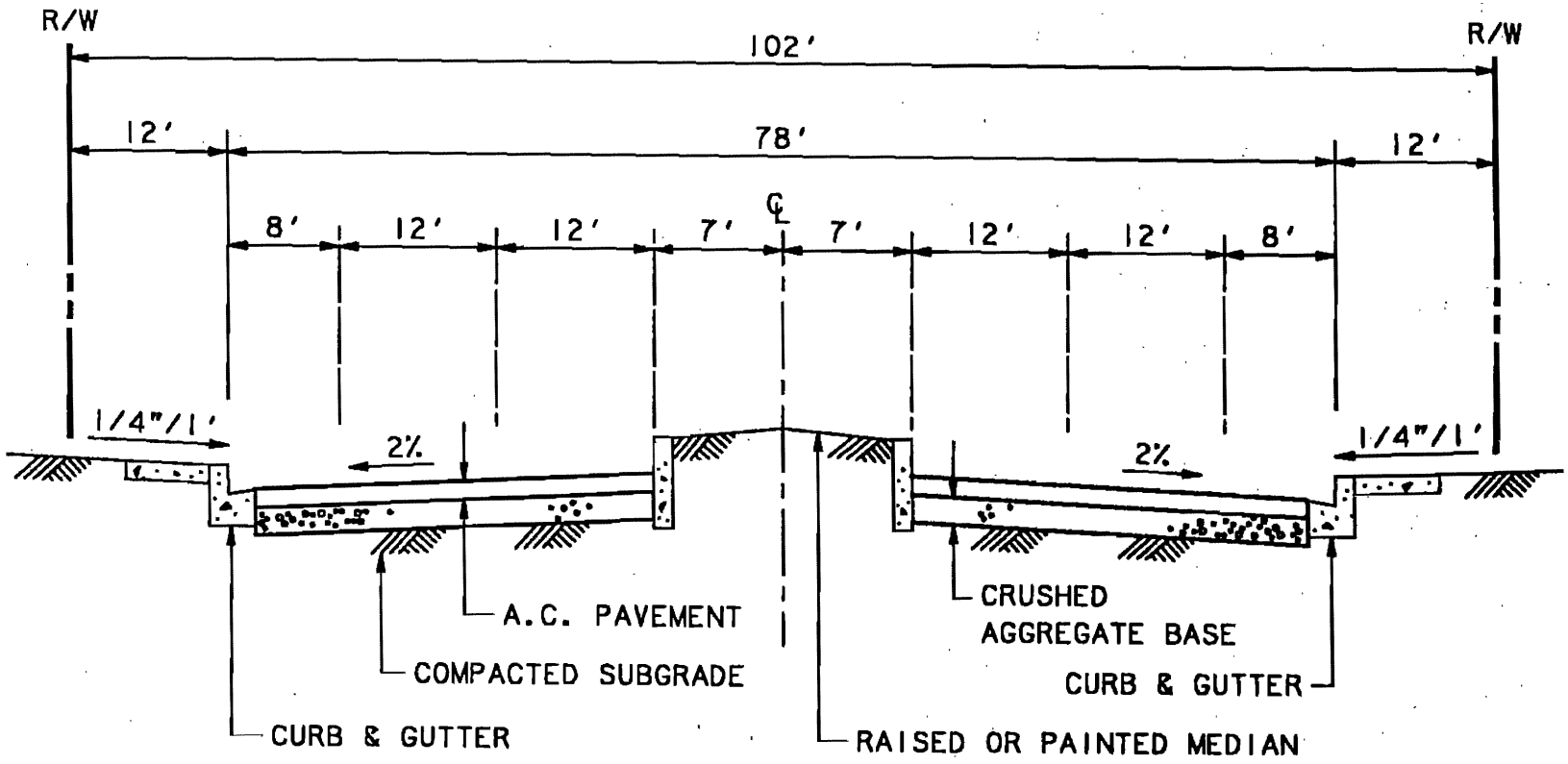
STANDARD PLAN NO. 102

1 OF 1

CITY OF INDIAN WELLS

PRIMARY ARTERIAL HIGHWAY



NOTES:

1. STRUCTURAL SECTION TO BE DETERMINED BY SOILS TESTING AND APPROVED BY THE CITY ENGINEER.
2. FINISHED SURFACE TO BE 3/8 INCH ABOVE LIP OF GUTTER.
3. MEDIAN CURB TO BE TYPE "D-8" PER STANDARD NO.202
4. PARKWAY CURB AND GUTTER TO BE TYPE "A-6" PER STANDARD NO.200 OR TYPE "A-8" PER STANDARD NO.201
5. SEE STANDARD NO.205 FOR SIDEWALK DETAILS.

APPROVED BY:
K.H. BELL
DIRECTOR OF PUBLIC WORKS
DATE: 3/27/92
R.C.E.NO.32506

STANDARD PLAN NO. 103

1 OF 1

REVISIONS
1
2
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4

CITY OF INDIAN WELLS

SECONDARY ARTERIAL HIGHWAY

REVISIONS

1	
2	
3	
4	

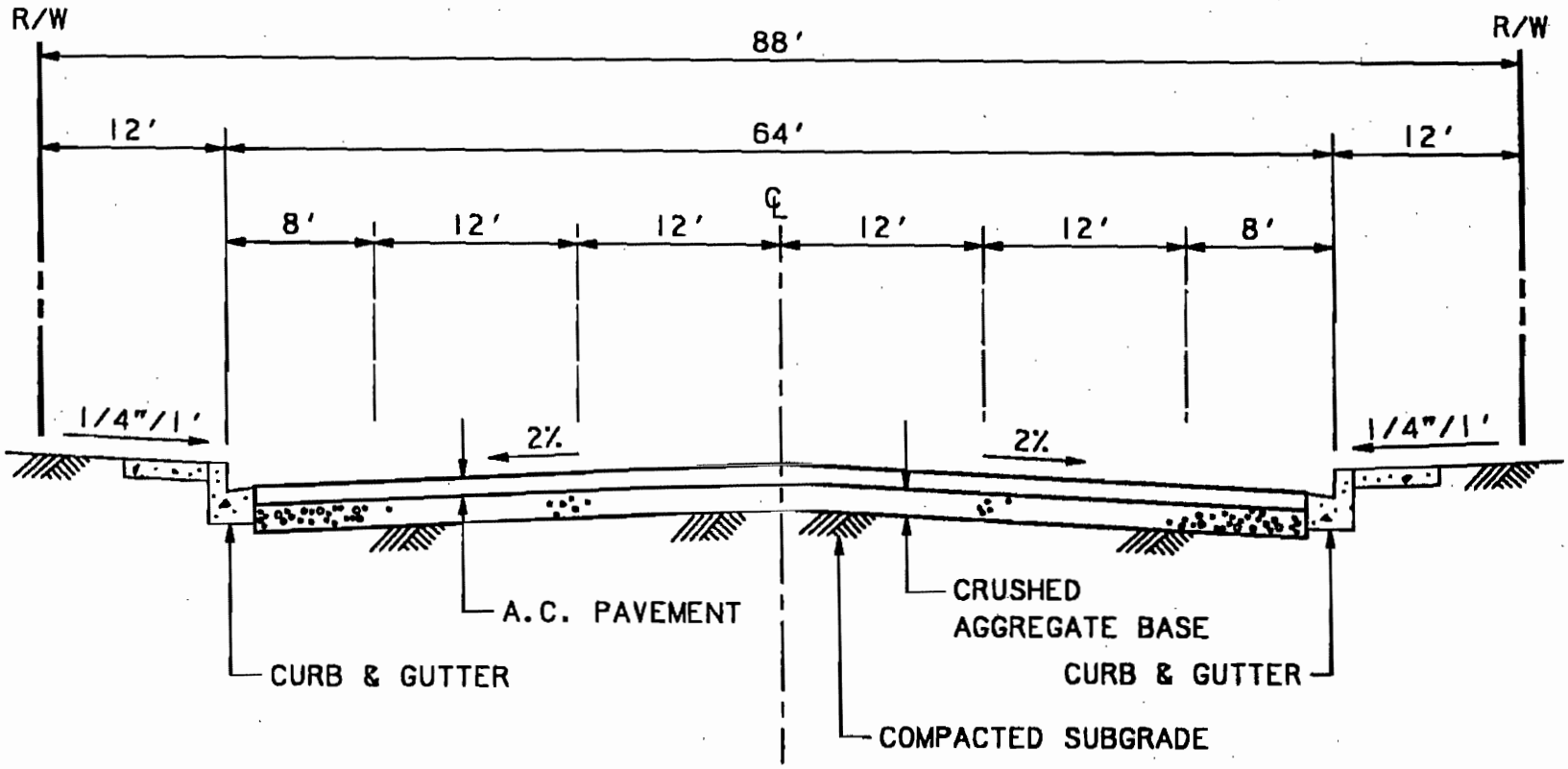
APPROVED BY:

K.H. BELL DIRECTOR OF PUBLIC WORKS DATE: 3/27/92

R.C.E. NO. 32506

STANDARD PLAN NO. 104

1 OF 1



NOTES:

1. STRUCTURAL SECTION TO BE DETERMINED BY SOILS TESTING AND APPROVED BY THE CITY ENGINEER.
2. FINISHED SURFACE TO BE 3/8 INCH ABOVE LIP OF GUTTER.
3. PARKWAY CURB AND GUTTER TO BE TYPE "A-6" PER STANDARD NO.200 OR TYPE "A-8" PER STANDARD NO.201
4. SEE STANDARD NO.205 FOR SIDEWALK DETAILS.

REVISIONS

1 2 3 4

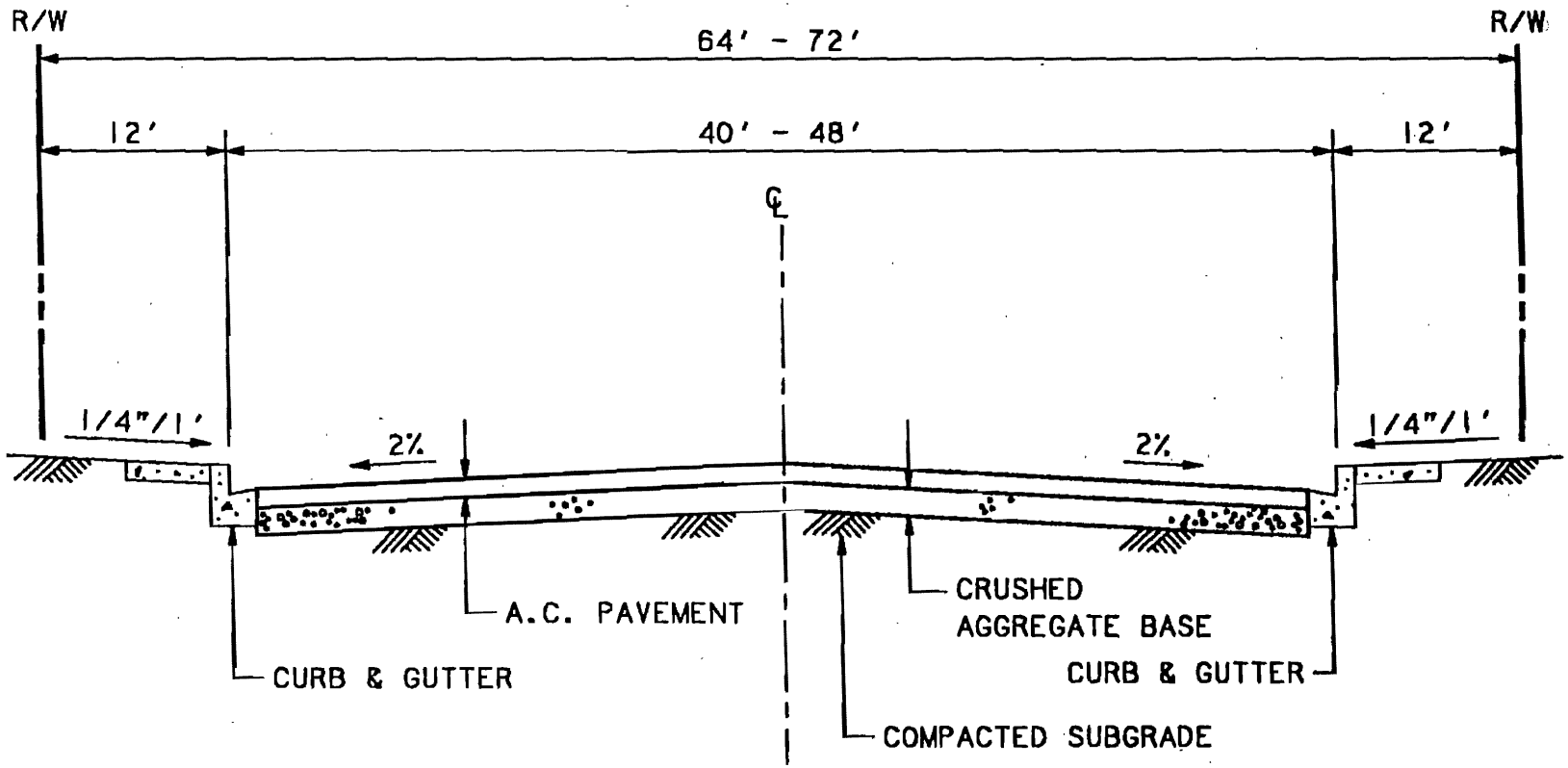
CITY OF INDIAN WELLS

COLLECTOR STREET

APPROVED BY:
K.H. BELL
DIRECTOR OF PUBLIC WORKS
R.C.E. NO. 32506
DATE: 3/27/92

STANDARD PLAN NO. 105

1 OF 1

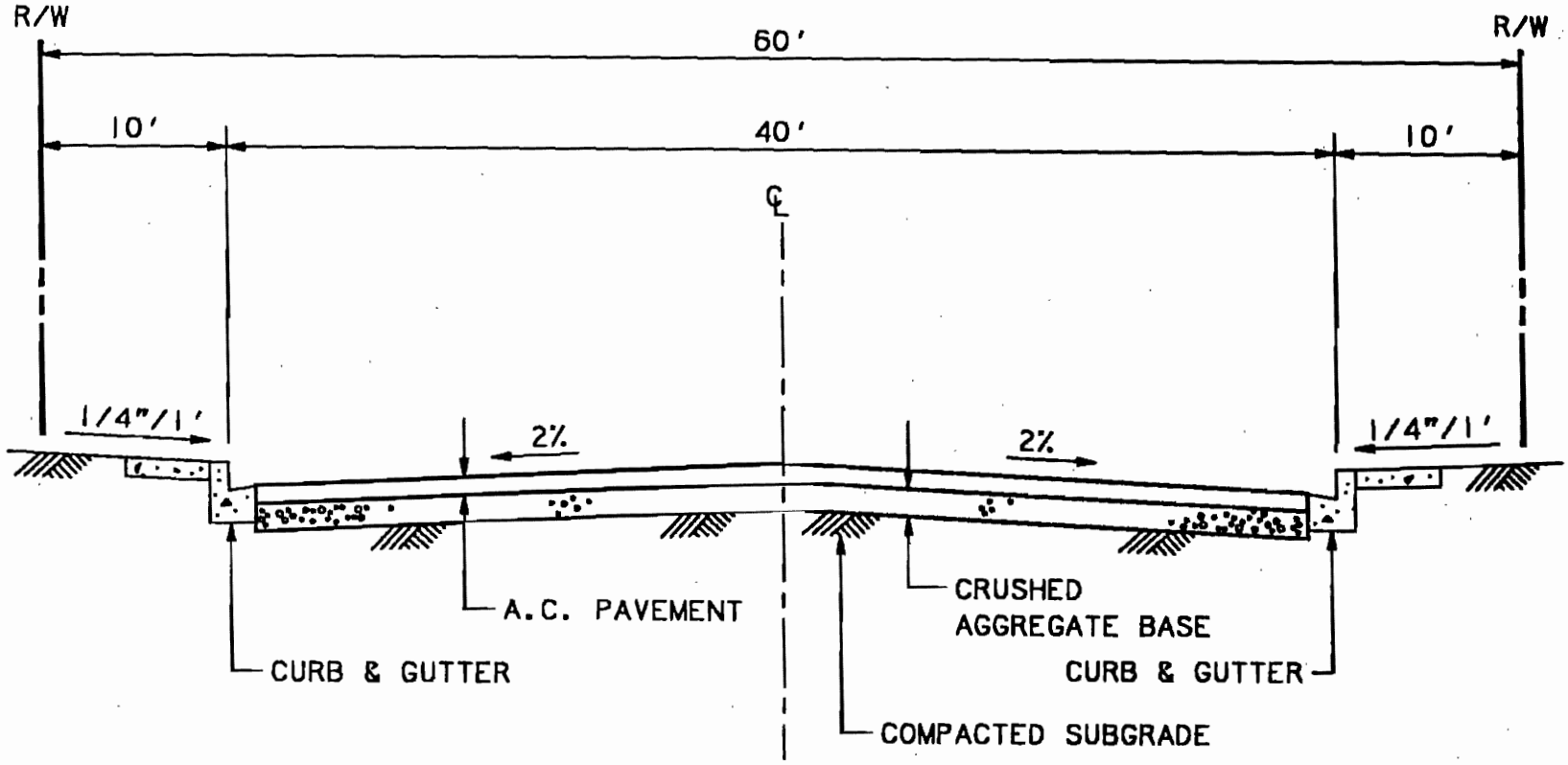


NOTES:

1. STRUCTURAL SECTION TO BE DETERMINED BY SOILS TESTING AND APPROVED BY THE CITY ENGINEER.
2. FINISHED SURFACE TO BE 3/8 INCH ABOVE LIP OF GUTTER.
3. PARKWAY CURB AND GUTTER TO BE TYPE "A-6" PER STANDARD NO. 200 OR TYPE "A-8" PER STANDARD NO. 201
4. SEE STANDARD NO. 205 FOR SIDEWALK DETAILS.

CITY OF INDIAN WELLS

LOCAL STREET



NOTES:

1. STRUCTURAL SECTION TO BE DETERMINED BY SOILS TESTING AND APPROVED BY THE CITY ENGINEER.
2. FINISHED SURFACE TO BE 3/8 INCH ABOVE LIP OF GUTTER.
3. PARKWAY CURB AND GUTTER TO BE TYPE "A-6" PER STANDARD NO. 200 OR TYPE "A-8" PER STANDARD NO. 201
4. SEE STANDARD NO. 205 FOR SIDEWALK DETAILS.

REVISIONS

1	
2	
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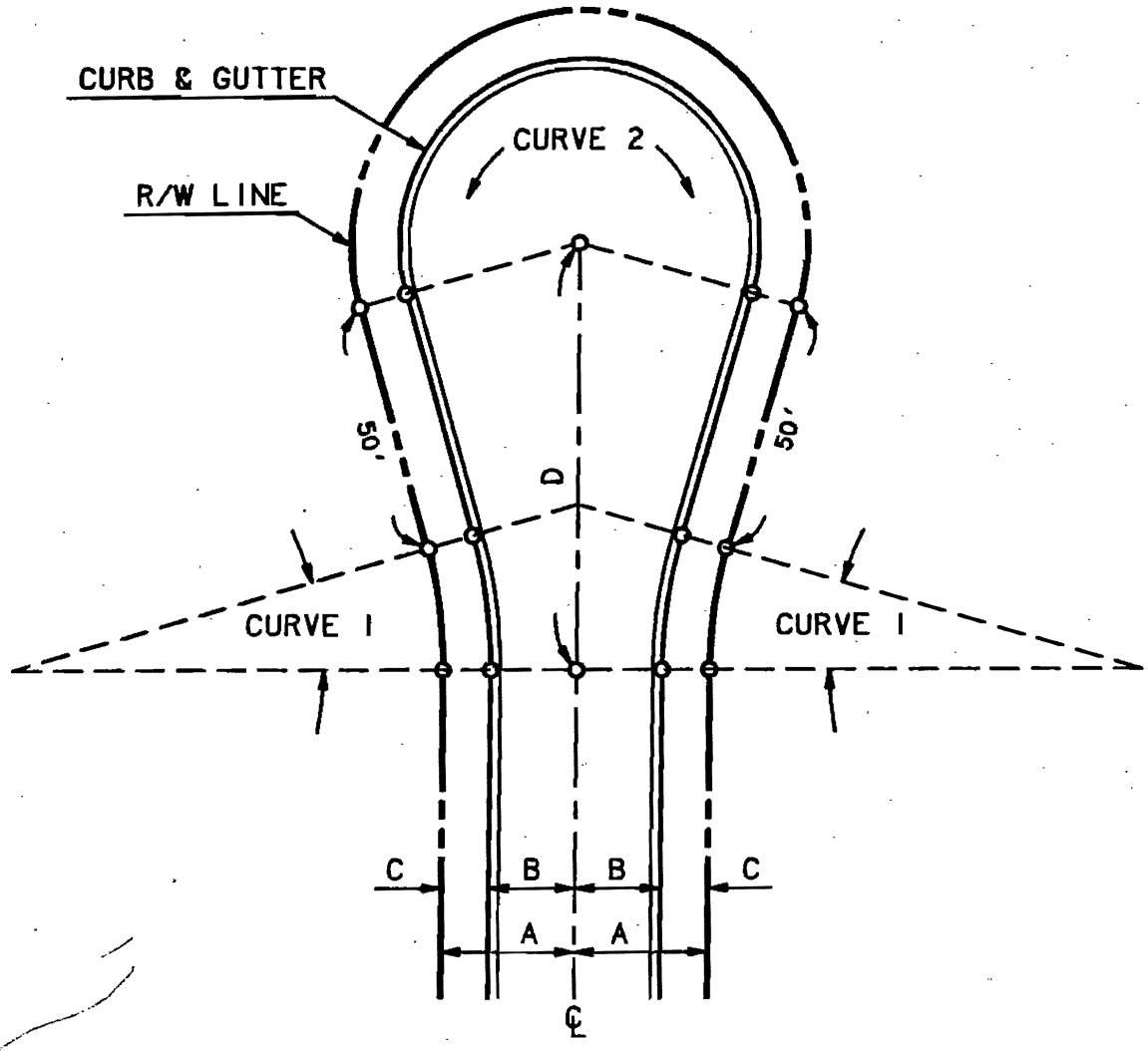
4	

APPROVED BY:
K.H. BELL DIRECTOR OF PUBLIC WORKS
R.C.E. NO. 32506
DATE: 7/92

STANDARD PLAN NO. 106

1 OF 1

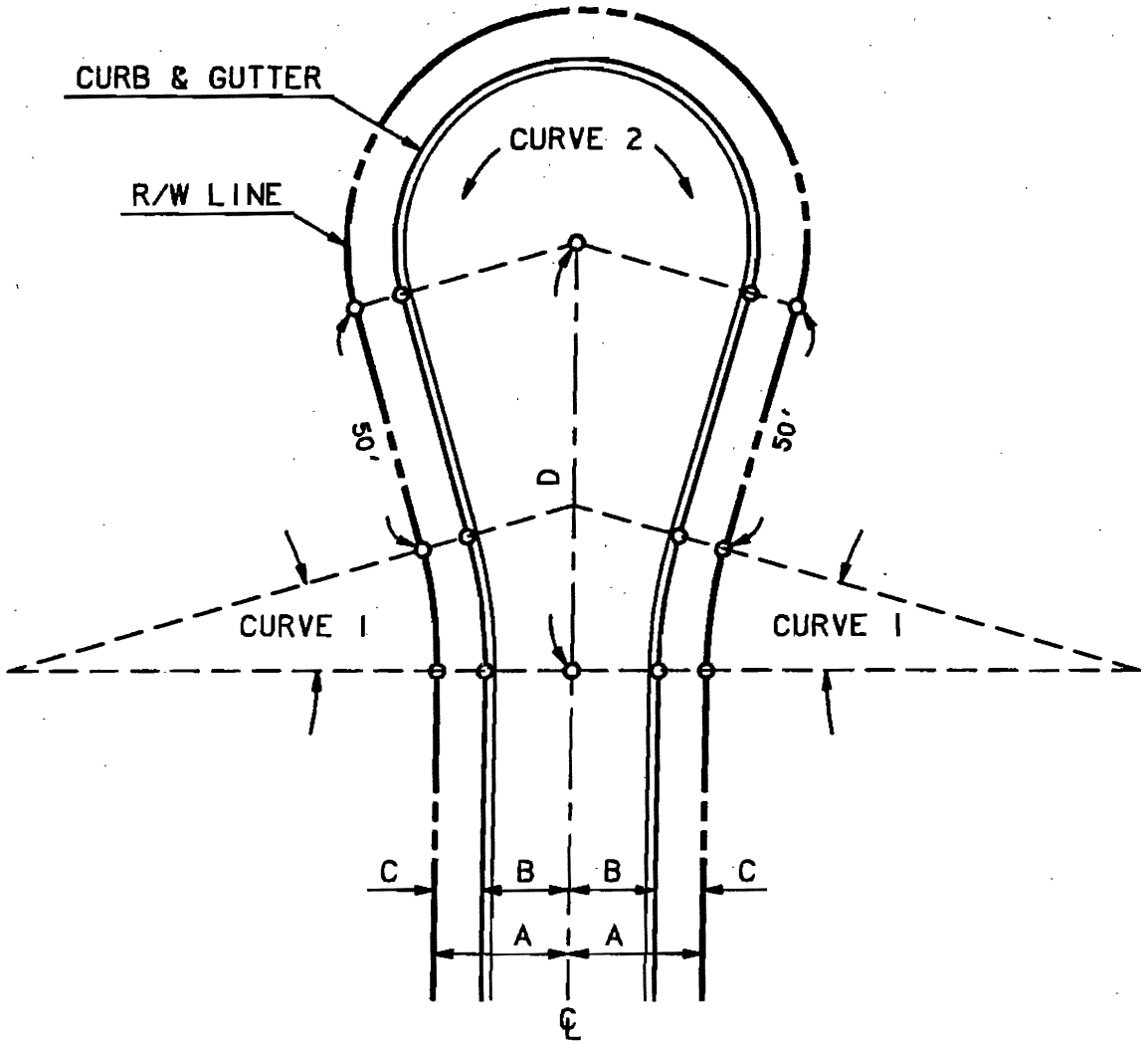


R/W	STREET WIDTH CURB TO CURB	A	B	C	D	CURVE 1					CURVE 2				
							CURB		R/W			CURB		R/W	
						△	R	L	R	L	△	R	L	R	L
60'	40'	30'	20'	10'	86.63'	15°00'38"	110'	28.82'	100'	26.20'	210°01'16"	38'	139.29'	48'	175.95'
64'	40'	32'	20'	12'	87.04'	14°57'57"	112'	29.25'	100'	26.12'	209°55'54"	38'	139.23'	50'	183.20'
66'	44'	33'	22'	11'	83.74'	13°38'40"	111'	26.43'	100'	23.81'	207°17'20"	38'	137.48'	49'	177.28'
72'	48'	36'	24'	12'	80.85'	12°13'58"	112'	23.91'	100'	21.35'	204°27'56"	38'	135.61'	50'	178.43'

NOTE:

FOR CUL-DE-SACS 150 FEET OR LESS IN LENGTH.

REVISIONS		CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	10/14/92	TYPICAL CUL-DE-SAC	107
2			
3		APPROVED BY: Jeanette E. Peck DATE: 3/24/93	
4		JEANETTE PECK CITY ENGINEER R.C.E. NO. 29587	1 OF 1

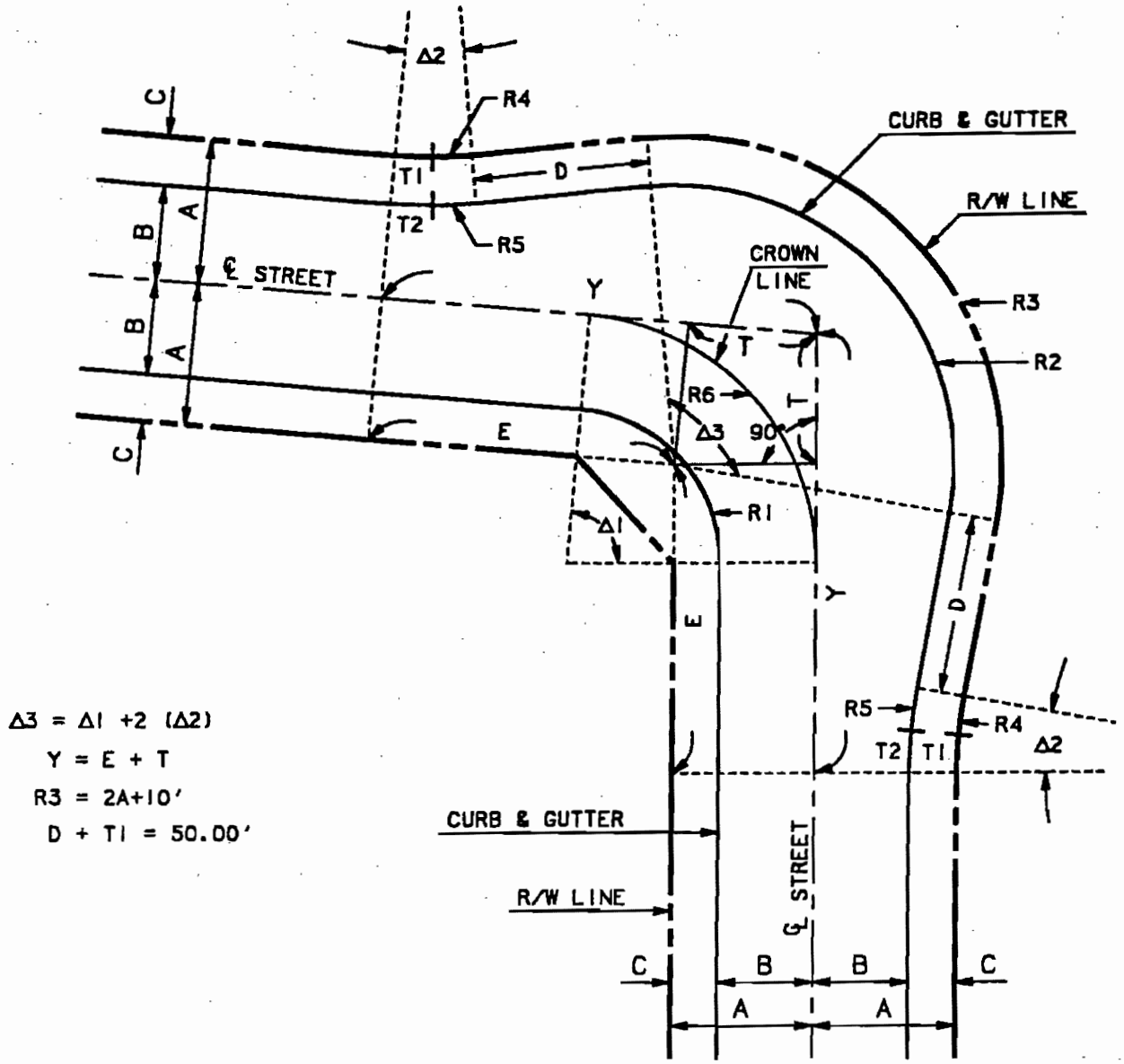


R/W	STREET WIDTH CURB TO CURB	A	B	C	D	CURVE 1					CURVE 2				
							CURB		R/W			CURB		R/W	
						Δ	R	L	R	L	Δ	R	L	R	L
60'	40'	30'	20'	10'	98.11'	19°09'43"	110'	36.79'	100'	33.44'	218°19'26"	45'	171.47'	55'	209.58'
64'	40'	32'	20'	12'	98.62'	19°05'52"	112'	37.33'	100'	33.33'	218°11'44"	45'	171.37'	57'	217.07'
68'	44'	33'	22'	11'	95.64'	17°56'55"	111'	34.77'	100'	31.33'	215°53'50"	45'	169.57'	58'	211.01'
72'	48'	36'	24'	12'	93.02'	16°42'22"	112'	32.66'	100'	29.16'	213°24'44"	45'	167.61'	57'	212.31'

NOTE:

FOR CUL-DE-SACS IN EXCESS OF 150 FEET IN LENGTH.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	DEEP CUL-DE-SAC	107A
2		
3	APPROVED BY: Jeanette E. Peck DATE: 3/24/93	
4	JEANETTE PECK CITY ENGINEER R.C.E. NO. 29587	1 OF 1



$\Delta 3 = \Delta 1 + 2\ (\Delta 2)$

$Y = E + T$

$R3 = 2A + 10'$

$D + T1 = 50.00'$

R/W WIDTH	STREET WIDTH CURB TO CURB	A	B	C	R1	R2	R3	R4	R5	R6
60'	40'	30'	20'	10'	35'	60'	70'	100'	110'	55'
64'	40'	32'	20'	12'	35'	62'	74'	100'	112'	55'
66'	44'	33'	22'	11'	36'	65'	76'	100'	111'	58'
72'	48'	36'	24'	12'	35'	70'	82'	100'	112'	59'

REVISIONS

1
2
3
4

CITY OF INDIAN WELLS

TYPICAL KNUCKLE

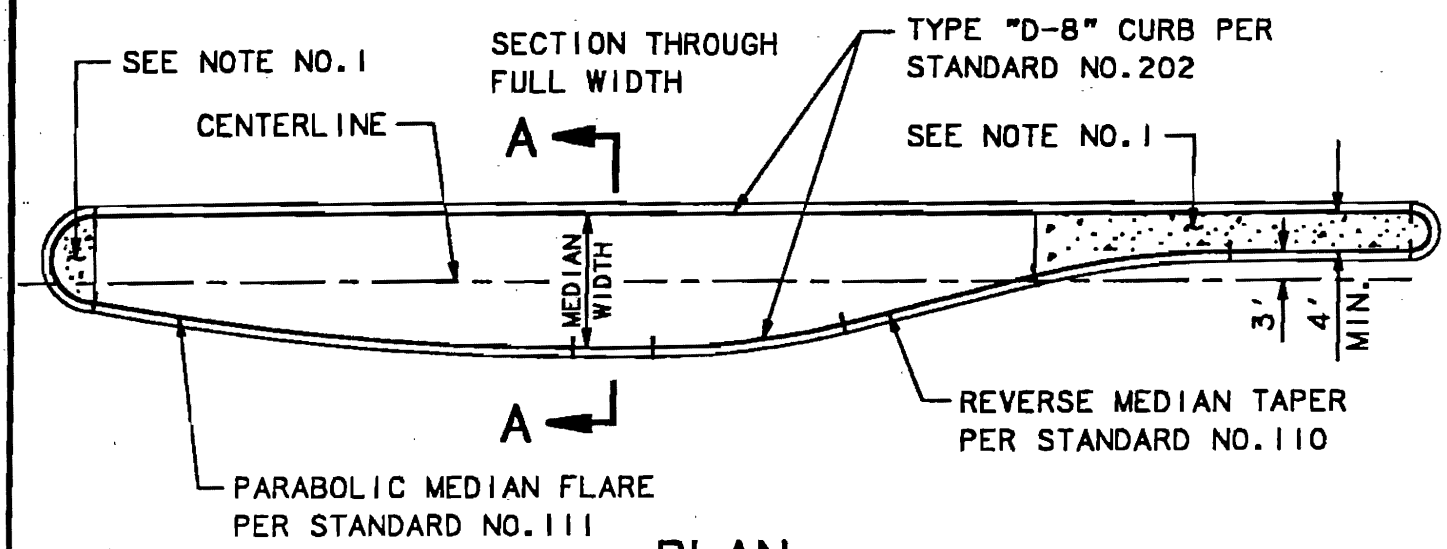
APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS

DATE: 3 | 27 | 92

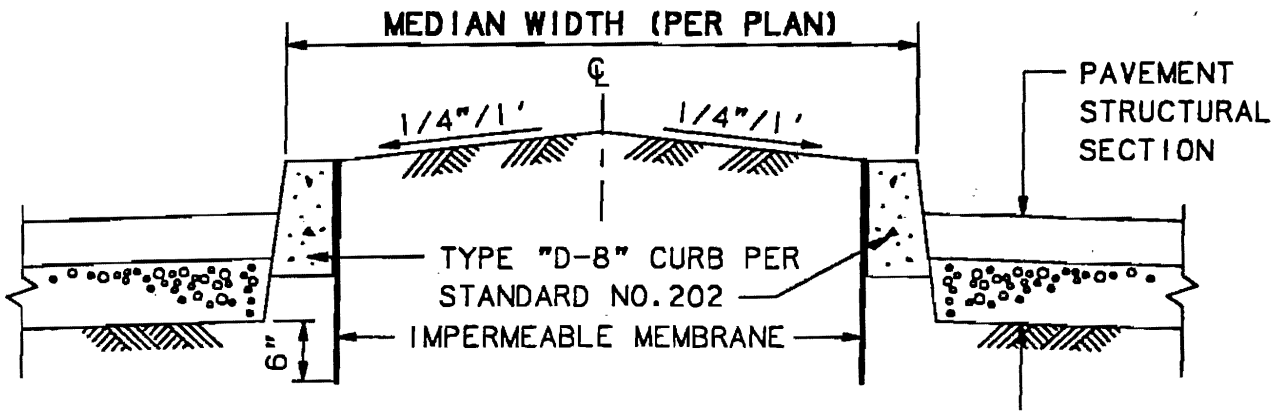
R.C.E. NO. 32506

STANDARD PLAN NO. 108

1 OF 1



PLAN

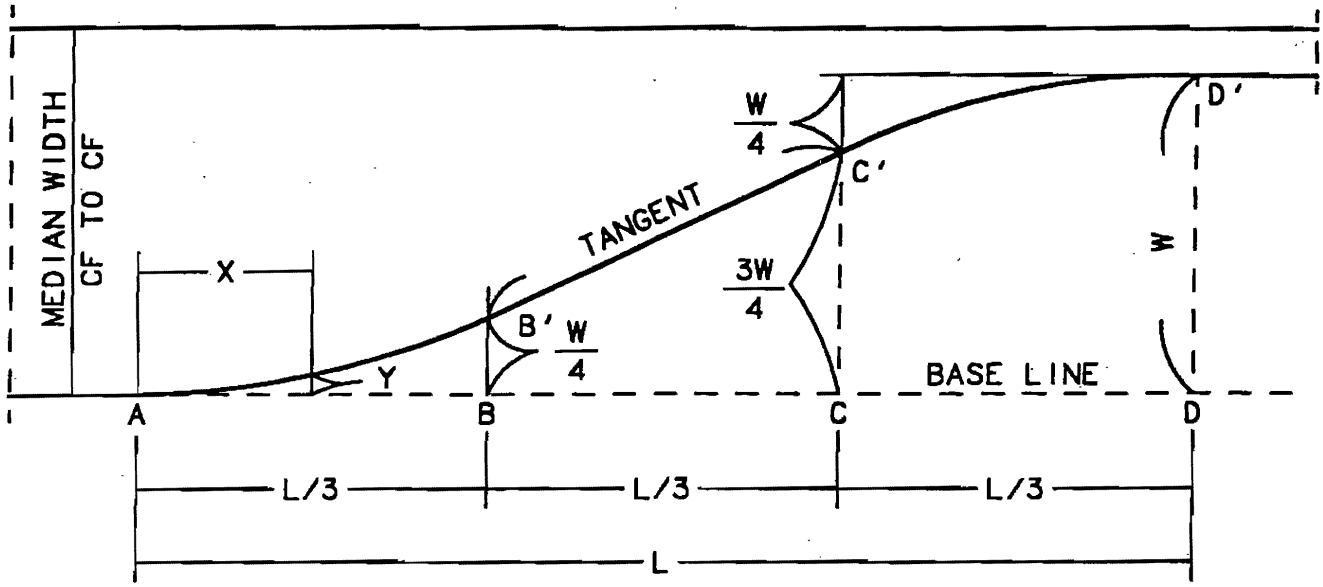


SECTION A-A

NOTES:

1. MEDIAN PAVING TO BE 4 INCH STAMPED CONCRETE.
2. IMPERMEABLE MEMBRANE SHALL BE 0.06 INCH POLYETHYLENE, POLYSTYRENE, OR EQUAL HIGH IMPACT PLASTIC WITH 1/2 INCH HIGH MINIMUM RAISED VERTICAL RIBS SPACED 6 INCHES TO 8 INCHES APART.
3. FULL DEPTH OF BARRIER SHALL BE EXPRESSLY DESIGNED FOR ROOT DEFLECTION.
4. MEDIAN WIDTH TO BE DETERMINED BY THE CITY ENGINEER.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	TYPICAL RAISED MEDIAN	109
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1



$$Y = 2.25\,W\left(\frac{X}{L}\right)^2$$

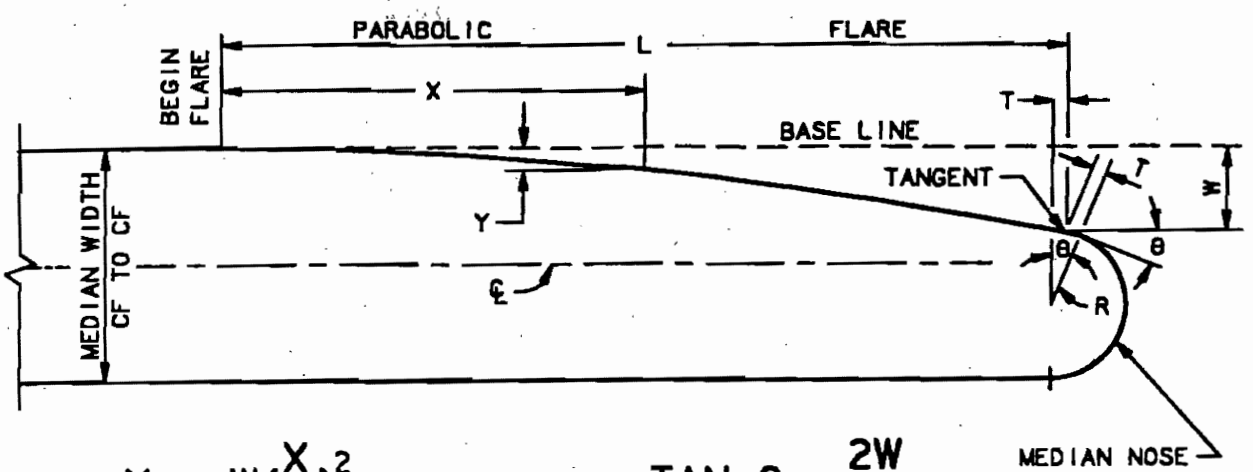
L = LENGTH OF TAPER
W = MAXIMUM OFFSET DISTANCE
X = DISTANCE ALONG BASELINE
Y = OFFSET FROM BASELINE

L	DISTANCE X											
60'	5'	10'	15'	20'	25'	30'	35'	40'	45'	50'	55'	60'
72'	6'	12'	18'	24'	30'	36'	42'	48'	54'	60'	66'	72'
90'	7.5'	15'	22.5'	30'	37.5'	45'	52.5'	60'	67.5'	75'	82.5'	90'
W	**OFFSET Y**											
10'	0.16'	0.62'	1.41'	2.50'	3.75'	5.00'	6.25'	7.50'	8.59'	9.38'	9.84'	10.00'
11'	0.17'	0.69'	1.55'	2.75'	4.13'	5.50'	6.88'	8.25'	9.45'	10.31'	10.83'	11.00'
12'	0.19'	0.75'	1.69'	3.00'	4.50'	6.00'	7.50'	9.00'	10.31'	11.25'	11.81'	12.00'

NOTES:

1. USE THE PARABOLIC FORMULA $Y = 2.25W\left(\frac{X}{L}\right)^2$ TO DETERMINE THE OFFSET DISTANCE FOR ANY LENGTH OF TAPER IN THE PORTIONS AB' AND CD'.
2. WHEN THE BASELINE IS CURVED, THE OFFSETS ARE APPLIED TO THE CURVED BASELINE AND B'C' IS NO LONGER A TANGENT.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	REVERSE MEDIAN TAPER	110
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1



$$Y = W\left(\frac{X}{L}\right)^2$$

$$\text{TAN } \theta = \frac{2W}{L}$$

L = LENGTH OF TAPER
W = MAXIMUM OFFSET DISTANCE
X = DISTANCE ALONG BASELINE
Y = OFFSET FROM BASELINE

$$T = R \text{ TAN } \frac{\theta}{2}$$

T = TANGENT
R = RADIUS OF MEDIAN NOSE

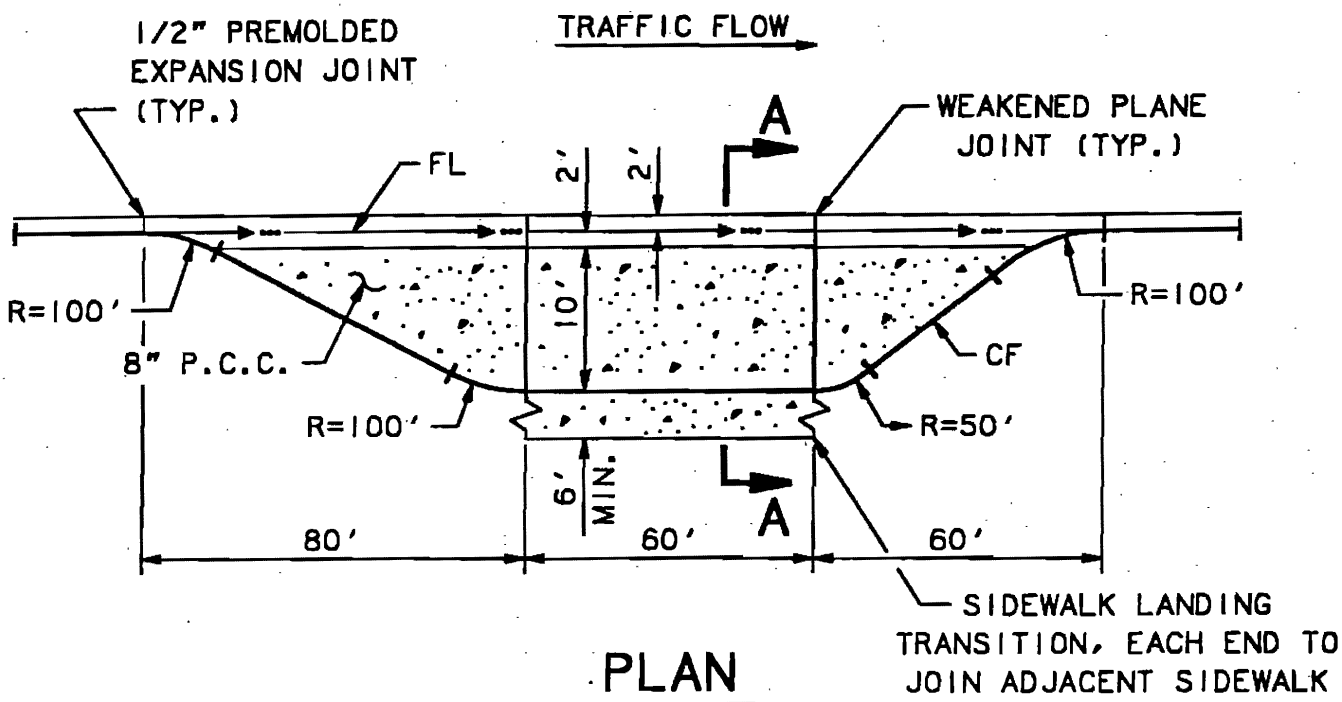
OFFSET Y

L \ X	10'	15'	20'	25'	30'	40'	45'	50'	60'	70'	75'	80'	90'	100'
60'	0.17'	0.38'	0.67'	1.04'	1.50'	2.67'	3.38'	4.17'	6.00'					
100'	0.10'	0.23'	0.40'	0.63'	0.90'	1.60'	2.03'	2.50'	3.60'	4.90'	5.63'	6.40'	8.10'	10.00'

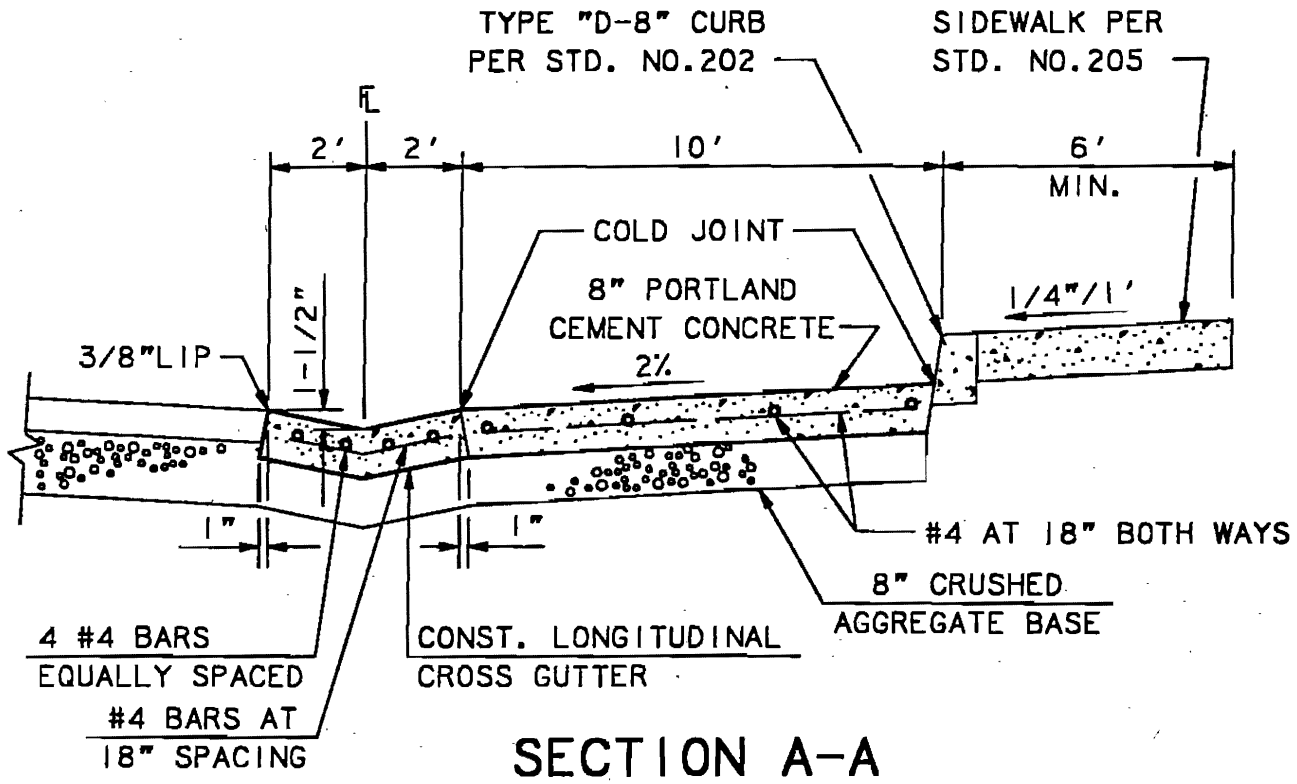
NOTES:

1. FOR 14 FOOT WIDE MEDIAN, USE A 60' FLARE WITH R = 4 FEET.
2. FOR 24 FOOT WIDE MEDIAN, USE A 100' FLARE WITH R = 7 FEET.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	PARABOLIC MEDIAN FLARE	111
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92
4		R.C.E. NO. 32506
		1 OF 1

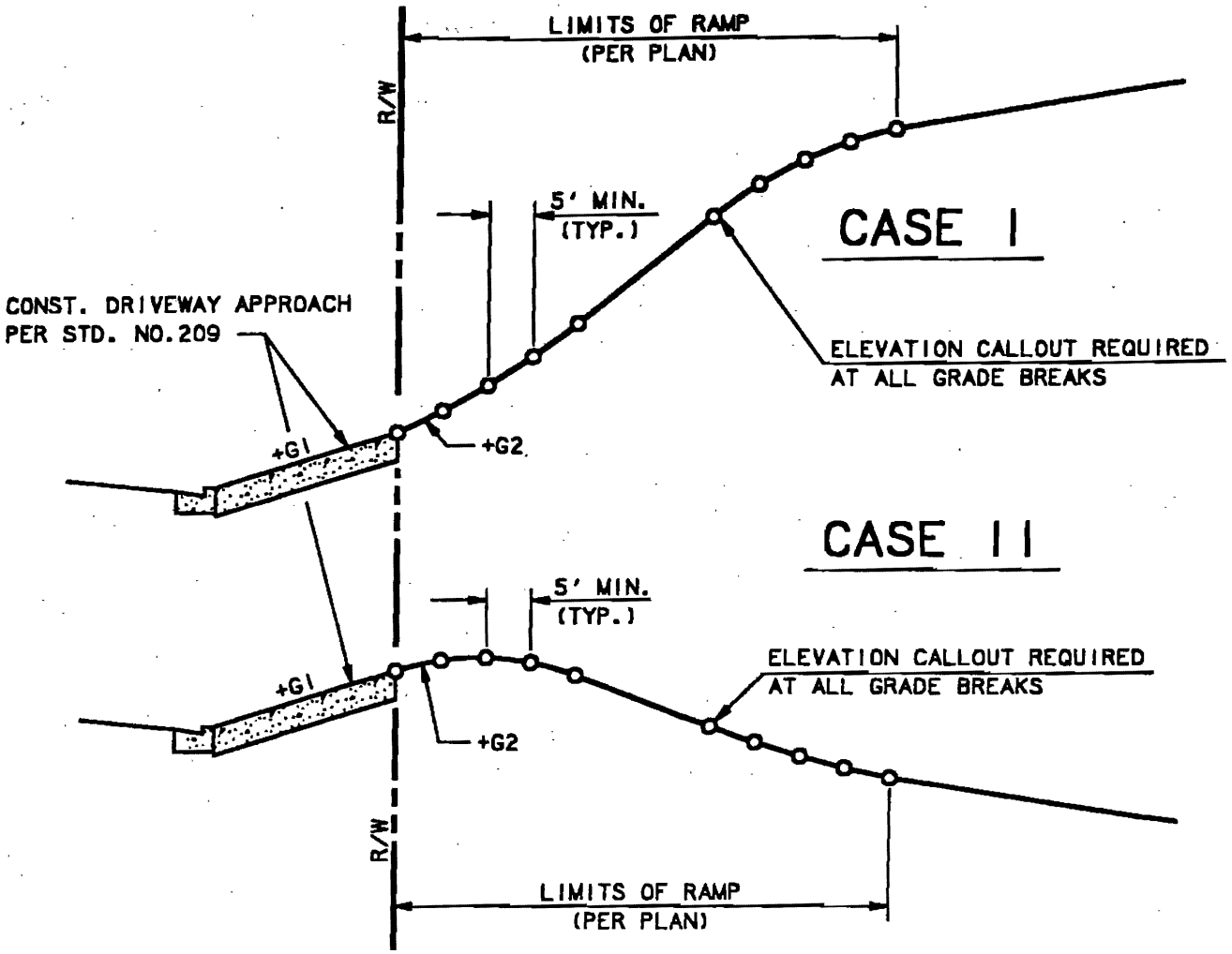


PLAN



SECTION A-A

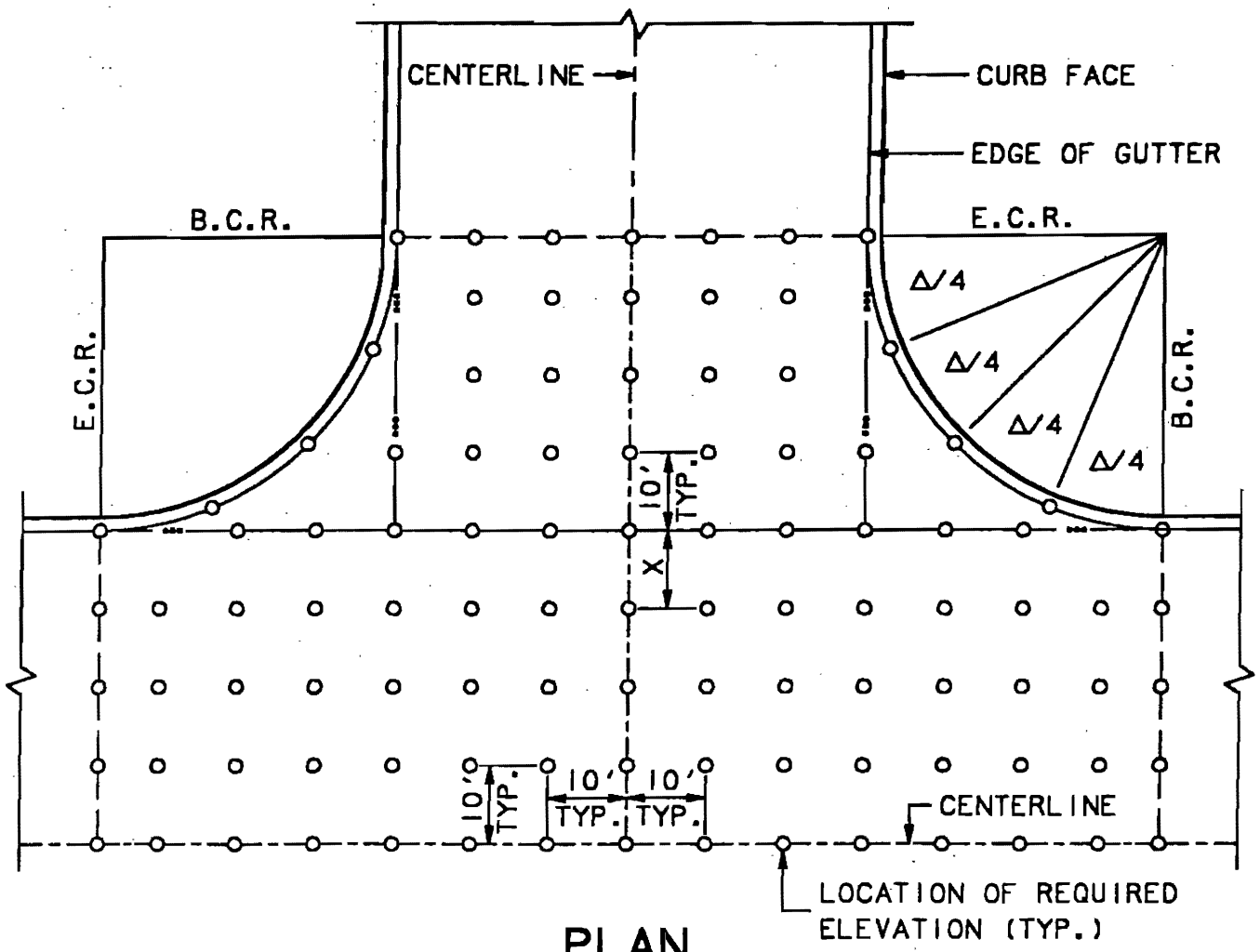
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	BUS PARKING BAY	112
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 7/27/92 R.C.E. NO. 32506
4		1 OF 1



NOTES:

1. THE RAMP IS DEFINED AS THE AREA BETWEEN THE PUBLIC RIGHT OF WAY AND THE PARKING AREA, OR ANY AREA USED STRICTLY AS A DRIVEWAY WITH NO ADJACENT PARKING.
2. MAXIMUM RAMP GRADE =12.00 PERCENT
   MINIMUM RAMP GRADE =0.50 PERCENT
3. MINIMUM LENGTH BETWEEN GRADE BREAK = 5 FEET
4. MAXIMUM GRADE BREAK = 4.00 PERCENT
5. G2-G1 SHALL NOT EXCEED 4.00 PERCENT
6. G1 SHALL NOT BE MODIFIED FROM THE STANDARD SLOPE AS SHOWN ON DRIVEWAY APPROACH STANDARD NO. 209 WITHOUT APPROVAL FROM THE CITY ENGINEER.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	DRIVEWAY RAMP DESIGN	113
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3-27-92
4		R.C.E. NO. 32506
		1 OF 1

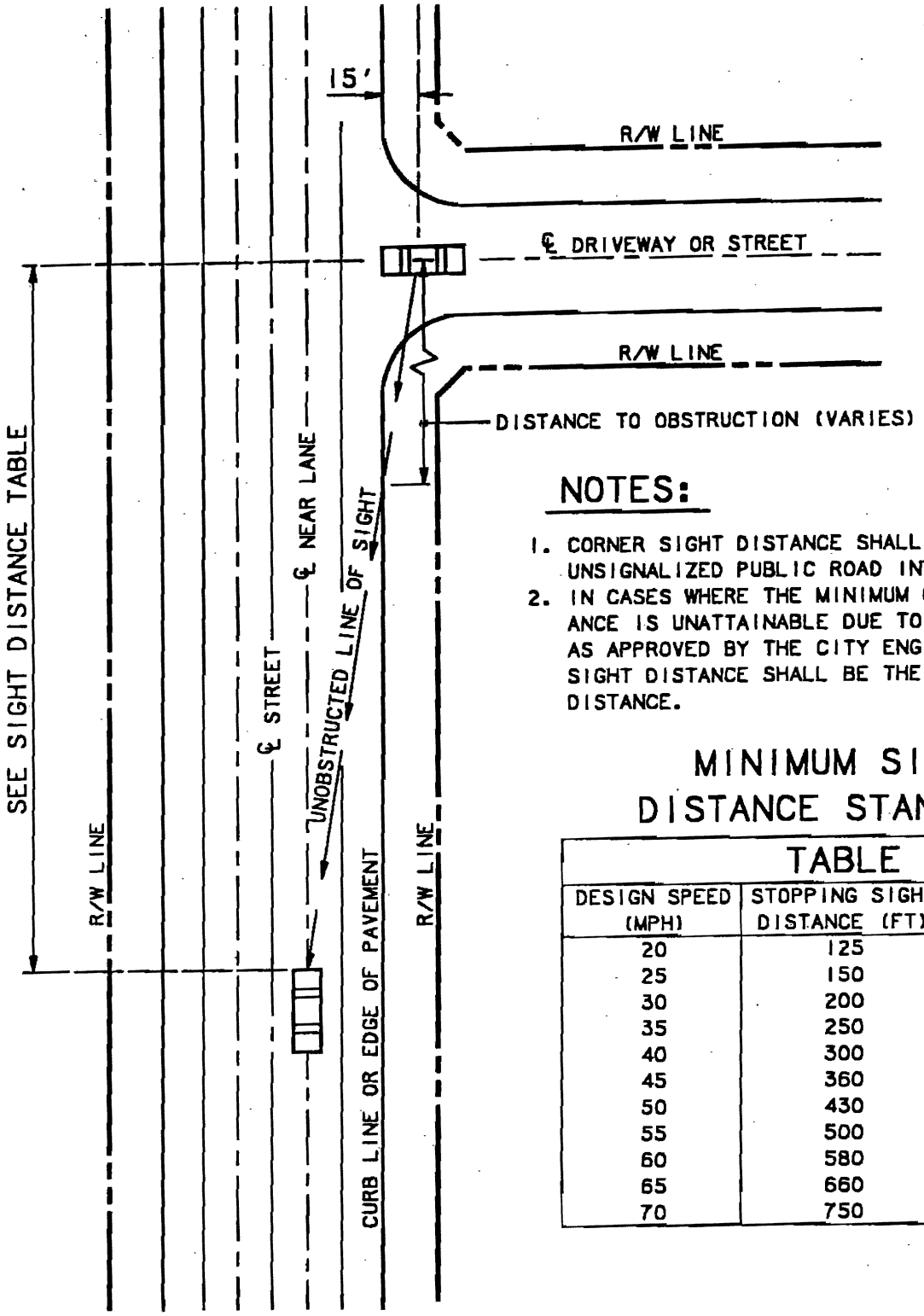


PLAN

NOTES:

1. IMPROVEMENT PLANS SHALL HAVE A SEPARATE DETAIL FOR EACH INTERSECTION IN PROJECT AREA AS SHOWN ABOVE TO BE DRAWN AT A SCALE OF 1 INCH=10 FEET.
2. REQUIRED ELEVATIONS ARE SHOWN IN A 10 FOOT NETWORK, EXCEPT AS NOTED. IF THE INTERSECTION IS TO BE OVERLAYED, BOTH EXISTING AND DESIGN ELEVATIONS SHALL BE SHOWN AT EACH LOCATION INDICATED.
3. IF A CROSS GUTTER EXISTS OR IS BEING CONSTRUCTED, EDGE OF GUTTER ELEVATIONS SHALL BE INCORPORATED IN GRID NETWORK.
4. INTERSECTION DETAILS ARE REQUIRED FOR ALL MAJOR ARTERIAL, PRIMARY ARTERIAL, AND SECONDARY ARTERIAL HIGHWAY INTERSECTIONS OR AS DIRECTED BY THE CITY ENGINEER.
5. "X" IS DISTANCE REQUIRED TO REACH EDGE OF GUTTER LINE (14 FEET MAX.)

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	INTERSECTION GRID	114
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS — DATE: 3-7-92 — R.C.E. NO. 32506	
4		1 OF 1



NOTES:

1. CORNER SIGHT DISTANCE SHALL BE USED AT ALL UNSIGNALIZED PUBLIC ROAD INTERSECTIONS.
2. IN CASES WHERE THE MINIMUM CORNER SIGHT DISTANCE IS UNATTAINABLE DUE TO EXCESSIVE COST AND AS APPROVED BY THE CITY ENGINEER, THE MINIMUM SIGHT DISTANCE SHALL BE THE STOPPING SIGHT DISTANCE.

MINIMUM SIGHT DISTANCE STANDARDS

TABLE

DESIGN SPEED (MPH)	STOPPING SIGHT DISTANCE (FT)	CORNER SIGHT DISTANCE (FT)
20	125	220
25	150	275
30	200	330
35	250	385
40	300	440
45	360	495
50	430	550
55	500	605
60	580	660
65	660	715
70	750	770

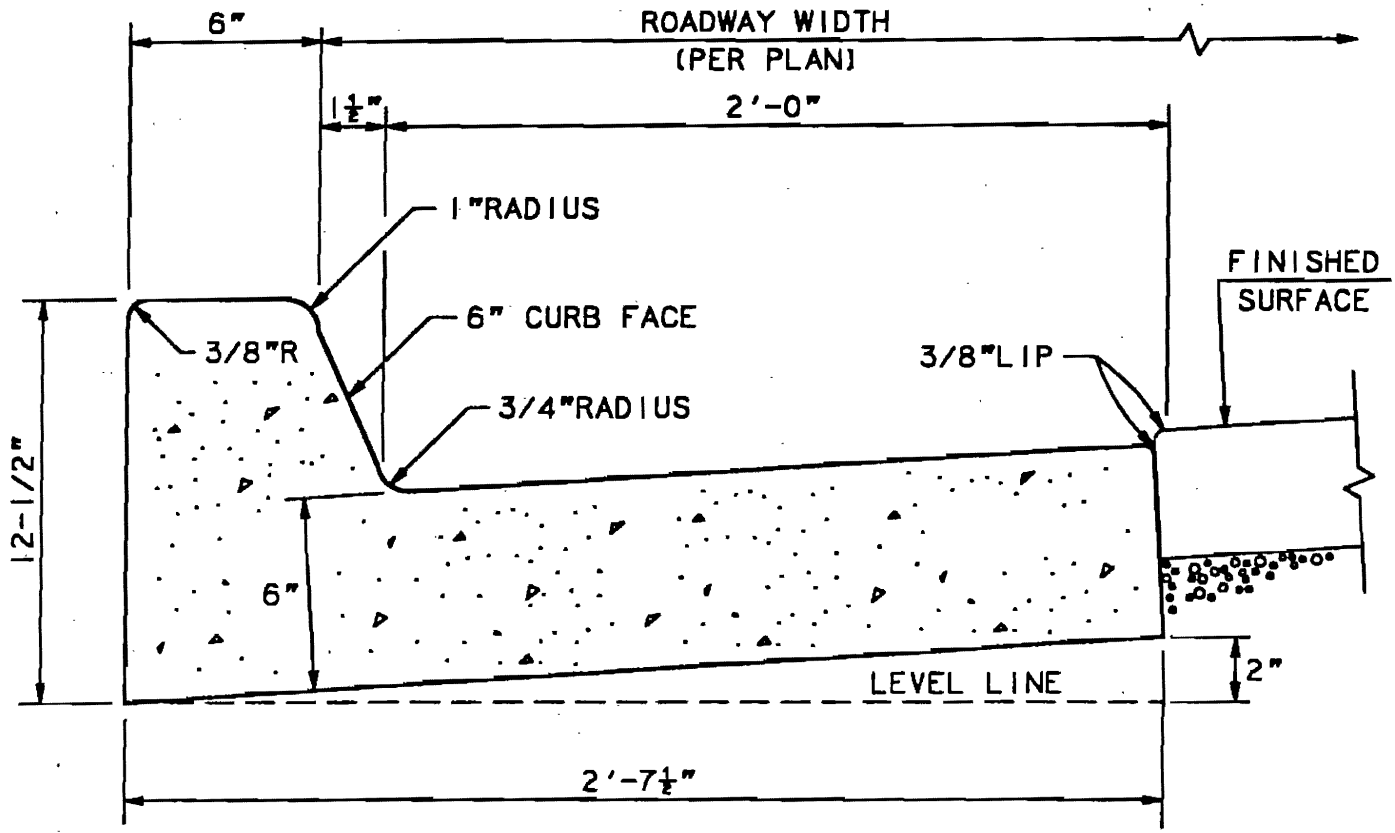
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	SIGHT DISTANCE REQUIREMENTS	115
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92
4		R.C.E. NO. 32506
		1 OF 1

		ROAD TYPE				
		LOCAL STREET	COLLECTOR STREET	SECONDARY ARTERIAL HIGHWAY	PRIMARY ARTERIAL HIGHWAY	MAJOR ARTERIAL HIGHWAY
R/W WIDTH (FT)		60	64/72	88	102	126
ROADWAY WIDTH CURB TO CURB (FT)		40	40/48	64	78	110
MINIMUM HORIZONTAL RADII (FT)	FLAT (0-4%)	300	850	1600	2000	2000
	ROLLING (4-9%)	300	550	1000	1600	1600
	MOUNTAINOUS (9-15%)	150	300	550	1000	-
MAXIMUM GRADE (%)	FLAT	4	4	3	3	3
	ROLLING	9	8	6	6	6
	MOUNTAINOUS	15	12	9	9	-
DESIGN SPEED (MPH)	FLAT	30	45	55	60	60
	ROLLING	30	35	48	55	55
	MOUNTAINOUS	25	30	35	48	-
INTERSECTION INTERVALS (FT)		200	200	330	1320	1320

NOTES:

1. DIRECT ACCESS IS RESTRICTED FOR ALL MAJOR AND PRIMARY ARTERIAL HIGHWAYS.
2. PART-WIDTH STREETS SHALL HAVE A MINIMUM 40 FEET OF R/W AND 28 FEET OF PAVING.
3. MINIMUM LONGITUDINAL STREET GRADE SHALL BE 0.40 PERCENT.
4. ROADWAY DESIGN THAT DOES NOT CONFORM TO THE MINIMUM REQUIREMENTS MUST BE APPROVED BY THE CITY ENGINEER.

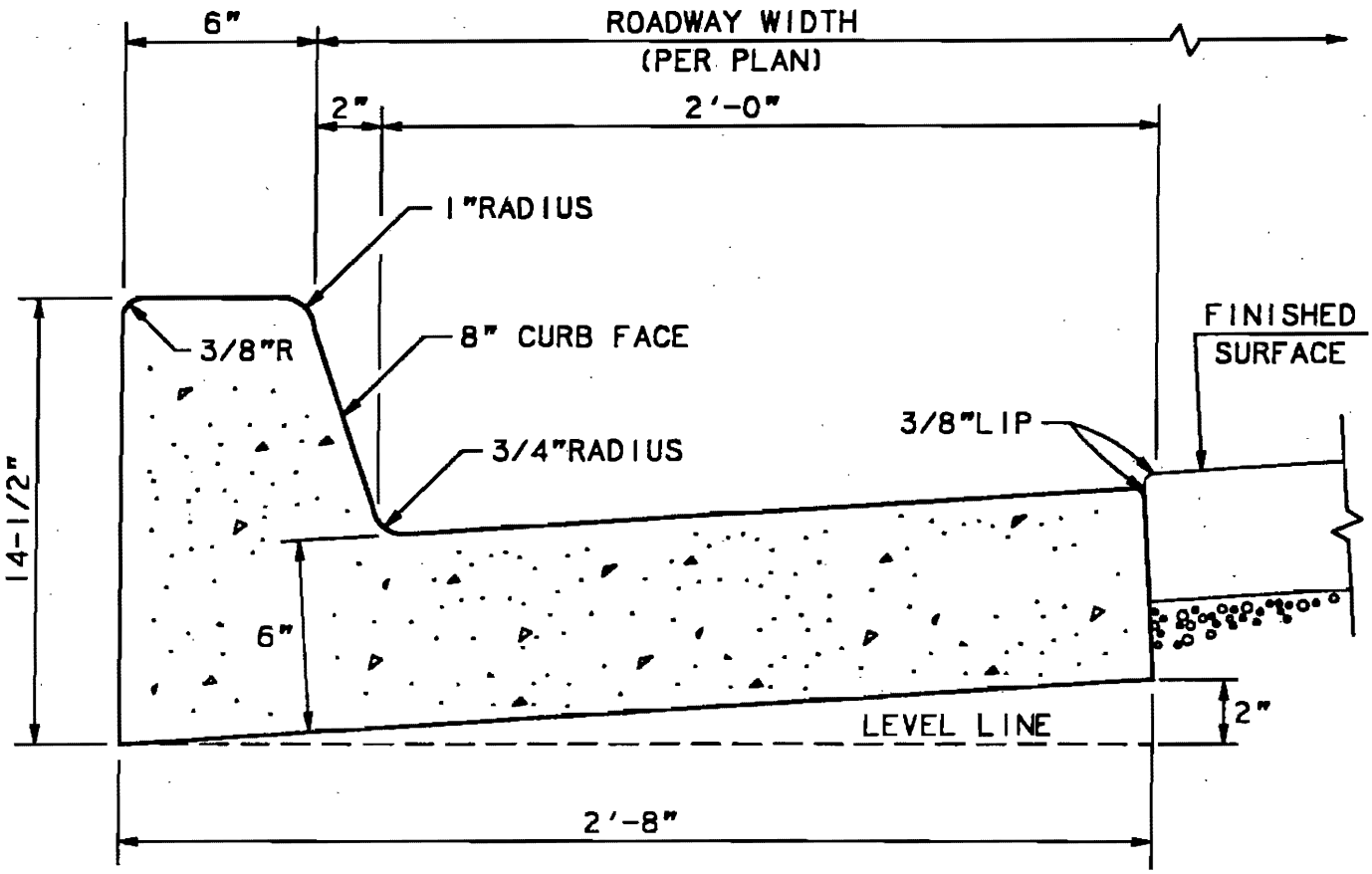
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	ROADWAY DESIGN REQUIREMENTS	116
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS DATE: 3/27/92 R.C.E. NO. 32506	
4		1 OF 1



NOTES:

1. 0.0593 CUBIC YARDS CONCRETE PER LINEAR FOOT OF CURB AND GUTTER.
2. ONE CUBIC YARD CONCRETE EQUALS 16.86 LINEAR FEET OF CURB AND GUTTER.
3. FLOW LINE SHALL HAVE A 3 INCH WIDE SMOOTH TROWEL FINISH.
4. MINIMUM GRADE SHALL NOT BE LESS THAN 0.40 PERCENT UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
5. CURB AND GUTTER SHALL BE PORTLAND CEMENT CONCRETE CLASS 520-C-2500.

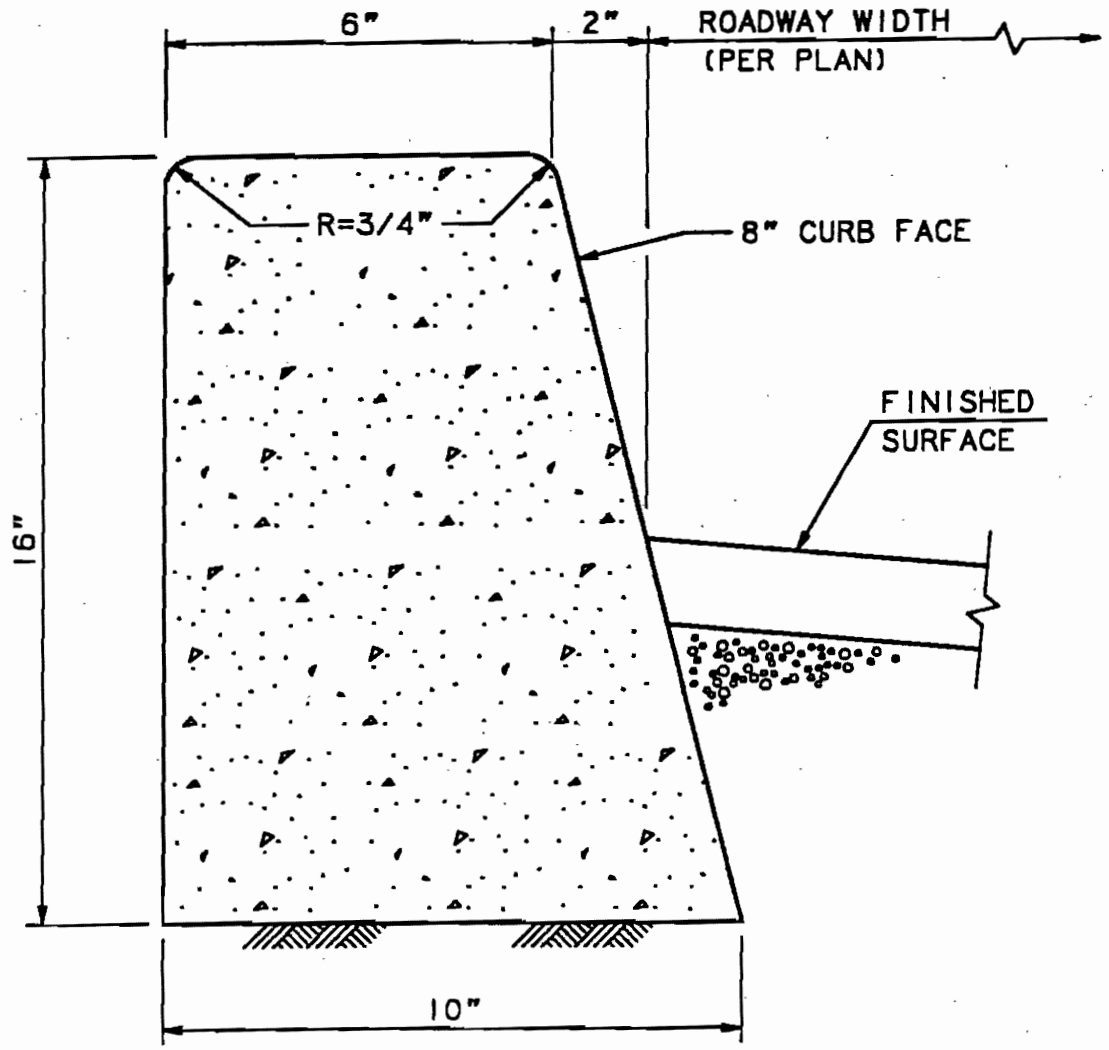
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	TYPE "A-6" CURB AND GUTTER	200
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92
4		R.C.E. NO. 32506
		1 OF 1



NOTES:

1. 0.0641 CUBIC YARDS CONCRETE PER LINEAR FOOT OF CURB AND GUTTER.
2. ONE CUBIC YARD CONCRETE EQUALS 15.60 LINEAR FEET OF CURB AND GUTTER.
3. FLOW LINE SHALL HAVE A 3 INCH WIDE SMOOTH TROWEL FINISH.
4. MINIMUM GRADE SHALL NOT BE LESS THAN 0.40 PERCENT UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
5. CURB AND GUTTER SHALL BE PORTLAND CEMENT CONCRETE CLASS 520-C-2500.

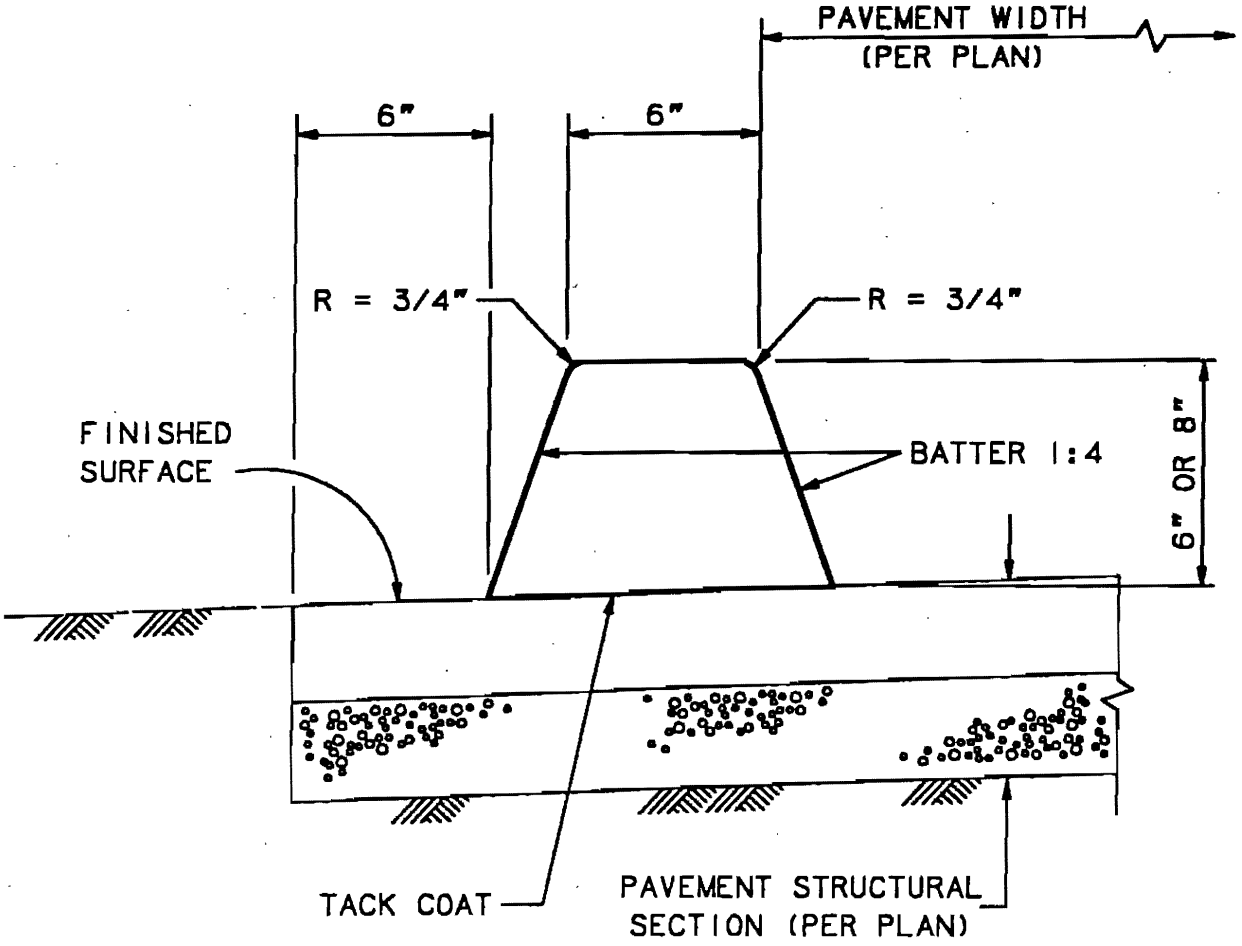
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	TYPE "A-8" CURB AND GUTTER	201
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 7/27/92 R.C.E. NO. 32506
4		1 OF 1



NOTES:

1. 0.0329 CUBIC YARDS CONCRETE PER LINEAR FOOT OF CURB.
2. ONE CUBIC YARD CONCRETE EQUALS 30.41 LINEAR FEET OF CURB.
3. CURB FACE TO BE 8 INCH UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
4. MINIMUM CURB GRADE SHALL NOT BE LESS THAN 0.40 PERCENT UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
5. CURB AND GUTTER SHALL BE PORTLAND CEMENT CONCRETE CLASS 520-C-2500.

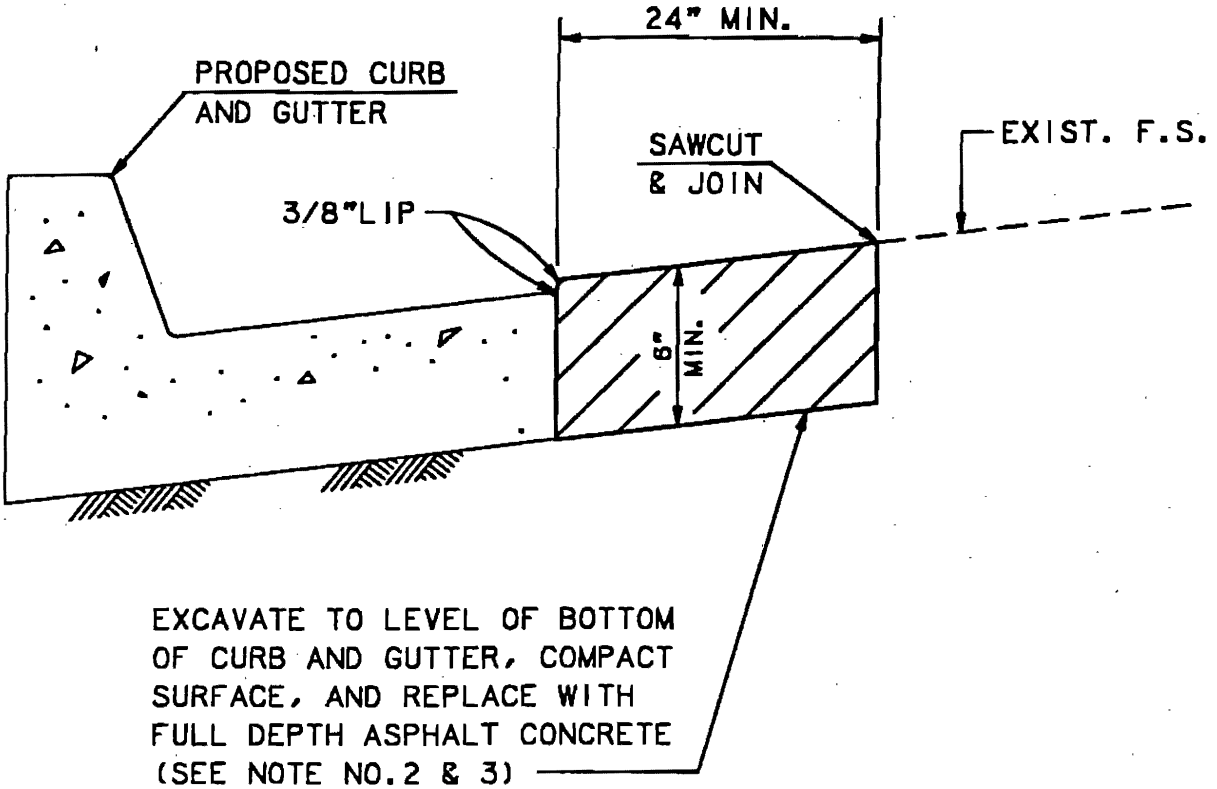
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	TYPE "D-8" CURB	202
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3 27 92 R.C.E. NO. 32506
4		1 OF 1



NOTE:

TACK COAT SHALL BE APPLIED AT THE RATE OF 0.05 GALLONS PER SQUARE YARD OR AS DIRECTED BY THE CITY ENGINEER.

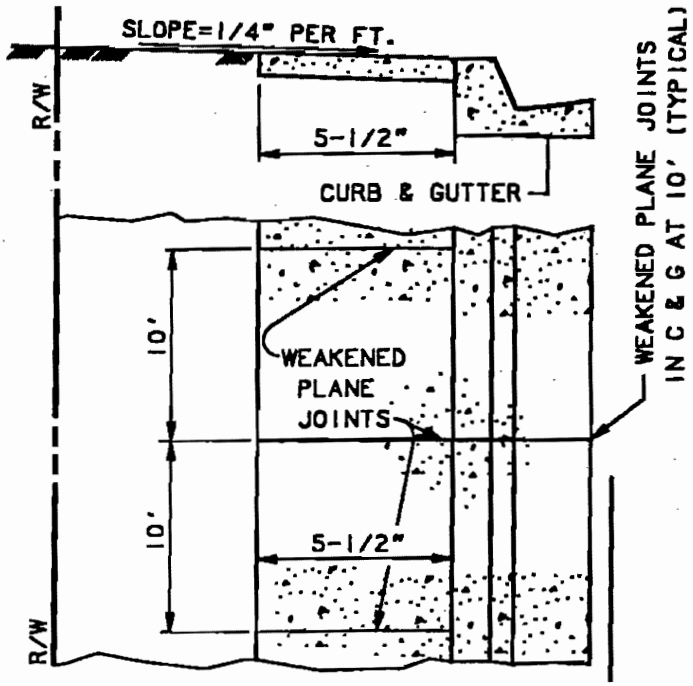
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	A.C. BERM	203
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1



NOTES:

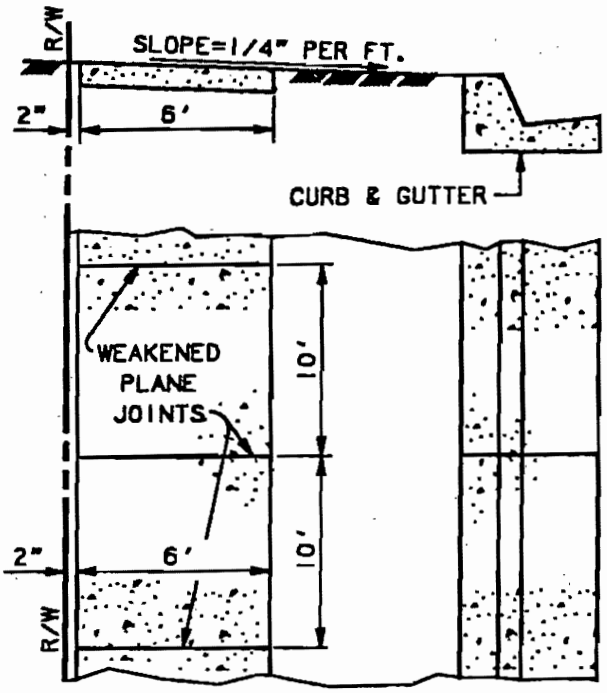
1. THIS STANDARD TO BE USED ONLY WHEN REMOVING AND REPLACING CURB AND GUTTER AT THE SAME ELEVATION.
2. IF THE EXISTING ASPHALT PAVEMENT THICKNESS IS GREATER THAN 6 INCHES, THE FULL THICKNESS OF EXISTING ASPHALT PAVEMENT SHALL BE REMOVED AND REPLACED WITH FULL DEPTH ASPHALT CONCRETE PAVEMENT.
3. IF THE EXISTING AGGREGATE BASE IS ENCOUNTERED AT THE LEVEL OF THE BOTTOM OF THE CURB, IT SHALL BE LEFT IN PLACE AND RECOMPACTED PRIOR TO ASPHALT PLACEMENT.
4. FOR PAVEOUTS WIDER THAN 24 INCHES THE APPROPRIATE ASPHALT CONCRETE PAVEMENT OVER CRUSHED AGGREGATE STRUCTURAL SECTION SHALL BE PLACED.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	NARROW PAVEOUT	204
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1



CASE I

SIDEWALK ADJACENT TO CURB

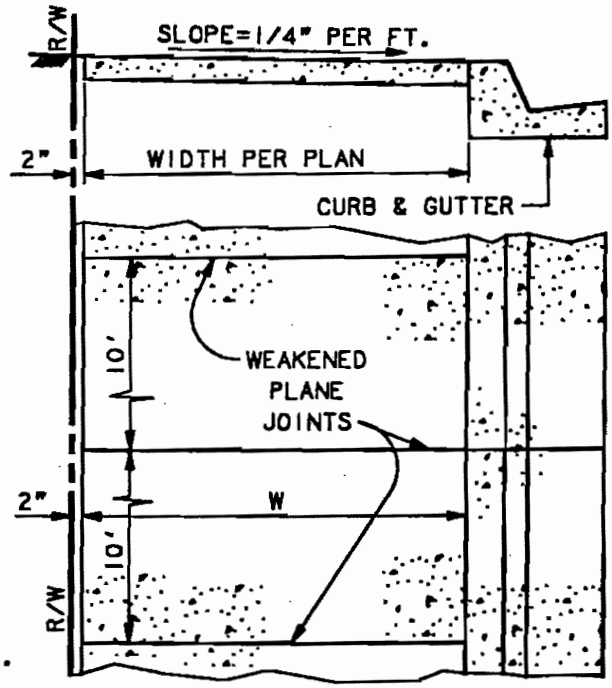


CASE II

SIDEWALK ADJACENT TO R/W

NOTES:

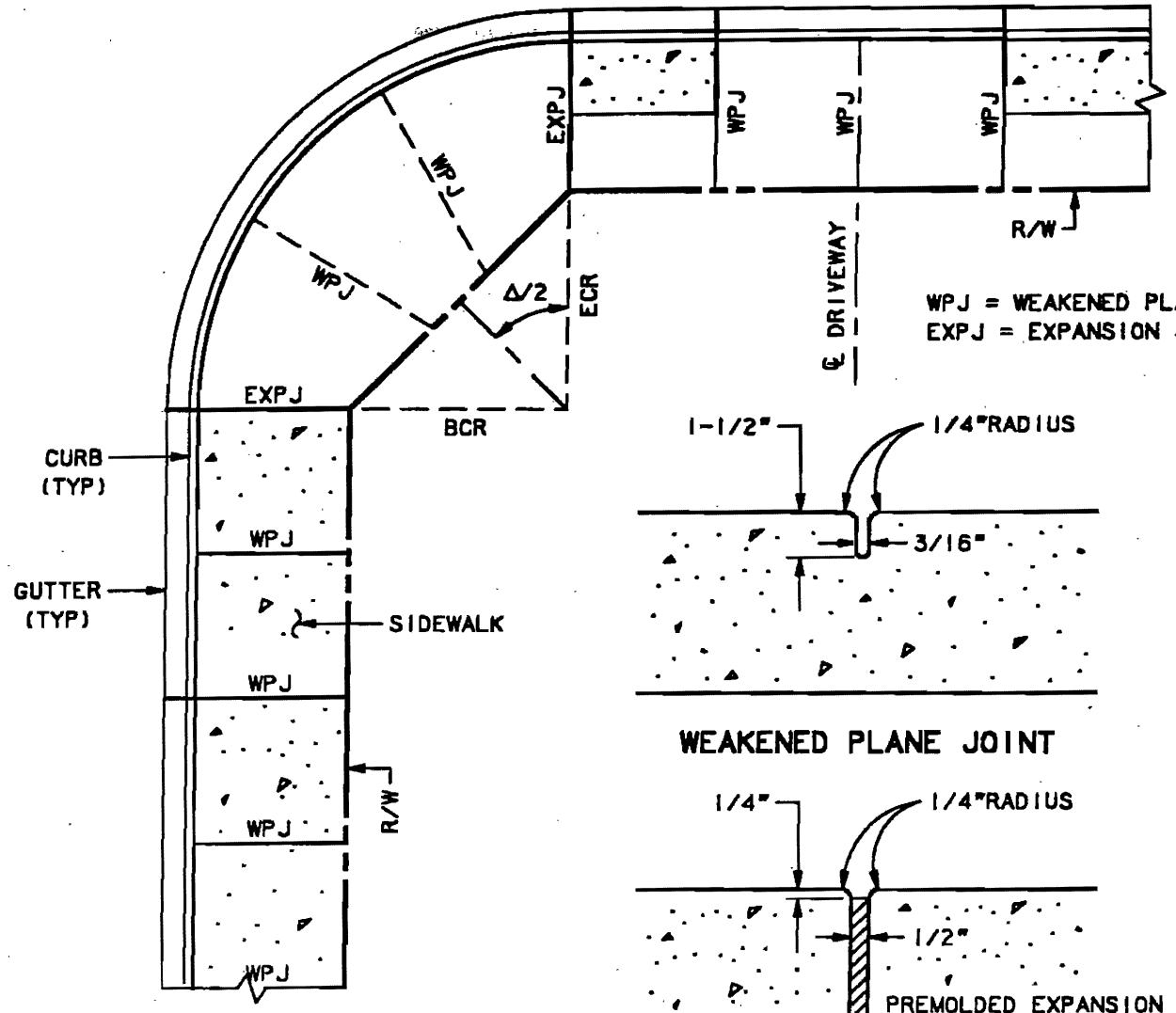
1. SIDEWALK SHALL BE CASE I UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.
2. SIDEWALK SHALL BE 4 INCH THICK P.C.C. EXCEPT WITHIN ALL DRIVEWAY APPROACHES WHERE SHALL BE AS SHOWN ON THE APPROPRIATE STANDARD PLAN.
3. A SAND BEDDING (S.E. 30), 4 INCHES THICK WITH 90 PERCENT COMPACTION, SHALL BE PLACED WHERE REQUIRED BY SOILS REPORT OR AS DIRECTED BY THE CITY ENGINEER.
4. SIDEWALK SHALL HAVE A MEDIUM BROOM FINISH AS APPROVED BY THE CITY ENGINEER.
5. SURFACE SCORING SHALL MATCH THE ADJACENT PATTERN OR AS DIRECTED BY THE CITY ENGINEER.



CASE III

FULL WIDTH SIDEWALK

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	SIDEWALK DETAILS	205
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92
4		R.C.E. NO. 32506
		1 OF 1



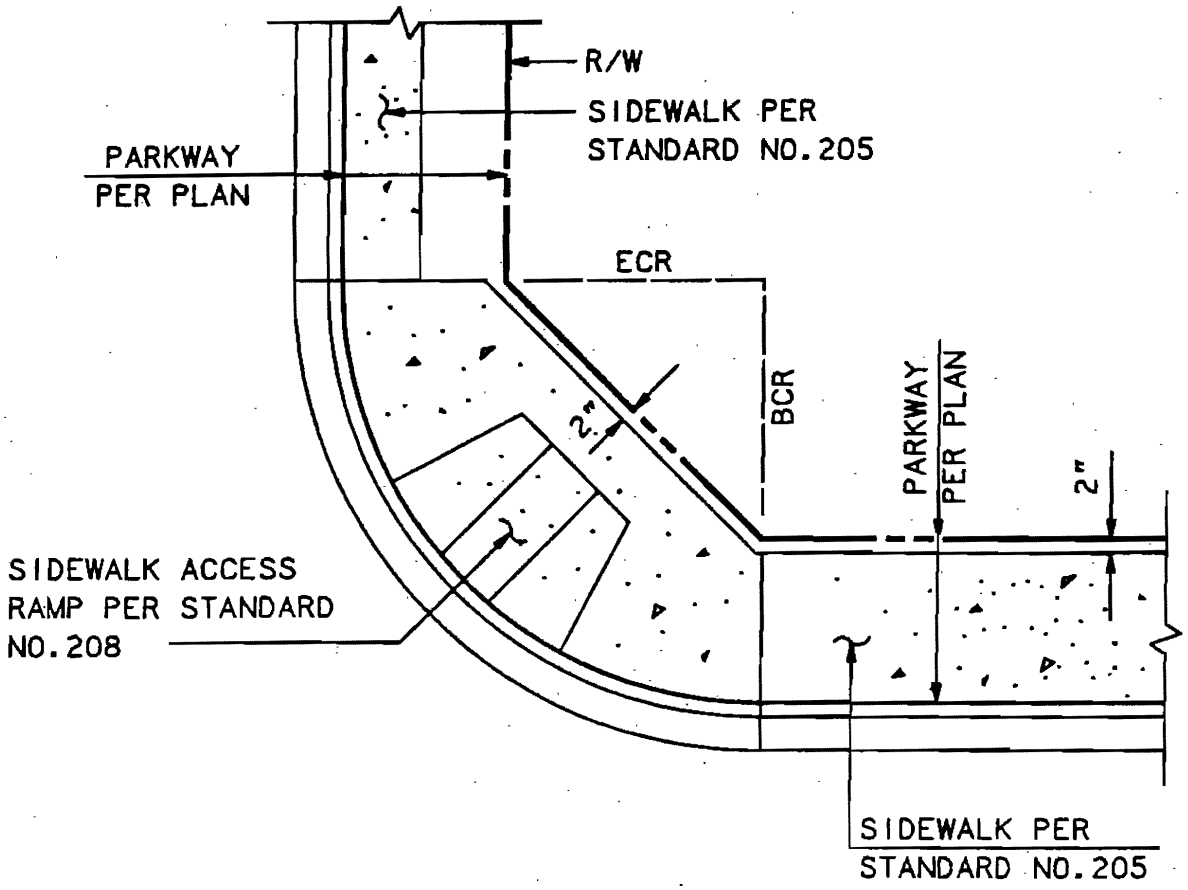
WEAKENED PLANE JOINT

EXPANSION JOINT

NOTES:

1. CURB AND GUTTER SHALL BE CONSTRUCTED SEPARATELY FROM SIDEWALK.
2. EXPANSION JOINTS SHALL BE CONSTRUCTED IN CURB, GUTTER, AND SIDEWALK AT 60 FOOT INTERVALS, ALL CURB RETURNS, DRIVEWAYS, CATCH BASINS, AND AROUND UTILITY POLES LOCATED IN SIDEWALK AREAS.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT REGULAR INTERVALS NOT EXCEEDING 10 FEET IN SIDEWALK AREAS AND 20 FEET IN CURB AND GUTTER.
4. SIDEWALK AND CURB AND GUTTER JOINTS SHALL BE ALIGNED.
5. SEE STANDARD NO. 205 FOR SIDEWALK DETAILS.
6. SEE STANDARD NO. 208 FOR ACCESS RAMP DETAILS.
7. SEE APPLICABLE STANDARD PLAN FOR WEAKENED PLANE JOINTS WITHIN CURB AND SIDEWALK RETURNS.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CURB AND SIDEWALK JOINTS	206
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1



INTERSECTION TYPE	CURB FACE RADIUS
LOCAL - LOCAL	25'
ALL OTHERS	35'

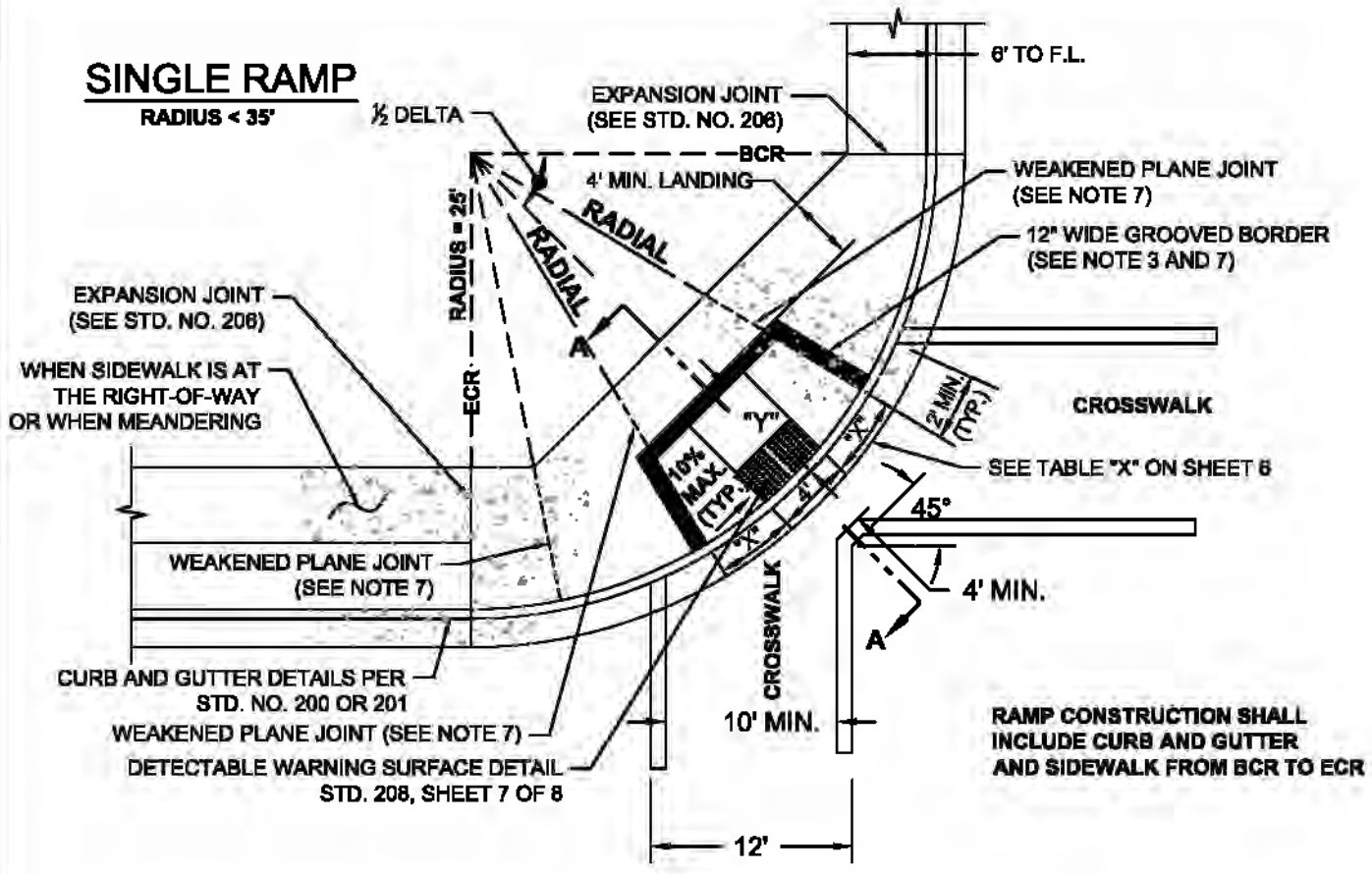
NOTE:

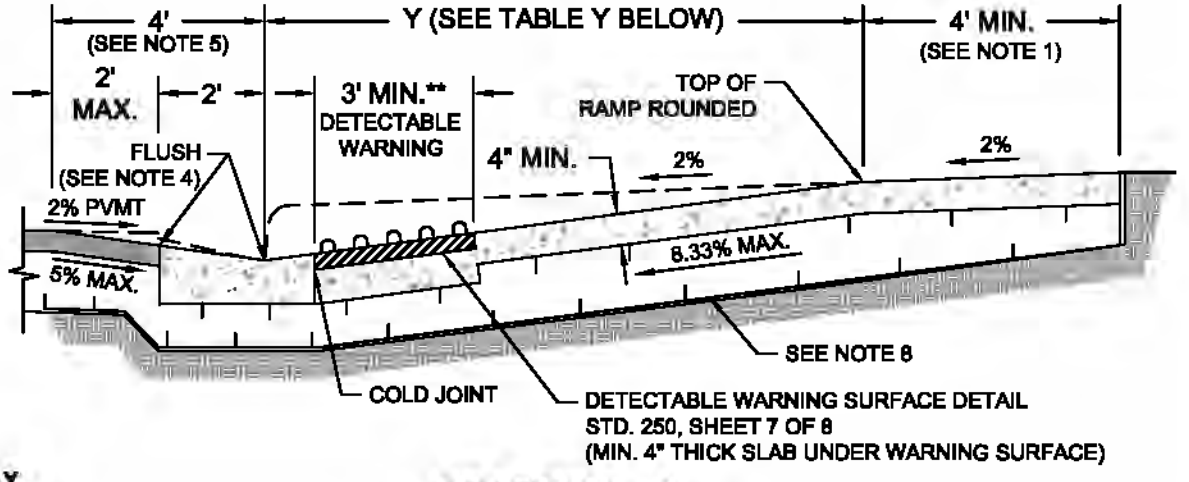
SEE STANDARD NO. 206 FOR CURB AND SIDEWALK JOINTS.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CURB AND SIDEWALK RETURN	207
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS DATE: 3/27/92 R.C.E. NO. 32506	
4		1 OF 1

SINGLE RAMP

RADIUS < 35'





SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

TABLE Y

CF	Y*
6"	7.90'
8"	10.53'

$$Y = \frac{\text{CURB FACE (FT.)}}{8.33\%}$$

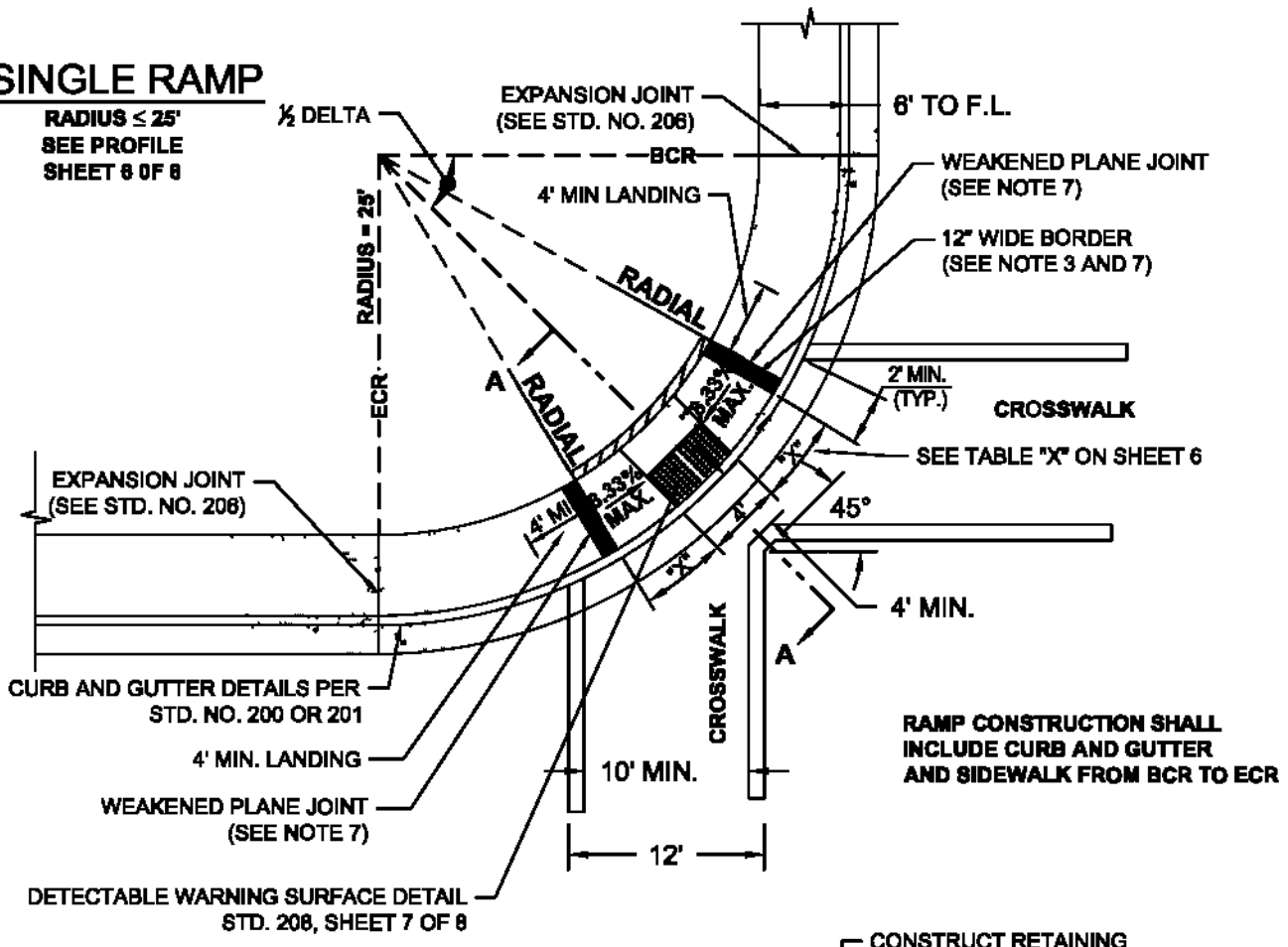
* 'Y' SHALL NOT EXCEED 10.53', UNLESS APPROVED BY THE CITY ENGINEER

** CITY ENGINEER MAY REQUIRE DEPTH OF DETECTABLE WARNING SURFACE TO BE MODIFIED FOR SPECIFIC APPPLICATIONS.

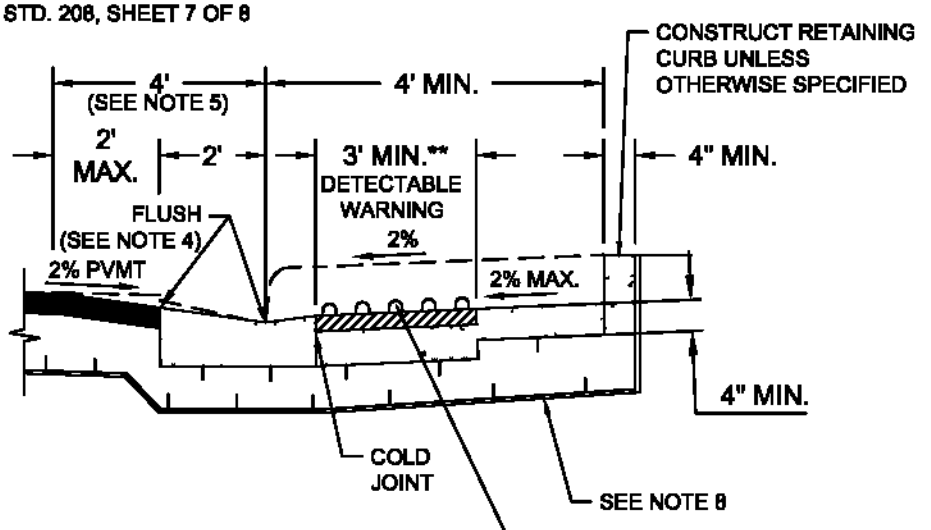
REVISIONS				
No.	DATE	INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	ACCESS RAMP CASE A (LIMITED USE - SUBJECT TO CITY ENGINEER APPROVAL)
		APPROVED BY: Paul D Goble 6-16-2010		STANDARD PLAN No. 208
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 DATE		SHEET 1 OF 8

SINGLE RAMP

RADIUS ≤ 25'
SEE PROFILE SHEET 8 OF 8



RAMP CONSTRUCTION SHALL INCLUDE CURB AND GUTTER AND SIDEWALK FROM BCR TO ECR



SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

** CITY ENGINEER MAY REQUIRE DEPTH OF DETECTABLE WARNING SURFACE TO BE MODIFIED FOR SPECIFIC APPLICATIONS.

REVISIONS	
No.	DATE

INDIAN WELLS
CALIFORNIA

PUBLIC WORKS DEPARTMENT

APPROVED BY: Paul D Goble 6-16-2010

PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 — DATE

ACCESS RAMP CASE B

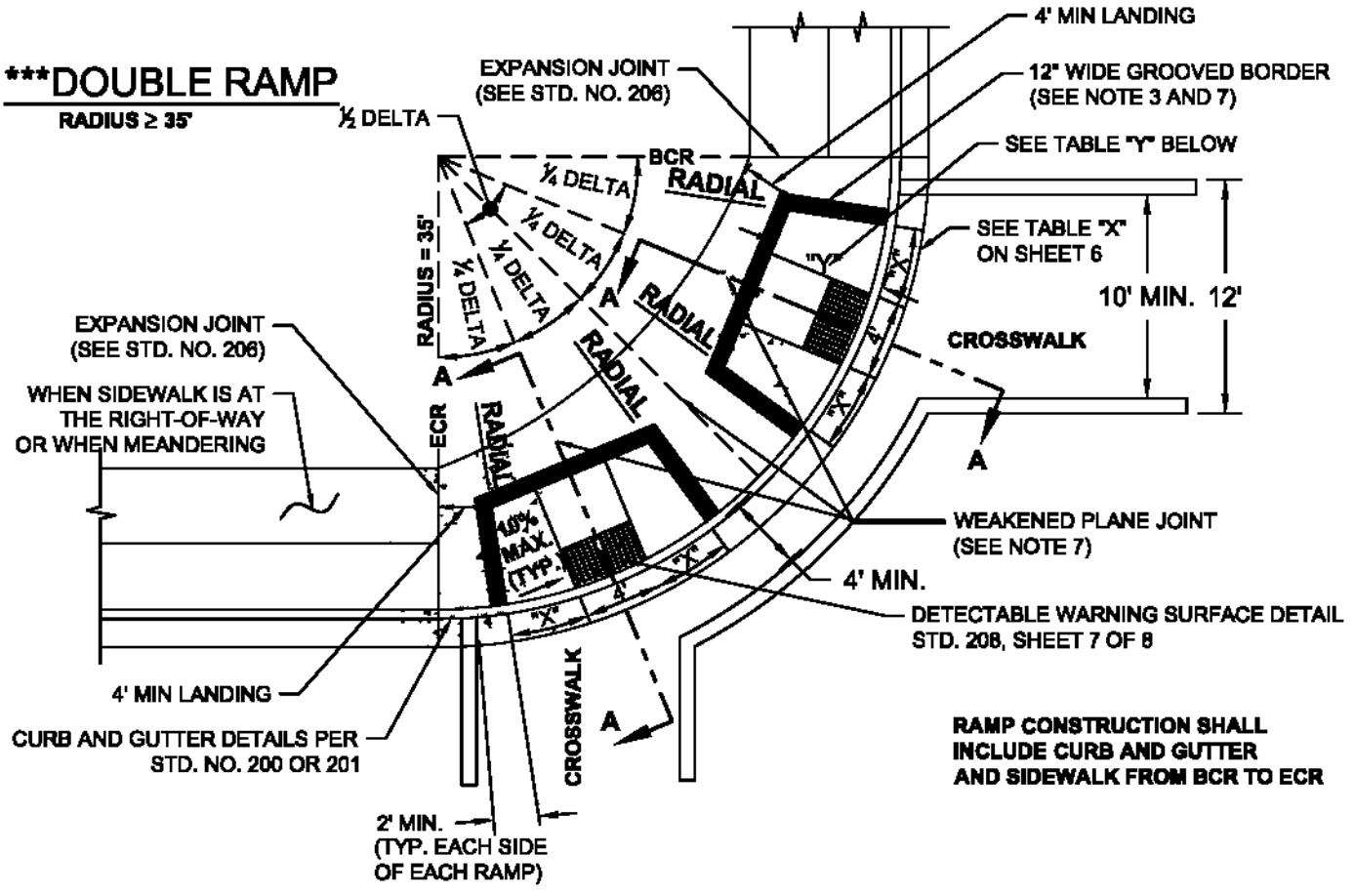
(LIMITED USE - SUBJECT TO CITY ENGINEER APPROVAL)

STANDARD PLAN No. **208**

SHEET 2 OF 8

***DOUBLE RAMP

RADIUS ≥ 35'



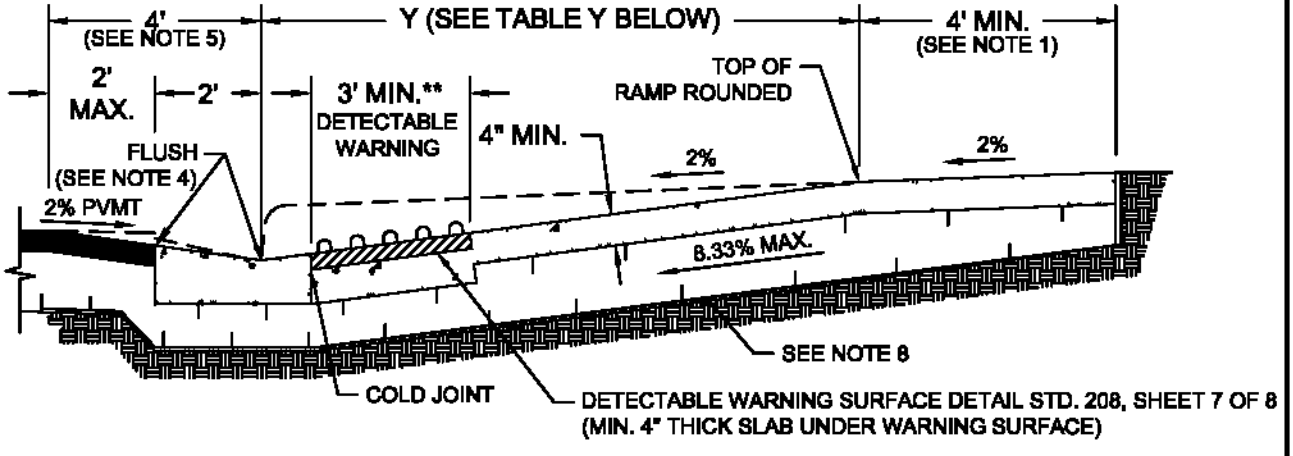


TABLE - Y

CF	Y*
6"	7.90'
8"	10.53'

$$Y = \frac{\text{CURB FACE (FT.)}}{6.33\%}$$

SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

* 'Y' SHALL NOT EXCEED 10.53', UNLESS APPROVED BY THE CITY ENGINEER.
** CITY ENGINEER MAY REQUIRE DEPTH OF DETECTABLE WARNING SURFACE TO BE MODIFIED FOR SPECIFIC APPPLICATIONS.
*** ELIMINATE ONE RAMP IF NO FUTURE PATH OF TRAVEL EXISTS.

REVISIONS	
No.	DATE
△	
△	
△	
△	

INDIAN WELLS
CALIFORNIA

PUBLIC WORKS DEPARTMENT

APPROVED BY: Paul D Goble 6-16-2010

PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 — DATE

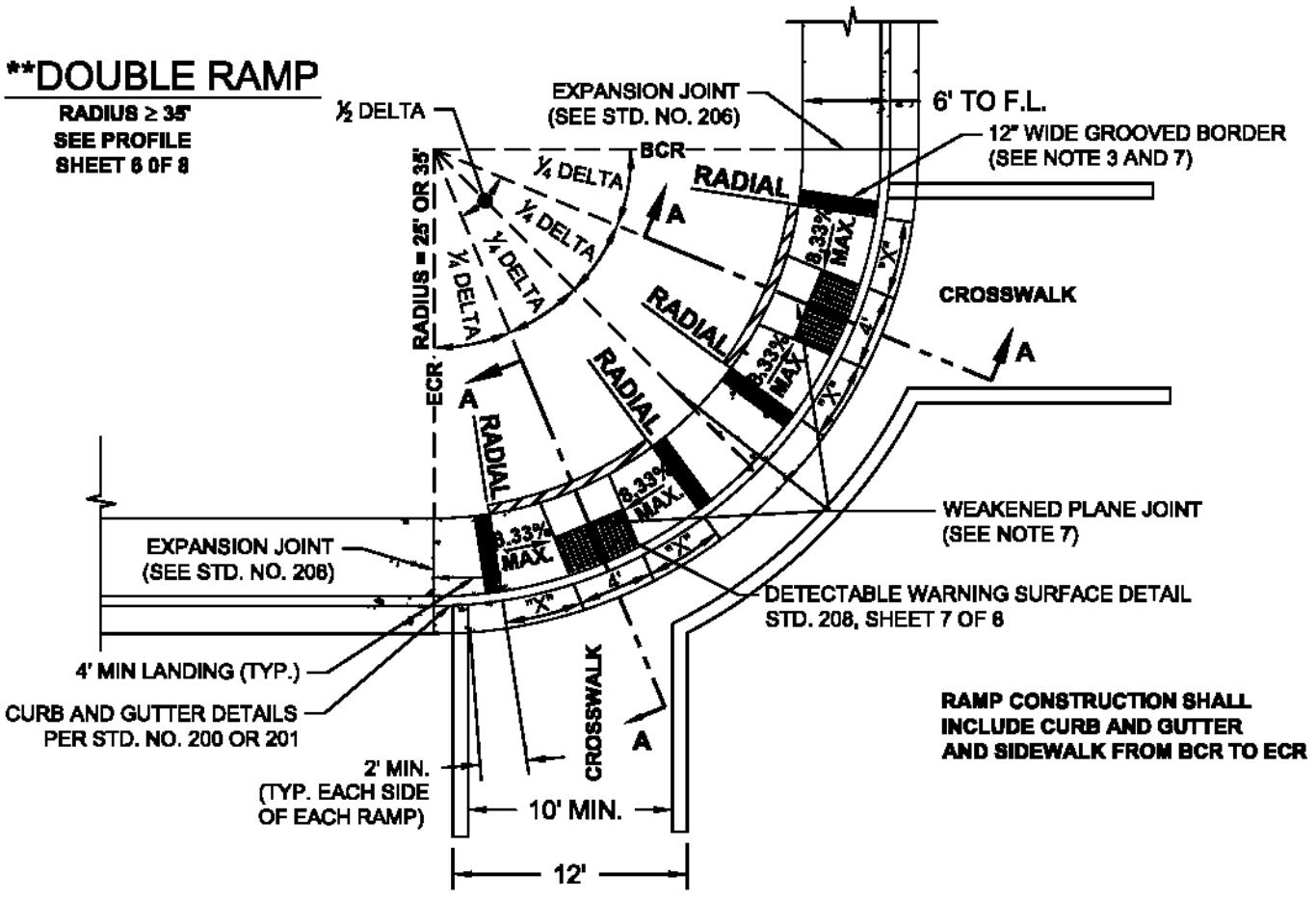
ACCESS RAMP CASE C

STANDARD PLAN No. 208

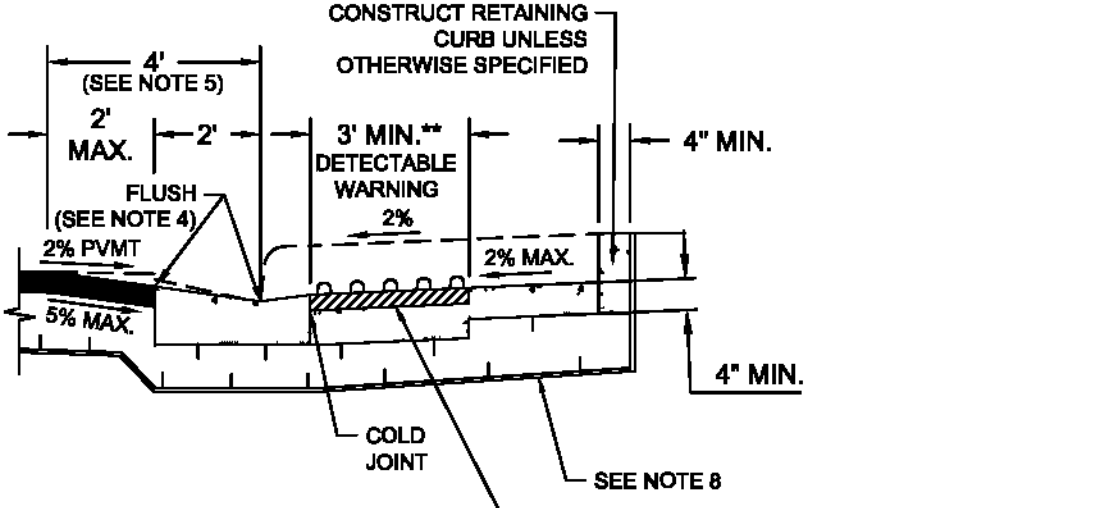
SHEET 3 OF 8

**DOUBLE RAMP

RADIUS ≥ 35'
SEE PROFILE SHEET 6 OF 8



RAMP CONSTRUCTION SHALL INCLUDE CURB AND GUTTER AND SIDEWALK FROM BCR TO ECR



SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

** CITY ENGINEER MAY REQUIRE DEPTH OF DETECTABLE WARNING SURFACE TO BE MODIFIED FOR SPECIFIC APPPLICATIONS.
*** ELIMINATE ONE RAMP IF NO FUTURE PATH OF TRAVEL EXISTS.

REVISIONS	
No.	DATE
△	
△	
△	
△	

INDIAN WELLS
CALIFORNIA

PUBLIC WORKS DEPARTMENT

APPROVED BY: Paul D Goble 6-16-2010

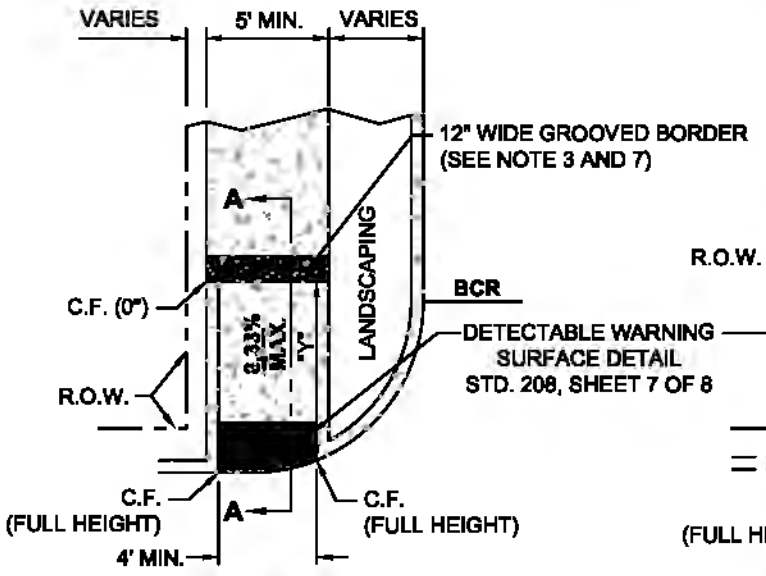
PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 — DATE

ACCESS RAMP CASE D

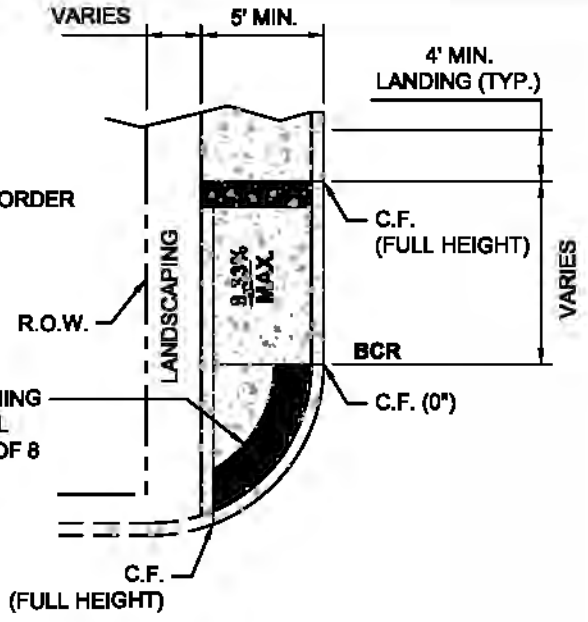
(LIMITED USE - SUBJECT TO CITY ENGINEER APPROVAL)

STANDARD PLAN No. 208

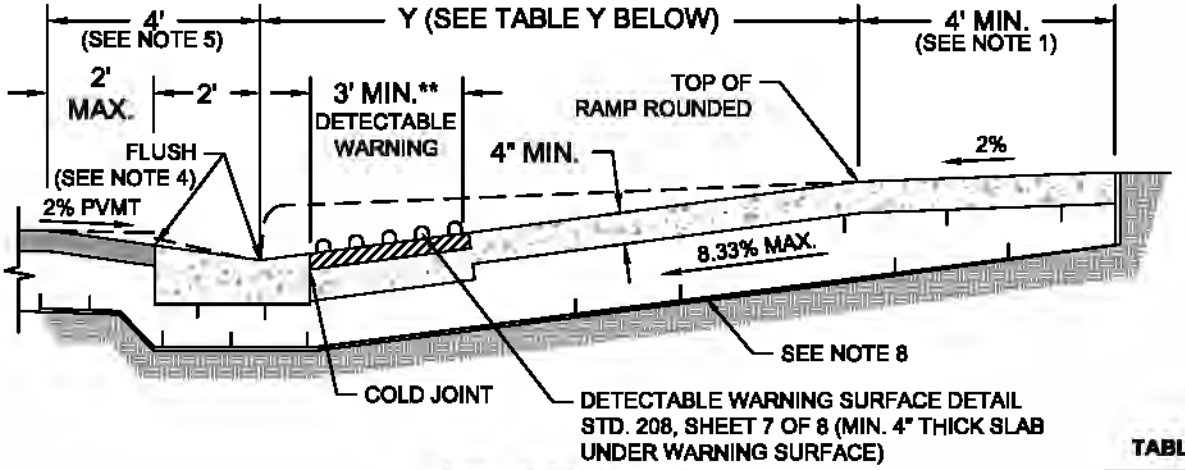
SHEET 4 OF 8



CASE E



CASE F



SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

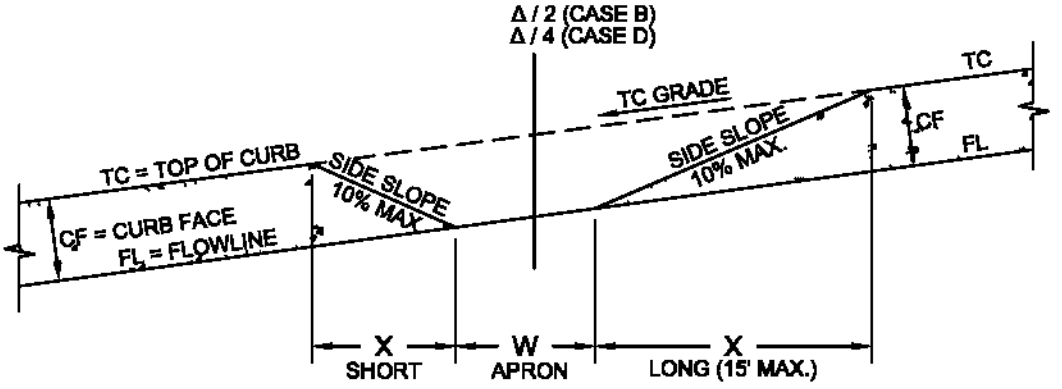
$$Y = \frac{\text{CURB FACE (FT.)}}{6.33\%}$$

TABLE - Y

CF	Y*
6"	7.90'
6"	10.53'

* 'Y' SHALL NOT EXCEED 10.53', UNLESS APPROVED BY THE CITY ENGINEER
** CITY ENGINEER MAY REQUIRE DEPTH OF DETECTABLE WARNING SURFACE TO BE MODIFIED FOR SPECIFIC APPPLICATIONS.

REVISIONS				
No.	DATE	INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	ACCESS RAMP CASE E & CASE F
		APPROVED BY: Paul D Goble 6-16-2010		STANDARD PLAN No. 208
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 DATE		SHEET 5 OF 8



PROFILE
CASE B & D

CF (IN)	RADIUS (FT)	SIDE SLOPE	X	TC GRADE (ALONG CURB RETURN)					
				1%	2%	3%	4%	5%	6%
6"	35'	10%	X_S	4.6	4.2	3.9	3.6	3.4	3.2
			X_L	5.6	6.3	7.2	8.4	10.0	12.5
8"	35'	10%	X_S	6.1	5.6	5.2	4.8	4.5	4.2
			X_L	7.5	8.4	9.6	11.2	13.4	15.0

TABLE - X

TO CALCULATE "X" DIMENSION

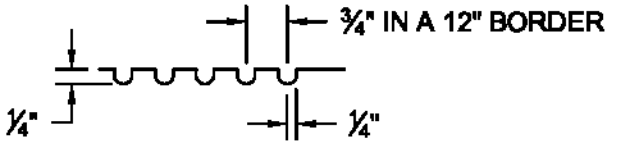
SHORT SIDE (DOWN SLOPE):

$$X_S\ (FT) = \frac{\text{CURBFACE (FT)}}{\text{SIDE SLOPE + TC GRADE}}$$

LONG SIDE (UP SLOPE):

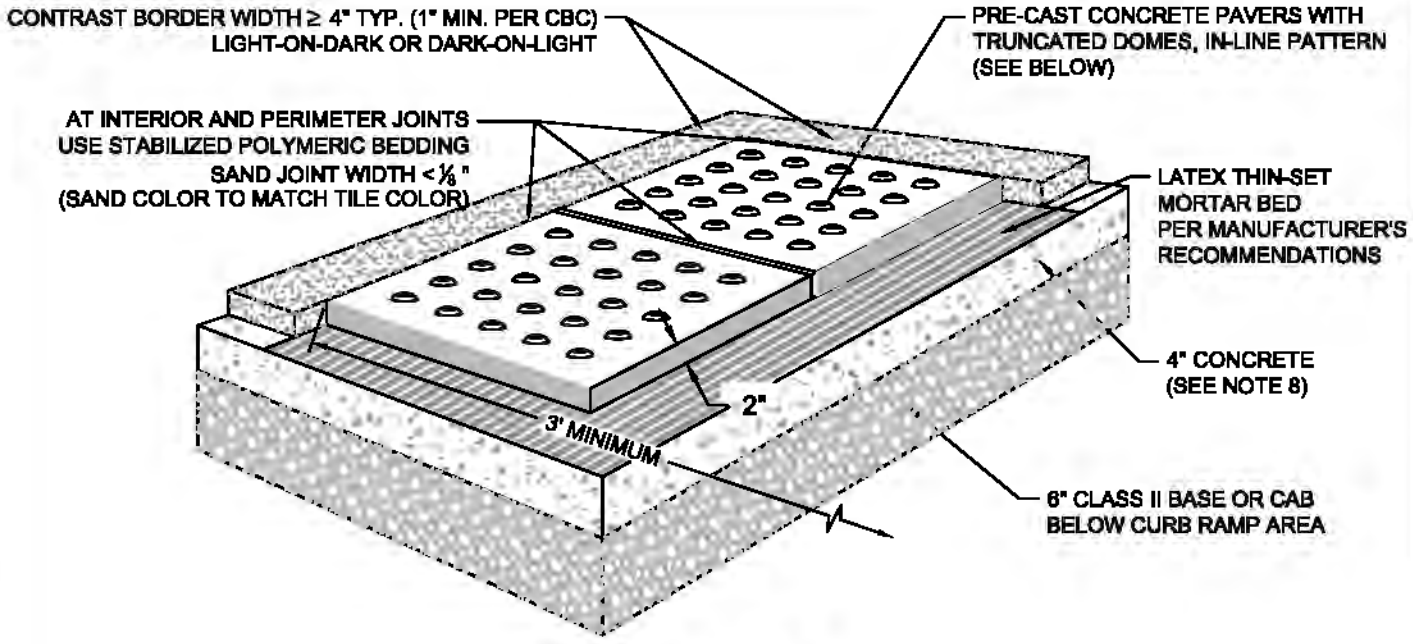
$$X_L\ (FT) = \frac{\text{CURBFACE (FT)}}{\text{SIDE SLOPE - TC GRADE}}$$

ENGINEER TO SHOW X_S AND X_L ON IMPROVEMENT PLANS

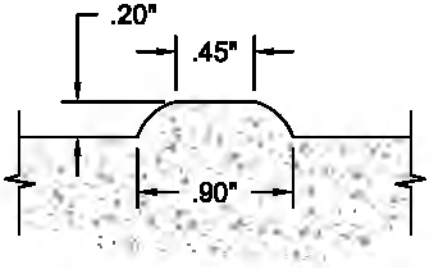


GROOVED BORDER DETAIL

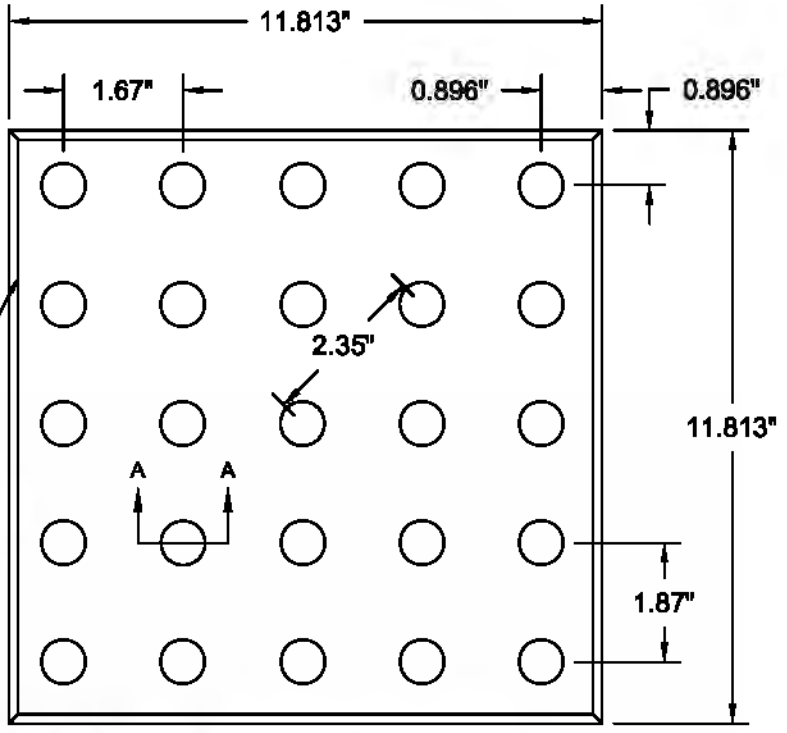
REVISIONS					
No.	DATE	INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	ACCESS RAMP PROFILE & GROOVE DETAIL	STANDARD PLAN No. 208
		APPROVED BY: Paul D Goble 6-16-2010			SHEET 6 OF 8
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158	DATE		



ISOMETRIC VIEW



SECTION A - A



DETECTABLE WARNING SURFACE SHALL BE ADA COMPLIANT CONSTRUCTED OF 2" THICK PRE-CAST CONCRETE PAVERS WITH TRUNCATED DOMES, IN LINE PATTERN, WAUSAU TILE, ADA-3, COLOR U5008 BROWN (OR APPROVED EQUAL) WITH CLEAR SEALANT APPLIED AFTER INSTALLATION

DETECTABLE WARNING SURFACE DETAIL

REVISIONS		INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	DETECTABLE WARNING SURFACE DETAIL (CONCRETE PAVERS W/TRUNCATED DOMES)	STANDARD PLAN No. 208
No.	DATE				
		APPROVED BY: Paul D Goble 6-16-2010			SHEET 7 OF 8
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 — DATE			

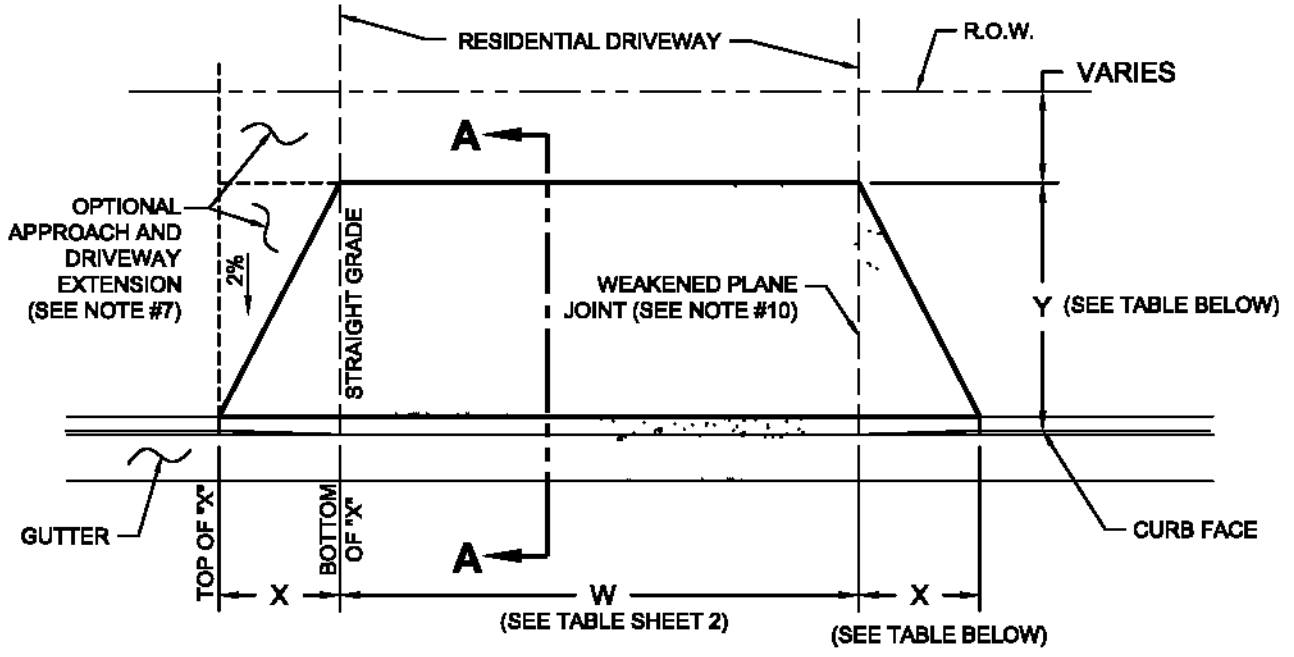
CONSTRUCTION NOTES:

1. IF DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP AND 4 FOOT LANDING, THEN USE THE CASE "B" RAMP.
2. IF SIDEWALK IS LESS THAN 6 FEET WIDE, THE FULL WIDTH OF THE SIDEWALK SHALL BE DEPRESSED AS SHOWN IN CASE B. MINIMUM SIDEWALK WIDTH IS 4 FEET FROM BACK OF CURB.
3. THE RAMP SHALL HAVE A 12 INCH WIDE BORDER WITH GROOVES ¼" WIDE AND ¼" DEEP APPROXIMATELY ¾" ON CENTER. SEE GROOVING DETAIL ON SHEET 6 OF 8.
4. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
5. MAXIMUM SLOPES OF ADJOINING GUTTERS: THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP AND CONTINUOUS PASSAGE TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN 4 FEET OF THE BOTTOM OF THE CURB RAMP.
6. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 10% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP (EXCEPT IN CASE B).
7. CONSTRUCT EXPANSION JOINTS AT ¼ AND ¾ DELTAS WHEN RADIUS EQUALS 35 FEET, AT INSIDE EDGE OF GROOVED BORDER WHEN RADIUS EQUALS 25 FEET, AND RADIALLY IF ANGLE POINT OCCURS.
8. ALL CONCRETE SHALL BE CLASS 560-C-3250 CURED WITH WHITE PIGMENTED CURING COMPOUND.

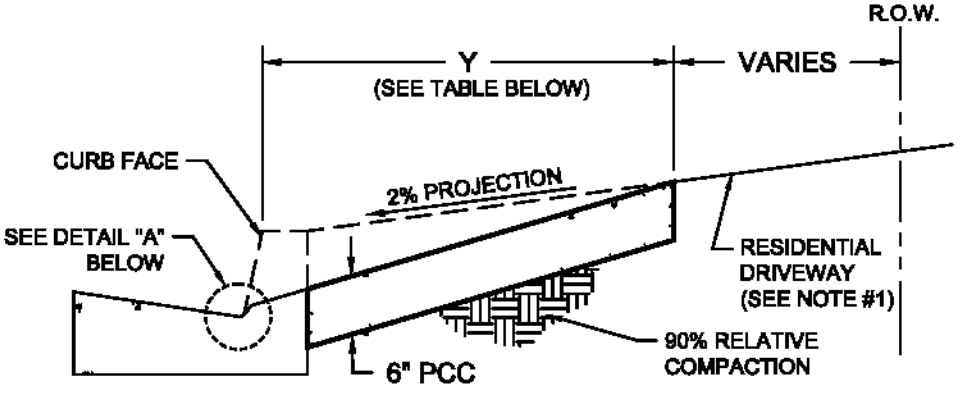
DETECTABLE WARNING SURFACE NOTES:

1. DETECTABLE WARNING SURFACE SHALL BE ADA COMPLIANT CONSTRUCTED OF 2" THICK PRE-CAST CONCRETE PAVERS WITH TRUNCATED DOMES (IN LINE PATTERN), MANUFACTURED BY WAUSAU TILE, ADA-3, COLOR U5008 BROWN, (OR APPROVED EQUAL, GROUTED IN PLACE, WITH CLEAR SEALANT APPLIED AFTER INSTALLATION. NO SURFACE APPLIED DOME MATS ARE ALLOWED. USE STABILIZED POLYMERIC BEDDING SAND AT INTERIOR AND PERIMETER JOINTS. JOINT WIDTH < ⅛ ". COLOR OF BEDDING SAND SHALL MATCH COLOR OF TILES.
2. ACCESS RAMPS REQUIRE A DETECTABLE WARNING SURFACE THE FULL WIDTH AND A MINUMUM OF THREE (3) FEET IN DEPTH OF THE RAMP SLOPE FROM THE CURB LINE WITHIN THE PUBLIC RIGHT-OF-WAY.
3. PRIVATE (ONSITE) DETECTABLE WARNING SURFACE INSTALLATION TO EXTEND FULL WIDTH AND DEPTH OF RAMP PER CALIFORNIA BUILDING CODE, EXCLUDING PRIVATELY FUNDED SINGLE FAMILY RESIDENCES.
4. THREE RUNNING FEET OF DETECTABLE WARNING SURFACE AT FLUSH CURB INSTALLATIONS ARE REQUIRED FOR HAZARDOUS VEHICULAR AREAS. BOLLARDS ARE UTILIZED FOR PEDESTRIAN PROTECTION AT FLUSH CURB RETURNS OR EQUIVALENT FACILITIES AS APPROVED BY THE CITY ENGINEER.
5. SUBMIT PRE-CAST CONCRETE PAVER, POLYMERIC BEDDING SAND, AND CLEAR SEALANT SPECIFICATIONS OR SAMPLES TO THE CITY FOR APPROVAL PRIOR TO INSTALLATION.
6. THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6" FROM THE CURB FACE.
7. MATCH ALL PAVER CORNERS SUCH THAT ALL TRUNCATED DOMES ALIGN AND MAINTAIN DOME DIMENSIONAL SPACING. TRUNCATED DOMES SHALL BE ALIGNED PARALLEL WITH RAMP SLOPE DIRECTION. PAVERS SHALL BE CUT TO MATCH CURB RETURN RADIUS OR OTHER DEFINED OBJECT OR BOUNDARY; NO SLIVERS ALLOWED. GRIND EDGE TO AVOID TRIP HAZARD AS REQUIRED.

REVISIONS		INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	ACCESS RAMP AND DETECTABLE WARNING NOTES	STANDARD PLAN No. 208
No.	DATE	APPROVED BY: Paul D Goble 6-16-2010			SHEET 8 OF 8
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158	DATE		



PLAN



SECTION "A-A"

DETAIL "A"

	5" TO 6" C.F.	7" TO 8" C.F.
"X"	3'	4'
"Y"	5'	6'

REVISIONS	
No.	DATE

INDIAN WELLS
CALIFORNIA

PUBLIC WORKS DEPARTMENT

APPROVED BY: Paul D Goble 5-27-2010

PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 — DATE

RESIDENTIAL DRIVEWAY APPROACH

STANDARD PLAN No. 209

SHEET 1 OF 2

RESIDENTIAL DRIVEWAY APPROACH DESIGN AND CONSTRUCTION NOTES:

1. THIS STANDARD PLAN IS APPLICABLE FOR USE WITHIN THE PUBLIC RIGHT-OF-WAY, INCLUDING THE CITY OF INDIAN WELLS FIRE ACCESS MAINTENANCE DISTRICT (FAMD). THIS STANDARD PLAN MAY NOT BE APPLICABLE FOR USE IN AREAS NOT WITHIN PUBLIC RIGHT-OF-WAY OR FOR DEVELOPMENT PROJECTS.
2. THE MAXIMUM GRADE BREAK BETWEEN DRIVEWAY APPROACH AND DRIVEWAY SHALL BE 4%. SEE INDIAN WELLS STANDARD PLAN NO. 113 FOR DRIVEWAY RAMP DESIGN.
3. DRIVEWAYS FOR CORNER LOTS SHALL HAVE A MINIMUM OF 20' BETWEEN BCR/ECR AND TOP OF "X".
4. A MINIMUM 5' OF FULL HEIGHT CURB SHALL EXIST BETWEEN DRIVEWAYS SERVING SEPARATE PARCELS.
5. FOR NEW DRIVEWAY APPROACHES CONSTRUCTED ADJACENT TO EXISTING CURB AND GUTTER, THE CURB FACE SHALL BE SAWCUT HORIZONTALLY. IF REMOVAL AND REPLACEMENT OF EXISTING CURB AND GUTTER IS APPROVED BY THE CITY, A 12" WIDTH OF ASPHALT CONCRETE ADJACENT TO AND PARALLEL TO CURB AND GUTTER SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
6. ANY EXISTING PCC TO BE REMOVED SHALL BE SAWCUT AT THE JOINTS.
7. DRIVEWAY APPROACH OR DRIVEWAY APPROACH COMBINED WITH DRIVEWAY MAY BE EXTENDED AS SHOWN, PROVIDED DRIVEWAY APPROACH DOES NOT EXTEND BEYOND TOP OF "X" LIMITS, AND PROVIDED TOTAL DRIVEWAY WIDTH DOES NOT EXCEED WIDTH ALLOWED AS SHOWN IN TABLE BELOW.
8. ALL CONCRETE SHALL BE CLASS 560-C-3250, CURED WITH WHITE PIGMENTED CURING COMPOUND.
9. DYES MAY BE ADDED TO PCC ONLY IF APPROVED BY HOMEOWNER'S ASSOCIATION (HOA) AND/OR CITY OF INDIAN WELLS ARCHITECTURE AND LANDSCAPE COMMITTEE (ALC).
10. ALL DRIVEWAY APPROACHES SHALL HAVE WEAKENED PLANE LINES AT THE BOTTOM "X" LOCATION. WHERE "W" MEASURES BETWEEN 14' AND 20', A MINIMUM OF ONE WEAKENED PLANE JOINT SHALL BE INCLUDED AT ½ "W". WHERE "W" MEASURES OVER 20', WEAKENED PLANE JOINTS SHALL BE PLACED NO MORE THAN 5' ON CENTER.

ENHANCED MATERIALS:

A. IF APPROVED BY HOA OR CITY OF INDIAN WELLS ARCHITECTURE AND LANDSCAPE COMMITTEE, MATERIALS AND TREATMENTS INCLUDING BUT NOT LIMITED TO DECORATIVE CONCRETE PAVERS, STAMPED CONCRETE, OR NATURAL STONE MAY BE SUBSTITUTED FOR STANDARD FINISH PCC.

B. IF APPROVED, ENHANCED MATERIALS AND TREATMENTS MAY ONLY BE CONSTRUCTED AFTER EXECUTION OF AN "INDEMNIFICATION AND HOLD HARMLESS AGREEMENT" BY OWNER(S) SERVED BY DRIVEWAY APPROACH AND/OR DRIVEWAY. SAID AGREEMENT SHALL BE PREPARED BY THE CITY OF INDIAN WELLS.

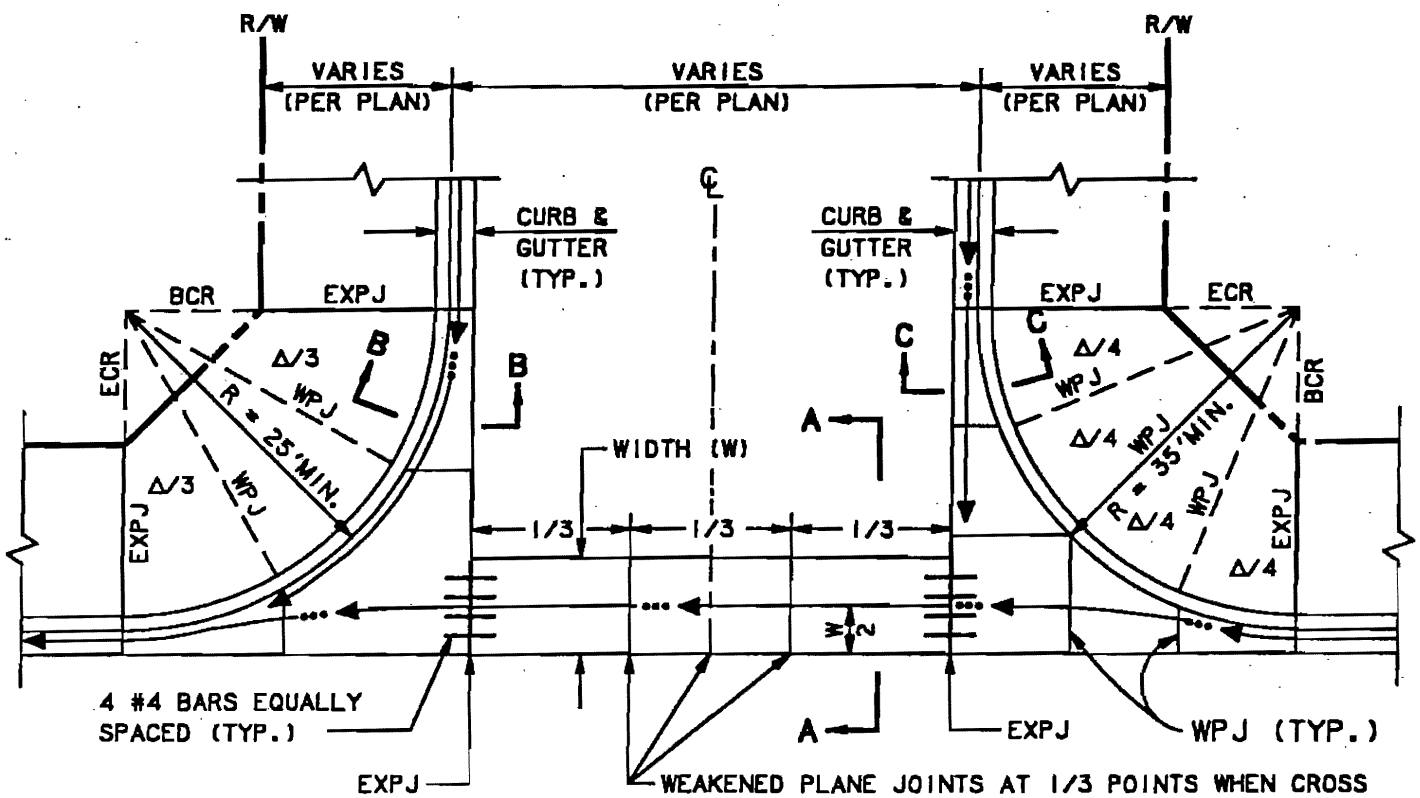
C. ENHANCED MATERIALS AND TREATMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS. THE CITY OF INDIAN WELLS RESERVES THE RIGHT TO MODIFY SAID RECOMMENDATIONS AS REQUIRED. IN THE EVENT NO MANUFACTURERS RECOMMENDATIONS ARE AVAILABLE, QR IF THE RECOMMENDATIONS ARE DEEMED UNSUITABLE BY THE CITY, INSTALLATION REQUIREMENTS SHALL BE PROVIDED BY THE CITY.

D. DRIVEWAY APPROACHES AND DRIVEWAYS CONSTRUCTED WITH ENHANCED MATERIALS AND TREATMENTS SHALL SUBSTANTIALLY CONFORM TO THE GEOMETRICS OF THIS STANDARD PLAN.

MAXIMUM DRIVEWAY WIDTHS (W)*	
LOTS LESS THAN 100'	20'
LOTS 100' OR MORE	20% OF FRONT LOT DIMENSION (Up to 28')
CIRCULAR DRIVEWAYS	20' EACH DWY (Separated by 20' of Full Height Curb)
3-SPACE GARAGES (Regardless of Lot Width)	30'
4-SPACE GARAGES (Regardless of Lot Width)	40'
GARAGES NOT DIRECTLY FACING STREET (Regardless of Garage Capacity)	20'

* MINIMUM DRIVEWAY WIDTH: 12'

REVISIONS				
No.	DATE	INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	RESIDENTIAL DRIVEWAY APPROACH
		APPROVED BY: Paul D Goble 5-27-2010		STANDARD PLAN No. 209
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 — DATE		SHEET 2 OF 2



WEAKENED PLANE JOINTS AT 1/3 POINTS WHEN CROSS GUTTER IS LONGER THAN 40'. ONE JOINT AT CENTERLINE WHEN CROSS GUTTER IS LESS THAN 40' LONG.

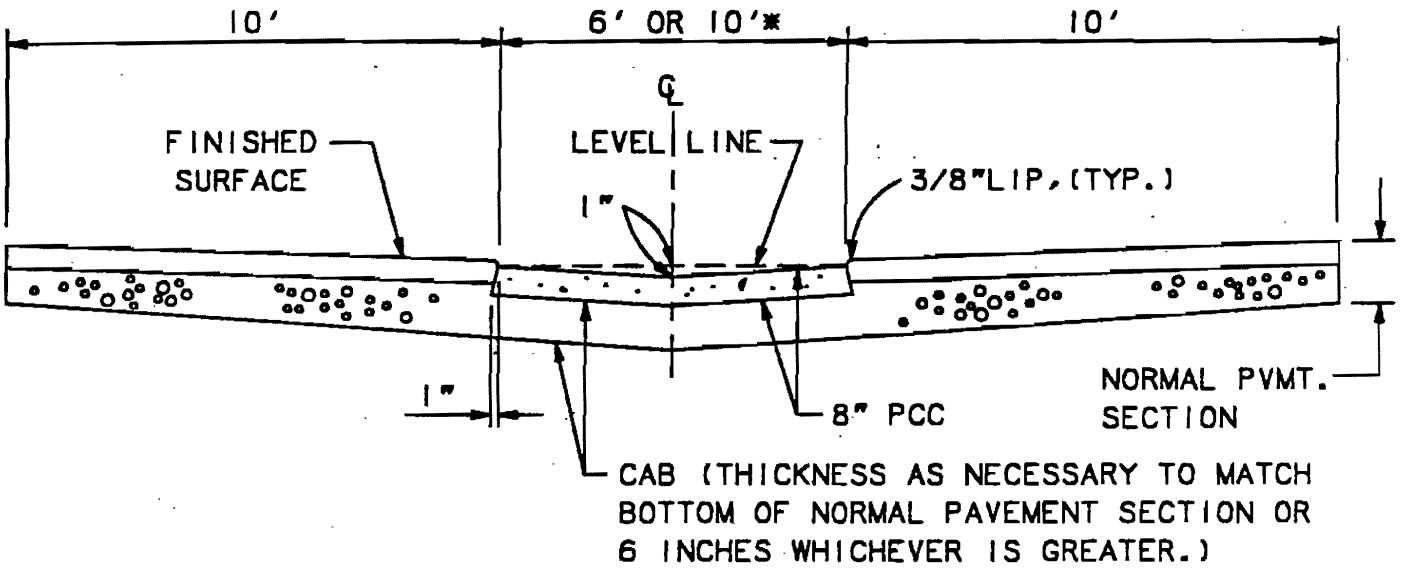
WPJ = WEAKENED PLANE JOINT
EXPJ = EXPANSION JOINT

PLAN VIEW

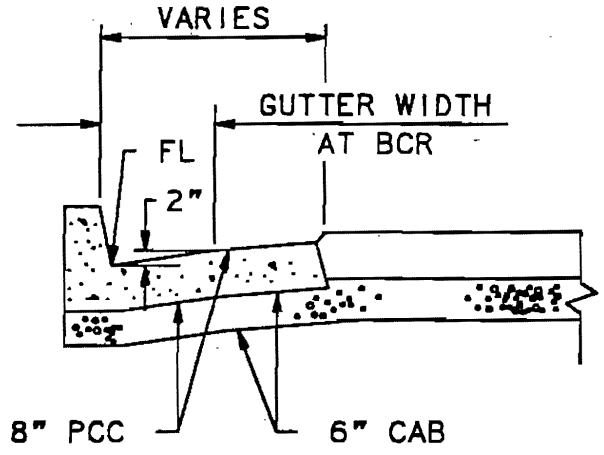
NOTES:

1. CROSS GUTTER AND SPANDREL TO BE 8 INCH MINIMUM THICKNESS.
2. CONCRETE SPANDREL TO BE INTEGRAL WITH CURB UNLESS OTHERWISE SPECIFIED.
3. CONSTRUCT WEAKENED PLANE JOINTS PER STANDARD NO. 206
4. WEAKENED PLANE JOINTS TO BE CONSTRUCTED AT 1/3Δ POINTS FOR A 25 FOOT RADIUS SPANDREL AND AT 1/4Δ POINTS FOR A 35 FOOT RADIUS SPANDREL AS SHOWN.
5. WIDTH (W) OF CROSS GUTTER (6' OR 10') SHALL BE DETERMINED BY THE CITY ENGINEER.
6. ALL EXPOSED CORNERS ON CONCRETE GUTTERS SHALL BE ROUNDED WITH A 1/2 INCH RADIUS.
7. ALL FLOW LINES SHALL HAVE A 8 INCH SMOOTH STEEL TROWEL FINISH.
8. SEE STANDARD NO. 207 FOR CURB RETURN RADIUS.

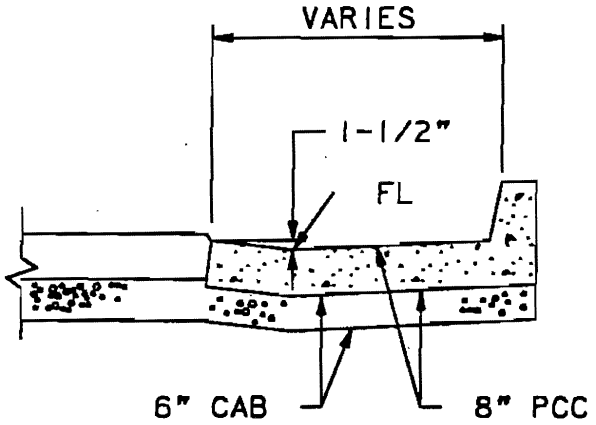
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CROSS GUTTER	210
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 2



SECTION A-A



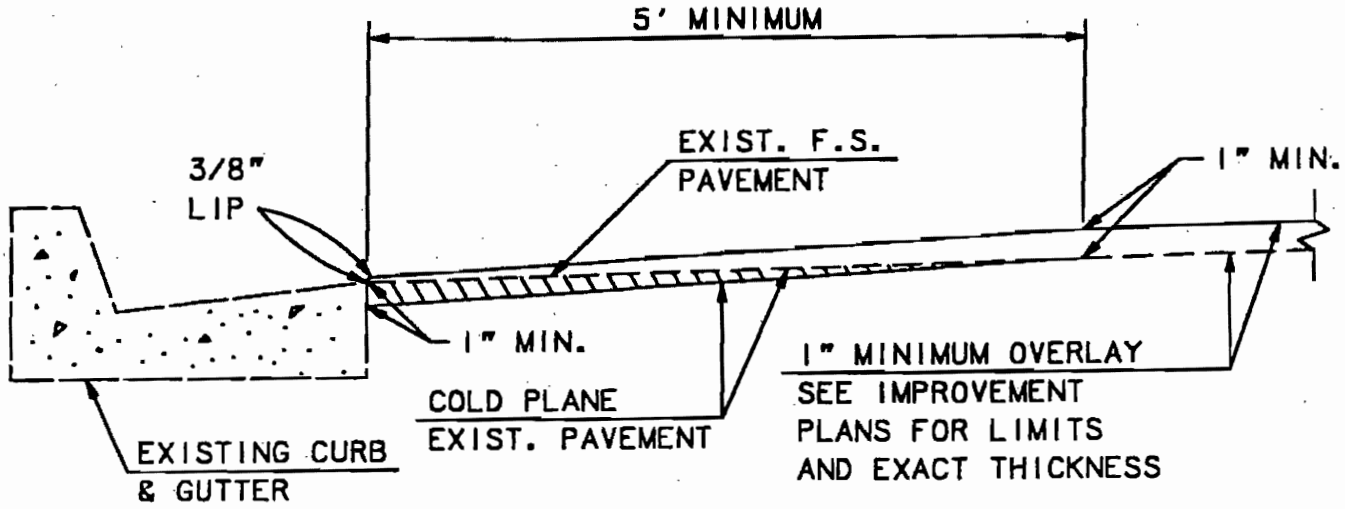
SECTION B-B



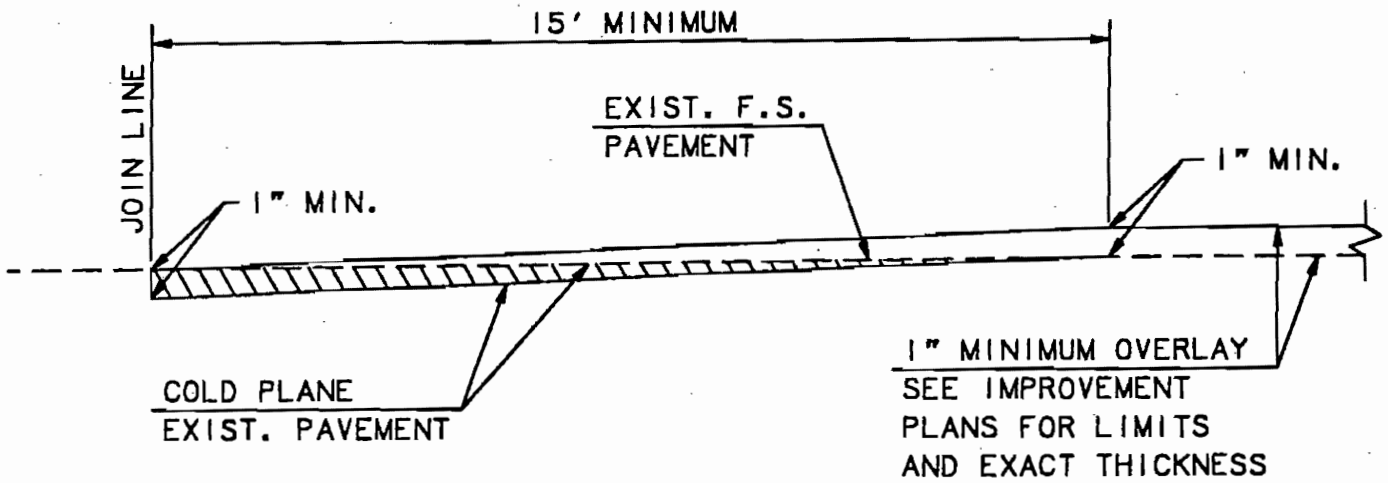
SECTION C-C

* SEE NOTE NO. 5

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CROSS GUTTER	210
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 7/27/92 R.C.E. NO. 32506
4		2 OF 2



TYPE I

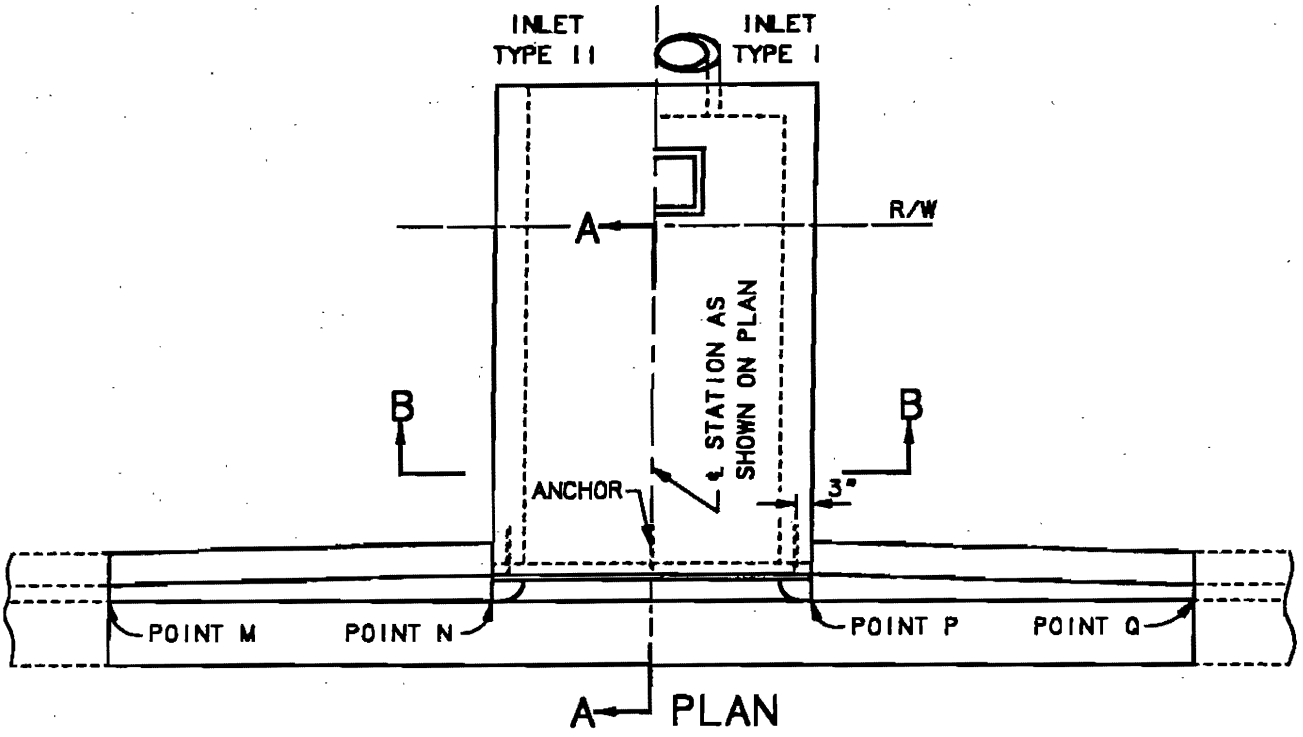


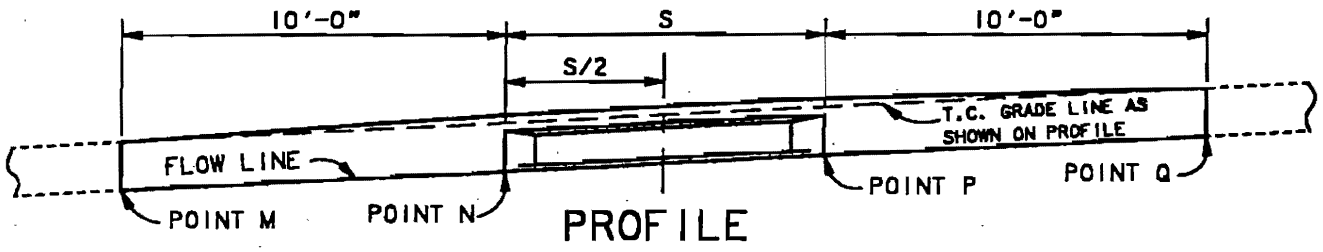
TYPE II

NOTES:

1. EXACT LOCATION, DIMENSION AND LIMITS OF COLD PLANING TO BE SHOWN ON IMPROVEMENT PLANS.
2. CITY ENGINEER MAY REQUIRE WIDER OR THICKER COLD PLANING DUE TO FIELD CONDITIONS.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	COLD PLANE DETAIL	211
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 7 / 27 / 92 R.C.E. NO. 32506
4		1 OF 1





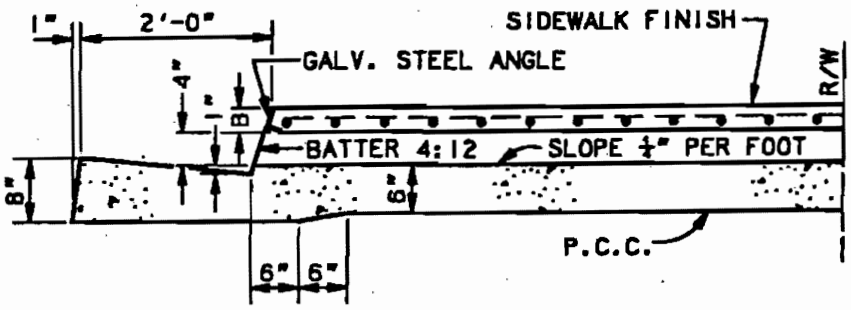
NOTES:

1. FLOOR OF BOX TO BE TROWELED SMOOTH.
2. WHEN THE TOE OF SLOPE IS WITHIN THE R/W, INLET TYPE I BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
3. FOR OPEN DITCH APPROACH (TYPE II) THE 2 FOOT EXTENSION IS NOT REQUIRED WHEN THE BACK OF WALK IS 2 FEET OR MORE FROM THE R/W LINE.
4. TOP OF INLET STRUCTURE (TYPE I & II) TO BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICABLE.
5. A HEADER STEEL STUD $\frac{3}{8}$ INCHES x $6\frac{5}{8}$ INCHES WITH HEAD D=1 INCH ATTACHED BY A FULL PENETRATION BUTT WELD MAY BE USED AS AN ALTERNATE ANCHOR.
6. NORMAL CURB FACE AT POINT M AND Q. B+5 INCHES AT POINT N AND P.
7. THE 3 INCH LEG OF THE INTERIOR ANCHORS SHALL BE PARALLEL TO THE TOP OF SIDEWALK.

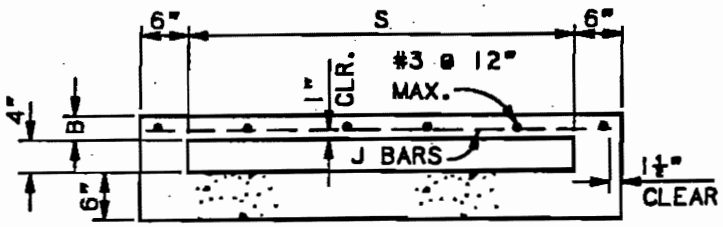
STEEL LIST

S	B	GALVANIZED STEEL ANGLE	ANCHOR	J BAR		
				SIZE	SPACING	LENGTH
1'-0"	3"	$2\frac{1}{2}$"x2"x$\frac{3}{8}$"	2	#3	7"	1'-9"
1'-6"	3"	$2\frac{1}{2}$"x2"x$\frac{3}{8}$"	2	#3	7"	2'-3"
2'-0"	3"	$2\frac{1}{2}$"x2"x$\frac{3}{8}$"	2	#3	7"	2'-9"
2'-6"	3"	$2\frac{1}{2}$"x2"x$\frac{3}{8}$"	2	#3	7"	3'-3"
3'-0"	3"	$2\frac{1}{2}$"x2"x$\frac{3}{8}$"	3	#3	7"	3'-9"
3'-6"	3"	$2\frac{1}{2}$"x2"x$\frac{3}{8}$"	3	#3	6"	4'-3"
4'-0"	3"	$2\frac{1}{2}$"x2"x$\frac{3}{8}$"	3	#3	5"	4'-9"
4'-6"	4"	$3\frac{1}{2}$"x3"x$\frac{1}{2}$"	3	#3	$6\frac{1}{2}$"	5'-3"
5'-0"	4"	$3\frac{1}{2}$"x3"x$\frac{1}{2}$"	3	#3	5"	5'-9"
5'-6"	4"	$3\frac{1}{2}$"x3"x$\frac{1}{2}$"	3	#3	4"	6'-3"
6'-0"	4"	$3\frac{1}{2}$"x3"x$\frac{1}{2}$"	3	#3	$3\frac{1}{2}$"	6'-9"

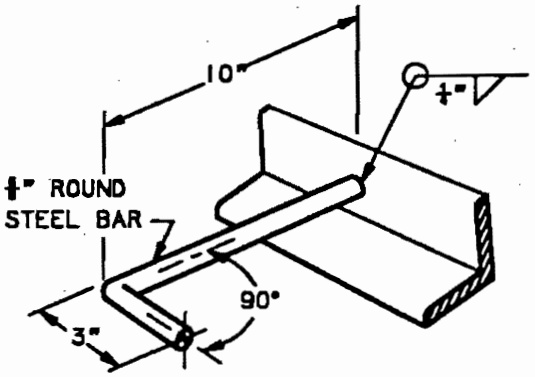
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CURB OUTLET TYPE I	300
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3 27 92 R.C.E. NO. 32506
4		1 OF 2



SECTION A-A

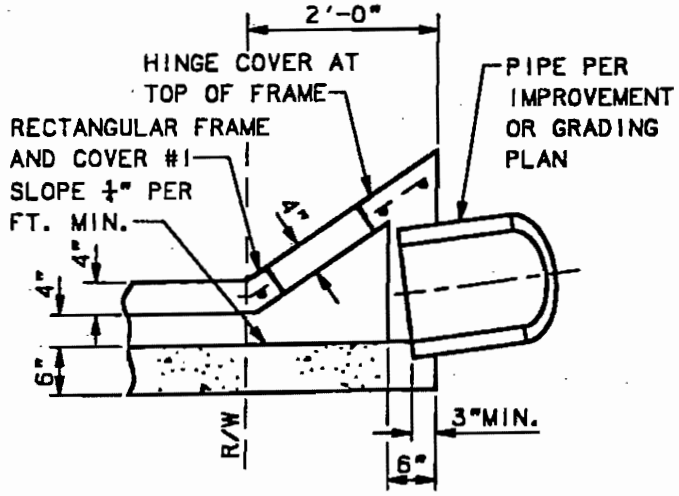


SECTION B-B

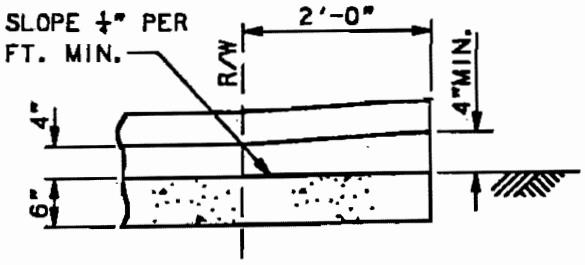


DETAIL OF ANCHOR

(SEE NOTES 5 & 7)

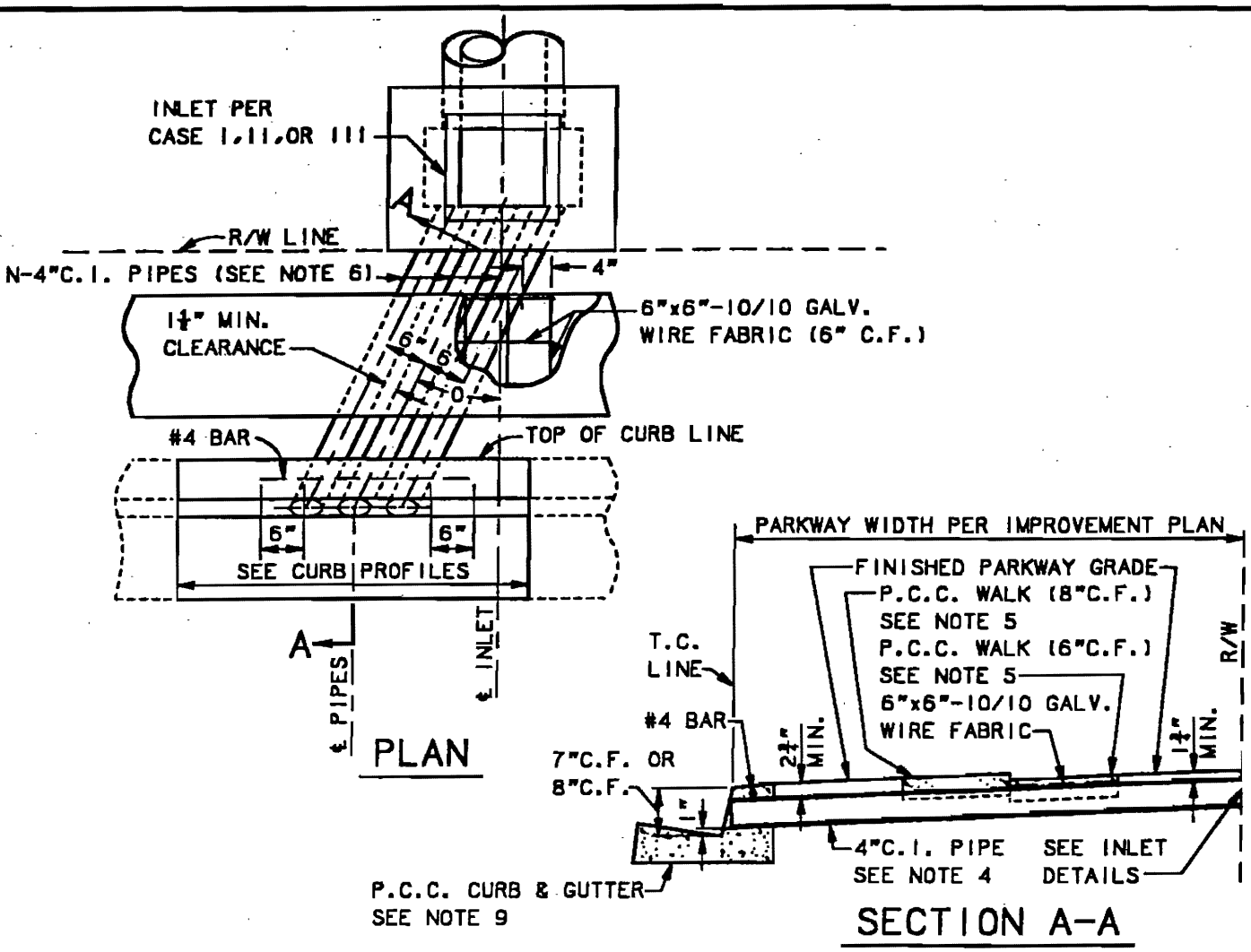


SECTION-INLET TYPE I



SECTION-INLET TYPE II

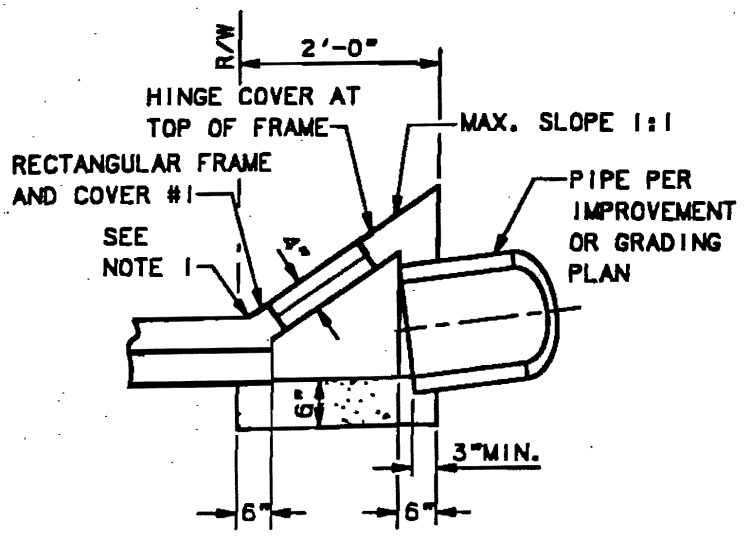
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CURB OUTLET TYPE I	300
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS DATE: 3/27/92 R.C.E. NO. 32506	
4		2 OF 2



NOTES:

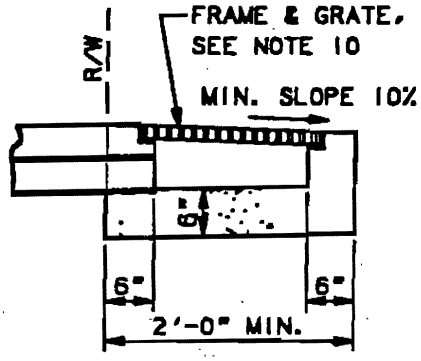
1. WHEN THE TOE OF SLOPE IS WITHIN THE R/W, INLET CASE I BEGINS AT THE TOE RATHER THAN AT THE R/W LINE.
2. FOR OPEN DITCH APPROACH (CASE III INLET), THE EXTENSION BEYOND THE R/W LINE IS NOT REQUIRED WHEN BACK OF WALK IS MORE THAN 2 FEET FROM THE R/W LINE.
3. TOP OF INLET STRUCTURE (CASE I AND II) TO BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICABLE.
4. ASBESTOS CEMENT CONDUIT OF EQUIVALENT AREA MAY BE SUBSTITUTED AT THE CONTRACTOR'S OPTION OR SPECIFIED ON PLAN FOR CASE I & II INLETS. HOWEVER, FULL WIDTH WALK MUST BE CONSTRUCTED.
5. CONSTRUCT P.C.C. WALK WHEN SPECIFIED ON PLAN. THE CONTRACT PRICE PAID FOR P.C.C. WALK ITEM SHALL INCLUDE WALK CONSTRUCTED IN CONJUNCTION WITH PARKWAY CULVERT.
6. "N" EQUALS NUMBER OF PIPES (MAXIMUM OF SIX) AS SPECIFIED ON PLAN.
7. INLET CASE TO BE SPECIFIED ON IMPROVEMENT OR GRADING PLAN.
8. ANGLE "O" EQUALS 0° UNLESS OTHERWISE SPECIFIED.
9. TYPE, DIMENSIONS, AND ELEVATIONS OF P.C.C. CURB AND GUTTER PER IMPROVEMENT PLAN.
10. UNLESS OTHERWISE SPECIFIED, FRAME AND GRATE FOR INLET CASE II SHALL BE ALHAMBRA FOUNDRY 14 INCHES x 24 INCHES TYPE A-2422 (GALVANIZED) OR EQUAL.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CURB OUTLET TYPE II	301
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 2



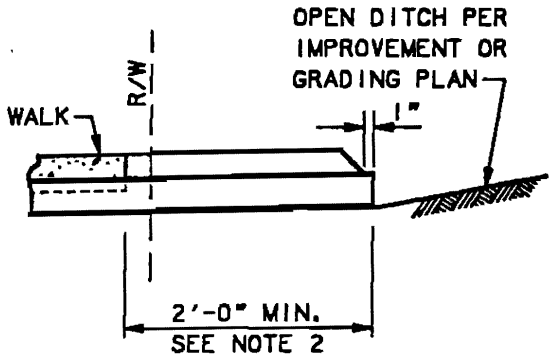
CASE I INLET

TRANSITION STRUCTURE SECTION



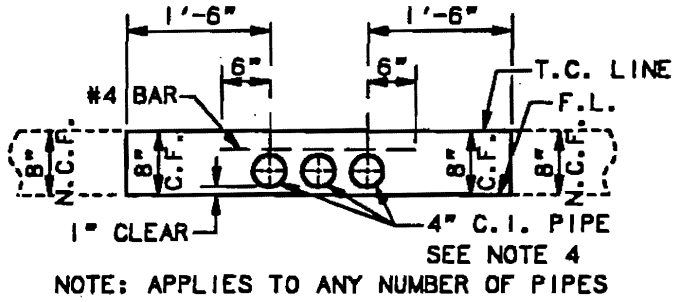
CASE II INLET

DROP INLET CATCH BASIN SECTION



CASE III INLET

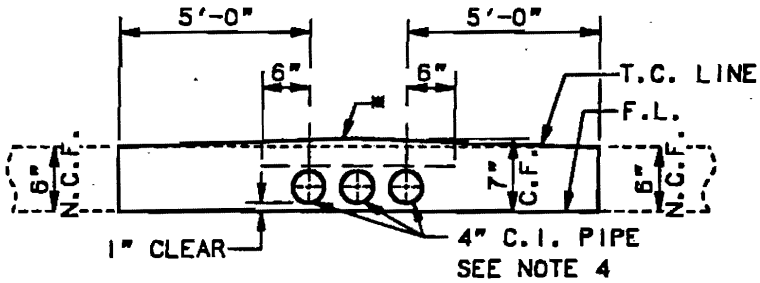
GRADED DITCH SECTION



NOTE: APPLIES TO ANY NUMBER OF PIPES

CURB PROFILE

8" NORMAL CURB FACE



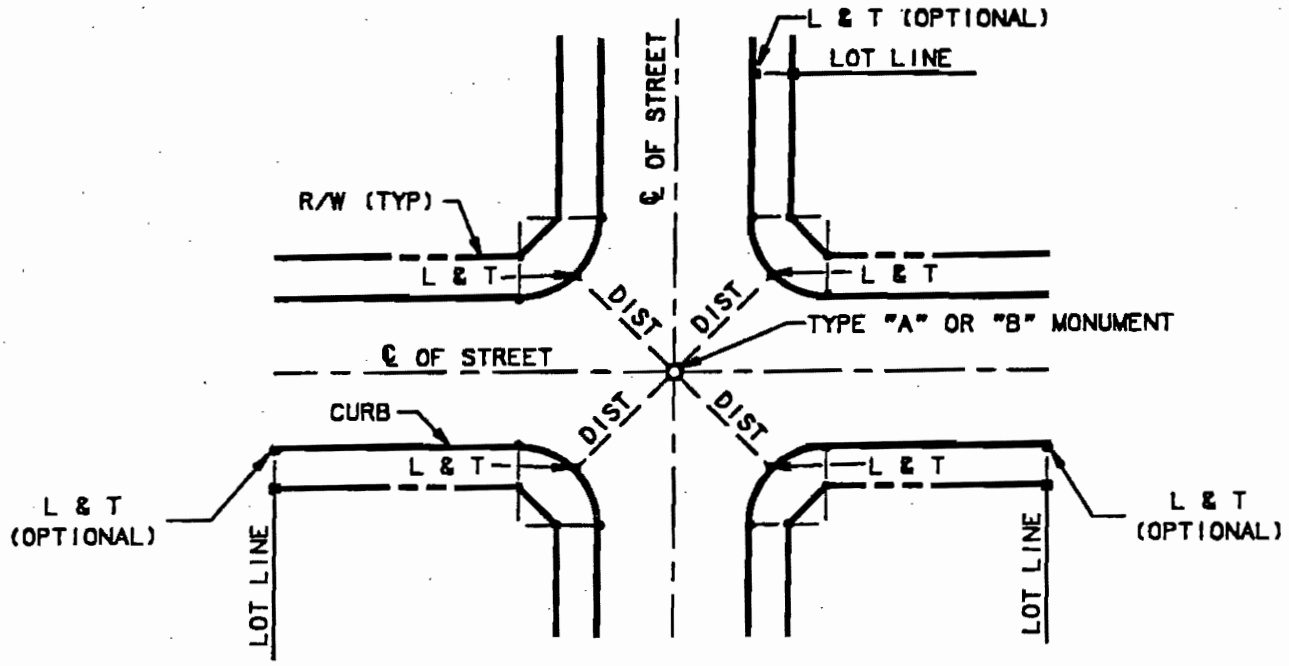
NOTE: APPLIES TO ANY NUMBER OF PIPES

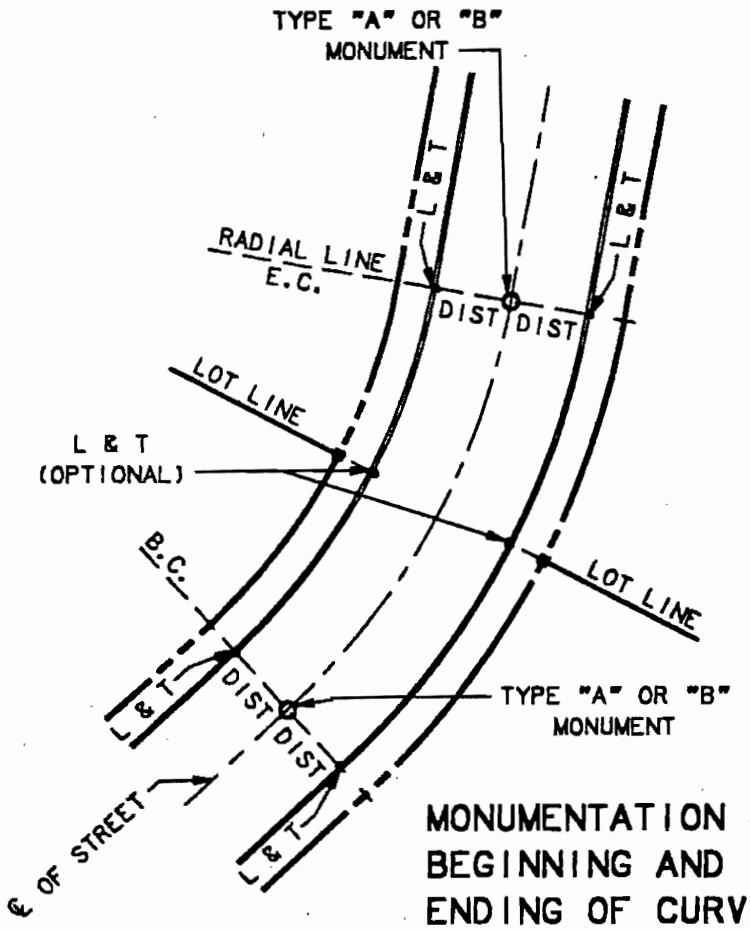
* NORMAL T.C. GRADE LINE AS SHOWN ON PROFILE

CURB PROFILE

6" NORMAL CURB FACE

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CURB OUTLET TYPE II	301
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3 27 92 R.C.E. NO. 32506
4		2 OF 2





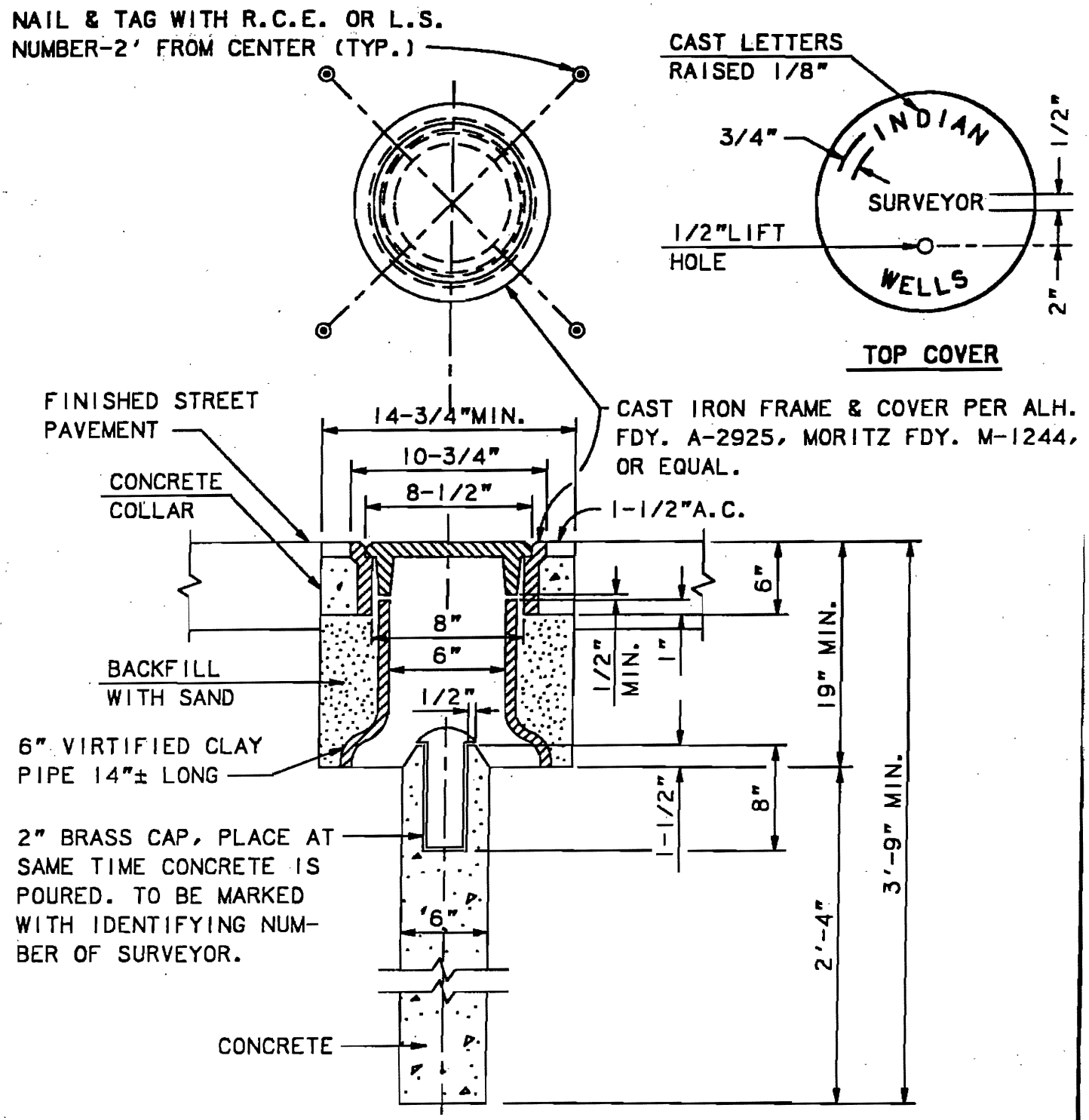
MONUMENTATION OF BEGINNING AND ENDING OF CURVE

STREET INTERSECTION MONUMENTATION WHERE CURB AND GUTTER HAS BEEN INSTALLED

NOTES:

1. TYPE "A" MONUMENT TO BE 1 INCH DIAMETER IRON PIPE 18 INCHES LONG WITH METAL DISC OR PLASTIC CAP AFFIXED TO TOP OF PIPE.
2. TYPE "A" MONUMENT TO BE 5/8 INCH DIAMETER COPPER CLAD STEEL PIN 18 INCHES LONG WITH 1½ INCH CONICAL BRASS CAP AFFIXED TO TOP OF PIPE.
3. TYPE "A" MONUMENT TO BE USED FOR TRACT BOUNDARY CONTROL AND UNPAVED STREET CENTERLINE CONTROL. TYPE "B" MONUMENT TO BE USED IN LIEU OF TYPE "A" IN PAVED STREETS.
4. LEAD AND TACK (L&T) SHOWN HEREON INDICATES LEAD PLUG OR STEEL PIN WITH METAL IDENTIFICATION DISK SET IN CONCRETE CURB.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	SURVEY MONUMENTATION	400
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 7/27/92 R.C.E. NO. 32506
4		1 OF 2



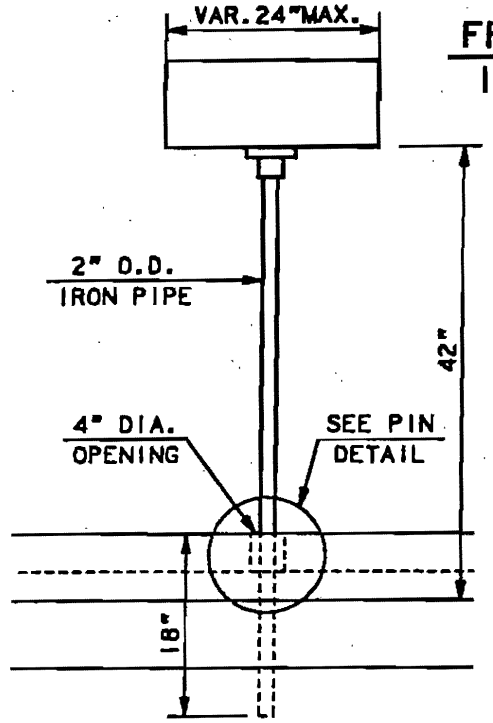
SURVEY MONUMENT TYPE "C"

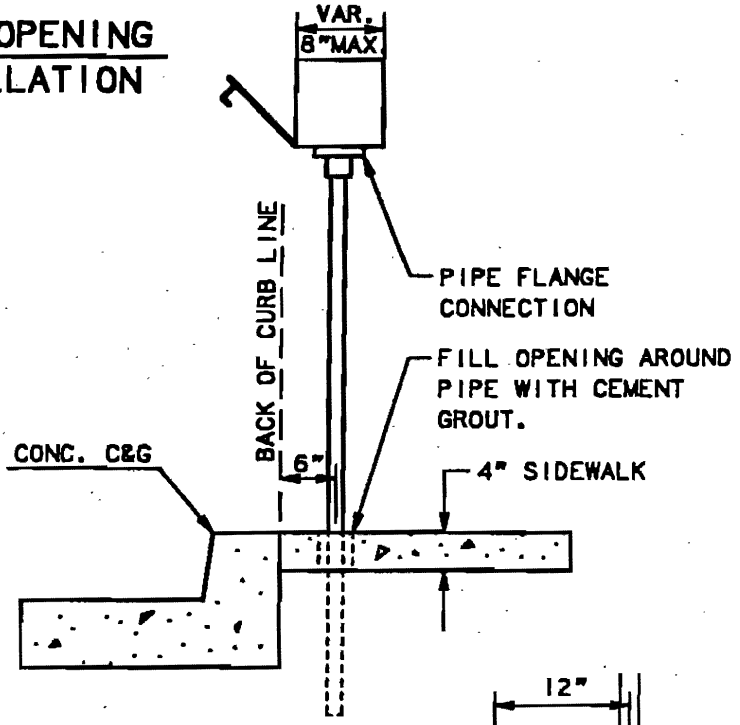
NOTE:

TYPE "C" MONUMENT SHALL BE CONSTRUCTED FOR ANY SECTION CORNER OR QUARTER CORNER THAT LIES WITHIN THE CITY R/W.

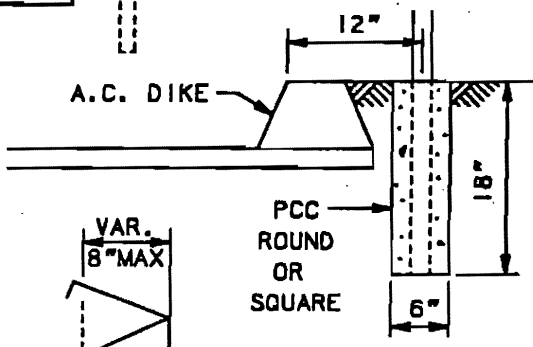
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	SURVEY MONUMENTATION	400
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		2 OF 2

FRONT OPENING INSTALLATION



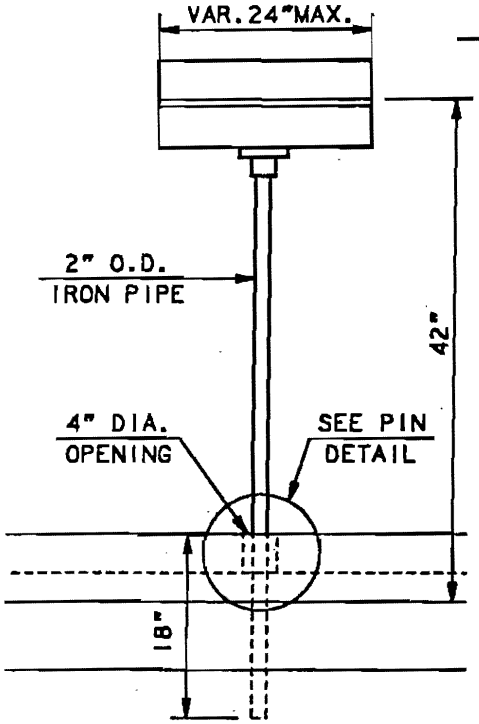


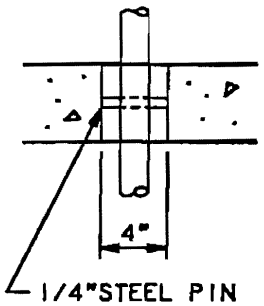
NOTE: END OPENING MAILBOX IS PERMITTED IF FACE OF MAILBOX DOES NOT EXTEND PAST BACK OF CURB LINE.



A.C. DIKE INSTALLATION

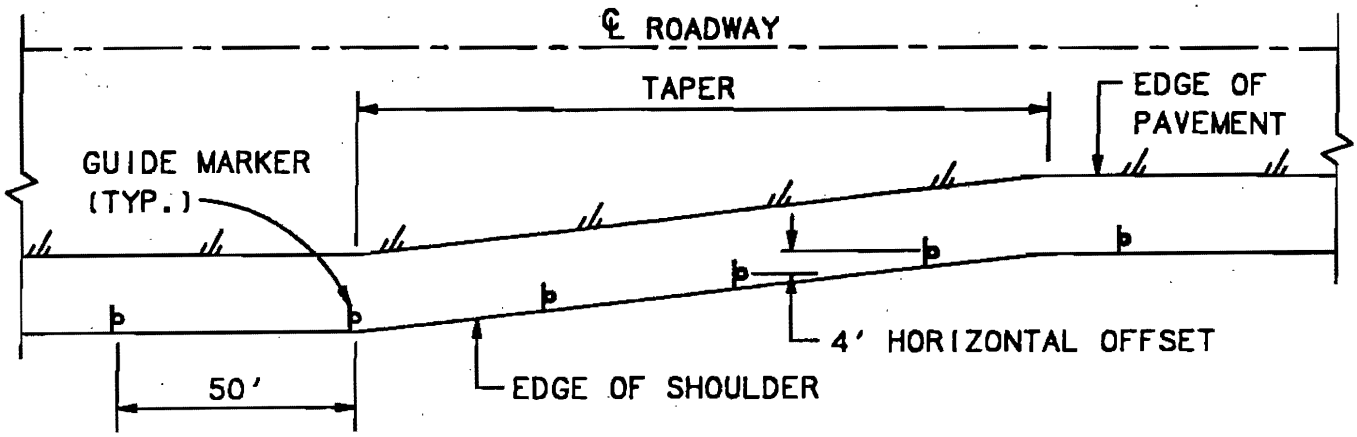
TOP OPENING INSTALLATION





PIN DETAIL

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	SINGLE MAILBOX INSTALLATION	401
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1



TAPER PLACEMENT DETAIL

GUIDE MARKER F-1

1. TO BE CONSTRUCTED ON ROADWAY CURVES OF LESS THAN 2000-FOOT RADIUS, PLACE PER TABLE ON SHEET 3 OF 3.
2. TO BE CONSTRUCTED ON SHOULDERS ON TANGENTS WHERE THE FILL HEIGHT EXCEEDS 6 FEET, PLACE AT 300-FOOT INTERVALS.
3. TO BE CONSTRUCTED ON PAVEMENT OR ROADWAY TAPERS, USE 4-FOOT HORIZONTAL OFFSET AS SHOWN.

CLEARANCE MARKER L-2

1. TO BE CONSTRUCTED ON SHARP OR SUBSTANDARD CURVES.
2. TO BE CONSTRUCTED ON DETOURS OR OTHER SPECIAL DELINEATION.

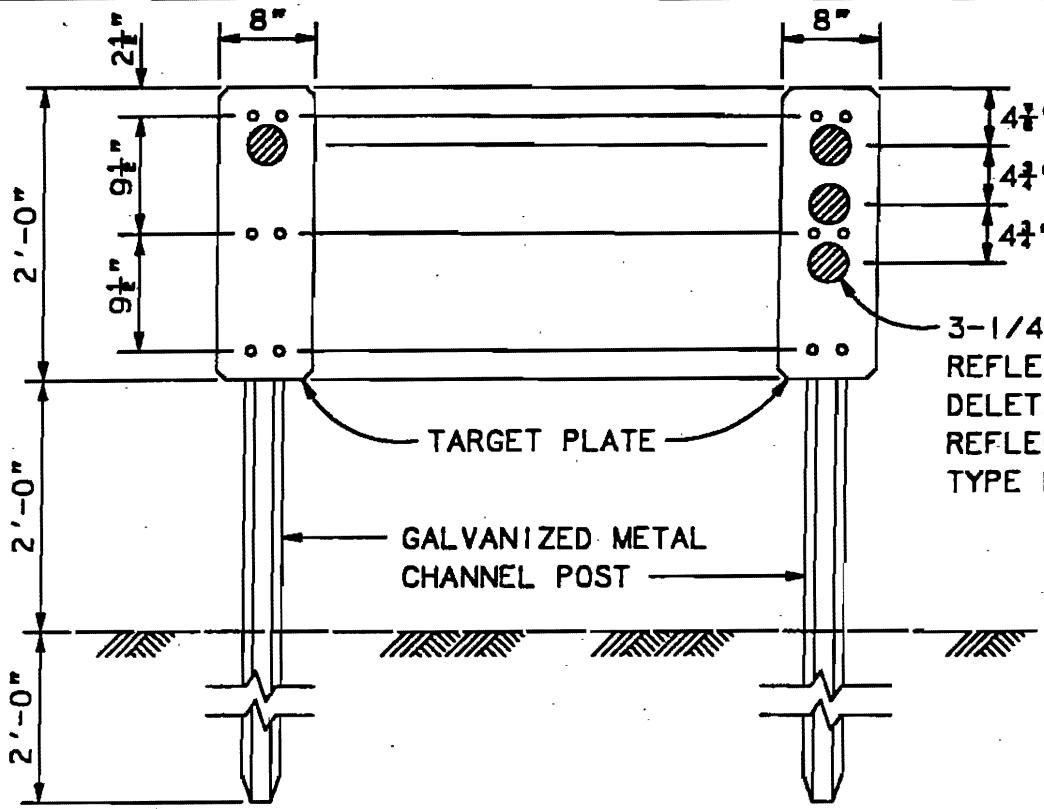
CLEARANCE MARKER L-3

TO BE CONSTRUCTED AT OBSTRUCTIONS LESS THAN 8 FEET FROM THE EDGE OF PAVEMENT INCLUDING BRIDGE ABUTMENTS.

ISLAND NOSE MARKER

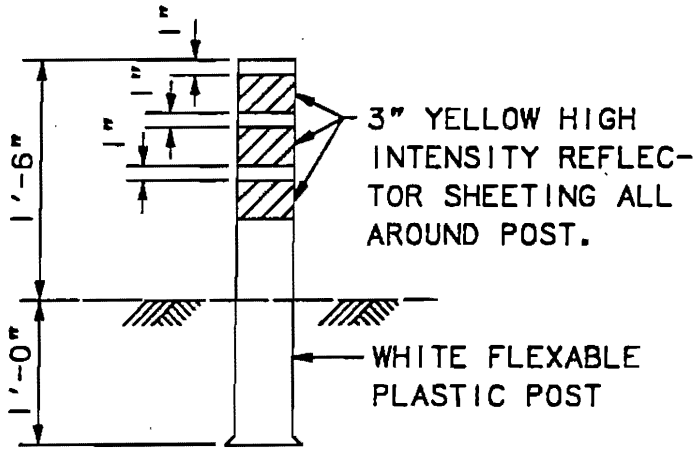
1. TO BE CONSTRUCTED IN THE FAR NOSE MEDIAN ISLANDS AT OPENINGS AND INTERSECTIONS.
2. TO BE CONSTRUCTED WHERE TRAFFIC DIVIDES AND MAY PROPERLY GO TO EITHER SIDE OF AN ISLAND.
3. MARKERS TO FACE APPROACHING TRAFFIC AT THE POINTS OF ISLANDS FORMING RIGHT TURN LANES.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	MARKERS	402
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 3

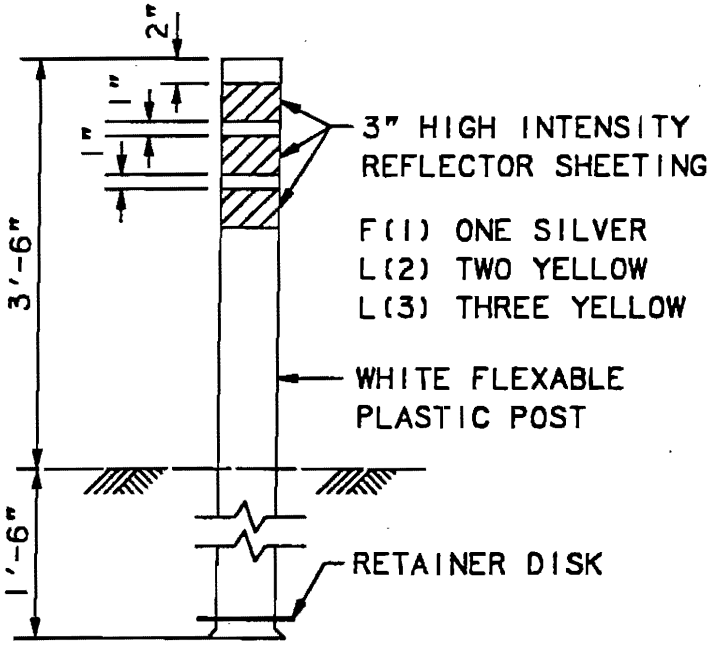


GUIDE MARKER
TYPE F(1)

CLEARANCE MARKER
TYPE L(2) AND L(3)



RAISED MEDIAN NOSE MARKER



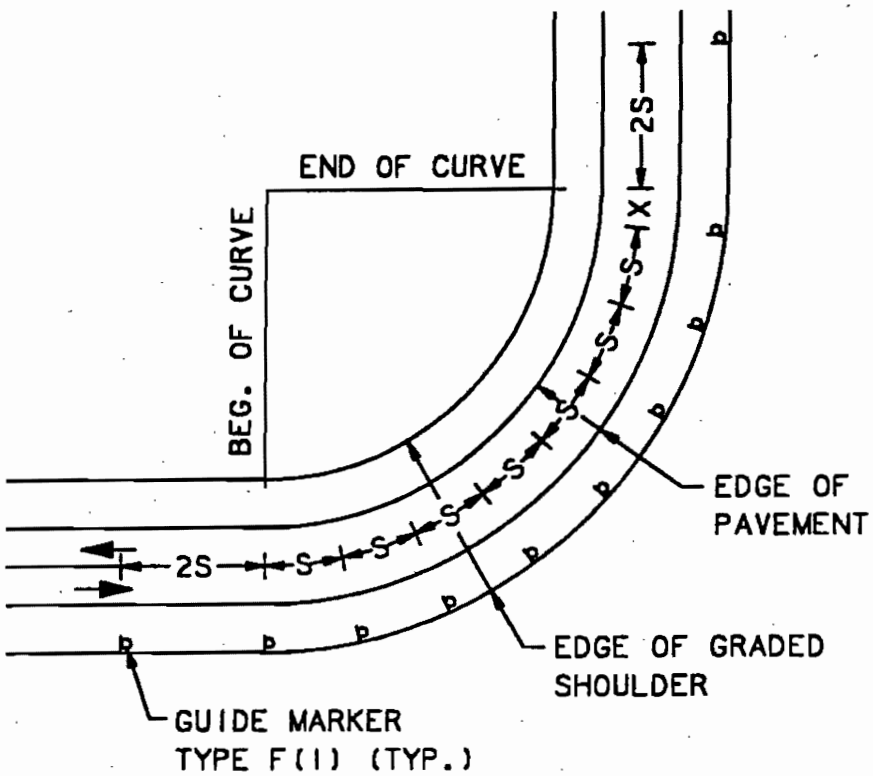
ALTERNATIVE PLASTIC MARKER

NOTE:

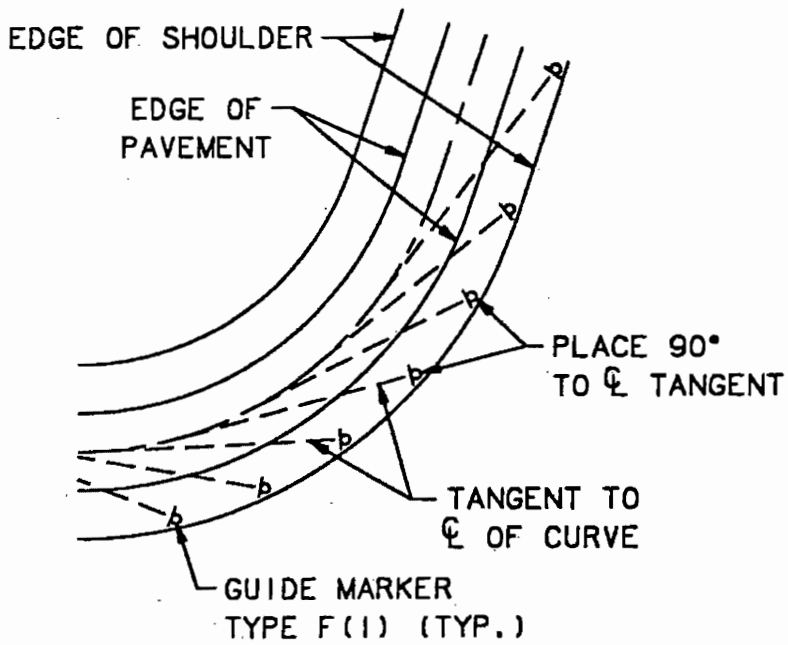
PLASTIC MARKERS MAY BE USED WHERE APPROVED BY THE CITY ENGINEER.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	MARKERS	402
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E.NO.32506
4		2 OF 3

TABLE	
R	S
50'	20'
75'	20'
100'	25'
150'	30'
200'	35'
300'	50'
400'	55'
500'	65'
600'	70'
700'	75'
800'	80'
900'	85'
1000'	90'
1200'	100'
1400'	110'
1600'	115'
1800'	125'
2000'	130'



SPACING DETAIL

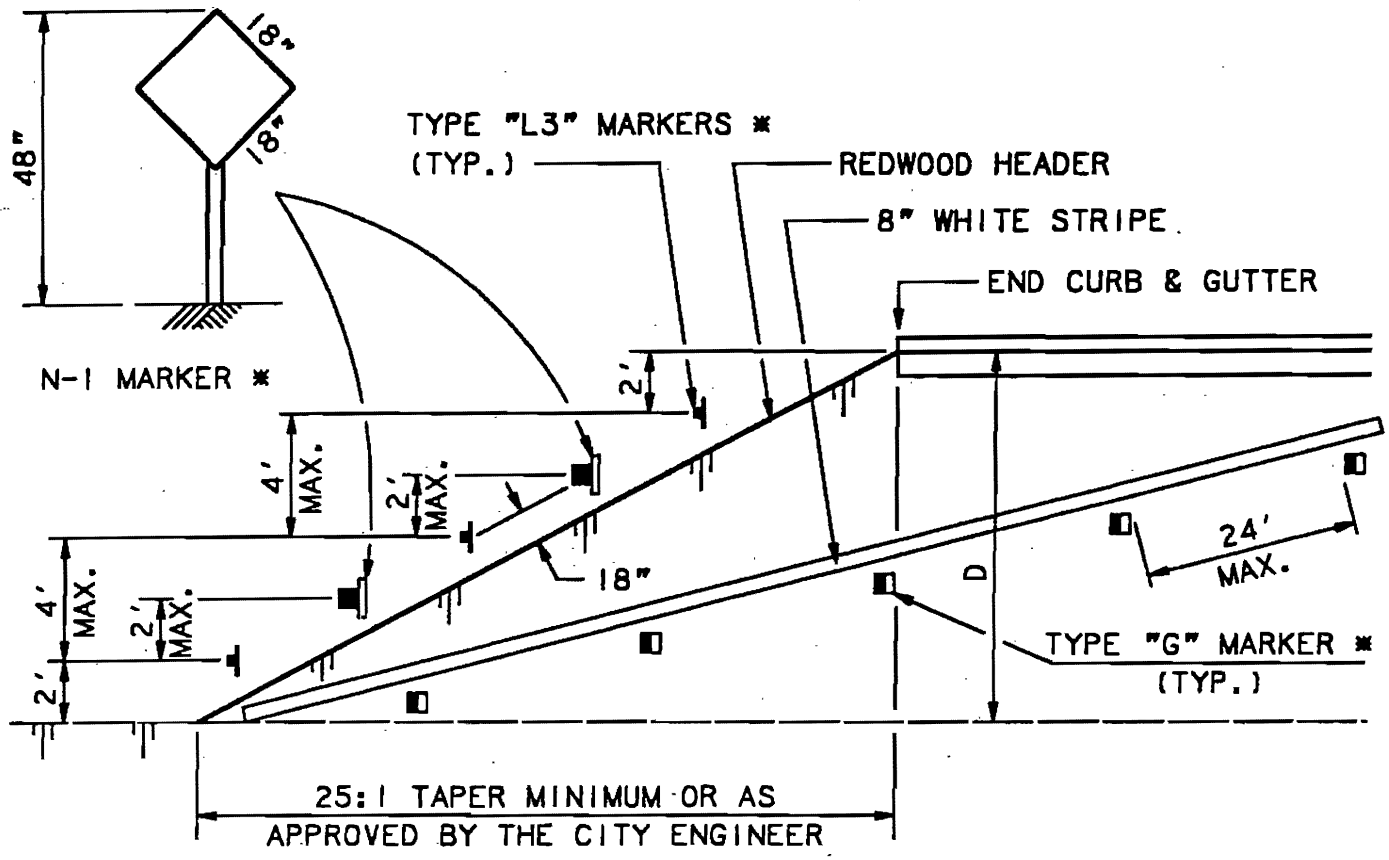


CURVE PLACEMENT DETAIL

NOTES

1. S = GUIDE MARKER SPACING. $S = 3\sqrt{R-50'}$
2. R = CENTERLINE CURVE RADIUS
3. X = DISTANCE REMAINING WITHIN CURVE FROM LAST CALCULATED GUIDE MARKER TO END OF CURVE PRORATE. DISTANCE "X" AMONG ALL SPACINGS "S" SO THAT LAST GUIDE MARKER FALLS AT THE END OF CURVE.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	MARKERS	402
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		3 OF 3

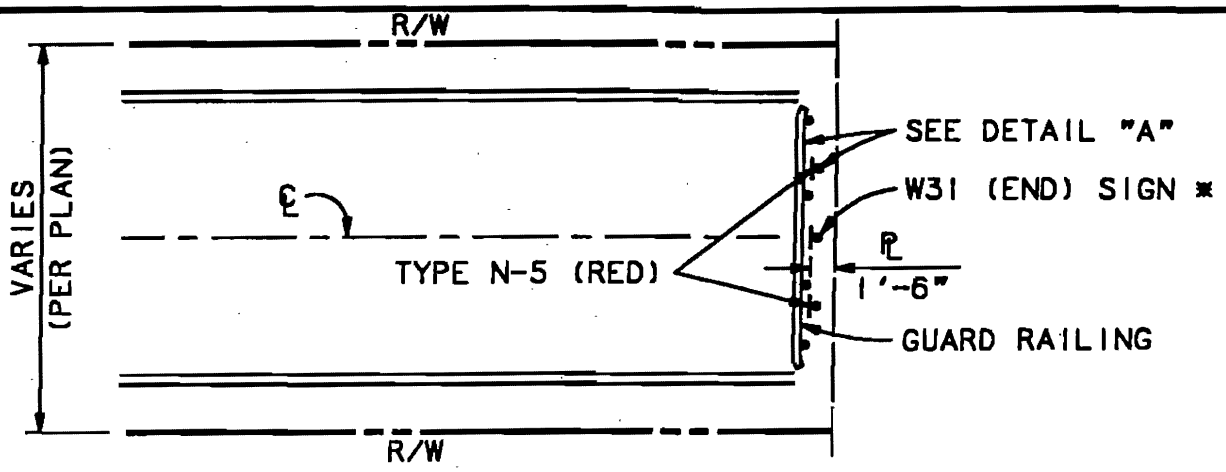


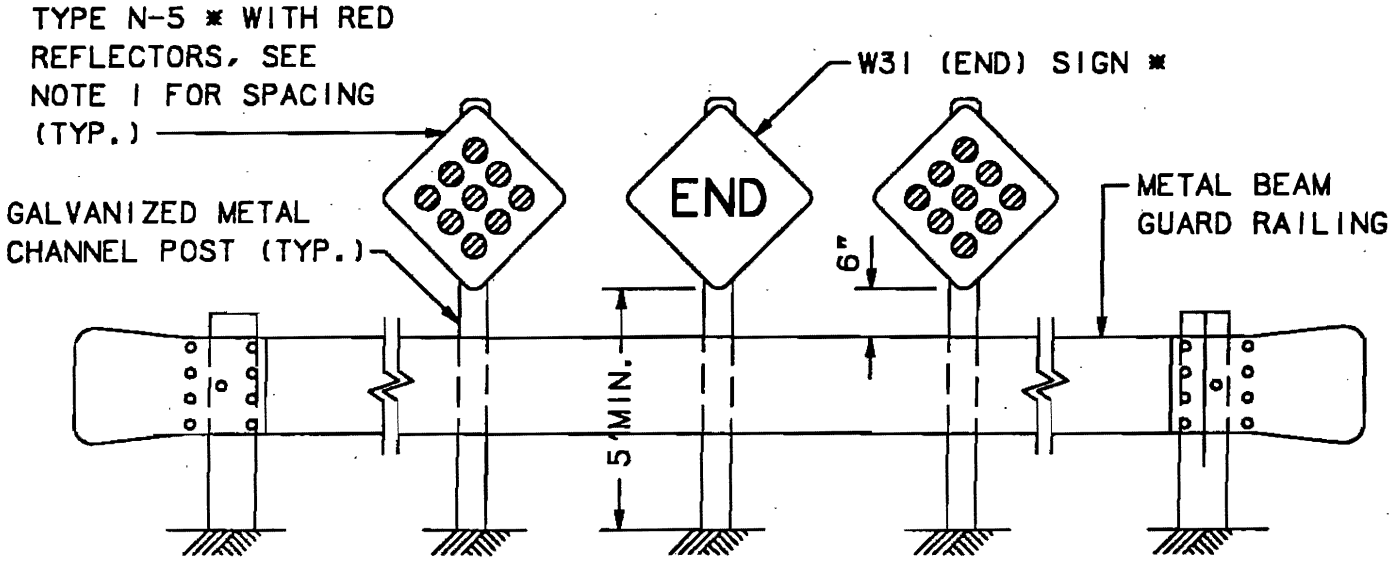
* IN ACCORDANCE WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION TRAFFIC MANUAL.

NOTES:

1. TYPICAL TRANSITION SHOWN FOR LOCAL AND COLLECTOR STREETS. SECONDARY AND LARGER STREETS MAY REQUIRE PAINTED ARROWS, ADVANCE WARNING SIGNS, AND/OR LONGER TAPER RATIOS.
2. FOR D OF 4 FEET OR LESS, USE ONE N-1 MARKER. FOR D OF 5 FEET TO 8 FEET USE TWO L2 MARKERS AND ONE N-1 MARKER. FOR D OF 9 FEET TO 12 FEET, USE THREE L3 MARKERS AND TWO N-1 MARKERS. FOR D OF 13 FEET OR MORE, L3 MARKERS AND N-1 MARKERS SHALL BE EVENLY SPACED IN A SIMILAR PATTERN AS SHOWN.
3. WHITE STRIPE AND RAISED MARKERS TO BE INSTALLED ONLY PER APPROVED TRAFFIC PLAN AT THE DIRECTION OF THE CITY ENGINEER.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	PAVEMENT TRANSITION	403
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1





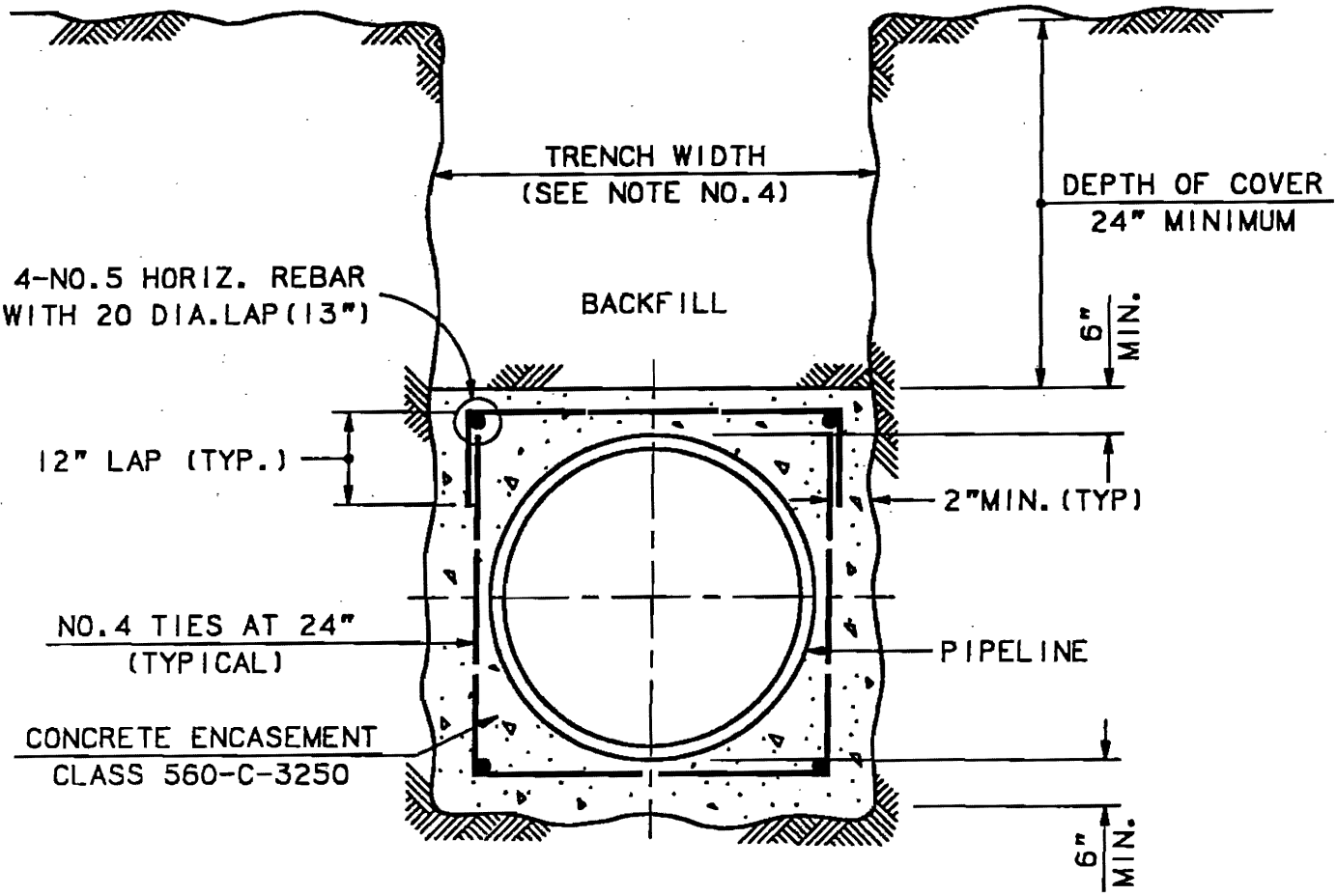
DETAIL "A"

* IN ACCORDANCE WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION TRAFFIC MANUAL.

NOTES:

1. ONE TYPE N-5 SIGN SHALL BE PLACED IN THE CENTER OF EACH TRAVEL LANE AND ONE TYPE W31 SIGN SHALL BE PLACED ON THE CENTERLINE OF THE STREET IN A DEAD END SITUATION.
2. TYPE N-5 SIGNS SHALL BE INSTALLED AT ALL DEAD END LOCATIONS. METAL BEAM GUARD RAILING SHALL BE ADDED AT LOCATIONS WHERE GREATER DAMAGE WOULD BE INFLICTED ON A VEHICLE LEAVING THE ROAD THAN STRIKING THE RAILING OR WHERE ESSENTIAL TO PROTECT EXISTING FACILITIES FROM THE INTRUSION OF A VEHICLE.
3. LENGTH OF METAL BEAM GUARD RAILING SHALL BE IN MULTIPLES OF 12 FEET 6 INCHES, PLUS 1 FOOT 9 INCHES FOR EACH END PIECE.

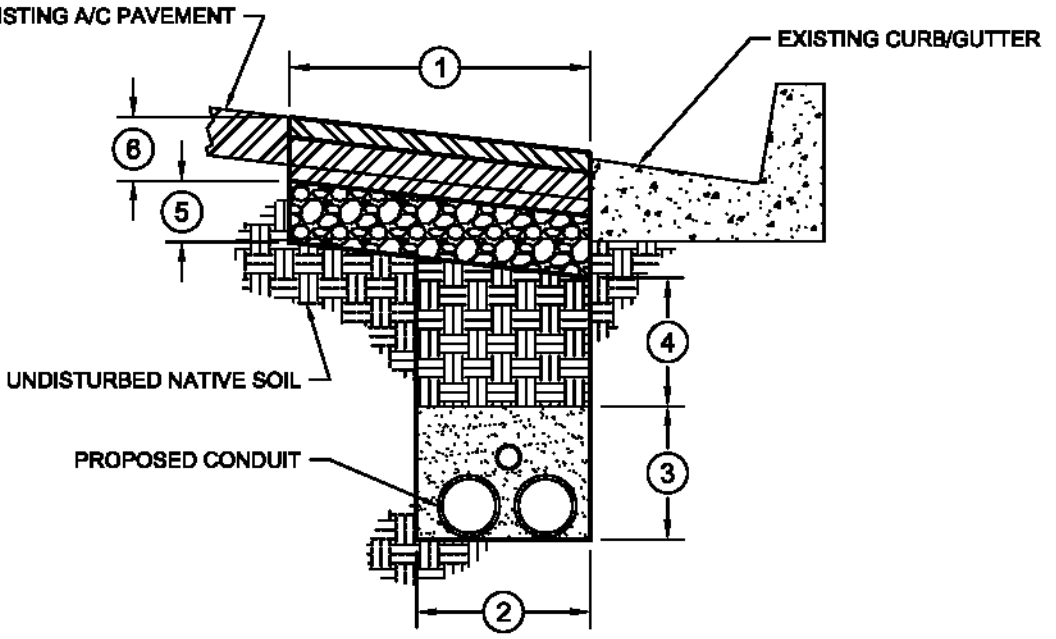
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	DEAD END / SIGNING	404
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92 R.C.E. NO. 32506
4		1 OF 1



NOTES:

1. SPECIAL DESIGN REQUIRED WHEN DEPTH OF COVER IS LESS THAN 24 INCHES.
2. SEE PLAN FOR LENGTH AND LOCATION OF CONCRETE ENCASEMENT.
3. HORIZONTAL REBAR TO END 3 INCHES WITHIN THE CONCRETE ENCASEMENT.
4. TRENCH WIDTH VARIABLE DEPENDING UPON PIPE SIZE AND SOIL CONDITIONS.

REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	CONCRETE ENCASEMENT	406
2		
3	APPROVED BY: K.H. BELL DIRECTOR OF PUBLIC WORKS	DATE: 3/27/92
4		R.C.E. NO. 32506



DETAIL NO. 1

(TRENCH WIDTH = 12"-24")

CONSTRUCTION NOTES:

1. FOR LONGITUDINAL TRENCHES SAWCUT PAVEMENT 1' WIDER THAN TRENCH WIDTH WHEN ADJACENT TO CURB (AS SHOWN ABOVE). FOR LONGITUDINAL TRENCHES NOT ADJACENT TO CURB OR FOR TRANSVERSE TRENCHES, SAWCUT PAVEMENT 1' WIDER ON BOTH SIDES OF TRENCH.
2. TRENCH DEPTH SHALL BE PER UTILITY COMPANY STANDARD OR AS DIRECTED BY CITY. SEE GENERAL NOTES BELOW FOR MODIFICATIONS REQUIRED FOR TRENCH WIDTHS LESS THAN 12" OR MORE THAN 24".
3. CONDUIT BEDDING MATERIAL SHALL BE PER UTILITY COMPANY STANDARD OR MANUFACTURER'S RECOMMENDATIONS. A MINIMUM OF 12" OF BEDDING MATERIAL SHALL COVER UPPERMOST CONDUIT.
4. TRENCH BACKFILL OR SELECT MATERIAL SHALL BE NATIVE, COMPACTED TO 90% RELATIVE COMPACTION. LIFT THICKNESS SHALL BE 8" MAXIMUM.
5. CRUSHED AGGREGATE BASE SHALL BE MIN. 4" THICK, COMPACTED TO 95% RELATIVE COMPACTION.
6. ALL TRENCH EDGES SHALL RECEIVE AN OIL TACK COAT PRIOR TO ASPHALT CONCRETE PLACEMENT. TOTAL ASPHALT CONCRETE PAVEMENT SECTION SHALL BE MIN. 1" THICKER THAN EXISTING ASPHALT CONCRETE PAVEMENT, OR 4" MINIMUM. BASE COURSE SHALL BE CLASS B-PG 70-10; CAP COURSE SHALL BE MINIMUM 1" THICK, CLASS C2-PG 70-10. ROADWAYS WITH EXISTING RUBBERIZED PAVEMENT (ARHM) SHALL RECEIVE A MINIMUM 0.15' ARHM GG-C (½" MAX. AGG.) CAP COURSE. MAINTAIN A ⅜" LIP BETWEEN TOP OF ASPHALT AND TOP OF GUTTER PAN. ALL ASPHALT CONCRETE PAVEMENT SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

GENERAL NOTES:

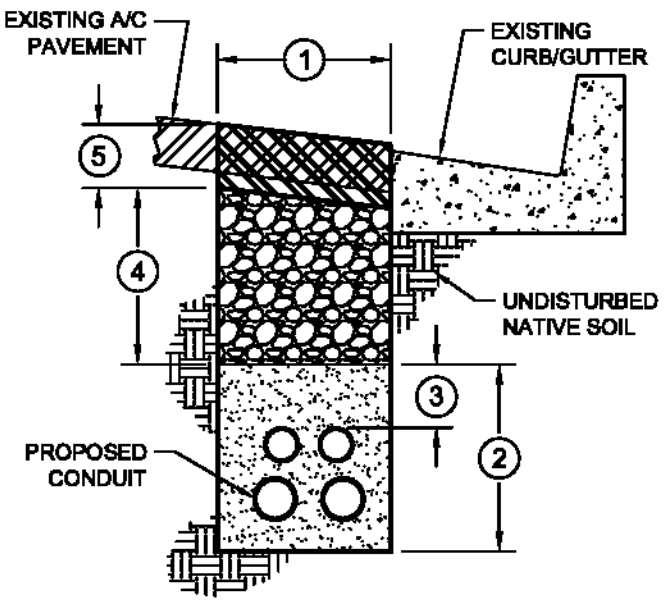
A. THE FOLLOWING MODIFICATIONS SHALL BE MADE FOR TRENCHES LESS THAN 12" WIDE: BACKFILL SHALL CONSIST OF A 1-SACK SLURRY ONLY. NO COMPACTION TESTING OF SLURRY IS REQUIRED.

B. THE FOLLOWING MODIFICATIONS SHALL BE MADE FOR TRENCHES GREATER THAN 24" WIDE: MINIMUM 3' WIDE COLD MILLING AND OVERLAY OF EXISTING AC PAVEMENT BEYOND THE TRENCH SAWCUT. DEPTH OF GRIND TO BE MINIMUM 0.15'; GRIND AFTER PAVING THE BASE COURSE. ASPHALT CONCRETE OVERLAY SHALL MATCH EXISTING. WIDTH OF COLD MILLING AND OVERLAY FOR LONGITUDINAL TRENCH REPAIRS MAY REQUIRE ADJUSTMENT TO ALIGN WITH TRAVEL LANE(S).

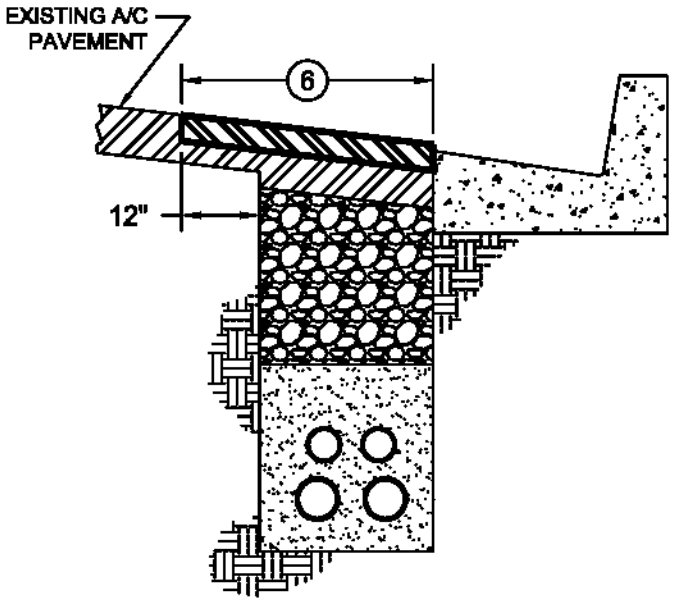
C. BASE COURSE ASPHALT CONCRETE PAVEMENT SHALL BE COMPACTED BY USE OF VIBROPLATE, TAMPER, OR OTHER MECHANICAL METHODS. CAP COURSE ASPHALT CONCRETE PAVEMENT SHALL BE COMPACTED BY USE OF A ROLLER.

D. ALL COMPACTION SHALL BE TESTED BY THE USE OF A NUCLEAR GAUGE.

REVISIONS		INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	TRENCH BACKFILL AND PAVING DETAIL No. 1	STANDARD PLAN No. 407
No.	DATE				
		APPROVED BY: Paul D Goble	6-14-2012		SHEET 1 OF 2
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158	DATE		



Conduit Placement & Base Course Paving



Cap Course Paving

DETAIL NO. 2

(TRENCH WIDTH = 12"-24")

Construction Sequence:

1. TRENCH EXCAVATION: Sawcut and remove existing asphalt concrete pavement the width of desired trench. Excavate trench to a depth in accordance with California Public Utilities Commission, or as approved by City.
2. BEDDING INSTALLATION: Conduit Bedding material shall be per utility company standard or manufacturer's recommendations. Bedding material shall not be incompatible with or comprise the structural integrity of the conduit material.
3. CONDUIT COVER: Bedding material shall extend 1-foot above top of uppermost conduit.
4. TRENCH BACKFILL: Trench Backfill shall be crushed aggregate base. Lift thickness shall be 8" maximum. Uppermost 1-foot of Trench Backfill shall be compacted to 95% relative compaction. Remaining lower portion of trench backfill shall be compacted to 90% relative compaction. Total thickness of Trench Backfill shall vary depending upon total depth of trench. Lower portion of Trench Backfill may be substituted with Native or Select Material if approved by City.
5. BASE COURSE PAVING: All trench edges shall receive an oil tack coat prior to placement of Base Course asphalt concrete pavement. Base Course shall be Class B-PG 70-10, compacted to 95% relative compaction. Top of Base Course shall be flush with top of existing asphalt concrete pavement. Total Base Course section shall be minimum 1" thicker than existing asphalt concrete pavement, or 4" minimum thickness, whichever is greater.
6. CAP COURSE PAVING: After completion of Base Course paving, and within a timeframe as approved by the City, the Cap Course shall be placed. Base Course shall be cold milled to a depth of 0.10', and a total width that is 1-foot wider on each edge of trench. Non curb-adjacent trenchas shall be cold milled 1-foot wider on BOTH sides of trench (T-Trench). All edges shall receive an oil tack coat prior to placement of asphalt concrete pavement. Cap Course shall be Class C2-PG 70-10, compacted to 95% relative compaction. For curb-adjacent applications, maintain a $\frac{3}{8}$" lip between top of asphalt and top of gutter pan. For non-curb-adjacent applications, Cap Course shall be flush with existing pavement. Roads with existing rubberized pavement (ARHM) shall receive a new ARHM Class GG-C ($\frac{3}{4}$" max. agg.) Cap Course in lieu of Class C2-PG 70-10.

General Notes:

A. Section 306, Underground Conduit Construction, of the Standard Specifications for Public Works Construction shall apply to all other elements not specified herein. In the event of discrepancies, this Standard Plan shall control.

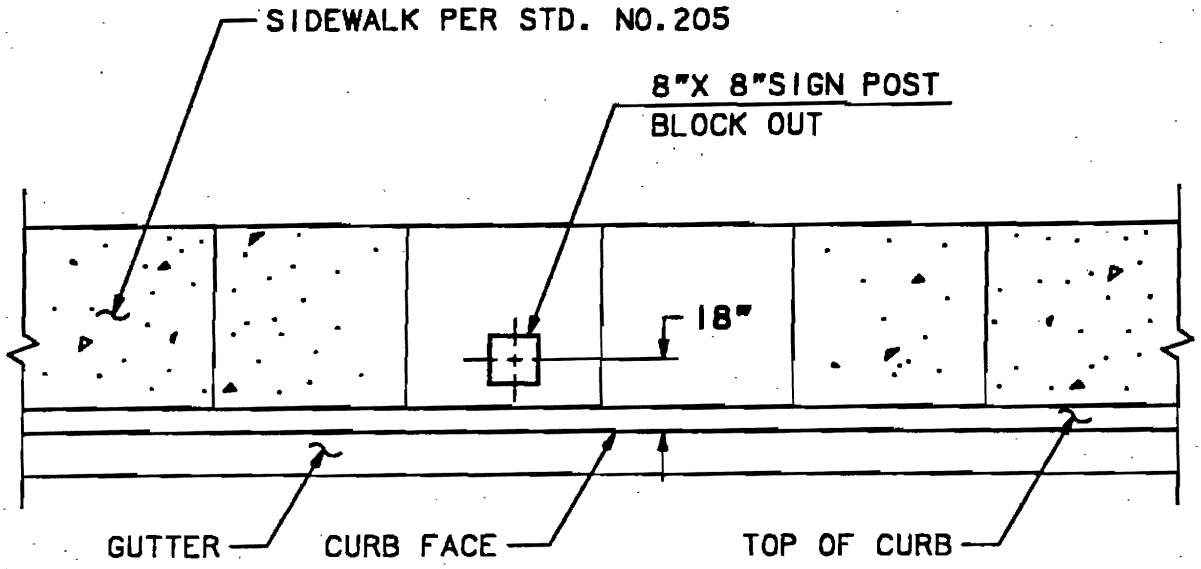
B. <u>The following modifications shall be made for trenches LESS THAN 12" wide:</u> Backfill shall consist of a 2-sack slurry only. No compaction testing of slurry is required.

C. <u>The following modifications shall be made for trenches GREATER THAN 24" wide:</u> Cap Course shall be increased in width to be a minimum 3' wider on each side of trench, and depth of grind (Base Course) shall be increased to be a minimum of 0.15'. Width of cold milling and overlay for longitudinal trench repairs may require adjustment to align with travel lane(s).

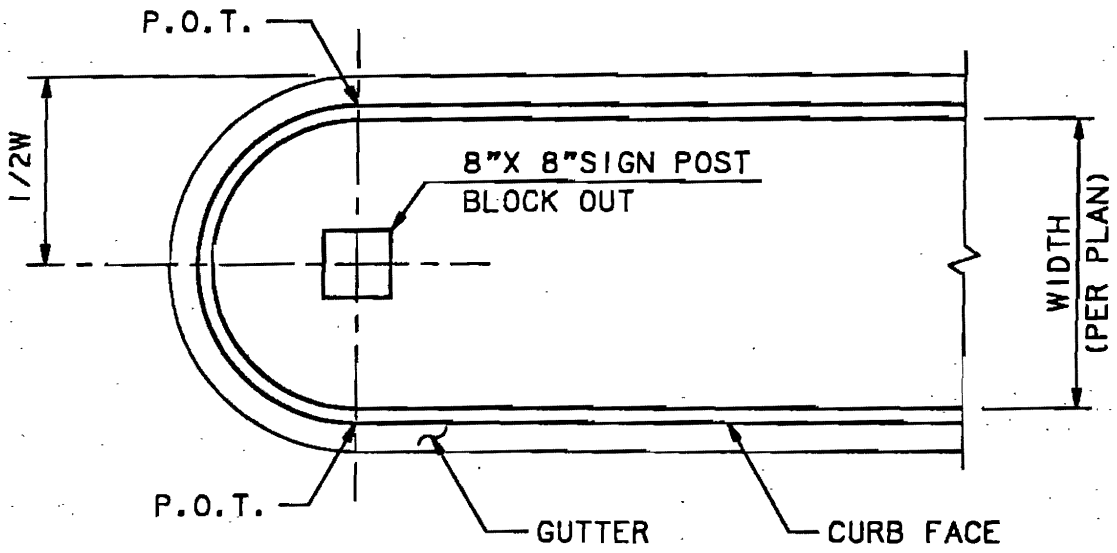
D. Base Course asphalt concrete pavement shall be compacted by use of tamper or other mechanical methods. Cap Course asphalt concrete pavement shall be compacted by use of a roller. Use of vibratory rollers not permitted.

E. All compaction testing shall be performed with a nuclear gauge.

REVISIONS		INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	TRENCH BACKFILL AND PAVING DETAIL No. 2	STANDARD PLAN No. 407
No.	DATE				
1	7-2013				
		APPROVED BY: Paul D Goble 7-4-2012			SHEET 2 OF 2
		PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158	DATE		



SIDEWALK

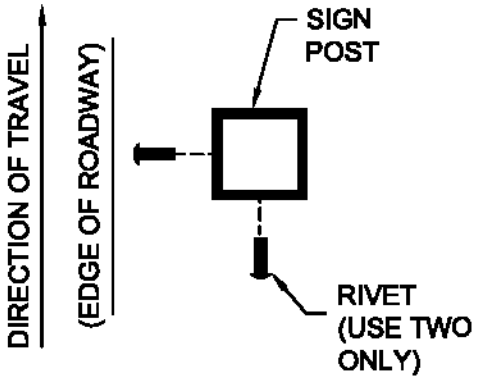


MEDIAN

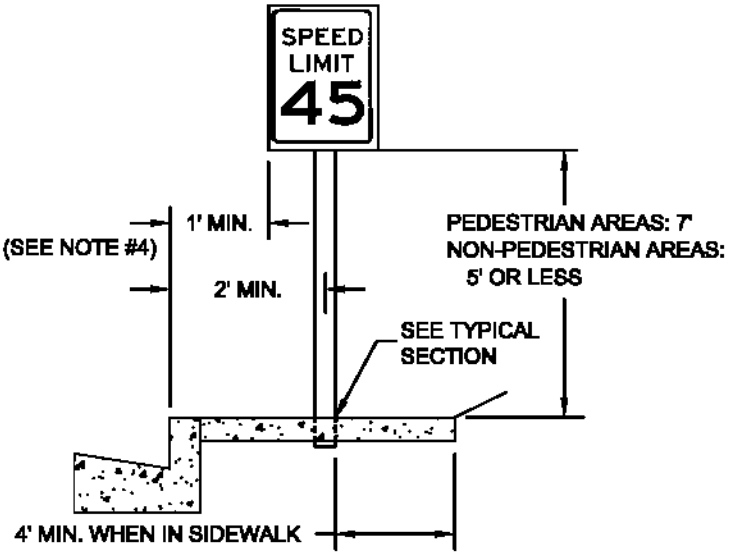
NOTE:

SIGN POST BLOCK-OUT SHALL BE USED FOR ANY SIGN IN CONCRETE.

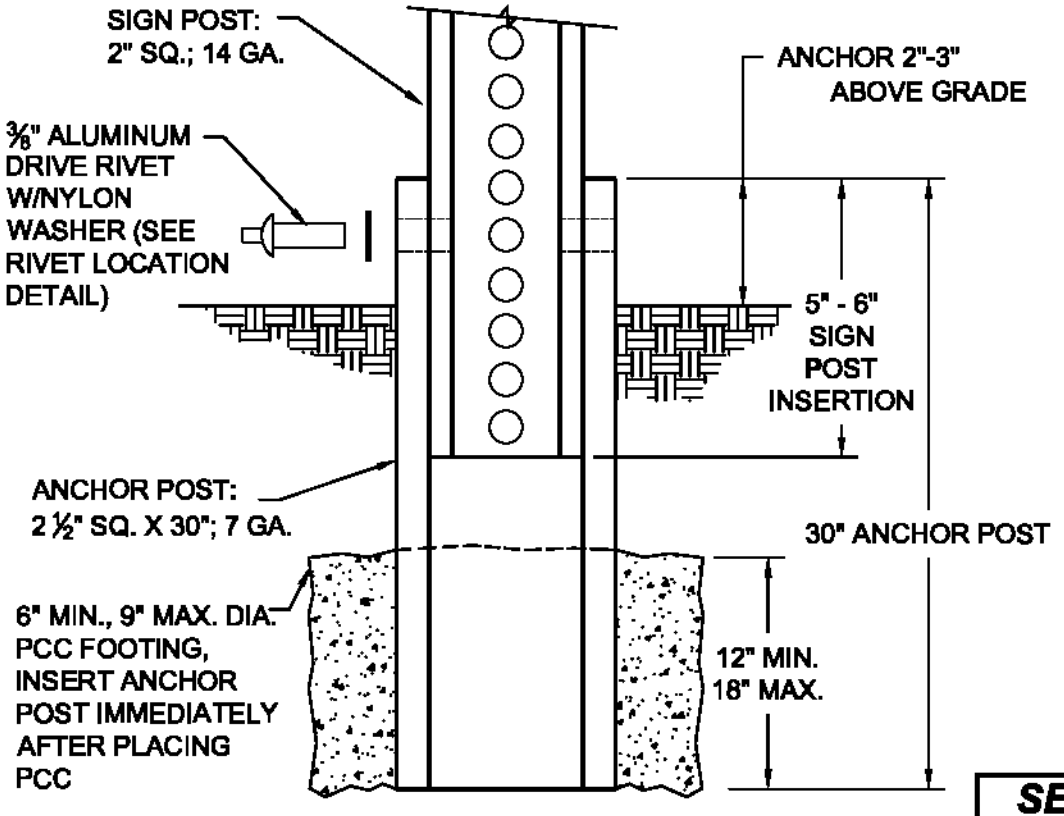
REVISIONS	CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	SIGN POST BLOCK OUT	408
2		
3	APPROVED BY: K.H. BELL — DIRECTOR OF PUBLIC WORKS — DATE: 3/27/92 — R.C.E. NO. 32506	1 OF 1
4		



RIVET LOCATIONS



TYPICAL SIGN INSTALLATION
(SINGLE POST)



TYPICAL SECTION
(SINGLE POST)

SEE SHEET 2 OF 2 FOR NOTES & DOUBLE POST DETAIL

REVISIONS				
No.	DATE	INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	STANDARD PLAN No.
		APPROVED BY: 10-23-2013	SIGN POST INSTALLATION	408
		KEN SEUMALO, P.E., PUBLIC WORKS DIRECTOR R.C.E. No. 56915 — DATE		SHEET 1 OF 2

SIGN POST INSTALLATION NOTES:
(SINGLE POSTS)

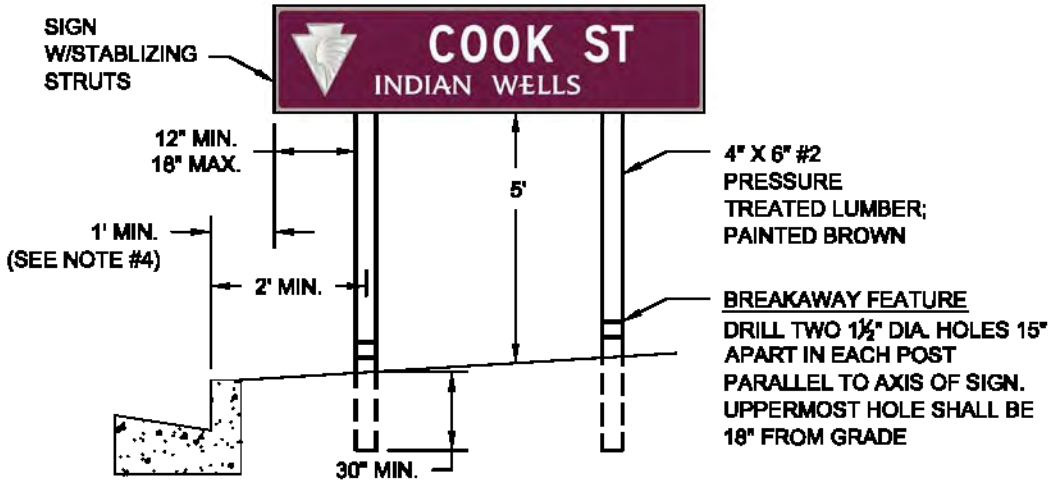
1. SINGLE SQUARE PERFORATED STEEL TUBE POSTS WITH HEAVY DUTY ANCHORS SHALL BE USED FOR ALL SIGNS 48" OR LESS IN WIDTH OR HEIGHT WITHIN PUBLIC RIGHT OF WAY. POSTS SHALL BE 2" SQUARE, 14 GAUGE, WITH PERFORATIONS CONSISTING OF DIE-PUNCHED KNOCKOUTS (ONLY KNOCKOUTS NECESSARY FOR SIGN INSTALLATION SHALL BE REMOVED). POSTS SHALL MEET OR EXCEED THE SPECIFICATIONS OF "TELESPAR", OR APPROVED EQUAL.

2. ANCHORS SHALL BE 2 ½" SQUARE, 30" LONG, 7 GAUGE (HEAVY DUTY), AND SHALL MEET OR EXCEED THE SPECIFICATIONS OF "TELESPAR", OR APPROVED EQUAL.

3. SECURE THE POST INTO THE ANCHOR ASSEMBLY WITH TWO ⅜" UNIVERSAL HEAD DRIVE RIVETS WITH NYLON WASHERS AS SHOWN. THE RIVETS MUST BE INSTALLED ON THE SIDE FACING TRAFFIC FLOW AND THE SIDE OF APPROACHING TRAFFIC AS SHOWN IN ORDER TO ACHIEVE MAXIMUM BREAK-AWAY EFFECT.

4. PREFERRED DISTANCE FROM CURB FACE OR ROAD EDGE TO EDGE OF SIGN PANEL IS 3' TO 4', CONTINGENT UPON FIELD CONDITIONS.

5. SIGN PANEL(S) EXCEEDING 48" IN WIDTH OR HEIGHT SHALL BE INSTALLED ON WOOD POSTS AS SHOWN BELOW.



TYPICAL SIGN INSTALLATION
(DOUBLE POST)

REVISIONS		INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	SIGN POST INSTALLATION NOTES	STANDARD PLAN No. 408
No.	DATE				
△		APPROVED BY: [signature] 10-23-2013			SHEET 2 OF 2
△		KEN SEUMALO, P.E, PUBLIC WORKS DIRECTOR R.C.E. No. 56915	DATE		
△					
△					

TYPE I SIGN

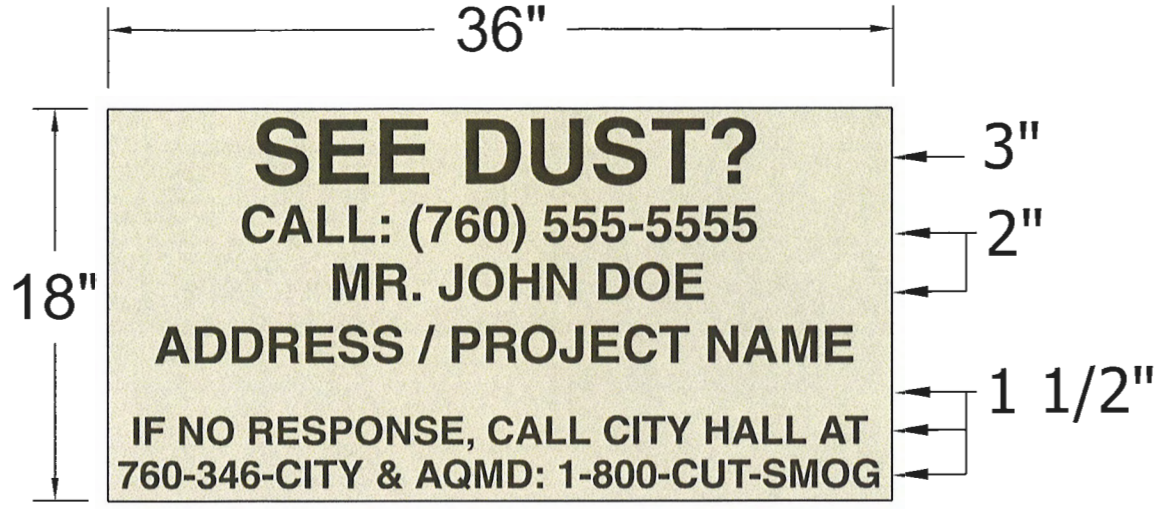
(For a Custom Home or Room Addition)

Not to Scale

NOTES:

1. ONE (1) TYPE I SIGN (24" X 18") REQUIRED FOR ALL CUSTOM HOME AND ROOM ADDITION PROJECTS THAT REQUIRE A GRADING PLAN.
2. ALL SIGNS MUST BE APPROVED BY THE PLANNING DEPARTMENT PRIOR TO ISSUANCE OF BUILDING PERMIT(S).
3. TEXT HEIGHT SHALL BE AS SHOWN ON RIGHT SIDE OF SIGN, COLOR SHALL BE BROWN, TEXT TYPE SHALL BE BOLD, SIMILAR AS SHOWN. SIGN BACKGROUND SHALL BE BEIGE.
4. THE TELEPHONE NUMBER SHOWN (555-5555) SHALL BE MODIFIED TO BE THE NUMBER FOR THE INDIVIDUAL RESPONSIBLE FOR IMPLEMENTING ALL DUST CONTROL MEASURES AND FOR RESOLVING ANY DUST RELATED COMPLAINTS. THIS SHALL ALSO BE A LOCAL OR TOLL-FREE NUMBER, ANSWERED BY A LIVE PERSON 24 HOURS PER DAY.
5. THE NAME SHOWN (MR. JOHN DOE) SHALL BE MODIFIED TO BE THE NAME OF THE RESPONSIBLE INDIVIDUAL AS DESCRIBED IN NOTE #4. COMPANY NAMES ARE PROHIBITED.
6. THE ADDRESS SHOWN (123 MAIN ST) SHALL BE MODIFIED TO BE THE ADDRESS OF THE PROJECT SITE.
7. SIGN AND SIGN POST(S) SHALL BE FABRICATED OF DURABLE MATERIALS, CAPABLE OF REMAINING IN GOOD CONDITION FOR THE DURATION OF THE PROJECT.
8. SIGN SHALL BE LOCATED AT LEAST 10' BUT NOT MORE THAN 15' BEHIND CURB, AND SHALL HAVE AN UNOBSTRUCTED VIEW FROM THE STREET. THE TOP EDGE OF THE SIGN SHALL BE A MAXIMUM OF 4' FROM GRADE.
9. ANY SIGNS DAMAGED, ILLEGIBLE, OR FADED SHALL IMMEDIATELY BE REPLACED BY THE CONTRACTOR OR OWNER.
10. SIGN(S) SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR OR OWNER UPON COMPLETION OF THE PROJECT.

REVISIONS		CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	8/5/03 - Deleted Decal Requirement	DUST CONTROL SIGNS	409
2			
3		APPROVED BY: TIMOTHY T. WASSIL, P.E. — PUBLIC WORKS DIRECTOR — 03-06-03 DATE	1 OF 3
4			



TYPE II SIGN

(For Active Construction Sites Less than 10 Acres)

Not to Scale

NOTES:

1. QUANTITY AND LOCATION OF TYPE II SIGN (36" X 18") SUBJECT TO PRIOR APPROVAL BY CITY. GENERALLY, SIGNAGE SHOULD BE LOCATED ON EACH SIDE OF THE PROJECT AREA.
2. ALL SIGNS MUST BE APPROVED BY THE PLANNING DEPARTMENT PRIOR TO ISSUANCE OF BUILDING PERMIT(S).
3. TEXT HEIGHT SHALL BE AS SHOWN ON RIGHT SIDE OF SIGN, COLOR SHALL BE BROWN, TEXT TYPE SHALL BE BOLD, SIMILAR AS SHOWN. SIGN BACKGROUND SHALL BE BEIGE.
4. THE TELEPHONE NUMBER SHOWN (555-5555) SHALL BE MODIFIED TO BE THE NUMBER FOR THE INDIVIDUAL RESPONSIBLE FOR IMPLEMENTING ALL DUST CONTROL MEASURES AND FOR RESOLVING ANY DUST RELATED COMPLAINTS. THIS SHALL ALSO BE A LOCAL OR TOLL-FREE NUMBER, ANSWERED BY A LIVE PERSON 24 HOURS PER DAY.
5. THE NAME SHOWN (MR. JOHN DOE) SHALL BE MODIFIED TO BE THE NAME OF THE RESPONSIBLE INDIVIDUAL AS DESCRIBED IN NOTE #4. COMPANY NAMES ARE PROHIBITED.
6. THE ADDRESS/PROJECT NAME SHALL BE MODIFIED TO BE THE ACTUAL SITE ADDRESS OR NAME OF PROJECT.
7. SIGN AND SIGN POST(S) SHALL BE FABRICATED OF DURABLE MATERIALS, CAPABLE OF REMAINING IN GOOD CONDITION FOR THE DURATION OF THE PROJECT.
8. SIGN SHALL BE LOCATED ON SITE (NOT WITHIN PUBLIC RIGHT-OF-WAY), BUT NO FURTHER THAN 50' FROM CURB OR EDGE OF PAVEMENT, AND SHALL HAVE AN UNOBSTRUCTED VIEW FROM THE STREET. THE TOP EDGE OF THE SIGN SHALL BE A MAXIMUM OF 4' FROM GRADE.
9. ANY SIGNS DAMAGED, ILLEGIBLE, OR FADED SHALL IMMEDIATELY BE REPLACED BY THE CONTRACTOR OR OWNER.
10. SIGN(S) SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR OR OWNER UPON COMPLETION OF THE PROJECT.

REVISIONS		CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	8/5/03 - Deleted Decal Requirement	DUST CONTROL SIGNS	409
2			
3		APPROVED BY: TIMOTHY T. WASSIL, P.E. PUBLIC WORKS DIRECTOR — 03-06-03 DATE	2 OF 3
4			

TYPE III SIGN

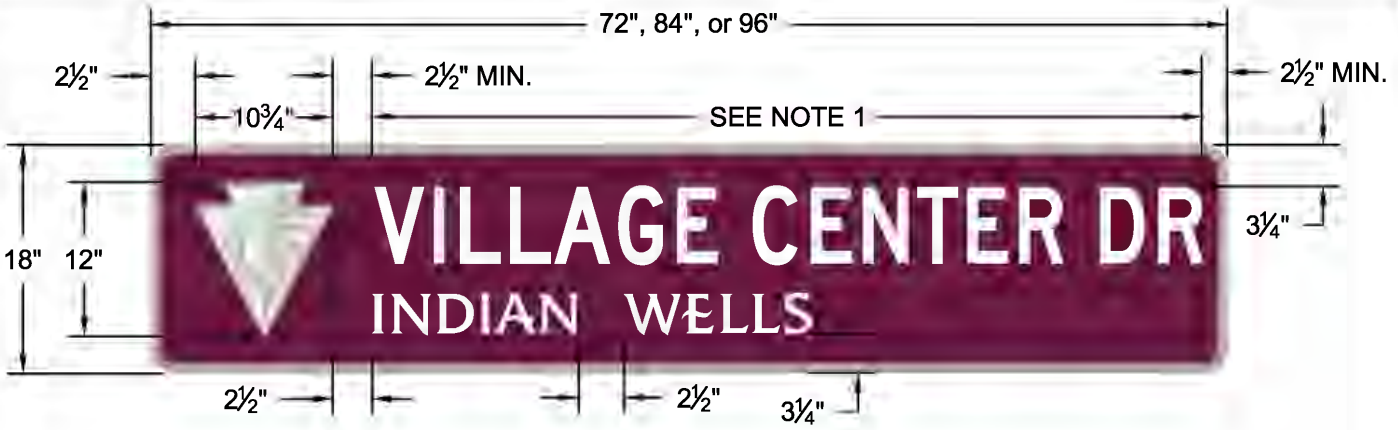
(For Active Construction Sites 10 Acres or Larger)

Not to Scale

NOTES:

1. QUANTITY AND LOCATION OF TYPE III SIGN (48" X 48") SUBJECT TO PRIOR APPROVAL BY CITY. GENERALLY, SIGNAGE SHOULD BE LOCATED ON EACH SIDE OF THE PROJECT AREA.
2. ALL SIGNS MUST BE APPROVED BY THE PLANNING DEPARTMENT PRIOR TO ISSUANCE OF BUILDING PERMIT(S).
3. TEXT HEIGHT SHALL BE AS SHOWN ON RIGHT SIDE OF SIGN, COLOR SHALL BE BROWN, TEXT TYPE SHALL BE BOLD, SIMILAR AS SHOWN. SIGN BACKGROUND SHALL BE BEIGE.
4. THE TELEPHONE NUMBER SHOWN (555-5555) SHALL BE MODIFIED TO BE THE NUMBER FOR THE INDIVIDUAL RESPONSIBLE FOR IMPLEMENTING ALL DUST CONTROL MEASURES AND FOR RESOLVING ANY DUST RELATED COMPLAINTS. THIS SHALL ALSO BE A LOCAL OR TOLL-FREE NUMBER, ANSWERED BY A LIVE PERSON 24 HOURS PER DAY.
5. THE NAME SHOWN (MR. JOHN DOE) SHALL BE MODIFIED TO BE THE NAME OF THE RESPONSIBLE INDIVIDUAL AS DESCRIBED IN NOTE #4. COMPANY NAMES ARE PROHIBITED.
6. THE ADDRESS/PROJECT NAME SHALL BE MODIFIED TO BE THE ACTUAL SITE ADDRESS OR NAME OF PROJECT.
7. SIGN AND SIGN POST(S) SHALL BE FABRICATED OF DURABLE MATERIALS, CAPABLE OF REMAINING IN GOOD CONDITION FOR THE DURATION OF THE PROJECT.
8. SIGN SHALL BE LOCATED ON SITE (NOT WITHIN PUBLIC RIGHT-OF-WAY), BUT NO FURTHER THAN 50' FROM CURB OR EDGE OF PAVEMENT, AND SHALL HAVE AN UNOBSTRUCTED VIEW FROM THE STREET. THE LOWER EDGE OF THE SIGN SHALL BE A MINIMUM OF 6' AND A MAXIMUM OF 7' FROM GRADE.
9. ANY SIGNS DAMAGED, ILLEGIBLE, OR FADED SHALL IMMEDIATELY BE REPLACED BY THE CONTRACTOR OR OWNER.
10. SIGN(S) SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR OR OWNER UPON COMPLETION OF THE PROJECT.

REVISIONS		CITY OF INDIAN WELLS	STANDARD PLAN NO.
1	8/5/03 - Deleted Decal Requirement	DUST CONTROL SIGNS	409
2			
3		APPROVED BY: TIMOTHY T. WASSIL, P.E. — PUBLIC WORKS DIRECTOR — 03-06-03 DATE	3 OF 3
4			



SINGLE STREET NAME SIGN

Single Street Name Sign Specifications:

1. Width of sign shall be determined by length of street name text and as calculated as follows: 6" tall uppercase white (silver) FHWA Font "D" shall be used at 100% spacing, however spacing shall be condensed to a minimum of 80% if street name text will fit in space provided for a smaller width sign. All street name text shall be centered in space available; no text shall be right or left aligned.
2. Height of "INDIAN WELLS" watermark text shall be 3", no exceptions to size, style, or spacing shall be permitted.
3. Arrowhead logo shall be rendered, four-color as provided by the City, and reflective. Size of logo shall not vary more than ¼" from dimensions shown. Logo shall be vertically centered on sign height.
4. Sign blank shall be 0.125 thick aluminum alloy with stabilizing struts on rear of sign.
5. Sign sheeting shall be high performance wide angle prismatic lens reflective. Background shall be screen printed using reflective sheeting. Background color shall be PMS 222C, or CMYK 17-100-21-60 (must match Pantone Color Bridge; DO NOT use printer conversions). 3M Premium Protective Overlay Film Series 1160 shall be included. Border shall be ¾" wide, white (silver); corners shall have 1½" radius.

DUAL STREET NAME SIGN

Dual Street Name Sign Specifications:

1. All specifications described above for the Single Street Name sign shall apply to the Dual Street Name sign unless otherwise described herein.
2. Directional arrow shall be 6" tall by 7½" wide if space permits. Use minimum arrow size of 6" tall x 6" wide if space does not permit larger arrow. Always utilize larger directional arrow with a 2½" maximum space between text if space allows. Directional arrow shall be centered vertically on street name text. Arrow size shall be consistent for both lines of text.
3. Street name text spacing shall be consistent for both lines of text.

REVISIONS	
No.	DATE
△	
△	
△	
△	

INDIAN WELLS
CALIFORNIA

PUBLIC WORKS DEPARTMENT

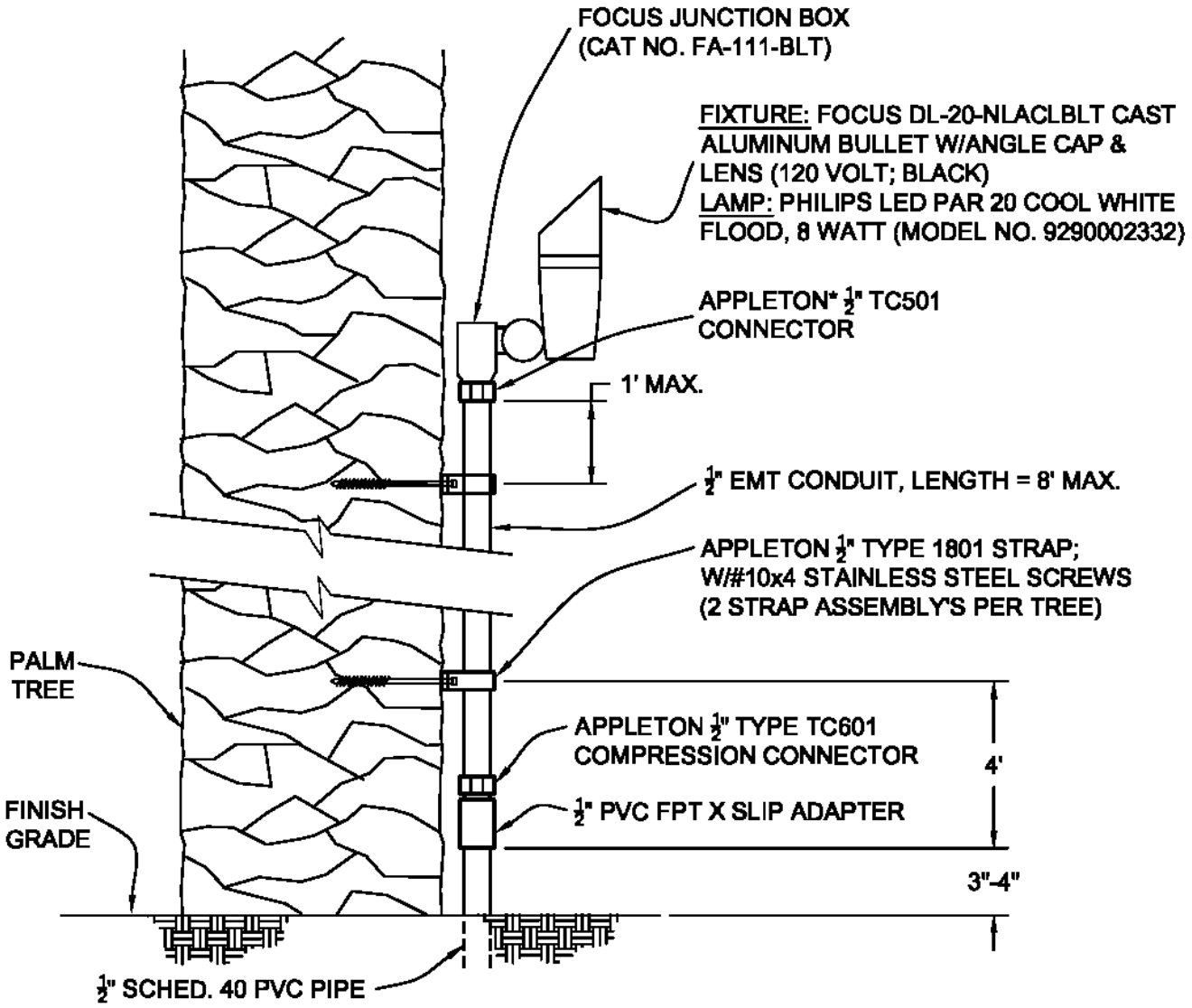
APPROVED BY: 1-2-2014

KEN SEUMALO, P.E, PUBLIC WORKS DIRECTOR — DATE
R.C.E. No. 56915

ADVANCE STREET NAME SIGN

STANDARD PLAN No. 415

SHEET 1 OF 1

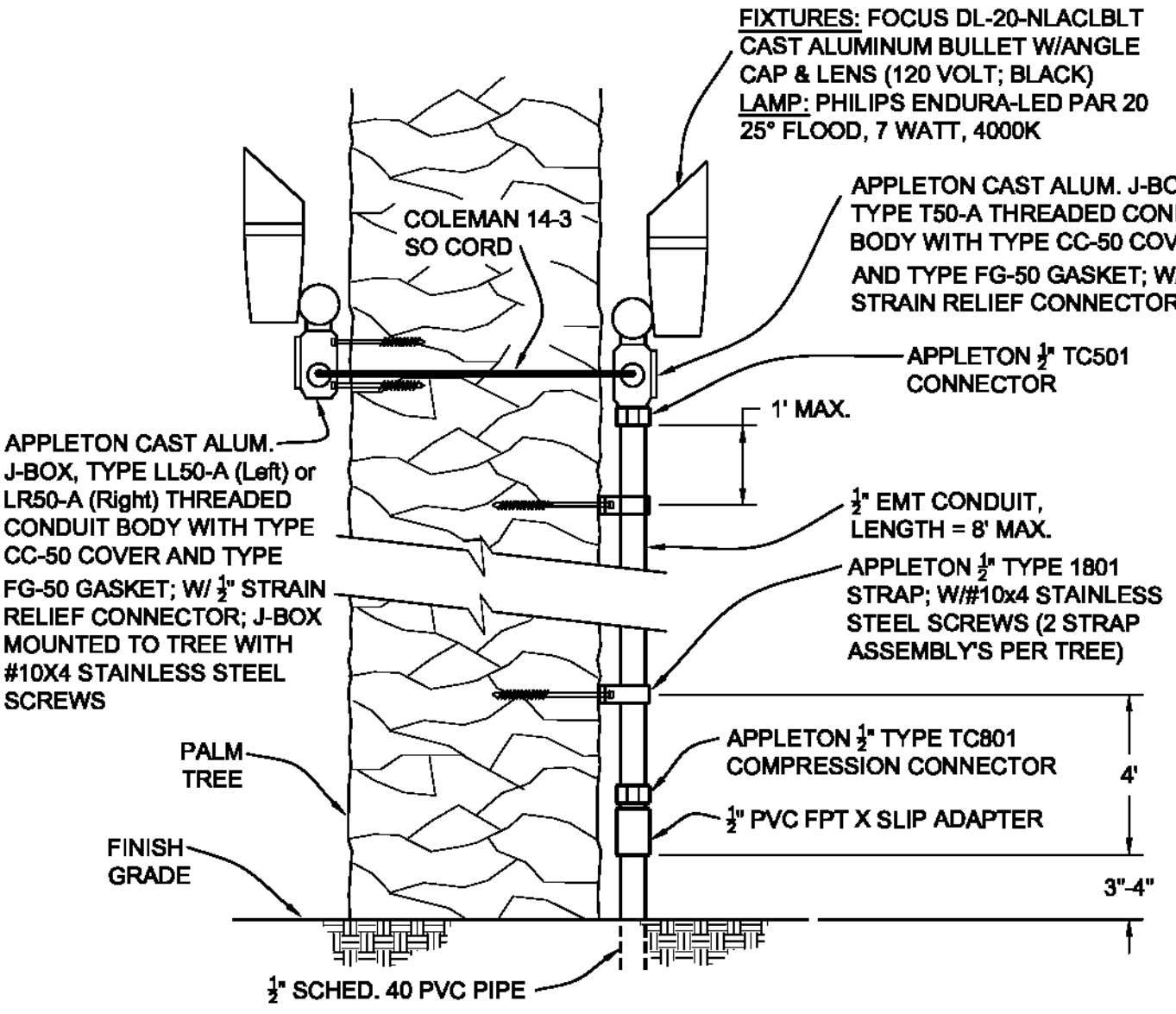


SIDE VIEW

NOTES:

1. For installation in areas maintained by City, substitution of materials shown subject to approval by City representative.
2. All exposed materials, except fixture, shall be painted with Painter's Touch 1977 Kona Brown.

REVISIONS		INDIAN WELLS CALIFORNIA	PUBLIC WORKS DEPARTMENT	PALM TREE LIGHTING Single Fixture	STANDARD PLAN No. 510
No.	DATE				
1	8-2014				
		APPROVED BY: [signature] 8-21-2014			SHEET 1 OF 2
		KEN SEDMALO, P.E., PUBLIC WORKS DIRECTOR R.C.E. No. 56915 — DATE			



SIDE VIEW

NOTES:

1. For installation in areas maintained by City, substitution of materials shown subject to approval by City representative.
2. All exposed materials, except fixture, shall be painted with Painter's Touch 1977 Kona Brown.

REVISIONS	
No.	DATE

INDIAN WELLS
CALIFORNIA

PUBLIC WORKS DEPARTMENT

APPROVED BY: Paul D Goble 8-4-2012

PAUL GOBLE, P.E., T.E., PUBLIC WORKS DIRECTOR R.C.E. No. 54158 — DATE

PALM TREE LIGHTING Dual Fixture

STANDARD PLAN No. 510

SHEET 2 OF 2

O:\Bonds\Standard Plans\City of Indian Wells Standard Plans\CDIW STDS.dwg, 510-2, 9/4/2012 11:03:07 AM