NOTES:

1. THE MAXIMUM LENGTH OF CUL-DE-SACS SHALL BE 500'-0" FROM FACE OF CURB TO THE CENTER OF BULB. ONLY IN INDUSTRIALLY ZONED AREAS MAY THE LENGTH BE INCREASED TO A MAXIMUM OF 1000'-0", PROVIDED THE FOLLOWING CRITERIA ARE MET:
   A) STREET RIGHT-OF-WAY OF 60'-0" WITH 40'-0" BETWEEN CURBS.
   B) TURN-AROUND CURB RADIUS OF 53'-0".
   C) EMERGENCY ACCESS TO ANOTHER PUBLIC STREET MAY BE REQUIRED BY THE FIRE MARSHAL.

2. GUTTER SLOPE AROUND BULBS SHALL BE 0.35% MINIMUM.
3. BULBS MAY BE OFFSET TO EITHER SIDE.
4. A 10'-0" EASEMENT IS REQUIRED FOR PUBLIC UTILITIES AND STREET TREE PLANTING.
5. WATER MAINS MAY BE REQUIRED TO BE "LOOPED" BY THE CITY ENGINEER. SEE WATER SERVICE DRAWINGS FOR APPLICATIONS REQUIRED ON CUL-DE-SACS.
ALL DIMENSIONS ARE MEASURED TO THE CENTERLINE OF PIPE AS SHOWN.

LEGEND

--- SD --- STORM DRAIN
--- SS --- SANITARY SEWER
--- W --- WATER LINE
--- CL --- CENTERLINE

NOTES:

1. SEE DRAWING NO. 5 FOR LOCATION OF ELECTRIC, TELEPHONE, GAS, TV CONDUIT AND STREET LIGHT CONDUIT.
2. SANITARY SEWER AND STORM DRAIN LINES SHALL BE LOWER THAN WATER MAINS. FOR PARALLEL AND PERPENDICULAR CONSTRUCTION, SEE DWG. NO.'S 47, 48 & 49.
4. 10- FEET MINIMUM SEPARATION BETWEEN WATER LINE AND ANY SANITARY SEWER OR STORM DRAIN LINES AS MEASURED FROM THE OUTSIDE OF THE PIPES.
5. RELOCATE SEWER TO AS REQUIRED TO MAINTAIN REQUIRED SEPARATION ON LOCAL STREET SECTIONS.
ALL DIMENSIONS ARE MEASURED TO THE CENTER OF PIPE AS SHOWN.

NOTE
1. ALL PRIVATE UTILITIES TO BE LOCATED OUTSIDE OF LIMITS SHOWN UNLESS APPROVED BY THE CITY ENGINEER.
2. 10- FEET MINIMUM SEPARATION BETWEEN WATER LINE AND ANY SEWER LINE AS MEASURED FROM THE OUTSIDE OF THE PIPES.
NOTES:

1. PLACE STEEL DOWELS WITHIN THE FIRST 20'-0" OF MEDIAN FROM ANY END.
2. FOR APPLICATION INSTRUCTIONS, FOLLOW CALTRAN STANDARD SECTION 73-1.05B.
3. MINIMUM MEDIAN 2'-0" WIDTH, UNLESS APPROVED BY THE CITY ENGINEER.
SECTION B-B

* BUS TURNOUT CROSS SECTION SHOWN FOR COLLECTOR STREETS CAN ALSO BE USED FOR ARTERIAL STREETS.
* SEE DWG. 23C FOR NOTES.

CRITERIA FOR INSTALLATION:
BUS TURNOUTS SHALL BE INSTALLED ON ALL FOUR DEPARTURE LEGS WHEN AN ARTERIAL STREET INTERSECTS WITH AN ARTERIAL STREET OR COLLECTOR STREET. BUS TURNOUTS AT THE INTERSECTION OF AN ARTERIAL STREET AND LOCAL STREET SHALL BE INSTALLED ON A CASE-BY-CASE BASIS WITH SJRTD RECOMMENDATION.
SECTION A-A

NOTE:
GRADE BREAK CUTTER SLOPE IS CRITICAL AND CONTRACTOR WILL BE RESPONSIBLE FOR EXACT ELEVATIONS AND SLOPE

SEE DWG. 23C FOR NOTES.

CRITERIA FOR INSTALLATION:

BUS TURNOUTS SHALL BE INSTALLED ON ALL FOUR DEPARTURE LEGS WHEN A COLLECTOR STREET INTERSECTS WITH AN ARTERIAL STREET. BUS TURNOUTS AT THE INTERSECTION OF TWO COLLECTOR STREETS SHALL BE INSTALLED ON A CASE-BY-CASE BASIS WITH
DETAIL A

NOTES:

1) CONCRETE SHALL BE NINE INCHES THICK WITH #4, GRADE 60 REBAR AT 2'-0"
   CENTER EACH WAY. USE THREE INCH DOBIES (REBAR SPACERS WITH WIRE TIES).
   CONCRETE SHALL BE CLASS A, SIX SACK, ALL FINISH SHALL BE MEDIUM BROOM.

2) PLACE SIX INCHES OF 3/8" AGGREGATE BASE AT 95% RELATIVE COMPACTION.

3) THE SLAB FOR THE BUS TURNOUT MAY BE PLACED MONOLITHICALLY WITH THE CURB AND
   SIDEWALK (PREFERRED). IF CONCRETE IS PLACED WITH A COLD JOINT BETWEEN THE
   BOTTOM OF THE CURB AND THE TURNOUT SLAB, THEN THE CURB SHALL BE DOWELED (WET
   SET) TO THE SLAB WITH #4, GRADE 60 REBAR AT FOUR FOOT CENTERS. CURB SHALL ALSO
   BE EPOXYED TO THE SLAB.

4) PLACE 2 INCH DEEP TOOL JOINTS AT 10 FOOT CENTERS, PERPENDICULAR TO THE LIP OF
   GUTTER IN THE TURNOUT SLAB AND EXTENDED PERPENDICULAR TO THE FACE OF CURB IN
   THE CURB AND SIDEWALK.

5) EXISTING STRUCTURAL SECTION OR PER PLANS WHICHEVER IS GREATER.
ROLL TYPE CURB & GUTTER

SCORE MARK IF MONOLITHIC POUR

2% MAX. SLOPE

1'-6" O.C. TYP.

ROLL TYPE CURB, GUTTER & SIDEWALK
VERTICAL CURB & GUTTER

SCORE MARK IF MONOLITHIC POUR

2% MAX. SLOPE

4'-0" MIN. OR AS SHOWN ON PLANS

FACE OF CURB

1'-6" O.C. MINIMUM TYP.

SEE NOTE NO. 7 (DWG. 25D)

1'-2"

6"

VERTICAL CURB, GUTTER & SIDEWALK

1 1/2" x 3 1/2" KEY, UNLESS POURED MONOLITHIC

SEE NOTE NO. 16 (DWG. 25D)
TYPE "B" VERTICAL CURB

SEE NOTE NO. 17 (DWG. 25D)

TYPE "F" CURB & APRON

SEE NOTE NO. 17 (DWG. 25D)
NOTES:

1. CURB, GUTTER, AND ALL P.C.C. FLATWORK TO HAVE A LIGHT BROOM FINISH.
2. CONSTRUCT EXPANSION JOINTS 150'-6" ON CENTER MAXIMUM, AND AT RETURNS, LIGHT POLES, HYDRANTS, CATCH BASINS, BOTH SIDES OF DRIVEWAY, AND OTHER FIXED OBJECTS.
3. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE CURRENT CITY OF STOCKTON STANDARD SPECIFICATIONS.
4. 4" SAND OR AGGREGATE BASE. ALL MATERIAL UNDER SAND BASE SHALL BE SCARIFIED FOR A 6" MINIMUM DEPTH AND COMPACTED TO 90% RELATIVE COMPACTION.
5. SEE DEFINITION SECTION OF STANDARD SPECIFICATIONS FOR DEFINITION OF SAND.
6. WEAKENED PLANE JOINTS AND SCORE MARKS AS SHOWN. SEE FIGURE 1 FOR WEAKENED PLANE JOINT WIDTH AND DEPTH.
7. PLACE 5/8" x 24" LONG STEEL DOWELS THROUGH EVERY EXPANSION JOINT SPACED AT 1'-6" ON CENTER (MIN.), GREASED AND WRAPPED ON ONE SIDE, OFFSET 6" FROM CONCRETE EDGES, UNLESS OTHERWISE SHOWN OR SPECIFIED. MINIMUM THREE DOWELS IN 4' WIDE SIDEWALK.
8. CURB, GUTTER AND SIDEWALK CONSTRUCTION SHALL CONFORM TO SECTION 73, STANDARD SPECIFICATIONS, CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS), EXCEPT AS MODIFIED HEREIN.
9. SUBGRADE FOR CURB, GUTTER, SIDEWALK AND DRIVEWAYS SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% TO A DEPTH OF 6", WHERE THE SUBGRADE "R" VALUE IS LESS THAN 50, PLACE 4" MINIMUM OF AGGREGATE SUBBASE CLASS IV UNDER THE CONCRETE SECTIONS AND COMPACT TO A MINIMUM OF 90%.
10. ALL RADIi FOR Rounding EDGES SHALL BE 3/4" UNLESS NOTED.
11. CONCRETE SHALL BE CLASS B, PER CALTRANS SECTION 90.
12. EXPANSION JOINTS AND WEAKENED PLANE JOINTS SHALL BE INSTALLED AS INDICATED ON THE PLANS OR STANDARD DETAILS.
13. CURB, GUTTER AND SIDEWALK SHALL HAVE A FINE HAIR BROOM FINISH; CURB AND GUTTER PARALLEL TO THE FLOW LINE.
14. DEPRESS A 2" HIGH LETTER "W" OR "S" 1/4" DEEP INTO THE TOP OF THE CURB TO IDENTIFY SERVICE LOCATIONS.
15. DURING CONSTRUCTION OF GUTTERS, WATER SHALL BE USED TO INSURE PROPER DRAINAGE ALONG THE FLOWLINE.
16. 3-5/8" x 24" LONG STEEL DOWELS MINIMUM THROUGH EVERY EXPANSION JOINT.
17. 2-5/8" x 24" LONG STEEL DOWELS MINIMUM THROUGH EVERY EXPANSION JOINT.
WHERE NEW P.C.C. SLAB MEETS EXISTING SLAB OR CURB, EXCAVATE UNDER EXISTING AND FILL WITH P.C.C. CONTINUOUSLY AS SHOWN.

NOTES:

1. IF THE NEW P.C.C. SLAB IS Poured MONOLITHICALLY WITH THE CURB AND GUTTER, OR IF THE CURB, GUTTER, AND SLAB ARE KEYED IN ACCORDANCE WITH THE COUNTYWIDE STANDARD (CW–C7), THE ABOVE KEY WILL NOT BE REQUIRED.

2. THE ABOVE KEY SHALL BE REQUIRED BETWEEN EXISTING AND PROPOSED P.C.C. AT ALL DRIVEWAYS.

3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE CURRENT CITY OF STOCKTON STANDARD SPECIFICATIONS.

4. MATERIAL UNDER ALL SAND BASE SHALL BE COMPACTED TO 90% RELATIVE COMPACTION FOR A MINIMUM DEPTH OF 6”.

5. CURB, GUTTER, AND ALL P.C.C FLATWORK TO HAVE A FINE HAIR BROOM FINISH.
NOTES:

1. THIS DRIVEWAY TO BE USED ONLY WHERE APPROVED BY THE CITY ENGINEER.
2. DRIVEWAY TO CONFORM WITH EXISTING SIDEWALK. ALL CONCRETE TO BE CLASS B (5 SACK).
3. IF SIDEWALK IN BACK EXISTS, WHERE NEW RAMP TO BE PLACED, IT SHALL BE REMOVED AND REPLACED WITH 6" THICK PORTLAND CEMENT CONCRETE.
4. WHERE HIGH STREET CROWN EXISTS, DRIVEWAY RAMP MAY BE EXTENDED FROM BACK OF WALK TO LIP.
5. WHERE DRIVEWAY PROVIDES ACCESS TO A ONE-WAY STREET, APPROPRIATE SIGNS AS SPECIFIED BY THE CITY TRAFFIC ENGINEER WILL BE REQUIRED.
6. DRIVEWAY RAMP SHALL BE AS WIDE AS EXISTING DRIVEWAY INTO YARD, ROUNDED UP TO NEXT EVEN FOOT (10'-0" MINIMUM).
7. IN EVENT OF OBSTRUCTIONS IN PARKWAY (E.G., POWER POLES, ETC.) WIDTH MAY BE MODIFIED TO MEET EXISTING CONDITIONS AS APPROVED BY THE CITY ENGINEER.
8. PARKWAY WARP WINGS SHALL BE 3'-0" FOR 6" CURB OR HIGHER.
9. WHEN IT IS NOT POSSIBLE TO PROVIDE 2'-0" OF FULL HEIGHT WITH STANDARD 3'-0" WARPS ON EITHER SIDE BETWEEN ADJACENT DRIVEWAYS, A COMMON DRIVEWAY SHALL BE INSTALLED.
10. #4 BAR AT 18" ON CENTER, EACH WAY.
11. FINE HAIR BROOM FINISH.
(CONT'D FROM DWG. 27)

FRONT ELEVATION

SECTION A - A

BACK OF WALK
TOP OF CURB

1 1/2" (TYP)

SEE NOTE NO. 11 (DWG. 27)

SEE NOTE NO. 10 (DWG. 27)

6" MIN. AND 90% COMPACTION

4" SAND BASE OR A.B.

6% MAX.
10% MAX.

COMMERCIAL RAMP DRIVEWAY

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

REV. NO. 5
REV. DATE 6/1/2000
REV. BY HLE/RH

DIGITIZED 7/1/91

DRAWING NO. 27A

SUPERINTENDENT DWG. DATED 2/23/95

REVISION APPROVED BY CITY ENGINEER

FARID Z. O'KEAN
DATE: 01/09/02

CHK. BY NONE
NOTES:

1. SEE C.O.S. STANDARD DRAWING NO. 38 FOR DETAILS NOT SHOWN.
2. INSTALL TURF BLOCK IN LANDSCAPED AREA AS REQUIRED BY CITY ENGINEER.
3. INSTALL PIPE GATE (COS STD DWG NO 27C & 27D) AS REQUIRED BY CITY ENGINEER.
DETAIL B (RAIL TO POST LOCK DETAIL)

NOTE: LOCKING MECHANISM SHALL BE SUBJECT TO THE APPROVAL OF THE FIRE DEPARTMENT.
NOTES:

1. THIS DRIVEWAY TO BE USED ONLY WHERE APPROVED BY THE CITY ENGINEER.
2. DRIVEWAY TO CONFORM WITH EXISTING SIDEWALK. ALL CONCRETE TO BE CLASS B (5 SACK).
3. IF SIDEWALK IN BACK EXISTS, WHERE NEW RAMP TO BE PLACED. IT SHALL BE REMOVED AND REPLACED WITH 6" THICK PORTLAND CEMENT CONCRETE.
4. WHERE HIGH STREET CROWN EXISTS, DRIVEWAY RAMP MAY BE EXTENDED FROM BACK OF WALK TO LIP. DISABILITY RAMP'S SHALL BE ACCOMMODATED
5. WHERE DRIVEWAY PROVIDES ACCESS TO A ONE-WAY STREET, APPROPRIATE SIGNS AS SPECIFIED BY THE CITY TRAFFIC ENGINEER WILL BE REQUIRED.
6. DRIVEWAY RAMP SHALL BE AS WIDE AS EXISTING DRIVEWAY INTO YARD, ROUNDED UP TO NEXT EVEN FOOT (10'-0" MINIMUM).
7. IN EVENT OF OBSTRUCTIONS IN PARKWAY (E.G., POWER POLES, ETC.) WIDTH MAY BE MODIFIED TO MEET EXISTING CONDITIONS AS APPROVED BY THE CITY ENGINEER.
8. PARKWAY Warp Wings Shall be 3'-0" FOR 6" CURB OR HIGHER. FOR 4.5" CURB Warp Wings Shall be 2'-0".
9. WHEN IT IS NOT POSSIBLE TO PROVIDE 2'-0" OF FULL HEIGHT WITH STANDARD 3'-0" WARP'S ON EITHER SIDE BETWEEN ADJACENT DRIVEWAYS, A COMMON DRIVEWAY SHALL BE INSTALLED.
10. FINE HAIR BROOM FINISH.
(CONT'D FROM DWG. 28)

FRONT ELEVATION

EXPANSION JOINT
CW-C3

BACK OF WALK

TOP OF CURB

EXPANSION JOINT
CW-C3

SECTION A - A

6" MIN. AND 90% COMPACTION

4" SAND BASE OR A.B.

SEE NOTE #10 (DWG. 28).

2% MAX.

10% MAX.

3 3/4"
SAW CUT TO REMOVE EXISTING IF MONOLITHIC CURB, GUTTER, AND SIDEWALK.

PLAN

EXPANSION JOINT CW-C3

ASPHALT CONCRETE

SURFACE OF EXISTING PAVEMENT

REMOVE EXISTING CURB AND GUTTER, INSTALL NEW CURB AND GUTTER AS SHOWN FOR FULL WIDTH OF DRIVEWAY.

SECTION A-A

3D-VIEW

NOTES:

1. PROPERTY OWNER SHALL BE RESPONSIBLE FOR KEEPING GUTTER CLEAN UNDER STEEL PLATES.
2. 1/2" x 12" STEEL PLATES FOR FULL WIDTH OF DRIVEWAY. MAXIMUM LENGTH OF EACH PLATE 6'-0".
3. FINE HAIR BROOM FINISH ON CONCRETE SURFACES.
4. THIS DRIVEWAY TO BE USED ONLY WHERE APPROVED BY THE CITY ENGINEER.