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PUBLIC WORKS  
8401 Laguna Palms Way  
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## Standards Update Transmittal

Reference Number: 2024v-11  
Standards: Improvement Standard Section 4-7G

### Update:

1. Modification to Improvement Standard Section
  - i. Revised Section 4-7G to reflect appropriate warrant criteria for right-turn pocket for driveways and intersections along arterials and thoroughfares.

### Effect of Update:

1. This modification will ensure that Section 4-7G, Driveways, provides warrant criteria for right-turn pocket that are based on common peak hour right-turn volume thresholds, road type, and context.

Request for Update Initiated By: Development Services

Update Reviewed for Conformity and Consistency to Standards:

Shoaib Ahrary 5/1/2025 | 2:47 PM PDT  
Shoaib Ahrary, PE, ESD Manager Date

Update to Standards Approved:

Kristin Parsons 5/1/2025 | 3:43 PM PDT  
Kristin Parsons, PE, City Engineer Date

#### 4.7 INTERSECTIONS AND DRIVEWAYS

- A. All streets shall intersect at  $90^{\circ} \pm 5^{\circ}$  angle to each other. This angle shall be maintained for a minimum distance equivalent to the right-of-way width measured from the curb return.
- B. Streets shall not be designed to intersect on the inside of a horizontal curve nor on the opposite side of a crest vertical curve if the sight distance will be inadequate for drivers to enter the traffic flow or cross the street safely.
- C. Streets intersecting any 40-foot or 44-foot residential street from opposite sides shall have their centerlines meet, or the offset between intersections shall be a minimum of 150 feet.
- D. Streets intersecting any 50-foot back of curb to back of curb, or 66-foot street from opposite sides shall have their centerlines meet, or the offset between intersections shall be a minimum of 200 feet.
- E. Streets intersecting any 72-foot street from opposite sides shall have their centerlines meet, or the offset between intersections shall be a minimum of 300 feet. Pursuant to this section major access driveways shall be considered as streets with respect to offsets.
- F. ELBOW INTERSECTION: Elbows shall be required at right angle intersections in accordance with Standard Drawing ST-25.
- G. DRIVEWAYS: Driveway installation shall be in accordance with the Standard Drawings as applicable, and the following:
  - Driveways entering Class "B" or Class "C" streets shall meet the property line at such a grade and elevation as to permit conversion to a Class "A" street without re-grading the driveway beyond the property line. The maximum driveway slope shall be 10%, except for single family and duplex driveways, and in unusual terrain conditions, when specifically approved by the Director. The maximum algebraic difference in grade at any grade change within the public right-of-way and a driveway or between a driveway and public roadway shall be 10%.
  - Concrete driveways will not be permitted within the right-of-way lines when entering Class "C" streets. (See Standard Drawing ST-19.)
  - No driveway (including transition tapers) will be allowed within 5 feet of a side property line (See Standard Drawing ST-22.) Joint driveways may be required by the Director and a reciprocal access agreement will be required prior to approval of improvement plans.
  - Driveways and intersections along arterials and thoroughfares shall be provided with right turn pocket when the right-turning movement in the peak hour meets or exceeds 100 right turning trips threshold. Projects with 100 or more right turning trips in the peak hour may be granted a Design Exception, at the discretion of the City Engineer, based upon a recommendation provided to the City by the Engineer of Record for the project, that includes a technical analysis of the factors, as applicable,

including but not limited to total or peak hour driveway volume, through volume (total or peak hour) on adjacent roadway, traffic speed, roadway types and context, delay reduction, collision costs, and severity distribution. A right turn pocket may be required under special circumstances where fewer than 100 right turning trips occur, as determined by the City Engineer. Some of these circumstances include but are not limited to the unique characteristics of the proposed land use, higher travel speeds, restricted sight distances along the roadway and intersection, traffic volumes, rear-end collision history, other safety factors, and unique site or project characteristics.

- For all 72-foot streets and wider, driveway throat depths shall be a minimum of 50' from the back of the sidewalk, clear of drive aisle or parking spaces. Longer throat depths may be required based upon traffic volumes generated and the traffic volume on the street the project is accessing. All driveways, except those providing access to single family residential uses, on two lane streets shall have a minimum throat depth of 25 feet.
- The minimum width for a single family residential or duplex driveway shall be 10 feet. The maximum single family residential or duplex driveway width shall be 24 feet. For dwellings that provide three car garages, (side by side garages only) wider driveways may be evaluated and approved on a case-by-case basis
- All commercial and multiple family developments shall install driveways consistent with the Standard Drawings. (See Standard Drawing ST-20.) Commercial, office and multi-family driveways on collector streets shall have a minimum opening of 24-feet and may be increased, as determined by the Director to 35-foot wide based upon the driveway vehicular volume, street geometrics, street vehicular volumes or other characteristics of the area. Driveways serving significant truck traffic may be increased to a 45-foot wide driveway opening, at the discretion of the Director.
- The standard multiple family and commercial driveway opening width shall be 35 feet on 72-foot, 96-foot, and 118-foot streets and may be increased to 45 feet at the discretion of the Director. Driveways on 72-foot, 96-foot, and 118-foot streets shall have a minimum clear spacing of 200 feet between driveways (See Standard Drawing ST-22.).
- A center median up to 10 feet wide may be approved by the Director for certain driveways. The normal driveway width will be increased by the median width.
- Driveways near major intersections shall be located outside of the widened area at expanded intersections and shall be located as shown on Standard Drawing ST-22.
- The standard driveway for industrial developments shall be Type A-6 or Type A-7, 45 feet wide, as shown on the Standard Drawings ST-20 and ST-21B.
- When driveways are abandoned or relocated, the driveway sections must be removed and replaced with standard curb and gutter, sidewalk, and if applicable, planters.

- When street frontage improvements exist with, Type 1A, or Type 2 curb and gutter (As shown on Standard Drawing ST-31), Type A-6 or A-7 driveways shall be installed for all accesses serving more than four single dwelling units (As shown on Standard Drawing ST-20 and ST-21B).
- Driveways entering levee roads and driveways entering commercial property on all roads shall have a slope not exceeding 5% for a minimum distance of 20 feet, measured from the edge of existing pavement. Driveways normally used by vehicles towing house or boat trailers shall have special requirements to be determined on an individual basis by the Director.
- The nearest edge of driveways shall not be closer than 50 feet to the end of existing or future traffic medians. Medians shall be reconstructed and/or lengthened to conform to this section if necessary, as determined by the Director.
- Visibility requirements for driveways shall be in accordance with Section 4-8, "Sight Distance and Visibility Easements at Intersections" and Standard Drawings ST-26.1 and ST-26.2. Increased visibility requirements may be required for driveways serving a significant amount of truck traffic.
- Major commercial driveways which will serve significant traffic volume, as determined by the Director, shall be considered as intersecting streets, and shall conform to the same offset requirements.
- Driveways accessing public streets with no curbs and gutters and sidewalks shall be paved with dust free surfacing (either asphalt concrete or a double chip seal). Driveways accessing public roads with sidewalks and/or curbs and gutters shall be paved with concrete or asphalt concrete. (See Standard Drawing ST-19.)
- Private streets must be designed and constructed to public street standards, per the City of Elk Grove General Plan.
- Residential driveways on minor street or collector streets at their intersection with a 50-foot back of curb to back of curb or narrower street shall be located a minimum of 15 feet clear from the corner return. Residential driveways on minor street or collector streets at their intersection with a street wider than 50-foot back of curb to back of curb shall be located a minimum of 50 feet clear from the corner return. Non-residential driveways on a minor street or collector street intersecting with a 72-foot street or wider shall be located a minimum of 150 feet clear of the corner return. (As shown on Standard Drawing ST-22.)