



- NOTES:**
1. WHEN A DRIVEWAY IS TO BE CONSTRUCTED WHERE FINAL LAYER OF ASPHALT HAS BEEN PLACED, THE CURB CAN BE SAW-CUT IN A STRAIGHT LINE AND REMOVED. IF THE FINAL LAYER HAS NOT BEEN PLACED, THE ENTIRE CURB AND GUTTER SHALL BE REMOVED AND THE DRIVEWAY SHALL BE A MONOLITHIC POUR USING 3000 PSI, MAX. 4" SLUMP CONCRETE.
 2. EXPANSION MATERIAL SHALL EXTEND THE FULL DEPTH OF THE CONCRETE.
 3. 1/2" EXPANSION JOINTS ALONG SIDEWALK SHALL BE LOCATED AT NOT MORE THAN 40' INTERVALS & DUMMY CONSTRUCTION JOINTS AT 6' INTERVALS. DUMMY JOINTS SHALL BE AT LEAST 1/3 THE SLAB THICKNESS IN DEPTH.
 3. SLOPE ON UNPAVED AREAS BETWEEN BACK OF CURB & SIDEWALK SHALL BE 1/4" PER FT.
 4. NO EXPOSED AGGREGATE OR OTHER SPECIAL SURFACE TREATMENTS IN ROW.
 5. W-DIMENSION AS SHOWN ON PLAN VIEW SHALL BE AS FOLLOWS:
 10' MINIMUM - 24' MAXIMUM FOR RESIDENTIAL DRIVEWAYS
 36' MAXIMUM FOR COMMERCIAL DRIVEWAYS
 6. THE DISTANCE FROM THE END OF A STREET CURB RADIIUS TO THE BEGINNING OF THE DRIVEWAY RADIIUS SHOULD BE MINIMUM OF 20 FT.
 7. CURB RADIIUS TO BE DISSIPATED BETWEEN LIMITS NOTED ABOVE.
 8. 7' MIN. BETWEEN DRIVEWAYS ON ADJACENT LOTS.
 8. 45' MIN. BETWEEN DRIVEWAYS ON SAME LOT.
 9. NO RADIIUS ENCROACHMENT SHALL BE ALLOWED ACROSS AN ADJONING PROP. FRONTAGE. THIS IS DETERMINED BY EXTENDING A LINE FROM THE PROPERTY CORNER PERPENDICULAR TO THE ROW TO THE CURB AND GUTTER LOCATION.
 10. ALL CONCRETE MUST BE POURED ON SAME DAY AS INSPECTION OR RE-INSPECTION IS REQUIRED.

DETAIL NOT TO SCALE



DRIVEWAY and SIDEWALK DETAIL

STREET DESIGN

Town of Hope Mills, North Carolina

Detail ST-34

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