

Attachment 2 Driveway Specifications

A) Driveways for all districts except R-1, R-2, and MR-3 shall be constructed of Portland Cement Concrete at least six inches in thickness.

B) Driveways for the R-1, R-2, and MR-3 districts shall be constructed in a manner and of a material equal at least to that existing for the paving in the public street adjacent thereto. Where concrete pavement exists and bituminous surface is desired for the driveway, such surface shall be permitted, provided it shall have a minimum depth of two and one-half inches without any loose material on top and has a base of water-bound macadam at least six inches thick and provided that a Portland cement concrete apron not less than three feet in width be constructed between the existing concrete pavement and the proposed bituminous driveway surface.

C) Where a driveway of any kind of material is constructed across a sidewalk space, it shall conform to the sidewalk grade.

D) Where a driveway of any kind of material is constructed across an existing sidewalk, said sidewalk shall be removed and replaced with Portland cement concrete for the full width of the driveway and for a distance of at least 12 inches on both sides of said drive.

E) Macadam, gravel, cinder, and other types of driveways, where permitted herein, shall be not less than six inches thick, compacted depth.

F) Where paving in the public street is of concrete, and a concrete driveway is constructed, a one-inch bituminous premoulded expansion joint with load transmission unit shall be placed approximately three feet from the edge of the concrete paving and normal to the center line of the driveway, in accordance with sketches illustrating such construction on file with the Director of Public Services.

G) The width of the driveways for districts other than R-1, R-2, and MR-3 shall not exceed thirty feet at the outer or street edge of the sidewalk. Where two or more adjoining driveways are provided for the same property, a safety island of not less than ten feet at the outer or street side of the sidewalk shall be provided. Not more than two such driveways shall be allowed to any one owner for any one piece of property on any one street for each 100 feet of continuous frontage thereof.

H) All driveways shall be so graded between the gutter and the sidewalk that it will not be necessary to change the established grade of either and will not elevate or depress any portion of either. No part of the driveway shall extend beyond the curb line in such a manner as to change the grade of the gutter or obstruct the free flow of water in the gutter. Where elevations or depressions are necessary in the parkway strip between the curb and walk, the parkway shall be graded on both

sides of the driveway to a distance sufficient to create a gradual ascent or descent. At no time shall the gradient exceed one foot vertical to ten feet horizontal.

I) Combined curb and gutter and separate curbing shall be entirely removed for the full width of the driveway open at the curb line. If an existing joint in the curb is within five feet of the end of the driveway opening, the existing curbing shall be removed to said joint, otherwise the combined curb and gutter shall be cut or curbing shall be separated, making a neat edge truly at right angles to the edge of the pavement and truly vertical. Integral curbing, which is that type placed with the pavement and molded as an integral part of it, must be removed for the full depth from the top of the curb to the bottom of the pavement. No combined curb and gutter, straight curb, or integral curb shall be removed within five feet of a public crosswalk.

J) Where driveways cross open ditches in the parkways, culverts shall be installed. Said culverts shall be of such size and shall be constructed of such materials as determined by the Director of Public Services, depending on the conditions existing. In no instance shall the size of opening be less than that obtained by a 12-inch diameter pipe. The length and method of constructing the culvert shall be determined and explained by the Director of Public Services.

K) Where existing meter pits are in the area of a proposed driveway, the existing cast iron top shall be removed and turned into the Water Department. A heavier cover shall be furnished and set by the Water Department, and the additional cost thereof shall be paid by the contractor.

L) Where an existing catch basin is in the are of the proposed driveway, the tops shall be removed and replaced with a manhole top with perforated lid. Said top shall be set by the Street Department and the additional cost thereof shall be paid by the contractor.