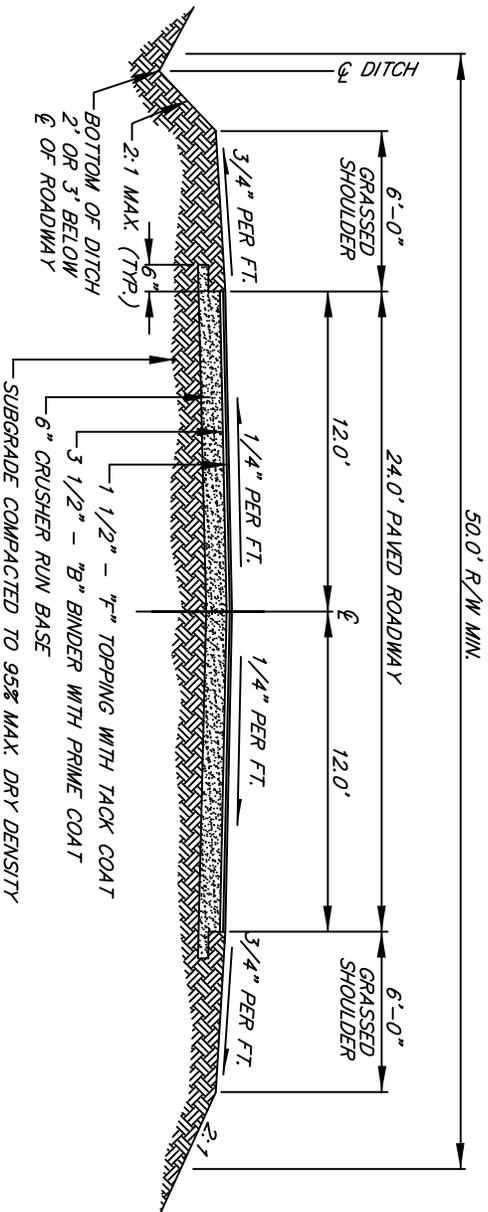


TYP. SECTION CURBED LOCAL STREET
 DC-STD No. 1.01
 N.T.S.

| | |
|--|--|
|  | |
| Douglas County Engineering Department | |
| 1/04/01 | |
| DC-STD No. 1.01 | |



TYP. SECTION UNCURBED LOCAL STREET
 DC-STD No. 1.02
 N.T.S.

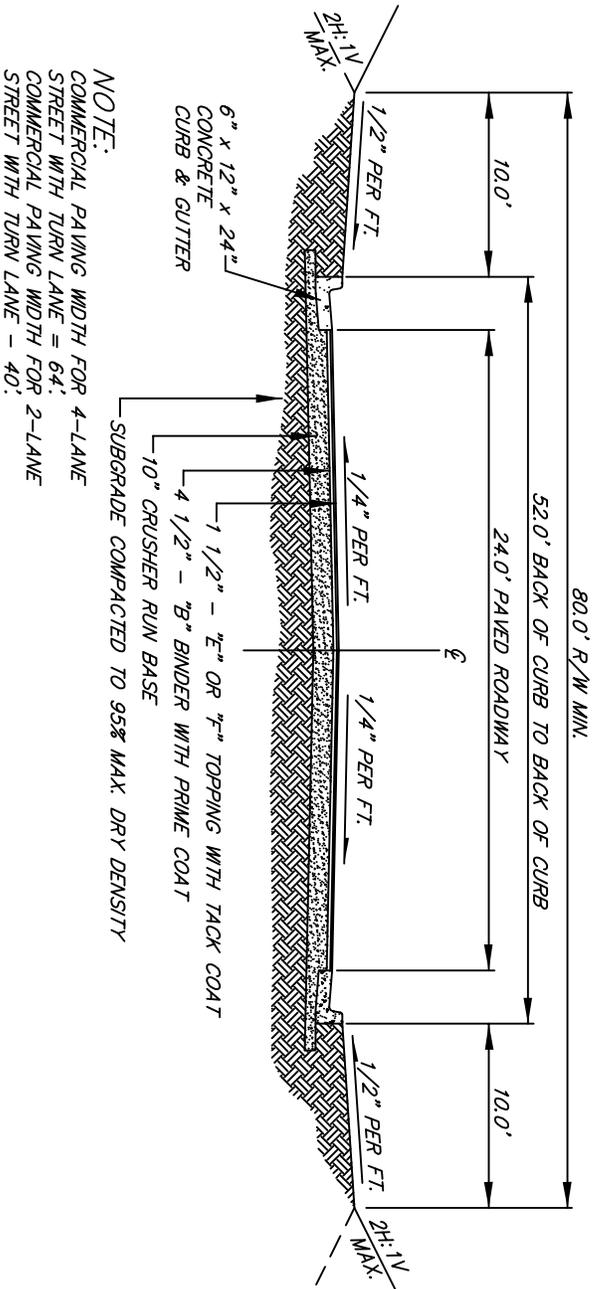


Douglas County Engineering Department

4/04/16

UPDATED BY CTM

DC-STD No. 1.02



TYP. SECTION CURBED COMMERCIAL STREET
 DC-STD No. 1.03
 N.T.S.

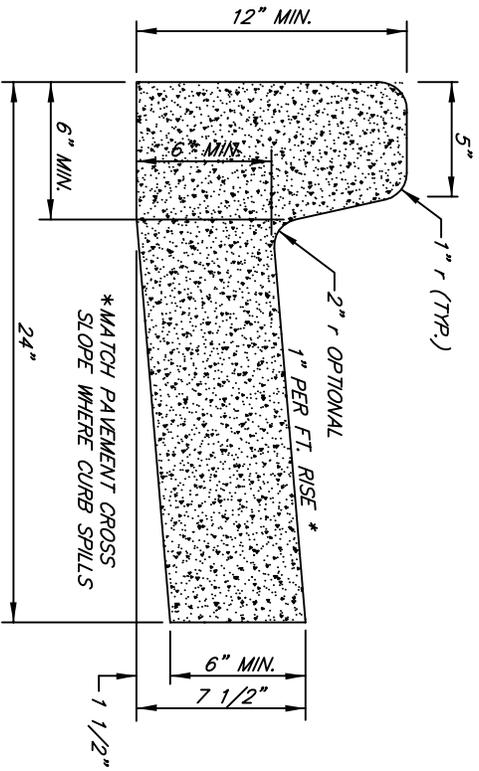


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4/04/16

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DC-STD No. 1.03



NOTE:

1. 1/2" PREFORMED EXPANSION JOINTS REQUIRED AT ALL STRUCTURES AND CURB RETURNS.
2. MAXIMUM OF 400' DISTANCE BETWEEN EXPANSION JOINTS
3. 10' DISTANCE BETWEEN DUMMY JOINTS.
4. CONCRETE STRENGTH = 3000 P.S.I., SLUMP = 2", FINISH SHALL BE SMOOTH AND EVENED WITH A WOODEN FLOAT.
5. 6" OF CRUSHER RUN BASE TO BE PLACED UNDER CONCRETE CURB AND GUTTER. SUBGRADE TO BE COMPACTED TO 95% MAX DRY DENSITY.

CONCRETE CURB AND GUTTER

DC-STD No. 1.04

N.T.S.

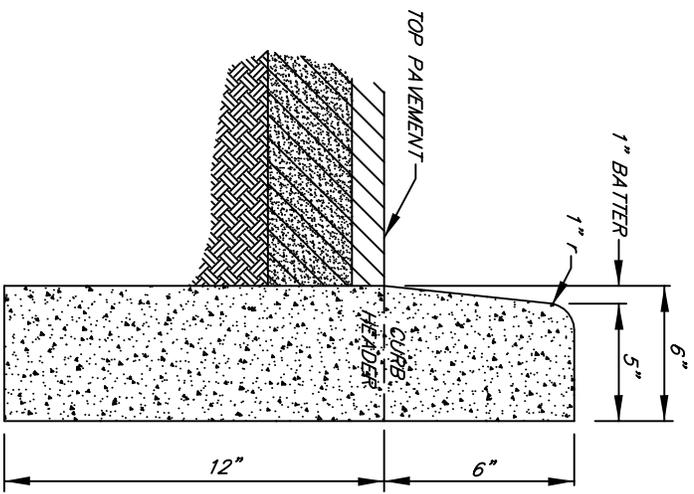


Douglas County Engineering Department

4/04/16

UPDATED BY CTM

DC-STD No. 1.04



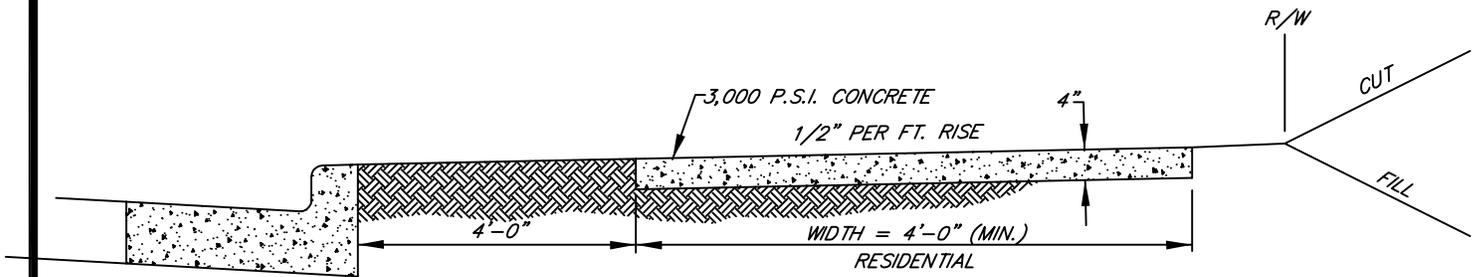
CONCRETE HEADER CURB
DC-STD No. 1.05
 N.T.S.



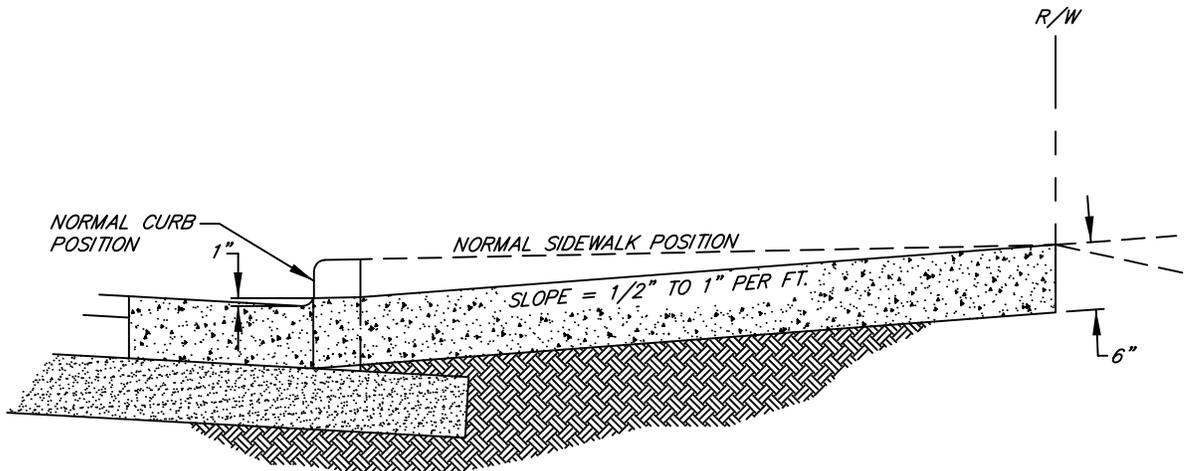
Douglas County Engineering Department

1/04/01

DC-STD No. 1.05



TYPICAL SECTION OF SIDEWALK
N.T.S.

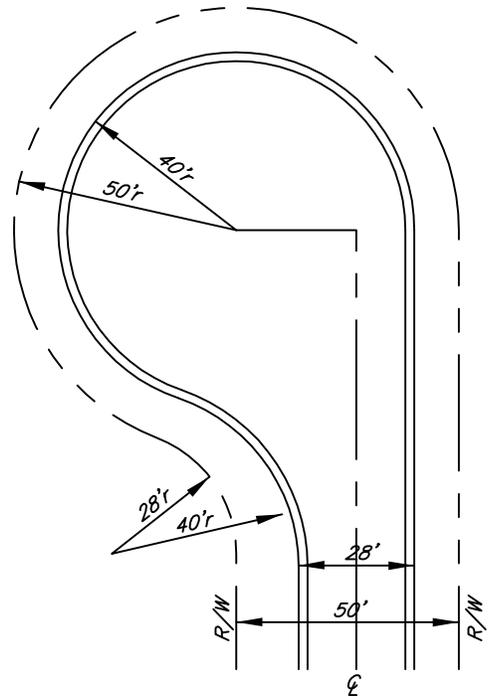
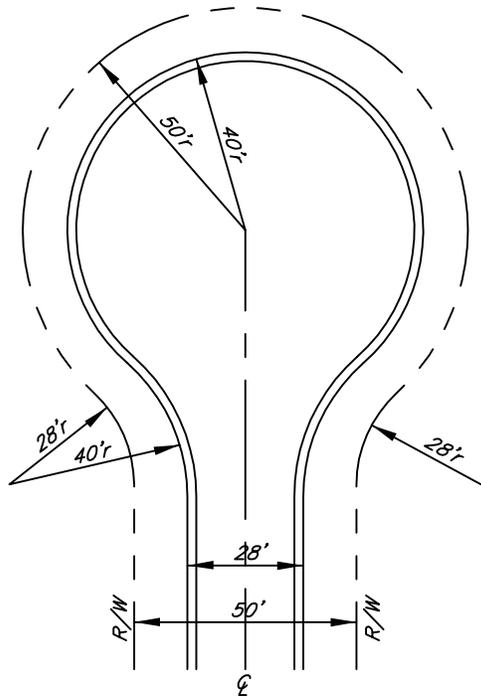


SIDEWALK SECTION AT DRIVEWAY
N.T.S.

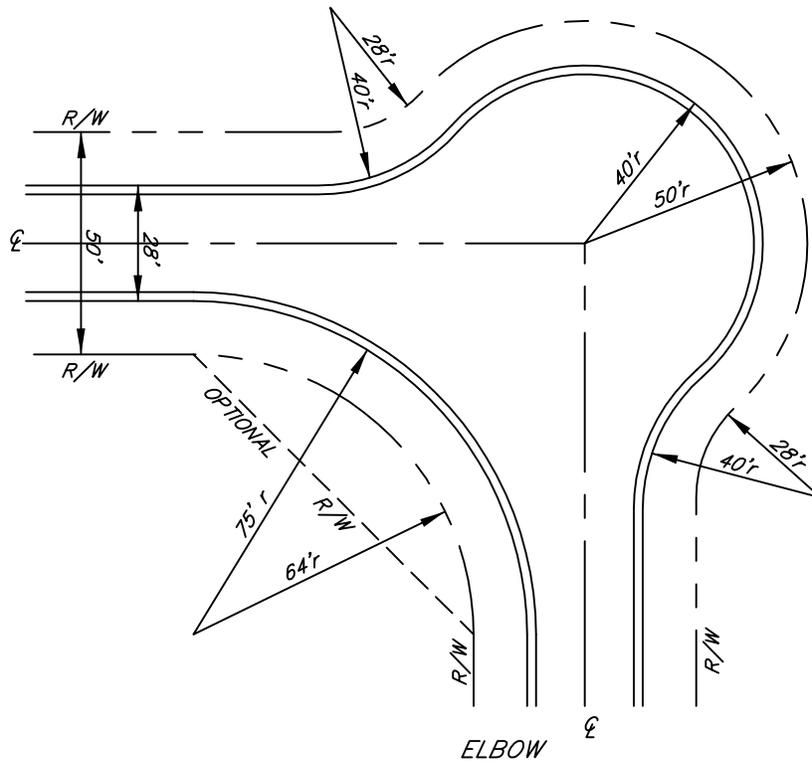
NOTE:

1. CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.
2. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 10 FT. INTERVALS. NO CONTRACTION JOINT TO BE PLACED IN SIDEWALKS IN DRIVEWAYS. ALL EDGES TO BE ROUNDED TO 1/4" RADIUS.
3. 1/2" EXPANSION JOINTS SHALL BE PLACED WHERE SIDEWALKS TIE INTO A STRUCTURE OR TERMINATE AT CURB, RAMPS OR DRIVEWAYS OR A MAXIMUM OF 150 FEET APART.

TYPICAL SIDEWALK DETAILS
DC-STD No. 1.06 N.T.S.



OFFSET (LEFT OR RIGHT)



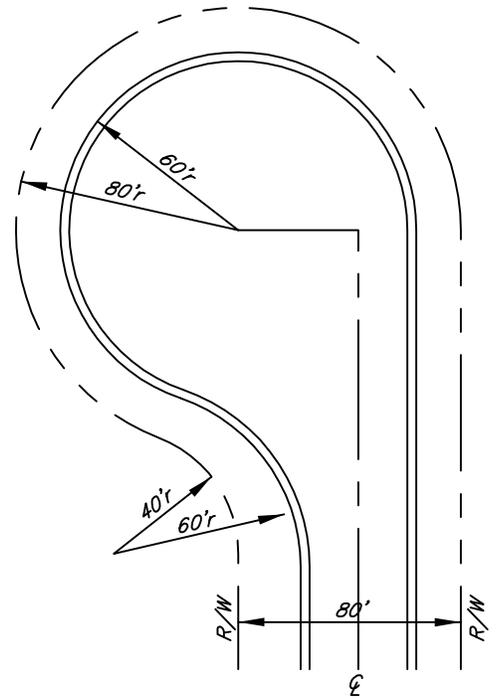
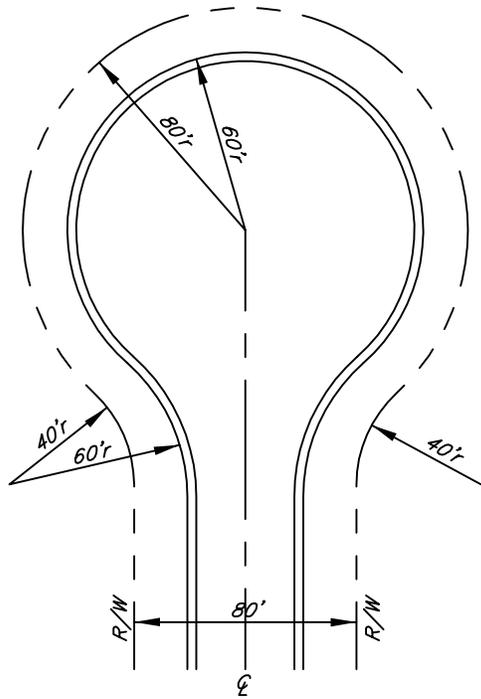
ELBOW

CUL-DE-SAC RESIDENTIAL

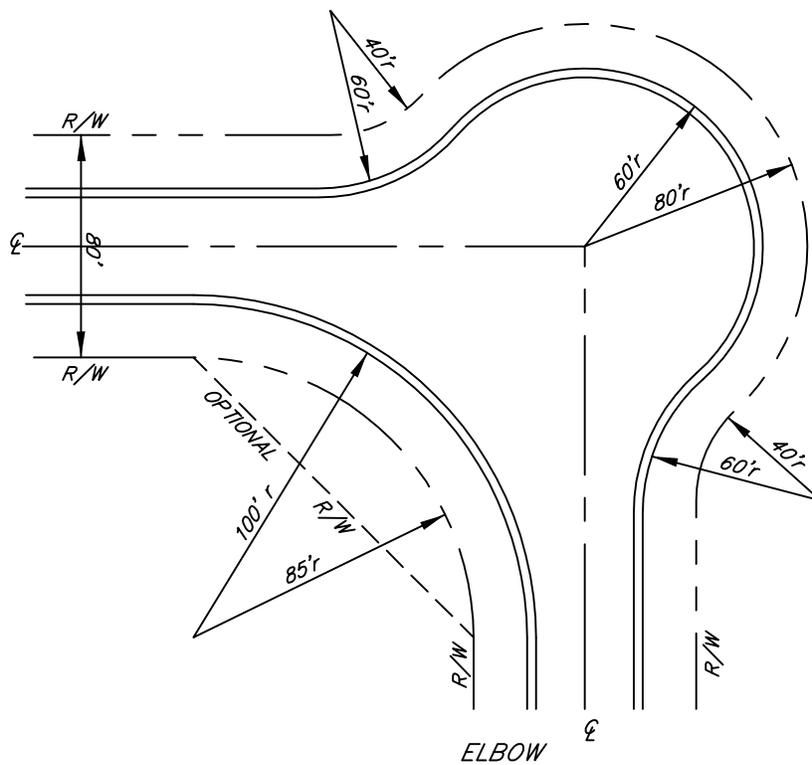
DC-STD No. 1.13

N.T.S.

| | | | |
|---|---------------------------------------|----------------|-----------------|
|  | Douglas County Engineering Department | | |
| | 7/21/17 | UPDATED BY CTM | DC-STD No. 1.13 |



OFFSET (LEFT OR RIGHT)



ELBOW

TYPICAL COMMERCIAL OR INDUSTRIAL CUL-DE-SAC

DC-STD No. 1.14

N.T.S.

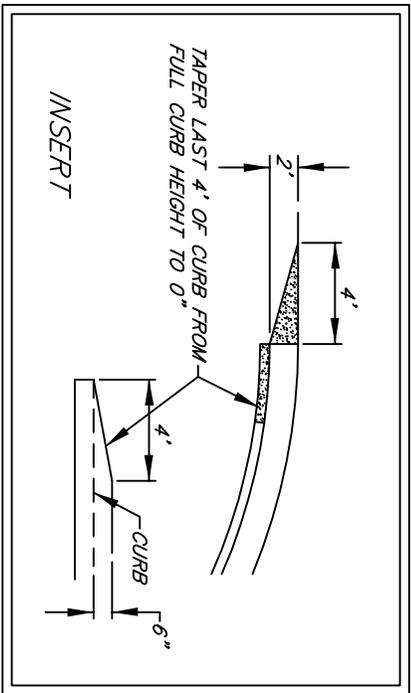
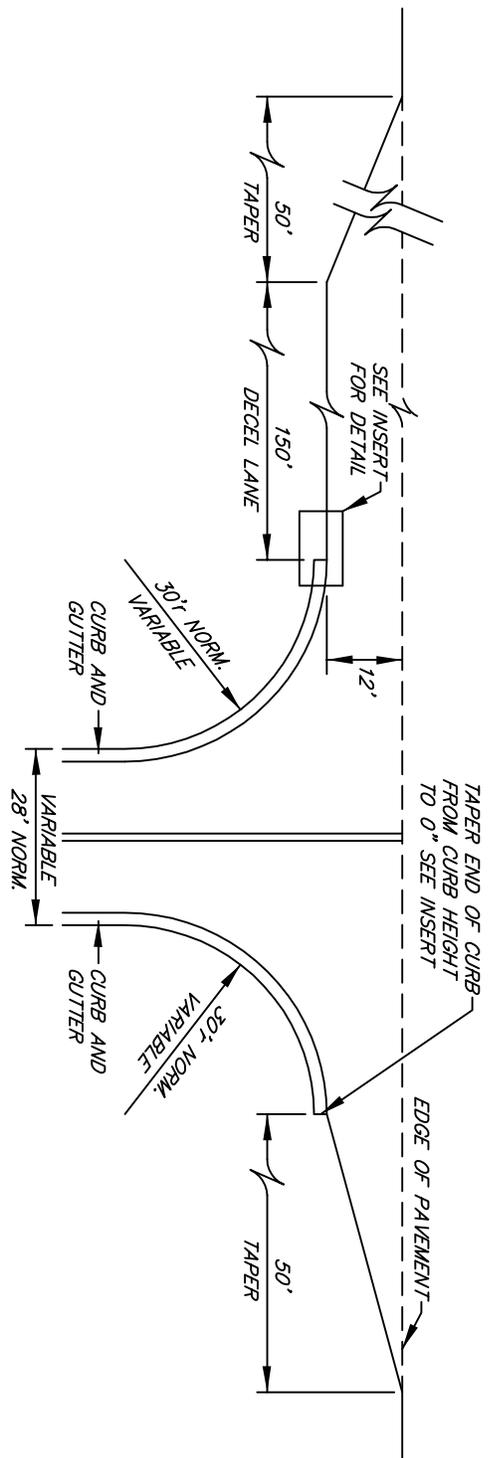


Douglas County Engineering Department

7/21/17

UPDATED BY CTM

DC-STD No. 1.14



NOTE:
 CURB AND GUTTER WILL BE USED ON THE ENTIRE RADIUS IF THE INTERIOR DEVELOPMENT HAS CURB AND GUTTER AND WILL BE REQUIRED ON THE DECEL LANE IF THE SITE IS LOCATED IN A CURB AND GUTTER SECTION OF ROADWAY.

TYPICAL COMMERCIAL OR INDUSTRIAL DRIVEWAY OR SUBDIVISION ENTRANCE

DC-STD No. 1.15

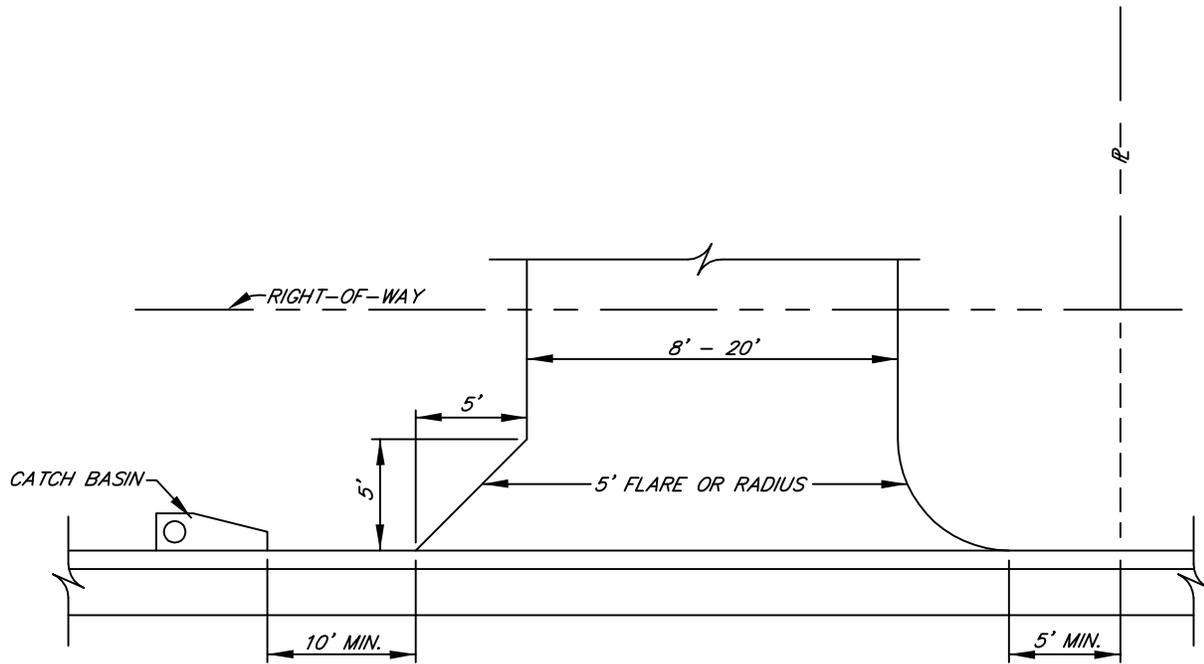
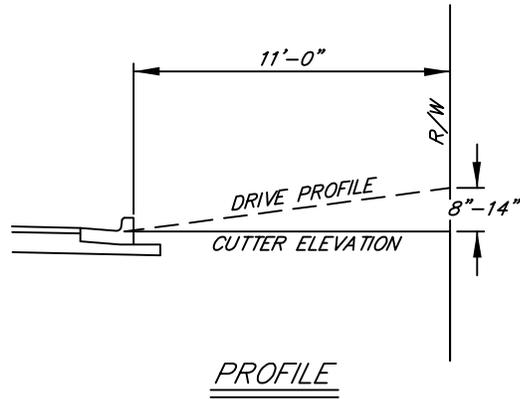
N.T.S.



Douglas County Engineering Department

1/04/01

DC-STD No. 1.15



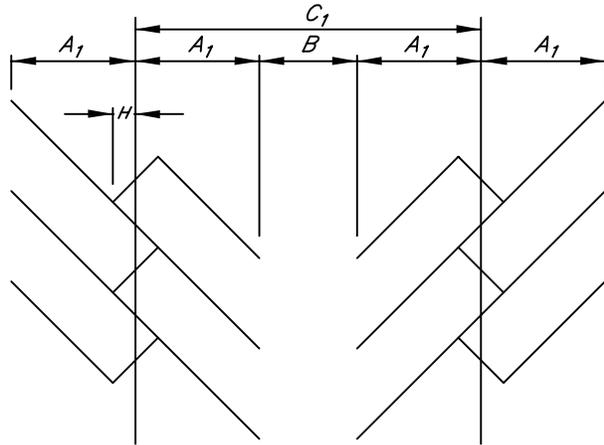
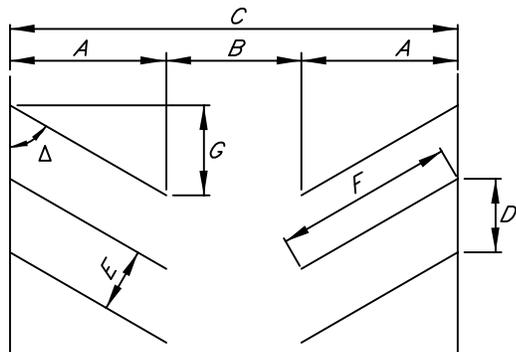
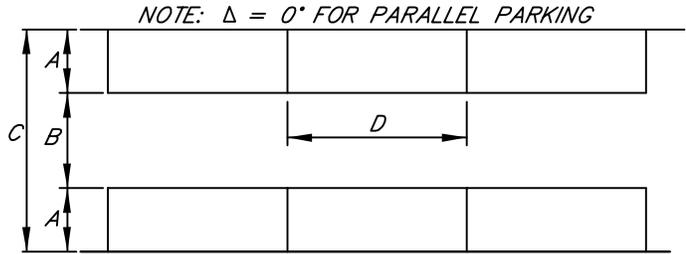
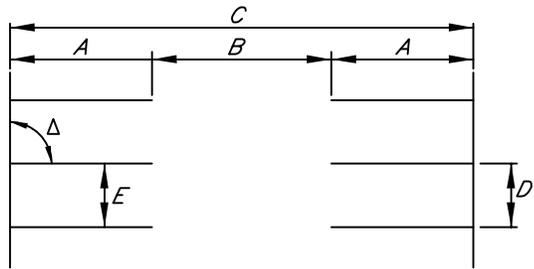
TYPICAL RESIDENTIAL DRIVEWAY
 DC-STD No. 1.16 N.T.S.



Douglas County Engineering Department

1/04/01

DC-STD No. 1.16



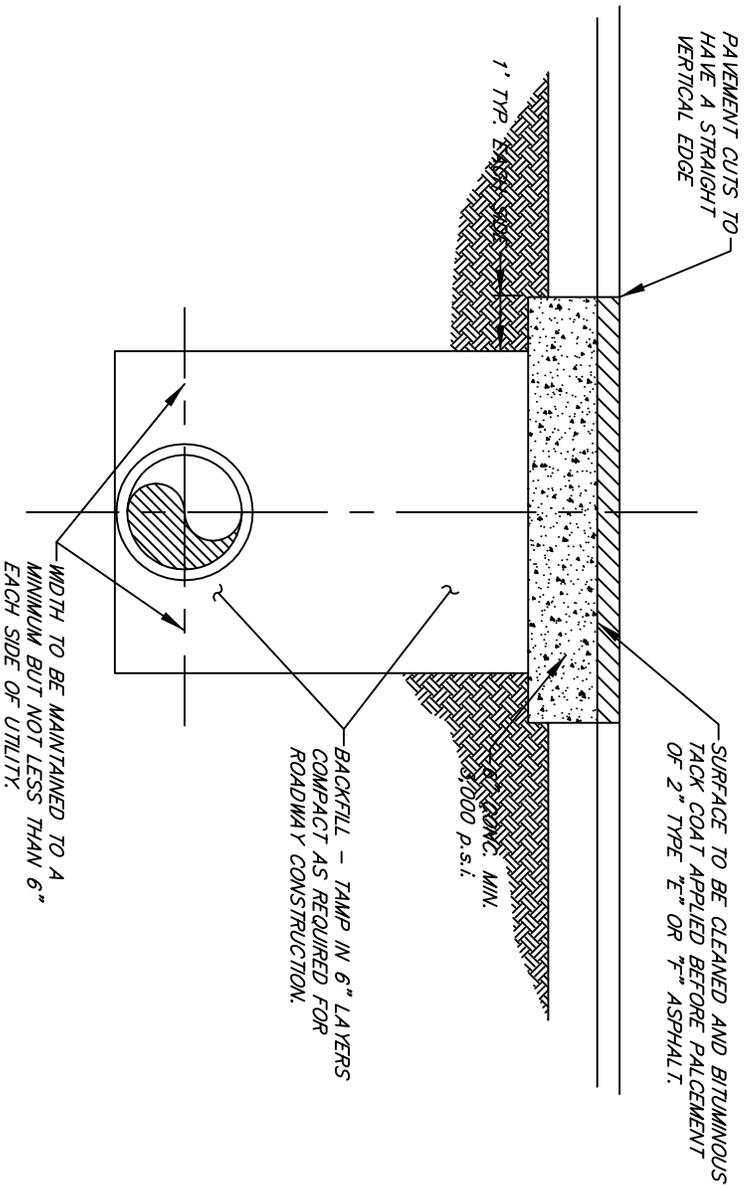
| Δ | A | B | A+B | C | D | E | F | G | H | A ₁ | C ₁ |
|------------------|----------------|-------------|-------|--------------|-------------|----------------|------------------|----------------|-------------------|----------------|----------------|
| ANGLE OF PARKING | DEPTH OF STALL | AISLE WIDTH | -- | WIDTH OF BAY | CURB LENGTH | WIDTH OF STALL | LENGTH OF STRIPE | WASTE OF SPACE | DEPTH OF OVERHANG | DEPTH OF STALL | WIDTH OF AREA |
| 0° | 9.0' | 24.0' *4 | 21.0' | 30.0' | 24.0' | -- | -- | -- | -- | -- | -- |
| 30° | 18.0' | 11.0' | 29.0' | 47.0' | 18.0' | 9.0' | 36.0' | 31.2' | 3.9' | 14.1' | 39.2' |
| 45° | 20.5' *1 | 13.0' | 33.5' | 54.0' | 12.7' | 9.0' | 29.0' | 20.5' | 3.2' | 17.3' | 47.6' |
| 60° | 22.0' *2 | 18.0' | 40.0' | 62.0' | 10.4' | 9.0' | 25.4' | 12.7' | 2.25' | 19.75' | 57.5' |
| 90° | 20.0' *3 | 24.0' *5 | 44.0' | 64.0' | 9.0' | 9.0' | 20.0' | -- | -- | -- | -- |

- *1 - DEPTH OF STALL FOR 45° PARKING CAN BE REDUCED TO 19' IF 1.5' OF OVERHANG OVER CURB IS PROVIDED.
- *2 - DEPTH OF STALL FOR 60° PARKING CAN BE REDUCED TO 20' IF 2' OF OVERHANG OVER CURB IS PROVIDED.
- *3 - DEPTH OF STALL FOR 90° PARKING CAN BE REDUCED TO 18' IF 2' OF OVERHANG OVER CURB IS PROVIDED.
- *4 - MINIMUM AISLE WIDTH FOR 0° PARKING IS 11' FOR ONE-WAY TRAFFIC
- *5 - MINIMUM AISLE WIDTH FOR 90° PARKING IS 22' FOR ONE-WAY TRAFFIC.

STANDARD OFFSTREET PARKING DETAIL
DC-STD No. 1.18 N.T.S.



Douglas County Engineering Department



NOTE:
 TEMPORARY 6" GRAVEL WITH STRUCTURAL STEEL PLATE SHALL BE USED WHEN WEATHER DOES NOT PERMIT PAVING OR CONCRETE PLACEMENT.

STANDARD PAVEMENT REPAIR

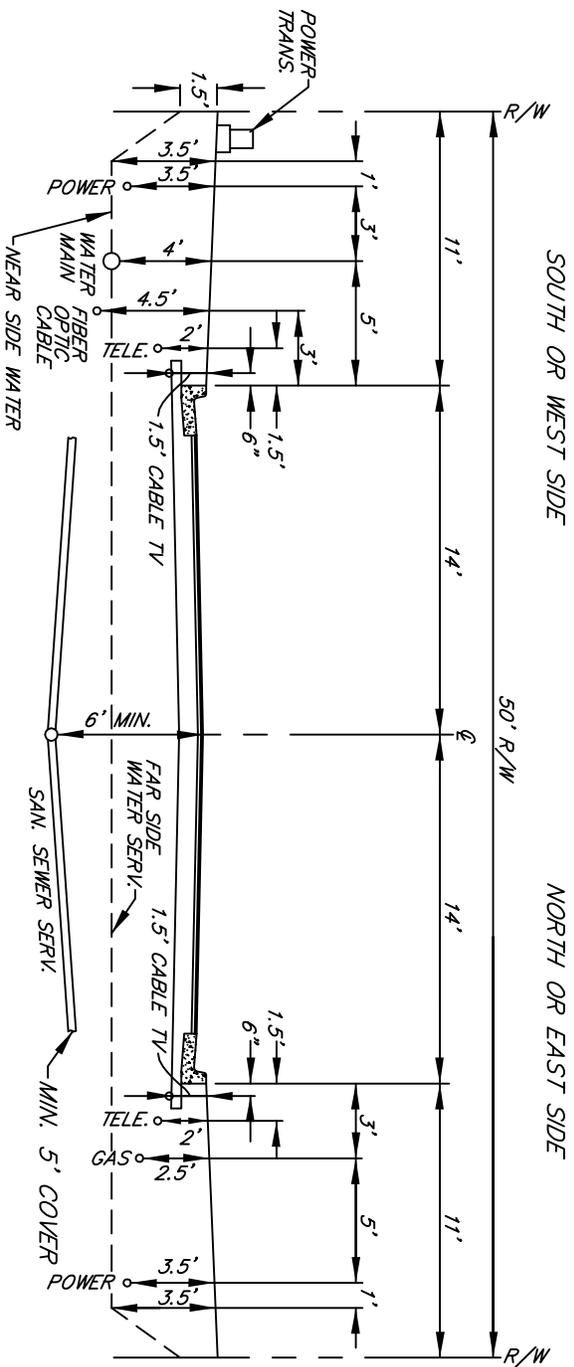
DC-STD No. 3.01

N.T.S.



Douglas County Engineering Department

DC-STD No. 3.01



NOTES:

1. ON ALL UNCURBED STREETS UTILITY LOCATIONS SHALL BE THE SAME DISTANCES FROM CENTERLINE AS SHOWN ABOVE.
2. POLES FOR OVERHEAD UTILITIES TO BE LOCATED WITH CENTER OF POLE A MIN. OF TWENTY FEET (20') FROM CENTERLINE OF STREET (TYPICAL FOR CURBED & UNCURBED STREETS).

TYPICAL UTILITY LOCATION

DC-STD No. 3.02

N.T.S.



Douglas County Engineering Department

DC-STD No. 3.02