

# STANDARD DETAILS INDEX SHEET

DATE: APRIL, 2016

## DETAIL # DRAWING DESCRIPTION

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## DETAIL # DRAWING DESCRIPTION

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### MISC. DETAILS

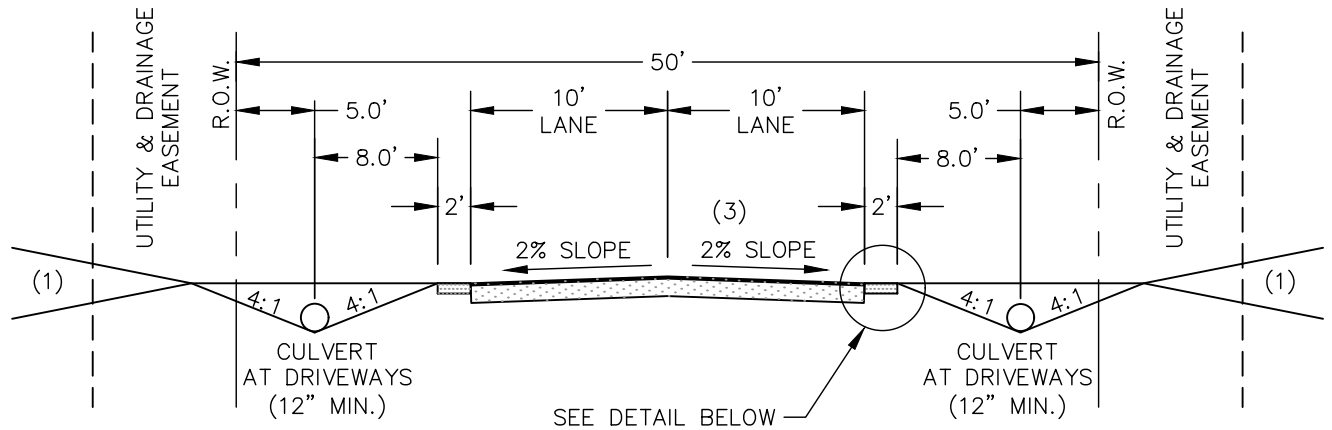
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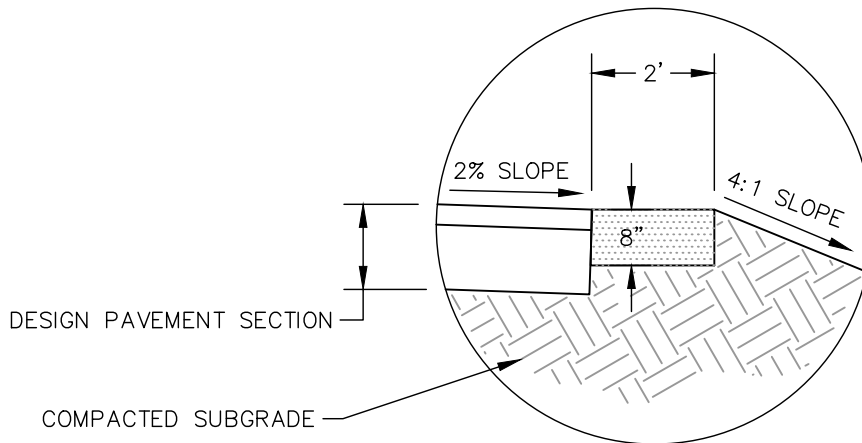
UTILITY NOTIFICATION NOTE  
PUBLIC WORKS SIGNATURE BLOCK





## LOCAL-LOW VOLUME

SINGLE FAMILY (LARGE LOT  $\geq$  2.0 ACRES)  
RESIDENTIAL



## 2' CONCRETE SHOULDER DETAIL

N.T.S.

**NOTES:**

1. CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.
2. RIGHT-OF-WAY AND EASEMENT AREAS SHALL BE GRADED (CUT AND FILL) TO SUBGRADE (+/-0.5') PRIOR TO AND AFTER UTILITY INSTALLATION.
3. NORMAL CROWN SLOPE IS 2%. WITH SPECIAL DESIGN REVIEW, 1% TO 5% IS ALLOWABLE AT TRANSITION AND OTHER NON-NORMAL SECTIONS.
4. OFF STREET PARKING IS REQUIRED WHEN USING THIS ROADWAY SECTION.
5. THE MAXIMUM ADT FOR THIS SECTION IS 500.

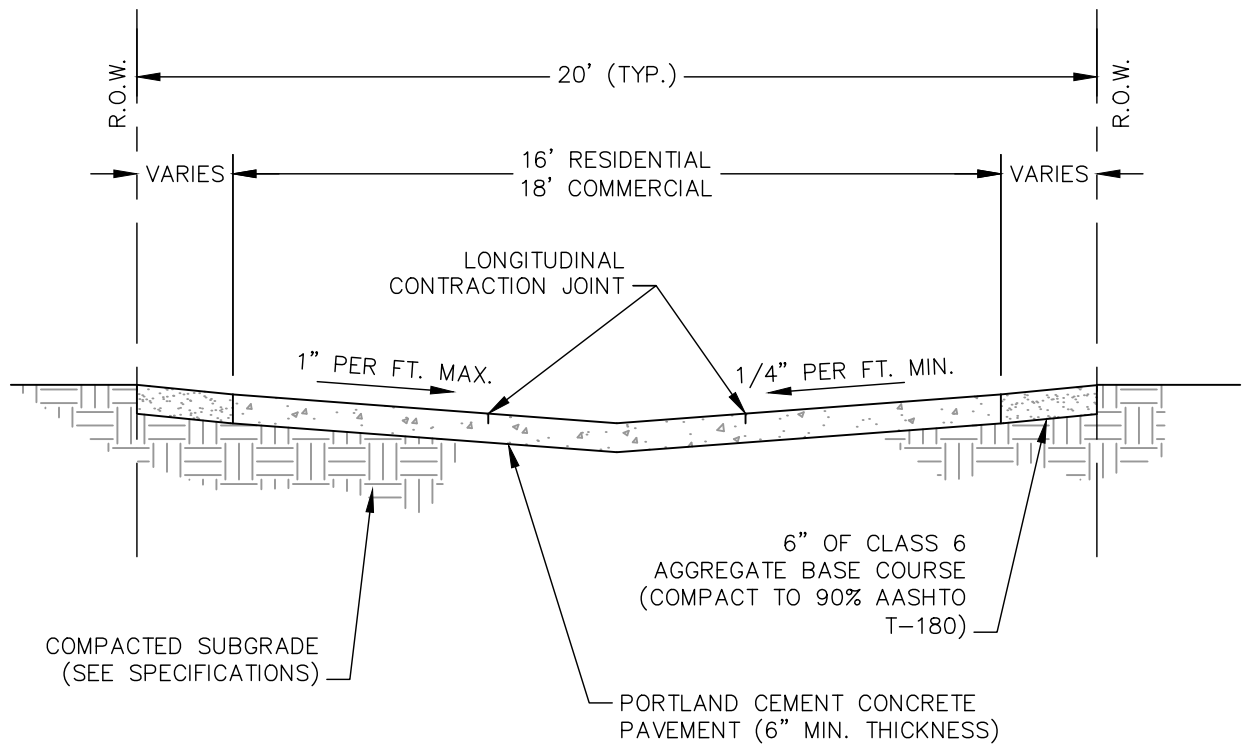


## STANDARD ROADWAY SECTION LOCAL-LOW VOLUME

DETAIL NO. S-1

DATE: JULY, 2015

SCALE: N.T.S.



NOTES:

1. SAWCUT LONGITUDINAL CONTRACTION JOINTS SPACED AT 1/3 PAVEMENT WIDTH.
2. SAWCUT TRANSVERSE CONTRACTION JOINTS AT 10' SPACING.
3. ALL EXPANSION AND CONTRACTION JOINTS SHALL BE SEALED.

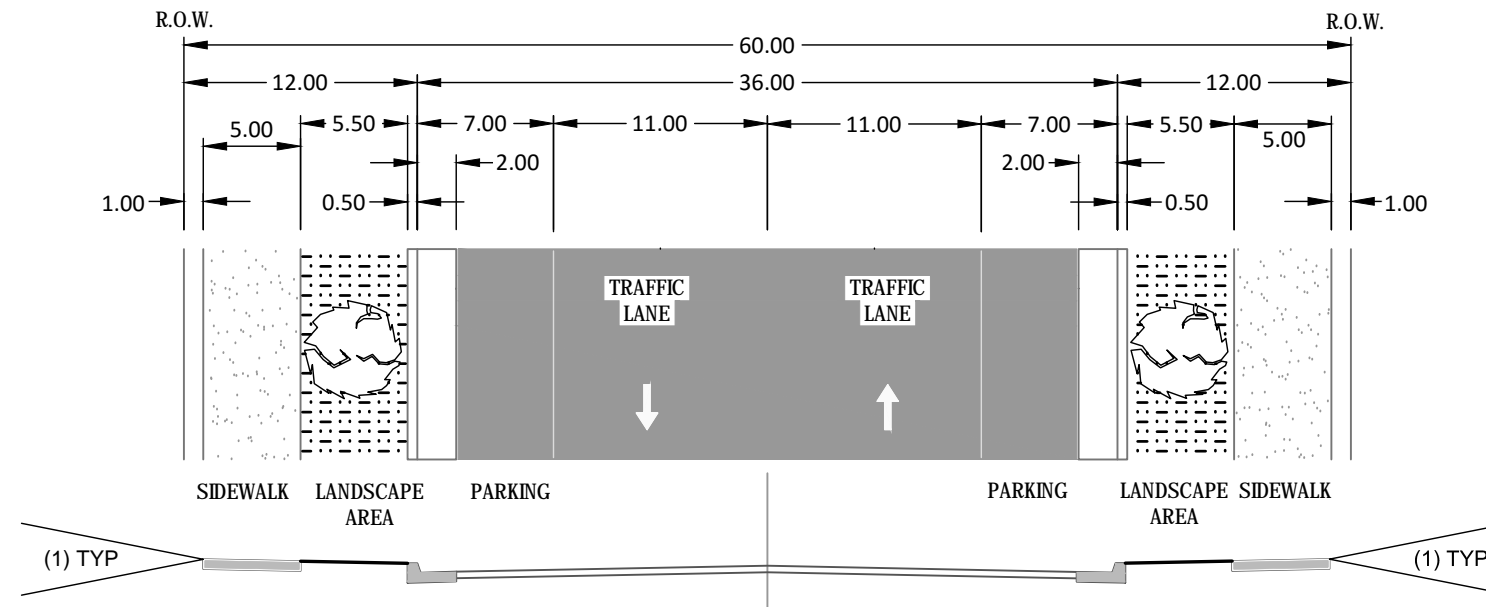


STANDARD ROADWAY SECTION  
ALLEY

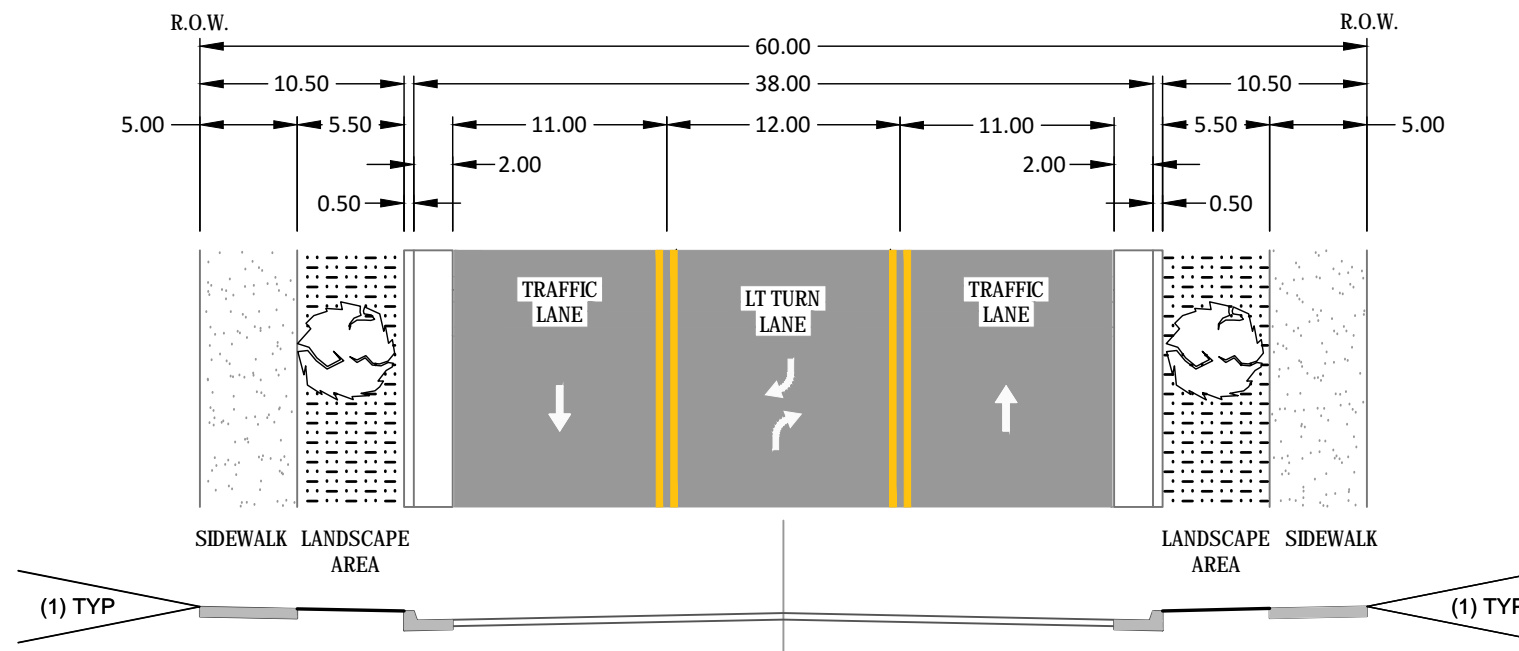
DETAIL NO. S-1-1

DATE: JULY, 2015

SCALE: N.T.S.



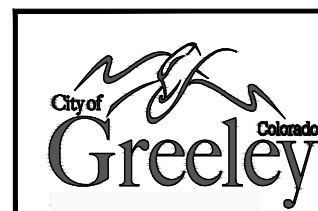
**Local Commercial 2-Lane**  
R.O.W. IMPROVEMENT



**Local Industrial 2-Lane with Left Turn**  
R.O.W. IMPROVEMENT

**NOTES:**

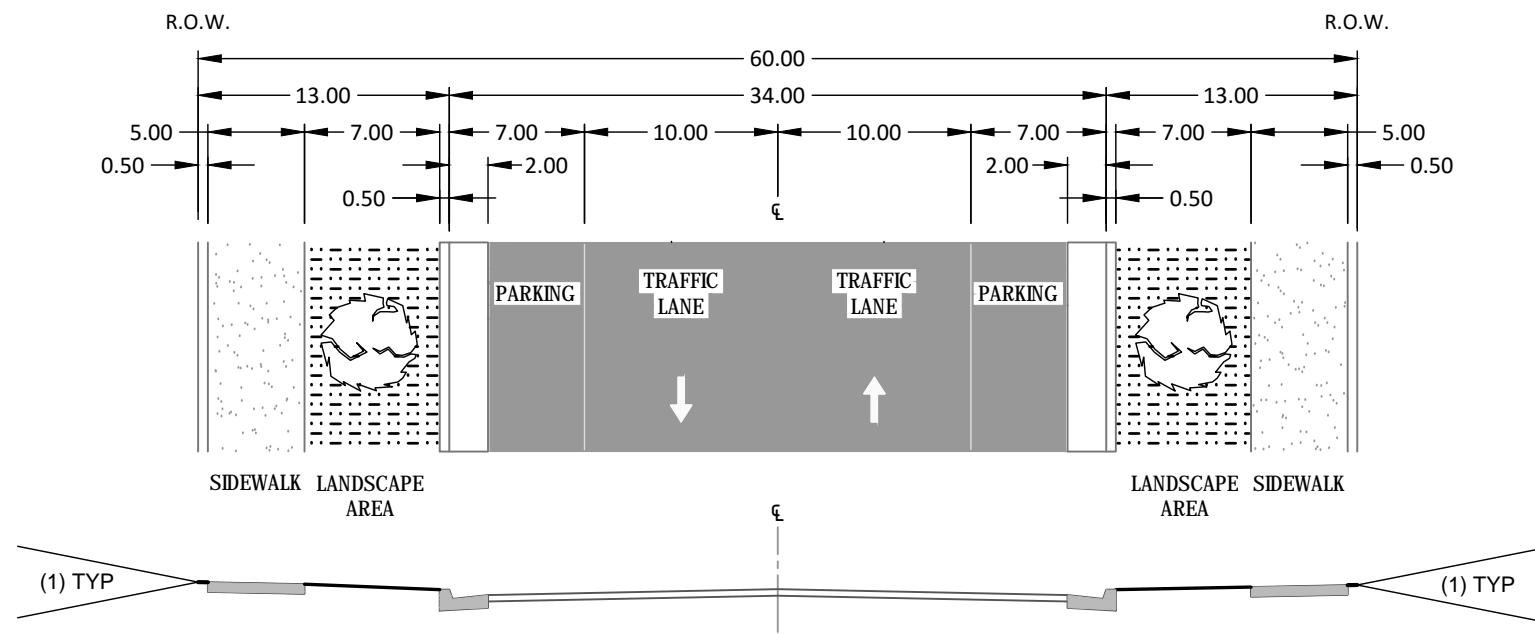
1. CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.
2. RIGHT-OF-WAY AND EASEMENT AREAS SHALL BE GRADED (CUT AND FILL) TO SUBGRADE (+/-0.5') PRIOR TO AND AFTER UTILITY INSTALLATION.
3. NORMAL CROWN SLOPE IS 2%. WITH SPECIAL DESIGN REVIEW, 1% TO 5% IS ALLOWABLE AT TRANSITION AND OTHER NON-NORMAL SECTIONS.
4. VERTICAL FACE CURB AND GUTTER REQUIRED WHEN USING THIS STANDARD SECTION.



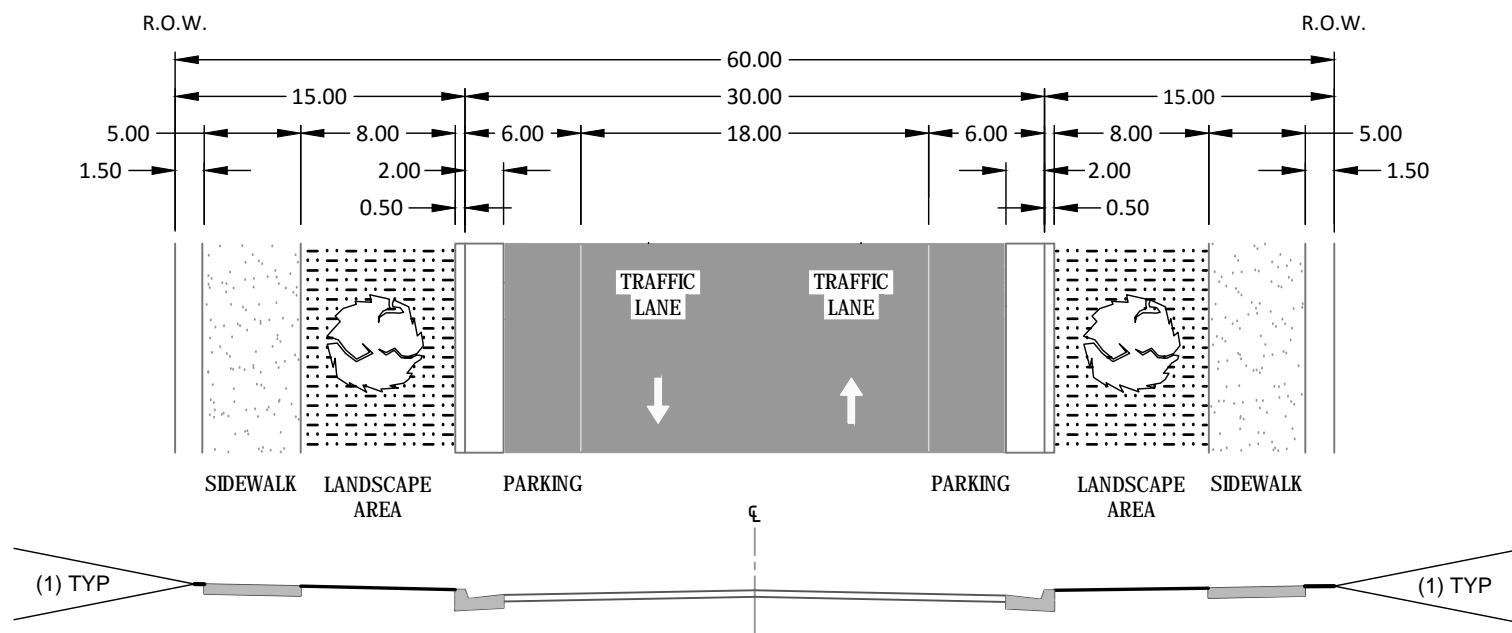
STANDARD ROADWAY CORRIDOR  
LOCAL COMMERCIAL/INDUSTRIAL 2-LANE  
DETAIL NO. S-2 (Revised)

DATE: APRIL, 2016

SCALE: N.T.S.



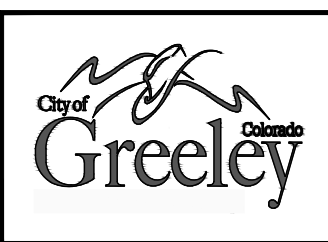
**Local Residential - Up to 1,500 Vehicles Per Day**  
R.O.W. IMPROVEMENT



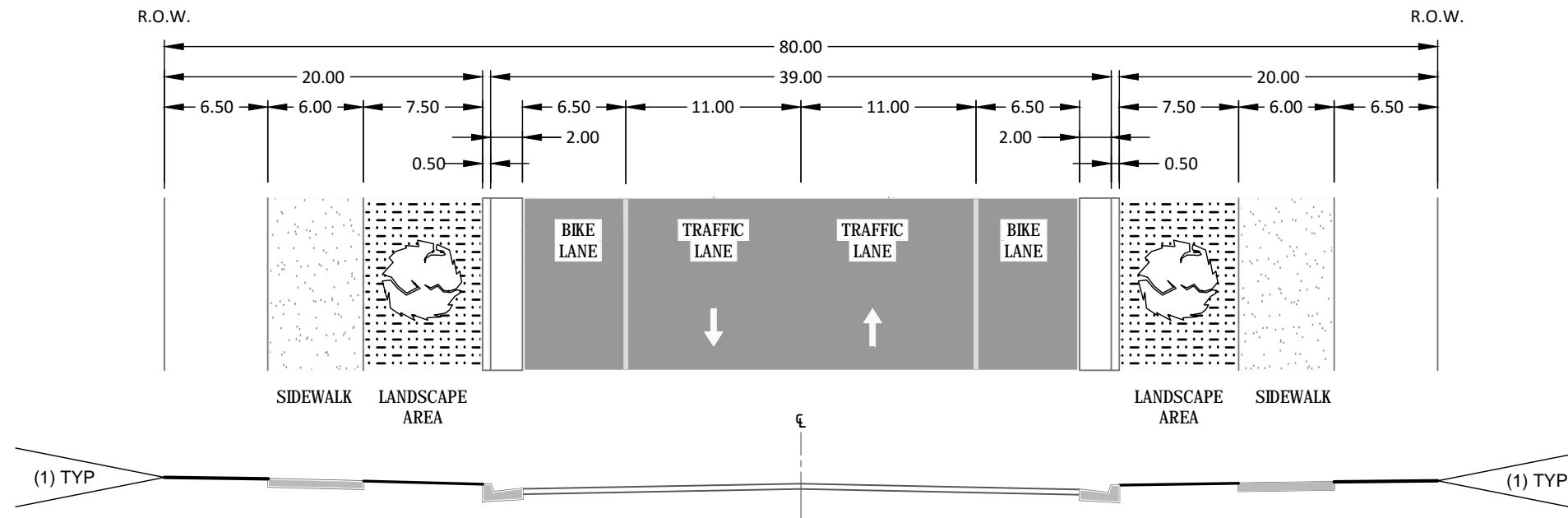
**Local Residential - Up to 750 Vehicles Per Day**  
R.O.W. IMPROVEMENT

NOTES:

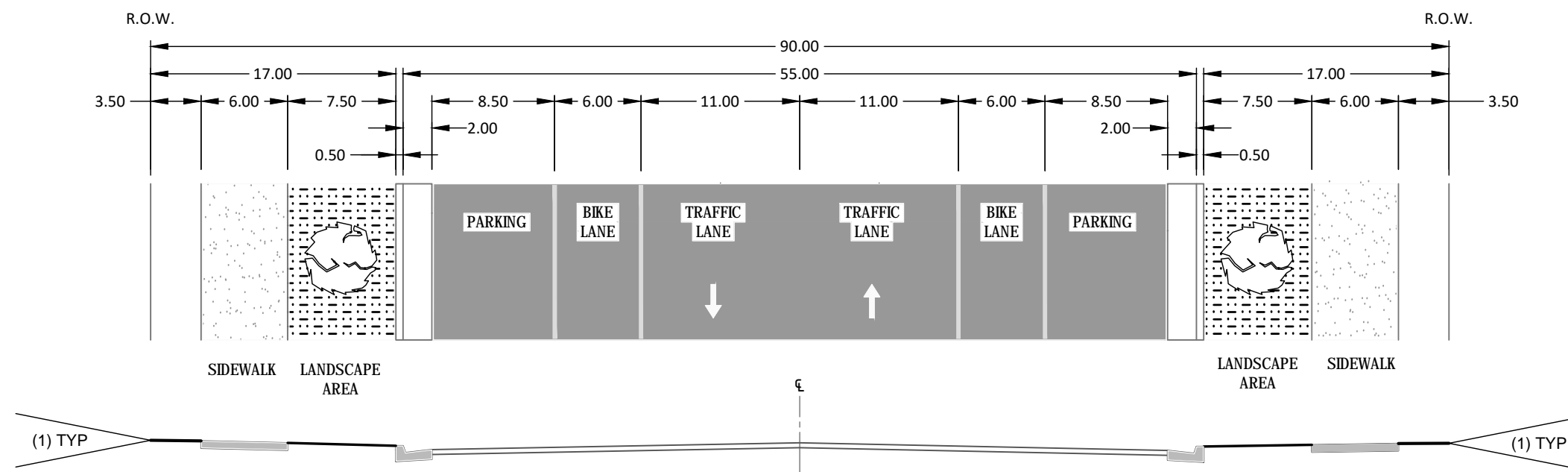
1. CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.
2. RIGHT-OF-WAY AND EASEMENT AREAS SHALL BE GRADED (CUT AND FILL) TO SUBGRADE (+/-0.5') PRIOR TO AND AFTER UTILITY INSTALLATION.
3. NORMAL CROWN SLOPE IS 2%. WITH SPECIAL DESIGN REVIEW, 1% TO 5% IS ALLOWABLE AT TRANSITION AND OTHER NON-NORMAL SECTIONS.
4. VERTICAL FACE CURB AND GUTTER IS REQUIRED ON ALL NEW LOCAL STREETS IN NEW SUBDIVISIONS.



STANDARD ROADWAY CORRIDOR LOCAL RESIDENTIAL 2-LANE DETAIL NO. S-2-R (Revised)	
DATE: JULY, 2015	SCALE: N.T.S.



**Collector 2-Lane Without Parking**  
R.O.W. IMPROVEMENT



**Collector 2-Lane With Parking**  
R.O.W. IMPROVEMENT

**NOTES:**

1. CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.
2. RIGHT-OF-WAY AND EASEMENT AREAS SHALL BE GRADED (CUT AND FILL) TO SUBGRADE (+/-0.5') PRIOR TO AND AFTER UTILITY INSTALLATION.
3. NORMAL CROWN SLOPE IS 2%. WITH SPECIAL DESIGN REVIEW, 1% TO 5% IS ALLOWABLE AT TRANSITION AND OTHER NON-NORMAL SECTIONS.



STANDARD ROADWAY CORRIDOR  
COLLECTOR 2-LANE  
DETAIL NO. S-3 (Revised)

DATE: APRIL, 2016

SCALE: N.T.S.

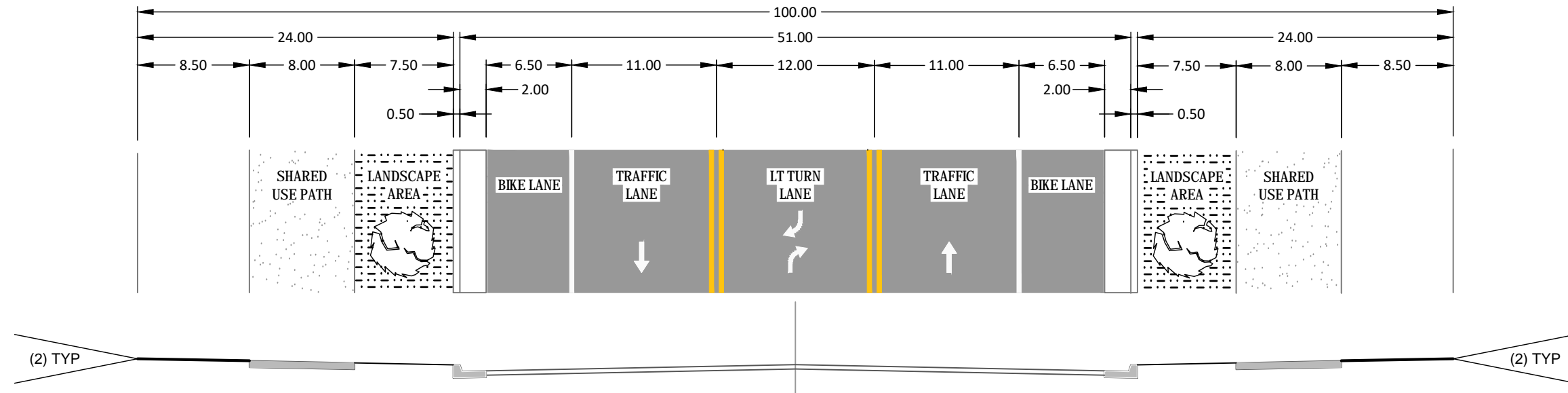
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RESERVED FOR FUTURE USE.



STANDARD ROADWAY CORRIDOR  
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DETAIL NO. S-4

DATE: JULY, 2015

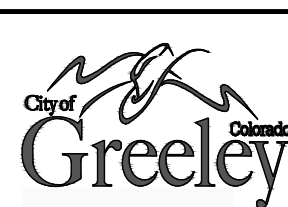
SCALE: N.T.S.



**Minor Arterial 2-Lane With Continuous Left Turn**  
R.O.W. IMPROVEMENT

NOTES:

1. CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.
2. RIGHT-OF-WAY AND EASEMENT AREAS SHALL BE GRADED (CUT AND FILL) TO SUBGRADE (+/-0.5') PRIOR TO AND AFTER UTILITY INSTALLATION.
3. NORMAL CROWN SLOPE IS 2%. WITH SPECIAL DESIGN REVIEW, 1% TO 5% IS ALLOWABLE AT TRANSITION AND OTHER NON-NORMAL SECTIONS.
4. ADDITIONAL RIGHT-OF-WAY WILL BE NEEDED FOR RIGHT TURN LANES WHERE WARRANTED.

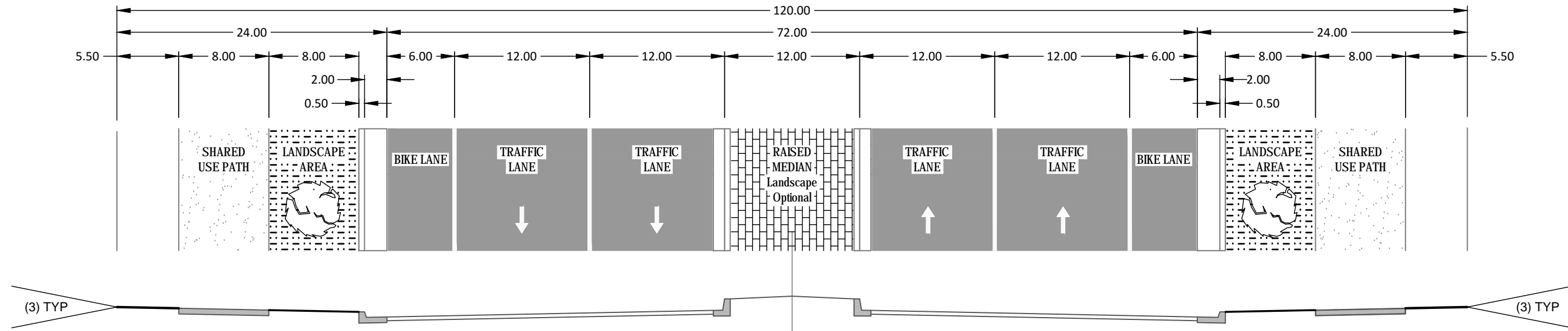


STANDARD ROADWAY CORRIDOR  
MINOR ARTERIAL 2-LANE  
DETAIL NO. S-5 (Revised)

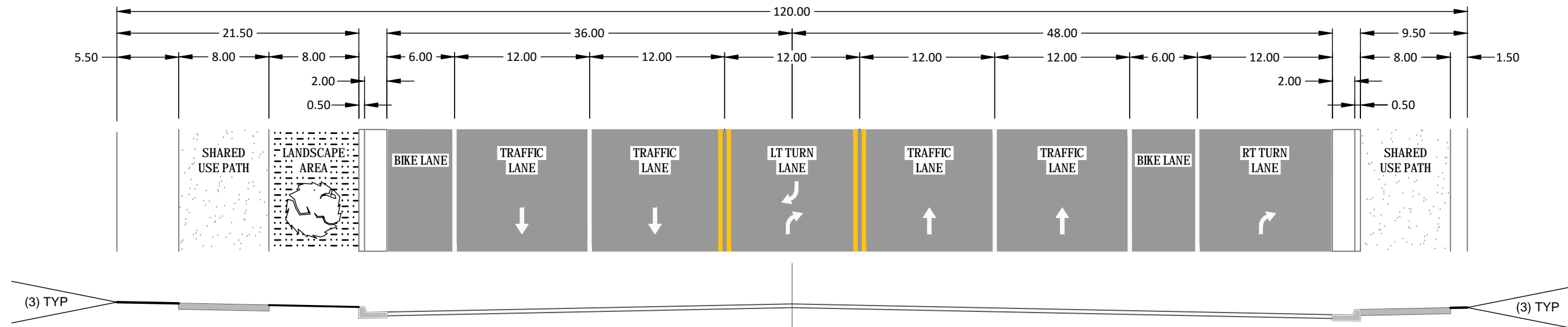
DATE: APRIL, 2016

SCALE: N.T.S.





**Minor Arterial 4-Lane with Raised Median**  
R.O.W. IMPROVEMENT



**Minor Arterial 4-Lane at Intersections with Right-Turn Lane**  
R.O.W. IMPROVEMENT

**NOTES:**

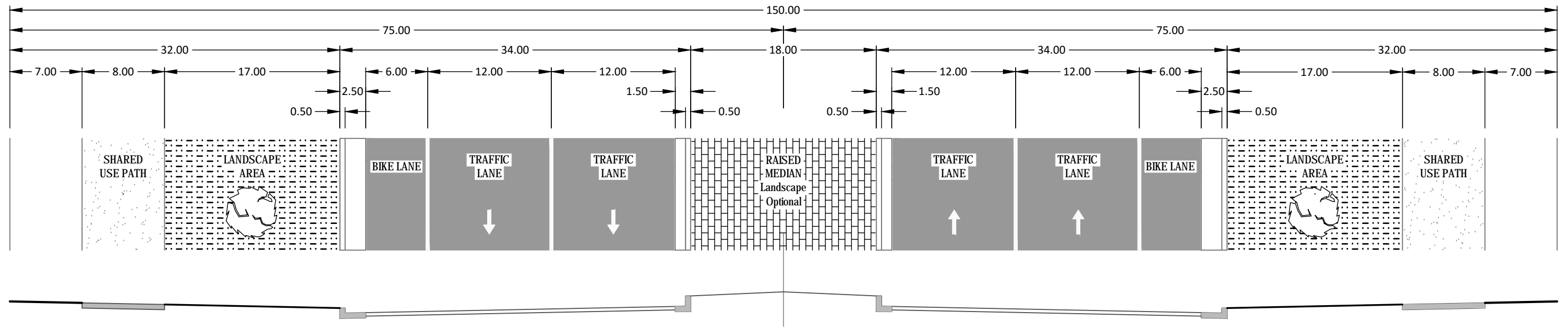
1. ADDITIONAL RIGHT-OF-WAY NEEDED IF MEDIAN WIDTH IS INCREASED.
2. MEDIAN SHALL HAVE A BREAK EVERY 500 FEET FOR VEHICULAR TRAFFIC.
3. CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.
4. RIGHT-OF-WAY AND EASEMENT AREAS SHALL BE GRADED (CUT AND FILL) TO SUBGRADE (+/-0.5') PRIOR TO AND AFTER UTILITY INSTALLATION.
5. NORMAL CROWN SLOPE IS 2%. WITH SPECIAL DESIGN REVIEW, 1% TO 5% IS ALLOWABLE AT TRANSITION AND OTHER NON-NORMAL SECTIONS.
6. ADDITIONAL RIGHT-OF-WAY WILL BE NEEDED FOR RIGHT TURN LANES WHERE WARRANTED.



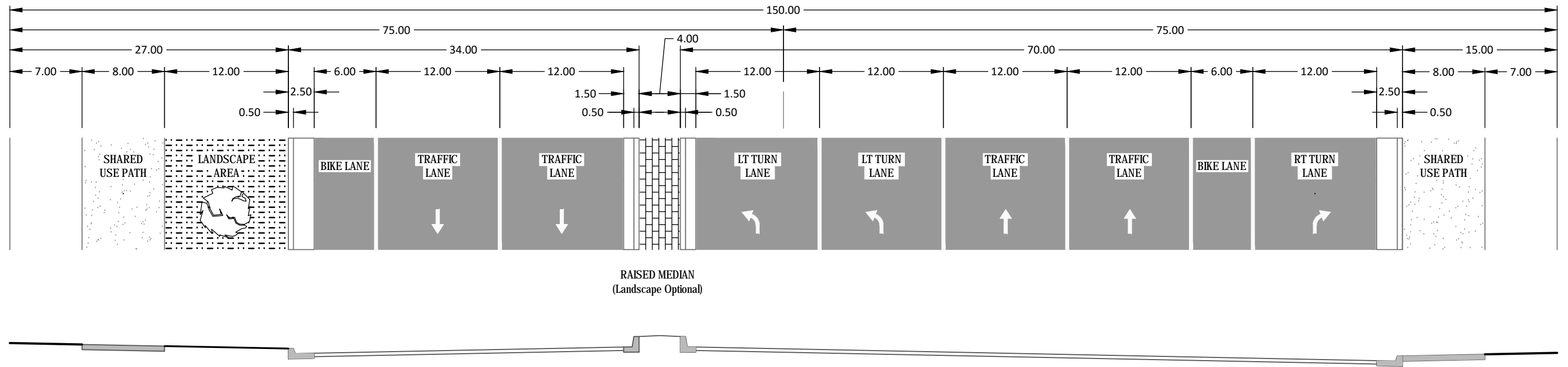
STANDARD ROADWAY CORRIDOR  
MINOR ARTERIAL 4-LANE  
DETAIL NO. S-5A (Revised)

DATE: JULY, 2015

SCALE: N.T.S.



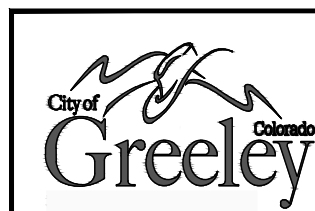
**Major Arterial 4-Lane with Raised Median**  
R.O.W. IMPROVEMENT



**Major Arterial 4-Lane @ Intersection with Raised Median**  
R.O.W. IMPROVEMENT

**NOTES:**

1. CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.
2. RIGHT-OF-WAY WIDTHS ARE PROVIDED TO ACCOMMODATE POSSIBLE FUTURE THROUGH LANES.
3. RIGHT-OF-WAY AND EASEMENT AREAS SHALL BE GRADED (CUT AND FILL) TO SUBGRADE (+/-0.5') PRIOR TO AND AFTER UTILITY INSTALLATION.
4. RIGHT-OF-WAY CAN ACCOMMODATE A SIX LANE SECTION.
5. NORMAL CROWN SLOPE IS 2%. WITH SPECIAL DESIGN REVIEW, 1% TO 5% IS ALLOWABLE AT TRANSITION AND OTHER NON-NORMAL SECTIONS.
6. SIDEWALKS SHALL BE CONSTRUCTED PER BIKEWAY DETAIL (S-29), 8' WIDE.
7. PARKWAY ARTERIAL TO UTILIZE MAJOR ARTERIAL 4-LANE ROADWAY SECTION WITH HIGHER SPEED DESIGN CRITERIA.



STANDARD ROADWAY CORRIDOR  
MAJOR ARTERIAL 4-LANE  
DETAIL NO. S-6 (Revised)

DATE: APRIL, 2016

SCALE: N.T.S