

**Chart 410-1**  
**Driveway Dimensions**  
 (All units are in feet)

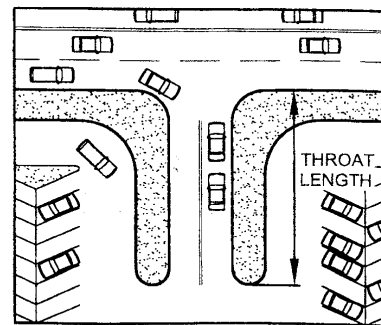
	Farm/Field		Residential		Multiple Residential		Commercial		Industrial/Retail	
<b>Design Vehicle (J)</b>	SU		P		P		SU-30		WB-50	
<b>Nominal Width (E)</b>	<b>Min</b>	<b>Max</b>	<b>Min</b>	<b>Max</b>	<b>Min</b>	<b>Max</b>	<b>Min</b>	<b>Max</b>	<b>Min</b>	<b>Max</b>
<b>One-way (F)</b>	-	-	-	-	12	14	14	20	14	26
<b>Two-way (F)</b>	14	20	12	24	12	24	26	32 (A)	26	38 (A)
<b>Right-turn radius (B)</b>	25	35	15	25	20	30	25	50	35	75
<b>Throat Length (G)</b>	-	-	-	-	-	-	(I)	(I)	(I)	(I)

- (A) This chart assumes one lane for ingress and one lane for egress. Additional lanes will increase width requirements. The number of lanes at signalized driveways shall be determined by a commonly accepted method of capacity analysis.
- (B) In applying the turning radius values from the chart, it should be noted that the radius used at a given driveway is meaningful only when related to the width of the throat. When choosing a radius, the designer must take into consideration the turning limitations of the design vehicle and the driveway width. To reduce turning conflicts and encroachments on traveled lanes and the opposing driveway lanes, the methods of *A Policy on the Geometric Design of Highways* shall be used to evaluate all turning movements and to ensure adequate radius-throat width combinations.  
  
 Driveway radii may be reduced on any roadway with on street parking. The turning radius would be measured from the edge of the through lane.
- Radii drive return treatments (Standard Construction Drawing BP-4.1, Type 1) are preferred; however, flared drive treatments (Standard Construction Drawing BP-4.1, Type 2) are acceptable for residential and light commercial driveways.
- (E) Driveway width shall be measured exclusive of radii, flare sections, or transitions. The distance shall be measured perpendicular to the centerline of the driveway at the throat.
- (F) The centerline of a two-way driveway shall intersect the public roadway an angle not less than 70 degrees and no more than 90 degrees. The centerline of a one-way driveway (right in only or right out only) shall not intersect the public roadway at an angle less than 45 degrees.
- (G) Any access with a gate shall be designed so that the longest vehicle can completely clear the traveled way when the gate is closed and as it is opened. A gate may not be constructed and/or located within the right-of-way of the roadway.
- (I) The throat length of commercial and industrial/retail driveways shall be designed with adequate capacity and storage length to prevent both ingress and egress design hourly volume queues from extending into the flow of traffic on the public roadway and from causing unsafe conflicts with on-site circulation. No on-site access, drives, or service roads (either to adjacent businesses or parking lots) shall have access to the driveway entrance within the specified throat length. The following driveway throat lengths shall be used, unless an engineering study submitted by the applicant demonstrates an otherwise adequate length based on projected traffic volumes at full build-out.

**Chart 410-2**  
**Generally Adequate Throat Lengths**

Trip ends using driveway (ADT)	Throat Length (feet)
> 1000	200
500 to 999	100
< 500	50

**Figure 410-1**  
**Driveway Throat Length**



- (J) The design vehicles specified are from *A Policy on the Geometric Design of Highways*.