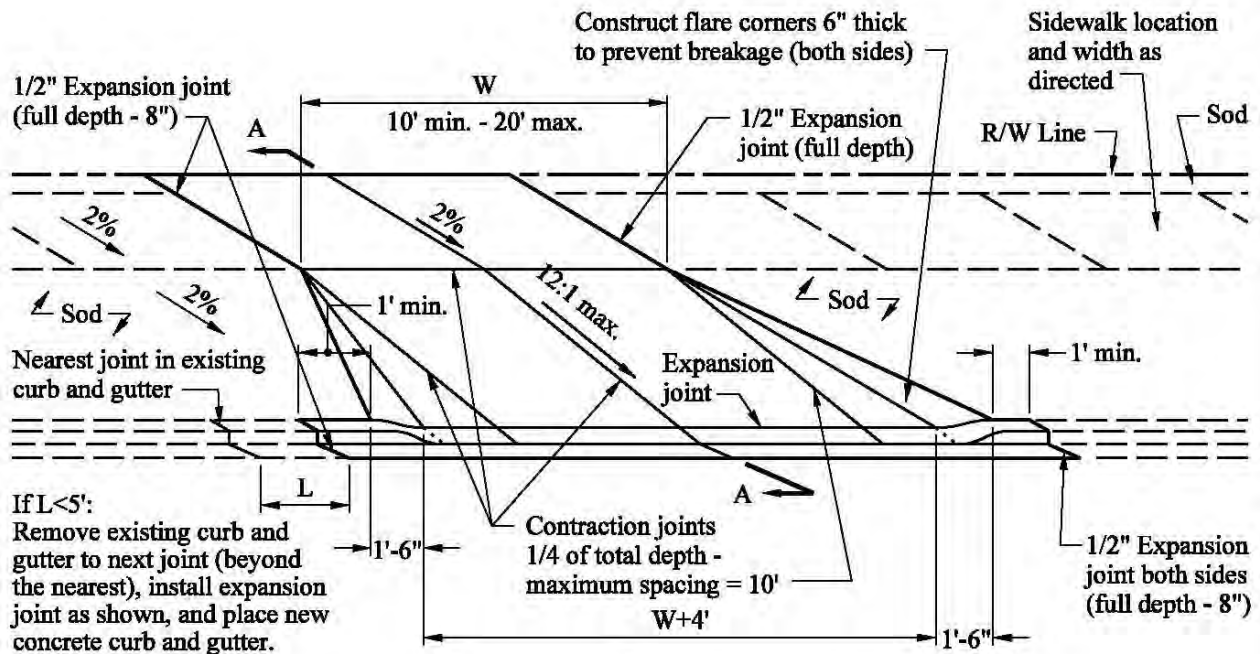
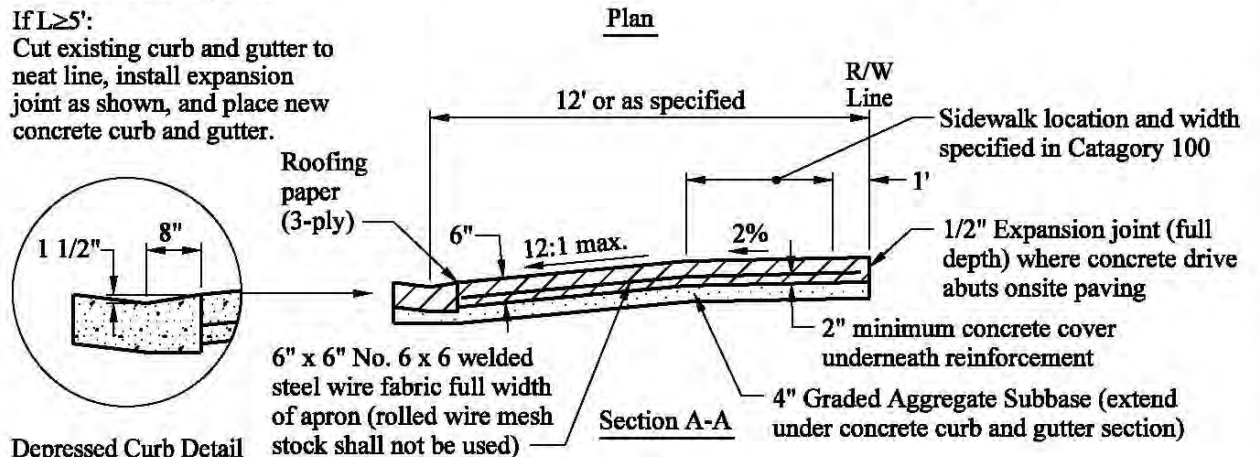


CATEGORY 200 STANDARD DRIVEWAY ENTRANCES AND CUL-DE-SACS



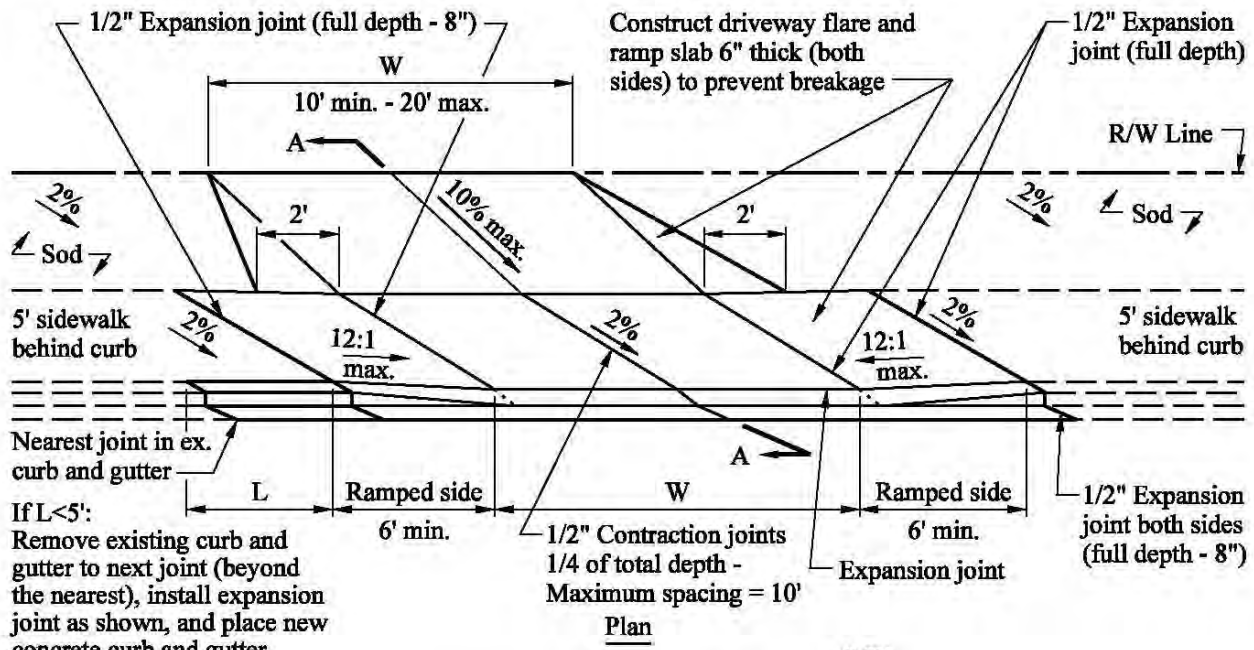
Plan



General Notes

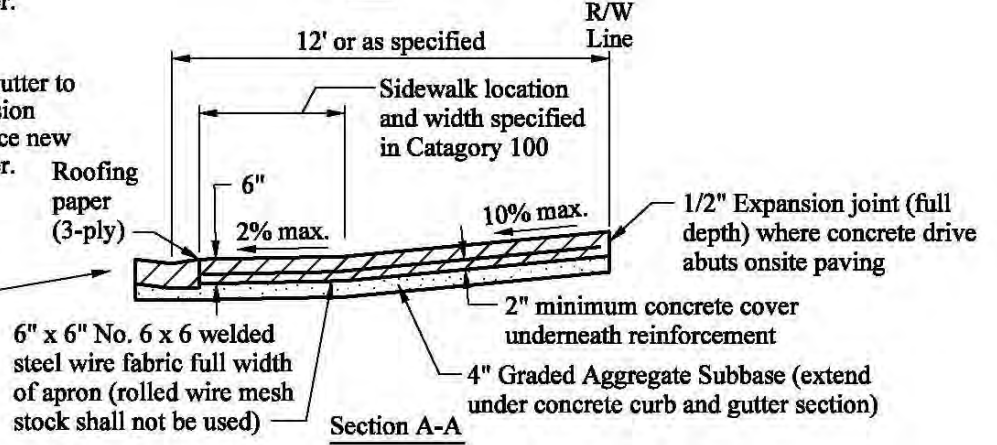
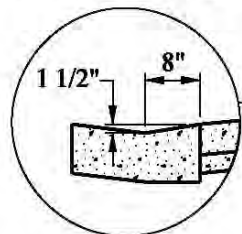
1. All concrete shall be Class 1 (MSHA Mix No. 3) air-entrained, unless otherwise approved.
2. The standard width of the driveway is equal to 10' minimum for single, 20' maximum for double.
3. For duplex homes using shared driveway apron, width (W) may be increased to 22' with prior Departmental approval.
4. Exact width of driveway is to equal parking pad at its widest point, or match existing conditions with a special design.
5. Expansion joint is required where driveway abuts the curb and gutter. Expansion joint material at this location shall be 3-ply roofing paper.
6. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act.
7. No residential driveway apron may be constructed within, or partially within any intersection curb fillet.
8. Design requirements noted hereon are also applicable to all onsite construction work abutting private roadways.

APPROVED:			DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
_____ DIRECTOR	_____ DATE		Urban Residential Driveway Entrance	
REVISION DATE:	APPROVED BY:	STD. 200.01		



If $L < 5'$:
Remove existing curb and gutter to next joint (beyond the nearest), install expansion joint as shown, and place new concrete curb and gutter.

If $L \geq 5'$:
Cut existing curb and gutter to neat line, install expansion joint as shown, and place new concrete curb and gutter.



Depressed Curb Detail

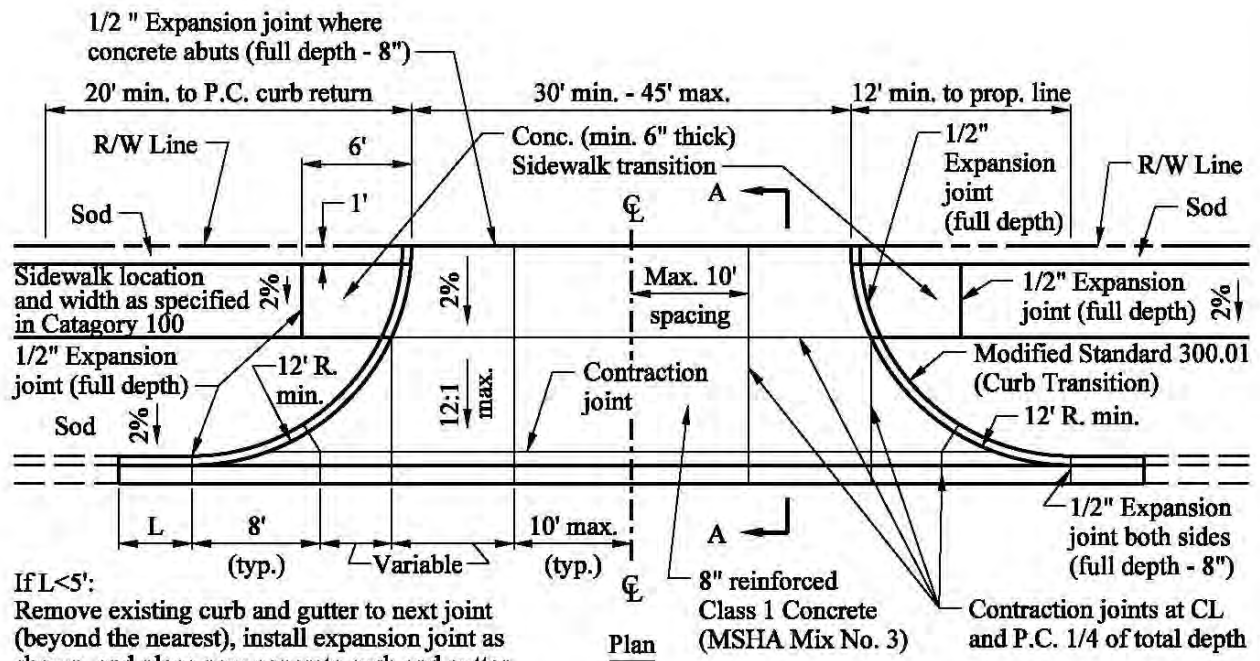
General Notes

- All concrete shall be Class 1 (MSHA Mix No. 3) air-entrained, unless otherwise approved.
- The standard width of the driveway is equal to 10' minimum for single, 20' maximum for double.
- For duplex homes using shared driveway apron, width (W) may be increased to 22' with prior Departmental approval.
- Exact width of driveway is to equal parking pad at its widest point, or match existing conditions with a special design.
- Expansion joint is required where driveway abuts the curb and gutter. Expansion joint material at this location shall be 3-ply roofing paper.
- All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act.
- No residential driveway apron may be constructed within, or partially within any intersection curb fillet.
- Design requirements noted hereon are also applicable to all onsite construction work abutting private roadways.

APPROVED:	
DIRECTOR	DATE
REVISION DATE:	APPROVED BY:

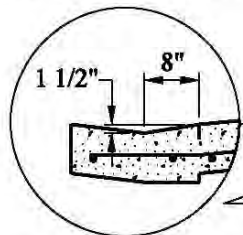


DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
Urban Residential Driveway Entrance (Sidewalk at Curb)	STD. 200.02



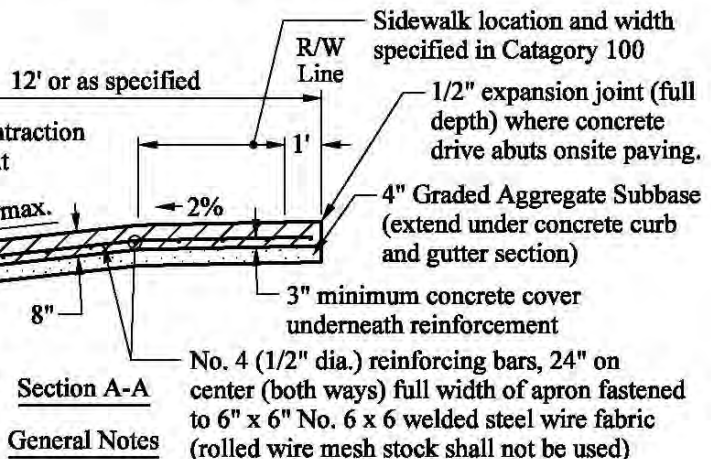
If $L < 5'$:
Remove existing curb and gutter to next joint (beyond the nearest), install expansion joint as shown, and place new concrete curb and gutter.

If $L \geq 5'$:
Cut existing curb and gutter to neat line, install expansion joint as shown, and place new concrete curb and gutter.



Depressed Curb Detail

Depressed curb to have two (2) No. 4 (1/2" dia.) longitudinal reinforcing bars parallel to roadway.



1. New entrances shall not be closer than 12' to the nearest abutting property line.
2. All bikeway/sidewalk ramps shall be constructed in compliance with the Federal accessibility guidelines of the Americans with Disabilities Act.
3. Entrance may be constructed perpendicular to, or at an angle (60° min.), measured from the centerline of roadway paving to property line.
4. If commercial driveway depth exceeds 14', contraction joints are not to extend beyond 20'.
5. No commercial driveway apron may be constructed within, or partially within any intersection curb fillet.
6. Expansion joints will be required where driveway abuts the curb and gutter. All contraction joints are to be constructed to a depth equal to 1/4 of the total depth of concrete entrance.
7. Driveway paving and curb poured monolithically.

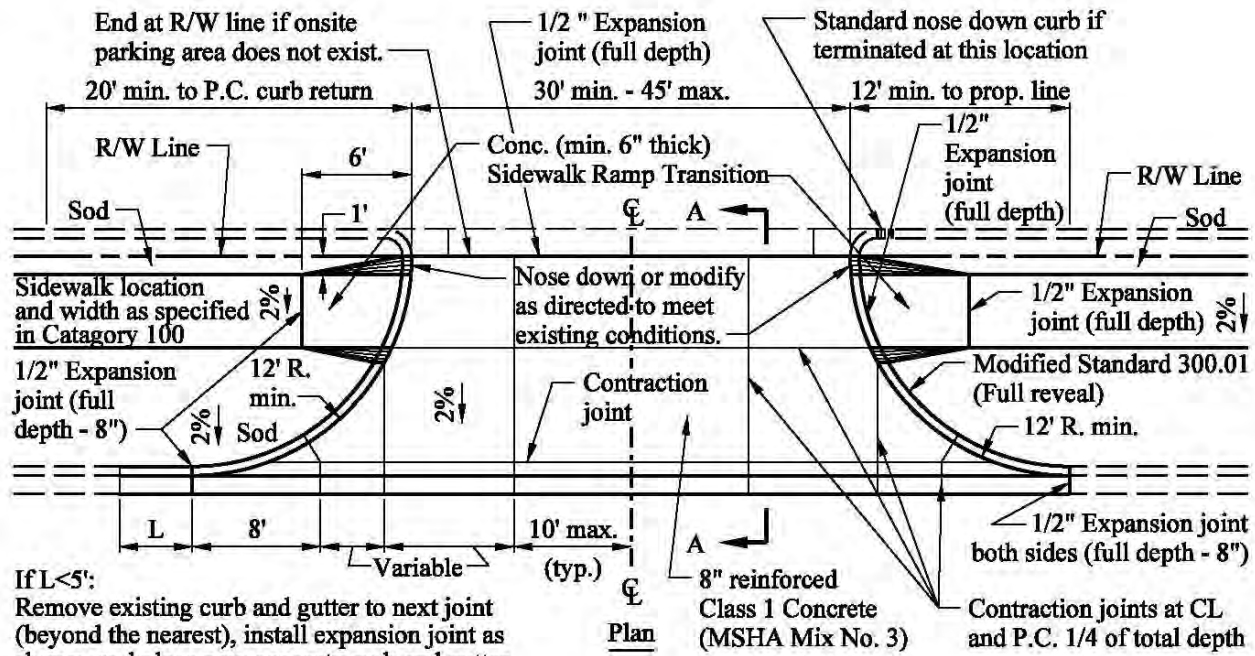
APPROVED:	
DIRECTOR	DATE
REVISION DATE:	APPROVED BY:



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

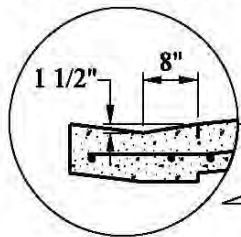
**Commercial Driveway
Entrance (Ramped to
Sidewalk Elevations)**

STD.
200.03



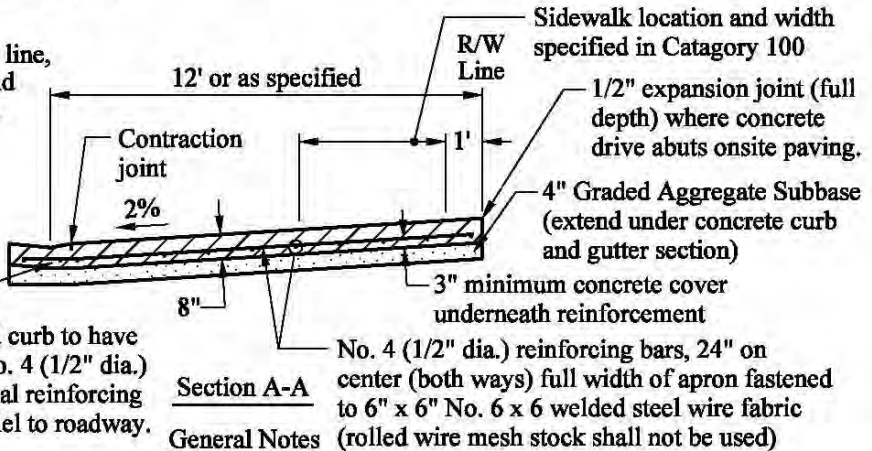
If $L < 5'$:
Remove existing curb and gutter to next joint (beyond the nearest), install expansion joint as shown, and place new concrete curb and gutter.

If $L > 5'$:
Cut existing curb and gutter to neat line, install expansion joint as shown, and place new concrete curb and gutter.



Depressed Curb Detail

Depressed curb to have two (2) No. 4 (1/2" dia.) longitudinal reinforcing bars parallel to roadway.



1. New entrances shall not be closer than 12' to the nearest abutting property line.
2. All bikeway/sidewalk ramps shall be constructed in compliance with the Federal accessibility guidelines of the Americans with Disabilities Act.
3. Entrance may be constructed perpendicular to, or at an angle (60° min.), measured from the centerline of roadway paving to property line.
4. If commercial driveway depth exceeds 14', contraction joints are not to extend beyond 20'.
5. No commercial driveway apron may be constructed within, or partially within any intersection curb fillet.
6. Expansion joints will be required where driveway abuts the curb and gutter. All contraction joints are to be constructed to a depth equal to 1/4 of the total depth of concrete entrance.
7. Driveway paving and curb poured monolithically.

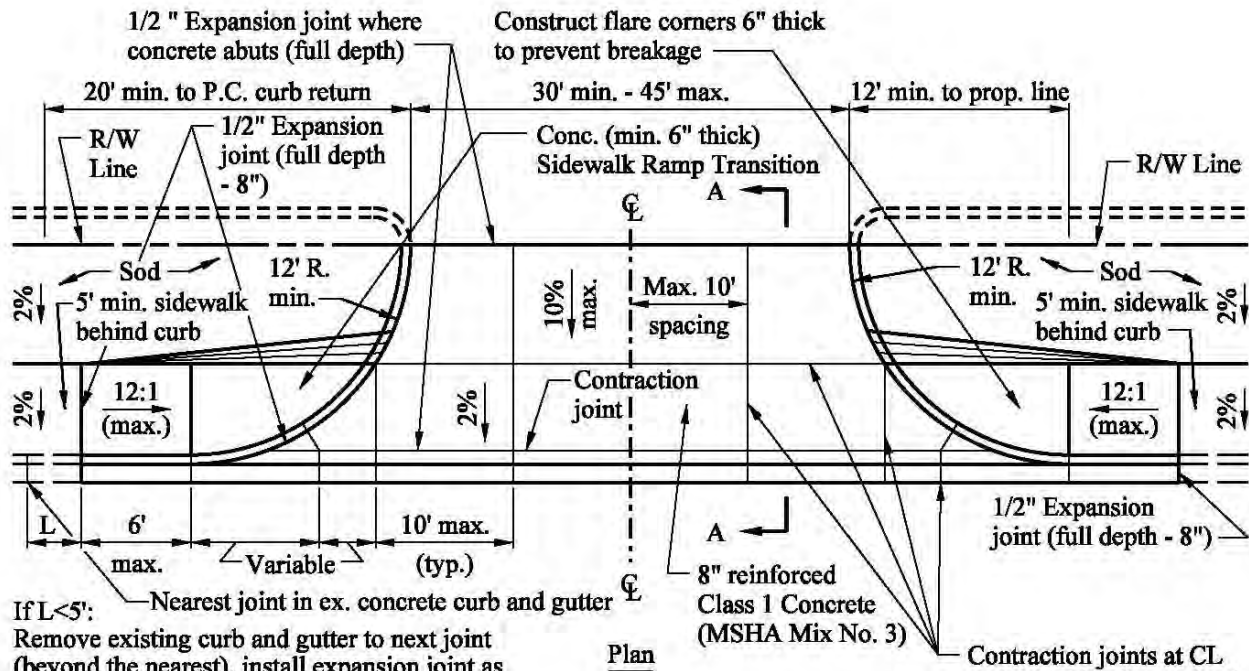
APPROVED:	
DIRECTOR	DATE
REVISION DATE:	APPROVED BY:



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

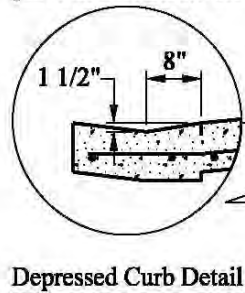
**Commercial
Driveway Entrance
(Full Reveal)**

STD.
200.04

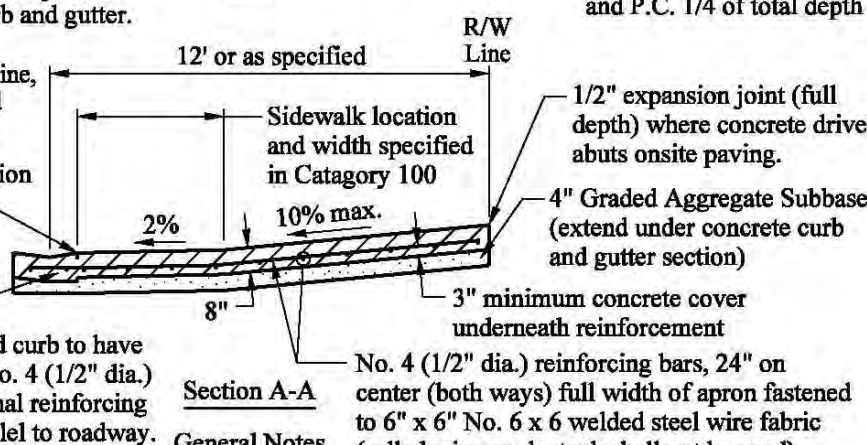


If $L < 5'$:
 Remove existing curb and gutter to next joint (beyond the nearest), install expansion joint as shown, and place new concrete curb and gutter.

If $L > 5'$:
 Cut existing curb and gutter to neat line, install expansion joint as shown, and place new concrete curb and gutter.



Depressed curb to have two (2) No. 4 (1/2" dia.) longitudinal reinforcing bars parallel to roadway.



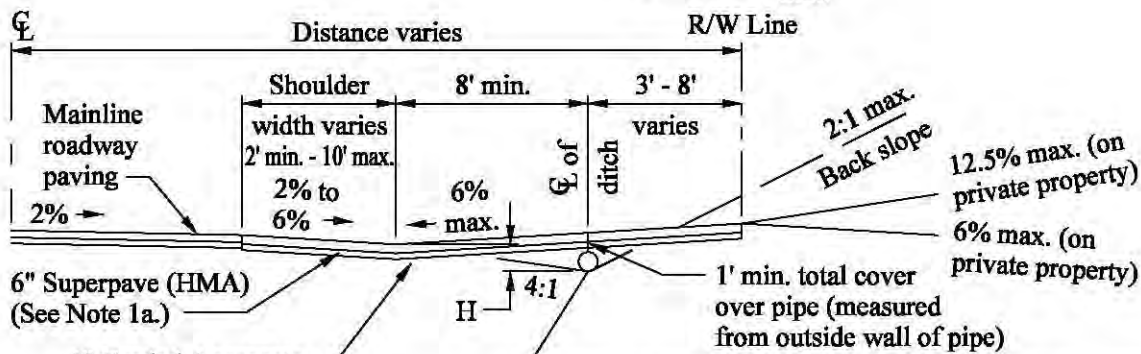
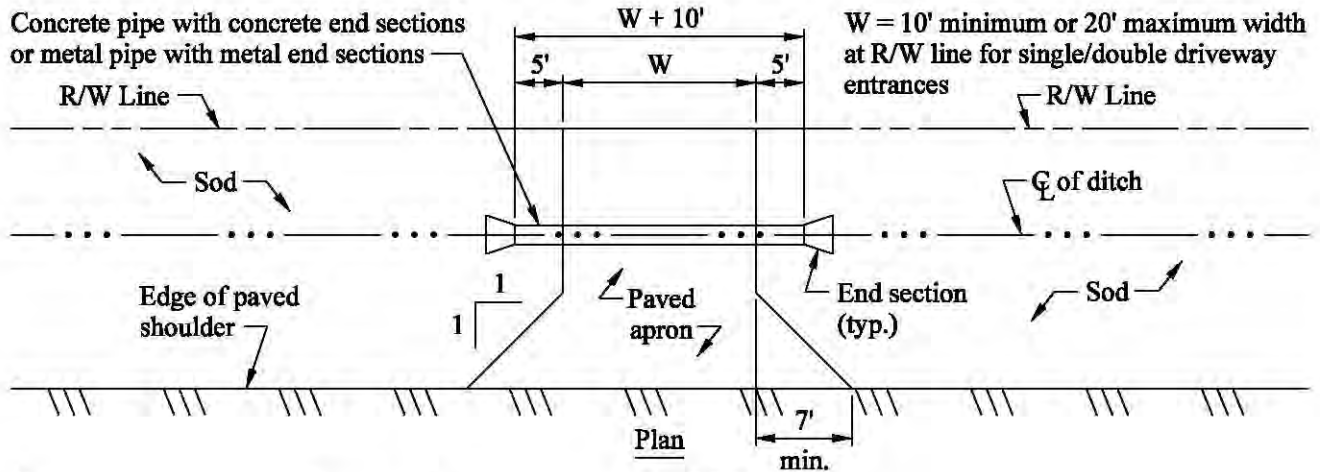
Section A-A
 General Notes

1. New entrances shall not be closer than 12' to the nearest abutting property line.
2. All bikeway/sidewalk ramps shall be constructed in compliance with the Federal accessibility guidelines of the Americans with Disabilities Act.
3. Entrance may be constructed perpendicular to, or at an angle (60° min.), measured from the centerline of roadway paving to property line.
4. If commercial driveway depth exceeds 14', contraction joints are not to extend beyond 20'.
5. No commercial driveway apron may be constructed within, or partially within any intersection curb fillet.
6. Expansion joints will be required where driveway abuts the curb and gutter. All contraction joints are to be constructed to a depth equal to 1/4 of the total depth of concrete entrance.
7. Driveway paving and curb poured monolithically.

APPROVED:	
DIRECTOR	DATE
REVISION DATE:	APPROVED BY:



DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
Commercial Driveway Entrance (Sidewalk at Curb)	STD. 200.05



Q (cfs)	Round		Elliptical		Material	
	Size	Hmin	Size	Hmin	Metal	Concrete
4.5	15*	29"	13" x 17"*	27"	16 gage	Class III
7.0	18"	32"	15" x 21"	29"		
10.0	21"	35"	18" x 24"	32"		
13.0	-	-	21" x 27"	35"		

General Notes

* Minimum pipe size in County right-of-way.

1. Driveway paving section (See Superpave Specifications in Section II of "Technical Specifications; Section 504."):
 - a) 6" Superpave Hot Mix Asphalt (HMA) surface, 9.5mm, PG 64-22 (two - 3" lifts)
Graded Aggregate Subbase (GASB) required where poor soil conditions exist; or
 - b) If constructed simultaneous with road construction use applicable road paving section.
2. For standard driveway, W=10' minimum for single, 20' maximum for double, or match existing driveway width. Exact width of driveway apron to equal parking pad at its widest point, or refer to Std. 200.09 for special design.
3. Achieving onsite driveway grades (beyond the County right-of-way) in excess of 6% downhill grade or 12.5% maximum uphill grade, as shown, requires a special engineered design.
4. Under most circumstances, the departure grade beyond the right-of-way line is not to exceed 6% for a distance of 10' from centerline of ditch flow line.
5. Use of Class 1 (MSHA Mix No. 3) air-entrained concrete for a rural residential driveway requires special Departmental approval.
6. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act.

APPROVED:

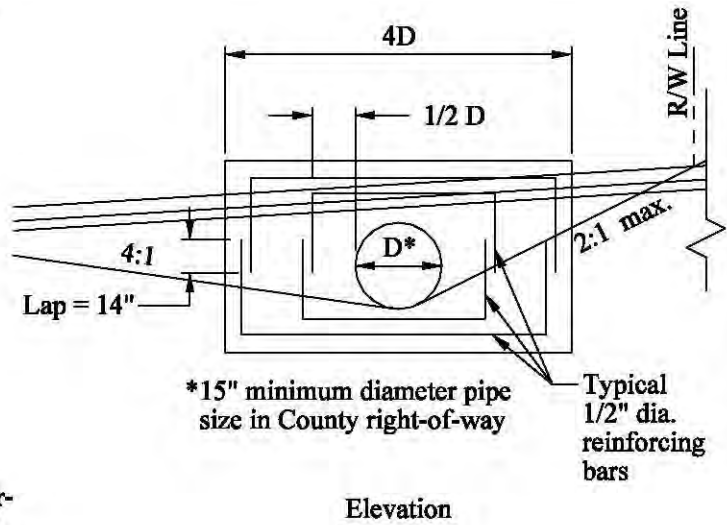
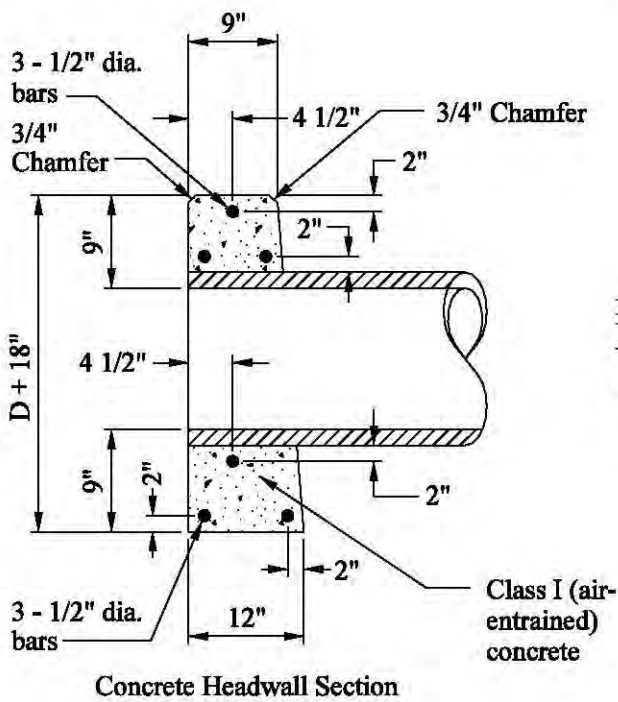
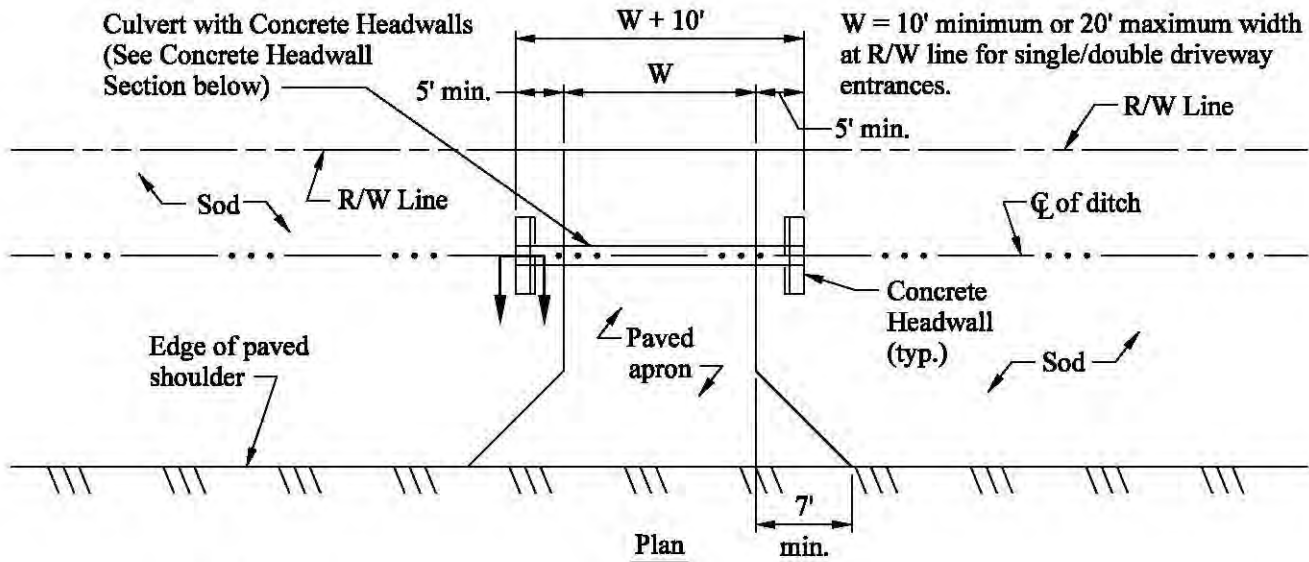
_____ DIRECTOR		_____ DATE	
REVISION DATE:	APPROVED BY:		



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Rural Residential
Driveway Entrance
with Culvert**

STD.
200.06



*15" minimum diameter pipe size in County right-of-way

General Notes

1. Culvert headwall to be used only where shown on plans and approved by the Department.
2. All headwall construction shall be Class 1 (MSHA Mix No. 3) air-entrained concrete. Six 1/2" deformed steel reinforcing bars are required in each headwall as shown.
3. For driveway paving section and width requirements refer to Standard 200.06.

APPROVED:

DIRECTOR

DATE

REVISION DATE:

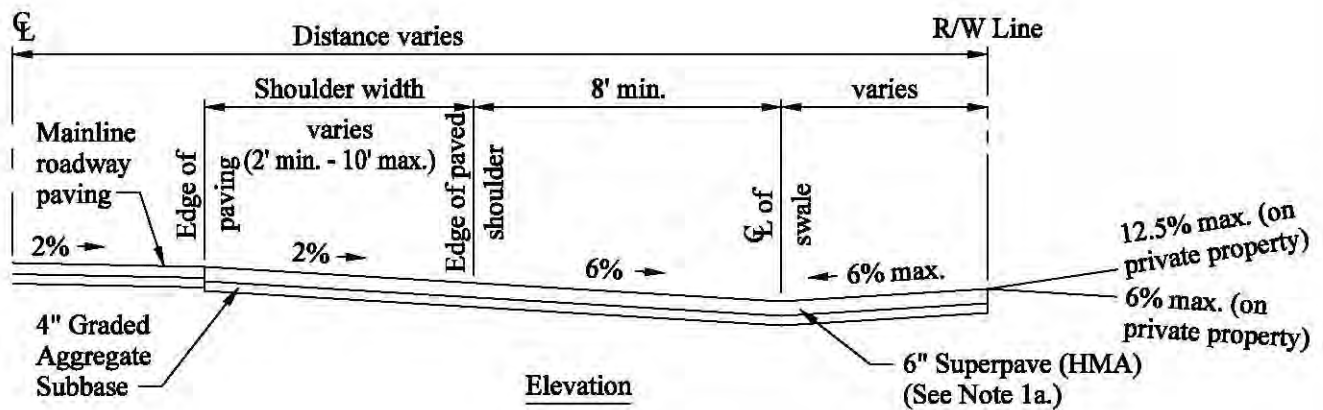
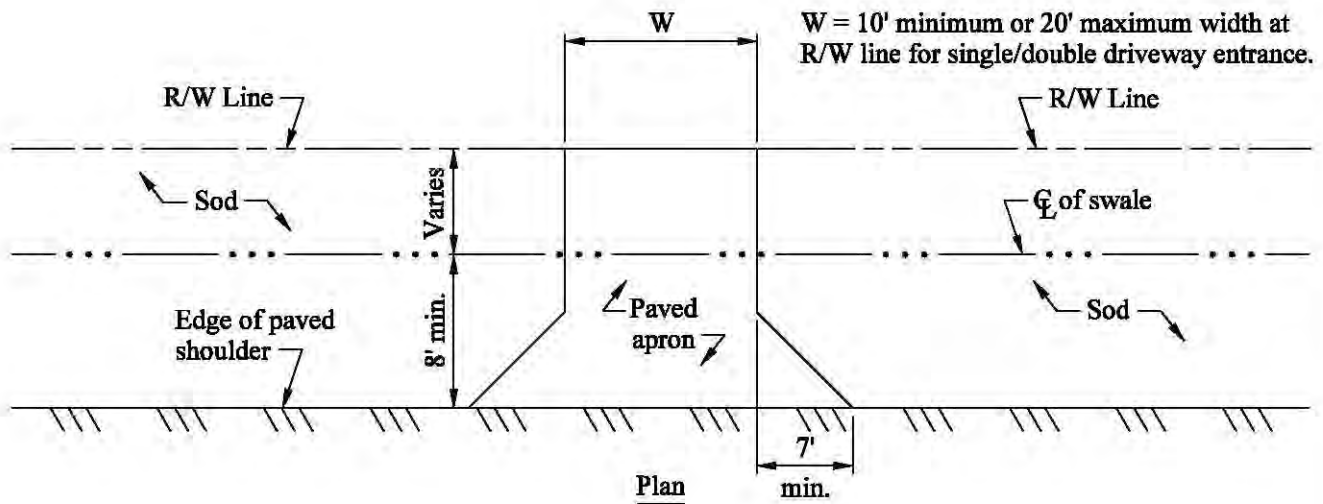
APPROVED BY:



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Rural Residential
Driveway Entrance
with Culvert Headwall**

STD.
200.07



General Notes

1. Driveway paving section (See Superpave Specifications in Section II of "Technical Specifications; Section 504."):
 - a) 6" Superpave Hot Mix Asphalt (HMA) surface, 9.5mm, PG 64-22 (two - 3" lifts)
Graded Aggregate Subbase (GASB) required where poor soil conditions exist; or
 - b) If constructed simultaneous with road construction use applicable road paving section.
2. For standard driveway, W=10' minimum for single, 20' maximum for double, or match existing driveway width. Exact width of driveway apron to equal parking pad at its widest point, or refer to Std. 200.08 for special design.
3. Achieving onsite driveway grades (beyond the County right-of-way) in excess of 6% downhill grade or 12.5% maximum uphill grade, as shown, requires a special engineered design.
4. Under most circumstances, the departure grade beyond the right-of-way line is not to exceed 6% for a distance of 10' from centerline of ditch flow line.
5. Use of Class 1 (MSHA Mix No. 3) air-entrained concrete for a rural residential driveway requires special Departmental approval.
6. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act.

APPROVED:

_____ DIRECTOR		_____ DATE	
REVISION DATE:	APPROVED BY:		

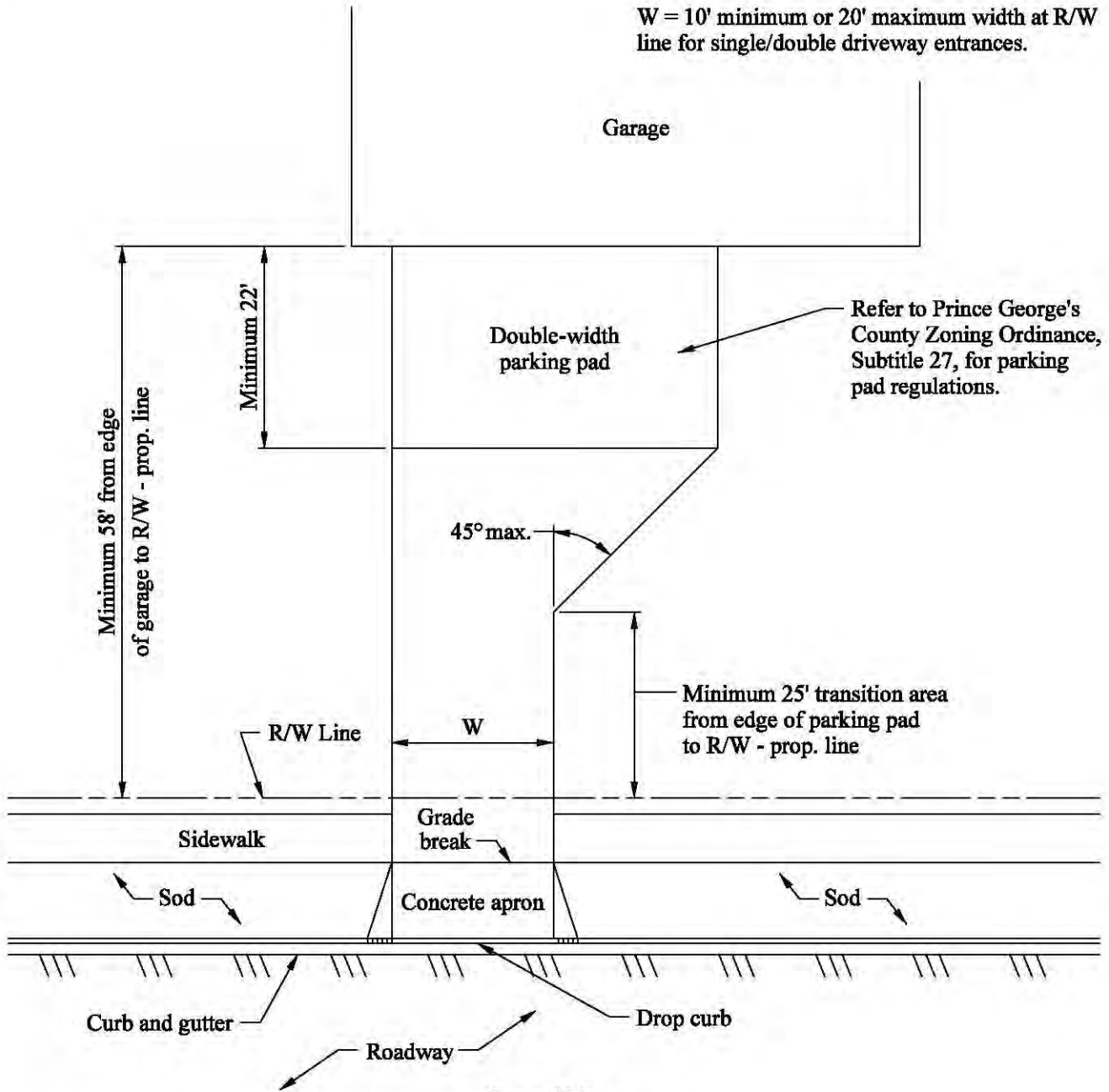


DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Rural Residential
Driveway Entrance
with Swale**

STD.
200.08

W = 10' minimum or 20' maximum width at R/W line for single/double driveway entrances.



Refer to Prince George's County Zoning Ordinance, Subtitle 27, for parking pad regulations.

General Notes

1. For standard driveway, W=10' minimum for single, W=20' maximum for double. Construct concrete apron to match driveway width (W).
2. For duplex homes using shared driveway apron, width (W) may be increased to 22' with prior Departmental approval.
3. All new construction within the County right-of-way shall comply with the Federal accessibility guidelines of the Americans with Disabilities Act.

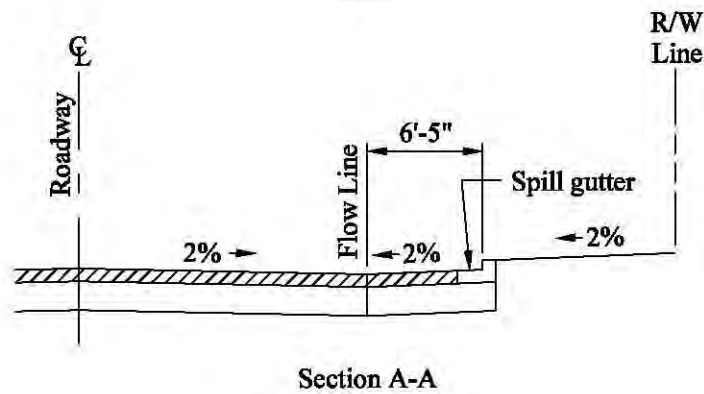
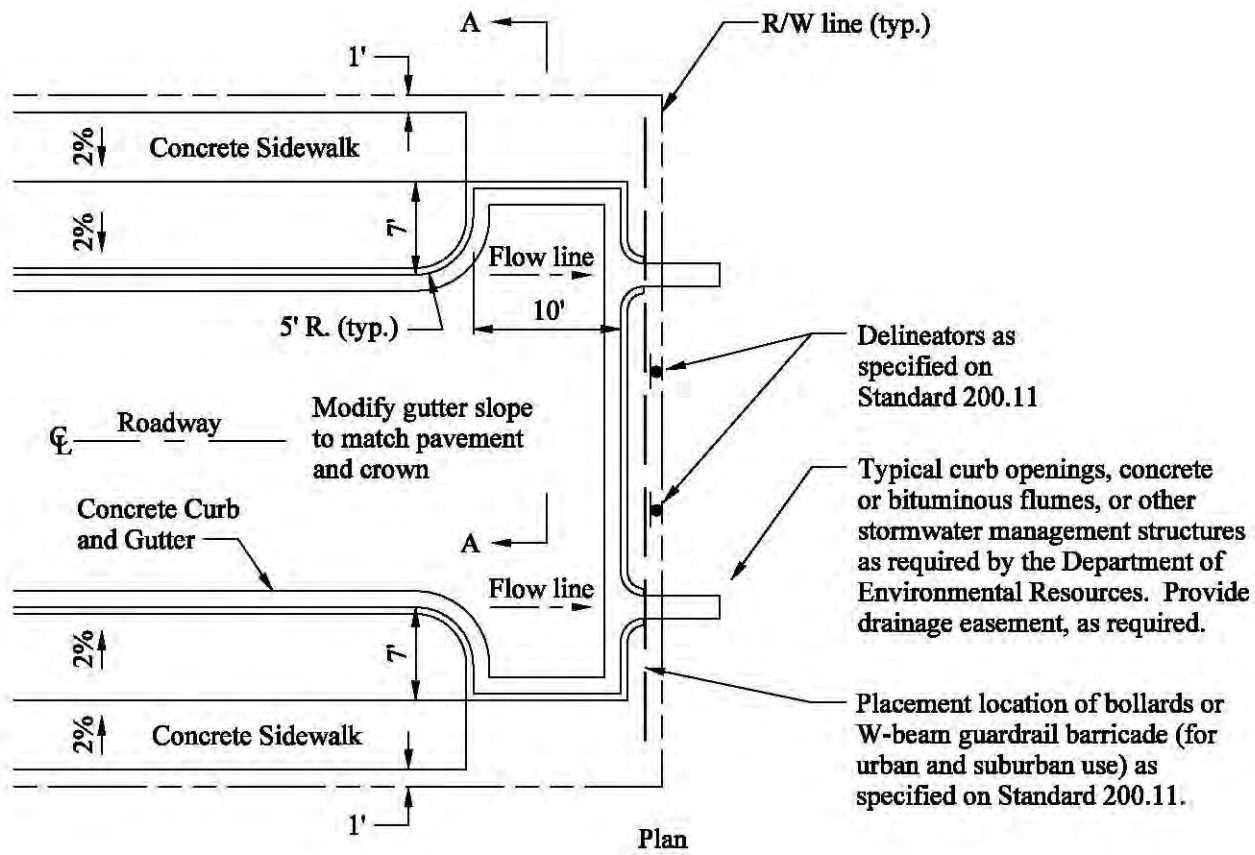
APPROVED:	
_____ DIRECTOR	_____ DATE
REVISION DATE:	APPROVED BY:



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Special Urban Residential
Driveway Single Apron
with Double Parking Pad**

STD.
200.09



General Notes

1. This standard is to be used in staged development, where street will ultimately be extended.
2. For placement location of bollards or W-beam guardrail barricades, see Standard 200.11.
3. Spill gutter shall be used in terminus as shown. See Standard 300.01 for curb and gutter detail.

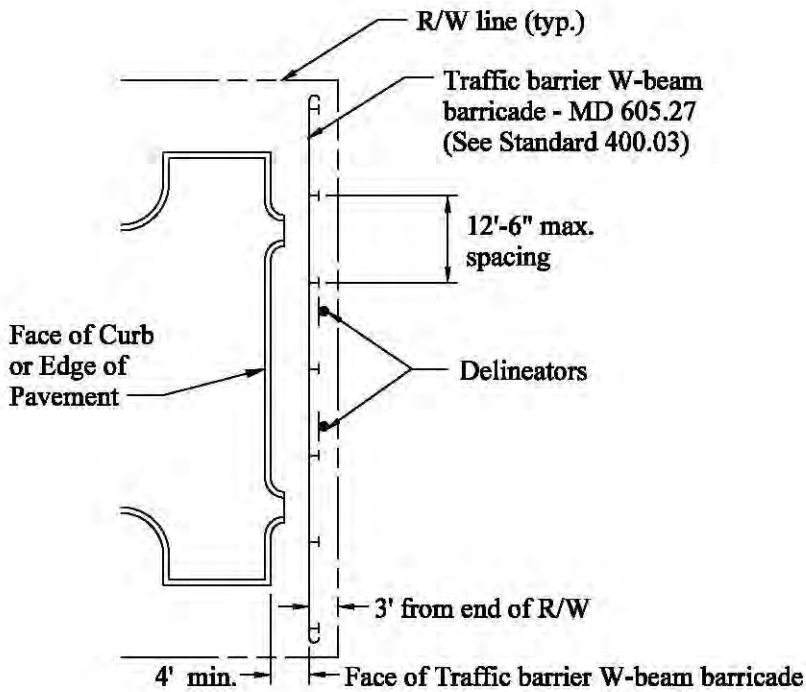
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REVISION DATE:	APPROVED BY:



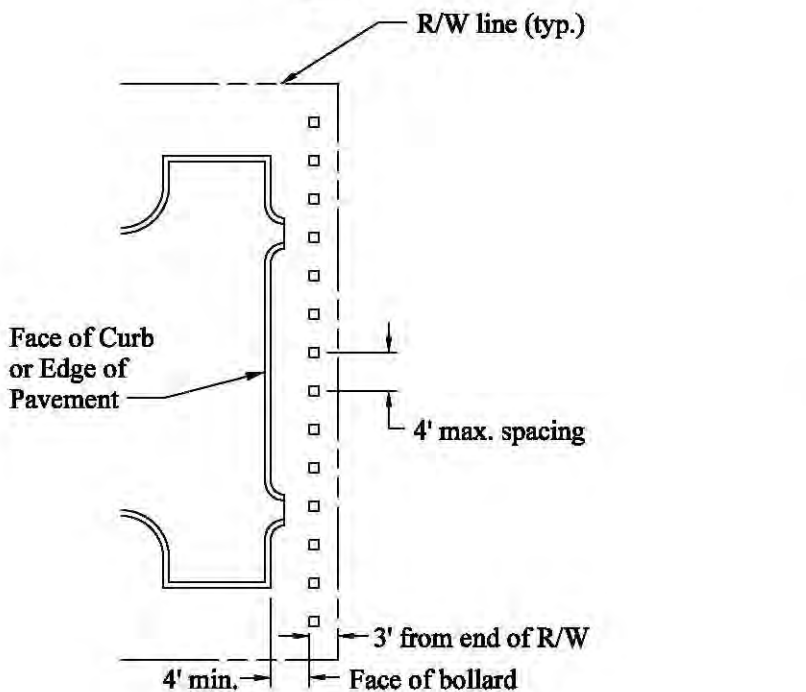
DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Roadway
Terminus**

STD.
200.10



Plan



Plan

W-beam Barricade

Install traffic barrier W-beam barricade and standard U-shape 7' galvanized steel traffic posts to height of 4 feet, with reflective red 12"x12" diamond shape delineators, as specified below. "No Dumping" and/or "No Parking" signs are to be installed as required by the Department.

Required Delineators	
Travel Lanes Width (total)	No. req'd.*
26'	2
36'	3
46'	4
52'	5
58'	6

* placed symmetrically about centerline of roadway.

Bollards (for urban and suburban use)

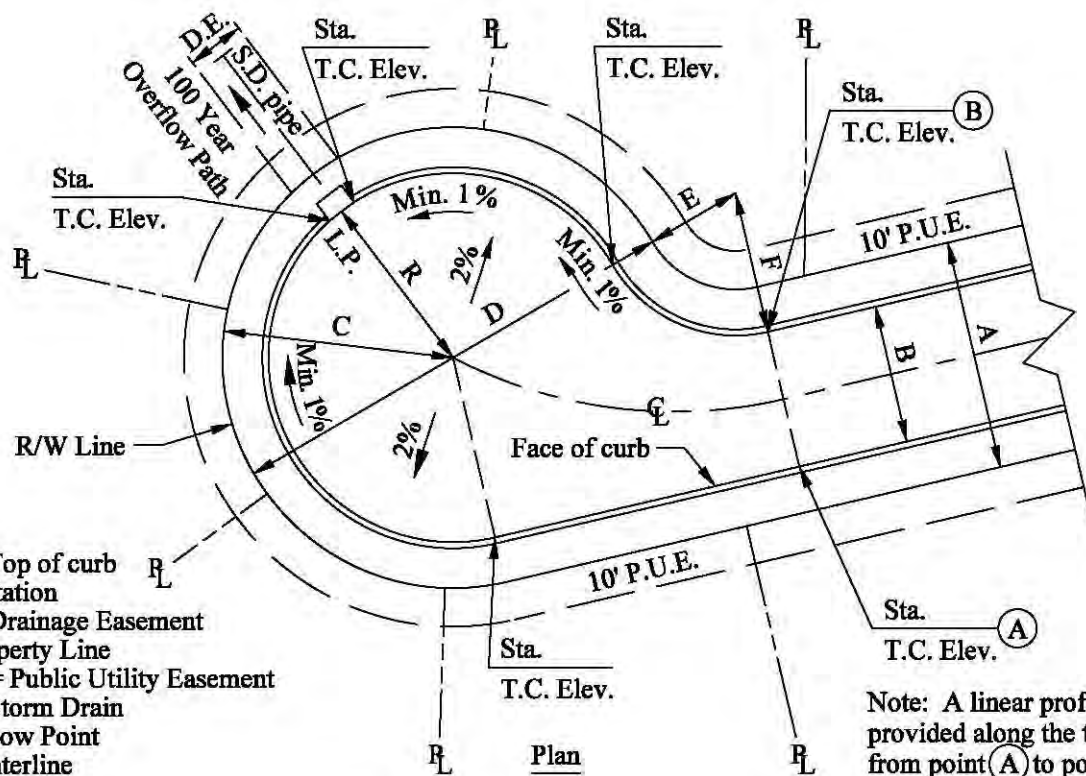
Install bollards in accordance with Standards 300.29 and 300.30. "No Dumping" and/or "No Parking" signs are to be installed as required by the Department.

APPROVED:	
_____ DIRECTOR	_____ DATE
REVISION DATE:	APPROVED BY:



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

Barricades for Roadway Terminus STD. 200.11



Key
 T.C. = Top of curb
 Sta. = Station
 D.E. = Drainage Easement
 R_L = Property Line
 P.U.E. = Public Utility Easement
 S.D. = Storm Drain
 L.P. = Low Point
 C = Centerline

Note: A linear profile shall be provided along the top of curb from point (A) to point (B)

Road Classification	Cul-de-sac Dimensions						
	A	B	C	D	E**	F**	R
Urban Commercial and Industrial Road	70'	46'	70'	140'	25'	*37'	58'
Urban Primary Residential Road	60'	36'	60'	120'	25'	*37'	48'
Urban Secondary Residential Road	50'	26'	50'	100'	25'	*37'	38'

*Minimum distance unless directed otherwise by the Department.
 **Alternate design using increased fillet radii (see dimensions 'E' and 'F') may be used with prior Departmental approval, subject to AASHTO and County subdivision regulations.

General Notes

1. Urban cul-de-sac designs shall accommodate all SU-30 vehicle turning maneuvers, except for secondary residential road.
2. Provide 1% minimum flow line gutter grades and 2% minimum paving cross slope grades throughout the cul-de-sac. Crowning the cul-de-sac in the bulbous area is not required if positive drainage can be maintained across this area and a minimum pavement slope of 2% is provided.
3. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
4. Top-of-curb elevations are to be shown on the construction plans at points of curvature (PC's), points of tangency (PT's) and high/low points.
5. All concrete sidewalks and sidewalk ramps shall be constructed in accordance with Standards 300.05, 300.06, 300.07 and 300.08.

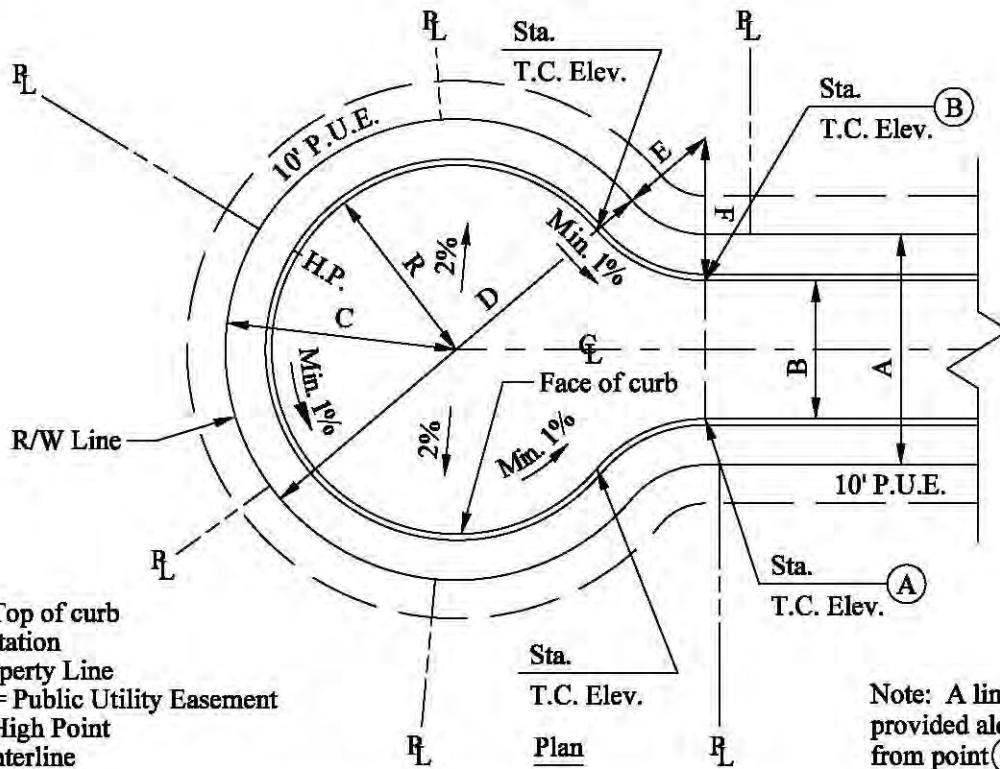
APPROVED:

_____ DIRECTOR	_____ DATE
REVISION DATE:	APPROVED BY:



DEPARTMENT OF PUBLIC WORKS
 AND TRANSPORTATION
 Prince George's County, MD

**Urban Cul-de-sac
 (Offset Turnaround)** STD.
 200.12



Key
 T.C. = Top of curb
 Sta. = Station
 PL = Property Line
 P.U.E. = Public Utility Easement
 H.P. = High Point
 CL = Centerline

Note: A linear profile shall be provided along the top of curb from point (A) to point (B)

Road Classification	Cul-de-sac Dimensions						
	A	B	C	D	E**	F**	R
Urban Commercial and Industrial Road	70'	46'	70'	140'	25'	*37'	58'
Urban Primary Residential Road	60'	36'	60'	120'	25'	*37'	48'
Urban Secondary Residential Road	50'	26'	50'	100'	25'	*37'	38'

*Minimum distance unless directed otherwise by the Department.
 **Alternate design using increased fillet radii (see dimensions 'E' and 'F') may be used with prior Departmental approval, subject to AASHTO and County subdivision regulations.

General Notes

1. Urban cul-de-sac designs shall accommodate all SU-30 vehicle turning maneuvers, except for secondary residential road.
2. Provide 1% minimum flow line gutter grades and 2% minimum paving cross slope grades throughout the cul-de-sac. Crowning the cul-de-sac in the bulbous area is not required if positive drainage can be maintained across this area and a minimum pavement slope of 2% is provided.
3. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
4. Top-of-curb elevations are to be shown on the construction plans at points of curvature (PC's), points of tangency (PT's) and high/low points.
5. All concrete sidewalks and sidewalk ramps shall be constructed in accordance with Standards 300.05, 300.06, 300.07 and 300.08.

APPROVED:

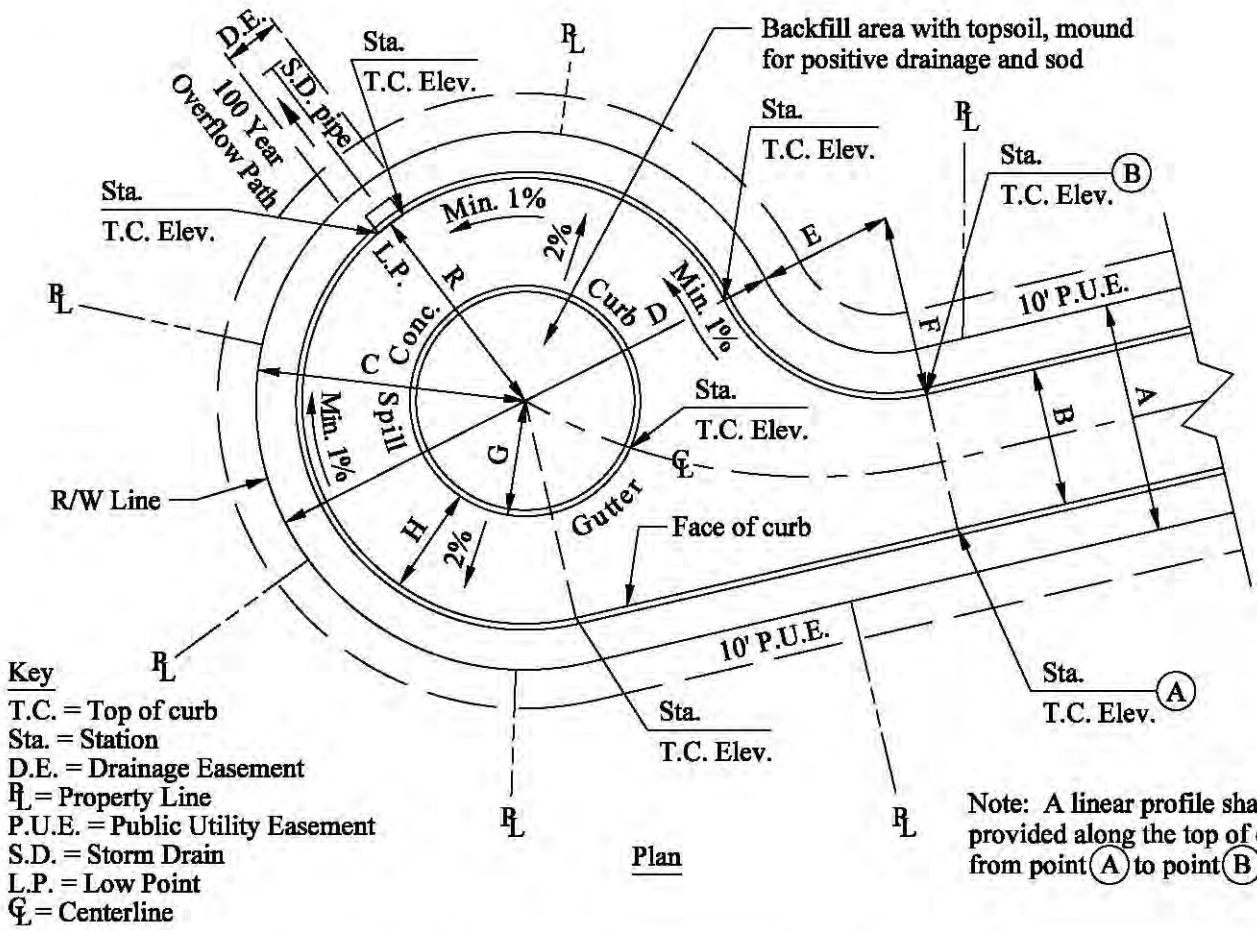
_____ DIRECTOR		_____ DATE
REVISION DATE:	APPROVED BY:	



DEPARTMENT OF PUBLIC WORKS
 AND TRANSPORTATION
 Prince George's County, MD

**Urban Cul-de-sac
 (Symmetrical
 Turnaround)**


STD.
200.13



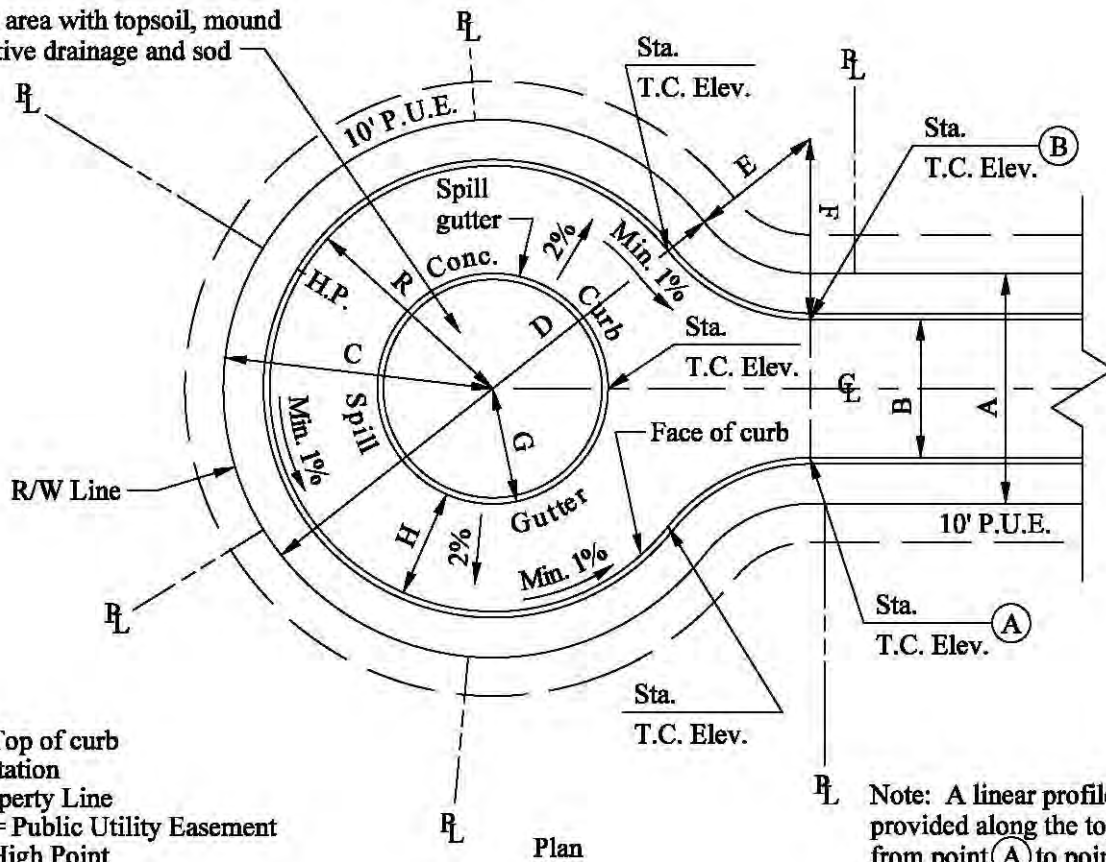
Road Classification	Cul-de-sac Dimensions								
	A	B	C	D	E	F	G	H	R
Urban Commercial and Industrial Road	70'	46'	80'	160'	40'	52'	32'	36'	68'
Urban Primary Residential Road	60'	36'	70'	140'	35'	47'	30'	28'	58'
Urban Secondary Residential Road	50'	26'	70'	140'	35'	47'	30'	28'	58'
Urban Collector Road	80'	46'	80'	160'	40'	52'	32'	36'	68'

General Notes

1. Urban cul-de-sac designs shall accommodate all SU-30 vehicle turning maneuvers.
2. Provide 1% minimum flow line gutter grades and 2% minimum paving cross slope grades throughout the cul-de-sac.
3. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
4. Top-of-curb elevations are to be shown on the construction plans at points of curvature (PC's), points of tangency (PT's) and high/low points.
5. All concrete sidewalks and sidewalk ramps shall be constructed in accordance with Standards 300.05, 300.06, 300.07 and 300.08.

APPROVED:			DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		Urban Cul-de-sac with Center Island (Offset Turnaround)	STD. 200.14
REVISION DATE:	APPROVED BY:			

Backfill area with topsoil, mound for positive drainage and sod



Key

- T.C. = Top of curb
- Sta. = Station
- P.L. = Property Line
- P.U.E. = Public Utility Easement
- H.P. = High Point
- C.L. = Centerline

Note: A linear profile shall be provided along the top of curb from point (A) to point (B)

Road Classification	Cul-de-sac Dimensions								
	A	B	C	D	E	F	G	H	R
Urban Commercial and Industrial Road	70'	46'	80'	160'	40'	52'	32'	36'	68'
Urban Primary Residential Road	60'	36'	70'	140'	35'	47'	30'	28'	58'
Urban Secondary Residential Road	50'	26'	70'	140'	35'	47'	30'	28'	58'
Urban Collector Road	80'	46'	80'	160'	40'	52'	32'	36'	68'

General Notes

1. Urban cul-de-sac designs shall accommodate all SU-30 vehicle turning maneuvers.
2. Provide 1% minimum flow line gutter grades and 2% minimum paving cross slope grades throughout the cul-de-sac.
3. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
4. Top-of-curb elevations are to be shown on the construction plans at points of curvature (PC's), points of tangency (PT's) and high/low points.
5. All concrete sidewalks and sidewalk ramps shall be constructed in accordance with Standards 300.05, 300.06, 300.07 and 300.08.

APPROVED:

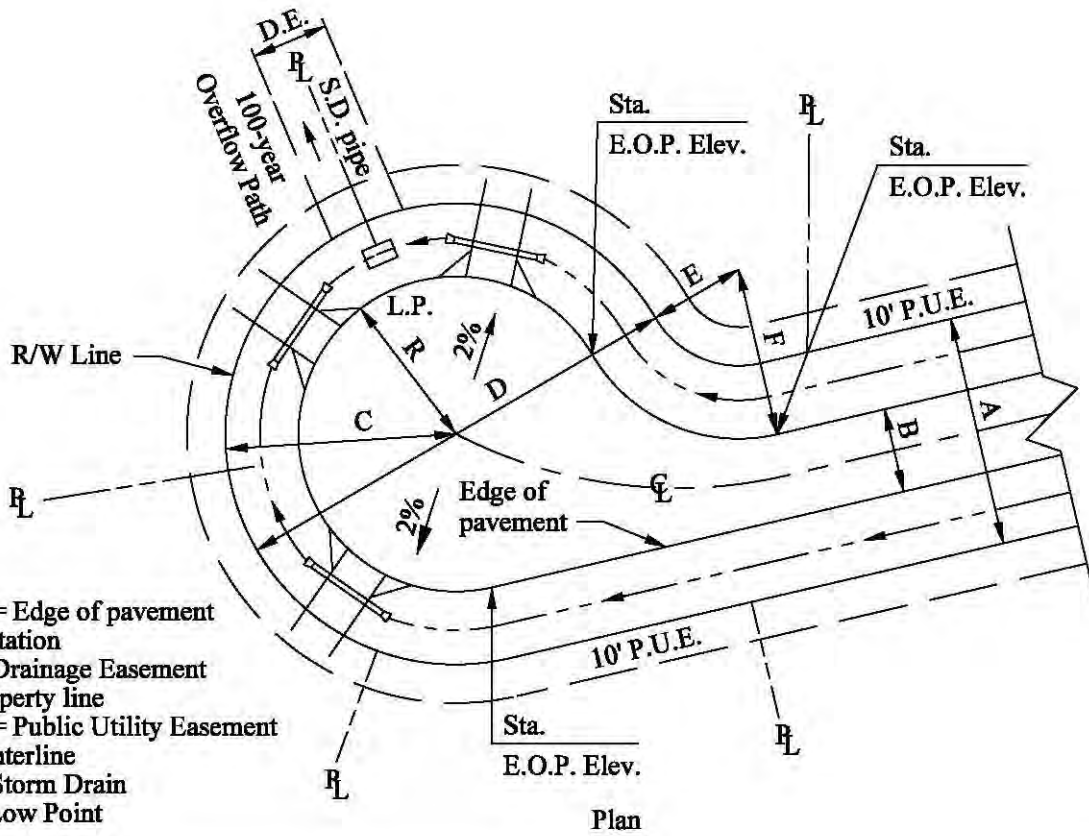
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DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Urban Cul-de-sac
with Center Island
(Symmetrical Turnaround)**

STD.
200.15



Road Classification	Cul-de-sac Dimensions						
	A	B	C	D	E**	F**	R
Rural Primary Residential Road	60'	24'	60'	120'	*25'	*43'	42'
Rural Secondary Residential Road	60'	22'	60'	120'	*25'	*44'	41'
Rural/Private Secondary Residential Road	50'	22'	50'	100'	*25'	*39'	36'
Scenic and Historic Rural Residential Road	60'	22'	60'	120'	*25'	*44'	41'

*Minimum distance unless directed otherwise by the Department.
 **Alternate design using increased fillet radii (see dimensions 'E' and 'F') may be used with prior Departmental approval, subject to AASHTO and County subdivision regulations.

General Notes

1. Rural cul-de-sac roadway designs shall accommodate all SU-30 vehicle turning maneuvers.
2. Provide 2% centerline side ditch grades and 2% minimum paving cross slope grades throughout the cul-de-sac. Crowning the cul-de-sac in the bulbous area is not required if positive drainage can be maintained across this area and a minimum pavement slope of 2% is provided.
3. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
4. All edge-of-paving elevations are to be shown on the construction plans at intervals not to exceed 50'.

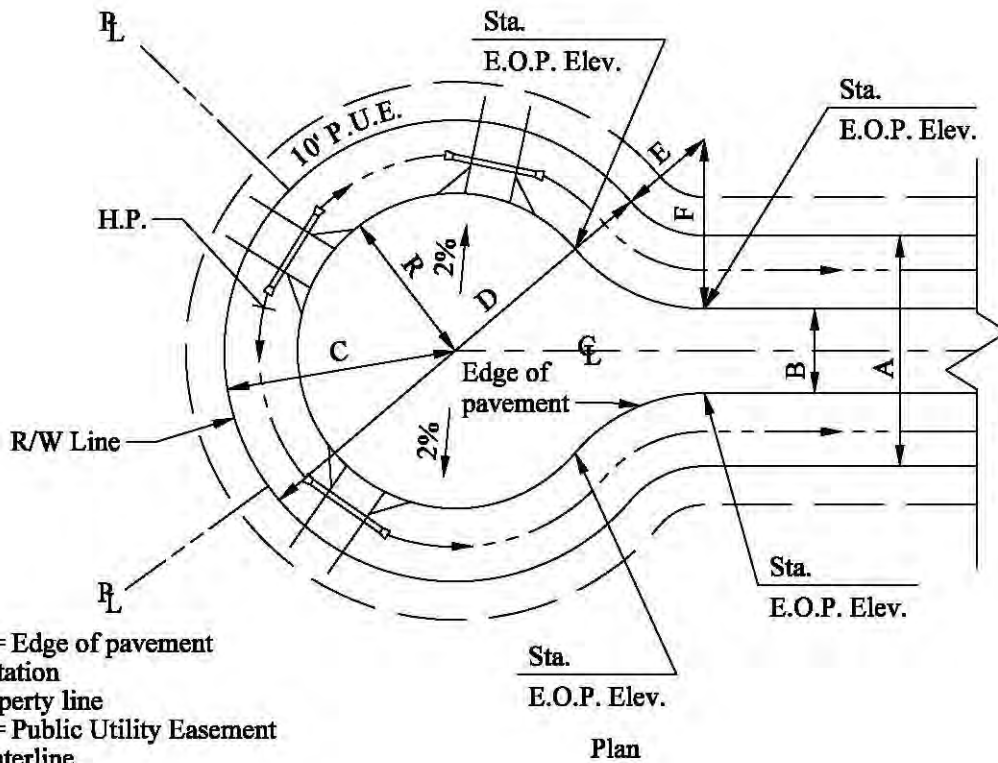
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DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

Rural Cul-de-sac (Offset Turnaround)	STD. 200.16
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Road Classification	Cul-de-sac Dimensions						
	A	B	C	D	E**	F**	R
Rural Primary Residential Road	60'	24'	60'	120'	*25'	*43'	42'
Rural Secondary Residential Road	60'	22'	60'	120'	*25'	*44'	41'
Rural/Private Secondary Residential Road	50'	22'	50'	100'	*25'	*39'	36'
Scenic and Historic Rural Residential Road	60'	22'	60'	120'	*25'	*44'	41'

*Minimum distance unless directed otherwise by the Department.

**Alternate design using increased fillet radii (see dimensions 'E' and 'F') may be used with prior Departmental approval, subject to AASHTO and County subdivision regulations.

General Notes

1. Rural cul-de-sac roadway designs shall accommodate all SU-30 vehicle turning maneuvers.
2. Provide 2% centerline side ditch grades and 2% minimum paving cross slope grades throughout the cul-de-sac. Crowning the cul-de-sac in the bulbous area is not required if positive drainage can be maintained across this area and a minimum pavement slope of 2% is provided.
3. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
4. All edge-of-paving elevations are to be shown on the construction plans at intervals not to exceed 50'.

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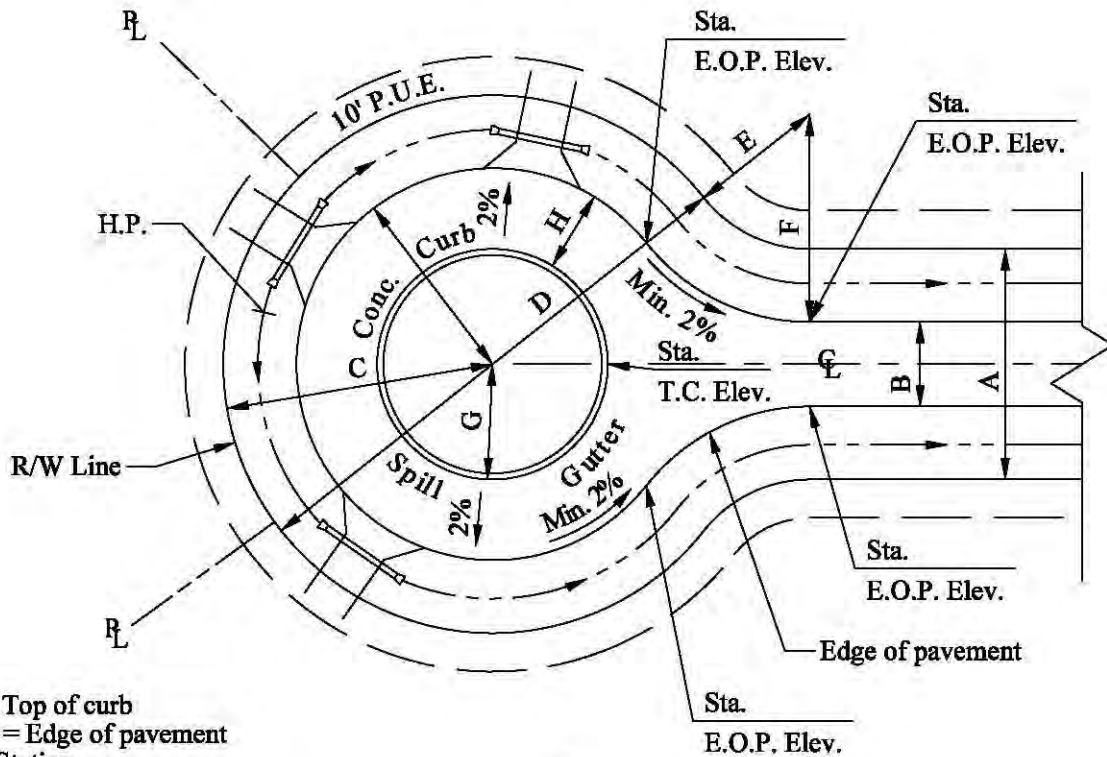
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DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Rural Cul-de-sac
(Symmetrical
Turnaround)**

STD.
200.17



- Key**
 T.C. = Top of curb
 E.O.P. = Edge of pavement
 Sta. = Station
 R_L = Property line
 P.U.E. = Public Utility Easement
 H.P. = High Point
 C_L = Centerline

Plan

Road Classification	Cul-de-sac Dimensions									
	A	B	C	D	E	F	G	H	R	
Rural Primary Residential Road	60'	24'	70'	140'	35'	53'	30'	22'	52'	
Rural Secondary Residential Road	60'	22'	70'	140'	35'	54'	30'	21'	51'	

General Notes

1. Rural cul-de-sac roadway designs shall accommodate SU-30 vehicle turning maneuvers.
2. Center island shall be properly backfilled with topsoil, mounded and graded to prevent ponding, and stabilized with sod.
3. Provide 2% centerline side ditch grades and 2% minimum paving cross slope grades throughout the cul-de-sac.
4. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
5. All edge-of-paving elevations are to be shown on the construction plans at intervals not to exceed 50'.

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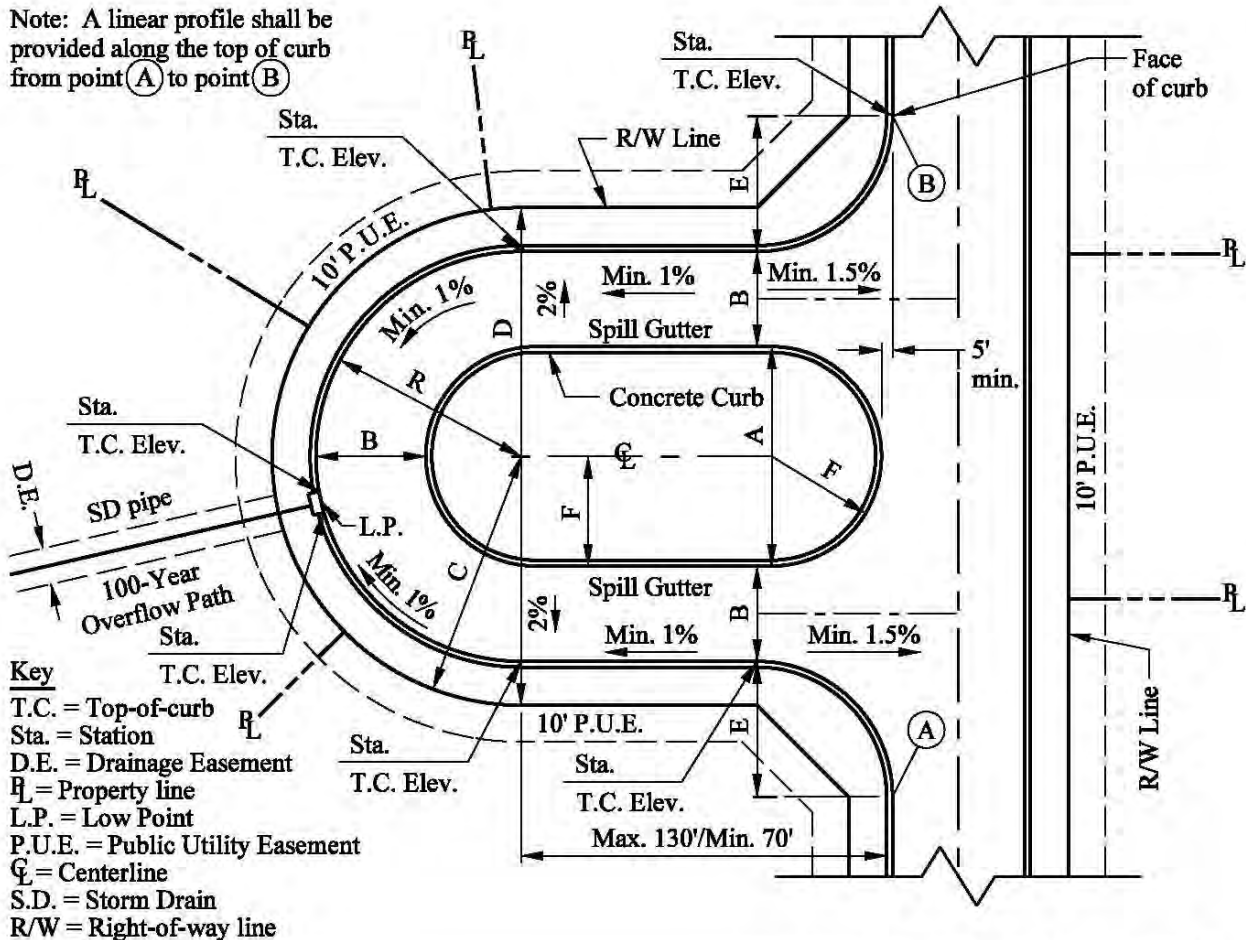


DEPARTMENT OF PUBLIC WORKS
 AND TRANSPORTATION
 Prince George's County, MD

**Rural Cul-de-sac
 with Center Island
 (Symmetrical Turnaround)**

STD.
200.19

Note: A linear profile shall be provided along the top of curb from point (A) to point (B)



Key
 T.C. = Top-of-curb
 Sta. = Station
 D.E. = Drainage Easement
 R_L = Property line
 L.P. = Low Point
 P.U.E. = Public Utility Easement
 C_L = Centerline
 S.D. = Storm Drain
 R/W = Right-of-way line

Road Classification	A	B	C	D	E	F	R
Urban Secondary Residential Road	60'	28'	70'	140'	*37'	30'	58'

*Minimum distance unless directed otherwise by the Department.

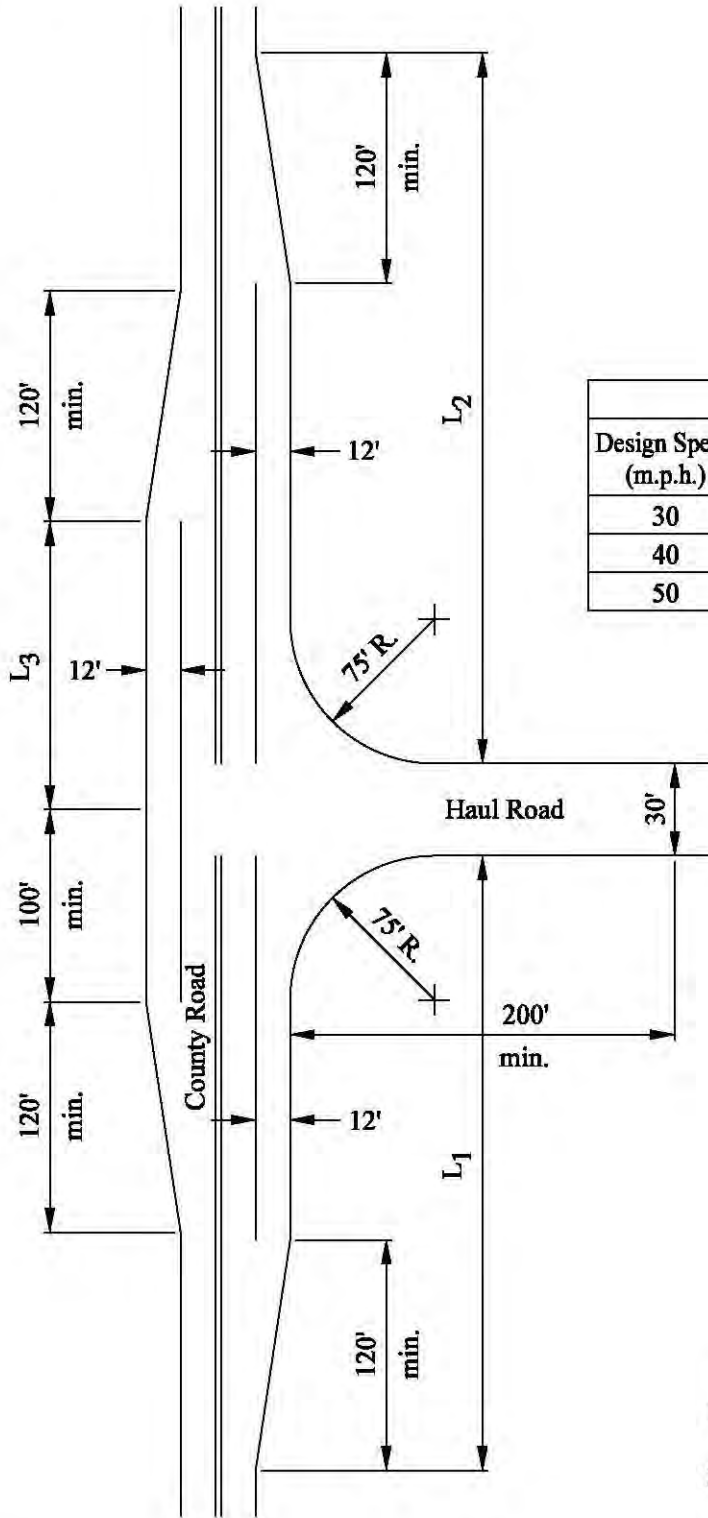
General Notes

1. Urban cul-de-sac roadway designs shall accommodate all SU-30 vehicle turning maneuvers.
2. Provide 1% minimum flow line gutter grades and 2% minimum paving cross slope grades throughout the cul-de-sac. Crowning the cul-de-sac in the bulbous area is not required if positive drainage can be maintained across this area and a minimum pavement slope of 2% is provided.
3. Cul-de-sacs shall not have a vertical grade in excess of 6% beyond the fillet point at the entrance to the cul-de-sac's bulbous end.
4. Top-of-curb elevations are to be shown on the construction plans at points of curvature (PC's), points of tangency (PT's) and high/low points.
5. All concrete sidewalks and sidewalk ramps shall be constructed in accordance with Standards 300.05, 300.06, 300.07 and 300.08.

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DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
Urban Cul-de-sac (Eyebrow Configuration)	STD. 200.20



Minimum Lane Lengths			
Design Speed (m.p.h.)	Lane Length (ft)		
	Deceleration (L1)	Acceleration (L2)	Bypass (L3)
30	270'	270'	100'
40	320'	370'	150'
50	420'	470'	200'

Notes

1. Distance requirements may be increased depending on volume, speed and sight distances.
2. 30'-width of paved haul road shall be constructed and maintained on site for at least 200'.

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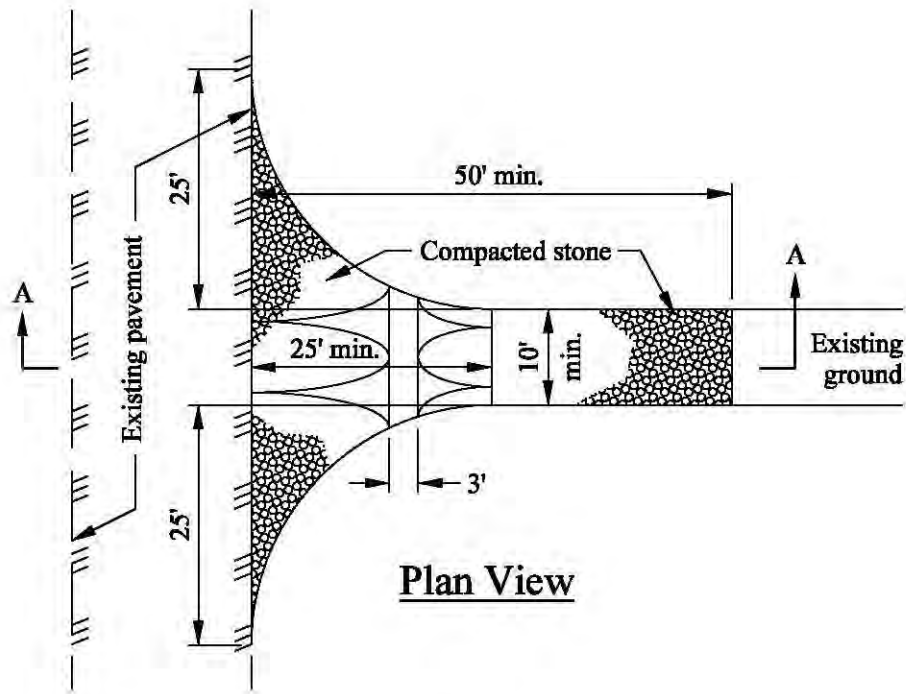
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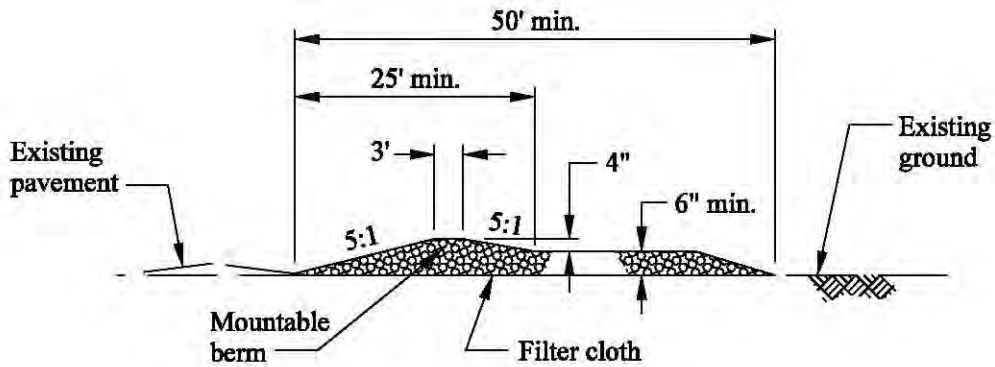
DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Prince George's County, MD

**Temporary Entrance
for Haul Road with
Bypass Lane**

STD.
200.21



Plan View



Section A-A

Notes

1. Stone size shall be 2 inches. Reclaimed or recycled concrete of an equivalent diameter may also be used.
2. Minimum depth of stone shall be 6 inches. Stone shall be placed in uniform, compacted layers of not more than 6 inches, or less than 3 inches in thickness.
3. Except for single-family residential lots, entrance shall be underlain with geotextile fabric appropriate for the soil and drainage conditions.
4. Mountable berms shall be installed at entrances where surface drainage will otherwise enter the roadway.
5. Side slopes (if necessary) shall be 2:1 or less.
6. Frequent maintenance and inspection required.

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DEPARTMENT OF PUBLIC WORKS
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Prince George's County, MD

**Temporary Stabilized
Construction
Entrance**

STD.
200.22