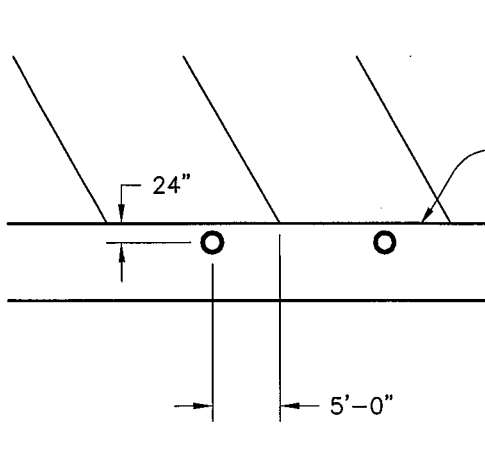


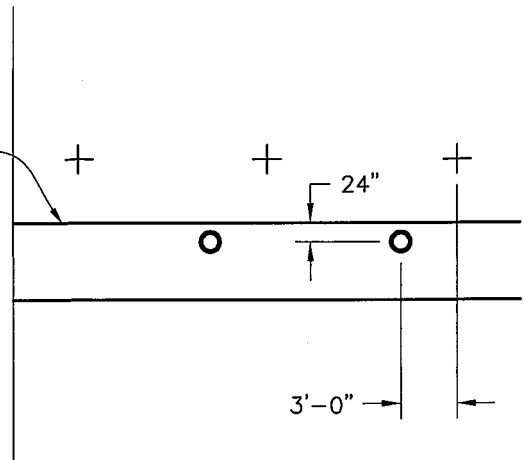
Public Works
Engineering Division

City of Berkeley
Standard Details

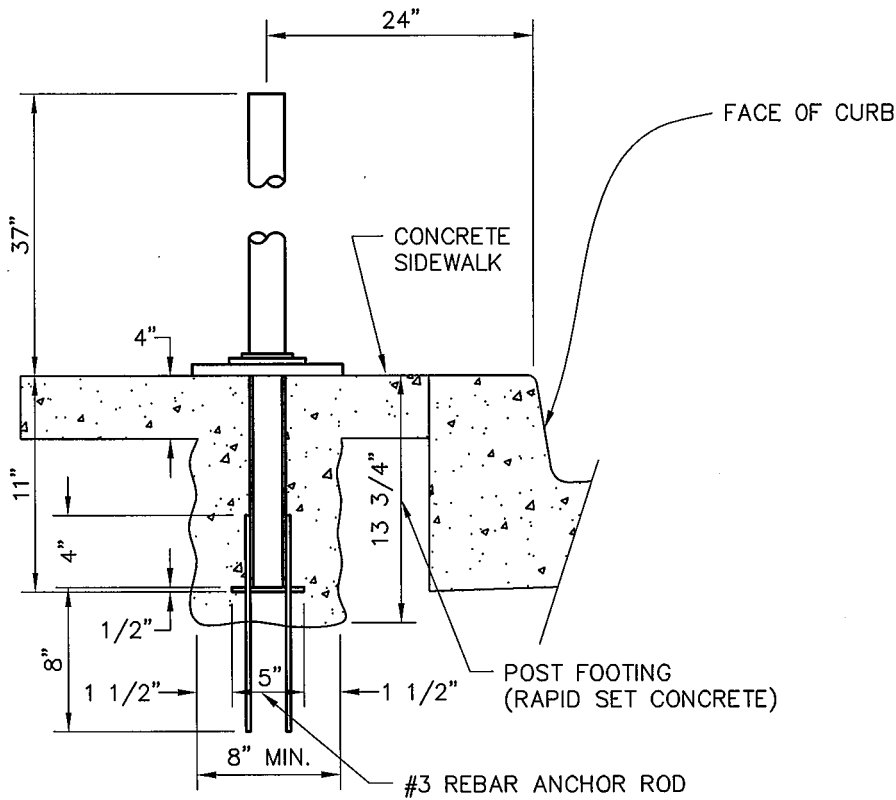
Transportation



METER LOCATION
IN DIAGONAL STALL

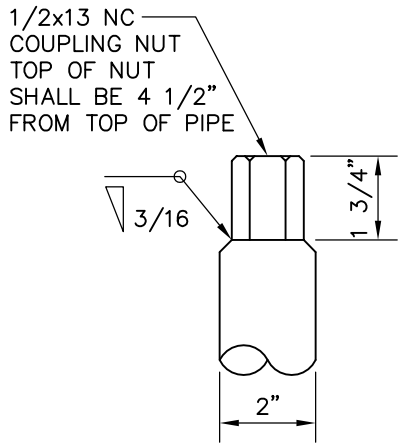


METER LOCATION
IN PARALLEL STALL



STANDARD SETTING

| | | |
|------------------------------|--|--|
| 1 | REMOVE FLANGE SETTING DETAIL, REVISE STANDARD SETTING DETAIL | DATE: 8/1998 |
| 2 | UPDATE AND REVISED TITLE BLOCK | DATE: 10/2008 |
| 3 | UPDATE STANDARD SETTING AND REVISED TITLE BLOCK | DATE: 12/2015 |
| DESIGN: KNE | PLAN: 3524 | CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS STANDARD DETAIL |
| DRAWN: MS | FILE: 20-B-89 | |
| CHECK: _____ | DATE: 12/16/2015 | SETTING PARKING METER POST |
| APPROVED: <i>[Signature]</i> | | |
| CITY ENGINEER | DATE: 12/16/2015 | |



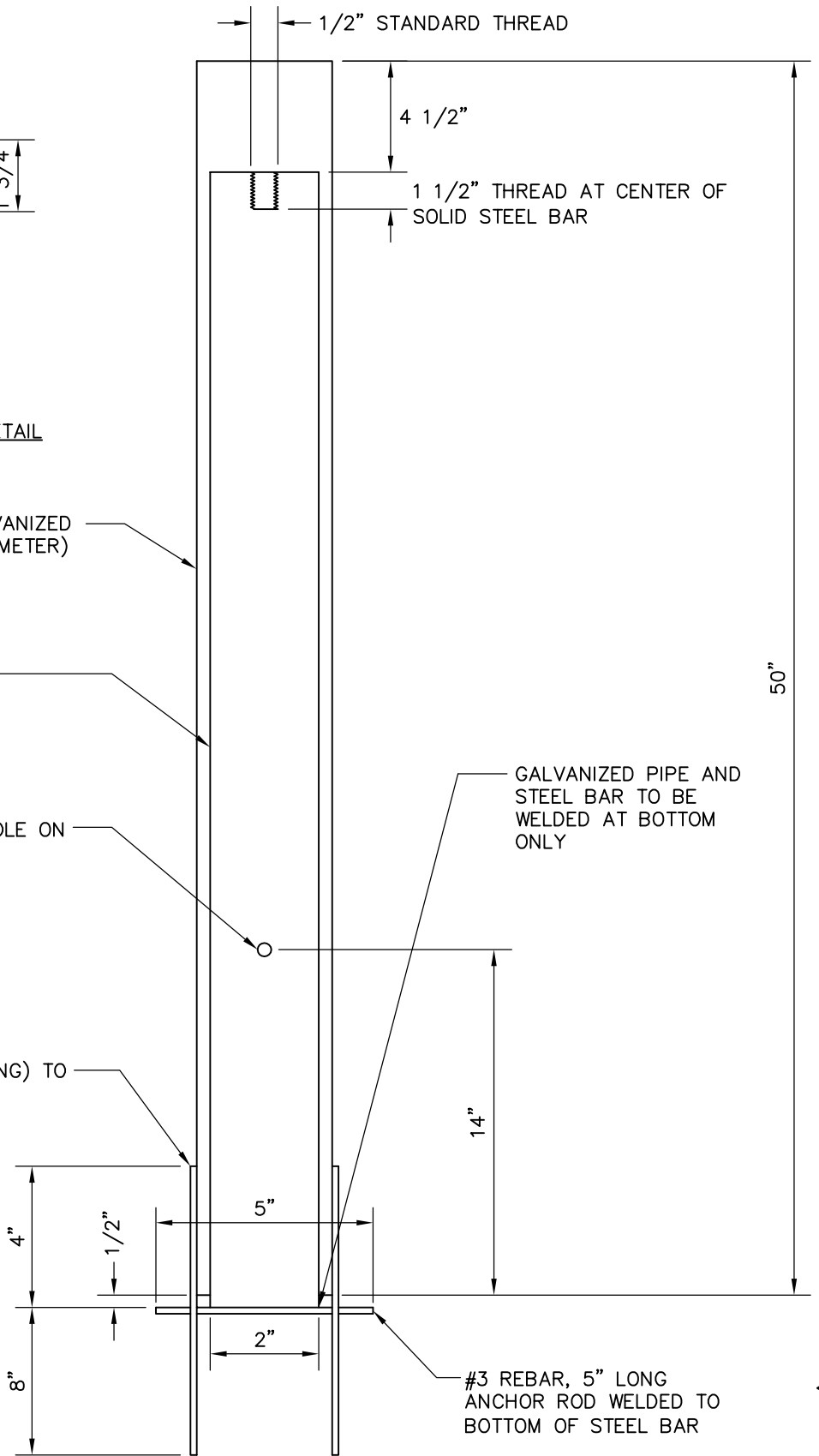
ALTERNATE END DETAIL

2" INNER DIAMETER GALVANIZED PIPE (2 3/8" OUTER DIAMETER)

2" Ø SOLID ROUND BAR (46" LONG)

1/4" DIAMETER DRAIN HOLE ON GALVANIZED PIPE

WELD #3 REBAR (12" LONG) TO GALVANIZED PIPE



GALVANIZED PIPE AND STEEL BAR TO BE WELDED AT BOTTOM ONLY

14"

5"

2"

4"

1 1/2"

8"

50"

#3 REBAR, 5" LONG ANCHOR ROD WELDED TO BOTTOM OF STEEL BAR

10/8/08 UPDATE AND REVISED TITLE BLOCK

△

PMP

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

STANDARD DETAIL
PARKING METER POST

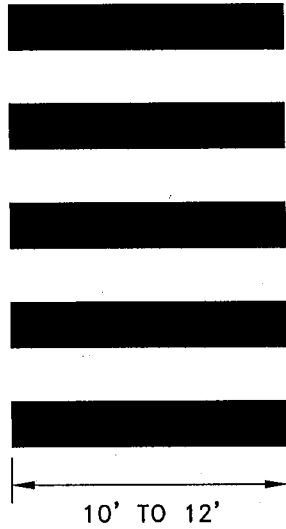
SUBMITTED: _____ DATE: _____
 _____ R.C.E. _____
 MANAGER OF ENGINEERING EXP. _____

APPROVED: _____ DATE: _____
 _____ R.C.E. _____
 ASSISTANT CITY MANAGER EXP. _____

| | | |
|--------------------|----------------------|-----------------------|
| DESIGN: <u>KNE</u> | DATE: <u>8/98</u> | PLAN: <u>7556</u> |
| DRAWN: <u>MS</u> | SCALE: <u>N.T.S.</u> | FILE: <u>20 B-130</u> |
| CHECK: _____ | BOOK: <u>-</u> | |

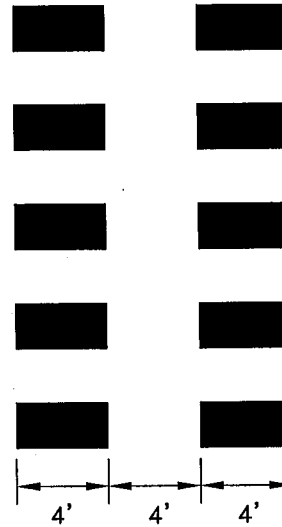
HIGH VISIBILITY CROSSWALK STANDARD DETAIL

EXISTING



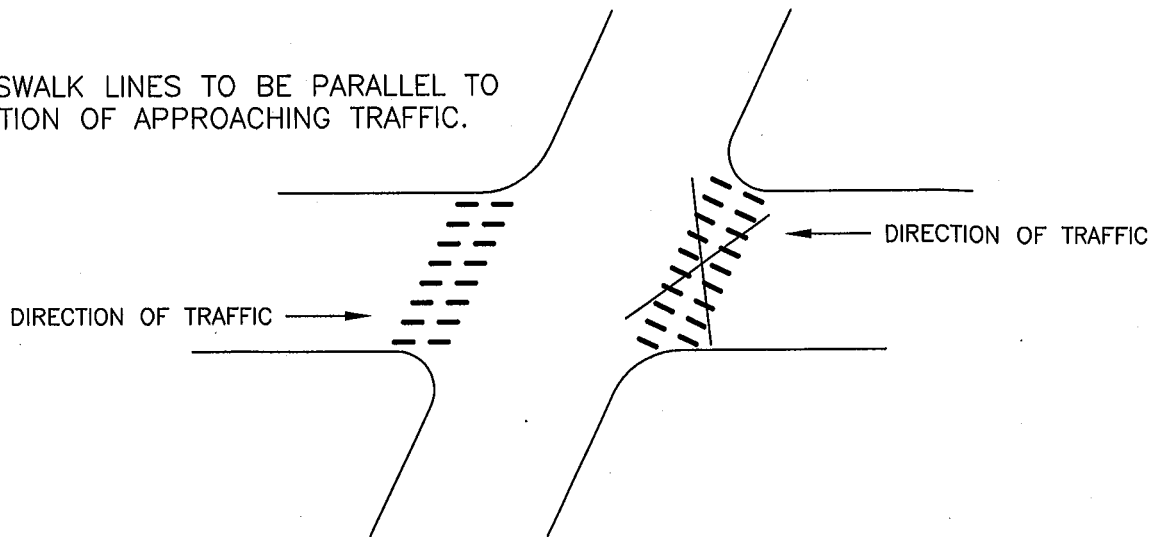
LINE WIDTH = 2'
GAP = 2'

NEW



LINE WIDTH = 2'
GAP = 2'

NOTE:
CROSSWALK LINES TO BE PARALLEL TO
DIRECTION OF APPROACHING TRAFFIC.



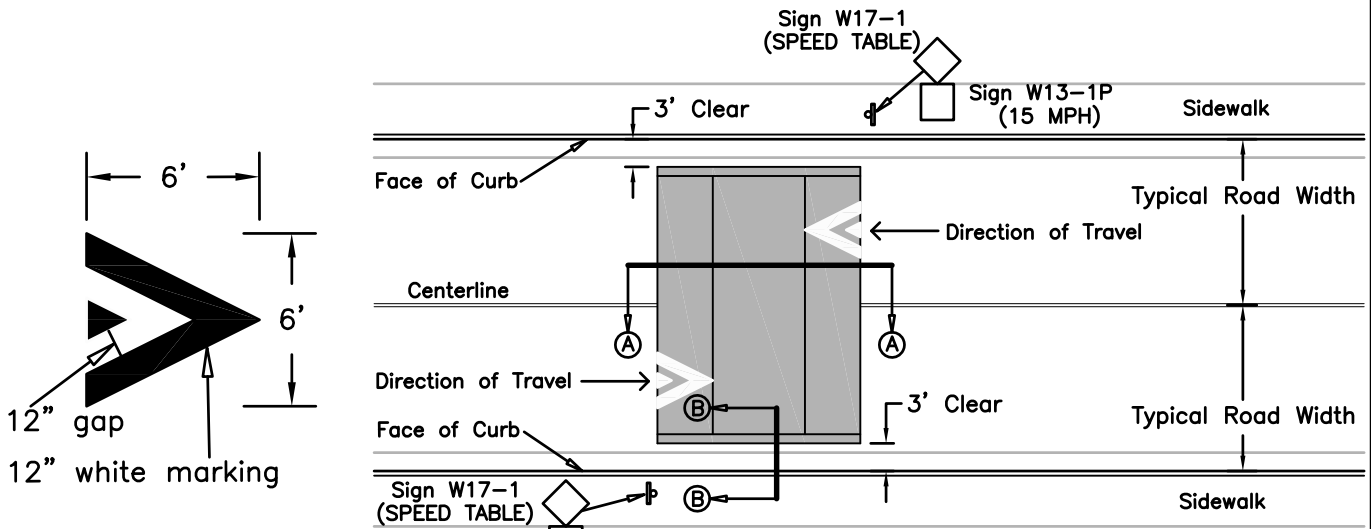
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

STANDARD DETAIL

HIGH VISIBILITY CROSSWALK

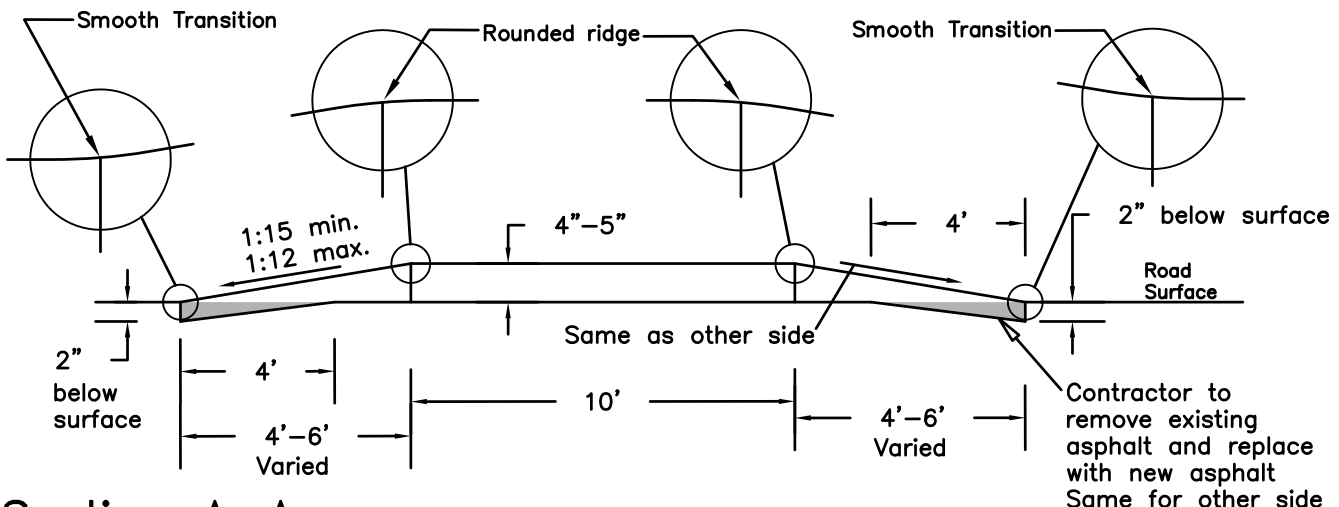
| | |
|-------------------------------|--------------------------|
| SUBMITTED: <u>H. Mostoufi</u> | DATE: <u>7/3/13</u> |
| SUPERVISING TRAFFIC ENGINEER | R.C.E.: <u>J.R. 2206</u> |
| | EXP.: <u>SEP 2013</u> |
| APPROVED: _____ | DATE: _____ |
| MANAGER OF PW-TRANSPORTATION | R.C.E.: _____ |
| | EXP.: _____ |

| | | |
|-------------------|--------------------|----------------------|
| DESIGN: <u>ZT</u> | DATE: <u>07-13</u> | PLAN: <u>8072</u> |
| DRAWN: <u>ZT</u> | SCALE: <u>NONE</u> | FILE: <u>20B-151</u> |
| CHECK: <u>HM</u> | BOOK: _____ | |

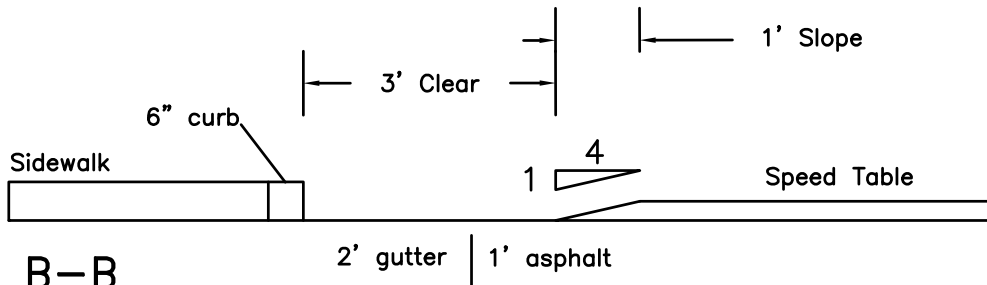


Marking Detail

Midblock Speed Table



Section A-A



Section B-B

General Notes:

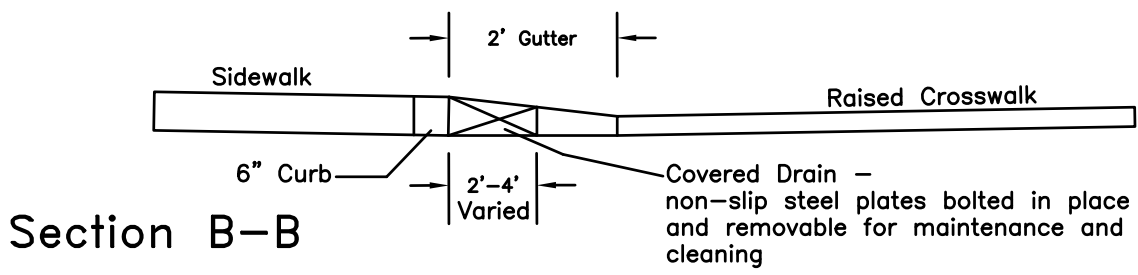
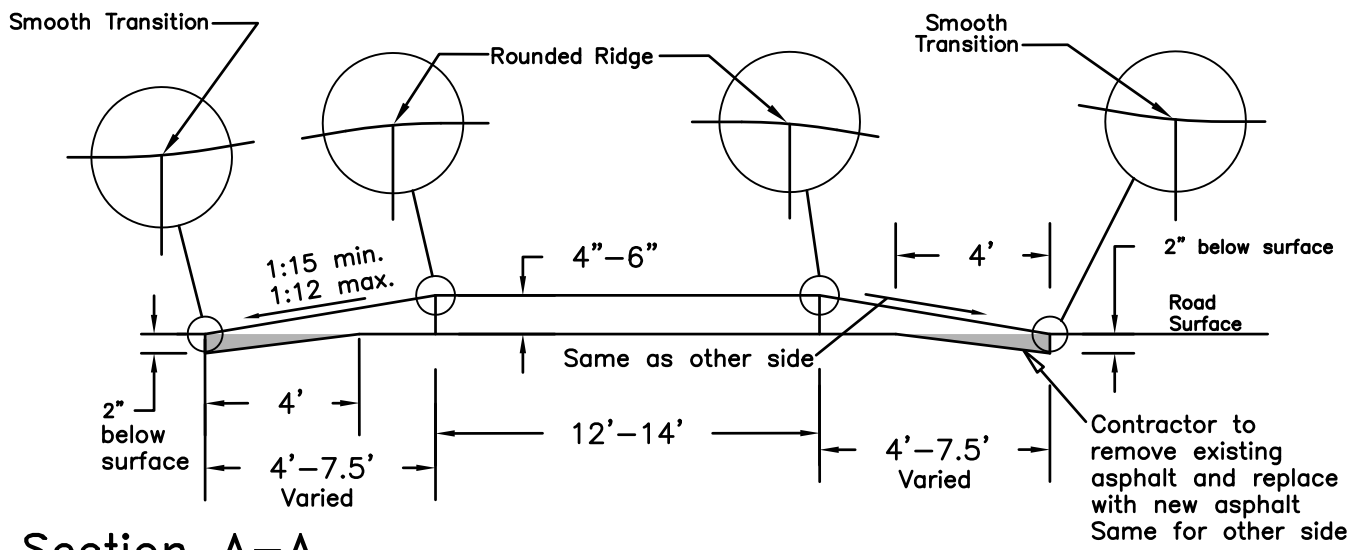
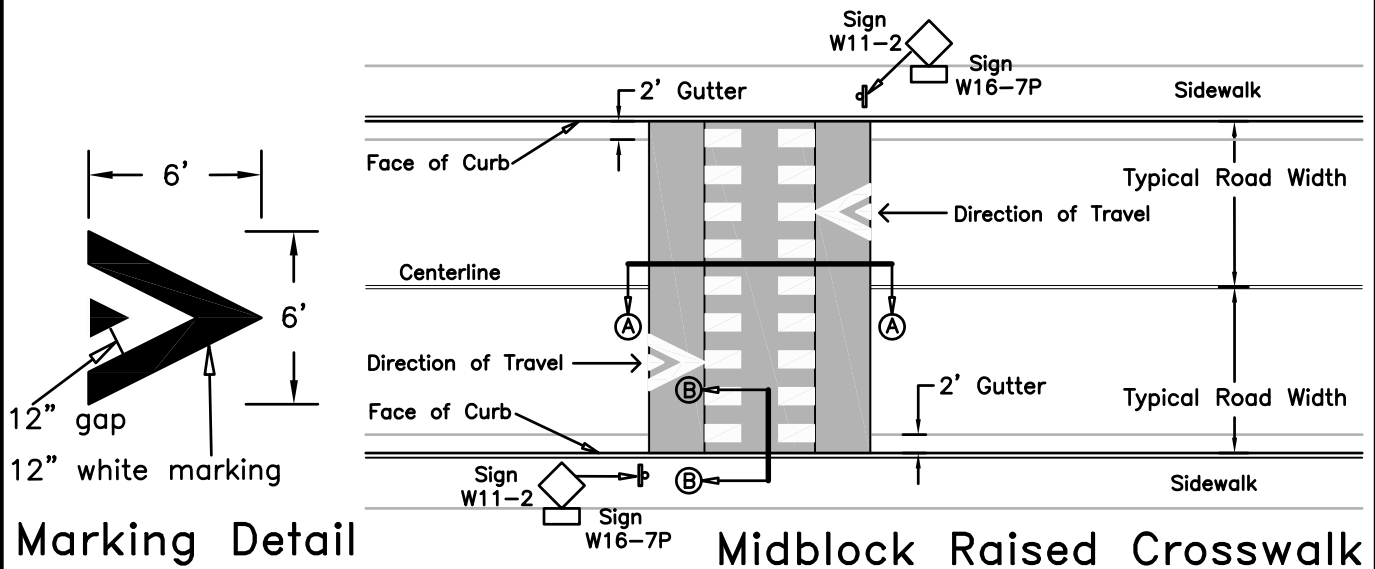
1. Speed tables shall not be placed over manholes, water gates, etc.
2. Edge of speed table shall be at least 4' away from edge of driveway.
3. Whenever possible speed table should be placed at extension of property lines instead of mid lot.
4. Whenever possible speed table should be placed adjacent to street lights.
5. All markings and signs shall be reflective.

| | | |
|-------------------|----------------------|----------------------|
| DESIGN: <u>HM</u> | DATE: <u>11/2021</u> | PLAN: <u>8208</u> |
| DRAWN: <u>ZT</u> | SCALE: <u>N.T.S.</u> | FILE: <u>20B-171</u> |
| CHECK: <u>HM</u> | | |

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS
 STANDARD DETAIL

APPROVED:
Hamid Mostowfi
 CITY TRAFFIC ENGINEER
 11/17/2021
 DATE:

MIDBLOCK SPEED TABLE

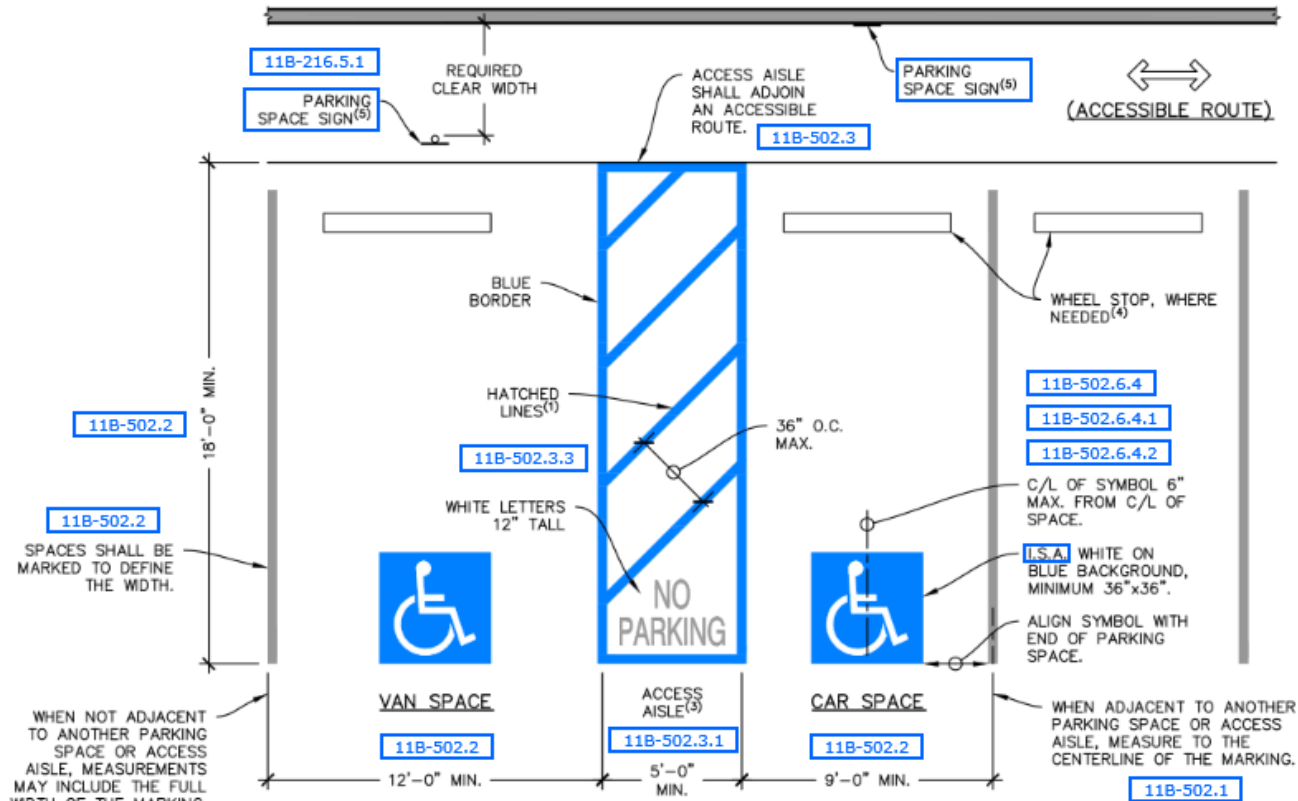


General Notes:

1. Raised crosswalks shall not be placed over manholes, water gates, etc.
2. Edge of raised crosswalk shall be at least 4' away from edge of driveway.
3. Whenever possible raised crosswalk should be placed at extension of property lines instead of mid lot.
4. Whenever possible raised crosswalk should be placed so that adjacent street lights illuminate the approach to the crosswalk and the profile of pedestrians in the crosswalk.
5. All markings and signs shall be reflective.

| | | | |
|---------------------|-----------------------|----------------------|--|
| DESIGN: <u>HM</u> | DATE: <u>4/5/2022</u> | PLAN: <u>8209</u> | CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS STANDARD DETAIL |
| DRAWN: <u>ZT</u> | SCALE: <u>N.T.S.</u> | FILE: <u>20B-172</u> | |
| CHECK: <u>HM</u> | | | |
| APPROVED: _____ | | | MIDBLOCK RAISED CROSSWALK |
| CITY ENGINEER _____ | | DATE: _____ | |

Accessible Parking Space Requirements



11B-502.1, Exception

1. HATCHED LINES SHALL BE A COLOR CONTRASTING WITH THAT OF THE AISLE SURFACE, PREFERABLY BLUE OR WHITE.
2. THE SLOPE OF PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 1:48 (2%).
3. ACCESS AISLES SHALL BE ON THE PASSENGER SIDE OF VAN PARKING SPACES. ACCESS AISLES ARE PERMITTED ON EITHER SIDE OF CAR PARKING SPACES. ACCESS AISLES SHALL EXTEND THE FULL REQUIRED LENGTH OF THE PARKING SPACES THEY SERVE.
4. PARKING SPACES AND ACCESS AISLES SHALL BE DESIGNED SO THAT CARS AND VANS, WHEN PARKED, CANNOT OBSTRUCT THE REQUIRED CLEAR WIDTH OF ADJACENT ACCESSIBLE ROUTES.
5. SIGNS SHALL BE PERMANENTLY POSTED EITHER IMMEDIATELY ADJACENT TO THE PARKING SPACE OR WITHIN THE PROJECTED PARKING SPACE WIDTH AT THE HEAD END OF THE PARKING SPACE. SIGNS MAY ALSO BE PERMANENTLY POSTED ON A WALL AT THE INTERIOR END OF THE PARKING SPACE.

11B-502.3.3

11B-502.4, Exception

11B-502.3.4

11B-502.3.2

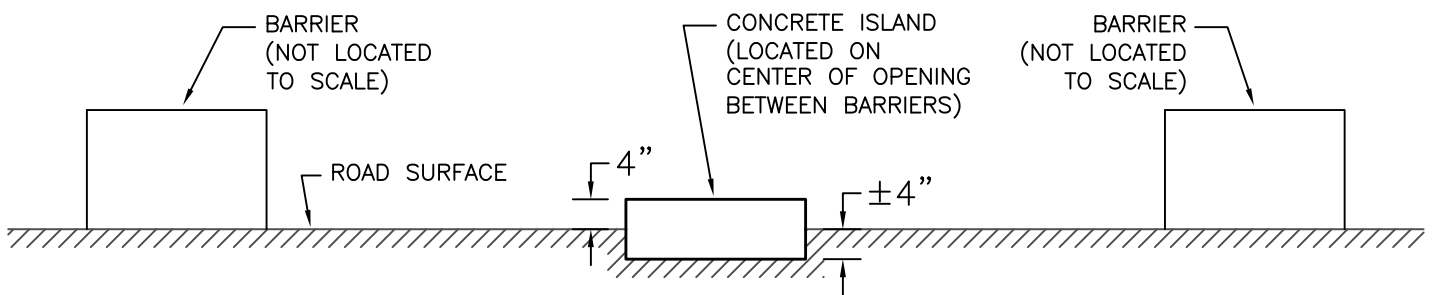
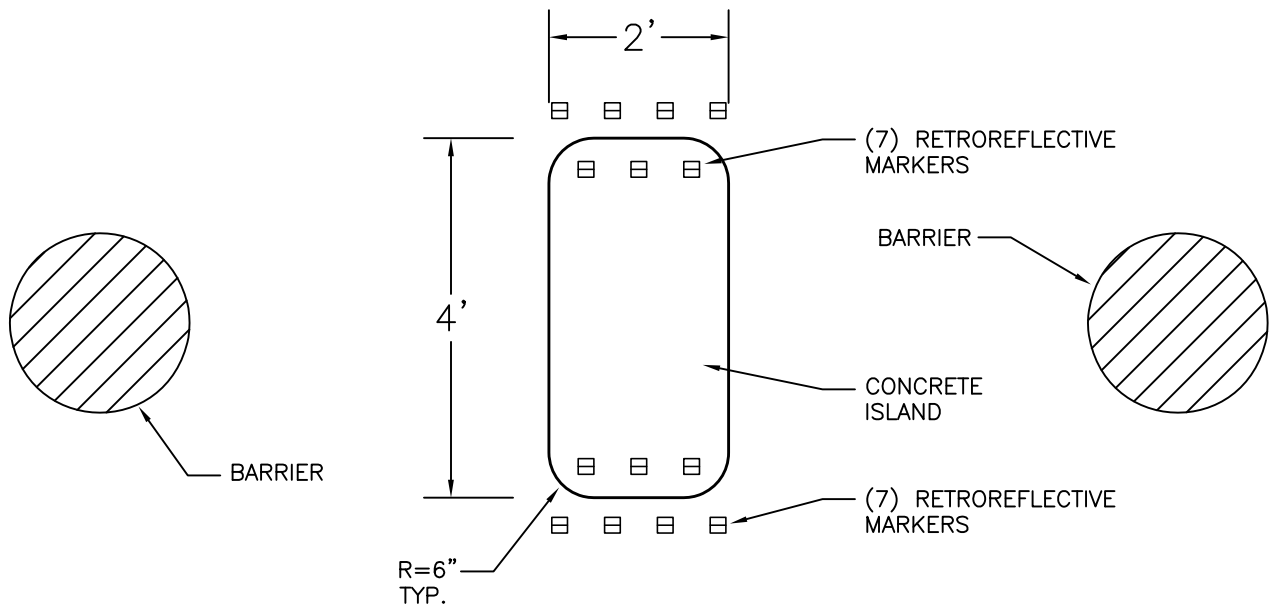
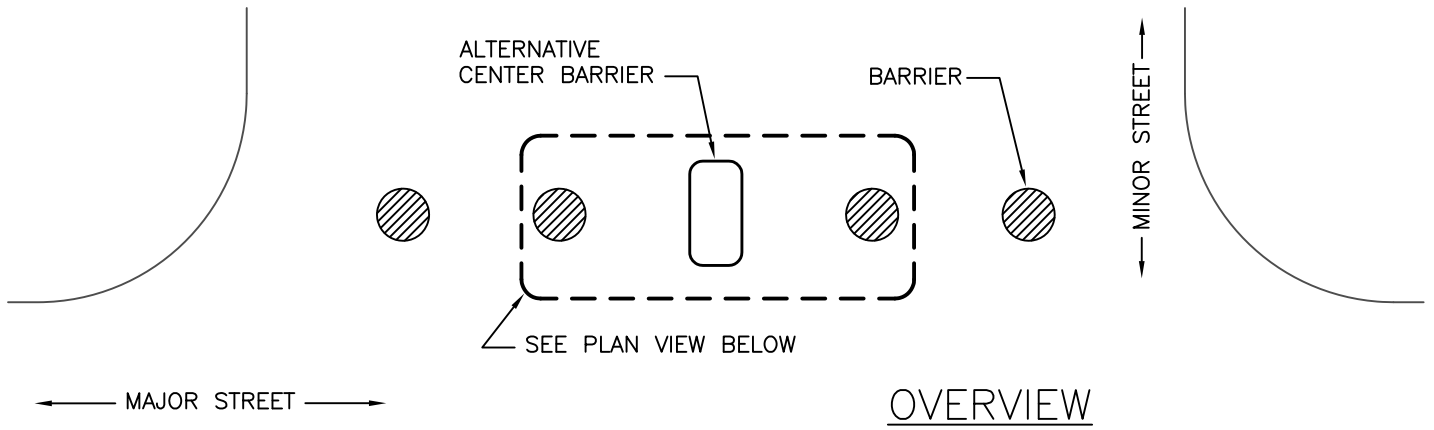
11B-502.7

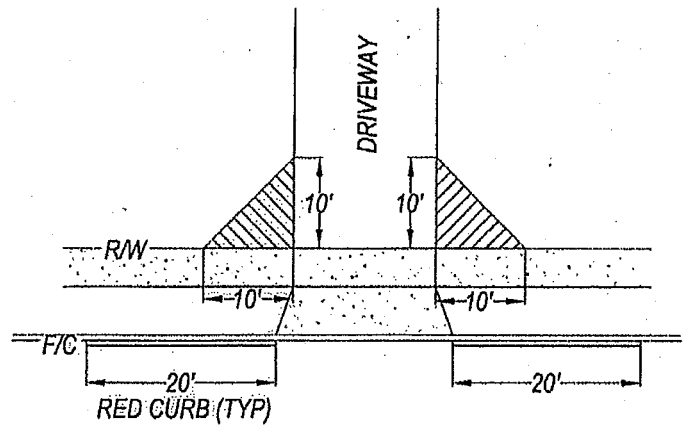
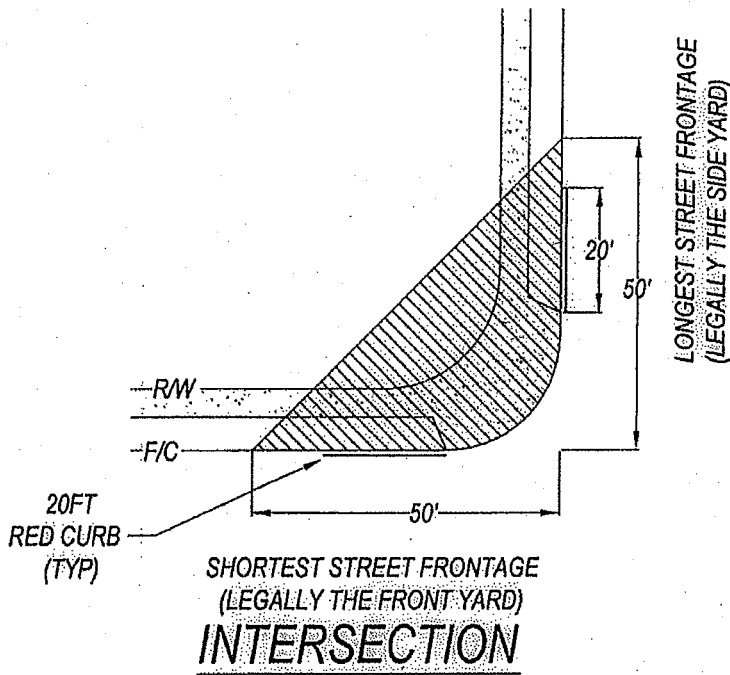
11B-502.7.2

11B-502.6.3

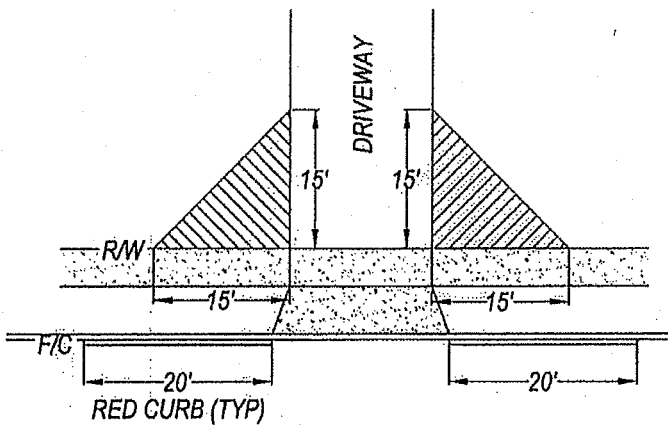
ALTERNATIVE CENTER TRAFFIC BARRIER

NOT TO SCALE

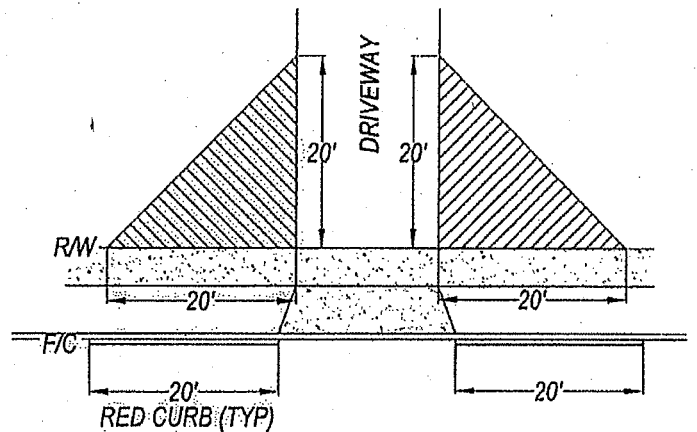





LOCAL STREET DRIVEWAY



COLLECTOR STREET DRIVEWAY

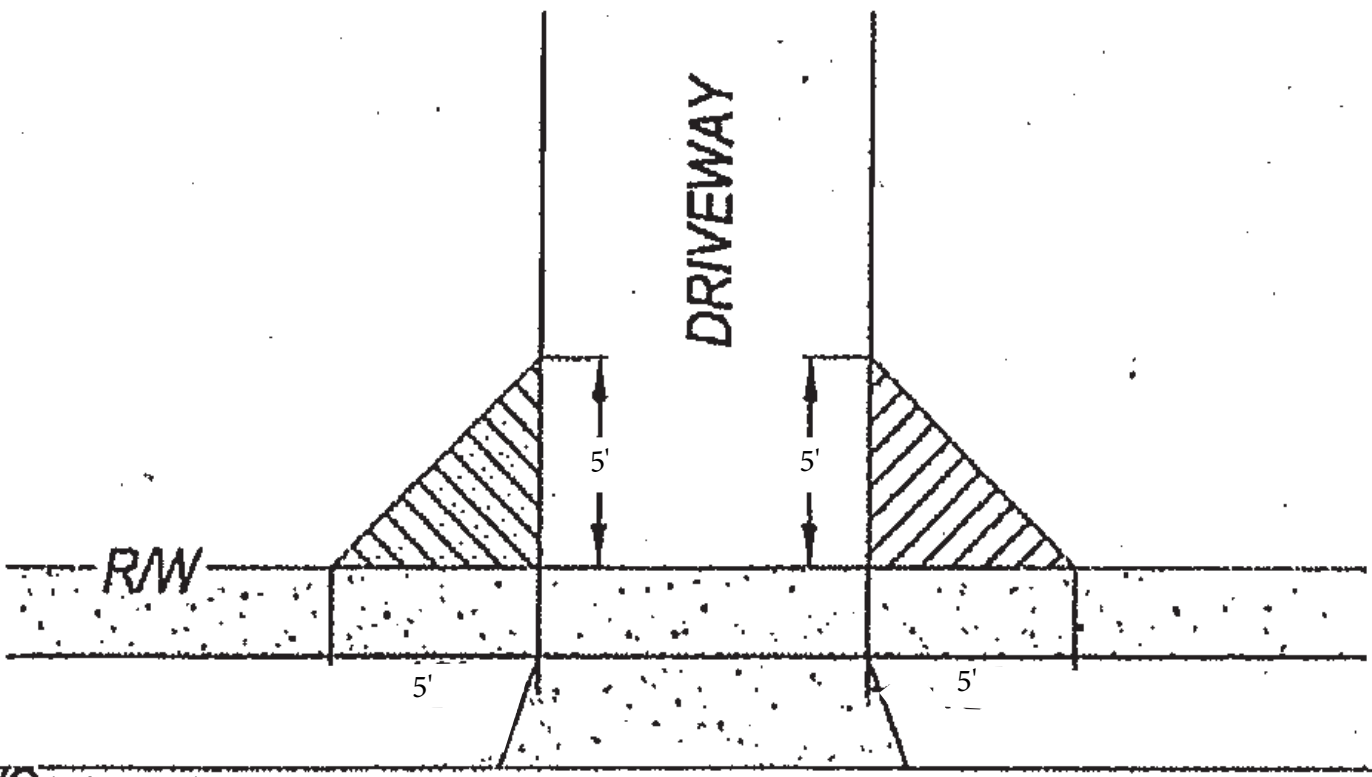


ARTERIAL STREET DRIVEWAY

 WITHIN THIS AREA, ALL SHRUBS, BUSHES, SOLID FENCES, AND OTHER IMPROVEMENTS SHALL BE RESTRICTED TO A 2' MAX HEIGHT, FENCES THAT ARE 50% OPEN AND RETAINING WALLS SHALL NOT EXCEED 3' MAX HEIGHT AND TREES MAINTAINED TO A CLEARANCE OF 7.5' ABOVE GROUND (M.C. SEC. 10.32.020)

NOTES:

1. HEIGHT LIMITS ARE MEASURED FROM THE TOP OF CURB NEAREST TO THE OBSTRUCTION OR (ON STREETS WITH NO CURBS) THE NEAREST EDGE OF PAVEMENT.
2. 20 FT RED CURB FOR DRIVEWAY ACCESSIBILITY AND VISIBILITY DOES NOT INCLUDE THOSE DRIVEWAYS SERVING SINGLE FAMILY HOMES.
3. FOR STREETS WITH TRAFFIC CALMING CURB BULB-OUTS, THE VISIBILITY TRIANGLE IS MEASURED ALONG THE BULB-OUT FACE OF CURB.



DRIVEWAY

RW

5'

5'

5'

5'

F/C



Public Works Department
Transportation Division

Parking and Driveway Design Guidelines

A. DEFINITIONS

- A “driveway approach” is that portion of the automotive vehicular access located in the public right-of- way between the curb line (or edge of pavement) and the front property line.
- A “driveway” is that portion of the automotive vehicular access located on private property between the front property line and the line which would be at the front of a vehicle when it begins its first maneuver to enter either the first parking space or the first lateral aisle.
- An “aisle” is that portion of the automotive vehicular access located on private property which is used for maneuvering between the driveway and the parking space (or stall).

B. WIDTHS

The widths of driveways vary depending upon the length of the driveway, the number of cars being served, the number of cars that must back out into the street, and the presence of obstructions adjacent to the driveway. The table below lists the City’s width guidelines and the maximum number of cars that will be permitted to back out into the street. These guidelines apply only to residential parking areas.

Driveway Widths for Residential Units

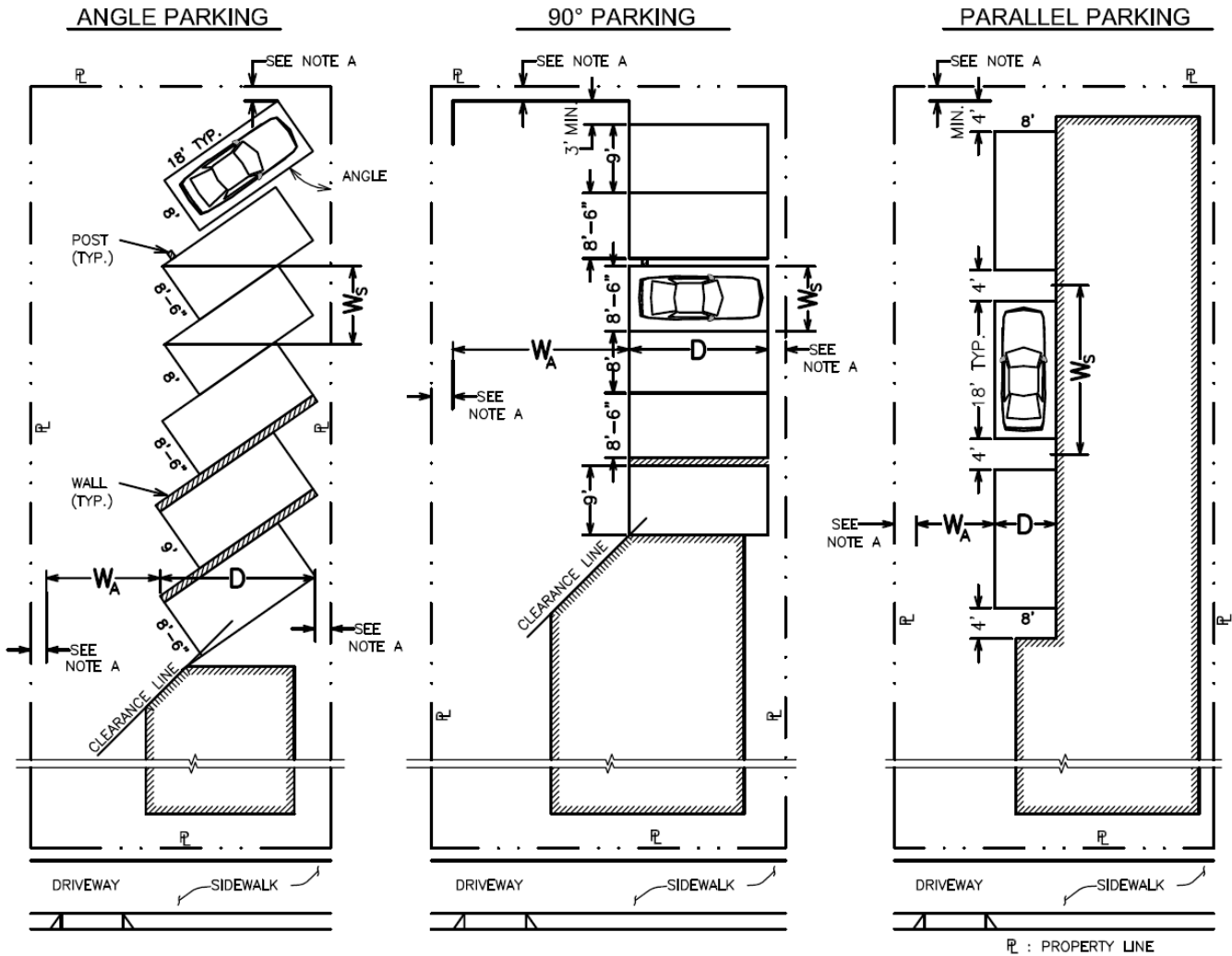
| | Length of Driveway (front property line to aisle) | | | | Max # of cars that can back into street |
|-----------------------|---|-----------|------------|-------------|---|
| | 0’ – 30’ | 31’ – 60’ | 61’ – 100’ | 101’ & over | |
| Number of cars served | Width in Feet | | | | |
| 1 - 3 | 8 | 9 | 10 | 11 | 3 |
| 4 – 6 | 9 | 10 | 11 | 12 | 0 |
| 7 – 25 | 10 | 11 | 12 | 15 | 0 |
| 26 – 35 a / b | 9 / 18 | 9 / 19 | 10 / 20 | 10 / 20 | 0 / 0 |
| 36 – 50 a / b | 9 / 19 | 10 / 20 | 10 / 20 | 10 / 20 | 0 / 0 |
| 51- 100 a / b | 10 / 20 | 10 / 20 | 10 / 20 | 10 / 20 | 0 / 0 |

- a. One-way circulation (2 driveways required)
- b. Two-way circulation (1 driveway required)

C. OTHER GUIDELINES

- Generally, driveway slopes should be less than 15%. Though driveway slopes of up to 25% may be allowed, their approval is contingent upon a City Traffic Engineer’s consideration of total driveway length, length of the 25% slope, width, topography, whether vehicles are driven, or are likely to be driven, in reverse at any time, existing or proposed fences or walls of any type, and other design issues relevant to the particular site.
- Driveway spacing on the same residential lot must be greater than 75 feet.
- Driveway widths must be less than or equal to 20 feet.
- Grade breaks of 10% are permitted and transition slopes must be 10 feet or longer.
- Commercial driveways are not permitted to serve a parking layout that results in vehicles backing out and into the street.

Parking Requirements

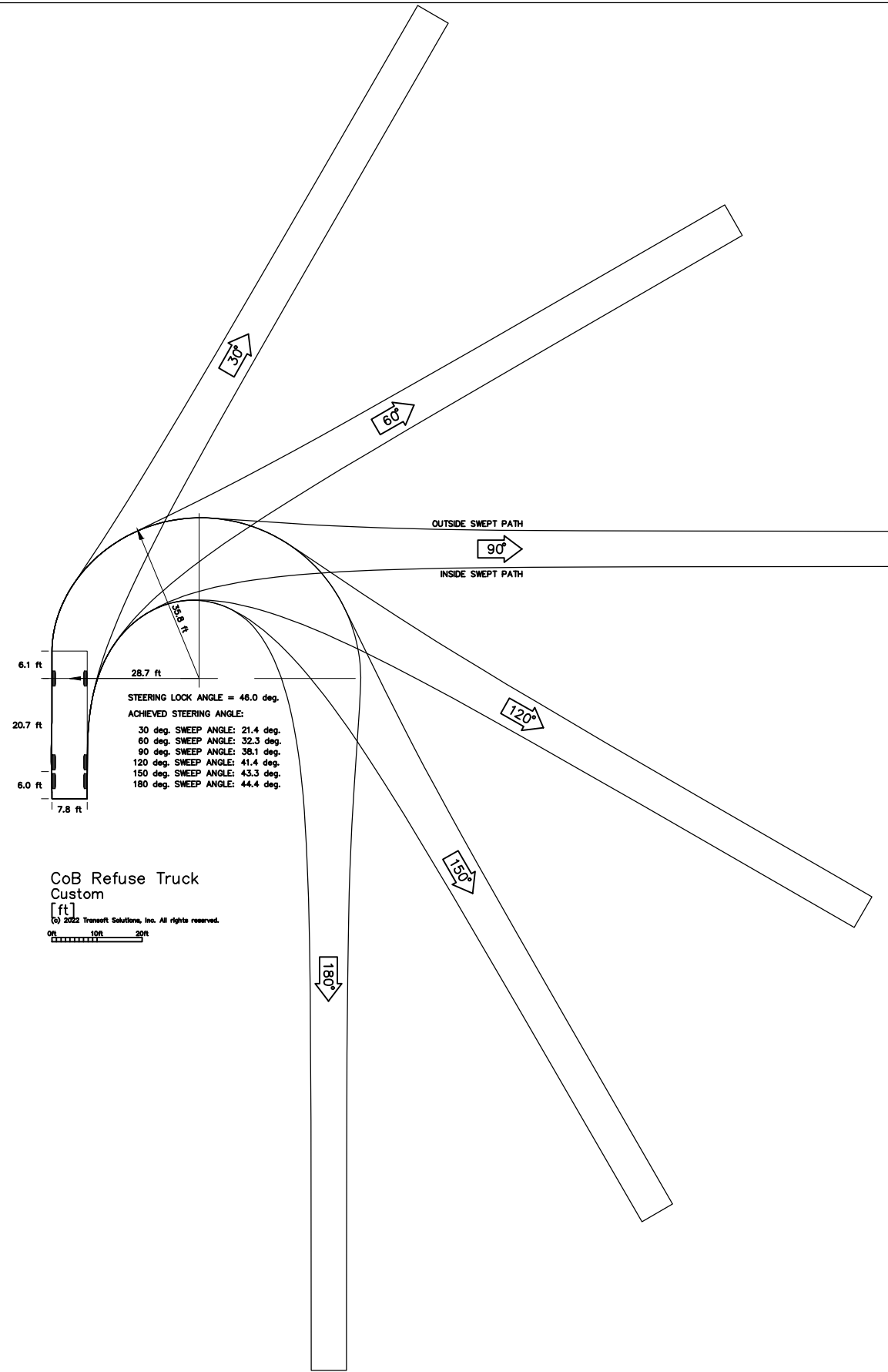


| Angle of Parking | Depth of Stall (D) | Width of Aisle (W_A) | Width of Stall Parallel with Aisle (W_S) |
|------------------|--------------------|--------------------------|--|
| Parallel | 8' | 12' | 22.0' |
| 30° | 16' | 12' | 16.0' |
| 45° | 18' | 12' | 11.3' |
| 60° | 19.6' | 18' | 9.2' |
| 75° | 19.5' | 21' | 8.3' |
| 90° | 18' | 24' | 8.0' |

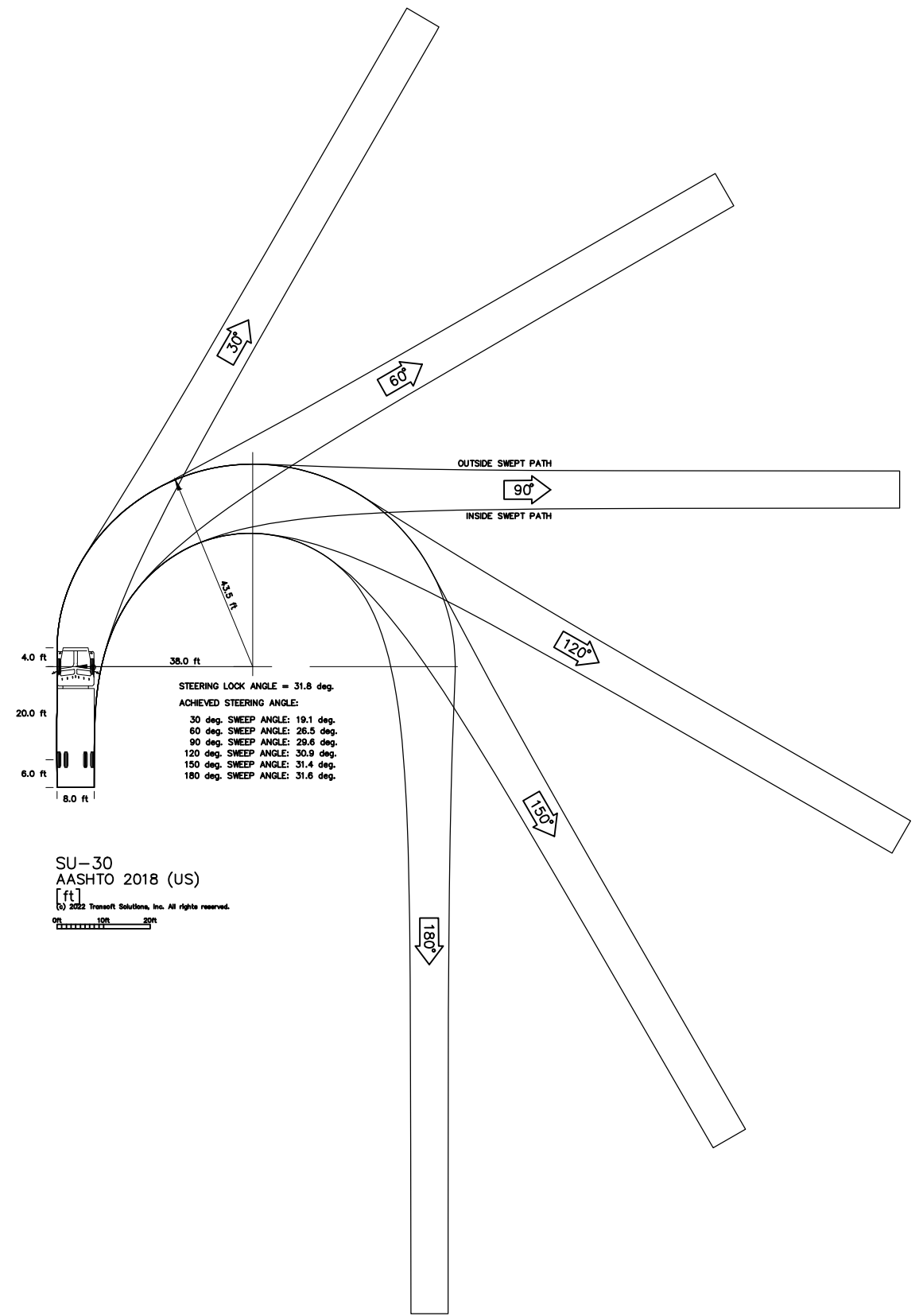
Notes:

- A. The Berkeley Municipal Code, Zoning Sections 23D.12.080, 23D.04.70, and 23E.28.080, requires various screening, buffering, or landscaping treatments dependent upon location of parking (side or rear), number of spaces, and whether property is commercial or residential.
- B. Add .5 foot if the parking space is adjacent to walls, posts, columns, landscaping, etc.
- C. Vehicles are not permitted to maneuver, into or out of parking spaces, within the public right-of-way.
- D. Parking pad slopes must be 2% maximum or as approved by a City Traffic Engineer.

Mar 28, 2022 C:\DD FILE: V:\Engineering\CAD\Templates\Conceptual CAD Template\0000-Concept-Template.dwg



REFUSE TRUCK



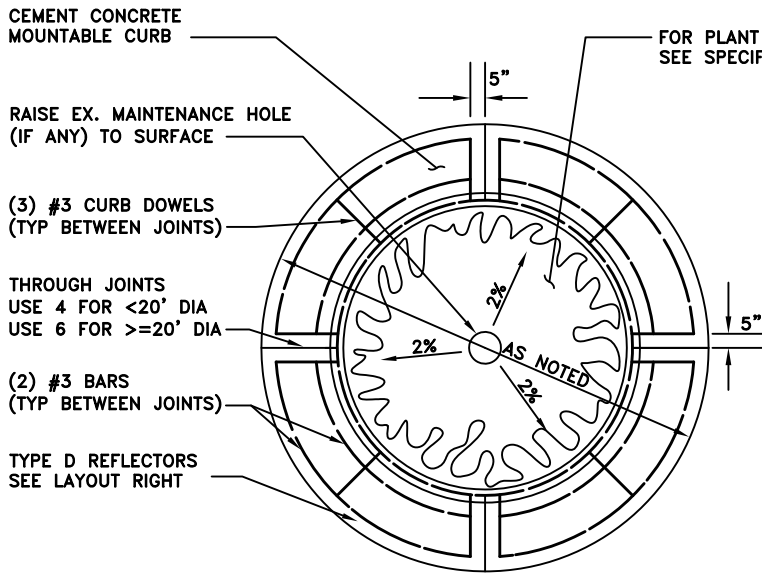
SU-30

N.T.S.

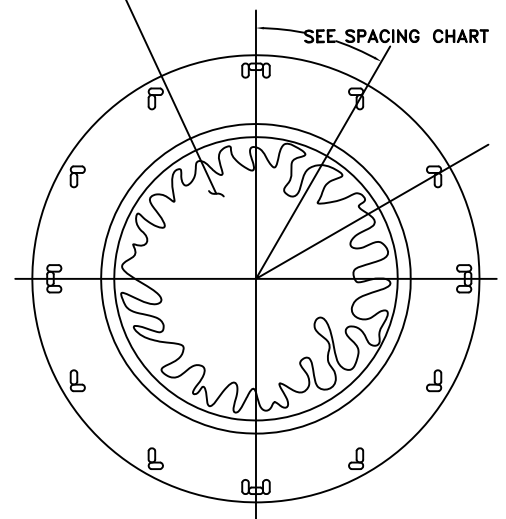
Turning Templates
 Berkeley Refuse Truck and SU-30
 3/28/2022



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
 DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



TYPICAL TRAFFIC CIRCLE

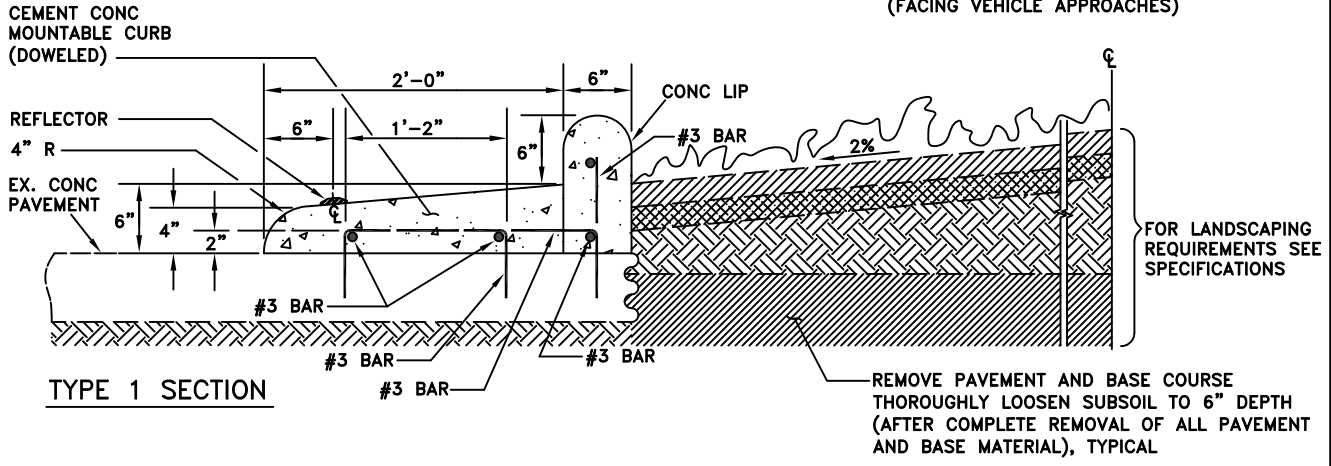


TRAFFIC CIRCLE REFLECTOR LAYOUT

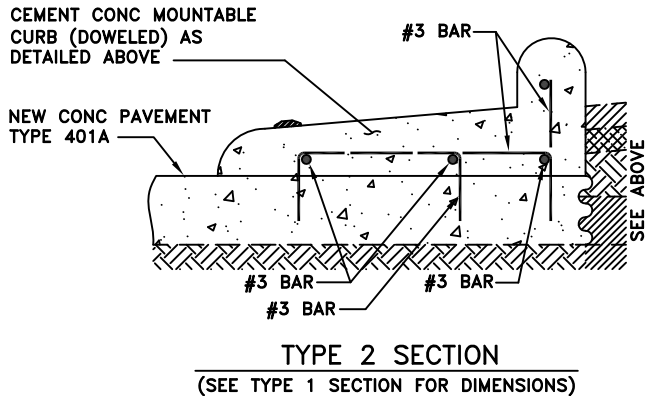
SPACING CHART

| DIAMETER OF CIRCLE | DEGREE OF SPACING |
|--------------------|-------------------|
| <=12' | EVERY 45° |
| <20' | EVERY 30° |
| >20' | EVERY 22.5° |

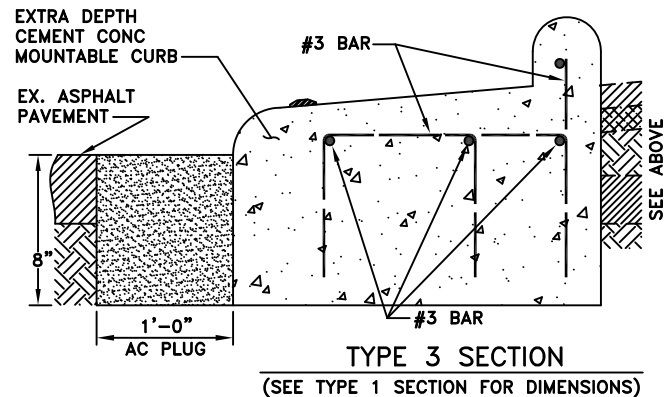
(FACING VEHICLE APPROACHES)



TYPE 1 SECTION



TYPE 2 SECTION
(SEE TYPE 1 SECTION FOR DIMENSIONS)



TYPE 3 SECTION
(SEE TYPE 1 SECTION FOR DIMENSIONS)

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

SUBMITTED: _____ DATE: _____
SUPERVISING CIVIL ENGINEER R.C.E. _____
EXP. _____

APPROVED: _____ DATE: _____
MANAGER OF ENGINEERING R.C.E. _____
EXP. _____

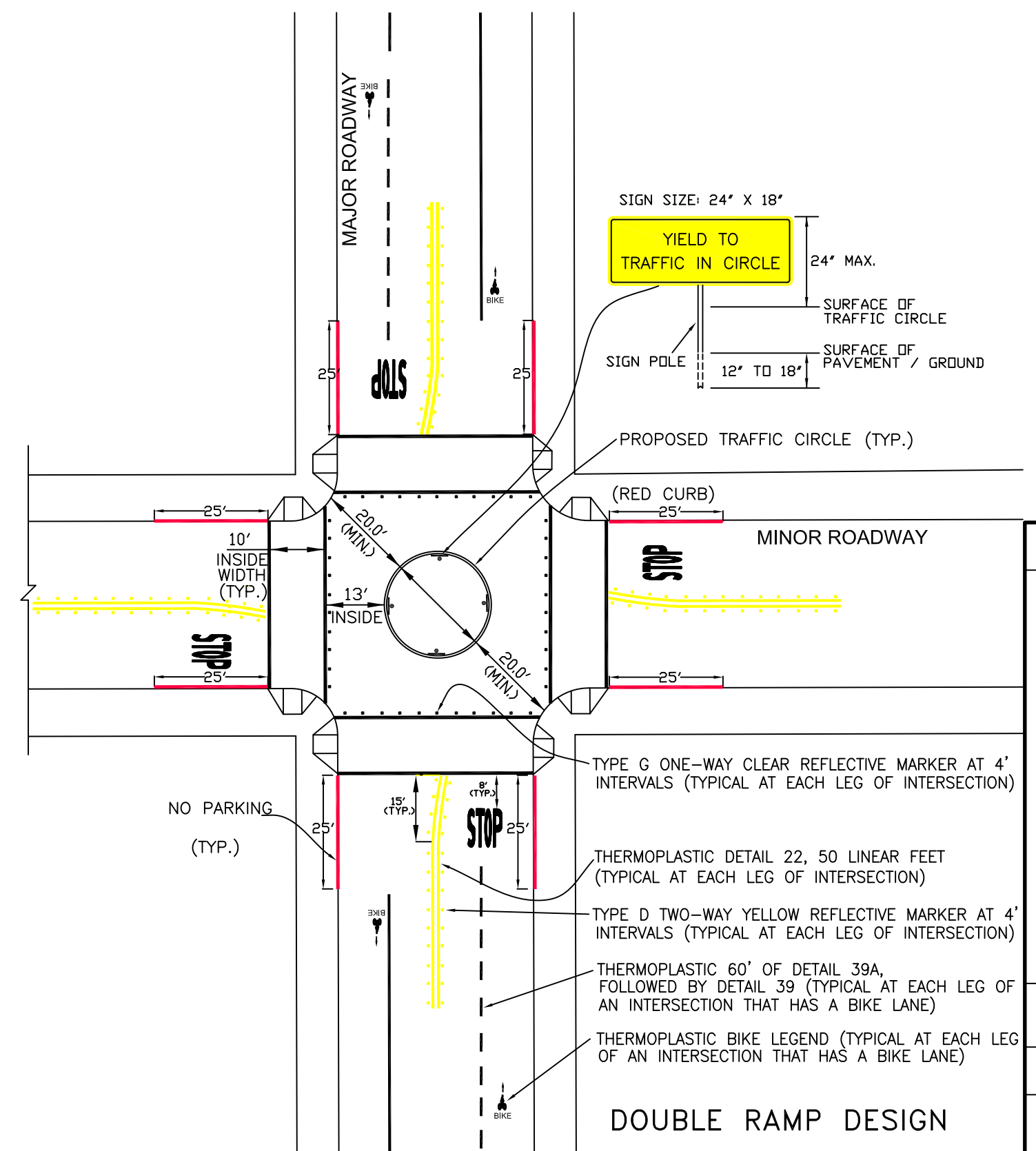
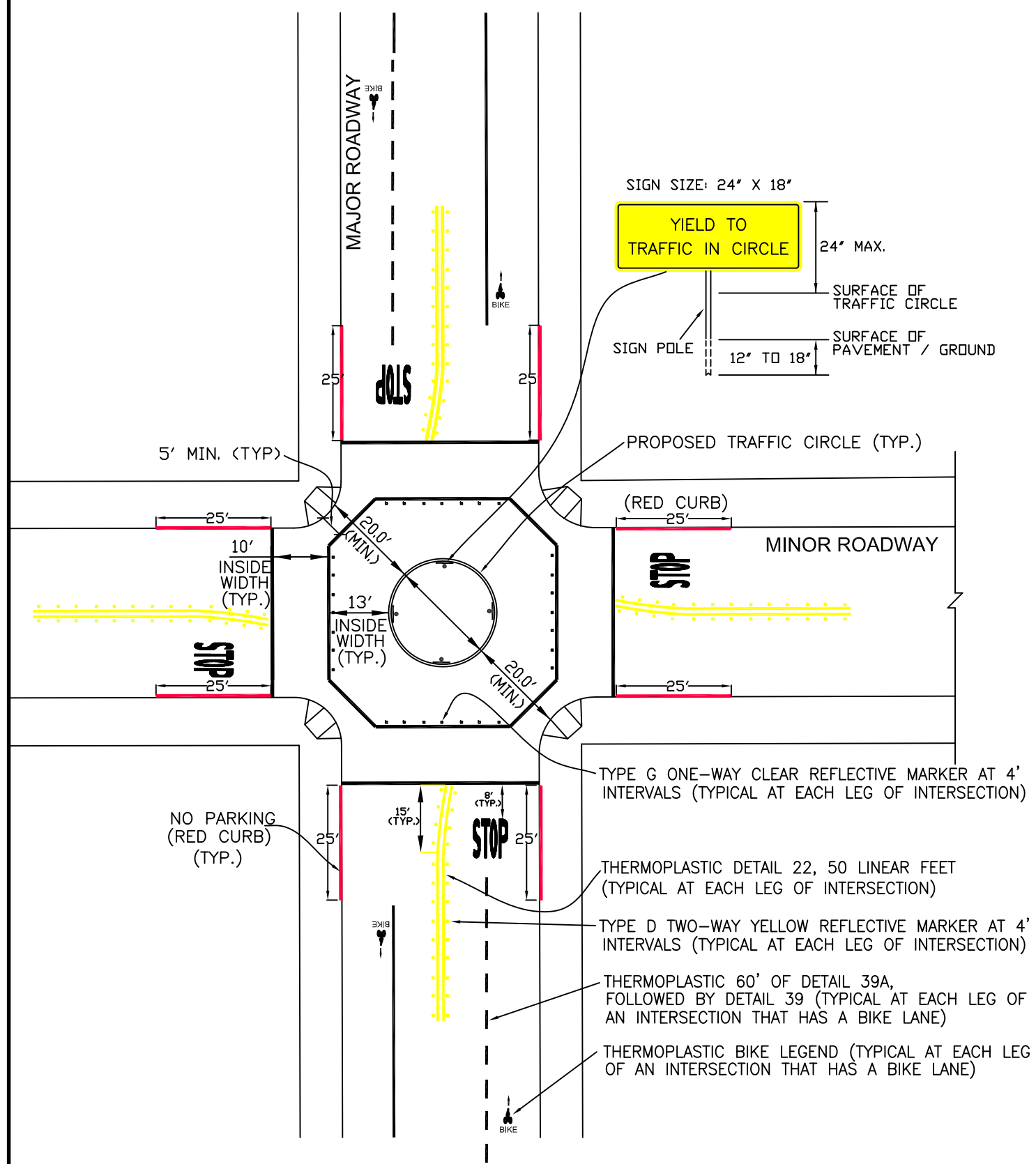
STANDARD DETAIL
TRAFFIC CIRCLE

DESIGN: HM DATE: 8-2-2019 PLAN: X
DRAWN: ZT SCALE: N.T.S. FILE: X
CHECK: _____ BOOK: X

TYPICAL TRAFFIC CIRCLE DESIGN

NOTES:

- Existing barriers at the intersection (if any) to be removed and taken to the Corporation Yard.
- Existing traffic control device(s) at the intersection shall remain the same upon implementation of the new traffic circle (unless indicated differently by the Traffic Engineer).



SINGLE RAMP DESIGN

DOUBLE RAMP DESIGN

| | | | | | | | | | | |
|--|--|---|--|---|--|--|---|---|--------------------------------------|---|
| <p>0 20 40 60 80 100</p> <p>FOR REDUCED PLANS - ORIGINAL SCALE IS IN MILLIMETERS</p> | | <p>0 1 2 3 4</p> <p>FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES</p> | | <p>SUBMITTED: <u>HAMID MOSTOWFI</u></p> <p>SUPERVISING TRAFFIC ENGINEER</p> | <p>DATE: _____</p> <p>EXP. _____</p> | <p>DESIGN: <u>W. AMIRI</u></p> <p>DRAWN: <u>Z. TAN</u></p> | <p>HORIZ. 1"=30'</p> <p>VERT. _____</p> | <p>CITY OF BERKELEY</p> <p>DEPARTMENT OF PUBLIC WORKS</p> | <p>TYPICAL TRAFFIC CIRCLE DESIGN</p> | <p>PLAN _____</p> <p>FILE _____</p> <p>SHEET _____ OF _____</p> |
| | | | | <p>APPROVED: _____</p> <p>MANAGER OF ENGINEERING</p> | <p>DATE: _____</p> <p>R.C.E. _____</p> <p>EXP. _____</p> | <p>CHECK: _____</p> <p>REC. DWG: _____</p> | <p>BOOK _____</p> <p>DATE: 11/18/19</p> | | | |

| | |
|-------------|--|
| APPROVAL | |
| REVISION | |
| MARK | |
| DATE | |
| DESCRIPTION | |

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