



NOTES:

1. FINAL GEOMETRICS SHALL BE SUBJECT TO-APPROVAL OF THE CITY ENGINEER.
2. ALL DIMENSIONS ARE MEASURED TO FACE OF CURB
3. THE LENGTH OF TURN POCKETS SHALL BE DETERMINED BY THE CITY ENGINEER.
4. ACCESSIBLE RAMPS ARE REQUIRED AT CURB RETURNS IN ACCORDANCE WITH DRAWING NO.S 4110, 4120, & 4130.
5. MEDIANS (IF APPLICABLE) SHALL BE DESIGNED PER THE ENGINEERING STANDARDS
6. ALL SIGNS AND MARKINGS SHALL BE PROVIDED AS REQUIRED IN THE ENGINEERING STANDARDS AND AS REQUIRED BY CALIFORNIA MUTCD STANDARDS.
7. BAY TAPERS (IF APPLICABLE) SHALL BE DESIGNED PER CALTRANS HIGHWAY DESIGN MANUAL AND SHALL BE 120' IN LENGTH UNLESS SPECIFIED OTHERWISE BY THE CITY ENGINEER.
8. THE LENGTH OF TAPERS FOR RIGHT TURN POCKETS (IF APPLICABLE) SHALL BE DETERMINED BY THE CITY ENGINEER.
9. ADEQUATE SIGHT DISTANCE SHALL BE PROVIDED PER CALTRANS HIGHWAY DESIGN MANUAL AND THE ENGINEERING STANDARDS.
10. CROSSWALKS SHOULD BE DESIGNED TO MINIMIZE ANY SKEWING ANGLES.
11. OTHER PROVISIONS AND REQUIREMENTS IN THE CITY OF TULARE GENERAL PLAN MAY APPLY.
12. THE CITY ENGINEER MAY REQUIRE "NO PARKING" SIGNS AND/OR RED CURBING AT AREAS WHERE STREET PARKING IS NOT ALLOWED.

REVISIONS	DATE



CITY OF TULARE
PUBLIC IMPROVEMENT STANDARD

4 LANE MAJOR ARTERIAL INTERSECTION,
LANE CONFIGURATION
(DEDICATED RT. TURN AND BIKE TRAIL)

DRAWING NO.:
7253

Approved By: *Michael W. Miller*
Date: 11/15/16 City Engineer

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