

TRIP GENERATION FACTORS

THE FOLLOWING TRIP END FACTORS SHALL BE USED IN DETERMINING THE AVERAGE DAILY TRAFFIC INVOLVED IN STREET DESIGN.

TRIP END: THE ORIGIN OR DESTINATION OF A TRIP. EACH TRIP HAS TWO ENDS. G.S.F.: GROSS SQUARE FEET OF FLOOR AREA.

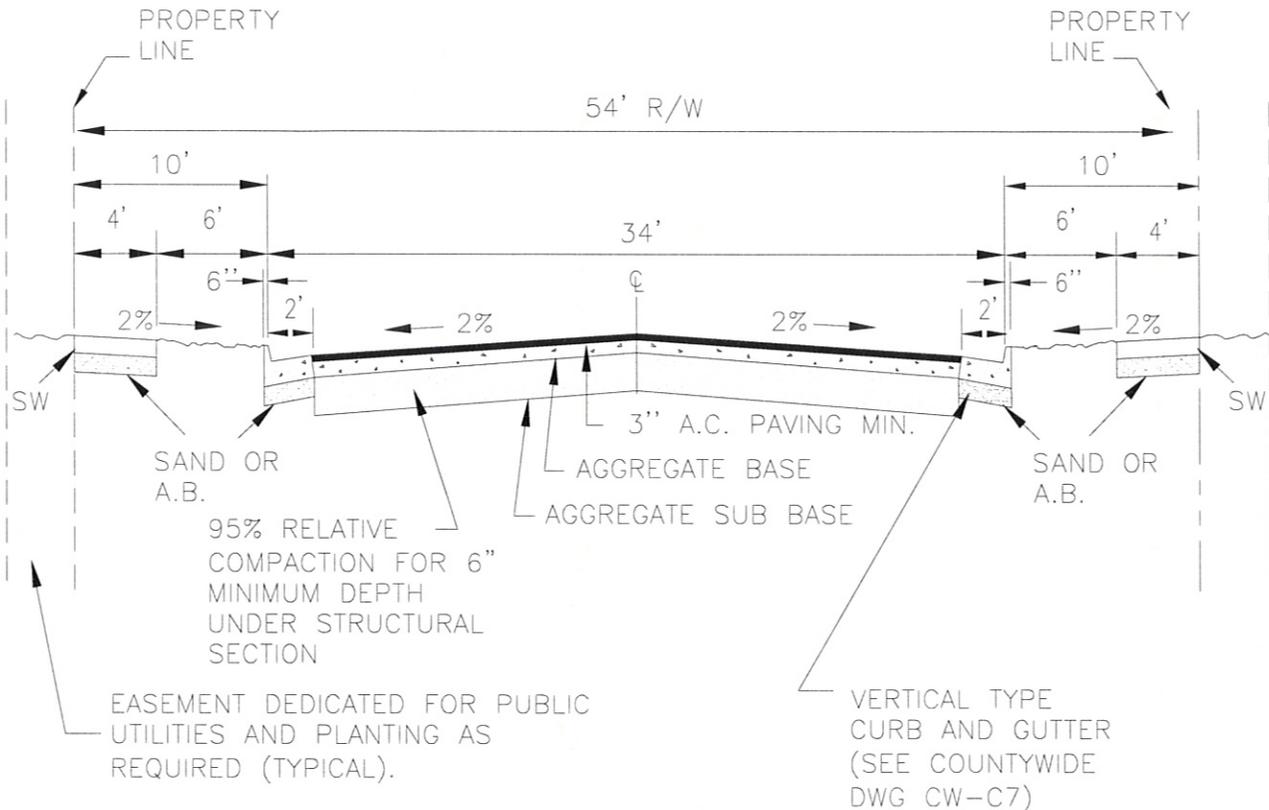
AVERAGE WEEKDAY VEHICLE TRIP ENDS (TE)

SINGLE FAMILY -----	10 TE/DWELLING UNIT
APARTMENTS -----	6.1 TE/DWELLING UNIT
CONDOMINIUM/PURD -----	8.6 TE/DWELLING UNIT
MOBILE HOME -----	5.4 TE/DWELLING UNIT
RETIREMENT COMMUNITY -----	3.3 TE/DWELLING UNIT
HOTELS -----	11.0 TE/ROOM
MOTELS -----	9.6 TE/ROOM
CITY PARK -----	60 TE/ACRE OR 7.8 TE/PARKING SPACE
GENERAL OFFICE -----	17.7 TE/1000 G.S.F.
MEDICAL OFFICE -----	75 TE/1000 G.S.F.
FAST FOOD/DRIVE THRU -----	680 TE/1000 G.S.F.
FREE STANDING RETAIL -----	73.7 TE/1000 G.S.F.
SERVICE STATION -----	133 TE/PUMP OR 748 TE
SUPERMARKET -----	126 TE/1000 G.S.F.
CONVENIENCE MARKET w/GAS PUMPS -----	730 TE/1000 G.S.F.
CONVENIENCE MARKET -----	473 TE/1000 G.S.F.
INDUSTRIAL/INDUSTRIAL PARK -----	7.6 TE/1000 G.S.F.
INDUSTRIAL SERVICE -----	20.26 TE/1000 G.S.F.
DAY CARE/PRESCHOOL -----	79.0 TE/1000 G.S.F.
OFFICE PARK -----	20.7 TE/1000 G.S.F.
SHOPPING CENTER -----	SEE (ITE) TRIP GENERATION REPORT

FOR LAND USES AND/OR DEVELOPMENTS NOT SHOWN ABOVE, CONTACT THE CITY TRAFFIC ENGINEER.

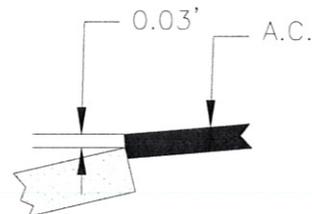
SOURCE: "TRIP GENERATION" AN INFORMATIONAL REPORT, INSTITUTE OF TRANSPORTATION ENGINEERS (6TH EDITION) PERIODIC UPDATE, AND OTHER TRIP GENERATION PUBLICATIONS.

<i>REV. NO.</i>	<i>REV. DATE</i>	<i>REV. BY</i>	TRIP GENERATION FACTORS	<i>REVISION APPROVED BY CITY ENGINEER</i>	
1	7/1/92	KB		<i>Finbar J. O'Regan</i> DATE: 01/09/02	
<i>DIGITIZED</i>		1/1/92			
<i>DWG. BY</i>	RC	<i>SCALE</i>	CITY OF STOCKTON <i>DEPARTMENT OF PUBLIC WORKS</i>	<i>SUPERCEDES DWG. DATED</i>	<i>DRAWING NO.</i>
<i>CK. BY</i>		NONE		11/8/80	10



NOTES:

1. AT A MINIMUM STREET STRUCTURAL SECTION SHALL BE DESIGNED TO CALTRANS STANDARDS.
2. STRUCTURAL SECTION DESIGN SHALL BE APPROVED BY THE CITY ENGINEER BASED UPON ENGINEERING ANALYSIS. THE ENGINEER SHALL SUBMIT CALCULATIONS.
3. LONGITUDINAL GUTTER SLOPE SHALL BE A MINIMUM OF 0.35%.
4. TILL THROUGH PARKWAY AREA PRIOR TO PLANTING.
5. INSTALL TWO 4" DIAMETER SCHEDULE 40 SLEEVES PER LOT (3 FOR CORNER LOT) WITH CAPS UNDER SIDEWALK ACROSS LOT FRONTAGE FOR FUTURE IRRIGATION.
6. REFER TO STANDARD DRAWING NO. 14A FOR MINIMUM DESIGN TRAFFIC INDEX AND APPLICABLE AVERAGE DAILY TRAFFIC RANGE.
7. **FIRE CODE REQUIRES AN UNOBSTRUCTED WIDTH OF 20 FT FOR FIRE ACCESS ON ALL PUBLIC AND PRIVATE STREETS. CURB TO CURB WIDTH SHOWN PROVIDES FOR THE FIRE CODE MINIMUM WIDTH AND TWO (2) SEVEN FOOT PARKING LANES. R/W AND ROADWAY WIDTH MAY BE REDUCED WITH THE ELIMINATION OF PARKING LANES, UPON APPROVAL OF THE CITY ENGINEER.**



PAVING DETAIL AT LIP OF GUTTER

REV. NO.	REV. DATE	REV. BY
1		RM/SH
DIGITIZED		6/1/2003
DWG. BY	SCALE	
CK. BY	NONE	

LOCAL STREET
RESIDENTIAL

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

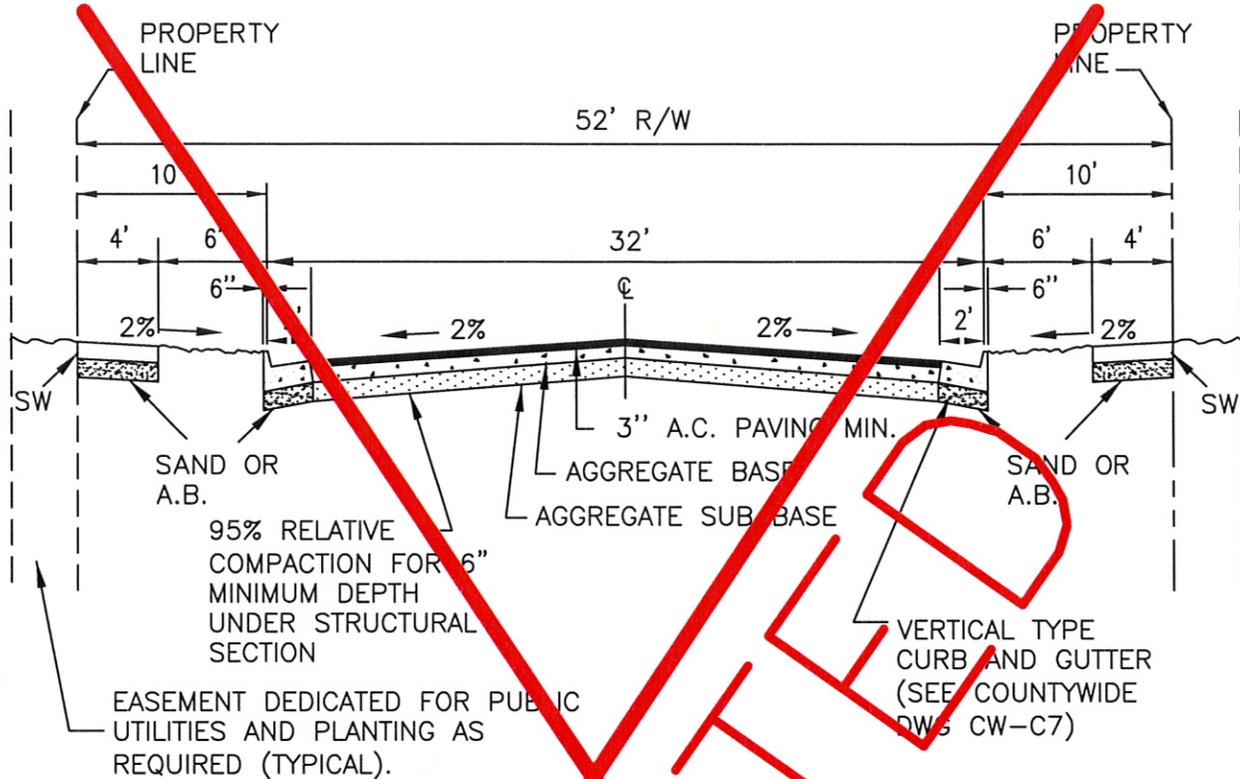
REVISION APPROVED BY CITY ENGINEER

Robert M. Dahl

DATE: 3/21/08

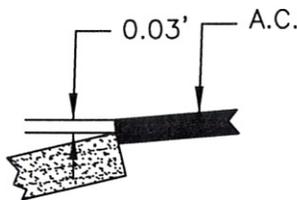
SUPERCEDES
DWG. DATED
11/23/07

DRAWING NO.
11A



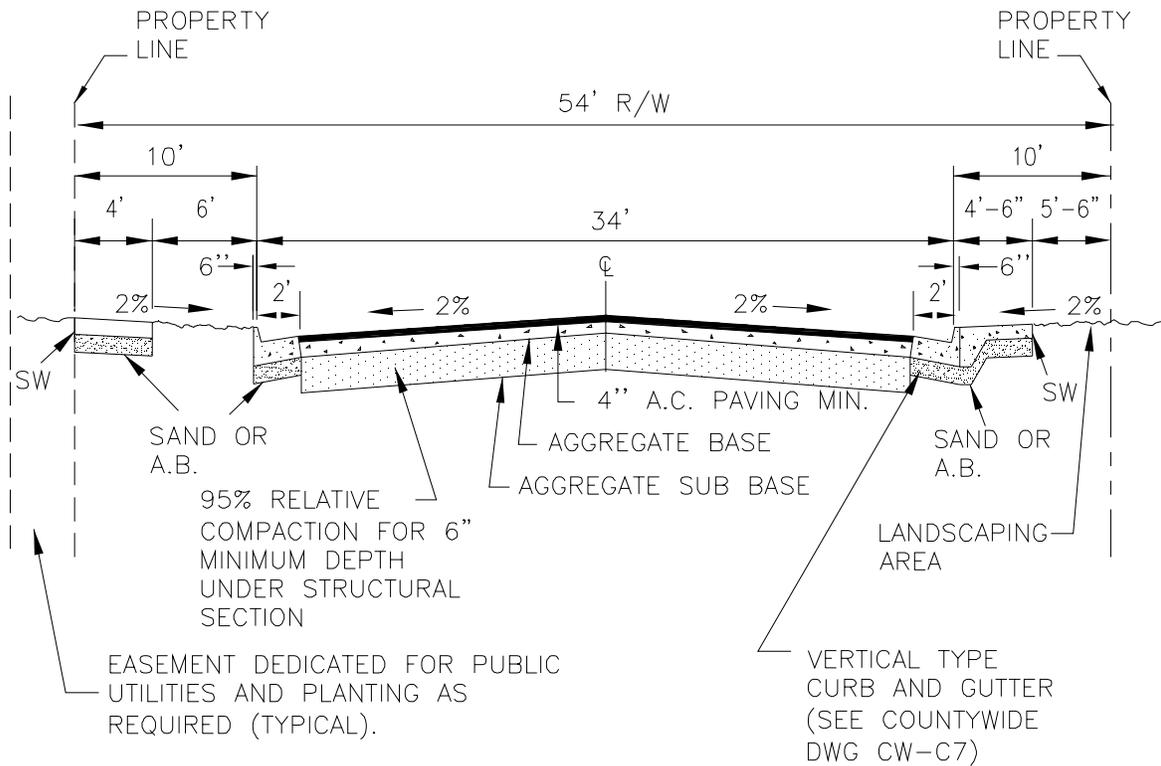
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3. LONGITUDINAL GUTTER SLOPE SHALL BE A MINIMUM OF 0.35%.
4. TILL THROUGH PARKEY AREA PRIOR TO PLANTING.
5. INSTALL TWO 4" DIAMETER SCHEDULE 40 SLEEVES PER LOT (3 FOR CORNER LOT) WITH CAPS UNDER SIDEWALK ACROSS LOT FRONTAGE FOR FUTURE IRRIGATION.
6. REFER TO STANDARD DRAWING NO. 14A FOR MINIMUM DESIGN TRAFFIC INDEX AND APPLICABLE AVERAGE DAILY TRAFFIC RANGE.



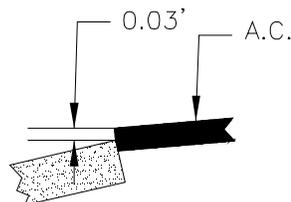
PAVING DETAIL
AT LIP OF GUTTER

REV. NO.	REV. DATE	REV. BY	LOCAL STREET		REVISION APPROVED BY CITY ENGINEER
			MEDIUM VOLUME RESIDENTIAL		DATE:
DIGITIZED 6/1/2003		CITY OF STOCKTON		SUPERCEDES DWG. DATED	DRAWING NO.
DWG. BY	SCALE	DEPARTMENT OF PUBLIC WORKS		11/25/03	11B
CK. BY	NONE				



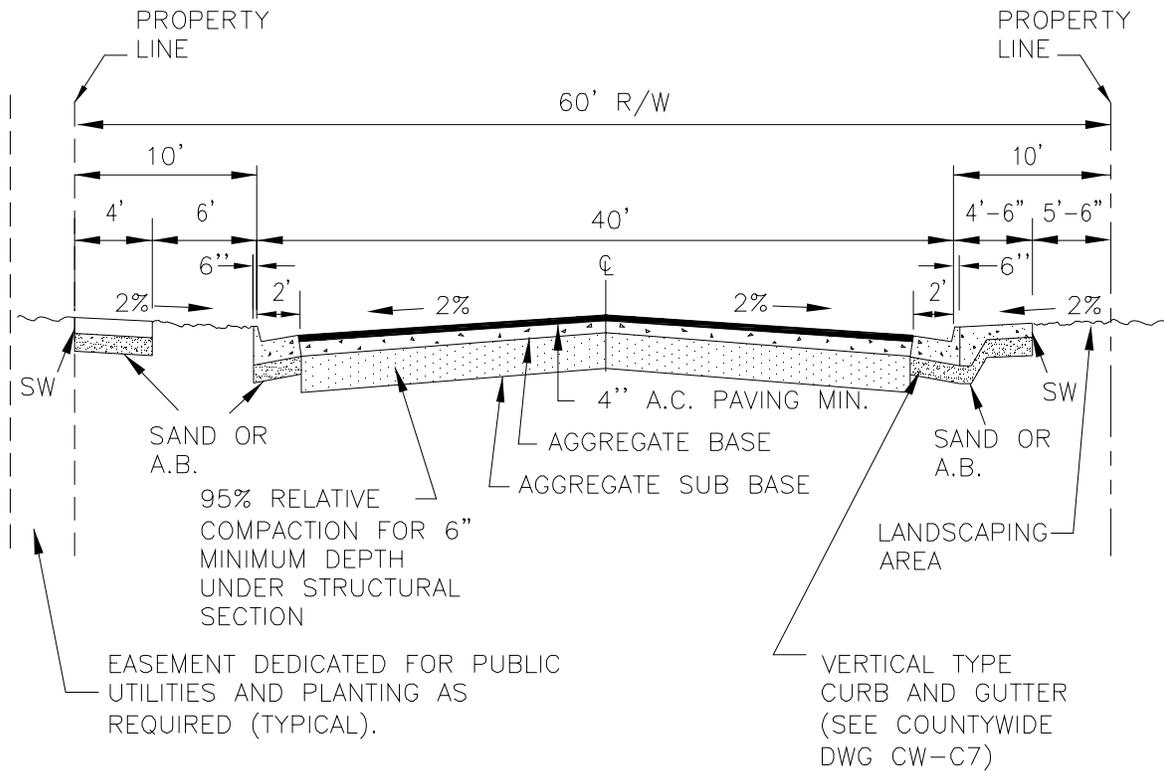
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4. TILL THROUGH PARKWAY AREA PRIOR TO PLANTING.
5. INSTALL TWO 4" DIAMETER SCHEDULE 40 SLEEVES PER LOT (3 FOR CORNER LOT) WITH CAPS UNDER SIDEWALK ACROSS LOT FRONTAGE FOR FUTURE IRRIGATION.
6. REFER TO STANDARD DRAWING NO. 14A FOR MINIMUM DESIGN TRAFFIC INDEX AND APPLICABLE AVERAGE DAILY TRAFFIC RANGE.



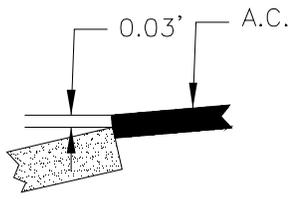
PAVING DETAIL AT LIP OF GUTTER

REV. NO.	REV. DATE	REV. BY	LOCAL STREET COMMERCIAL	REVISION APPROVED BY CITY ENGINEER <i>Finbar J. O'Regan</i> DATE: 11/25/03	
DIGITIZED	6/1/2003			SUPERCEDES DWG. DATED	DRAWING NO. 11C
DWG. BY	SCALE		CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS		
CK. BY	NONE				



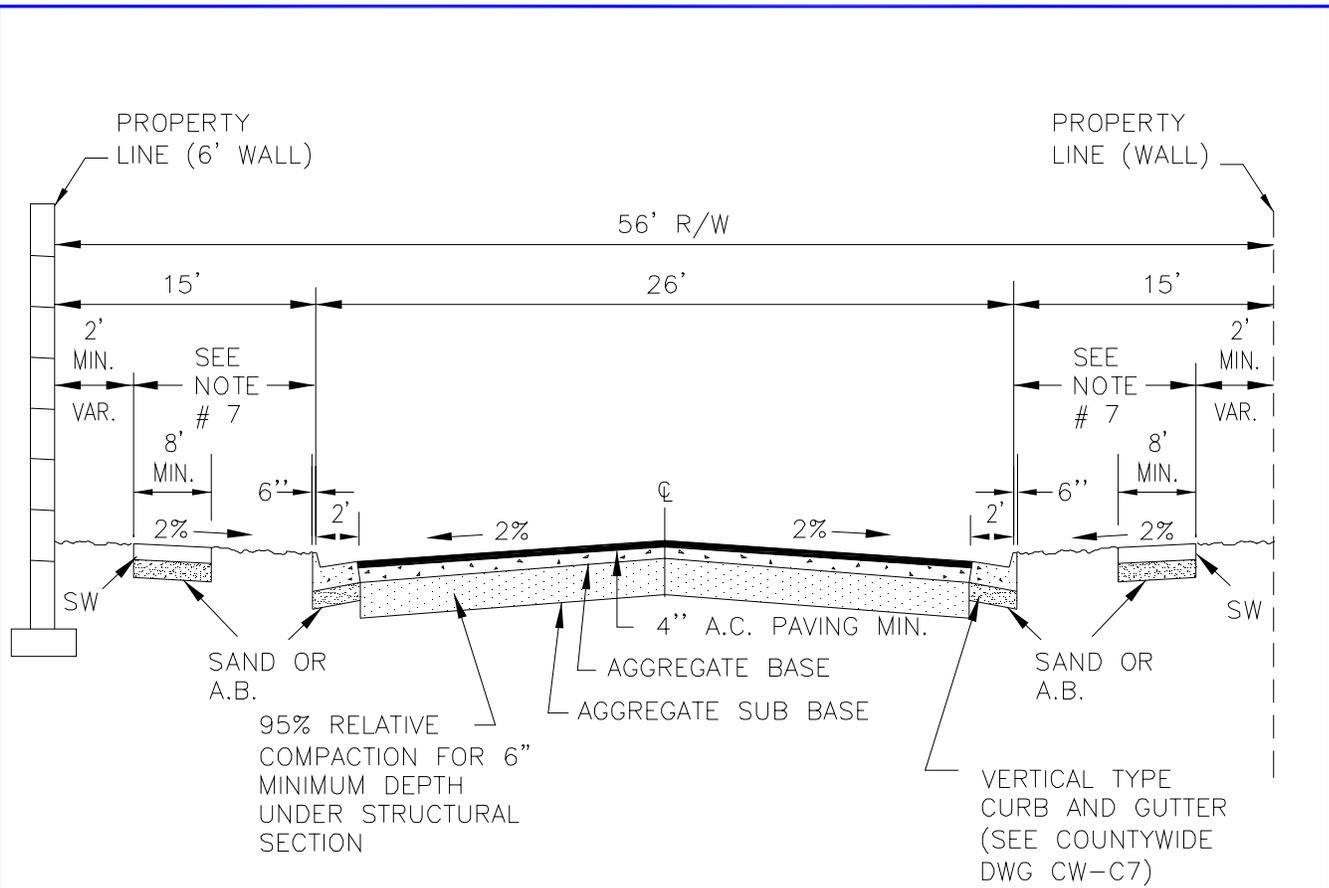
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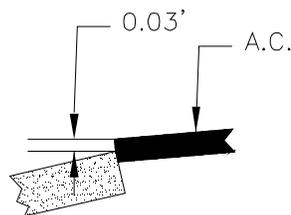
PAVING DETAIL AT LIP OF GUTTER

REV. NO.	REV. DATE	REV. BY	LOCAL STREET INDUSTRIAL	REVISION APPROVED BY CITY ENGINEER <i>Finbar J. O'Regan</i> DATE: 11/25/03	
DIGITIZED 6/1/2003				CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERCEDES DWG. DATED
DWG. BY	SCALE				
CK. BY	NONE				



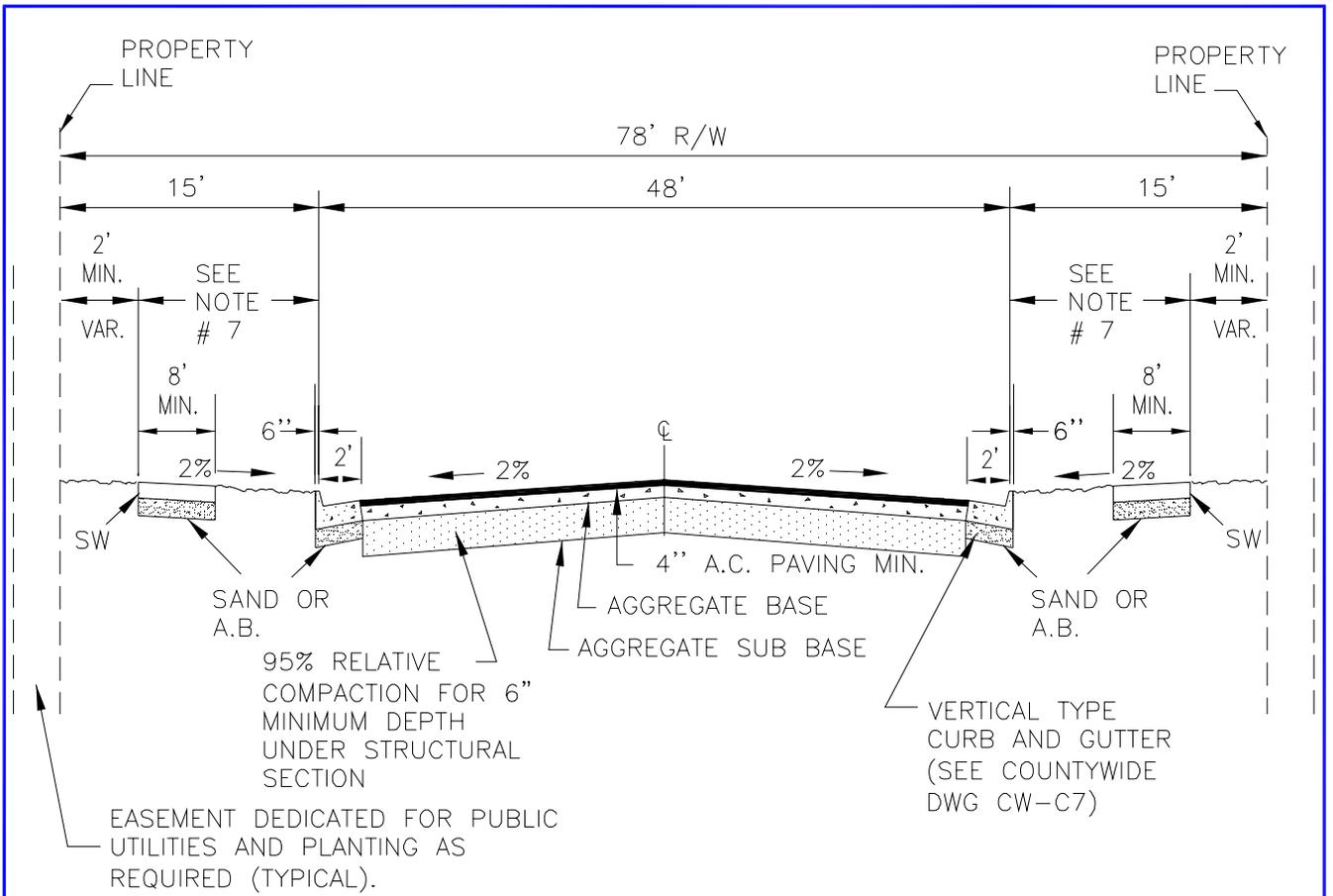
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6. ON-STREET PARKING IS PROHIBITED FOR THIS STREET TYPE.
7. MEANDERING SIDEWALK MAINTAIN 2'-0" MINIMUM FROM PROPERTY LINE.



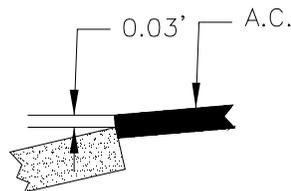
PAVING DETAIL
AT LIP OF GUTTER

REV. NO.	REV. DATE	REV. BY	COLLECTOR STREET BACK-UP RESIDENTIAL	REVISION APPROVED BY CITY ENGINEER <i>Finbar J. O'Regan</i> DATE: 11/25/03	
DIGITIZED	6/1/2003			CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERCEDES DWG. DATED
DWG. BY		SCALE			
CK. BY		NONE			



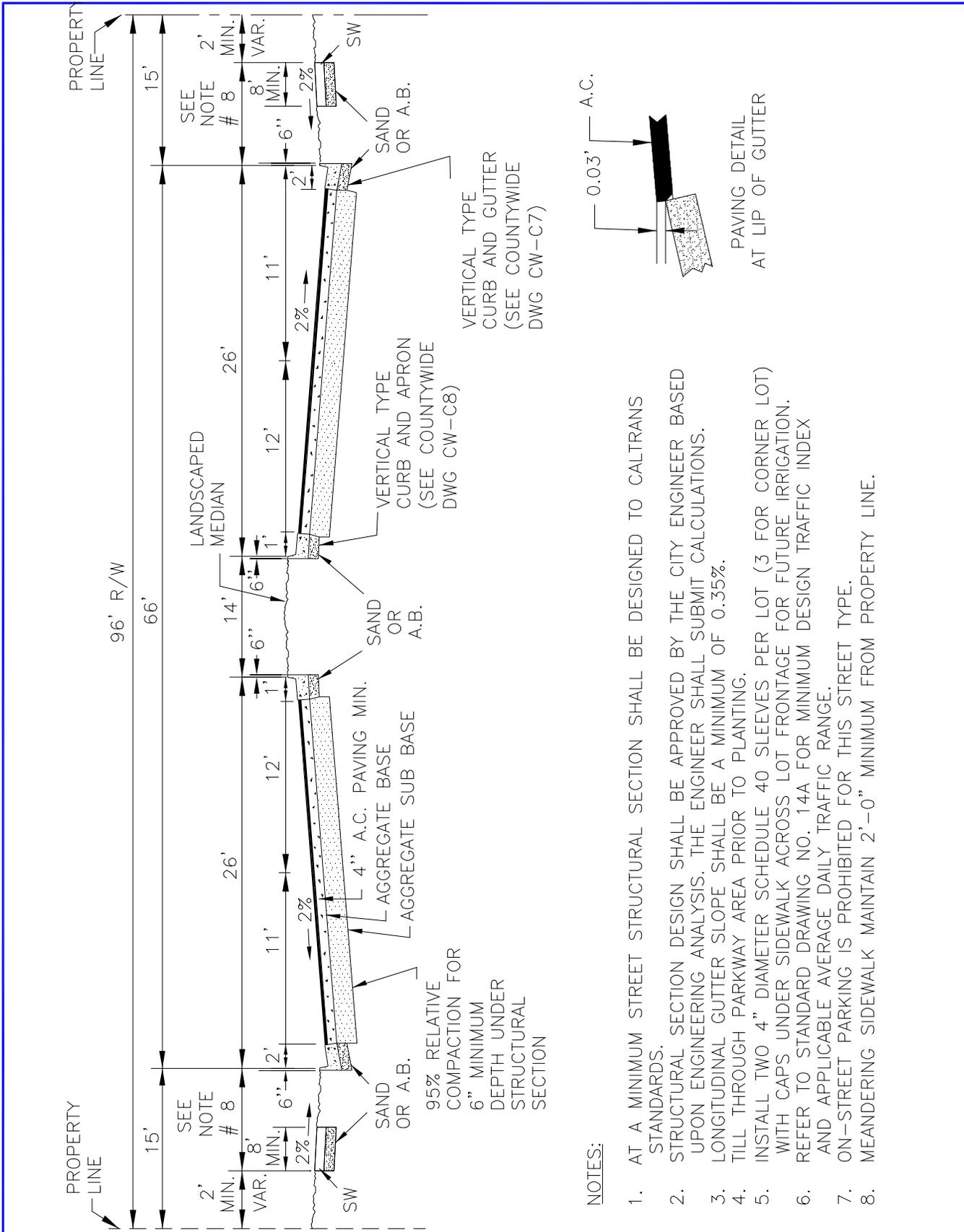
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6. REFER TO STANDARD DRAWING NO. 14A FOR MINIMUM DESIGN TRAFFIC INDEX AND APPLICABLE AVERAGE DAILY TRAFFIC RANGE.
7. MEANDERING SIDEWALK MAINTAIN 2'-0" MINIMUM FROM PROPERTY LINE.



PAVING DETAIL
AT LIP OF GUTTER

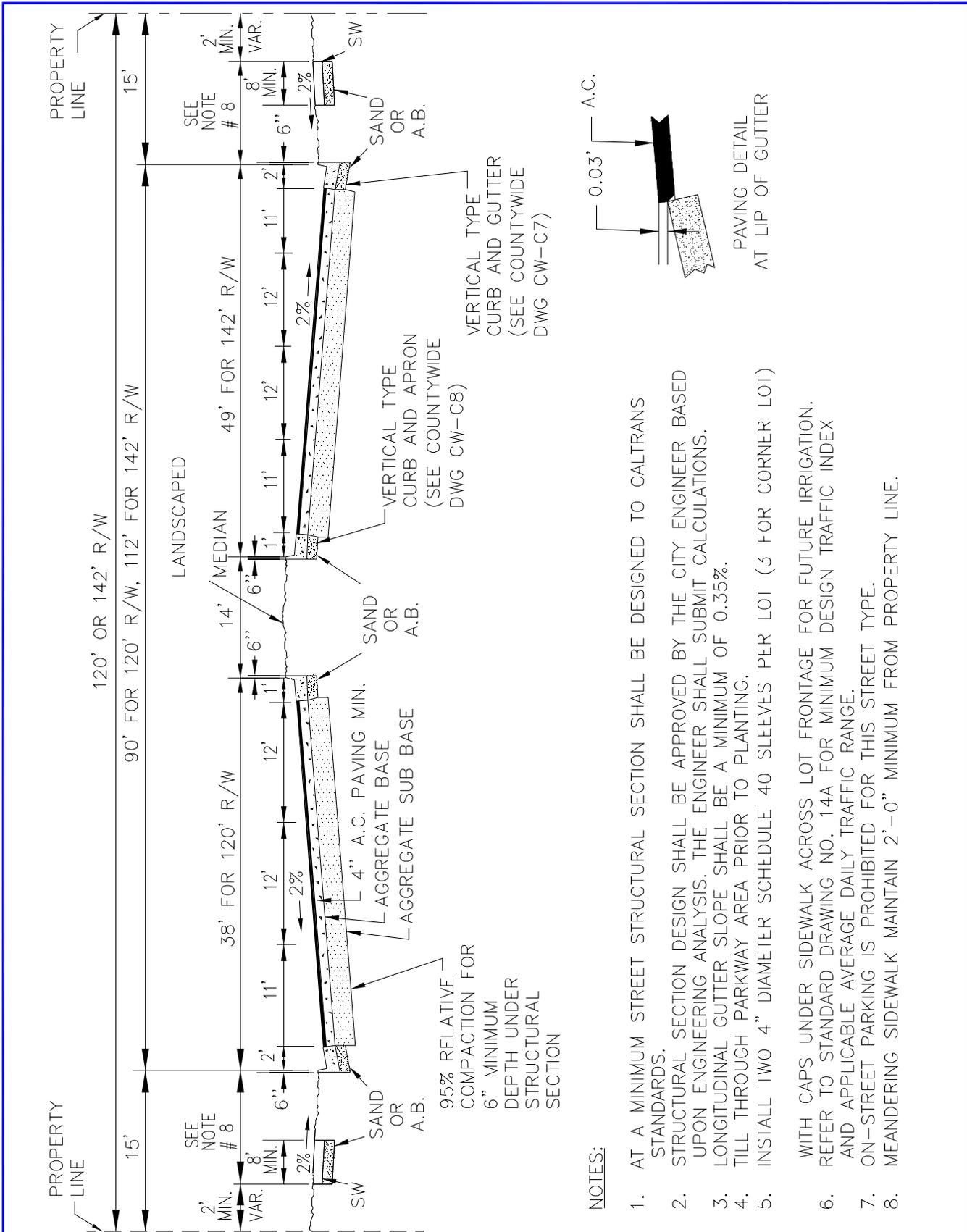
REV. NO.	REV. DATE	REV. BY	COLLECTOR STREET NON-RESIDENTIAL	REVISION APPROVED BY CITY ENGINEER <i>Finbar J. O'Regan</i>	
				DATE: 11/25/03	
DIGITIZED 6/1/2003			CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERCEDES DWG. DATED	DRAWING NO. 11F
DWG. BY		SCALE			
CK. BY		NONE			



NOTES:

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7. ON-STREET PARKING IS PROHIBITED FOR THIS STREET TYPE.
8. MEANDERING SIDEWALK MAINTAIN 2'-0" MINIMUM FROM PROPERTY LINE.

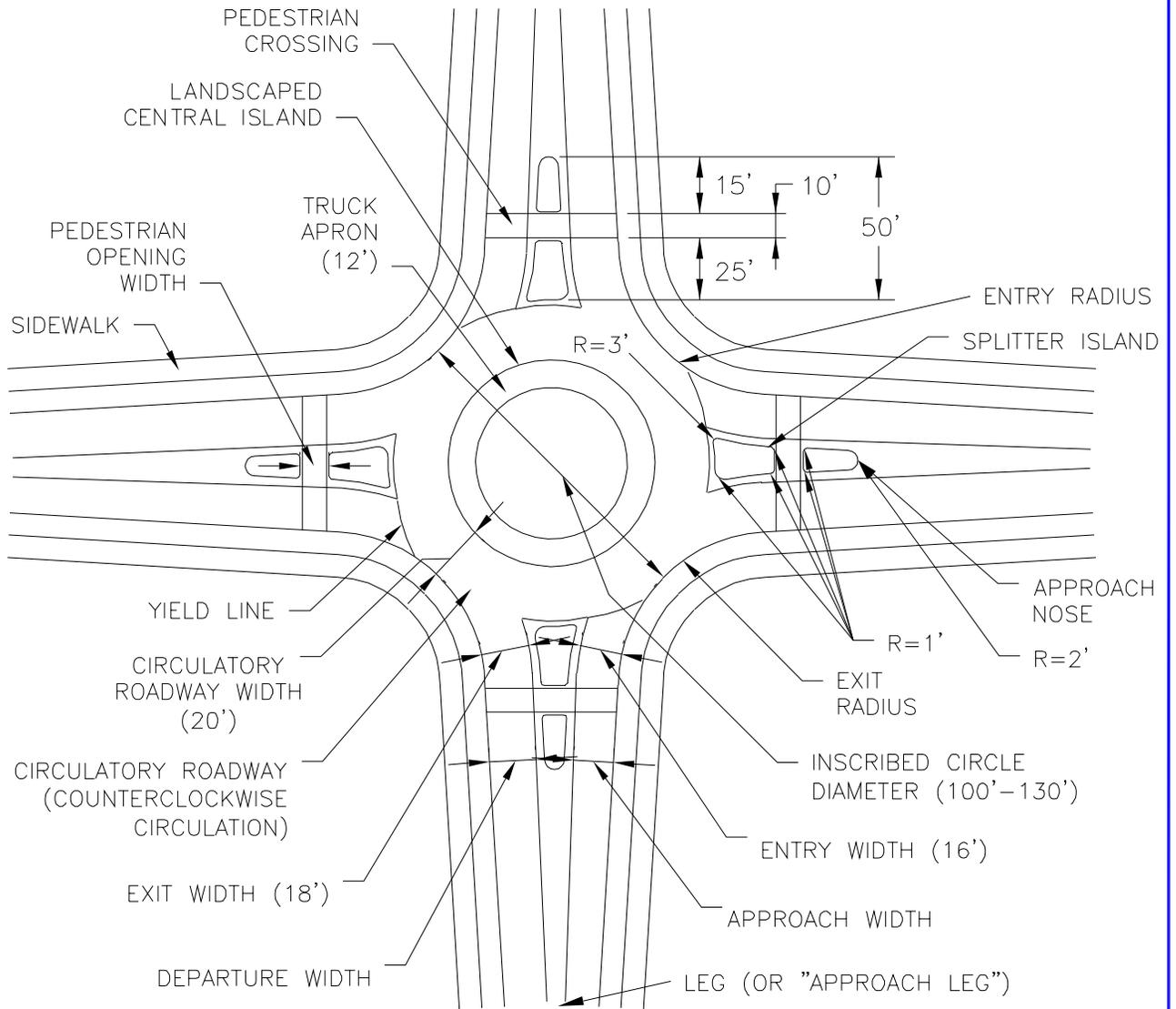
REV. NO.	REV. DATE	REV. BY	<p>MINOR ARTERIAL STREET</p> <p>CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS</p>	<p>REVISION APPROVED BY CITY ENGINEER</p> <p><i>Finbar J. O'Regan</i></p> <p>DATE: 11/25/03</p>	
DIGITIZED	6/1/2003			SUPERCEDES DWG. DATED	DRAWING NO. 11G
DWG. BY	SCALE				
CK. BY	NONE				



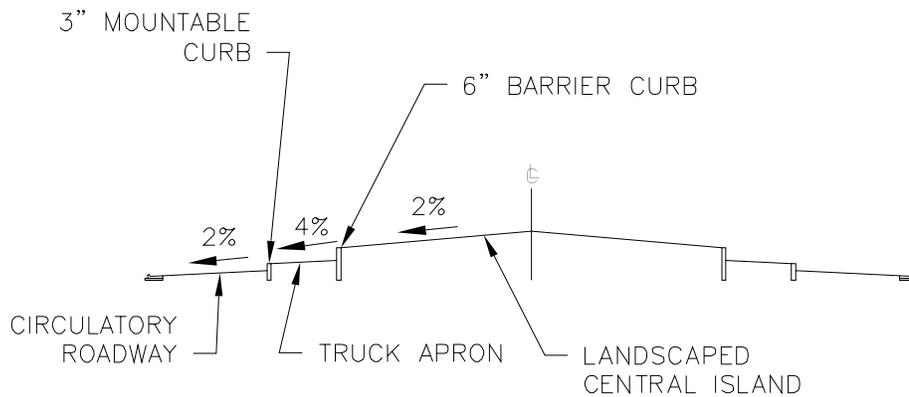
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4. TILL THROUGH PARKWAY AREA PRIOR TO PLANTING.
5. INSTALL TWO 4" DIAMETER SCHEDULE 40 SLEEVES PER LOT (3 FOR CORNER LOT)
6. WITH CAPS UNDER SIDEWALK ACROSS LOT FRONTAGE FOR FUTURE IRRIGATION. REFER TO STANDARD DRAWING NO. 14A FOR MINIMUM DESIGN TRAFFIC INDEX AND APPLICABLE AVERAGE DAILY TRAFFIC RANGE.
7. ON-STREET PARKING IS PROHIBITED FOR THIS STREET TYPE.
8. MEANDERING SIDEWALK MAINTAIN 2'-0" MINIMUM FROM PROPERTY LINE.

REV. NO.	REV. DATE	REV. BY	MAJOR ARTERIAL STREET	REVISION APPROVED BY CITY ENGINEER	
				Finbar J. O'Regan	
DIGITIZED 6/1/2003			CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	DATE: 11/25/03	
DWG. BY	SCALE			SUPERCEDES DWG. DATED	
CK. BY	NONE				



PLAN VIEW



CROSS SECTION

REV. NO.	REV. DATE	REV. BY	TYPICAL URBAN SINGLE ROUNDAABOUT	REVISION APPROVED BY CITY ENGINEER <i>Finbar J. O'Regan</i> DATE: 11/25/03	
DIGITIZED	6/1/2003			SUPERCEDES DWG. DATED	DRAWING NO. 12A
DWG. BY	SCALE	CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS			
CK. BY	NONE				

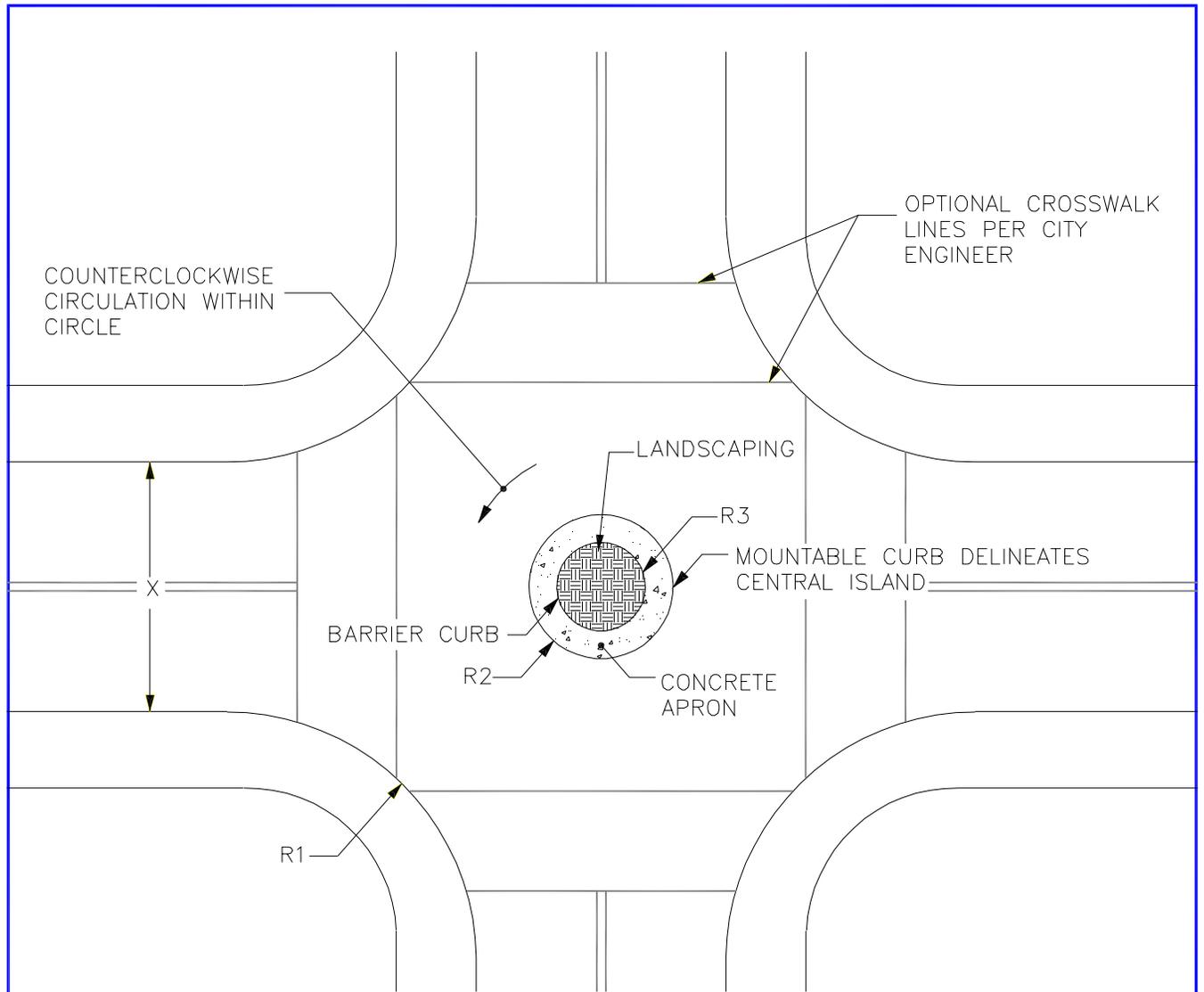
DESIGN AND OPERATIONAL CHARACTERISTICS FOR TWO ROUNDABOUT CATEGORIES

DESIGN ELEMENT	URBAN SINGLE- LANE	URBAN DOUBLE- LANE
RECOMMENDED MAXIMUM ENTRY DESIGN SPEED (MILES/HOUR)	20	20
MAXIMUM NUMBER OF ENTERING LANES PER APPROACH	1	2
TYPICAL INSCRIBED CIRCLE DIAMETER (FEET) (1)	100–130	150–180
SPLITTER ISLAND TREATMENT	RAISED WITH CROSSWALK CUT	RAISED WITH CROSSWALK CUT
TYPICAL DAILY SERVICE VOLUMES ON 4-LEG ROUNDABOUT (VEHICLES/DAY)	20,000	VARIES (2)

NOTES:

- (1) A ROUNDABOUT WILL BE REQUIRED WHERE TWO COLLECTOR STREETS INTERSECT AND THE ULTIMATE COMBINED ENTERING TRAFFIC VOLUMES EXCEED 2,000 VEHICLES DAILY. A TRAFFIC SIGNAL MAY BE REQUIRED IN LIEU OF A ROUNDABOUT AT THE DISCRETION OF THE PUBLIC WORKS DIRECTOR.
- (2) WHEN DESIGNING ROUNDABOUTS, REFER TO "ROUNDABOUT: AN INFORMATIONAL GUIDE," FHWA, 2000.
- (3) DRAWING 12A SHOWS TYPICAL DIMENSIONS TO ACCOMMODATE A WB-50 VEHICLE WITHIN A SINGLE LANE ROUNDABOUT.
- (4) ASSUME 90-DEGREE ENTRIES AND NO MORE THAN FOUR LEGS.
- (5) SIGNAGE SHALL CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
- (6) ROUNDABOUT DESIGN SHALL BE APPROVED BY THE CITY ENGINEER BASED ON ENGINEERING ANALYSIS.

REV. NO.	REV. DATE	REV. BY	TYPICAL ROUNDABOUT TABLE	REVISION APPROVED BY CITY ENGINEER	
				<i>Finbar J. O'Regan</i> DATE: 11/25/03	
DIGITIZED		6/1/2003	CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERSEDES DWG. DATED	DRAWING NO.
DWG. BY	SCALE			12B	
CK. BY	NONE				



PLAN VIEW

NOTES:

1. SEE TABLE ON THIS PAGE FOR DESIGN CHARACTERISTICS FOR THREE TRAFFIC CATEGORIES.
2. TRAFFIC CIRCLE DESIGN AND SIGNAGE SHALL BE APPROVED BY THE CITY ENGINEER BASED UPON ENGINEERING ANALYSIS.
3. A TRAFFIC CIRCLE WILL BE REQUIRED WHERE TWO LOCAL STREETS INTERSECTION AND THE ULTIMATE COMBINED ENTERING TRAFFIC EXCEEDS 1,000 VEHICLES DAILY OR THE UNIMPEDED DISTANCE OR ANY OF THE APPROACHES NOT SUBJECT TO STOP CONTROL EXCEEDS 600 FEET. THIS REQUIREMENT MAY BE WAIVED AT THE DISCRETION OF THE PUBLIC WORKS DIRECTOR.

FOR THIS STREET WIDTH	USE THESE CURB RADII		
X	R1	R2	R3
34'	20'	20'	8'
	25'	24'	8'
32'	15'	12'	7'
	20'	18'	7'
	25'	20'	7'
30'	15'	11'	6'
	20'	15'	6'
	25'	16'	6'

REV. NO.	REV. DATE	REV. BY	TRAFFIC CIRCLE	REVISION APPROVED BY CITY ENGINEER	
				Finbar J. O'Regan DATE: 11/25/03	
DIGITIZED 6/1/2003			CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERCEDES DWG. DATED	DRAWING NO. 13
DWG. BY	SCALE				
CK. BY	NONE				

REV. NO.	REV. DATE	REV. BY
DIGITIZED	6/1/2003	
DWG. BY	SCALE	
CK. BY	NONE	

STREET REQUIREMENTS

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

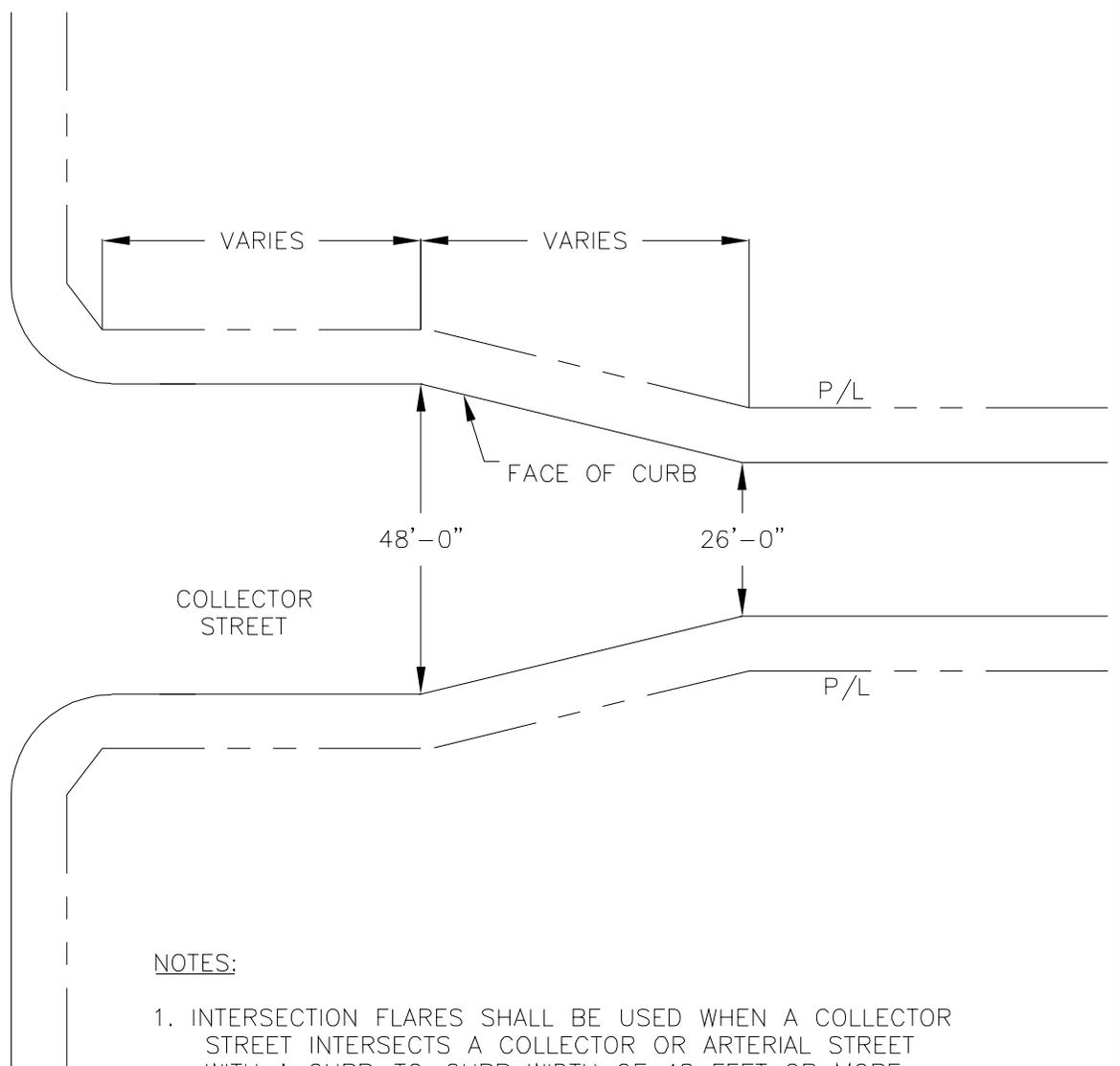
REVISION APPROVED BY CITY ENGINEER	
<i>Finbar J. O'Regan</i>	
DATE: 11/25/03	
SUPERCEDES DWG. DATED	DRAWING NO. 14A

ITEM	LOCAL STREET			COLLECTOR STREET		ARTERIAL STREET		
	LOW VOLUME RESIDENTIAL	MEDIUM VOLUME RESIDENTIAL	COMMERCIAL	INDUSTRIAL	BACK-UP RESIDENTIAL	NON RESIDENTIAL	MINOR ARTERIAL	MAJOR ARTERIAL
AVERAGE DAILY TRAFFIC (ADT)	0-750	750-1,500	< 5,000	< 5,000	1,500-5,000	< 13,000	< 25,000	≥ 25,000
NUMBER OF TRAVEL LANES	2	2	2	2	2	2	4	6-8
WIDTH, CURB-TO-CURB (FEET)	30	32	34	40	26	48	66	90-112
ON-STREET PARKING ALLOWED?	YES	YES	YES	YES	NO	YES	NO	NO
PARKING LANE WIDTH (FEET)	7	7	7	8	NONE	8	NONE	NONE
TRAVEL LANE WIDTH (FEET)	8	9	10	12	13	11	11-14	11-15
LEFT-TURN LANE WIDTH (FEET)	NONE	NONE	NONE	NONE	NONE	10	10-12	10-12
RAISED MEDIAN (14 FEET)?	NO	NO	NO	NO	NO	NO	YES	YES
BLOCK LENGTH (FEET)	600	800	800	800	1,000	1,000	1,300	1,300
MINIMUM SIDEWALK WIDTH (FEET)	4	4	4/4.5 (1)	4/4.5 (1)	8	8	8	8
SIDEWALK BICYCLE PATH REQUIRED?	NO	NO	NO	NO	YES	YES	YES (2)	YES (2)
LANDSCAPE STRIP REQUIRED?	YES	YES	OPTIONAL	OPTIONAL	YES	YES	YES	YES
LANDSCAPE STRIP WIDTH (FEET)	6	6	6	6	15 (3)	15 (3)	15 (3)	15 (3)
MINIMUM TRAFFIC INDEX (4)	5	5	6	7	6	5	7	7

NOTES:

1. LOCAL STREET-COMMERCIAL AND LOCAL STREET INDUSTRIAL STREETS SHALL HAVE MINIMUM 4'-0" WIDE DETACHED OR MINIMUM 4'-6" ATTACHED SIDEWALKS.
2. BICYCLE LANES MAY BE REQUIRED ON ARTERIAL ROADWAYS IN LIEU OF SIDEWALK BICYCLE PATHS AT THE DISCRETION OF THE PUBLIC WORKS DIRECTOR.
3. LANDSCAPE STRIP WIDTHS FOR COLLECTOR AND ARTERIAL STREETS, INCLUDE PROVISION FOR SIDEWALK.
4. TRAFFIC INDEXES ARE MINIMUM. IF STREET IS A FEDERAL-AID URBAN STREET AND A DESIGNATED TRUCK ROUTE OR BUS ROUTE, TRAFFIC INDEX SHALL BE DETERMINED BY CITY ENGINEER.

COLLECTOR OR ARTERIAL STREET



NOTES:

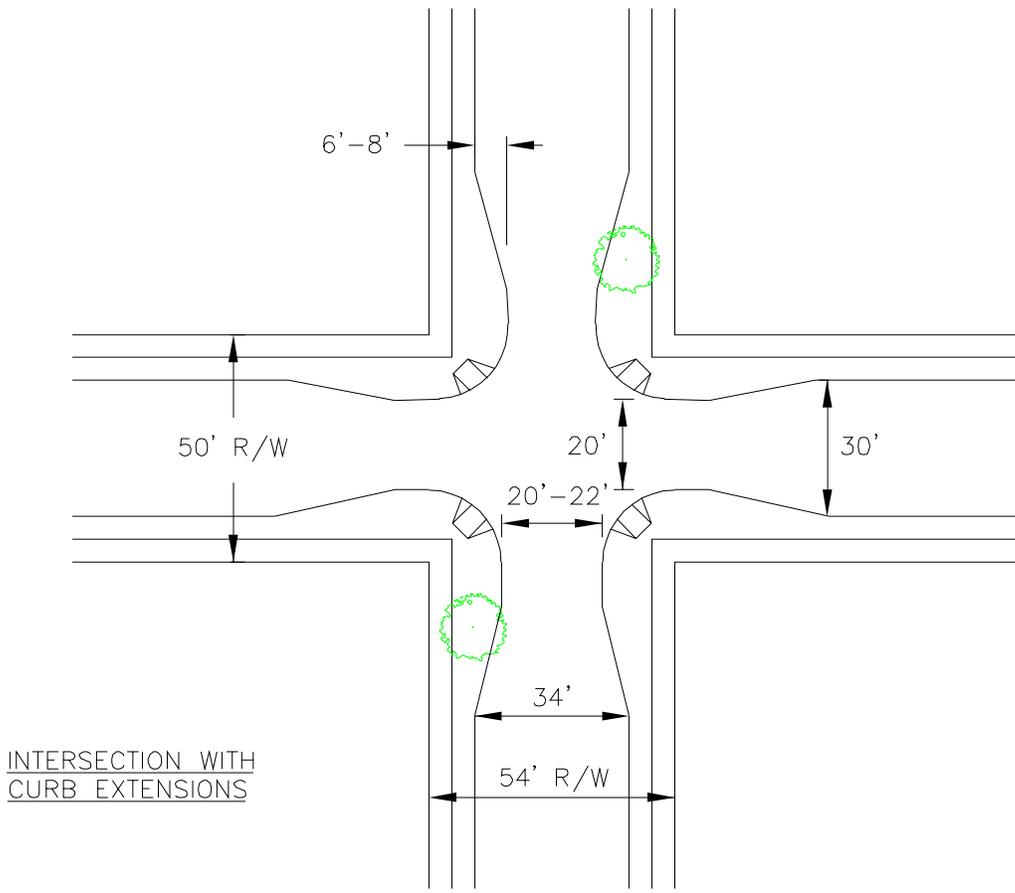
1. INTERSECTION FLARES SHALL BE USED WHEN A COLLECTOR STREET INTERSECTS A COLLECTOR OR ARTERIAL STREET WITH A CURB-TO-CURB WIDTH OF 48 FEET OR MORE.
2. INTERSECTION DESIGN SHALL BE APPROVED BY THE CITY ENGINEER.

REV. NO.	REV. DATE	REV. BY	INTERSECTION DESIGN USE OF FLARES	DIGITIZED VERSION APPROVED BY CITY ENGINEER <i>Finbar J. O'Regan</i> DATE: 11/25/03	
DIGITIZED	6/1/2003			CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERCEDES DWG. DATED
DWG. BY		SCALE			
CK. BY		NONE			

**THE FOLLOWING MINIMUM CURB RADII SHALL BE USED
AT THE INTERSECTION OF STREETS:**

STREET TYPE	STREET TYPE								
	LOCAL STREET, LOW VOLUME RESIDENTIAL	LOCAL STREET, MEDIUM VOLUME RESIDENTIAL	LOCAL STREET, COMMERCIAL	LOCAL STREET, INDUSTRIAL	COLLECTOR STREET, BACK-UP RESIDENTIAL	COLLECTOR STREET, NON-RESIDENTIAL	ARTERIAL STREET, MINOR ARTERIAL	ARTERIAL STREET, MAJOR ARTERIAL	
LOCAL STREET, LOW VOLUME RESIDENTIAL	15'	15'	20'	30'	15'	25'	30'	30'	
LOCAL STREET, MEDIUM VOLUME RESIDENTIAL	15'	15'	20'	30'	15'	25'	30'	30'	
LOCAL STREET, COMMERCIAL	20'	20'	20'	30'	20'	30'	30'	30'	
LOCAL STREET, INDUSTRIAL	30'	30'	30'	30'	30'	30'	50'	50'	
COLLECTOR STREET, BACK-UP RESIDENTIAL	15'	15'	20'	30'	15'	25'	30'	30'	
COLLECTOR STREET, NON-RESIDENTIAL	25'	25'	30'	30'	25'	25'	50'	50'	
ARTERIAL STREET, MINOR ARTERIAL	30'	30'	30'	50'	30'	50'	30'	30'	
ARTERIAL STREET, MAJOR ARTERIAL	30'	30'	30'	50'	30'	50'	30'	30'	

REV. NO.	REV. DATE	REV. BY	CURB RETURN RADII	REVISION APPROVED BY CITY ENGINEER	
				Finbar J. O'Regan DATE: 11/25/03	
DIGITIZED	6/1/2003		CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERCEDES DWG. DATED	DRAWING NO. 14C
DWG. BY	SCALE				
CK. BY	NONE				



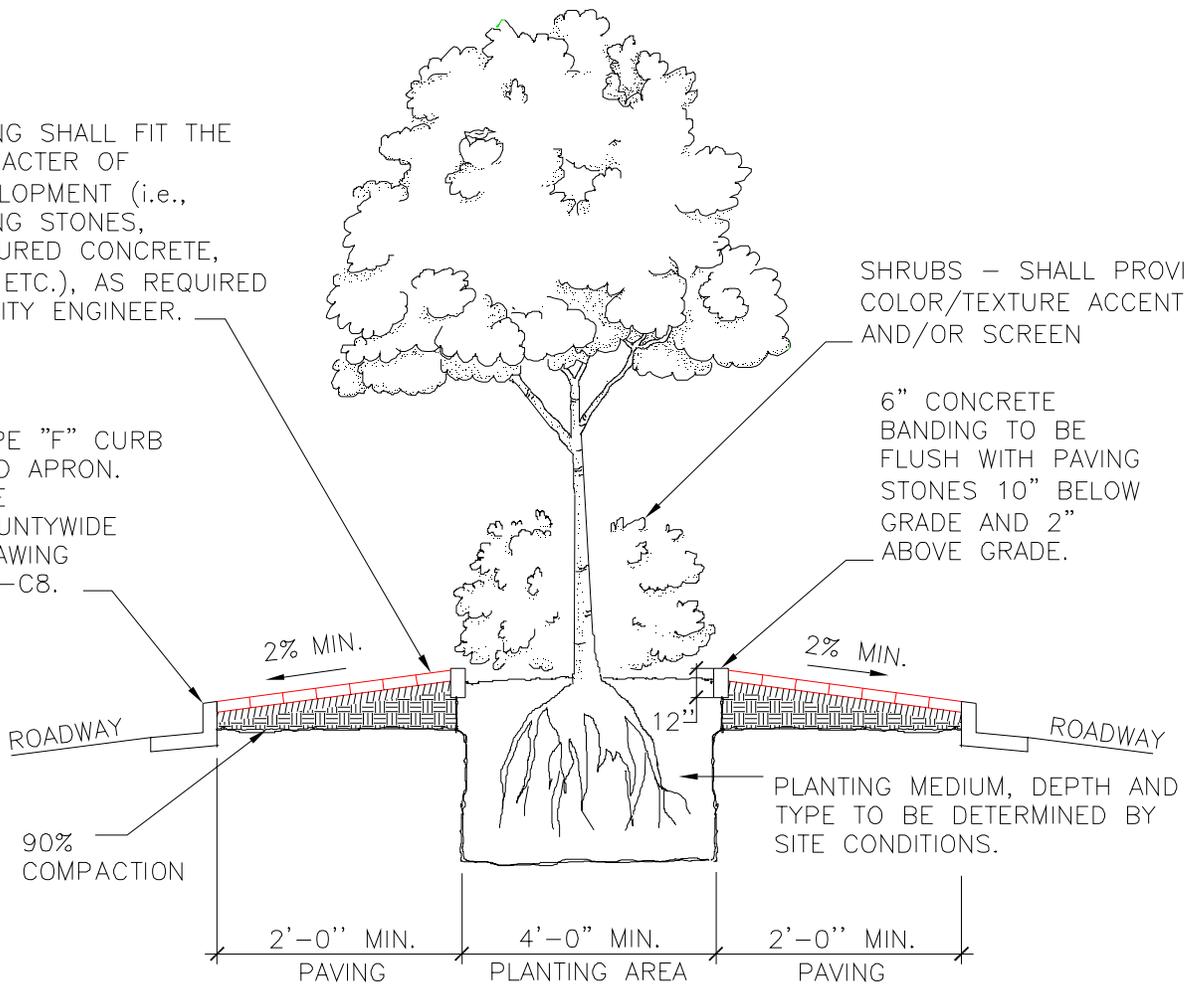
NOTES:

1. CURB EXTENSIONS (BULB-OUTS) MAY BE INSTALLED TO REDUCE PEDESTRIAN CROSSING DISTANCES AT INTERSECTIONS, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
2. CURB EXTENSIONS SHALL NOT IMPEDE THE MOVEMENT OF EMERGENCY VEHICLES OR GARBAGE TRUCKS. AN ENGINEERING ANALYSIS OF VEHICLE TURNING MOVEMENTS SHALL BE PREPARED.
3. WHERE A LOCAL STREET INTERSECTS A COLLECTOR OR ARTERIAL STREET, THE DESIGN AND PLACEMENT OF CURB EXTENSIONS SHALL NOT RESULT IN SIGNIFICANT IMPACTS TO TRAFFIC CIRCULATION ON THE COLLECTOR OR ARTERIAL STREET, AS DETERMINED BY THE CITY ENGINEER.
4. CURB EXTENSIONS SHALL NOT REDUCE THE EFFECTIVE WIDTH OF A LOCAL STREET TO LESS THAN 20 FEET AT ANY POINT.
5. INTERSECTION DESIGN SHALL BE APPROVED BY THE CITY ENGINEER.

REV. NO.	REV. DATE	REV. BY	INTERSECTION DESIGN: CURB EXTENSIONS	REVISION APPROVED BY CITY ENGINEER <i>Finbar J. O'Regan</i> DATE: 11/25/03	
DIGITIZED 6/1/2003				SUPERCEDES DWG. DATED 14D	
DWG. BY	SCALE		CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS		
CK. BY	NONE				

PAVING SHALL FIT THE CHARACTER OF DEVELOPMENT (i.e., PAVING STONES, TEXTURED CONCRETE, AND ETC.), AS REQUIRED BY CITY ENGINEER.

TYPE "F" CURB AND APRON. SEE COUNTYWIDE DRAWING CW-C8.



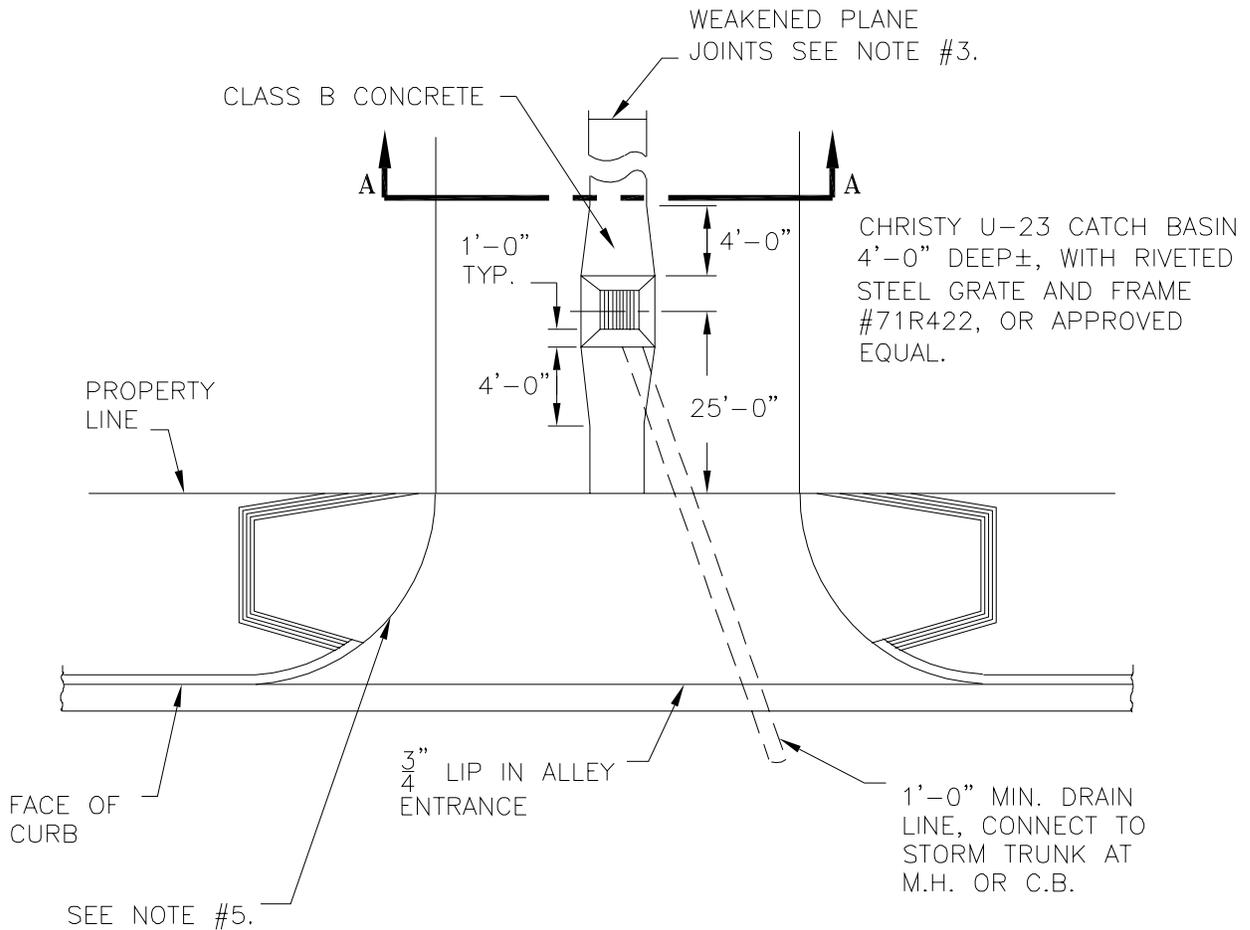
SHRUBS - SHALL PROVIDE COLOR/TEXTURE ACCENT AND/OR SCREEN

6" CONCRETE BANDING TO BE FLUSH WITH PAVING STONES 10" BELOW GRADE AND 2" ABOVE GRADE.

NOTES:

1. TREES SHALL BE SELECTED FROM THE CITY'S TREE PLANTING LIST. THEY SHALL BE PLANTED A MINIMUM OF 30'-0" TO 50'-0" ON CENTER SPACING, OR MAY BE PLANTED IN GROUPS FOR AN INFORMAL PLANTING EFFECT USING THE SAME NUMBER OF TREES, AS DETERMINED BY THE CITY LANDSCAPE ARCHITECT.
2. SHRUBS SHALL BE PLANTED IN GROUPINGS TO PROVIDE A CONSISTENT PLANTING SCHEME. SHRUBS SHALL REQUIRE MINIMUM MAINTENANCE AND BE DROUGHT TOLERANT.
3. A GROUND COVER OR TURF AREA MAY BE INCLUDED BETWEEN THE PLANTING AND PAVING AREAS WHERE APPLICABLE. MAINTENANCE SHALL BE PROVIDED BY A MAINTENANCE AGREEMENT OR HOME OWNER'S ASSOCIATION.
4. COMPLETE LANDSCAPE AND IRRIGATION PLANS AND DETAILS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AS PART OF THE DEVELOPMENT PLANS. ALL DESIGN PROPOSALS SHALL BE SUBJECT TO APPROVAL BY THE CITY LANDSCAPE ARCHITECT AND THE CITY ENGINEER.

REV. NO.	REV. DATE	REV. BY	<p>MEDIAN LANDSCAPE</p>	<p>REVISION APPROVED BY CITY ENGINEER</p> <p><i>Finbar J. O'Regan</i></p> <p>DATE: 01/09/02</p>	
4	6/1/2000	HLE/RH		<p>CITY OF STOCKTON</p> <p>DEPARTMENT OF PUBLIC WORKS</p>	<p>SUPERCEDES</p> <p>DWG. DATED</p> <p>2/23/94</p>
<p>DIGITIZED 7/1/92</p>					
DWG. BY	RC	SCALE			
CK. BY		NONE			



NOTES:

1. AFTER DRIVING STAKE, TOP OF STAKE TO BE CUT OFF FLUSH WITH 2"x4" HEADER (SEE DRAWING NO. 18A, FIG. 1).
2. T.I. 7 SHALL BE USED IN PAVEMENT DESIGN.
3. SEE DETAIL DRAWING NO. 25, FIG. 1.
4. CLASS "B" CONCRETE.
5. SEE DETAIL DRAWING NO. 38 FOR STANDARD COMMERCIAL DRIVEWAY.

REV. NO.	REV. DATE	REV. BY	TYPICAL ALLEY CONSTRUCTION	REVISION APPROVED BY CITY ENGINEER	
2	6/1/2000	HLE/RH		Finbar J. O'Regan DATE: 01/09/02	
DIGITIZED		7/1/92	CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS	SUPERCEDES DWG. DATED	DRAWING NO.
DWG. BY	RC	SCALE		7/1/92	18
CK. BY		NONE			

	W=50'	W=60'
Δ_2	7° 00' 00"	10° 14' 11"
R ₂	20'	30'
R ₃	R ₄ + 7'	R ₄ + 10'
X	56.04'	61.64'
R ₅	93'	90'

CURVE DATA

$$\Delta_1 = \text{VARIABLE}$$

$$\Delta_2 = \tan^{-1}\left(\frac{W+7}{50}\right) - \tan^{-1}\left(\frac{W}{X}\right) \quad (\text{FOR } W=50')$$

$$= \tan^{-1}\left(\frac{W+10}{50}\right) - \tan^{-1}\left(\frac{W}{X}\right) \quad (\text{FOR } W=60')$$

$$\Delta_3 = \Delta_1 + 2 \Delta_2$$

$$R_4 = W$$

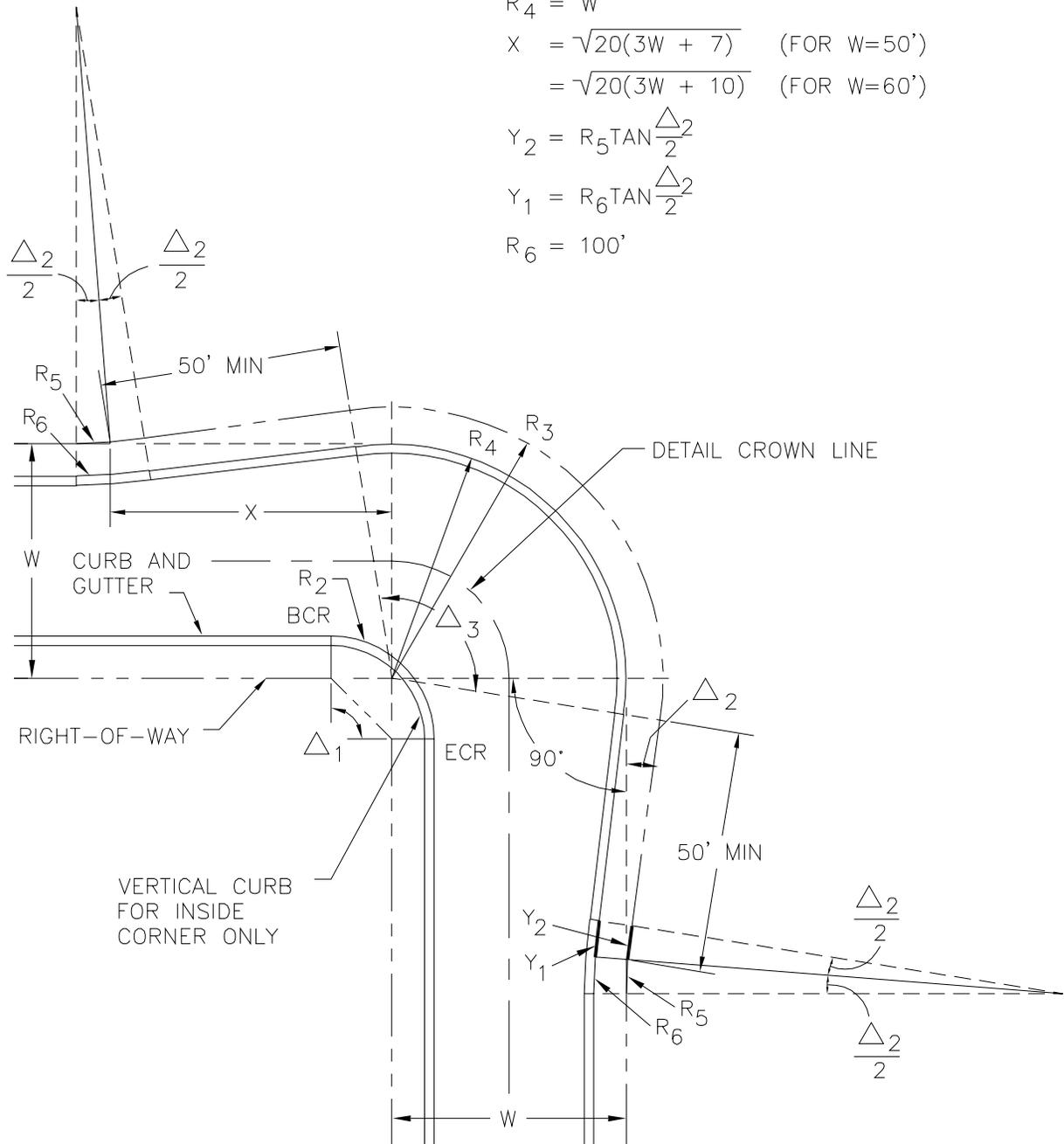
$$X = \sqrt{20(3W + 7)} \quad (\text{FOR } W=50')$$

$$= \sqrt{20(3W + 10)} \quad (\text{FOR } W=60')$$

$$Y_2 = R_5 \tan \frac{\Delta_2}{2}$$

$$Y_1 = R_6 \tan \frac{\Delta_2}{2}$$

$$R_6 = 100'$$



REV. NO.	REV. DATE	REV. BY
2	6/1/2000	HLE/RH
DIGITIZED		7/1/92
DWG. BY	RC	SCALE
CK. BY		NONE

ALIGNMENT FOR 90° STREET INTERSECTION KNUCKLE

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

REVISION APPROVED BY CITY ENGINEER
Finbar J. O'Regan
DATE: 01/09/02

SUPERCEDES
DWG. DATED
2/23/95

DRAWING NO.
19