

TYPES OF DRIVEWAY APPROACHES

- CLASS I DRIVEWAY APPROACH** FOUR OR LESS STALLS RESIDENTIAL WITH RAISED CURB PERMIT IS ISSUED BY THE CITY ENGINEER
- CLASS II DRIVEWAY APPROACH** FOUR OR LESS STALLS RESIDENTIAL WITH SHOULDERS WITHOUT RAISED CURB PERMIT IS ISSUED BY THE CITY ENGINEER
- CLASS III DRIVEWAY APPROACH** ALL OF THOSE, WHICH CONNECT A STREET WHEN RAISED CURBS ARE USED WITH PRIVATE OR PUBLIC PROPERTY AND WHICH ARE USED FOR COMMERCIAL USE OR RESIDENTIAL WITH MORE THAN FOUR STALLS PERMIT IS ISSUED BY THE CITY TRAFFIC ENGINEER.
- CLASS IV DRIVEWAY APPROACH** SAME AS CLASS III BUT LOCATED WHERE THE STREET IS CONSTRUCTED WITH SHOULDERS WITHOUT RAISED CURBS PERMIT IS ISSUED BY THE CITY TRAFFIC ENGINEER.
- CLASS V DRIVEWAY APPROACH** FOR EMERGENCY FIRE EQUIPMENT PERMIT IS ISSUED BY THE CITY TRAFFIC ENGINEER.

SPECIAL DESIGN SPECIAL DESIGN PERMITTED BY THE CITY TRAFFIC ENGINEER

DESIGN CRITERIA	CLASS I	CLASS II	CLASS III	CLASS IV
ENTRANCE WIDTH	20' MAX.	30' MAX.	30' MAX.	40' MAX.
CURB CUT WIDTH	30' MAX.		50' MAX	
APPROACH WIDTH		50' MAX.		70' MAX.
APPROACH FLARE	5' MAX.	10' MAX.	5' MIN. TO 10' MAX.	20' MAX.
ENTRANCE TO PROPERTY LINE	5' MIN. *	5' MIN. *	5' MIN. *	5' MIN. *
ENTRANCE TO INTERSECTION	10' MIN.	10' MIN.	**	**
DISTANCE BETWEEN ENTRANCES	10' MIN.	10' MIN.	10' MIN.	10' MIN.

* SUBJECT TO SPECIAL PROVISIONS IN 10.08

** SUBJECT TO THE CITY TRAFFIC ENGINEER 'S REQUIREMENTS FOR THE FACILITY.

THE CURB AND GUTTER OPENING FOR DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 303.2(M), ENTITLED "PROFILE SAWCUTS", AND STANDARD DETAIL DRAWING NUMBERS 3.02 AND 3.06 OF THE CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

ALL DRIVEWAY APPROACHES SHALL BE CONSTRUCTED AND THE RIGHT-OF-WAY AREA ADJACENT TO OR BETWEEN APPROACHES SHALL BE GRADED AT THE PERMITTEE'S EXPENSE, SUBJECT TO DRAINAGE REQUIREMENTS AS REQUIRED BY THE BOARD.

THE CONSTRUCTION OF THE DRIVEWAYS AND APPROACHES SHALL NOT INTERFERE WITH ANY EXISTING STRUCTURE ON ANY STREET RIGHT-OF-WAY WITHOUT SPECIFIC PERMISSION IN WRITING FROM THE BOARD AND OTHER OWNER THEREOF.

NO ENTRANCE OR APPROACH SHALL BE RELOCATED OR ITS DIMENSIONS ALTERED WITHOUT WRITTEN PERMISSION OF THE BOARD.

APPLICATION FOR A PERMIT TO CONSTRUCT OR RECONSTRUCT ANY DRIVEWAY ENTRANCE AND APPROACH TO A SITE SHALL ALSO COVER THE RECONSTRUCT OR CLOSING OF ALL NON-CONFORMING OR UNUSED ENTRANCES AND APPROACHES TO THE SAME SITE.

NO DRIVEWAY APPROACH SHALL BE CONSTRUCTED BETWEEN THE CURB AND GUTTER AND PROPERTY LINE OF ANY STREET UNLESS THE ENTIRE COMBINED CURB AND GUTTER SHALL FIRST HAVE BEEN REMOVED, AND THE SAME REPLACE WITH A DRIVEWAY GUTTER WHICH SHALL BE CONSTRUCTED SEPARATE FROM THE APPROACH ITSELF.

IT SHALL BE THE APPLICANT'S RESPONSIBLE TO LOCATE THE CITY LIMITS ON THE PLAN AND RECOGNIZE WHICH IF ANY MUNICIPAL OR GOVERNMENTAL UNIT HAS JURISDICTION AT THE ENTRANCE.

THEN THE APPLICANT, OWNER LESSOR OR LESSEE SHALL BE RESPONSIBLE TO SECURE ALL PROPER PERMITS AND APPROVALS FROM ANY MUNICIPAL OR GOVERNMENTAL UNIT HAVING JURISDICTION AT THE ENTRANCE. THE APPLICANT SHALL PROVIDE COPIES OF ALL APPROVED PERMITS TO THE CITY TRAFFIC ENGINEER.

If required by the Traffic Engineer, polyvinyl chloride (PVC) conduit(s) up to three (3) inches in diameter shall be placed twelve (12) inches back of the curb line and a minimum of twenty-four (24) inches below the flow line and extending to the intersecting point of the curb radius and the curb line under each driveway approach. This conduit shall be turned up at each end to terrace finish grade using a 90 degree electrical elbow and capped at this grade with a permanent PVC cap. (See Figure 8 in Sec. 10.08(6)(b)1.)