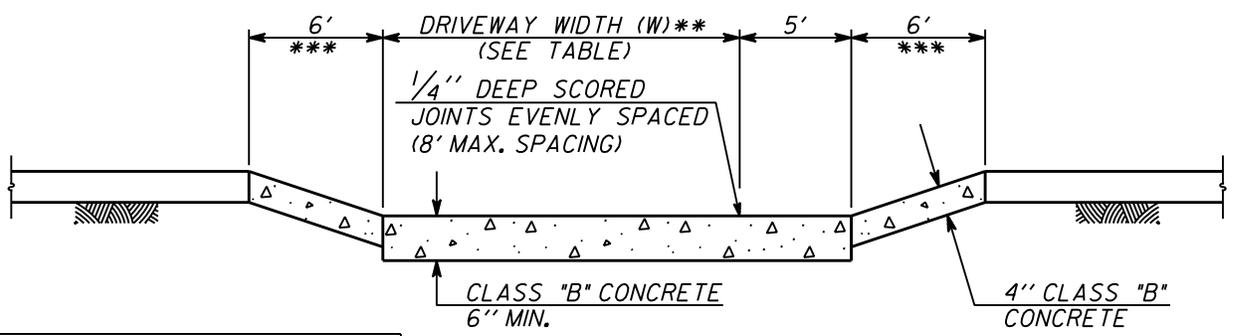


**PLAN VIEW**  
N.T.S.

- 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.
  - \* ONLY FOR USE WITH ALTERNATIVE NO. 2 LOCAL STREET, URBAN RESIDENTIAL SUBDIVISION (DTL 4.2 - PCDOT SUBDIVISION AND DEVELOPMENT STANDARDS).
- \*\*\* FOR ROADWAY LONGITUDINAL GRADES OVER 8.3% PCDOT ENGINEER SHALL APPROVE LENGTH.

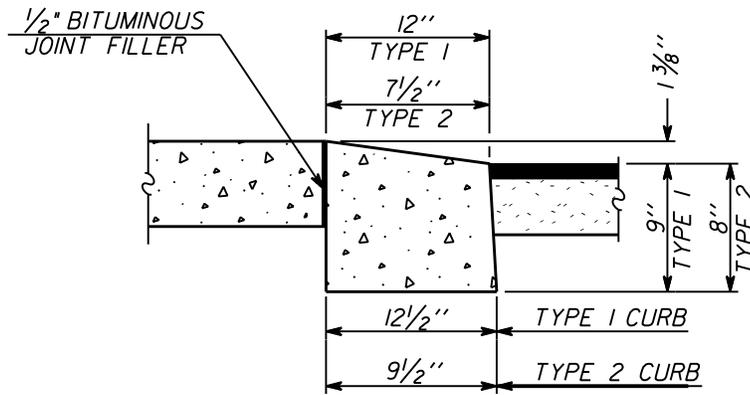
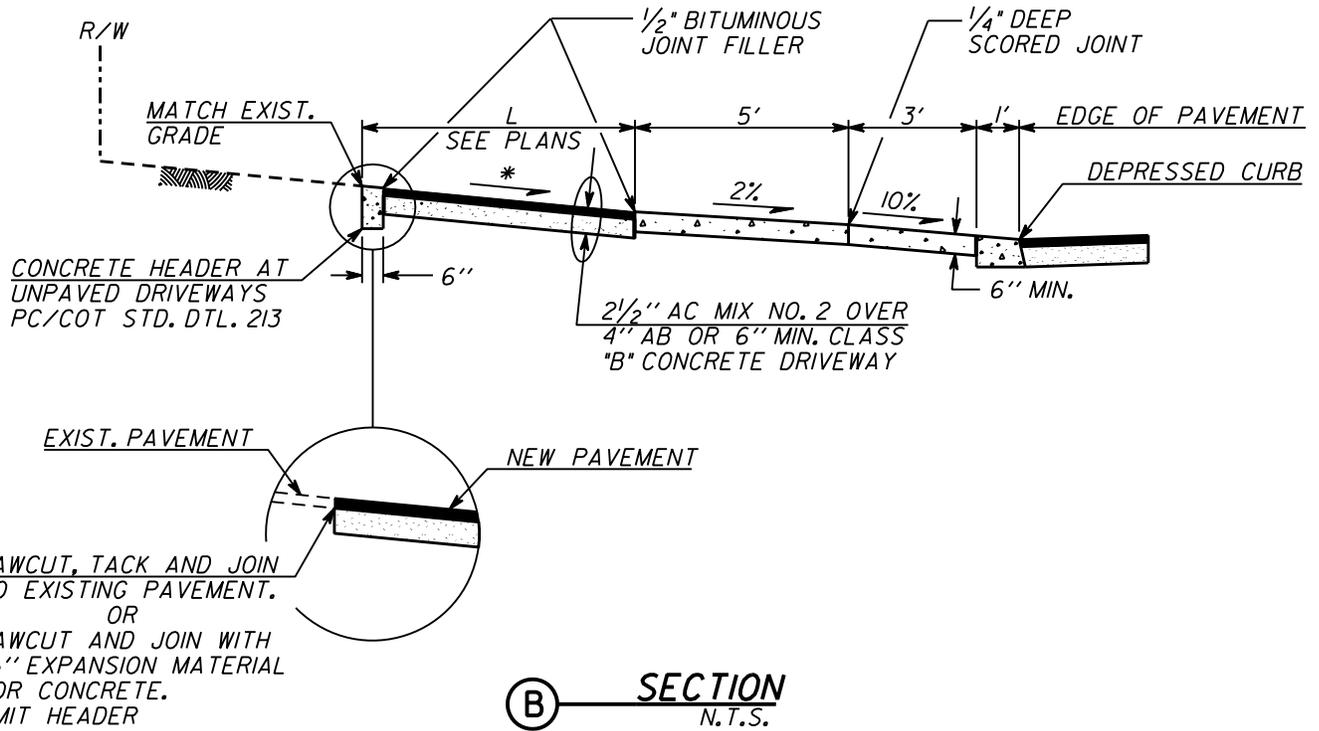


**A SECTION**  
N.T.S.

\*\* 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'

<b>ISSUED:</b>		<b>STANDARD DETAIL</b>		<b>DETAIL NO.</b>
10/88		<b>DRIVEWAY APRON</b>		206
<b>REVISED:</b>		<b>PIMA COUNTY D.O.T.</b>		SHEET 1 OF 2
04/12				



**NOTES:**

FOR THE DESIGN OF COMMERCIAL DRIVEWAYS, SEE THE PIMA COUNTY 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.

ISSUED:		STANDARD DETAIL		DETAIL NO.
10/88		DRIVEWAY APRON		206
REVISED:		PIMA COUNTY DOT		SHEET 2 OF 2
04/12				