



NOTES:

1. 54' RIGHT OF WAY WIDTH
2. 11% GRADE MAX
3. 200' CENTERLINE RADIUS (MIN.) – SMALLER RADIUS MAY BE ALLOWED IF CURVE IS SUPERELEVATED (REFER TO AASHTO)
4. INSTALL HIGH BACK CURB; ROLLED CURB ONLY WITH WRITTEN APPROVAL OF CITY ENGINEER.
5. THE PLANTING STRIP SHALL BE MAINTAINED BY THE ADJACENT PROPERTY OWNERS.
6. THIS X-SECTION CAN BE USED FOR CUL-DE-SACS LONGER THAN 500 FT BUT LESS THAN 1200 FT.
7. CITY ENGINEER MAY REQUIRE SOIL TEST AND/OR GEOTECHNICAL ENGINEERING EVALUATION TO VERIFY LOAD BEARING CAPACITY OF SUBGRADE.
8. ADD 10' OF PAVEMENT WIDTH & RIGHT-OF-WAY WIDTH (5' EACH SIDE OF CENTERLINE WHEN BIKE LANES ARE REQUIRED)
9. TRAFFIC CALMING AND ENTRANCE FEATURES SHALL BE EVALUATED ON A CASE BY CASE BASIS; FINAL APPROVAL SHALL BE BY CITY ENGINEER.
10. ASPHALT PAVEMENT MAYBE WATER TESTED FOR PROPER DRAINAGE PRIOR TO FINAL APPROVAL.
11. CITY ENGINEER MAY REQUIRE CORING OF THE ASPHALT PAVEMENT TO VERIFY PAVEMENT THICKNESS OR DENSITY.
12. ANY VARIATION TO PROPOSED ROAD CROSS-SECTION MUST HAVE WRITTEN APPROVAL FROM CITY ENGINEER.
13. ALL TREE AND UTILITY PLACEMENT MUST MEET DWG NO. 1-1.
14. A 0.5' STRIP TO BE LOCATED BEHIND THE SIDEWALK FOR PLACEMENT OF PROPERTY PINS.

CITY OF LEWISTON, IDAHO  
PUBLIC WORKS DEPARTMENT

TYPICAL  
LOCAL RESIDENTIAL STREET

APPROVED FOR PUBLICATION

*Chin Davis* 2-17-09  
City Engineer Date

DWG. NO.

3-4