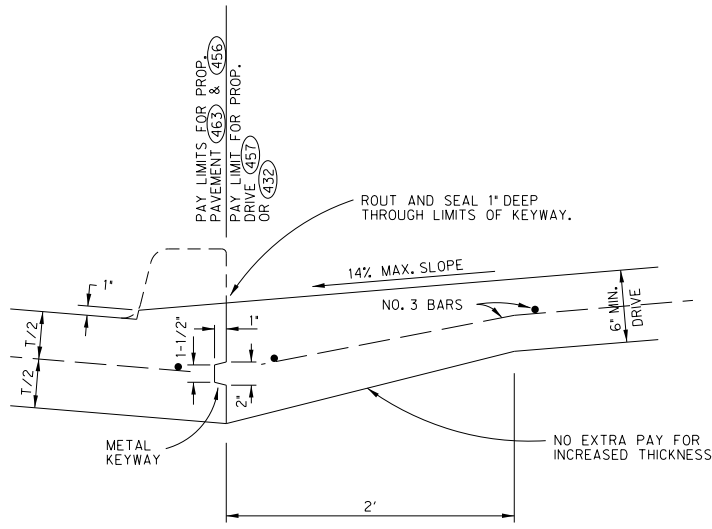


• THE GRADE BREAK AT THE GUTTER LINE AND AT ANY POINT WITHIN 10 FEET OF THE GUTTER LINE MUST NOT EXCEED 12 PERCENT UNLESS A VERTICAL CURVE IS PROVIDED.

SECTION A-A

N.T.S.

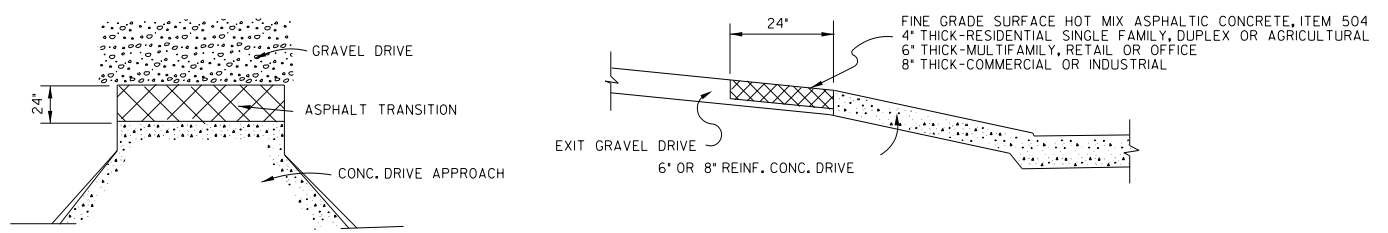


SECTION B-B

N.T.S.

NOTES:

1. ALL SAWED DUMMY JOINTS SHALL BE SEALED WITH EZ-7 OR APPROVED EQUAL COLD POUR JOINT SEALANT.
2. TOOLED OR SAWED JOINT WILL BE REQUIRED AT CENTERLINE OF ALL DRIVEWAYS LESS THAN 24' WIDE. ADDITIONAL JOINTS WILL BE REQUIRED AT EQUAL SPACINGS FOR DRIVEWAYS WIDER THAN 24'.
3. OFFSETS IN DRIVES TO MATCH PROPOSED WALKS WILL BE BUILT MONOLITHIC WITH THE DRIVE.
4. PAVEMENT JOINTS WILL NOT EXTEND THROUGH DRIVE EXCEPT AS PROVIDED FOR IN NOTES 9 AND 10 BELOW FOR CENTERLINE DRIVEWAY JOINTS.
5. KEYWAY LIMITS WILL COINCIDE WITH LIMITS OF 1" CURB.
6. REINFORCING STEEL WILL NOT EXTEND THROUGH KEYWAY. DRIVE WILL NOT BE TIED TO PAVEMENT.
7. LENGTH OF TRANSITION FOR CURB AT EACH SIDE OF DRIVE MAY VARY DUE TO STREET GRADES AND REQUIREMENT TO HOLD MAXIMUM SLOPE OF 1 1/2'.
8. AN EXPANSION JOINT WILL BE REPLACED AT THE PROPERTY LINE.
9. TRANSVERSE SAWED DUMMY JOINTS SHALL BE CONSTRUCTED ON 15' SPACINGS FOR DRIVEWAYS AS MEASURED FROM THE BACK OF CURB.
10. LONGITUDINAL SAWED OR TOOLED DUMMY JOINTS SHALL BE CONSTRUCTED FROM THE GUTTER EDGE TO THE PROPERTY LINE FOR ALL DRIVEWAYS WIDER THAN 15'.
11. STREET JOINTS SHALL BE ADJUSTED IN LOCATIONS TO LINE UP WITH DRIVEWAY CENTERLINES.



CONCRETE DRIVEWAY CONNECTION TO GRAVEL SECTION

N.T.S.

SCALE: NOT TO SCALE



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These documents were prepared by,
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ERIC BELAJ 107148 May 31, 2017
Engineer's Name PE# Date

Engineer's Signature

SECTION	PAVING
DETAIL NO.	PV-12
TITLE	DRIVEWAY SECTION TYPE '1'