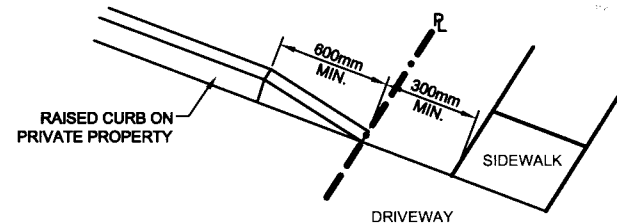
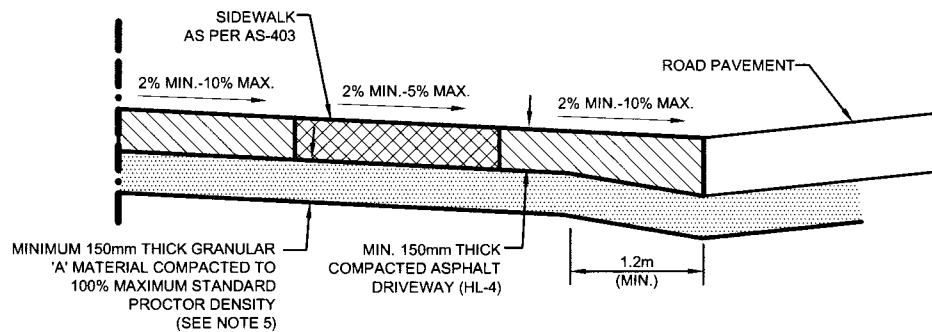


NOTES:

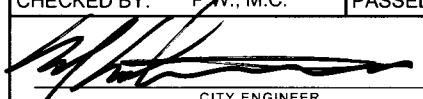
1. UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, THE WIDTH OF COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 3.5 METRES PER LANE AND A MAXIMUM OF 4.5 METRES PER LANE, MEASURED AT THE PROPERTY LINE, AS PER APPLICABLE ZONING BY-LAW REQUIREMENTS.
2. UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE 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.
3. GRANULAR 'A' BASE COURSE SHALL BE PLACED TO A MINIMUM THICKNESS OF 150mm 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.
4. DRIVEWAY MAY FLARE AT THE CURB TO ACCOMMODATE THE TURNING RADIUS OF COMMERCIAL VEHICLES, AS APPROVED BY THE CITY ENGINEER. THE FLARE SHALL OCCUR WITHIN THE APPROVED CURB CUT WIDTH IDENTIFIED ON THE PERMIT FROM ENGINEERING DEPARTMENT. FLARE NOT TO EXTEND BEYOND EXTENSION OF SIDE YARD LOT LINE.
5. 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.
6. WHERE A CONCRETE SIDEWALK INTERSECTS A COMMERCIAL ASPHALT DRIVEWAY, THE SIDEWALK WILL BE EXTENDED THROUGH THE DRIVEWAY. WHERE THIS OCCURS, THE SIDEWALK SHALL BE 150mm THICK, IN ACCORDANCE WITH AS-403.
7. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY TO BE COMPLETED TO CITY OF WINDSOR STANDARDS, TO THE SATISFACTION OF THE CITY ENGINEER.



DETAIL 'A'
(SEE NOTE 2)



SECTION A-A

CITY OF WINDSOR	
ENGINEERING DEPARTMENT	
COMMERCIAL APPROACH - NO CURB	
DRAWN BY: S.S., M.M.	DATE: APRIL 2005
REVISION: OCTOBER 2005	CHECKED BY: W.B., S.S., P.U.
FEBRUARY 2012; OCTOBER 2015	PASSED BY: M.W.
CHECKED BY: P.W., M.C.	
 CITY ENGINEER	
AS-203	