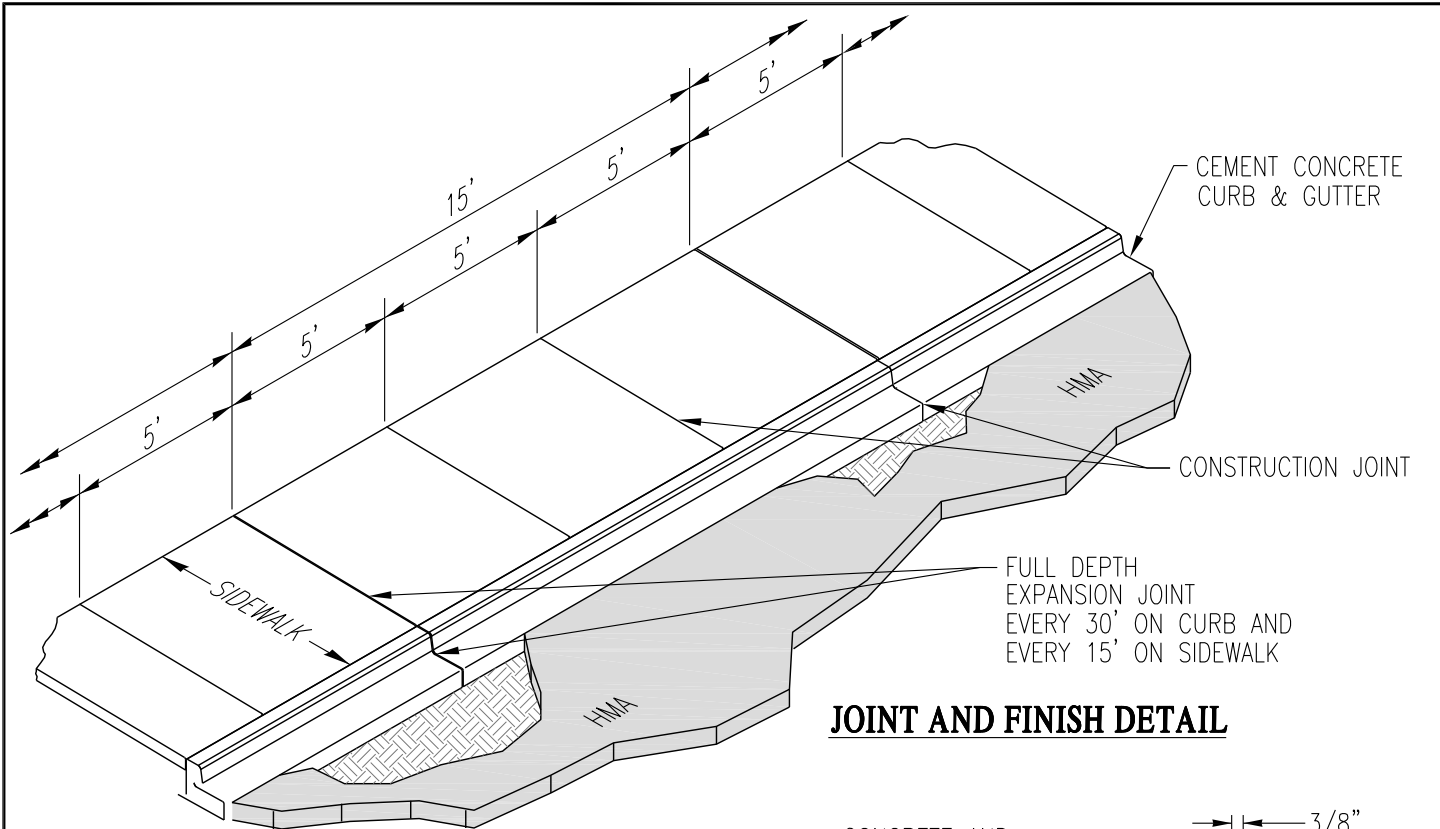
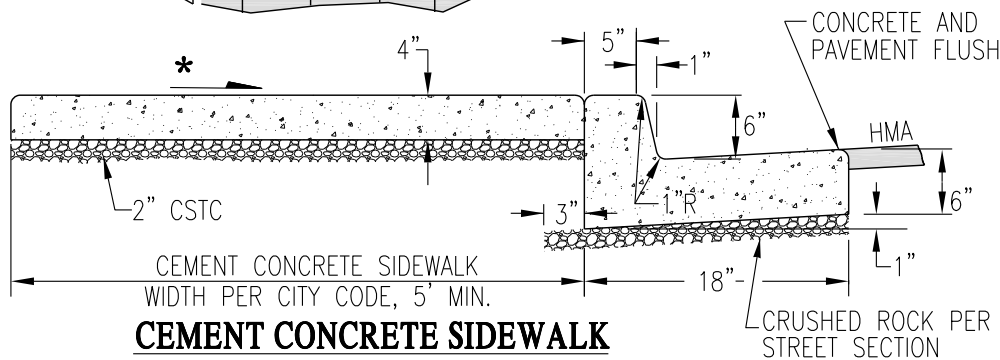


Standard Details

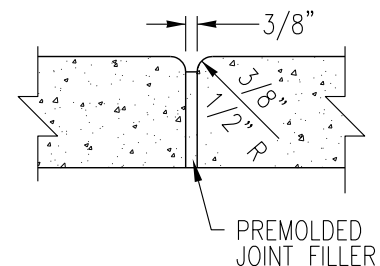
Streets



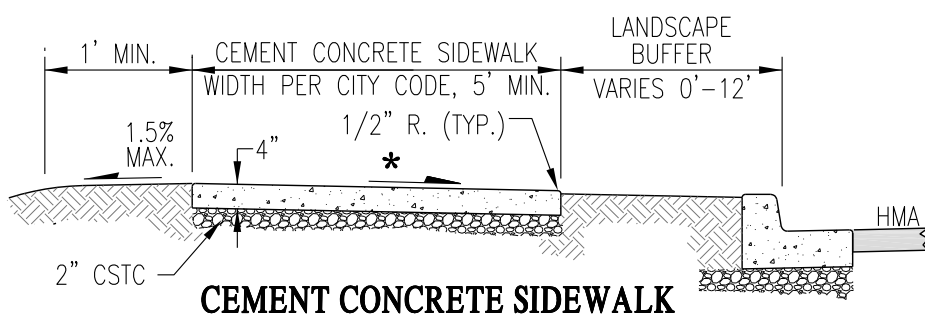
JOINT AND FINISH DETAIL



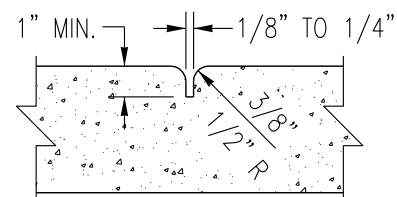
CEMENT CONCRETE SIDEWALK



EXPANSION JOINT



CEMENT CONCRETE SIDEWALK



CONSTRUCTION JOINT

LEGEND:

SLOPE IN EITHER DIRECTION
* 1.5% OR FLATTER RECOMMENDED
FOR DESIGN/FORMWORK (2% MAX)

NOTES:

1. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
2. INSTALL 3/8" FULL EXPANSION JOINTS IN CURB AT ALL PC'S, PT'S AND CURB RETURNS.
3. ALL FILETS 1/2" UNLESS OTHERWISE NOTED.
4. FINISHED GRADE ADJACENT TO SIDEWALK OR CURB SHALL BE 1" BELOW TOP OF CONCRETE SURFACE.



CURB, GUTTER & SIDEWALK

PUBLIC WORKS ENGINEERING

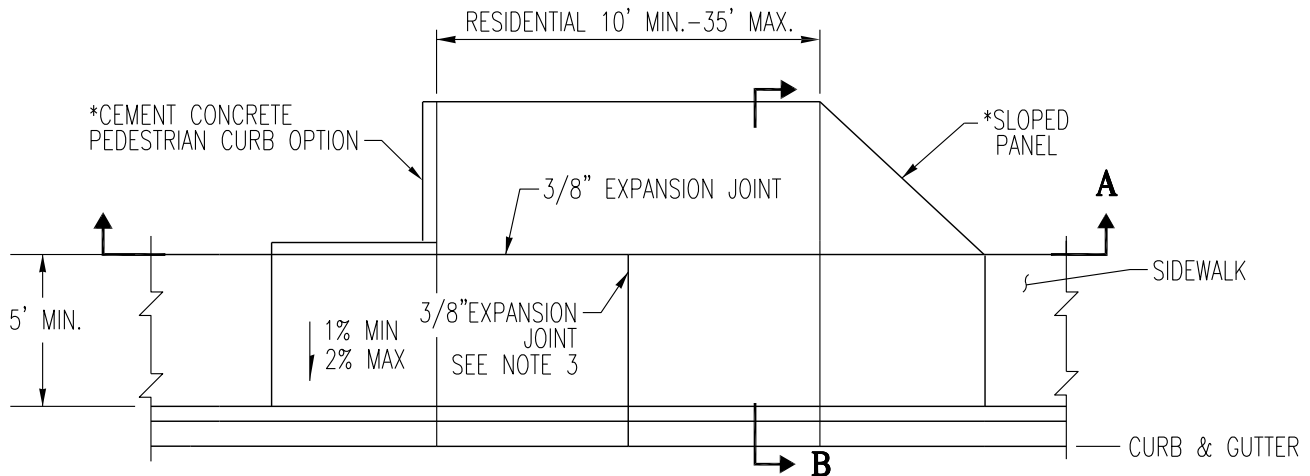
APPR. BY: PKR

DATE: 05.18

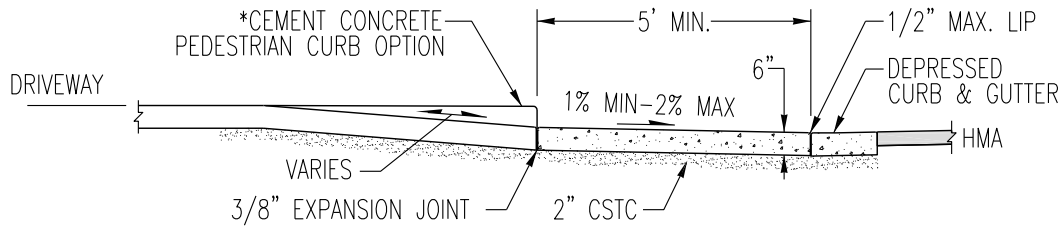
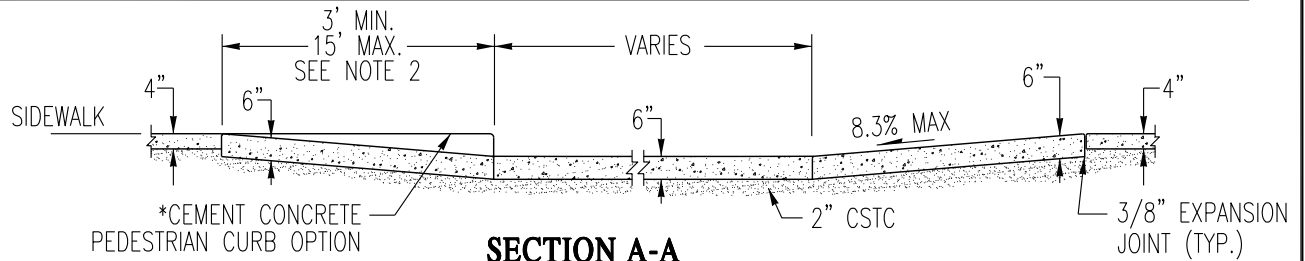
DRAWN BY: EY

DWG: ST1

CAD FILE: 2013_ST1_05_2018



CEMENT CONCRETE DRIVEWAY

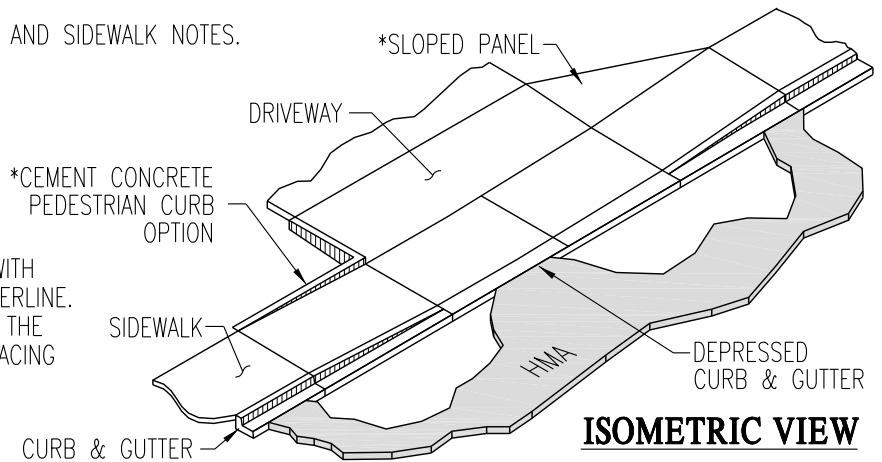


***NOTE:**
OPTION USED WILL
BE DETERMINED BY
CITY ENGINEER;
DEPENDENT UPON
FIELD CONDITIONS.

LEGEND: SLOPE IN EITHER DIRECTION

NOTES:

1. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
2. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES.
3. WHEN THE DRIVEWAY WIDTH EXCEEDS 15', CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
4. SEE RMC 12.04.090 AND 12.04.120 FOR ADDITIONAL DETAILS



ISOMETRIC VIEW



STANDARD RESIDENTIAL DRIVEWAY (TYPE 1)

PUBLIC WORKS ENGINEERING

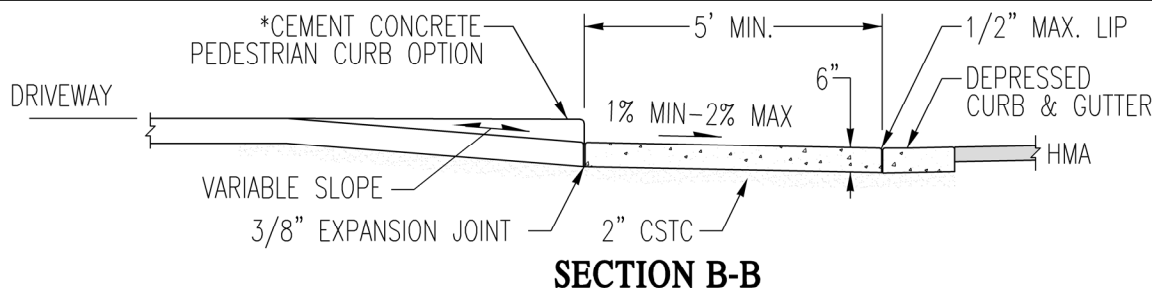
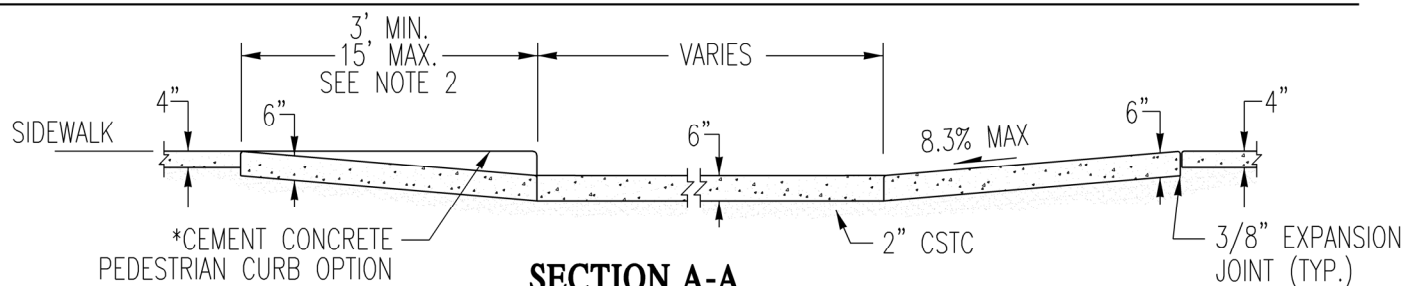
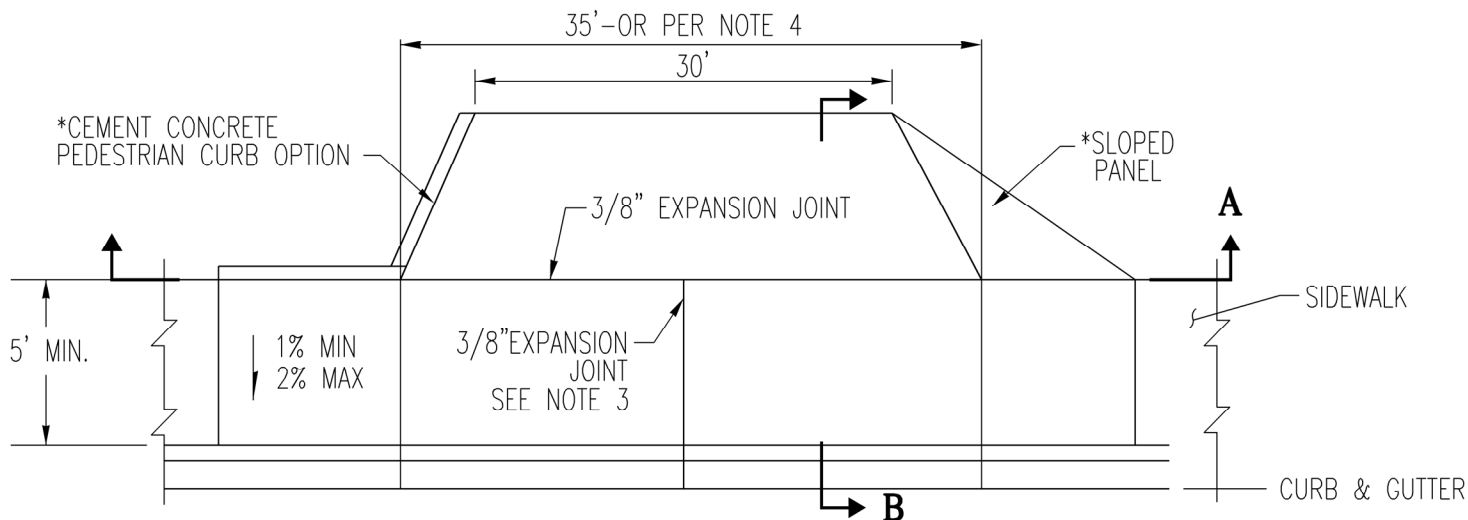
APPR. BY: PKR

DATE: 06.19

DRAWN BY: EY

DWG: ST2

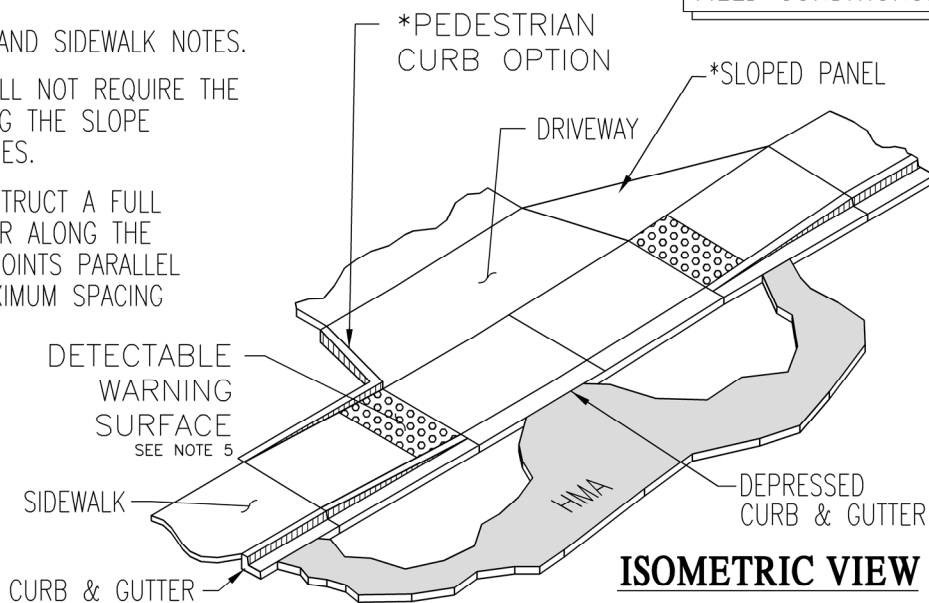
CAD FILE: 2013_ST2_06_2019



***NOTE:**
OPTION USED WILL
BE DETERMINED BY
CITY ENGINEER;
DEPENDENT UPON
FIELD CONDITIONS.

NOTES:

1. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
2. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES.
3. WHEN THE DRIVEWAY WIDTH EXCEEDS 15', CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
4. SEE RMC 12.04.095 THRU 12.04.120 FOR ADDITIONAL DETAILS
5. DRIVEWAYS CONTROLLED WITH YIELD, STOP CONTROL DEVICES OR TRAFFIC SIGNALS SHALL HAVE DETECTABLE WARNING SURFACES COMPLYING WITH R305.2.8. REFER TO PROWAG R205.7 FOR MORE DETAILED INFORMATION.



**STANDARD
NON-RESIDENTIAL
DRIVEWAY (TYPE 1)**

PUBLIC WORKS ENGINEERING

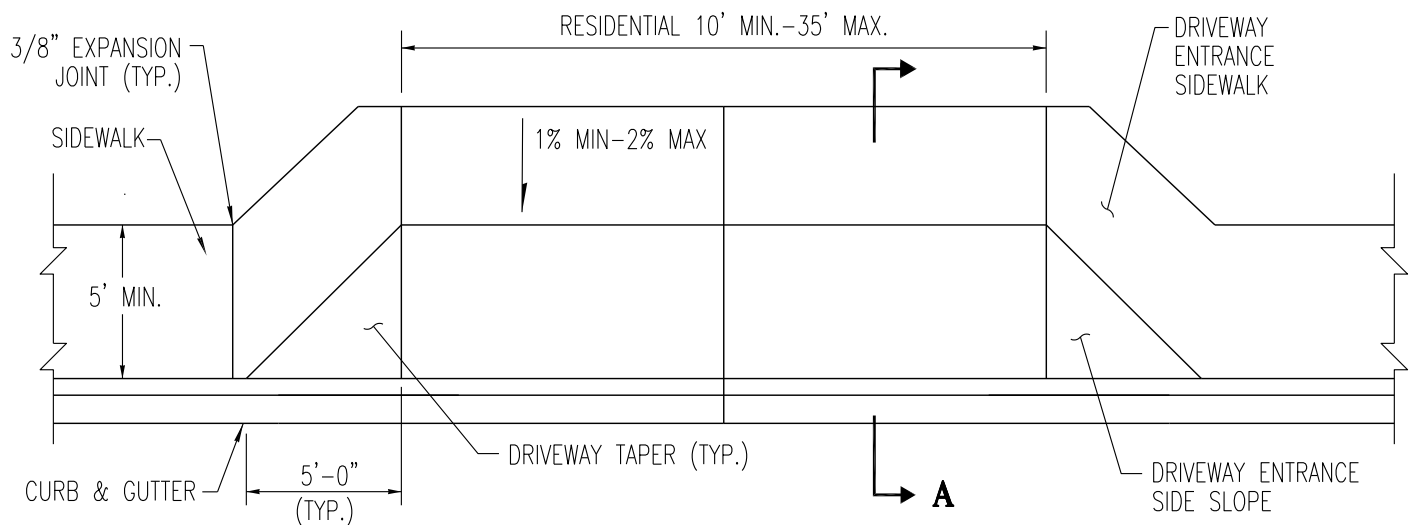
APPR. BY: SAW

DATE: 09.24

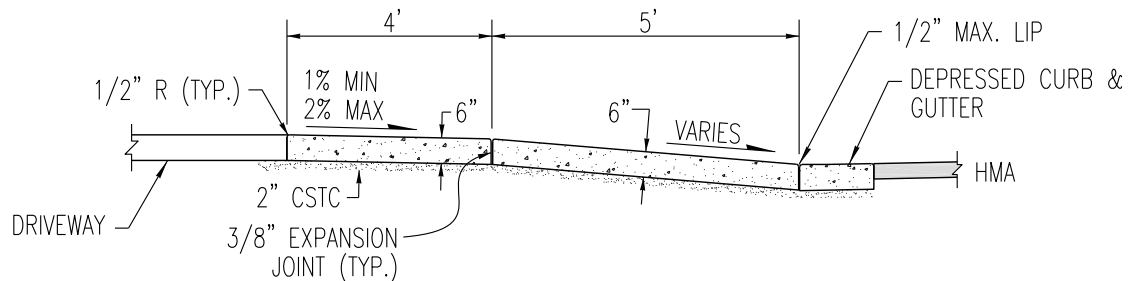
DRAWN BY: JLR

DWG: ST2A

CAD FILE: 2013_ST2A_09_2024



CEMENT CONCRETE DRIVEWAY

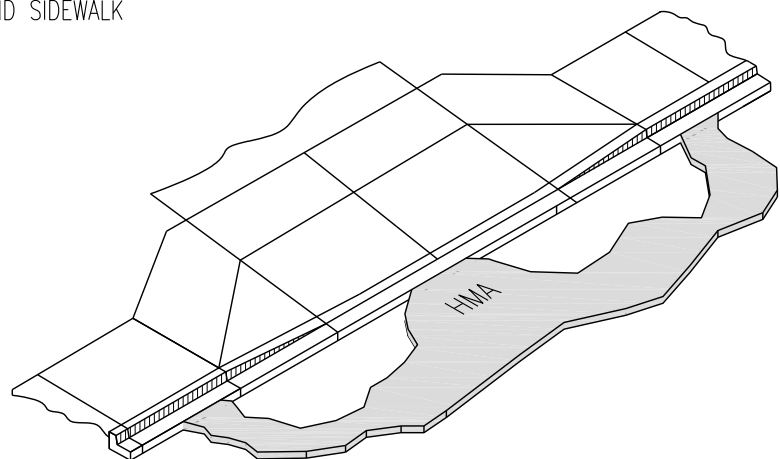


SECTION A-A

LEGEND: SLOPE

NOTES:

1. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
2. WHEN THE DRIVEWAY WIDTH EXCEEDS 15', CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
3. SEE RMC 12.04.090 AND 12.04.120 FOR ADDITIONAL DETAILS



ISOMETRIC VIEW



STANDARD RESIDENTIAL DRIVEWAY (TYPE 2)

PUBLIC WORKS ENGINEERING

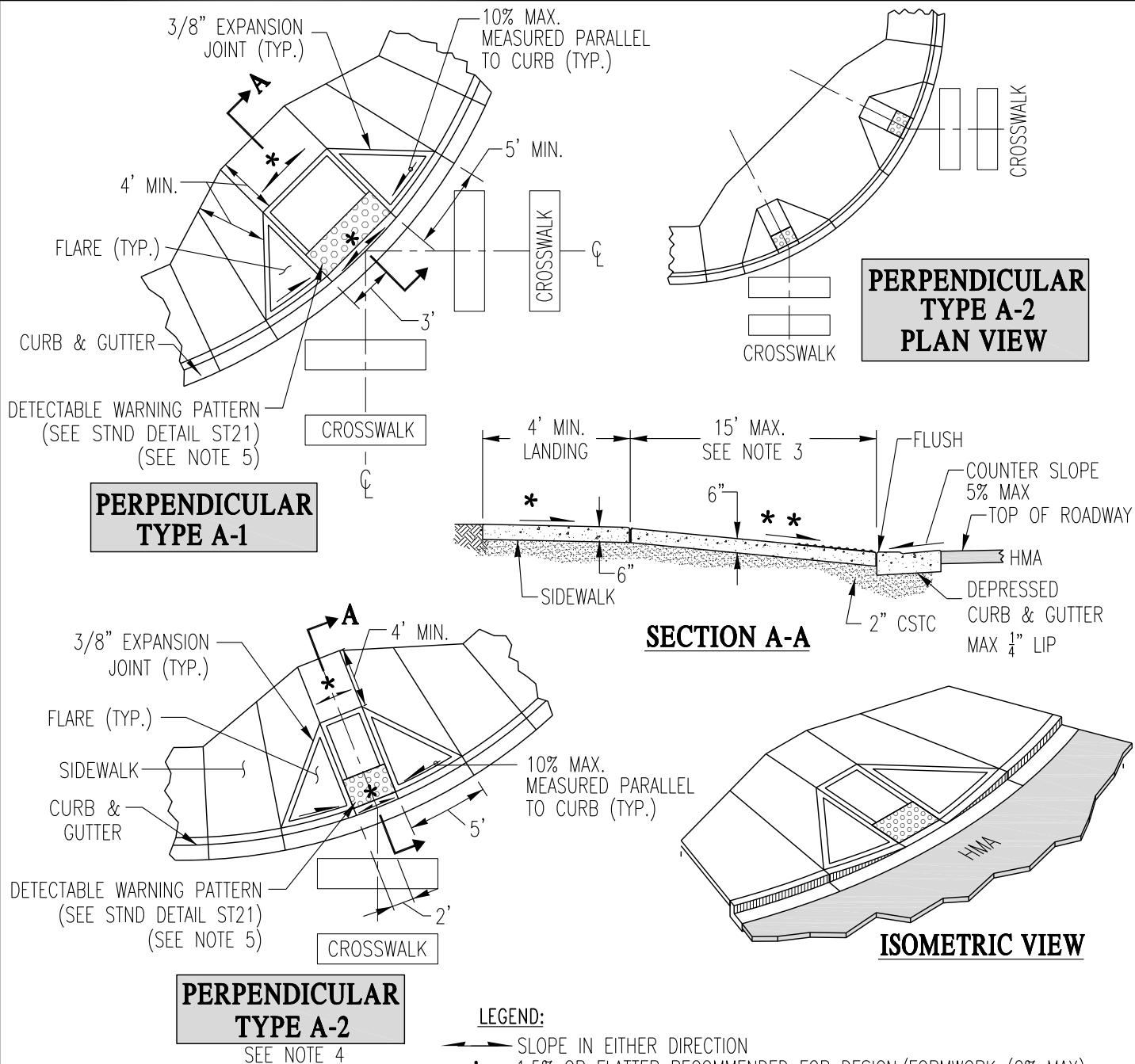
APPR. BY: PKR

DATE: 06.19

DRAWN BY: EY

DWG: ST3

CAD FILE: 2013_ST3_06_2019



NOTES:

1. THE TYPE A-2 ARE THE PREFERRED RAMPS. WHEN IT IS INFEASIBLE TO PROVIDE A RAMP FOR EACH OF THE TWO CROSSWALKS, A SINGLE TYPE A-1 RAMP FOR BOTH CROSSWALKS CAN BE USED WITH THE APPROVAL OF THE ENGINEER.
2. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
3. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15' MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
4. DETAILED DESIGN INFORMATION SHALL BE PROVIDED BY THE ENGINEER WITH THE ELEVATIONS PROVIDED FOR ALL FOUR CORNERS OF THE LANDING.
5. CURB SHALL BE FORMED TO PROVIDE A STRAIGHT LINE ALONG THE BACK OF CURB ADJACENT TO THE WARNING SURFACE.



PERPENDICULAR CURB RAMP TYPE A

PUBLIC WORKS ENGINEERING

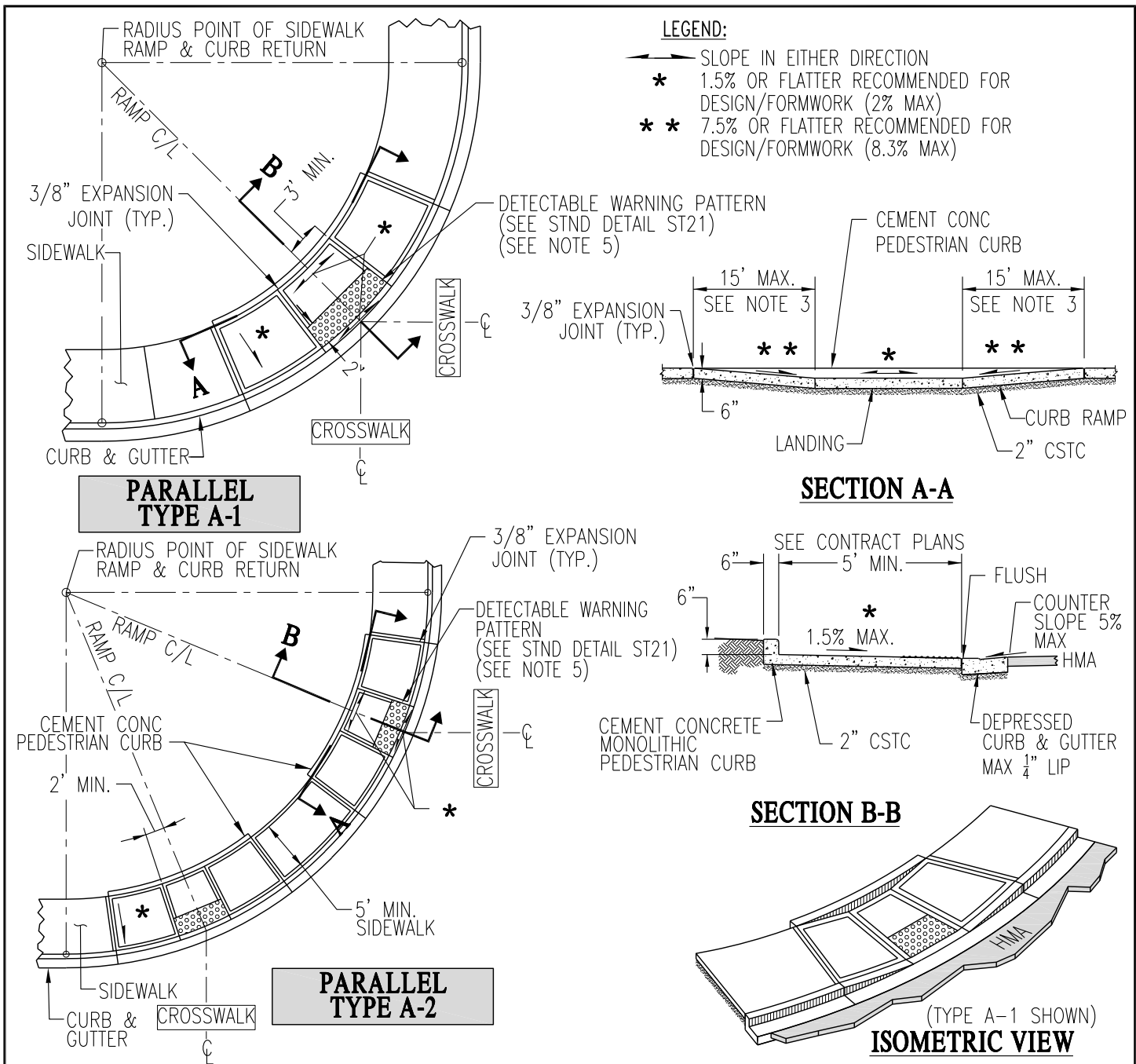
APPR. BY: PKR

DATE: 02.23

DRAWN BY: JR

DWG: ST4

CAD FILE: 2014_ST4_02_2023



NOTES:

1. THE TYPE A-2 RAMPS ARE THE PREFERRED RAMPS. WHEN IT IS INFEASIBLE TO PROVIDE A RAMP FOR EACH OF THE TWO CROSSWALKS, A SINGLE TYPE A-1 RAMP FOR BOTH CROSSWALKS CAN BE USED WITH THE APPROVAL OF THE ENGINEER.
2. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
3. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15' MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
4. DETAILED DESIGN INFORMATION SHALL BE PROVIDED BY ENGINEER ON THE CONSTRUCTION PLANS, INCLUDING DIMENSIONS AND ELEVATIONS AT TOP AND BOTTOM OF LANDING AT BOTH FRONT AND BACK OF SIDEWALK, AS WELL AS CURB RAMP TRANSITION LENGTHS. MINIMUM CURB LENGTH TRANSITION IS 5'.
5. CURB SHALL BE FORMED TO PROVIDE A STRAIGHT LINE ALONG THE BACK OF CURB ADJACENT TO THE WARNING PATTERN.



PARALLEL CURB RAMP TYPE A

PUBLIC WORKS ENGINEERING

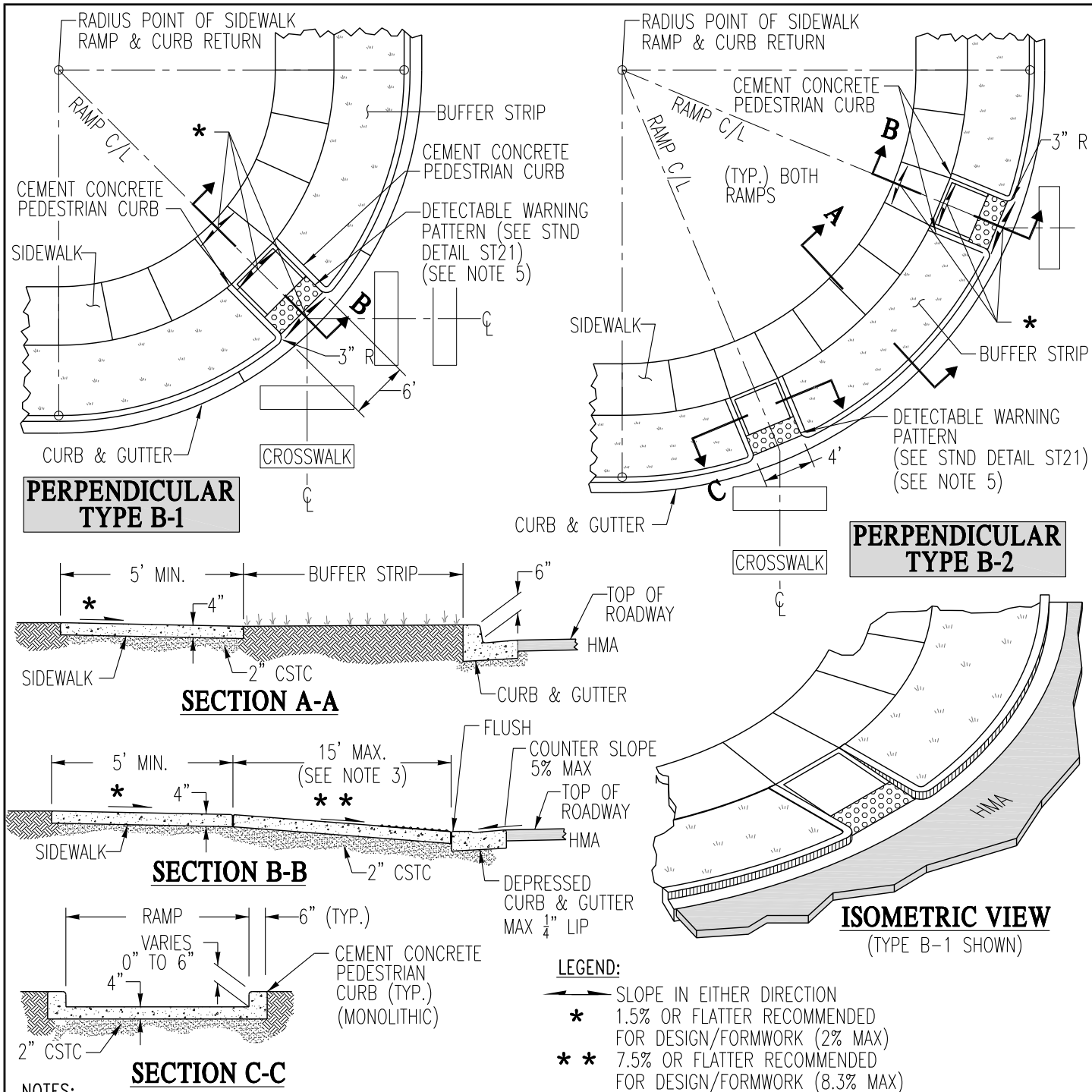
APPR. BY: PKR

DATE: 02.23

DRAWN BY: JR

DWG: ST5

CAD FILE: 2013_ST5_02_2023



NOTES:

1. THE TYPE B-2 RAMP ARE THE PREFERRED RAMPS. WHEN IT IS INFEASIBLE TO PROVIDE A RAMP FOR EACH OF THE TWO CROSSWALKS, A SINGLE TYPE B-1 RAMP FOR BOTH CROSSWALKS CAN BE USED WITH THE APPROVAL OF THE ENGINEER.
2. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
3. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
4. DETAILED DESIGN INFORMATION SHALL BE PROVIDED BY THE ENGINEER WITH THE ELEVATIONS PROVIDED FOR ALL FOUR CORNERS OF THE LANDING AND RAMP LENGTH.
5. CURB SHALL BE FORMED TO PROVIDE A STRAIGHT LINE ALONG THE BACK OF CURB ADJACENT TO THE WARNING PATTERN.



**PERPENDICULAR
CURB RAMP
TYPE B**

PUBLIC WORKS ENGINEERING

APPR. BY: PKR

DATE: 02.23

DRAWN BY: JR

DWG: ST6

CAD FILE: 2013_ST6_02_2023

CONSTRUCTION NOTES FOR PEDESTRIAN FACILITIES

1. ASPHALT PATCHING – SAWCUT A MINIMUM OF 24" OF ASPHALT BEYOND THE FACE OF NEW GUTTER, REMOVE ALL DEBRIS AND ADD CRUSHED SURFACE TOP COURSE (CSTC) AS NEEDED. COMPACT AREA, PLACE HMA AND COMPACT AS REQUIRED.
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI FOR SIDEWALKS. CONCRETE FOR CURB, GUTTER AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
3. CONTRACTOR SHALL CALL FOR CITY INSPECTION PRIOR TO CUTTING AND/OR REMOVING CURB, GUTTER, AND SIDEWALK. THE INSPECTOR WILL MARK AREA TO BE CUT OR REMOVED. CONTRACTOR'S PRESENCE IS ADVISABLE.
4. CONTRACTOR SHALL CALL FOR INSPECTION OF ALL FORMS PRIOR TO POURING CONCRETE FOR CURB, GUTTER, SIDEWALK AND DRIVEWAYS. ALL EXPANSION JOINTS SHALL BE IN PLACE AT TIME OF INSPECTION. ("WET SET" MASTIC IS NOT ALLOWED)
5. THE INSPECTOR SHALL CHECK ALL JOINT LOCATIONS. ALL EXPANSION JOINTS SHALL BE MARKED WITH AN "M".
6. CONTRACTOR SHALL NOT POUR ANY CONCRETE UNTIL ALL JOINTS HAVE BEEN CHECKED AND GIVEN VERBAL OR WRITTEN APPROVAL BY INSPECTOR.
7. THE FACE OF CURB SHALL BE STAMPED AT ALL UTILITY CROSSINGS, MAIN LINES AND SERVICE LINES AS FOLLOWS: "S" – SANITARY SEWER, "W" – WATER, "I" – IRRIGATION, "C" – CONDUITS
8. CURB, GUTTER, AND SIDEWALK SURFACES SHALL HAVE A LIGHT BROOM FINISH. SIDEWALK SHALL BE BROOMED PERPENDICULAR TO CURB LINE IN A UNIFORM AND CONSISTENT MANNER.
9. A MINIMUM OF 2" OF CSTC SHALL BE PLACED AND COMPACTED UNDER ALL CURB, GUTTER AND SIDEWALK.
10. JOINT SPACING SHALL BE NO LESS THAN 2.5' AND NO GREATER THAN 5'.
11. SIDEWALKS SHALL BE A MINIMUM OF 5 FEET WIDE. IN COMMERCIAL ZONED C-2, C-3, AND CBD AREAS THE SIDEWALKS SHALL BE 8 FEET WIDE.
12. WHEN UTILITY METERS, VAULTS, TRANSFORMERS, ETC. EXIST IN THE AREA BETWEEN THE LOT LINE AND THE DRIVEWAY, THE DRIVEWAY MUST BE CONSTRUCTED AT LEAST 10' FROM THE LOT LINE.
13. IF A CONCRETE DRIVEWAY IS TO BE EXTENDED PAST THE R/W LINE A 3/8" MASTIC EXPANSION JOINT SHALL BE INSTALLED FULL LENGTH OF DRIVEWAY AND FULL DEPTH OF DRIVEWAY AT THE BACK OF SIDEWALK. DRIVEWAY SHALL LINE UP WITH THE BOTTOM OF THE DRIVEWAY TRANSITIONS IN THE CURB AND GUTTER.
14. MAINTAIN 4' MINIMUM CLEARANCE FROM ANY OBSTRUCTION ON SIDEWALK AND SIDEWALK RAMP.
15. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF DRIVEWAY ENTRANCES.
16. AT NO TIME SHALL ANY SLOPES EXCEED CURRENT ADA STANDARDS.



CURB, GUTTER & SIDEWALK NOTES

PUBLIC WORKS ENGINEERING

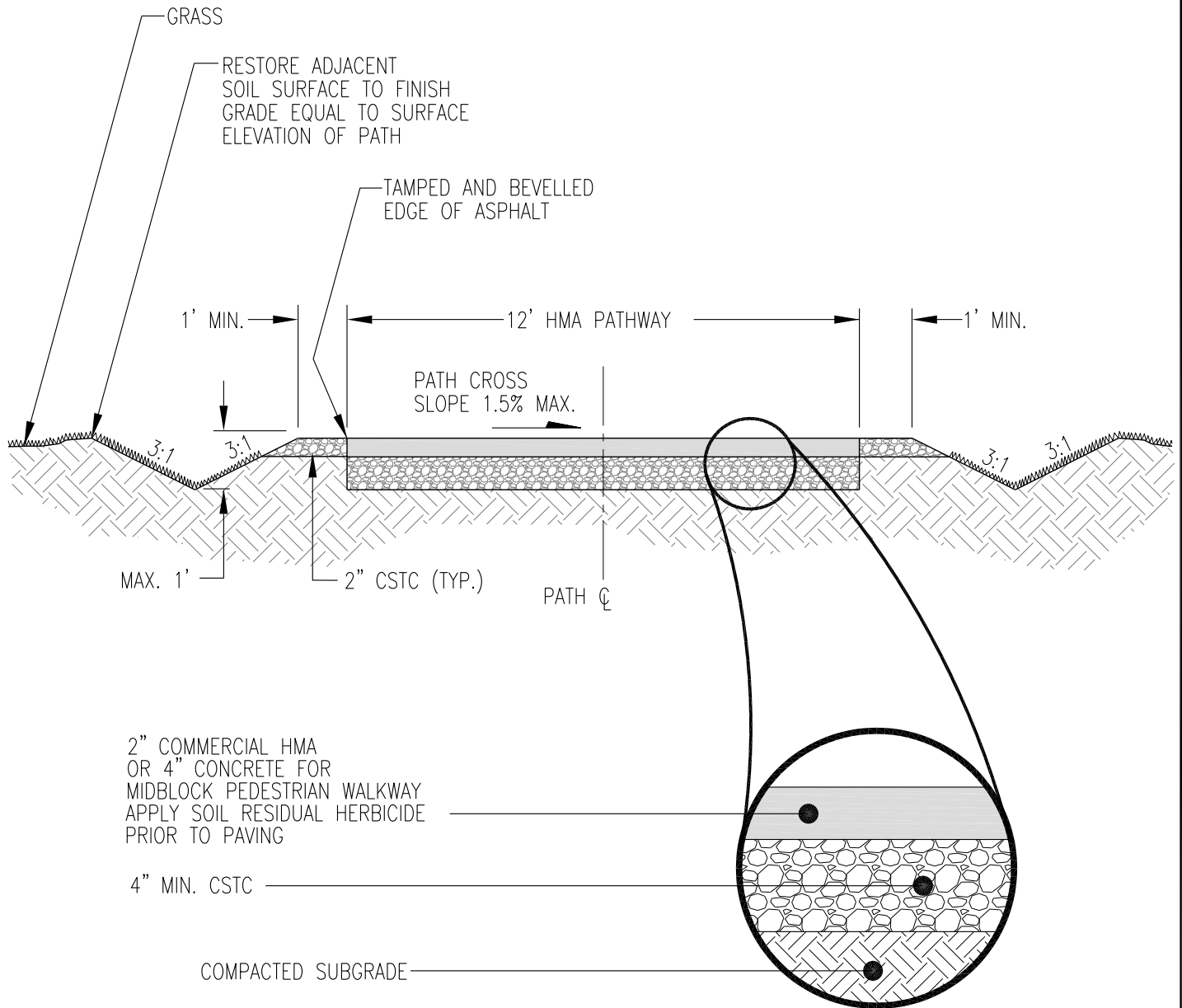
APPR. BY: PKR

DATE: 09.13

DRAWN BY: LD

DWG: ST7

CAD FILE: 2013_ST7_09_2013



BIKE/PED PATH

PUBLIC WORKS ENGINEERING

APPR. BY: PKR

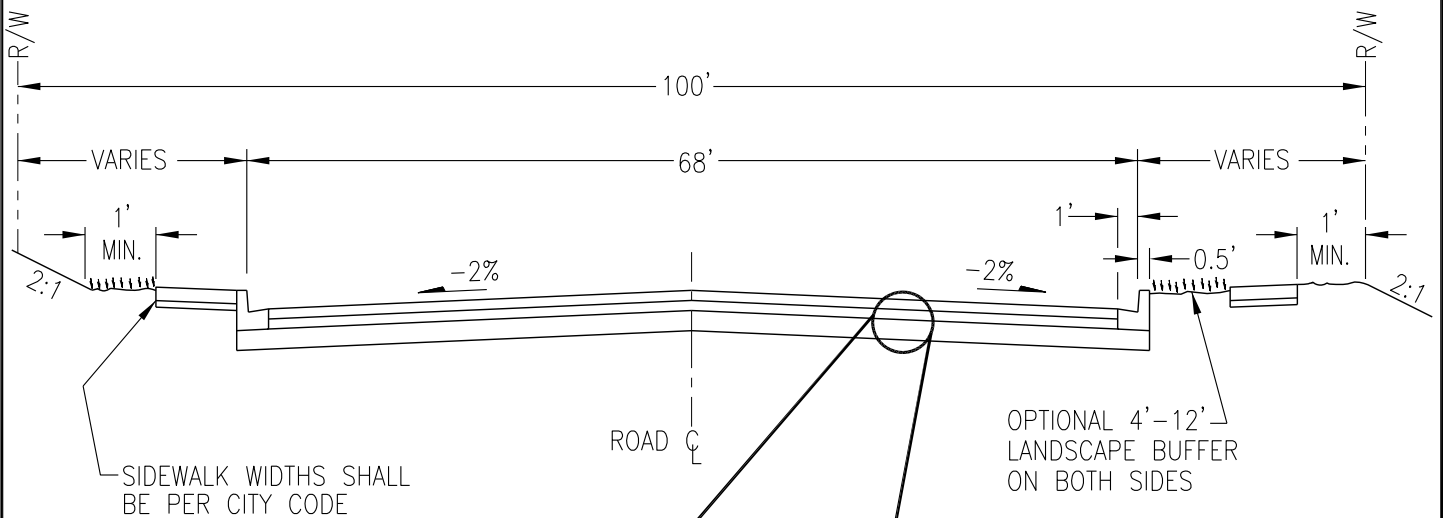
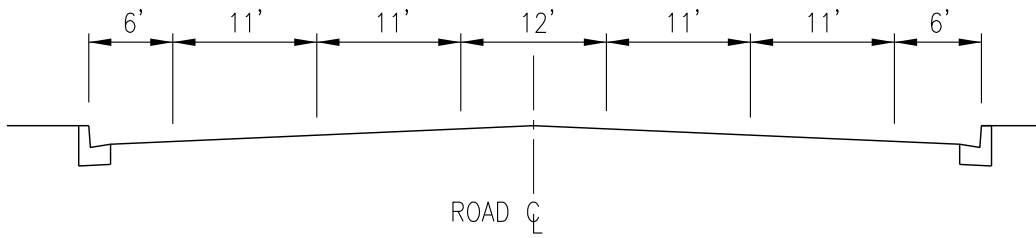
DATE: 09.13

DRAWN BY: LD

DWG: ST8

CAD FILE: 2013_ST8_09_2013

TYPICAL LANE LAYOUT



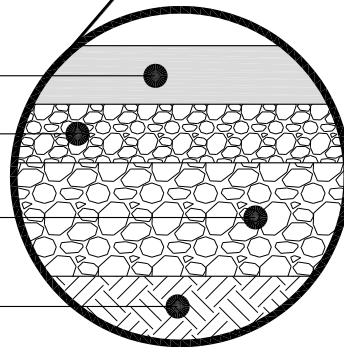
SIDEWALK WIDTHS SHALL BE PER CITY CODE

4" HMA CL 1/2", PG 64-28
APPLY SOIL RESIDUAL HERBICIDE
PRIOR TO PAVING

2" CSTC

8" CSBC

COMPACTED SUBGRADE



PRINCIPAL
ARTERIAL

PUBLIC WORKS ENGINEERING

APPR. BY: SAW

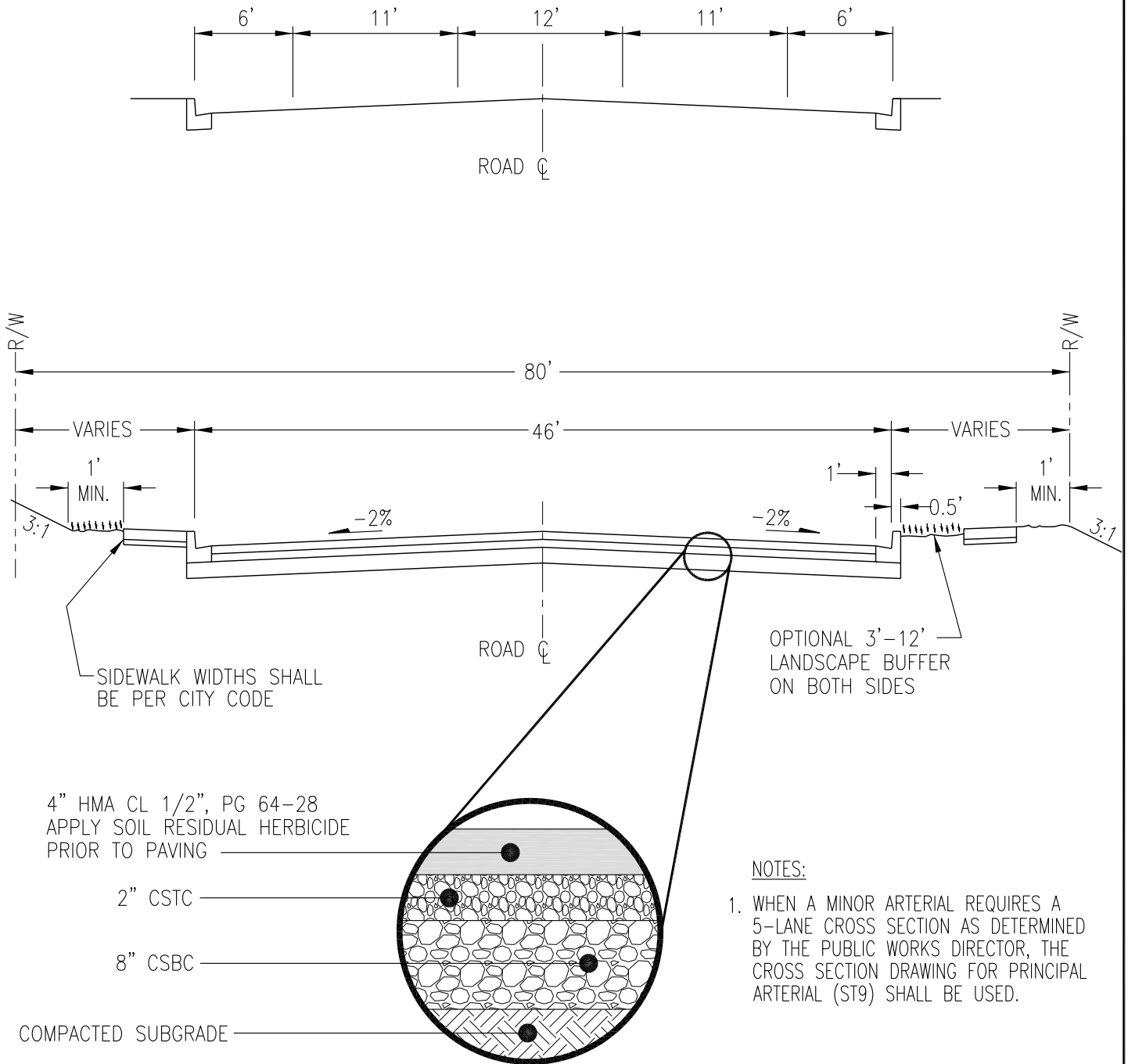
DATE: 01.24

DRAWN BY: JLR

DWG: ST9

CAD FILE: 2013_ST9_01_2024

TYPICAL LANE LAYOUT



MINOR
ARTERIAL

PUBLIC WORKS ENGINEERING

APPR. BY: SAW

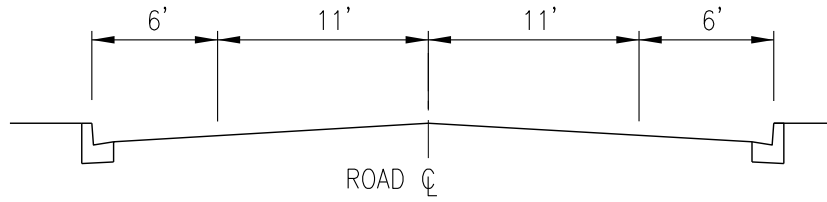
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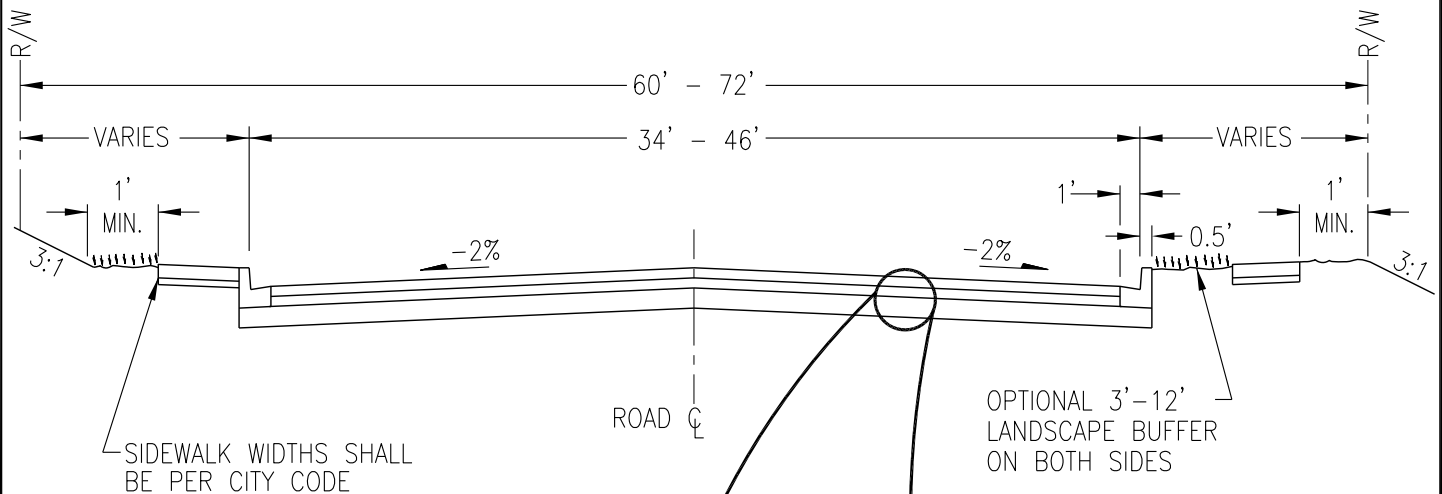
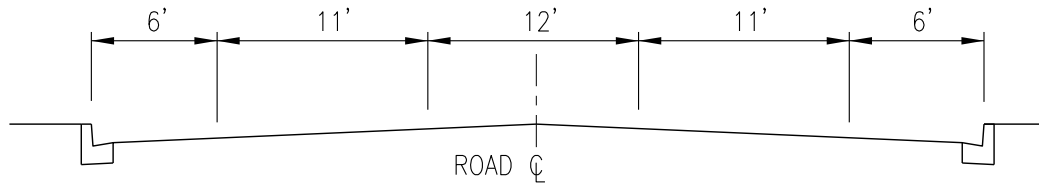
DWG: ST10

CAD FILE: 2013_ST10_01_2024

LANE OPTION 1



LANE OPTION 2

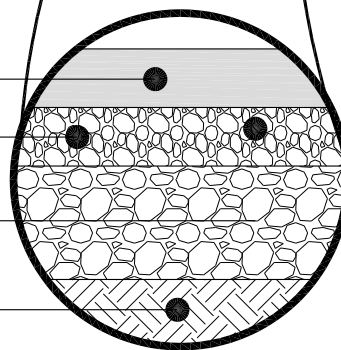


4" HMA CL 1/2", PG 64-28
APPLY SOIL RESIDUAL HERBICIDE
PRIOR TO PAVING

2" CSTC

8" CSBC

COMPACTED SUBGRADE



NOTES:

1. OPTION USED WILL BE DETERMINED BY CITY ENGINEER; DEPENDENT UPON FIELD CONDITIONS.
2. A PARKING OPTION MAY BE ALLOWED ON ONE OR BOTH SIDES BY ADDING 8' OUTSIDE OF THE BIKE LANE.



MAJOR
COLLECTOR
(Arterial Collector)

PUBLIC WORKS ENGINEERING

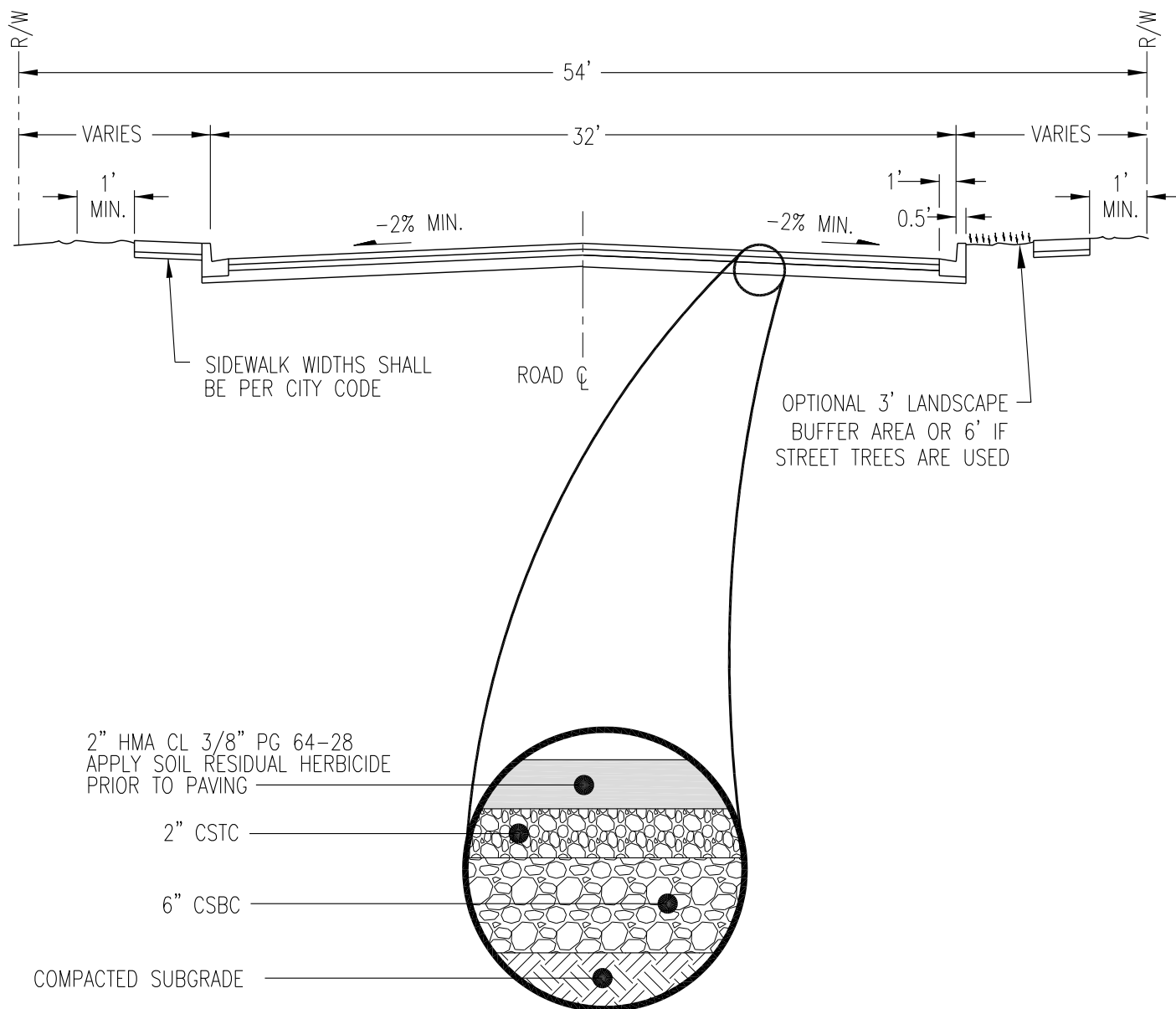
APPR. BY: SAW

DATE: 01.24

DRAWN BY: JLR

DWG: ST11

CAD FILE: 2013_ST11_01_2024



MINOR (NEIGHBORHOOD) COLLECTOR and LOCAL STREET

PUBLIC WORKS ENGINEERING

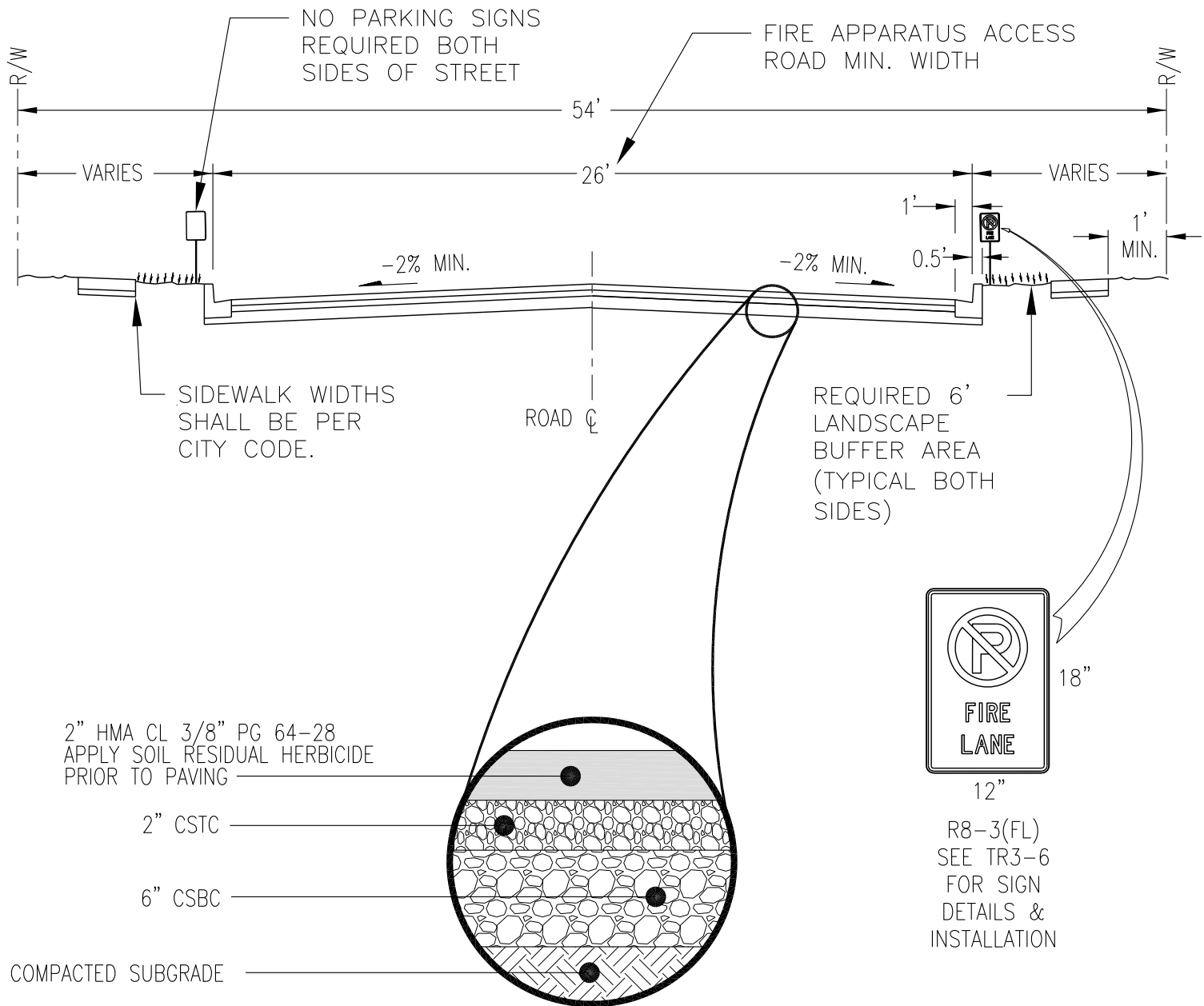
APPR. BY: SAW

DATE: 01.24

DRAWN BY: JLR

DWG: ST13

CAD FILE: 2013_ST13_01_2024



PERMISSIVE USE CASE: USE OF THIS NARROW STREET SECTION IS PERMITTED ONLY IN R-2S AND R-3 ZONED BLOCKS WHERE AVERAGE LOT WIDTH IS 40 FT OR LESS AND ADEQUATE OFF-STREET PARKING IS PROVIDED, OR AS APPROVED BY THE CITY ENGINEER.



NARROW LOCAL STREET

PUBLIC WORKS ENGINEERING

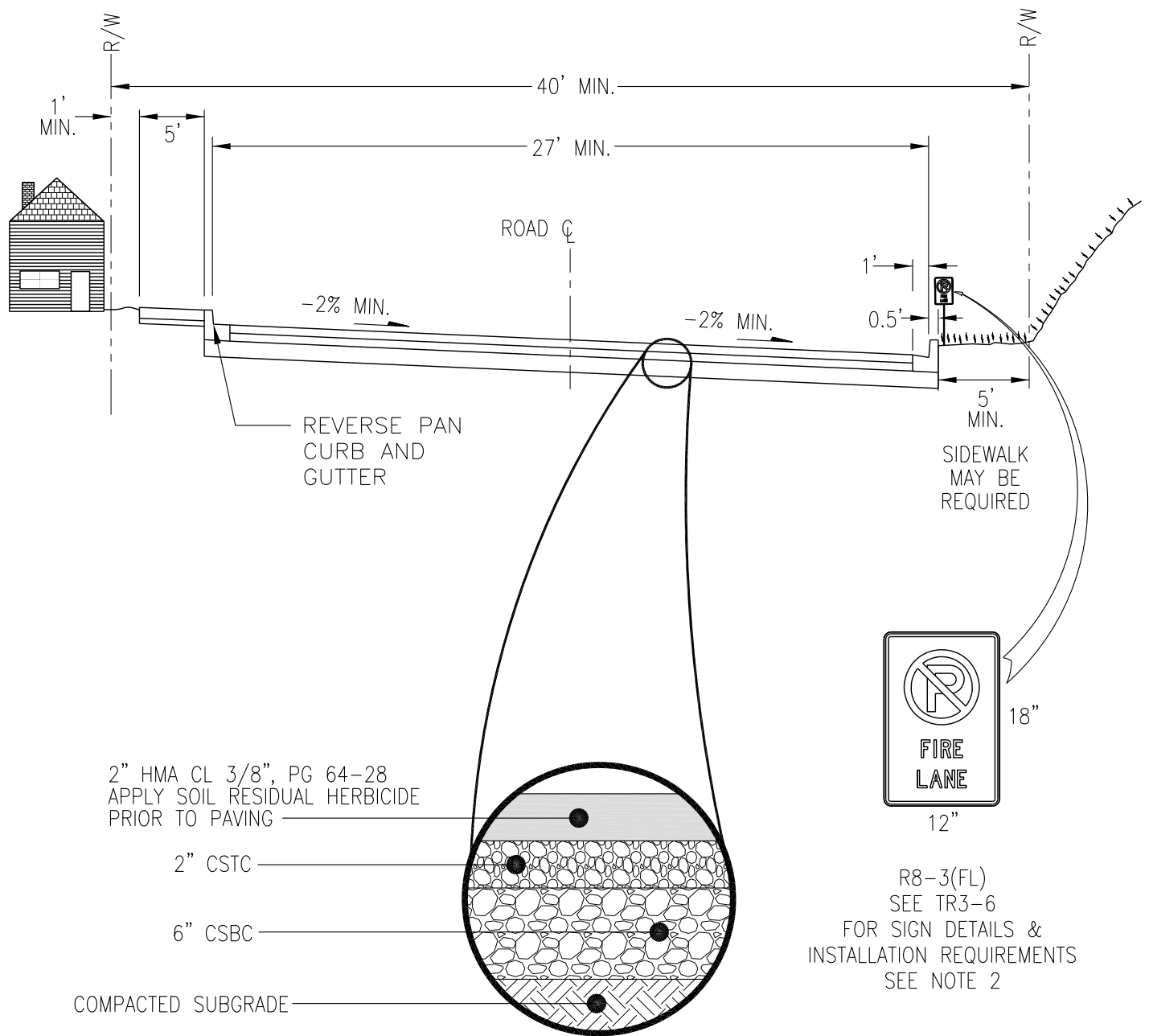
APPR. BY: SAW

DATE: 01.24

DRAWN BY: JLR

DWG: ST13A

CAD FILE: 2013_ST13A_01_2024



*CITY ENGINEER SHALL APPROVE SLOPING OF STREET TO MATCH DIRECTION OF EXISTING GRADE.

NOTES:

1. THIS ROAD SECTION SHALL ONLY BE USED WITH APPROVAL OF THE CITY ENGINEER.
2. IF DIRECTED PROVIDE NO PARKING THIS SIDE OF STREET. [R8-3(TSOS)]



LOCAL STREET (SINGLE FRONTAGE)

PUBLIC WORKS ENGINEERING

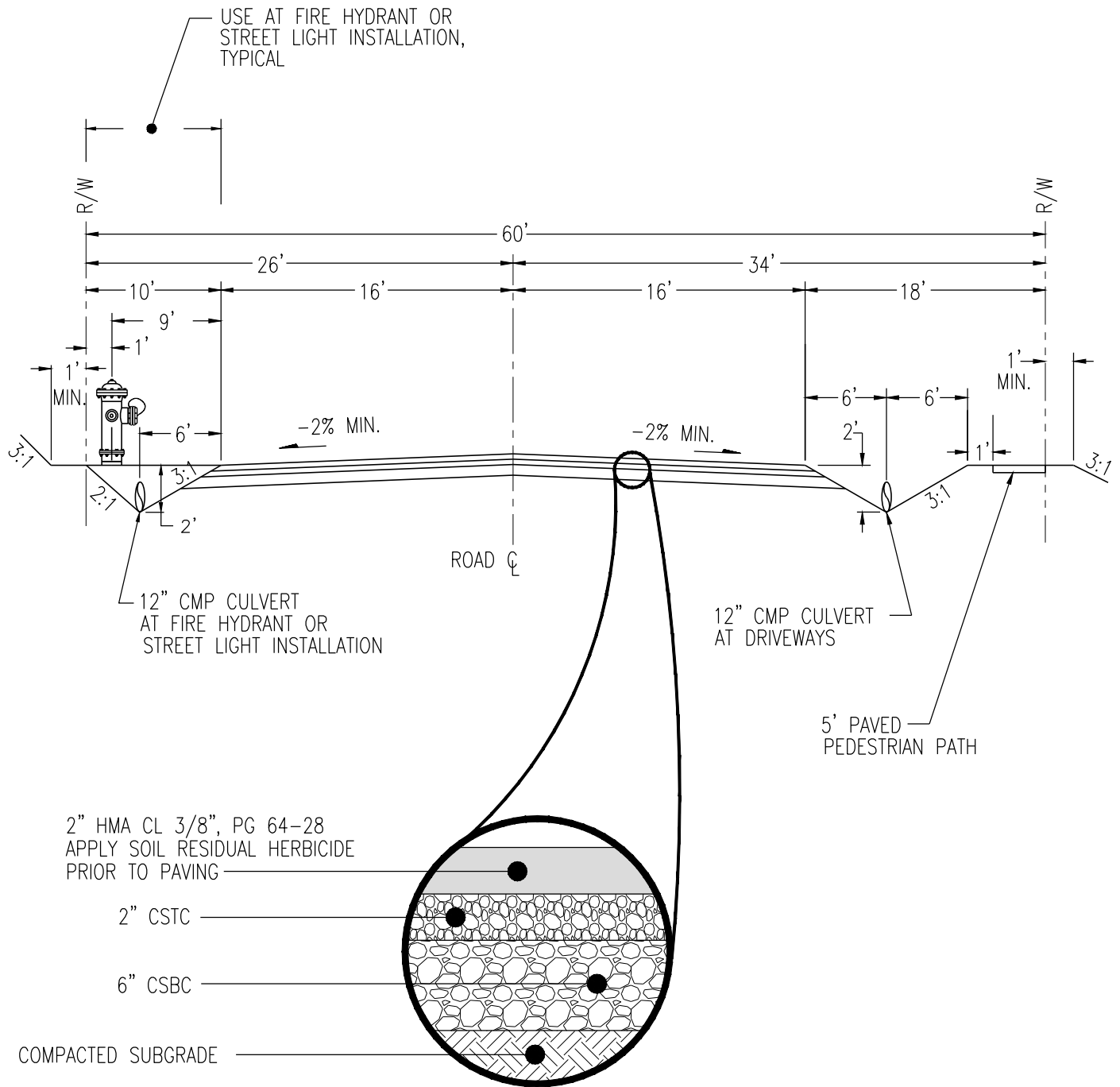
APPR. BY: SAW

DATE: 01.24

DRAWN BY: JLR

DWG: ST14

CAD FILE: 2013_ST14_01_2024



NOTES:

1. THIS ROAD SECTION SHALL BE USED WITH APPROVAL OF THE CITY ENGINEER
2. IN SOME INSTANCES A CENTER TURN LINE MAY BE REQUIRE, ADDING AN ADDITIONAL 12' OF WIDTH
3. REQUIRES VARIANCE REQUEST APPROVED BY CITY ENGINEER
4. ROADSIDE DITCHES/SWALES TO INCLUDE EROSION CONTROL ARMORING AS APPROVED BY THE CITY ENGINEER



RURAL STREET

PUBLIC WORKS ENGINEERING

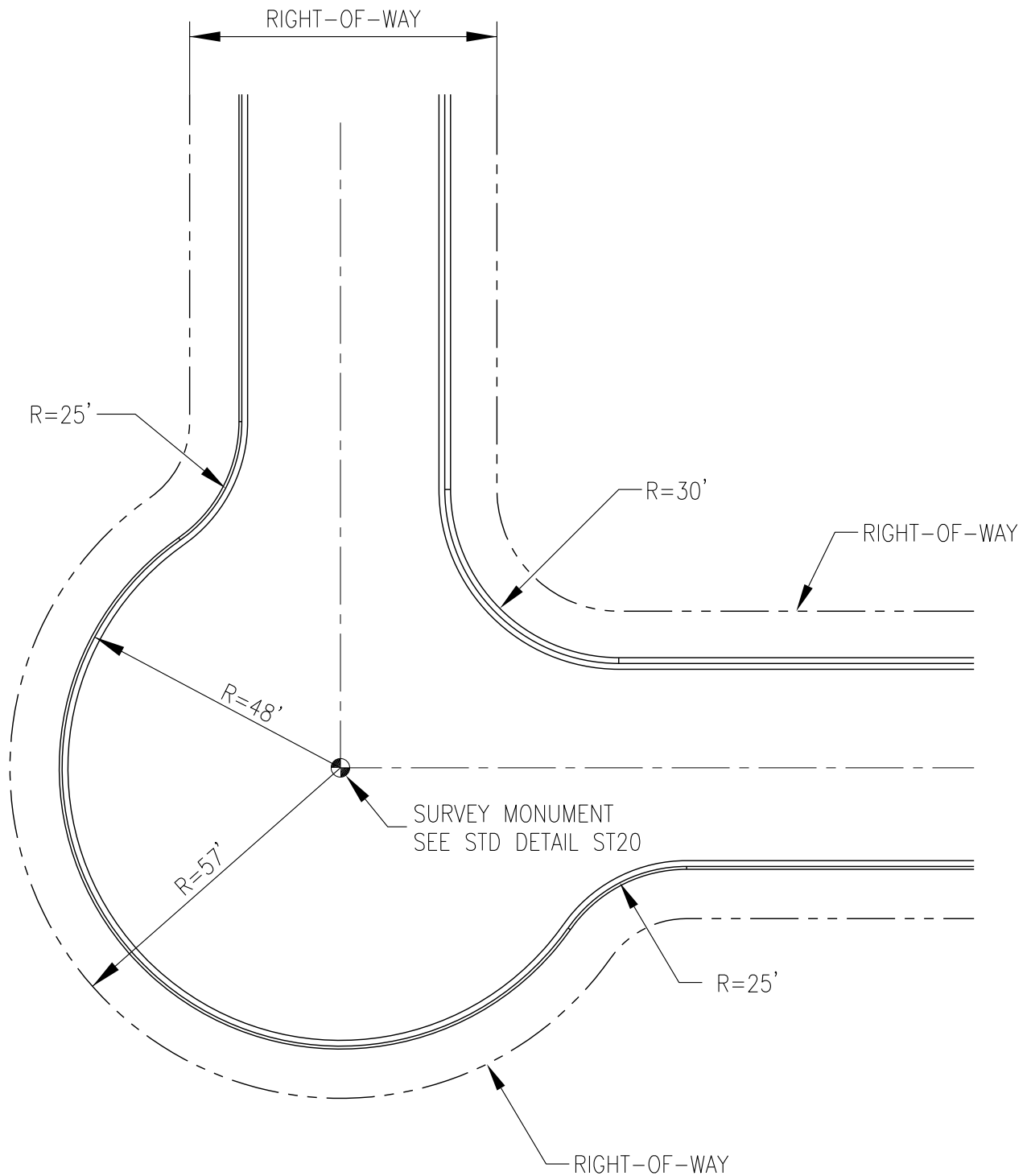
APPR. BY: SAW

DATE: 01.25

DRAWN BY: JLR

DWG: ST15

CAD FILE: 2025_ST15



LOCAL STREET RIGHT ANGLE INTERSECTION

CIVIL & UTILITY ENGINEERING

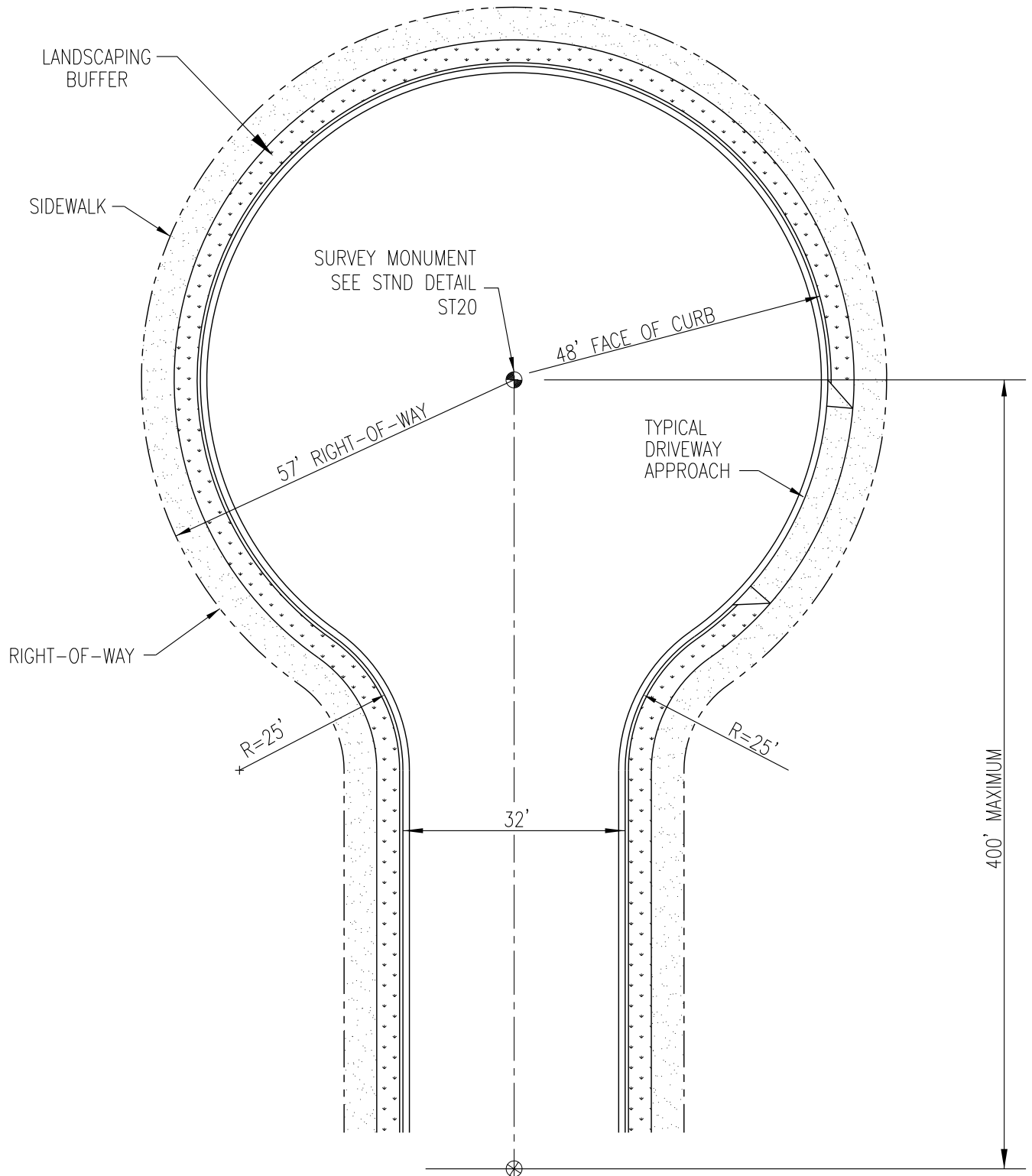
APPR. BY: PKR

DATE: 06.19

DRAWN BY: LD

DWG: ST16

CAD FILE: 2012_ST16_06_2019



NOTES:

1. CITY ENGINEER SHALL APPROVE DRIVEWAY TYPE AND LOCATION IN CUL-DE-SAC.
2. CITY ENGINEER SHALL APPROVE DEPRESSED CURB.
3. LANDSCAPING BUFFER AND SIDEWALK WIDTHS BASED ON ZONING REQUIREMENTS.



STANDARD CUL-DE-SAC BULB

PUBLIC WORKS ENGINEERING

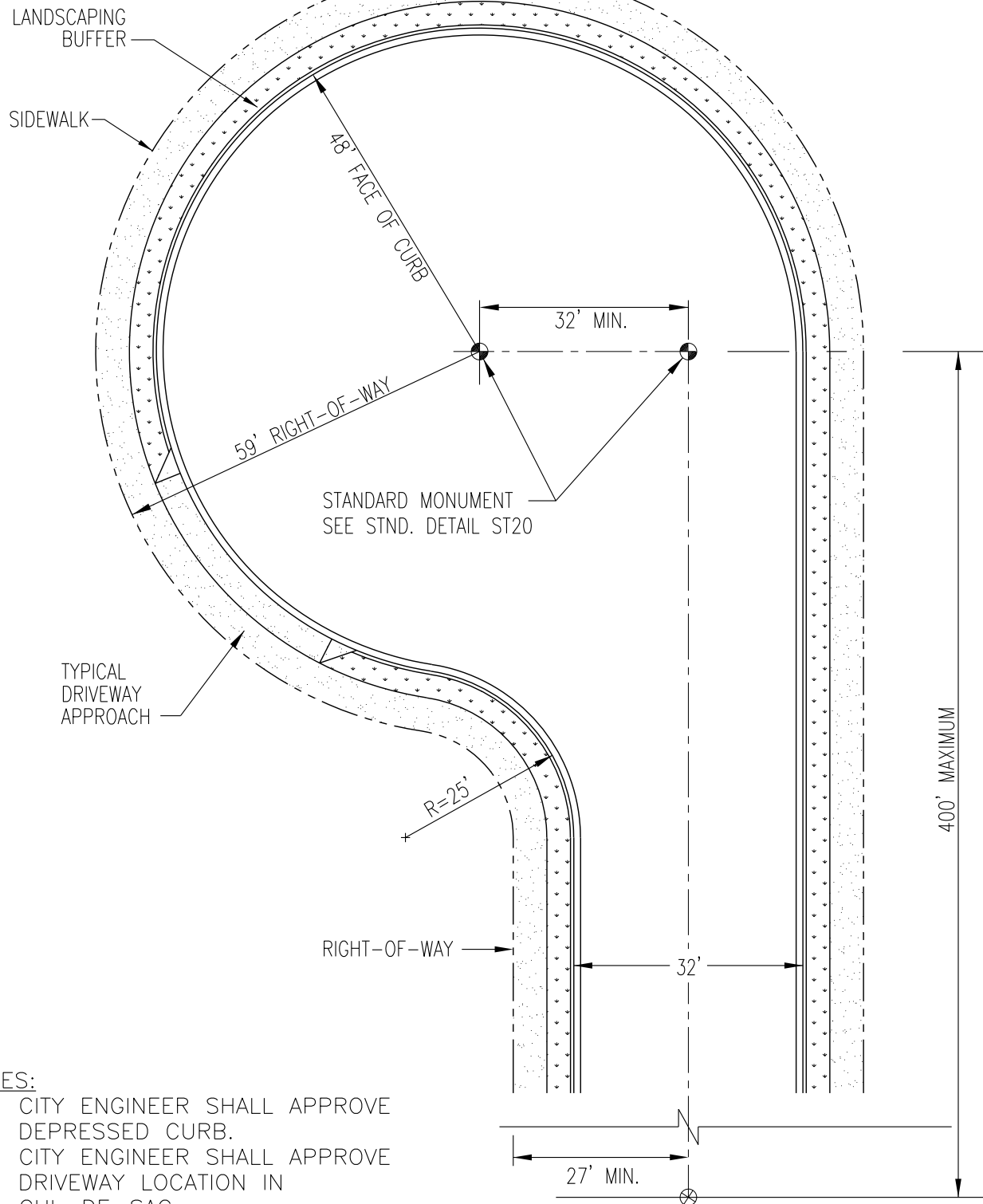
APPR. BY: SAW

DATE: 01.24

DRAWN BY: JLR

DWG: ST17

CAD FILE: 2012_ST17_01_2024



NOTES:

1. CITY ENGINEER SHALL APPROVE DEPRESSED CURB.
2. CITY ENGINEER SHALL APPROVE DRIVEWAY LOCATION IN CUL-DE-SAC
3. LANDSCAPING BUFFER AND SIDEWALK WIDTHS BASED ON ZONING REQUIREMENTS



STANDARD OFFSET CUL-DE-SAC

PUBLIC WORKS ENGINEERING

APPR. BY: SAW

DATE: 01.24

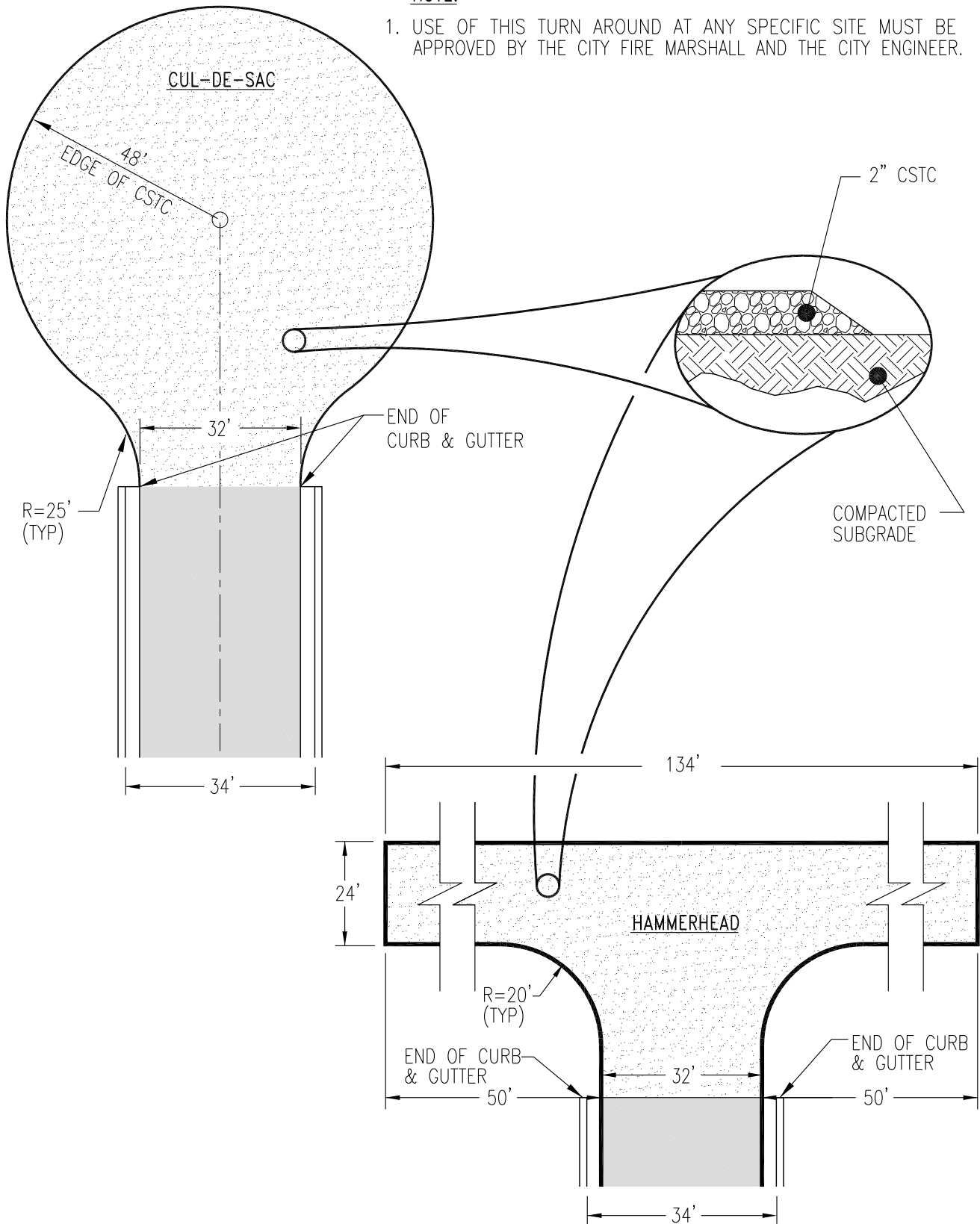
DRAWN BY: JLR

DWG: ST18

CAD FILE: 2012_ST18_01_2024

NOTE:

1. USE OF THIS TURN AROUND AT ANY SPECIFIC SITE MUST BE APPROVED BY THE CITY FIRE MARSHALL AND THE CITY ENGINEER.



TEMPORARY TURN AROUND

PUBLIC WORKS ENGINEERING

APPR. BY: PKR

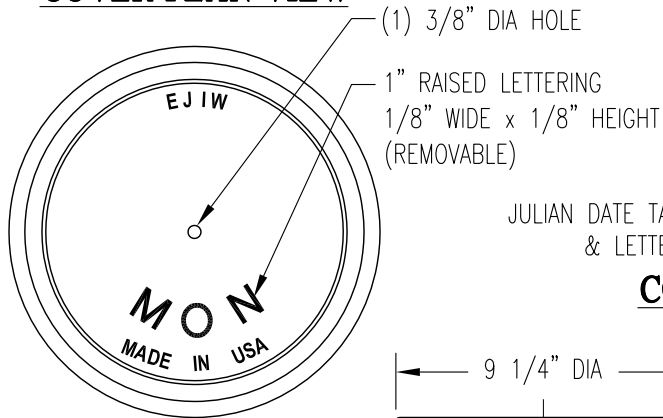
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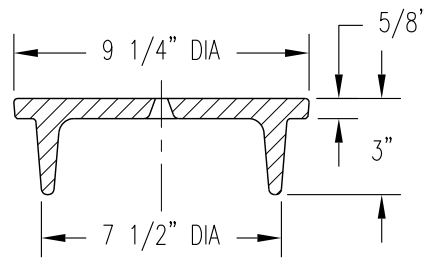
DWG: ST19

CAD FILE: 2012_ST19_06_2019

COVER-PLAN VIEW

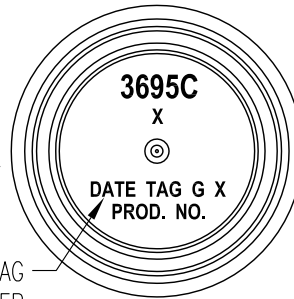


SECTION-COVER

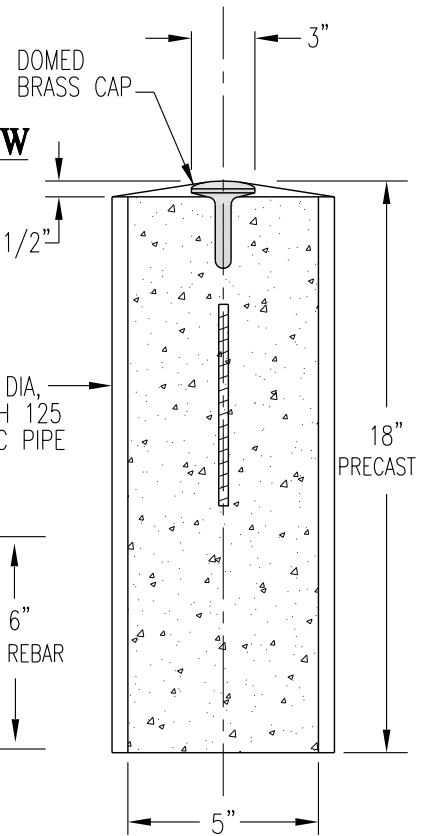
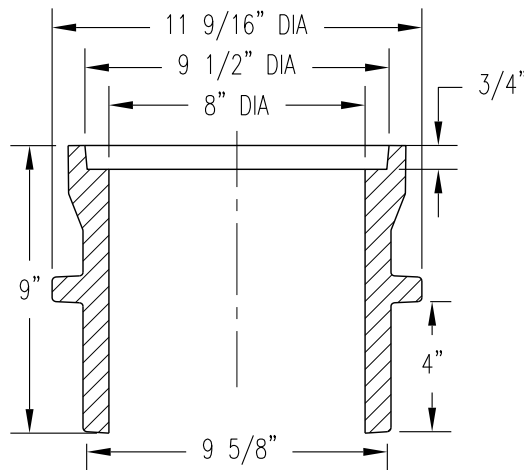


COVER BOTTOM VIEW

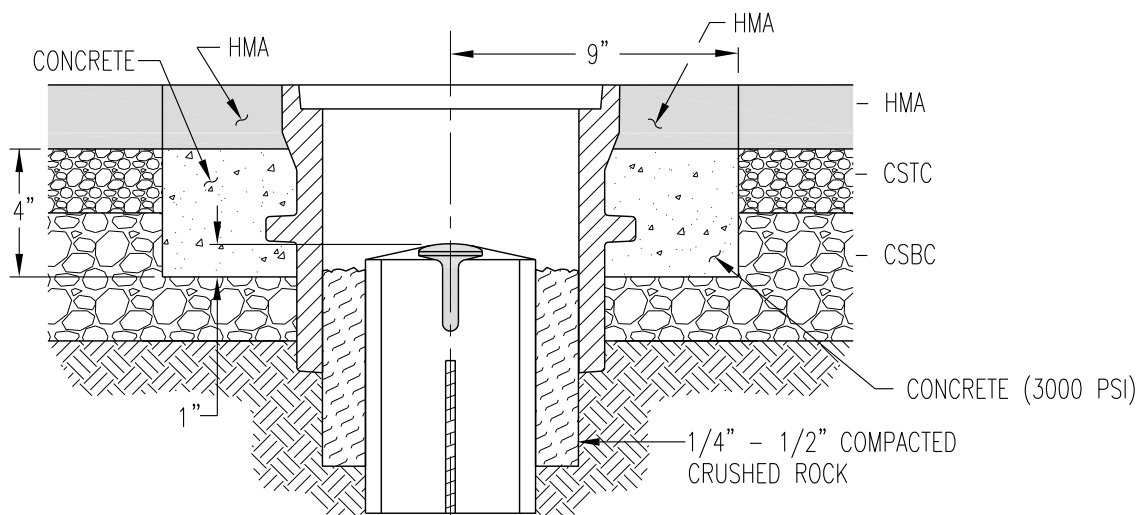
JULIAN DATE TAG
& LETTER



SECTION-FRAME



CONCRETE MONUMENT



SURVEY MONUMENT

PUBLIC WORKS ENGINEERING

APPR. BY: PKR

DATE: 07.17

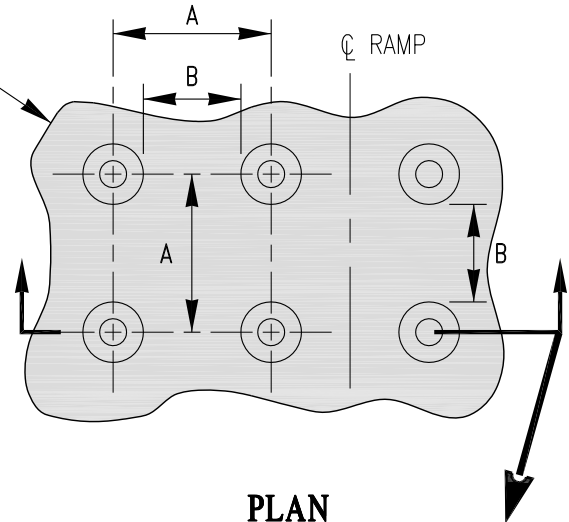
DRAWN BY: LD

DWG: ST20

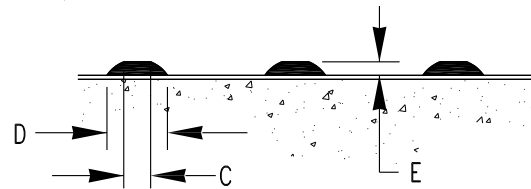
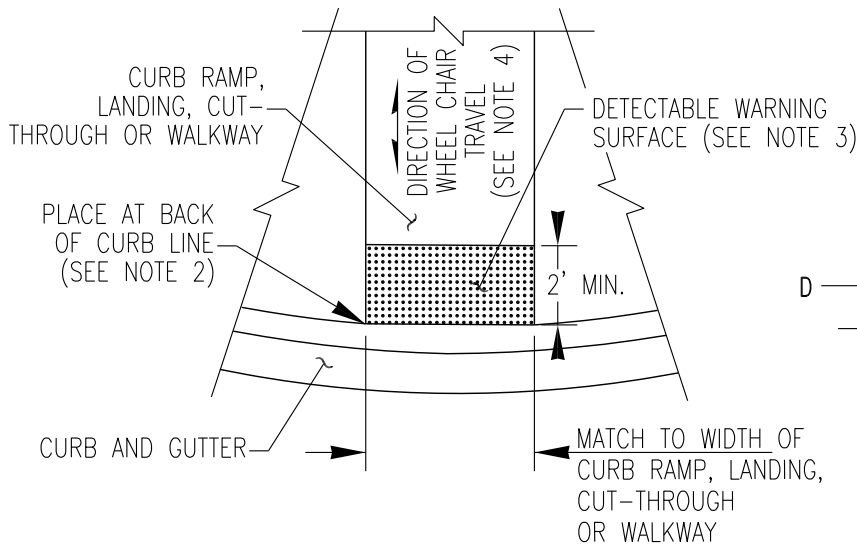
CAD FILE: 2013_ST20_07_2017

	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	—
C	0.45"	0.90"
D	0.9"	1.40"
E	0.2"	0.2"

DETECTABLE WARNING
PATTERN AREA
SHALL BE YELLOW



PLAN



SECTION VIEW

NOTES:

1. THE DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARES) OR THE LANDING.
2. THE EDGE OF THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE BACK OF THE CURB. CURB SHALL BE FORMED TO PROVIDE A STRAIGHT LINE ALONG THE BACK OF CURB ADJACENT TO THE WARNING PATTERN.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF CURB.
4. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
5. SEE STANDARD PLANS FOR SIDEWALK AND CURB RAMP DETAILS.
6. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.



DETECTABLE WARNING SURFACE

PUBLIC WORKS ENGINEERING

APPR. BY: PKR

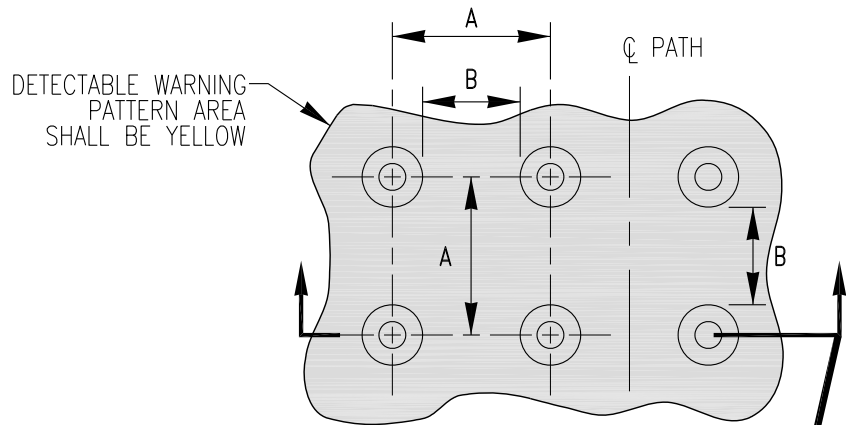
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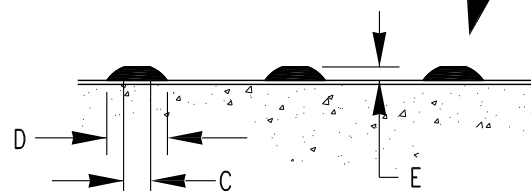
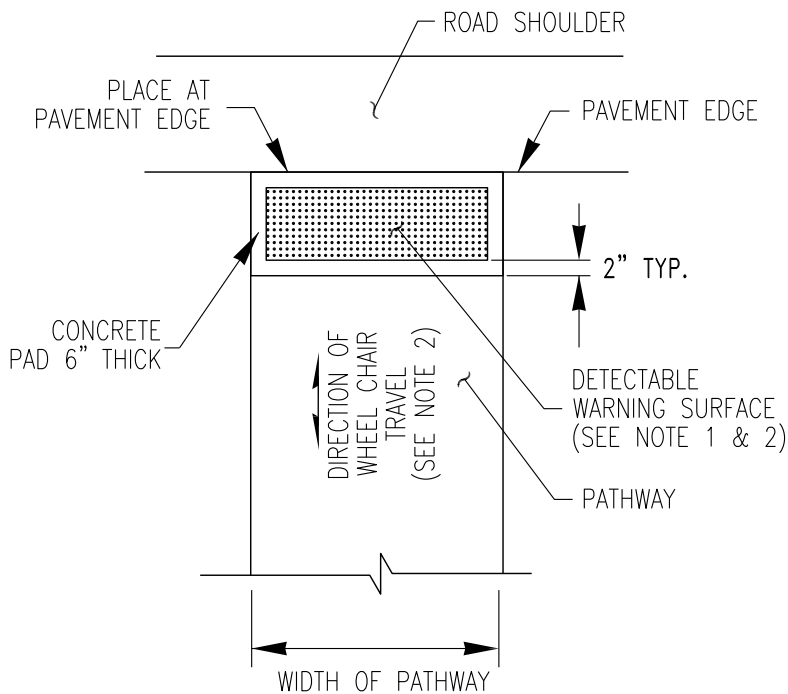
DWG: ST21

CAD FILE: 2013_ST21_01_2016

	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	—
C	0.45"	0.90"
D	0.9"	1.40"
E	0.2"	0.2"



PLAN



SECTION VIEW

NOTES:

1. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE EDGE OF THE ROAD.
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.



DETECTABLE WARNING SURFACE ON ASPHALT PATHWAYS

PUBLIC WORKS ENGINEERING

APPR. BY: PKR

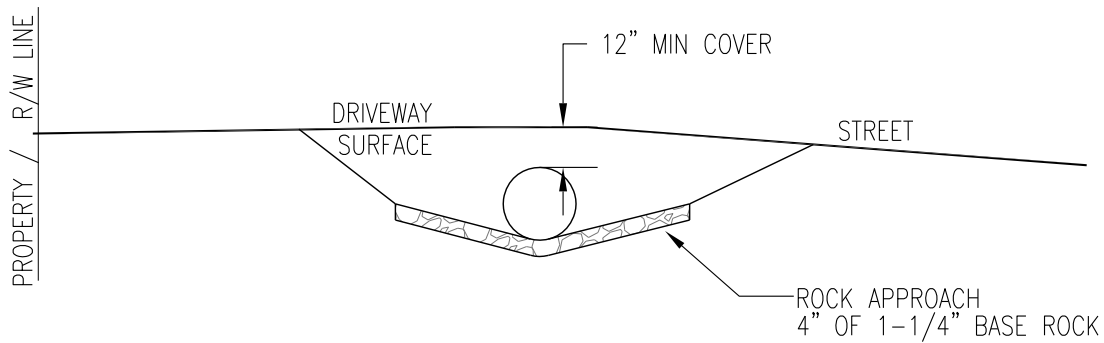
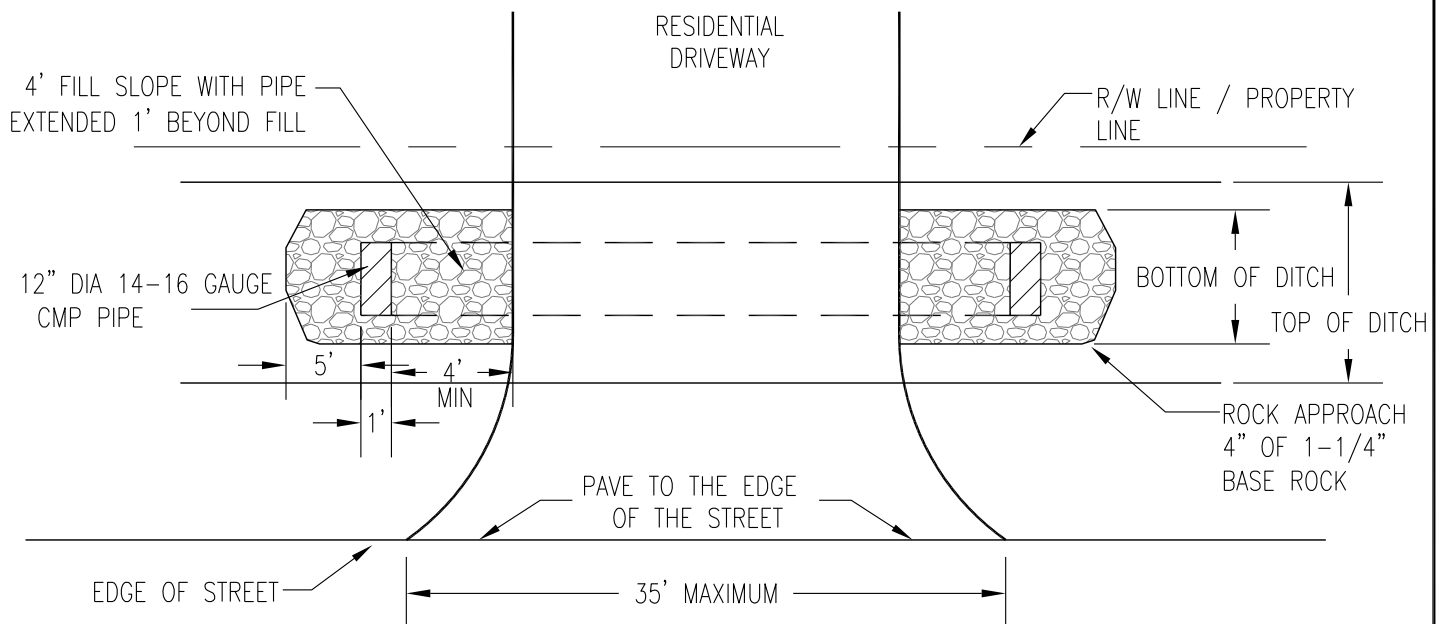
DATE: 09.20

DRAWN BY: EY

DWG: ST21A

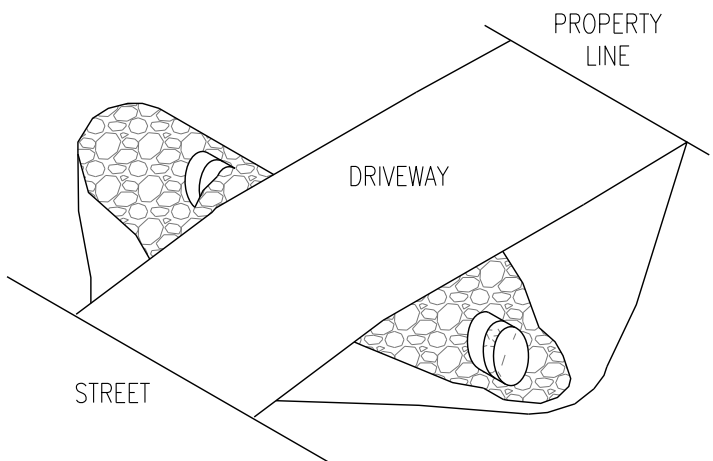
CAD FILE: 2013_ST21a_09_2020

CULVERT INSTALLATION ALONG CITY OF RICHLAND STREETS WHERE NO CURB AND GUTTER EXIST



NOTES:

1. CULVERT PIPE SHALL BE 12" EXTRA STRENGTH CMP.
2. SIDE SLOPES OF DITCH SHALL BE 3:1 MAXIMUM.
3. CULVERT INSTALLATION SHALL PASS A CITY PUBLIC WORKS INSPECTION PRIOR TO FINAL ACCEPTANCE.
4. DITCH SHALL BE RE-ESTABLISHED ACROSS THE ENTIRE FRONTAGE PRIOR TO FINAL ACCEPTANCE.



RURAL DRIVEWAY /
CULVERT DETAIL

PUBLIC WORKS ENGINEERING

APPR. BY: JR

DATE: 02.12

DRAWN BY: JG

DWG: ST22

CAD FILE: 2012_ST22_02_2012