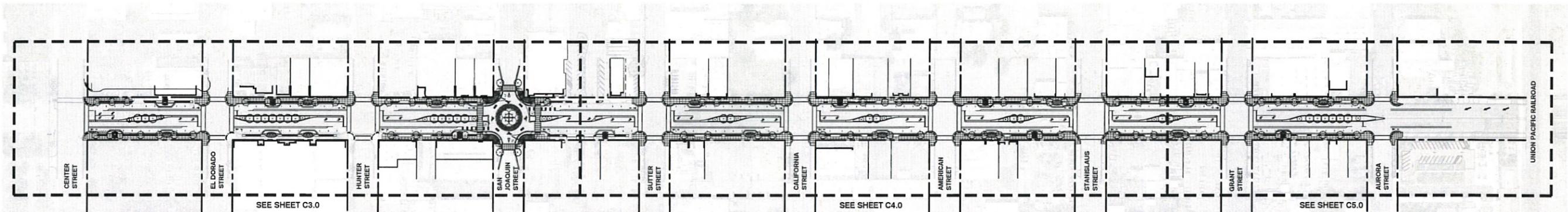


# MINER AVENUE PRECISE ROAD PLAN

FROM CENTER STREET TO UNION PACIFIC RAILROAD  
CITY PROJECT NO. PW1439  
STOCKTON, CALIFORNIA



**SITE MAP**  
SCALE: 1" = 125'

**LEGEND**

	EXISTING RIGHT-OF-WAY		EDGE OF BUILDING
	ROAD CENTERLINE		DOUBLE DOORS
	EXISTING FENCE		TRASH RECEPTACLE
	STATION MARKER		UTILITY VAULTS
	EXISTING TREE		POWER POLE
	PROPOSED BUSH		DRIVEWAY
	PROPOSED TREE		BOLLARD
	TREE GRATE		CENTERLINE POINT LABEL
	SHRUB		INSTALL NEW SIGN
	DECORATIVE CONCRETE SEE KEYNOTES 1-5 C5.0		EXISTING SIGN
	TRUNCATED DOMES		INSTALL NEW THERMOPLASTIC STRIPING PER DETAIL NUMBER
	STREET LIGHT		INSTALL TYPE I 10' ARROW PER CALTRANS STD PLANS A24A
	PROPOSED SIGNAL LIGHT		INSTALL TYPE IV (L OR R) PER CALTRANS STD PLANS A24A
	EXISTING SIGNAL LIGHT		INSTALL TYPE VII (L OR R) PER CALTRANS STD PLANS A24A
	STREET LIGHT		"BIKE LANE SYMBOL" PAVEMENT MARKING LEGEND AND ARROW PER CALTRANS STD PLAN A24C
	BIKE RACK		INSTALL YIELD LINE PER CALTRANS STD PLANS A24E
	BENCH		INSTALL "YIELD" PAVEMENT MARKING PER CALTRANS STD PLAN A24D
	PARALLEL PARKING STALL LIMITS		GREEN PAVEMENT MARKING
	FIRE HYDRANT		STOP PAVEMENT MARKING

**GENERAL NOTES**

- POTENTIAL CONFLICTS WITH EXISTING UTILITIES MAY OCCUR AS A RESULT OF PROPOSED IMPROVEMENTS. THE DETAILED LOCATION OF UTILITIES ARE NOT KNOWN AT THIS TIME. FURTHER COORDINATION WITH UTILITY AGENCIES SHALL OCCUR DURING PREPARATION OF CONSTRUCTION DOCUMENTS.
- THIS PRELIMINARY PLAN HAS BEEN PREPARED FOR STUDY PURPOSES ONLY. PLAN IS NOT FOR CONSTRUCTION.
- RELOCATE TRAFFIC SIGNS WHERE NECESSARY.
- ALL NEW CORNERS MUST HAVE ACCESSIBLE RAMPS PER THIS PLAN (TYPICAL).
- GRADE BREAK SHALL NOT EXCEED 3% (TYPICAL).
- FINAL TRAFFIC CONTROL PLAN DESIGN WILL BE INCLUDED WITH THE FINAL ENGINEERING PLANS.
- ALL STRIPING WILL BE PERFORMED IN ACCORDANCE WITH CITY OF STOCKTON STANDARDS.
- ALL MEDIANS WILL BE LANDSCAPED IN ACCORDANCE WITH CITY OF STOCKTON STANDARDS.
- BEARING LINES ARE IDENTICAL TO BEARING LINES SHOWN ON THE RIGHT OF WAY CONTROL PLANS.
- ALL TURN BAY TAPERS ARE IN ACCORDANCE WITH CALTRANS STANDARDS.
- THE LIGHTING DESIGN WILL BE INCLUDED WITH THE FINAL ENGINEERING.
- LANDSCAPING IS AN IMPORTANT PART OF THE FINAL DESIGN. LANDSCAPING OF MEDIANS AND THE USE OF UNIFORM TREEWELL SPACING SHOULD BE PROVIDED EXCEPT WHERE TREEWELL SPACING WOULD INTERFERE WITH BUSINESS ACCESS.

**ACCESS NOTES**

- ACCESS SHALL BE RESTRICTED WITHIN A MINIMUM OF 30 FEET OF CURBSURFACES OF INTERSECTING STREETS TO PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC THROUGH INTERSECTIONS.
- ALL ACCESSES SHALL BE "RIGHT-TURN ONLY" UNLESS A LEFT TURN IS SPECIFICALLY GRANTED BY THE SPECIFIC PLAN.
- EXISTING ACCESSES TO DEVELOPED SITES MAY REMAIN UNTIL THE SITE IS REDEVELOPED OR IMPROVED. IN GENERAL, ALL FRONTAGE IMPROVEMENTS AND ANY IMPROVEMENT (INCLUDING STRUCTURAL MODIFICATION OR REMODELING) THAT ALTER THE SITE'S TRIP GENERATION OR THE TRAFFIC FLOW TO AND FROM THE SITE SHALL BE CONSTRUED AS A REDEVELOPMENT OR IMPROVEMENT AND WILL TRIGGER THE NEED TO REVIEW AND MODIFY/ELIMINATE ACCESSES AS NECESSARY.
- IF A PARCEL HAS FRONTAGE ON ANOTHER STREET IN ADDITION TO THE SPECIFIC PLAN ROADWAY, ACCESS TO THE SPECIFIC PLAN ROADWAY WILL BE PERMITTED ONLY WHERE THE IMPACTS ON THE SPECIFIC PLAN ROADWAY ACCESS ARE SIGNIFICANTLY LESS THAN THE IMPACTS OF AN ACCESS ON THE OTHER STREET.
- ONE ACCESS POINT PER PROPERTY OWNERSHIP WILL BE PERMITTED, UNLESS A DEVELOPMENT OR CIRCULATION PLAN IS PROVIDED DEMONSTRATING THAT MORE THAN ONE ACCESS IS REQUIRED TO HANDLE DRIVEWAY VOLUMES, AND WILL NOT BE DETRIMENTAL TO TRAFFIC FLOW ON ADJACENT PUBLIC ROADS.
- SHOULD A PARCEL EXIST WITH NO OTHER POTENTIAL ACCESS POINTS AND NOT UNDER SAME PROPERTY OWNERSHIP AS ADJACENT PARCELS, A SINGLE 20-FOOT WIDE, "RIGHT-TURN ONLY" EGRESS/INGRESS MAY BE GRANTED.
- UNLESS OTHERWISE NOTED, ACCESS IS RESTRICTED ALONG THE SPECIFIC PLAN ROADWAY.

**ABBREVIATIONS**

BC	BEGINNING OF CURB	INTX	INTERSECTION
BCR	BEGINNING CURB RETURN	MAX	MAXIMUM
BW	BACK OF WALK	MIN	MINIMUM
DW	DRIVEWAY	R	RADIUS
EC	END OF CURB	RW	RIGHT OF WAY
ECR	END CURB RETURN	STA	STATION
EL	ELEVATION	SW	SIDEWALK
EP	EDGE OF PAVEMENT	VERT	VERTICAL
EX	EXISTING	(W)	WEST
FL	FLOWLINE	(E)	EAST
FOC	FACE OF CURB	(S)	SOUTH
G	GROUND	(N)	NORTH
GR	GRADE	±	PLUS OR MINUS
HORIZ	HORIZONTAL	(L)	LEFT
		(R)	RIGHT

**SHEET INDEX**

C1.0	COVER SHEET
C2.0	STREET CROSS SECTIONS
C3.0	PRELIMINARY DESIGN STA 0+00 TO 14+00
C4.0	PRELIMINARY DESIGN STA 14+00 TO 29+50
C5.0	PRELIMINARY DESIGN STA 29+50 TO 35+71
C6.0	DRIVEWAY ACCESS PLAN

100 % SUBMITTAL  
NOT FOR CONSTRUCTION

RECOMMEND FOR APPROVAL

APPROVED BY: \_\_\_\_\_ DATE \_\_\_\_\_

KEVIN HERNANDEZ, CHAIR  
CITY OF STOCKTON PLANNING COMMISSION

APPROVED

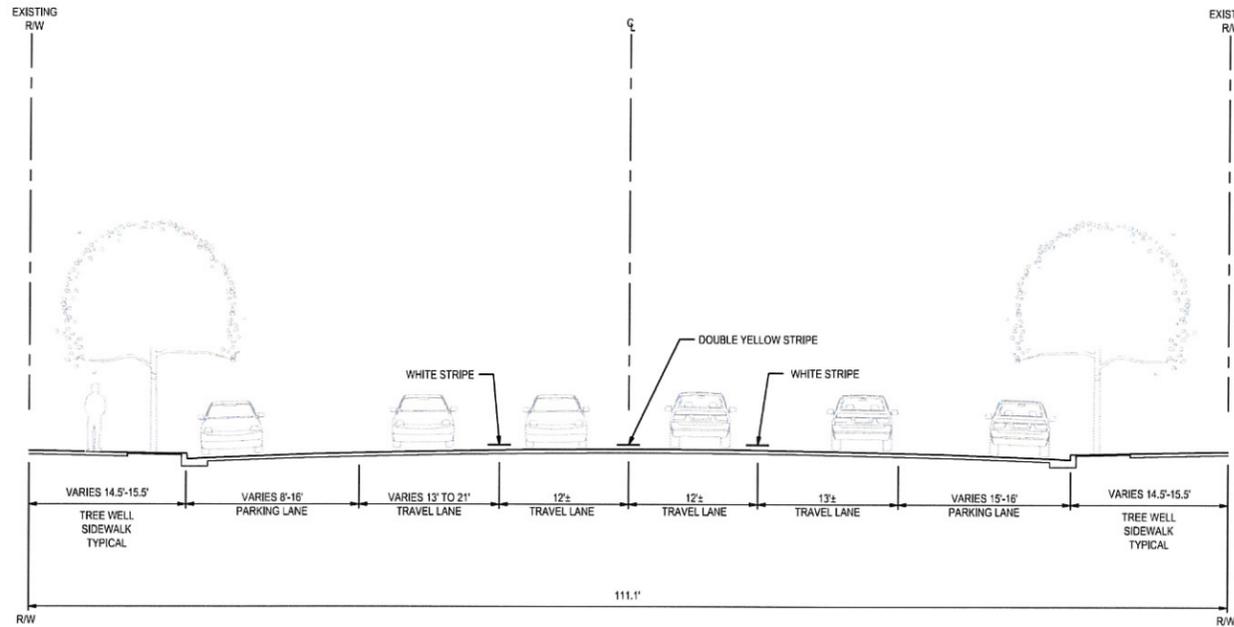
APPROVED BY: \_\_\_\_\_ DATE \_\_\_\_\_

MICHAEL TUBBS, MAYOR  
CITY OF STOCKTON



 3244 Broadway Road, Suite 100, Stockton, California 95219 209-943-2921 www.siegfriedeng.com Fax: 209-943-0214				
Revision No.	Description	Date	By	Apprv. By

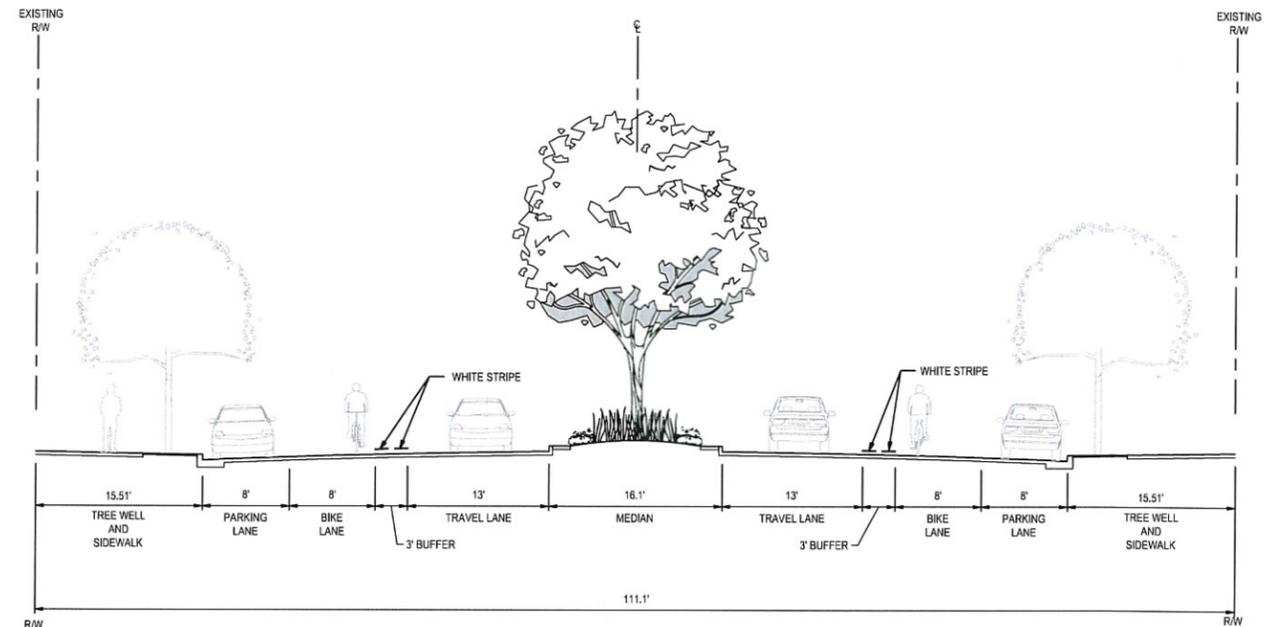
MINER AVENUE PRECISE ROAD PLAN  COVER SHEET  CITY OF STOCKTON, CALIFORNIA	
SCALE AS SHOWN	CITY OF STOCKTON:
DESIGNED BY PJS	CITY ENGINEER
DRAWN BY MWK	RESOLUTION NO.:
CHECKED BY PJS	PROJECT NO. PW1439
RECORD DWGS.	PROJECT NO.
SHEET NO. C1.0	OF 5 SHEETS



**EXISTING SECTION**

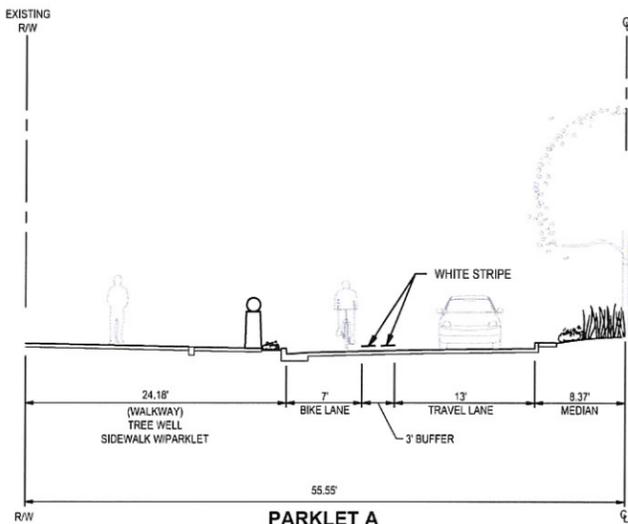
NOT TO SCALE

(STA 1+00 TO STA 35+00)



**PROPOSED A-A (TYPICAL ROAD SECTION STA:1+00 TO STA:11+52 AND STA:12+70 TO STA:35+71)**

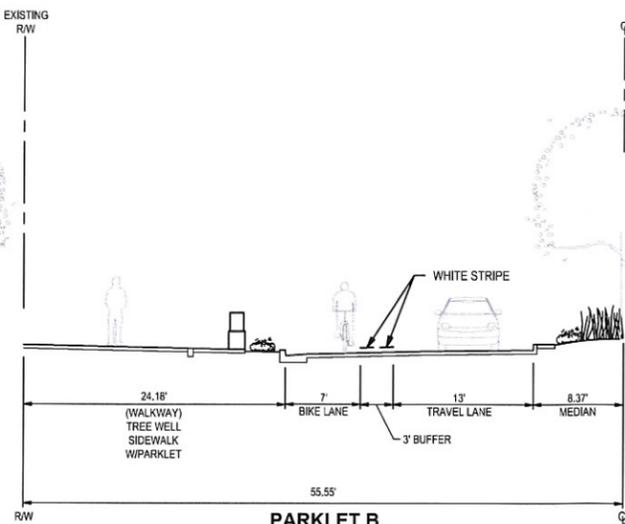
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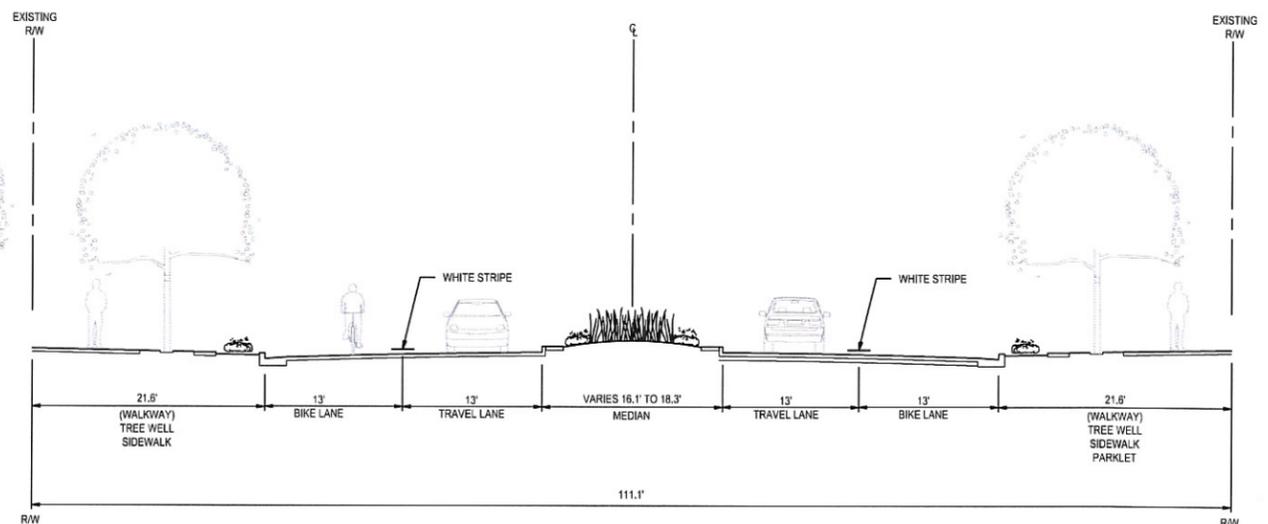
**PARKLET A**

**PROPOSED B-B (WITH PARKLET STA: VARIES, SEE PLAN)**

NOT TO SCALE



**PARKLET B**



**PROPOSED C-C (WITH ROUNDABOUT STA:11+52 TO STA:12+70)**

NOT TO SCALE

(STA 11+52.97)

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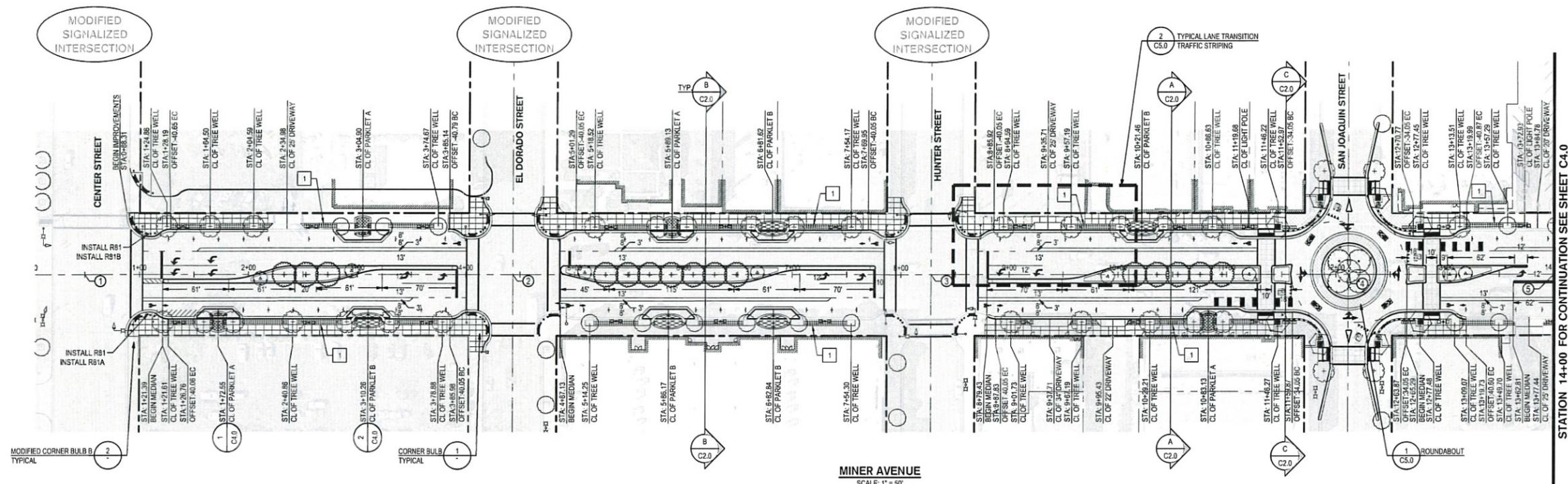
**MINER AVENUE  
PRECISE ROAD PLAN**

**STREET CROSS  
SECTIONS**

CITY OF STOCKTON, CALIFORNIA

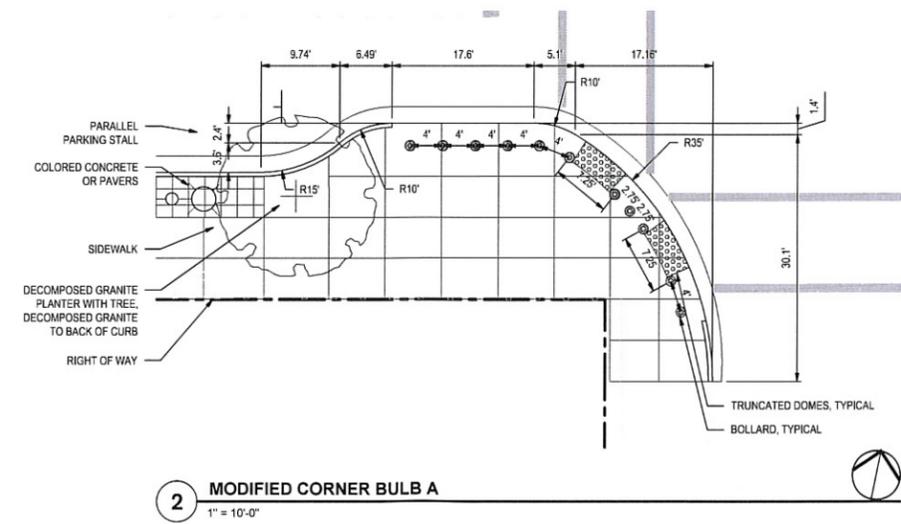
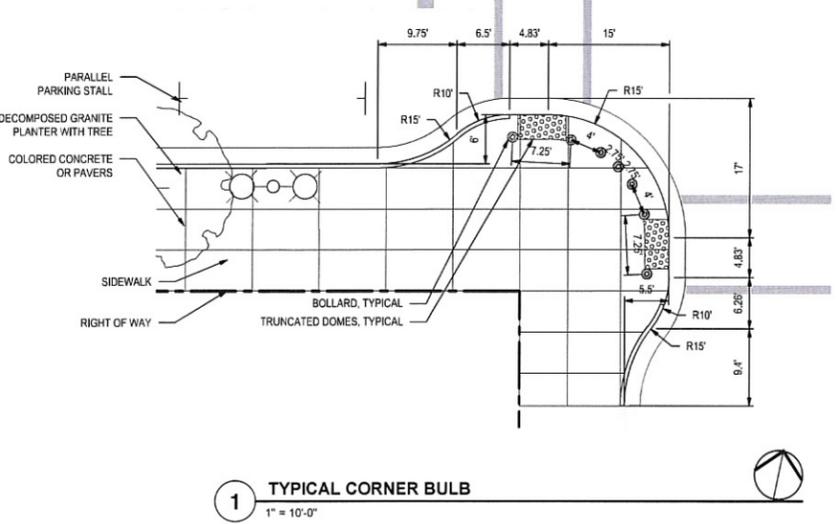
Revision No.	Description	Date	By	Appr'd. By

SCALE AS SHOWN	CITY OF STOCKTON:	SHEET NO.
DESIGNED BY PJS	CITY ENGINEER	<b>C2.0</b>
DRAWN BY MWK	RESOLUTION NO.:	PW1439
CHECKED BY PJS	PROJECT NO.	
RECORD DWGS.		

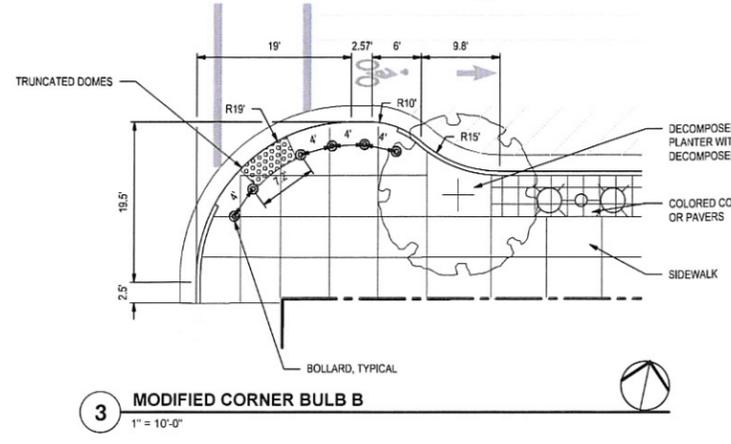


STATION 14+00 FOR CONTINUATION SEE SHEET C4.0

MINER AVENUE  
SCALE: 1" = 50'

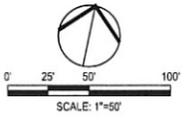


Point #	Raw Description	Northing	Easting
1	BEGIN ALIGNMENT	2171337.0255	6333339.8715
2	INTX EL DORADO ST	2171416.2570	6333725.2102
3	INTX HUNTER ST	2171493.6244	6334101.4835
4	INTX SAN JOAQUIN ST	2171570.9099	6334477.3582
5	MID ALIGNMENT	2171608.9179	6334662.2082
6	INTX SUTTER ST	2171648.3761	6334854.1113
7	INTX CALIFORNIA ST	2171725.8479	6335230.8920
8	INTX AMERICAN ST	2171803.1459	6335606.8275
9	INTX STANISLAUS ST	2171880.4439	6335982.7630
10	MID ALIGNMENT	2171921.0907	6336180.4468
11	INTX GRANT ST	2171957.8276	6336359.1149
12	INTX AURORA ST	2172035.1543	6336735.1900
13	END ALIGNMENT	2172102.3523	6337062.0046



KEYNOTES

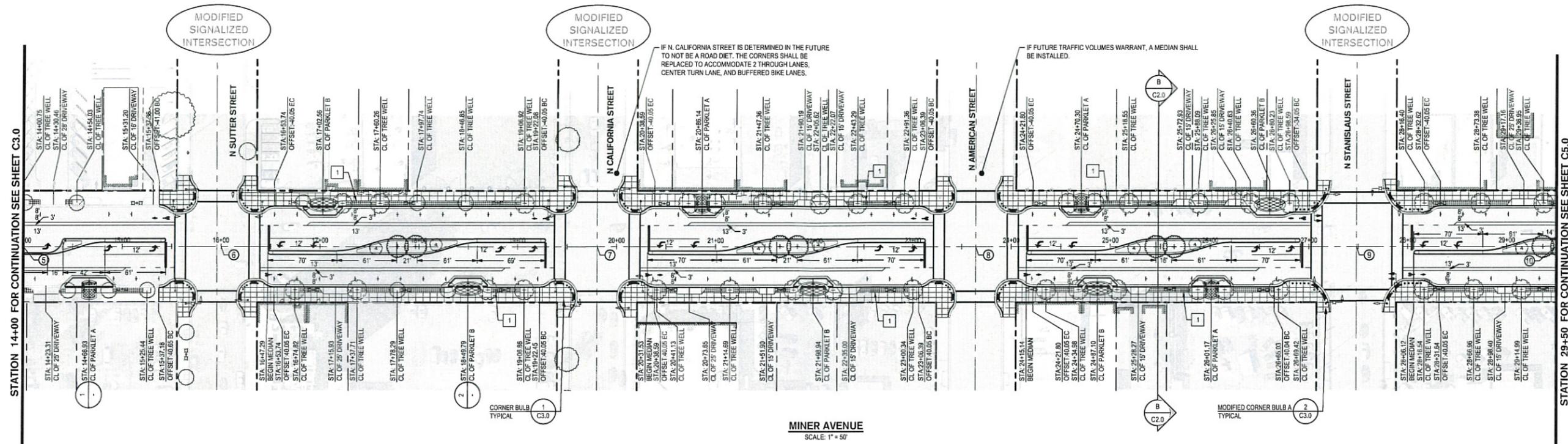
- 1 BIKE RACK SURFACE MOUNTED



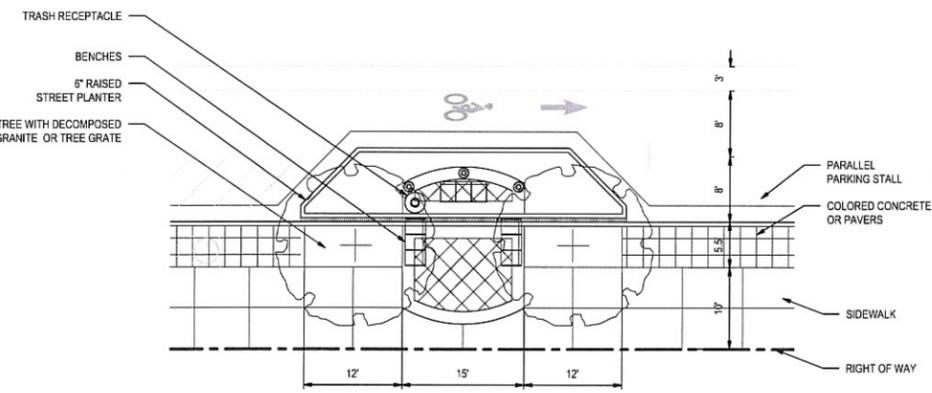
100 % SUBMITTAL  
NOT FOR CONSTRUCTION

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Revision No.	Description	Date	By	Apprv. By

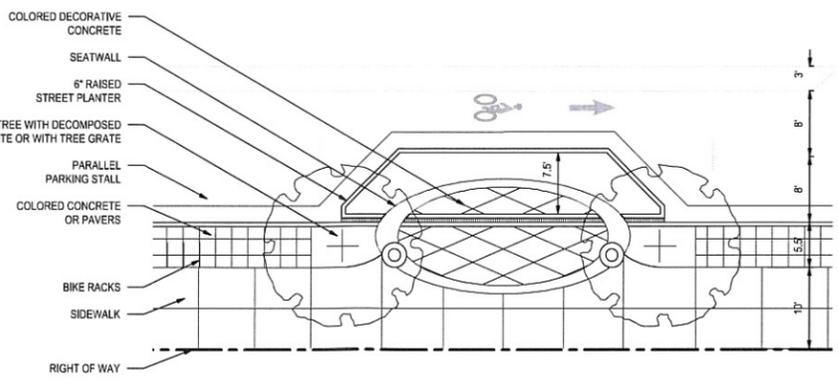
MINER AVENUE PRECISE ROAD PLAN PRELIMINARY DESIGN STA 0+00 TO 14+00 CITY OF STOCKTON, CALIFORNIA			
SCALE	AS SHOWN	CITY OF STOCKTON:	SHEET NO.
DESIGNED BY	PJS	CITY ENGINEER	C3.0
DRAWN BY	MWK	RESOLUTION NO.:	OF 5 SHEETS
CHECKED BY	PJS	PROJECT NO.	PW1439
RECORD DWGS.			PROJECT NO.



**MINER AVENUE**  
SCALE: 1" = 50'



**1 TYPICAL PARKLET A**  
1" = 10'-0"

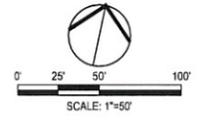


**2 TYPICAL PARKLET B**  
1" = 10'-0"

**KEYNOTES**

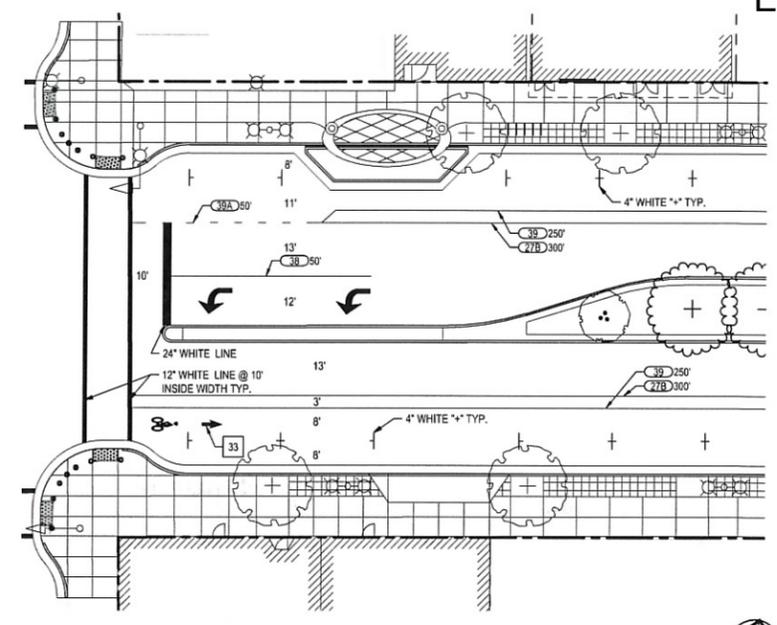
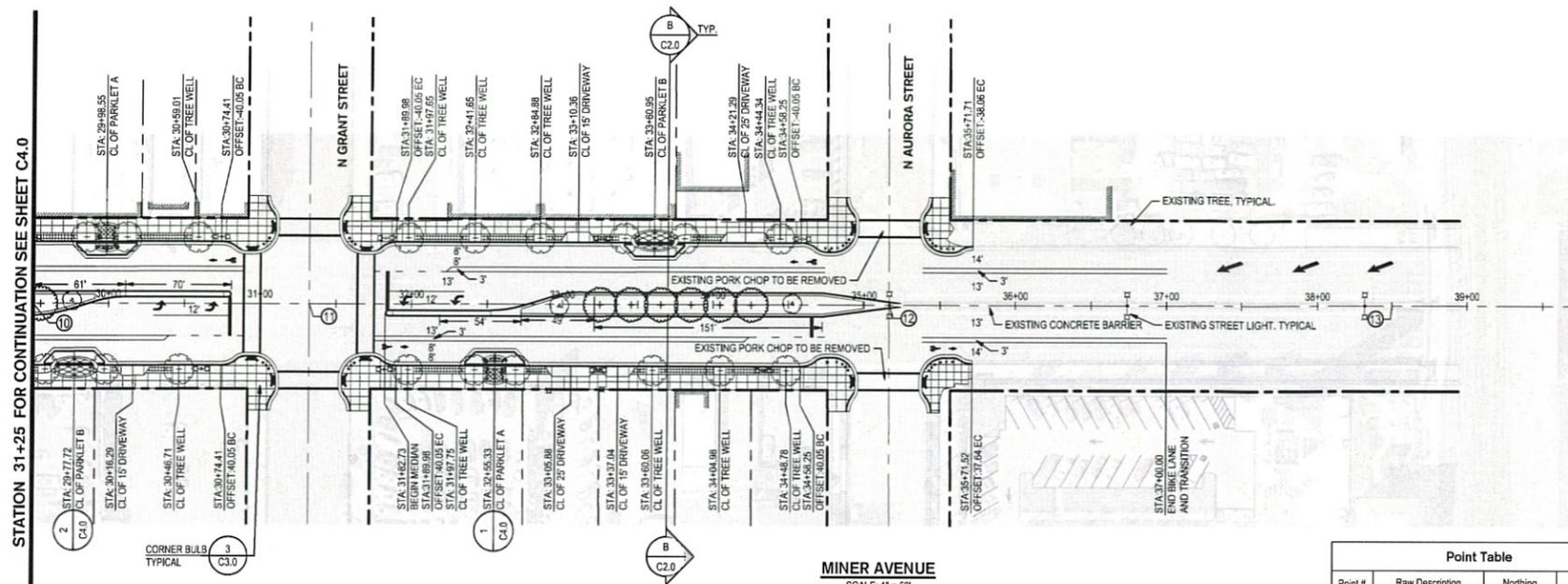
- 1 BIKE RACK SURFACE MOUNTED

Point Table			
Point #	Raw Description	Northing	Easting
1	BEGIN ALIGNMENT	2171337.0255	6333339.8715
2	INTX EL DORADO ST	2171416.2570	6333725.2102
3	INTX HUNTER ST	2171493.6244	6334101.4835
4	INTX SAN JOAQUIN ST	2171570.9099	6334477.3582
5	MID ALIGNMENT	2171608.9179	6334662.2082
6	INTX SUTTER ST	2171648.3781	6334854.1113
7	INTX CALIFORNIA ST	2171725.8479	6335230.8920
8	INTX AMERICAN ST	2171803.1459	6335606.8275
9	INTX STANISLAUS ST	2171880.4439	6335982.7630
10	MID ALIGNMENT	2171921.0907	6336180.4468
11	INTX GRANT ST	2171957.8276	6336359.1149
12	INTX AURORA ST	2172035.1543	6336735.1900
13	END ALIGNMENT	2172102.3523	6337082.0046



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NOT FOR CONSTRUCTION

		<b>MINER AVENUE PRECISE ROAD PLAN</b>	
		<b>PRELIMINARY DESIGN STA 14+00 TO 29+50</b>	
CITY OF STOCKTON, CALIFORNIA		CITY OF STOCKTON	
SCALE AS SHOWN		CITY ENGINEER	
DESIGNED BY PJS		RESOLUTION NO.:	
DRAWN BY MWK		PROJECT NO.	
CHECKED BY PJS		SHEET NO.	
RECORD DWGS.		C4.0	
OF 5 SHEETS		PW1439	



1 TYPICAL LANE TRANSITION TRAFFIC STRIPING  
1" = 20'-0"

**SIGNING AND STRIPING GENERAL NOTES**

- ALL NEW PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER SECTION 84-2 OF THE CALTRANS STANDARD SPECIFICATIONS.
- REMOVE ALL EXISTING CONFLICTING STRIPING AND MARKINGS.
- ALL SIGNAGE SHALL BE PER CA MUTCD LATEST VERSION.
- ALL STRIPING SHALL BE PER 2015 CALTRANS STANDARD PLANS AND SPECIFICATIONS, LATEST VERSION.

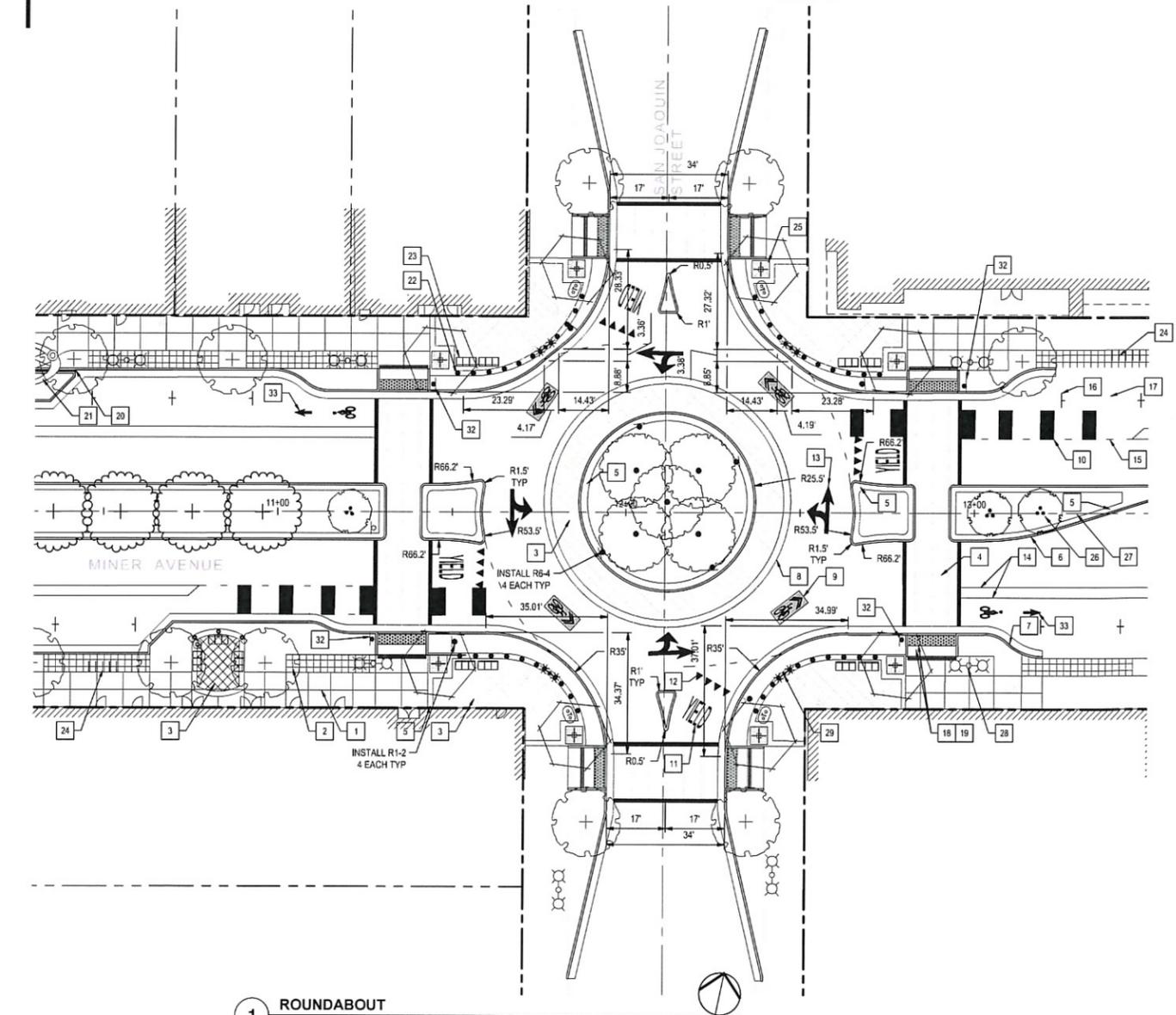
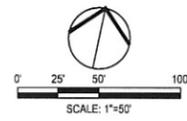
**LEGEND**

- INSTALL NEW SIGN
- EXISTING SIGN
- INSTALL NEW THERMOPLASTIC STRIPING PER DETAIL NUMBER
- INSTALL TYPE I 10' ARROW PER CALTRANS STD PLANS A24A
- INSTALL TYPE IV (L OR R) PER CALTRANS STD PLANS A24A
- INSTALL TYPE VI (L OR R) PER CALTRANS STD PLANS A24A
- "BIKE LANE SYMBOL" PAVEMENT MARKING LEGEND AND ARROW PER CALTRANS STD PLAN A24C
- INSTALL YIELD LINE PER CALTRANS STD PLANS A24E
- INSTALL "YIELD" PAVEMENT MARKING PER CALTRANS STD PLAN A24D
- DECORATIVE BOLLARD

**Point Table**

Point #	Raw Description	Northing	Eastings
1	BEGIN ALIGNMENT	2171337.0255	6333339.8715
2	INTX EL DORADO ST	2171416.2570	6333725.2102
3	INTX HUNTER ST	2171493.6244	6334101.4835
4	INTX SAN JOAQUIN ST	2171570.9099	6334477.3582
5	MID ALIGNMENT	2171608.9179	6334662.2082
6	INTX SUTTER ST	2171648.3761	6334854.1113
7	INTX CALIFORNIA ST	2171725.8479	6335230.8920
8	INTX AMERICAN ST	2171803.1459	6335605.8275
9	INTX STANISLAUS ST	2171880.4439	6335982.7630
10	MID ALIGNMENT	2171921.0907	6336180.4468
11	INTX GRANT ST	2171957.8276	6336359.1149
12	INTX AURORA ST	2172035.1543	6336735.1900
13	END ALIGNMENT	2172102.3523	6337062.0046

- KEYNOTES**
- SIDEWALK CONCRETE GRAY MEDIUM BROOM FINISH 6" O.C. SQUARE PATTERN SCORING
  - SIDEWALK CONCRETE COLORED MEDIUM BROOM FINISH 2.0' O.C. SQUARE PATTERN SCORING
  - SIDEWALK CONCRETE COLORED MEDIUM BROOM FINISH 2.5' O.C. DIAGONAL PATTERN SCORING
  - CROSSWALK CONCRETE COLORED MEDIUM BROOM FINISH 5.0' O.C. SQUARE PATTERN SCORING
  - CONCRETE BAND 2.0' GRAY MEDIUM BROOM FINISH
  - 6" VERTICAL CURB
  - 6" VERTICAL CURB AND GUTTER
  - 2" MOUNTABLE CURB
  - GREEN BACKGROUND BIKE LANE SHARROW
  - GREEN PAINTED BIKE LANE INDICATOR
  - WHITE THERMOPLASTIC "YIELD" LETTERING
  - WHITE THERMOPLASTIC YIELD LINE
  - WHITE THERMOPLASTIC LANE DIRECTION ARROW SYMBOL
  - 6" WHITE THERMOPLASTIC SOLID LINE
  - 6" WHITE THERMOPLASTIC DASHED LINE
  - 4" WHITE THERMOPLASTIC PARALLEL PARKING CROSS "X"
  - PARALLEL PARKING STALL
  - PEDESTRIAN RAMP
  - TRUNCATED DOMES
  - TRENCH DRAIN
  - SEAT WALL
  - DECORATIVE BOLLARD
  - 4" BENCH SURFACE MOUNTED
  - BIKE RACK SURFACE MOUNTED
  - TREE GRATE
  - TREE
  - SHRUB/ GROUND COVER
  - STREET LIGHT
  - DECORATIVE STREET LIGHT
  - SIGNAL POLE
  - PED BUTTON
  - RRFB CROSSING SYSTEM
  - BIKE LANE ARROW



1 ROUNDABOUT  
1" = 20'-0"

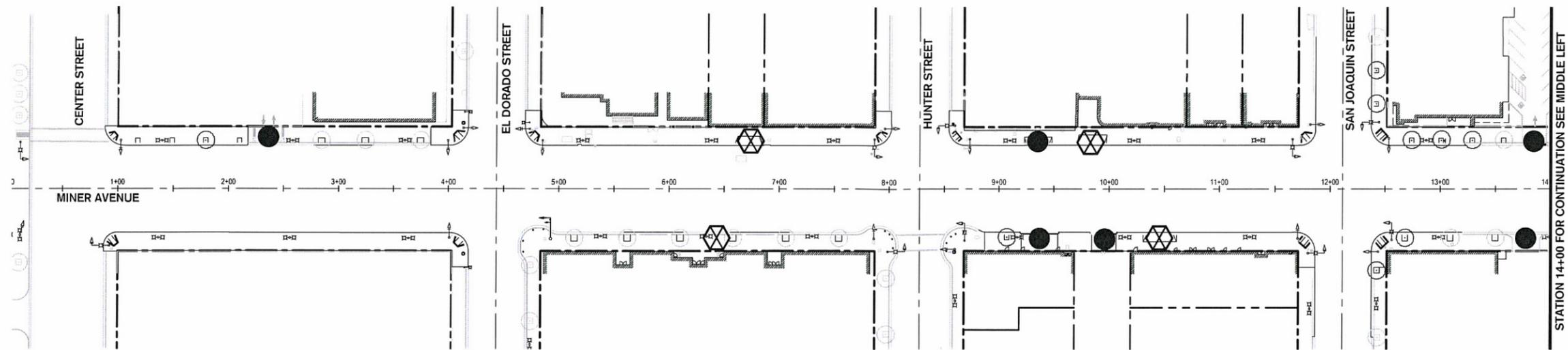
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**MINER AVENUE  
PRECISE ROAD PLAN  
PRELIMINARY DESIGN  
STA 29+50 TO 35+71  
CITY OF STOCKTON, CALIFORNIA**

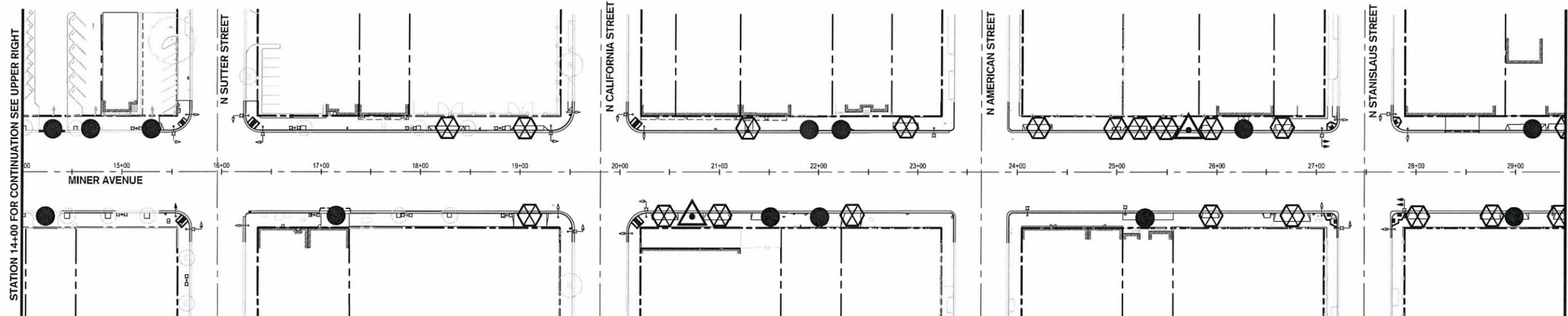
Revision No.	Description	Date	By	Apprv. By

SCALE AS SHOWN	CITY OF STOCKTON	SHEET NO.
DESIGNED BY PJS	CITY ENGINEER	<b>C5.0</b>
DRAWN BY MWK	RESOLUTION NO.	PW1439
CHECKED BY PJS	PROJECT NO.	
RECORD DWGS.		



MINER AVENUE  
SCALE: 1" = 50'

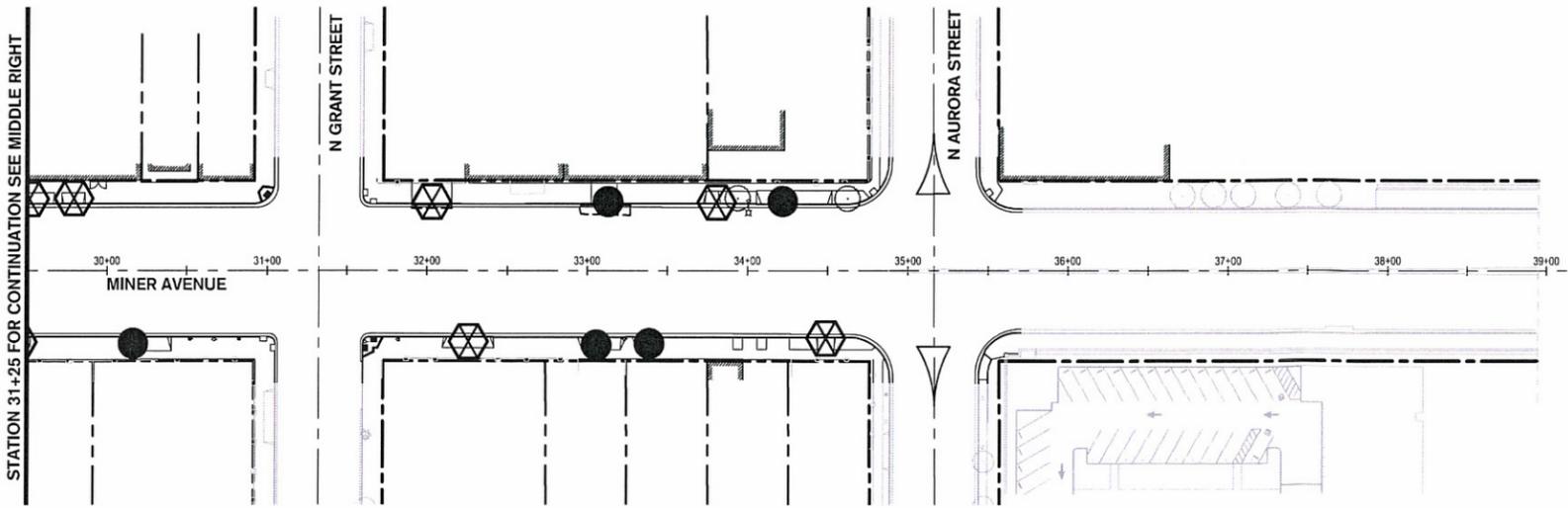
STATION 14+00 FOR CONTINUATION SEE MIDDLE LEFT



MINER AVENUE  
SCALE: 1" = 50'

STATION 14+00 FOR CONTINUATION SEE UPPER RIGHT

STATION 29+50 FOR CONTINUATION LOWER LEFT



MINER AVENUE  
SCALE: 1" = 50'

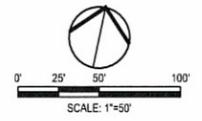
STATION 31+25 FOR CONTINUATION SEE MIDDLE RIGHT

**ACCESS NOTES**

- ACCESS SHALL BE RESTRICTED WITH IN A MINIMUM OF 30 FEET OF CURBSURFACES OF INTERSECTING STREETS TO PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC THROUGH INTERSECTIONS.
- ALL ACCESSES SHALL BE "RIGHT-TURN ONLY" UNLESS A LEFT TURN IS SPECIFICALLY GRANTED BY THE SPECIFIC PLAN.
- EXISTING ACCESSES TO DEVELOPED SITES MAY REMAIN UNTIL THE SITE IS REDEVELOPED OR IMPROVED. IN GENERAL, ALL FRONTAGE IMPROVEMENTS AND ANY IMPROVEMENT (INCLUDING STRUCTURAL MODIFICATION OR REMODELING) THAT ALTER THE SITE'S TRIP GENERATION OR THE TRAFFIC FLOW TO AND FROM THE SITE SHALL BE CONSTRUED AS A REDEVELOPMENT OR IMPROVEMENT AND WILL TRIGGER THE NEED TO REVIEW AND MODIFY/ELIMINATE ACCESSES AS NECESSARY.
- IF A PARCEL HAS FRONTAGE ON ANOTHER STREET IN ADDITION TO THE SPECIFIC PLAN ROADWAY, ACCESS TO THE SPECIFIC PLAN ROADWAY WILL BE PERMITTED ONLY WHERE THE IMPACTS ON THE SPECIFIC PLAN ROADWAY ACCESS ARE SIGNIFICANTLY LESS THAN THE IMPACTS OF AN ACCESS ON THE OTHER STREET.
- ONE ACCESS POINT PER PROPERTY OWNERSHIP WILL BE PERMITTED, UNLESS A DEVELOPMENT OR CIRCULATION PLAN IS PROVIDED DEMONSTRATING THAT MORE THAN ONE ACCESS IS REQUIRED TO HANDLE DRIVEWAY VOLUMES, AND WILL NOT BE DETRIMENTAL TO TRAFFIC FLOW ON ADJACENT PUBLIC ROADS.
- SHOULD A PARCEL EXIST WITH NO OTHER POTENTIAL ACCESS POINTS AND NOT UNDER SAME PROPERTY OWNERSHIP AS ADJACENT PARCELS, A SINGLE 20-FOOT WIDE, "RIGHT-TURN ONLY" EGRESS/INGRESS MAY BE GRANTED.
- UNLESS OTHERWISE NOTED, ACCESS IS RESTRICTED ALONG THE SPECIFIC PLAN ROADWAY.

**LEGEND**

- EXISTING DRIVEWAY TO REMAIN AND BE RECONSTRUCTED OR ALTERED.
- ⊗ EXISTING DRIVEWAY TO BE REMOVED DUE TO BEING ABANDONED OR HAS BEEN BLOCKED OFF AND NO LONGER IN USE.
- ▲ PROPOSED DRIVEWAY



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NOT FOR CONSTRUCTION



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Revision No.	Description	Date	By	Apprv. By

<b>MINER AVENUE PRECISE ROAD PLAN</b>	
<b>DRIVEWAY ACCESS PLAN</b>	
CITY OF STOCKTON, CALIFORNIA	
SCALE AS SHOWN	CITY OF STOCKTON:
DESIGNED BY PJS	SHEET NO. <b>C6.0</b>
DRAWN BY MWK	OF 5 SHEETS
CHECKED BY PJS	CITY ENGINEER
RECORD DWGS.	RESOLUTION NO.:
	PROJECT NO. PW1439