

GENERAL NOTES:

1. PROPOSED DRIVEWAY, SIDEWALK, CURB, GUTTER LINE AND GRADE SHALL MATCH EXISTING STREET.
2. PROPOSED SIDEWALK SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, 4-1/2 SACK CEMENT PER CUBIC YARD, 4-1/2 INCHES THICK AND 4 FEET MINIMUM WIDTH. SEE DRAWING NO.3 FOR ADDITIONAL INFORMATION AND DETAILS.
3. PROPOSED DRIVEWAY SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, 5 SACK CEMENT PER CUBIC YARD, 7 INCHES THICK, FROM PROPOSED SAW CUT TO RIGHT-OF-WAY LINE (PROPERTY LINE).
4. PROPOSED DRIVEWAY REINFORCING STEEL IS TO BE #4 DEFORMED SPACED AT 24 INCHES C.C., EACH WAY, WITH 10 INCHES MINIMUM LAP (6"x12" W5xW4 AS ALTERNATE) FROM PROPOSED SAW CUT TO RIGHT-OF-WAY LINE.
5. PROPOSED DRIVEWAY REINFORCING STEEL IS TO BE TIED TO EXISTING ROADWAY REINFORCING STEEL WITH A MINIMUM LAP OF 8 INCHES.
6. PROPOSED GUTTER LINE IS TO BE MAINTAINED AT FACE OF EXISTING CURB.
7. SAW CUT EXISTING CURB AT EACH END AND KNOCK OUT CURB FROM BEGINNING TO END OF PROPOSED DRIVEWAY.
8. SAW CUT EXISTING PAVEMENT A MINIMUM OF 12 INCHES AWAY FROM FACE OF CURB (GUTTER LINE) AND BREAK OUT TO EXPOSE EXISTING REINFORCEMENT STEEL.
9. COMPACT SUBGRADE FOR PROPOSED DRIVEWAY CONNECTION FROM PROPOSED SAW CUT AT EXISTING PAVEMENT TO RIGHT-OF-WAY LINE, COMPACT TO 95% OF STANDARD PROCTOR DENSITY (+/- 2% OPT. MOISTURE). THE COUNTY ENGINEER RESERVES THE RIGHT TO REQUIRE LABORATORY TESTS TO BE CONDUCTED.
10. IF MORE THAN ONE PROPOSED DRIVEWAY IS BUILT ON THE SAME PROPERTY, SAID DRIVEWAYS SHALL BE SEPARATED BY A MINIMUM DISTANCE OF 20 FEET (ROADWAYS WITH CURBS AND SIDEWALKS).
11. REINFORCING STEEL TO BE ELEVATED A MINIMUM OF 3" ABOVE SUBGRADE. (3 INCHES MANUFACTURED CHAIRS ARE REQUIRED WITH MAXIMUM SPACING OF 72 INCHES C/C EACH WAY).

CONSTRUCTION NOTES FOR SIDEWALKS & DRIVEWAYS ON CURBED TYPE STREETS,  COMMERCIAL AREA	APPROVED BY:	DRAWN BY:
	DATE:	DRAWING No. DW-4

HARRIS COUNTY ENGINEERING DEPARTMENT