

- LEGEND**
- BUFFER AREA
 - F.B. LINE FRONTAGE BOUNDARY LINE
 - C CORNER CLEARANCE (SEE NOTE 2)
 - D DISTANCE BETWEEN CONNECTIONS - 50' MIN.
 - O OFFSET DISTANCE = 2' MIN.
 - DIRECTION OF TRAFFIC
 - W = DRIVEWAY WIDTH
 - Y = DRIVEWAY SKEW ANGLE
 - G = SETBACK PER UDC
 - R = DRIVEWAY RADIUS
 - ☑ STREET OR ROAD INTERSECTION DESIGN, WITH POSSIBLE AUXILIARY LANE AND CHANNELIZATION, MAY BE NECESSARY FOR HIGHER VOLUME DRIVES.
 - ☆ WHEN MORE THAN TWO (2) LANES IN THE TURNOUT CONNECTION ARE REQUIRED, THE THIRTY FIVE (35) MAX. WIDTH MAY BE INCREASED TO RELIEVE INTERFERENCE BETWEEN ENTERING AND EXITING TRAFFIC WHICH ADVERSELY AFFECTS TRAFFIC FLOW. THESE CASES REQUIRE DOCUMENTED SITE SPECIFIC STUDY AND DESIGN.

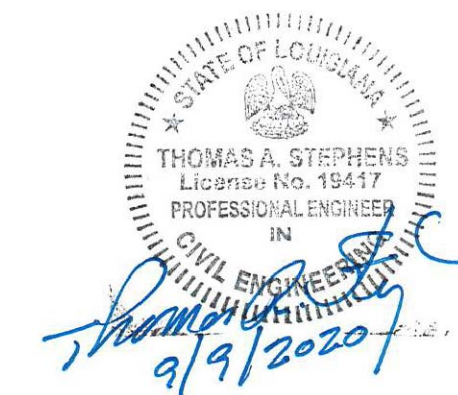
SKETCH ILLUSTRATING DEFINITIONS

ELEMENT DESCRIPTION		COMMERCIAL
CONNECTION WIDTH	W	26' MIN. ☑ 35' MAX. ☆
RADII (90 DEGREES)	R	25' MIN. 50' STD. 60' MAX.
RADII-SKEWED DRIVES	R1 R2	R1 15'(TYP.) R2 5'(TYP.)
ANGLE OF DRIVE	Y	60'-90'
DIRECTIONAL BARRIER CURB ISLAND	T	VARIES (NOTE 3)
SETBACK	G	PER UDC CODE
MIN. CLEARANCE FROM FRONTAGE BOUNDARY LINE	P	5'

FOR INFORMATION PURPOSE ONLY

NOTES:

1. REFER TO 907-03 FOR COMMERCIAL DRIVEWAY DETAILS.
2. CORNER CLEARANCE, C, SHALL TYPICALLY EQUAL OR EXCEED THE CORNER RADIUS, BUT NOT LESS THAN 50 FEET.
3. DESIGNS UTILIZING ISLAND-TYPE CONFIGURATION SHALL BE SITE SPECIFIC AND SHALL BE APPROVED BY THE DPW CHIEF TRAFFIC ENGINEER. DESIRABLE GEOMETRIC LAYOUTS FOR TYPICAL VEHICLES ARE SHOWN ON SHEETS 2 AND 3.



STANDARD PLAN NO. 907-DG	DATED FEB. 4, 2009	SHEET NO. 1 OF 2	
COMMERCIAL DRIVES GEOMETRIC DETAILS			
DESIGN GUIDELINES			
ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE			
DESIGNED GLP	DRAWN GLP	CHECKED GLP	APPROVED T. STEPHENS

DATE	DESCRIPTION	BY
	REVISIONS	