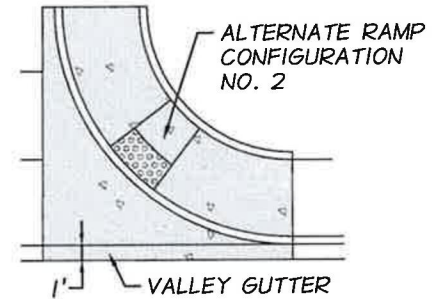


**TYPICAL PRIVATE ROAD/  
COMMERCIAL DRIVEWAY ENTRANCE**  
NTS



**DETAIL**  
NTS

**NOTES:**

- 1.) FOR PRIVATE ROADS/COMMERCIAL APPROACHES FOLLOW WSDOT STANDARD PLAN F-45.10-02 DETECTABLE WARNING SURFACE REQUIREMENTS FOR SINGLE DIRECTION CURB RAMPS, LOCATION OF DETECTABLE WARNING BASED ON GRADE BREAK BETWEEN CURB AND LANDING.
- 2.) WHEN PRIVATE ROADS/APPROACH WIDTH EXCEEDS 15' (FT), CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" (IN) JOINT FILLER ALONG THE PRIVATE ROADS/APPROACH CENTERLINE. SEE STANDARD PLAN F-30.10. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' (FT) MAXIMUM SPACING WHEN PRIVATE ROADS/APPROACH WIDTHS EXCEED 30' (FT).
- 3.) CURB & GUTTER, VALLEY GUTTER, CONCRETE APPROACH SHALL BE SEPARATED BY 3/8" THICK EXPANSION JOINT MATERIAL.
- 4.) THIS DETAIL INDICATES GENERAL CONFIGURATION REQUIREMENTS FOR PRIVATE ROADS/COMMERCIAL APPROACHES. STYLE AND LOCATION OF HANDICAP RAMPS WILL DEPEND UPON SITE CONDITIONS AND SHALL BE CONSTRUCTED ACCORDING TO THE SPECIFIC PROJECT SITE PLAN AND WSDOT STANDARD PLANS.
- 5.) ALL SIDEWALK WITHIN COMMERCIAL APPROACH LIMITS SHALL BE 0.67' CEMENT CONCRETE CLASS 4000 ON 0.33' CSTC.
- 6.) ALL SIDEWALK WITHIN PRIVATE ROAD APPROACH LIMITS SHALL BE 0.5' CEMENT CONCRETE CLASS 4000 ON 0.33' CSTC.

**CEMENT CONCRETE DRIVEWAY ENTRANCE - PRIVATE ROAD/COMMERCIAL**



APPROVED BY:		
		4/26/23
County Engineer:		DATE:
REVISION:	DESCRIPTION:	DATE:

**STANDARD PLAN**

**S-7**

**SHEET 1 OF 3**

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