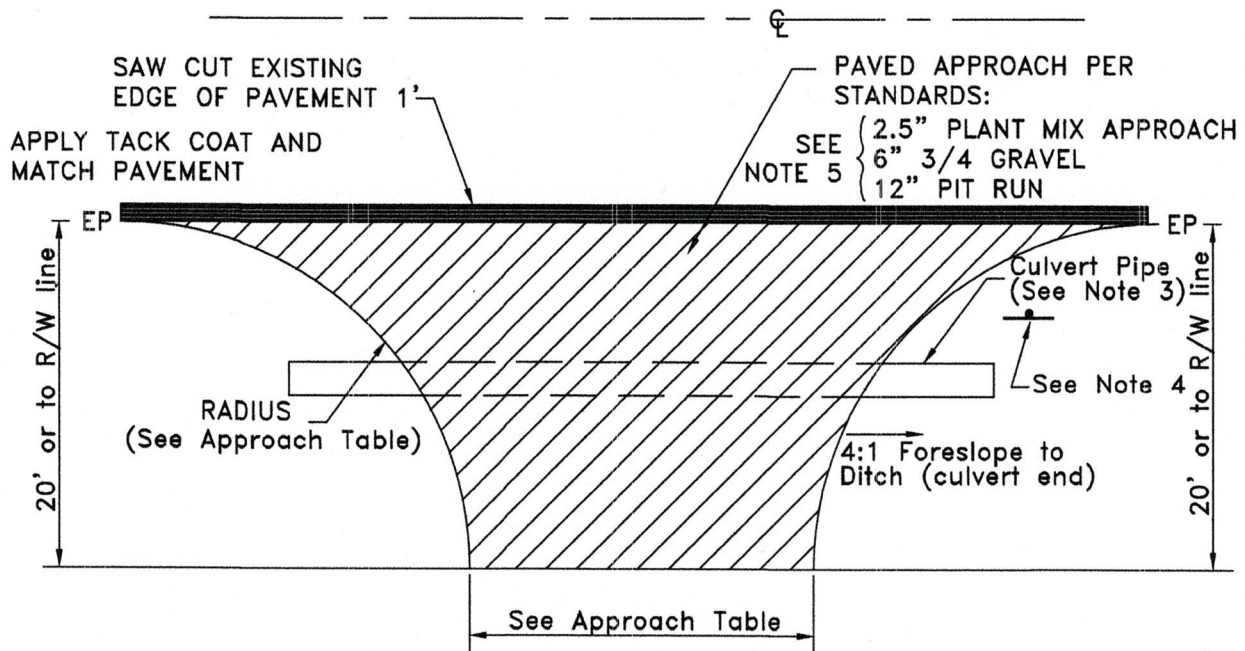


APPROACH TABLE

APPROACH TYPE	Appr. Width*		Min.** Radius
	Min.	Max.	
Residential, Three or More	28'	40'	30'
Commercial (One Way)	20'	30'	30'
Commercial (Two Way)	25'	40'	30'

* Does not include 2' gravel shoulder on each side of approach.

** Or based on applicable commercial design vehicle and truck volume.

NOTES:

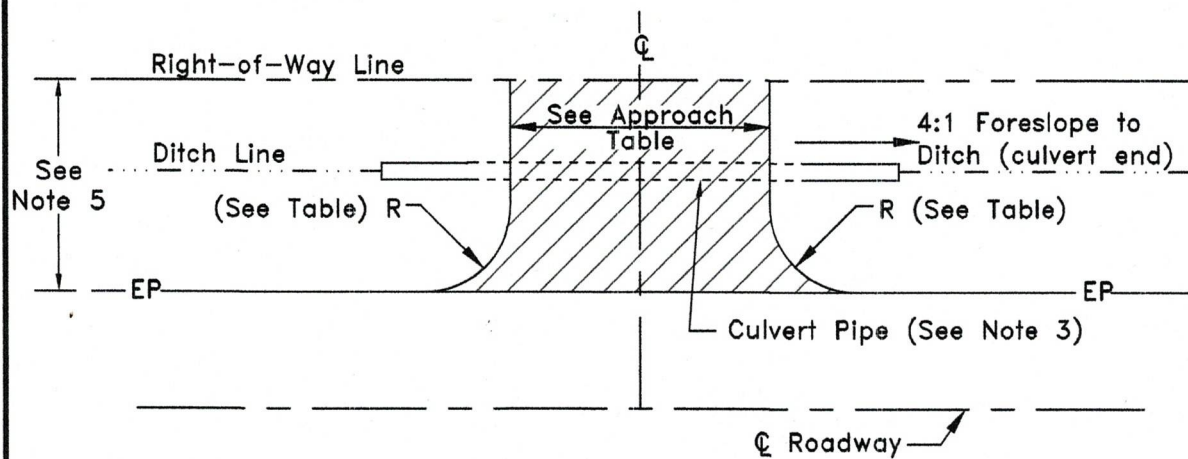
1. APPROACHES SPACING SHALL CONFORM TO SECTION 3000 OF THE DEVELOPMENT POLICY MANUAL.
2. INGRESS/EGRESS BY FORWARD MOTION ONLY.
3. CULVERT PIPE SHALL BE 12" MIN. DIAMETER. CULVERT PIPE SHALL EXTEND TO THE INTERSECTION OF THE DITCH LINE AND THE 4:1 APPROACH FORESLOPE. PIPE MATERIAL SHALL BE EITHER 0.064" THICK CORRUGATED STEEL, 0.060" CORRUGATED ALUMINUM OR CLASS V REINFORCED CONCRETE AND/OR CAPABLE OF SUPPORTING DESIGN VEHICLE.
4. STOP SIGN IN ACCORDANCE WITH M.U.T.C.D.
5. FOR PAVED APPROACHES: CONTRACTOR WILL MATCH THE DESIGN SECTION FOR THE RESPECTIVE PROJECT OR THE ABOVE SPECIFIED SECTION, WHICH EVER SECTION IS GREATER.

COMMERCIAL APPROACH AND ACCESS SERVING 3 OR MORE PROPERTIES

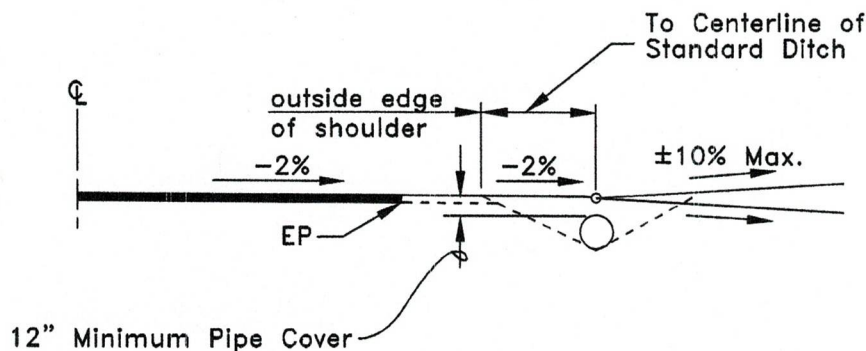
N.T.S.

FRANKLIN COUNTY ROAD & BRIDGE DEPARTMENT
FRANKLIN COUNTY, IDAHO
STANDARD DRAWING No. 106

Rev. 2021



APPROACH PLAN



GRADE REQUIREMENTS

APPROACH TABLE

APPROACH TYPE	Appr. Width		Min. Radius
	Min.	Max.	
Farmyard, Field	30'	40'	20'
Residential*, on Rural Road	30'	30'	20'
Residential*, on Subd. Road Or	30'	36'	30'

APPROACH STRUCTURAL SECTION

See Standard Drawings:
SD-101 thru SD-102A

*Residential approach serving 1 or 2 residences.

See SD 106 for approaches serving commercial, or 3 or more residences.

NOTES:

1. APPROACH SPACING SHALL CONFORM TO SECTION 3000 OF THE DEVELOPMENT POLICY MANUAL.
2. INGRESS/EGRESS BY FORWARD MOTION ONLY.
3. CULVERT PIPE SHALL BE 12" MIN. DIAMETER. CULVERT PIPE SHALL EXTEND TO THE INTERSECTION OF THE DITCH LINE AND THE 4:1 APPROACH FORESLOPE. PIPE MATERIAL SHALL BE EITHER 0.064" THICK CORRUGATED STEEL, 0.060" CORRUGATED ALUMINUM ~~OR~~ CLASS V REINFORCED CONCRETE, *or corrugated plastic.*
4. SUBDIVISION ROADS ARE DEFINED AS ROADS THAT PRIMARILY PROVIDE ACCESS TO ADJACENT LOTS OR PARCEL, DO NOT SERVE AS COLLECTOR ROADS, AND HAVE A POSTED SPEED OF 25 MPH OR LESS. ALL OTHER ROADS SHALL BE CONSIDERED RURAL ROADS FOR APPLICATION OF APPROACH STANDARDS.
5. ~~PAYE INTERSECTING APPROACH 3' OR TO RIGHT-OF-WAY LINE WHICHEVER IS LESS.~~

STANDARD RESIDENTIAL APPROACHES

N.T.S.

FRANKLIN COUNTY ROAD & BRIDGE DEPARTMENT
FRANKLIN COUNTY, IDAHO
STANDARD DRAWING No. 105

Rev. 2021

3061.020. Driveway Spacing Policy:

A. Rural Roadway Driveway Spacing:

Roadway Classification	Minimum Driveway Spacing ^{e,f} (in feet)		
	Minimum Use ^a	Minor Generator ^b	Major Generator ^c
Major Collector	No New Direct Access 75	No New Direct Access 125	No New Direct Access 150
Minor Collector	180 75	345 125	405 150
Local Road	140 75	270 125	360 150
Low Volume Local Road ^d	75	125	150

^a less than 50 vehicle trips per day or 5 trips in the peak hour (two-way total).

^b 51 to 2,000 vehicle trips per day or less than 500 trips in the peak hour (two-way total).

^c over 2,000 vehicle trips per day or over 500 trips in the peak hour (two-way total).

^d or County minimum (whichever is more restrictive).

^e spacing also applies to distances from intersecting roadway ROW.

^f spacing also needs to meet sight distance requirements of SD-107 and SD-107a.

B. Urban Roadway Driveway Spacing:

Roadway Classification	Minimum Driveway Spacing ^{e,f} (in feet)		
	Minimum Use ^a	Minor Generator ^b	Major Generator ^c
Major Collector	No New Direct Access 30	No New Direct Access 60	No New Direct Access 75
Minor Collector	105 30	175 60	210 75
Local Road	50 30	100 60	125 75
Low Volume Local Road ^d	30	60	75

^a less than 50 vehicle trips per day or 5 trips in the peak hour (two-way total).

^b 51 to 2,000 vehicle trips per day or less than 500 trips in the peak hour (two-way total).

^c over 2,000 vehicle trips per day or over 500 trips in the peak hour (two-way total).

^d or County minimum (whichever is more restrictive).

^e spacing also applies to distances from intersecting roadway ROW.

^f spacing also needs to meet sight distance requirements of SD-107 and SD-107a.

Driveway spacing standards should be used to determine the minimum acceptable distance between driveways and between driveways and public streets. The spacing between intersections and driveways shall also be based on distances given in the tables.

Applying these guidelines requires considering adjacent existing and future land use in computing the generator size, including development across the Roadway.