

TYPICAL DRIVE APPROACH CONNECTING
TO ASPHALT STREETS WITH
CURB AND GUTTER

NTS REV: 8/15/17

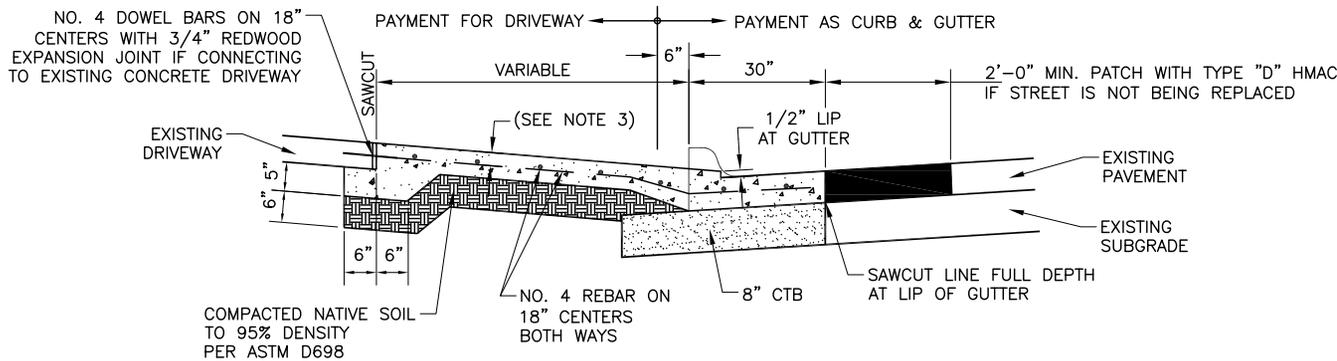
NOTES:

- THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL HAVE A MAXIMUM CROSS SLOPE OF 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.

	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.)
- ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
- FOR CITY CAPITAL IMPROVEMENT PROJECTS, MEASUREMENT FOR DRIVEWAY QUANTITY BEGINS 6" FROM BACK OF CURB. MEASUREMENT OF CURB & GUTTER QUANTITY IS THROUGH THE DRIVE APPROACH.
- ALL CURB AND GUTTER SHALL BE 30" UNLESS OTHERWISE DIRECTED BY THE CITY.
- CONCRETE SHALL BE CLASS C, 5 1/2 SACK AND HAVE COMPRESSIVE STRENGTH OF 3600 PSI @ 28 DAYS.
- IF STREET IS BEING REPLACED, PAVEMENT THICKNESS SHALL BE 6" FOR RESIDENTIAL AND 8" FOR COLLECTOR OR LARGER.



SECTION 'A-A'

NTS



CITY OF ARLINGTON, TEXAS

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