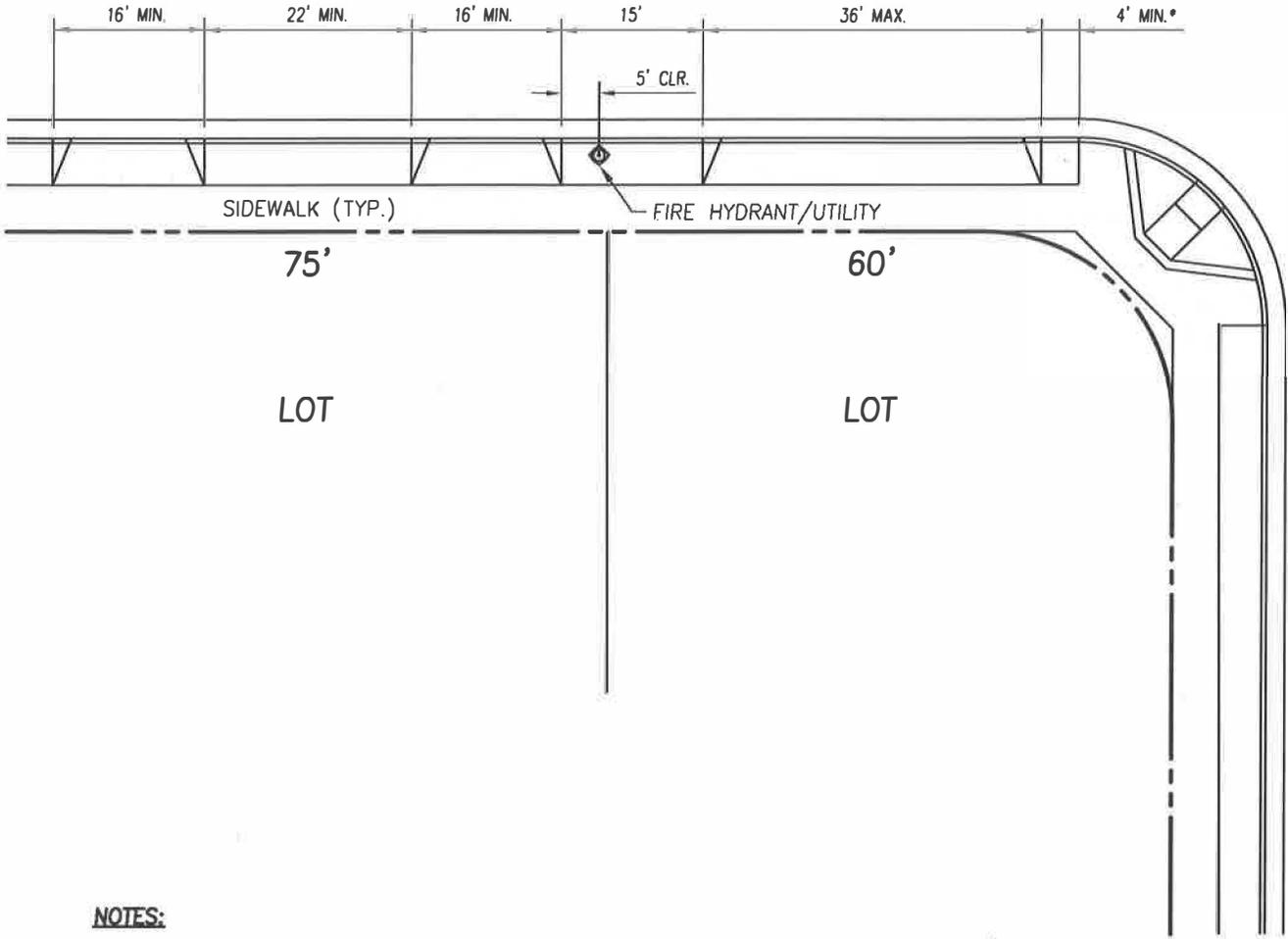


SECONDARY STREET

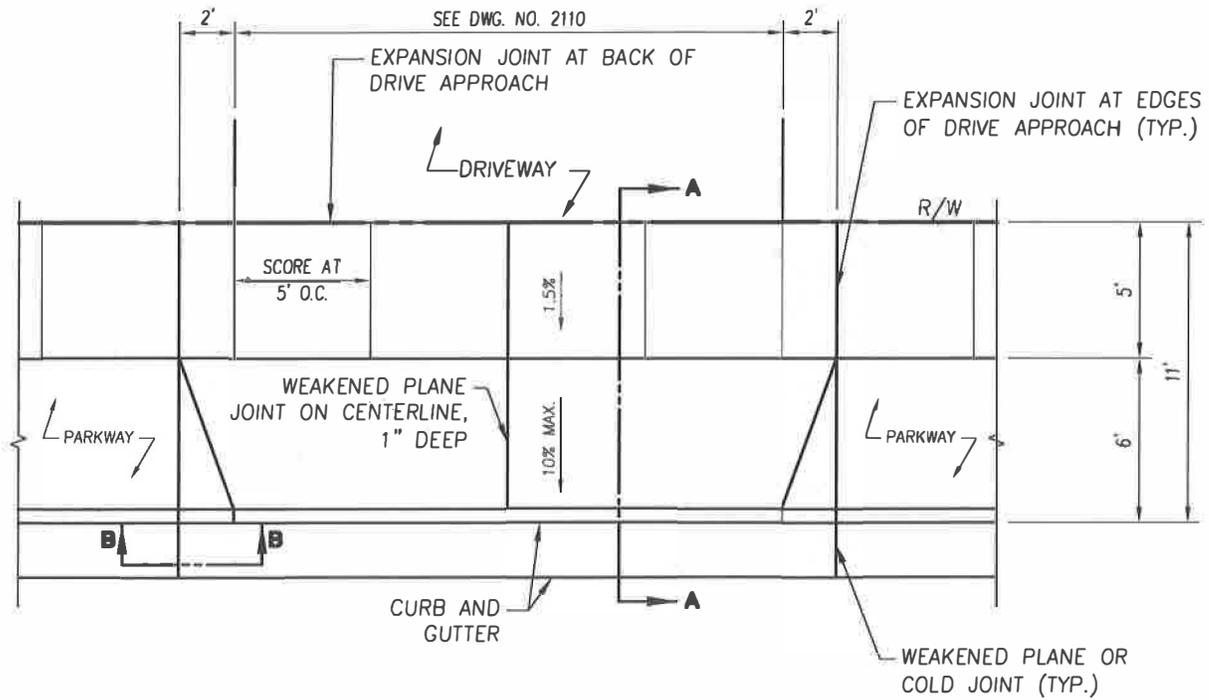
\* COMMERCIAL = 50' MIN.  
RESIDENTIAL = 4' MIN.



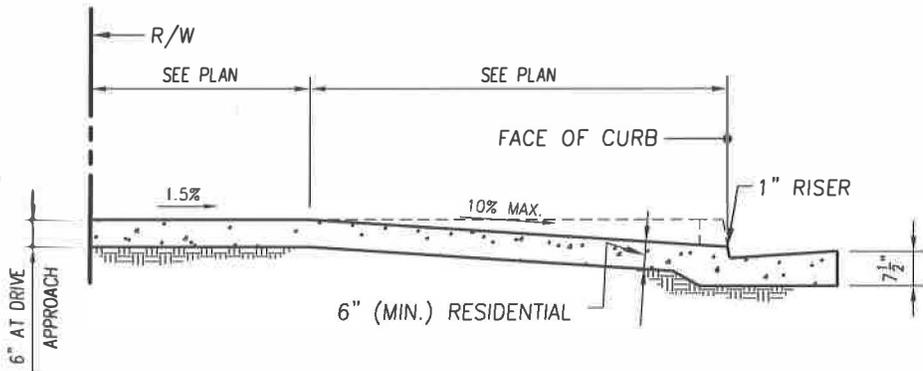
**NOTES:**

1. TOTAL OF DRIVEWAY OPENINGS CANNOT EXCEED 50% OF LOT FRONTAGE, NOR CAN A DRIVEWAY EXCEED 36' IN WIDTH OR BE LESS THAN 16' IN WIDTH.
2. THE DISTANCE BETWEEN DRIVEWAYS ON THE SAME LOT SHALL BE NO LESS THAN 22'. A 5' CLEARANCE BETWEEN TOP OF DRIVEWAY OPENING AND ANY UTILITY STRUCTURE SHALL BE MAINTAINED.
3. DRIVEWAY APPROACHES FOR RESIDENTIAL LOTS ARE NOT PERMITTED ON ARTERIAL STREETS.
4. DISTANCE BETWEEN DRIVEWAYS, ALONG COMMERCIALY DEVELOPED ARTERIALS SHALL NOT BE LESS THAN 400 FEET, MEASURED CENTERLINE-TO-CENTERLINE.
5. IF MORE THAN ONE DRIVEWAY IS REQUIRED TO SERVE A PROPERTY, THE DRIVEWAYS SHALL BE SEPARATED BY A MINIMUM OF 50 FEET, MEASURED EDGE-TO-EDGE.
6. DRIVEWAY ACCESS TO MAJOR ACTIVITY CENTERS SHALL BE NO CLOSER THAN 200 FEET TO THE ADJACENT INTERSECTION OF A COLLECTOR OR ARTERIAL STREET, MEASURED FROM CURB RETURN TO THE NEAREST EDGE OF THE DRIVEWAY.
7. ANY VARIANCE TO THE CITY STANDARD WILL REQUIRE A REQUEST SUBMITTED TO AND APPROVED BY THE CITY ENGINEER ON A PER CASE BASIS.

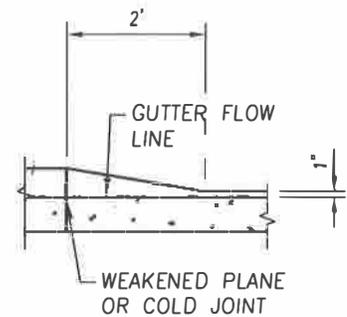
REVISIONS	DATE		<b>CITY OF TULARE</b> PUBLIC IMPROVEMENT STANDARD <b>DRIVEWAY LOCATIONS</b>		DRAWING NO.:	
					<b>2110</b>	
				Approved By: <i>Michael W. Miller</i>		
				Date: 11/15/16	City Engineer	
						1 OF 1



**PLAN VIEW**



**SECTION A-A**

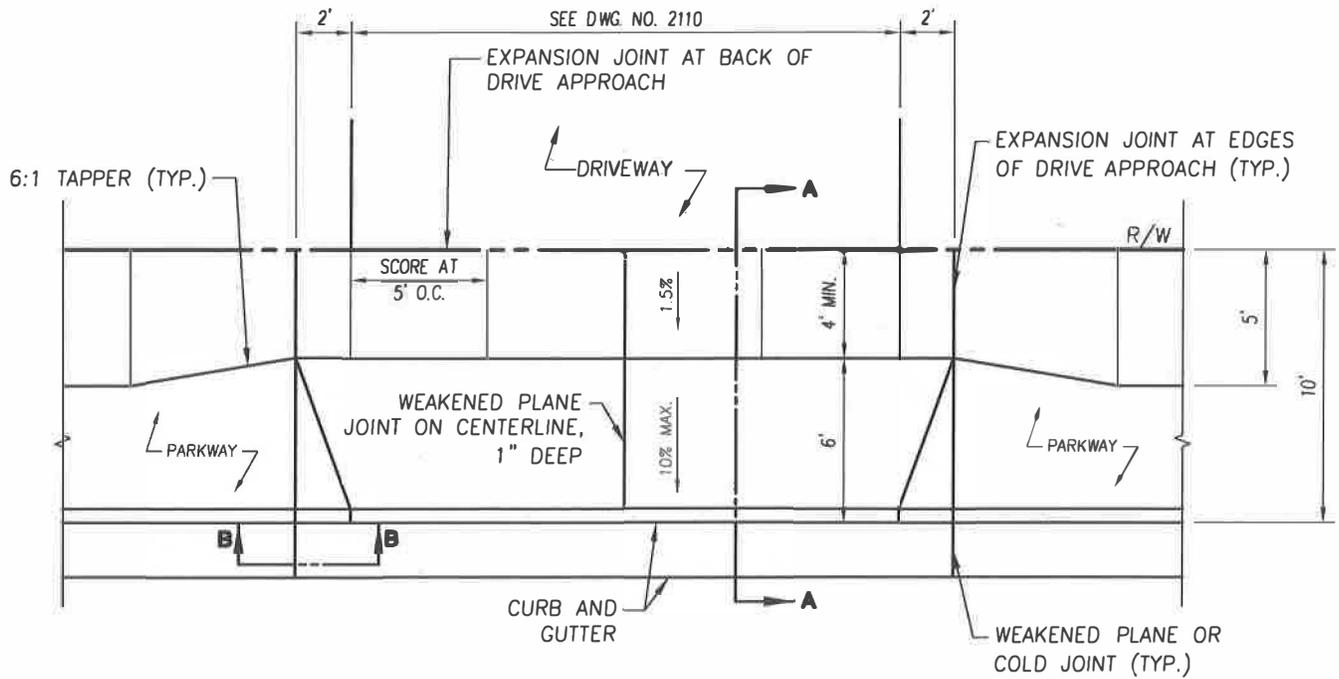


**SECTION B-B**

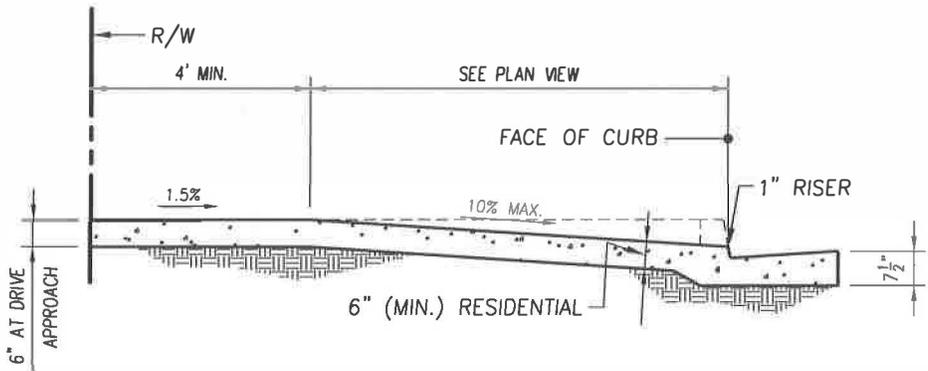
**NOTES:**

1. ALL CONCRETE SHALL BE CLASS 2 CONCRETE.
2. EXPANSION JOINTS SHALL BE ASPHALT SATURATED CELLULOSIC FIBER IN PRE-FORMED STRIPS MEETING THE REQUIREMENTS OF ASTM D1751. EXPANSION JOINT STRIPS SHALL EXTEND FULL DEPTH OF CONCRETE AND SHALL BE SET FLUSH WITH TOP OF CONCRETE SURFACE.
3. SEE DRAWING NO. 2110 FOR DRIVE APPROACH WIDTH INFORMATION.
4. TYPES OF FINISH: CURB - STEEL TROWEL  
GUTTER, DRIVEWAY, & SIDEWALK - BROOM
5. COMPACT UPPER 6" OF SUBGRADE UNDER CURB, GUTTER AND DRIVE APPROACH TO 95% REL. COMPACTION (ASTM D1557).

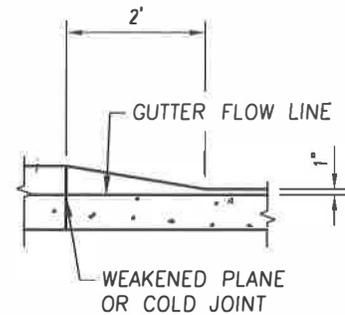
REVISIONS	DATE		<b>CITY OF TULARE</b> <b>PUBLIC IMPROVEMENT STANDARD</b>	
			<b>RESIDENTIAL DRIVE APPROACH</b> <b>(TYPE I)</b>	<b>DRAWING NO.:</b>  <b>2111</b>
			Approved By: <i>Michael W. Miller</i> Date: 11/15/16 <span style="float: right;">City Engineer</span>	<b>1 OF 1</b>



**PLAN VIEW**



**SECTION A-A**

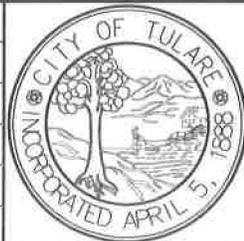


**SECTION B-B**

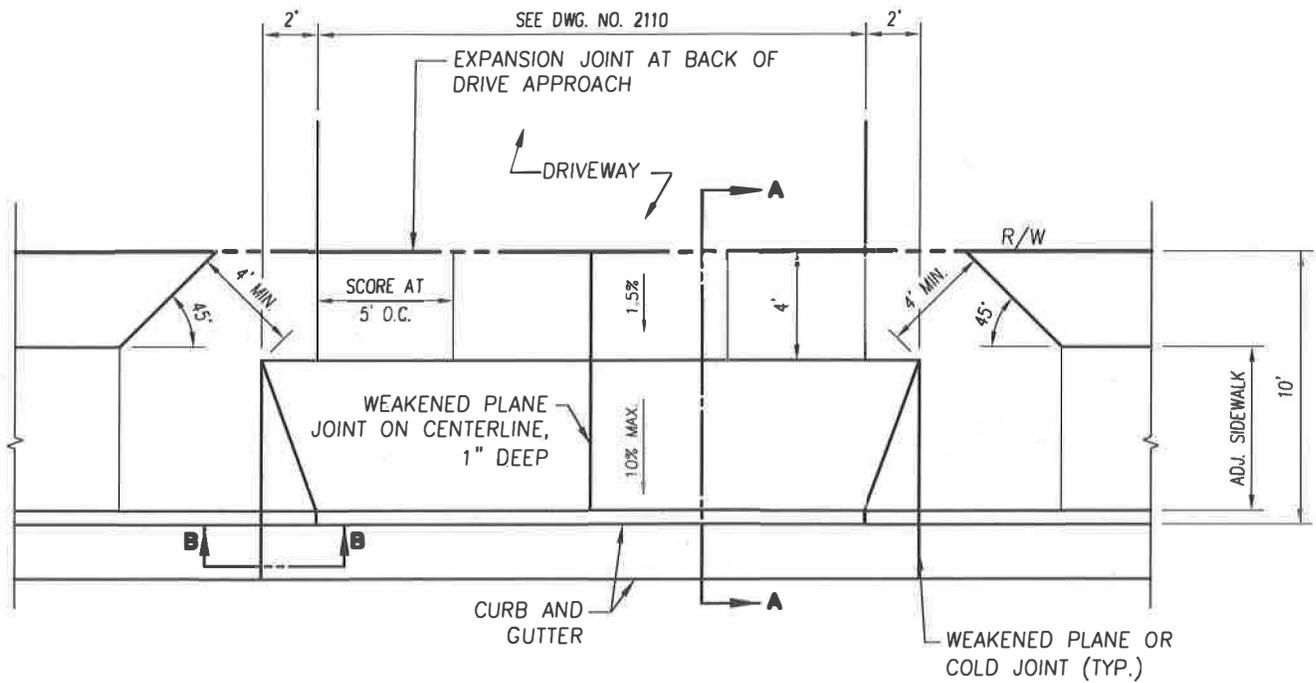
**NOTES:**

1. ALL CONCRETE SHALL BE CLASS 2 CONCRETE.
2. EXPANSION JOINTS SHALL BE ASPHALT SATURATED CELLULOSIC FIBER IN PRE-FORMED STRIPS MEETING THE REQUIREMENTS OF ASTM D1751. EXPANSION JOINT STRIPS SHALL EXTEND FULL DEPTH OF CONCRETE AND SHALL BE SET FLUSH WITH TOP OF CONCRETE SURFACE.
3. SEE DRAWING NO. 2110 FOR DRIVE APPROACH WIDTH INFORMATION.
4. TYPES OF FINISH: CURB - STEEL TROWEL  
GUTTER, DRIVEWAY, & SIDEWALK - BROOM
5. COMPACT UPPER 6" OF SUBGRADE UNDER CURB, GUTTER AND DRIVE APPROACH TO 95% REL. COMPACTION (ASTM D1557).

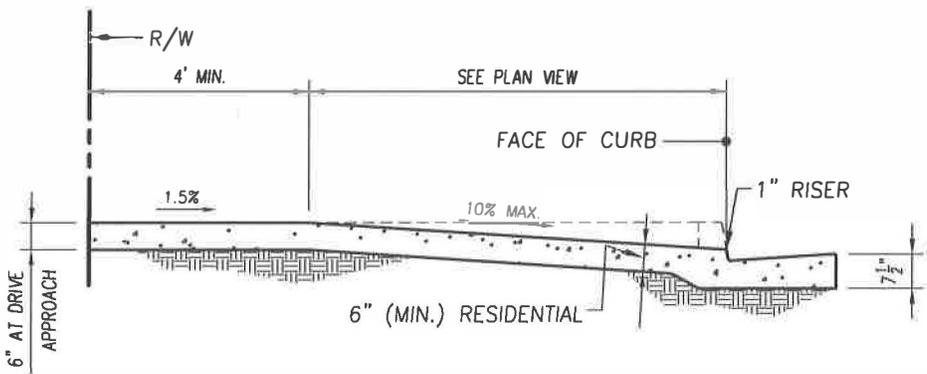
REVISIONS	DATE



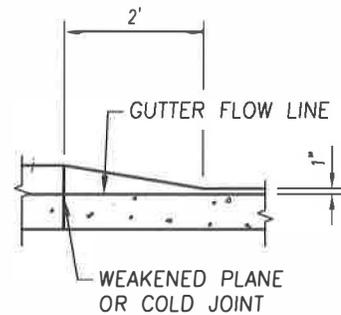
<b>CITY OF TULARE</b> PUBLIC IMPROVEMENT STANDARD	
<b>RESIDENTIAL DRIVE APPROACH (TYPE II)</b>	
Approved By: <i>Michael W. Miller</i> Date: 11/15/16	DRAWING NO.: <b>2112</b> 1 OF 1



**PLAN VIEW**



**SECTION A-A**

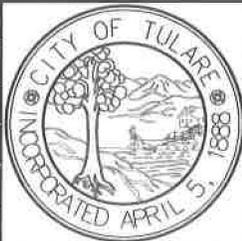


**SECTION B-B**

**NOTES:**

1. ALL CONCRETE SHALL BE CLASS 2 CONCRETE.
2. EXPANSION JOINTS SHALL BE ASPHALT SATURATED CELLULOSIC FIBER IN PRE-FORMED STRIPS MEETING THE REQUIREMENTS OF ASTM D1751. EXPANSION JOINT STRIPS SHALL EXTEND FULL DEPTH OF CONCRETE AND SHALL BE SET FLUSH WITH TOP OF CONCRETE SURFACE.
3. SEE DRAWING NO. 2110 FOR DRIVE APPROACH WIDTH INFORMATION.
4. TYPES OF FINISH: CURB - STEEL TROWEL  
GUTTER, DRIVEWAY, & SIDEWALK - BROOM
5. COMPACT UPPER 6" OF SUBGRADE UNDER CURB, GUTTER AND DRIVE APPROACH TO 95% REL. COMPACTION (ASTM D1557).

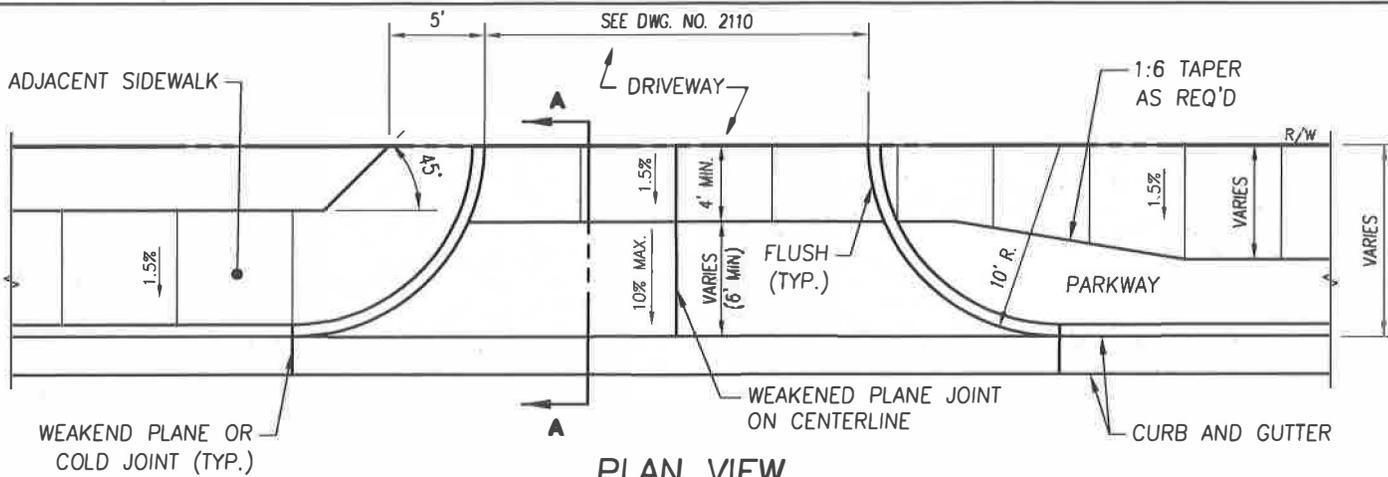
REVISIONS	DATE



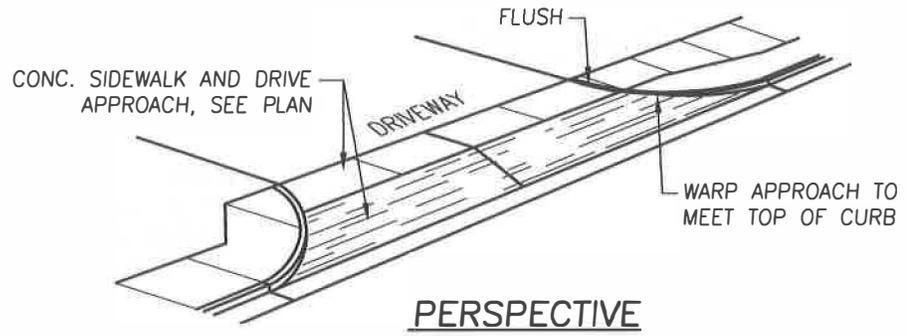
**CITY OF TULARE**  
PUBLIC IMPROVEMENT STANDARD  
**RESIDENTIAL DRIVE APPROACH**  
(TYPE III)

DRAWING NO.:  
**2113**

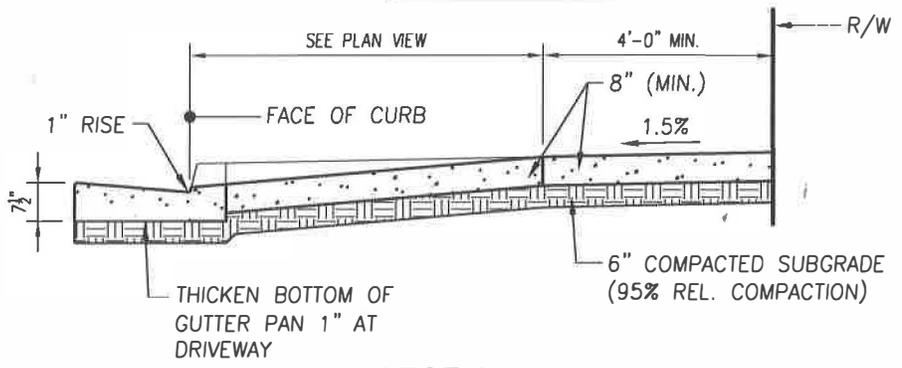
Approved By: *Michael W. Miller*  
Date: 11/15/16 City Engineer



**PLAN VIEW**



**PERSPECTIVE**

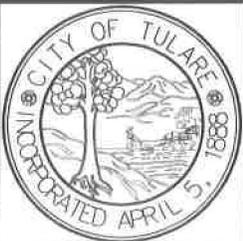


**SECTION A-A**

**NOTES:**

1. ALL CONCRETE SHALL BE CLASS 2 CONCRETE.
2. SEE DRAWING NO. 2110 FOR DRIVE APPROACH WIDTH INFORMATION.
3. WIDTH AND LOCATION OF DRIVE APPROACHES ON STATE ROUTES SUBJECT TO APPROVAL BY CALTRANS.
4. REINFORCING BARS MAY BE REQUIRED AT THE DISCRETION OF THE CITY ENGINEER.
5. TYPES OF FINISH: CURB - STEEL TROWEL  
GUTTER, DRIVEWAY, & SIDEWALK - BROOM
5. COMPACT UPPER 6" OF SUBGRADE UNDER CURB, GUTTER AND DRIVE APPROACH TO 95% REL. COMPACTION (ASTM D1557).

REVISIONS	DATE



**CITY OF TULARE**  
PUBLIC IMPROVEMENT STANDARD

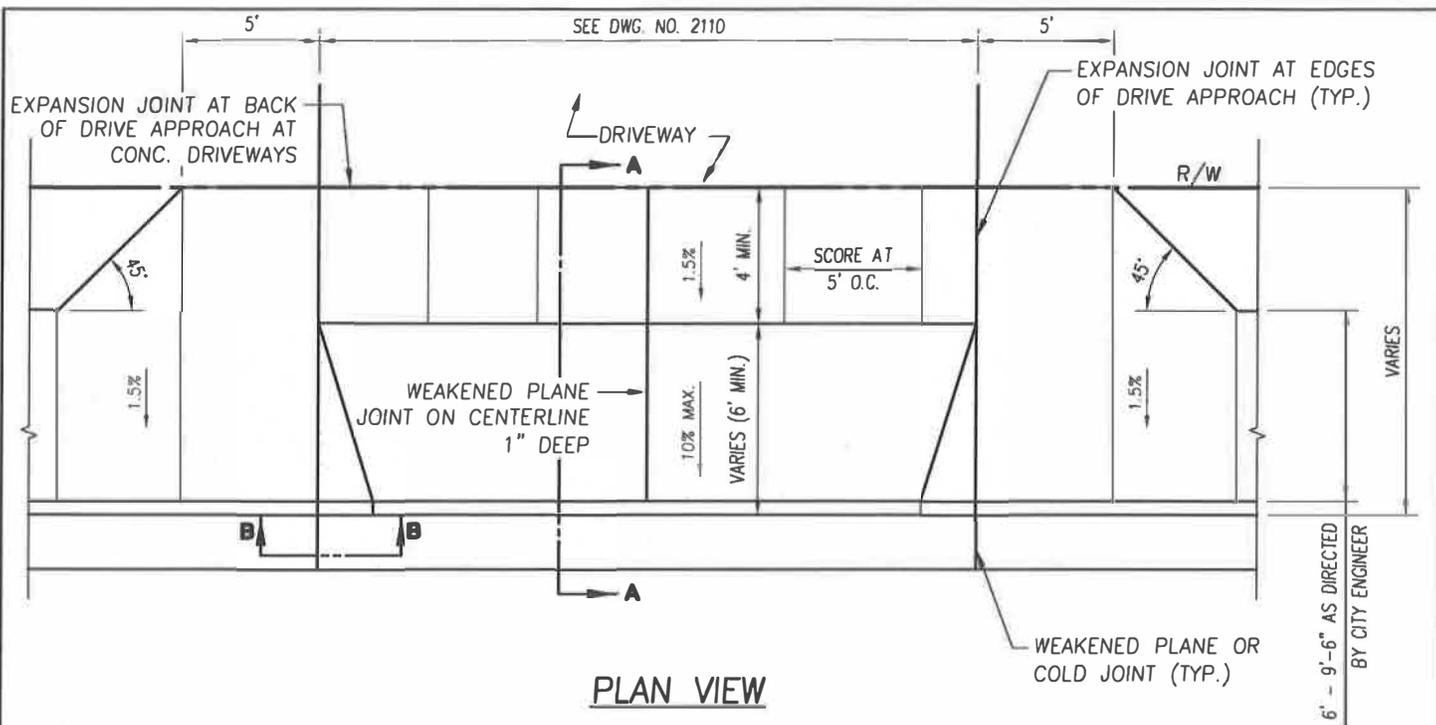
**MULTI-FAMILY/OFFICE/COMMERCIAL  
DRIVE APPROACH WITH CURB RETURNS**

Approved By: *Michael W. Miller*  
Date: 11/15/16 City Engineer

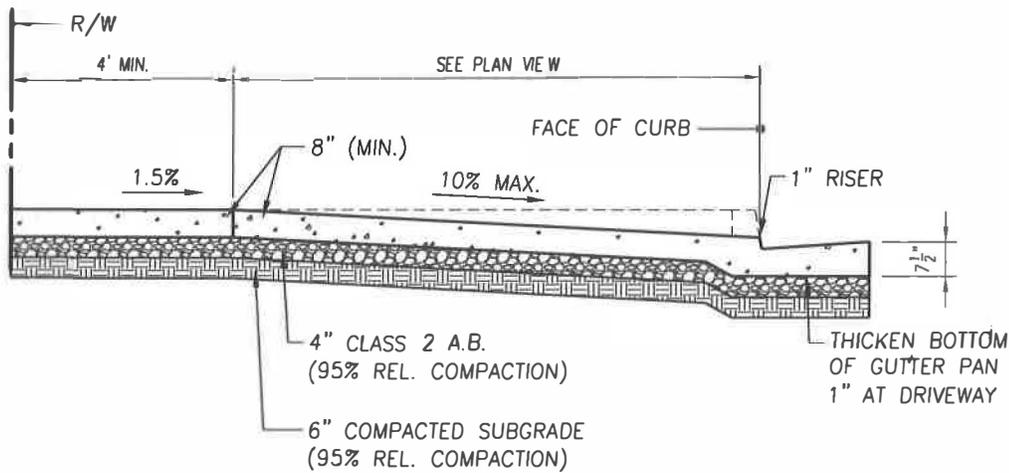
DRAWING NO.:

**2114**

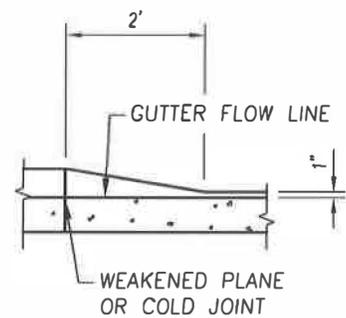
1 OF 1



**PLAN VIEW**



**SECTION A-A**

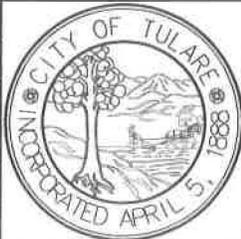


**SECTION B-B**

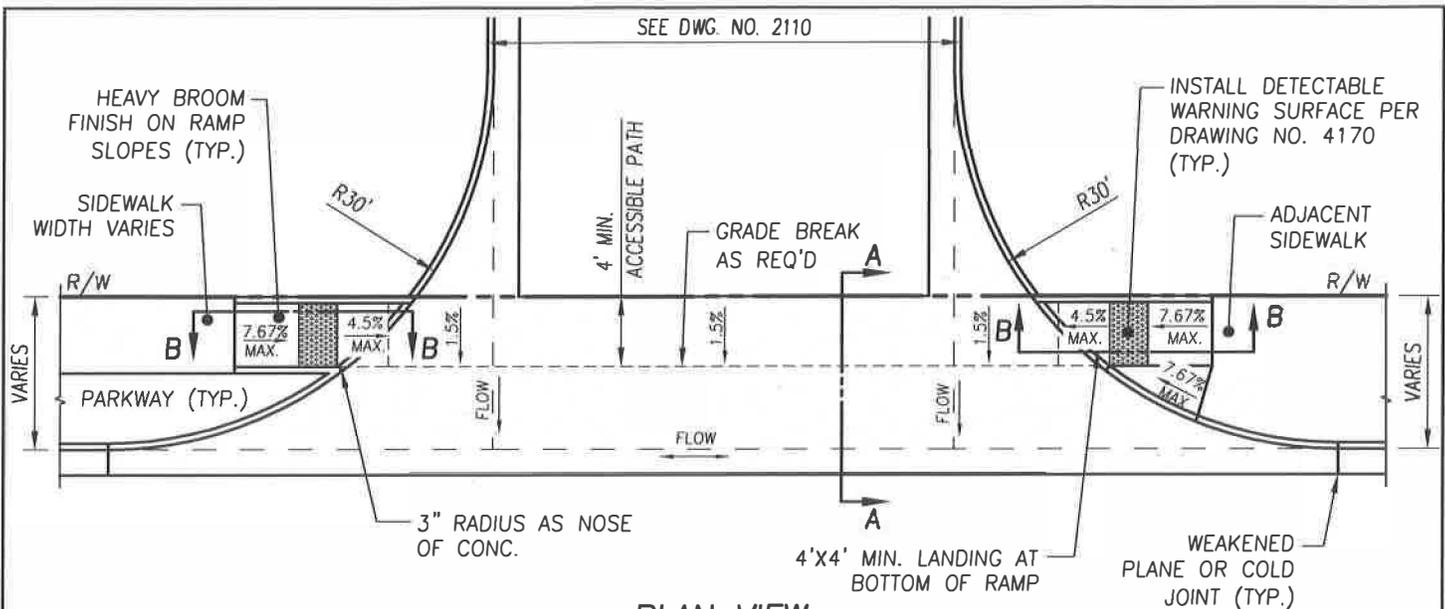
**NOTES:**

1. ALL CONCRETE SHALL BE CLASS 2 CONCRETE.
2. SEE DRAWING NO. 2110 FOR DRIVE APPROACH WIDTH INFORMATION
3. WIDTH AND LOCATION OF DRIVE APPROACHES ON STATE ROUTES SUBJECT TO APPROVAL BY CALTRANS.
4. REINFORCING BARS MAY BE REQUIRED AT THE DISCRETION OF THE CITY ENGINEER.
5. EXPANSION JOINTS SHALL BE ASPHALT SATURATED CELLULOSIC FIBER IN PRE-FORMED STRIPS MEETING THE REQUIREMENTS OF ASTM D1751. EXPANSION JOINT STRIPS SHALL EXTEND FULL DEPTH OF CONCRETE AND SHALL BE SET FLUSH WITH TOP OF CONCRETE SURFACE.
6. TYPES OF FINISH: CURB - STEEL TROWEL  
GUTTER, DRIVEWAY, & SIDEWALK - BROOM

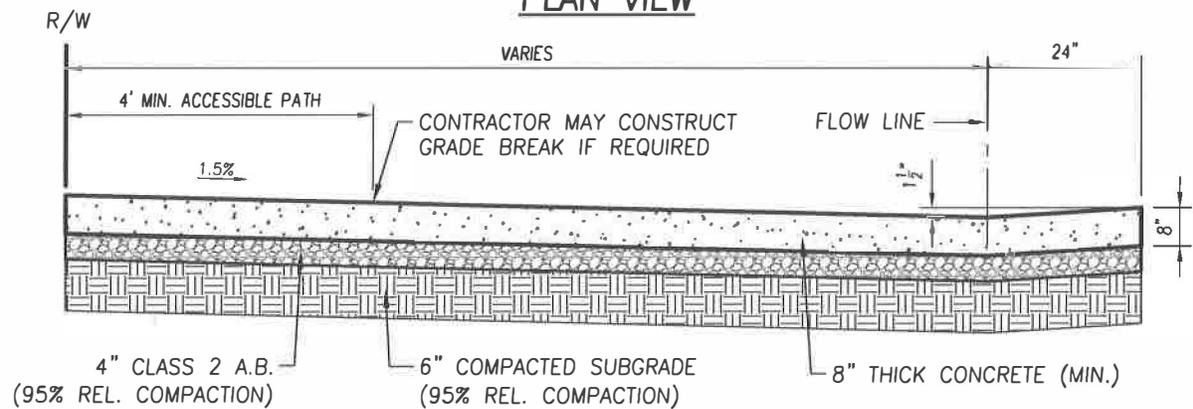
REVISIONS	DATE



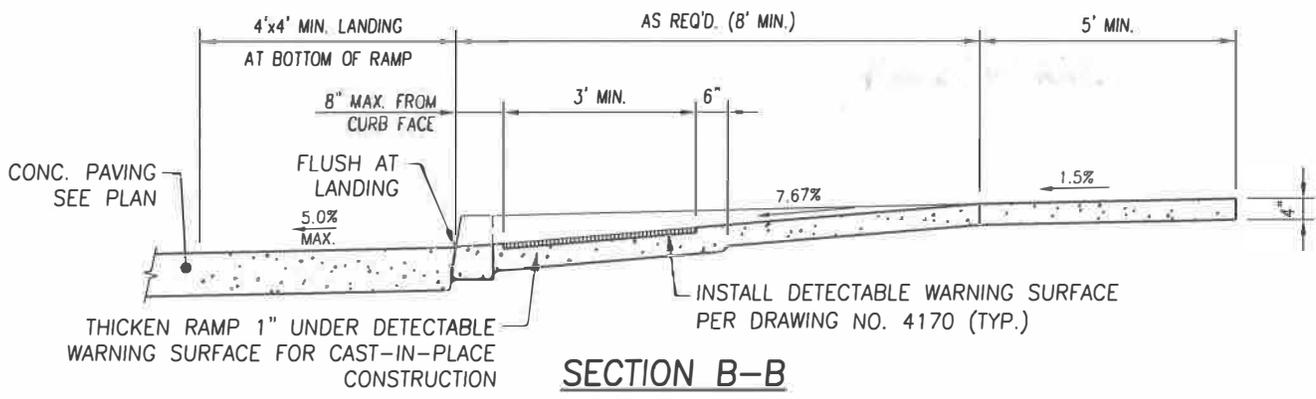
<b>CITY OF TULARE</b> PUBLIC IMPROVEMENT STANDARD	
RETAIL COMMERCIAL AND INDUSTRIAL DRIVE APPROACH (ADJACENT SIDEWALK)	DRAWING NO.:
Approved By: <i>Michael W. Miller</i>	<b>2115</b>
Date: 11/15/16	City Engineer
1 OF 1	



**PLAN VIEW**



**SECTION A-A**

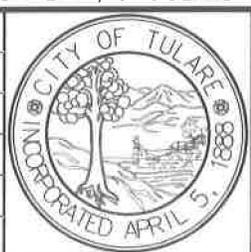


**SECTION B-B**

**NOTES:**

1. DRIVE APPROACH AND RAMP CONCRETE SHALL BE CLASS 2 CONCRETE.
2. NOT MORE THAN 50% OF PROPERTY FRONTAGE SHALL BE USED AS DRIVE APPROACH.
3. WIDTH AND LOCATION OF DRIVE APPROACHES ON STATE ROUTES IS SUBJECT TO APPROVAL BY CALTRANS.
4. REINFORCING BARS MAY BE REQUIRED AT THE DISCRETION OF THE CITY ENGINEER.
5. THE CROSS-GUTTER SHALL HAVE A MINIMUM SLOPE OF 0.0030 FT./FT. IN THE DIRECTION OF FLOW.
6. TYPES OF FINISH: CURB - STEEL TROWEL  
GUTTER, DRIVEWAY, & SIDEWALK - BROOM

REVISIONS	DATE



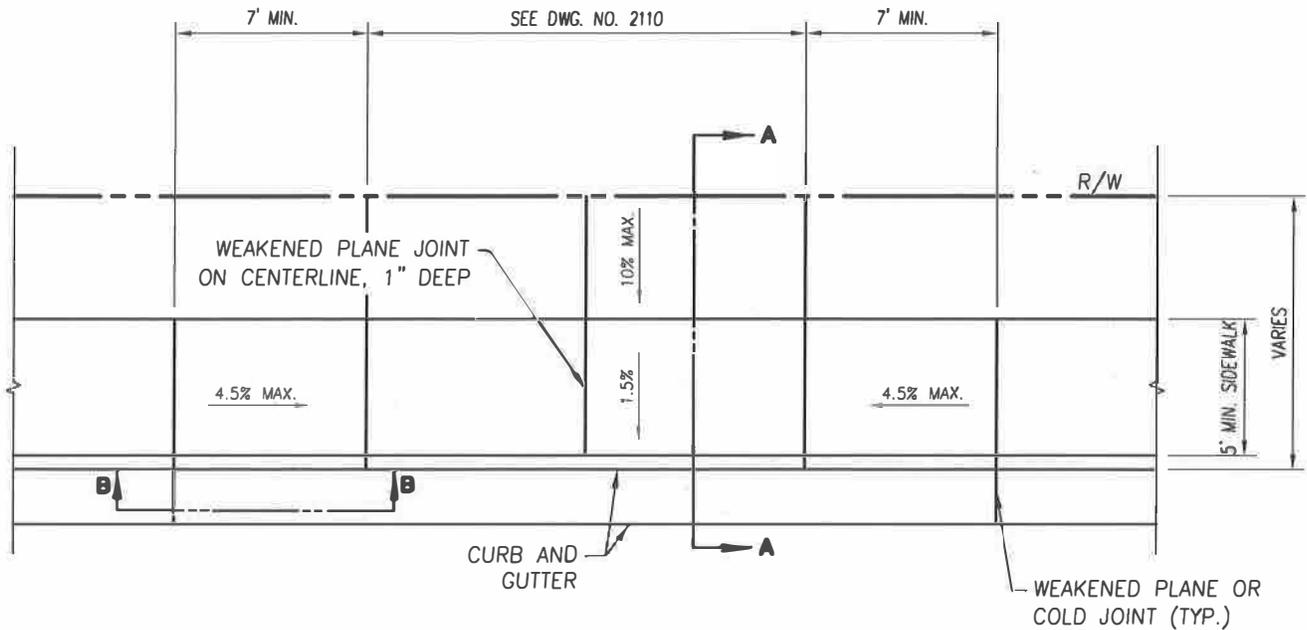
**CITY OF TULARE**  
PUBLIC IMPROVEMENT STANDARD

**MAJOR COMMERCIAL OR INDUSTRIAL DRIVE APPROACH**

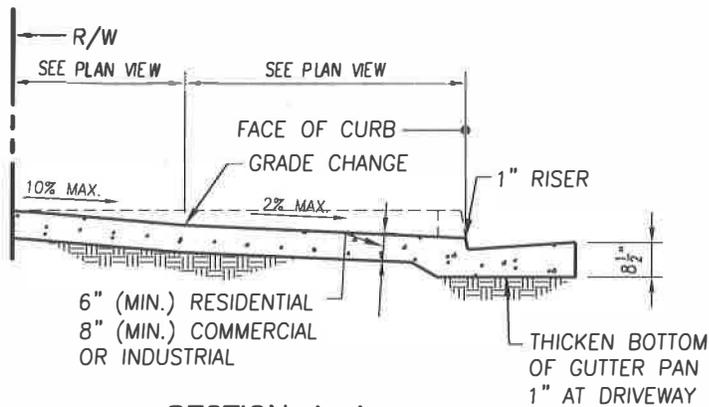
DRAWING NO.:  
**2116**

Approved By: Michael W. Miller  
Date: 11/15/16 City Engineer

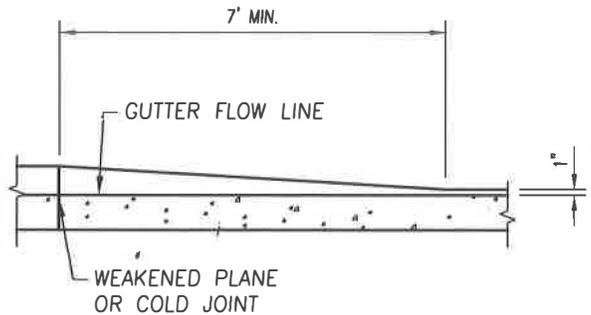
1 OF 1



**PLAN VIEW**



**SECTION A-A**

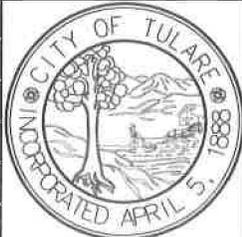


**SECTION B-B**

**NOTES:**

1. ALL CONCRETE SHALL BE CLASS 2 CONCRETE.
2. NOT MORE THAN 50% OF PROPERTY FRONTAGE SHALL BE USED AS DRIVE APPROACH.
3. WIDTH AND LOCATION OF DRIVE APPROACHES ON STATE ROUTES SUBJECT TO APPROVAL BY CALTRANS.
4. TYPES OF FINISH: CURB - STEEL TROWEL  
GUTTER, DRIVEWAY, & SIDEWALK - BROOM
5. AT COMMERCIAL AND INDUSTRIAL DRIVE APPROACHES PROVIDE 4" CLASS 2 A.B. OVER 6" COMPACTED SUBGRADE (SIMILAR TO DWG. NO. 2115).
6. AT RESIDENTIAL DRIVE APPROACHES COMPACT UPPER 6" OF SUBGRADE UNDER CURB, GUTTER AND DRIVE APPROACH TO 95% REL. COMPACTION (ASTM D1557).

REVISIONS	DATE



**CITY OF TULARE**  
PUBLIC IMPROVEMENT STANDARD

**INFILL DRIVE APPROACH**

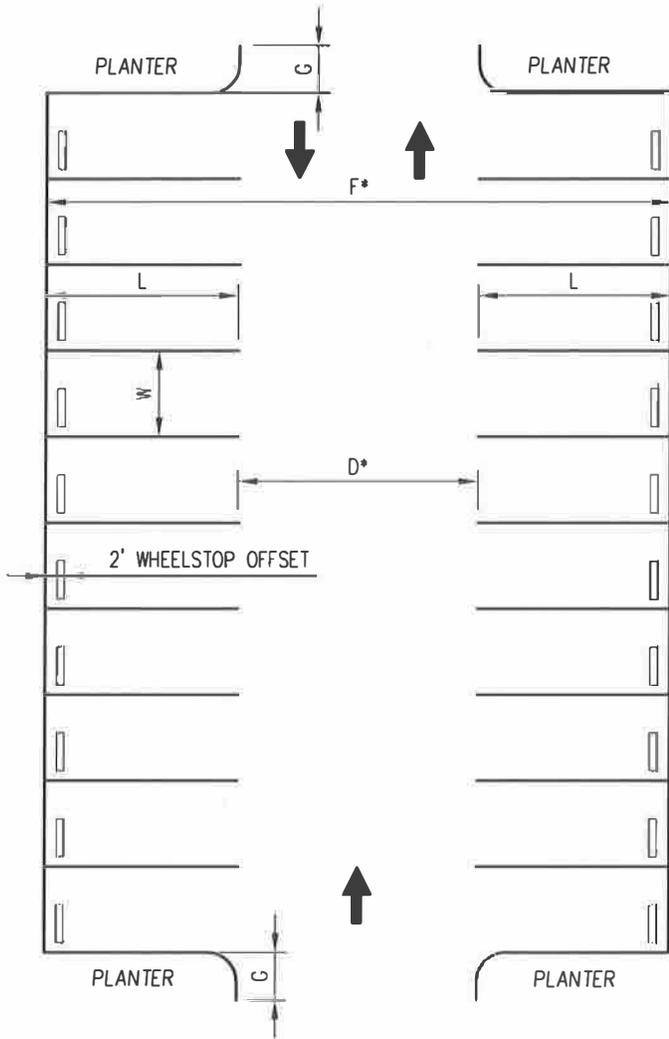
DRAWING NO.:

**2117**

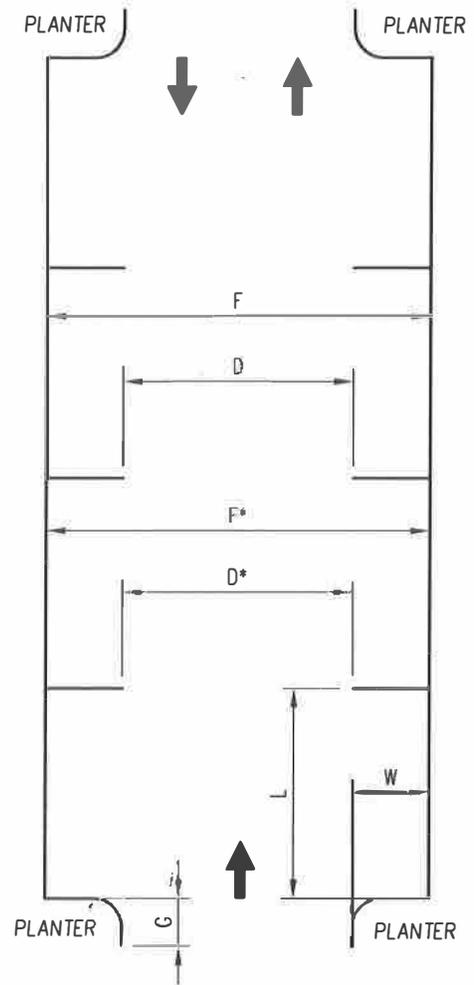
Approved By: *Michael W. Miller*  
Date: 11/15/16 City Engineer

1 OF 1

90° PARKING



PARALLEL PARKING

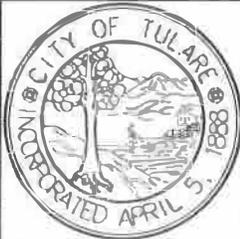


**NOTE: ACCESSIBLE PARKING STALLS AND ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT CBC AND ADA STANDARDS**

ANGLE	W	L	B	C	D	D*	E	F	F*	G
90°	9.0	20.0	9.0	-	25.0	25.0	20.0	61.0	61.0	5.0
45°	9.0	20.0	12.7	19.1	15.0	24.0	16.0	50.2	62.2	5.0
60°	9.0	20.0	10.4	20.0	15.0	24.0	17.0	58.0	64.0	5.0
30°	8.5	20.0	17.0	16.5	15.0	24.0	-	45.0	57.0	5.0
PARALLEL	8.0	22.0	-	-	15.0	24.0	-	28.0	40.0	5.0

\*DIMENSIONS FOR TWO-WAY CIRCULATION SYSTEM

REVISIONS	DATE



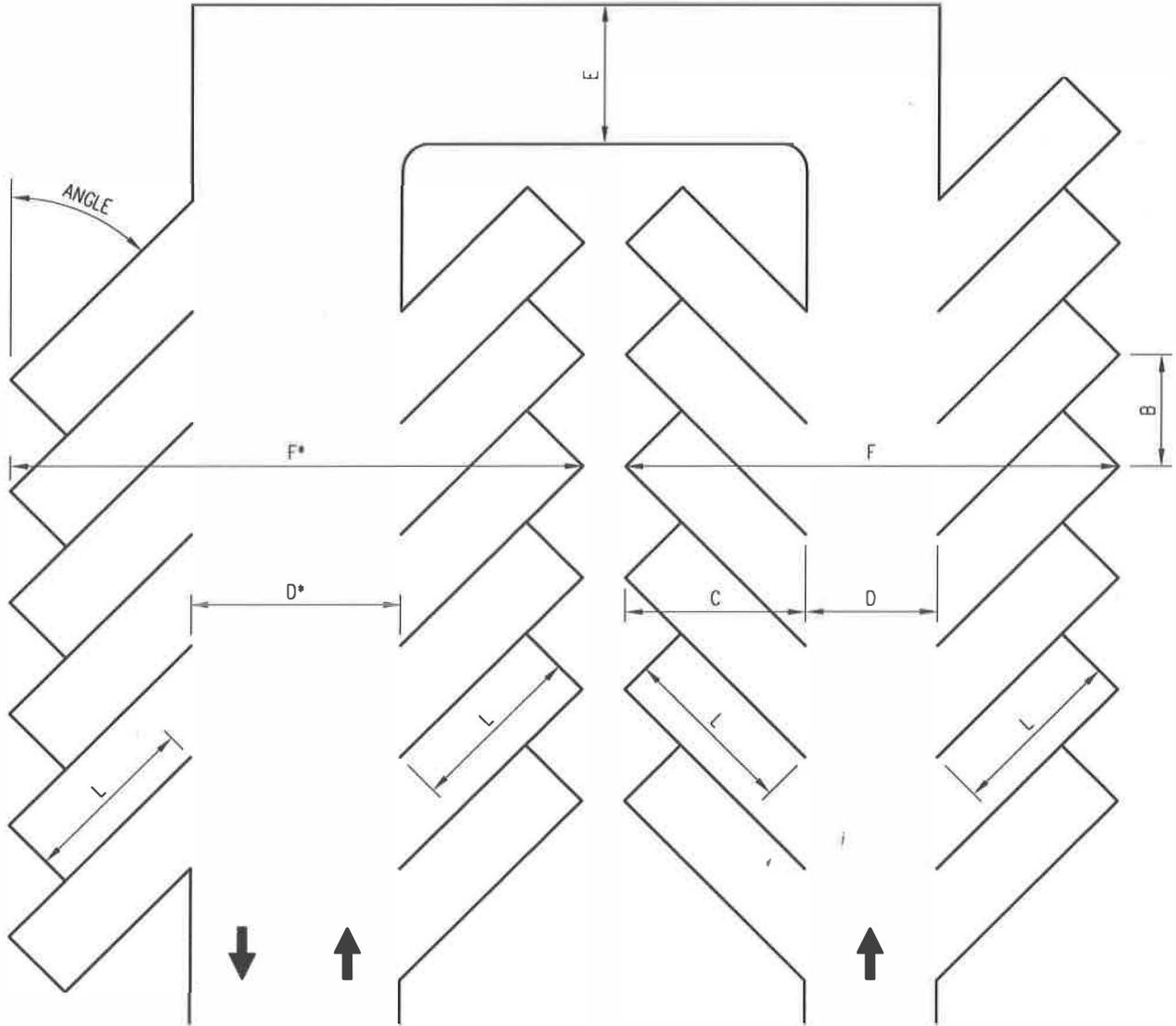
**CITY OF TULARE  
PUBLIC IMPROVEMENT STANDARD  
PARKING STANDARDS**

DRAWING NO.:

**2210**

Approved By: *Michael W. Miller*  
Date: 11/15/16 City Engineer

# 30°, 45° & 60° PARKING



**NOTE: ACCESSIBLE PARKING STALLS AND ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT CBC AND ADA STANDARDS**

ANGLE	W	L	B	C	D	D*	E	F	F*	G
90°	9.0	20.0	9.0	-	25.0	25.0	20.0	61.0	61.0	5.0
45°	9.0	20.0	12.7	19.1	15.0	24.0	16.0	50.2	62.2	5.0
60°	9.0	20.0	10.4	20.0	15.0	24.0	17.0	58.0	64.0	5.0
30°	8.5	20.0	17.0	16.5	15.0	24.0	-	45.0	57.0	5.0
PARALLEL	8.0	22.0	-	-	15.0	24.0	-	28.0	40.0	5.0

\*DIMENSIONS FOR TWO-WAY CIRCULATION SYSTEM

REVISIONS    	DATE    		<b>CITY OF TULARE</b> PUBLIC IMPROVEMENT STANDARD <b>PARKING STANDARDS</b>	DRAWING NO.:  <h2 style="text-align: center;">2210</h2>
			Approved By: <i>Michael W. Miller</i> Date: 11/15/16 <span style="margin-left: 50px;">City Engineer</span>	2 OF 2