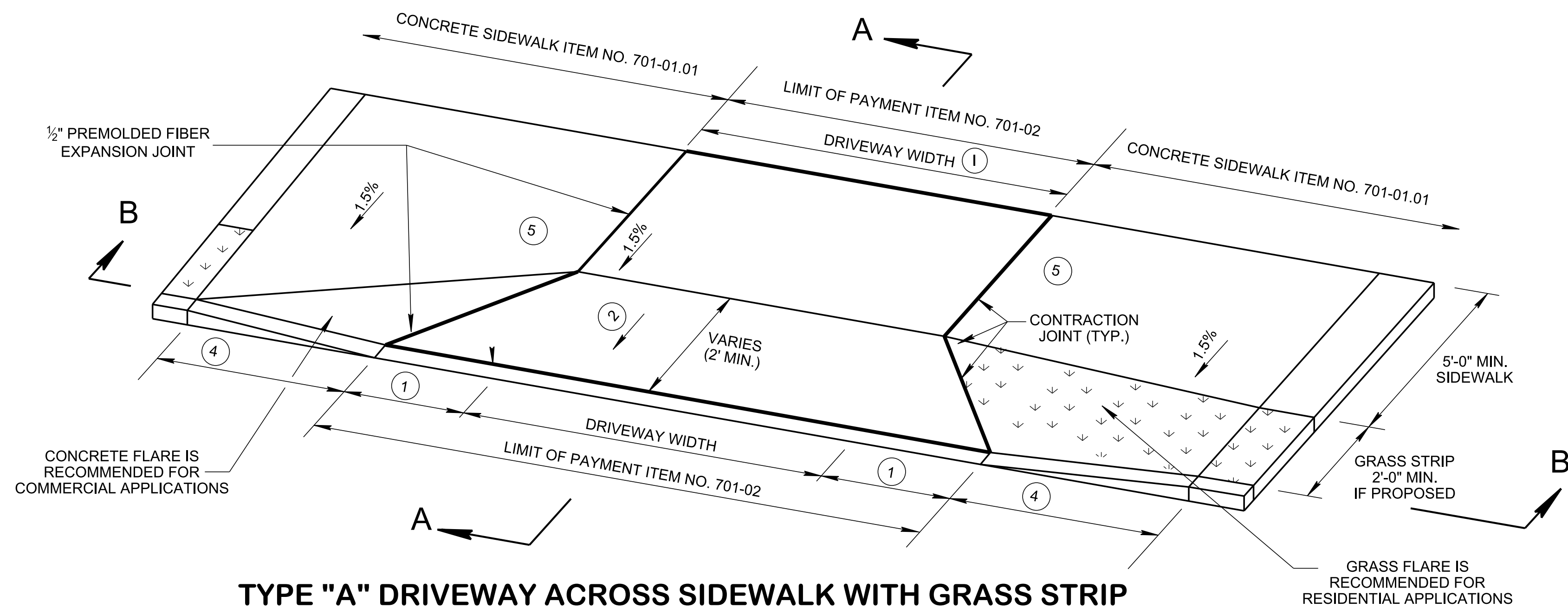


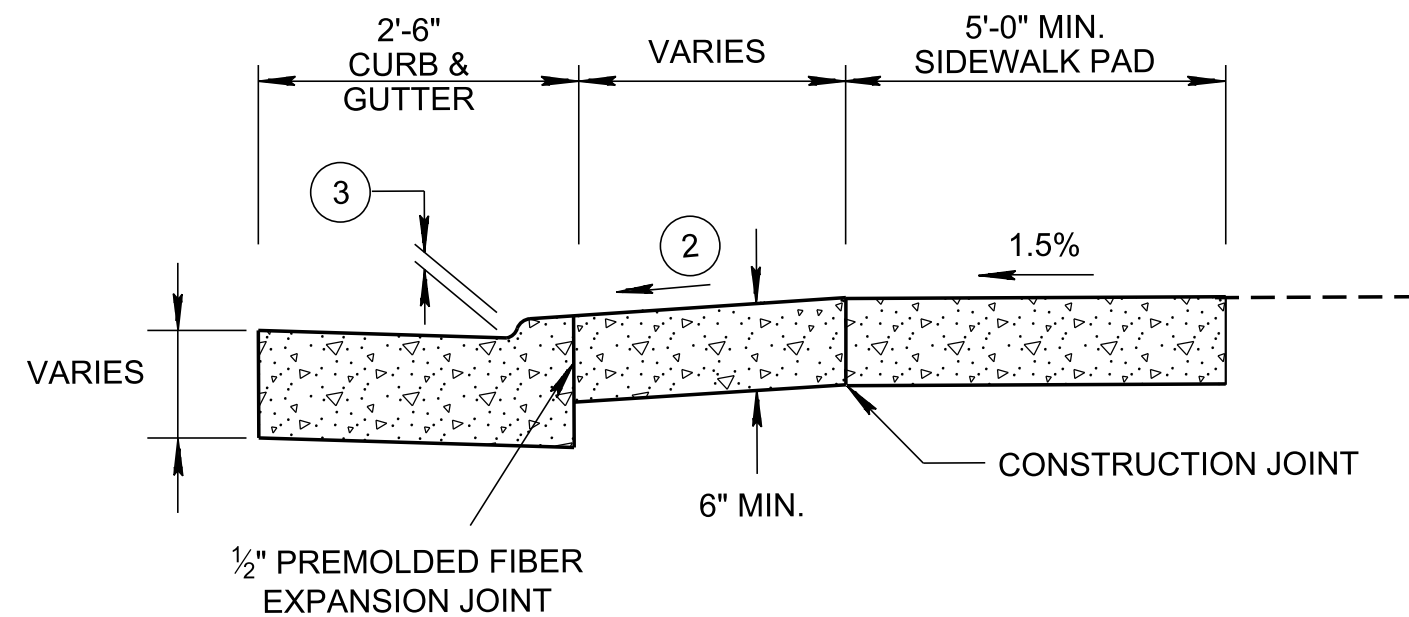
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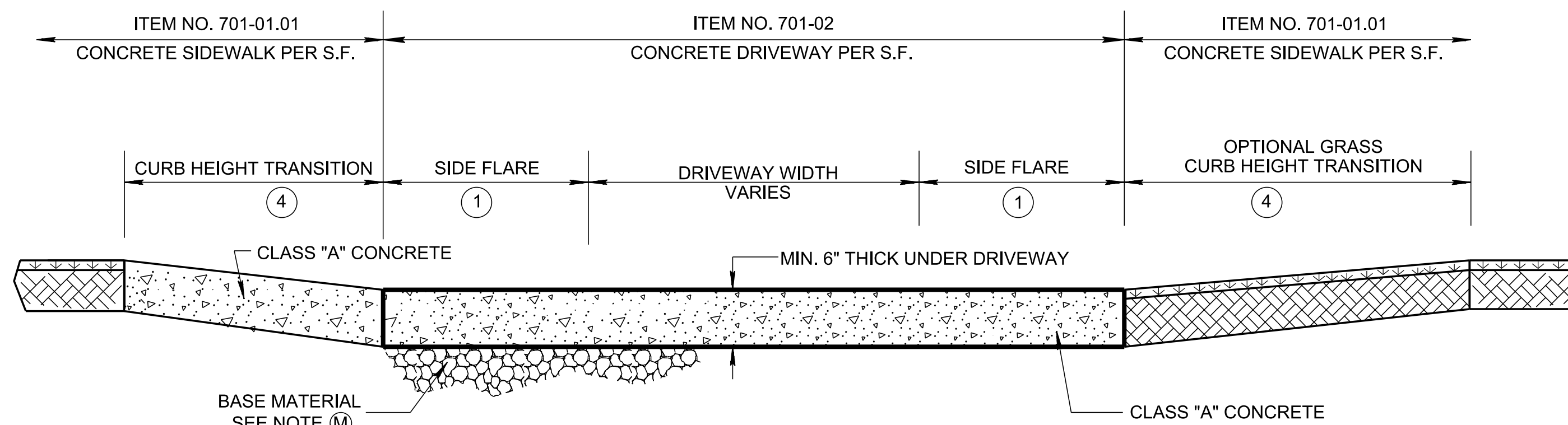
**TYPE "A" DRIVEWAY ACROSS SIDEWALK WITH GRASS STRIP**

**LEGEND**

⊠ DIMENSION VARIES RELATIVE TO LONGITUDINAL ROADWAY GRADE.



**SECTION A-A**



**SECTION B-B**

FOOTNOTES	
①	SIDE FLARE WIDTH SHOULD BE A MINIMUM 7'-0" FOR COMMERCIAL DRIVEWAYS. SIDE FLARE WIDTH SHOULD BE A MINIMUM 3'-6" FOR RESIDENTIAL DRIVEWAYS.
②	DRIVEWAY RAMP GRADE VARIES, 15% MAX. (10% RECOMMENDED) APRON GRADE FOR RESIDENTIAL DRIVEWAYS. 8% MAX. (5% RECOMMENDED) APRON GRADE FOR COMMERCIAL DRIVEWAYS.
③	HEIGHT OF LOWERED CURB SHALL BE 2.25 INCHES. SEE STD DWG RP-VC-10 & RP-VC-11.
④	THE SLOPE OF THE SIDEWALK AND/OR CURB HEIGHT TRANSITION VARIES TO A MAXIMUM OF 8.33% LENGTH OF TRANSITION IS RELATIVE TO THE LONGITUDINAL ROADWAY GRADE.
⑤	COMMERCIAL DRIVEWAY ENTRANCE TYPICALLY (MAX. 40' WIDE) MAY REQUIRE DETECTABLE WARNING SURFACES IF ENTRANCE SERVES MORE THAN 400 VEHICLES PER DAY. SEE STD. DWG. NOS. MM-CR- SERIES FOR DETAILS.
⑥	3R PROJECTS MAY REQUIRE SLOPE CORRECTION, PARALLEL CROSS-WALK MARKINGS (ESPECIALLY AT TWO WAY DRIVEWAY ENTRANCES), AND DETECTABLE DOME SURFACE TO MAINTAIN CONTINUITY AT COMMERCIAL DRIVE ENTRANCES. ADDITIONAL SIGNS (WATCH FOR PED) MAY BE ADDED AT DRIVEWAYS BY THE DIRECTION OF AN ENGINEER IF NEEDED.

GENERAL NOTES	
(A)	THIS TYPE OF DRIVEWAY IS PREFERRED OVER THE LOWERED TYPE AS SHOWN ON RP-D-16 BECAUSE THE ELEVATION OF THE SIDEWALK REMAINS A CONSTANT FOR PEDESTRIANS.
(B)	5'-0" MINIMUM SIDEWALK WITH A MAXIMUM CROSS SLOPE OF 1.5% THROUGH DRIVEWAYS.
(C)	DESIGNER TO CHECK GUTTER FLOW DEPTH AT DRIVEWAY LOCATIONS TO ASSURE THAT THE DESIGN FLOW DOES NOT OVERTOP THE SIDEWALK AREA. IF OVERTOPPING OCCURS, PLACE AN INLET AT THE UPSTREAM SIDE OF THE DRIVEWAY OR PERFORM OTHER DESIGN MITIGATION.
(D)	THE SLOPE OF THE LANDING AREA SHALL NOT EXCEED 1.5% IN THE SIDEWALK AREA.
(E)	DRIVEWAYS TO BE BUILT COMPLETE OR IN PART AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
(F)	ALL DRIVEWAYS TO BE 6" UNIFORM THICKNESS, UNLESS OTHERWISE SHOWN ON PLANS.
(G)	EXPANSION JOINTS TO BE PLACED AS INDICATED ON THE PLANS EXCEPT JOINT AT BACK OF DRIVEWAY WHICH WILL BE PLACED WHEN DRIVEWAY ABUTS A RIGID DRIVEWAY OR BUILDING.
(H)	THE ROADWAY DESIGNER SHALL CONSIDER THE USE OF A CATCH BASIN ON EITHER SIDE OF THE DRIVEWAY. CAREFUL CONSIDERATION TO THE PLACEMENT OF CATCH BASINS SHALL BE TAKEN IF THE DRIVEWAY IS IN A VERTICAL SAG CURVE.
(I)	PAY ITEMS: ITEM NO: 303-01, MINERAL AGGREGATE, TYPE A BASE, GRADING D, PER TON., ITEM NO: 701-02, CONCRETE DRIVEWAY, PER SF.
(J)	TYPICAL DRIVEWAY WIDTHS ARE 12' (14" TWO WAY) FOR RESIDENTIAL AND 24' (40' MAX.) FOR COMMERCIAL.
(K)	REFER TO SECTION 5.1.3. IN THE RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAY ENTRANCES ON STATE HIGHWAY RIGHTS-OF-WAY (2015) FOR RADIUS OF CURVATURE GUIDANCE.
(L)	ALL SIDEWALKS SHALL BE A MINIMUM THICKNESS OF 4" CONCRETE.
(M)	4 INCH AGGREGATE BASE MATERIAL SHALL BE INSTALLED UNDER NEW CONCRETE DRIVEWAYS.

- REV. 7-15-08: UPDATED SIDEWALK DIMENSIONS.
- REV. 4-8-16: ADDED ITEM NUMBERS. UPDATED SLOPES AND DIMENSIONS. UPDATED NOTES.
- REV. 07-16-18: ADDED NOTES TO CONC. FLARE AND GRASS FLARE IN ISOMETRIC VIEW. ADDED GENERAL NOTE (K). CHANGED REFERENCED STD. DWG. FROM RP-NMC-10 TO RP-VC-10. ADDED NOTE (A) AND RENUMBERED THE REST. ADDED SPECIAL NOTE. REDREW SHEET.
- REV. 01-07-19: CORRECTED SPELLING. REDREW SHEET.
- REV. 10-16-20: ADDED GENERAL NOTE (M) ADDED MINERAL AGGREGATE ITEM NUMBER AND REFERENCE NOTE ON SECTION B-B.

APPROVED BY FHWA  
(ALL OTHERS APPROVED BY TDOT)

STATE OF TENNESSEE  
STANDARD DRAWING  
DEPARTMENT OF TRANSPORTATION

DETAILS OF  
STANDARD  
CONCRETE  
DRIVEWAYS