



- NOTES
1. EXISTING CURB, GUTTER AND SIDEWALK SHALL BE CUT AT THE FIRST SCORE LINE BEYOND THE NEW DRIVEWAY LOCATION WITH AN ABRASIVE TYPE SAW TO A MINIMUM DEPTH OF 1½". THE OLD CURB, GUTTER AND SIDEWALK SHALL BE ENTIRELY REMOVED AND REPLACED WITH 4000 PSI (6 SACKS PER CY) CONCRETE AS SHOWN.
 2. 1/2" EXPANSION JOINT MATERIAL SHALL BE PLACED ALONG EACH SIDE OF ALL NEW DRIVEWAY APPROACHES. WHERE SIDEWALKS, CURBS AND GUTTERS ARE EXISTING COLD JOINTS OR SLIP DOWELS MAY BE SUBSTITUTED.
 3. A TRANSVERSE WEAK PLANE JOINT SHALL BE INSTALLED ON THE CENTERLINE OF ALL DRIVEWAYS. THE LONGITUDINAL LINE, AS SHOWN, SHALL BE A WEAK PLANE JOINT 4' FROM BACK OF SIDEWALK. SCORE LINES SHALL BE PLACED ONLY IN THIS 4' SIDEWALK AREA.
 4. NEW DRIVEWAY APPROACHES SHALL NOT ENCROACH WITHIN 10' OF CURB RETURNS. MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN COMMERCIAL APPROACHES SHALL BE 20 FEET.
 5. ABANDONED DRIVEWAY APPROACHES SHALL BE REMOVED AND REPLACED WITH STANDARD CURB AND GUTTER.
 6. WHERE EXISTING FACILITIES ARE NON-CONFORMING, APPROACHES MAY BE MODIFIED AS DIRECTED BY THE CITY ENGINEER.
 7. INSTALL 1/2" EXPANSION JOINT WHEN CONCRETE IS TO BE INSTALLED BEHIND DRIVEWAY APPROACH.
 8. RAMP LENGTH CAN VARY (1.5' MINIMUM) AS REQUIRED TO SATISFY A.D.A. REQUIREMENTS FOR CURB ADJACENT SIDEWALK UPON APPROVAL BY THE CITY ENGINEER. SEE STANDARD DRAWING S-5A.

CITY OF NAPA

PUBLIC WORKS DEPARTMENT

STANDARD DRIVEWAY
APPROACH

DRAWN BY:	LFM
APPROVAL DATE:	08/2018
SCALE:	NONE
REVISED DATE:	08/2021

CHECKED BY:	IHH
APPROVED BY:	JBL
DRAWING NO.	S-5