



DEPARTMENT OF PUBLIC WORKS
C O U N T Y O F H U M B O L D T
MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

ON-LINE

WEB: CO.HUMBOLDT.CA.US

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

ADMINISTRATION	445-7491	NATURAL RESOURCES	445-7741	LAND USE	445-7205
BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540		
ENGINEERING	445-7377	PARKS	445-7651		
FACILITY MANAGEMENT	445-7493	ROADS	445-7421		

LAND USE DIVISION INTEROFFICE MEMORANDUM

TO: Alice Vasterling, Associate Planner

FROM: Erin Cearley, Senior Engineering Technician^{EC}

DATE: 03/03/2026

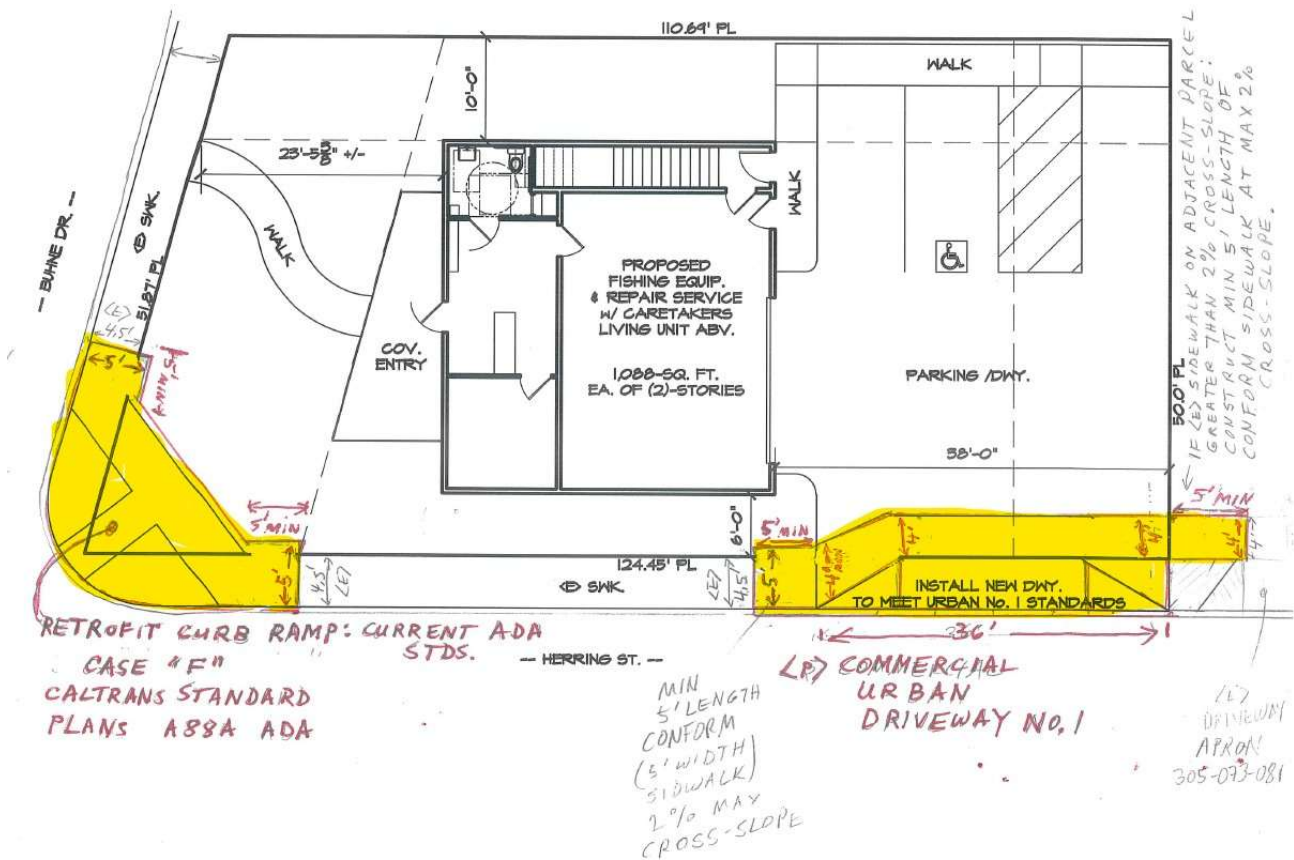
RE: **BERMERS, APN 305-073-042, PLN-2026-19481 CUP**

ROAD: This project is located on the corner of two County maintained roads: Buhne Drive (3J811) and Herring Street (3J880). Buhne Drive has an existing A2-6 curb and gutter, and a 4.5 foot wide sidewalk. Herring Street has existing A2-6 curb and gutter and 4.5 foot wide sidewalk up to the adjacent parcel. In addition, an existing non-compliant ADA curb ramp is constructed at the intersection. The traveled way on Herring Street is approximately 30 feet wide within a 40 foot wide public right of way along the frontage of the lot.

SITE PLAN: The site plan shows the applicant is proposing a driveway access on Herring Street using the County of Humboldt Urban Driveway No. 1, which incorporates a four foot wide ADA path of travel behind the driveway apron.

ADA standards have changed since the existing frontage improvements were constructed. All new improvements shall require construction to current County and ADA standards:

- ADA curb ramp will require a retrofit to current ADA standards.
- All new sections of sidewalk will require construction to a minimum of 5' wide (not including the curb width).
- The proposed urban driveway approach shall follow the County of Humboldt Urban Driveway No. 1 (non-residential width).
- The east side of the proposed driveway approach will require connecting to the adjacent parcel's existing urban driveway approach at their 4' wide path of travel running behind the apron.
- All new sections of sidewalk may require a minimum 5' length of "conform" sidewalk section if the existing sidewalk cross-slope is greater the current ADA standard of 2%.



Submitted Site Plan with Public Works Notes Showing Frontage Improvements Requirements

Our review of this project is limited to what is shown on the submitted plot plan. If other facilities not shown on the plot plan will be constructed, contact this Department immediately for approval **before** construction. This Department of Public Works has regulations regarding facilities such as retaining walls, fence site visibility, drainage culverts, and parking lanes within the County right of way. This Department has included general statements for facilities that may not be included on the plot plan.

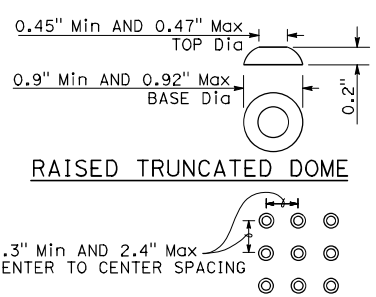
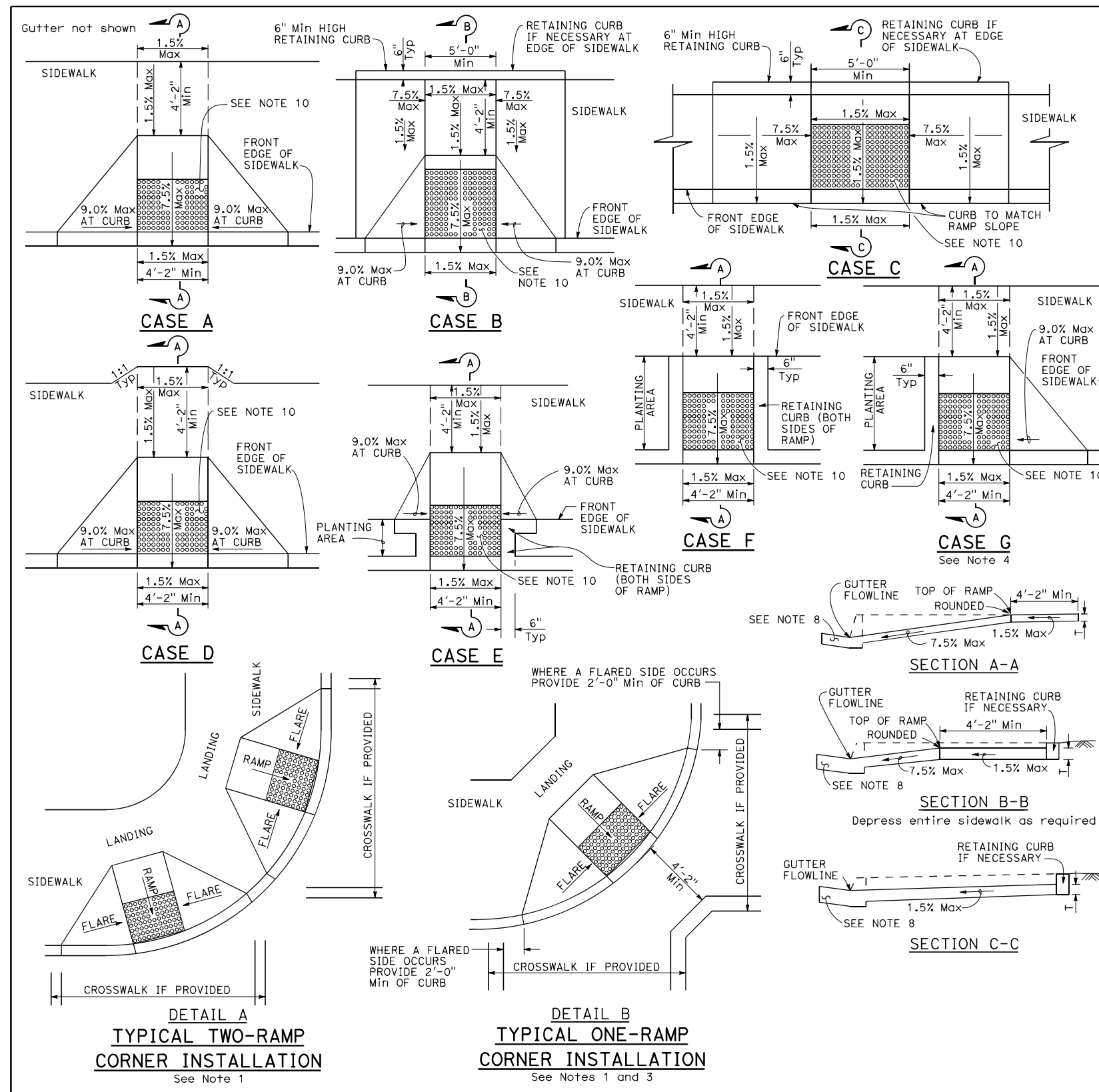
The following conditions are recommended:

- (1) The applicant must apply for and obtain an encroachment permit to construct pedestrian and driveway improvements within the County maintained rights of ways. [reference: County Code section 411-11 (a)(b)]
- (2) The applicant must widen the required sidewalks, if necessary, to meet ADA requirements of forty-eight inches (48") around utilities located in sidewalk (i.e., fire hydrant, utility poles, mailboxes, down guys, etc.).
- (3) The existing curb ramp at the intersection of Buhne Drive and Herring Street shall be retrofitted to meet current ADA standards. A Caltrans Case "A" detail "B" curb ramp shall be constructed and have a minimum radius of fifteen feet (15'). Location of the curb ramp shall be approved by this Department prior to construction.
- (4) Site visibility must be maintained at the driveway approaches in conformance with County Code. [reference: County Code section 341-1 et seq.]

- (5) All retaining walls shall be constructed on the property. **NO portion of the retaining wall shall be constructed in the County right of way.** (Walls, including footings, must be located entirely on the subject property.)
- (6) All building elevations and lot grades shall be established on-site **prior** to the start of lot excavation to ensure compliance with encroachment permit requirements.
- (7) The applicant shall be responsible to correct any involved drainage problems to the satisfaction of this Department. No runoff drainage from the driveway or building site shall be channeled or directed to flow across the traveled section of the County roadway.
- (8) Relocation of signs and utilities shall be at the applicant's expense. This Department shall relocate all necessary traffic signs to meet current specifications.
- (9) Public Works recommends the Building Department review finish floor elevations to ensure enough freeboard above flood elevation.

//END //

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

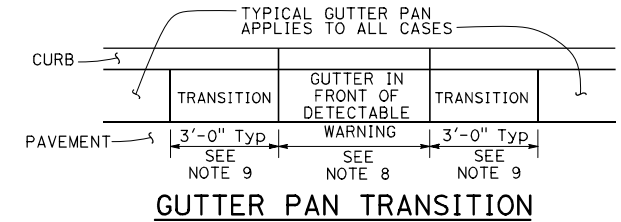
REGISTERED CIVIL ENGINEER
M. Reza Valizadeh
 No. C51902
 Exp. 6-30-26
 CIVIL
 STATE OF CALIFORNIA

September 19, 2025
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

RAISED TRUNCATED DOME PATTERN (IN-LINE) DETECTABLE WARNING SURFACE
 See Note 10

- NOTES:**
- As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate. For specific site condition configuration, including the conform to existing sidewalk, see Project Plans.
 - If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B or C or may be widened as in Case D.
 - When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
 - As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
 - The ramp portion of the curb ramp is a typical rectangle, unless modified in the Project Plans.
 - Side slope of ramp flares vary uniformly from a maximum of 9.0% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
 - The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.
 - Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1V:20H (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.
 - Transition gutter pan slope from 1" of depth for each 2'-0" of width to match typical gutter pan slope per Standard Plan A87A.
 - The detectable warning surface will be a rectangle as shown at back of curb, unless modified in the Project Plans. Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. Detectable warning surfaces shall extend the full width of the ramp except a maximum gap of 1 inch is allowed on each side of the ramp. Detectable warning surfaces shall conform to the requirements in the Standard Specifications.
 - Sidewalk and ramp thickness "T", shall be 3/2" minimum.
 - Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
 - Detectable warning surface may have to be cut to allow removal of utility covers while maintaining detectable warning width and depth.



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CURB RAMP DETAILS
 NO SCALE

A88A

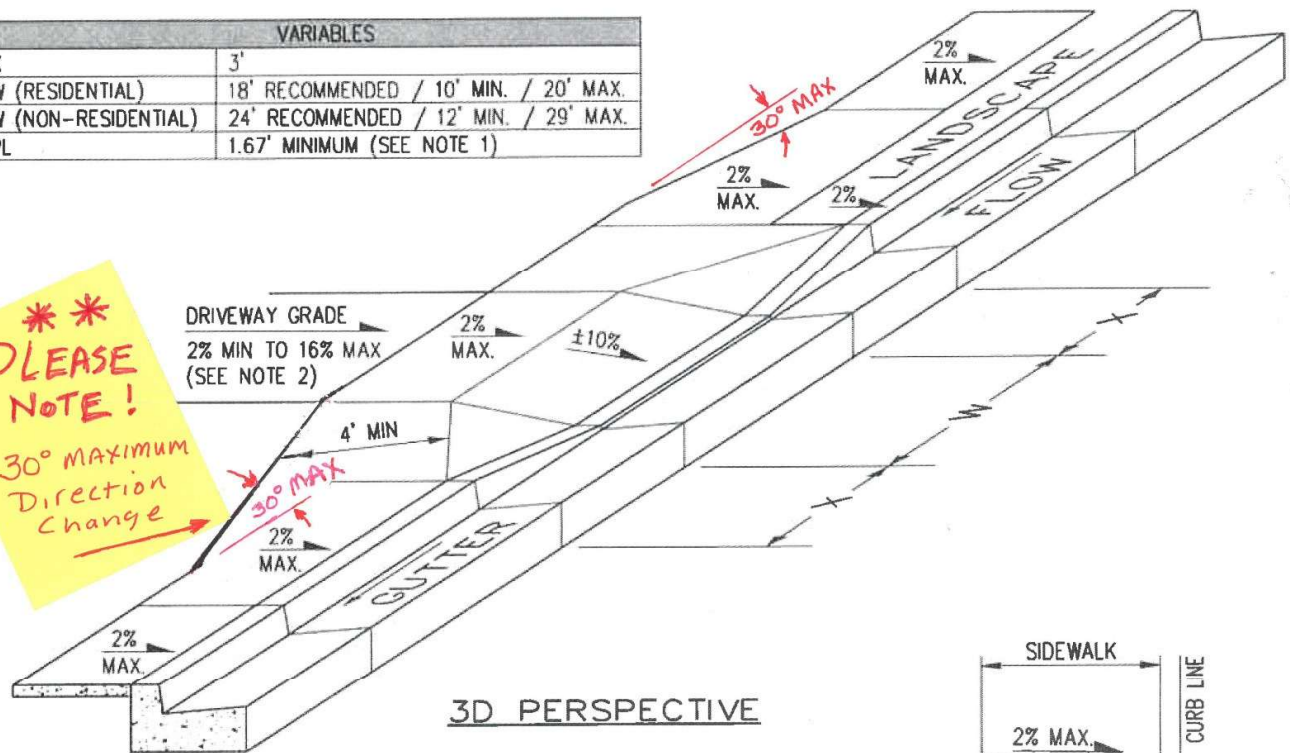
2025 STANDARD PLAN A88A

[Return to Table of Contents](#)

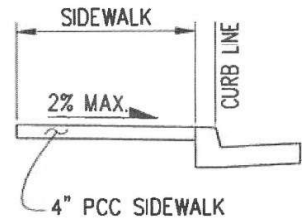
SEE SHEET 3 FOR NOTES

VARIABLES	
X	3'
W (RESIDENTIAL)	18' RECOMMENDED / 10' MIN. / 20' MAX.
W (NON-RESIDENTIAL)	24' RECOMMENDED / 12' MIN. / 29' MAX.
PL	1.67' MINIMUM (SEE NOTE 1)

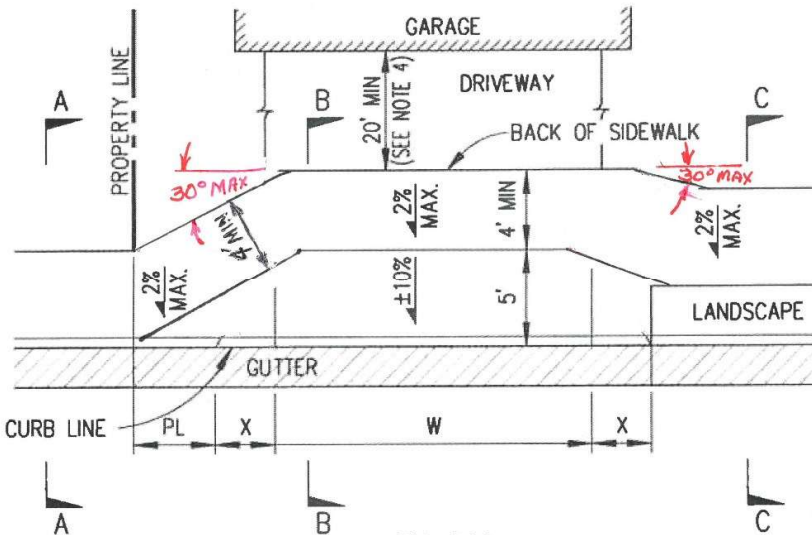
**** PLEASE NOTE!**
30° MAXIMUM Direction Change



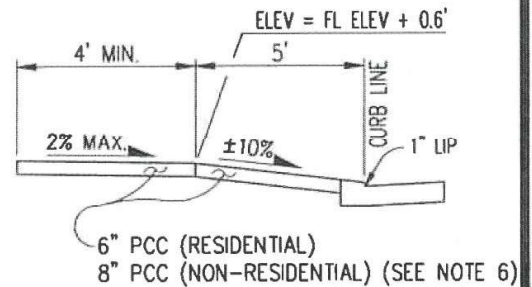
3D PERSPECTIVE



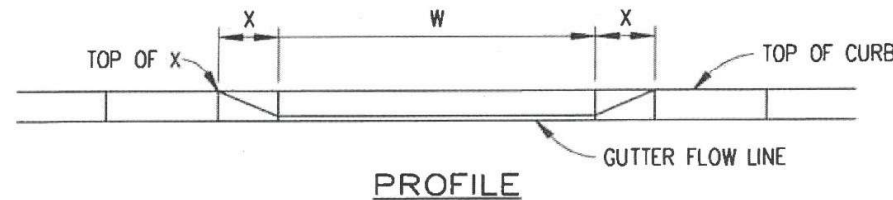
SECTION A-A



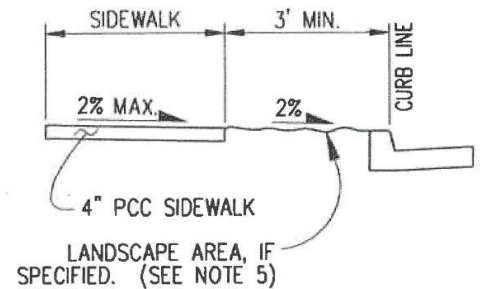
PLAN



SECTION B-B



PROFILE



SECTION C-C

NOTE: FIGURES HEREON ARE NOT DRAWN TO SCALE, UNLESS OTHERWISE NOTED.



COUNTY OF HUMBOLDT
DEPARTMENT OF PUBLIC WORKS
1106 SECOND STREET * EUREKA * CA * 95501
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URBAN DRIVEWAY No. 1

ISSUED: 10/23/2015 UPDATE 10/02/2019
F:\AUTOCAD PROJECTS\STANDARD PLANS\DWG\STD-PLAN_URBAN DWY NO 1.DWG

STD DWG

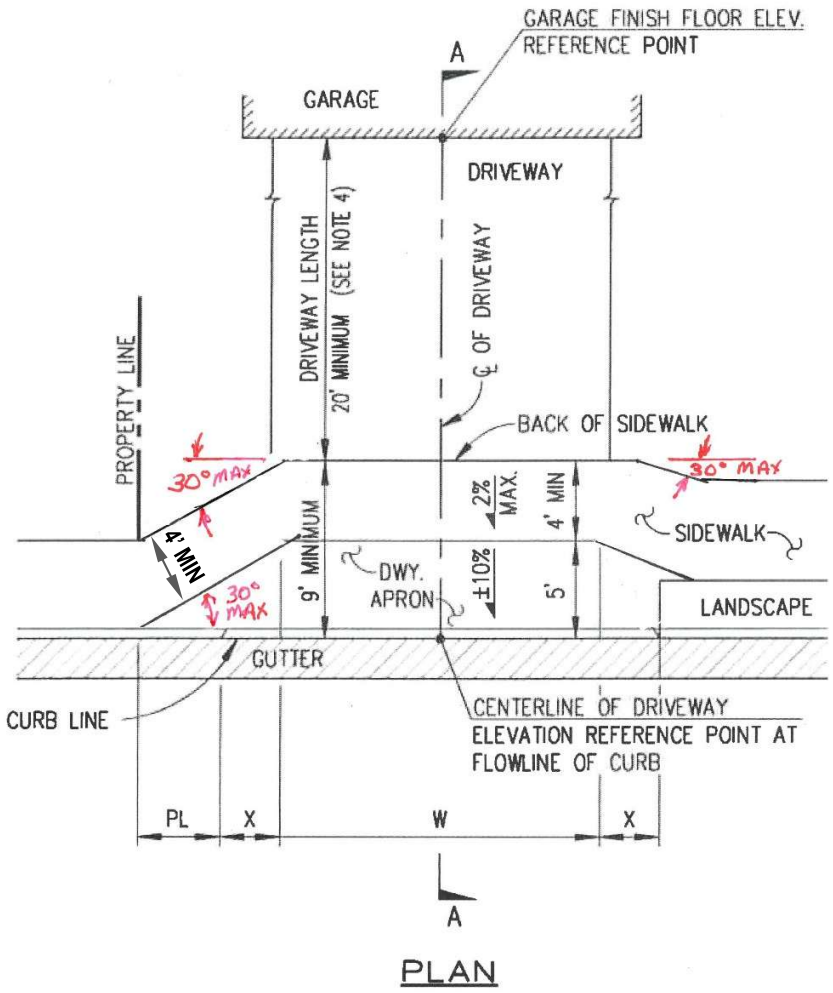
SHT 1 OF 3

SEE SHEET 3 FOR NOTES

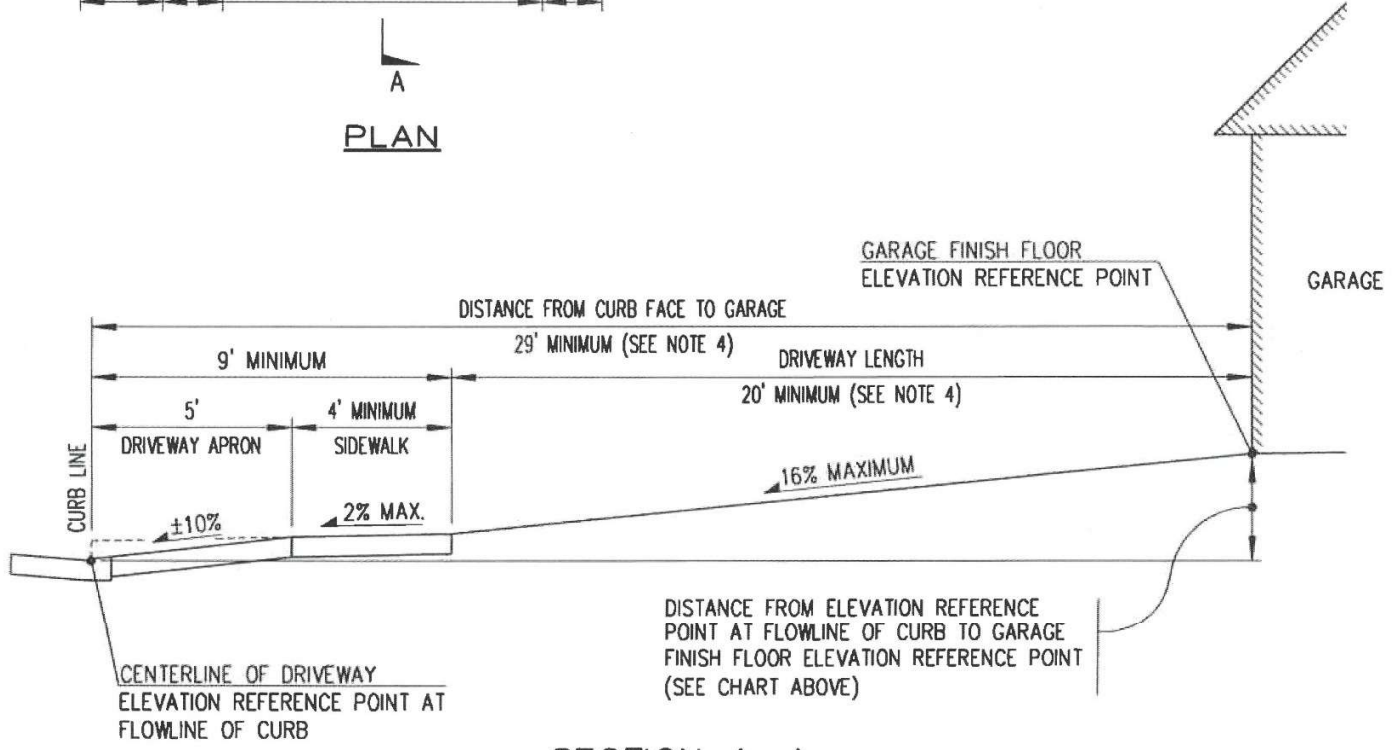
DRIVEWAY LENGTH AND GARAGE F.F. ELEVATION TABLE
- FOR A 2% MIN. & 16% MAX. DRIVEWAY GRADE -

DISTANCE FROM CURB LINE TO GARAGE	DRIVEWAY LENGTH	DISTANCE FROM ELEVATION REFERENCE POINT AT FLOWLINE OF CURB TO GARAGE FINISH FLOOR ELEVATION REFERENCE POINT	
		MINIMUM	MAXIMUM
29'	20'	1.08'	3.88'
30'	21'	1.18'	4.04'
31'	22'	1.28'	4.20'
32'	23'	1.38'	4.36'
33'	24'	1.48'	4.52'
34'	25'	1.58'	4.68'
35'	26'	1.68'	4.84'
36'	27'	1.78'	5.00'
37'	28'	1.88'	5.16'
38'	29'	1.98'	5.32'
39'	30'	2.08'	5.48'
40'	31'	2.18'	5.64'
41'	32'	2.28'	5.80'
42'	33'	2.38'	5.96'
43'	34'	2.48'	6.12'
44'	35'	2.58'	6.28'

FOR DISTANCES NOT SHOWN ADD 0.16' ELEVATION FOR EACH ADDITIONAL FOOT OF DRIVEWAY LENGTH



PLAN



SECTION A-A

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URBAN DRIVEWAY No. 1
ISSUED: 10/23/2015 UPDATE 10/02/2019
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STD DWG
SHT 2 OF 3

NOTES

1. DRIVEWAY MUST TRANSITION TO FULL HEIGHT OF CURB BEFORE NEXT DRIVEWAY.

CONTINUOUS DRIVEWAYS ARE NOT PERMITTED. IN CERTAIN INSTANCES, AND PRIOR TO CONSTRUCTION, THE DEPARTMENT MAY APPROVE CONTINUOUS DRIVEWAYS.

"TOP OF X" MUST BE LOCATED A MINIMUM OF 1.67' FROM THE PROPERTY LINE IN ORDER TO ACCOMMODATE A 4' WIDE SIDEWALK BEHIND THE DRIVEWAY APRON. THIS DISTANCE MAY NEED TO BE GREATER WHEN THE PROPERTY LINE DOES NOT INTERSECT THE SIDEWALK AT A 90° ANGLE.

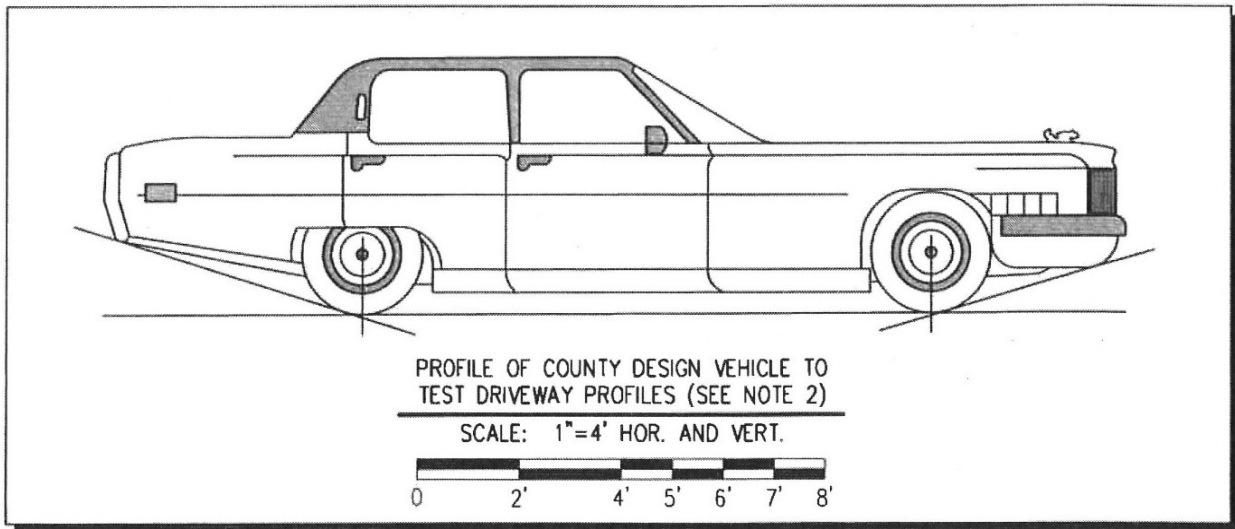
2. MAXIMUM DRIVEWAY GRADE IS 16%.

UNDER SPECIAL SITE CONDITIONS, WHEN APPROVED BY THIS DEPARTMENT, DRIVEWAY GRADES MAY BE GREATER THAN 10%. AN ENGINEERED PROFILE IS REQUIRED TO ENSURE DERIVABILITY. PROFILE MUST BE PLOTTED AT 1"=2' HORIZONTAL & VERTICAL -OR- AT 1"=4' HORIZONTAL & VERTICAL. PROFILE MUST BE APPROVED BY THE DEPARTMENT PRIOR TO CONSTRUCTING GARAGE FOUNDATION AND SHALL ACCOMMODATE THE COUNTY DESIGN VEHICLE.

3. NOTE: THE "1/4 INCH PER FOOT" RULE OF THUMB RESULTS IN A CROSS SLOPE OF 2.1% WHICH EXCEEDS ADA MAXIMUM OF 2%.
4. MUST MAINTAIN 20' MINIMUM SETBACK FROM BACK OF SIDEWALK AROUND DRIVEWAY APRON TO GARAGE DOOR. (SEE SHEET 2)

5. REPAIR SHALL BE MADE BY REMOVING AND REPLACING THE ENTIRE UNIT BETWEEN SCORING LINES OR JOINTS.
6. NON-RESIDENTIAL DRIVEWAY APRONS AND SIDEWALK REQUIRE REINFORCEMENT IN ALL AREAS SUBJECT TO VEHICLE LOADS. USE #3 REBAR @ 12" ON CENTER & EACH WAY -OR- 10 GAUGE 6" x 6" WIRE MESH.
7. DRIVEWAYS MUST COMPLY WITH COUNTY VISIBILITY CODE FOR PLACEMENT OF STRUCTURES, FENCES, AND LANDSCAPING.
8. WHEN AN OPENING FOR A DRIVEWAY OR ANY OTHER PURPOSE IS TO BE CONSTRUCTED THROUGH AN EXISTING PORTLAND CEMENT CONCRETE CURB, THE EXISTING CURB, OR CURB AND GUTTER, SHALL BE SAWCUT AT THE LIMITS OF WORK OR REMOVED TO THE NEAREST CONSTRUCTION JOINT(S) AND THE OPENING REPLACED WITH STANDARD CURB AND DRIVEWAY. NO SAWCUT IS ALLOWED ALONG THE FLOW LINE OF THE GUTTER.

WHEN A PROPOSED SAWCUT LINE IS WITHIN 18 INCHES OF A SCORE LINE OR CONSTRUCTION JOINT, THE SAWCUT SHALL BE ALONG THE SCORE LINE OR CONSTRUCTION JOINT.



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URBAN DRIVEWAY No. 1

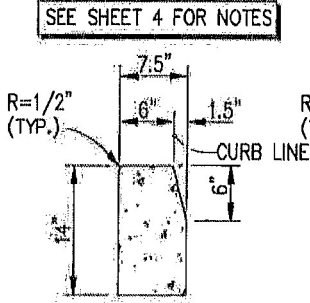
ISSUED: 10/23/2015

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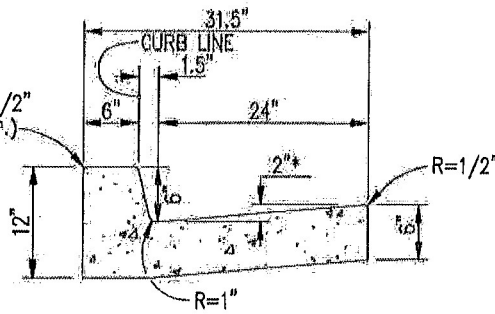
STD DWG

SHT 3 OF 3

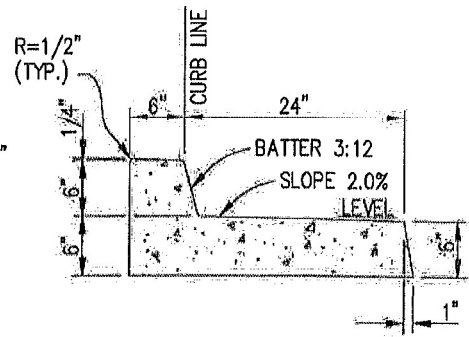
SEE SHEET 4 FOR NOTES



CALTRANS TYPE A1-6

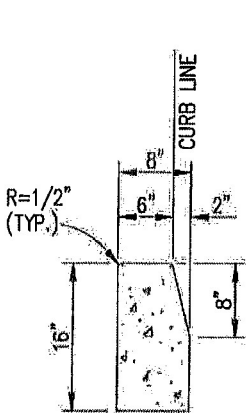


CALTRANS TYPE A2-6

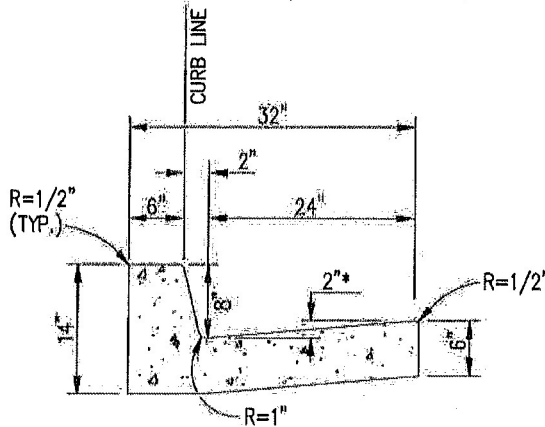


APWA TYPE A3-6

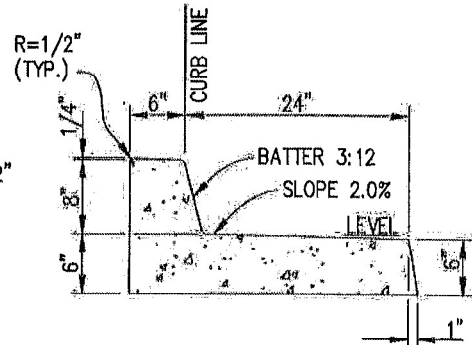
6" CURBS



CALTRANS TYPE A1-8



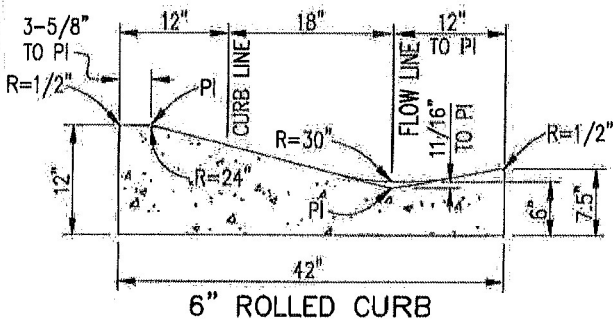
CALTRANS TYPE A2-8



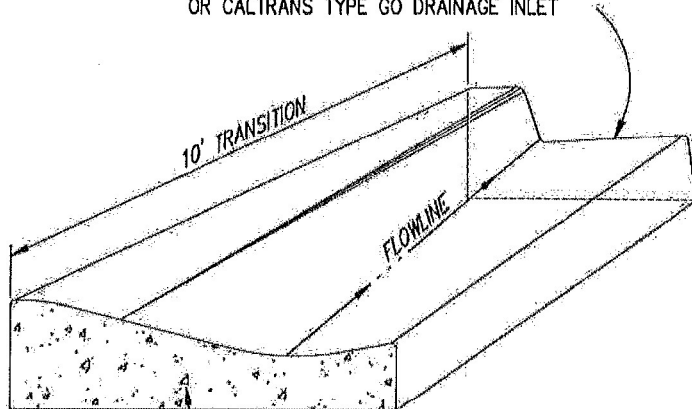
APWA TYPE A3-8

8" CURBS

STANDARD CURB WITH 24" GUTTER
OR CALTRANS TYPE GO DRAINAGE INLET



6" ROLLED CURB



ROLLED CONCRETE CURB

TRANSITION TO STANDARD CURB

ROLLED CURBS

* NOTE: SEE NOTE 20

NOTE: CALTRANS TYPE CURBS REFER TO CALTRANS REVISED STANDARD PLAN RSP A87A DATED "APPROVED" 07/19/2013
NOTE: FIGURES HEREON ARE NOT DRAWN TO SCALE, UNLESS OTHERWISE NOTED.



COUNTY OF HUMBOLDT
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CURBS AND SIDEWALKS

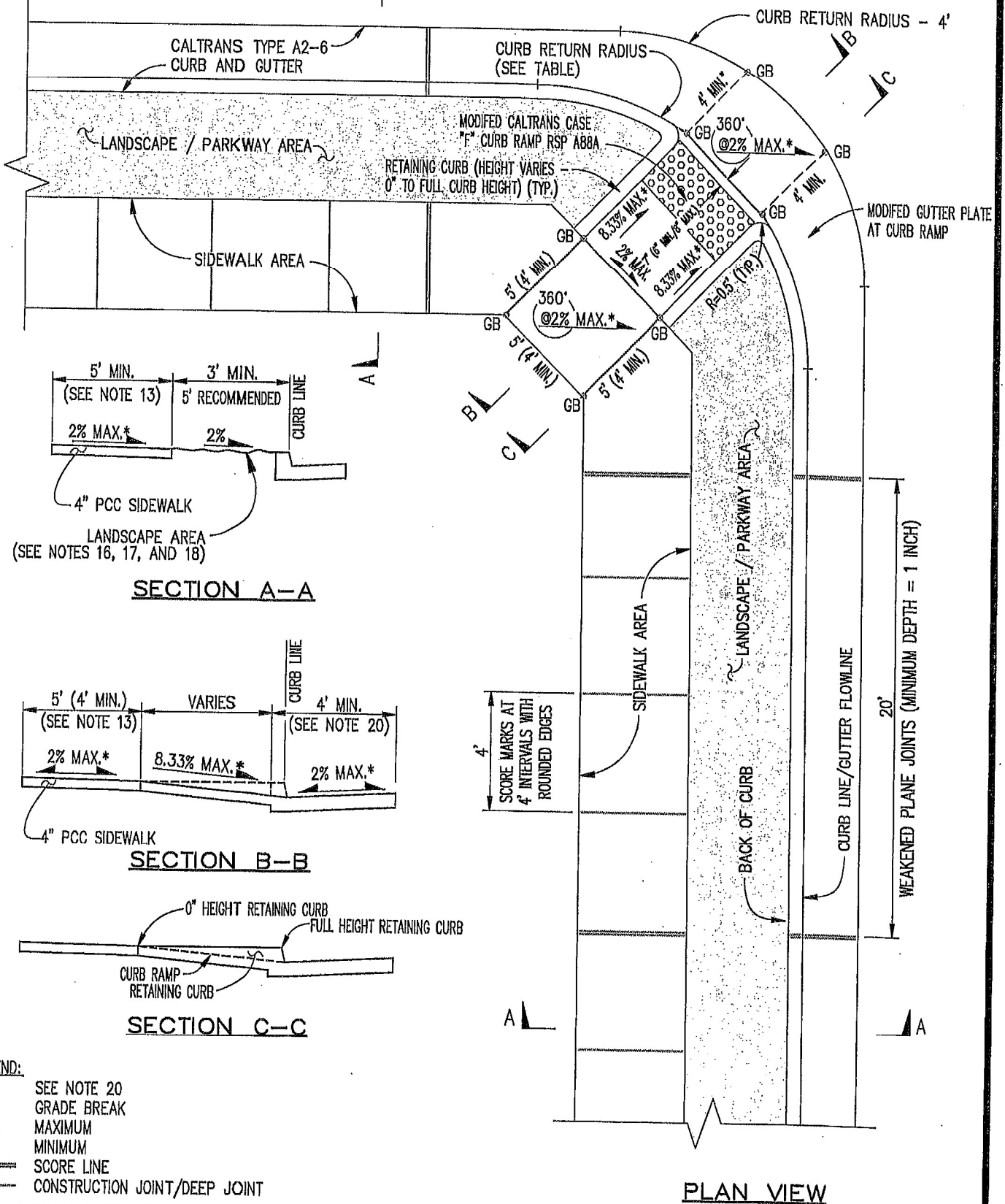
ISSUED: 03/25/2014

20140325 (RSP) RSP A87A STANDARD PLAN RSP A87A STD-PLAN_CURB.DWG

STD DWG

SHT 1 OF 5

SEE SHEET 4 FOR NOTES



LEGEND:

- * SEE NOTE 20
- GB GRADE BREAK
- MAX. MAXIMUM
- MIN. MINIMUM
- SCORE LINE
- CONSTRUCTION JOINT/DEEP JOINT

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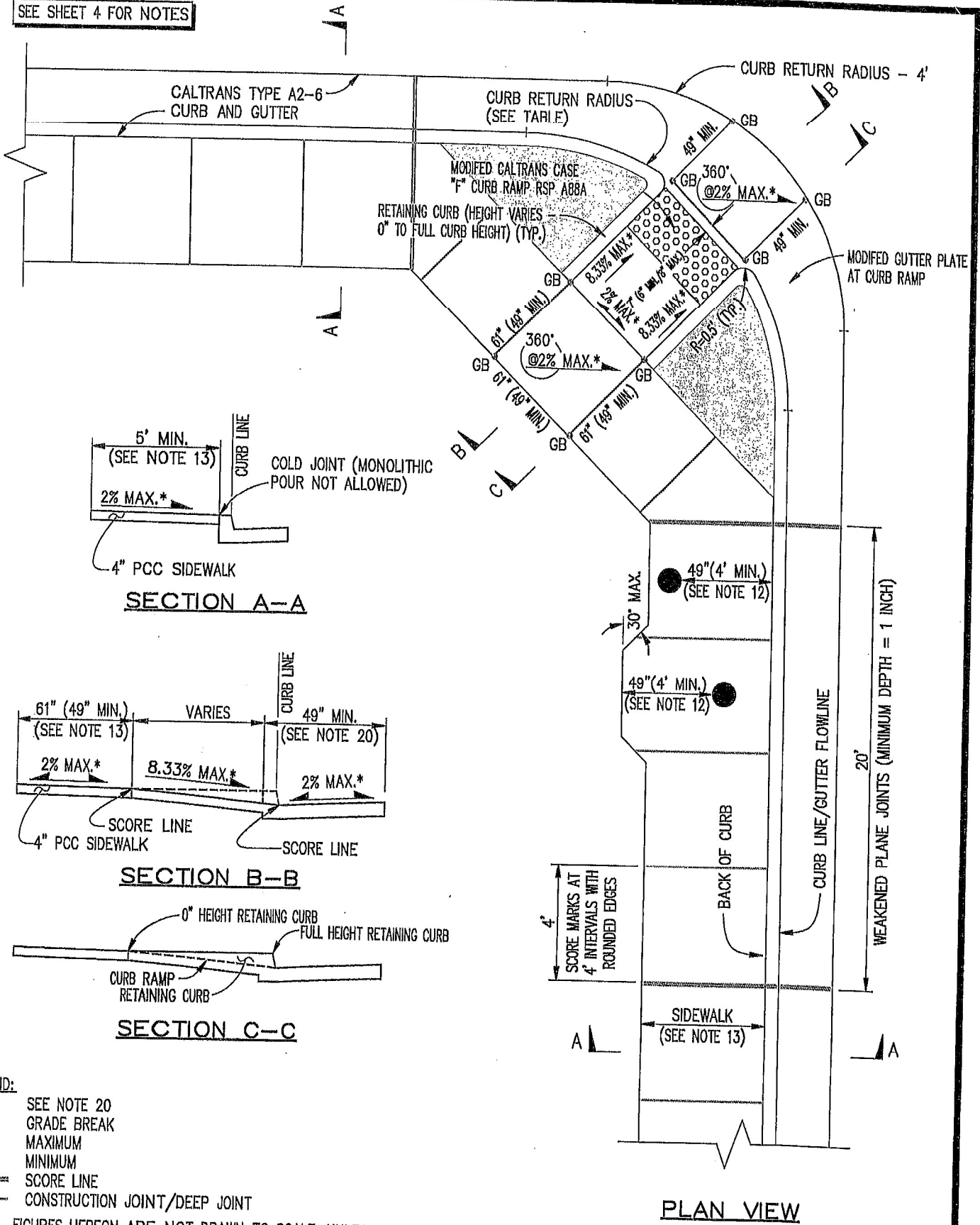
CURBS AND SIDEWALKS

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STD DWG

SHT 2 OF 5

SEE SHEET 4 FOR NOTES



LEGEND:

- GB SEE NOTE 20
- MAX. GRADE BREAK
- MIN. MAXIMUM
- SCORE LINE MINIMUM
- CONSTRUCTION JOINT/DEEP JOINT

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CURBS AND SIDEWALKS

ISSUED: 06/17/2019 JPT
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STD DWG

SHT 3 OF 5

NOTES

CURB & GUTTER

1. FORMS SHALL BE CAREFULLY SET TO ALIGNMENT AND GRADE AND SHALL CONFORM TO THE REQUIRED DIMENSIONS. FORMS SHALL BE HELD RIGIDLY IN PLACE BY STAKES, CLAMPS, SPREADERS, AND BRACES SHALL BE USED WHERE REQUIRED TO ENSURE RIGIDITY IN THE FORM.
2. PRIOR TO THE REMOVAL OF THE FORMS, THE SURFACE SHALL BE FINISHED TRUE TO GRADE BY MEANS OF A STRAIGHTEDGE FLOAT, NOT LESS THAN 10 FEET IN LENGTH, OPERATED LONGITUDINALLY OVER THE SURFACE OF THE CONCRETE. FORM CLAMPS SHALL BE SO CONSTRUCTED AS NOT TO INTERFERE WITH THE OPERATION OF THE FLOAT.
3. IMMEDIATELY, AFTER REMOVING THE FRONT CURB FORMS, THE FACE OF THE CURB SHALL BE TROWELED SMOOTH TO A DEPTH OF NOT LESS THAN 0.17 FOOT (2-1/16 INCHES) BELOW THE FLOW LINE OR TO THE FLOW LINE OF INTEGRAL CURB AND GUTTER, AND THEN FINISHED WITH A STEEL TROWEL. THE TOP SHALL BE FINISHED AND THE FRONT AND BACK EDGES ROUNDED AS SHOWN HEREON. AFTER THE FACE OF THE CURB HAS BEEN TROWELED SMOOTH, IT SHALL BE GIVEN A FINAL FINE BRUSH FINISH WITH BRUSH STROKES PARALLEL TO THE LINE OF THE CURB.
4. THE TOP AND FACE OF THE FINISHED CURB SHALL BE TRUE AND STRAIGHT AND THE TOP SURFACE OF CURBS SHALL BE OF UNIFORM WIDTH, FREE FROM HUMPS, SAGS, OR OTHER IRREGULARITIES.
5. WHEN A STRAIGHT EDGE 10 FEET LONG IS LAID ON THE TOP FACE OF THE CURB OR ON THE SURFACE OF GUTTERS, THE SURFACE SHALL NOT VARY MORE THAN 0.01 FOOT (1/8 INCH) FROM THE EDGE OF THE STRAIGHTEDGE, EXCEPT AT GRADE CHANGES OR CURVES.
6. CONCRETE: CURB AND GUTTER SHALL BE POURED INDEPENDENTLY OF THE SIDEWALK. MONOLITHIC POURING IS NOT PERMITTED.
7. CURB DRAINS THROUGH EXISTING CURB FACE SHALL BE CORED -OR- REMOVE CURB AND GUTTER FOR A MINIMUM WIDTH OF 1 FOOT, OR 6 INCHES ON EACH SIDE OF THE DRAIN, WHICHEVER IS GREATER.

SIDEWALKS

8. THE SURFACE OF SIDEWALKS SHALL BE MARKED INTO RECTANGLES OF NOT LESS THAN 12 SQUARE FEET NOR MORE THAN 20 SQUARE FEET WITH A SCORING TOOL WHICH WILL LEAVE THE EDGES ROUNDED. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 20 FOOT INTERVALS. THE JOINTS SHALL BE CONSTRUCTED TO A MINIMUM DEPTH OF ONE INCH BY SCORING WITH A TOOL WHICH WILL LEAVE THE CORNERS ROUNDED AND ENSURE A FREE MOVEMENT OF THE CONCRETE AT THE JOINT.
9. SURFACES SHALL BE BROOM FINISHED. SURFACES TO BE USED BY PEDESTRIAN TRAFFIC SHALL BE BROOMED TRANSVERSELY TO THE LINE OF TRAFFIC.
10. THE SURFACE SHALL NOT VARY MORE THAN 0.02' (1/4 INCH) FROM A 10-FOOT STRAIGHTEDGE, EXCEPT AT GRADE CHANGES, AND THE FINISHED SURFACE SHALL BE FREE FROM BLEMISHES.

SIDEWALKS (CONTINUED)

11. REPAIR SHALL BE MADE BY REMOVING AND REPLACING THE ENTIRE UNIT BETWEEN SCORING LINES OR JOINTS.
12. OBSTRUCTIONS: MAINTAIN A MINIMUM CLEARANCE OF 4 FEET AROUND OBSTRUCTIONS SUCH AS UTILITY POLES, FIRE HYDRANTS, ETC....
13. SIDEWALK WIDTHS VARY BASED UPON ROAD RIGHT OF WAY. TYPICAL SIDEWALK WIDTHS ARE AS FOLLOWS:

WIDTH = 5' FOR RIGHT OF WAYS 50 FEET OR LESS

WIDTH = 6' FOR RIGHT OF WAYS GREATER THAN 50 FEET

WIDTH = 4' ONLY FOR SPECIAL CIRCUMSTANCES:

THE DEPARTMENT MAY ALLOW 4' SIDEWALK TO BE CONSTRUCTED AS INFILL BETWEEN TWO EXISTING STRETCHES OF 4' WIDE SIDEWALK.

SIDEWALK WIDTH MAY BE REDUCED TO 4' BEHIND DRIVEWAY APRONS.

4' WIDE SIDEWALK REQUIRES A 5' X 5' PASSING AREA SPACED NO MORE THAN 200' APART.

THE DEPARTMENT RECOMMENDS THAT SIDEWALKS BE FORMED TO 4'-2" AND 5'-2" TO ENSURE THAT MINIMUM ADA WIDTH REQUIREMENTS ARE MET.

NOTE: SIDEWALK WIDTHS DO NOT INCLUDE CURBS. SEE CALTRANS HIGHWAY DESIGN MANUAL SECTION 105.1 (05/07/2012)

14. MAXIMUM SIDEWALK CROSS SLOPE IS 2%. THE DEPARTMENT RECOMMENDS THAT FORMS BE BUILT TO 1.5% TO ENSURE THAT THE CROSS SLOPE DOES NOT EXCEED 2%.

NOTE: THE "1/4 INCH PER FOOT" RULE OF THUMB RESULTS IN A CROSS SLOPE OF 2.1% WHICH EXCEEDS ADA MAXIMUM OF 2%.

15. THE REPAIR AND MAINTENANCE OF SIDEWALKS (INCLUDING CURB RAMPS) IS THE RESPONSIBILITY OF THE ADJOINING LOT OWNER. SEE RESOLUTION NO. 97-31 ADOPTED BY THE BOARD OF SUPERVISORS ON 03/04/1997.

LANDSCAPING

16. RECOMMENDED WIDTH OF LANDSCAPE STRIP IS 5 FEET. MINIMUM WIDTH OF LANDSCAPE STRIP IS 3 FEET. MAINTENANCE OF LANDSCAPE AREAS BETWEEN THE CURB AND THE SIDEWALK (PARKWAYS) IS THE RESPONSIBILITY OF THE ADJACENT LAND-OWNER. LANDSCAPING IS NOT COUNTY MAINTAINED.
17. STREET TREES REQUIRE A ROOT BARRIER TO PREVENT DAMAGE TO THE CURB, SIDEWALK AND ROAD. CONTACT THE DEPARTMENT FOR TREE SPECIES RECOMMENDATION.
18. LANDSCAPING MUST COMPLY WITH THE COUNTY VISIBILITY ORDINANCE (COUNTY CODE SECTION 341-1 ET SEQ.). THE DEPARTMENT RECOMMENDS LOW HEIGHT VEGETATION IN ALL LANDSCAPE STRIPS (LESS THAN 12" TALL).

NOTE: FIGURES HEREON ARE NOT DRAWN TO SCALE, UNLESS OTHERWISE NOTED.



COUNTY OF HUMBOLDT
DEPARTMENT OF PUBLIC WORKS

1106 SECOND STREET * EUREKA * CA * 95501

TEL (707) 445-7377 * FAX (707) 445-7409

CURBS AND SIDEWALKS

ISSUED: 03/25/2014

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NOTES

CURB RAMPS

19. ACTUAL ADA REQUIREMENTS ARE REFLECTED ON THESE SHEETS, WHICH ARE DIFFERENT THAN THE REQUIREMENTS SHOWN ON CALTRANS REVISED STANDARD PLAN RSP A88A DATED 07/19/2013.

CALTRANS REVISED STANDARD PLAN RSP A88A DATED 07/19/2013 WAS DEVELOPED FROM DESIGN INFORMATION BULLETIN (DIB) 82-05 DATED 10/01/2013. SECTION 4.3 (DESIGN STANDARDS) OF THE DIB STATES THAT THE REVISED STANDARD PLAN CONTAINS CONSERVATIVE SLOPES AND WIDTHS THAT ARE DIFFERENT THAN THE ACTUAL ADA SPECIFICATIONS CONTAINED IN THE DIB. SECTION 4.3.8 (CURB RAMPS) AND SECTION 4.3.5 (CROSS SLOPES) OF THE DIB SPECIFY ACTUAL ADA REQUIREMENTS.

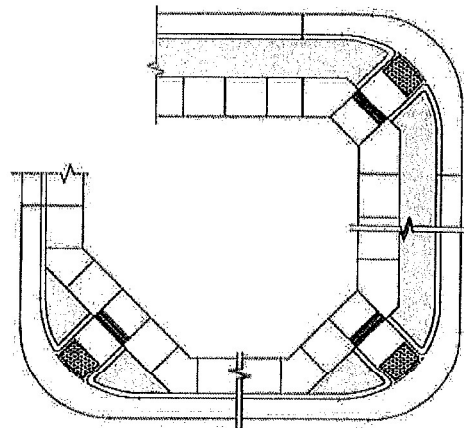
20. MAXIMUM CURB RAMP GRADE IS 8.33%. THE DEPARTMENT RECOMMENDS THAT FORMS BE BUILT TO 7.5% TO ENSURE THAT THE RAMP GRADE DOES NOT EXCEED 8.33%.

MAXIMUM GUTTER SLOPE AT THE BOTTOM CURB RAMP LANDING IS 5% FOR 4'. THE DEPARTMENT RECOMMENDS THAT FORMS BE BUILT TO 4.5% TO ENSURE THAT THE GRADE DOES NOT EXCEED 5%.

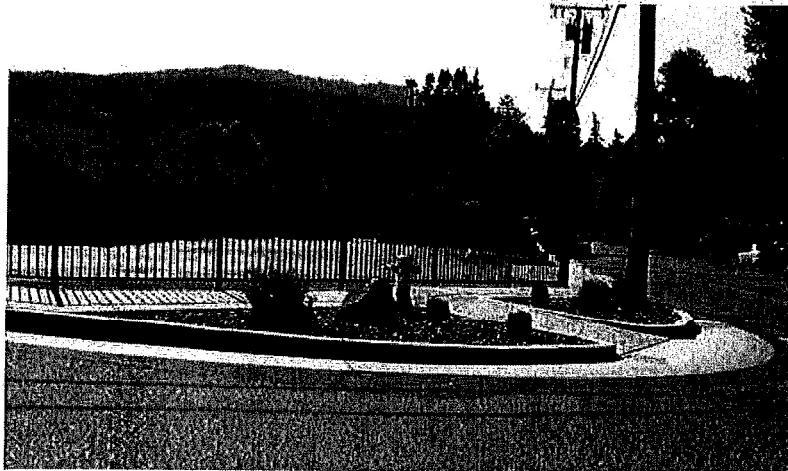
MAXIMUM GRADE AT THE TOP CURB RAMP LANDING IS 2%. THE DEPARTMENT RECOMMENDS THAT FORMS BE BUILT TO 1.5% TO ENSURE THAT THE CROSS SLOPE DOES NOT EXCEED 2%.

NOTE: THE "1/4 INCH PER FOOT" RULE OF THUMB RESULTS IN A CROSS SLOPE OF 2.1% WHICH EXCEEDS ADA MAXIMUM OF 2%.

	LOCAL ROAD	COLLECTOR ROAD & ARTERIAL ROAD	INDUSTRIAL USE AREAS & TRUCK ROUTES
LOCAL ROAD	15'	20'	N/A
COLLECTOR ROAD & ARTERIAL ROAD		25'	40'
INDUSTRIAL USE AREAS & TRUCK ROUTES	N/A	40'	40'



ABOVE: EXAMPLE OF CURB RAMP APPLICATIONS



ABOVE: EXAMPLE OF MODIFIED CALTRANS CASE "F" CURB RAMP

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