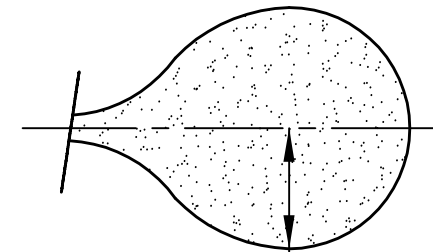


TURNOUTS SHALL BE 10' WIDE (IN ADDITION TO REQUIRED DRIVEWAY WIDTH) BY 30' LONG WITH 25' MINIMUM TAPER EACH END

\* OPTIONAL BULB DETAIL



NOT TO SCALE

APPROVED BY:

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

BOARD OF SUPERVISOR'S RESOLUTION NO. \_\_\_\_\_

**EL DORADO COUNTY**  
 DEPARTMENT OF TRANSPORTATION  
**DESIGN STANDARDS**



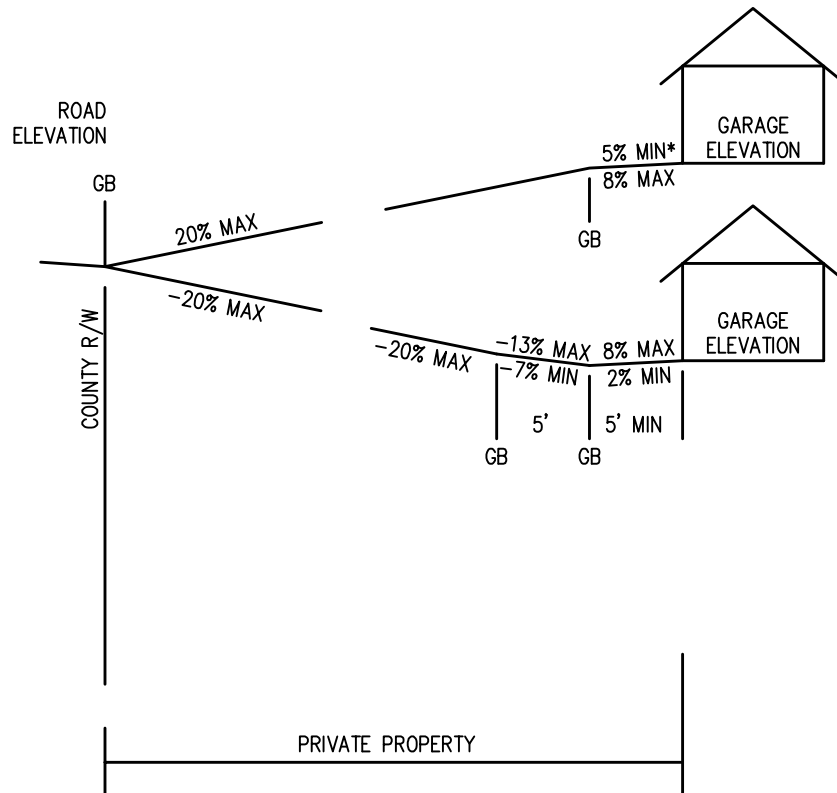
RURAL  
 RESIDENTIAL  
 DRIVEWAY

**STD.  
 PLAN**

RS-68

SHT 1 OF 2

\* MAY BE 2% WITH ADDITIONAL GRADE BREAKS



**DRIVEWAY GRADES STANDARDS**

NOT TO SCALE

**NOTES:**

1. MAXIMUM 15% GRADE BREAK BETWEEN DRIVEWAY SECTIONS (I.E. AREAS IN DRIVEWAY WHERE GRADE CHANGES). ADDITIONAL GRADE BREAKS ARE ALLOWED.
2. DRIVEWAY CONNECTING TO A COUNTY MAINTAINED ROAD REQUIRES A COUNTY ISSUED ENCROACHMENT PERMIT. SEE APPLICABLE ENCROACHMENT STANDARD PLAN
3. EACH DRIVEWAY SHALL SERVE NO MORE THAN TWO BUILDINGS WITH NO MORE THAN THREE DWELLING UNITS ON A SINGLE PARCEL, AND ANY NUMBER OF ACCESSORY BUILDINGS.
4. GRADE NOT TO EXCEED 16%. (DRIVEWAY GRADE MAY BE UP TO 20%, WHEN PAVED). 12' WIDE MINIMUM. CENTERLINE RADII ON CURVES IS 50' MINIMUM. VERTICAL CLEARANCE OF 15' MINIMUM.
5. DRIVEWAY SURFACE MUST BE ALL-WEATHER AND SUPPORT 75,000 POUNDS. MINIMUM SURFACING ON 90% COMPACTED SOIL IS 6" AGGREGATE BASE. ALTERNATE SURFACING DESIGNS MAY BE PERMITTED FROM A CIVIL ENGINEER CERTIFYING THE DRIVEWAY WILL SUPPORT A 75,000 POUND LOAD AND BE ALL-WEATHER.
6. DRIVEWAYS AT OR ABOVE 3,000 FT ELEVATION: SHALL INCLUDE PARKING AREAS AS SET FORTH IN THE COUNTY'S ZONING CODE.
7. IF IN THE TAHOE BASIN, DRIVEWAY MUST MEET TRPA REQUIREMENTS, AND THE REQUIREMENTS OF THIS STANDARD PLAN WHERE THEY DO NOT CONFLICT.
8. TURN AROUNDS SHALL BE HAMMERHEAD, "T" OR PEAR SHAPED BULB. TURNAROUND WILL BE NO MORE THAN 50' FROM BUILDINGS WHEN DRIVEWAY EXCEEDS 300' IN LENGTH.
9. DRIVEWAYS EXCEEDING 150' IN LENGTH, BUT LESS THAN 800' IN LENGTH, SHALL PROVIDE A TURNOUT NEAR THE MIDPOINT OF THE DRIVEWAY. WHERE THE DRIVEWAY EXCEEDS 800', TURNOUTS SHALL BE PROVIDED NO MORE THAN 400' APART. TURNOUTS SHALL BE SURFACED SAME AS THE DRIVEWAY.
10. BRIDGES AND CULVERTS SHALL BE DESIGNED BY A CIVIL ENGINEER AND SHALL SUPPORT A MINIMUM LOAD OF 75,000 POUNDS. SIGNS SHALL BE POSTED ON BRIDGE WHICH INDICATE THE WEIGHT LIMIT, WIDTH AND HEIGHT RESTRICTIONS. SINGLE LANE BRIDGES REQUIRE TURNOUTS ON EACH SIDE OF THE BRIDGE.
11. GATES SHALL OPEN TO PROVIDE A CLEAR OPENING, AT LEAST 2 FEET WIDER THAN THE DRIVEWAY AND NOT LESS THAN 14 FEET WIDE. GATE TO BE LOCATED 30' MINIMUM FROM THE ROAD, AND OPEN AWAY FROM THE ROAD.
12. ADDRESSES TO BE 4" HIGH WITH 3/8" STROKE WIDTH LETTERS OR NUMBERS, REFLECTORIZED WITH CONTRASTING BACKGROUND AND VISIBLE FROM BOTH DIRECTIONS. MULTIPLE ADDRESSES SHALL BE ON A SINGLE POST.
13. ALL INTERSECTIONS SERVING DWELLING UNITS SHALL HAVE ADDRESS SIGNS THAT CLEARLY IDENTIFY THE LOCATION OF EACH DWELLING UNIT.
14. ADDRESS SIGNS MUST BE CLEARLY VISIBLE ABOVE SNOW HEIGHT. CONTACT THE APPLICABLE FIRE PROTECTION DISTRICT FOR SPECIFIC HEIGHT REQUIREMENTS.
15. FIRE APPARATUS SPACE SHALL BE LOCATED NEXT TO FIRE HYDRANTS, STANDPIPES OR WATER SUPPLY APERTURES.
16. VARIATIONS TO THIS STANDARD MAY ONLY BE APPROVED BY THE FIRE PROTECTION DISTRICT HAVING JURISDICTION.

**APPROVED BY:**

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