TIME DARK-ON-LIGHT. HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR

ISSUED UNDER EB 16-012

FOR ADEQUATE COMPACTION OF ASPHALT. IF SAWCUT IS LESS THAN 2'-0" FROM PROPOSED

ALIGNMENT TO THE GRADE BREAK.

WHERE EXISTING ROADWAYS ARE SAWCUT TO INSTALL CURBING AND/OR SIDEWALK, THE

SPACING WITHIN THE RANGES SPECIFIED ON SHEET 2. ON SLOPES LESS THAN 5%, DOME

THE ROWS OF DOMES SHALL BE ALIGNED TO BE

ON SLOPES OF 5% OR GREATER, THE ROWS OF DOMES SHALL BE ALIGNED TO BE

THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED

SHOULD EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUDING ANY

THE WORK SHALL BE IN CONFORMANCE WITH STANDARD

5.0% MAX.

A GRADE (RUNNING SLOPE) OF 8.3% OR LESS, THE RAMP LENGTH SHALL NOT BE REQUIRED

THE GRADE (RUNNING SLOPE) OF A CURB RAMP SHALL BE A MINIMUM OF 5%. THE

THE CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21

SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11

SIDEWALK GRADE (RUNNING SLOPE) SHALL NOT BE DESIGNED TO EXCEED 4.5%, EXCEPT

SIDEWALKS ARE CONNECTED TO ROADWAYS BY EITHER BLENDED TRANSITIONS OR CURB

SINGLE DIAGONAL CURB RAMP WILL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET

DETECTABLE WARNING NOTES:

DETECTABLE WARNING NOTES: SEE ADDITIONAL "DETECTABLE WARNING NOTES" ON THIS SHEET,

VERTICAL SURFACE JOINTS BETWEEN SIDEWALKS, CURB RAMPS, TURNING SPACES AND ROADWAYS SHALL BE

THE CURB LINE.

THE TURNING SPACE SHALL BE 4'-0" X 5'-0" MINIMUM. THE 5'-0" DIMENSION SHALL BE

TIGHTNESS REQUIRED TO MANUFACTURE THE CURB OR DROP CURB. FOR ADDITIONAL REQUIREMENTS AND TOLERANCES, SEE RELEVANT ELEMENTS FOR THE DESIGN, LAYOUT, AND ACCEPTANCE OF PEDESTRIAN FACILITIES AVAILABLE ON THE NYSDOT CIVIL ENGINEERING MANUAL.

DETECTABLE WARNING NOTES:

DETECTABLE WARNING SURFACES, AND DROP CURBS.

THE MAXIMUM WIDTH OF A CURB RAMP SHALL BE 4'-0".

THE MINIMUM WIDTH OF A CURB RAMP SHALL BE A MINIMUM OF 5'. THE CURB RAMP SHALL NOT BE REQUIRED TO PROVIDE RAMP ACCESS FOR DETECTABLE WARNING SURFACES, EXCEPT FOR DETECTABLE WARNING SURFACES LOCATED AT PRECEDENCE CURB RAMP ATTACHMENT POINTS.

DETECTABLE WARNING SURFACES SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS ON PEDESTRIAN ACCESS ROUTES:

A. CURB RAMPS AND DETECTABLE WARNING TRANITIONS.
B. PEDESTRIAN STREET CROSSINGS AND TRANSITIONS WHERE THE PEDESTRIAN ACCESS ROUTE ACROSS THE SUBWAY ENTRANCE/CURB RAMP IS GREATER THAN 10'-0".
C. PEDESTRIAN AT-RIDE CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY.

DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE CROSS SLOPE EXCEEDS 1.5% IN ANY DIRECTION, WHILE PROVIDING POSITIVE DRAINAGE. THE MAXIMUM CROSS SLOPE FOR TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5% IN ANY DIRECTION.

DETECTABLE WARNING SURFACES, AND DROP CURBS.

TURF BUFFER ZONES WITH A CROSS SLOPE GREATER THAN THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE CRITERIA, SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

THE DETECTABLE WARNING NOTES SHALL BE IN CONFORMANCE WITH THE CONTENT REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) Z535.2-1997, "DETECTABLE WARNING PRODUCT SPECIFICATIONS AND PERFORMANCE REQUIREMENTS FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS OF WAY (PROWAG)."

DETECTABLE WARNING NOTES:

SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER

TRANSITIONS BETWEEN PEDESTRIAN AND ACCESSIBLE CROSSWALKS.

WHERE TABLES AND LAYOUT, AND 5% MAXIMUM FOR WORK ACCEPTANCE.

THE FOLLOWING EXCEPTIONS

SIDEWALK CROSS SLOPE - SEE NOTE 12

CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21

IN AGGREGATE DESIGN AND FIELD LAYOUT LIMITS.

SIDEWALK GRADE (RUNNING SLOPE) SHALL NOT BE DESIGNED TO EXCEED 4.5%, EXCEPT

THE MAXIMUM CROSS SLOPE FOR TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5% IN ANY DIRECTION, WHILE PROVIDING POSITIVE DRAINAGE. THE MAXIMUM CROSS SLOPE FOR TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5% IN ANY DIRECTION.

DETECTABLE WARNING NOTES:

TURF BUFFER ZONES WITH A CROSS SLOPE GREATER THAN THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE CRITERIA, SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

THE DETECTABLE WARNING NOTES SHALL BE IN CONFORMANCE WITH THE CONTENT REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) Z535.2-1997, "DETECTABLE WARNING PRODUCT SPECIFICATIONS AND PERFORMANCE REQUIREMENTS FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS OF WAY (PROWAG)."

DETECTABLE WARNING SURFACES, AND DROP CURBS.

TURF BUFFER ZONES WITH A CROSS SLOPE GREATER THAN THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE CRITERIA, SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

THE DETECTABLE WARNING NOTES SHALL BE IN CONFORMANCE WITH THE CONTENT REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) Z535.2-1997, "DETECTABLE WARNING PRODUCT SPECIFICATIONS AND PERFORMANCE REQUIREMENTS FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS OF WAY (PROWAG)."

DETECTABLE WARNING SURFACES, AND DROP CURBS.

TURF BUFFER ZONES WITH A CROSS SLOPE GREATER THAN THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE CRITERIA, SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

THE DETECTABLE WARNING NOTES SHALL BE IN CONFORMANCE WITH THE CONTENT REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) Z535.2-1997, "DETECTABLE WARNING PRODUCT SPECIFICATIONS AND PERFORMANCE REQUIREMENTS FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS OF WAY (PROWAG)."

DETECTABLE WARNING SURFACES, AND DROP CURBS.

TURF BUFFER ZONES WITH A CROSS SLOPE GREATER THAN THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE CRITERIA, SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

THE DETECTABLE WARNING NOTES SHALL BE IN CONFORMANCE WITH THE CONTENT REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) Z535.2-1997, "DETECTABLE WARNING PRODUCT SPECIFICATIONS AND PERFORMANCE REQUIREMENTS FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS OF WAY (PROWAG)."

DETECTABLE WARNING SURFACES, AND DROP CURBS.

TURF BUFFER ZONES WITH A CROSS SLOPE GREATER THAN THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE CRITERIA, SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

THE DETECTABLE WARNING NOTES SHALL BE IN CONFORMANCE WITH THE CONTENT REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) Z535.2-1997, "DETECTABLE WARNING PRODUCT SPECIFICATIONS AND PERFORMANCE REQUIREMENTS FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS OF WAY (PROWAG)."

DETECTABLE WARNING SURFACES, AND DROP CURBS.

TURF BUFFER ZONES WITH A CROSS SLOPE GREATER THAN THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE CRITERIA, SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

THE DETECTABLE WARNING NOTES SHALL BE IN CONFORMANCE WITH THE CONTENT REQUIREMENTS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) Z535.2-1997, "DETECTABLE WARNING PRODUCT SPECIFICATIONS AND PERFORMANCE REQUIREMENTS FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS OF WAY (PROWAG)."

DETECTABLE WARNING SURFACES, AND DROP CURBS.
RAMP SIDE CONFIGURATIONS

OPTION A: FLARED CONCRETE

OPTION B: GRaded EARTH

OPTION C: RETURN CURB

OPTION D: UNCURBED INTERSECTION

PARALLEL RAMP BACK TREATMENTS

NOTE: ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-01, SHEET 1 OF 9.
Curb Ramp Configuration: Type 1

Curb Ramp Configuration: Type 2

Curb Ramp Configuration: Type 3

Curb Ramp Configuration: Type 4

Curb Ramp Configuration: Type 5

NOTE:

All notes referenced on this sheet can be found on standard sheet 608-01, sheet 1 of 9.
SIDEWALK AND CURB RAMP DETAILS

Curb Ramp Configuration: Type 6

Curb Ramp Configuration: Type 7

Curb Ramp Configuration: Type 8

NOTE:
All notes referenced on this sheet can be found on standard sheet 608-01, sheet 1 of 9.
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-01, SHEET 1 OF 9.

NOTE:

BUFFER ZONE (SEE NOTES 26 & 28)

TURNING SPACE FOR RAMP SIDE OPTIONS
SEE SHEET 3 OF 9
RAMP PLACEMENT DETAILS ON SHEET 2 OF 9
SEE DETECTABLE WARNING

7.5% MAX.

BUFFER ZONE (SEE NOTE 29)
CLEAR SPACE

MID BLOCK CROSSING OR T INTERSECTION
CURB RAMP CONFIGURATION: TYPE 10
MID BLOCK CROSSING OR T INTERSECTION
CURB RAMP CONFIGURATION: TYPE 11
MID BLOCK CROSSING OR T INTERSECTION

NOTE:
ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-01, SHEET 1 OF 9.
Curb Ramp Configuration Type 12
Right Turn Island Cut Through

Curb Ramp Configuration Type 13
Access Island Curb Ramp

Curb Ramp Configuration Type 14
Shoulder to Sidewalk Transition

NOTES:
All notes referenced on this sheet can be found on standard sheet 608-01, sheet 1 of 9.
CHAPTER 18 WEBSITE.

AND CONSTRUCTION OF PEDESTRIAN FACILITIES” AVAILABLE ON THE NYSDOT HIGHWAY DESIGN MANUAL

ALL VALUES SHOWN ON THE 608-03 STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS.

NOTES REFERENCED IN THE TABLE ABOVE CAN BE FOUND ON STANDARD SHEET 608-01 SHEET 1 OF 9.

NOTE: SIDEWALK - A SMOOTH, STABLE AND SLIP RESISTANT EXTERIOR PATHWAY INTENDED FOR PEDESTRIAN USE ALONG A VEHICULAR WAY SEPARATED WITH A CURB OFFSET.

SECTION C.0. DESIGN ELEMENT TOLERANCES

ELEMENT
SIDEWALK CROSS SLOPE
SIDEWALK GRADE RUNNING SLOPE
SIDEWALK TRANSITION GRADING SLOPE

LIMIT FOR WORK
2.50 MAX.
4.50 MAX.
4.50 MAX.

NOTES REFERENCED IN THE TABLE ABOVE CAN BE FOUND ON STANDARD SHEET 608-01 SHEET 1 OF 9.

ALL VALUES SHOWN ON THE 608-02 STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS.

FOR ADDITIONAL RESIDENTIAL AND MINOR COMMERCIAL DRIVEWAYS, SEE DETAIL 9 - "TIE-IN TO EXISTING DRIVEWAYS" ON SHEET 9, AND TABLE 3 - "GENERAL NOTES FOR DRIVEWAY STANDARD SHEETS".

25. WHERE THE EXISTING GRADE OF THE DRIVEWAY PROFILE EXCEEDS 2%, SAWCUT THE DRIVEWAY EDGE TO MATCH THE CROSS SLOPE OF THE SIDEWALK TO THE EXISTING DRIVEWAY PROFILE GRADE.

24. FOR DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL, DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES THE TRAFFIC LANE.

23. FOR DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL, DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APRONS.

22. FOR PCC SIDEWALK SHOULDER CHANGES A SIDEWALK SHALL BE A MINIMUM THICKNESS OF 6" AND HAVE A MINIMUM SIDESLOPE OF 1:2 AND BE STEEL METER DECKING WITH 1" OF TOP COAT.

21. FOR PCC SIDEWALK SHOULDER CHANGES, A SIDEWALK SHALL BE A MINIMUM THICKNESS OF 6" AND HAVE A MINIMUM SIDESLOPE OF 1:2 AND BE STEEL METER DECKING WITH 1" OF TOP COAT.

20. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 30' FROM THE OUTSIDE EDGE OF TRAVEL LANE, OR 2' BEHIND ANY SIDEWALK, IF PRESENT, OR EXTEND TO THE RIGHT-OF-WAY LINE, WHICHEVER IS GREATER.

19. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 30' FROM THE OUTSIDE EDGE OF TRAVEL LANE, OR 2' BEHIND ANY SIDEWALK, IF PRESENT, OR EXTEND TO THE RIGHT-OF-WAY LINE, WHICHEVER IS GREATER.

18. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 30' FROM THE OUTSIDE EDGE OF TRAVEL LANE, OR 2' BEHIND ANY SIDEWALK, IF PRESENT, OR EXTEND TO THE RIGHT-OF-WAY LINE, WHICHEVER IS GREATER.

17. WHERE THERE ARE CONSTRUCTIONS THAT REQUIRE THE PROTECTION OF THE SIDEWALK OPENING DURING CONSTRUCTION OF THE SIDEWALK EDGE, THE OPENING MAY BE COVERED WITH A SMALL COVER SOFT FEATHERED WITH A CURB OR CURB.

16. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

15. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

14. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

13. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

12. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

11. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

10. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

9. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

8. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

7. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

6. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

5. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

4. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

3. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

2. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.

1. FOR DRIVEWAYS, THE MINIMUM PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO THE EXISTING GRADE OF THE DRIVEWAY PROFILE.
NOTE: THIS SHEET PROVIDES LAYOUT NOTES AND DRAWING FOR THE DESIGN OF A DRIVEWAY ENTRANCE. THE DRIVEWAY CAN BE AS GROSS AS THE CENTERLINE OF A 2-LANE HIGHWAY.

THE LAYOUT DISTANCE IS MEASURED FROM THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE TO THE LAYOUT LINE.

STEP 1: LOCATE AN OFFSET LINE 11' PARALLEL FROM THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE.

STEP 2: SCREW A LINE PARALLEL TO THE OFFSET LINE, OFFSET "T" FEET SEE TABLE 6.

STEP 3: SCREW A LINE PARALLEL TO THE EDGE OF THE OUTERMOST TRAVEL LANE "T" FEET.


STEP 6: FIND THE DRIVEWAY OPENING LIMIT POINT WHICH IS WHERE THE ARC INTERSECTS THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE.

STEP 7: REPEAT STEPS 1 - 6 FOR THE OTHER SIDE OF THE DRIVEWAY OPENING.

TAPER LAYOUT NOTES:

FOR THE LAYOUT METHOD OF LAYOUT, DEDUCT 1' FROM THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE. THE LAYOUT DISTANCE IS MEASURED FROM THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE.

TAPER METHOD VALUES

TAPER METHOD VALUES FOR RESIDENTIAL OR MINOR COMMERCIAL DRIVEWAYS (FOR THE VALUES OF "R" AND "X" SEE TABLES 6 AND 7, RESPECTIVELY).

TABLE 6: RADIUS METHOD - CORNER RADIUS

<table>
<thead>
<tr>
<th>DRIVEWAY CLASSIFICATION</th>
<th>&quot;R&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL, &quot;W&quot; &gt; 13'</td>
<td>16</td>
</tr>
<tr>
<td>RESIDENTIAL, &quot;W&quot; = 13'</td>
<td>19</td>
</tr>
<tr>
<td>MINOR COMMERCIAL, &quot;W&quot;</td>
<td>37</td>
</tr>
</tbody>
</table>

TABLE 7: RADIUS METHOD - DISTANCE FROM INTERSECTION POINT TO ARC TANGENT POINT "T".

<table>
<thead>
<tr>
<th>CORNER ANGLE</th>
<th>RESIDENTIAL, &quot;W&quot; &gt; 13'</th>
<th>28.9</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RESIDENTIAL, &quot;W&quot; = 13'</td>
<td>27.4</td>
</tr>
<tr>
<td></td>
<td>MINOR COMMERCIAL, &quot;W&quot;</td>
<td>26.5</td>
</tr>
</tbody>
</table>

TABLE 8: TAPER METHOD VALUES

<table>
<thead>
<tr>
<th>DRIVEWAY CLASSIFICATION</th>
<th>&quot;R&quot;</th>
<th>&quot;T&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL, &quot;W&quot; &gt; 13'</td>
<td>1&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>RESIDENTIAL, &quot;W&quot; = 13'</td>
<td>1&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>MINOR COMMERCIAL, &quot;W&quot;</td>
<td>1&quot;</td>
<td>5&quot;</td>
</tr>
</tbody>
</table>


STEP 2: LOCATE AN OFFSET LINE 11' PARALLEL FROM THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE.

STEP 3: SCREW A LINE PARALLEL TO THE OFFSET LINE, OFFSET "T" FEET SEE TABLE 8.

STEP 4: SCREW A LINE PARALLEL TO THE EDGE OF THE OUTERMOST TRAVEL LANE "T" FEET.

STEP 5: FIND THE DRIVEWAY OPENING LIMIT WHICH IS WHERE THE TAPER INTERSECTS THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE.

STEP 6: REPEAT STEPS 1 - 5 FOR THE OTHER SIDE OF THE DRIVEWAY OPENING.

ALTERNATIVE TAPER LAYOUT NOTES:


NOTE: ALL GENERAL NOTES AND DRAWING REFERENCES IN RED SHEET CAN BE FOUND ON STANDARDS SHEET 608-05, SHEET 1 OF 3.
NOTE: SEE RADIUS METHOD OF LAYOUT ON SHEET 3

TYPE 1 DRIVEWAY ENTRANCE
NOTES SEE TABLES METHOD OF LAYOUT ON SHEET 3

TYPE 2 DRIVEWAY ENTRANCE
NOTES SEE TABLES METHOD OF LAYOUT ON SHEET 3

NOTE: SEE DETAIL 7 ON SHEET 8

CURB TRANSITION
SEE DETAIL 7 ON SHEET 8

SHELLER WIDTH

OPTIONAL 0 CURB REVEL
SEE NOTE 27

DRIVEWAY OPENING
SEE NOTE 17

SIDEBOR

DRIVEWAY EDGE OF TRAVEL LANE

NOTE: SEE DETAIL 27 ON SHEET 8

CURB TRANSITION
SEE DETAIL 7 ON SHEET 8

SHELLER WIDTH

OPTIONAL 0 CURB REVEL
SEE NOTE 27

DRIVEWAY OPENING
SEE NOTE 17

SIDEBOR

NOTE: ALL GENERAL NOTES ARE ABBREVIATIONS REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-03, SHEET 1 OF 9.
TAPER METHOD WITH SIDEWALK ADJACENT TO CURB AND SIDEWALK WIDTH 4'-0" TO 8'-0"

TYPICAL TYPE 5 DRIVEWAY ENTRANCE
FOR RESIDENTIAL OR COMMERCIAL DRIVEWAYS IN URBAN AREAS
WITH POSTED SPEEDS OF 45 MPH OR LESS
TAPER METHOD WITH SIDEWALK ADJACENT TO CURB AND IDENTITY WAS THAN 4'-0"

TYPICAL TYPE 6 DRIVEWAY ENTRANCE
FOR RESIDENTIAL OR COMMERCIAL DRIVEWAYS IN URBAN AREAS
WITH POSTED SPEEDS OF 45 MPH OR LESS
TAPER METHOD WITH SIDEWALK ADJACENT TO CURB AND SIDEWALK WIDTH 4'-0" TO 8'-0"
**DETAIL 1**
Driveway profile for inscribed highway with sidewalk in fill section without roadside ditch.

**DETAIL 2**
Driveway profile for inscribed highway with sidewalk in cut section with roadside ditch.

**DETAIL 3**
Driveway profile for curved section with sidewalk in cut section.

**DETAIL 4**
Driveway profile for curved highway section with sidewalk and closed drainage in fill section.

**DETAIL 5**
Driveway reconstruction profile for new sidewalk construction across existing driveway in cut section with curb and closed drainage.

**DETAIL 6**
Driveway reconstruction profile for new sidewalk construction across existing driveway in fill section without closed drainage.

**DETAIL 7**
Driveway drop curb transition.

**NOTE**
All general notes and abbreviations referenced in this sheet can be found on standard sheet 608-03, sheet 1 of 9.