

SIGNING AND STRIPING GENERAL NOTES:

1. SIGNING AND STRIPING INSTALLATION MUST NOT BE DONE WITHOUT THE WRITTEN APPROVAL OF THE TRANSPORTATION ENGINEERING DIVISION. THE PUBLIC WORKS INSPECTOR OR DESIGNEE MUST INSPECT ALL STRIPING, CAT- TRACKING, AND TRAFFIC SIGN LAYOUTS BEFORE INSTALLATION. CONTACT THE PUBLIC WORKS INSPECTOR TO SCHEDULE AN INSPECTION AT LEAST 24 HOURS BEFORE COMPLETING LAYOUTS. THE CITY ENGINEER OR DESIGNEE MUST APPROVE ANY CHANGES DUE TO PLAN DISCREPANCIES OR REVISIONS.
2. ALL SIGNING AND STRIPING MUST BE INSTALLED PER THE LATEST CALTRANS STANDARD SPECIFICATIONS PLANS A10A THROUGH A24E, CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2014 OR LATEST VERSION), AND CITY OF MORENO VALLEY STANDARD PLANS, SECTION 4. ALL RAISED PAVEMENT MARKERS MUST BE NEW.
3. ALL STRIPING MUST BE INSTALLED USING WATER BORNE PAINT (UNLESS OTHERWISE SPECIFIED) PER THE LATEST CALTRANS STANDARD SPECIFICATIONS. ALL PAVEMENT MARKINGS (LEGENDS) AND X-WALK MUST BE THERMO PLASTIC (EXCLUDING SPEED AND BICYCLE LEGENDS). THE STRIPING MUST BE INSTALLED USING A ROAD LINER TYPE STRIPING TRUCK USING AIRLESS EQUIPMENT. ALL SIGNING AND STRIPING MUST BE COMPLETED BEFORE THE ROADWAY IS OPEN TO TRAFFIC. STRIPES AND MARKINGS ON NEW PAVEMENT MUST BE SECOND COATED SEVEN DAYS AFTER THEIR FIRST COAT.
4. ALL STENCILS USED FOR INSTALLING PAVEMENT MARKINGS MUST CONFORM TO THE LATEST CALTRANS (METRIC) STENCILING STANDARDS A24A THROUGH A24E AND CITY STANDARD MVLT-430B-1.
5. LIMIT LINES MUST BE LOCATED PER CITY STANDARD PLAN MVLT-431-0 AND MVLT-432-0. THE MINIMUM CITY SIGHT DISTANCE PER CITY STANDARD PLAN MVS1-164A, 164B, 164C-0 MUST BE MAINTAINED. STRIPING SHALL BEGIN AND TERMINATE AT THE CENTER CORNER DELTA OR THE BACK OF THE CROSSWALK.
6. ANY EXISTING STRIPING OR PAVEMENT MARKINGS WHICH CONFLICT WITH THIS APPROVED SIGNING AND STRIPING PLAN MUST BE REMOVED BY WET SANDBLASTING. NO BLACKOUT STRIPING WILL BE ALLOWED. PAVEMENT MARKINGS TO BE REMOVED SHALL BE "BLOCKED" SO THE OLD MESSAGE CANNOT BE IDENTIFIED.
7. ALL TRAFFIC SIGNS SHALL BE INSTALLED PER CITY STANDARD PLANS MVLT-412-0 THROUGH MVLT-414C-0. ALL TRAFFIC SIGN POSTS MUST BE INSTALLED WITHIN TWO FEET OF THE CURB FACE ON SIX FEET WIDE SIDEWALKS. SIGNS LARGER THAN 48 INCHES WIDE OR INSTALLED WHERE SIDEWALKS ARE CURB- ADJACENT AND FIVE FEET WIDE OR LESS MUST BE INSTALLED BEHIND THE SIDEWALK. TRAFFIC SIGNS MUST BE INSTALLED AT LEAST 12 FEET FROM THE EDGE OF PAVEMENT ON ROADWAYS WITHOUT CURBS. ALL SIGN REMOVALS INCLUDE REMOVING THE POST, BASE, AND FILLING THE HOLE. ANY TRAFFIC SIGNS THAT CONFLICT OR NO LONGER APPLY MUST BE REMOVED AND SALVAGED.

8. ALL STOP SIGNS ON ARTERIALS MUST BE 36 INCHES WIDE UNLESS EXISTING OR STATED ON PLAN LARGER SIZE. ALL OTHER REGULATORY SIGNS AND WARNING SIGNS MUST BE FOR CONVENTIONAL ROADWAYS. EXCEPT THE CITY STREET SWEEPING SIGN SHALL BE 18X24 IN SIZE. ALL STOP SIGNS, WARNING SIGNS, AND STREET NAME SIGNS MUST BE A MINIMUM OF CLOSED ENCAPSULATED (HIGH INTENSITY) GRADE RETRO-REFLECTIVE SHEETING.
9. ALL SIGNS SHALL BE REFLECTORIZED SHEET ALUMINUM USING HIGH INTENSITY GRADE SHEETING WITH 3M #1150 PROTECTIVE OVERLAY FILM OR APPROVED EQUAL. ALL SIGNS SHALL BE MOUNTED WITH THEFT/VANDAL- PROOF FASTENERS.
10. ALL SIGN PANELS SHALL BE 0.080 INCHES GAUGE 6061-T76 OR 5052-H38 ALUMINUM ALLOY CERTIFIED AS MEETING ALL CALIFORNIA SPECIFICATIONS AND TREATED WITH AN ALODINE 1200 CONVERSION COATING.
11. ALL PEDESTRIAN/SCHOOL RELATED SIGNS SHALL BE FABRICATED WITH LIME- GREEN SHEETING.
12. STEEL SIGN POSTS IN CONCRETE AREAS SHALL BE CORE DRILLED (2.5" DIAMETER) TO FACILITATE REPLACEMENT. ALL POSTS SHALL BE TWO INCH TELESPAR UNLESS NOTED OTHERWISE.
13. A TRAFFIC CONTROL PLAN IS REQUIRED FOR ALL SIGNING AND STRIPING WORK WITHIN THE ROADWAY AND MUST BE IN CONFORMANCE WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2014 OR LATEST VERSION).
14. THESE ARE GENERAL NOTES ONLY. A COMPLETE SET OF SIGNING AND STRIPING STANDARDS AND SPECIFICATIONS SHOULD BE REVIEWED AND CAN BE OBTAINED FROM THE PUBLIC WORKS DEPARTMENT, TRANSPORTATION ENGINEERING DIVISION AT 951.413.3140.
15. ALL THERMOPLASTIC INSTALLATION ON TOP OF CONCRETE SURFACE MUST HAVE CONCRETE WATER BLASTED TO ROUGH UP CONCRETE SURFACE BEFORE APPLYING PRIMER APPLICATION AND THERMOPLASTIC MARKING, AS DIRECTED BY ENGINEER.