### Design Notes for Urban Flared Turnouts

1. Driveways indicated as 'Adverse Applications' are those with slopes that can cause overhang drag for representative standard passenger vehicles under fully loaded conditions.
   - Driveways are to have site specific flare designs or Category III designs.
   - Where such vehicles are design vehicles driveways are to have site specific flare designs.
   - Driveways are to have site specific flare designs or Category III designs.

2. The standard flared driveways on this index may not accommodate vehicles with low beds, low undercarriage, or other devices which cause overhang drag for representative standard trucks, vans, buses, and recreational vehicles operating under normal crown and superelevation conditions.

   - Driveways are to be constructed as called for in the plans or as directed by the engineer.

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### Plan A

**Turnout With Sidewalk and Utility Strip (Less Than 10')**

1. Driveways indicated as 'Adverse Applications' are those with slopes that can cause overhang drag for representative standard passenger vehicles under fully loaded conditions.
   - Driveways are to have site specific flare designs or Category III designs.
   - Where such vehicles are design vehicles driveways are to have site specific flare designs.
   - Driveways are to have site specific flare designs or Category III designs.

2. The standard flared driveways on this index may not accommodate vehicles with low beds, low undercarriage, or other devices which cause overhang drag for representative standard trucks, vans, buses, and recreational vehicles operating under normal crown and superelevation conditions.

   - Driveways are to be constructed as called for in the plans or as directed by the engineer.

### Plan B

**Turnout With Sidewalk and Utility Strip (10' or Greater)**

1. Driveways indicated as 'Adverse Applications' are those with slopes that can cause overhang drag for representative standard passenger vehicles under fully loaded conditions.
   - Driveways are to have site specific flare designs or Category III designs.
   - Where such vehicles are design vehicles driveways are to have site specific flare designs.
   - Driveways are to have site specific flare designs or Category III designs.

2. The standard flared driveways on this index may not accommodate vehicles with low beds, low undercarriage, or other devices which cause overhang drag for representative standard trucks, vans, buses, and recreational vehicles operating under normal crown and superelevation conditions.

   - Driveways are to be constructed as called for in the plans or as directed by the engineer.

### Special Notes for Urban Flared Turnouts

1. Driveways indicated as 'Adverse Applications' are those with slopes that can cause overhang drag for representative standard passenger vehicles under fully loaded conditions.
   - Driveways are to have site specific flare designs or Category III designs.
   - Where such vehicles are design vehicles driveways are to have site specific flare designs.
   - Driveways are to have site specific flare designs or Category III designs.

2. The standard flared driveways on this index may not accommodate vehicles with low beds, low undercarriage, or other devices which cause overhang drag for representative standard trucks, vans, buses, and recreational vehicles operating under normal crown and superelevation conditions.

   - Driveways are to be constructed as called for in the plans or as directed by the engineer.

### Footnotes

- All joint shall be constructed with preformed joint filler.
- When connecting to sidewalk curb and gutter sections, the no drop curb shrink shall extend back to the sidewalk radius point.
- Driveways of a uniform width (W) to the right of way line.
- Cost of preformed joint filler shall be included in the cost for the concrete pavement (Concrete Sidewalk, 6" Thick).

### References

- "Summary Of Geometric Requirements For Turnouts" (See Sheet 1)
- "General Notes"
- "Design Notes for Urban Flared Turnouts"
- "Footnotes"
MODIFICATIONS OF 'ADVERSE' AND 'MARGINAL' APPLICATIONS

SIDEWALK ADJACENT TO CURB

SIDEWALK WITHUTILITY STRIP ON 0.02 SLOPE

MODIFICATIONS TO ADVERSE AND MARGINAL SECTIONS

SIDEWALK WITH UTILITY STRIP ON 0.04 SLOPE

* See 'DESIGN NOTES FOR URBAN FLARED TURNOUTS' On Sheet 2.

May Be Reduced To 3' Min. In Restricted Conditions When Approved By The Engineer. Depth Less Than 3' Allowable Only Under Findings Of Infeasibility.