COUNTY OF AMADOR
TRANSPORTATION AND
PUBLIC WORKS
STATE OF CALIFORNIA

STANDARD PLANS

Revised August 2015
## INDEX OF
AMADOR COUNTY PUBLIC WORKS AGENCY
STANDARD PLANS

<table>
<thead>
<tr>
<th>STD. PLAN NO.</th>
<th>DESCRIPTION</th>
<th>DATE REVISED</th>
</tr>
</thead>
<tbody>
<tr>
<td>PW-3</td>
<td>MINIMUM DRIVEWAY CONSTRUCTION STANDARDS</td>
<td>03/01/05</td>
</tr>
<tr>
<td>PW-4</td>
<td>STANDARD RESIDENTIAL DRIVEWAY APPROACH</td>
<td>08/08/06</td>
</tr>
<tr>
<td>PW-5A</td>
<td>STANDARD ROAD CONNECTION</td>
<td>05/07/12</td>
</tr>
<tr>
<td>PW-5B</td>
<td>DRIVEWAY AND ROAD CONNECTION TO ROADS GENERAL NOTES</td>
<td>05/07/12</td>
</tr>
<tr>
<td>PW-6</td>
<td>COMMERCIAL DRIVEWAY W/ACCELERATION - DECELERATION CONTROL</td>
<td>09/28/07</td>
</tr>
<tr>
<td>PW-6A</td>
<td>STANDARD COMMERCIAL/INDUSTRIAL DRIVEWAY APPROACH TO LOCAL ROAD</td>
<td>05/07/12</td>
</tr>
<tr>
<td>PW-6B</td>
<td>STANDARD COMMERCIAL/INDUSTRIAL DRIVEWAY APPROACH TO ARTERIAL/COLLECTOR ROAD</td>
<td>05/07/12</td>
</tr>
<tr>
<td>PW-7</td>
<td>TYPICAL SECTION FOR STREETS AND ROADS</td>
<td>02/11/08</td>
</tr>
<tr>
<td>PW-8</td>
<td>MAILBOX PLACEMENT RULES</td>
<td>07/07/06</td>
</tr>
<tr>
<td>PW-9</td>
<td>NOTES FOR TYPICAL STREETS AND ROADS</td>
<td>03/22/07</td>
</tr>
<tr>
<td>PW-10</td>
<td>TYPICAL UTILITY INSTALLATION</td>
<td>08/19/15</td>
</tr>
<tr>
<td>PW-11</td>
<td>TRENCH RESTORATION DETAIL</td>
<td>01/11/08</td>
</tr>
<tr>
<td>PW-12</td>
<td>TABLE OF STANDARD ROAD DESIGN</td>
<td>09/17/96</td>
</tr>
<tr>
<td>PW-13</td>
<td>STANDARD FOR TURNOUTS AND GATES</td>
<td>03/03/97</td>
</tr>
<tr>
<td>PW-14</td>
<td>STANDARD STOP BAR AND SIGN</td>
<td>01/11/08</td>
</tr>
<tr>
<td>PW-15</td>
<td>STANDARD FOR LOW WATER CROSSING</td>
<td>03/03/97</td>
</tr>
<tr>
<td>PW-16B</td>
<td>STANDARD CROSS SECTION FOR FIRE HYDRANT TURNOUT</td>
<td>07/17/07</td>
</tr>
<tr>
<td>PW-16A</td>
<td>STANDARD FOR FIRE HYDRANT TURNOUT</td>
<td>07/17/07</td>
</tr>
</tbody>
</table>
1. THE MAXIMUM ALLOWABLE GRADE FOR A DRIVEWAY APPROACH SHALL BE MEASURED FROM THE EDGE OF EXISTING PAVEMENT, AND SHALL NOT EXCEED 5% FOR 20 FEET.

2. THE MINIMUM CULVERT DIAMETER SHALL BE 12". MATERIAL SHALL BE 16 GAUGE CMP, REINFORCED CONCRETE PIPE, HDPE, OR EQUAL.

3. NO CULVERT SHALL BE LESS THAN 20 FEET LONG, AND MUST HAVE PROTECTED ENDS. EXTRA LENGTH MAYBE REQUIRED TO MATCH EXISTING FLOW LINE.

4. THE CULVERT LOCATION SHALL BE DETERMINED BY THE AMADOR COUNTY PUBLIC WORKS AGENCY.

5. THE VALLEY DRAIN SHALL BE 6' WIDE. A 0.25' DIP SHALL EXIST AT THE FLOW LINE, AS MEASURED FROM THE SHOULDER OF THE VALLEY DRAIN. ROADSIDE DRAINAGE SHALL BE WARPED TO MEET WITH THE FLOW LINE OF THE VALLEY DRAIN.

6. ON SHORT RESIDENTIAL STREETS, WHERE LITTLE TRAFFIC OR STEEP TERRAIN EXISTS, THE 5% GRADE MAY BE EXCEEDED UPON APPROVAL BY THE PUBLIC WORKS AGENCY.

7. A SIGHT DISTANCE OF 10 TIMES THE OPERATIONAL SPEED ON THE COUNTY ROAD IS REQUIRED TO THE RIGHT AND LEFT OF THE DRIVEWAY, AS VIEWED FROM A POINT IN THE DRIVEWAY 8' FROM THE EDGE OF PAVEMENT.

8. PRIVATE DRIVEWAYS SHALL BE CONSTRUCTED AS PER "STD. PLAN P.W.-4".

9. STANDARD PUBLIC ROAD CONNECTION SHALL BE CONSTRUCTED AS PER "STD. PLAN P.W.-5A".

10. FOR MORE MIN. REQUIREMENTS ON DRIVEWAYS AND PRIVATE ROADS, SEE CODE CHAP. 15.30.
NOTES:

1. Approach shall be constructed from one of the following:
   A. 2" A.C. over 4" class II aggregate base (A.B.).
   B. 5" concrete (2500 psi) with 6" x 6" #10 gauge wire mesh placed in upper 1/3 of concrete or Nikon fibermesh over 2" compacted class II A.B.
   C. Alternate design suggested or approved by the Public Works Agency.

Subgrade inspection is required before placing Aggregate Base. Min. 2 working days advance notice.

A base rock inspection is required before placing concrete or asphalt. Min. 2 working days advance notice.

2. Erosion protection shall be provided as required by the Public Works Agency.

3. Easements, for excavation on adjacent property, are the responsibility of the permittee.

4. All work shall be in conformance of the County's Standard Plan PW-3 and Caltrans Standard Specifications.

5. Driveway approach shall be at 90° or as near to 90° to the road as possible.

6. Driveway approach shall be in a min. of 150' from an intersection.

7. E=10 times operational speed on County roads, both directions. 100 ft. min. sight dist. for a cul-de-sac, both directions.

8. No portion of driveway shall be within 50 ft. from a radius return nor 10 ft. from a fire hydrant.

* Concrete driveway may not be acceptable under certain circumstances.

PERPETUAL MAINTENANCE IS THE RESPONSIBILITY OF THE PROPERTY OWNER

AMADOR COUNTY
PUBLIC WORKS AGENCY
STANDARD RESIDENTIAL DRIVeway APPROACH
STD. PLAN PW-4

SCALE: N.T.S. DATE: 10/30/95 REV.: 08/08/06 ADOPT: 03/03/97
DRAWN BY: B. S. APPROVED BY: LARRY PETERSON, P.E. FILE NO. PW-4.DWG
CHECKED BY: L. PETERSON DIRECTOR OF PUBLIC WORKS SHT 1 OF 1
NOTES:

1. Approach shall be constructed of:
   - 5" (min.) Class 2 Aggregate Base.
   - 2" (min.) A.C. paving.
   - A base rock inspection is required before placing asphalt, min. 2 working days advance notice.

2. Connection to County Road shall be made with a maximum skew of 10 degree from perpendicular.

ENCROachment CLASS | T | R | W
LOCAL ACCESS RD. TO LOCAL ACCESS RD. | 50 | 35 | 20
LOCAL TO COLLECTOR/ARTERIAL | 100 | 35 | 20
MINOR COLLECTOR TO COLLECTOR/ARTERIAL | 100 | 35 | 24
MAJOR COLLECTOR TO COLLECTOR/ARTERIAL | 100 | 35 | 28

T=TAPER  R=RADIUS  W=WIDTH OF ROAD (ALL IN FEET)

E = 10 TIMES THE OPERATIONAL SPEED ON THE COUNTY ROAD.
GENERAL NOTES:

1. Subgrade and base rock shall be compacted to 95% relative compaction.
2. Drainage design and culvert sizing shall be subject to approval by the Department of Transportation and Public Works.
3. Erosion control measures required per Municipal Code Chapter 15.40.030 enforced by Department of Transportation and Public Works.
4. Easement for excavation and/or drainage facilities on adjacent property are the responsibility of the permittee and shall be provided to Amador County prior to project approval.
6. Approach or connection shall be constructed at 90 degree to existing road. Maximum skew of 10 degree from perpendicular may be allowed.
COUNTY ROAD

NOTES:

1. Acceleration / Deceleration lanes shall be constructed of:
   - 5" (min.) Class 2 Aggregate Base.
   - 2" (min.) A.C. paving.
   A base rock inspection is required before placing asphalt.

2. Subgrade and base rock shall be compacted to 95% relative compaction.

3. Drainage design shall be subject to approval required by the Public Works Agency.

4. Erosion protection shall be provided as required by the Public Works Agency.

5. Easements for excavation and/or drainage facilities on adjacent property are the responsibility of the permittee.

6. All work shall be done in conformance with Amador County code and Cal-Trans std. spec.

7. E=10 times operational speed on County road, both directions.

R = 50' MIN.
Dimensions are based on a maximum of 55 MPH. Speed less than 55 MPH will be determined by on site conditions / inspections.

NOTE: INSTALL STOP SIGN, PAVEMENT MARKINGS PER CAL TRANS STANDARD PLANS (Latest edition) & AMADOR COUNTY STANDARD PLAN PW-6
NOTES:

1. Approach shall be constructed of:
   - 6" (min.) Class 2 Aggregate Base.
   - 3" (min.) A.C. paving.

   A base rock inspection is required before placing asphalt. Min. 2 working days advance notice.

2. Driveway approach shall be in a min. of 150' from an intersection.

3. No portion of driveway shall be within 50' from a radius return nor 10' from fire hydrant.

4. Maintenance is the responsibility of the permittee.

AMADOR COUNTY
TRANSPORTATION AND PUBLIC WORKS

STANDARD COMMERCIAL/INDUSTRIAL
DRIVEWAY APPROACH TO LOCAL ROAD

SCALE: N.T.S.  REV.:  5-7-2012  ADOPT:

DRAWN BY: Romy Cua
APPROVED BY: 
CHECKED BY: Roger Stuart
COMMUNITY DEVELOPMENT DIRECTOR
PW-6A
3.25' MIN. A.B. SHOULDER THROUGHOUT. (TAPER TO EXISTING SHOULDER AT END OF T)

STOP SIGN AND BAR

R=35' MIN.

12" MIN. CULVERT (CMP, HDPE or CONC.) OR VALLEY DRAIN / GRADE ROAD SIDE DITCH TO DRAIN WITH 1.5% MIN. SLOPE.

35' MIN. WIDTH FOR INDUSTRIAL (W, WI)

12' MIN.

SAW CUT VERTICAL EDGE AND TACK

C DRAINAGE DITCH

EDGE OF EXISTING PAVEMENT

E = 10 TIMES THE OPERATIONAL SPEED ON THE COUNTY ROAD.

NOTES:

1. Approach shall be constructed of:
   6" (min.) Class 2 Aggregate Base.
   3" (min.) A.C. paving.

   A base rock inspection is required before placing asphalt.
   Min. 2 working days advance notice.

   3" A.C.
   6" A.B.

SECTION A-A

ENCROachment ClASS   T  R  W  WI
MAJOR COLLECTOR ROAD 100 35 28 35
MINOR COLLECTOR ROAD  50 35 24 35

2. Driveway approach shall be in a min. of 150' from an intersection.

3. No portion of driveway shall be within 50' from a radius return nor 10' from fire hydrant.

4. Maintenance is the responsibility of the permittee.
MAILBOX PLACEMENT RULES

1. MAILBOX MUST BE TYPE AND STYLE APPROVED BY POSTMASTER. NO CUSTOM HOUSING OVER OR AROUND POSTMASTER APPROVED BOXES.

2. WHICH SIDE OF ROAD DEPENDS ON MAIL ROUTE AND POSTMASTER APPROVAL.

3. PLACE 6 FEET MINIMUM (8–10 FEET RECOMMENDED) OFF THE EDGE OF PAVEMENT TO THE FRONT OF THE MAILBOX.

4. PLACE IN AREA WITH 300 FEET SIGHT DISTANCE IN BOTH DIRECTIONS, IF POSSIBLE.

5. PLACE IN CLUSTER, BUT INDEPENDENT OF OTHER MAILBOXES, WHENEVER POSSIBLE. DO NOT PLACE MULTIPLE MAILBOXES ON SINGLE HORIZONTAL SUPPORTS.

6. PLACE BEHIND DITCH LINE (DO NOT PLACE IN DITCH). WHEN THE MAILBOX IS PLACED BEHIND THE DITCH LINE, A CMP (CULVERT) MUST BE PLACED IN THE DITCH – 12” MIN. (CULVERT SIZE TO BE DETERMINED IN FIELD BY INSPECTOR).

7. BOTTOM OF MAILBOX SHALL BE 40 INCHES ABOVE THE GROUND.

8. BASE ROCK SHOULDER AREA (20 L.F.+ ) TO PREVENT A/C EDGE BREAKDOWN.

9. PLACE ADDRESS ON THE FRONT OR THE SIDE OF BOX SO THAT IT IS CLEARLY VISIBLE. 3 INCH MIN. HEIGHT LETTERING. INDIVIDUAL DRIVEWAY TO HOUSE SHOULD ALSO HAVE 3–INCH HEIGHT ADDRESS EASILY VISIBLE.

10. NOTIFY THIS OFFICE WHEN MAILBOX IS COMPLETED FOR A FINAL INSPECTION (BE SURE TO STATE PERMIT NUMBER WHEN CALLING FOR AN INSPECTION).

11. APPLICANT WILL BE NOTIFIED WHEN FINAL INSPECTION WARRANTS ACCEPTANCE OF MAILBOX PLACEMENT. APPLICANT THEN NOTIFIES POST OFFICE OF COMPLETION.

AMADOR COUNTY PUBLIC WORKS AGENCY
810 COURT STREET
JACKSON, CA 95642
(209) 223–6429

NOTE: FOR SAFETY REASONS, IF ABOVE RULES ARE NOT FOLLOWED, THE MAILBOX WILL BE TAKEN DOWN AND THE PERMITTEE WILL HAVE TO REINSTALL PROPERLY AT THE PERMITTEE'S OWN EXPENSE.
ALTERNATIVE TO ROADSIDE DITCH

NOTES:

1. SEE TABLE OF STANDARD ROAD DESIGN PW-12 FOR MORE SPECIFICS.

2. IN EXISTING CUT SECTIONS, SCARIFY AND RECOMPACT SUBGRADE TO 95% RELATIVE COMPACTION. KEY IN SLOPES OVER 10:1.

3. TOP 6” OF NATIVE SUBGRADE SHALL BE COMPACTED TO 95% (C.T.M. 231F OR A.S.T.M. 1557)

4. CLASS 2 AGGREGATE BASE SHALL BE COMPACTED TO 95%, PER CALTRANS STANDARD SPECIFICATIONS, SECTION 26, (C.T.M. 231F OR A.S.T.M. 1557) INCLUDING THE 4” UNDER CURB AND GUTTER AND SIDEWALKS.


6. FOG SEAL SS-1 OVERALL A.C.; PRIME COAT TO BE SC70.

7. WHEN THE GRADING FOR CUT AND FILL SLOPES EXTENDS OUTSIDE OF THE BASIC RIGHT OF WAY WIDTH, SLOPE EASEMENTS WILL EXTEND 2' BEYOND HINGES, TOES AND DRAINAGE STRUCTURES.

8. 8' SIDEWALKS ON SCHOOL PROP. FRONTAGE, OTHERWISE, ONLY AS MAY BE REQUIRED THROUGH THE PLANNING DEPT.

9. ADT'S SHALL BE THOSE SHOWN IN THE AMADOR COUNTY REGIONAL TRANSPORTATION PLAN (RTP) UNLESS IT IS OTHERWISE DIRECTED BY THE PUBLIC WORKS AGENCY DIRECTOR.

10. PAVEMENT, BASE, AND SUBGRADE COMPACTION THICKNESS MAY BE CHANGED IF DESIGNED BY A REGISTERED ENGINEER. R-VALUE TEST RESULTS MUST BE SUBMITTED.

11. UPON SPECIAL APPROVAL, CURB, GUTTER AND SIDEWALK MAY BE CHANGED TO A.C. DIKE AND OVERSIDE DRAINS WHEN CONNECTING ONTO EXISTING A.C. FACILITIES.

12. SEE STANDARD PLAN PW-10 FOR UTILITY LOCATIONS.

13. DITCHES SHALL BE DESIGNED AGAINST EROSION WITH PROTECTIVE LINER. THE MINIMUM DEPTH OF 1 FOOT BELOW SUBGRADE SHALL BE FINISH DEPTH OF DITCH AFTER LINER.

14. IF ALTERNATIVE TO DITCH IS USED, THE WIDTH FROM TRAVELED WAY (OR EDGE STRIP) TO FACE OF CURB SHALL BE DETERMINED BY THE HYDRAULIC FLOW AREA REQUIRED.
NOTES:

1. Poles or structures shall be located as far from the roadway and as close to the R/W as practical.

2. Poles may be located at the toe of fills which are more than 4 feet in height. Pole should extend to native ground where practical.

3. Poles may be located on cut or fill slopes when elev. of their base is 4 feet above or below the edge of pavement.

4. Poles or structures may be located closer to roadway, if the motorists are protected from poles or structures by metal beam guard railing.

5. Poles and guys may not be located on the roadway or in the roadside ditch or driveway shoulder.

6. No poles or structures will be located within any radius portion of a driveway or roadway connection.

7. Structure includes, but not limited to, objects that extend above ground such as light standards, splice pedestals, fire hydrants, transformers, power poles, etc.

8. For trench restoration see Std. Plan P.W.-11.

9. Utility to be located in the shoulder requires approval from Public Works Agency.

10. Utilities located in the shoulder to have a min. depth of 3 inches of A.B. (class 2) and 3.25 ft min. width.

AMADOR COUNTY PUBLIC WORKS AGENCY

TYPICAL UTILITY INSTALLATION

STD. PLAN PW-10

SCALE: N.T.S., DATE: 10/31/95 REV. by: J.C. 08/19/15 ADOPT: 08/19/15

DRAWN BY: AARON BRUSATORI, P.E. FILE NO.
CHECKED BY: JACK O'BRIEN PW-10.DWG

SHT. OF
AN ENCRYOACHMENT PERMIT IS REQUIRED FOR ANY WORK WITHIN A COUNTY MAINTAINED ROAD

NOTES:
1. After an encroachment permit is issued, 48 hours notice shall be given before any work begins. Call U.S.A. at 1-800-662-2444 before digging.
3. All backfill material will be placed in not more than 8” lifts and follow the typical trench drawing for compaction and material requirements. Method Calif. 216 or ASTM 1557 shall be used to determine relative compaction.
4. Coldmix may be used temporarily for 30 to 60 days then replaced with 2” A.C.
5. Use tack coat on all edges of old pavement before paving.
6. Match existing thickness if greater than 2” A.C. and 5” A.B.
7. Ponding or jetting not permitted.
8. The trench shall be paved with A.C. when entering roadside ditches and gutters with a grade of 5% or steeper.
9. In roadway fill steeper than 4:1, the outer edge of trench shall be at least 18” from hinge point. For Cable Plowing operations, it shall be 36”.
10. Longitudinal pavement replacement will be from the inner cut line to the edge of the existing pavement. When the remaining pavement width would be less than the 3’ on Collector and Arterial roads, pavement shall be replaced from centerline.
11. Replace all obliterated pavement markings.
12. On Collector and Arterial roads, intermediate backfill will be 3/4” A.B.. A concrete/sand slurry (2 sack 4” slump) may be used in place of 3/4” A.B.. Note: Prescott mix is preferred for high traffic roads. Native material if suitable 3” max. for backfill on Local roads.
13. Final pavement replacement shall have a uniform width and will be approved by an inspector before saw cutting.
14. See further conditions attached to permit.
15. Before saw cutting, determine if A.C. is underlaid with Geofabric, if so, saw cut shall be deep enough to cut through fabric to eliminate laminating separation.
16. Should suspect environmental conditions be encountered the contractor shall notify the Amador County Health Dept. 209-223-6439 IMMEDIATELY. Retainment of a qualified consultant who shall evaluate the nature of waste material and make recommendations to the Agency Representative regarding the continuance of work. The investigation and disposal cost of revealed material is the sole responsibility of the permittee.

POLICY FOR OPEN-CUT ENCRYOACHMENTS IN NEWLY PAIRED ROADS

Any underground utility installed within an existing paved section of a County road before the paving is three (3) years old shall be done in a manner that does not involve open cutting or disturbing the pavement. The method or technique used to install the utility shall be subject to approval of the Public Works Agency Director. If open cut trenches are allowed, the permittee shall provide temporary steel plates, pinned in all corners, bridging with non-skid surface per Caltrans Specifications.
<table>
<thead>
<tr>
<th>Design Feature</th>
<th>Topography</th>
<th>LOCAL MINOR</th>
<th>LOCAL MAJOR</th>
<th>COLLECTOR MINOR</th>
<th>COLLECTOR MAJOR</th>
<th>ARTERIAL MINOR</th>
<th>ARTERIAL MAJOR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Traffic Per Day Under 100</td>
<td>Traffic Per Day 100 to 400</td>
<td>Traffic Per Day 400 to 1000</td>
<td>Traffic Per Day 1000 to 4000</td>
<td>Traffic Per Day 4000 to 5000</td>
<td>Traffic Per Day Over 5000</td>
</tr>
<tr>
<td>Design Speed</td>
<td>Flat</td>
<td>40</td>
<td>50</td>
<td>45</td>
<td>55</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>Rolling</td>
<td>30</td>
<td>30</td>
<td>35</td>
<td>45</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>Mountainous</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>35</td>
<td>30</td>
<td>40</td>
</tr>
<tr>
<td>Radii</td>
<td>Flat</td>
<td>400</td>
<td>650</td>
<td>500</td>
<td>850</td>
<td>650</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>Rolling</td>
<td>275</td>
<td>400</td>
<td>350</td>
<td>525</td>
<td>400</td>
<td>650</td>
</tr>
<tr>
<td></td>
<td>Mountainous</td>
<td>100</td>
<td>250</td>
<td>150</td>
<td>325</td>
<td>250</td>
<td>400</td>
</tr>
<tr>
<td>Grade % Below 2000 feet</td>
<td>Max. &amp; desirable Max.*</td>
<td>12</td>
<td>6</td>
<td>10</td>
<td>5</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Grade % Above 2000 feet</td>
<td>Max. &amp; desirable Max.*</td>
<td>10</td>
<td>8</td>
<td>10</td>
<td>8</td>
<td>8</td>
<td>7</td>
</tr>
<tr>
<td>Non-passing</td>
<td>Flat</td>
<td>600</td>
<td>800</td>
<td>600</td>
<td>1000</td>
<td>800</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>Rolling</td>
<td>500</td>
<td>500</td>
<td>600</td>
<td>800</td>
<td>600</td>
<td>600</td>
</tr>
<tr>
<td></td>
<td>Mountainous</td>
<td>400</td>
<td>500</td>
<td>400</td>
<td>500</td>
<td>500</td>
<td>600</td>
</tr>
<tr>
<td>Sight distance</td>
<td>Flat</td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>60</td>
<td>60</td>
<td>80</td>
</tr>
<tr>
<td></td>
<td>Rolling</td>
<td>500</td>
<td>500</td>
<td>600</td>
<td>800</td>
<td>600</td>
<td>600</td>
</tr>
<tr>
<td></td>
<td>Mountainous</td>
<td>400</td>
<td>500</td>
<td>400</td>
<td>500</td>
<td>500</td>
<td>600</td>
</tr>
<tr>
<td>R/W width (ft.)</td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>60</td>
<td>60</td>
<td>80</td>
<td>60</td>
</tr>
<tr>
<td>Roadbed width (ft.)</td>
<td>26.5</td>
<td>28.5</td>
<td>26.5</td>
<td>30.5</td>
<td>30.5</td>
<td>34.5</td>
<td>34.5</td>
</tr>
<tr>
<td>Surface width (ft.)</td>
<td>20</td>
<td>22</td>
<td>20</td>
<td>24</td>
<td>24</td>
<td>28</td>
<td>28</td>
</tr>
<tr>
<td>Thickness base &amp; surface</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridges clear width (ft.)</td>
<td>26.5</td>
<td>28.5</td>
<td>26.5</td>
<td>30.5</td>
<td>30.5</td>
<td>34.5</td>
<td>34.5</td>
</tr>
<tr>
<td>Vertical clearance (ft.)</td>
<td>14.5</td>
<td>15</td>
<td>14.5</td>
<td>15</td>
<td>14.5</td>
<td>15</td>
<td>14.5</td>
</tr>
<tr>
<td>Design load (A.A.S.H.T.O.)</td>
<td>H-15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Maximum for % grade
** Use current manual on Uniform Traffic Control Devices

NOTE: DESIGN SPEED is defined as:
A speed selected to establish specific minimum geometric design elements for a particular section of highway.
PLAN VIEW OF TURNOUT

NOTE: For more information, see County Code Chap. 15.30
NOTES:

1. A Limit Line shall be placed on paved approaches and a STOP pavement legend should be placed on all but minor approaches to County Roads.

2. The Limit Line should be located to indicate the point at which traffic is required to stop.

3. The Limit Line on wide side roads or lone radius corners may be bent at a 45°± angle for traffic facilities on adjacent property are the responsibility of the permittee.

4. If STOP AHEAD (W17A) sign is used, pavement legends may be placed adjacent to the sign according to section 6-02.14 of Caltrans Traffic Manual.
FIRE HYDRANT PULL OUT ZONE

PLACE 5" ASPHALT CONCRETE OVER 7" CLASS II BASE ROCK FOR FIRE HYDRANT TURNOUT (OR EQUIVALENT TRAFFIC INDEX OF 10.5)

NOTE: For more information, see PW-16A
FIRE HYDRANT
PULL OUT ZONE

PLACE 5" ASPHALT CONCRETE
OVER 7" CLASS II BASE ROCK
FOR FIRE HYDRANT TURNOUT
(OEQUIVALENT TRAFFIC INDEX OF 10.5)

NOTE: For more information, see PW-16B

CROSS SECTION