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WFPD—TURNOUT, TURNAROUND, AND DRIVEWAY ENTRANCE STANDARD
FIGURE 1: WFPD—TURNOUT, HAMMERHEAD, AND TURNAROUND
NOTES:

DIMENSIONS AS SHOWN IN ALL FIGURES ARE THE MINIMUM REQUIREMENTS, WITHOUT EXCEPTION, FROM THE WOODSIDE FIRE PROTECTION DISTRICT (WFPD).

APPROACHING ANGLE SHALL NOT EXCEED 15° DIFFERENCE IN SLOPE, AND PROVIDE A MINIMUM 2O-FOOT VERTICAL CURVE. ANY DEVIATION FROM THE ABOVE SHALL BE DEMONSTRATED BY ENGINEERING DRAWING / ANALYSIS THAT MINIMUM 3-INCH VERTICAL CLEARANCE IS ACHIEVED USING WFPD STANDARD FIRE TRUCK.

ANY VARIATION MUST BE REVIEWED AND APPROVED BY THE WFPD. THE WIDTH OF THE DRIVEWAY ENTRANCE CAN BE REDUCED PROVIDED THAT ALTERNATIVE DIMENSIONS/CONFIGURATIONS CAN BE DEMONSTRATED TO ACCOMMODATE THE FIRE TRUCK ACCESS USING INDUSTRY STANDARD DESIGN SOFTWARE SUCH AS "AUTOTURN" OR "VEHICLE TRACKING IN AUTODESK CIVIL 3D."

WFPD—DRIVEWAY ENTRANCE CONFIGURATIONS (90 DEGREE)
NOTES:

DIMENSIONS AS SHOWN IN ALL FIGURES ARE THE MINIMUM REQUIREMENTS, WITHOUT EXCEPTION, FROM THE WOODSIDE FIRE PROTECTION DISTRICT (WFPD).

APPROACHING ANGLE SHALL NOT EXCEED 15°. DIFFERENCE IN SLOPE, AND PROVIDE A MINIMUM 20-FOOT VERTICAL CURVE. ANY DEVIATION FROM THE ABOVE SHALL BE DEMONSTRATED BY ENGINEERING DRAWING / ANALYSIS THAT MINIMUM 3-INCH VERTICAL CLEARANCE IS ACHIEVED USING WFPD STANDARD FIRE TRUCK.

ANY VARIATION MUST BE REVIEWED AND APPROVED BY THE WFPD. THE WIDTH OF THE DRIVEWAY ENTRANCE CAN BE REDUCED PROVIDED THAT ALTERNATIVE DIMENSIONS/CONFIGURATIONS CAN BE DEMONSTRATED TO ACCOMMODATE THE FIRE TRUCK ACCESS USING INDUSTRY STANDARD DESIGN SOFTWARE SUCH AS "AUTOTURN" OR "VEHICLE TRACKING IN AUTODESK CIVIL 3D."
NOTES:

DIMENSIONS AS SHOWN IN ALL FIGURES ARE THE MINIMUM REQUIREMENTS, WITHOUT EXCEPTION, FROM THE WOODSIDE FIRE PROTECTION DISTRICT (WFPD).

APPROACHING ANGLE SHALL NOT EXCEED 15% DIFFERENCE IN SLOPE, AND PROVIDE A MINIMUM 20'-FOOT VERTICAL CURVE. ANY DEVIATION FROM THE ABOVE SHALL BE DEMONSTRATED BY ENGINEERING DRAWING / ANALYSIS THAT MINIMUM 3'-INCH VERTICAL CLEARANCE IS ACHIEVED USING WFPD STANDARD FIRE TRUCK.

ANY VARIATION MUST BE REVIEWED AND APPROVED BY THE WFPD. THE WIDTH OF THE DRIVEWAY ENTRANCE CAN BE REDUCED PROVIDED THAT ALTERNATIVE DIMENSIONS/CONFIGURATIONS CAN BE DEMONSTRATED TO ACCOMMODATE THE FIRE TRUCK ACCESS USING INDUSTRY STANDARD DESIGN SOFTWARE SUCH AS "AUTOTURN" OR "VEHICLE TRACKING IN AUTODESK CIVIL 3D."

FIGURE 4: WFPD-DRIVEWAY ENTRANCE CONFIGURATION (30 DEGREE)