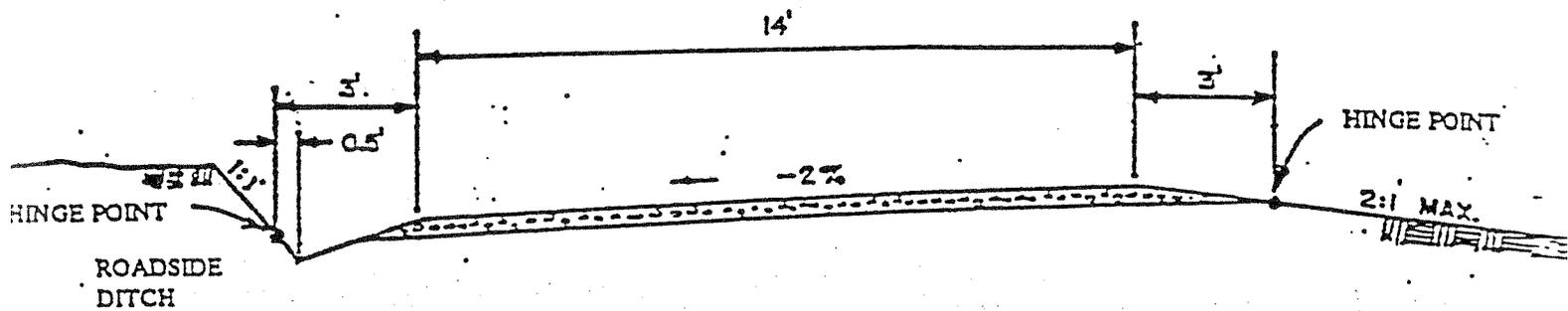


TOWN OF PARADISE ROAD STANDARD

A-1



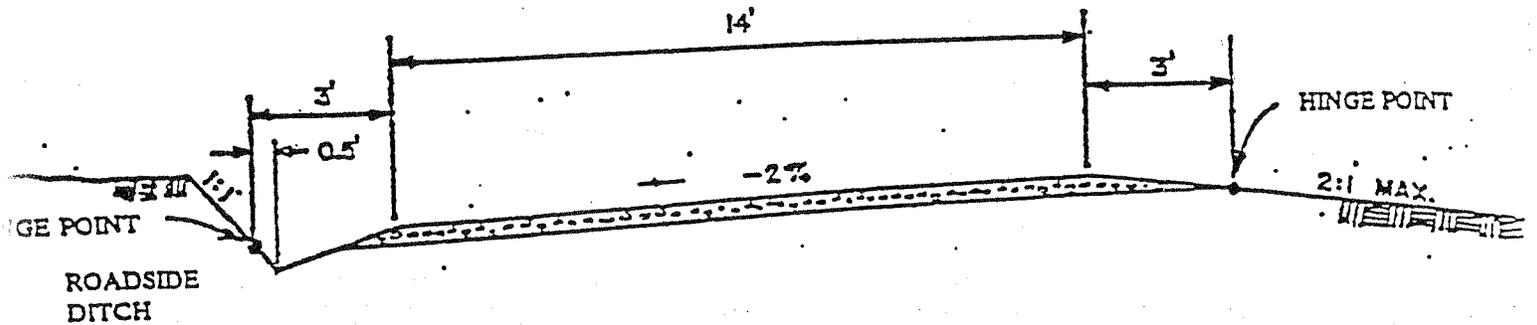
CRS-2 CATIONIC 'RAPID-SET' EMULSION
3/8" MIN. CHIPS (MEDIUM GRADE)
SC 250 PRIME COAT
4" CLASS 2 A.B., 3/4" MAX.
90% RELATIVE COMPACTION
20 FT. WIDE CLEARANCE REQUIRED

DOUBLE ACCESS FOR SINGLE DWELLING UNITS

CHIP SEAL REQUIRED FOR DOUBLE ACCESS

TOWN OF PARADISE ROAD STANDARD

A-1

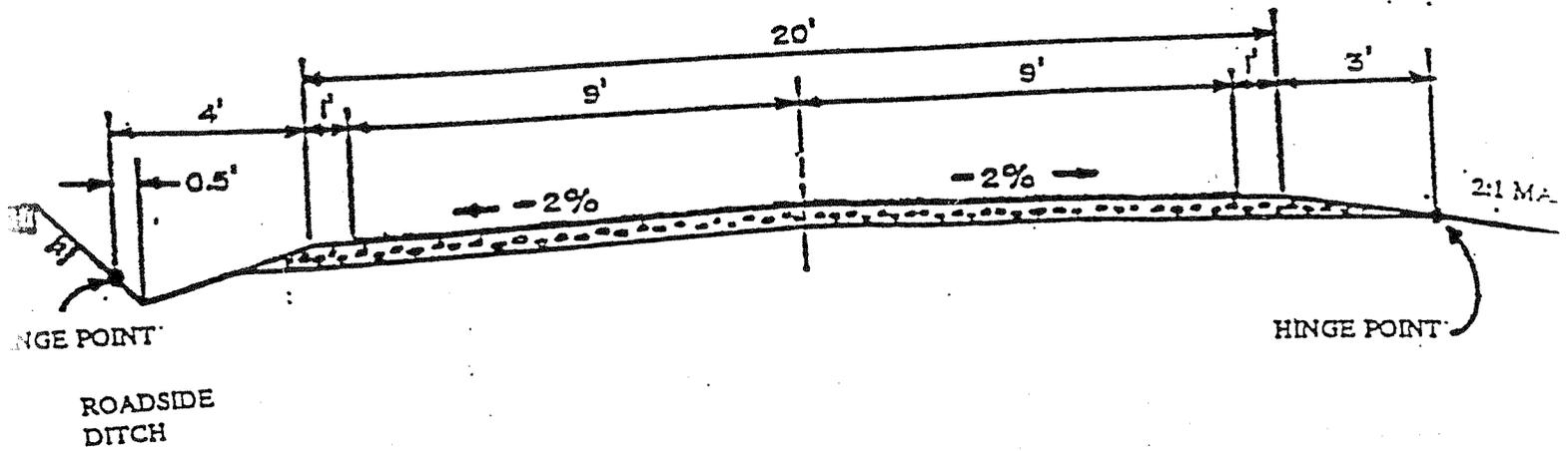


4" CLASS 2 A.B., 3/4" MAX. ..
90% RELATIVE COMPACTION
20 FT. WIDE CLEARANCE REQUIRED

DRIVEWAY ACCESS FOR SINGLE DWELLING UNITS

TOWN OF PARADISE ROAD STANDARD

A-2b



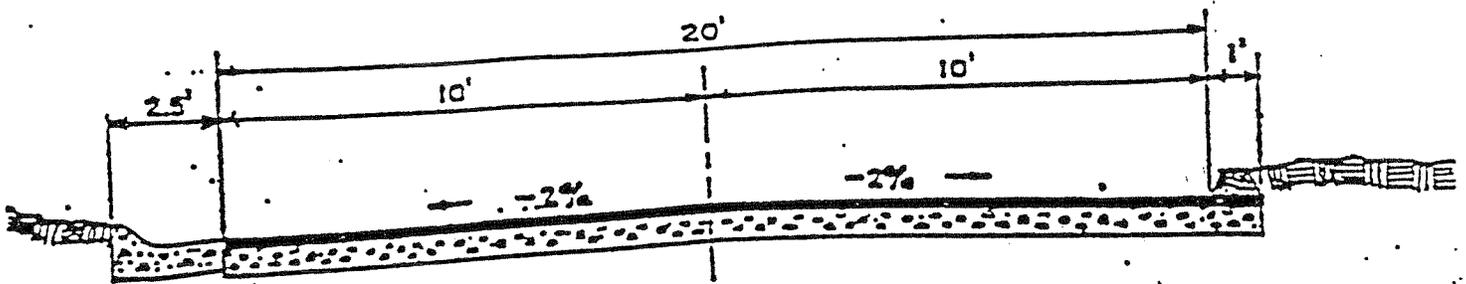
DOUBLE CHIP SEAL (CALIFORNIA STANDARD SPECS.)
4" CLASS 2 AGGREGATE BASE, 3/4" MAX.
90% RELATIVE COMPACTION

**INTERIOR ROAD, RESIDENTIAL -
PRIVATE MAINTAINED**

MAXIMUM POTENTIAL OF FOUR LOTS
LOTS THREE ACRES AND GREATER

TOWN OF PARADISE ROAD STANDARD

A-3a



BUTTE CO. STD. S-2
ROLLED CURB & GUTTER

TYPE "A" A.C. DIKE
(SEE DETAIL)

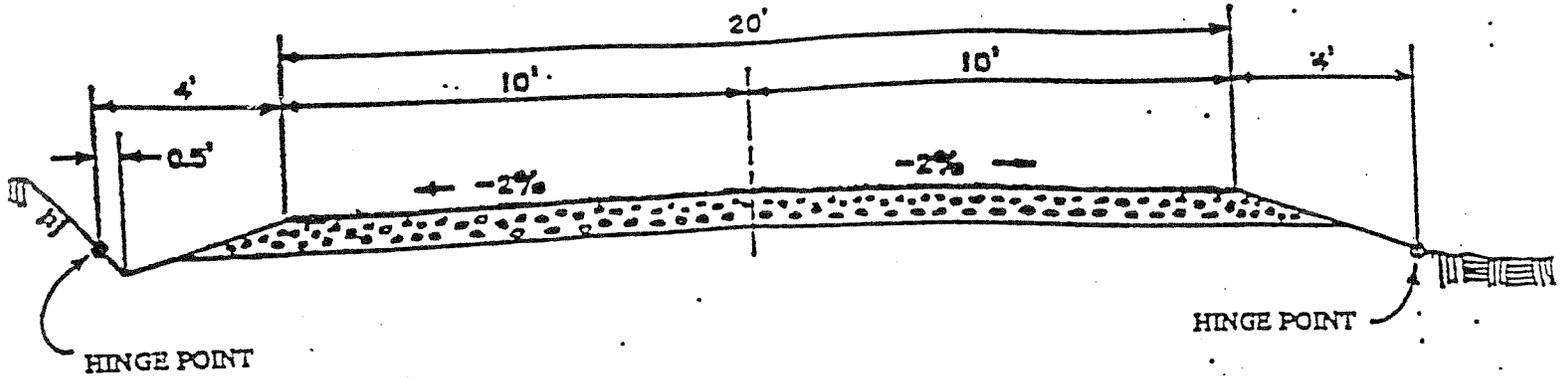
FOG SEAL
2" TYPE "B" A.C., 1/2" MAX.
6" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

**INTERIOR ROAD, RESIDENTIAL-
PRIVATE MAINTAINED**

**MAXIMUM POTENTIAL OF FIVE OR MORE LOTS
LOTS SMALLER THAN THREE ACRES
NO ONSTREET PARKING**

TOWN OF PARADISE ROAD STANDARD

A-3b



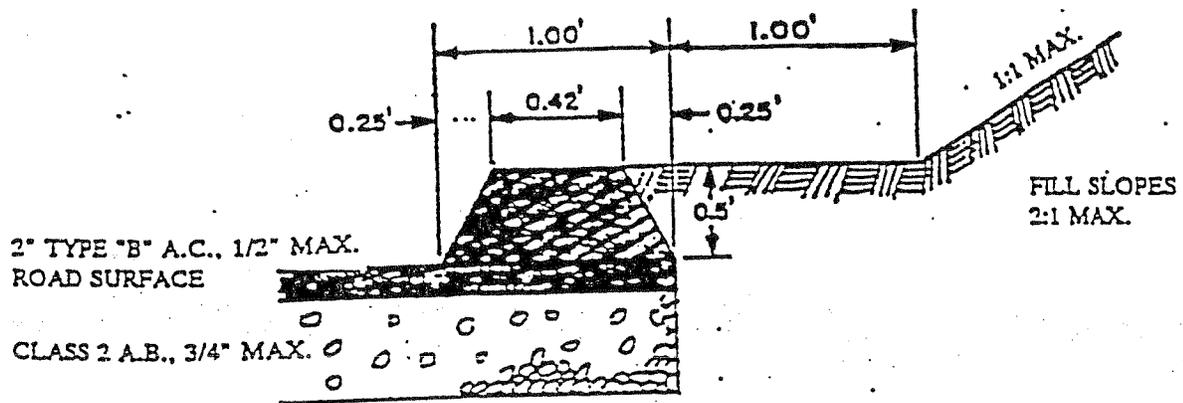
DOUBLE CHIP SEAL (CALIFORNIA STANDARD SPECS.)
6" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

**INTERIOR ROAD, RESIDENTIAL-
PRIVATE MAINTAINED**

MAXIMUM POTENTIAL OF FIVE OR MORE LOTS
LOTS THREE ACRES AND GREATER
NO ONSTREET PARKING

TOWN OF PARADISE ROAD STANDARD

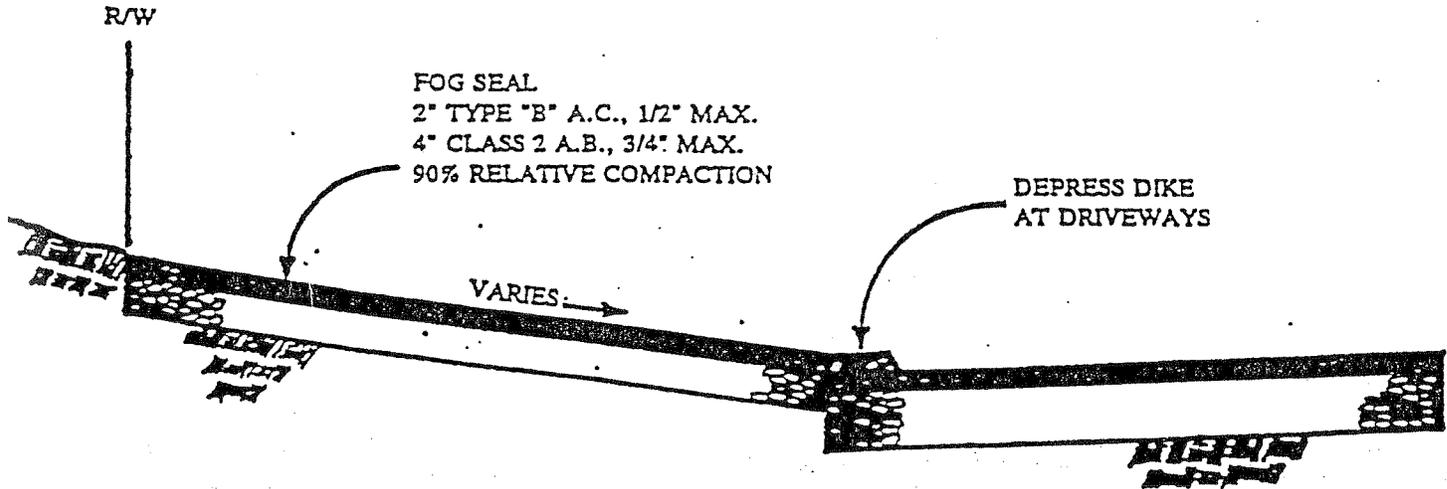
TYPE "A" A.C. DIKE



75 - 9
5

TOWN OF PARADISE ROAD STANDARD

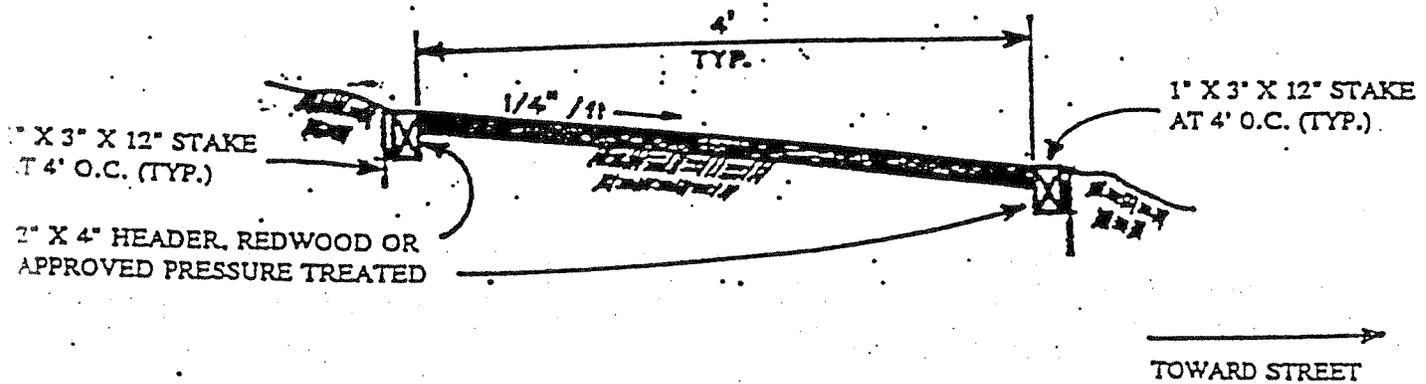
DRIVEWAY SECTION



FOG SEAL
2" TYPE "B" A.C., 1/2" MAX.
4" CLASS 2 A.B., 3/4" MAX.
90% RELATIVE COMPACTION

TOWN OF PARADISE ROAD STANDARD

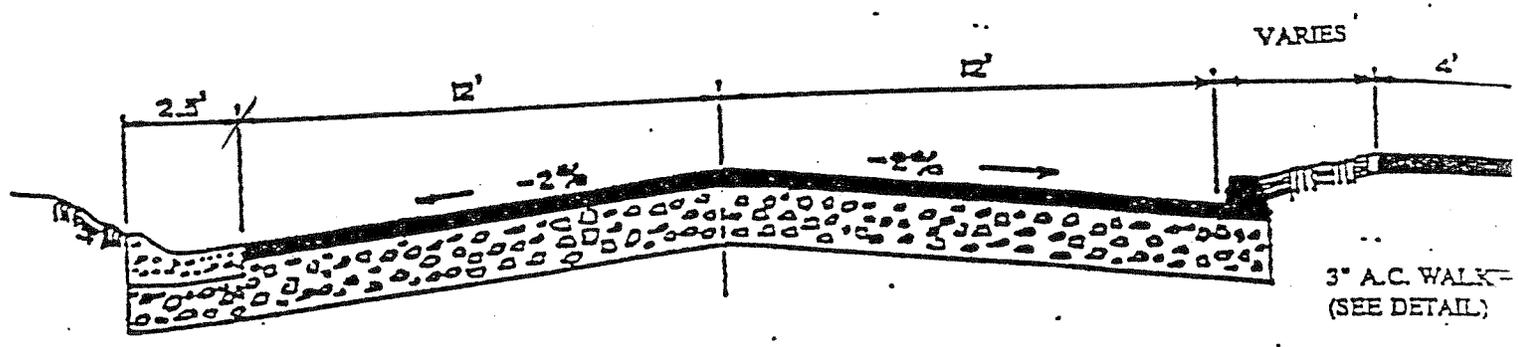
A.C. WALKWAY



FOG SEAL
3" TYPE "B" A.C., 1/2" MAX.
APPROVED SOIL STERILANT
90% RELATIVE COMPACTION OF NATIVE SOIL

TOWN OF PARADISE ROAD STANDARD

B-1



BUTTE CO. STD. S-2
ROLLED CURB & GUTTER

TYPE "A" A.C. DIKE
(SEE DETAIL)

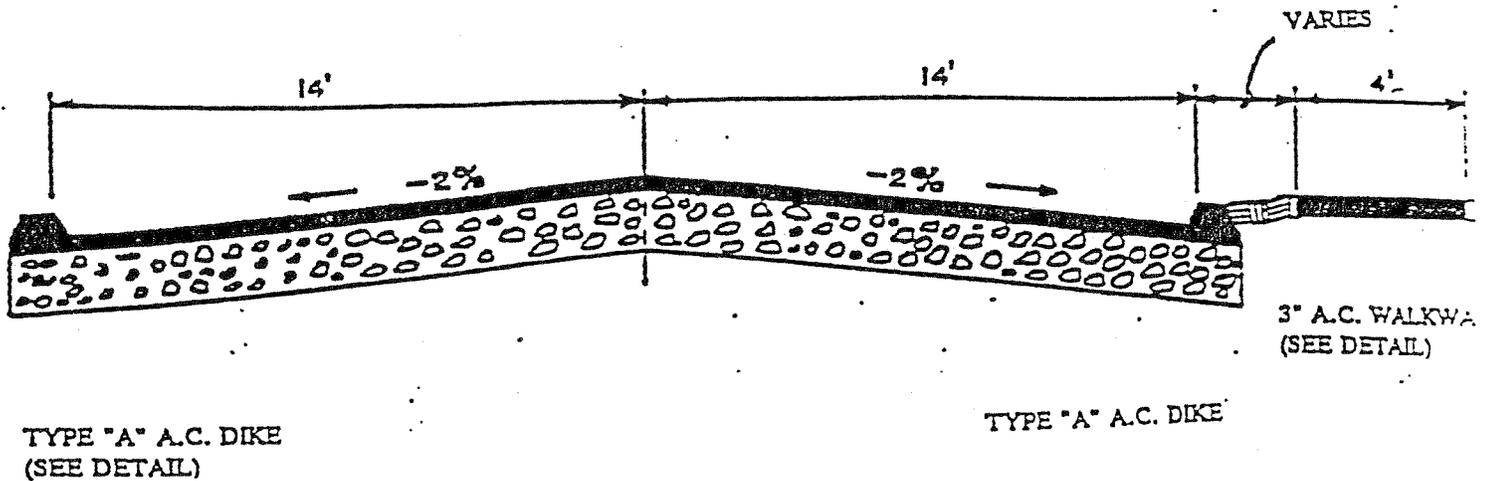
FOG SEAL
2" TYPE "B" A.C., 1/2" MAX.
PRIME COAT
6" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

**INTERIOR STREET, RESIDENTIAL-
PUBLIC MAINTAINED**

NO ONSTREET PARKING

TOWN OF PARADISE ROAD STANDARD

B-2



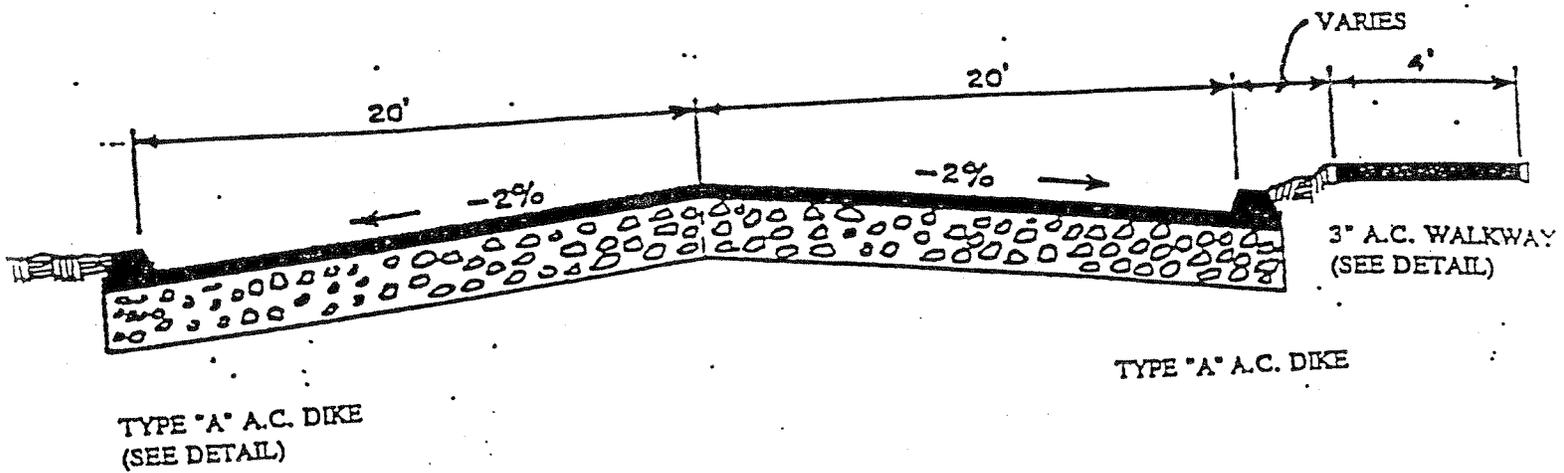
FOG SEAL
2" TYPE "B" A.C., 1/2" MAX.
PRIME COAT
8" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

COLLECTOR, RESIDENTIAL-
PUBLIC MAINTAINED

NO ONSTREET PARKING

TOWN OF PARADISE ROAD STANDARD

B-3



FOG SEAL
2" TYPE "B" A.C., 1/2" MAX.
PRIME COAT
8" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

MULTI-FAMILY, RESIDENTIAL-
PUBLIC OR PRIVATE

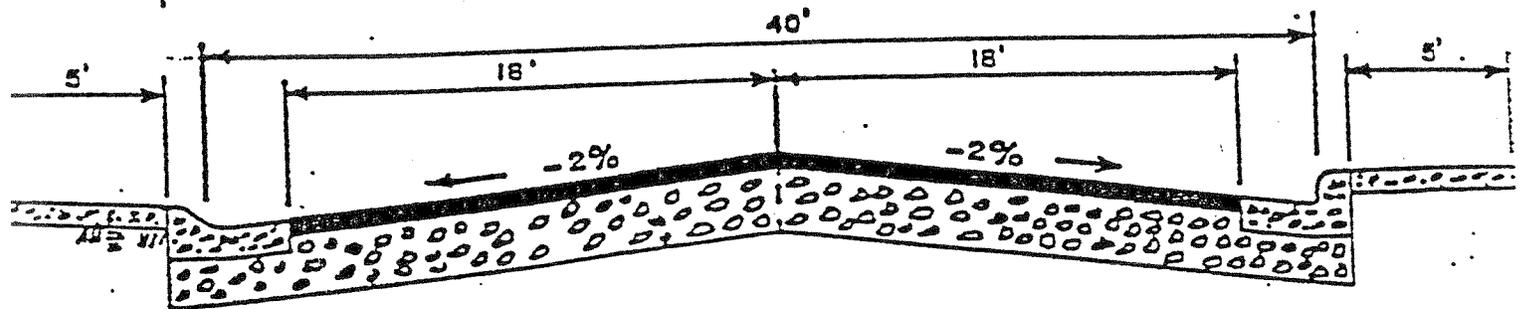
ALLOWS ONSTREET PARKING

TOWN OF PARADISE ROAD STANDARD

B-4

5' WIDE P.C.C. SIDEWALK
(6" THICK IN COMMERCIAL AREAS)

5'0" WIDE P.C.C. SIDEWALK
(6" THICK IN COMMERCIAL AREAS)



BUTTE CO. STD. S-2
ROLLED CURB & GUTTER

BUTTE CO. STD. S-1
VERTICAL CURB & GUTTER

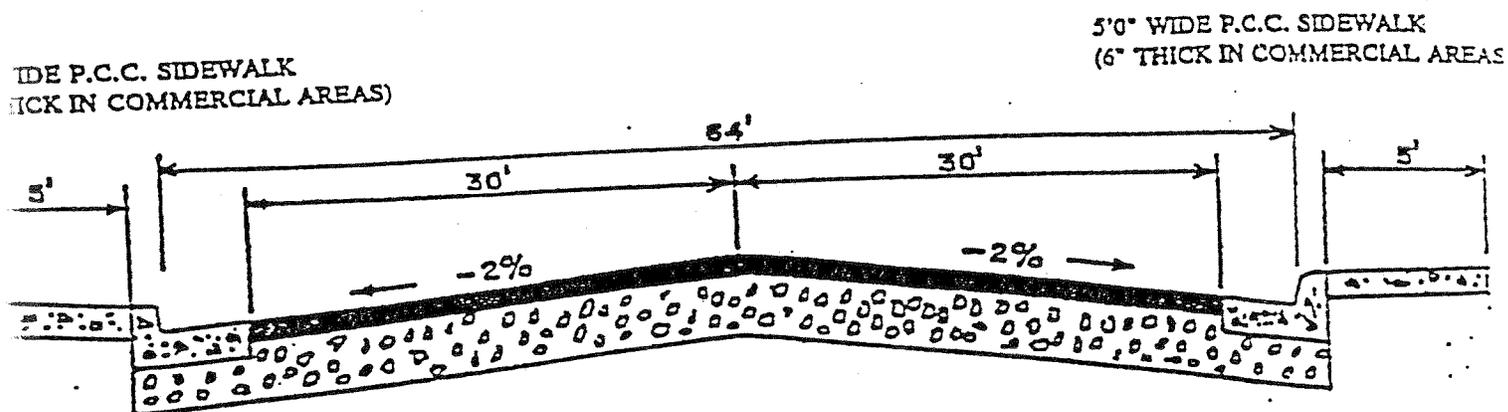
FOG SEAL
2" TYPE "B" A.C., 1/2" MAX.
PRIME COAT
8" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

COMMERCIAL-PUBLIC MAINTAINED

ALLOWS ONSTREET PARKING

TOWN OF PARADISE ROAD STANDARD

C-1



5' WIDE P.C.C. SIDEWALK
(6" THICK IN COMMERCIAL AREAS)

5'0" WIDE P.C.C. SIDEWALK
(6" THICK IN COMMERCIAL AREAS)

BUTTE CO. STD. S-1
VERTICAL CURB & GUTTER

BUTTE CO. STD. S-1
VERTICAL CURB & GUTTER

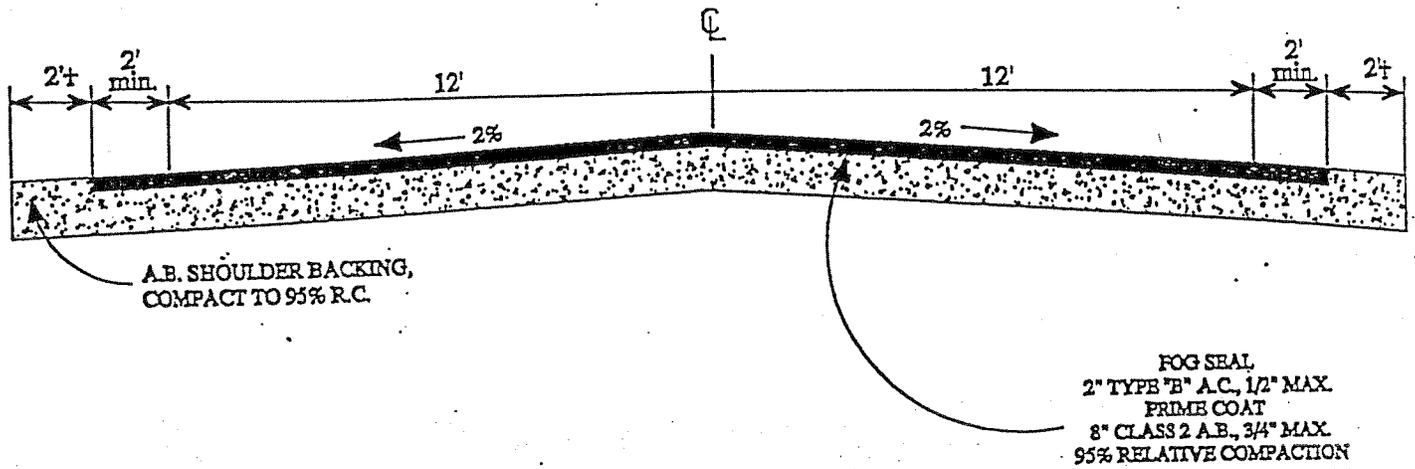
FOG SEAL
2" TYPE "B" A.C., 1/2" MAX.
PRIME COAT
8" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

ARTERIAL- PUBLIC MAINTAINED

ALLOWS ONSTREET PARKING

TOWN OF PARADISE ROAD STANDARD

C-2



ARTERIAL - PUBLIC MAINTAINED
DIVIDED HIGHWAY
SECTION

NO SCALE

EXHIBIT "A"
TOWN OF PARADISE
IMPROVEMENT STANDARDS
FOR
PUBLIC AND PRIVATE ROADS

A-1 - DRIVEWAY ACCESS FOR SINGLE DWELLING UNITS - PRIVATELY MAINTAINED

Application: Providing driveway access that exceeds a 150-foot distance from a public or private road when either creating flag lots or adding an additional dwelling (as determined by town zoning ordinance). **NOTE:** Driveways serving a lot or dwelling via a driveway access easement and in tandem with an abutting lot shall be constructed to A-1 standard with a 14-foot wide single chipseal traveled way.

A-2 - INTERIOR ROAD RESIDENTIAL - PRIVATELY MAINTAINED

Application: Providing road access serving two, three or four lots or dwellings with no potential for more than four lots (as determined by zoning) from a public or private street. Roads serving lots of three acres or larger in size to be 18 foot wide double chipseal roadway (A-2b standard); and lots smaller in size to be served by a paved A-2a standard.

A-3 - INTERIOR ROAD RESIDENTIAL - PRIVATELY MAINTAINED

Application: Providing road access in a single-family residential setting serving five lots or dwellings, or the potential to serve five or more (as determined by zoning) from a public or private street. Roads serving lots of three acres or larger in size to be 20-foot wide double chipseal roadway (A-3b standard); smaller sized lots to be served by paved A-3a road standard.

B-1 - LOCAL INTERIOR STREET RESIDENTIAL - PUBLIC MAINTAINED

Application: Minimum standard for construction along existing or proposed public street serving five or more lots or dwellings (as determined by zoning) in a single-family residential setting from a public street or private road.

B-2 - COLLECTOR RESIDENTIAL - PUBLIC MAINTAINED

Application: Minimum standard for construction of collector along existing or proposed public street where asphalt dikes are desired in residential areas or primary road (as shown on FAU classification map) in Agricultural-Residential or Open Space General Plan areas. Provides for emergency on-street parking.

B-3 - MULTI-FAMILY RESIDENTIAL - PUBLIC/PRIVATE MAINTAINED

Application: Frontage standard for multi-family residential developments (as determined by zoning) abutting existing or proposed public street or private road. Provides for on-street parallel parking.

B-4 - COMMERCIAL - PUBLIC MAINTAINED

Application: Frontage standard for commercial, industrial or multi-family professional developments (as determined by zoning) abutting Town of Paradise streets. Provides for on-street parallel parking.

C-1 - ARTERIAL - PUBLIC MAINTAINED

Application: Those streets designated as four-lane or primary intersections requiring turning movement lanes. Requires 80 feet minimum right-of-way.

C-2 - ARTERIAL - PUBLIC MAINTAINED, DIVIDED HIGHWAY

Application: Those streets designated as a four lane divided highway (two lanes each direction).

S-B-1 - STAGED LOCAL STREET RESIDENTIAL - PUBLIC MAINTAINED

Application: Minimum standard for staged construction of existing public street serving a residential setting with a current average daily traffic (ADT) volume of less than 250 vehicle trips.

DESIGN SPECIFICATIONS OF PRIVATE AND PUBLIC ROADS OR STREETS

The widths of road beds, shoulders, pavement and clearing limits shall be as designated on the diagrams entitled "Typical Street Sections," dependent upon the classification of the road or street and the average daily traffic (ADT). Minor modifications of shoulder, drainage and walkway design specifications are permitted subject to written approval of the Town Engineer.

ADDITIONAL REQUIREMENTS

Additional requirements not specified on the "Typical Street Sections" are as follows:

The road bed shall be in the center of the right-of-way except where excess width of right-of-way is required to accommodate cuts or fills, or where in the opinion of the Town Engineer topography precludes the desirability of the required coincidence, or where it is desirable to preserve trees of exceptional size or beauty.

Public street or road grades shall not exceed ten percent except with written permission of the Town Engineer. Maximum grade for private roads or streets shall be thirteen percent. Under certain conditions where it is obvious the proposed roads will never serve more than six to eight lots, no hazardous traveling is envisioned, and it is deemed the health and safety of all who may use such roadway are not endangered with consideration given to road construction, erosion, surfacing and cross slope, maximum grade may be greater than thirteen percent but not to exceed fifteen percent. Any grade in excess of thirteen percent no matter how long shall be required to have an all-weather nonskid surface.

The turnaround area at the end of cul-de-sacs in a subdivision shall be not less than 80 feet in diameter.

LAND DEVELOPMENT POLICIES

1. The establishment of a 100-foot minimum separation distance between private road encroachments along town maintained public streets set forth below shall be encouraged.

Bille Road	Pentz Road
Buschmann Road	Sawmill Road (portion between
Clark Road	Pearson and Bille Roads)
Elliott Road	Skyway
Neal Road	South Libby Road
Oliver Road	Valley View Drive
Pearson Road	Wagstaff Road

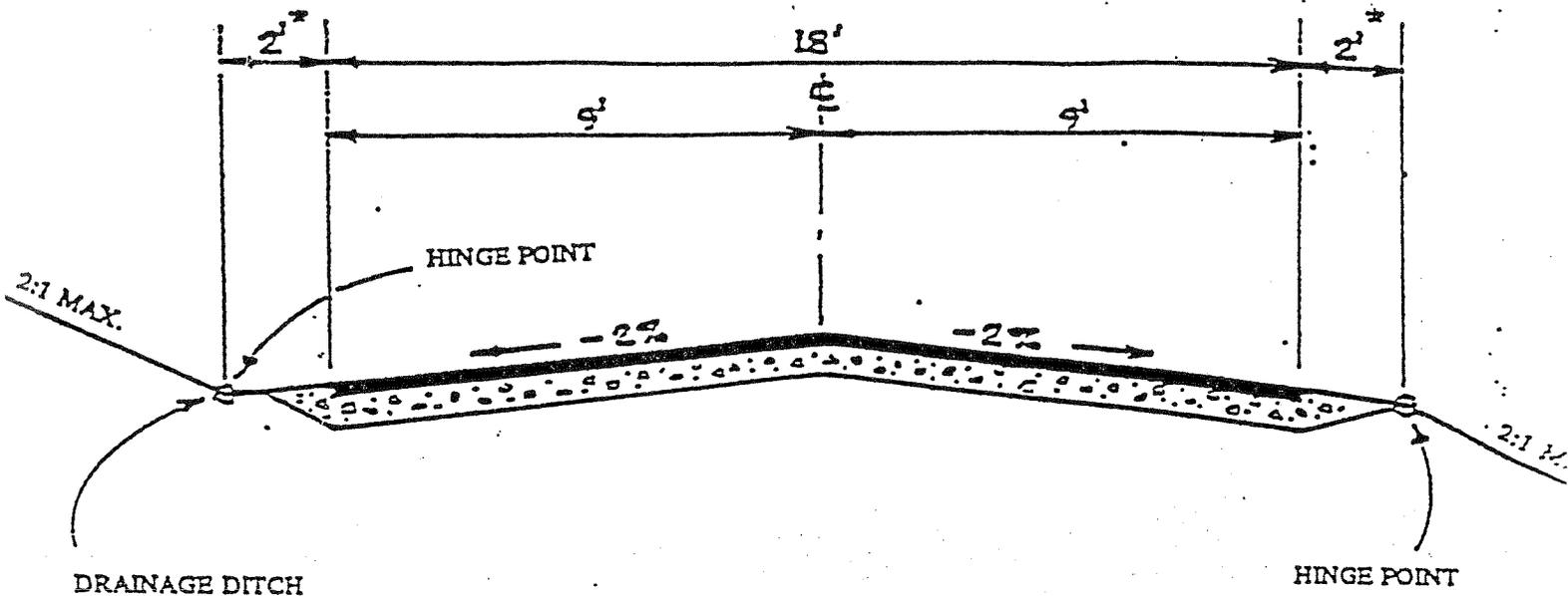
2. The establishment of a 50-foot minimum separation distance between driveway encroachments along town maintained public streets set forth below shall also be encouraged.

Bille Road	Pentz Road
Buschmann Road	Sawmill Road (portion between
Clark Road	Pearson and Bille Roads)
Elliott Road	Skyway
Neal Road	South Libby Road
Oliver Road	Valley View Drive
Pearson Road	Wagstaff Road

3. The establishment of driveway encroachments within 50 lineal feet of the edge of traveled way or curb line at street intersections shall be discouraged.
4. Properties with frontages of less than 80 feet distance along town maintained public streets shall be limited to a singular driveway or private road encroachment whenever feasible to do so.
5. Residential properties with double street frontages should not be encouraged to establish driveway encroachments that shall result in a circular linkage of the abutting streets.
6. The turnaround area at the end of any private road cul-de-sac located in a residential setting serving more than four lots or dwelling shall not be less than 80 feet in diameter (bulb design).
7. When determining the application of required minimum private road improvement standards, any undeveloped corner lot encumbered in part by a private road easement shall be counted among the total number of lots served access.

TOWN OF PARADISE ROAD STANDARD

S-B1



FOG SEAL
0.10' TYPE "B" A.C., 1/2" MAX.
PRIME COAT
6" CLASS 2 A.B., 3/4" MAX.
95% RELATIVE COMPACTION

STAGED CONSTRUCTION OF AN EXISTING LOCAL TOWN-MAINTAINED ROAD

* Where the existing roadbed permits. Where the cut or fill will be excessive, the hinge point may be moved to the edge of pavement.

(CURRENT ADT. LESS THAN 250)

