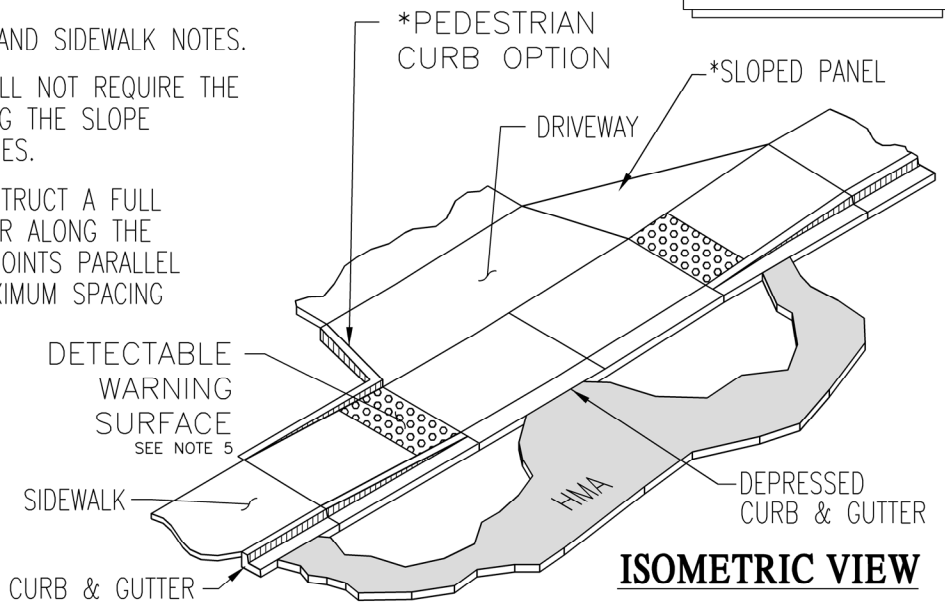


**\*NOTE:**  
OPTION USED WILL BE DETERMINED BY CITY ENGINEER; DEPENDENT UPON FIELD CONDITIONS.

**NOTES:**

1. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
2. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES.
3. WHEN THE DRIVEWAY WIDTH EXCEEDS 15', CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
4. SEE RMC 12.04.095 THRU 12.04.120 FOR ADDITIONAL DETAILS
5. DRIVEWAYS CONTROLLED WITH YIELD, STOP CONTROL DEVICES OR TRAFFIC SIGNALS SHALL HAVE DETECTABLE WARNING SURFACES COMPLYING WITH R305.2.8. REFER TO PROWAG R205.7 FOR MORE DETAILED INFORMATION.



**STANDARD  
NON-RESIDENTIAL  
DRIVEWAY (TYPE 1)**

PUBLIC WORKS ENGINEERING

APPR. BY: SAW

DATE: 09.24

DRAWN BY: JLR

DWG: ST2A

CAD FILE: 2013\_ST2A\_09\_2024