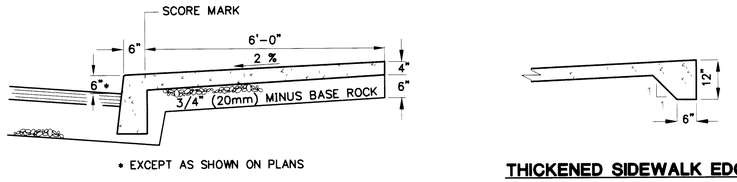
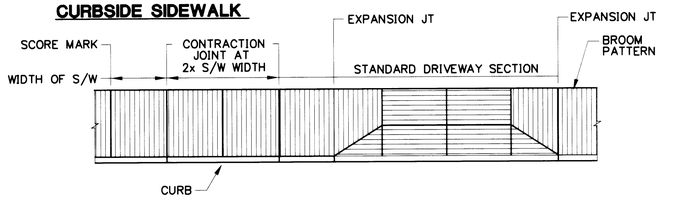


* EXCEPT AS SHOWN ON PLANS

CURBSIDE SIDEWALK

THICKENED SIDEWALK EDGE



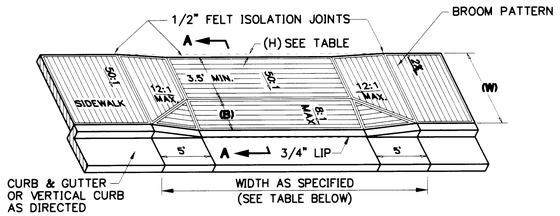
MINIMUM CURB RETURN RADIUS
RESIDENTIAL = 25' (7.6m)
COMMERCIAL = 40' (12.2m)

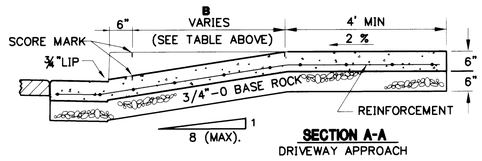
NOTES

1) CONCRETE USED IN SIDEWALKS SHALL HAVE A 28 DAY ULTIMATE COMPRESSIVE STRENGTH OF 3,300 PSI.
2) ALL RADII SHALL BE 3/4" (20mm) UNLESS OTHERWISE SHOWN.
3) ISOLATION JOINTS (FELT EXPANSION JOINTS) SHALL BE PLACED AT 45' INTERVALS.
4) CONTRACTION JOINTS SHALL BE PLACED AT 15' MAX. INTERVALS AND SHALL EXTEND THROUGH THE CURB OR CURB & GUTTER EVERY OTHER ONE.
5) 3" (75mm) DIAMETER WEEPHOLES ARE REQUIRED FROM BACK OF SIDEWALK TO FACE OF CURB AT ALL DOWNSPOUTS, DRAINS OR TWO PER LOT. A CONTRACTION JOINT SHALL BE PLACED OVER AND ALONG EACH WEEP HOLE.
6) SIDEWALK ACCESS RAMPS ARE REQUIRED AT ALL STREET CORNERS AND AS OTHERWISE DIRECTED.

1/C1.2 SIDEWALK STANDARDS

N.T.S.





SECTION A-A
DRIVEWAY APPROACH

W	B	H
6'	2'	0.29' (3-1/2")
7'	3'	0.19' (2-1/4")
8'	4'	0.08' (1")

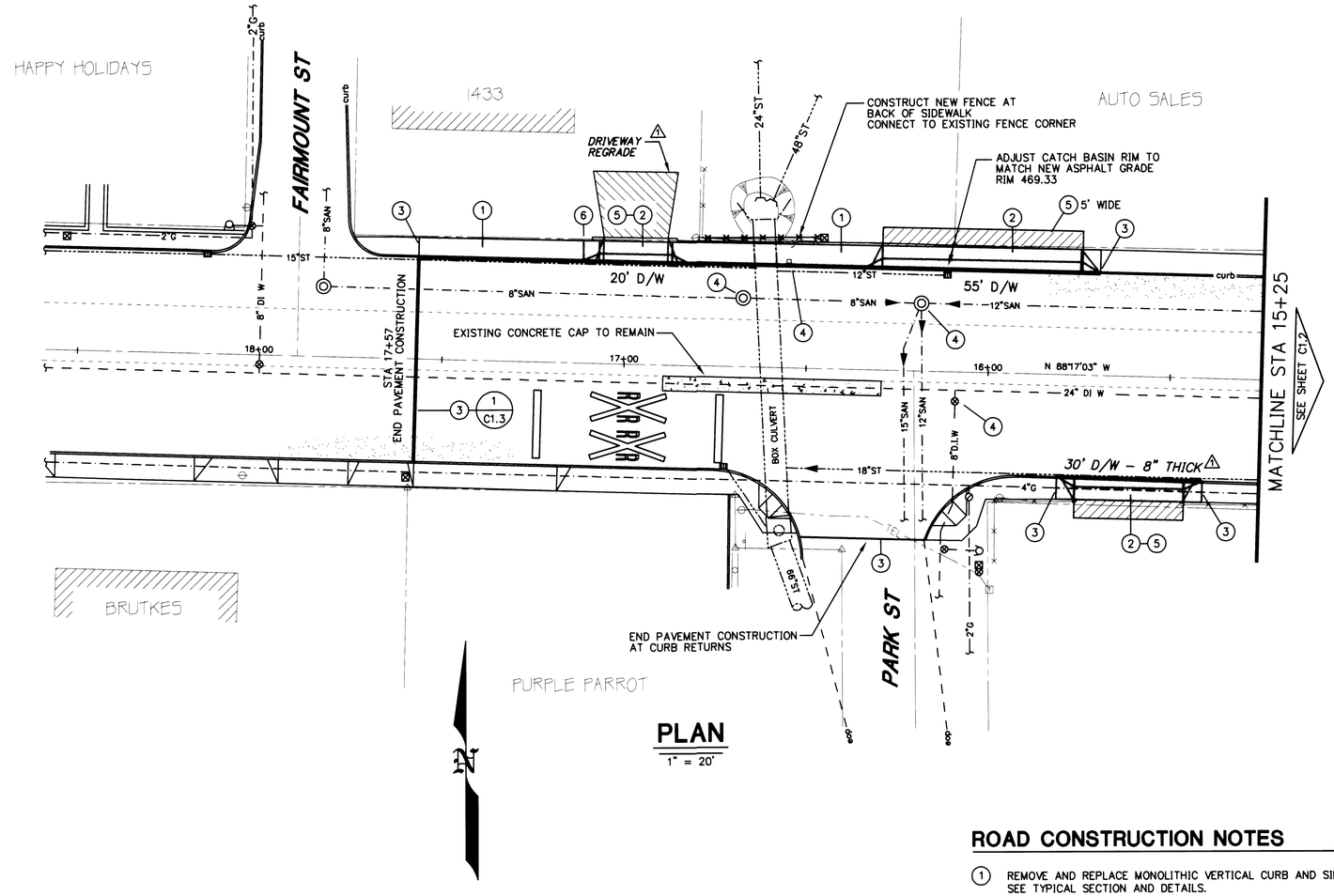
NOTES:

1. DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A MINIMUM NOMINAL THICKNESS OF 6".
2. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4,000 PSI. OTHER DRIVEWAYS SHALL MEET STANDARD SPECIFICATION FOR NON-STRUCTURAL CONCRETE OF 3300 PSI.
3. CURB TRANSITIONS FOR DRIVEWAY APPROACHES SHALL BE 5 FEET.
4. REINFORCEMENT SHALL BE #4 REBAR AT 12" O.C. EACH WAY
5. IN SOME AREAS, 2" (50 mm) OF SAND MAY BE USED AS BASE WITH WRITTEN APPROVAL OF CITY PUBLIC WORKS DEPARTMENT.
6. 2% SLOPE (50:1) EQUALS 1/4" PER FOOT OR 20mm/m. 12.5% SLOPE (8:1) EQUALS 1 1/2" PER FOOT OR 125mm/m.
7. THE 50:1 CROSS-SLOPE OF SIDEWALK IS MEASURED FROM HORIZONTAL. THE 12:1 SLOPE OF SIDEWALK TRANSITION TO DRIVEWAY/ALLEY IS RELATIVE TO THE RUNNING SLOPE OF THE SIDEWALK. THE SLOPE OF THE APRON IS MEASURED RELATIVE TO HORIZONTAL.

ALLOWABLE CURB CUT WIDTHS			
PROPERTY	MAX. WIDTH	MIN. WIDTH	MAX. % OF FRONTAGE
RESIDENTIAL	32'(10m)	22'(6.7m)	40%
PROFESSIONAL	32'(10m)	22'(6.7m)	50%
COMMERCIAL	49'(15m)	22'(6.7m)	60%
INDUSTRIAL	49'(15m)	22'(6.7m)	50%

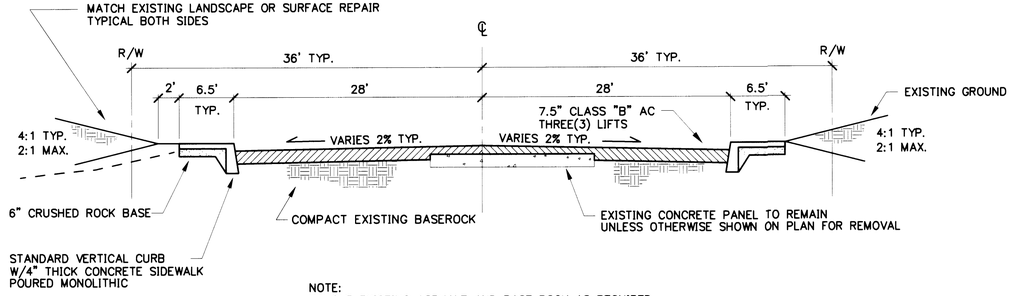
2/C1.2 TYP. DRIVEWAY APPROACH

N.T.S.



PLAN

1" = 20'



NOTE:
REMOVE EXISTING ASPHALT AND BASE ROCK AS REQUIRED.
INSTALL 2 LIFTS OF 3" AC DURING SAME DAY OPERATION
INSTALL REMAINING 1½" LIFT OF AC FOR ENTIRE WIDTH.

3/C1.2 TYPICAL STREET SECTION

N.T.S.

ROAD CONSTRUCTION NOTES

1. REMOVE AND REPLACE MONOLITHIC VERTICAL CURB AND SIDEWALK. SEE TYPICAL SECTION AND DETAILS.
2. REMOVE AND REPLACE MONOLITHIC VERTICAL CURB AND DRIVEWAY. SEE TYPICAL SECTIONS AND DETAILS.
3. SAWCUT AS DIRECTED. MATCH EXISTING GRADE.
4. ADJUST EXISTING MANHOLE FRAME, VALVE BOX OR OTHER UTILITY APPURTENANCE.
5. CONSTRUCT ASPHALT DRIVEWAY PATCH BEHIND SIDEWALK.
6. CONSTRUCT WEEP HOLE.
7. UTILITY APPURTENANCE TO BE REMOVED OR RELOCATED BY RESPECTIVE UTILITY.

DATE	NO.	REVISION	BY
FEB 2003	1	DRAWING OF RECORD	MJG

DES. JDE | FILENAME: 2784C1.2D
DRW JDE | SCALE: AS SHOWN | DATE: AUG 2002
CH. DAL | APPROVED:

PROJECT: CITY OF ROSEBURG
GARDEN VALLEY BLVD IMPROVEMENTS
PROJECT NO. 02UR03

SHEET TITLE: ROADWAY PLAN
STA 15+25 TO STA 17+57

LEE ENGINEERING, INC.
CONSULTING ENGINEERS
OREGON CITY, OREGON

JOB NO. 2784
SHEET NO. C1.2 / 5

REGISTERED PROFESSIONAL ENGINEER 14,444 OREGON JULY 26, 1985 JOSEPH D. ESKEW EXP. 12/31/03

000GVBL3

CO. RD. # 6 AUG. 2002 SHEET 3/5 14-111B