

ORIGINATION FORM

Proposed Revisions to a Standard Plans Index
(Please provide all information – Incomplete forms will be returned)

Contact Information:

Date: June 12, 2018
Originator: Derwood Sheppard
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Standard Plans:

Index Number: 522-003
Sheet Number (s): All
Index Title: Concrete Flared Driveways

Summary of the changes:

New Index. Information pertaining to concrete flared driveways moved from Old Index 000-515.

Commentary / Background:

Design Criteria from Old Index 000-515 was moved to a NEW FDM Chapter 214. Information relevant to concrete driveways (i.e., Specification 522) was used to create NEW Index 522-003. Information relevant to Paved or Graded Driveways (i.e., Sheets 5 & 6 of Old Indexes 000-515 & 000-516) were used to create NEW Index 330-001.

Other Affected Offices / Documents: (Provide name of responsible personnel)

- | Yes | No | |
|--------------------------|--------------------------|-----------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Other Standard Plans – |
| <input type="checkbox"/> | <input type="checkbox"/> | FDOT Design Manual – |
| <input type="checkbox"/> | <input type="checkbox"/> | Basis of Estimates Manual – |
| <input type="checkbox"/> | <input type="checkbox"/> | Standard Specifications – |
| <input type="checkbox"/> | <input type="checkbox"/> | Approved Product List – |
| <input type="checkbox"/> | <input type="checkbox"/> | Construction – |
| <input type="checkbox"/> | <input type="checkbox"/> | Maintenance – |

Origination Package Includes: (Email or hand deliver package to Derwood Sheppard)

- | Yes | N/A | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Redline Mark-ups |
| <input type="checkbox"/> | <input type="checkbox"/> | Proposed Standard Plan Instructions (SPI) |
| <input type="checkbox"/> | <input type="checkbox"/> | Revised SPI |
| <input type="checkbox"/> | <input type="checkbox"/> | Other Support Documents |

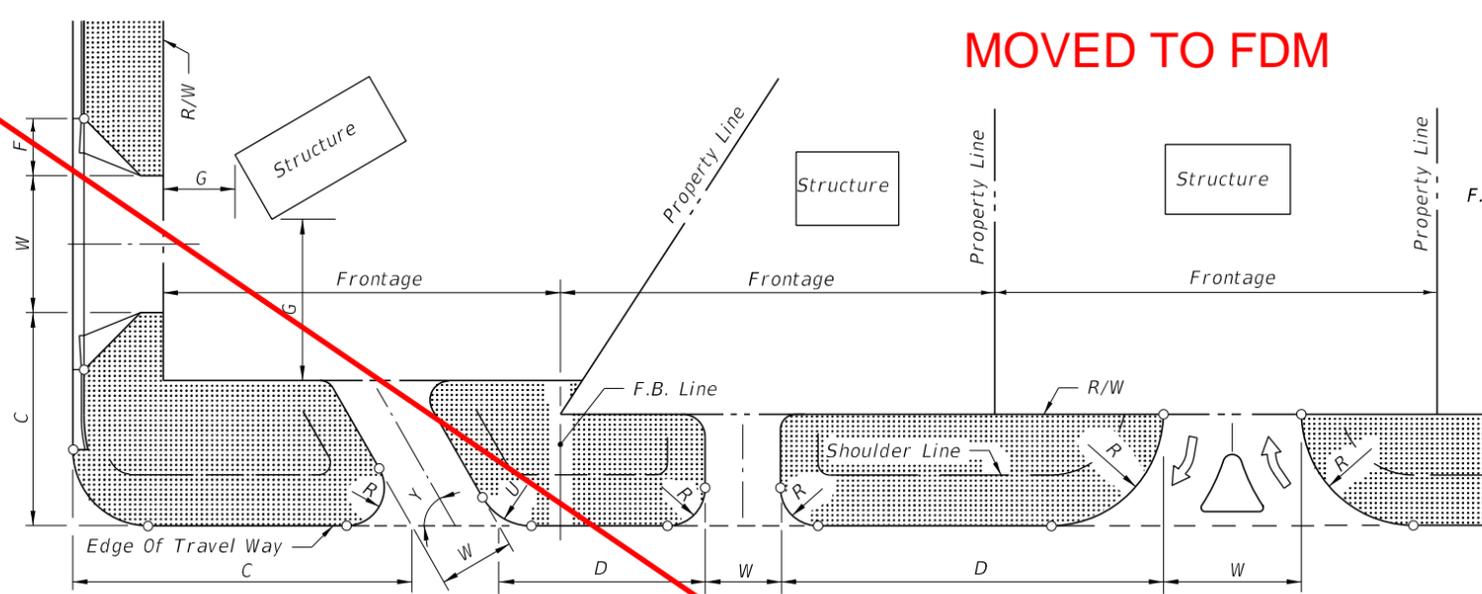
Implementation:

- Design Bulletin (Interim) DCE Memo Program Mgmt. Bulletin FY-Standard Plans (Next Release)

Contact the Roadway Design Office for assistance in completing this form

New Sheet 1 of 4
Index 522-003
CONCRETE FLARED DRIVEWAY NOMENCLATURE

MOVED TO FDM



For Corner Clearance (C) Requirements see General Note 3.

For Additional Information Refer To FDOT Rules Chapters 14-96 And 14-97.

SKETCH ILLUSTRATING DEFINITIONS

LEGEND

- Return Radius Point Or Flare Point
- ▨ Buffer Areas
- F.B. Line Frontage Boundary Line
- W Driveway Width
- Y Driveway Angle
- C Corner Clearance
- G Setback
- R Outside Radius
- U Inside Radius
- D Distance Between Connections
- F Flare

GENERAL NOTES

1. For definitions and descriptions of access connection "Categories" and access "Classifications" of highway segments, and for other detailed information on access to the State Highway System, refer to FDOT Rule Chapter 14-96, "State Highway Connection Permits Administrative Process" and Rule Chapter 14-97, "State Highway System Access Management Classification System And Standards."
2. For this index the term 'turnout' applies to that portion of driveways or side roads adjoining the outer roadway. For this index the term 'connection' encompasses a driveway or side road and their appurtenant islands, separators, transition tapers, auxiliary lanes, travelway flares, drainage pipes and structures, crossovers, sidewalks, curb cut ramps, signing, pavement marking, required signalization, maintenance of traffic or other means of access to or from controlled access facilities. The turnout requirements set forth in this index do not provide complete intersection design, construction or maintenance requirements.
3. The location, positioning, orientation, spacing and number of connections and median openings shall be in conformance with FDOT Rule Chapter 14-97.
4. On Department construction projects all driveways not shown on the plans shall be reconstructed at their existing location in conformance to these standards, or, in conformance to permits issued during the construction project.
5. Driveways shall have sufficient length and size for all vehicular queueing, stacking, maneuvering, standing and parking to be carried out completely beyond the right of way line. Except for vehicles stopping to enter the highway, the turnout areas and drives within the right of way shall be used only for moving vehicles entering or leaving the highway.
6. Connections with expected daily traffic over 4000 vpd shall be constructed as intersecting side roads. The design requirement of this index and that of the local government will be used to select appropriate connection widths, radii and intersection design, subject to the approval of the Department. For connections with expected daily traffic less than 4000 vpd, the Department will determine if a drop curb or radius returns are required in accordance with existing or planned connections. Where radius returns apply, the design requirements of this index and that of the local government will be used to select appropriate connection widths, radii and intersection design, subject to the approval of the Department.

For connections that are intended to daily accommodate either multi-unit vehicles or single unit vehicles exceeding 30' in length, returns with 50' radii shall be used, unless otherwise called for in the plans or otherwise stipulated by permit. Where large numbers of multi-unit vehicles will use the connection, the connection width and radii shall be increased and auxiliary lanes, tapers, lane flares, separators and/or islands constructed, as determined by the Department to be necessary for safe turning movements.
7. Any connection requiring or having a specified median opening with left turn storage and served directly by that opening shall have radial returns.
8. Where a connection is intended to align with a connection across the highway, the through lanes shall align directly with the corresponding through lanes.
9. For new connections and for connections on all new construction and reconstruction projects, pavement materials and thicknesses shall meet the requirements applicable to either that detailed for "Curbed Roadway-Flared Turnouts", or, that described in "Table 515-1" for connections with radial returns and/or auxiliary lanes.
10. The responsibility for the cost of construction or alteration to an access connection shall be in accordance with FDOT Rule Chapter 14-96.

DESIGN NOTES

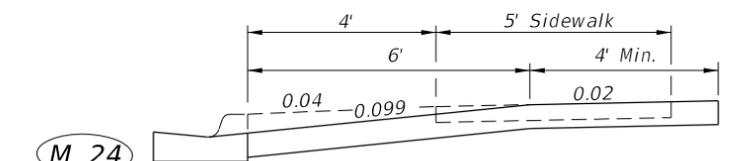
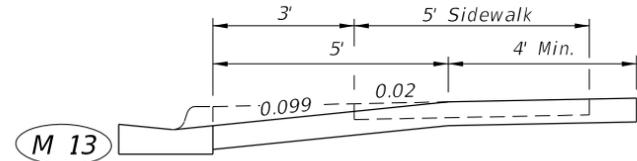
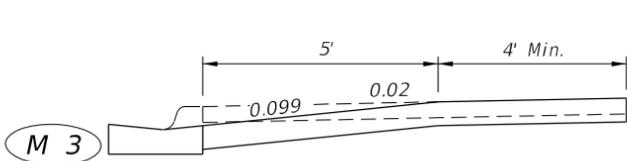
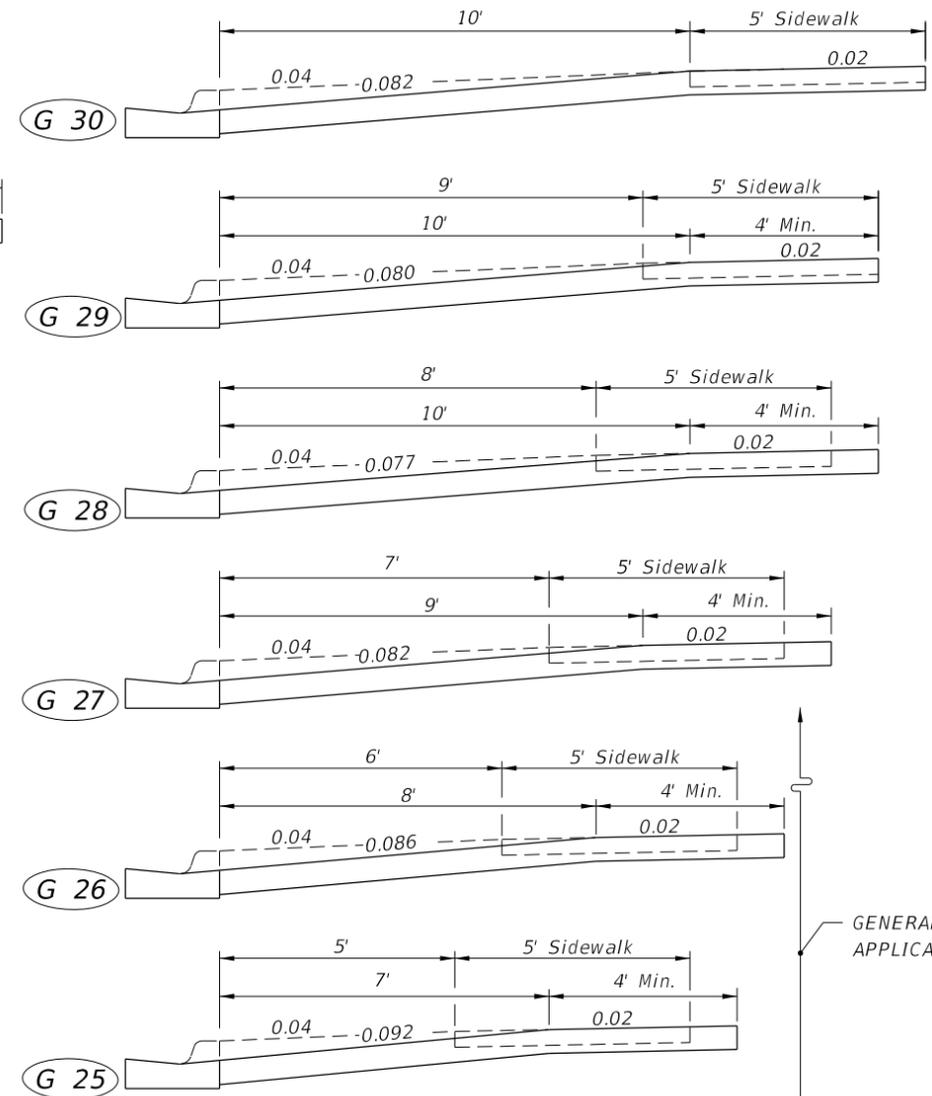
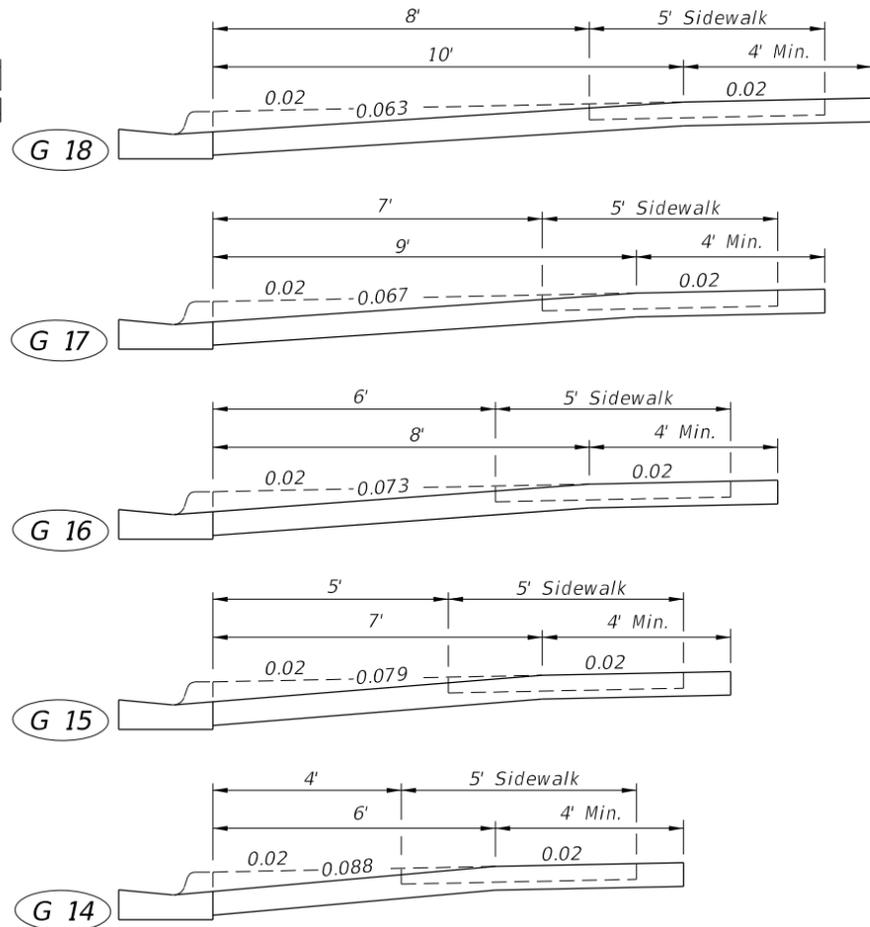
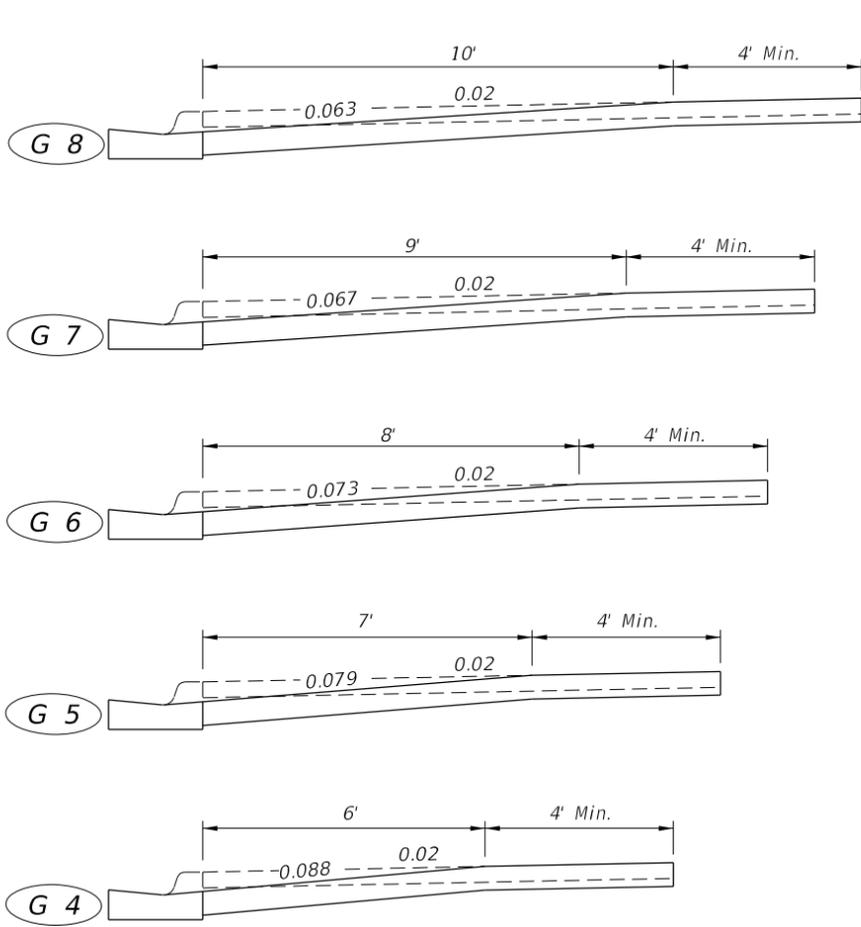
1. Prior to the adoption of FDOT Rules Chapters 14-96 and 14-97, connections to the State Highway System were defined and permitted by Classes. Connections have been redefined by Categories under Rule 14-96; and, the term "Class" has been applied to highway segments of the State Highway System as defined under Rule 14-97.

| ELEMENT DESCRIPTION | CURBED ROADWAYS | | | FLUSH SHOULDER ROADWAYS | | |
|--|--|---|---|--|---|--|
| | 1-20 Trips/Day or 1-5 Trips/Hour | 21-600 Trips/Day or 6-60 Trips/Hour | 601-4000 Trips/Day or 61-400 Trips/Hour | 1-20 Trips/Day or 1-5 Trips/Hour | 21-600 Trips/Day or 6-60 Trips/Hour | 601-4000 Trips/Day or 61-400 Trips/Hour |
| | | 2-Way □ | 2-Way □ | | 2-Way □ | 2-Way □ |
| CONNECTION WIDTH W | 12' Min. 24' Max. | 24' Min. 36' Max. ☆ | 24' Min. 36' Max. ☆ | 12' Min. 24' Max. | 24' Min. 36' Max. ☆ | 24' Min. 36' Max. ☆ |
| FLARE (Drop Curb) F | 10' Min. | 10' Min. | N/A | N/A | N/A | N/A |
| RETURNS (Radius) R & U | N/A | △ | 25' Min. 50' Std. 75' Max. | 15' Min. 25' Std. 50' Max. | 25' Min. 50' Std. 75' Max. | 25' Min. 50' Std. (Or 3-Centered Curves) |
| ANGLE OF DRIVE Y | | 60°-90° | 60°-90° | | 60°-90° | 60°-90° |
| DIVISIONAL ISLAND (Throat Median) | | 4'-22' Wide | 4'-22' Wide | | 4'-22' Wide | 4'-22' Wide |
| SETBACK G | 12' Min., All categories. See General Note No. 5. | | | | | |
| <p>■ Side road intersection design, with possible auxiliary lanes and channelization, may be necessary. Intersection design, with possible auxiliary lanes and channelization, should be considered for connections with more than 4000 trips/days.</p> <p>□ "2-Way" refers to one "in" movement and one "out" movement i.e., not exclusive left or right turn lanes on the connection.</p> <p>☆ When more than 2 lanes in the turnout connection are required, the 36' max. width may be increased to relieve interference between entering and exiting traffic which adversely affects traffic flow. These cases require documented site specific study and design.</p> <p>△ Small radii may be used in lieu of flares as approved by the Department.</p> <p>DESIGN NOTE: 1-Way connections will be designed to effectively eliminate unpermitted movements.</p> | | | | | | |

**NOT INTENDED FOR FULL INTERSECTION DESIGN
SUMMARY OF GEOMETRIC REQUIREMENTS FOR DRIVEWAY TURNOUTS**

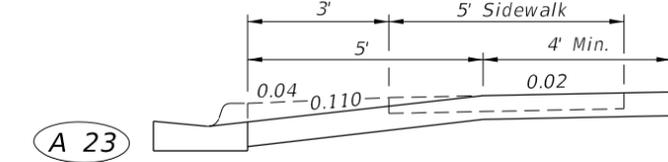
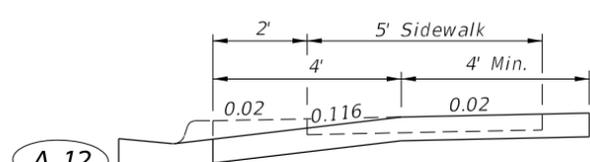
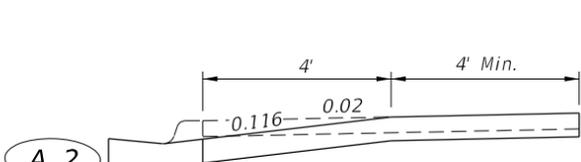
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* See 'DESIGN NOTES FOR CURBED ROADWAY - FLARED TURNOUTS'

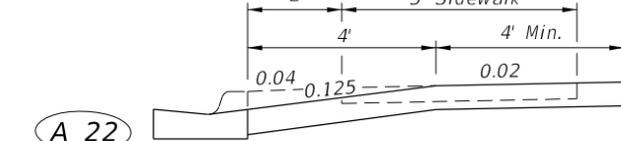
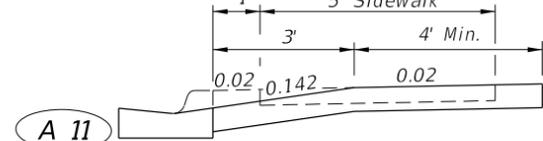
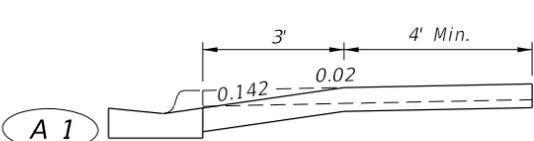


GENERAL* APPLICATIONS

MARGINAL* APPLICATIONS ON LOW SIDE OF FULLY SUPERELEVATED ROADWAY (REFER TO MODIFICATIONS ON SHEET 4)



ADVERSE* APPLICATIONS (REFER TO MODIFICATIONS ON SHEET 4)



SIDEWALK ADJACENT TO CURB

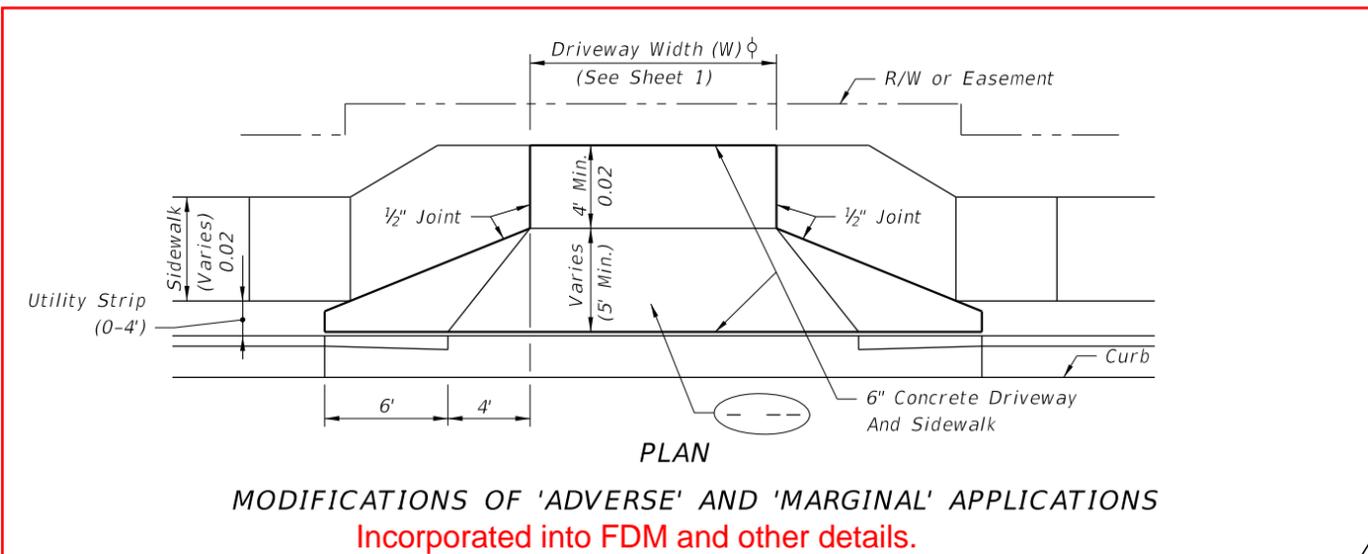
SIDEWALK WITH UTILITY STRIP ON 0.02 SLOPE

SIDEWALK WITH UTILITY STRIP ON 0.04 SLOPE

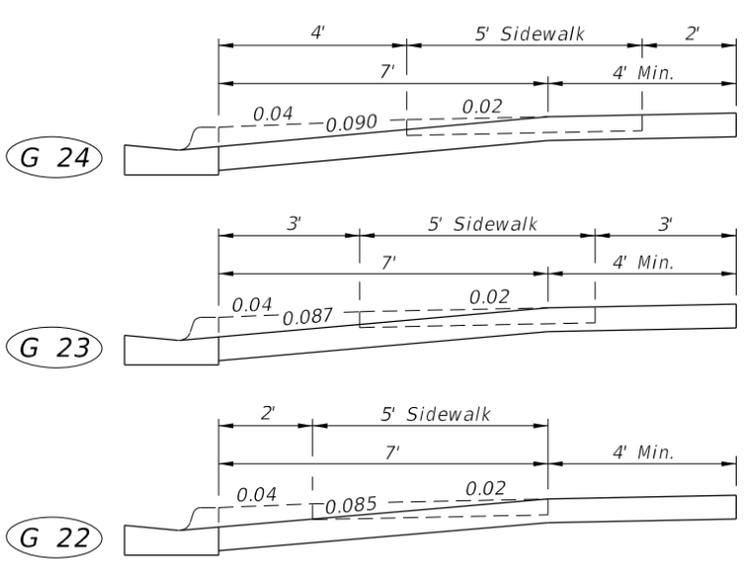
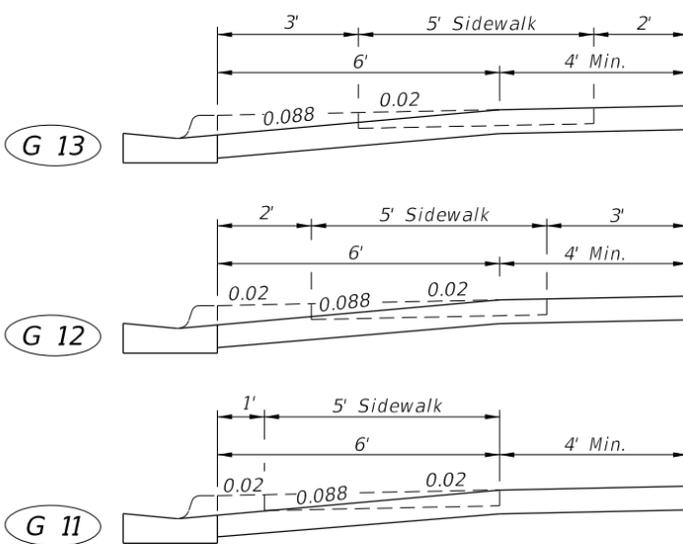
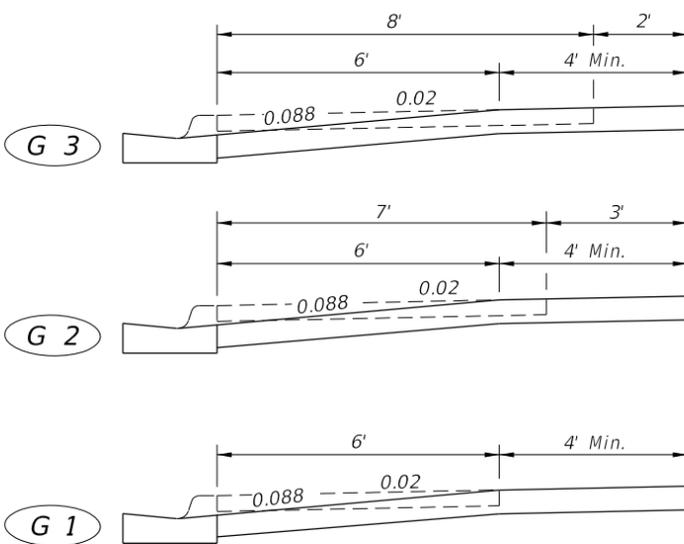
DRIVEWAY SECTIONS ON CURBED FACILITIES WITH SIDEWALKS

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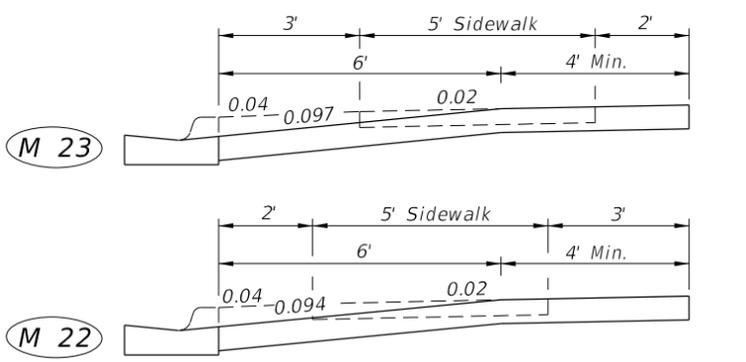
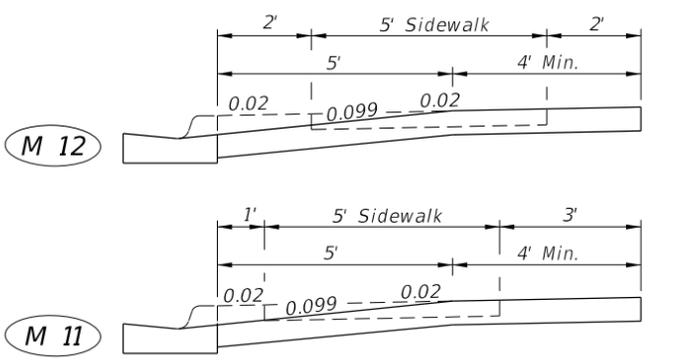
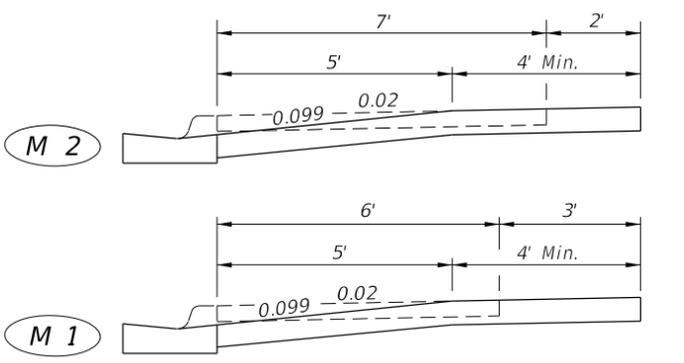
| | | | | | |
|---------------------------|--------------|--------------------------------------|--|-----------------------------|---------------------------|
| LAST REVISION 11/01/17 | DESCRIPTION: | FDOT FY 2018-19 STANDARD PLANS | TURNOUTS AND DRIVEWAYS CONCRETE FLARED DRIVEWAYS | INDEX 000-515 522-003 | SHEET 3 of 7 3 of 4 |
|---------------------------|--------------|--------------------------------------|--|-----------------------------|---------------------------|



**MODIFICATIONS OF 'ADVERSE' AND 'MARGINAL' APPLICATIONS
Incorporated into FDM and other details.**



ADVERSE* AND MARGINAL* SECTIONS MODIFIED TO ACHIEVE GENERAL* APPLICATION



ADVERSE* SECTIONS MODIFIED TO ACHIEVE MARGINAL* APPLICATION

SIDEWALK ADJACENT TO CURB

SIDEWALK WITH UTILITY STRIP ON 0.02 SLOPE

SIDEWALK WITH UTILITY STRIP ON 0.04 SLOPE

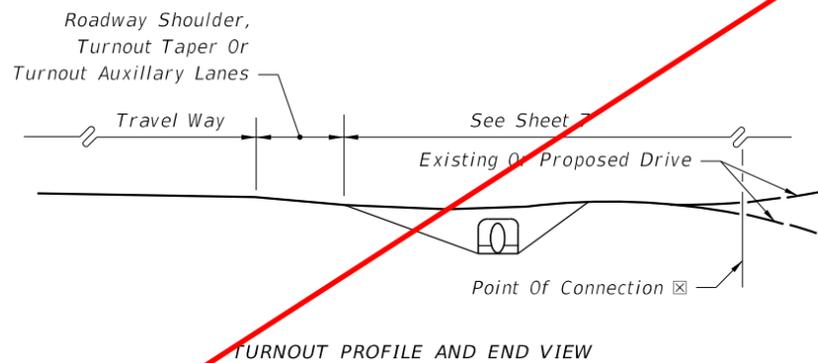
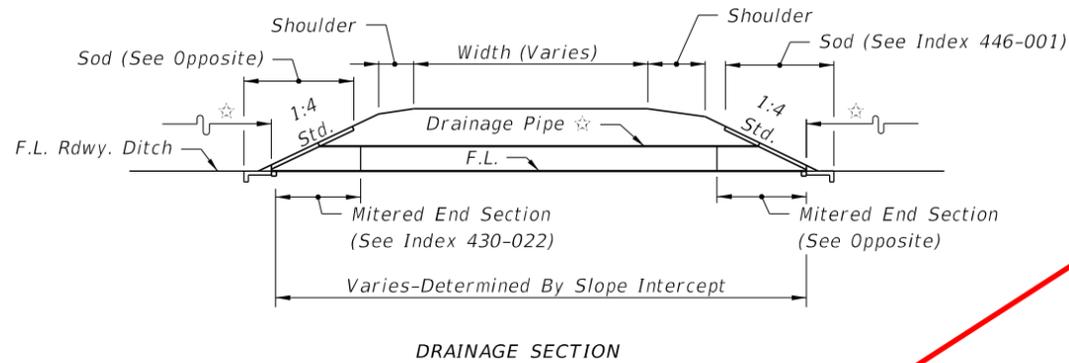
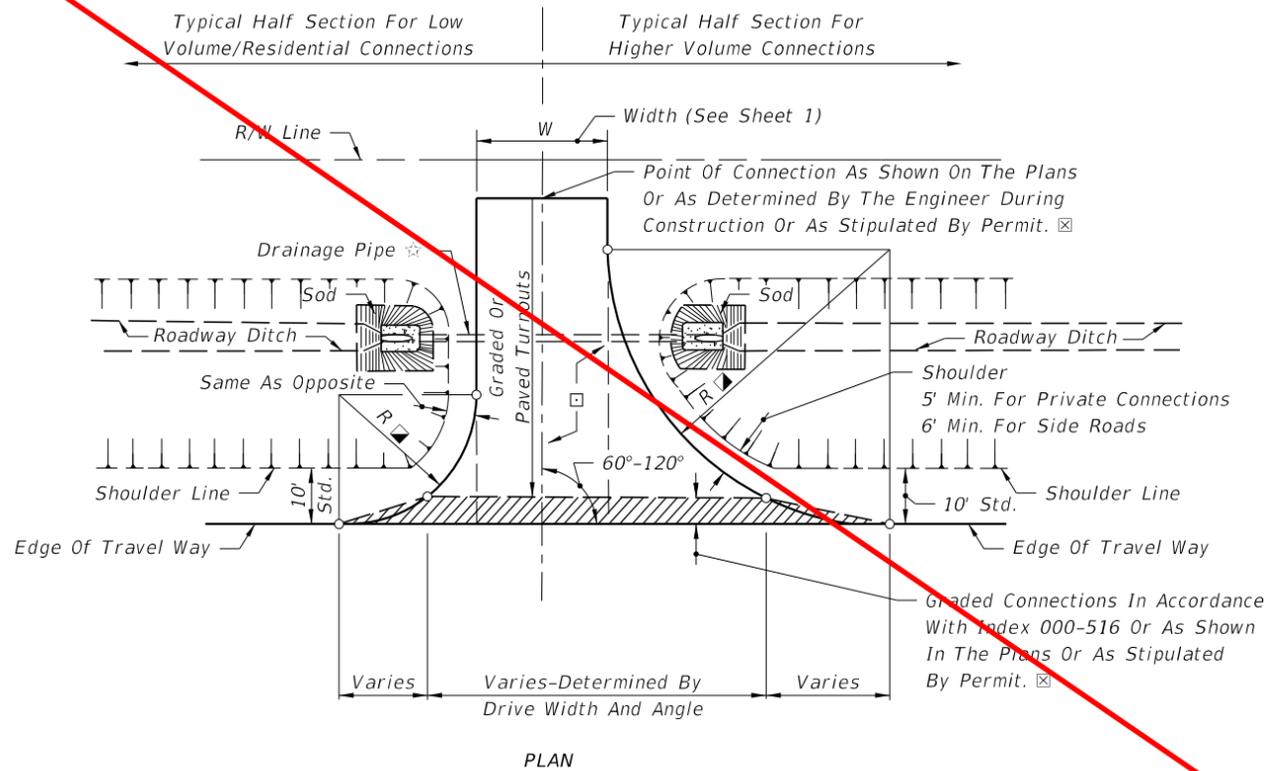
* See 'DESIGN NOTES FOR CURBED ROADWAY - FLARED TURNOUTS'

MODIFICATIONS TO ADVERSE AND MARGINAL SECTIONS

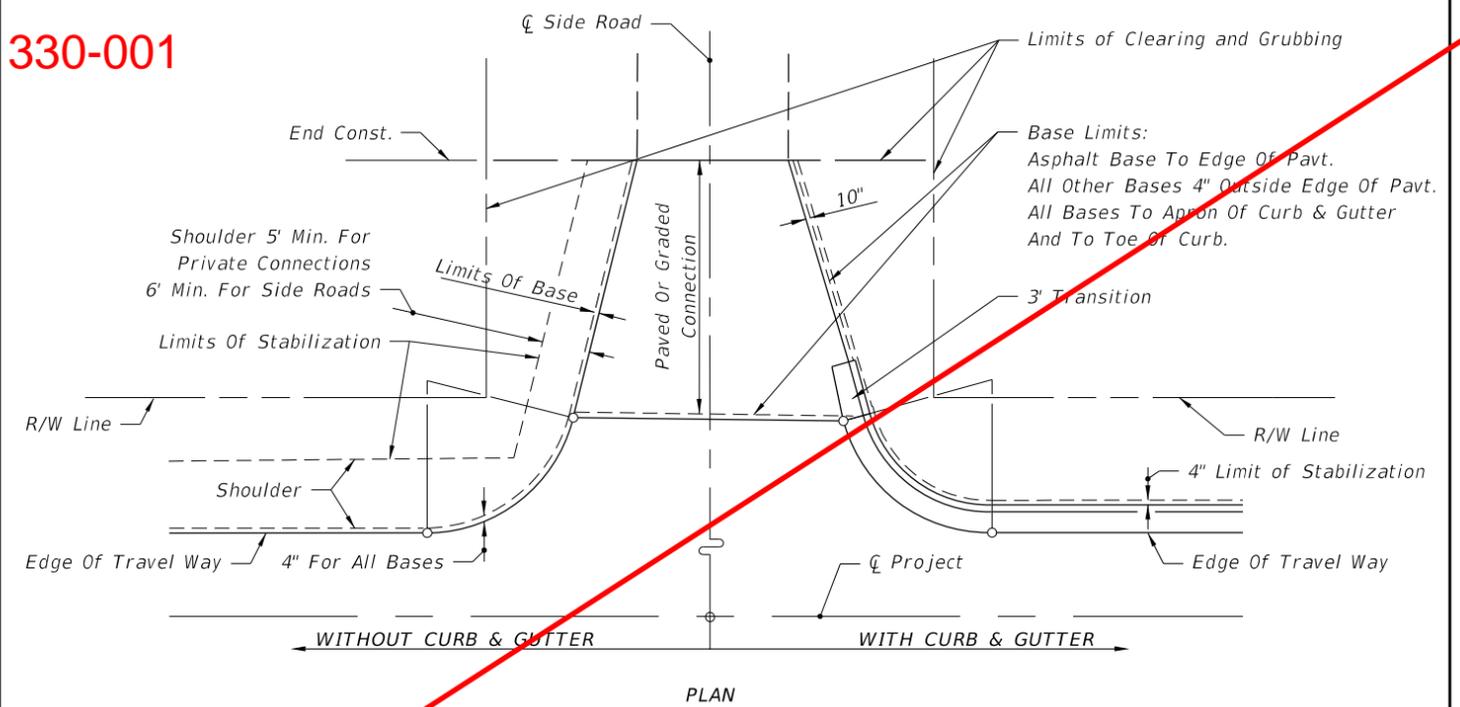
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| LAST REVISION 11/01/17 | DESCRIPTION: |
|---------------------------|--------------|

MOVED TO 330-001



FLUSH SHOULDER ROADWAY - TURNOUT CONSTRUCTION



LIMITS OF CLEARING & GRUBBING, STABILIZING AND BASE AT INTERSECTIONS

INTERSECTIONS NOTES:

○ Return Radius Point or Transition Point.

DRIVE ENTRANCES NOTES:

- ☆ Drainage pipe size and length shall be that shown on the plans, or as stipulated by permit, or, as determined by the Engineer during construction. The size shall be at least that established by the FDOT District, but not less than 15" diameter or equivalent. For minimum cover over drainage pipe see Specification Section 125. Pipe arch or elliptical pipe may be required to obtain necessary cover. At minimal cover applications a modified pavement apron is permitted. See 'PERMISSIBLE PAVEMENT MODIFICATION' Index 430-022. For spacing between adjacent pipe end treatments see Index 430-022.
 - ☐ Stable material may be required for graded turnouts to private property as directed by the Engineer in accordance with Section 102-8 of the Standard Specifications.
 - ☒ The turnout pavement requirement at graded connections may be waived for connections serving one or two homes or field entrances with less than 20 trips per day, or 5 trips per hour as approved by permit or by the Engineer, or when not itemized in the plans.
- Paved turnouts shall be constructed for all paved connecting facilities. The connecting point will be determined by the Engineer.
- Paved turnouts shall be constructed for all business, commercial, industrial or high volume residential graded connecting facilities. The connecting point shall be 30' from edge of travel way or at R/W line, whichever is less.
- Paved turnouts shall be constructed for all connecting facilities over 4000 vehicles per day. The connecting point shall be at the R/W line.
- See "Summary Of Geometric Requirements For Turnouts" chart for return radii lengths and supplemental information.
 - Return Radius Point or Flare Point.

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| | | |
|---------------------------|----------|--------------|
| LAST REVISION 11/01/17 | REVISION | DESCRIPTION: |
|---------------------------|----------|--------------|

TABLE MOVED TO 330-001

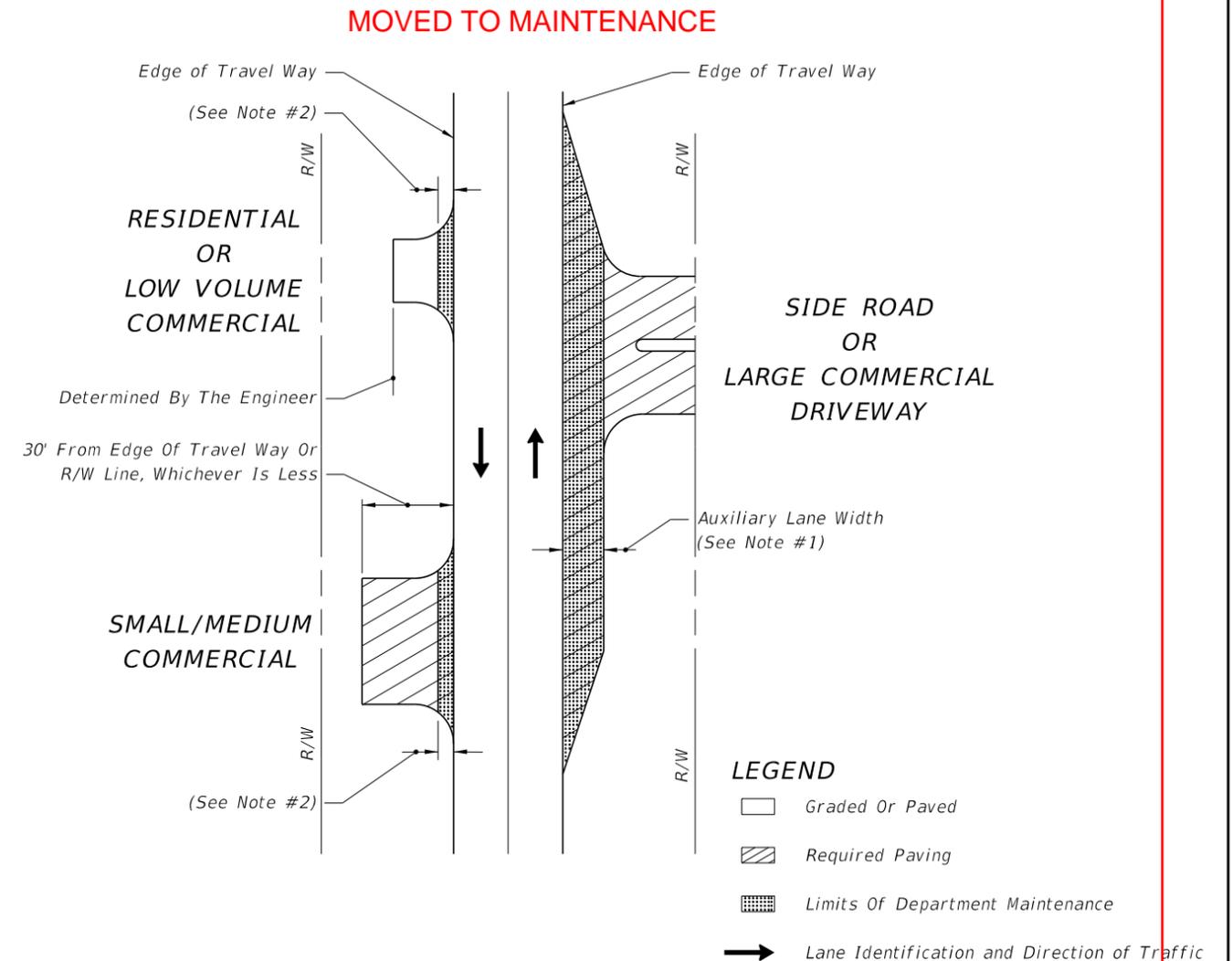
| MATERIAL TYPES AND THICKNESSES IN DRIVING AREAS FOR ALL CONNECTIONS | | | |
|---|---------------------------------------|-------------------|-----------|
| Course | Materials ② | Thickness (in.) ① | |
| | | Connections ③ | Roadway ④ |
| Structural | Asphaltic Concrete | 1" | 1½" |
| Bases | Optional Base (See Spec. Section 285) | O.B.G. 1 | O.B.G. 3 |

① Minimum thickness.
 ② All materials shall be approved by the Department prior to being placed.
 ③ Connection structure other than traffic lanes. See Notes 1 and 2 below.
 ④ Travel way flares (bypass lanes), auxiliary lanes serving more than a single connection, and all median crossovers including their auxiliary lanes and/or transition tapers. See Notes 1 and 2 below.

NOTES

- The pavement should be structurally adequate to meet the expected traffic loads and should not be less than that shown above, except as approved by the Department for graded connections. Other Department-approved equivalent pavements may be used at the discretion of the Engineer.
- Auxiliary lanes and their transition tapers shall be the same structure as the abutting travel way pavement thickness or any of the roadway structures tabulated above, whichever is thicker.
- If an asphalt base course is used for a turnout, its thickness may be increased to match the edge of travel way pavement thickness in lieu of a separate structural course. 6" of Portland cement concrete will be acceptable in lieu of the asphalt base and structural courses. See Notes 4 and 5 below.
- A structural course is required for flexible pavements when they are used for auxiliary lanes serving more than a single connection.
- Connections paved with Portland cement concrete shall be Class NS concrete at least 6" thick. The Department may require greater thickness when called for in the plans or stipulated by permit. Materials and construction shall conform with FDOT Standard Specifications Sections 347, 350 and 522.
- The Department may require other pavement criteria where local conditions warrant.

PAVEMENT STRUCTURE FOR TURNOUTS AND AUXILIARY LANES
TABLE 515-1

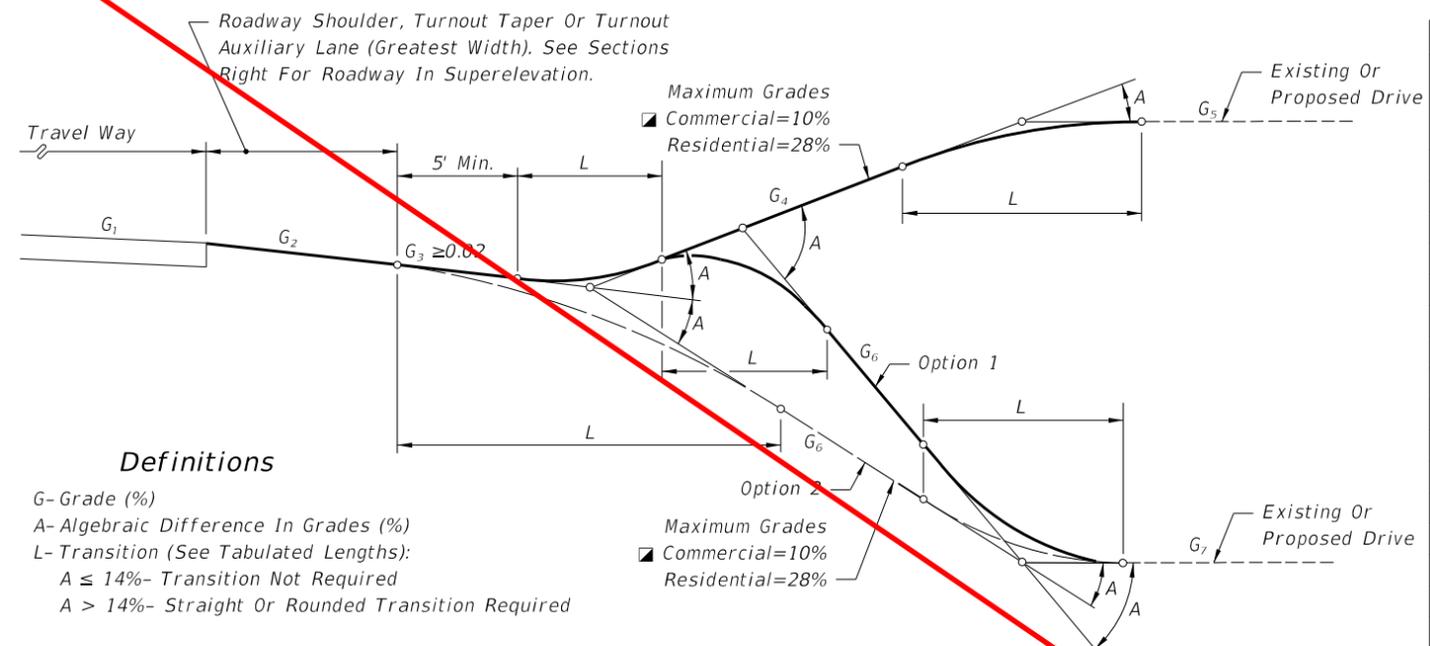


- NOTES**
- Auxiliary lane pavements and crossover pavements shall be maintained by the Department.
 - Department maintenance of turnout pavement extends 5' from edge of the travel way or to the edge of paved shoulder, whichever is greater. The remainder of any turnout paved area on the right of way shall be maintained by the owner or his authorized agent. As a function of routinely reworking shoulders, the Department may grade and shape existing material on nonpaved areas beyond the maintained pavement.
 - Control and maintenance of drainage facilities within the right of way shall be solely the responsibility of the Department, unless specified differently by Department permit.
 - The maintenance and operation of highway lighting, traffic signals, associated equipment, and other necessary devices shall be the responsibility of a public agency.
 - All pavement markings on the State highways, including acceleration and deceleration lane markings, and signing installed for the operation of the State highway shall be maintained by the Department.
 - All signing and marking installed for the operation of the connection (such as stop bars and stop signs for the connection) shall be the responsibility of the permittee.

**LIMITS OF
CONSTRUCTION AND MAINTENANCE
FOR FLUSH SHOULDER ROADWAY CONNECTIONS**

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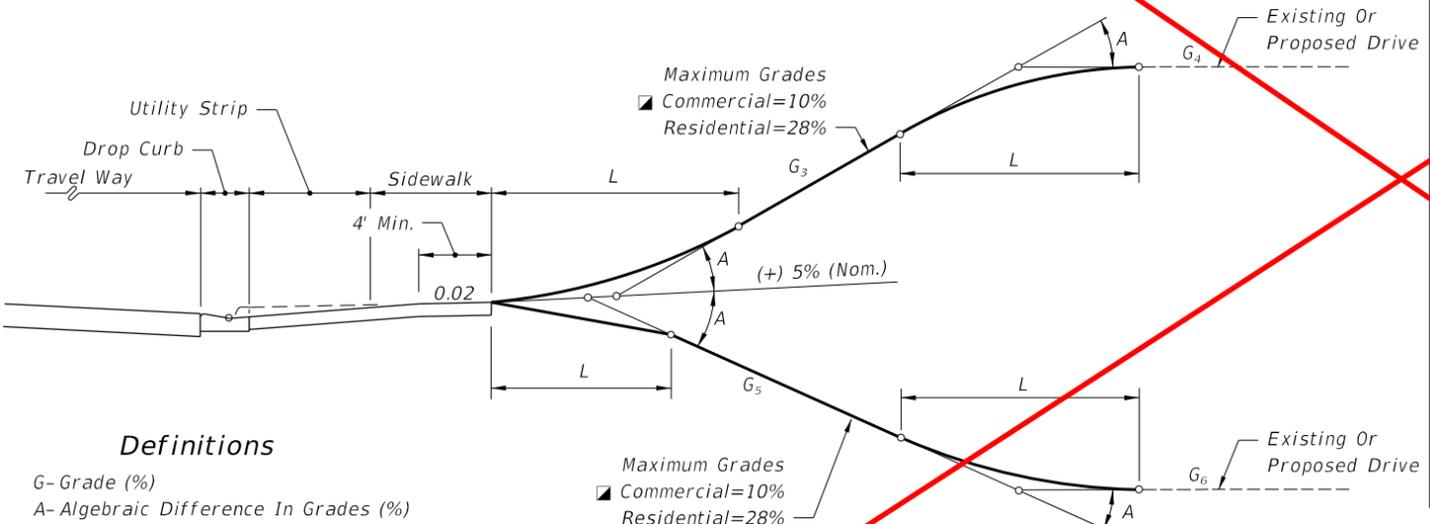
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Definitions

G- Grade (%)
 A- Algebraic Difference In Grades (%)
 L- Transition (See Tabulated Lengths):
 A ≤ 14%- Transition Not Required
 A > 14%- Straight Or Rounded Transition Required

FLUSH SHOULDER ROADWAY - TURNOUT PROFILES



Definitions

G- Grade (%)
 A- Algebraic Difference In Grades (%)
 L- Transition (See Tabulated Lengths):
 A ≤ 14%- Transition Not Required
 A > 14%- Straight Or Rounded Transition Required

CURBED ROADWAY - TURNOUT PROFILES

When restoring or reconstructing existing commercial turnout connections on new construction and reconstruction projects, the maximum 10% commercial grade may be exceeded provided this does not create adverse roadway operational or safety impacts. This shall be approved by the District Design Engineer and supported by documented site specific findings.

| A | LENGTHS (L) (FT.) | | | | | | | |
|--------|-------------------|---------|-----------|---------|-----------|---------|-----------|---------|
| | CRESTS | | | | SAGS | | | |
| | STRAIGHT | | ROUNDED | | STRAIGHT | | ROUNDED | |
| | Desirable | Minimum | Desirable | Minimum | Desirable | Minimum | Desirable | Minimum |
| 6-13% | 3 | 0 | 5 | 0 | 3 | 0 | 5 | 0 |
| 14% | 3 | 0 | 10 | 0 | 3 | 0 | 10 | 0 |
| 15% | 3 | 2.5 | 10 | 3 | 5 | 3 | 10 | 5 |
| 16% | 5 | 3 | 10 | 4 | 6 | 4 | 10 | 6 |
| 17% | 6 | 3.5 | 10 | 5 | 8 | 5 | 10 | 7 |
| 18% | 6 | 4 | 10 | 6 | 9 | 6 | 10 | 8 |
| 19% | 7 | 4.5 | 10 | 7 | 11 | 7 | 12 | 9 |
| 20% | 8 | 5 | 11 | 8 | 12 | 8 | 13 | 10 |
| 21% | 9 | 5.5 | 12 | 9 | 13 | 8.5 | 14 | 11 |
| 22% | 10 | 6 | 13 | 10 | 14 | 9 | 16 | 12 |
| 23% | 10 | 6.5 | 14 | 10.5 | 14 | 9.5 | 16 | 12.5 |
| 24% | 11 | 7 | 15 | 11 | 15 | 10 | 17 | 13 |
| 25% | 12 | 7.5 | 15 | 11.5 | 16 | 10.5 | 18 | 13.5 |
| 26% | 12 | 8 | 16 | 12 | 17 | 11 | 18 | 14 |
| 27% | 13 | 8.5 | 17 | 12.5 | 17 | 11.5 | 19 | 14.5 |
| 28% | 14 | 9 | 17 | 13 | 18 | 12 | 20 | 15 |
| 29% | NA | NA | 22 | 14 | NA | NA | 21 | 17 |
| 30-31% | NA | NA | 23 | 15 | NA | NA | 22 | 18 |
| 32-33% | NA | NA | 24 | 16 | NA | NA | 23 | 20 |
| 34-36% | NA | NA | 26 | 17 | NA | NA | 25 | 21 |
| 37-38% | NA | NA | 27 | 18 | NA | NA | 26 | 22 |
| 39-41% | NA | NA | 29 | 19 | NA | NA | 28 | 24 |
| 42-43% | NA | NA | 30 | 20 | NA | NA | 29 | 25 |
| 44-46% | NA | NA | 32 | 21 | NA | NA | 31 | 26 |
| 47-48% | NA | NA | 33 | 22 | NA | NA | 32 | 27 |
| 49-51% | NA | NA | 34 | 23 | NA | NA | 34 | 28 |
| 52-54% | NA | NA | 36 | 24 | NA | NA | 35 | 30 |
| 55-56% | NA | NA | 37 | 25 | NA | NA | 36 | 31 |

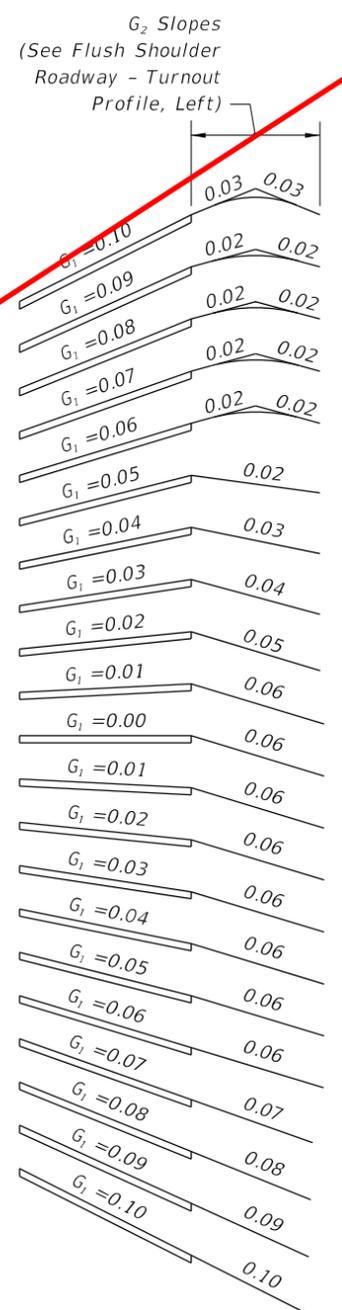
Rounded: Either circular, parabolic, or spline curvature. The plans or the Engineer may specify a particular type of curvature.
 Desirable: Desirable minimum lengths {Greater lengths than minimum and desirable are recommended where practical for flatter and smoother profile.}
 Minimum: Absolute minimum lengths

RECOMMENDED TURNOUT PROFILE TRANSITION LENGTHS (L) (FT.)

STORMWATER RUNOFF AND PROFILE OPTION NOTES

1. Turnouts shall neither cause water to flow on or across the roadway pavement, nor cause water ponding or erosion within the State right of way. On all Flush Shoulder Roadway turnouts the transition (L) nearest the roadway shall be sloped or crowned to direct stormwater runoff to the roadside ditch. Inlets, flumes or other appropriate runoff control devices shall be constructed when runoff volumes are sufficient to cause erosion of the shoulder. Similar runoff control devices shall be constructed as necessary to properly direct and control the stormwater runoff on Curbed Roadway turnouts.
2. The Option 1 profile is intended for locations where roadway, turnout taper and auxiliary lane stormwater runoff volumes are relatively large. The Option 2 profile is intended for locations where runoff volumes are relatively small and/or where there is no roadside ditch.

TURNOUT PROFILES



ROADWAY PAVEMENT SLOPES AND SLOPES OF ABUTTING FLUSH SHOULDER ROADWAY TURNOUT SURFACES (G₂)

SUPERELEVATION SECTIONS

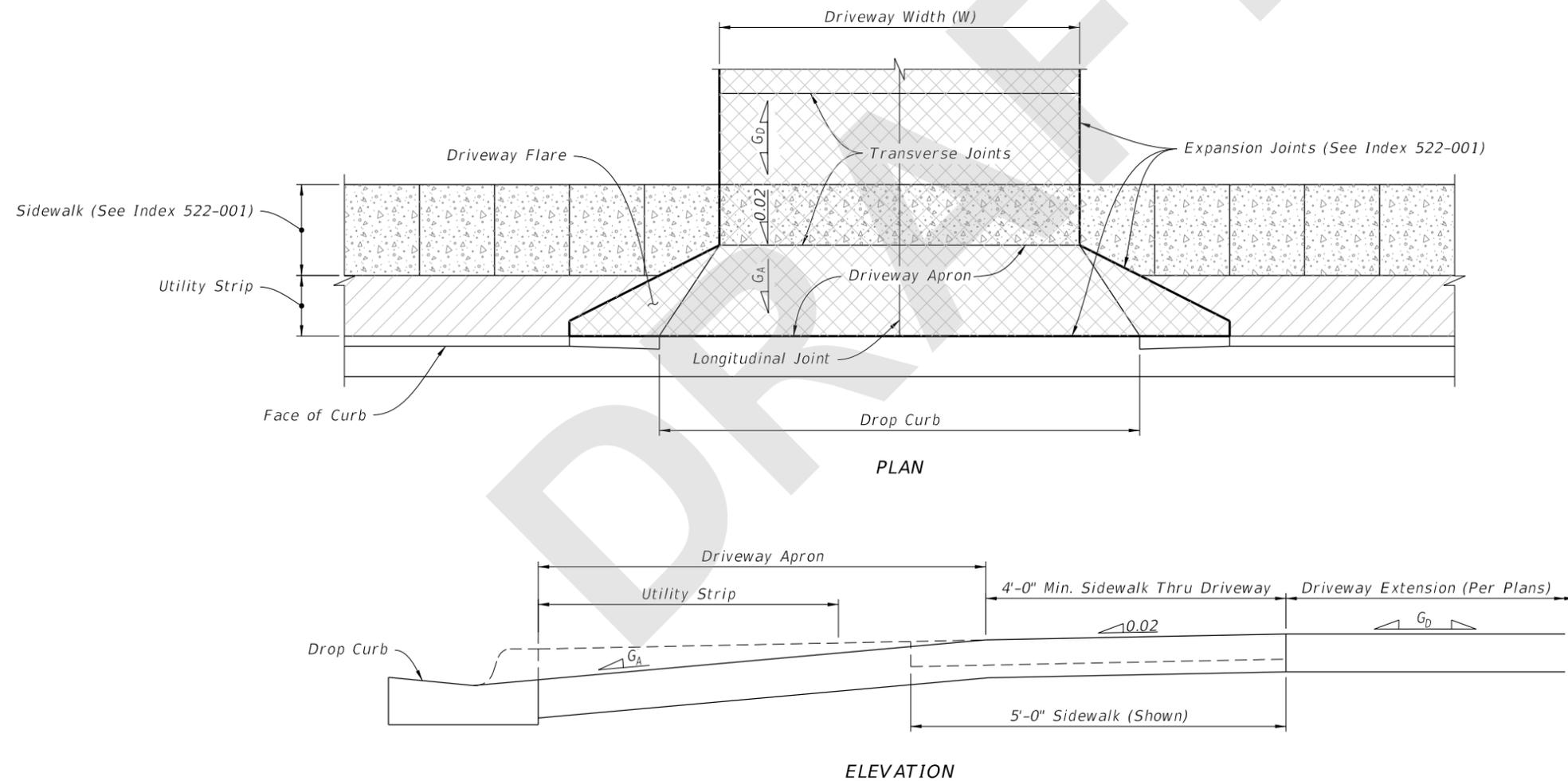
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GENERAL NOTES:

1. Work this Index with Specification 522.
2. Refer to Index 520-001 for drop curb details and Index 522-001 for joints between driveway, sidewalks, and curb.
3. Existing Curb and Gutter:
Remove existing curb and gutter to either the nearest joint beyond the flared point or to where no remaining section is less than 5 feet long.
4. Grades and cross slopes shown are maximums.
5. Longitudinal Joints:
Construct $\frac{1}{8}$ " open joints placed at equal (20' max.) intervals for driveways over 20' wide. Match joints in curb and gutter to match joints in driveways.
6. Transverse Joints:
Construct $\frac{1}{8}$ " open joints @ 10' Centers and $\frac{1}{2}$ " expansion joints with preformed joint filler every 5th joint.
7. Construct driveways (6" thick concrete) to a uniform width (W) to the R/W line or the extent shown in the Plans.
8. Width of Sidewalk Thru Driveway is 4'-0" minimum. Match sidewalk width when shown in Plans or when utility strip width is equal to or greater than the depth of the Driveway Apron.
9. Alpha-Numeric Identification:
Concrete Flared Driveway Alpha-Numeric Identifications (e.g. G4) are provided for reference purposes in the Plans.

LEGEND:

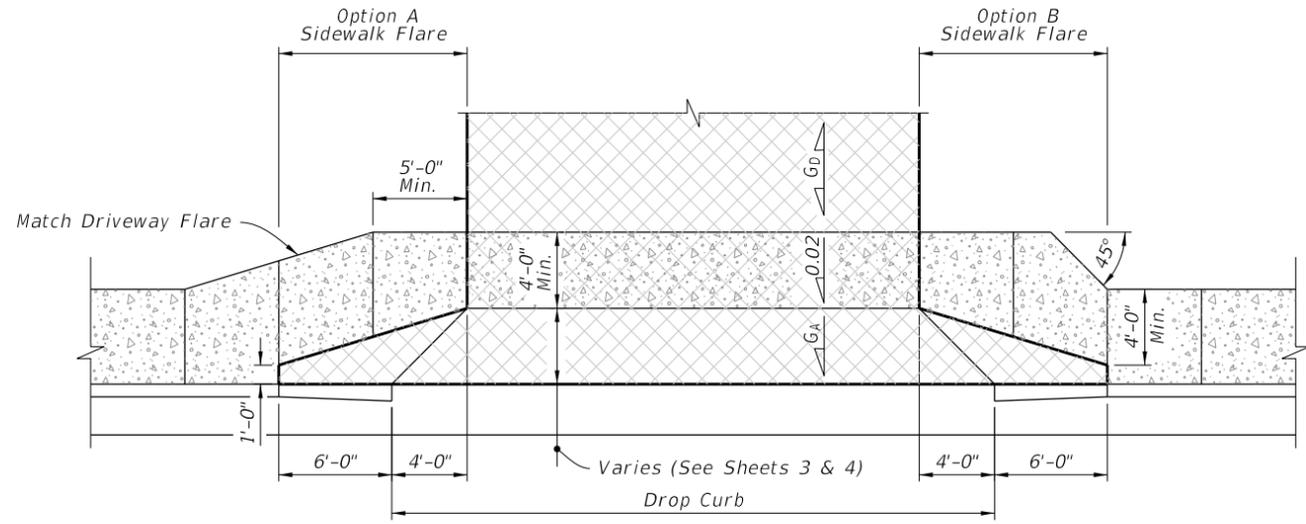
-  Sidewalk
-  Flared Driveway (6" Thick Concrete)
-  Sidewalk Thru Driveway (6" Thick Concrete)
-  Utility Strip
- G_A Grade of Apron
- G_D Grade of Driveway (Per Plans)



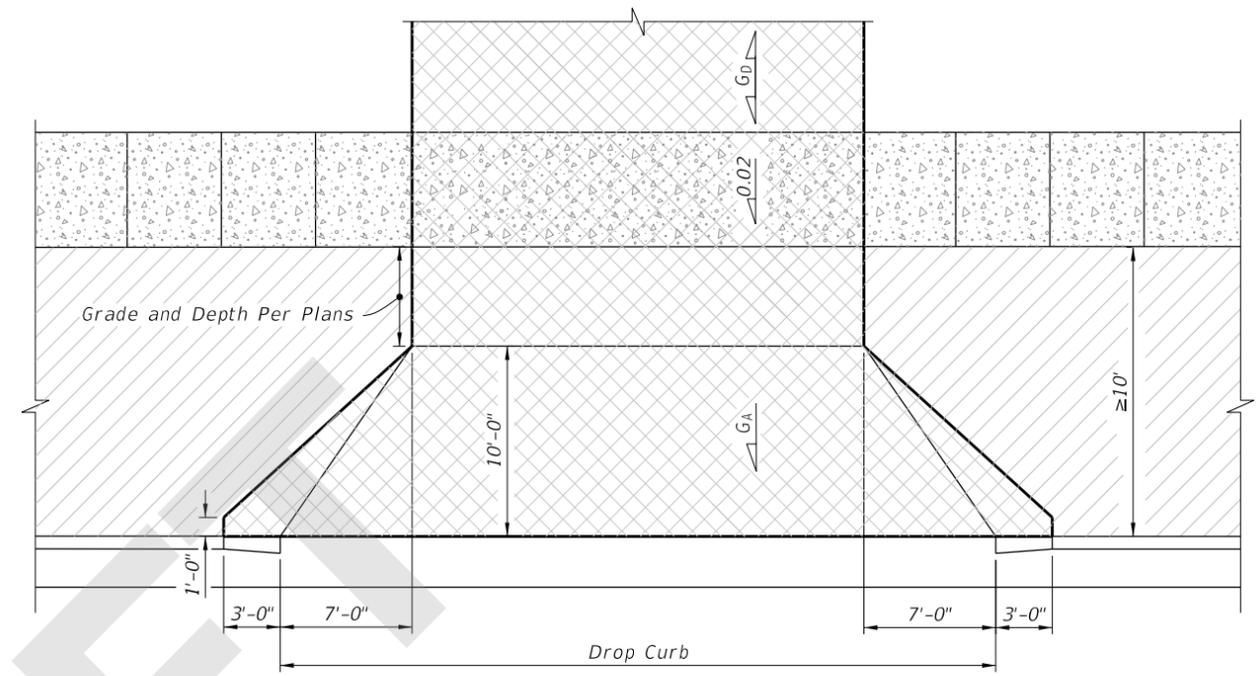
CONCRETE FLARED DRIVEWAY NOMENCLATURE

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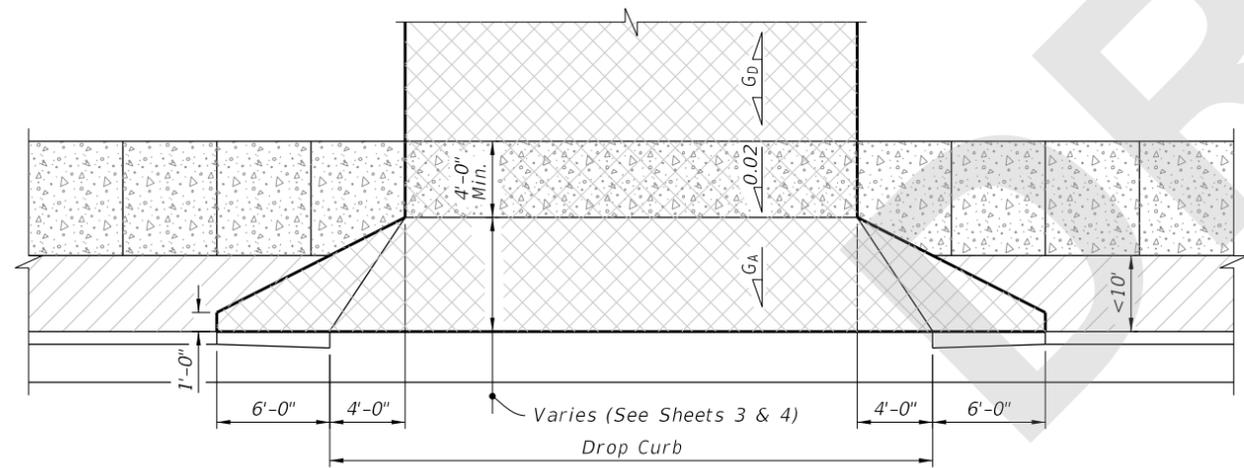
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| LAST REVISION 11/01/18 | REVISION | DESCRIPTION: |  FY 2019-20 STANDARD PLANS | CONCRETE FLARED DRIVEWAYS | INDEX 522-003 | SHEET 1 of 4 |
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SIDEWALK WITHOUT UTILITY STRIP



WITHOUT SIDEWALK OR UTILITY STRIP ≥ 10' WIDE



UTILITY STRIP < 10' WIDE

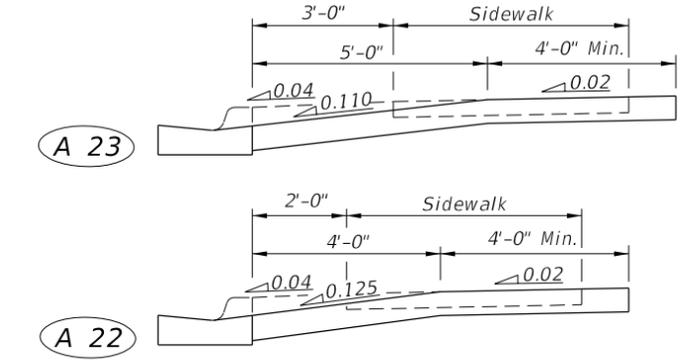
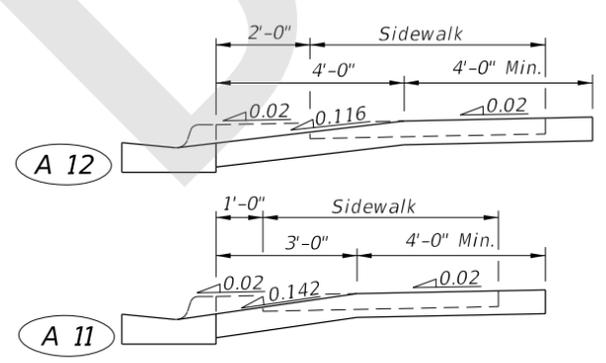
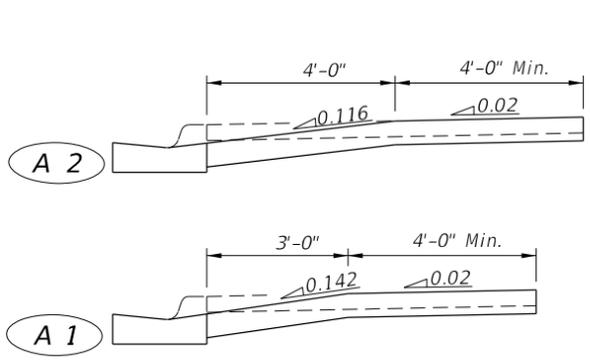
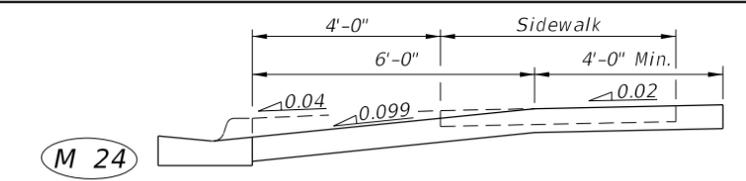
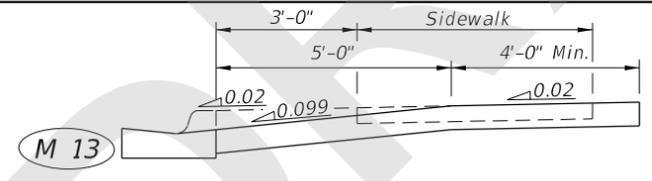
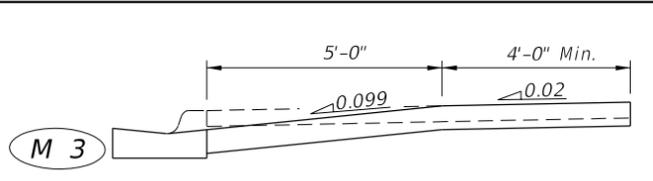
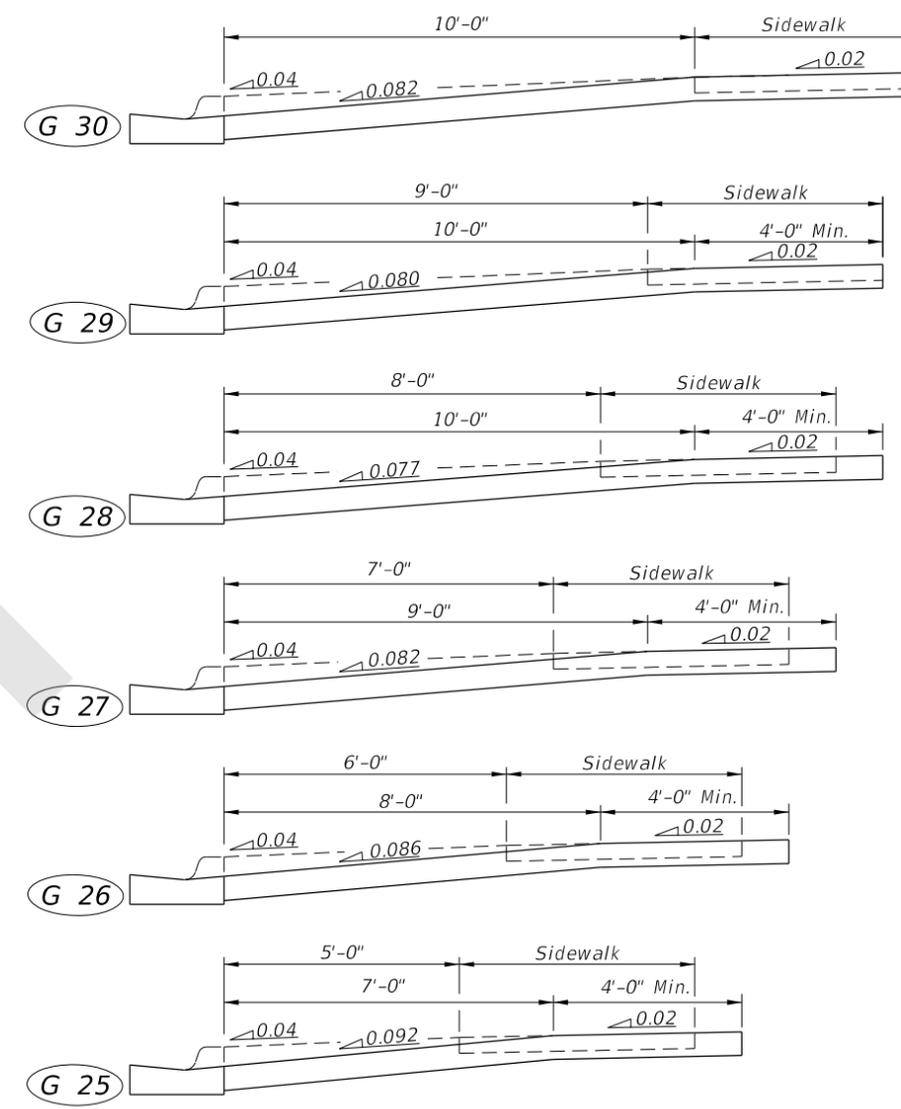
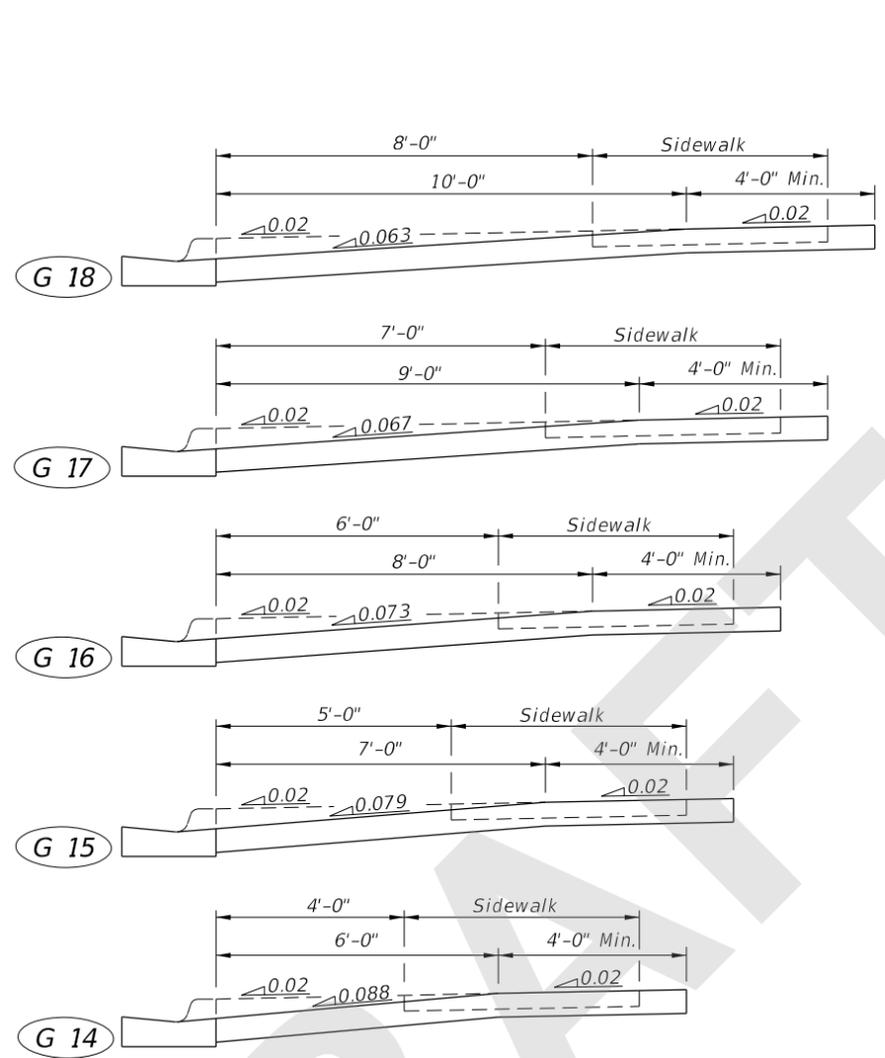
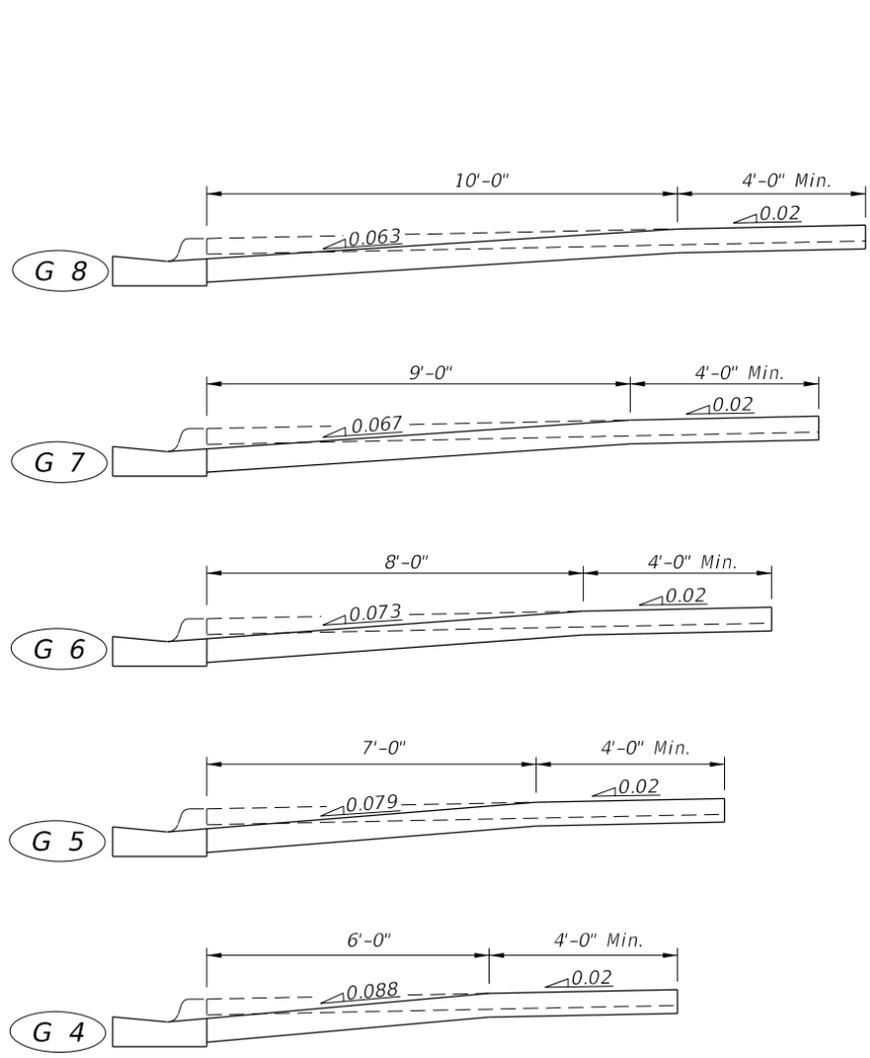
LEGEND:

-  Sidewalk
-  Flared Driveway (6" Thick Concrete)
-  Sidewalk Thru Driveway (6" Thick Concrete)
-  Utility Strip

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GENERAL APPLICATIONS

MARGINAL

ADVERSE

==== SIDEWALK WITHOUT UTILITY STRIP =====

==== SIDEWALK WITH UTILITY STRIP ON 0.02 SLOPE =====

==== SIDEWALK WITH UTILITY STRIP ON 0.04 SLOPE =====

NOTE:
5' sidewalks shown.

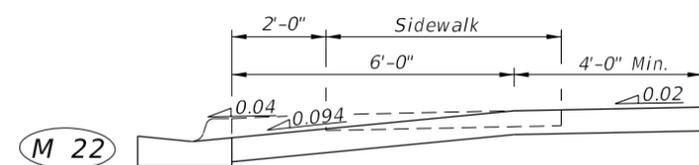
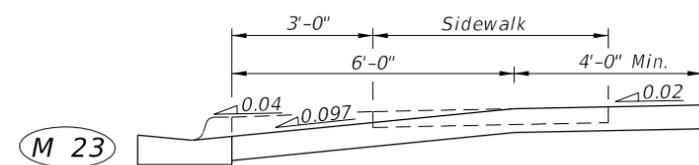
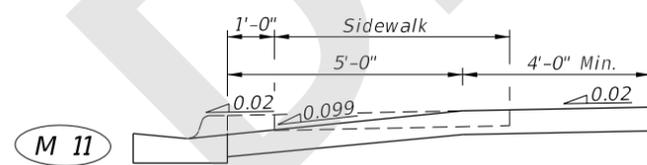
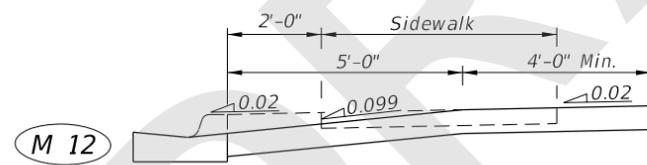
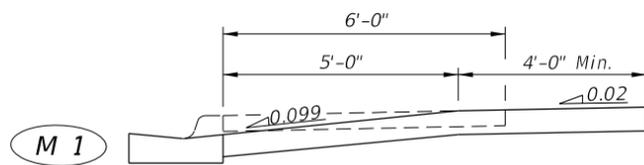
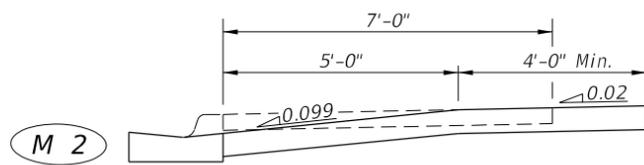
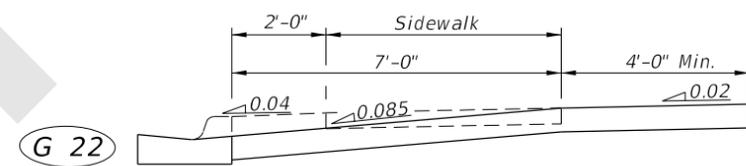
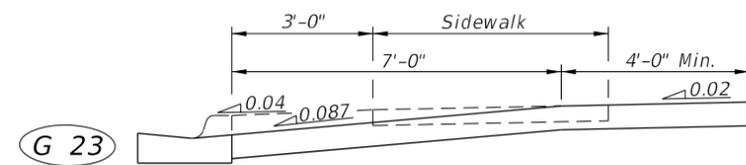
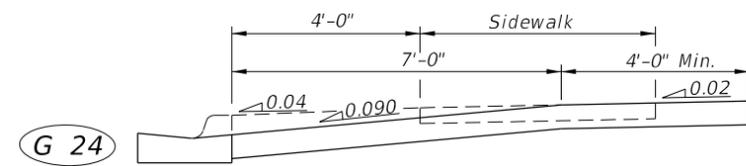
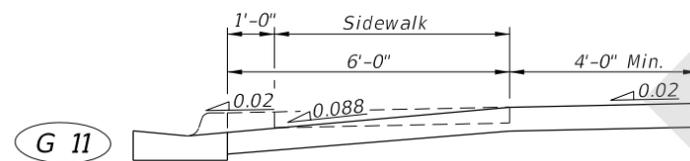
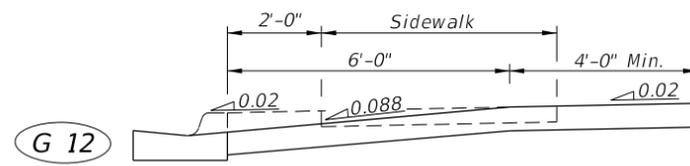
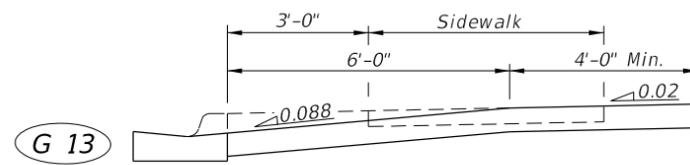
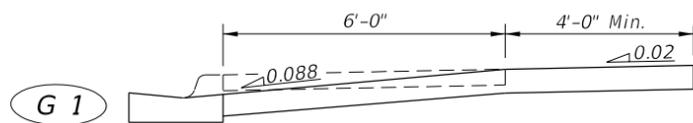
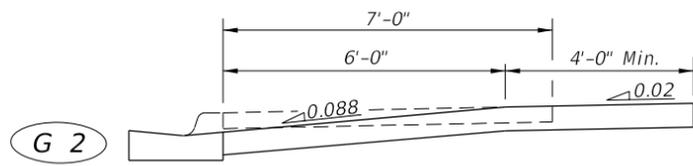
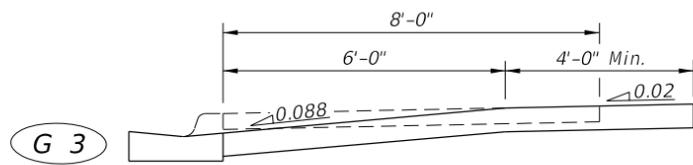
DRIVEWAY SECTIONS ON CURBED FACILITIES WITH SIDEWALKS

| LAST REVISION | DESCRIPTION: |
|---------------|--------------|
| 11/01/18 | |


**FY 2019-20
STANDARD PLANS**

CONCRETE FLARED DRIVEWAYS

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GENERAL APPLICATIONS

MARGINAL

==== SIDEWALK WITHOUT UTILITY STRIP ====

==== SIDEWALK WITH UTILITY STRIP ON 0.02 SLOPE ====

==== SIDEWALK WITH UTILITY STRIP ON 0.04 SLOPE ====

NOTE:
5' sidewalks shown.

DRIVEWAY SECTIONS ON CURBED FACILITIES WITH SIDEWALKS

CONCRETE FLARED DRIVEWAYS

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| LAST REVISION 11/01/18 | REVISION | DESCRIPTION: |
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