NOTES:
1. ALL CONCRETE SUBJECT TO VEHICLE LOADING SHALL BE 6-IN THICK.
2. ALL AREAS UNDER DRIVE APRON SHALL HAVE 6-IN CLASS 6 AGGREGATE BASE COURSE.
3. FOR CONSTRUCTION AGAINST EXISTING ROADWAY, ASPHALT IS TO BE CLEANLY SAW CUT 2-FT (MIN) FROM LIP OF GUTTER AND PATCHED WITH 5-IN OF HMA.
4. REPLACEMENT DRIVEWAY SHALL BE JOINTED AND SURFACED TO MATCH ANY EXISTING ADJACENT SIDEWALK.
5. NEW DRIVEWAY SHALL BE GIVEN A LIGHT BROOM FINISH, PERPENDICULAR TO THE ROADWAY.
6. DRIVEWAY WIDTH IS DEPENDENT ON LOT WIDTH FRONTING THE ROADWAY:
   RESIDENTIAL:
   LOT WIDTH < 50-FT: 12-FT MAX
   LOT WIDTH > 50-FT: 16-FT MAX
   COMMERCIAL ACCESS: 24-FT MAX
7. RAMP LENGTH IS DETERMINED BY ROADWAY SLOPE AND CURB HEIGHT FOR MAX ALLOWABLE RAMP SLOPE. SEE CDOT STANDARDS M-608 FOR GREATER DETAIL.
8. DRIVEWAY SLOPE:
   SINGLE FAMILY RESIDENTIAL: 12% MAX
   MULTI-FAMILY OR COMMERCIAL: 10% MAX
9. ALL WORK AND MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH SECT. 300 OF THE CITY CONSTRUCTION STANDARDS.

SECTION A-A

SIDEWALK (TYP) (SEE DRAWING R-2)
RAMP SLOPE: 8.3% MAX
DRIVEWAY

6" THICK CONCRETE
(SEE NOTES 1 & 2)

DRIVEWAY OR ALLEY RETURN WITH ATTACHED SIDEWALK N.T.S