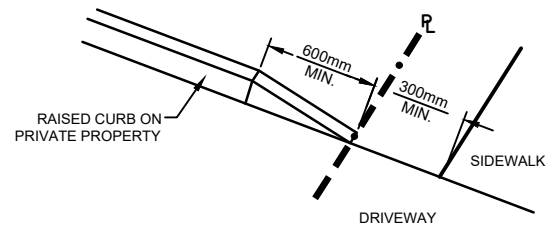


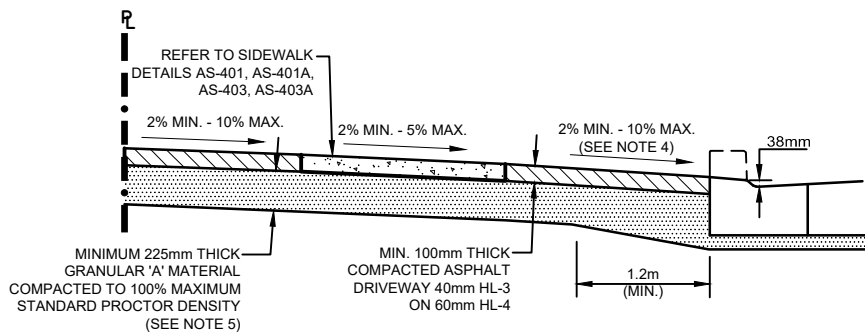
WHERE REQUIRED, SIDEWALK TO BE REPLACED TO NEAREST COMPLETE PANEL (MIN.) AS PER AS-401 (SEE NOTE 9)

**NOTES:**

- UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, THE WIDTH OF RESIDENTIAL DRIVEWAYS SHALL BE A MINIMUM OF 2.5 METRES AND A MAXIMUM AS PER ENGINEERING BEST PRACTICE.
- UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, CURB CUTS SHALL HAVE A MAXIMUM WIDTH AS PER ENGINEERING BEST PRACTICE AND SHALL BE COMPLETED IN A MANNER SATISFACTORY TO THE CITY ENGINEER AND IN ACCORDANCE WITH CITY OF WINDSOR STANDARD DRAWING AS-216.
- UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, RAISED CURBS BORDERING DRIVEWAY APPROACHES ON THE PUBLIC RIGHT-OF-WAY ARE PROHIBITED. ACCORDINGLY, ALL SUCH RAISED CURBS SHALL TERMINATE IN A MANNER SATISFACTORY TO THE CITY ENGINEER AS PER DETAIL A, BELOW, SO THAT THE RAISED PORTION OF THE CURB (OR THE ENTIRE CURB) SHALL TERMINATE AT THE PROPERTY LINE. IN ADDITION, THE MINIMUM CLEARANCE BETWEEN THE END OF THE RAISED PORTION OF THE CURB (OR THE ENTIRE CURB) AND THE NEAR EDGE OF THE SIDEWALK SHALL BE 300mm.
- UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, DRIVEWAY CROSSFALL SHALL BE 2% MINIMUM AND SHALL NOT EXCEED 10%
- GRANULAR 'A' BASE COURSE SHALL BE PLACED TO A MINIMUM THICKNESS OF 225MM ON AN APPROVED SUBGRADE, COMPACTED TO 100% MAX. STANDARD PROCTOR DENSITY. WHERE UNSUITABLE SUBGRADE MATERIALS ARE ENCOUNTERED, THEY SHALL BE REMOVED AND REPLACED WITH COMPACTED GRANULAR 'A' MATERIAL TO THE SATISFACTION OF THE CITY ENGINEER.
- DRIVEWAY MAY FLARE 1.0m (MAX.) AT THE CURB TO ACCOMMODATE THE TURNING RADIUS OF VEHICLES, AS APPROVED BY THE CITY ENGINEER, PROVIDED THE MAXIMUM WIDTH OF CURB CUT OF 7.0m AND AS PER ENGINEERING BEST PRACTICE IS NOT EXCEEDED. (SEE NOTE 2) FLARE NOT TO EXTEND BEYOND EXTENSION OF THE SIDE YARD LOT LINE.
- WHERE AN ASPHALT DRIVEWAY ABUTS A CONCRETE SIDEWALK, IT SHALL DO SO IN A STRAIGHT (HORIZONTALLY AND VERTICALLY) MANNER, TO THE SATISFACTION OF THE CITY ENGINEER.
- ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY TO BE COMPLETED TO CITY OF WINDSOR STANDARDS, TO THE SATISFACTION OF THE CITY ENGINEER.
- SIDEWALK SHALL HAVE A BROOMED FINISH.



**DETAIL 'A'**  
(SEE NOTE 3)



**SECTION A-A**

<b>CITY OF WINDSOR</b>	
ENGINEERING DEPARTMENT	
<b>RESIDENTIAL DRIVE - ASPHALT</b>	
DR'N BY: SS, NB, UT, AZ	DATE: APR, 2005
REV. DATE: JAN, 2024	CH'KD BY (ENG): PM, JH
CH'KD BY (GEO/OPS): PJU, AL	PASSED BY: FM
CITY ENGINEER _____	
<b>AS-221</b>	

NOT TO SCALE