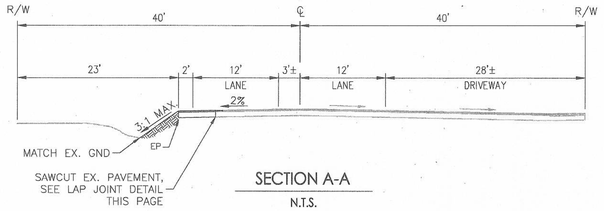
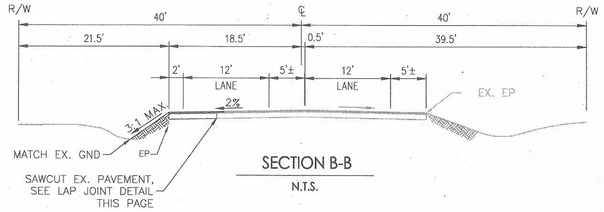


SECTION A-A

N.T.S.



SECTION B-B

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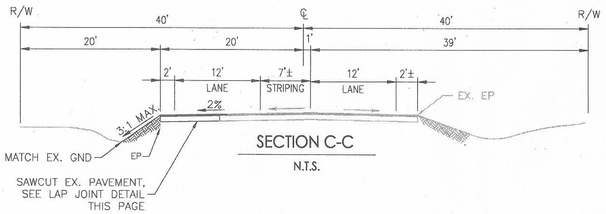

SECTION C-C

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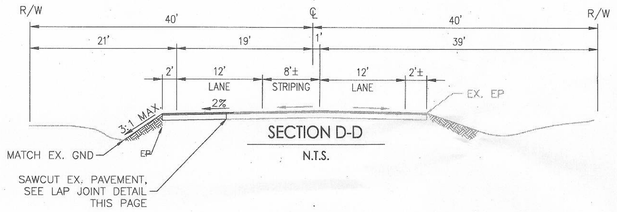

SECTION D-D

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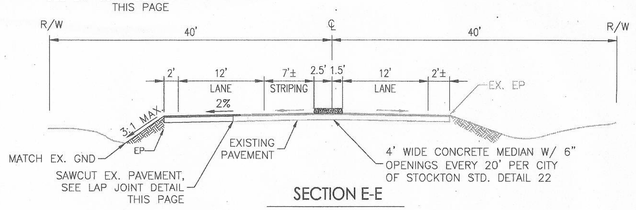

SECTION E-E

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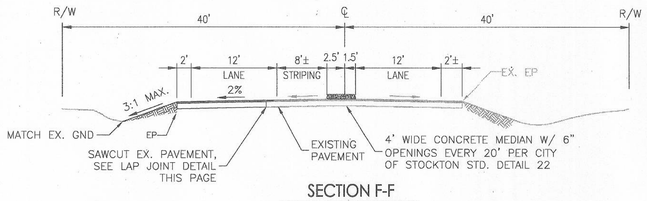

SECTION F-F

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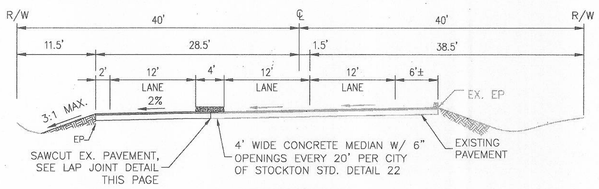

SECTION G-G

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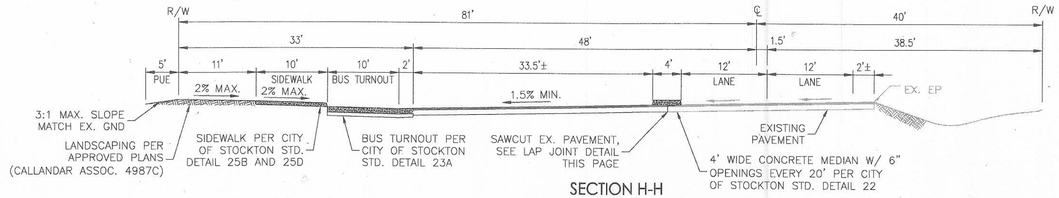

SECTION H-H

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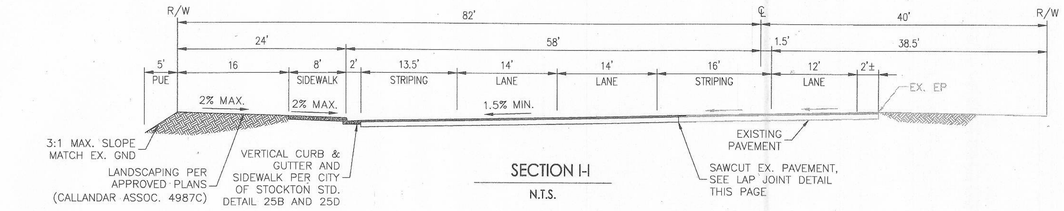
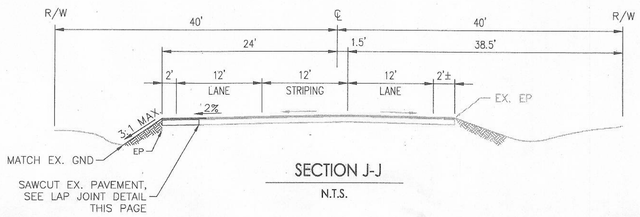


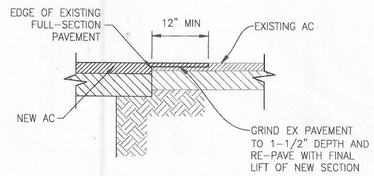
SECTION I-I

N.T.S.



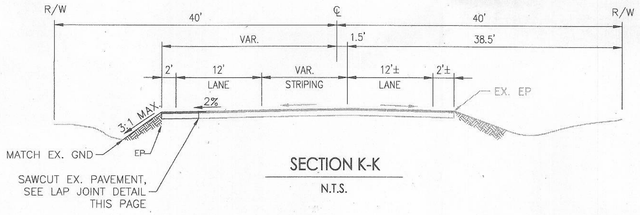
SECTION J-J

N.T.S.



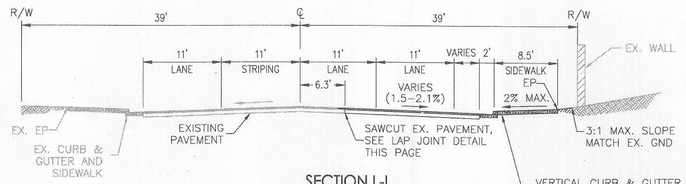
LAP JOINT DETAIL

N.T.S.



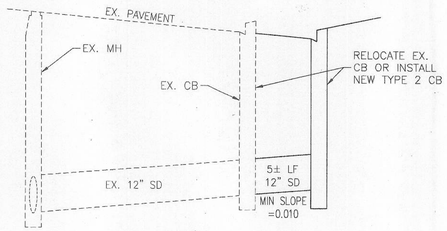
SECTION K-K

N.T.S.



SECTION L-L

N.T.S.



SECTION M-M

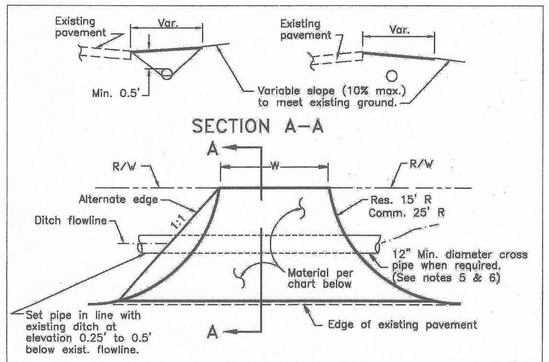
N.T.S.

PAVEMENT DESIGN CHART

STREET	T.I.	R	AC	AB	AC DEEP LIFT
LOWER SACRAMENTO ROAD	9	5	5.5"	21"	14.5"
MARLETTE ROAD	7	30	4"	10"	9"

NOTE:

1. PAVEMENT SECTIONS INDICATED ARE BASED ON THE ABOVE TRAFFIC INDEX AND R-VALUES. PAVEMENT SECTIONS MAY BE REVISED IF REQUIRED BY PUBLIC WORKS OR THE GEOTECHNICAL ENGINEER BASED ON SUBSEQUENT R-VALUE TESTS.
2. THE ACTUAL SUBGRADE MATERIAL SHOULD BE TESTED FOR R-VALUES ONCE THE STREETS ARE GRADED TO SUBGRADE
3. EXISTING PAVEMENT, WHERE STRIPING IS TO BE REVISED, SHALL BE SLURRY SEALED BEFORE FINAL STRIPING.



RURAL DRIVEWAY

TYPE	W (Min.)	W (Max.)	STRUCTURAL SECTION (Min.) AC/AB	STRUCTURAL SECTION (Min.) PCC
RURAL OR TEMP RESIDENTIAL	12'	25'	$2''_{AC}/4''_{AB}$	4"
AG, TEMP COMMERCIAL, TEMP INDUSTRIAL	15'	40'	$2''_{AC}/6''_{AB}$	6"

NOTES:

1. FLOWLINE OF PIPE SHALL BE A MIN. OF 3" BELOW DITCH FLOWLINE AND A MAX. OF 1/2 DIAMETER OF PIPE, BELOW DITCH FLOWLINE.
2. At an intersection, no driveway shall be placed within 30' of the point of intersection of the master planned R/W lines.
3. Driveways shall be at right angles to the street.
4. Circle driveways are to be no closer than 75' between centers (residential) or 80' between centers (commercial).
5. When cross pipe is used, it shall extend a minimum of 2' past the toe of fill slopes of the driveway, all fill shall be compacted to 95% relative compaction. Maximum fill slope 2:1.
6. Pipes shall be Reinforced Concrete, or 0.079" Galvanized Corrugated Steel pipe, the size varies according to the hydraulic requirement.

No.	Revised	By
1	Feb. 1996	PD

Drawn by: JLD
Checked by:
Scale: NONE

DRIVEWAYS
RURAL, AG, & TEMP

COUNTY OF SAN JOAQUIN
DEPARTMENT OF PUBLIC WORKS

Approved by:
Director of Public Works

Date: SEPT. 1991
Drawing No. R – 17

NOTES:

1. ALL EXISTING UTILITIES WERE PLOTTED FROM RECORD INFORMATION AND FIELD TOPOGRAPHY. ACTUAL LOCATIONS MAY VARY AND ADDITIONAL CROSSINGS MAY EXIST IN THE FIELD. IT IS IMPERATIVE THAT "U.S.A. LOCATING SERVICES" LOCATE AND MARK EXISTING UTILITIES PRIOR TO THE START OF EXCAVATION.
2. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN EXPOSING EXISTING UTILITY CROSSINGS AND SERVICES.
3. ANY DAMAGE TO EXISTING UTILITIES WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

CALL BEFORE YOU DIG USA 800-227-2600

REGISTERED PROFESSIONAL ENGINEER MICHAEL L. MAY No. C44908 Exp. 3/31/14 CIVIL STATE OF CALIFORNIA

2-7-14

REVISION NO.	DESCRIPTION	DATE	BY	APPRVD. BY

O'DELL ENGINEERING
Modesto Palo Alto Pleasanton
1165 Scenic Drive, Suite B
Modesto, CA 95350
Ph 209.571.1765 odellengineering.com

NORTHBROOK : LOWER SACRAMENTO ROAD/ MARLETTE ROAD INTERSECTION IMPROVEMENTS

DETAILS

DEPARTMENT OF PUBLIC WORKS
CITY OF STOCKTON, CALIFORNIA

SCALE: N/A	APPROVED BY:	DATE: 3/6/14	SHEET NO. 3 OF 15 SHEETS
DESIGNED BY: JLL			PROJECT NO. 20602
DRAWN BY: JLL			
CHECKED BY: MP	CITY ENGINEER		
RECORD DWG.: 20602-DT.dwg	STOCKTON, CALIFORNIA		

5207.2C