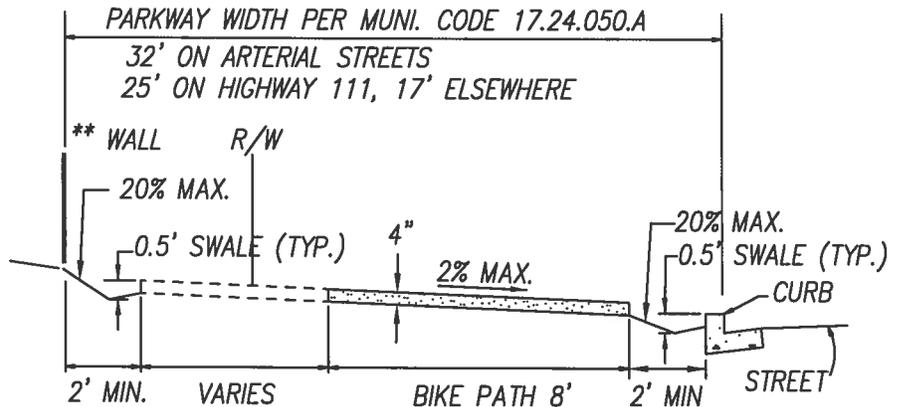


DESIGN CRITERIA:

- * • 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

MEANDERING BIKE PATH

DETAIL

7/5/2012

10/31/2016

500

[Signature]

10/31/16

APPROVED BY: 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

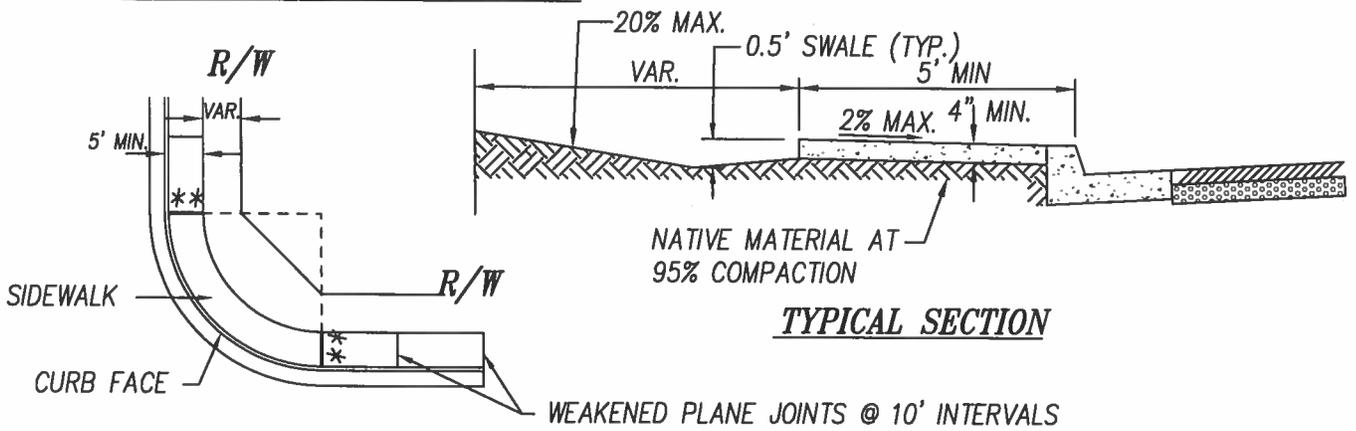
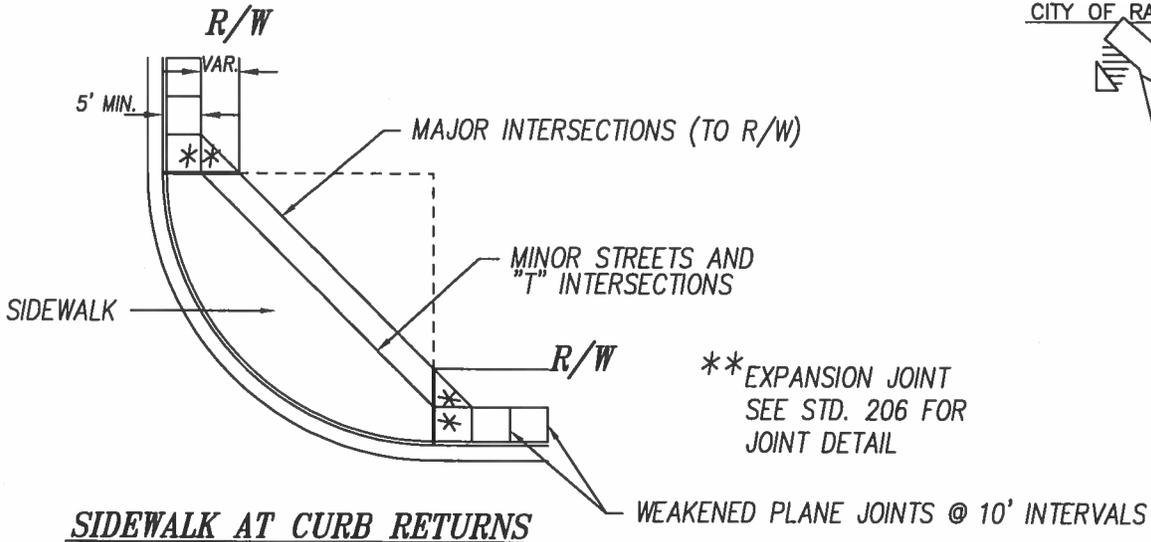
RADIUS	PT.	DIST. X	OFFSET Y	RADIUS	PT.	DIST. X	OFFSET Y	RADIUS	PT.	DIST. X	OFFSET Y
208'	MOC	0.00'	0.00'	208'	MOC	0.00'	0.00'	208'	MOC	0.00'	0.00'
208'		10.00'	0.24'	208'		10.00'	0.24'	208'		10.00'	0.24'
208'		20.00'	0.96'	208'		20.00'	0.96'	208'		20.00'	0.96'
208'		30.00'	2.17'	208'		30.00'	2.17'	208'		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'

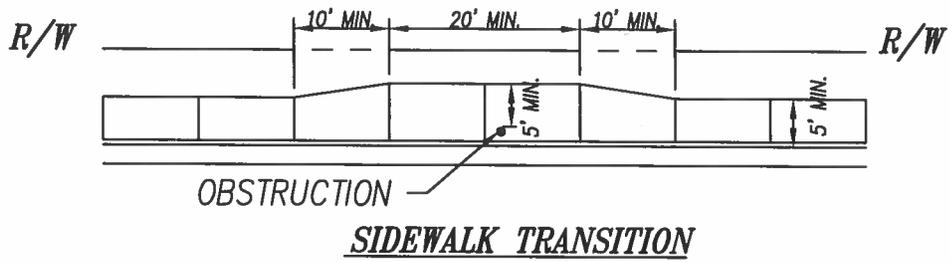
CHART OF DISTANCES AND OFFSETS FOR R=200'
FOR TYPICAL MEANDERING BIKEPATHS

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		
APPROVED BY: CITY ENGINEER DATE 7/12/12		



SIDEWALK ON INSIDE OF KNUCKLE



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

REVISIONS

**RESIDENTIAL SIDEWALK
 SIDEWALK TRANSITION**

DETAIL

7/5/2012

8/16/2016

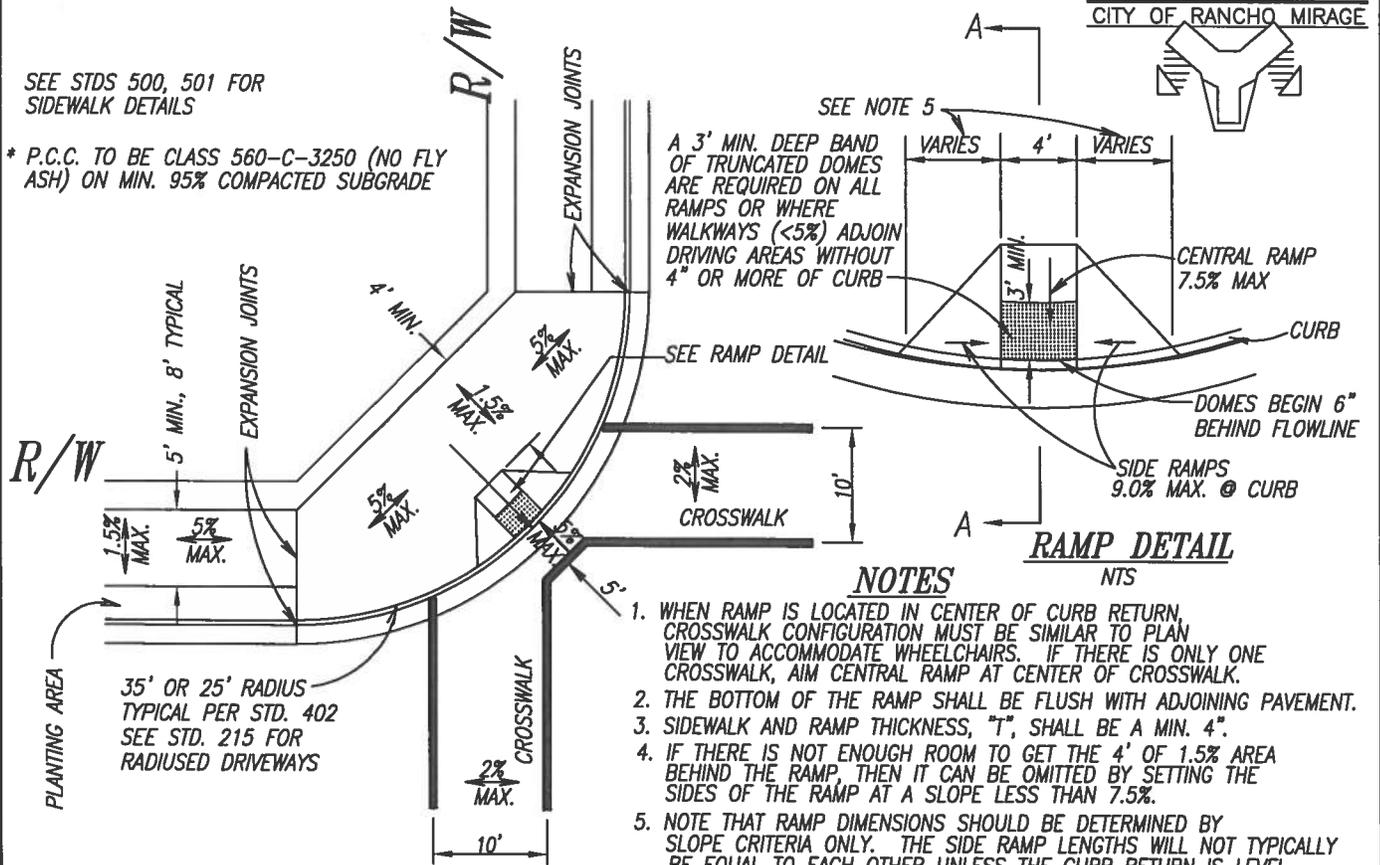
William A. Cruz 8/25/16

501

APPROVED BY: CITY ENGINEER DATE

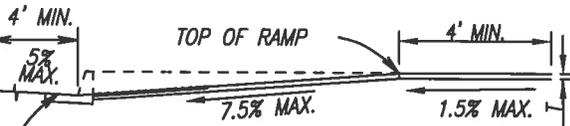
SEE STDS 500, 501 FOR SIDEWALK DETAILS

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

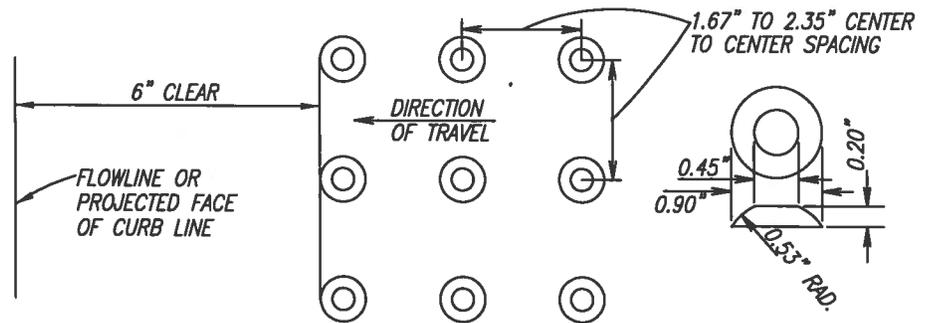


NOTES

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 THERE IS NOT ENOUGH ROOM TO GET THE 4' OF 1.5% AREA BEHIND THE RAMP, THEN IT CAN BE OMITTED BY SETTING THE SIDES OF THE RAMP AT A SLOPE LESS THAN 7.5%.
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. 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 "TERRA-COTTA BROWN" OR EQUIV. WITHIN THE PUBLIC RIGHT-OF-WAY.
7. 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.



SEE NOTE 8
 FLATTEN GUTTER TO 5% MAX. IN RAMP AREA.



CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

**ACCESS RAMP,
 TYPICAL INTERSECTION**

DETAIL

1/22/2009

7/5/2012

8/16/2016

William Cruz 8/25/16

502

APPROVED BY: CITY ENGINEER DATE