


TYPICAL RESIDENTIAL DRIVEWAY SECTION D

WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS SEPARATED FROM CURB

NOTES:

1. THE EXISTING CURB SHALL BE REMOVED FOR THE ENTIRE LIMITS OF THE APRON WHEN A NEW DRIVEWAY IS CONSTRUCTED ON AN EXISTING STREET.
2. 24 INCH LONG CURB TRANSITIONS FOR EACH SIDE OF THE APRON WILL BE PROVIDED TO SLOPE THE STREET CURB FROM EXISTING HEIGHT TO THE 1/2 INCH EXPOSURE AT THE DRIVEWAY. NO SEPARATE PAY ITEM.
3. DRIVEWAY PENETRATION REFERS TO A PORTION OF THE DRIVEWAY THAT MAY BE NECESSARY TO RECONSTRUCT WITHIN PRIVATE PROPERTY TO COMPLY WITH A MAXIMUM DRIVEWAY SLOPE. THIS PORTION OF THE DRIVEWAY SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS AS MAY APPLY:

7" MINIMUM HEIGHT WILL NOT NECESSARILY OCCUR AT THE PROPERTY LINE. IT MAY OCCUR WITHIN THE RIGHT OF WAY OR WITHIN THE DRIVEWAY PENETRATION ON PRIVATE PROPERTY.
4. THE PROPOSED DRIVEWAY SHOULD MATCH THE EXISTING WIDTH AT THE PROPERTY LINE, UNLESS GRANTED OTHERWISE AS PART OF APPLICATION TO WORK ON CITY STREETS PERMIT.
5. A MINIMUM OF TWO ROUND AND SMOOTH DOWEL BARS 3/8" IN DIAMETER AND 18" IN LENGTH SHALL BE SPACED 18" APART AT EACH EXPANSION JOINT.
6. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN (1:12) 8 % MAXIMUM SLOPE. WHERE SIDEWALKS CROSS DRIVEWAYS, SIDEWALK CROSS SLOPE SHALL NOT EXCEED 1:48 (2%).
7. SIDEWALK RAMP SURFACE SHALL BE IN ACCORDANCE TO ADA SURFACE TREATMENTS.
8. 10% MAX. TO THE EDGE OF THE SIDEWALK IF SIDEWALK SEPARATION IS 4' OR GREATER. THE ALGEBRAIC DIFFERENCE OF G1 & G2 SHALL BE 14% OR LESS.

 It's real.	DATE ISSUED: JUNE 1, 2013		TITLE	
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