



SECTION  
NOT TO SCALE

**DESIGN CRITERIA:**

1. THE MAXIMUM GRADE FOR NEW RESIDENTIAL DRIVEWAYS IS 15%; 7% FOR NEW COMMERCIAL/INDUSTRIAL DRIVEWAYS.
2. A GRADE OF 2% TO 3% SHALL BE USED FOR THE FIRST 10' OF DRIVEWAY APPROACH SLOPING TOWARD THE STREET. THE CHANGE IN GRADE THEREAFTER SHALL NOT EXCEED 6% PER 10'.
3. A 10' VERTICAL CURVE SHALL BE USED ON COMMERCIAL/INDUSTRIAL DRIVEWAYS WHERE A CHANGE IN GRADE OF 3% FOR THE FIRST 10' AND 6% FOR THE NEXT 10' IS USED.
4. AN 8% MAXIMUM DOWNWARD OR 12% MAXIMUM UPWARD BREAK OVER ANGLE MAY BE PERMITTED ONLY UNDER SPECIAL CIRCUMSTANCES AS APPROVED BY THE CITY ENGINEER.
5. RESIDENTIAL DRIVEWAYS MAY BE PORTLAND CEMENT CONCRETE OR ASPHALT CONCRETE, AS FOLLOWS:
  - A. 4" (5 SACK) PCC ON 4" AB WITH 6x6 #10 WIRE MESH OR #3 REINFORCING BARS AT 24" O.C.
  - B. 6" (5 SACK) PCC ON NATIVE SOIL(REINFORCING STEEL OPTIONAL)
  - C. 3" AC ON 6" AB
6. A RECIPROCAL ACCESS EASEMENT AND MAINTENANCE AGREEMENT SHALL BE RECORDED WHERE COMMON RESIDENTIAL DRIVEWAYS SERVICE TWO OR MORE LOTS.
7. FOR APPROACHES, SEE PLATE NOS. 6-2, 6-3, 6-4, & 6-5.
8. FOR LIFTS AND COMPACTION OF ASPHALT CONCRETE, SEE PLATES NOS. 1-5 AND 1-6.

CHANGE	DESCRIPTION	DATE	INITIAL	APPROVED: 	5/21/18
				CITY ENGINEER	DATE