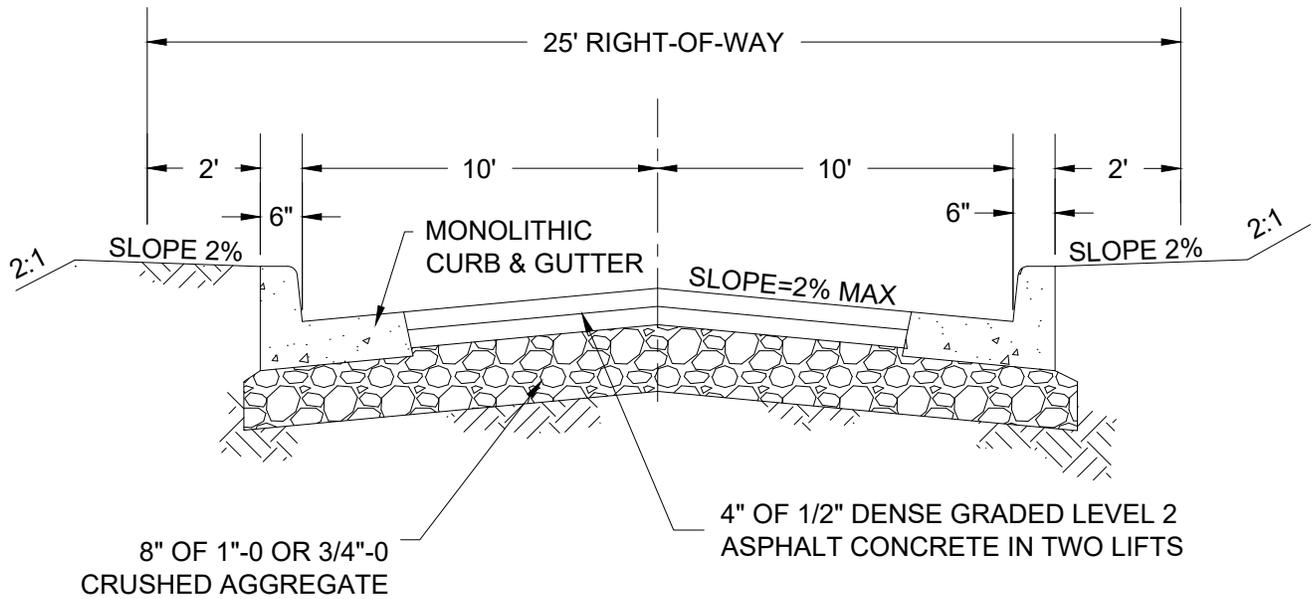


FILENAME: y:\inter-departmental\development_engineering_projects\public_works_standards\2.0_pws_revision_copy\details\600_transportation\trans_cad\604.dwg, Plotted 11/20/2025 1:38 PM, By: Anthony Dollowitch, ANSI FULL BLEED A (8.50 X 11.00 INCHES)



NOTES:

1. ASPHALT CONCRETE SHALL BE COMPACTED TO 91% OF RICE DENSITY.
2. SUBGRADE AND BASEROCK SHALL BE COMPACTED TO 95% RELATIVE DENSITY PER ASTM D1557.
3. NO FIRE HYDRANTS ARE TO BE LOCATED ON A MINOR ACCESS STREET.
4. PUBLIC PARKING FOR VISITORS (MIN. 3 SPACES) AND A BRANCH TURNAROUND SHALL BE PROVIDED AT THE END OF THE MINOR ACCESS STREET. SEE STANDARD DETAIL 616. ADDITIONAL RIGHT-OF-WAY SHALL BE DEDICATED TO ACCOMMODATE ADDITIONAL PARKING.
5. A "DEAD END" SIGN SHALL BE POSTED AT THE ENTRANCE TO THE MINOR ACCESS STREET.
6. "NO PARKING" SHALL BE POSTED FOR THE ENTIRE LENGTH OF THE MINOR ACCESS STREET.
7. ONE ADDITIONAL OFF-STREET PARKING SPACE IS REQUIRED FOR EACH RESIDENTIAL UNIT THAT ACCESSES A MINOR ACCESS STREET.
8. On development sites with steep slopes, a shed-section may be built rather than a crowned cross-section. In those cases, the maximum cross-slope is 5% and no weepholes are allowed in the curb on the uphill side.

NTS

CITY OF
GRESHAM

MINOR ACCESS STREET SECTION

PWS VERSION: JAN 2026

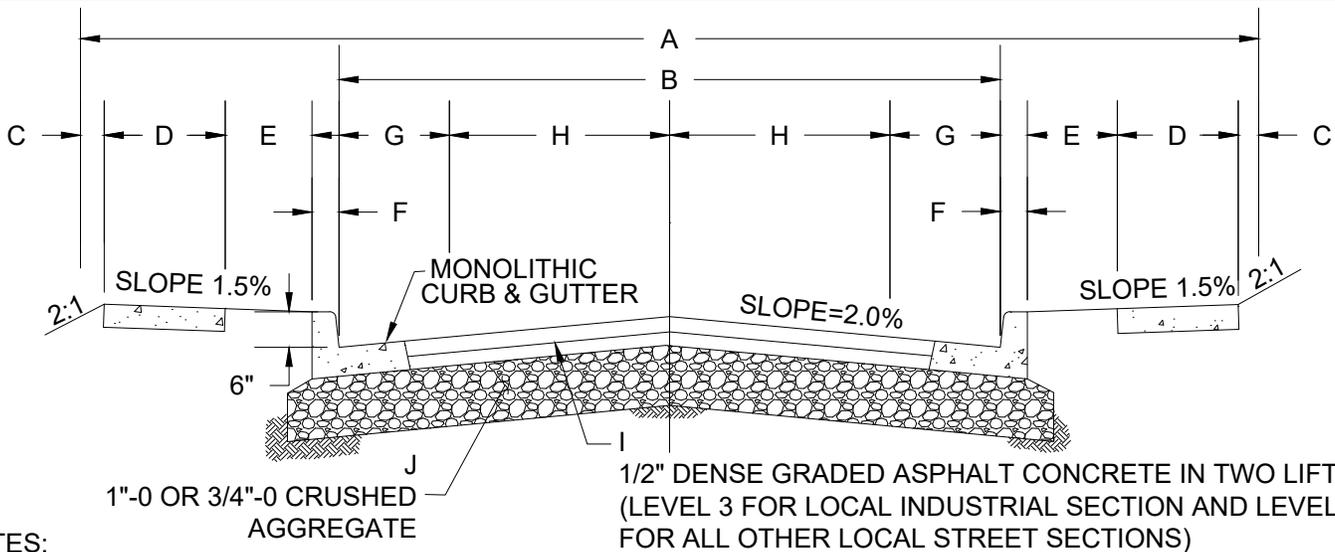
DRAWN AAD

REV. DATE JULY 2025

APPR. *[Signature]*

DETAIL NO. 604

FILENAME: y:\inter-departmental\development engineering\projects\public works standards\2.0 pws revision copy\details\600_transportation\trans cad\605.dwg, Plotted 11/20/2025 1:38 PM, By: Anthony Dollowitch, ANSI FULL BLEED A (8.50 X 11.00 INCHES)



NOTES:

1. ASPHALT CONCRETE SHALL BE COMPACTED TO 91% OF RELATIVE DENSITY.
2. SUBGRADE AND BASEROCK SHALL BE COMPACTED TO 95% RELATIVE DENSITY PER ASTM D1557.
3. IN HILLSIDE AND GEOLOGIC RISK OVERLAY DISTRICTS, RIGHT-OF-WAY WIDTH MAY BE 40' WITH A PAVEMENT WIDTH OF 28' AND 5' SIDEWALKS ON BOTH SIDES. CROSS SECTION WILL STILL BE REQUIRED TO PROVIDE ONE PARKING LANE TO ASSURE THAT ON-STREET PARKING IS ADEQUATE FOR ADJACENT USES, A REDUCED STREET DESIGN MAY CONSIDER CLUSTERED PARKING BAYS ADJACENT TO THE STREET, IF NEEDED.
4. THE SIDEWALK SHALL HAVE A MINIMUM 5' AREA CLEAR OF ALL OBSTACLES UNLESS APPROVED BY THE ENGINEER.
5. WHEN A HYDRANT IS LOCATED BEHIND THE SIDEWALK A 6' X 6' EASEMENT IS REQUIRED AROUND THE HYDRANT.
6. "NO PARKING" SHALL BE POSTED WITHIN 30 FEET OF THE CURB RETURN ON LOCAL STREETS.
7. MAXIMUM BLOCK LENGTH FOR A QUEUING STREET IS 400 FEET.

8. On development sites with steep slopes, a shed-section may be built rather than a crowned cross-section. In those cases, the maximum cross-slope is 5% and no weepholes are allowed in the curb on the uphill side.

FUNCTIONAL CLASSIFICATION	STREET CROSS SECTION DIMENSIONS										
	RIGHT-OF-WAY*	CURB TO CURB	MONUMENTATION STRIP	SIDEWALK	LANDSCAPE		CURB	PARKING	TRAVEL LANE	ASPHALT CONCRETE	CRUSHED AGGREGATE
					IN PLEASANT VALLEY, SPRINGWATER AND KELLEY CREEK HEADWATERS SPECIAL DISTRICTS	IN REMAINING CITY					
A	B	C	D	E		F	G	H	I	J	
LOCAL INDUSTRIAL*	60'	40'	6"	5'	6'	4'	6"	8'	12'	8"	16"
LOCAL COMMERCIAL*	56'	36'	6"	5'	6'	4'	6"	7'	11'	5"	16"
LOCAL TRANSITIONAL**	64'	32'	6"	5'	10'	10'	6"	7'	9'	4"	8"
LOCAL QUEUING**	58'	26'	6"	5'	10'	10'	6"	7'	6'	4"	8"

* RIGHT-OF-WAY WIDTH INCREASES BY 4 FEET WHEN IN PLEASANT VALLEY, SPRINGWATER, AND KELLEY CREEK HEADWATERS SPECIAL DISTRICTS.

** WHEN A FULL BLOCK IS NOT BEING CONSTRUCTED, SEE CITY OF GRESHAM PWS SECTION 6.02.05

NTS

CITY OF GRESHAM

LOCAL STREET SECTIONS

PWS VERSION: JAN 2026

DRAWN AAD

REV. DATE OCT 2025

APPR. *[Signature]*

DETAIL NO. 605