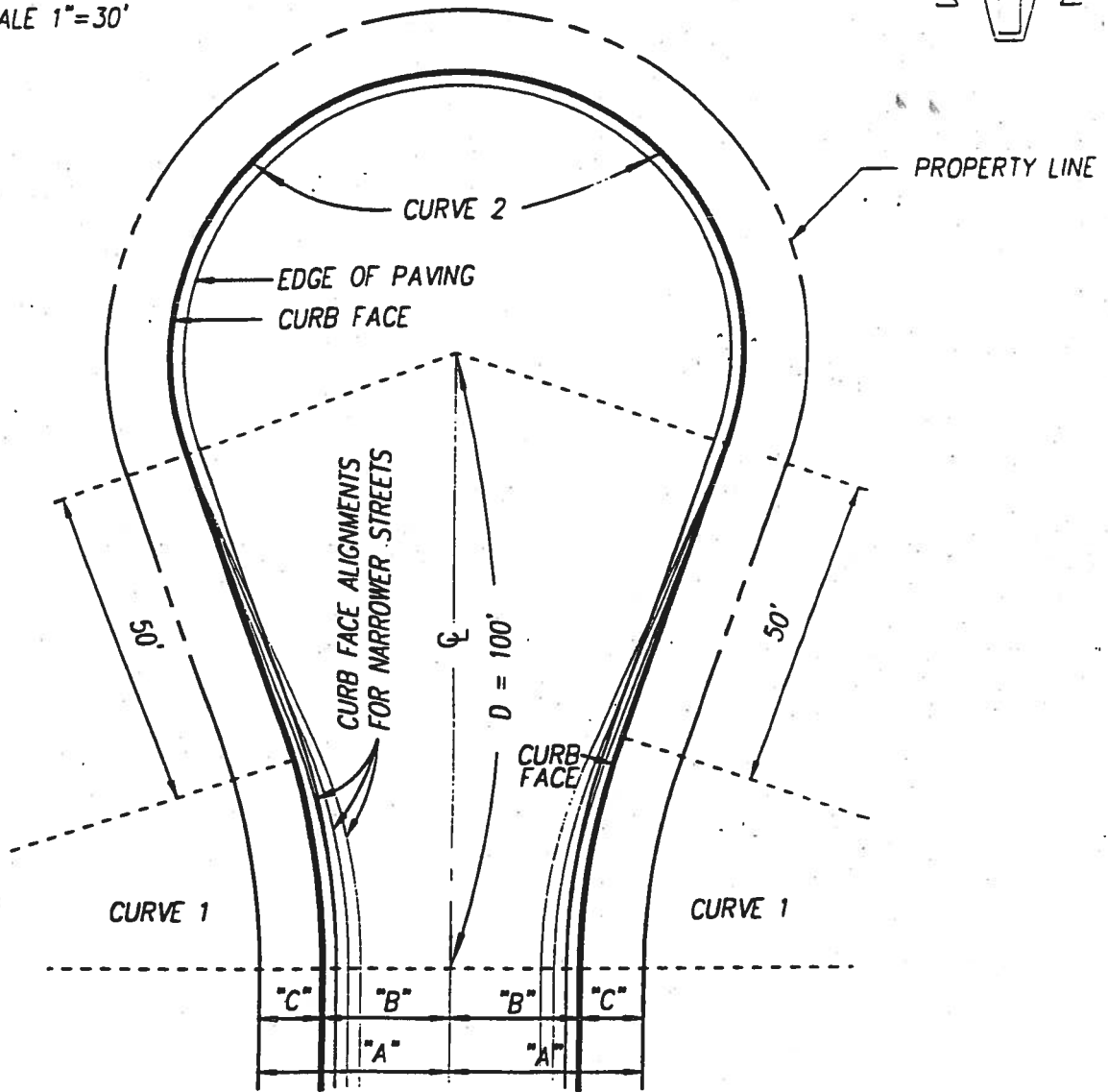




SCALE 1"=30'



* PRIVATE STREETS-R/W WILL VARY

DESCRIPTION							CURVE NO. 1						CURVE NO. 2				PAVED AREA W/STD. 200 CURB/GUTTER S.F.	
R/W	S/W	A	B	C	D	Δ	CURB			PROPERTY LINE			Δ	CURB		PROP. LINE		
							R	L	T	R	L	T		R	L	R		L
*	28'	*	14'	*	100'	23°21'13"	91.47'	37.28'	16.97'	*	*	*	226°42'25"	45'	178.06'	*	*	8,162.16
*50'	32'	*25'	16'	*9'	100'	21°53'04"	98.81'	37.74'	17.15'	*89.81'	*34.30'	*15.59'	223°46'08"	45'	175.75'	*54'	*210.90'	8,363.17
*50'	36'	*25'	18'	*7'	100'	20°24'28"	107.39'	38.25'	17.36'	*100.39'	*35.76'	*16.23'	220°48'57"	45'	173.43'	*52'	*200.41'	8,566.23
*60'	40'	*30'	20'	*10'	100'	18°55'28"	117.50'	38.81'	17.59'	*107.50'	*35.51'	*16.10'	217°50'57"	45'	171.10'	*55'	*209.12'	8,771.28

(R/W = RIGHT-OF-WAY WIDTH, S/W = STREET WIDTH)

CITY OF RANCHO MIRAGE

STANDARD

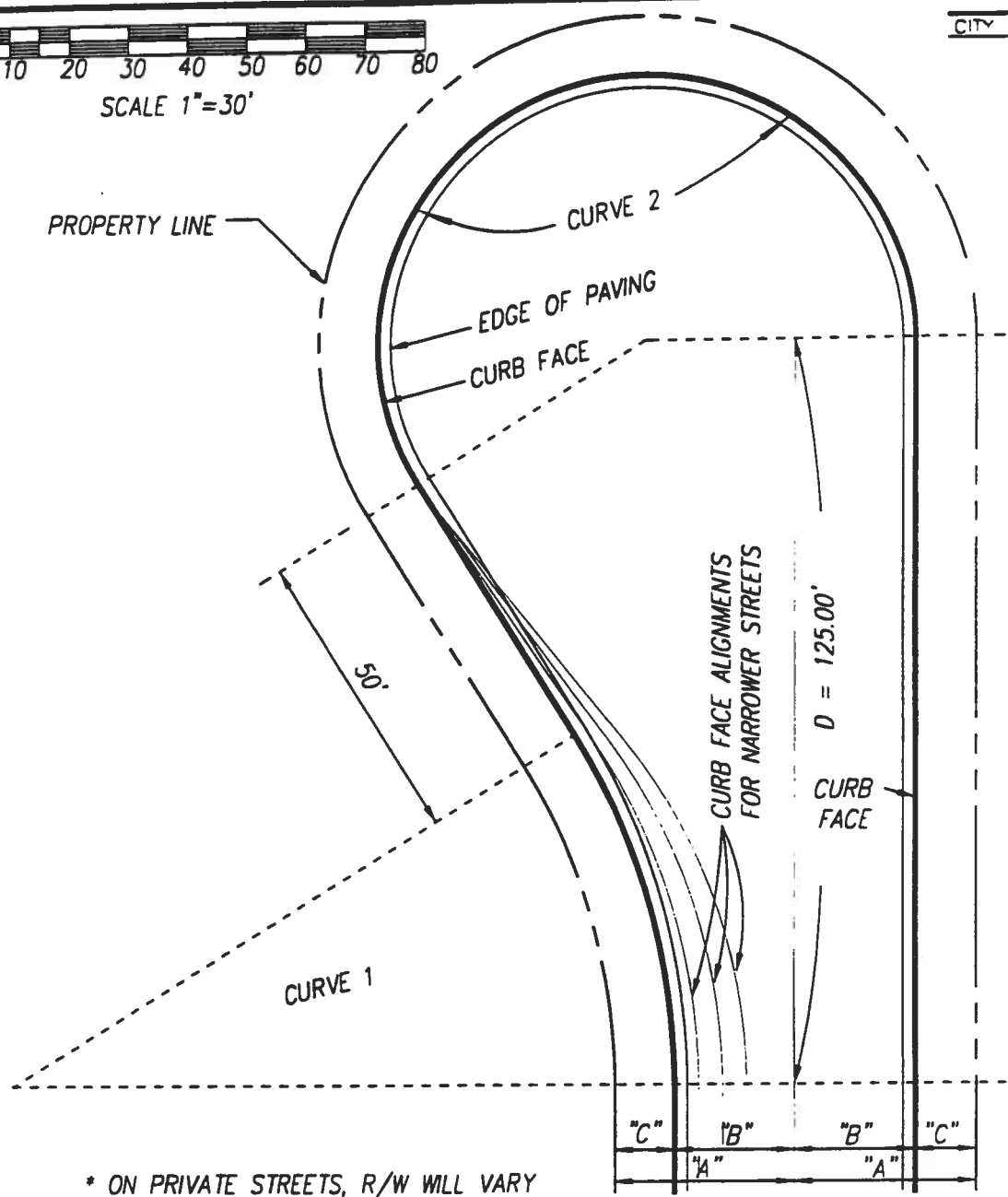
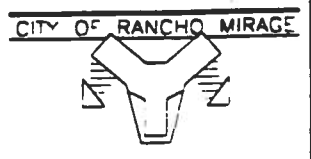
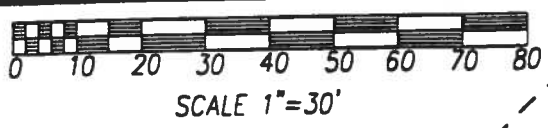
REVISIONS

CUL-DE-SAC

DETAIL

William A. Lewis 5/31/01
 APPROVED BY: CITY ENGINEER DATE

400

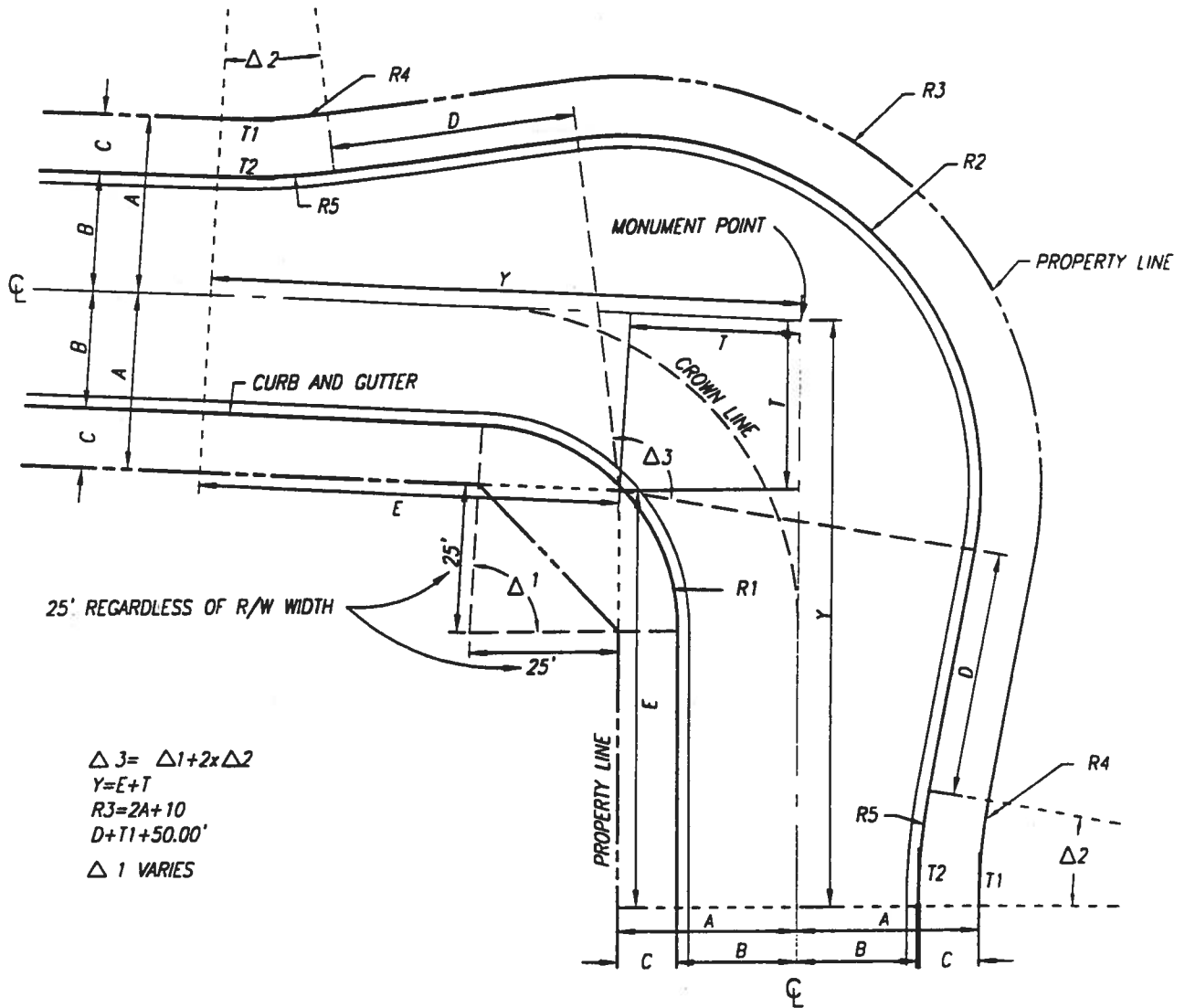


* ON PRIVATE STREETS, R/W WILL VARY

DESCRIPTION	CURVE NO. 1									CURVE NO. 2				PAVED AREA W/STD. 200 CURB/GUTTER S.F.			
	R/W	S/W	CURB				PROPERTY LINE			Δ	CURB		PROP. LINE				
			A	B	C	D	R	L	T		R	L	R		L		
*29' 28'	*14.50'	14'	*0.50'	125'	39°01'01"	91.85'	62.55'	32.54'	*91.35'	*62.21'	*32.36'	219°01'01"	45'	172.02'	*45.50'	*173.93'	9,266.59
*50' 32'	*25' 16'	*9'	125'	36°40'24"	97.15'	62.18'	32.20'	*88.15'	*56.42'	*29.22'	216°40'24"	45'	170.17'	*54'	*204.21'	9,530.57	
*50' 36'	*25' 18'	*7'	125'	34°17'51"	103.53'	61.97'	31.95'	*96.53'	*57.78'	*29.79'	214°17'51"	45'	168.31'	*52'	*194.49'	9,794.69	
*60' 40'	*30' 20'	*10'	125'	31°53'27"	111.25'	61.92'	31.79'	*101.25'	*56.36'	*28.93'	211°53'27"	45'	166.42'	*55'	*203.40'	10,059.39	

(R/W = RIGHT-OF-WAY WIDTH, S/W = STREET WIDTH)

CITY OF RANCHO MIRAGE		STANDARD DETAIL 400-B
REVISIONS	OFFSET CUL-DE-SAC	
	APPROVED BY: 5/31/01 DATE	



* PRIVATE STREET-R/W DIMENSIONS WILL VARY

R/W	S/W	A	B	C	D	E	R1	R2	R3	Δ2	R4	T1	R5	T2
*	28'	*	14'	*	40.91'	69.09'	36'	49'	*	10°23'20"	*	*	111'	10.09'
50'	32'	25'	16'	9'	40.91'	69.09'	34'	51'	60'	10°23'20"	100'	9.09'	109'	9.91'
50'	36'	25'	18'	7'	40.91'	69.09'	32'	53'	60'	10°23'20"	100'	9.09'	107'	9.73'
60'	40'	30'	20'	10'	41.04'	70.60'	35'	60'	70'	10°14'11"	100'	8.96'	110'	9.85'

CITY OF RANCHO MIRAGE

STANDARD

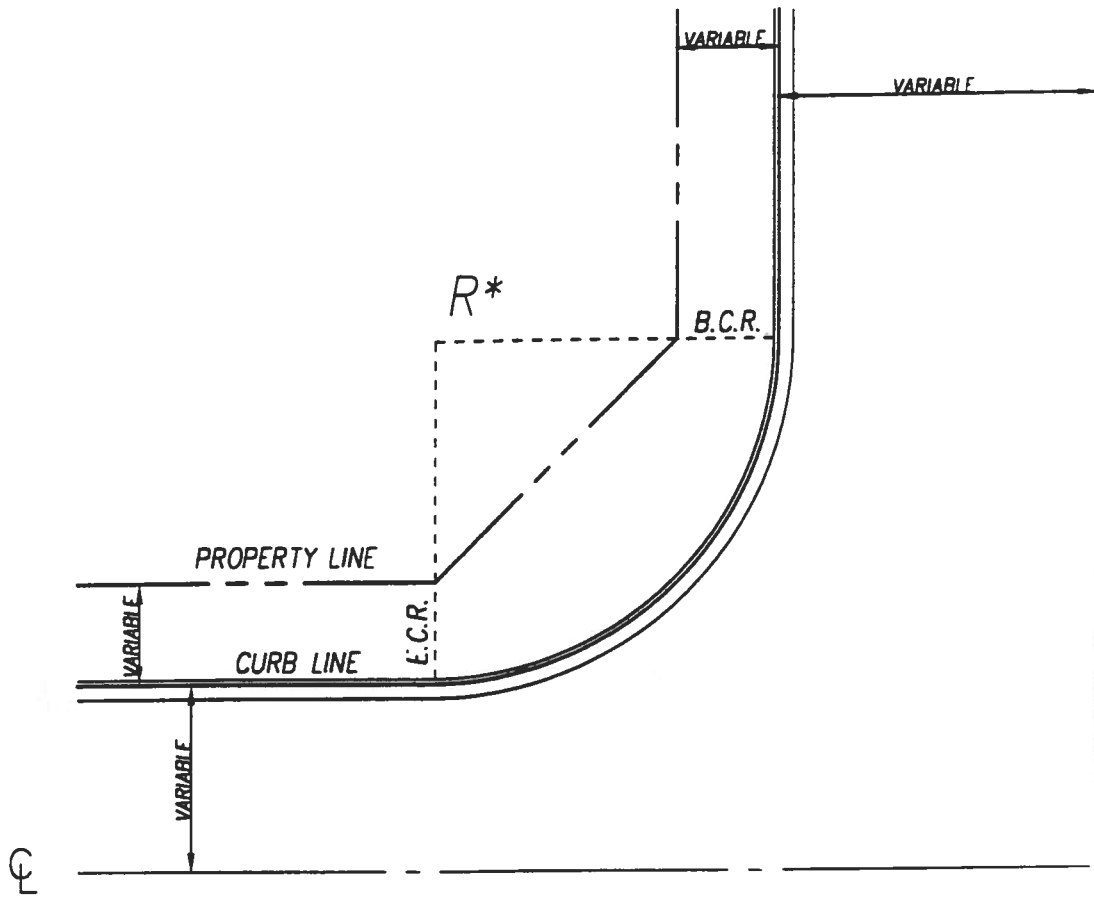
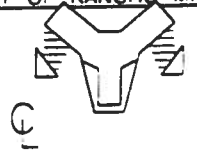
REVISIONS

STANDARD KNUCKLE

DETAIL

APPROVED BY: *William A. ...* 5/31/01 DATE

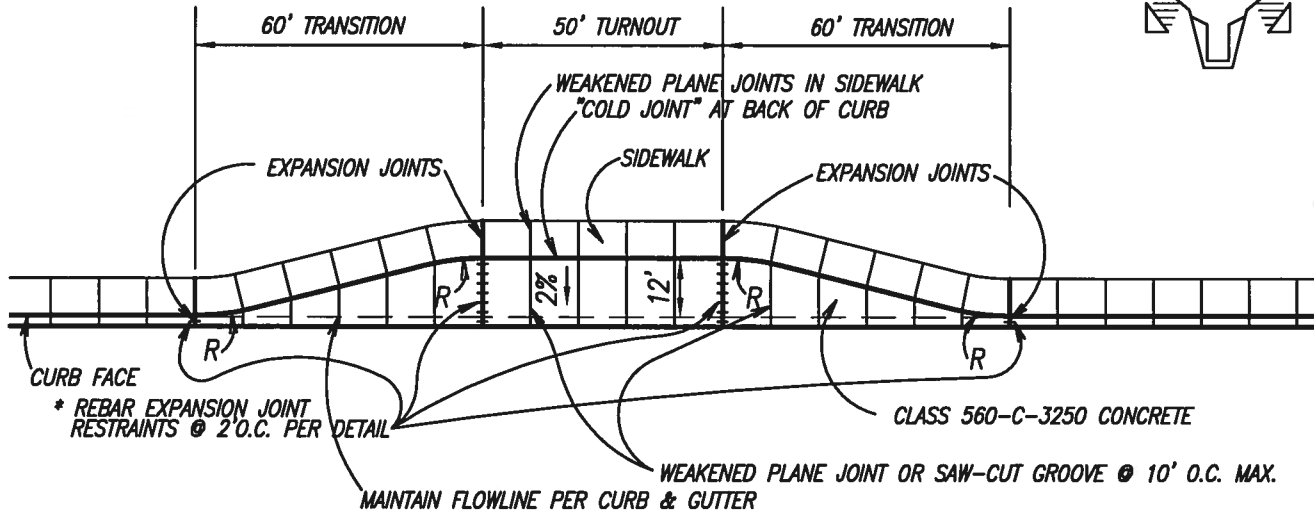
401



* CURB RADIUS = 25' IF BOTH STREETS HAVE A WIDTH LESS THAN STREET STD 104 (64' WIDE)

* CURB RADIUS = 35' IF EITHER STREET HAS A WIDTH EQUAL TO OR GREATER THAN STREET STD 104, EXCEPT IN CASES WHERE SPECIAL DESIGN EXISTS. SUCH CASES SHALL BE APPROVED BY THE CITY ENGINEER.

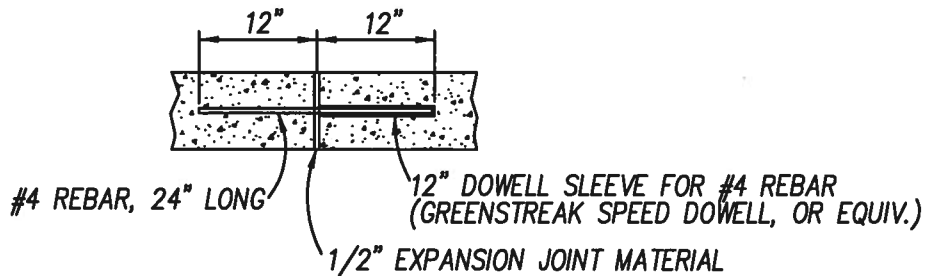
CITY OF RANCHO MIRAGE		STANDARD DETAIL 402
REVISIONS	CURB RETURN RADII AND PROPERTY LINE CUT-BACK	
APPROVED BY: <i>[Signature]</i> 5/31/01 DATE		



TURNOUT PLAN VIEW

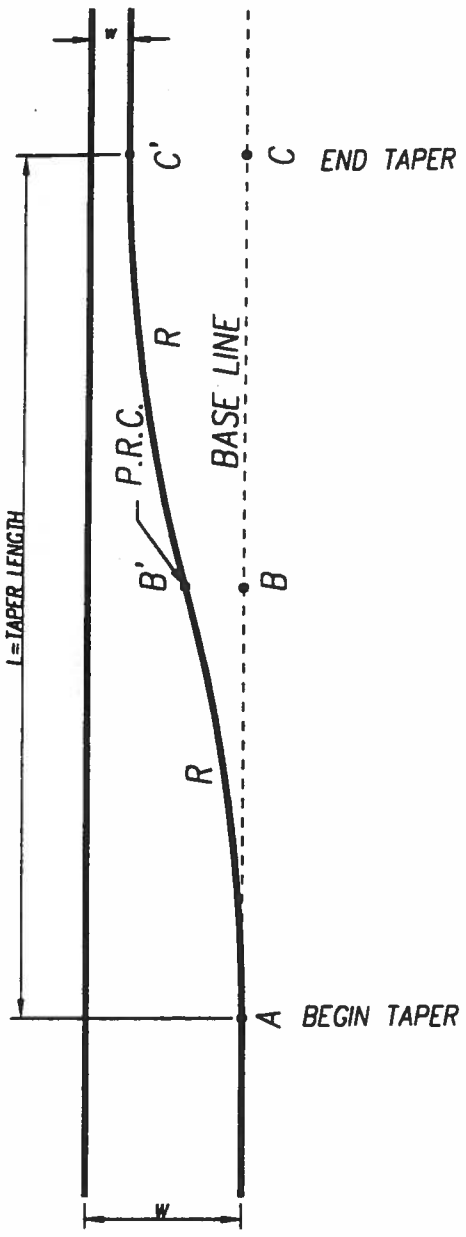
NOTES

1. $R=50'$, $\Delta=14^{\circ}9'13''$
- * 2. PAVEMENT SHALL BE A MINIMUM OF 8" P.C.C. (NO FLY ASH) OVER 8" CL. 2, AGGREGATE BASE. COMPACTED TO 95% OF MAX. DENSITY WITHIN THE TOP FOOT OF BASE AND SUB-BASE
3. BUS SHELTERS SHALL BE SET BACK FROM THE FACE OF THE CURB A MINIMUM CLEAR DISTANCE OF FOUR (4) FEET FOR PEDESTRIAN TRAVELWAY.
4. CURB SHALL BE Poured MONOLITHICALLY WITH P.C.C. TURNOUT PAVEMENT AND PAINTED RED ON TOP AND FACE OF CURB.
5. ADDITIONAL R/W WILL BE REQUIRED FOR SIDEWALK. SEE STD 500 OR 501 FOR SIDEWALK DETAILS.
- * 6. 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



REBAR EXPANSION JOINT RESTRAINT DETAIL

CITY OF RANCHO MIRAGE		STANDARD DETAIL 403
REVISIONS	BUS TURNOUTS	
12/19/2001		
* 7/5/2012		
APPROVED BY: CITY ENGINEER DATE		

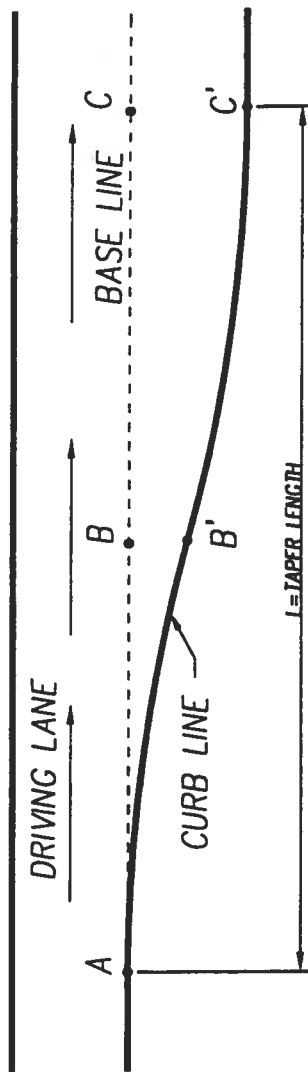


LENGTH OF TAPER		OFFSET DISTANCE FROM BASE LINE
90°*	120'	
R=171.75'		
R=303'		
DISTANCE FROM "A"		
7.5'	10'	0.16'
15'	20'	0.66'
22.5'	30'	1.49'
30'	40'	2.65'
45'	60'	6.00' BB'
60'	80'	9.35'
67.5'	90'	10.51'
75'	100'	11.34'
82.5'	110'	11.84'
90'	120'	12.00' CC'

MEDIAN WIDTH = W = 16' MIN.
 MEDIAN NOSE = w = 4' MIN.
 TURN LANE WIDTH = CC' = 12' MIN.

* THE MIN. TAPER LENGTH SHALL BE 90'. TAPER LENGTHS SHALL BE BASED ON ACTUAL CONDITIONS AND EVALUATED ON A CASE BY CASE BASIS. FOR STREETS REQUIRING TAPERS LONGER THAN 120', THE DIMENSIONS MAY BE EXTENDED IN A PROPORTIONATE MANNER.

CITY OF RANCHO MIRAGE		STANDARD DETAIL 404
REVISIONS	LEFT TURN POCKET	
	APPROVED BY: CITY ENGINEER	DATE: 5/31/01



CC' = 14' MIN.

LENGTH OF TAPER		OFFSET DISTANCE FROM BASE LINE
90'*	120'	
R=148.14'	R=260.64'	
DISTANCE FROM "A"		
7.5'	10'	0.19'
15'	20'	0.77'
22.5'	30'	1.73'
30'	40'	3.07'
45'	60'	7.00' BB'
60'	80'	10.93'
67.5'	90'	12.27'
75'	100'	12.77'
82.5'	110'	13.23'
90'	120'	14.00' CC'

TURN LANE WIDTH=CC'=14' MIN.
 R=148.14' L=90'
 R=260.64' L=120'

* THE MIN. TAPER LENGTH SHALL BE 90'. TAPER LENGTHS SHALL BE BASED ON ACTUAL CONDITIONS AND EVALUATED ON A CASE BY CASE BASIS. FOR STREETS REQUIRING TAPERS LONGER THAN 120', THE DIMENSIONS MAY BE EXTENDED IN A PROPORTIONATE MANNER.

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

RIGHT TURN POCKET

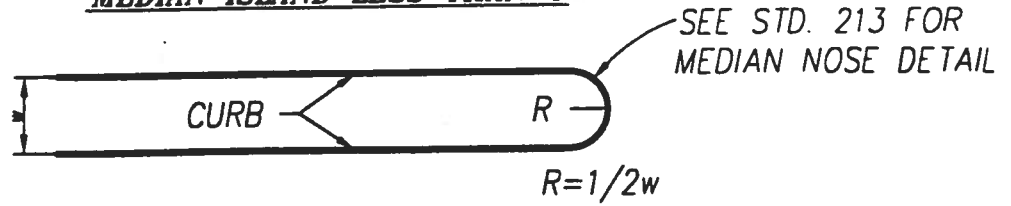
DETAIL

APPROVED BY: *William G. ...* 5/31/01
 CITY ENGINEER DATE

405

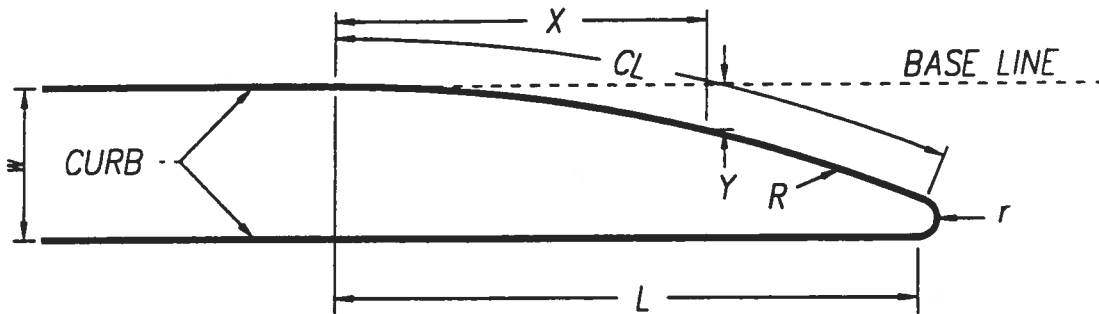


MEDIAN ISLAND LESS THAN 4'



FOR MEDIAN ISLANDS 4' AND LESS, A SEMICIRCULAR END SHALL BE USED. SEE STD 404 FOR LEFT TURN POCKETS.

MEDIAN ISLAND GREATER THAN 4'



FOR CONVENIENCE, THE STANDARD PARABOLIC NOSE FLARE MAY BE APPROXIMATED HERE WITH A RADIUS. FOR THE 16' MEDIAN, $R=158.00'$, $r=2'$, $L=60'$, $CL=62.38'$.

OTHER MEDIAN SPACING MAY REQUIRE SPECIAL DESIGN TO BE DETERMINED.

16' MEDIAN L=60'	"X"	10'	20'	30'	40'	50'	60'	60.77'PCC
	"Y" (PARAB.)	0.33'	1.33'	3.00'	5.33'	8.33'	12.00'	12.15'
	"Y" (RAD.)	0.32'	1.27'	2.87'	5.15'	8.12'	11.84'	12.15'

CITY OF RANCHO MIRAGE

REVISIONS

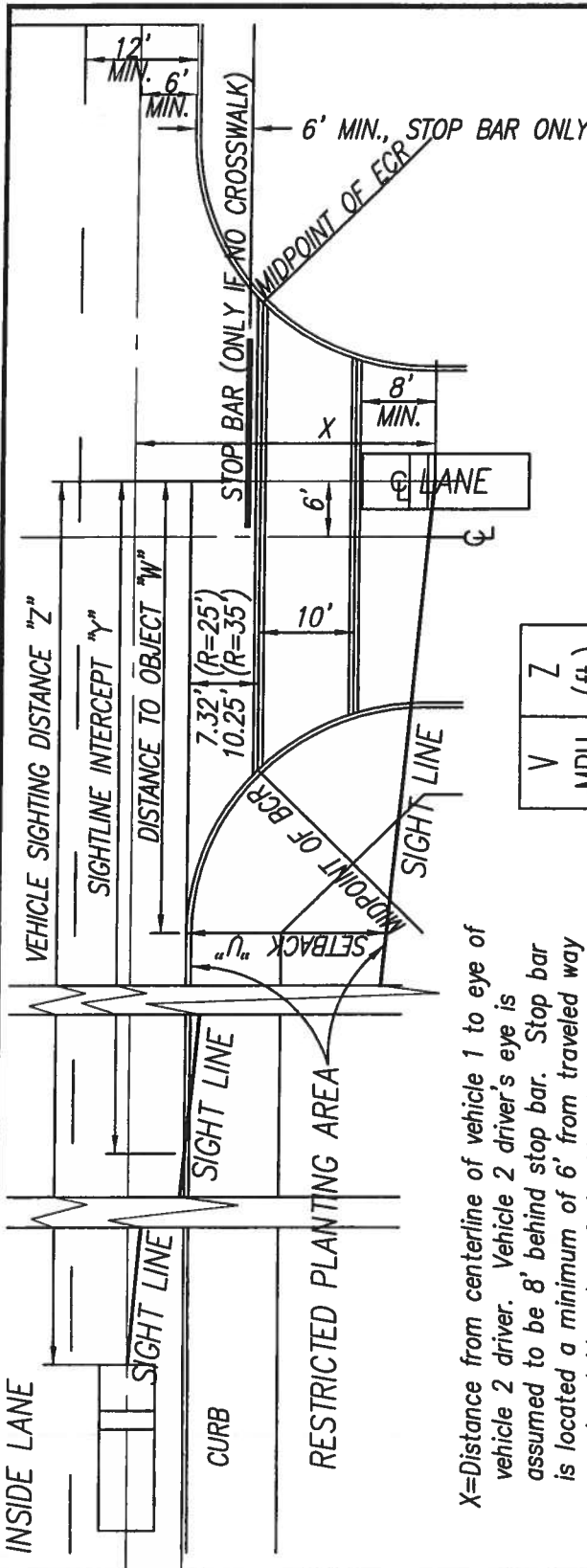
MEDIAN ISLAND NOSE FLARE

STANDARD

DETAIL

William L. ... 5/21/01
APPROVED BY: CITY ENGINEER DATE

406



$$Z(\text{feet}) = 1.467V(\text{mph})x(7.5\text{sec.})$$

$$U = (X - 6\text{ft.}) - (WX/Z)$$

$$Y = Z(X - 6\text{ft.})/X$$

V	Z
MPH	(ft.)
30	330
40	440
50	550
60	660

Condition see notes	X (ft.)	SIGHTLINE INTERCEPT "Y" (ft.)
(25'R)/NC	21	236
(25'R)/WC	32	268
(35'R)/WC	35	273
		314
		393
		447
		471
		536
		547

X=Distance from centerline of vehicle 1 to eye of vehicle 2 driver. Vehicle 2 driver's eye is assumed to be 8' behind stop bar. Stop bar is located a minimum of 6' from traveled way or at outside edge of shoulder, if greater. Where a crosswalk is provided, it is assumed that the vehicle will stop at edge of crosswalk. X=21' (25'R, private street, No Crosswalk) X=32' (25'R, public/private street, With Crosswalk) X=35' (35'R, public/private street, With Crosswalk)

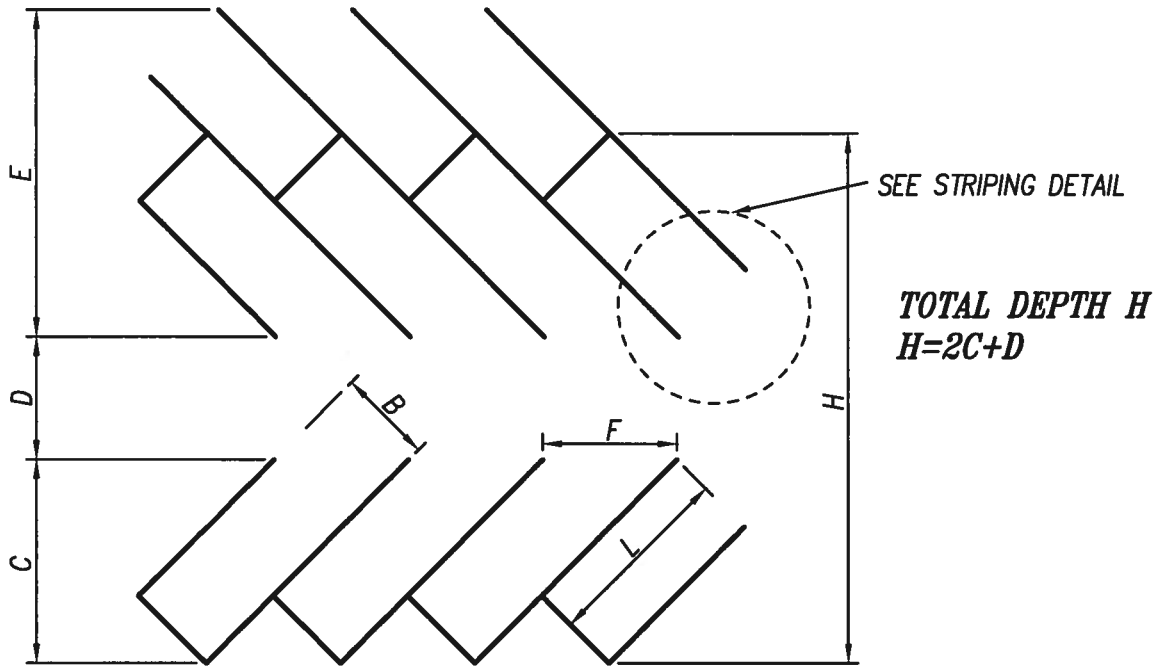
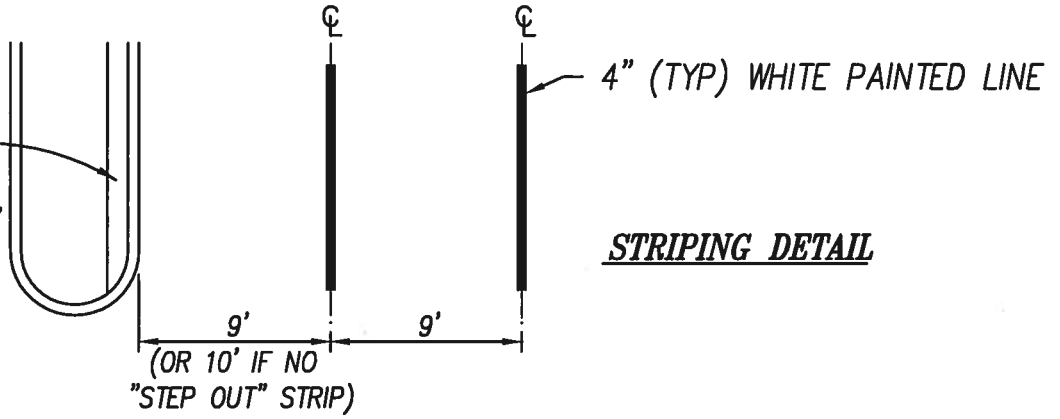
U=Setback distance from curb face to object
 W=Distance to object potentially blocking view
 Y=Distance to sightline intercept point on curb
 Z=Sight distance along highway from intersection.
 V=Anticipated prevailing speed on crossroad.

NOTE:

1. Tabular values based on the following widths:
 Crosswalk = 10'; Stop bar and crosswalk lines = 12"
2. Data for unsignalized intersections based on 7 1/2 second horizontal sight distance criteria.

CITY OF RANCHO MIRAGE		STANDARD DETAIL 407
REVISIONS 11/25/2002	SIGHT DISTANCE REQUIREMENTS	
APPROVED BY: CITY ENGINEER DATE 12/6/02		

* ON END STALLS NEXT TO PLANTER AREAS, PROVIDE 12" "STEP OUT" CONCRETE OR PAVERS AT EDGE OF PLANTER, OR WIDEN LAST STALL BY 12" (M.C. 17.26.070.C.3)



ANGLE	WIDTH B	DEPTH C	AISLE WIDTHS D		LENGTH L	E	F
			1-WAY	2-WAY			
PARALLEL	9'	9'	12'	20'	24'	18'	-
30°	9'	16.79'	14'	20'	18'	25.79'	18'
45°	9'	19.09'	14.5'	20'	18'	31.82'	12.73'
60°	9'	20.09'	17'	20'	18'	35.68'	10.39'
90°	9'	18'	24'	24'	18'	36'	9'

REFER TO CITY ZONING CODE, CHAPTER 17.26, FOR DETAILS

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

PARKING STALL DIMENSIONS

DETAIL

08/04/2005

* 7/5/2012

William A. Lopez 7/12/12
APPROVED BY: CITY ENGINEER DATE

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