


SECTION A-A

DRIVEWAY APPROACH OPTION C

NOTES:

1. CONCRETE SHALL BE CLASS 3600 PSI MEETING THE REQUIREMENTS OF SECTION 213.2.01.
2. CONCRETE SHALL BE A MINIMUM OF SIX INCHES DEEP.
3. EXPANSION JOINTS ARE REQUIRED ON BOTH SIDES OF DRIVEWAY APPROACH WHERE THE TOP OF THE FLARE/WING MEETS THE SIDEWALK.
4. THE FLARE/WINGS SHALL NOT EXCEED 8.3% IN RUNNING SLOPE. WHERE 8.3% SLOPE CAN NOT BE ACHIEVED BECAUSE OF STREET GRADE THEN THE RUNNING SLOPE WILL NOT EXCEED 15' IN LENGHT.
5. THE BASE UNDER A DRIVEWAY APPROACH SHALL BE A MINIMUM OF SIX INCHES DEEP.
6. BASE ROCK SHALL BE $\frac{3}{4}$ "-0" CRUSHED ROCK MEETING THE REQUIREMENTS OF SECTION 215.2.04 AND COMPACTED TO 95% OF AASHTO T-99.
7. #4 REBAR SHALL BE USED IN ALL COMMERCIAL, INDUSTRIAL, ALLEY, AND MULTI-FAMILY DRIVEWAY APPROACHES. LONGITUDINAL AND TRANSVERSE BARS SHALL BE PLACED TWO FEET ON CENTER, TWO INCHES FROM BOTTOM AND THREE INCHES IN FROM EDGES.
8. DRIVEWAY APRON LIPS SHALL BE A MINIMUM OF ONE INCH TO A MAXIMUM ONE AND ONE HALF INCH IN HEIGHT ABOVE ASPHALT AT GUTTER.
9. ALL VISIBLE EDGES SHALL HAVE A MAXIMUM $\frac{3}{4}$ " RADIUS FINISHED EDGE.
10. APPROACH SURFACES SHALL HAVE A MEDIUM BROOM FINISH PERPENDICULAR TO THE CURB.
11. CONTROL JOINTS SHALL BE PLACED AT A MAXIMUM OF FIVE FEET APART MEETING THE REQUIREMENTS OF CITY OF REDMOND DETAIL 2-9.

CITY OF REDMOND PUBLIC WORKS DEPARTMENT CONCRETE DRIVEWAY APPROACH & CURB CUT OPTION C	SCALE :	NTS		STANDARD DETAIL NO. 2-6C
	DRAWN BY:	CGI		
	APPROVED BY :	MPC		
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