
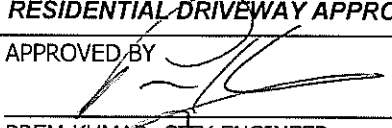


$\alpha$  = MAXIMUM BREAKOVER ANGLE = 9%  
 $\beta$  = 9% MAXIMUM BREAKOVER ANGLE OR 10' LONG VERTICAL CURVE

**NOTES:**

1. ALL CONCRETE SHALL BE CLASS 560-C-3250, CURED WITH WHITE PIGMENTED CURING COMPOUND.
2. ALL EXISTING PCC TO BE REMOVED SHALL BE SAWCUT AT THE JOINTS.
3. DRIVEWAYS WITH  $12' \leq W \leq 20'$  SHALL HAVE A MINIMUM OF 1 WEAKENED PLANE JOINT AT  $\frac{1}{4}W$ . DRIVEWAYS WITH  $W > 20'$  SHALL HAVE WEAKENED PLANE JOINTS AT INTERVALS NOT TO EXCEED 5' ON CENTER. ALL DRIVEWAY WIDTHS SHALL HAVE WEAKENED PLANE LINES AT THE BOTTOM "X" LOCATION OF THE DRIVEWAY APPROACH TO CONTROL CRACKING.
4. FOR CONSTRUCTING NEW DRIVEWAY APPROACHES ON EXISTING STREETS, AN 18" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
5. 9% MAX GRADE BREAK BETWEEN DRIVEWAY AND APPROACH.
6. W DIMENSION SHALL MATCH WIDTH OF APPROVED DRIVEWAY UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
7. SIDEWALK AND RAMP THICKNESS AT DRIVEWAY SHALL BE 4".
8. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION," MOST RECENT EDITION, AND SUPPLEMENTS THERETO AND TO THE SATISFACTION OF THE ENGINEER.
9. NOTIFY STREETS DIVISION AT LEAST 24HOURS IN ADVANCE FOR INSPECTION PRIOR TO FORMING, PLACING CONCRETE, AND FINAL INSPECTION.
10. FINISH SHALL BE LIGHT BROOM ON SIDEWALK AREA AND MEDIUM BROOM OR FLOAT FINISH ON APPROACH AREA.
11. ALL ABANDONED DRIVEWAY APPROACHES SHALL BE REMOVED AND REPLACED WITH STANDARD CURB, GUTTER, AND SIDEWALK.

	DATE REVISED	<b>CITY OF MANHATTAN BEACH</b>	
	4/30/2018	<b>DEPARTMENT OF PUBLIC WORKS</b>	
	5/22/2019	<b>RESIDENTIAL DRIVEWAY APPROACH (R/W WIDTH BEHIND CURB 10' OR MORE)</b>	
APPROVED BY			STANDARD PLAN NUMBER
PREM KUMAR, CITY ENGINEER		5/28/19	<b>MBSI-110B-1(ST-1)</b>
		DATE	SHEET 1 OF 1