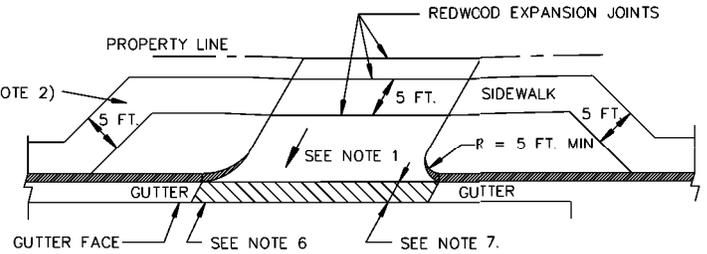
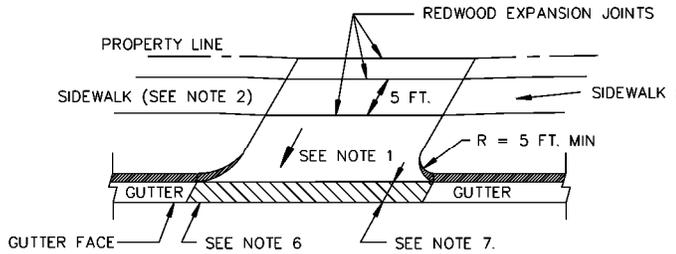


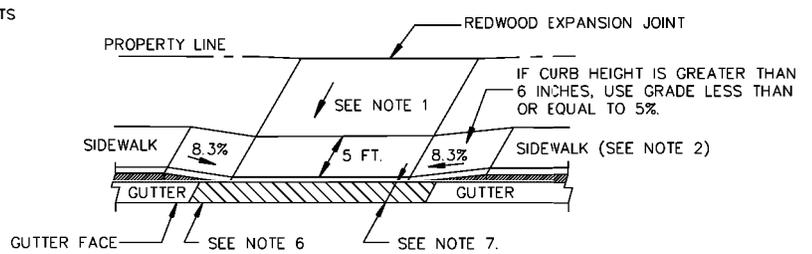
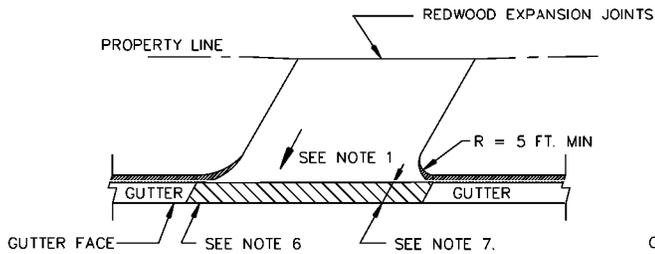
DRIVEWAY APPROACH WITH SETBACK SIDEWALK

DRIVEWAY APPROACH WITH OFFSET SIDEWALK



DRIVEWAY APPROACH WITHOUT SIDEWALK

DRIVEWAY APPROACH WITH RAMP SIDEWALK



NOTES:

1. DRIVEWAY APPROACH: MAX. SLOPE 5%, MIN. SLOPE 2%.
2. SIDEWALK: MAX 2% MAX CROSS SLOPE AND 5% LONGITUDINAL SLOPE.
3. PAVING HEADER IS NOT REQUIRED IF STREET HAS A CURB.
4. SAW CUTTING OF STREET IS NOT REQUIRED IF STREET DOES NOT HAVE CURB.
5. IF ASPHALT SHOULDER EXISTS, REMOVE SHOULDER & TIE CONCRETE DRIVEWAY INTO CONCRETE STREET & REPAIR SHOULDER AS NECESSARY. (EXAMPLE: GARTH RD).
6. FOR STANDING CURBS AND/OR DIRECTED BY ENGINEER, SAW CUT GUTTER LIP, REMOVE EXISTING CONCRETE, AND REPLACE AS PART OF NEW DRIVEWAY APPROACH (SEE SHEET DWY-07).
7. 2 FT. FROM BACK OF CURB OR EDGE OF PAVEMENT.
8. NO CONCRETE/ASPHALT/IMPERVIOUS SURFACE WITHIN 2 FT. OF PROPERTY LINE WITH ADJACENT PROPERTY UNLESS IT IS PART OF A SHARED ACCESS WITH ADJACENT PROPERTY.

SEAL

June 1, 2023

EFFECTIVE DATE: JUNE 1, 2023

REVISION	DATE	 CITY OF BAYTOWN PUBLIC WORKS & ENGINEERING	
▲ ADD "DRIVEWAY APPROACH" FORMAT CHANGE	01/26/17		
▲ DELETE DRIVEWAY DETAIL NO LONGER ALLOWED	03/13/23	GENERAL COMMERCIAL & RESIDENTIAL DRIVEWAY APPROACH LAYOUTS (CURB & GUTTER)	
▲ UPDATE MIN RADIUS NO IMPERVIOUS SURFACE WITHIN 2' OF ADJACENT PROPERTY	04/26/23		
		DRAWN BY: T.L.	APPROVED BY: <u>J.M.</u>
		CHECKED BY: J.M.	JUAN MACIAS CITY ENGINEER
		SCALE: N.T.S.	SHEET NO: DWY-01

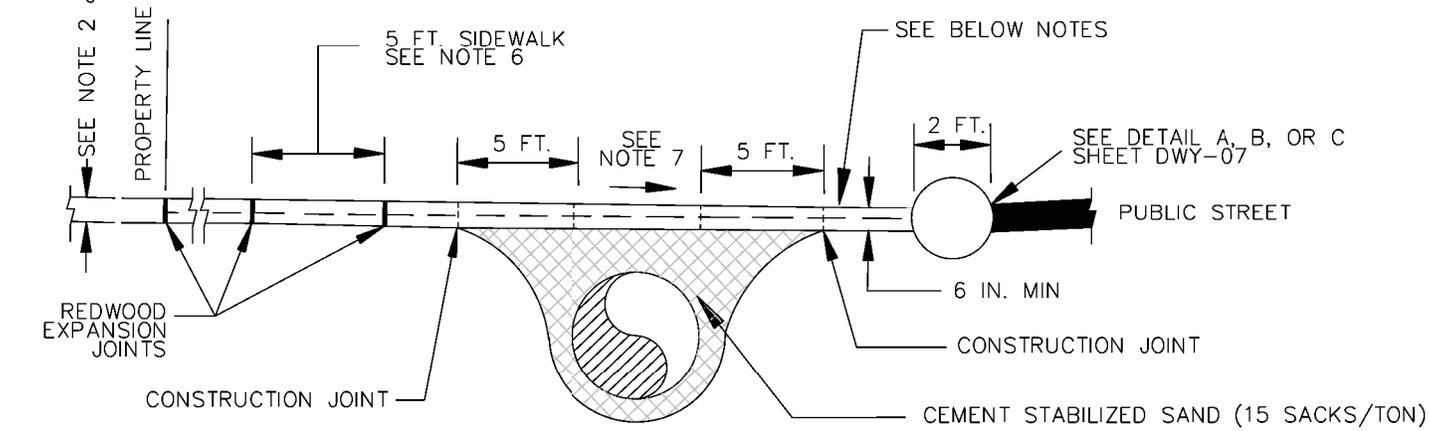
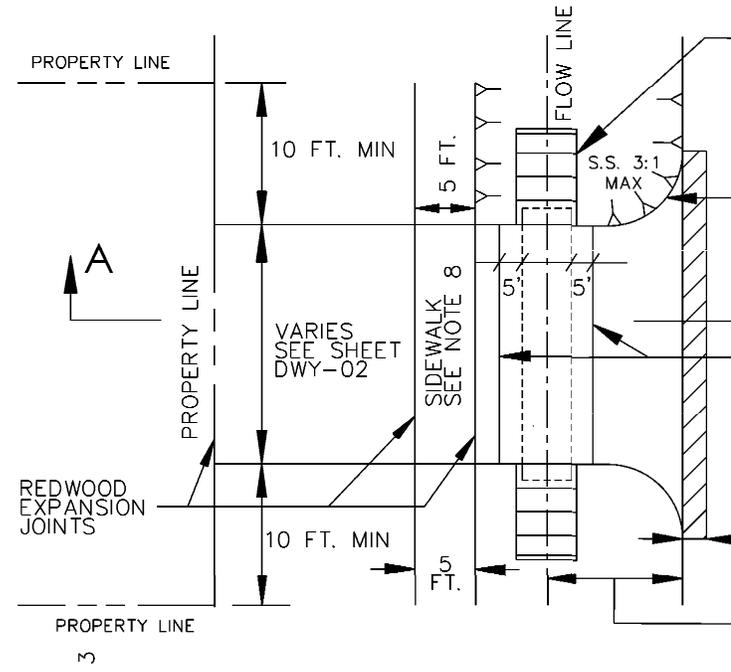
WITHIN CITY LIMIT, TxDOT TYPE II SAFETY END TREATMENT SHALL BE INSTALLED ON CULVERT PIPE AND BENEATH DRIVEWAY APPROACH WHERE:
 1. THE DESIGNATED SPEED LIMIT IS 45 MPH OR GREATER.
 2. THE AVERAGE DAILY TRAFFIC VOLUME IS 15,000 VEH/DAY.

R=10 FT. MIN (TURNING RADIUS MUST NOT EXTEND INTO OTHER PROPERTIES).

CONSTRUCTION JOINTS

2 FT. FROM BACK OF CURB OR EDGE OF PAVEMENT SEE DETAIL A, B, OR C OF SHEET DWY-07

MAX SIDE SLOPES SHALL BE 3:1
 MAX DEPTH SHALL BE 5 FT. MEASURED FROM THE CROWN OF THE FINISHED PAVEMENT



SECTION A-A

- NOTES:
1. WATER METERS NOT ALLOWED IN PAVING, TO BE RELOCATED AT OWNER'S EXPENSE.
 2. THICKNESS MINIMUM (ALL DRIVEWAY PUBLIC OR PRIVATE): 6 IN. PAVEMENT.
 3. REINFORCEMENT MINIMUM (ALL DRIVEWAY PUBLIC OR PRIVATE): #4 BARS WITH 12 IN. X 12 IN. CENTER TO CENTER EACH WAY.
 4. EXPANSION JOINTS: CONCRETE DRIVE SHALL BE PROVIDED WITH AN EXPANSION AT THE PROPERTY LINE AT 10 FT. INTERVALS AND ADJACENT TO EXISTING CONCRETE EXCEPT AT THE TIE-IN TO THE STREET. AT EXPANSION JOINTS THERE SHALL BE A MINIMUM #4 DOWEL AT 24 IN. SPACING.
 5. CULVERT: ASTM C-76 CLASS IV RCP.
 6. SIDEWALK: MAX. 2% CROSS SLOPE AND 5% LONGITUDINAL SLOPE.
 7. DRIVEWAY APPROACH: 5% MAX. SLOPE, 2% MIN. SLOPE.
 8. PROVIDE TOOL JOINT AT 5 FT. SPACING (SHEET DWY-02).
 9. NO CONCRETE/ASPHALT/IMPERVIOUS SURFACE WITHIN 2 FT. OF PROPERTY LINE WITH ADJACENT PROPERTY UNLESS IT IS PART OF A SHARED ACCESS WITH ADJACENT PROPERTY.

SEAL

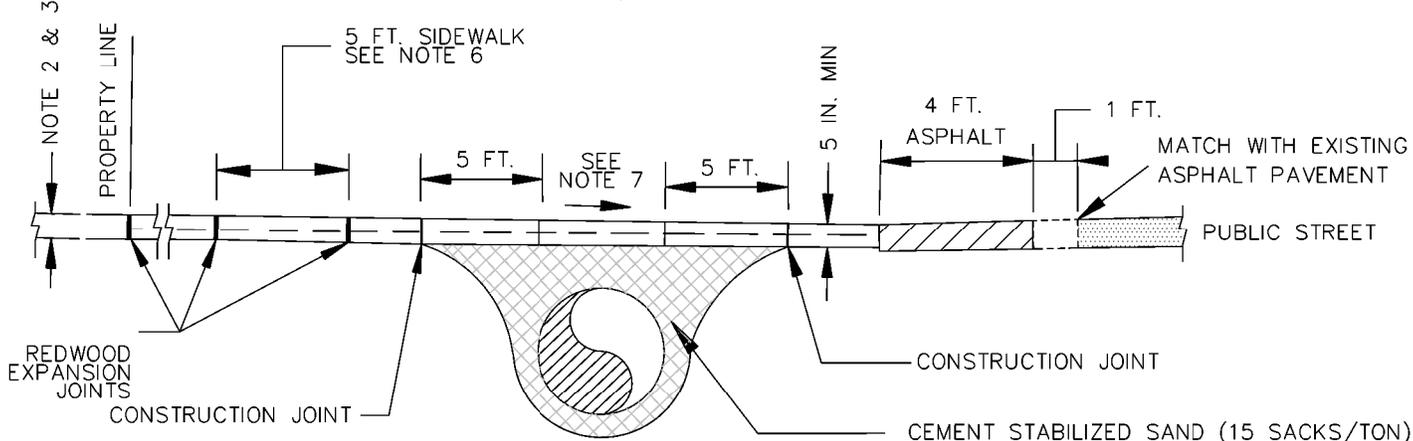
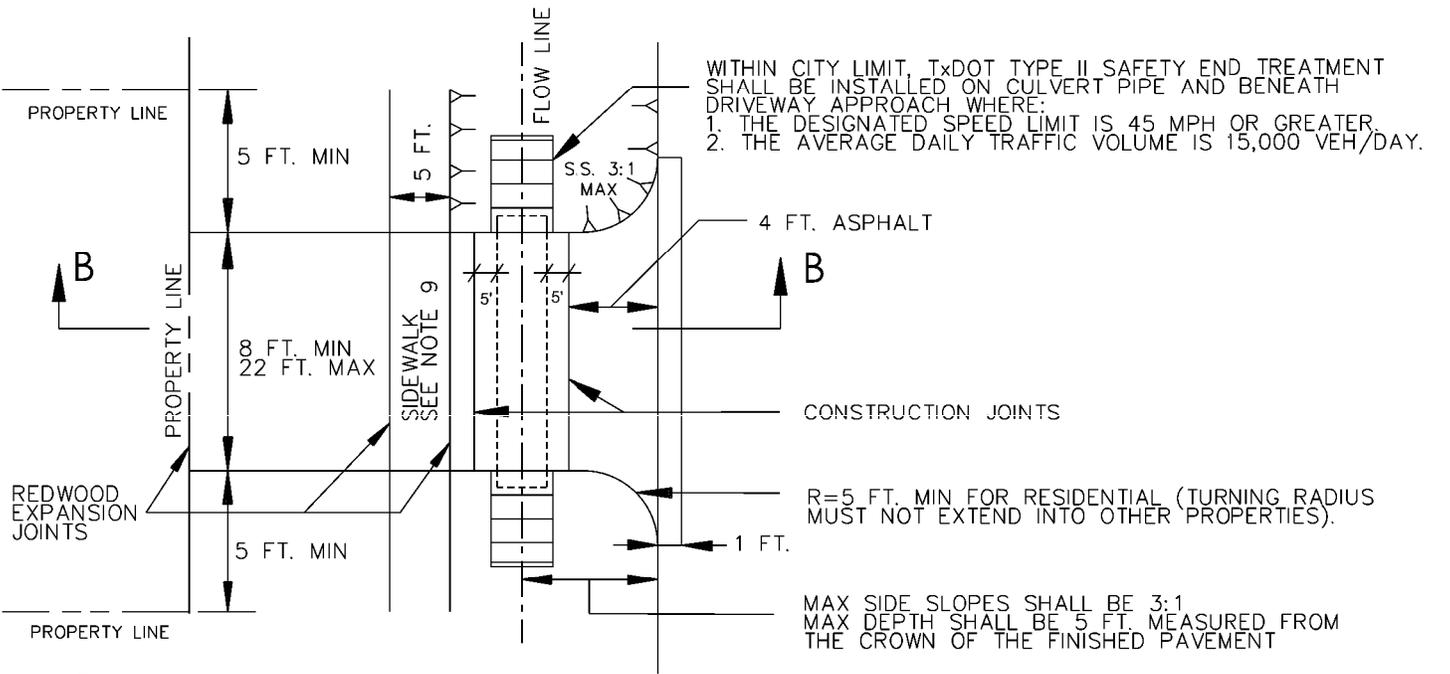
JUAN MACIAS
 128867
 LICENSED PROFESSIONAL ENGINEER

Juan Macias

June 1, 2023

EFFECTIVE DATE: JUNE 1, 2023

REVISION	DATE	 CITY OF BAYTOWN PUBLIC WORKS & ENGINEERING	
ADD "DRIVEWAY APPROACH" FORMAT CHANGE	01/26/17		
DELETE DRIVEWAY DETAIL NO LONGER ALLOWED	03/13/23		
UPDATE MIN RADIUS NO IMPERVIOUS SURFACE WITHIN 2' OF ADJACENT PROPERTY	04/26/23	COMMERCIAL DRIVEWAY APPROACH (OPEN DITCH)	
			DRAWN BY: T.L. CHECKED BY: J.M.
			APPROVED BY: <u>J.M.</u> JUAN MACIAS CITY ENGINEER
		SCALE: N.T.S.	SHEET NO: DWY-03



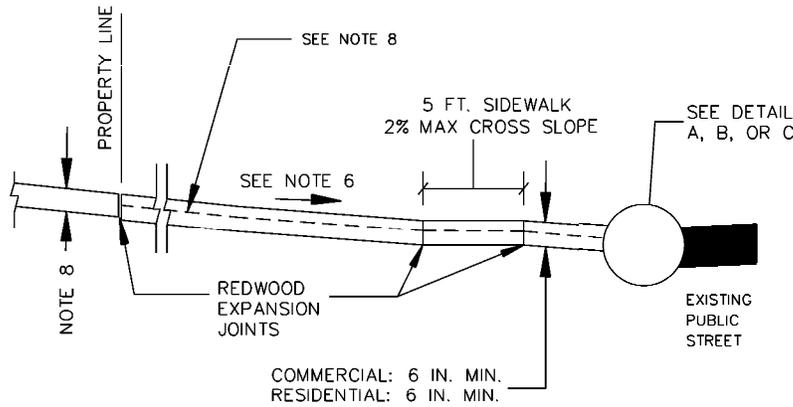
SECTION B-B

- NOTES:
1. WATER METERS NOT ALLOWED IN PAVING, TO BE RELOCATED AT OWNER'S EXPENSE.
 2. THICKNESS MINIMUM (ALL DRIVEWAY PUBLIC OR PRIVATE): 6 IN. PAVEMENT.
 3. REINFORCEMENT MINIMUM (ALL DRIVEWAY PUBLIC AND PRIVATE): #4 BARS WITH 24 IN. X 24 IN. CENTER TO CENTER EACH WAY.
 4. EXPANSION JOINTS: CONCRETE DRIVE SHALL BE PROVIDED WITH AN EXPANSION AT THE PROPERTY LINE AND AT 10 FT. INTERVALS AND ADJACENT TO EXISTING CONCRETE EXCEPT AT THE TIE-IN TO THE STREET. AT EXPANSION JOINTS THERE SHALL BE A MINIMUM #4 DOWEL AT MAX 24 IN. SPACING.
 5. CULVERT: ASTM C-76 CLASS III RCP OR CORRUGATED PLASTIC PIPE AASHTO M294 WITH MIN. PIPE STIFFNESS OF 46, MAX. DIAMETER OF 30 IN., AND HAVING GASKETED PIPE JOINTS. CONTACT COB PUBLIC WORK AT 281-420-5300 TO SET CULVERT AT OWNER'S EXPENSE.
 6. SIDEWALK: MAX. 2% CROSS SLOPE AND 5% LONGITUDINAL SLOPE.
 7. DRIVEWAY APPROACH: 5% MAX. SLOPE, 2% MIN. SLOPE
 8. NO CONCRETE/ASPHALT/IMPERVIOUS SURFACE WITHIN 2 FT. OF PROPERTY LINE WITH ADJACENT PROPERTY UNLESS IT IS PART OF A SHARED ACCESS WITH ADJACENT PROPERTY.
 9. PROVIDE TOOLED JOINT AT 5 FT. SPACING (SHEET DWY-02).

SEAL

STATE OF TEXAS
 JUAN MACIAS
 128867
 LICENSED PROFESSIONAL ENGINEER
Juan Macias
 June 1, 2023
 EFFECTIVE DATE: JUNE 1, 2023

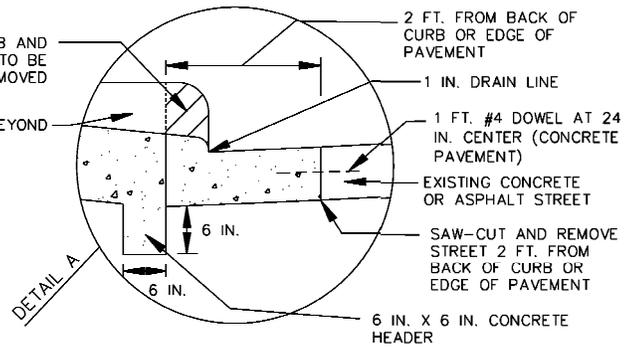
REVISION	DATE	 CITY OF BAYTOWN PUBLIC WORKS & ENGINEERING
⚠️ ADD "DRIVEWAY APPROACH" FORMAT CHANGE	01/26/17	
⚠️ DELETE DRIVEWAY DETAIL NO LONGER ALLOWED	03/13/23	
⚠️ UPDATE MIN RADIUS NO IMPERVIOUS SURFACE WITHIN 2' OF ADJACENT PROPERTY	04/26/23	RESIDENTIAL DRIVEWAY APPROACH CONCRETE APPROACH TO ASPHALT ROAD (OPEN DITCH)
		DRAWN BY: T.L. CHECKED BY: J.M.
		APPROVED BY: <u>J.M.</u> JUAN MACIAS CITY ENGINEER
		SCALE: N.T.S. SHEET NO: DWY-05



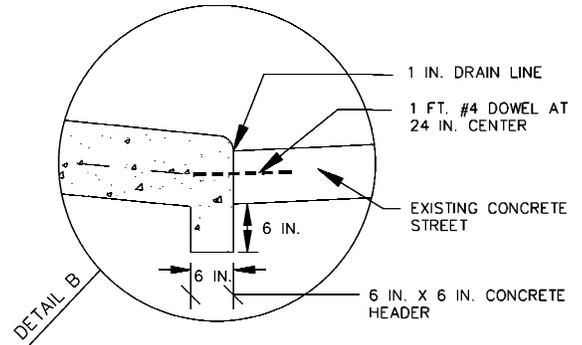
PROFILE

GENERAL NOTES:

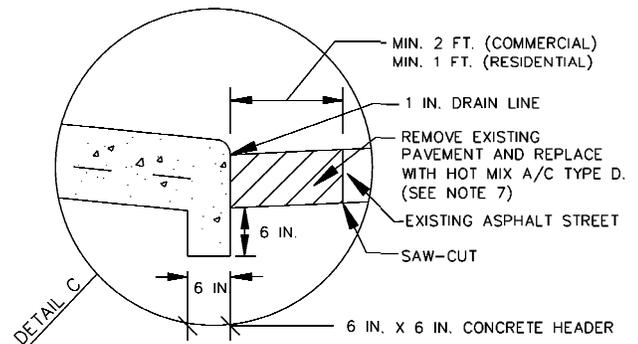
1. PAVING HEADER IS NOT REQUIRED IF STREET HAS A CURB.
2. SAW CUTTING OF STREET IS NOT REQUIRED IF STREET DOES NOT HAVE CURB.
3. IF ASPHALT SHOULDER EXISTS, REMOVE SHOULDER & TIE CONCRETE DRIVEWAY INTO CONCRETE STREET & REPAIR SHOULDER AS NECESSARY. (EXAMPLE: GARTH RD).
4. FOR STANDING CURBS AND/OR DIRECTED BY ENGINEER, SAW CUT CUTTER LIP, REMOVE EXISTING CONCRETE, AND REPLACE AS PART OF NEW DRIVEWAY (SEE DETAIL A, B, OR C).
5. SIDEWALK: MAX 2% CROSS SLOPE AND 5% LONGITUDINAL SLOPE.
6. DRIVEWAY APPROACH: MAX. 5% SLOPE, MIN. 2% SLOPE.
7. REMOVAL NOT NECESSARY IF HAVE A CLEAN VERTICAL FACE OF ASPHALT PAVEMENT.
8. THICKNESS MINIMUM (ALL DRIVEWAY PUBLIC OR PRIVATE): 6 IN. PAVEMENT.
9. REINFORCEMENT MINIMUM COMMERCIAL (ALL DRIVEWAY PUBLIC AND PRIVATE): #4 BARS WITH 12 IN. X 12 IN. CENTER TO CENTER EACH WAY. REINFORCEMENT MINIMUM RESIDENTIAL (ALL DRIVEWAY PUBLIC AND PRIVATE): #4 BARS WITH 24 IN. X 24 IN. CENTER TO CENTER EACH WAY.
10. EXPANSION JOINTS: CONCRETE DRIVE SHALL BE PROVIDED WITH AN EXPANSION AT THE PROPERTY LINE AT 10 FT. INTERVALS AND ADJACENT TO EXISTING CONCRETE EXCEPT AT THE TIE-IN TO THE STREET. AT EXPANSION JOINTS THERE SHALL BE A MINIMUM #4 DOWEL AT MAX 24 IN. SPACING
11. NO CONCRETE/ASPHALT/IMPERVIOUS SURFACE WITHIN 2 FT. OF PROPERTY LINE WITH ADJACENT PROPERTY UNLESS IT IS PART OF A SHARED ACCESS WITH ADJACENT PROPERTY.



DETAIL A
CONCRETE TO CONCRETE WITH CURB



DETAIL B
CONCRETE TO CONCRETE W/O CURB



DETAIL C
CONCRETE TO ASPHALT W/O CURB

SEAL

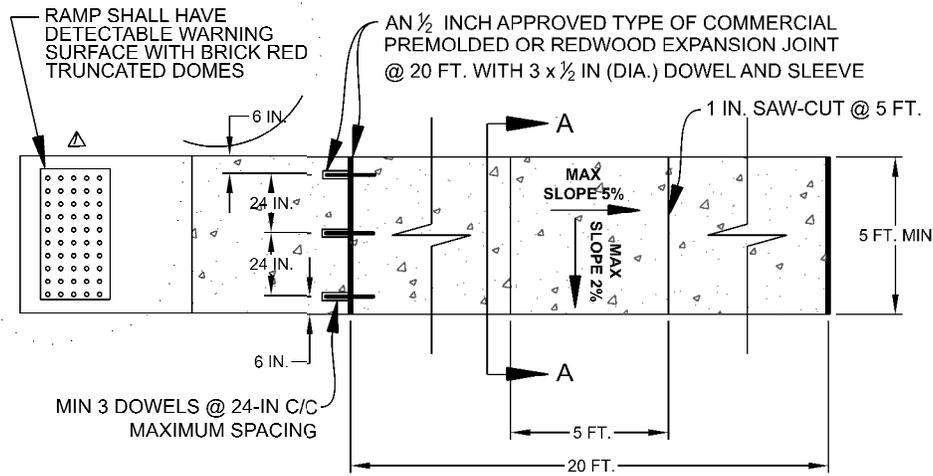
JUAN MACIAS
128867
LICENSED PROFESSIONAL ENGINEER

Juan Macias

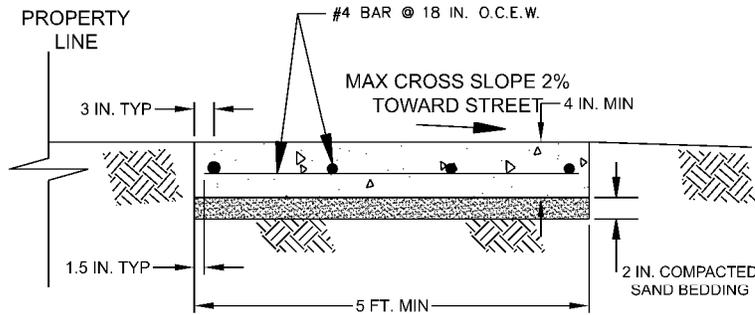
June 1, 2023

EFFECTIVE DATE: JUNE 1, 2023

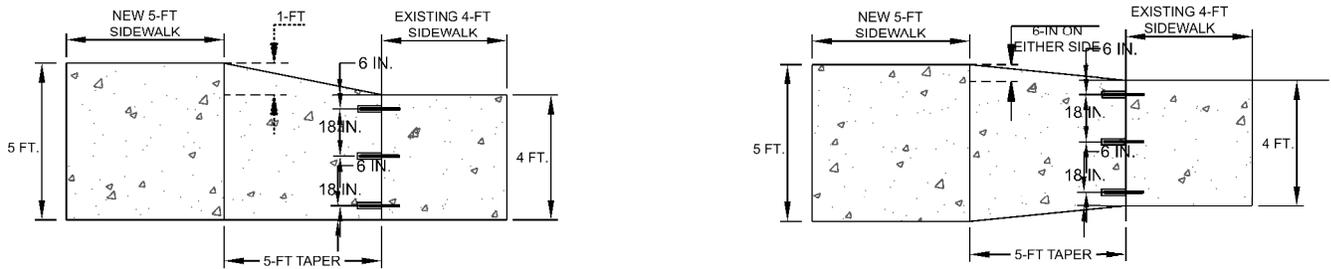
REVISION	DATE	 CITY OF BAYTOWN PUBLIC WORKS & ENGINEERING
▲ ADD "DRIVEWAY APPROACH" FORMAT CHANGE	01/26/17	
▲ DELETE DRIVEWAY DETAIL NO LONGER ALLOWED	03/13/23	
▲ UPDATE MIN RADIUS NO IMPERVIOUS SURFACE WITHIN 2' OF ADJACENT PROPERTY	04/26/23	COMMERCIAL & RESIDENTIAL DRIVEWAY APPROACH PROFILE
		APPROVED BY: <u>J.M.</u> JUAN MACIAS CITY ENGINEER
		SCALE: N.T.S. SHEET NO: DWY-07



PLAN VIEW



SECTION A-A



TRANSITION SIDEWALK

1. TRANSITION LENGTH SHALL BE 1-FT OFFSET FOR EVERY 5-FT.
2. MINIMUM 3 DOWELS WITH 24-IN C/C MAXIMUM SPACING

GENERAL NOTES:

1. THE INFORMATION ON THIS PAGE CAN ALSO BE FOUND ON THE 11 IN X 17 IN SIDEWALK DETAIL SHEET.
2. DRIVEWAY, SIDEWALK, CURB, AND GUTTER SHALL HAVE A MINIMUM OF 5.5 SACKS PER CUBIC YARD AND A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI AT 28 DAYS.

SEAL

June 1, 2023

EFFECTIVE DATE: JUNE 1, 2023

REVISION	DATE	CITY OF BAYTOWN PUBLIC WORKS & ENGINEERING	
ADD "DRIVEWAY APPROACH" FORMAT CHANGE	01/26/17		
DELETE DRIVEWAY DETAIL NO LONGER ALLOWED	03/13/23		
UPDATE MIN RADIUS NO IMPERVIOUS SURFACE WITHIN 2' OF ADJACENT PROPERTY	04/26/23		
		SIDEWALK DETAILS	
		DRAWN BY: T.L.	APPROVED BY: J.M.
		CHECKED BY: J.M.	JUAN MACIAS CITY ENGINEER
		SCALE: N.T.S.	SHEET NO: DWY-08