NOTES:
1. 60' RIGHT OF WAY WIDTH
2. 8% MAX. GRADE
3. 200 FT. CENTERLINE RADIUS (MIN.)
4. INSTALL HIGH BACK CURB & GUTTER ONLY
5. DESIGN ENGINEER MUST ACCOUNT FOR TRUCK TRAILER
   OFF TRACKING ON CURVES. STREET WIDTH AND/OR
   RIGHT-OF-WAY WIDTH MAY NEED TO BE INCREASED.
6. ADDITIONAL RIGHT-OF-WAY AT INTERSECTIONS MAY BE
   NEEDED TO ALLOW FOR TURNING LANE.
7. CITY ENGINEER MAY REQUIRE SOIL TEST AND/OR
   GEOTECHNICAL ENGINEERING EVALUATION TO VERIFY
   LOAD BEARING CAPACITY OF SUBGRADE.
8. ADD 10' OF PAVEMENT WIDTH & RIGHT-OF-WAY WIDTH (5' EACH
   SIDE OF CENTERLINE WHEN BIKE LAKES ARE REQUIRED)
9. TRAFFIC CALMING AND ENTRANCE FEATURES SHALL BE
   EVALUATED ON A CASE BY CASE BASIS; FINAL APPROVAL
   SHALL BE BY CITY ENGINEER.
10. OPTION #2 SIDEWALK AT BACK OF CURB ONLY ALLOWED
    WITH WRITTEN APPROVAL OF CITY ENGINEER.
11. ALTERNATE CROSS-SECTION – NO PARKING TWO 14' TRAVEL
    LAKES AND ONE 12' TURN LANE OR TWO 14' TRAVEL LAKES
    AND TWO 6' BIKE LAKES.
12. ASPHALT PAVEMENT MAYBE WATER TESTED FOR PROPER
    DRAINAGE PRIOR TO FINAL APPROVAL.
13. CITY ENGINEER MAY REQUIRE CORING OF THE ASPHALT
    PAVEMENT TO VERIFY PAVEMENT THICKNESS OR DENSITY.