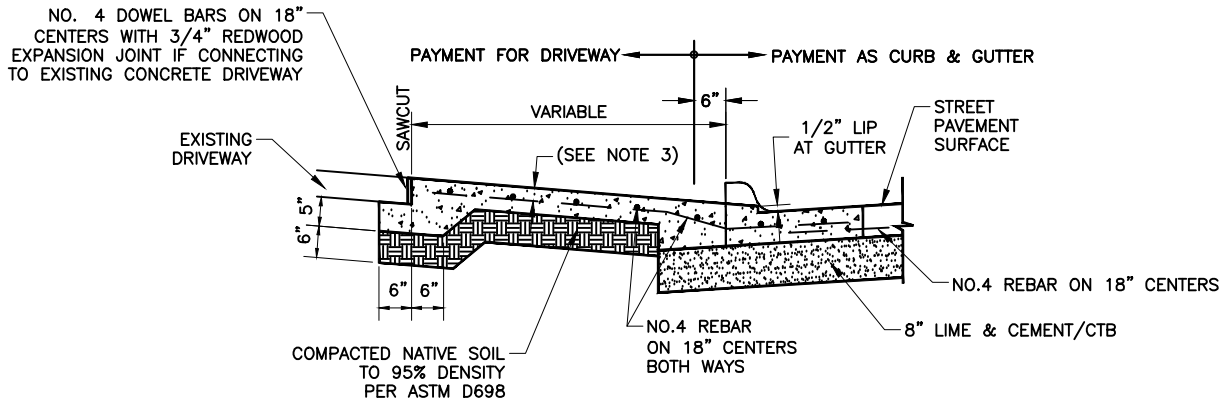


TYPICAL DRIVE APPROACH
ON A CONCRETE STREET

NTS REV: 1/17/20



SECTION 'A-A'
NTS

NOTES:

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
2. REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH (3) - NO. 4 SMOOTH DOWEL BARS ON 18" CENTERS WITH 3/4" REDWOOD EXPANSION JOINT WITH 1" REMOVABLE CAP STRIP. SEAL WITH SELF LEVELING GRAY SILICONE SEALANT.
3.

	SLOPE (MAX)	SLAB THICKNESS
RESIDENTIAL	6%	5"
ALL OTHERS	3%	6"
- * MAXIMUM SLOPE DESIGNATED FOR NEW DEVELOPMENT CONSTRUCTION ONLY AND DOES NOT APPLY TO CAPITAL IMPROVEMENT RECONSTRUCTION OR REBUILD PROJECTS.
(ALSO SEE THE DESIGN CRITERIA MANUAL FOR OTHER SPECIFIC CRITERIA.)
4. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
5. FOR PAYMENT, MEASUREMENT FOR DRIVEWAY QUANTITY BEGINS 6" FROM BACK OF CURB.
6. CONCRETE SHALL BE CLASS C, 5 1/2 SACK AND HAVE COMPRESSIVE STRENGTH OF 3600 PSI @ 28 DAYS.
7. IF CONSTRUCTING A DRIVEWAY ON AN EXISTING CONCRETE STREET, SAW-CUT (FULL DEPTH) AND CONNECT WITH EPOXY TIE BAR BUTT JOINT.
8. ALL REDWOOD EXPANSION JOINTS SHALL BE SEALED WITH SELF LEVELING GRAY SILICONE SEALANT.



CITY OF ARLINGTON, TEXAS

TYPICAL DRIVE APPROACH
ON A CONCRETE STREET

DATE:	SCALE: NTS	SHEET _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY: