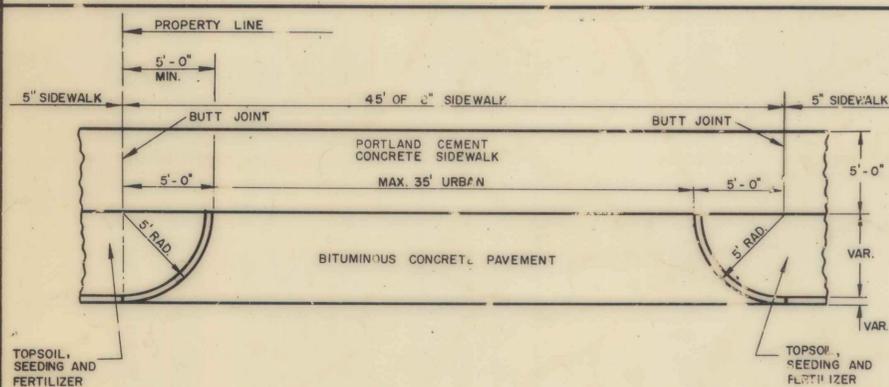
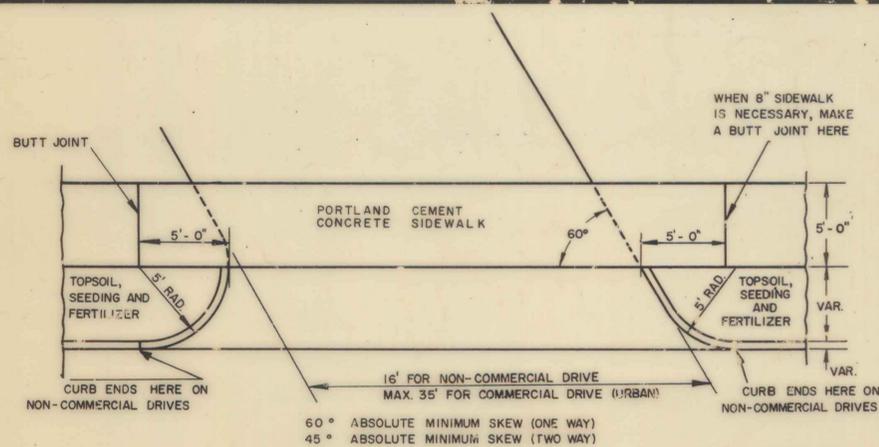


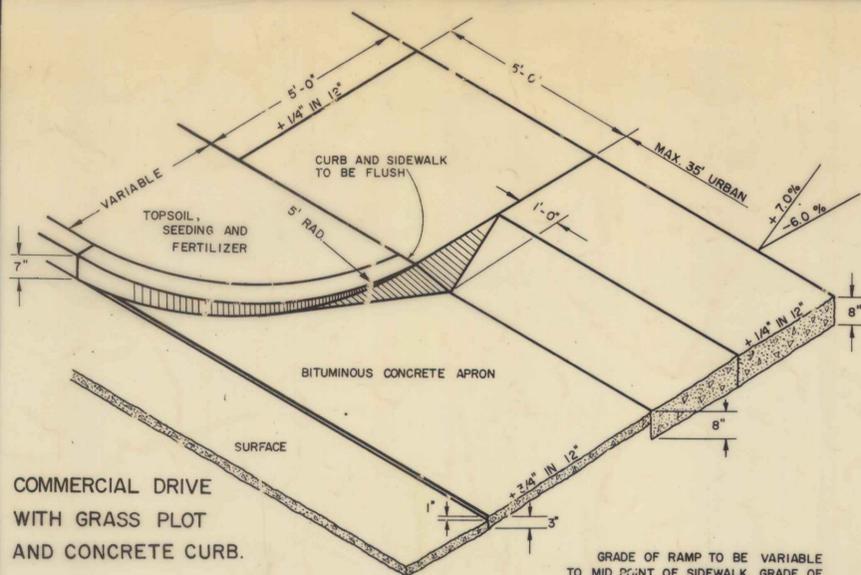
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
(WITH CEMENT CONCRETE CURB)



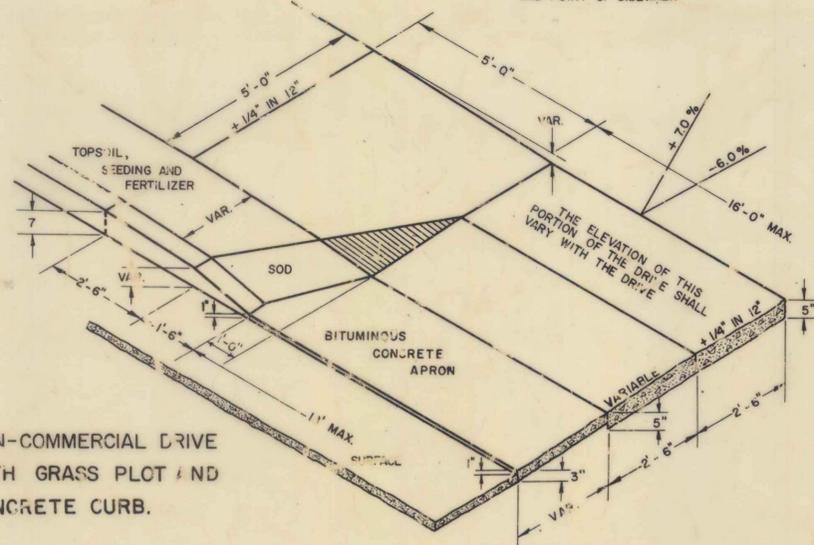
PLAN OF COMMERCIAL DRIVE



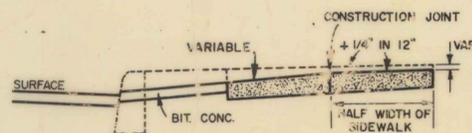
PLAN OF SKEW DRIVE



COMMERCIAL DRIVE
WITH GRASS PLOT
AND CONCRETE CURB.

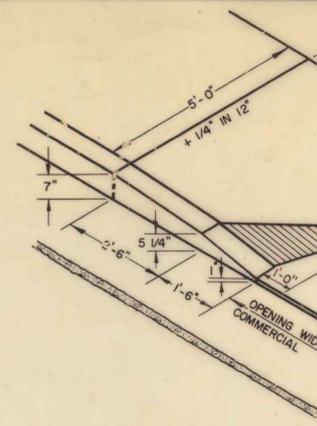


NON-COMMERCIAL DRIVE
WITH GRASS PLOT AND
CONCRETE CURB.



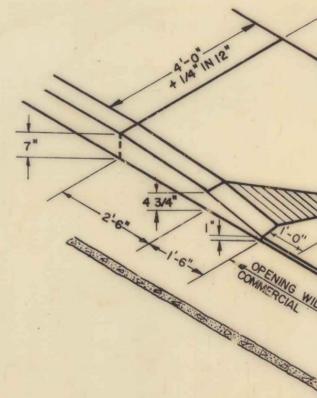
DISTANCE BETWEEN DOUBLE DRIVEWAYS
10 FEET MINIMUM (URBAN)

RAMPS TO BE PAID FOR AS PORTLAND CEMENT
CONCRETE SIDEWALK



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

APPROPRIATE VARIATIONS IN SIDEWALK
CONSTRUCTION TO PROVIDE REASONABLE
MAY BE AUTHORIZED BY THE ENGINEER



REVISIONS AND CORRECTIONS

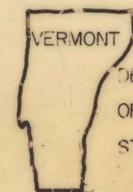
APPROVED

DATE *December 14, 1971*

R.H. Crowl
CHIEF ENGINEER
E.H. Hickney
ASST. CHIEF ENGINEER
G.M. Lane
HIGHWAY ENGINEER

DRAWN: R.F.
TRACED: A.J.A.

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



DEPT
OF
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