1. ASPHALT CONCRETE (AC)

ASPHALT CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, TYPE A, 1/2–INCH (13mm) MAXIMUM SIZE AGGREGATE, MEDIUM GRADING. ASPHALT BINDER SHALL BE PG 64–10. ASPHALT CONCRETE ON ARTERIAL STREETS IN LIFTS IN EXCESS OF 2 INCHES MAY BE TYPE A, 3/4–INCH MAXIMUM, MEDIUM GRADING.

2. FOG SEAL

ASPHALTIC EMULSION FOR FOG SEAL SHALL BE CSS1h. THE EMULSION SHALL BE DILUTED WITH WATER SO THAT THE RESULTING MIXTURE WILL CONTAIN ONE PART ASPHALTIC EMULSION AND NOT MORE THAN ONE PART ADDED WATER. THE APPLICATION RATE (ASPHALTIC EMULSION AND ADDED WATER) SHALL BE SUCH THAT THE ORIGINAL EMULSION WILL BE SPREAD AT A RATE OF 0.10 GALLON PER SQUARE YARD.

3. TACK COAT

A PAINT BINDER OF CSS1h ASPHALTIC EMULSION SHALL BE APPLIED TO ALL VERTICAL SURFACES OF EXISTING PAVEMENTS, CURBS, GUTTERS, AND CONSTRUCTION JOINTS AND BEFORE PLACING A LAYER OF ASPHALT CONCRETE ON AN EXISTING BITUMINOUS PAVEMENT. THE PAINT BINDER SHALL BE APPLIED IN ONE APPLICATION AT A RATE OF 0.10 GALLON PER SQUARE YARD.

4. AGGREGATE BASE (AB)

AGGREGATE BASE SHALL CONFORM TO THE REQUIREMENTS OF STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARDS SPECIFICATIONS, CLASS 2, 3/4–INCH MAXIMUM EXCEPT THAT THE COURSE AGGREGATE (MATERIAL RETAINED ON THE NO. 4 SIEVE) SHALL CONSIST OF MATERIAL OF WHICH AT LEAST 25 PERCENT BY WEIGHT SHALL BE CRUSHED PARTICLES AS DETERMINED BY CALIFORNIA TEST 205.

5. AGGREGATE SUBBASE (ASB)

AGGREGATE SUBBASE SHALL CONFORM TO THE REQUIREMENTS OF STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARDS SPECIFICATIONS AGGREGATE SUBBASE CLASS 2.

6. CONCRETE (PCC)

CONCRETE FOR CURBS, GUTTERS, SIDEWALKS, AND MINOR STRUCTURES SHALL BE CLASS 520–C–2500 PER THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK). CERTIFIED WEIGHMASTER CERTIFICATES SHALL INCLUDE BATCHING INFORMATION PER THE REQUIREMENTS OF SECTION 201–1.4.3, INCLUDING THE MIX PROPORTIONS FOR ON SITE REVIEW BY THE PROJECT INSPECTOR.

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
3 2	7/13 4/06	EDIT NOTE EDIT NOTE	APPROVED BY 10/9/13 CITY ENGINEER	MATERIALS
MARK	DATE	REVISION		

1. VERTICAL CLEARANCE

VERTICAL CLEARANCE ABOVE THE ROADWAY SURFACE SHALL NOT BE LESS THAN:

- BRIDGES AND SIGN STRUCTURES: 18 FEET FOR ALL STREET CLASSIFICATIONS
- ALL OTHER ITEMS: 18 FEET FOR EXPRESSWAYS
  16 FEET FOR ARTERIALS
  14.5 FEET FOR COLLECTORS AND LOCAL STREETS

2. BRIDGES

WIDTH

BRIDGES SHALL HAVE A MINIMUM WIDTH BETWEEN CURBS OF 28 FEET. WIDTH SHALL BE INCREASED TO PROVIDE FOR SIDEWALKS, PARKING, BICYCLES, OR ADDITIONAL TRAFFIC LANES WHERE NEEDED.

DESIGN LOADS

DESIGN LIVE LOADING FOR ANY BRIDGE SHALL NOT BE LESS THAN HS-20 LOADING IN ACCORDANCE WITH THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).

3. GEOMETRIC DESIGN

THE RIGHT OF WAY FOR THE PARTICULAR STREETS SHALL BE DETERMINED BY THE CITY ENGINEER AND SHALL BE DETERMINED BY ADDITION OF THE WIDTHS NECESSARY TO PROVIDE THE VARIOUS ITEMS TO BE CONTAINED THEREIN. THE FOLLOWING WIDTHS ARE CONSIDERED TO BE THE DESIRABLE MINIMUM IN EACH INSTANCE.

ITEM	MINIMUM WIDTH	STREET CLASSIFICATION
CENTER MEDIAN	22 FEET	EXPRESSWAY
	12 FEET	SOME ARTERIAL
TRAVEL LANE / TURN LANES	12 FEET	EXPRESSWAY, ARTERIAL
	10 FEET	COLLECTOR, LOCAL, CUL-DE-SAC, AND ALLEY
SHOULDER	6 FEET	
PARKING LANE	7 FEET	
BICYCLE LANE	8 FEET	EXPRESSWAY
	5 FEET	ARTERIAL, COLLECTOR
PARKING LANE W/ BIKE LANE	14 FEET	COLLECTOR
DIVIDER BETWEEN FRONTAGE ROAD AND PARALLELING ROAD	8 FEET, CURB TO CURB	ALL STREETS
RIGHT OF WAY LINE TO CURB FACE OR SHOULDER	10 FEET	ALL STREETS (EXCEPT ALLEY AND MINOR COLLECTOR)
MAXIMUM LENGTH PROJECTED FROM PROPERTY LINE OF INTERSECTING STREET TO CENTER OF TURN-AROUND	600 FEET	CUL-DE-SAC

DWG DATE: 7/13	SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
8 7/13 REVISE STD 7 4/06 EDIT STD	APPROVED BY 10/9/13 CITY ENGINEER	BASIC STREET DESIGN STANDARDS
MARK DATE REVISION		

THE MAJOR FUNCTIONS OF URBAN STREETS FALL INTO THE FOLLOWING CLASSIFICATIONS, WHICH EACH VARY IN DESIGN BASED PRIMARILY ON PROJECTED TRAFFIC.

- EXPRESSWAY SYSTEMS, INCLUDING FREEWAYS AND PARKWAYS, PROVIDE FOR EXPEDITIOUS MOVEMENT OF LARGE VOLUMES OF THROUGH TRAFFIC BETWEEN AREAS AND ACROSS THE CITY AND ARE NOT INTENDED TO PROVIDE ACCESS TO INDIVIDUAL PROPERTIES.
- ARTERIAL SYSTEMS PROVIDE FOR THROUGH TRAFFIC MOVEMENT BETWEEN AREAS AND ACROSS THE CITY. DIRECT ACCESS TO ABUTTING COMMERCIAL AND MUTLIPLE-FAMILY PROPERTIES CAN BE PERMITTED SUBJECT TO CONTROL OF THE LOCATION, NUMBER, AND SPACING OF ENTRANCE AND EXIT LOCATIONS.
- COLLECTOR STREETS PROVIDE FOR TRAFFIC MOVEMENT BETWEEN ARTERIAL STREETS AND LOCAL STREETS.
- LOCAL STREETS, INCLUDING CUL-DE-SACS, PROVIDE DIRECT ACCESS TO ABUTTING PARCELS AND ARE USED FOR LOCAL TRAFFIC MOVEMENTS.

THE ALIGNMENT OF ALL STREETS, BOTH HORIZONTAL AND VERTICAL, SHALL BE BASED UPON THE FOLLOWING:

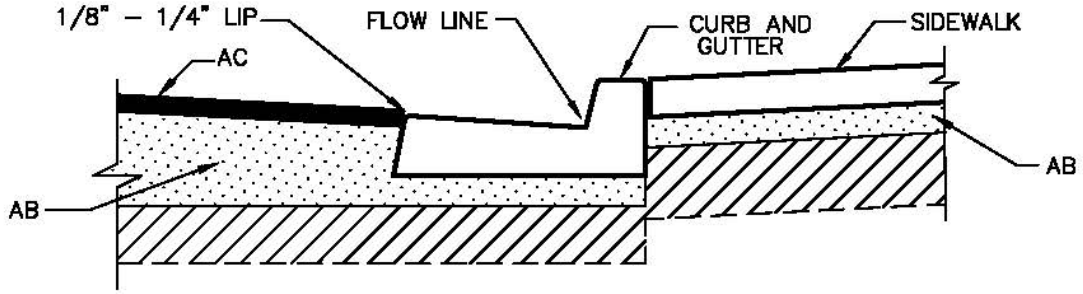
COR STANDARD	STREET CLASSIFICATION	MINIMUM RIGHT-OF-WAY (FT)	PAVEMENT WIDTH (CURB TO CURB) (FT)	MEDIAN WIDTH (FT) *3	CURB TYPE	MINIMUM SIDEWALK WIDTH (FT)	MAXIMUM GRADE (%)	MINIMUM CENTERLINE CURVE RADIUS (FT)	MINIMUM TANGENT BETWEEN ADJACENT CURVES (FT)	MINIMUM CURB RADIUS (FT)	MINIMUM STOPPING SIGHT DISTANCE (FT)	PROPERTY LINE RADII AT INTERSECTIONS (FT)	DESIGN SPEED (MPH)
	ALLEYWAY			–	–	–				10			
	FRONTAGE ROAD	45–60	32–40	–	VERTICAL	5	8	300	*2	10	155	30	25
113.00	CUL-DE-SAC	50–60	32–40	–	VERTICAL OR ROLLED *4	5	12	200	*2	–	155	20	25
112.00	LOCAL STREET	50–56	32–36	–	VERTICAL OR ROLLED *4	5	12	200	*2	10	155	20	25
112.30	MINOR COLLECTOR	60–68	40–48	–	VERTICAL	5	8, 12	500	*2	20	250	30	35
112.50	MAJOR COLLECTOR	72, 80	52, 56	10	VERTICAL	5 *1	8	800	100	20	250	30	35
112.60	MINOR ARTERIAL	84	64	10	VERTICAL	5–10 *1	7	1,000	100	20	360	40	45
112.80	PRINCIPAL ARTERIAL	96	76, 64, 60	12–18	VERTICAL	5–10 *1	7	1,850	100	30	495	40	55
		110	36 x 2										
112.90	EXPRESSWAY	130	34 x 2	22	VERTICAL	–	7	3,150	100	30	645	40	65

* NOTES:

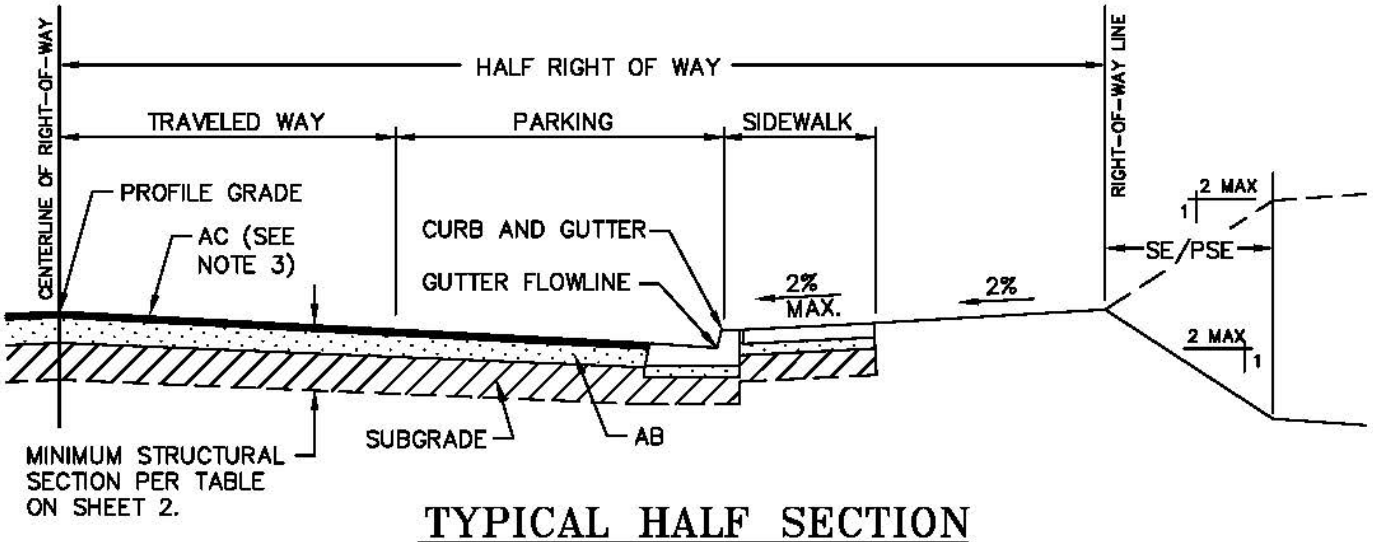
1. WIDTH VARIES WITH TYPE/DENSITY OF DEVELOPMENT.
2. TANGENT TO BE DETERMINED BY THE CITY ENGINEER.
3. MEDIANS MAY BE ESTABLISHED IN ANY STREET SUBJECT TO APPROVAL BY THE PLANNING COMMISSION, DEPENDING ON WHETHER IT IS ALSO USED FOR TURNING PURPOSES.
4. ROLLED CURB ONLY ALLOWED IN SINGLE-FAMILY OR DUPLEX AREAS WHERE GRADE OF STREET DOES NOT EXCEED FIVE PERCENT (5%).

DESIRABLE MINIMUM INTERSECTION SPACING:
ARTERIAL/ARTERIAL INTERSECTIONS – 1 MILE
ARTERIAL/COLLECTOR INTERSECTIONS – 1/2 MILE
ARTERIAL OR COLLECTOR/LOCAL INTERSECTIONS – 500 FT. TO 650 FT.

DESIRABLE SIGNAL SPACING: 1/2 MILE (IDEAL); 1200 FT. (MIN.)



DETAIL SECTION AT CURB



TYPICAL HALF SECTION

SYMMETRICAL ABOUT CENTERLINE

LEGEND:

- R/W – RIGHT-OF-WAY – SEE PAGE 110.00 FOR R/W REQUIREMENTS.
- SW – SIDEWALK – A FULL WIDTH SIDEWALK WILL BE REQUIRED ON COMMERCIAL STREETS DESIGNATED BY THE ENGINEERING DIVISION AS "PEDESTRIAN ORIENTED". SEE PAGES 131.00, 131.10, OR 131.50.
- SE/PSE – SLOPE EASEMENT/PUBLIC SERVICE EASEMENT – WIDTH TO BE DETERMINED BY THE ENGINEERING DIVISION.
- AC – ASPHALT CONCRETE – SEE PAGE 100.00 FOR MATERIALS LIST.
- TI – TRAFFIC INDEX – AS DEFINED IN CHAPTER 600 OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN MANUAL.
- AB – AGGREGATE BASE – SEE PAGE 100.00 FOR MATERIALS LIST.

NOTES:

1. ALL MATERIALS SHALL BE PER PAGE 100.00.
2. DENSITY REQUIREMENTS SHALL BE PER PAGE 601.00.
3. ON ALL NEW DEVELOPMENT PROJECTS, FOG SEAL NEW AC PAVEMENT NO SOONER THAN 30 DAYS AFTER PLACEMENT. FOG SEAL REQUIREMENT MAY BE WAIVED IF COMPACTION AND IN-PLACE VOID RESULTS ARE SUBMITTED TO THE CITY AND APPROVED BY THE CITY ENGINEER.

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
9 8	9/13 4/06	UPDATE STD ADD NOTES	APPROVED BY 10/9/13 CITY ENGINEER	TYPICAL STREET CROSS SECTION WIDTH AND THICKNESS
MARK	DATE	REVISION		

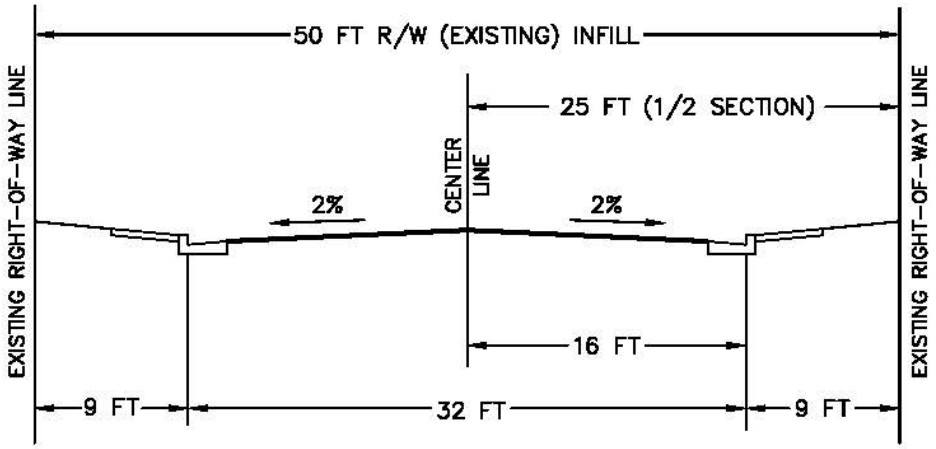
MINIMUM STRUCTURAL SECTIONS

(MINIMUM LAYER THICKNESS IN FEET) BASED ON HIGHWAY DESIGN MANUAL
SECTION 630 CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION

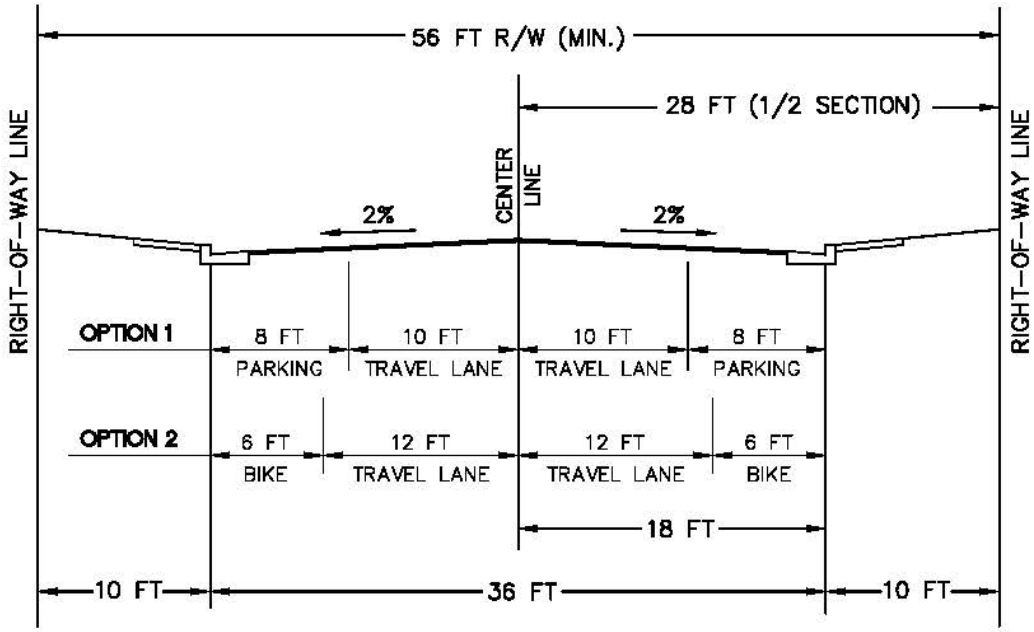
STREET CLASSIFICATION	TI MINIMUM	MATERIAL	R-VALUE OF BASEMENT SOIL								
			5–9	10–14	15–19	20–24	25–29	30–34	35–39	40–44	45+
EXPRESSWAY & PRINCIPAL ARTERIAL	10.0	AC	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
		AB	2.15	2.00	1.85	1.70	1.55	1.45	1.30	1.15	1.00
		FULL DEPTH AC	1.30	1.25	1.20	1.15	1.10	1.05	1.00	0.95	0.90
MINOR ARTERIAL	9.0	AC	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
		AB	2.00	1.90	1.75	1.60	1.50	1.35	1.20	1.10	0.95
		FULL DEPTH AC	1.20	1.15	1.10	1.05	1.00	0.95	0.90	0.85	0.80
MAJOR COLLECTOR	8.0	AC	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
		AB	1.80	1.65	1.55	1.45	1.30	1.20	1.10	0.95	0.85
		FULL DEPTH AC	1.05	1.00	0.95	0.95	0.90	0.85	0.80	0.75	0.70
CUL-DE-SACS	7.0	AC	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
		AB	1.55	1.50	1.35	1.20	1.10	1.00	0.95	0.85	0.70
		FULL DEPTH AC	0.90	0.85	0.85	0.80	0.75	0.70	0.65	0.60	0.60
MINOR COLLECTOR & LOCAL STREET WITH 151 TO 300 RESIDENCES	6.0	AC	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
		AB	1.25	1.20	1.10	1.00	0.90	0.85	0.75	0.65	0.55
		FULL DEPTH AC	0.75	0.70	0.70	0.65	0.60	0.60	0.55	0.50	0.50
LOCAL STREET WITH 1 TO 150 RESIDENCES AND AC TRAILS	5.5	AC	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
		AB	1.10	1.05	0.95	0.85	0.80	0.70	0.65	0.55	0.50
		FULL DEPTH AC	0.65	0.65	0.60	0.60	0.55	0.55	0.50	0.45	0.45

AC – ASPHALT CONCRETE
AB – AGGREGATE BASE (CLASS 2)

NOTE: ALTERNATE STRUCTURAL SECTIONS UTILIZING SUBBASE, BASE AND AC MATERIALS MAY BE USED SUBJECT TO APPROVAL OF THE CITY ENGINEER.



NOTE:
THIS STANDARD ONLY APPLIES TO LOCAL STREETS THAT MUST CONFORM TO AN EXISTING 50 FT. R/W.

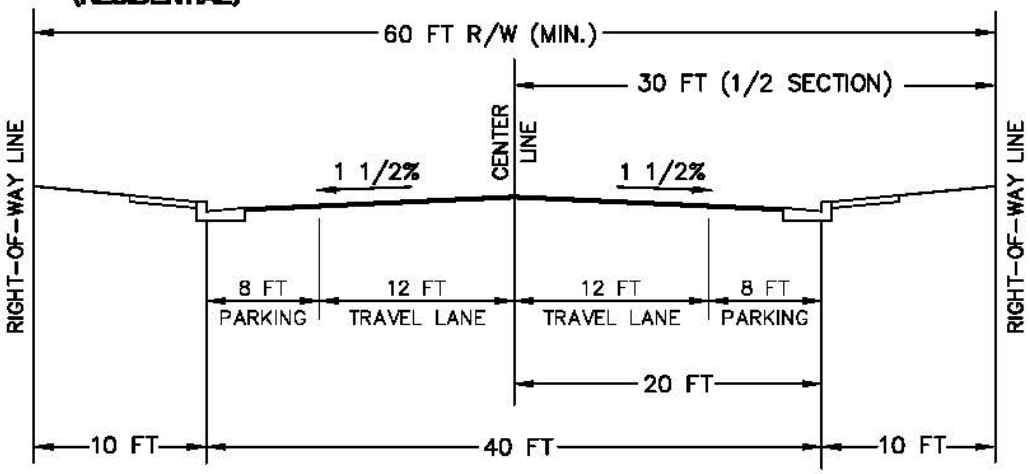


NOTE:
1. LANE LINES SHOWN ARE TYPICAL CONFIGURATIONS. PROPOSED MODIFICATIONS SHALL BE SUBJECT TO CITY ENGINEER APPROVAL

PROJECTED ADT:	LESS THAN 2,000
ACCESS:	INTERSECTIONS AT GRADE WITH DIRECT ACCESS TO ABUTTING PROPERTIES.
TRAFFIC FEATURES:	TRAFFIC CONTROL MEASURES AS WARRANTED TO PROVIDE ADEQUATE SAFETY.
GEOMETRICS:	ROADWAY GEOMETRICS SHALL CONFORM TO PAGE 110.00.
STRUCTURAL SECTION:	STRUCTURAL SECTION SHALL BE AS SHOWN ON PAGE 111.00.
BICYCLES:	LOCAL STREETS ARE SUITABLE FOR A CLASS 3 BIKEWAY.

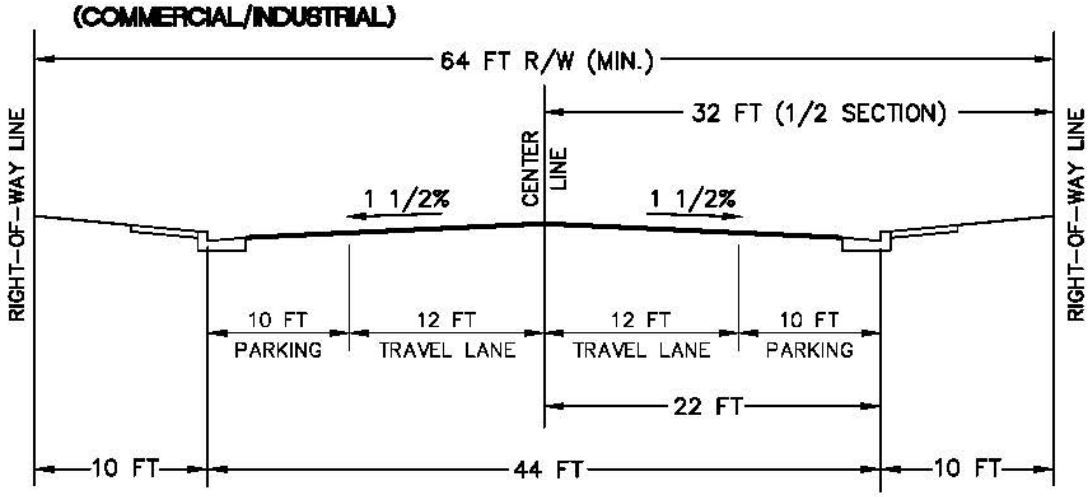
DWG DATE: 9/13		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
8 7	9/13 4/06	REVISED STD NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	**STREET STANDARD** **LOCAL STREET**

(RESIDENTIAL)



NOTE:
THIS STANDARD ONLY APPLIES WHEN TRAFFIC IS PROJECTED TO BE LESS THAN 4,000 ADT AND/OR CONFORMING TO AN EXISTING 60 FT. R/W.

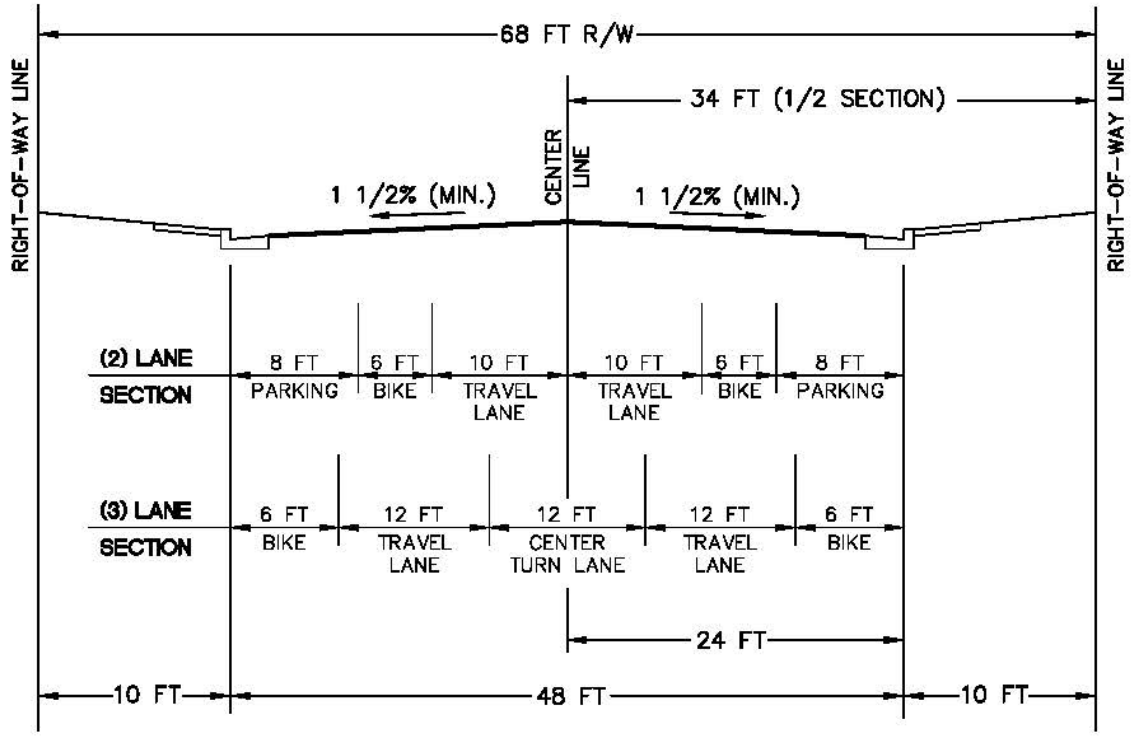
(COMMERCIAL/INDUSTRIAL)



NOTE:
1. LANE LINES SHOWN ARE TYPICAL CONFIGURATIONS. PROPOSED MODIFICATIONS SHALL BE SUBJECT TO CITY ENGINEER APPROVAL

PROJECTED ADT:	BETWEEN 2,000 AND 4,000
ACCESS:	INTERSECTIONS AT GRADE WITH DIRECT ACCESS TO ABUTTING PROPERTIES.
TRAFFIC FEATURES:	TRAFFIC SIGNALS, PARKING RESTRICTIONS, AND OTHER CONTROL MEASURES AS WARRANTED TO PROVIDE ADEQUATE SAFETY.
GEOMETRICS:	ROADWAY GEOMETRICS SHALL CONFORM TO PAGE 110.00.
STRUCTURAL SECTION:	STRUCTURAL SECTION SHALL BE AS SHOWN ON PAGE 111.00.

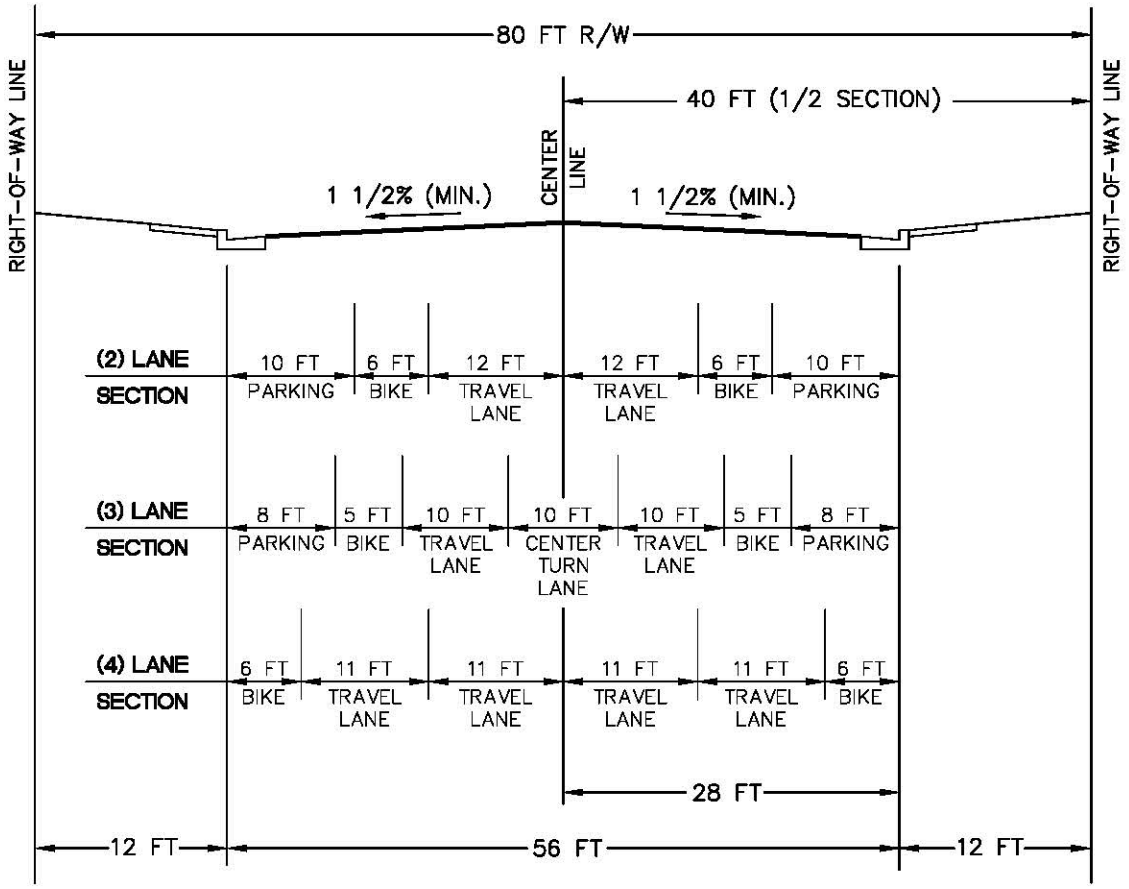
DWG DATE: 9/13		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
9 8	9/13 4/06	REVISED STD NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STREET STANDARD MINOR COLLECTOR



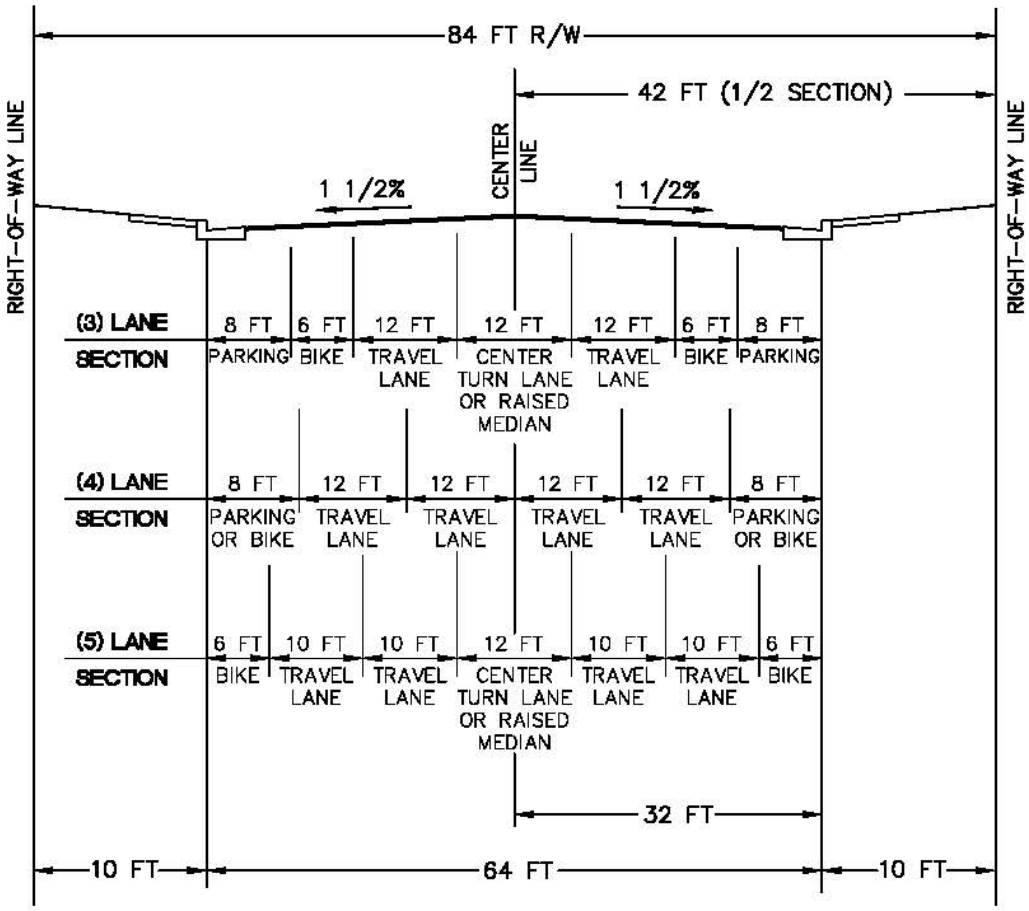
NOTE:
1. LANE LINES SHOWN ARE TYPICAL CONFIGURATIONS. PROPOSED MODIFICATIONS SHALL BE SUBJECT TO CITY ENGINEER APPROVAL

PROJECTED ADT:	GREATER THAN 4,000
ACCESS:	INTERSECTIONS AT GRADE WITH DIRECT ACCESS TO ABUTTING PROPERTIES.
TRAFFIC FEATURES:	TRAFFIC SIGNALS, PARKING RESTRICTIONS, AND OTHER CONTROL MEASURES AS WARRANTED.
GEOMETRICS:	ROADWAY GEOMETRICS SHALL CONFORM TO PAGE 110.00.
STRUCTURAL SECTION:	STRUCTURAL SECTION SHALL BE AS SHOWN ON PAGE 111.00.

DWG DATE: 9/13		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
9 8	9/13 4/06	REVISED STD NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STREET STANDARD MAJOR COLLECTOR



NOTE:
THIS STANDARD ONLY APPLIES TO MAJOR COLLECTORS THAT MUST CONFORM TO AN EXISTING 80 FT. R/W.

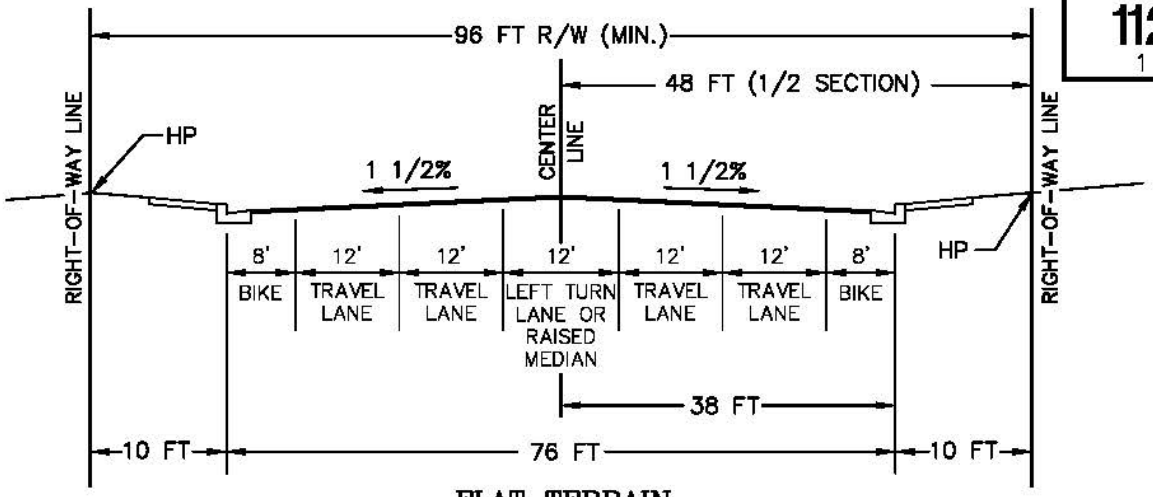


NOTE:
THIS STANDARD ONLY APPLIES TO MINOR ARTERIALS THAT MUST CONFORM TO AN EXISTING 84 FT. R/W.

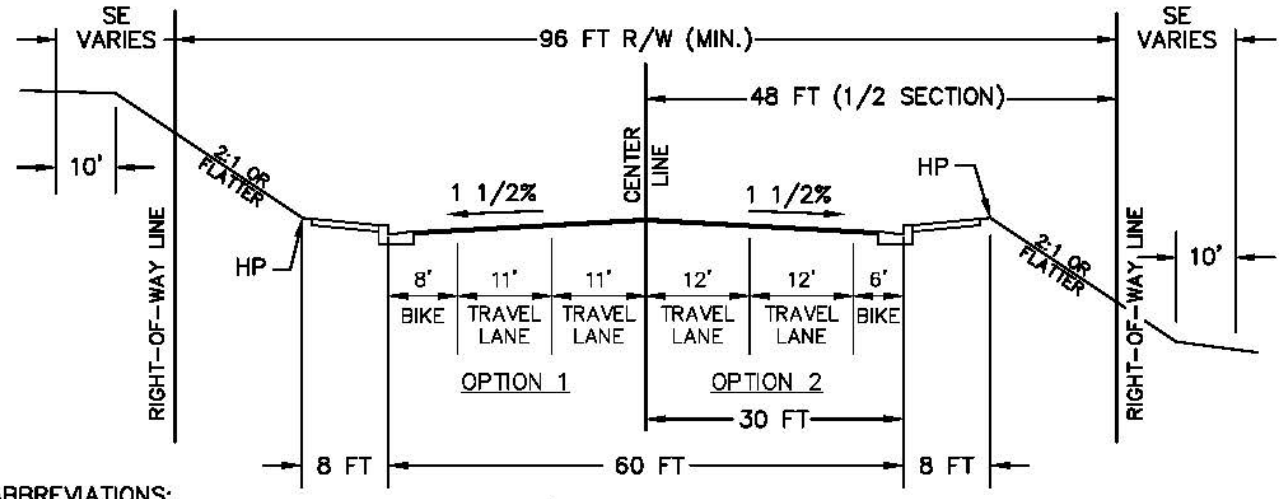
NOTES:
1. LANE LINES SHOWN ARE TYPICAL CONFIGURATIONS. PROPOSED MODIFICATIONS SHALL BE SUBJECT TO CITY ENGINEER APPROVAL.
2. CERTAIN ARTERIALS MAY BE REDUCED TO 84 FT. R/W WITH SPECIAL PROVISIONS FOR PUBLIC SERVICE EASEMENTS AND INTERSECTION TURN LANES, BUS STOPS, AND BIKE LANES.

ACCESS:	INTERSECTIONS AT GRADE WITH DIRECT ACCESS TO ABUTTING PROPERTIES. SUBJECT TO CONTROL OF THE LOCATION, NUMBER, AND SPACING OF ENTRANCES AND EXITS.
TRAFFIC FEATURES:	CHANNELIZATION USED TO CONTROL TURNING MOVEMENTS AT INTERSECTIONS AND AT CRITICAL DRIVEWAYS. TRAFFIC SIGNALS AT MAJOR INTERSECTIONS. PARKING AND DRIVEWAYS RESTRICTED AS NECESSARY.
GEOMETRICS:	ROADWAY GEOMETRICS SHALL CONFORM TO PAGE 110.00.
STRUCTURAL SECTION:	STRUCTURAL SECTION SHALL BE AS SHOWN ON PAGE 111.00.

DWG DATE: 4/06		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
7 6	9/13 4/06	REVISED STD NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STREET STANDARD MINOR ARTERIAL



FLAT TERRAIN



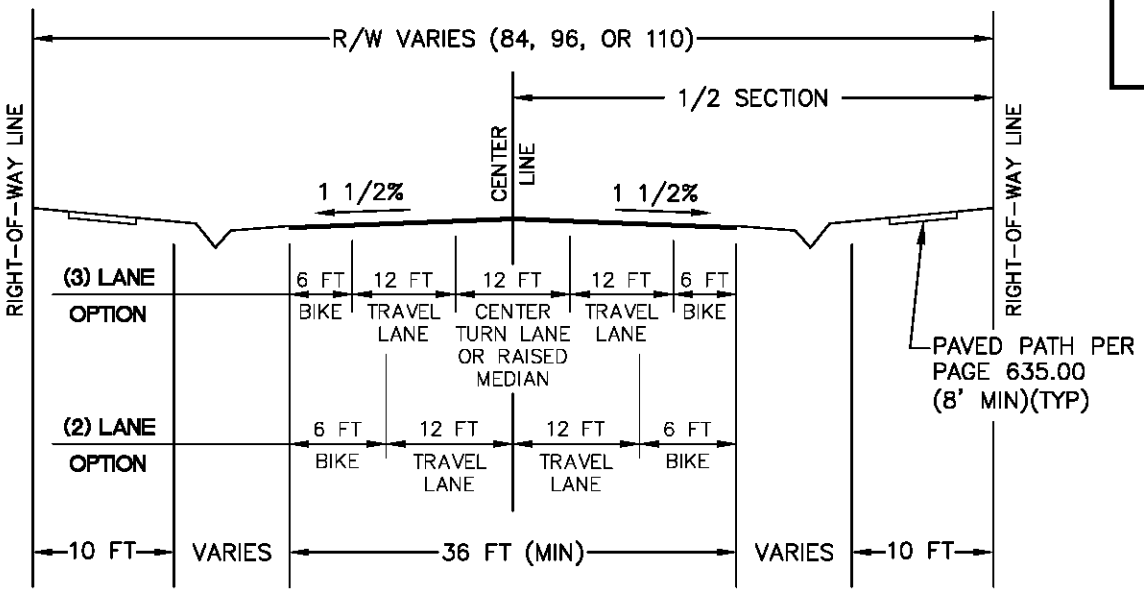
STEEP/MODERATE TERRAIN

ABBREVIATIONS:
HP = HINGE POINT
SE = SLOPE EASEMENT
SHD = SHOULDER

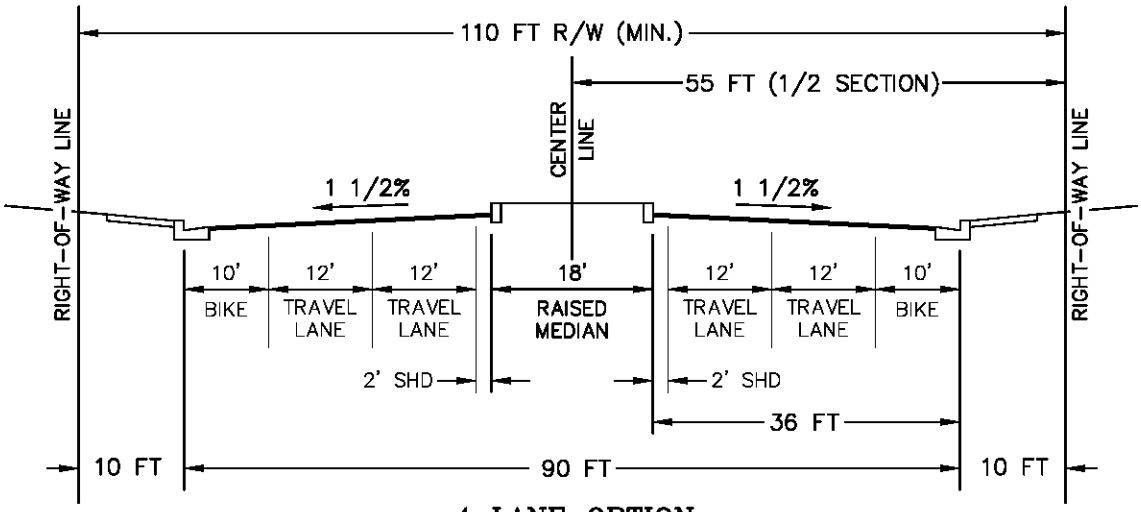
NOTES:
1. LANE LINES SHOWN ARE TYPICAL CONFIGURATIONS. PROPOSED MODIFICATIONS SHALL BE SUBJECT TO CITY ENGINEER APPROVAL.

TRAVEL LANES:	4 TO 6
ACCESS:	INTERSECTIONS AT GRADE WITH DIRECT ACCESS TO ABUTTING PROPERTY. SUBJECT TO CONTROL OF LOCATION, NUMBER, AND SPACING OF ENTRANCES AND EXITS.
TRAFFIC FEATURES:	CHANNELIZATION USED TO CONTROL TURNING MOVEMENTS AT INTERSECTIONS AND AT CRITICAL DRIVEWAYS. TRAFFIC SIGNALS AT MAJOR INTERSECTIONS. PARKING AND DRIVEWAY RESTRICTIONS AS NECESSARY.
GEOMETRICS:	ROADWAY GEOMETRICS SHALL CONFORM TO PAGE 110.00.
STRUCTURAL SECTION:	STRUCTURAL SECTION SHALL BE AS SHOWN ON PAGE 111.00

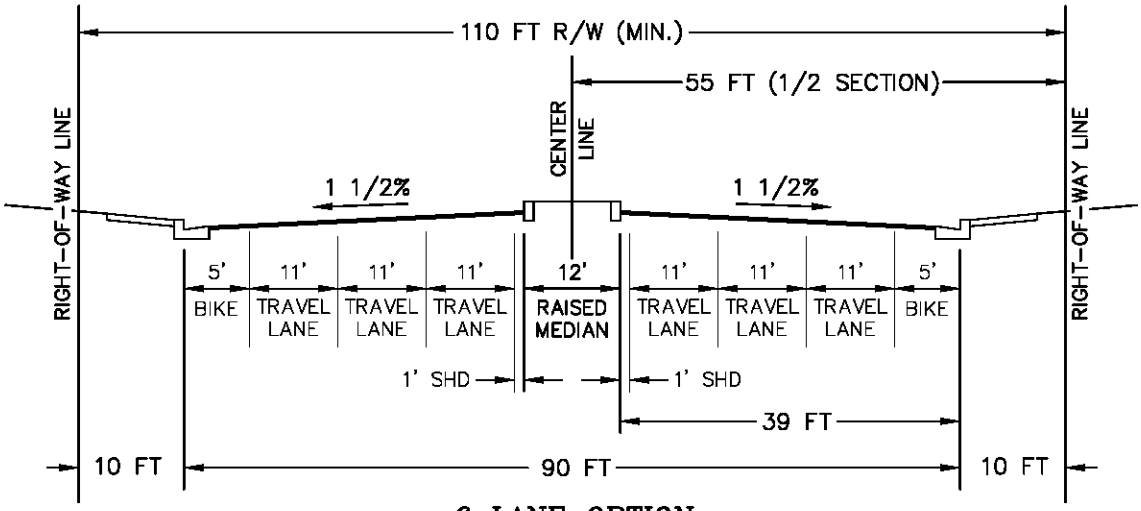
DWG DATE: 9/13		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
6 5	9/13 4/06	REVISED STD NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STREET STANDARD PRINCIPAL ARTERIAL



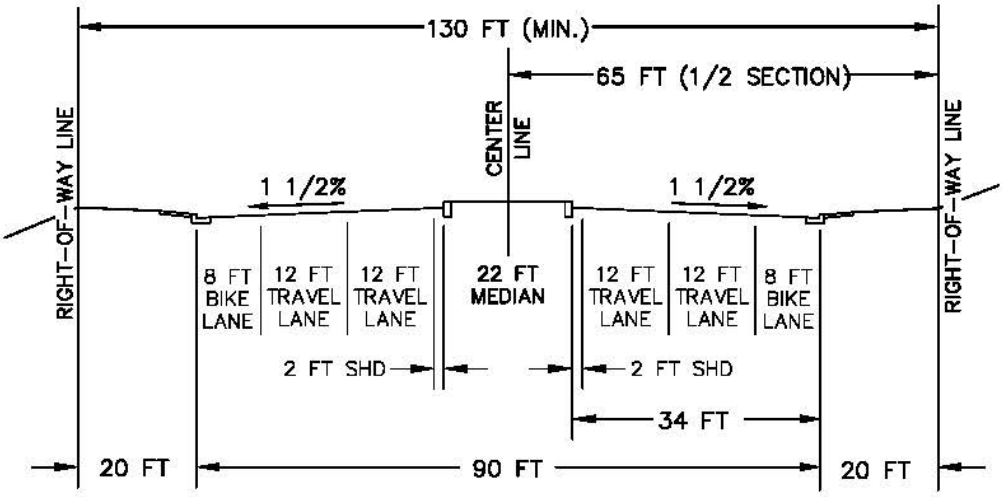
NOTE:
THIS STANDARD SHALL ONLY BE USED IN LOCATIONS WHERE TRAFFIC VOLUME PROJECTIONS INDICATE THAT AN ARTERIAL WOULD NOT BE REQUIRED WITHIN A 15 YEAR PERIOD (SUBJECT TO CITY ENGINEER APPROVAL). PAVEMENT WIDTH SHALL INCREASE AT INTERSECTIONS TO ACCOMMODATE TURNING LANES



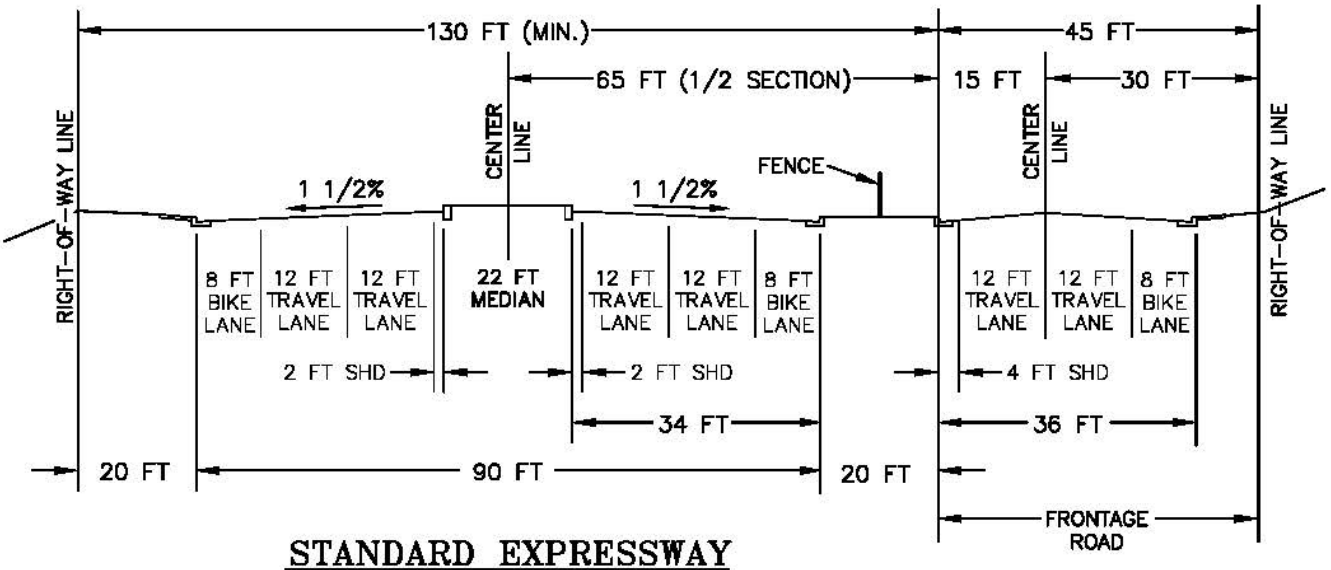
4 LANE OPTION



6 LANE OPTION



PARKWAY OPTION



STANDARD EXPRESSWAY
(4–LANE)

NOTE:
1. LANE LINES SHOWN ARE TYPICAL CONFIGURATIONS. PROPOSED MODIFICATIONS SHALL BE SUBJECT TO CITY ENGINEER APPROVAL.

TRAVEL LANES:	4 TO 6
ACCESS:	GENERALLY ADJACENT PROPERTY DOES NOT HAVE ACCESS DIRECTLY TO EXPRESSWAY. PARALLEL FRONTAGE ROADS WHERE NECESSARY.
TRAFFIC FEATURES:	TRAFFIC CONTROLS AND SAFETY FEATURES AS WARRANTED.
GEOMETRICS:	ROADWAY GEOMETRICS SHALL CONFORM TO PAGE 110.00.
STRUCTURAL SECTION:	STRUCTURAL SECTION SHALL BE AS SHOWN ON PAGE 111.00
MEDIAN:	LEAVE A 12–FOOT WIDE (NET) LANDSCAPE STRIP AT TURN–POCKETS.

DWG DATE: 4/06		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
6 5	7/13 4/06	REVISED STD NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STREET STANDARD EXPRESSWAY

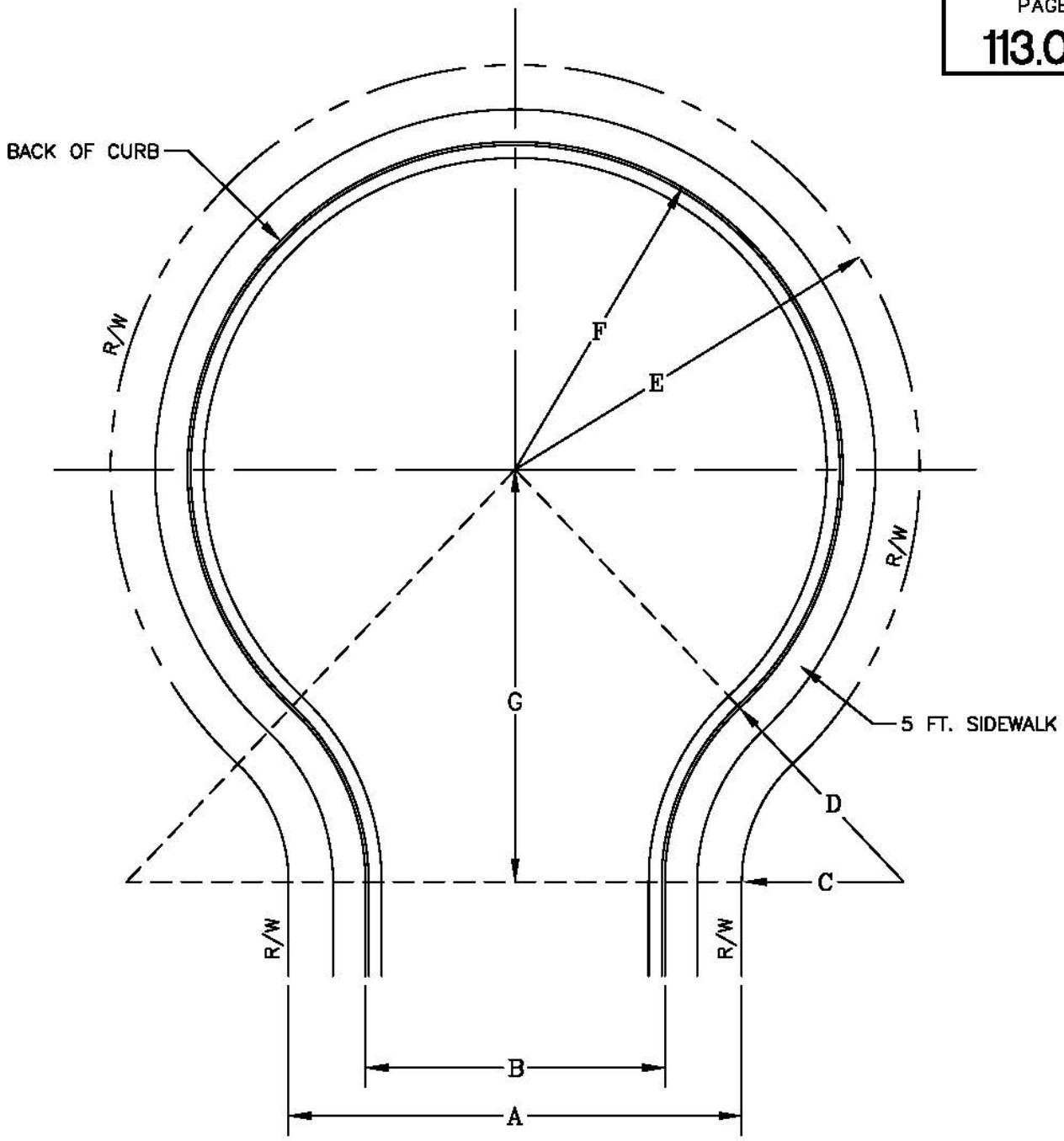


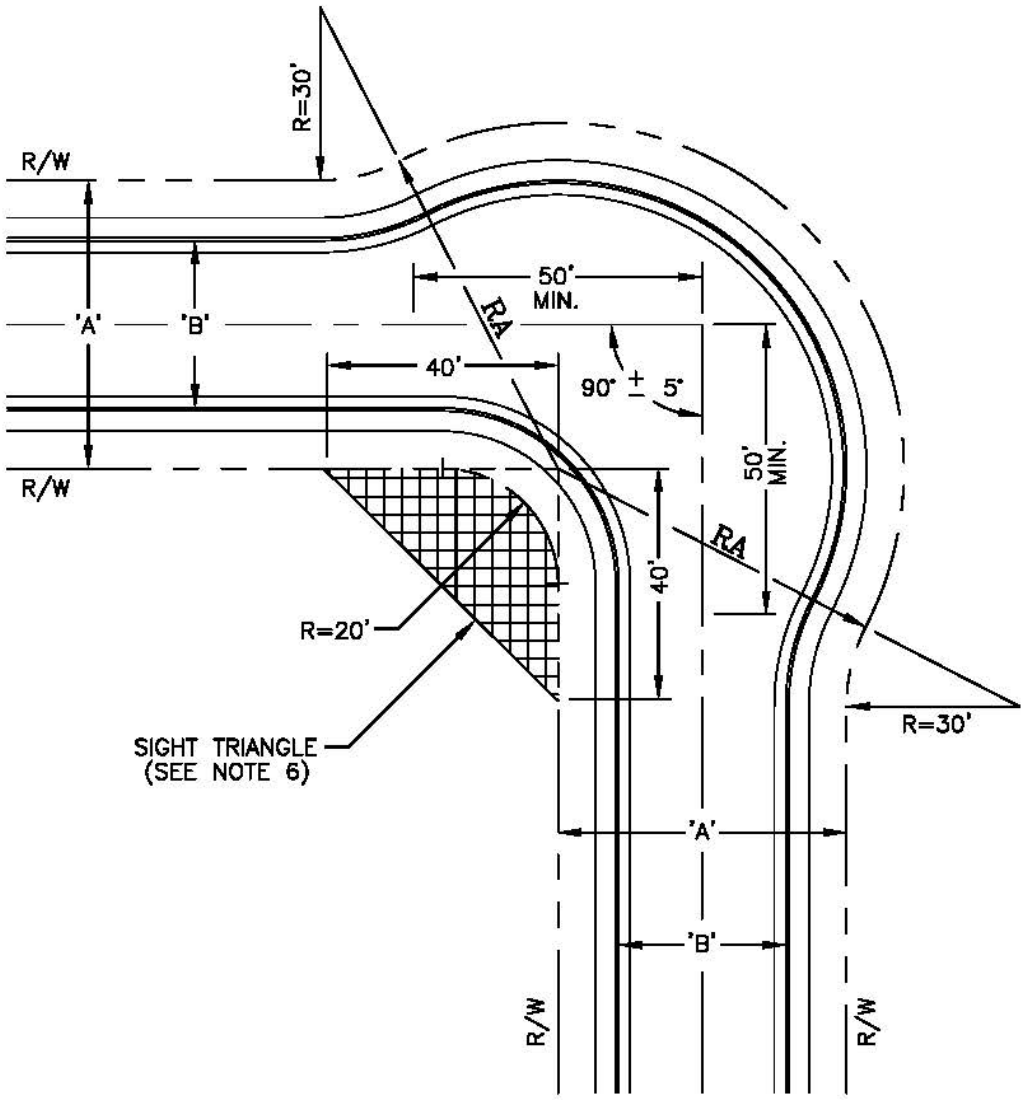
TABLE OF DIMENSIONS

CASE	A	B	C	D	E	F	G
1	50'	37'	20'	26.50'	50'	43.50'	53.62'
2	50'	33'	20'	28.50'	50'	41.50'	53.62'
3	56'	37'	20'	29.50'	50'	40.50'	50.95'
4	60'	41'	20'	29.50'	50'	40.50'	48.99'

NOTES:

1. DIMENSIONS B, D AND F ARE TO BACK OF CURB.
2. MINIMUM RIGHT-OF-WAY WIDTH 50 FT.
3. MINIMUM PROPERTY LINE RADIUS OF CUL-DE-SAC 50 FT.

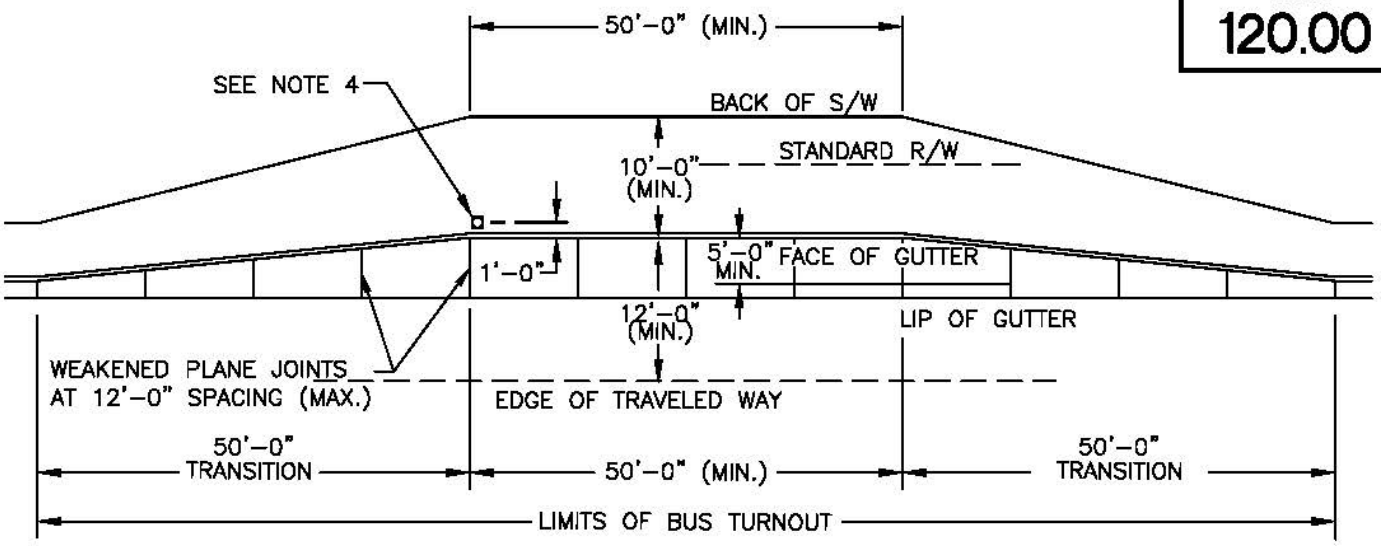
DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
6 5	7/13 2/03	UPDATE REVISED STD	APPROVED BY 10/9/13 CITY ENGINEER	TYPICAL CUL-DE-SAC DESIGN
MARK	DATE	REVISION		



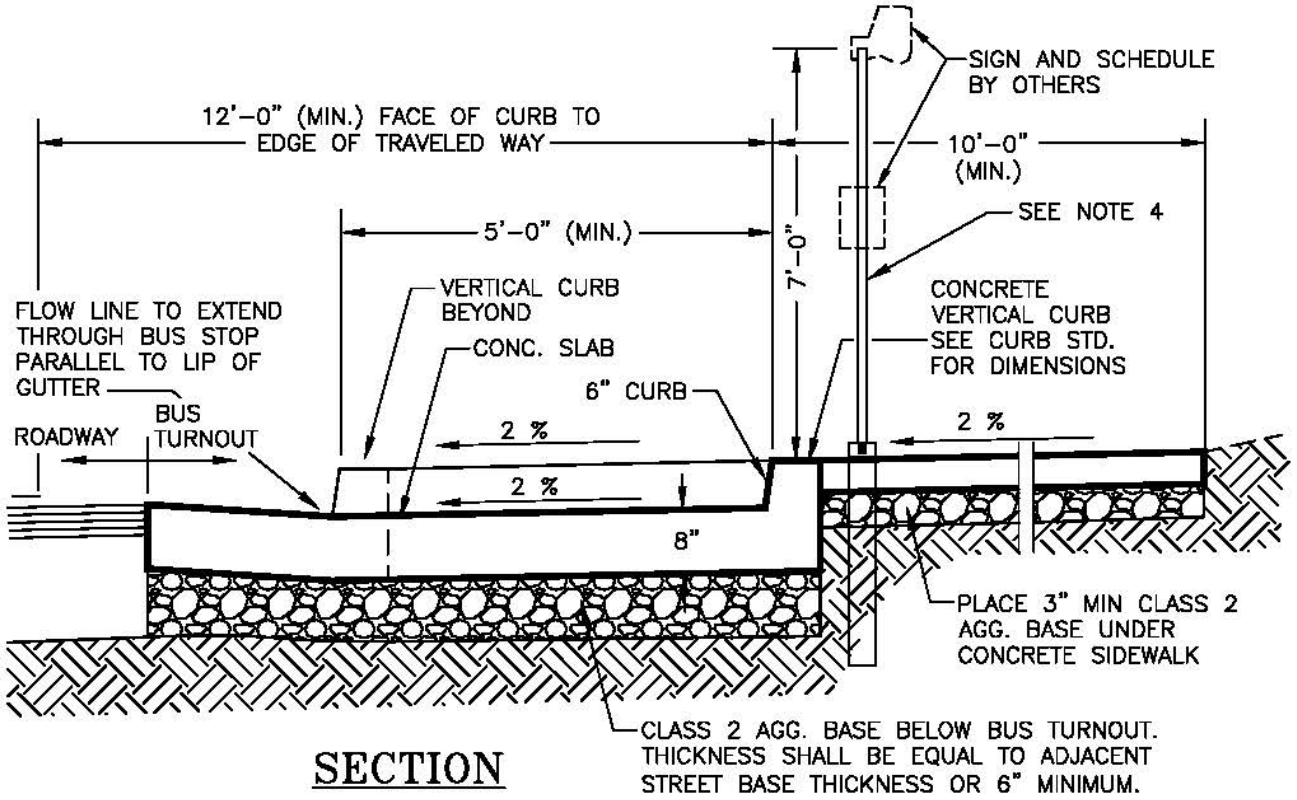
NOTES:

1. INTERSECTION ELBOWS ARE NOT REQUIRED WHERE THE CENTERLINE RADIUS MEETS THE MINIMUM REQUIREMENTS.
2. SEE APPLICABLE "STREET STANDARD" PAGES FOR DIMENSION REQUIREMENTS OF RIGHT-OF-WAY WIDTH ('A') AND CURB TO CURB WIDTH ('B').
3. WHERE 'A' = 40', 'RA' = 50'
   'A' = 50', 60'
   'A' = 56' 68'
   'A' = 60' 72'
4. A MINIMUM OF 50' OF TANGENT IS REQUIRED FROM THE POINT OF INTERSECTION OF THE CENTERLINES.
5. INTERSECTION ANGLE SHALL BE BETWEEN 85° AND 95°.
6. SIGHT TRIANGLE (SHADED AREA) SHALL HAVE VISIBILITY CONTROL. NO PERMANENT BUILDINGS OR LANDSCAPING IN EXCESS OF 36 INCHES IN HEIGHT WILL BE ACCEPTED WITHIN THE SETBACK LINES.

DWG DATE: 4/91		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
4 3	7/13 2/03	UPDATE EDIT NOTE	APPROVED BY 10/9/13 CITY ENGINEER	STANDARD INTERSECTION ELBOW
MARK	DATE	REVISION		



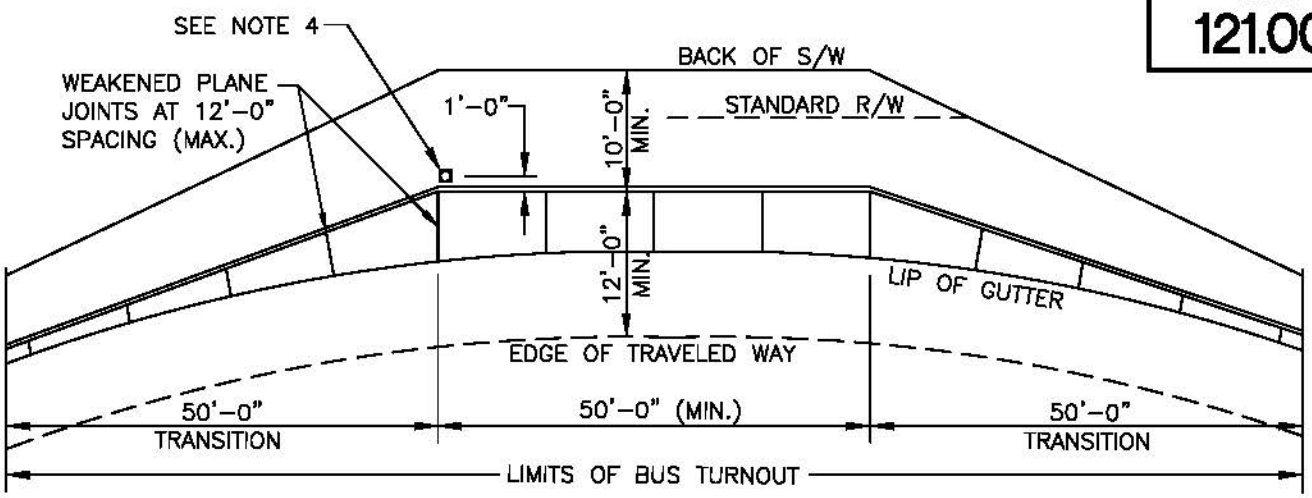
PLAN VIEW



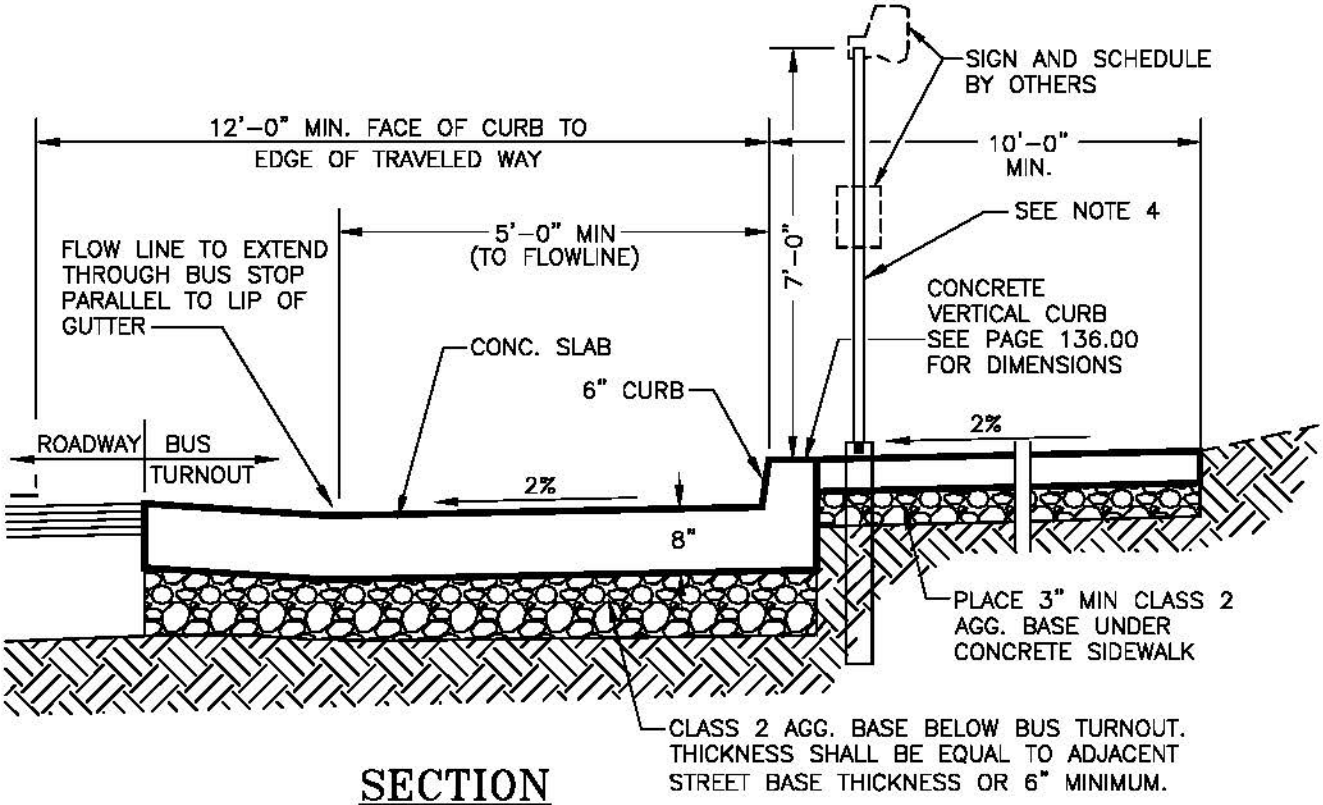
SECTION

NOTES:
1. EASEMENT DEDICATION REQUIRED TO BACK OF SIDEWALK.
2. WEAKENED PLANE JOINTS SHALL BE 1 1/2" MIN. DEPTH TOOLED JOINTS.
3. SUBGRADE SHALL BE COMPACTED IN ACCORDANCE WITH PAGE 601.00.
4. QUICK CHANGE BASE AND 2" DIAMETER GALVANIZED PIPE POST PER PAGE 152.10.

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
2 1	8/13 4/06	UPDATE EDIT NOTES	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	BUS TURNOUT DETAIL



PLAN VIEW

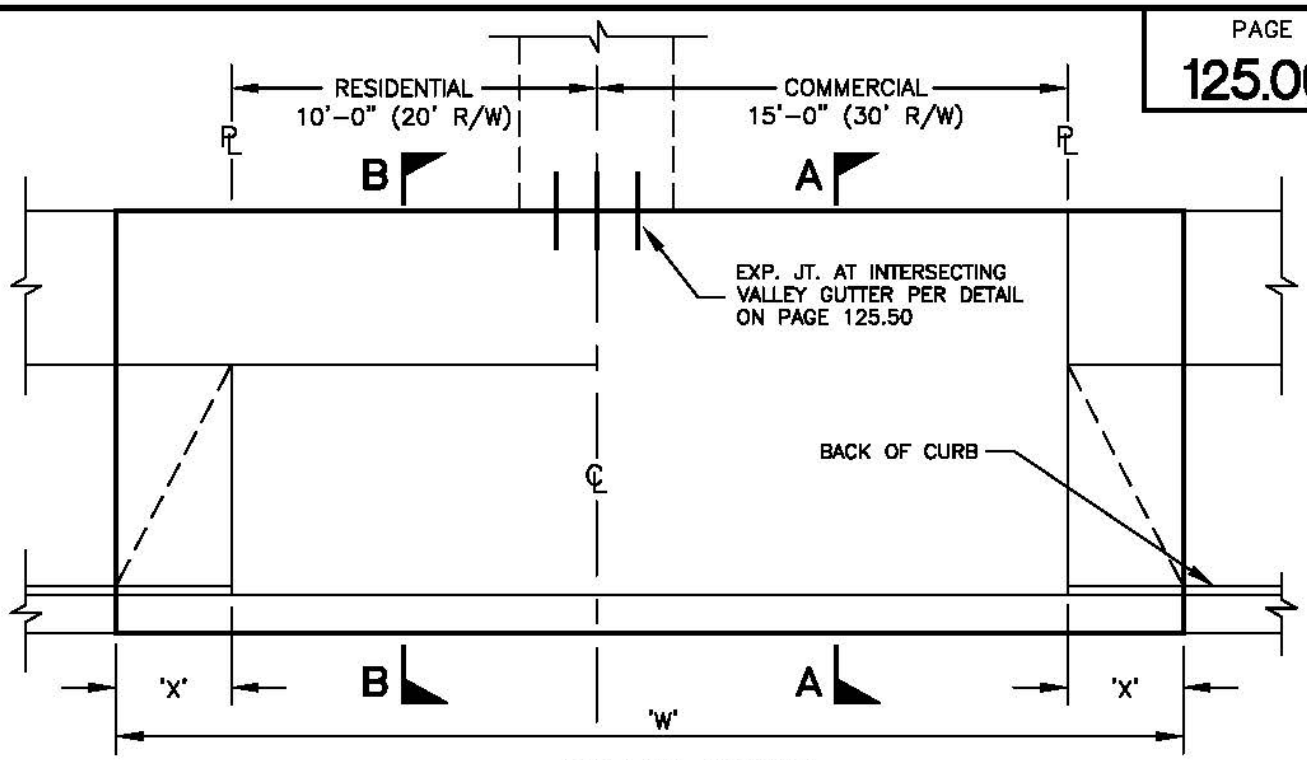


SECTION

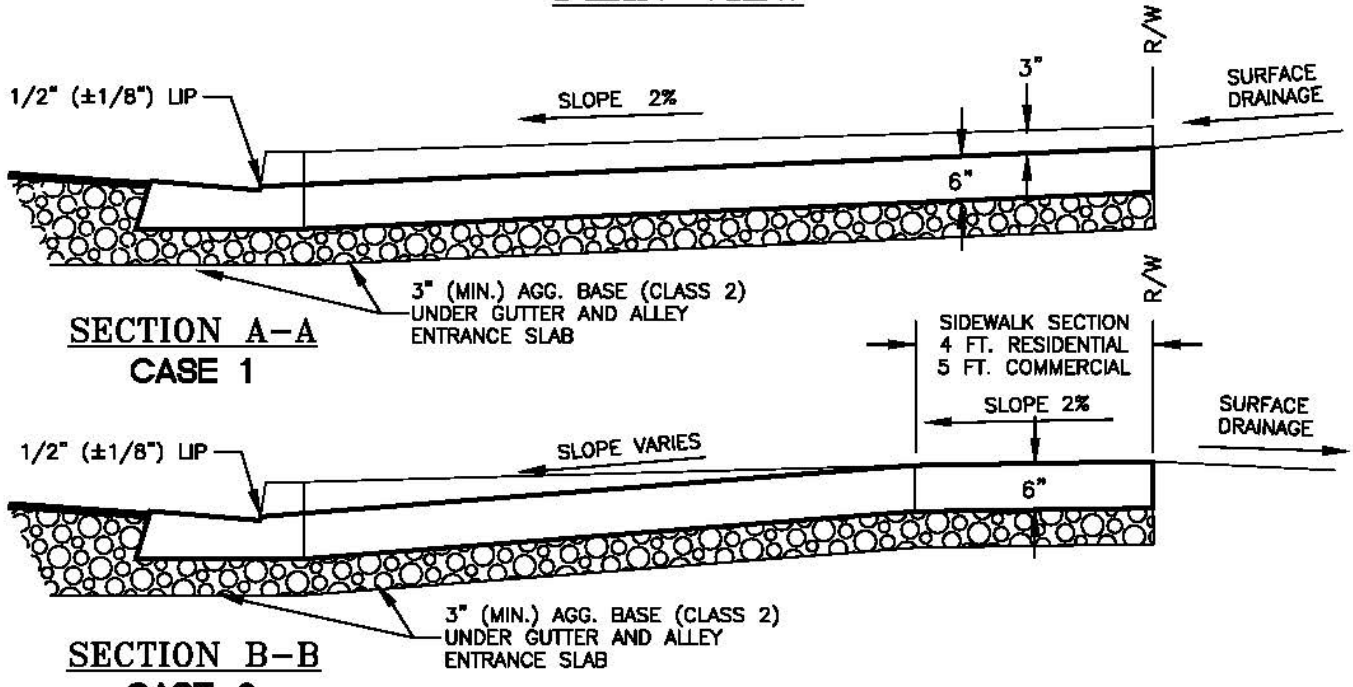
NOTES:
1. EASEMENT DEDICATION REQUIRED TO BACK OF SIDEWALK.
2. WEAKENED PLANE JOINTS SHALL BE 1 1/2" MIN. DEPTH TOOLED JOINTS.
3. SUBGRADE SHALL BE COMPACTED IN ACCORDANCE WITH PAGE 601.00.
4. QUICK CHANGE BASE AND 2" DIAMETER GALVANIZED PIPE POST PER PAGE 152.10.

DWG DATE: 4/06		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
1	8/13 4/06	UPDATE NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	BUS TURNOUT DETAIL CURVED STREET

P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\12100.DWG, 8.5X11.PDF, 10/10/2013 10:29:25 AM, bettsd



PLAN VIEW



SECTION A-A
CASE 1

SECTION B-B
CASE 2

NOTES:

1. ALL WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. CONCRETE SHALL BE PER PAGE 100.00.
3. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2-INCHES AND AT INTERVALS NOT TO EXCEED 12 FT. O.C.
4. WITHIN THE CURB AND GUTTER SECTION, THE TOP 3/4-INCH OF THE CONTROL JOINT SHALL BE FILLED WITH POLYURETHANE SEALANT (SIKAFLEX-1A OR EQUAL).

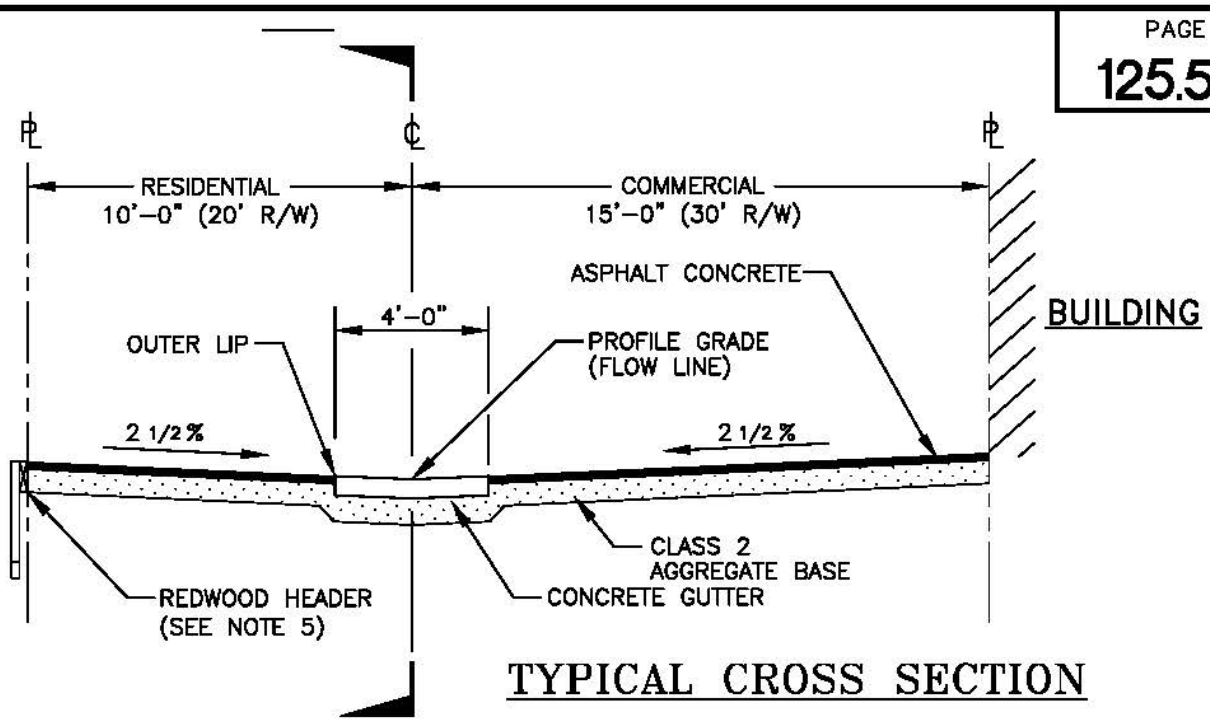
TABLE OF DIMENSIONS		
CURB FACE	'X' DIST	'W' MIN
6 1/2" OR LESS	2'-6"	17'
7" TO 7 1/2"	3'-0"	18'
8" TO 8 1/2"	3'-6"	19'
9" TO 9 1/2"	4'-0"	20'
10" TO 10 1/2"	4'-6"	21'
11" TO 12"	5'-0"	22'

DWG DATE: 9/89 | SCALE: NTS | CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION

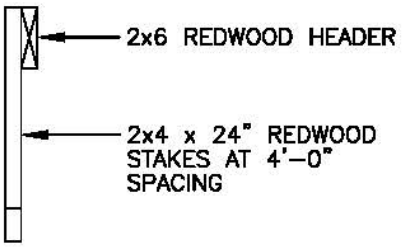
MARK	DATE	REVISION
8	8/13	UPDATE
7	2/03	UPDATE

APPROVED BY
10/9/13
CITY ENGINEER

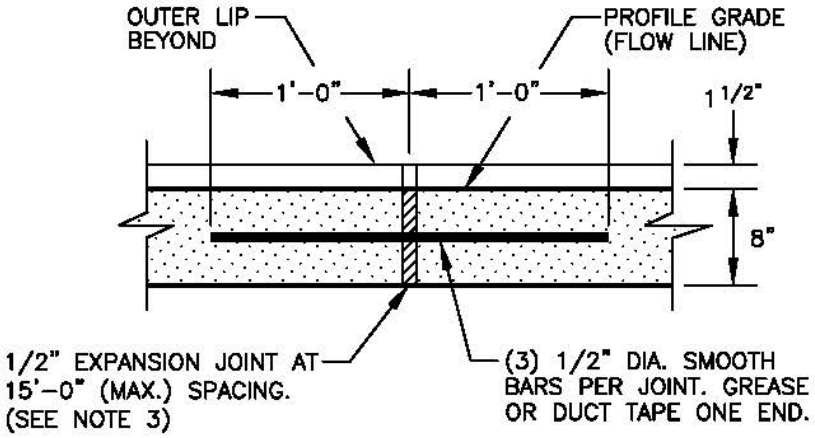
STANDARD ALLEY ENTRANCE



TYPICAL CROSS SECTION



HEADER DETAILS



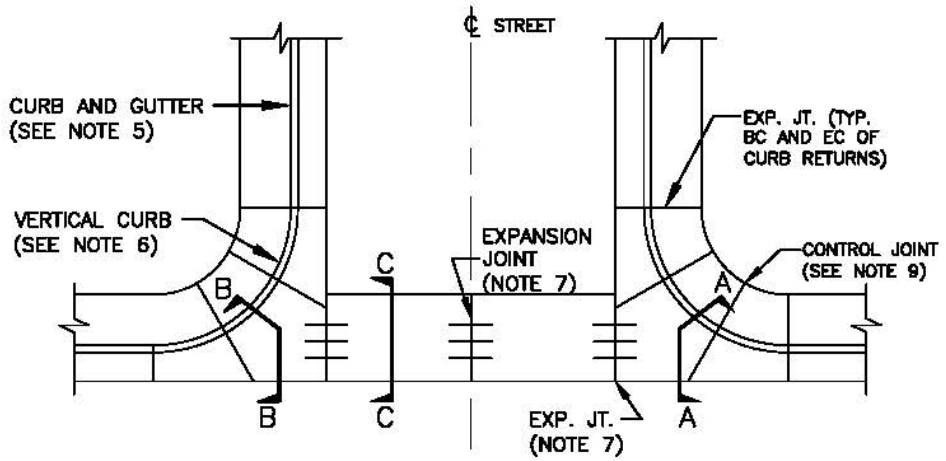
EXPANSION JOINT DETAIL

NOTES:

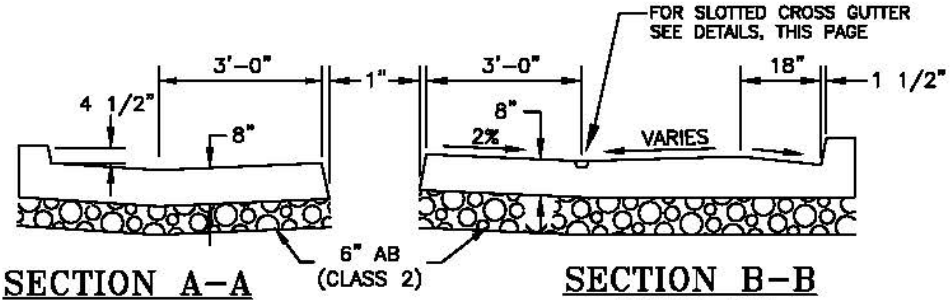
1. ALL WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. SURFACING AND BASE THICKNESS SHALL BE DETERMINED IN ACCORDANCE WITH THE CITY STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER, BUT IN NO CASE BE LESS THAN THESE MINIMUM STRUCTURAL DESIGN SECTION REQUIREMENTS:
   - AGGREGATE BASE – 0.33'
   - PRIME COAT (IF REQUIRED) – 0.25 GAL/SQ YD
   - ASPHALT CONCRETE – 0.17'
   - FOG SEAL (IF REQUIRED) – 0.10 GAL/SQ YD
3. 1/2–INCH, PRE–MOLDED EXPANSION JOINT MATERIAL SHALL BE HELD FIRMLY IN PLACE PRIOR TO PLACING CONCRETE.
4. CONCRETE SHALL BE PER PAGE 100.00
5. REDWOOD HEADERS TO BE FOUNDATION GRADE OR BETTER.

DWG DATE: 10–11		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
6 5	7/13 4/06	UPDATE EDIT	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	

ALLEY AND VALLEY GUTTER DETAILS

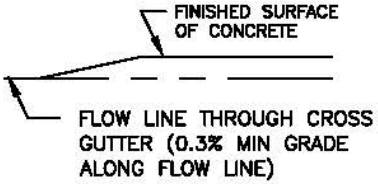


PLAN

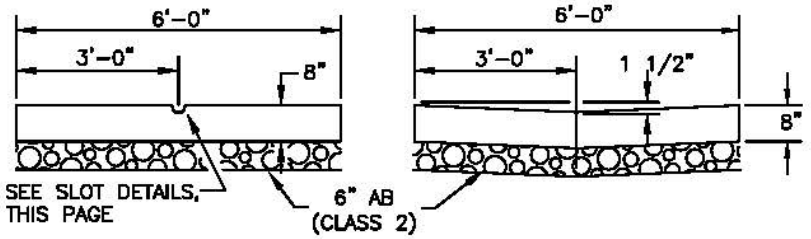


SECTION A–A
UPHILL SIDE

SECTION B–B
DOWNHILL SIDE

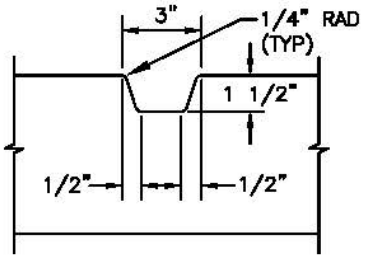


SLOT PROFILE
USE WHERE TRAFFIC WOULD NORMALLY TRAVEL THROUGH INTERSECTION WITHOUT STOPPING



SLOTTED CROSS GUTTER STANDARD CROSS GUTTER

SECTION C–C



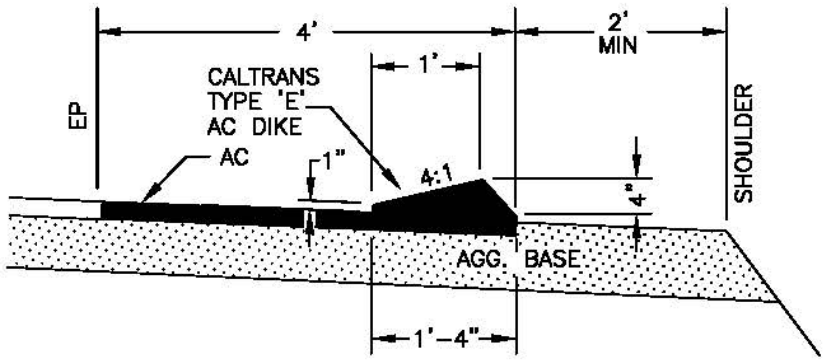
SLOT DETAIL

NOTES:

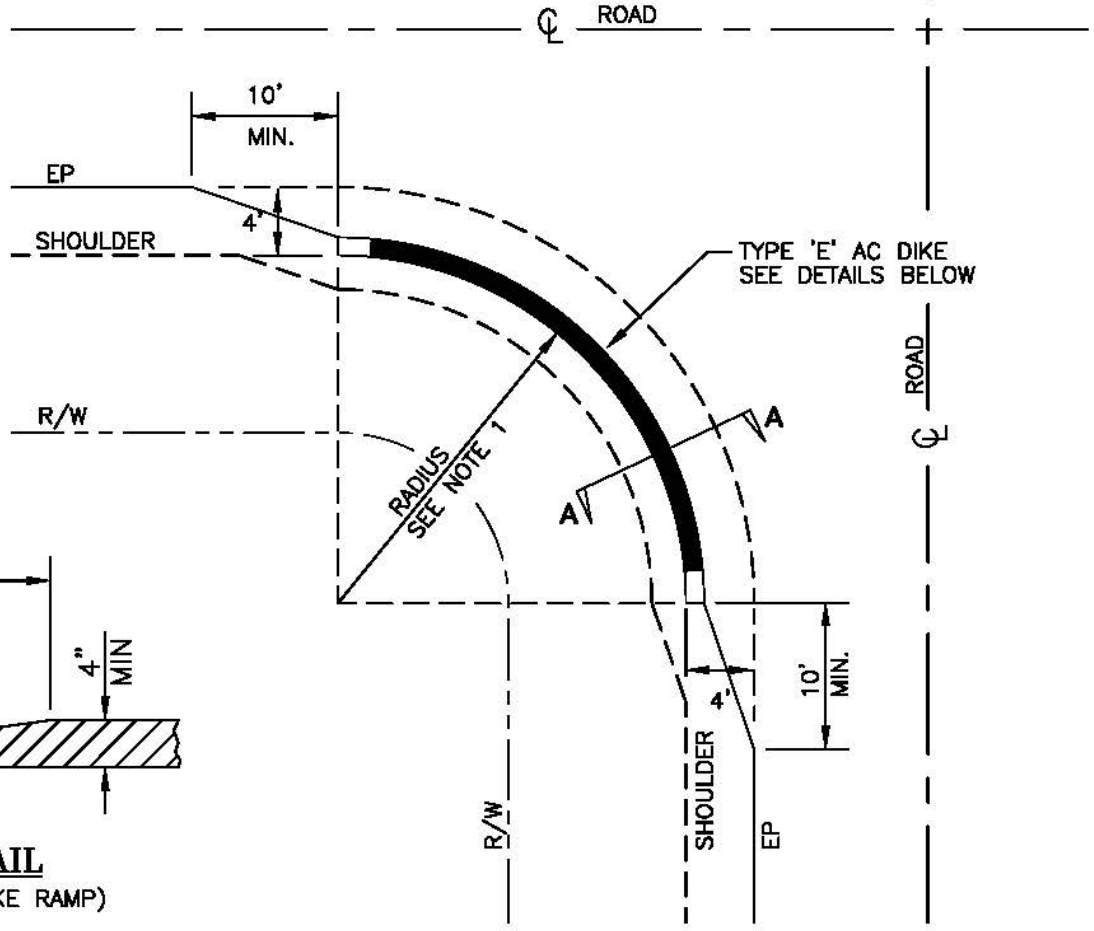
1. WORK TO BE DONE AND MATERIALS SUPPLIED SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION. (GREENBOOK)
2. CONCRETE SHALL BE PER PAGE 100.00.
3. AN 8 INCH FLOW LINE SHALL BE LEFT SMOOTH TROWELLED.
4. ALL BROOMING SHALL BE PARALLEL TO DIRECTION OF FLOW.
5. WHEN ROLL CURB IS USED, A TRANSITION SHALL BE CONSTRUCTED 5 FEET, BEYOND THE RADIUS RETURN.
6. VERTICAL CURB SHALL BE USED ON ALL RADIUS RETURNS.
7. EXPANSION JOINTS SHALL BE CONSTRUCTED AT THE MIDPOINT AND AT EACH END OF CROSS GUTTER BUT SHALL NOT EXCEED 15 FEET ON CENTER. CONSTRUCT PER DETAIL ON PAGE 125.50.
8. STANDING WATER SHALL NOT BE ALLOWED IN THE CROSS GUTTER OR SPANDRELS.
9. CONTROL JOINTS SHALL BE CONSTRUCTED RADIALLY THRU THE SPANDRELS AT THE LIMITS OF THE HANDICAP RAMPS.
10. 6 INCH MIN. AGGREGATE BASE SHALL BE PLACED BELOW SPANDREL AND CROSS GUTTER SECTIONS. AGGREGATE BASE COST TO BE INCLUDED IN SPANDREL AND CROSS GUTTER PRICE.

DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
6 5	7/13 2/03	UPDATE UPDATE	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STANDARD AND SLOTTED CROSS GUTTER

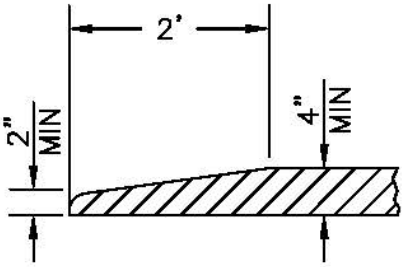
P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\12600.DWG, 8.5X11PDF, 10/10/2013 10:29:53 AM, bettsel



SECTION A-A



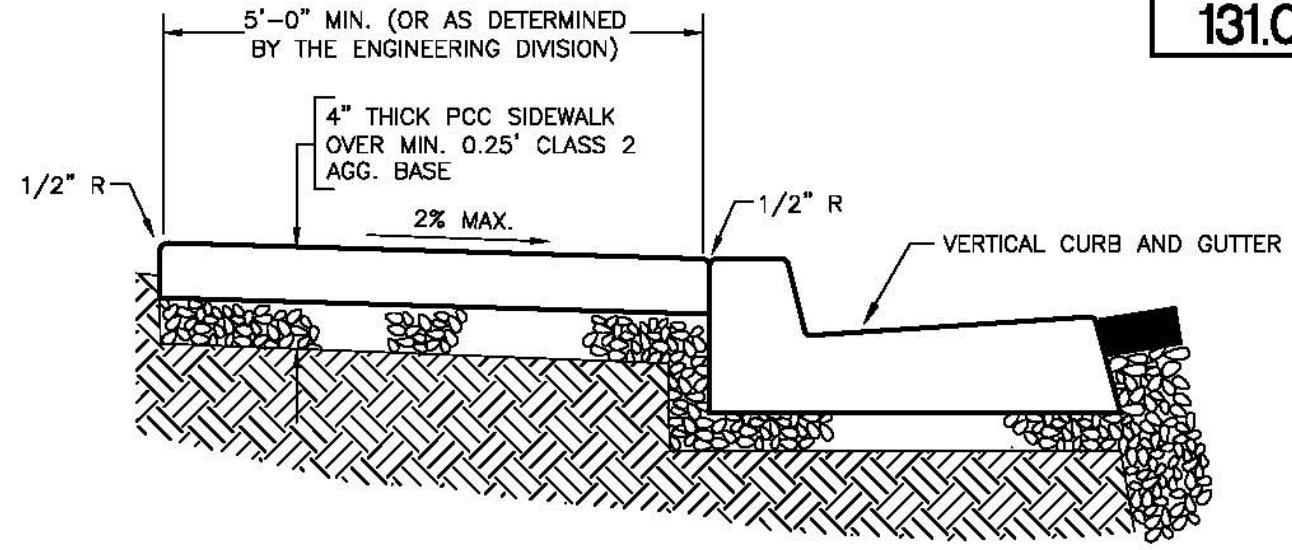
PLAN

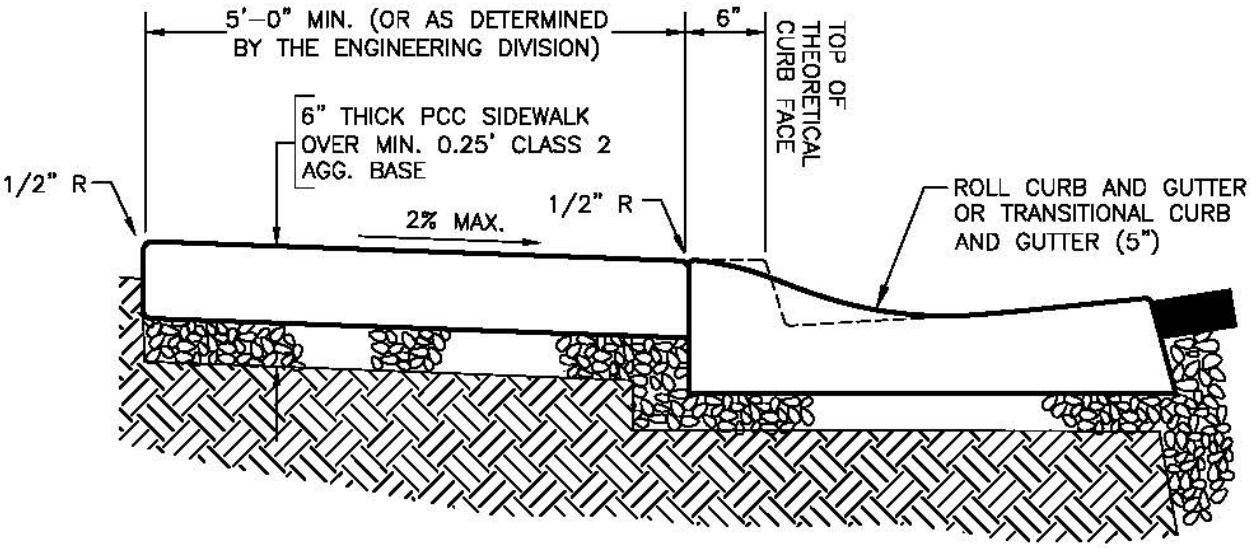


DETAIL
(END OF DIKE RAMP)

NOTES:
1. BACK OF CURB RADIUS SHALL BE DETERMINED BY STREET CLASSIFICATION AS FOLLOWS:
   - 'LOCAL' STREETS SHALL BE 29 FT.
   - 'COLLECTOR' AND 'ARTERIAL' STREETS SHALL BE 39 FT.

DWG DATE: 3/98		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
2 1	7/13 2/03	UPDATE UPDATE	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	ASPHALT CONCRETE CURB RETURN FOR USE AT CURB RETURNS WITHOUT CONCRETE CURBS

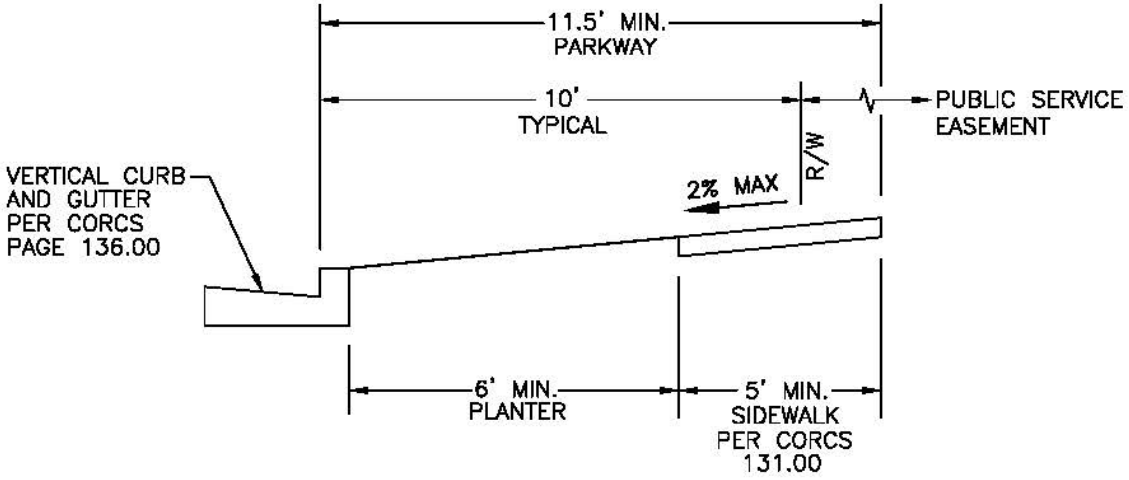




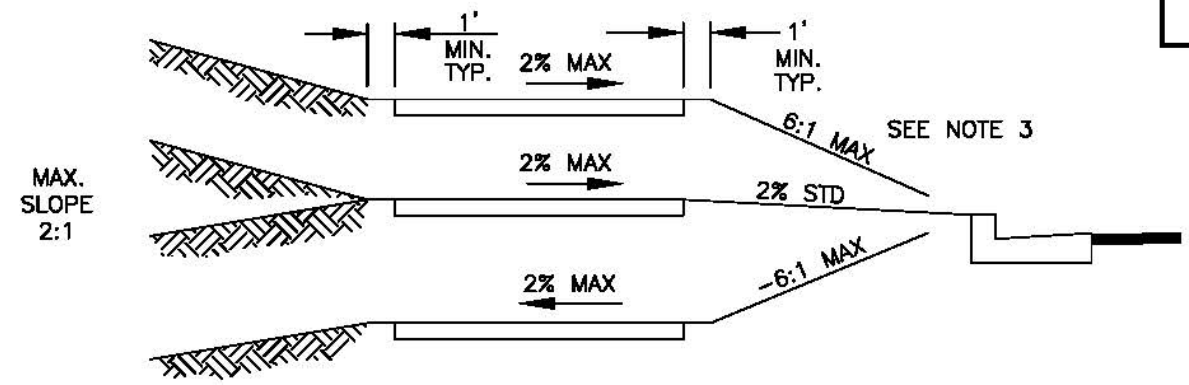
NOTES:

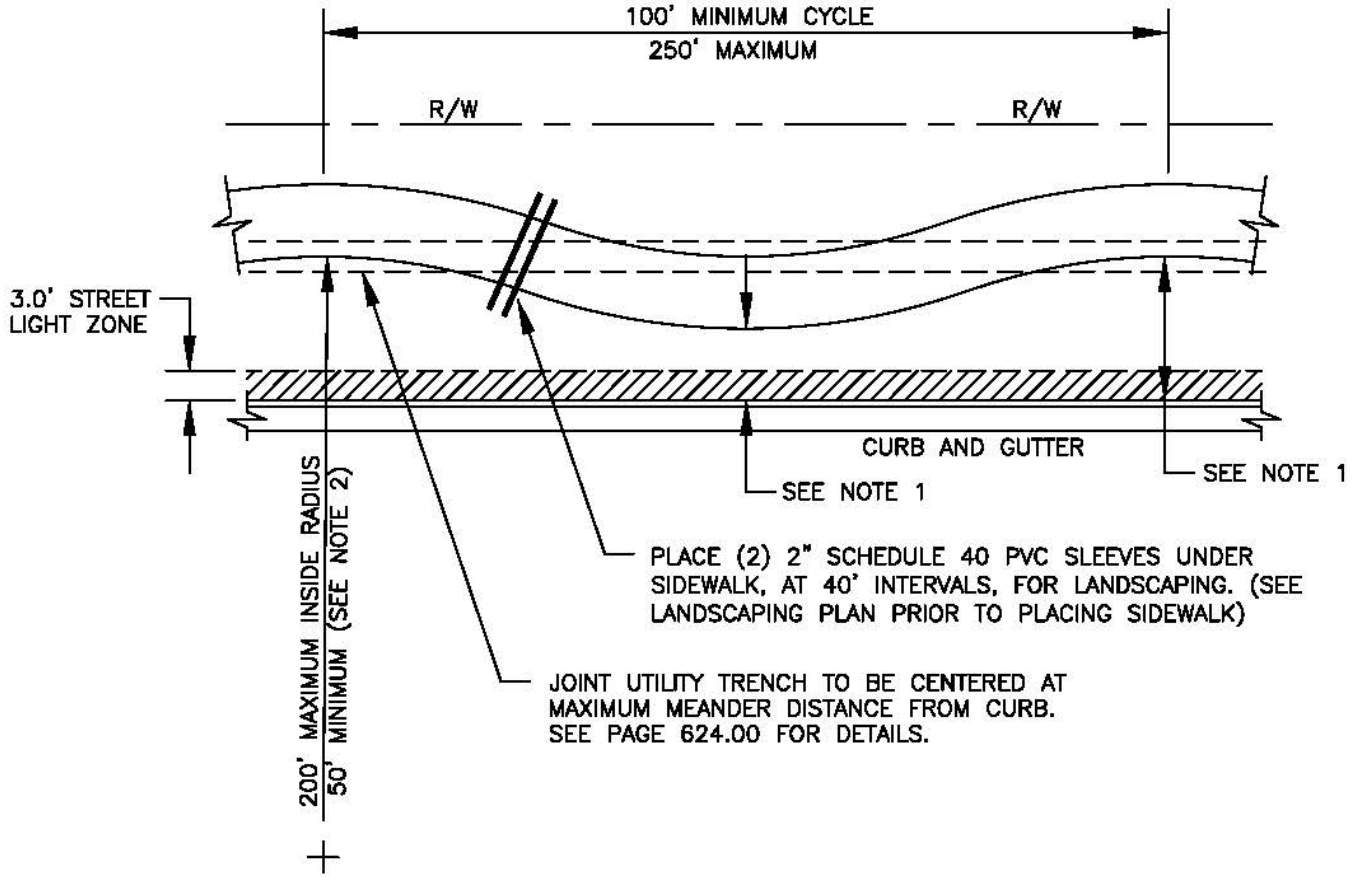
1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. SIDEWALKS MUST MAINTAIN A MINIMUM OF 4-FEET CLEAR WIDTH AT ALL TIMES
3. SIDEWALK GRADES SHALL NOT EXCEED 5-PERCENT EXCEPT TO MATCH THE GRADE OF THE ADJACENT STREET OR ROADWAY.
4. SIDEWALKS WITH CONTINUOUS GRADIENTS SHALL HAVE A LEVEL AREA AT LEAST 5-FEET IN LENGTH AT INTERVALS NO LONGER THAN 400-FEET
5. SIDEWALK AND CURB RAMPS WITHIN ALL CURB RETURNS SHALL BE A MINIMUM OF 6 INCHES THICK.
6. IN ALL AREAS, WHERE ROLL CURB TRANSITIONS TO VERTICAL CURB OR CATCH BASINS, SIDEWALK SHALL BE A MINIMUM OF 6 INCHES THICK.
7. CONCRETE SHALL BE PER PAGE 100.00.
8. ALL BROOMING SHALL BE PERPENDICULAR TO THE CURB.
9. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2 INCHES AND AT INTERVALS NOT TO EXCEED 12 FT. O.C.
10. 1/2-INCH DEEP SCORE LINES SHALL BE EVENLY SPACED BETWEEN WEAKENED PLANE JOINTS AT 3 FT TO 5 FT INTERVALS.
11. ALL EXISTING STREET SIGNS SHALL BE RELOCATED AND ALL REQUIRED NEW SIGNS PLACED PER PAGE 152.10 AT THE TIME OF SIDEWALK INSTALLATION. THE CITY WILL PROVIDE THE QUICK CHANGE BASE TUBE FOR THE CONTRACTOR'S INSTALLATION FOR ALL EXISTING SIGNS.

DWG DATE: 10/92		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
5 4	8/13 4/06	REVISE NOTES EDIT NOTE	APPROVED BY 10/9/13	SIDEWALK STANDARD
MARK	DATE	REVISION	CITY ENGINEER	



DWG DATE: 4/06		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
1	7/13	UPDATE	APPROVED BY 10/9/13 CITY ENGINEER	SEPARATED SIDEWALK ALTERNATIVE
MARK	DATE	REVISION		

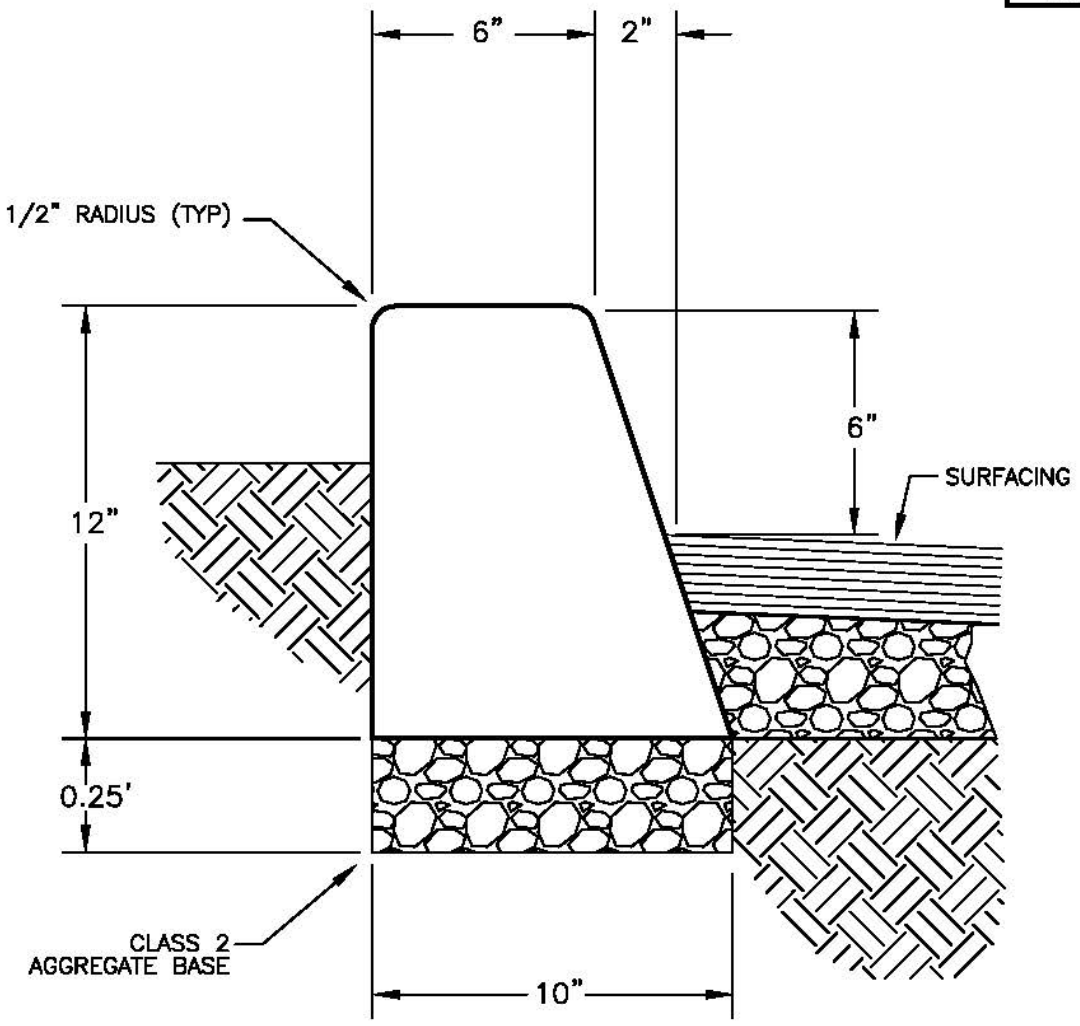




NOTES:

1. MAXIMUM AND MINIMUM MEANDER DISTANCES SHALL BE AS SPECIFIED ON IMPROVEMENT PLANS. TYPICAL MEANDER DISTANCE IS EQUAL TO SIDEWALK WIDTH.
2. THE SIDEWALK CURVE RADIUS SHOULD VARY, BETWEEN 50 AND 300 FEET, AND AT EACH POINT OF REVERSE CURVATURE, THE RADIUS SHOULD CHANGE TO ASSIST CREATING AN ARRHYTHMIC LAYOUT.
3. THE SLOPE OF THE AREA BETWEEN CURB AND THE SIDEWALK SHALL BE 2% AT ALL DRIVEWAYS AND AT ALL CURB RETURNS. SLOPE MAY INCREASE TO A MAXIMUM OF 6:1 IN ALL OTHER AREAS.
4. SIDEWALK WIDTH SHALL BE AS SHOWN ON IMPROVEMENT PLANS.
5. SEE SIDEWALK STANDARD, PAGE 131.00, FOR SPECIFIC SIDEWALK CONSTRUCTION DETAILS NOT SHOWN.

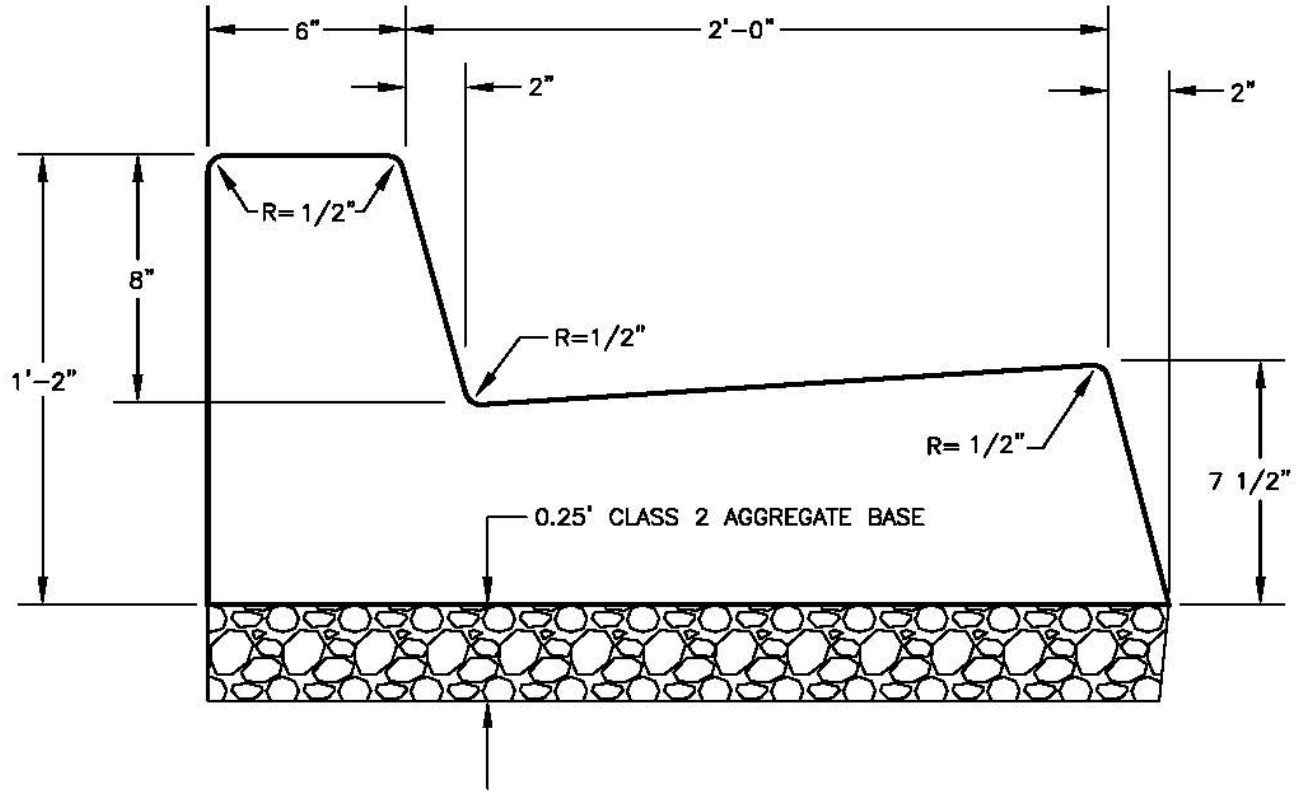
DWG DATE: 1/98		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
3 2	7/13 4/06	ADD LT. ZONE MOD. DETAIL	APPROVED BY 10/9/13 CITY ENGINEER	MEANDERING SIDEWALK
MARK	DATE	REVISION		



NOTES:

1. THIS SECTION SHALL BE USED ONLY IN PARKING LOTS OR AS APPROVED BY THE CITY ENGINEER.
2. ALL WORK TO BE DONE AND ALL MATERIALS SUPPLIED SHALL CONFORM TO THE "STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
3. CROSS SECTIONAL AREA = 0.66 SQ. FT.
4. CONCRETE TO BE PER PAGE 100.00, WITH 4–INCH MAX. SLUMP, 1 1/2 INCH MAX. SLUMP FOR EXTRUDED CURBS.
5. PROVIDE A WEAKENED PLANE JOINT EACH 12 FT. O.C.
6. ALL EXPOSED SURFACES SHALL RECEIVE A LIGHT BROOM FINISH PARALLEL TO THE CURB.

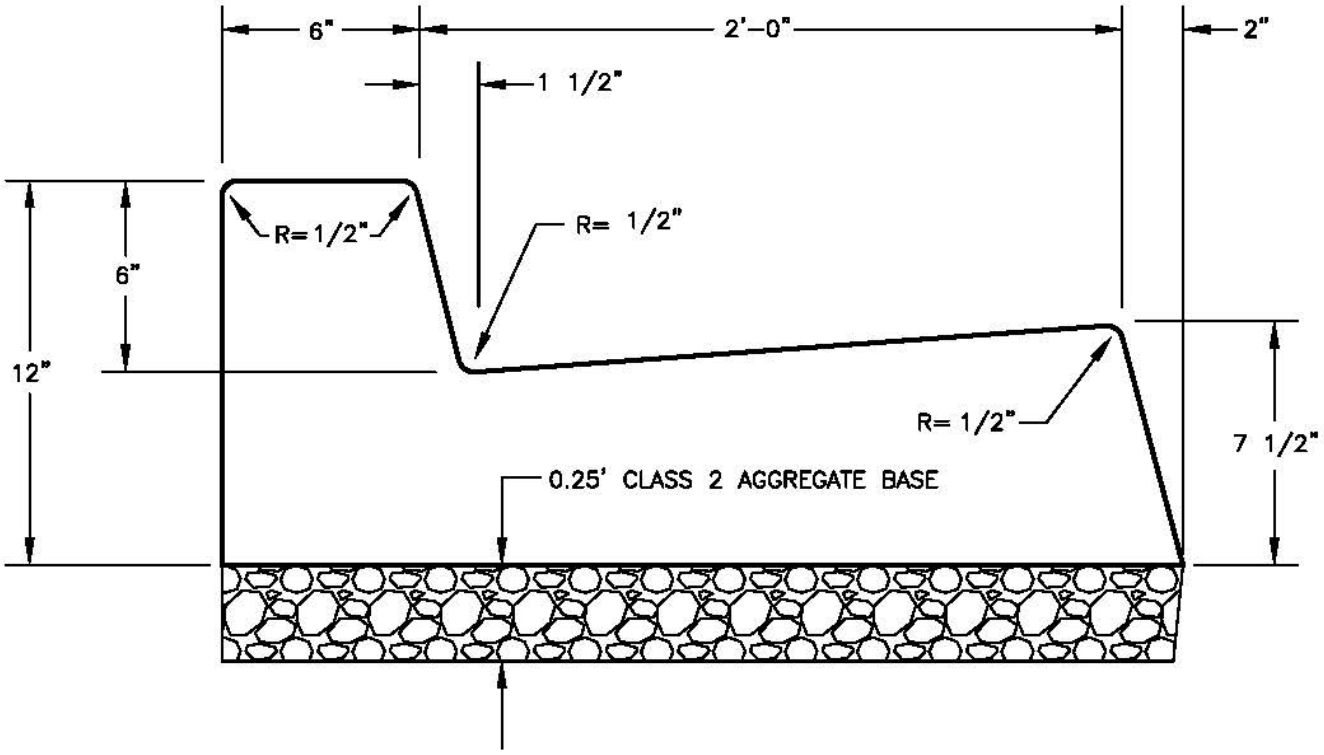
DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
7 6 5	8/13 2/03 1998	UPDATE UPDATE MOD. NOTES	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	CONCRETE CURB



NOTES:

1. ALL WORK TO BE DONE AND ALL MATERIALS SUPPLIED SHALL CONFORM TO THE "STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. CROSS SECTIONAL AREA = 1.80 SQ. FT.
3. CONCRETE SHALL BE PER PAGE 100.00.
4. ALL BROOMING SHALL BE PARALLEL TO THE DIRECTION OF FLOW.
5. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2-INCHES AND AT INTERVALS NOT TO EXCEED 12 FT. O.C. THE TOP 3/4-INCH OF THE WEAKENED PLANE JOINT SHALL BE FILLED WITH POLYURETHANE SEALANT (SIKAFLEX-1A OR EQUAL).

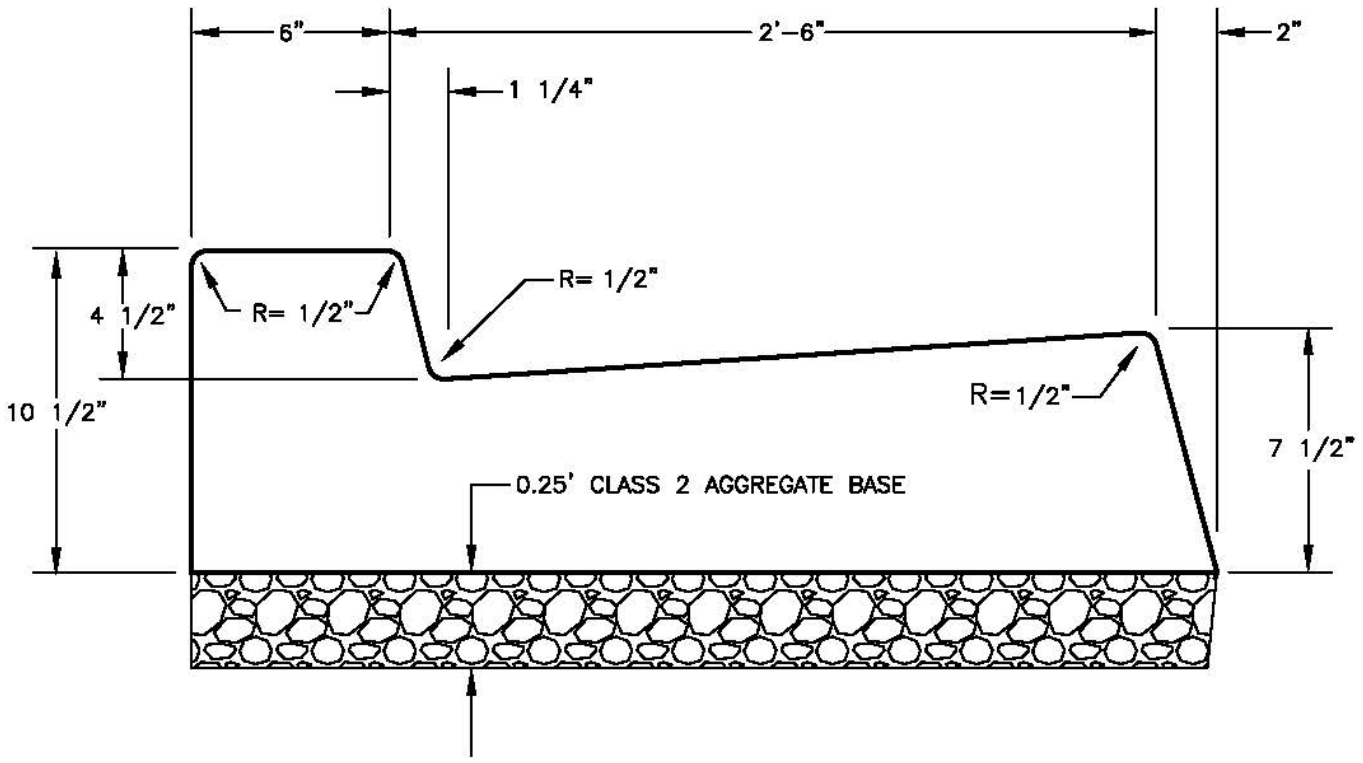
DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
7 6 5	8/13 2/03 1998	REMOVE EXP. UPDATE MOD. NOTES	APPROVED BY 10/9/13 CITY ENGINEER	CURB AND GUTTER (8")
MARK	DATE	REVISION		



NOTES:

1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. CROSS SECTIONAL AREA = 1.70 SQ. FT.
3. CONCRETE SHALL BE PER PAGE 100.00.
4. ALL BROOMING SHALL BE PARALLEL TO THE DIRECTION OF FLOW.
5. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2-INCHES AND AT INTERVALS NOT TO EXCEED 16 FT. O.C. THE TOP 3/4-INCH OF THE WEAKENED PLANE JOINT SHALL BE FILLED WITH POLYURETHANE SEALANT (SIKAFLEX-1A OR EQUAL).

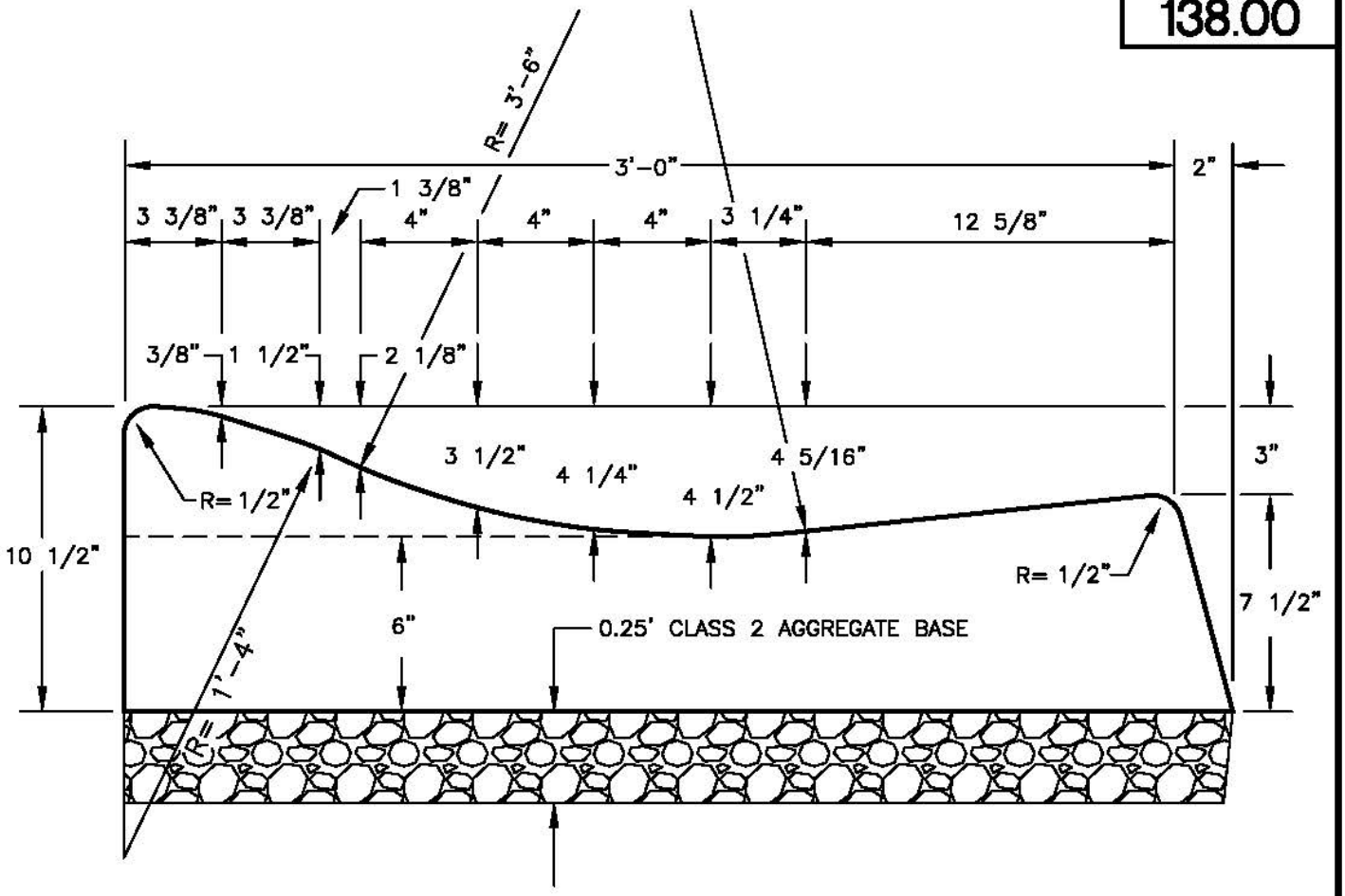
DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
7 6 5	8/13 2/03 1998	REMOVE EXP. UPDATE MOD. NOTES	APPROVED BY 10/9/13 CITY ENGINEER	CURB AND GUTTER (6")
MARK	DATE	REVISION		



NOTES:

1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. CROSS SECTIONAL AREA = 1.93 SQ. FT.
3. CONCRETE SHALL BE PER PAGE 100.00.
4. ALL BROOMING SHALL BE PARALLEL TO THE DIRECTION OF FLOW.
5. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2-INCHES AND AT INTERVALS NOT TO EXCEED 12 FT. O.C. THE TOP 3/4-INCH OF THE WEAKENED PLANE JOINT SHALL BE FILLED WITH POLYURETHANE SEALANT (SIKAFLEX-1A OR EQUAL).
6. ALL SIDEWALK ADJACENT TO 5" CURB AND GUTTER SHALL BE NO LESS THAN 6-INCHES THICK.
7. WHEN CONSTRUCTING A CURB RETURN ADJACENT TO ROLL CURB, RETURN SHALL BE 5" VERTICAL CURB AND GUTTER PER THIS STANDARD.
8. TRANSITION FROM ROLL TO VERTICAL CURB SHALL BE 5 FT. LONG; FORMED NOT HAND SHAPED.

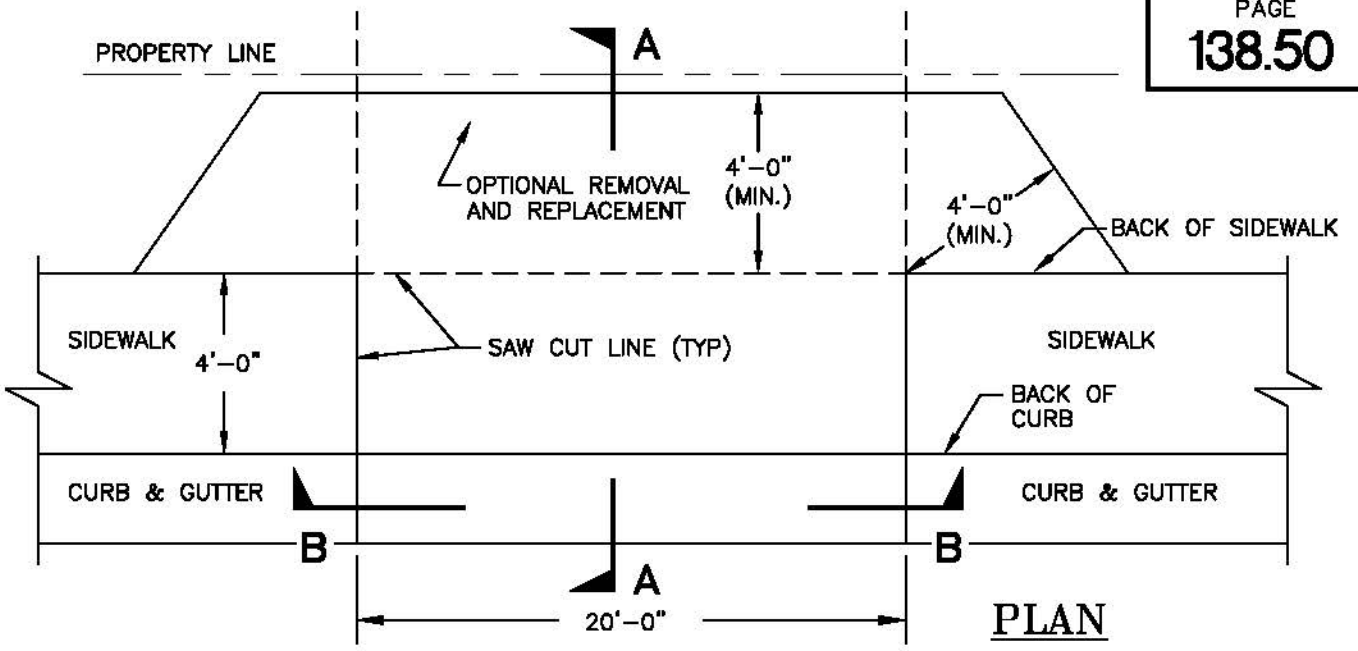
DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
8 7 6 5	8/13 4/06 2/03 1998	REMOVE EXP. ADD NOTE UPDATE MOD. NOTES	APPROVED BY 10/9/13 CITY ENGINEER	CURB AND GUTTER (5") (VERTICAL TRANSITION FOR ROLL CURB)
MARK	DATE	REVISION		



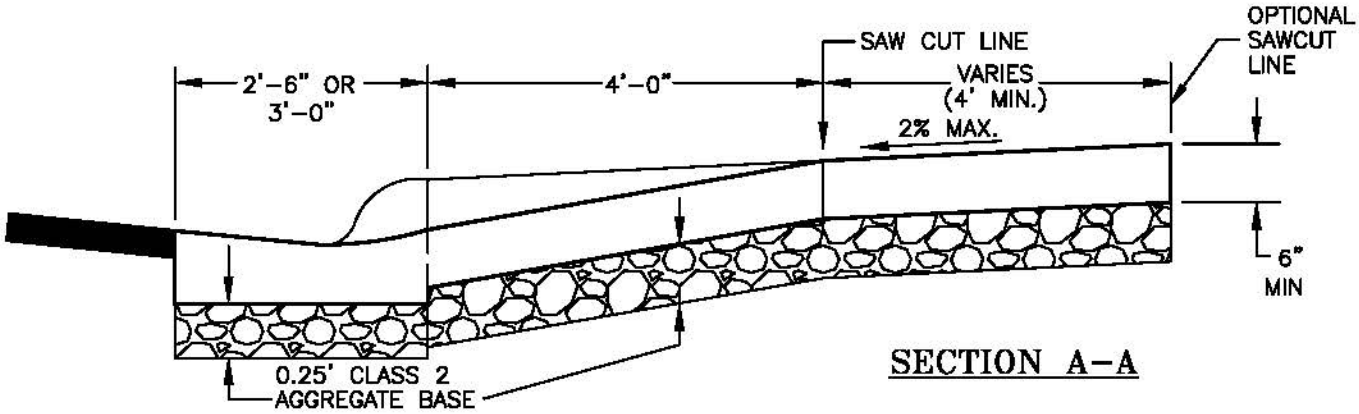
NOTES:

1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. CROSS SECTIONAL AREA = 1.84 SQ. FT.
3. CONCRETE SHALL BE PER PAGE 100.00.
4. ALL BROOMING SHALL BE PARALLEL TO THE DIRECTION OF FLOW.
5. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2–INCHES AND AT INTERVALS NOT TO EXCEED 12 FT. O.C. THE TOP 3/4–INCH OF THE WEAKENED PLANE JOINT SHALL BE FILLED WITH POLYURETHANE SEALANT (SIKAFLEX–1A OR EQUAL).
6. ROLL CURB AND GUTTER IS NOT PERMITTED WHEN GRADE OF STREET IS GREATER THAN 5%.
7. ALL SIDEWALK ADJACENT TO ROLL CURB AND GUTTER SHALL BE NO LESS THAN 6–INCHES THICK.
8. WHEN CONSTRUCTING A CURB RETURN ADJACENT TO ROLL CURB, RETURN SHALL BE 5" VERTICAL CURB AND GUTTER PER PAGE 137.00.
9. TRANSITION FROM ROLL TO VERTICAL CURB SHALL BE 5 FT. LONG; FORMED NOT HAND SHAPED.

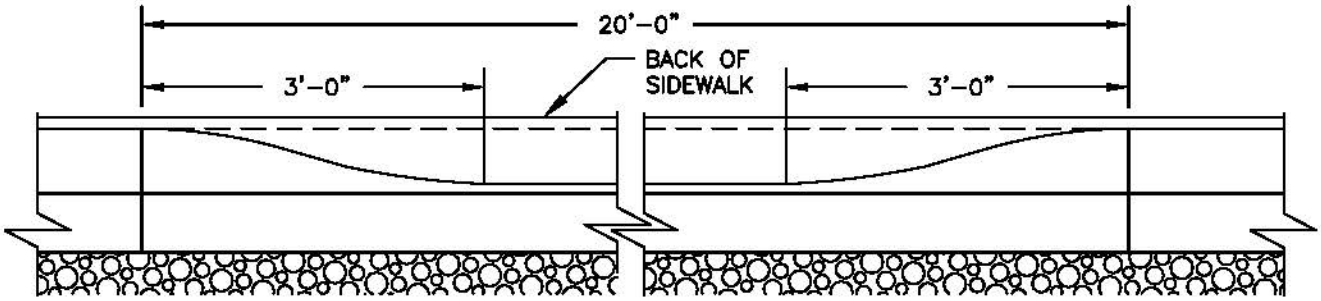
DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
8	8/13	REMOVE EXP.	APPROVED BY	ROLL CURB AND GUTTER
7	4/06	ADD NOTES	10/9/13	
6	2/03	UPDATE		
5	1998	MOD. NOTES		
MARK	DATE	REVISION	CITY ENGINEER	



PLAN



SECTION A–A



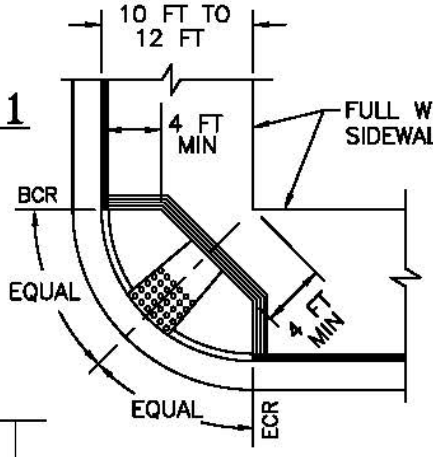
SECTION B–B

NOTES:

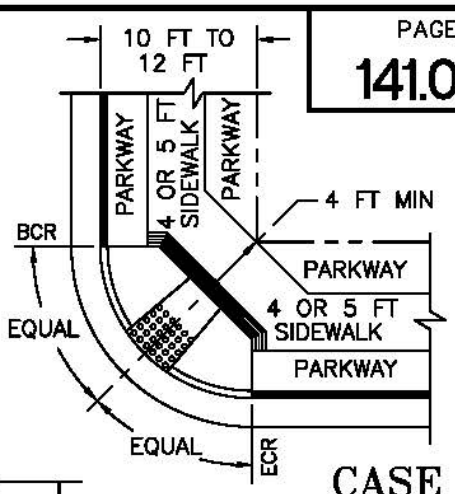
1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. ALL CONCRETE SHALL BE PER PAGE 100.00.
3. SAWCUT CONCRETE CURB, GUTTER, AND SIDEWALK OR TAKE OUT TO NEAREST EXPANSION JOINT.
4. THE AREA INCLUDED WITHIN THE SLOPES OF THE DRIVEWAY SHALL BE GIVEN A HEAVY BROOM FINISH AFTER BEING TROWELLED.
5. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2–INCHES AND AT INTERVALS NOT TO EXCEED 12 FT. O.C. WITHIN THE CURB AND GUTTER SECTION. THE TOP 3/4–INCH OF THE WEAKENED PLANE JOINT SHALL BE FILLED WITH POLYURETHANE SEALANT (SIKAFLEX–1A OR EQUAL).
6. SCORING LINES SHALL CORRESPOND WITH SCORING LINES IN THE ADJACENT SIDEWALK UNLESS OTHERWISE SPECIFIED.

DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
7 6 5	8/13 2/03 1998	ADD CTRL. JT. UPDATE MOD. NOTES	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	DRIVEWAY MODIFICATION FOR OBSOLETE 30" OR STANDARD ROLL CURB

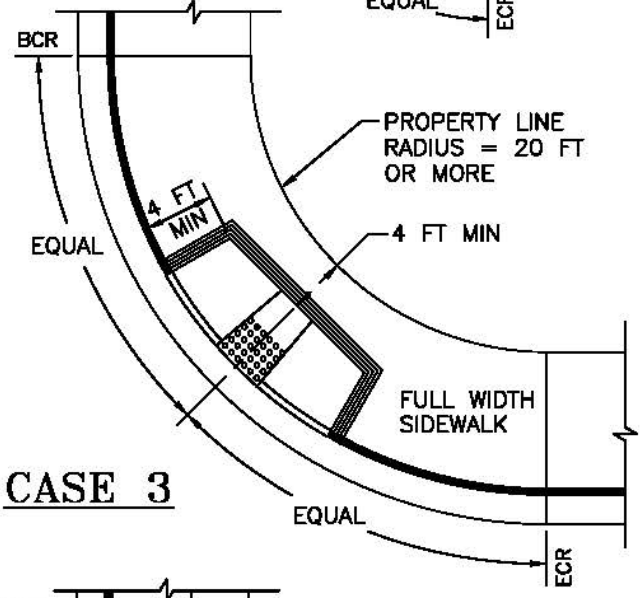
CASE 1



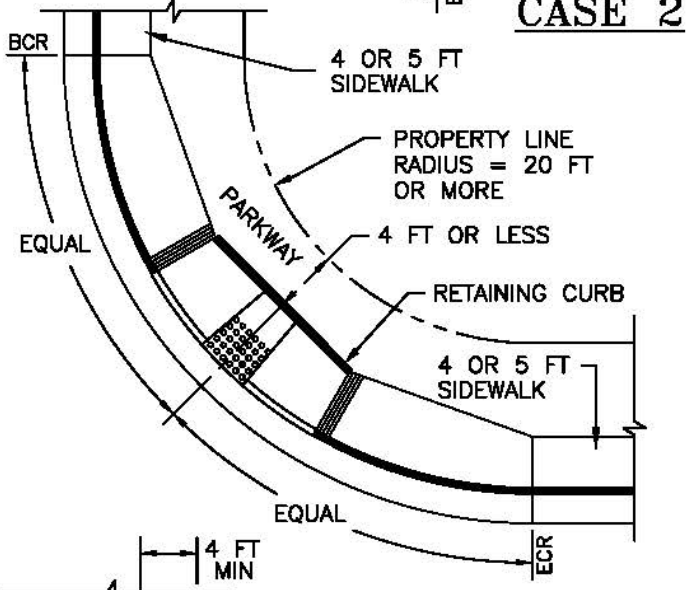
CASE 2



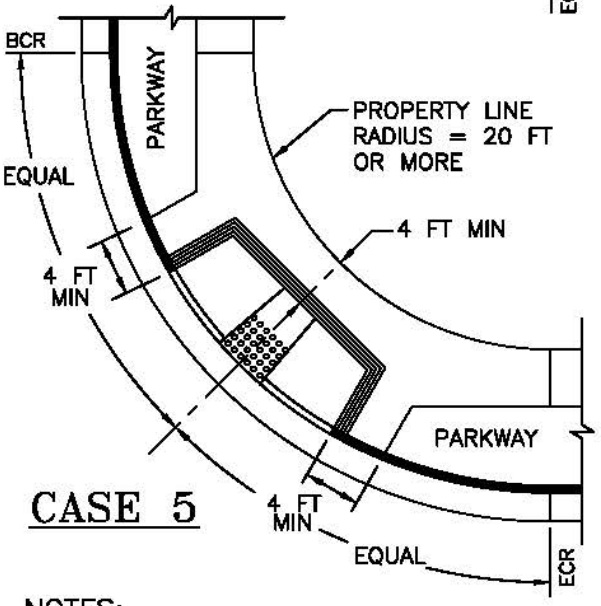
CASE 3



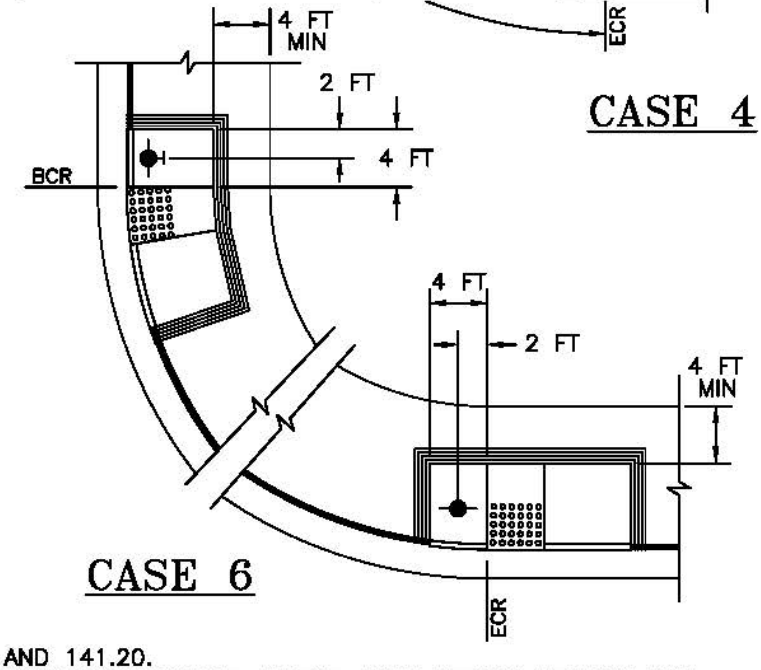
CASE 4



CASE 5



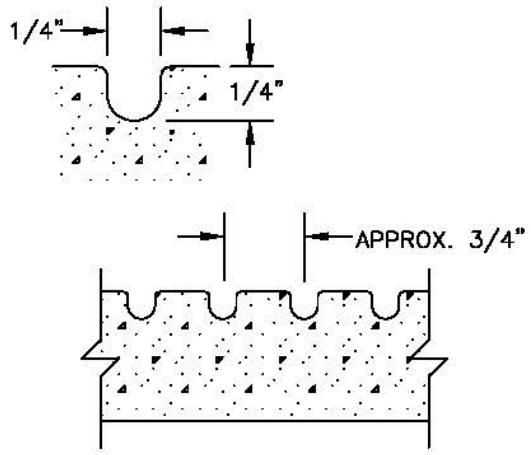
CASE 6



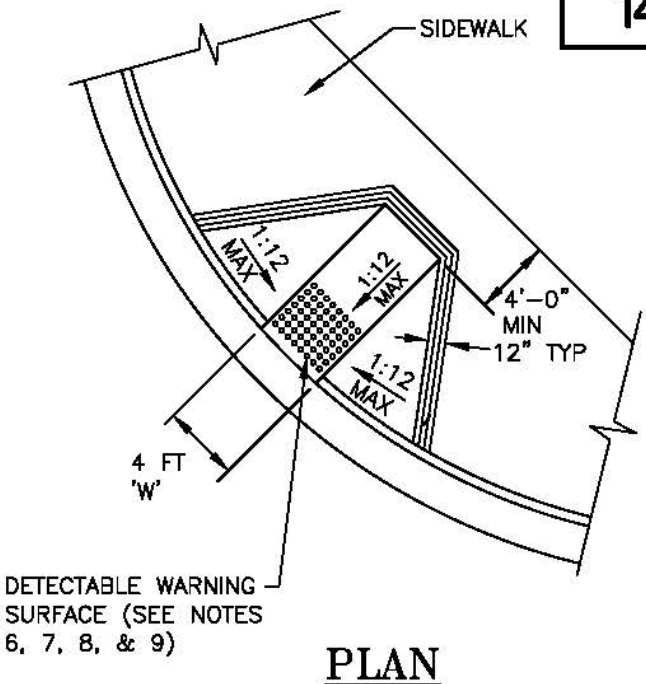
NOTES:
1. CURB RAMPS SHALL BE PER PAGES 141.10 AND 141.20.
2. INSTALLATION OF RAMPS AT LOCATIONS OTHER THAN THE MIDDLE OF THE CURB RETURN REQUIRE THE CONSTRUCTION OF TWO (2) RAMPS TO SERVE BOTH CROSSWALKS (SEE CASE 6).

DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
7 6 5	7/13 2/03 1998	UPDATE UPDATE NAME CHANGE	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	CURB RAMP LOCATION

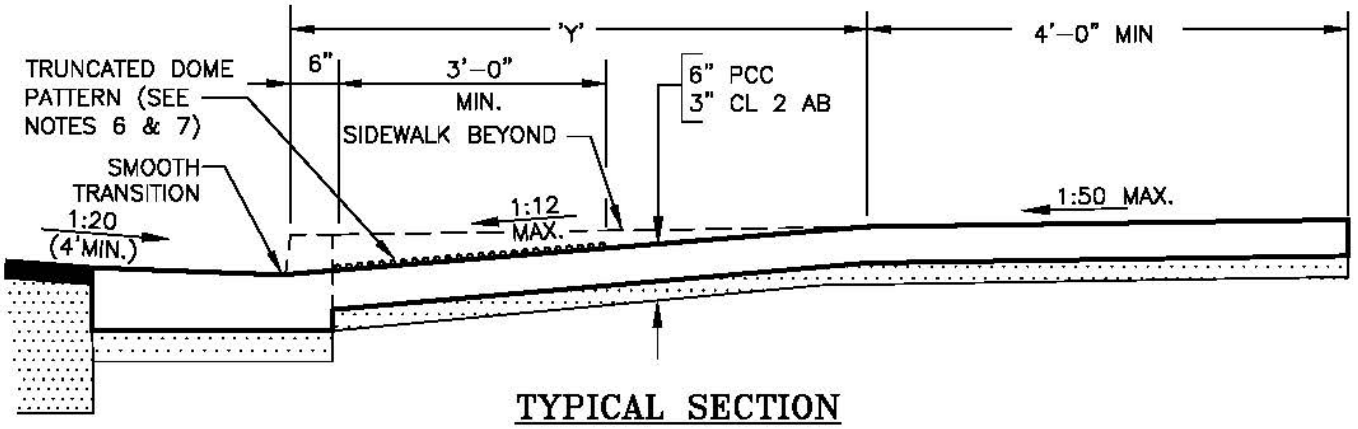
P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\141100.DWG, 8.5X11PDF, 10/10/2013 10:32:43 AM, bettsel



SCORING DETAIL



PLAN

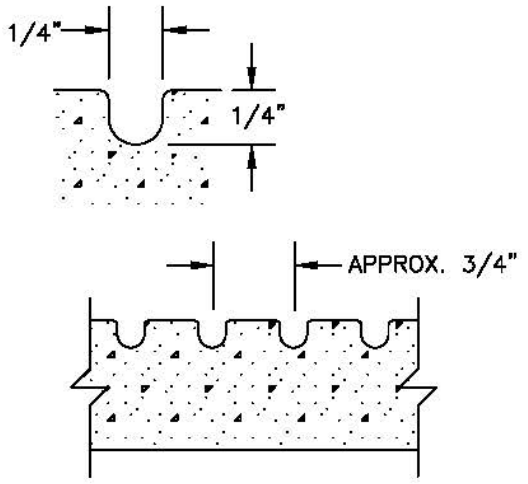


TYPICAL SECTION

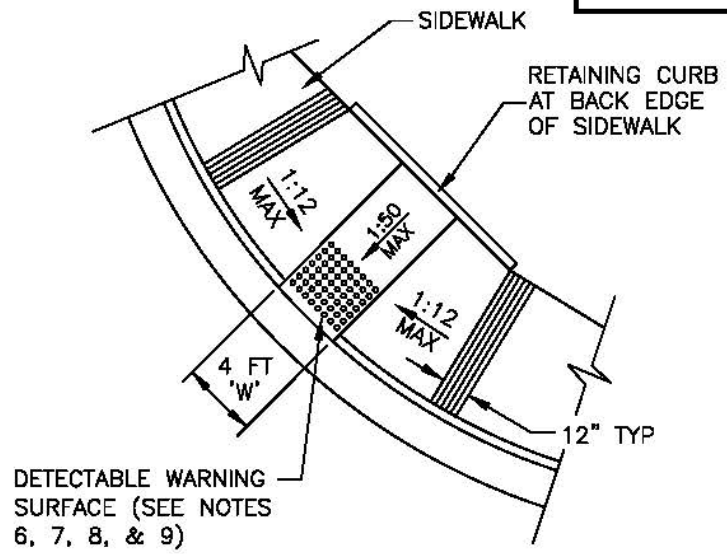
NOTES:

1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. SEE PAGE 141.00 FOR RAMP LOCATIONS.
3. FOR ROLL CURB, USE 5" VERTICAL CURB IN ALL CURB RETURNS WITH A 5 FT. TRANSITION AT BEGIN AND END OF CURVE TO ADJACENT CURB.
4. USE WIDTH 'W' OF 4 FT AT FLOWLINE. MAINTAIN MINIMUM WIDTH OF 3 FT AT THE TOP OF THE RAMP.
5. THE TEXTURE OF THE RAMP SURFACE SHALL BE ROUGHER THAN THE TEXTURE OF THE SURROUNDING SIDEWALK (SLIP RESISTANT).
6. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE TRUNCATED DOME PATTERN AS SHOWN ON CALTRANS STANDARD PLAN A88A.
7. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. SEE ADA ACCESSIBILITY GUIDELINES 4.29.2.
8. DETECTABLE WARNING SURFACE SHALL BE "WET SET" IN CONCRETE.
9. APPROVED MANUFACTURES: DETECTABLE WARNING SYSTEMS™, ADA SOLUTIONS INC. OR APPROVED EAUAL.

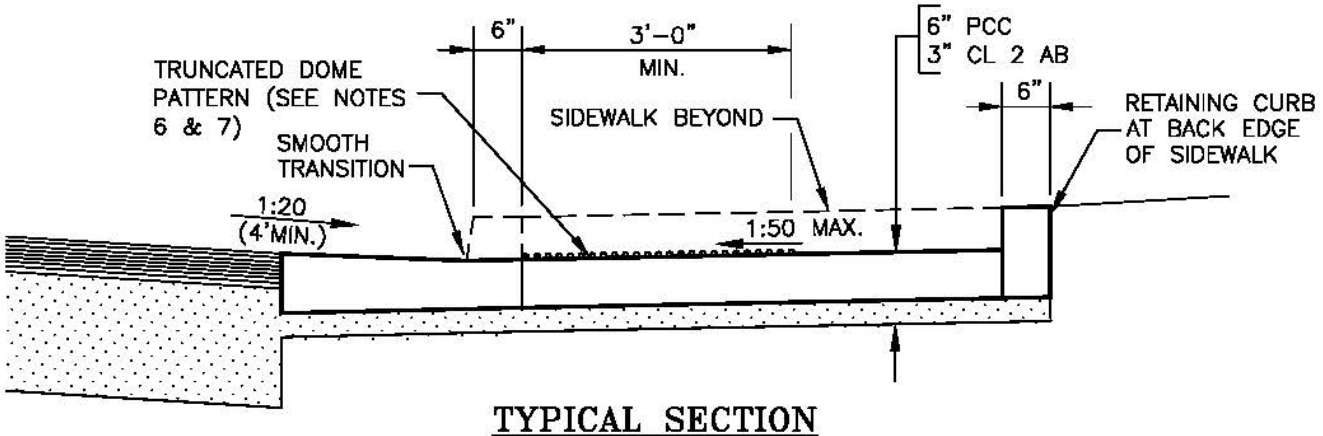
DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
2 1	7/13 4/06	ADD NOTES EDIT NOTES	APPROVED BY 10/9/13 CITY ENGINEER	CURB RAMP TYPE 'A'
MARK	DATE	REVISION		



SCORING DETAIL



PLAN

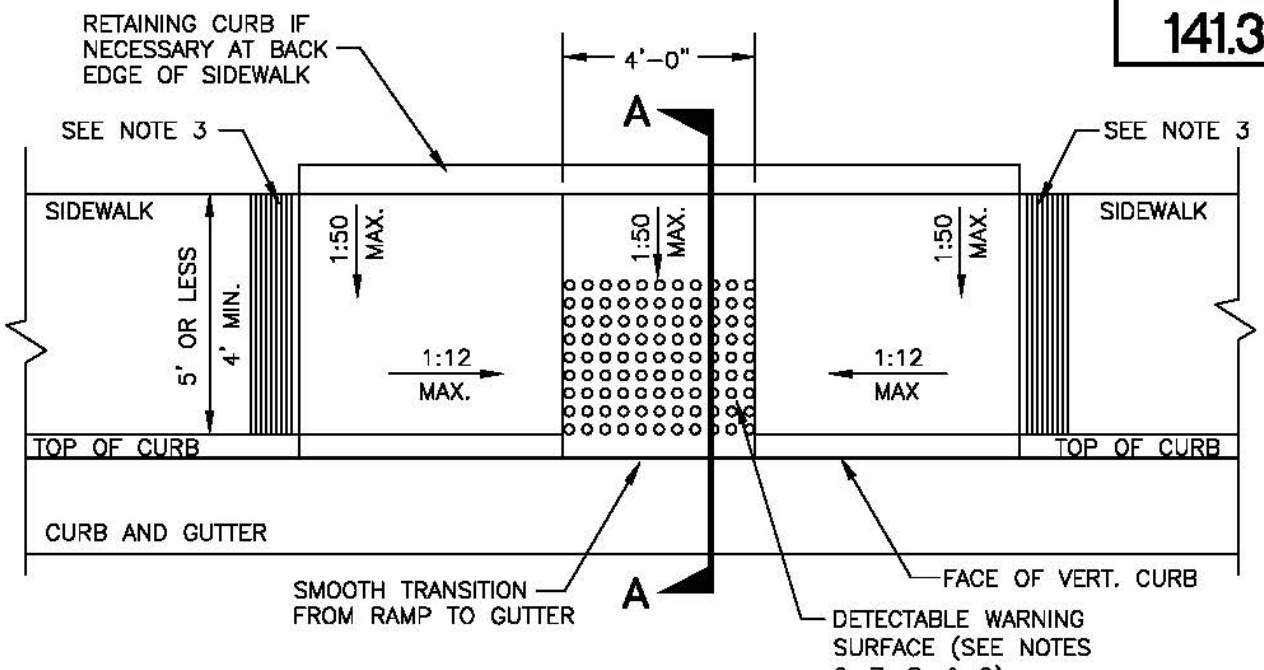


TYPICAL SECTION

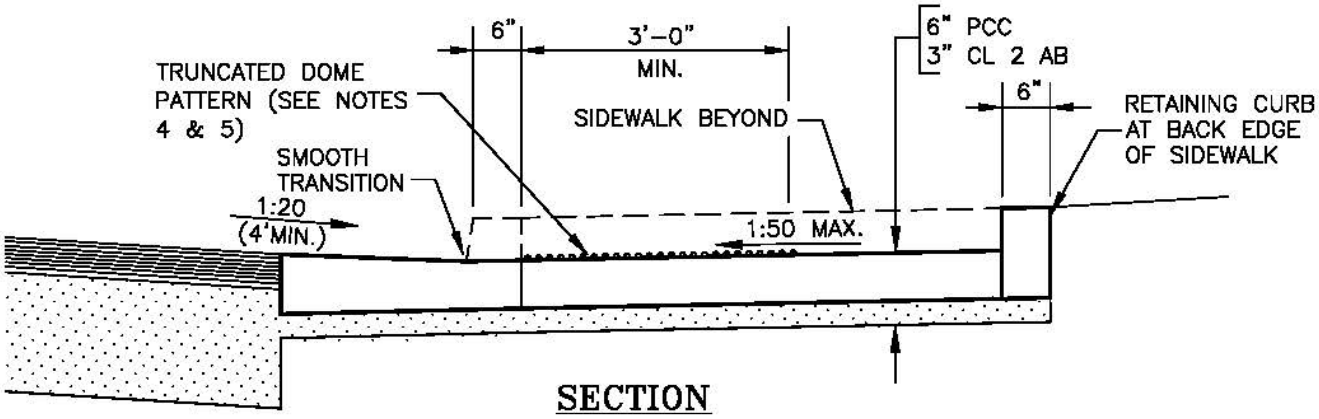
NOTES:

1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. SEE PAGE 141.00 FOR RAMP LOCATIONS.
3. FOR ROLL CURB, USE 5" VERTICAL CURB IN ALL CURB RETURNS WITH A 5 FT. TRANSITION AT BEGIN AND END OF CURVE TO ADJACENT CURB.
4. USE WIDTH 'W' OF 4 FT AT FLOWLINE. MAINTAIN MINIMUM WIDTH OF 3 FT AT THE TOP OF THE RAMP.
5. THE TEXTURE OF THE RAMP SURFACE SHALL BE ROUGHER THAN THE TEXTURE OF THE SURROUNDING SIDEWALK (SLIP RESISTANT).
6. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE TRUNCATED DOME PATTERN AS SHOWN ON CALTRANS STANDARD PLAN A88A.
7. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. SEE ADA ACCESSIBILITY GUIDELINES 4.29.2.
8. DETECTABLE WARNING SURFACE SHALL BE "WET SET" IN CONCRETE.
9. APPROVED MANUFACTURES: DETECTABLE WARNING SYSTEMS™, ADA SOLUTIONS INC. OR APPROVED EAUAL.

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
8	10/13	ADD NOTES	APPROVED BY 10/9/13	CURB RAMP
7	4/06	EDIT NOTES		TYPE 'B'
6	2/03	NAME CHANGE		
MARK	DATE	REVISION	CITY ENGINEER	



PLAN



SECTION

NOTES:

1. WORK AND MATERIALS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. SEE PAGE 141.00 FOR RAMP LOCATIONS.
3. FOR ROLL CURB, USE 5" VERTICAL CURB IN ALL CURB RETURNS WITH A 5 FT. TRANSITION AT BEGIN AND END OF CURVE TO ADJACENT CURB.
4. USE WIDTH 'W' OF 4 FT AT FLOWLINE. MAINTAIN MINIMUM WIDTH OF 3 FT AT THE TOP OF THE RAMP.
5. THE TEXTURE OF THE RAMP SURFACE SHALL BE ROUGHER THAN THE TEXTURE OF THE SURROUNDING SIDEWALK (SLIP RESISTANT).
6. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE TRUNCATED DOME PATTERN AS SHOWN ON CALTRANS STANDARD PLAN A88A.
7. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. SEE ADA ACCESSIBILITY GUIDELINES 4.29.2.
8. DETECTABLE WARNING SURFACE SHALL BE "WET SET" IN CONCRETE.
9. APPROVED MANUFACTURES: DETECTABLE WARNING SYSTEMS™, ADA SOLUTIONS INC. OR APPROVED EAUAL.

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
3	10/13	ADD NOTES	APPROVED BY 10/9/13 CITY ENGINEER
2	4/06	EDIT NOTES	CURB RAMP TYPE 'C'
1	2/03	NAME CHANGE	
MARK	DATE	REVISION	

1. DRIVEWAYS - GENERAL

ALL DRIVEWAY APPROACHES IN CITY RIGHT OF WAY SHALL BE CONSTRUCTED IN CONFORMANCE WITH REDDING MUNICIPAL CODE (RMC) SECTION 18.41, THE STANDARD SPECIFICATIONS, AND THE APPROPRIATE DRIVEWAY STANDARD DRAWINGS, OR AS MODIFIED FOR SPECIAL SITUATIONS DESCRIBED HEREIN AND APPROVED BY THE CITY ENGINEER.

2. DRIVEWAY APRONS

A. A RESIDENTIAL DRIVEWAY APRON SHALL BE CONSTRUCTED BETWEEN THE CURB AND THE PROPERTY LINE WITH PORTLAND CEMENT CONCRETE PER PAGE 148.00.

B. A COMMERCIAL DRIVEWAY APRON TO A PARKING LOT OR "DRIVE-IN" BUSINESS SHALL BE CONSTRUCTED BETWEEN THE CURB AND THE PROPERTY LINE WITH PORTLAND CEMENT CONCRETE PER PAGE 148.10 OR 148.20.

C. AN INDUSTRIAL DRIVEWAY APRON SHALL BE CONSTRUCTED BETWEEN THE CURB AND THE PROPERTY LINE PER PAGE 148.10 OR 148.20 WITH AN APPROVED PORTLAND CEMENT CONCRETE STRUCTURAL SECTION BASED ON THE AMOUNT OF TRUCK TRAFFIC (TI) AND ABILITY OF THE SOIL (R-VALUE) TO WITHSTAND TRUCK WHEEL LOADS.

D. IN ALL CASES ABOVE, IT SHALL BE THE RESPONSIBILITY OF THE ABUTTING PROPERTY OWNER TO MAINTAIN THE DRIVEWAY APRON IN A SAFE AND SUITABLE CONDITION FOR THE TRAFFIC TO BE CARRIED, WHETHER PEDESTRIAN OR VEHICULAR.

E. ALL CONCRETE WITHIN THE DRIVEWAY APRON (WIDTH 'W' AS DEFINED IN NOTE 6) SHALL HAVE A MINIMUM THICKNESS OF SIX (6) INCHES.

3. HIGH VOLUME DRIVEWAYS (COMMERCIAL / INDUSTRIAL)

COMMERCIAL AND INDUSTRIAL DRIVEWAYS THAT SERVE A SUBSTANTIAL NUMBER OF VEHICLES OR TRUCKS SHALL HAVE DIMENSIONS, SIGHT DISTANCE, GEOMETRICS, SPACING, ETC., DETERMINED BY THE CITY ENGINEER.

4. AMOUNT OF FRONTAGE ALLOWED FOR DRIVEWAYS

A. PARCELS (EXCLUDING SINGLE-FAMILY) SHALL BE LIMITED TO ONE (1) DRIVEWAY PER STREET FRONTAGE AND NOT MORE THAN FIFTY PERCENT (50%) OF THE FRONTAGE MAY BE DEVOTED TO DRIVEWAYS (RMC SEC. 18.41.140).

B. SINGLE-FAMILY PARCELS SHALL BE LIMITED TO TWO (2) DRIVEWAY CUTS PER STREET FRONTAGE AND NOT MORE THAN FIFTY PERCENT (50%) OF THE FRONTAGE MAY BE DEVOTED TO DRIVEWAYS.

5. ONE-WAY DRIVEWAYS

PARCELS (EXCLUDING SINGLE-FAMILY) SHALL BE LIMITED TO TWO (2) DRIVEWAYS (FOR CIRCULAR ONE-WAY USE) PER STREET FRONTAGE AND SHALL CONFORM TO THE CITY STANDARD FOR COMMERCIAL DRIVEWAYS OR AS MODIFIED BY THE CITY ENGINEER FOR SPECIAL SITUATIONS (RMC SEC. 18.41.140).

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
5 4	10/13 4/06	ADD NOTES EDIT NOTES	APPROVED BY 10/9/13 CITY ENGINEER	DRIVEWAY STANDARDS AND CRITERIA
MARK	DATE	REVISION		

6. DRIVEWAY WIDTH "W"

THE TOTAL WIDTH OF DRIVEWAYS SHALL BE MEASURED BETWEEN FULL HEIGHT OF CURB; EXCEPT IN THE CASE OF ROLLED CURB, THE WIDTH OF THE DRIVEWAY SHALL BE MEASURED AT THE BACK EDGE OF THE CURB OR BACK EDGE OF SIDEWALK.

7. MINIMUM WIDTH "W"

A. THE MINIMUM WIDTH OF DRIVEWAYS FOR ONE– AND TWO–FAMILY RESIDENCES SHALL BE 17 FEET.

B. THE MINIMUM WIDTH OF ALL OTHER DRIVEWAYS SHALL PROVIDE FOR THE SAFE, EFFICIENT, AND ECONOMICAL MOVEMENT OF TRAFFIC AND SHOULD BE APPROXIMATELY 25 FEET.

8. MAXIMUM WIDTH "W"

A. THE MAXIMUM WIDTH OF DRIVEWAYS FOR ONE– AND TWO–FAMILY RESIDENCES SHALL BE 28 FEET.

B. THE MAXIMUM WIDTH OF ALL COMMERCIAL DRIVEWAYS SHALL BE 40 FEET.

C. IN THE CASE OF A DRIVEWAY LOCATED ADJACENT TO AN ALLEY, THE DRIVEWAY APRON MAY BE COMBINED WITH THE ALLEY ONLY WHEN APPROVED BY THE CITY ENGINEER AND THE TOTAL COMBINED WIDTH SHALL NOT EXCEED 40 FEET.

D. THE DRIVEWAY WIDTH MAY BE MODIFIED BY THE CITY ENGINEER TO FACILITATE TURNING MOVEMENTS WHERE CURB LANES ARE USED AND WHERE NECESSARY TO PROVIDE FOR THE SAFE, EFFICIENT, AND ECONOMIC MOVEMENT OF TRAFFIC.

9. DISTANCE BETWEEN DRIVEWAYS

A. NO DRIVEWAY SHALL BE LOCATED CLOSER THAN THREE (3) FEET FROM A SIDE PROPERTY LINE, EXCEPT AS ALLOWED BY SPECIFIC ZONING ORDINANCE OR USE PERMIT.

B. THE MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN DRIVEWAYS ON ADJACENT PARCELS SHALL BE SIX (6) FEET EXCEPT AS ALLOWED BY SPECIFIC ZONING ORDINANCE.

C. NO DRIVEWAY SHALL BE LOCATED CLOSER THAN SIX (6) FEET FROM AN EXISTING OR FUTURE ALLEY ENTRANCE EXCEPT AS PROVIDED ELSEWHERE IN THESE STANDARDS.

D. WHERE TWO OR MORE DRIVEWAYS ARE CONSTRUCTED ON THE SAME PARCEL, THE MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN DRIVEWAYS SHALL BE 14 FEET. WHERE PRACTICAL, TO PROVIDE CURBSIDE PARKING, THE TOTAL LENGTH OF FULL HEIGHT CURB BETWEEN DRIVEWAYS SHALL BE IN MULTIPLES OF 24 FEET.

10. DRIVEWAY GRADE (SLOPE)

THE MAXIMUM GRADE FOR DRIVEWAYS WITHIN THE PUBLIC RIGHT–OF–WAY (MEASURED AT THE CENTERLINE) SHALL BE LIMITED TO EIGHT (8) PERCENT; EXCEPT THE AREA REQUIRED FOR PEDESTRIAN TRAFFIC WHICH SHALL NOT EXCEED TWO (2) PERCENT (RMC SEC. 18.41.180(A)).

11. DRIVEWAY DISTANCES FROM UTILITY OR SAFETY DEVICES

NO DRIVEWAY SHALL BE LOCATED CLOSER THAN FIVE (5) FEET FROM A FIRE HYDRANT, TRAFFIC SIGNAL, STREET LIGHT STANDARD, UTILITY POLE, GUY WIRE, OR ANY UTILITY COMPANY SERVICE BOX.

12. UTILITY RELOCATION

ANY NECESSARY RELOCATION OF PUBLIC OR PRIVATE UTILITY FACILITIES OR OTHER PUBLIC IMPROVEMENTS REQUIRED TO ACCOMMODATE A DRIVEWAY SHALL BE ACCOMPLISHED WITHOUT COST TO THE CITY.

13. SIGNAL AND ELECTRICAL CONDUIT

WHERE TRAFFIC SIGNAL OR HIGHWAY LIGHTING IS PLANNED OR ANTICIPATED, A MINIMUM OF ONE 3–INCH PVC–P&C TC–6 CONDUIT SHALL BE PLACED UNDER ANY NEW DRIVEWAY APRON AND EXTEND A MINIMUM OF ONE FOOT BEYOND THE ENDS OF THE DRIVEWAY WITHOUT COST TO THE CITY. THE CONDUIT SHALL BE PLACED BEHIND, AND 24 INCHES BELOW TOP OF CURB.

14. REMOVAL OF EXISTING DRIVEWAYS

WHEN DRIVEWAY CONSTRUCTION IS TO TAKE PLACE ON A PARCEL, ANY ABANDONED DRIVEWAYS SHALL BE REMOVED AND REPLACED WITH STANDARD CURB, GUTTER, AND SIDEWALK CONCURRENTLY WITH THE NEW CONSTRUCTION AND WITHOUT COST TO THE CITY (RMC SEC. 18.41.140(E)).

15. REMOVAL OF EXISTING CONCRETE

A. WHERE CURB, GUTTER, AND/OR SIDEWALK IS EXISTING AND NO DRIVEWAY DEPRESSION HAS BEEN PROVIDED, THE CONCRETE SHALL BE SAWCUT AND REMOVED TO THE NEAREST SCORE LINE OR CONTROL JOINT BEYOND THE 'X' DISTANCE ON EITHER SIDE AND REPLACED PER THE APPROPRIATE STANDARDS.

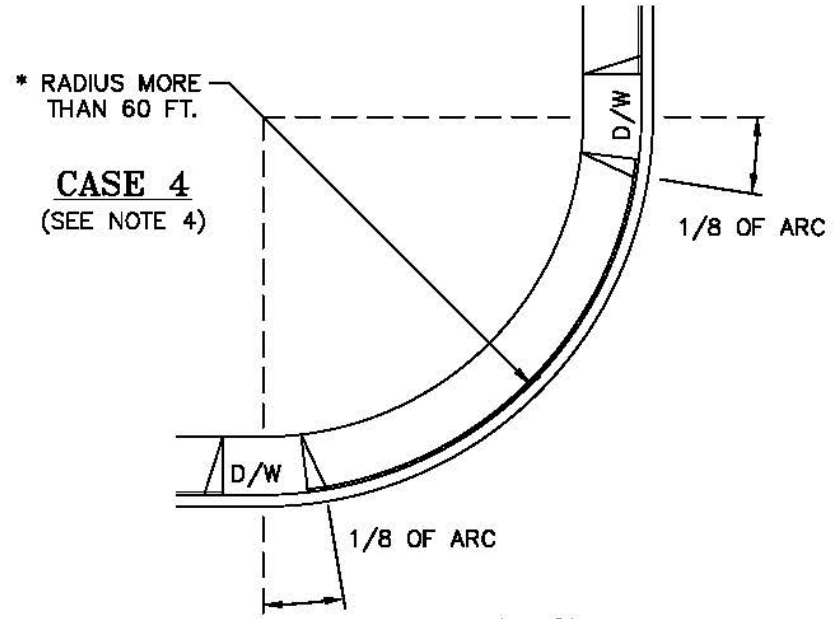
B. WHERE AN EXISTING SIDEWALK IS IN PLACE AND IS LESS THAN THE REQUIRED THICKNESS, THE PORTION WITHIN THE LIMITS OF THE DRIVEWAY MAY BE LEFT WITH THE APPROVAL OF THE CITY ENGINEER. OTHERWISE IT SHALL BE SAWCUT AT THE NEAREST SCORE LINE OR CONTROL JOINT BEYOND THE LIMITS OF THE DRIVEWAY ON EITHER SIDE AND REPLACED PER THE APPROPRIATE STANDARDS.

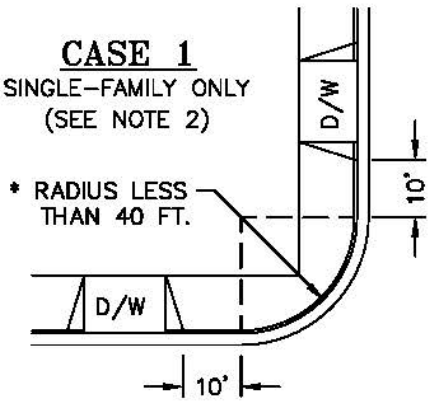
16. REMOVAL OF EXISTING ASPHALT CONCRETE

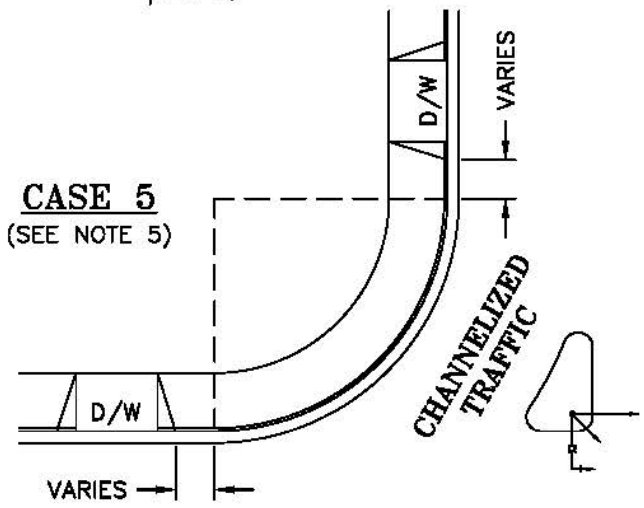
WHEN A DRIVEWAY IS TO BE CONSTRUCTED ADJACENT TO EXISTING ASPHALT CONCRETE, SAID AC SHALL BE REMOVED TO A NEAT VERTICAL EDGE AT A MINIMUM OF 12 INCHES OFF THE NEW LIP OF GUTTER. VERTICAL EDGE SHALL RECEIVE A TACK COAT BEFORE PLACEMENT OF THE NEW AC PER PAGE 611.00.

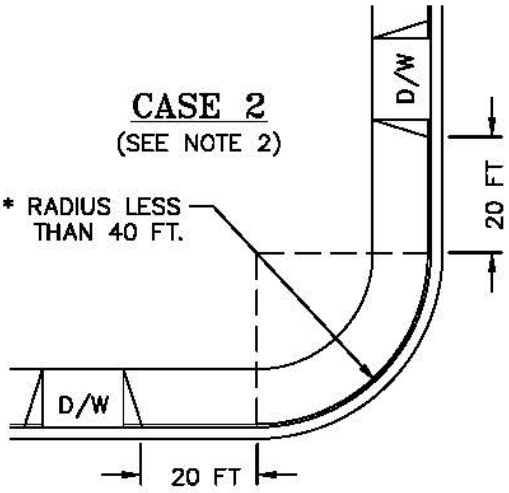
17. MODIFICATION

THE ABOVE STANDARDS MAY BE MODIFIED BY THE CITY ENGINEER.



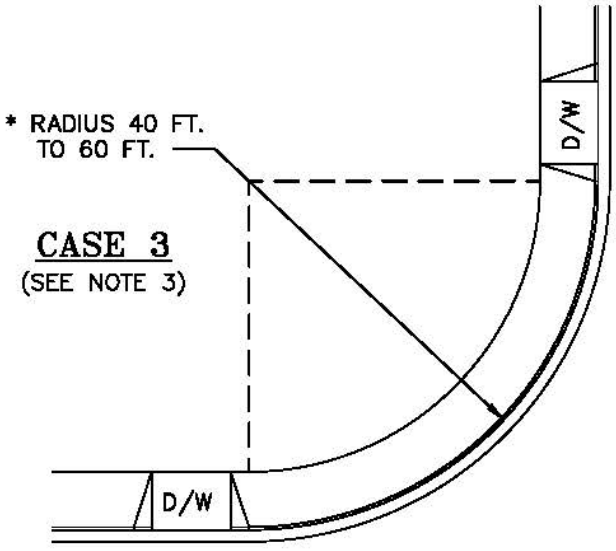






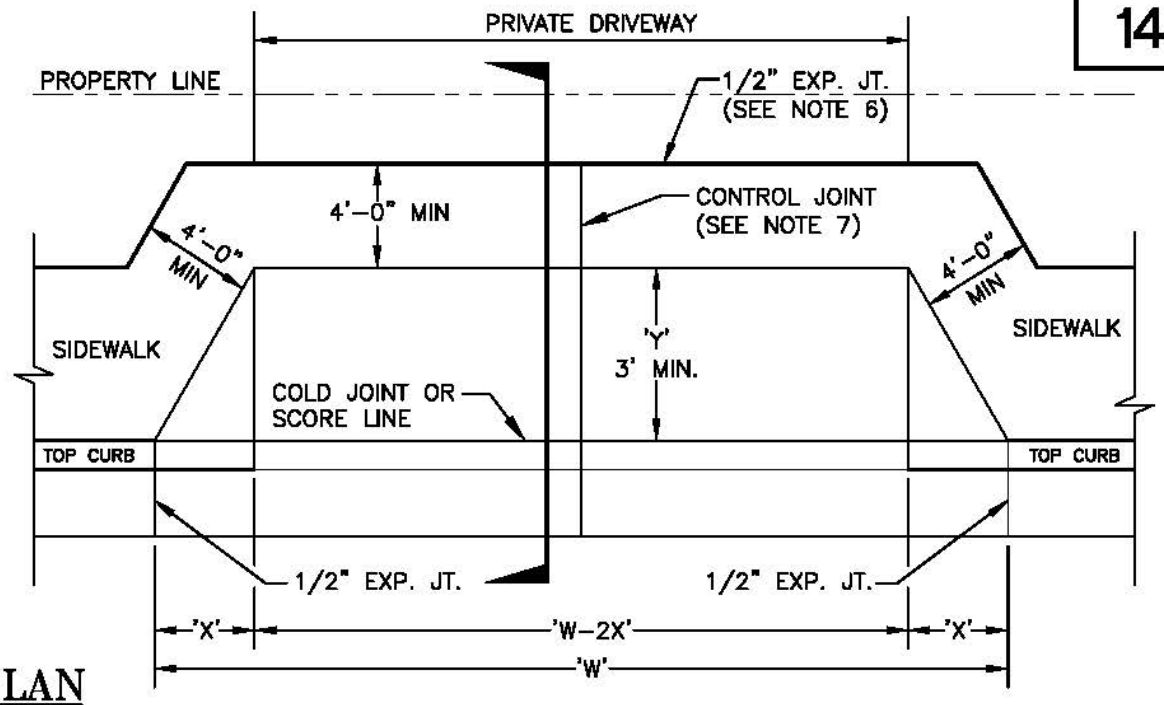
NOTES:

1. (*) RADIUS REFERS TO FACE OF CURB RADIUS.
2. WHERE RADIUS OF THE CURB RETURN IS LESS THAN FORTY (40) FEET, NO PORTION OF ANY DRIVEWAY SHALL BE PERMITTED WITHIN THE SPECIFIED DISTANCE OF THE CURB RETURN ACCORDING TO THE DESIGNATED LAND USE (RMC SEC. 18.41.140(B)).
3. WHERE RADIUS OF THE CURB RETURN IS LESS THAN SIXTY (60) FEET, NO PORTION OF ANY DRIVEWAY SHALL BE PERMITTED WITHIN THE CURB RETURN.
4. ON ALL CURB RETURNS WHERE THE RADIUS IS MORE THAN SIXTY (60) FEET, DRIVEWAYS MAY ENCROACH UPON EACH END OF THE RETURN A MAXIMUM DISTANCE EQUAL TO 12-1/2% OR 1/8 OF THE TOTAL LENGTH OF THE ARC OF THE CURB RETURN, SUBJECT TO APPROVAL OF THE CITY ENGINEER.
5. ON ALL CURB RETURNS WHERE CHANNELIZATION AND/OR COMPOUND CURVES ARE TO EXIST, DRIVEWAYS WILL NOT BE PERMITTED WITHIN THE CURB RETURNS AND THEIR LOCATION SHALL BE SUBJECT TO APPROVAL OF THE CITY ENGINEER.

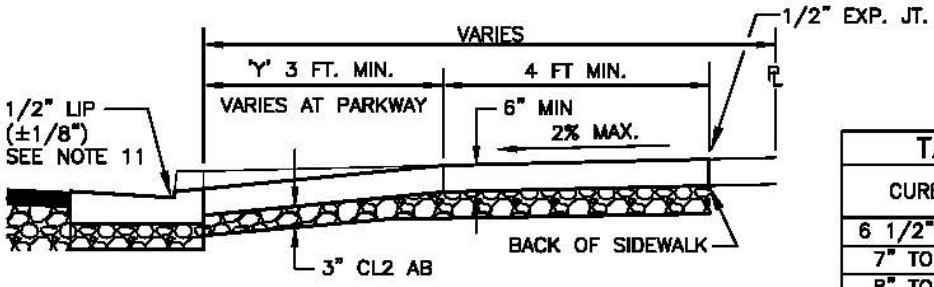


DWG DATE: 10/87		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
6 5	10/13 1998	UPDATE UPDATE	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STANDARD DRIVEWAY LOCATIONS

P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\14720.DWG, 8.5X11PDF, 10/17/2013 2:37:22 PM, bottoni



PLAN



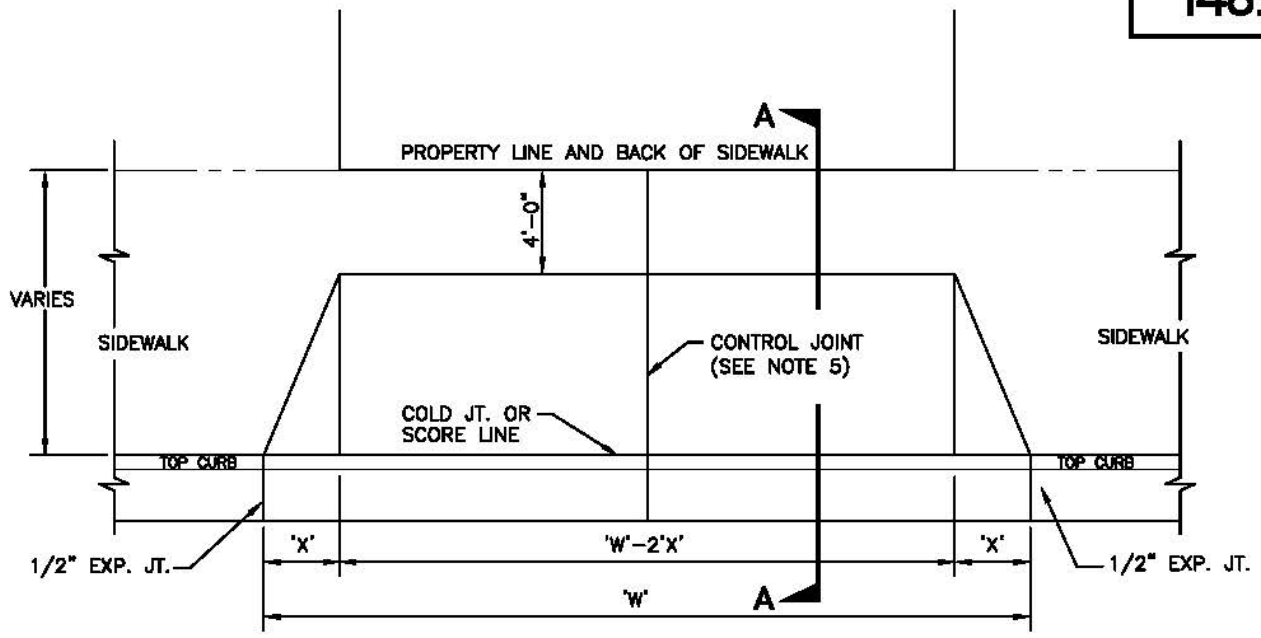
SECTION

TABLE OF DIMENSIONS			
CURB FACE	'X' DIST	'W' (MIN.)	'W-2X' (MIN.)
6 1/2" OR LESS	2'-6"	17'	12'
7" TO 7 1/2"	3'-0"	18'	12'
8" TO 8 1/2"	3'-6"	19'	12'
9" TO 9 1/2"	4'-0"	20'	12'
10" TO 10 1/2"	4'-6"	21'	12'
11" TO 12"	5'-0"	22'	12'

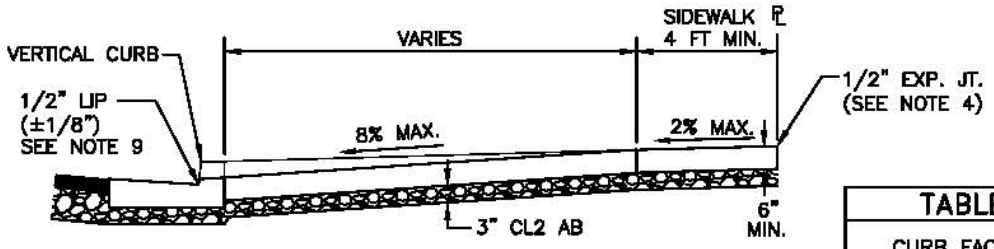
NOTES:

1. ALL DRIVEWAY DESIGNS SHALL CONFORM WITH PAGE 147.00, DRIVEWAY STANDARDS AND CRITERIA.
2. DRIVEWAYS SHALL NOT BE CONSTRUCTED CLOSER TO CURB RETURNS THAN SHOWN ON PAGE 147.20 UNLESS APPROVED BY THE CITY ENGINEER.
3. DISTANCE 'Y' SHALL BE MEASURED FROM THE BACK OF CURB TO THE STREET EDGE OF THE SIDEWALK AND SHALL NOT BE LESS THAN 3 FEET.
4. WHEN SIDEWALK IS NOT ADJACENT TO THE CURB AND THE DISTANCE FROM THE BACK OF CURB TO THE STREET EDGE OF THE SIDEWALK IS LESS THAN THREE (3) FEET, DRIVEWAYS SHALL BE CONSTRUCTED WITH SIDES AT RIGHT ANGLES TO THE CURB.
5. ALL CONCRETE SHALL BE PER PAGE 100.00.
6. 1/2-INCH, PRE-MOLDED EXPANSION JOINT MATERIAL SHALL BE HELD FIRMLY IN PLACE PRIOR TO PLACING CONCRETE.
7. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2-INCHES AND AT INTERVALS NOT TO EXCEED 12 FT O.C.
8. 1/2-INCH DEEP SCORE LINES SHALL BE EVENLY SPACED BETWEEN WEAKENED PLANE JOINTS AT 3 FT TO 5 FT INTERVALS.
9. WEAKENED PLANE JOINTS AND SCORE LINES SHALL CORRESPOND WITH THOSE IN THE ADJACENT SIDEWALK UNLESS OTHERWISE SPECIFIED.
10. THE AREA INCLUDED WITHIN THE SLOPE OF THE DRIVEWAY SHALL BE GIVEN A HEAVY BROOM FINISH.
11. TOP OF LIP TO BE TROWELED STRAIGHT AND TRUE.

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
11 10	8/13 2/03	EDIT NOTES REV. WINGS	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STANDARD RESIDENTIAL DRIVEWAY



STANDARD DRIVEWAY

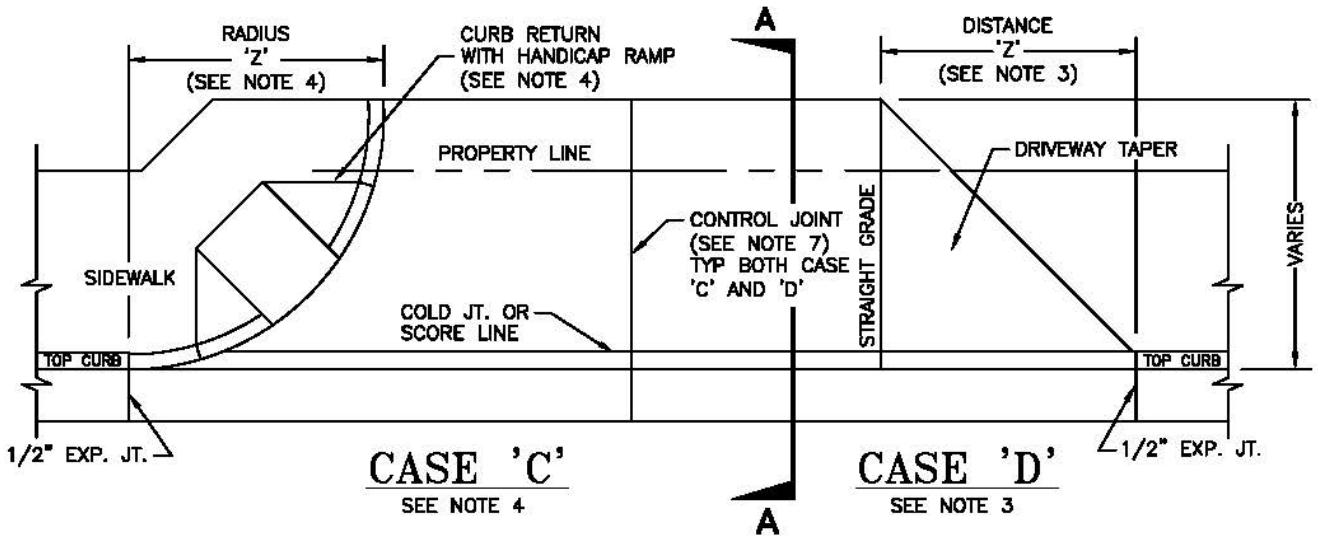


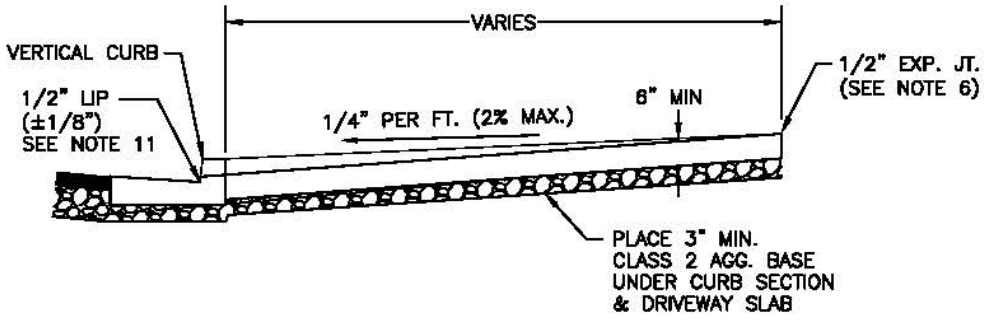
SECTION A-A

TABLE OF DIMENSIONS			
CURB FACE	'X' DIST	'W' (MIN.)	'W-2X' (MIN.)
6 1/2" OR LESS	2'-6"	35'	30'
7" TO 7 1/2"	3'-0"	35'	29'
8" TO 8 1/2"	3'-6"	36'	29'
9" TO 9 1/2"	4'-0"	36'	28'
10" TO 10 1/2"	4'-6"	36'	27'
11" TO 12"	5'-0"	36'	26'

NOTES:
1. ALL DRIVEWAY DESIGNS SHALL CONFORM WITH PAGE 147.00, DRIVEWAY STANDARDS AND CRITERIA.
2. DRIVEWAYS SHALL NOT BE CONSTRUCTED CLOSER TO CURB RETURNS THAN SHOWN ON PAGE 147.20 UNLESS APPROVED BY THE CITY ENGINEER.
3. ALL CONCRETE SHALL BE PER PAGE 100.00.
4. 1/2-INCH, PRE-MOLDED EXPANSION JOINT MATERIAL SHALL BE HELD FIRMLY IN PLACE PRIOR TO PLACING CONCRETE.
5. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2-INCHES AND AT INTERVALS NOT TO EXCEED 12 FT O.C.
6. 1/2-INCH DEEP SCORE LINES SHALL BE EVENLY SPACED BETWEEN WEAKENED PLANE JOINTS AT 3 FT TO 5 FT INTERVALS.
7. WEAKENED PLANE JOINTS AND SCORE LINES SHALL CORRESPOND WITH THOSE IN THE ADJACENT SIDEWALK UNLESS OTHERWISE SPECIFIED.
8. THE AREA INCLUDED WITHIN THE SLOPE OF THE DRIVEWAY SHALL BE GIVEN A HEAVY BROOM FINISH.
9. TOP OF LIP TO BE TROWELED STRAIGHT AND TRUE.

DWG DATE: 2/03		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
8	8/13	EDIT NOTES	APPROVED BY 10/9/13 CITY ENGINEER
7	4/06	EDIT NOTES	STANDARD COMMERCIAL-INDUSTRIAL DRIVEWAY
6	2/03	REV. WINGS	
MARK	DATE	REVISION	



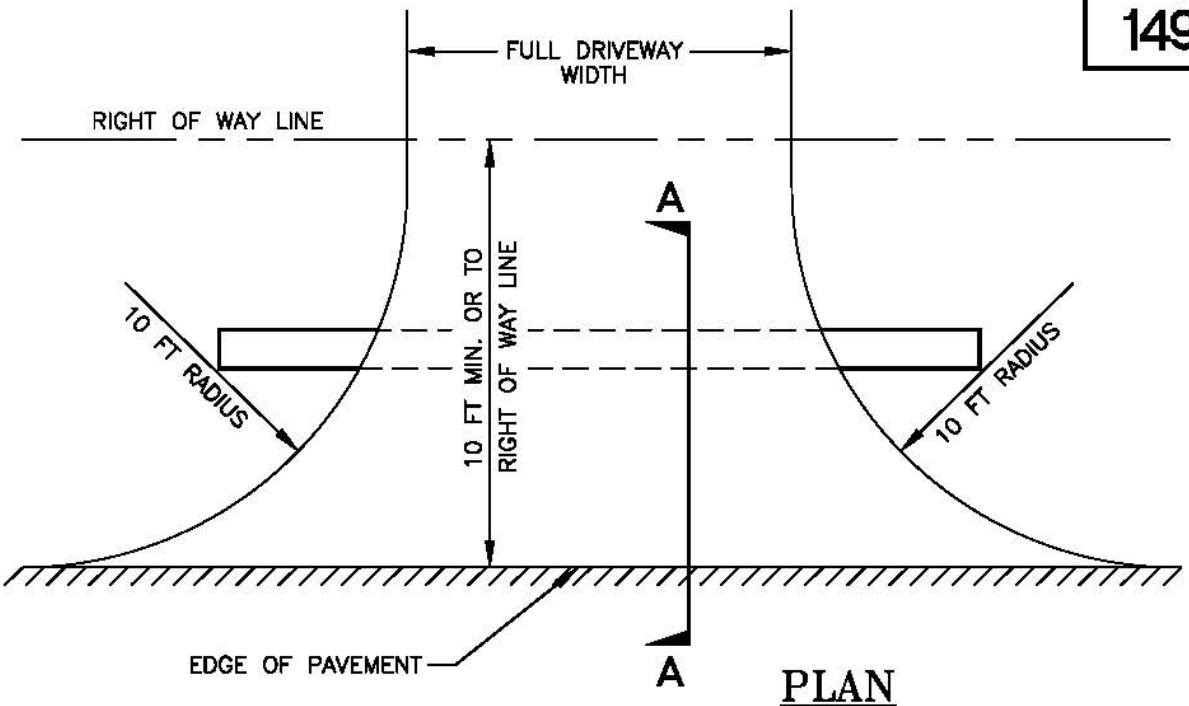


SECTION A-A

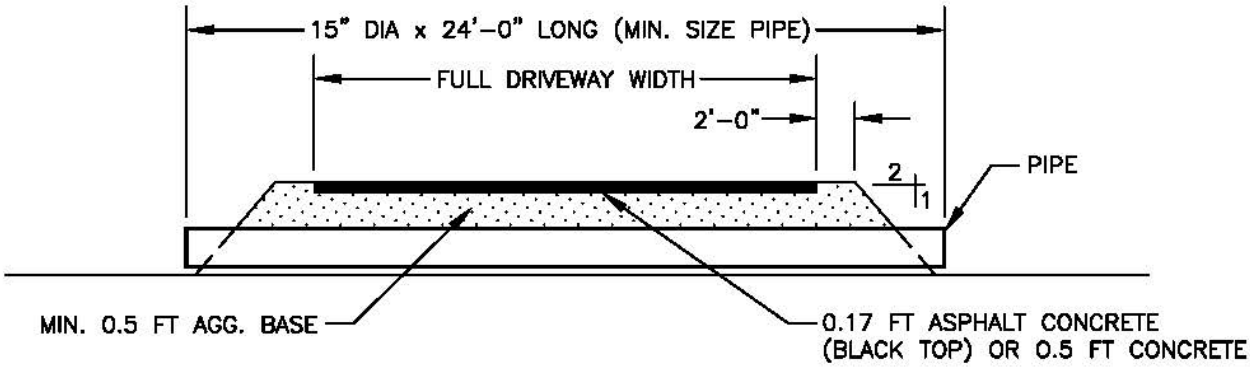
NOTES:

1. ALL DRIVEWAY DESIGNS SHALL CONFORM WITH PAGE 147.00, DRIVEWAY STANDARDS AND CRITERIA.
2. DRIVEWAYS SHALL NOT BE CONSTRUCTED CLOSER TO CURB RETURNS THAN SHOWN ON PAGE 147.20 UNLESS APPROVED BY THE CITY ENGINEER.
3. DISTANCE 'Z' (EXTENSION OF MODIFIED DRIVEWAY) SHALL BE OF ADEQUATE SIZE TO FACILITATE VEHICLE RIGHT TURNS FROM CURB THRU LANE. LENGTH SHALL BE DETERMINED BY VEHICLE TURN RADIUS CRITERIA AND AS APPROVED BY THE CITY ENGINEER.
4. CURB RETURNS MAY BE USED (MODIFIED DRIVEWAY) WHEN RADIUS 'Z' EXCEEDS 15 FT. CURB RAMPS PER PAGE 141.00 MUST BE DESIGNED INTO THE CURB RETURNS.
5. ALL CONCRETE SHALL BE PER PAGE 100.00.
6. 1/2-INCH, PRE-MOLDED EXPANSION JOINT MATERIAL SHALL BE HELD FIRMLY IN PLACE PRIOR TO PLACING CONCRETE.
7. WEAKENED PLANE JOINTS SHALL BE TO A DEPTH OF 2-INCHES AND AT INTERVALS NOT TO EXCEED 12 FT O.C.
8. 1/2-INCH DEEP SCORE LINES SHALL BE EVENLY SPACED BETWEEN WEAKENED PLANE JOINTS AT 3 FT TO 5 FT INTERVALS.
9. WEAKENED PLANE JOINTS AND SCORE LINES SHALL CORRESPOND WITH THOSE IN THE ADJACENT SIDEWALK UNLESS OTHERWISE SPECIFIED.
10. THE AREA INCLUDED WITHIN THE SLOPE OF THE DRIVEWAY SHALL BE GIVEN A HEAVY BROOM FINISH.
11. TOP OF LIP TO BE TROWELED STRAIGHT AND TRUE.

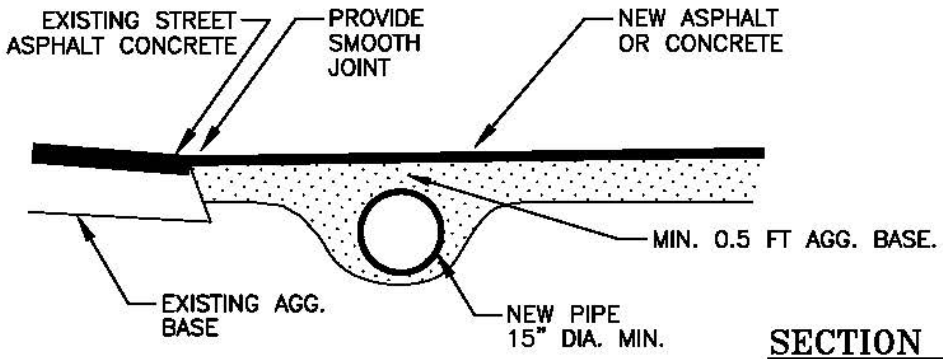
DWG DATE: 1996		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
8 7	8/13 4/06	EDIT NOTES EDIT NOTES	APPROVED BY 10/9/13 CITY ENGINEER	MODIFIED COMMERCIAL-INDUSTRIAL DRIVEWAY
MARK	DATE	REVISION		



PLAN

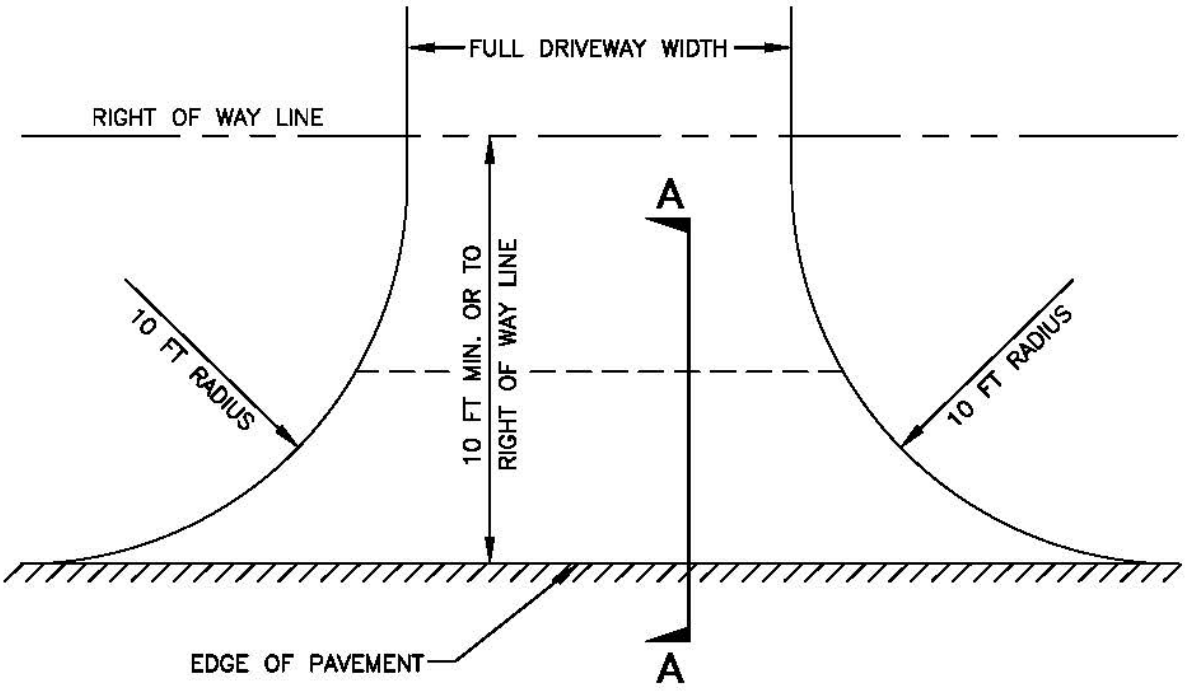


PROFILE

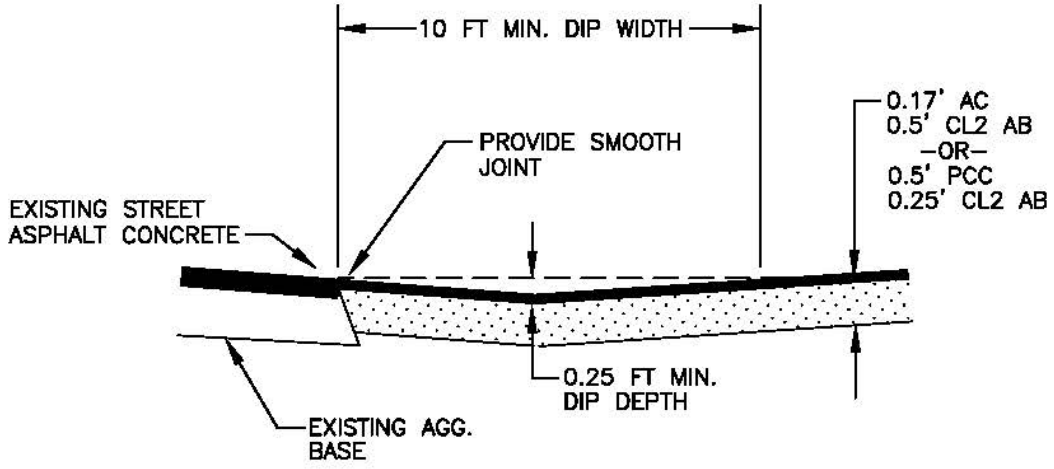


SECTION A–A

DWG DATE: 10/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
5 4	7/13 1998	UPDATE EDIT NOTES	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	RESIDENTIAL DRIVEWAY CULVERT

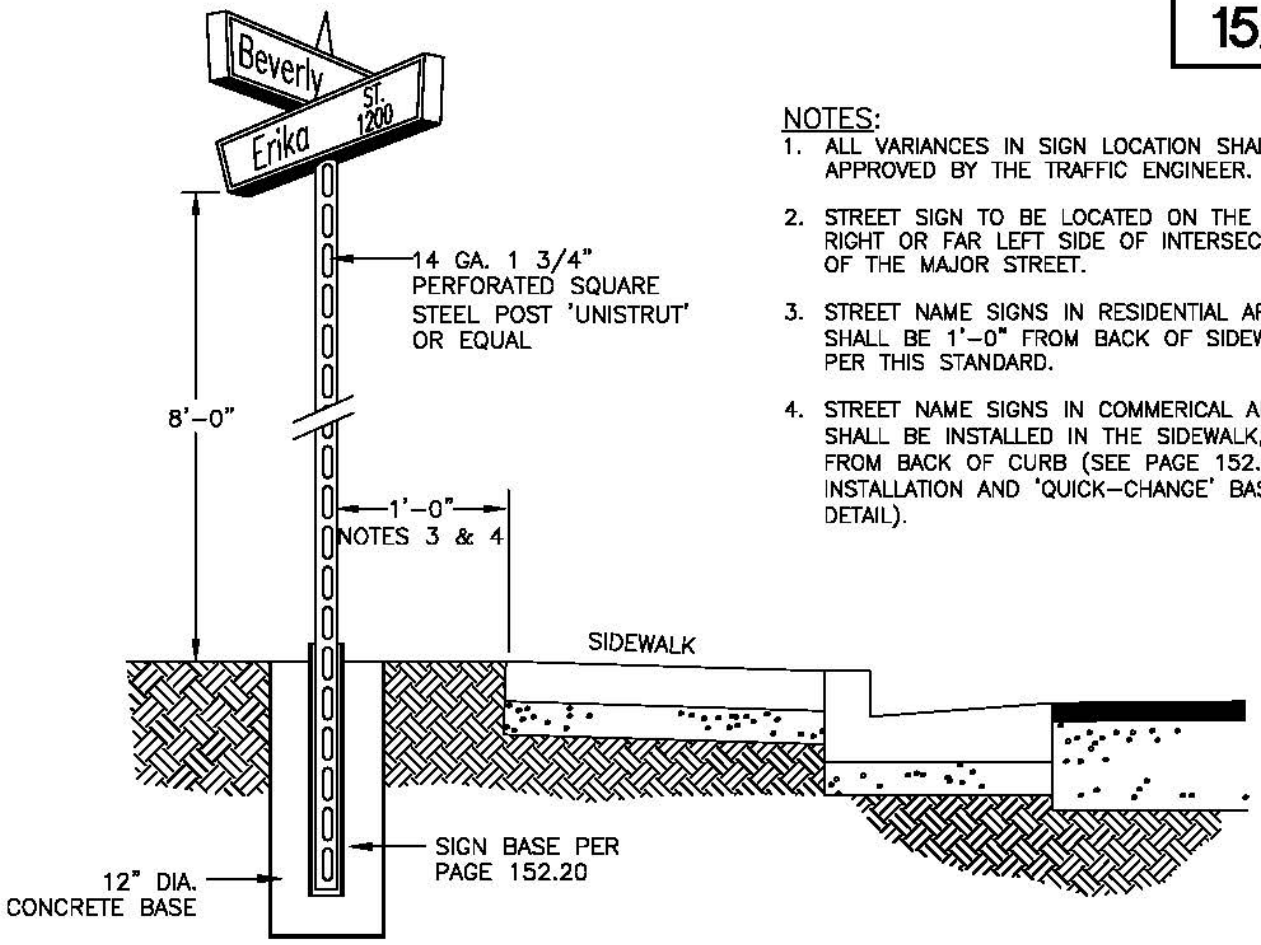


PLAN



SECTION A–A

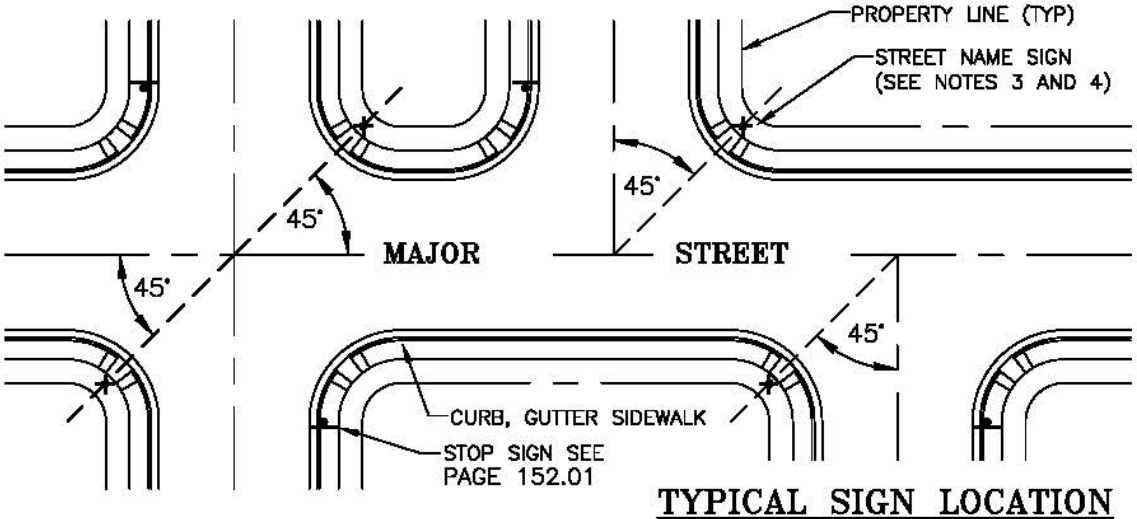
DWG DATE: 10/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
5 4	7/13 1998	UPDATE EDIT NOTES	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	RESIDENTIAL DRIVEWAY DIP



NOTES:

1. ALL VARIANCES IN SIGN LOCATION SHALL BE APPROVED BY THE TRAFFIC ENGINEER.
2. STREET SIGN TO BE LOCATED ON THE NEAR RIGHT OR FAR LEFT SIDE OF INTERSECTION OF THE MAJOR STREET.
3. STREET NAME SIGNS IN RESIDENTIAL AREAS SHALL BE 1'-0" FROM BACK OF SIDEWALK PER THIS STANDARD.
4. STREET NAME SIGNS IN COMMERICAL AREAS SHALL BE INSTALLED IN THE SIDEWALK, 1'-0" FROM BACK OF CURB (SEE PAGE 152.20 FOR INSTALLATION AND 'QUICK-CHANGE' BASE DETAIL).

STREET NAME SIGN ASSEMBLY

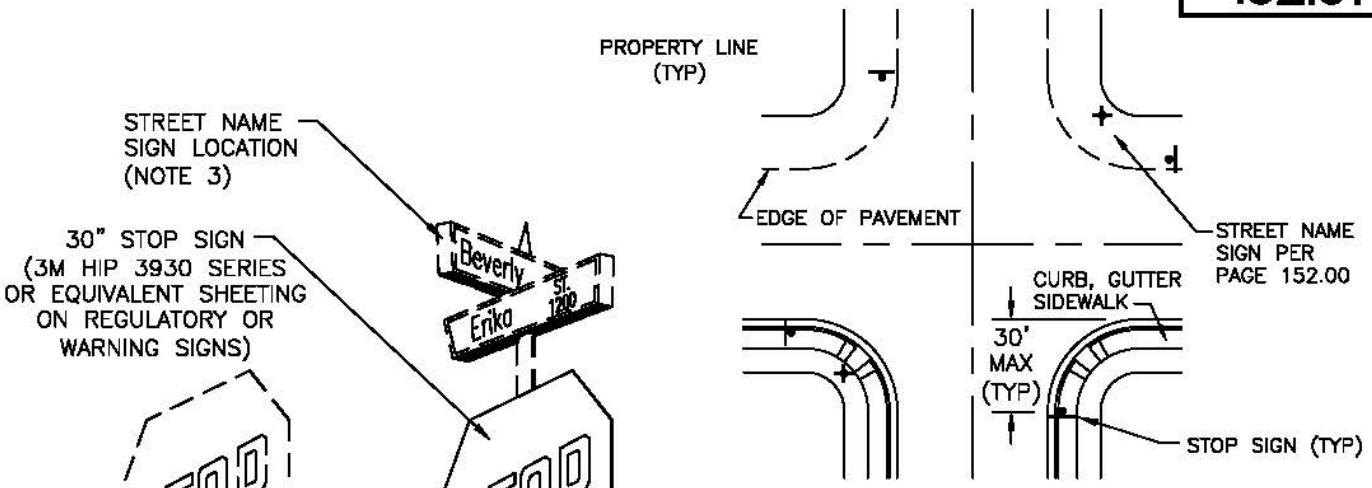


TYPICAL SIGN LOCATION

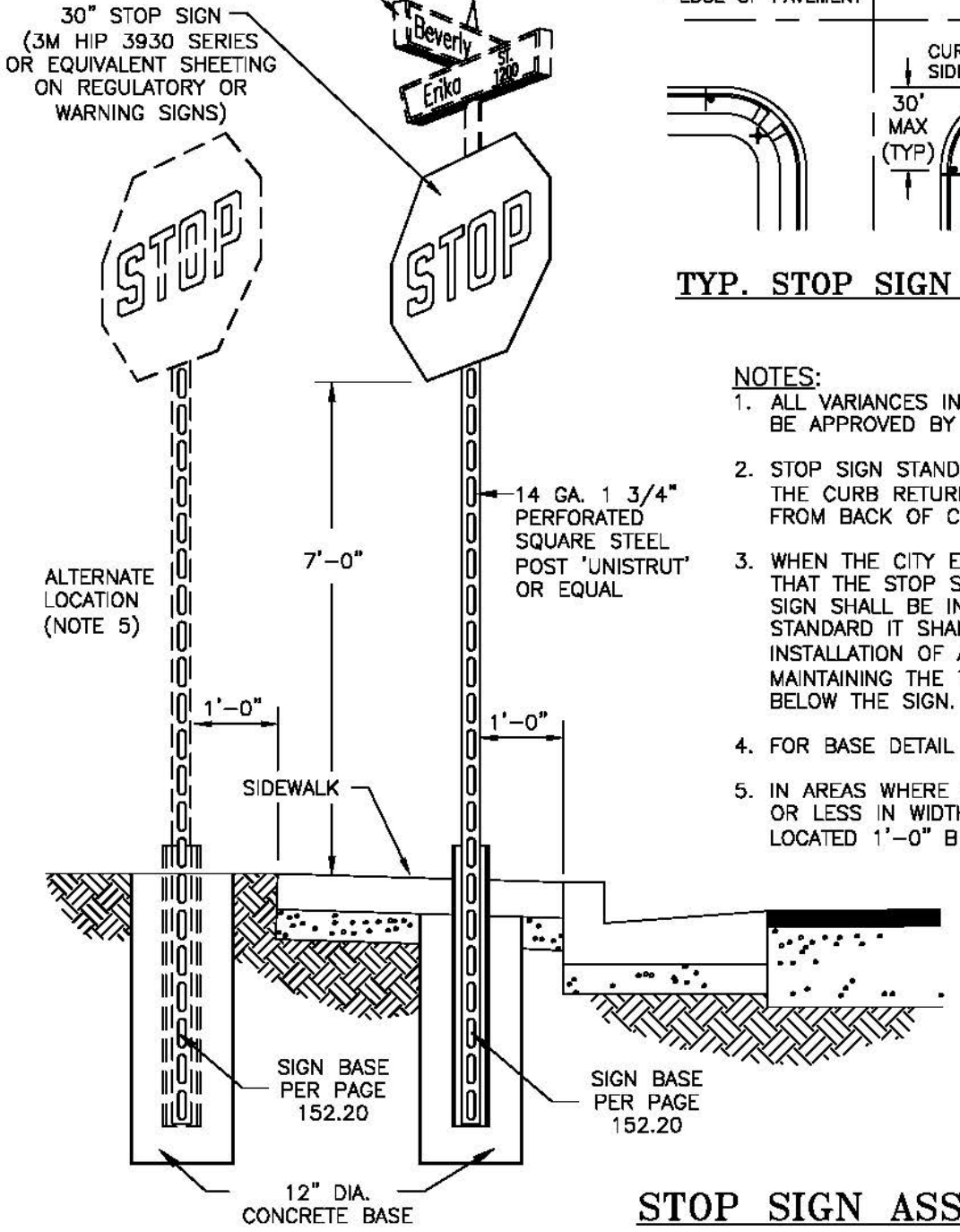
FOR 30 FT CURB RADII AT 90° INTERSECTIONS

DWG DATE: 10/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
9	7/13	UPDATE	APPROVED BY	STREET NAME SIGN INSTALLATION
8	4/06	EDIT NOTE		
7	2/03	SQ. POST		
6	1998	CHG. PAGE NO.		
MARK	DATE	REVISION	CITY ENGINEER 10/9/13	

P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\152\00.DWG, 8.5X11PDF, 10/10/2013 10:34:04 AM, bettsel



TYP. STOP SIGN LOCATION



NOTES:

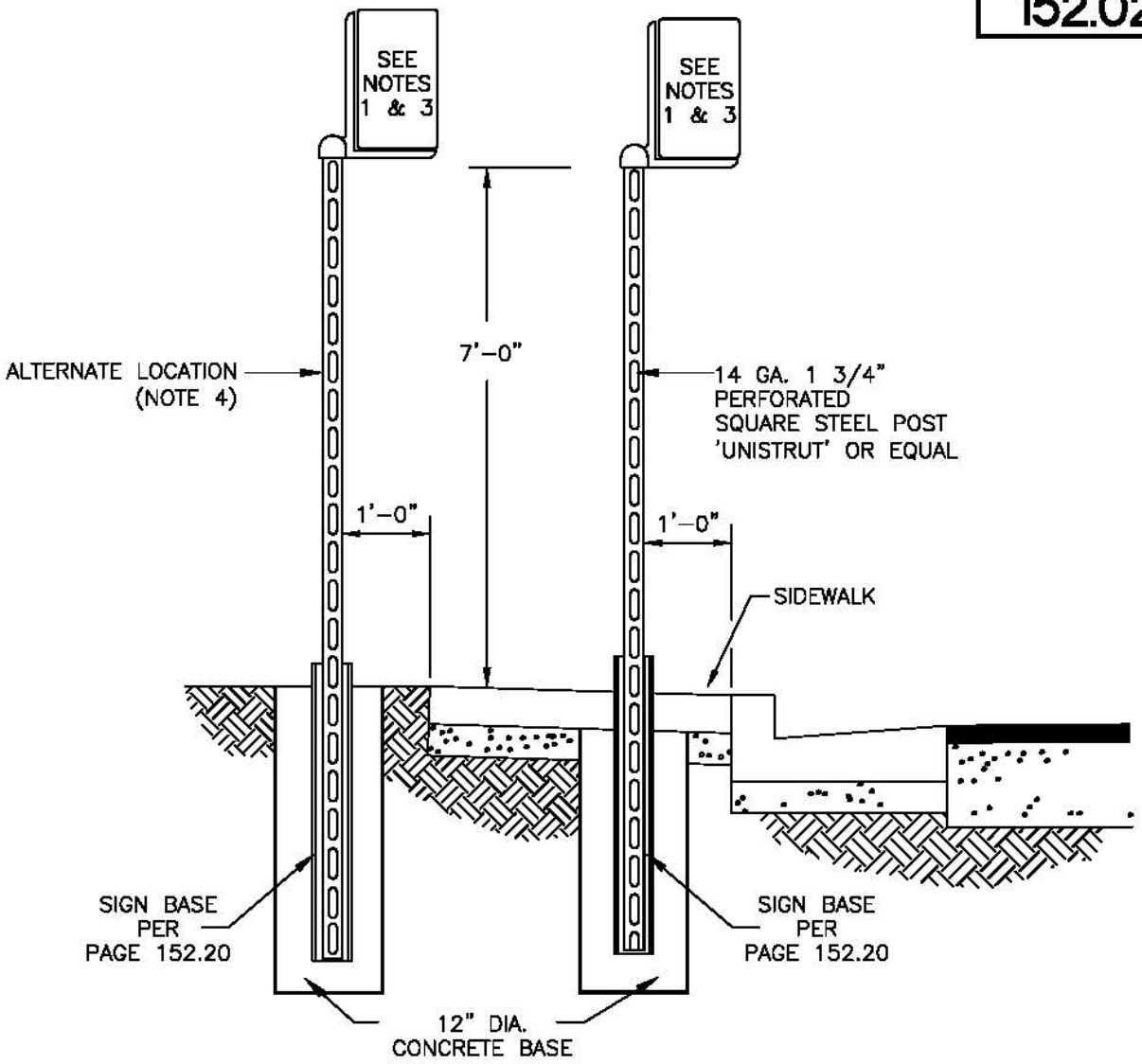
1. ALL VARIANCES IN SIGN LOCATION SHALL BE APPROVED BY THE CITY ENGINEER.
2. STOP SIGN STANDARD TO BE LOCATED AT THE CURB RETURN AND SHALL BE 1'-0" FROM BACK OF CURB.
3. WHEN THE CITY ENGINEER DETERMINES THAT THE STOP SIGN AND THE STREET SIGN SHALL BE INCORPORATED ON ONE STANDARD IT SHALL ALLOW FOR THE INSTALLATION OF A 30" STOP SIGN WHILE MAINTAINING THE 7'-0" CLEARANCE BELOW THE SIGN.
4. FOR BASE DETAIL SEE PAGE 152.20
5. IN AREAS WHERE SIDEWALKS ARE 4 FT. OR LESS IN WIDTH, STOP SIGN SHALL BE LOCATED 1'-0" BEHIND SIDEWALK.

STOP SIGN ASSEMBLY

FOR 30 FT CURB RADII AT 90° INTERSECTIONS

DWG DATE: 7/89	SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
6 7/13 UPDATE 5 4/06 SIGN & NOTES 4 2/03 SQ. POST	APPROVED BY 10/9/13 CITY ENGINEER	STOP SIGN INSTALLATION
MARK / DATE / REVISION		

P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\152\01.DWG, 8.5X11PDF, 10/10/2013 10:34:13 AM, bettsel



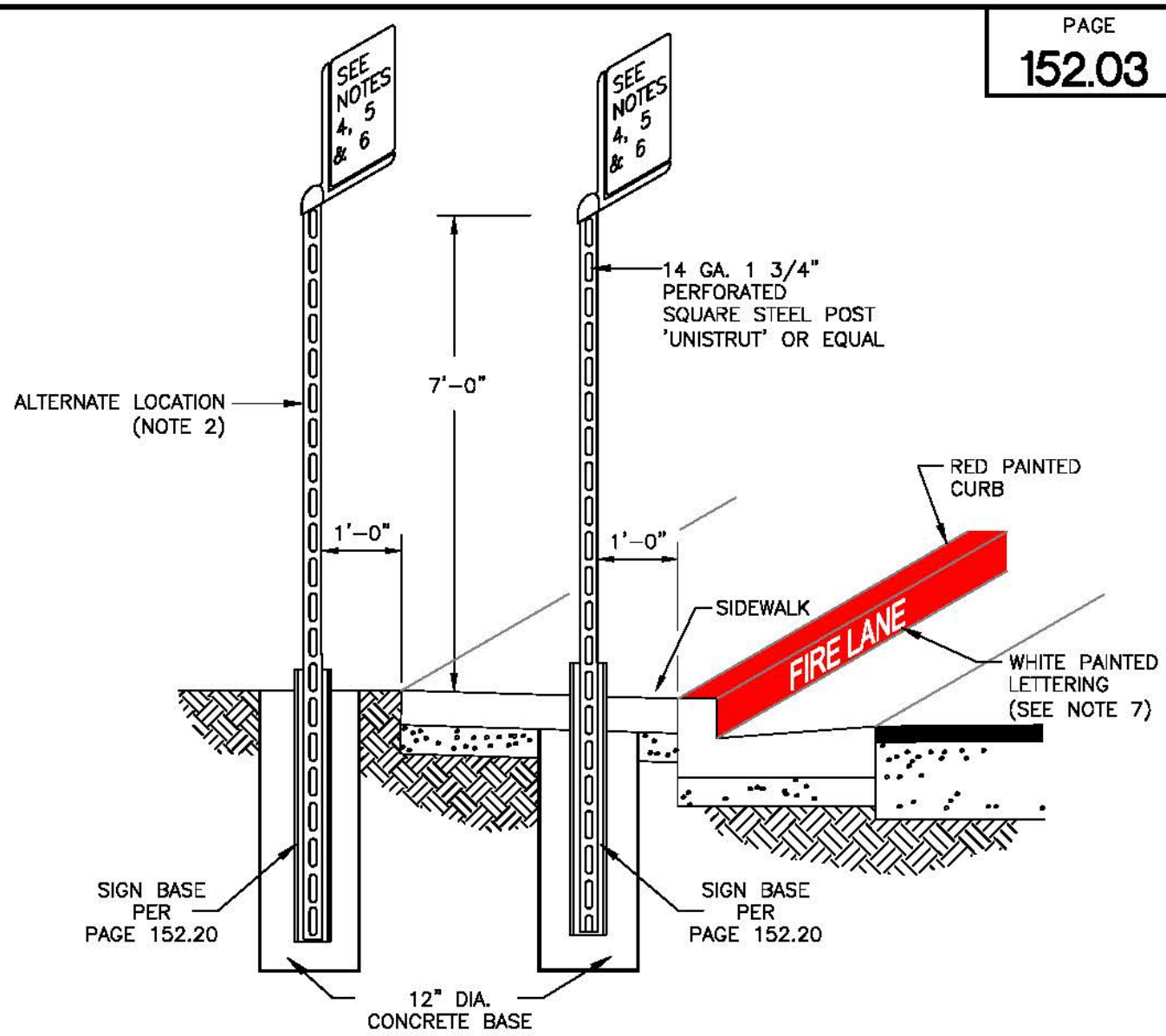
'NO PARKING' SIGN ASSEMBLY

SEE CITY TRAFFIC DEPARTMENT FOR SIGN PLACEMENT

NOTES:

1. SIGN SHALL BE A R26, 2 SIDED SIGN, WHICH SHALL READ "NO PARKING ANY TIME". SEE CITY OF REDDING TRAFFIC DEPT. FOR LETTER SIZE, TYPE, AND PLACEMENT.
2. SIGN STANDARD TO BE LOCATED 12" BACK OF CURB WITH A 7 FT. VERTICAL CLEARANCE FROM SURFACE OF SIDEWALK.
3. SIGN BRACKET SHALL BE A "HAWKINS" SET SCREW TYPE L-BRACKET. (CAT. # M2G-2LBS)
4. IN AREAS WHERE SIDEWALKS ARE 5 FT. OR LESS IN WIDTH, 'NO PARKING' SIGN SHALL BE LOCATED 12" BEHIND SIDEWALK.

DWG DATE: 1998		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
2 1	7/13 2/03	UPDATE SQ. POST	APPROVED BY 10/9/13 CITY ENGINEER	'NO PARKING' SIGN INSTALLATION
MARK	DATE	REVISION		

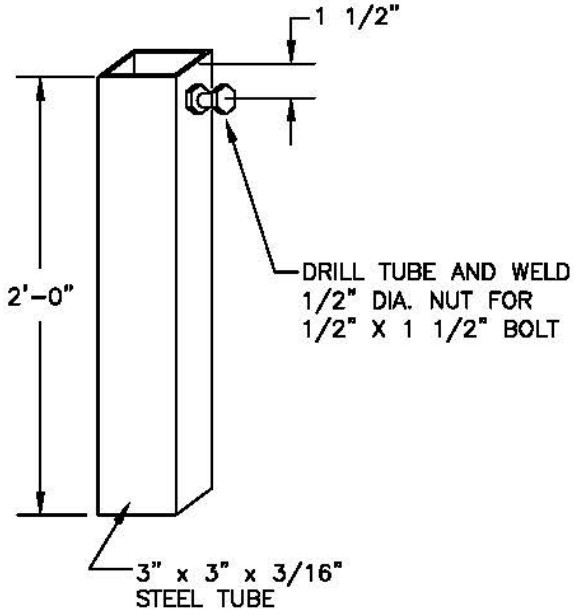


'NO STOPPING FIRE LANE' SIGN ASSEMBLY

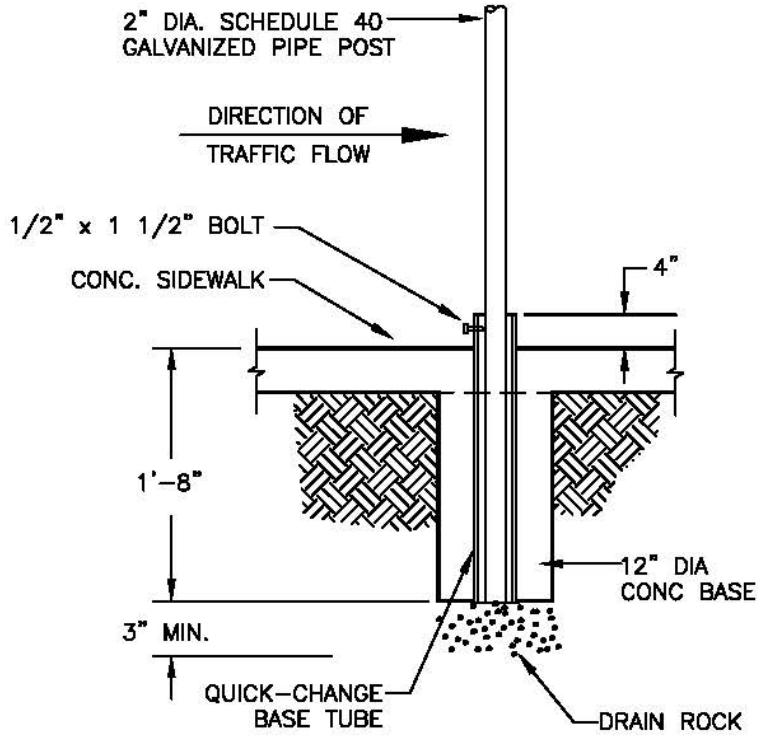
NOTES:

1. SIGN STANDARD TO BE LOCATED 12" BACK OF CURB WITH A 7 FT. VERTICAL CLEARANCE FROM SURFACE OF SIDEWALK.
2. IN AREAS WHERE SIDEWALKS ARE 5 FT. OR LESS IN WIDTH, SIGN STANDARD SHALL BE LOCATED 12" BEHIND SIDEWALK.
3. SIGN STANDARDS SHALL BE PLACED 150 FT. O.C. FOR LENGTH OF FIRE LANE WITH A MINIMUM OF TWO (2) PER BLOCK.
4. SIGN SHALL BE R26F (CA), 2 SIDED SIGN.
5. SIGN BRACKET SHALL BE A "HAWKINS" SET SCREW TYPE L-BRACKET (CAT. # M2G-2LBS).
6. SIGN BRACKET AND SIGN SHALL BE INSTALLED PARALLEL TO THE DIRECTION OF TRAFFIC FLOW.
7. "FIRE LANE" SHALL BE STENCILED IN WHITE PAINT AT 25' INTERVALS ALONG FACE OF RED CURB.

DWG DATE: 9/13		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
		NEW STD	APPROVED BY 10/9/13 CITY ENGINEER	'FIRE LANE' SIGN INSTALLATION
MARK	DATE	REVISION		



QUICK-CHANGE TUBE DETAIL



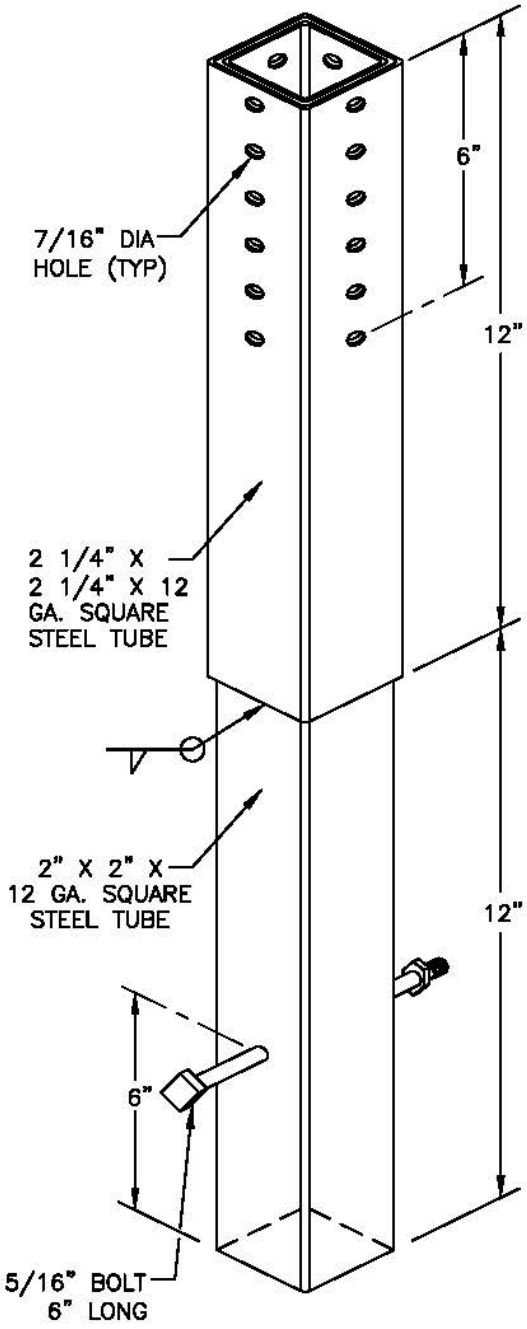
NOTE:
LOCATE BOLT IN RELATION TO DIRECTION OF TRAFFIC FLOW

QUICK-CHANGE BASE INSTALLATION

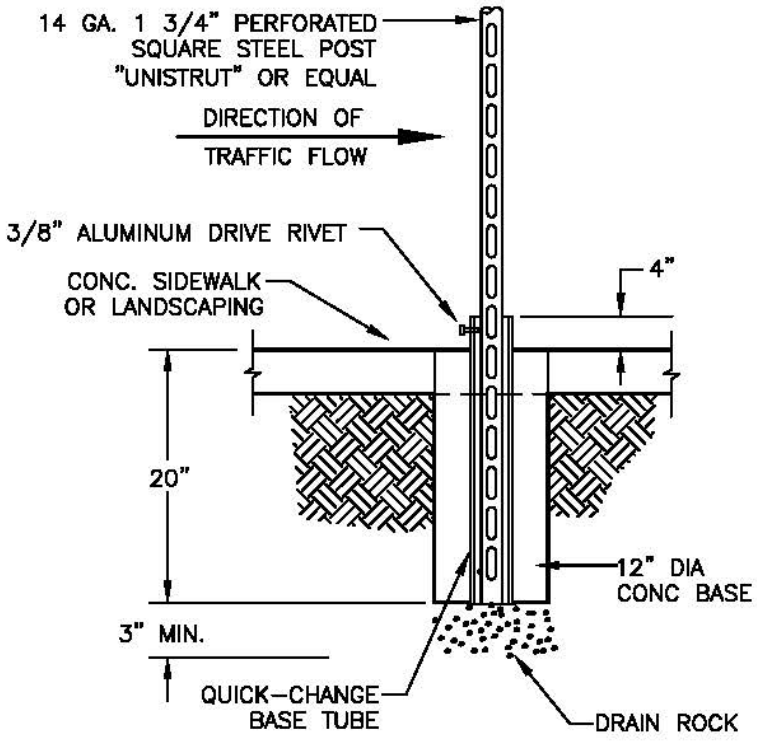
INSTALLATION WITHIN SIDEWALK

DWG DATE: 11/92		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
4 3	7/13 4/06	UPDATE NAME CHG	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	RABA BUS STOP SIGN BASE DETAILS

P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\152.10.DWG, 8.5X11PDF, 10/10/2013 10:34:35 AM, bettsel



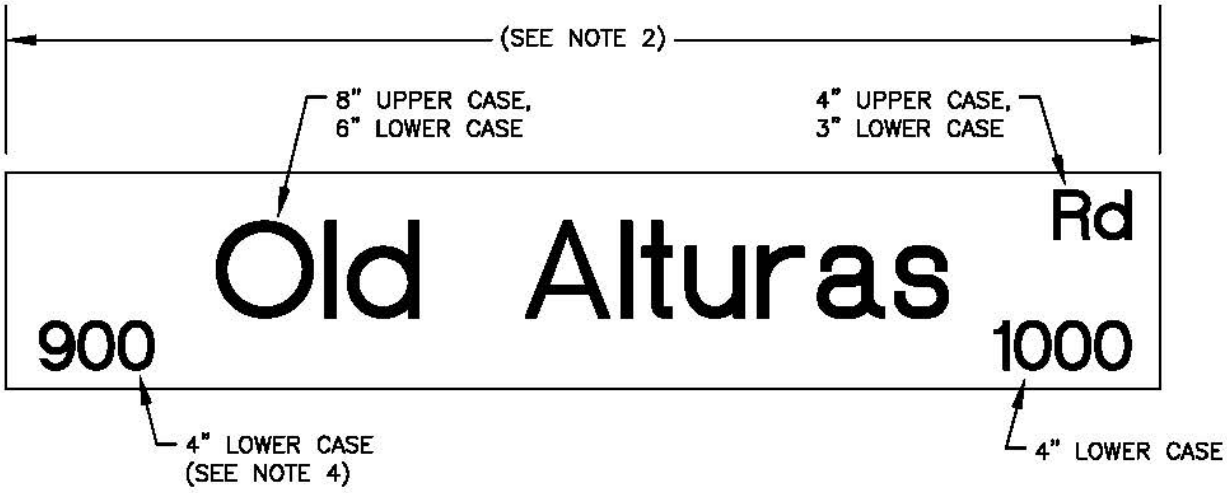
QUICK–CHANGE TUBE DETAIL



QUICK–CHANGE BASE INSTALLATION

NOTE:
LOCATE BOLT IN RELATION TO DIRECTION OF TRAFFIC FLOW

DWG DATE: 4/06		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
1	7/13	REMOVE MITER	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STREET SIGN BASE DETAILS



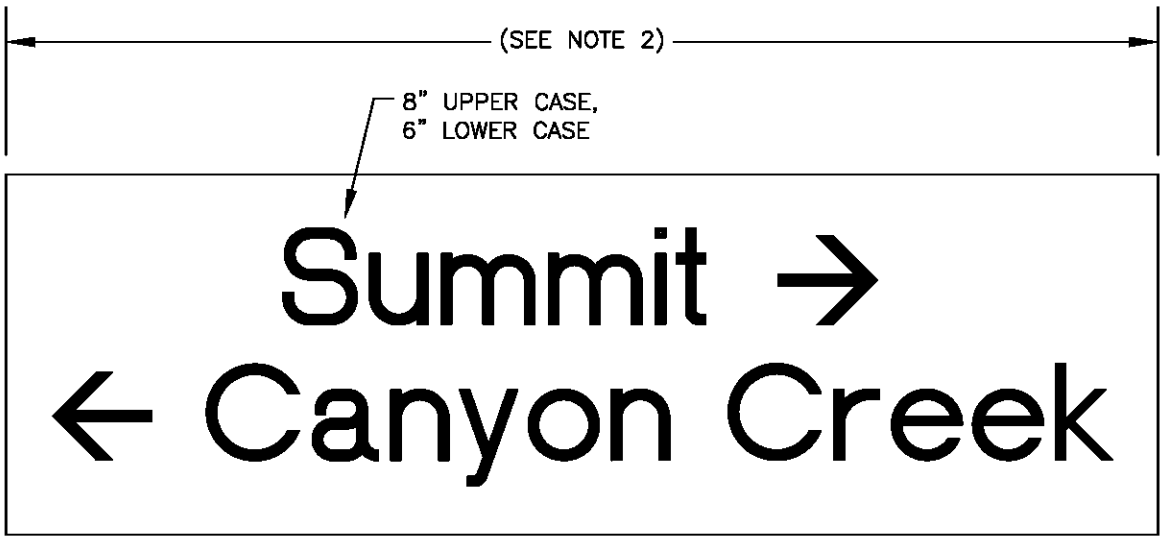
FRONT PANEL

BACK PANEL

NOTES:

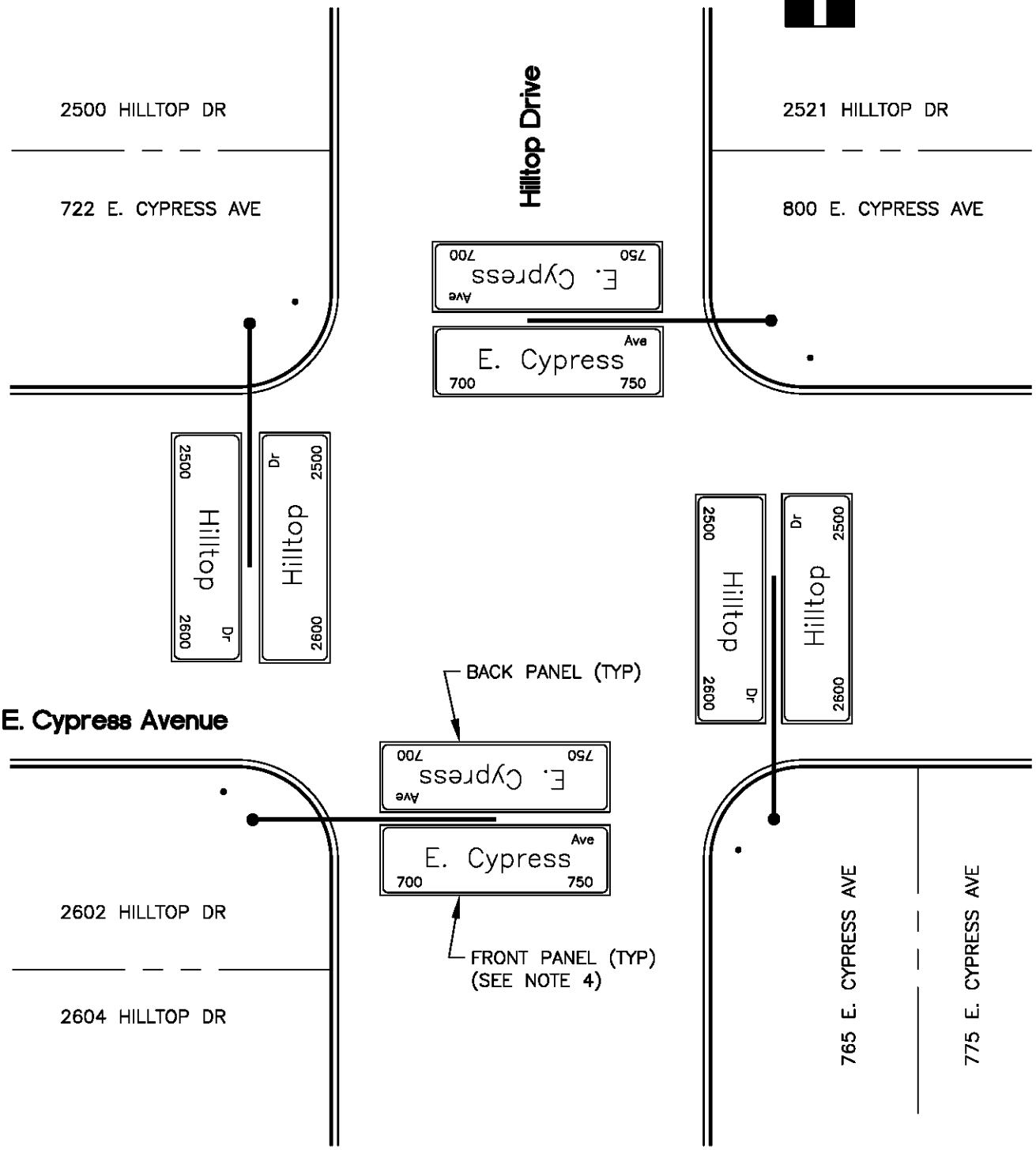
1. LETTER FONT SHALL BE MIXED-CASE CLEARVIEW "3-W".
2. SIGN WIDTH SHALL BE EITHER 6'-0" OR 8'-0".
3. MINIMUM VERTICAL CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE TRAVELED WAY SHALL BE PER PAGE 110.00.
4. BLOCK ADDRESS LETTERING ORIENTATION SHALL MATCH THE INCREASING/DECREASING DIRECTION OF THE EXISTING STREET ADDRESSES.

DWG DATE: 7/13		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
		NEW STD	APPROVED BY 10/9/13 CITY ENGINEER	TYPICAL INTERNALLY ILLUMINATED STREET NAME SIGN
MARK	DATE	REVISION		

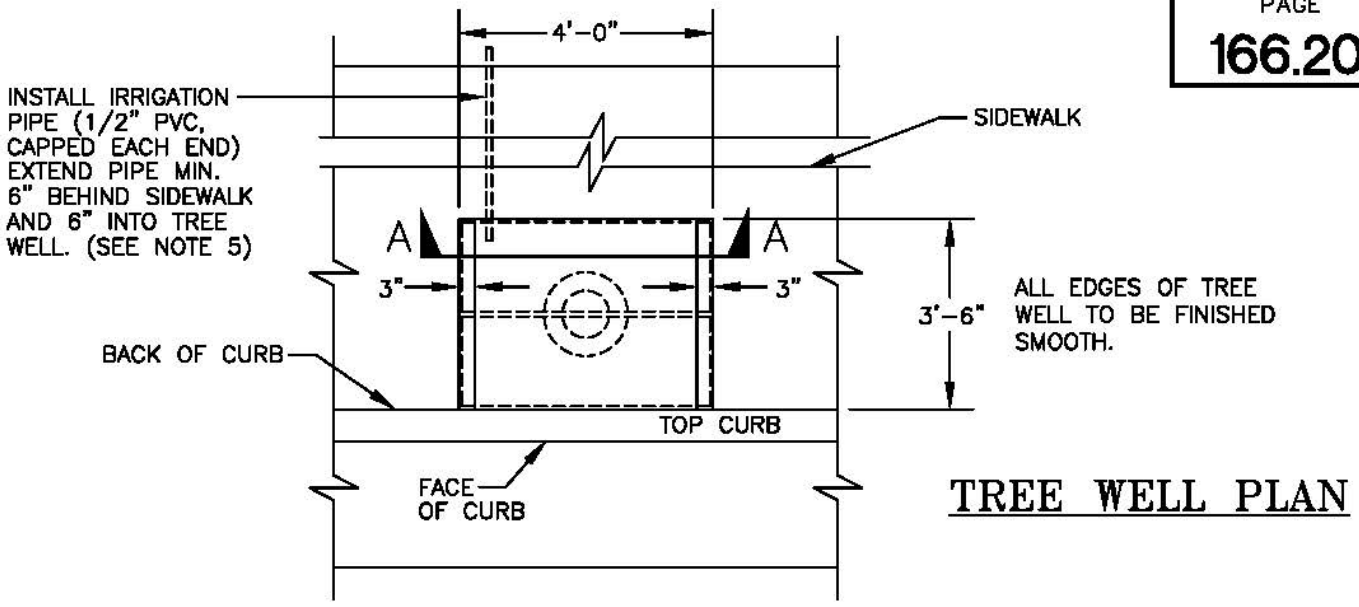


FRONT PANEL

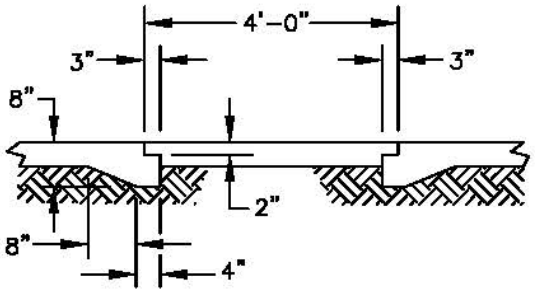
BACK PANEL



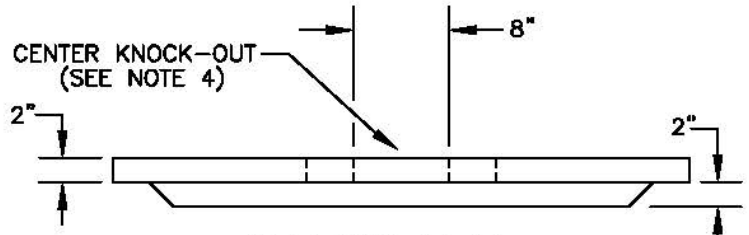
TYPICAL INTERSECTION PLAN VIEW



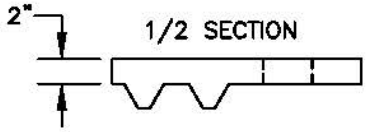
TREE WELL PLAN



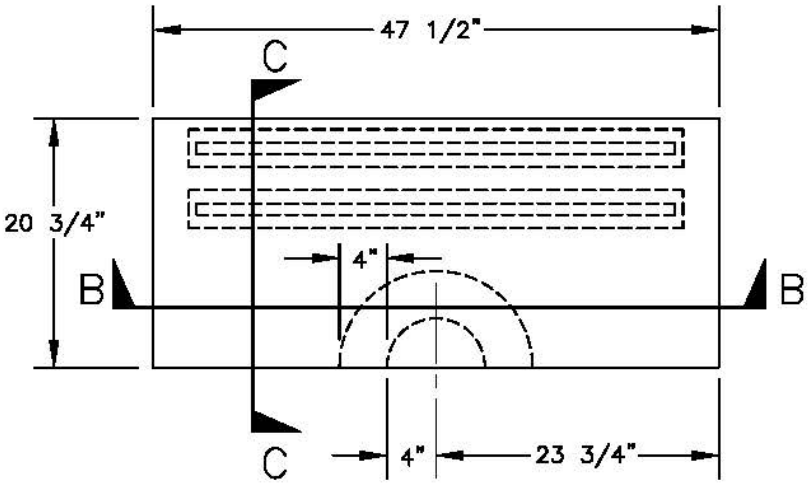
SECTION A-A



SECTION B-B



SECTION C-C

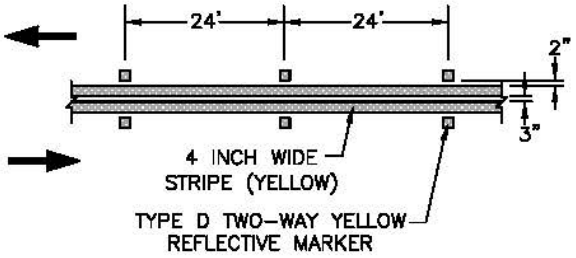


PRECAST CONCRETE COVER DETAIL

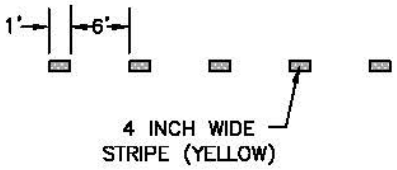
NOTES:
1. ALL DIMENSIONS SHOWN, TO BE HELD EXACTLY TO INSURE PROPER FIT OF PRECAST COVER.
2. COVER TO BE SIMILAR AND EQUAL TO THOSE MANUFACTURED BY COOK CONCRETE, INC.
3. SPACING AND LOCATION TO BE DESIGNATED BY THE ENGINEER.
4. CENTER KNOCK-OUT TO BE REMOVED BY THE CITY OF REDDING PARKS DEPARTMENT AT TIME OF TREE PLANTING.
5. WATER FOR TREE IRRIGATION TO BE SUPPLIED FROM WATER SYSTEM OF ADJACENT PROPERTY.

DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
4 3	7/13 1998	UPDATE UPDATE	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	TREE WELL AND COVER

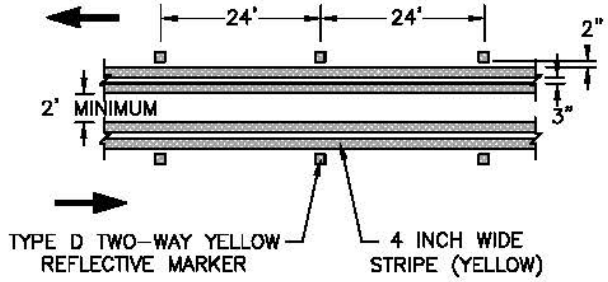
TYPICAL CENTERLINE (CA-MUTCD DETAIL 22)



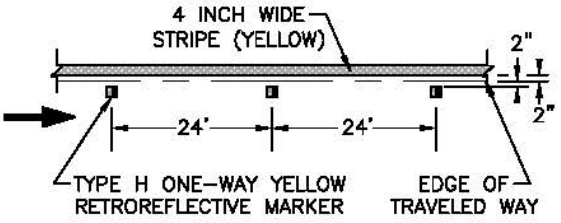
TYPICAL CENTERLINE EXTENSION THROUGH INTERSECTIONS (CA-MUTCD DETAIL 41)



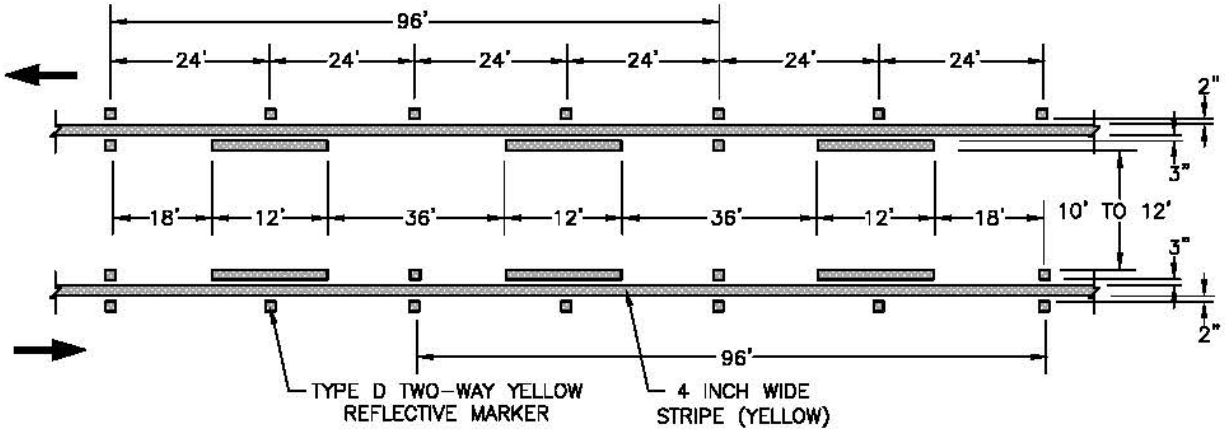
TYPICAL MEDIAN ISLAND (CA-MUTCD DETAIL 29)



TYPICAL LEFT EDGE LINE, DIVIDED ROAD ADJACENT TO RAISED MEDIAN (CA-MUTCD DETAIL 25A)



TYPICAL TWO-WAY LEFT TURN LANE (CA-MUTCD DETAIL32)



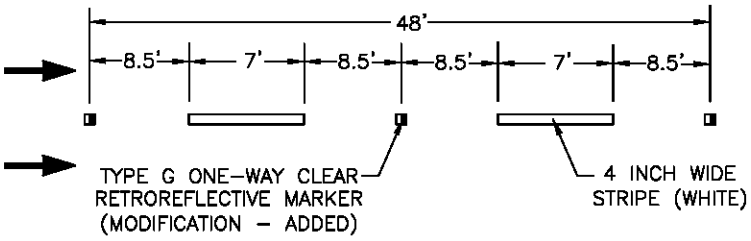
NOTES:

1. THESE TRAFFIC DETAILS HAVE BEEN ADOPTED FOR USE IN THE CITY OF REDDING AND SHALL CONFORM TO THE CURRENT EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA-MUTCD) WITH MODIFICATIONS AS SHOWN.
2. ALL TRAFFIC STRIPING SHALL BE 90 MIL (MIN) THICK THERMOPLASTIC. ALL TRAFFIC MARKING SHALL BE 120 MIL (MIN) THICK THERMOPLASTIC.
3. LAYOUT REFERENCE MARKS SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO PLACEMENT OF STRIPING OR MARKING.

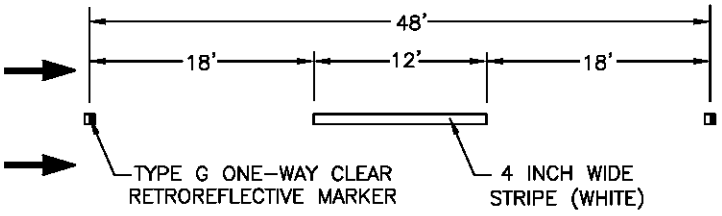
DWG DATE: 10/11		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
3	7/13	REDRAWN & NAME CHG	APPROVED BY 10/9/13 CITY ENGINEER
2	4/06	ADD STD	**PAVEMENT DELINEATION** TRAFFIC LINES AND MARKERS
MARK	DATE	REVISION	

P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\17100.DWG, 17100 1 of 2 PDF, 10/10/2013 10:35:15 AM, bwood

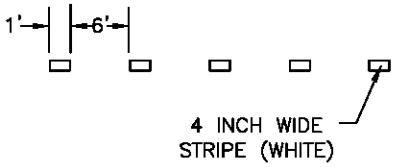
TYPICAL LANE LINE (9M) - LESS THAN 45 mph (MODIFIED CA-MUTCD DETAIL 9)



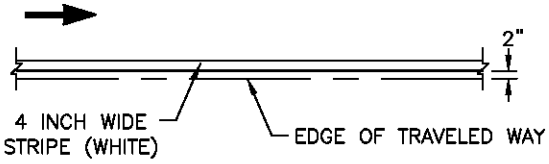
TYPICAL LANE LINE 12 - 45 mph OR MORE (CA-MUTCD DETAIL 12)



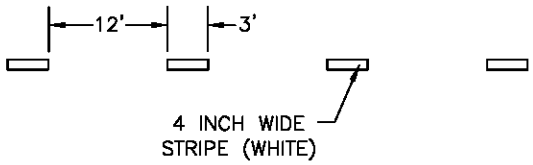
TYPICAL LANE LINE EXTENSION THROUGH INTERSECTIONS (CA-MUTCD DETAIL 40)



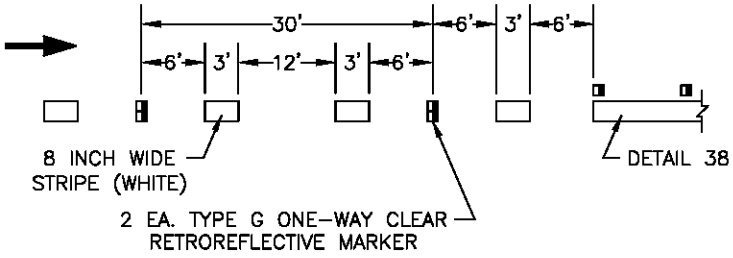
RIGHT EDGE LINE (CALTRANS STD DETAIL 27B)



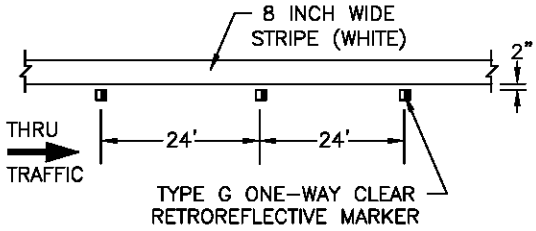
TYPICAL RIGHT EDGE LINE EXTENSION THROUGH INTERSECTIONS (CA-MUTCD DETAIL 27C)



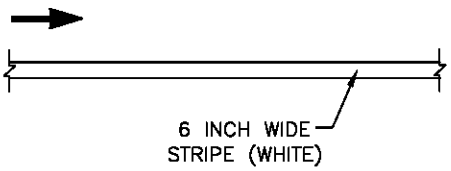
LANE DROP LINE (CA-MUTCD DETAIL 37B)



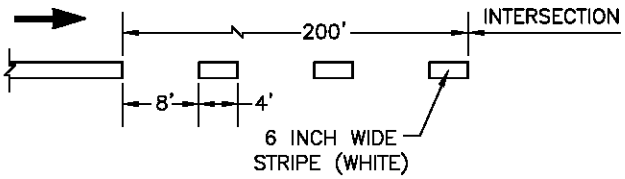
CHANNELIZING LINE (CA-MUTCD DETAIL 38)



BIKE LANE LINE (CA-MUTCD DETAIL 39)

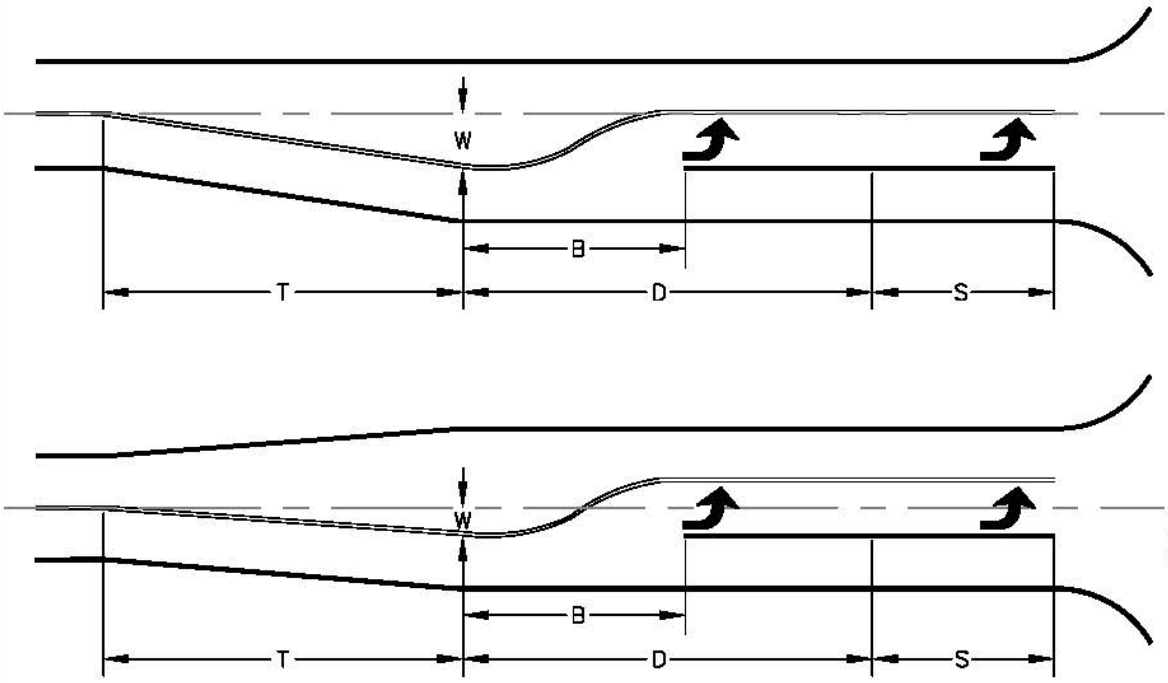


BIKE LANE INTERSECTION LINE (CA-MUTCD DETAIL 39A)



NOTES:

1. THESE TRAFFIC DETAILS HAVE BEEN ADOPTED FOR USE IN THE CITY OF REDDING AND SHALL CONFORM TO THE CURRENT EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA-MUTCD) WITH MODIFICATIONS AS SHOWN.
2. ALL TRAFFIC STRIPING SHALL BE 90 MIL (MIN) THICK THERMOPLASTIC. ALL TRAFFIC MARKING SHALL BE 120 MIL (MIN) THICK THERMOPLASTIC.
3. LAYOUT REFERENCE MARKS SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO PLACEMENT OF STRIPING OR MARKING.



WIDENING ONE SIDE

SYMMETRIC WIDENING BOTH SIDES

Design Speed (mph)	Lateral Shift W (ft)	Approach Taper [1] T (ft)	Bay Taper B (ft)	Standard Deceleration Length [3] D (ft)	Allowable Thru–lane Deceleration (mph)	Minimum Deceleration Length [4] D (ft)
25	12 6	125 63	60	125	5	125
30	12 6	180 90	60	170	5	170
35	12 6	245 123	90 [2]	220	10	195
40	12 6	320 160	90 [2]	275	10	235
45	12 6	540 270	120	340	10	275
50	12 6	600 300	120	410	15	275
55	12 6	660 330	120	485	15	315

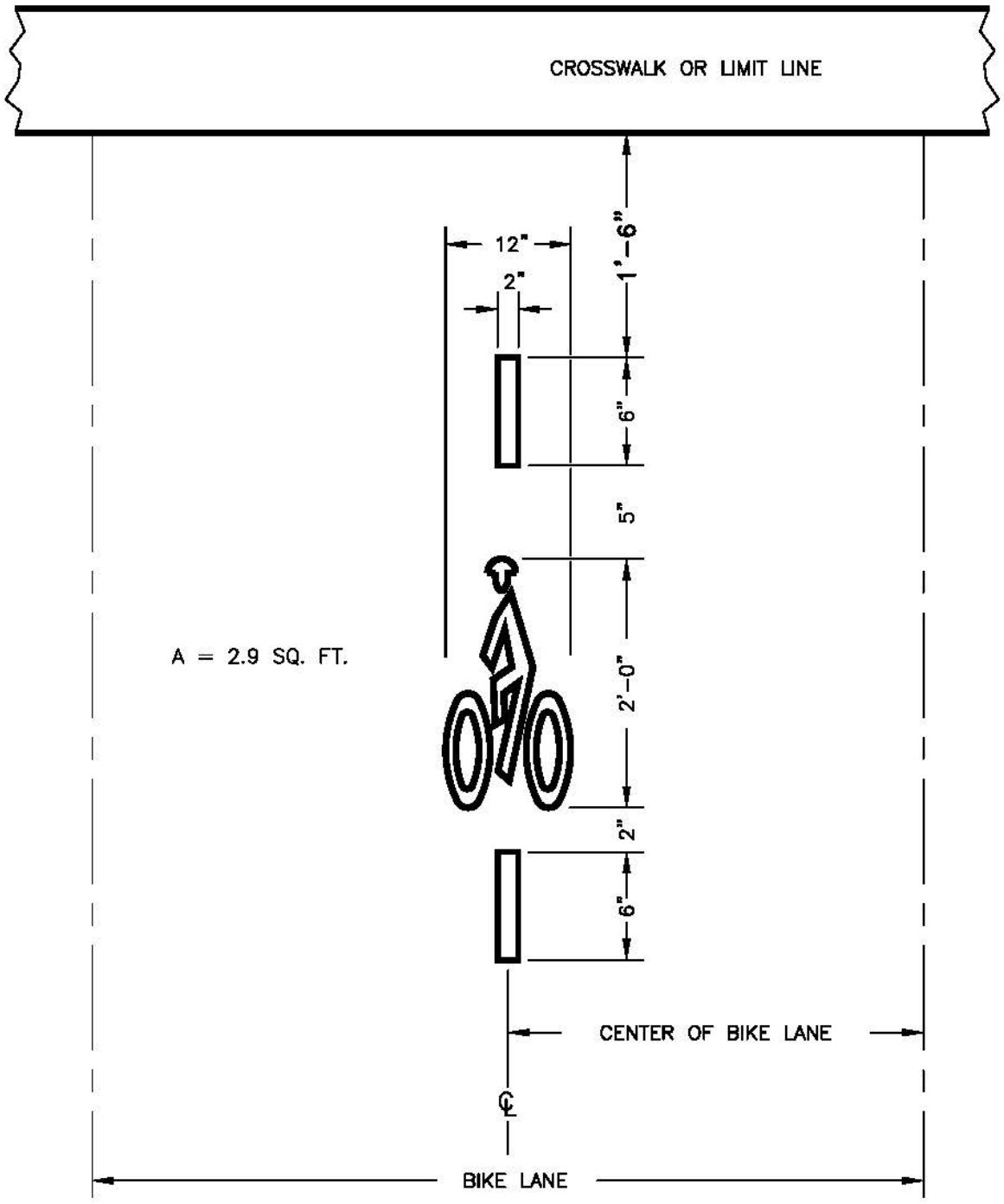
Peak Hour Left Turns (Average)	Minimum Unsignalized Storage [5] S (ft)	Minimum Signalized Storage [6] S (ft)
0–50	50	100
51–100	100	150
101–150	125	225
151–200	175	275
201–250	225	325
251–300	250	400
>300	–	Double Left Turn Lane Recommended

NOTES:

1. APPROACH TAPER LENGTH T = $WS^2/60$ FOR SPEEDS LESS THAN 45 MPH.
   APPROACH TAPER LENGTH T = WS FOR SPEEDS OF 45 MPH OR GREATER (CA–MUTCD).
2. WHERE SPACE IS RESTRICTED AND SPEEDS ARE BELOW 45 MPH, A 60 FOOT BAY TAPER MAY BE USED.
3. DECELERATION LENGTHS ARE BASED ON GRADES OF LESS THAN 3% (AASHTO).
4. IN URBAN AREAS WHERE CROSS STREETS ARE CLOSELY SPACED AND DESIRABLE DECELERATION LENGTHS CANNOT BE ACHIEVED, THE LISTED MINIMUM DECELERATION LENGTHS MAY BE USED. (HDM 405.2)
5. STORAGE AT UNSIGNALIZED INTERSECTIONS IS BASED ON THE NUMBER OF LEFT TURNING VEHICLES LIKELY TO ARRIVE IN AN AVERAGE TWO (2) MINUTE PERIOD DURING THE PEAK HOUR.
6. STORAGE AT SIGNALIZED INTERSECTIONS IS BASED ON THE 95TH PERCENTILE QUEUE LENGTH.

REFERENCES: AASHTO CHAPTER 9; CA–MUTCD FIGURE 3B–101; HIGHWAY DESIGN MANUAL, SECTION 405.2

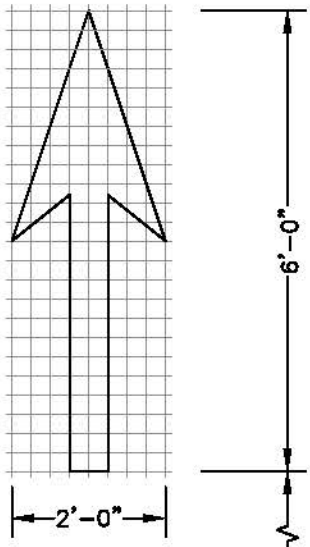
DWG DATE: 10/11		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
		NEW STD	APPROVED BY 10/9/13 CITY ENGINEER	PAVEMENT DELINEATION LEFT TURN LANE CHANNELIZATION
MARK	DATE	REVISION		



NOTES:

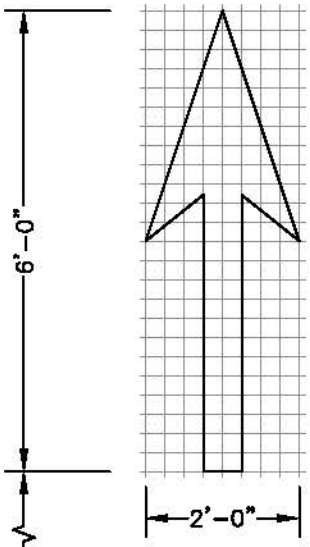
1. ALL TRAFFIC STRIPING SHALL BE 90 MIL (MIN) THICK THERMOPLASTIC. ALL TRAFFIC MARKING SHALL BE 120 MIL (MIN) THICK THERMOPLASTIC.
2. LAYOUT REFERENCE MARKS SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO PLACEMENT OF STRIPING OR MARKING.

DWG DATE: 10/11		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
		NEW STD	APPROVED BY 10/9/13 CITY ENGINEER	PAVEMENT DELINEATION BICYCLE DETECTOR PLACEMENT
MARK	DATE	REVISION		



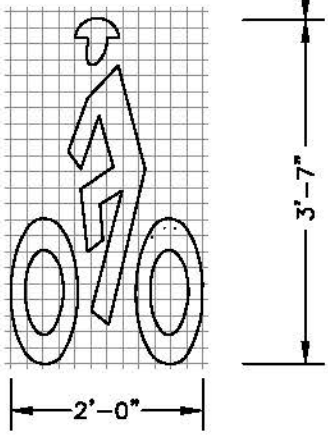
GRID SPACING: 3"
A = 4.5 SQ. FT.

BIKE LANE ARROW



GRID SPACING: 3"
A = 4.5 SQ. FT.

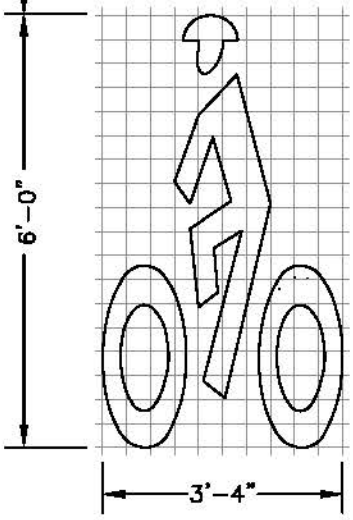
BIKE LANE ARROW



GRID SPACING: 2"
A = 5.5 SQ. FT.

SMALL BIKE LANE SYMBOL

USE FOR BIKE LANES
LESS THAN SIX FEET WIDE



GRID SPACING: 4"
A = 7 SQ. FT.

LARGE BIKE LANE SYMBOL

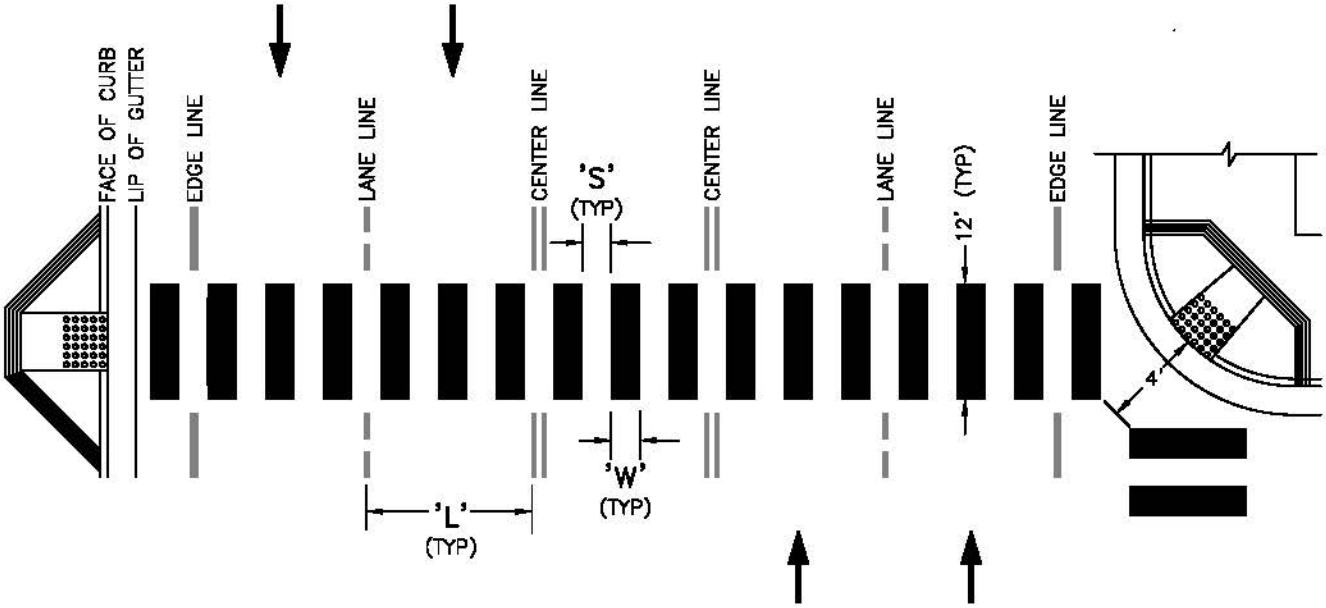
USE FOR BIKE LANES
SIX OR MORE FEET WIDE

NOTES:

1. ALL TRAFFIC STRIPING SHALL BE 90 MIL (MIN) THICK THERMOPLASTIC. ALL TRAFFIC MARKING SHALL BE 120 MIL (MIN) THICK THERMOPLASTIC.
2. LAYOUT REFERENCE MARKS SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO PLACEMENT OF STRIPING OR MARKING.
3. BIKE LANE WIDTH SHALL INCLUDE THE GUTTER TO THE FACE OF CURB, WHEN APPLICABLE.

DWG DATE: 10/11		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
		NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	PAVEMENT DELINEATION BIKE LANE SYMBOL WITH ARROW

P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\17320.DWG, 17320 PDF, 10/10/2013 10:35:48 AM, bettsd



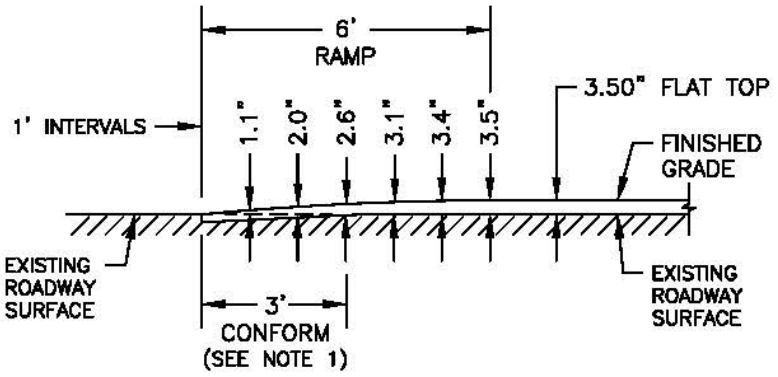
CONTINENTAL TYPE

NOTES:

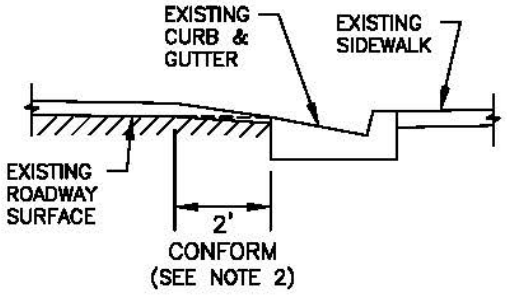
1. ALL CROSSWALK MARKINGS SHALL BE 120 MIL (MIN) THICK THERMOPLASTIC.
2. RAMPS SHALL BE PER PAGES 141.00, 141.10, 141.20, AND 141.30, AS APPLICABLE FOR EACH LOCATION.
3. THE WIDTH AND SPACING OF THE MARKERS SHALL BE ADJUSTED AT EACH APPLICATION (AS SHOWN IN THE TABLE BELOW) SO THAT THREE (3) EQUAL-SPACED MARKERS WILL BE CENTERED IN EACH LANE.

LANE WIDTH 'L' (FT)	MARKING WIDTH 'W' (IN)	SPACE WIDTH 'S' (IN)	MARK AREA, EA. (SQ FT)
12.0	24	24	24.0
11.5	23	23	23.0
11.0	22	22	22.0
10.5	21	21	21.0
10.0	20	20	20.0

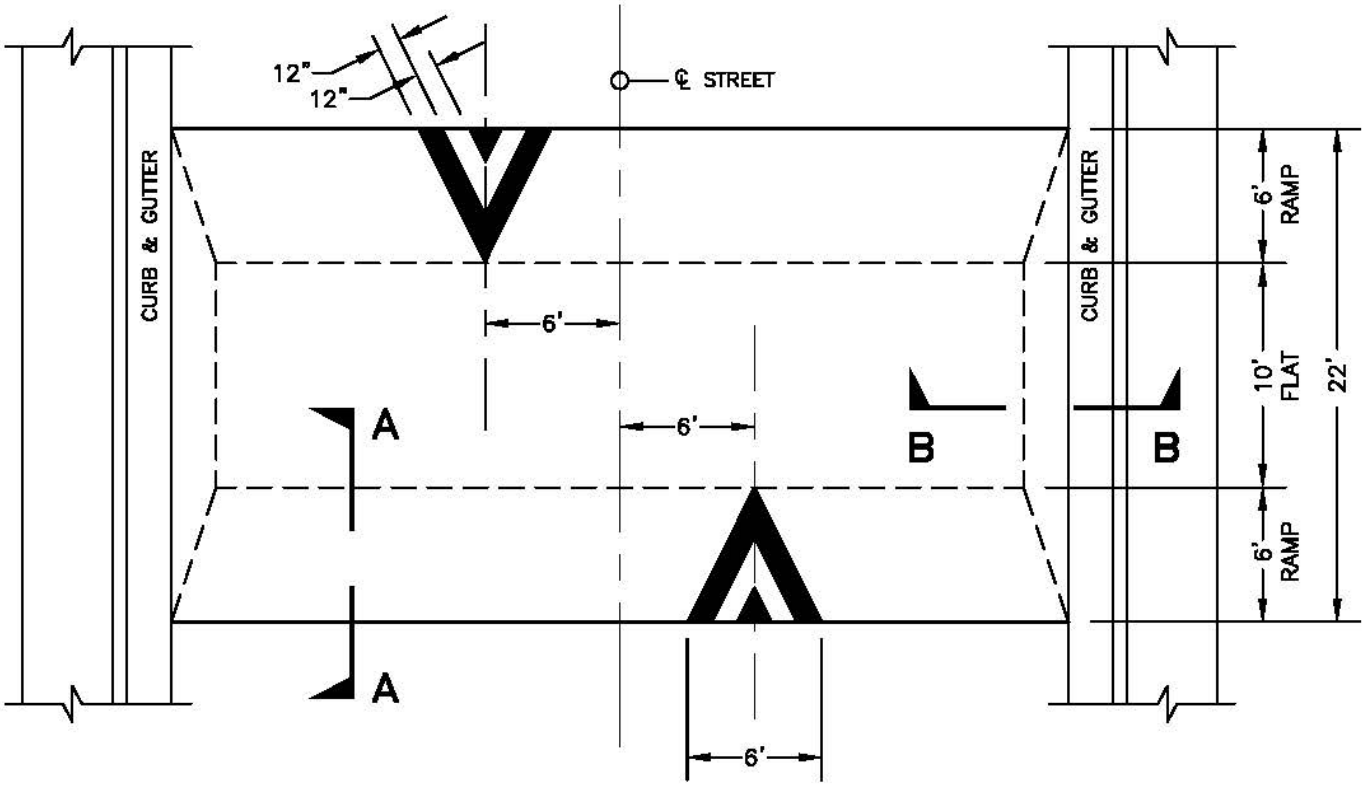
DWG DATE: 10/11		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
		NEW STD	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	PAVEMENT DELINEATION HIGH VISIBILITY CROSSWALK



SECTION A–A



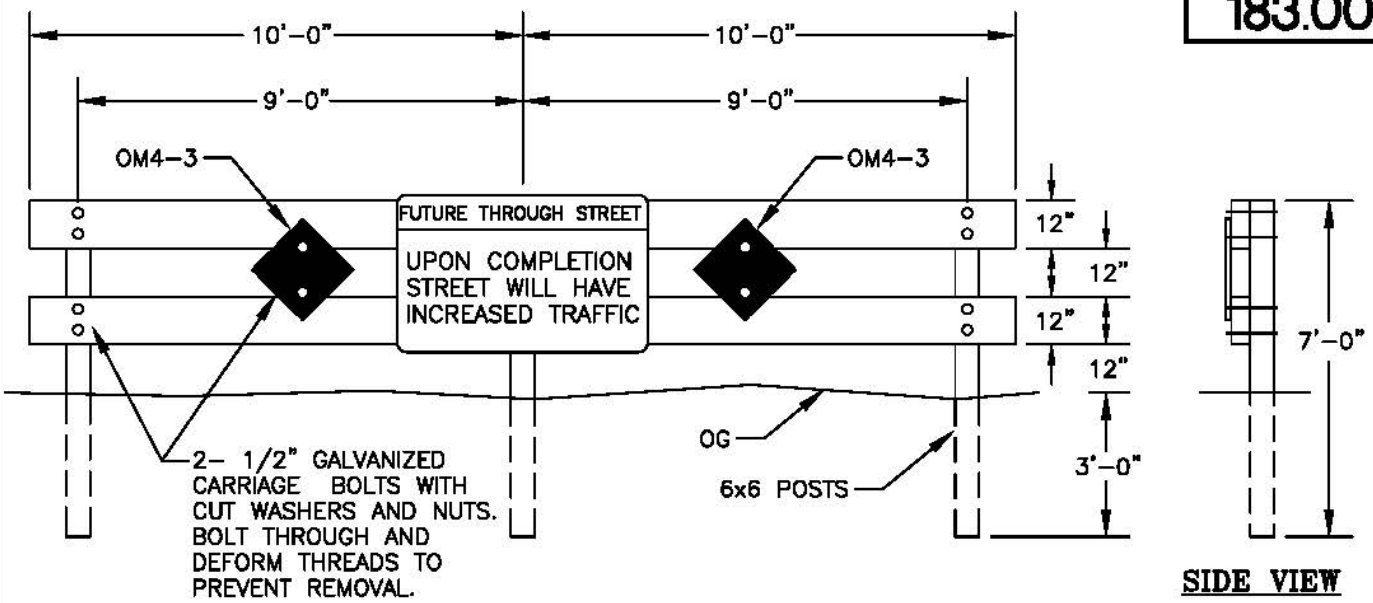
SECTION B–B



PLAN VIEW

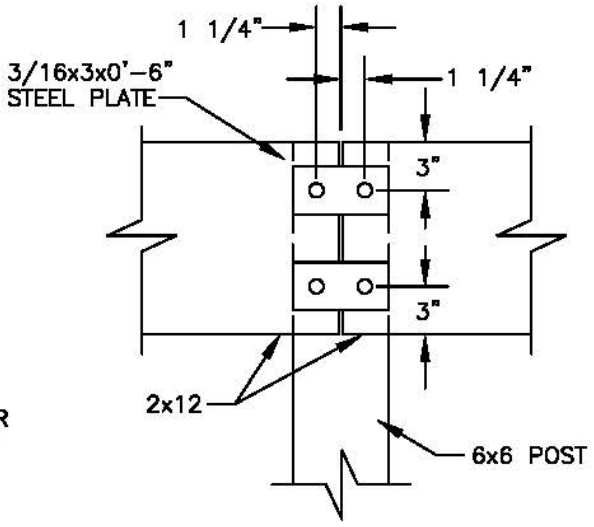
NOTES:
1. 3' WIDE x 1.5" MIN. DEPTH COLD PLANE CONFORM (TYP).
2. 2' WIDE x 1.5" MIN. DEPTH COLD PLANE CONFORM (TYP).
3. ALL SPEED TABLE MARKINGS SHALL BE 120 MIL (MIN) THICK WHITE THERMOPLASTIC.
4. LAYOUT REFERENCE MARKS SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO PLACEMENT OF STRIPING OR MARKING.

DWG DATE: 10/11		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
		NEW STD	APPROVED BY 10/9/13 CITY ENGINEER	TRAFFIC CALMING SPEED TABLE
MARK	DATE	REVISION		



FRONT VIEW

SIDE VIEW



BUTT JOINT DETAIL
(SEE NOTE 3)

MATERIALS:

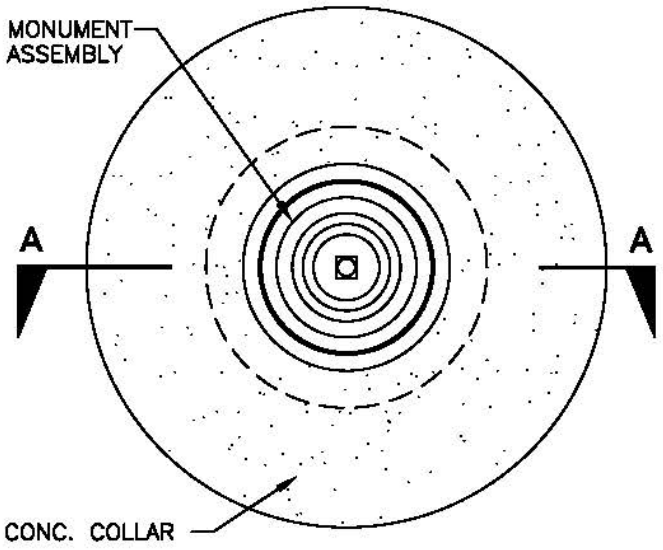
2 – 2x12x20 FT "NO. 2" OR BETTER DOUGLAS FIR
3 – 6x6x7 FT POSTS "MERCHANTABLE HEART" REDWOOD OR TREATED DOUGLAS FIR RATED FOR "GROUND CONTACT"
2 – 18"x18" END OF ROADWAY MARKER (OM4-3)

NOTES:

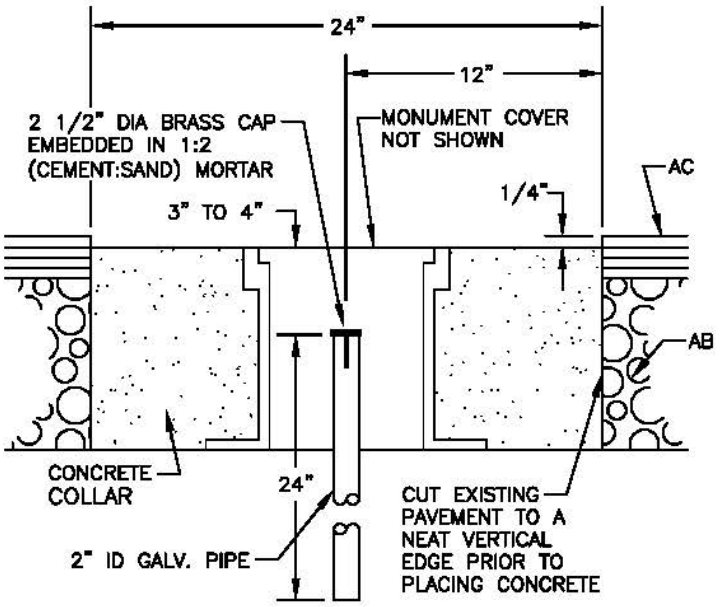
1. BARRICADES TO BE ERECTED AT EACH STREET TERMINAL IN ACCORDANCE WITH THE SPECIFICATIONS.
2. ALL EXPOSED SURFACES TO BE PAINTED WITH TWO COATS OF WHITE EXTERIOR GRADE PAINT.
3. BARRICADE INSTALLATION SHOWN IS TO BE USED FOR STREETS HAVING CURB TO CURB WIDTHS UP TO 40 FEET. WHERE A WIDER WIDTH OF BARRICADE IS REQUIRED, IT SHALL BE MADE IN 10 FOOT MULTIPLES OF THE ABOVE UNIT.
4. "FUTURE THROUGH STREET..." SIGN TO BE PROVIDED BY C.O.R. SIGN DEPARTMENT. CALL 224-6081 TO ORDER SIGN.

DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
6 5	10/13 4/06	UPDATE ADD NOTE	APPROVED BY 10/9/13 CITY ENGINEER
MARK	DATE	REVISION	STANDARD STREET TIMBER BARRICADE

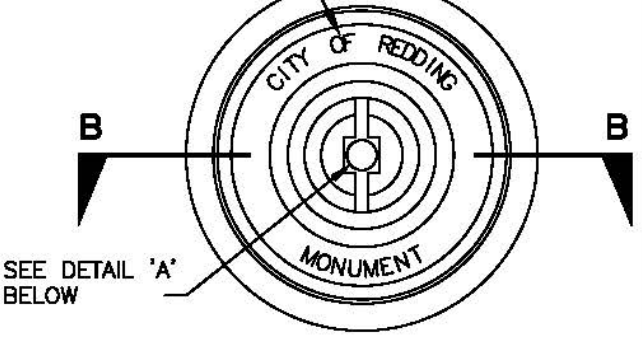
P:_STANDARDS\CONSTRUCTION STANDARDS\DWG\100\183\00.DWG, 8.5X11PDF, 10/17/2013 3:53:37 PM, bottoni



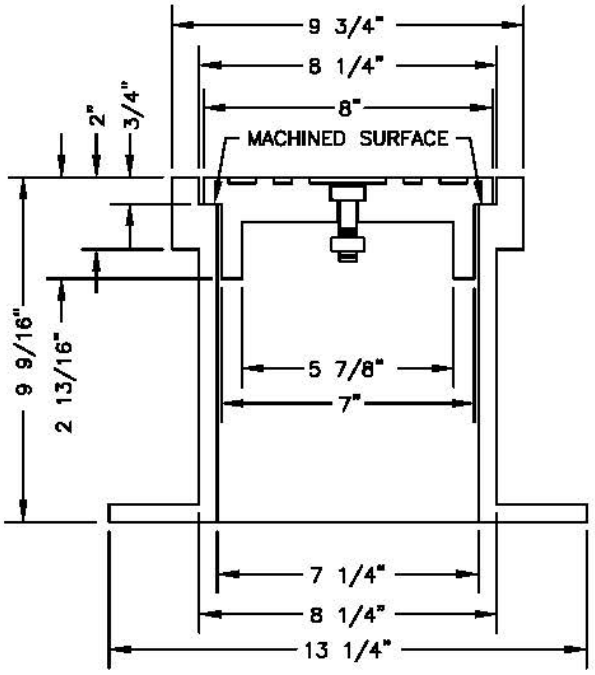
MONUMENT INSTALLATION



SECTION A–A



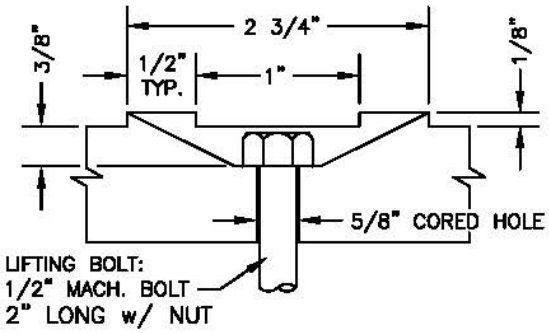
COVER DETAIL



SECTION B–B

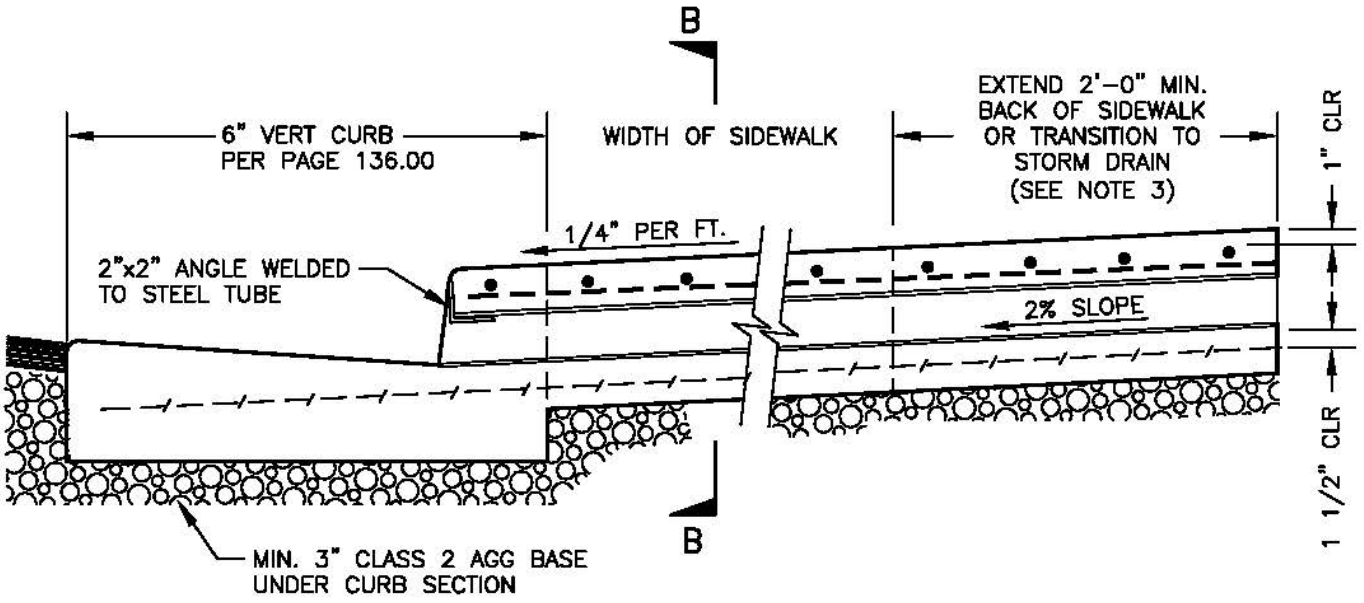
NOTES:

1. MONUMENT COVER ASSEMBLY TO BE 'SOUTH BAY FOUNDRY' MODEL NO. 1578 & 1579 OR EQUAL.
2. BEARING SURFACE BETWEEN FRAME AND COVER SHALL BE MACHINED TO PREVENT ROCKING.
3. CASTING SHALL BE HOT DIP BITUMINOUS COATED GRAY IRON.
4. 2 1/2" DIA. BRASS CAP TO BE PLACED AFTER PIPE HAS BEEN DRIVEN TO FINISHED ELEVATION.
5. TOP OF BRASS CAP SHALL NOT BE PLACED LESS THAN THREE (3) INCHES IN DEPTH FROM FINISHED STREET GRADE.
6. CONCRETE TO BE PER PAGE 100.00.
7. BRASS CAP SHALL BE PUNCHED AND STAMPED WITH 'LS' OR 'RE' NUMBER.

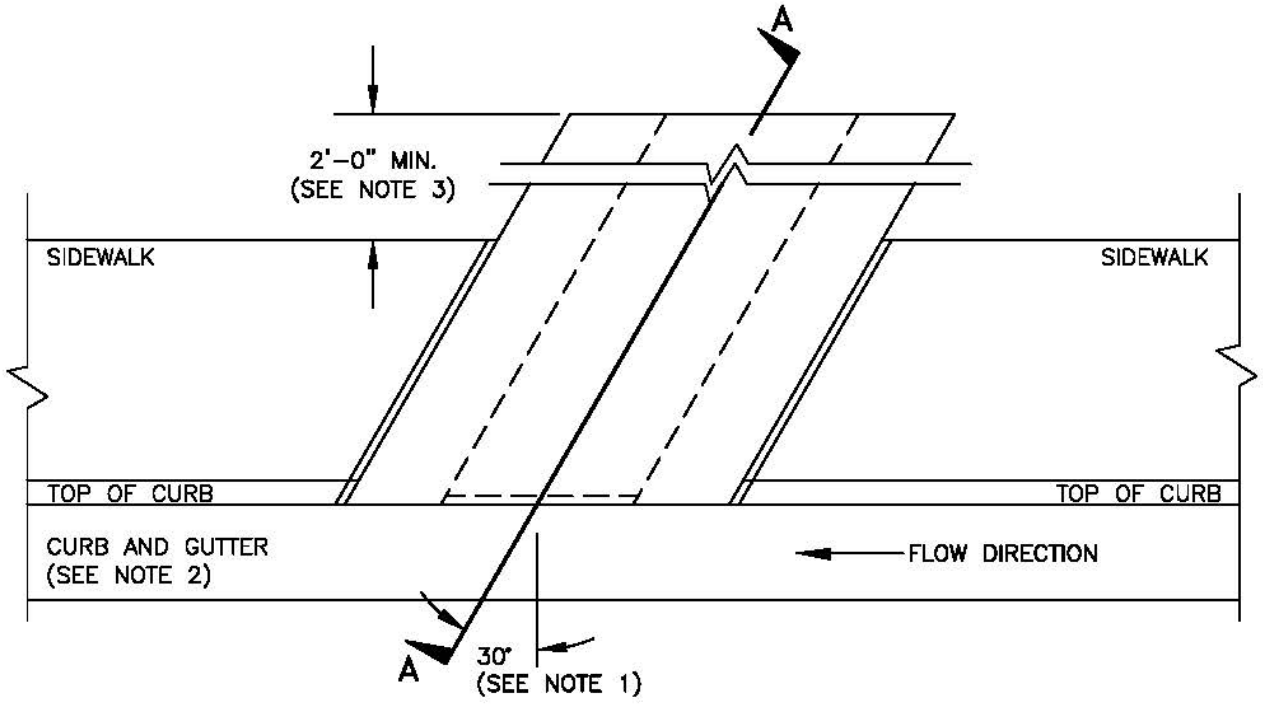


DETAIL 'A'

DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION	
8 7	7/13 1998	UPDATE ADD NOTES	APPROVED BY 10/9/13 CITY ENGINEER	MONUMENT COVER ASSEMBLY AND INSTALLATION
MARK	DATE	REVISION		

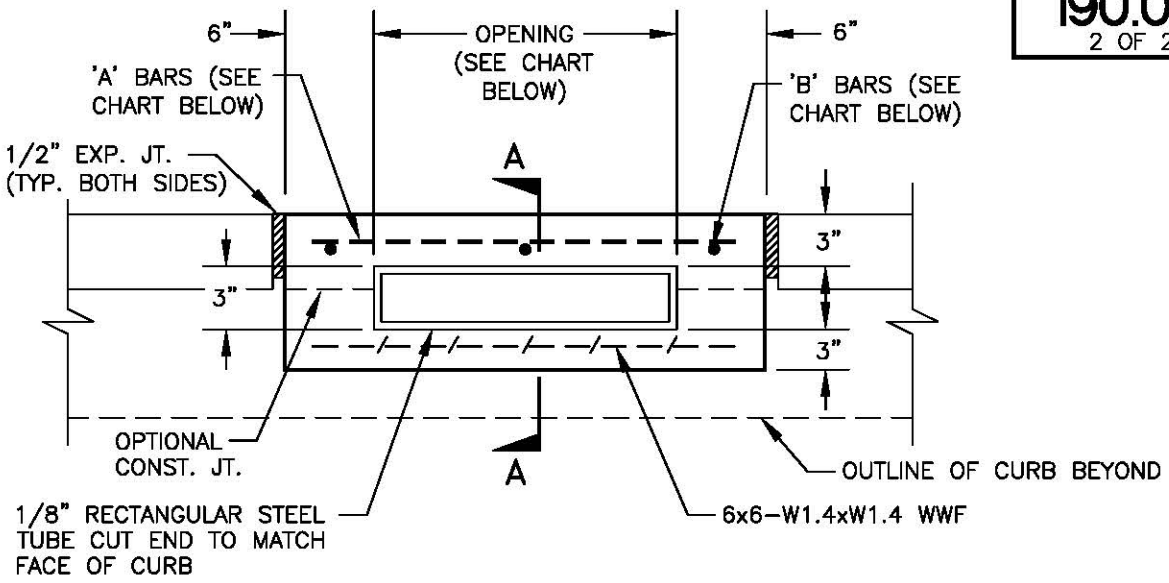


SECTION A–A

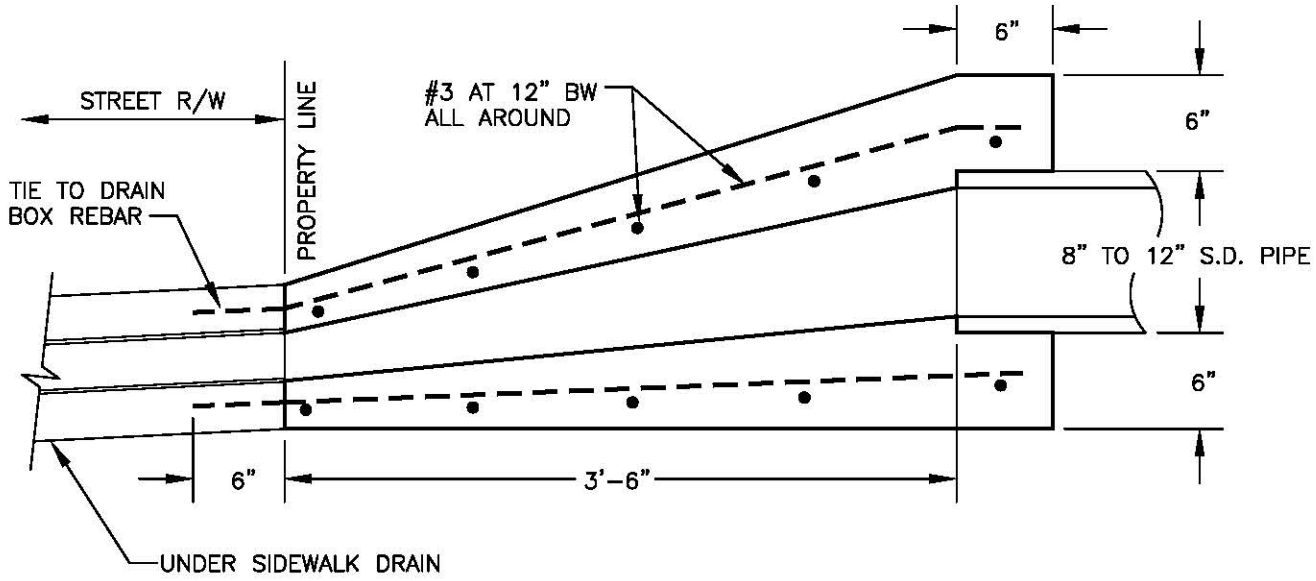


PLAN VIEW

DWG DATE: 9/89		SCALE: NTS	CITY OF REDDING • PUBLIC WORKS DEPARTMENT • ENGINEERING DIVISION
3	7/13	REVISE STD & CHG. NO.	APPROVED BY 10/9/13 CITY ENGINEER
2	2/03	EDIT NOTE	UNDER SIDEWALK DRAIN STEEL CONDUIT
MARK	DATE	REVISION	



SECTION B-B



TRANSITION SECTION

FROM S.D. PIPE TO DRAIN BOX

REINFORCING BAR SCHEDULE			
	12" OPENING	18" OPENING	24" OPENING
'A' BARS	#4 AT 6" OC	#5 AT 8" OC	#5 AT 8" OC
'B' BARS	#3 (3 TOTAL)	#3 (3 TOTAL)	#3 (3 TOTAL)

NOTES:

1. UNDER SIDEWALK DRAIN TO BE CONSTRUCTED ANGLED IN THE DOWNSTREAM DIRECTION, 30° OFF PERPENDICULAR TO THE FACE OF CURB, TO INSURE PROPER FLOW.
2. IF EXISTING CURB IS ROLLED, CONSTRUCT TRANSITION TO VERTICAL.
3. WHERE TRANSITION FROM STORM DRAIN PIPE TO UNDER SIDEWALK DRAIN IS CONSTRUCTED, UNDER SIDEWALK DRAIN SHALL EXTEND FROM FACE OF CURB TO PROPERTY LINE.