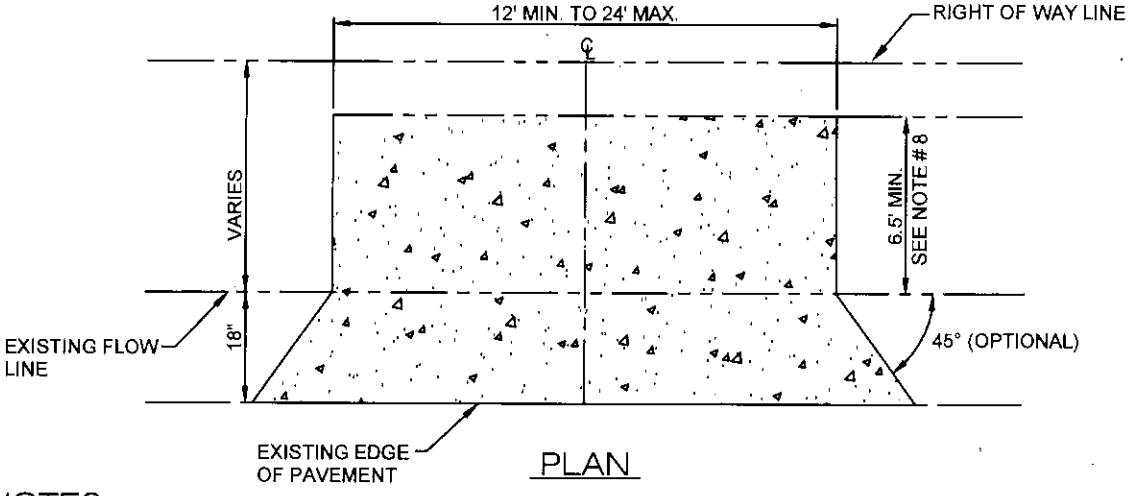


SECTION



PLAN

NOTES:

1. DRIVEWAY APPROACH SHALL BE PAVED WITH PG-64-10 ASPHALT CONCRETE (MINIMUM 3" THICKNESS) IF CONNECTING TO AN EXISTING PAVED ROADWAY. IF ROADWAY IS UNPAVED THE DRIVEWAY APPROACH MAY BE UNPAVED. NO CONCRETE SHALL BE ALLOWED IN DRIVEWAY APPROACH.
2. THE EXISTING EDGE OF PAVEMENT SHALL BE SAW-CUT OR CLEANED FOR STRAIT TIE-IN. DRIVEWAY APPROACH CONSTRUCTION SHALL NOT CAUSE CUTTING OR FILLING INTO ANY PORTION OF THE EXISTING STREET PAVEMENT.
3. EXISTING DRAINAGE FLOWLINE GRADE SHALL BE MAINTAINED. APPROACH MUST FOLLOW SLOPE OF ROAD FROM EDGE OF PAVEMENT IN 18-INCHES MINIMUM BEFORE SLOPING UPWARD.
4. WHERE EXISTING ASPHALT CONCRETE OR EARTH BERM IS REMOVED, DRIVEWAY APPROACH SHALL BE GRADED AND CONSTRUCTED TO AN ELEVATION EQUAL TO THE HEIGHT OF BERM REMOVED TO CONTROL DRAINAGE.
5. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTAINING DRIVEWAY APPROACHES AND CULVERT PIPES INSTALLED UNDER THE DRIVEWAY APPROACH. CULVERT PIPES SHALL BE A MIN. 18" SQUASH PIPE.
6. A MINIMUM OF A 18" WIDE BERM, 2" HIGH, IS REQUIRED BEHIND FLOW LINE, WHERE HOUSES AND GARAGES ETC. ARE BELOW LEVEL OR GRADE OF ROAD, TO HELP CONTROL WATER.
7. WHEN EXISTING DRIVEWAY IS OVERLAID, THE APPROACH MUST BE COMPLETELY REMOVED AND RECONSTRUCTED TO CURRENT CITY STANDARDS.
8. 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.
9. ANY WORK WITHIN THE CITY RIGHT OF WAY REQUIRES AN ENCROACHMENT PERMIT.
10. A CITY INSPECTOR MUST APPROVE THE DRIVEWAY APPROACH PRIOR TO PLACING ASPHALT CONCRETE AND FOLLOWING THE INSTALLATION, FOR FINAL.

REVISIONS		CITY OF BIG BEAR LAKE	STANDARD PLAN No.
REV.	DATE		
#1	01/2009	APPROVED BY:	216-2