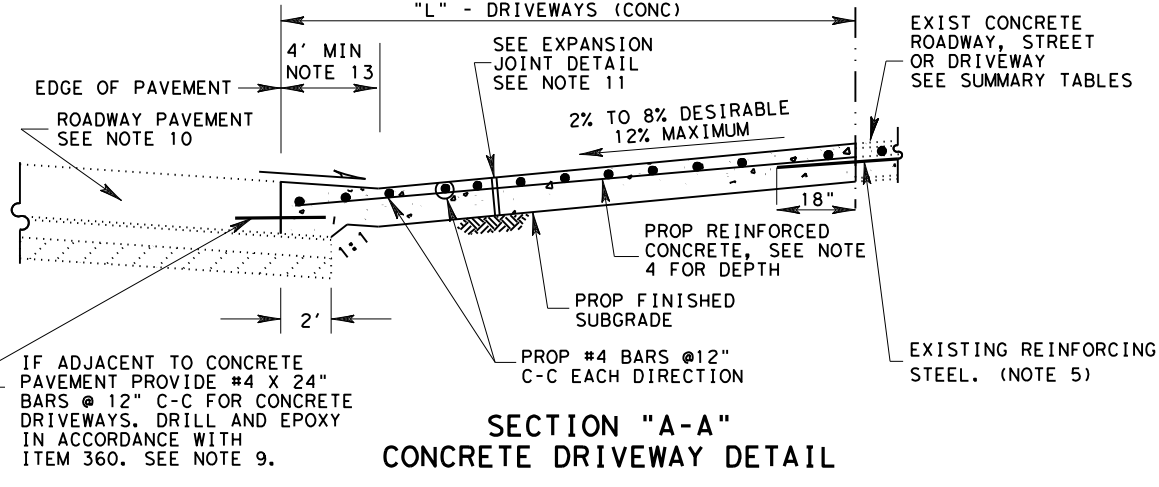
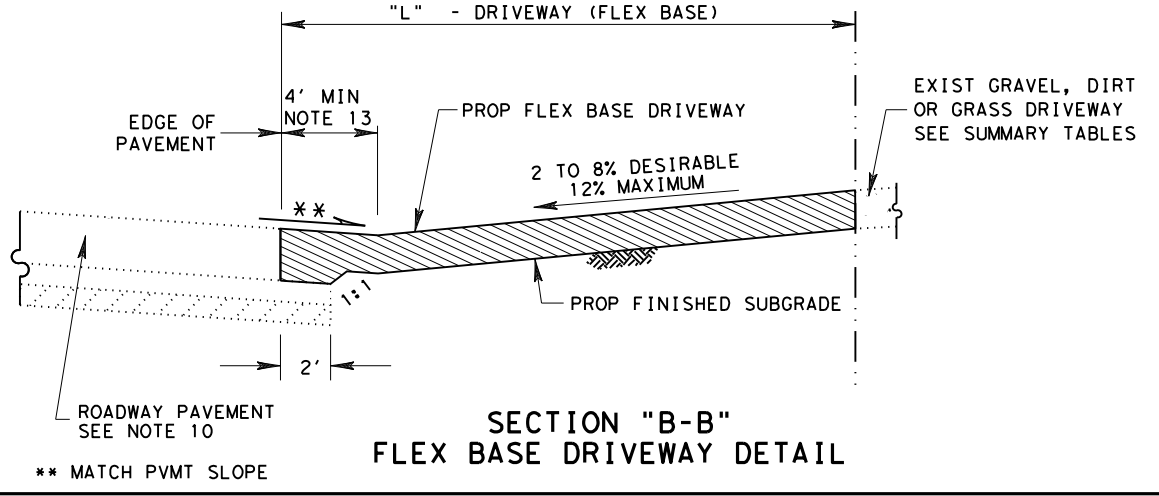
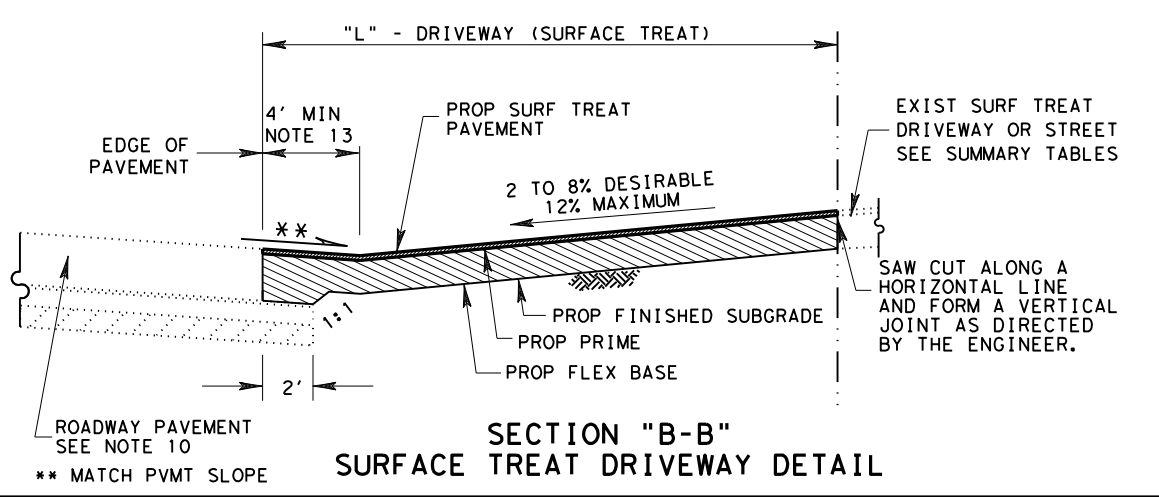
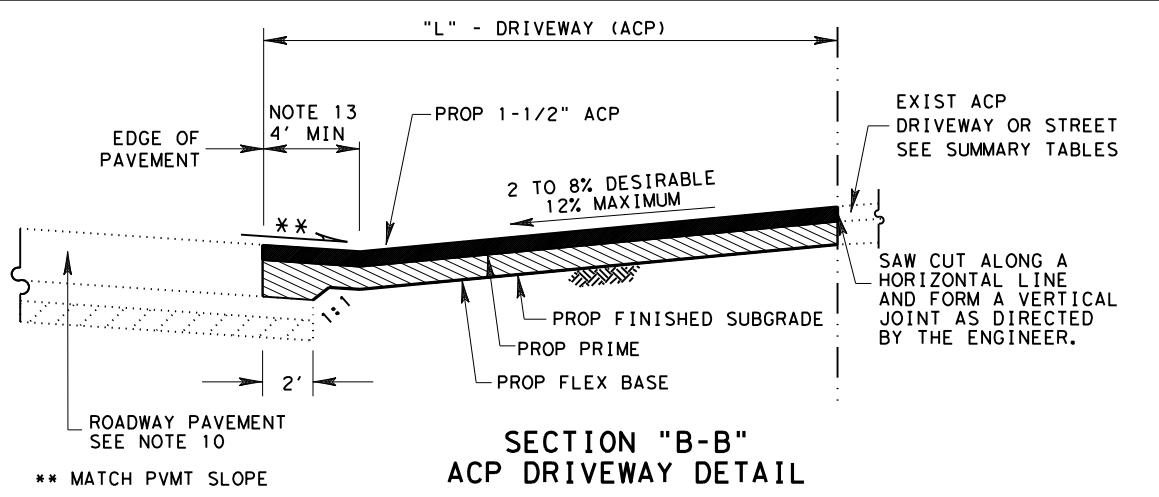
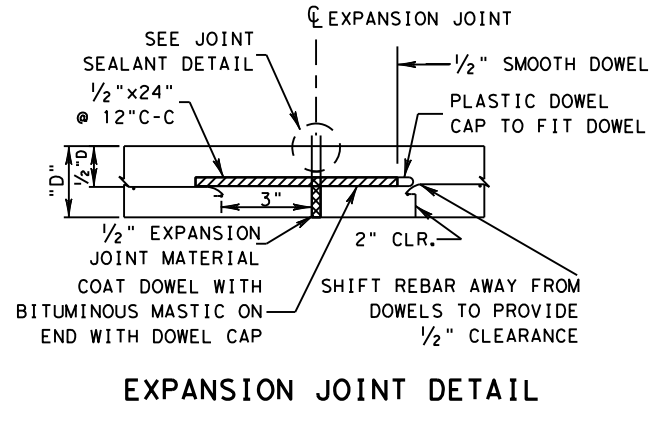
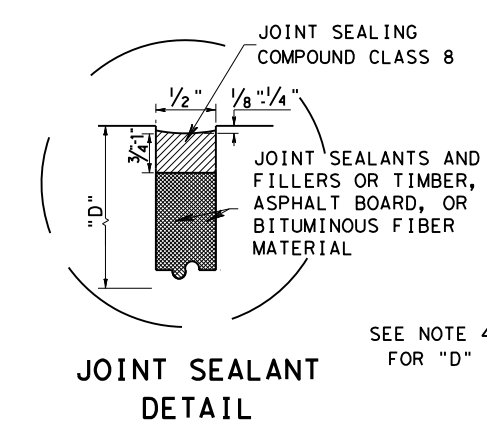
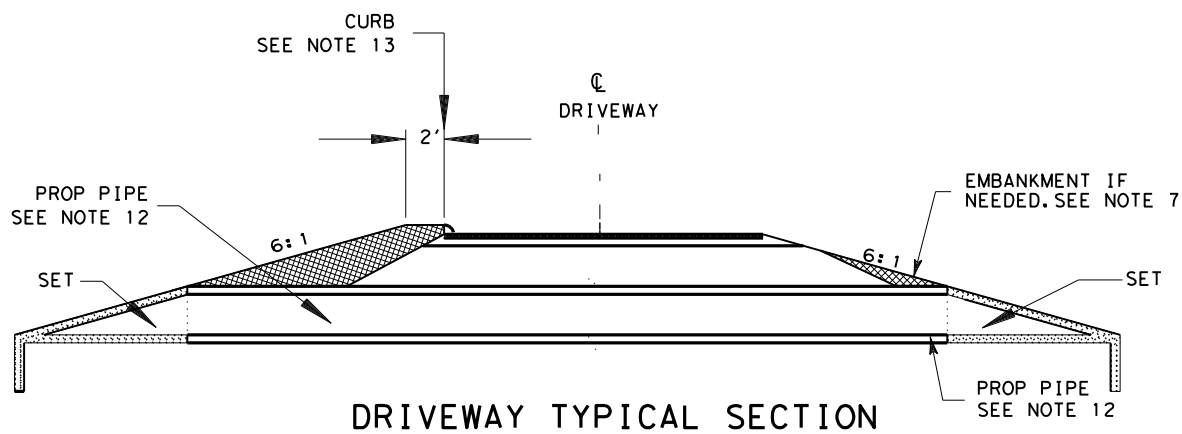
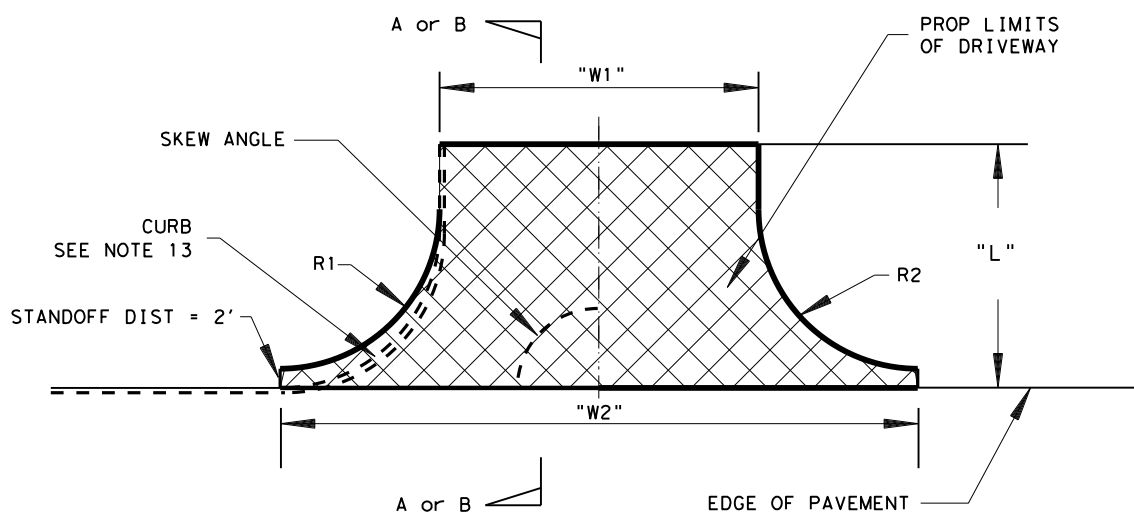


DATE: 10/29/2015

FILE: T:\bmtdesign\miscellaneous\driveway standard\bmt driveway std 20151029.dgn



- NOTE:**
- SEE "SUMMARY OF DRIVEWAYS" FOR WIDTHS, LENGTHS, AND RADII.
 - ITEMS AND RATES FOR HMA, PRIME, SEAL COAT AND FLEX BASE SHALL MEET THE REQUIREMENTS FOR SIMILAR ITEMS USED FOR THE ROADWAY. IF NOT SHOWN, THE FOLLOWING SHALL BE USED. HMA-ITEM 340, TY D, PG64-22 PRIME-AEP, RATE 0.20 GAL/SY ASPH-AC-20XP, RATE 0.36 GAL/SY AGGR-PD OR PL GR4, RATE 1CY/120SY FLEX BASE-ITEM 247, TY D, GR1-2 VARIATIONS TO THE ABOVE LISTED ITEMS MAY BE GRANTED BY THE ENGINEER UPON REQUEST.
 - FLEX BASE
6" FOR RESIDENTIAL & SECONDARY DRIVEWAYS
8" FOR COMMERCIAL DRIVEWAYS & COUNTY ROADS
12" FOR ALL MAJOR INTERSECTING ROADWAYS
 - CONCRETE PAVEMENT
6" FOR RESIDENTIAL & SECONDARY DRIVEWAYS
8" FOR COMMERCIAL DRIVEWAYS & COUNTY ROADS
10" FOR ALL MAJOR INTERSECTING ROADWAYS
 - FOR EXISTING CONCRETE DRIVEWAYS, REMOVE CONCRETE TO THE NEAREST EXPANSION JOINT. IF ONE EXIST WITHIN 5' OF THE "L" DIMENSION. IF NOT, SAW CUT AT THE DIMENSION "L". SAW CUT A MIN. 1" DEPTH JOINT, BREAK BACK THE EXIST PAVEMENT EXPOSE & CLEAN 18" OF STEEL REINFORCING. THIS REMOVAL WILL BE PAID FOR UNDER ITEM 104.
 - REMOVE PORTIONS OF EXISTING ACP OR SURF TREAT DRIVEWAYS BY SAWCUTTING TO NEAT LINES UNLESS OTHERWISE DIRECTED. THIS REMOVAL WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 530.
 - THICKNESS OF MATERIALS MAY VARY IN SUPERELEVATION AREAS. CONTRACTOR MAY USE EMBANKMENT TYPE "B" TO SHAPE DRIVEWAYS IN ORDER TO ACHIEVE OPTIMUM DEPTHS FOR PAVEMENT STRUCTURES. THIS WILL BE SUBSIDIARY TO ITEM 530.
 - DRIVEWAY LOCATIONS MAY BE SHIFTED AT THE TIME OF CONSTRUCTION AS DIRECTED BY THE ENGINEER TO MATCH FIELD CONDITIONS.
 - FOR CPCD PAVEMENT, DO NOT PLACE DOWEL BARS BOTH SIDES OF THE PAVEMENT JOINT (BASKET). PLACEMENT OF DOWELS WILL BE SUBSIDIARY TO ITEM 530.
 - SEE THE TYPICAL SECTIONS FOR ADDITIONAL DETAILS.
 - EXPANSION JOINTS SHALL BE SPACED AT EQUAL DIVISIONS OF "L" WITH A MAXIMUM SPACING OF 20'. EXPANSION JOINTS WILL BE SUBSIDIARY TO ITEM 530.
 - PROPOSED CULVERT FLOW LINE AND ALIGNMENT TO MATCH THE PROPOSED OR EXISTING DITCH GRADE. IF NEEDED, BURY THE CULV/SET UP TO 1/3 DIAMETER OF THE PIPE OR BOX TO ACHIEVE THE DEPTH NECESSARY FOR THE DRIVEWAY PAVEMENT ELEMENTS.
 - DO NOT PLACE CURB ALONG ANY DRIVEWAY UNLESS IT CONNECTS TO A ROADWAY THAT ALSO HAS CURB AND GUTTER. IF CONNECTING TO CURB AND GUTTER ROADWAY SLOPE DRIVEWAY TOWARDS GUTTER.

DRIVEWAY DETAILS (BMT STANDARD)

NOT TO SCALE

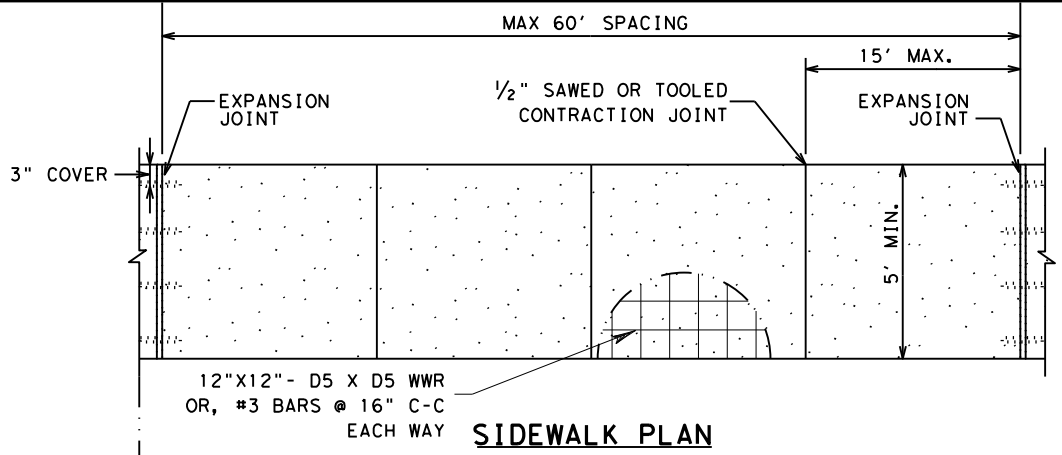
TEXAS Department of Transportation

SHEET 1 OF 2

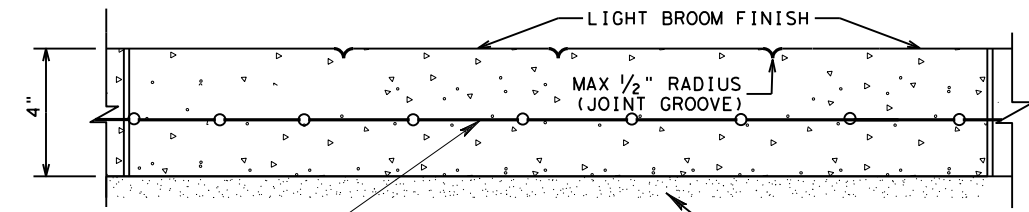
FHWA DIVISION	FEDERAL AID PROJECT NO.	SHEET NO.
STATE	DISTRICT	COUNTY
TEXAS	\$DST\$	\$CTY\$
CONTROL	SECTION	JOB
\$C\$	\$S\$	\$J\$
		HIGHWAY NO.
		\$CF\$

REVISION DATE: 10/29/2015

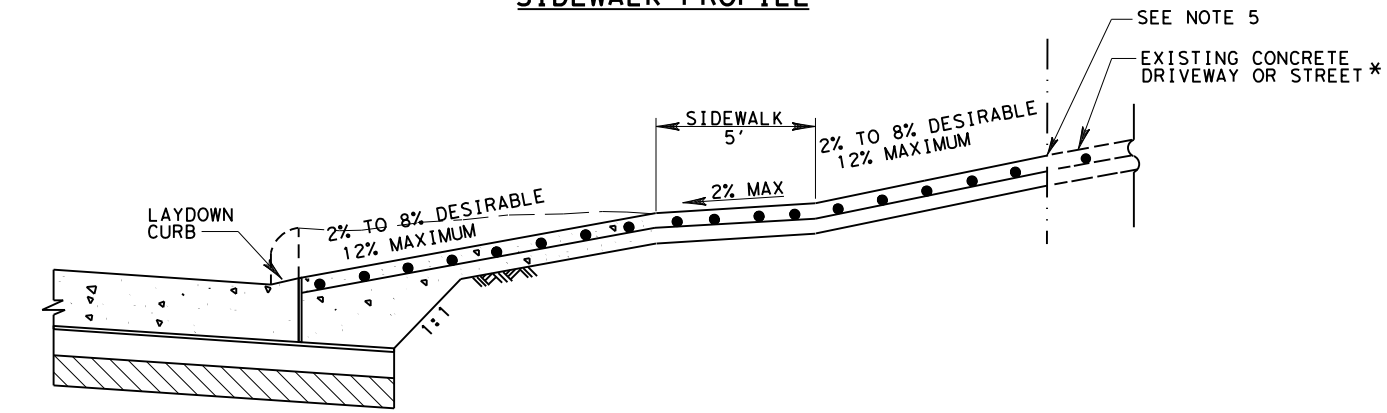
FILE: T:\bmtdesign\miscellaneous\driveway standard\bmt driveway std 20151029.dgn DATE: 10/29/2015



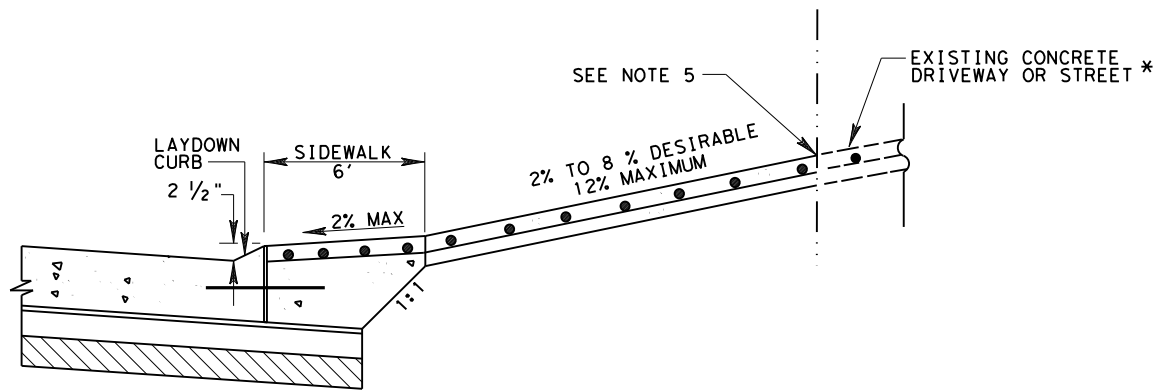
SIDEWALK PLAN



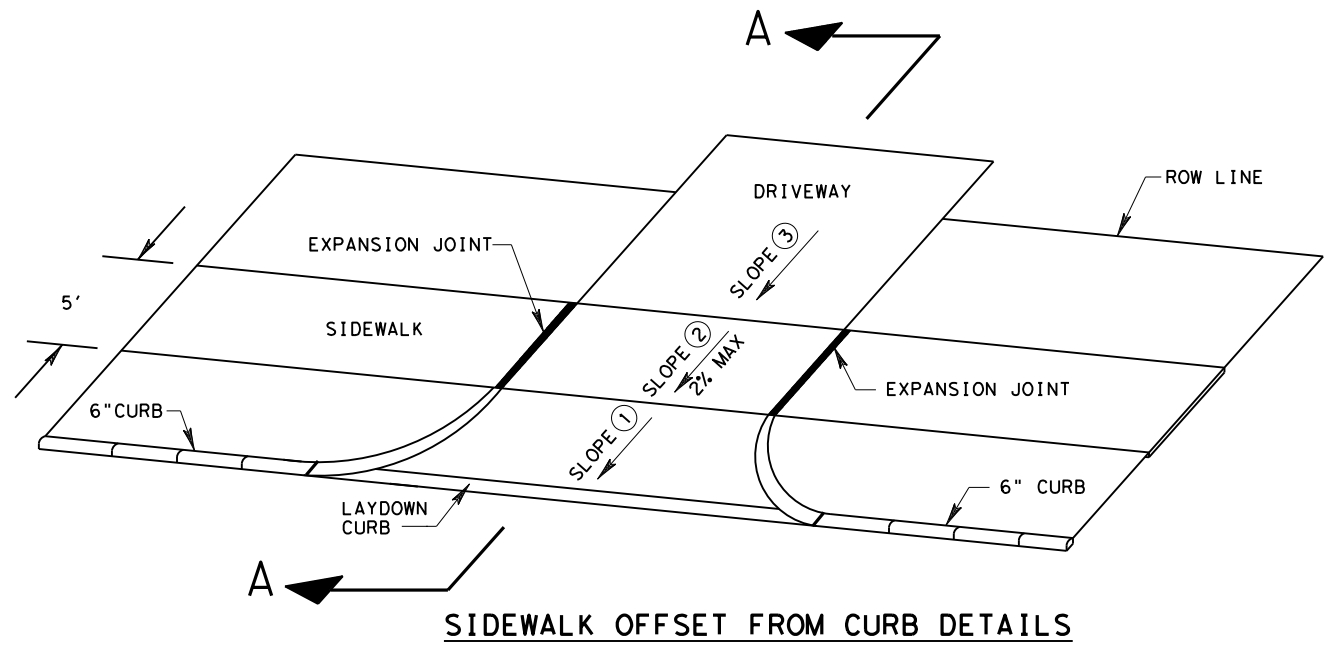
SIDEWALK PROFILE



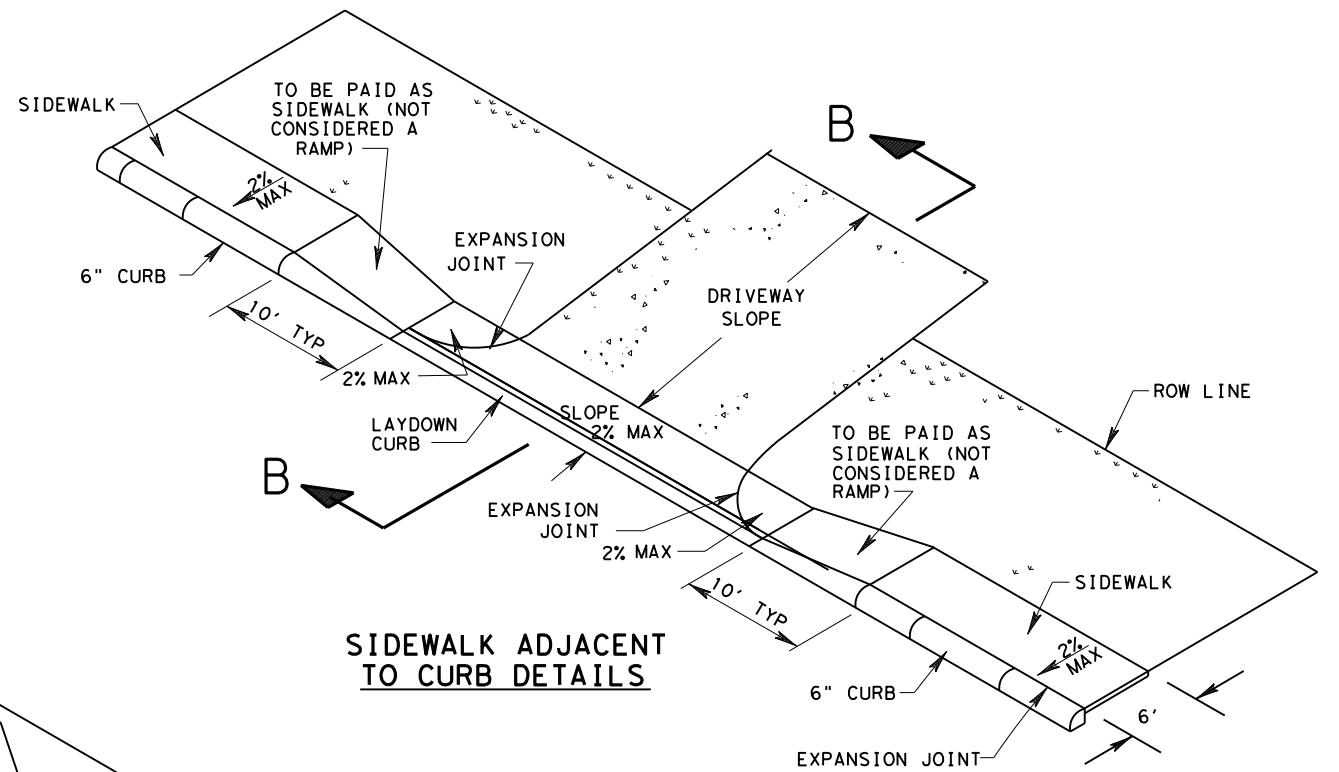
SLOPES W/ SIDEWALKS OFFSET FROM CURB (SECTION A-A)



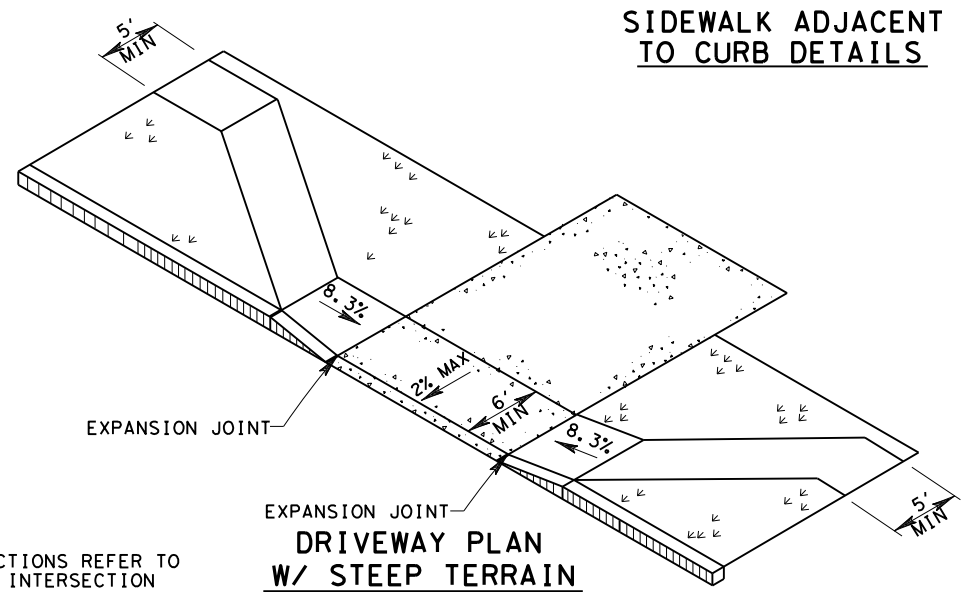
DRIVEWAY SLOPES W/ SIDEWALKS ADJACENT TO CURB (SECTION B-B)



SIDEWALK OFFSET FROM CURB DETAILS



SIDEWALK ADJACENT TO CURB DETAILS



DRIVEWAY PLAN W/ STEEP TERRAIN

FOR STREET INTERSECTIONS REFER TO PAVING DETAILS AND INTERSECTION DETAILS FOR REINFORCING STEEL AND SECTION REQUIREMENTS.

DRIVEWAY/SIDEWALK DETAILS (BMT STANDARD)

NOT TO SCALE

© YEARS Texas Department of Transportation

SHEET 2 OF 2

FHWA TEXAS DIVISION	FEDERAL AID PROJECT NO.	SHEET NO.
STATE	DISTRICT	COUNTY
TEXAS	\$DST\$	\$CTYS
CONTROL	SECTION	JOB HIGHWAY NO.
\$C\$	\$S\$	\$J\$ \$CF\$

REVISION DATE: 10/29/2015

