DRIVEWAY AND SIDEWALK DETAILS

PERPENDICULAR DRIVEWAY

TIERED PERPENDICULAR DRIVEWAY

TIERED PERPENDICULAR OFFSET DRIVEWAY

PARALLEL DRIVEWAY

VALLEY GUTTER DRIVEWAY

SECTION A-A

SECTION B-B

SECTION C-C

NOTES:

1. CURB HEIGHT (INCHES)

2. DRIVEWAY MATERIAL

3. DRIVEWAY TYPE CAN BE USED FOR BOTH PAVED (AS SHOWN) AND GRASS BOULEVARD.

4. VALLEY GUTTER APRON TO BE POURED INTEGRAL WITH THE GUTTER AND REDUCE "ROLLER COASTER" EFFECT ESPECIALLY WHEN MULTIPLE DRIVEWAYS ARE PRESENT.

5. THE PEDESTRIAN ACCESS ROUTE (PAR) SHOULD BE USED WHEN THE DRIVEWAY PAR IS LEVEL WITH OR ABOVE THE TOP OF CURB, RESULTING IN A CONTINUOUS PAR PROFILE.

6. PAR WIDTHS CAN INCREMENTALLY BE REDUCED TO 4.5' OR 4' MIN AFTER ALL OTHER OPTIONS HAVE BEEN APPLIED.

7. RESIDENTIAL. SEE GENERAL NOTES ON SHEET 2 FOR MORE INFORMATION.

8. FOR DRIVEWAYS ARE REQUIRED TO FOLLOW THE ABOVE SIDEWALK CRITERIA.

9. TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

10. PAR OFFSET TO BE LESS THAN OR EQUAL TO HALF THE PEDESTRIAN ACCESS ROUTE, MAY NOT EXCEED 0.02 FT./FT. AS CONSTRUCTED.

11. TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

12. 1:10 PREFERRED FOR SIDEWALK REPLACEMENT PROJECTS.

13. THE PEDESTRIAN ACCESS ROUTE MAY NOT EXCEED 0.02 FT./FT. AS CONSTRUCTED.

14. DRIVeway MATERIAL

15. CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PEDESTRIAN ACCESS ROUTE (PAR). 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE PLATES ADJACENT TO WALKABLE SURFACES.

16. Stdandard Plan 5-297.254
NOTES:

1. DW CURB STANDARD SHALL BE USED WHEN THE DRIVEWAY ACTS AS A PEDESTRIAN RAMP. THE MAX. APRON SLOPE MUST ADHERE TO ADA CRITERIA AS WELL. DW CURB STANDARD SHOULD BE USED IF THERE IS ON STREET PARKING, WHERE ROADWAY DRAINAGE IS A CONCERN (NEGATIVE SLOPED APRON). DW CURB TYPE 2 CAN BE USED TO HELP KEEP THE WATER ON PUBLIC RIGHT OF WAY. S1 8% MAX PREFERRED, 10% MAX. COMMERCIAL AND 12% MAX. RESIDENTIAL. IF EXISTING EXAMPLE SHOWN TO BE INCLUDED IN PLAN FOR EACH DRIVEWAY.

2. DW CURB STANDARD SHOULD BE THE STARTING POINT FOR ALL PERPENDICULAR AND TIERED DRIVEWAYS. DW CURB TYPES 2 AND 3 SHALL ONLY BE USED AFTER UTILIZING BEST PRACTICES SUCH AS MAXIMIZING S1, S3, AND L3.

3. DW CURB STANDARD SHALL BE USED WHEN THE DRIVEWAY ACTS AS A PEDESTRIAN RAMP. THE MAX. APRON SLOPE MUST ADHERE TO ADA CRITERIA AS WELL. DW CURB STANDARD SHOULD BE USED IF THERE IS ON STREET PARKING, WHERE ROADWAY DRAINAGE IS A CONCERN (NEGATIVE SLOPED APRON). DW CURB TYPE 2 CAN BE USED TO HELP KEEP THE WATER ON PUBLIC RIGHT OF WAY. S1 8% MAX PREFERRED, 10% MAX. COMMERCIAL AND 12% MAX. RESIDENTIAL. IF EXISTING EXAMPLE SHOWN TO BE INCLUDED IN PLAN FOR EACH DRIVEWAY.

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HALF PLAN PERSPECTIVE
PERPENDICULAR DRIVEWAYS WITH GRASS BOULEVARS

HALF PLAN PERSPECTIVE
PERPENDICULAR DRIVEWAYS WITH CONCRETE BOULEVARS AND ALL TIERED DRIVEWAYS

NOTES:
1/2 IN PREFORMED JOINT FILLER MATERIAL PER MnDOT SPEC. 3702, EXCEPT AT GRASS BOULEVARDS.
TRANSITION DRIVEWAY THICKNESS TO WALK THICKNESS.
TRANSITION CURB RAMP THICKNESS TO WALK THICKNESS.
MATCH INPLACE DRIVEWAY WIDTH, MATERIAL TYPE AND THICKNESS.
TIE ONLY IF ADJACENT SECTIONS ARE NOT POURED MONOLITHICALLY. SEE SECTION A-A.
FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROXIMATELY SQUARE PANELS MAXIMUM WIDTH 15 FT. BETWEEN JOINTS.
5.0" MIN. PAR WIDTH IS THE STANDARD THROUGH DRIVEWAYS, IF FEASIBLE WIDEN DRIVEWAY PAR WIDTH TO MATCH APPROACHING SIDEWALK PAR WIDTH. IN VERTICALLY CONSTRAINED AREAS PAR WIDTH CAN INCREMENTALLY BE REDUCED TO 4.5" OR 4" MIN. AFTER ALL OTHER OPTIONS HAVE BEEN APPLIED.
THE PEDESTRIAN ACCESS ROUTE CROSS-SLOPE, SHALL NOT EXCEED 0.02 FT./FT., AS CONSTRUCTED.
6" CONCRETE WALK
3" MINIMUM CLASS 5 AGGREGATE BASE
SECTION THRU CURB RAMP
0.005 FT./FT. TYPICAL
TO ROADWAY
1/4" R. (TYP)
VARIABLE WIDTH

SECTION THRU WALK

SECTION THRU DRIVEWAY

SECTION A-A

DEVELOPED TO MATCH APPROACHING SIDEWALK PAR WIDTHS. IN VERTICALLY CONSTRAINED AREAS PAR WIDTHS CAN VARY TO MATCH SURFACES AND FOR ALL TIERED DRIVEWAYS WITH GRASS BOULEVARDS.
5.0" MIN. SIDEWALK OFFSET TAPER REQUIRED FOR SIDEWALK REPLACEMENT PROJECTS.
3.5" MIN AND 1.5" MIN PREFERRED SIDEWALK OFFSET TAPER FOR DRIVEWAY REPLACEMENT.
LANDING REQUIRED, SEE NEXT SHEET FOR MORE INFORMATION.

1/4" R.
1/4" R.

0.015 FT./FT. TYPICAL

5.0 FT.
0.015 FT./FT.

6 IN. PAV'T.

1/4'' R.

0.06 FT./FT.

TRANSITION CURB RAMP

RESIDENTIAL ENTRANCE

PRIVATE WALK

COMMERCIAL/ALLEY ENTRANCE

PLAN

SECTION THRU CURB RAMP

SECTION THRU WALK

SECTION A-A

SECTION THRU DRIVEWAY

HALF PLAN PERSPECTIVE

PERPENDICULAR DRIVEWAYS WITH GRASS BOULEVARS

PERPENDICULAR DRIVEWAY

PARALLEL DRIVEWAY

TIERED PERPENDICULAR DRIVEWAY

TIERED PERPENDICULAR OFFSET DRIVEWAY
SECTION VIEW B-B

PLAN VIEW DOORWAY

SECTION VIEW A-A

SIDEWALK LANDING REQUIREMENTS

NOTES:
FIELD ADJUST SIDEWALK PROFILES TO MEET ALL DOORWAY THRESHOLDS.
SIDEWALK MUST MAINTAIN POSITIVE DRAINAGE AWAY FROM THE BUILDING TO THE ROADWAY.
SEE SPECIAL PROVISIONS FOR SILICONE SPECIFICATIONS.
1. LANDING CRITERIA IS REQUIRED FOR ALL DOORS, PRIVATE WALKS AND STEPS.
2. 18" MIN. WHEN DOOR SWINGS OUTWARD FROM BUILDING.
3. 12" MIN. WHEN DOOR SWINGS INWARD FROM BUILDING.
4. 6" MIN. PAR REQUIRED WHEN ADJACENT TO BUILDINGS.
5. 2/3 PAR TO 1/3 BOULEVARD SHALL BE USED WHEN FEASIBLE.
6. 5'-0" MAX. FOR THE MAJORITY OF THE BLOCK, WITH EXCEPTIONS UP TO 8% IN CONSTRAINED AREAS.
7. 10% MAX. FOR SHORT SECTIONS ALLOWED TO ACCOUNT FOR FIELD TOLERANCES.
8. FURNISH AND INSTALL BACKER ROD OF APPROPRIATE DIAMETER.
9. TO MINIMIZE VIBRATION AND ROLLING RESISTANCE, AREA SHOULD BE FREE OF PAVERS, STAMPED CONCRETE AND/OR EXCESSIVE JOINTING.
10. 2% MAX. PER BUILDING CODE IF GREATER THAN 2%, FLATTEN AS FEASIBLE.

LEGEND

CONCRETE, AND OR EXCESSIVE JOINTING.

OPTIONAL AESTHETIC TREATMENT

STANDARD PLAN 5-297.254

1-23-2017

STATE DESIGN OFFICE

1-23-2017

REVISION

APPROVED JANUARY 23, 2017

APPROVED:

STATE DESIGN ENGINEER

1-23-2017

STANDARD PLAN 5-297.254

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