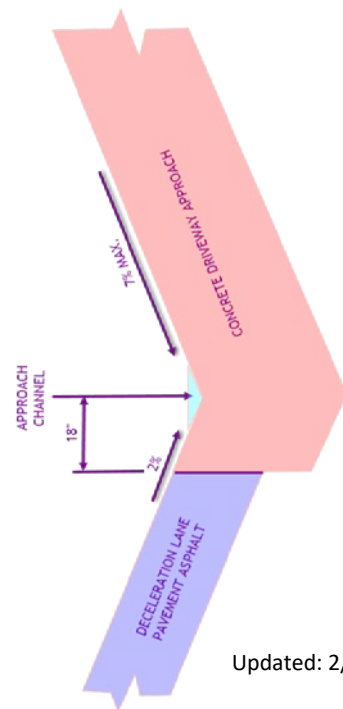
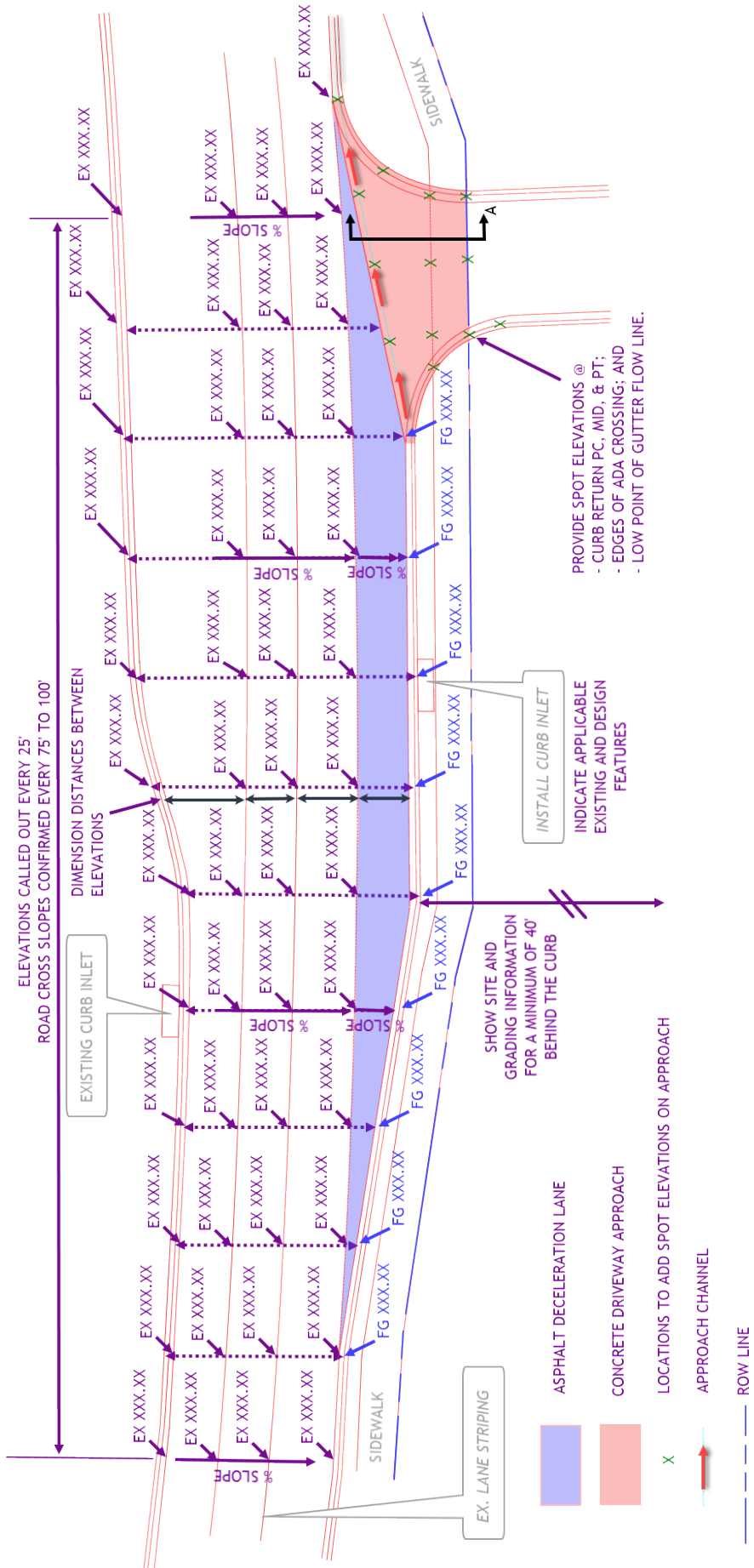


Deceleration Lane Minimum Design and Presentation Requirements for PDS Site and Subdivision Permits

The following are the minimum requirements for a successful deceleration lane design and presentation under a Site Development Permit (SDP) or Subdivision Improvement Permit (SIP). The detail shown in these requirements are what we have found historically to be required to ensure there is sufficient information for design, permitting, and construction of deceleration lanes serving sites and subdivisions under associated SDPs and SIPs. Please be advised that these are minimum requirements and additional information may still be required based on applicable circumstances on a given project.

- Provide a paving detail without proposed striping indicated. Provide proposed striping on a different exhibit.
- Provide a detail-area view that
 - extends 50' minimum before proposed improvements and a minimum of 50' past proposed improvements.
 - extends through the opposing curb and through a minimum of 40' beyond the curb that is proposed to be modified.
- Indicate existing features, e.g. inlets, utility poles, lane striping, etc.
- Indicate proposed features, e.g. sidewalk, inlets, utility poles, etc.
- Provide elevation information based on ground survey.
- Indicate benchmark description, elevation, vertical datum, geoid, and the registered professional land surveyor (RPLS) who provided the ground survey.
- Provide cross-section survey of existing elevation information for the opposing existing curb lip of gutter, the existing asphalt at 12', 24', 36', etc. until the other existing lip of gutter is encountered and surveyed.
- Provide cross-section survey information starting at 25' before the proposed deceleration lane taper, and at 25-ft intervals through the proposed deceleration lane and driveway approach to within 25' of the tie to existing curb beyond the driveway approach.
- Provide lip-of-gutter survey information through the end of the proposed curb and driveway removal.
- Provide final-grade design elevations at the proposed gutter line through the beginning of approach channel.
- Provide final-grade design elevations at
 - The gutter line of the curb returns, left and right;
 - Both sides of the ADA crossing at the curbs and midpoint of the crossing; (add quarter point locations for driveways wider than 30' face-to-face of curb; and
 - Along the low point of the approach channel so that they align with ADA design elevation locations.
- Provide existing road cross-slope callouts at 75-ft to 100-ft maximum intervals.
- Provide design deceleration lane cross-slope callouts at 75-ft to 100-ft maximum intervals. Deceleration lane cross slopes are to be 2% from the seam with existing pavement to the gutter line.
- Provide an 18-inch concrete approach channel slope from the low point to the asphalt seam.
- Begin the approach channel at the curb gutter line at the PC of the entering curb return and end the approach channel at the curb gutter line at the PT of the exiting curb return.
- Provide a proposed typical pavement section of the deceleration lane on the same sheet as the deceleration lane;

- Provide a pavement tie-in detail for interface of existing asphalt and proposed asphalt.
- Provide a note: Existing curb shall remain in place through construction of the deceleration base section and until the City inspector for this permit has approved the removal of the curb.
- Provide a note: All spot elevations depicted at existing pavement locations are top-of-asphalt elevations.
- Provide a note: All spot elevations depicted at the proposed curb are gutter-line elevations.
- Provide a note: All spot elevations depicted at the proposed approach are gutter-line and top-of-concrete elevations.



SECTION A - A (N.T.S.)
INTERFACE OF DRIVEWAY APPROACH AND DECELERATION LANE ASPHALT