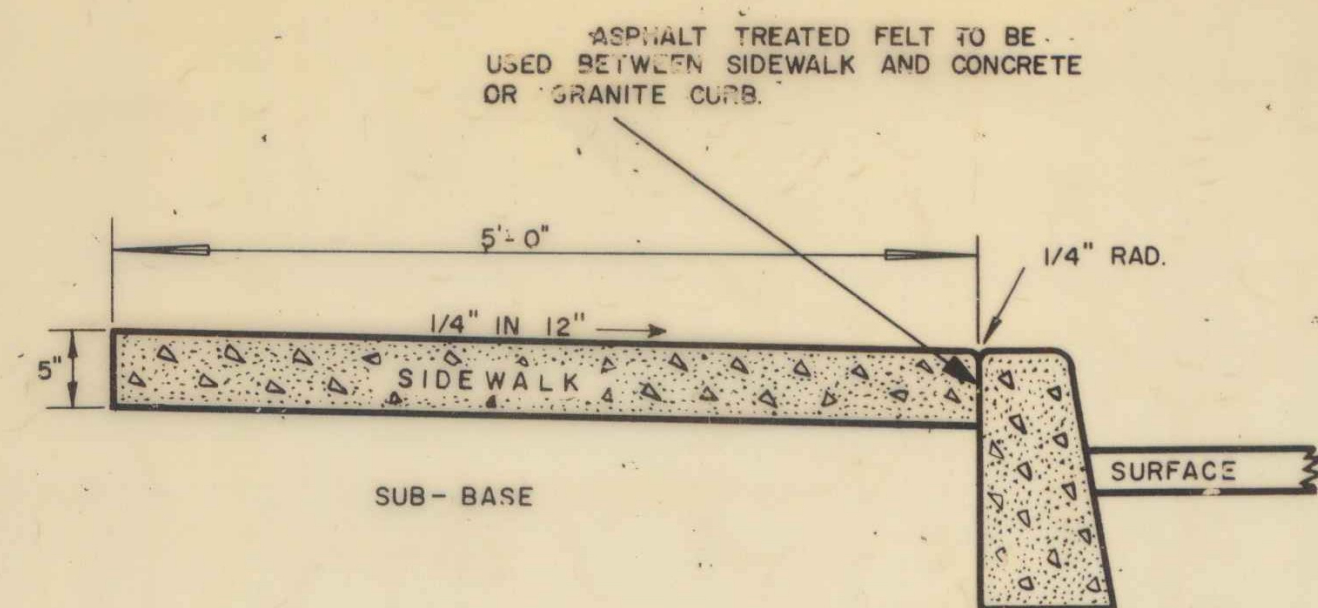
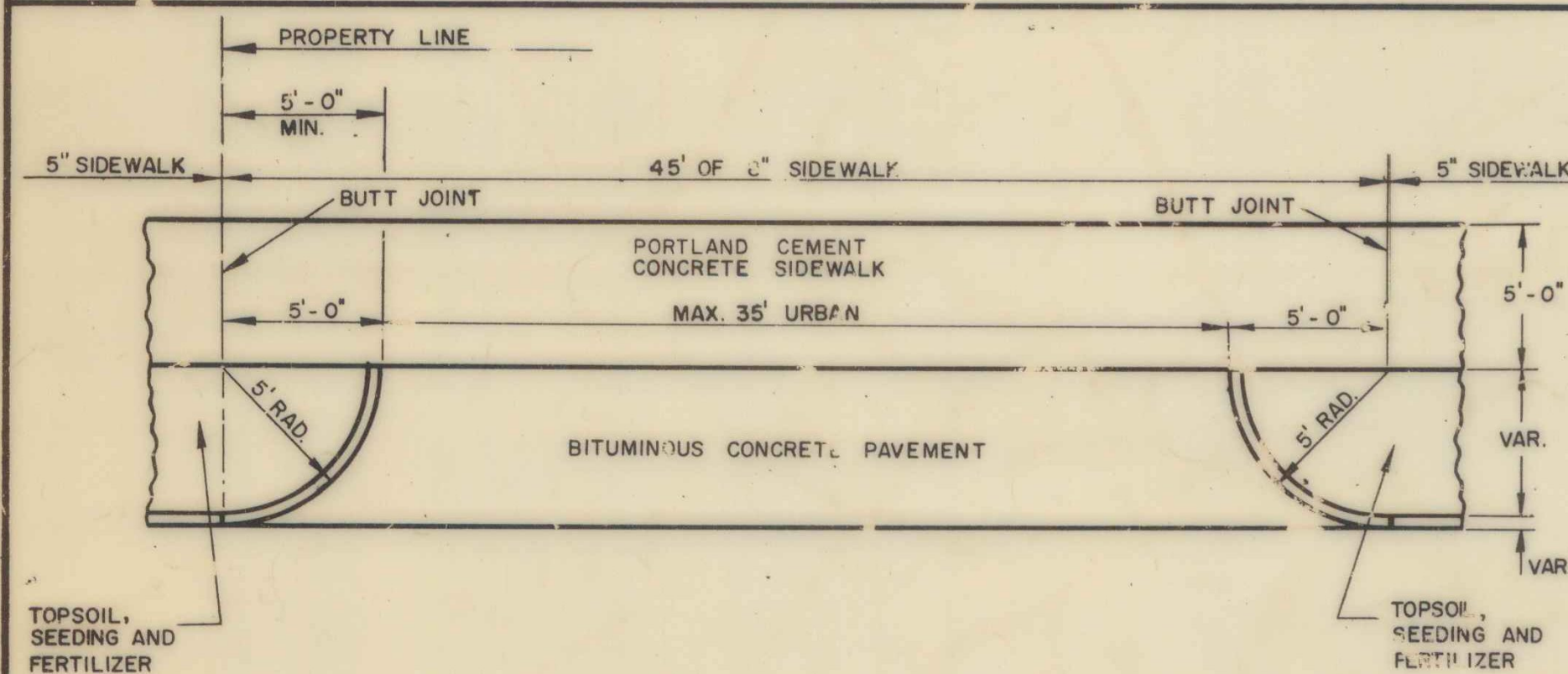
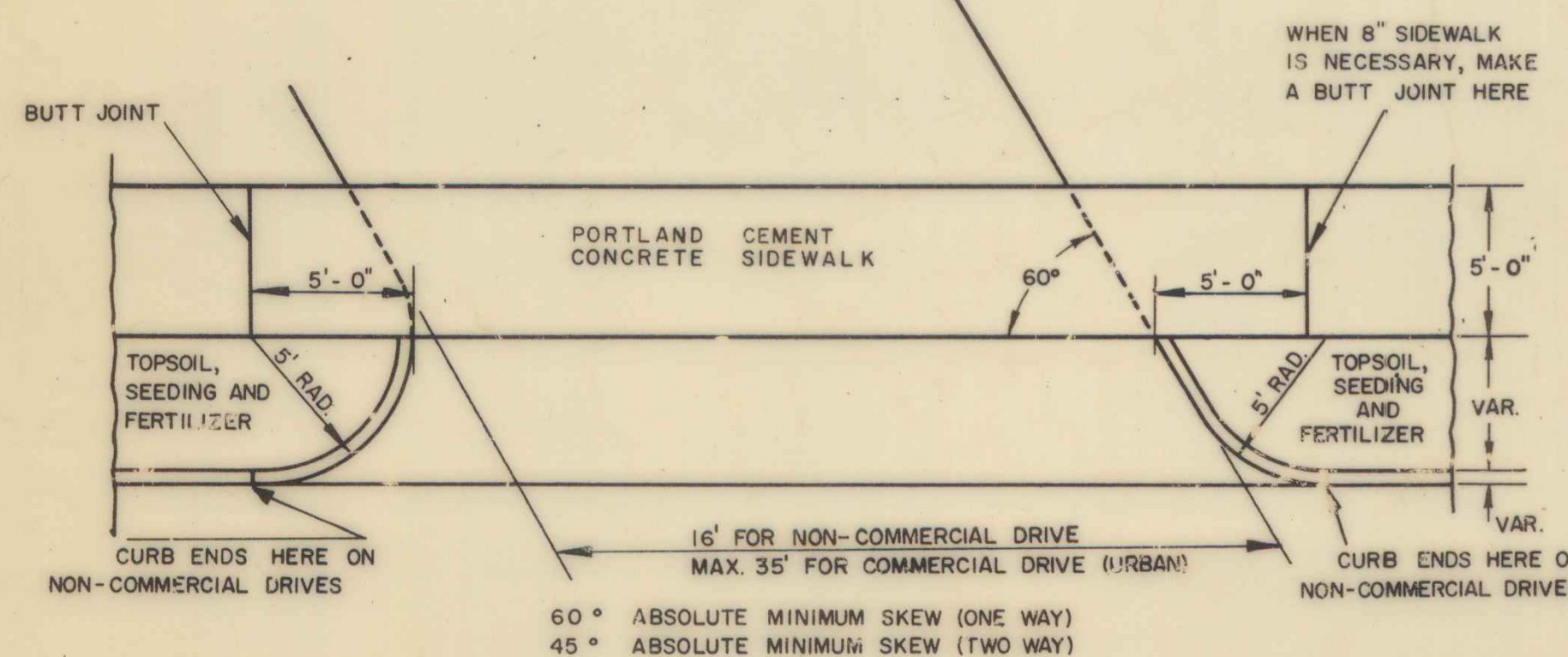




PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
(WITH CEMENT CONCRETE CURB)



PLAN OF COMMERCIAL DRIVE



PLAN OF SKEW DRIVE

REVISIONS AND CORRECTIONS

APPROVED

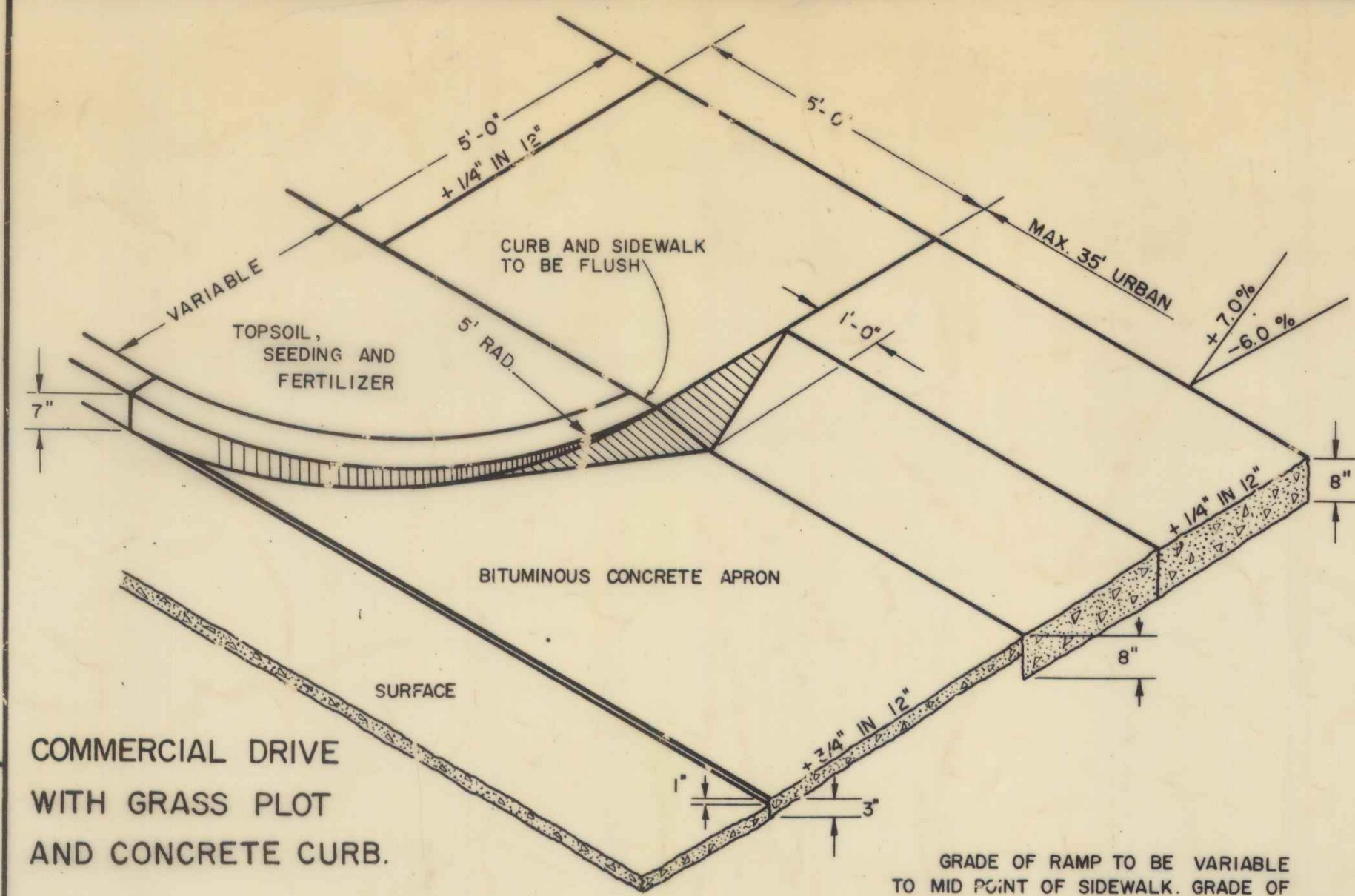
DATE December 14, 1971

R. H. C. *Chief Engineer*

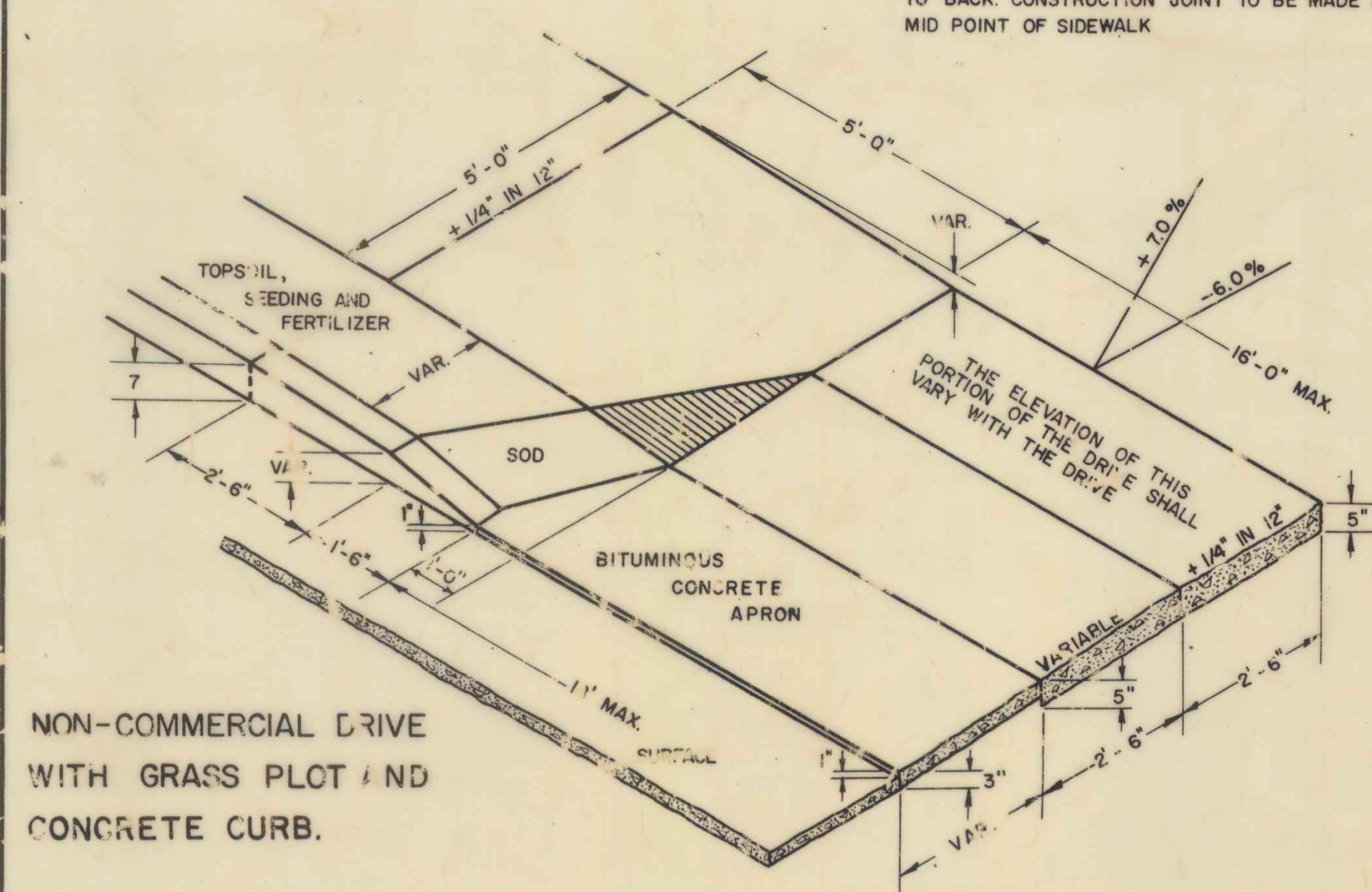
E. H. *Asst. Chief Engineer*

G. M. *Highway Engineer*

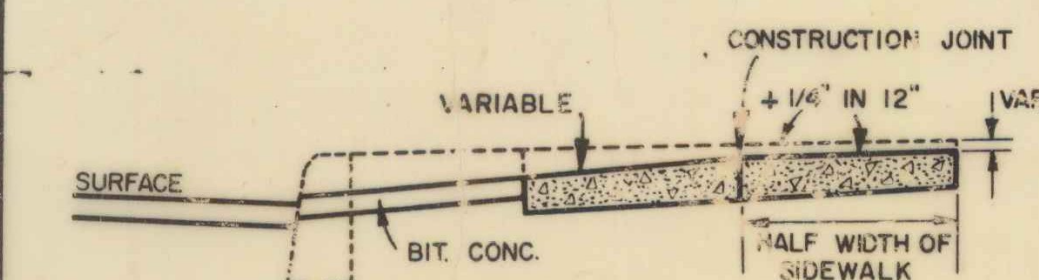
DRAWN: R.F.
TRACED: A.V.



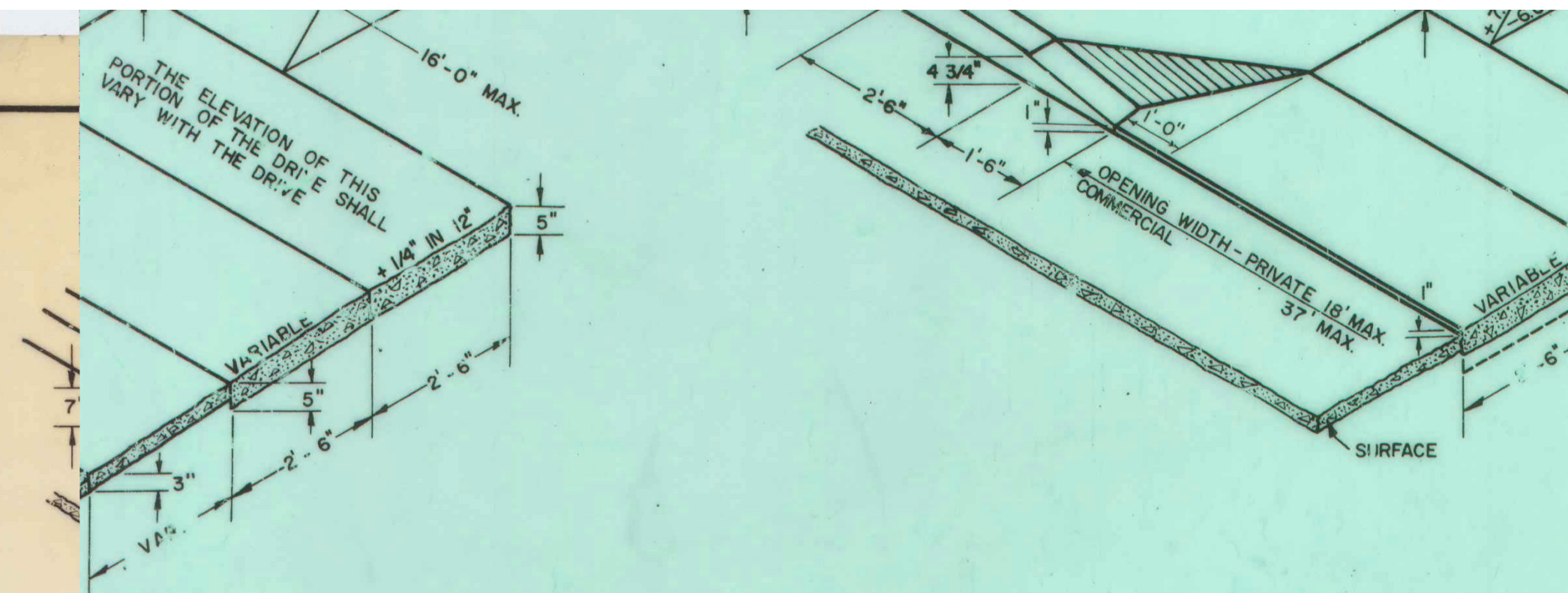
COMMERCIAL DRIVE
WITH GRASS PLOT
AND CONCRETE CURB.



NON-COMMERCIAL DRIVE
WITH GRASS PLOT AND
CONCRETE CURB.



PORTLAND CEMENT CONCRETE SIDEWALK
DRIVE ENTRANCES WITH
PRECAST REINFORCED CEMENT CONCRETE CURB OR
CAST-IN-PLACE CEMENT CONCRETE CURB

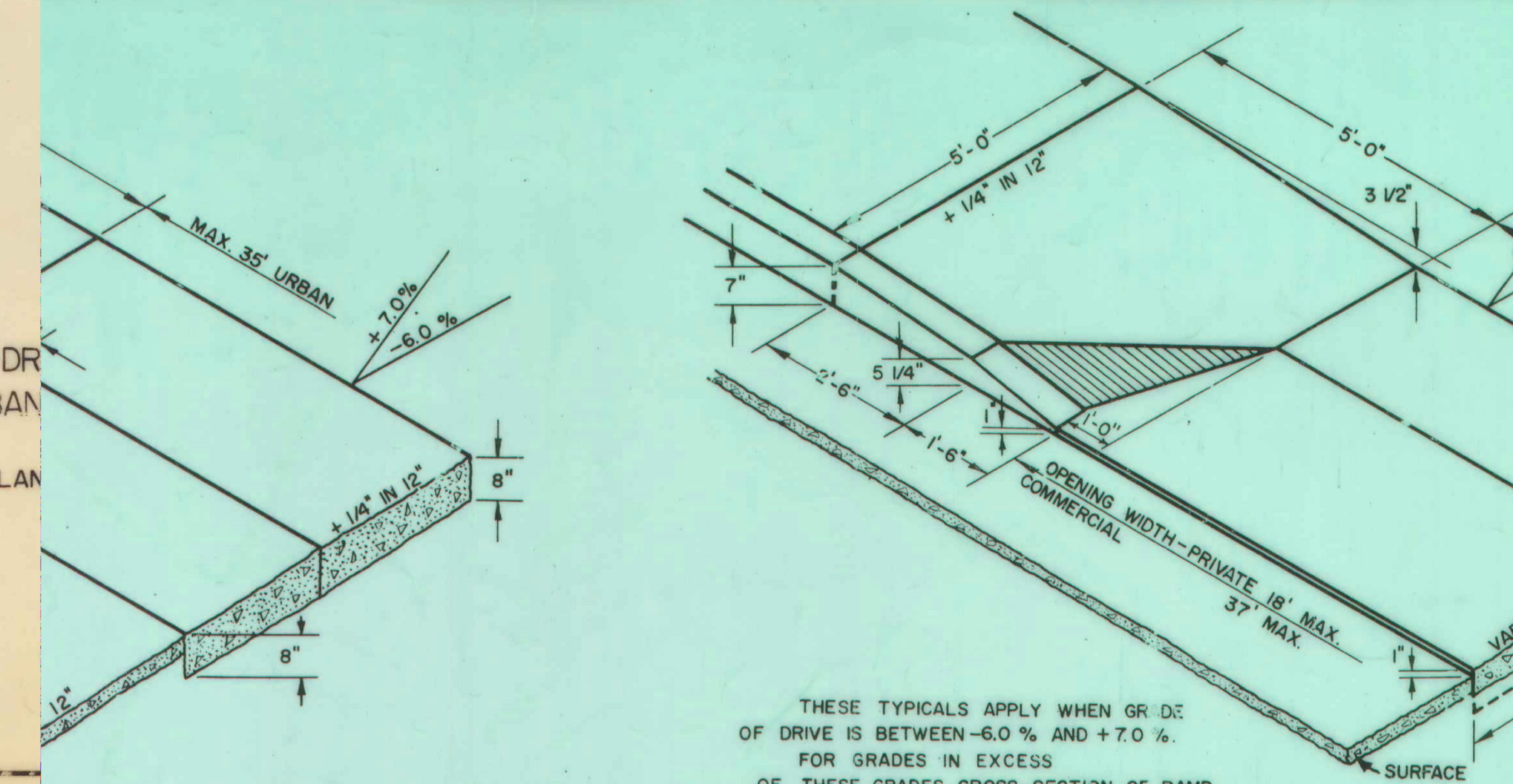
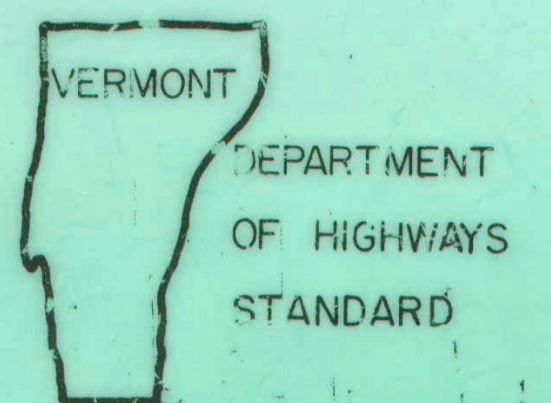


DISTANCE BETWEEN DOUBLE DRIVEWAYS
10 FEET MINIMUM (URBAN)

RAMPS TO BE PAID FOR AS PORTLAND CEMENT
CONCRETE SIDEWALK

RETE SIDEWALK

ENT CEMENT CONCRETE CURB OR
CONCRETE CURB



THESE TYPICALS APPLY WHEN GRADE
OF DRIVE IS BETWEEN -6.0% AND +7.0%.
FOR GRADES IN EXCESS
OF THESE GRADES, CROSS-SECTION OF RAMP
AND SIDEWALK TO BE CHANGED BY THE ENGINEER.

GRADE OF RAMP TO BE VARIABLE
TO MID POINT OF SIDEWALK. GRADE OF
SIDEWALK TO BE +1/4" IN 12" FROM MID POINT
TO BACK. CONSTRUCTION JOINT TO BE MADE AT
MID POINT OF SIDEWALK

APPROPRIATE VARIATIONS IN SIDEWALK AND RAMP
CONSTRUCTION TO PROVIDE REASONABLE ACCESS
MAY BE AUTHORIZED BY THE ENGINEER.