



NOTES:

1. 60' RIGHT OF WAY WIDTH
2. 5% MAX. GRADE; STEEPER SLOPES MAY BE ACCEPTABLE IF CHECK DAMS AND ENERGY DISSIPATING MEASURES ARE USED FOR GRADES UP TO 11%, BUT MUST BE APPROVED BY CITY ENGINEER.
3. 200' CENTERLINE RADIUS (MIN.)
SMALLER RADIUS MAY BE ALLOWED IF CURVE IS SUPERELEVATED - REFER TO AASHTO MANUAL.
4. CITY ENGINEER MAY REQUIRE SOIL TEXT AND/OR GEOTECHNICAL ENGINEERING EVALUATION TO VERIFY LOAD BEARING CAPACITY OF SUBGRADE.
5. TRAFFIC CALMING AND ENTRANCE FEATURES SHALL BE EVALUATED ON A CASE BY CASE BASIS; FINAL APPROVAL SHALL BE BY CITY ENGINEER.
6. ADD 10' OF PAVEMENT WIDTH & RIGHT-OF-WAY WIDTH (5' EACH SIDE OF CENTERLINE WHEN BIKE LANES ARE REQUIRED)
7. CITY ENGINEER MAY REQUIRE CORING OF THE ASPHALT PAVEMENT TO VERIFY PAVEMENT THICKNESS OR DENSITY.
8. ANY VARIATION TO PROPOSED ROAD CROSS-SECTION MUST HAVE WRITTEN APPROVAL FROM CITY ENGINEER.



DETAIL CROSS-SECTION

CITY OF LEWISTON, IDAHO
PUBLIC WORKS DEPARTMENT

**TYPICAL RURAL ROADWAY
(WITHIN IMPACT AREA)**

APPROVED FOR PUBLICATION

Chris Davies 2-19-09
City Engineer Date

DWG. NO.

3-16