

RANDOLPH STREET WITH ON-STREET PARKING

	WEST SIDE	CENTER	EAST SIDE		TOTAL
			UNRESTRICTED	GREEN CURB	
EXISTING PARKING	26	0	9	19	54
PROPOSED PARKING	24	65	4	19	112
DIFFERENCE	-2	65	-5	0	58

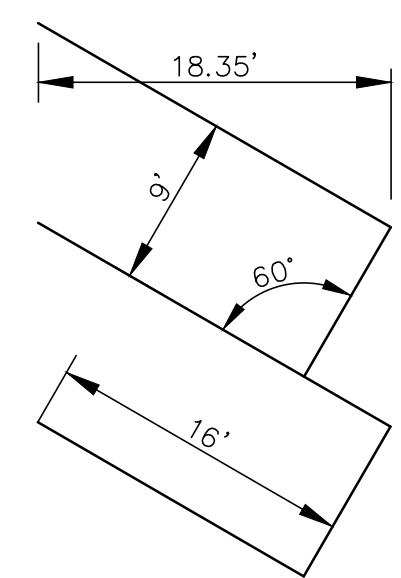
ST. CLAIR STREET

	NORTH SIDE	CENTER	SOUTH SIDE	TOTAL
EXISTING PARKING	10	0	11	21
PROPOSED PARKING	10	12	11	33
DIFFERENCE	0	12	0	12

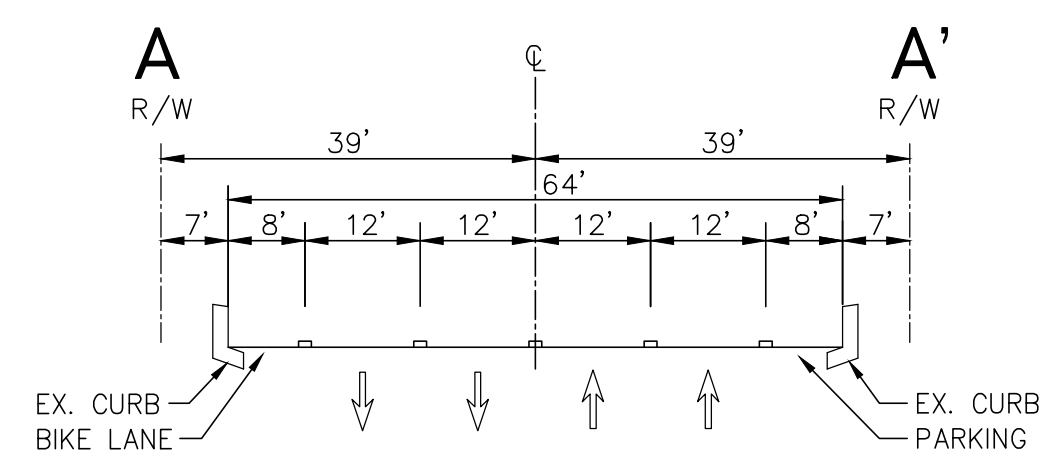
TRANSITIONS AT INTERSECTION TO BE DETERMINED FOR PROPER ALIGNMENT

FOR REVIEW ONLY NOT TO BE USED FOR CONSTRUCTION

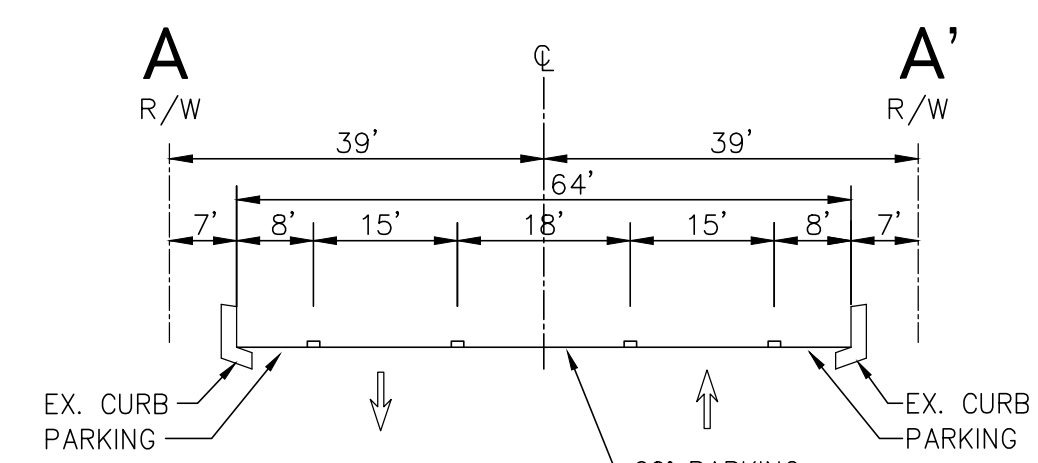
TRANSITIONS AT INTERSECTION TO BE DETERMINED FOR PROPER ALIGNMENT



STANDARD PARKING STALL
SCALE: 1"=10'

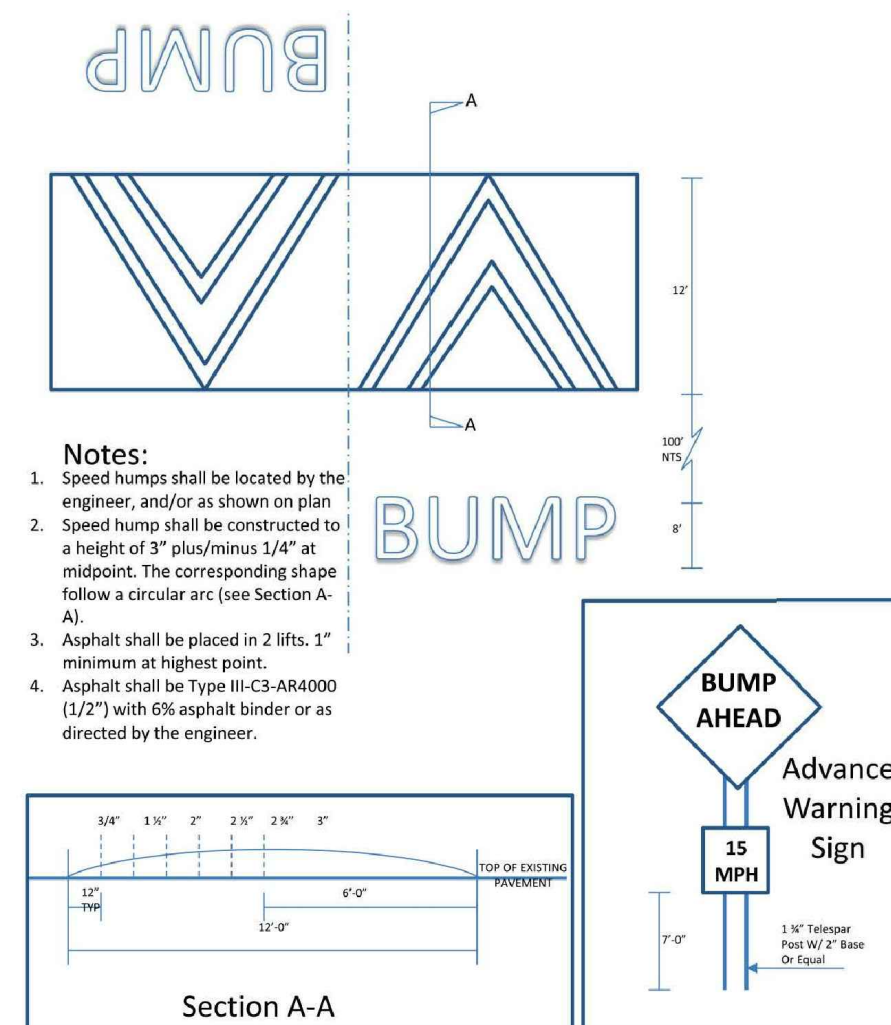


EXISTING CROSS - SECTION
SCALE: 1"=20'

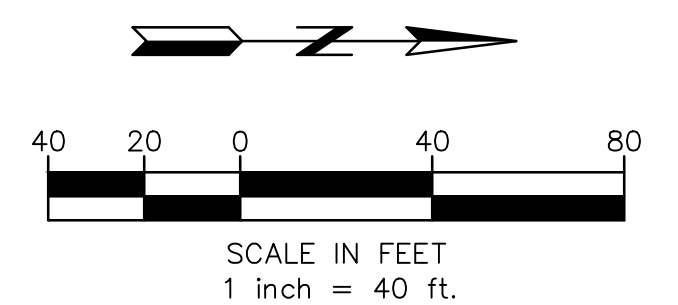
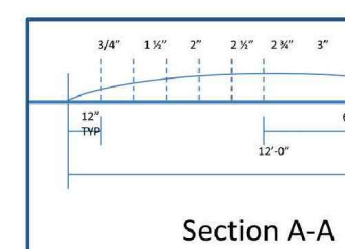


PROPOSED CROSS - SECTION OPTION 1 WITH ON-STREET PARKING
SCALE: 1"=20'

SPEED HUMP DETAIL 'A'
NO SCALE



- Notes:**
- Speed humps shall be located by the engineer, and/or as shown on plan.
 - Speed hump shall be constructed to a height of 3" plus/minus 1/4" at midpoint. The corresponding shape follow a circular arc (see Section A-A).
 - Asphalt shall be placed in 2 lifts, 1" minimum at highest point.
 - Asphalt shall be Type III-CB-AS8000 (3/2") with 6% asphalt binder or as directed by the engineer.



PREPARED BY:
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REVISIONS					
No.	DATE	BY	DESCRIPTION	APP'D BY	DATE

BENCH MARK:

APPROVALS		
DIVISION	BY	DATE
DESIGN		
TRAFFIC		
RIGHT OF WAY		
UTILITIES		
PROJECT MANAGER		
APPROVED		
CHIEF ENGINEER	RCE #	DATE

OPTION 1 CONCEPTUAL STRIPING PLAN RANDOLPH AVENUE BETWEEN BRISTOL STREET AND BAKER STREET