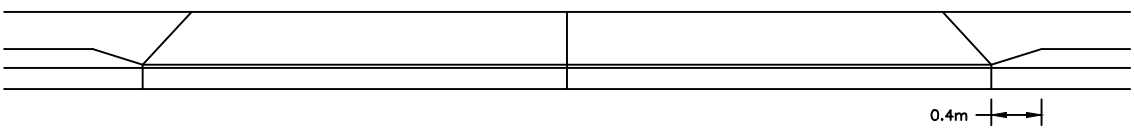
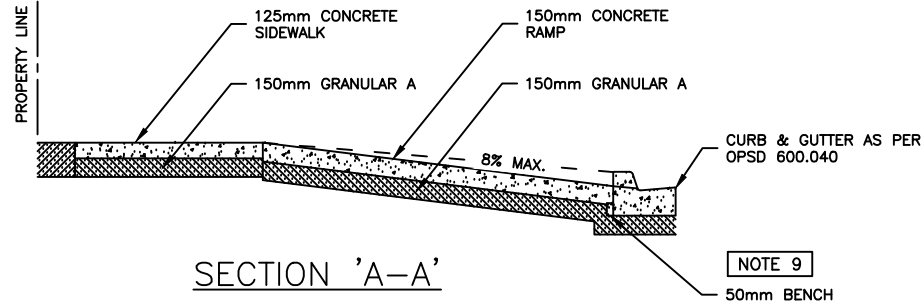


PLAN



ELEVATION



SECTION 'A-A'

GENERAL NOTES:

1. IF THE DRIVEWAY IS CONCRETE, EXPANSION JOINT MATERIAL SHALL BE INSTALLED AT THE BACK OF THE SIDEWALK.
2. SAW CUTS SHALL BE PLACED AT THE CENTRELINE OF THE DRIVEWAY RAMP AND EXTENDED THROUGH THE SIDEWALK AND CURB.
3. EXCEPT IN NEW DEVELOPMENT, DRIVEWAY RAMPS MAY BE POURED MONOLITHICALLY WITH THE ADJACENT SIDEWALK, IN WHICH CASE TOOLED SAW CUT JOINTS SHALL BE PLACED ALONG THE FRONT EDGE OF THE SIDEWALK, ACROSS THE DRIVEWAY ENTRANCE, WHERE BOULEVARD IS LESS THAN 1.5m.
4. THE DISTANCE ALONG THE CURB FROM THE EXTENDED EDGE OF THE DRIVEWAY AT THE BACK OF THE SIDEWALK TO THE BOTTOM OF THE DEPRESSED CURB SHALL BE 1/4 OF THE DISTANCE FROM THE BACK OF CURB TO THE FRONT OF SIDEWALK TO A MAXIMUM OF 1000mm, BUT SHALL NOT BE LESS THAN 500mm. NEW DEVELOPMENT SHALL BE 0.3m.
5. SAW CUTS SHALL BE PLACED IN THE SIDEWALK WHERE THE DRIVEWAY RAMP TAPER INTERSECTS AND IN THE CURB AT THE BOTTOM OF GRADE TRANSITION.
6. TOOLED JOINTS IN THE DRIVEWAY PORTION OF THE SIDEWALK SHALL BE SPACED EQUALLY TO MATCH THE TYPICAL JOINTING OF SIDEWALK AS CLOSE AS POSSIBLE.
7. WHERE DRIVEWAY RAMP WIDTH EXCEEDS 3000mm, A LONGITUDINAL SAW CUT JOINT IS TO BE PROVIDED AT THE MID-POINT.
8. ALLOWABLE RAMP WIDTHS AT THE SIDEWALK ARE BETWEEN 3.65m AND 7.30m.
9. DEPRESSED CURB AND GUTTER AT DRIVEWAY ENTRANCES SHALL HAVE AN ADDITIONAL 50mm BENCH TO SUPPORT ADJACENT CONCRETE RAMPS, REFER TO OPSD 600.040.
10. REFER TO OPSD 350.010 FOR COMMERCIAL/INDUSTRIAL RAMP DESIGN.
11. REFER TO CITY OF KITCHENER STANDARD SPECIFICATIONS AND THE DEVELOPMENT MANUAL FOR FURTHER INFORMATION.
12. FOR NEW DEVELOPMENT, RAMP WIDTH AT FRONT OF SIDEWALK IS TO EQUAL THE WIDTH OF THE DRIVEWAY AT THE BACK OF SIDEWALK.

STANDARD DROP CURB AND DRIVEWAY RAMP DETAILS

The Corporation Of The
CITY OF KITCHENER



1	MANUAL UPDATE	JULY 2012
No.	REVISION	DATE

Scale:	N.T.S.
Rev. Date:	JUNE 2010
Std. No.:	109