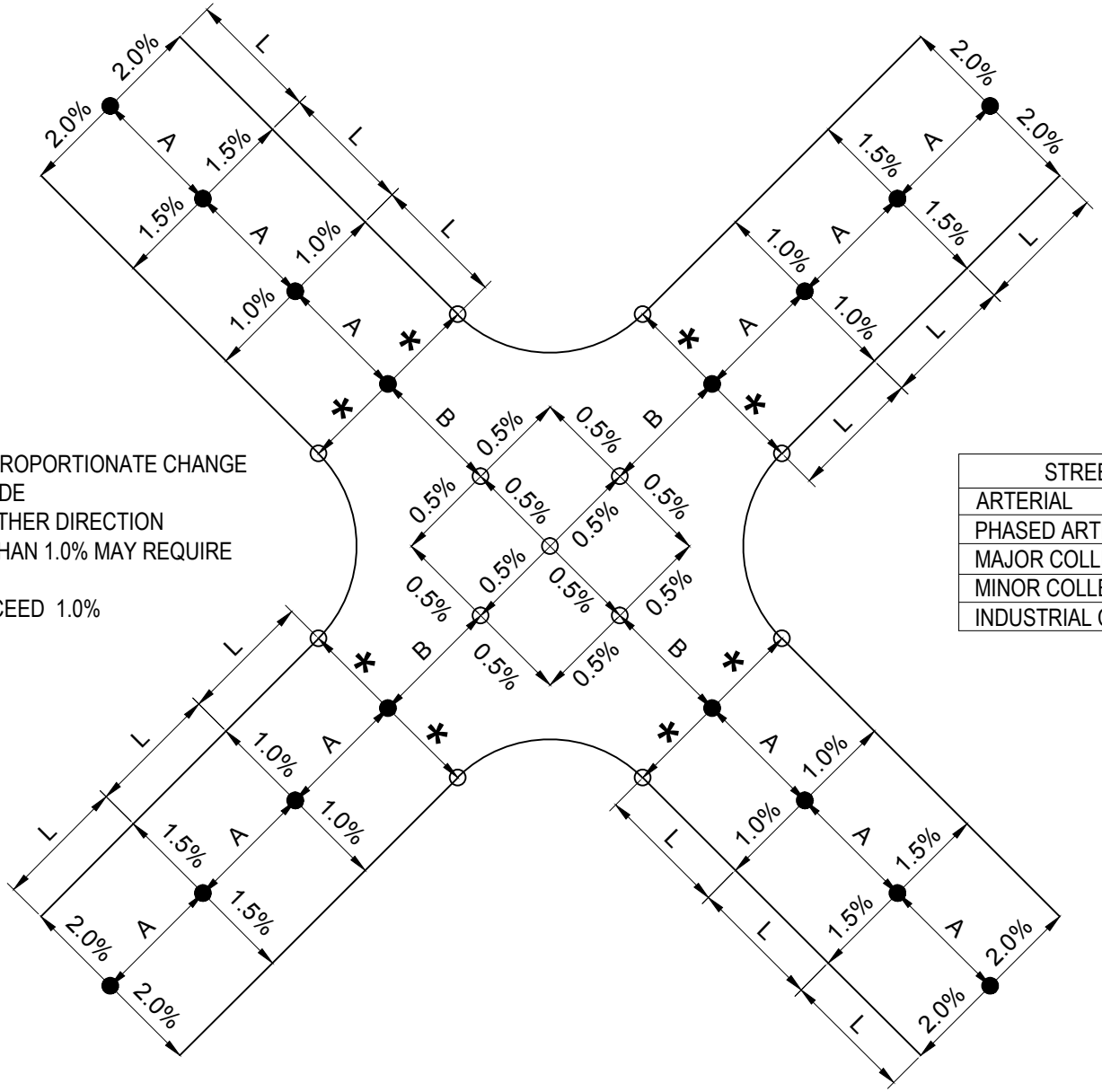
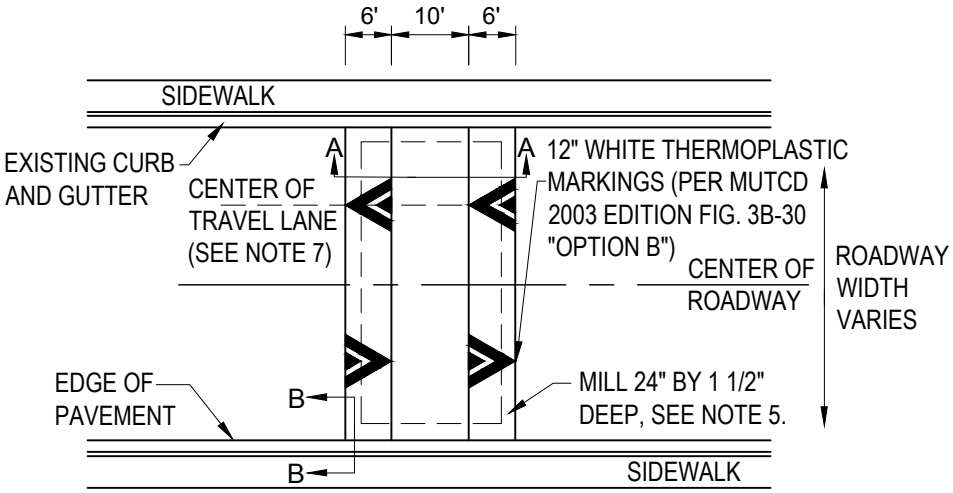


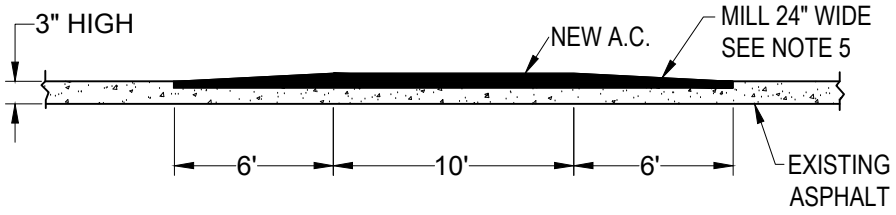
* AS REQUIRED TO MATCH PROPORTIONATE CHANGE
A NORMAL CENTERLINE GRADE
B NOT TO EXCEED 0.5% IN EITHER DIRECTION
● GRADE BREAK GREATER THAN 1.0% MAY REQUIRE VERTICAL CURVE
○ GRADE BREAK NOT TO EXCEED 1.0%

STREET TYPE	L
ARTERIAL	50'
PHASED ARTERIAL	50'
MAJOR COLLECTOR	40'
MINOR COLLECTOR	30'
INDUSTRIAL COLLECTOR	30'

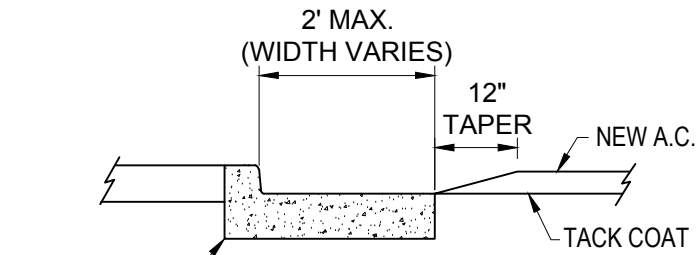
DETAIL NO.			
A1209	Avondale **STANDARD DETAIL**	**INTERSECTION GRADING DETAIL (NO VALLEY GUTTERS)**	APPROVED BY: Douglas Jones DATE: 8.24.16



PLAN VIEW



SECTION A-A



SECTION B-B

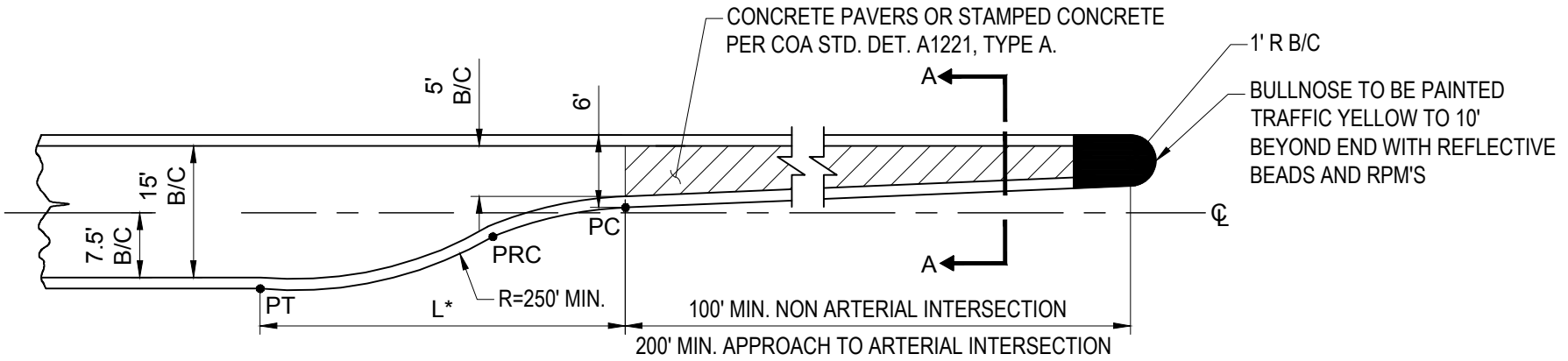
NOTES:

1. CROSS-SECTION SHOWS APPROXIMATE ELEVATIONS FOR 3" SPEED TABLE.
2. SPEED TABLES SHALL NOT BE PLACED OVER MANHOLES, WATER VALVES, SURVEY MONUMENTS, JUNCTION CHAMBERS, IN CONFLICT WITH DRIVEWAYS, OR ADJACENT TO FIRE HYDRANTS.
3. SPEED TABLES MUST BE PLACED AT LOCATIONS APPROVED AND SPECIFIED BY THE ENGINEERING DEPARTMENT.
4. SPEED TABLES SHALL BE CONSTRUCTED WITH AN APPROVED D½ COARSE HOT MIX. PER CITY OF AVONDALE STANDARDS. A TACK COAT SHALL BE APPLIED PRIOR TO APPLICATION OF PAVEMENT.
5. EXISTING ROADWAY SHALL BE MILLED A WIDTH OF 24" AND MINIMUM DEPTH OF 1½" AROUND THE PERIMETER OF SPEED TABLE.
6. CONTRACTOR MUST PROVIDE VERIFICATION OF CROSS-SECTION DIMENSIONS.
7. SPEED TABLES INSTALLED ON MULTI-LANE COLLECTOR ROADWAYS SHALL HAVE MARKINGS INSTALLED FOR EACH CENTER OF TRAVEL LANE WHERE LANE LINES EXIST.

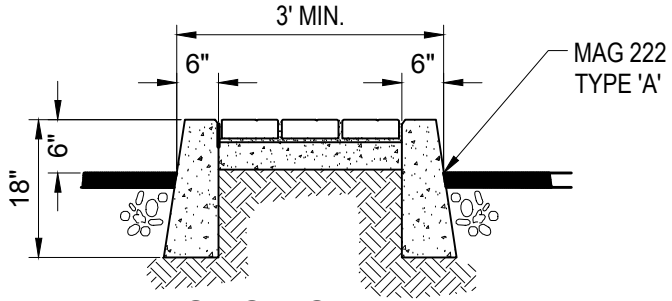
IMPORTANT:

TO GAIN MAXIMUM EFFECT, SPEED TABLES MUST BE THE FULL 3". SPEED TABLES SHALL BE 3" HIGH WITH AN ALLOWABLE MAXIMUM TOLERANCE OF ± 0.25". CONTRACTORS MUST NOT EXCEED THIS HEIGHT BASED ON CONSIDERATION FOR EMERGENCY AND FIRE DEPARTMENT VEHICLES. BECAUSE OF THIS CONCERN, ANY SPEED TABLES CONSTRUCTED OVER 3.25" MUST BE CORRECTED AT THE CONTRACTORS EXPENSE.

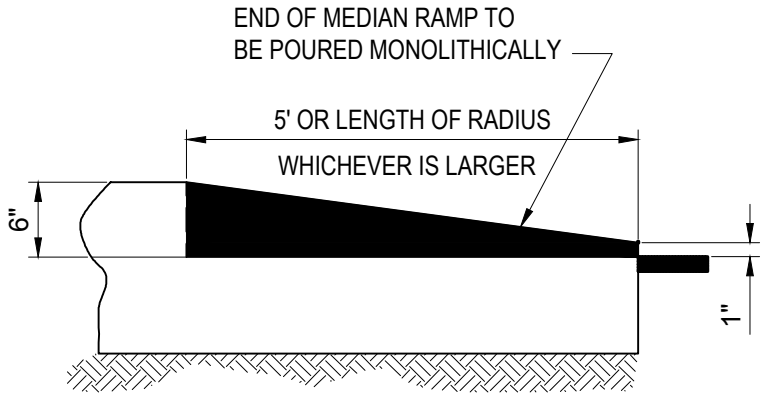
DETAIL NO.			
A1210	Avondale **STANDARD DETAIL**	**SPEED TABLE**	APPROVED BY: Douglas Jones DATE: 8.24.16



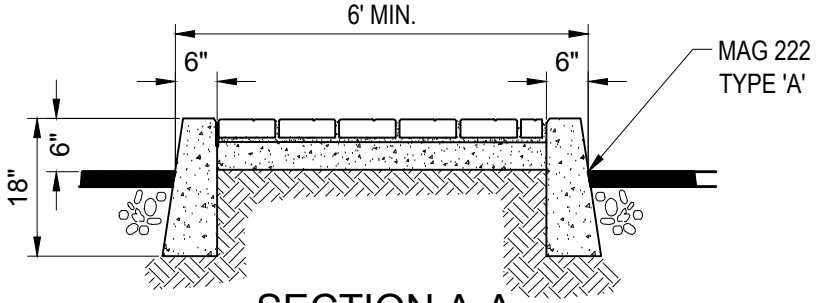
* TAPER LENGTH "L"= WS/3, WHERE "W" IS TURN LANE WIDTH IN FEET AND "S" IS DESIGN SPEED IN MPH. MINIMUM "L"= 100'



SECTION A-A



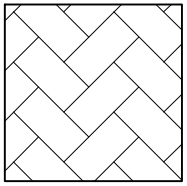
END OF MEDIAN RAMP

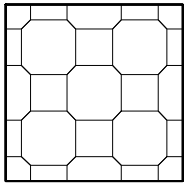


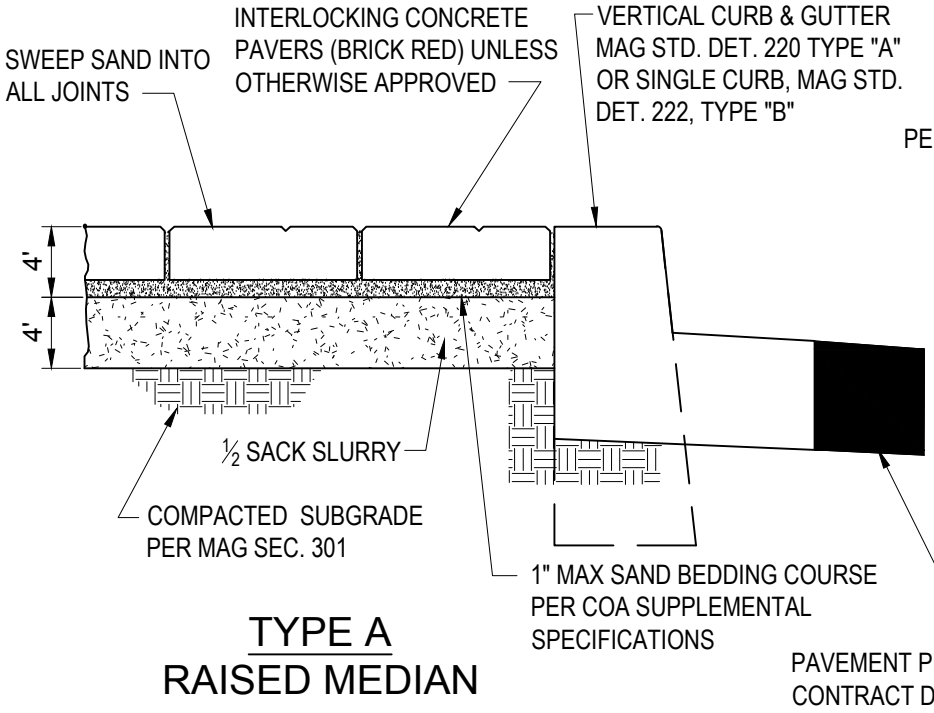
SECTION A-A
(DUAL LEFT TURN LANES)

DETAIL NO.			APPROVED BY:
A1220	Avondale **STANDARD DETAIL**	**GENERAL MEDIAN DESIGN**	DATE: 8.24.16

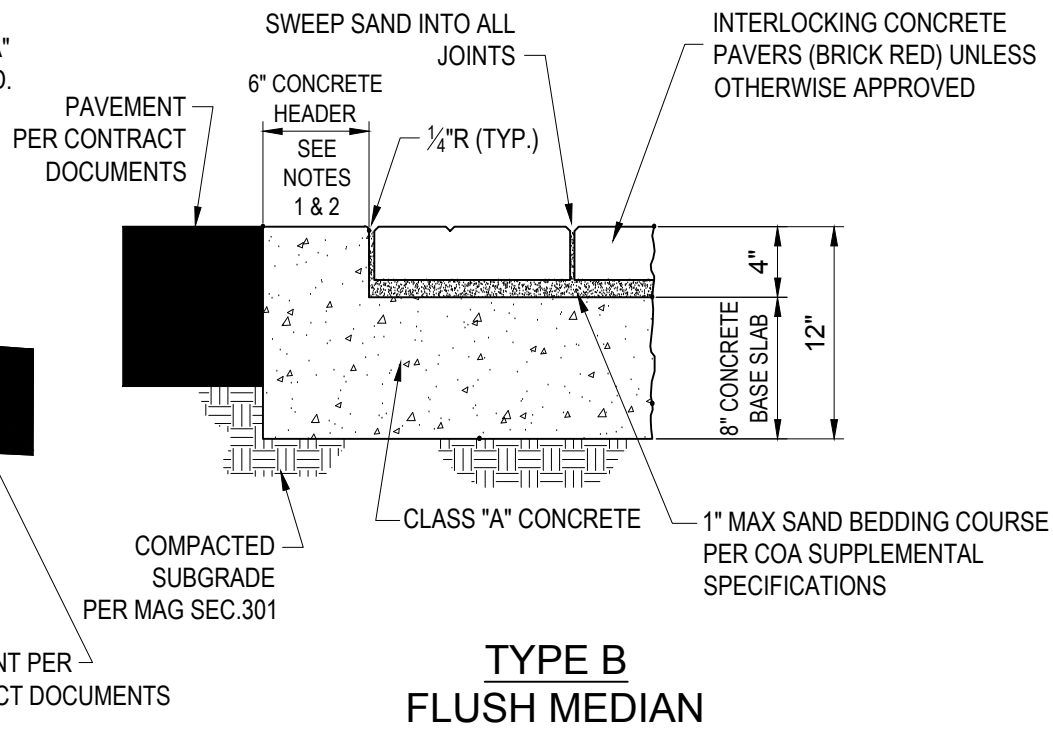
ACCEPTABLE PATTERNS







TYPE A
RAISED MEDIAN

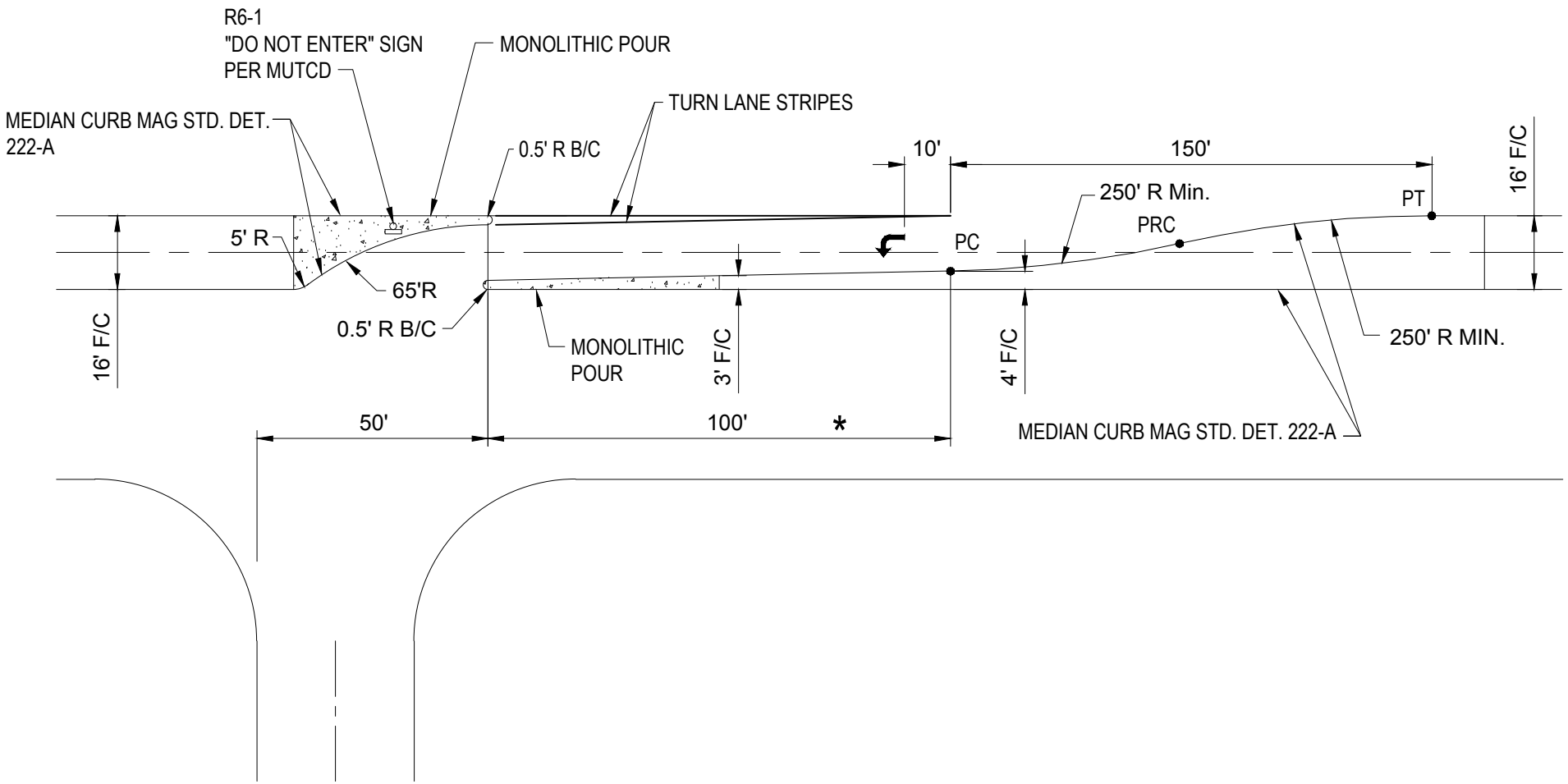


TYPE B
FLUSH MEDIAN

NOTES:

1. ½" EXPANSION JOINT, ASTM D-1751 PER MAG SEC. 729, EVERY 50'.
2. CONTRACTION JOINTS EVERY 10'.
3. ALL MATERIALS AND CONSTRUCTION PER COA SUPPLEMENTAL SPECIFICATIONS.

DETAIL NO.			
A1221	Avondale **STANDARD DETAIL**	**MEDIAN CONCRETE PAVERS**	APPROVED BY: Douglas Gause DATE: 8.24.16

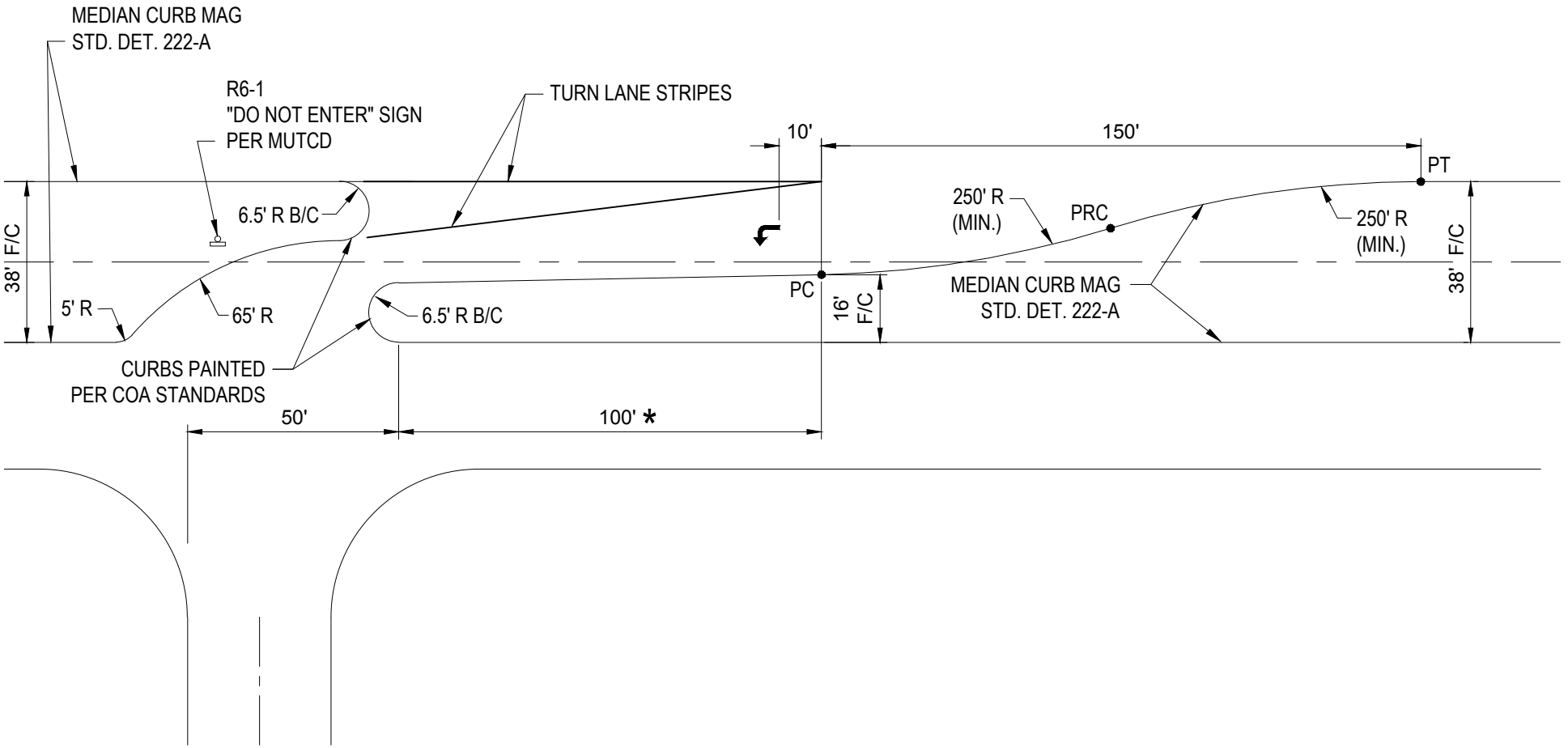


NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB OR CENTER OF LANE LINE.
2. ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN COMPLIANCE WITH THE LATEST MUTCD, MCDOT, AND COA STANDARDS.

* LONGER STORAGE MAY BE REQUIRED BASED ON TRAFFIC STUDY.

DETAIL NO.			
A1222	Avondale **STANDARD DETAIL**	**"LEFT IN ONLY" MEDIAN DESIGN 16' WIDE MEDIAN**	APPROVED BY: Douglas Gause DATE: 8.24.16

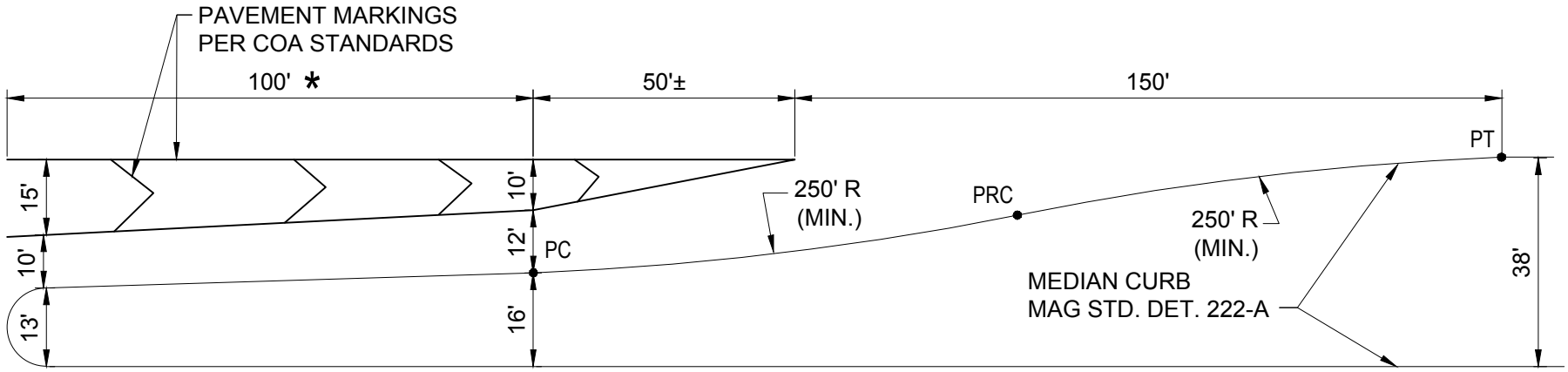


NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB OR CENTER OF LANE LINE.
2. ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN COMPLIANCE WITH THE LATEST MUTCD, MCDOT, AND COA STANDARDS.

* LONGER STORAGE MAY BE REQUIRED BASED ON TRAFFIC STUDY.

DETAIL NO.			
A1223	Avondale **STANDARD DETAIL**	**"LEFT IN ONLY" MEDIAN DESIGN 38' WIDE MEDIAN**	APPROVED BY: Douglas Gower DATE: 8.24.16

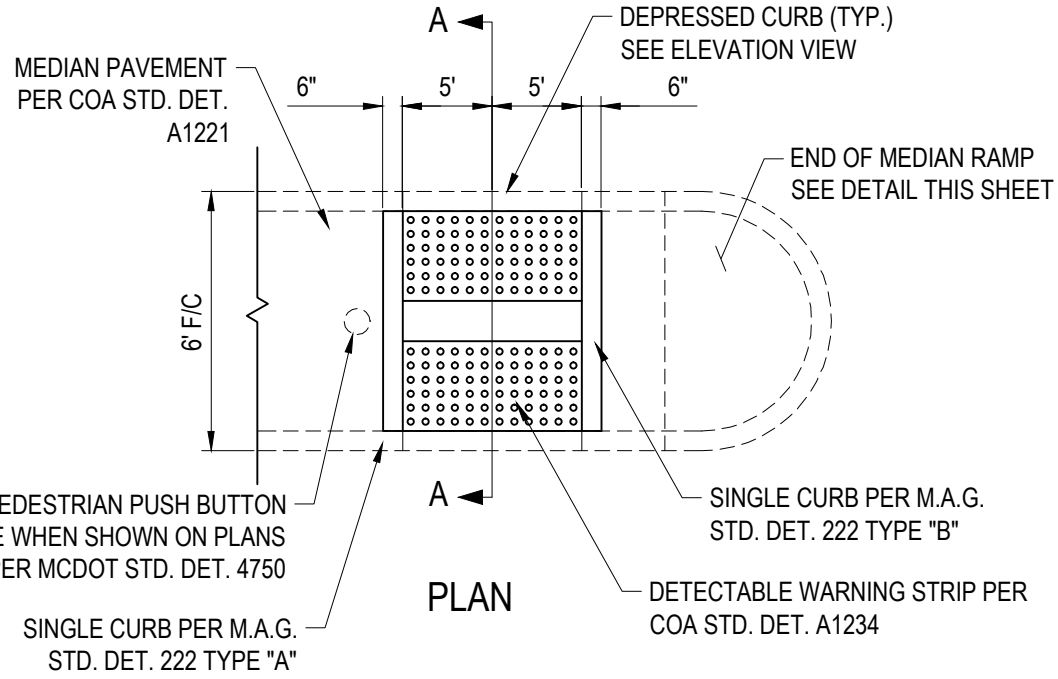


NOTES:

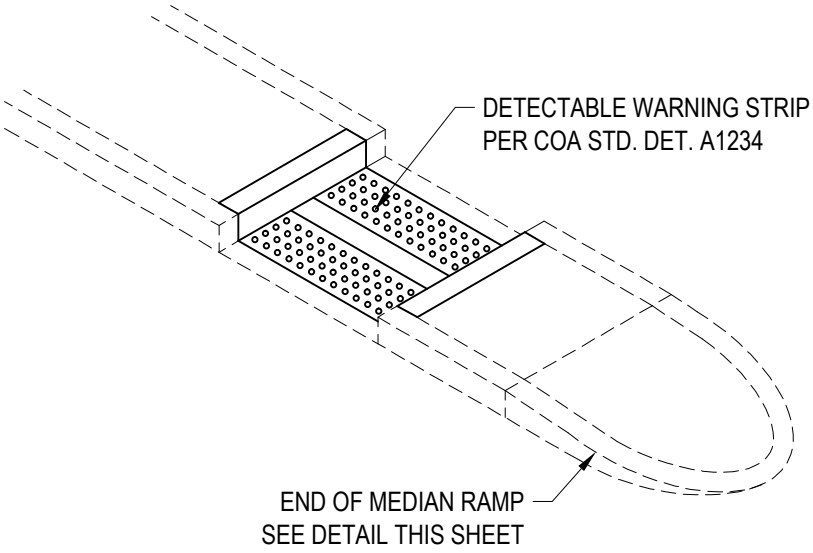
1. ALL DIMENSIONS ARE TO FACE OF CURB OR CENTER OF LANE LINE.
2. ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN COMPLIANCE WITH THE LATEST MUTCD, MCDOT, AND COA STANDARDS.

* LONGER STORAGE MAY BE REQUIRED BASED ON TRAFFIC STUDY.

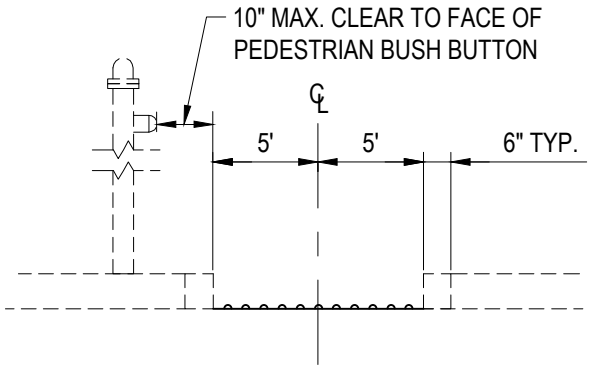
DETAIL NO.			
A1224	Avondale **STANDARD DETAIL**	**LEFT TURN LANE IN 38' MEDIAN DESIGN**	APPROVED BY: Douglas Jones DATE: 8.24.16



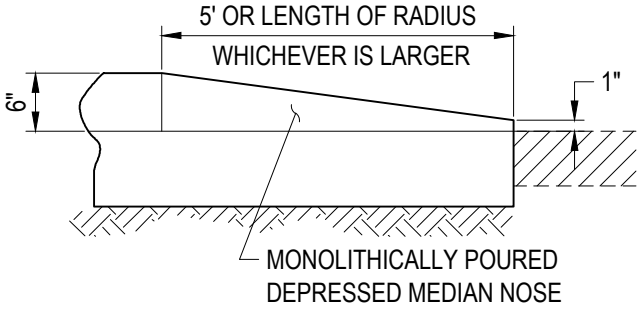
PLAN



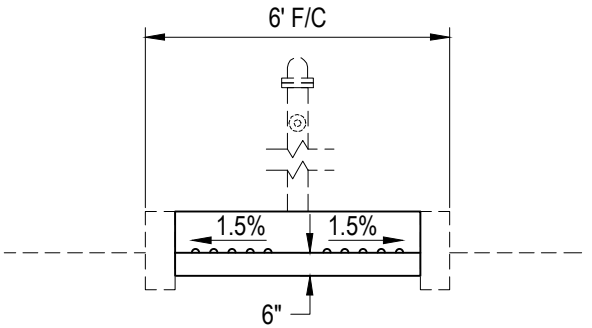
PERSPECTIVE



ELEVATION
DEPRESSED CURB AT SIDEWALK RAMP



END OF MEDIAN RAMP

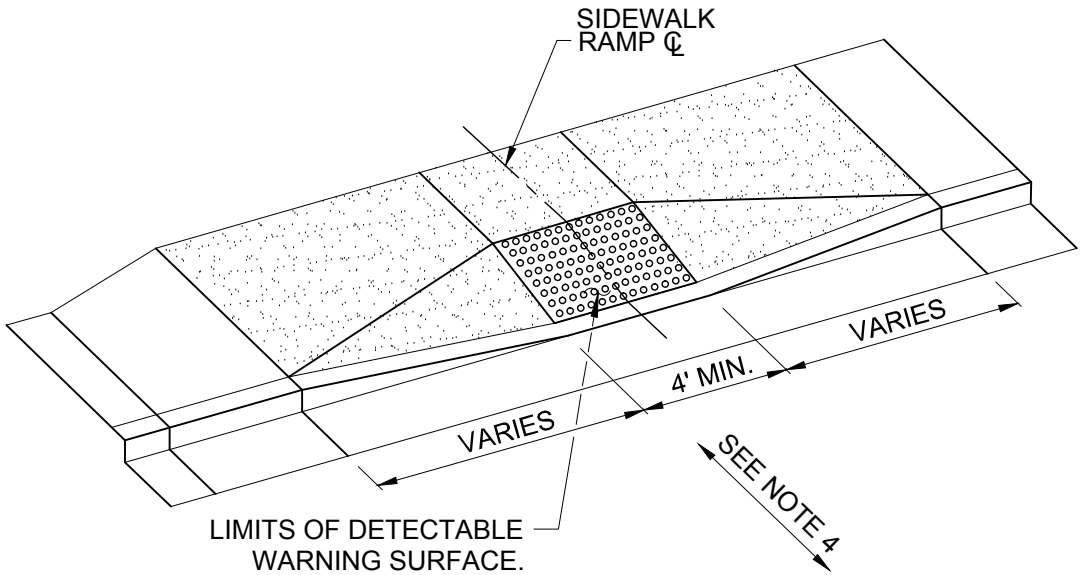


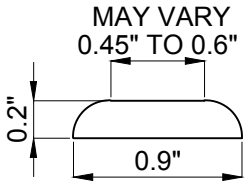
SECTION A-A

DETAIL NO.		
A1225	Avondale **STANDARD DETAIL**	**MEDIAN PEDESTRIAN REFUGE**

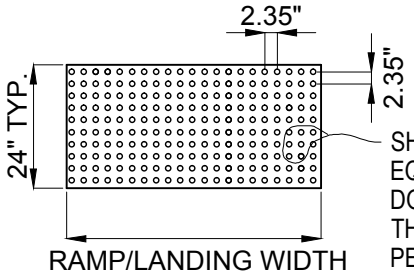
APPROVED BY: Donald S. Jones

DATE: 8.24.16





ELEVATION



PLAN VIEW

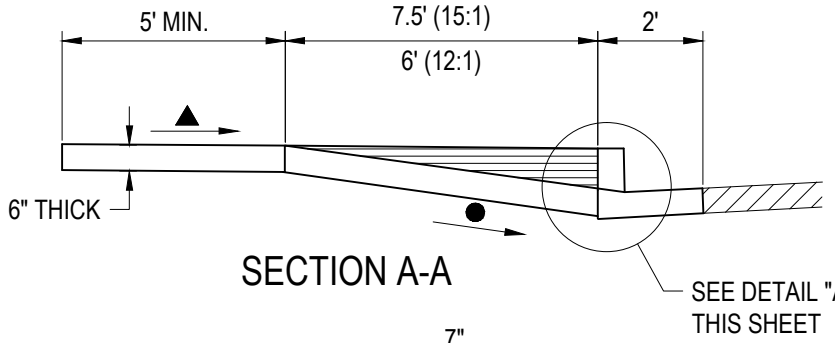
SHALL BE A SQUARE GRID, EQUAL IN BOTH DIRECTIONS. DOMES SHALL BE ALIGNED IN THE DIRECTION OF PEDESTRIAN TRAVEL AND DIRECTED TOWARD RAMP ON OPPOSITE SIDE OF STREET.

NOTES:

1. ALL DETECTABLE WARNING AREAS SHALL START AT BACK OF CURB, BE 24 INCHES IN DEPTH AND COVER THE COMPLETE WIDTH OF THE RAMP AREA 48 INCHES MINIMUM.
2. 70% VISUAL CONTRAST IS REQUIRED. THE COLOR SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING MATERIAL, AS SPECIFIED ON THE PLANS. COLOR TO BE DETERMINED BY THE CITY STAFF, TERRA-COTTA OR BRICK RED AS THE DEFAULT COLOR.
3. THE SMOOTH AND CLEAN CONCRETE UNDER DETECTABLE WARNING DEVICE AREA SHALL BE INCLUDED IN THE COST OF THE CONCRETE CURB RAMP. THE COST OF FURNISHING AND INSTALLING THE DETECTABLE WARNING DEVICE SHALL BE INCLUDED SEPARATELY AS "DETECTABLE WARNING DEVICE" PER SQUARE FOOT OR AS OUTLINED IN THE SPECIFICATIONS.
4. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED IN THE DIRECTION OF PEDESTRIAN TRAVEL AND DIRECTED TOWARD RAMP ON THE OPPOSITE SIDE OF STREET.
5. RAMP DOME SYSTEMS, TEK-WAY DOME-TILES, NEENAH R-4984 CAST IRON PLATES.
6. MUST BE SET IN WET CONCRETE.

TRUNCATED DOME DETECTABLE WARNING

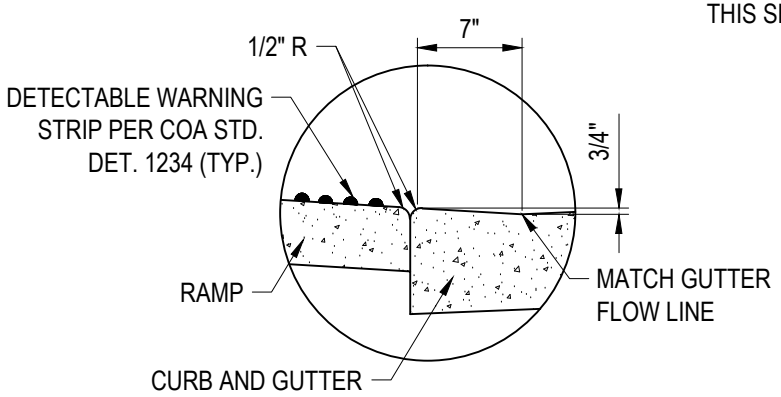
DETAIL NO.			
A1234	Avondale **STANDARD DETAIL**	**DETECTABLE WARNING SURFACE**	APPROVED BY: Donald S. Jones DATE: 8.24.16



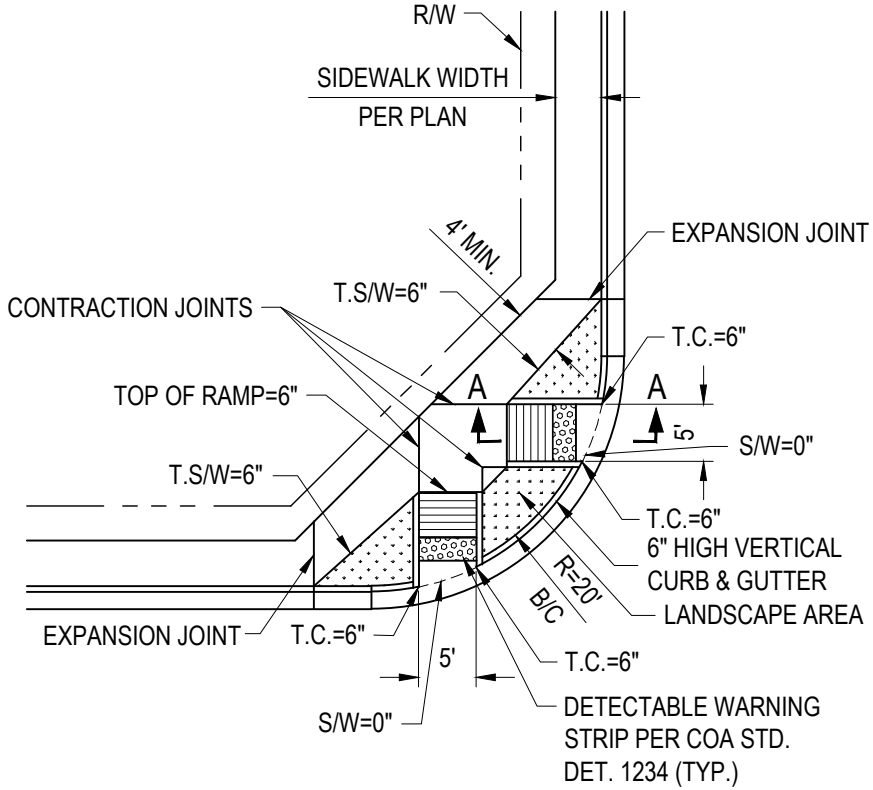
SECTION A-A

LEGEND

- 12:1 MAXIMUM SLOPE
  15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE
  1.5% DESIRED SLOPE
- HEAVY ROUGH BROOM FINISH LIMITS



DETAIL "A"



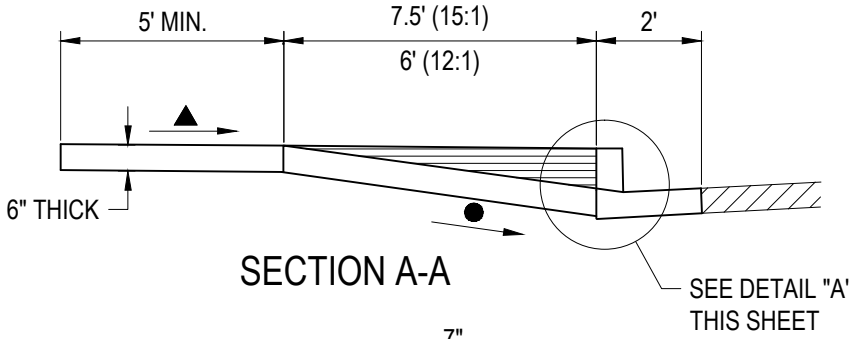
NOTES:

1. CONTROL ELEVATIONS SHOWN ARE IN RELATION TO THE GUTTER AND ARE LOCATED RADIALLY. GUTTER ELEVATION = 0".
2. CONCRETE CURB & GUTTER AT CURB RETURNS WITH RAMPS SHALL BE MAG CLASS A. CONCRETE SIDEWALK AND RAMPS AT CURB RETURNS SHALL BE MAG CLASS A.
3. RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONSTRUCTION JOINT.
4. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER ASTM D-1751.
5. USE OF 8'-10' LANDING NEAR TRAILS, MAY BE REQUIRED.
6. IF NECESSARY, THE RAMPS MAY BE ROTATED INWARD TOWARD THE CENTER OF RETURN TO LINE UP WITH OPPOSING RAMPS. HOWEVER ALL ROTATIONS NEED TO OCCUR ABOUT THE CENTER POINT OF THE RETURN SUCH THAT THE RAMP REMAINS PERPENDICULAR TO THE BACK OF CURB.

DETAIL NO.		
A1235-1	Avondale **STANDARD DETAIL**	**BI-DIRECTIONAL RAMPS (20' RADIUS)**

APPROVED BY: Douglas Jones

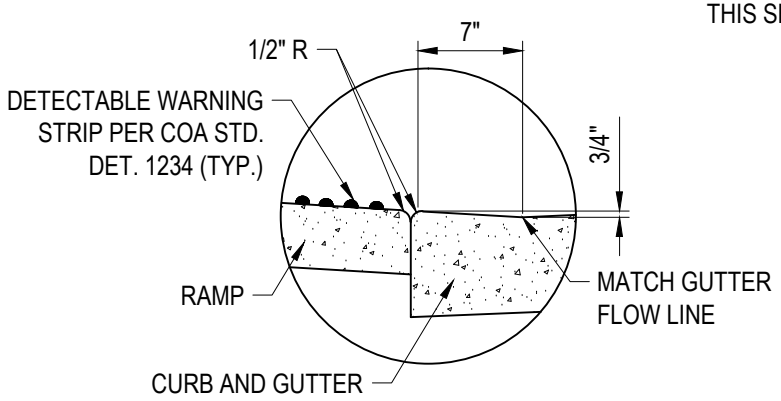
DATE: 8.24.16



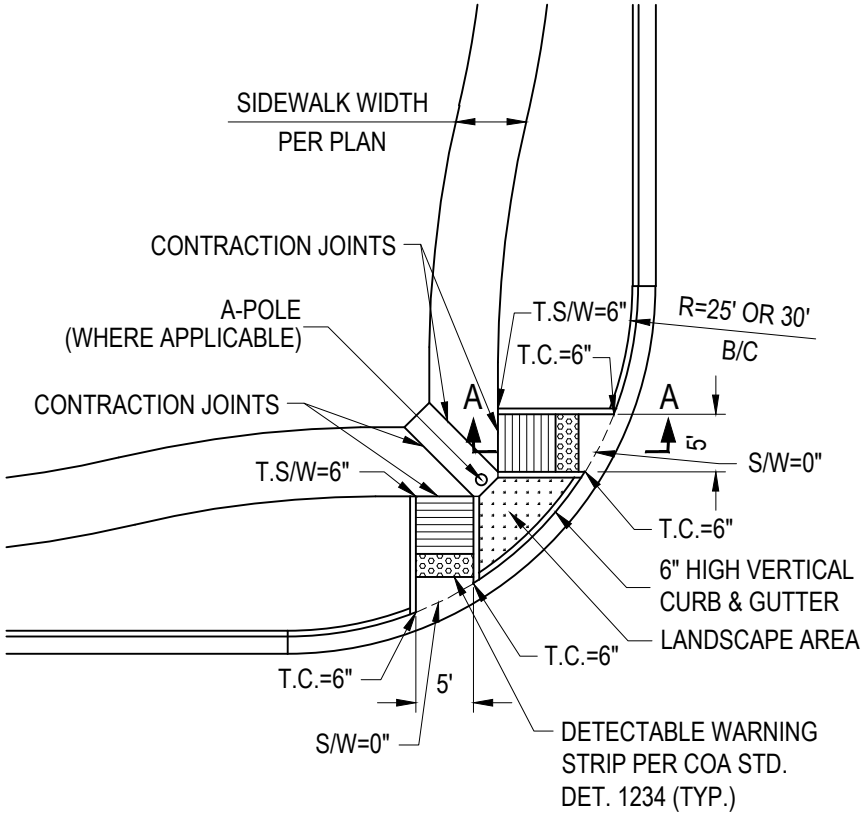
SECTION A-A

LEGEND

- 12:1 MAXIMUM SLOPE
  15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE
  1.5% DESIRED SLOPE
- HEAVY ROUGH BROOM FINISH LIMITS



DETAIL "A"

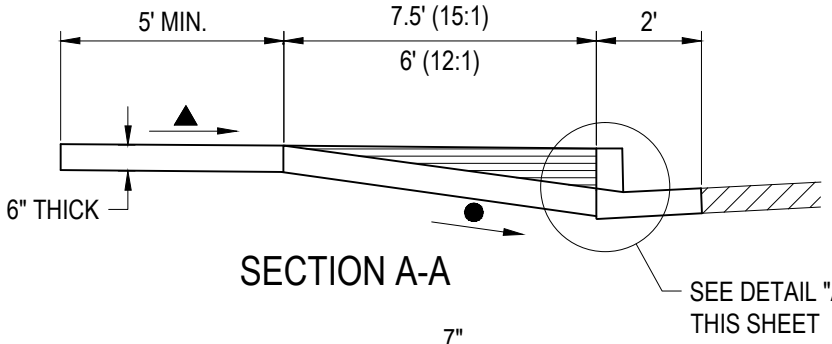


NOTES:

1. CONTROL ELEVATIONS SHOWN ARE IN RELATION TO THE GUTTER AND ARE LOCATED RADIALLY. GUTTER ELEVATION = 0".
2. CONCRETE CURB & GUTTER AT CURB RETURNS WITH RAMPS SHALL BE MAG CLASS A. CONCRETE SIDEWALK AND RAMPS AT CURB RETURNS SHALL BE MAG CLASS A.
3. RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONSTRUCTION JOINT.
4. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER ASTM D-1751.
5. USE OF 8'-10' LANDING NEAR TRAILS, MAY BE REQUIRED.
6. IF NECESSARY, THE RAMPS MAY BE ROTATED INWARD TOWARD THE CENTER OF RETURN TO LINE UP WITH OPPOSING RAMPS. HOWEVER ALL ROTATIONS NEED TO OCCUR ABOUT THE CENTER POINT OF THE RETURN SUCH THAT THE RAMP REMAINS PERPENDICULAR TO THE BACK OF CURB.

DETAIL NO.		
A1235-2	Avondale **STANDARD DETAIL**	**BI-DIRECTIONAL RAMPS (25' or 30' RADIUS)**

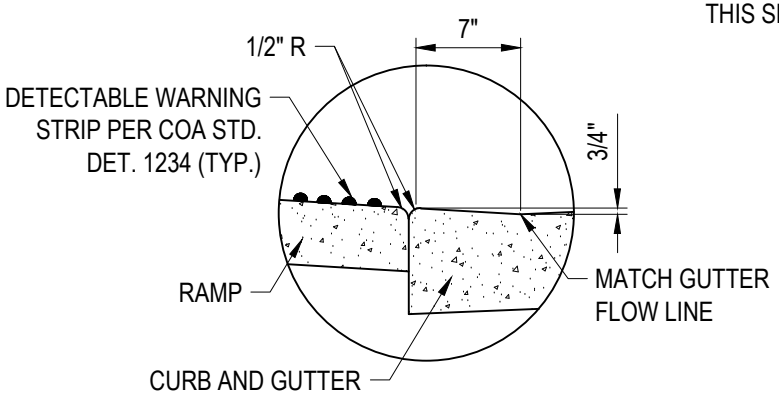
APPROVED BY: Douglas Yaver
DATE: 8.24.16



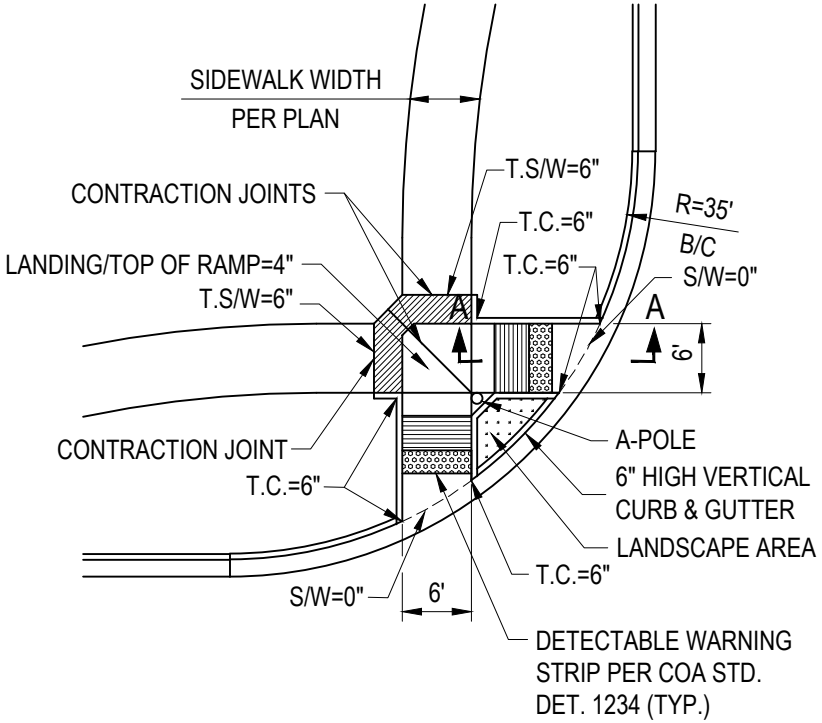
SECTION A-A

LEGEND

- 12:1 MAXIMUM SLOPE
  15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE
  1.5% DESIRED SLOPE
- HEAVY ROUGH BROOM FINISH LIMITS



DETAIL "A"

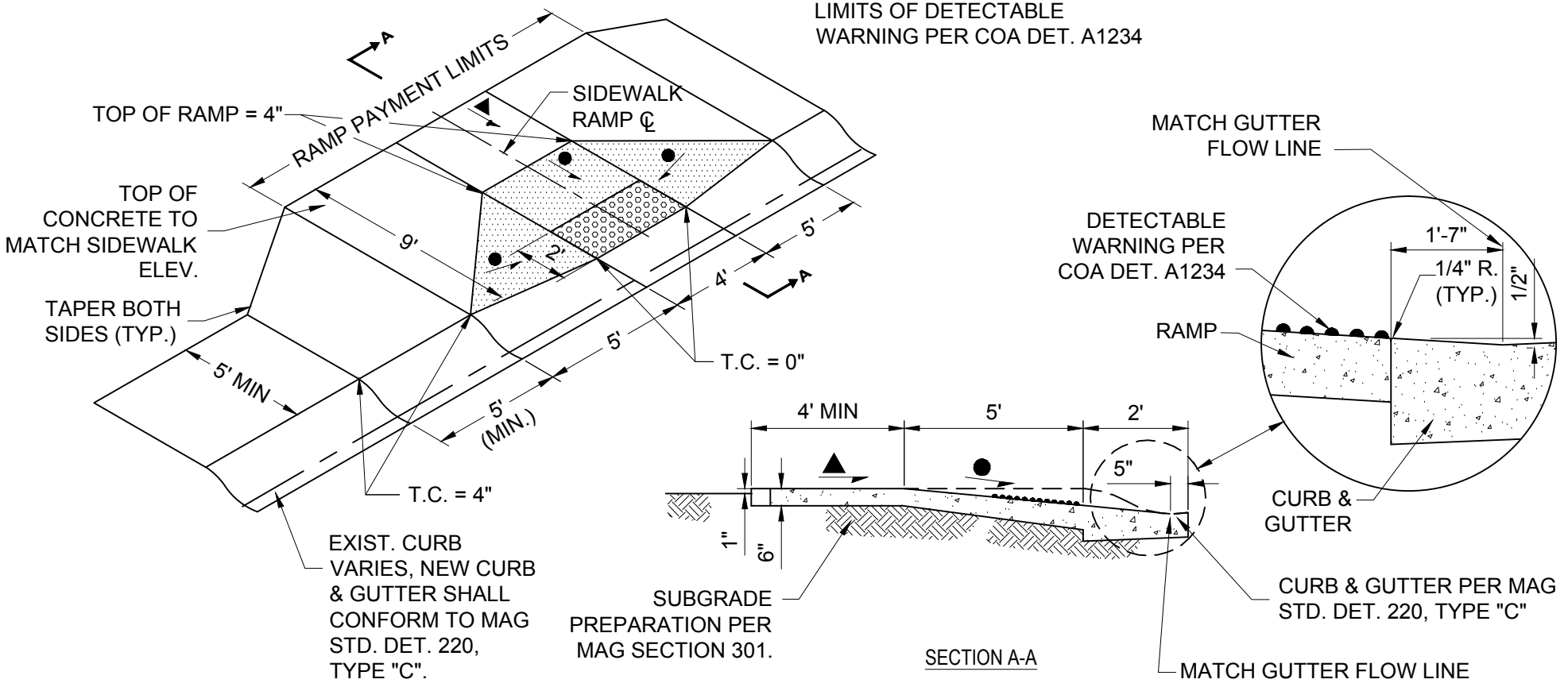


NOTES:

1. CONTROL ELEVATIONS SHOWN ARE IN RELATION TO THE GUTTER AND ARE LOCATED RADIALLY. GUTTER ELEVATION = 0".
2. CONCRETE CURB & GUTTER AT CURB RETURNS WITH RAMPS SHALL BE MAG CLASS A. CONCRETE SIDEWALK AND RAMPS AT CURB RETURNS SHALL BE MAG CLASS A.
3. RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONSTRUCTION JOINT.
4. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER ASTM D-1751.
5. USE OF 8'-10' LANDING NEAR TRAILS, MAY BE REQUIRED.
6. IF NECESSARY, THE RAMPS MAY BE ROTATED INWARD TOWARD THE CENTER OF RETURN TO LINE UP WITH OPPOSING RAMPS. HOWEVER ALL ROTATIONS NEED TO OCCUR ABOUT THE CENTER POINT OF THE RETURN SUCH THAT THE RAMP REMAINS PERPENDICULAR TO THE BACK OF CURB.

DETAIL NO.		
A1235-3	Avondale **STANDARD DETAIL**	**BI-DIRECTIONAL RAMPS (35' RADIUS)**

APPROVED BY: Douglas Gause
DATE: 8.24.16



NOTES:

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725
2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED IN THE DIRECTION OF PEDESTRIAN TRAVEL AND DIRECTED TOWARD RAMP ON THE OPPOSITE SIDE OF STREET.
3. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE

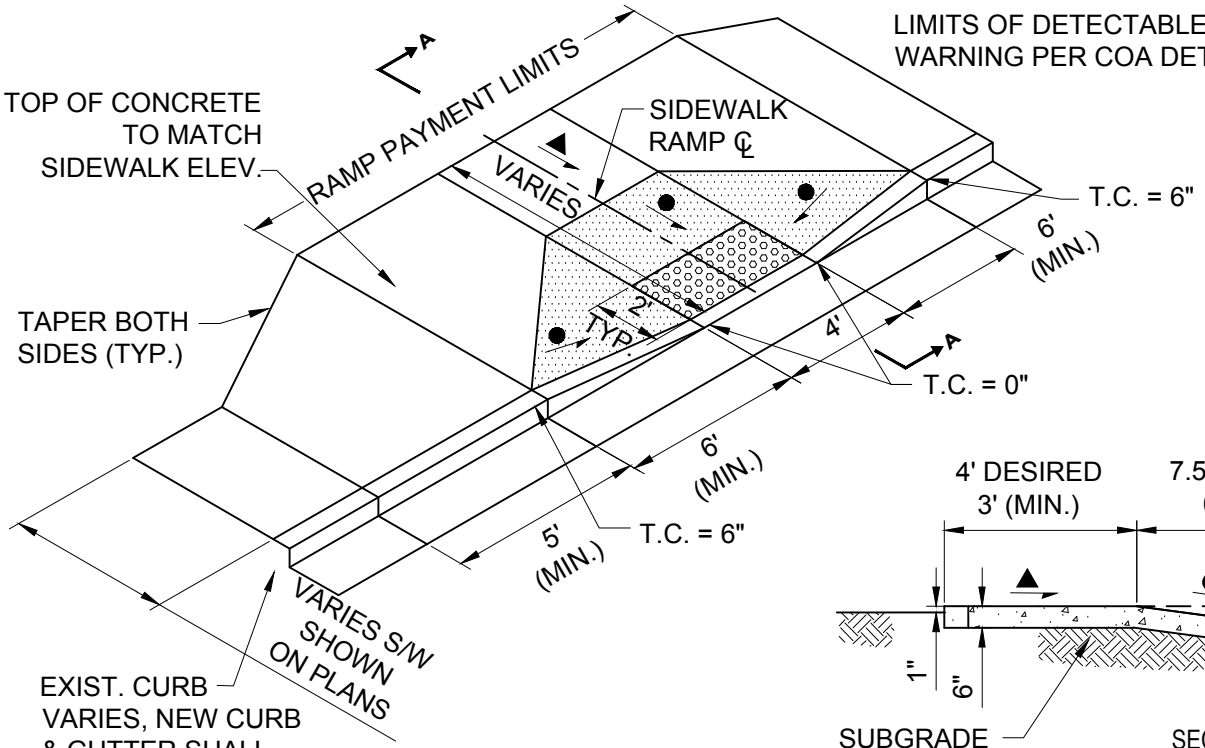
LEGEND

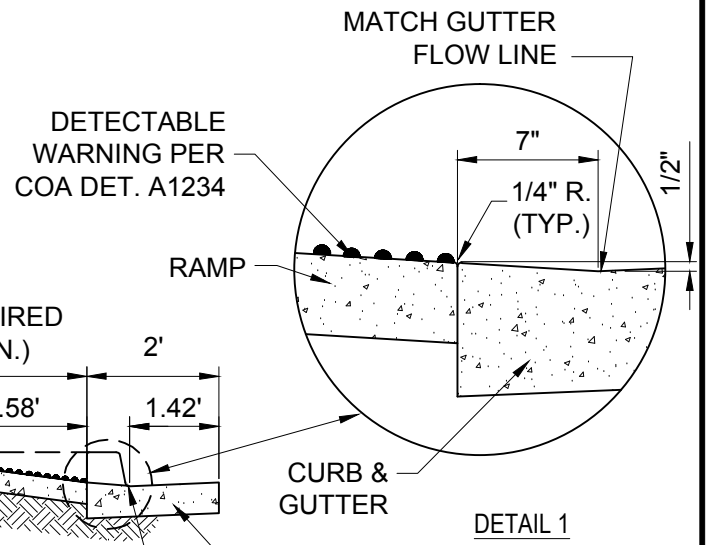
- 12:1 MAXIMUM SLOPE, 15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE, 1.5% MINIMUM SLOPE
- HEAVY ROUGH BROOM FINISH LIMITS

DETAIL NO.		
A1235-4	Avondale **STANDARD DETAIL**	**MID-BLOCK SIDEWALK RAMP ROLL CURB**

APPROVED BY: Donald S. Jones

DATE: 8.24.16





NOTES:

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725
2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED IN THE DIRECTION OF PEDESTRIAN TRAVEL AND DIRECTED TOWARD RAMP ON THE OPPOSITE SIDE OF STREET.
3. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.

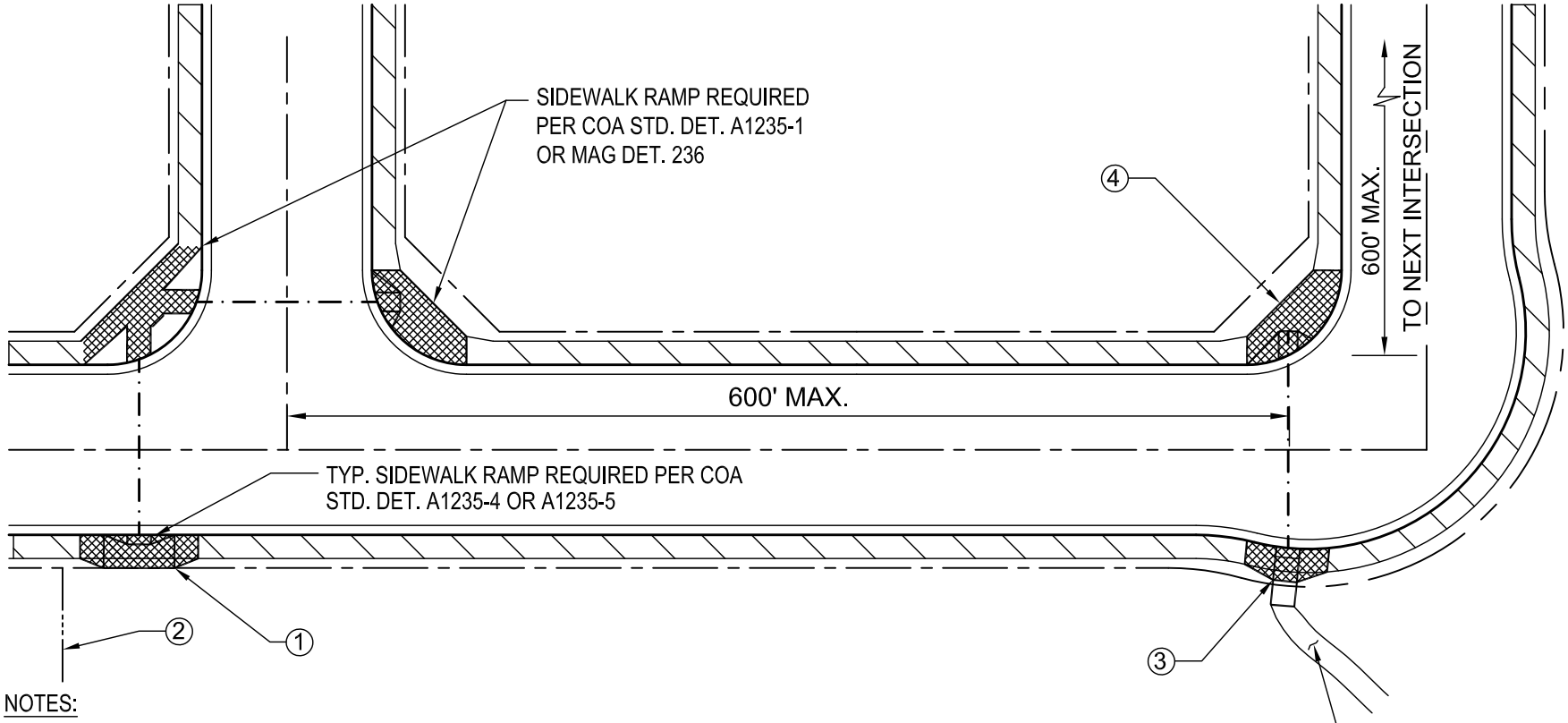
LEGEND

- 12:1 MAXIMUM SLOPE, 15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE, 1.5% MINIMUM SLOPE
- HEAVY ROUGH BROOM FINISH LIMITS

DETAIL NO.		
A1235-5	Avondale **STANDARD DETAIL**	**MID-BLOCK SIDEWALK RAMP 6" VERTICAL CURB**

APPROVED BY: Donald S. Jones

DATE: 8-24-16



NOTES:

① AT "T" INTERSECTIONS THE PERPENDICULAR CURB RAMP SHALL BE IN LINE WITH THE DUAL RAMPS. "ONLY ONE RAMP TANGENT RAMP REQUIRED".

② WHEN POSSIBLE RAMPS SHOULD BE LOCATED ON THE NEAREST PROPERTY LINE.

③ KNUCKLE RAMP TO BE INSTALLED IF:

A. DISTANCE TO INTERSECTION IS GREATER THAN 600'.

B. A PEDESTRIAN ACCESS TO AN AMENITY, (I.E. PARK AREA) IS REQUIRED.

④ SIDEWALK RAMP TO BE INSTALLED PER MAG STD. DET. 238-1, WHEN KNUCKLE RAMP IS PROVIDED.

DETAIL NO.		
A1238	Avondale **STANDARD DETAIL**	**LOCAL & MINOR COLLECTOR PREFERRED RAMP LOCATIONS**

APPROVED BY: Donald S. Jones

DATE: 8.24.16

STREET CLASSIFICATION	DEVELOPMENT TYPE								
	SINGLE FAMILY RESIDENTIAL			MULTI-FAMILY/ COMMERCIAL		TRUCK FACILITIES		SERVICE STATION	
	ONE CAR WIDTH	TWO CAR WIDTH	THREE CAR WIDTH						
	MIN.	MIN.	MIN.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
LOCAL	14'	16'	28'	N/A	N/A	N/A	N/A	N/A	N/A
INDUSTRIAL COLLECTOR	N/A	N/A	N/A	30'	50' *	40'	80' *	40'	80' *
MINOR COLLECTOR	16'	20'	32'	28'	40'	40'	80' *	40'	80' *
MAJOR COLLECTOR	18'	24'	32'	30'	60' *	40'	80' *	40'	80' *
PHASED ARTERIAL	N/A	N/A	N/A	38'	60' *	40'	80' *	40'	80' *
ARTERIAL	N/A	N/A	N/A	38'	60' *	40'	80' *	40'	80' *

NOTES:

* DRIVEWAYS EXCEEDING 40 FEET IN WIDTH REQUIRE A MEDIAN AND DUAL EGRESS/INGRESS.

DETAIL NO.

A1250

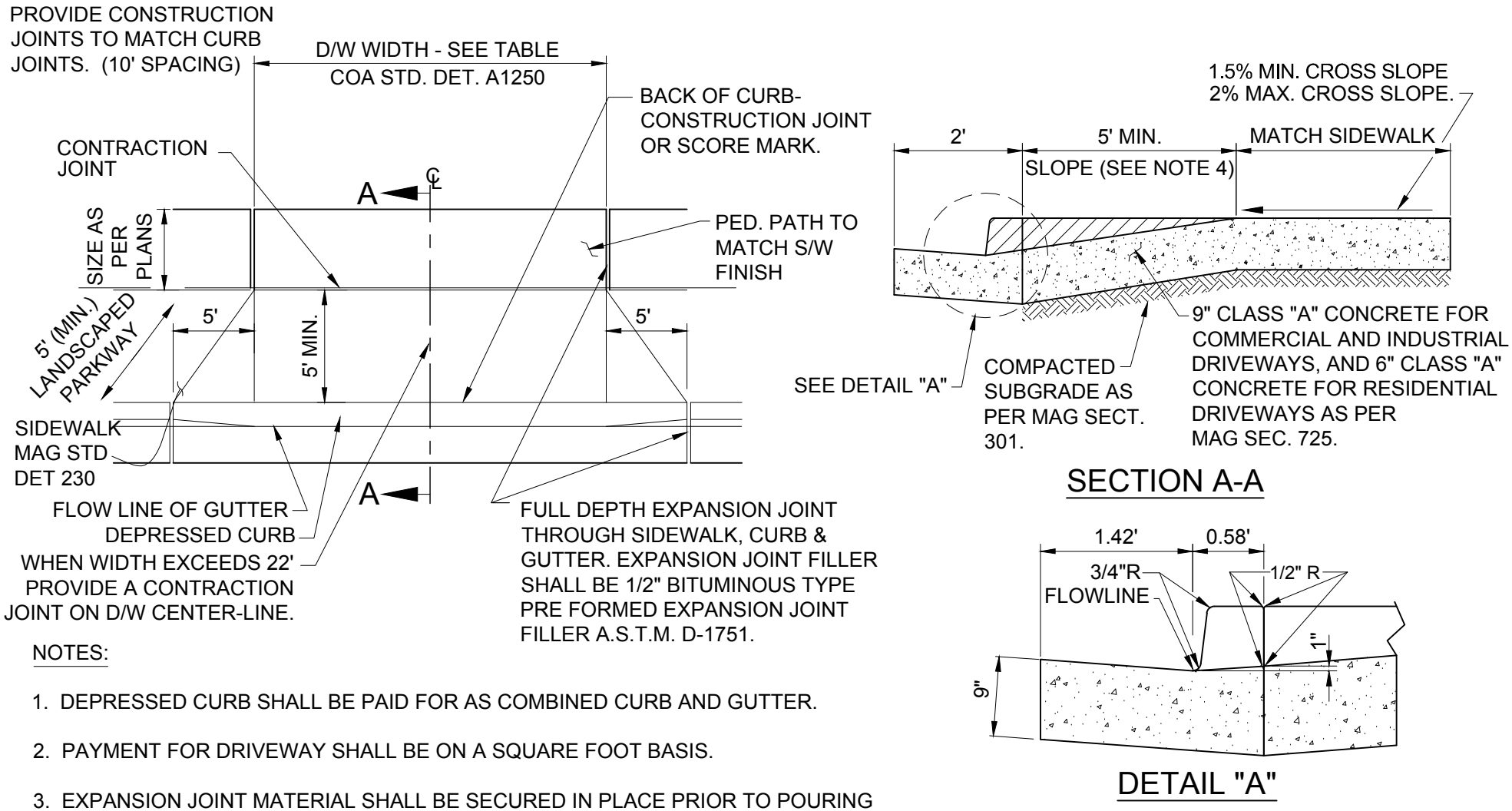
Avondale

STANDARD DETAIL

DRIVEWAY WIDTHS POLICY

APPROVED BY:

DATE: 8.24.16



SECTION A-A

DETAIL "A"

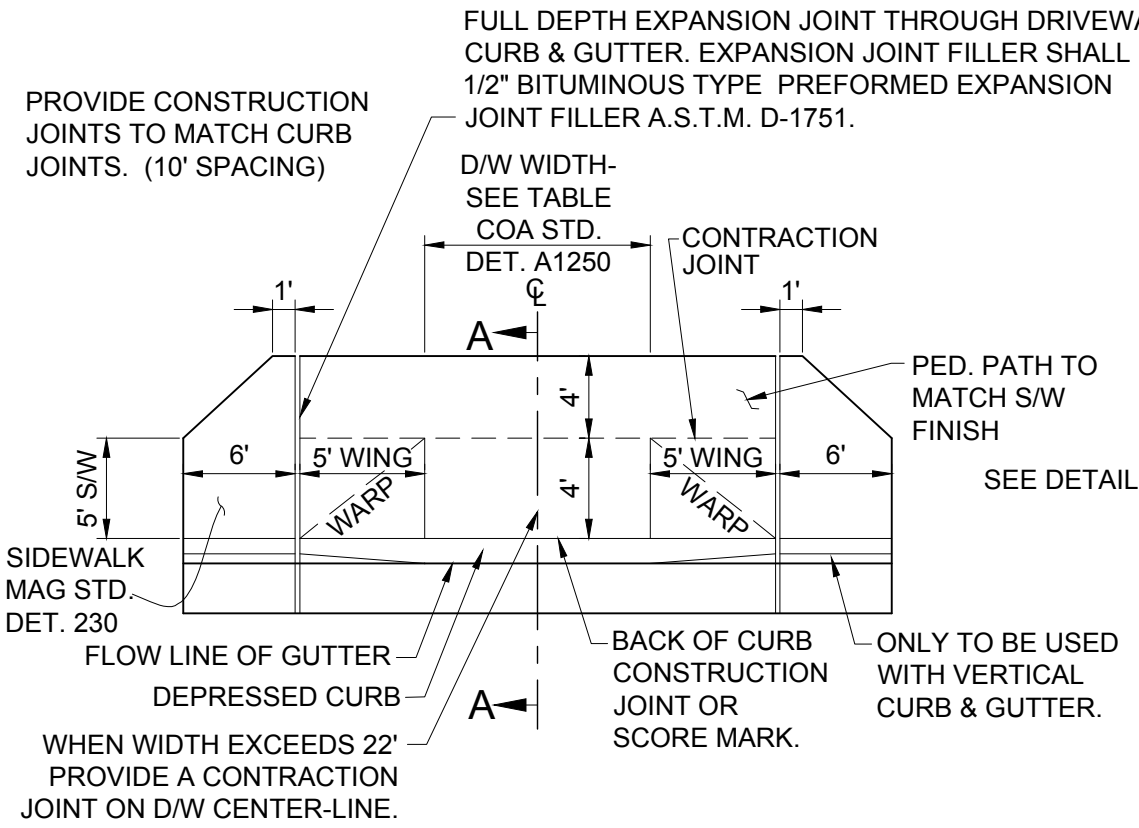
NOTES:

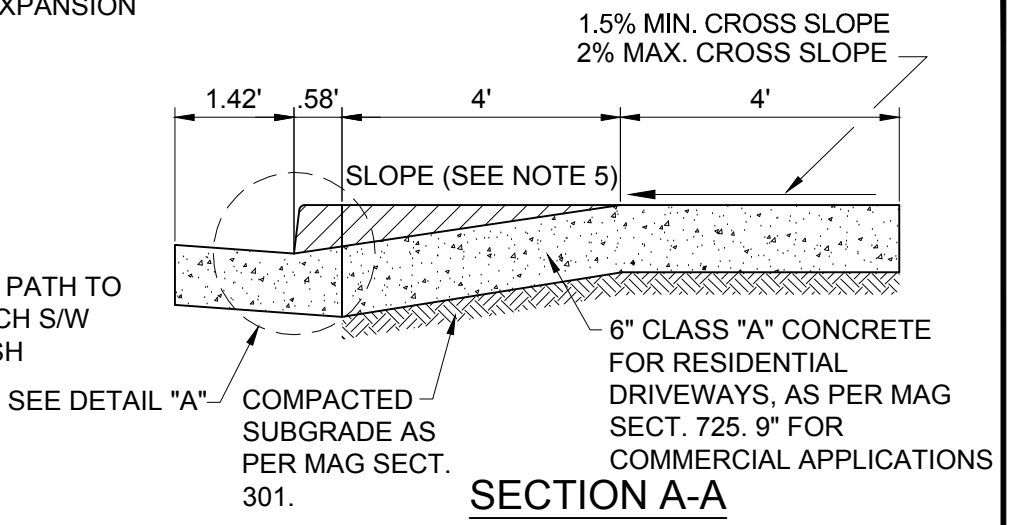
1. DEPRESSED CURB SHALL BE PAID FOR AS COMBINED CURB AND GUTTER.
2. PAYMENT FOR DRIVEWAY SHALL BE ON A SQUARE FOOT BASIS.
3. EXPANSION JOINT MATERIAL SHALL BE SECURED IN PLACE PRIOR TO POURING CONCRETE AND SHALL COMPLETELY SEPARATE THE DRIVEWAY SLAB FROM THE SIDEWALK, EXTENDING FROM THE SURFACE TO THE SUBGRADE.
4. WHEN DRIVEWAY IS CONSTRUCTED AT A "T" INTERSECTION AND IS USED AS A RAMP, THE SLOPE OF THE DRIVEWAY SHALL BE A MAX OF 12:1.

DETAIL NO.		
A1250-1	Avondale **STANDARD DETAIL**	**RESIDENTIAL DRIVEWAY ACCESS (DETACHED SIDEWALK)**

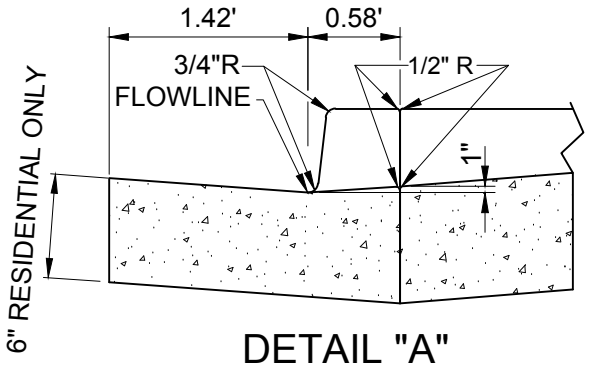
APPROVED BY: Donald S. Jones

DATE: 8.24.16





SECTION A-A



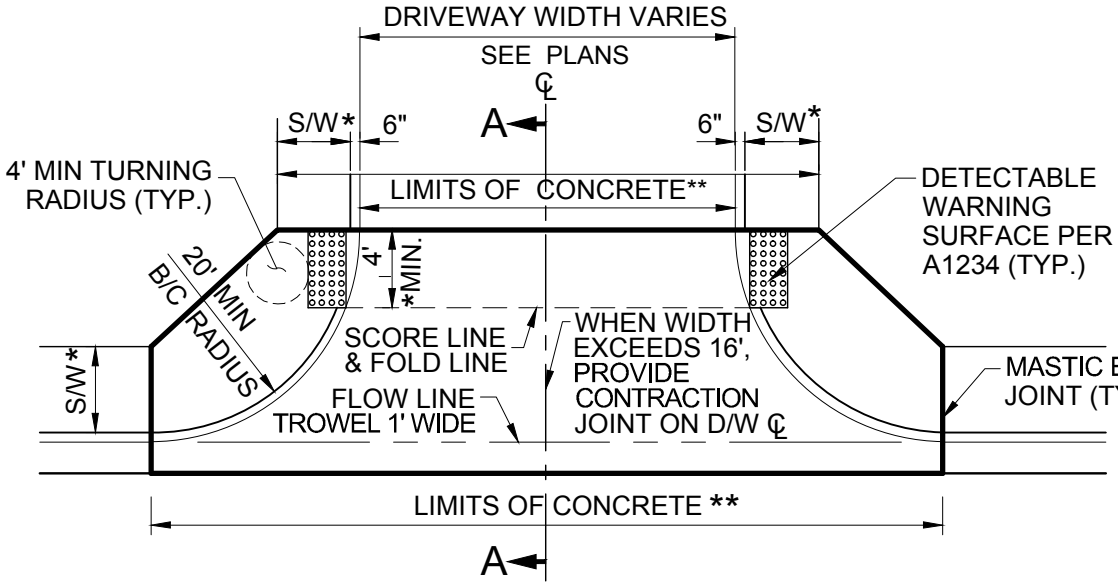
DETAIL "A"

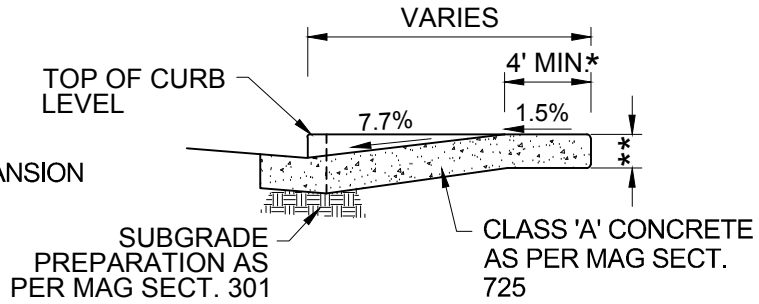
NOTES:

1. THIS DRIVEWAY TO BE USED WITH VERTICAL CURB AND GUTTER ONLY.
2. DEPRESSED CURB SHALL BE PAID FOR AS COMBINED CURB AND GUTTER.
3. PAYMENT FOR DRIVEWAY SHALL BE ON A SQUARE FOOT BASIS.
4. EXPANSION JOINT MATERIAL SHALL BE SECURED IN PLACE PRIOR TO POURING CONCRETE AND SHALL COMPLETELY SEPARATE THE DRIVEWAY SLAB FROM THE SIDEWALK, EXTENDING FROM THE SURFACE TO THE SUBGRADE.

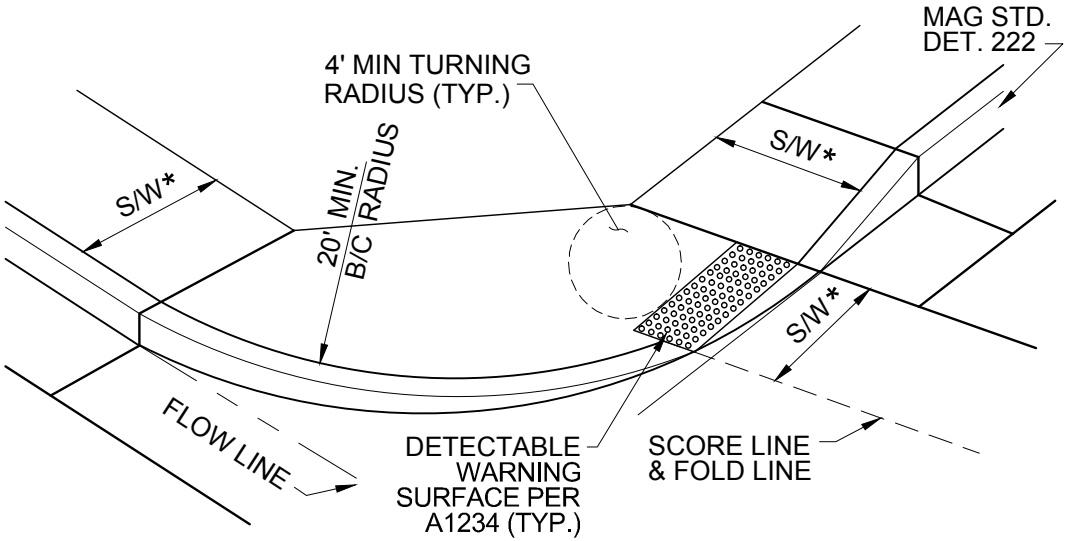
DETAIL NO.		
A1250-2	Avondale **STANDARD DETAIL**	**NON-RETURN TYPE DRIVEWAY ACCESS**

APPROVED BY: Douglas Gause
DATE: 8.24.16





SECTION A-A



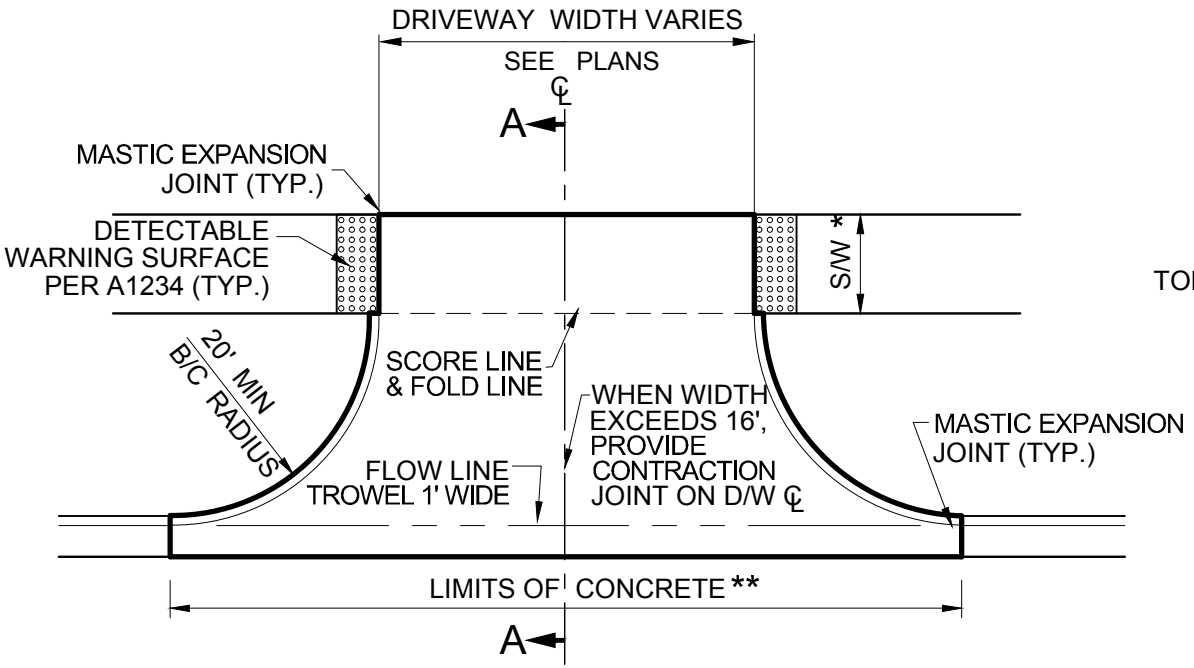
NOTES:

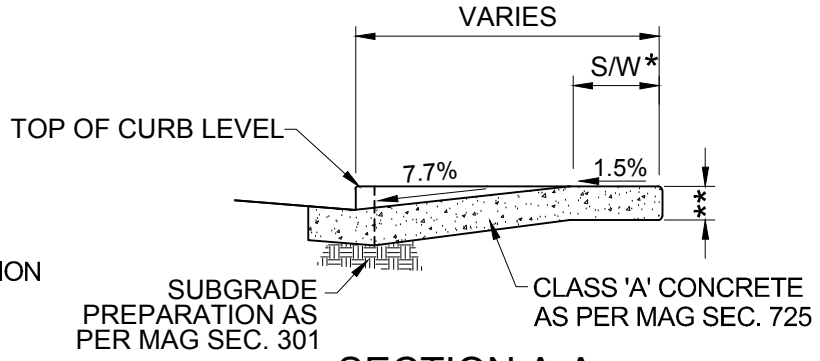
EXPANSION JOINT FILLER SHALL BE ½" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, A.S.T.M. D-1751.

* SIDEWALK WIDTH AS PER PLANS

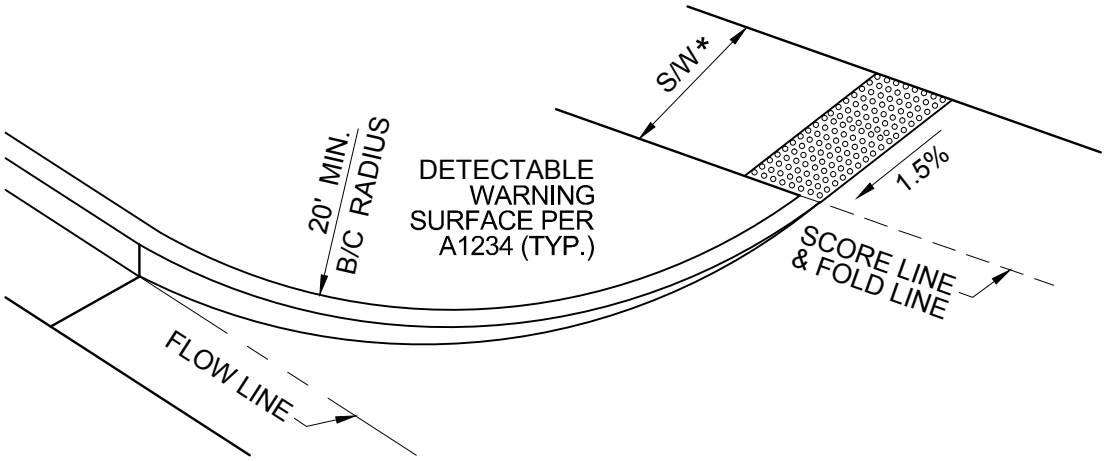
** 9" THICK CONCRETE FOR COMMERCIAL / INDUSTRIAL OR 6" THICK CONCRETE FOR RESIDENTIAL INCLUDE RADIUS SIDEWALK AREAS

DETAIL NO.			
A1251-1	Avondale **STANDARD DETAIL**	**MULTI-FAMILY / COMMERCIAL DRIVEWAY ENTRANCE (ATTACHED SIDEWALK)**	APPROVED BY: Douglas Gower DATE: 8.24.16





SECTION A-A



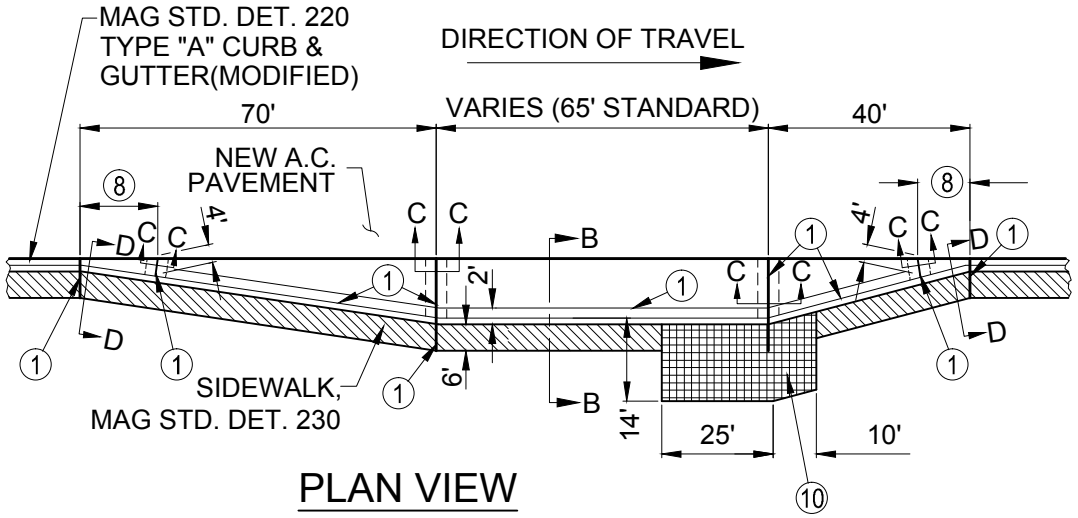
NOTES:

EXPANSION JOINT FILLER SHALL BE ½" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, A.S.T.M. D-1751.

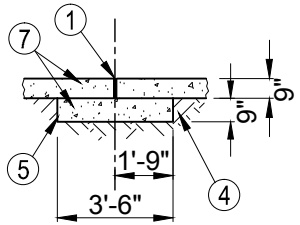
* SIDEWALK WIDTH AS PER PLANS

** 9" THICK CONCRETE FOR COMMERCIAL/INDUSTRIAL OR 6" THICK CONCRETE FOR RESIDENTIAL

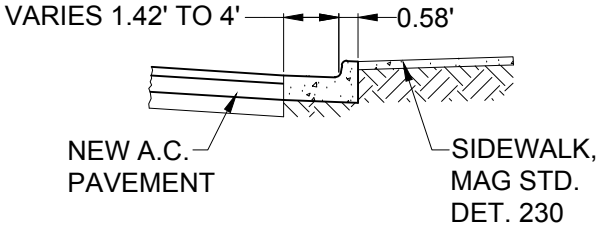
DETAIL NO.			
A1251-2	Avondale **STANDARD DETAIL**	**MULTI-FAMILY / COMMERCIAL DRIVEWAY ENTRANCE (DETACHED SIDEWALK)**	APPROVED BY: Douglas Gower DATE: 8.24.16



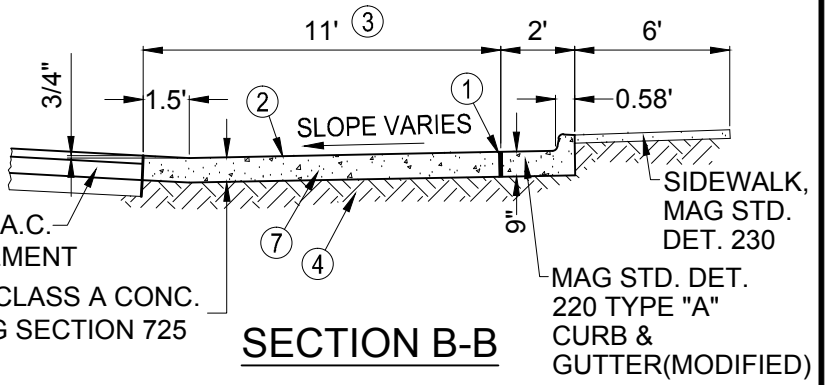
PLAN VIEW



SECTION C-C



SECTION D-D

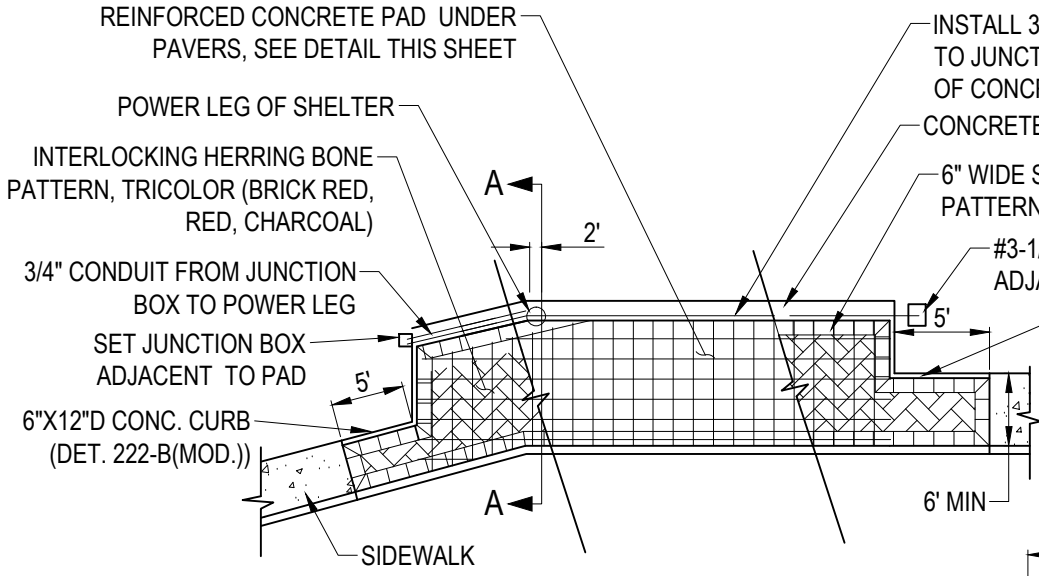


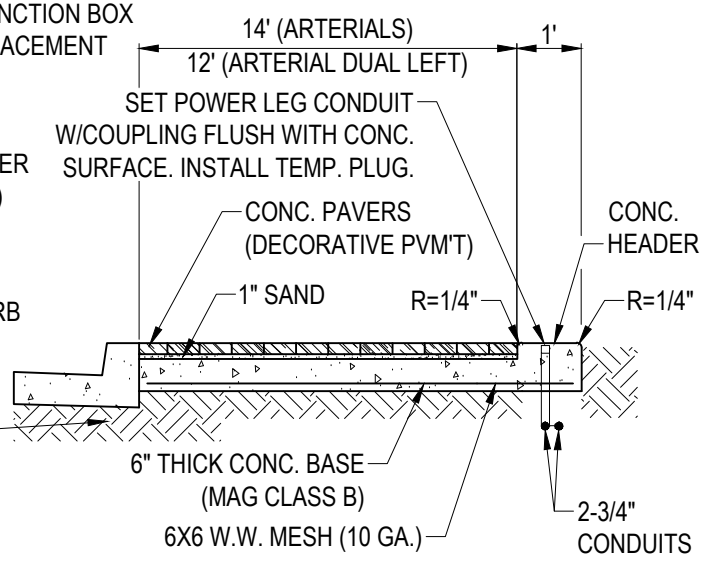
SECTION B-B

NOTES:

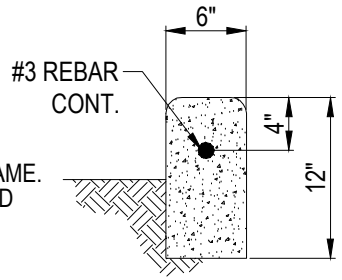
1. 1/2" BITUMINUS PREFORMED EXPANSION JOINT FILLER, A.S.T.M. D-1751
2. CONCRETE BUS BAY PAVEMENT SHALL BE BROOM FINISHED.
3. MAY BE REDUCED TO 10' MINIMUM IF APPROVED BY CITY.
4. SUBGRADE PREPARATION PER MAG SPECIFICATIONS.
5. CONCRETE PAD TO BE POURED SEPARATELY FROM CONCRETE BUS BAY PAVEMENT.
6. CONTRACTION JOINTS IN THE BUS BAY PAVEMENT SHALL MATCH THOSE IN THE CURB.
7. CONCRETE SHALL BE CLASS "A" PER MAG SPECS. OR CLASS "S", F'C = 3000PSI PER A.D.O.T. SPECS.
8. CURB & GUTTER-TO-BUS BAY PAVEMENT-TRANSITION (LENGTH VARIES)
9. DRIVEWAYS SHALL NOT BE LOCATED WITHIN THE BUS BAY.
10. BUS SHELTER PAD, SEE DETAIL A1253-2

DETAIL NO.			
A1252	Avondale **STANDARD DETAIL**	**BUS BAY**	APPROVED BY: Douglas Gause DATE: 8.24.16





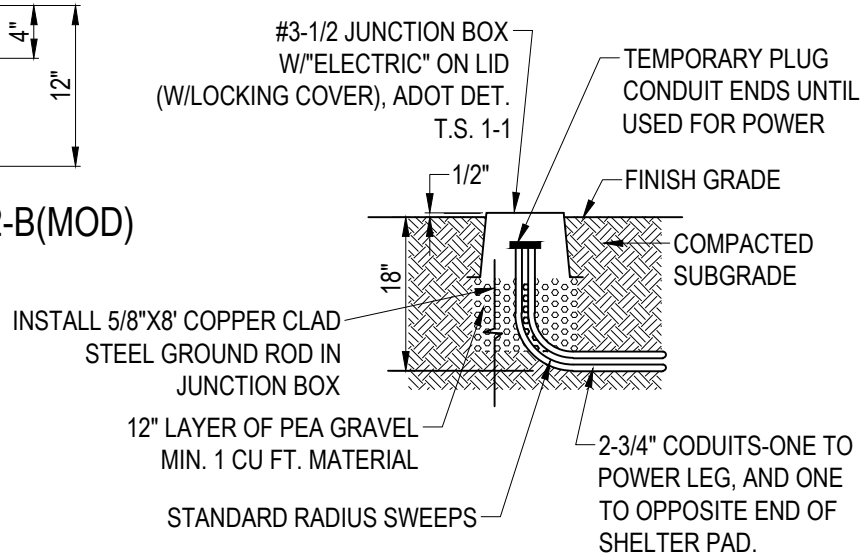
SECTION A-A



DETAIL 222-B(MOD)

NOTES:

1. ALL CONDUIT SHALL BE P.V.C. SCHEDULE 40, U.L. LISTED.
2. ACTUAL PLAN LAYOUT MAY VARY. ALL DETAIL INFORMATION REMAINS THE SAME. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS OF BUS SHELTER PAD CONCRETE BASE AND DECORATIVE PAVEMENT TREATMENT.
3. ANY DECORATIVE PAVEMENT TREATMENT OUTSIDE THE AREA OF THE BUS SHELTER PAD CONCRETE BASE SHALL BE CONSTRUCTED ON A 1" SAND BASE OVER 4-INCHES CEMENT-ENRICHED AGGREGATE BASE SLURRY (1 SACK TYPE II PORTLAND CEMENT PER CUBIC YARD OF AGGREGATE BASE COURSE MATERIAL) OVER 95% COMPACTED SUBGRADE SOIL.
4. ANY SHELTER OR BUS STOP FURNITURE PLACEMENT SHALL BE LOCATED TO PROVIDE A MIN. 9 ft. WIDE CLEAR SPACE BETWEEN BACK OF CURB AND ANY IMPEDIMENT.
5. ALL COSTS ASSOCIATED WITH ELECTRICAL AND RELATED ITEMS SHOWN ON THESE DETAILS (CONDUITS, JUNCTION BOXES, GROUND ROD, ETC.) SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM FOR CONCRETE BUS SHELTER PAD. SOLAR POWER MAY BE USED AS APPROVED BY CITY STAFF.
6. BUS BAY PAVEMENT, DECORATIVE PAVEMENT (INCLUDING CEMENT-ENRICHED A.B.C. SLURRY AND SANDBASE), 6"X12" D CONCRETE CURB, SINGLE CURB, CURB & GUTTER, SIDEWALKS, & DRIVEWAYS ARE SEPARATE PAY ITEMS.

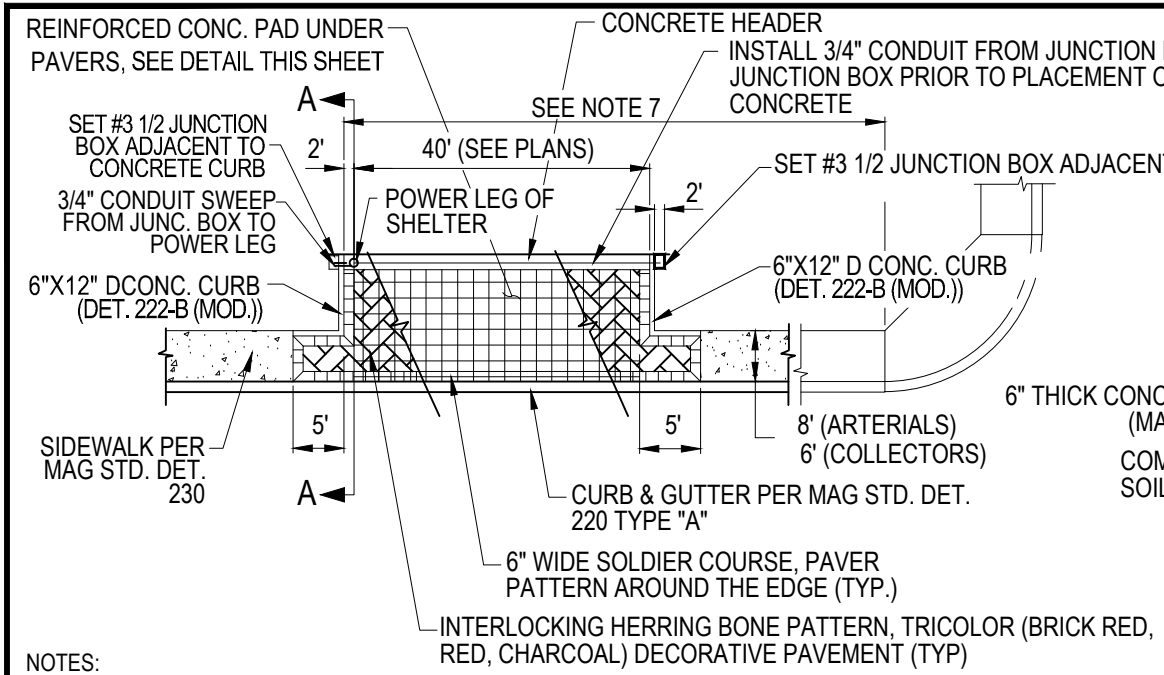


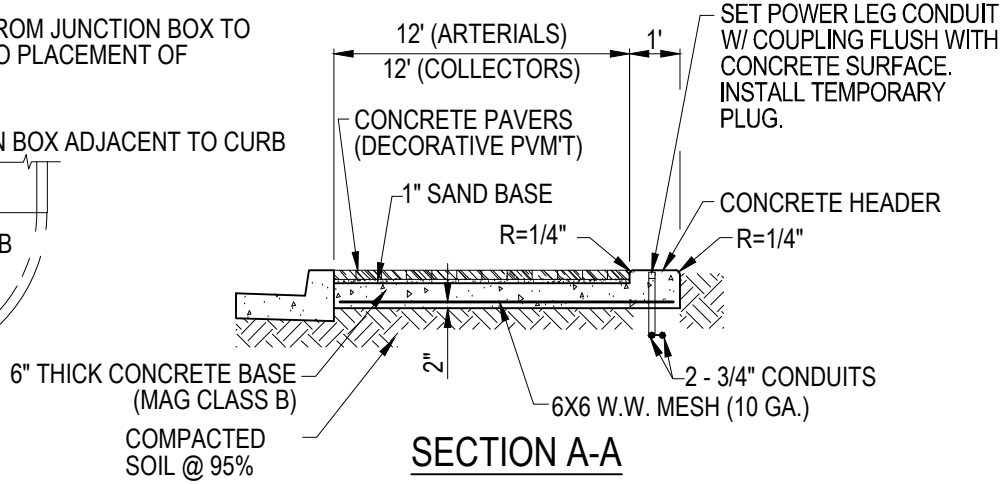
SLEEVE SWEEP & JUNCTION BOX DETAIL

DETAIL NO.		
A1253-1	Avondale **STANDARD DETAIL**	**BUS BAY SHELTER**

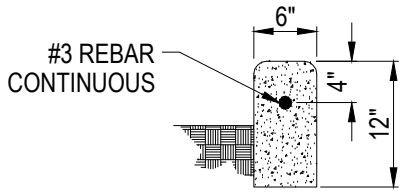
APPROVED BY: Donald S. Jansen

DATE: 8.24.16





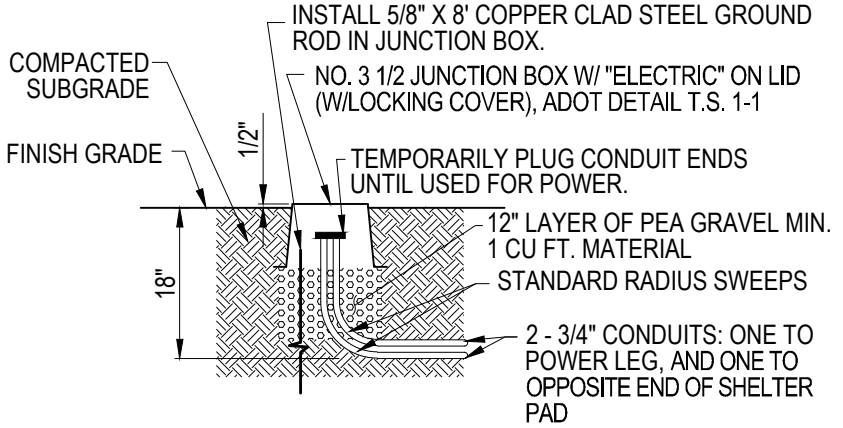
SECTION A-A



DETAIL 222-B (MOD.)

NOTES:

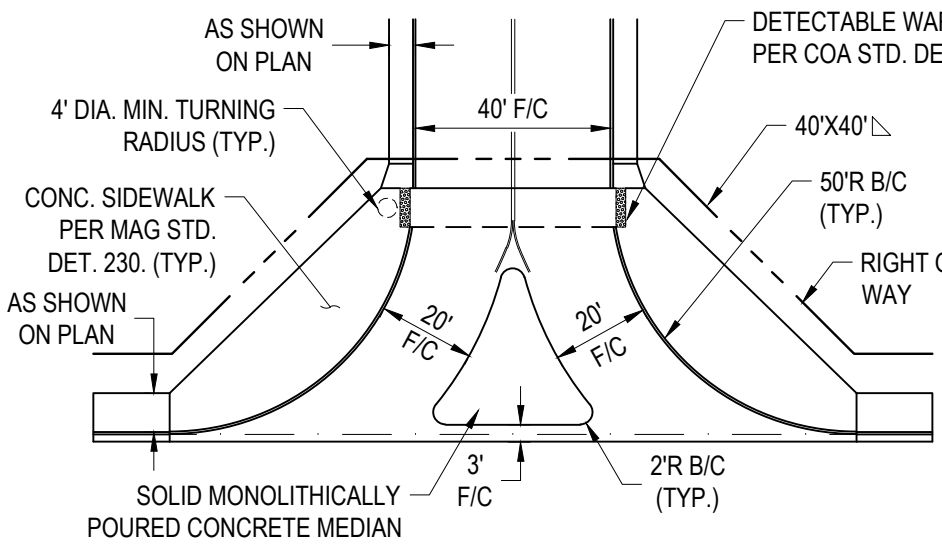
1. ALL CONDUIT SHALL BE P.V.C. SCHEDULE 40, U.L. LISTED.
2. ACTUAL PLAN LAYOUT MAY VARY. ALL OTHER DETAIL INFORMATION REMAINS THE SAME. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS OF BUS SHELTER PAD CONCRETE BASE AND DECORATIVE PAVEMENT TREATMENT.
3. ANY DECORATIVE PAVEMENT TREATMENT OUTSIDE THE AREA OF THE BUS SHELTER PAD CONCRETE BASE SHALL BE CONSTRUCTED ON A 1-INCH SAND BASE OVER 4-INCHES CEMENT-ENRICHED AGGREGATE BASE SLURRY (1 SACK TYPE II PORTLAND CEMENT PER CUBIC YARD OF AGGREGATE BASE COURSE MATERIAL) OVER 95% COMPACTED SUBGRADE SOIL.
4. ANY SHELTER OR BUS STOP FURNITURE PLACEMENT SHALL BE LOCATED TO PROVIDE A MIN. 9 FT. WIDE CLEAR SPACE BETWEEN BACK OF CURB AND ANY IMPEDIMENT.
5. ALL COSTS ASSOCIATED WITH ELECTRICAL AND RELATED ITEMS SHOWN ON THESE DETAILS (CONDUITS, JUNCTION BOXES, GROUND ROD, ETC.) SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM FOR CONCRETE BUS SHELTER PAD. SOLAR POWER MAY BE USED AS APPROVED BY CITY STAFF.
6. BUS BAY PAVEMENT, DECORATIVE PAVEMENT (INCLUDING CEMENT-ENRICHED A.B.C. SLURRY AND SANDBASE), 6"X12" DEEP CONCRETE CURB, SINGLE CURB, CURB & GUTTER, SIDEWALKS, & DRIVEWAYS ARE SEPARATE PAY ITEMS.
7. THE SHELTER PAD SHALL BE LOCATED 60' TO 110' FROM THE CURB RETURN ON UNSIGNALIZED INTERSECTIONS, AND 95' TO 145' FROM THE CURB RETURN ON SIGNALIZED INTERSECTIONS.



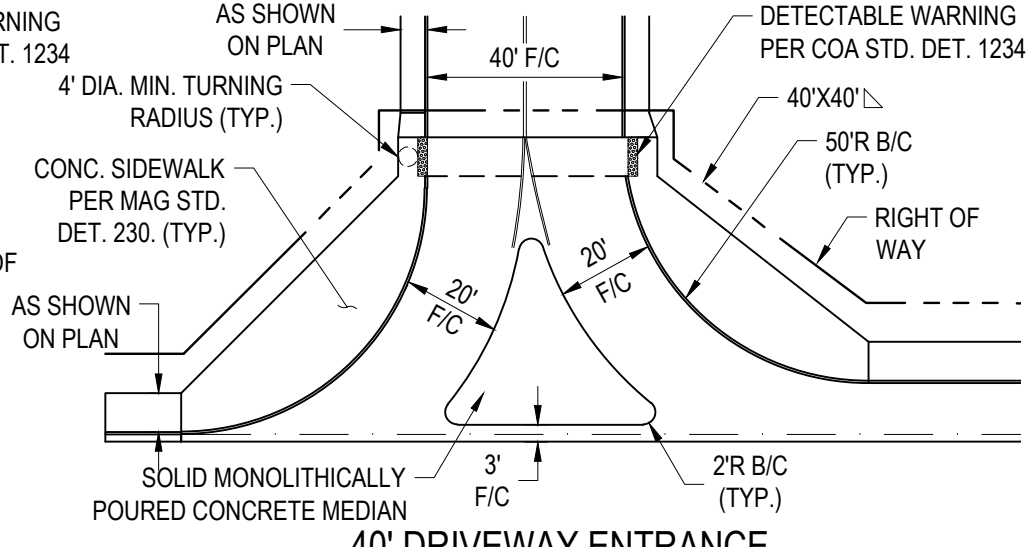
SLEEVE SWEEP & JUNCTION BOX DETAIL

DETAIL NO.		
A1253-2	Avondale **STANDARD DETAIL**	**BUS SHELTER PAD**

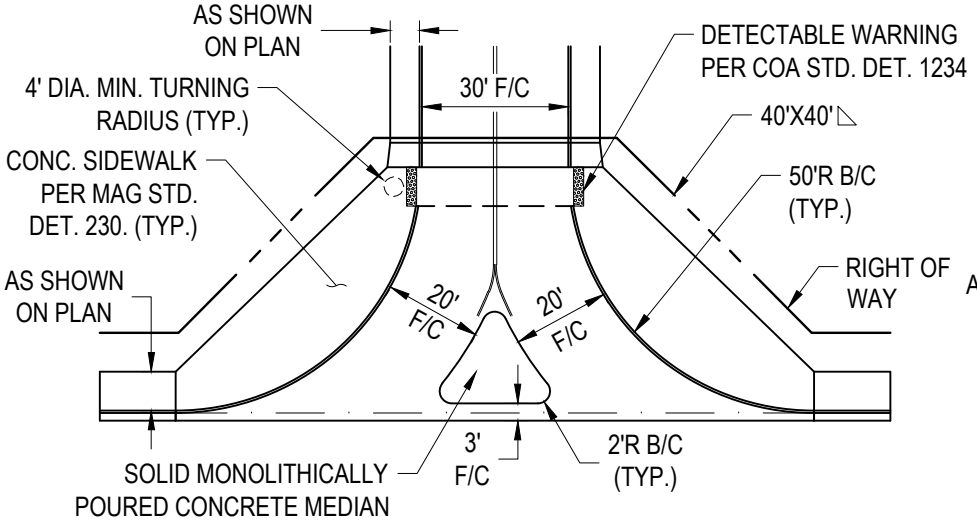
APPROVED BY: Douglas Jones
DATE: 8.24.16



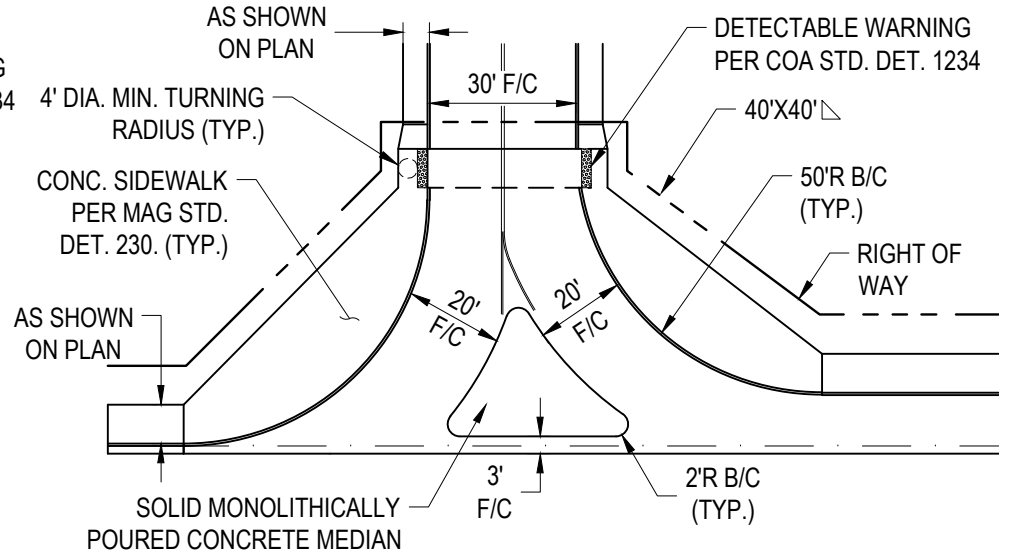
40' DRIVEWAY ENTRANCE
WITHOUT DECELERATION LANE



40' DRIVEWAY ENTRANCE
WITH DECELERATION LANE



30' DRIVEWAY ENTRANCE
WITHOUT DECELERATION LANE



30' DRIVEWAY ENTRANCE
WITH DECELERATION LANE

DETAIL NO.

A1256

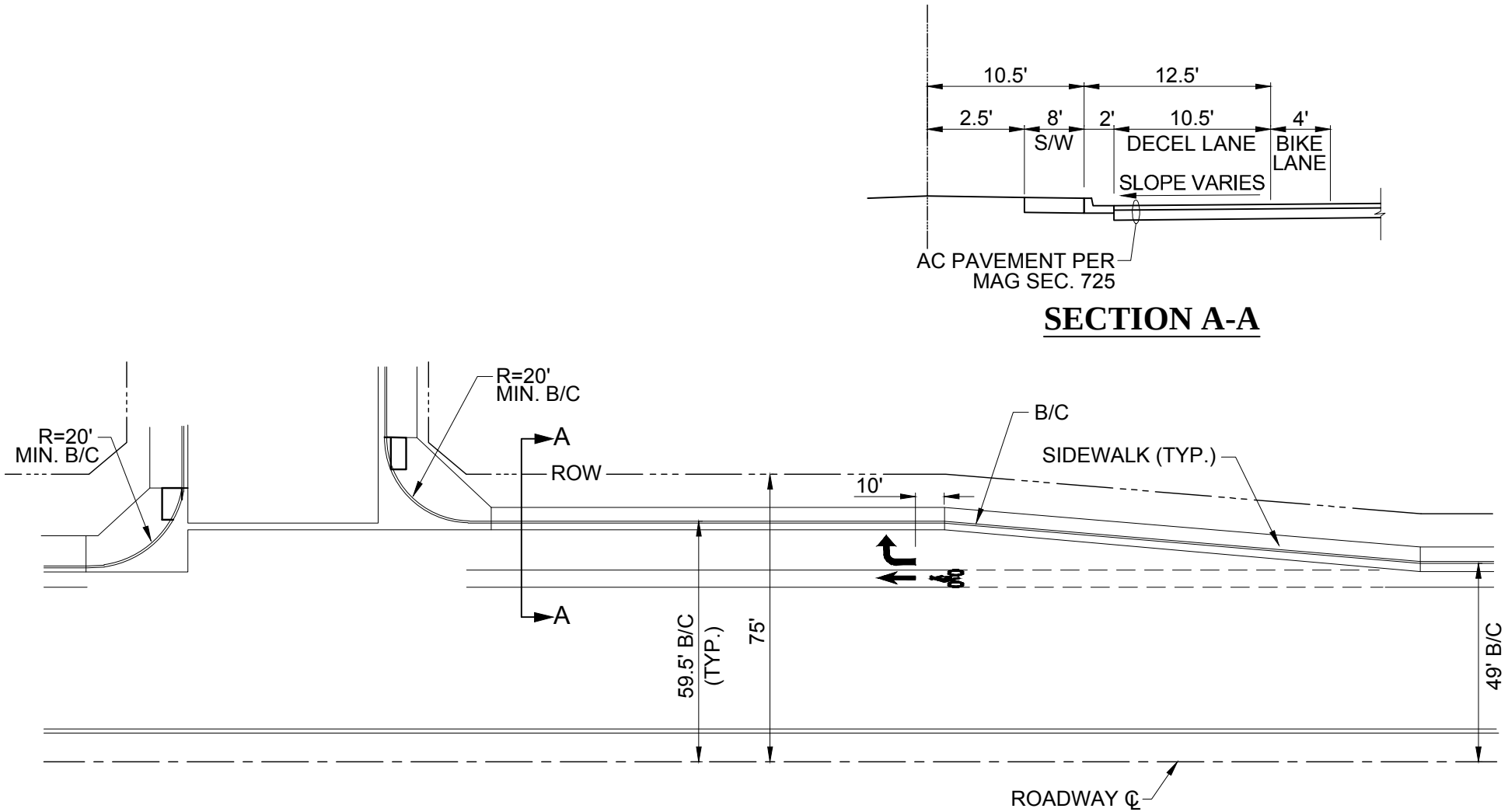
Avondale

STANDARD DETAIL

RIGHT-IN/RIGHT-OUT DRIVEWAY ENTRANCE

APPROVED BY:

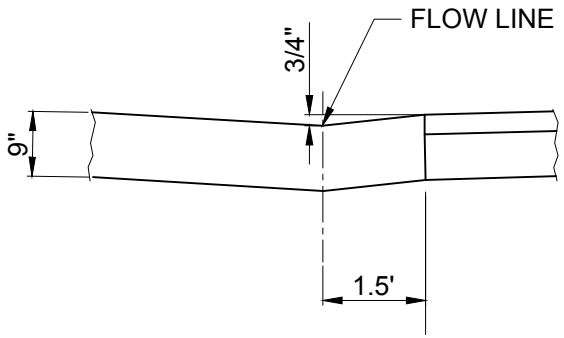
DATE: 8.24.16



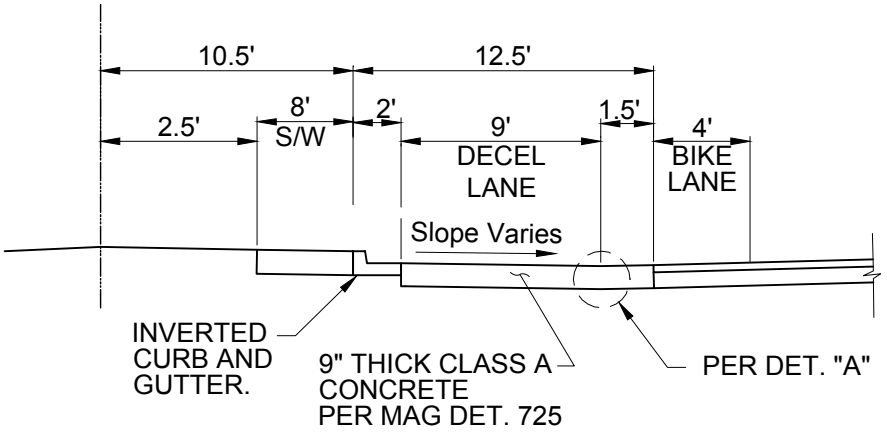
DETAIL NO.		
A1257	Avondale **STANDARD DETAIL**	**DECELERATION LANE ASPHALT**

APPROVED BY: Donald S. Jansen

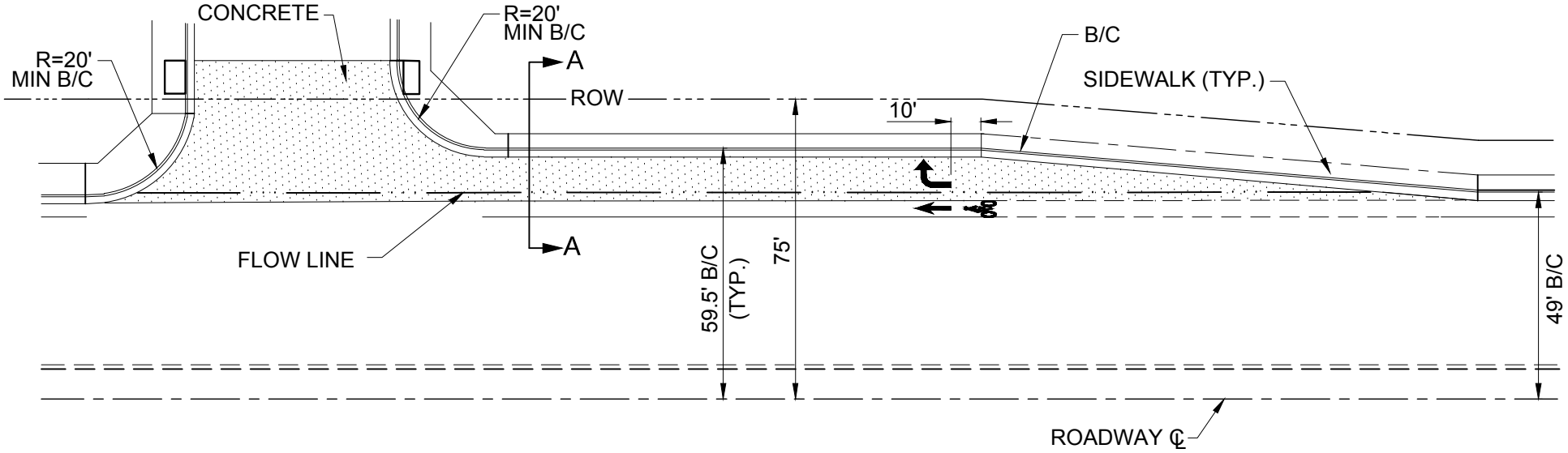
DATE: 8.24.16



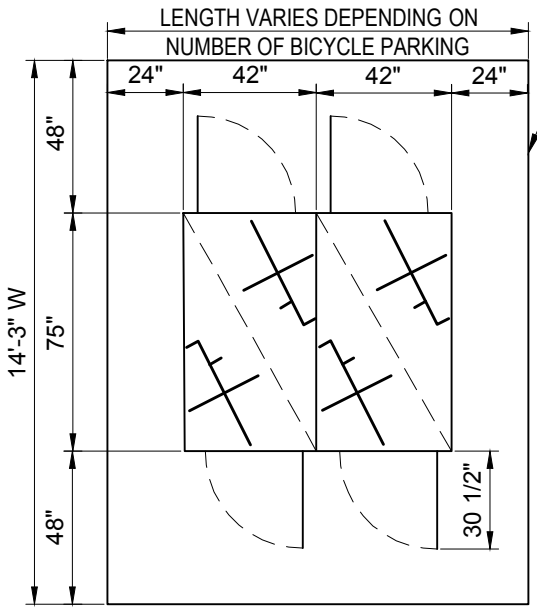
DETAIL "A"

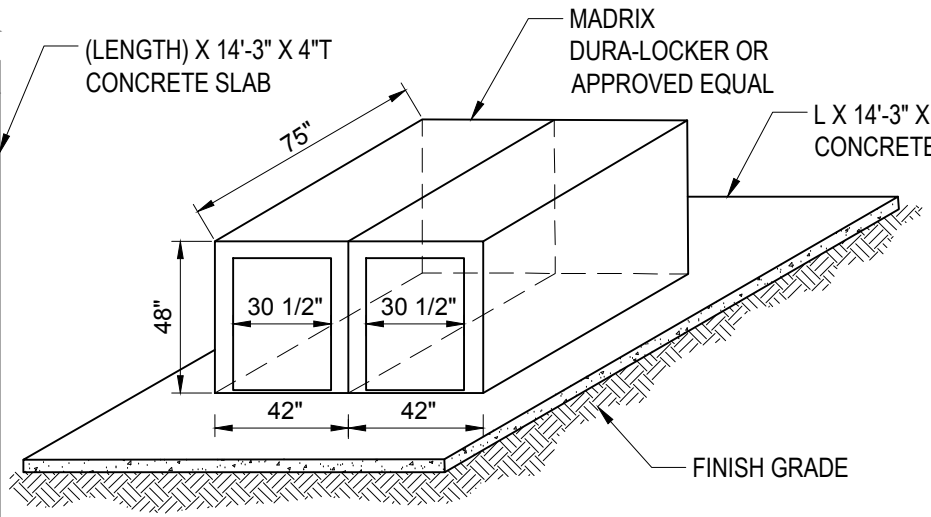


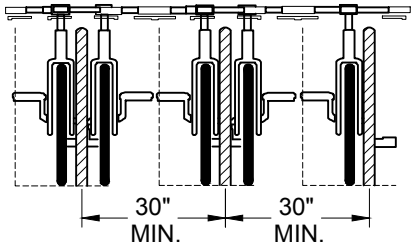
SECTION A-A



DETAIL NO.			
A1258	Avondale **STANDARD DETAIL**	**DECELERATION LANE CONCRETE**	APPROVED BY: Douglas Gower DATE: 8.24.16



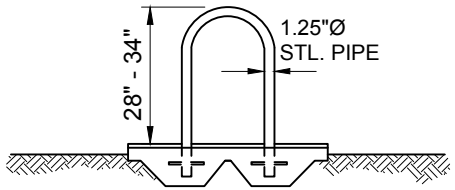




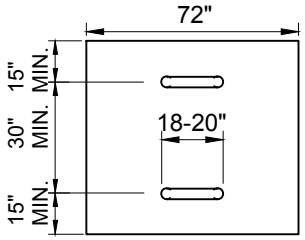
RACK SPACING

4" THICK CONCRETE SLAB (SLOPE 2% AWAY FROM BUILDING TO DRAIN.) WITH 6 X6 W. 1.4 X1.4 W.W.M. THROUGHOUT & WITH (2) 8"W X 12"Ø MONO. FTG'S @ EACH PIPE SETTING

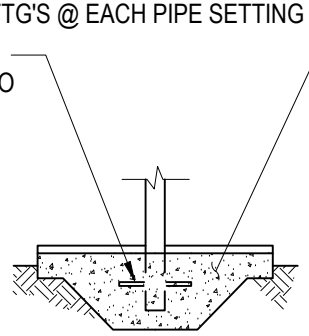
LONG TERM BICYCLE PARKING



INVERTED "U" RACK



SHORT TERM BICYCLE PARKING



RACK MOUNTING

NOTES:

1. ALL SHORT TERM BICYCLE PARKING SPACES SHALL INCLUDE A STATIONARY PARKING DEVICE ON A CONCRETE SURFACE WHICH ADEQUATELY SUPPORTS THE BICYCLE AND MUST HOLD AT LEAST 180 DEGREES OF THE WHEEL ARC.
2. ALL LONG TERM FACILITIES SHALL CONSIST OF A FULLY ENCLOSED LOCKABLE SPACE ACCESSIBLE ONLY TO OWNER/OPERATOR OF THE BICYCLE, OR ATTENDANT PARKING WITH A CHECK-IN SYSTEM ACCESSIBLE ONLY TO THE ATTENDANT(S), OR A LOCKED ROOM OR OFFICE INSIDE THE BUILDING.
3. WHERE NOT SPECIFIED, EITHER SHORT TERM OR LONG TERM PARKING IS PERMISSIBLE.
4. EACH SHORT TERM BICYCLE PARKING SPACE SHALL BE A MINIMUM OF 30-INCHES WIDE AND SIX FEET LONG, AND SHALL HAVE A MINIMUM OF EIGHT FEET OF OVERHEAD CLEARANCE.
5. ALL REQUIRED PARKING FACILITIES SHALL BE FROM AN APPROVED LIST OF BICYCLE PARKING DEVICES MAINTAINED BY THE MUNICIPAL SERVICES DEPARTMENT. ALTERNATIVE BICYCLE PARKING DEVICES MAY BE USED IF ESTABLISHED AS AN APPROVED EQUIVALENT IN FUNCTION, QUALITY AND CONSTRUCTION.
6. FIXED OBJECTS WHICH ARE INTENDED TO SERVE AS BICYCLE PARKING FACILITIES SHALL BE CLEARLY LABELED AS AVAILABLE BICYCLE PARKING.
7. BICYCLE PARKING SHALL BE CONSISTENT WITH SURROUNDINGS IN COLOR AND DESIGN AND BE INCORPORATE WHENEVER POSSIBLE INTO BUILDING OR STREET FURNITURE DESIGN.
8. BICYCLE PARKING SHALL BE LOCATED AS NEAR THE PRINCIPAL ENTRANCE OF THE BUILDING AS PRACTICABLE.
9. BICYCLE PARKING SHALL BE LOCATED IN A CONVENIENT, HIGHLY VISIBLE, ACTIVE, WELL LIGHTED AREA.
10. BICYCLE PARKING SHALL BE LOCATED SO AS NOT TO IMPEDE PEDESTRIAN MOVEMENT.
11. ALL RACK TYPES ARE 30" O.C.

DETAIL NO.		
A1265	Avondale **STANDARD DETAIL**	**BICYCLE PARKING DETAIL**

APPROVED BY: Donald S. Jones

DATE: 8.24.16