



DESIGN CRITERIA:

DESIGN SPEED	25 M.P.H.
CURVE RADIUS	225' MIN.
GRADIENT	0.6% MIN.-15% MAX. OR AS DETERMINED BY THE PUBLIC WORKS DIRECTOR
STOPPING SIGHT DISTANCE	165' MIN.
INTERSECTION SIGHT DISTANCE	275' MIN.
SUPERELEVATION	NONE
CURB RETURN RADIUS	25' MIN.
TRAFFIC INDEX	6.0 OR AS DETERMINED BY THE PUBLIC WORKS DIRECTOR

DRAINAGE:

SEE "1" SERIES PLATES

NOTES:

1. Local purpose road providing access to 15 dwelling units or less, 1600' or less in length and beginning and ending in the same cross road; or dead end road providing access to adjacent dwelling units and not exceeding 800' in length measured from the center of turnaround to centerline of intersecting road.
2. Pavement width measured from top inside face of opposing curbs.
3. Base under curb and gutter shall extend to same depth as street base (6" min.)
4. Street trees shall be required.
5. Length of vertical curve, see Plate No. 3-8.
6. The City Traffic Engineer may require modifications to proposed landscaping, berms, slopes, street furniture, walls or structures within the sidewalk or parkway area, as well as outside of the public right-of-way, within 500' of any intersection to comply with sight distance requirements.
7. Post one side of street "No Parking".

TABLE FOR A.B./A.S.B.

BASEMENT SOIL 'R' VALUE	> 33	28-33	23-27	18-22	12-17	< 12
A.S.B. THICKNESS WHEN USED WITH 6" A.B.	—	—	—	4"	5"	6"
ALTERNATE - A.B. ONLY	6"	7"	8"	9"	10"	11"

				CITY OF THOUSAND OAKS PUBLIC WORKS DEPARTMENT	
CHG	DESCRIPTION	DATE	INITIAL	STANDARD RESIDENTIAL LOOP & CUL-DE-SAC	
APPROVED <i>[Signature]</i> CITY ENGINEER				DATE <i>5/20/07</i>	
				PLATE NO. 2-7	