



SECTION

NOTES:

1. ALL TRANSVERSE CUTS INTO EXISTING CURB AND GUTTER SHALL BE MADE BY CONCRETE MASONRY SAW.
2. THE CURB AND GUTTER COMBINATION SHALL BE REMOVED TO THE FULL WIDTH OF THE NEW CONSTRUCTION OF THE APPROACH.
3. CONCRETE SHALL BE 560-C-3250.
4. MAINTAIN BITUMINOUS STREET PAVING TO NEAT TRUE LINE WHERE IT JOINS TOE OF GUTTER, OR REPAIR TO ORIGINAL CONDITION.
5. REPLACE ALL PREVIOUS CURB MARKINGS SUCH AS CHISELED "W", "S", "G", ETC. TO TOP OF NEW WORK AT CURB LINE.
6. WHERE EXISTING SIDEWALK IS REMOVED, REMOVAL SHALL BE TO SCORE LINES OR EXPANSION JOINTS ($\frac{1}{4}$ ").
7. 18 FEET MINIMUM BETWEEN DEPRESSIONS SHALL BE MAINTAINED WHEN CONSTRUCTING TWO DRIVEWAYS ON THE SAME PROPERTY.
8. NO PORTION OF A DRIVEWAY APPROACH SHALL BE LOCATED WITHIN A CURB RETURN.
9. A MINIMUM OF 4 FEET SHALL BE MAINTAINED BETWEEN DRIVEWAY APPROACHES SERVING ADJOINING LOTS. THE 4-FEET SHALL BE EQUALLY DIVIDED.
10. INSTALL $\frac{1}{4}$ " JOINT FILLER AT LIMITS OF DRIVEWAY APPROACH.
11. SEE BREA STD PLAN 101 GENERAL NOTES, NOTE NO. 4, FOR MONUMENTATION.



CITY OF BREA

RESIDENTIAL DRIVEWAY

APPROVED:

[Signature]
CITY ENGINEER

DATE: 10-15-2013

STD. PLAN NUMBER

104-0

SHEET 1 OF 1