TABLE OF DRAWINGS

SECTION 6 - SITE ACCESS

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MINIMUM ACCESS POINT SPACING - COMMERCIAL/INDUSTRIAL (Feet) (1)

ROADWAY SPEED (2) (mph)	DIMENSION B (3)		DIMENSION A (4)		DIMENSION C (4)	
	ARTERIALS	NON-ARTERIALS	ARTERIALS	NON-ARTERIALS	ARTERIALS*	NON-ARTERIALS
25	105	75	105	35	105	35
30	125	75	125	40	125	40
35	150	75	150	45	150	45
40	185	75	185	50	185	50
45	230	75	230	50	230	50
50	275	75	275	50	275	50

NOTES:

1. ACCESS POINTS DIRECTLY OPPOSITE FROM EACH OTHER ARE MOST DESIRABLE. WHERE THIS IS NOT POSSIBLE, THESE DIMENSIONS WILL APPLY.

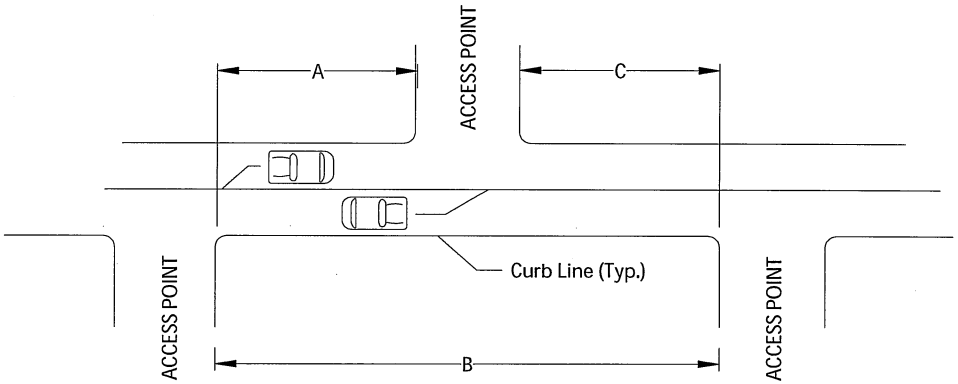
2. IN CASES WHERE ACCESS POINT SPACING IS NOT ATTAINABLE BECAUSE EXISTING FRONTAGES ARE NARROW, ACCESS POINTS SHOULD BE LOCATED AS CLOSE TO THE TABULATED VALUES SHOWN ABOVE AS POSSIBLE. WHEN THIS OCCURS, THE ENGINEER MAY REQUIRE INVESTIGATIONS TO SUBSTANTIATE WHETHER OR NOT LEFT TURNS SHOULD BE PROHIBITED INTO OR OUT OF THE ACCESS POINT.

(1) ACCESS POINT SPACING ONLY. FOR PUBLIC STREET SPACING, SEE TEXT SECTION 5-08.

(2) REFERS TO POSTED SPEED.

(3) BETWEEN THE NEAREST EDGES OF TWO-WAY ACCESS POINTS. DISTANCES BETWEEN ADJACENT, ONE-WAY ACCESS POINTS (WITH THE INBOUND ACCESS UPSTREAM) CAN BE ONE-HALF THE DISTANCES SHOWN ABOVE.

(4) BETWEEN THE NEAREST EDGES OF ONE OR TWO-WAY ACCESS POINTS.



PLAN

See Text Sections 6-02, 6-03, 6-05

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

COMMERCIAL/INDUSTRIAL ACCESS POINT SPACING

REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

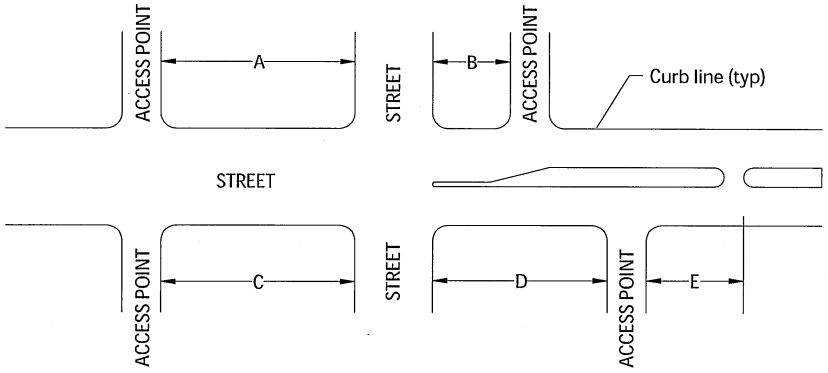
DWG. NO. 6-010

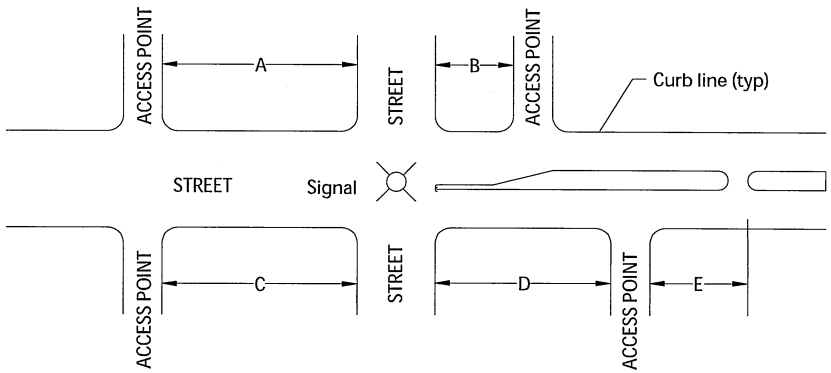
MINIMUM CORNER CLEARANCES FOR STOP SIGN INTERSECTION CONTROL (IN FEET)

	ARTERIALS						NON-ARTERIALS
	Arterial Posted Speed (MPH)						All Speeds
Dim.	30	35	40	45	50	55	
A	115	135	160	180	205	230	50
B	85	105	120	140	155	170	50
C	115	135	160	180	205	230	50
D	115	135	160	180	205	230	50
E	115 or 0	135 or 0	160 or 0	180 or 0	205 or 0	230 or 0	0

MINIMUM CORNER CLEARANCES FOR SIGNALIZED INTERSECTION CONTROL (IN FEET)

	ARTERIALS						NON-ARTERIALS
	Arterial Posted Speed (MPH)						All Speeds
Dim.	30	35	40	45	50	55	
A	230	275	320	365	410	460	50
B	115	135	160	180	205	230	50
C	230	275	320	365	410	460	50
D	230	275	320	365	410	460	50
E	115 or 0	135 or 0	160 or 0	180 or 0	205 or 0	230 or 0	0





NOTES:

1. IN CASES WHERE CORNER CLEARANCES ARE NOT ATTAINABLE BECAUSE FRONTAGES ARE NARROW, ACCESS POINTS* SHOULD BE LOCATED AS CLOSE AS PRACTICABLE TO THE PROPERTY LINE MOST DISTANT FROM THE INTERSECTION. AT SUCH LOCATIONS, THE ENGINEER MAY REQUIRE INVESTIGATIONS TO SUBSTANTIATE WHETHER LEFT TURNS SHOULD BE PROHIBITED INTO OR OUT OF THE ACCESS POINT. SHARED ACCESSES ARE ENCOURAGED.
2. ACCESS POINTS NEAR STOP OR SIGNAL CONTROLLED INTERSECTIONS SHOULD BE CHECKED TO DETERMINE WHETHER STOPPING QUEUES WILL BLOCK THE ACCESS POINT.

* ACCESS POINTS ARE DRIVEWAYS OR OTHER ENTRANCES FOR VEHICLES ONTO THE ROADWAY.

See Text Section 6-04

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

CORNER CLEARANCES

REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 6-020

ACCESS POINT TYPES, RADII AND WIDTHS

ACCESS POINT TRAFFIC VOLUME	USE	SECTION	TYPE OF ACCESS	STD DWG	MIN. RADII	MIN. WIDTH	MAX. WIDTH
LESS THAN 2000 VPD	Residential	Curbed Shouldered	Drop Curb Driveway - Residential Residential Driveway Approach - Asphalt Residential Driveway Approach - Concrete	8-130 8-170 8-180	Flared 10 Feet 10 Feet	10 Feet 10 Feet 10 Feet	30 Feet 30 Feet 30 Feet
	Commercial/ Industrial	Curbed Shouldered	Drop Curb Driveway - Commercial/Industrial Commercial/Industrial Approach - Asphalt Commercial/Industrial Approach - Concrete	8-140 8-150 8-160	10 Feet 10 Feet 10 Feet	25 Feet 25 Feet 25 Feet	40/50 Feet 40/50 Feet 40/50 Feet
2000 ADT OR GREATER	Commercial/ Industrial	Curbed Shouldered	Radius Return Access Commercial/Industrial Approach - Asphalt Commercial/Industrial Approach - Concrete	— 8-150 8-160	25 Feet 25 Feet 25 Feet	25 Feet 25 Feet 25 Feet	40/50 Feet 40/50 Feet 40/50 Feet

NOTES:

1. FOR ALL ACCESS POINTS IN CURBED SECTIONS WITH AN ANTICIPATED VPD OF LESS THAN 2000, DROP CURBED DRIVEWAYS (STD DWGS 6-100 OR 6-110) SHALL BE USED EXCEPT AS DESCRIBED IN NOTE 3.
2. RADIUS RETURN ACCESS POINTS MUST BE USED IF THE AVERAGE DAILY TRAFFIC VOLUME IS 2000 VPD OR GREATER.
3. USE RADIUS RETURN ACCESS POINT WHEN VEHICLES LARGER THAN A PASSENGER CAR (P VEHICLE) WILL USE THE ACCESS POINT ON A SUFFICIENTLY FREQUENT BASIS AS DETERMINED BY THE ENGINEER. IN DESIGNING THESE LARGER VEHICLE ACCESS POINTS, METHODOLOGY CONTAINED IN THE WSDOT DESIGN MANUAL, CHAPTER 920, ROAD APPROACHES, PARTICULARLY FIGURE 920-2b, ENTITLED COMMERCIAL APPROACH - SINGLE APPROACH TYPE D WILL BE USED AS A GUIDE.

VPD - VEHICLES PER DAY

See Text Section 6-07

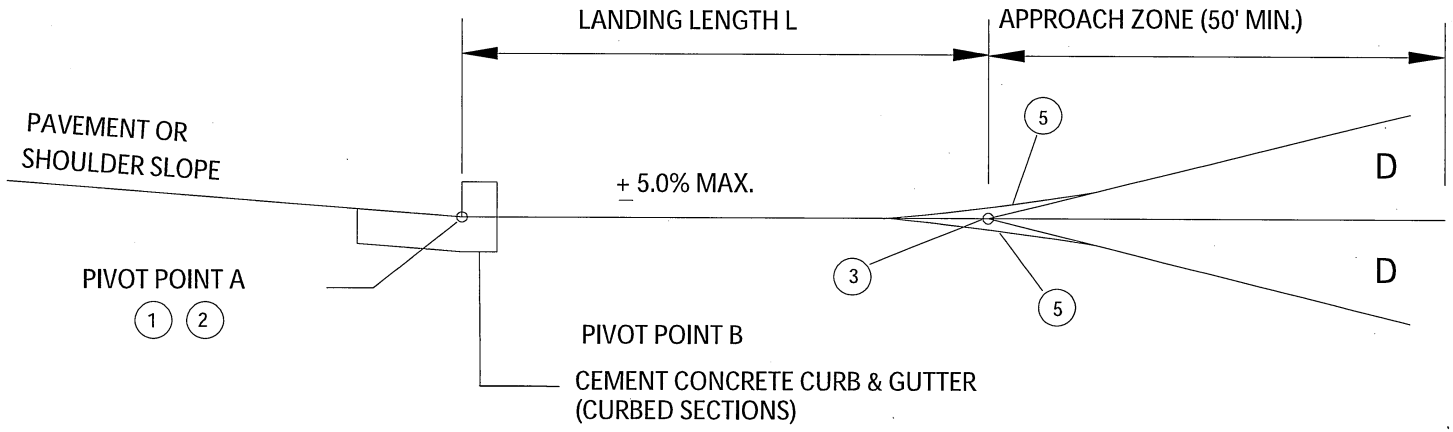
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

ACCESS POINT TYPES, RADII AND WIDTHS

REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 6-030



TYPE OF ACCESS	ACCESSING	LANDING LENGTH L	④ ACCESS GRADE D (APPROACH ZONE)
Residential	Non-arterial	5' Min., 20' Desirable	± 12% Max.
Residential	Arterial	5' Min., 20' Desirable	± 7% Max.
Commercial/Industrial	Non-arterial	10' Min., 30' Desirable	± 8% Max.
Commercial/Industrial	Arterial	10' Min., 30' Desirable	± 5% Max.

NOTES:

① WHEN ACCESSING CURBED ROADWAYS, MAINTAIN PAVEMENT SLOPE TO PIVOT POINT A.

② WHEN ACCESSING SHOULDERED ROADWAYS, MAINTAIN SHOULDER SLOPE TO PIVOT POINT A.

③ ACCESS POINT GRADE SHALL BE MEASURED FROM PIVOT POINT B.

④ DESIRABLE LENGTHS SHOWN WILL BE THE REQUIREMENT, UNLESS THE APPLICANT DEMONSTRATES TO THE ENGINEER'S SATISFACTION THAT THEY CANNOT BE OBTAINED.

⑤ VERTICAL CURVES NOT TO EXCEED A 3-1/4 INCH HUMP OR A 2 INCH DEPRESSION IN A 10 FOOT CHORD.

See Text Section 6-09

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

ACCESS POINT GRADES

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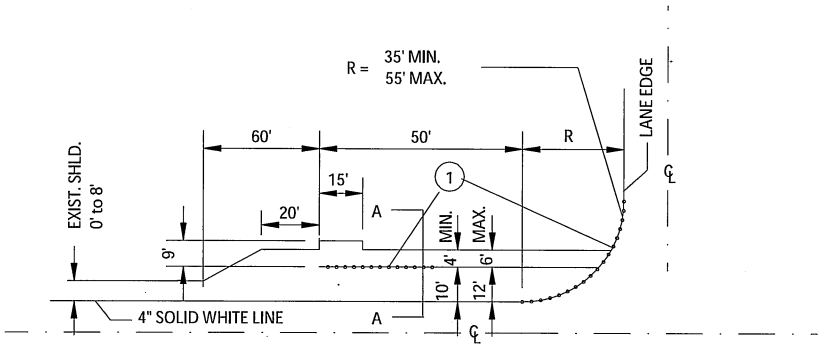
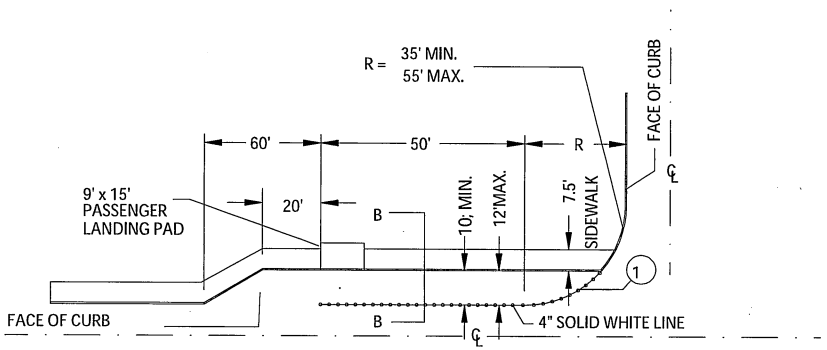
CITY ENGINEER DATE

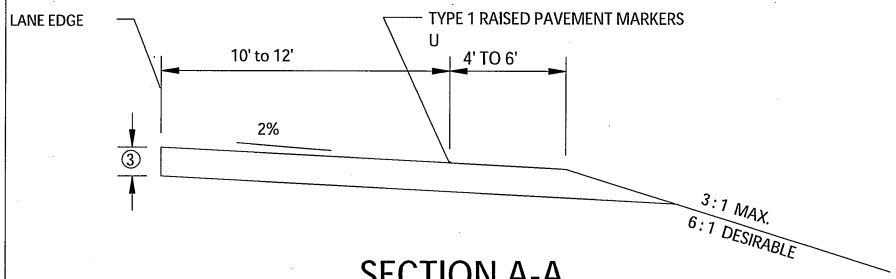
DWG. NO. 6-040



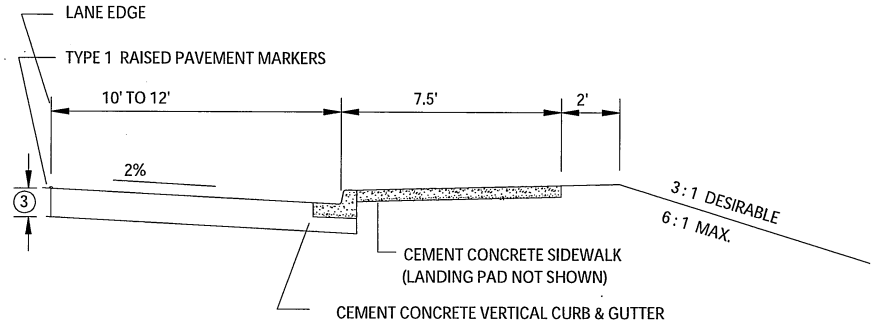
STD. FARSIDE BUS PULLOUT (SHOULDER SECTION) ②



STD. FARSIDE BUS PULLOUT (CURB SECTION) ②



SECTION A-A



SECTION B-B

① TYPE 1 RAISED PAVEMENT MARKERS, 3' O.C. SEE WSDOT/APWA SPECIFICATIONS.

② FARSIDE BUS PULLOUTS ARE PREFERRED. FOR DESIGN GUIDANCE RELATIVE TO NEARSIDE AND MIDDLE BLOCK BUS PULLOUTS, SEE THE WSDOT DESIGN MANUAL, CHAPTER 1060.

③ SEE TEXT SECTION 8-11 AND STD DWGS 7-010 THROUGH 7-060 FOR PAVEMENT SECTIONS.

See Text Section 6-12.

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

BUS PULLOUTS

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CITY ENGINEER DATE

DWG. NO. 6-050