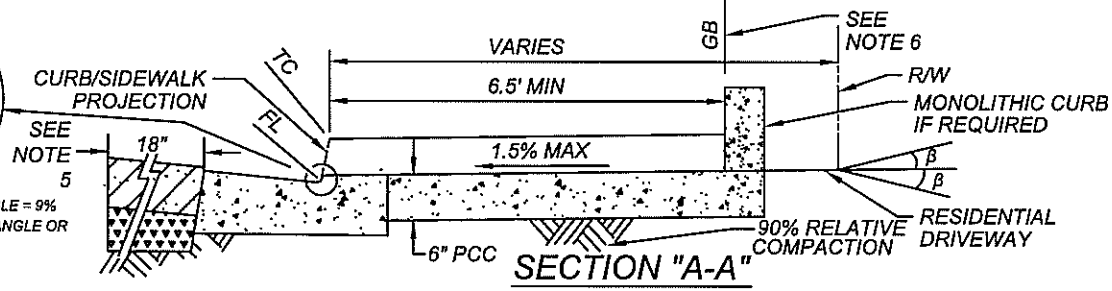


$\alpha$  = MAXIMUM BREAKOVER ANGLE = 9%  
 $\beta$  = 9% MAXIMUM BREAKOVER ANGLE OR 10' LONG VERTICAL CURVE



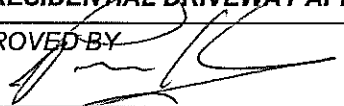
- NOTES:**
1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION," MOST RECENT EDITION, AND SUPPLEMENTS THERETO AND TO THE SATISFACTION OF THE ENGINEER.
  2. ALL CONCRETE SHALL BE CLASS 560-C-3250, CURED WITH WHITE PIGMENTED CURING COMPOUND.
  3. ALL EXISTING PCC TO BE REMOVED SHALL BE SAWCUT AT THE JOINTS.
  4. DRIVEWAYS WITH  $12' \leq W \leq 20'$  SHALL HAVE A MINIMUM OF 1 WEAKENED PLANE JOINT AT  $\frac{1}{2}W$ . 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 BOTH SIDES OF "CURB TRANSITION" SECTION OF THE DRIVEWAY APPROACH TO CONTROL CRACKING.
  5. FOR CONSTRUCTING NEW DRIVEWAY APPROACHES ON EXISTING STREETS, AN 18" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
  6. THE FINAL DESIGN MUST CONSIDER VEHICLE ACCESSIBILITY BASED ON GRADE BREAK BETWEEN DRIVEWAY AND APPROACH.
  7. W DIMENSION SHALL MATCH WIDTH OF APPROVED DRIVEWAY UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
  8. NOTIFY STREETS DIVISION AT LEAST 24 HOURS IN ADVANCE FOR INSPECTION PRIOR TO FORMING, PLACING CONCRETE, AND FINAL INSPECTION.
  9. FINISH SHALL BE LIGHT BROOM ON SIDEWALK AREA AND MEDIUM BROOM OR FLOAT FINISH ON APPROACH AREA.
  10. ALL ABANDONED DRIVEWAY APPROACHES SHALL BE REMOVED AND REPLACED WITH STANDARD CURB, GUTTER, AND SIDEWALK.



DATE REVISED
04-30-2018
05-22-2019

**CITY OF MANHATTAN BEACH**  
**DEPARTMENT OF PUBLIC WORKS**

**RESIDENTIAL DRIVEWAY APPROACH (FOR CONFINED RIGHT-OF-WAY)**

APPROVED BY:  5/28/19

PREM KUMAR, CITY ENGINEER / DATE

**MBSI-110C-1(ST-1)**  
SHEET 1 OF 1