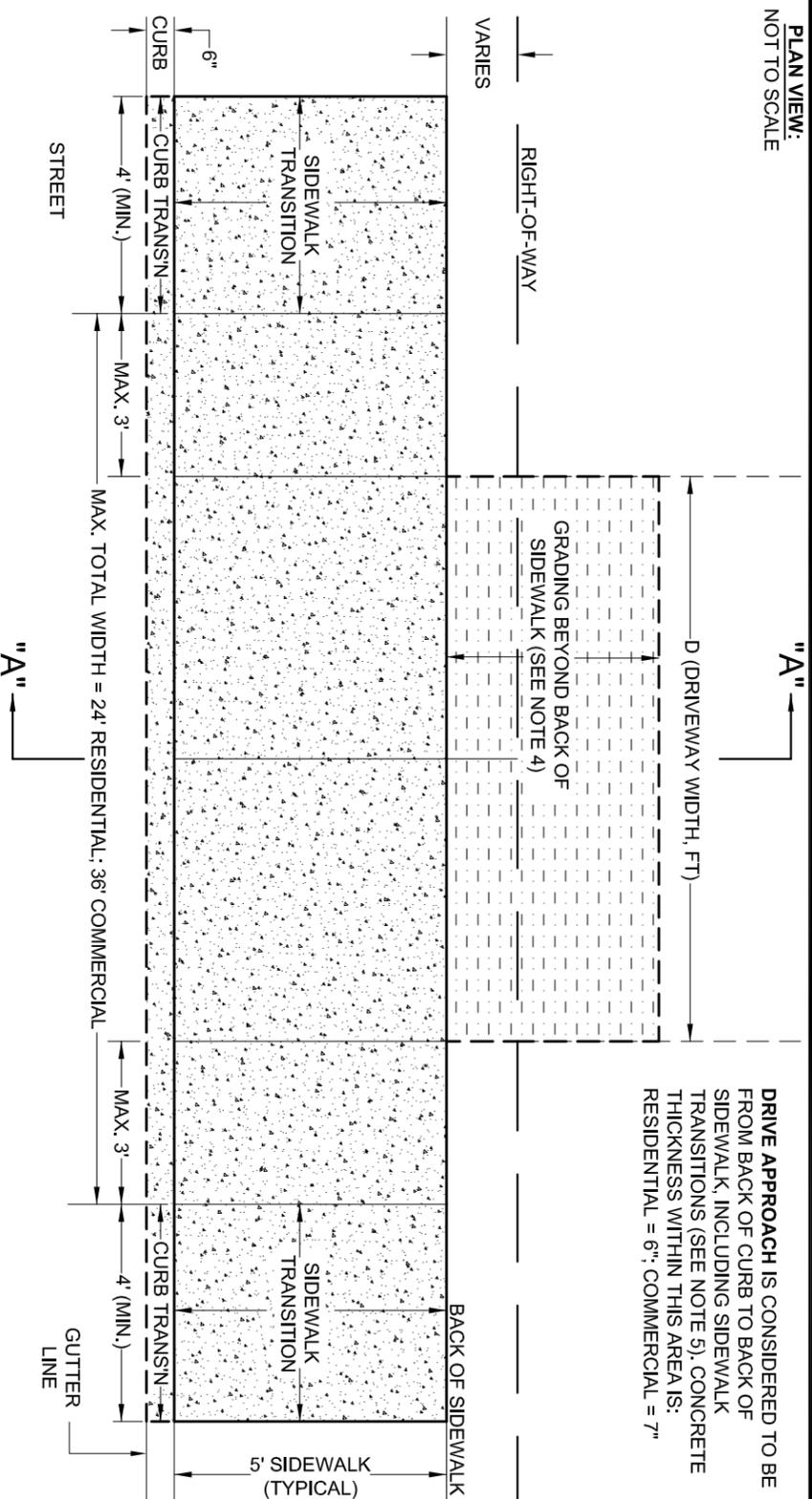
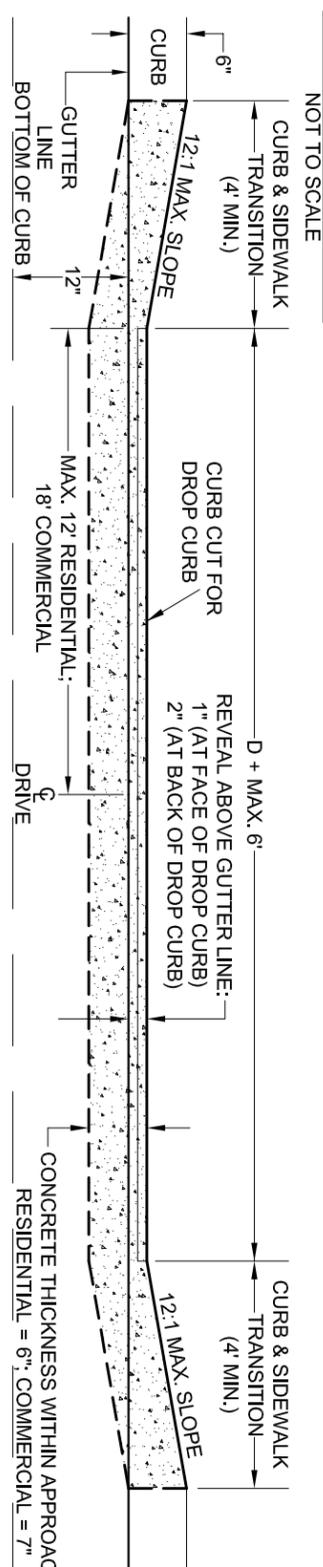


PLAN VIEW:
NOT TO SCALE

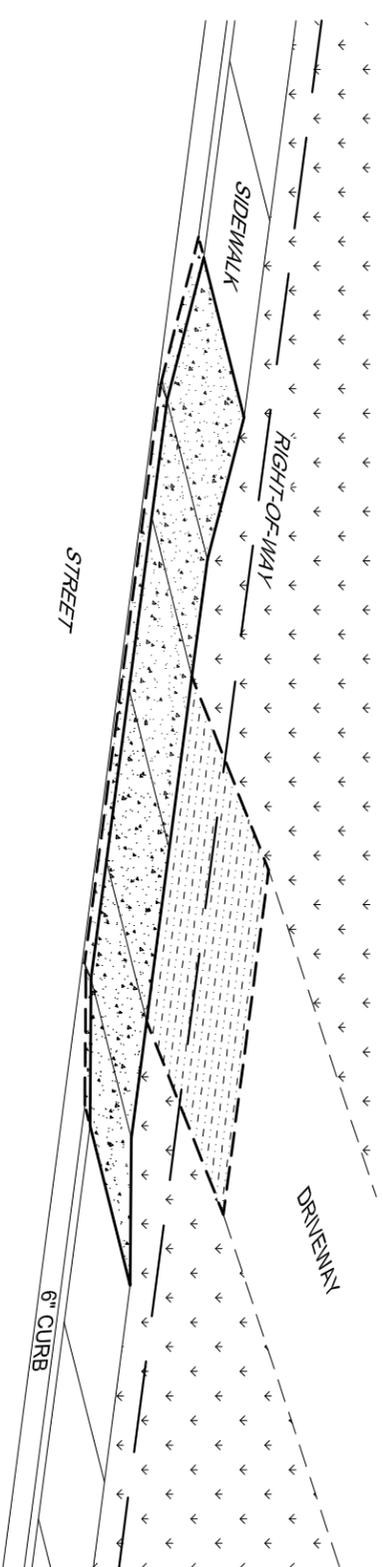


DRIVE APPROACH IS CONSIDERED TO BE FROM BACK OF CURB TO BACK OF SIDEWALK, INCLUDING SIDEWALK TRANSITIONS (SEE NOTE 5). CONCRETE THICKNESS WITHIN THIS AREA IS:
RESIDENTIAL = 6"; COMMERCIAL = 7"

PROFILE VIEW (ALONG CURB):
NOT TO SCALE

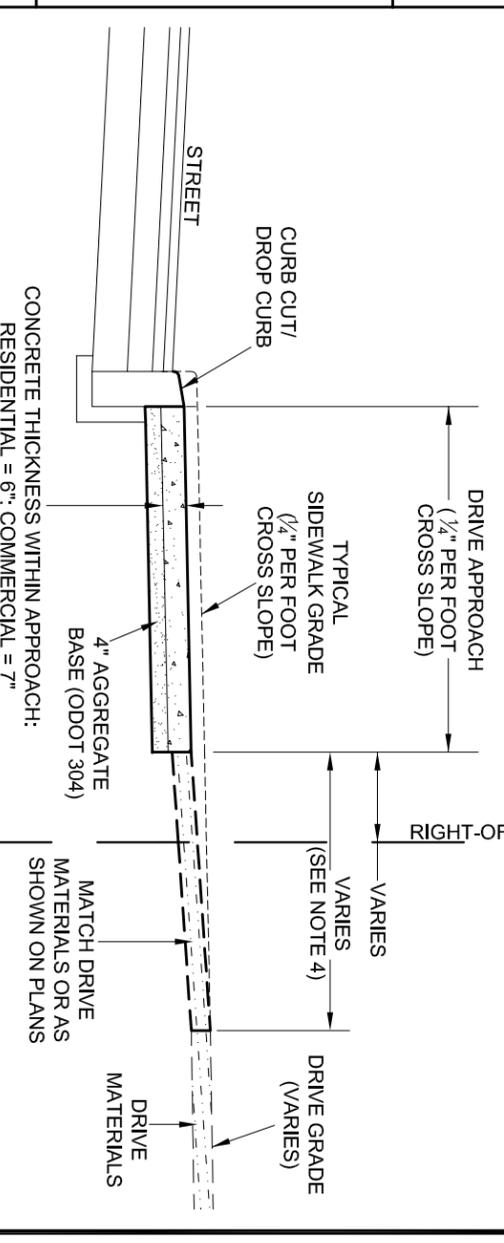


ISOMETRIC VIEW:
NOT TO SCALE

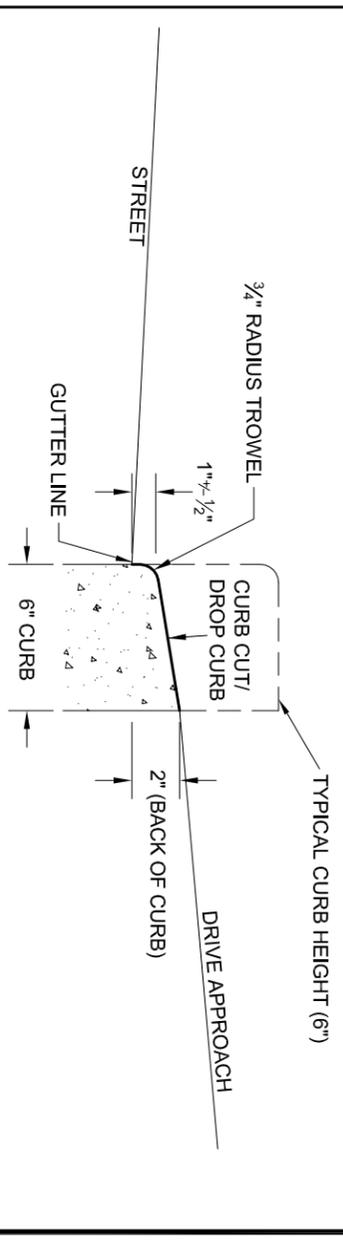


- NOTES:**
1. SIDEWALKS, CURBS, AND DRIVEWAYS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF CANTON SPECIFICATIONS FOR THE CONSTRUCTION, REPAIR, AND REPLACEMENT OF SIDEWALKS, CURBS, AND DRIVEWAYS.
 2. ODOT REFERENCES ARE FROM THE CURRENT ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS. ANY DISCREPANCIES SHALL BE SUBJECT TO THE CITY'S ENGINEER'S DISCRETION.
 3. ALTERNATIVE DESIGNS MAY BE APPROVED OR REQUIRED BY THE CITY ENGINEER FOR COMMERCIAL DRIVES.
 4. GRADE AS APPROPRIATE OR IN ACCORDANCE WITH PLANS TO PROVIDE ADEQUATE TRANSITION TO DRIVEWAY AND YARD. FOR CITY PROJECTS, GRADING AND MATERIALS SHALL BE PAID UNDER APPROPRIATE DRIVE RESTORATION ITEMS, ETC.
 5. FOR CITY PROJECTS AND REIMBURSEMENT PROGRAM, DRIVE APPROACH PAY LIMITS SHALL CORRESPOND WITH DRIVE APPROACH LIMITS AS INDICATED HEREIN. DRIVE APPROACHES AND PAY LIMITS DO NOT INCLUDE FLARES OR ANY CONCRETE PORTION OF DRIVE BEYOND BACK OF SIDEWALK, OR ANY OTHER WORK NOT DIRECTLY RELATED TO THE CONSTRUCTION OF THE DRIVE APPROACH. THE COSTS ASSOCIATED WITH EXCAVATION, FORMING, GRADING, AND RESTORATION DIRECTLY RELATED TO THE DRIVE APPROACH AS WELL AS THE COSTS FOR THE CURB CUT/DROP CURB ARE INCIDENTAL TO THE COST OF THE DRIVE APPROACH.
 6. DUE TO 1/4" PER FOOT CROSS SLOPE, BACK OF TYPICAL 5' SIDEWALK WITHIN APPROACH IS ONLY 3 3/4" ABOVE GUTTER LINE (EXCLUDING SIDEWALK TRANSITIONS). ALTERNATIVE DRIVE APPROACH OPTIONS MAY BE APPROVED OR REQUIRED WHEN DEPTH OF STORM WATER RUNOFF ALONG THE CURB IS ANTICIPATED TO RESULT IN EXCESSIVE PONDING WITHIN THE DRIVE APPROACH AREA OR CAUSE OTHER DRAINAGE PROBLEMS IN THE VICINITY.
 7. REFER TO CITY STANDARD DRAWING NO. 29 FOR COMBINED CURB AND SIDEWALK DETAILS. CONNECT APRON TO CURB WITH DOWELS OR WIRE MESH.
 8. PLACE 1/2" EXPANSION JOINTS AGAINST EXISTING CONCRETE DRIVES AND WALKS, BUILDING WALLS AND OTHER FIXED OBJECTS.
 9. WHEN THE LOCATION OF THE DRIVE APPROACH IS UNKNOWN AT THE TIME OF CURB CONSTRUCTION, THE DROP MAY BE SAW-CUT WITH THE CITY ENGINEER'S APPROVAL.
 10. ANY MODIFICATIONS TO THESE STANDARDS ARE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

SECTION A-A:
NOT TO SCALE



SECTION VIEW OF DROP CURB:
NOT TO SCALE



OFFICE OF THE CITY ENGINEER

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APPROVED DATE: MAR. 2012

APPROVED BY: CDB, RMB, SLH

DRAWING FILE NAME: ce_28.dwg

REVISIONS

DESCRIPTION	DATE	BY
NOTE MODIFICATIONS	4/10/12	CDB
MINOR FORMAT EDIT	6/4/12	CDB

STANDARD DRAWING NO. 28

DRIVE APPROACH WITH SIDEWALK AGAINST CURB