

XIII. CENTERLINE PROFILE STUDY

A. PROCESS

Centerline Profile Study plan check should be quick and just making sure that what is prepared is feasible and fairly accurate; about 70% engineered drawing. This is just a feasibility study for right-of-way dedication and future construction parameters. The requirement for a centerline profile study also applies to projects in the Santa Rosa and Tenaja Community Services Districts and private streets.

Since the word "shall" was used, instead of "may," in Ordinance Number 460, Section 10.13,A.2.a (Schedule H) and Section 10.14,A.1 (Schedule I), the Transportation Department cannot waive the centerline profile study requirement without one of the below three procedures being met.

NOTE: FOR ALL SCHEDULE "H" (5 acres and larger) and SCHEDULE "I" PARCEL MAPS, a note shall be placed in the lower right hand corner of the tentative map disclosing which ONE of the three choices the applicant has chosen to follow for the "CENTERLINE PROFILE STUDY" requirements as listed below. This note MUST be on the blue line copy at the time the tentative map is submitted for the Land Development Committee (LDC) Review process.

The purpose of a "Centerline Profile Study" is to demonstrate that a proposed road alignment is constructible within the parameters for horizontal and vertical alignments as adopted in Ordinances 460 and 461, and that the proposed construction will not cause unwarranted environmental damage.

One of the following three procedural paths shall be taken to fulfill the centerline profile study requirement:

1. Prepare and submit to the Transportation Department, at the first Land Development Committee meeting, a separate centerline profile study, as a plan and profile designed per county standards and per Subsection "B".
2. At the Director's Hearing, a request must be made in writing, signed by a registered engineer, requesting an exemption to the centerline profile study, in accordance with Article III, Section 3.1.C. of Ordinance 460, stating facts why the requirement is redundant and why its elimination is not detrimental to the health, safety or welfare of the public, and is not inherently damaging to the environment or other property in the vicinity.
3. Defer the centerline profile study to improvement plan check submittal and have approval processed through improvement plan check as one of the conditions of approval for recordation.

B. PREPARATION OF SHEETS

1. No special cover sheet is needed. On the cover or first sheet a large note must be written stating "REVIEWED FOR CENTERLINE PROFILE STUDY AND SEEMS TO BE WORKABLE AND ACCEPTABLE FOR FUTURE ENGINEERING. NOT FOR CONSTRUCTION."
2. Use our standard sheets of plan and profile (24" x 36").
3. Pencil drafting is acceptable as long as it is on a mylar and reproducible and can be microfilmed.
4. Show Index map with township, range and section.
5. All lettering must be legible and a minimum of 0.12" high. No cursive writing.
6. Scale: Horizontal 1" = 80' Maximum.
Vertical 1" = 8' Maximum.
7. 5' contour intervals or more.
8. Show typical section. Width must be per Ordinance 460 Section 10.13 and conditions.
9. Show limits of cut and fill slopes. If slope is beyond right-of-way, show a slope easement to cover area needed for future cut or fill.
10. Show complete topography on plan and extend it 300' beyond property line. Show stationing and north arrow.
11. Show all watercourses with an "intelligent" estimate of Q100. Submit these "intelligent" calculations and assumptions.
12. Show all drainage facilities, any culverts required and their calculated sizes. Provide a profile of the culvert with elevations, 100 year flow, velocity and HGL. Right-of-way should be a minimum of 10' beyond and on each side for maintenance.
13. If culvert length exceeds right-of-way, an easement shall be shown for the length estimated beyond right-of-way, plus ten feet and dedicated on the map to whomever the roads are dedicated to.
14. On profile show the existing centerline profile in dash line and the proposed centerline in heavy solid line. Show stationing and elevations. Show vertical curves, BVC, EVC and PI only, intermediate points not required.
15. Minimum design speed is per Standard 114 and not less than 25 mph.
16. Plans must be prepared, signed and stamped by a licensed civil engineer in California.
17. One set of mylars are needed for approval and our records for future reference. Applicant may submit 2 sets, 1 for County record and 1 copy for engineer.

18. Show plan and profiles of all existing paved roads and note inadequate horizontal or vertical sight problems if any and show possible remedies.
19. If a waterline or other utility will be installed, submit copies of the plans with the profile study so it can all be checked at one time

NOTE: No General Notes are required.

No Construction Notes are required.

No Estimate of Quantities is required.