



ADT	RW	ROADWAY WIDTH	SHOULDER WIDTH	DESIGN SPEED	MAX GRADE	STRUCTURAL SECTION
1-150	50'	20'	1' (EACH SIDE)	20 MPH	15% PAVED	6" CLASS 2 AB (SEE NOTE 10)
151-600	50'	20'	2' (EACH SIDE)	25 MPH	12% UNPAVED (SEE NOTE 4) *	
601-1500	60'	20'	5' (EACH SIDE)	25 MPH	13% *	SEE NOTE 7
1501-2500	60'	22'	6' (EACH SIDE)	30 MPH		SEE NOTE 7

\* 15% WITH COUNTY ENGINEER'S APPROVAL (NOT TO EXCEED 600 L.F.)

NO DESIGN EXCEPTION OR WAIVER WILL BE ALLOWED FOR ROADWAY WIDTH LESS THAN 20'

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**



PRIVATE ROADS  
RURAL REGIONS &  
RURAL CENTERS

**STD.  
PLAN**

RS-30

SHT 1 OF 2

**NOTES:**

1. THIS STANDARD PLAN (RS-30) REPLACES PRIOR STANDARD PLAN 101C. STANDARD PLAN RS-23 SHALL BE USED FOR ALL COUNTY MAINTAINED LOCAL ROADS IN RURAL REGIONS AND RURAL CENTERS. COUNTY MAINTAINED LOCAL ROADS WITHIN COMMUNITY REGIONS SHALL USE STANDARD PLAN RS-20 THROUGH 22, AS APPROPRIATE.
2. ADT DATA SHOWN IN THE TABLE ARE THE FORECASTED FOR 20-YEAR OUT DAILY VOLUMES.
3. ROADS ABOVE 3000 FT ELEVATION SHALL BE PAVED REGARDLESS OF ADT.
4. MAXIMUM ROAD GRADE IS 15%. ROADS STEEPER THAN 12% SHALL BE PAVED REGARDLESS OF ADT OR LOCATION.
5. DOUBLE-CHIP SEAL MAY BE SUBSTITUTED FOR 2" OF AB FOR ROADS WITH ADT BELOW 601.
6. WIDENING OF EXISTING ON-SITE ROADS SHALL COMPLY WITH STRUCTURAL SECTION REQUIRED AND MEET OR EXCEED THE SURFACING OF THE EXISTING ROAD.
7. STRUCTURAL SECTION SHALL BE BASED ON "R" VALUE AND "T.I". DESIGN TO BE SUBMITTED TO DOT FOR REVIEW AND APPROVAL. ALL ROADS SHALL BE CAPABLE OF SUPPORTING LEGAL WEIGHT VEHICLES AND EXEMPT VEHICLES PURSUANT TO SECTION 35550 et.seq. OF THE CALIFORNIA VEHICLE CODE.
8. HOT MIX ASPHALT (HMA) SHALL BE TYPE A, 1/2"; AGGREGATE BASE (AB) SHALL BE CLASS 2, 3/4".
9. THE TOP 6" OF SUBGRADE AND ALL BASE AND SUB-BASE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
10. SUBGRADE ENHANCEMENT GEOTEXTILE SHOULD BE CONSIDERED FOR NATIVE SOIL R-VALUES LESS THAN 20.
11. 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.
12. SLOPE & DRAINAGE EASEMENTS (S&DE) SHALL EXTEND 5' BEYOND HINGE POINTS, TOE OF SLOPES, AND DRAINAGE STRUCTURES.
13. SHOULDERS SHALL BE DRIVABLE SURFACES BUT DO NOT REQUIRE PAVING.
14. DEAD END ROADS IN EXCESS OF 500' SHALL HAVE A MINIMUM ROADWAY WIDTH OF 26', NOT INCLUDING THE SHOULDER WIDTH REQUIREMENT SHOWN IN THE TABLE, FOR THE ENTIRE LENGTH OF THE ROAD. THIS REQUIREMENT CANNOT BE MODIFIED BY DESIGN EXCEPTION OR WAIVER.
15. 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.
  - THIS REQUIREMENT CANNOT BE MODIFIED BY DESIGN EXCEPTION OR WAIVER.

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