

NOTES:

1. CONSTRUCT THE CONTRACTION JOINTS AS SHOWN ON CONCRETE APRON FOR THE RADIUS REQUIRED.
2. WHEN PLANS CALL FOR A CLASS "A" CONCRETE VALLEY GUTTER THE CONTRACTION JOINTS SHALL BE SPACED SYMMETRICAL WITH AT LEAST ONE JOINT EVERY 10 FEET.
3. WHEN PLANS CALL FOR A 7' VALLEY GUTTER, MAKE A 7' SQUARE INSTEAD OF A 3' SQUARE.

DETAIL NO.
P1231



City of Phoenix
STANDARD DETAIL

APRON JOINTS

APPROVED

[Signature]
ACTING CITY ENGINEER

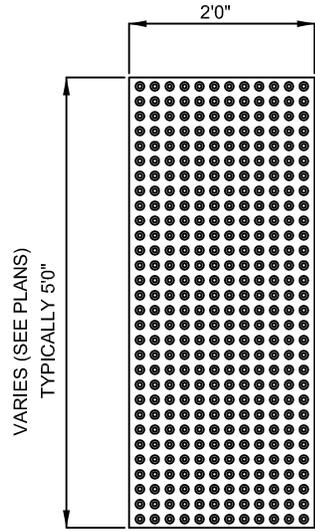
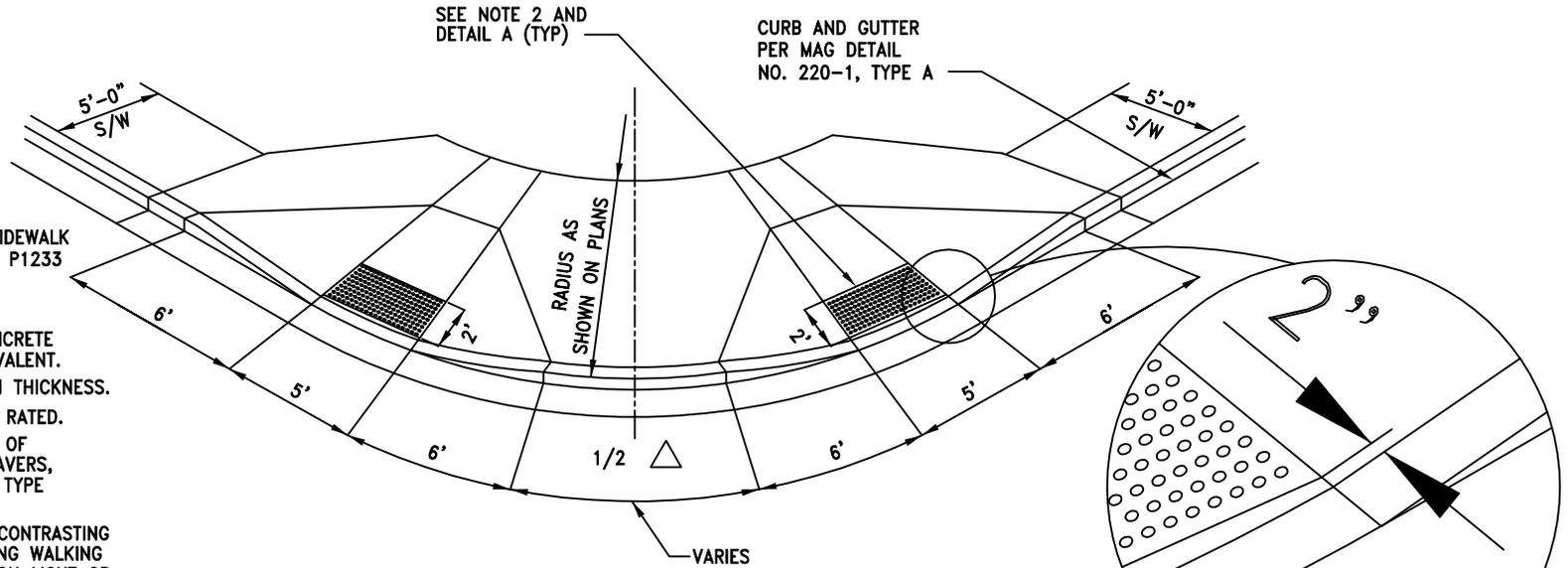
REVISED 4/14/08

7/31/08
DATE

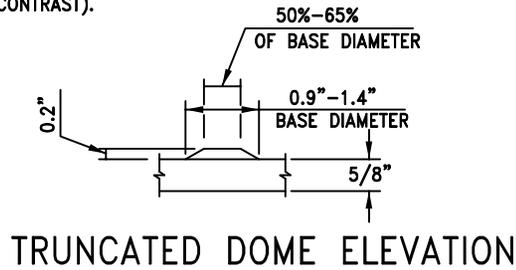
DETAIL NO.
P1231

NOTES:

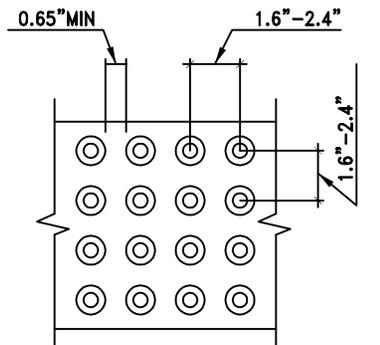
1. CONSTRUCTION DETAILS FOR ALL SIDEWALK RAMPS ARE PRESENTED IN DETAILS P1233 THROUGH P1241-3.
2. DETECTABLE WARNING STRIP:
 - 2.1 SHALL BE OF CONCRETE, CONCRETE POLYMER OR APPROVED EQUIVALENT.
 - 2.2 SHALL HAVE A 5/8" MINIMUM THICKNESS.
 - 2.3 SHALL BE 8000 PSI MINIMUM RATED.
 - 2.4 SHALL NOT BE CONSTRUCTED OF ASPHALT PAVEMENT, BRICK PAVERS, STAMPED CONCRETE, OR ANY TYPE OF GLUE-DOWN MATERIAL.
 - 2.5 DOME AREA SHALL BE OF A CONTRASTING COLOR FROM THE SURROUNDING WALKING AREAS. FOR EXAMPLE, DARK ON LIGHT OR LIGHT ON DARK (MINIMUM OF 70% CONTRAST).



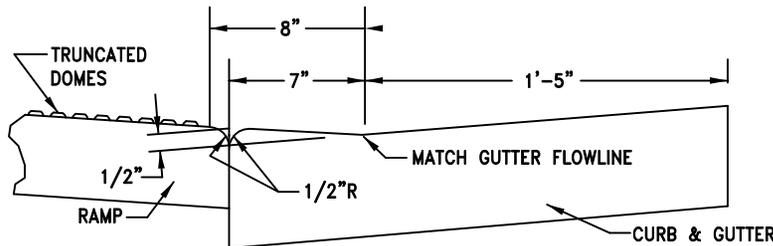
DETECTABLE WARNING STRIP



TRUNCATED DOME ELEVATION



TEXTURE PATTERN DETAIL



DETAIL A (NTS)

ICC / ANSI A117.1-2003
705.5 TRUNCATED DOMES

DETECTABLE WARNING SURFACES SHALL HAVE TRUNCATED DOMES COMPLYING WITH SECTION 705.5 OF THE ICC/ANSI A117.1-2003, PROVIDED BELOW.

705.5.1 SIZE. TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH (23mm) MINIMUM TO 1.4 INCH (36mm) MAXIMUM, AND A TOP DIAMETER OF 50 PERCENT MINIMUM TO 65 PERCENT MAXIMUM OF THE BASE DIAMETER.

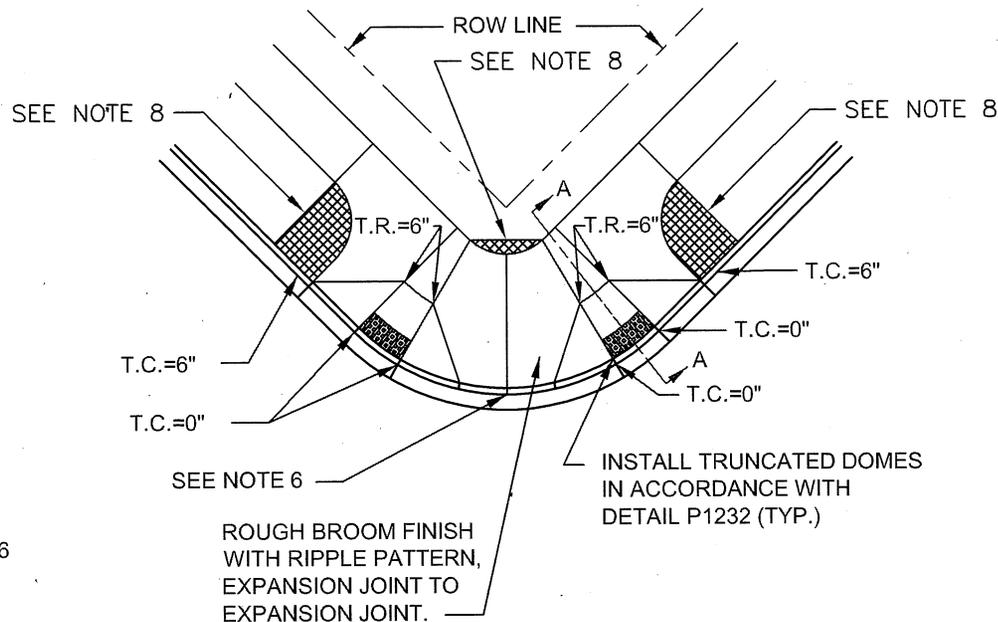
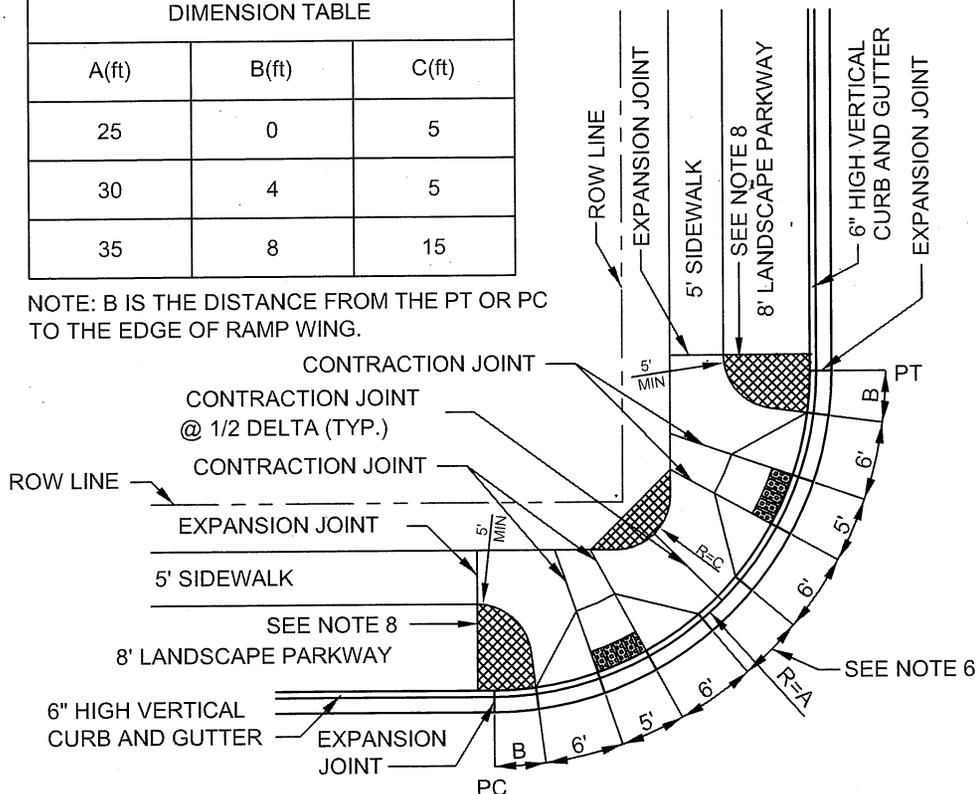
705.5.2 HEIGHT. TRUNCATED DOMES SHALL HAVE A HEIGHT OF 0.2 INCH (5.1mm).

705.5.3 SPACING. TRUNCATED DOMES SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.6 INCHES (41mm) MINIMUM TO 2.4 INCHES (61mm) MAXIMUM, AND A BASE-TO-BASE SPACING OF 0.65 INCH (16.5mm) MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES ON THE GRID.

705.5.4 ALIGNMENT. TRUNCATED DOMES SHALL BE ALIGNED IN A SQUARE GRID PATTERN.

DIMENSION TABLE		
A(ft)	B(ft)	C(ft)
25	0	5
30	4	5
35	8	15

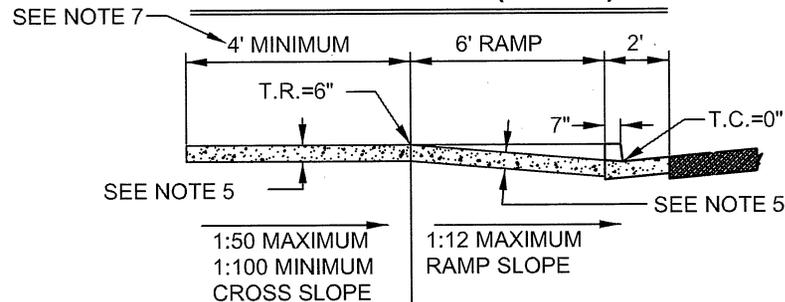
NOTE: B IS THE DISTANCE FROM THE PT OR PC TO THE EDGE OF RAMP WING.



NOTES:

- CONTROL ELEVATIONS ARE SHOWN IN RELATION TO THE GUTTER AND ARE LOCATED RADIALLY. GUTTER ELEVATION=0".
- CONCRETE CURB AND GUTTER AT CURB RETURNS WITH RAMPS SHALL BE M.A.G. CLASS A. CONCRETE SIDEWALKS AND RAMPS AT CURB RETURNS SHALL BE M.A.G. CLASS A.
- RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONTRACTION JOINT.
- EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751
- 9" THICK LANDING, RAMPS, AND CURBS FROM EXPANSION JOINT TO EXPANSION JOINT ON MAJOR OR COLLECTOR STREETS. 4" THICK LANDING AND RAMPS ON LOCAL STREETS.
- REDUCE CURB HEIGHT BY 1" MAXIMUM IN ORDER TO ACCOMMODATE A 12" SEPARATION BETWEEN RAMPS.
- MAINTAIN THE PLANE OF THE LANDING ONE FOOT (1ft.) BEYOND THE TOP OF LANDING.
- ADDITIONAL SIDEWALK PER NOTE 2 & 5 WHEN SIGNAL POLES ARE LOCATED IN THESE AREAS.

SECTION A-A (TYP.)



DETAIL NO.
P1233



City of Phoenix
STANDARD DETAIL

CURB RAMP DETAIL - 25', 30', & 35' RADII
8' LANDSCAPE PLANTERS, BOTH LEGS

APPROVED

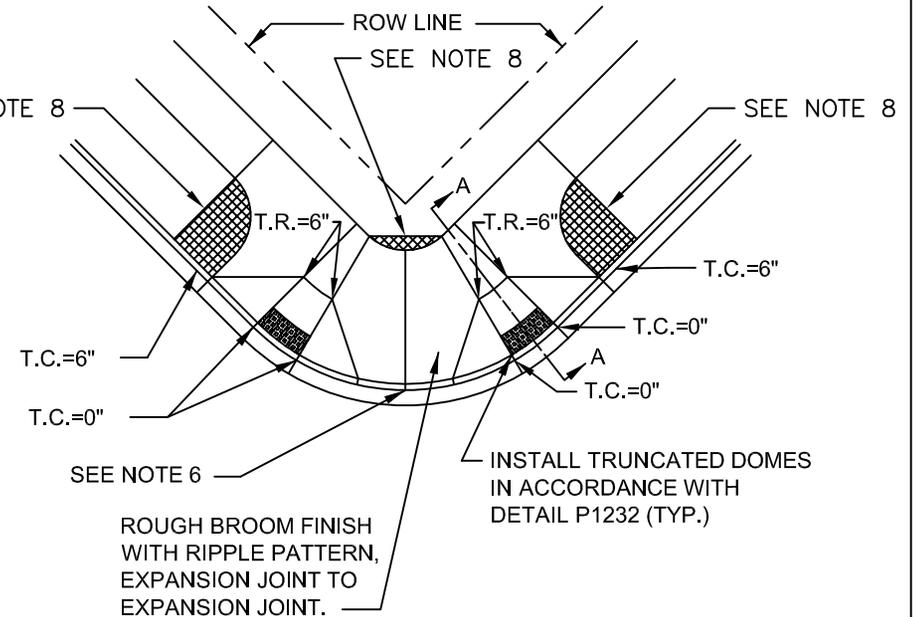
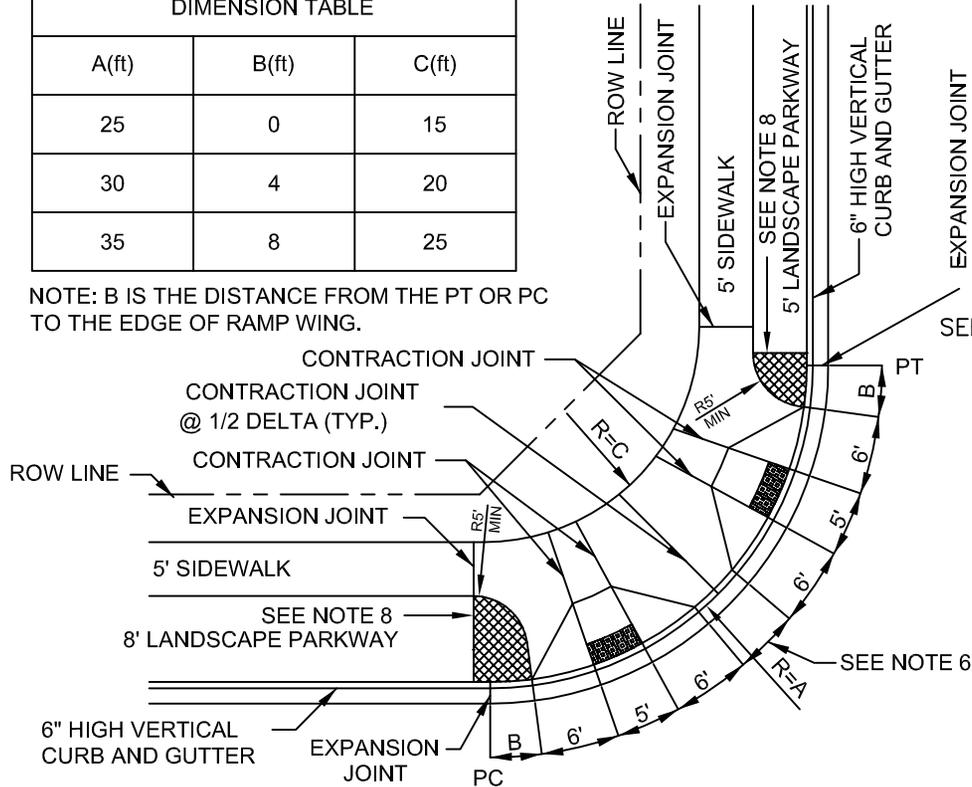
[Signature]
ACTING CITY ENGINEER

12/10/2012
DATE

DETAIL NO.
P1233

DIMENSION TABLE		
A(ft)	B(ft)	C(ft)
25	0	15
30	4	20
35	8	25

NOTE: B IS THE DISTANCE FROM THE PT OR PC TO THE EDGE OF RAMP WING.

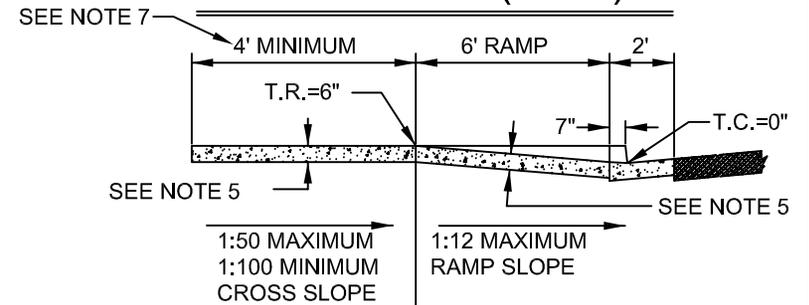


ROUGH BROOM FINISH WITH RIPPLE PATTERN, EXPANSION JOINT TO EXPANSION JOINT.

NOTES:

- CONTROL ELEVATIONS ARE SHOWN IN RELATION TO THE GUTTER AND ARE LOCATED RADially. GUTTER ELEVATION=0".
- CONCRETE CURB AND GUTTER AT CURB RETURNS WITH RAMPS SHALL BE M.A.G. CLASS A. CONCRETE SIDEWALKS AND RAMPS AT CURB RETURNS SHALL BE M.A.G. CLASS A.
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- REDUCE CURB HEIGHT BY 1" MAXIMUM IN ORDER TO ACCOMMODATE A 12" SEPARATION BETWEEN RAMPS.
- MAINTAIN THE PLANE OF THE LANDING ONE FOOT (1ft.) BEYOND THE TOP OF LANDING.
- ADDITIONAL SIDEWALK PER NOTE 2 & 5 WHEN SIGNAL POLES ARE LOCATED IN THESE AREAS.

SECTION A-A (TYP.)



DETAIL NO.
P1234



CURB RAMP DETAIL – 25', 30', & 35' RADII
8' & 5' LANDSCAPE PLANTERS

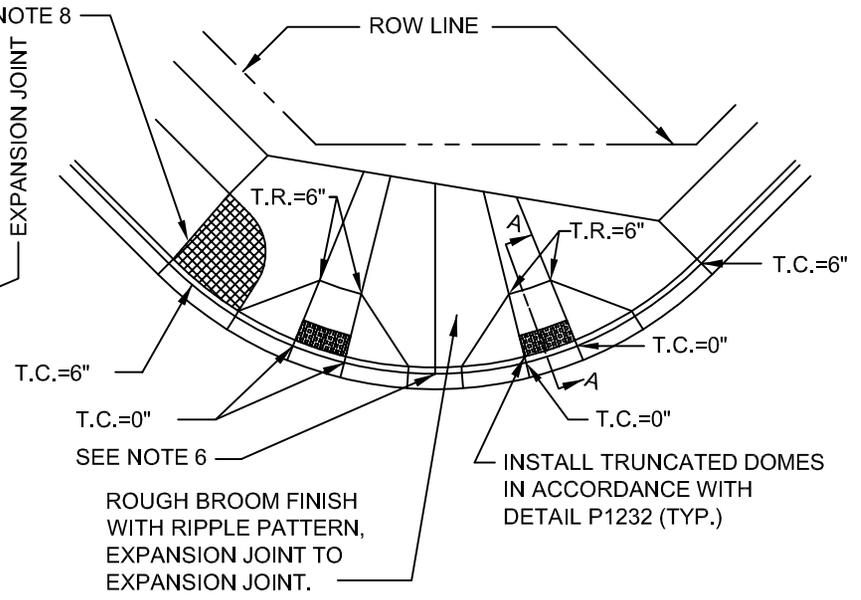
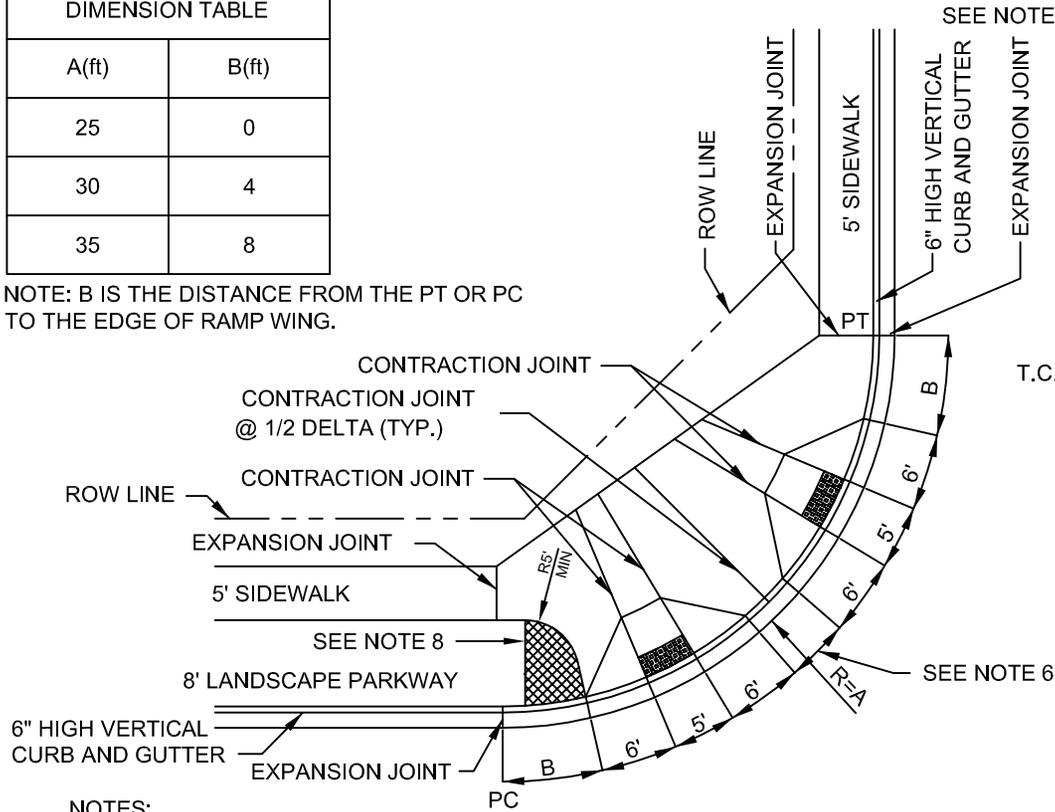
APPROVED
[Signature]
ACTING CITY ENGINEER

12/10/2012
DATE

DETAIL NO.
P1234

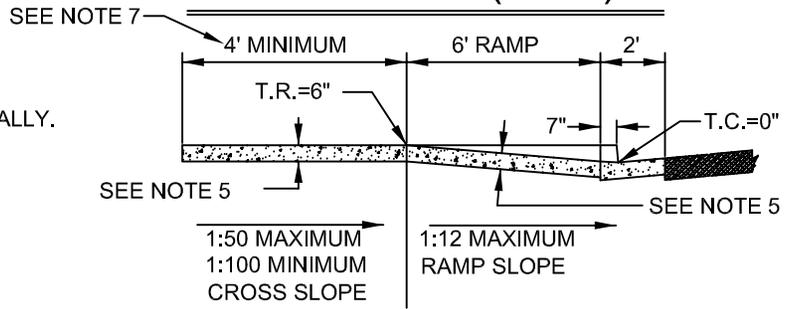
DIMENSION TABLE	
A(ft)	B(ft)
25	0
30	4
35	8

NOTE: B IS THE DISTANCE FROM THE PT OR PC TO THE EDGE OF RAMP WING.



ROUGH BROOM FINISH WITH RIPPLE PATTERN, EXPANSION JOINT TO EXPANSION JOINT.
 INSTALL TRUNCATED DOMES IN ACCORDANCE WITH DETAIL P1232 (TYP.)

SECTION A-A (TYP.)

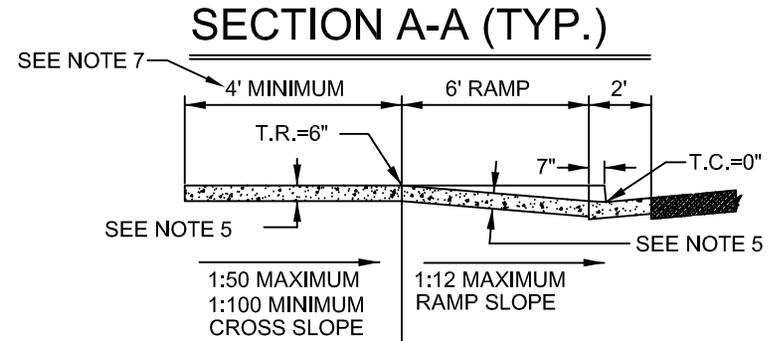
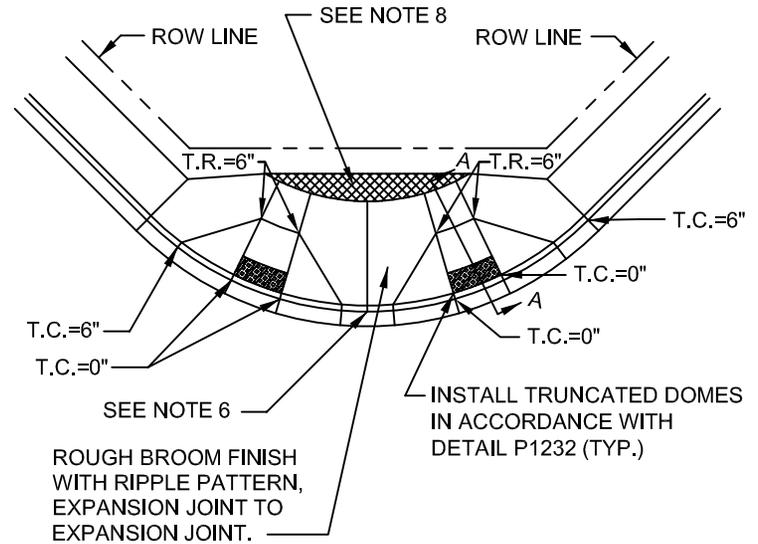
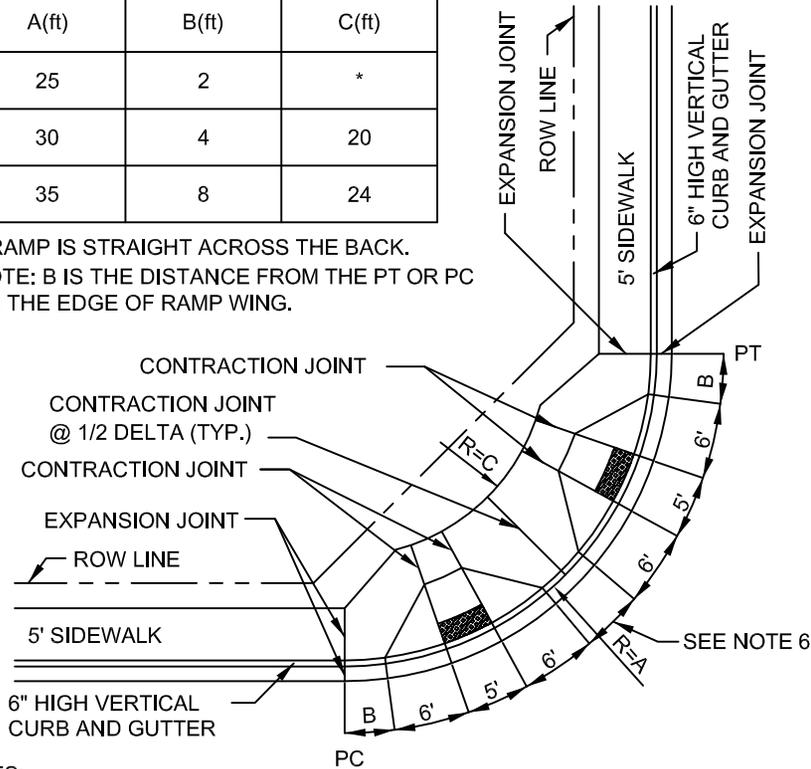


NOTES:

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- RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONTRACTION JOINT.
- EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751
- 9" THICK LANDING, RAMPS, AND CURBS FROM EXPANSION JOINT TO EXPANSION JOINT ON MAJOR OR COLLECTOR STREETS. 4" THICK LANDING AND RAMPS ON LOCAL STREETS.
- REDUCE CURB HEIGHT BY 1" MAXIMUM IN ORDER TO ACCOMMODATE A 12" SEPARATION BETWEEN RAMPS.
- MAINTAIN THE PLANE OF THE LANDING ONE FOOT (1ft.) BEYOND THE TOP OF LANDING.
- ADDITIONAL SIDEWALK PER NOTE 2 & 5 WHEN SIGNAL POLES ARE LOCATED IN THESE AREAS.

DIMENSION TABLE		
A(ft)	B(ft)	C(ft)
25	2	*
30	4	20
35	8	24

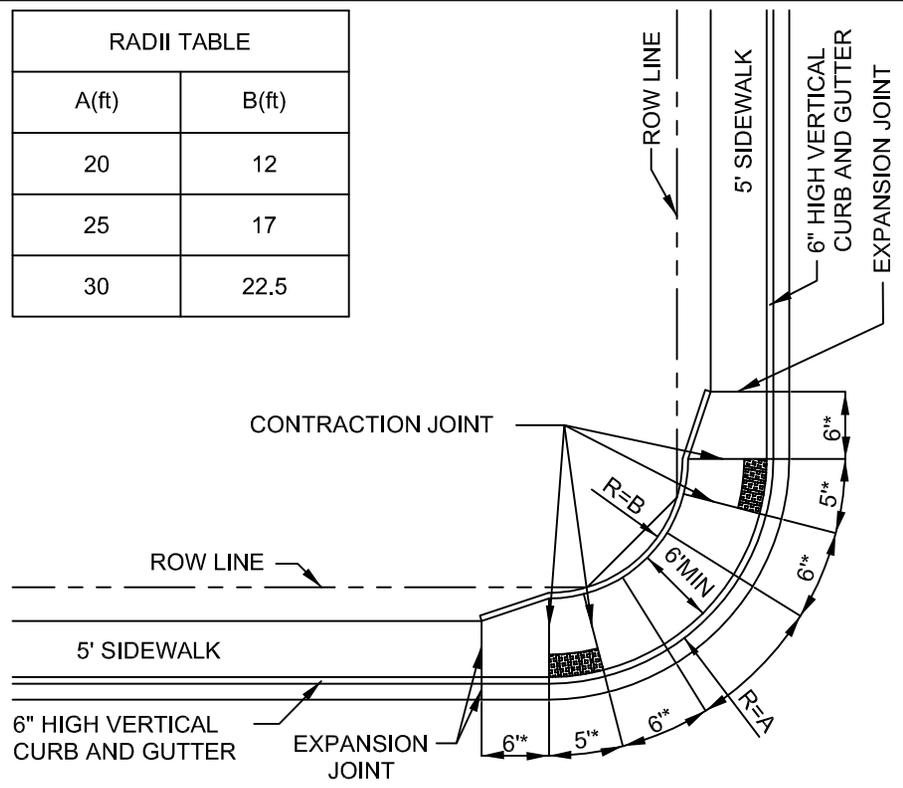
* RAMP IS STRAIGHT ACROSS THE BACK.
 NOTE: B IS THE DISTANCE FROM THE PT OR PC TO THE EDGE OF RAMP WING.



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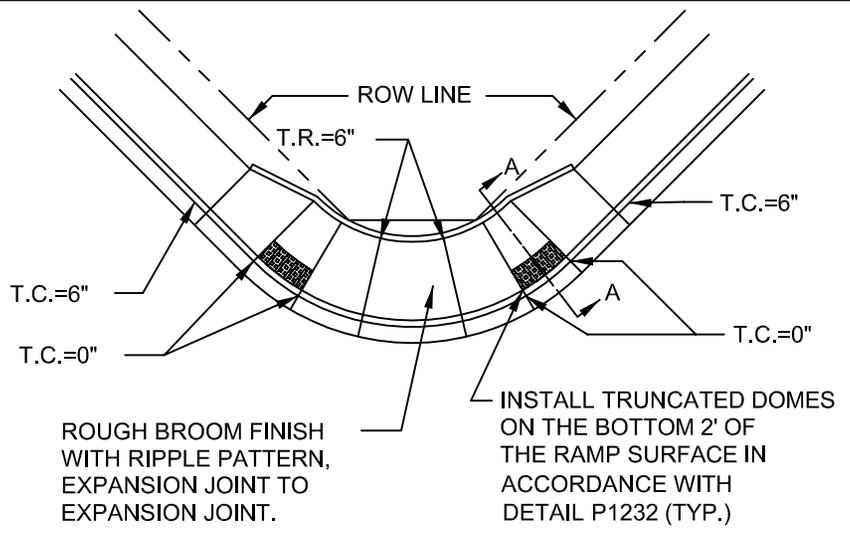
RADII TABLE	
A(ft)	B(ft)
20	12
25	17
30	22.5



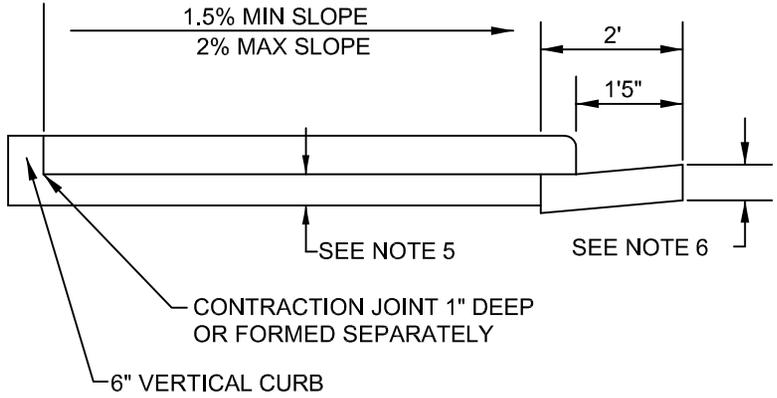
* MINIMUM WIDTH

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- 9" CURB ON MAJOR AND COLLECTOR STREETS AND 6" CURB ON LOCAL STREETS.



SECTION A-A (TYP.)



DETAIL NO.
P1237

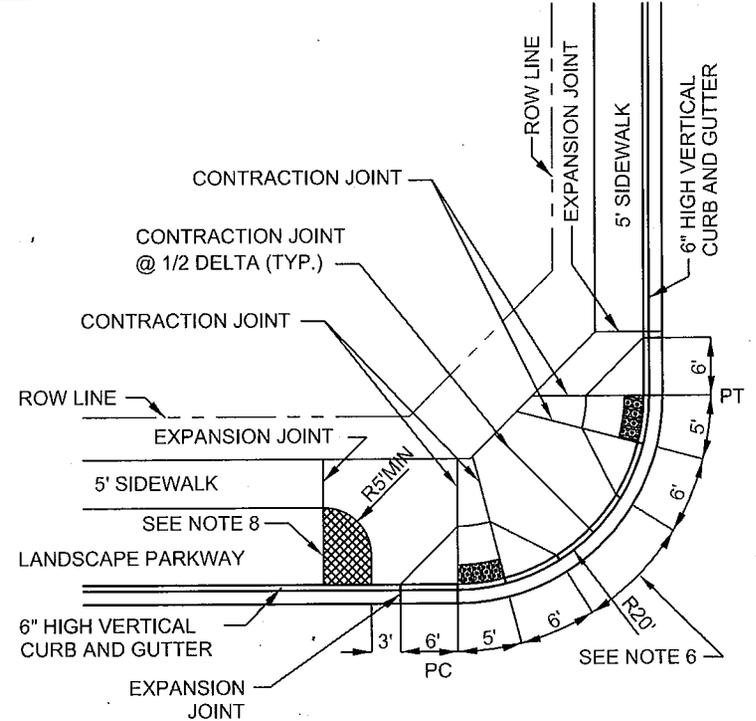
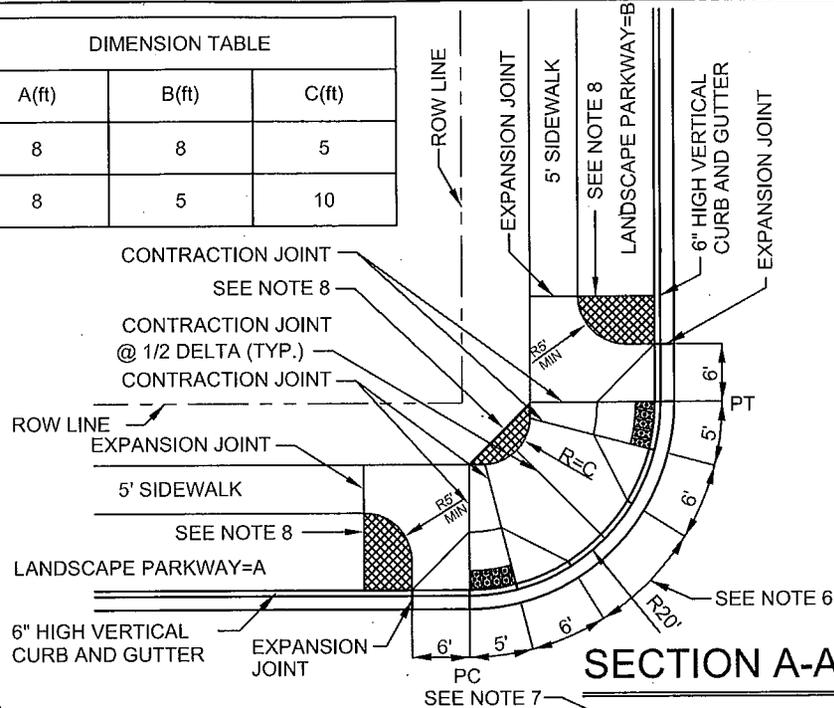


CURB RAMP DETAIL – ALL RADIUS CURB RETURNS,
LIMITED RIGHT OF WAY

APPROVED
[Signature]
ACTING CITY ENGINEER
7/31/08
DATE

DETAIL NO.
P1237

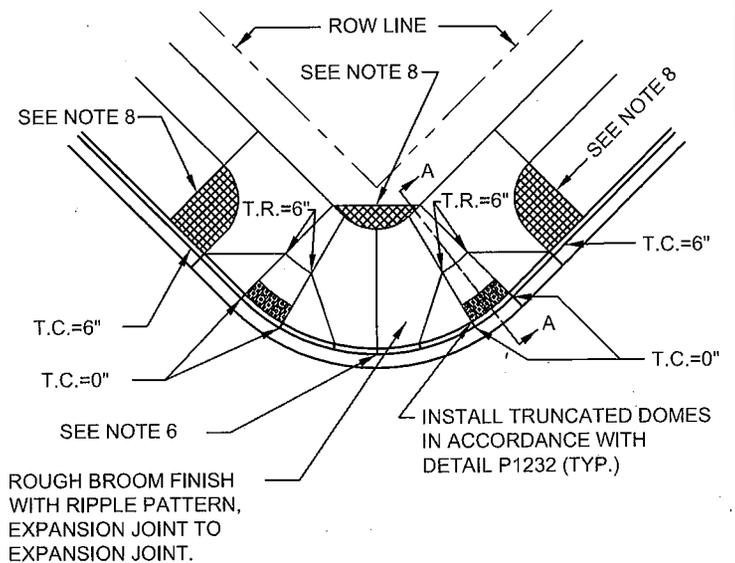
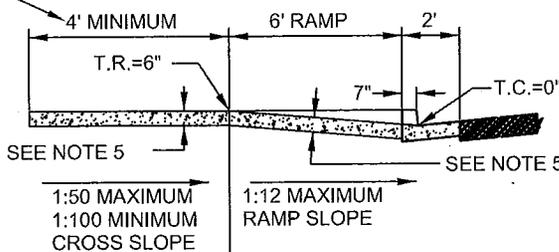
DIMENSION TABLE		
A(ft)	B(ft)	C(ft)
8	8	5
8	5	10



SECTION A-A (TYP.)

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DETAIL NO.
P1238-1



City of Phoenix
STANDARD DETAIL

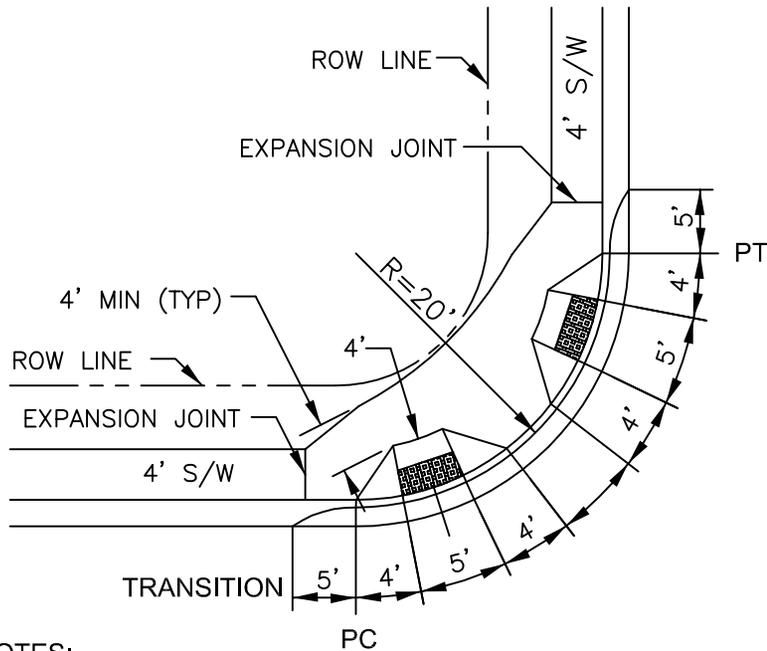
CURB RAMP DETAIL - 20' RADIUS
LANDSCAPE PLANTERS, BOTH/ONE LEG(S)

APPROVED

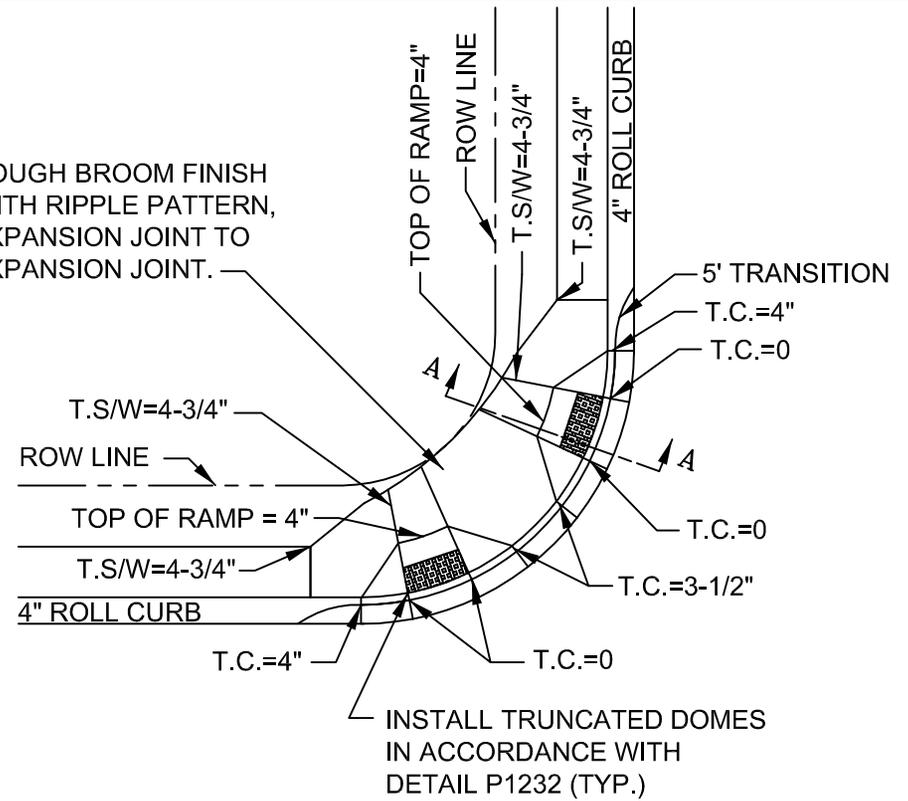
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ACTING CITY ENGINEER

12/10/2012
DATE

DETAIL NO.
P1238-1



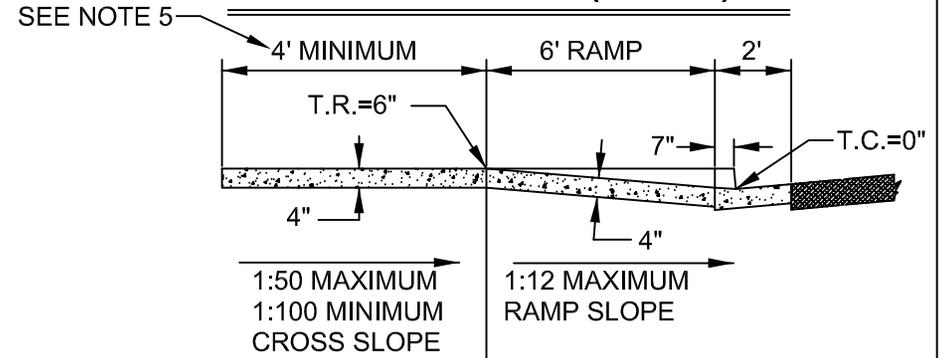
ROUGH BROOM FINISH WITH RIPPLE PATTERN, EXPANSION JOINT TO EXPANSION JOINT.



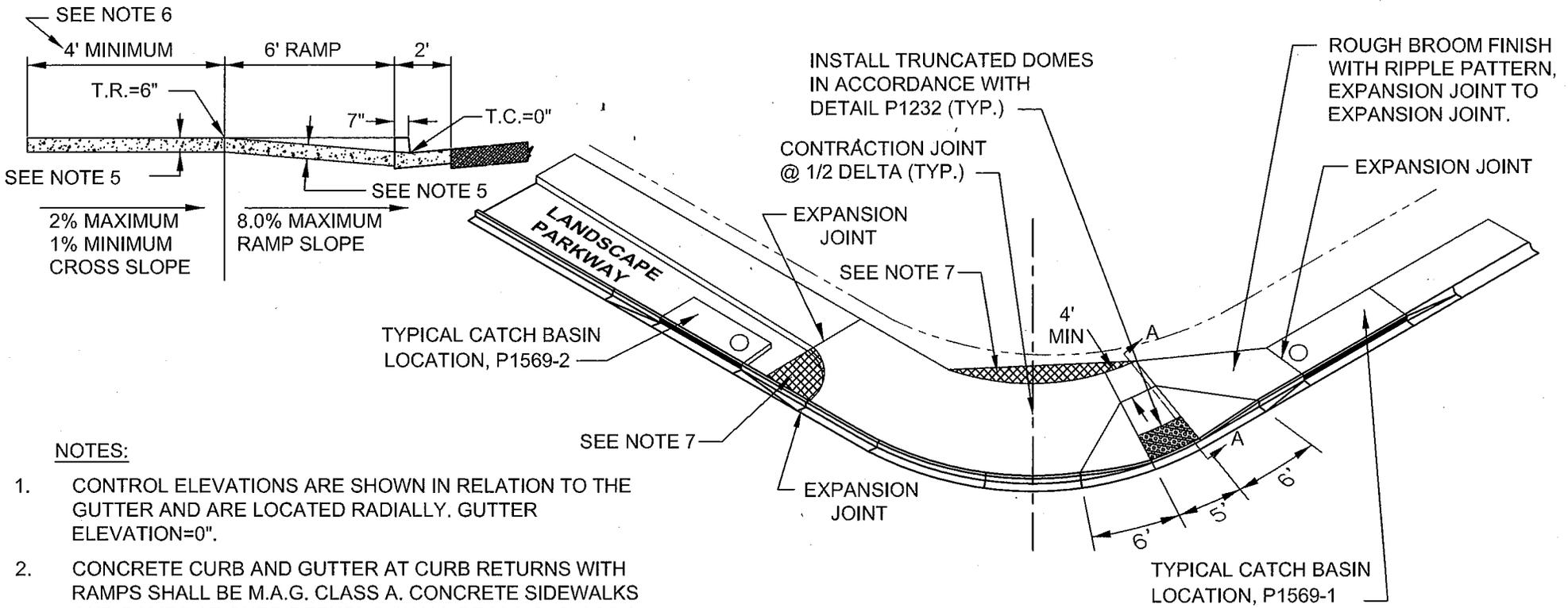
NOTES:

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3. RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONTRACTION JOINT.
4. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751 5. MAINTAIN THE PLANE OF THE LANDING ONE FOOT (1ft.) BEYOND THE TOP OF LANDING.
5. MAINTAIN THE PLANE OF THE LANDING ONE FOOT (1ft.) BEYOND THE TOP OF LANDING.

SECTION A-A (TYP.)



SECTION A-A (TYP.)



NOTES:

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6. MAINTAIN THE PLANE OF THE LANDING ONE FOOT (1ft.) BEYOND THE TOP OF LANDING.
7. ADDITIONAL SIDEWALK PER NOTE 2 & 5 WHEN SIGNAL POLES ARE LOCATED IN THESE AREAS.

DETAIL NO.
P1240



City of Phoenix
STANDARD DETAIL

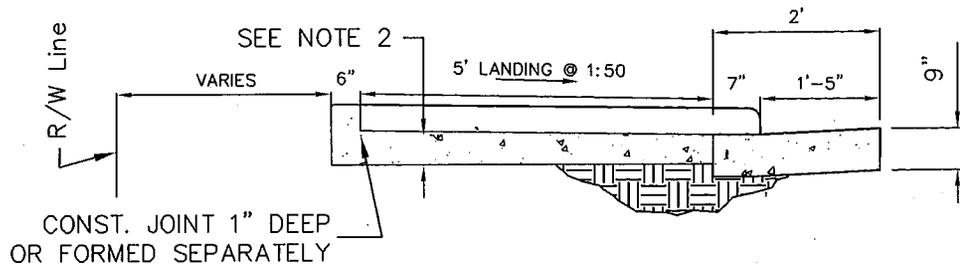
SINGLE CURB RAMP DETAIL
ALL RADIUS CURB RETURNS

APPROVED/

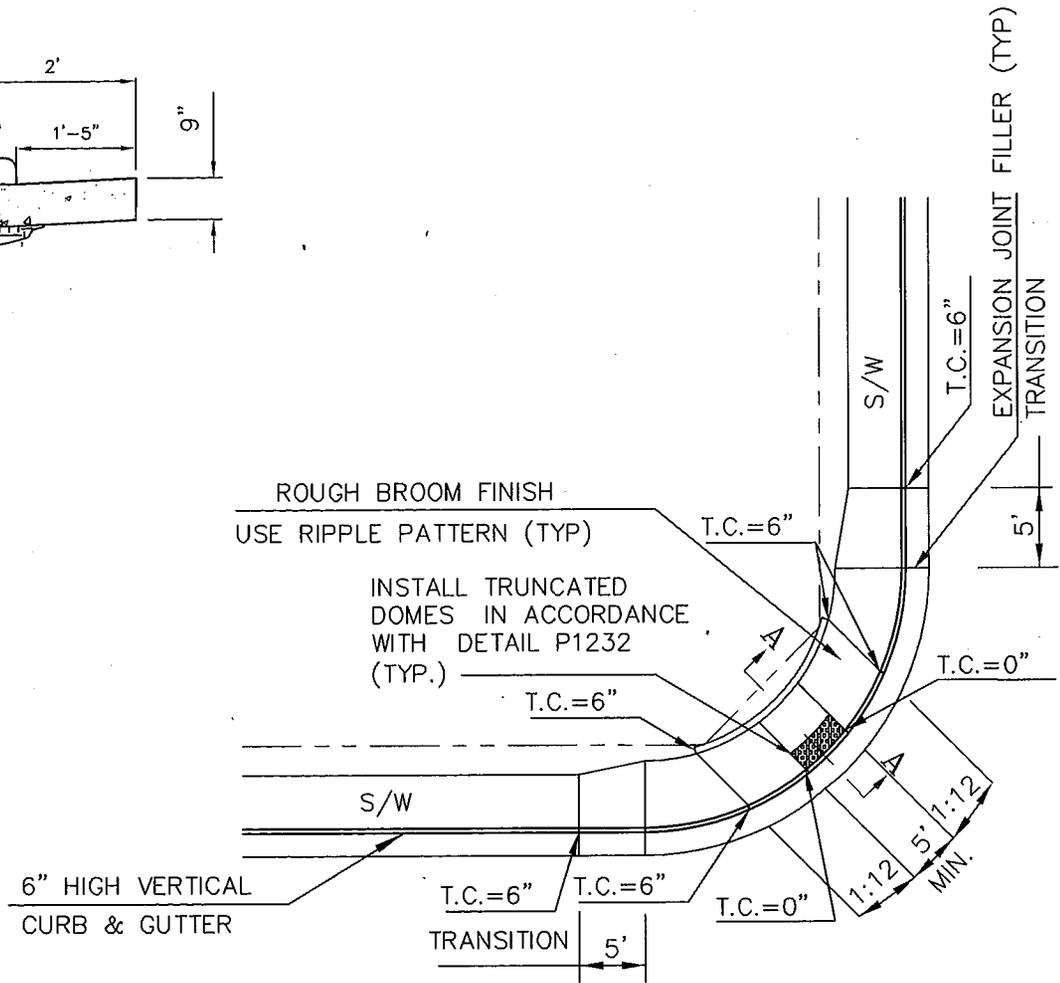
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ACTING CITY ENGINEER

12/10/2012
DATE

DETAIL NO.
P1240



SECTION A-A



NOTES:

- 1) CONCRETE CURB & GUTTER AT CURB RETURNS WITH RAMPS SHALL BE M.A.G. CLASS A. CONCRETE SIDEWALK AND RAMPS AT CURB RETURNS SHALL BE M.A.G. CLASS A.
- 2) 9" LANDING AND RAMPS ON MAJOR OR COLLECTOR STREETS AND 4" LANDING AND RAMPS ON LOCAL STREETS.

DETAIL NO.
P1240-1



City of Phoenix
STANDARD DETAIL

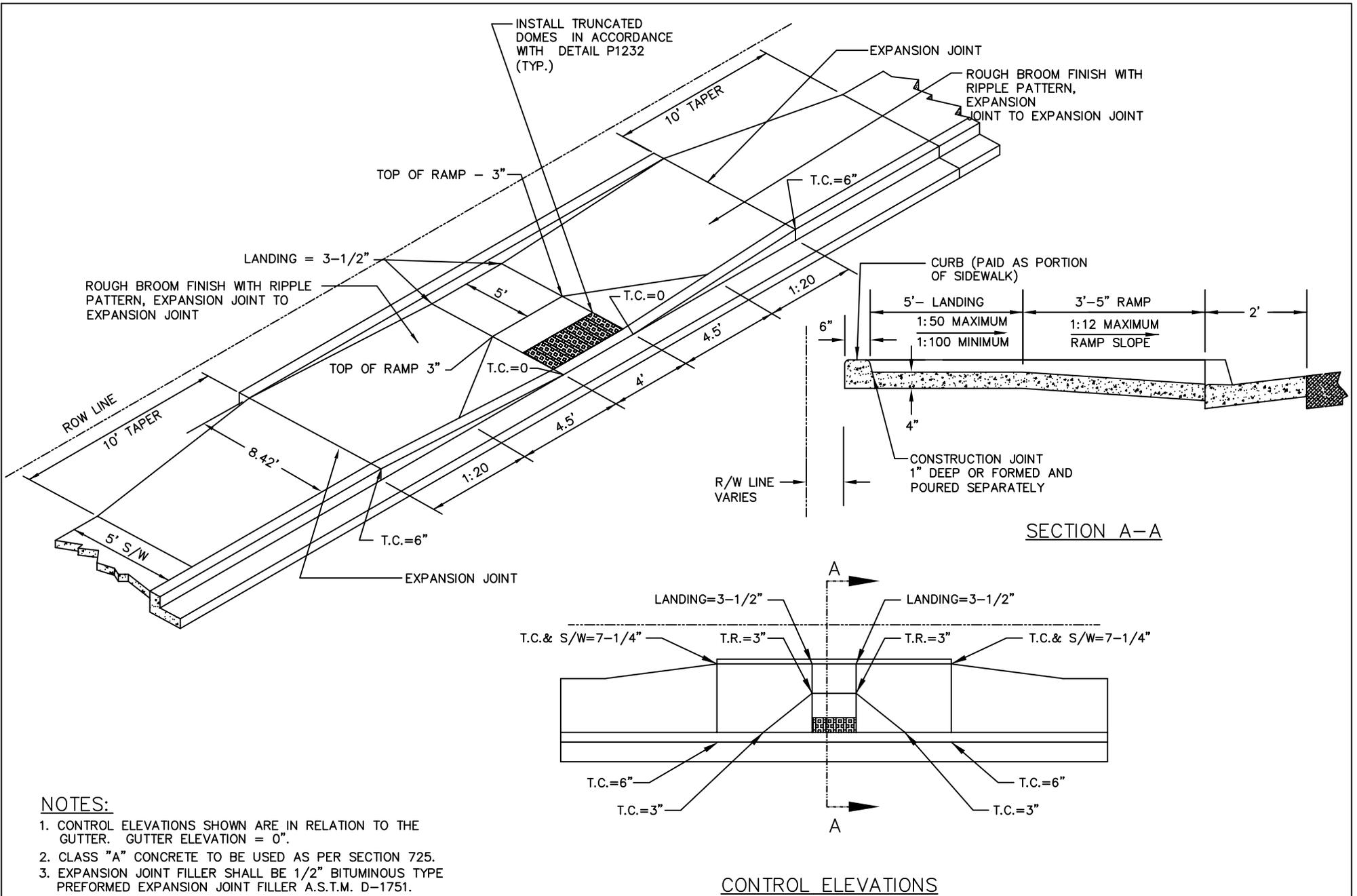
SINGLE SIDEWALK RAMP DETAIL
WITH LIMITED R/W

APPROVED

[Signature]
CITY ENGINEER

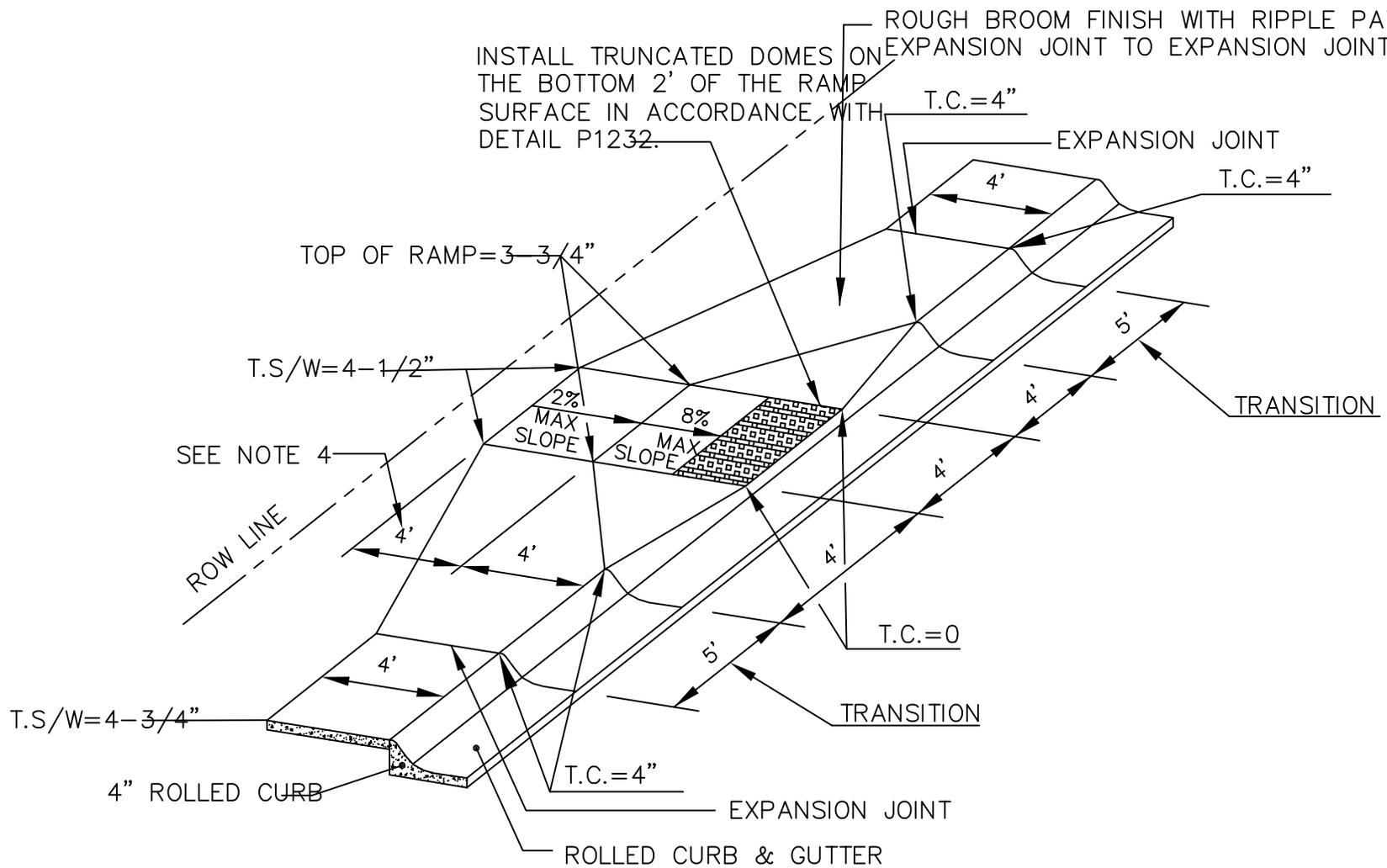
12/10/2012
DATE

DETAIL NO.
P1240-1



NOTES:

1. CONTROL ELEVATIONS SHOWN ARE IN RELATION TO THE GUTTER. GUTTER ELEVATION = 0".
2. CLASS "A" CONCRETE TO BE USED AS PER SECTION 725.
3. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751.



ROUGH BROOM FINISH WITH RIPPLE PATTERN, EXPANSION JOINT TO EXPANSION JOINT.
 INSTALL TRUNCATED DOMES ON THE BOTTOM 2' OF THE RAMP SURFACE IN ACCORDANCE WITH DETAIL P1232.

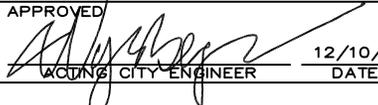
TOP OF RAMP = 3-3/4"
 T.S/W = 4-1/2"
 SEE NOTE 4
 ROW LINE

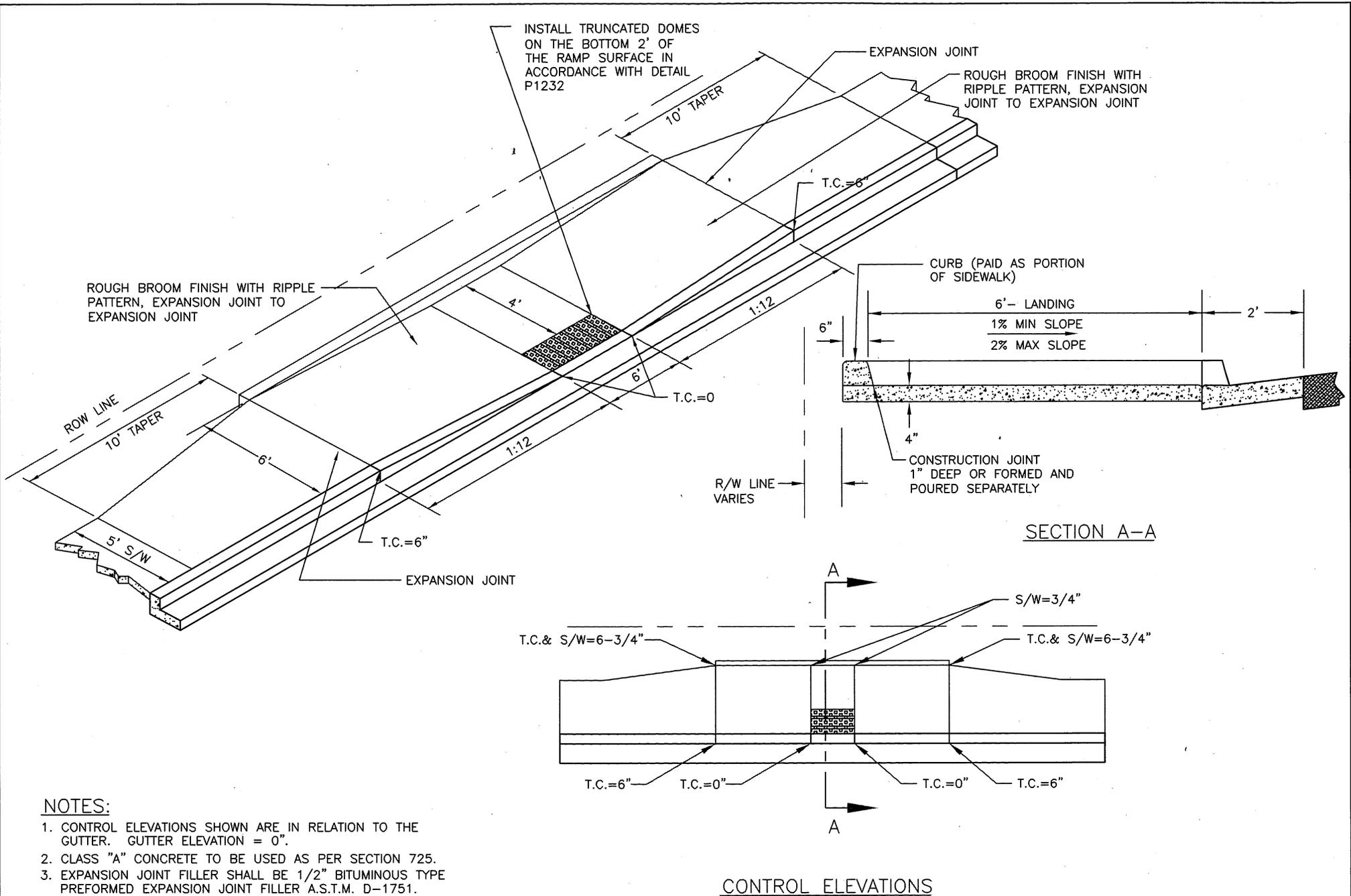
T.S/W = 4-3/4"

4" ROLLED CURB

ROLLED CURB & GUTTER

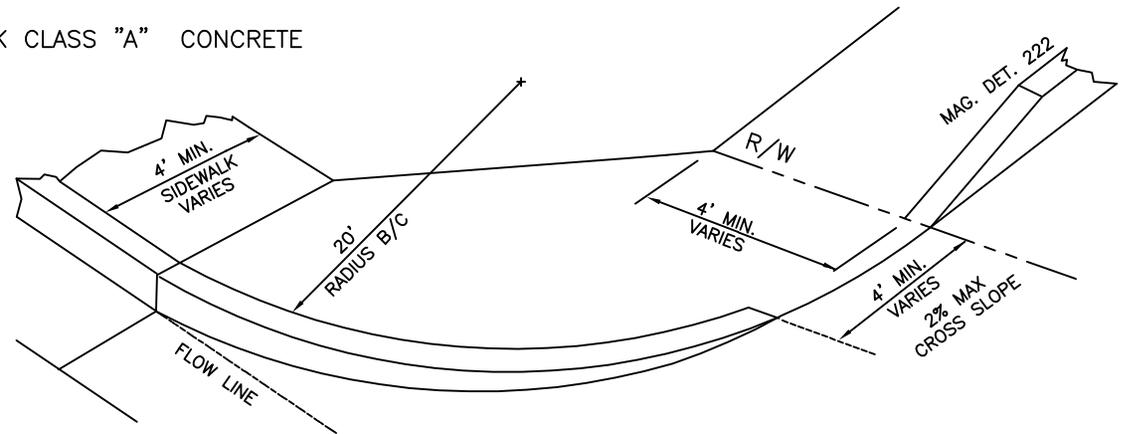
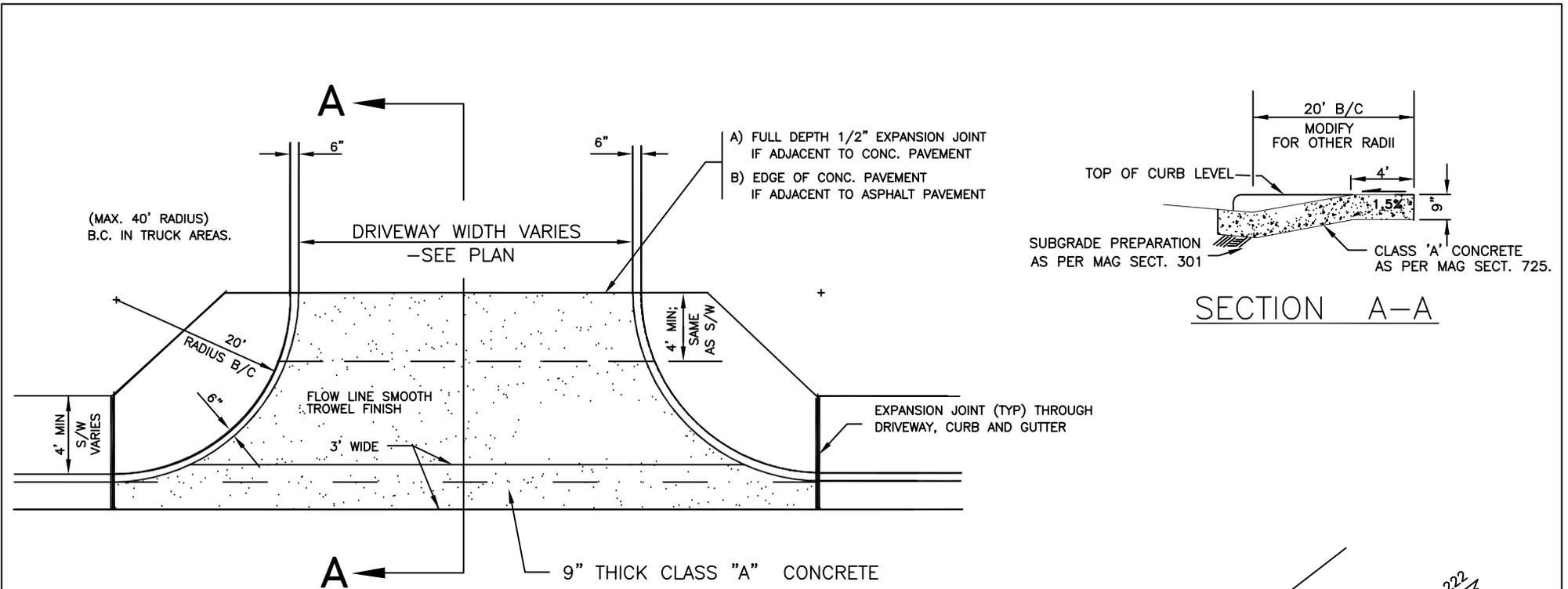
- NOTES:
- CONTROL ELEVATIONS SHOWN ARE IN RELATION TO THE GUTTER.
GUTTER ELEVATION = 0".
 - CLASS "A" CONCRETE TO BE USED AS PER SECTION 725.
 - EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, A S T M D 1751

DETAIL NO. P1241-3	 City of Phoenix STANDARD DETAIL	CURB RAMP DETAIL (MID BLOCK) WITH 4" ROLL CURB	APPROVED  WOUNG CITY ENGINEER	12/10/2012 DATE P1241-3
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NOTES:

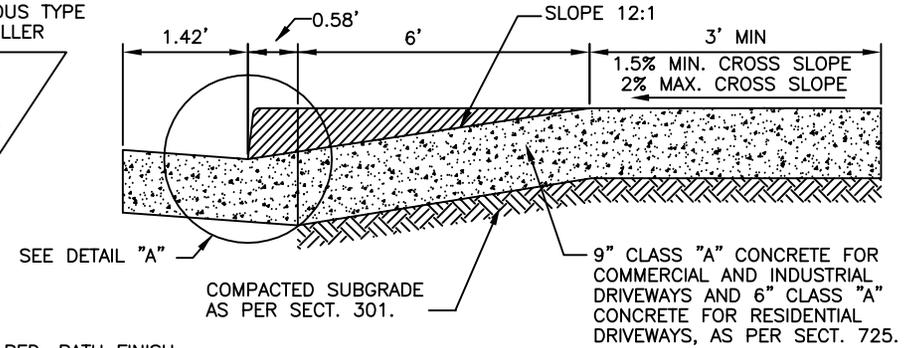
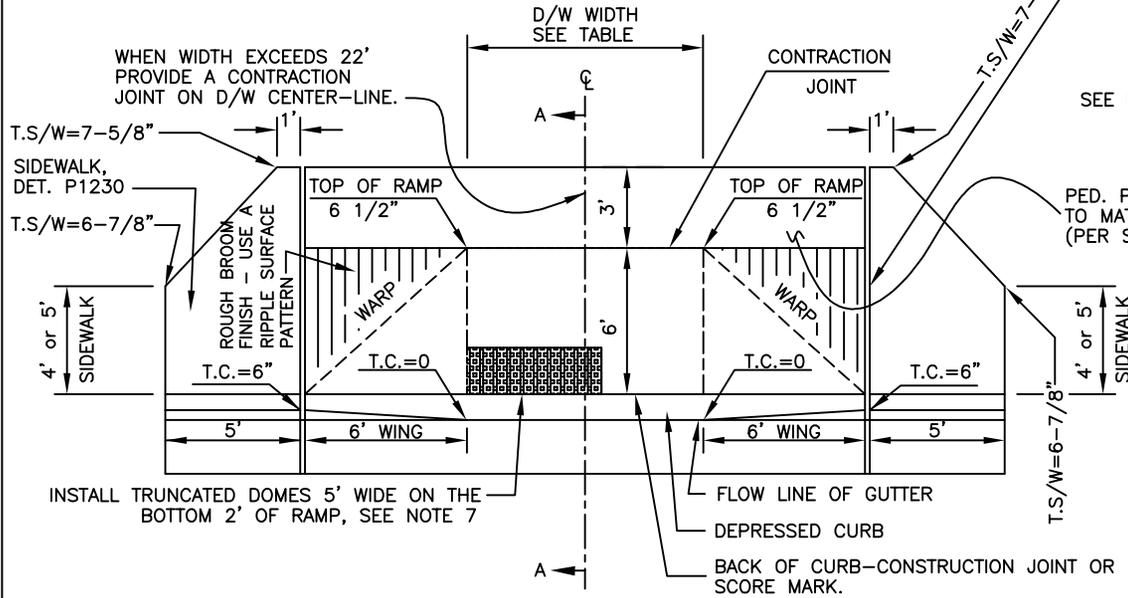
1. CONTROL ELEVATIONS SHOWN ARE IN RELATION TO THE GUTTER. GUTTER ELEVATION = 0".
2. CLASS "A" CONCRETE TO BE USED AS PER SECTION 725.
3. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751.



- NOTES:
- CONTROL ELEVATIONS ARE IN RELATION TO THE GUTTER AND ARE LOCATED RADIALLY. GUTTER ELEVATION = 0".
 - CONCRETE CURB & GUTTER AT CURB RETURNS WITH RAMPS SHALL BE M.A.G. CLASS A. CONCRETE SIDEWALK AND RAMPS AT CURB RETURNS SHALL BE M.A.G. CLASS A.
 - RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONSTRUCTION JOINT.
 - EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751
 - MEASUREMENT AND PAYMENT FOR CONCRETE DRIVEWAY SHALL BE BY THE SQUARE FOOT OF 9" CLASS "A" CONCRETE PLACED. MEASUREMENT AND PAYMENT FOR THE CURB RETURNS AND THE SIDEWALK AT THE RETURNS SHALL BE MADE UNDER THEIR SEPARATE PAY ITEMS.

FULL DEPTH EXPANSION JOINT THROUGH DRIVEWAY,
CURB & GUTTER. EXPANSION JOINT
FILLER SHALL BE 1/2" BITUMINOUS TYPE
PREFORMED EXPANSION JOINT FILLER
A.S.T.M. D-1751.

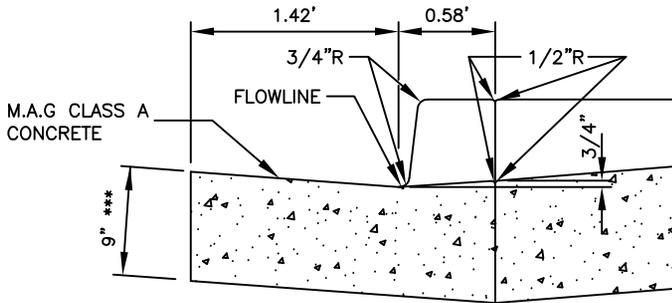
PROVIDE CONSTRUCTION JOINTS
TO MATCH CURB JOINTS.
(10' SPACING)



SECTION A-A

NOTES:

1. THIS DETAIL IS ONLY TO BE USED WHEN APPROVED BY THE CITY.
2. DEPRESSED CURB SHALL BE PAID FOR AS COMBINED CURB AND GUTTER.
3. CONCRETE CURB & GUTTER SHALL BE M.A.G. CLASS A; TOP OF WING TO TOP OF WING.
4. PAYMENT FOR DRIVEWAY SHALL BE ON A SQUARE FOOT BASIS.
5. EXPANSION JOINT MATERIAL SHALL BE SECURED IN PLACE PRIOR TO POURING CONCRETE AND SHALL COMPLETELY SEPARATE THE DRIVEWAY SLAB FROM THE SIDEWALK, EXTENDING FROM THE SURFACE TO THE SUBGRADE.
6. CONTROL ELEVATIONS SHOWN ARE IN RELATION TO GUTTER. GUTTER ELEVATION = 0
7. TRUNCATED DOMES SHALL BE INSTALLED AT THE BACK OF CURB IN A 2-FT DEEP BY 5-FT WIDE AREA LOCATED AT EITHER THE RIGHT OR LEFT END OF THE DRIVEWAY ENTRANCE, WHICHEVER WILL PROVIDE THE MOST DIRECT ALIGNMENT WITH THE RECEIVER CURB RAMP ON THE OPPOSITE CURB. TRUNCATED DOMES TO BE IN ACCORDANCE WITH DETAIL P1232.



Refer to P1255-4 for
Driveway Widths Policy

REVISED 4/14/08

PROVIDE CONSTRUCTION JOINTS TO MATCH CURB JOINTS. (10' SPACING)

FULL DEPTH EXPANSION JOINT THROUGH DRIVEWAY, CURB & GUTTER. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751.

WHEN WIDTH EXCEEDS 22' PROVIDE A CONTRACTION JOINT ON D/W CENTER-LINE.

D/W WIDTH SEE TABLE

CONTRACTION JOINT

1'

A

3' MIN.

4' MIN.

PED. PATH TO MATCH S/W. FINISH PER ST. DET. P1230

4' or 5' SIDEWALK

5' WING

WARP

5' WING

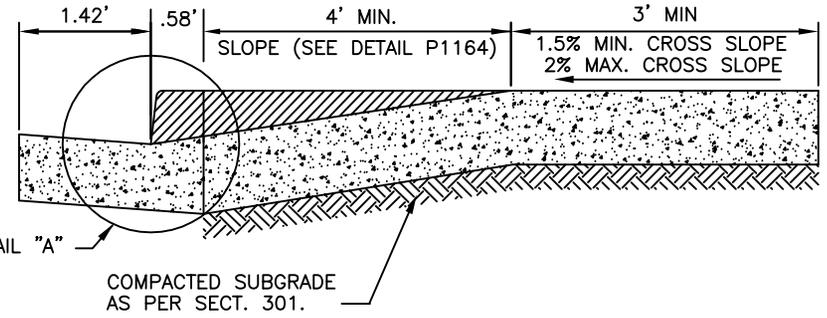
WARP

SIDEWALK, DET. P1230

FLOW LINE OF GUTTER

DEPRESSED CURB

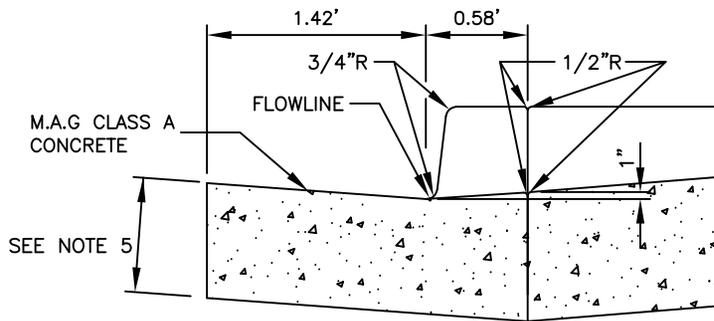
BACK OF CURB-CONSTRUCTION JOINT OR SCORE MARK.



SECTION A-A

NOTES

1. DEPRESSED CURB SHALL BE PAID FOR AS COMBINED CURB AND GUTTER.
2. CONCRETE CURB & GUTTER SHALL BE M.A.G. CLASS A; TOP OF WING TO TOP OF WING.
2. PAYMENT FOR DRIVEWAY SHALL BE ON A SQUARE FOOT BASIS.
3. EXPANSION JOINT MATERIAL SHALL BE SECURED IN PLACE PRIOR TO POURING CONCRETE AND SHALL COMPLETELY SEPARATE THE DRIVEWAY SLAB FROM THE SIDEWALK, EXTENDING FROM THE SURFACE TO THE SUBGRADE.
4. WHEN DRIVEWAY IS CONSTRUCTED AT A "T" INTERSECTION AND IS USED AS A RAMP, USE DETAIL P1244.
5. 9" CLASS "A" CONCRETE FOR COMMERCIAL AND INDUSTRIAL DRIVEWAYS AND 6" CLASS "A" CONCRETE FOR RESIDENTIAL DRIVEWAYS, AS PER SECT. 725.



DETAIL "A"

Refer to P1255-4 for Driveway Widths Policy

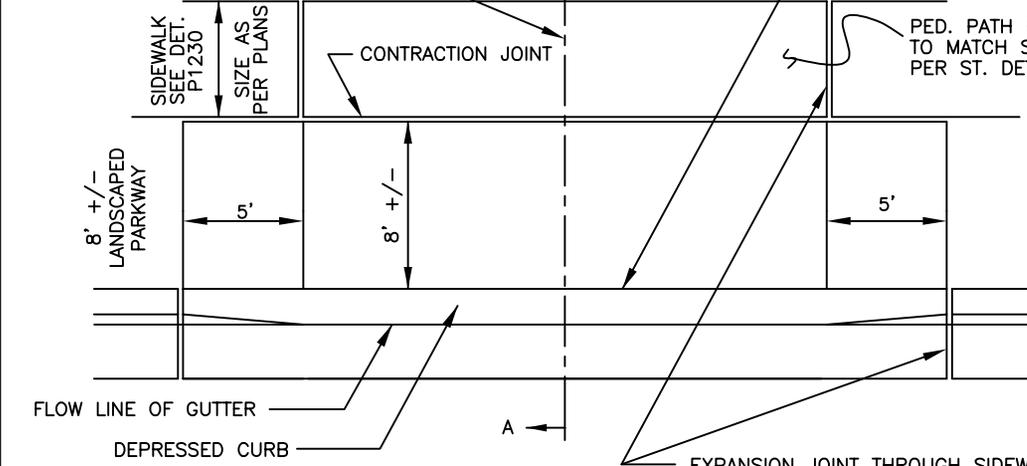
REVISED 4/14/08

PROVIDE CONSTRUCTION JOINTS TO MATCH CURB JOINTS. (10' SPACING)

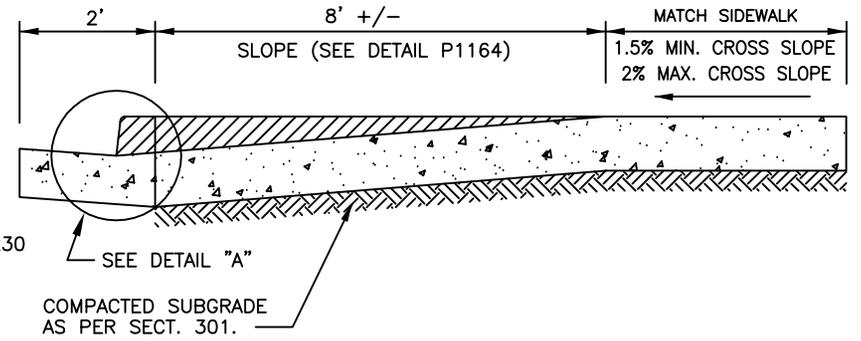
WHEN WIDTH EXCEEDS 22' PROVIDE A CONTRACTION JOINT ON D/W CENTER-LINE.

D/W WIDTH - SEE TABLE

BACK OF CURB - CONSTRUCTION JOINT OR SCORE MARK.



EXPANSION JOINT THROUGH SIDEWALK AND CURB & GUTTER. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751.

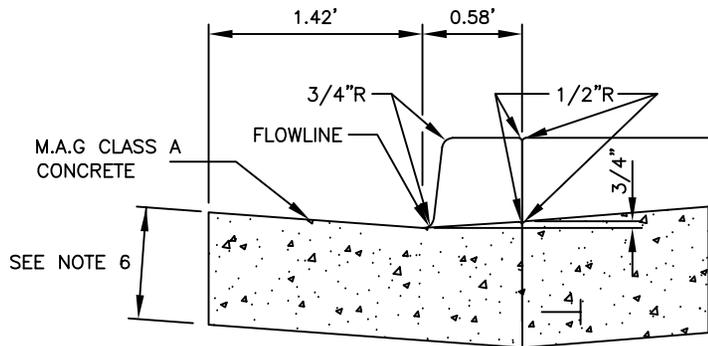


SECTION A-A

NOTES

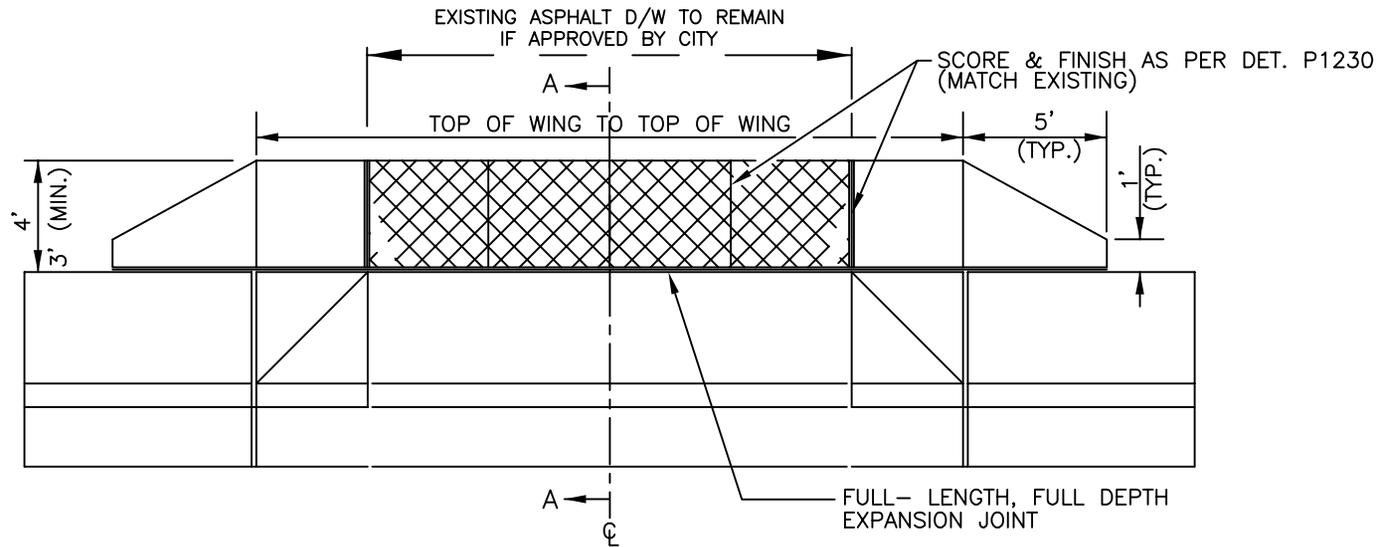
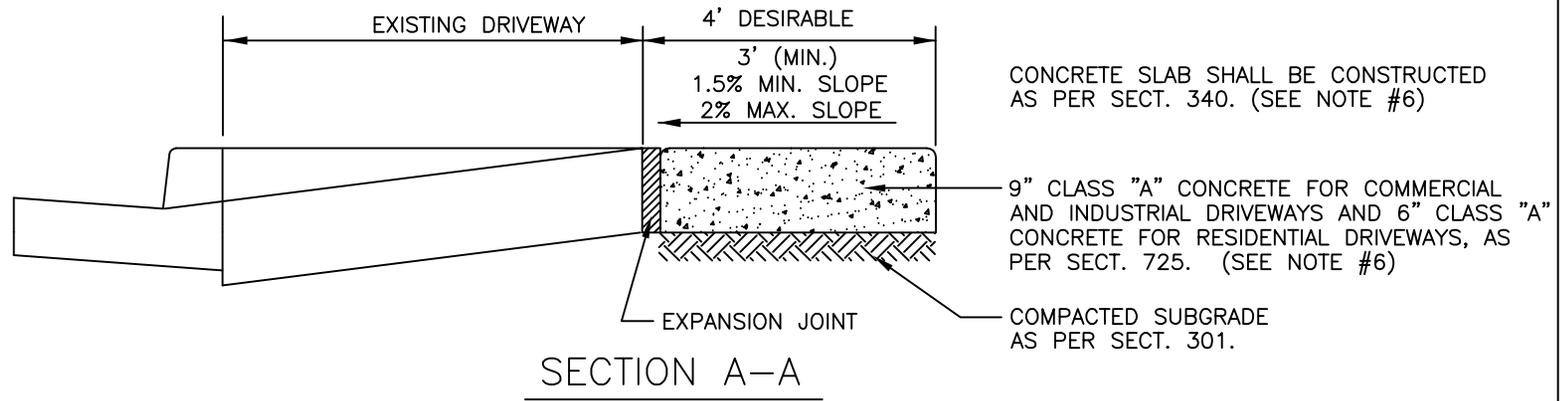
1. DEPRESSED CURB SHALL BE PAID FOR AS COMBINED CURB AND GUTTER.
2. CONCRETE CURB & GUTTER SHALL BE M.A.G. CLASS A; TOP OF WING TO TOP OF WING.
3. PAYMENT FOR DRIVEWAY SHALL BE ON A SQUARE FOOT BASIS.
4. EXPANSION JOINT MATERIAL SHALL BE SECURED IN PLACE PRIOR TO POURING CONCRETE AND SHALL COMPLETELY SEPARATE THE DRIVEWAY SLAB FROM THE SIDEWALK, EXTENDING FROM THE SURFACE TO THE SUBGRADE.
5. WHEN DRIVEWAY IS CONSTRUCTED AT A "T" INTERSECTION AND IS USED AS A RAMP, THE SLOPE OF THE DRIVEWAY SHALL BE A MAX OF 12:1, AND WILL HAVE TRUNCATED DOMES INSTALLED AT THE BACK OF CURB IN A 2-FT DEEP BY 5-FT WIDE AREA LOCATED AT EITHER THE RIGHT OR LEFT END OF THE DRIVEWAY ENTRANCE, WHICHEVER WILL PROVIDE THE MOST DIRECT ALIGNMENT WITH THE RECEIVER CURB RAMP ON THE OPPOSITE CURB. TRUNCATED DOMES TO BE IN ACCORDANCE WITH DETAIL P1232.
6. 9" CLASS "A" CONCRETE FOR COMMERCIAL AND INDUSTRIAL DRIVEWAYS AND 6" CLASS "A" CONCRETE FOR RESIDENTIAL DRIVEWAYS, AS PER SECT. 725.

Refer to P1255-4 for Driveway Widths Policy



DETAIL "A"

REVISED 4/14/08



NOTES

1. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, A.S.T.M. D-1751.
2. CONTROL & EXPANSION JOINTS SHALL ALIGN WITH EXISTING JOINTS IN DRIVEWAY.
3. CONCRETE SHALL BE CLASS "A", SECT. 725.
4. EXPANSION JOINT MATERIAL SHALL BE SECURED IN PLACE PRIOR TO POURING CONCRETE AND SHALL COMPLETELY SEPARATE THE DRIVEWAY SLAB FROM THE SIDEWALK, EXTENDING FROM THE SURFACE TO THE SUBGRADE.
5. EXPANSION JOINT MATERIAL SHALL BE USED WHEN NEW POURING IS ADJACENT TO EXISTING DRIVEWAY AREA.
6. INDICATES AREA WHICH MAY REMAIN ASPHALT IF THE CROSS SLOPE & PAVING CONDITIONS MEET ADA STANDARDS.

DRIVEWAY WIDTHS POLICY

STREET CLASSIFICATION	TYPE OF DEVELOPMENT					
	SINGLE FAMILY	MultiFamily/Commercial		GAS STATION	TRUCK FACILITIES	GATES
		<30 spaces	>30 spaces			
ALLEY	16' MINIMUM	20'	20'	 	 	
LOCAL RESIDENTIAL	12' ONE CAR 16' ONE CAR – RECOMMENDED	24' – 30'	30'	 	 	**
LOCAL COMMERCIAL/INDUSTRIAL	 	30' – 40' ***	30' – 40' ***	40' ***	40' – 50' ***	**
COLLECTOR RESIDENTIAL	16' MINIMUM	30' ***	30' ***	40' ***	 	**
COLLECTOR COMMERCIAL/INDUSTRIAL	 	30' – 40' ***	30' – 50' ***	40' – 50' ***	40' – 50' ***	**
ARTERIAL	DISCOURAGED EXCEPT FOR LARGE LOT-CIRCULAR DRIVES *	30' ***	40' ***	40' – 50' ***	40' – 50' ***	**

- * MINIMUM 82' PROPERTY WIDTH
- ** SEE GATE ACCESS TURNAROUND HANDOUT – DSD
- *** MEDIAN –30' MAXIMUM UNLESS THERE IS SIGNIFICANT TRUCK ACCESS – THEN 40'

Local/Collector One Way		Arterial One Way	
In	Out	In	Out
24'	16'	24'	20'

- NOTES:
- 1) DRIVEWAYS GREATER THAN 50' ARE NOT PERMITTED BY CITY CODE UNLESS A WAIVER OF THE ORDINANCE IS OBTAINED FROM THE DRIVEWAY HEARING OFFICER OR HIS DESIGNEE.
 - 2) DEVIATION FROM THIS POLICY CAN BE DETERMINED BY THE CITY OF PHOENIX TRAFFIC ENGINEER.

REVISED 4/14/08