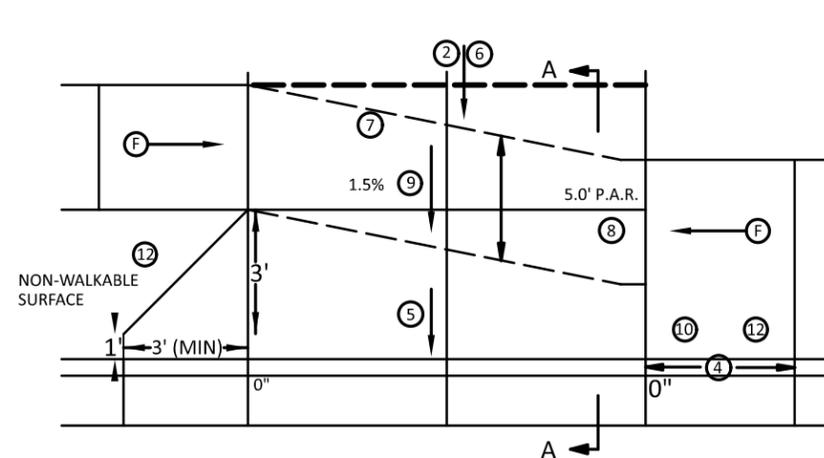
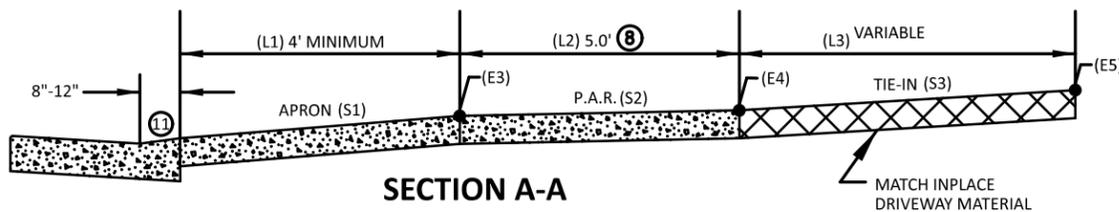


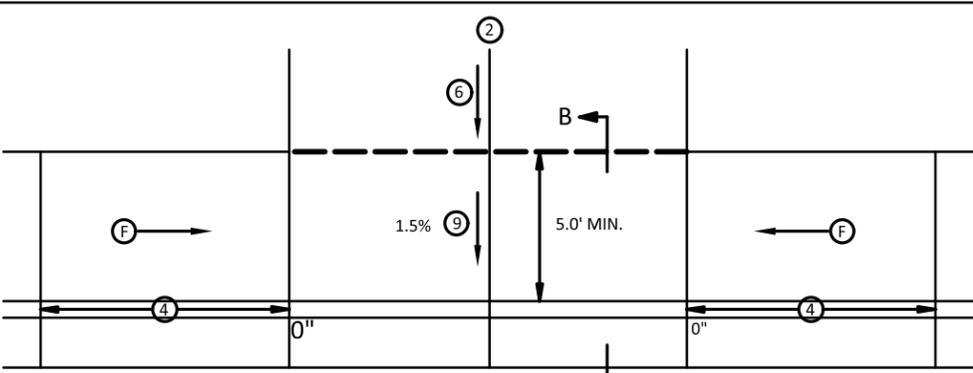
PERPENDICULAR DRIVEWAY ①



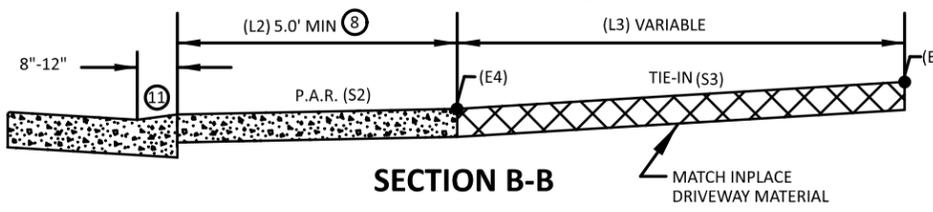
PERPENDICULAR TO PARALLEL TRANSITION



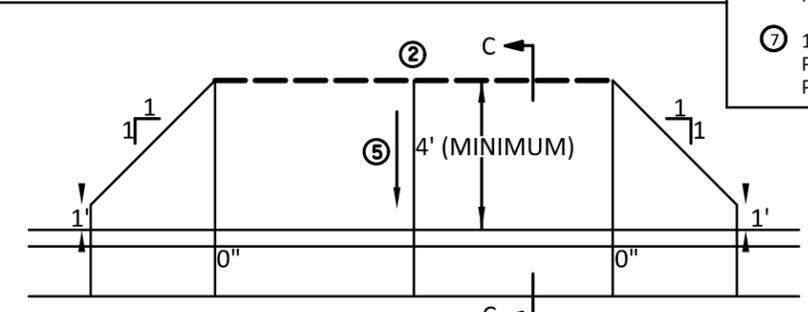
SECTION A-A



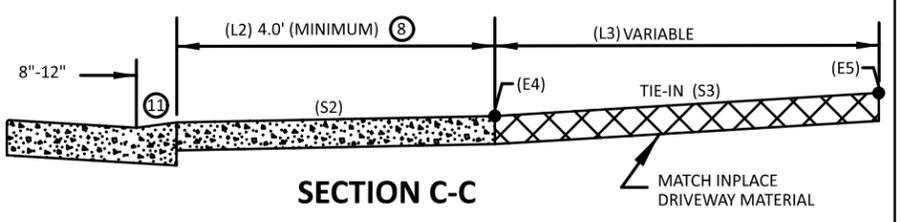
PARALLEL DRIVEWAY ③



SECTION B-B



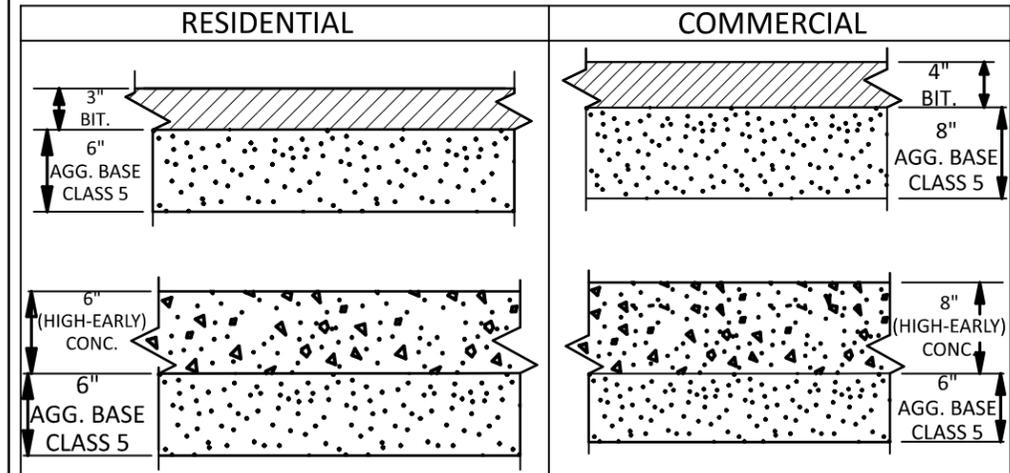
PERPENDICULAR DRIVEWAY WITHOUT SIDEWALK OR TRAIL



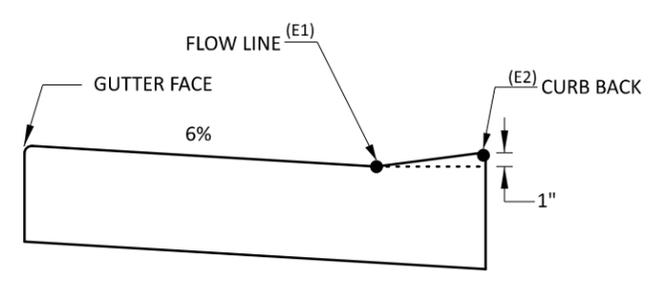
SECTION C-C

NOTES:

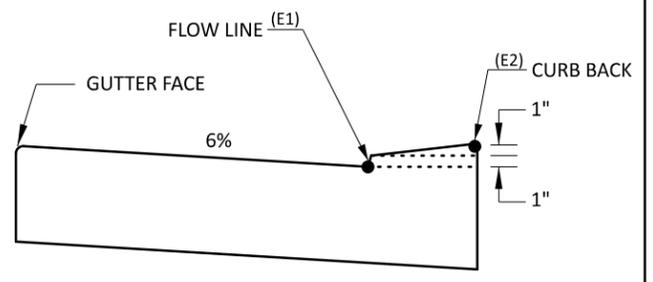
- ① TO BE USED WHEN THE DRIVEWAY P.A.R. IS LEVEL WITH OR ABOVE THE TOP OF CURB, RESULTING IN A CONTINUOUS P.A.R. PROFILE.
- ② WIDTH OF ENTRANCE SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER (12' MIN.) OR AS SHOWN IN THE PLANS.
- ③ SHOULD BE USED FOR NEGATIVE SLOPED DRIVEWAYS. DW CURB TYPE 2 SHOULD BE USED TO RAISE P.A.R. ABOVE GUTTER AND REDUCE "ROLLER COASTER" EFFECT. 4" HIGH ROADWAY CURB SHOULD BE USED TO REDUCE "ROLLER COASTER" EFFECT ESPECIALLY WHEN MULTIPLE DRIVEWAYS ARE PRESENT.
- ④ TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
- ⑤ <8% MAX. PREFERRED, 8% MAX. FOR COMMERCIAL AND 15% MAX. FOR RESIDENTIAL. IF EXISTING GRADES ARE STEEPER DO NOT MAKE GRADES APPRECIABLY WORSE BY USING BEST PRACTICES SUCH AS DRIVEWAY CURB HEIGHTS, EXTENDING L3 AND/OR STEEPEN S3.
- ⑥ <8% MAX. PREFERRED. IF THIS SLOPE IS EXCEEDED OR CONTINUED FOR MORE THAN 5', ANALYZE VEHICLE TEMPLATES FOR VERTICAL CLEARANCE. SEE FACILITY DESIGN GUIDE, CHAPTER 6, FOR GEOMETRIC DESIGNS OF DRIVEWAYS. SEE STANDARD PLAN SHEET WC-2001B FOR DRIVEWAY TABLE.
- ⑦ 1:3 MIN. 1:5 PREFERRED FOR DRIVEWAY RETROFIT PROJECTS. 1:10 PREFERRED FOR SIDEWALK REPLACEMENT PROJECTS.
- ⑧ 5.0' MIN. P.A.R. WIDTH IS THE STANDARD THROUGH DRIVEWAYS. IF FEASIBLE WIDEN DRIVEWAY P.A.R. WIDTH TO MATCH APPROACHING SIDEWALK P.A.R. WIDTHS. IN VERTICALLY CONSTRAINED AREAS P.A.R. WIDTHS CAN INCREMENTALLY BE REDUCED TO 4.5' OR 4' MIN. AFTER ALL OTHER OPTIONS HAVE BEEN APPLIED.
- ⑨ THE PEDESTRIAN ACCESS ROUTE MAY NOT EXCEED 0.02 FT./FT. AS CONSTRUCTED.
- ⑩ SIDEWALK OFFSET TO BE LESS THAN OR EQUAL TO HALF THE APPROACHING SIDEWALK WIDTH.
- ⑪ DW CURB TYPE 1 SHALL BE USED WHEN THE DRIVEWAY ACTS AS A PEDESTRIAN RAMP. THE MAX. APRON SLOPE MUST ADHERE TO ADA CRITERIA AS WELL. DW CURB TYPE 1 SHOULD BE USED IF THERE IS ON STREET PARKING.
- ⑫ FOR BOULEVARDS LESS THAN 4-FEET IN WIDTH, PLACE CONCRETE FROM BACK OF CURB TO SIDEWALK/TRAIL.
- ⑬ MINIMUM TYPICAL DRIVEWAY PAVEMENT SECTIONS. IF EXISTING DRIVEWAY EXCEEDS THESE MINIMUM DEPTHS - MATCH EXISTING.



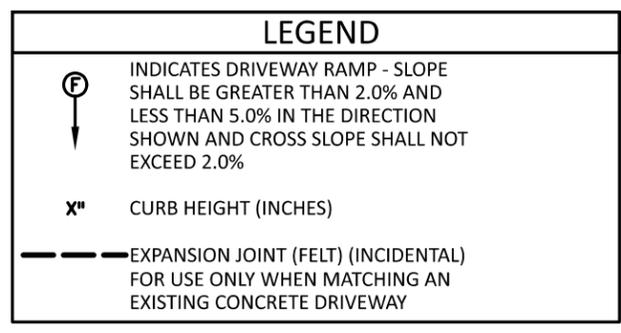
⑬ TYPICAL DRIVEWAY PAVEMENT SECTIONS



DW CURB TYPE 1 - PREFERRED STANDARD CURB AT DRIVEWAY



DW CURB TYPE 2 VERTICALLY CONSTRAINED



GENERAL NOTES:

- 1. IN NO CASE SHALL SIDEWALK PROFILES EXCEED 5% , EXCEPT SIDEWALK PROFILES CAN MATCH ROADWAY GRADE IF ROADWAY GRADE IS A GREATER THAN 5%. RAMPS FOR DRIVEWAYS ARE REQUIRED TO FOLLOW THE ABOVE SIDEWALK CRITERIA.
- 2. CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PEDESTRIAN ACCESS ROUTE (P.A.R.). 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.
- 3. CONTRACTION JOINTS ON CURB AND GUTTER, DRIVEWAY APRON, AND CONCRETE SIDEWALK SHALL MATCH PERPENDICULAR TO THE ROADWAY.
- 4. BITUMINOUS PAVEMENT SP 12.5 WEARING COURSE MIXTURE SPEC. 2360 (SPWEB340B), UNLESS OTHERWISE SPECIFIED.

C:\DesignStandards\DesignStandardsORD\StandardPlansORD\dgn\WC-2001 Driveway and Sidewalk Details ORD.dgn
 \$\$\$@DATE\$\$\$
 STIMES



DRAWN BY
XXX

DESIGNED BY
XXX

CHECKED BY
XXX

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE: _____

ENGINEER'S PRINTED NAME _____

DATE: \$\$\$@DATE\$\$\$ LICENSE # XXXXX

CSAH XX OR STREET XX

S.P. OR S.A.P. 082-XXX-XXX LINE 1

S.P. OR S.A.P. 082-XXX-XXX LINE 2

S.P. OR S.A.P. 082-XXX-XXX LINE 3

LAST REVISION:
05/27/2025

PLAN NO.
WC-2001A

WASHINGTON COUNTY STANDARD PLAN

URBAN DRIVEWAY AND SIDEWALK DETAILS

SET#
OF
SET T#

SHEET
1
OF
1