10' LOW DENSITY RESIDENTIAL

10' HIGH DENSITY RESIDENTIAL
10' COMMERCIAL

12' INDUSTRIAL
12' LOW DENSITY RESIDENTIAL

12' HIGH DENSITY RESIDENTIAL

12' COMMERCIAL

SIDEWALK SECTION TO BE USED SHALL BE INDICATED ON THE PLANS

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

STANDARD SIDEWALK SECTION
UTILITY LOCATIONS ARE TYPICAL FOR ALL STREET WIDTHS
70' STREET
WITH COMBINED BIKE LANE AND PARKING

90' FOUR LANE ARTERIAL
WITH COMBINED BIKE LANE AND PARKING

100' FOUR LANE ARTERIAL
WITH BIKE LANE OR PARKING LANE

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

STANDARD GEOMETRIC
STREET SECTIONS
110' FOUR LANE ARTERIAL
WITH COMBINED BIKE LANE AND PARKING

120' SIX LANE ARTERIAL
WITH BIKE LANE AND NO PARKING

134' SIX LANE ARTERIAL
WITH COMBINED BIKE LANE AND PARKING
NOTES:
1. THE GUTTER WIDTH IS TO BE 18" OR 24" AS SPECIFIED IN THE STANDARD GEOMETRIC STREET SECTION DETAILS.
2. THICKNESS OF AGGREGATE BASE SHALL BE:
   * FOR NEW STREET SECTION: AS DETERMINED BY EXTENSION OF THE ROADWAY GRADING PLANE, OR
   * FOR EXISTING STREET SECTION: 6"

CURB AND GUTTER DETAIL

BACKFILL MEDIAN AS SHOWN

CLASS 2 DRAIN ROCK (CONT.)

EXTRUDED MEDIAN CURB DETAIL

PROVIDE 1" WEEPHOLES @10' O.C. AT CONTROL JOINTS

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

STANDARD CURB & GUTTER AND EXTRUDED MEDIAN CURB
NOTE: FOR NECESSARY DIMENSIONS SEE APPROPRIATE STREET GEOMETRIC SECTION

4" PCC SIDEWALK
3" CLASS 2 AGGREGATE BASE
95% RELATIVE COMPACTION
IN SIDEWALK SECTION

1:1 SLOPE

AGGREGATE SUBBASE, 95% RELATIVE
COMPACITION IN STREET, CURB &
GUTTER SECTION

SEE NOTE 1

SEE NOTE 2

R=1/2"
2:12 BATTER

2% 2%

6"

GRADING PLANE

SEE NOTE 2

6" PCC DRIVEWAY
CLASS 2 AGGREGATE BASE
95% RELATIVE COMPACTION
IN DRIVEWAYS

AGGREGATE SUBBASE, 95% RELATIVE
COMPACITION IN STREET, CURB &
GUTTER SECTION

SEE NOTE 1

1/2" EXPANSION JOINT

14' MIN. SINGLE & 25' MAX. DOUBLE
35' MAX. COMMERCIAL

SEE NOTE 3

6"PCC DRIVEWAY

1"

STANDARD DRIVEWAY APPROACH

NOTES:
1. THICKNESS OF AGGREGATE BASE
UNDER CURB & GUTTER SHALL BE:
FOR NEW STREET SECTION—AS
DETERMINED BY EXTENSION OF THE
ROADWAY GRADING PLANE
OR
FOR EXISTING STREET SECTION: 6”

2. EDGE OF PAVEMENT 1/4” ABOVE LIP
LIP 1.25” ABOVE EL FOR 1.5’ GUTTER
LIP 1.5” ABOVE EL FOR 2’ GUTTER

3. DRIVEWAY FLARE WIDTH:
-1.5’ FOR RESIDENTIAL
-3.0’ FOR COMMERCIAL & INDUSTRIAL
OR OTHERWISE NOTED.

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

STANDARD CROSS-SECTIONS
CURB, GUTTER, SIDEWALK
AND DRIVEWAY APPROACH
NOTES:

1. THICKNESS OF AGGREGATE BASE UNDER CURB & GUTTER SHALL BE:
   FOR NEW STREET SECTION: AS DETERMINED BY EXTENSION OF THE ROADWAY GRADING PLANE
   OR
   FOR EXISTING STREET SECTION: 6"

2. EDGE OF PAVEMENT 1/4" ABOVE LIP
   LIP 1.25" ABOVE LIP FOR 1.5' GUTTER
   LIP 1.5" ABOVE LIP FOR 2' GUTTER

3. W = WIDTH OF ADJACENT MONOLITHIC SIDEWALK

4. DRIVEWAY FLARE WIDTH:
   -1.5' FOR RESIDENTIAL
   -3.0' FOR COMMERCIAL & INDUSTRIAL
   OR OTHERWISE NOTED.
NOTES:

1. THICKNESS OF AGGREGATE BASE UNDER CURB & GUTTER SHALL BE:
   FOR NEW STREET SECTION: AS DETERMINED BY EXTENSION OF THE ROADWAY GRADING PLANE
   OR
   FOR EXISTING STREET SECTION: 6"

2. EDGE OF PAVEMENT 1/4" ABOVE LIP
   LIP 1.25" ABOVE LIP FOR 1.5" GUTTER
   LIP 1.5" ABOVE LIP FOR 2" GUTTER

3. DRIVEWAY FLARE WIDTH:
   - 1.5’ FOR RESIDENTIAL
   - 3.0’ FOR COMMERCIAL & INDUSTRIAL
   OR OTHERWISE NOTED.
NOTES:

1. THICKNESS OF AGGREGATE BASE UNDER CURB & GUTTER SHALL BE:
   FOR NEW STREET SECTION: AS DETERMINED BY EXTENSION OF THE ROADWAY GRADING PLANE
   OR
   FOR EXISTING STREET SECTION: 6"

2. EDGE OF PAVEMENT 1/4" ABOVE LIP
   LIP 1.25" ABOVE LIP FOR 1.5" GUTTER
   LIP 1.5" ABOVE LIP FOR 2' GUTTER

3. DRIVEWAY FLARE WIDTH:
   - 1.5' FOR RESIDENTIAL
   - 3.0' FOR COMMERCIAL & INDUSTRIAL
   OR OTHERWISE NOTED.

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

DRIVEWAY DETAIL
FOR
DETACHED SIDEWALK
(DRIVEWAY WITH PLANTER STRIP LESS THAN 4.5")

FILE NO. A-BA
DRIVEWAY WITH PLANTER
STRIP 4.5' OR GREATER

AS NOTED ON PLANS 2' MINIMUM

EXISTING DRIVEWAY

SAWCUT EXISTING AC AND PCC DRIVEWAYS

CONFORM

REDWOOD HEADER

EXISTING DRIVEWAY

SAWCUT EXISTING AC AND PCC DRIVEWAYS

CONFORM

REDWOOD HEADER

DRIVEWAY WITH PLANTER
STRIP LESS THAN 4.5'

AS NOTED ON PLANS 2' MINIMUM

EXISTING DRIVEWAY

SAWCUT EXISTING AC AND PCC DRIVEWAYS

CONFORM

REDWOOD HEADER

NOTE:
1. THE AGGREGATE BASE (A.B.), AGGREGATE SUB-BASE (A.S.B.),
   AND SUBGRADE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

2. DRIVEWAY WIDTH:
   -1.5' FOR RESIDENTIAL
   -3.0' FOR COMMERCIAL & INDUSTRIAL OR OTHERWISE NOTED.

HEADER BOARD DETAIL

NOTE:
HEADER BOARD AT DRIVEWAY CONFORM TO BE INSTALLED PRIOR TO PAYING

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

DRIVEWAY AND AC CONFORM
DETAILS
CONCRETE APRON

EXTEND VALLEY GUTTER BARS ACROSS APRON

No. 4 REBAR - 6'± AT 45° ANGLE
No. 4 REBARS 30" ON CENTER BOTH WAYS

DOWEL 6 BARS 6" INTO EXISTING GUTTER SECTION
BACK OF SIDEWALK
SAWCUT

5'

ASPHALT CONCRETE
AGGREGATE BASE
AGGREGATE SUBBASE

2:12 BATTER (TYPICAL)

No. 4 REBAR (3 PLACES)
CLASS A PCC CONCRETE

4" CLEARANCE (TYPICAL)

NOTE: ROCK EXTENDS UNDER GUTTER

VALLEY GUTTER

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

STANDARD CONCRETE APRON
AND VALLEY GUTTER

FILE NO. A-10
NOTES:

1. TYPE N-4 MARKERS WITH AMBER PLASTIC REFLECTORS FOR BARRICADE ON THE SIDES OF THE STREET. TYPE N-5 MARKERS WITH RED PLASTIC REFLECTORS FOR BARRICADE AT DEAD-END OF THE STREET.

2. AMBER PLASTIC DISK FOR BARRICADE ON THE SIDES OF THE STREET. RED PLASTIC DISK FOR BARRICADE AT DEAD-END OF THE STREET.
FRAME AND COVER – EMPIRE FOUNDRY CO. NO. MN–78, PHOENIX IRON WORKS NO. P–2001, OR APPROVED EQUAL OVER MONUMENT. FRAME AND COVER TO BE SET IN CONCRETE AFTER PAVING.

SURVEYOR’S NOTE:
EXACT POINT TO BE DETERMINED BY ACCURATE SURVEY AND CLEARLY PUNCHED IN TOP OF BRASS MARKER TOGETHER WITH ENGINEER’S R.C.E. NUMBER IN 1/8” HIGH NUMERALS.

MONUMENT BOX FRAME SHOULD BE FLUSH WITH SURROUNDING PAVEMENT

SOLID BRASS MONUMENT MARKER WITH 2” DIAMETER CAP AND 2–3/4” SHANK, LIETZ NO. 526 OR APPROVED EQUAL. TOP OF MONUMENT TO BE 4” MAXIMUM BELOW STREET SURFACE.

FOR MARKING, SEE SURVEYOR’S NOTE ABOVE.

CLASS B OR BETTER CONCRETE Poured IN PLACE

CONCRETE MONUMENT SHALL BE CONSTRUCTED USING FORM FOR UPPER PORTION SO THAT CONCRETE IN MONUMENT DOES NOT BOND TO FRAME OR CONCRETE IN WHICH FRAME IS SET.

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

STANDARD MONUMENT

FILE NO. A–12
SIGN:

STREET NAME SIGN(S) SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AS APPROVED BY THE CITY. SIGN(S) SHALL BE 3M HIGH INTENSITY PRISMATIC REFLECTIVE SHEETING BLUE (#9395) OR EQUAL WITH WHITE LETTERING. SEE LATEST CA MUTCD FOR REQUIRED LETTER HEIGHT, FONT AND RETROREFLECTIVITY LEVELS.

POSTS:

ALL POSTS SHALL BE STRAIGHT AND HAVE A SMOOTH UNIFORM FINISH AND SIZE.

POSTS SHALL BE TELESPAR OR APPROVED EQUAL PERFORATED 1-3/4" SQUARE, FOURTEEN (14) GAUGE STEEL POSTS AND MINIMUM 11'-4" IN LENGTH. POSTS SHALL BE MANUFACTURED FROM HOT-DIPPED GALVANIZED STEEL CONFORMING TO ASTM A 653, G-90, STRUCTURAL QUALITY, CLASS 1. THE CORNER WELD SHALL BE ZINC COATED AFTER SCARFING OPERATION. THE POST SHALL ALSO BE COATED WITH A CONVERSION COATING AND CLEAR ORGANIC POLYMER TOPCOAT. BOTH THE INTERIOR AND THE EXTERIOR OF THE POST SHALL BE GALVANIZED.

ANCHORS:

ANCHORS SHALL BE TELESPAR OR APPROVED EQUAL PERFORATED 2" SQUARE, TWELVE (12) GAUGE HOT-DIPPED GALVANIZED STEEL ANCHORS. A TWO-PIECE BREAKAWAY ANCHOR SYSTEM (ANCHOR ASSEMBLY) SHALL BE USED BY WELDING AN EIGHTEEN INCH (18") LONG, TWELVE (12) GAUGE OUTER SLEEVE OF THE NEXT LARGER SIZE PERFORATED TUBE TO THE ORIGINAL 2" SQUARE PERFORATED ANCHOR BASE.

-HARDWARE:

STREET NAME SIGN BRACKETS SHALL BE APPROVED BY THE CITY AND SUPPLIED BY THE CONTRACTOR.

A. MOUNTED ON SIGN POST

<table>
<thead>
<tr>
<th>PARTS</th>
<th>HAWKINS SIGN MOUNTING BRACKETS (UNLESS OTHERWISE SPECIFIED)</th>
</tr>
</thead>
<tbody>
<tr>
<td>90° CROSSPIECE</td>
<td>V14F-(HD)SL-105(90)</td>
</tr>
<tr>
<td>SQUARE TUBE CAP</td>
<td>V14F-(HD)SL-107(2S)</td>
</tr>
</tbody>
</table>

B. MOUNTED ON ELECTROLIERS

WING BRACKET WITH SET SCREWS: V14-(HD)SL-AB-S68

POSTS AND ANCHORS INSTALLATION:

CONTRACTOR SHALL DRIVE THE ANCHOR ASSEMBLY INTO THE GROUND LEAVING TWO HOLES (APPROXIMATELY 2") OF THE ANCHOR ASSEMBLY EXPOSED ABOVE THE SURFACE. THE SIGN POST SHALL THEN BE INSERTED AND RIVETED INTO THE ANCHOR ASSEMBLY. CONTRACTOR SHALL USE 30" LONG ANCHORS IN DIRT AND LANDSCAPE AREAS AND 24" LONG ANCHORS IN SIDEWALK AREAS.

SIGN INSTALLATION:

ALL SIGNS SHALL BE INSTALLED ON POSTS/POLES WITH A MINIMUM 9 FEET 6 INCHES CLEARANCE FROM THE GROUND TO THE BOTTOM OF THE SIGN.

SIGN PLACEMENT:

STREET NAME SIGNS SHALL BE PLACED ON NORTHWEST AND SOUTHEAST CORNERS OF INTERSECTION UNLESS OTHERWISE DIRECTED BY CITY TRAFFIC ENGINEER.

FOR LOCATIONS WHERE BOTH STOP SIGN AND STREET NAME SIGNS ARE TO BE INSTALLED, PLACEMENT OF SIGNS SHALL BE APPROVED BY CITY TRAFFIC ENGINEER.

CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT
STANDARD DETAIL

STREET NAME SIGN
SIGN:
SIGN SHEETING SHALL BE 3M HIGH INTENSITY PRISMATIC (HIP) REFLECTIVE SHEETING OR APPROVED EQUAL. SEE LATEST CALIFORNIA MUTCD FOR REQUIRED LETTER HEIGHT, FONT AND RETROREFLECTIVITY LEVELS.

POSTS:
ALL POSTS SHALL BE STRAIGHT AND HAVE A SMOOTH UNIFORM FINISH AND SIZE.

POSTS SHALL BE TELESPOAR OR APPROVED EQUAL PERFORATED 1-3/4" SQUARE, FOURTEEN (14) GAUGE STEEL POSTS AND MINIMUM 11'4" IN LENGTH. POSTS SHALL BE MANUFACTURED FROM HOT-DIPPED GALVANIZED STEEL CONFORMING TO ASTM A 653, G-90, STRUCTURAL QUALITY, CLASS 1. THE CORNER WELD SHALL BE ZINC COATED AFTER SCARFING OPERATION. THE POST SHALL ALSO BE COATED WITH A CONVERSION COATING AND CLEAR ORGANIC POLYMER TOPCOAT. BOTH THE INTERIOR AND THE EXTERIOR OF THE POST SHALL BE GALVANIZED.

ANCHORS:
ANCHORS SHALL BE TELESPOAR OR APPROVED EQUAL PERFORATED 2" SQUARE, TWELVE (12) GAUGE HOT-DIPPED GALVANIZED STEEL ANCHORS. A TWO-PIECE BREAKAWAY ANCHOR SYSTEM (ANCHOR ASSEMBLY) SHALL BE USED BY WELDING AN EIGHTEEN INCH (18") LONG, TWELVE (12) GAUGE OUTER SLEEVE OF THE NEXT LARGER SIZE PERFORATED TUBE TO THE ORIGINAL 2" SQUARE PERFORATED ANCHOR BASE.

HARDWARE:
DEPENDING ON THE TYPE OF INSTALLATION ON NEW OR EXISTING POSTS/POLES, THE FOLLOWING HARDWARE SHOULD BE USED:
- 3/8" STEEL RIVETS NO. VCR231 (WITH WASHERS) FOR NEW OR EXISTING SQUARE POSTS.
- BRACKET NO. M2G-C26 FOR EXISTING ROUND POSTS.
  2 BRACKETS PER SIGN.
- VANDAL PROOF BOLTS TO ATTACH SIGNS.

SIGN INSTALLATION:
ALL SIGNS SHALL BE INSTALLED ON POSTS/POLES WITH A MINIMUM 7 FEET CLEARANCE FROM THE GROUND TO THE BOTTOM OF THE SIGN.

POSTS AND ANCHORS INSTALLATION:
CONTRACTOR SHALL DRIVE THE ANCHOR ASSEMBLY INTO THE GROUND LEAVING TWO HOLES (APPROXIMATELY 2") OF THE ANCHOR ASSEMBLY EXPOSED ABOVE THE SURFACE. THE SIGN POST SHALL THEN BE INSERTED AND RIVETED INTO THE ANCHOR ASSEMBLY. CONTRACTOR SHALL USE 30" LONG ANCHORS IN DIRT AND LANDSCAPE AREAS AND 24" LONG ANCHORS IN SIDEWALK AREAS.

HARDWARE FOR SIGN INSTALLATION ON EXISTING STREET LIGHT POLES:
- BANDING MATERIAL 3/4" NO. C-206
- STRAIGHT LEG BRACKET GAL. NO. VCC260SG
- BUCKLE NO. C-256

CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT
STANDARD DETAIL

STOP SIGN
LEAVE FORM IN PLACE

PLAN

OR

8" MIN.
10" MAX.

8" MIN.
10" MAX.

1" CLASS 'B' P.C.C.

3" IN ISLAND
4" IN SIDEWALK

CLASS 'B'
P.C.C.

AGGREGATE BASE
OR SUBBASE

4" x 4" WOODEN SIGN POST

4" x 4" WOOD POST

2.5" MIN.

SECTION

WOODEN SIGN POST
FOUNDATION

CITY OF MOUNTAIN VIEW
DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL

4" x 4" WOODEN SIGN POST
BLOCKOUT HOLE DETAILS

FILE NO. A-15
STANDARD DETAIL FOR CURB RAMPS

SEE LATEST CALTRANS STANDARD PLAN RSP A88A

NOTE: CITY ENGINEER TO APPROVE CURB RAMP CASE FOR EACH PROJECT APPLICATION

(PREVIOUS CITY DETAILS A-16 AND A-17 ARE NO LONGER IN USE)
RAISED TRAFFIC ISLAND

NOTE:
1. INSTALL OBJECT MARKER AND R4-7 SIGN ONLY WHEN REQUIRED BY CITY TRAFFIC ENGINEER.
2. TOP AND VERTICAL FACE OF MEDIAN CURB SHALL RECEIVE TWO COATS OF REFLECTIVE YELLOW PAINT.
3. TOP AND VERTICAL FACE OF RAISED TRAFFIC ISLAND CURB SHALL RECEIVE TWO COATS OF REFLECTIVE WHITE PAINT.
4. USE BUNDY ADHESIVE PAD OR CITY-APPROVED ADHESIVE MATERIAL TO ATTACH OBJECT MARKER TO THE SURFACE.

TYPE Q (CA) MARKER INSTALLATION

CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT
STANDARD DETAIL

OBJECT MARKERS
CDF - CONTROLLED DENSITY FILL
CLSM - CONTROLLED LOW-STRENGTH MATERIAL
CDF OR CLSM SHALL CONSIST OF THE FOLLOWING:

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>VOLUME</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEMENT (1 SACK)</td>
<td>0.48</td>
</tr>
<tr>
<td>FLYASH</td>
<td>1.57</td>
</tr>
<tr>
<td>WATER</td>
<td>4.81</td>
</tr>
<tr>
<td>3/8&quot; PEAGRAVEL</td>
<td>6.93</td>
</tr>
<tr>
<td>SAND</td>
<td>9.84</td>
</tr>
<tr>
<td>ENTRAINED AIR</td>
<td>3.37</td>
</tr>
<tr>
<td>TOTAL</td>
<td>27.00</td>
</tr>
</tbody>
</table>

NOTES:

1. FOR EXPLORATORY POTHOLE WITHIN SIDEWALK, FULL PCC PANEL SHALL BE REMOVED AND REPLACED TO NEAREST SCORE JOINTS, OR AS DIRECTED BY CITY ENGINEER.

2. USE CRACK TREATMENT MATERIAL PER STANDARD SPECIFICATIONS.
NOTE:

1. TOP AND VERTICAL FACE OF MEDIAN CURB SHALL RECEIVE TWO COATS OF REFLECTIVE YELLOW PAINT.

2. POLYMERIC SAND SHALL BE ADDED IN JOINTS OF PAVERS.

* NARROW MEDIAN ISLANDS ONLY APPLICABLE AS PART OF NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP) IMPROVEMENTS.

CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT
STANDARD DETAIL

MEDIAN ISLAND
HARDSCAPED

FILE NO. A-21
NOTES:

1. TO BE APPLIED AT COMMERCIAL/RETAIL AREAS, AND RESIDENTIAL AREAS WITH MORE THAN 20 UNITS

2. TO BE APPLIED AT RESIDENTIAL AREAS WITH 20 UNITS OR LESS

3. VEHICULAR TRIANGLE OF SAFETY APPLIES FOR ALL DRIVEWAYS

CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT
STANDARD DETAIL
SIDE STREET / DRIVEWAY
PEDESTRIAN & VEHICULAR
TRIANGLE OF SAFETY

SPEED (MPH) | STOPPING DISTANCE (FT) | Y (FT) | Z (FT)
---|---|---|---
25 | 150 | 90 | 65
30 | 200 | 120 | 85
35 | 250 | 150 | 110
40 | 300 | 180 | 130
MOUNTAIN VIEW CITY CODE CHAPTER 36 ZONING
SEC. 36.34.10m CORNER TREATMENT STANDARD
FOR LANDSCAPING AND FENCING

FACE OF CURB

RIGHT-OF-WAY

*TRAFFIC SAFETY VISIBILITY AREA

CITY SIDEWALK

BACK OF WALK LINE

FENCES, SHRUBS, BUSHES OR HEDGES

CITY SIDEWALK

MAX

TREE CANOPY

3'

6'
3. BREAKOVER ANGLE (NOT TO EXCEED 10°)

2. TRANSITION LENGTH
SLOPE = 1/2 RAMP SLOPE
(NOT TO EXCEED 10%)

NOTES:

** THE SLOPE RANGE IS A GUIDE AND DOES NOT MEAN USING MAX SLOPE IN EVERY CASE.


2. THE FIRST AND LAST 10 FEET OF THE SLOPE GRADE (TRANSITION LENGTH) SHALL NOT EXCEED 10 PERCENT.

3. THE REMAINING PORTION OF THE RAMP SHALL NOT HAVE A SLOPE GREATER THAN 20 PERCENT AND THE BREAKOVER ANGLE SHALL NOT EXCEEDED 10 DEGREES.

4. MINIMUM RAMP WIDTH (TWO-WAY) FOR ABOVE AND BELOW GROUND PARKING FACILITIES) SHALL BE 22 FEET.

5. THE SLOPE OF ALL PARKING AREAS SHALL NOT EXCEED 7 PERCENT.