

PLAN VIEW
N.T.S.

● 1/4" DEEP SCORED JOINTS EVENLY SPACED (8' MAX. SPACING).

● SIDEWALK TRANSITION TO DRIVEWAY GRADE AT 12:1 MAX.

▲ SLOPE TO MATCH DEPRESSED CURB.

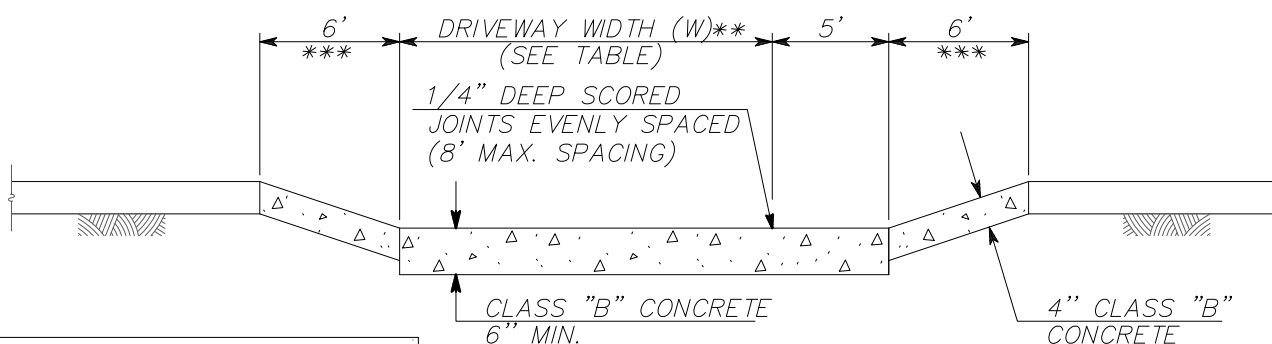
■ WARP TO MATCH SIDEWALK TRANSITION.

□ DRIVEWAY APRON LIMIT.

● ADDITIONAL DEPRESSED CURB. LOCATE ON INGRESS SIDE IN THE DIRECTION OF TRAVEL. USE FOR POSTED SPEEDS ≥ 35 mph.

■ BEGIN TRANSITION TO MATCH EXISTING DRIVEWAY WIDTH.

* FOR ROADWAY LONGITUDINAL GRADES OVER 8.3% THE JURISDICTION'S TRANSPORTATION ENGINEER SHALL APPROVE LENGTH.



SECTION A
N.T.S.

** WIDTH MEASURED AT BACK OF CURB. MATCH THE EXISTING DRIVEWAY WIDTH AT THE MATCH POINT, NOT TO EXCEED THE WIDTH SHOWN.

DRIVEWAY WIDTH **	
SINGLE RESIDENTIAL	14'
JOINT USE RESIDENTIAL	20'
COMMERCIAL AND INDUSTRIAL (SEE SUBDIVISION AND DEVELOPMENT STREET STANDARDS MANUAL)	24' TO 30'



Pima Association of Governments

DETAIL NO.

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SHEET 1 of 2

STANDARD DETAIL

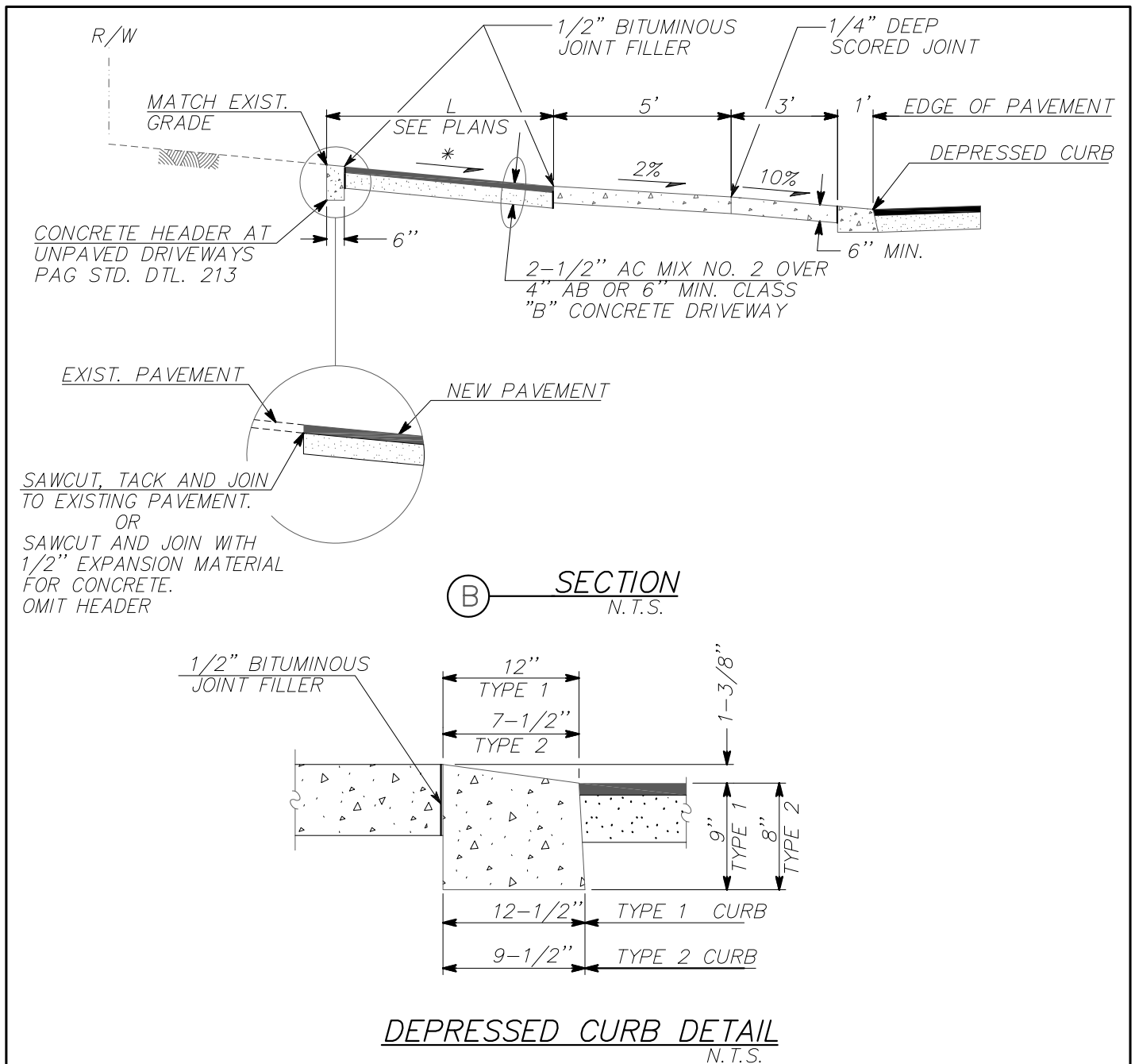
DRIVEWAY APRON

ISSUED:

10/88

REVISED:

09/15




NOTES:

FOR THE DESIGN OF COMMERCIAL DRIVEWAYS, SEE THE SUBDIVISION AND DEVELOPMENT STREET STANDARDS MANUAL.

* GRADE BREAK $>8\%$ REQUIRES A VERTICAL CURVE, $L=10'$ MINIMUM. THE VERTICAL CURVE SHALL NOT ENCROACH ON THE SIDEWALK.

ALL DRIVEWAYS SHALL CONFORM TO THE AMERICANS WITH DISABILITIES ACT OF 1990. DEVIATIONS FROM THE STANDARD DETAIL SHALL BE COORDINATED WITH THE AGENCY.

 Pima Association of Governments	DETAIL NO.	STANDARD DETAIL	ISSUED:
	206		10/88
	SHEET 2 of 2		REVISED:
			09/15