


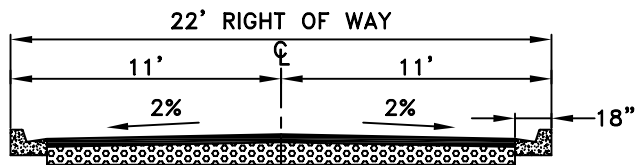
SECTION A-A

**NOTES**

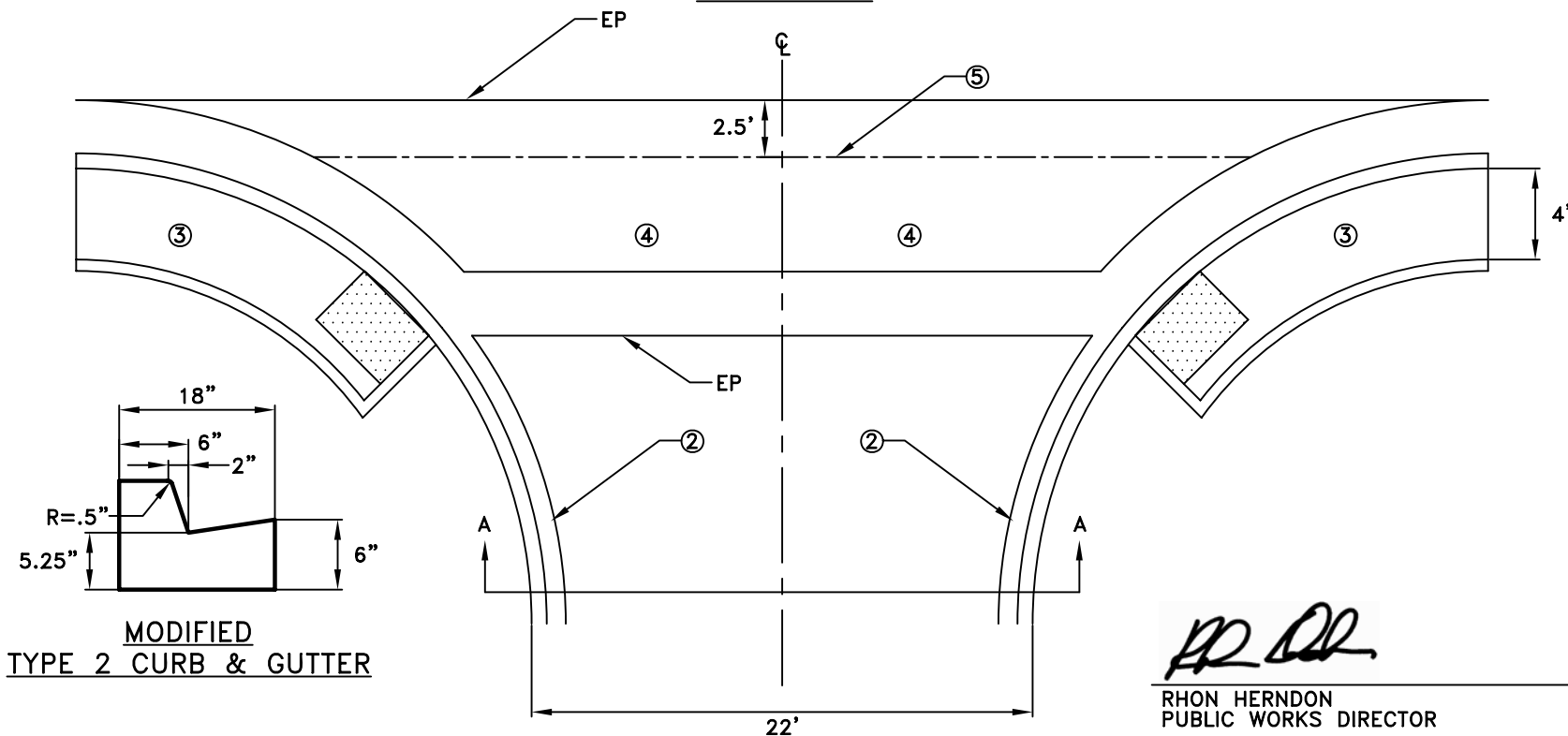
1. ALLEY ENTRANCE SHALL CONFORM TO DESIGN STANDARD DRAWING ST-20 OR ST-21 WITH "A" EQUAL TO 25 FEET.
2. TRANSITION FROM DRIVEWAY TO ALLEY SHALL BE MADE BETWEEN BACK OF WALK AND RIGHT OF WAY. VARIATION FROM THIS MAY REQUIRE DEDICATION OF ADDITIONAL RIGHT OF WAY FOR TRANSITION.
3. SEE SECTION 7-4 OF THESE STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
4. ALL CONCRETE TO BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.

*Jason Shykowski*  
 JASON SHYKOWSKI  
 PUBLIC WORKS DIRECTOR

	DEPARTMENT OF PUBLIC WORKS
<h2 style="margin: 0;">ALLEY DETAIL</h2>	
SCALE: NONE REVISED: FEBRUARY 2021 DRAWN BY: N. SIVIGLIA APPROVED BY: JASON SHYKOWSKI	ST-1a



SECTION A-A



*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR



DEPARTMENT OF  
PUBLIC WORKS

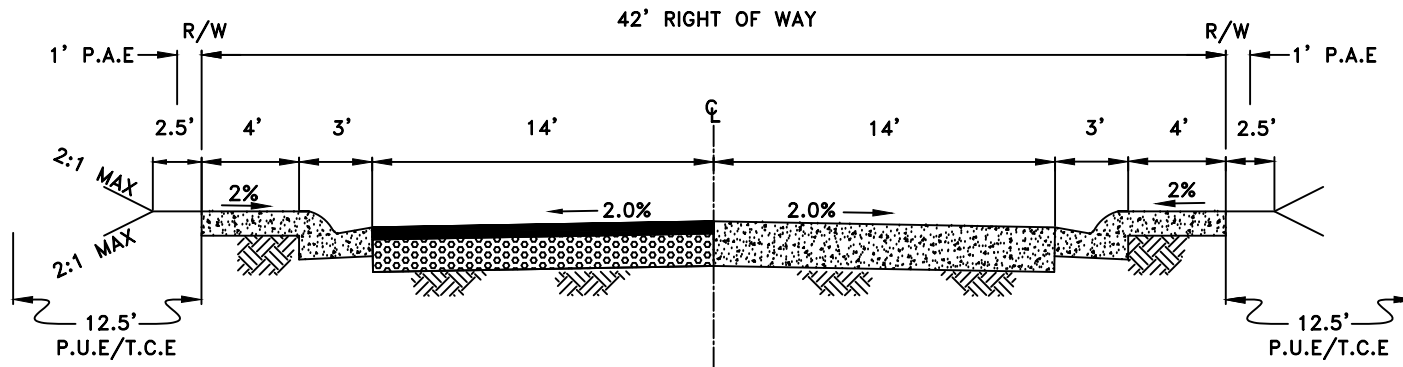
MODIFIED ALLEY RESIDENTIAL

SCALE: NONE  
REVISED: JANUARY 1, 2010  
DRAWN BY: J MCKINNEY  
APPROVED BY: RHON HERNDON

ST-1b

NOTES

1. PAVEMENT SECTION TO BE DESIGNED BASED ON A TRAFFIC INDEX (TI) OF 7. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
2. CURB AND GUTTER TO BE "MODIFIED TYPE 2" PER THIS DETAIL.
3. "CURB RAMP" PER DETAIL ST-22 WITH A 4' SIDEWALK.
4. ALL CONCRETE TO BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS, AND SHALL BE 10" THICK.
5. "V-GUTTER" PER DETAIL ST-22.



MINOR RESIDENTIAL STREETS  
ATTACHED SIDEWALK

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

NOTES:

1. SEE SECTION 7-4 OF THESE STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
2. CURB AND GUTTER TO BE "TYPE 1" (ST-17) ADJACENT TO SINGLE FAMILY RESIDENTIAL LOTS. "TYPE 2" (ST-17) AT ALL OTHER LOCATIONS.
3. SIDEWALK TO HAVE EITHER THICKNESS OF 6" ON COMPACTED NATIVE SOIL OR 4" THICKNESS WITH 4" COMPACTED AGGREGATE BASE.
4. PRIVATE STREET SECTION'S WIDTH CAN BE REDUCED BY 4- FEET BY ELIMINATING SIDEWALK FROM ONE SIDE OF THE STREET WITH THE APPROVAL OF CITY ENGINEER.
5. P.U.E./T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT
6. P.A.E - PEDESTRIAN ACCESS EASEMENT

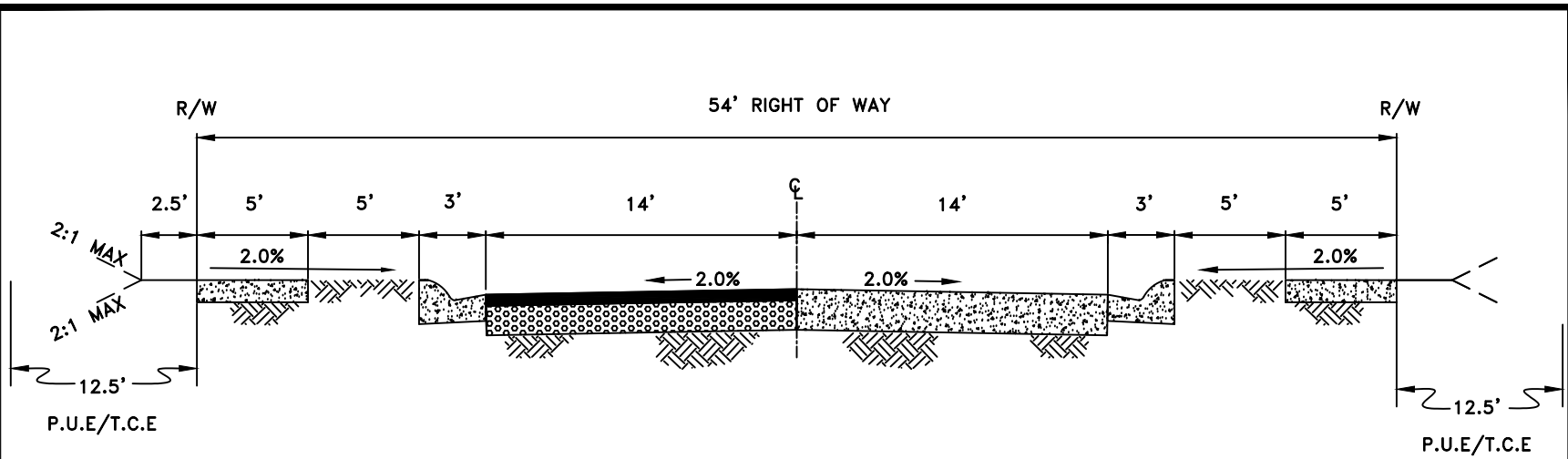


DEPARTMENT OF  
PUBLIC WORKS

MINOR RESIDENTIAL STREETS  
ATTACHED SIDEWALK

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: BENNETT ENG  
APPROVED BY: JASON SHYKOWSKI

ST-2



MINOR RESIDENTIAL STREETS  
DETACHED SIDEWALK

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

**NOTES:**

1. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
2. CURB AND GUTTER TO BE "TYPE 1"(ST-17) ADJACENT TO SINGLE FAMILY RESIDENTIAL LOTS. "TYPE 2"(ST-17) AT ALL OTHER LOCATIONS
3. SIDEWALK TO HAVE EITHER THICKNESS OF 6" ON COMPACTED NATIVE SOIL OR 4" THICKNESS WITH 4" COMPACTED AGGREGATE BASE.
4. P.U.E./T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT

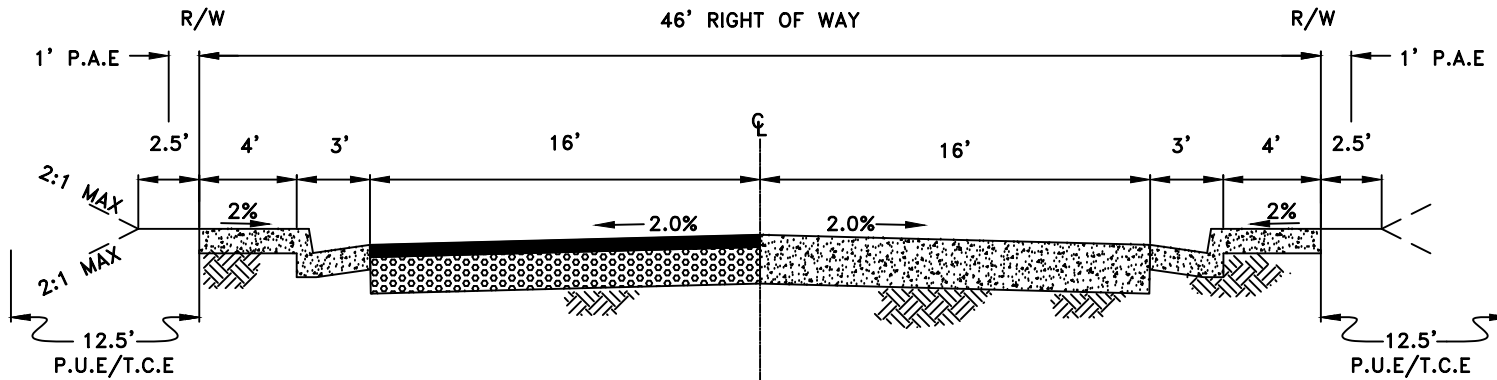


DEVELOPMENT SERVICES  
DEPARTMENT

**MINOR RESIDENTIAL STREETS**  
**DETACHED SIDEWALK**

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: BENNETT ENG  
APPROVED BY: JASON SHYKOWSKI

ST-3



**PRIMARY RESIDENTIAL STREETS  
ATTACHED SIDEWALK**

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

**NOTES:**

1. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
2. CURB AND GUTTER TO BE "TYPE 1"(ST-17) ADJACENT TO SINGLE FAMILY RESIDENTIAL LOTS. "TYPE 2"(ST-17) AT ALL OTHER LOCATIONS
3. SIDEWALK TO HAVE EITHER THICKNESS OF 6" ON COMPACTED NATIVE SOIL OR 4" THICKNESS WITH 4" COMPACTED AGGREGATE BASE.
4. P.U.E/T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT
5. P.A.E - PEDESTRIAN ACCESS EASEMENT

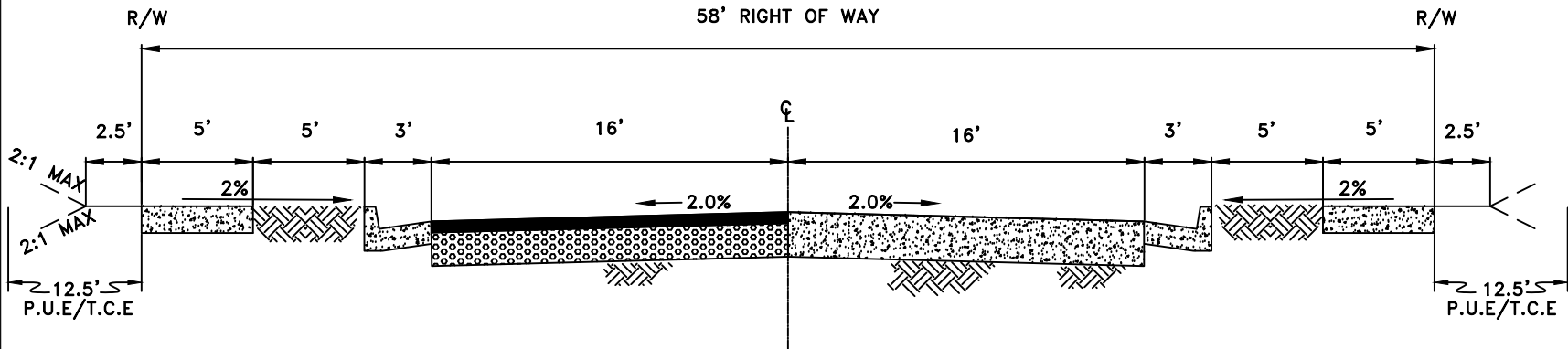


DEPARTMENT OF  
PUBLIC WORKS


**PRIMARY RESIDENTIAL STREETS  
ATTACHED SIDEWALK**

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: J MCKINNEY  
APPROVED BY: JASON SHYKOWSKI

ST-4




**PRIMARY RESIDENTIAL STREETS  
DETACHED SIDEWALK**

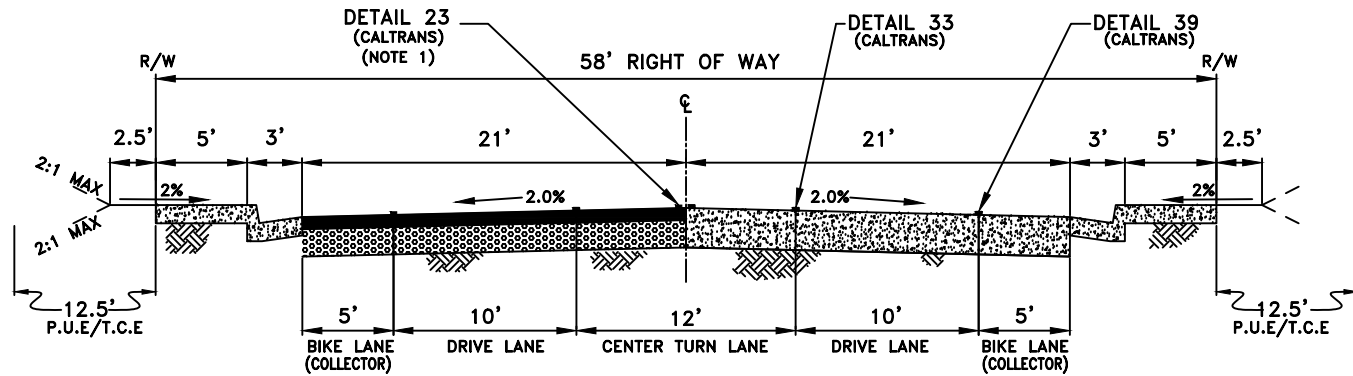
  
 JASON SHYKOWSKI  
 PUBLIC WORKS DIRECTOR

**NOTES:**

1. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
2. CURB AND GUTTER TO BE "TYPE 1"(ST-17) ADJACENT TO SINGLE FAMILY RESIDENTIAL LOTS. "TYPE 2"(ST-17) AT ALL OTHER LOCATIONS
3. SIDEWALK TO HAVE EITHER THICKNESS OF 6" ON COMPACTED NATIVE SOIL OR 4" THICKNESS WITH 4" COMPACTED AGGREGATE BASE.
4. P.U.E/T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT

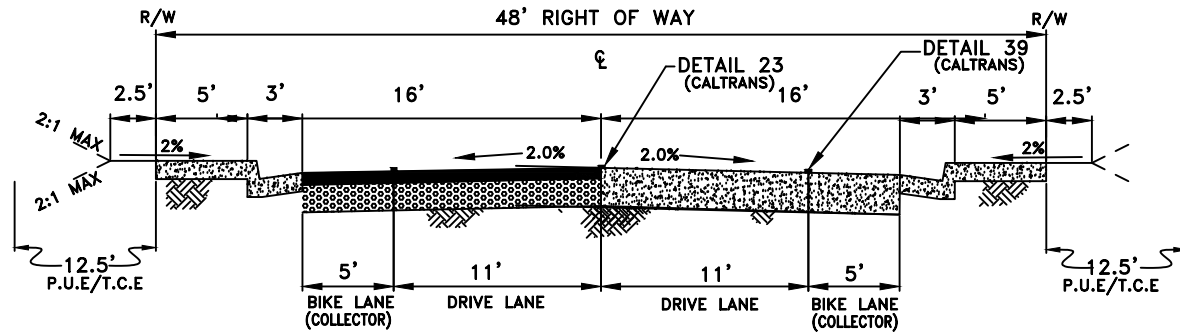
	DEPARTMENT OF PUBLIC WORKS
<b>PRIMARY RESIDENTIAL STREETS DETACHED SIDEWALK</b>	
SCALE: NONE REVISED: FEBRUARY 2021 DRAWN BY: BENNETT ENG APPROVED BY: JASON SHYKOWSKI	<b>ST-5</b>

**OPTION A**



**OPTION B**

(SEE NOTE #8)



**NOTES:**

1. ON INDUSTRIAL STREETS THE CENTER TWO WAY LEFT TURN (DETAIL 33) SHALL BE REPLACED BY A DETAIL "23"(CALTRANS) CENTERLINE STRIPING AND TURN LANES AS MAY BE REQUIRED. NO BIKE LANES ARE REQUIRED.
2. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
3. CURB AND GUTTER SHALL BE "TYPE 2"(ST-17) AND SIDEWALK TO HAVE EITHER THICKNESS OF 6" ON COMPACTED NATIVE SOIL OR 4" THICKNESS WITH 4" COMPACTED AGGREGATE BASE.
4. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
5. P.U.E/T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT
6. "NO PARKING"(R-26) SIGNS SHALL BE PLACED ON STREET LIGHT POLES WHERE BIKE LANE EXIST OR AS DIRECTED BY CITY ENGINEER.
7. SIGN DETAIL NUMBERS REFERENCE 2012 CALIFORNIA MUTCD.
8. IN CERTAIN INSTANCES, WITH THE RECOMMENDATION OF THE PUBLIC WORKS DIRECTOR, AND APPROVAL OF THE CITY COUNCIL, THIS ROADWAY STANDARD MAY BE MODIFIED WITH THE DEMONSTRATION THAT "BLUEPRINT" GOALS AND OBJECTIVES OF A WALKABLE COMMUNITY ARE BEING ACHIEVED WITHIN A COMMUNITY PLAN.

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

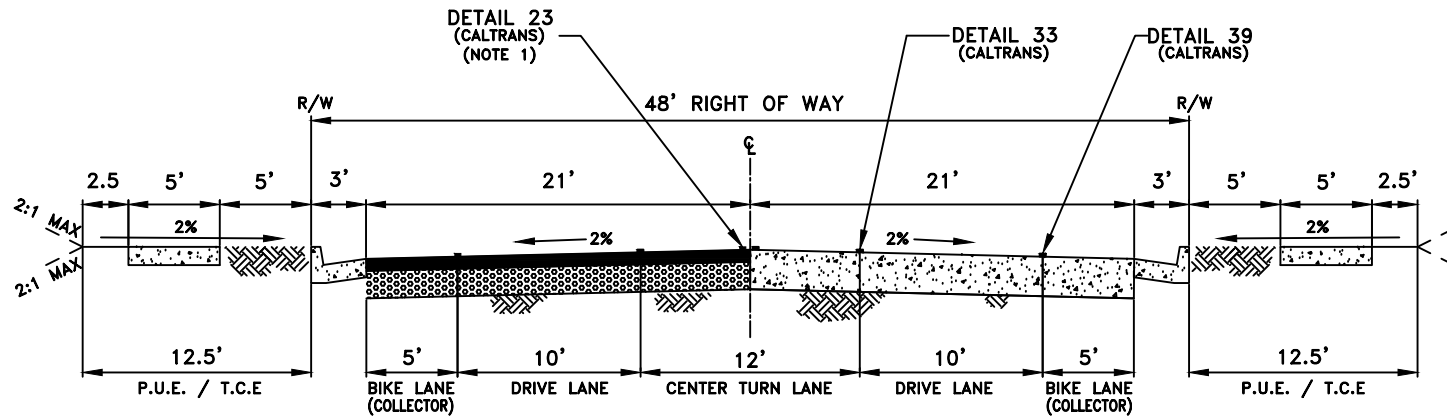


DEPARTMENT OF  
PUBLIC WORKS

**COLLECTOR/INDUSTRIAL STREETS  
ATTACHED SIDEWALK**

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: BENNETT ENG  
APPROVED BY: JASON SHYKOWSKI

ST-6



**COLLECTOR/INDUSTRIAL STREETS  
DETACHED SIDEWALK**

**NOTES:**

1. ON INDUSTRIAL STREETS THE CENTER TWO WAY LEFT TURN (DETAIL 33) SHALL BE REPLACED BY A DETAIL "23"(CALTRANS) CENTERLINE STRIPPING AND TURN LANES AS MAY BE REQUIRED. NO BIKE LANES ARE REQUIRED.
2. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
3. CURB AND GUTTER SHALL BE "TYPE 2"(ST-17) AND SIDEWALK TO HAVE EITHER THICKNESS OF 6" ON COMPACTED SOIL OR 4" THICKNESS ON 4" COMPACTED AGGREGATE BASE. BIKE LANE MAY BE DISCONTINUED ALONG PARK OR SCHOOL FRONTAGE AS DEEMED APPROPRIATE BY THE CITY ENGINEER.
4. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
5. P.U.E./T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT
6. "NO PARKING"(R-26) SIGNS SHALL BE PLACED ON STREET LIGHT POLES WHERE BIKE LANE EXIST OR AS DIRECTED BY CITY ENGINEER.
7. SIGN DETAIL NUMBERS REFERENCE 2012 CALIFORNIA MUTCD

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

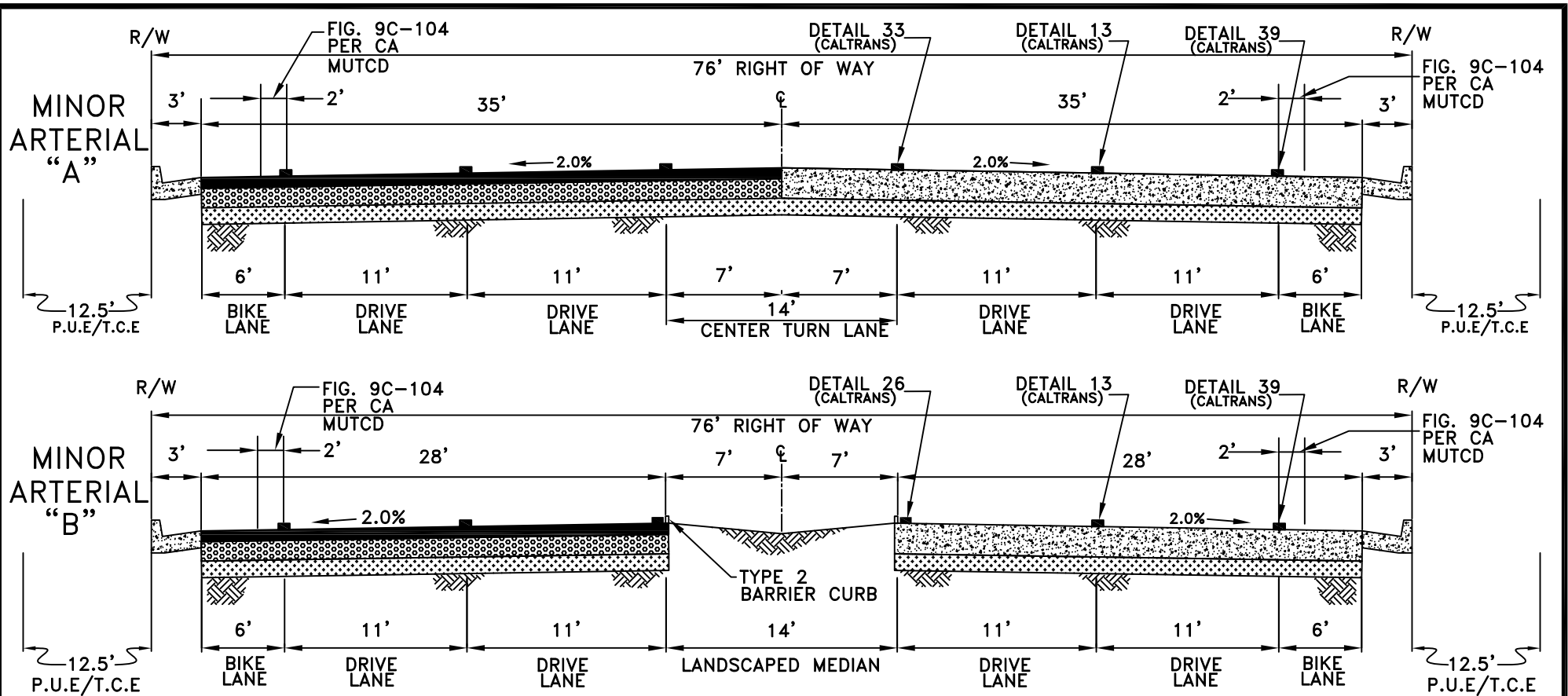


DEPARTMENT OF  
PUBLIC WORKS

**COLLECTOR/INDUSTRIAL STREETS  
DETACHED SIDEWALK**

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: BENNETT ENG  
APPROVED BY: JASON SHYKOWSKI

ST-7



\\Vols\Bates\GP\Local\Project\2022\2022\2022\2022\2022

JASON SHYKOWSKI  
 PUBLIC WORKS DIRECTOR

**NOTES:**

1. MINOR ARTERIAL "A" SHALL BE USED WHEN CENTER TURN LANES ARE TO BE INSTALLED.
2. MINOR ARTERIAL "B" SHALL BE USED WHEN LANDSCAPED MEDIAN ARE TO BE INSTALLED.
3. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
4. CURB AND GUTTER SHALL BE "TYPE 2"(ST-17). MEDIAN CURBS SHALL BE "TYPE 1"(ST-18) BARRIER CURB WHEN SOLID MEDIANS ARE INSTALLED AND "TYPE 2"(ST-18) BARRIER CURB WHEN LANDSCAPED MEDIANS ARE INSTALLED.
5. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
6. P.U.E/T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT.
7. 6' TOTAL BIKE LANE WIDTH (4' BIKE LANE WITH 2' WIDE STRIPED BUFFER)

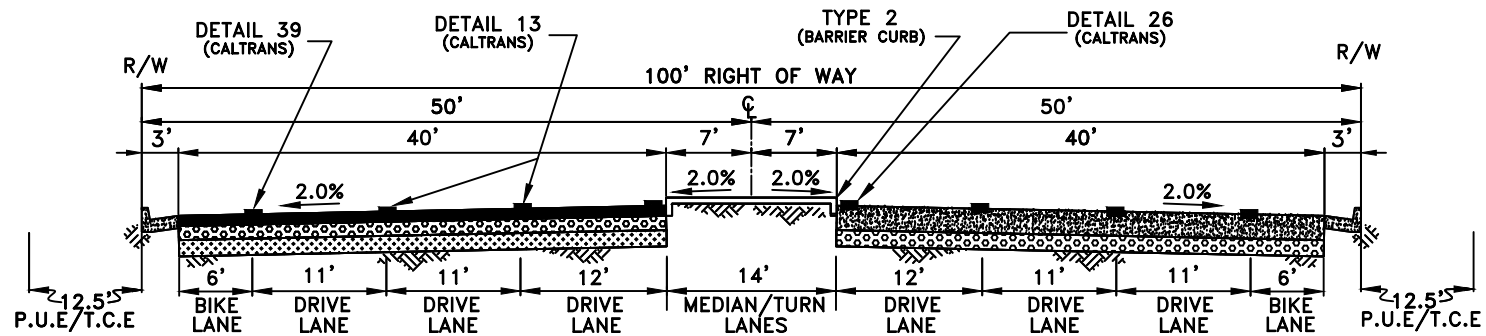


DEPARTMENT OF  
 PUBLIC WORKS

**MINOR ARTERIAL STREETS**

SCALE: NONE  
 REVISED: FEBRUARY 2026  
 DRAWN BY: BENNETT ENG  
 APPROVED BY: JASON SHYKOWSKI

ST-8



## MAJOR ARTERIAL STREETS

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR



DEPARTMENT OF  
PUBLIC WORKS

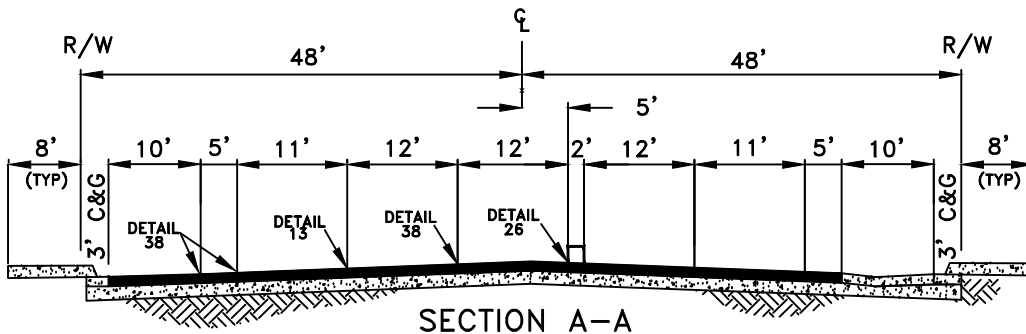
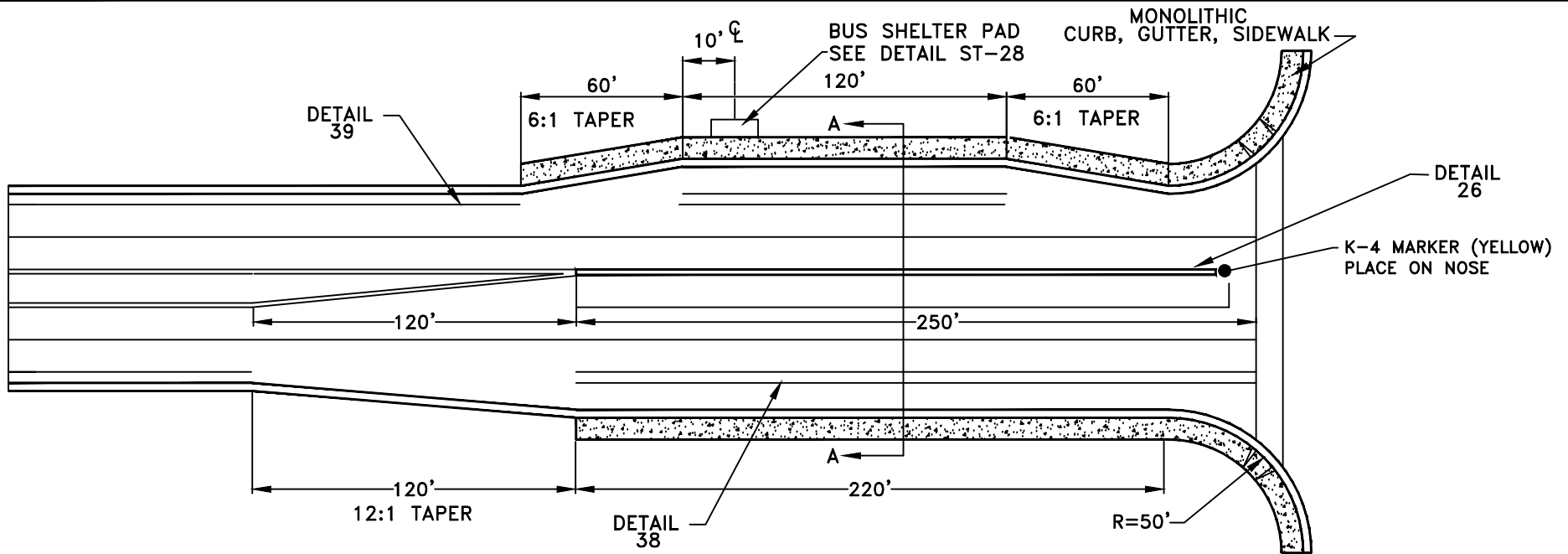
### MAJOR ARTERIAL STREETS

**NOTES:**

1. CURB AND GUTTER SHALL BE "TYPE 2"(ST-17) AND THE MEDIAN CURB SHALL BE "TYPE 2"(ST-18) BARRIER CURB.
2. SEE SECTION 7-4 OF THE DESIGN STANDARDS FOR STREET PAVEMENT REQUIREMENTS.
3. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
4. P.U.E./T.C.E - PUBLIC UTILITY EASEMENT / TRAFFIC CONTROL EASEMENT.

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: BENNETT ENG  
APPROVED BY: JASON SHYKOWSKI

ST-9



*Marc Stout*

MARC STOUT  
CITY ENGINEER

CITY OF ROSEVILLE CALIFORNIA DEVELOPMENT SERVICES DEPARTMENT

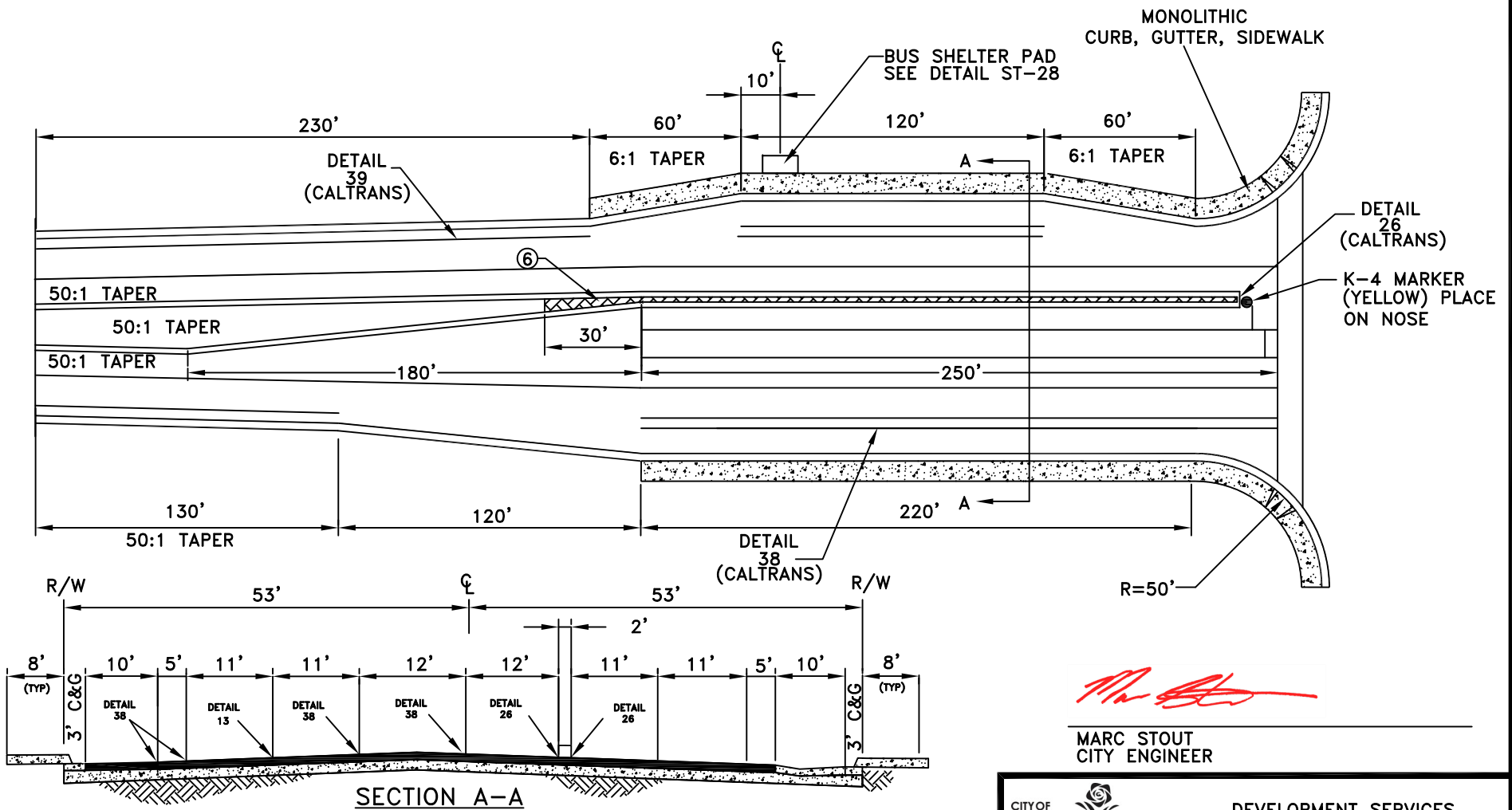
FOUR-LANE ARTERIAL  
SINGLE LEFT TURNS

SCALE: NONE  
REVISED: JANUARY 1, 2023  
DRAWN BY: J THOMPSON  
APPROVED BY: MARC STOUT

ST-10


**NOTES:**

1. RIGHT OF WAY SHALL BE DEDICATED TO ACCOMMODATE DUAL LEFT TURNS AS SPECIFIED IN DESIGN STANDARD DRAWING ST-11.
2. STOP BAR FOR LEFT TURN LANE SHALL BE TEN FEET BACK OF NEAR CROSSWALK STRIPE.
3. NOSE OF MEDIAN SHALL BE 15 FEET BACK OF NEAR CROSSWALK STRIPE.
4. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
5. SIGN DETAIL NUMBERS REFERENCE 2012 CALIFORNIA MUTCD.



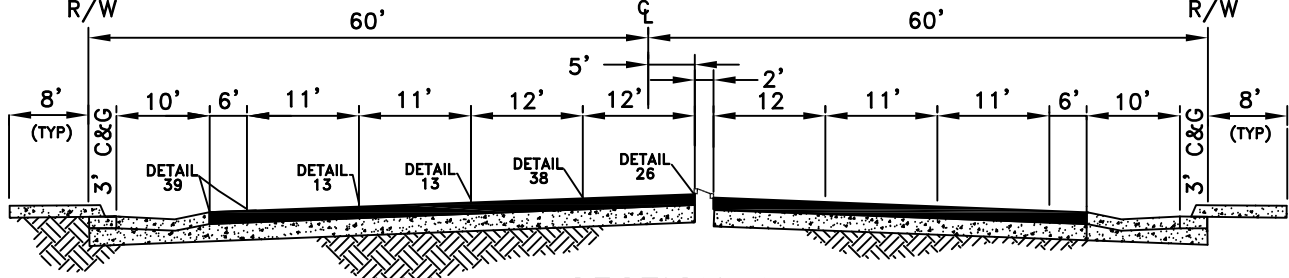
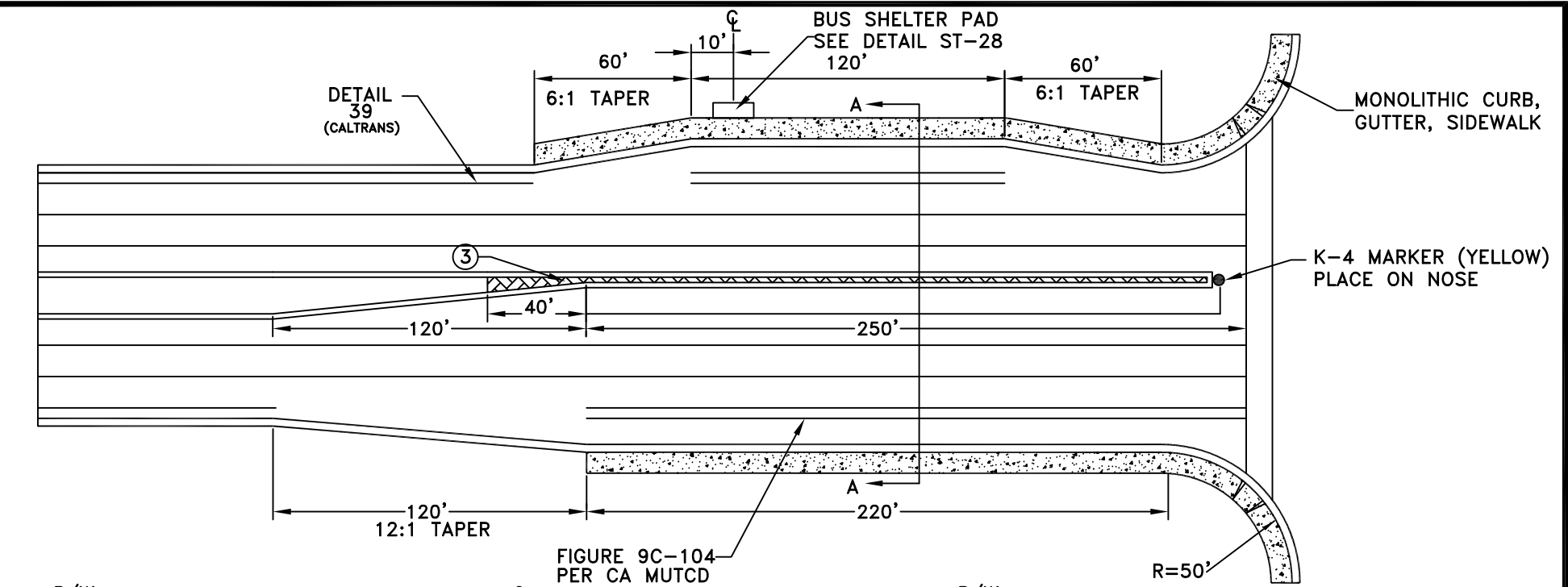
*Marc Stout*

MARC STOUT  
CITY ENGINEER

		DEVELOPMENT SERVICES DEPARTMENT
<b>FOUR-LANE ARTERIAL DUAL LEFT TURNS</b>		
SCALE: NONE REVISED: JANUARY 1, 2023 DRAWN BY: J THOMPSON APPROVED BY: MARC STOUT		ST-11

**NOTES:**

1. STOP BAR FOR INSIDE DUAL LEFT TURN LANE SHALL BE TEN FEET BACK OF NEAR CROSSWALK STRIPE.
2. STOP BAR FOR OUTSIDE DUAL LEFT TURN LANE SHALL BE FIVE FEET BACK OF NEAR CROSSWALK STRIPE.
3. NOSE OF MEDIAN SHALL BE 15 FEET BACK OF NEAR CROSSWALK STRIPE.
4. STRIPING DETAIL REFERENCE CALTRANS STANDARDS.
5. SIGN DETAIL REFERENCE 2012 CALIFORNIA MUTCD.
6. "STAMPED CONCRETE" SEE DETAIL ST-37.



SECTION A-A

FIGURE 9C-104  
PER CA MUTCD

MARC STOUT  
CITY ENGINEER

	DEVELOPMENT SERVICES DEPARTMENT
	SIX-LANE ARTERIAL SINGLE LEFT TURNS

**NOTES:**

1. STOP BAR FOR LEFT TURN LANE SHALL BE TEN FEET BACK OF NEAR CROSSWALK STRIPE.
2. NOSE OF MEDIAN SHALL BE 15 FEET BACK OF NEAR CROSSWALK.
3. "STAMPED CONCRETE" SEE DETAIL ST-37.
4. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
5. SIGN DETAIL NUMBERS REFERENCE 2012 CALIFORNIA MUTCD.
6. 6' TOTAL BIKE LANE WIDTH (4' BIKE LANE WITH 2' WIDE STRIPED BUFFER)

SCALE: NONE  
 REVISED: JANUARY 1, 2026  
 DRAWN BY: J MCKINNEY  
 APPROVED BY: MARC STOUT

ST-12

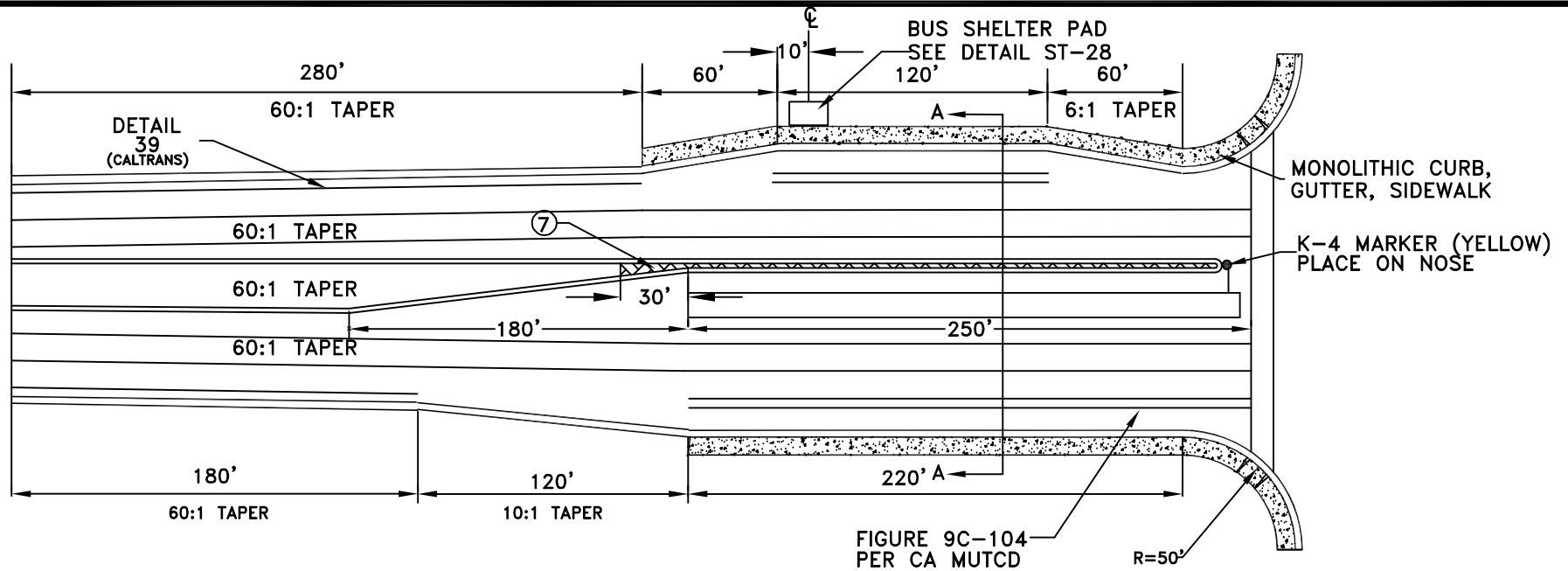
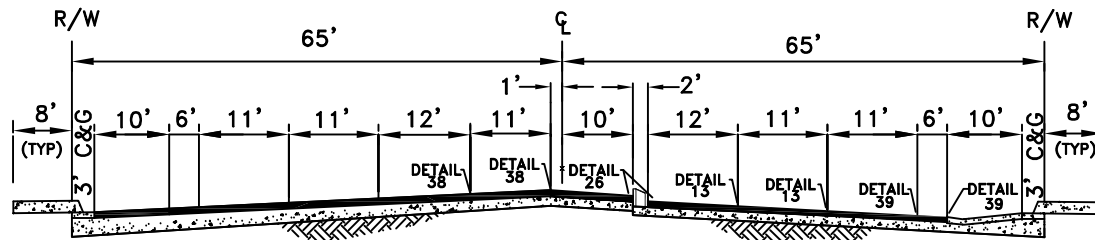


FIGURE 9C-104  
PER CA MUTCD




SECTION A-A

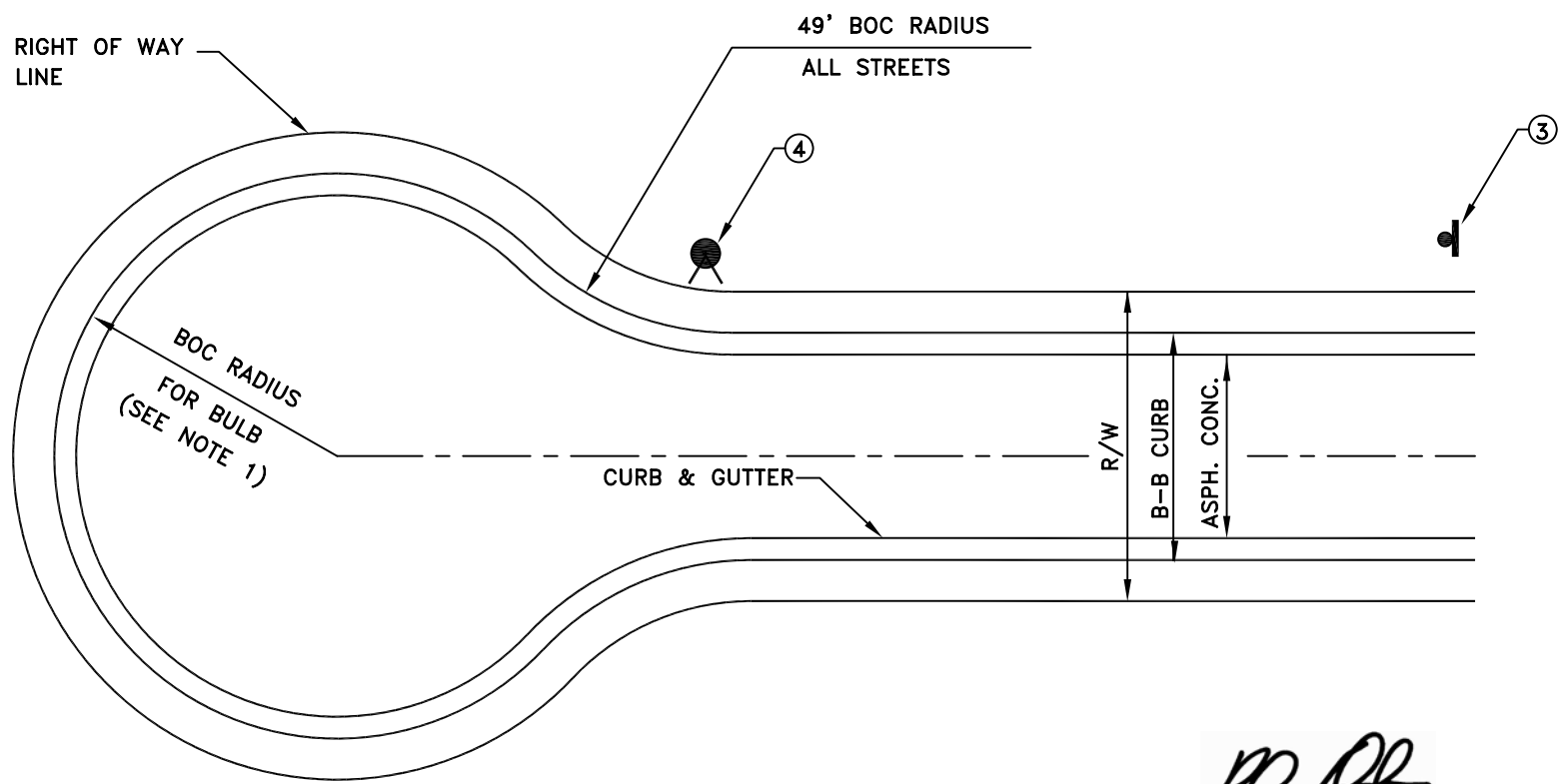
*Marc Stout*

MARC STOUT  
CITY ENGINEER

**NOTES:**

1. ONE FOOT WIDE BREAKS AT 50 FOOT CENTERS TO BE PROVIDED IN MEDIAN TO ALLOW DRAINAGE THROUGH MEDIAN FOR DUAL LEFT LANE.
2. NOSE OF MEDIAN SHALL BE 15 FEET BACK OF NEAR CROSSWALK STRIPE.
3. STOP BAR FOR INSIDE LEFT TURN LANE SHALL BE 10 FEET BACK OF NEAR CROSSWALK STRIPE.
4. STOP BAR FOR OUTSIDE DUAL LEFT TURN LANE SHALL BE 5 FEET BACK OF NEAR CROSSWALK STRIPE.
5. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
6. SIGN DETAIL NUMBERS REFERENCE 2012 CALIFORNIA MUTCD.
7. 6' TOTAL LANE WIDTH (4' BIKE LANE WITH 2' STRIPED BUFFER)
8. "STAMPED CONCRETE" SEE ST-37.

 CITY OF <b>ROSEVILLE</b> CALIFORNIA	DEVELOPMENT SERVICES DEPARTMENT
<h2>SIX-LANE ARTERIAL DUAL LEFT TURNS</h2>	
SCALE: NONE REVISED: JANUARY 1, 2026 DRAWN BY: J MCKINNEY APPROVED BY: MARC STOUT	<b>ST-13</b>




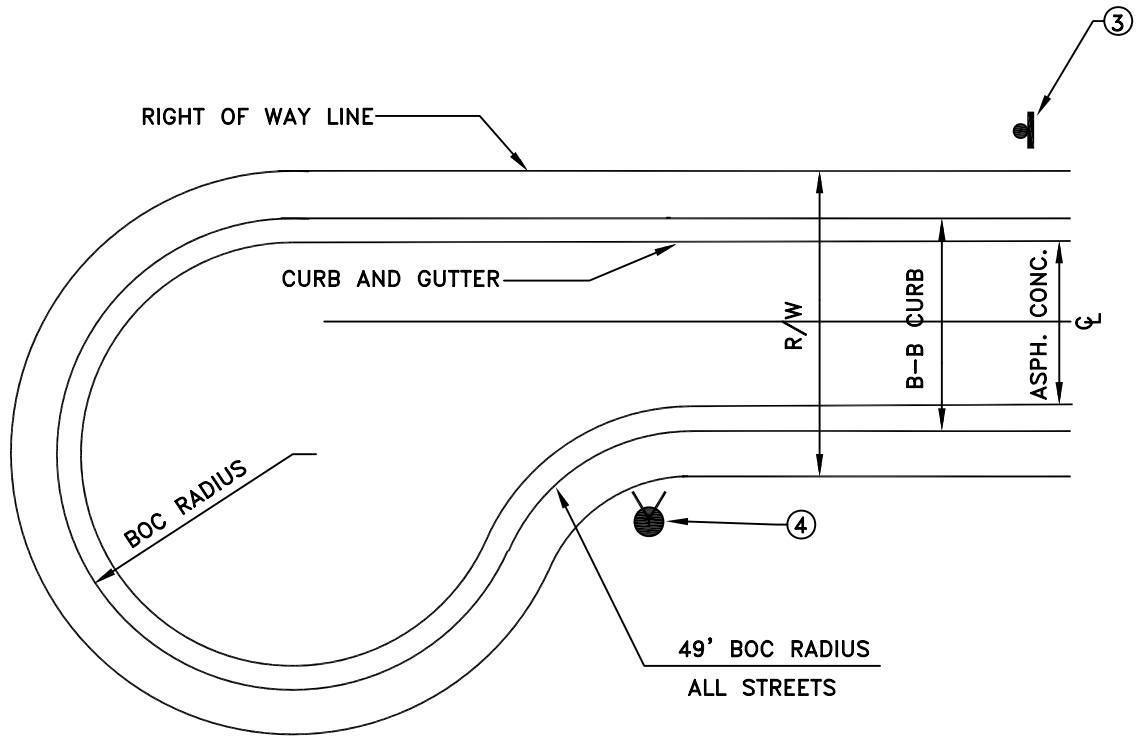
*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

**NOTES:**

1. BACK OF CURB RADIUS FOR BULB SHALL BE AS FOLLOWS:  
INDUSTRIAL STREET / RESIDENTIAL STREET - 39 FEET
2. LENGTH OF CUL-DE-SAC STREETS SHALL BE MEASURED FROM CENTER OF BULB TO CENTER LINE OF INTERSECTING STREET. CUL-DE-SAC LENGTH SHALL NOT EXCEED 500 FEET WITHOUT THE APPROVAL OF THE CITY ENGINEER.
3. INSTALL "NOT A THROUGH STREET"(CALTRANS W-53) SIGN ON STREET LIGHT POLE WHEN END OF CUL-DE-SAC IS NOT VISIBLE FROM ADJACENT STREET.
4. ALL CUL-DE-SACS IN EXCESS OF 200' SHALL HAVE A FIRE HYDRANT INSTALLED AT THE BULB. SUBJECT TO THE APPROVAL OF THE FIRE DEPARTMENT.

	DEPARTMENT OF PUBLIC WORKS
<h3>CUL-DE-SAC STREET</h3>	
SCALE: NONE REVISED: JANUARY 1, 2013 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON	<b>ST-14</b>




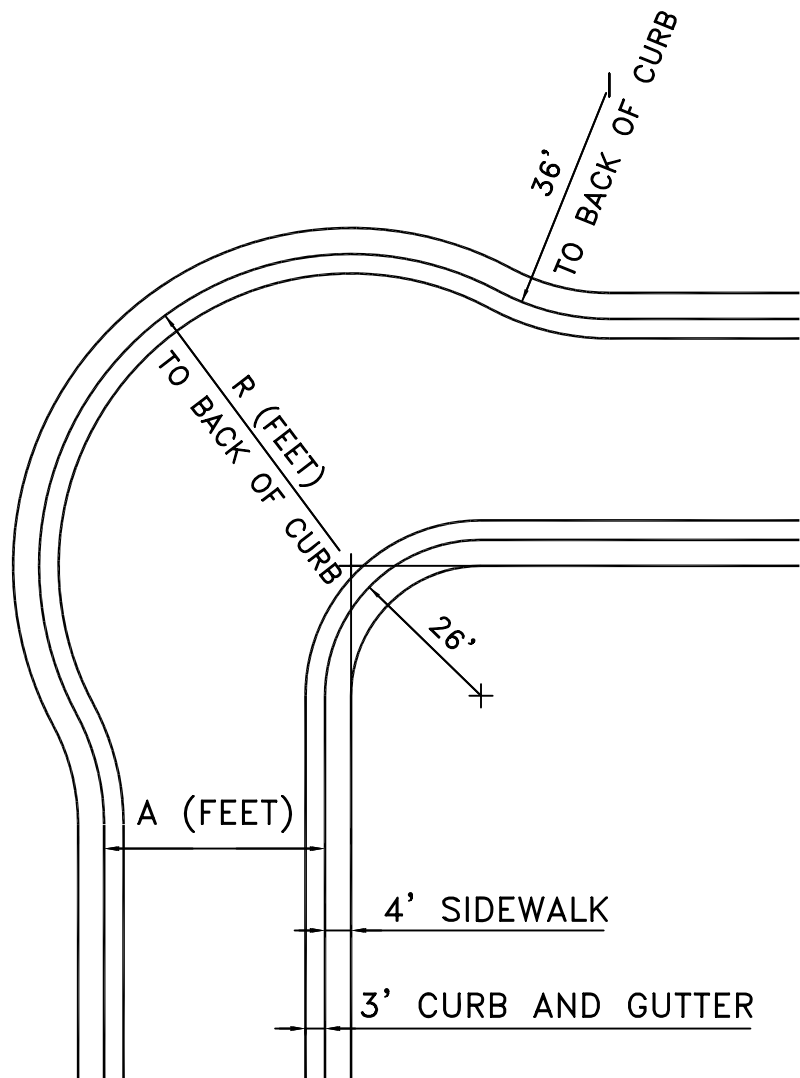
*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

**NOTES:**

1. BACK OF CURB RADIUS FOR BULB SHALL BE AS FOLLOWS:  
INDUSTRIAL STREET / RESIDENTIAL STREET - 39 FEET
2. LENGTH OF CUL-DE-SAC STREETS SHALL BE MEASURED FROM CENTER OF BULB TO CENTER LINE OF INTERSECTING STREET. CUL-DE-SAC LENGTH SHALL NOT EXCEED 500 FEET WITHOUT THE APPROVAL OF THE CITY ENGINEER.
3. INSTALL "NOT A THROUGH STREET"(CALTRANS W-53) SIGN ON STREET LIGHT POLE WHEN END OF CUL-DE-SAC IS NOT VISIBLE FROM ADJACENT STREET.
4. ALL CUL-DE-SACS IN EXCESS OF 200' SHALL HAVE A FIRE HYDRANT INSTALLED AT THE BULB.

	DEPARTMENT OF PUBLIC WORKS
<b>OFFSET CUL-DE-SAC STREET</b>	
SCALE: NONE REVISED: JANUARY 1, 2013 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON	<b>ST-15</b>



A (FEET)	R (FEET)
34	48
38	52
40	54
48	62

*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

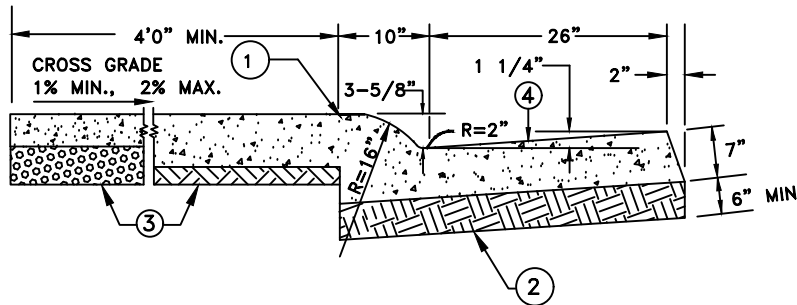
CITY OF  
**ROSEVILLE**  
CALIFORNIA

DEPARTMENT OF  
PUBLIC WORKS

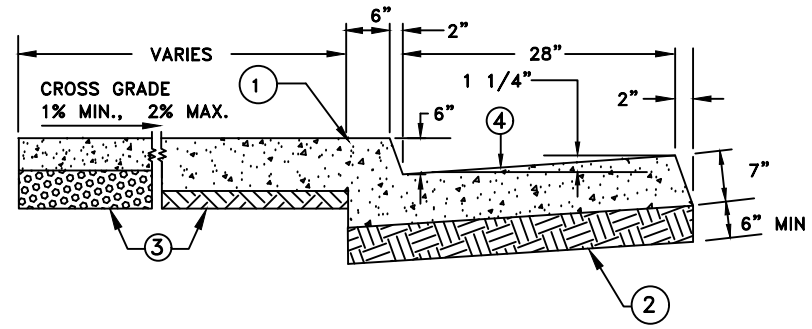
STANDARD ELBOW

SCALE: NONE  
REVISED: JANUARY 1, 2010  
DRAWN BY: J MCKINNEY  
APPROVED BY: RHON HERNDON

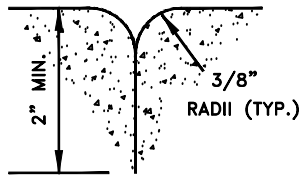
ST-16



TYPE 1  
ROLLED CURB & GUTTER



TYPE 2  
VERTICAL CURB & GUTTER  
(OPTION 1)



TOOL JOINT  
(TYP.)

SEE SECTION 71-4.C.3.  
(CONSTRUCTION STANDARDS)

**LEGEND:**

1. SCORE MARK, 1/8" DEEP
2. NATIVE OR MINIMUM 4" AGGREGATE BASE UNDERNEATH CURB AND GUTTER.
3. ALL SIDEWALK HAS OPTION OF 4" CONCRETE ON 4" AGGREGATE BASE, IN LIEU OF 6" CONCRETE ON NATIVE.
4. GUTTER PAN CROSS SLOPE NOT TO EXCEED 5% MAX, OR BE LESS THAN 4%.

**NOTES:**

- A. ALL CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.
- B. SEE SECTION 71-4 C OF THE CITY CONSTRUCTION STANDARDS FOR FINISH AND JOINTS.
- C. ALL ADJOINING SIDEWALK, CURB AND GUTTER SHALL BE POURED MONOLITHIC.
- D. SUBGRADE AND/OR AGGREGATE BASE PROCESSED TO 95% RELATIVE COMPACTION.

MARC STOUT  
CITY ENGINEER

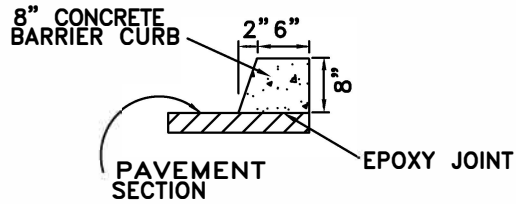


DEVELOPMENT SERVICES  
DEPARTMENT

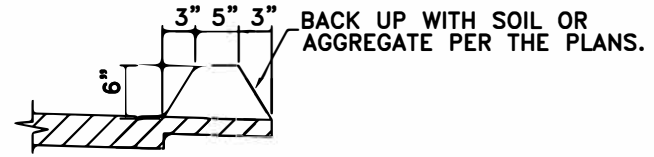
TYPE 1 AND 2 CURB AND  
GUTTER WITH SIDEWALK

SCALE: NONE  
REVISED: FEBRUARY 1, 2020  
DRAWN BY: J HENDRIX  
APPROVED BY: MARC STOUT

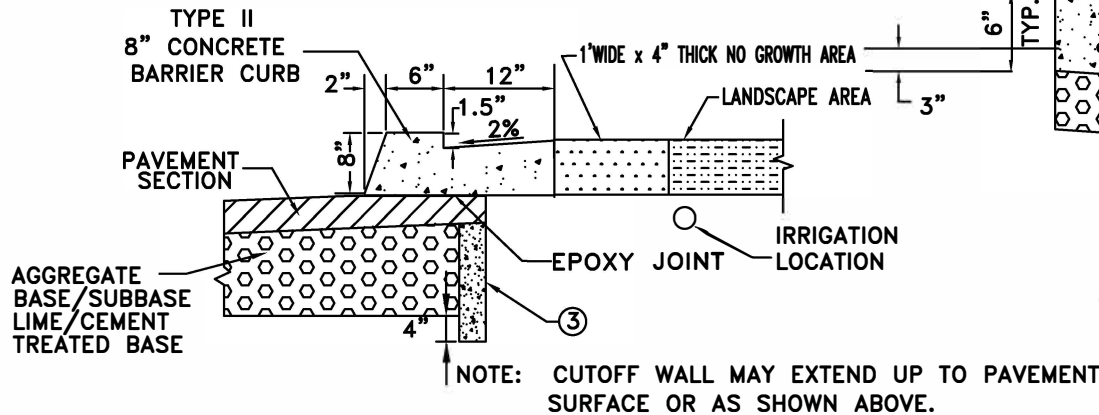
ST-17



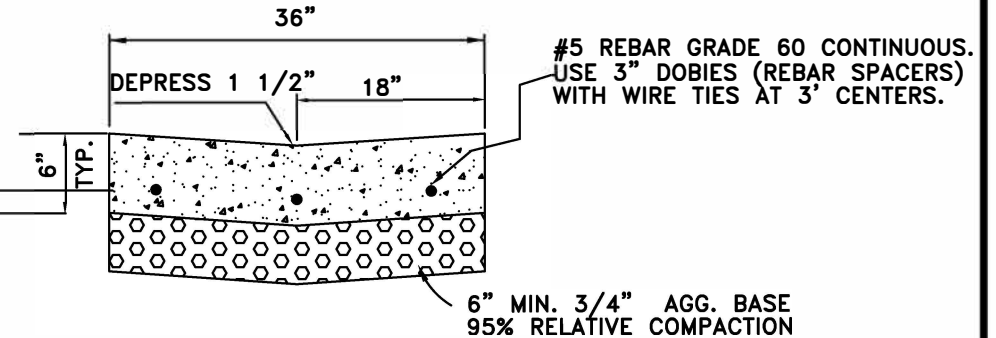
**TYPE 1 BARRIER CURB**  
(ADJACENT TO UNIRRIGATED AREAS)



**STATE "TYPE A" HIGH DIKE**  
(ASPHALT CONCRETE DIKE)



**TYPE 2 BARRIER CURB**  
(ADJACENT TO IRRIGATED AREAS)




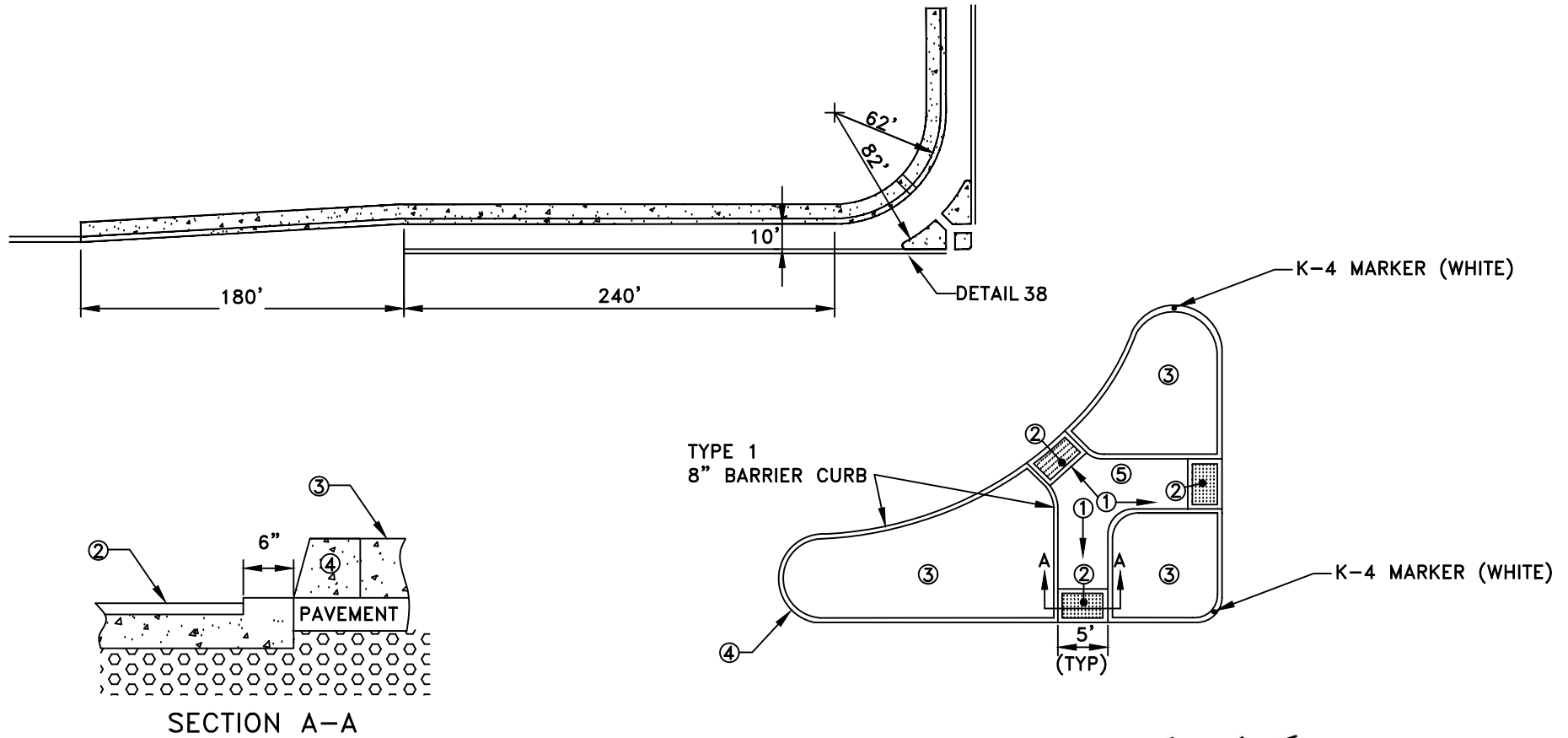
**36 INCH VALLEY GUTTER**  
(ALLEYS ONLY)

*Marc Stout*  
MARC STOUT  
CITY ENGINEER

**NOTES:**

1. ALL CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS UNLESS OTHERWISE NOTED.
2. TOOL JOINTS" SEE DETAIL ST-17.
3. 4" THICK CONCRETE SLURRY CUTOFF WALL REQUIRED ADJACENT TO IRRIGATED AREAS, AS ALLOWED PER THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE.


 CITY OF <b>ROSEVILLE</b> CALIFORNIA	DEVELOPMENT SERVICES DEPARTMENT
<b>BARRIER CURBS          AND          VALLEY GUTTERS</b>	
SCALE: NONE REVISED: JANUARY 1, 2020 DRAWN BY: R MEDINA APPROVED BY: MARC STOUT	
ST-18	



**NOTES:**

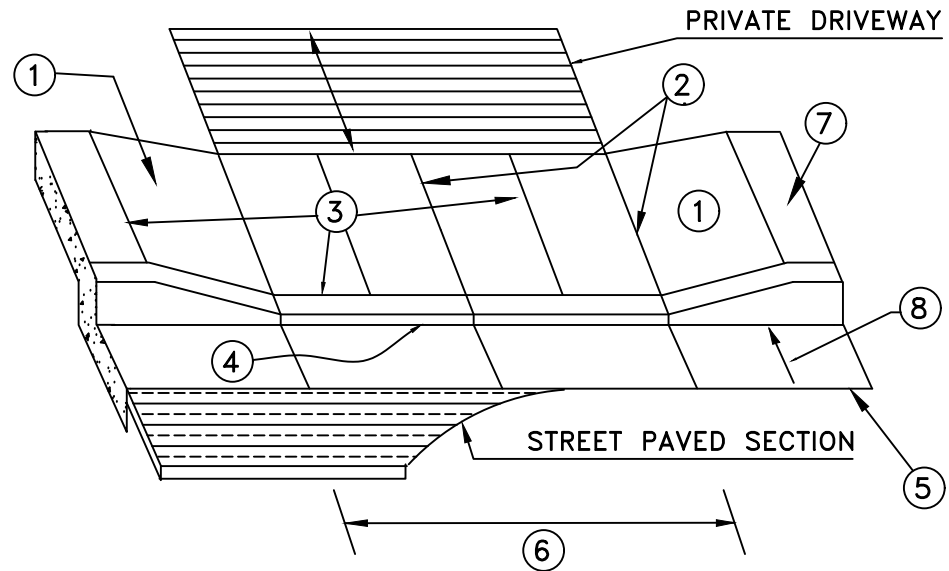
1. 1% TO 2% SLOPE SHALL BE MAINTAINED.
2. 3' X 4' DETECTABLE WARNING PANEL PER SECTION 71-5.E. OF THE CITY OF ROSEVILLE CONSTRUCTION STANDARDS. FLAT SURFACES SHALL BE FLUSH WITH CONCRETE AND ADJACENT PAVEMENT BORDER AROUND PANEL SHALL BE 6" ADJACENT PAVEMENT (TYP)
3. "STAMPED CONCRETE" SEE DETAIL ST-37
4. FACE OF "TYPE 1"(ST-18) EIGHT INCH BARRIER CURB, PAVEMENT EDGE. (TYPICAL)
5. PLACE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.
6. STRIPING DETAILS REFERENCE CALTRANS STANDRDS.

*Jason Shykowski*  
 JASON SHYKOWSKI  
 PUBLIC WORKS DIRECTOR

	DEPARTMENT OF PUBLIC WORKS
<h2 style="margin: 0;">ACCELERATION LANE FOR FREE RIGHTS</h2>	
SCALE: NONE REVISED: FEBRUARY 2021 DRAWN BY: N. SIVIGLIA APPROVED BY: JASON SHYKOWSKI	<b>ST-19</b>

**LEGEND:**

1. THE MAX. GRADE IS 5% IF LONGITUDINAL STREET GRADE ALLOWS. THE MAX. TRANSITION TO OBTAIN 5% IS 15 FEET. OTHERWISE, A MAX. GRADE OF 8.33% SHALL BE OBTAINED BETWEEN 15 AND 25 FEET. 25 FEET IS THE MAX. TRANSITION REQUIRED/ALLOWED, REGARDLESS OF LONGITUDINAL STREET GRADE.
2. "TOOL JOINT" SEE DETAIL ST-17.
3. SCORE MARKS EVERY 4 FEET FOR 4 FOOT SIDEWALK AND 5 FEET FOR 5 FOOT SIDEWALK ETC.
4. 1 INCH HIGH LIP AT 45 DEGREE BATTER.
5. "TYPE 2"(ST-17) CURB AND GUTTER.
6. DRIVEWAY WIDTH PER THE APPROVED PLAN. (MIN. 25',MAX 40' FOR COMMERCIAL 32' FOR RESIDENTIAL)
7. ADJACENT SIDEWALK.
8. GUTTER PAN CROSS SLOPE NOT TO EXCEED 5% MAX.



**NOTES:**

- A. SIDEWALK CROSS GRADE THROUGH THE ENTIRE DRIVEWAY SHALL BE 1% MINIMUM, 2% MAXIMUM.
- B. FOR COMMERCIAL DRIVEWAY: SIDEWALK, APRON AND GUTTER PAN SHALL BE 8" THICK WITH NO. 4, GRADE 60 REBAR ON 18" CENTERS EACH WAY. USE 3" DOBIES (REBAR SPACERS) AT 3' INTERVALS. FOR RESIDENTIAL: WALK, APRON, AND GUTTER PAN SHALL BE 7" THICK NONREINFORCED. FOR COMMERCIAL AND RESIDENTIAL, SIDEWALK, APRON AND GUTTER PAN SHALL BE PLACED MONOLITHICALLY. ALL CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.
- C. BASE FOR CONCRETE SHALL BE NATIVE SOIL OR CLASS 2, 3/4 INCH AGGREGATE BASE, EITHER PROCESSED 6 INCHES THICK TO 95% RELATIVE COMPACTION.
- D. SEE SECTION 71-4 C.6. OF THE CONSTRUCTION STANDARDS FOR PAVEMENT PATCH ADJACENT TO GUTTER LIP.
- E. FROM 8 TO 20 FEET BACK OF SIDEWALK, RAISE PRIVATE PAVING/LANDSCAPING TO A MINIMUM HEIGHT OF THE HIGHEST TOP OF CURB ELEVATION AT THE DRIVEWAY.

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

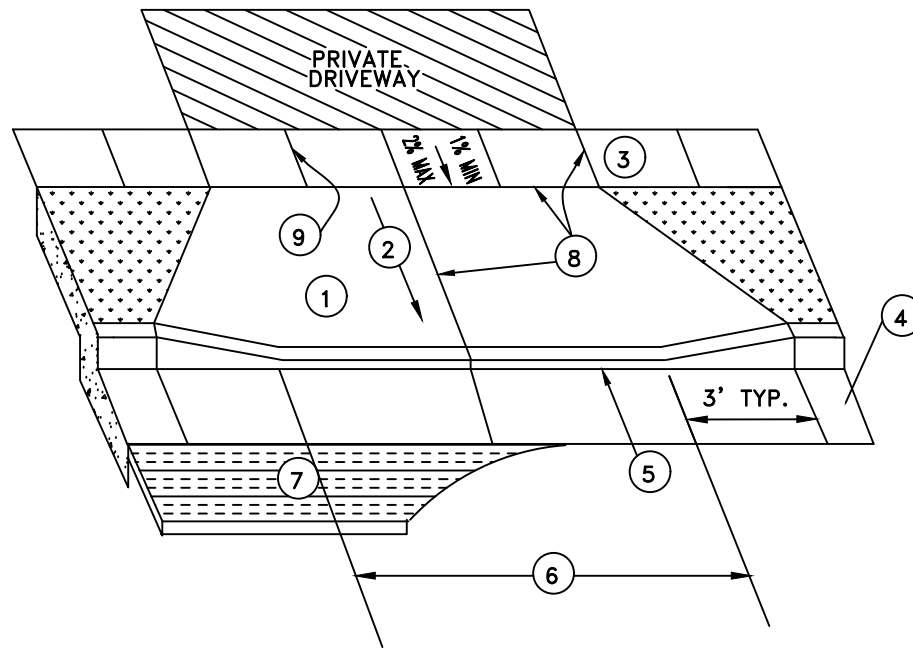


PUBLIC WORKS  
DEPARTMENT

"TYPE S"  
DRIVEWAY APRON

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: N. SIVIGLIA  
APPROVED BY: JASON SHYKOWSKI

ST-20



**NOTES:**

1. FOR COMMERCIAL DRIVEWAY: SIDEWALK, APRON AND GUTTER PAN SHALL BE 8 INCHES THICK WITH NO. 4, GRADE 60 REBAR ON 18 INCH CENTERS EACH WAY. USE 3 INCH DOBIES (REBAR SPACERS) AT 3 FOOT INTERVALS. FOR RESIDENTIAL: WALK, APRON AND GUTTER PAN SHALL BE 7 INCHES THICK, NONREINFORCED. FOR COMMERCIAL AND RESIDENTIAL, SIDEWALK, APRON AND GUTTER PAN SHALL BE PLACED MONOLITHICALLY. ALL CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.
2. STRAIGHT GRADE FROM SIDEWALK TO LIP AT FLOWLINE.
3. ADJACENT SIDEWALK: IF EXISTING SIDEWALK EXCEEDS 2% CROSS GRADE, REPLACE 5 FEET ADDITIONAL EXISTING AND TRANSITION TO ACCOMMODATE 2% MAXIMUM CROSS GRADE IN SIDEWALK WITHIN DRIVEWAY.
4. "TYPE 2"(ST-17) CURB AND GUTTER: IF EXISTING IS NOT "TYPE 2" SECTION, MATCH THE EXISTING GUTTER PAN UNLESS OTHERWISE REQUIRED PER THE APPROVED PLAN.
5. 1 INCH HIGH LIP AT 45 DEGREE BATTER.
6. DRIVEWAY WIDTH PER THE APPROVED PLAN. MINIMUM 25' MAXIMUM OF 40' FOR COMMERCIAL, 32' FOR RESIDENTIAL.
7. SEE SECTION 71-4 C.6. OF THE CONSTRUCTION STANDARDS FOR PAVEMENT PATCH ADJACENT TO GUTTER LIP.
8. "TOOL JOINT" SEE DETAIL ST-17.
9. SCORE MARKS EVERY FOUR FEET FOR FOUR FOOT SIDEWALK AND FIVE FEET FOR FIVE FOOT SIDEWALK, ETC.
10. SUBGRADE BASE FOR CONCRETE WITHIN CITY RIGHT-OF-WAY SHALL BE 6 INCHES OF NATIVE SOIL, OR CLASS II, 3/4 INCH AGGREGATE BASE, BOTH AT 95% RELATIVE COMPACTION.

*Jason Shykowski*  
 JASON SHYKOWSKI  
 PUBLIC WORKS DIRECTOR



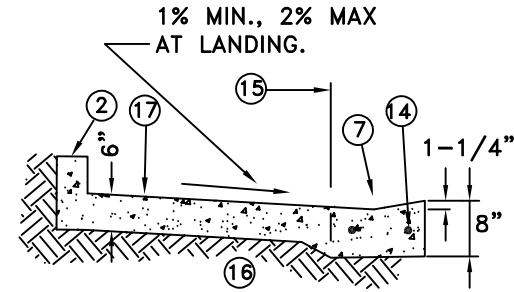
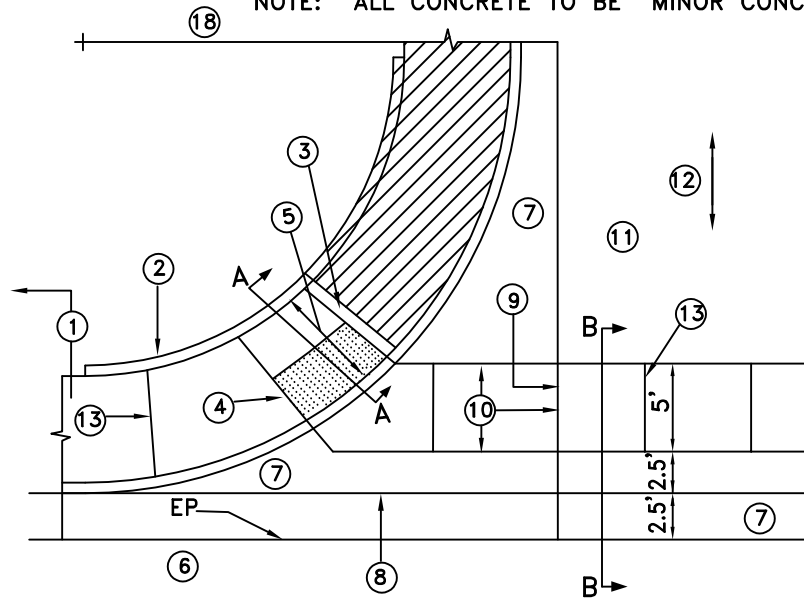
DEPARTMENT OF  
 PUBLIC WORKS

"TYPE D"  
 DRIVEWAY APRON

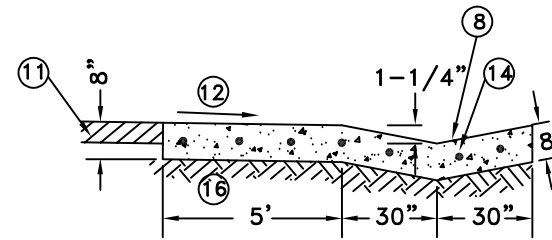
SCALE: NONE  
 REVISED: FEBRUARY 2021  
 DRAWN BY: N. SIVIGLIA  
 APPROVED BY: JASON SHYKOWSKI

ST-21

NOTE: ALL CONCRETE TO BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS



SECTION A-A



SECTION B-B

**LEGEND**

1. "TYPE 2"(ST-17) CURB AND GUTTER WITH SIDEWALK OUTSIDE DRIVEWAY AREA
2. RETAINING CURB AT BACK OF WALK, HEIGHT VARIES.
3. PLACE RAMP IF SIDEWALK EXTENDS ON SITE (CROSSHATCHED AREA); EXTEND RETAINING CURB IF NO ON-SITE SIDEWALK. (AT #3 ARROW)
4. CASE C RAMP WITH TRUNCATED DOME PANEL; NUMBER 4 LINE COINCIDES WITH BACK OF V GUTTER (TYP). SLOPE TOP OF CURB 1/2 INCH AT OPENING. NO LIP. SEE SECTION 71-4 C.4. (CONSTRUCTION STANDARDS).
5. LANDING DEPTH IS 6 FEET DEEP. TRANSITION TO ADJACENT WALK WIDTH FROM LANDING TO CURB RETURN.
6. STREET PAVING.
7. DRIVEWAY 8 INCHES THICK PER SECTION B-B, SIDEWALK 6 INCHES PER SECTION A-A.
8. GUTTER FLOW LINE.
9. PLACE GUTTER, WALKS AND CURBS MONOLITHICALLY. POUR MAY BE SEPARATED WITH COLD JOINT AT NUMBER 9 LINE.
10. "TOOL JOINT" SEE DETAIL ST-17.
11. PRIVATE PAVING PER APPROVED PLANS.
12. MAXIMUM GRADE OF 2%, MINIMUM GRADE OF 1%. THESE GRADE REQUIREMENTS SHALL EXTEND A MINIMUM DISTANCE OF 15 FEET BACK OF V-GUTTER.
13. SCORE MARK.
14. NO. 4 REBAR, 18 INCHES O.C. EACH WAY, 3 INCH DOBIES WITH WIRE TIES AT 3 FOOT INTERVALS, EACH WAY.
15. EXTENDED CURB FACE.
16. IN DRIVEWAY, CLASS B, 3/4 INCH AGGREGATE BASE OR NATIVE SUBGRADE; EITHER PROCESSED TO 95% RELATIVE COMPACTION. UNDER SIDEWALK, NATIVE SOIL, MINIMUM 6 INCH, PROCESSED TO 95% RELATIVE COMPACTION AGGREGATE BASE THICKNESS SHALL BE AT THE CONTRACTOR'S DISCRETION.
17. ALL SIDEWALK 1% MINIMUM, 2% MAXIMUM CROSS GRADE TOWARD STREET.
18. STANDARD RADIUS IS 20- FEET. WHERE DELIVERY TRUCKS WILL ACCESS DRIVEWAYS RADIUS WILL BE INCREASED TO 30- FEET.

MARC STOUT  
CITY ENGINEER

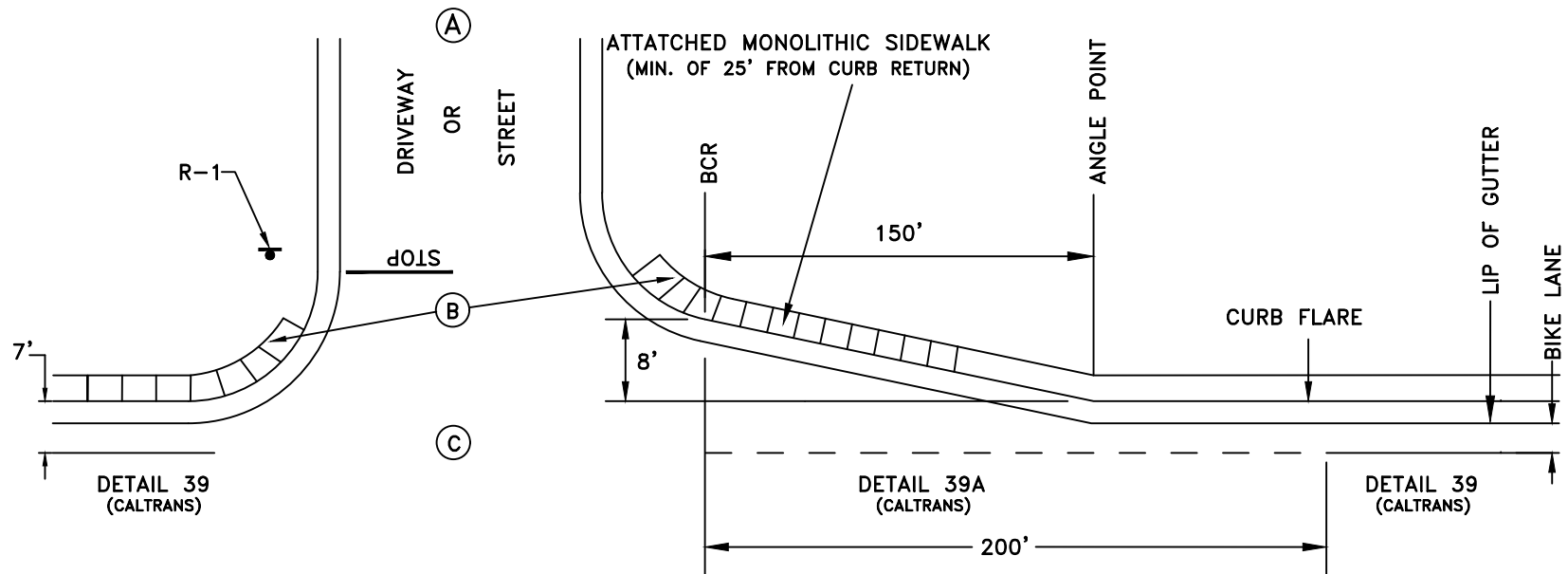
CITY OF  
**ROSEVILLE**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

"TYPE A-7"  
DRIVEWAY

SCALE: NONE  
REVISED: JANUARY 1, 2025  
DRAWN BY: J HENDRIX  
APPROVED BY: MARC STOUT

ST-22



**LEGEND**

- A. ON-SITE PAVEMENT
- B. CURB RAMPS AND SIDEWALK
- C. PAVEMENT PER DESIGN STANDARDS
- D. BCR - BEGINNING OF CURB RETURN

**NOTES:**

1. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS
2. DRIVEWAYS WHERE THE MEDIAN IS NOT BROKEN SHALL HAVE THE DETAIL 39 CONTINUE THROUGH THE CURB FLARE AND DRIVEWAY.
3. SIGN DETAIL NUMBERS REFERENCE 2012 CALIFORNIA MUTCD.
4. STOP BAR TO BE PLACED AT BEGINNING OF CURB RETURN.

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

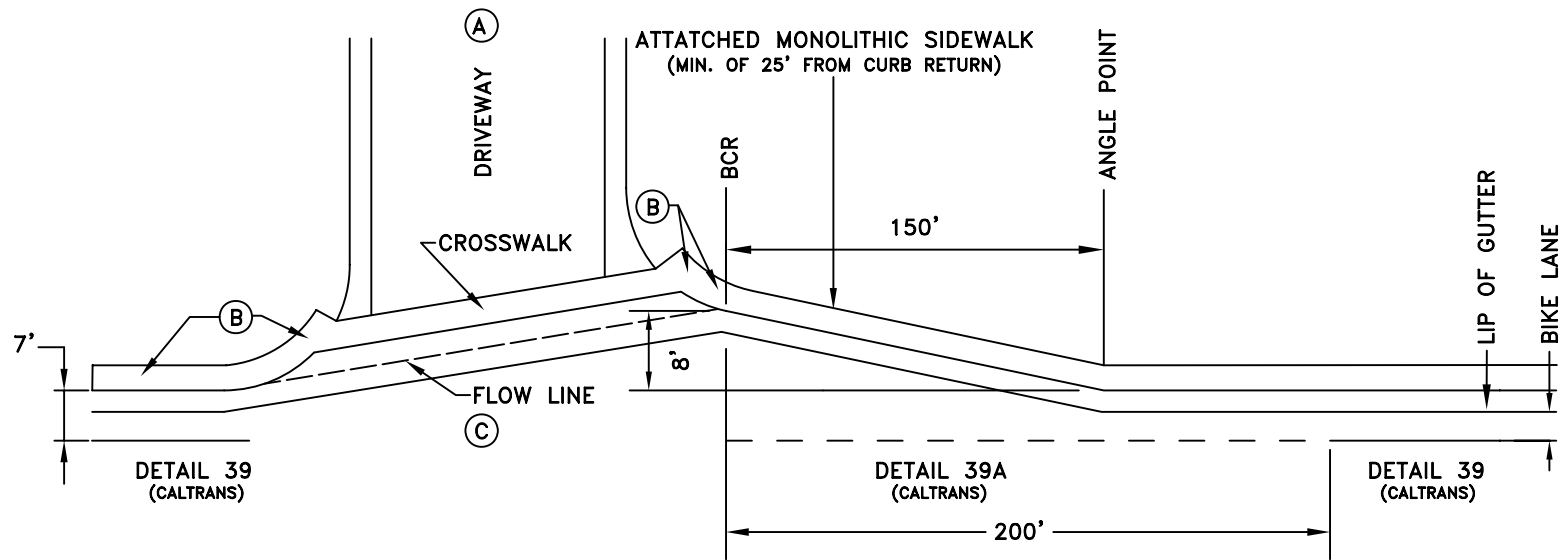


DEPARTMENT OF  
PUBLIC WORKS

**RIGHT TURN  
CURB FLARE**

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: N. SIVIGLIA  
APPROVED BY: JASON SHYKOWSKI

ST-23



**LEGEND**

- A. ON-SITE PAVEMENT
- B. CURB RAMP AND SIDEWALK
- C. ASPHALT CONCRETE PAVEMENT PER DESIGN STANDARDS
- D. BCR - BEGINNING OF CURB RETURN

**NOTES:**

1. WHEN A CURB FLARE IS PROVIDED AT AN A-7 DRIVEWAY, THE FLOWLINE SHALL BE CONSTRUCTED WITH A CONCRETE VALLEY GUTTER EXTENDING FROM THE OUTSIDE END OF EACH CURB RETURN. DRAIN INLETS MAY BE REQUIRED ON DRIVEWAY LEG TO INTERCEPT WATER LEAVING THE SITE.
2. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS.
3. FOR "A-7 DRIVEWAY" SEE DETAIL ST-23.
4. DRIVEWAYS WHERE THE MEDIAN IS NOT BROKEN SHALL HAVE THE DETAIL 39 CONTINUE THROUGH THE CURB FLARE AND DRIVEWAY.

RHON HERNDON  
PUBLIC WORKS DIRECTOR

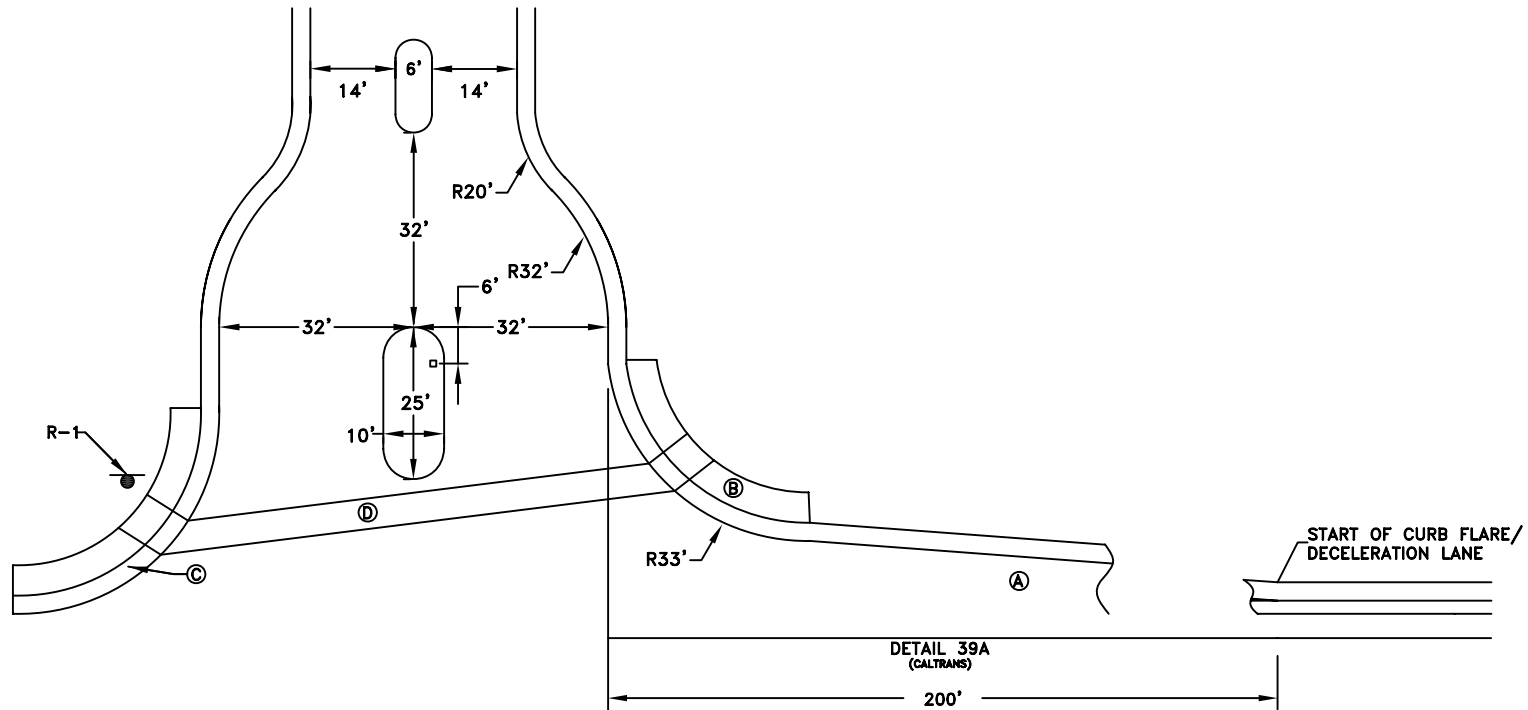


DEPARTMENT OF  
PUBLIC WORKS

**RIGHT TURN CURB FLARE  
(WITH "TYPE A-7" DRIVEWAY)**

SCALE: NONE  
REVISED: JANUARY 1, 2013  
DRAWN BY: J MCKINNEY  
APPROVED BY: RHON HERNDON

ST-24



*RHON HERNDON*


RHON HERNDON  
PUBLIC WORKS DIRECTOR

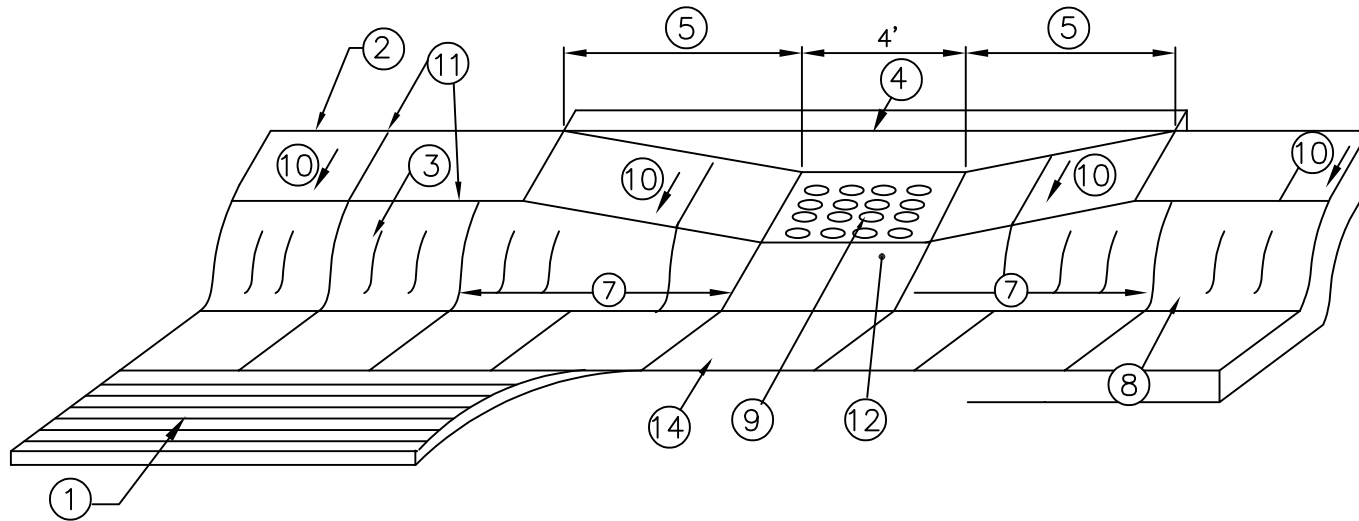
**LEGEND**

- A. STANDARD CURB FLARE OR DECELERATION LANE SEE DETAIL ST-23
- B. SIDEWALK WIDTH PER PLANS, 5 FOOT MINIMUM
- C. CURB AND GUTTER TO BE "TYPE 1" ST-17.
- D. PLACE CROSS WALK

**NOTES**

- 1. STRIPING DETAIL NUMBERS REFERENCE CALTRANS STANDARDS
- 2. SIGN DETAIL NUMBERS REFERENCE 2006 CALIFORNIA MUTCD
- 3. DRIVEWAYS WHERE THE MEDIAN IS NOT BROKEN SHALL HAVE THE DETAIL 39 CONTINUE THROUGH THE CURB FLARE AND DRIVEWAY.

	DEPARTMENT OF PUBLIC WORKS
<p><b>PRIVATE GATED ENTRANCE</b></p>	
SCALE: NONE REVISED: JANUARY 1, 2013 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON	<p><b>ST-25</b></p>



**NOTES:**

1. STREET PAVEMENT.
2. STANDARD SIDEWALK WIDTH IS 5 FEET FOR COMMERCIAL AND 4 FEET FOR RESIDENTIAL (BACK OF WALK TO BACK OF CURB FOR BOTH UNLESS SHOWN OTHERWISE ON PLANS).
3. TOP FACE OF CURB, STANDARD 6 INCH HIGH FOR COMMERCIAL, 3-5/8 INCH FOR RESIDENTIAL.
4. 6 INCH WIDE RETAINING CURB, HEIGHT TO BE DETERMINED BY PROJECTED BACK OF WALK GRADE. POUR MONOLITHIC WITH SIDEWALK; MINIMUM DEPTH SECTION FLUSH WITH BOTTOM OF SIDEWALK.
5. THE MAXIMUM 8.33%. FOR CASE C RAMPS, ON STEEPER GRADES WHERE 8.33% CANNOT BE ACHIEVED, 25 FEET IS THE MAXIMUM LENGTH TRANSITION REQUIRED.
6. N/A
7. "TOOL JOINT" SEE DETAIL ST-13.
8. GUTTER PAN, FLOW LINE.
9. TRUNCATED DOMES: SEE SECTION 71-4 C.2. AND 71-5 OF THE CONSTRUCTION STANDARDS FOR REQUIRED PRODUCT OR APPROVED EQUAL INFORMATION. 1% TO 2% GRADE TO STREET.
10. CROSS-GRADE SHALL BE 1% MIN, 2% MAX. (LANDING 1% MIN. TO STREET). PLEASE REFER TO SECTION 71-4.C.4.
11. SCORE MARK TYPICAL.
12. ACROSS THE 4 FOOT WIDTH OF THE CURB RAMP OPENING, THE TOP OF CURB SHALL BE SLOPED UP FROM THE FLOWLINE TO THE BACK OF RAMP LANDING 1% TO 2% SLOPE.
13. ALL CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.
14. GUTTER PAN CROSS SLOPE NOT TO EXCEED 5% MAX.

MARC STOUT  
CITY ENGINEER

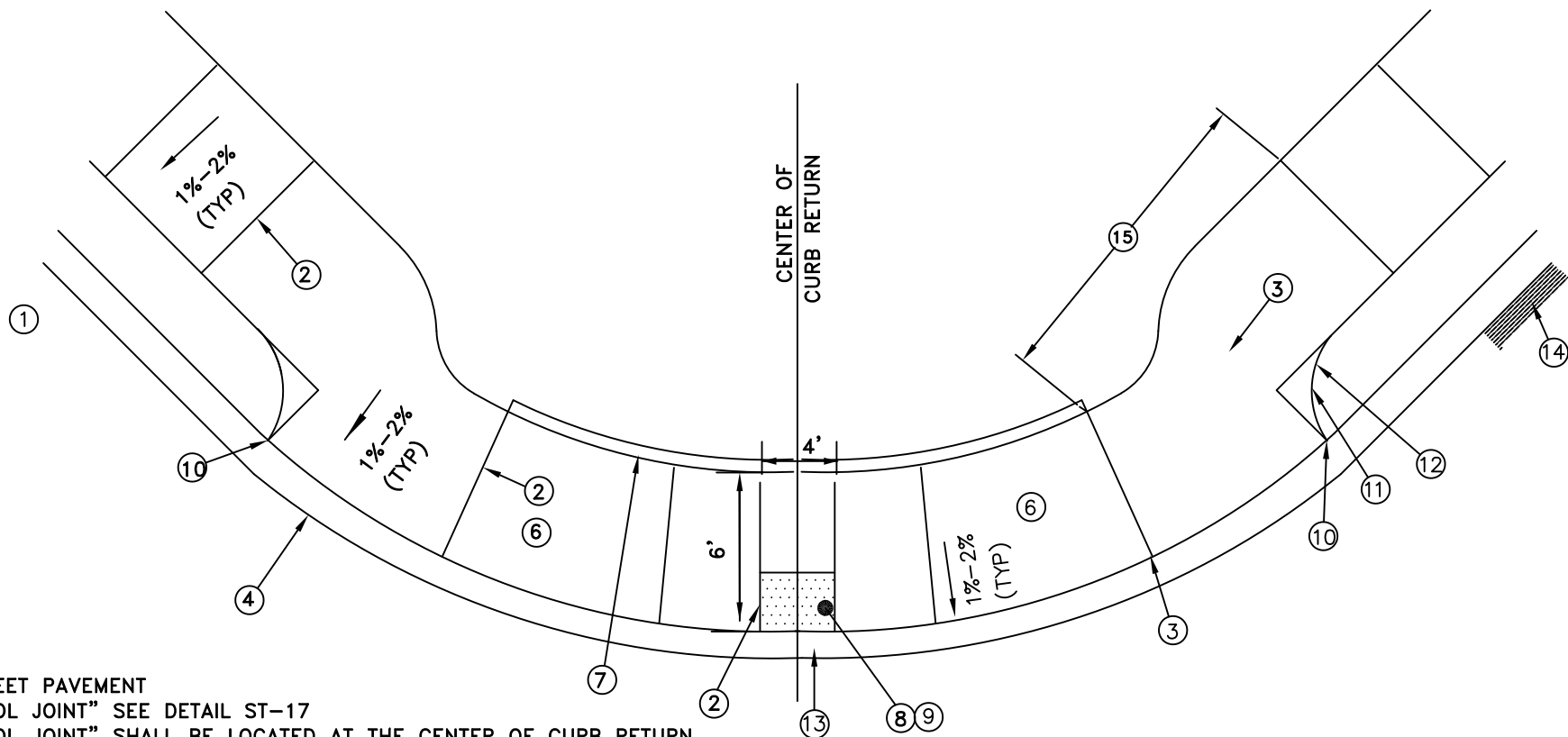
CITY OF  
**ROSEVILLE**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

CASE "C" PEDESTRIAN CURB RAMP  
ATTACHED SIDEWALK

SCALE: NONE  
REVISED: JANUARY, 2025  
DRAWN BY: J HENDRIX  
APPROVED BY: MARC STOUT

ST-26

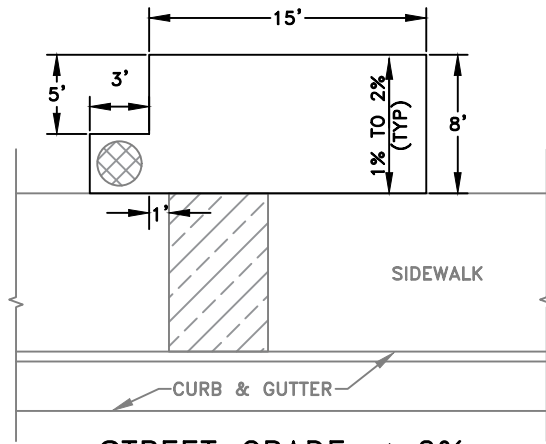


**NOTES:**

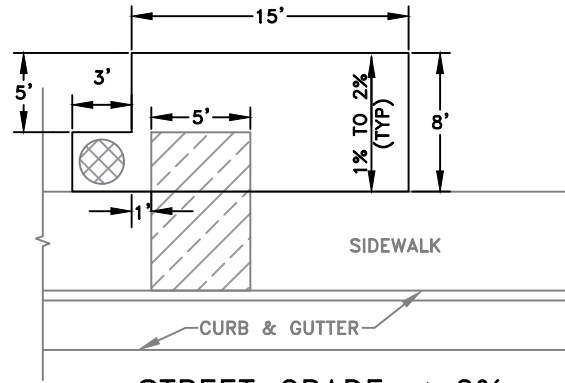
1. STREET PAVEMENT
2. "TOOL JOINT" SEE DETAIL ST-17
3. "TOOL JOINT" SHALL BE LOCATED AT THE CENTER OF CURB RETURN
4. "TYPE 2"(ST-17) CURB AND GUTTER
5. N/A
6. THE MAXIMUM IS 8.33%. FOR "CASE C" RAMPS, ON STEEPER GRADES WHERE 8.33% CANNOT BE ACHIEVED, 25 FEET IS THE MAXIMUM LENGTH TRANSITION REQUIRED.
7. 6 INCH WIDE RETAINING CURB, HEIGHT TO BE DETERMINED BY PROJECTED BACK OF WALK GRADE. POUR MONOLITHIC WITH SIDEWALK; MINIMUM DEPTH SECTION FLUSH WITH BOTTOM OF SIDEWALK.
8. DETECTABLE WARNING PANEL, TRUNCATED DOMES"(ST-35) SEE SECTIONS 71-4, C.2, AND 71-5 OF THE CONSTRUCTION STANDARDS. 1% TO 2% GRADE TO FLOW LINE.
9. SLOPE TOP OF CURB DOWN TO FLOWLINE 1% TO 2% FOR TYPE 2"(ST-17) CURB AND GUTTER AT RAMP OPENING; NO LIP. SEE SECTION 71-4 C.40 F THE CONSTRUCTION STANDARDS.
10. TERMINATE PLANTER RADIUS AT CURB RETURN. RADIUS SHALL MATCH PLANTER WIDTH.
11. RADIUS OR SQUARE AS SHOWN ON PLANS. PLANTER WIDTH VARIES.
12. SIDEWALK TO HAVE EITHER THICKNESS OF 6" ON COMPACTED NATIVE SOIL OR 4" THICKNESS WITH 4" COMPACTED AGGREGATE BASE.
13. GUTTER PAN CROSS SLOPE NOT TO EXCEED 5% MAX. IN PATH OF TRAVEL.
14. SEE SECTION 71-4 C.6. OF CONSTRUCTION STANDARDS FOR AC PATCH ADJACENT TO GUTTER LIP.
15. REVERSE CURVE TRANSITION FROM TOP OF RAMP TO BACK OF MEANDERING SIDEWALK.

MARC STOUT  
CITY ENGINEER

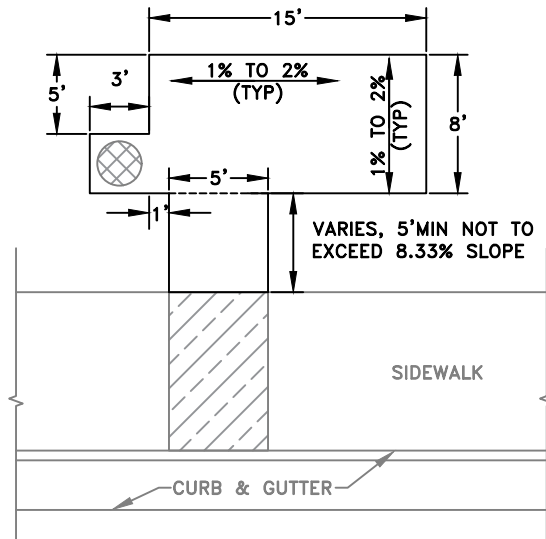
 <b>CITY OF ROSEVILLE</b> CALIFORNIA	DEVELOPMENT SERVICES DEPARTMENT
<b>CASE "C" PEDESTRIAN CURB RAMP          AT CURB RETURN          DETACHED SIDEWALK</b>	
SCALE: NONE REVISED: JANUARY 1, 2025 DRAWN BY: J HENDRIX APPROVED BY: MARC STOUT	
<b>ST-27</b>	



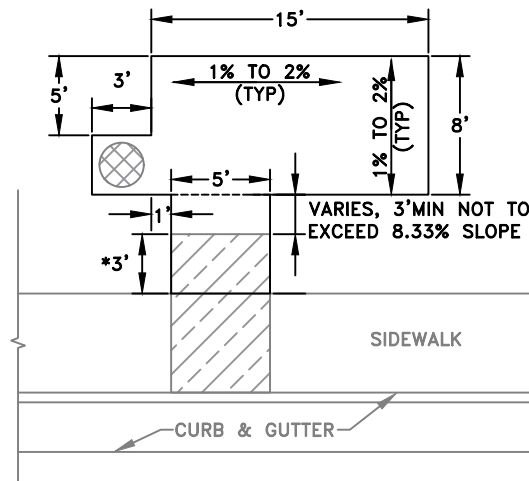
STREET GRADE  $\leq$  2%  
8' SIDEWALK



STREET GRADE  $\leq$  2%  
5' SIDEWALK



STREET GRADE  $>$  2%  
8' SIDEWALK





STREET GRADE  $>$  2%  
5' SIDEWALK

**NOTES:**

1. ALL CONCRETE SLABS SHALL BE 6 INCHES THICK, "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS. 6 INCHES OF SUBGRADE SHALL BE PROCESSED TO 95% RELATIVE COMPACTION.
2. FOR BUS SHELTER REQUIREMENTS, CONTACT ALTERNATIVE TRANSPORTATION DEPARTMENT AT 916-774-5293.
3. WHEN CONCRETE SLAB IS POURED SEPARATELY TO EXISTING SIDEWALK SLAB SHALL BE DOWELED PER CITY STANDARDS.
4. PROVIDE A 3 FOOT CLEAR WORKING SPACE AROUND THE SHELTER PAD. NO SLOPES GREATER THAN 2% WILL BE ALLOWED WITHIN THE 3 FOOT CLEAR AREA. A RETAINING WALL MAY BE REQUIRED TO MAINTAIN THE 2% MAXIMUM GRADE. ONLY TURF OR LOW GROWTH GROUND COVER LESS THAN 4 INCHES IN HEIGHT AND SUITABLE FOR WALKING ON ARE PERMITTED WITH THE CLEAR AREA.
5. REFERENCE ST-48 AND ST-49 FOR LOCATION OF BUS SHELTER PAD.

**LEGEND:**

- \* FROM BACK OF SIDEWALK, FIRST 3 FEET SLAB OFFSET TO MATCH SIDEWALK SLOPE, REMAINING OFFSET SLAB TO WARP TO CONFORM TO BUS SHELTER PAD.
-  AREA FOR TRASH RECEPTACLE
-  8'x5' MINIMUM ADA LANDING PAD PER CITY ADA TRANSITION PLAN. MUST BE IN PLANE WITH EXISTING SIDEWALK. NO GRADE BREAKS IN THIS AREA.



MARC STOUT  
CITY ENGINEER

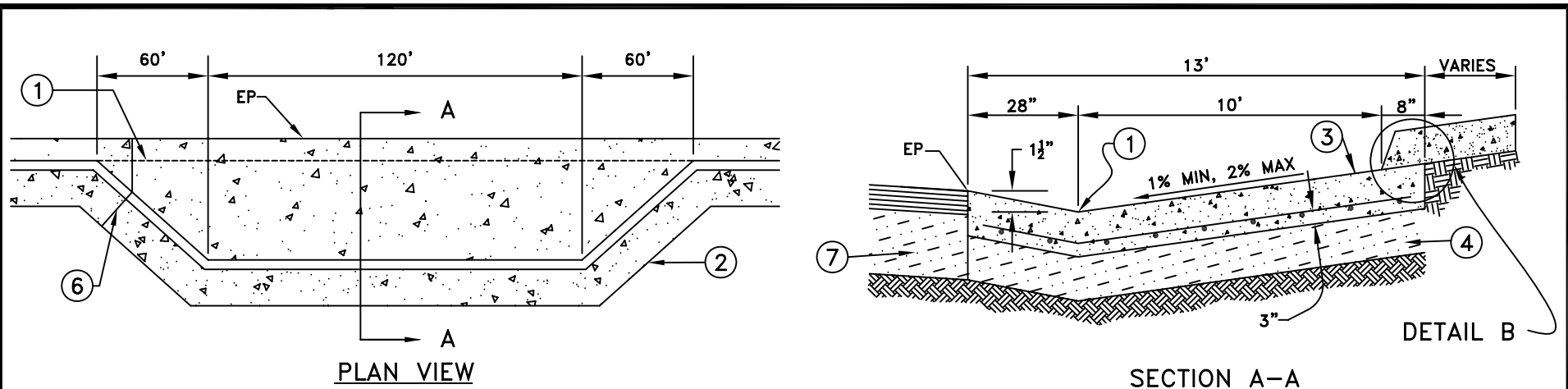
CITY OF  
**ROSEVILLE**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

BUS STOP SHELTER PAD

SCALE: NONE  
REVISED: JANUARY 1, 2020  
DRAWN BY: J MCKINNEY  
APPROVED BY: MARC STOUT

ST-28



PLAN VIEW

SECTION A-A


DETAIL B

**NOTES:**

1. GUTTER FLOWLINE.
2. SIDEWALK AND CURB.
3. CONCRETE SHALL BE EIGHT INCHES THICK WITH #4, GRADE 60 REBAR AT 18 INCH CENTERS EACH WAY. USE THREE INCH DOBIES (REBAR SPACERS WITH WIRE TIES). CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS, ALL FINISH SHALL BE MEDIUM BROOM
4. PLACE SIX INCHES OF 3/4 INCH AGGREGATE BASE AT 95% RELATIVE COMPACTION. THE TOP SIX INCHES OF SUBGRADE SHALL BE PROCESSED TO 95% RELATIVE COMPACTION. THE TOP SIX INCHES OF SIDEWALK SUBGRADE SHALL BE PROCESSED TO 95% RELATIVE COMPACTION FOR THESE CONSTRUCTION STANDARDS.
5. 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. SIDEWALK SHALL CONFORM TO SECTION 71 OF THE CONSTRUCTION STANDARDS.
6. PLACE 2 INCH DEEP TOOL JOINTS AT 12 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. SEE DETAIL ST-17.
7. EXISTING STRUCTURAL SECTION OR PER PLANS.

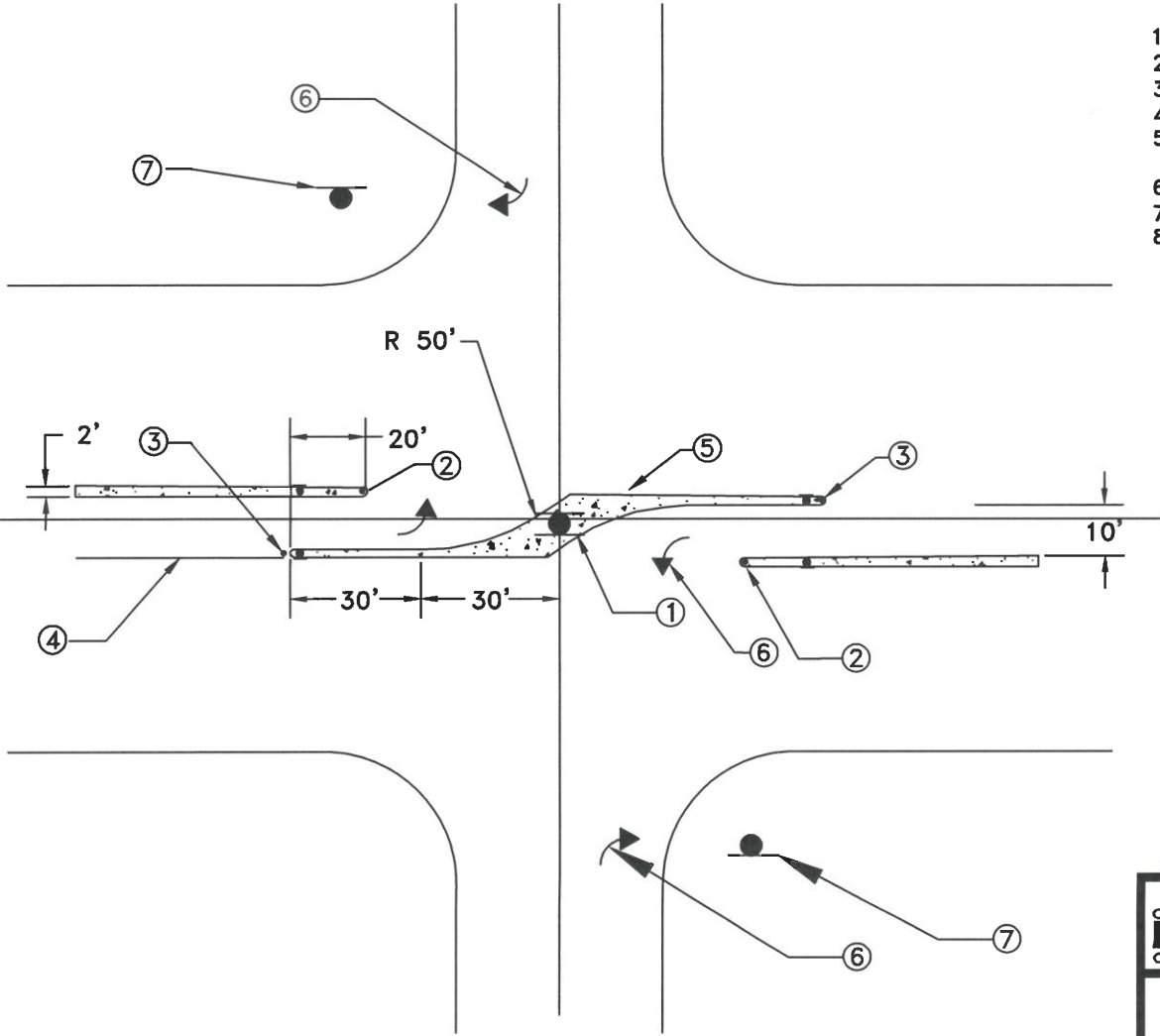
*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

 CITY OF <b>ROSEVILLE</b> CALIFORNIA	DEPARTMENT OF PUBLIC WORKS
<h2 style="margin: 0;">BUS TURNOUT CONCRETE SLAB</h2>	
SCALE: NONE REVISED: JANUARY 1, 2013 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON	<b>ST-29</b>

**NOTES:**

1. PLACE TWO (2) R6-1(R) ON ONE POLE
2. PLACE YELLOW SUPERDUCK (TYP)
3. PLACE WHITE SUPERDUCK (TYP)
4. CALTRANS DETAIL 38 (TYP)
5. INSTALL DETAIL 26 MARKINGS ALONG RAISED MEDIAN 4 INCH OFF EDGE OF CURB.
6. TYPE III PAVEMENT ARROW (TYP)
7. PLACE ONE(1) R3-5(R) ON POLE
8. SIGN DETAIL NUMBERS REFERENCE 2014 REV 5 CALIFORNIA MUTCD.



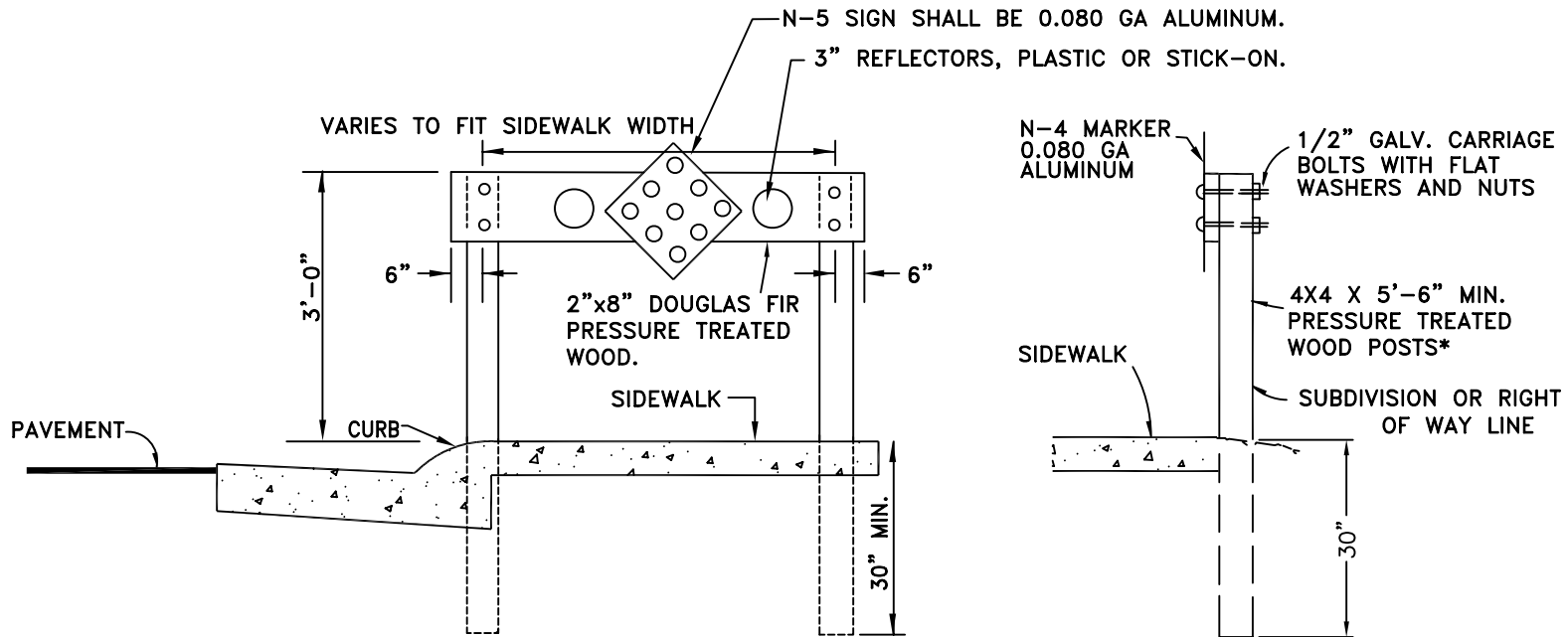
  
 JASON SHYKOWSKI  
 PUBLIC WORKS DIRECTOR

 CITY OF ROSEVILLE CALIFORNIA	DEPARTMENT OF PUBLIC WORKS
---	----------------------------

GULL WING DESIGN


SCALE: NONE  
 REVISED: MARCH 2023  
 DRAWN BY: J MCKINNEY (REVISED RY)  
 APPROVED BY: JANA CERVANTES

ST-30



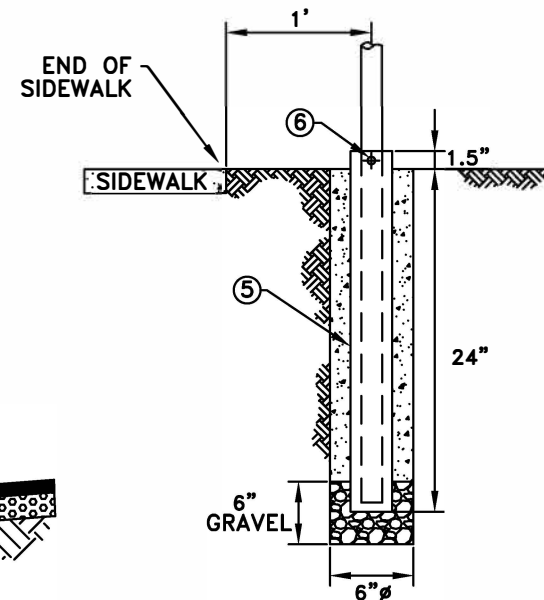
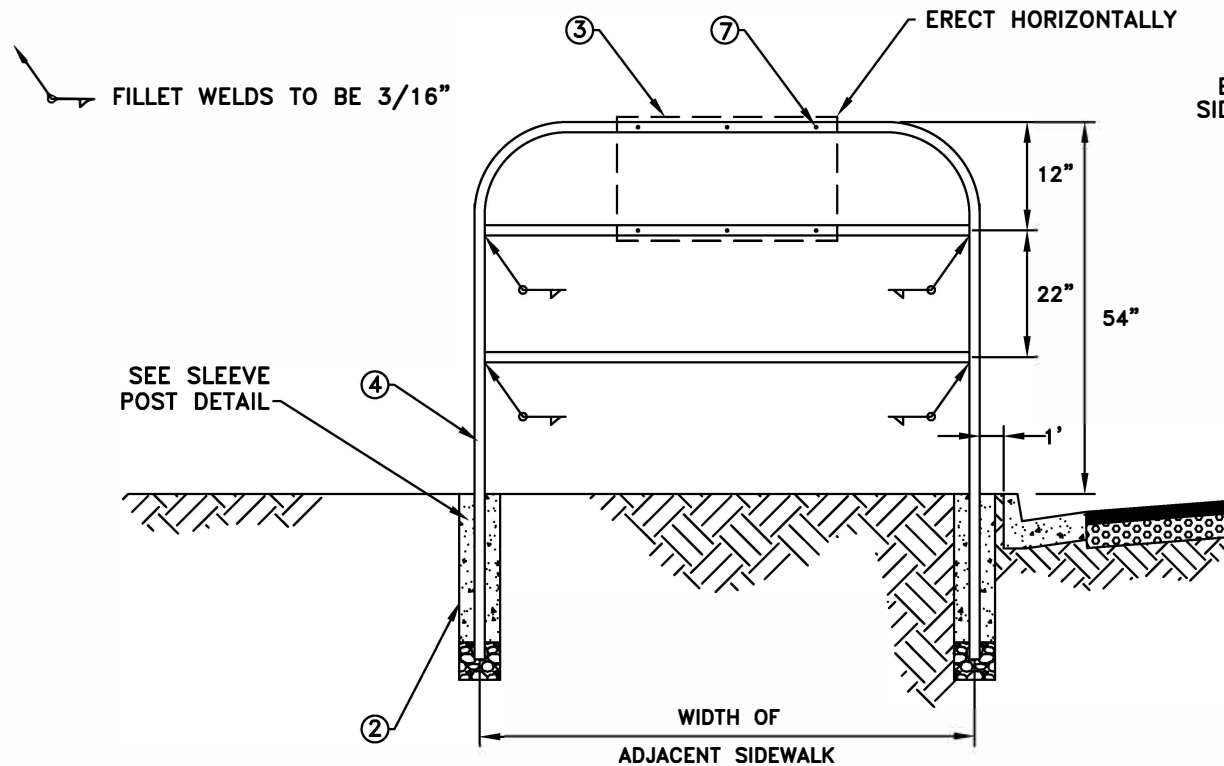
*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

		DEPARTMENT OF PUBLIC WORKS
<b>TEMPORARY SIDEWALK BARRICADE</b>		
SCALE: NONE REVISED: JANUARY 1, 2010 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON		ST-31

**NOTES:**

1. SIDEWALK BARRICADES SHALL BE ERECTED WHERE SATISFACTORY PROVISIONS CANNOT BE MADE FOR PEDESTRIAN TO CONTINUE BEYOND THE TERMINUS OF SIDEWALK.
2. ALL EXPOSED WOOD SURFACES SHALL BE PAINTED WITH TWO (2) COATS OF WHITE PAINT CONFORMING TO SECTION 91-3.02 OF STATE SPECIFICATIONS.



**SLEEVE POST DETAIL**

**NOTES:**

1. SIDEWALK BARRICADES SHALL BE PLACED ADJACENT TO BACK OF CURB. SIDEWALK SHALL BE PLACED ADJACENT TO CURB, AND CENTERED ON SIDEWALK WHEN SIDEWALK IS DETACHED FROM CURBS.
2. CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.
3. PLACE A R5-10c SIGN (SIGN DETAILS REFERENCE 2012 CALIFORNIA MUTCD).
4. USE 1.5" DIAMETER NPS, GALVANIZED STANDARD PIPE
5. STEEL SLEEVE TO BE CONSTRUCTED WITH A 1/10" LARGER DIAMETER THEN POST. WALL THICKNESS OF SLEEVE TO BE SAME AS POST OR LARGER.
6. 3/8" DIAMETER GALVANIZED BOLT, WITH NUT AND WASHER. DEFORM THREADS (TYP)
7. DRILL 1/2" DIAMETERS HOLES. TOTAL OF 6
8. ALL SURFACES SHALL BE PAINTED WITH TWO COATS OF WHITE PAINT CONFORMING TO SECTION 91-3.02 OF THE STATE SPECIFICATIONS.

MARC STOUT  
CITY ENGINEER

CITY OF  
**ROSEVILLE**  
CALIFORNIA

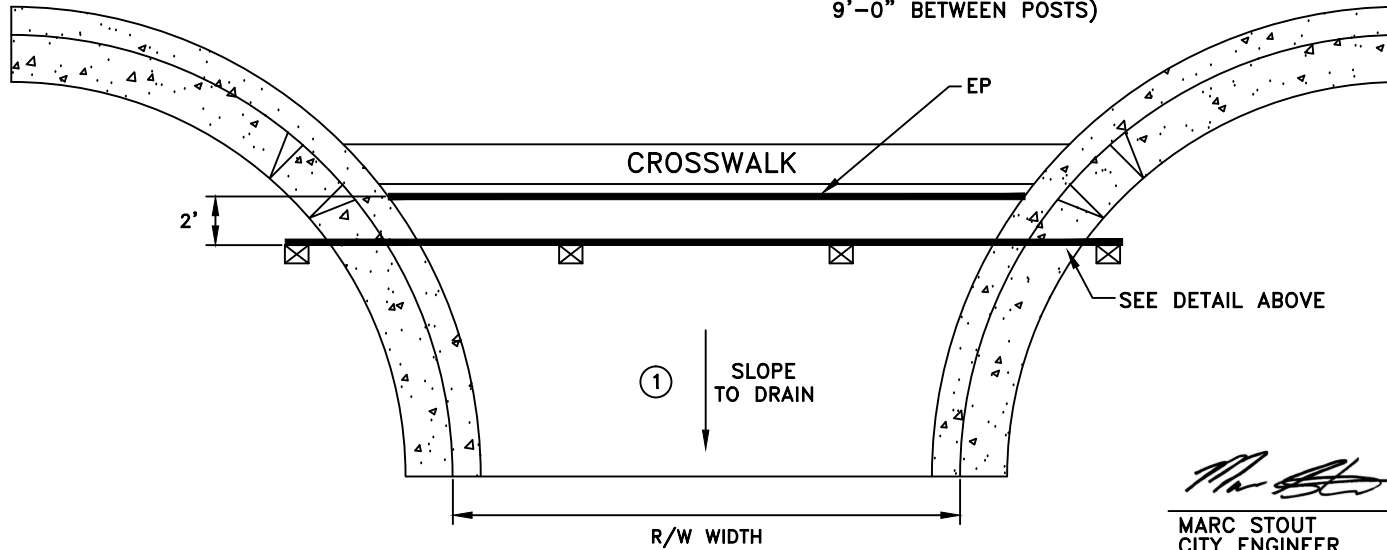
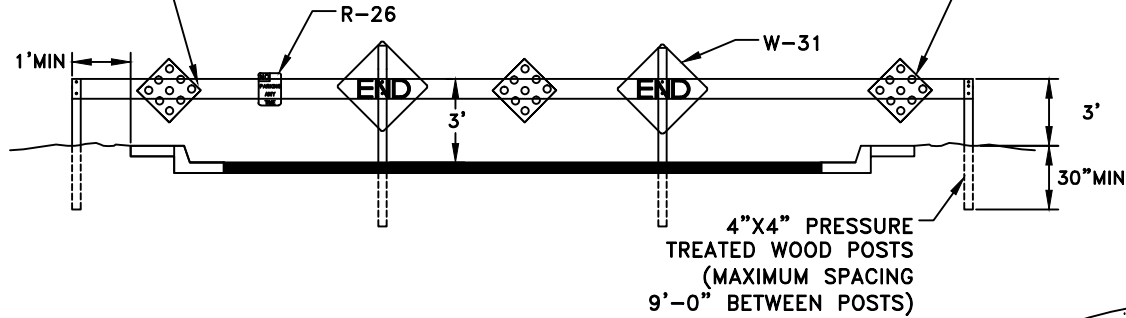
DEVELOPMENT SERVICES  
DEPARTMENT

**PEDESTRIAN BARRICADE**

SCALE: NONE  
REVISED: JANUARY 1, 2019  
DRAWN BY: R MEDINA  
APPROVED BY: MARC STOUT

ST-32

2"x10" DOUGLAS FIR  
PRESSURE TREATED WOOD



*Marc Stout*

MARC STOUT  
CITY ENGINEER

CITY OF  
**ROSEVILLE**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

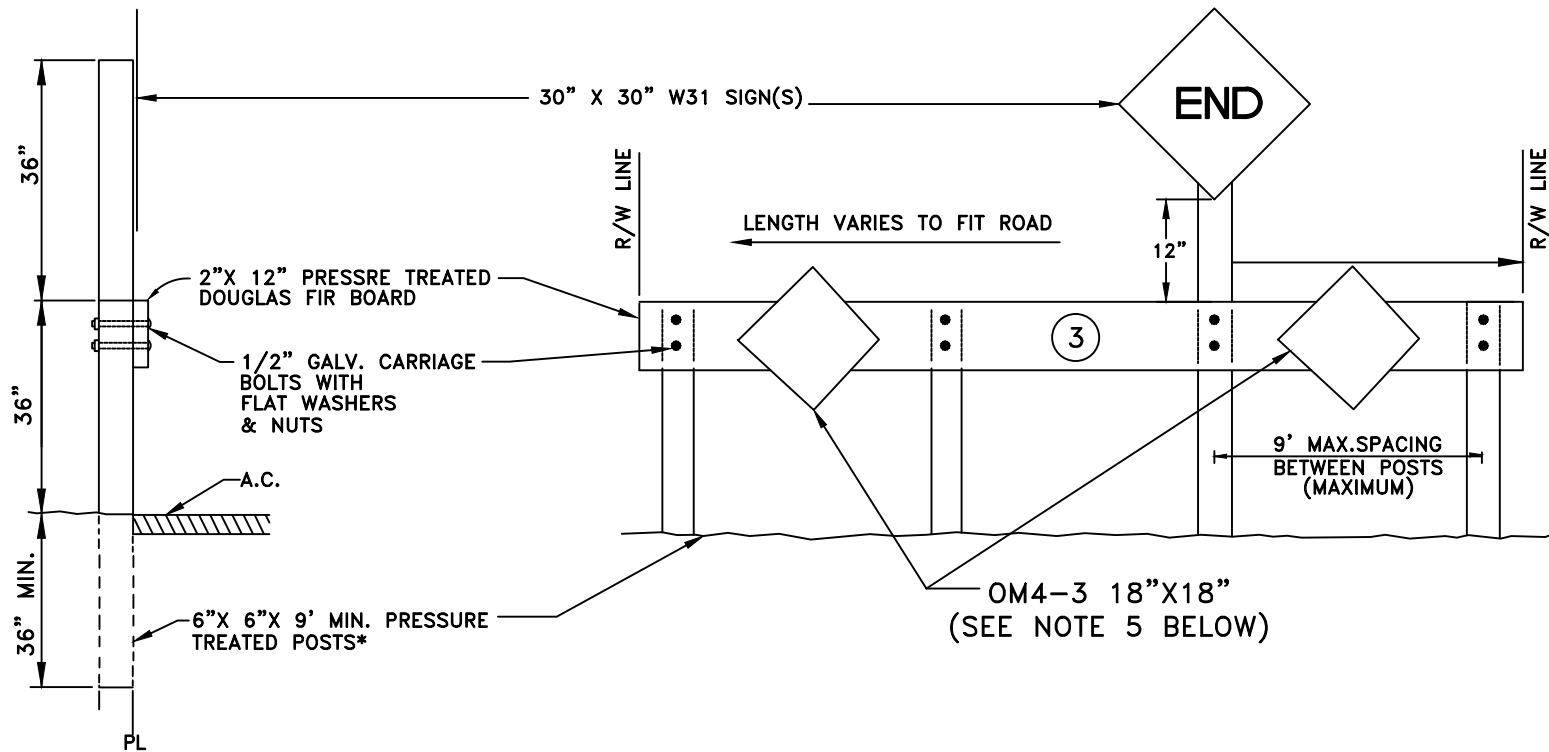
STUB STREET BARRICADE

SCALE: NONE  
REVISED: JANUARY 1, 2016  
DRAWN BY: J MCKINNEY  
APPROVED BY: MARC STOUT

ST-33

**NOTES:**

1. ASPHALT BASE MATERIAL BACKFILLED TO 90% RELATIVE COMPACTION.
2. SIGN DETAIL NUMBERS REFERENCE 2012 CALIFORNIA MUTCD.
3. ALL EXPOSED SURFACES SHALL BE PAINTED WITH TWO COATS OF WHITE PAINT CONFORMING TO SECTION 91-3.02 OF THE STATE SPECIFICATIONS.
4. ALL FASTENED POINTS SHALL USE 1/2" DIAMETER GALVANIZED CARRIAGE BOLTS WITH FLAT WASHERS AND NUTS. (DEFORM THREADS TYP.)




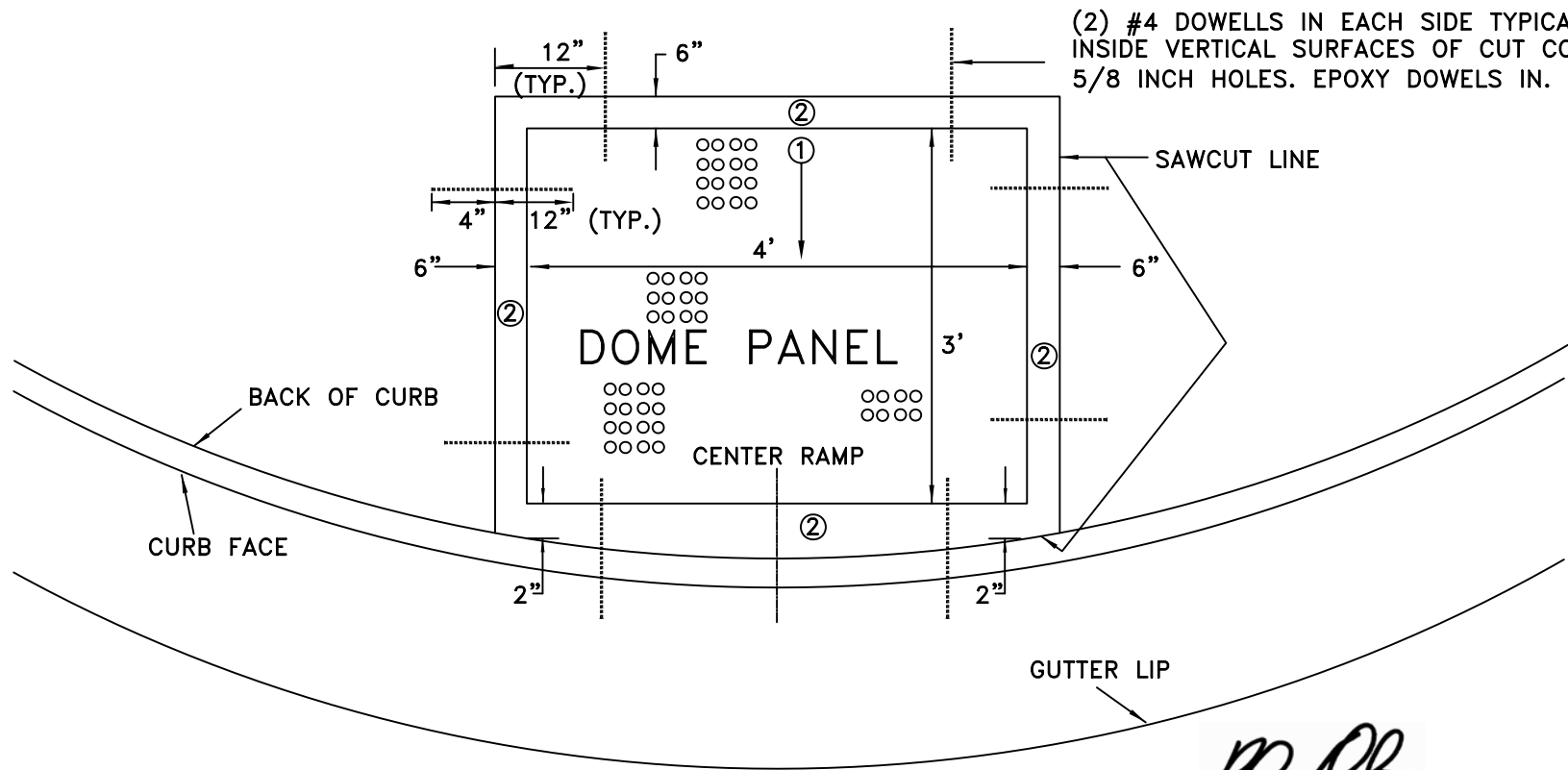
*Marc Stout*

MARC STOUT  
CITY ENGINEER

**NOTES:**

1. ALL EXPOSED SURFACES SHALL BE PAINTED WITH 2 (TWO) COATS OF WHITE PAINT CONFORMING TO SECTION 91-3.02 OF THE STATE SPECIFICATIONS.
2. ALL SIGNS SHALL BE 0.080 GA ALUMINUM.
3. "NO PARKING" (R-26) SHALL BE POSTED ON RAILS. SIGN DETAIL NUMBERS REFERENCE THE 2012 CALIFORNIA MUTCD.
4. SIGN POST SHALL BE 9- FEET MINIMUM.
5. OM4-3 SIGN SHEETING MATERIAL TO BE RETROREFLECTIVE.


 CITY OF <b>ROSEVILLE</b> CALIFORNIA	DEVELOPMENT SERVICES DEPARTMENT
<b>END OF STREET          TIMBER BARRICADE</b>	
SCALE: NONE REVISED: JANUARY 1, 2016 DRAWN BY: J HENDRIX APPROVED BY: MARC STOUT	
ST-34	



(2) #4 DOWELS IN EACH SIDE TYPICAL. EPOXY INSIDE VERTICAL SURFACES OF CUT CONCRETE. 5/8 INCH HOLES. EPOXY DOWELS IN.

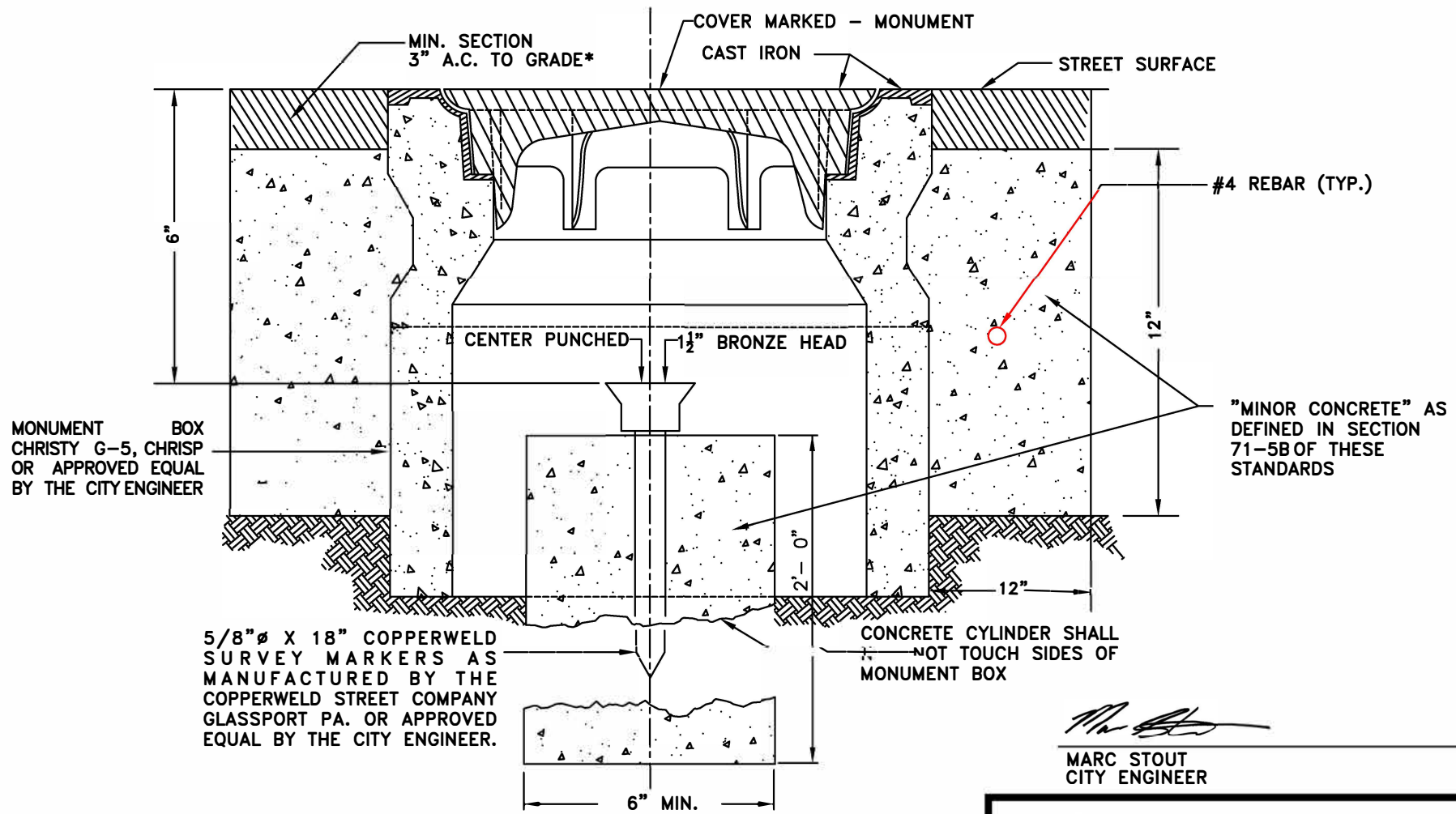
*RH Herndon*

RHON HERNDON  
PUBLIC WORKS DIRECTOR


		DEPARTMENT OF PUBLIC WORKS
DETECTABLE WARNING (TRUNCATED DOME PANEL) RETROFIT OR REPLACEMENT		
SCALE: NONE REVISED: JANUARY 1, 2010 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON		ST-35

**NOTES:**

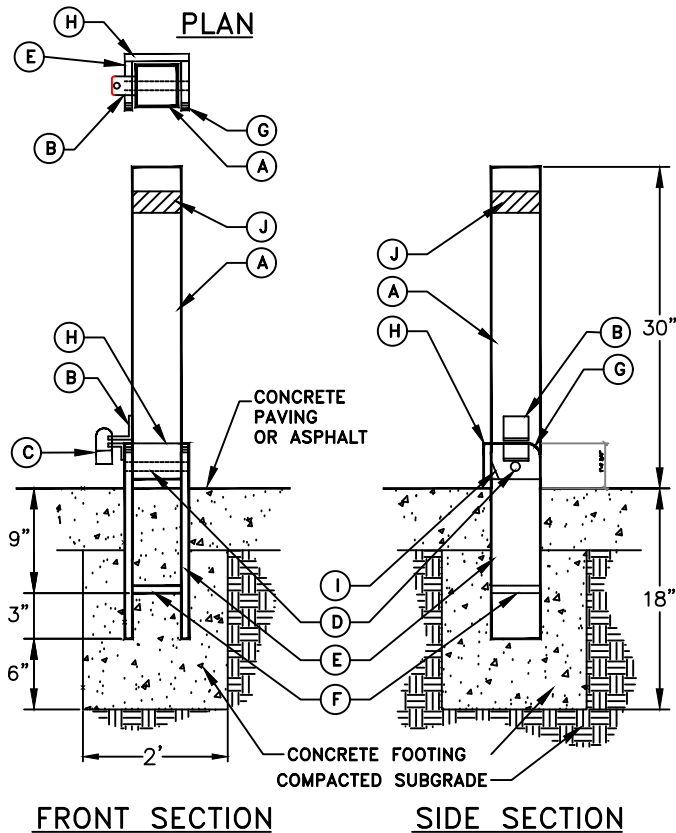
1. PRIOR TO RETROFITTING TRUNCATED DOME PANEL, ASSURE GRADES CONFORM TO CITY REQUIREMENTS.
2. ALL CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.



\*OPTION: CONCRETE COLLAR MAY BE PLACED FLUSH TO FINISHED SURFACE WITH MEDIUM BROOM FINISH PATTERN PERPENDICULAR TO VEHICLE TRAVEL DIRECTION.

	DEVELOPMENT SERVICES DEPARTMENT
	<b>BOXED SURVEY MONUMENT</b>
SCALE: NONE REVISED: JANUARY 1, 2019 DRAWN BY: R MEDINA APPROVED BY: MARC STOUT	ST-36



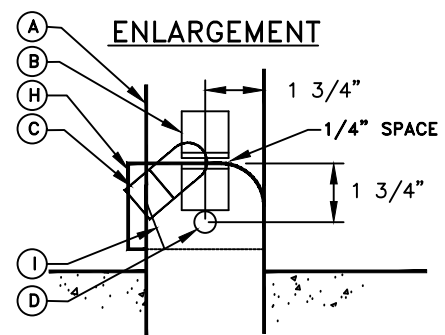


**LEGEND**

- A. 3 1/2" O.D. 1/4" WALL STEEL TUBE WITH CAP WELDED ON TOP, 3/4" HOLES FOR SWIVEL ROD. EASE ALL EDGES OF STEEL TUBE.
- B. 1 1/2" X 1 1/2" X 1/4" ANGLE IRON (2) WELDED TO TUBE AND BASE WITH 1 1/2" RADIUS CORNERS. PLACE 1/2" HOLE DRILLED 1/4" FROM END OF ANGLE IRON. ANGLE IRON ON BASE SIZE AS NECESSARY TO EQUAL LENGTH OF ANGLE IRON ON TUBE.
- C. PADLOCK, TO BE PROVIDED BY CITY.
- D. 5/8" DIA. STEEL SWIVEL ROD, WELD SWIVEL ROD TO SIDE PLATES.
- E. 3/8" x 16" x 4" STEEL BASE PLATE WITH 1 1/2" RADIUS CORNERS. EASE ALL EDGES.
- F. 3/8" STEEL BRACE. FILET WELD BOTH SIDES TO BASE PLATES.
- G. 1 1/2" RADIUS CORNERS, TYP.
- H. 4" X 4" x 3/8" STEEL BACK PLATE WELDED TO BASE PLATE.
- I. FISH MOUTH GRIND AT BOTTOM BACK CORNER OF TUBE.
- J. PLACE 2" WHITE REFLECTIVE TAPE.


**NOTES**

1. ALL TUBING SHALL BE BLACK STEEL PIPE.
2. ALL JOINTS SHALL BE WELDED IN ACCORDANCE WITH CA STATE STANDARD SPECIFICATIONS FOR WELDING STRUCTURAL STEEL AND GROUND SMOOTH.
3. ALL PARTS (EXCEPT PADLOCK) SHALL BE PAINTED WITH TWO COATS ZINC CHROMATE PRIMER AND TWO COATS EXTERIOR ENAMEL. COLOR: SAFETY YELLOW GLOSS.
4. BOLLARD SHALL BE INSTALLED SUCH THAT IT LAYS FLAT WHEN FOLDED.
5. CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.



*Marc Stout*

MARC STOUT  
CITY ENGINEER

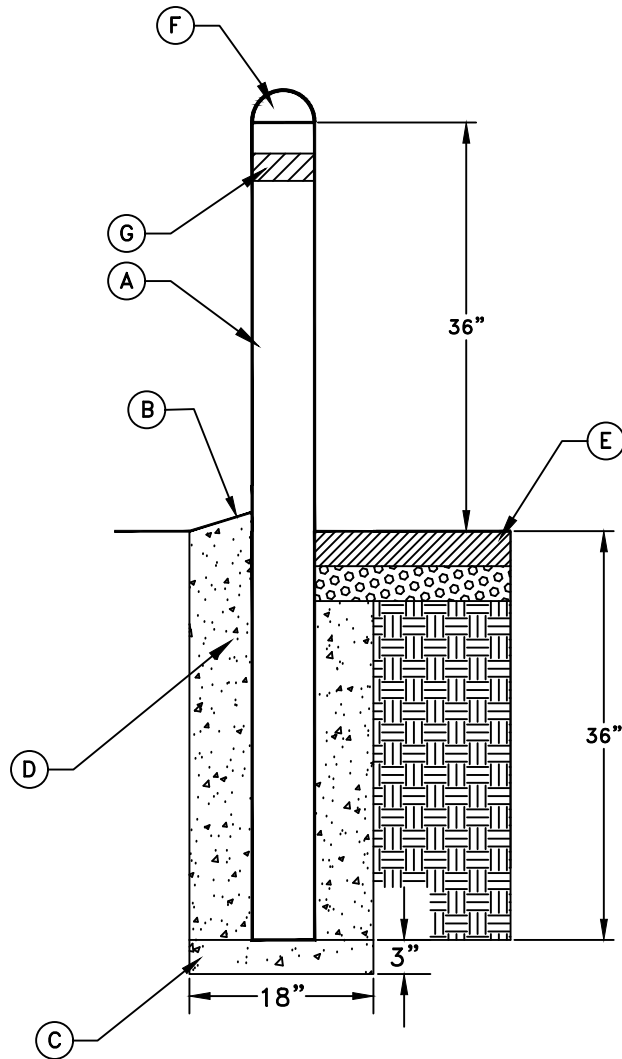
	DEVELOPMENT SERVICES DEPARTMENT
<h2 style="margin: 0;">BOLLARD</h2>	
SCALE: NONE REVISED: JANUARY 1, 2020 DRAWN BY: R MEDINA APPROVED BY: MARC STOUT	
ST-38	

LEGEND

- A. 6" O.D. 1/4" WALL STEEL TUBE WITH CONCRETE CAP.
- B. SLOPE CONCRETE BASE IN LANDSCAPE AREAS.
- C. REST ON 3" DOBIES.
- D. CONCRETE FOOTING.
- E. AC PAVING OR CONCRETE PER PAVING PLAN.
- F. CONCRETE CAP.
- G. PLACE 2" WHITE REFLECTIVE TAPE.

NOTES

- 1. ALL TUBING SHALL BE BLACK STEEL PIPE.
- 2. ALL PARTS SHALL BE PAINTED WITH TWO COATS ZINC CHROMATE PRIMER AND TWO COATS EXTERIOR ENAMEL. COLOR: SAFETY YELLOW GLOSS.
- 3. CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.



MARC STOUT  
CITY ENGINEER

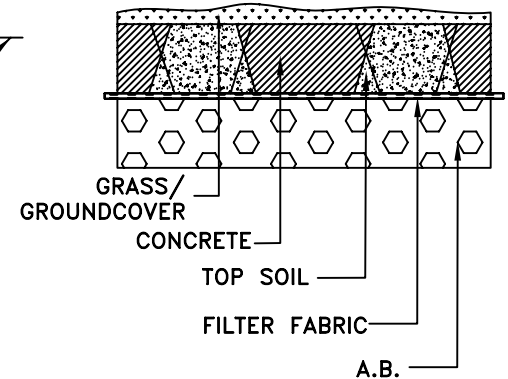
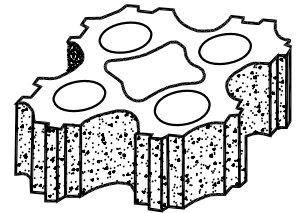
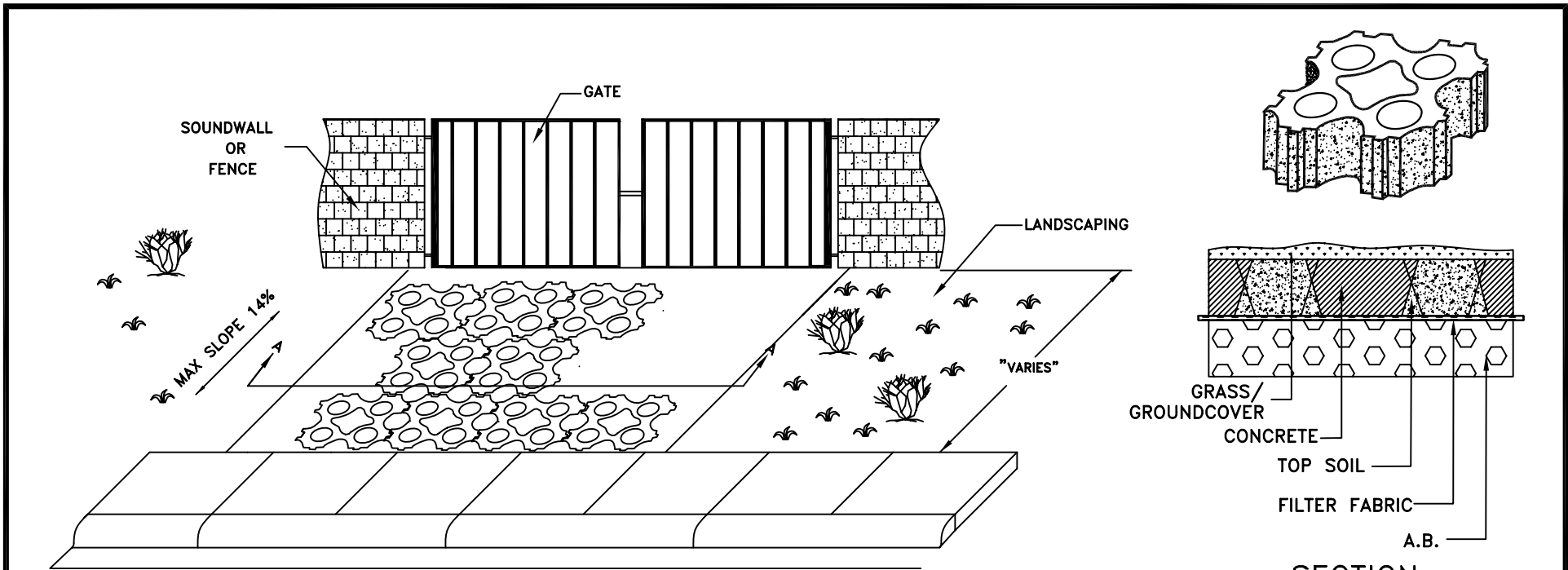
CITY OF  
**ROSEVILLE**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

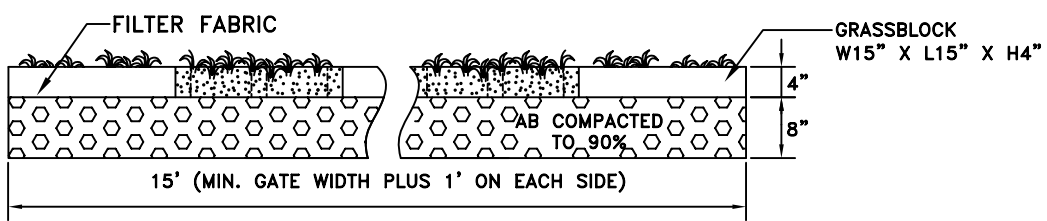
FIXED BOLLARD

SCALE: NONE  
REVISED: JANUARY 1, 2020  
DRAWN BY: R MEDINA  
APPROVED BY: MARC STOUT

ST-38A



SECTION



SECTION A-A

*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

**NOTES:**

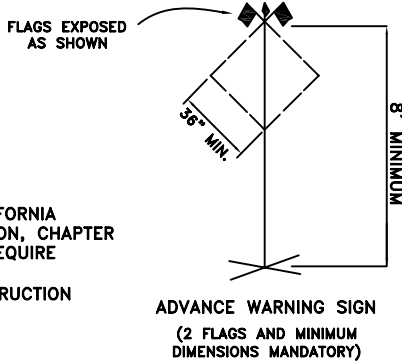
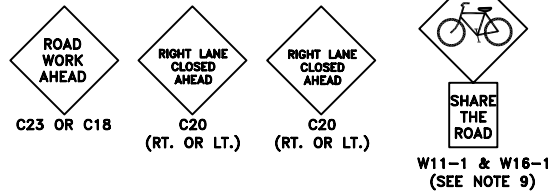
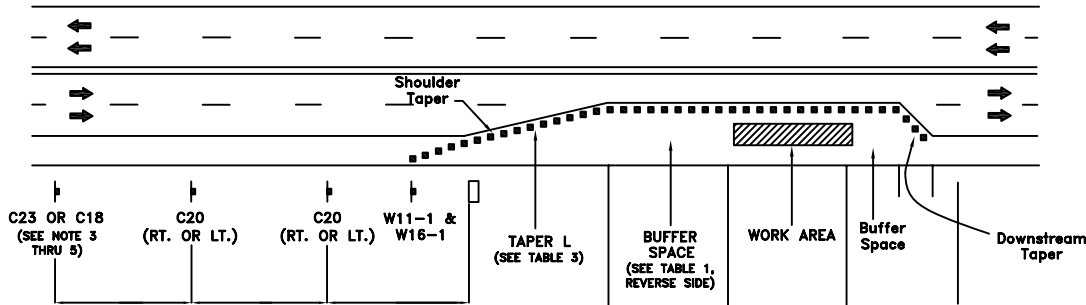
1. STANDARD GRASSBLOCK OR TURFSTONE
2. PLACE FILTER FABRIC UNDER GRASSBLOCK.
3. PLACE TOP SOIL ON GRASS BLOCK AND COMPACT TO 90%.
4. ACCESS DRIVEWAY TO CONTINUE THROUGH GATE TO BACK OF ADJOINING CURB OR SIDEWALK.
5. IRRIGATION LINES SHALL BE SLEAVED IN AREAS UNDER STRUCTURAL SECTION AND VEHICULAR WHEEL LOADS. AREA SHALL BE IRRIGATED WITH PERIMETER HEADS.

	DEPARTMENT OF PUBLIC WORKS
---	-------------------------------

EMERGENCY ACCESS GATE THROUGH  
LANDSCAPE MEDIAN

SCALE: NONE  
 REVISED: JANUARY 1, 2010  
 DRAWN BY: J MCKINNEY  
 APPROVED BY: RHON HERNDON

ST-39



**SPECIAL NOTES:**

THIS DETAIL IS REPRODUCED FROM FIGURE 6C-1 OF THE CALIFORNIA MANUAL ON UNIFORMED TRAFFIC CONTROL DEVICES 2012 EDITION, CHAPTER 6-TEMPORARY TRAFFIC CONTROL. FIELD CONDITIONS COULD REQUIRE DEVIATIONS FROM THESE PLANS AND ACCOMPANYING NOTES. SEE SECTION 21-2 OF THE CITY OF ROSEVILLE DESIGN/CONSTRUCTION STANDARDS FOR CONES AND DELINEATORS.

**LEGEND:**

- ⊥ SIGN
- CONE OR PORTABLE DELINEATOR
- ➔ DIRECTION OF TRAFFIC
- ⬛ FLASHING ARROW SIGN

**NOTES:**

**TAPER FORMULA:**  
 $L = WS^2/60$  FOR SPEEDS OF 40 MPH OR LESS  
 $L = S \times W$  FOR SPEEDS OF 45 MPH OR MORE  
**WHERE:**  
 L = MINIMUM LENGTH OF TAPER  
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85th PERCENTILE SPEED  
 W = WIDTH OF OFFSET

**TABLE 3**

Speed in Miles per Hour	Length of Taper in Feet	
	11 Feet	12 Feet
25	115	125
30	165	180
35	225	245
40	293	320
45	495	540
50	550	600
55	605	660
60	660	720
65	715	780
70+	770	1000

**TABLE 2**

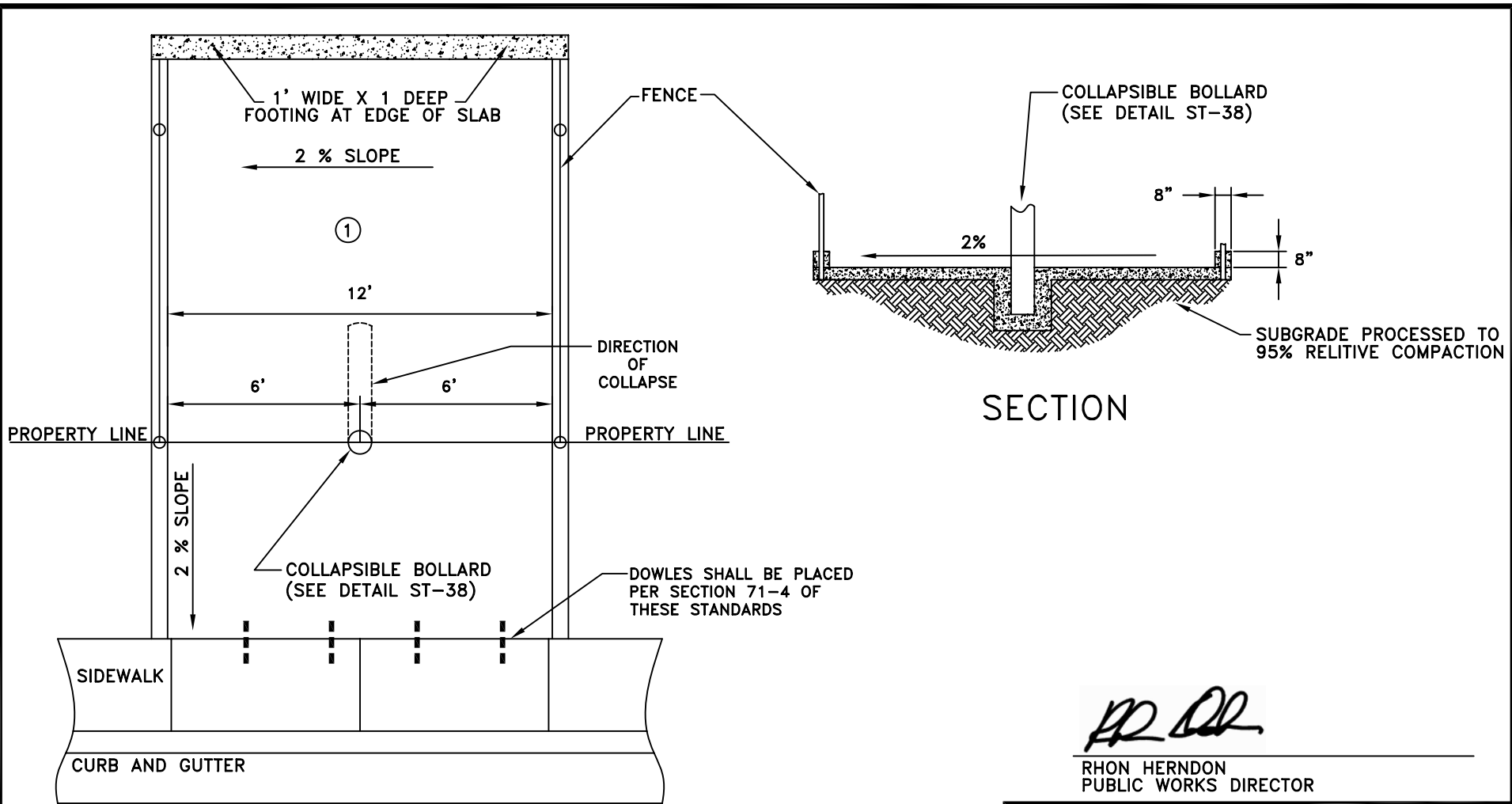
Advance Warning Sign Spacing	
Speed Limits	Distance Between Signs in Feet
25 mph or less	100
30 or more	350
Rural	500
Expressway	1000

**NOTES:**

1. THIS PLAN DOES NOT APPLY WHERE THERE ARE EMERGENCY CONDITIONS. UNDER EMERGENCY CONDITIONS, EQUIPMENT AND PERSONNEL WHICH ARE AVAILABLE SHOULD BE UTILIZED TO IMPLEMENT A CLOSURE, EVEN THOUGH SUCH CLOSURE DOES NOT MEET THE STANDARDS CONTAINED IN THIS PLAN. AS EQUIPMENT OR PERSONNEL BECOME AVAILABLE, AN IMMEDIATE EFFORT SHOULD THEN BE MADE TO IMPLEMENT THE STANDARDS SHOWN ON THIS PLAN.
2. ALL ADVANCE WARNING SIGNS SHALL BE 36" X 36" MINIMUM. (SEE NOTE 5)
3. ALL WARNING SIGNS FOR NIGHT CLOSURES SHALL BE EITHER ILLUMINATED OR RETROREFLECTORIZED.
4. A "C18 ROAD CONSTRUCTION AHEAD" SIGN MAY BE USED IN LIEU OF THE C23. (SEE NOTE 3)
5. WARNING (W) SERIES SIGNS USED IN WORK ZONES SHALL BE BLACK ON ORANGE. EXISTING YELLOW WARNING SIGNS ALREADY IN PLACE WITHIN THESE AREAS MAY REMAIN IN USE.
6. PAYEMENT MARKINGS FOR CLOSURES SHALL CONFORM TO SECTION 6 OF THE CALIFORNIA MUTCD 2006 EDITION AND CALTRANS STANDARD PLANS.
7. ALL CONES SHALL BE INTERNALLY ILLUMINATED OR FITTED WITH RETROREFLECTIVE WHITE SLEEVES FOR NIGHT CLOSURES. (SEE SECTION 6-6F.59 OF THE CALIFORNIA MUTCD MANUAL)
8. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL TO THE SPEED LIMIT.
9. W11-1 AND W16-1 REQUIRED ONLY WHEN TAPER CROSSES A MARKED BICYCLE LANE.

RHON HERNDON  
PUBLIC WORKS DIRECTOR

	DEPARTMENT OF PUBLIC WORKS
<h2 style="margin: 0;">TYPICAL TRAFFIC CONTROL LANE CLOSURE/TRANSITION</h2>	
SCALE: NONE REVISED: JANUARY 1, 2013 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON	<b>ST-40</b>



*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

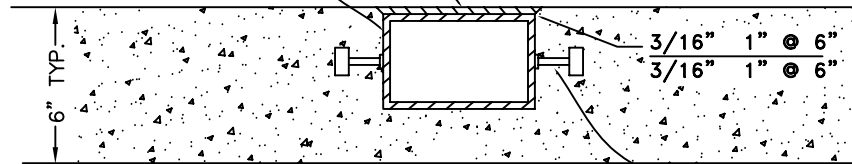
	DEPARTMENT OF PUBLIC WORKS
GREEN BELT ACCESS	
SCALE: NONE REVISED: JANUARY 1, 2013 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON	ST-41

**NOTES:**

1. 6" CONCRETE SLAB SECTION TO BE 6" A.B. COMPACTED SUBGRADE, 95% COMPACTION.
2. CHAIN LINK OR ROD IRON FENCE MAY NOT EXCEED 3' IN HEIGHT WITHIN BUILDING SET BACK, 6' IN HEIGHT THEREAFTER.
3. ALL CONCRETE SHALL BE "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.

4"x3"x1/4" STEEL TUBE  
1/8" CHAMFER BOTH ENDS.

1/4"x 0'-5" CHECKER PLATE



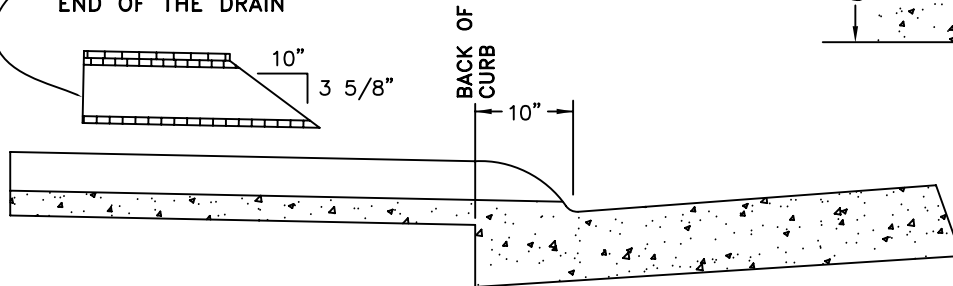
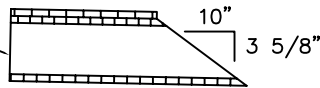
1/2"x 2" WELDED STEEL  
STUD OR #4 REBAR,  
2 REQUIRED EACH SIDE.

SECTION B-B

WHEN PLACING IN EXISTING SIDEWALK, SAWCUT  
AND REPLACE A LENGTH OF CURB, GUTTER  
AND SIDEWALK EQUAL TO THE SIDEWALK  
WIDTH. IF THE ASPHALT CONCRETE EDGE IS  
DAMAGED, SAWCUT THE PAVEMENT AND PAVE  
A TWO FOOT WIDE BY SIX INCH DEEP PATCH  
AT THE GUTTER LIP.

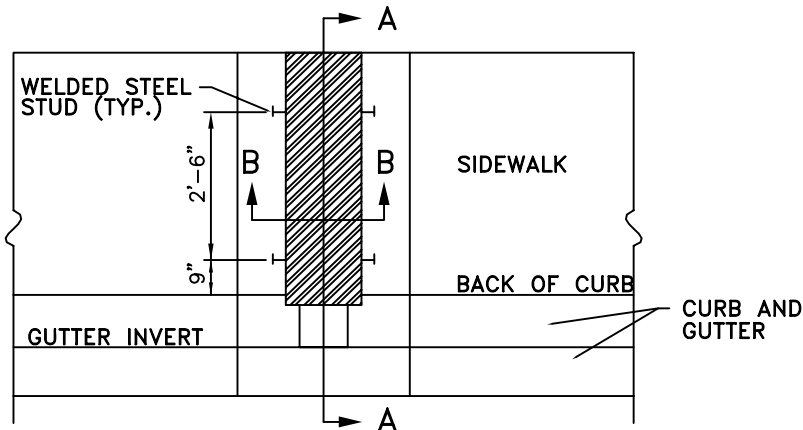
ALL HARDWARE SHALL BE GALVANIZED PER  
CALTRANS SPECIFICATIONS.

DETAIL OF THE CURB  
END OF THE DRAIN



SECTION A-A  
FOR TYPE 1 CURB

(FOR TYPE II CURB & GUTTER, ASSEMBLY SHALL MATCH CURB BATTER)



PLAN VIEW OF CURB, GUTTER & SIDEWALK

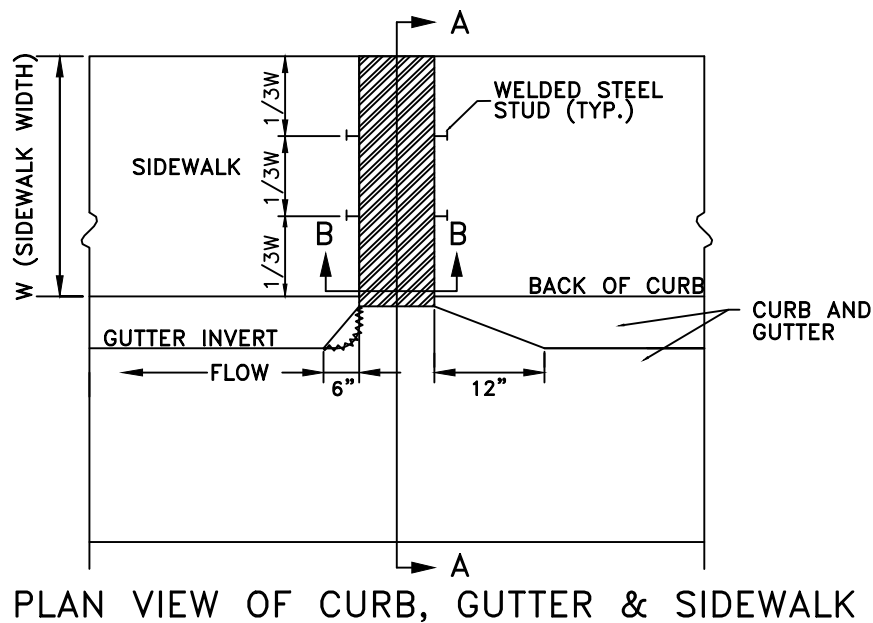
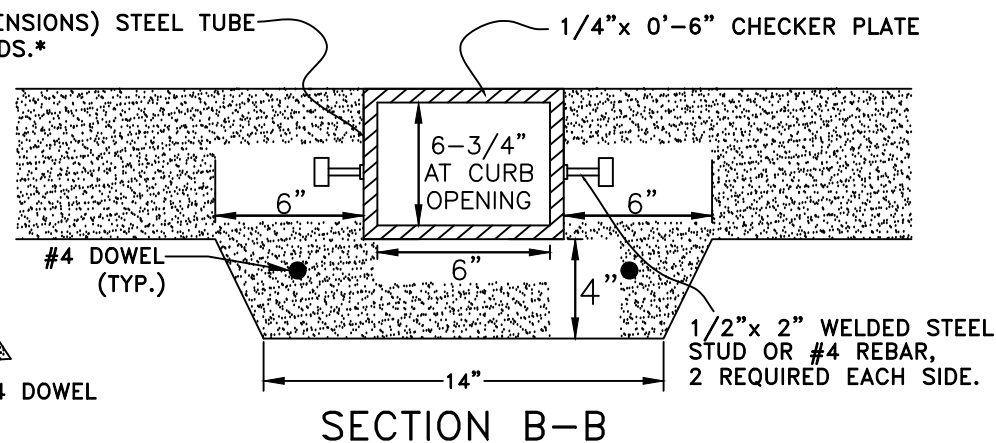
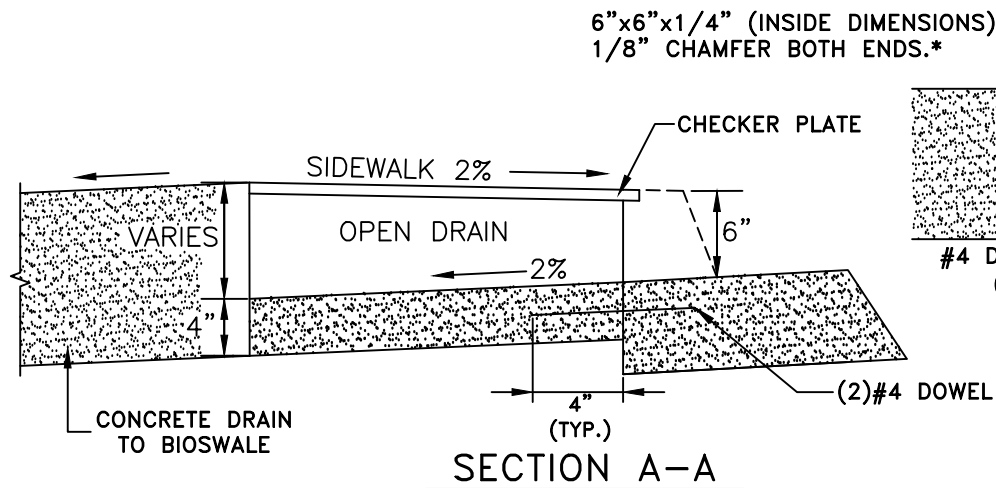
RHON HERNDON  
PUBLIC WORKS DIRECTOR

 CITY OF <b>ROSEVILLE</b> CALIFORNIA	DEPARTMENT OF PUBLIC WORKS
---	-------------------------------

UNDER WALK DRAIN

SCALE: NONE  
 REVISED: JANUARY 1, 2010  
 DRAWN BY: J MCKINNEY  
 APPROVED BY: RHON HERNDON

ST-42



WHEN PLACING IN EXISTING SIDEWALK, SAWCUT AND REPLACE A LENGTH OF CURB, GUTTER AND SIDEWALK EQUAL TO THE SIDEWALK WIDTH. IF ADJACENT ASPHALT PAVEMENT EDGE IS DAMAGED, SAWCUT THE PAVEMENT AND PAVE A TWO FOOT WIDE BY SIX INCH DEEP PATCH AT THE GUTTER LIP, PER CITY STANDARD. IF ADJACENT CONCRETE PAVEMENT EDGE IS DAMAGED, SAWCUT THE PAVEMENT AT THE NEAREST JOINT AND PAVE PER CITY STANDARD. IF APPROVED BY CITY, CONCRETE PAVEMENT MAY BE REPAIRED WITH CALTRANS SPALL REPAIR METHOD.

\* ALL HARDWARE SHALL BE GALVANIZED PER CALTRANS SPECIFICATIONS.

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR



DEVELOPMENT SERVICES  
DEPARTMENT

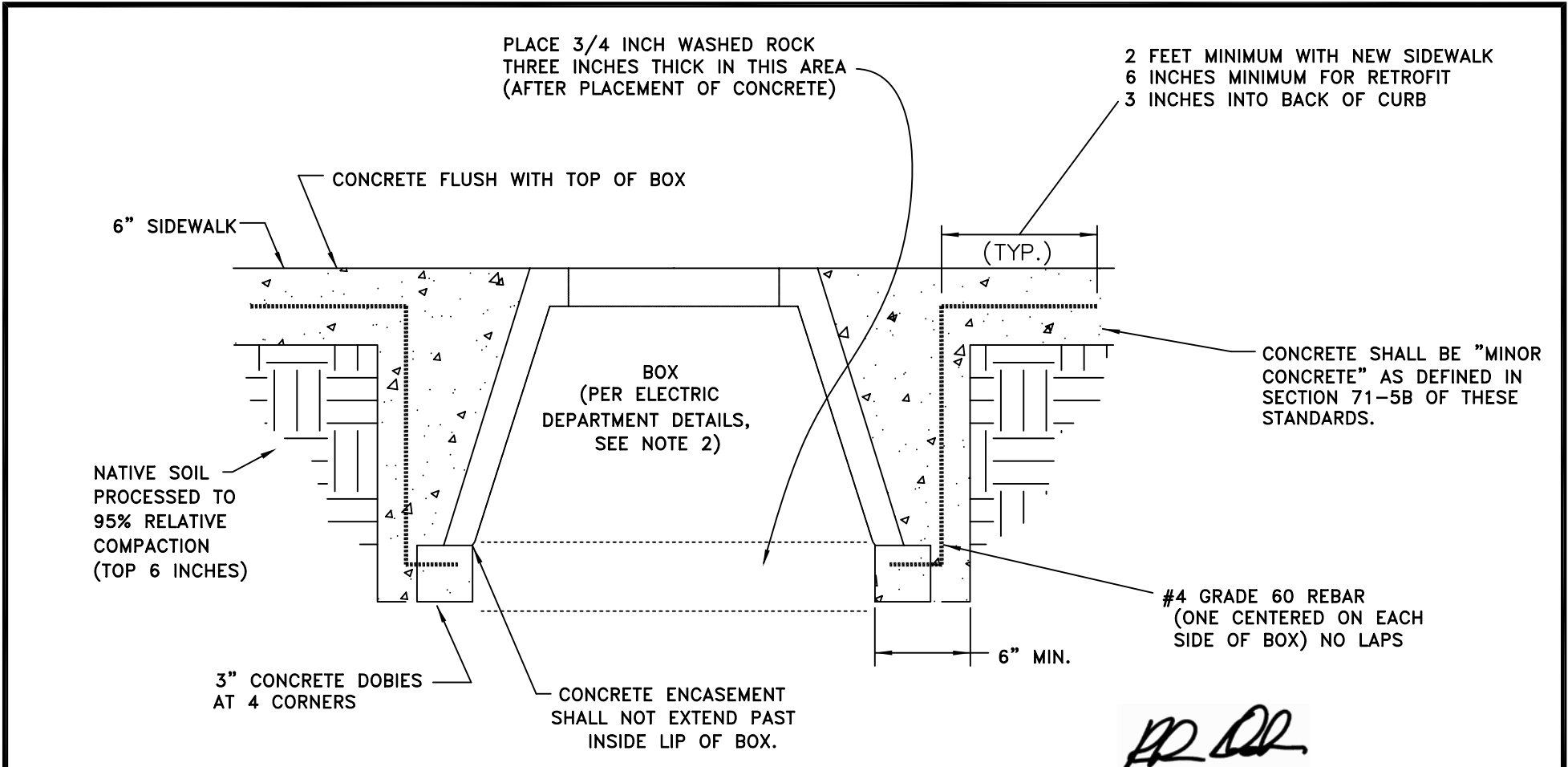
UNDER WALK DRAIN  
(FLOWS FROM STREET)

**NOTES:**

1. VERTICAL CURB (TYPE 2)
2. MAINTAIN POSITIVE FLOW

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: R. MEDINA  
APPROVED BY: JASON SHYKOWSKI

ST-42A



*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

 CITY OF <b>ROSEVILLE</b> CALIFORNIA	DEPARTMENT OF PUBLIC WORKS
--	-------------------------------

**ENCASEMENT FOR ALL ROSEVILLE  
ELECTRIC JUNCTION BOXES IN CITY  
SIDEWALKS**

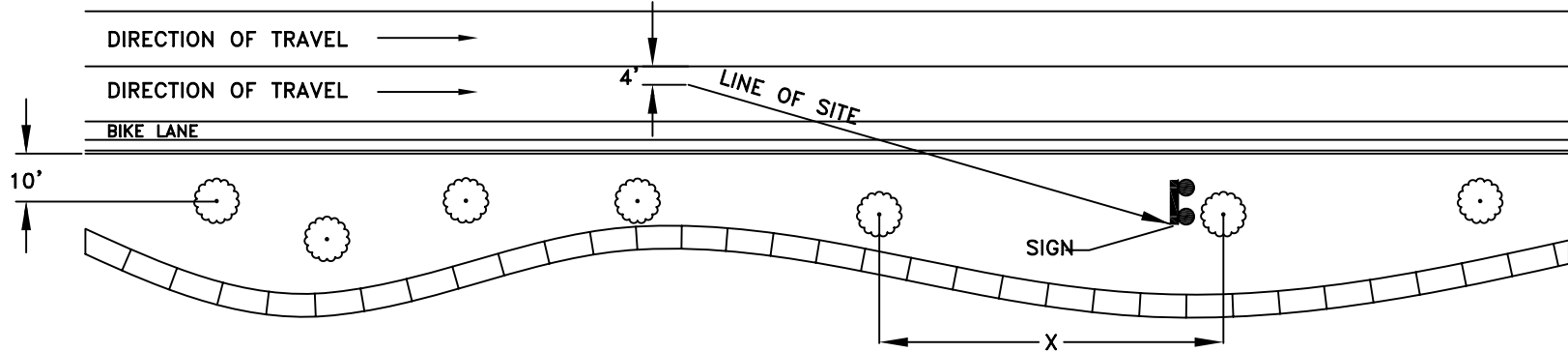
SCALE: NONE  
 REVISED: JANUARY 1, 2010  
 DRAWN BY: J MCKINNEY  
 APPROVED BY: RHON HERNDON

ST-43

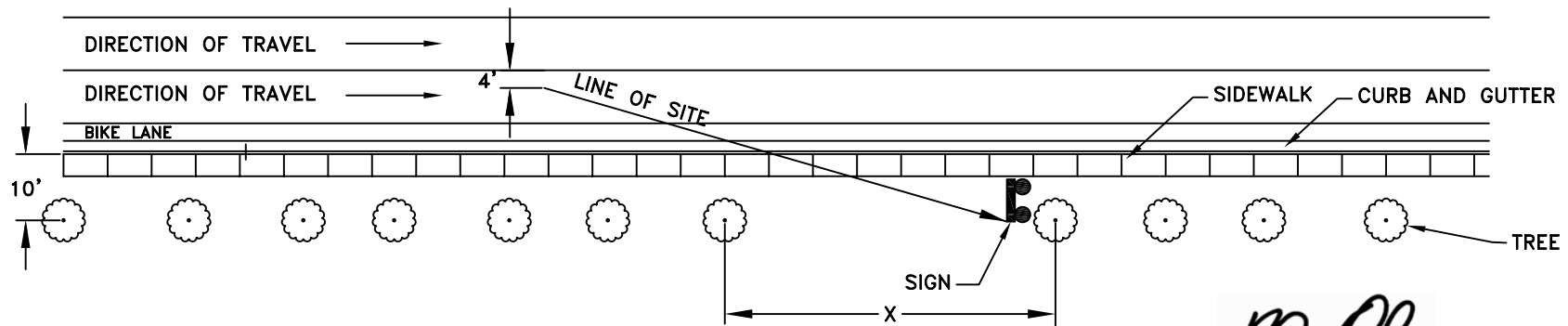
NOTES:

1. IF A BOX EXTENDS OUTSIDE BACK OF SIDEWALK, PROVIDE ONE FOOT WIDE BY SIX INCH THICK CONCRETE COLLAR AROUND FULL PERIMETER. (EXTEND REBAR 10 INCHES INTO COLLAR.)
2. SEE ELECTRIC DEPARTMENT DETAIL PAGES 6.1 AND 6.2 (RESIDENTIAL) AND PAGES 8.1 AND 8.2 (COMMERCIAL).

## DETACHED SIDEWALK



## ATTACHED SIDEWALK



*RHON HERNDON*

RHON HERNDON  
PUBLIC WORKS DIRECTOR



DEPARTMENT OF  
PUBLIC WORKS

### LANDSCAPE SIGHT DISTANCE

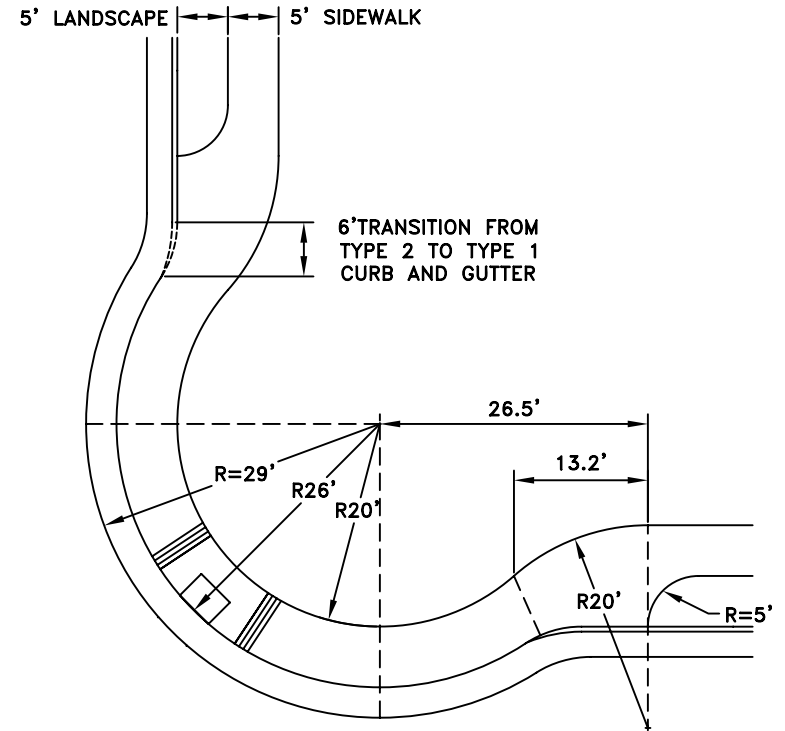
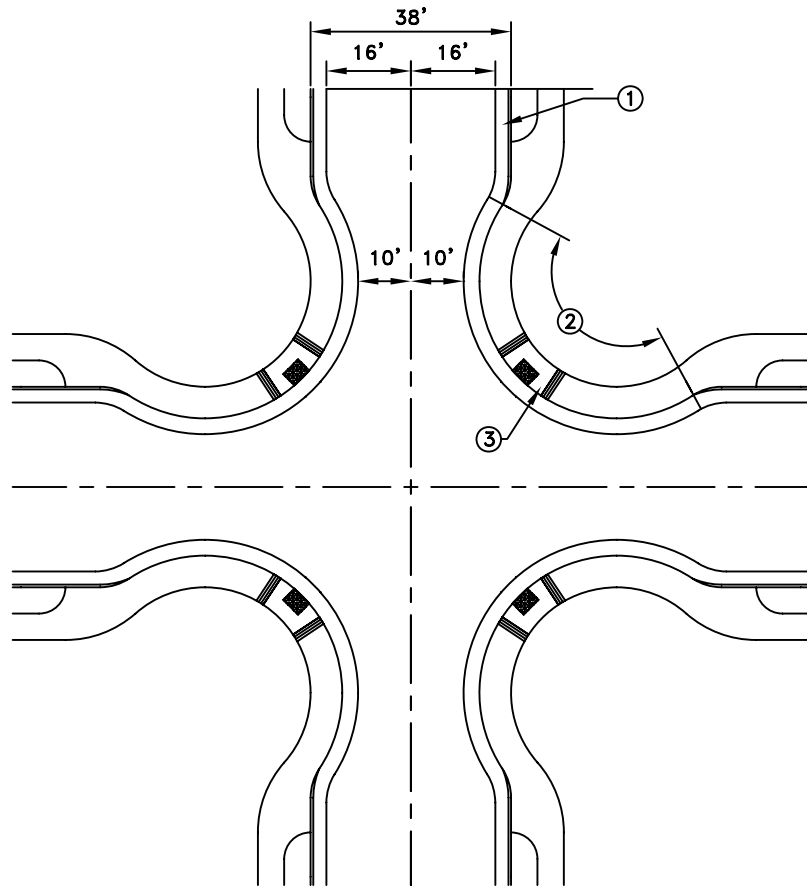
SPEED MPH	MINIUM CLEARANCE FOR LINE OF SITE "X"
25	75-ft
30	90-ft
40	120-ft
50	150-ft
60	180-ft

**NOTES:**

1. THESE ARE MINIMUM DISTANCES FOR TREES ALONG ROADWAYS.
2. DISTANCE FROM BACK OF CURB TO CENTER OF TREE IS TO BE GREATER THEN OR EQUAL TO 10'

SCALE: NONE  
REVISED: JANUARY 1, 2010  
DRAWN BY: J MCKINNEY  
APPROVED BY: RHON HERNDON

ST-44



*RHON HERNDON*


RHON HERNDON  
PUBLIC WORKS DIRECTOR

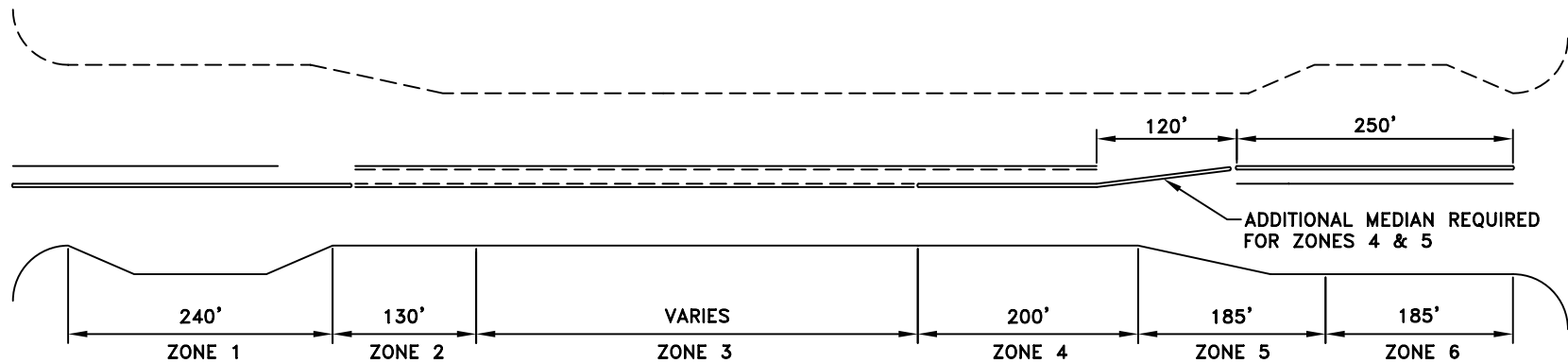
**LEGEND**

1. TYPE 2 CURB AND GUTTER
2. TYPE 1 CURB AND GUTTER AND SIDEWALK TO BE 10" THICK "MINOR CONCRETE"
3. PLACE CASE "C" PEDESTRIAN RAMP, SEE DETAIL "ST-27".

**NOTES:**

1. ALL CONCRETE TO "MINOR CONCRETE" AS DEFINED IN SECTION 71-5B OF THE STANDARDS.

 CITY OF <b>ROSEVILLE</b> CALIFORNIA	DEPARTMENT OF PUBLIC WORKS
<b>RESIDENTIAL BULBED          INTERSECTION</b>	
SCALE: NONE REVISED: JANUARY 1, 2010 DRAWN BY: J MCKINNEY APPROVED BY: RHON HERNDON	
<b>ST-45</b>	



- ZONE 1 NO DRIVEWAYS OR STREETS ALLOWED.
- ZONE 2 DRIVEWAYS AND STREETS ALLOWED. LEFT TURN OUT PROHIBITED. WHERE THE ADJACENT STREET WILL HAVE DUAL LEFT TURN LANES, ZONE 2 SHALL BE INCREASED TO 190 FEET.
- ZONE 3 DRIVEWAYS AND STREETS ALLOWED. ALL TURNING MOVEMENTS PERMITTED.
- ZONE 4 DRIVEWAYS AND STREETS ALLOWED. LEFT TURNS IN AND OUT PROHIBITED. ADDITIONAL MEDIAN REQUIRED.
- ZONE 5 DRIVEWAYS ARE ALLOWED. STREETS ARE PROHIBITED. LEFT TURNS IN AND OUT ARE PROHIBITED. ADDITIONAL MEDIAN REQUIRED.
- ZONE 6 NO DRIVEWAYS OR STREETS ALLOWED.

**NOTES:**

1. OPPOSING DRIVEWAYS SHOULD ALIGN WITH EACH OTHER, IF NOT SEE DETAIL "ST-47" FOR MINIMUM OFFSETS.
2. SEE DETAIL "ST-48" OR "ST-49" FOR DRIVEWAYS NEAR BUS TURNOUTS.

RHON HERNDON  
PUBLIC WORKS DIRECTOR



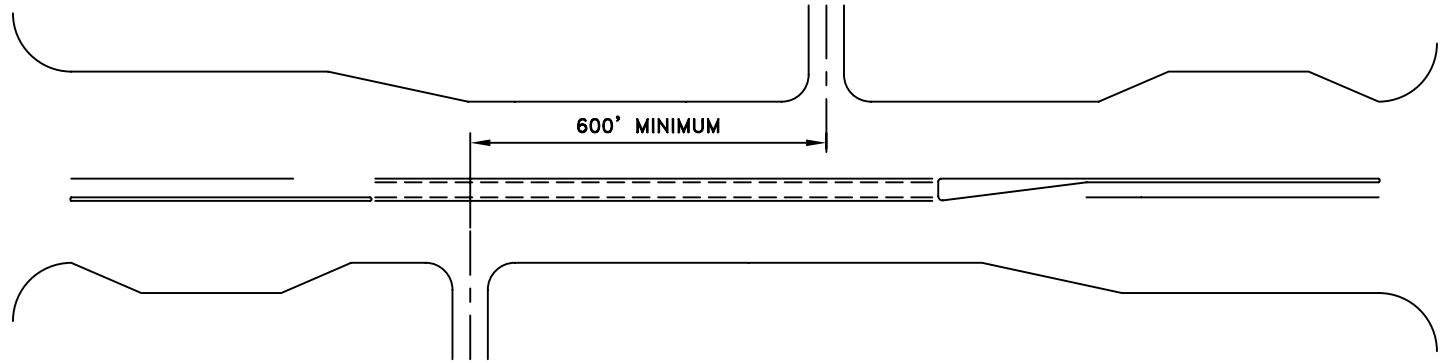
DEPARTMENT OF  
PUBLIC WORKS

PERMITTED DRIVEWAYS  
STREETS OR MINOR ARTERIALS

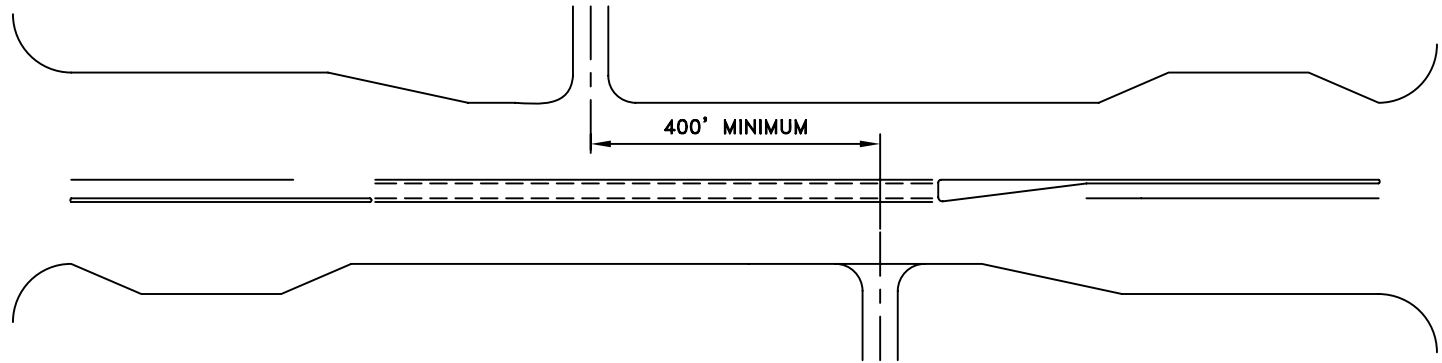
SCALE: NONE  
REVISED: JANUARY 1, 2010  
DRAWN BY: J MCKINNEY  
APPROVED BY: R HERNDON

ST-46

RIGHT HAND OFFSET



LEFT HAND OFFSET



RHON HERNDON  
PUBLIC WORKS DIRECTOR

NOTES:

1. SEE DETAIL "ST-46" FOR PERMITTED LOCATIONS AND TURNING MOVEMENTS.

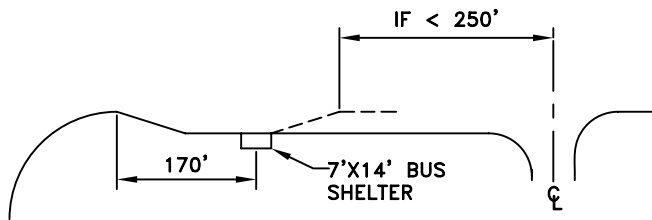


DEPARTMENT OF  
PUBLIC WORKS

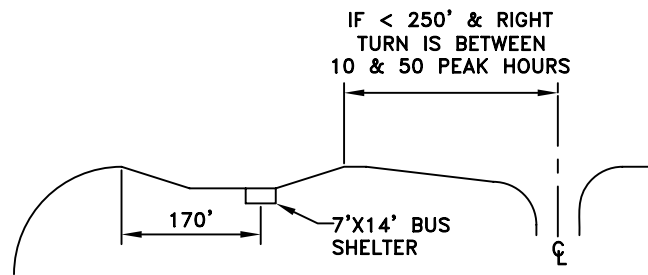
MINIMUM DRIVEWAY  
OR STREET OFFSET ON  
MINOR ARTERIAL

SCALE: NONE  
REVISED: JANUARY 1, 2010  
DRAWN BY: J MCKINNEY  
APPROVED BY: R HERNDON

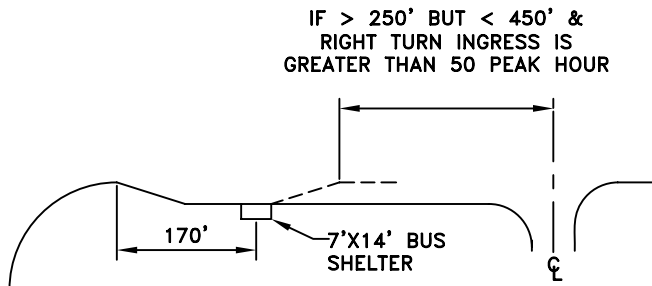
ST-47



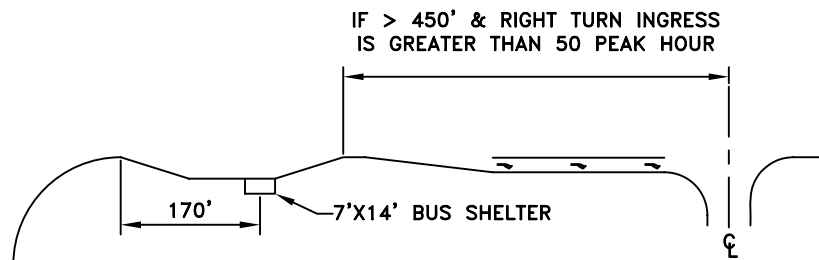
CASE 1



CASE 2



CASE 3



CASE 4

RHON HERNDON  
PUBLIC WORKS DIRECTOR

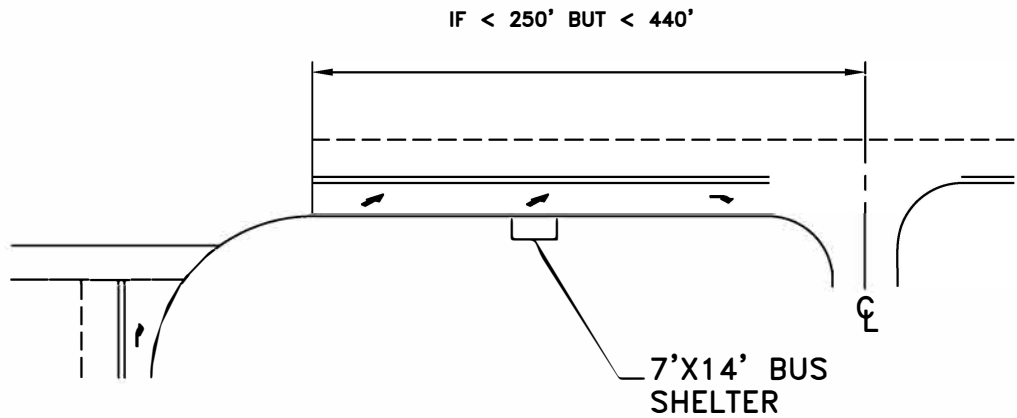
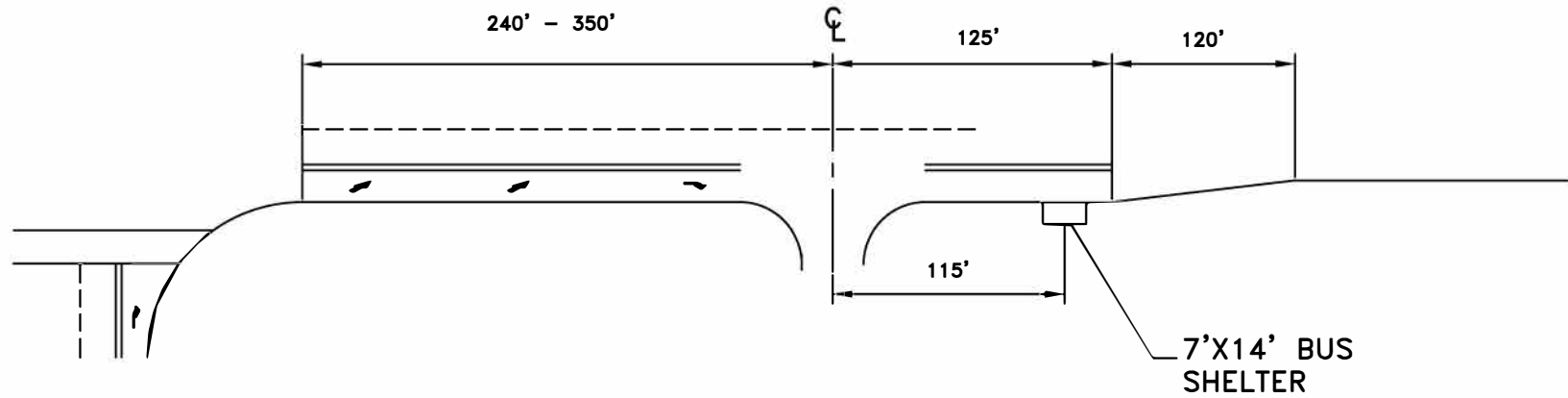


DEPARTMENT OF  
PUBLIC WORKS

BUS SHELTER/DRIVEWAY  
LOCATIONS

SCALE: NONE  
REVISED: JANUARY 1, 2010  
DRAWN BY: J MCKINNEY  
APPROVED BY: R HERNDON

ST-48



*RH Herndon*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

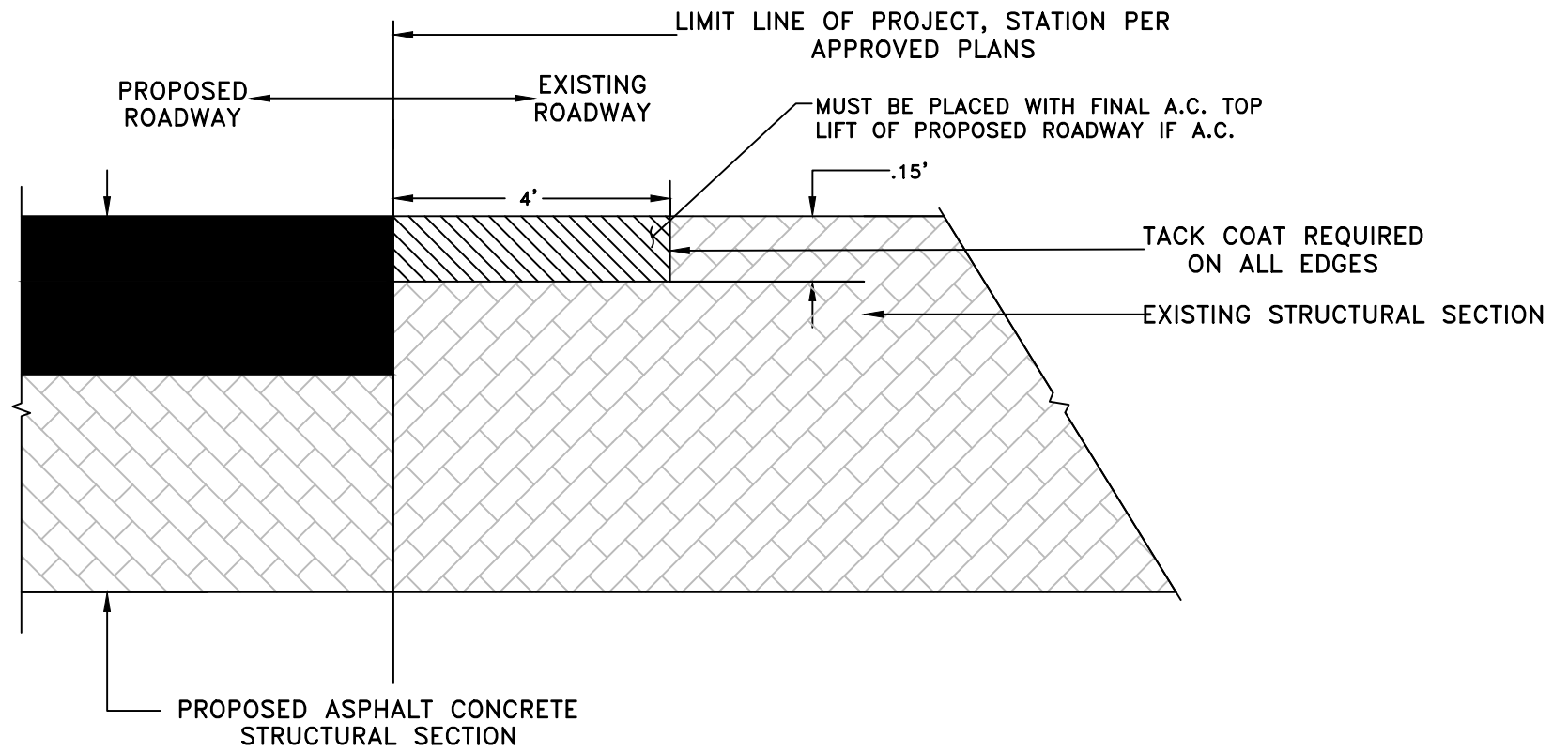


DEPARTMENT OF  
PUBLIC WORKS

BUS SHELTER/DRIVEWAY  
LOCATIONS -  
ACCELERATION LANE

SCALE: NONE  
REVISED: JANUARY 1, 2010  
DRAWN BY: J MCKINNEY  
APPROVED BY: R HERNDON

ST-49



**LEGEND:**

- PROPOSED ASPHALT CONCRETE
- MILLED ASPHALT

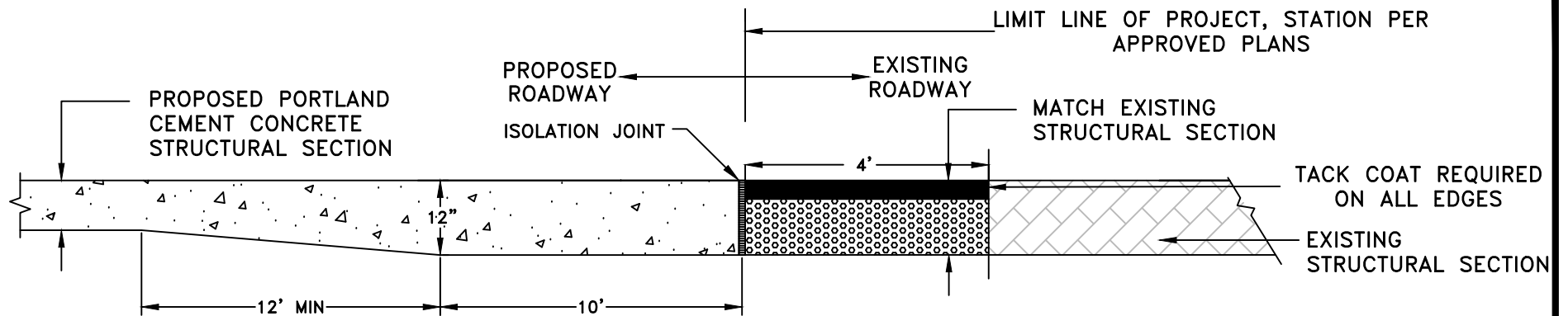
## SECTION DETAIL

**NOTES:**

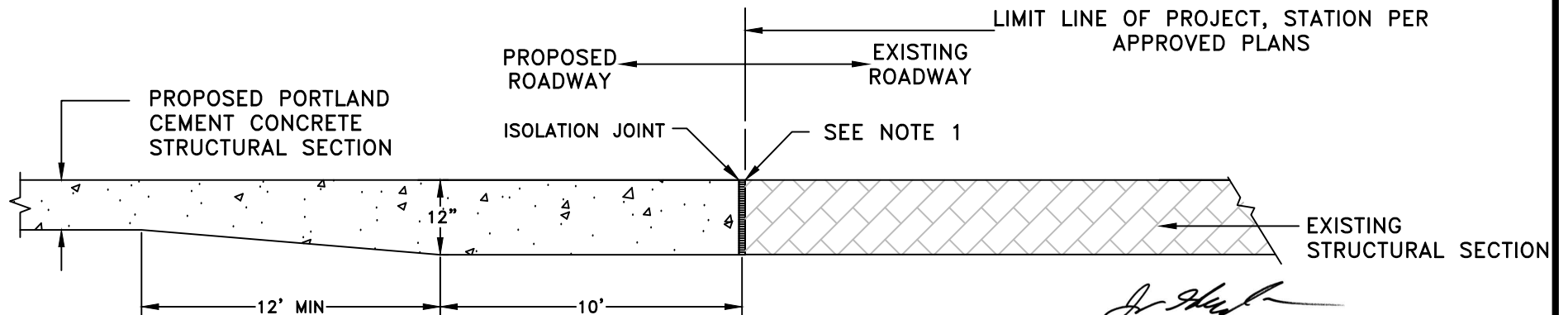
1. ALL MATERIAL AND COMPACTION REQUIREMENTS SHALL CONFORM TO CITY CONSTRUCTION STANDARDS.
2. ROADWAY CONFORMS INTENDED FOR ALL ARTERIAL & COLLECTOR ROADWAYS WHERE PHASED CONSTRUCTION EXISTS.
3. LIMITS OF RESIDENTIAL ROADWAY CONFORMS, INCLUDING STUB STREETS, SHALL BE AT THE CITY INSPECTORS DISCRETION.
4. ROADWAY STRUCTURAL COMPONENTS MAY VARY IN THICKNESS BETWEEN NEW AND EXISTING ROADWAYS. WHERE THIS OCCURS, EXISTING COMPONENTS SHALL BE TIED-IN AT CITY INSPECTORS DISCRETION.
5. FIRST 4 FEET OF MILLED ASPHALT FROM LIMIT LINE SHALL BE MILLED .15'.

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

	DEPARTMENT OF PUBLIC WORKS
<h3>ASPHALT CONCRETE ROADWAY STRUCTURAL SECTION CONFORM</h3>	
SCALE: NONE REVISED: FEBRUARY 2021 DRAWN BY: J HENDRIX APPROVED BY: JASON SHYKOWSKI	ST-50



## SECTION DETAIL ADJACENT TO EXISTING ASPHALT CONCRETE PAVEMENT



## SECTION DETAIL ADJACENT TO EXISTING PORTLAND CEMENT CONCRETE PAVEMENT

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR



DEPARTMENT OF  
PUBLIC WORKS

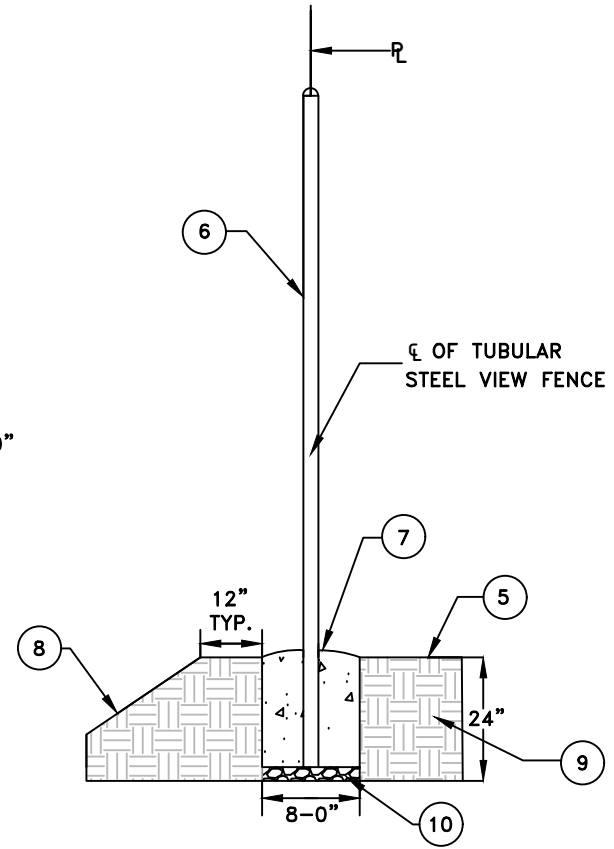
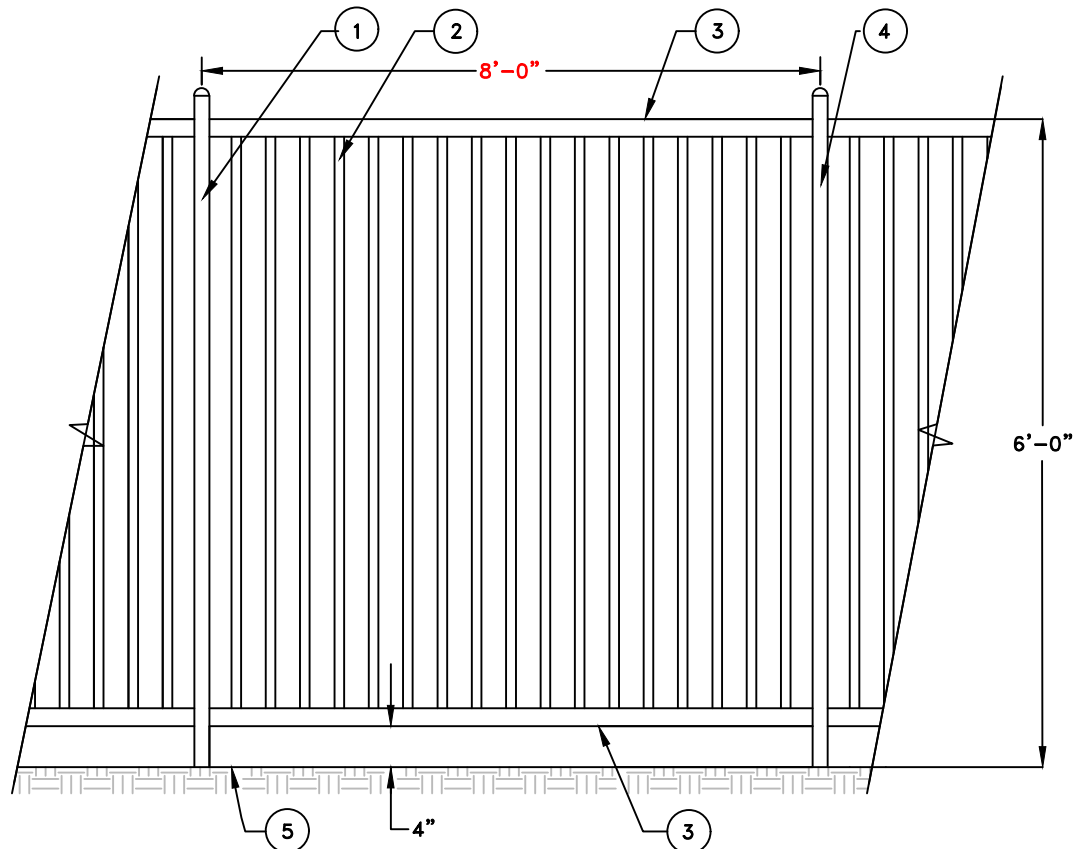
PORTLAND CEMENT CONCRETE  
ROADWAY STRUCTURAL SECTION  
CONFORM

**NOTES:**

1. SEE SECTION 71-4 OF THESE STANDARDS FOR TREATMENT OF ADJACENT PORTLAND CEMENT CONCRETE PAVEMENT.

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: BENNETT ENG  
APPROVED BY: JASON SHYKOWSKI

ST-50a



**LEGEND:**

1. TERMINAL POST, LOCATE AT ALL DIRECTIONAL CHANGES AND ALL PROPERTY LINE CORNERS AND TERMINATIONS, TYP.
2. 3/4" X 14 GA. PICKET
3. 1-1/2" X 14 GA. RAIL (TOP & BOTTOM)
4. 2" X 12 GA. POST W/ CAP, TYP.
5. FINISH GRADE AT RESIDENTIAL LOT PAD
6. CONSTRUCT ON PROPERTY LINE UNLESS OTHERWISE NOTED ON APPROVED PLAN
7. TOP OF CONCRETE FOOTING EXPOSED MIN. 1" ABOVE EXISTING GRADE SLOPE TO DRAIN, TYP. MINOR CONCRETE AS DEFINED IN SECTION 71-5B OF THESE STANDARDS.
8. FINISH GRADE BEHIND REAR PROPERTY LINE (SLOPE VARIES)
9. COMPACTED SUBGRADE TO 90% RELATIVE DENSITY, TYP.
10. 2" INCH THICK 3/4" CRUSHED ROCK.

**NOTES:**

1. ALL FENCE PARTS TO BE PREFINISHED BLACK POWDER COATED TUBULAR STEEL, ALL FULLY WELDED CONSTRUCTION AND INSTALLATION. GRIND SMOOTH ALL WELDS.
2. ALL PAINT AND PRIMER SHALL BE APPLIED TO CLEAN SURFACES IN 5 MIL. COATS. FINISH COLOR SHALL MATCH POWDER COAT SHEEN, AND BE RUSTOLEUM TYPE PAINT OR APPROVED EQUAL.
3. FIELD VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.
4. DESIGN ENGINEER TO SUBMIT MODIFIED FOOTING DESIGN DETAIL TO CITY FOR APPROVAL PRIOR TO CONSTRUCTION WHEN VIEW FENCE TERMINAL POST CANNOT BE CONSTRUCTED PER THIS DETAIL AS IN THE CASE OF A KEYSTONE BLOCK CONFIGURATION.

MARC STOUT  
CITY ENGINEER

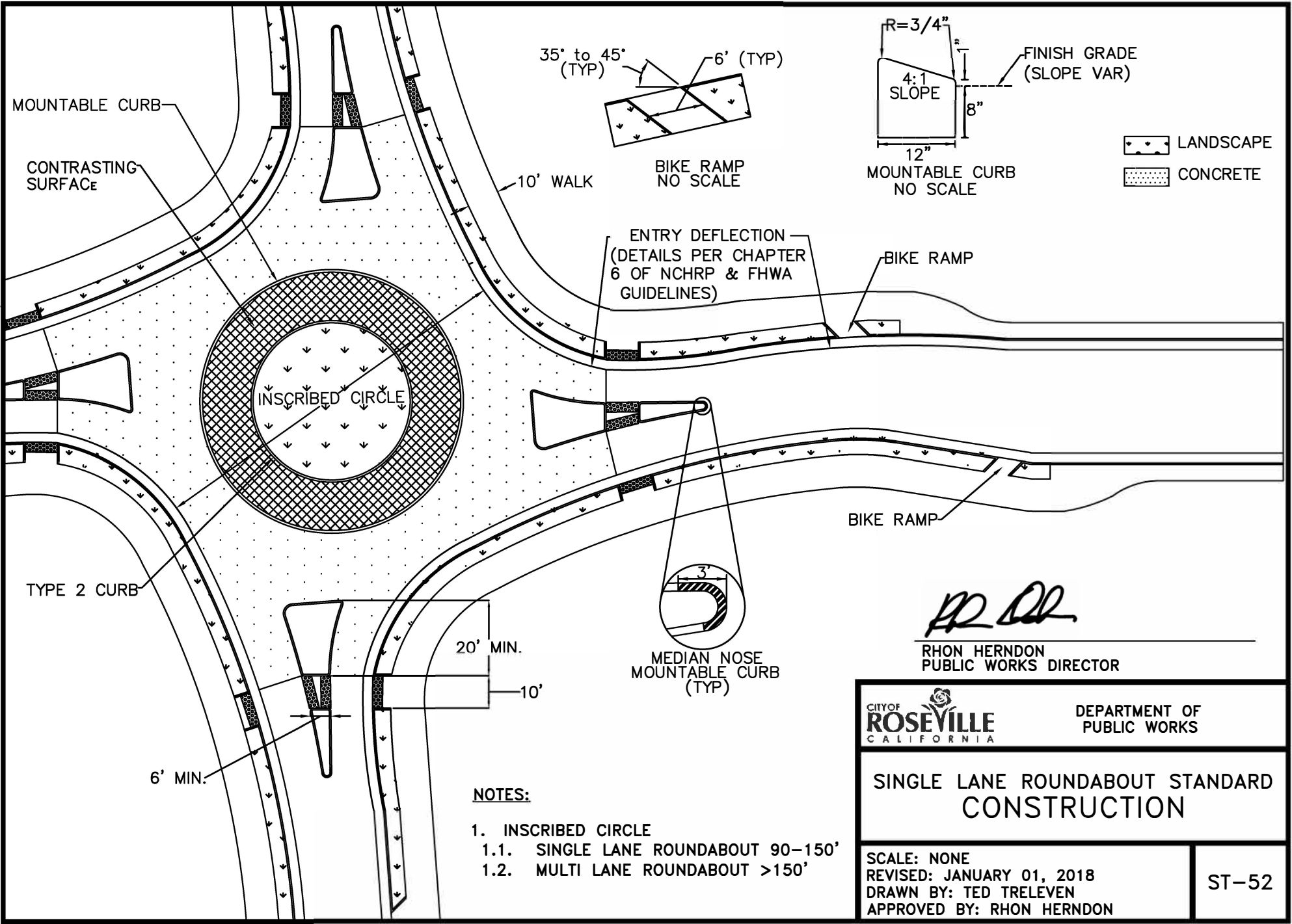


DEVELOPMENT SERVICES  
DEPARTMENT

6' HIGH TUBULAR  
STEEL VIEW FENCE

SCALE: NONE  
REVISED: JANUARY 1, 2021  
DRAWN BY: R MEDINA  
APPROVED BY: G. HOWES

ST-51



**NOTES:**

- 1. INSCRIBED CIRCLE
  - 1.1. SINGLE LANE ROUNDABOUT 90-150'
  - 1.2. MULTI LANE ROUNDABOUT >150'

*RH Herndon*

RHON HERNDON  
PUBLIC WORKS DIRECTOR

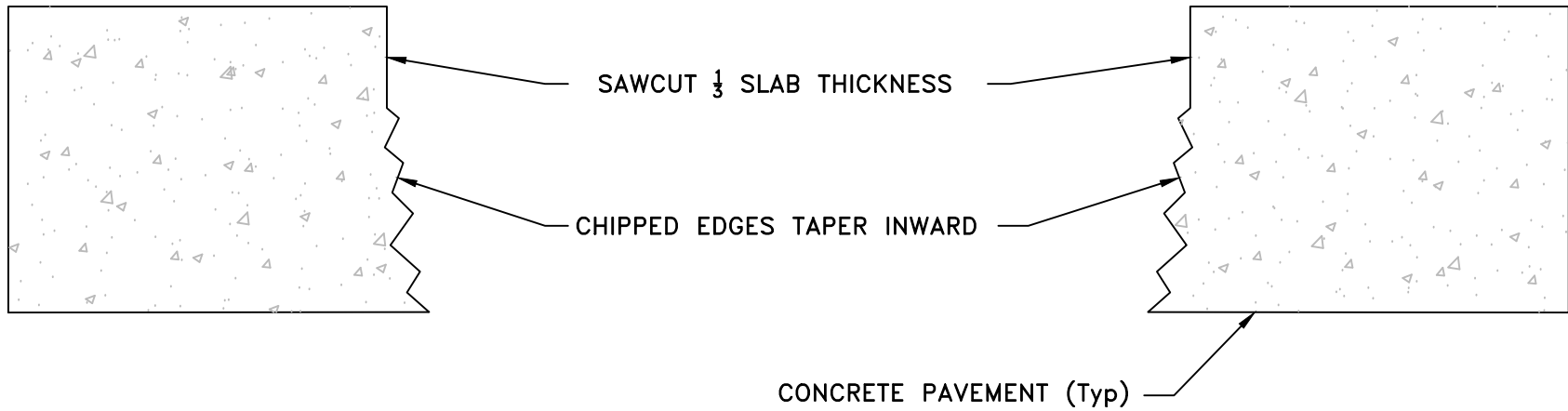
	DEPARTMENT OF PUBLIC WORKS
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SINGLE LANE ROUNDABOUT STANDARD  
CONSTRUCTION

SCALE: NONE  
 REVISED: JANUARY 01, 2018  
 DRAWN BY: TED TRELEVEN  
 APPROVED BY: RHON HERNDON

ST-52





## SECTION DETAIL

*Jason Shykowski*

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

### NOTES:

1. CUT BOUNDARIES SHALL BE CUT TO DEPTH OF  $\frac{1}{3}$  THE SLAB THICKNESS AND THE REMAINDER OF THE DEPTH SHALL BE REMOVED WITH A JACKHAMMER.
2. THE CHIPPED EDGES REMOVED WITH A JACKHAMMER SHALL TAPER INWARD.

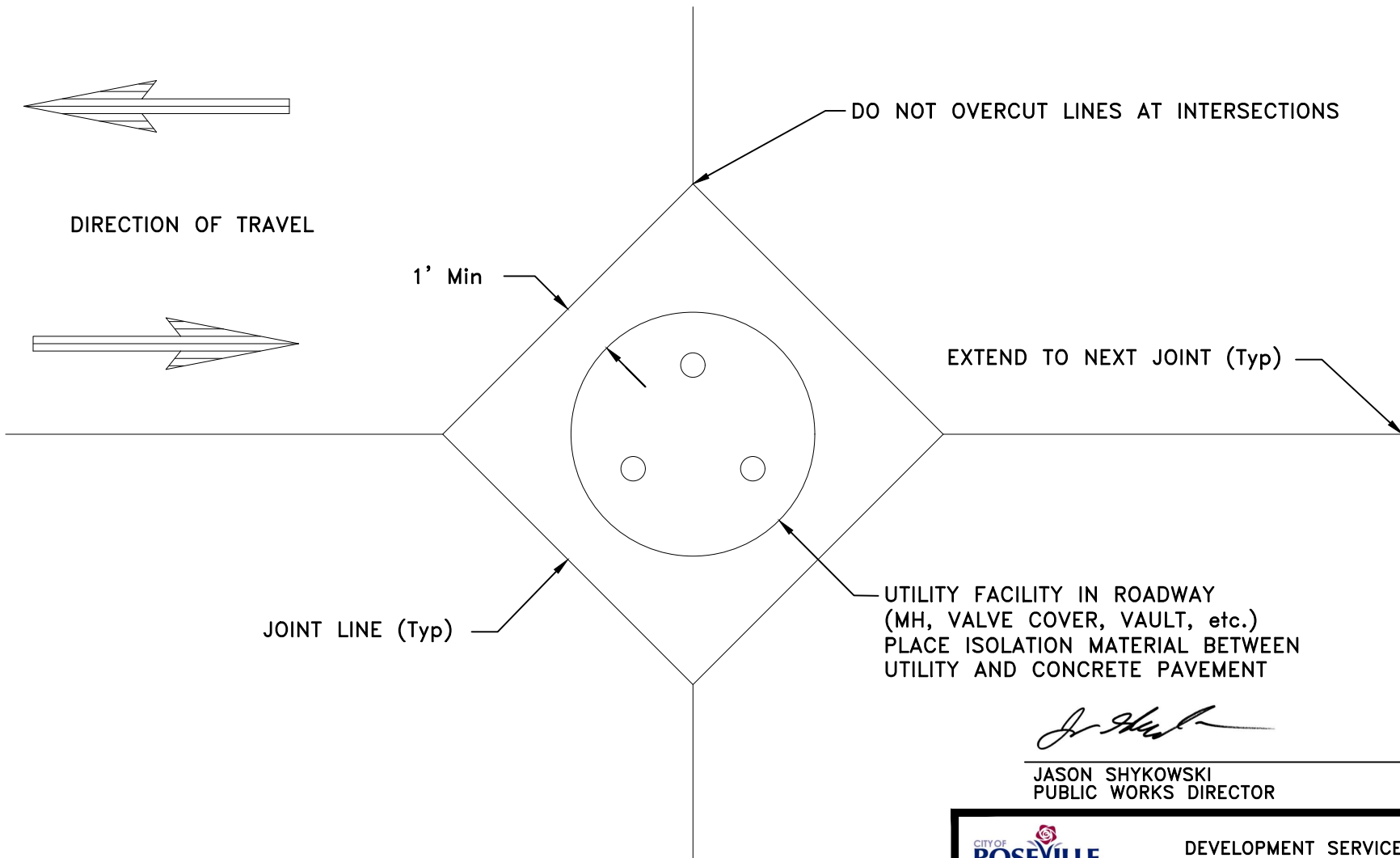
CITY OF  
**ROSEVILLE**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

CUTTING CONCRETE FOR REMOVAL

SCALE: NONE  
REVISED: FEBRUARY 2021  
DRAWN BY: BENNETT ENGINEERING  
APPROVED BY: JASON SHYKOWSKI

ST-54



JOINT LINE (Typ)

DO NOT OVERCUT LINES AT INTERSECTIONS

DIRECTION OF TRAVEL

1' Min

EXTEND TO NEXT JOINT (Typ)

UTILITY FACILITY IN ROADWAY  
(MH, VALVE COVER, VAULT, etc.)  
PLACE ISOLATION MATERIAL BETWEEN  
UTILITY AND CONCRETE PAVEMENT

JASON SHYKOWSKI  
PUBLIC WORKS DIRECTOR

PLAN

	<p>DEVELOPMENT SERVICES DEPARTMENT</p>
<p>UTILITY FACILITY JOINTING</p>	
<p>SCALE: NONE REVISED: FEBRUARY 2021 DRAWN BY: BENNETT ENG APPROVED BY: JASON SHYKOWSKI</p>	<p>ST-55</p>