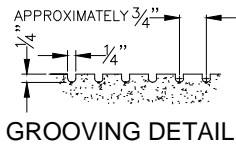
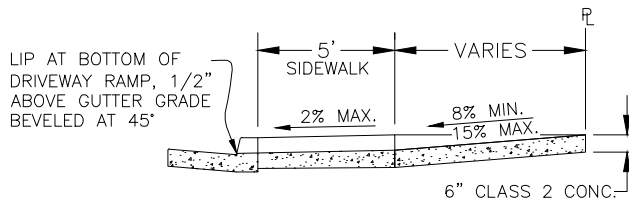
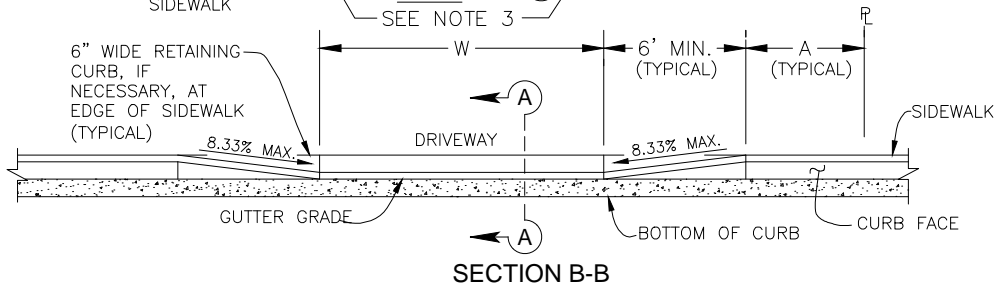
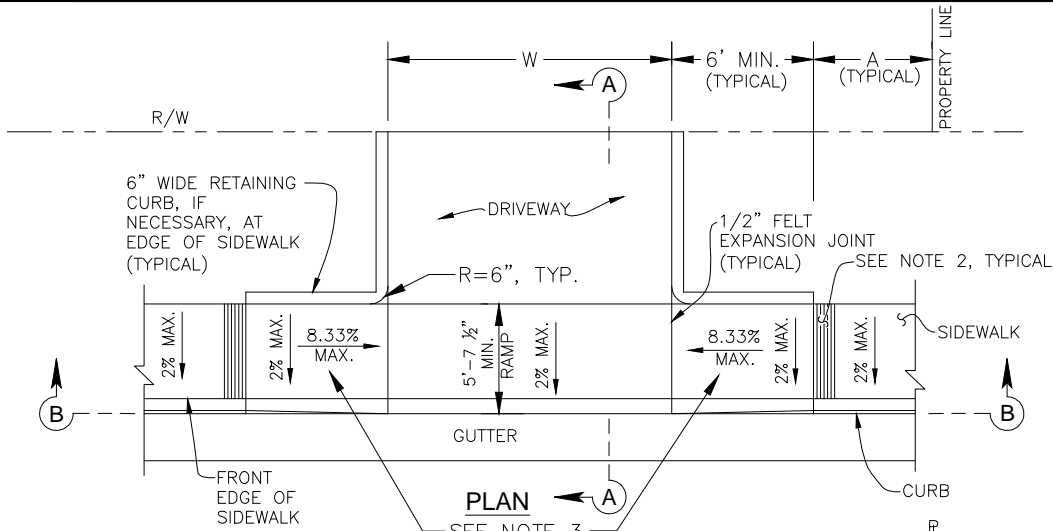


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| TYPE OF PROPERTY | "W", MAX.   | "W", MAX. - WITH PRIOR APPROVAL, SEE NOTE 5                     | "A", MIN. |
|------------------|---|---|-----------|
| RESIDENTIAL      | ONE AT 25' OR TWO TOTALING 30' IF FRONTAGE EXCEEDS 75' WIDE     | ONE AT 40% OF FRONTAGE, 50' MAX. WIDTH                          | 3'        |
| COMMERCIAL       | 35' MAX. EACH, NOT MORE THAN 50% OF FRONTAGE SHALL BE DRIVEWAYS | 70' MAX. EACH, NOT MORE THAN 50% OF FRONTAGE SHALL BE DRIVEWAYS | 5'        |
| INDUSTRIAL       | 50' MAX. EACH, NOT MORE THAN 50% OF FRONTAGE SHALL BE DRIVEWAYS | 70' MAX. EACH, NOT MORE THAN 50% OF FRONTAGE SHALL BE DRIVEWAYS | 5'        |

**NOTES:**

1. DIFFERENCE IN SLOPE OF THE DRIVEWAY RAMP AND THE SLOPE OF A LINE BETWEEN THE GUTTER AND A POINT ON THE ROADWAY 5 FEET FROM GUTTER LINE SHALL NOT EXCEED 15%. REDUCE DRIVEWAY RAMP SLOPE, NOT GUTTER SLOPE, WHERE REQUIRED.
2. A 12-INCH WIDE STRIP OF 1/4-INCH GROOVES APPROX. 3/4-INCH ON CENTER SHALL BE PROVIDED ACROSS THE SIDEWALK IMMEDIATELY BEFORE A GRADE CHANGE IN THE SIDEWALK. SEE GROOVING DETAIL ABOVE.
3. PROVIDE DETECTABLE WARNING SURFACE, 3' DEPTH X 5' WIDE IN ACCORDANCE WITH CALTRANS STANDARD PLAN A88A.
4. A CONCRETE CURING COMPOUND SHALL BE APPLIED TO FRESH CONCRETE BY ROLLING, BRUSHING, OR SPRAYING.
5. APPROACHES WIDER THAN STATED MAXIMUMS MAY BE ALLOWED SUBJECT TO PRIOR APPROVAL OF THE ROAD COMMISSIONER OR DESIGNEE.

DRAWN BY   R.H.    
 DATE   2/14/2005    
 REVISED BY   J.S.C.    
 DATE   3/17/2011  

**COUNTY OF MADERA**

**SIDEWALK AND APPROACH DETAIL  
 AT APPROVED LOCATIONS ONLY**

DRAWING NO.  
ST-24C