NOTES:
1. TO BE USED ONLY IN AREAS WITH SIMILAR DRIVEWAY CONDITIONS FOR HISTORICAL PRESERVATION AS APPROVED BY THE CITY ENGINEER.

2. WHERE DRIVEWAY CONNECTION TO PROPERTY IS A NEGATIVE GRADE, THE GUTTER FLOW DEPTH MEASURED FROM GUTTER LINE TO BACK OF SIDEWALK ELEVATION SHALL HAVE A MINIMUM OF 3" VERTICAL RISE TO ASSURE THAT STORMWATER WILL NOT OVERTOP THE BACK OF SIDEWALK. IF THIS CONDITION CANNOT BE MET, PLACE AN INLET AT UPSTREAM SIDE OF DRIVEWAY OR OTHER APPROVED DESIGN MITIGATION.

3. STANDARD SIDEWALK SCORING SHALL CONTINUE THROUGH DRIVEWAY TO DELINEATE SIDEWALK/PEDESTRIAN ZONE PER DRG. NO. P-551.


5. PAY LIMIT FOR DRIVEWAYS IS THE OUTER LIMIT OF THICKER STRUCTURAL SECTION THAT IS SUBJECT TO VEHICLE LOADS. NO SEPARATE PAYMENT WILL BE MADE FOR CURB IN DRIVEWAY WINGS.

6. DRIVEWAYS SHALL BE POURD MONOLITHIC WITH CURB.

7. IF APPROVED, WHERE EXISTING DRIVEWAY IS IN GOOD CONDITION AND MEETS SLOPE REQUIREMENTS, MAY CONSTRUCT PORTIONS ONLY AS REQUIRED FOR SATISFACTORY CONNECTION WITH NEW WORK.

8. DRIVEWAY APRON SLOPE SHALL BE MAXIMIZED WHILE STILL ALLOWING THE DRIVEWAY TO FUNCTION PROPERLY BEFORE DEPRESSING THE SIDEWALK/PEDESTRIAN ZONE AS SHOWN IN THE ALTERNATE DEPRESSED SEPARATED SIDEWALK DRIVEWAY, DRG. NO. P-529.

9. WHEN COMBINATION CURB AND GUTTER IS USED THE GUTTER PAN SHALL BE INCLUDED IN THE PAY LIMITS FOR THE DRIVEWAY.

10. WHEN EXISTING CURB EXPOSURE IS 9" OR LESS, OMIT THE 1" LIP IN DRIVEWAY APRON

11. MAXIMUM 17% ALGEBRAIC GRADE (G) AT STREET.

12. NO VERTICAL IMPEDIMENTS (POLES, SIGNS, TREES, ETC.) WITHIN 3' OF THROAT.