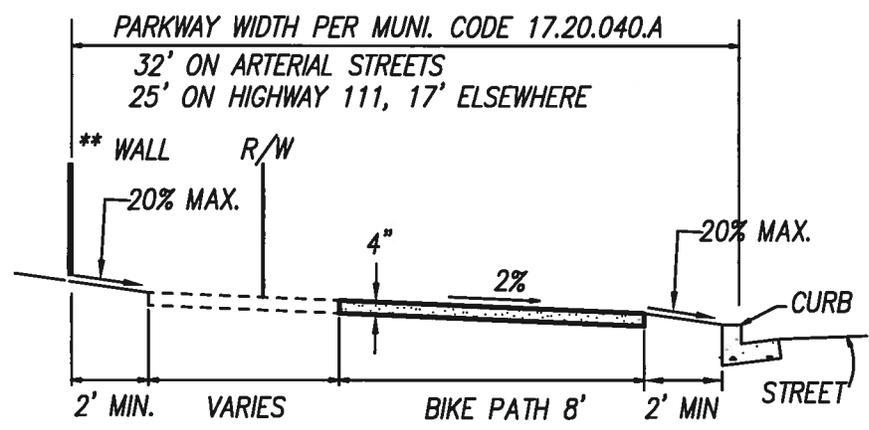


DESIGN CRITERIA:

- * • R=200' MIN., 500' MAX.
(SEE CHARTS ON SHEET 2 OF 2 FOR R=200' DATA)
- PROVIDE A MINIMUM OF 2' CLEARANCE FROM OBSTRUCTIONS
- 10' MIN. TO BRANCHING TREES FROM CURB
- 5' MIN. TO BRANCHING TREES FROM BIKEPATH
- 3' MIN. TO PALM TREES FROM CURB OR BIKEPATH
(SEE "LANDSCAPE SPECIFICATION AND DETAIL MANUAL")
- * • IN SECTION 30, BIKEPATH WIDTH IS 6' AND CONCRETE IS COLORED "YOSEMITE BROWN"
- * • BIKEPATH LAYOUT ON PLANS IS CONCEPTUAL ONLY, AND FINAL APPROVAL OF THE BIKEPATH LAYOUT SHALL BE MADE BY THE INSPECTOR PRIOR TO CONSTRUCTION.



TYPICAL CROSS SECTION

- * CLASS 560-C-3250 P.C.C. (NO FLY ASH) ON COMPACTED SUBGRADE
95% MIN. RELATIVE COMPACTION (SEE STD 206 FOR JOINT DETAILS)
- * USE CONCRETE CURING COMPOUND, ASTM C309/AASHTO M148, TYPE 2, CLASS A OR B, WITH WHITE PIGMENT. AFTER CURING, COMPOUND SHALL BE "POWER WASHED" OFF CURB TOP AND FACE BEFORE ANY CURB PAINTING
- **NOTE: TYPICAL ARTERIAL PARKWAYS ARE 32 FEET FROM CURB TO WALLS WITH BIKEPATH MEANDERING BETWEEN. BIKEPATH EASEMENTS OR ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED ON A CASE BY CASE BASIS.

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS
12/04/2002
10/29/2003
* 7/5/2012

MEANDERING BIKE PATH

DETAIL
500

APPROVED BY: *William G. Cross* 7/12/12
CITY ENGINEER DATE

SHEET 1 OF 2



8' BIKEPATH WITH 19.50' OFFSET,
TYPICAL FOR 32' PARKWAY

8' BIKEPATH WITH 12.50' OFFSET,
TYPICAL FOR 25' PARKWAY

8' BIKEPATH WITH 4.50' OFFSET,
TYPICAL FOR 17' PARKWAY

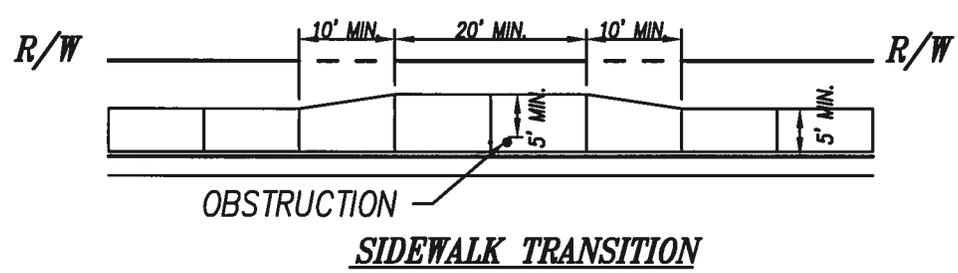
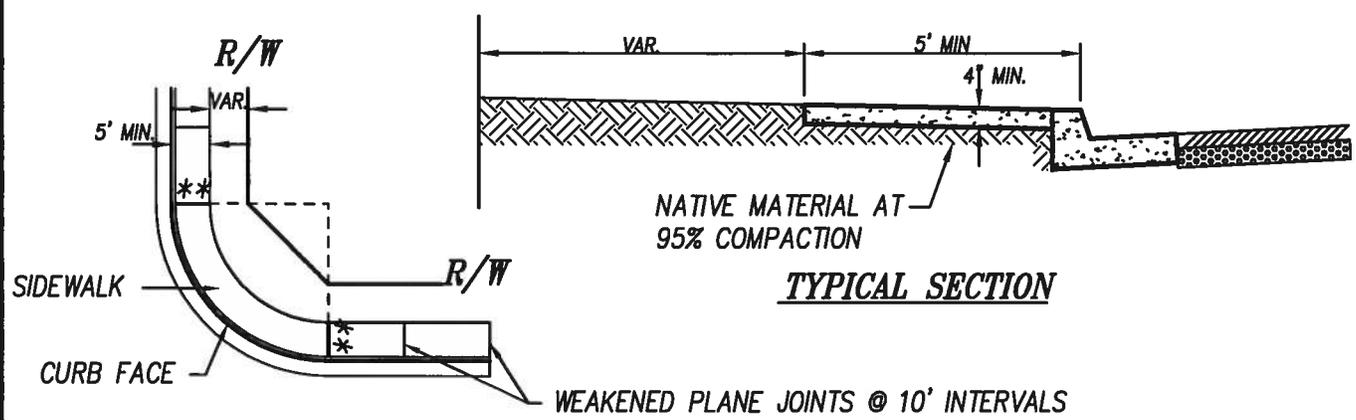
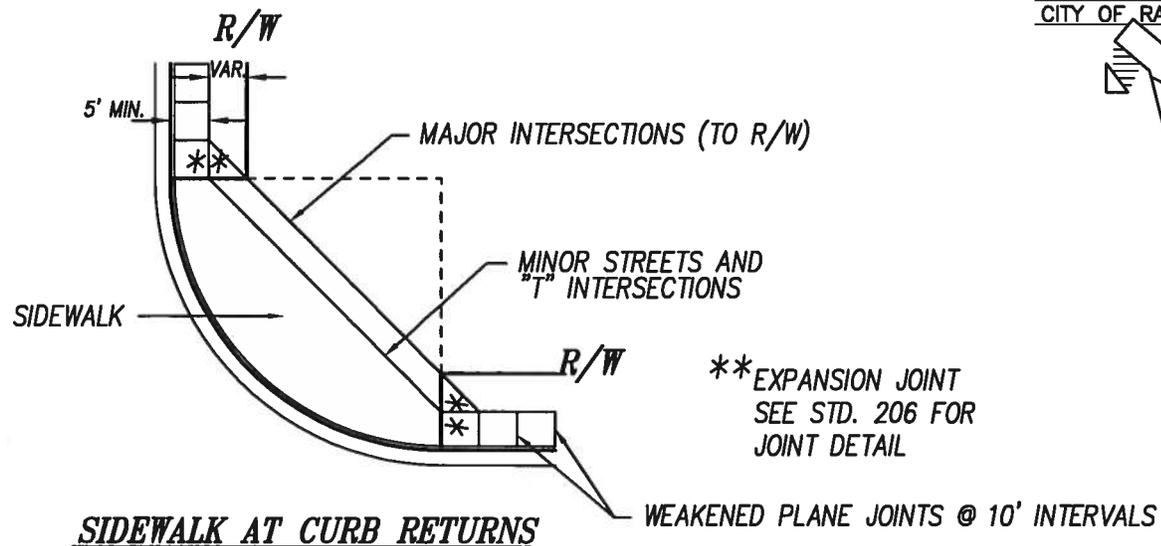
RADIUS	PT.	DIST. X	OFFSET Y	RADIUS	PT.	DIST. X	OFFSET Y	RADIUS	PT.	DIST. X	OFFSET Y
208'	MOC	0.00'	0.00'	208'	MOC	0.00'	0.00'	208'	MOC	0.00'	0.00'
208'		10.00'	0.24'	208'		10.00'	0.24'	208'		10.00'	0.24'
208'		20.00'	0.96'	208'		20.00'	0.96'	208'		20.00'	0.96'
208'		30.00'	2.17'	208'		30.00'	2.17'	208'		30.00'	2.17'
208'		40.00'	3.88'	208'		40.00'	3.88'	208'/200' PRC		30.81'	2.29'
208'		50.00'	6.10'	208'		50.00'	6.10'	200'		40.00'	3.45'
208'		60.00'	8.84'	208'/200' PRC		51.09'	6.37'	200'		50.00'	4.23'
208'/200' PRC		63.54'	9.94'	200'		60.00'	8.41'	200'		60.00'	4.50'
200'		70.00'	11.90'	200'		70.00'	10.20'	200'	MOC	60.43'	4.50'
200'		80.00'	14.46'	200'		80.00'	11.48'	200'		70.00'	4.27'
200'		90.00'	16.48'	200'		90.00'	12.24'	200'		80.00'	3.54'
200'		100.00'	17.98'	200'		100.00'	12.50'	200'		90.00'	2.30'
200'		110.00'	18.96'	200'		100.22'	12.50'	200'/208' PRC		90.05'	2.29'
200'		120.00'	19.45'	200'	MOC	110.00'	12.26'	208'		100.00'	1.05'
200'	MOC	124.63'	19.50'	200'		120.00'	11.52'	208'		110.00'	0.28'
200'		130.00'	19.43'	200'		130.00'	10.27'	208'		120.00'	0.00'
200'		140.00'	18.91'	200'		140.00'	8.50'	208'	MOC	120.86'	0.00'
200'		150.00'	17.88'	200'/208' PRC		149.35'	6.37'	MAXIMUM OFFSET 4.50'			
200'		160.00'	16.35'	208'		150.00'	6.21'	PEAK TO PEAK 120.86'			
200'		170.00'	14.29'	208'		160.00'	3.97'				
200'		180.00'	11.68'	208'		170.00'	2.24'				
200'/208' PRC		185.72'	9.94'	208'		180.00'	1.01'				
208'		190.00'	8.62'	208'		190.00'	0.26'				
208'		200.00'	5.92'	208'		200.00'	0.00'				
208'		210.00'	3.74'	208'	MOC	200.44'	0.00'				
208'		220.00'	2.07'	MAXIMUM OFFSET 12.50'							
208'		230.00'	0.89'	PEAK TO PEAK 200.44'							
208'		240.00'	0.21'								
208'	MOC	249.25'	0.00'								

MAXIMUM OFFSET 19.50'
PEAK TO PEAK 249.25'

CHART OF DISTANCES AND OFFSETS FOR R=200'
FOR TYPICAL MEANDERING BIKEPATHS

NOTE: ADD 2' MINIMUM FROM BACK OF CURB TO OFFSETS FOR DISTANCE FROM CURB.
IF THE DESIGN DOES NOT CONFORM TO ONE OF THE TYPICAL MEANDERING CHARTS ABOVE, A SIMILAR OFFSET CHART FOR THE DESIGN MAY BE REQUIRED TO BE PLACED ON THE STREET PLANS OR WHEREVER THE DESIGN FOR THE BIKEPATH IS OTHERWISE SHOWN.

CITY OF RANCHO MIRAGE		STANDARD DETAIL 500 SHEET 2 OF 2
REVISIONS	* BIKE PATH OFFSETS	
12/04/2002		
10/29/2003		
* 7/5/2012	<i>William A. Guss</i> 7/12/12	
APPROVED BY: CITY ENGINEER DATE		



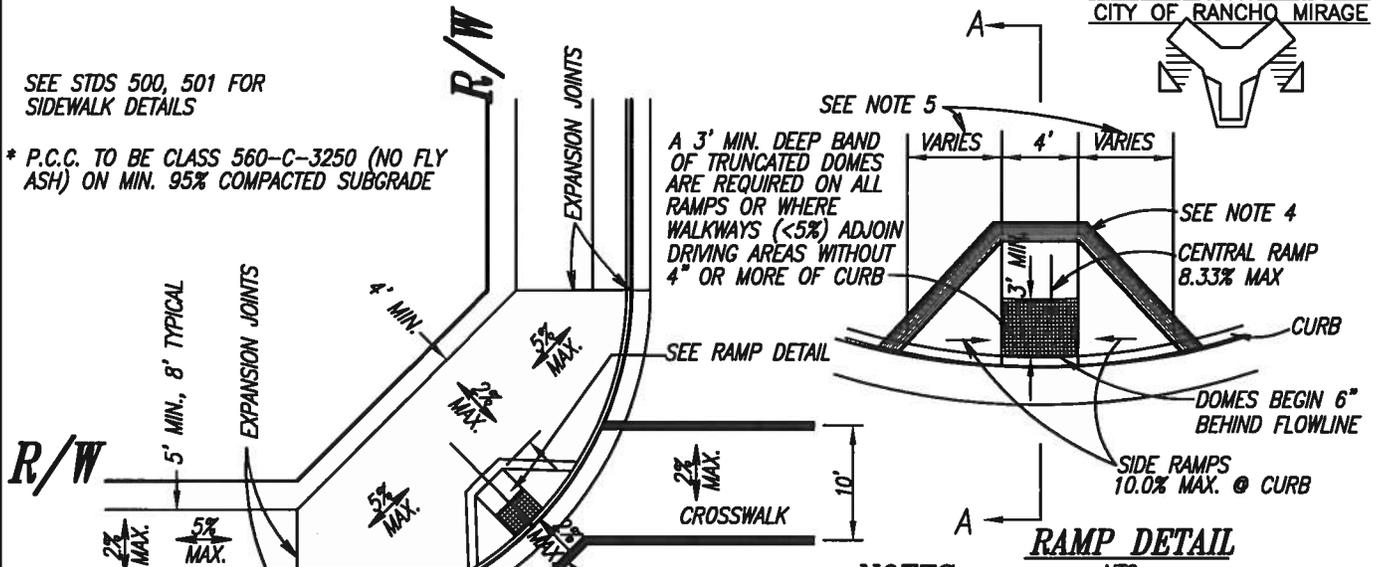
- * CLASS 560-C-3250 P.C.C. (NO FLY ASH) ON COMPACTED SUBGRADE 95% MIN. RELATIVE COMPACTION (SEE STD 206 FOR JOINT DETAILS)
- * USE CONCRETE CURING COMPOUND, ASTM C309/AASHTO M148, TYPE 2, CLASS A OR B, WITH WHITE PIGMENT. AFTER CURING, COMPOUND SHALL BE "POWER WASHED" OFF CURB TOP AND FACE BEFORE ANY CURB PAINTING

CITY OF RANCHO MIRAGE		STANDARD DETAIL 501
REVISIONS	RESIDENTIAL SIDEWALK SIDEWALK TRANSITION	
* 7/5/2012		
	<i>William R. ...</i> 7/12/12	
	APPROVED BY: CITY ENGINEER DATE	



SEE STDS 500, 501 FOR SIDEWALK DETAILS

* P.C.C. TO BE CLASS 560-C-3250 (NO FLY ASH) ON MIN. 95% COMPACTED SUBGRADE

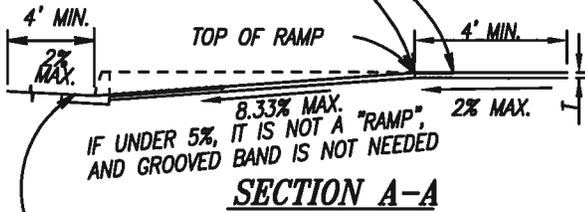


NOTES

1. WHEN RAMP IS LOCATED IN CENTER OF CURB RETURN, CROSSWALK CONFIGURATION MUST BE SIMILAR TO PLAN VIEW TO ACCOMMODATE WHEELCHAIRS. IF THERE IS ONLY ONE CROSSWALK, AIM CENTRAL RAMP AT CENTER OF CROSSWALK.
2. THE BOTTOM OF THE RAMP SHALL BE FLUSH WITH ADJOINING PAVEMENT.
3. SIDEWALK AND RAMP THICKNESS, "T", SHALL BE A MIN. 4".
4. IF THE RAMP IS MORE THAN 5% SLOPE (DEFINITION OF "RAMP") IT SHALL HAVE A 12" WIDE BORDER WITH 1/4" DEEP GROOVES APPROXIMATELY 3/4" O.C. SEE GROOVING DETAIL.
5. NOTE THAT RAMP DIMENSIONS SHOULD BE DETERMINED BY SLOPE CRITERIA ONLY. THE SIDE RAMP LENGTHS WILL NOT TYPICALLY BE EQUAL TO EACH OTHER UNLESS THE CURB RETURN IS LEVEL.
6. IF THERE IS NOT ENOUGH ROOM TO GET THE 4' OF 2% AREA BEHIND THE RAMP, THEN IT CAN BE OMITTED BY SETTING THE SIDES OF THE RAMP AT A SLOPE BETWEEN 6.67% AND 8.33%.
7. ALL RAMP NOW REQUIRE AT LEAST A 3' DEEP BAND OF "TRUNCATED DOME" WARNING SURFACE MARKERS NO MATTER WHAT THE SLOPE IS. A SIMILAR 3' DEEP BAND OF "TRUNCATED DOMES" IS ALSO REQUIRED WHEREVER WALKWAYS (NOT CONSIDERED "RAMPS" WHEN SLOPE < 5%) ADJOIN VEHICLE AREAS WITH LESS THAN A 4" CURB SEPARATING THEM. THESE ARE AVAILABLE ON INSERTABLE PANELS, INDIVIDUAL UNITS, OR AS A "STAMP" FOR THE CONCRETE. THEY NEED TO BE COLORED * "FEDERAL YELLOW" WITHIN THE PUBLIC RIGHT-OF-WAY.
8. MAXIMUM SLOPES OF ADJOINING GUTTER, THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP AND CONTINUOUS PASSAGE TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN 4' OF THE BOTTOM OF THE CURB RAMP.

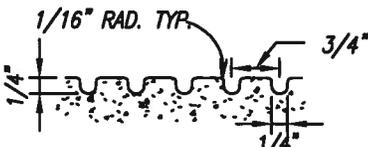
35' OR 25' RADIUS TYPICAL PER STD. 402 SEE STD. 215 FOR RADIUS DRIVeways

GROOVED BAND PER NOTE 4, ABOVE TOP OF RAMP

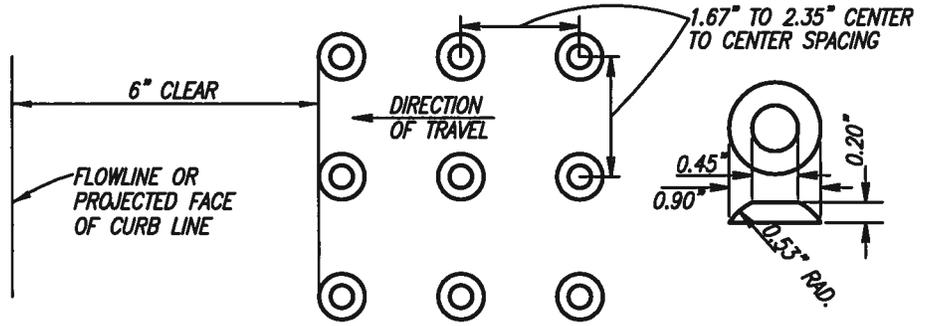


SECTION A-A

SEE NOTE 8
FLATTEN GUTTER TO 2% MAX. IN RAMP AREA.



GROOVING DETAIL



TRUNCATED DOME DETAILS

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

**ACCESS RAMP,
TYPICAL INTERSECTION**

DETAIL

1/22/2009

* 7/5/2012

William J. Jones 7/12/12

502

APPROVED BY: CITY ENGINEER DATE