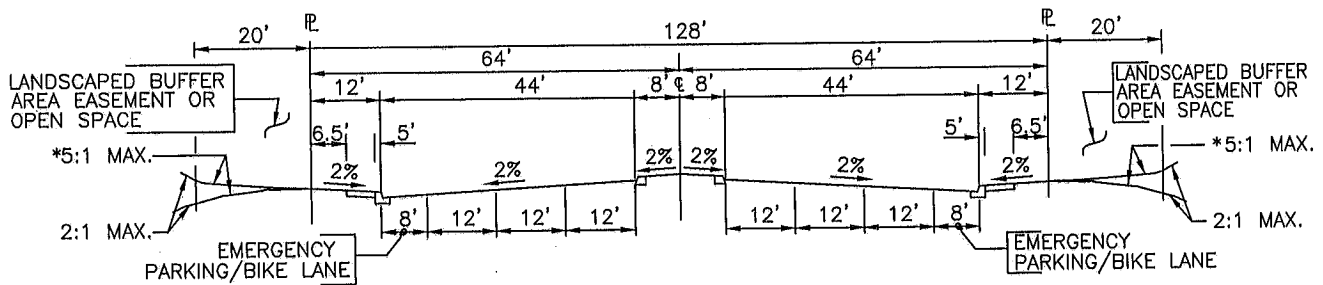


ROADWAY

(RWY)






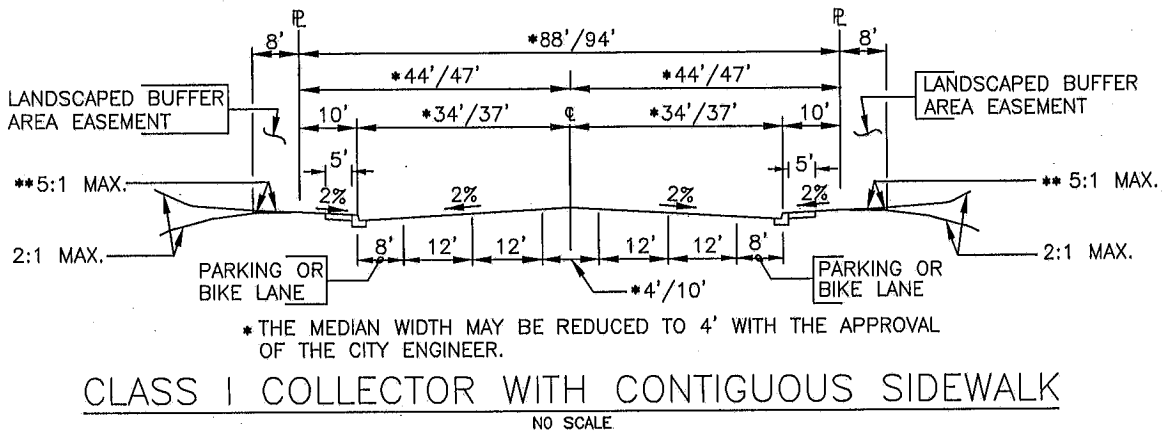
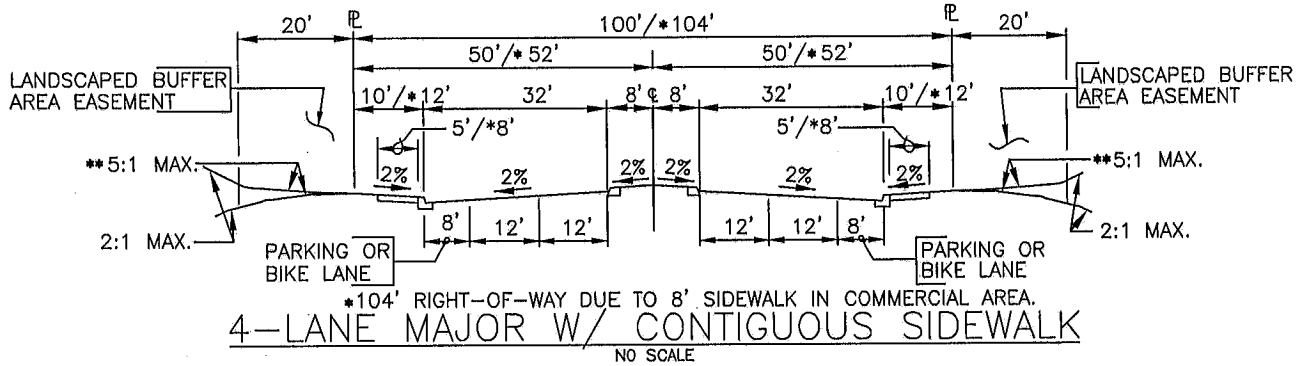
6-LANE PRIME W/ CONTIGUOUS SIDEWALK
NO SCALE

* LANDSCAPED SLOPES GREATER THAN 5:1 MAY BE ACCEPTABLE AS DETERMINED BY THE DIRECTOR OF PLANNING.

NOTES:

1. REFER TO CITY OF CHULA VISTA "STREET DESIGN STANDARDS POLICY" ADOPTED BY COUNCIL RESOLUTION #15349 ON OCTOBER 17, 1989.
2. STANDARDS MAY VARY IN DEVELOPED AREAS WEST OF I-805. REFER TO "STREET DESIGN STANDARDS POLICY".


REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING 6-LANE PRIME STREET SECTION WITH CONTIGUOUS SIDEWALK	 WILLIAM S. VALLE 11/21/2017 CITY ENGINEER
ORIGINAL			2/90		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
					RWY-01

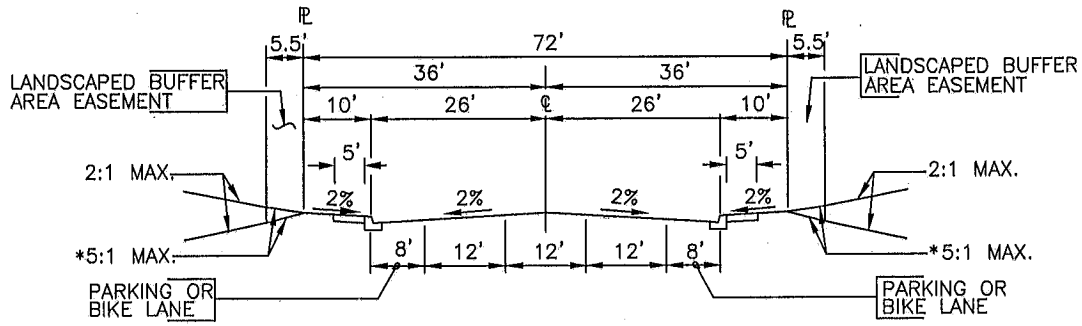


** LANDSCAPED SLOPES GREATER THAN 5:1 MAY BE ACCEPTABLE AS DETERMINED BY THE DIRECTOR OF PLANNING.

NOTES:

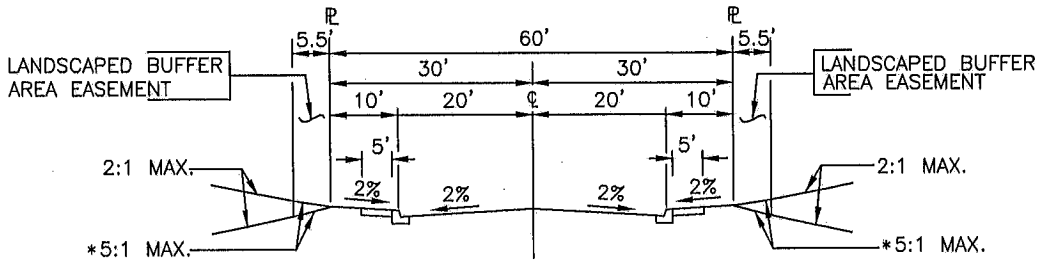
1. REFER TO CITY OF CHULA VISTA "STREET DESIGN STANDARDS POLICY" ADOPTED BY COUNCIL RESOLUTION #15349 ON OCTOBER 17, 1989.
2. STANDARDS MAY VARY IN DEVELOPED AREAS WEST OF I-805. REFER TO "STREET DESIGN STANDARDS POLICY".

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING 4-LANE MAJOR AND COLLECTOR STREET WITH CONTIGUOUS SIDEWALK	 WILLIAM S. VALLE 11/21/2017 CITY ENGINEER
ORIGINAL			2/90		
REVISION	CM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
					RWY-01



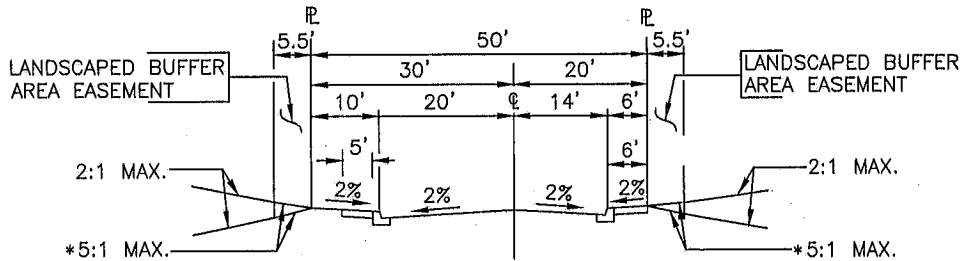
CLASS II COLLECTOR W/ CONTIGUOUS SIDEWALK

NO SCALE



CLASS III COLLECTOR W/ CONTIGUOUS SIDEWALK

NO SCALE



SINGLE LOADED RESIDENTIAL W/ CONTIGUOUS SIDEWALK

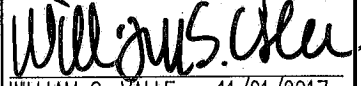
NO SCALE

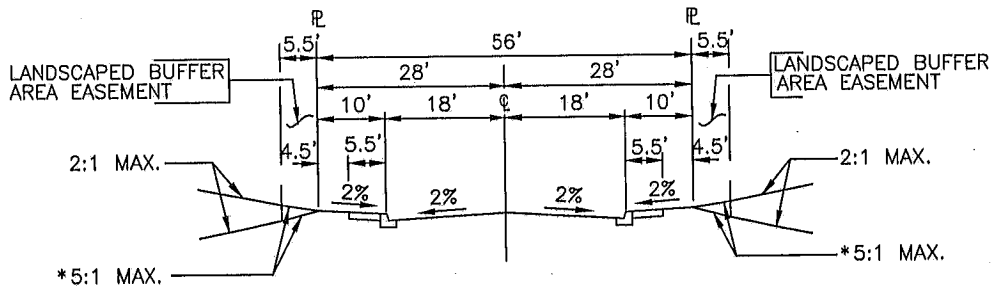
* LANDSCAPED SLOPES GREATER THAN 5:1 MAY BE ACCEPTABLE AS DETERMINED BY THE DIRECTOR OF PLANNING.

NOTES:

1. REFER TO CITY OF CHULA VISTA "STREET DESIGN STANDARDS POLICY" ADOPTED BY COUNCIL RESOLUTION #15349 ON OCTOBER 17, 1989.
2. STANDARDS MAY VARY IN DEVELOPED AREAS WEST OF I-805. REFER TO "STREET DESIGN STANDARDS POLICY".

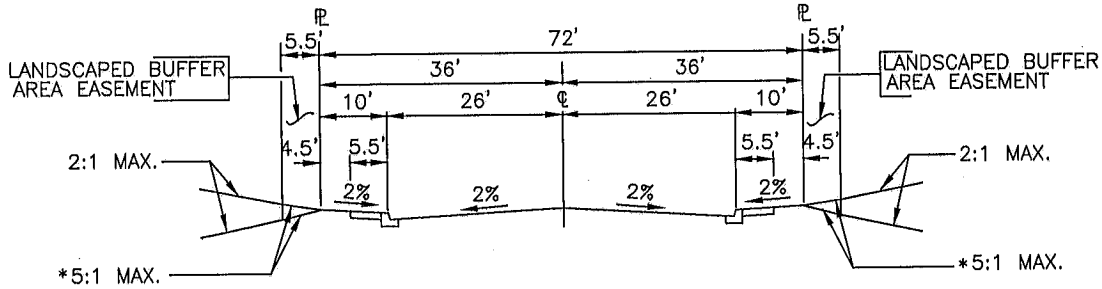
SHEET 3 OF 4

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	
ORIGINAL			2/90	 WILLIAM S. VALLE 11/21/2017 CITY ENGINEER	
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				2-LANE COLLECTOR & RESIDENTIAL STREET WITH CONTIGUOUS SIDEWALK	
				RWY-01	



RESIDENTIAL STREET W/ CONTIGUOUS SIDEWALK

NO SCALE



INDUSTRIAL STREET W/ CONTIGUOUS SIDEWALK

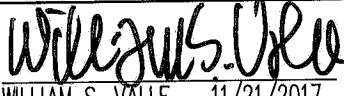
NO SCALE

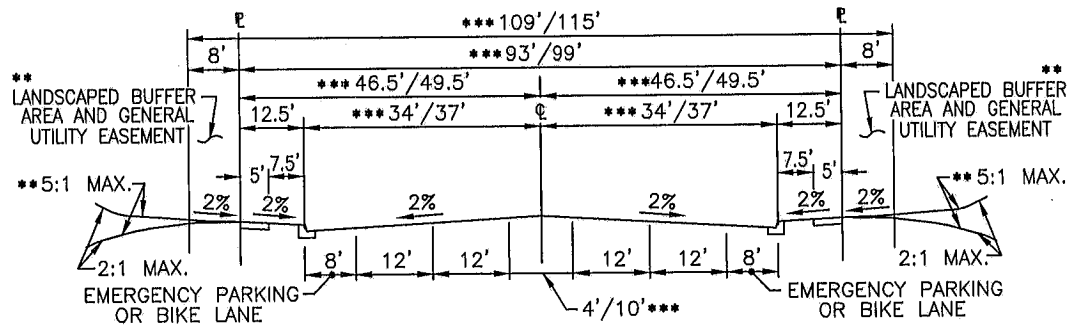
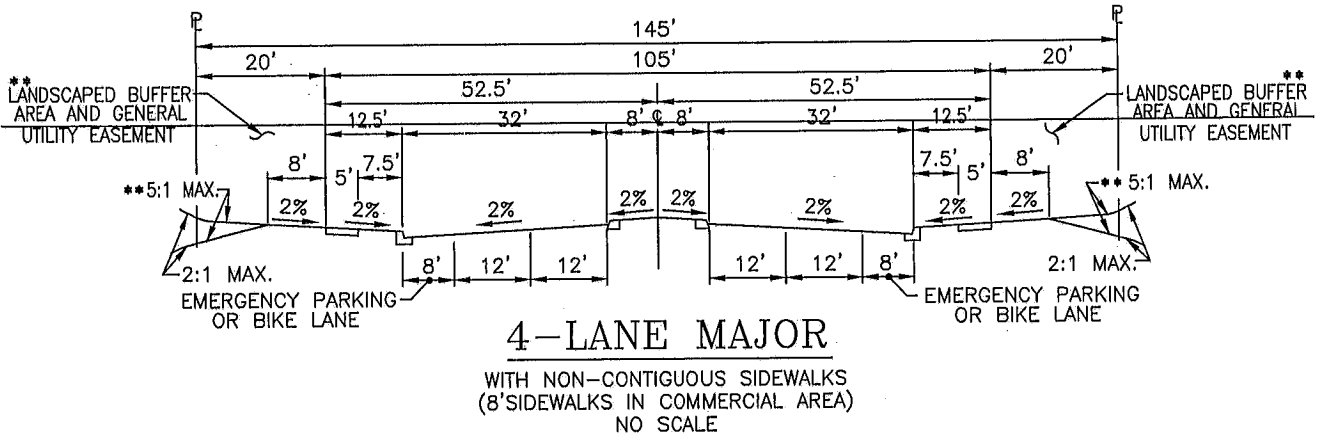
* LANDSCAPED SLOPES GREATER THAN 5:1 MAY BE ACCEPTABLE AS DETERMINED BY THE DIRECTOR OF PLANNING.

NOTES:

1. REFER TO CITY OF CHULA VISTA "STREET DESIGN STANDARDS POLICY" ADOPTED BY COUNCIL RESOLUTION #15349 ON OCTOBER 17, 1989.
2. STANDARDS MAY VARY IN DEVELOPED AREAS WEST OF I-805. REFER TO "STREET DESIGN STANDARDS POLICY".

SHEET 4 OF 4

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	 WILLIAM S. VALLE CITY ENGINEER
ORIGINAL			2/90		
REVISION	CM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				2-LANE RESIDENTIAL & INDUSTRIAL STREET WITH CONTIGUOUS SIDEWALK	RWY-01



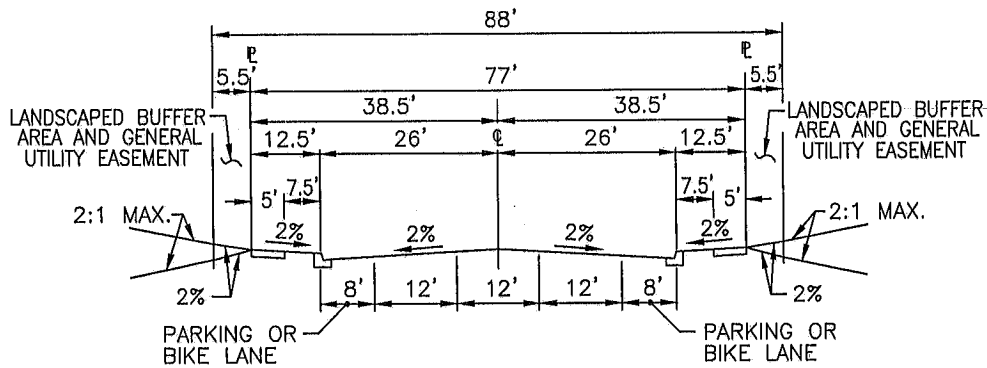
*** THE MEDIAN WIDTH MAY BE REDUCED TO 4' WITH THE APPROVAL OF THE CITY ENGINEER.

- * LANDSCAPED SLOPES GREATER THAN 5:1 MAY BE ACCEPTABLE AS DETERMINED BY THE DIRECTOR OF PLANNING.
- ** THE FIRST 5 FEET OF GENERAL UTILITY EASEMENT ADJACENT TO THE WALK SHALL BE SLOPED AT 2% GRADE.

NOTES:

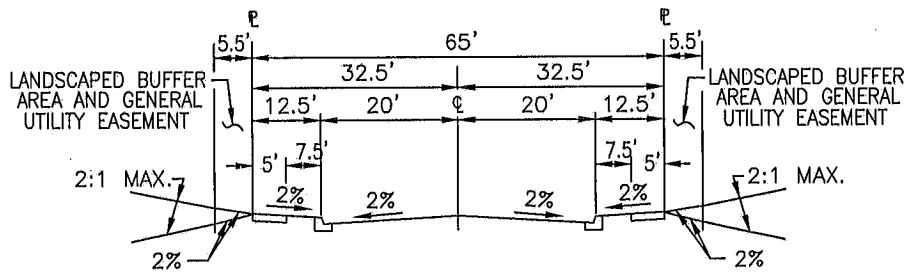
1. REFER TO CITY OF CHULA VISTA "STREET DESIGN STANDARDS POLICY" ADOPTED BY COUNCIL RESOLUTION #15349 ON OCTOBER 17, 1989.
2. STANDARDS MAY VARY IN DEVELOPED AREAS WEST OF I-805. REFER TO "STREET DESIGN STANDARDS POLICY".
3. STANDARD CROSS-SECTIONS HAVE BEEN REVISED FOR NON-CONTIGUOUS SIDEWALKS.
4. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION.

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i> WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM		1/00		11/21/2017
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17	MAJOR & COLLECTOR STREETS WITH NON-CONTIGUOUS SIDEWALK	RWY-02



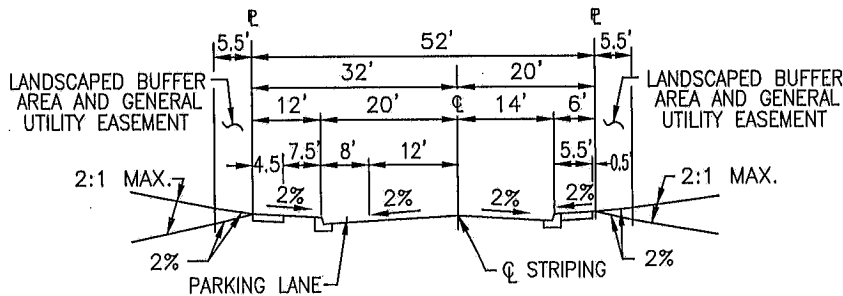
CLASS II COLLECTOR W/ NON-CONTIGUOUS SIDEWALK

NO SCALE



CLASS III COLLECTOR W/ NON-CONTIGUOUS SIDEWALK

NO SCALE



**SINGLE LOADED RESIDENTIAL
W/ NON-CONTIGUOUS SIDEWALK**

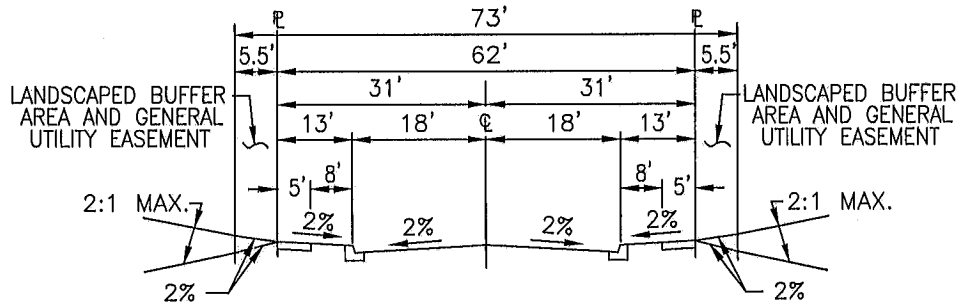
NO SCALE

NOTES:

1. REFER TO CITY OF CHULA VISTA "STREET DESIGN STANDARDS POLICY" ADOPTED BY COUNCIL RESOLUTION #15349 ON OCTOBER 17, 1989.
2. STANDARDS MAY VARY IN DEVELOPED AREAS WEST OF I-805. REFER TO "STREET DESIGN STANDARDS POLICY".
3. THIS STANDARD DRAWING IS A MODIFICATION OF RWY-01 TO USE NON-CONTIGUOUS SIDEWALKS.
4. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION.

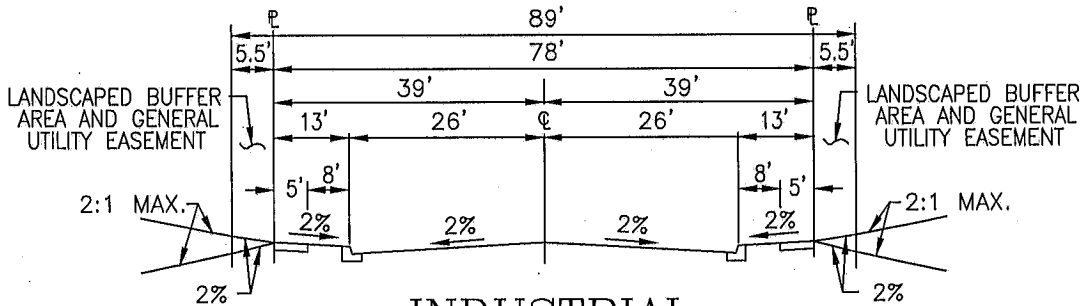
SHEET 2 OF 3

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i> WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM		1/00		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				COLLECTOR & RESIDENTIAL STREETS WITH NON-CONTIGUOUS SIDEWALK	11/21/2017
					RWY-02



RESIDENTIAL

WITH NON-CONTIGUOUS SIDEWALKS
NO SCALE



INDUSTRIAL

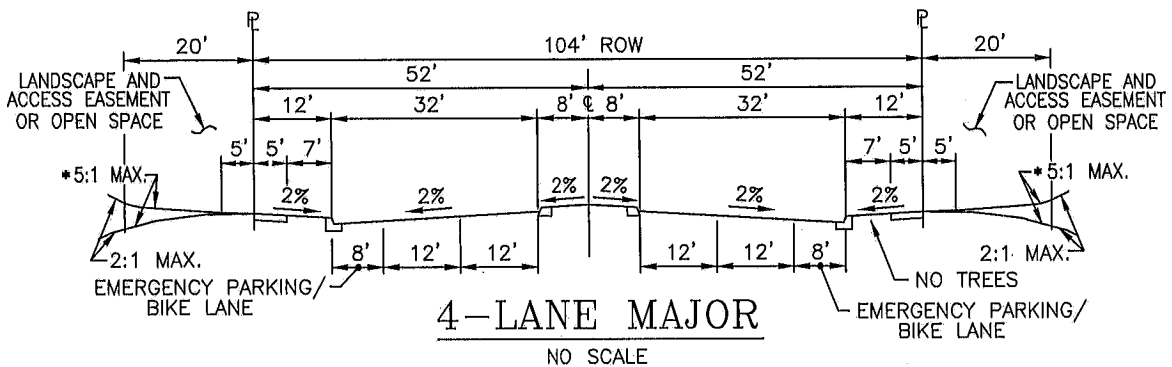
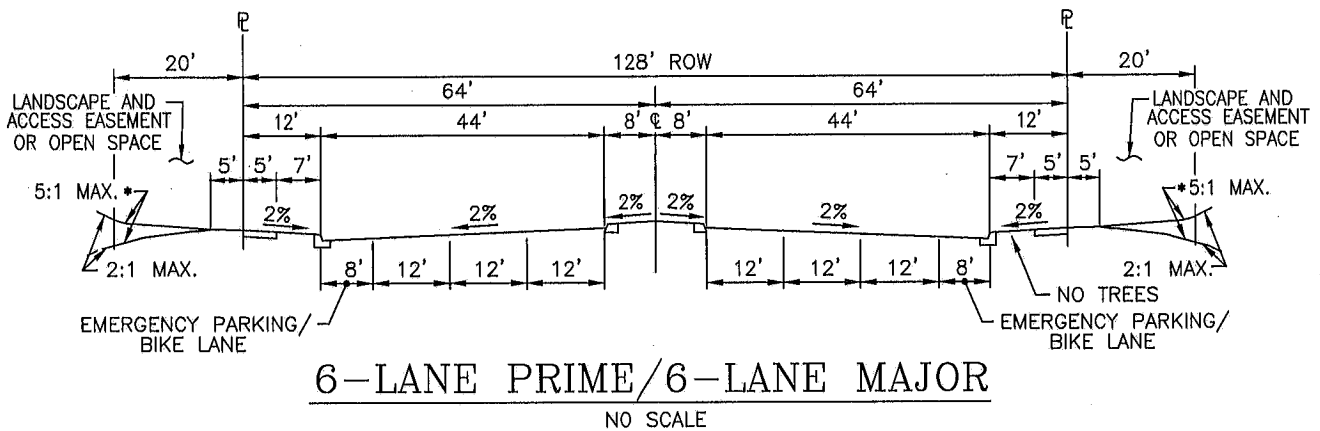
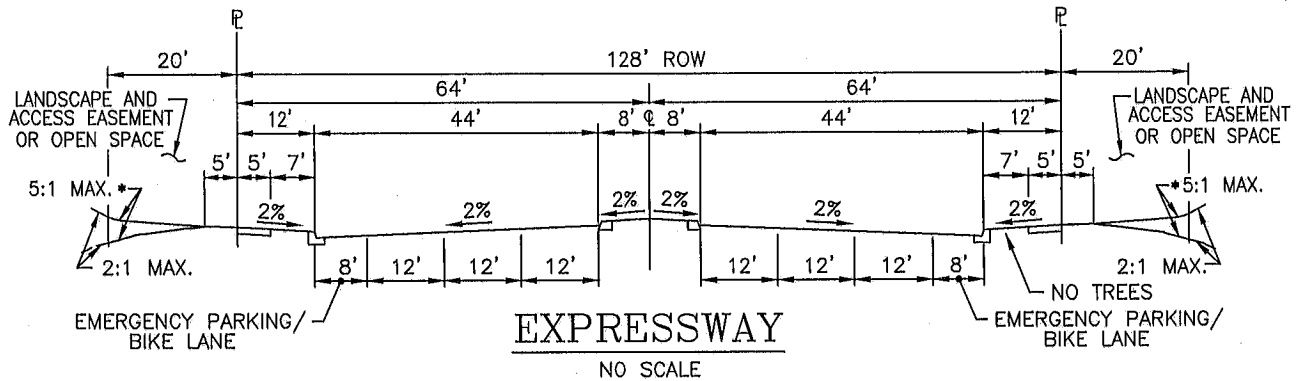
WITH NON-CONTIGUOUS SIDEWALKS
NO SCALE

NOTES:

1. REFER TO CITY OF CHULA VISTA "STREET DESIGN STANDARDS POLICY" ADOPTED BY COUNCIL RESOLUTION #15349 ON OCTOBER 17, 1989.
2. STANDARDS MAY VARY IN DEVELOPED AREAS WEST OF I-805. REFER TO "STREET DESIGN STANDARDS POLICY".
3. STANDARD CROSS-SECTIONS HAVE BEEN REVISED FOR NON-CONTIGUOUS SIDEWALKS.
4. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION.

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	
ORIGINAL	CVM		1/00		 WILLIAM S. VALLE 11/21/2017 CITY ENGINEER
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				RESIDENTIAL & INDUSTRIAL STREETS WITH NON-CONTIGUOUS SIDEWALK	RWY-02

OTAY RANCH EXPRESSWAY, PRIME AND MAJOR STREET SECTIONS



* LANDSCAPED SLOPES GREATER THAN 5:1 MAY BE ACCEPTABLE AS DETERMINED BY THE DIRECTOR OF PLANNING AND BUILDING.

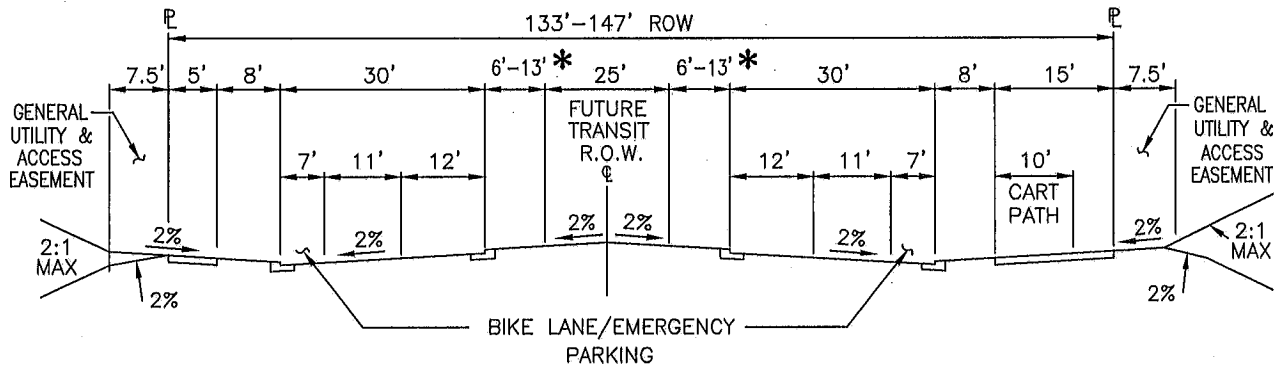
NOTES:

1. THESE STANDARDS ARE FOR USE ONLY WITHIN OTAY RANCH GDP ONLY.
2. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION.
3. DIFFERENT PARKWAYS MAY BE ACCEPTABLE AS DETERMINED AT SPA AND TENTATIVE MAP APPROVAL.

SHEET 1 OF 5

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i>
ORIGINAL	CVM		3/01		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				OTAY RANCH – EXPRESSWAY, PRIME & MAJOR STREET SECTIONS	WILLIAM S. VALLE 11/21/2017 CITY ENGINEER
					RWY-03

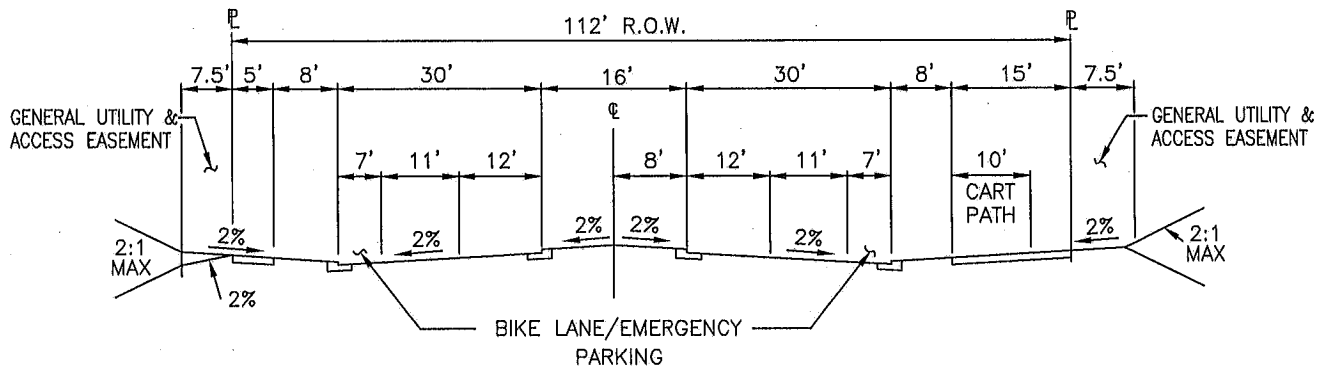
OTAY RANCH VILLAGE ENTRY STREET SECTIONS



* 13' WHEN LEFT TURN POCKET IS REQUIRED

TRANSIT VILLAGE ENTRY STREET

NO SCALE



VILLAGE ENTRY STREET

NO SCALE

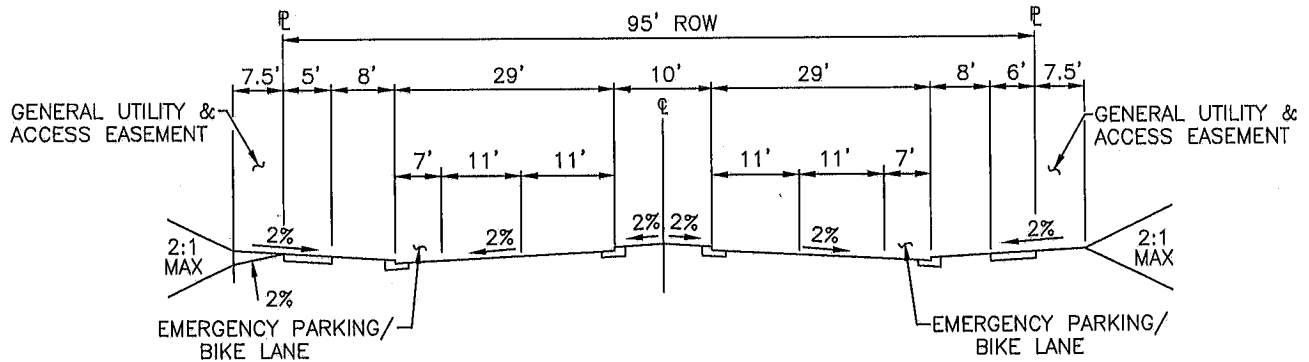
NOTES:

1. THESE STANDARDS ARE FOR USE ONLY WITHIN OTAY RANCH GDP ONLY.
2. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION SYSTEMS.
3. DIFFERENT PARKWAYS MAY BE ACCEPTABLE AS DETERMINED AT SPA AND TENTATIVE MAP APPROVAL.
4. PARKING WITHIN VILLAGE CORE AREAS MAY BE ACCEPTABLE AS DETERMINED BY THE CITY ENGINEER. A SUPPLEMENTAL STRIPING PLAN MAY BE WARRANTED TO IDENTIFY PARKING RESTRICTIONS.

SHEET 2 OF 5

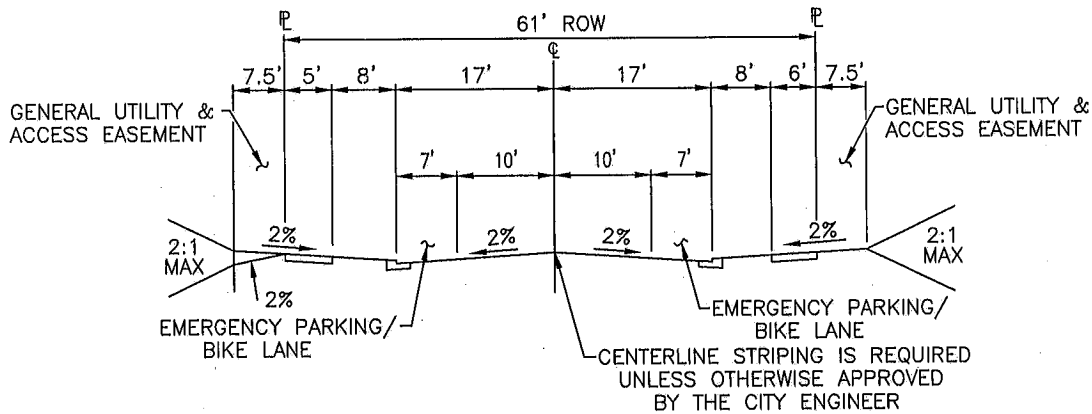
REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i> WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM		3/01		11/21/2017
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17	OTAY RANCH - VILLAGE ENTRY STREET SECTIONS	RWY-03

OTAY RANCH SECONDARY VILLAGE ENTRY STREET SECTIONS



SECONDARY VILLAGE ENTRY W/ MEDIAN

NO SCALE



SECONDARY VILLAGE ENTRY

NO SCALE

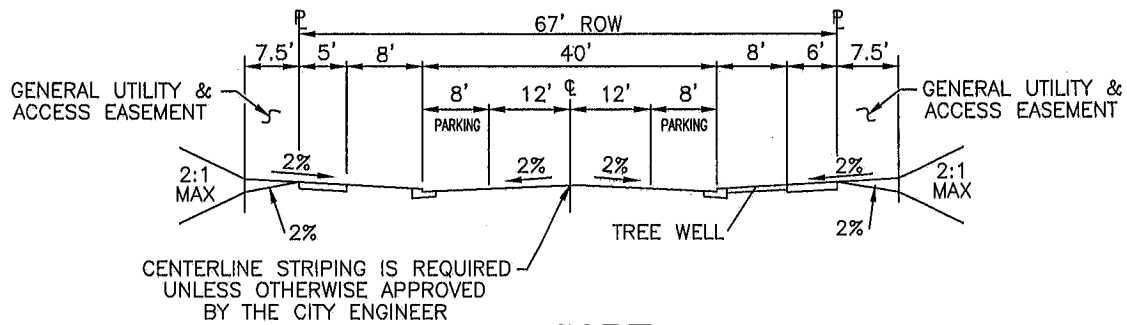
NOTES:

1. THESE STANDARDS ARE FOR USE ONLY WITHIN OTAY RANCH GDP ONLY.
2. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION.
3. DIFFERENT PARKWAYS MAY BE ACCEPTABLE AS DETERMINED AT SPA AND TENTATIVE MAP APPROVAL.
4. EMERGENCY PARKING / BIKE LANE AND CENTERLINE STRIPING MAY BE REQUIRED AT THE IMPROVEMENT PLANS REVIEW PROCESS. STRIPING REQUIREMENTS SHALL BE AT THE DISCRETION OF THE CITY ENGINEER.

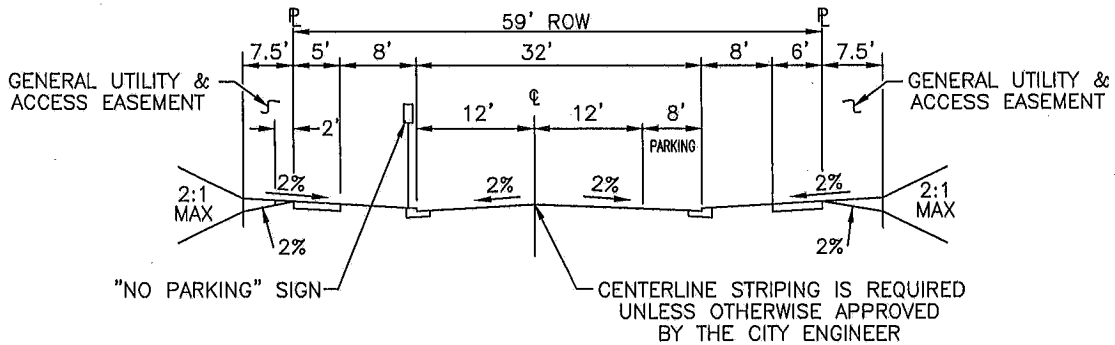
SHEET 3 OF 5

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i>
ORIGINAL	CVM		3/01		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17	OTAY RANCH – SECONDARY VILLAGE ENTRY STREET SECTIONS	WILLIAM S. VALLE 11/21/2017 CITY ENGINEER
					RWY-03

OTAY RANCH – PROMENADE STREET SECTIONS



CORE
NO SCALE



RESIDENTIAL STREET
NO SCALE

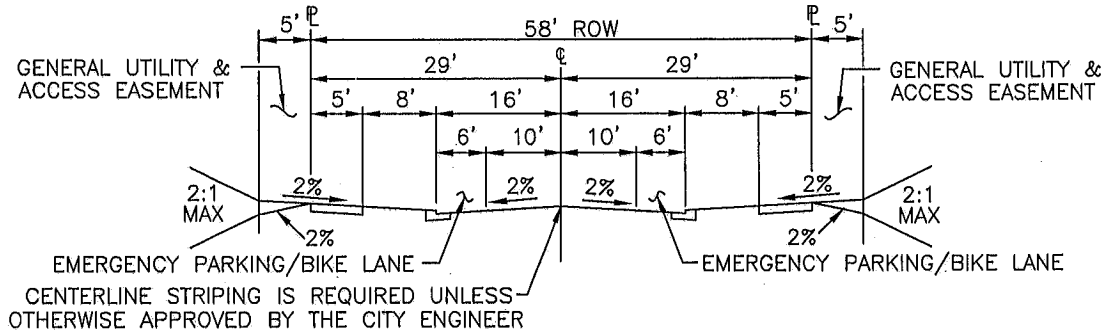
NOTES:

1. THESE STANDARDS ARE FOR USE ONLY WITHIN OTAY RANCH GDP ONLY.
2. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION.
3. TRANSITION FROM RESIDENTIAL PROMENADE TO CORE PROMENADE BEFORE REACHING LAND—USES WITH TRAFFIC GENERATION HIGHER THAN SINGLE FAMILY.
4. DIFFERENT PARKWAYS MAY BE ACCEPTABLE AS DETERMINED AT SPA AND TENTATIVE MAP APPROVAL.
5. EMERGENCY PARKING / BIKE LANE AND CENTERLINE STRIPING MAY BE REQUIRED AT THE IMPROVEMENT PLANS REVIEW PROCESS. STRIPING REQUIREMENTS SHALL BE AT THE DISCRETION OF THE CITY ENGINEER.

SHEET 4 OF 5

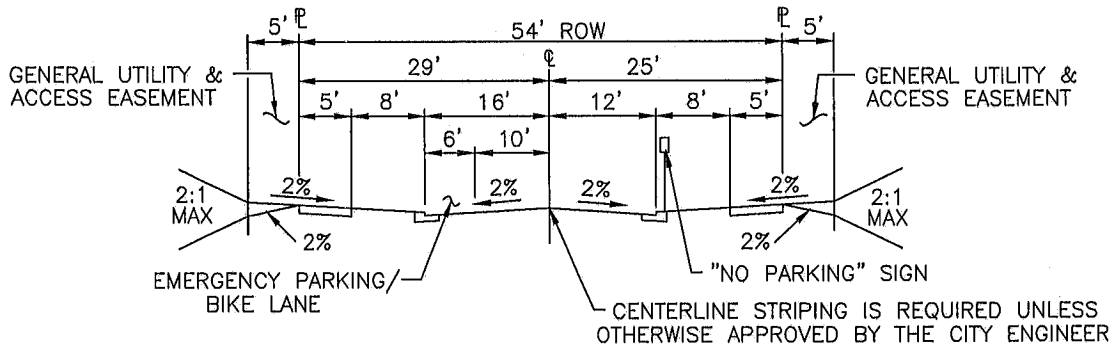
REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i> WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM		4/02		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				OTAY RANCH – PROMENADE STREET SECTIONS	11/21/2017
					RWY-03

OTAY RANCH - STREET SECTIONS



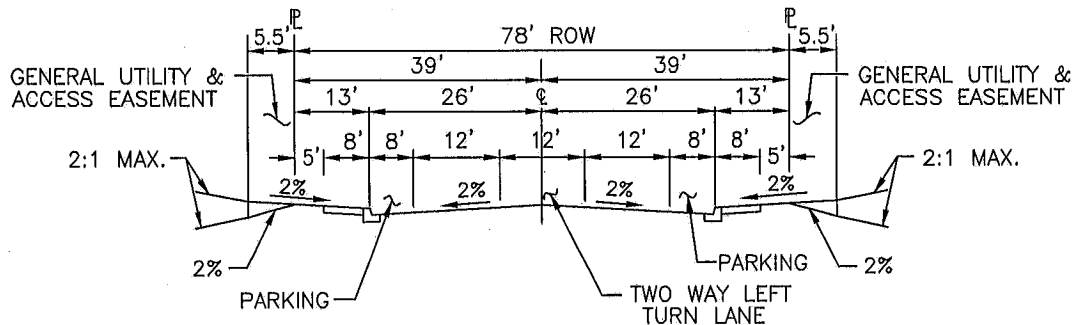
PARKWAY RESIDENTIAL

NO SCALE



SINGLE LOADED PARKWAY RESIDENTIAL

NO SCALE



INDUSTRIAL

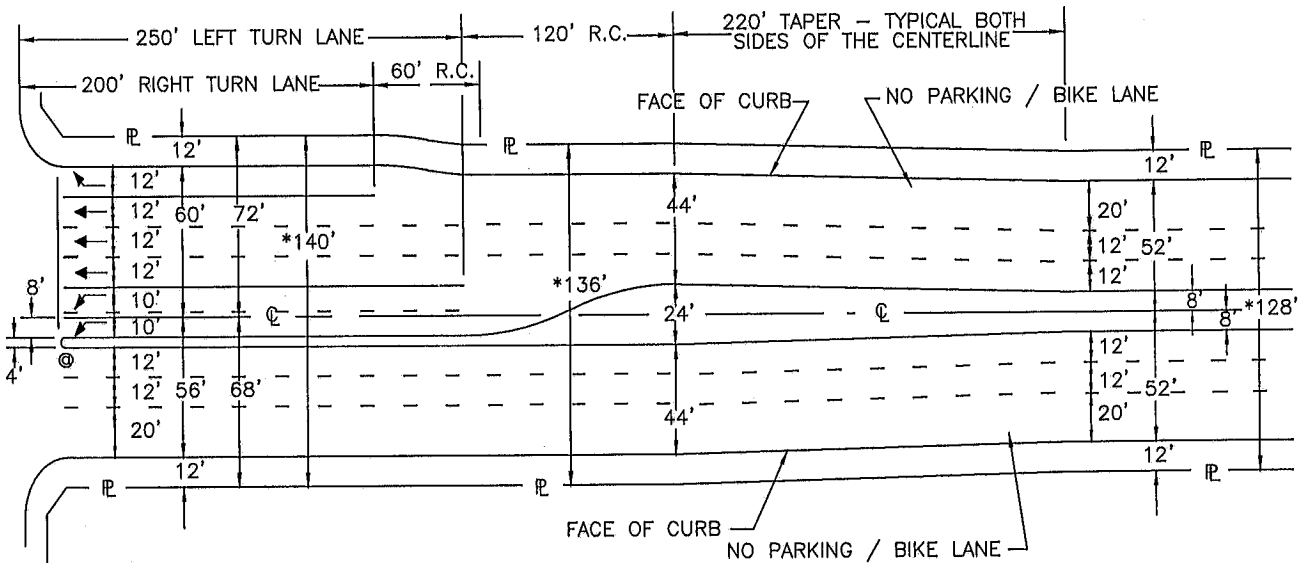
NO SCALE

NOTES:

1. THESE STANDARDS ARE FOR USE ONLY WITHIN OTAY RANCH GDP.
2. TREES WITHIN 7.5' OR LESS OF HARDSCAPE SHALL HAVE ROOT BARRIERS AND DEEP WATER IRRIGATION.
3. DIFFERENT PARKWAYS MAY BE ACCEPTABLE AS DETERMINED AT SPA AND TENTATIVE MAP APPROVAL.
4. EMERGENCY PARKING / BIKE LANE AND CENTERLINE STRIPING MAY BE REQUIRED AT THE IMPROVEMENT PLANS REVIEW PROCESS. STRIPING REQUIREMENTS SHALL BE AT THE DISCRETION OF THE CITY ENGINEER.

SHEET 5 OF 5

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i> WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM		4/02		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				OTAY RANCH - PKWY, RESIDENTIAL, & INDUSTRIAL ST SECTIONS	11/21/2017
					RWY-03



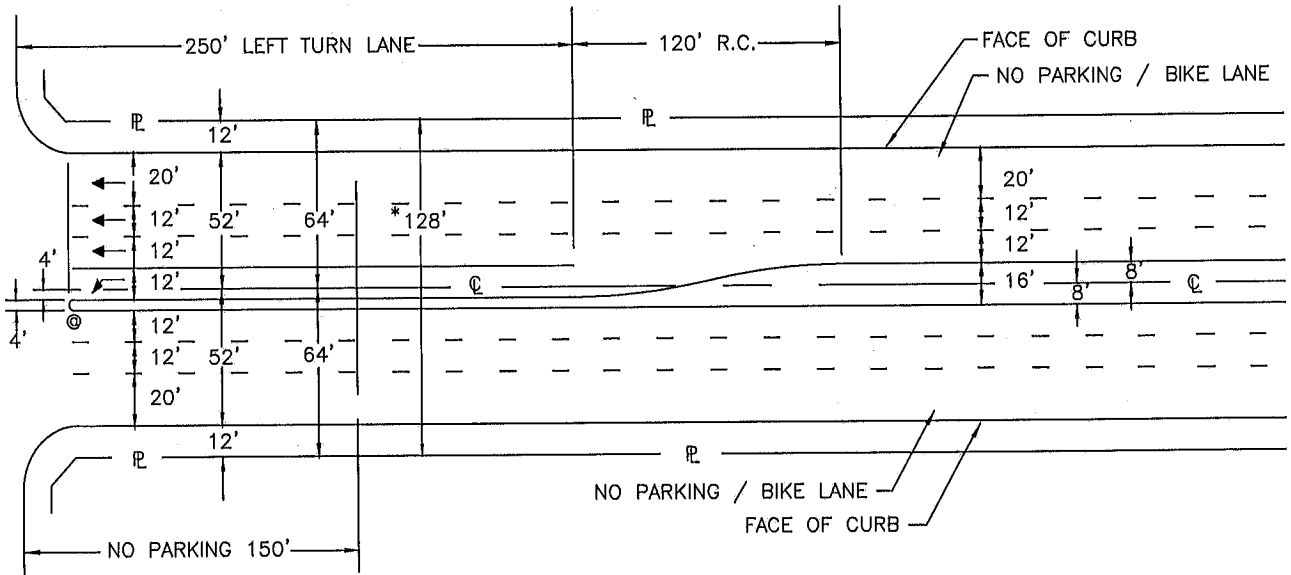
NOTE: * IF THIS IS A DESIGNATED BIKE LANE ON THE GENERAL PLAN,
AN ADDITIONAL 10' RIGHT-OF-WAY WILL BE REQUIRED.

⊙ MEDIAN NOSE AT PCR STATION

PRIME

NO SCALE

(WITH RIGHT TURN LANE AND DUAL LEFT TURN LANES)



NOTE: * IF THIS IS A DESIGNATED BIKE LANE ON THE GENERAL PLAN,
AN ADDITIONAL 10' RIGHT-OF-WAY WILL BE REQUIRED.

⊙ MEDIAN NOSE AT PCR STATION

PRIME

NO SCALE

(WITH SINGLE LEFT TURN LANE)

SHEET 1 OF 6

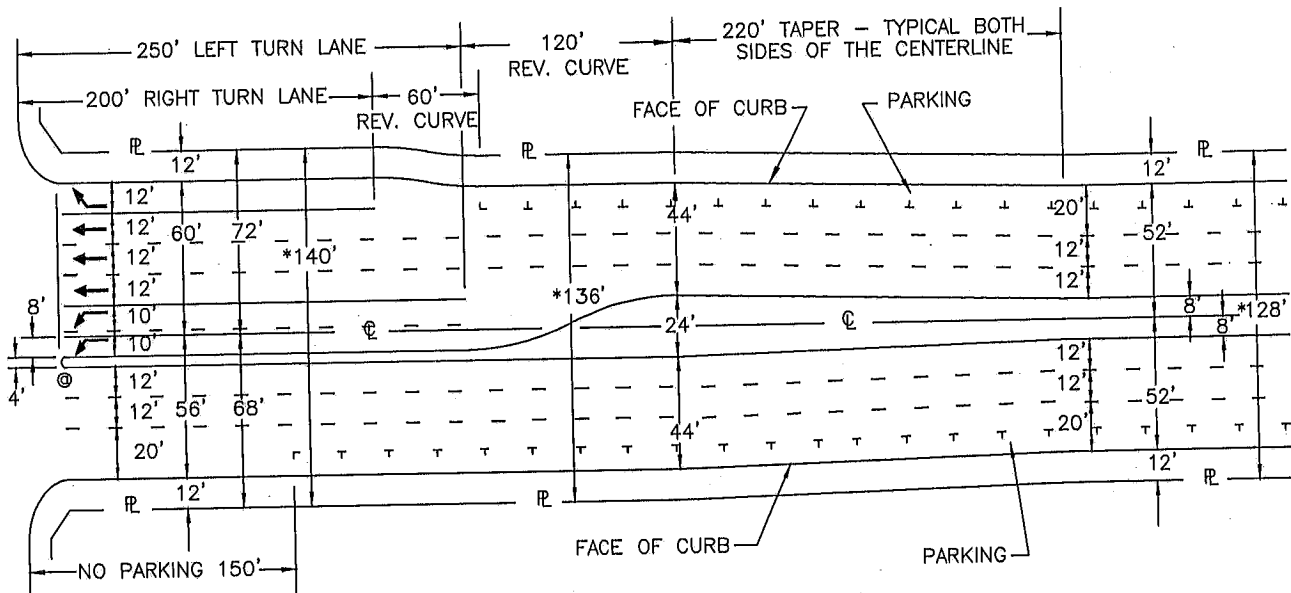
REVISION	BY	APPROVED	DATE
ORIGINAL			2/90
REVISION	CM	C. SWANSON	11/02
REVISION	DPH	W. VALLE	11/17

CITY OF CHULA VISTA
ENGINEERING & CAPITAL PROJECTS
STANDARD DRAWING

6-LANE PRIME INTERSECTION
STANDARDS

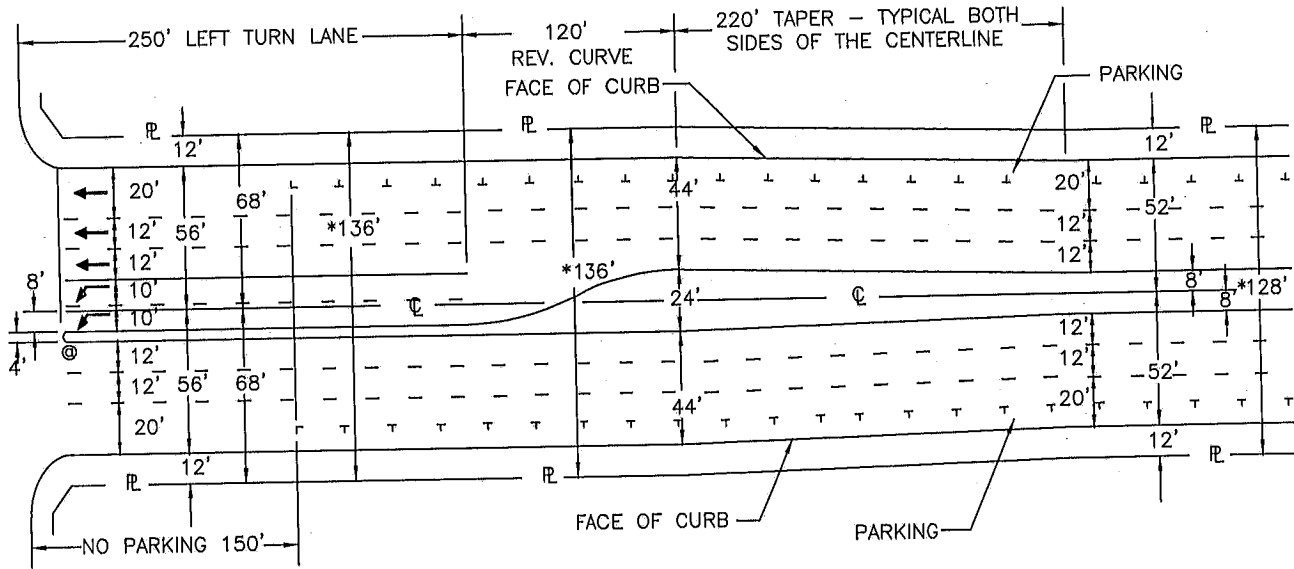
William S. Valle
WILLIAM S. VALLE 11/21/2017
CITY ENGINEER

RWY-04



NOTES: * IF THIS IS A DESIGNATED BIKE LANE ON THE GENERAL PLAN,
AN ADDITIONAL 10' RIGHT-OF-WAY WILL BE REQUIRED.
⊙ MEDIAN NOSE AT PCR STATION.

6-LANE MAJOR
NO SCALE
(WITH RIGHT TURN LANE AND DUAL LEFT TURN LANES)



NOTES: * IF THIS IS A DESIGNATED BIKE LANE ON THE GENERAL PLAN,
AN ADDITIONAL 10' RIGHT-OF-WAY WILL BE REQUIRED.
⊙ MEDIAN NOSE AT PCR STATION.

6-LANE MAJOR
NO SCALE
(WITH DUAL LEFT TURN LANES)

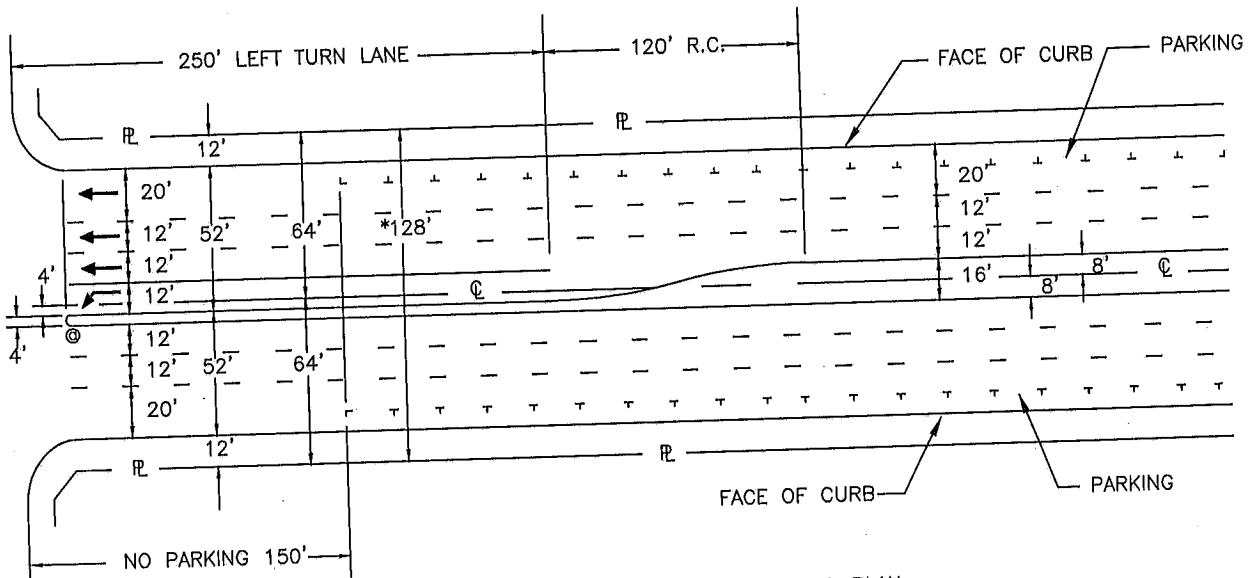
REVISION	BY	APPROVED	DATE
ORIGINAL			2/90
REVISION	CM	C. SWANSON	11/02
REVISION	DPH	W. VALLE	11/17

CITY OF CHULA VISTA
ENGINEERING & CAPITAL PROJECTS
STANDARD DRAWING

6-LANE MAJOR INTERSECTION
STANDARDS

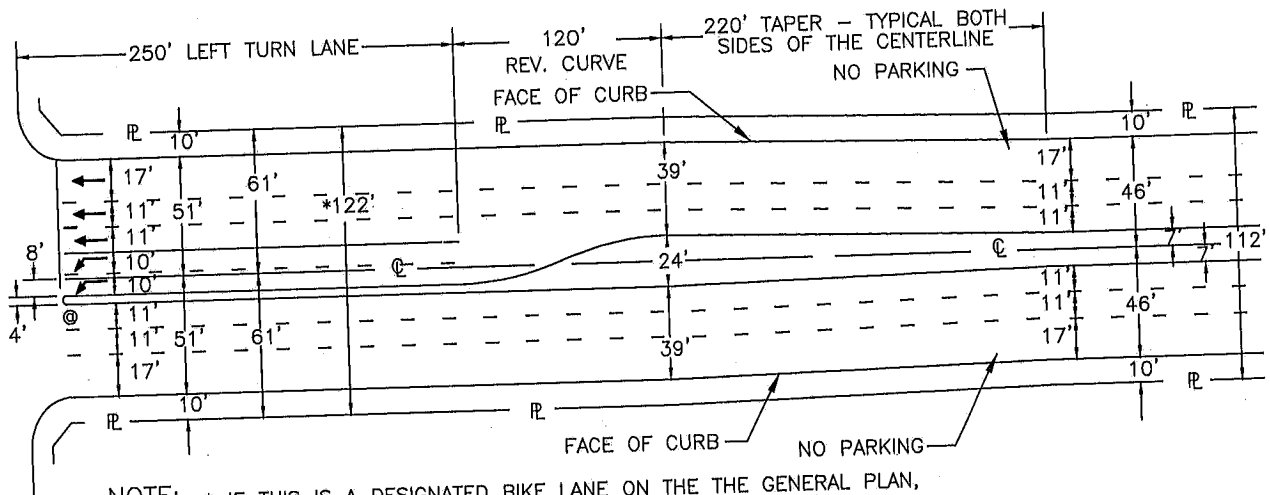
William S. Valle
WILLIAM S. VALLE 11/21/2017
CITY ENGINEER

RWY-04



NOTES: * IF THIS IS A DESIGNATED BIKE LANE ON THE THE GENERAL PLAN,
AN ADDITIONAL 10' OF RIGHT-OF-WAY WILL BE REQUIRED.
⊙ MEDIAN NOSE AT PCR STATION.

6 - LANE MAJOR
NO SCALE
(WITH SINGLE LEFT TURN LANE)



NOTE: * IF THIS IS A DESIGNATED BIKE LANE ON THE THE GENERAL PLAN,
AN ADDITIONAL 10' OF RIGHT-OF-WAY WILL BE REQUIRED.
⊙ MEDIAN NOSE AT PCR STATION.

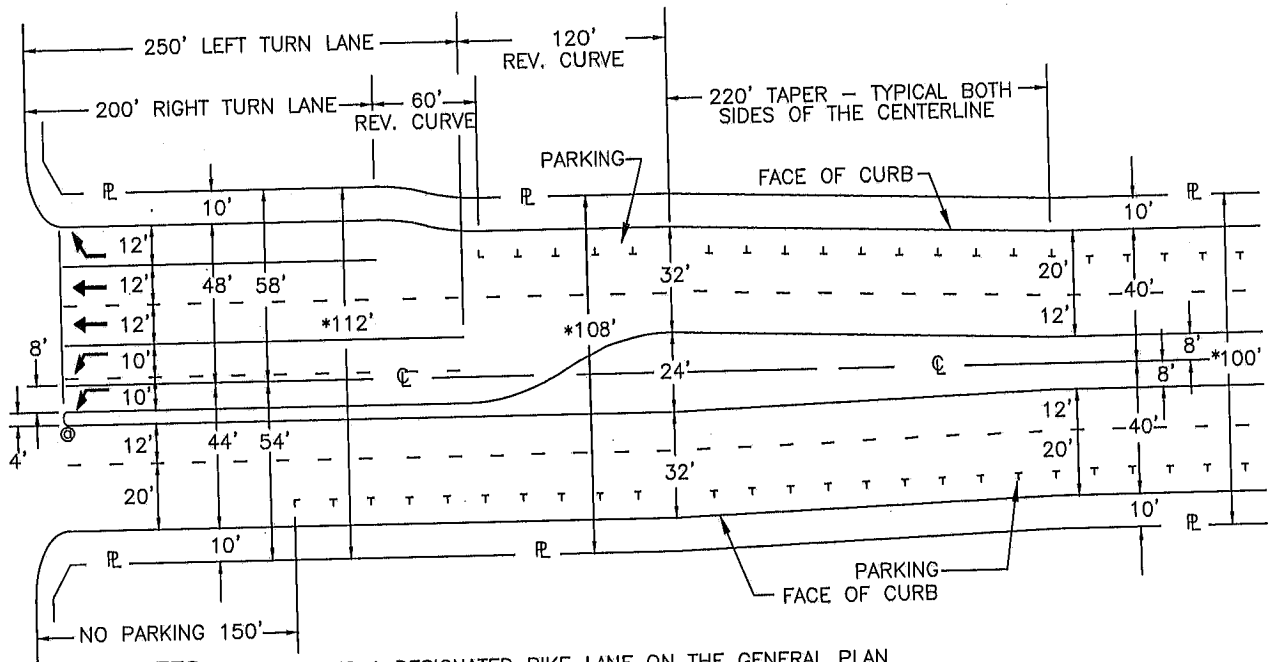
6 - LANE MAJOR
NO SCALE
ONLY IN DEVELOPED AREAS WEST OF I-805
(WITH DUAL LEFT TURN LANES)

SHEET 3 OF 6

REVISION	BY	APPROVED	DATE
ORIGINAL			2/90
REVISION	CM	C. SWANSON	11/02
REVISION	DPH	W. VALLE	11/17

CITY OF CHULA VISTA
ENGINEERING & CAPITAL PROJECTS
STANDARD DRAWING
6-LANE MAJOR INTERSECTION
STANDARDS 2

William S. Valle
WILLIAM S. VALLE 11/21/2017
CITY ENGINEER
RWY-04

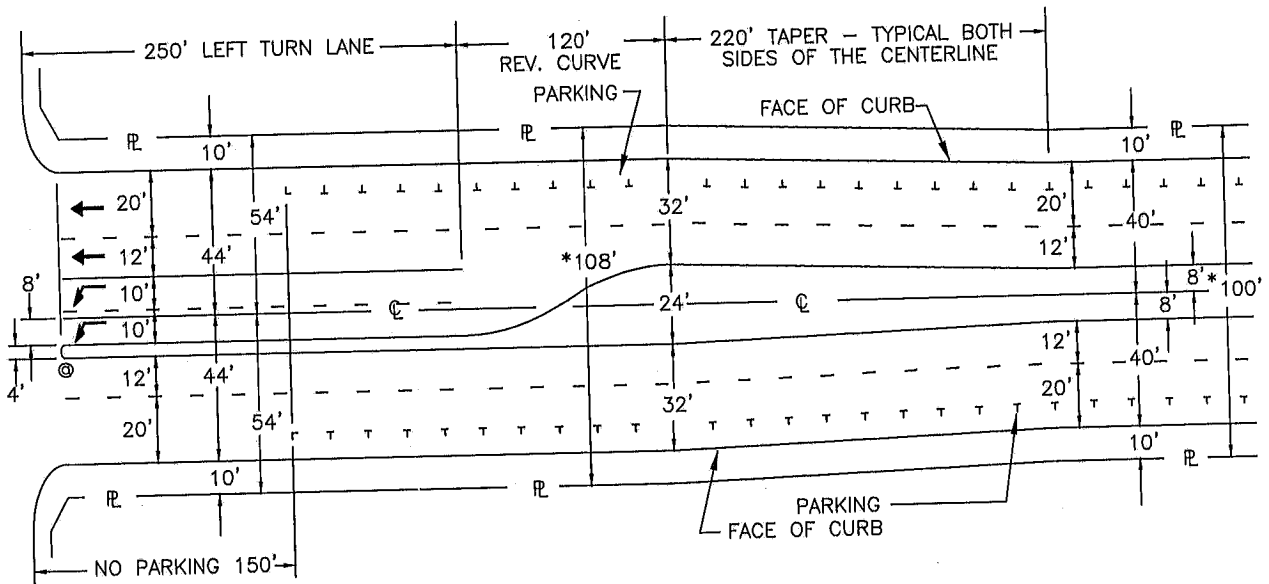


NOTES: * IF THIS IS A DESIGNATED BIKE LANE ON THE GENERAL PLAN AN ADDITIONAL 10' OF RIGHT-OF-WAY WILL BE REQUIRED.
 © MEDIAN NOSE AT PCR STATION.

4-LANE MAJOR

NO SCALE

(WITH RIGHT TURN LANE AND DUAL LEFT TURN LANES)



NOTES: * IF THIS IS A DESIGNATED BIKE LANE ON THE GENERAL PLAN AN ADDITIONAL 10' OF RIGHT-OF-WAY WILL BE REQUIRED.
 © MEDIAN NOSE AT PCR STATION.

4-LANE MAJOR

NO SCALE

(WITH DUAL LEFT TURN LANES)

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REVISION	DPH	W. VALLE	11/17

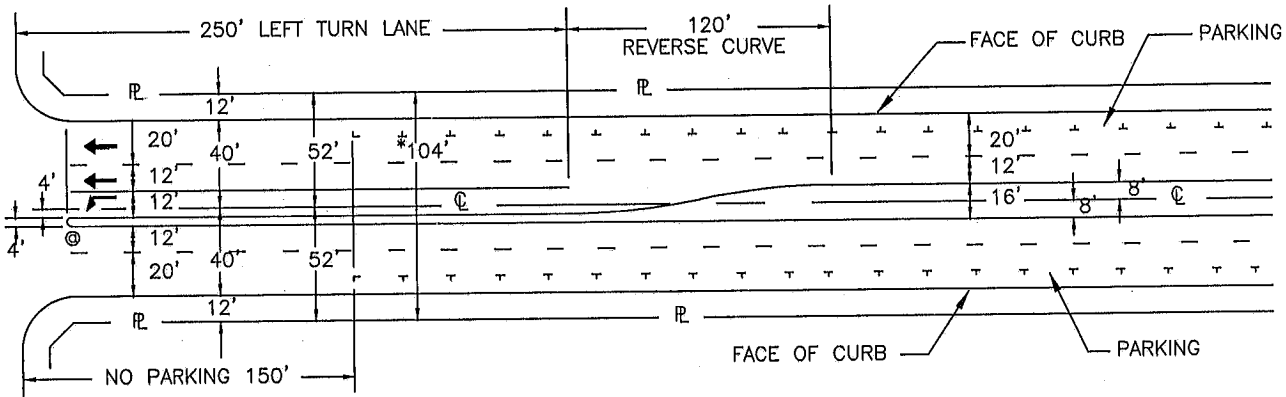
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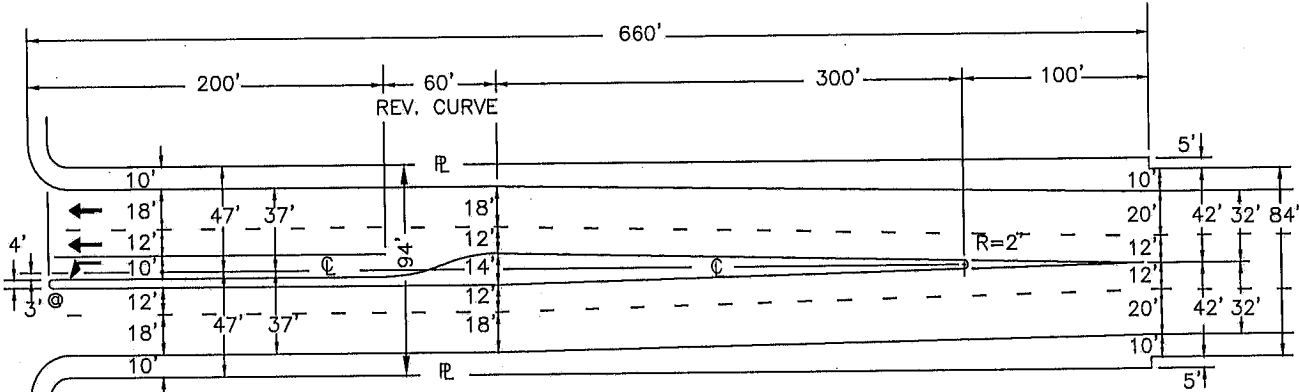
4-LANE MAJOR INTERSECTION
 STANDARDS

RWY-04



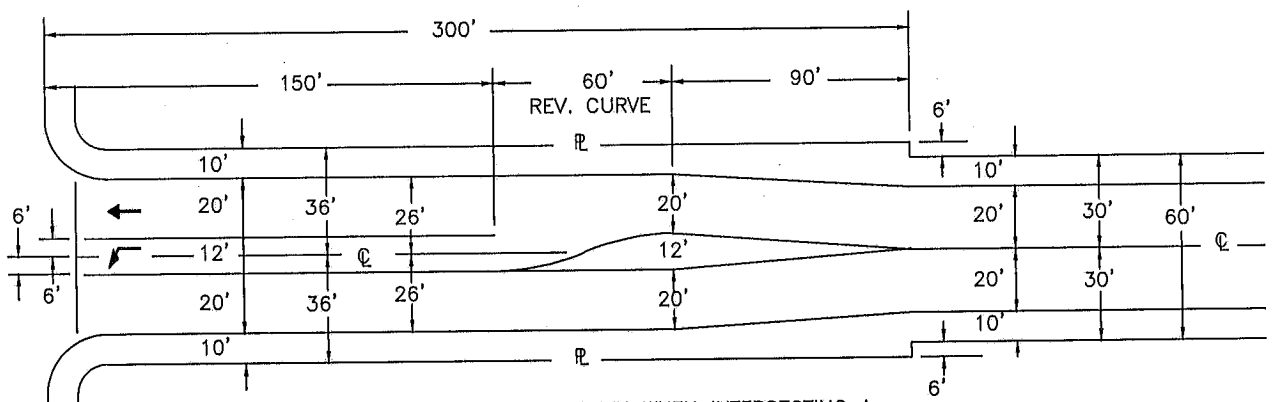
NOTES: * IF THIS IS A DESIGNATED BIKE LANE ON THE GENERAL PLAN AN ADDITIONAL 10' OF RIGHT-OF-WAY WILL BE REQUIRED.
 © MEDIAN NOSE AT PCR STATION.

4-LANE MAJOR
 NO SCALE (WITH SINGLE LEFT TURN LANE)



NOTES: WIDEN STREET INTERSECTION AS SHOWN WHEN INTERSECTING A CLASS I COLLECTOR STREET OR HIGHER.
 © MEDIAN NOSE AT PCR STATION.

CLASS I COLLECTOR STREET
 NO SCALE (ONLY IN DEVELOPED AREAS WEST OF I-805)



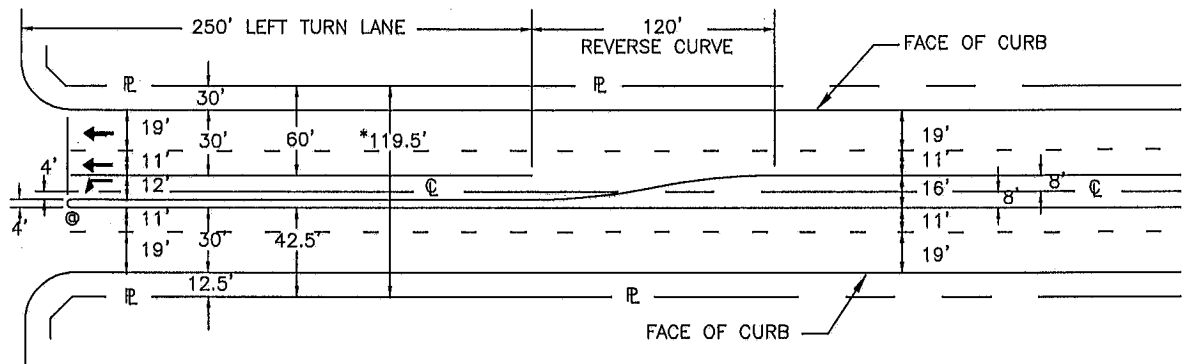
NOTES: WIDEN STREET INTERSECTION AS SHOWN WHEN INTERSECTING A CLASS II COLLECTOR STREET OR HIGHER.

CLASS II COLLECTOR STREET
 NO SCALE (ONLY IN DEVELOPED AREAS WEST OF I-805)

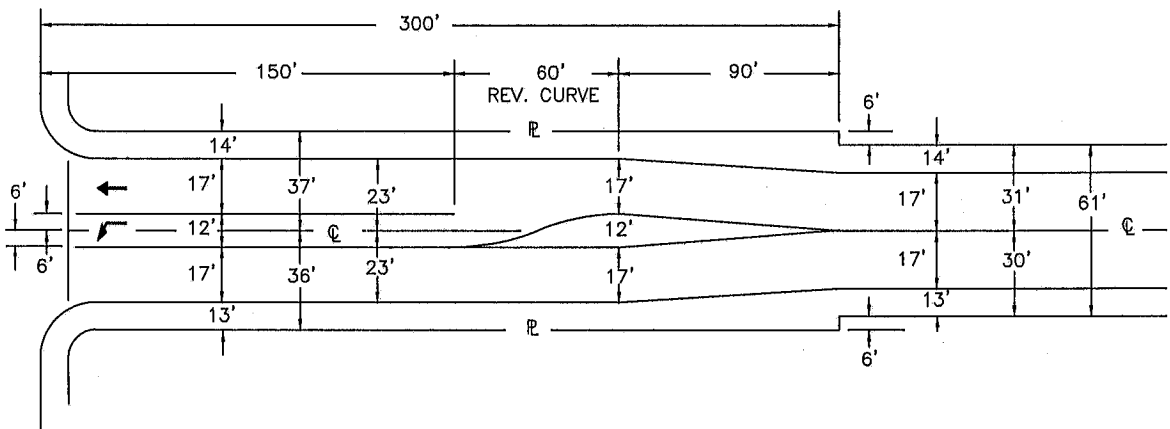
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ORIGINAL			2/90
REVISION	CM	C. SWANSON	11/02
REVISION	DPH	W. VALLE	11/17

CITY OF CHULA VISTA
 ENGINEERING & CAPITAL PROJECTS
 STANDARD DRAWING
 4-LANE MAJOR & COLLECTOR
 INTERSECTION STANDARDS

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 RWY-04



VILLAGE ENTRY STREET
NO SCALE (WITH SINGLE LEFT TURN LANE)



SECONDARY VILLAGE ENTRY
NO SCALE

SHEET 6 OF 6

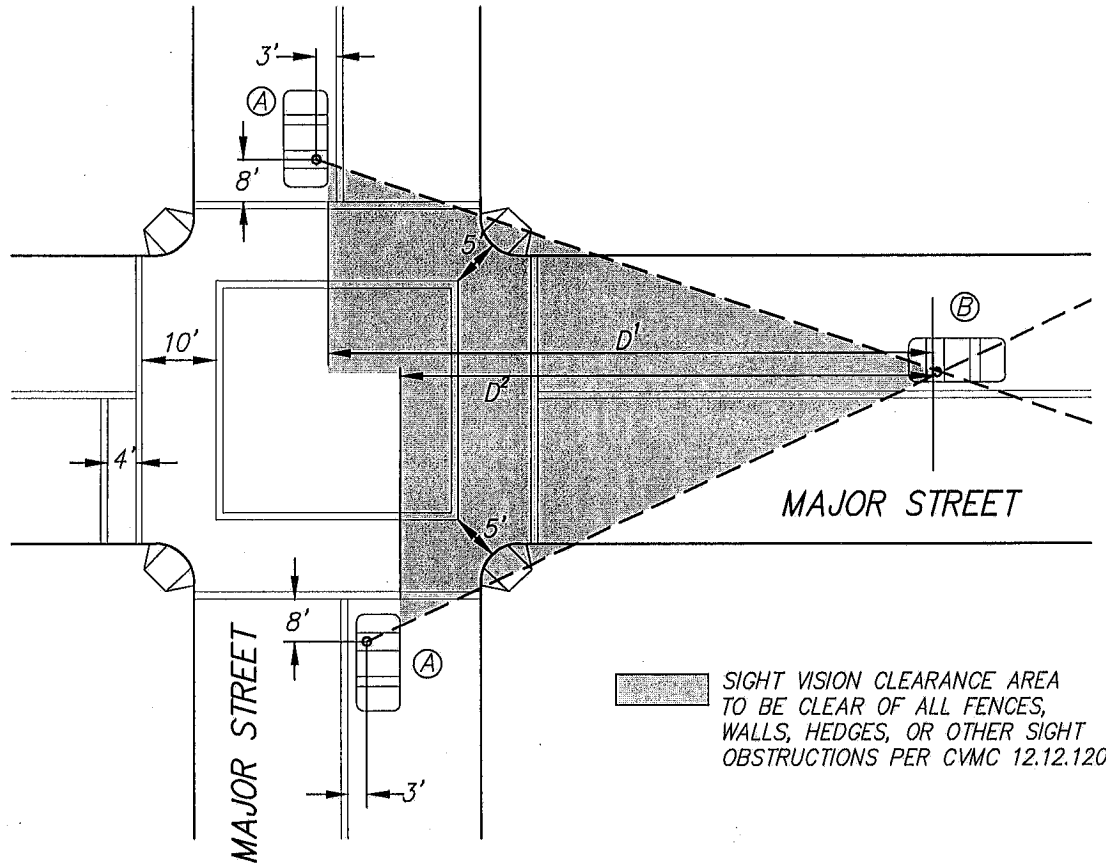
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ORIGINAL	CVM		2/00
REVISION	CM	C. SWANSON	11/02
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CITY OF CHULA VISTA
ENGINEERING & CAPITAL PROJECTS
STANDARD DRAWING

OTAY RANCH – VILLAGE
INTERSECTION STANDARDS

William S. Valle
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CITY ENGINEER

RWY-04



REQUIRED SIGHT DISTANCE *		
DESIGN OR 85TH PERCENTILE SPEED (IN M.P.H.)	CORNER SIGHT DISTANCE (D ¹ & D ²) FROM LOCATION (A)	STOPPING SIGHT DISTANCE (D ¹ & D ²) FROM LOCATION (B)
25	280	155
30	335	200
35	390	250
40	445	305
45	500	360
50	555	425
55	610	495
60	665	570
65	720	645
70	775	730

* SIGHT DISTANCE FOR LEVEL GRADE (3% OR LESS)

(SEE SHEET 2 FOR ADDITIONAL NOTES)

SHEET 1 OF 3

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17	SIGHT DISTANCE REQUIREMENTS	11/21/2017 RWY-05

CORNER SIGHT DISTANCE IS DEFINED AS THE SIGHT DISTANCE NEEDED TO ALLOW 7 1/2 SECONDS OF REACTION TIME FOR THE DRIVER OF A VEHICLE STOPPED AT POINT "A" TO PROCEED THRU THE INTERSECTION WHILE THE APPROACHING VEHICLE (POINT "B") TRAVELS AT THE ASSUMED DESIGN SPEED, OR THE 85 PERCENTILE SPEED (WHICHEVER IS HIGHER), OF THE MAJOR ROADWAY.

CORNER SIGHT DISTANCE SHALL (1) BE MEASURED ALONG THE PATH OF THE APPROACHING VEHICLE TO A PROJECTED POINT OF COLLISION BETWEEN VEHICLES, ASSUMING THAT BOTH VEHICLES PROCEED STRAIGHT AHEAD AND (2) SHALL COMPLY WITH THE TABLE PROVIDED ON THE PREVIOUS PAGE, BASED ON THE MINIMUM DESIGN SPEED OF THE ROADWAY, OR THE 85th PERCENTILE SPEED, WHICHEVER IS HIGHER. THIS SIGHT DISTANCE IS MEASURED FROM A 3.5 FOOT EYE HEIGHT ON THE MINOR ROAD TO A 4.25 FOOT OBJECT HEIGHT ON THE MAJOR ROAD.

STOPPING SIGHT DISTANCE IS DEFINED AS THE DISTANCE REQUIRED BY THE DRIVER AT POINT "B", TRAVELING AT A GIVEN SPEED, TO BRING THEIR VEHICLE TO A STOP AFTER AN OBJECT ON THE ROAD BECOMES VISIBLE. STOPPING SIGHT DISTANCE IS MEASURED FROM A 3.5 FOOT EYE HEIGHT ON THE MAJOR ROAD TO AN OBJECT 0.5 FEET HIGH ON THE MINOR ROAD.

ADDITIONAL SIGHT DISTANCE NOTES:

- 1) THE SIGHT DISTANCE REQUIREMENTS SHALL BE INCREASED BY 20% ON SUSTAINED DOWNGRADES STEEPER THAN 3% AND LONGER THAN 1 MILE.
- 2) IN CASES OF RIGHT-OF-WAY CONFLICTS, WHERE EXTENSIVE EXCAVATION IS REQUIRED OR FOR THE PRESERVATION OF WETLANDS, HISTORIC OR ARCHAEOLOGICAL SITES, A LESSER VALUE FOR CORNER SIGHT DISTANCE MAYBE USED. BUT THE MINIMUM VALUE SHALL BE THE STOPPING SIGHT DISTANCE GIVEN IN THE PREVIOUS PAGE, MEASURED FROM A 3.5 FOOT EYE HEIGHT ON THE MINOR ROAD TO A 4.5 FOOT EYE HEIGHT ON THE MAJOR ROAD. USE OF THIS MINIMUM SIGHT DISTANCE MUST BE SPECIFICALLY APPROVED BY THE CITY ENGINEER OR THEIR DESIGNEE.
- 3) AT SIGNALIZED INTERSECTIONS, THE STOPPING SIGHT DISTANCE REQUIREMENTS SHALL BE USED.

STRIPING NOTES:


CROSSWALK LIMITS: UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, THE FRONT OF THE CROSSWALK SHALL BE ESTABLISHED BETWEEN POINTS 5 FEET OUT FROM THE FACE OF CURB ON RADIAL LINES ESTABLISHED ALONG THE PROJECTED CENTERLINES OF THE CURB RETURNS. THE BACK OF THE CROSSWALK SHALL BE ESTABLISHED 11 FEET BACK FROM THE FRONT LINE OF THE CROSSWALK MEASURED ALONG A LINE PERPENDICULAR TO THE FRONT LINE.

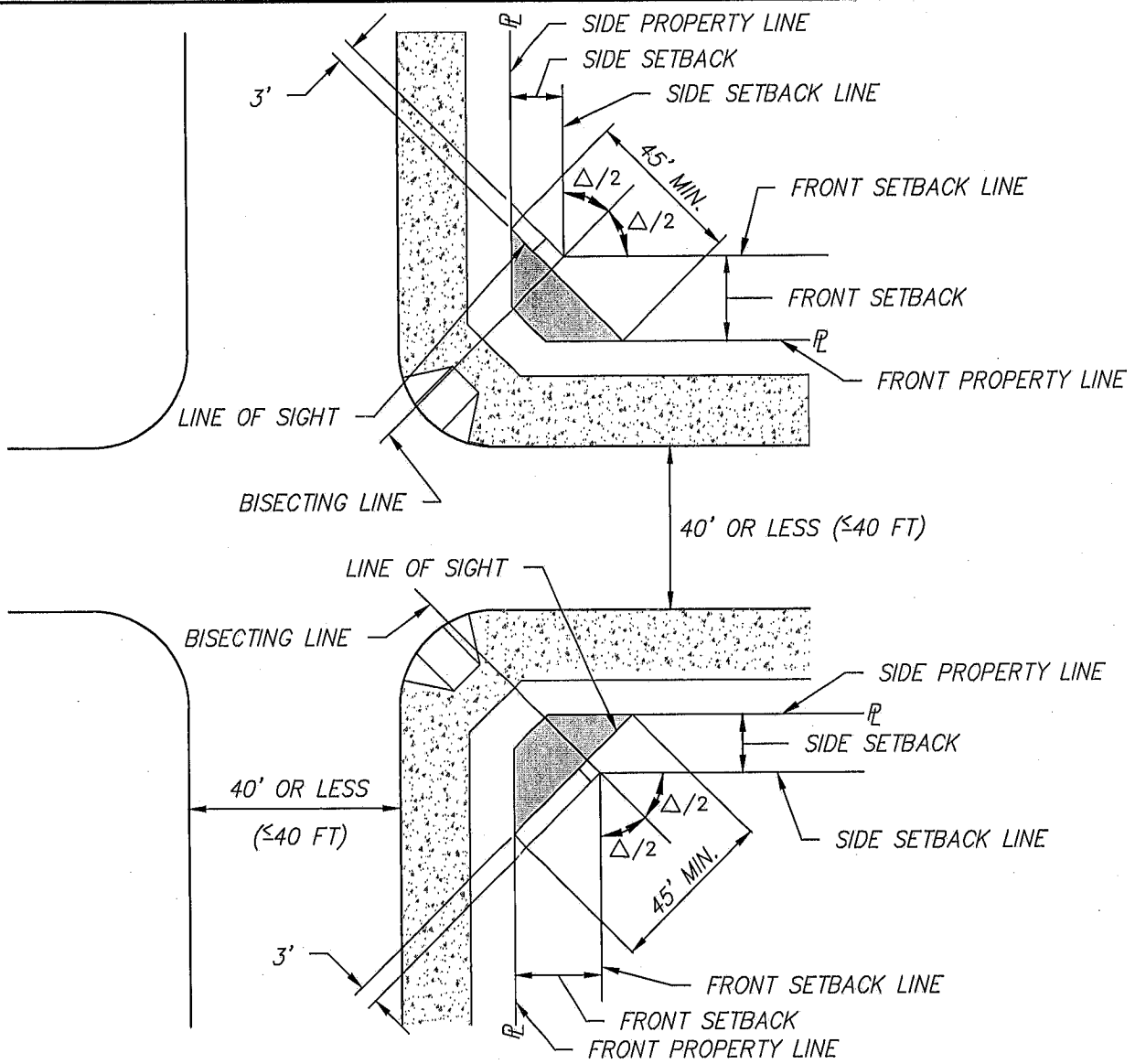
STOPPING LIMIT LINE: AT SIGNALIZED INTERSECTIONS, WHERE SCHOOL CROSSING ARE ESTABLISHED, AND/OR WHERE STRIPING PLANS INDICATE, A STOPPING LIMIT LINE SHALL BE ESTABLISHED 4 FEET BACK FROM THE CROSSWALK.

THE CRITICAL LINE OF SIGHT SHALL BE ESTABLISHED BETWEEN POINT "A" ON THE MINOR STREET AND POINT "B" ON THE MAJOR STREET. POINT "A" SHALL BE THAT POINT MEASURED 8 FEET BACK FROM EITHER THE BACK OF THE STOPPING LIMIT LINE, IF ONE EXISTS, OR THE BACK LINE OF THE CROSSWALK AND 3 FEET FROM THE LANE LINE STRIPE OR THE PAINTED CENTER LINE OF THE MINOR STREET. POINT "B" SHALL BE THAT POINT, BEING THE END POINT OF EITHER LINE D1 OR D2, MEASURED THE DISTANCE GIVEN IN THE REQUIRED SIGHT DISTANCE TABLE AND 3 FEET FROM THE LANE LINE STRIPE OR THE PAINTED CENTER LINE OF THE MAJOR STREET. THE CRITICAL LINE OF SIGHT IS THAT LINE WHICH OFFERS THE MOST RESTRICTIVE POINT OF VISION.

SIGHT VISION CLEARANCE AREA NOTES:

PER CHULA VISTA MUNICIPAL CODE SECTION 12.12.120, ALL FENCES WALLS, HEDGES, OR OTHER OBSTRUCTIONS TO VISION THAT ARE LOCATED WITHIN SIGHT VISION TRIANGLE SHALL BE LIMITED TO A MAXIMUM HEIGHT OF 3 FEET, MEASURED FROM EVERY POINT ALONG THE OUTER EDGE OF THE PAVED SURFACE OF THE ROADWAY.

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	 WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				SIGHT DISTANCE REQUIREMENTS	11/21/2017
				ADDITIONAL NOTES	RWY-05



SIGHT VISION CLEARANCE AREA

NOTES:

- 1) FRONT AND SIDE SETBACKS ARE ESTABLISHED BY THE PLANNING AND BUILDING DEPARTMENT, AND SHALL SERVE AS THE BASIS FOR DETERMINING SIGHT-LINE CALCULATIONS.
- 2) THE LINE OF SIGHT IS ESTABLISHED AT A CORNER PROPERTY AS FOLLOWS:
FROM A POINT ALONG A LINE THAT BISECTS AN INTERIOR ANGLE, SAID ANGLE IS BEING FORMED BY INTERSECTING THE FRONT AND SIDE SETBACK LINES, THE LINE OF SIGHT IS ESTABLISHED PERPENDICULAR TO SAID BISECTING LINE AND 3 FEET FROM THE ABOVE REFERENCED POINT. THE LINE OF SIGHT SHALL EXTEND TO INTERSECT THE FRONT AND SIDE PROPERTY LINES. HOWEVER, THE LENGTH OF THIS LINE SHALL BE A MINIMUM OF 45 FEET, MEASURED FROM A POINT OF INTERSECTION WITH THE SIDE PROPERTY LINE TO A POINT OF INTERSECTION WITH THE FRONT PROPERTY LINE. THE SIGHT DISTANCE REQUIREMENTS SHALL FURTHER COMPLY WITH THE PROVISIONS OF SECTION 12.12.120 OF THE MUNICIPAL CODE.
- 3) PER CHULA VISTA MUNICIPAL CODE SECTION 12.12.120, ALL FENCES, WALLS, HEDGES OR OTHER OBSTRUCTIONS TO VISION, THAT ARE LOCATED WITHIN THE SIGHT VISION TRIANGLE, SHALL BE LIMITED TO A MAXIMUM HEIGHT OF 3.0 FEET, MEASURED FROM EVERY POINT ALONG THE OUTER EDGE OF THE PAVED SURFACE OF THE ROADWAY.

REVISION	BY	APPROVED	DATE
ORIGINAL	CVM	C. SWANSON	11/02
REVISION	DPH	W. VALLE	11/17

CITY OF CHULA VISTA
ENGINEERING & CAPITAL PROJECTS
STANDARD DRAWING

SIGHT DISTANCE REQUIREMENTS FOR
STREETS 40' OR LESS


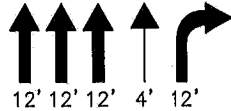

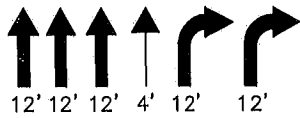
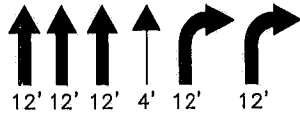
William S. Valle
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CITY ENGINEER

RWY-05

TURN LANE REQUIREMENTS

MAINLINE STREET	INTERSECTING STREET	LEFT TURN LANE REQUIREMENTS	RIGHT TURN LANE REQUIREMENTS
CLASS II COLLECTOR	CLASS II COLLECTOR	SINGLE	NO
CLASS II COLLECTOR	CLASS I COLLECTOR	SINGLE	NO
CLASS II COLLECTOR	MAJOR	SINGLE	NO
CLASS II COLLECTOR	PRIME	SINGLE	NO
CLASS I COLLECTOR	CLASS II COLLECTOR	SINGLE	NO
CLASS I COLLECTOR	CLASS I COLLECTOR	SINGLE	NO
CLASS I COLLECTOR	MAJOR	SINGLE	NO
CLASS I COLLECTOR	PRIME	SINGLE	NO
MAJOR	CLASS II COLLECTOR	SINGLE	NO
MAJOR	CLASS I COLLECTOR	SINGLE	NO
MAJOR	MAJOR	DOUBLE	YES
MAJOR	PRIME	DOUBLE	YES
PRIME	CLASS II COLLECTOR	SINGLE	NO
PRIME	CLASS I COLLECTOR	SINGLE	NO
PRIME	MAJOR	DOUBLE	YES
PRIME	PRIME	DOUBLE	YES


ADDITIONAL REQUIREMENTS FOR RIGHT TURN LANE

PEAK HOUR RIGHT TURN VOLUMES	RIGHT TURN GEOMETRICS	TURN POCKET LENGTHS
0-299		NOT APPLICABLE
300-399		$285' = ((399/35) \times 25')$
400-475		200'
476-600		200'**
GREATER THAN 600		$((RT. \text{ TURN VOLS.}/2)/35) \times 25''$

KEY: = TRAVEL LANE  = BIKE LANE

** ADDITIONAL 12' OF RIGHT OF WAY REQUIRED OVER ESTABLISHED CITY OF CHULA VISTA PRIME ARTERIAL STANDARDS AND A 120' REVERSE CURVE IS NEEDED FOR THE RIGHT TURN POCKET.

SHEET 1 OF 2

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	 WILLIAM S. VALLE 11/21/2017 CITY ENGINEER
ORIGINAL			2/90		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
				TURN LANE REQUIREMENTS	RWY-06

TURN LANE REQUIREMENTS

MAINLINE STREET	INTERSECTING STREET	LEFT TURN LANE REQUIREMENTS	RIGHT TURN LANE REQUIREMENTS
SECONDARY VILLAGE ENTRY/ CLASS II COLLECTOR	CLASS II COLLECTOR/ SECONDARY VILLAGE ENTRY	SINGLE	NO
SECONDARY VILLAGE ENTRY/ CLASS II COLLECTOR	CLASS I COLLECTOR/ VILLAGE ENTRY	SINGLE	NO
SECONDARY VILLAGE ENTRY/ CLASS II COLLECTOR	MAJOR	SINGLE	NO
SECONDARY VILLAGE ENTRY/ CLASS II COLLECTOR	PRIME	SINGLE	NO
VILLAGE ENTRY/ CLASS I COLLECTOR	CLASS II COLLECTOR/ SECONDARY VILLAGE ENTRY	SINGLE	
VILLAGE ENTRY/ CLASS I COLLECTOR	CLASS I COLLECTOR/ SECONDARY VILLAGE ENTRY	SINGLE	NO
VILLAGE ENTRY/ CLASS I COLLECTOR	MAJOR	SINGLE	NO
VILLAGE ENTRY/ CLASS I COLLECTOR	PRIME	SINGLE	NO
MAJOR	CLASS II COLLECTOR/ SECONDARY VILLAGE ENTRY	SINGLE	NO
MAJOR	CLASS I COLLECTOR/ VILLAGE ENTRY	SINGLE	NO
MAJOR	MAJOR	DOUBLE	YES
MAJOR	PRIME	DOUBLE	YES
PRIME	CLASS II COLLECTOR/ SECONDARY VILLAGE ENTRY	SINGLE	NO
PRIME	CLASS I COLLECTOR/ VILLAGE ENTRY	SINGLE	NO
PRIME	MAJOR	DOUBLE	YES
PRIME	PRIME	DOUBLE	YES

SEE RWY-06 FOR ADDITIONAL REQUIREMENTS FOR RIGHT TURN LANE.

SHEET 2 OF 2

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING OTAY RANCH – TURN LANE REQUIREMENTS	 WILLIAM S. VALLE CITY ENGINEER
ORIGINAL	CVM		2/00		
REVISION	CVM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
					RWY-06

CURVE DATA
 $\Delta 4 = \Delta 1 + \Delta 2 + \Delta 3$
 F/C R=60'(MIN.)
 P/L R=60'(MIN.)+P

CURVE DATA
 F/C R=50'(MIN.)
 P/L R=50'(MIN.)-P

CURVE DATA
 F/C R=50'(MIN.)
 P/L R=50'(MIN.)-P

CURVE DATA
 $\Delta 1$ VARIABLE
 C/L R=25'+R/W/2
 F/C R=25'+P(MIN.)
 P/L R=25'(MIN.)

NOTE: THIS KNUCKLE DETAIL IS REQUIRED WHERE THE STREET TERMINATES IN A CUL-DE-SAC WHERE SAID CUL-DE-SAC IS MORE THAN 400 FEET DISTANT. (MEASURED FROM C/L OF STREET TO CENTER OF CUL-DE-SAC.)

NOTE: CROWN LINE & POINTS REQUIRING ELEVATIONS, SHOWN IN TYPE II PLAN, ALSO PERTAIN TO TYPE I PLAN BELOW.

TYPE II
 NO SCALE

CURVE DATA
 $\Delta 4 = \Delta 1 + \Delta 2 + \Delta 3$
 F/C R=R/W+10'
 P/L R=R/W+10'

CURVE DATA
 F/C R=50'(MIN.)
 P/L R=50'(MIN.)-P

CURVE DATA
 $\Delta 1$ VARIABLE
 C/L R=25'+R/W/2
 F/C R=25'+P(MIN.)
 P/L R=25'(MIN.)

NOTE: THIS KNUCKLE DETAIL IS REQUIRED WHERE THE STREET PATTERN FORMS A CONTINUOUS LOOP, OR WHERE SAID STREET TERMINATES IN A CUL-DE-SAC LESS THAN 400 FEET FROM KNUCKLE. (MEASURED FROM C/L OF STREET TO CENTER OF CUL-DE-SAC.)

CURVE DATA
 F/C R=50'(MIN.)
 P/L R=50'(MIN.)-P

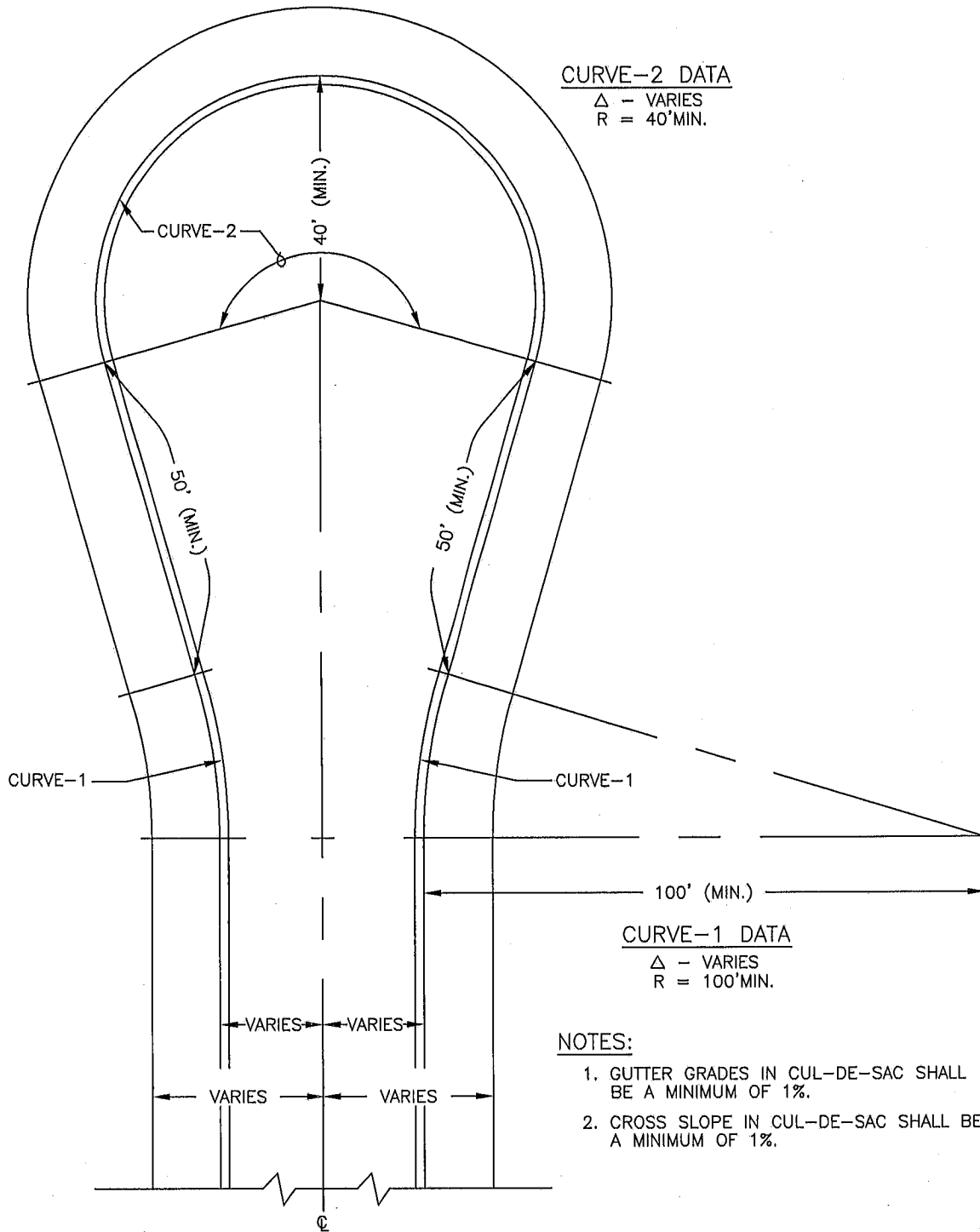
GENERAL NOTES:

1. USE NORMAL SECTION FROM INNER CURB TO C/L.
2. FROM CROWN LINE TO OUTER CURB, THE MAXIMUM SLOPE IS 1/2" PER FOOT.
3. SUPERELEVATION PERCENTAGES SHOWN ARE STRAIGHT FROM C/L TO CROWN.
4. o = INDICATES ELEVATIONS REQUIRED.
5. WHEN STREETS HAVE TILT-TYPE SECTION, THE CROWN WILL NOT NECESSARILY TERMINATE ON C/L AT ANGLE POINT OF CURB.
6. A SPECIFIC DEPARTURE FROM THIS PLAN MAY BE OBTAINED BY SPECIAL PERMISSION.
7. OFFSET CROWN DESIGN IS TYPICAL FOR BOTH TYPES OF KNUCKLES SHOWN.

LEGEND:
 P=F/C TO P/L DISTANCE
 C/L=CENTERLINE
 F/C=FACE OF CURB
 P/L=PROPERTY LINE
 R/W=RIGHT OF WAY

TYPE I
 NO SCALE

REVISION	BY	APPROVED	DATE	CITY OF CHULA VISTA ENGINEERING & CAPITAL PROJECTS STANDARD DRAWING	<i>William S. Valle</i> WILLIAM S. VALLE 11/21/2017 CITY ENGINEER
ORIGINAL			10/67		
REVISION	CM	C. SWANSON	11/02		
REVISION	DPH	W. VALLE	11/17		
KNUCKLES TYPE I AND TYPE II					RWY-07



CURVE-2 DATA

Δ - VARIES
R = 40' MIN.

CURVE-1 DATA

Δ - VARIES
R = 100' MIN.

NOTES:

1. GUTTER GRADES IN CUL-DE-SAC SHALL BE A MINIMUM OF 1%.
2. CROSS SLOPE IN CUL-DE-SAC SHALL BE A MINIMUM OF 1%.

PLAN
NO SCALE

REVISION	BY	APPROVED	DATE
ORIGINAL			10/67
REVISION	CVM	C. SWANSON	11/02
REVISION	DPH	W. VALLE	11/17

CITY OF CHULA VISTA
ENGINEERING & CAPITAL PROJECTS
STANDARD DRAWING

CUL-DE-SAC

William S. Valle
WILLIAM S. VALLE 11/21/2017
CITY ENGINEER

RWY-08

