



LEGEND	
A	= WIDTH OF RIGHT OF WAY IN FEET
B	= WIDTH OF ROADWAY IN FEET

* ADDITIONAL RIGHT OF WAY MAY BE REQUIRED WHEN ROAD COINCIDES WITH A DESIGNATED ROUTE FOR AN ADDITIONAL PUBLIC FACILITY (I.E. PEDESTRIAN, BICYCLE, OR EQUESTRIAN TRAIL)

AVG DAILY TRAFFIC	CLASSIFICATION	TYPICAL ACCESS BY:	RESIDENTIAL FRONTAGE ALLOWED	MINIMUM DESIGN SPEED	A	B	SIDEWALK	MAX GRADE \blacklozenge	CURB TYPE
4000-10,000	NON-RES. COLLECTOR	NON-RES. LOCAL STREETS AND DRIVEWAY BOTH SIDES	N/A	35	70	54	BOTH SIDES	10%	A2-6
<4,000	NON-RES. LOCAL	NON-RES. LOCAL STREETS AND DRIVEWAY BOTH SIDES	N/A	25	60	44	BOTH SIDES	10%	A2-6
4000-10,000	COLLECTOR	LOCAL STREETS	NONE	35	60	40	BOTH SIDES	10%	A2-6
2500-4000	COLLECTOR	LOCAL STREETS	NONE	30	60	36	BOTH SIDES	12%	A2-6
500-2500	LOCAL	LOCAL STREETS AND DRIVEWAY BOTH SIDES	BOTH SIDES	25	50	32	BOTH SIDES	12%	C-2
<500	LOCAL	DRIVEWAY BOTH SIDES	BOTH SIDES	25	50	28	BOTH SIDES	12%	C-2

\blacklozenge MAXIMUM GRADE FOR ALL STREETS ABOVE 3000' ELEVATIONS = 10%

NOT TO SCALE

APPROVED BY:

JAMES W. WARE, P.E. NO. C61036
DIRECTOR, EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

DATE:

BOARD OF SUPERVISOR'S RESOLUTION NO. _____

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS



LOCAL ROADS
CAMERON PARK/PLACERVILLE/
DIAMOND SPRINGS/EL DORADO/
SHINGLE SPRINGS
COMMUNITY REGIONS

**STD.
PLAN**

RS-21

SHT 1 OF 2

GENERAL NOTES:

1. SIDEWALKS, CURB AND GUTTER SHALL CONSTRUCTED WHERE REQUIRED BY THE LAND DEVELOPMENT MANUAL.
2. BASIC CRITERIA:
12' TRAVEL LANES FOR VOLUMES GREATER THAN 500 ADT.
10' MINIMUM TRAVEL LANES FOR VOLUMES LESS THAN 500 ADT.
ROADWAY WIDTH, B, SHALL BE 50' WITHIN 100' OF CURB RETURN OF AN INTERSECTION WITH A HIGHER CLASSIFICATION ROAD. CURB & GUTTER TRANSITION SHALL BE CONSTRUCTED BETWEEN 100' & 140' FROM CURB RETURN. FOR NON-RESIDENTIAL ROADWAYS, AND LOCAL COLLECTOR ROADWAYS, PAVEMENT CROWNLINER SHALL BE CENTERED BETWEEN CURBS.
3. MINIMUM STREET FLOW LINE GRADE SHALL BE 0.5%, REVERSE GRADE VERTICAL CURVES EXCEPTED. MAXIMUM GRADE ON LOCAL STREETS MAY BE INCREASED TO 15% WITH COUNTY ENGINEER'S APPROVAL (NOT TO EXCEED 600' IN LENGTH).
4. SEE CALTRANS STANDARD PLAN A87A FOR SIDEWALK DETAIL. SIDEWALKS SHALL BE 4" PCC STANDARD: 6" TO 8" WITHIN DRIVEWAYS. IN EXISTING CUT SECTIONS, SCARIFY AND RECOMPACT SUBGRADE TO 95%, PER CALTRANS SPECIFICATION. WHERE EXISTING SIDEWALK IS WIDER THAN THE MINIMUM WIDTH SHOWN THEREON, NEW SIDEWALK SHALL MATCH THE EXISTING. ADJACENT TO SCHOOLS, SIDEWALKS SHALL BE 8' WIDE AND EXTEND BETWEEN SCHOOL PROPERTY LINES. WHERE ROAD FRONTS COMMERCIAL/INDUSTRIAL WITH A ZERO-FT SETBACK, SIDEWALK SHALL BE 8'. THE MINIMUM WIDTH FOR RESIDENTIAL SIDEWALKS SHALL BE 4'.
5. CUT AND FILL SLOPES SHALL BE NO STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL, UNLESS A GEOTECHNICAL ENGINEER DETERMINES THAT A STEEPER SLOPE WILL BE SAFE FOR THE INTENDED USE AND WILL NOT BE SUSCEPTIBLE TO EROSION. SLOPES CONSTRUCTED FOUR HORIZONTAL TO ONE VERTICAL OR FLATTER DO NOT REQUIRE SLOPE EASEMENTS.
6. STRUCTURAL SECTION SHALL BE BASED ON "R" VALUE AND "T.I.". DESIGN TO BE SUBMITTED TO DOT FOR REVIEW AND APPROVAL.
7. HOT MIX ASPHALT (HMA) SHALL BE TYPE A, 1/2"; AGGREGATE BASE (AB) SHALL BE CLASS 2, 3/4".
8. THE TOP 6" OF SUBGRADE AND ALL BASE AND SUB-BASE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
9. SUBGRADE ENHANCEMENT GEOTEXTILE SHOULD BE CONSIDERED FOR NATIVE SOIL R-VALUES LESS THAN 20.
10. SLOPES OVER FIVE HORIZONTAL TO ONE VERTICAL SHALL BE KEYED WHEN PLACING EMBANKMENT FILL. KEYS PER GRADING REQUIREMENTS.
11. SLOPE AND DRAINAGE EASEMENTS (S&DE) SHALL EXTEND 5' BEYOND HINGE POINTS, TOE OF SLOPES, AND DRAINAGE STRUCTURES.
12. DESIGN SPEED FOR LOCAL STREETS WITH RESIDENTIAL FRONTAGE SHALL BE 25 MILES PER HOUR. DESIGN SPEED FOR STREETS WITHOUT RESIDENTIAL FRONTAGE SHALL BE 35 MILES PER HOUR. STREET ALIGNMENT AND PROFILE SHALL COMPLY WITH THE CRITERIA FOR SAFE STOPPING SIGHT DISTANCE FOR THESE DESIGN SPEEDS.
13. STREET SYSTEMS SHOULD BE LAID OUT TO DISCOURAGE TRAVEL AT HIGHER THAN DESIGN SPEEDS BY INCORPORATING CURVES, KNUCKLES AND "T" INTERSECTIONS AT NO MORE THAN 1000' INTERVALS, DEPENDING ON TERRAIN. CONTINUOUS STRAIGHT STREETS CONNECTING TWO ARTERIAL HIGHWAYS, WHICH WOULD ACT AS A "SHORTCUT" THROUGH A RESIDENTIAL AREA, SHALL BE AVOIDED.
14. STREETS SHALL INTERSECT AT RIGHT ANGLES WHEREVER POSSIBLE. STREETS SHALL NOT INTERSECT AT GREATER THAN 20' SKEW TO RIGHT ANGLE. INTERSECTIONS SHALL HAVE ADEQUATE SIGHT DISTANCE IN CONFORMANCE WITH AASHTO STANDARDS. INTERSECTIONS ON CREST VERTICAL CURVES OR ON THE INSIDE OF HORIZONTAL CURVES SHALL BE AVOIDED. THE MINIMUM DISTANCE BETWEEN INTERSECTIONS ON SHALL BE 300 FEET ON COLLECTOR ROADWAYS AND 250 FEET ON LOCAL ROADWAYS MEASURED FROM CENTERLINE.
15. THE LOCATION OF ANY INTERSECTION SHALL BE REVIEWED BY THE COUNTY ENGINEER TO DETERMINE SAFETY AND COMPATIBILITY FOR SIGNAL PROGRESSION. TRAFFIC AT ANY INTERSECTION MAY BE ULTIMATELY RESTRICTED TO RIGHT TURN IN AND OUT ONLY.
16. A FUELS REDUCTION ZONE, OF 20 FEET ON EITHER SIDE OF THE ROAD CENTERLINE, MUST BE CLEARED INCLUDING THE FOLLOWING:
 - ALL BRUSH REMOVED.
 - ALL TREES LIMBED UP TO 10 FEET.
 - WEEDS AND GRASS MOWED TO A 2 INCH STUBBLE.
 - 15 FOOT VERTICAL CLEARANCE CREATED DIRECTLY ABOVE THE HORIZONTALLY CLEARED AREA.

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