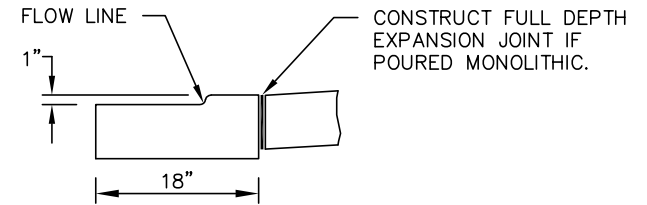


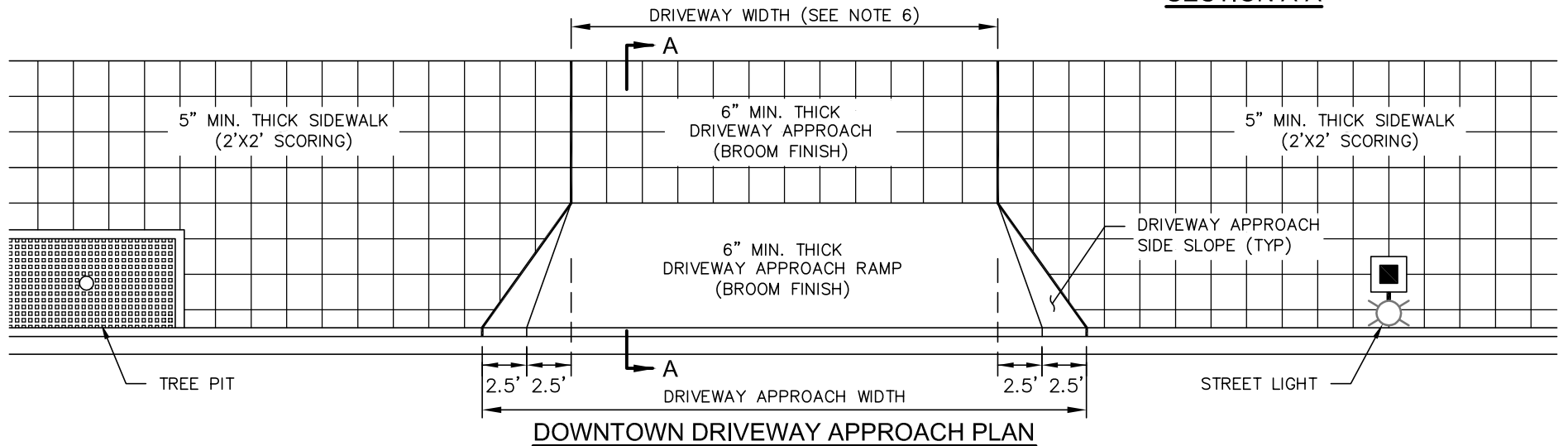
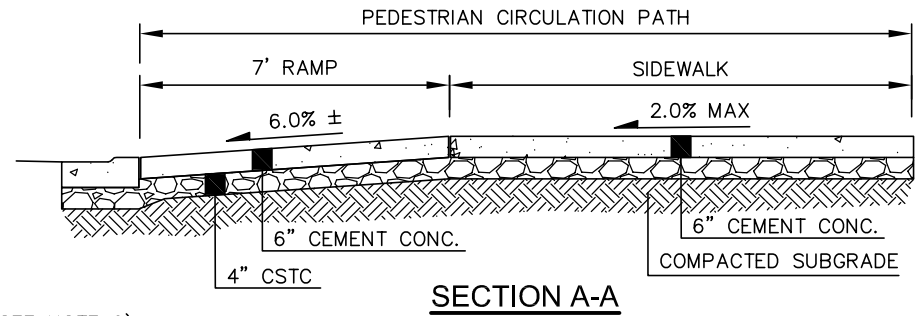
NOTES:

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. MAXIMUM DRIVEWAY GRADE BEHIND DRIVEWAY APPROACH IS 10% FOR 20 FEET. THEREAFTER, DRIVEWAY GRADE SHALL NOT EXCEED 15%. SLOPE ROUNDING IS REQUIRED AT DRIVEWAY GRADE TRANSITIONS AS SHOWN IN SECTION A-A.
3. CONCRETE SHALL BE A CLASS 4000 P.C.C. MIX WITH A COMPRESSIVE STRENGTH OF 3000 PSI WITHIN 3 DAYS (CURB, GUTTER, DRIVEWAY APPROACH, RAMPS AND ALL OTHER ITEMS SPECIFIED BY THE ENGINEER).
4. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER.
5. $\frac{3}{8}$ " THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER.
6. DRIVEWAY WIDTHS SHALL BE SPECIFIED BY THE ENGINEER. SEE DES. STD. 5 FOR BASIC DESIGN GUIDELINES. DRIVEWAY WIDTH DOES NOT INCLUDE ADJACENT RAMPS.
7. SIDEWALK WIDTH SHOWN IS TYPICAL. REQUIRED SIDEWALK WIDTH WILL BE SPECIFIED BY THE ENGINEER.
8. RAMP SLOPE MAY BE INCREASED TO 8.33% MAXIMUM WITH APPROVAL BY THE REVIEW ENGINEER.



NOTE: DEPRESSED CURB AND GUTTER SHALL BE FLUSH WHEN DRIVEWAY IS USED FOR PEDESTRIAN ACCESS.

DEPRESSED CURB & GUTTER DETAIL



DOWNTOWN DRIVEWAY

DRAWING NUMBER	DT-100-1
SCALE	NONE
REVISION DATE	12/16
DEPARTMENT	TRANS