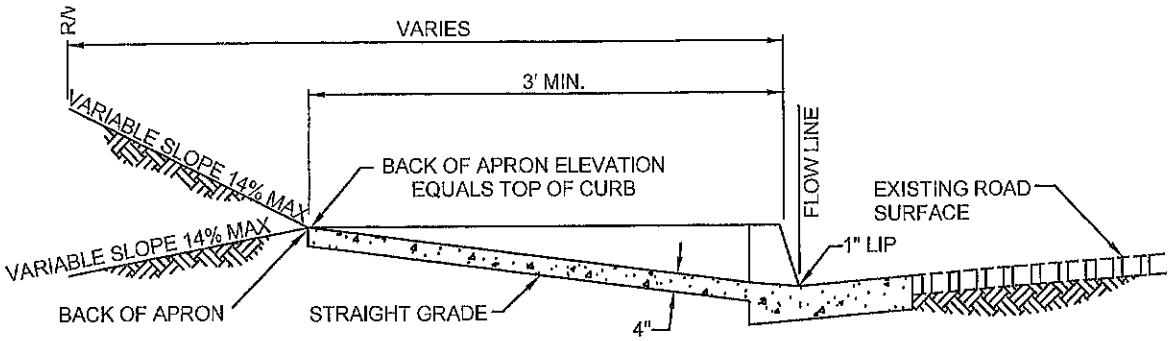
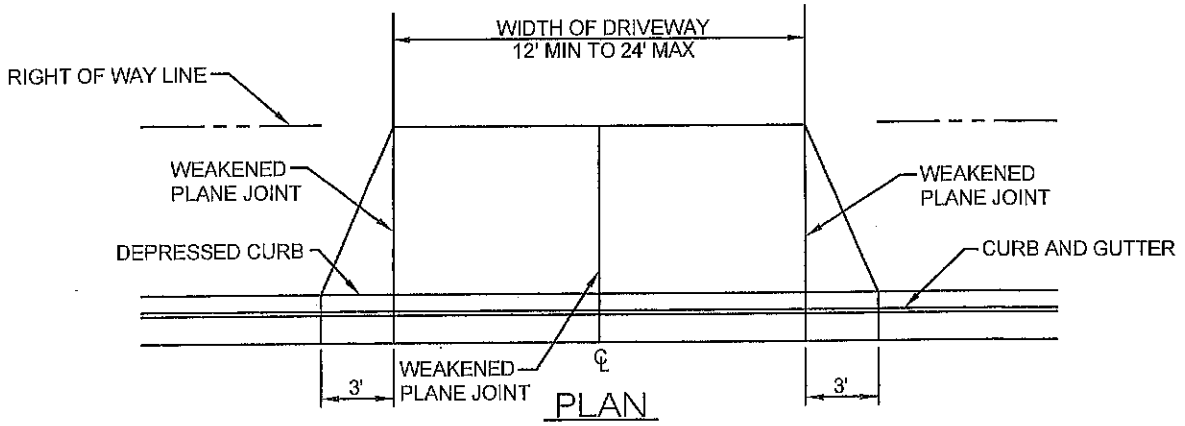


SECTION



PLAN

NOTES:

1. DRIVEWAY APPROACHES SHALL BE CONSTRUCTED OF CLASS "B" CONCRETE (5 SACK CEMENT MINIMUM) FOUR INCHES THICK
2. BROOM FINISH IS REQUIRED
3. DRIVEWAY APPROACH CONSTRUCTION IS REQUIRED FOR ALL DEPRESSED CURB OPENINGS
4. ON A SINGLE LOT, WHEN MORE THAN ONE DRIVEWAY APPROACH IS TO BE CONSTRUCTED, THE MINIMUM DISTANCE BETWEEN DRIVEWAY APPROACHES SHALL BE TEN FEET AND THE MINIMUM DISTANCE BETWEEN CURB RETURN AND DRIVEWAY SHALL BE FIVE FEET
5. TO PROVIDE A DRIVEWAY APPROACH THROUGH EXISTING CURB AND GUTTER, THE EXISTING CURB AND GUTTER SHALL BE SAW CUT AND REMOVED FOR NECESSARY WIDTH, OR REMOVED AND REBUILT TO THE NEAREST JOINT
6. ASPHALT OR BITUMINOUS MATERIALS (MIN. 3" THICKNESS) MAY BE PERMITTED IN LIEU OF PORTLAND CEMENT CONCRETE; BUT ONLY TO CONFORM TO ESTABLISHED NEIGHBORHOOD PATTERNS, AND ONLY FOR SINGLE LOT DEVELOPMENT. CONCRETE APPROACH WITH ASPHALT CURB MUST BE HELD BACK 1/2" FROM FACE OF CURB.
7. THE MAXIMUM SLOPE OF THE DRIVEWAY APPROACH SHALL BE 10% WITHIN THE CITY RIGHT-OF-WAY OR TO A MINIMUM DISTANCE OF 6.5 FEET FROM THE EDGE OF PAVEMENT (WHICHEVER IS LESS). THE MAX SLOPE BEYOND 6.5 FEET SHALL BE 14% UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER AND FIRE DEPARTMENT. NOTE THAT DRIVEWAYS IN EXCESS OF 12% REQUIRE STAIRS FOR PEDESTRIAN ACCESS.
8. ANY WORK WITHIN THE CITY RIGHT OF WAY REQUIRES AN ENCROACHMENT PERMIT
9. A CITY INSPECTOR MUST APPROVE THE FORMED DRIVEWAY APPROACH PRIOR TO POURING CONCRETE, AND FOLLOWING THE CONCRETE POUR.

REVISIONS		CITY OF BIG BEAR LAKE	STANDARD PLAN No.
REV.	DATE	RESIDENTIAL DRIVEWAY WITH CURB	216-1
#1	01/2009		
		APPROVED BY:	
		CITY ENGINEER DATE	