STANDARD PLANS

STREETS
NOTES

1. ALL CURBS ON PRIVATE STREETS AND PARKING LOTS SHALL BE PER CITY STANDARDS.
2. ALL CONCRETE SHALL BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4" AGGREGATE.
3. CONCRETE SHALL BE BRUSH FINISHED PARALLEL TO FACE OF CURB.
4. ALL CURBS SHALL BE BACKFILLED BEFORE STREET IS ROCKED & PAVED.
5. CLASS 2 AGGREGATE BASEROCK, SUBGRADE & FILL MATERIAL IF ANY SHALL HAVE A MINIMUM OF 95% RELATIVE COMPACTION UNDER CURB & GUTTER.
6. ON STRAIGHT RUN OF STD. CURB & GUTTER, 1/2" EXPANSION JOINTS SHALL BE INSTALLED AT 40' ON CENTER, & WEAK PLANE JOINTS SHALL BE INSTALLED MIDWAY BETWEEN EXPANSION JOINTS.
7. FOR EXPANSION JOINTS & WEAK PLANE JOINTS AT CURB RETURNS SEE CITY STD. S-8 & S-9, FOR EXPANSION JOINTS & WEAK PLANE JOINTS AT CATCH BASINS SEE CITY STD. D-2, D-2A, D-4A.
8. SUBGRADE AND CLASS 2 AGGREGATE BASE SHALL EXTEND TO ONE FOOT BEHIND CURB AND GUTTER.
9. EXTRUDED CURB AND GUTTER SHALL HAVE WEAK PLANE JOINTS AT 12' ON CENTER.
10. UTILITY IDENTIFICATION MARKINGS ("S" FOR SANITARY SEWER AND "W" FOR WATER UTILITIES) SHALL BE STAMPED WHERE UNDERLYING UTILITIES ARE IDENTIFIED. MARKINGS SHALL BE 1/8" DEEP, 3" HIGH PLACED ON TOP OF CURB AND FACE OF CURB.
11. CURB AND GUTTER REPLACEMENT REQUIRES 2-FT WIDE BY 6-IN THICK HMA PLUG.

EXPANSION JOINT NOTES
1. EDGE FINISH ALL EXPANSION & WEAK PLANE JOINTS
2. SLIP DOWELS INSTALLED AT ALL EXPANSION JOINTS
3. EXPANSION MUST BE FULL DEPTH
NOTES

1. THIS STD. TO BE USED WHERE EXISTING GUTTER IS 12". ALL NEW CURB AND GUTTER SHALL BE PER CITY STD., S-1.

2. ALL CURBS ON PRIVATE STREETS AND PARKING LOTS SHALL BE PER CITY STANDARDS.

3. ALL CONCRETE SHALL BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4" AGGREGATE.

4. CONCRETE SHALL BE BRUSH FINISHED PARALLEL TO FACE OF CURB.

5. ALL CURBS SHALL BE BACKFILLED BEFORE STREET IS ROCKED AND PAVED.

6. CLASS 2 AGGREGATE BASEROCK, SUBGRADE AND FILL MATERIAL IF ANY SHALL HAVE A MINIMUM OF 95% RELATIVE COMPACTION UNDER CURB AND GUTTER.

7. ON STRAIGHT RUN OF CURB AND GUTTER, 1/2" EXPANSION JOINTS SHALL BE INSTALLED ON 40' ON CENTER, & WEAK PLANE JOINTS SHALL BE INSTALLED MIDWAY BETWEEN EXPANSION JOINTS.

8. FOR EXPANSION JOINTS & WEAK PLANE JOINTS AT CURB RETURNS SEE CITY STD. S-8 & S-9. FOR EXPANSION JOINTS & WEAK PLANE JOINTS AT CATCH BASINS SEE CITY STD. D-2, D-2A, AND D-4A.

9. SUBGRADE AND CLASS 2 AGGREGATE BASE SHALL EXTEND TO ONE FOOT BEHIND CURB AND GUTTER.

10. EXTRUDED CURB AND GUTTER SHALL HAVE WEAK PLANE JOINTS AT 12' ON CENTER.

11. UTILITY IDENTIFICATION MARKINGS ("S" FOR SANITARY SEWER AND "W" FOR WATER UTILITIES) SHALL BE STAMPED WHERE UNDERLYING UTILITIES ARE IDENTIFIED. MARKINGS SHALL BE 1/8" DEEP, 3" HIGH PLACE ON TOP OF CURB AND FACE OF CURB.

12. CURB AND GUTTER REPLACEMENT REQUIRES 2-FT WIDE BY 6-IN THICK HMA PLUG.
NOTES

1. ALL CURBS INSTALLED ON PRIVATE PROPERTY SHALL BE TO CITY STDS.

2. ALL CONCRETE SHALL BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4" AGGREGATE.

3. CONCRETE SHALL BE BRUSH FINISHED PARALLEL TO FACE OF CURB.

4. ALL CURBS SHALL BE BACKFILLED BEFORE STREET IS ROCKED AND PAVED.

5. CLASS 2 AGGREGATE BASE, SUBGRADE AND FILL MATERIAL SHALL HAVE A MINIMUM OF 95% COMPACTION UNDER CURB.

6. ON STRAIGHT RUN OF CURB AND GUTTER, 1/2" EXPANSION JOINTS SHALL BE INSTALLED ON 40' ON CENTER, & WEAK PLANE JOINTS SHALL BE INSTALLED AT 10' ON CENTER.

7. FOR EXPANSION JOINTS & WEAK PLANE JOINTS AT CURB RETURNS SEE CITY STD. S-8 & S-9. FOR EXPANSION JOINTS & WEAK PLANE JOINTS AT CATCH BASINS SEE CITY STD. D-2, D-2A, AND D-4A. NOT APPLICABLE TO B-3 CURB.

8. SUBGRADE AND CLASS 2 AGGREGATE BASE SHALL EXTEND TO ONE FOOT BEHIND CURB AND GUTTER.

9. EXTRUDED CURB AND GUTTER SHALL HAVE WEAK PLANE JOINTS AT 12' ON CENTER.
PLAN VIEW
ROLLED CURB TRANSITION TO
STRAIGHT CURB AND 2' GUTTER

IF EXISTING ROLLED CURB EXTENDS BEYOND THIS
POINT, IT MUST BE REMOVED HERE TO INSTALL
TRANSITION SECTION.

PLAN VIEW
ROLLED CURB TRANSITION TO
2' GUTTER AT CURB RETURN

PLAN VIEW
1' GUTTER TRANSITION TO
STRAIGHT CURB AND 2' GUTTER

CITY OF NAPA
CURB TRANSITIONS

PUBLIC WORKS DEPARTMENT
NOTES

1. ALL CONCRETE TO BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4" AGGREGATE.

2. NEW CLASS II AGGREGATE BASE REQUIRED FOR ALL CONSTRUCTION.

3. ALL SIDEWALKS SHALL BE 4" THICK. SIDEWALKS SHALL BE 6" THICK AT DRIVEWAYS.

4. ON STANDARD SIDEWALKS, 1/2" EXPANSION JOINTS SHALL BE INSTALLED AT 40' ON CENTER AND WEAK PLANE JOINTS SHALL BE INSTALLED MIDWAY BETWEEN EXPANSION JOINTS. ON CURB ADJACENT SIDEWALKS, EXPANSION JOINTS AND WEAK PLANE JOINTS SHALL BE ALIGNED WITH THE EXPANSION JOINTS IN THE CURB AND GUTTER.

5. TRANSVERSE SCORE LINES SHALL BE INSTALLED AT 4' INTERVALS ON RESIDENTIAL SIDEWALK AND AT 5' INTERVALS ON COMMERCIAL SIDEWALK. FOR 5.5' ADJACENT SIDEWALK, SCORE LINES SHALL BE INSTALLED AT 5' INTERVALS.

6. FOR ALL UTILITY BOXES, WEAK PLANE JOINTS SHALL BE INSTALLED ON BOTH SIDES OF THE BOX. WEAK PLANE JOINTS SHALL EXTEND THE ENTIRE WIDTH OF THE SIDEWALK, OR AS DIRECTED BY THE ENGINEER.

7. COMPACtion TESTS ARE REQUIRED ON NATIVE SUBGRADE AND CLASS II AB FOR ALL CONSTRUCTION.

8. FOR ADJACENT SIDEWALK AND BUSINESS OR COMMERCIAL SIDEWALKS, STREET TREE WELLS SHALL BE FIELD LOCATED BY THE ENGINEER PRIOR TO POURING SIDEWALK.

9. ALL SIDEWALKS SHALL MAINTAIN A 4' A.D.A. PATH OF TRAVEL WITHOUT OBSTRUCTIONS.

10. SIDEWALKS ADJACENT TO EXISTING CURB SHALL BE DOWELLED PER DETAIL S-4B.
NOTES

1. WIDEN SIDEWALK AROUND FIRE HYDRANT AS REQUIRED TO PROVIDE MINIMUM 4' CLEAR PATH ALONG PEDESTRIAN ROUTE OF TRAVEL.

2. RIGHT OF WAY WIDENING TO BE DEDICATED AS REQUIRED TO CONTAIN WIDENED SIDEWALK ENTIRELY WITHIN CITY RIGHT OF WAY.

3. SEE CITY STDs. S-1, S-4, S-5, S-8, AND W-8 FOR ADDITIONAL INFORMATION.
CONCRETE COLLAR CONNECTION

1. FOR ALL CURB AND GUTTER CONNECTIONS, ADJUST CURB FACE HEIGHT AS NECESSARY TO MATCH EXISTING CURB

SIDEWALK CONNECTION

SIDEWALK, CURB AND GUTTER CONNECTION

NOTES
NOTES

1. EXISTING CURB, GUTTER AND SIDEWALK SHALL BE CUT AT THE FIRST SCORE LINE BEYOND THE NEW DRIVEWAY LOCATION WITH AN ABRASIVE TYPE SAW TO A MINIMUM DEPTH OF 1½". THE OLD CURB, GUTTER AND SIDEWALK SHALL BE ENTIRELY REMOVED AND REPLACED WITH 4000 PSI (6 SACKS PER CY) CONCRETE AS SHOWN.

2. 1/2" EXPANSION JOINT MATERIAL SHALL BE PLACED ALONG EACH SIDE OF ALL NEW DRIVEWAY APPROACHES. WHERE SIDEWALKS, CURBS AND GUTTERS ARE EXISTING COLD JOINTS OR SLIP DOWELS MAY BE SUBSTITUTED.

3. A TRANSVERSE WEAK PLANE JOINT SHALL BE PLACED ON THE CENTERLINE OF ALL DRIVEWAYS. THE LONGITUDINAL LINE, AS SHOWN, SHALL BE A WEAK PLANE JOINT 4' FROM BACK OF SIDEWALK. SCORE LINES SHALL BE PLACED ONLY IN THIS 4' SIDEWALK AREA.

4. NEW DRIVEWAY APPROACHES SHALL NOT ENCROACH WITHIN 10' OF CURB RETURNS. MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN COMMERCIAL APPROACHES SHALL BE 20 FEET.

5. ABANDONED DRIVEWAY APPROACHES SHALL BE REMOVED AND REPLACED WITH STANDARD CURB AND GUTTER.

6. WHERE EXISTING FACILITIES ARE NON-CONFORMING, APPROACHES MAY BE MODIFIED AS DIRECTED BY THE CITY ENGINEER.

7. INSTALL 1/2" EXPANSION JOINT WHEN CONCRETE IS TO BE INSTALLED BEHIND DRIVEWAY APPROACH.

8. RAMP LENGTH CAN VARY (1.5' MINIMUM) AS REQUIRED TO SATISFY A.D.A. REQUIREMENTS FOR CURB ADJACENT SIDEWALK UPON APPROVAL BY THE CITY ENGINEER. SEE STANDARD DRAWING S-5A.
NOTES

1. EXISTING CURB, GUTTER AND SIDEWALK SHALL BE CUT AT THE FIRST SCORE LINE BEYOND THE NEW DRIVEWAY LOCATION WITH AN ABRASIVE TYPE SAW TO A MINIMUM DEPTH OF 1½". THE OLD CURB, GUTTER AND SIDEWALK SHALL BE ENTIRELY REMOVED AND REPLACED WITH 4000 PSI (6 SACKS PER CY) CONCRETE AS SHOWN.

2. 1/2" EXPANSION JOINT MATERIAL SHALL BE PLACED ALONG EACH SIDE OF ALL NEW DRIVEWAY APPROACHES. WHERE SIDEWALKS, CURBS AND GUTTERS ARE EXISTING COLD JOINTS OR SLIP DOWELS MAY BE SUBSTITUTED.

3. A TRANSVERSE WEAK PLANE JOINT SHALL BE PLACED ON THE CENTERLINE OF ALL DRIVEWAYS. THE LONGITUDINAL LINE, AS SHOWN, SHALL BE A WEAK PLANE JOINT 4' FROM BACK OF SIDEWALK. SCORE LINES SHALL BE PLACED ONLY IN THIS 4' SIDEWALK AREA.

4. NEW DRIVEWAY APPROACHES SHALL NOT ENCROACH WITHIN 10' OF CURB RETURNS. MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN COMMERCIAL APPROACHES SHALL BE 20 FEET.

5. ABANDONED DRIVEWAY APPROACHES SHALL BE REMOVED AND REPLACED WITH STANDARD CURB AND GUTTER.

6. WHERE EXISTING FACILITIES ARE NON-CONFORMING, APPROACHES MAY BE MODIFIED AS DIRECTED BY THE CITY ENGINEER.

7. INSTALL 1/2" EXPANSION JOINT WHEN CONCRETE IS TO BE INSTALLED BEHIND DRIVEWAY APPROACH.

8. RAMP LENGTH CAN VARY (1.5' MINIMUM) AS REQUIRED TO SATISFY A.D.A. REQUIREMENTS FOR CURB ADJACENT SIDEWALK UPON APPROVAL BY THE CITY ENGINEER.

CITY OF NAPA

STANDARD DRIVEWAY APPROACH - SHORT RAMP

PUBLIC WORKS DEPARTMENT
1. **EXISTING CURB, GUTTER AND SIDEWALK SHALL BE CUT AT THE FIRST SCORE LINE BEYOND THE NEW DRIVEWAY LOCATION WITH AN ABRASIVE TYPE SAW TO A MINIMUM DEPTH OF 1 1/2". THE OLD CURB, GUTTER AND SIDEWALK SHALL BE ENTIRELY REMOVED AND REPLACED WITH 4000 PSI (6 SACKS PER CY) CONCRETE AS SHOWN.**

2. **1/2" EXPANSION JOINT MATERIAL SHALL BE PLACED ALONG EACH SIDE OF ALL NEW DRIVEWAY APPROACHES. WHERE SIDEWALKS, CURBS AND GUTTERS ARE EXISTING COLD JOINTS OR SLIP DOWELS MAY BE SUBSTITUTED.**

3. **A TRANSVERSE WEAK PLANE JOINT SHALL BE INSTALLED ON THE CENTERLINE OF ALL DRIVEWAYS. THE LONGITUDINAL LINE, AS SHOWN, SHALL BE A WEAK PLANE JOINT 4' FROM BACK OF SIDEWALK. SCORE LINES SHALL BE PLACED ONLY IN THIS 4' SIDEWALK AREA.**

4. **ABANDONED DRIVEWAY APPROACHES SHALL BE REMOVED AND REPLACED WITH STANDARD CURB AND GUTTER.**

5. **WHERE EXISTING FACILITIES ARE NON-CONFORMING, APPROACHES MAY BE MODIFIED AS DIRECTED BY THE CITY ENGINEER.**

6. **INSTALL 1/2" EXPANSION JOINT WHEN CONCRETE IS TO BE INSTALLED BEHIND DRIVEWAY APPROACH.**

**NOTES**

**SECTION A-A**

1. **FLOWLINE**
2. **SURFACE OF GUTTER TO MATCH GUTTER OF STANDARD CURB PER DETAIL S-1**
3. **SLOPE 3/4" PER FOOT**
4. **R1/2"**
5. **R1"**
6. **2'**
7. **12" CLASS II AB AT DRIVEWAYS COMPACTED TO 95%**
8. **6" SUBGRADE COMPACTED TO 95%**
9. **CLASS II AB COMPACTED TO 95%**
10. **6" PCC**
11. **WEAK PLANE JOINT**
12. **RW**
13. **CONFORM TO [E]**
14. **1.5% MAX**
15. **R=10'**
16. **L=VARES**
17. **12" CLASS II AB AT DRIVEWAYS COMPACTED TO 95%**
18. **6" SUBGRADE COMPACTED TO 95%**
19. **CLASS II AB COMPACTED TO 95%**
20. **FLOWLINE**
NOTES

1. MEDIAN CURBS SHALL BE A1-6 PER CITY STD. S-2.
2. MEDIAN SURFACING IS TO BE SHOWN ON THE PLANS & SPECIFICATIONS.
3. BIKE LANEs - SEE FUTURE BIKEWAY MAP FIGURE 3-5 IN THE GENERAL PLAN FOR BIKE LANE LOCATIONS. IF BIKE LANEs ARE NOT REQUIRED, THE RIGHT OF WAY WIDTH MAY BE REDUCED ACCORDINGLY.

4. BIKE ROUTEs - SEE FUTURE BIKEWAY MAP FIGURE 3-5 IN THE GENERAL PLAN FOR CLASS 3 (BIKE ROUTE) LOCATIONS. STREETS DESIGNATED AS CLASS 3 BIKE ROUTEs SHALL HAVE 14' WIDE OUTSIDE TRAVEL LANEs.

5. SEE CITY STD. S-4 FOR SIDEWALK (SW) AND LANDSCAPE (LS) AREA STANDARDS.

6. SEE GENERAL PLAN; CHAPTER 3: TRANSPORTATION, TABLE 3-3 "CLASSIFICATION OF FUTURE ROADWAY SYSTEM" TO IDENTIFY THOSE STREETS THAT ARE CLASSIFIED AS COLLECTORS AND ARTERIALS.

7. VEHICLE TRAVEL LANE WIDTH APPROVED BY THE CITY ENGINEER. NO REDUCTION IN TOTAL ROW WIDTH SHALL OCCUR WHERE LANEs LESS THAN 12' ARE APPROVED.
2 LANE MINOR ARTERIAL
2-WAY LEFT TURN LANE AND PARKING

NOTES

1. BIKE LINES - SEE FUTURE BIKEWAY MAP FIGURE 3-5 IN THE GENERAL PLAN FOR BIKE LANE LOCATIONS. IF BIKE LINES ARE NOT REQUIRED, THE RIGHT OF WAY WIDTH MAY BE REDUCED ACCORDINGLY.

2. BIKE ROUTES - SEE FUTURE BIKEWAY MAP FIGURE 3-5 IN THE GENERAL PLAN FOR CLASS 3 (BIKE ROUTE) LOCATIONS. STREETS DESIGNATED AS CLASS 3 BIKE ROUTES SHALL HAVE 14' WIDE OUTSIDE TRAVEL LANES.

3. SEE CITY STD. S-4 FOR SIDEWALK AND LANDSCAPE AREA STANDARDS.

4. SEE GENERAL PLAN; CHAPTER 3: TRANSPORTATION, TABLE 3-3 "CLASSIFICATION OF FUTURE ROADWAY SYSTEM" TO IDENTIFY THOSE STREETS THAT ARE CLASSIFIED AS COLLECTORS AND ARTERIALS.

5. VEHICLE TRAVEL LANE WIDTH APPROVED BY THE CITY ENGINEER. NO REDUCTION IN TOTAL ROW WIDTH SHALL OCCUR WHERE LANES LESS THAN 12' ARE APPROVED.
NOTES
1. TYPE "A" COLLECTORS SERVE RESIDENTIAL, MIXED USE PROJECTS AND COMMERCIAL PROJECTS. TYPE "B" COLLECTORS SERVE CORPORATE PARK AND INDUSTRIAL PROJECTS.

2. BIKE LANES - SEE FUTURE BIKEWAY MAP FIGURE 3-5 IN THE GENERAL PLAN FOR BIKE LANE LOCATIONS. IF BIKE LANES ARE NOT REQUIRED, THE RIGHT OF WAY WIDTH MAY BE REDUCED ACCORDINGLY.

3. BIKE ROUTES - SEE FUTURE BIKEWAY MAP FIGURE 3-5 IN THE GENERAL PLAN FOR CLASS 3 (BIKE ROUTE) LOCATIONS. STREETS DESIGNATED AS CLASS 3 BIKE ROUTES SHALL HAVE 14' WIDE OUTSIDE TRAVEL LANES.

4. SEE CITY STD. S-4 FOR SIDEWALK (SW) AND LANDSCAPE (LS) AREA STANDARDS.

5. SEE GENERAL PLAN; CHAPTER 3: TRANSPORTATION, TABLE 3-3 "CLASSIFICATION OF FUTURE ROADWAY SYSTEM" TO IDENTIFY THOSE STREETS THAT ARE CLASSIFIED AS COLLECTORS AND ARTERIALS.

6. VEHICLE TRAVEL LANE WIDTH APPROVED BY THE CITY ENGINEER. NO REDUCTION IN TOTAL ROW WIDTH SHALL OCCUR WHERE LANES LESS THAN 12' ARE APPROVED.
NOTES

1. SEE CITY STD. S-4 FOR SIDEWALK (SW) AND LANDSCAPE (LS) AREA STANDARDS.

2. TYPE A LOCAL STREETS ARE TYPICALLY DOUBLE LOADED SERVING RESIDENCES ON BOTH SIDES OF THE STREET.

3. TYPE B LOCAL STREETS ARE TYPICALLY SINGLE LOADED WITH RESIDENCES ON THE PARKING SIDE OF THE STREET.

4. TYPE C LOCAL STREETS ARE TYPICALLY USED FOR THE NON-LOADED (NO RESIDENCES OR DRIVEWAYS FRONTING THE STREET) PORTIONS ON THE STREET THAT CONNECT OR LEAD TO DEVELOPED PORTIONS OF THE SITE.

5. STREET CROSS SECTIONS MAY BE WIDER THAN INDICATED AS NECESSARY TO CONFORM TO THE SIGHT DISTANCE AND VISIBILITY STANDARDS, PARKING REQUIREMENTS, VEHICLE BACKUP AND TURNAROUND MOVEMENTS, AND FIRE DEPARTMENT TURNING MOVEMENTS. COMPLIANCE WITH ACCESS REQUIREMENTS IS TO BE DEMONSTRATED BY PLOTTING THE PARKING SPACE LOCATIONS AND THE APPROPRIATE AASHTO VEHICLE TURNING TEMPLATES ON THE IMPROVEMENT PLANS FOR ALL STREET CROSS SECTIONS.

6. STREET DESIGNS SHALL ALSO CONFORM TO THE REQUIREMENTS LISTED IN MUNICIPAL CODE SECTION 17.52.36 “PEDESTRIAN FRIENDLY STREETS.”
NOTES

1. SEE CITY STD. S-4 FOR SIDEWALK (SW) AND LANDSCAPE (LS) AREA STANDARDS.

2. PLANTER STRIPS ARE REQUIRED BETWEEN THE SIDEWALK AND THE CURB, EXCEPT CURB ADJACENT SIDEWALKS MAY BE USED WHEN APPROVED BY THE CITY ENGINEER TO AVOID SIGNIFICANT ENVIRONMENTAL IMPACTS RELATED TO HILLSIDE STREET GRADING AND/OR THE REMOVAL OF SIGNIFICANT TREES.

3. STREET CROSS SECTIONS MAY BE WIDER THAN INDICATED AS NECESSARY TO CONFORM TO THE SIGHT DISTANCE AND VISIBILITY STANDARDS, PARKING REQUIREMENTS, VEHICLE BACKUP AND TURNAROUND MOVEMENTS, AND FIRE DEPARTMENT TURNING MOVEMENTS. COMPLIANCE WITH ACCESS REQUIREMENTS IS TO BE DEMONSTRATED BY PLOTTING THE PARKING SPACE LOCATION AND THE APPROPRIATE AASHTO VEHICLE TURNING TEMPLATES ON THE IMPROVEMENT PLANS FOR ALL STREET CROSS SECTIONS.

4. STREET DESIGNS SHALL ALSO CONFORM TO THE REQUIREMENTS LISTED IN MUNICIPAL CODE SECTION 17.52.36 PEDESTRIAN FRIENDLY STREETS.

5. HILLSIDE SURFACE IMMEDIATELY BEYOND CURB AND GUTTER, SIDEWALK OR LANDSCAPING TO BE LESS THAN 2% GRADE. GRADE REQUIREMENTS SHALL OCCUR OVER A MINIMUM OF 1’ PAST SIDEWALK/LANDSCAPING AND A MINIMUM OF 1.5’ PAST CURB AND GUTTER.
NOTES

1. LOCAL RURAL STREETS MAY BE USED FOR RESIDENTIAL PROJECTS WHEN FRONTING LOT SIZES ARE 20,000 SF OR GREATER.

2. GENERALLY CURB AND GUTTER IS REQUIRED TO CONTROL STREET SIDE DRAINAGE, BUT ALTERNATE METHODS MAY BE CONSIDERED ON A CASE BY CASE BASIS AS APPROPRIATE TO ACCOMMODATE AND PROVIDE FOR WATER QUALITY MEASURES (BEST MANAGEMENT PRACTICES FOR STORM WATER POLLUTION PREVENTION) AS REVIEWED AND APPROVED BY THE CITY ENGINEER.

3. STREET DESIGNS SHALL ALSO CONFORM TO THE REQUIREMENTS LISTED IN MUNICIPAL CODE SECTION 17.52.36 PEDESTRIAN FRIENDLY STREETS.
NOTES

* ON PRIVATE STREETS AND CURB RADIUS MAY BE REDUCED TO 35' WHEN AT LEAST ONE 8' WIDE PARALLEL PARKING BAY IS PROVIDED OUTSIDE THE 35' RADIUS AREA, ALONG THE FRONT OF EACH LOT PER SPEC 3.04.01

1. GENERALLY THE STANDARD CUL-DE-SAC BULB DIMENSIONS SHOWN ARE REQUIRED FOR ALL RESIDENTIAL TURNAROUNDS. HOWEVER, ALTERNATE TURNAROUND DESIGNS WILL BE ALLOWED AS INDICATED IN THE SECTION TITLED "FIRE DEPARTMENT ACCESS" OF THE CITY OF NAPA STREET STANDARD SPECIFICATIONS.
NOTE:

* ON PRIVATE STREETS AND CURB RADIUS MAY BE REDUCED TO 35' WHEN AT LEAST ONE 8' WIDE PARALLEL PARKING BAY IS PROVIDED OUTSIDE THE 35' RADIUS AREA, ALONG THE FRONT OF EACH LOT PER SPEC 3.04.01

1. WHEN A STANDARD TURNAROUND IS REQUIRED (AND THAT TURNAROUND WILL SERVE FUTURE DEVELOPMENT ACROSS THE STREET ON AN ABUTTING PARCEL) A PARTIAL CUL-DE-SAC DESIGNED IN ACCORDANCE WITH EITHER STANDARD DETAIL S-7C (FIRE ENGINE) OR CITY STD. S-7D (FIRE LADDER TRUCK) WILL BE ALLOWED AS AN INTERIM SOLUTION WHEN APPROVED BY THE FIRE CHIEF.

2. SEE CITY STD. S-7A FOR ADDITIONAL DESIGN PARAMETERS.
NOTE:

* ON PRIVATE STREETS AND CURB RADIUS MAY BE REDUCED TO 35' WHEN AT LEAST ONE 8' WIDE PARALLEL PARKING BAY IS PROVIDED OUTSIDE THE 35' RADIUS AREA, ALONG THE FRONT OF EACH LOT PER SPEC 3.04.01

1. WHEN A STANDARD TURNAROUND IS REQUIRED (AND THAT TURNAROUND WILL SERVE FUTURE DEVELOPMENT ACROSS THE STREET ON AN ABUTTING PARCEL) A PARTIAL CUL-DE-SAC DESIGNED IN ACCORDANCE WITH EITHER STANDARD DETAIL S-7C (FIRE ENGINE) OR CITY STD. S-7D (FIRE LADDER TRUCK) WILL BE ALLOWED AS AN INTERIM SOLUTION WHEN APPROVED BY THE FIRE CHIEF.

2. SEE CITY STD. S-7A FOR ADDITIONAL DESIGN PARAMETERS.
NOTES:

1. PLACE TRANSVERSE SCORE LINES AT 4' INTERVALS ON FACE OF CURB, RADIAL TO THE RADIUS POINT.

2. IN ADDITION TO THE REQUIREMENTS SHOWN ON THIS DRAWING, CURB RAMPS SHALL BE DESIGNED IN ACCORDANCE WITH THE CURRENT CALTRANS STANDARD A88A (SEE CITY STD. S-9).

3. WHERE EXISTING FACILITIES ARE NONCONFORMING OR RIGHT-OF-WAY LIMITATIONS EXIST, RAMPS MAY BE MODIFIED AS APPROVED BY THE CITY ENGINEER.

4. NEW CLASS II AB REQUIRED FOR ALL CONSTRUCTION.

5. ALL CONCRETE SHALL BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4" AGGREGATE.
NOTES

1. ALL UNSUPPORTED PAVEMENT STRUCTURAL SECTION EDGES SHALL INCLUDE EDGE PROTECTION PER THIS DETAIL.
2. ALL CONCRETE SHALL BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4" MAX AGGREGATE.
3. CONCRETE SHALL BE BRUSH FINISHED PARALLEL TO FACE OF CURB.
4. ALL CURBS SHALL BE BACKFILLED BEFORE STREET IS ROCKED AND PAVED.
5. CLASS 2 AGGREGATE BASE, SUBGRADE AND FILL MATERIAL, IF ANY, SHALL HAVE A MINIMUM OF 95% RELATIVE COMPACATION UNDER CURBS.
6. ON STRAIGHT RUN OF CURB, 1/2 INCH EXPANSION JOINTS SHALL BE INSTALLED ON 40 FOOT C.C. AND WEAK PLANE JOINTS INSTALLED MIDWAY BETWEEN EXPANSION JOINTS.
7. SUBGRADE SHALL EXTEND UNDER ALL SHOULDER BACKING AND TO ONE FOOT BEHIND FLUSH CURB.
NOTES

1. ALL CONCRETE SHALL BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4" AGGREGATE.

2. CONCRETE SHALL BE BRUSH FINISHED PARALLEL TO FACE OF CURB.

3. SEE CITY STD S-4B, CONCRETE CONNECTION DETAIL.
NOTES

ORDINATES, IN DECIMAL PARTS OF A FOOT, ESTABLISH THE DISTANCE OF THE PAVEMENT SURFACE OF THE TRANSVERSE STREET BELOW THE NORMAL STREET GRADE, FROM STA. 0+00 TO 0+25.

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A.C. SURFACING

NORMAL CROWN

NORMAL GRADE OF FLOWLINE OF LONGITUDINAL STREET.

RETURN F.G.

NORMAL TRANSVERSE STREET GRADE EXTENDED

0+25 - B.C.-30' RAD. RETURN F.G.

0+20

0+15

0+10

0+05

0+00

5'

F/C

3'

CROSS-GUTTER SEE CITY STD. S-11A

PROFILE ALONG Q TRANSVERSE STREET

FINISHED GRADE

NORMAL GRADE OF FLOWLINE OF LONGITUDINAL STREET.

0.50

6'

0.50

0.50
NOTES

1. ALL TRENCH CUTS SHALL BE CUT TO A NEAT LINE WITH A CONCRETE SAW.

2. ALL TRENCH CUTS SHALL BE "T-CUT" ONE FOOT WIDER THAN THE TRENCH EXCAVATION. T-CUT SHALL BE INCLUDE FULL DEPTH AC.

3. THE EXISTING ASPHALT SHALL BE REMOVED AND REPLACED BETWEEN THE EDGE OF THE TRENCH AND THE EXISTING CURB AND GUTTER IF LESS THAN THREE FEET OF ASPHALT REMAINS.

4. VERIFY BEDDING BACKFILL MATERIAL REQUIREMENTS WITH EACH UTILITY OWNER'S SPECIFICATIONS AND STANDARDS. FOR STORM DRAINS, BED AND BACKFILL ONE FOOT OVER THE CROWN OF THE PIPE WITH 3/4" CLEAN CRUSHED ROCK, SEE CITY STD. D-12 FOR ADDITIONAL REQUIREMENTS. FOR WATER LINE REQUIREMENTS, SEE CITY STD. W-13A.

5. IN ALL PAVED AREAS, BOTH PRIVATE AND PUBLIC, TRENCHES SHALL BE BACKFILLED FULL DEPTH WITH CLASS II AGGREGATE BASEROCK COMPACTED TO 95% RELATIVE COMPACTION. RECYCLED AGGREGATE BASEROCK MAY BE USED. THE PROJECT GEOTECHNICAL ENGINEER SHALL TAKE SUFFICIENT TESTS TO ASSURE THAT ALL COMPACTION REQUIREMENTS ARE MET.

6. IN UNPAVED AREAS, NATIVE MATERIAL COMPACTED TO 90% MAY BE USED FOR TRENCH BACKFILL.

7. NO JETTING OF BACKFILL MATERIAL IS ALLOWED.

8. ANY ADJACENT PAVEMENT DAMAGED DURING CONSTRUCTION SHALL BE CUT INTO A NEAT LINE AND REMOVED PRIOR TO PAVING, AS MARKED BY CITY INSPECTOR/ENGINEER.

9. ALL TRENCHES IN PAVED AREAS SHALL HAVE TEMPORARY CUTBACK INSTALLED OR BE PLATED AT THE END OF EACH WORKING DAY.

10. ALL TRENCHES SHALL BE PAVED WITH HOT MIX ASPHALT WITHIN SEVEN DAYS.

11. TRENCH PAVING SHALL BE MINIMUM OF FIVE INCHES OF ASPHALT OR MATCH THE EXISTING PAVEMENT SECTION WHICHEVER IS GREATER, AND INSTALLED IN 2 LIFTS.

12. ALL VERTICAL EDGES SHALL BE TACK COATED USING SS-1 OR RS-1 EMULSIFIED OIL. TRENCH JOINT SHALL BE TACK COATED AND SANDED WITHIN 3 DAYS OF PAVING.
NOTES

1. SURVEYOR OR ENGINEER SETTING THE MONUMENT SHALL INDICATE EXACT POINT BY MAKING A CROSS ON THE CAP. SURVEYOR SHALL STAMP YEAR SET AND THEIR LICENSE TYPE & NUMBER.

2. THE DEPTH OF THE MONUMENT POST SHALL BE LENGTHENED OR SHORTENED AS DICTATED BY THE GROUND CONDITIONS OR AS DIRECTED BY THE CITY ENGINEER. IN SOFT GROUND OR FILL AREAS THE MONUMENT POST SHALL BE LENGTHENED TO BED IT ON A STABLE BASE. IN ROCK IT SHALL BE KEYED OR DOWELED PERMANENTLY TO THE ROCK AS DIRECTED BY THE CITY ENGINEER.

3. WHEN THE MONUMENT IS TO BE INSTALLED IN AN EXISTING STREET WHERE THE CROWN IS NOT AT STANDARD ELEVATION, THE TOP OF THE MONUMENT SHOULD BE SET 8" BELOW THE FUTURE STREET SURFACE OR AS DIRECTED BY THE CITY ENGINEER. IT MAY BE NECESSARY TO USE A RISER PIPE.
1. CONCRETE MUST BE TACK COATED PRIOR TO AC PLACEMENT.

2. YOU MUST ARRANGE FOR CITY INSPECTION BEFORE PCC IS PLACED, BACKFILL MUST BE COMPACTED BEFORE CITY INSPECTION.

3. YOU MUST FURNISH, INSTALL AND MAINTAIN A STEEL PLATE OVER EACH CONCRETE COLLAR PLACED AROUND EACH FRAME OR BOX UNTIL THE ASPHALT CONCRETE IS PLACED TO FINISH GRADE.

4. ENCASEMENTS MUST BE SET 1/4" BELOW STREET SURFACE.

5. CONCRETE MUST BE SEVEN (7) SACK, 5000PSI, SHAMROCK MIX #9170GG, OR EQUAL.

6. A CIRCULAR HOLE MUST BE CUT AROUND THE APPURTENANCE USING A METHOD THAT PROVIDES A SMOOTH EDGE, AS APPROVED BY THE ENGINEER.
1. INSTALL 18"X18" 0.080 GA ALUMINUM TYPE N REFLECTOR WITH 3M DIAMOND CUBED SHEETING (YELLOW COVERED WITH ELECTRO CUT SHEETING). 3M 1160 GRAFFITI FILM SHALL BE APPLIED BEFORE INSTALLATION.
GUARD RAIL TO BE PAINTED WITH ONE PRIME COAT AND TWO WHITE EXTERIOR COATS.

INSTALL 18" X 0.080 GAUGE ALUMINUM TYPE N REFLECTOR WITH 3M DIAMOND CUBED SHEETING (YELLOW COVERED WITH ELECTRO CUT SHEETING). 3M 1160 GRAFFITI FILM SHALL BE APPLIED BEFORE INSTALLATION.

GUARD RAIL SHALL EXTEND TO BACK OF SIDEWALK BOTH SIDES OF STREET WHEN USED TO BARRICADE END OF STREET.

NOTE 2

GUARD RAIL & STREET BARRICADE

CITY OF NAPA PUBLIC WORKS DEPARTMENT

STANDARD WOOD TYPE

GUARD RAIL & STREET BARRICADE

DRAWN BY: LFM
CHECKED BY: IHH
APPROVAL DATE: 05/2019
APPROVED BY: JBL
SCALE: NONE
DRAWING NO.
REVISED DATE: 08/2021

S-16
NOTES

STREET NAME SIGNS ON NW AND SE CORNERS AT ALL 4-WAY INTERSECTIONS

SEE CITY STD. S-19 FOR STREET NAME SIGNS

SEE CITY STD. S-19 FOR SIGN MOUNT, SIZE & MATERIAL

SIGN POST TO BE 2 3/8" O.D. GALVANIZED PIPE

BASE OF SIGN TO BE POURED WITH 6 SACK PCC OR READY MIX

2" FOR DIRT OR 1.5" FOR NON-DIRT SURFACE (P.C.C.)

2' GRANULAR MATERIAL COMPACTED TO 95%

SIDEWALK

14" DIA. MIN.

WELD 3/8" OF REBAR 6" LONG

7 MIN. ALL SIGNS

6" MIN. ALL SIGNS

STREET NAME SIGN ON NW CORNER OF 4-WAY INTERSECTION

STD. 10' CURB RETURN AREA

FACE OF CURB

LESSEE

MARKED OR UNMARKED CROSSWALKS

STREET

12'

THRU

10'

STD. 30' CURB RETURN AREA

STREET

8'

THRU ST.

200

2" GRANULAR MATERIAL COMPACTED TO 95%

SIDEWALK

1' 14" DIA. MIN.

WELD 3/8" OF REBAR 6" LONG

BASE OF SIGN TO BE POURED WITH 6 SACK PCC OR READY MIX

2" FOR DIRT OR 1.5" FOR NON-DIRT SURFACE (P.C.C.)

SEE CITY STD. S-19 FOR STREET NAME SIGNS

SEE CITY STD. S-19 FOR SIGN MOUNT, SIZE & MATERIAL

SIGN POST TO BE 2 3/8" O.D. GALVANIZED PIPE

BASE OF SIGN TO BE POURED WITH 6 SACK PCC OR READY MIX

2" FOR DIRT OR 1.5" FOR NON-DIRT SURFACE (P.C.C.)
NOTES

1. PRIVATE STREET NAME SIGNS AND POLES SHALL BE INSTALLED ON PRIVATE PROPERTY ONLY, OUT OF THE CITY RIGHT OF WAY.

2. SIGNS FOR THE PUBLIC STREET SHALL NOT BE MOUNTED ON THE SAME POLE AS A PRIVATE STREET NAME SIGN.
NOTES

1. COMPACT CAR SPACES
   a. STALL WIDTH MAY BE REDUCED BY ONE FOOT.
   b. STALL LENGTH MAY BE REDUCED BY THREE FEET.
   c. "COMPACT PARKING ONLY" SHALL BE STENCILED ON THE PAVEMENT AT THE ENTRANCE TO EACH STALL WITH 6" MINIMUM HEIGHT LETTERS.
   d. THE ALLOWABLE PERCENTAGE OF COMPACT CAR SPACES IS CONTAINED IN THE CITY'S ZONING ORDINANCE.
   e. WHEN PROVIDED, COMPACT CAR SPACE CLUSTERS SHALL BE DISPERSED THROUGHOUT THE PARKING LOT, NOT CONCENTRATED IN ONE AREA

2. PARALLEL SPACES
   PARALLEL PARKING SPACES SHALL BE 6' X 22' WITH THE FOLLOWING EXCEPTIONS:
   a. PARALLEL SPACES ALONG A WALL, FENCE, OR HEDGE SHALL BE TEN FEET WIDE
   b. PARALLEL SPACES HAVING NO OBSTRUCTION OR ADJACENT PARKING SPACE WITHIN TEN FEET OF ONE END MAY REDUCE THE LENGTH TO 20 FEET. IF BOTH ENDS ARE SIMILARLY CLEAR, THE SPACE MAY BE REDUCED TO 18 FEET.
3. **LONG TERM PARKING**

PARKING STALLS THAT ARE DESIGNATED FOR LONG-TERM, OR LOW TURNOVER USE AS ALLOWED IN THE CITY’S ZONING ORDINANCES MAY BE REDUCED AS FOLLOWS:

a. **STALL WIDTH MAY BE REDUCED BY SIX INCHES. SMALL CAR STALLS MAY NOT BE REDUCED IN WIDTH.**

b. **STALL LENGTH MAY BE REDUCED BY ONE FOOT (INCLUDING SMALL CAR SPACES)**

c. **AISLE WIDTH MAY BE REDUCED BY ONE FOOT FOR 90 PARKING DAYS.**

d. **THE ABOVE REDUCTIONS MAY NOT BE ALLOWED FOR PARKING STALLS ALONG THE PRIMARY ENTRANCE AISLE TO THE PROJECT.**

4. **STALLS ADJACENT TO A LANDSCAPED AREA SHALL BE WIDENED BY SIX INCHES. STALLS ADJACENT TO A FENCE, WALL, OR HEDGE SHALL BE WIDENED BY ONE FOOT.**

5. **THE MINIMUM AISLE DIMENSION FOR TWO-WAY TRAFFIC SHALL BE 24 FEET AND FOR ONE-WAY TRAFFIC, 14 FEET.**

6. **THE FRONT TWO FEET OF THE REQUIRED PARKING STALL DIMENSION MAY BE USED TO ENLARGE AN ADJACENT LANDSCAPED AREA BUT MAY NOT BE USED TO MEET MINIMUM LANDSCAPING REQUIREMENTS. LANDSCAPING WITHIN THIS OVERHANG AREA SHALL BE LIMITED TO LOW-LYING SHRUBS AND GROUND COVER, AND MUST BE APPROVED BY THE PLANNING DEPARTMENT.**

7. **HANDICAP STALLS SHALL BE PROVIDED IN ACCORDANCE WITH STANDARD DRAWING S-22-A.**

8. **PARKING LOTS SHALL BE DESIGNED WITH ADEQUATE CIRCULATION AND TURN AROUND SO THAT VEHICLES WILL NOT HAVE TO BACK INTO THE STREET TO EXIT.**

9. **ALL PARKING LOTS SHALL BE PAVED AND SHALL COMPLY WITH THE DESIGN AND CONSTRUCTION STANDARDS FOR ACCESS DRIVES.**

10. **PARKING STALLS SHALL BE MARKED USING 4" WIDE WHITE PAINT STRIPES. ALL DIRECTIONAL ARROWS AND LEGENDS SHALL BE WHITE. DOUBLE LINING OF PARKING STALLS MAY BE USED WITH SPECIFIC APPROVAL OF THE PUBLIC WORKS DIRECTOR.**

11. **ALL ANGLED OR 90 DEGREE PARKING SPACES SHALL BE PROVIDED WITH A CONCRETE WHEEL STOP TO PREVENT PARKED VEHICLE FROM ENCROACHING INTO AREAS DESIGNATED FOR OTHER PURPOSES, EXCEPT AS ALLOWED IN ITEM 6 ABOVE. CONTINUOUS CONCRETE CURB IS ACCEPTABLE IN LIEU OF INDIVIDUAL WHEEL TIMBER WHEEL STOPS CAN ONLY BE USED WITH SPECIFIC APPROVAL OF THE PUBLIC WORKS DIRECTOR.**

12. **WHERE THE LOCATION OF EXISTING STRUCTURES OR OTHER SIGNIFICANT FEATURES MAKES IT IMPOSSIBLE TO OBTAIN AN ACCEPTABLE PARKING LAYOUT USING THESE DIMENSIONS, THE PUBLIC WORKS DIRECTOR MAY AUTHORIZE THE USE OF ALTERNATIVE DIMENSIONS.**
<table>
<thead>
<tr>
<th>TOTAL NUMBER OF PARKING SPACES</th>
<th>NUMBER OF ACCESSIBLE PARKING SPACES REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-25</td>
<td>1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>26-50</td>
<td>2 INCLUDING 1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>51-75</td>
<td>3 INCLUDING 1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>76-100</td>
<td>4 INCLUDING 1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>101-150</td>
<td>5 INCLUDING 1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>151-200</td>
<td>6 INCLUDING 1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>201-300</td>
<td>7 INCLUDING 1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>301-400</td>
<td>8 INCLUDING 1 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>401-500</td>
<td>9 INCLUDING 2 VAN ACCESSIBLE</td>
</tr>
<tr>
<td>501-1000</td>
<td>2% INCLUDING 3 VAN ACCESSIBLE</td>
</tr>
</tbody>
</table>

**NOTES:**

1. STANDARD R99 SIGN IN THE CALTRANS UNIFORM SIGN CHART.
2. SIGN SHALL BE CENTERED AT THE INTERIOR END OF THE PARKING SPACE AT A HEIGHT OF 7’ FROM THE BOTTOM OF THE SIGN TO THE PARKING SPACE FINISHED GRADE, OR CENTERED ON THE WALL AT THE INTERIOR END OF THE PARKING SPACE AT A MINIMUM OF 36’ FROM THE PARKING SPACE FINISHED GRADE, GROUND, OR SIDEWALK.
3. “VAN ACCESSIBLE” SIGN REQUIRED FOR EACH VAN SPACE.
4. A SIGN SHALL ALSO BE POSTED AT EACH ENTRANCE TO OFF-STE PARKING FACILITIES. THE SIGN SHALL NOT BE LESS THAN 1 X 2IN SIZE WITH LETTERING NOT LESS THAN 1” IN HEIGHT. **“UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHED PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT OWNERS EXPENSE. Towed Vehicles May Be Reclaimed At......Or By Telephoning......”**
5. ALL LINES DELINEATING HANDICAP STALLS AND WALKWAYS SHALL BE PAINTED OR OUTLINED IN BLUE INCLUDING “OUTSIDE” STALL LINES AND A 36’ X 36” SYMBOL PAINTED IN SPACE VISIBLE TO TRAFFIC OFFICER.
6. THE MAXIMUM SLOPE IN ALL DISABILITY PARKING SPACES SHALL NOT EXCEED 2% (1/40 PER FOOT) IN ANY DIRECTION.
7. THESE DIAGRAMS ILLUSTRATE THE SPECIFIC REQUIREMENTS OF THE CALIFORNIA STATE CODE TITLE 24 SECTION 3105A (N) THRU SECTION 3108.0 (C). ANY CONFLICT SHALL DEFER TO STATE REQUIREMENTS, HOWEVER THE STALL LENGTH SHALL COMPLY WITH CITY DRAWING S-21A.
8. WHEN LESS THAN 5 PARKING SPACES ARE PROVIDED, ONE SHALL BE 17’ WIDE AND LINED TO PROVIDE A 9’ PARKING AREA AND AN 8’ LOADING AREA. HOWEVER, THERE IS NO REQUIREMENT THAT THE SPACE BE MARKED FOR HANDICAPPED USE ONLY.
NOTES

1. REFER TO THE CITY OF NAPA MUNICIPAL CODE, "CHAPTER 17.54 PARKING" FOR ADDITIONAL PARKING DESIGN STANDARDS.

2. AT THE ENTRANCE TO ANY PARKING LOT OR PARKING STRUCTURE WHERE COMPACT PARKING SPACES ARE ENFORCED THERE SHALL BE POSTED AND IN PLAIN VIEW THE CITY STANDARD "COMPACT SPACES ENFORCED" SIGN.

3. ALL "COMPACT PARKING" SPACES NOT MARKED ON THE PAVEMENT WITH THE ABOVE SHOWN LIMIT LINE AND "KEEP CLEAR" PAVEMENT MESSAGE ARE NON-ENFORCEABLE.

4. THE "COMPACT PARKING ONLY" PAVEMENT STENCIL WITHOUT THE LIMIT LINE IS INFORMATION ONLY AS RELATED TO STALL SIZE.

5. ALL STRIPING AND PAVEMENT MARKINGS SHALL BE WHITE.
NOTE:

1. THE MOST CONVENIENT STALLS (60% OF STRUCTURE) SHALL BE ½ FOOT WIDER.
2. COMPACT SIZE STALLS SHALL NOT EXCEED 30% OF THE TOTAL.
3. PROVIDE HANDICAPPED PARKING STALLS AS REQUIRED BY STATE LAW.

PARKING LOT DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>STANDARD SIZE</th>
<th></th>
<th>COMPACT SIZE</th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>(9 FOOT STALLS)</td>
<td></td>
<td>(8 FOOT STALLS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>45° 60° 75° 90°</td>
<td></td>
<td>45° 60° 75° 90°</td>
<td></td>
</tr>
<tr>
<td>STALL WIDTH PARALLEL TO AISLE</td>
<td>A 12.7 10.4 9.3 9.0</td>
<td>11.3 9.2 8.3 8.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STALL DEPTH TO WALL</td>
<td>B 16.6 18.2 18.5 17.5</td>
<td>14.5 15.8 16.0 15.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STALL DEPTH TO INTERLOCK</td>
<td>C 14.5 16.7 17.7 17.5</td>
<td>12.5 14.4 15.2 15.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AISLE WIDTH</td>
<td>D 11.0 15.0 19.0 21.0</td>
<td>11.0 14.0 17.0 20.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>END AISLE (ONE WAY)</td>
<td>E 14.0 14.0 14.0 14.0</td>
<td>14.0 14.0 14.0 14.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>END AISLE (TWO WAY)</td>
<td>F 20.0 20.0 20.0 20.0</td>
<td>20.0 20.0 20.0 20.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

X= STALL NOT ACCESSIBLE IN CERTAIN LAYOUTS.
NOTES

1. HEIGHT LIMITS ARE MEASURED FROM THE TOP OF CURB NEAREST TO THE OBSTRUCTION OR FROM EXISTING GROUND ON STREETS WITH NO CURB.

2. 20 FT RED CURB FOR DRIVEWAY ACCESSIBILITY AND VISIBILITY DOES NOT INCLUDE THOSE DRIVEWAYS SERVING SINGLE FAMILY HOMES.

3. FOR STREETS WITH TRAFFIC CALMING CURB BULB-OUTS, THE VISIBILITY TRIANGLE IS MEASURED ALONG THE BULB-OUT FACE OF CURB.
NOTES

1. USE INTER-LOCKING STENCILS FOR PROPER SPACING.
2. ARIAL FONT OR SIMILAR.
3. USE QUICK DRYING TRAFFIC PAINT.
NOTES

1. PORTLAND CEMENT CONCRETE SHALL BE 4000 PSI (6 SACKS PER CUBIC YARD), 3/4” AGGREGATE.

2. THE PATTERN TO BE IMPRINTED SHALL MATCH "BOMANITE'S" BOMACRON RUNNING BOND BELGIAN BLOCK PATTERN.

3. THE COLOR HARDENER SHALL BE "BOMANITE'S" DESERT TAN OR QC CONSTRUCTION PRODUCTS DURANGO TAN OR APPROVED EQUIVALENT.

4. BOMANITE, MADERA, CA (209) 673-2411 OR QC CONSTRUCTION PRODUCTS, MADERA, CA (800) 452-8213.

5. THE COLOR HARDENER SHALL BE APPLIED EVENLY TO THE SURFACE OF FRESH CONCRETE BY DRY-SHAKE METHOD USING A MINIMUM OF 60 POUNDS PER 100 SQUARE FEET. IT SHALL BE APPLIED IN TWO MORE SHAKE, FLOATED AFTER EACH SHAKE AND TROWLED ONLY AFTER THE FINAL FLOATING.


7. CONTROL JOINTS SHALL BE PER CITY STD. S-4.
NOTES

1. MINIMUM $\Delta = 60^\circ$, MAXIMUM $\Delta = 100^\circ$.

2. MINIMUM CURB LONGITUDINAL SLOPE = 0.5%

3. CROWN LINE LIES MIDWAY BETWEEN OUTSIDE AND INSIDE RETURNS, ALONG THE LINE RADIAL TO INSIDE RETURN.

4. CROWN LINE ELEVATION TO BE SHOWN ON THE PLANS AT THE QUARTER POINTS.

5. DESIGN SHALL CONFORM TO THESE REQUIREMENTS EXCEPT AS OTHERWISE APPROVED BY THE CITY ENGINEER.

6. THE OUTSIDE MINIMUM RADIUS SHALL BE 40' IF PARKING IS PROVIDED AND A MINIMUM 32' IF NO PARKING IS PROVIDED.
NOTES

GENERALLY TURNAROUNDS SHALL BE DESIGNED IN ACCORDANCE WITH STANDARD DETAILS S7A & S7B. HOWEVER, FOR RESIDENTIAL DEVELOPMENT, WHEN THROUGH ACCESS IS NOT AVAILABLE, AND A STANDARD TURNAROUND IS NOT FEASIBLE, ALTERNATE TURNAROUNDS WILL BE ALLOWED AS FOLLOWS:

1. FOR PRIVATE STREETS (BASED ON EVIDENCE SUPPLIED BY THE DEVELOPER IN THE FORM OF A DESIGN EXCEPTION THAT IS APPROVED BY THE FIRE CHIEF AND CITY ENGINEER) WHEN:
   1.A. THE STANDARD CUL-DE-SAC BULB WILL CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS SUCH AS EXCESSIVE HILLSIDE GRADING, ROCK OUTCROPPINGS, AND/OR REMOVAL OF SIGNIFICANT TREES.
   1.B. THE STANDARD CUL-DE-SAC BULB WILL PREVENT SITE LAYOUTS THAT ACHIEVE MINIMUM DEVELOPMENT DENSITIES.

2. FOR A DRIVEWAY SERVING A FLAG LOT.

3. FOR A STREET THAT ABUTS 4 OR LESS LOTS.

4. THE LAYOUT OF THE HAMMERHEAD TURNAROUND AND SURROUNDING LOTS AND CONNECTING DRIVEWAYS SHALL BE "SELF POLICING" (I.E. IN ADDITION TO SIGNAGE AND PAINTED CURBING THE LAYOUT CONFIGURATION SHALL INCLUDE DESIGN ELEMENTS THAT DISCOURAGE THE PARKING OF VEHICLES OR PLACEMENT OF OBSTRUCTIONS WITHIN THE FIRE LANE TURNAROUND AREA), AS REVIEWED AND APPROVED BY THE FIRE CHIEF AND CITY ENGINEER.
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NOTES

1. IF MEDIAN IS 4' WIDE (OR GREATER) USE R4-7 + OM1-3 AT 2' FROM LEADING EDGE; OR IF BETWEEN 3' - 4' WIDE THEN CENTER POLE ON MEDIAN AND USE R4-7C + OM1-3; OR IF LESS THEN 3' WIDE NO POLE/SIGN ONLY TYPE "Q" MARKER.

2. ALL SIGNS SHALL BE 0.080 GA ALUMINUM WITH 3M DIAMOND CUBED SHEETING AND 3M 1160 GRAFFITI FILM SHALL BE APPLIED BEFORE INSTALLATION, R4-7 (24"X30") OR R4-7C (18"X30") BLACK ON WHITE BACKGROUND AND OM1-3 (24"X24") YELLOW.

3. SIGN POSTS SHALL BE 2" SQUARE PERFORATED WITH ANCHOR SLEEVE.

4. SIGN POST ANCHOR FOUNDATION SHALL BE 1' DIA X 2.5' PCC IN HARDSCAPE OR 1' DIA X 3' PCC WITHOUT HARDSCAPE.

5. ALL MEDIAN NOSE SHALL HAVE TYPE"Q" MARKER AT CENTER OF NOSE RADIUS.

6. ALL MEDIAN NOSES SHALL BE PAINTED YELLOW / WHITE TO MATCH THE ROADWAY STRIPING LEADING TO NOSE.
NOTES

1. TYPICAL SIGN R6-1 (RIGHT) SHALL BE INSTALLED FACING ANY COMMERCIAL DRIVEWAY.

2. ALL SIGNS SHALL BE 0.080 GA ALUMINUM WITH DIAMOND CUBED SHEETING AND GRAFFITI FILM SHALL BE APPLIED BEFORE INSTALLATION. R6-1 (36” X 12”) BLACK ON WHITE BACKGROUND.

3. SIGN POSTS SHALL BE 2” SQUARE PERFORATED WITH ANCHOR SLEEVE.

4. SIGN POST ANCHOR FOUNDATION SHALL BE 1’ DIA X 2.5’ PCC IN HARDSCAPE OR 1’ DIA X 3’ PCC WITHOUT HARDSCAPE.
SEE CALTRANS
STD. PLAN A24E
LIMIT LINE

SEE CALTRANS
STD. PLAN A24D

CENTER OF STREET

FACE OF CURB

NOTE:
MATCH EXISTING LENGTH
OF LIMIT LINE