

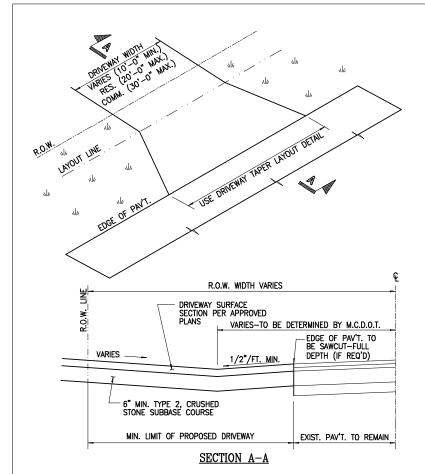
SECTION A-A

- 1. CULVERT PIPE MUST BE SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE (SICPP). PIPE SIZE TO BE
- DETERMINED BU MCDOT.

  2. THE EXISTING DRAINAGE DITCH MUST BE CLEANED AND GRADED TO DRAIN ACROSS THE ENTIRE HIGHWAY
- FRONTAGE.
  TOPSOIL AND SEED ALL DISTURBED AREAS.
- THE PLACEMENT OF THE CULVERT IS DETERMINED BY THE LINE, GRADE AND OFFSET OF THE EXISTING DITCH AND ADJACENT DRIVEWAY CULVERTS.
- 5. IT IS REQUIRED THAT DRIVEWAYS TO COUNTY ROADS BE PAVED TO THE RIGHT-OF-WAY LINE. THE DRIVEWAY SHALL SLOPE AWAY FROM THE OUTSIDE EDGE OF THE SHOULDER AT A MINIMUM OF 1/2 INCH PER FOOT
- TO THE CENTERLINE OF DRAINAGE.

  6. REFER TO CONCRETE APRON OR DRIVEWAY SECTION DETAIL FOR CONCRETE DRIVEWAYS.

## DRIVEWAY WITH CULVERT NOT TO SCALE - REVISED: 12/20/23



- NOTES:

  1. IT IS REQUIRED THAT DRIVEWAYS TO COUNTY ROADS BE PAVED TO THE RIGHT-OF-WAY LINE. THE DRIVEWAY SHALL SLOPE AWAY FROM THE OUTSIDE EDGE OF THE SHOULDER AT A MINIMUM OF 1/2 INCH PER FOOT TO THE CENTERLINE OF DRAINAGE.
- IF NO PAVED SHOULDER EXISTS, PAVE TO EDGE OF PAVEMENT. SWALE/DITCH LINE TO BE CLEANED AND REGRADED BY PERMITTEE TO PROVIDE POSITIVE
- DRAINAGE.

  REPLACE PAVEMENT IN KIND WITH WHAT IS EXISTING, UNLESS CONDITIONS EXIST WHERE THAT ISN'T FEASIBLE, THEN INSTALL SECTION AS APPROVED BY THE DEPARTMENT'S ENGINEER OR HIGHWAY MAINTENANCE MANAGER. THE MINIMUM SECTION APPROVED SHALL BE 6 INCHES OF TYPE 2 SUBBASE (CRUSHER RUN STONE). 2" OF ASPHALT CONCRETE TOD.
- 5. REFER TO CONCRETE APRON OR DRIVEWAY SECTION DETAIL FOR CONCRETE DRIVEWAYS.

# DRIVEWAY WITH SAG VERTICAL CURVE

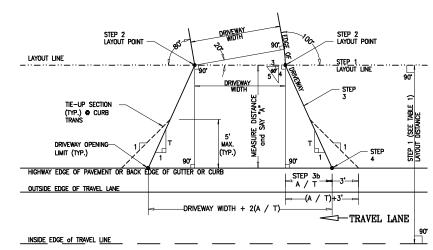
NOT TO SCALE - REVISED: 06/12/23

TAPER METHOD OF LAYOUT

TAPER METHOD OF LAYOUT IS NOT RECOMMENDED WITH CORNER ANGLES LESS THAN 80' OR GREATER THAN 100', NOR IS IT RECOMMENDED FOR DRIVEWAYS WITH A DRIVEWAY OFFSET (OUTER TRAVEL LANE + PAVED SHOULDER) LESS THAN 16', UNLESS IT CAN BE FIELD VERIFIED THAT THE DRIVEWAY ENTRANCE WIDTH WILL ACCOMMODATE THE VEHICLES THAT USE THE DRIVEWAY ON A DECILIAR BASIS DRIVEWAY ON A REGULAR BASIS.

- STEP 1— SCRIBE A LINE (LAYOUT LINE) OFFSET THE APPROPRIATE 'LAYOUT DISTANCE (SEE TABLE 1) FROM THE INSIDE EDGE OF THE OUTERMOST OF TRAVEL LANE.

  STEP 2— LOCATE THE TAPER LAYOUT POINT, WHICH IS AT THE INTERSECTION OF THE
- EDGE OF DRIVEWAY AND THE LAYOUT LINE.
- STEP 4— FIND THE DRIVEWAY OPENING LIMIT POINT WHICH IS WHERE THE TAPER INTERSECTS
  THE EDGE OF PAVEMENT.
- STEP 5- REPEAT STEPS 1-4 FOR THE OTHER SIDE OF THE DRIVEWAY OPENING.



| TABLE 1 TAPER METHOD VALUES     |                                   |   |                                    | ← TRAVEL LANE |
|---------------------------------|-----------------------------------|---|------------------------------------|---------------|
| <br>DRIVEWAY<br>CLASSIFICATION  | DRIVEWAY<br>WIDTH                 | DRIVEWAY<br>TAPER (1:'T')<br>(SEE NOTE 1) | LAYOUT<br>DISTANCE<br>(SEE NOTE 2) |               |
| RESIDENTIAL<br>MINOR COMMERCIAL | 10'(Min.)-20'(Max.)<br>30' (Max.) | 1:2<br>1:1-1/2                            | 28 FT.<br>41 FT.                   |               |

- HEADER CURB FOR RESIDENTIAL DRIVEWAYS SHOULD NOT EXCEED 24' UNLESS
- MATCHING EXISTING OPENING WIDTH (UP TO 30"). LAYOUT DISTANCE IS MEASURED FROM THE INSIDE EDGE OF OUTERMOST TRAVEL
- LANE (FOR A MULTI-LANE ROADWAY), OR FROM THE CENTERLINE OF A TWO-LANE ROADWAY.

## DRIVEWAY TAPER LAYOUT

NOT TO SCALE - REVISED: 06/12/23

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