GENERAL NOTES:

1. These notes apply to Standard Drawings 810-DRV-01 through 12.

2. If a PCCP approach is designed for a Class II or Class IV drive, the road shall be constructed using a construction type G as detailed on Standard Drawing 805-ERCN-02.

3. When the maximum approach grade of ±10% does not meet the grade of the existing drive before the RAW line, the approach grade of ±10% shall extend beyond the RAW to the point of intersection with the existing driveway grade. Construction beyond the RAW line shall be done in temporary RAW.

4. The appropriate pipe and treatment should be provided for pipes located either inside the clear zone or outside the clear zone.

5. The minimum driveway pavement sections for Class VI and Class VII Drives have been designed for 200 trucks per day. If the truck traffic count is greater than 200 per day, the required pavement section shall be as shown elsewhere on the plans.

6. Ho - earth cover over culvert or pipe shall be 300 or greater.

7. Curb ramp type H, as shown on Standard Drawing 804-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing 804-SDWK-02 shall be used when sidewalk is adjacent to curb.

8. When X is equal to or greater than 800 but less than 1800, either a curb ramp type G as shown on Standard Drawing 804-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing 804-SDWK-01 shall be used.

9. When X is equal to or greater than 1800, no curb ramp or sidewalk elevation transition is required unless the curb height is in excess of 180.

10. Driveway embankment slope within the clear zone for a road functionally classified as follows shall be:
   a. 0.1 for an arterial or a high speed (80 km/h or greater design speed) collector.
   b. 0.41 for a local road or a low speed (less than 80 km/h design speed) collector.

LEGEND

5. 1/4 in. preformed joint filler
6. Monolithic curb
7. Longitudinal joint
8. Concrete sidewalk
9. For type and thickness equivalent to surface in place, see plans.