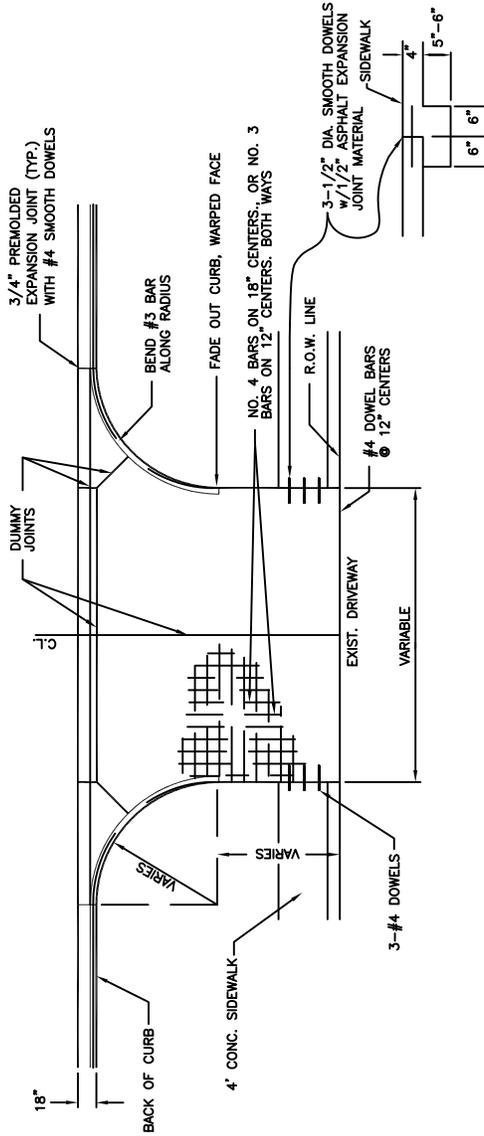
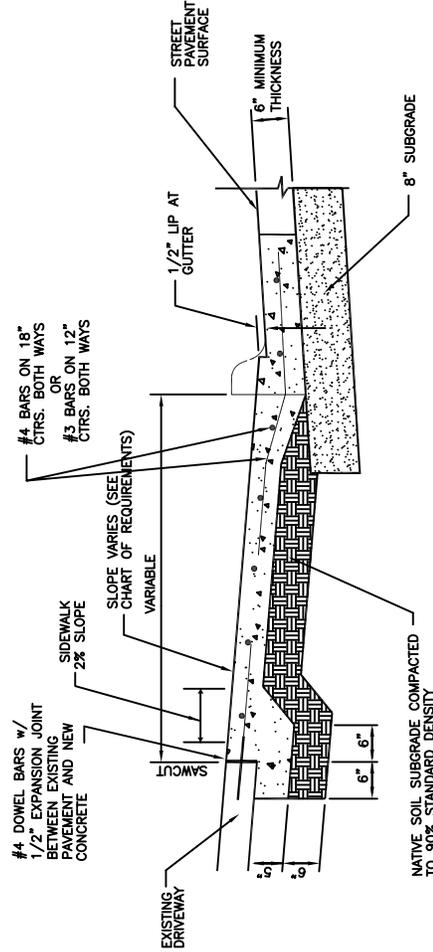


NOTES:

- (1) FOR ANY APPROACH CONNECTING TO AN EXISTING STREET IT IS PREFERRED TO HORIZONTALLY SAW CUT THE CURB, THEN THE DRIVE MAY BE DOWELED INTO THE BACK OF THE GUTTER/SLAB. OTHERWISE, THE METHODS SHOWN IN THE ABOVE DETAILS SHALL BE USED.
- (2) THE SLOPE OF THE DRIVE WHERE (SIDEWALKS CROSS SHALL BE A BE A MAXIMUM 2% . SIDEWALK SHALL BE CONNECTED TO DRIVE WITH #4 BARS ON 18" CENTERS.
- (3) REMOVE ANY EXISTING SIDEWALK AT (NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH 3-#4 SMOOTH DOWELS WITH 1/2" PREMOLED EXPANSION MATERIAL.
- (4) ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.



TYPICAL SIDEWALK CONNECTION TO A DRIVE APPROACH



REQUIREMENTS	STREET CLASS	RESIDENTIAL DRIVEWAY	COMMERCIAL DRIVEWAY
DRIVEWAY THROAT WIDTH	LOCAL	10' - 28'	24' - 36'
	MINOR COLL.	10' - 28'	24' - 36'
	MAJOR COLL.	12' - 28'	24' - 36'
DRIVEWAY CURB RADIUS	ARTERIAL	12' - 28'	30' - 36'
	LOCAL	2.5' - 10'	10' - 20'
	MINOR COLL.	2.5' - 10'	15' - 20'
MAXIMUM APPROACH GRADE	MAJOR COLL.	10' - 20'	15' - 30'
	ARTERIAL	15' - 30'	20' - 30'
	LOCAL AND MINOR COLL.	9%	6%
MINIMUM APPROACH LENGTH	ALL OTHERS	6%	3%
	LOCAL AND MINOR COLL.	6'	9'
	ALL OTHERS	9'	20'

SEE DESIGN STANDARDS MANUAL FOR INDUSTRIAL DRIVEWAY REQUIREMENTS.

P-16	DRIVE APPROACH CONNECTION CONSTRUCTED WITH STREET
CITY OF BURLESON	
ORIGINAL	10/6/06
REVISION	SWC
REVISION	
REVISION	