



	RESIDENTIAL	MULTI-FAMILY LIGHT COMMERCIAL ^{△4}	HEAVY COMMERCIAL AND INDUSTRIAL ^{△5}
"W" DRIVEWAY OPENING (WIDTH)	12' MIN. 30' MAX. ^{△7}	14' MIN. (ONE-WAY) 24' MIN. (TWO-WAY) 36' MAX.	16' MIN. (ONE-WAY) 30' MIN. (TWO-WAY) 54' MAX. (HEAVY TRUCK)

NOTES:

- ^{△1.} COMMERCIAL COLLECTOR - 50'
MINOR ARTERIAL - 150'
MAJOR ARTERIAL - 235'
DOWNTOWN PARKING DISTRICT TO BE APPROVED BY THE CITY ENGINEER. } REQUIRED DIMENSIONS OUTSIDE THE DOWNTOWN PARKING DISTRICT. VARIANCE REQUIRED WHEN THIS STANDARD CANNOT BE MET.
- ^{△2.} DRIVEWAY WING TAPER LENGTH VARIES. SEE P.C.C. DRIVEWAY APRON DETAIL.
- ^{△3.} 5' MINIMUM SPACE NOT REQUIRED ON SHARED DRIVEWAYS. WHEN THIS DIMENSION BETWEEN ADJACENT DRIVEWAYS IS LESS THAN 10', SUCH AS WITH CUL-DE-SAC CONFIGURATIONS, THE CURB SHALL BE DEPRESSED BETWEEN THE DRIVEWAYS. PROPERTIES WITH COMMON INTERNAL ACCESS MAY SHARE A SINGLE DRIVEWAY WITH THE APPROPRIATE EASEMENT.
- ^{△4.} INCLUDES MULTI-RESIDENTIAL WITH 2 UNITS OR GREATER, OFFICE BUILDINGS, AND OTHER COMMERCIAL BUILDINGS.
- ^{△5.} INCLUDES DRIVE-IN ESTABLISHMENTS, FACTORIES, SERVICE STATIONS, WAREHOUSES AND DISTRIBUTION, MANUFACTURING AND INDUSTRIAL.
- 6. ANY DEVIATION FROM THESE DIMENSIONS MUST BE SUBMITTED TO AND APPROVED BY THE CITY ENGINEER.
- ^{△7.} THE WIDTH OF THE DEPRESSED CURB SECTION OF THE DRIVEWAY IS TO MATCH THE WIDTH OF THE LARGEST GARAGE OPENING OR THE OPENING THAT FACES THE STREET.
- 8. DRIVEWAYS ARE TO CONNECT PERPENDICULAR TO THE STREET CENTERLINE. ON CUL-DE-SACS, CURVED STREETS, ETC., WHERE THIS REQUIREMENT MAY NOT BE POSSIBLE, ANY DIFFERENT DRIVEWAY SHALL BE TREATED AS AN INTERSECTION AND ACCESS MANAGEMENT STANDARDS SHALL APPLY.
- 9. ADDITIONAL DRIVEWAY WIDTH MAY BE ALLOWED TO THE PROPERTY LINE SIDE OF THE NORMAL DRIVEWAY LOCATION TO ACCOMMODATE LARGE VEHICLE ACCESS, ACCESS TO THE REAR OR SIDE YARD, ETC., BUT ONLY AS APPROVED BY THE CITY ENGINEER.



STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

DRAWING No.

DRIVEWAY GEOMETRICS

R-115A

APPROVED BY: JF

DATE: 11/2016