NOTES:

1. TRAFFIC SIGNAL CONTROLLER & SERVICE CABINET MAY HAVE ALTERNATE LOCATIONS IF APPROVED BY THE CITY ENGINEER.

2. THE MINIMUM CURB RETURN RADIUS FOR REGIONAL & INDUSTRIAL STREETS SHALL BE PER SECTION VII. INTERSECTIONS, SUBPARAGRAPH C., "CURB RETURNS."

3. FOR RADI X GREATER THAN 35' AND DELTA ANGLES GREATER THAN 90°, CURB RETURN PLAN DETAILS SHALL BE APPROVED BY THE CITY ENGINEER.

4. DESIGN SHALL CONFORM TO THESE REQUIREMENTS EXCEPT AS OTHERWISE APPROVED BY THE CITY ENGINEER.
NOTES:
1. DESIGN SHALL CONFORM TO THESE REQUIREMENTS EXCEPT AS OTHERWISE APPROVED BY THE CITY ENGINEER.

2. SEE CITY STD.-235 FOR LOCATION OF WEAKENED PLANE AND EXPANSION JOINTS.

3. ALL CONCRETE SHALL BE CLASS "A" P.C.C.
NOTES:

1. TYPE A OR B TO BE USED AT CONTRACTOR'S OPTION UNLESS SPECIFICALLY STATED ON THE PLANS.

2. SEE CITY STD.-235 FOR LOCATION OF WEAKENED PLANES AND EXPANSION JOINTS.

3. THESE DETAILS APPLY TO NEW CONSTRUCTION AND RECONSTRUCTION PROJECTS ONLY. MEDIAN CURB TO BE DETAILED ON PLANS WHERE INSTALLED ON EXISTING PAVEMENT.

4. DESIGN SHALL CONFORM TO THESE REQUIREMENTS EXCEPT AS OTHERWISE APPROVED BY THE CITY ENGINEER.

5. ALL CONCRETE SHALL BE CLASS "A" P.C.C.
