



NOTES:

1. CONCRETE SHALL BE 4000 PSI MIN. (CL 4000), 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. TO BE USED WHERE CURB AND SIDEWALK ARE SEPARATED BY A PLANTER STRIP.
3. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE **CONCRETE JOINTS DETAIL T05-02**.
5. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
6. SEE **PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T05-01A** WHEN CUTTING EXISTING CURB.
7. ALL EXISTING EDGES SHALL BE SAWCUT.
8. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
9. WHERE DRIVEWAY IS OFF OF ROADWAY, SIDEWALK IS NEEDED, IF DRIVEWAY IS OFF OF ALLEY, NO SIDEWALK IS REQUIRED.
10. SEE **NARROW LOT STREET PLAN AND SECTION DETAILS T10-24A AND T10-24B** AND **NARROW LOT ALLEY PLAN AND SECTION DETAILS T10-25A AND T10-25B** FOR ADDITIONAL INFORMATION.
11. OPTIONAL DRIVEWAY WINGS ARE AVAILABLE THROUGH THE "ADMINISTRATIVE ROAD MODIFICATION" PROCESS.
12. IF A FIRE HYDRANT OR WATER METER BOX IS SITE NEARBY, THERE SHALL BE A MIN. OF 5' BETWEEN THE EDGE OF CONCRETE (WING) AND THE FIRE HYDRANT ASSEMBLY OR METER BOX.
13. FOR RESIDENTIAL SUBDIVISIONS ONLY, THE CONTRACTOR MUST INSTALL ALL CURBS THROUGHOUT THE PROJECT AND DEFER THE CONSTRUCTION OF DRIVEWAY DROPS. DRIVEWAY DROPS WOULD THEN BE HORIZONTALLY SAWCUT INTO THE CURB FACE AT TIME OF HOUSE CONSTRUCTION.

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<p>CITY OF Vancouver WASHINGTON</p>	SHARED DRIVEWAY WITH DETACHED SIDEWALK			STD. PLAN NO.
	CITY OF VANCOUVER DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION			T01-08
	DRAWN BY CDC	APPROVED BY <i>M.H.H.</i>	APPROVAL DATE 2/07	
REVISION 7	APPROVED BY <i>M.H.H.</i>	APPROVAL DATE 3/24		