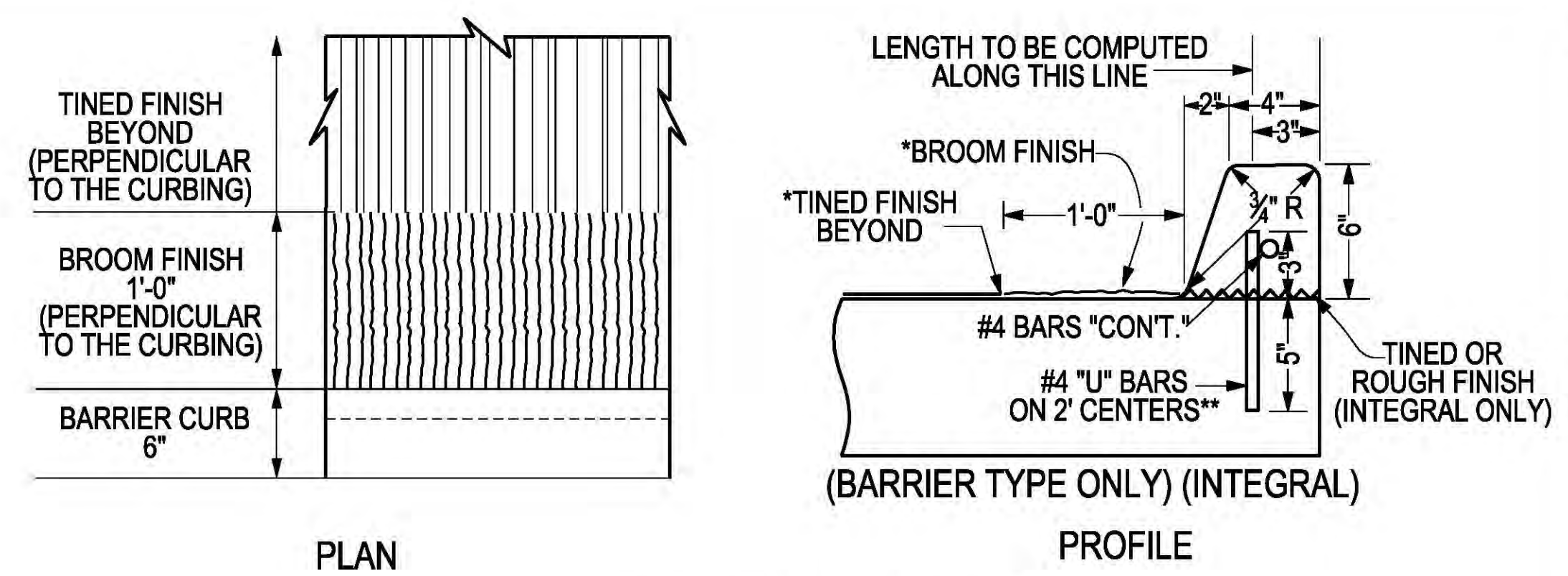
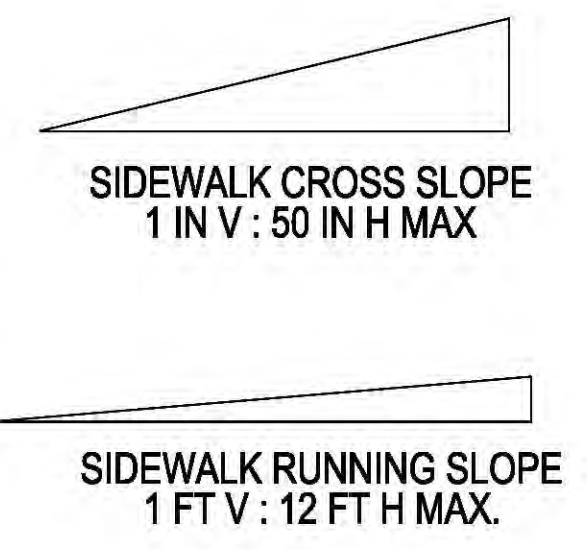


GENERAL NOTES:

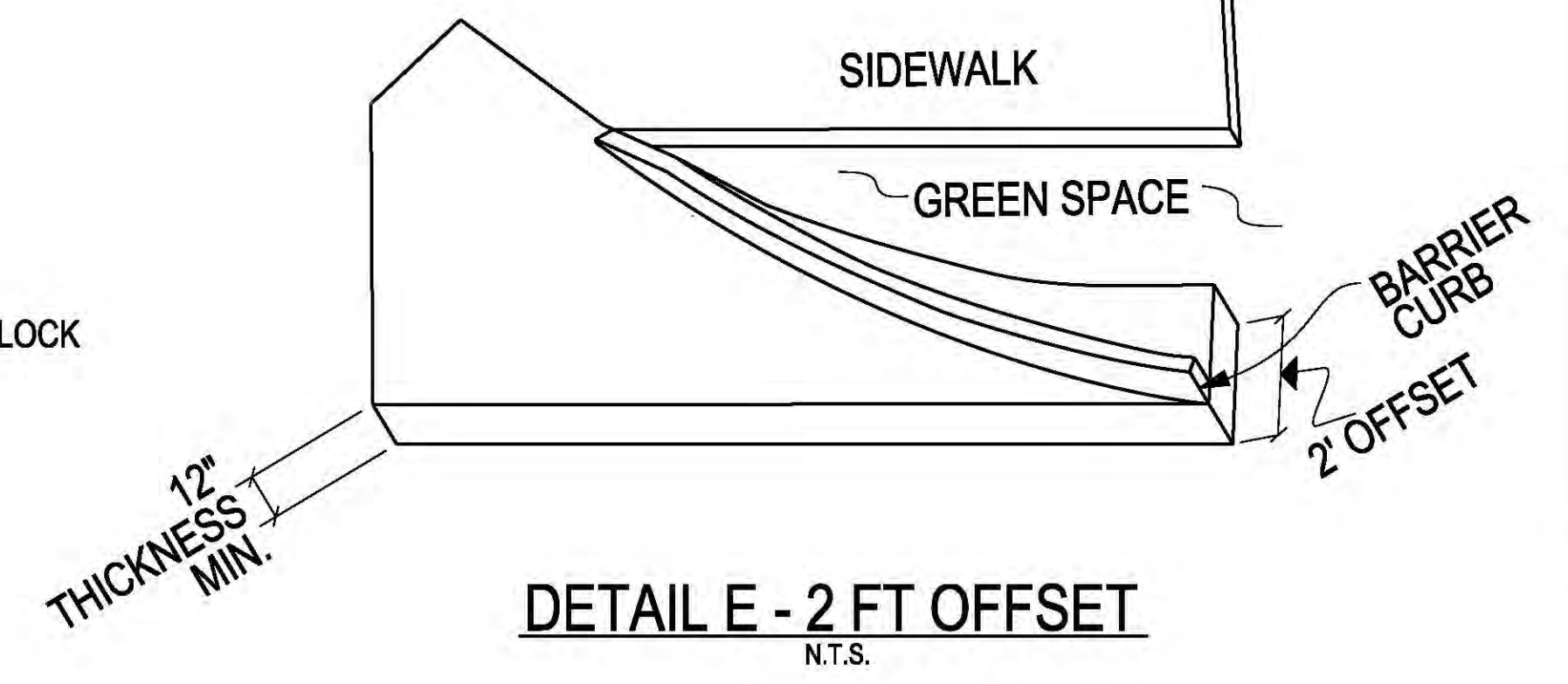
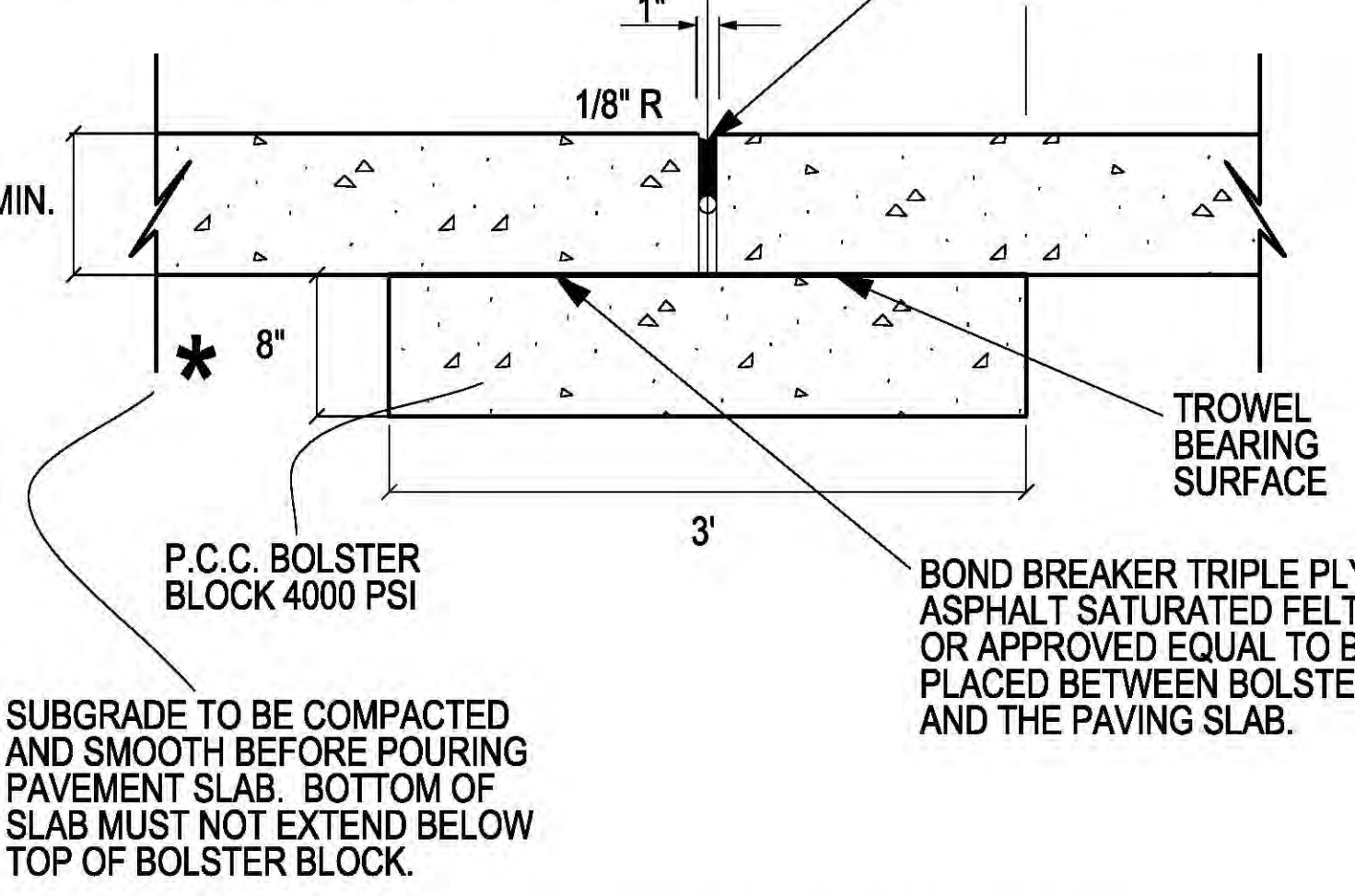
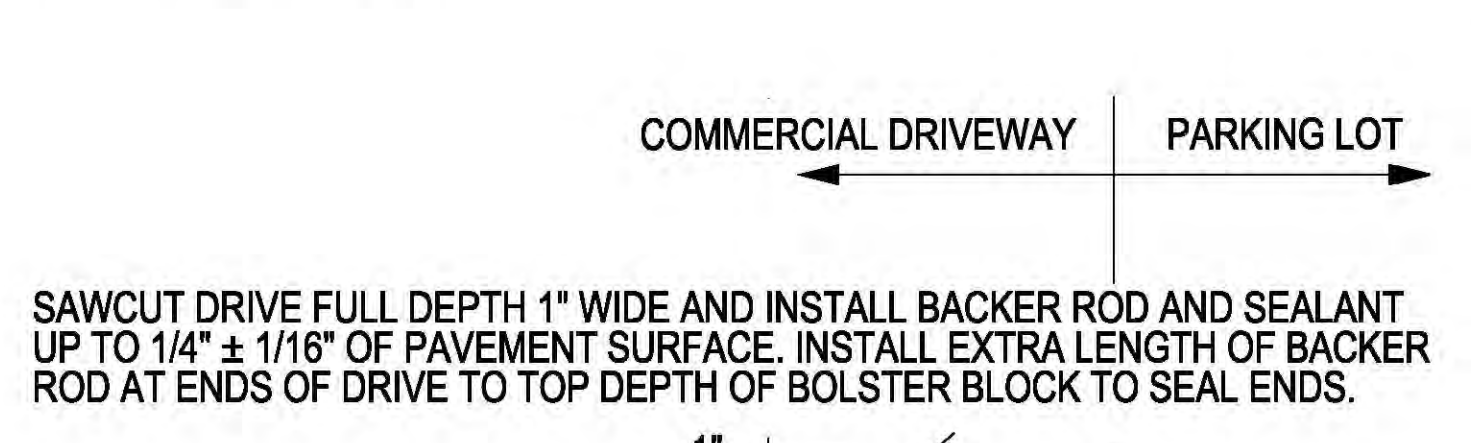
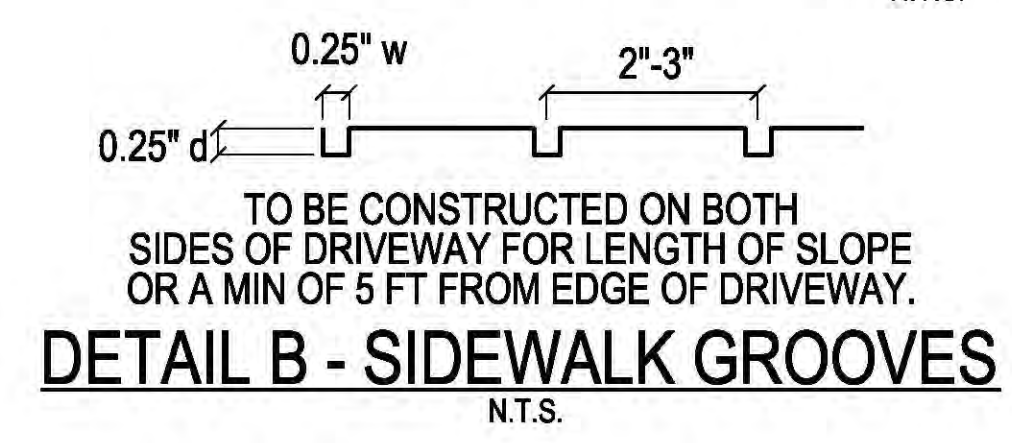
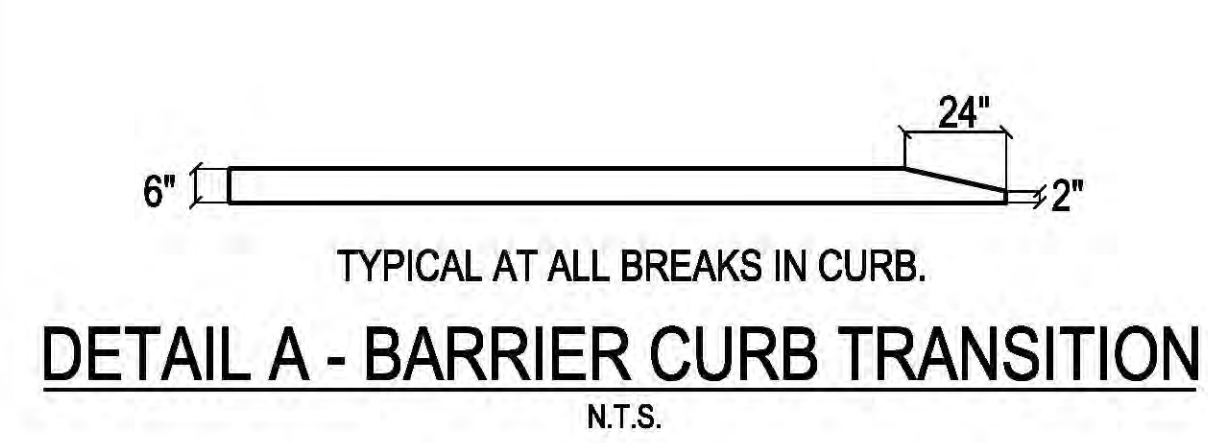
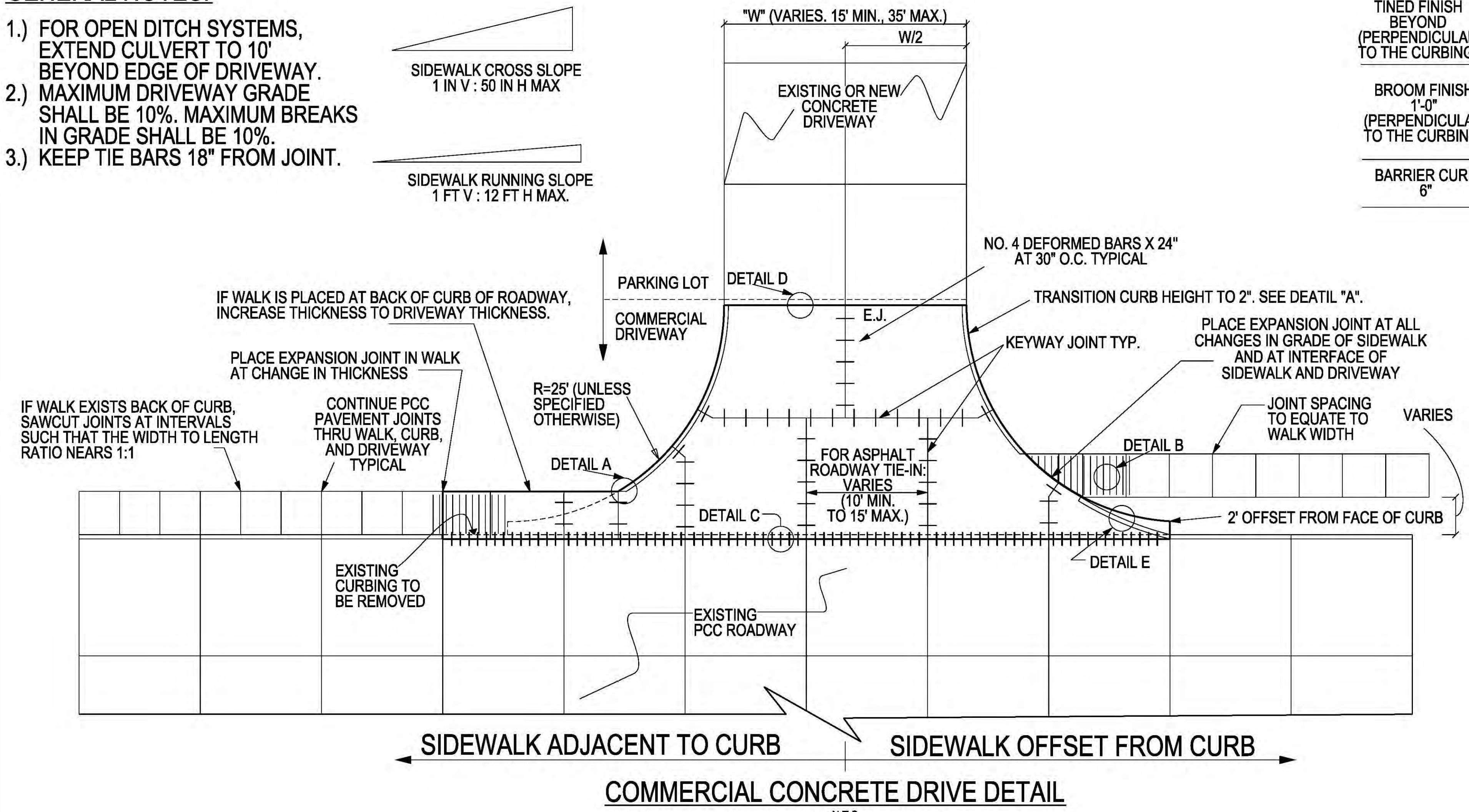
- 1.) FOR OPEN DITCH SYSTEMS, EXTEND CULVERT TO 10' BEYOND EDGE OF DRIVEWAY.
- 2.) MAXIMUM DRIVEWAY GRADE SHALL BE 10%. MAXIMUM BREAKS IN GRADE SHALL BE 10%.
- 3.) KEEP TIE BARS 18" FROM JOINT.



CONCRETE CURB
 N.T.S.
 *TINED FINISH AND BROOM FINISH PERPENDICULAR TO CURB.
 **STEEL REINFORCEMENT NOT NECESSARY IF CONSTRUCTED MONOLITHICALLY WITH THE PAVEMENT.

SIDEWALK NOTES:

- SIDEWALKS WILL BE A MINIMUM OF 5' WIDE AND MEET THE FOLLOWING STANDARDS:
1. CONSTRUCTED OF A MIN. OF 2500 PSI PORTLAND CEMENT CONCRETE, A MIN. OF 4" THICK.
 2. MINIMUM 3/4" THICK REDWOOD EXPANSION JOINT A MAX. OF EVERY 60' OR AS NEEDED.
 3. SCORED CONTRACTION JOINTS (MAXIMUM OF WIDTH OF WALK).
 4. SIDEWALKS ACROSS DRIVEWAYS OR THAT WILL BE CROSSED BY VEHICLES WILL BE 8" THICK MIN. AND MEET CURRENT ADA STANDARDS.
 5. SOIL BENEATH SIDEWALK WILL EITHER BE NATURAL UNDISTURBED SOIL, OTHERWISE COMPACTED TO 90% STANDARD PROCTOR, MINIMUM.
 6. SIDEWALKS WILL BE PROVIDED WITH A BROOMED SURFACE TEXTURE.
 7. SIDEWALKS WILL BE CONTINUOUS AND EVEN (THEY MAY BE SLOPED FOR TERRAIN AND DRAINAGE) WITHOUT AN OBSTACLE OR BUMP THAT WILL IMPEDE, TRIP OR PRESENT A SAFETY HAZARD FOR PEDESTRIANS.
 8. SIDEWALK WILL BE CONTINUOUS OVER THE FULL FRONTAGE OF THE DEVELOPMENT.
 9. AT STREET CORNERS THE SIDEWALK IN BOTH DIRECTIONS WILL EXTEND TO THE PAVEMENT EDGE. IF A DITCH CULVERT IS REQUIRED TO ACCOMPLISH THIS IT WILL BE CONSIDERED PART OF THE SIDEWALK REQUIREMENT. THE SIZE AND GRADE OF CULVERTS WILL BE DETERMINED BY THE ENGINEER OF RECORD.
 10. HANDICAP RAMPS SHALL BE INSTALLED IN ACCORDANCE WITH CURRENT ADA STANDARDS BY DEVELOPER. ALL SIDEWALK AREAS, INCLUDING THROUGH DRIVEWAY AREAS, MUST MEET ADA SPECS FOR CROSS SLOPE AND RUNNING SLOPE.



FOR EXISTING PAVEMENT SAWCUT FULL DEPTH AS CLOSE AS POSSIBLE TO GUTTER LINE. MAINTAIN GUTTER LINE WITH 3/4" LIP. BARRIER CURB TO BE REMOVED DRIVEWAY IN CUT**. PROPOSED 8" MIN. CONCRETE DRIVE. LONGITUDINAL CONSTRUCTION JOINT FOR NEW ROADWAY OR LONGITUDINAL BUTT JOINT FOR EXISTING CONCRETE PAVEMENT. NO. 6 BARS x 24" LONG DEFORMED BARS AT 12" O.C. TYPICAL EPOXY INTO EXISTING CONCRETE*.

*FOR ASPHALT PAVEMENT WITH OPEN DITCH DRAINAGE SYSTEM, OMIT TIE BARS AND SAWCUT STRAIGHT EDGE ALONG EDGE OF ASPHALT.
 FOR ASPHALT PAVEMENT WITH CURB AND GUTTER, SAWCUT AS CLOSE AS POSSIBLE TO GUTTERLINE. EPOXY IN TIE BARS 6" MAX INTO EXISTING GUTTER AND RE-ESTABLISH GUTTERLINE BEFORE CONCRETE PLACEMENT. EPOXY MUST CURE FOR MIN. OF 24 HOURS PRIOR TO CONCRETE PLACEMENT.
 ** MAINTAIN 3/4" MIN LIP FOR DRIVEWAY IN FILL.

* SUBGRADE TO BE COMPACTED AND SMOOTH BEFORE POURING PAVEMENT SLAB. BOTTOM OF SLAB MUST NOT EXTEND BELOW TOP OF BOLSTER BLOCK.