

NOTE: Traffic indexes (T.I.) shown on sections are minimums. All structural sections shall be based on a 20 year design life as determined by existing R-value and T.I. which shall include anticipated traffic as well as existing traffic conditions. Sections are subject to the approval of the City Engineer.

TYPICAL STREET SECTION REQUIREMENTS

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 06/2005	

SECTION:
STREETS

DRAWING NO.: **STR-1**



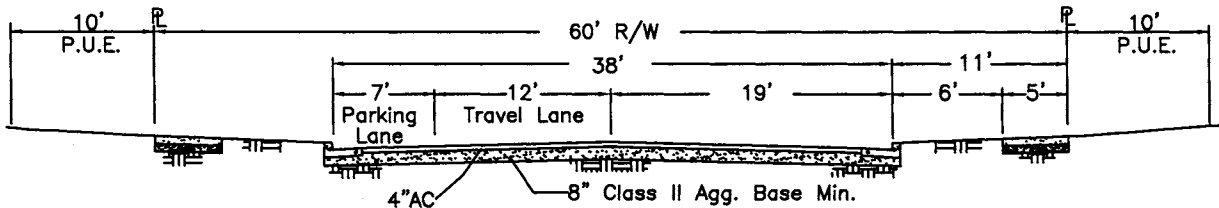
APPROVED BY:

AUG 12 2005

CITY ENGINEER

DATE

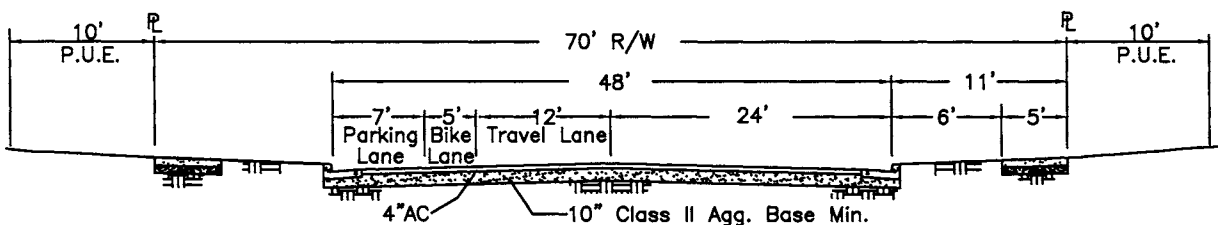
P.U.E. = Public Use Easement



Local

T.I. = 6.5 Minimum
Design Speed = 25 M.P.H.

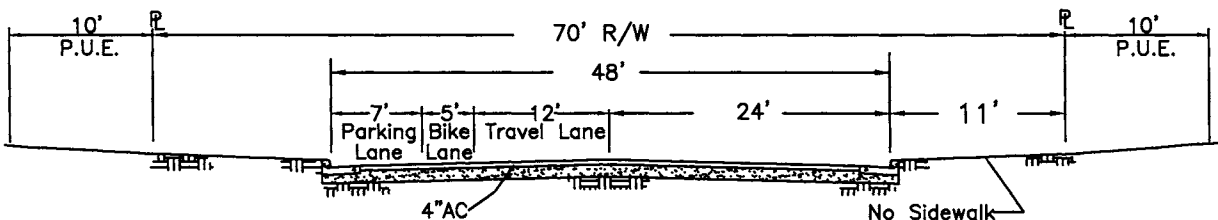
P.U.E. = Public Use Easement



Collector

T.I. = 6.5 Minimum
Design Speed = 35 M.P.H.

P.U.E. = Public Use Easement



Industrial

T.I. = 8.0 Minimum
Design Speed = 35 M.P.H.

STREET SECTIONS

DRAWN BY: LDL/AAB
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LAST REVISED: 06/2005

SCALE:
N.T.S.



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CITY ENGINEER

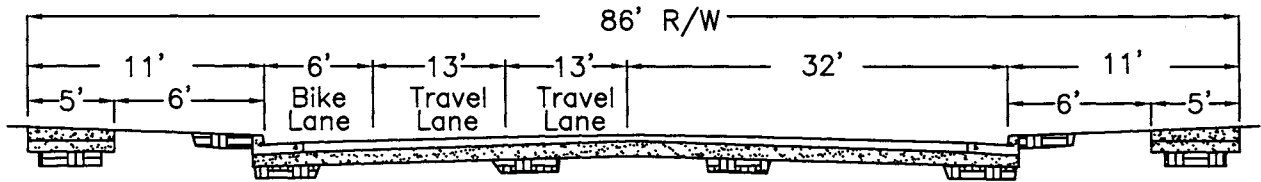
AUG 12 2005

DATE

SECTION:

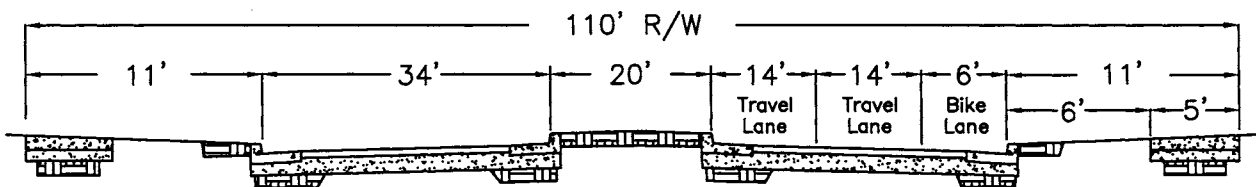
STREETS

DRAWING NO.: STR-2



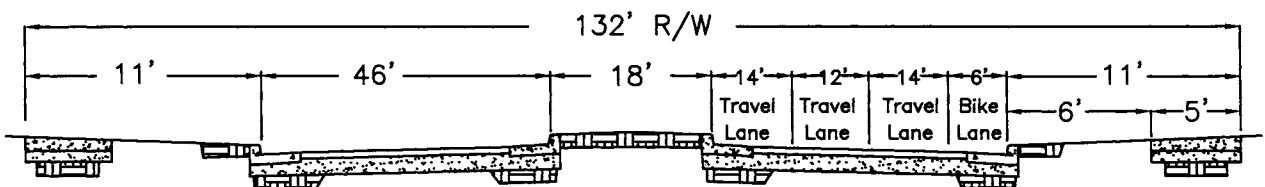
T.I. = 8.0 Minimum
 Design Speed = 45 M.P.H.
 No Parking

4-Lane Undivided Arterial



T.I. = 8.0 Minimum
 Design Speed = 45 M.P.H.
 No Parking

4-Lane Divided Arterial



T.I. = 8.0 Minimum
 Design Speed = 45 M.P.H.
 No Parking

6-Lane Divided Arterial

* A higher T.I. may be required at the descretion of the City Engineer.

STREET SECTIONS

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 06/2005	

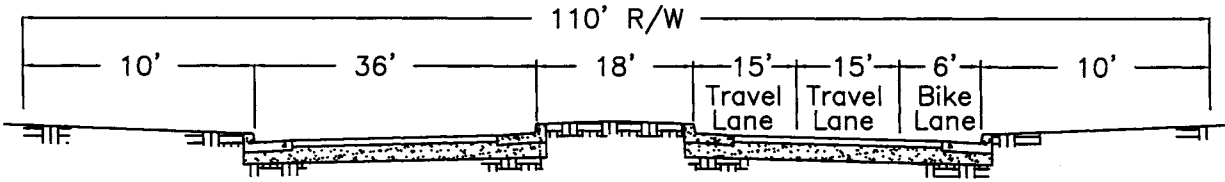
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STREETS

DRAWING NO.: **STR-3**



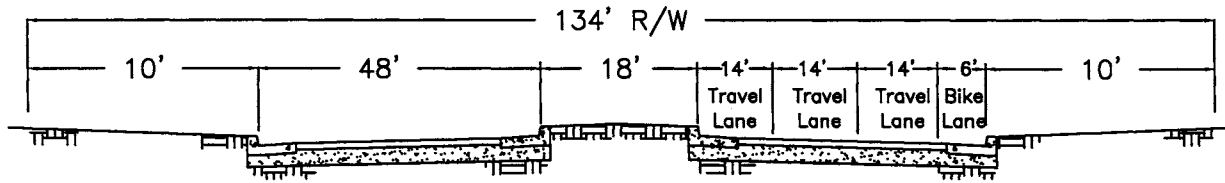
APPROVED BY:

Paul S. ...
 CITY ENGINEER AUG 12 2005 DATE



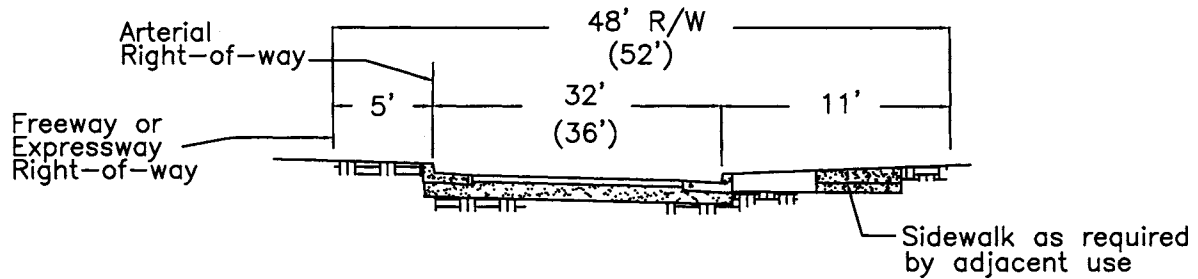
4-Lane Expressway

T.I. = 8.0 Minimum
 Design Speed = 55 M.P.H.
 No Parking



6-Lane Expressway

T.I. = 8.0 Minimum
 Design Speed = 55 M.P.H.
 No Parking



Frontage Road

() Industrial Standard

STREET SECTIONS

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	



APPROVED BY:

[Signature]

CITY ENGINEER

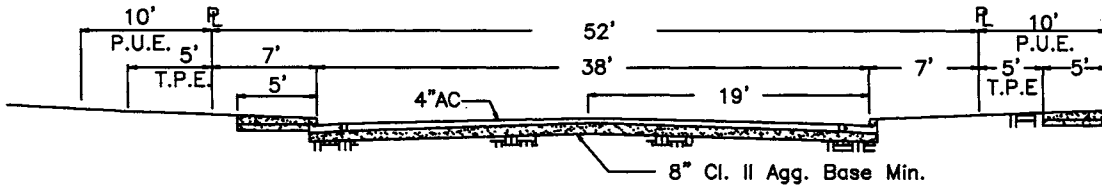
AUG 12 2005

DATE

SECTION:

STREETS

DRAWING NO.: STR-4



T.P.E.= Tree Planting Easement
P.U.E.= Public Use Easement

Local Cul-De-Sac

NOTE: LOCAL STREET SECTION APPLIES
WHEN CUL-DE-SAC IS AN
EXTENSION OF A LOCAL STREET.

STREET SECTIONS

DRAWN BY: LDL/AAB
CHECKED BY:
LAST REVISED: 07/2005

SCALE:
N.T.S.

SECTION:
STREETS

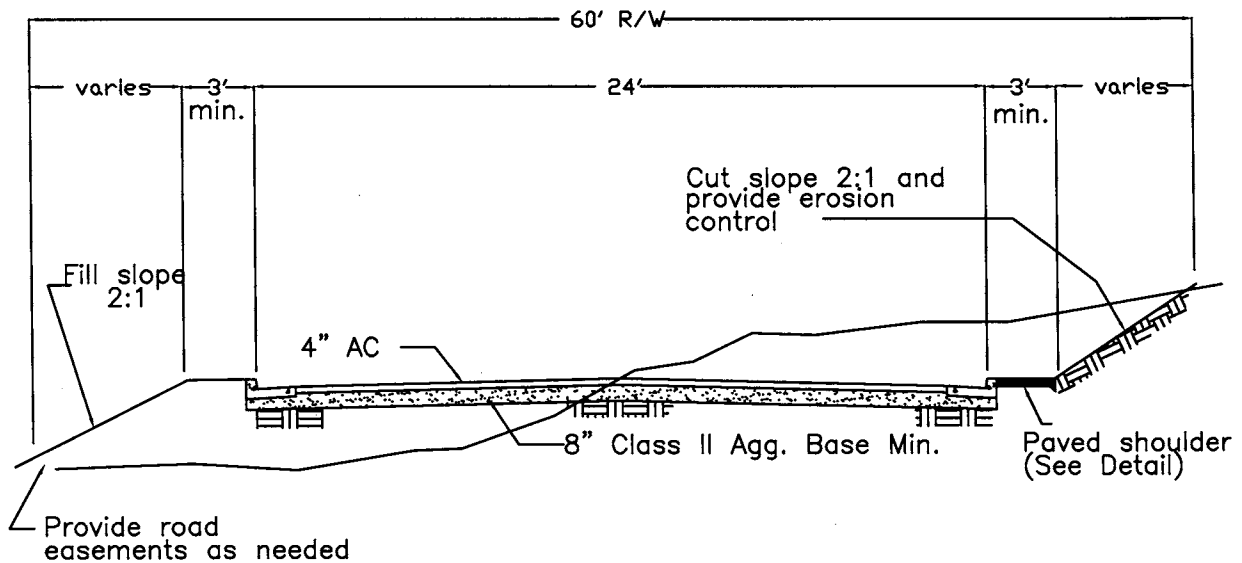


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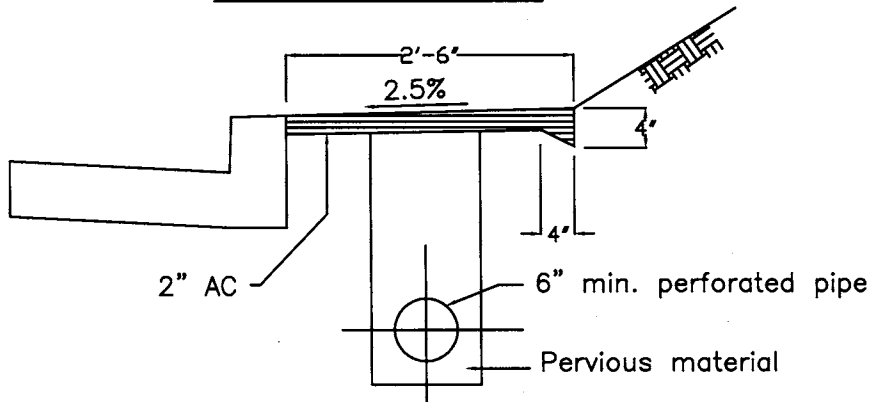
CITY ENGINEER

AUG 12 2005
DATE

DRAWING NO.: STR-5



Local Hillside



Detail: Paved Shoulder and Subdrain

STREET SECTIONS: HILLSIDE

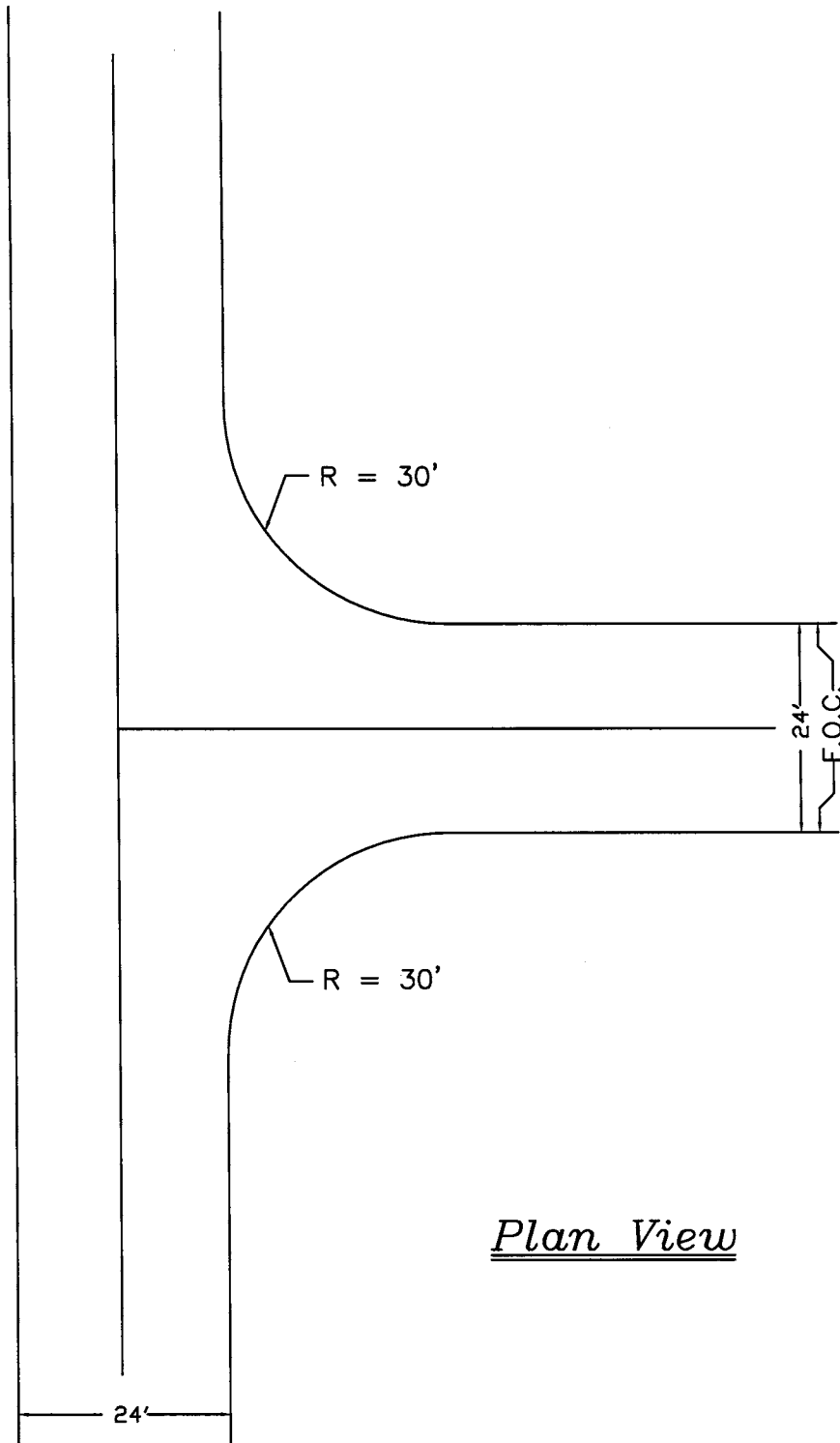
DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	



APPROVED BY:
[Signature]
 CITY ENGINEER

AUG 12 2005
 DATE

SECTION:
STREETS
 DRAWING NO.: **STR-6**



Plan View

STANDARD HILLSIDE INTERSECTION-LOCAL TO LOCAL ROAD

DRAWN BY: LDL/AAB
 CHECKED BY:
 LAST REVISED: 07/2005

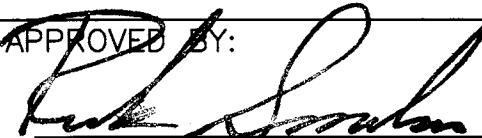
SCALE:
 N.T.S.

SECTION:

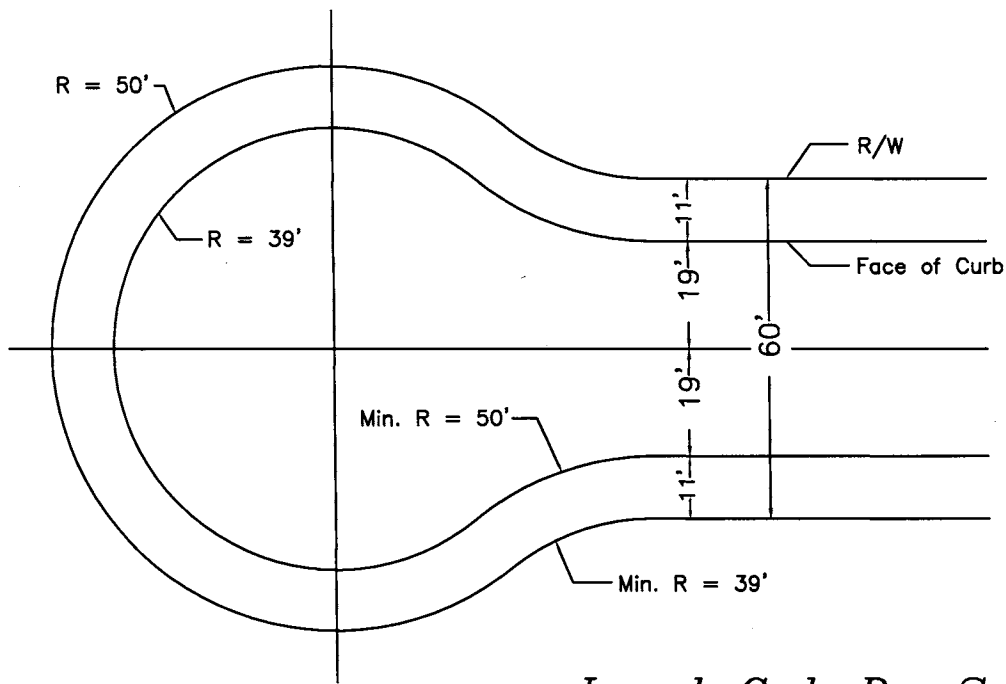
STREETS

DRAWING NO.: STR-7

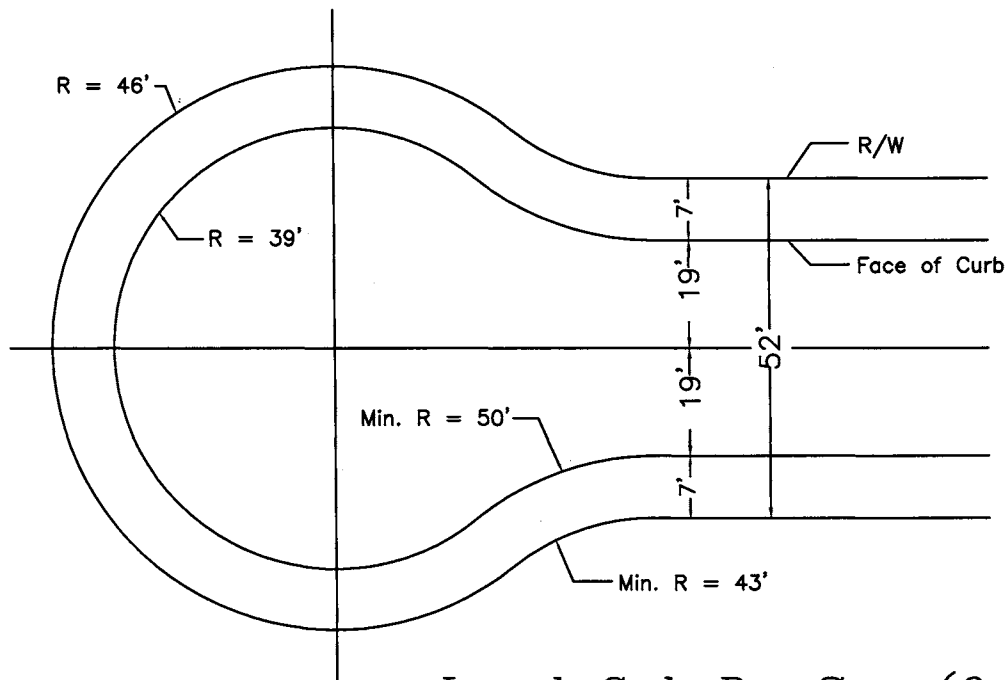


APPROVED BY:

 CITY ENGINEER

AUG 12 2005
 DATE



Local Cul-De-Sac



Local Cul-De-Sac (Optional)

CUL-DE-SAC TURN AROUND

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

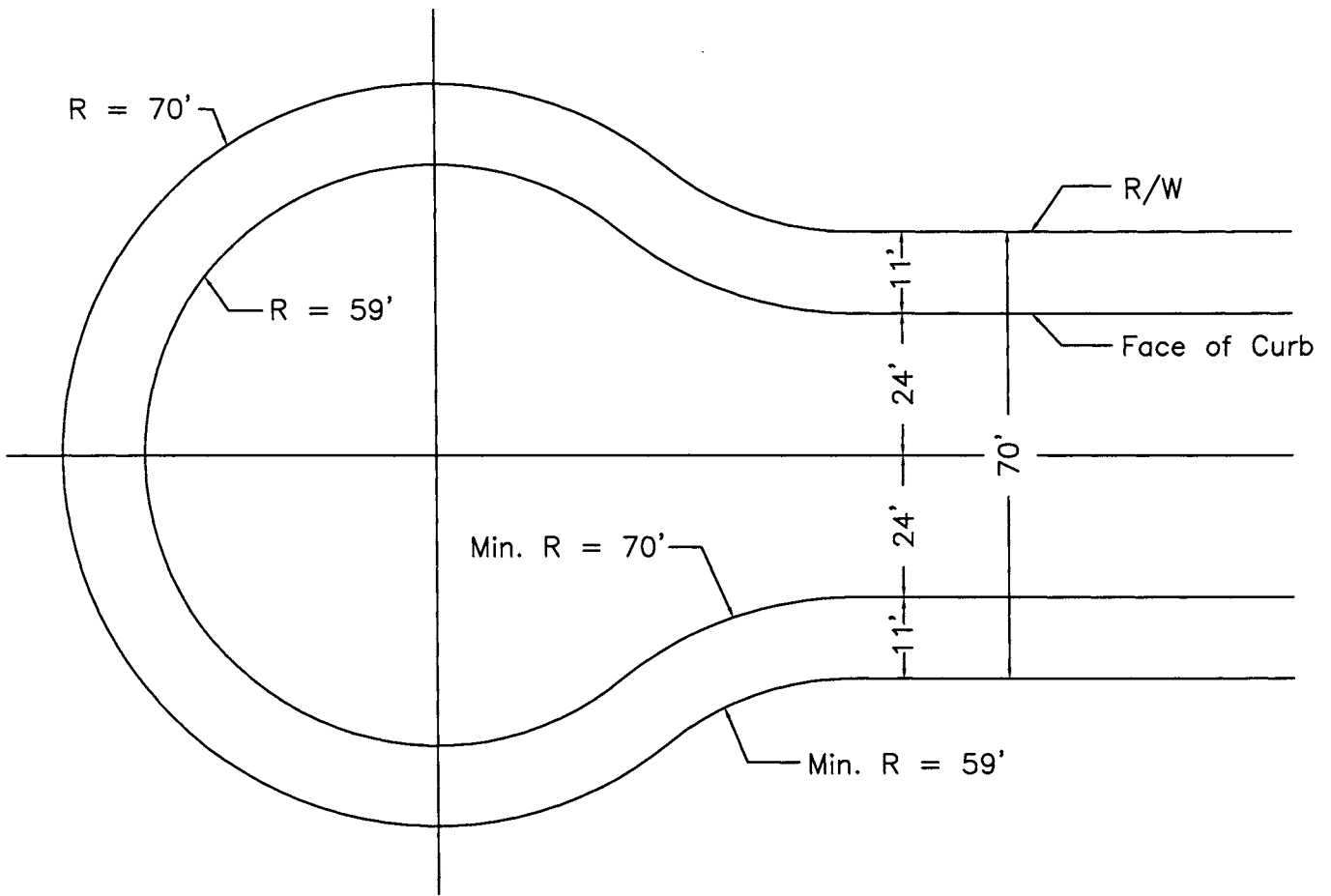
SECTION:
STREETS

DRAWING NO.: **STR-8**



APPROVED BY:
[Signature]
CITY ENGINEER

AUG 12 2005
DATE




Industrial Cul-De-Sac

CUL-DE-SAC TURN AROUND

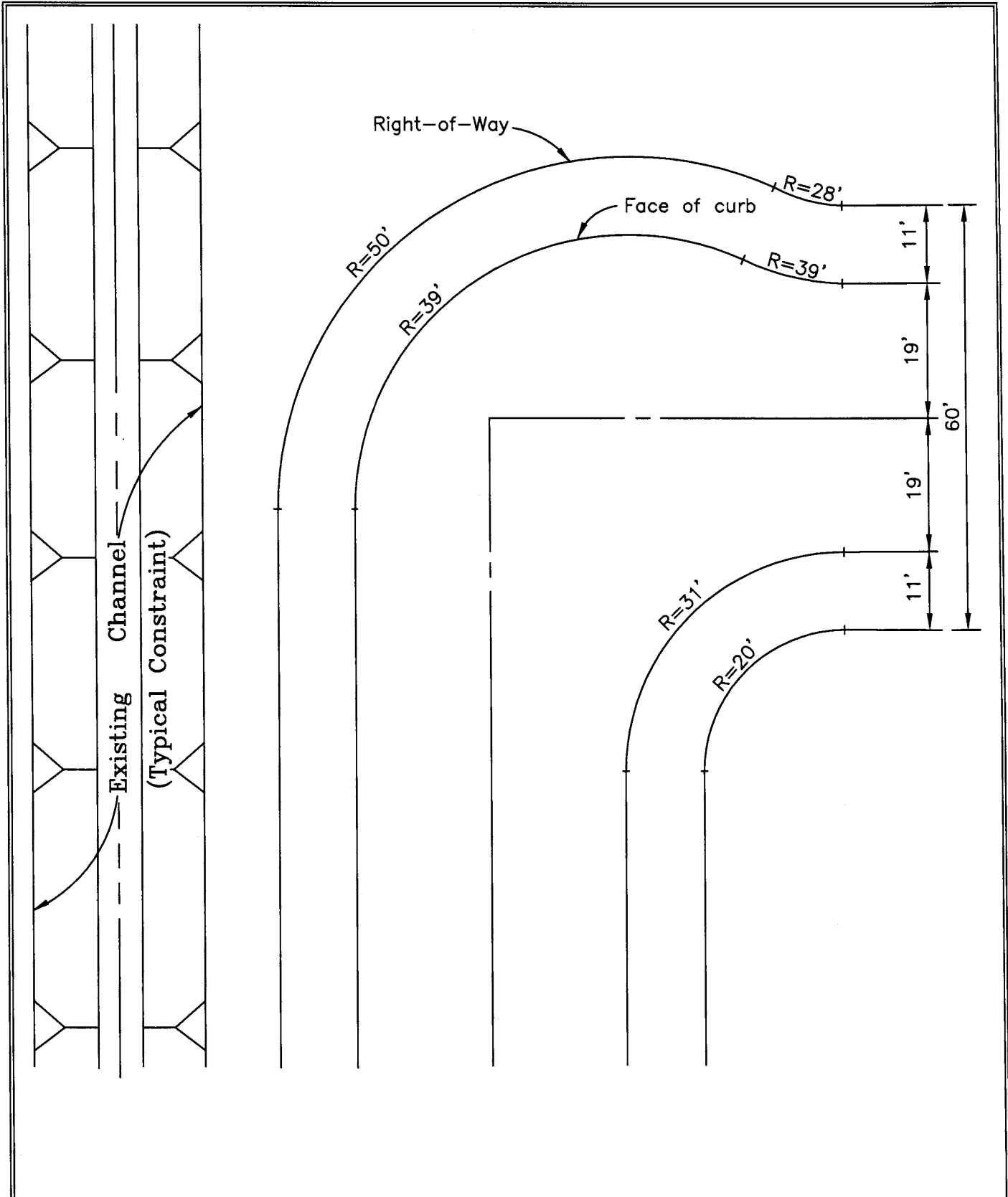
DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	



APPROVED BY:

 CITY ENGINEER

AUG 12 2005
 DATE

SECTION:
STREETS
 DRAWING NO.: STR-8A



**TWO-LEGGED INTERSECTION
CONSTRAINT ON ONE SIDE**

DRAWN BY: LDL/AAB

SCALE:

CHECKED BY:

N.T.S.

LAST REVISED: 07/2005

SECTION:

STREETS



APPROVED BY:

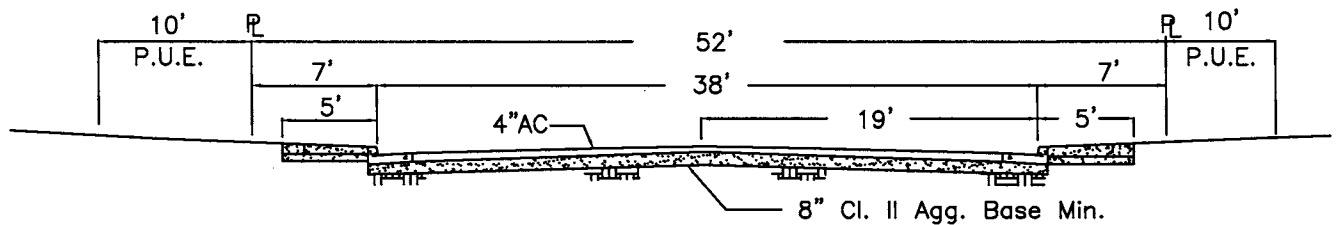
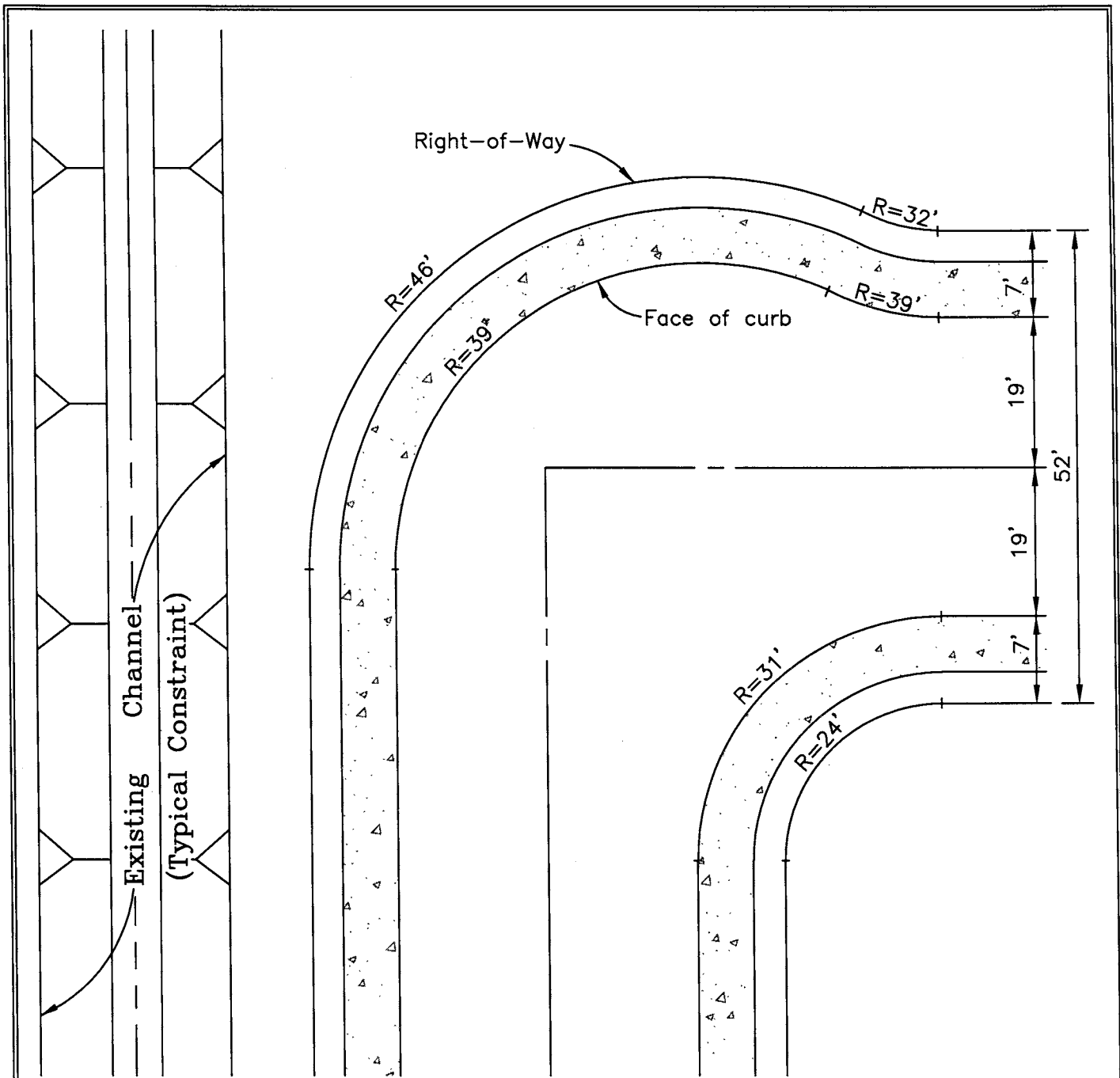
Paul S. ...

CITY ENGINEER

AUG 12 2005

DATE

DRAWING NO.: STR-9



P.U.E.= Public Use Easement

TWO-LEGGED INTERSECTION CONSTRAINT ON ONE SIDE

DRAWN BY: LDL/AAB
 CHECKED BY:
 LAST REVISED: 07/2005
 SCALE: N.T.S.

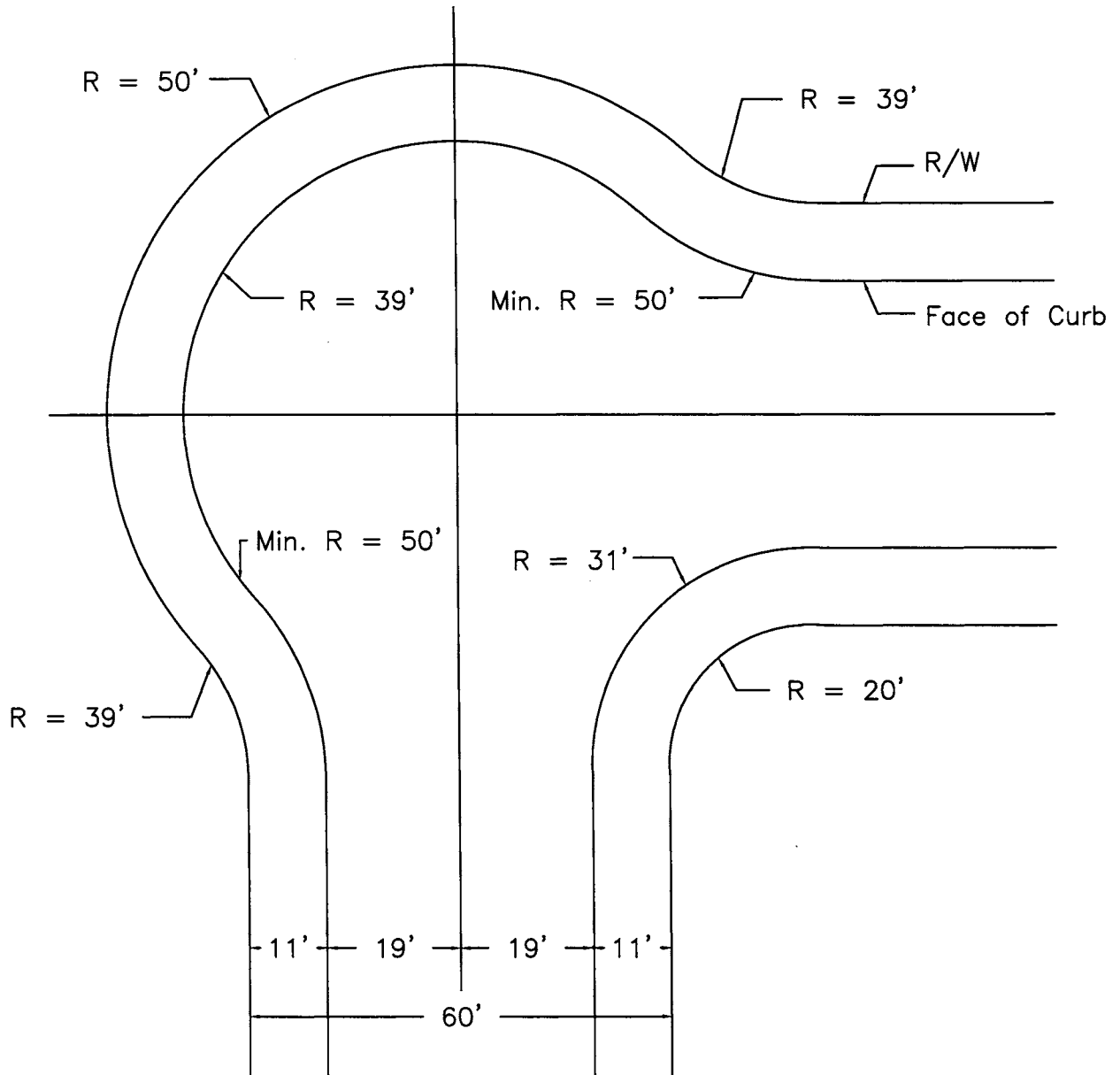
SECTION:
STREETS



APPROVED BY:
[Signature]
 CITY ENGINEER

AUG 12 2005
 DATE

DRAWING NO.: STR-9A



TWO-LEGGED INTERSECTION - LOCAL

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

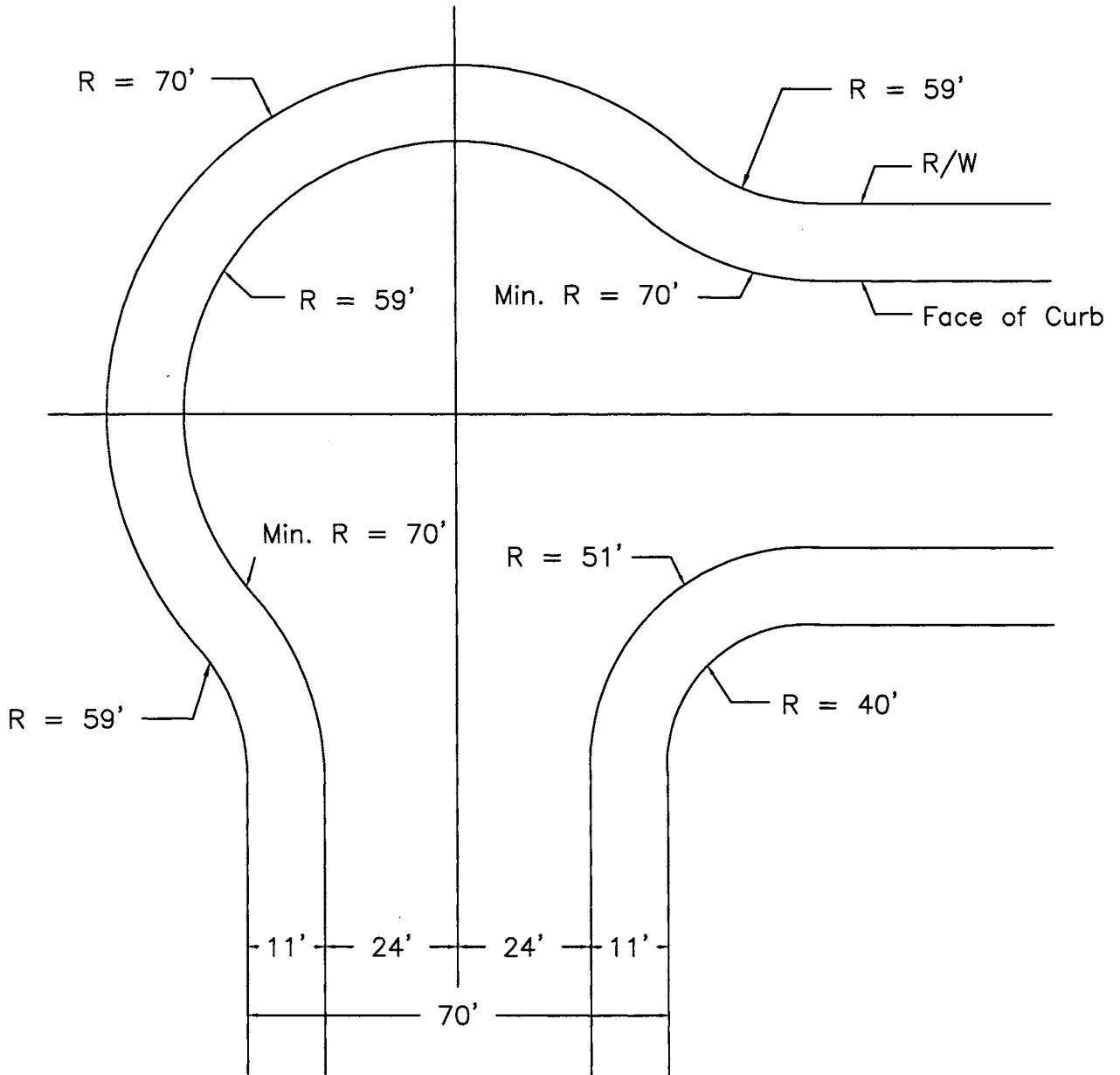
SECTION:
STREETS

DRAWING NO.: **STR-10**



APPROVED BY:
[Signature]
 CITY ENGINEER

AUG 12 2005
 DATE



TWO-LEGGED INTERSECTION - INDUSTRIAL

DRAWN BY: LDL/AAB

SCALE:

CHECKED BY:

LAST REVISED: 07/2005

N.T.S.

SECTION:

STREETS

DRAWING NO. **STR-11**



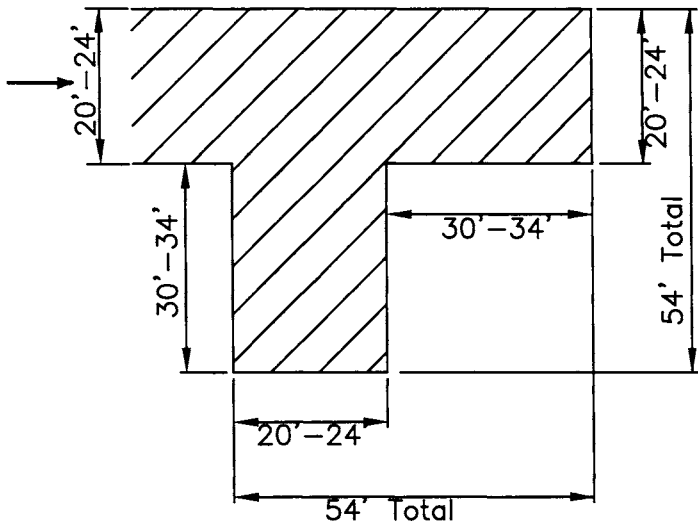
APPROVED BY:

[Signature]

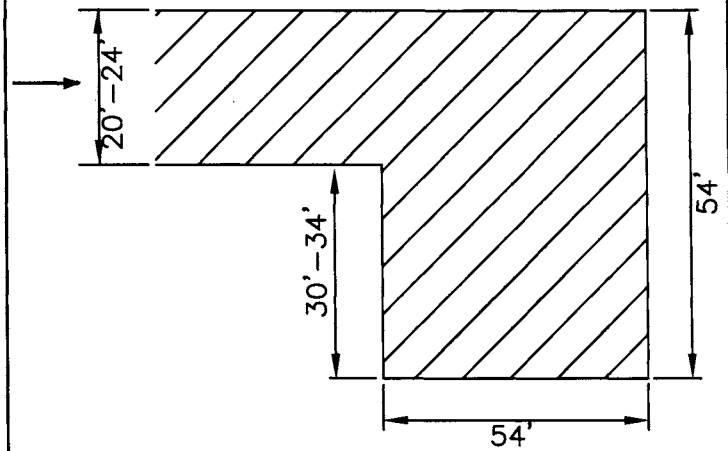
CITY ENGINEER

AUG 12 2005

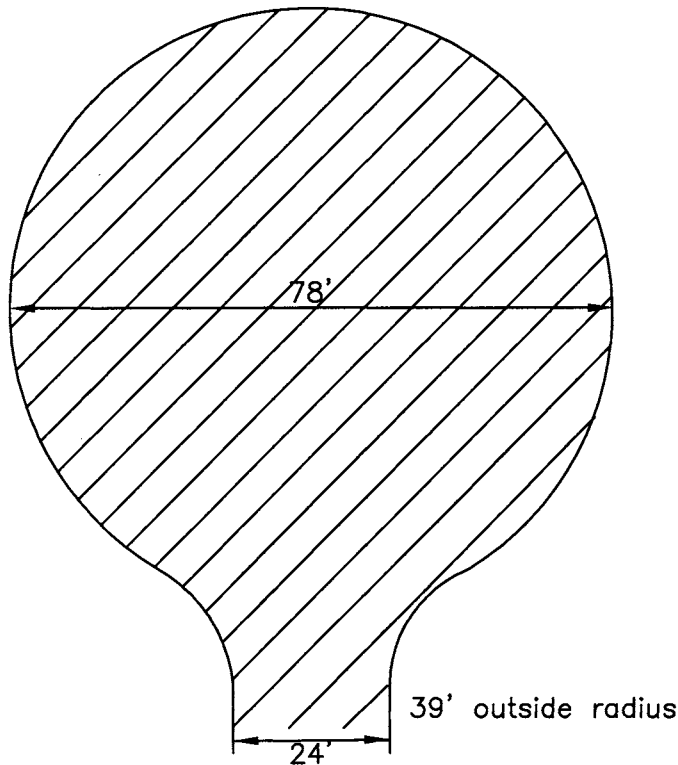
DATE



A Primary Access Roadway

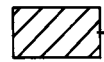


B Secondary Access Roadway

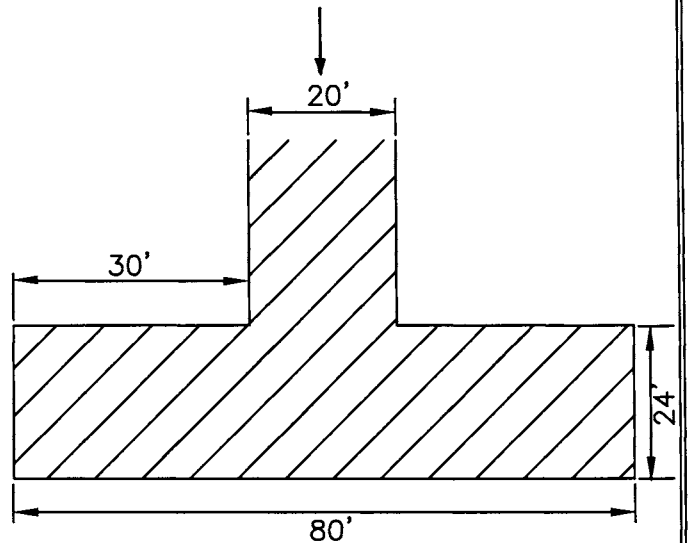


C Cul - De - Sac

LEGEND



Driveable area shall be kept free and clear of any obstacles at all times. Curbs painted red if parking is not provided.



D Temporary Access Roadway

TURN AROUNDS/ACCESS ROADS

DRAWN BY: LDL/AAB
 CHECKED BY:
 LAST REVISED: 07/2005

SCALE:
 N.T.S.

SECTION:

STREETS

DRAWING NO.: **STR-12**



APPROVED BY:

[Signature]
 CITY ENGINEER

AUG 12 2005
 DATE

**Specifications to
STR-12: TURN AROUNDS/ACCESS ROADS**

FIRE DEPARTMENT ACCESS SPECIFICATIONS

FIRE ACCESS ROADWAYS

A. Required Location, Width, and Vertical Clearance:

A Fire Access Roadway greater than or equal to 20-feet in width (inside of curb-to-curb with no parking) is applicable to all commercial, industrial, and residential buildings. A Fire Access Roadway shall also be provided within 150-feet of other structures, public or private use areas, and combustible or hazardous materials storage areas. Access Roadways shall be constructed to City of Gilroy Engineering Standards. Vertical clearance shall not be less than 13-feet, 6-inches.

Exceptions:

- 1) Private roadways not exceeding 150-feet in length and serving no more than two sprinkled single-family residences may be reduced to 12-feet in width.
- 2) Temporary Fire Access Roadways may be provided under permit and approval until such time that the permanent road or driveway is installed. *See STR 12D for Temporary Access Roadways.*

A Secondary Access Roadway is required when there are 25 or more residential units. *See STR 12B for Secondary Access Standards.*

B. Parking along Access Fire Access Roadways:

The required width of fire access roadways shall not be obstructed in any manner. Parking shall not be allowed along roadways of less than 28-feet in width. Parking will be allowed along one side of the street for roadways 28-feet to 35-feet in width. Parking will be allowed on both sides of the roadway if it is equal to or greater than 38-feet in width. Roadway widths shall be measured face to face of curb. Parking is not allowed in required turnarounds. The entire area of required turnarounds shall remain unobstructed at all times.

C. Transitions and Driveways:

A curb cut and apron shall be provided pursuant to the City Engineering Standard Driveway design.

D. Grade:

Maximum grade shall not exceed 15% (6.75 degrees). In some cases, short runs of 50-feet or less with 16-20% grade may be allowed. Grade transitions shall not exceed a 10% angle of approach or departure and shall not be shorter than 25-feet in length. Exceptions require review and approval by the Fire Chief.

E. Turning Radius:

An inside turn radius of 32-feet (curb-to-curb) and an outside turning radius of 39-feet (curb-to-curb) shall be provided.

Specifications to
STR-12: TURN AROUNDS/ACCESS ROADS

F. Dead Ends and Turnarounds:

Dead End Public Streets shall terminate in a *cul-de-sac*, as shown on STR 12C. Dead End Private Streets and Roadways shall terminate in an approved turnaround when the street is in excess of 150-feet in length.

Exception:

Private Driveways longer than 150-feet serving up to two single-family dwellings may provide an 8-foot wide, 40-foot long turn-out with tapered ends, at 150-feet from a public hydrant way to accommodate Fire Apparatus as long as:

- 1) Turn out is not more than 150-feet from the most distant portion of the dwelling unit,
- 2) Residential fire sprinkler system is in the dwelling units, and
- 3) The driveway is straight with no bends or curves.

When the three conditions are not met then a full turn around shall be provided at the turn out point. See STR 12 for approved turn around designs.

G. Pavement Surface:

Roadways shall be surfaced roads of asphalt, concrete, or another engineered surface acceptable to the Fire Department and shall be designed to accommodate an imposed load of 40,000 pounds. When the Access Roadway is not a standard city street, the design shall be certified by a licensed soils engineer.

H. Bridges and Culverts:

All bridges and culverts shall be designed to support a minimum of 75,000 pounds.

I. Marking of Roadways and Turnarounds:

When parking is restricted, Curb Painting and Signage is required as follows:

1. Curb top and side shall be painted red. Alternatively, if the roadway has no curbing, a 12-inch wide red stripe with the words "FIRE LANE" in white may be painted along and parallel with the edge of the roadway. The lettering shall be 8-inches high with a ¼-inch stroke.
2. Signs shall be of metal construction measuring 12-inches wide, 18-inches high, and of a reflective type. Plastic or wooden signs are not acceptable.
3. Signs shall read, "NO STOPPING - FIRE LANE 22500.1 CVC." Lettering shall be not less than one-inch in height and clearly visible from a vehicle.
4. Signs shall be in visible locations and mounted on galvanized metal poles at a height of 84-inches. Signs shall be maintained unobstructed by foliage, trees, etc.
5. The first sign shall be within the first 50-feet of the restricted street area, and subsequent signage posted along the street shall not exceed 100-feet from center of prior post. Not less than two signs shall be posted in each block. If traffic flows in two directions, signs must be posted to be readable from either direction.

**Specifications to
STR-12: TURN AROUNDS/ACCESS ROADS**

6. Signage shall be provided in cul-de-sacs and turn-arounds if a 9-foot wide parking strip is not provided in addition to the dimensions shown in STR-12.

J. Enforcement of Fire Access Roads and Fire Lanes:

The enforcement of Fire Access Roads and Fire Lanes on private roads and property is the responsibility of the property owner. The Development shall have "Covenants, Conditions, and Restrictions" (CC&Rs) to provide a Home Owners Association's (HOA) implemented parking enforcement program that shall utilize the services of towing firms to assist in keeping Fire Access Roadways and Fire Lanes Clear. The California Vehicle Code (CVC) Section 22500.1 provides for Public Safety Agencies to enforce Fire Roads and Lanes. If the HOA does not take actions to enforce Fire Access, the HOA can also be cited.

K. Impairment of Access for Fire and Emergency Response

In Planned Unit Developments (PUDs), residential fire sprinklers systems shall be provided in the homes where firefighting operations will be impeded by:

- ◆ lack of standard cul-de-sac street terminations
- ◆ street widths that would limit application of fire flow to less than required (1500 gallons per minute for up to 3,000 square feet)
- ◆ excessive response time (port to port) of greater than 4 minutes
- ◆ insufficient hydrant spacing or flow
- ◆ lack of adequate secondary access

SECONDARY ACCESS REQUIREMENTS

A. When Required:

Secondary access shall be provided for all residential projects of 25 units or more. In addition, secondary access may be required in Residential Hillside and/or Hazardous Fire Areas when determined by the Fire Chief as necessary to protect the area.

Secondary access will be provided by utilization of connected roadways that conform to Standard and Details and Specifications STR-12A. Connections may be made to private or public ways along a path of travel.

B. Maintenance of Existing Emergency Vehicle Access (EVA)

Existing Emergency Vehicle Access (EVAs) shall be maintained typical of Fire Access Roadway requirements with the following modifications:

Required Turn-Around Areas:

Dead end streets terminating at the EVA shall be provided with an approved Fire Department turn around area. *See Fire Department Standards, Details, and Specifications A-1.*

**Specifications to
STR-12: TURN AROUNDS/ACCESS ROADS**

Maintenance:

Maintenance of EVAs on commonly held lands shall be clearly stated in the CC&Rs or Landscape Maintenance agreements of the development project. The CC&Rs shall mandate that the owners association shall retain professional management to oversee maintenance responsibilities.

Easements:

All emergency accesses shall be recorded as Emergency Vehicle Access Easements (E.V.A) granted to the City.

Marking and Identification:

Approved signs or other approved notices shall be provided and maintained for EVAs to identify such and to prohibit the obstruction thereof.

Closure of Emergency Secondary Roadways:

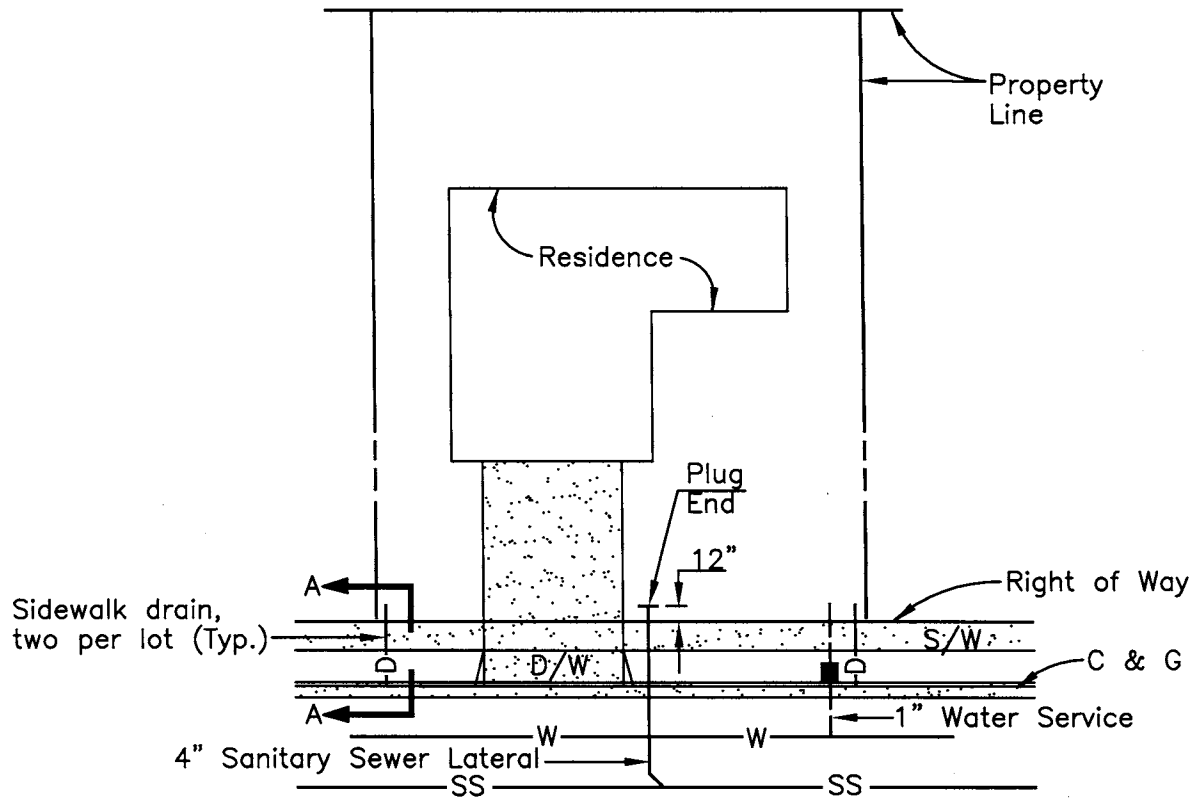
Gates shall not be used to control traffic on EVAs unless the gate is electronic and provided with the Opticom Emergency Vehicle Preemption system compatible with the Gilroy Fire Department. Other means to discourage unwanted traffic can include removable bollards, combining private driveway access with EVA design, lessening of the street width, and elimination of curb and gutter.

TEMPORARY ACCESS ROADWAYS

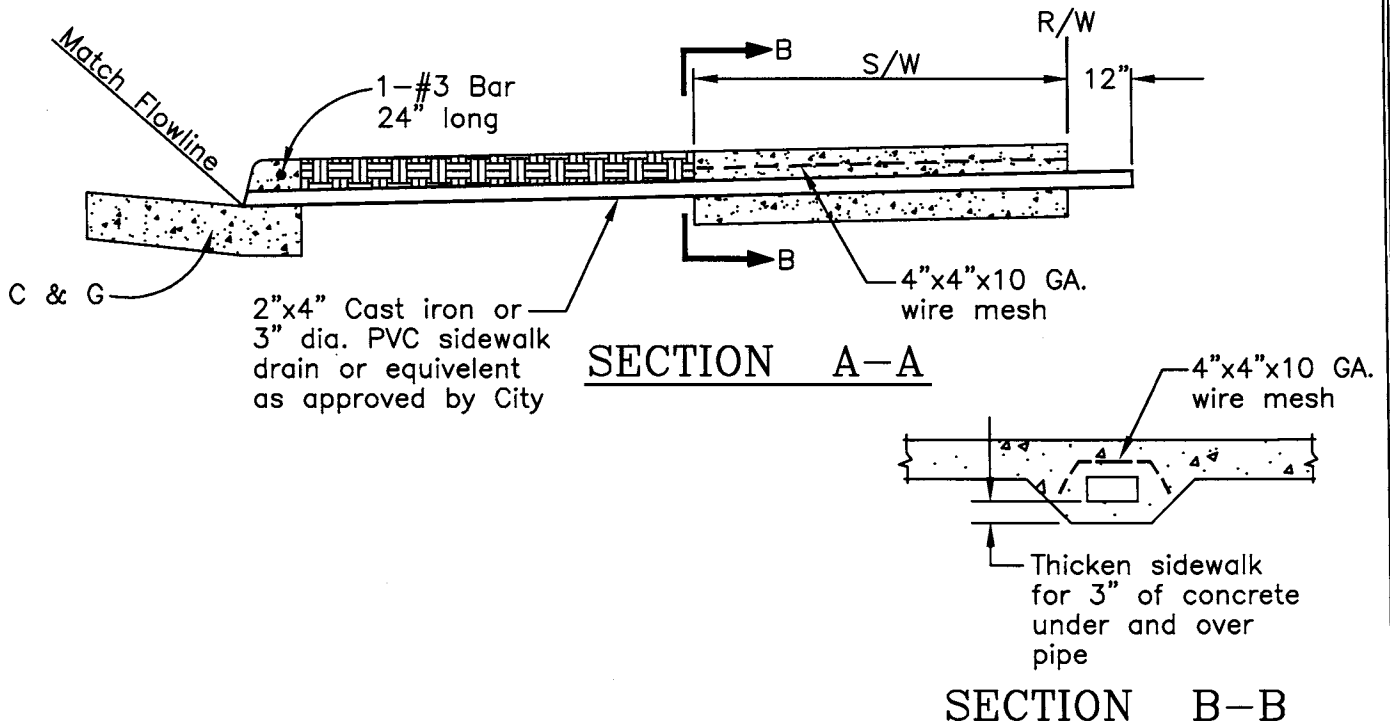
When approved by the Fire Chief, a temporary access road may be installed for Fire Department access to buildings under construction until such time that the permanent road or driveway is in place. A BLES Division application for a temporary road along with detailed plans shall be submitted to the Fire Marshal for review and approval prior to installation.

The plan submittal shall also include timelines for use of the temporary roadway and acknowledgment that the integrity of the roadway will be maintained at all times. The width and turn radius dimensions of a temporary access road shall be the same as for the required permanent roadway. As a minimum, the roadway shall consist of a compacted sub-base and 6-inches of road base material (Class 2 aggregate base rock) both compacted to a minimum 95%. The perimeter edges of the roadway shall be contained and delineated by curb and gutter or other approved method. The use of geotextile reinforcing fabric underlayment or soil lime-treatment may be required if so determined by the project civil engineer.

Provisions for surface drainage shall also be provided where necessary. Engineering certification of the temporary roadway construction shall be documented and submitted to the Fire Department prior to or at the time of the acceptance inspection of the roadway.



PLAN: LOT UTILITY LOCATION



TYPICAL LOT UTILITY LOCATION

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	



APPROVED BY:

[Signature]

CITY ENGINEER

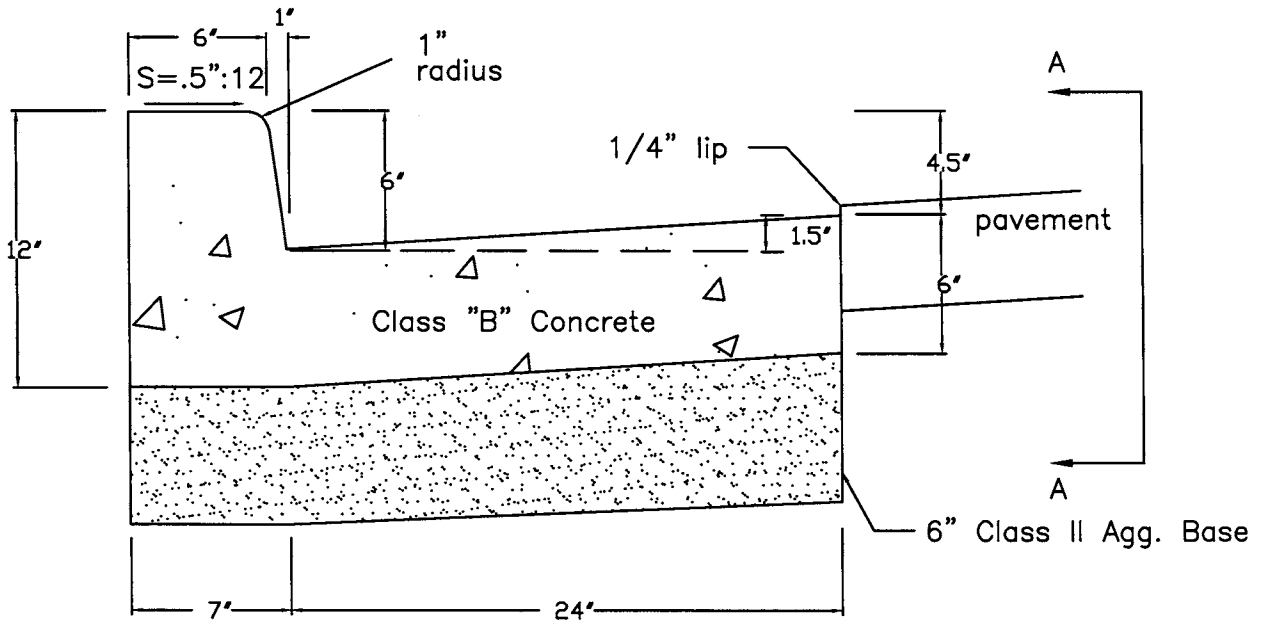
AUG 12 2005

DATE

SECTION:

STREETS

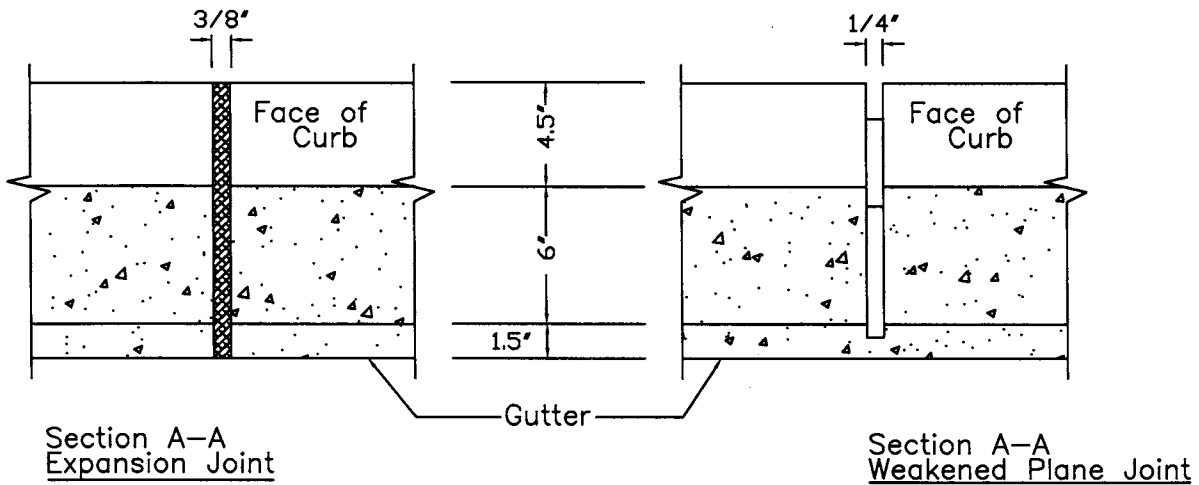
DRAWING NO.: **STR-13**



Typical Section

NOTE:

1. Expansion joints shall be placed as follows:
 - a. On each side of driveway.
 - b. On each end of radius.
 - c. At a maximum distance of 60 feet.
2. A 1 1/4" deep weakened plane joint shall be placed every 10 feet.



CURB & GUTTER

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	



APPROVED BY:

Paul Sorenson

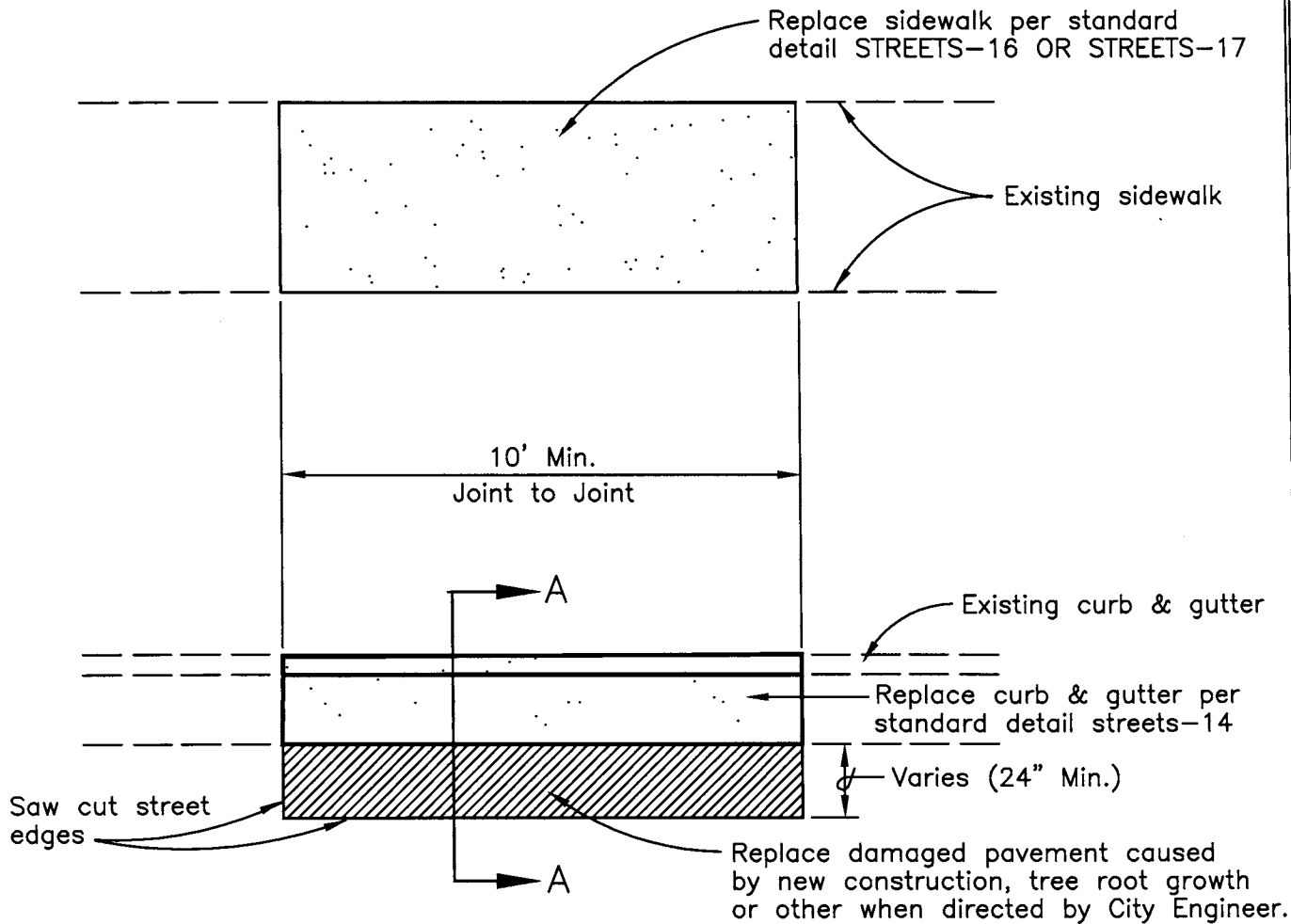
CITY ENGINEER

AUG 12 2005
DATE

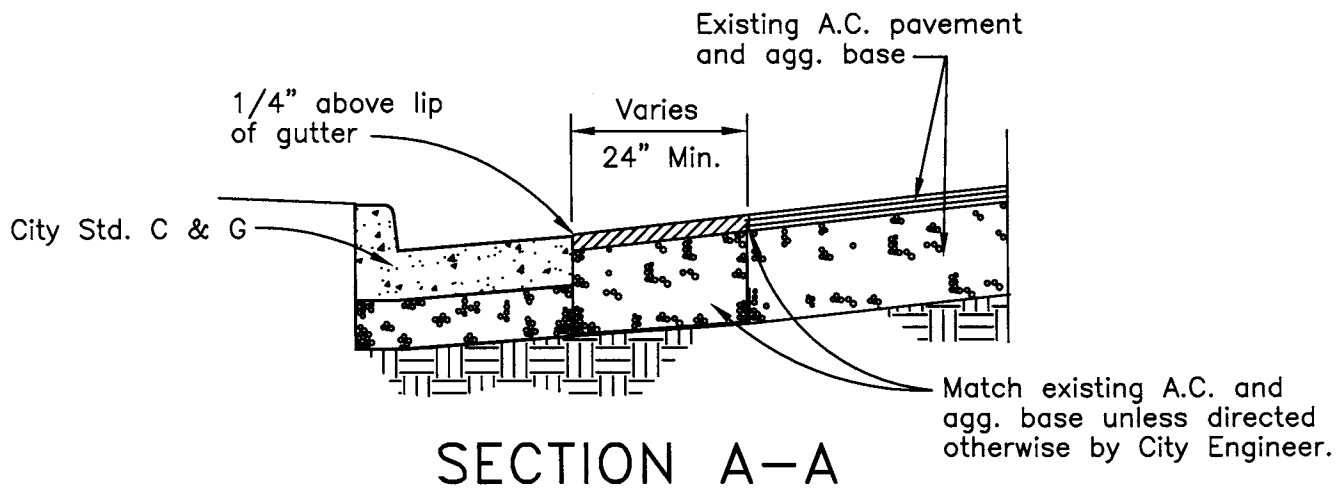
SECTION:

STREETS

DRAWING NO.: STR-14



PLAN:



SECTION A-A

**CURB & GUTTER REPLACEMENT
IN EXISTING STREET**

DRAWN BY: LDL/AAB
 CHECKED BY:
 LAST REVISED: 07/2005

SCALE:
 N.T.S.

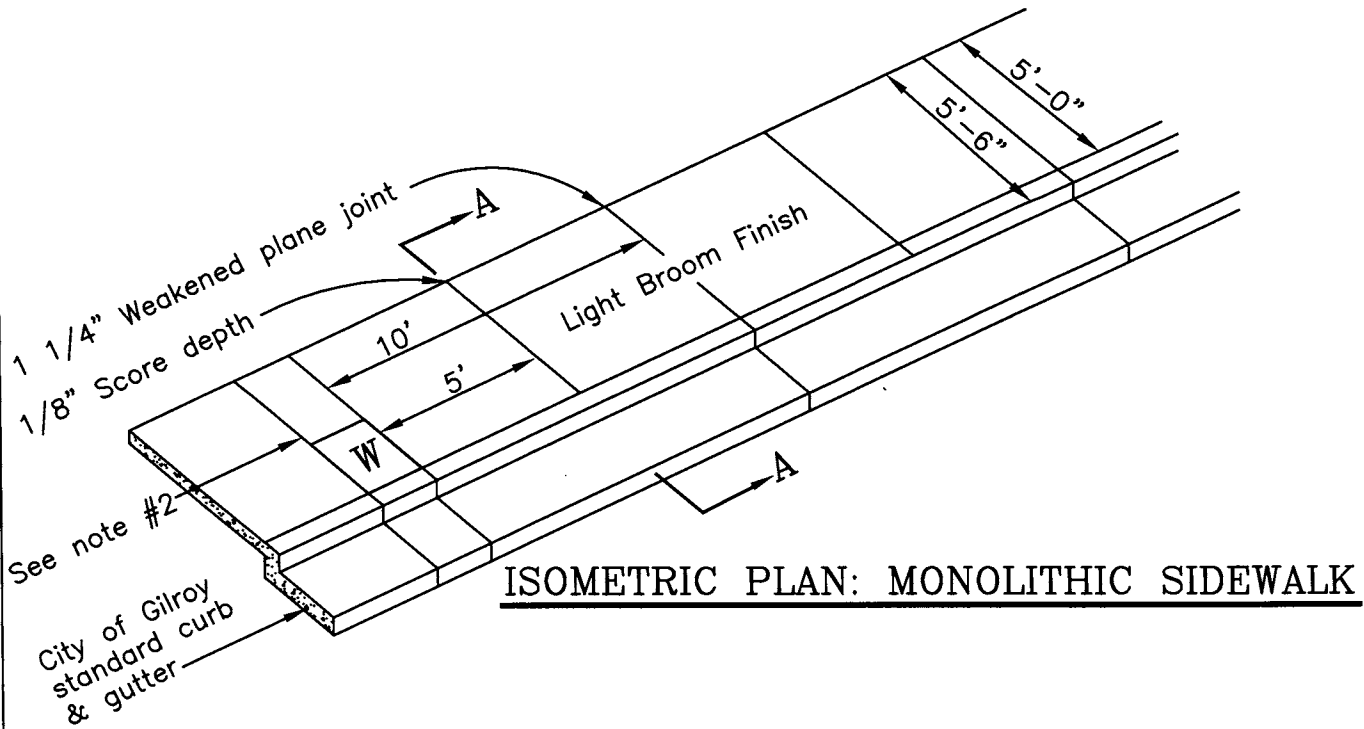
SECTION:
STREETS

DRAWING NO.: **STR-15**



APPROVED BY:
[Signature]
 CITY ENGINEER

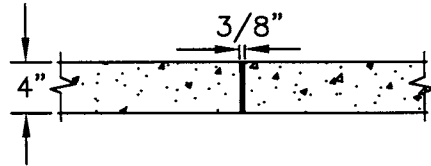
AUG 12 2005
 DATE



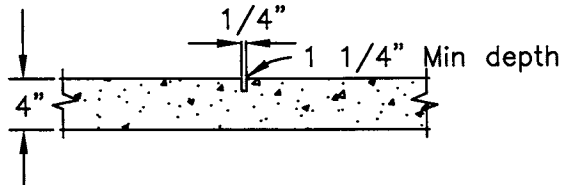
ISOMETRIC PLAN: MONOLITHIC SIDEWALK

NOTES:

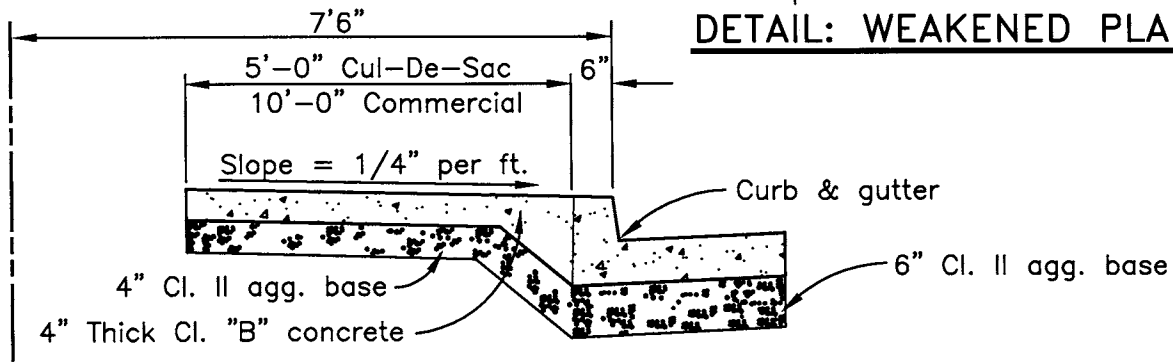
1. Expansion joints shall be placed as follows:
 - a. On each side of driveway.
 - b. At a maximum distance of 60 feet.
2. A 1 1/4" Weakened plane joint shall be placed every 10' and at each side of water meter box.
3. When gutter and sidewalk are poured separately use one 8" length of #4 bar each 24" of curb as dowelling.



DETAIL: EXPANSION JOINT



DETAIL: WEAKENED PLANE JOINT



SECTION A-A

MONOLITHIC SIDEWALK

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

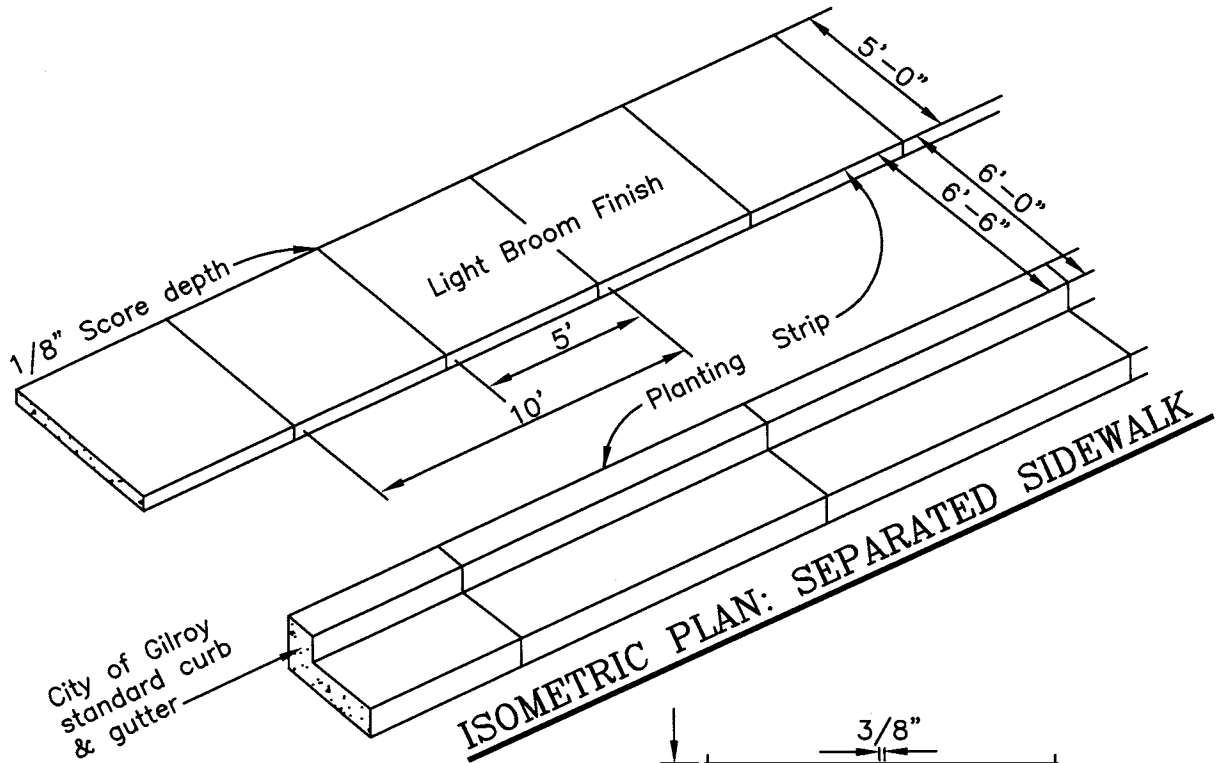
SECTION:
STREETS

DRAWING NO.: **STR-16**



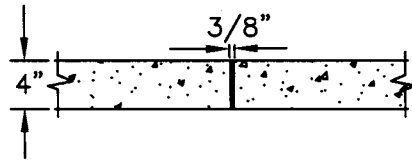
APPROVED BY:
[Signature]
CITY ENGINEER

AUG 12 2005
DATE

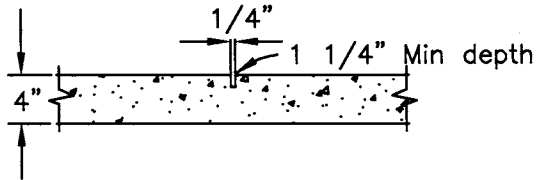


NOTES:

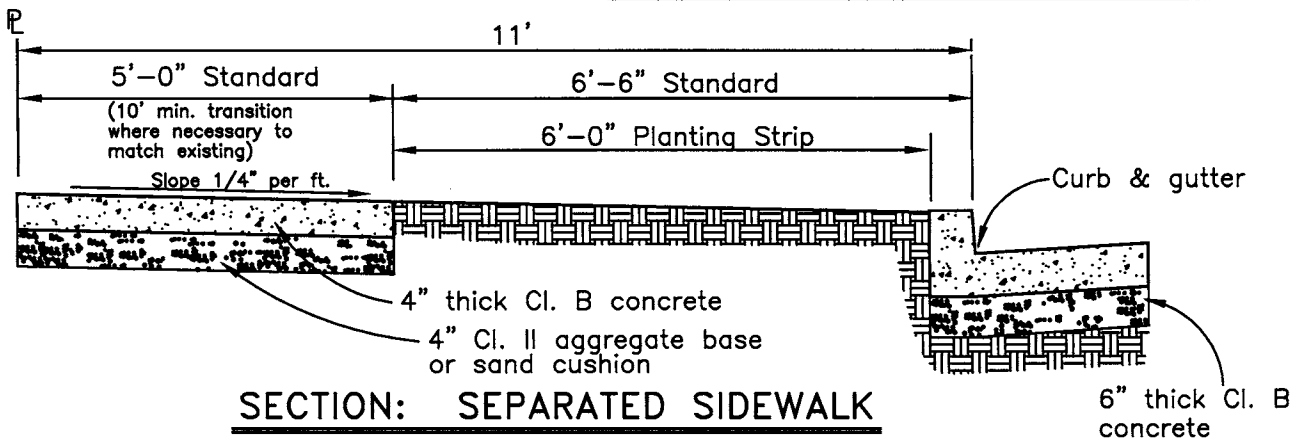
1. Expansion joints shall be placed as follows:
 - a. On each side of driveway.
 - b. At a maximum distance of 60 feet.
2. A 1 1/4" Weakened plane joint shall be placed every 10' and at each side of water meter box.



DETAIL: EXPANSION JOINT



DETAIL: WEAKENED PLANE JOINT



SEPARATED SIDEWALK

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

SECTION:
STREETS

DRAWING NO.: **STR-17**



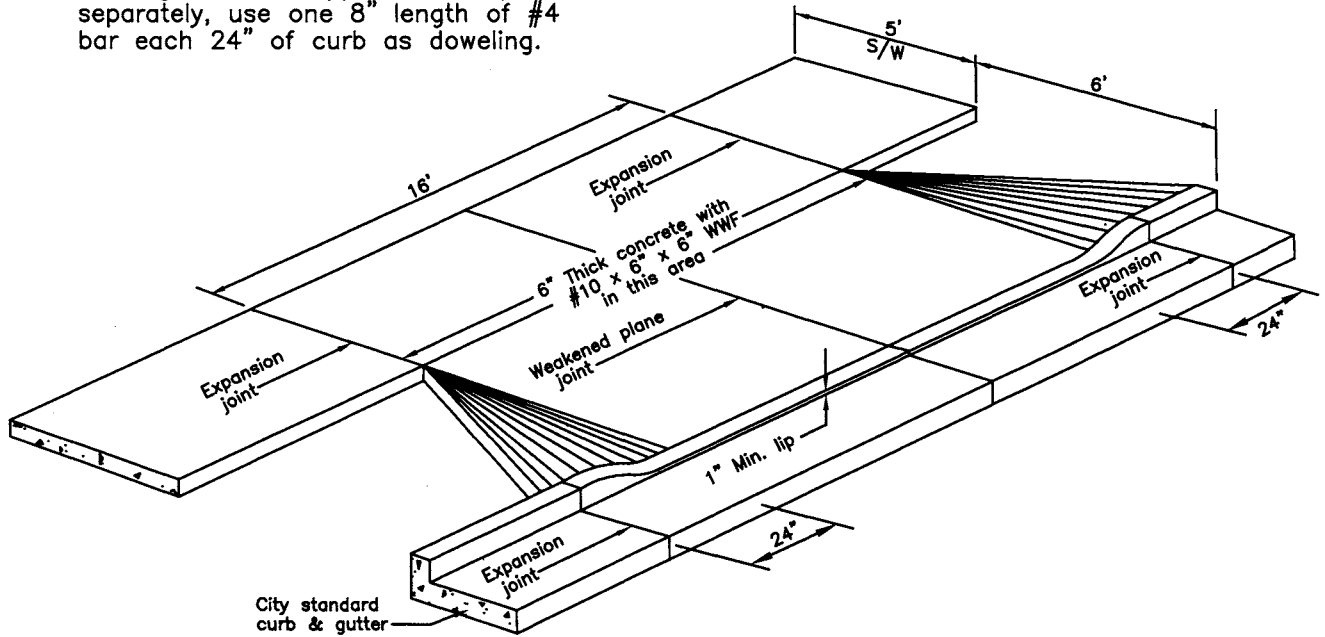
APPROVED BY:

CITY ENGINEER

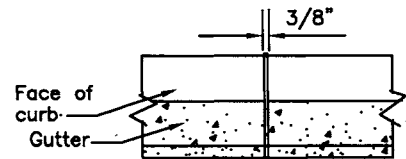
AUG 12 2005
DATE

NOTE:

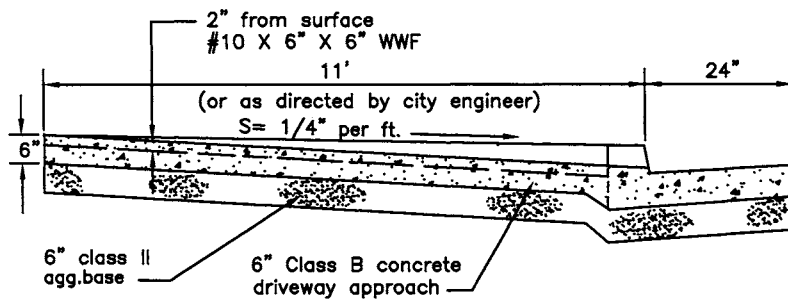
When gutter and approach are poured separately, use one 8" length of #4 bar each 24" of curb as doweling.



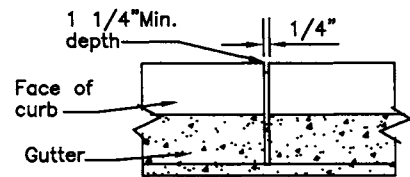
ISOMETRIC PLAN: DRIVEWAY APPROACH



DETAIL: EXPANSION JOINT



SECTION: DRIVEWAY APPROACH



WEAKENED PLANE JOINT

RESIDENTIAL DRIVEWAY

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

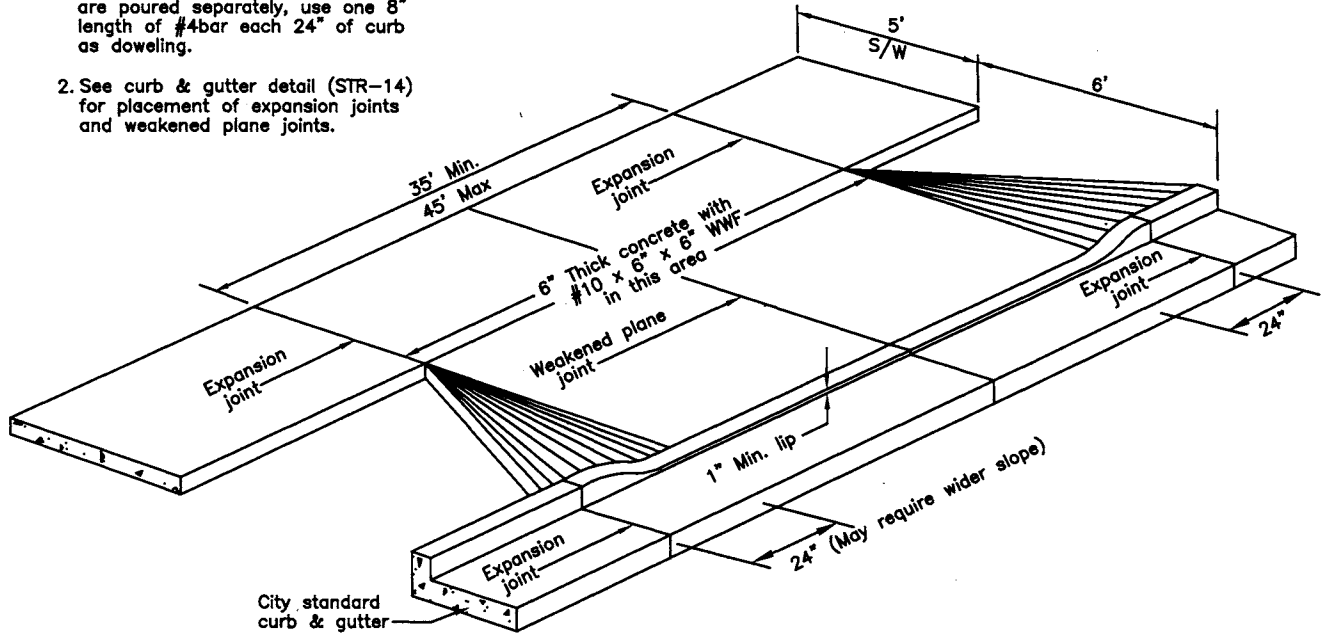


APPROVED BY: *[Signature]*
CITY ENGINEER

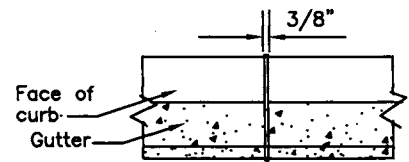
AUG 12 2005
DATE

SECTION:
STREETS
DRAWING NO.: **STR-18**

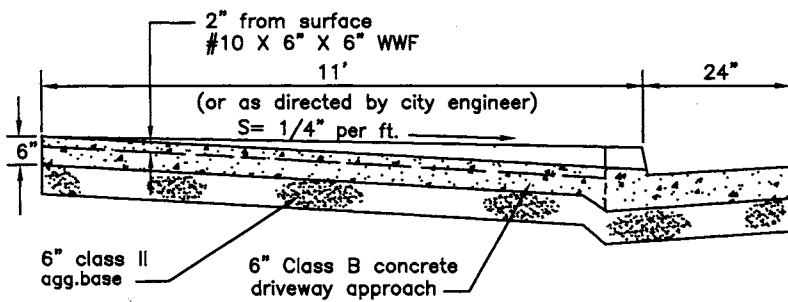
- NOTES: 1. When driveway and gutter approach are poured separately, use one 8" length of #4bar each 24" of curb as doweling.
2. See curb & gutter detail (STR-14) for placement of expansion joints and weakened plane joints.



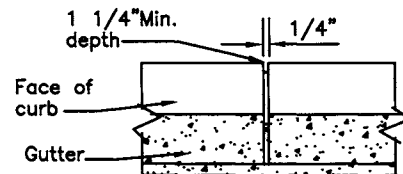
ISOMETRIC PLAN: DRIVEWAY APPROACH



DETAIL: EXPANSION JOINT



SECTION: DRIVEWAY APPROACH



WEAKENED PLANE JOINT

COMMERCIAL & INDUSTRIAL DRIVEWAY: SEPARATED SIDEWALK

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

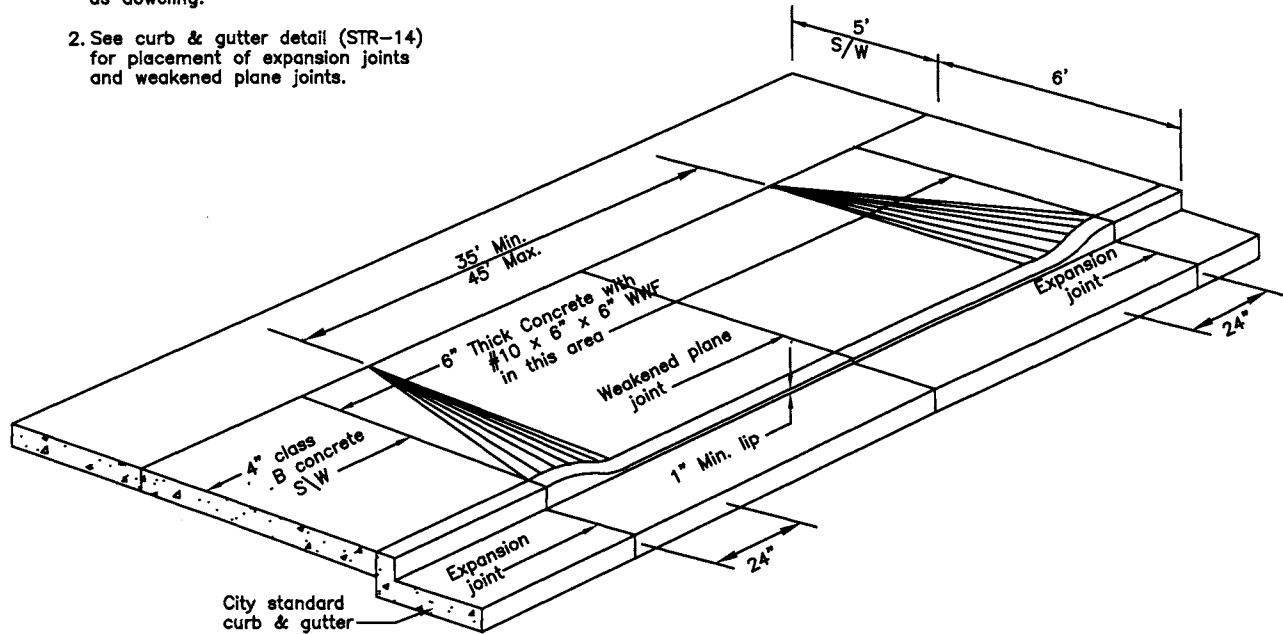


APPROVED BY: *[Signature]* AUG 12 2005
 CITY ENGINEER DATE

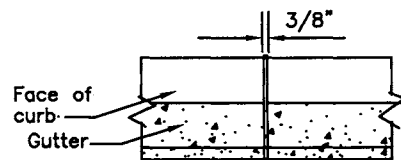
SECTION:
STREETS
 DRAWING NO.: STR-19

NOTES: 1. When driveway and gutter approach are poured separately, use one 8" length of #4bar each 24" of curb as doweling.

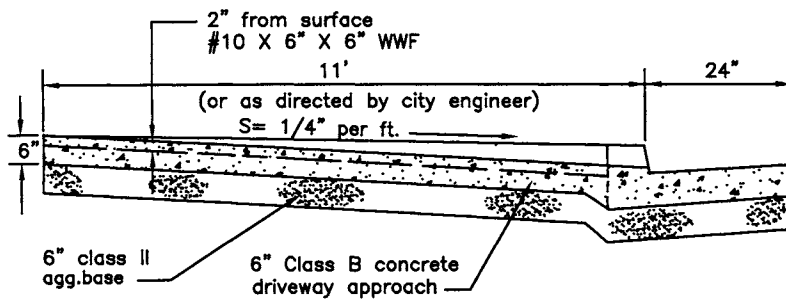
2. See curb & gutter detail (STR-14) for placement of expansion joints and weakened plane joints.



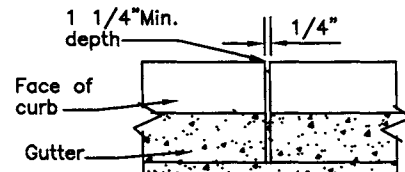
ISOMETRIC PLAN: DRIVEWAY APPROACH



DETAIL: EXPANSION JOINT



SECTION: DRIVEWAY APPROACH



WEAKENED PLANE JOINT

COMMERCIAL & INDUSTRIAL DRIVEWAY: MONOLITHIC SIDEWALK

DRAWN BY: LDL/AAB
 CHECKED BY:
 LAST REVISED: 07/2005

SCALE:
 N.T.S.

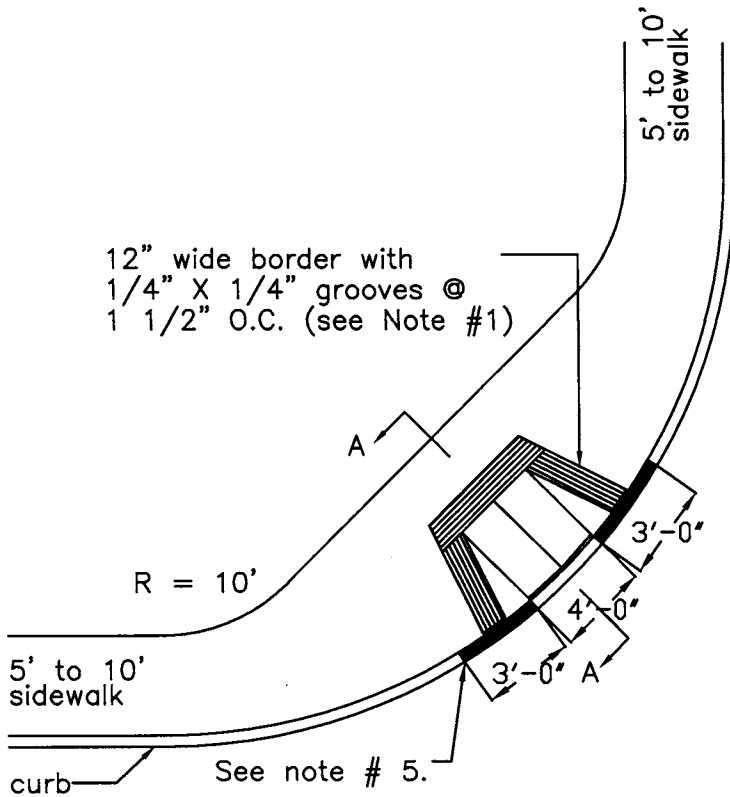


APPROVED BY:
[Signature]
 CITY ENGINEER

AUG 12 2005
 DATE

SECTION:
 STREETS

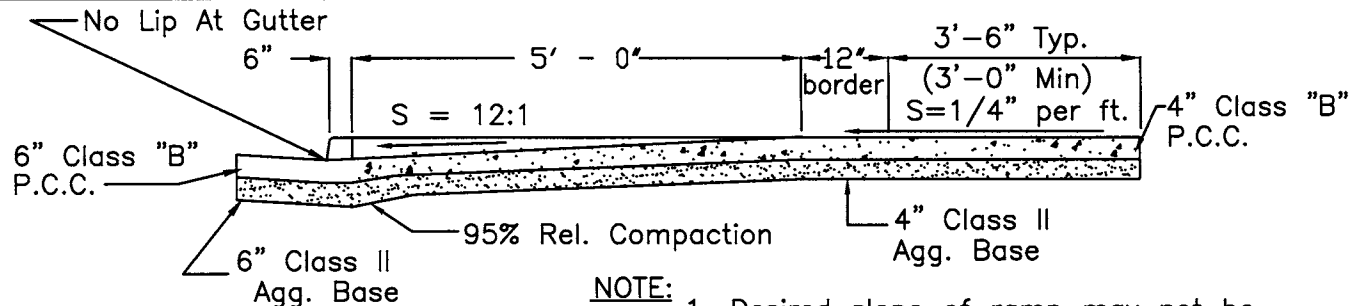
DRAWING NO.: STR-19A



NOTE:

1. The 12" border shall not be a part of ramp surface but shall be sloped uniformly with the sidewalk.
2. The flared sides of all ramps shall have a medium broom finish.
3. The surface of all ramps shall have a medium broom finish.
4. The 12" border shall have a medium broom finish.
5. In commercial areas or at direction of City Engineer, add white paint to top and face of curb, beginning at base of flared sides for 3 lineal feet away from base of the ramp.

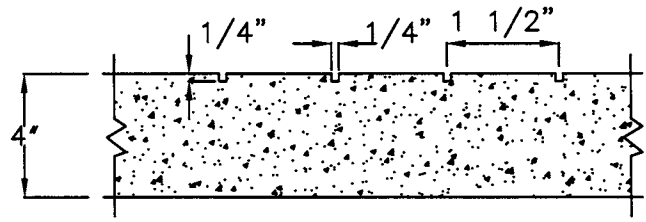
Plan View



NOTE:

1. Desired slope of ramp may not be increased except with the written permission of the City Engineer.
2. When gutter and sidewalk are poured separately use 8" of #4 rebar 24" O.C. as doweling.

Section A-A



Typical Groove Detail

**HANDICAP RAMP CONSTRUCTION DETAILS
-MONOLITHIC SIDEWALK-**

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

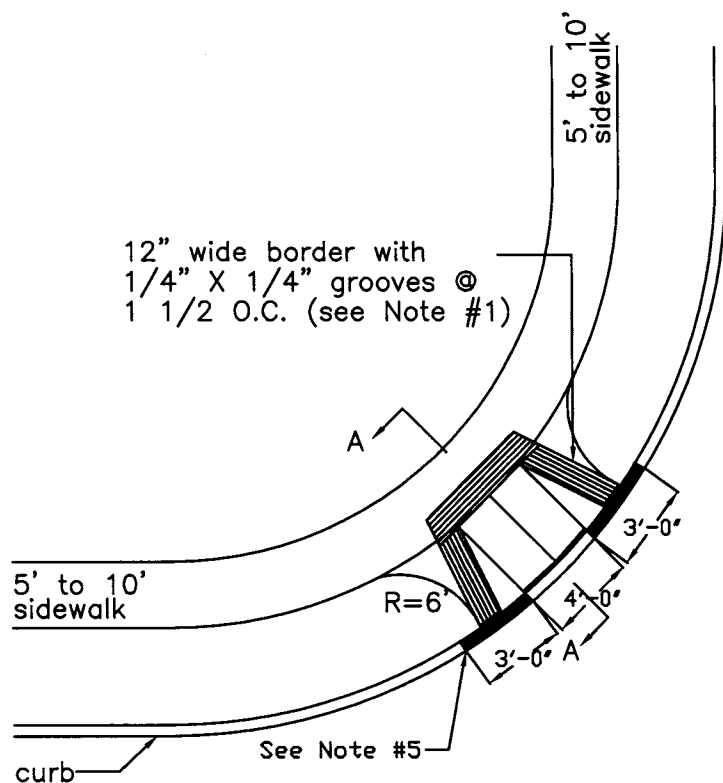
SECTION:
STREET

DRAWING NO.: **STR-20**



APPROVED BY:
[Signature]
CITY ENGINEER

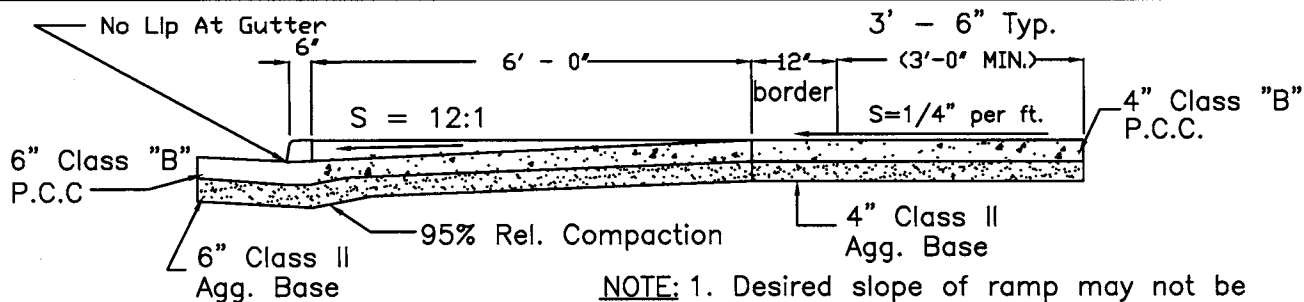
AUG 12 2005
DATE



NOTE:

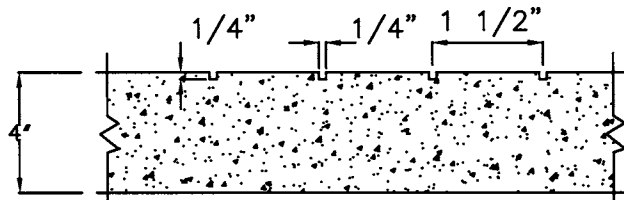
1. The 12" border shall not be a part of the ramp surface but shall be sloped uniformly with the sidewalk.
2. The flared sides of all ramps shall have a medium broom finish.
3. The surface of all ramps shall have a medium broom finish.
4. The 12" border shall have a medium broom finish.
5. In commercial areas or at direction of City Engineer, add white paint to top and face of curb, beginning at base of flared sides for 3 lineal feet away from base of ramp.

Plan View



- NOTE:**
1. Desired slope of ramp may not be increased except with the written permission of the City Engineer.
 2. When gutter and sidewalk are poured separately use 8" of #4 rebar 24" O.C. as doweling.

Section A-A



Typical Groove Detail

**HANDICAP RAMP CONSTRUCTION DETAILS
-SEPARATED SIDEWALK-**

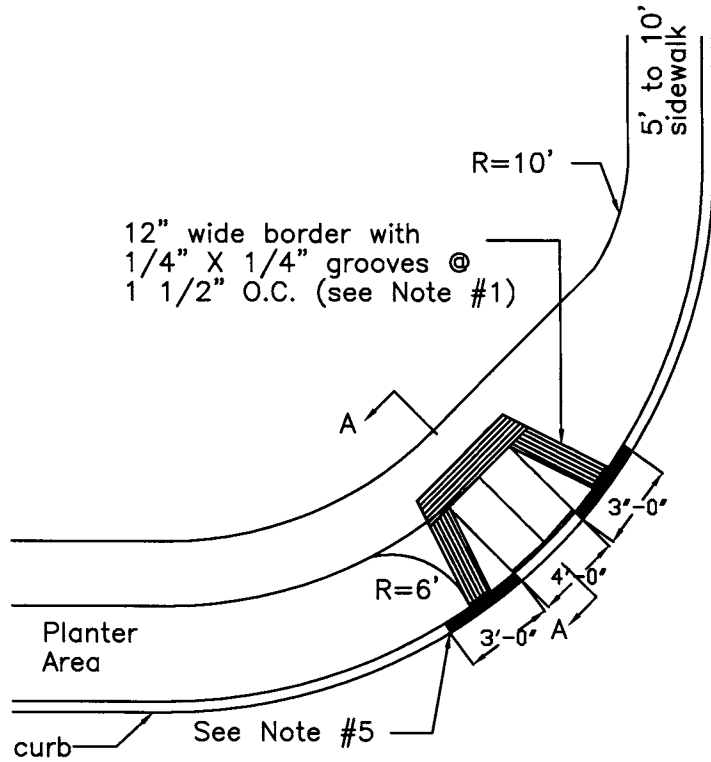
DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

SECTION:
STREETS
DRAWING NO.: **STR-21**



APPROVED BY:
[Signature]
CITY ENGINEER

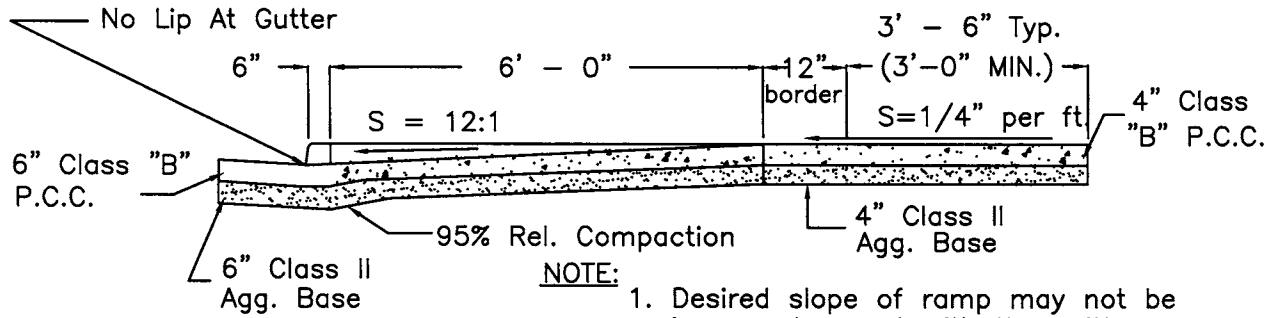
AUG 12 2005
DATE



NOTE:

1. The 12" border shall not be a part of the ramp surface, but shall be sloped uniformly with the sidewalk.
2. The flared sides of all ramps shall have a medium broom finish.
3. The surface of all ramps shall have a medium broom finish.
4. The 12" border shall have a medium broom finish.
5. In commercial areas or at direction of City Engineer, add white paint to top and face of curb, beginning at base of flared sides for 3 lineal feet away from base of ramp.

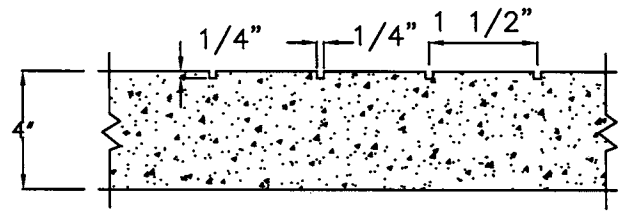
Plan View



NOTE:

1. Desired slope of ramp may not be increased except with the written permission of the City Engineer.
2. When gutter and sidewalk are poured separately use 8" of #4 rebar 24" O.C. as doweling.

Section A-A



Typical Groove Detail

**HANDICAP RAMP CONSTRUCTION DETAILS
-SEPARATED TO MONOLITHIC SIDEWALK-**

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	



APPROVED BY:

[Signature]

AUG 12 2005

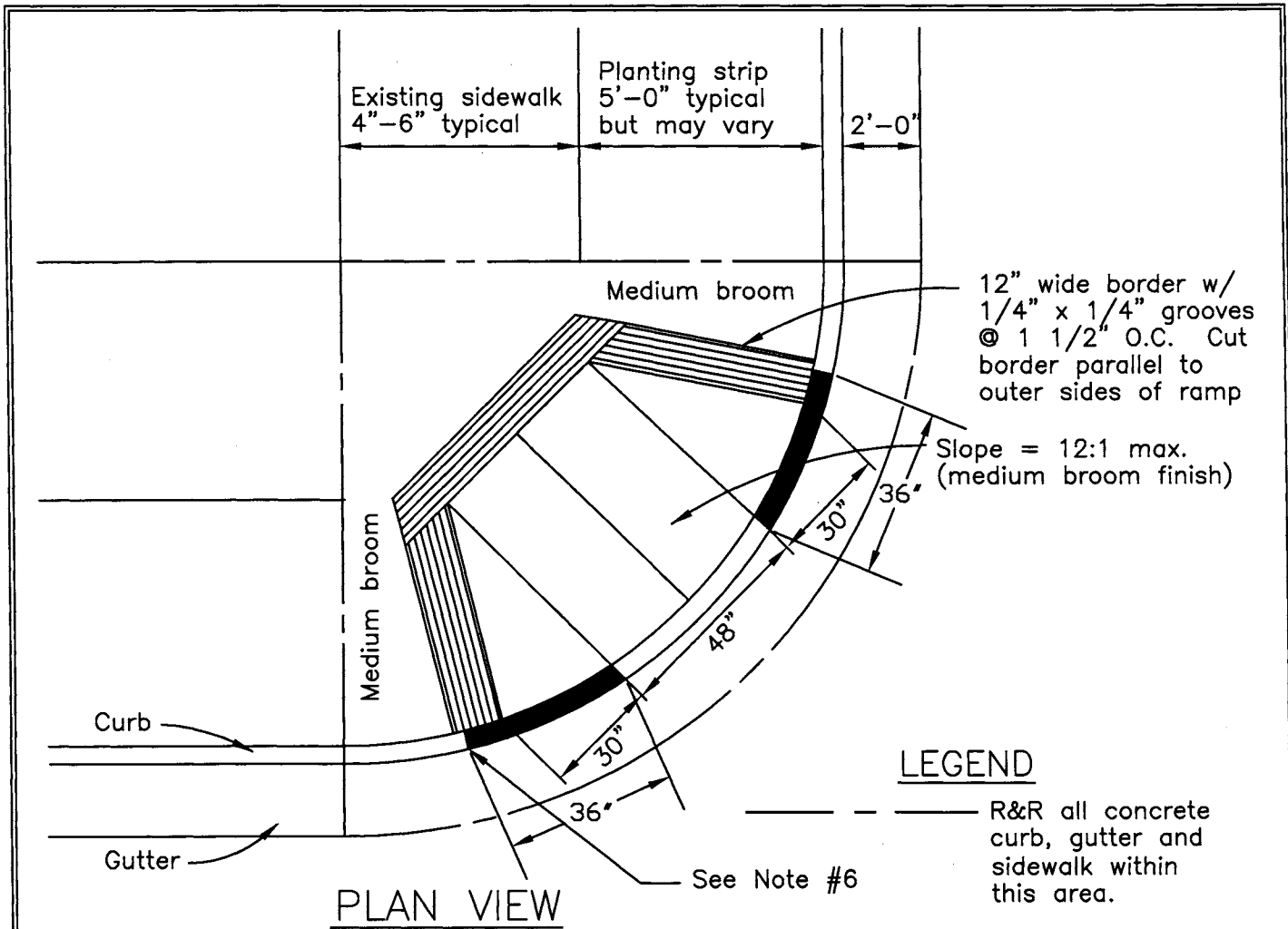
CITY ENGINEER

DATE

SECTION:

STREETS

DRAWING NO.: **STR-22**



NOTES:

- (1) The 12" border shall not be part of the ramp surface, but shall be uniformly sloped with the sidewalk.
- (2) The flared sides of all ramps shall have a medium broom finish.
- (3) The surface of all ramps shall have a medium broom finish.
- (4) The 12" border shall have a medium broom finish.
- (5) All saw overcuts in existing streets, sidewalks, curbs and gutters shall be filled with an epoxy material approved by the City Engineer.
- (6) In commercial areas or at direction of City Engineer, add white paint to top and face of curb, beginning at base of flared sides for 3 lineal feet away from bottom of ramp.

HANDICAP RAMP CONSTRUCTION AT EXISTING SMALL RADIUS CURB RETURN

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

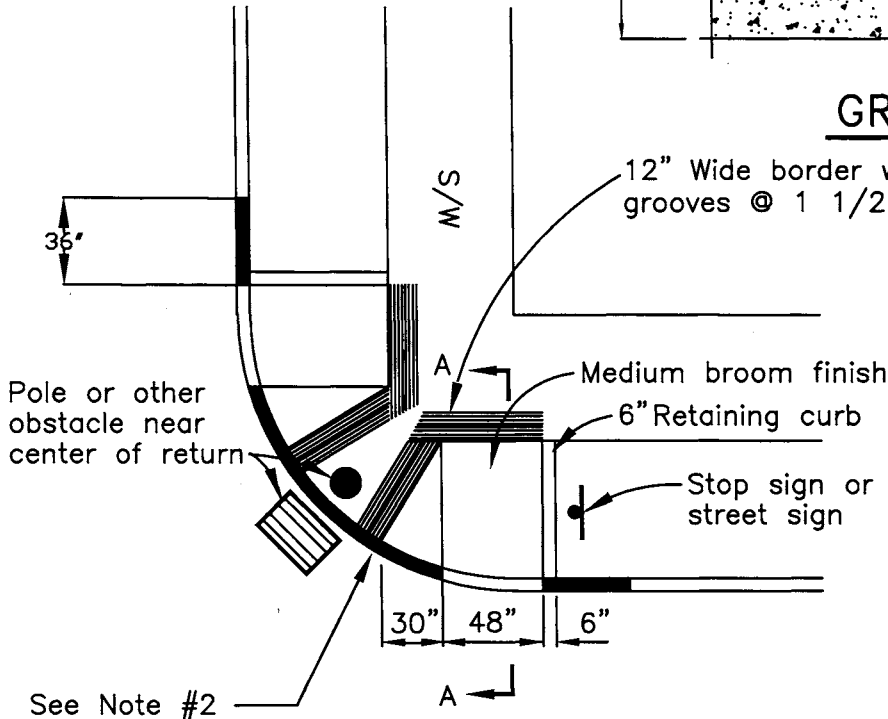
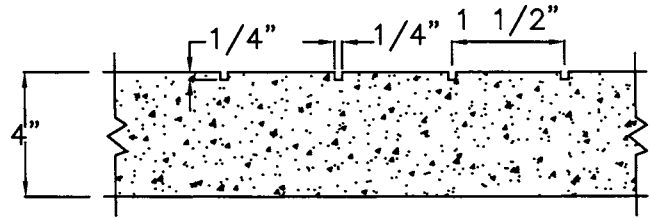
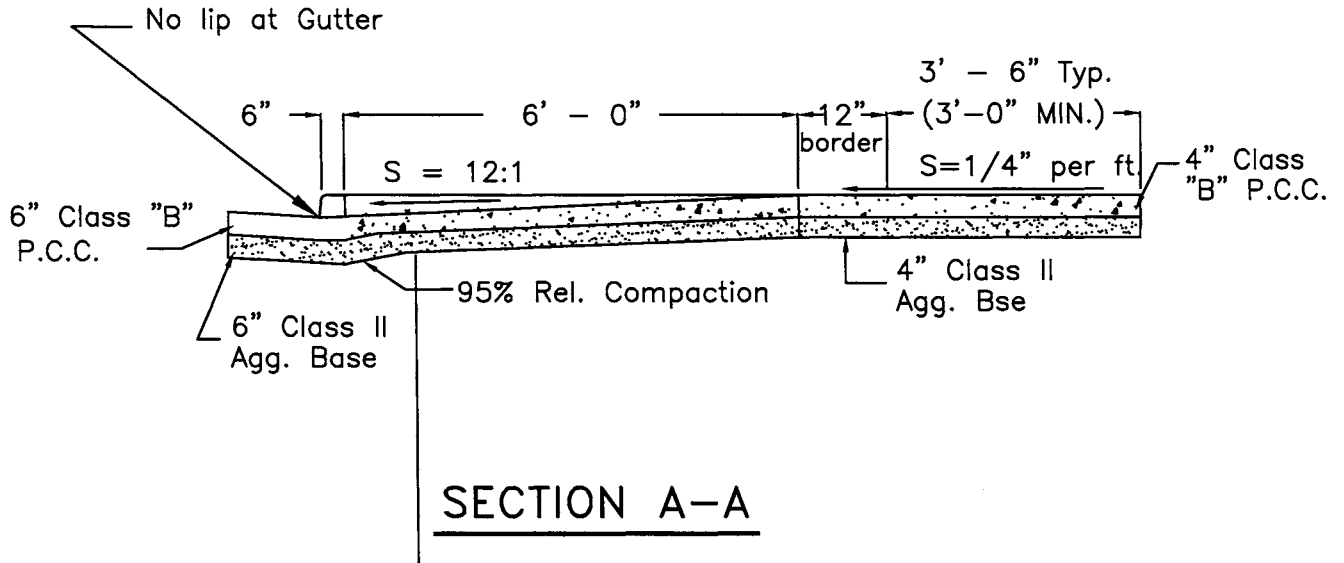
SECTION:
STREETS

DRAWING NO.: **STR-23**



APPROVED BY:
[Signature]
CITY ENGINEER

AUG 12 2005
DATE



NOTE:

1. Desired slope of ramp shall not be increased except with written permission from City Engineer.
2. In commercial areas or at direction of City Engineer, add white paint to top and face of curb, beginning at base of flared sides for 3 lineal feet away from base of ramp. Curb radius between ramps shall also be painted white.

**HANDICAP RAMP
AT EXISTING CURB RETURN**

DRAWN BY: LDL/AAB
CHECKED BY:
LAST REVISED: 07/2005
SCALE: N.T.S.



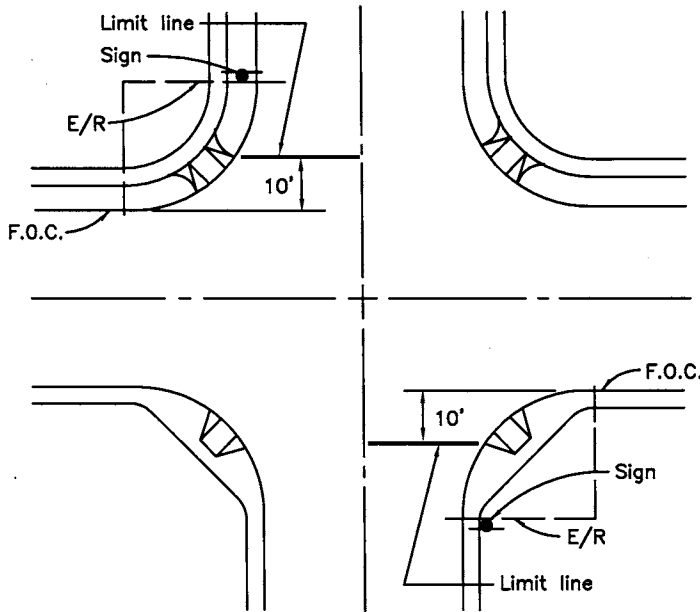
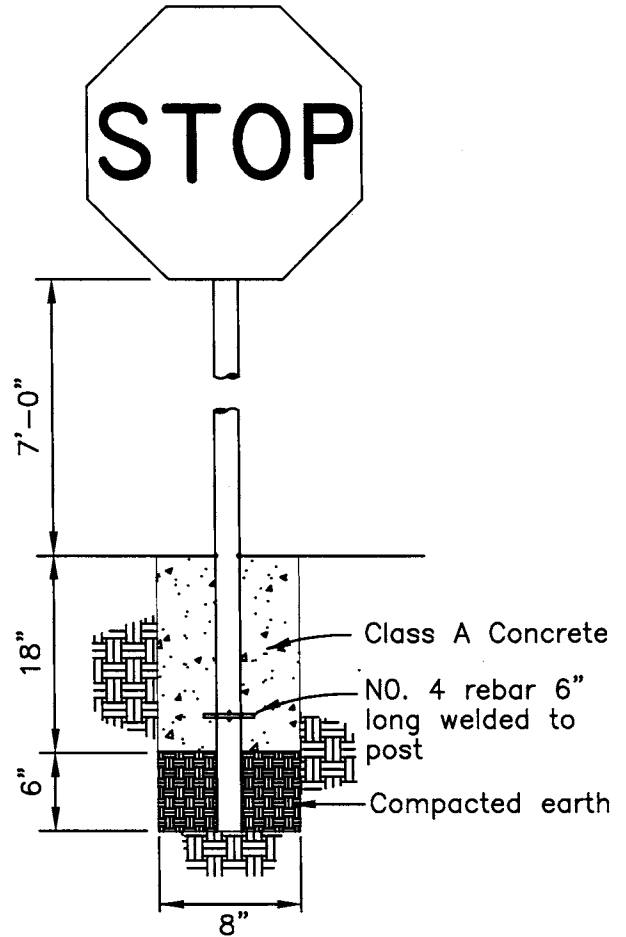
APPROVED BY:
[Signature]
CITY ENGINEER

AUG 12 2005
DATE

SECTION:
STREETS
DRAWING NO.: STR-24

NOTES:

1. Stop signs shall be MUTCD Standard R1-1 (30" by 30" sign)
2. Street-side edge of sign shall be not less than 12" from face of curb.
3. All signs are to be installed using theft-proof hardware such as Hawkins & Hawkins M2G-C2B-TP or approved equal.



PLAN: SIGN & LIMIT LINE LOCATION

STANDARD STOP SIGN

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

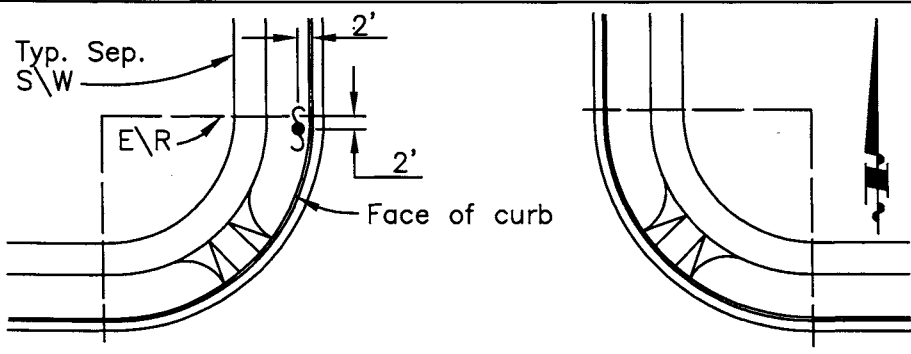
SECTION:
STREETS

DRAWING NO.: **STR-25**



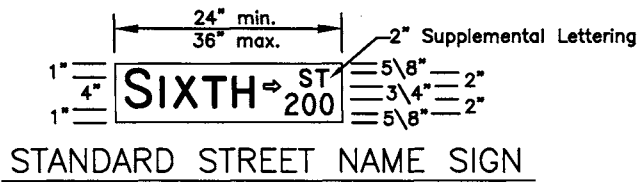
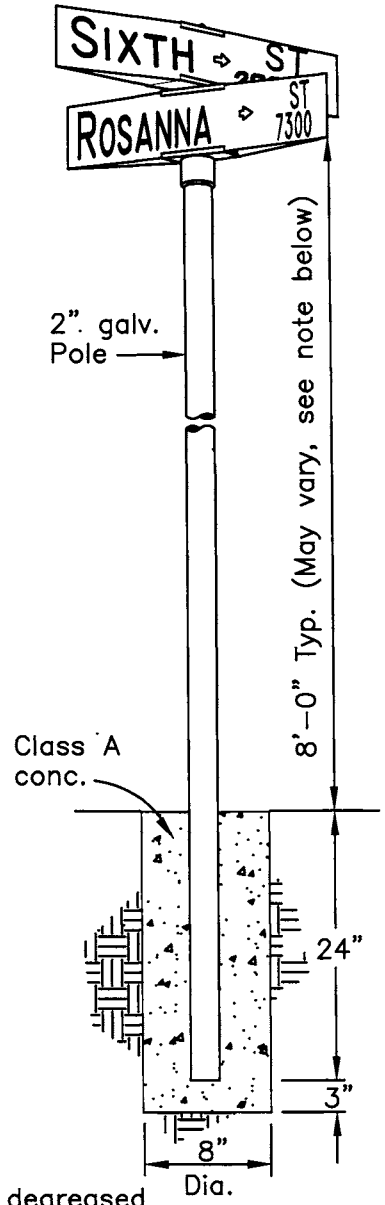
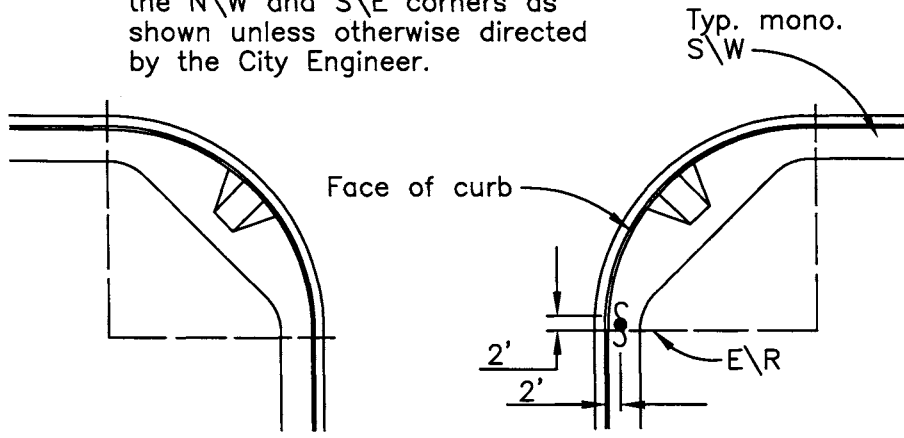
APPROVED BY:
[Signature]
CITY ENGINEER

AUG 12 2005
DATE



STREET SIGN PLACEMENT

NOTE: Street signs shall be placed at the N\W and S\E corners as shown unless otherwise directed by the City Engineer.



STANDARD STREET NAME SIGN

SPECIFICATIONS

- 1) Sign plates shall be "Scotchlite" reflective sheeting applied to degreased and etched FB 118, .080 aluminum by 3M Co. or equal. Plates shall have silver No. 2270, 3M scotchlite letters on green No. 2277 Engineer Grade background, without borders, both colors reflectorized.
- 2) Street name to be in 6" upper case and 4 1/2" lower case Series C letters with 3" high Series C upper case letters for AVE., BLVD., CT., DR., PL., RD., ST., LANE and WAY not to be abbreviated.
- 3) Assembly hardware for 4-way sign installation shall be Hawkins-Hawkins CO. No. V14E-(S)PL-2C2P.
- 4) Street name signs shall be located on N/W and S/E corners as directed above.

NOTE:

When stop sign or any other sign are to be installed on street sign pole, height of sign shall have precedence. A 7'-0" minimum clearance from bottom of sign to top of ground shall be required.

STANDARD STREET SIGN



APPROVED BY:
[Signature]
 CITY ENGINEER

AUG 12 2005
 DATE

DRAWN BY: LDL/AAB	SCALE: N.T.S.
CHECKED BY:	
LAST REVISED: 07/2005	
SECTION: STREETS	
DRAWING NO.: STR-26	

NOT IN USE

NOT IN USE

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

SECTION:
STREETS

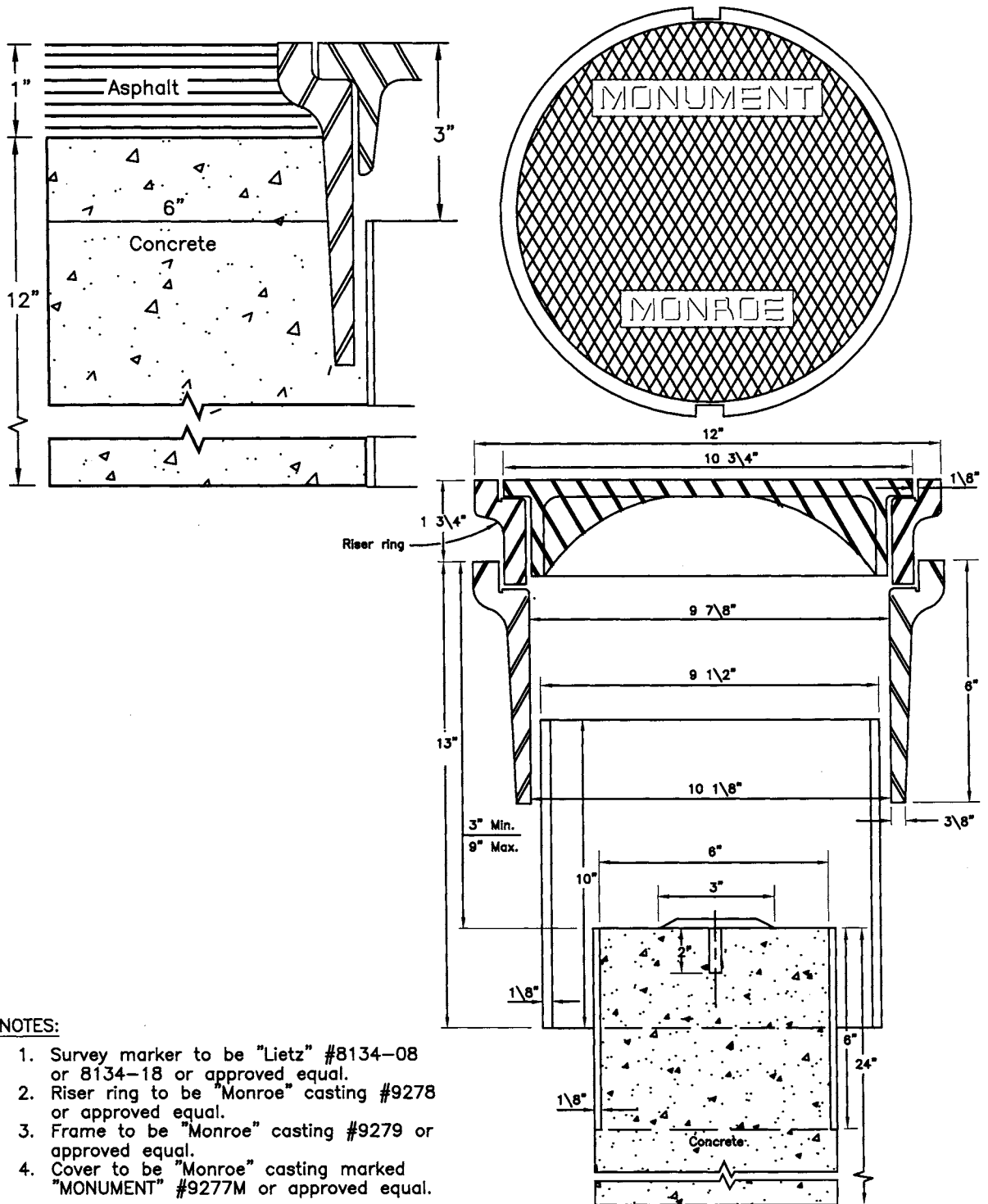
DRAWING NO.: **STR-27**



APPROVED BY:

Robert S. ...
CITY ENGINEER

AUG 12 2005
DATE



NOTES:

1. Survey marker to be "Lietz" #8134-08 or 8134-18 or approved equal.
2. Riser ring to be "Monroe" casting #9278 or approved equal.
3. Frame to be "Monroe" casting #9279 or approved equal.
4. Cover to be "Monroe" casting marked "MONUMENT" #9277M or approved equal.

STANDARD MONUMENT



APPROVED BY:

[Signature]

CITY ENGINEER

AUG 12 2005

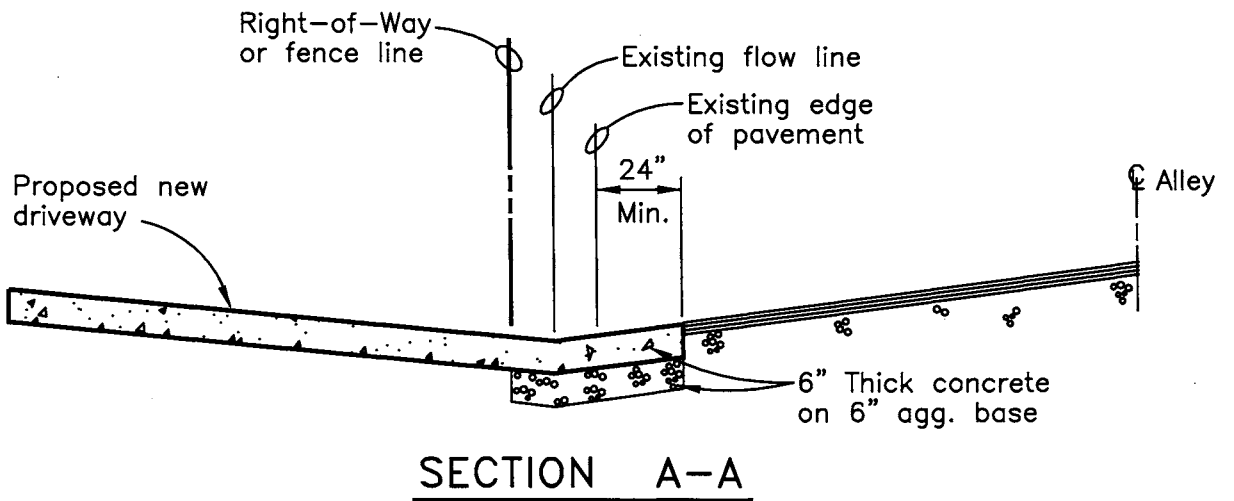
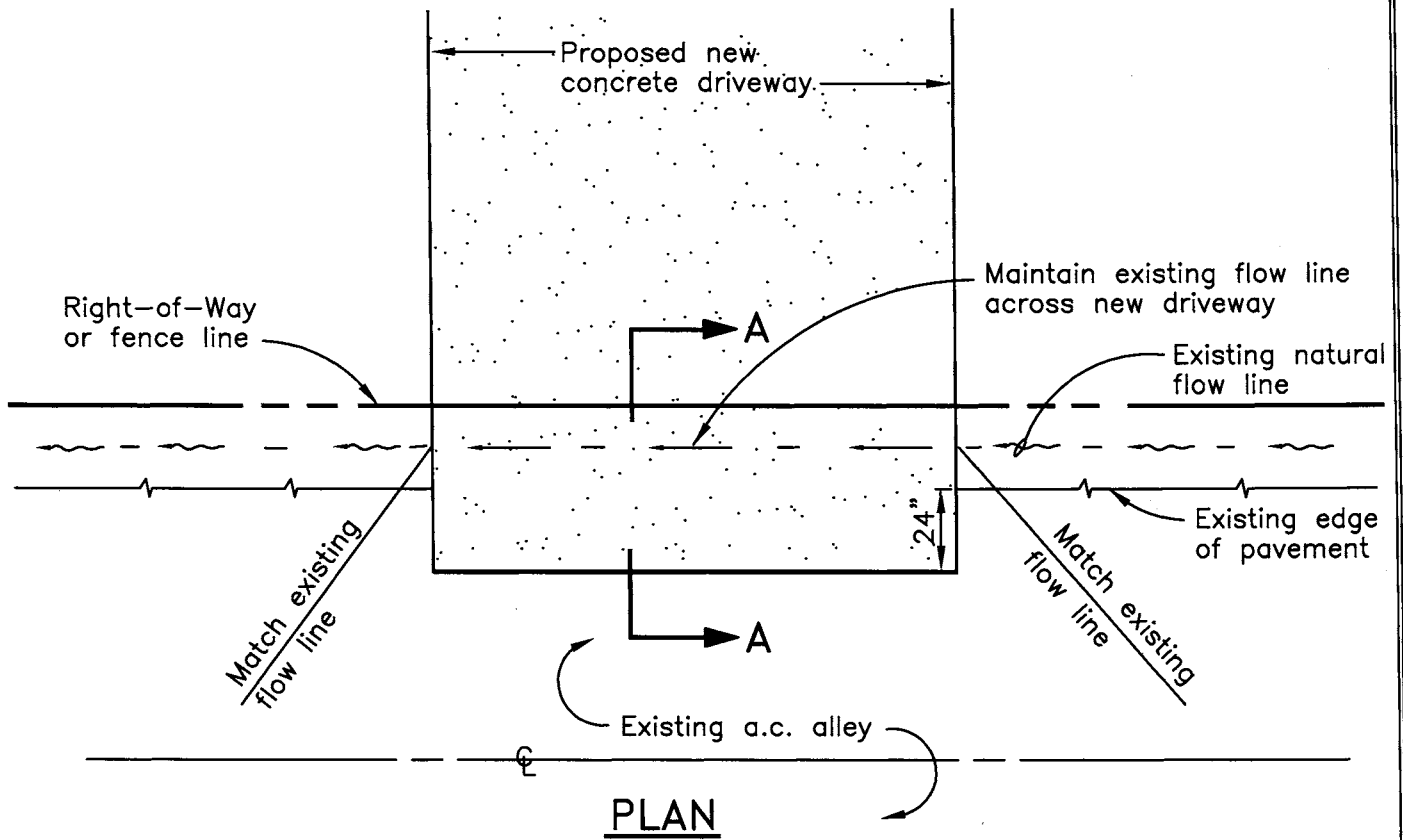
DATE

DRAWN BY: LDL/AAB
 CHECKED BY:
 LAST REVISED: 07/2005

SCALE:
 N.T.S.

SECTION:
 STREETS

DRAWING NO.: STR-28



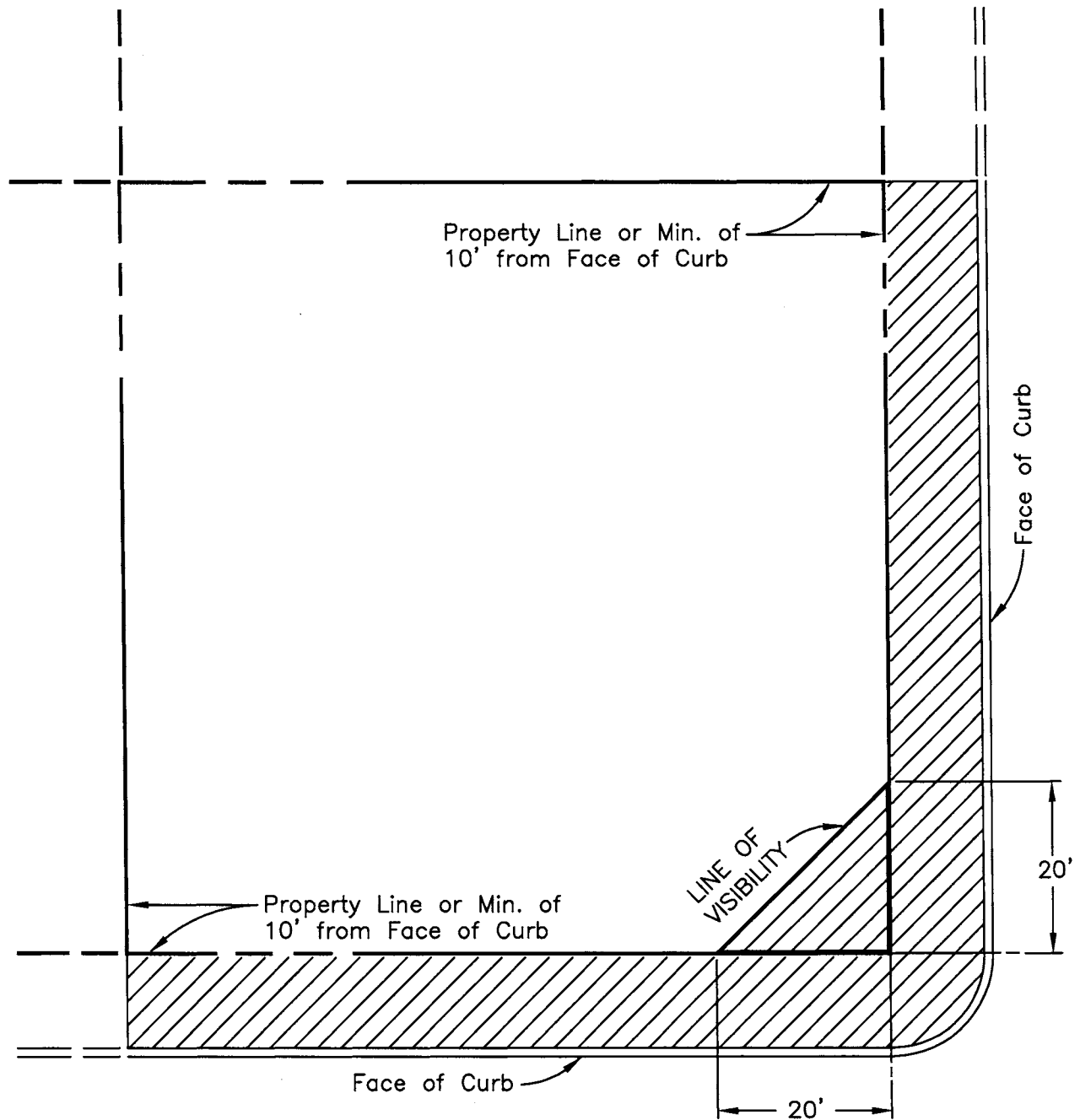
DRIVEWAY CONSTRUCTION IN EXISTING ALLEY

DRAWN BY: LDL/AAB
 CHECKED BY:
 LAST REVISED: 07/2005
 SCALE: N.T.S.

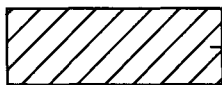


APPROVED BY: *[Signature]*
 CITY ENGINEER
 AUG 12 2005
 DATE

SECTION:
STREETS
 DRAWING NO.: **STR-30**



LEGEND



City Code Section 20.60
 No plant, hedge, fence or other obstruction may be over 3 feet above the top of curb within this area.

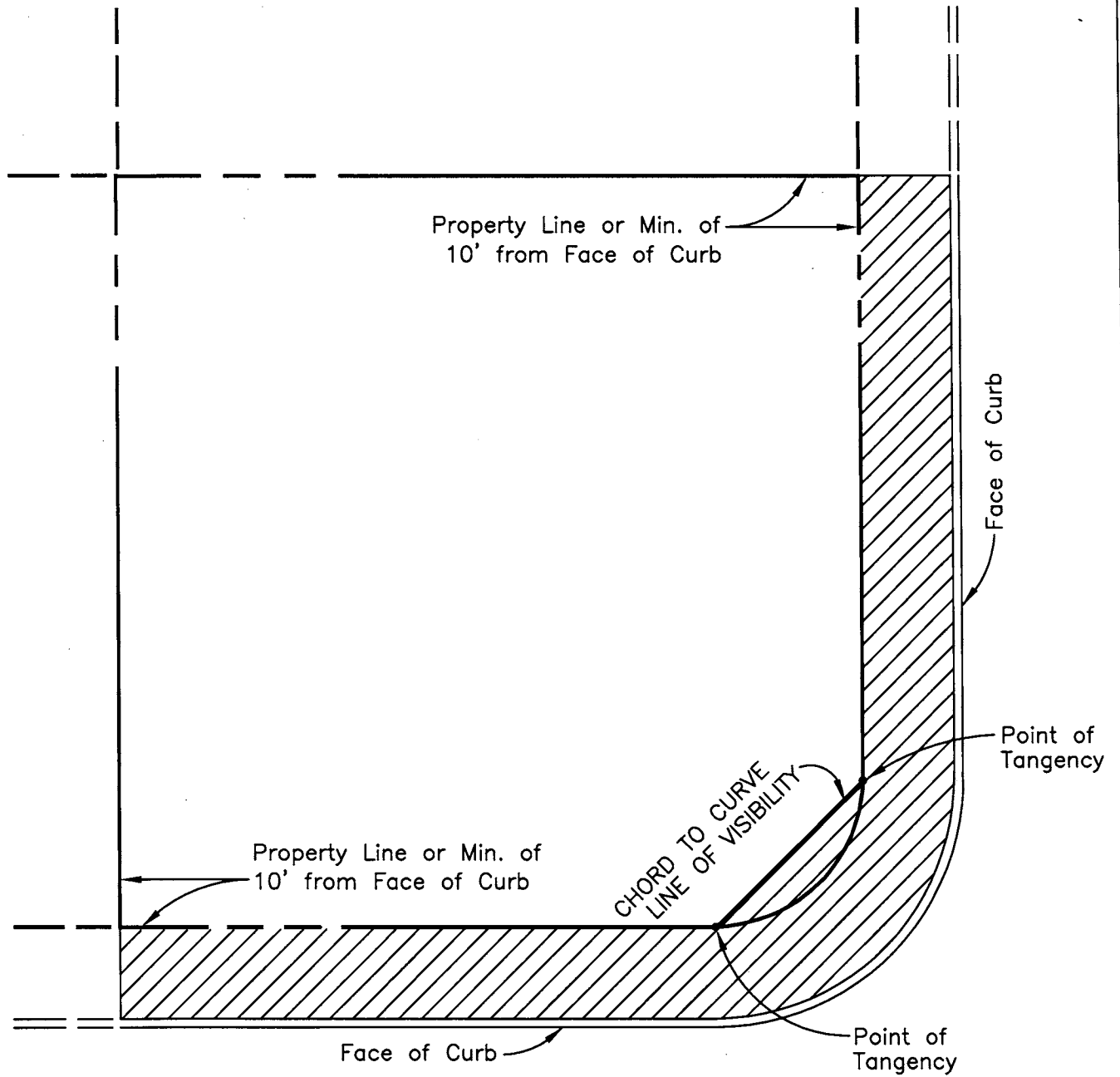
**VISIBILITY AT INTERSECTIONS
 WITH INTERSECTING PROPERTY LINE**

DRAWN BY: LDL/AAB	SCALE: N.T.S.
CHECKED BY:	
LAST REVISED: 07/2005	

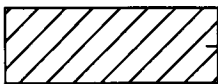


APPROVED BY: *[Signature]* AUG 12 2005
 CITY ENGINEER DATE

SECTION: **STREETS**
 DRAWING NO.: **STR-31**



LEGEND



City Code Section 20.60

No plant, hedge, fence or other obstruction may be over 3 feet above the top of curb within this area.

**VISIBILITY AT INTERSECTIONS
WITH ROUNDED PROPERTY LINE**

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

SECTION:
STREETS

DRAWING NO.: **STR-31A**



APPROVED BY:

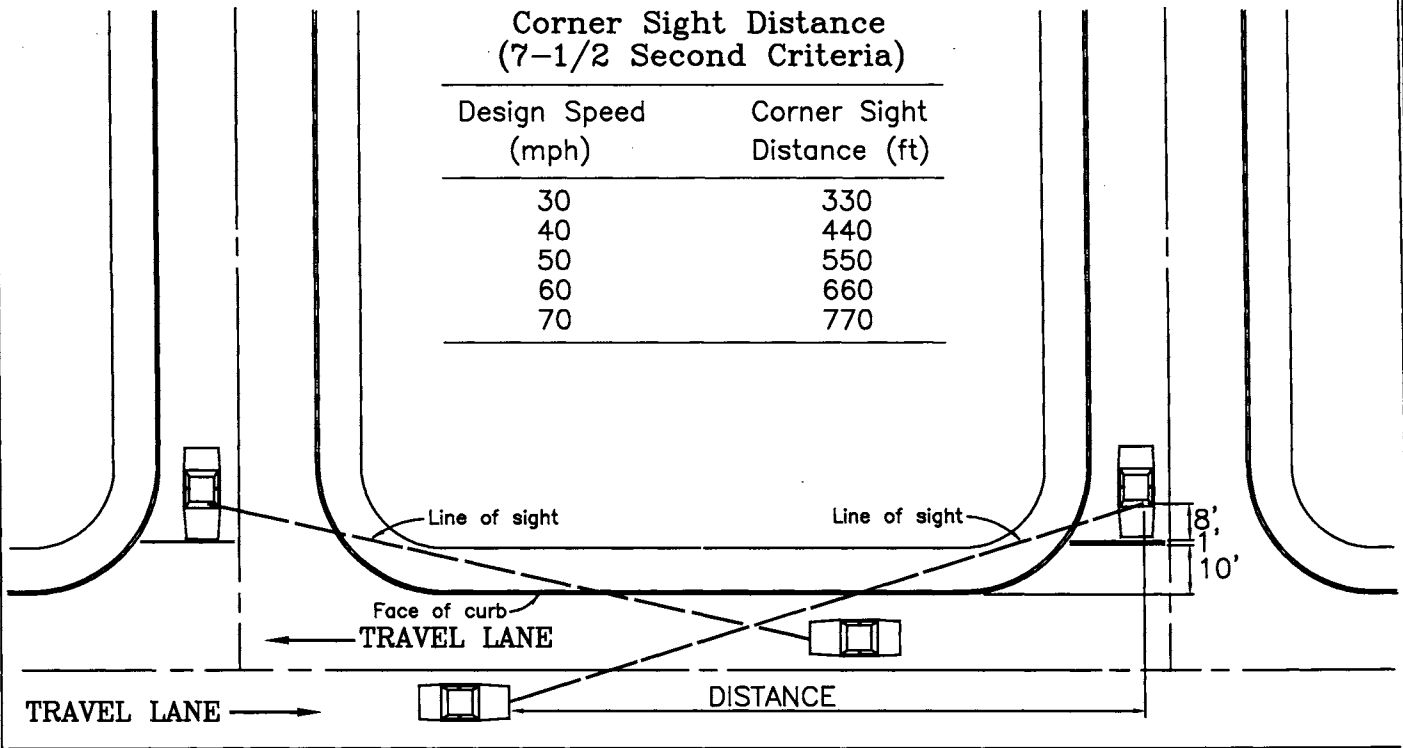
CITY ENGINEER

AUG 12 2005

DATE

**Corner Sight Distance
(7-1/2 Second Criteria)**

Design Speed (mph)	Corner Sight Distance (ft)
30	330
40	440
50	550
60	660
70	770



NOTES:

1. Sight distance values given in the Corner Sight Distance Table are to be used at unsignalized road intersections. These values allow 7-1/2 seconds for the driver on the crossroad to turn left while the approaching vehical travels at the assumed design speed.
2. Setback for the driver on the crossroad assumes 10 feet to the stop bar, 1 foot for the width of the stop bar, and 8 feet from the bumper to driver. If the stop bar is more than 10 feet from the traveled way, additional allowance should be considered. Corner sight distance is measured from a 3.5 foot height at the location of the driver on the minor road to a 4.25 foot object height in the center of the approaching travel lane of the major road.

CORNER SIGHT DISTANCE

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	

SECTION:
STREETS

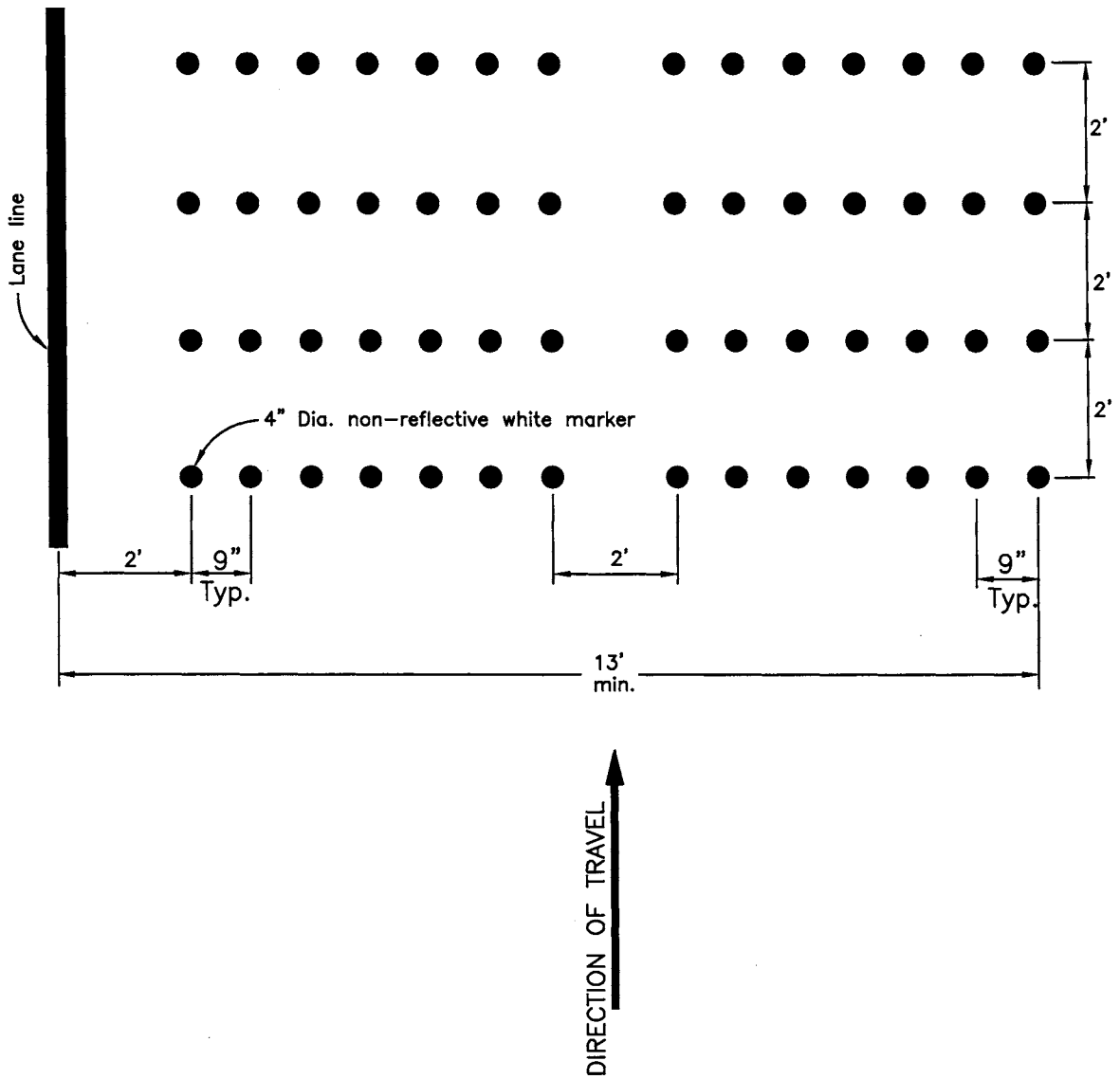
DRAWING NO.: **STR-32**



APPROVED BY:

[Signature]
CITY ENGINEER

AUG 12 2005
DATE



PAVEMENT MARKER RUMBLE STRIP

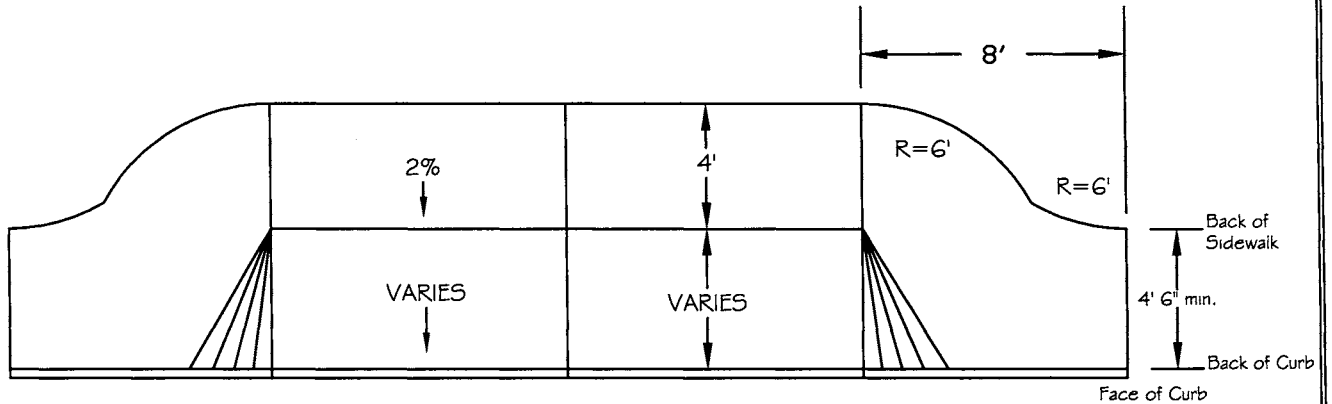
DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	



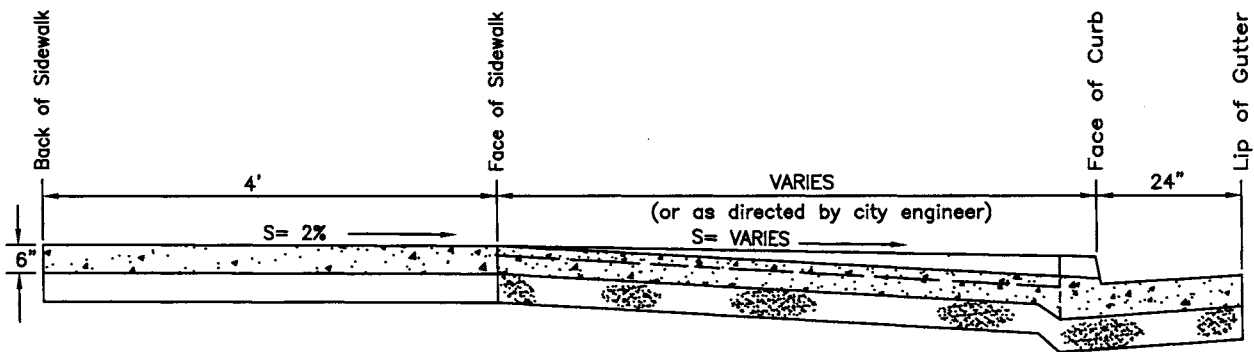
APPROVED BY: *Rob Sorensen* AUG 12 2005
 CITY ENGINEER DATE

SECTION:
STREETS

DRAWING NO.: **STR-33**



PLAN



SECTION

NOTES:

1. When driveway and gutter approach are poured separately, use one-8" length of #4 bar each 5' of curb as doweling.
2. See Curb & Gutter Detail (STR-14) for placement of expansion joints and weekend plane joints.

**SIDEWALK WITH 4' PATHWAY
BEHIND DRIVEWAY DEPRESSION**



APPROVED BY:

[Signature]

CITY ENGINEER

AUG 12 2005

DATE

DRAWN BY: LDL/AAB

CHECKED BY:

LAST REVISED: 07/2005

SCALE:

N.T.S.

SECTION:

STREETS

DRAWING NO.: **STR-34**

HARDSCAPE MEDIAN AREA
ROUND CROWN ALONG CENTERLINE
OF MEDIAN & SLOPE TO CURB

18" WIDE MIN. BAND VARIES WHERE
SHOWN ON PLANS. SLOPE AWAY
FROM PLANTING AREA

FULL WIDTH VARIES, SEE PLANS

#3 BAR 12" O.C. EACH WAY

CONCRETE CURB
AND ADJACENT
PAVING, SEE
CIVIL PLANS

4" TYP

4"
4"

CLASS 2 AGG. BASE OR SAND
COMPACT 90%

PLANTING AREA

NOTE:

1. STAMPED CONCRETE PATTERN: STACKED BOND BRICK
2. STAMPED CONCRETE TO MATCH COLOR & PATTERN USED IN LEAVESLEY MEDIAN EAST OF HWY. 101

STAMPED CONCRETE

DRAWN BY: LDL/AAB
CHECKED BY:
LAST REVISED: 07/2005

SCALE:
N.T.S.

SECTION:
STREETS

DRAWING NO.: **STR-35**

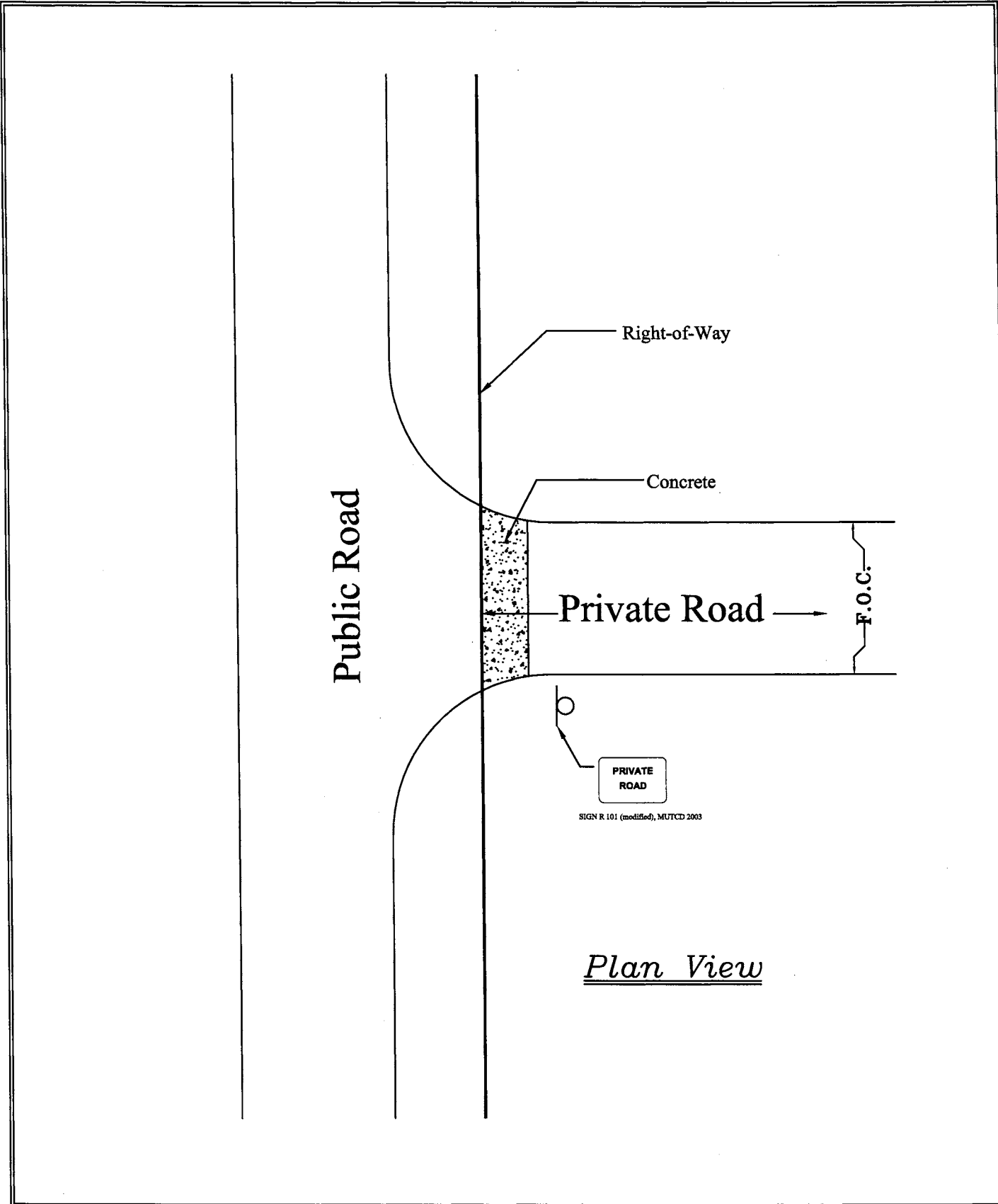


APPROVED BY:

Paul S. ...

CITY ENGINEER

AUG 12 2005
DATE



SIGN R 101 (modified), MUTCD 2003

Plan View

PUBLIC TO PRIVATE ROAD TRANSITION



APPROVED BY: *[Signature]* AUG 12 2005
 CITY ENGINEER DATE

DRAWN BY: LDL/AAB	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 07/2005	
SECTION: STREETS	
DRAWING NO.: STR-36	