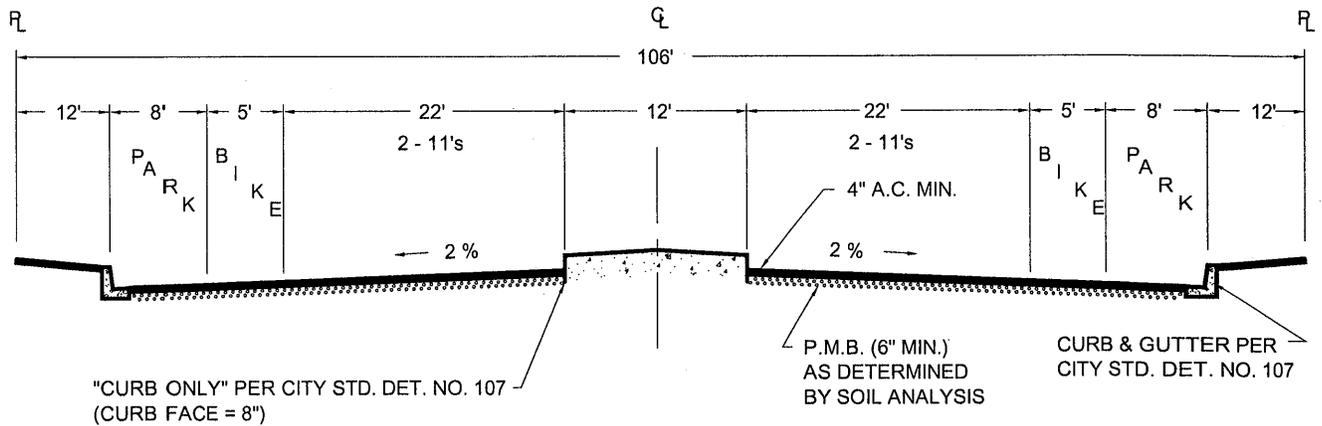
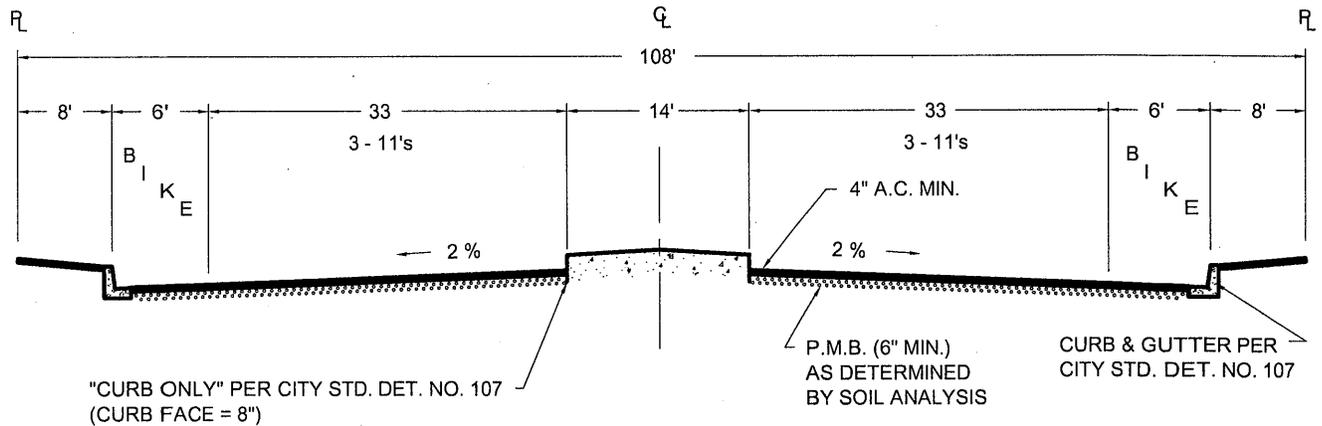


PRIMARY ARTERIAL STREET



DESIGN CRITERIA: SEE ENGINEERING DESIGN GUIDELINES



DESIGN CRITERIA: SEE ENGINEERING DESIGN GUIDELINES

NOTES: 1. SEE SHEET 105-2

CITY OF SAN BUENAVENTURA

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

MAJOR ARTERIAL STREET

STD. DET. NO.

105

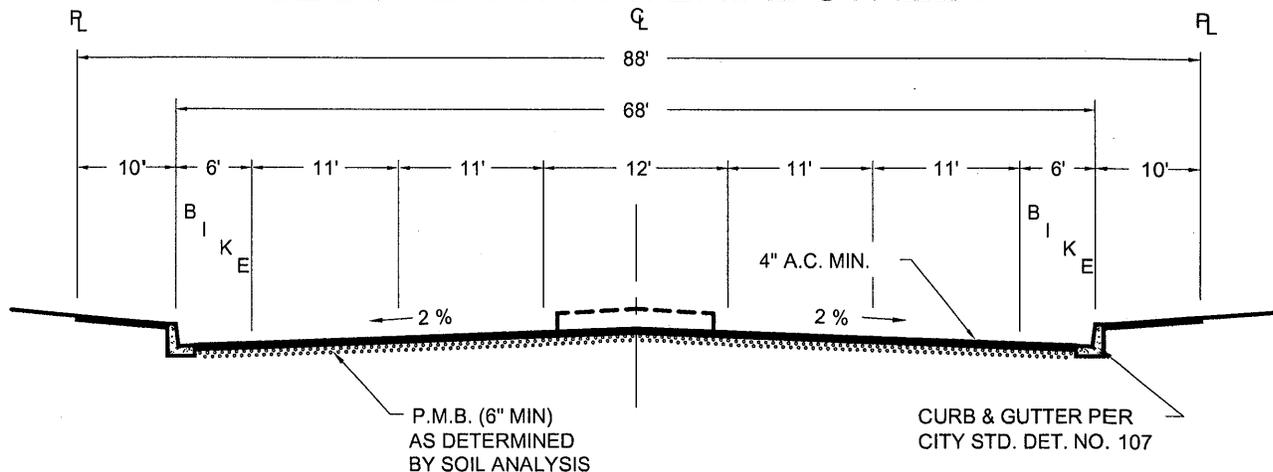
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SECONDARY ARTERIAL STREET



DESIGN CRITERIA: SEE ENGINEERING DESIGN GUIDELINES

NOTES:

1. ALL SIDEWALK THICKNESS TO BE 4" UNLESS OTHERWISE SPECIFIED.
2. SLOPE OF SIDEWALK TO BE 1/4" PER 12" TOWARDS STREET.
3. SIDEWALKS SHALL CONFORM TO STD. DET. NO. 102.
4. EXPANSION AND WEAKENED PLANE JOINTS FOR SIDEWALK, CURB, AND GUTTER PER STD. DET. NO. 102.
5. STRIPING SHALL BE AS DIRECTED BY THE CITY ENGINEER.
6. WIDTH OF SECTION MAY INCREASE AT INTERSECTIONS TO ACCOMMODATE ADDITIONAL LANES.
7. MANHOLES TO BE SET TO FINAL GRADE AFTER FINAL LIFT OF ASPHALT
8. TREE WELLS TO BE SPACED ON 35' CENTERS. SEE DETAIL 110.
9. 100 FOOT ROW WITH 24' MEDIAN FOR DOUBLE LEFT TURN LANES.
10. A 10' WIDE RAISED MEDIAN MAY BE REQUIRED AS DIRECTED BY THE CITY ENGINEER.

CITY OF SAN BUENAVENTURA

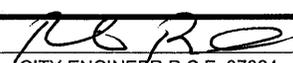
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ENGINEERING DIVISION

SECONDARY ARTERIAL STREET

STD. DET. NO.

105

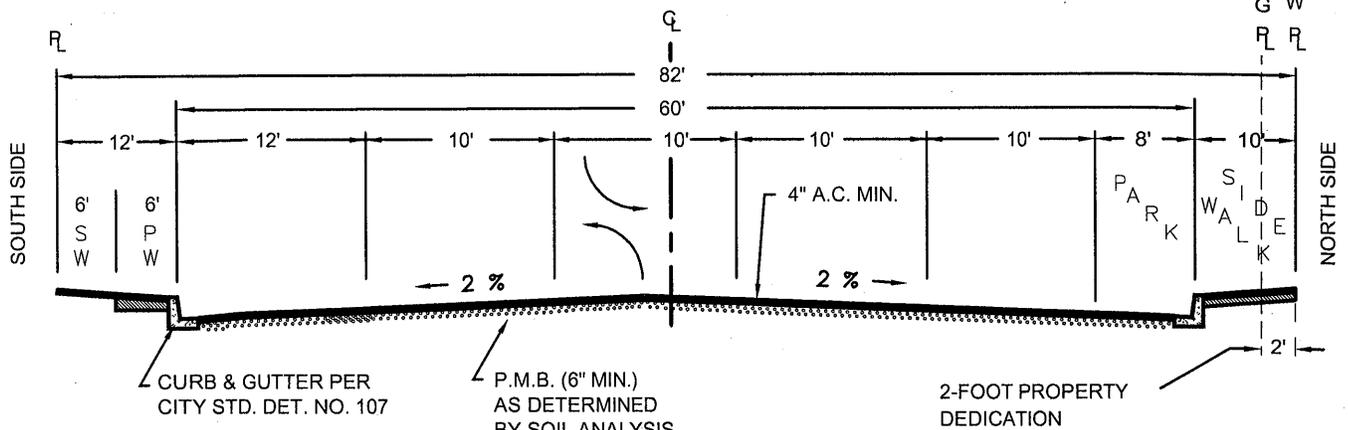
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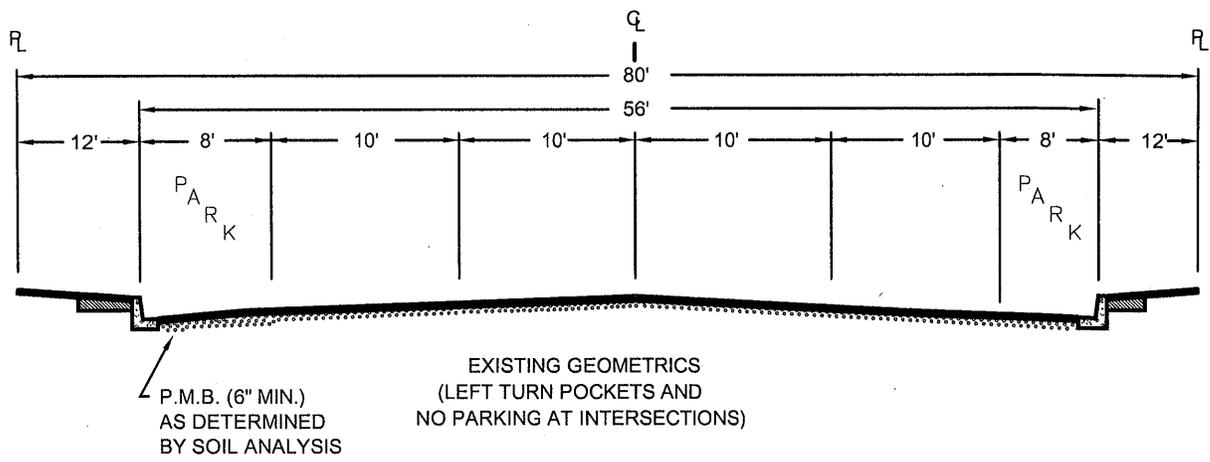
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DOWNTOWN ARTERIAL STREET



THOMPSON BLVD. VENTURA AVENUE TO OAK STREET



THOMPSON BLVD. OAK STREET TO SANJON ROAD

DESIGN CRITERIA: (BOTH SECTIONS)	DESIGN SPEED.....	40 MPH(65 KM/HR)
	GRADIENT.....	0.4% MIN. 8% MAX.
	CURVE RADIUS.....	575' (175 M) MIN.
	MINIMUM TRAFFIC INDEX.....	11.0
	STOPPING SIGHT DISTANCE.....	315' (95 M)
	PRIME COAT ON PMB.....	ALL

NOTES: 1. SEE SHEET 105-2

CITY OF SAN BUENAVENTURA

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

DOWNTOWN ARTERIAL STREET

STD. DET. NO.
105

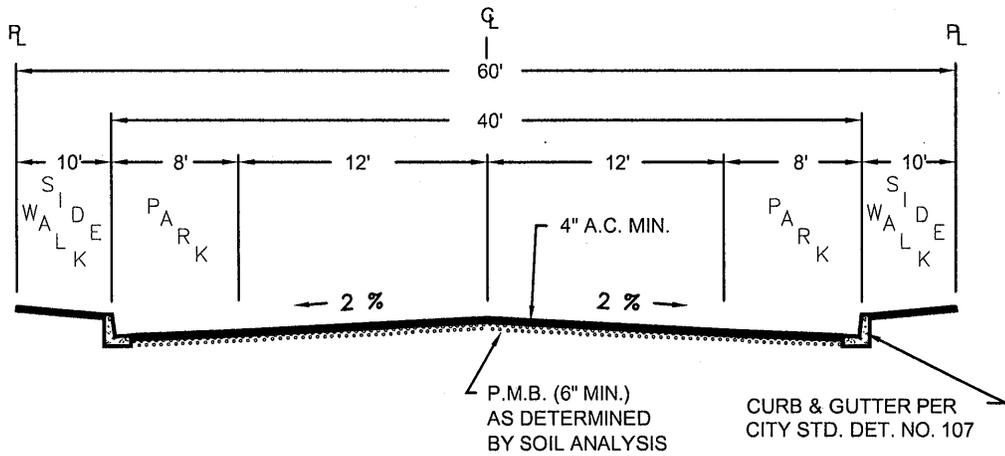
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DOWNTOWN ARTERIAL STREET



OAK ST./CHESTNUT ST.

THOMPSON BLVD. TO SANTA CLARA ST.
 (EXISTING GEOMETRICS)

DESIGN CRITERIA: (BOTH SECTIONS)	DESIGN SPEED.....	35 MPH(65 KM/HR)
	GRADIENT.....	0.4% MIN. 8% MAX.
	MINIMUM TRAFFIC INDEX.....	11.0
	PRIME COAT ON PMB.....	ALL

NOTES: 1. SEE SHEET 105-2

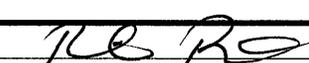
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DOWNTOWN ARTERIAL STREET

STD. DET. NO.
105

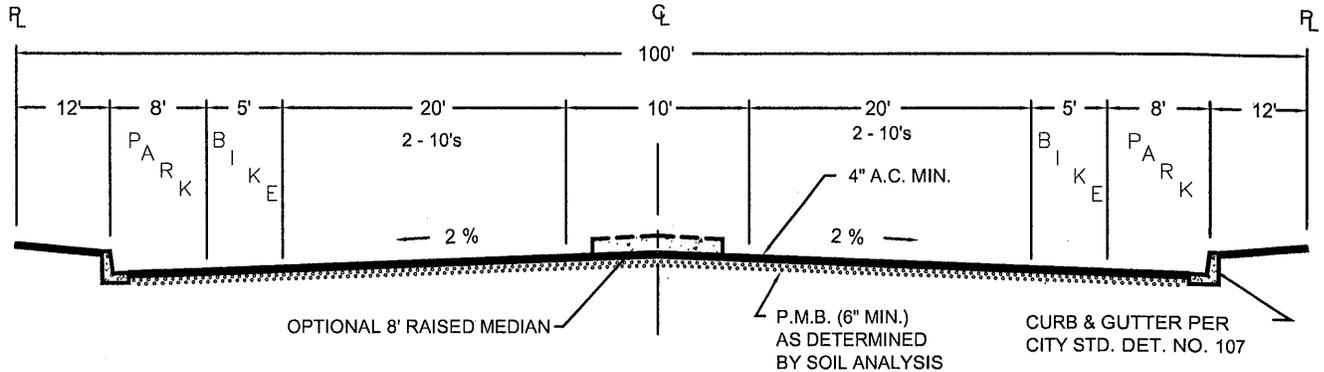
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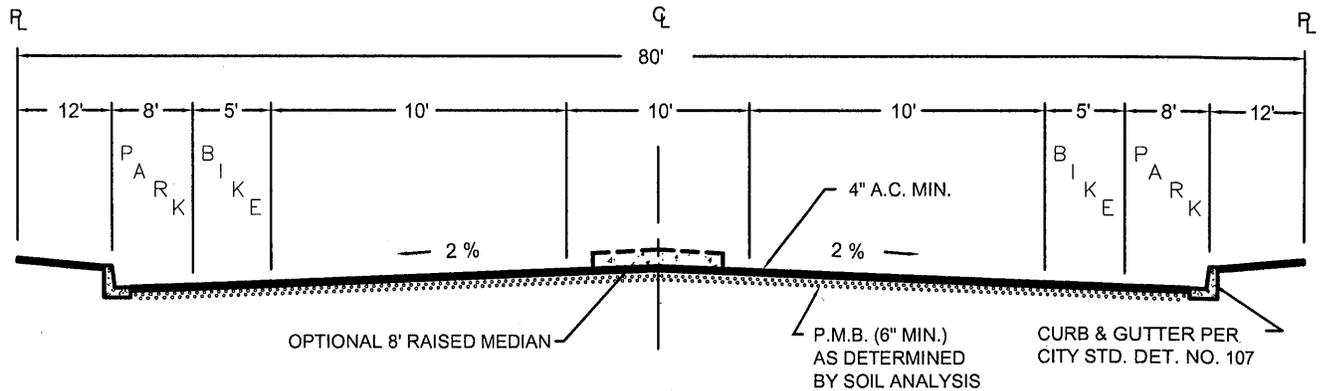
MIDTOWN ARTERIAL STREET



THOMPSON BLVD.

SANJON RD. TO MAIN ST.

DESIGN CRITERIA:	DESIGN SPEED.....	40 MPH
	GRADIENT.....	0.4% MIN. 8% MAX.
	CURVE RADIUS.....	575' MIN.
	MINIMUM TRAFFIC INDEX.....	11.0
	STOPPING SIGHT DISTANCE.....	315'
	PRIME COAT ON PMB - ALL.	



MAIN STREET

SANTA CLARA ST. TO THOMPSON BLVD.

DESIGN CRITERIA:	DESIGN SPEED.....	40 MPH
	GRADIENT.....	0.4% MIN. 8% MAX.
	CURVE RADIUS.....	575' MIN.
	MINIMUM TRAFFIC INDEX.....	11.0
	STOPPING SIGHT DISTANCE.....	315'
	PRIME COAT ON PMB - ALL.	

NOTES: 1. SEE SHEET 105-2

CITY OF SAN BUENAVENTURA

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MIDTOWN ARTERIAL STREET

STD. DET. NO.
105

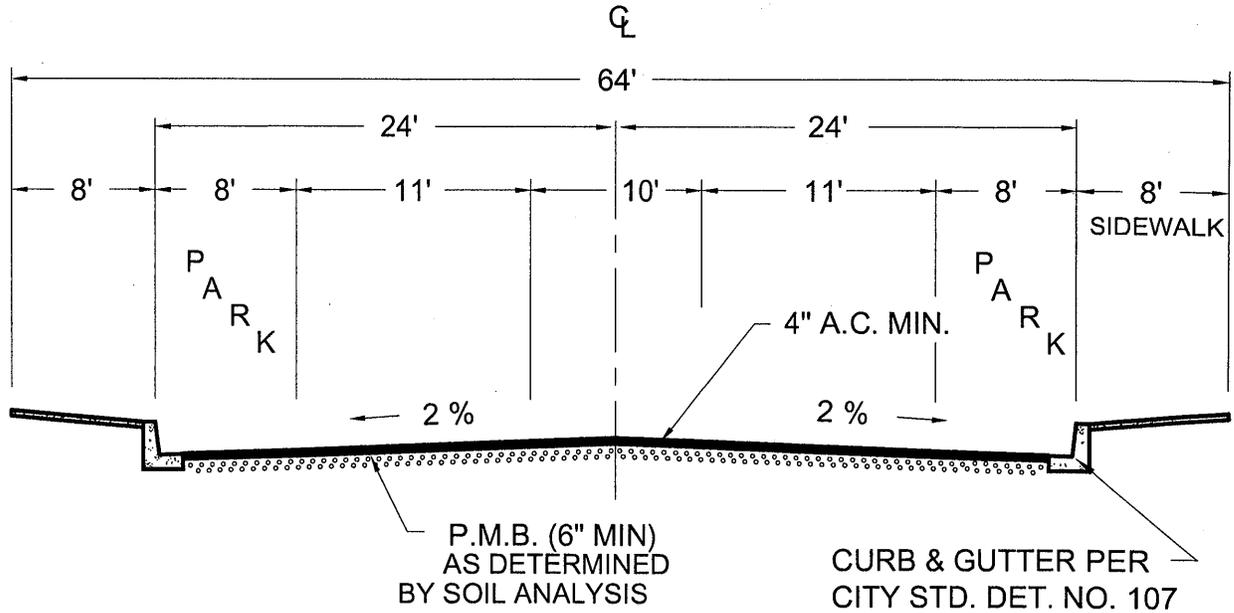
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INDUSTRIAL STREET



DESIGN CRITERIA: SEE ENGINEERING DESIGN GUIDELINES.

NOTES:

1. ALL SIDEWALK THICKNESS TO BE 4" UNLESS OTHERWISE SPECIFIED.
2. SLOPE OF SIDEWALK TO BE 1/4" PER 12" TOWARDS STREET.
3. SIDEWALKS SHALL CONFORM TO STD. DET. NO. 102.
4. EXPANSION AND WEAKENED PLANE JOINTS FOR SIDEWALK, CURB, AND GUTTER PER STD. DET. NO. 102.
5. STRIPING SHALL BE AS DIRECTED BY THE CITY ENGINEER.
6. MANHOLES TO BE SET TO FINAL GRADE AFTER FINAL LIFT OF ASPHALT
7. TREE WELLS TO BE SPACED ON 35' CENTERS. SEE DETAIL 110.
8. 76' ROW REQUIRED IF BIKE LANES INCLUDED. SEE GENERAL BIKEWAY PLAN.

CITY OF SAN BUENAVENTURA

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INDUSTRIAL STREET

STD. DET. NO.

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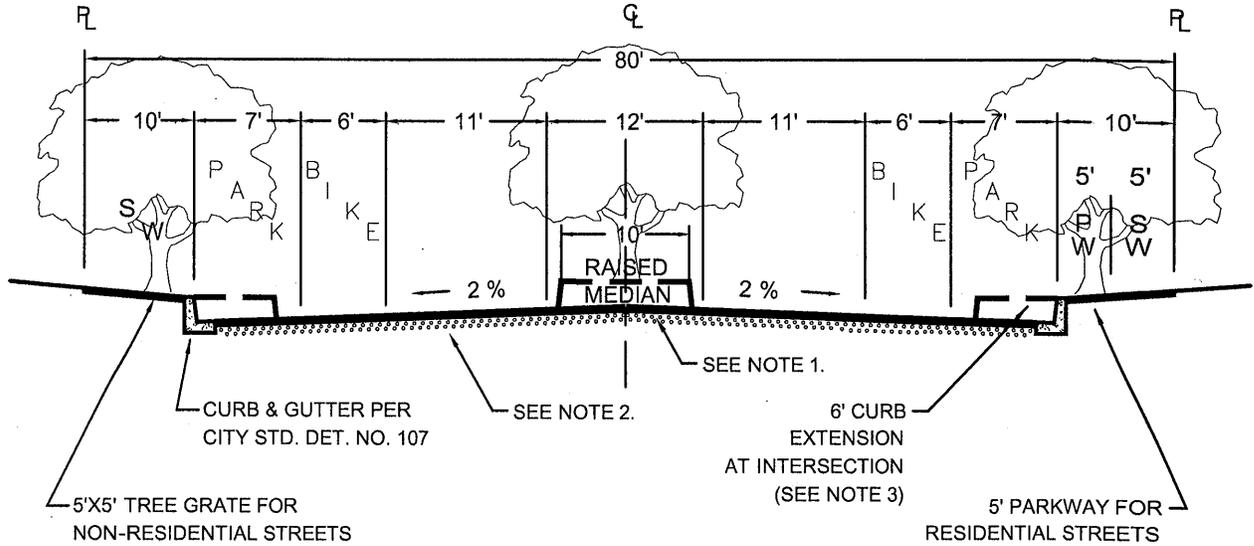
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COLLECTOR STREET



DESIGN CRITERIA:	DESIGN SPEED.....	RESIDENTIAL	30 MPH
		COMMERCIAL	35 MPH
	GRADIENT.....		0.4% MIN. 12% MAX.
	MINIMUM TRAFFIC INDEX.....		9
	SIDEWALK WIDTH.....	RESIDENTIAL	5' MIN
		COMMERCIAL	8' MIN
	PARKWAY WIDTH.....	RESIDENTIAL	5' MIN
		COMMERCIAL	5'X5' TREE WELL WITH GRATE
	CURB RETURN.....		25' RADIUS

- NOTES:
1. WHERE A LEFT TURN LANE IS NOT NEEDED FOR TRAFFIC FLOW AS DETERMINED BY THE CITY ENGINEER, A 10' WIDE LANDSCAPE MEDIAN SHALL BE PROVIDED.
 2. WHERE A BIKE LANE IS NOT NEEDED AS DETERMINED BY THE CITY ENGINEER, THE RIGHT-OF-WAY WILL BE REDUCED TO 70-FEET AND PARKING LANE WILL BE INCREASED TO 8' WIDE.
 3. CURB EXTENUATION (BULB-OUT) AT INTERSECTIONS MAY BE REQUIRED AS DETERMINED BY CITY ENGINEER. SEE ENGINEERING DESIGN STANDARDS FOR DESIGN LAYOUT.

CITY OF SAN BUENAVENTURA

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COLLECTOR STREET

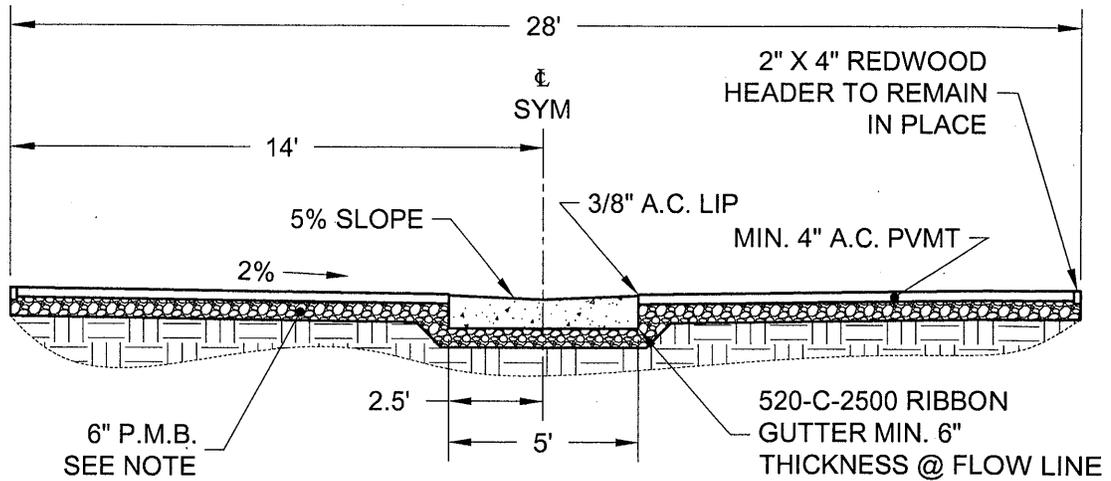
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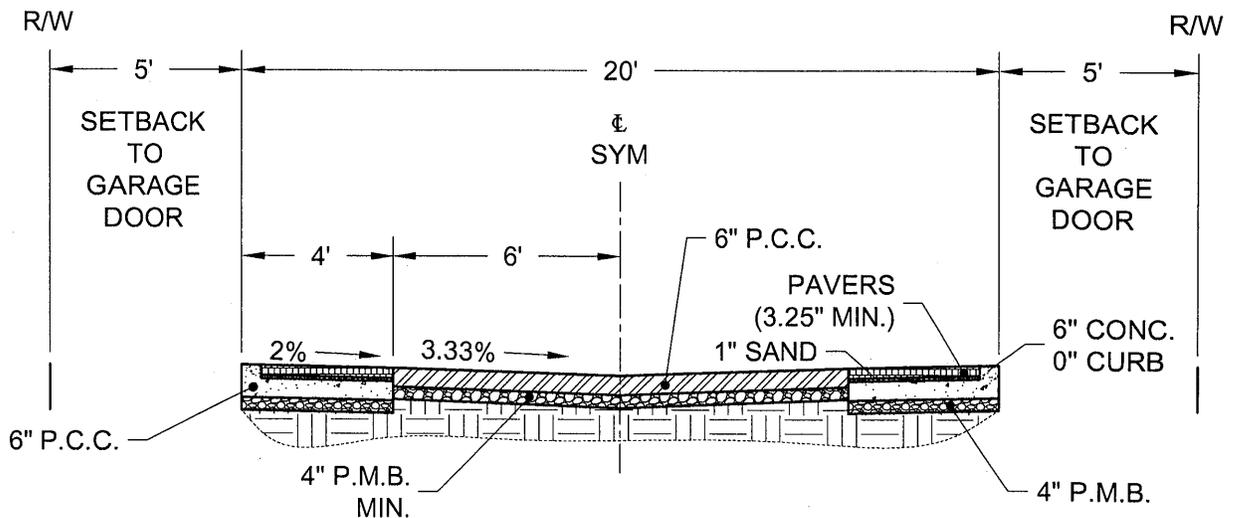
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NON-RESIDENTIAL ALLEY STANDARD



RESIDENTIAL ALLEY STANDARD

NOTES:

1. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, 6" MINIMUM P.M.B. SHALL BE CONSTRUCTED UNDER THE PAVEMENT AND GUTTER. COMPACT TO 95% RELATIVE DENSITY.
2. CONCRETE SHALL BE WOOD FLOAT FINISHED AND TROWELED SMOOTH 8" WIDE ALONG THE FLOWLINE.
3. SEE ENGINEERING DESIGN GUIDELINES FOR FURTHER INFORMATION.

CITY OF SAN BUENAVENTURA

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ALLEY

STD. DET. NO.

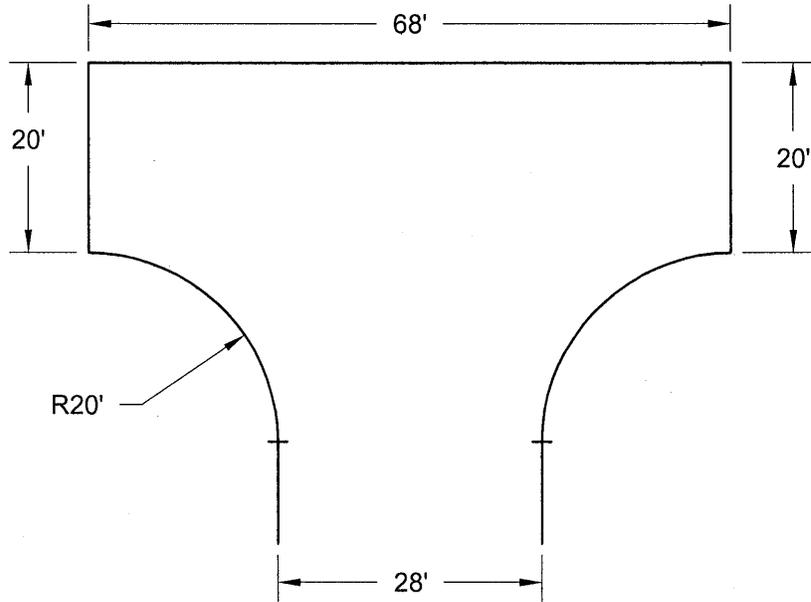
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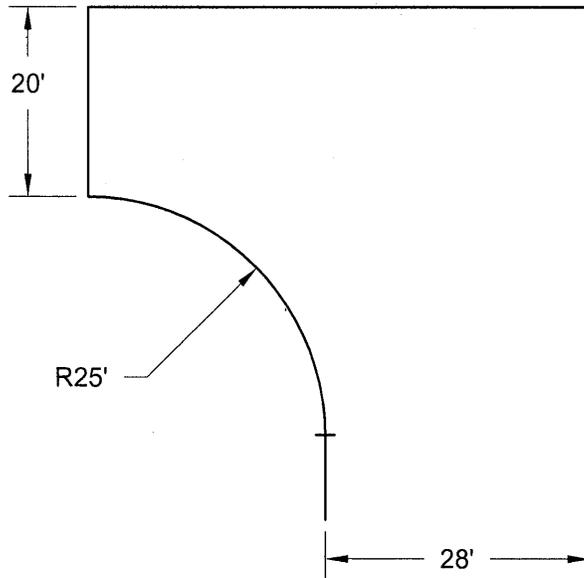
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STANDARD ALLEY TURNING AREA



STANDARD ALLEY CUT CORNER

CITY OF SAN BUENAVENTURA

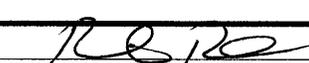
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

ALLEY TURNING AREA / CUT CORNERS

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105

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