STRIPING NOTES

1. All existing signs shall remain unless directed differently by the Traffic Engineer.
2. Pavement marking stencils shall match City stencils exactly.
3. All striping and marking not conforming to the approved striping plans shall be removed or as directed by the Traffic Engineer.
4. Striping layout shall be approved by the engineer prior to final painting. Contact Traffic Engineer before "CAT-TRACKING".
5. All striping shall consist of paint and raised pavement markers per the details on the approved striping plans, and the California Manual on Uniform Traffic Control Devices (MUTCD) unless otherwise shown.
6. All striping shall be beaded per Caltrans standards. Two coats of paint are required.
7. All pavement markings and crosswalks shall be thermoplastic.
8. The contractor shall place a blue raised pavement marker in the roadway at each fire hydrant location for entire length of project per direction of the Traffic Engineer.
9. Unless otherwise shown on the plans, all lane lines shall be parallel to the street centerline.
10. All dimensions for lane widths are to the center of the stripe and the face of the curb.
11. Splice new loop detectors to existing lead-in cables in pull boxes.
12. Paint the first three feet of all raised medians with reflective paint. Paint shall be white or as directed by the Traffic Engineer.
13. All traffic loop detector installations shall have a minimum of 7/8" cover.
14. All "CAT-TRACKING" shall be placed prior to loop installation.
15. Place left-turn pocket per City of Westminster Standard 507.
16. Crosswalks shall have ten feet between twelve-inch stripes and shall start at half-delta unless otherwise dimensioned.
17. Yellow reflective markers shall be offset 2" from all stripes per Caltrans Standard Plan A20A and A20B Detail 22, 29, and 32 (no reflective markers shall be placed on the stripes).
18. All curb paintings shall be removed using wet sand blasting method and repainted to match with existing for entire length of project.