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8401 Laguna Palms Way
Elk Grove, California 95758



Modification or Addition to Improvement Standards and Details

Modification Number: 20071231-3

Effective Date of Change: 12/31/2007

Modification:

- Modification to ST-14A, ST-14B, ST-15A, ST-15B
 - Added a note to specify a 90' bay taper for left turn pockets at arterials and thoroughfares.

Amended specifications are attached. Projects with preconstruction conference prior to effective date not subject to modification.

Effect of Modification:

- This modification will specify the bay taper length for the arterial and thoroughfare roadways in Elk Grove.

Request for Modification Initiated By:

3/11/08

Date

Modification Reviewed for Conformity and Consistency to Standards:

City Engineer

3/11/08

Date

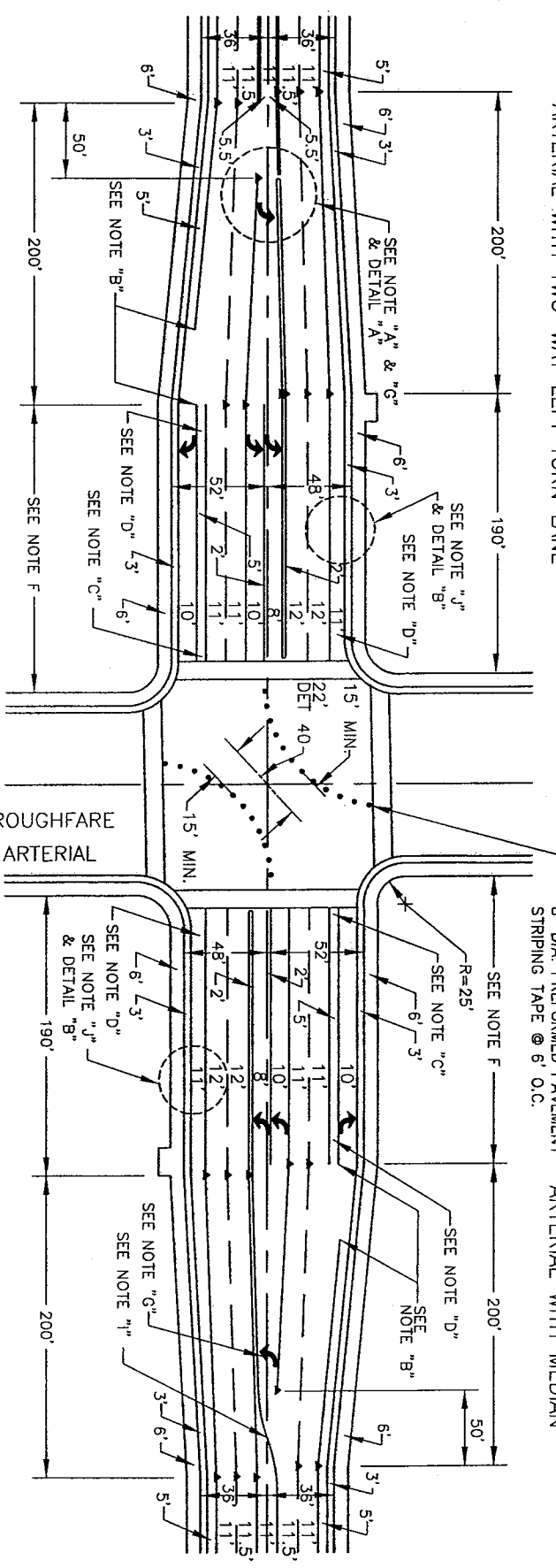
Modification to Improvement Standards Approved:

Director of Public Works

3/11/08

Date

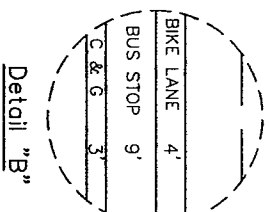
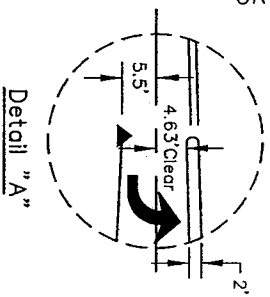
ARTERIAL WITH TWO-WAY LEFT TURN LANE



8" DIA. PREFORMED PAVEMENT STRIPING TAPE @ 6' O.C. ARTERIAL WITH MEDIAN

NOTES:

- A. END OF RAISED MEDIAN MAY BE MOVED AS NECESSARY FOR DRIVEWAY LOCATIONS. SEE IMPROVEMENT STANDARD SECTION 4-10 (i)
- B. BIKE LANE STRIPE TO BE DISCONTINUED APPROX. 50' FROM START OF RIGHT-TURN LANE AND RESUMED AT BEGINNING OF RIGHT-TURN-ONLY LANE.
- C. INSTALL BICYCLE SYMBOL OVER DETECTOR LOCATIONS.
- D. INSTALL "BIKE" "LANE" AND " " → " PAVEMENT LEGENDS PER MUTCD 2003 AND CALTRANS STANDARD PLANS AT THE FOLLOWING LOCATIONS:
 - APPROXIMATELY 10' PAST CROSSWALKS;
 - AT BEGINNING OF BICYCLE LANE ADJOINING RIGHT-TURN LANES.
- E. DIMENSIONS ARE TO CENTERLINE OF STRIPES.
- F. LENGTH OF APPROACH ADJACENT TO RIGHT TURN LANE SHALL BE: 200' APPROACHING A THOROUGHFARE / SPECIAL THOROUGHFARE 190' APPROACHING AN ARTERIAL.
- G. DIRECTIONAL ARROWS ARE PROVIDED AT THE BEGINNING OF ALL TURN POCKETS. INSTALL ADDITIONAL ARROWS IF LENGTH OF TURN POCKET EXCEEDS 250 FT.
- H. ALL PAVEMENT MARKINGS & STRIPING PER CALTRANS STANDARD PLANS.
- I. 90' BAY TAPER PER CALTRANS STANDARD PLANS.
- J. SIDEWALK SHALL BE INCLUDED AS PART OF THE RIGHT-OF-WAY WHEN ADJACENT TO THE BACK OF CURB SUCH AS AT INTERSECTIONS AND DRIVEWAYS.
- K. IF THE DRIVEWAY, APPROVED BY PUBLIC WORKS, IS WITHIN THE EXPANDED INTERSECTION, ADDITIONAL 2 FEET RIGHT-OF-WAY WILL BE REQUIRED. SEE DETAIL "B".



DATE: 12/31/2007 NOT TO SCALE

REVISION	BY	APPROVED	DATE
1	DC	DY	12/31/2007

CITY OF ELK GROVE. PUBLIC WORKS

APPROVED BY: *[Signature]*
CITY ENGINEER

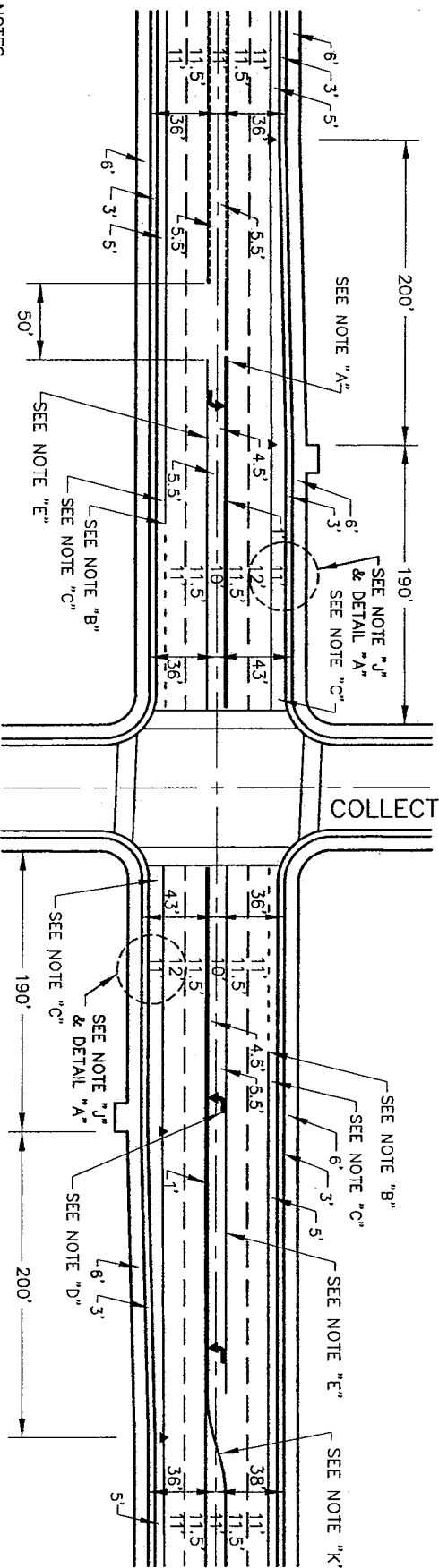
TYPICAL STRIPING FOR ARTERIAL INTERSECTIONS WITH THOROUGHFARES OR ARTERIALS

DRAWING NUMBER

ST - 14A

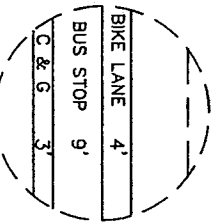
ARTERIAL WITH TWO-WAY LEFT TURN LANE

ARTERIAL WITH MEDIAN



NOTES:

- A. END OF RAISED MEDIAN MAY BE MOVED AS NECESSARY FOR DRIVEWAY LOCATIONS. SEE IMPROVEMENT STANDARD SECTION 4-10 (J)
- B. BIKE LANE STRIPING TO BE DASHED BEGINNING 120' FROM INTERSECTION.
- C. INSTALL "BIKE", "LANE", AND " " PAVEMENT LEGENDS PER MUTCD 2003 AND CALTRANS STANDARD PLANS, AT THE FOLLOWING LOCATIONS:
 - APPROXIMATELY 10' PAST CROSSWALKS;
 - BEFORE START OF DASHED BICYCLE LANE STRIPING.
- D. DIRECTIONAL ARROWS ARE PROVIDED AT THE BEGINNING OF ALL TURN POCKETS. INSTALL ADDITIONAL LEFT-TURN ARROW MIDWAY IN THE LENGTH OF THE TURN LANE IF IT EXCEEDS 250'.
- E. LENGTH OF TURN POCKET IS TO BE SIZED ACCORDING TO TRAFFIC NEEDS. 180' MIN. SEE 3-10 (H) OF DEPARTMENT OF TRANSPORTATION DESIGN PRACTICE GUIDE.
- F. DIMENSIONS ARE TO CENTERLINE OF STRIPES.
- G. SHOULD DESIGN OF ROADWAY NOT INCLUDE BUS TURNOUTS. DESIGN OF INTERSECTIONS OF ARTERIAL & COLLECTOR STREETS SHALL CONFORM TO THE DETAIL ON DRAWING 4-6B
- H. ALL PAVEMENT MARKINGS & STRIPING PER CALTRANS STANDARD PLANS.
- I. SIDEWALK SHALL BE INCLUDED AS PART OF THE RIGHT-OF-WAY WHEN ADJACENT TO THE BACK OF CURB SUCH AS AT INTERSECTIONS AND DRIVEWAYS.
- J. IF THE DRIVEWAY, APPROVED BY PUBLIC WORKS, IS WITHIN THE EXPANDED INTERSECTION, ADDITIONAL 2 FEET RIGHT-OF-WAY WILL BE REQUIRED. SEE DETAIL "A".
- K. 90° BAY TAPER PER CALTRANS STANDARD PLANS.



Detail "A"

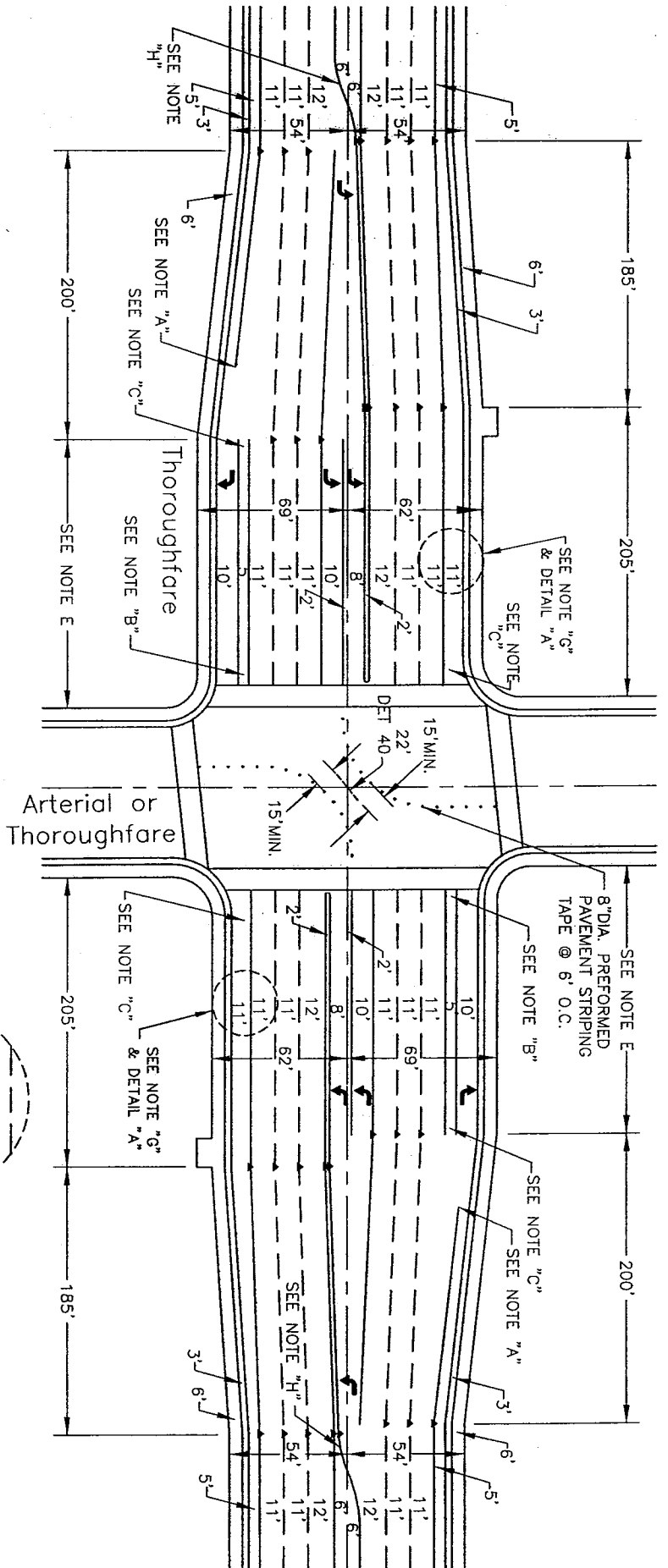
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CITY OF ELK GROVE. PUBLIC WORKS
 TYPICAL STRIPING FOR
 ARTERIAL INTERSECTIONS
 WITH COLLECTORS



APPROVED BY:
 CITY ENGINEER

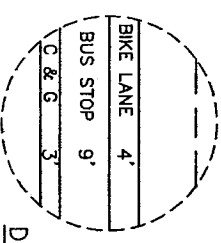
DRAWING NUMBER
 ST - 14B



NOTES:

- A. BIKE LANE STRIPE TO BE DISCONTINUED APPROXIMATELY 50' FROM RIGHT-TURN LANE AND RESUMED AT BEGINNING OF RIGHT-TURN ONLY LANE.
- B. INSTALL BICYCLE SYMBOL OVER DETECTOR LOCATIONS.
- C. INSTALL "BIKE", "LANE" AND " → " PAVEMENT LEGENDS AT THE FOLLOWING LOCATIONS:
 - APPROXIMATELY 10' PAST CROSSWALKS.
 - AT THE BEGINNING OF BICYCLE LANE ADJOINING RIGHT-TURN LANES.
- D. DIMENSIONS ARE TO CENTERLINE OF STRIPES.
- E. LENGTH OF APPROACH ADJACENT TO RIGHT TURN LANE SHALL BE: 200' APPROACHING A THOROUGHFARE / SPECIAL THOROUGHFARE. 190' APPROACHING AN ARTERIAL / PRIMARY ARTERIAL.
- F. SIDEWALK SHALL BE INCLUDED AS PART OF THE RIGHT-OF-WAY WHEN ADJACENT TO THE BACK OF CURB SUCH AS AT INTERSECTIONS AND DRIVEWAYS.

- G. IF THE DRIVEWAY, APPROVED BY PUBLIC WORKS, IS WITHIN THE EXPANDED INTERSECTION, ADDITIONAL 2 FEET RIGHT-OF-WAY WILL BE REQUIRED. SEE DETAIL "A".
- H. 90° BAY TAPER PER CALTRANS STANDARD PLANS.



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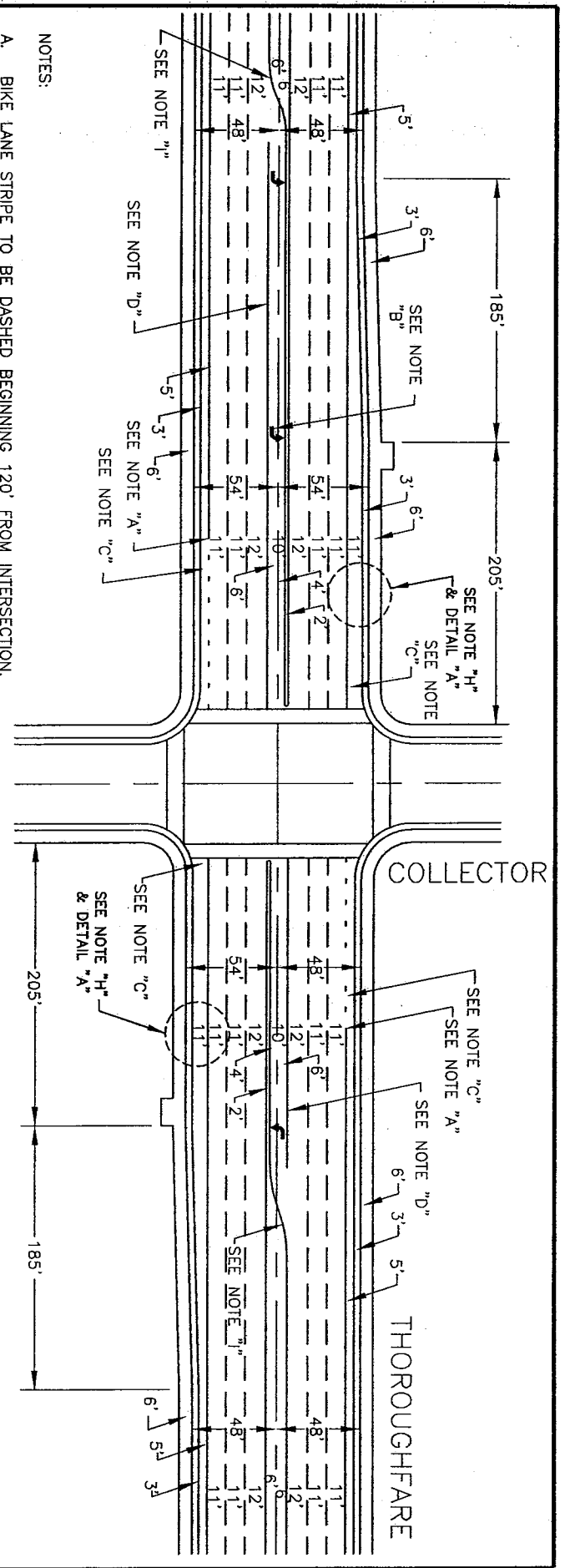
CITY OF ELK GROVE . PUBLIC WORKS

TYPICAL STRIPING FOR THOROUGHFARE INTERSECTIONS WITH THOROUGHFARES OR ARTERIALS



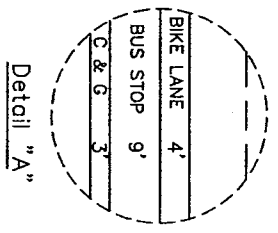
APPROVED BY:
 CITY ENGINEER

DRAWING NUMBER
ST - 15A



NOTES:

- A. BIKE LANE STRIPE TO BE DASHED BEGINNING 120' FROM INTERSECTION.
- B. INSTALL ADDITIONAL LEFT TURN ARROW MIDWAY IN THE LENGTH OF THE TURN LANE IF IT EXCEEDS 250'.
- C. INSTALL "BIKE", "LANE" AND " " PAVEMENT LEGENDS PER MUTCD 2003 AND CALTRANS STANDARD PLANS AT THE FOLLOWING LOCATIONS:
 - APPROXIMATELY 10' PAST CROSSWALKS;
 - BEFORE START OF DASHED BICYCLE LANE STRIPING.
- D. LENGTH OF TURN POCKET IS TO BE SIZED ACCORDING TO TRAFFIC NEEDS. 180' MIN. SEE 3--10 H OF TRANSPORTATION DIVISION DESIGN PRACTICE GUIDE. AND DIRECTIONAL ARROWS ARE PROVIDED AT THE BEGINNING OF ALL TURN POCKETS. IF POCKET IS LONGER THAN 100 FT. ADDITIONAL ARROWS SHALL BE PLACED AT THE END.
- E. DIMENSIONS ARE TO CENTERLINE OF STRIPES.
- F. ALL PAVEMENT MARKINGS & STRIPING PER CALTRANS STANDARD PLANS.
- G. SIDEWALK SHALL BE INCLUDED AS PART OF THE RIGHT-OF-WAY WHEN ADJACENT TO THE BACK OF CURB SUCH AS AT INTERSECTIONS AND DRIVEWAYS.
- H. IF THE DRIVEWAY, APPROVED BY PUBLIC WORKS, IS WITHIN THE EXPANDED INTERSECTION, ADDITIONAL 2 FEET RIGHT-OF-WAY WILL BE REQUIRED. SEE DETAIL "A".
- I. 90' BAY TAPER PER CALTRANS STANDARD PLANS.



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TYPICAL STRIPING FOR THOROUGHFARE INTERSECTIONS WITH COLLECTORS



APPROVED BY: *[Signature]*
CITY ENGINEER

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ST - 15B