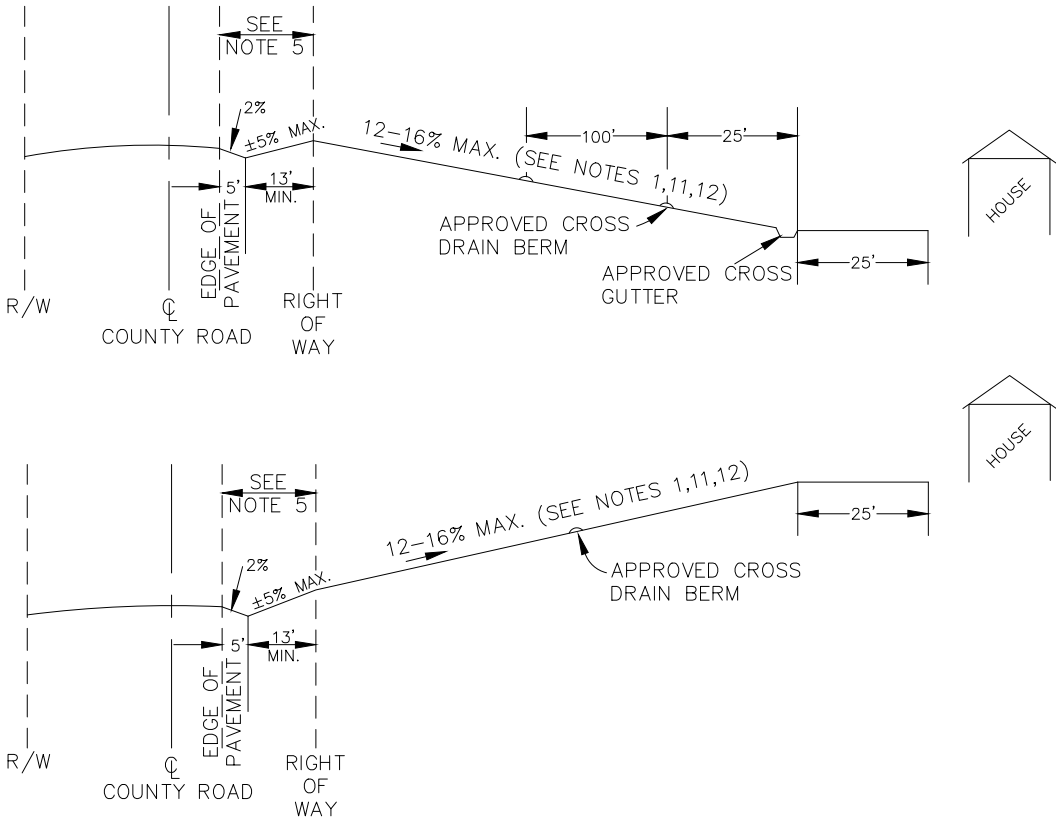


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NOTES:

1. MAXIMUM DRIVEWAY GRADE SHALL BE 12% IN AREAS ABOVE THE 3,000 FOOT ELEVATION AND 16% IN AREAS ON OR BELOW THE 3,000 FOOT ELEVATION. 16% GRADES ARE ALLOWED FOR ALL EXISTING PARCELS APPROVED PRIOR TO THE EFFECTIVE DATE OF THIS REQUIREMENT AND ALL AGRICULTURAL DESIGNATED PROPERTIES.
2. DRIVEWAYS WITH LENGTH BETWEEN 150'-800' MUST HAVE APPROVED TURNOUT (SEE SHEET 2, DETAIL 1) AT MIDPOINT AND CONSTRUCTED OF SAME MATERIAL AS THE DRIVEWAY.
3. DRIVEWAYS WITH LENGTH GREATER THAN 800' MUST HAVE APPROVED TURNOUTS (SEE SHEET 2, DETAIL 1) NO MORE THAN 400' APART AND CONSTRUCTED OF SAME MATERIAL AS THE DRIVEWAY.
4. DRIVEWAYS WITH LENGTH GREATER THAN 800' MUST HAVE APPROVED 40' RADIUS TURN AROUND OR HAMMERHEAD (20'X80') AT THE END WITHIN 50' OF BUILDING AND CONSTRUCTED OF SAME MATERIAL AS DRIVEWAY.
5. ALL APPROACHES MUST BE PAVED WITHIN THE RIGHT-OF-WAY AND OBTAIN AN ENCROACHMENT PERMIT THROUGH THE COUNTY ROAD DEPARTMENT.
6. ADDITIONAL CROSS DRAIN BERMS OR CULVERTS MAY BE REQUIRED DEPENDING ON LENGTH OF DRIVEWAY.
7. DRIVEWAYS SHALL BE ALL-WEATHER SURFACE CAPABLE OF SUPPORTING A 40,000 POUND FIRE APPARATUS VEHICLE LOAD. SEE NOTE 14 FOR ADDITIONAL REQUIREMENT.
8. ALL CUTS AND FILLS SHALL BE 2:1 OR FLATTER, UNLESS OTHERWISE RECOMMENDED IN THE PROJECT'S SOILS ENGINEERING OR ENGINEERING GEOLOGY REPORT.
9. ALL SLOPES SHALL BE PROTECTED FROM EROSION PRIOR TO NOVEMBER 15 OR AT ISSUANCE OF OCCUPANCY CERTIFICATE, WHICHEVER COMES FIRST.
10. MINIMUM DRIVEWAY WIDTH SHALL BE 10' FOR RESIDENTIAL AND 20' FOR COMMERCIAL DEVELOPMENTS.

NOTES CONTINUED ON SHEET 2 OF 2

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 DATE 10/29/1999
 REVISED BY J.S.C.
 DATE 3/17/2011

COUNTY OF MADERA

DRIVEWAY DESIGN

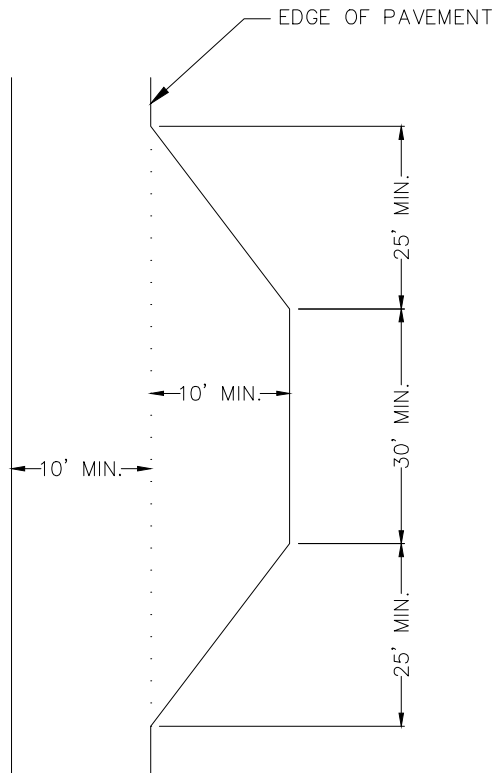
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SHEET 1 OF 2

NOTES: (CONTINUED)

11. MINIMUM CENTERLINE RADIUS OF 50' FOR ALL CURVES ALONG DRIVEWAY.
12. MINIMUM VERTICAL HEIGHT CLEARANCE OF 15' THROUGHOUT LENGTH OF DRIVEWAY.
13. GATED ENTRANCES SHALL BE SET BACK A MINIMUM OF 30' FROM EDGE OF TRAVELED ROADWAY BUT IN NO CIRCUMSTANCES ON COUNTY ROAD RIGHT OF WAY. MINIMUM WIDTH OF GATE SHALL BE 2' WIDER THAN TRAVEL LANE AT GATE.
14. DRIVEWAY STRUCTURAL SECTION SHALL BE DESIGNED TO SUPPORT TOTAL VEHICLE WEIGHT OF 40,000 POUNDS. THIS CAN BE TYPICALLY ACCOMPLISHED BY,
 - A. PROPERLY COMPACTING THE SOIL TO 90% OF THE THEORETICAL MAXIMUM DENSITY FOR THE SOIL.
 - B. SURFACING WITH HOT MIX ASPHALT OR PORTLAND CEMENT CONCRETE.
 - C. SURFACING AT THE DISCRETION OF THE FIRE MARSHALL.



TURNOUT
DETAIL 1

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DRIVEWAY DESIGN

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SHEET 2 OF 2