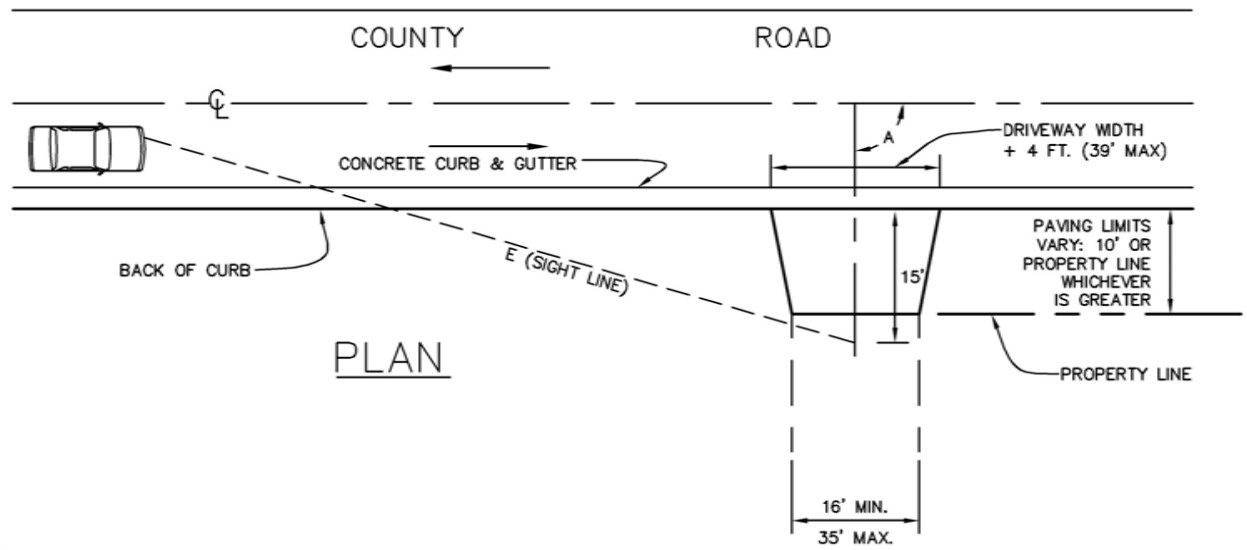
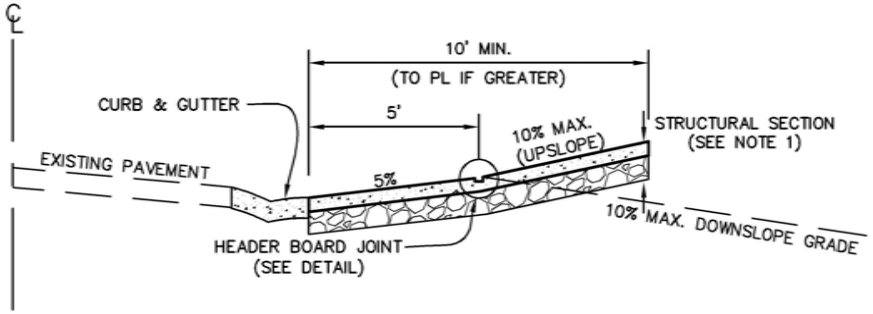
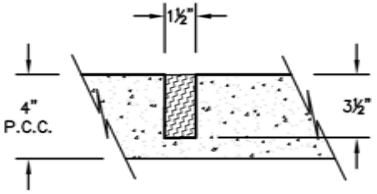


PLAN



PROFILE



HEADER BOARD JOINT DETAIL

NOTES:

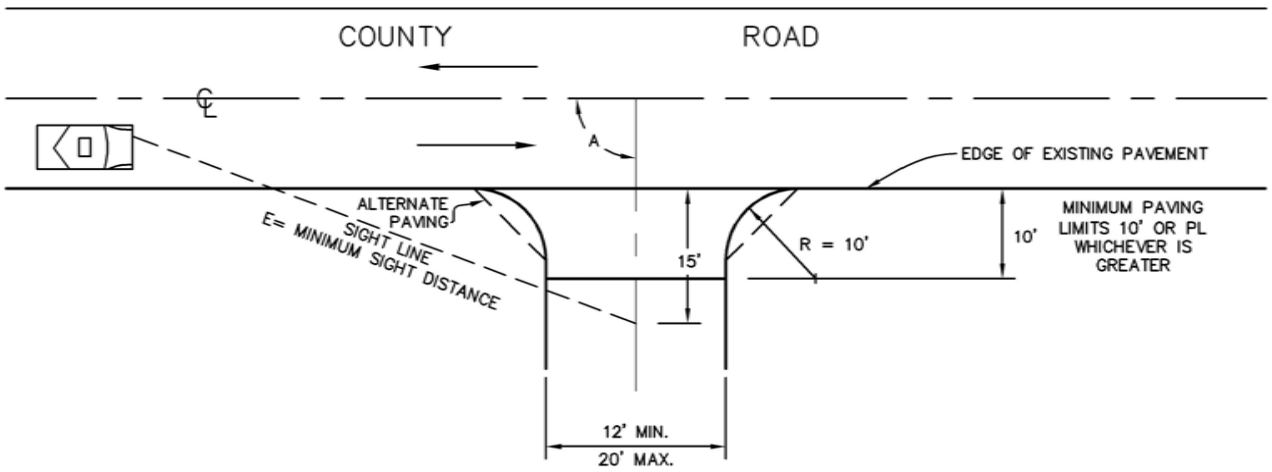
E = 200' MINIMUM SIGHT DISTANCE FOR LOCAL ST., 100' FOR A CUL-DE-SAC.

A = ANGLE OF DRIVEWAY CENTERLINE IN RELATION TO ROAD CENTERLINE, THE ANGLE WILL BE BETWEEN 70°-90°

1. THE DRIVEWAY STRUCTURAL SECTION IS 4" OF PORTLAND CEMENT CONCRETE OR 2 1/2" ASPHALT CONCRETE OVER 4" OF AGGREGATE BASE.
2. THOSE DRIVEWAYS EXCEEDING 20%, EITHER UP OR DOWN IN GRADE, WILL REQUIRE A GRADING PERMIT.
3. NO PORTION OF A DRIVEWAY WILL BE WITHIN 25' FROM A RADIUS RETURN, NOR 10' FROM A FIRE HYDRANT.

NOT TO SCALE

GENERATED	REVISIONS	APPROVED:	EL DORADO COUNTY	DRIVEWAY CONNECTION	STD. PLAN
NO.		Scott Clendel	DEPARTMENT OF TRANSPORTATION	SINGLE UNIT RESIDENCE	
DATE: 03/16/90		DIRECTOR OF TRANSPORTATION	DESIGN STANDARDS	CLASS I SUBDIVISION WITH ROLLED CONCRETE CURB AND GUTTER	103A-1
DESIGNED:		Steven K. Payne C33427			
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.			
CHECKED: SKP					
APPROVED:					



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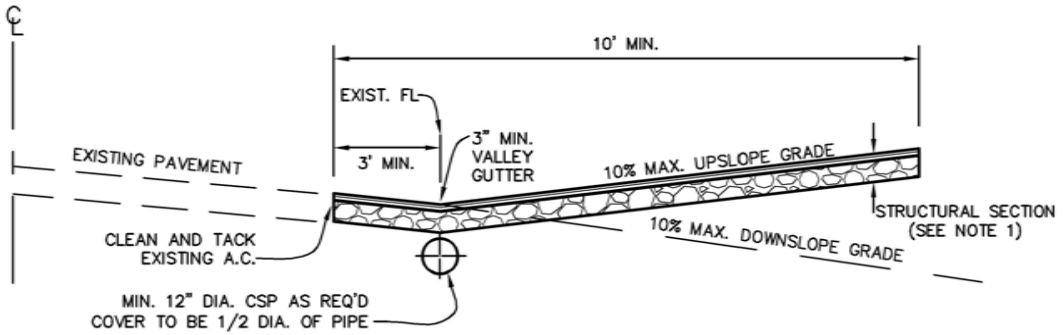


PROFILE

NOTES:

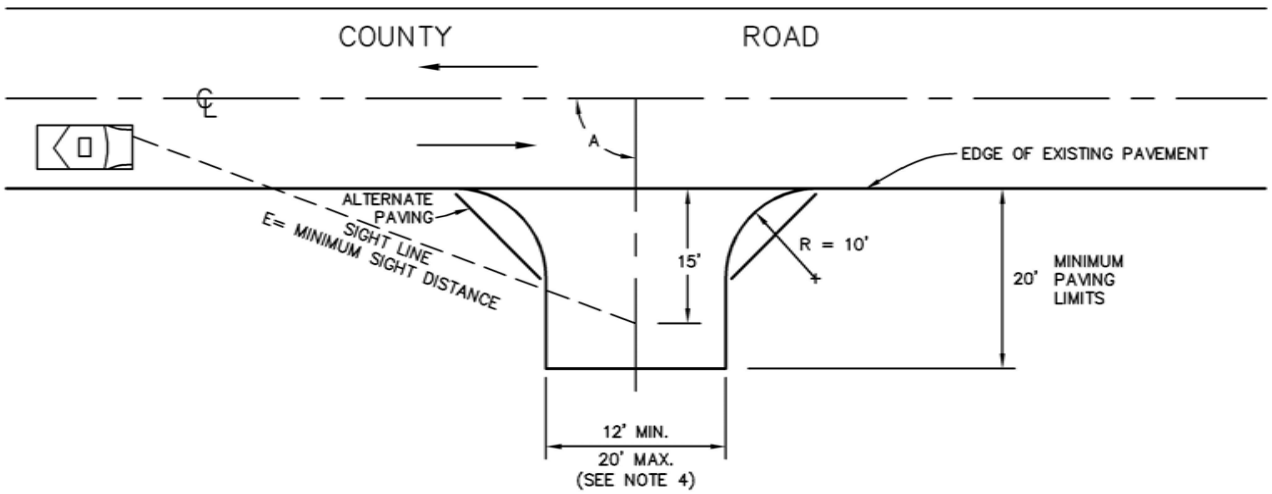
E = 200' MINIMUM SIGHT DISTANCE FOR LOCAL ST., 100' FOR A CUL-DE-SAC.

A = ANGLE OF DRIVEWAY CENTERLINE IN RELATION TO ROAD CENTERLINE, THE ANGLE WILL BE BETWEEN 70°-90°

1. THE DRIVEWAY STRUCTURAL SECTION IS 2 1/2" ASPHALT CONCRETE OVER 4" OF AGGREGATE BASE.
2. THOSE DRIVEWAYS EXCEEDING 20%, EITHER UP OR DOWN IN GRADE, WILL REQUIRE A GRADING PERMIT.
3. NO PORTION OF A DRIVEWAY WILL BE WITHIN 25' FROM A RADIUS RETURN, NOR 10' FROM A FIRE HYDRANT.

NOT TO SCALE

GENERATED	REVISIONS	APPROVED:	EL DORADO COUNTY	DRIVEWAY CONNECTION	STD. PLAN
NO.		Scott Clendel	DEPARTMENT OF TRANSPORTATION	SINGLE UNIT RESIDENCE	
DATE: 03/16/90		DIRECTOR OF TRANSPORTATION		CLASS I SUBDIVISION WITHOUT CURB & GUTTER OR A.C. DIKE	
DESIGNED:		Steven K. Payne C33427	DESIGN STANDARDS		103A-2
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.			
CHECKED: SKP					
APPROVED:					



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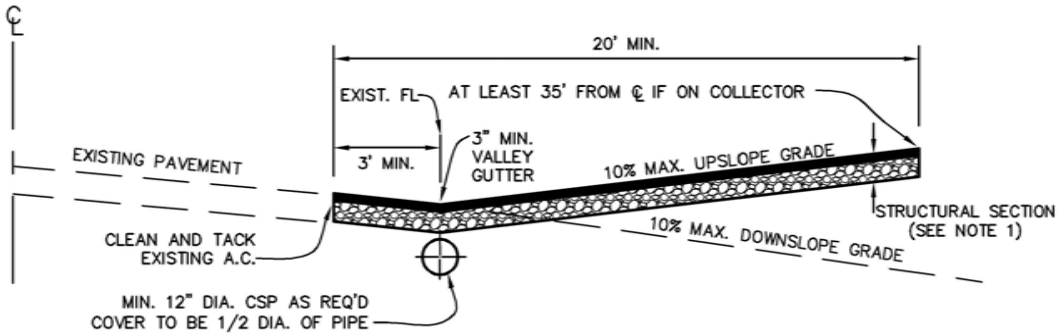


PROFILE

NOTES:

COUNTY ROAD SPEED

	25	30	35	40	45	50	55
A	70° – 110°						
E	250	300	350	400	450	500	550

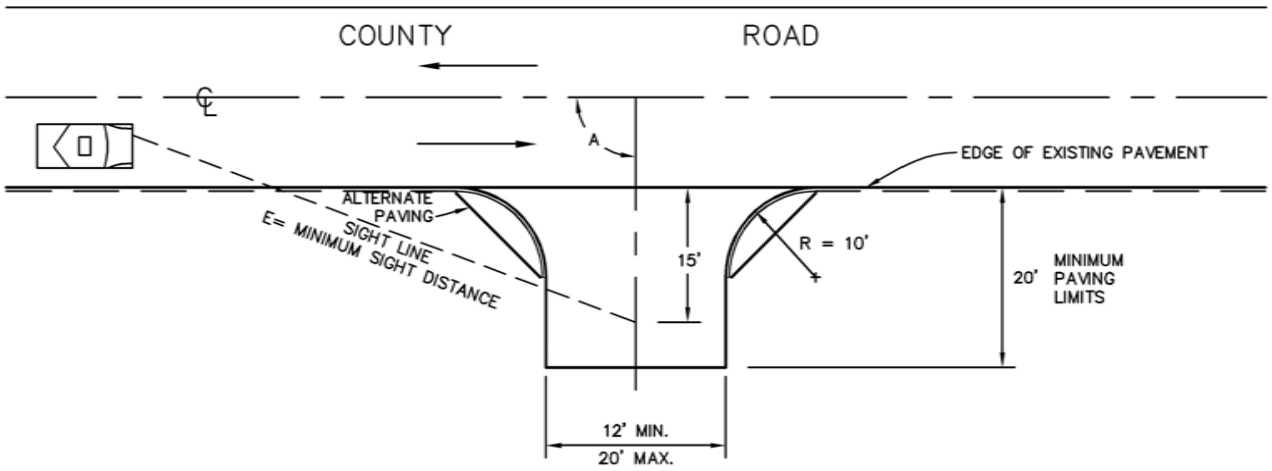
E = 200' MINIMUM SIGHT DISTANCE FOR LOCAL ST., 100' FOR A CUL–DE–SAC.

A = ANGLE OF DRIVEWAY CENTERLINE IN RELATION TO ROAD CENTERLINE, THE ANGLE WILL BE BETWEEN 70°–100°

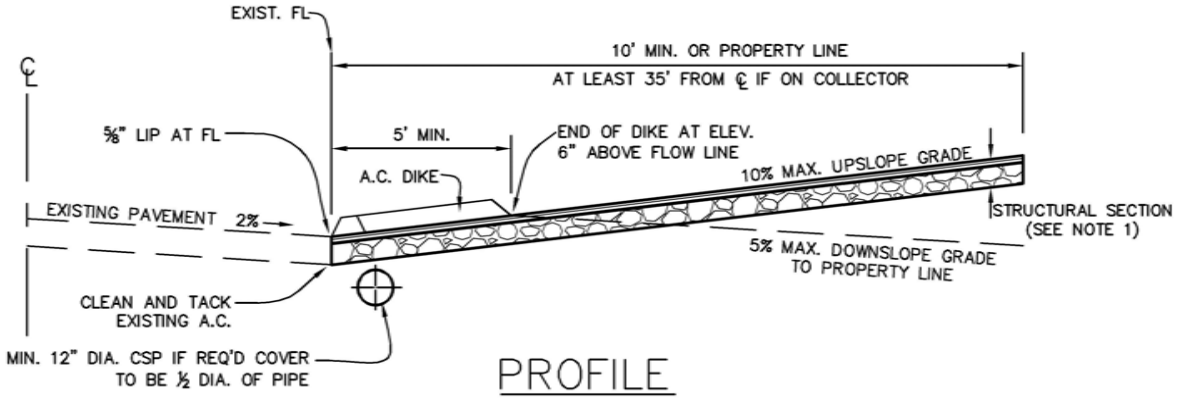
1. DRIVEWAY STRUCTURAL SECTION IS 2 1/2" ASPHALT CONCRETE AND 4" OF AGGREGATE BASE.
2. THOSE DRIVEWAYS EXCEEDING 20%, EITHER UP OR DOWN IN GRADE, WILL REQUIRE A GRADING PERMIT.
3. NO PORTION OF A DRIVEWAY WILL BE WITHIN 25' FROM A RADIUS RETURN, NOR 10' FROM A FIRE HYDRANT.
4. MINOR COLLECTORS WILL REQUIRE MAXIMUM WIDTH DIMENSION ON DRIVEWAY.

NOT TO SCALE

GENERATED	REVISIONS	APPROVED:	EL DORADO COUNTY	DRIVEWAY CONNECTION	STD. PLAN
NO.		Scott Clendel	DEPARTMENT OF TRANSPORTATION	SINGLE UNIT RESIDENCE TO LOCAL ROAD OR MINOR COLLECTOR	103B–1
DATE: 03/16/90		DIRECTOR OF TRANSPORTATION			
DESIGNED:		Steven K. Payne C33427	DESIGN STANDARDS		
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.			
CHECKED: SKP					
APPROVED:					



PLAN



PROFILE

NOTES:

COUNTY ROAD SPEED

	25	30	35	40	45	50	55
A	70° – 110°						
E	250	300	350	400	450	500	550

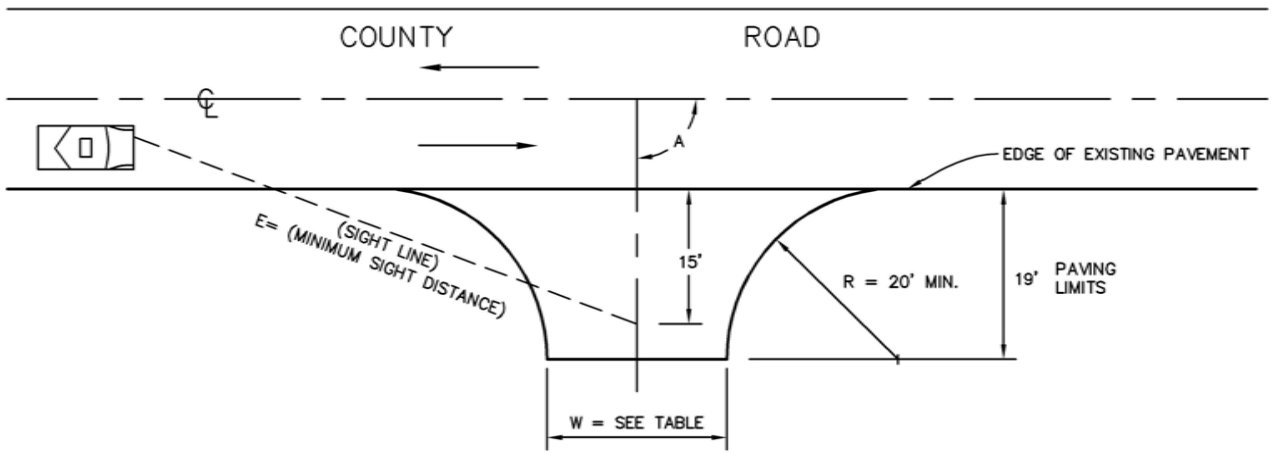
E = 200' MINIMUM SIGHT DISTANCE FOR LOCAL ST., 100' FOR A CUL–DE–SAC.

A = ANGLE OF DRIVEWAY CENTERLINE IN RELATION TO ROAD CENTERLINE, THE ANGLE WILL BE BETWEEN 70°–110°

1. DRIVEWAY STRUCTURAL SECTION IS 2 1/2" ASPHALT CONCRETE AND 4" OF AGGREGATE BASE.
2. THOSE DRIVEWAYS EXCEEDING 20%, EITHER UP OR DOWN IN GRADE, WILL REQUIRE A GRADING PERMIT.
3. NO PORTION OF A DRIVEWAY WILL BE WITHIN 25' FROM A RADIUS RETURN, NOR 10' FROM A FIRE HYDRANT.

NOT TO SCALE

GENERATED	REVISIONS	APPROVED:	EL DORADO COUNTY	DRIVEWAY CONNECTION	STD. PLAN
NO.		Scott Clendenen	DEPARTMENT OF TRANSPORTATION	SINGLE UNIT RESIDENCE CLASS 1 SUBDIVISION ONLY WHERE AC DIKE EXISTS	103B–2
DATE: 03/16/90		DIRECTOR OF TRANSPORTATION			
DESIGNED:		Steven K. Payne C33427	DESIGN STANDARDS		
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.			
CHECKED: SKP					
APPROVED:					



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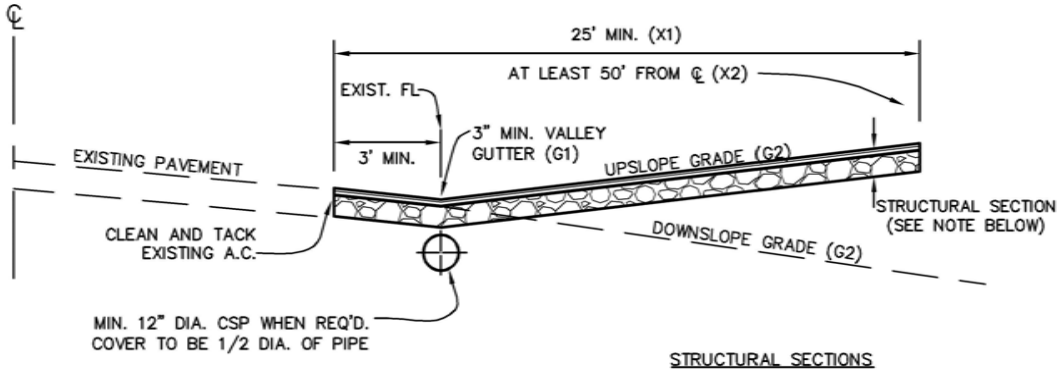


PROFILE

STRUCTURAL SECTIONS

2 1/2" ASPHALT CONCRETE PER CALTRANS SPEC. SEC. 39

4" CLASS II AGGREGATE BASE PER CALTRANS SPEC. SEC. 78

DRIVEWAY CLASSIFICATIONS

MINOR COMMERCIAL/INDUSTRIAL

A	90°
E	10 TIMES THE OPERATIONAL SPEED OF TRAFFIC
G1	3" DOWN FROM E.P.
G2	5% MAXIMUM
W	35 FEET
X1	20 FT. (25' COLLECTOR)
X2	35 FT. (50' COLLECTOR)

MULTI–UNIT RESIDENTIAL
LOCAL RD.

A	90°
E	10 TIMES THE OPERATIONAL SPEED ON THE HIGHWAY
G1	3" DOWN FROM E.P.
G2	5% MAXIMUM
W	24 FEET
X1	20 FT. (25' COLLECTOR)
X2	35 FT. (50' COLLECTOR)

SINGLE UNIT RESIDENTIAL
(ARTERIALS AND MAJOR COLLECTORS)

A	90°
E	300 FT. MINIMUM
G1	3" DOWN FROM E.P.
G2	5% MAXIMUM
W	24 FEET
X1	20 FT. (25' COLLECTOR)
X2	35 FT. (50' COLLECTOR)

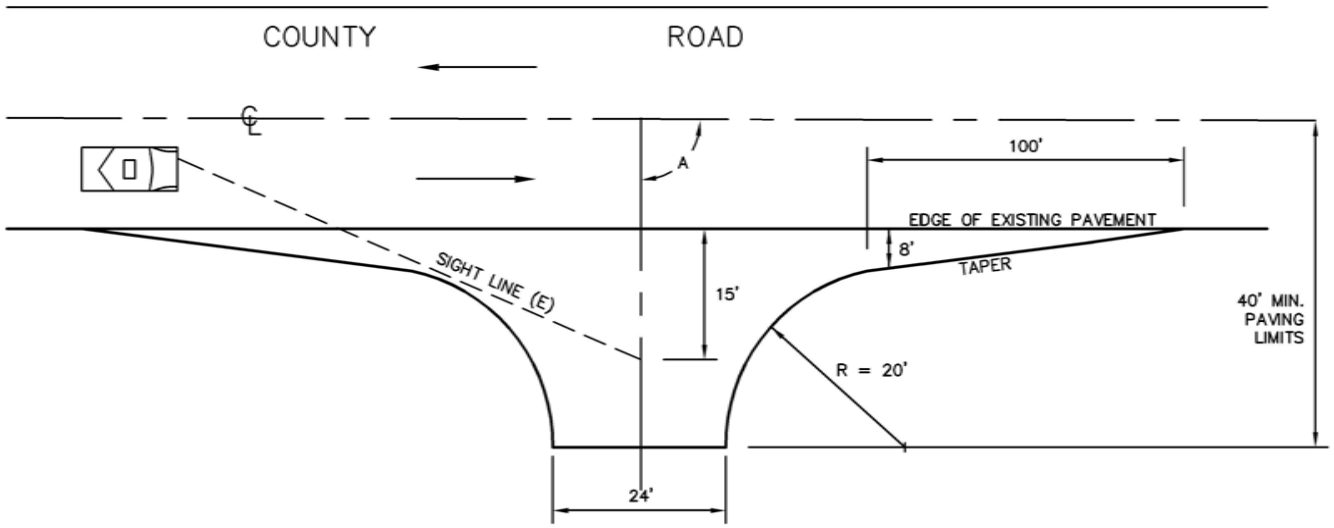
NOT TO SCALE

GENERATED	REVISIONS	APPROVED:
NO.		Scott Clendenen
DATE: 04/03/90		DIRECTOR OF TRANSPORTATION
DESIGNED: TMA		Steven K Payne C33427
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.
CHECKED: SKP		
APPROVED:		

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS

DRIVEWAY CONNECTIONS
MINOR COMMERCIAL/INDUSTRIAL
(WITHOUT CONCRETE CURB AND GUTTER)
MULTI–UNIT RESIDENTIAL
SINGLE UNIT RESIDENTIAL
(ARTERIALS & MAJOR COLLECTOR)

STD. PLAN
103C



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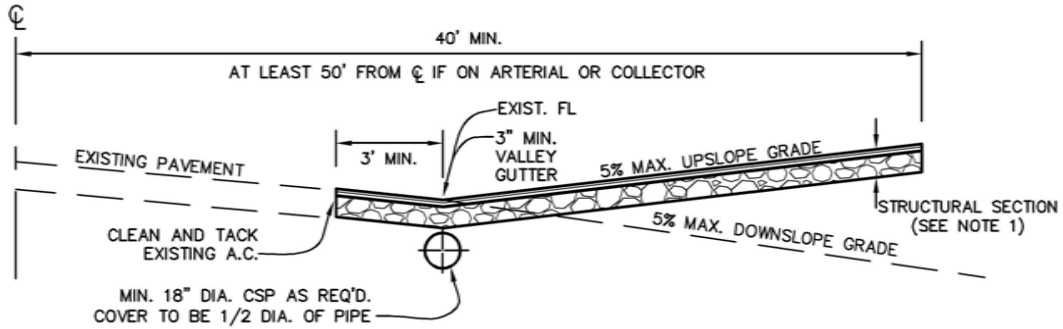


PROFILE

NOTES:

ENCROACHMENT CLASSIFICATION				
	I.	II.	III.	IV.
A	70° – 110°			
E	10 TIMES THE OPERATIONAL SPEED OF TRAFFIC			
W	24' MAX.			

1. THE STRUCTURAL SECTION IS 2 1/2" OF ASPHALT CONCRETE PER CALTRANS SPEC. SECTION 39, OVER 6" OF CLASS II AGGREGATE BASE PER CALTRANS SPECS.
2. ADDITIONAL DRAINAGE STRUCTURES NEEDED IF HYDRAULIC STUDIES WARRANT.

NOT TO SCALE

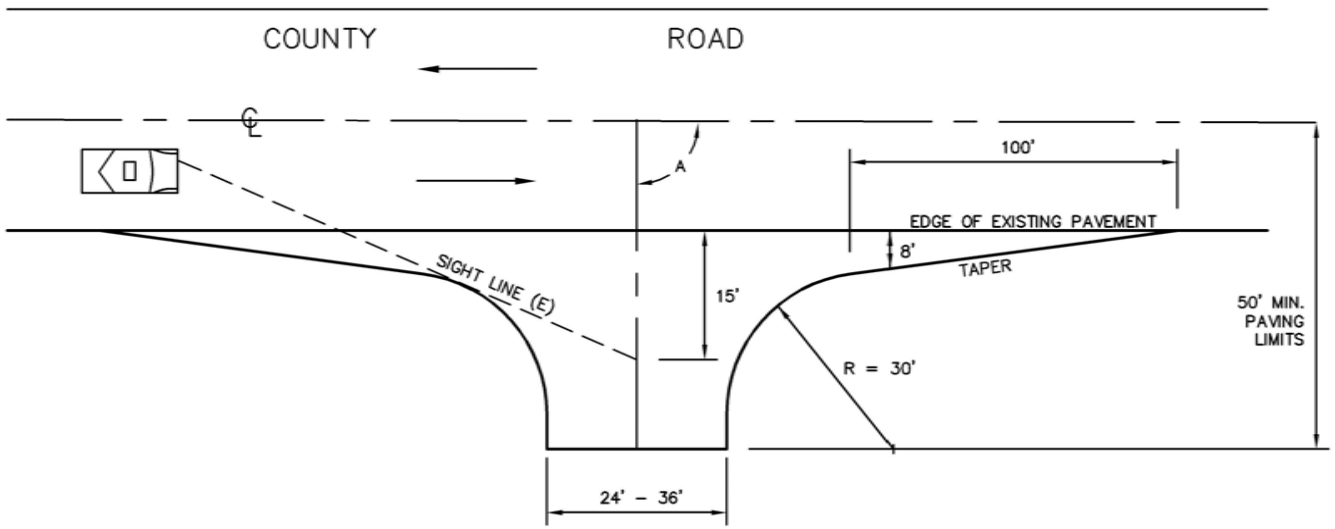
GENERATED	REVISIONS			APPROVED:
NO.				Scott Clendel
DATE: 04/05/90				DIRECTOR OF TRANSPORTATION
DESIGNED:				Steven K Payne C33427
DRAWN: JM/SR/BS				SENIOR CIVIL ENGINEER P.E. NO.
CHECKED: SKP				
APPROVED:				

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS

I. LOCAL ACCESS ROAD TO COLLECTOR/ARTERIAL
II. MAJOR COMMERCIAL CONNECT. (WITHOUT C & G) TO MAJ. COLL.
III. MINOR COMMERCIAL TO MAJOR COLLECTOR
IV. MULTI-UNIT RESIDENTIAL TO MAJOR COLLECTOR

STD. PLAN

103D



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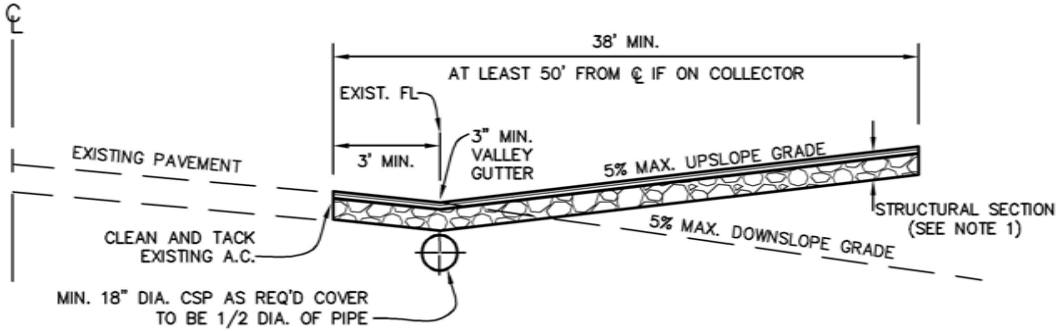


PROFILE

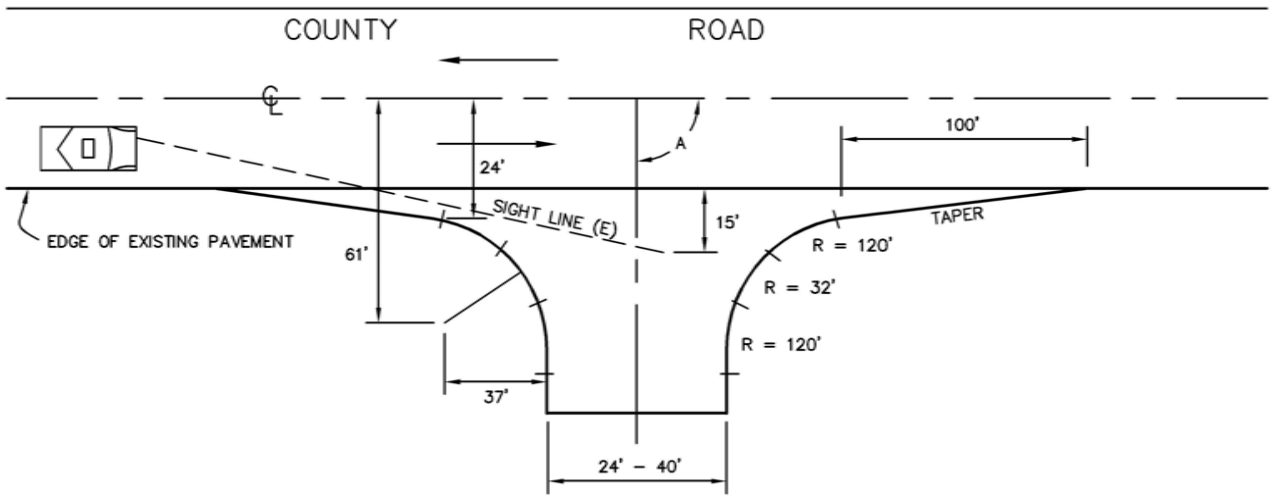
NOTES:

A	70° – 110°
E	10 TIMES THE OPERATIONAL SPEED OF TRAFFIC

1. THE STRUCTURAL SECTION IS 2 1/2" OF ASPHALT CONCRETE PER CALTRANS SPEC. SECTION 39. OVER 6" OF CLASS II AGGREGATE BASE PER CALTRANS SPECS.
2. ADDITIONAL DRAINAGE STRUCTURES NEEDED IF HYDRAULIC STUDIES WARRANT.

NOT TO SCALE

GENERATED	REVISIONS	APPROVED:	EL DORADO COUNTY	MINOR COLLECTOR TO COLLECTOR/ARTERIAL	STD. PLAN
NO.		Scott Clendel	DEPARTMENT OF TRANSPORTATION		
DATE: 03/17/90		DIRECTOR OF TRANSPORTATION	DESIGN STANDARDS		103E
DESIGNED:		Steven K Payne C33427			
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.			
CHECKED: SKP					
APPROVED:					



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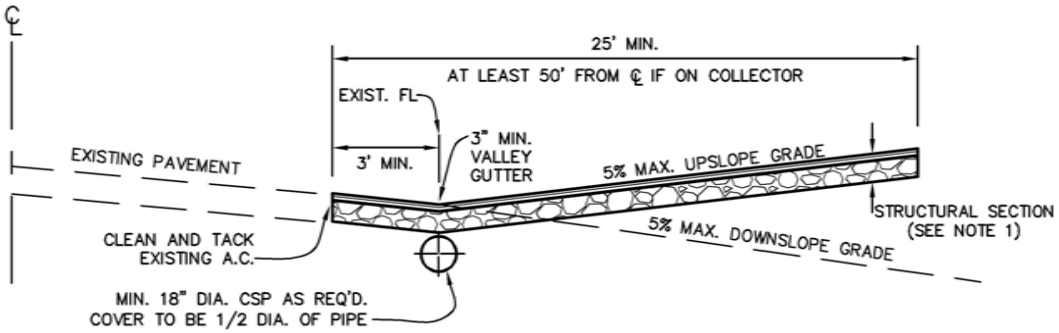


PROFILE

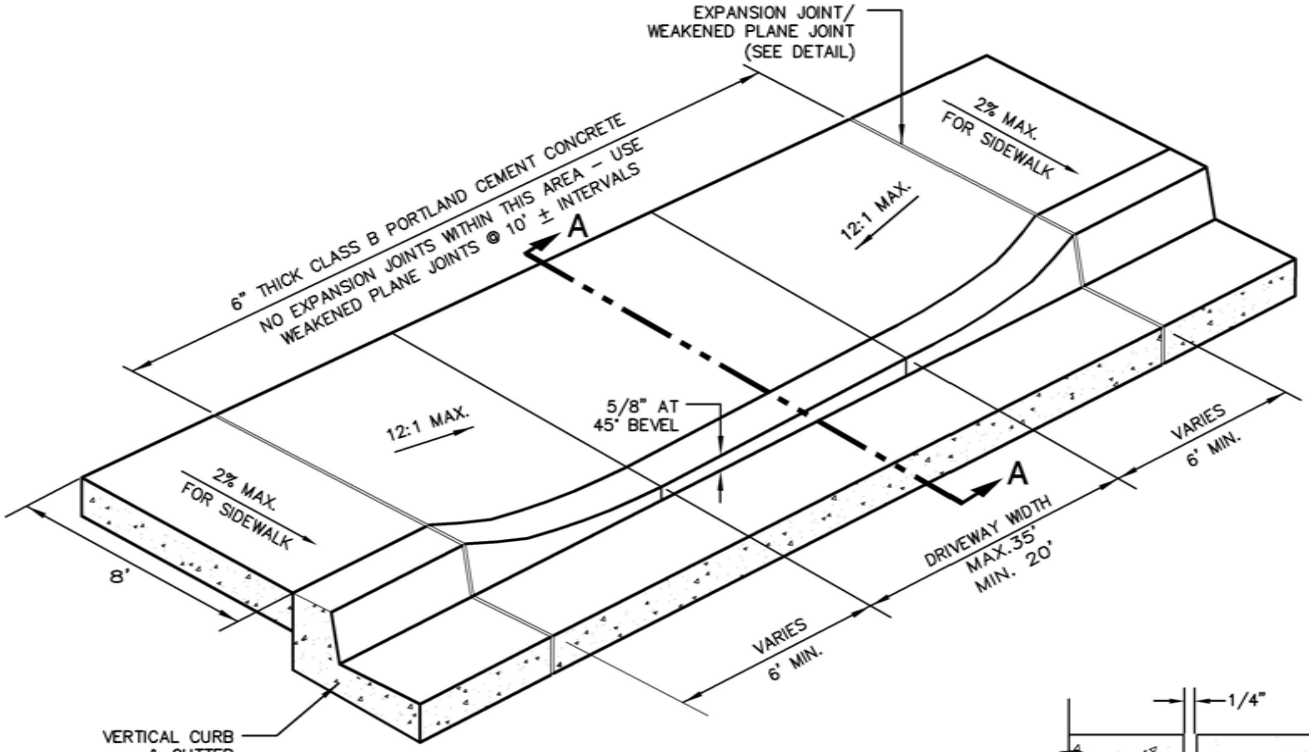
NOTES:

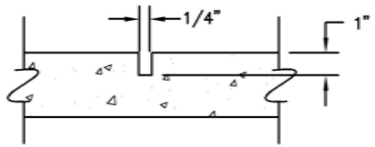
A	70° – 110°
E	10 TIMES THE OPERATIONAL SPEED OF TRAFFIC

1. THE STRUCTURAL SECTION IS 2 1/2" OF ASPHALT CONCRETE PER CALTRANS SPEC. SECTION 39. OVER 6" OF CLASS II AGGREGATE BASE PER CALTRANS SPECS.
2. ADDITIONAL DRAINAGE STRUCTURES NEEDED IF HYDRAULIC STUDIES WARRANT.

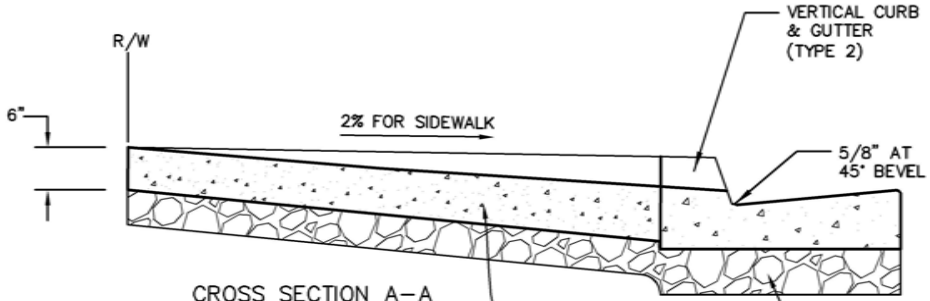
NOT TO SCALE

GENERATED	REVISIONS	APPROVED:	EL DORADO COUNTY		MAJOR COLLECTOR TO COLLECTOR/ARTERIAL	STD. PLAN
NO.		Scott Clendel	DEPARTMENT OF TRANSPORTATION			
DATE: 03/17/90		DIRECTOR OF TRANSPORTATION	DESIGN STANDARDS			103F
DESIGNED:		Steven K Payne C33427				
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.				
CHECKED: SKP						
APPROVED:						





EXPANSION JOINT/
WEAKENED PLANE JOINT
DETAIL



CROSS SECTION A–A

2" MIN. CLASS II AGGREGATE BASE COMPACTED TO 95%

6" MIN. CLASS B PORTLAND CEMENT CONCRETE
(6 SACKS) PER CALTRANS SPECS

NOTES:

1. WHERE A COMMERCIAL DRIVE IS TO BE PLACED IN EXISTING ROLLED CURB, TWO FEET OF STANDARD (TYPE 2) CURB AND GUTTER WITH 6 FOOT TRANSITIONS SHALL BE PLACED ON BOTH SIDES OF THE DRIVEWAY.
2. NO VERTICAL CURB AND GUTTER ABOVE 3000 FT. ELEVATION.
3. 2500 P.S.I. (POUNDS PER SQUARE INCH) STRENGTH REQUIRED ON CONCRETE AT 28 DAYS.
4. MINIMUM SIGHT DISTANCE ALLOWABLE IS 200' OR 10% OF THE COUNTY ROAD SPEED.

NOT TO SCALE

GENERATED	REVISIONS	APPROVED:	EL DORADO COUNTY		COMMERCIAL DRIVEWAY FOR VERTICAL CURB LOCATIONS	STD. PLAN
NO.		Scott Clendel	DEPARTMENT OF TRANSPORTATION			
DATE: 03/14/90		DIRECTOR OF TRANSPORTATION				
DESIGNED:		Steven K Payne C33427	DESIGN STANDARDS			103G
DRAWN: JM/SR/BS		SENIOR CIVIL ENGINEER P.E. NO.				
CHECKED: SKP						
APPROVED:						