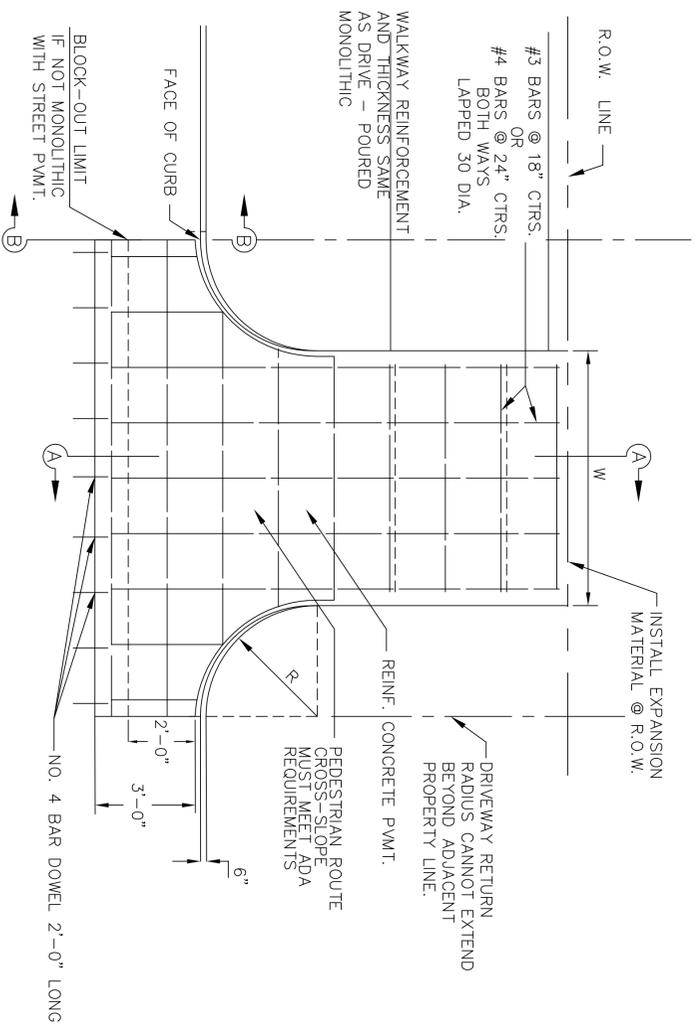


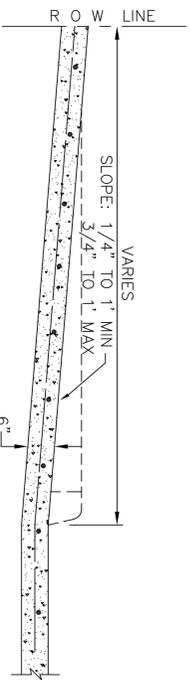
DRIVEWAY STANDARDS

USAGE	WIDTH		RADIUS	
	MIN.	MAX.	MIN.	MAX.
RESIDENTIAL	12'	24'	5'	15'
COMMERCIAL	15'	15'	10'	20'
	ONE WAY OPERATION	TWO WAY OPERATION	10'	20'
INDUSTRIAL	20'	40'	15'	25'
	TWO WAY OPERATION	TWO WAY OPERATION	10'	20'

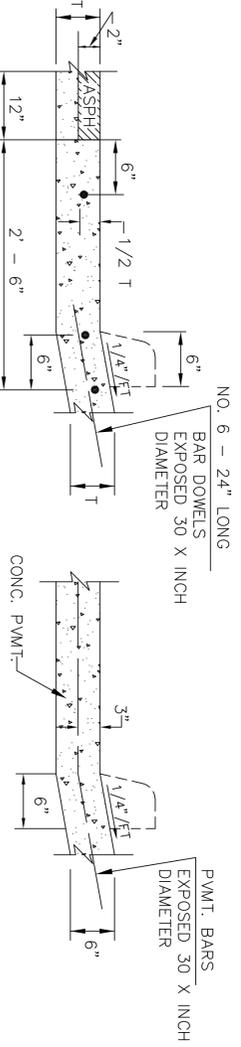
(NOTE: CONCRETE STRENGTH FOR DRIVEWAYS - 3600 PSI MINIMUM)



DRIVEWAY RETURN TO STREET

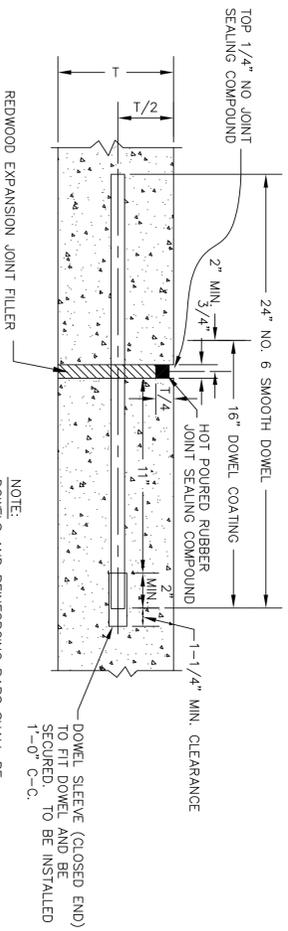


SECTION A-A



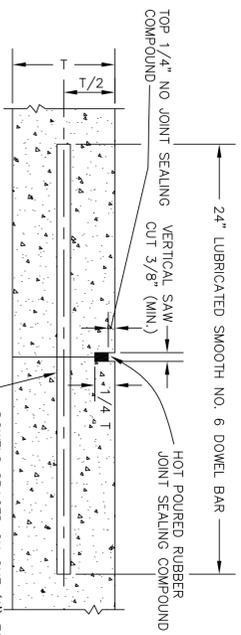
SECTION B-B

N.T.S.



TRANSVERSE EXPANSION JOINT

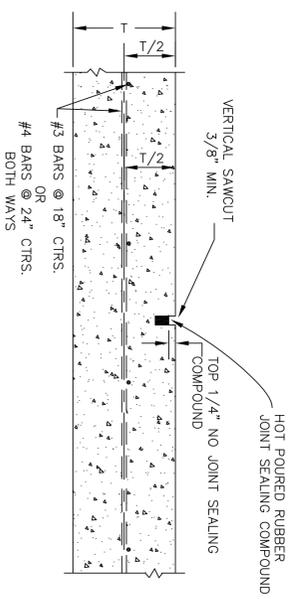
(SPACED 300 FT. MAXIMUM, LOCATE AT INTERSECTIONS)
T = PAVEMENT THICKNESS



- NOTES:
- LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTOR'S OPTION.
 - DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

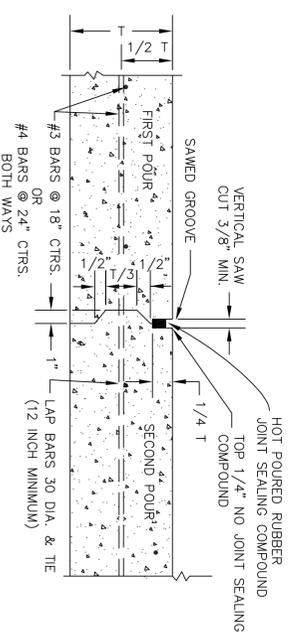
LONGITUDINAL BUTT JOINT

T = PAVEMENT THICKNESS



SAWED DUMMY JOINT

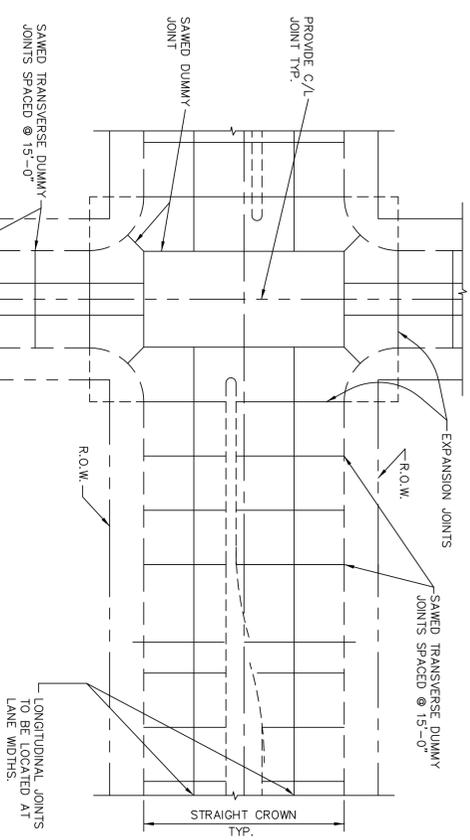
T = PAVEMENT THICKNESS



CONSTRUCTION JOINT FOR CONCRETE PAVEMENT

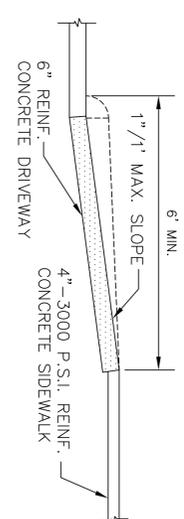
TRANSVERSE AND LONGITUDINAL JOINTS
T = PAVEMENT THICKNESS

- NOTE: CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF LONGITUDINAL KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL BUTT JOINT. DRILL AND GROUT DOWELS INTO FIRST POUR.



SPACING DIAGRAM FOR TRANSVERSE JOINTS

ALL SAWED JOINTS SHALL BE SAWED WITHIN 4-12 HOURS AFTER TIME OF POUR OR AS SOON AS EQUIPMENT CAN BE PLACED ON SOUND CONCRETE.



PEDESTRIAN CROSS-SLOPE

NO.	REVISION	BY	DATE
1	ADDED CONCRETE STRENGTH FOR DRIVEWAYS OF 3600 PSI MINIMUM	JC	11/25/19
2	REDUCED EXPANSION JOINT SPACING	JC	10/25/19

STANDARD CONSTRUCTION DETAILS

ENGINEERING SEAL

CITY OF DESOTO, TEXAS
DEVELOPMENT SERVICES
ENGINEERING DEPARTMENT

PAVING

DATE: APRIL, 2016 SHEET: SD-3