SECTION A–A

NOTES:
1. AGGREGATE BASE REQUIRED UNDER CROSS GUTTER BEGINNING AT B.C.R. & E.C.R. & UNDER SPANDREL.
2. ——— INDICATES 1/2" EXPANSION JOINT OR COLD JOINT.
3. REBAR, #4 SIZE, 12" ON CENTER, BOTHWAYS, GUTTER AND SPANDREL.
4. ALL CONCRETE SHALL BE CLASS 520–A–2500 WITH 2LBS OF 3/4" LONG POLYPROPYLENE FIBERS PER CUBIC YARD.
5. FOR SIDEWALK TREATMENT AROUND THE CURB RETURN, CURB RADIUS, AND RIGHT–OF–WAY REQUIREMENTS, SEE NEXT SHEET.
6. APPLY WEED KILLER AT ALL COLD JOINTS.
7. INSTALL 2" DEEP WEAKENED PLANE JOINTS AT 20' INTERVALS.

WIDTH OF DRIVEWAY

<table>
<thead>
<tr>
<th>TYPE OF STREET</th>
<th>RESIDENTIAL</th>
<th>COMMERCIAL/INDUSTRIAL</th>
<th>ARTERIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE OF DEVELOPMENT</td>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>12</td>
<td>25</td>
<td>——</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>——</td>
<td>——</td>
<td>18</td>
</tr>
<tr>
<td>ONE WAY TRAFFIC</td>
<td>——</td>
<td>——</td>
<td>25</td>
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<tr>
<td>TWO WAY TRAFFIC</td>
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</tr>
<tr>
<td>INDUSTRIAL</td>
<td>——</td>
<td>——</td>
<td>25</td>
</tr>
<tr>
<td>PASSENGER CARS</td>
<td>——</td>
<td>——</td>
<td>25</td>
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<tr>
<td>TRUCKS</td>
<td>——</td>
<td>——</td>
<td>——</td>
</tr>
</tbody>
</table>

COMMERCIAL & INDUSTRIAL DRIVEWAYS

STANDARD PLAN 2002

PLATE 116

Department of Public Works
REOWOOD HEADER 
OR CONC. CURB
ACCESS RAMP & GROOVING PER
DETAILS SHOWN ON PLATE No. 110
SHEET 6, TYPE 1

W PER TABLE
REDWOOD HEADER
OR CONC. CURB

FULL CURB
HEIGHT 6" OR 8"

PLAN VIEW

START OF
WEDGE
6'

SECTION A–A

TYPE OF ROADWAY

<table>
<thead>
<tr>
<th></th>
<th>R</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial Roadway (Plate No. 102)</td>
<td>35°</td>
<td>4.0%</td>
</tr>
<tr>
<td>Commercial/Local Arterial (Plate No. 101)</td>
<td>25° *</td>
<td>5.2%</td>
</tr>
<tr>
<td>In Fill Area (Special Case) Prior Approval by PWD Required</td>
<td>20°</td>
<td>6.6%</td>
</tr>
</tbody>
</table>

* if predominantly used by trucks, use R=35°
** five foot of gutter width to have 2% max. crossfall for disabled access pathway and to align with ramps.

CITY OF Oxnard
COMMERCIAL & INDUSTRIAL DRIVEWAYS

Standard Plan 2002
Plate 116
Department of Public Works
Granville M. Bowman