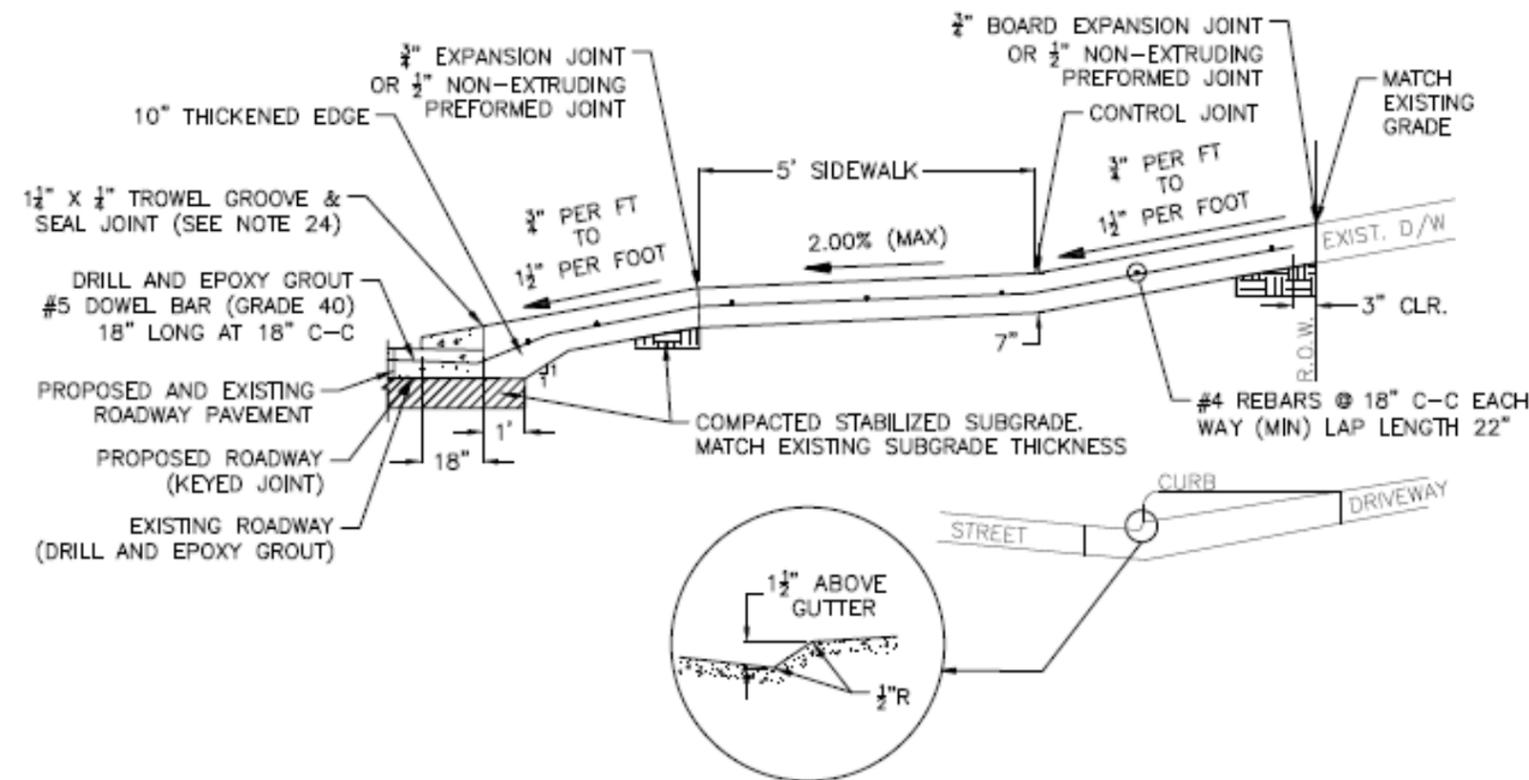


DRIVEWAY WITH SIDEWALK



DRIVEWAY/LOCAL RESIDENTIAL STREETS (SECTION A-A)

NOTES:

1. NO CONCRETE SHALL BE PLACED UNTIL FORMS AND SUBGRADE ARE INSPECTED.
2. ALL DISTURBED SUBGRADE NEEDS TO BE TREATED TO DEPTH OF STABILIZATION REQUIREMENTS PER GEO REPORT NOTES AND SPECIFICATIONS.
3. SAW CUT OPERATIONS SHALL BEGIN AS SOON AS POSSIBLE AFTER CONCRETE PLACEMENT.
4. EXISTING DRIVES, SAW CUT EXISTING DRIVEWAY AT R.O.W. LINE.
5. SEAL ALL SAW CUT CONTROL POINTS WITH SELF SEALING NON-SAG SILICONE JOINT SEALANT MATERIAL PER SPECIFICATIONS.
6. SEE SPECIFICATIONS FOR CONCRETE TYPE.
7. SEE STANDARD DRAWINGS FOR WIDTH AND LOCATION REQUIREMENTS. PRIVATE DRIVEWAY, MAX DRIVEWAY WIDTH IS IN R.O.W. TWENTY-FOUR (24') PLUS THE CORNER RADI AT EACH INTERSECTION FOR ONE DRIVE, TWELVE FEET (12') FOR CIRCLE DRIVES AT THE LINE OF INTERSECTION.
8. NO DRIVEWAY SHALL BE LOCATED WITHIN TWENTY-FOUR (24') OF A STREET INTERSECTION.
9. WHERE THE DRIVEWAY PROVIDES DIRECT ACCESS TO A GARAGE CONTAINING MORE THAN TWO (2) PARKING SPACES & THE GARAGE FRONTS A SIDE-STREET, THEN THE CORRESPONDING CURB CUT SHALL NOT EXCEED THIRTY-SIX FEET (36').
10. ONLY ONE (1) CURB CUT PERMITTED PER RESIDENCE; PROVIDED, HOWEVER, A SECOND CURB CUT IS PERMITTED WHEN CONNECTING TO A CIRCULAR DRIVEWAY. EXCEPT AS PROVIDED BY SUBSECTION 10.04 IN THE ORDINANCE, THE TOTAL WIDTH OF ALL CURB CUTS PER RESIDENCE SHALL NOT EXCEED TWENTY-FOUR FEET (24') PLUS THE CORNER RADI AT EACH INTERSECTION.
11. IF MORE THAN ONE (1) CURB CUT (THAT IS STREET TRANSITION) IS CONSTRUCTED ON THE SAME LOT, SUCH CURB CUTS SHALL BE SEPERATED (NEAREST EDGE TO NEAREST EDGE AS MEASURED ALONG THE STREET CURB) BY A MINIMUM DISTANCE OF AT LEAST TWENTY FEET (20'). THE DRIVEWAYS CORRESPONDING TO THE TWO (2) CURB CUTS MUST INTERCONNECT AS A CIRCULAR DRIVEWAY, & AT LEAST ONE (1) CURB CUT MUST CORRESPOND TO A DRIVEWAY TO THE DWELLING UNIT'S GARAGE OR ALTERNATE ENCLOSED VEHICLE PARKING SPACE.
12. OTHER RESTRICTIONS MAY APPLY, REFER TO CITY ORDINANCE FOR FIRE ENTRACNE OR FIRE LANES.
13. METER BOXES OR CLEAN OUTS SHALL NOT BE LOCATED WITHIN DRIVEWAYS.
14. EXPANSION JOINTS 10' MAX. O.C. OR AS SPECIFIED BY ENGINEER, SEE DETAILS
15. DO NOT USE WOOD IN THE EXPANSION JOINTS
16. CONCRETE---3,000 psi @ 28 DAYS
17. ALL REBAR ON COMMERCIAL OR PRIVATE DRIVEWAY IN R.O.W. TO BE #5, GRADE 40
18. REBAR IN PRIVATE DRIVEWAY OUTSIDE OF R.O.W. TO BE #4 REBAR 16" O.C.E.W. ON CHAIRS.
19. THE SIDEWALK CROSS SLOPE APPLIES TO THE DRIVEWAY INLINE WITH THE SIDEWALK CROSS-ING IT.
20. SEE DRIVEWAY SCHEDULE FOR DRIVEWAY SCHEDULE, LENGTH, WIDTH AND SLOPE.
21. SEE PLAN & PROFILE SHEETS FOR EXISTING DRIVEWAY WIDTH. TAPER NEW DRIVE TO FIT EXISTING DRIVE EDGE.
22. PRIVATE & COMMERCIAL DRIVES OR ENTRANCE, IN R.O.W. MINIMUM OF 7" FOR BOTH.
23. CONCRETE MUST BE PLACED MONOLITHIC FOR DRIVEWAY REPLACEMENT OR NEW INSTALLS.
24. TROWEL GROOVE SEALANT SHALL BE LOW MODULES SILICONE OR POLYURETHANE SEALANT



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DRIVEWAY WITH SIDEWALK DETAILS

DETAIL ST - 5

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