

Policy On Street And Driveway Access to North Carolina Highways

On most State maintained routes, the minimum distance between the centerlines of full-movement driveways into developments that generate high traffic volumes should be at least 600 feet. However, on routes with safety, congestion, or operational problems, 1,000 feet or more may be required between the centerline of any left turn access points and any adjacent street and driveways. The minimum distance between drives does not apply to service drives not used by the general public.

Driveways for fire stations should be designed to accommodate maneuvering of fire trucks within the driveway stem in order to avoid conflict with traffic. Because of the size of fire trucks, station buildings that are within 100 feet from the edge of pavement will be allowed up to 15 feet of driveway width per bay up to a maximum of 75 feet total driveway width. For station buildings more than 100 feet from the edge of pavement, a driveway width of up to 12 feet-6 inches per bay is allowable up to a maximum of 50 feet of total driveway width. The PERMIT for this type of service will be reviewed and approved by the Division Engineer or their designee. The Division Engineer may deviate from the above standards on a case-by-case basis using sound engineering judgement.

D. Driveway Profile

Generally, all driveways shall have a grade that slopes away from the highway surface at a rate equal to the slope of the shoulder, but not less than 1/4 inch per foot nor greater than one inch per foot in a normal crown typical section. The slope shall continue for a distance equal to the prevailing shoulder width or longer so as not to cause a hump or a depression in the shoulder area. Beyond the shoulder, the grade of commercial driveways within the right-of-way should not exceed +/- ten percent. The slopes of drives shall be compatible with provisions for drainage of the designed cross-section. Where special circumstances require driveway grades in excess of these requirements, the NCDOT may approve deviation on a case-by-case basis.

Where a sidewalk is located close to the curb line and the driveway opening is to be provided across a depression or curb cut, the sidewalk should be constructed to conform to the driveway profile. Either one or both edges of the sidewalk may be depressed across the driveway provided the resulting sidewalk cross slope does not exceed 1/2 inch per foot. In some cases, it may be necessary to discontinue the sidewalk across the driveway and to construct a curb along each driveway edge. In such instances, the curb cuts and curb ramps must be constructed in conformance with the latest edition of the NCDOT [“Guidelines for Curb Cuts and Curb Ramps for Disabled Persons.”](#)