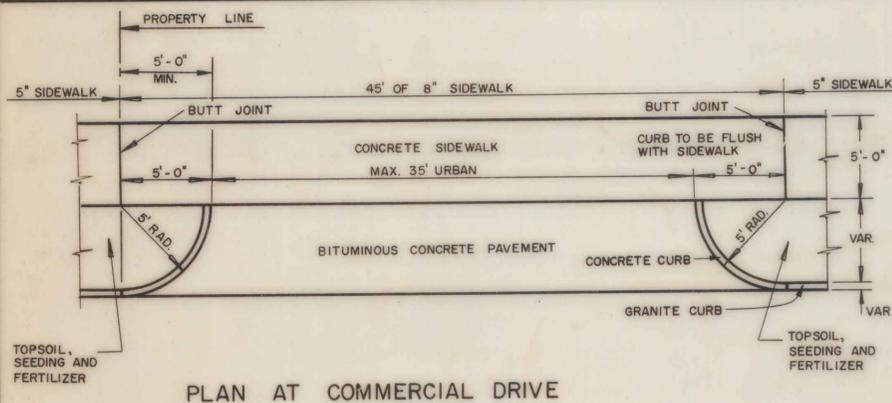
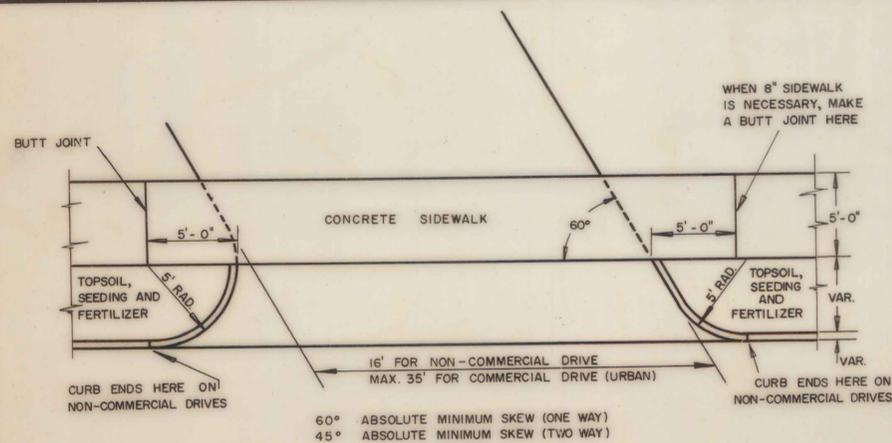


ONE COURSE CEMENT CONCRETE SIDEWALK, ITEM 560 (WITH GRANITE CURB)



PLAN AT COMMERCIAL DRIVE



PLAN AT SKEW DRIVE

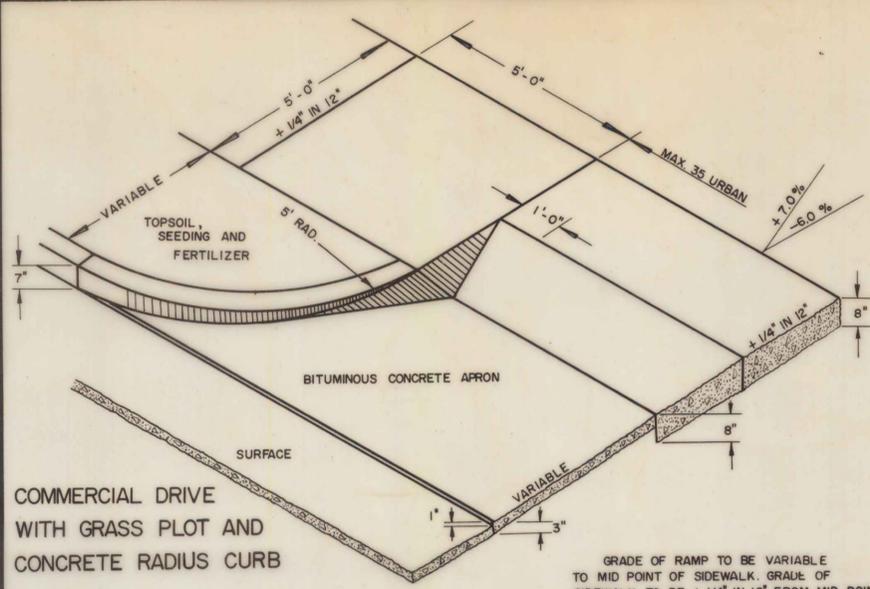
REVISIONS AND CORRECTIONS

THIS SHEET AND C-2, SUPERCEDE SHEET C-2 APPROVED MAY 26, 1958
 DETAILS OF GRANITE CURB ENDS CHANGED JUNE 16, 1959
 DIMENSIONS FOR COMMERCIAL DRIVES CHANGED FROM 30' TO 35' URBAN SEPT. 29, 1959
 DIMENSION FOR ASKEW DRIVE MADE PARALLEL TO ROAD CENTERLINE AND DISTANCE TO PROPERTY LINE AND BETWEEN DRIVES, NOTED OCT. 13, 1959
 SIDEWALK AND RAMP VARIATION NOTE, OCT. 29, 1959
 GRADIENT BEHIND SIDEWALK CHANGED FROM 0.0 TO -6.0—JUNE 9, 1960
 CONCRETE RADIUS CURB PAYMENT NOTE ADDED APRIL 9, 1962
 MAR. 1, 1965—HEIGHT OF STRAIGHT CURBING ENDS, AT DRIVES, REDUCED FROM 1 1/2 TO 1'. RAMP SLOPES CHANGED FROM 3/4 IN 12' TO VARIABLE

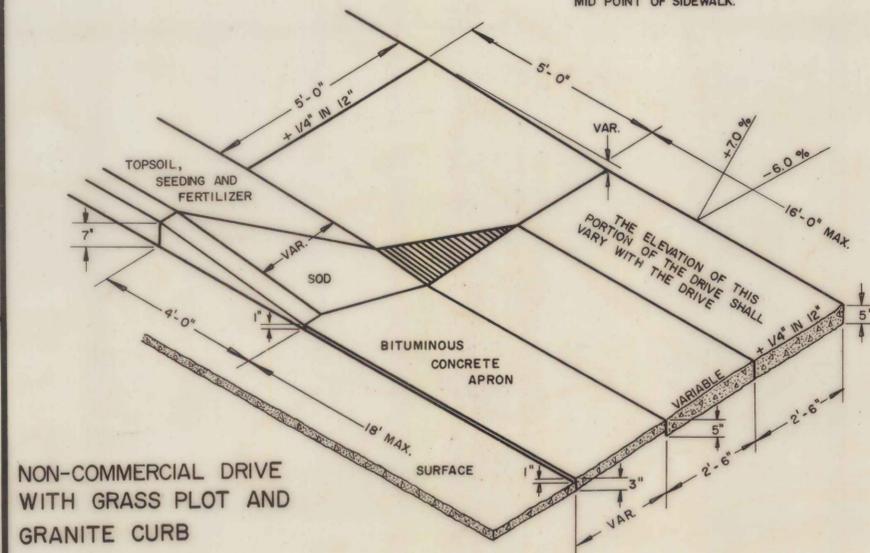
APPROVED

DATE MARCH 10, 1965

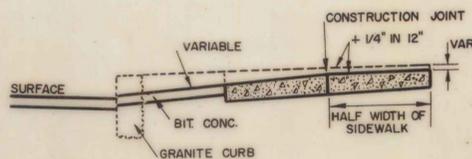
A. O. Bishop
 CHIEF ENGINEER
G. M. Lane
 HIGHWAY ENGINEER
E. H. Stickney
 CONSTRUCTION ENGINEER



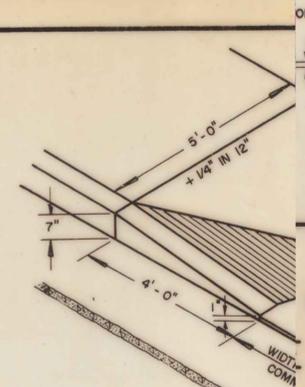
COMMERCIAL DRIVE WITH GRASS PLOT AND CONCRETE RADIUS CURB



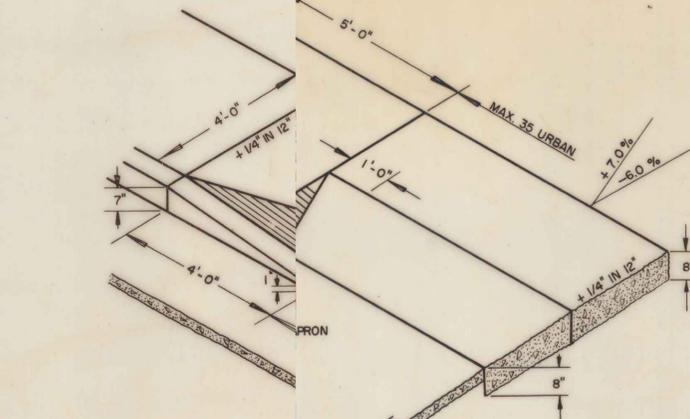
NON-COMMERCIAL DRIVE WITH GRASS PLOT AND GRANITE CURB



ONE COURSE CEMENT CONCRETE SIDEWALK, ITEM 560 DRIVE ENTRANCES (GRANITE CURB)



THESE TYPICALS APPLY WHEN GRADE OF DRIVE IS BETWEEN -6.0% AND +7.0% FOR MINUS GRADES OR GRADE EXCESS OF +7.0%, CROSS-SECTION AND SIDEWALK TO BE CHANGED BY APPROPRIATE VARIATIONS IN SIDEWALK CONSTRUCTION TO PROVIDE REASONABLE GRADIENTS. SUCH VARIATIONS MAY BE AUTHORIZED BY THE ENGINEER.



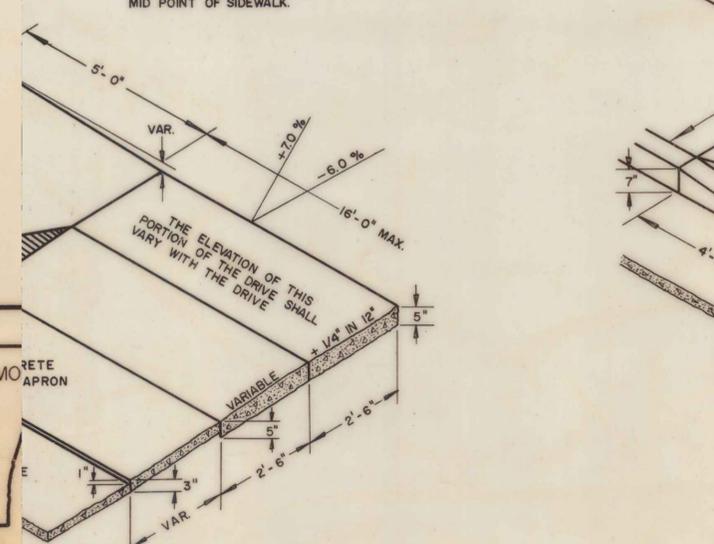
DISTANCE BETWEEN DOUBLE DRIVEWAYS 10 FEET MINIMUM (URBAN)

RAMPS TO BE PAID FOR AS ONE COURSE CEMENT CONCRETE SIDEWALK, ITEM 560

CONCRETE RADIUS CURB, TO BE PAID FOR AS CONCRETE, CLASS B, ITEM 401-B

CONCRETE SIDEWALK, ITEM 560 ENTRANCES (GRANITE CURB)

THESE TYPICALS APPLY WHEN GRADE OF DRIVE IS BETWEEN -6.0% AND +7.0% FOR MINUS GRADES OR GRADE EXCESS OF +7.0%, CROSS-SECTION AND SIDEWALK TO BE CHANGED BY APPROPRIATE VARIATIONS IN SIDEWALK CONSTRUCTION TO PROVIDE REASONABLE GRADIENTS. SUCH VARIATIONS MAY BE AUTHORIZED BY THE ENGINEER.



DISTANCE BETWEEN DOUBLE DRIVEWAYS 10 FEET MINIMUM (URBAN)