FOR USE ON A PARCEL WITH A SINGLE DWELLING

* CURB OR COMBINED CURB AND GUTTER SHALL BE TAKEN OUT AND REPLACED WITH CONCRETE, SEPARATED FROM THE DRIVE BY 1/2" PREMOLDED EXPANSION JOINT. WHEN LESS THAN 5 FT. OF A CURB SECTION REMAINS AFTER THE CURB CUT IS LOCATED, IT SHALL ALSO BE REMOVED AND REPLACED. CURB SHALL BE CONSTRUCTED IN MINIMUM 5 FT. SECTIONS AND MAXIMUM 10 FT. SECTIONS.

** SIDEWALK WIDTH SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.

*** 5 FT. ON ROADWAYS WITH 35 MPH SPEED LIMIT, 2 FT. FOR SPEED LIMITS LESS THAN 35 MPH.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

WHEN A CURB OR CURB AND GUTTER ARE PRESENT ALL DRIVEWAYS SHALL BE ITEM 452 CONCRETE PAVEMENT.

** CURVED SIDEWALK

6" ITEM - 608

6" ITEM - 452

15% MAX.

10'-0" MINIMUM

16'-0" MINIMUM (2 CAR DRIVE)

R/W LINE

R/W LINE

A

A

SEPARATE CURB/ CURB & GUTTER

DRIVE 15% MAX.

4'-0" MIN. PAR ACROSS DRIVE

1.56% MAX.

1'-0" MIN.

B/WALK

B/WALK

COMBINATION CURB AND GUTTER SECTION

SECTION A-A

RIGID

DRIVEWAY, RESIDENTIAL

CURVED ROADWAY, WITH UTILITY STRIP

UTILITY STRIP

UTILITY STRIP

PAVEMENT

PAVEMENT

1/2" EXPANSION JOINT

1" EXPANSION JOINT

4'-0" MIN. PAR ACROSS DRIVE

1.56% MAX.

1'-0" MIN.

SEPARATE CURB/CURB & GUTTER

**

*
DRIVEWAY, RESIDENTIAL

CURBED ROADWAY, TYPE A, RIGID

ITEM 609 - CURB/CURB & GUTTER (DROP)
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 609 - CURB/CURB & GUTTER (DROP)
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 608 - 6" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 608 - 6" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 452 - 6" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 452 - 6" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 605 - 4" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 605 - 4" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 452 - 6" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 452 - 6" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 605 - 4" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.

ITEM 605 - 4" UNDERDRAIN
10% ALONG THE FACE OF THE CURB
1.56% MAX.
* USE WHEN FRONT RAMP OF DRIVE IS LONGER THAN 2 FT. MAINTAIN R/W CLEARANCE FOR WALK.

** THE FIRST FULL PANEL AT THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE INCLUDING THE DRIVE FLARE SHALL BE 6" ITEM 608

SIDEWALK WIDTH PER STANDARD DRAWING 2300

R/W LINE

B/WALK

1.56% MAX.

6" ITEM - 608

1.56% MAX.

10% ALONG FACE OF CURB

1'-0" MIN.

2'-0" OR GREATER

15% MAX.

7.69% MAX.

DRIVE

15% MAX.

1.56% MAX.

1'-0" MIN.

DRIVE

12% MAX.

1" EXPANSION JOINT

1/2 EXPANSION JOINT

ITEM 605 - 4" UNDERDRAIN

ITEM 203- COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

SECTION A-A

SEE SHEET 1 OF 6 FOR NOTES
SECTION A-A

SEE SHEET 1 OF 6 FOR NOTES

ITEM 609
CURB/CURB & GUTTER (DROP)

ITEM 605 - 4" UNDERDRAIN

1/2" EXPANSION JOINT

ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

10'-0" MINIMUM
16'-0" MINIMUM (2 CAR DRIVE)

R/W LINE

R/W LINE

1'-0" MIN.

6" ITEM - 608

PAR

1.56% MAX.

7.69% MAX.

1.56% MAX.

A

A

1.56% MAX.

6" SIDEWALK WIDTH

PER STANDARD DRAWING 2300

1'-0" MIN.

16'-0" MINIMUM (2 CAR DRIVE)

6" ITEM - 608

B/WALK

HIGHWAY

DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION
** FOR USE ON A PARCEL WITH A SINGLE DWELLING **

* REPLACEMENT OF EXISTING DRIVES SHALL MATCH PAVEMENT (TYPE, DESIGN) IN KIND TO EXISTING DRIVE. NEW DRIVES SHALL BE PAVEMENT (TYPE, DESIGN) SIMILAR TO MAIN ROADWAY (TYPE, DESIGN).

** SIDEWALK SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

WHEN CONDITIONS EXIST USE THE FOLLOWING:

IF THE DISTANCE FROM THE SIDEWALK TO THE EDGE OF PAVEMENT IS:

<5' ------ HOLD THE FLARE TO 45° AND ADJUST THE WIDTH ACCORDINGLY, MAINTAIN THE MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH

5'-7' ------ MAINTAIN THE 5' MAXIMUM FLARE WIDTH, VARY THE ANGLE, AND MAINTAIN THE MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH

>7' ------ DECREASE THE 45° ANGLE (ADJUST ACCORDINGLY), MAINTAIN THE MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH
FOR USE ON A PARCEL WITH A SINGLE DWELLING

* DRIVE PAVEMENT (TYPE, RIGID)
  ITEM 452 - 6" NON-REINFORCED PORTLAND CEMENT CONCRETE

** SIDEWALK SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

WHEN CONDITIONS EXIST USE THE FOLLOWING:
IF THE DISTANCE FROM THE SIDEWALK TO THE EDGE OF PAVEMENT IS:

<5' ----- HOLD THE FLARE TO 45° AND ADJUST THE WIDTH ACCORDINGLY, MAINTAIN THE MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH
5'-7' ----- MAINTAIN THE 5' MAXIMUM FLARE WIDTH, VARY THE ANGLE, AND MAINTAIN THE MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH
>7' ----- DECREASE THE 45° ANGLE (ADJUST ACCORDINGLY), MAINTAIN THE MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH

ITEM 603 - DRIVE PIPE, TYPE D
MINIMUM 12" DIA. WHEN APPLICABLE