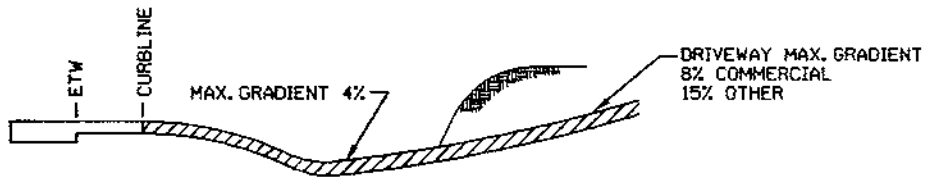
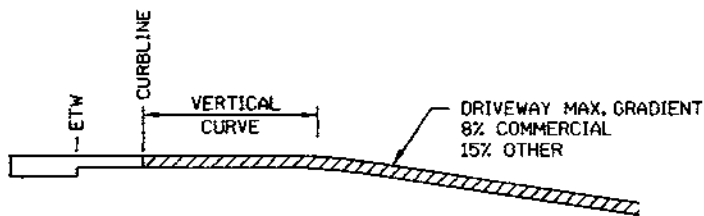


DRIVEWAY IN CUT SECTION



DRIVEWAY WITH VALLEY GUTTER



DRIVEWAY AT FILL SECTION
WITHOUT CURB



DIFFERENCE BETWEEN GRADIENT OF DRIVEWAY AND
CROSS SLOPE OF PAVEMENT SHOULD NOT EXCEED 10%

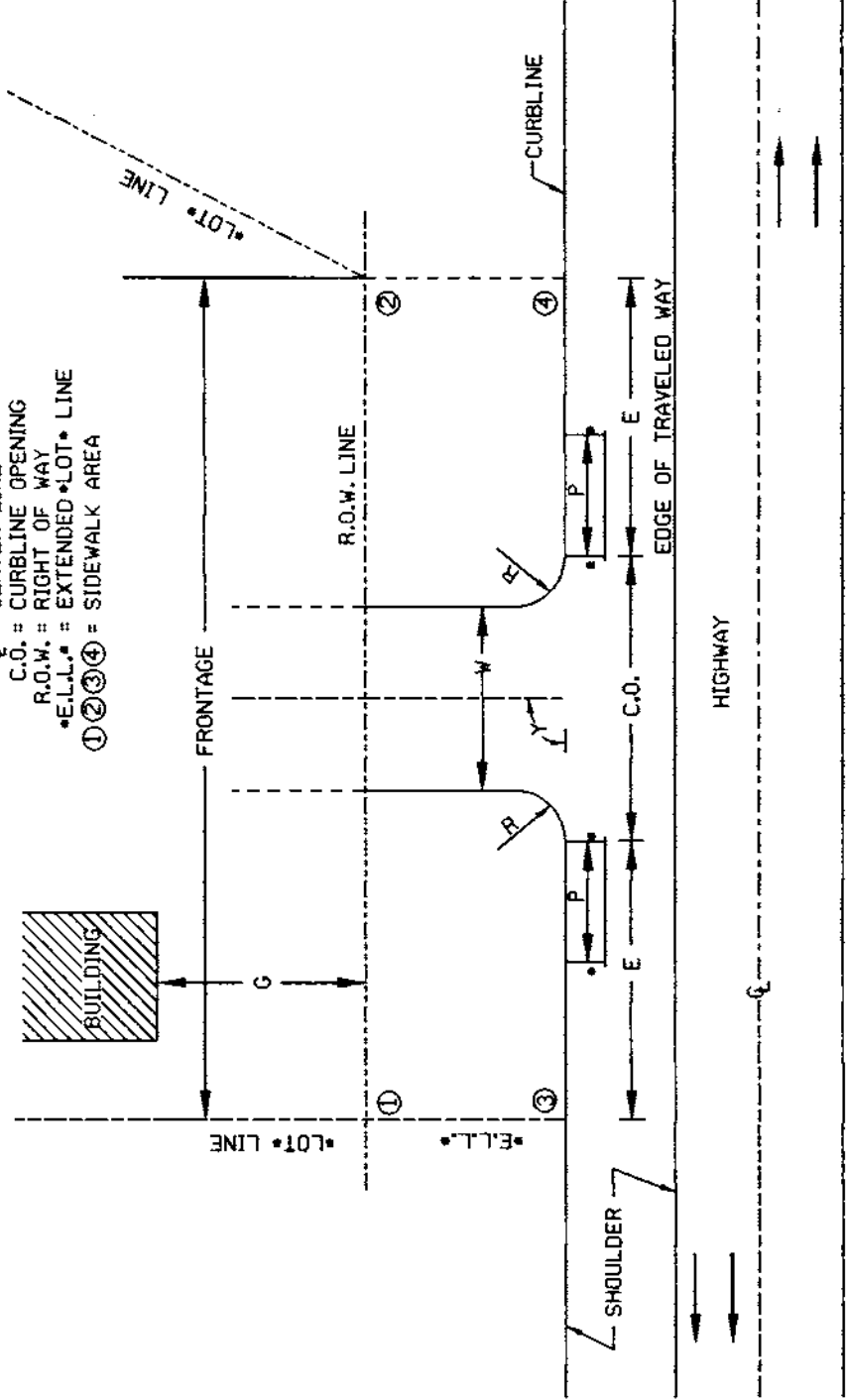
ETW = EDGE OF TRAVEL WAY

WITH CURB

**DRIVEWAY PROFILE CONTROLS
(NOT TO SCALE)**

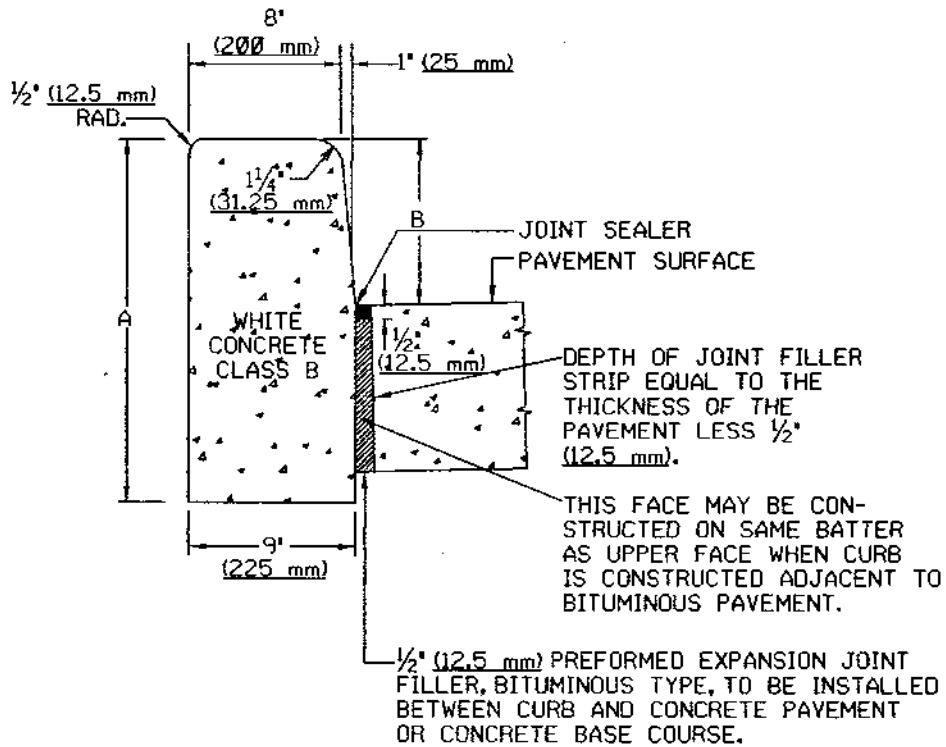
FIGURE 1

- P = PARKING OFFSET •
- S = SETBACK
- Y = ACCESS POINT ANGLE
- E = EDGE CLEARANCE
- W = DRIVEWAY WIDTH
- R = RADIUS
- G = CENTER LINE
- C.O. = CURBLINE OPENING
- R.O.W. = RIGHT OF WAY
- E.L.L. = EXTENDED LOT LINE
- ① ② ③ ④ = SIDEWALK AREA



SINGLE DRIVEWAY - DIAGRAMMATIC FOR ILLUSTRATING DEFINITIONS

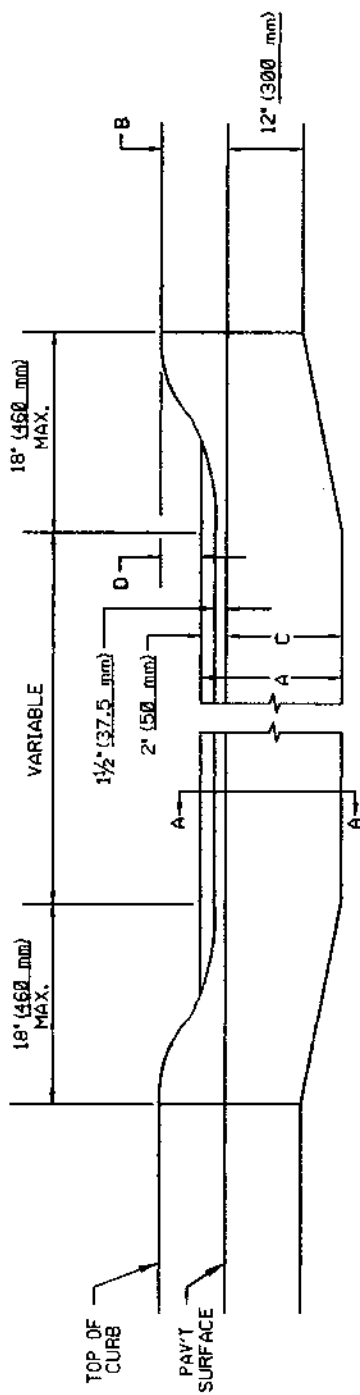
(NOT TO SCALE)



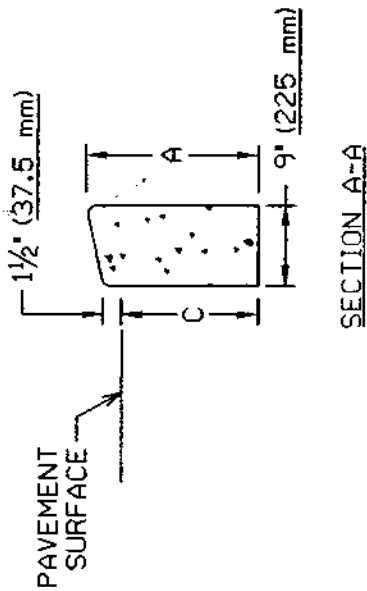
TRANSVERSE JOINTS 1/2" (12.5 mm) WIDE SHALL BE INSTALLED IN THE CURB 20'-0" (6.0 m) APART AND SHALL BE FILLED WITH PREFORMED BITUMINOUS-IMPREGNATED FIBER JOINT FILLER RECESSED 1/4" (6.25 mm) IN FROM FRONT FACE AND TOP OF CURB. EXPANSION JOINTS THRU AND ADJACENT TO THE CURB SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CURB.

CURB SIZE	DIM. A	DIM. B
9" x 16" (225 mm x 400 mm)	16" (400 mm)	4" (100 mm)
9" x 18" (225 mm x 460 mm)	18" (460 mm)	6" (150 mm)
9" x 20" (225 mm x 500 mm)	20" (500 mm)	8" (200 mm)
9" x 22" (225 mm x 550 mm)	22" (550 mm)	10" (250 mm)

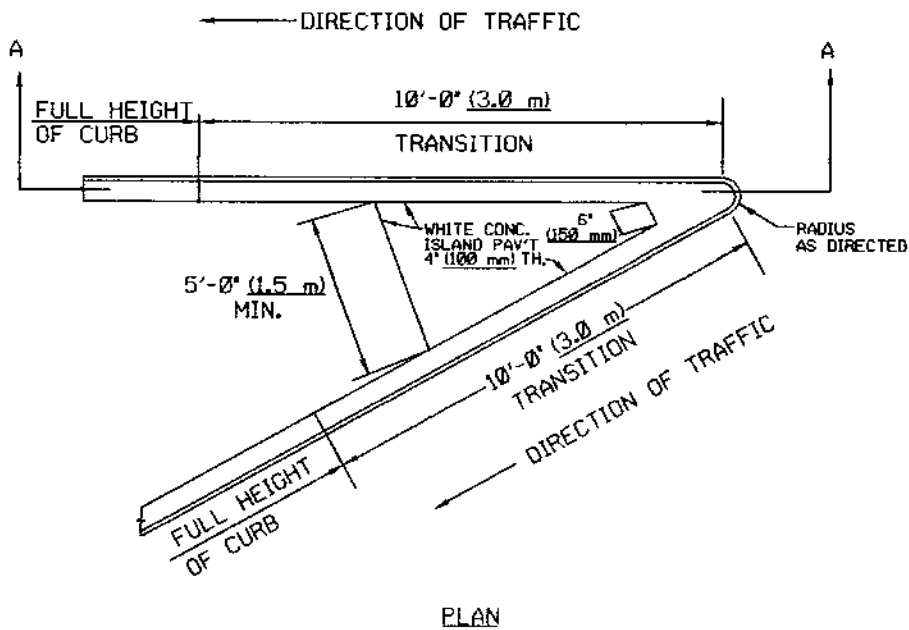
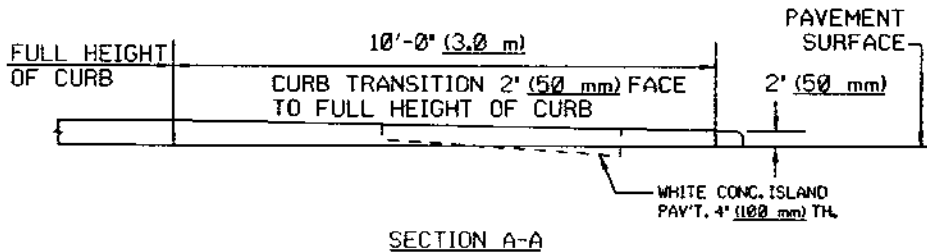
WHITE CONCRETE VERTICAL CURB
(NOT TO SCALE)



CURB SIZE	DIM. A	DIM. B	DIM. C	DIM. D
9' x 16" (225 mm x 400 mm)	16" (400 mm)	4" (100 mm)	14" (350 mm)	2 1/2" (62.5 mm)
9' x 18" (225 mm x 450 mm)	18" (460 mm)	6" (150 mm)	16" (400 mm)	4 1/2" (112.5 mm)
9' x 20" (225 mm x 500 mm)	20" (500 mm)	8" (200 mm)	18" (460 mm)	6 1/2" (162.5 mm)
9' x 22" (225 mm x 550 mm)	22" (550 mm)	10" (250 mm)	20" (500 mm)	8 1/2" (212.5 mm)

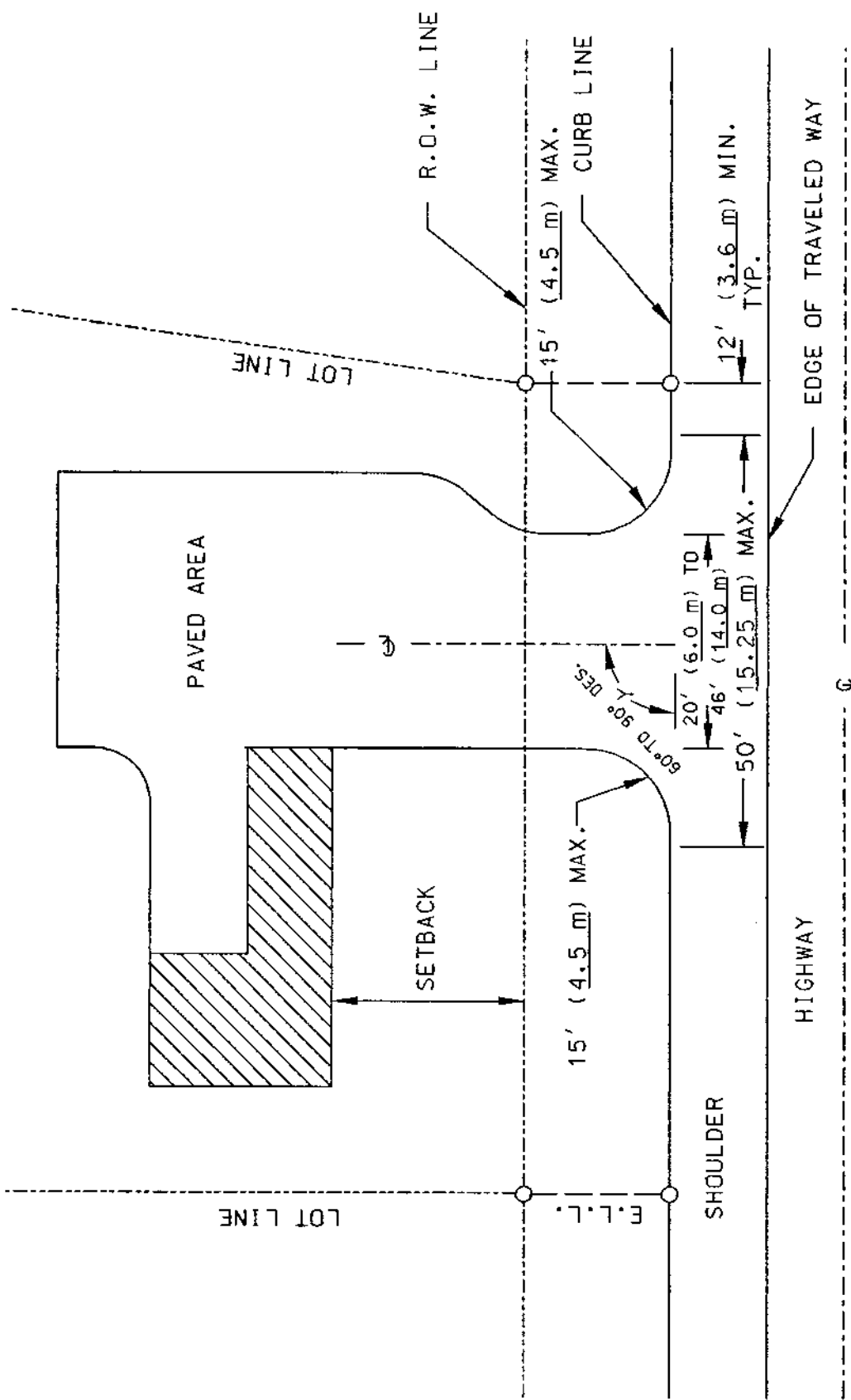


METHOD OF DEPRESSING CURB AT DRIVEWAYS
(NOT TO SCALE)



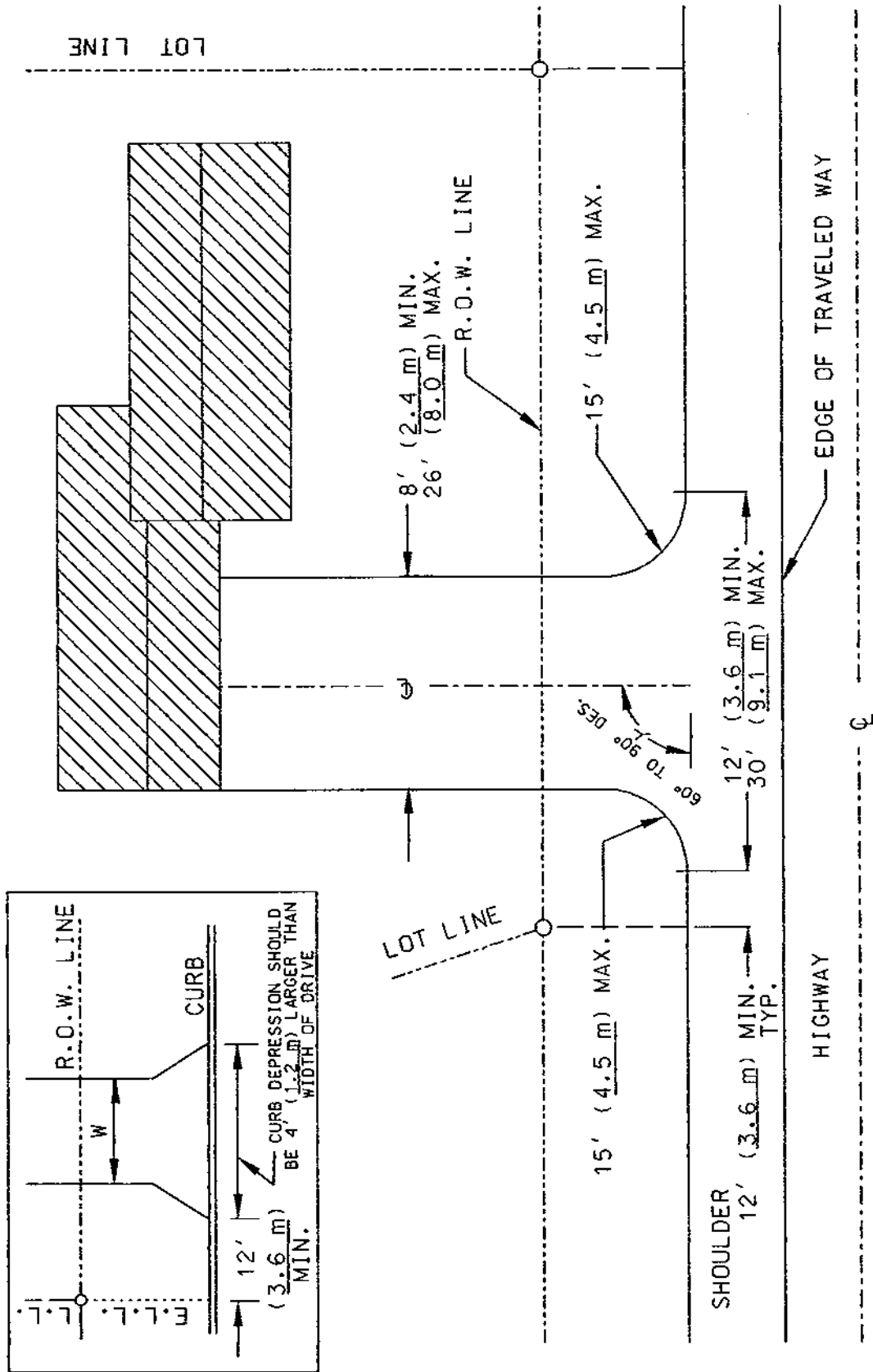
CURB TRANSITION
(NOT TO SCALE)

FIGURE 5



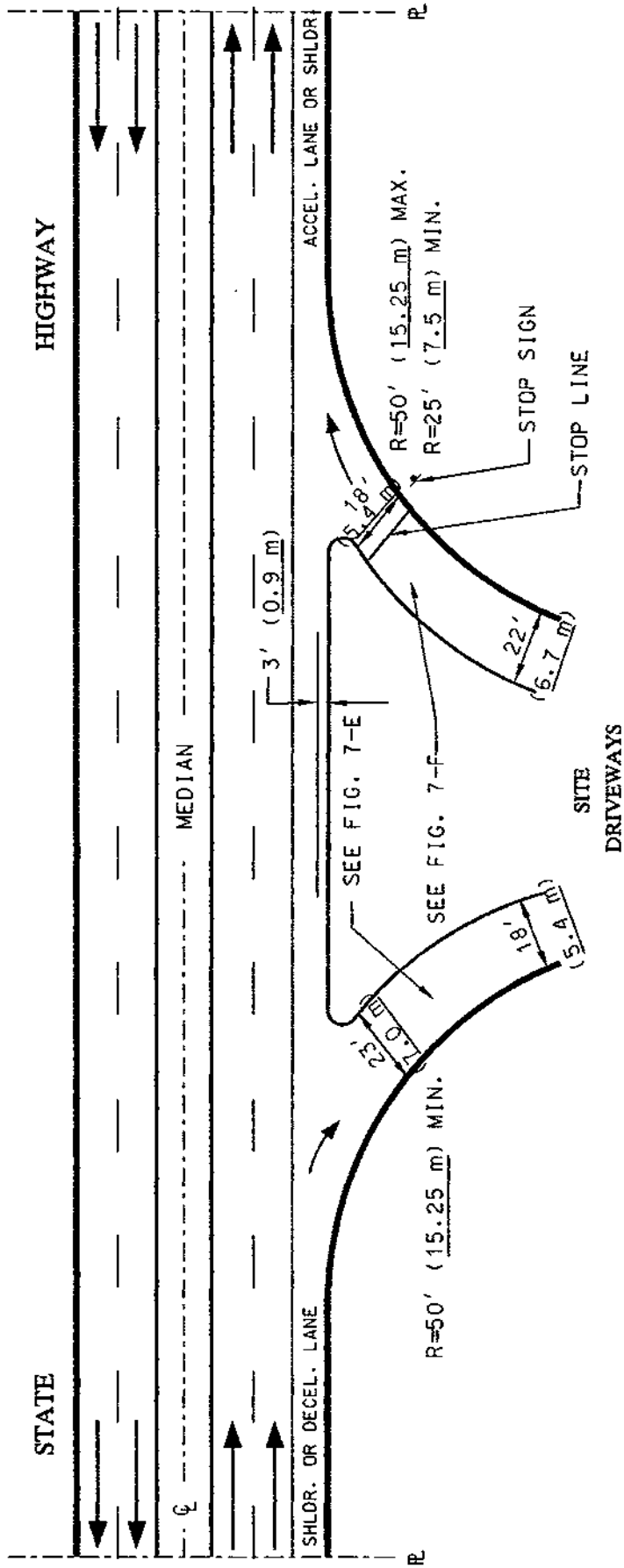
NON-RESIDENTIAL DRIVEWAY
ON DIVIDED OR UNDIVIDED HIGHWAY

(NOT TO SCALE)



RESIDENTIAL OR RESIDENCE AND BUSINESS DRIVEWAY
 ON DIVIDED OR UNDIVIDED HIGHWAY

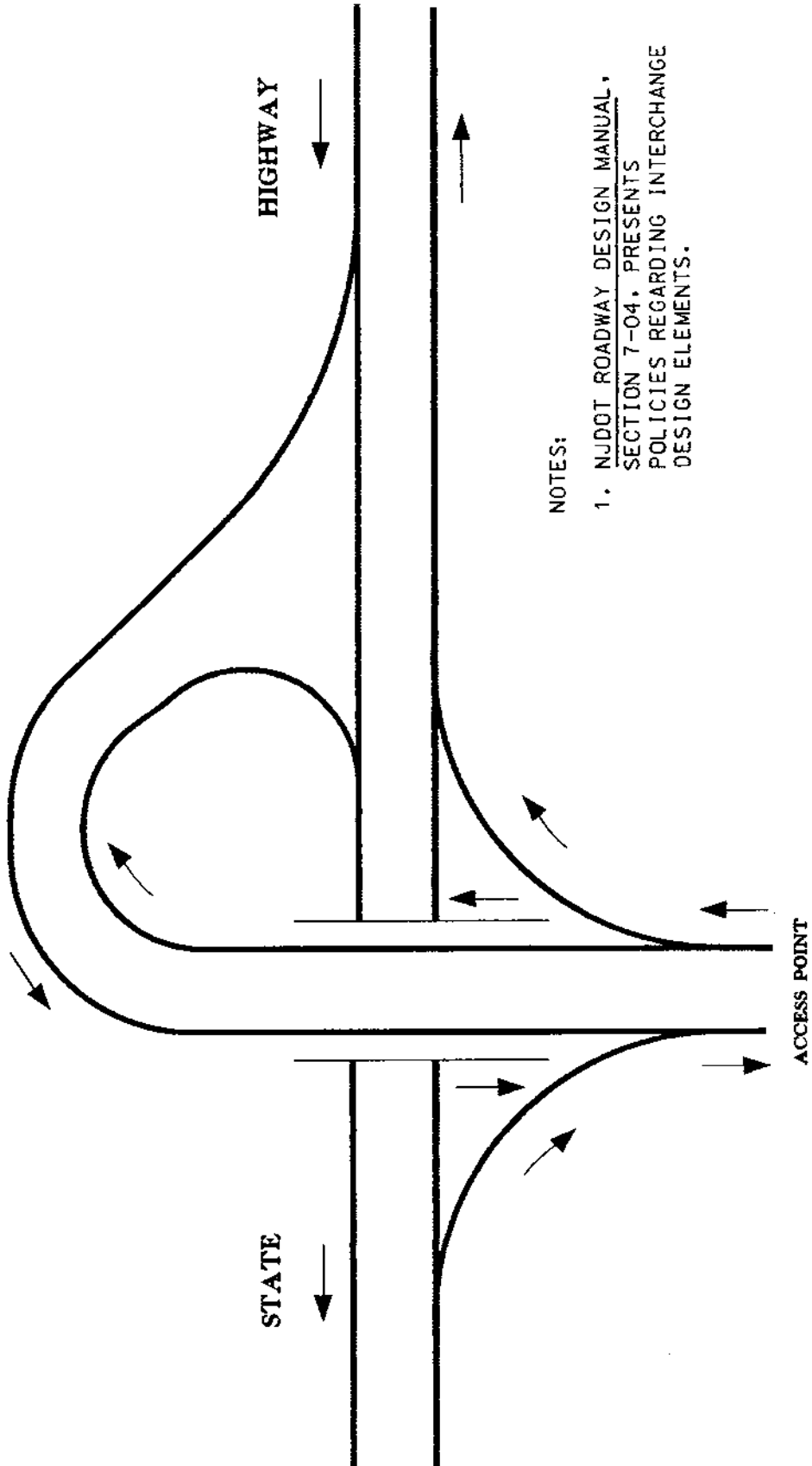
(NOT TO SCALE)



NOTES:

1. DRIVEWAY ISLAND HAS DEPRESSED APPROACH NOSES. SOURCE: NJDOT CONTROL OF ACCESS DRIVEWAYS.
2. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

DRIVEWAY ON DIVIDED HIGHWAY (NOT TO SCALE)



NOTES:

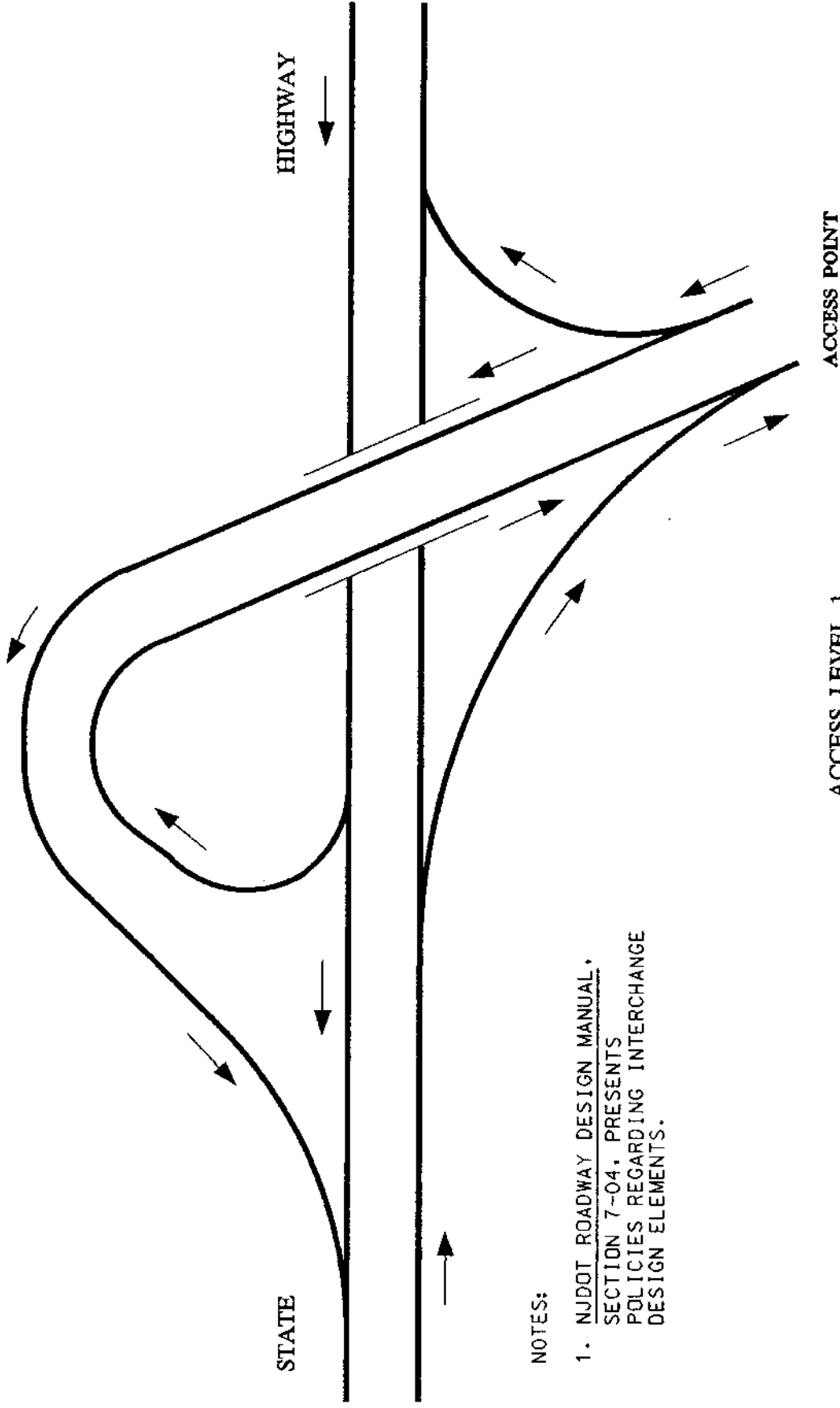
1. NJDOT ROADWAY DESIGN MANUAL, SECTION 7-04, PRESENTS POLICIES REGARDING INTERCHANGE DESIGN ELEMENTS.

**ACCESS LEVEL 1
FULLY CONTROLLED ACCESS**

ACCESS VIA GRADE-SEPARATED INTERCHANGE

(OPTION 1)

(NOT TO SCALE)



ACCESS POINT

ACCESS LEVEL 1

FULLY CONTROLLED ACCESS

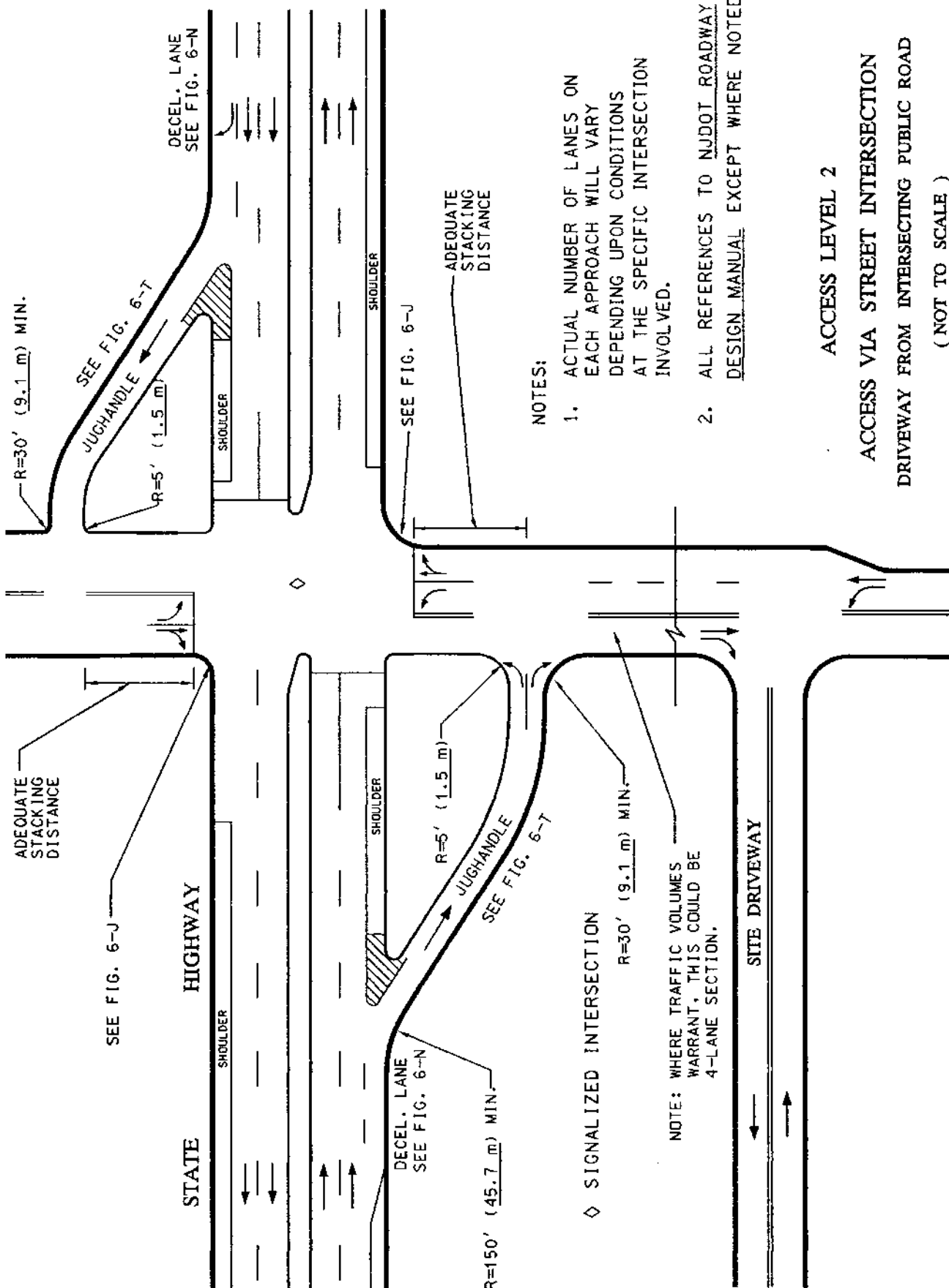
ACCESS VIA GRADE-SEPARATED INTERCHANGE

(OPTION 2)

(NOT TO SCALE)

NOTES:

1. NJDOT ROADWAY DESIGN MANUAL, SECTION 7-04, PRESENTS POLICIES REGARDING INTERCHANGE DESIGN ELEMENTS.



$R=30'$ (9.1 m) MIN.

SEE FIG. 6-T

$R=5'$ (1.5 m)

DECEL. LANE
SEE FIG. 6-N

SHOULDER

SHOULDER

SEE FIG. 6-J

ADEQUATE
STACKING
DISTANCE

NOTES:

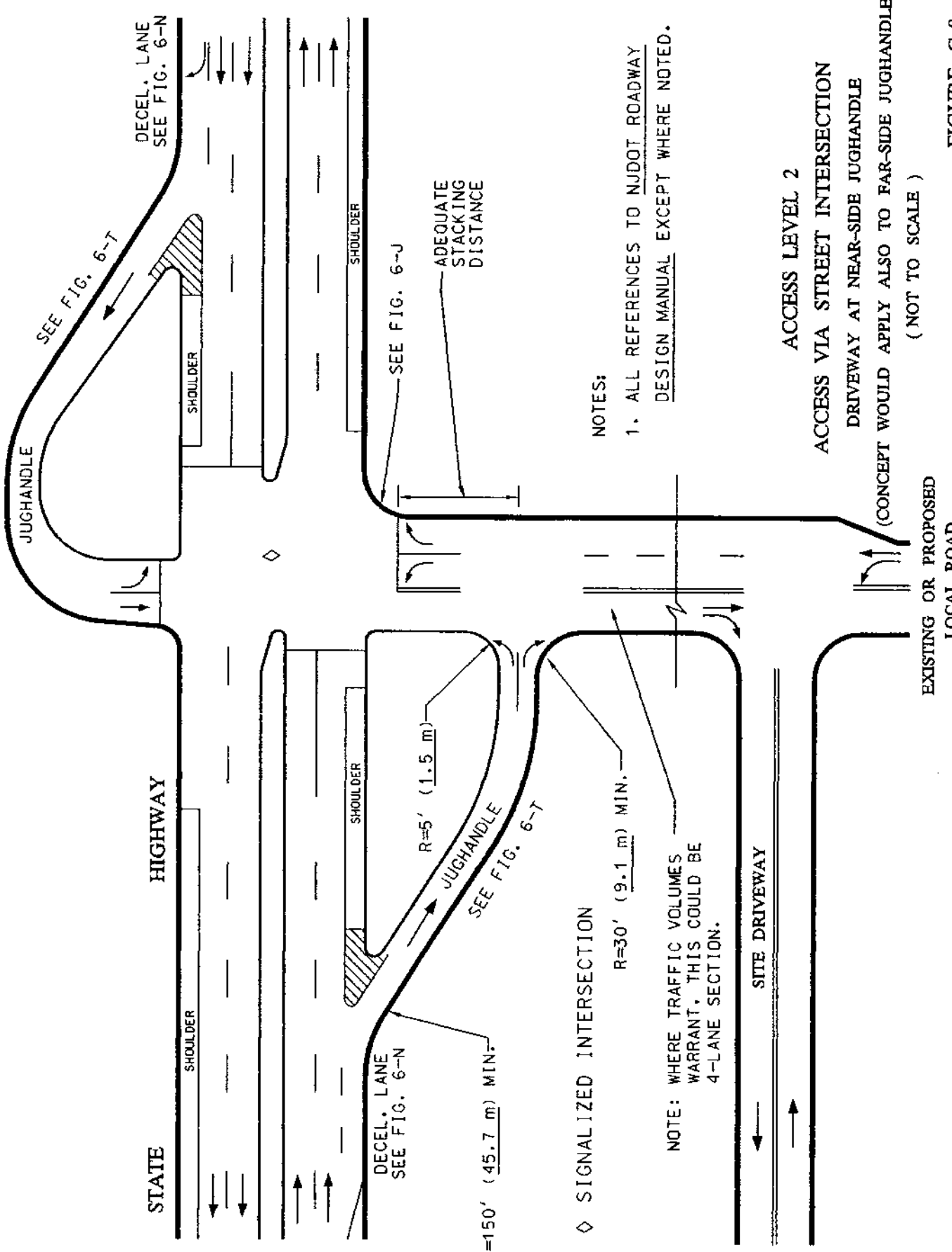
1. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
2. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 2

ACCESS VIA STREET INTERSECTION
DRIVEWAY FROM INTERSECTING PUBLIC ROAD

(NOT TO SCALE)

EXISTING OR PROPOSED
LOCAL ROAD



NOTES:

1. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 2

ACCESS VIA STREET INTERSECTION

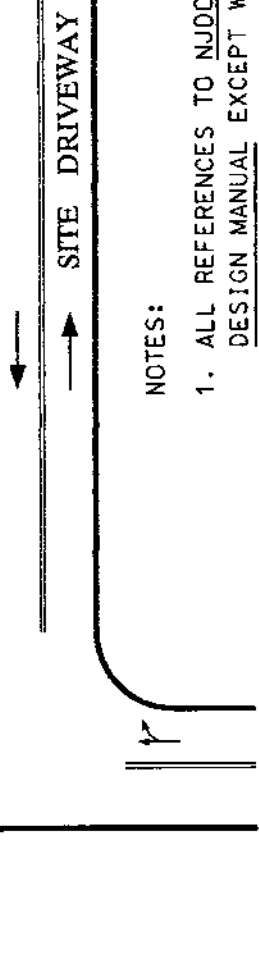
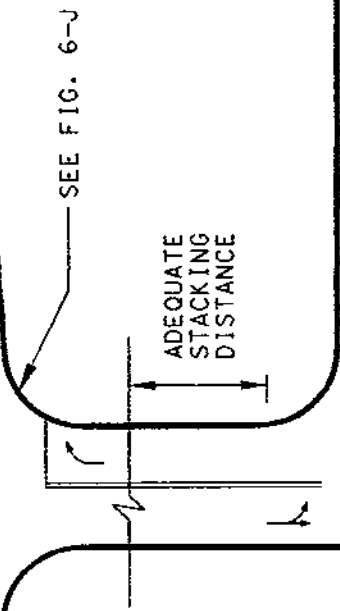
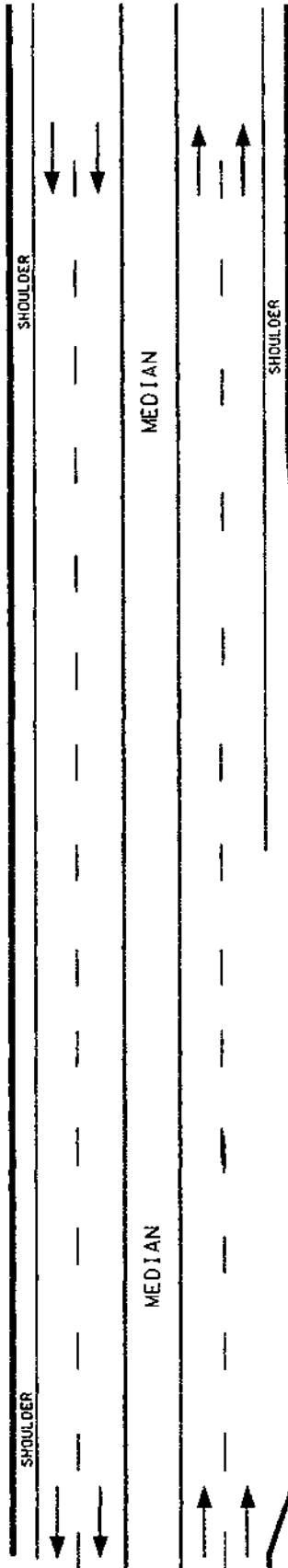
DRIVEWAY AT NEAR-SIDE JUGHANDLE

(CONCEPT WOULD APPLY ALSO TO FAR-SIDE JUGHANDLE)
(NOT TO SCALE)

EXISTING OR PROPOSED
LOCAL ROAD

STATE

HIGHWAY

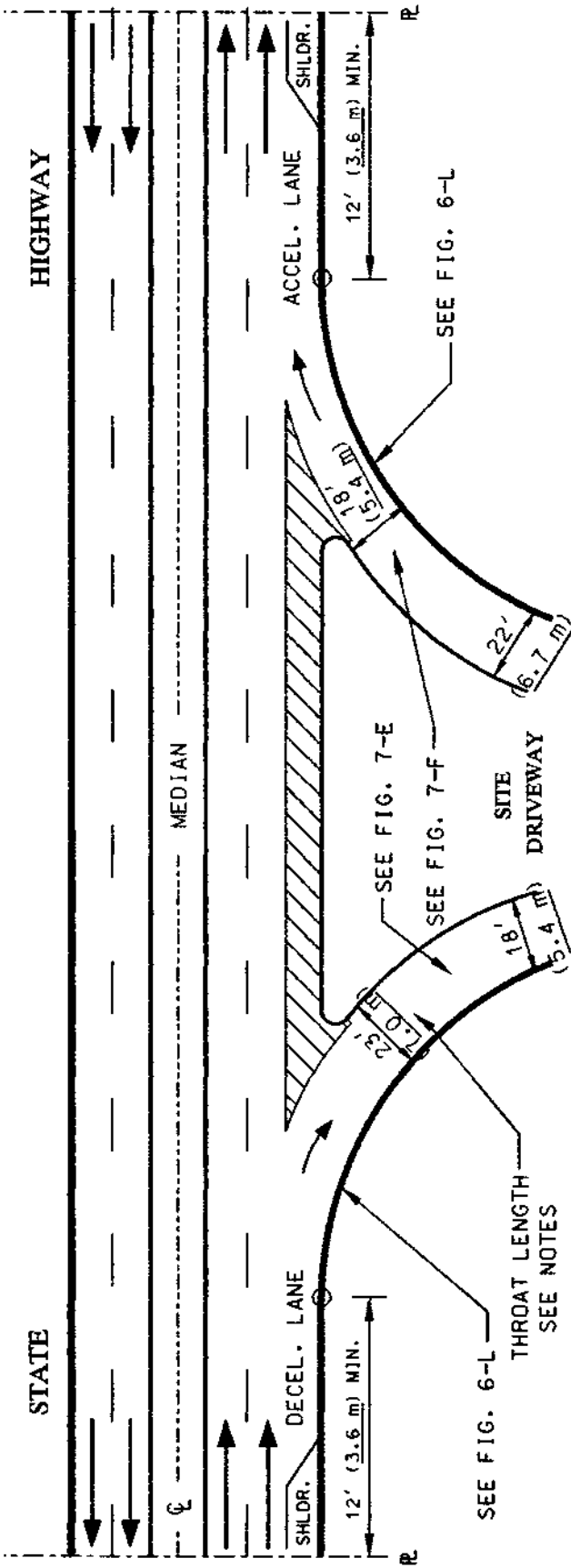


NOTES:

- 1. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 2

ACCESS VIA STREET INTERSECTION
 DRIVEWAY FROM INTERSECTING PUBLIC ROAD
 (NOT TO SCALE)



NOTES:

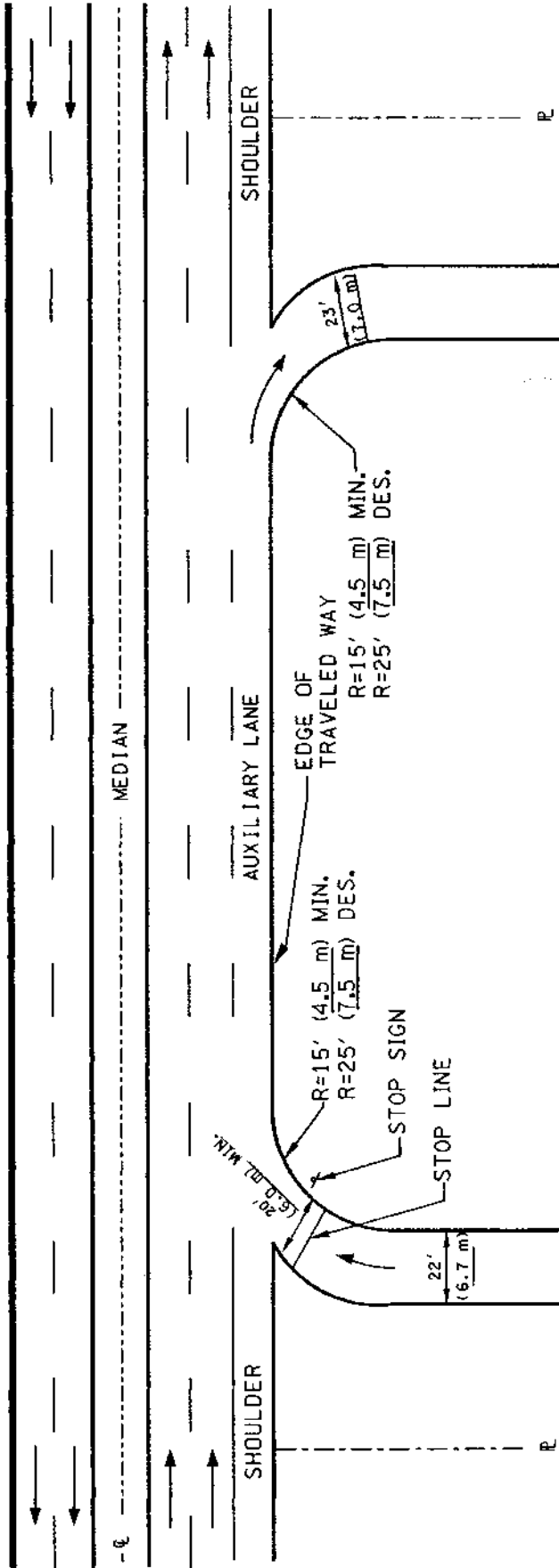
1. ACCEL./DECEL. LANES MAY EXTEND BEYOND LOT LINES.
2. DRIVEWAY ISLAND HAS DEPRESSED APPROACH NOSES.
3. ADEQUATE THROAT LENGTH IS REQUIRED BEFORE AISLE TO PREVENT CONFLICTING TRAFFIC MOVEMENTS.
4. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 3
 RIGHT-TURN ACCESS
 DRIVEWAY ONLY
 (OPTION 1)
 (NOT TO SCALE)

FIGURE C-10

STATE

HIGHWAY



NOTES:

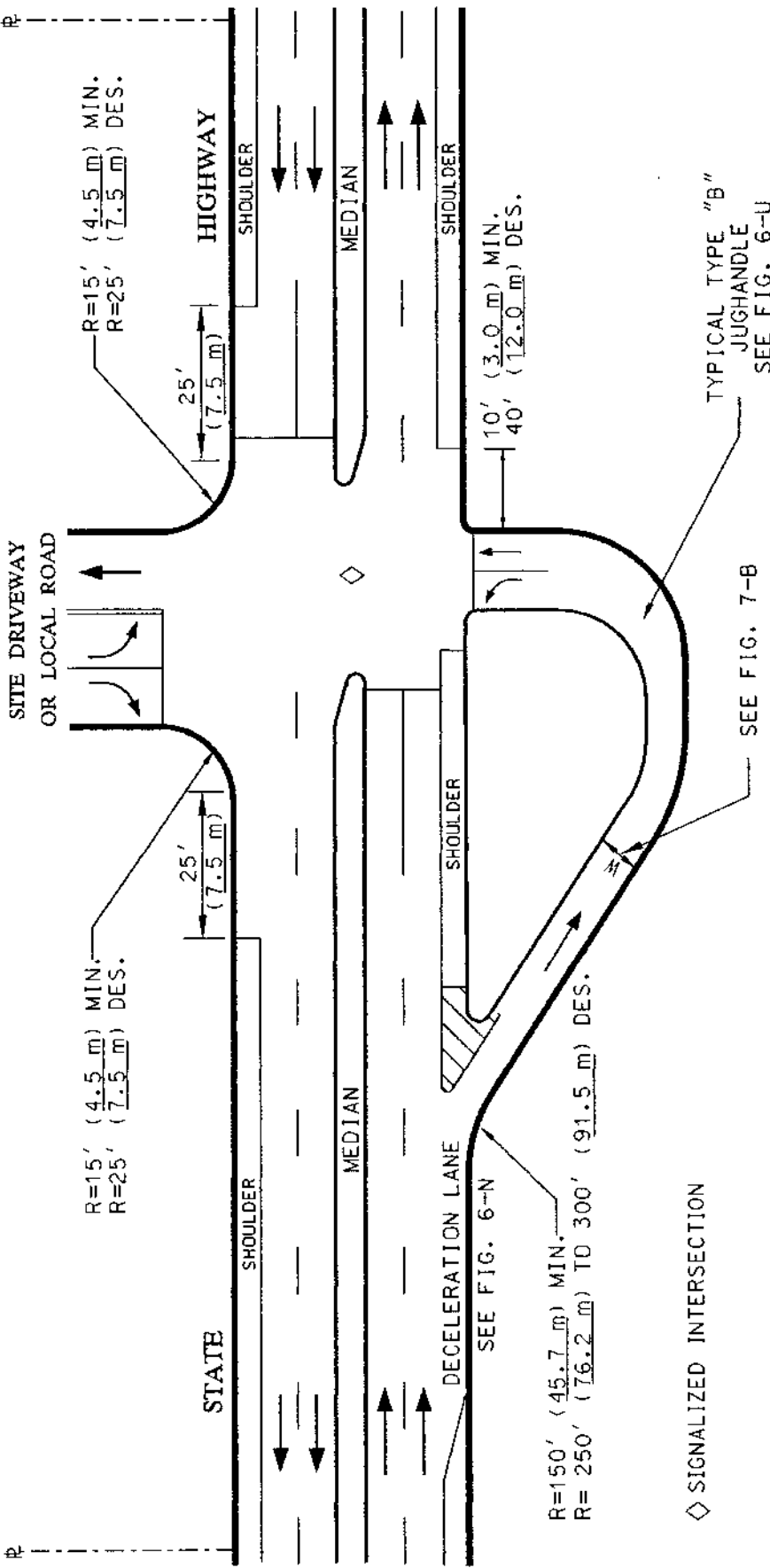
1. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 3
 RIGHT-TURN ACCESS

DRIVEWAY ONLY

(OPTION 2)

(NOT TO SCALE)



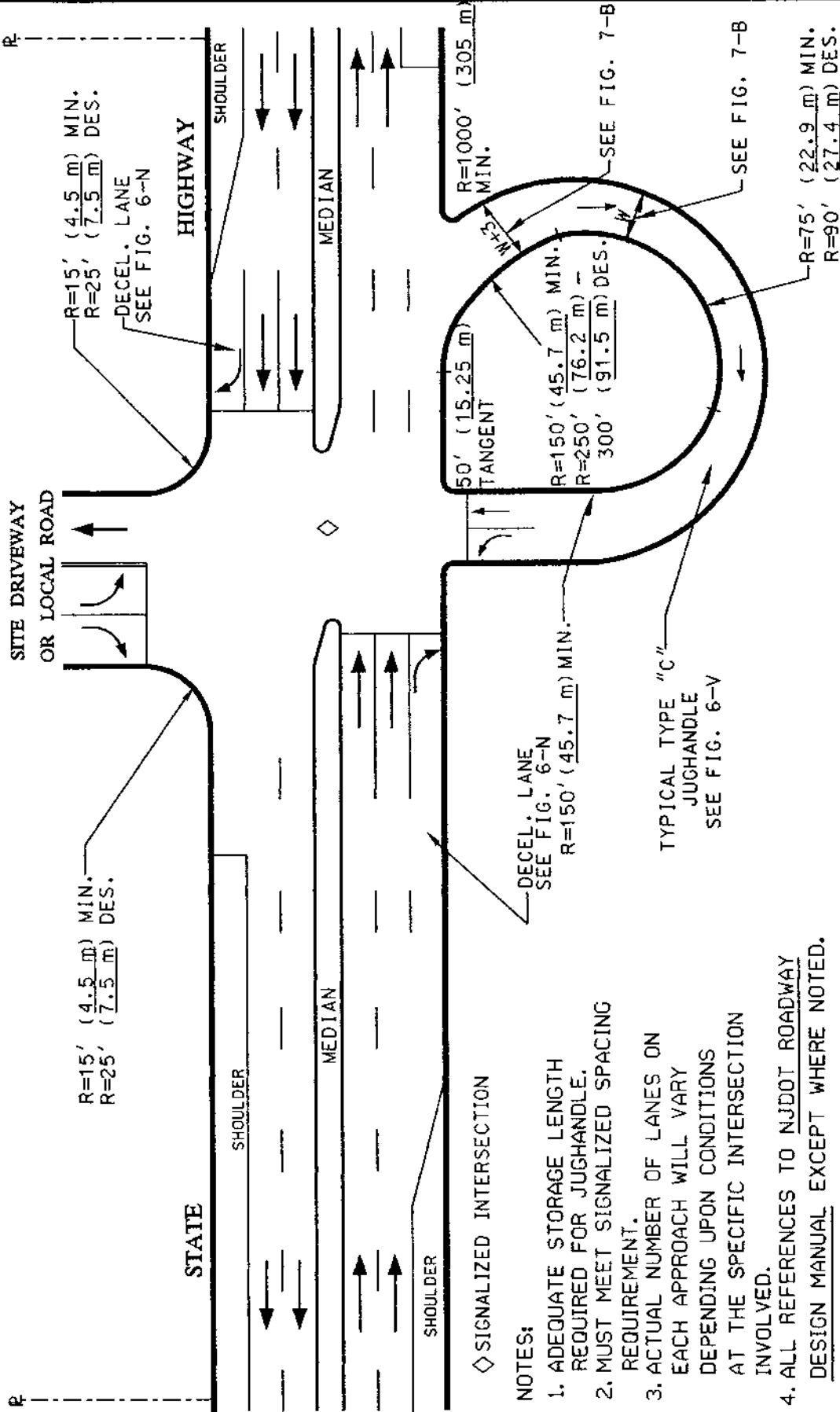
NOTES:

1. MUST MEET SIGNALIZED SPACING REQUIREMENTS.
2. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
3. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 3

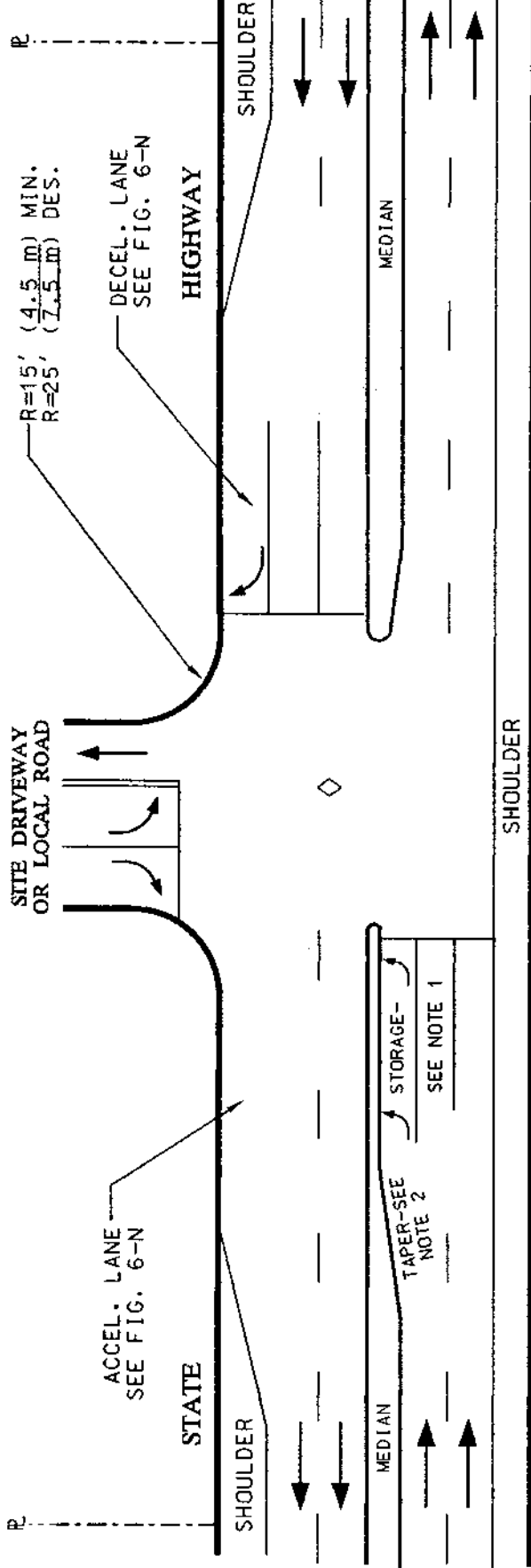
RIGHT-TURN ACCESS WITH LEFT-TURN VIA SIGNALIZED JUGHANDLE

(NOT TO SCALE)



- ◇ SIGNALIZED INTERSECTION
- NOTES:**
1. ADEQUATE STORAGE LENGTH REQUIRED FOR JUGHANDLE.
 2. MUST MEET SIGNALIZED SPACING REQUIREMENT.
 3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
 4. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 3
 RIGHT-TURN ACCESS WITH LEFT-TURN VIA SIGNALIZED JUGHANDLE
 (NOT TO SCALE)



NOTES:

1. STORAGE LENGTH ACCORDING TO ACCESS REGULATIONS.
2. BAY TAPER LENGTH
UP TO 30 MPH (49 KPH): 145' (44.2 m)
35 MPH (57 KPH) TO 50 MPH (81.8 KPH):
290' (88.3 m).
3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
4. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

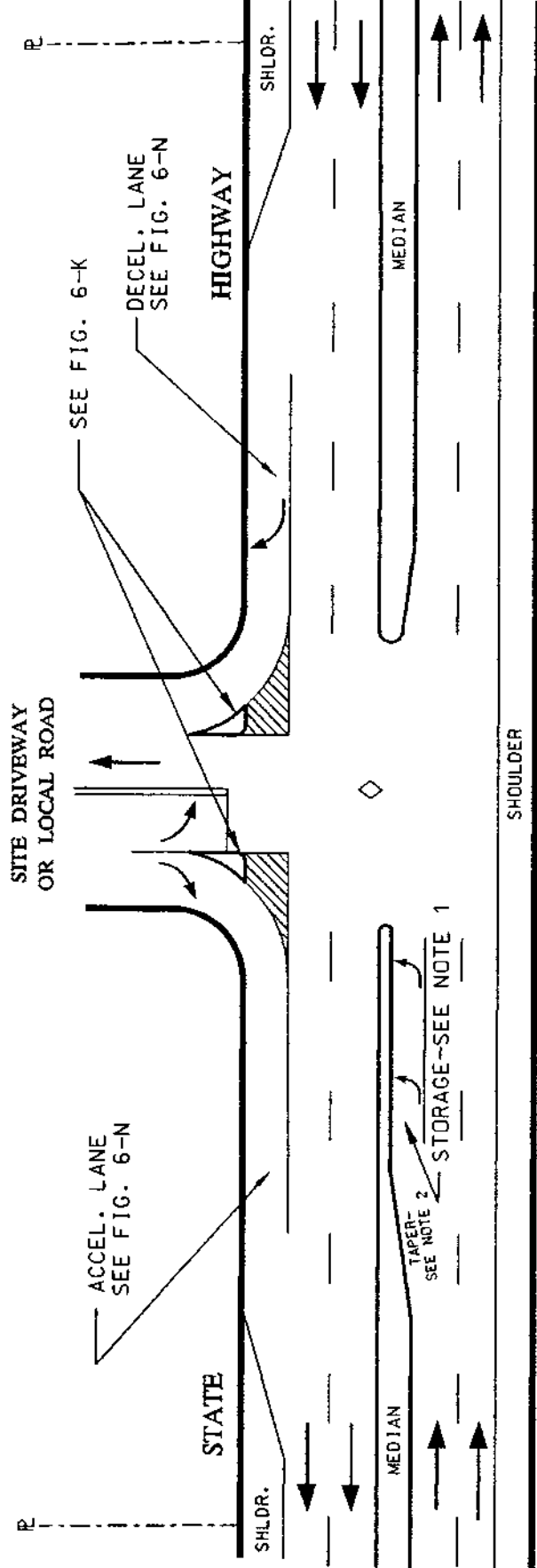
ACCESS LEVEL 4

RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE

SIGNALIZED DRIVEWAY OR LOCAL ROAD ON DIVIDED HIGHWAY

(OPTION 1)

(NOT TO SCALE)



NOTES:

1. STORAGE LENGTH ACCORDING TO ACCESS REGULATIONS.
2. BAY TAPER LENGTH
 UP TO 30 MPH (49 KPH): 145' (44.2 m)
 35 MPH (57 KPH) TO 50 MPH (81.8 KPH): 290' (88.3 m).
3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
4. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

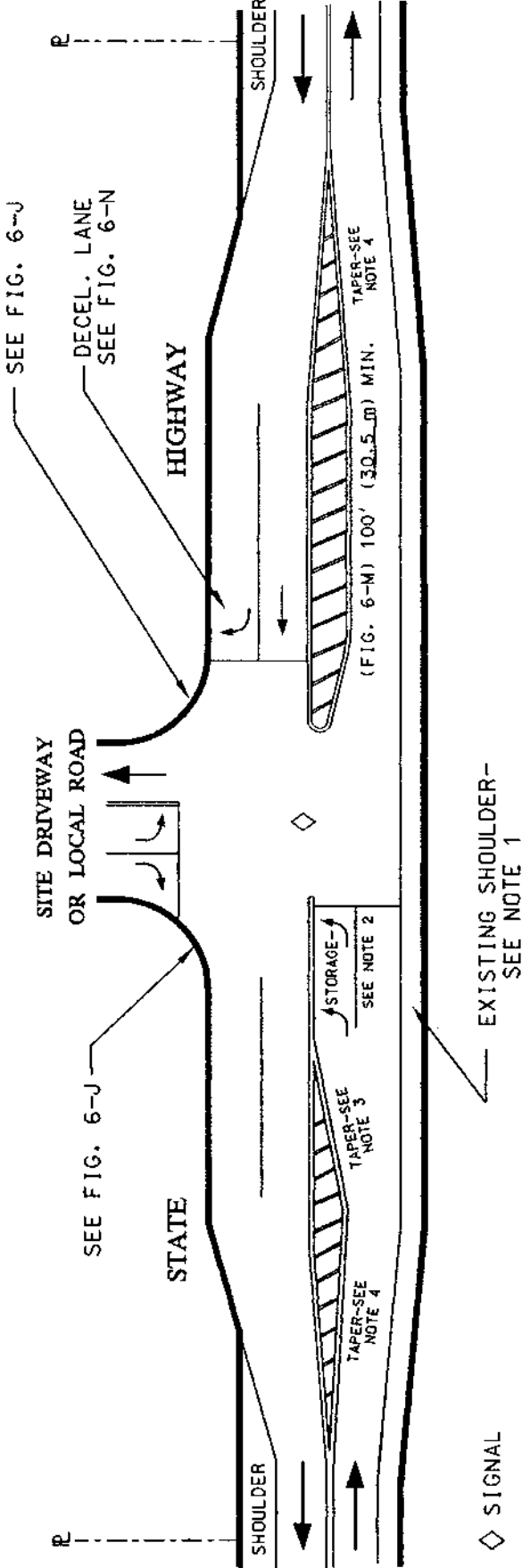
ACCESS LEVEL 4

RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE

SIGNALIZED DRIVEWAY OR LOCAL ROAD ON DIVIDED HIGHWAY

(OPTION 2)

(NOT TO SCALE)

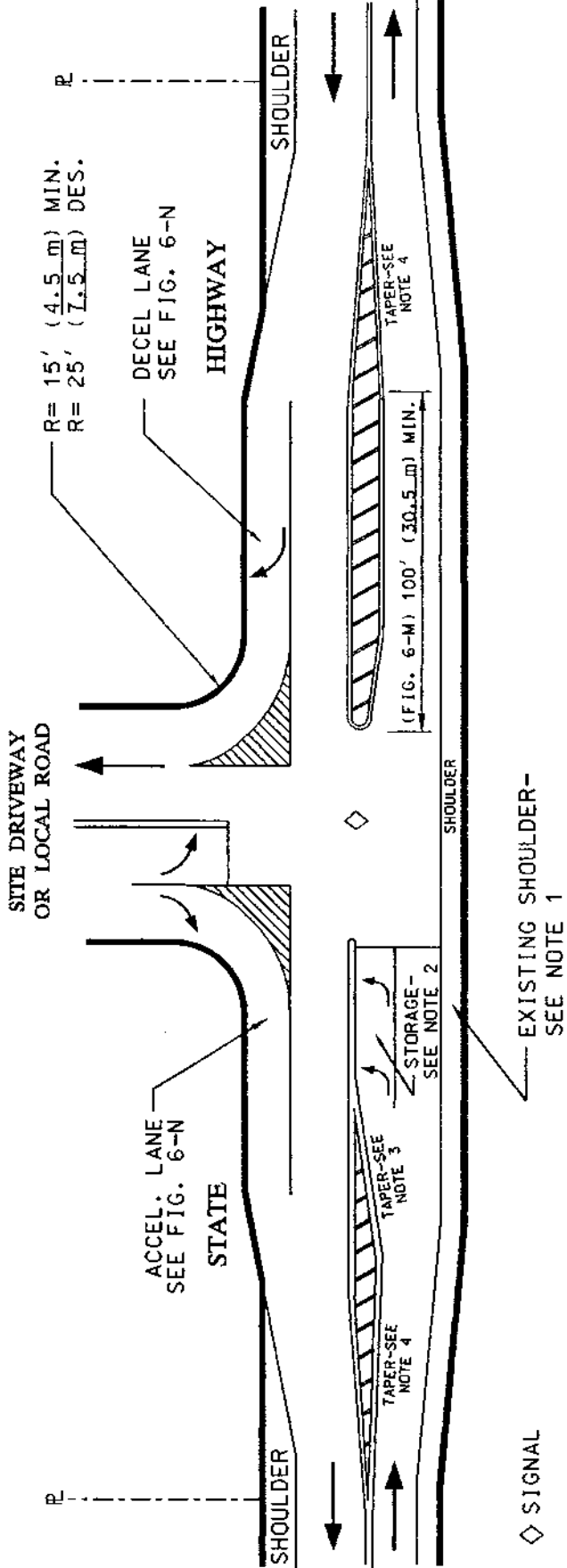


NOTES:

1. EXIST. SHOULDER WIDTH SHALL BE MAINTAINED.
2. STORAGE LENGTH ACCORDING TO ACCESS REGULATIONS.
3. BAY TAPER LENGTH
UP TO 30 MPH (49 KPH): 145' (44.2 m)
35 MPH (57 KPH) TO 50 MPH (81.8 KPH): 290' (88.3 m).
4. APPROACH TAPER LENGTH (MUTCD SECTION 6C-2a)
UP TO 40 MPH (65.4 KPH): $L = \frac{WS^2}{60}$
45 MPH (73.6 KPH) OR GREATER: $L = S \times W$.
5. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
6. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 4

RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE
 SIGNALIZED DRIVEWAY OR LOCAL ROAD ON UNDIVIDED HIGHWAY
 (OPTION 1)
 (NOT TO SCALE)



◇ SIGNAL

NOTES:

1. EXIST. SHOULDER WIDTH SHALL BE MAINTAINED.
2. STORAGE LENGTH ACCORDING TO ACCESS REGULATIONS.
3. BAY TAPER LENGTH
 UP TO 30 MPH (49 KPH): 145' (44.2 m)
 35 MPH (57 KPH) TO 50 MPH (81.8 KPH):
 290' (88.3 m).
4. APPROACH TAPER LENGTH (MUTCD SECTION 6C-2a)
 UP TO 40 MPH (65.4 KPH): $L = \frac{WS^2}{60}$
 45 MPH (73.6 KPH) OR GREATER: $L = S \times W$.
5. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
6. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

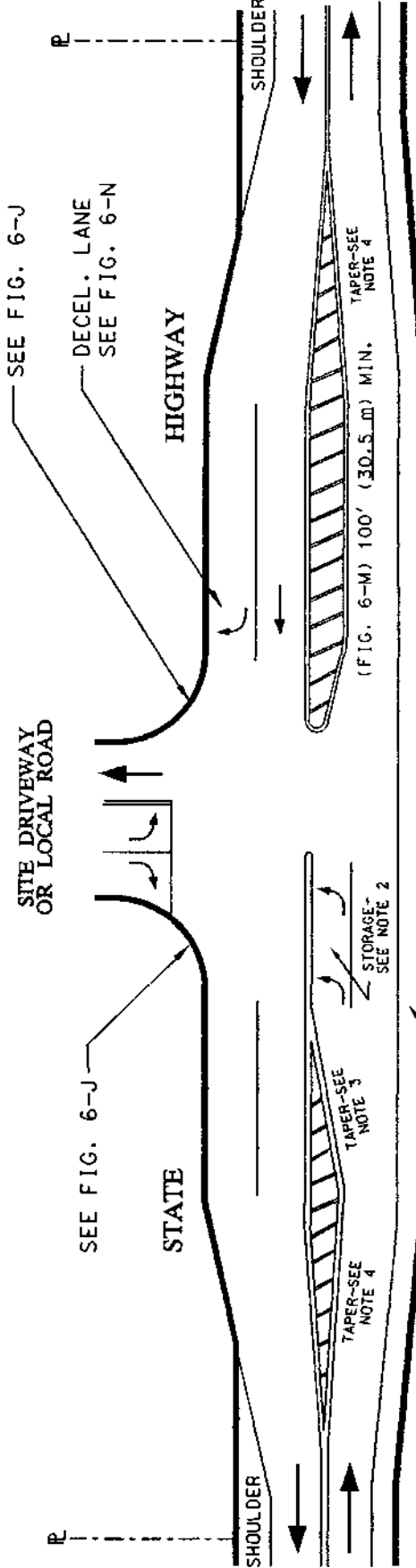
ACCESS LEVEL 4

RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE

SIGNALIZED DRIVEWAY OR LOCAL ROAD ON UNDIVIDED HIGHWAY

(OPTION 2)

(NOT TO SCALE)



EXISTING SHOULDER
SEE NOTE 1

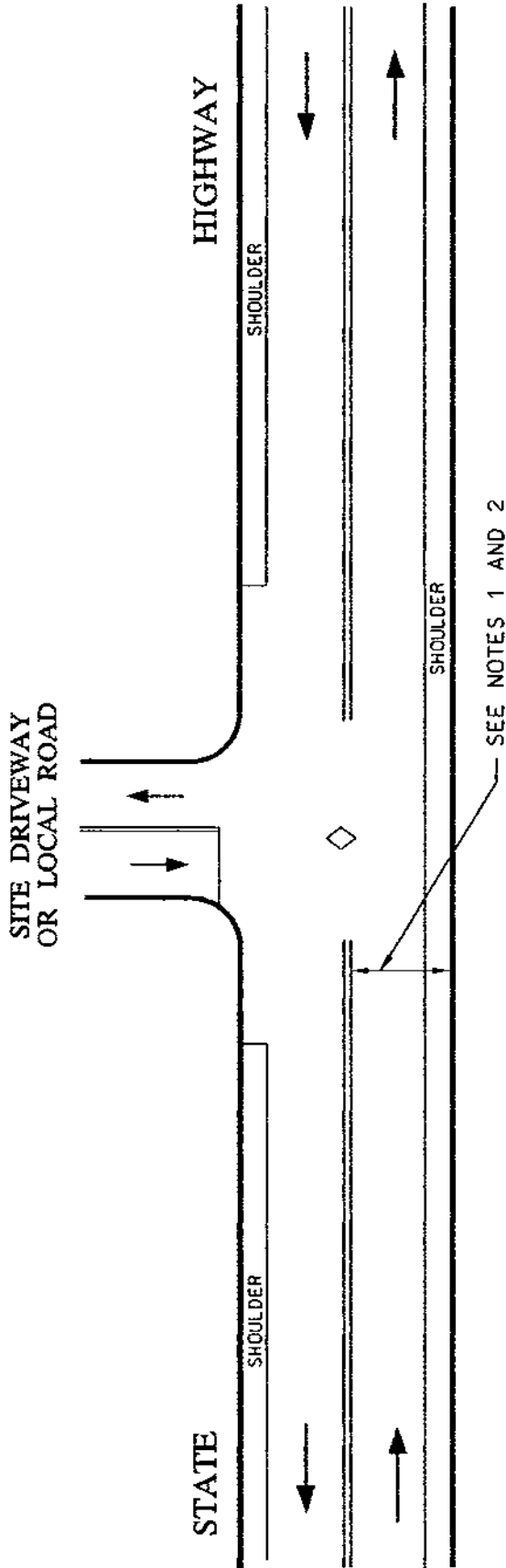
NOTES:

1. EXIST. SHOULDER SHALL BE MAINTAINED.
2. STORAGE LENGTH ACCORDING TO ACCESS REGULATIONS.
3. BAY TAPER LENGTH
UP TO 30 MPH (49 KPH): 145' (44.2 m)
35 MPH (57 KPH) TO 50 MPH (81.8 KPH): 290' (88.3 m).
4. APPROACH TAPER LENGTH (MUTCD SECTION 6C-2a)
UP TO 40 MPH (65.4 KPH): $L = \frac{WS^2}{60}$
45 MPH (73.6 KPH) OR GREATER: $L = S \times W$.
5. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
6. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 4

RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE
UNSIGNALIZED DRIVEWAY OR LOCAL ROAD ON UNDIVIDED HIGHWAY

(NOT TO SCALE)



◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

NOTES:

1. THE SHOULDER WIDTH SHOULD BE 10' (3.0 m) TO ENABLE MOTORISTS TO PASS VEHICLES WAITING TO TURN LEFT.
2. A LEFT-TURN LANE MAY BE NEEDED.
3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.

ACCESS LEVEL 5

ACCESS TO AND FROM THE ACCESS POINT
 LEFT-TURN INGRESS CONSIDERED WITHOUT LEFT-TURN LANE
 (NOT TO SCALE)

SITE DRIVEWAY
OR LOCAL ROAD

STATE

HIGHWAY

SHOULDER

SHOULDER

SHOULDER

SEE NOTES 1 AND 2

◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

NOTES:

1. ON TWO-LANE HIGHWAYS, THE SHOULDER WIDTH SHOULD BE 10' (3.0 m) TO ENABLE MOTORISTS TO BYPASS VEHICLES WAITING TO TURN LEFT.
2. A LEFT-TURN LANE MAY BE NEEDED.
3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.

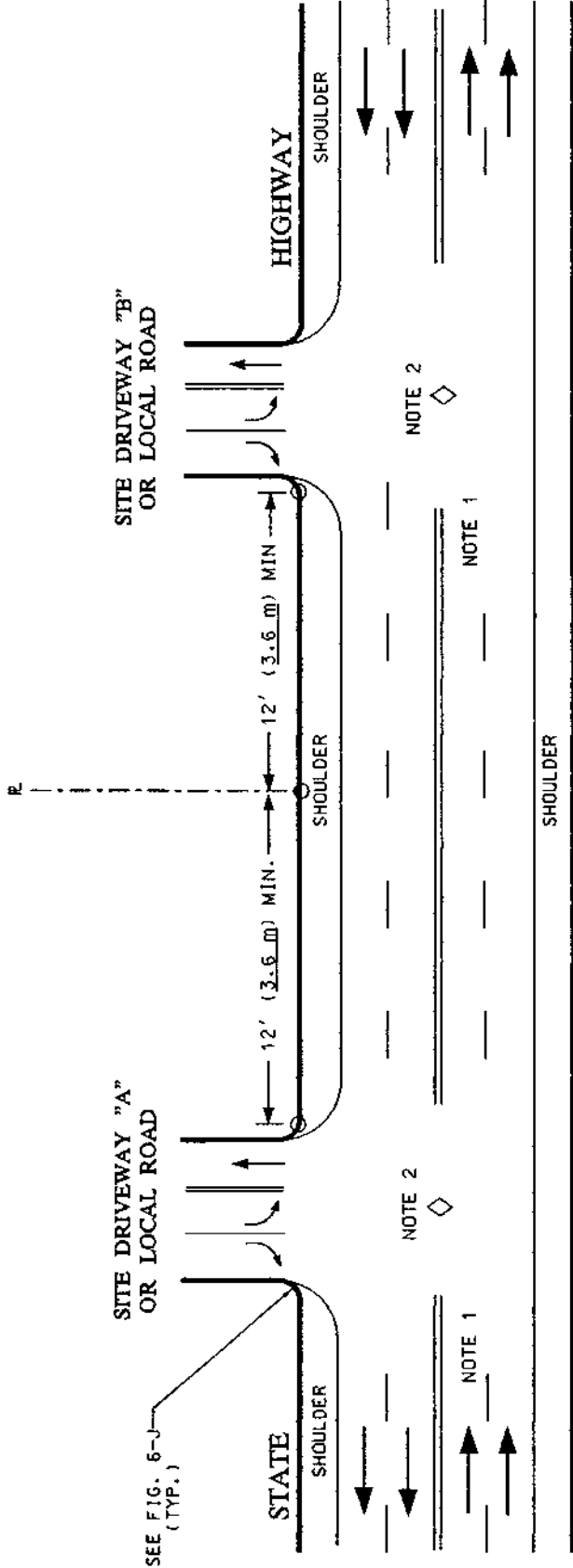
ACCESS LEVEL 5

ACCESS TO AND FROM THE ACCESS POINT

UNSIGNALIZED DRIVEWAY OR LOCAL ROAD WITH LEFT-TURN ACCESS

(WITHOUT LEFT-TURN LANE)

(NOT TO SCALE)



◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

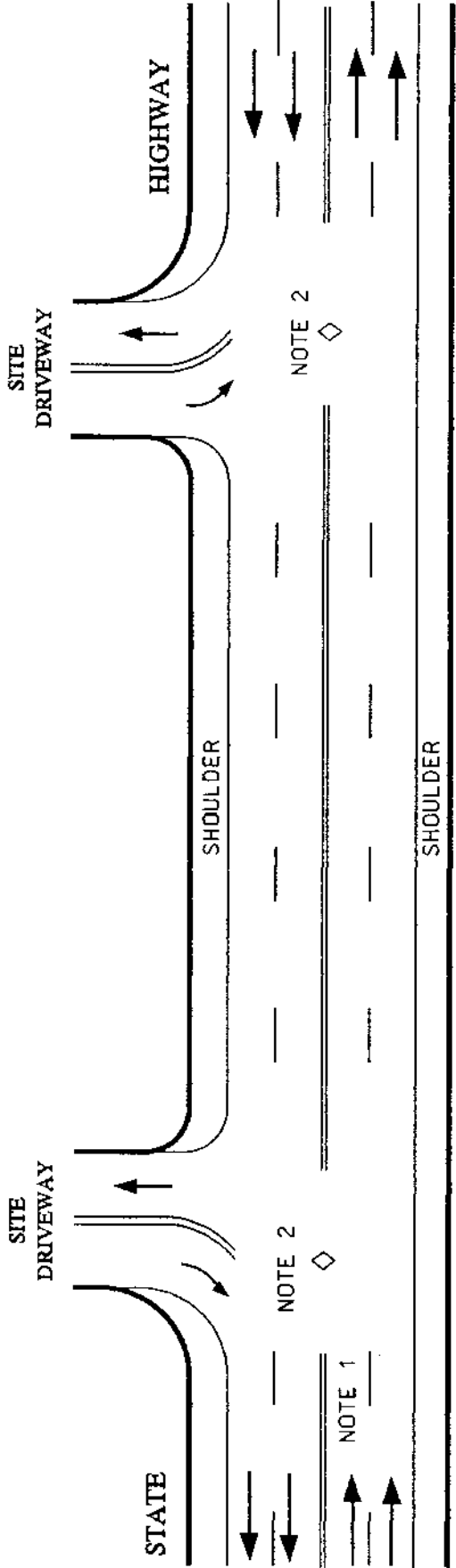
NOTES:

1. MAY HAVE LEFT-TURN LANE.
2. MULTIPLE SIGNALS SHALL MEET SPACING REQUIREMENTS.
3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
4. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 5

ACCESS TO AND FROM THE ACCESS POINT
 DRIVEWAY OR LOCAL ROAD WITH PROVISION FOR LEFT-TURN LANE
 (LIMITED BY SPACING REQUIREMENTS AND SAFETY CONSIDERATIONS)

(OPTION 1)
 (NOT TO SCALE)



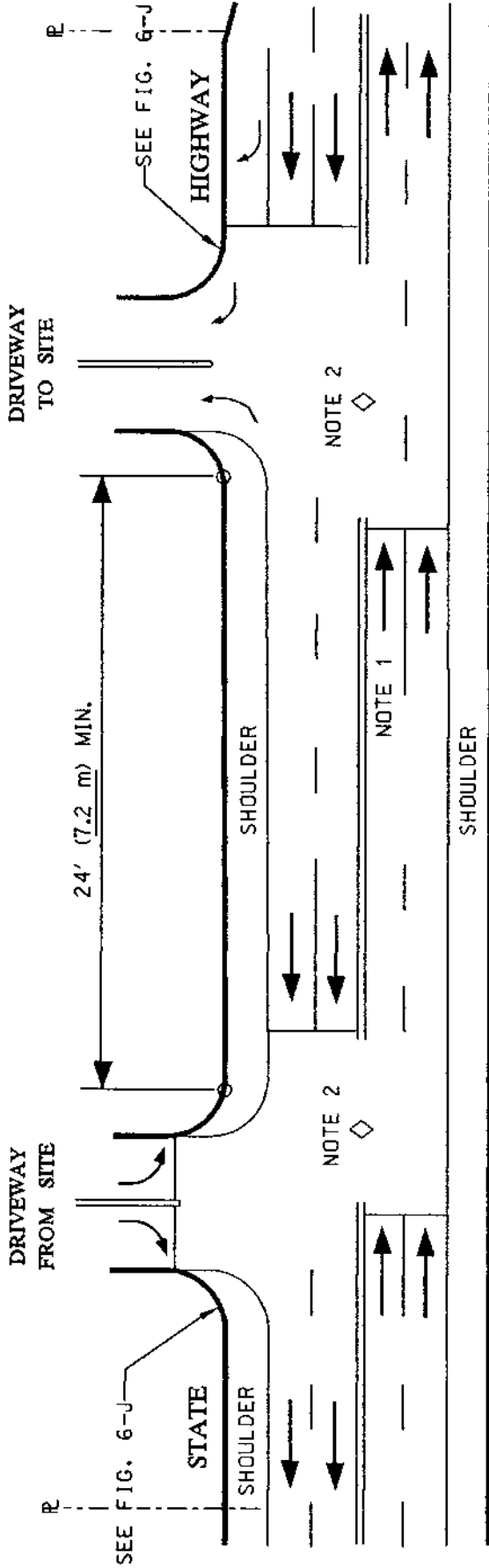
◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

NOTES:

1. MAY HAVE LEFT-TURN LANE.
2. MULTIPLE SIGNALS SHALL MEET SPACING REQUIREMENTS.
3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
4. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 5

ACCESS TO AND FROM THE ACCESS POINT DRIVEWAY WITH RESTRICTED PROVISION FOR LEFT-TURN ACCESS (LIMITED BY SPACING REQUIREMENTS AND SAFETY CONSIDERATIONS) (OPTION 2) (NOT TO SCALE)



◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

NOTES:

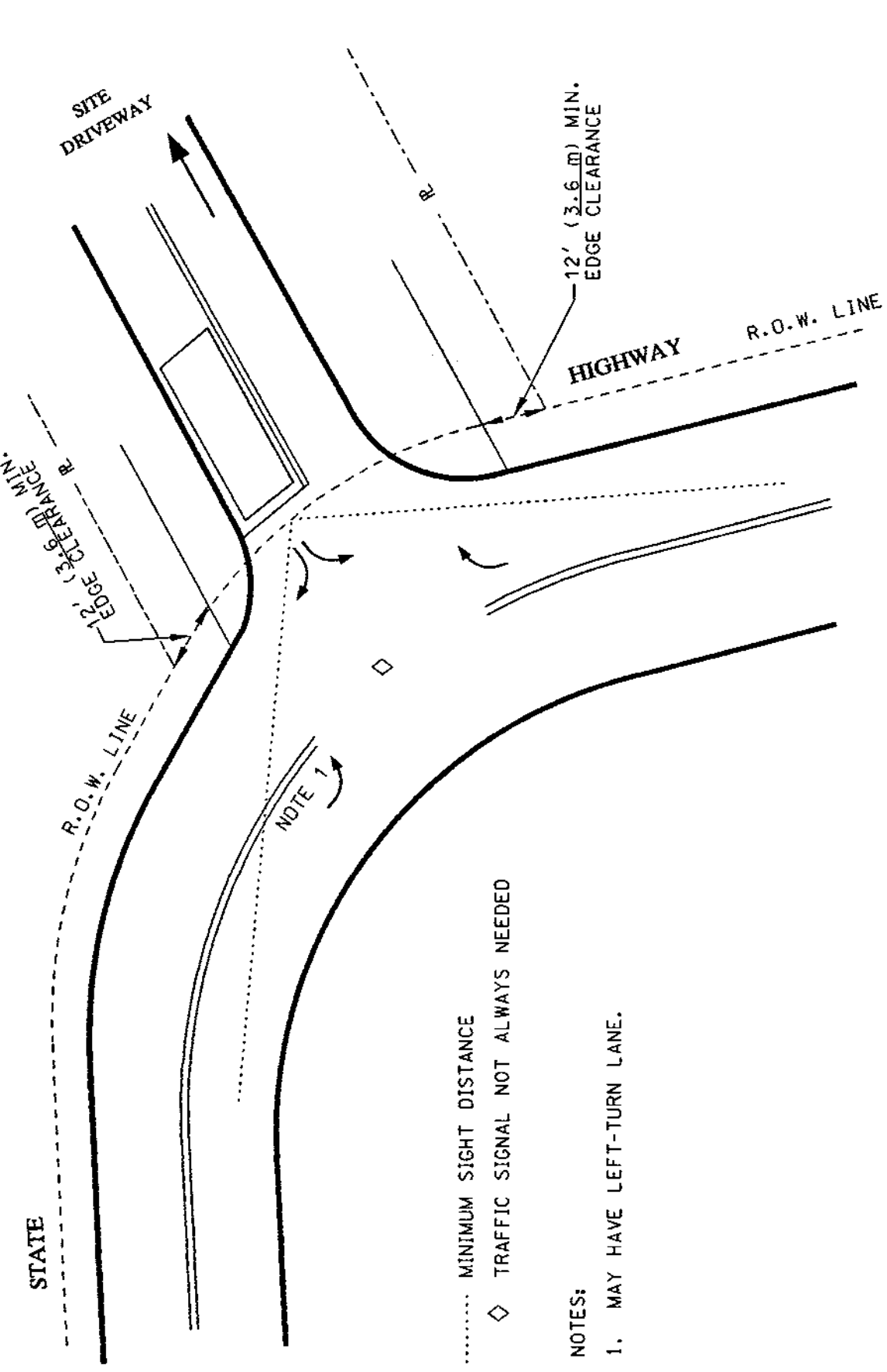
1. MAY HAVE LEFT-TURN LANE.
2. MULTIPLE SIGNALS SHALL MEET SPACING REQUIREMENTS.
3. ACTUAL NUMBER OF LANES ON EACH APPROACH WILL VARY DEPENDING UPON CONDITIONS AT THE SPECIFIC INTERSECTION INVOLVED.
4. ALL REFERENCES TO NJDOT ROADWAY DESIGN MANUAL EXCEPT WHERE NOTED.

ACCESS LEVEL 5

ACCESS TO AND FROM THE ACCESS POINT

DRIVEWAY WITH PROVISION FOR SEPARATE INGRESS AND EGRESS (LIMITED BY SPACING REQUIREMENTS AND SAFETY CONSIDERATIONS)

(OPTION 3)
(NOT TO SCALE)



..... MINIMUM SIGHT DISTANCE
 ◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

NOTES:

1. MAY HAVE LEFT-TURN LANE.

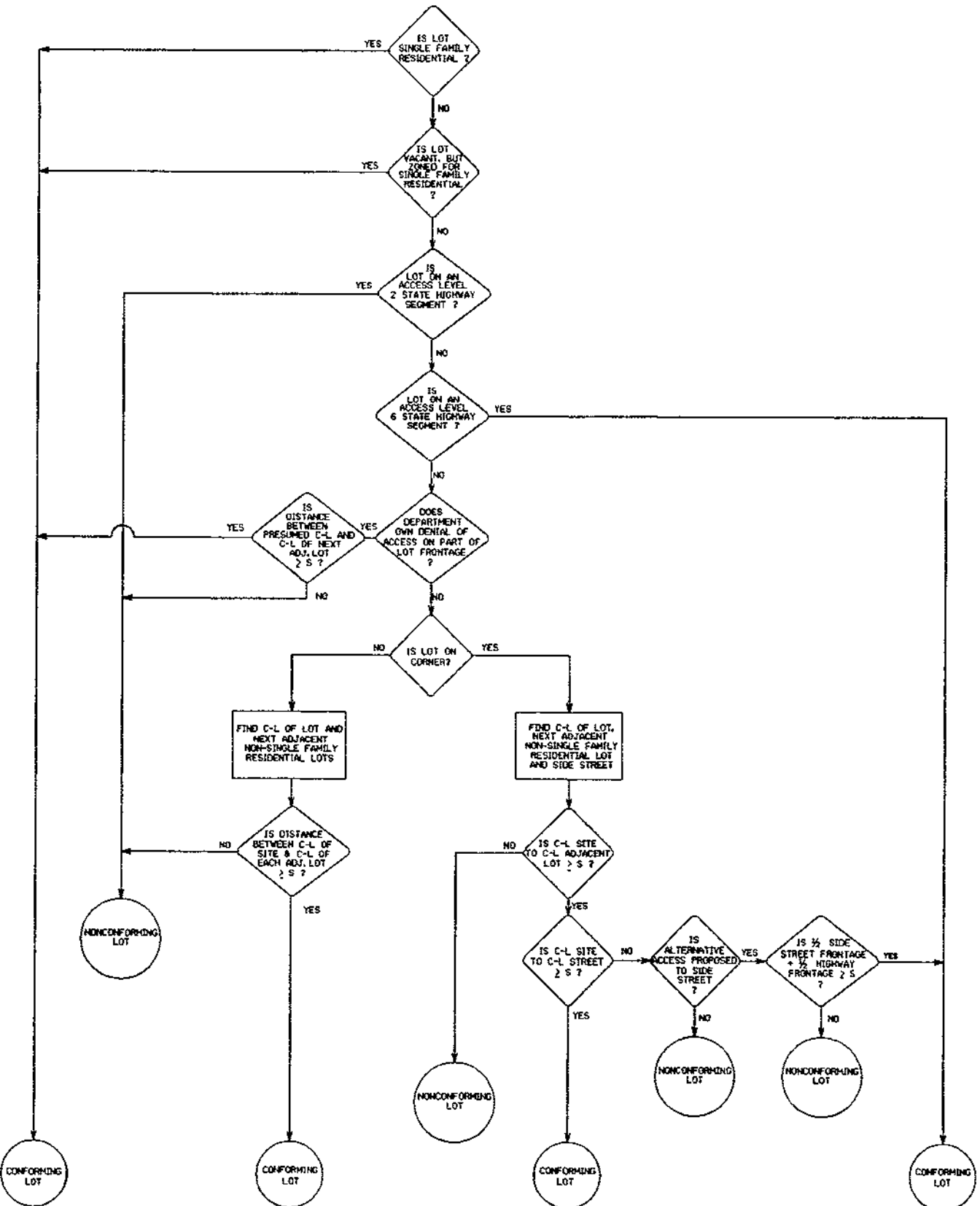
ACCESS LEVEL 6

ACCESS TO AND FROM THE ACCESS POINT

DRIVEWAY LIMITED ONLY BY MINIMUM EDGE CLEARANCE AND SAFETY CONSIDERATIONS

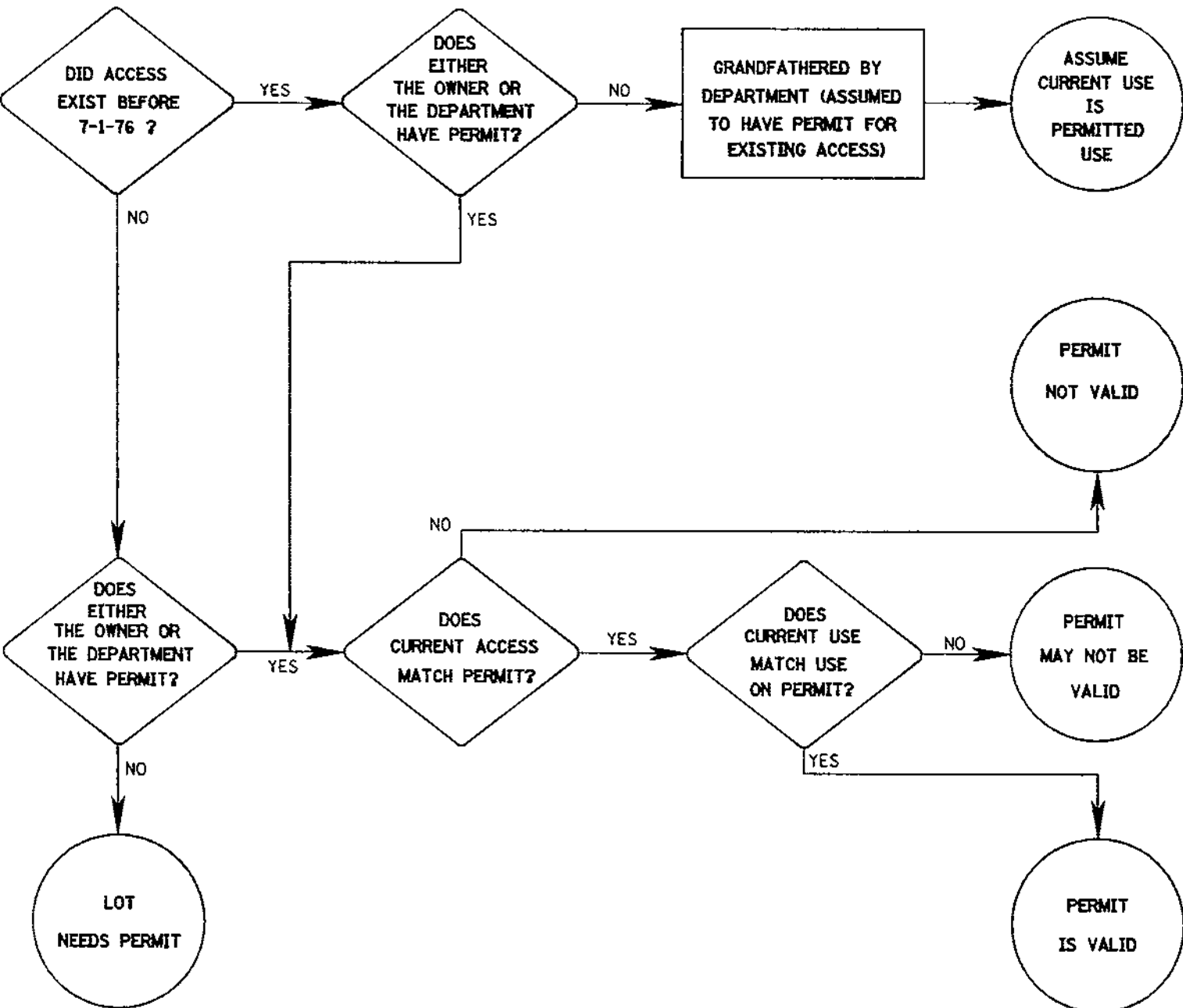
(NOT TO SCALE)

APPENDIX F FLOWCHART FOR DETERMINING LOT CONFORMANCE



APPENDIX G

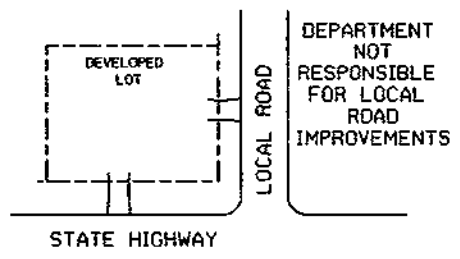
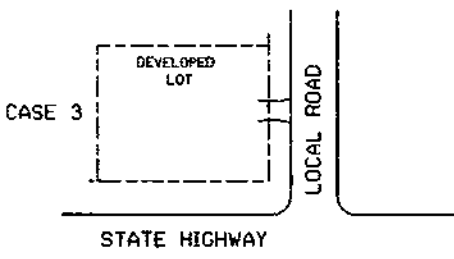
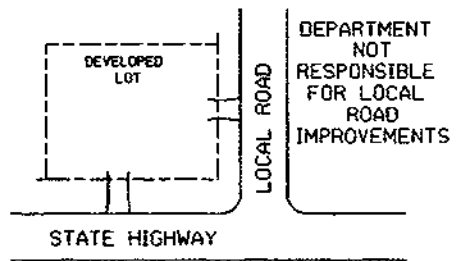
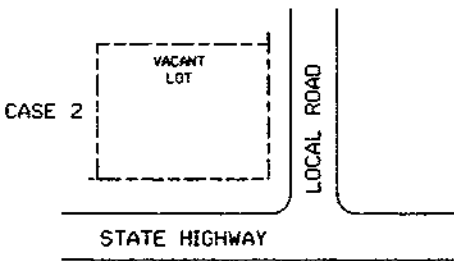
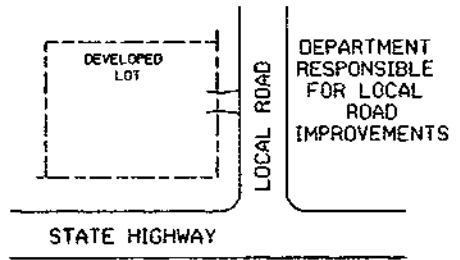
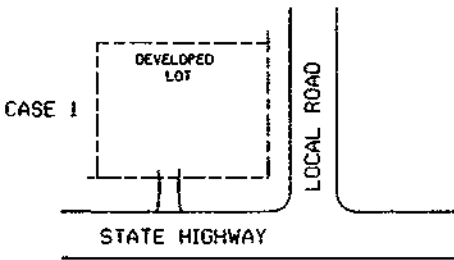
GRANDFATHERING ACCESS PERMITS



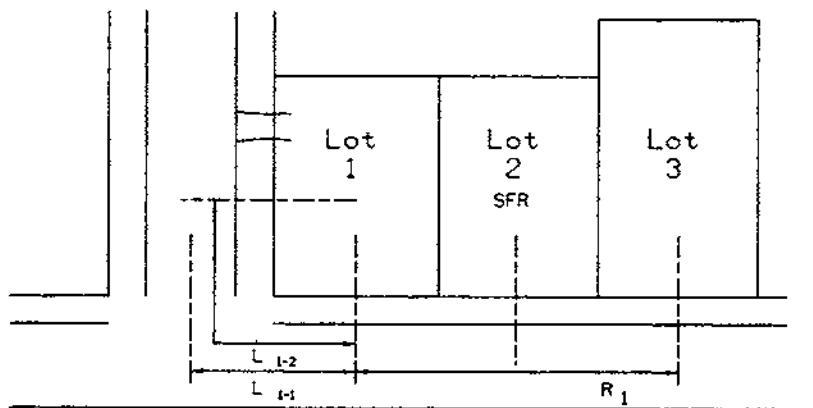
APPENDIX H
LOCAL ROAD IMPROVEMENTS
NECESSITATED BY
ALTERNATIVE ACCESS

BEFORE

AFTER



APPENDIX I-1
 N.J.A.C. 16:47-3.5(a)4i
 MEASURING CORNER LOTS
 FOR CONFORMANCE



SFR - SINGLE FAMILY RESIDENTIAL LOT

FOR LOT 1

IF R_1 FOR LOT 1 IS LESS THAN THE SPACING DISTANCE,
 THEN LOT IS A NONCONFORMING LOT. * $R_1 < S$ *

IF R_1 FOR LOT 1 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE AND
 IF L_{1-1} FOR LOT 1 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE,
 THEN LOT 1 IS A CONFORMING LOT. * $R_1 \geq S$ and $L_{1-1} \geq S$ *

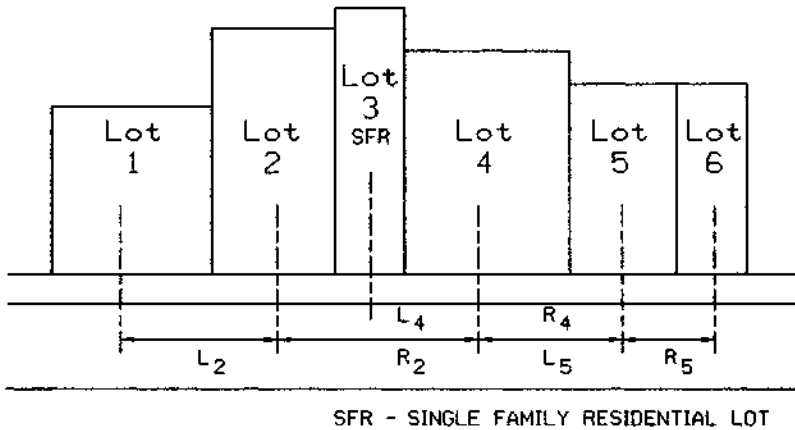
IF R_1 FOR LOT 1 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE AND
 IF L_{1-1} FOR LOT 1 IS LESS THAN THE SPACING DISTANCE,
 THEN LOT 1 MAY BE A NONCONFORMING LOT. * $R_1 \geq S$ and $L_{1-1} < S$ *

IF R_1 FOR LOT 1 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE AND
 IF L_{1-2} FOR LOT 1 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE,
 THEN LOT 1 IS A CONFORMING LOT IF IT HAS ALTERNATIVE ACCESS.

* $R_1 \geq S$ and $L_{1-2} \geq S$ *

* $S =$ SPACING DISTANCE *

APPENDIX I-2
N.J.A.C. 16:47-3.5(a)4ii
MEASURING MIDBLOCK LOTS
FOR CONFORMANCE



FOR LOT 2

IF L FOR LOT 2 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE AND
IF R FOR LOT 2 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE,
THEN LOT 2 IS A CONFORMING LOT. * $R_2 \geq S$ AND $L_2 \geq S$ *

FOR LOT 4

IF L FOR LOT 4 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE AND
IF R FOR LOT 4 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE,
THEN LOT 4 IS A CONFORMING LOT. * $R_4 \geq S$ AND $L_4 \geq S$ *

FOR LOT 5

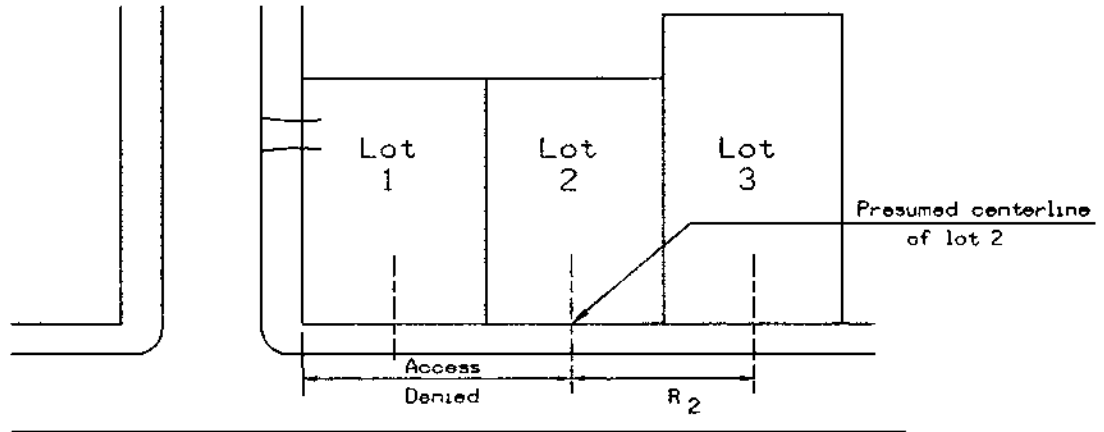
IF L FOR LOT 5 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE AND
IF R FOR LOT 5 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE,
THEN LOT 5 IS A CONFORMING LOT. * $R_5 \geq S$ AND $L_5 \geq S$ *

* S = SPACING DISTANCE *

APPENDIX I-3

N.J.A.C. 16:47-3.5(a)4iii

MEASURING PARTIAL DENIAL OF ACCESS LOTS
FOR CONFORMANCE



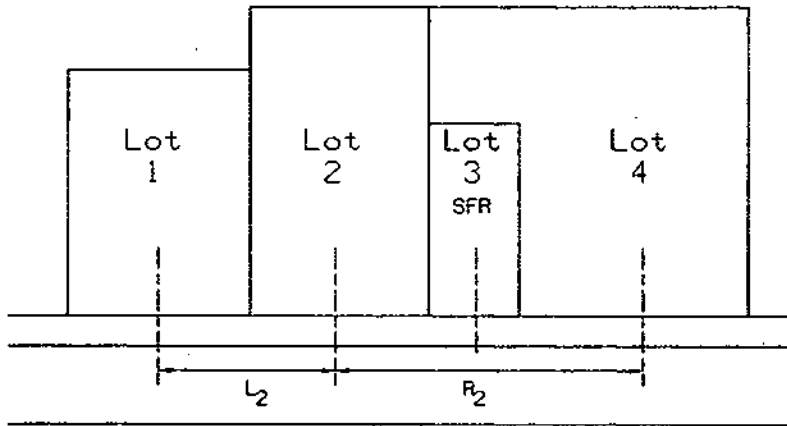
FOR LOT 2

IF R_2 FOR LOT 2 IS LESS THAN THE SPACING DISTANCE,
THEN LOT 2 IS A NONCONFORMING LOT. * $R_2 < S$ *

IF R_2 FOR LOT 2 IS GREATER THAN OR EQUAL TO THE SPACING DISTANCE,
THEN LOT 2 IS A CONFORMING LOT. * $R_2 \geq S$ *

* S = SPACING DISTANCE *

APPENDIX I-4
N.J.A.C. 16:47-3.5(c) 4 AND 5
MEASURING FOR MULTIPLE
TWO-WAY DRIVEWAYS



SFR - SINGLE FAMILY RESIDENTIAL LOT

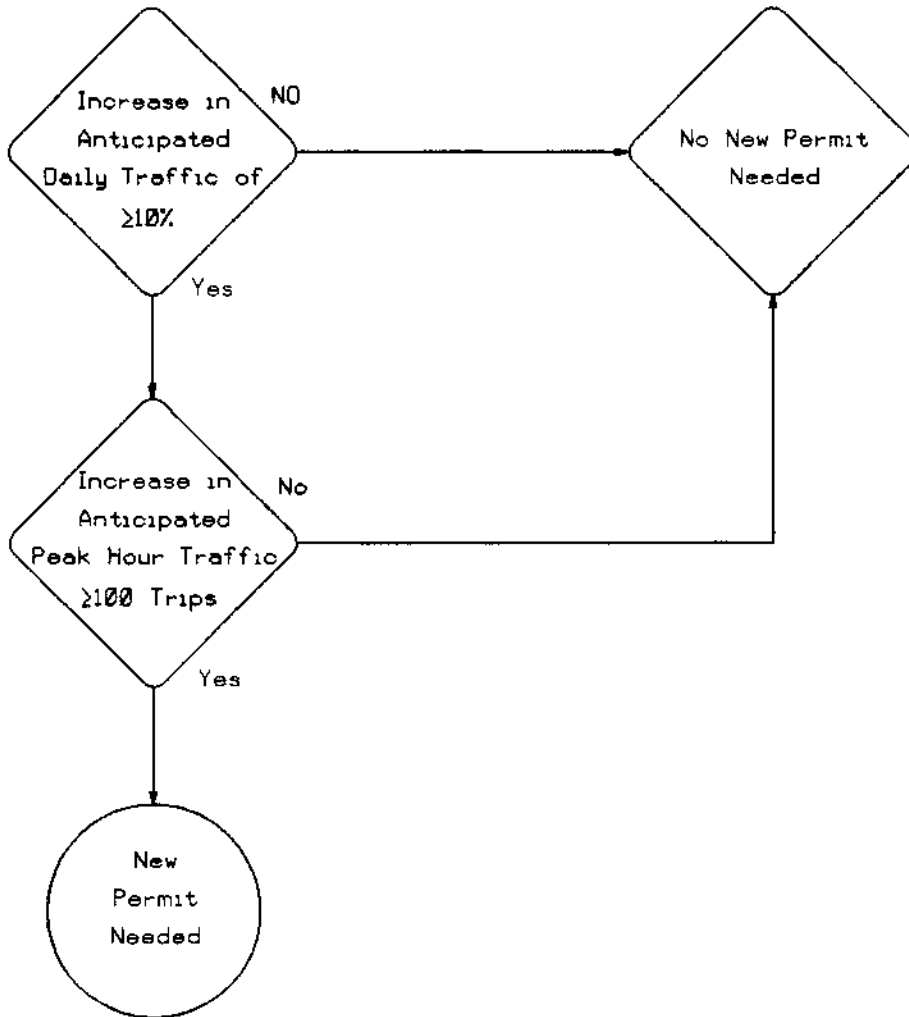
FOR LOT 2

IF LOT 2 IS A CONFORMING, MAJOR TRAFFIC GENERATOR, AND L_2 PLUS R_2 IS GREATER THAN OR EQUAL TO THREE TIMES THE SPACING DISTANCE, THEN LOT 2 MAY HAVE 2 DRIVEWAYS. * $L_2 + R_2 \geq 3 \times S$ *

IF LOT 2 IS A CONFORMING, MAJOR TRAFFIC GENERATOR WITH A PLANNING REVIEW, AND L_2 PLUS R_2 IS GREATER THAN OR EQUAL TO 4 TIMES THE SPACING DISTANCE, THEN LOT 2 MAY HAVE 3 DRIVEWAYS. * $L_2 + R_2 \geq 4 \times S$ *

* S = SPACING DISTANCE *

APPENDIX J
DETERMINING A SIGNIFICANT INCREASE IN TRAFFIC



APPENDIX K
MEASURING
CORNER CLEARANCE

