NOTES:
1. PORTLAND CEMENT CONCRETE DRIVE WILL BE CONSTRUCTED ONLY TO REPLACE OR CONNECT TO EXISTING CONCRETE DRIVES. ALL OTHER DRIVES ARE TO BE ASPHALTIC CONCRETE EXCEPT ASPHALTIC CONCRETE SURFACE Course IS TO BE USED IN INFREQUENTLY USED DRIVES WHICH DO NOT CONNECT TO RESIDENTIAL OR COMMERCIAL ESTABLISHMENTS.
2. APPLIES WHERE EXISTING PAVED DRIVE IS TO BE REMOVED FOR ROADWAY CONSTRUCTION AND/OR TO ACHIEVE DEPARTMENT REQUIREMENTS. PAVEMENT SHALL EXTEND TO THE EDGE OF THE DRIVE PLUS 5' FOR RESIDENTIAL AND 8' FOR NONRENTAL COMMERCIAL, AGRICULTURAL, AND TRAFFIC GENERATOR (COMMERCIAL) TYPE CONNECTIONS OR AS PER THE PLANS.
3. ASPHALTIC CONCRETE FOR PAVED DRIVES SHALL BE ASPHALTIC CONCRETE WEARING COURSE - 10% AT THE TOP OF THE CONSTRUCTION MOLDING MIX MAY BE USED. ALSO, WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, SURFACE COURSE MAY BE USED IN THE FIRST LIFT.
4. COMPLIANCE OF SUBGRADE AND GRADING WORK FOR CONSTRUCTION OF THE PAVED DRIVES SHALL BE SATISFACTORY TO THE ENGINEER AND PAYMENT SHALL BE INCLUDED IN THE DRIVEWAY ITEMS.
5. MAXIMUM DRIVEWAY GRADE SHALL BE 20% FOR SPECIAL CASES. MAXIMUM BREAK IN GRADE SHALL BE 1% AT NOT LESS THAN 10 INTERVALS.

ADDITIONAL NOTES (FOR OVERLAY PROJECTS):
1. ASPHALTIC CONCRETE FOR PAVED DRIVES SHALL BE ASPHALTIC CONCRETE WEARING COURSE OR, AT THE OPTION OF THE CONTRACTOR, SHOULD MIX MAY BE USED. ALSO, WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, SURFACE COURSE MAY BE USED IN THE FIRST LIFT.
2. DRIVE WIDTHS AND FLARES MAY BE REDUCED TO LESS THAN MINIMUM SHOWN AS NECESSARY TO MEET EXISTING CONDITIONS, REDUCE DIMENSIONS, OR TO PROVIDE ADDITIONAL LANE FOR TRAFFIC. RADIUS OF CURVE FOR DRIVE TRANSITION TO BE APPROVED OR DIRECTED BY THE PROJECT ENGINEER.
3. LENGTH TO BE SET BY PROJECT ENGINEER TO ACHIEVE A SUITABLE CONNECTION FOR EXISTING DRIVE.
4. ASPHALTIC CONCRETE TRANSITION TO BE CONSTRUCTED AS DIRECTED BY THE PROJECT ENGINEER. FOR USE WITH EXISTING SURFACED DRIVE OR PAVING AREAS, THIS TRANSITION MAY BE CONSTRUCTED USING THE SAME ASPHALTIC CONCRETE MATERIAL BEING PLACED AT THE TIME.