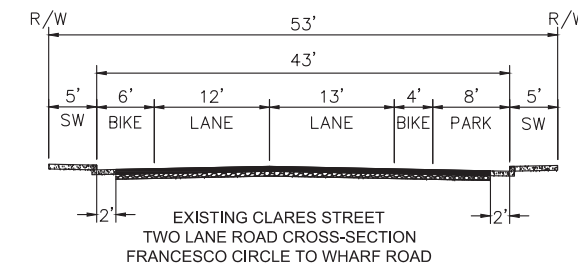
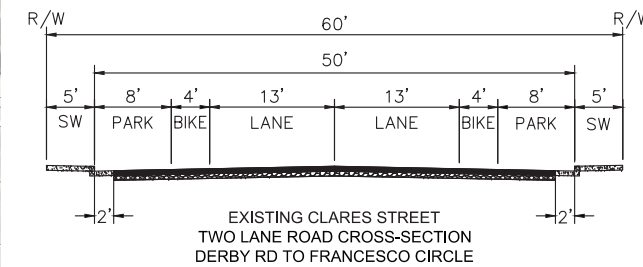
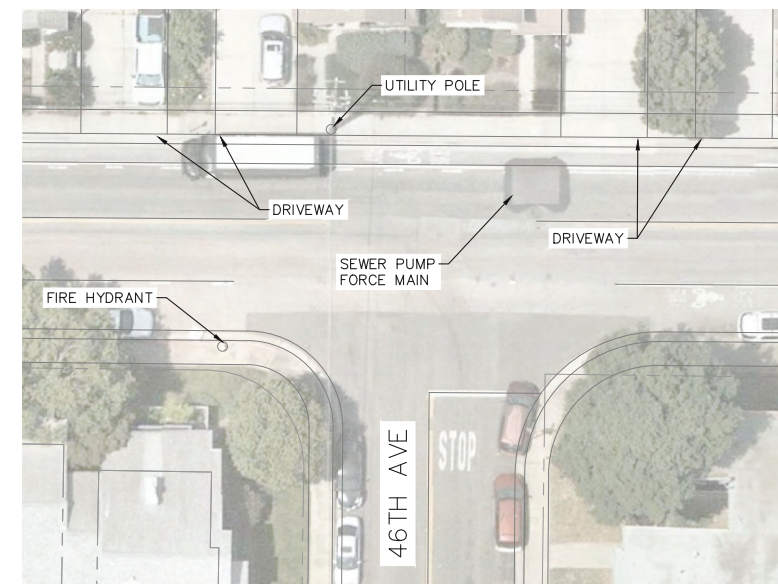
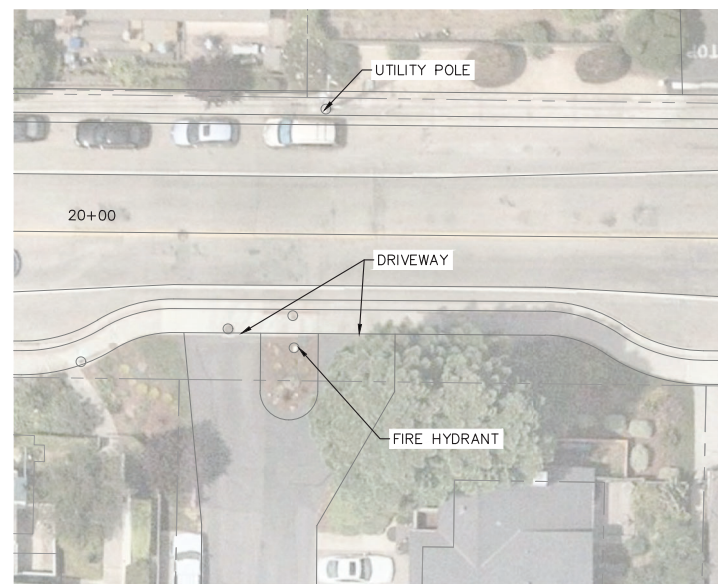
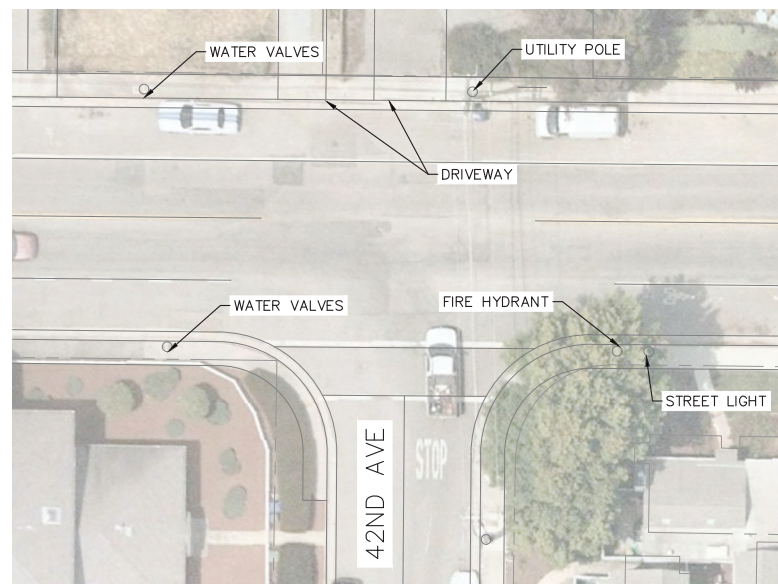
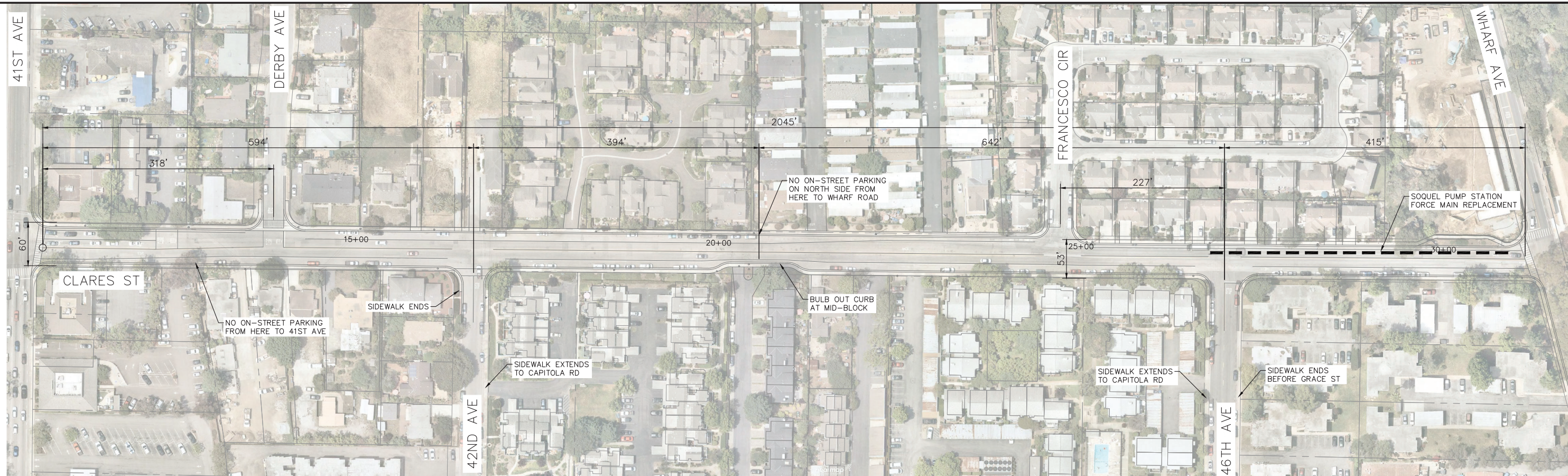
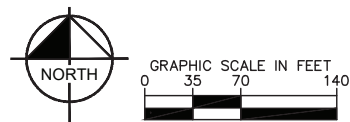


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NOTES:

- ON-STREET PARKING SUPPLY = 70 VEHICLES ASSUMING 25' X 7' DIMENSIONS.
- POSTED SPEED LIMIT = 25 MPH
- 85TH % SPEED = 33 MPH EASTBOUND, 32 MPH WESTBOUND (2017 SPEED SURVEY)



CONCEPTUAL
FOR REVIEW ONLY
OCTOBER 2019

No.	REVISIONS	DATE	BY



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PHONE: 669-800-4130
WWW.KIMLEY-HORN.COM

KHA PROJECT 097763133
DATE 10/22/2019
SCALE AS SHOWN
DESIGNED BY DW
DRAWN BY DW
CHECKED BY FV

**CLARES STREET TRAFFIC
CALMING IMPROVEMENTS**

PREPARED FOR
CITY OF CAPITOLA

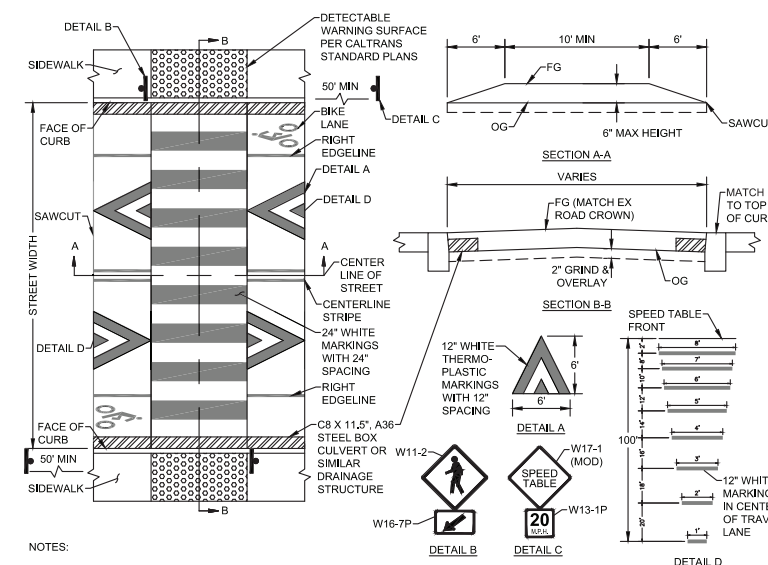
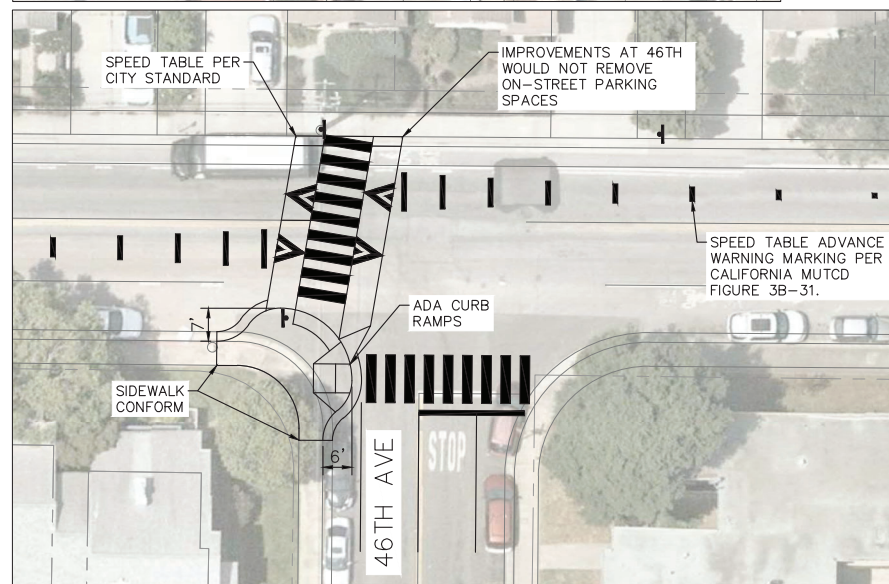
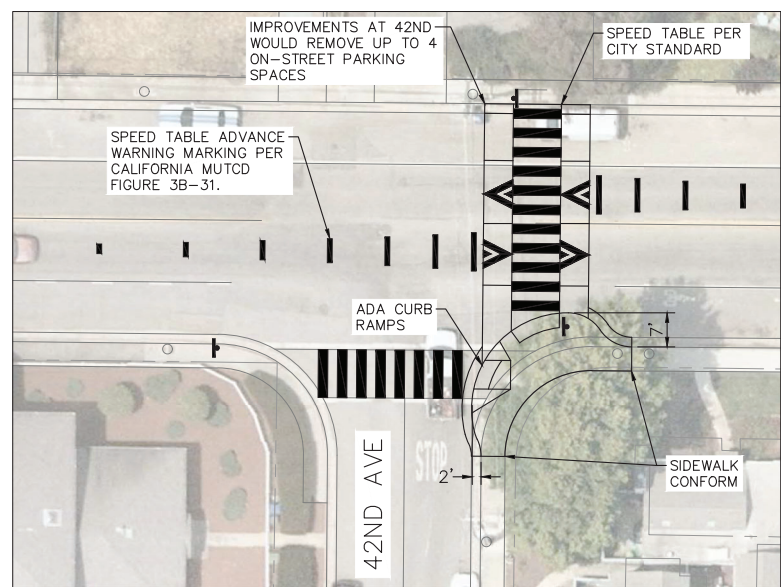
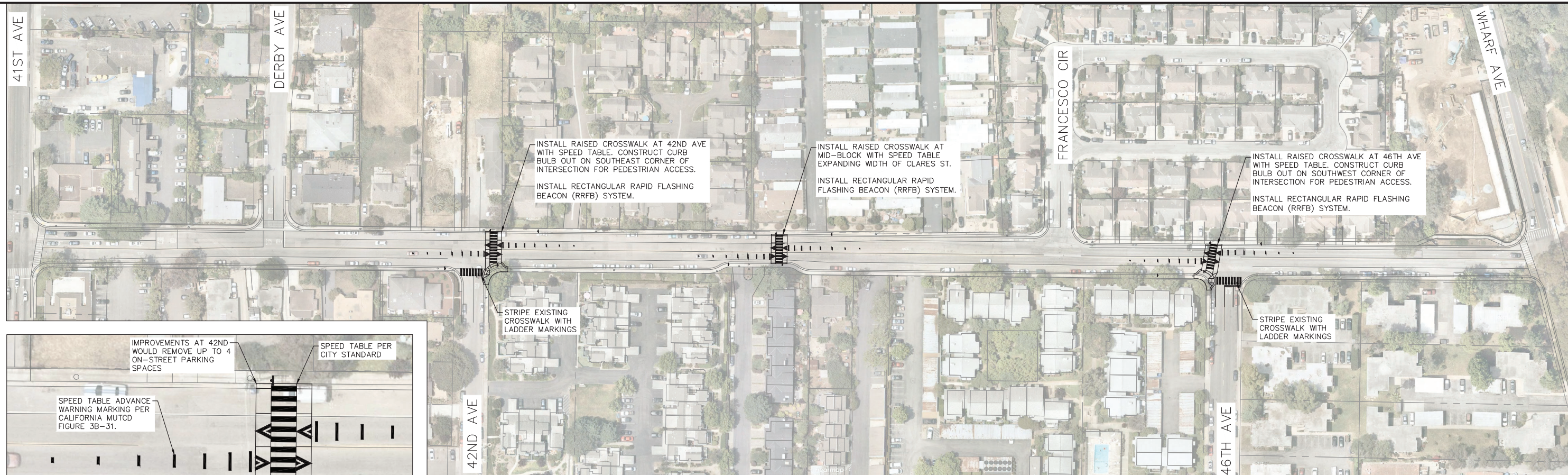
SANTA CRUZ COUNTY

CA

EXISTING CONDITIONS

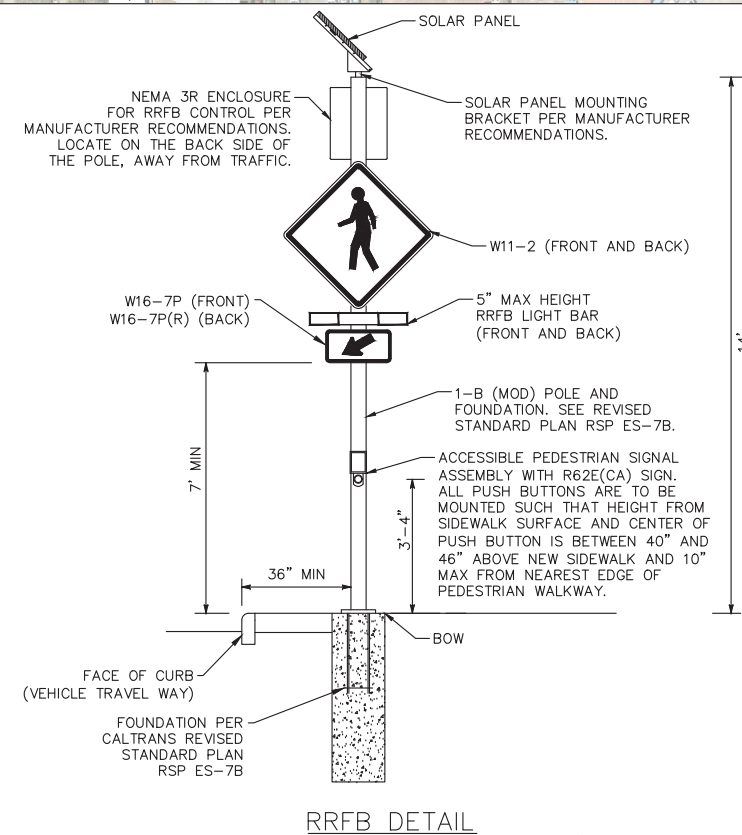
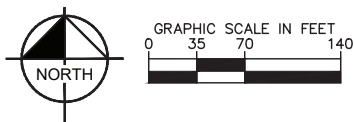
SHEET NO. _____
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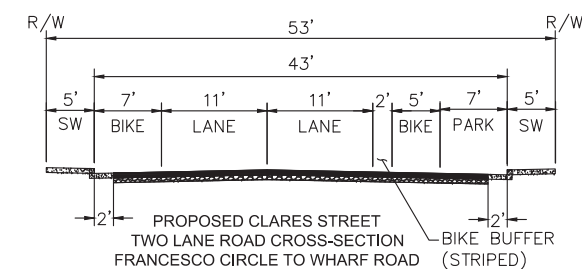
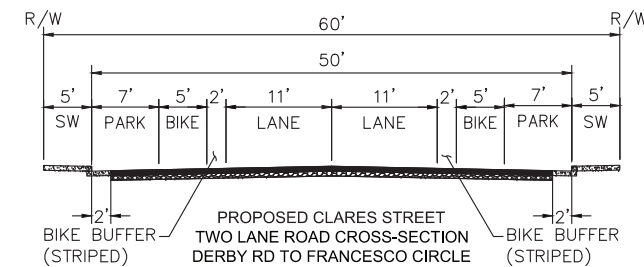
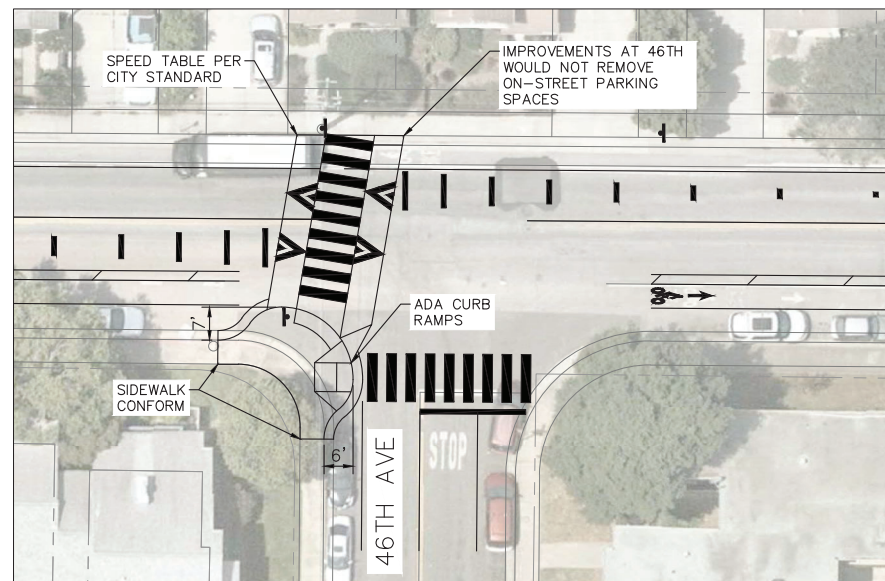
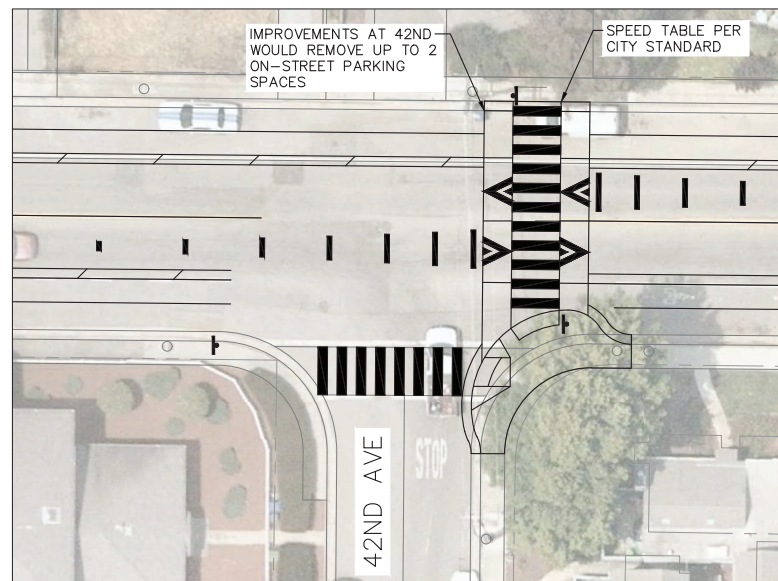
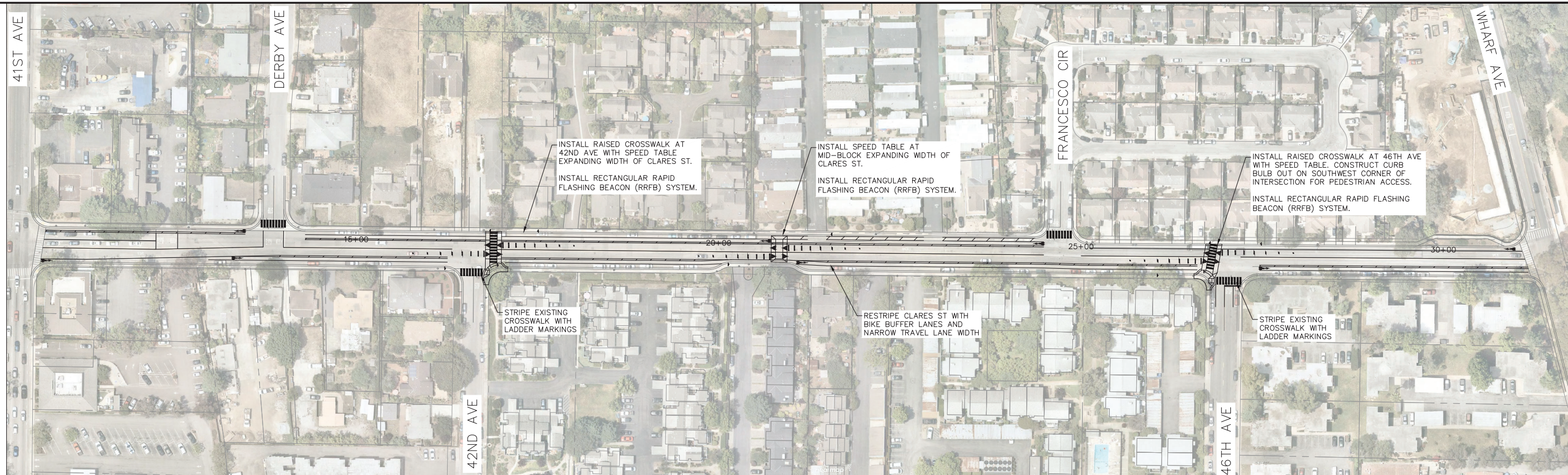
SANTA CRUZ COUNTY

CA

PHASE 1 PEDESTRIAN IMPROVEMENTS - OPTION 2 RAISED CROSSING & CURB BULB-OUT WITH RRFB

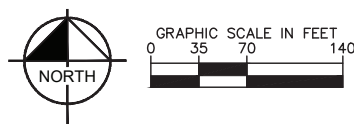
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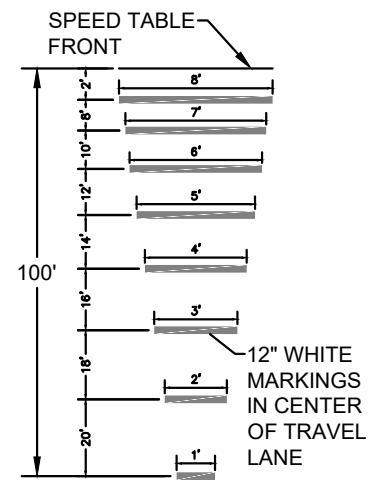
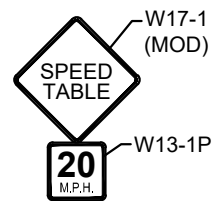
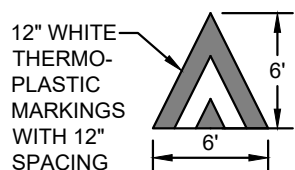
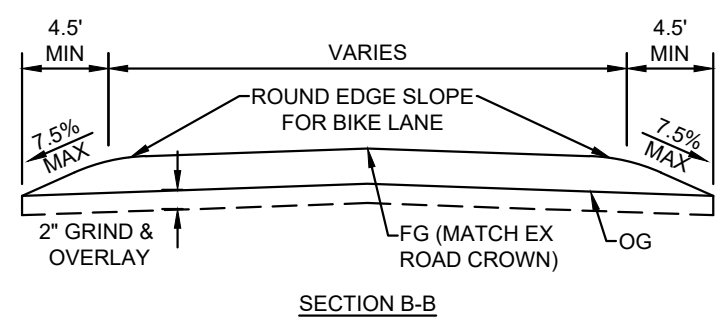
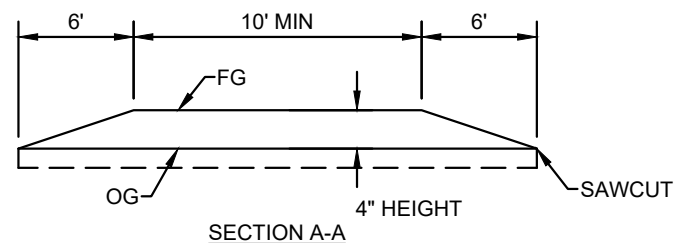
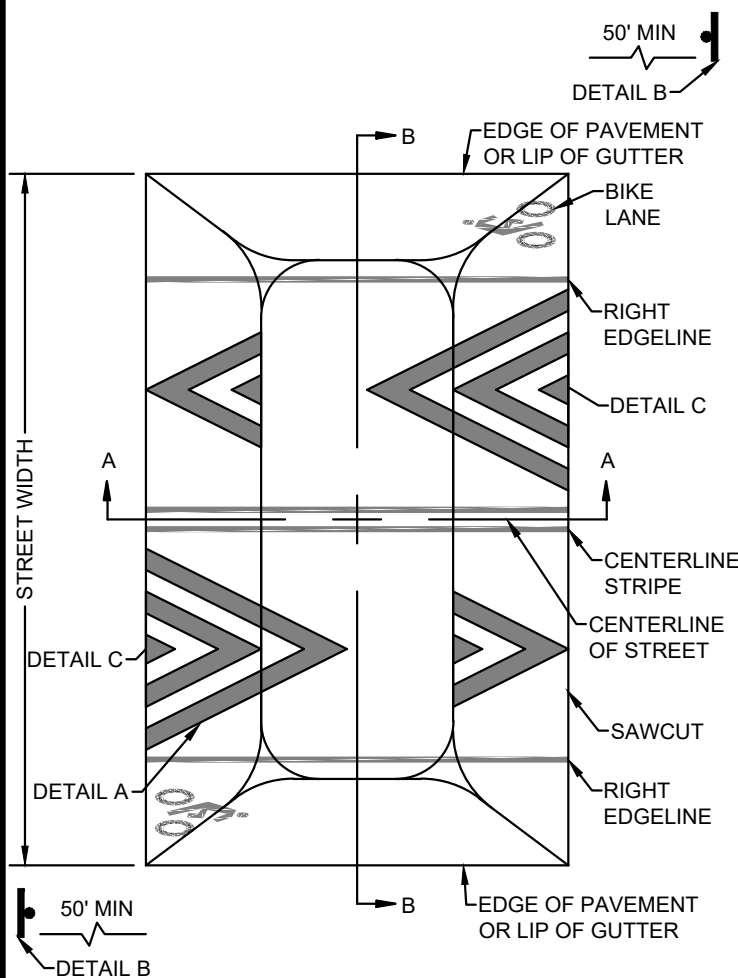
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SANTA CRUZ COUNTY CA

PHASE 2 ROAD REHABILITATION - OPTION 2 RAISED CROSSING & CURB BULB-OUT WITH RRFB

SHEET NO. _____
OF XX SHEETS



NOTES:

1. SPEED TABLES SHALL NOT BE PLACED OVER MANHOLES, INLETS, JUNCTION CHAMBERS, ETC.
2. COMPACTION SHALL BE BY STANDARD METHODS TO 100%. ALL ROLLING SHALL BE IN A DIRECTION PARALLEL WITH ROADWAY. IT IS RECOMMENDED THAT A PLAT TAMPER BE USED FOR FINISH ROLLING. NO VIBRATING ROLLERS SHALL BE ALLOWED FOR ANY OF THE ROLLING.
3. STANDARD TACK COAT IS TO BE APPLIED TO THE ENTIRE SURFACE AREA ENCOMPASSED BY THE SPEED TABLE.
4. SPEED TABLE PROFILE MUST BE PARABOLIC SHAPE WITH THE COMPACTED HEIGHT OF THE HIGH POINT TO BE 4 INCHES AND THE EDGES TAPERED OFF TO ZERO THICKNESS. LAYOUT OF THE SPEED TABLE SHALL BE RECTANGULAR SHAPE.
5. SLOPE OF THE FLAT SURFACE SHALL MATCH THE SLOPE OF THE EXISTING ROAD IN THE LONGITUDINAL DIRECTION.
6. OUTER 12 INCHES OF SPEED TABLE EDGE IN THE TRAVEL WAY SHALL BE RAKED FREE OF LARGE AGGREGATE PRIOR TO ANY COMPACTION.
7. REFER TO CALIFORNIA MUTCD FOR SPEED TABLE STRIPING AND SIGNING GUIDANCE. ADD CENTERLINE AND EDGELINE STRIPE TO MATCH EXISTING. ADD BIKE SHARROW INDICATING BIKE LANE IF PRESENT. ADD ADVANCE WARNING MARKING PER MUTCD 3B-31.

NOT TO SCALE

DRAWN BY:
DW

CHECKED BY:
SJ



STANDARD DRAWINGS FOR

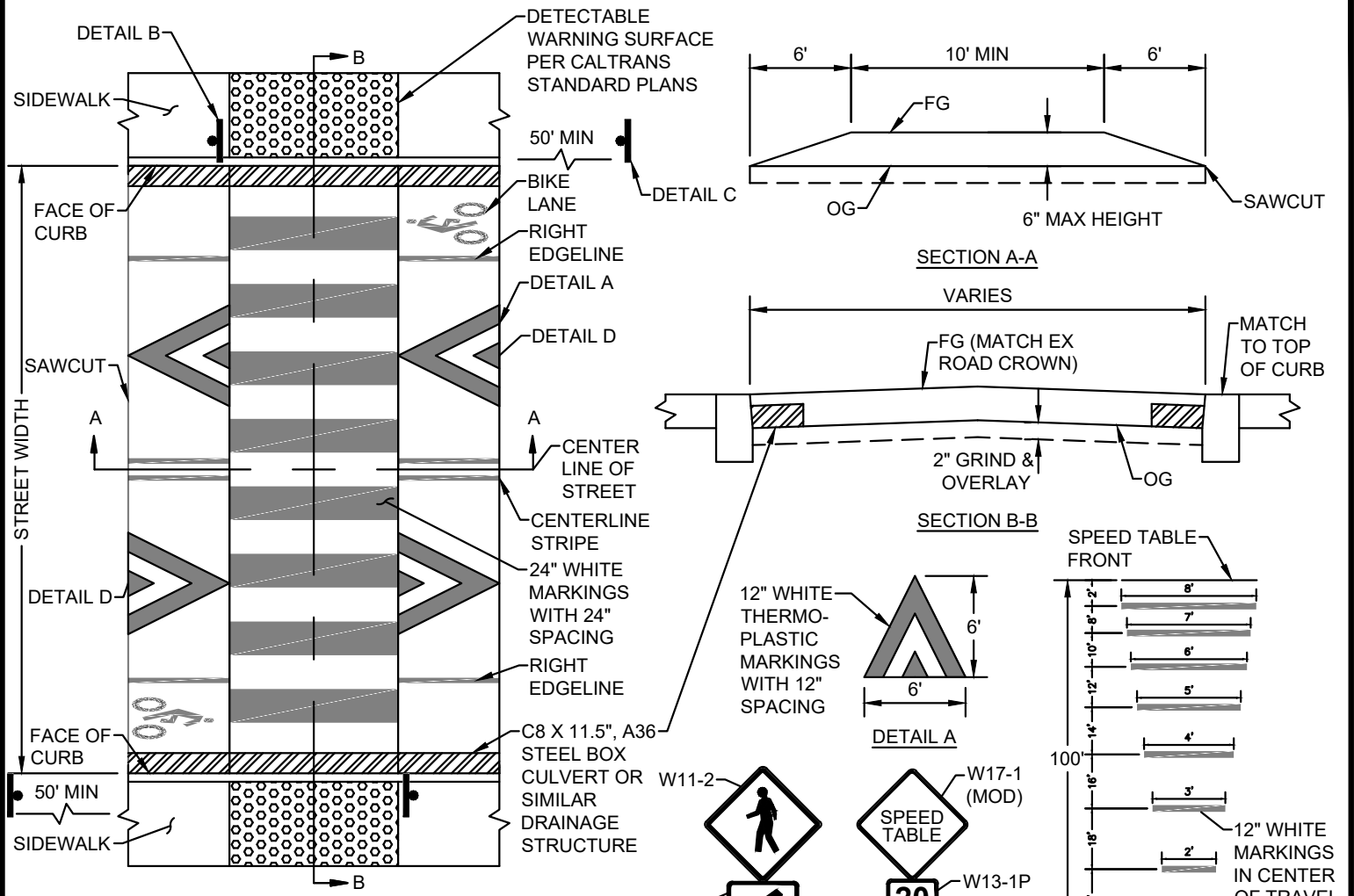
SPEED TABLE

STEVEN JESBERG, PUBLIC WORKS DIRECTOR

DRAWN: 10/19

REV: 4

DRAWING No.
CAP - 021



NOTES:

1. SPEED TABLES SHALL NOT BE PLACED OVER MANHOLES, INLETS, JUNCTION CHAMBERS, ETC.
2. COMPACTION SHALL BE BY STANDARD METHODS TO 100%. ALL ROLLING SHALL BE IN A DIRECTION PARALLEL WITH ROADWAY. IT IS RECOMMENDED THAT A PLAT TAMPER BE USED FOR FINISH ROLLING. NO VIBRATING ROLLERS SHALL BE ALLOWED FOR ANY OF THE ROLLING.
3. STANDARD TACK COAT IS TO BE APPLIED TO THE ENTIRE SURFACE AREA ENCOMPASSED BY THE SPEED TABLE.
4. SPEED TABLE PROFILE MUST BE PARABOLIC SHAPE WITH THE COMPACTED HEIGHT OF THE HIGH POINT TO BE 6 INCHES MAXIMUM AND THE EDGES TAPERED OFF TO ZERO THICKNESS. LAYOUT OF THE SPEED TABLE SHALL BE RECTANGULAR SHAPE.
5. SLOPE OF THE FLAT SURFACE SHALL MATCH THE SLOPE OF THE EXISTING ROAD IN THE LONGITUDINAL DIRECTION.
6. OUTER 12 INCHES OF SPEED TABLE EDGE IN THE TRAVEL WAY SHALL BE RAKED FREE OF LARGE AGGREGATE PRIOR TO ANY COMPACTION.
7. REFER TO CALIFORNIA MUTCD FOR SPEED TABLE STRIPING AND SIGNING GUIDANCE. ADD CENTERLINE AND EDGELINE STRIPE TO MATCH EXISTING. ADD BIKE SHARROW INDICATING BIKE LANE IF PRESENT. ADD ADVANCE WARNING MARKING PER MUTCD 3B-31.
8. SPEED TABLE SHALL BE DESIGNED TO ACCOMMODATE DRAINAGE AND PREVENT PONDING AT CURB FLOWLINE.
9. WIDTH OF DETECTABLE WARNING SURFACE TO MATCH WALKING PATH (10 FEET MIN). SLOPE OF DETECTABLE WARNING SURFACE SHALL MEET ADA SLOPE REQUIREMENTS.

NOT TO SCALE

DRAWN BY:
DW

CHECKED BY:
SJ



STANDARD DRAWINGS FOR
**SPEED TABLE WITH RAISED
CROSSWALK**

STEVEN JESBERG, PUBLIC WORKS DIRECTOR

DRAWN: 10/19	REV: 4
DRAWING No. CAP - 022	