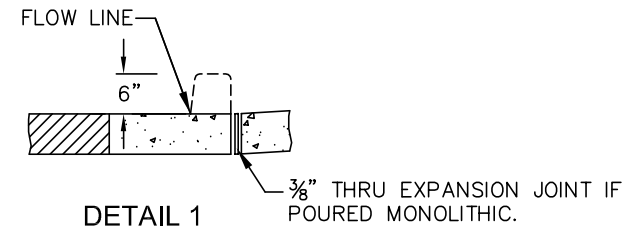
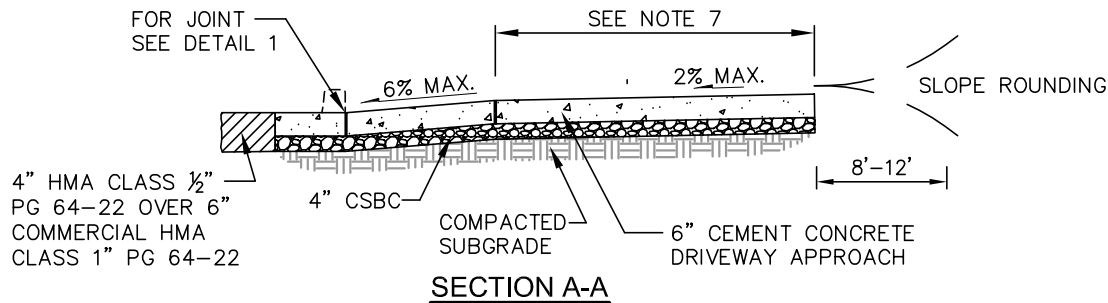


NOTES:

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. SEE DESIGN STANDARD 5 FOR GRADE REQUIREMENTS. 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 WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER, PERPENDICULAR TO THE WALKING DIRECTION.
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. ALTERNATE DESIGN WITH LIP PERMITTED ONLY WITH APPROVAL OF REVIEW ENGINEER AND TRANSPORTATION INSPECTOR.
8. ALL SOFT AREA BEHIND SIDEWALK SHALL BE GRADED TO MATCH SIDEWALK PROFILE TO PREVENT TRIPPING HAZARDS.
9. TYPICAL LENGTH IS 7 FEET. RAMP LENGTH SHALL BE ADJUSTED TO MEET ADA REQUIREMENTS.

DRIVEWAY APPROACH DETAIL



DRIVEWAY OR PRIVATE ROAD APPROACH WITH SIDEWALK (OPTION 3)

DRAWING NUMBER	SW-160-1
SCALE	NONE
REVISION DATE	12/16
DEPARTMENT	TRANS