**COMBINED DRIVEWAY & MAIL BOX APPROACH**

**TYPICAL MAIL BOX APPROACH**

**DROP CURB DETAILS AT DRIVEWAYS**

<table>
<thead>
<tr>
<th>Delta</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>80° to 90°</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>75° to 85°</td>
<td>20'</td>
<td>16'</td>
</tr>
<tr>
<td>70° to 75°</td>
<td>20'</td>
<td>16'</td>
</tr>
<tr>
<td>65° to 75°</td>
<td>20'</td>
<td>16'</td>
</tr>
<tr>
<td>60° to 70°</td>
<td>20'</td>
<td>16'</td>
</tr>
</tbody>
</table>

**LEGEND**

- **1** unless otherwise shown in the plans.
- **2** Add 3′ for each additional Mail Box
- **3** Impressed Joint without Tie Bore for Portland Cement Surface

**GENERAL**

The design details shown here shall govern the construction of driveways unless otherwise shown in the project plans.

The pavement type and thickness shall be specified in the project plans.

Driveway and mail box approaches shall be combined when feasible.

JOINTS Impressed joints for portland cement concrete driveways shall be 3⁄4" minimum width by 3⁄4" depth and shall be sealed with item 705.04 or ASTM D 1850.

In addition to the joints shown here, impressed joints without tie bars shall be placed in portland cement concrete driveways at intervals not to exceed 1′ in the portion of the driveway beyond theflare.

The pavement type and thickness shall be specified in the project plans.

JOINTS: Impressed joints for portland cement concrete driveways shall be 3⁄4" minimum width by 3⁄4" depth and shall be sealed with item 705.04 or ASTM D 1850.

Corner sections of driveways shall be combined where feasible.

**TYPE 1 DRIVEWAY**

*Transition from Standard Curb Section to Drop Curb Section to be made in 6′ distance from Driveway.*