

APPENDIX K. Arterial Road List

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## APPENDIX K. Arterial Roads List:

Beehive Road (Cox Road to Wire Road)  
Bent Creek Road (I-85 to Glenn Avenue)  
Chadwick Lane  
College Street  
Cox Road  
Dean Road (Moores Mill Road to Opelika Road)  
East University Drive  
Farmville Road  
Gay Street (Opelika Road to Samford Avenue)  
Glenn Avenue (N. Donahue Dr. to City Limits)  
Heath Road (AL 147)  
Martin Luther King Drive  
Moores Mill Road  
N. Donahue Drive  
Opelika Road  
Pumphrey Avenue  
Richland Road (Shug Jordan Parkway to Cotswold Way)  
S. Donahue Drive (College St. to E. University Dr.)  
Samford Avenue  
Sandhill Road  
Shelton Mill Road  
Shug Jordan Parkway (AL 267/147)  
Society Hill Road  
U.S. Highway 280  
Wire Road (Heisman Dr. to City Limits)

Generally, information is updated quarterly

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**APPENDIX L. Collector & Residential Collector Road List**

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## APPENDIX L. Collector Roads List:

Airport Road	Rolling Ridge Road
Annalue Drive	Ross Street
Auburn Lakes Road	Saugahatchee Road (Annalue Dr. to Airport Rd.)
Beehive Road (Wire Rd. to Martin Luther King Dr.)	Shell Toomer Parkway
Bent Creek Road (Hamilton Road to I-85)	S. Donahue Drive (E. University Dr. to E. Longleaf Dr.)
Binford Drive	Southview Drive
Bragg Avenue	Stonewall Road
Bud Black Road	E. Thach Avenue
Byrd Street (Magnolia Avenue to MLK Drive)	Veterans Boulevard
Cary Creek Parkway	Webster Road
Chewacla Drive	Willis Turk Road
Chinook Street	Wire Road (W. Magnolia Ave. to Heisman Dr.)
Commerce Drive	Woodfield Drive (S. College Street to S. Gay Street)
County Club Road	Wrights Mill Rd (Samford Ave. to Shell Toomer Pkwy)
S. Dean Road (E. University Dr. to Moores Mill Rd.)	
N. Dean Road (Opelika Road to Sandstone Lane)	
N. Debardeleben Street	
Dekalb Street (Opelika Road to terminus)	
Drake Avenue	
Gatewood Drive	
S. Gay Street (Samford Avenue to E. University Drive)	
N. Gay Street (Opelika Road to Shelton Mill Road)	
W. Glenn Avenue (N. Donahue Drive to Byrd Street)	
Grand National Parkway	
Grove Hill Road	
Hamilton Road (Moores Mill Road to City Limits)	
Longleaf Drive	
Magnolia Avenue	
Mill Creek Road	
Miracle Road	
Mitcham Avenue	
Mrs. James Road	
Ogletree Road	
Old Cox Road	
Pear Tree Road	
Richland Road (Cotswold Way to Terminus)	

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## Residential Collector Roads List:

Academy Drive (City Limits to Terminus)  
Asheton Lane  
Bedell Avenue  
Bedrock Drive  
Club Creek Drive (Yarbrough Farm to Falls Crest Dr.)  
Conservation Drive  
Cotswold Way  
Crescent Boulevard (Piedmont Dr. to N. Donahue Dr.)  
Deer Run Road  
DeKalb Street (E. University Dr. to terminus)  
Downs Way  
Foster Street  
Grove Hill Road  
Keystone Drive  
Longwood Drive  
Lundy Chase Drive  
Monticello Drive  
Moores Mill Drive  
Old Mill Road  
Piedmont Drive  
Preserve Drive (Conservation Dr. to northern terminus)  
Rock Fence Road  
Sanders Street  
Solamere Lane  
Stanton Drive (VFW Road to Grove Hill Road)  
Tacoma Drive  
Tuscany Hills Drive  
VFW Road (Binford Drive to Stanton Drive)  
Watercrest Drive  
Yarbrough Farms Boulevard

Generally, information is updated quarterly.

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**APPENDIX M. Local Commercial/ Local Street/ Cul-de-Sacs/  
Alleys List**

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## **APPENDIX M. Local Commercial/ Local Streets/ Cul-De-Sacs/ Alleys List**

### **Local Commercial Roads List:**

Corporate Parkway  
Enterprise Drive  
Haley Lane  
Industry Drive  
Innovation Drive  
Mall Boulevard  
Mall Parkway  
McMillan Street  
Paul Parks Lane  
Riley Street  
Technology Parkway  
West Tech Lane

**All other City streets, as applicable.**

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APPENDIX N. Request for Sidewalk Construction Form

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**Public Works Department**  
 365-B North Donahue Drive  
 Auburn, AL 36832  
 (334) 501-3029

**REQUEST FOR SIDEWALK CONSTRUCTION FORM**

The online form can be found at <http://www.auburnalabama.org/mvc/pw/forms/sidewalk>

Please complete the following information:

**Name:** \_\_\_\_\_

**Street Address:** \_\_\_\_\_

**Contact Phone No.:** \_\_\_\_\_

**Email (optional):** \_\_\_\_\_

**Other interested parties (Attach additional sheets if necessary for names)**

Name	Address	Name	Address
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

I (or we) request that a sidewalk be constructed on \_\_\_\_\_

From \_\_\_\_\_ to \_\_\_\_\_

For the following reason(s): \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

\* Upon completion of the form, return to Jeff Ramsey at 171 North Ross Street or [jramsey@auburnalabama.org](mailto:jramsey@auburnalabama.org).

<b>This section for official use only</b>		
<b>Evaluation</b>	<b>Determination</b>	<b>By/Date</b>
Available ROW or easement	_____	_____
Terrain	_____	_____
Existing obstructions	_____	_____
Existing trees and impact	_____	_____
Drainage conditions	_____	_____
Cost Estimate	_____	_____
Recommendation	_____	_____

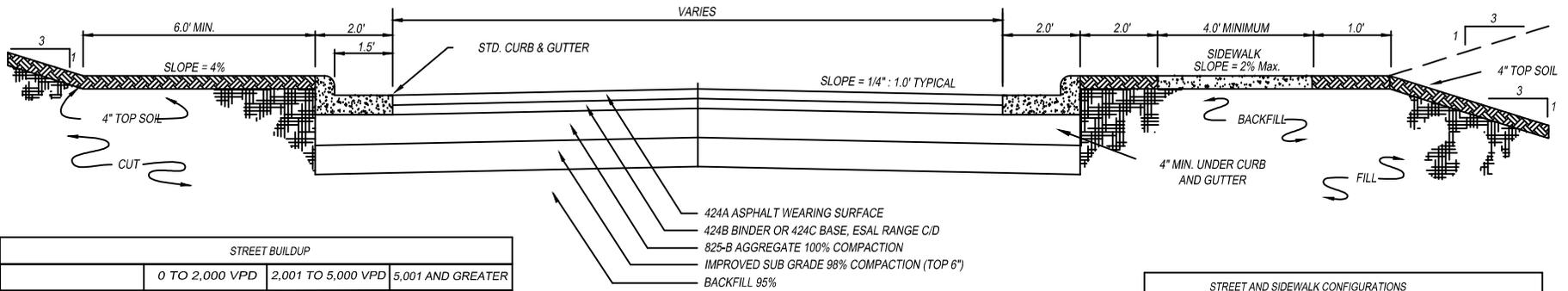
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## APPENDIX O. Standard Drawings and Details

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## TYPICAL STREET CROSS SECTION WITH CURB/GUTTER AND SIDEWALK



STREET BUILDUP						
	0 TO 2,000 VPD		2,001 TO 5,000 VPD		5,001 AND GREATER	
CLASSIFICATION	ALLEY/CUL-DE-SAC LOCAL RESIDENTIAL		RESIDENTIAL COLLECTOR		COLLECTOR/ARTERIAL LOCAL COMMERCIAL	
	CLASS II		CLASS III		CLASS IV	
	FULL DEPTH	ASPHALT/BASE	FULL DEPTH	ASPHALT/BASE	FULL DEPTH	ASPHALT/BASE
WEARING SURFACE (424A)	1"	1"	2.0"	1"	2.0"	1"
BINDER (424B) OR BASE (424C)	4"	2"	5.0"	4"	6.0"	4"
CRUSHED AGGREGATE BASE 825B		6.0"		6.0"		9.0"

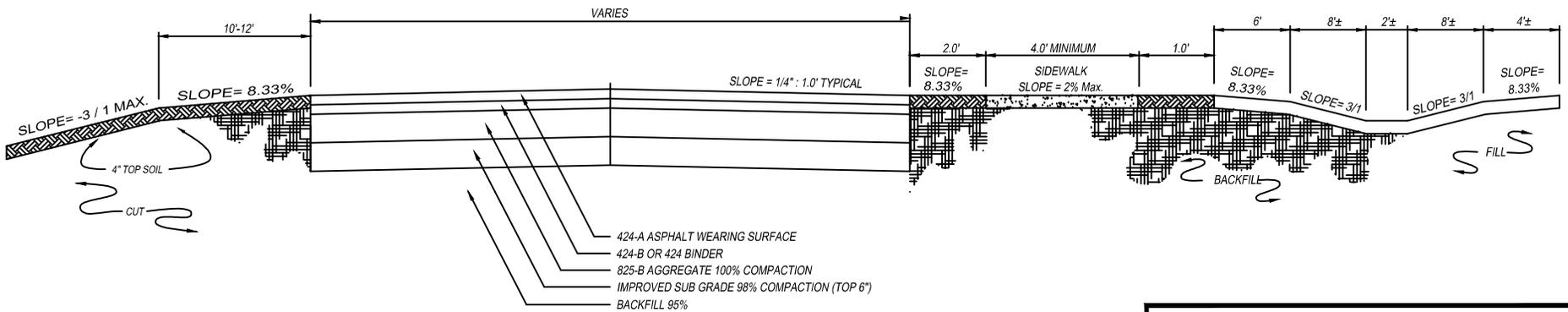
NOTES: MIXES SHALL COMPLY WITH THE LATEST EDITION OF THE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.  
BINDER OR BASE LAYER TO BE PLACED IN TWO EQUAL LIFTS.

ASPHALT FINISH GRADES: (C & G)	
B/C to B/C	DIST. BELOW C/L @ T/C
26.0'	2.00"
28.0'	1.75"
31.0'	1.38"
35.0'	0.88"
40.0'	0.26"

STREET AND SIDEWALK CONFIGURATIONS				
CLASSIFICATION	B/C to B/C WIDTH	PAVEMENT WIDTH	ROW	SIDEWALK LOCATION
ALLEY (ONE-WAY)	NOT REQUIRED	11	25	NOT REQUIRED
ALLEY (TWO-WAY)	NOT REQUIRED	20	30	NOT REQUIRED
CUL-DE-SAC	26	22	50	1 SIDE*
LOCAL RESIDENTIAL	26	22	50	BOTH SIDES
LOCAL RESIDENTIAL	28	24	50	1 SIDE*
LOCAL COMMERCIAL	28	24	50	1 SIDE*
RESIDENTIAL COLLECTOR	31	27	60	BOTH SIDES
COLLECTOR	35	31	60	1 SIDE*
COLLECTOR	31	27	60	BOTH SIDES
COLLECTOR @ INTERSECTIONS	40	36	60	BOTH SIDES
ARTERIAL	52	48	80	BOTH SIDES

\* CITY ENGINEER SHALL DETERMINE LOCATION OF SIDEWALK.

## TYPICAL STREET CROSS SECTION WITHOUT CURB/GUTTER, AND WITH SIDEWALK

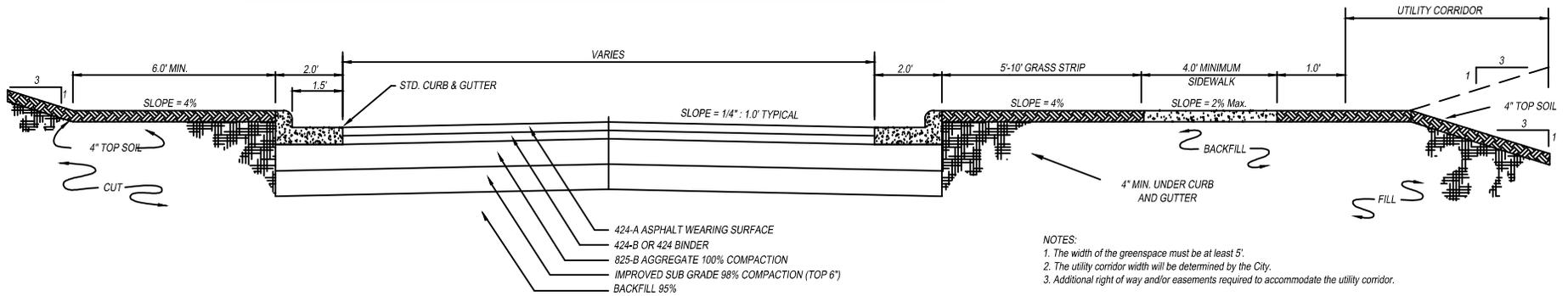


**STANDARD DETAILS: STREETS**

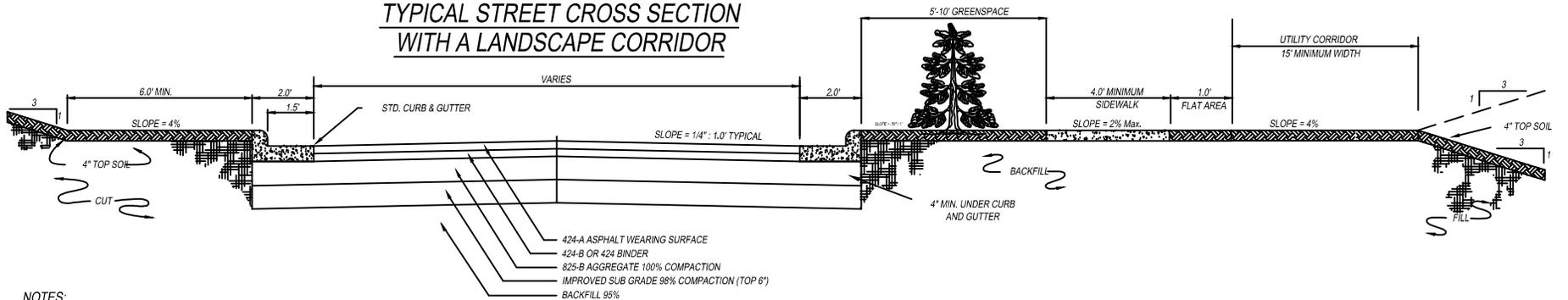
<p>City of Auburn</p>	PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
		SCALE: N.T.S.	REVISIONS: GM: 12-15-15
		DRAWN BY: GINA MCCRICKARD	
		CITY ENGINEER: JEFF RAMSEY	
		APP'D. BY: JEFF RAMSEY	
	IMPLEMENTED: 12-01-07	SHEET 1	



## TYPICAL STREET CROSS SECTION WITH A UTILITY CORRIDOR



## TYPICAL STREET CROSS SECTION WITH A LANDSCAPE CORRIDOR

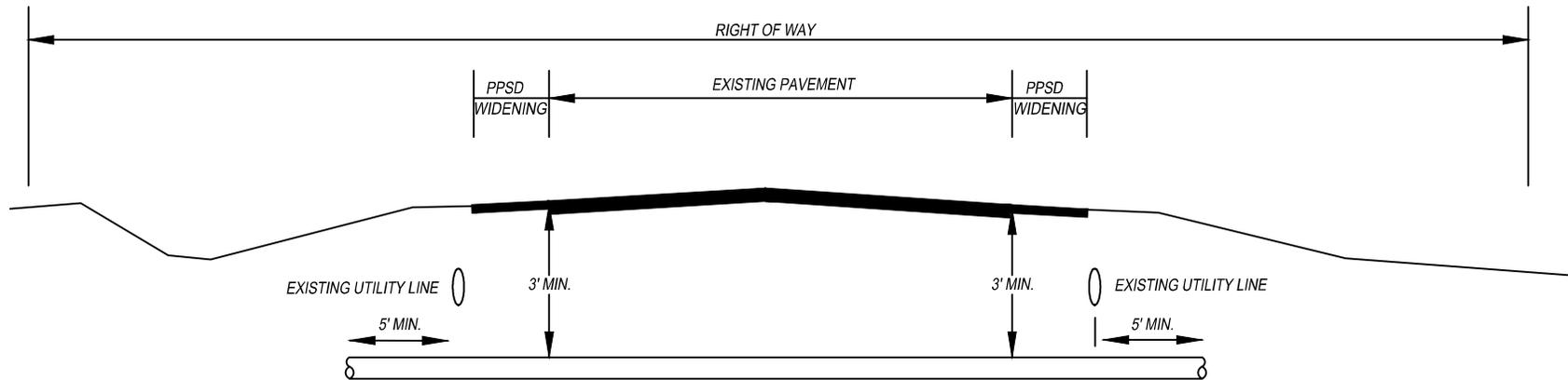


- NOTES:**
1. THE WIDTH OF THE GREENSPACE MUST BE AT LEAST 5'. IF THE GREENSPACE CONTAINS CANOPY TREES, A 10' MINIMUM WIDTH IS REQUIRED.
  2. THE UTILITY CORRIDOR WIDTH SPECIFIED APPLIES WHERE A WATER MAIN IS INSTALLED ON THE NORTH AND EAST SIDES. OTHER WIDTHS MAY BE PERMITTED.
  3. ADDITIONAL RIGHT OF WAY AND/OR EASEMENTS REQUIRED TO ACCOMMODATE THE UTILITY CORRIDOR.
  4. THE UTILITY CORRIDOR CAN BE USED ON BOTH SIDES OF THE STREET. MINIMUM WIDTHS AND CONFIGURATION WILL BE BASED ON THE PRESENCE OF SIDEWALK.

<b>STANDARD DETAILS: STREETS</b>		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 12-15-15
SCALE: N.T.S.	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 12-01-07	<b>SHEET 3</b>



## JACK & BORE DETAIL



**NOTES:**

1. CASING SHOULD EXTEND AT LEAST 5' BEYOND EXISTING UTILITIES OR EDGE OF PAVEMENT, WHICHEVER IS GREATER.
2. IF WIDENING PLANS EXIST FOR THE ROADWAY TO BE BORED, ADDITIONAL CASING LENGTH MAY BE REQUIRED.
3. SPECIFIC INFORMATION ON BORING UNDER ROADWAYS IS FOUND IN THE PUBLIC WORKS DESIGN AND CONSTRUCTION MANUAL.

### ENCASEMENT SIZING WATER AND SANITARY SEWER

CARRIER PIPE		SPACER	STEEL ENCASEMENT	
NOMINAL PIPE DIAMETER	STANDARD PIPE BELL O.D.	CASING SPACER BAND WIDTH	MINIMUM CASING THICKNESS	MINIMUM CASING DIAMETER
4	6.40	8	0.25	14
6	8.60	8	0.25	16
8	11.16	8	0.25	18
10	13.25	8	0.25	20
12	15.22	8	0.25	22
14	17.73	12	0.25	24
16	19.86	12	0.3125	26
18	22.16	12	0.3125	30
20	24.28	12	0.3125	32
24	28.50	12	0.3125	36
30	34.95	12	0.5	42
36	41.37	12	0.5	48

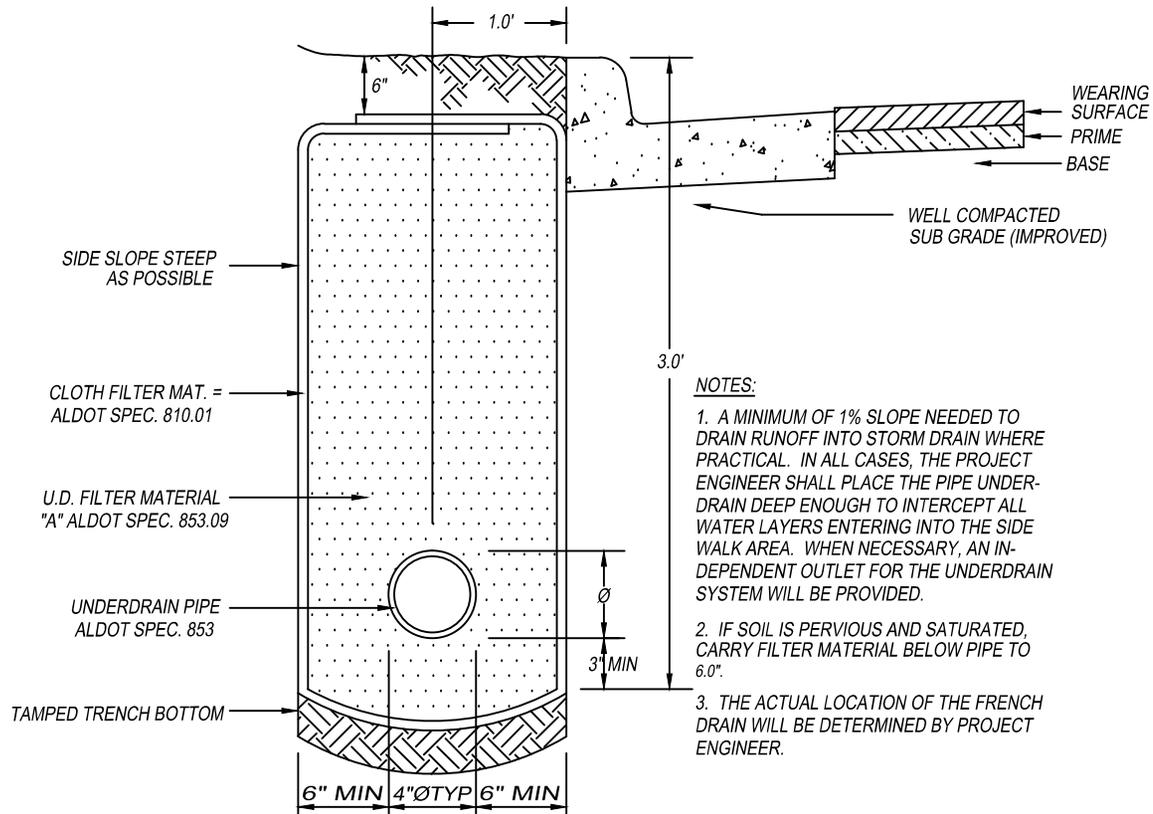
ALL SIZES INDICATED ARE IN INCHES.

\*CASING DIAMETERS BASED ON BEING A MINIMUM OF 6 INCHES GREATER THAN THE OUTER DIAMETER OF THE JOINT BELL, TO THE NEAREST EVEN SIZE.

#### STANDARD DETAILS: STREETS

	PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 12-15-15
	SCALE: N.T.S.		
	DRAWN BY: GINA MCCRICKARD		
	CITY ENGINEER: JEFF RAMSEY		
	APPVD. BY: JEFF RAMSEY		
IMPLEMENTED: 12-01-07		SHEET 4	

# PIPE UNDERDRAIN W/CURB & GUTTER

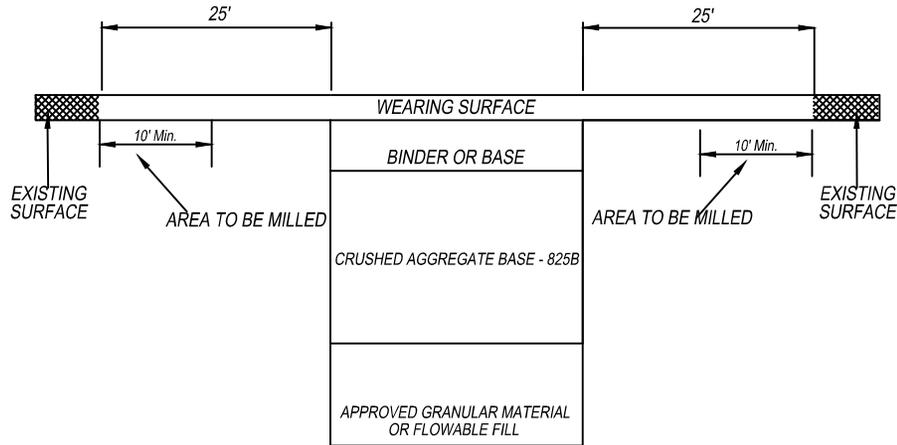


- NOTES:**
1. A MINIMUM OF 1% SLOPE NEEDED TO DRAIN RUNOFF INTO STORM DRAIN WHERE PRACTICAL. IN ALL CASES, THE PROJECT ENGINEER SHALL PLACE THE PIPE UNDERDRAIN DEEP ENOUGH TO INTERCEPT ALL WATER LAYERS ENTERING INTO THE SIDE WALK AREA. WHEN NECESSARY, AN INDEPENDENT OUTLET FOR THE UNDERDRAIN SYSTEM WILL BE PROVIDED.
  2. IF SOIL IS PERVIOUS AND SATURATED, CARRY FILTER MATERIAL BELOW PIPE TO 6.0'.
  3. THE ACTUAL LOCATION OF THE FRENCH DRAIN WILL BE DETERMINED BY PROJECT ENGINEER.

<b>STANDARD DETAILS: STREETS</b>		
PROJECT TITLE	DEPARTMENT: ENGINEERING	REVISIONS: GM: 12-15-15
 City of Auburn	SCALE: N.T.S.	
	DRAWN BY: GINA McCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 12-01-07	SHEET 5

# PERMANENT UTILITY PATCH DETAIL

(FOR CROSSINGS PERPENDICULAR TO A ROADWAY)



## NOTES:

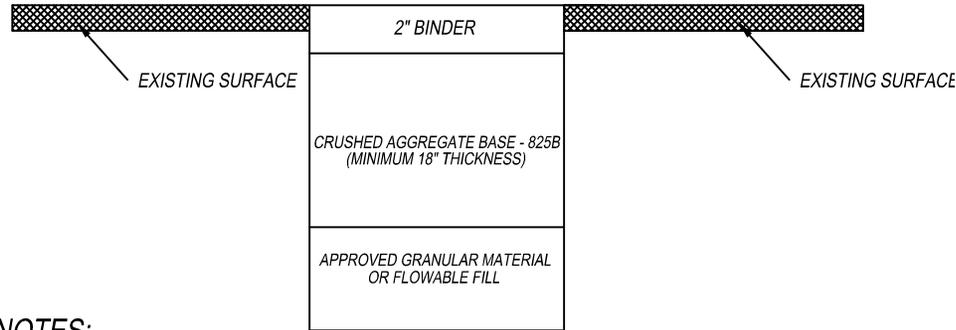
1. PERMANENT PATCH MUST BE PLACED 25' EACH SIDE OF TRENCH FOLLOWING THE EIGHT WEEK TIME.  
ALL TEMPORARY ASPHALT MUST BE REMOVED. ANY DEVIATION TO THIS SEQUENCE MUST BE APPROVED BY THE CITY ENGINEER. MILLING IS REQUIRED ALONG ALL EDGES AND THE OVERLAY TO MATCH ADJACENT CONDITIONS.
2. FOR FOUR (4) LANE ROADWAYS, THE OVERLAY SHOULD EXTEND TO THE NEAREST LANE. MILLING IS REQUIRED ALONG ALL EDGES OF PAVEMENT.
3. ASPHALT AND CRUSHED AGGREGATE BASE MATERIALS SHALL BE IN ACCORDANCE WITH ALDOT
4. FOR UTILITY PATCHES RUNNING PARALLEL TO THE ROADWAY, PATCHING SHALL BE THE FULL WIDTH OF THE ROAD.
5. IF THE FULL 25' PATCH IS WAIVED BY THE CITY ENGINEER BASED ON THE EXISTING ROADWAY CONDITIONS, THE PERMANENT PATCH SHALL EXTEND ONE (1') FOOT ON EITHER SIDE OF THE TRENCH.
6. EDGES SHALL BE SAW CUT, VERTICAL AND SMOOTH OR JACK HAMMERED AND COATED WITH TACK.

	0 TO 2,000 VPD		2,001 TO 5,000 VPD		5,001 AND GREATER	
CLASSIFICATION	ALLEY/CUL-DE-SAC LOCAL RESIDENTIAL		RESIDENTIAL COLLECTOR		COLLECTOR/ARTERIAL LOCAL COMMERCIAL	
	CLASS II		CLASS III		CLASS IV	
	FULL DEPTH	ASPHALT/BASE	FULL DEPTH	ASPHALT/BASE	FULL DEPTH	ASPHALT/BASE
WEARING SURFACE (424A)	1"	1"	2.0"	1"	2.0"	1"
BINDER (424B) OR BASE (424C)	4"	2"	5.0"	4"	6.0"	4"
CRUSHED AGGREGATE BASE 825B		6.0"		6.0"		9.0"

## STANDARD DETAILS: STREETS

	DEPARTMENT: ENGINEERING	REVISIONS: GM: 6-24-11
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
IMPLEMENTED: 12-01-07	SHEET 6	

# TEMPORARY UTILITY PATCH DETAIL

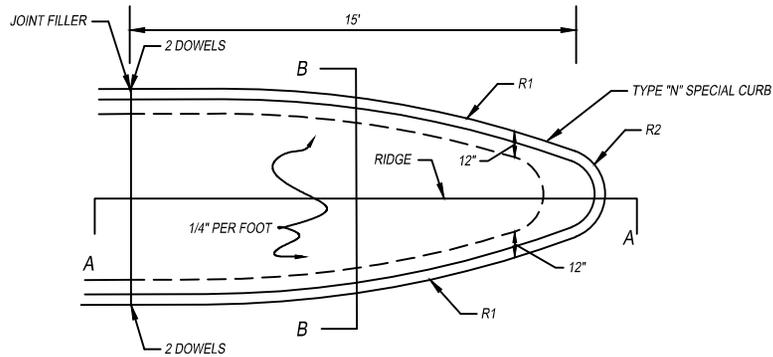


**NOTES:**

1. EDGES SHALL BE SAW CUT, VERTICAL AND SMOOTH OR JACK HAMMERED AND COATED WITH TACK.
2. 2" OF ASPHALT MUST BE PLACED IMMEDIATELY FOLLOWING WORK AND BE IN PLACE AT LEAST EIGHT WEEKS PRIOR TO PLACING THE FINAL PATCH.
3. ASPHALT AND CRUSHED AGGREGATE BASE MATERIALS SHALL BE IN ACCORDANCE WITH ALDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
4. APPROVED GRANULAR MATERIAL AND 825B TO BE COMPACTED IN EIGHT (8") LIFTS.
5. FLOWABLE FILL MUST BE PRE-APPROVED.

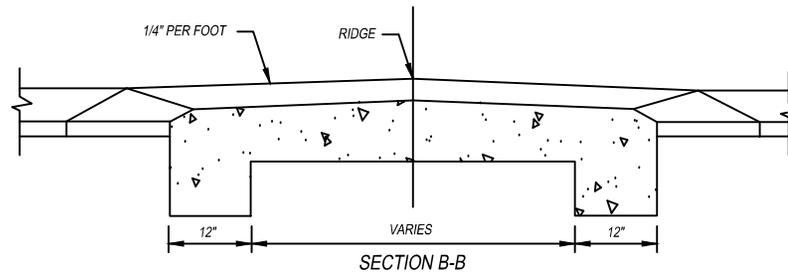
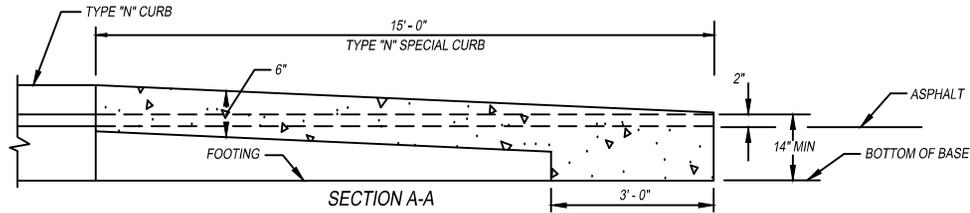
<b>STANDARD DETAILS: STREETS</b>		
<small>PROJECT TITLE:</small>	<small>DEPARTMENT:</small> ENGINEERING	<small>REVISIONS:</small> GM: 6-24-11
 City of Auburn	<small>SCALE:</small> N.T.S.	<small>REVISIONS:</small> GM: 12-15-15
	<small>DRAWN BY:</small> GINA McCRICKARD	
	<small>CITY ENGINEER:</small> JEFF RAMSEY	
	<small>APPVD. BY:</small> JEFF RAMSEY	
	<small>IMPLEMENTED:</small> 12-01-07	<b>SHEET 7</b>

# MOUNTABLE ISLAND NOSE



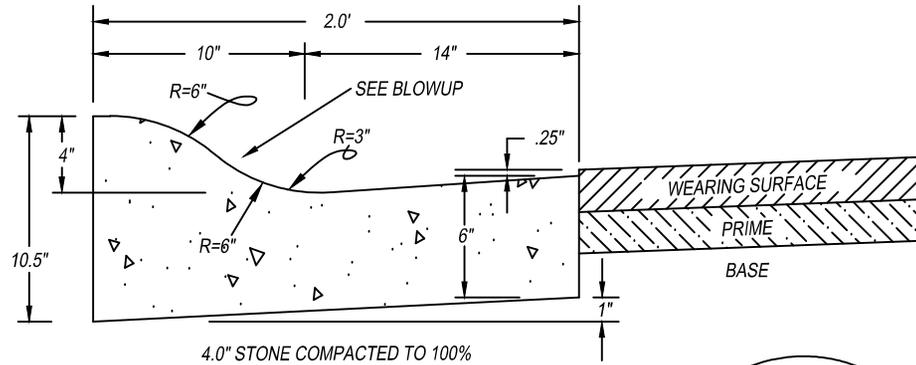
**NOTES:**

1. R1 = TURNING SPEED RADIUS: 20 MPH = 90', 25 MPH = 150', 30 MPH = 230'. R1 SHALL BE A MINIMUM OF 80'.
2. R2 = 1/2 MEDIAN WIDTH (MAXIMUM) BUT ACCEPTABLE WHEN R2 IS APPROXIMATELY 1/5 OF MEDIAN WIDTH.

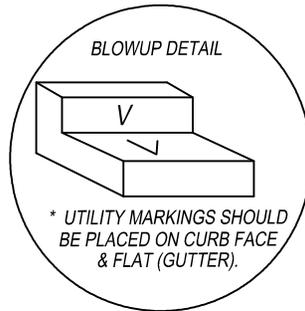
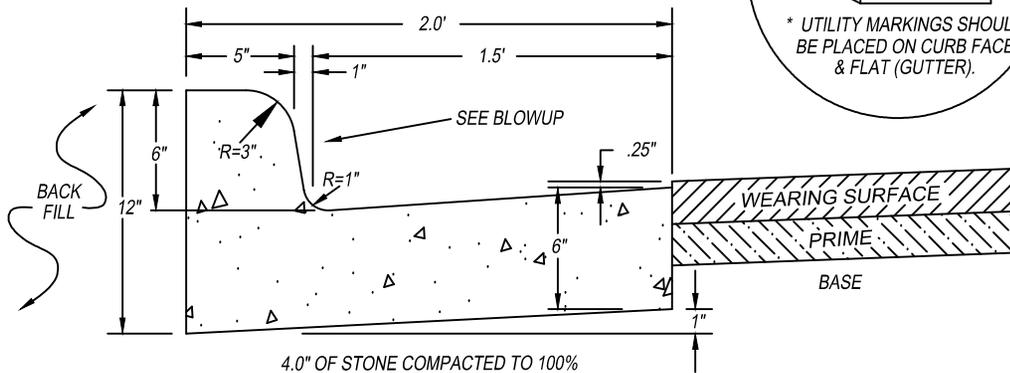


STANDARD DETAILS: STREETS													
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DEPARTMENT: ENGINEERING													
SCALE: N.T.S.													
DRAWN BY: GINA MCCRICKARD													
CITY ENGINEER: JEFF RAMSEY													
APPVD. BY: JEFF RAMSEY													
IMPLEMENTED: 1-1-2016													
<p style="font-size: 8px;">City of Auburn</p>	SHEET 8												

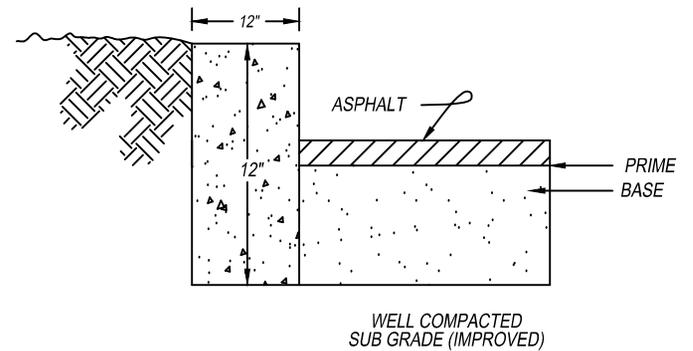
## ROLL CURB



## CURB & GUTTER



## HEADER CURB



## ROLL CURB

\*\* USE OF SPILL CURB MUST BE REVIEWED AND APPROVED PRIOR TO INSTALLATION

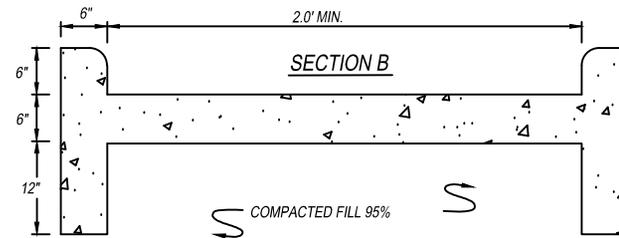
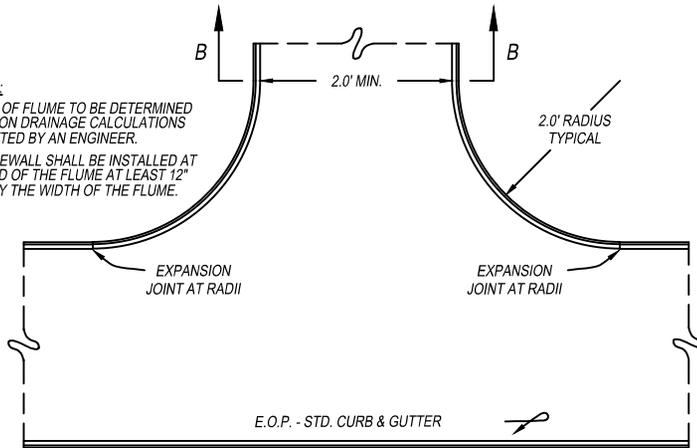
STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 6-24-11
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA McCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 12-01-07	<b>SHEET 9</b>



## FLUME DETAIL

**NOTES:**

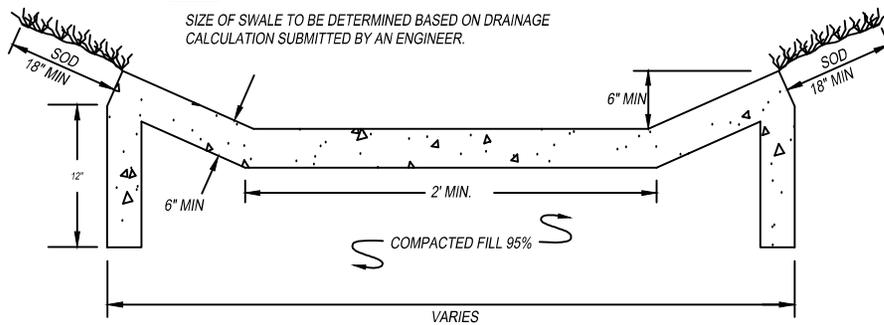
1. SIZE OF FLUME TO BE DETERMINED BASED ON DRAINAGE CALCULATIONS SUBMITTED BY AN ENGINEER.
2. A TOEWALL SHALL BE INSTALLED AT THE END OF THE FLUME AT LEAST 12" DEEP BY THE WIDTH OF THE FLUME.



## SWALE

**NOTE:**

SIZE OF SWALE TO BE DETERMINED BASED ON DRAINAGE CALCULATION SUBMITTED BY AN ENGINEER.

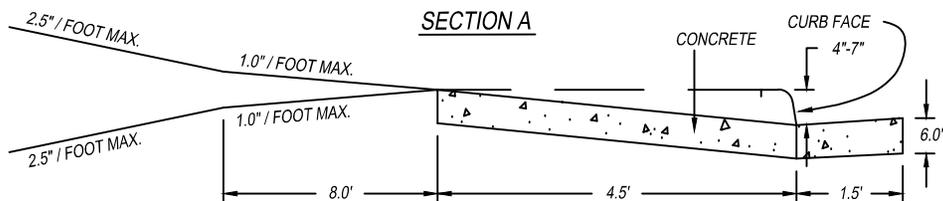
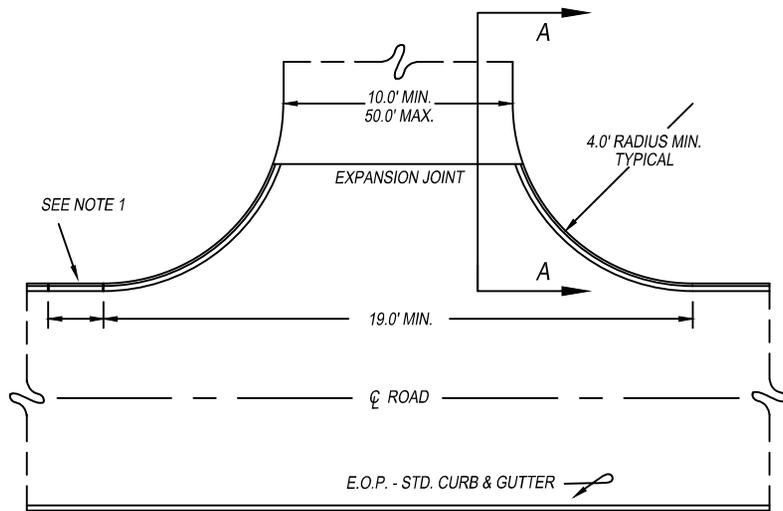


<b>STANDARD DETAILS: STREETS</b>		
PROJECT TITLE	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
 City of Auburn	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA McCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 12-01-07	SHEET 10

# STANDARD DRIVEWAY

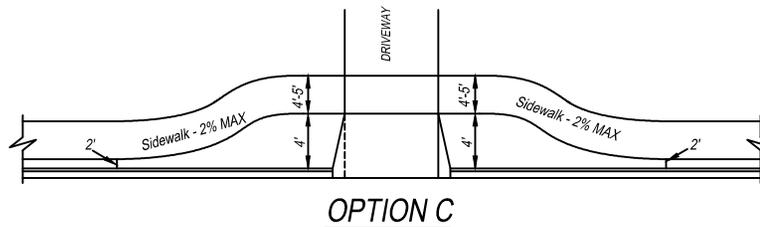
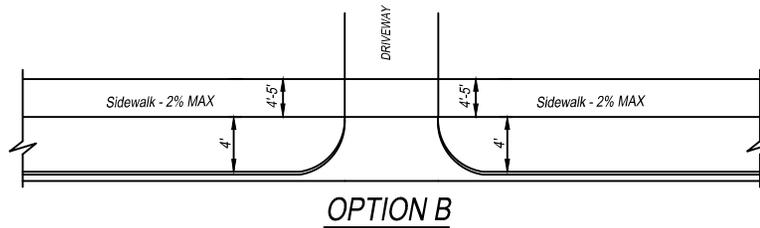
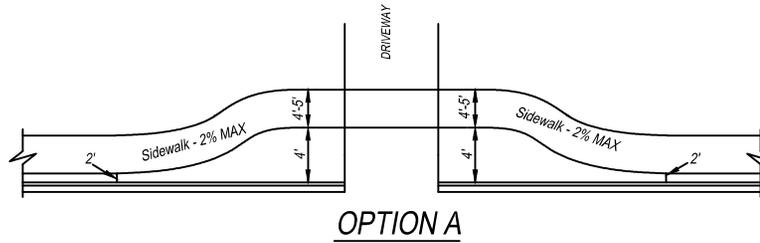
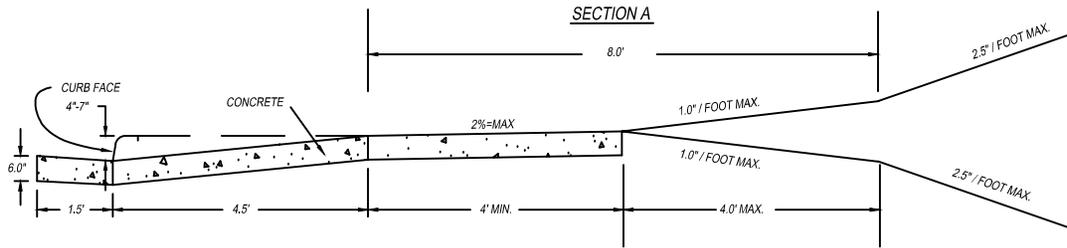
**NOTES:**

1. DISTANCE FROM RADIUS POINT TO EXISTING EXPANSION OR CONSTRUCTION JOINT SHALL BE AT LEAST 3'. IF THE DISTANCE IS LESS THAN 3.0', CURB & GUTTER SHALL BE REPLACED TO THE EXISTING JOINT.
2. EXPANSION JOINT TO BE PLACED AT TIE IN.
3. THE TEN FOOT MINIMUM WIDTH IS FOR RESIDENTIAL USES ON LOCAL STREETS, CUL-DE-SACS, AND ALLEYS. ALL OTHERS WILL BE TWELVE FOOT MINIMUM WIDTH. THE 50' WIDTH IS RESERVED FOR COMMERCIAL AND MULTI UNIT RESIDENTIAL DEVELOPMENTS.
4. DRIVEWAY TURNOUT WIDTHS ARE MEASURED AT THE RIGHT OF WAY.
5. REMOVE CURB & GUTTER FOR DRIVEWAY TURNOUT PLACEMENT. SAW CUTTING IS PERMITTED ALONG THE CURB LINE / GUTTER TO MAINTAIN EXISTING GUTTER.
6. ALL CONCRETE SHALL BE A MINIMUM OF SIX INCHES THICK.
7. RADII FOR USES OTHER THAN RESIDENTIAL MUST BE TWENTY-FIVE FOOT, MINIMUM.
8. ON STREETS WITH SIDEWALK CONCRETE DRIVEWAY TURNOUT MUST EXTEND TO THE BACK EDGE OF THE SIDEWALK.
9. CONCRETE DRIVEWAY TURNOUT MUST MEET CITY STANDARDS OR CAN BE DESIGNED TO SITE SPECIFIC CONDITIONS.



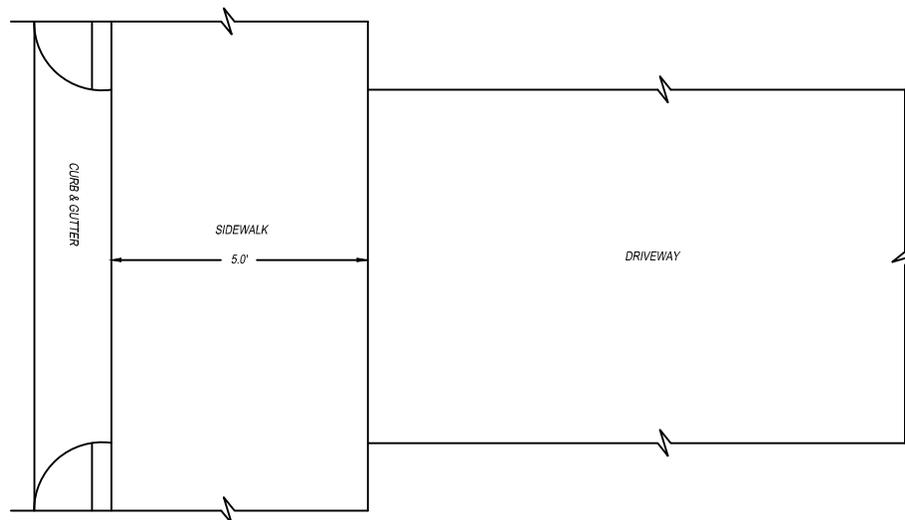
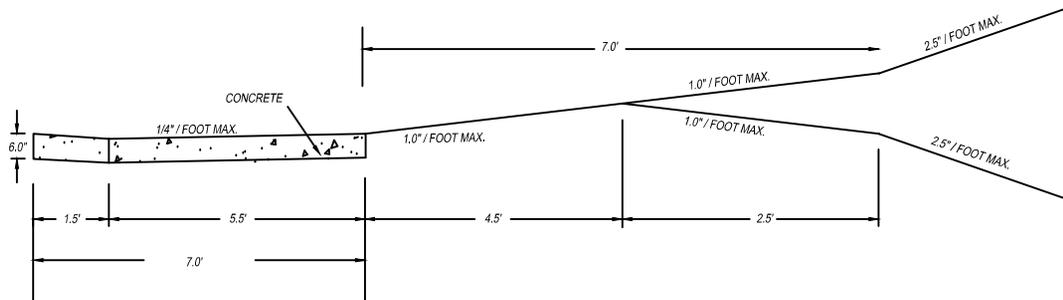
PROJECT TITLE		
<b>STANDARD DETAILS: STREETS</b>		
	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
IMPLEMENTED: 12-01-07	<b>SHEET II</b>	

## DRIVEWAY/SIDEWALK WITH GREENSPACE



<b>STANDARD DETAILS: STREETS</b>		
<small>PROJECT TITLE:</small>	<small>DEPARTMENT: ENGINEERING</small>	<small>REVISIONS: BS: 12-09-2013</small>
	<small>SCALE: N.T.S.</small>	<small>REVISIONS: GM: 02-14-2014</small>
	<small>DRAWN BY: BRIAN SIMPSON</small>	<small>REVISIONS: GM: 12-15-15</small>
	<small>CITY ENGINEER: JEFF RAMSEY</small>	
	<small>APPVD. BY: JEFF RAMSEY</small>	<b>SHEET 12</b>
	<small>IMPLEMENTED: 12-01-07</small>	

DRIVEWAY/SIDEWALK WITHOUT GREENSPACE



STANDARD DETAILS: STREETS

PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: BS: 12-09-2013
	SCALE: N.T.S.	REVISIONS: GM: 02-14-2014
	DRAWN BY: BRIAN SIMPSON	REVISIONS: GM: 12-15-15
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 12-01-07	



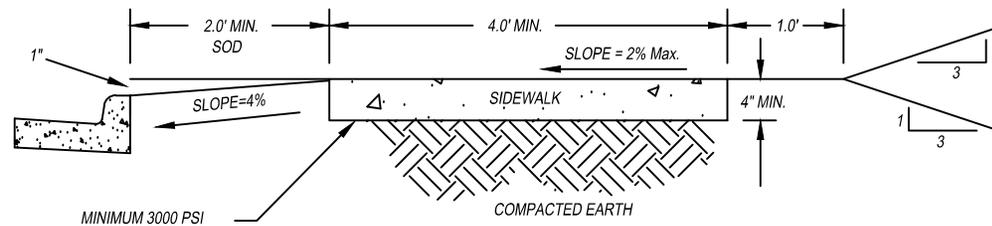
SHEET 13

## NOTES:

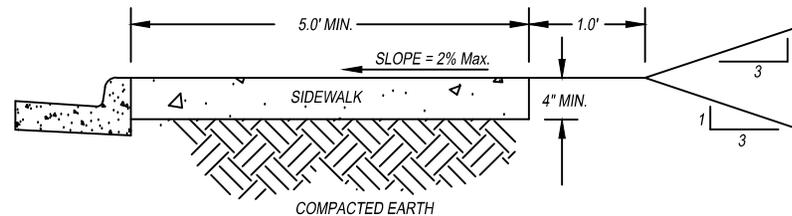
1. SIDE SLOPES FOR STREETS SHALL VARY FROM A POINT SIX (6') FEET BEHIND THE CURB TO THE EXISTING ELEVATION AT THE AT THE RIGHT OF WAY (R.O.W.), EXCEPT THAT SUCH SLOPE SHALL NOT BE GREATER THAN 3:1. IN CASES WHERE A 3:1 SLOPE CARRIES THE CONSTRUCTION LIMITS BEYOND THE R.O.W. LINE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CLEARING & GRUBBING, EXCAVATION, BACKFILL, MULCHING OR ANY OTHER WORK REQUIRED TO ACCOMMODATE THE 3:1 SLOPE. IN CASES WHERE ROCK IS ENCOUNTERED, THE SLOPE MAY BE 2.5:1 IN THE ROCK PORTION.
2. FOR PORTLAND CEMENT CONCRETE PAVEMENTS, THE TYPICAL CROSS SECTION SHALL BE DESIGNED ON A CASE BY CASE BASIS.
3. CURB AND GUTTER SHALL BE CAST IN PLACE WITH THE FOLLOWING REQUIREMENTS: EXPANSION JOINT AT FIFTY (50.0') FOOT INTERVALS WITH DUMMY JOINTS AT TEN (10.0') FOOT INTERVALS. WHEN ELECTRIC, GAS, SEWER OR WATER SERVICE LINES ARE IN PLACE, AN "E", "G", "S" OR "W" SHALL BE MARKED ON CURB FACE AND FLAT/GUTTER AT THE APPROPRIATE LOCATION(S). AFTER THE CURB & GUTTER HAS BEEN CURED, EXTRA PRECAUTIONS WILL BE TAKEN DURING BACKFILLING AND/OR OTHER ACTIVITIES TO PREVENT DAMAGE OR MARRING OF FINISH; REFER TO CURB & GUTTER DETAILS FOR PLACEMENT OF UTILITY MARKINGS WITH A MIN. OF 4"x2" LETTERS.
4. ALL ROADWAY MATERIALS (ASPHALT AND CRUSHED AGGREGATE BASE) SHALL COMPLY WITH THE ALDOT STANDARDS, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
5. TACK POINTS (PRIME) SHALL BE APPLIED PRIOR TO WEARING SURFACE APPLICATION, AND BETWEEN LAYERS OF PAVEMENT MATERIAL FOR RESURFACING PROJECTS. TACK SHALL BE SSI-H OR ASPHALTIC CEMENT AC-10 OR AC-20 AS SPECIFIED BY THE CITY ENGINEER. IN ADDITION, IF PAVING OPERATION IS DELAYED, OR EDGES BECOME DIRTY OR MUDDY, ALL DIRT AND MUD MUST BE REMOVED PRIOR TO APPLYING TACK COAT.
6. BASE AND WEARING SURFACE REQUIREMENTS ARE BASED ON CBR OF 6-9 FOR SUBGRADE SOILS. ALTERNATE DESIGN FOR FULL DEPTH PAVEMENTS OR VARIANCE TO LISTED THICKNESSES WILL BE CONSIDERED ON A CASE BY CASE BASIS, BASED ON SUBGRADE SOILS AND/OR EXPECTED TRUCK TRAFFIC.
7. PROVIDE 1 1/2" DEEP BY 1/8" WIDE CONTROL JOINTS EVERY 5' WITH EXPANSION JOINTS EVERY 50'. EXPANSION MATERIAL CAN BE FILTER BOARD OR A TREATED 1X4.
8. FOR NON CURB AND GUTTER STREETS, A PAVED DRIVEWAY TURNOUT IS REQUIRED. SLOPES MUST MEET ILLUSTRATED REQUIREMENTS ON THESE DETAILS.
9. ALL TREE PLANTINGS WITHIN THE RIGHT OF WAY MUST BE APPROVED BY THE CITY OF AUBURN PARKS AND RECREATION DEPARTMENT PRIOR TO INSTALLATION. PLANTINGS SHALL BE IN ACCORDANCE WITH THE STANDARD DETAIL.
10. WHEN A DEVELOPMENT WARRANTS THE WIDENING OF THE ROADWAY THAT WILL ALTER THE CURRENT TRAFFIC STRIPING, THE DEVELOPER, AT THEIR EXPENSE, SHALL PROVIDE A THREE-QUARTER INCH OVERLAY. THE LIMITS OF THE OVERLAY SHALL COVER ALL TRAVEL LANES AND WILL BEGIN AND END AT THE LIMITS OF THE ALL ROADWAY IMPROVEMENTS.
11. THE GUTTER DEPTH MAY BE USED TO ACCOUNT FOR THE DEPTH OF PARKING SPACE PROVIDED THERE IS A TWO FOOT GRASS STRIP BETWEEN THE BACK OF CURB AND THE FOUR FOOT WIDE SIDEWALK. IF SIDEWALK IS PLACED IMMEDIATELY ADJACENT TO THE BACK OF CURB AND THE GUTTER DEPTH IS USED FOR PARKING THE SIDEWALK SHALL BE INCREASED TO FIVE FEET WIDE. IN NO CASES SHALL THE GUTTER WIDTH BE COUNTED TOWARD THE WIDTH OF A PARKING SPACE.
12. JOINT SEAL SHALL BE PLACED ON THE BINDER LAYER IF THE WEARING SURFACE IS NOT APPLIED FOR 12 MONTHS.
13. SIDEWALK CROSS SLOPES SHALL BE 1% MINIMUM.

STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 12-15-15
	SCALE: N.T.S.	
City of Auburn	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	SHEET 14
	IMPLEMENTED: 12-01-07	

## SIDEWALK with GREENSPACE \*



## 5' SIDEWALK



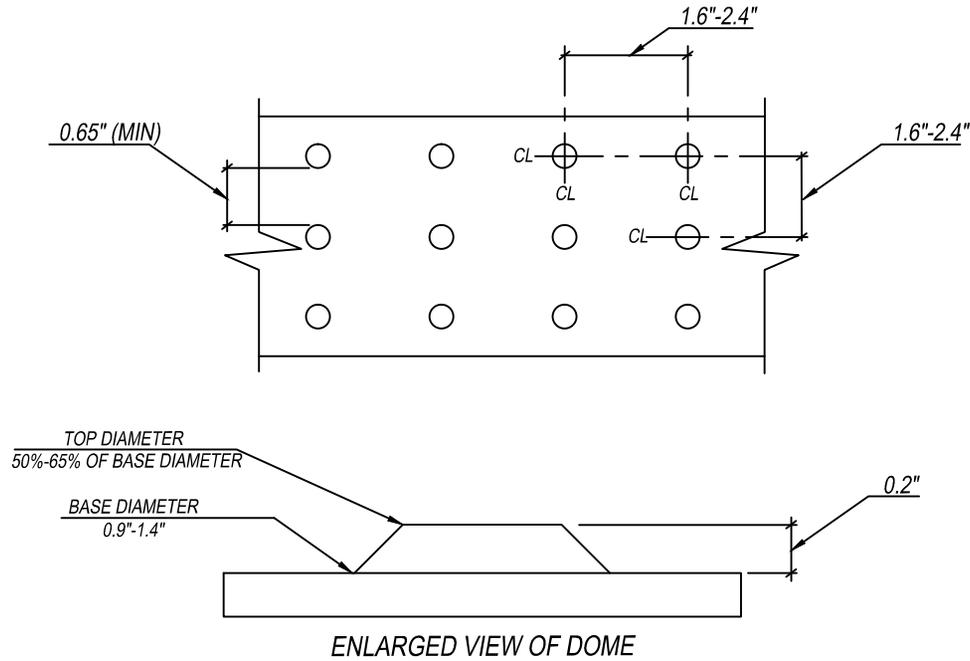
**NOTES:**

1. PROVIDE 1 1/2" DEEP BY 1/8" WIDE CONTROL JOINTS EVERY 5' WITH EXPANSION JOINTS EVERY 50'. EXPANSION MATERIAL CAN BE FILTER BOARD OR A TREATED 1x4.
2. WHEN THE DISTANCE BETWEEN THE BACK OF CURB AND THE EDGE OF SIDEWALK IS LESS THAN TWO FEET, THE SIDEWALK MUST BE A MINIMUM OF FIVE FEET WIDE.
3. SIDEWALK (ACCESSIBLE ROUTE) WITH CLEAR WIDTH LESS THAN 60 INCHES SHALL PROVIDE PASSING SPACES AT INTERVALS OF 200 FEET MAXIMUM. PASSING SPACES SHALL BE EITHER: A SPARE 60 INCHES BY 60 INCHES MINIMUM; OR, AN INTERSECTION OF TWO WALKING SURFACES PROVIDING A T-SHAPED SPACE COMPLIANT WITH PROWAG STANDARDS.

\* 4 FOOT WIDTH IS ALLOWED ON LOCAL STREETS AND CUL DE SAC'S. 5 FOOT MINIMUM IS REQUIRED ON ALL ARTERIALS, COLLECTORS, LOCAL COMMERCIAL, AND RESIDENTIAL COLLECTORS.

<b>STANDARD DETAILS: STREETS</b>		
<small>PROJECT TITLE:</small>	<small>DEPARTMENT: ENGINEERING</small>	<small>REVISIONS: GM: 6-24-11</small>
	<small>SCALE: N.T.S.</small>	<small>REVISIONS: GM: 02-17-2014</small>
<small>City of Auburn</small>	<small>DRAWN BY: GINA McCRICKARD</small>	<small>REVISIONS: GM: 12-15-15</small>
	<small>CITY ENGINEER: JEFF RAMSEY</small>	
	<small>APPVD. BY: JEFF RAMSEY</small>	<b>SHEET 15</b>
	<small>IMPLEMENTED: 6-16-08</small>	

# DETECTABLE WARNING AT HANDICAP RAMP



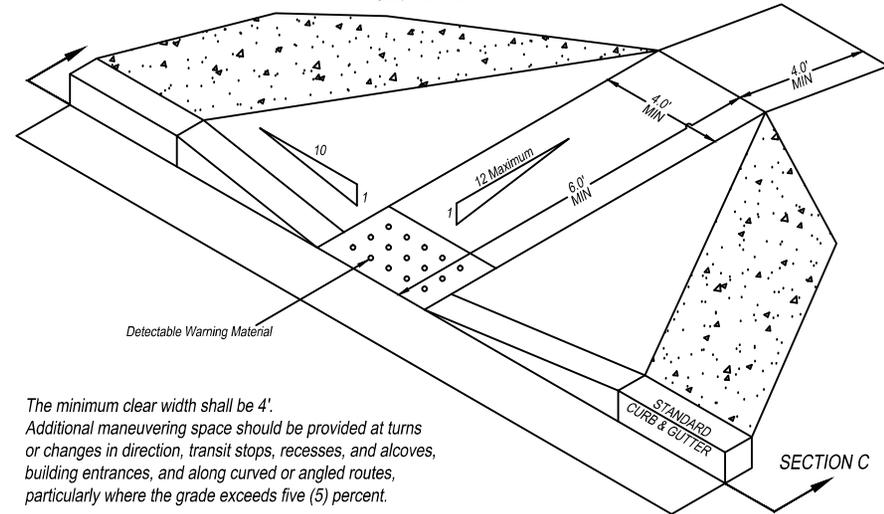
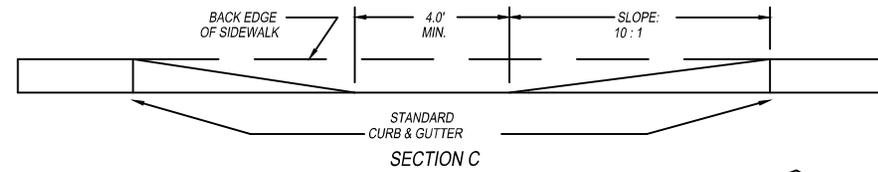
**NOTES:**

1. DETECTABLE WARNINGS SHALL CONSIST OF A SURFACE OF TRUNCATED DOMES AND SHALL COMPLY WITH APPLICABLE ADA REGULATIONS.
2. DOME SIZE: TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCH MINIMUM TO 1.4 INCHES MAXIMUM, A TOP DIAMETER OF 50 PERCENT OF THE BASE DIAMETER MINIMUM TO 65 PERCENT OF THE BASE DIAMETER MAXIMUM, AND HEIGHT OF 0.2 INCH
3. DOME SPACING: TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.6 INCHES MINIMUM AND 2.4 INCHES MAXIMUM, AND A BASE-TO-BASE SPACING OF 0.65 INCH MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES.
4. CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR WALKWAY SURFACE EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.
5. SIZE: DETECTABLE WARNING SURFACES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARES), THE LANDING, OR THE BLENDED TRANSITION.

<b>STANDARD DETAILS: STREETS</b>		
<small>PROJECT TITLE:</small>	<small>DEPARTMENT: ENGINEERING</small>	<small>REVISIONS: GM: 6-24-11</small>
	<small>SCALE: N.T.S.</small>	<small>REVISIONS: AF: 10-08-13</small>
	<small>DRAWN BY: GINA McCRICKARD</small>	<small>REVISIONS: GM: 02-17-2014</small>
	<small>CITY ENGINEER: JEFF RAMSEY</small>	<small>REVISIONS: GM: 12-15-15</small>
<small>City of Auburn</small>	<small>APPVD. BY: JEFF RAMSEY</small>	<b>SHEET 16</b>
	<small>IMPLEMENTED: 6-16-08</small>	

# HANDICAP RAMP

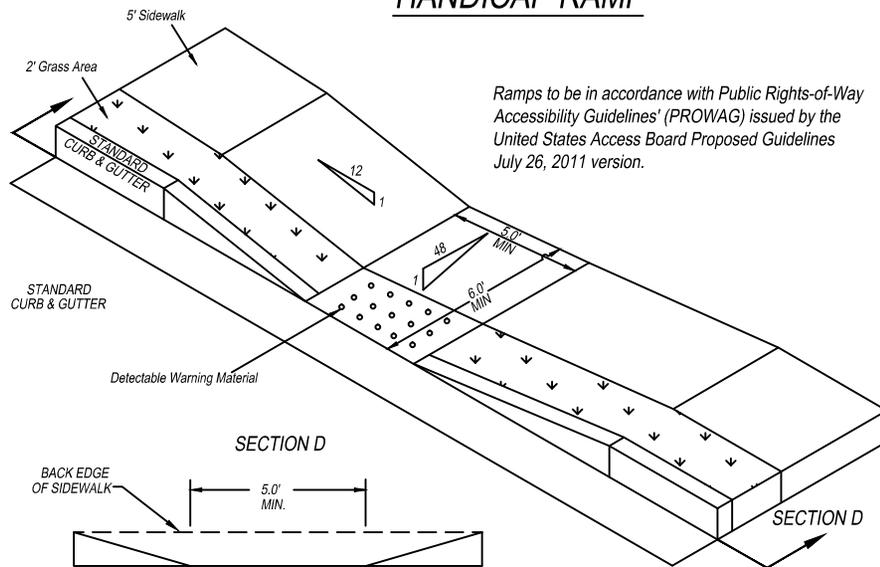
DOWN TOWN USE



The minimum clear width shall be 4'.  
 Additional maneuvering space should be provided at turns or changes in direction, transit stops, recesses, and alcoves, building entrances, and along curved or angled routes, particularly where the grade exceeds five (5) percent.

# HANDICAP RAMP

Ramps to be in accordance with Public Rights-of-Way Accessibility Guidelines' (PROWAG) issued by the United States Access Board Proposed Guidelines July 26, 2011 version.

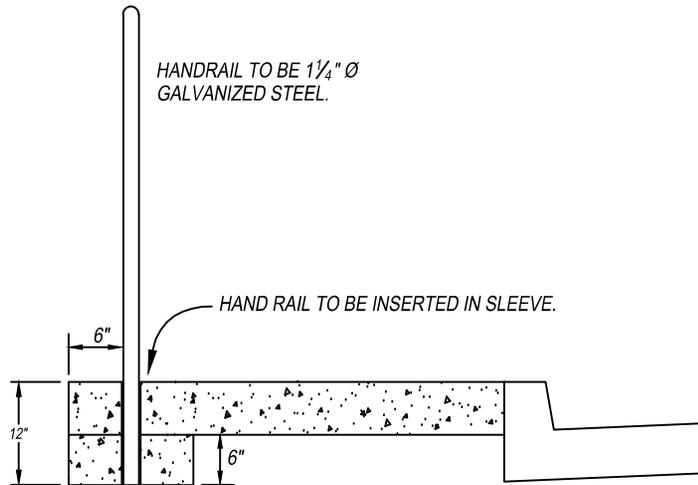
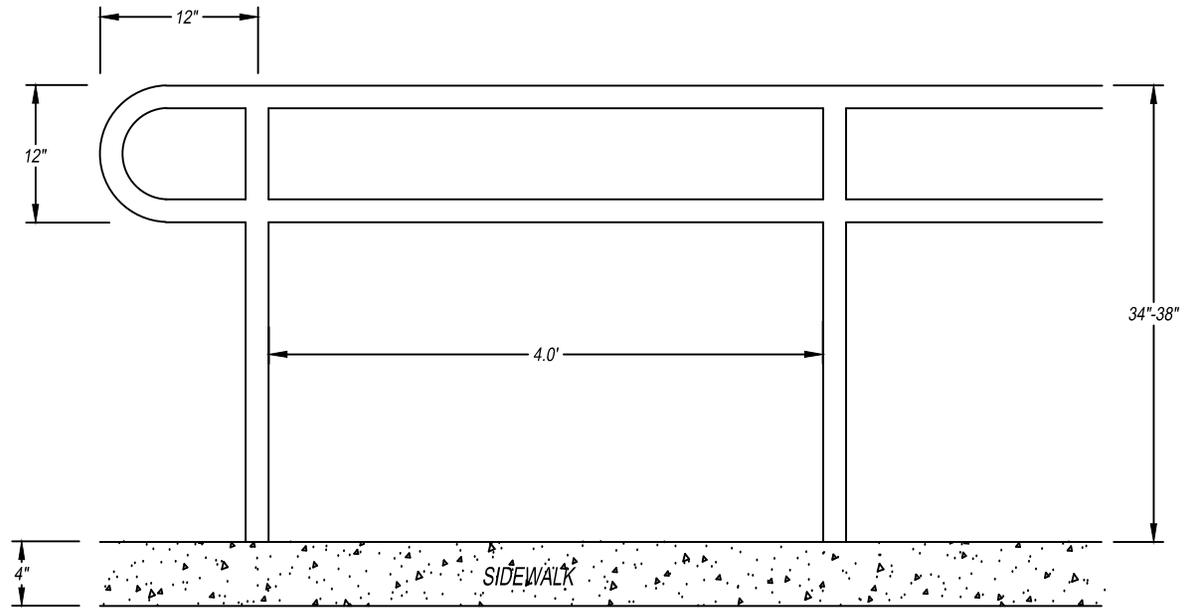


STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-2012
	SCALE: N.T.S.	REVISIONS: GM: 02-14-2014
	DRAWN BY: GINA MCCRICKARD	REVISIONS: GM: 12-15-15
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 6-16-08	



**SHEET 17**

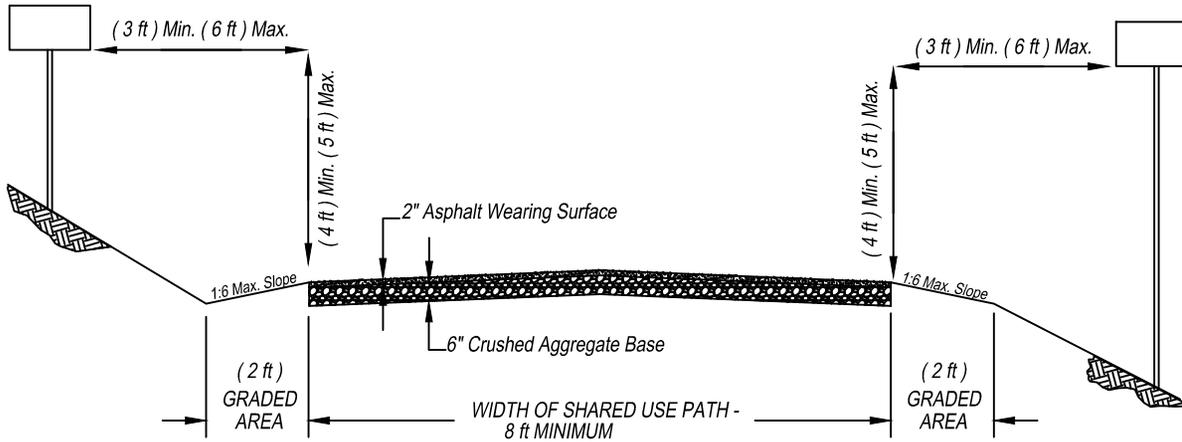
# HAND RAIL DETAIL



RIGHT ALT. VIEW

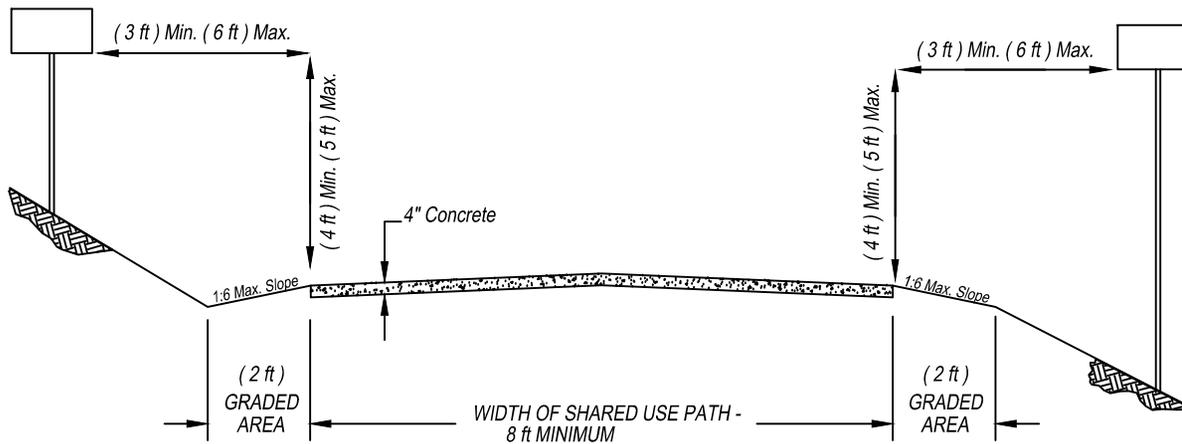
STANDARD DETAILS: STREETS		
PROJECT TITLE	DEPARTMENT: ENGINEERING	REVISIONS: GM: 12-15-15
 City of Auburn	SCALE: N.T.S.	
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 6-16-08	<b>SHEET 18</b>

CROSS SECTION OF TWO-WAY SHARED USE PATH ON SEPARATED RIGHT-OF-WAY  
ASPHALT PATH



AASHTO, GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

CROSS SECTION OF TWO-WAY SHARED USE PATH ON SEPARATED RIGHT-OF-WAY  
CONCRETE PATH



AASHTO, GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

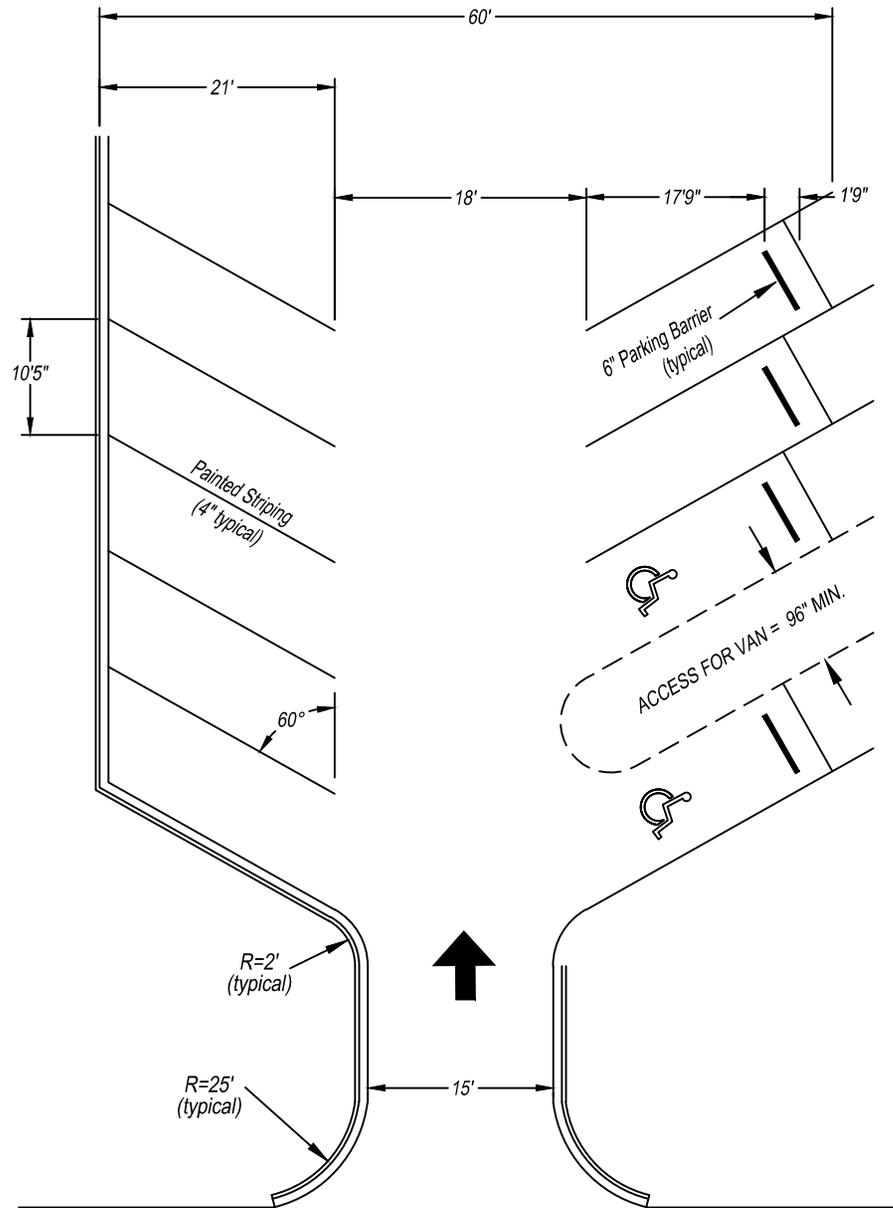
**STANDARD DETAILS: STREETS**

PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 6-16-08	





# PARKING PLAN - 60° PARKING

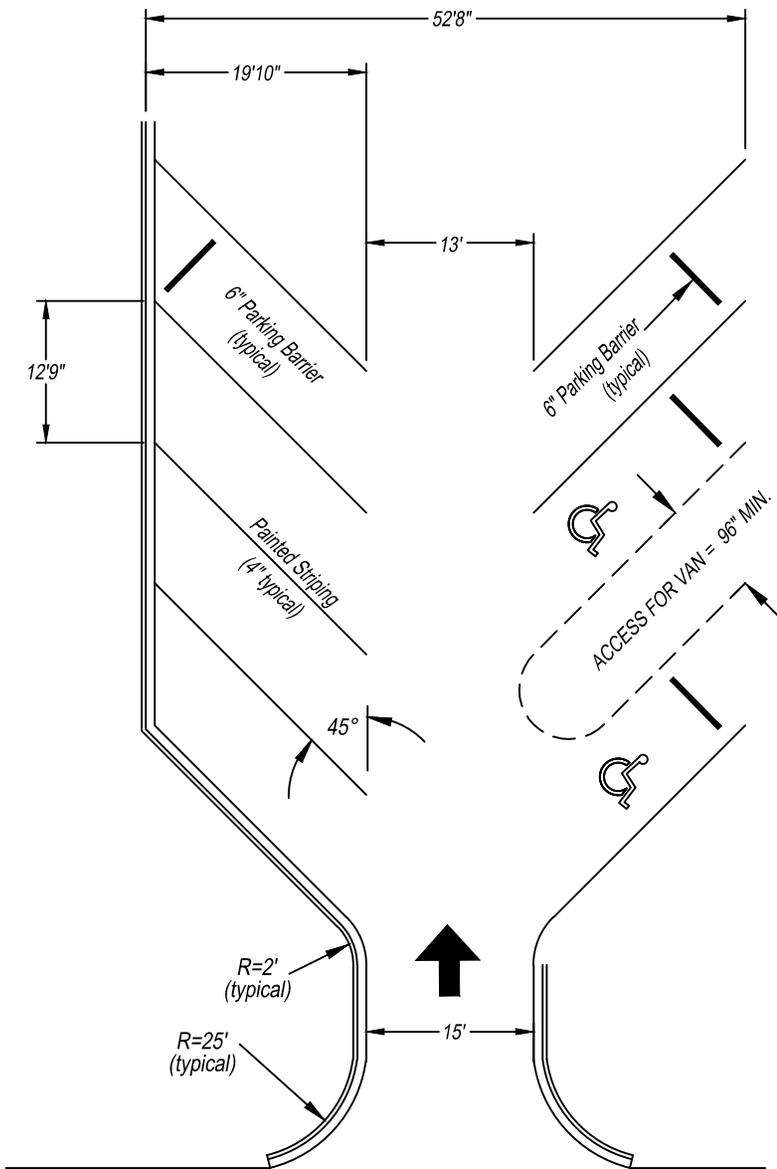


NOTE: ALLOW 3'9" FOR REAR OVERHANG.

STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 6-16-08	



# PARKING PLAN - 45° PARKING

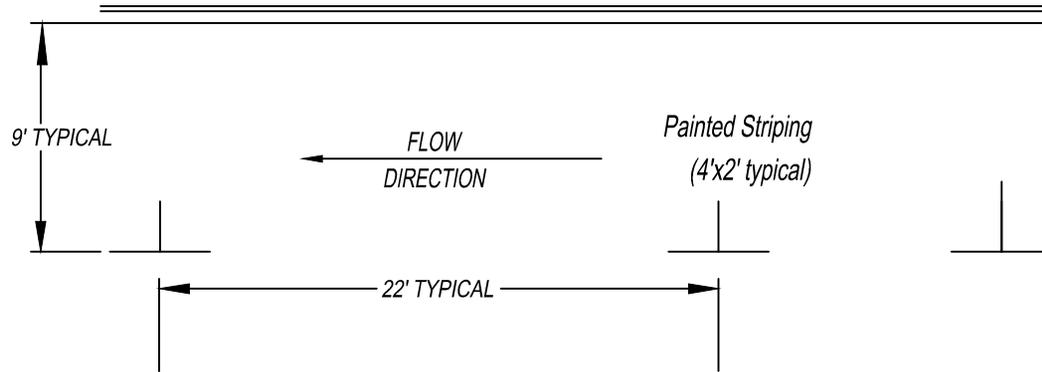


NOTE: ALLOW 3'3" FOR REAR OVERHANG.

STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 6-16-08	

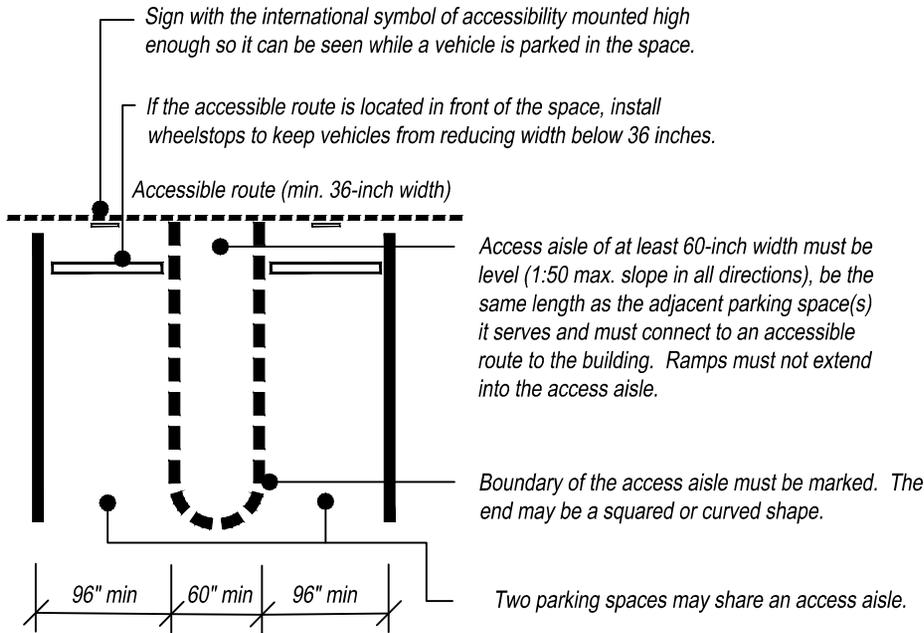


# PARKING PLAN - PARALLEL PARKING

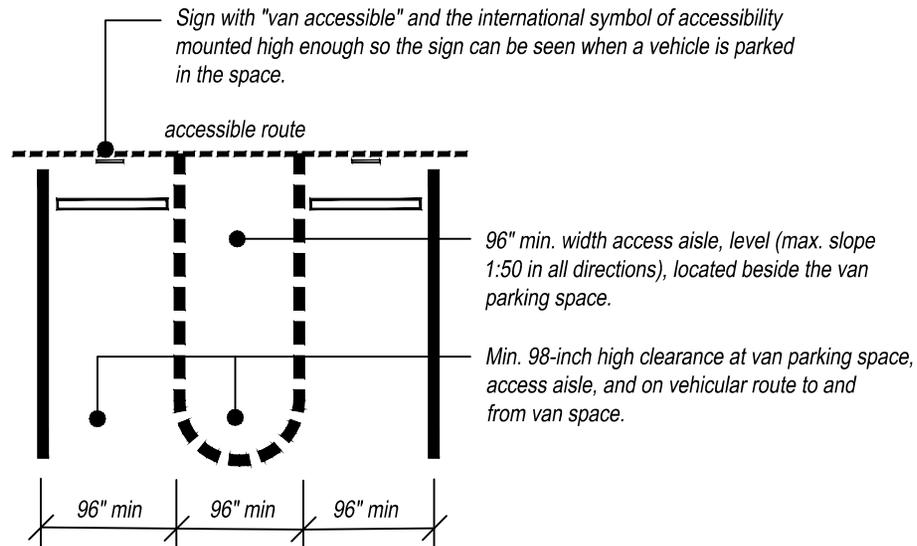


STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
City of Auburn	DRAWN BY: GINA McCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	<b>SHEET 23</b>
	IMPLEMENTED: 6-16-08	

## Features of Accessible Parking Spaces for Cars



## Three Additional Features for Van-Accessible Parking Spaces



STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	REVISIONS: GM: 12-15-15
 City of Auburn	SCALE: N.T.S.	
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 6-16-08	
		<b>SHEET 24</b>

ACCESSIBLE PARKING SPACES	
TOTAL PARKING SPACES PROVIDED	REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
501 to 1,000	20, plus one for each 100 over 1,000

Where parking is provided, accessible parking spaces shall be provided in accordance with this table.

REFERENCE:  
2012 INTERNATIONAL BUILDING CODE

**SECTION 1106: PARKING AND PASSENGER LOADING FACILITIES**

**1106.1 Required.** Where parking is provided, accessible parking spaces shall be provided in compliance with Table 1106.1, except as required by Sections 1106.2 through 1106.4. Where more than one parking facility is provided on a site, the number of parking spaces required to be accessible shall be calculated separately for each parking facility.

**Exception:** This section does not apply to parking spaces used exclusively for buses, trucks, other delivery vehicles, law enforcement vehicles or vehicular impound and motor pools where lots accessed by the public are provided with an accessible passenger loading zone.

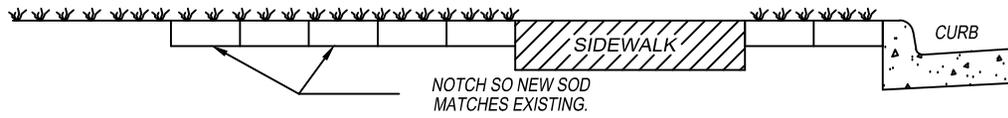
**1106.2 Groups R-2 and R-3.** Two percent, but not less than one, of each type of parking space provided for occupancies in Groups R-2 and R-3, which are required to have Accessible, Type A or Type B dwelling or sleeping units, shall be accessible. Where parking is provided within or beneath a building, accessible parking spaces shall also be provided within or beneath the building.

**1106.3 Hospital outpatient facilities.** Ten percent of patient and visitor parking spaces provided to serve hospital outpatient facilities shall be accessible.

**1106.4 Rehabilitation facilities and outpatient physical therapy facilities.** Twenty percent, but not less than one, of the portion of patient and visitor parking spaces serving rehabilitation facilities and outpatient physical therapy facilities shall be accessible.

STANDARD DETAILS: STREETS		
	DEPARTMENT: ENGINEERING	REVISIONS: GM: 11-26-12
	SCALE: N.T.S.	REVISIONS: GM: 12-15-15
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
IMPLEMENTED: 6-16-08	<b>SHEET 25</b>	

# SOD DETAIL



## STANDARD DETAILS: STREETS

PROJECT TITLE:



DEPARTMENT: ENGINEERING

REVISIONS: GM: 12-15-15

SCALE: N.T.S.

DRAWN BY: GINA McCRICKARD

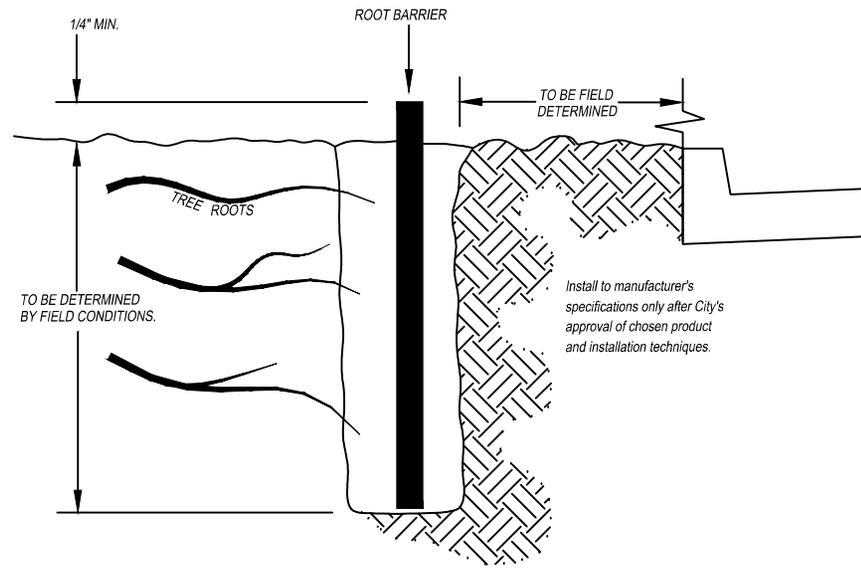
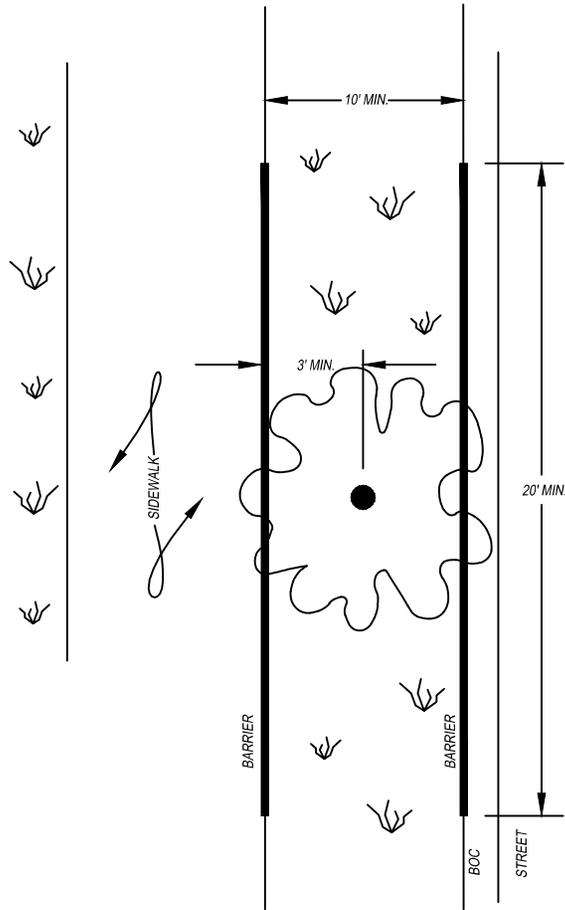
CITY ENGINEER: JEFF RAMSEY

APPVD. BY: JEFF RAMSEY

IMPLEMENTED: 6-16-08

SHEET 26

## ROOT BARRIER



TREES MUST BE 10' MIN. FROM ALL POTABLE WATER / SANITARY SEWER FEATURES.

TREES MAY BE LOCATED 6' MIN FROM CURB INLETS WHEN BARRIER INSTALLED AT INLETS. OTHERWISE, SETBACK IS 10' MIN.

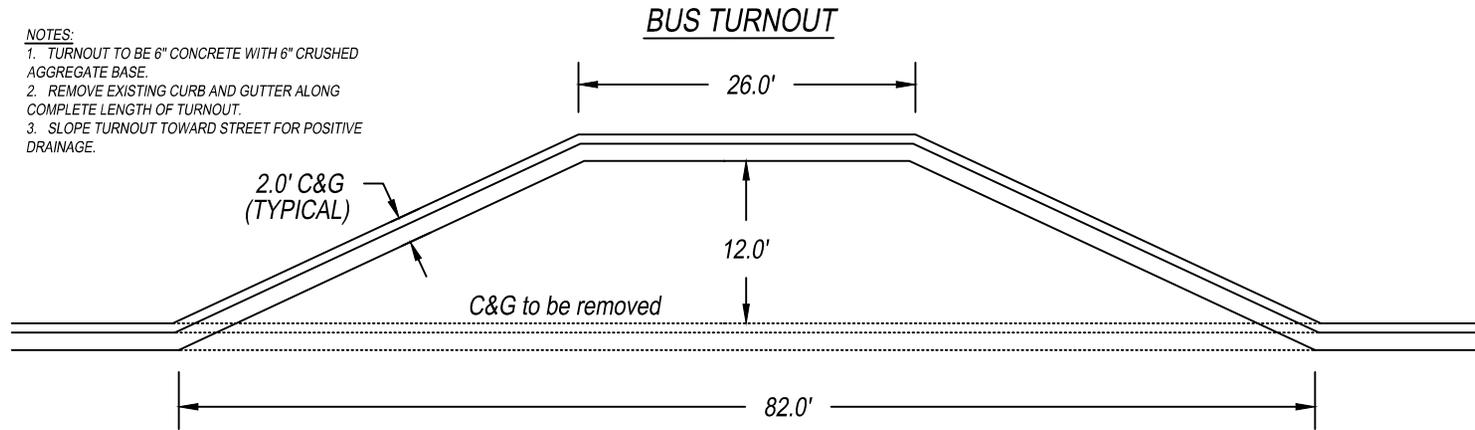
BARRIER TO BE INSTALLED AGAINST CURB / SIDEWALK / INLETS ACCORDING TO MANUFACTURER'S INSTRUCTION FOR THESE MIN. DISTANCES.

Install to manufacturer's specifications only after City's approval of chosen product and installation techniques.

<b>STANDARD DETAILS: STREETS</b>			
<small>PROJECT TITLE:</small>		<small>Revisions: GM:5-21-04</small>	<small>GM:6-24-11</small>
	<small>DEPARTMENT: ENGINEERING</small>	<small>BS: 2-17-06</small>	<small>GM:9-12-11</small>
	<small>SCALE: N.T.S.</small>	<small>BS: 11-22-07</small>	
	<small>DRAWN BY: GINA MCCRICKARD</small>	<small>BS: 5-28-08</small>	
	<small>CITY ENGINEER: JEFF RAMSEY</small>		
<small>City of Auburn</small>	<small>APPVD. BY: JEFF RAMSEY</small>	<b>SHEET 27</b>	
	<small>IMPLEMENTED: 6-16-08</small>		

NOTES:

1. TURNOUT TO BE 6" CONCRETE WITH 6" CRUSHED AGGREGATE BASE.
2. REMOVE EXISTING CURB AND GUTTER ALONG COMPLETE LENGTH OF TURNOUT.
3. SLOPE TURNOUT TOWARD STREET FOR POSITIVE DRAINAGE.



**STANDARD DETAILS: STREETS**

PROJECT TITLE:

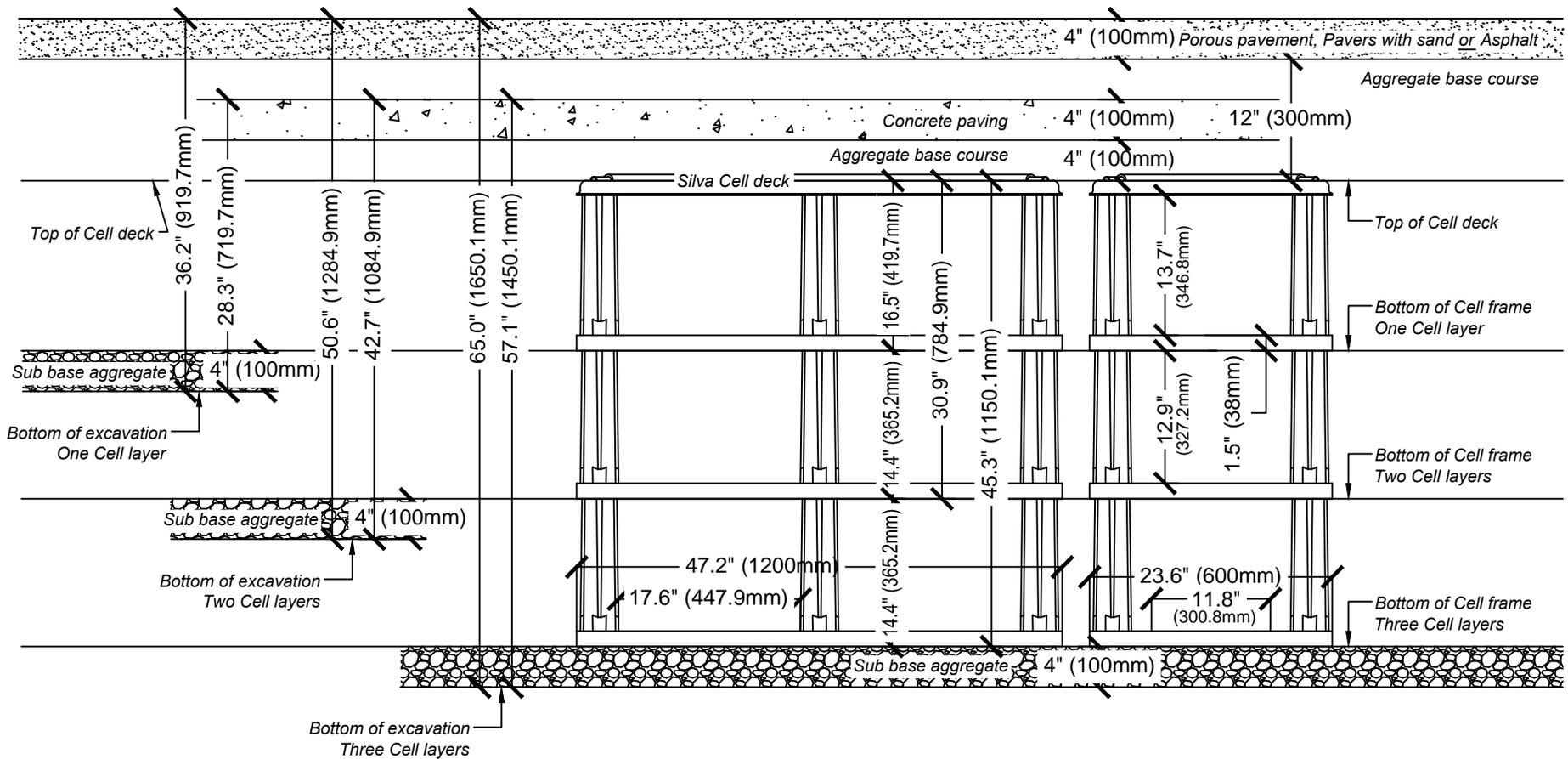


City of Auburn

DEPARTMENT: ENGINEERING	
SCALE: N.T.S.	
DRAWN BY: GINA MCCRICKARD	
CITY ENGINEER: JEFF RAMSEY	
APPVD. BY: JEFF RAMSEY	
IMPLEMENTED: 1-1-2016	

**SHEET 28**

# SILVA CELL



This detail shall be used in conjunction with Silva Cells for Trees Details and Specifications.

The above information contained in this standard detail is not to scale.

The standard detail is provided for general education and informational purposes only and does not constitute an endorsement, approval or recommendation of any kind. The actual suitability and applicability of this information for a given use depends upon a wide variety of considerations, including specific project specifications, over which DeepRoot® has no information or control. This standard detail should NOT be used as a basis for volume calculations that are site specific and vary greatly depending on cell and deck spacing, soil conditions and soil compaction. All DeepRoot® Silva Cell products are sold with the understanding that the purchaser, either individually or in consultation with purchaser's design professionals, has independently determined the suitability of each product for the application for which it is purchased. Except as expressly provided, DeepRoot® disclaims all warranties, express or implied, and strongly encourages the reader to consult with a construction/design professional and/or engineer before applying any of this information to a specific use or purpose.

Deep Root Partners L.P.

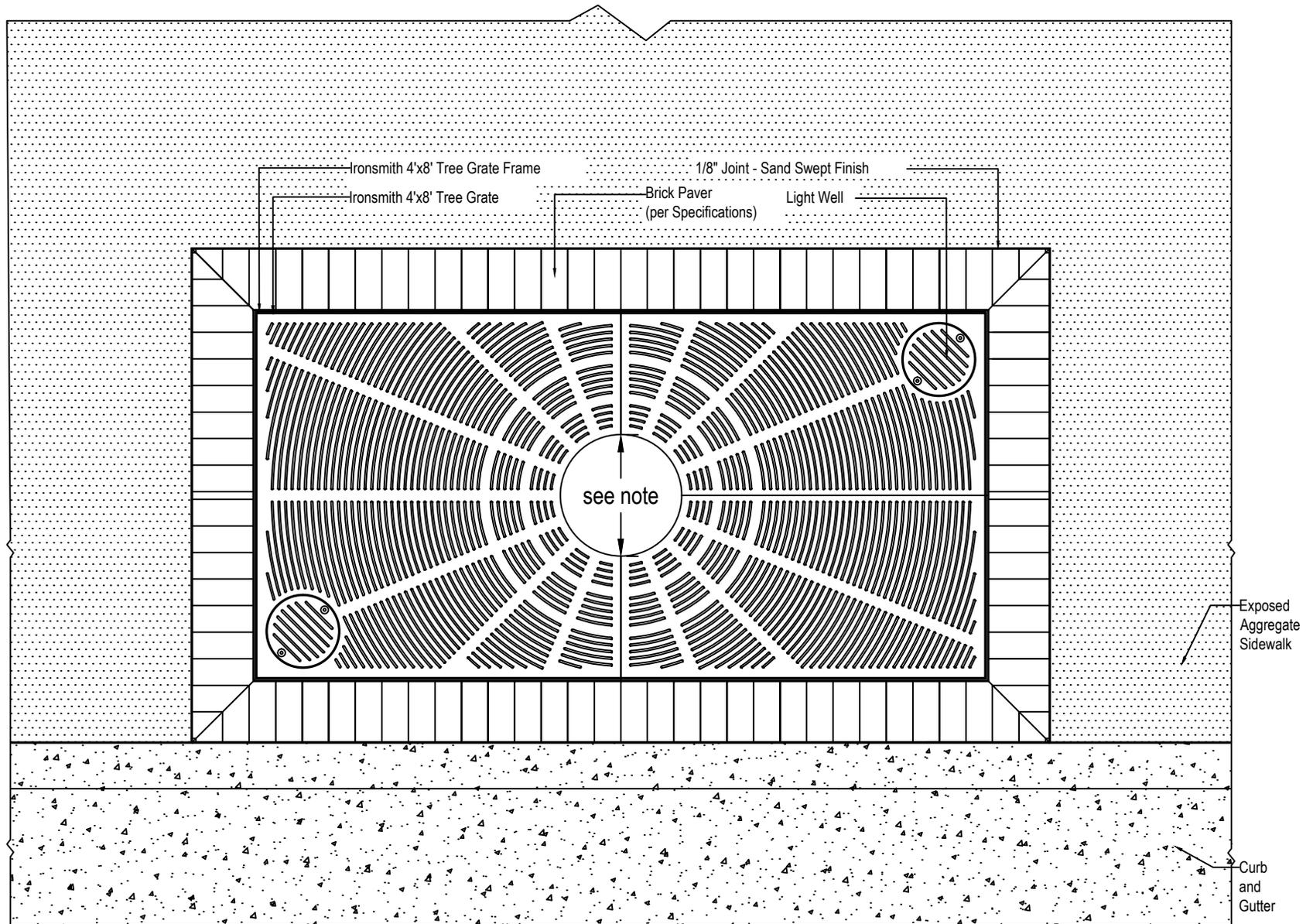
530 Washington Street  
San Francisco, California 94111  
Ph. 415 781-9700  
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STANDARD DETAILS: STREETS	
PROJECT TITLE:	
DEPARTMENT: ENGINEERING	
SCALE: N.T.S.	
DRAWN BY: GINA MCCRICKARD	
CITY ENGINEER: JEFF RAMSEY	
APPVD. BY: JEFF RAMSEY	
IMPLEMENTED: 1-1-2016	



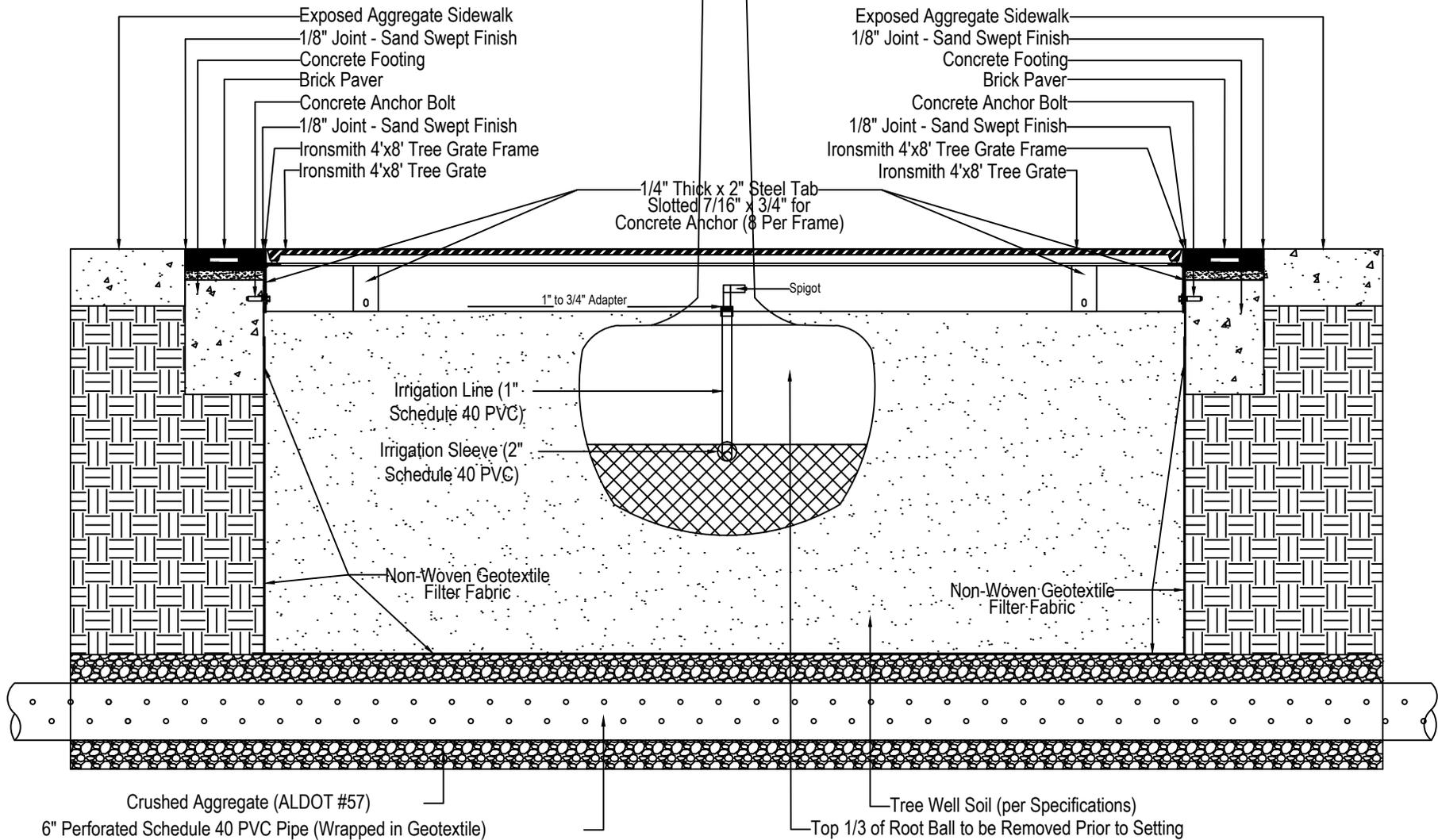
SHEET 29



TREE GRATE #M9628  
 STYLE: OLYMPIAN

<b>STANDARD DETAILS: STREETS</b>	
PROJECT TITLE:	
DEPARTMENT: ENGINEERING	
SCALE: N.T.S.	
DRAWN BY: GINA MCCRICKARD	
CITY ENGINEER: JEFF RAMSEY	
APPVD. BY: JEFF RAMSEY	
IMPLEMENTED: 1-1-2016	<b>SHEET 30</b>

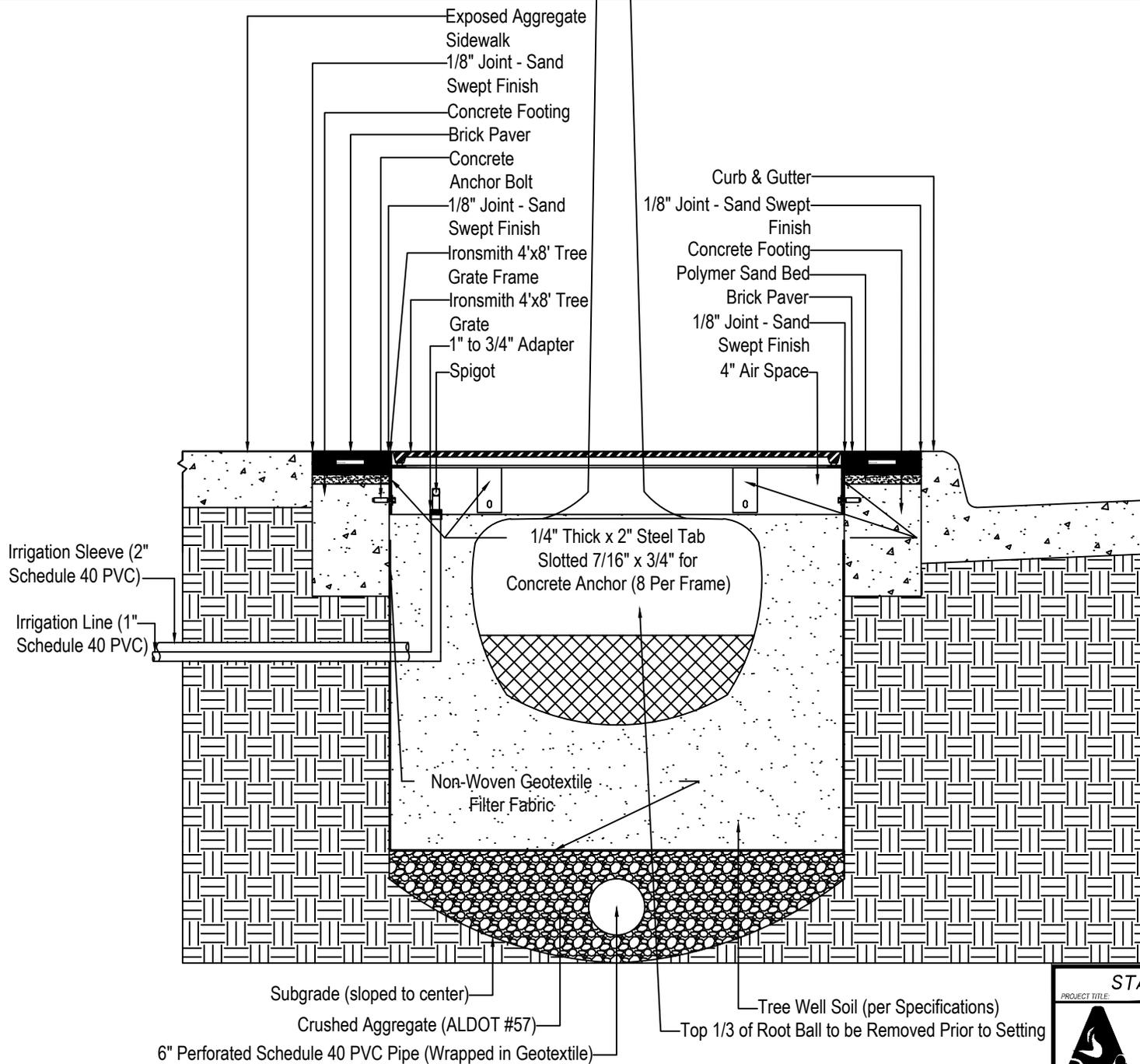




**STANDARD DETAILS: STREETS**

PROJECT TITLE:	DEPARTMENT: ENGINEERING	
	SCALE: N.T.S.	
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 1-1-2016	

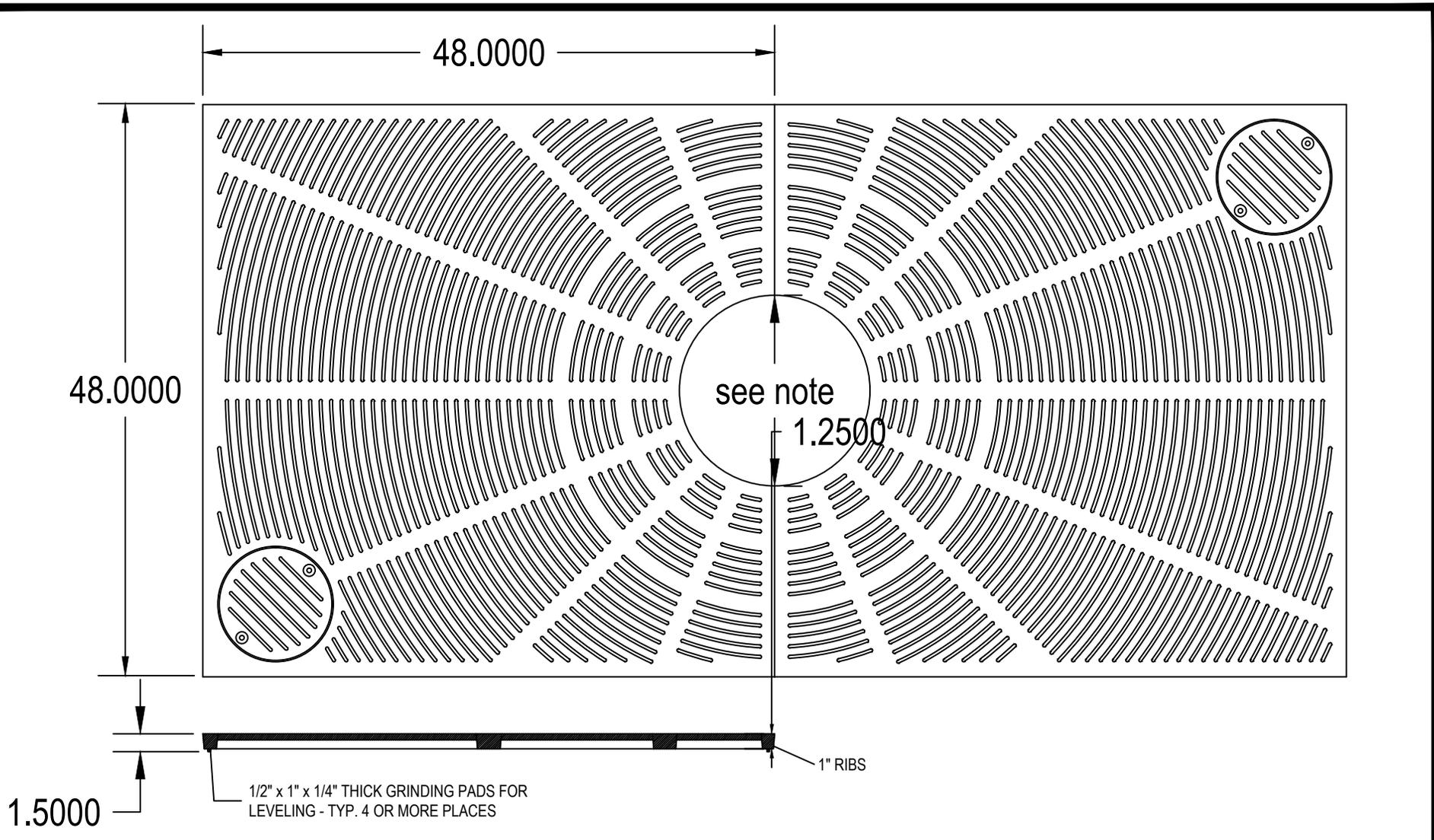




**STANDARD DETAILS: STREETS**

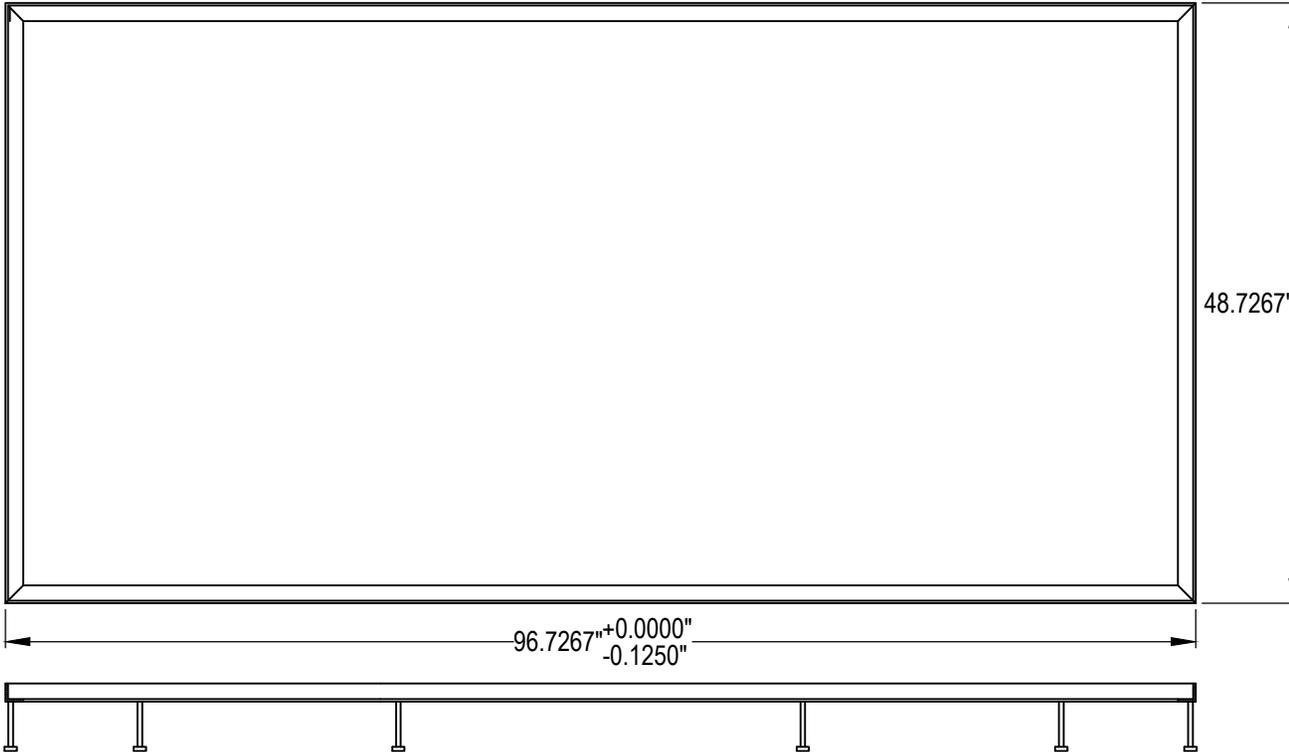
PROJECT TITLE:	DEPARTMENT: ENGINEERING	
	SCALE: N.T.S.	
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 1-1-2016	<b>SHEET 32</b>





SLOT WIDTH IS 1/4" MAXIMUM, MEETS ADA COMPLIANCE.  
 GRATE CAST FROM GRAY IRON OR ALUMINUM  
 TREE OPENING SIZE TO BE 16"  
 STEEL ANGLE FRAME REQUIRED  
 FOR INSTALLATION USE MODEL M48X96F  
 OUTER FRAME DIM. IS 3/4" ± 1/8"  
 GREATER THAN GRATE. .

<b>STANDARD DETAILS: STREETS</b>	
PROJECT TITLE:	
 City of Auburn	DEPARTMENT: ENGINEERING
	SCALE: N.T.S.
	DRAWN BY: GINA MCCRICKARD
	CITY ENGINEER: JEFF RAMSEY
	APPVD. BY: JEFF RAMSEY
IMPLEMENTED: 1-1-2016	SHEET 33



M48x96F-5

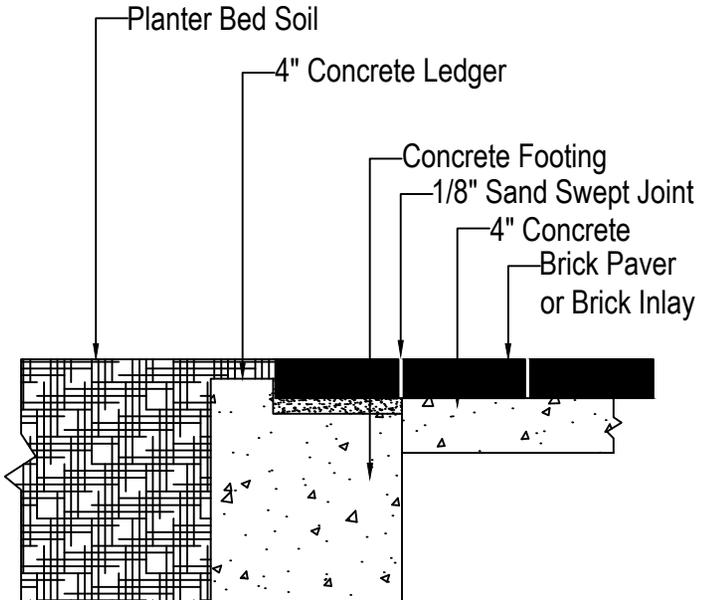
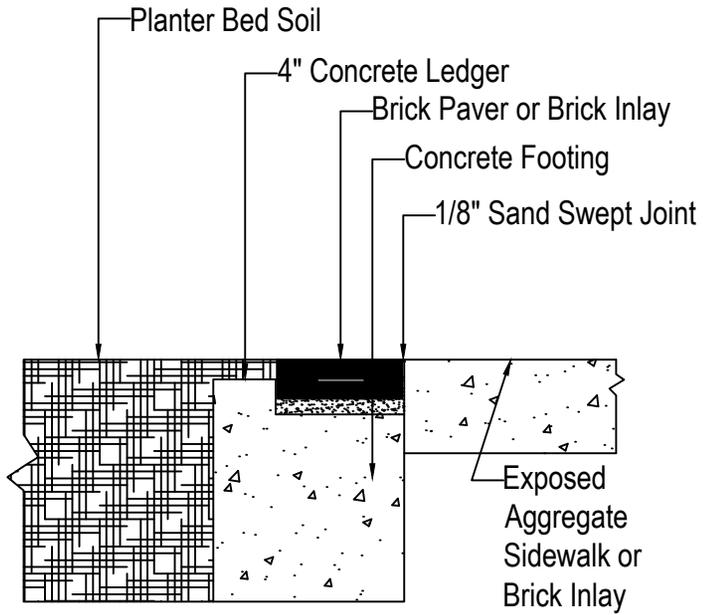
3/8" X 4" NELSON CONCRETE ANCHORS  
 FRAME JIG WELDED FROM 1-3/4" x1-3/4" x1/4" STEEL ANGLE

CONCRETE ANCHORAGE PROVIDED BY 3/8" X 4" NELSON ANCHORS MACHINE WELDED TO FRAME

FRAMES CAN BE HOT DIPPED GALVANIZED AND/OR PAINTED TO MATCH GRATES

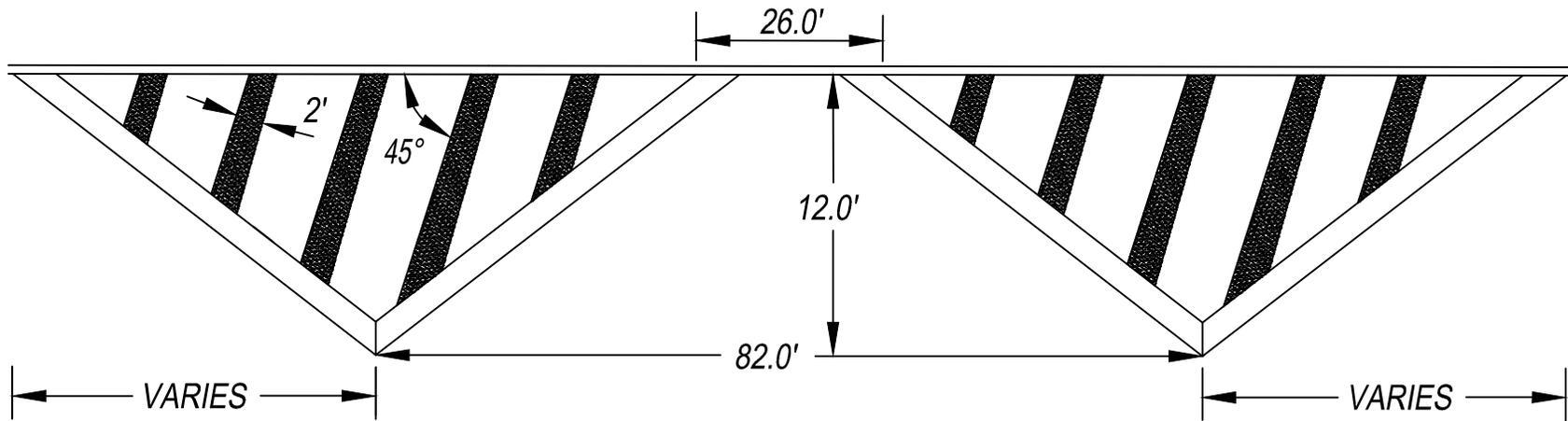
OTHER INSTALLATION CONFIGURATIONS AVAILABLE

STANDARD DETAILS: STREETS		
PROJECT TITLE:	DEPARTMENT: ENGINEERING	
 City of Auburn	SCALE: N.T.S.	
	DRAWN BY: GINA MCCRICKARD	
	CITY ENGINEER: JEFF RAMSEY	
	APPVD. BY: JEFF RAMSEY	
	IMPLEMENTED: 1-1-2016	
		SHEET 34



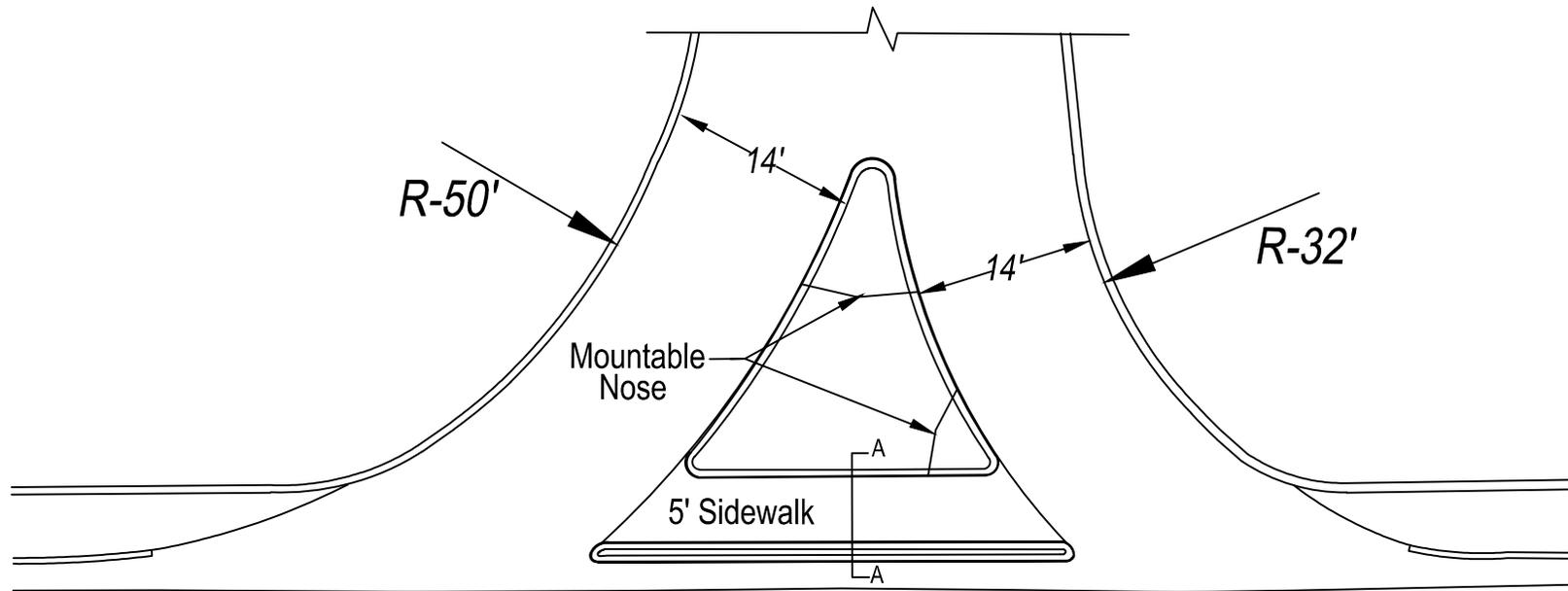
<b>STANDARD DETAILS: STREETS</b>	
PROJECT TITLE:	
 City of Auburn	DEPARTMENT: ENGINEERING
	SCALE: N.T.S.
	DRAWN BY: GINA MCCRICKARD
	CITY ENGINEER: JEFF RAMSEY
	APPVD. BY: JEFF RAMSEY
IMPLEMENTED: 1-1-2016	SHEET 35

# BUS TURNOUT DETAIL PAINTED

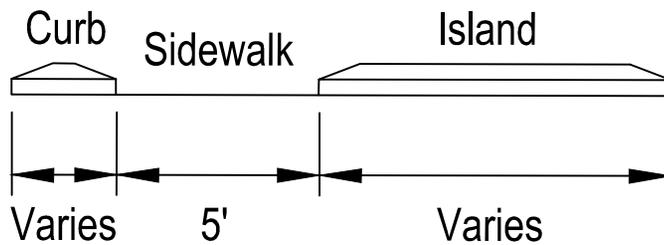


STANDARD DETAILS: STREETS	
PROJECT TITLE:	
 City of Auburn	DEPARTMENT: ENGINEERING
	SCALE: N.T.S.
	DRAWN BY: GINA MCCRICKARD
	CITY ENGINEER: JEFF RAMSEY
	APPVD. BY: JEFF RAMSEY
	IMPLEMENTED: 1-1-2016
	<b>SHEET 36</b>

# RIGHT IN RIGHT OUT DETAIL



## Detail-A



<b>STANDARD DETAILS: STREETS</b>	
PROJECT TITLE:	
DEPARTMENT: ENGINEERING	
SCALE: N.T.S.	
DRAWN BY: GINA MCCRICKARD	
CITY ENGINEER: JEFF RAMSEY	
APPVD. BY: JEFF RAMSEY	
IMPLEMENTED: 1-1-2016	<b>SHEET 37</b>



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**APPENDIX P. Request for Installation of Traffic Signs**

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**Public Works Department**  
 Traffic Engineering Division  
 365-B North Donahue Drive  
 Auburn, AL 36832  
 (334) 501 3029

**REQUEST FOR INSTALLATION OF TRAFFIC SIGNS**

**Please complete the following information:**

Development Name: \_\_\_\_\_

Contact: \_\_\_\_\_ Daytime Phone: \_\_\_\_\_

Address: \_\_\_\_\_

Email (optional): \_\_\_\_\_

**Fill in number of signs requested:**

<input type="checkbox"/> Stop Sign (A)	<input type="checkbox"/> Yield Sign (B)	<input type="checkbox"/> Speed Limit _____ mph (C1)
<input type="checkbox"/> Dead End (D)	<input type="checkbox"/> No Outlet (E)	<input type="checkbox"/> Speed Limit _____ mph (C2)
<input type="checkbox"/> Other (F): _____	<input type="checkbox"/> Other (G): _____	

Street Name Signs: *Attach additional sheets if necessary.*

	<u>North/South Street</u>	<u>East/West Street</u>	
<input type="checkbox"/>	_____	_____	(H1)
<input type="checkbox"/>	_____	_____	(H2)
<input type="checkbox"/>	_____	_____	(H3)
<input type="checkbox"/>	_____	_____	(H4)
<input type="checkbox"/>	_____	_____	(H5)
<input type="checkbox"/>	_____	_____	(H6)

**Provide a map** with the approximate locations of requested signs, labeled as "A" for Stop Signs, "B" for Yield Signs, etc. The Traffic Engineering Division of the Public Works Department will perform any necessary data collection and analysis to assess the need for the installation of a requested traffic sign. All signs shall be installed in accordance with the Manual on Uniform Traffic Control Devices, latest edition.

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

This section for official use only		
Evaluation	Determination	By/Date
Planning Commission approved name	_____	_____
Speed limits	_____	_____
In accordance with MUTCD	_____	_____
Cost Estimate	_____	_____
Recommendation	_____	_____

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## APPENDIX P-1. Irrigation Policy

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City of Auburn

Irrigation Policy

Effective January 1, 2013

**Purpose:** The purpose of this policy is to protect the use of public rights of way for their intended purposes and to repair and replace utilities located in public right of way at the lowest cost to the City of Auburn.

**Background:** The City of Auburn allows encroachments upon public right of way provided that such uses have been permitted and do not diminish the City's rights to use the public right of way for maintenance, repair, or expansion of infrastructure. Often private property owners install, construct, or cause to be constructed irrigation systems and landscaping within the right of way that can be affected by expanding the infrastructure. All of these actions have increased the costs to the City when performing maintenance, repair, or expansion of the infrastructure.

**Policy:**

1. To reduce the costs to City projects, the City shall not restore nor pay any restoration or replacement costs for any encroachment on public right of way, except as outlined in below.
2. Any work within existing street right of way will require an encroachment agreement and/or hold harmless agreement.
3. All trees planted within right of way, 10 feet from any paved surface, will include City approved root barriers.
4. It is understood that irrigation systems placed on City of Auburn right of way are placed there at the risk of the property owner and may be removed with notice to the owners without compensation or replacement.

In the case where the City allows irrigation within the City of Auburn right of way, the following shall apply:

1. A permit is required to be obtained from the Codes Enforcement Division of the Public Safety Department.
2. The system should be installed per the standard details outlined in the Public Works Design and Construction Manual.
3. No major irrigation equipment, such as backflow, controller, remote control valves or mainlines shall be located within the right of way. Lateral line, emitter and distribution tubing may be located within the right of way, but should be as close to the property line as possible.

4. Heads and pipe type shall be of a common type such that replacement is easily accommodated.
5. A hold harmless/indemnity agreement, and certification that if the city needs the right of way to expand infrastructure, the irrigation system and appurtenances will be removed as part of the construction. The homeowner understands that the City or its assigns has the right to remove the obstruction to accommodate the infrastructure expansion. The city will not replace irrigation or landscaping that had been placed on the right of way without prior approval by the Public Works Department.

Contact the Public Works Department at (334) 501-3000 or [www.auburnalabama.org](http://www.auburnalabama.org) for questions concerning this policy.

**APPENDIX P-2. Decorative Street Signs Policy**

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# City of Auburn

## Decorative Street Signs Policy

*(This policy is to be used in conjunction with the Public Works Design and Construction Manual Section 5.7 Signing and Permanent Markings)*

### **Purpose**

This policy document sets out formal policy and guidelines for developers and homeowners associations on the requirements for maintenance of decorative street name signs.

### **Background**

The Traffic Engineering Division of the Public Works Department receives many requests each year to provide street name signs and regulatory signs within the City. The City of Auburn standard street name sign is reflective navy blue background with reflective white lettering. A one time charge of \$125.00 per intersection is billed to the developer upon installation of City standard street name signs. Many developers request the use of decorative signs and posts that are unique to their subdivision.

### **Policy**

The City of Auburn will not be responsible for replacement of decorative signs and posts. If a decorative sign or post is damaged it is the responsibility of the developer or homeowners association to replace and/or repair the sign within 7 days of being notified by the Public Works Department Administration Division of the deficiency by mail and/or email. If requested by the developer or homeowners association, the City of Auburn will install a temporary replacement sign until a new sign can be obtained. Upon installation of the new decorative sign, the temporary signs and posts should be returned to the City of Auburn. If the sign is not returned, the developer or homeowners association will be charged \$125.00 for the temporary sign.

If the sign has not been repaired or replaced within 7 days and a temporary sign not requested, the Administrative Division will advise the Sign Technician to install a standard COA sign. The Sign Technician will follow up one month after installation of a temporary sign to see if the developer or homeowners association has taken any action. If the temporary sign has been replaced with a decorative sign and the temporary sign has not been returned to the City, the homeowners association will be charged for the temporary sign.

**Note:** Stop signs will require a COA sign be installed immediately for the safety of the public.

Contact the City of Auburn's Traffic Engineering Division at (334) 501-3000 or email us at [webpw@auburnalabama.org](mailto:webpw@auburnalabama.org) for questions concerning this policy.