NOTES

1. THIS STANDARD APPLIES TO PRIVATE ROADS IN NEW SUBDIVISIONS OR PLANNED UNIT DEVELOPMENTS WHERE THE DENSITIES IN THE CLUSTER AREAS EXCEED ONE DWELLING UNIT PER 2 1/2 ACRE GROSS AREA.

2. ELEMENTS IN THE ABOVE TYPICAL SECTION MAY BE DELETED WHERE THEY ARE NOT REQUIRED AND AS APPROVED BY THE PLANNING DIRECTOR. FOR DESIGN ALTERNATIVES AND REQUIREMENTS SEE SECTIONS OF THE MANUAL ON POLICIES AND STANDARDS FOR RURAL, HILLSIDE AND CLUSTER SUBDIVISIONS.

3. ROADBEDS MAY BE ELEVATED ABOVE NATURAL GROUND IN RURAL NON-HILLSIDE AREAS IF UNDERGROUND STORM SEWERS ARE NOT REQUIRED, AND OUTSIDE FEMA IDENTIFIED FLOOD PLAINS.

4. STRUCTURAL SECTION MINIMUMS:
   OUTSIDE URBAN SERVICE AREAS – PER CALTRANS HIGHWAY DESIGN MANUAL, SECTION 633.1(1)(C) WITH TI = 4.5
   INSIDE URBAN SERVICE AREA – PER CALTRANS HIGHWAY DESIGN MANUAL, SECTION 633.1(1)(C) WITH TI = 5.0

5. CURB & GUTTER MAY BE ROLLED (CALTRANS STANDARD TYPE E CURB) OR VERTICAL (CALTRANS STANDARD TYPE A2-6 (24") WIDTH). DEVELOPER'S OPTION.

6. LANE WIDTH MAY BE REDUCED TO NO LESS THAN 10' FOR ALL ROADS SERVING 6 OR LESS DWELLINGS AT ULTIMATE DEVELOPMENT AND SOME COMMERCIAL DEVELOPMENT. ONE-WAY ROADS MAY HAVE A SINGLE 14' WIDE LANE (MINIMUM).

7. ROAD EASEMENTS SHALL INCLUDE A 10' MINIMUM WIDTH BORDER ON EACH SIDE OF THE SHOULDER OR CURB. AND ROAD EASEMENTS SHALL INCLUDE ALL CUT AND FILL SLOPES.

8. DRAINAGE SHALL CONFORM TO SECTION E1 IN THE MANUAL ON POLICIES AND STANDARDS AND THE 2007 DRAINAGE MANUAL. WHERE STORM SEWERS ARE REQUIRED, CONFORM TO ROADS AND AIRPORTS DEPARTMENT STANDARDS FOR THE DESIGN AND CONSTRUCTION OF DRAINAGE FACILITIES.

ADD PROVISION FOR BIKE LANE

REPLACE FINISHED GROUND WITH TREATMENT MEASURE

PRIVATE ROAD
NON—RESIDENTIAL, CLUSTER, CONDOMINIUM, SUBDIVISION, OR ULTIMATE DEVELOPMENT WITH 6 OR MORE UNITS — RURAL, HILLSIDE, URBAN
(CLUSTER AREAS LESS THAN 2 1/2 ACRE PER UNIT)

COUNTY OF SANTA CLARA
DEPARTMENT OF PLANNING AND DEVELOPMENT

NON-RESIDENTIAL ACCESS/PRIVATE ROAD
NOTEs

1. ROADS SERVING 6 OR MORE LOTS ARE TO BE DESIGNED FOR FUTURE UPGRADING TO COUNTY MAINTAINED ROAD STANDARDS UNLESS EXEMPTED BY LAND DEVELOPMENT ENGINEERING.
2. THE STRUCTURAL SECTION SHALL BE PER CALTRANS HIGHWAY DESIGN MANUAL, SECTION 633.1(1)(C), WITH A Tl = 4.0.
3. ASPHALT DIKE, PER SANTA CLARA COUNTY COUNTY ROADS AND AIRPORTS STANDARD DETAIL, B–13, MAY BE DELETED WHERE EROSION PROTECTION IS NOT NEEDED. (SEE CHART FOR DETERMINING DITCH LINING REQUIREMENTS SD–8.)
4. SEE SECTION OF MANUAL ENTITLED "POLICIES & STANDARDS FOR ROADS" FOR FURTHER DESIGN AND CONSTRUCTION INFORMATION.
5. BENCING MAY BE DELETED WHERE CROSS SLOPE IS LESS THAN 20%, OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER AND APPROVED BY LAND DEVELOPMENT ENGINEERING.
6. NO REDUCTION ON THIS ROAD SECTION WIDTH MAY BE ALLOWED TO REDUCE GRADING VOLUMES.
7. ROADS MAY BE SUPERELEVATED WITH 2 1/2% CROSS SLOPE TO THE UPHILL SIDE PER SD2 WHERE EXISTING CROSS SLOPE IS 5% OR GREATER.
8. NO ON–STREET PARKING IS ALLOWED.
9. Existing roads shall revert to 18' and 3' shoulder.
PRIVATE ACCESS ROAD
(NON-HILLSIDE DEVELOPMENT)
(CROSS SLOPES OF 10% OR LESS)

<table>
<thead>
<tr>
<th>TYPE OF ROAD</th>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>ONE-WAY LOOP (TURNAROUNDS AS SPECIFIED)</td>
<td>40'</td>
<td>20'</td>
<td>14'</td>
</tr>
<tr>
<td>3 LOTS OR LESS (ULTIMATE DEVELOPMENT)</td>
<td>40'</td>
<td>24'</td>
<td>18'</td>
</tr>
<tr>
<td>4 OR MORE LOTS (ULTIMATE DEVELOPMENT)</td>
<td>60'</td>
<td>30' OR 36'</td>
<td>18'</td>
</tr>
<tr>
<td>HALF-ROAD (INITIAL CONSTRUCTION)</td>
<td>40'</td>
<td>24'</td>
<td>20'</td>
</tr>
<tr>
<td>EMERGENCY ACCESS ROAD (WITH TURNOUTS)</td>
<td>30'</td>
<td>15'</td>
<td>12'</td>
</tr>
</tbody>
</table>

NOTES:
1. ROADS SERVING 6 OR MORE LOTS ARE TO BE DESIGNED FOR FUTURE UPGRADING TO COUNTY MAINTAINED ROAD STANDARDS UNLESS EXEMPTED BY LAND DEVELOPMENT ENGINEERING.
2. THE STRUCTURAL SECTION SHALL BE PER CALTRANS HIGHWAY DESIGN MANUAL, SECTION 633.1(1)(C), WITH A Ti = 4.0.
3. ASPHALT DIKE, PER SANTA CLARA COUNTY COUNTY ROADS AND AIRPORTS STANDARD DETAIL, B-13, MAY BE DELETED WHERE EROSION PROTECTION IS NOT NEEDED. (SEE CHART FOR DETERMINING DITCH LINING REQUIREMENTS SD-6.)
4. SEE SECTION OF MANUAL ENTITLED "POLICIES & STANDARDS FOR ROADS" FOR FURTHER DESIGN AND CONSTRUCTION INFORMATION.
5. BENCHING MAY BE DELETED WHERE CROSS SLOPE IS LESS THAN 20%, OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER AND APPROVED BY LAND DEVELOPMENT ENGINEERING.
6. NO REDUCTION ON THIS ROAD SECTION WIDTH MAY BE ALLOWED TO REDUCE GRADING VOLUMES.
7. ROADS MAY BE SUPERELEVATED WITH 2 1/2% CROSS SLOPE TO THE UPHILL SIDE PER SD2 WHERE EXISTING CROSS SLOPE IS 5% OR GREATER.
8. NO ON- STREET PARKING IS ALLOWED.

APPROVED: 3/2/2016
MANAGER LAND DEVELOPMENT ENGINEERING

COUNTY OF SANTA CLARA
DEPARTMENT OF PLANNING AND DEVELOPMENT

PRIVATE ACCESS ROAD
(NON-HILLSIDE CONDITIONS)
1. CULVERT PLUS SWALE SHALL ACCOMMODATE MAXIMUM FLOW. MINIMUM CULVERT SIZE TO BE CONSISTENT WITH REQUIRED MINIMUMS SHOWN IN ROADS AND AIRPORTS DETAIL B4. CULVERT SHALL EXTEND 1' BEYOND EACH TOE OF SHOULDER. PROVIDE HEADWALLS AND/OR RIP-RAP AS REQUIRED. C.M.P. TO BE NOT LESS THAN 14 GAUGE.

2. CULVERT MAY BE OMITTED WHERE NO ROADSIDE DITCH EXISTS WITH WRITTEN APPROVAL OF PLANNING DIRECTOR.

3. DRIVEWAY APPROACH BASE & PAVING TO BE SAME AS, OR BETTER THAN, PRIVATE ROAD BASE & PAVEMENT SECTION.

4. SEE SINGLE LOT DRIVEWAY SECTION (SD5 OR SD6) FOR MORE INFORMATION.
Revise standard to 12' with 2' shoulder.

**DRIVEWAY**

**NOTES**

1. THE STRUCTURAL SECTION SHALL BE PER CALTRANS HIGHWAY DESIGN MANUAL SECTION 633.1(1)(C) WITH A T.I. = 3.5. PROFILE SLOPES GREATER THAN OR EQUAL TO 15% SHALL HAVE ASPHALT CONCRETE PAVING.

2. DRIVEWAY PAVING IS REQUIRED FOR ALL ACCESS TO GARAGES, INDIVIDUAL HOMES, ACCESSORY STRUCTURES, AND SECONDARY DWELLING UNITS TO PROVIDE EMERGENCY VEHICLE ACCESS. THE DRIVEWAY PAVING SHALL BE FROM THE ACCESS ROAD TO THE STRUCTURES, INCLUDING ANY PORTION OF THE DRIVEWAY THAT CROSSES ADJACENT PROPERTY THROUGH AND EASEMENT.

3. RETAINING WALLS MAY BE SUBSTITUTED FOR SLOPES ABOVE OR BELOW ROAD SURFACE WITH APPROPRIATE GUARD RAILS AND REFLECTORS.

4. SLOPE PAVING (OR DIKE) MAY BE DELETED IN FLAT LAND CONDITIONS OR WHERE EROSION PROTECTIONS IS NOT NEEDED. (SEE SD8 FOR DETERMINING DITCH LINING REQUIREMENTS.)

5. TURNOUTS AND TURNAROUNDS SHALL HAVE THE SAME STRUCTURAL SECTION AS DRIVEWAY. TURNOUT GEOMETRIES TO BE CONSISTENT WITH FIRE MARSHAL STANDARDS. PAVEMENT SLOPES SHALL NOT EXCEED 5% IN ANY DIRECTION.
**Typical Lot Grading (Hillside)**

- DEBRIS BENCH 6’ MIN. 2 1/2% SLOPE 1 MIN. DEPTH
- PROVIDE LANDSCAPING AND EROSION PROTECTION PER COUNTY STANDARDS

**Typical Road Grading (Hillside)**

- HEIGHT (OR DEPTH) OF EMBANKMENT (FILL)
- ROADBED
- 2:1 (MAX) CUT 2:1 MINIMUM
- ORIGINAL GROUND SURFACE
- COMPACTED FILL
- BENCH 6’ MINIMUM
- UNDISTURBED GROUND
- HEIGHT (OR DEPTH) OF EXCAVATION (CUT)

**Notes**

1. SEE GRADING ORDINANCE FOR COMPLETE DESIGN STANDARDS.
2. SEE SECTION OF MANUAL ENTITLED "POLICIES AND STANDARDS PERTAINING TO GRADING" FOR ADDITIONAL INFORMATION.

**Approvals:**

- **Date:** 3/2/2016
- **Manager:** [Signature]
- **Department:** DEPARTMENT OF PLANNING AND DEVELOPMENT
- **Grading Standards:** SD 6
NOTES

1. 20' TRANSITION FROM A 12' DRIVEWAY WIDTH IS REQUIRED AS NECESSARY.
2. 15' INSIDE RADIUS TYP.
3. TURNAROUND AND TURNOUT MAY REQUIRE THE DEDICATION OF AND/OR ACQUISITION OF RIGHT OF WAY EASEMENTS.

5% max. Cross slope

COUNTY OF SANTA CLARA
DEPARTMENT OF PLANNING AND DEVELOPMENT

STANDARD TURNAROUNDS

SD 10
NOTES
1. CAST IRON RISER RINGS SHALL CONFORM TO THE PROVISIONS OF SECTION 55–2 OF THE STATE STANDARD SPECIFICATIONS.

2. DIMENSION "X" SHALL BE A 11/2", 2" OR 21/2".

3. COVER & RISER RING SHALL BE NON–ROCKING WHEN INSTALLED.

APPROVED: 3/2/2016
MANAGER LAND DEVELOPMENT ENGINEERING
COUNTY OF SANTA CLARA
DEPARTMENT OF PLANNING AND DEVELOPMENT
STANDARD MONUMENT BOX

SD 11