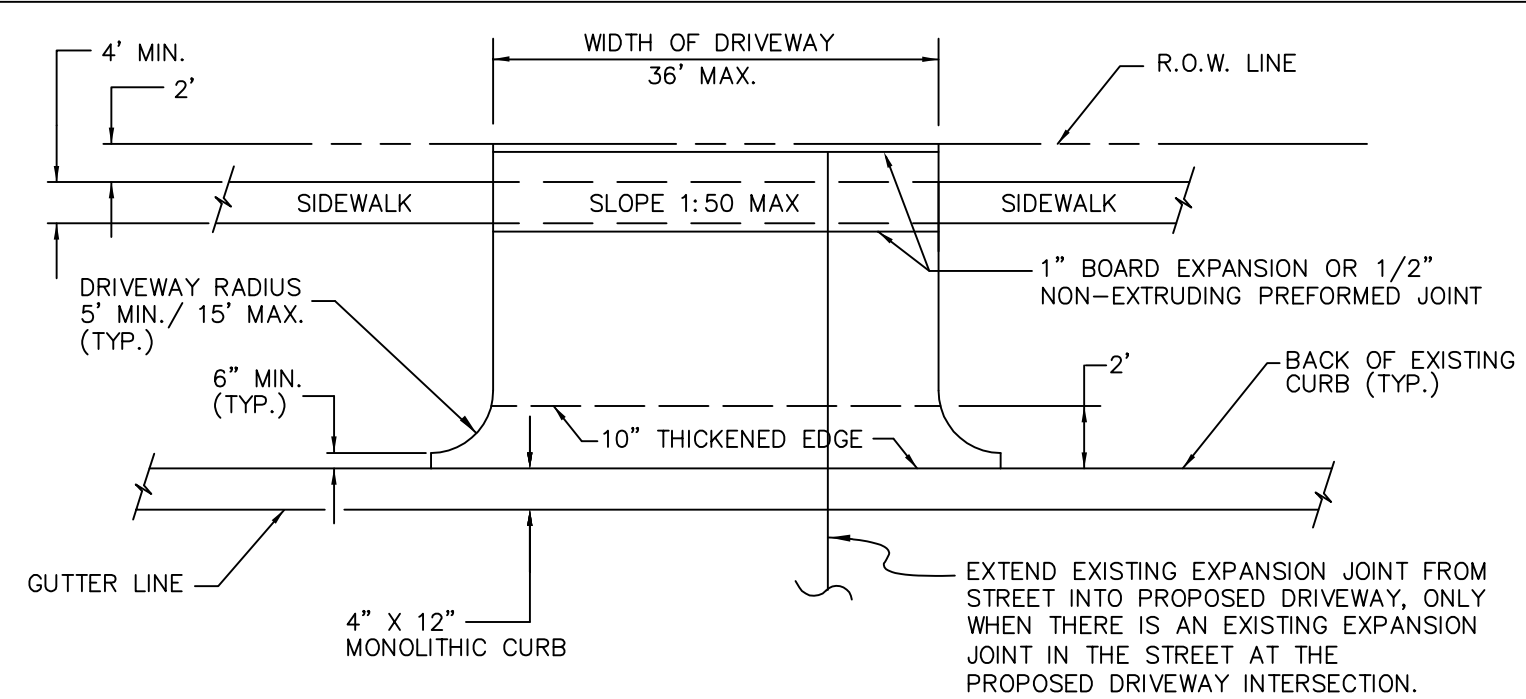
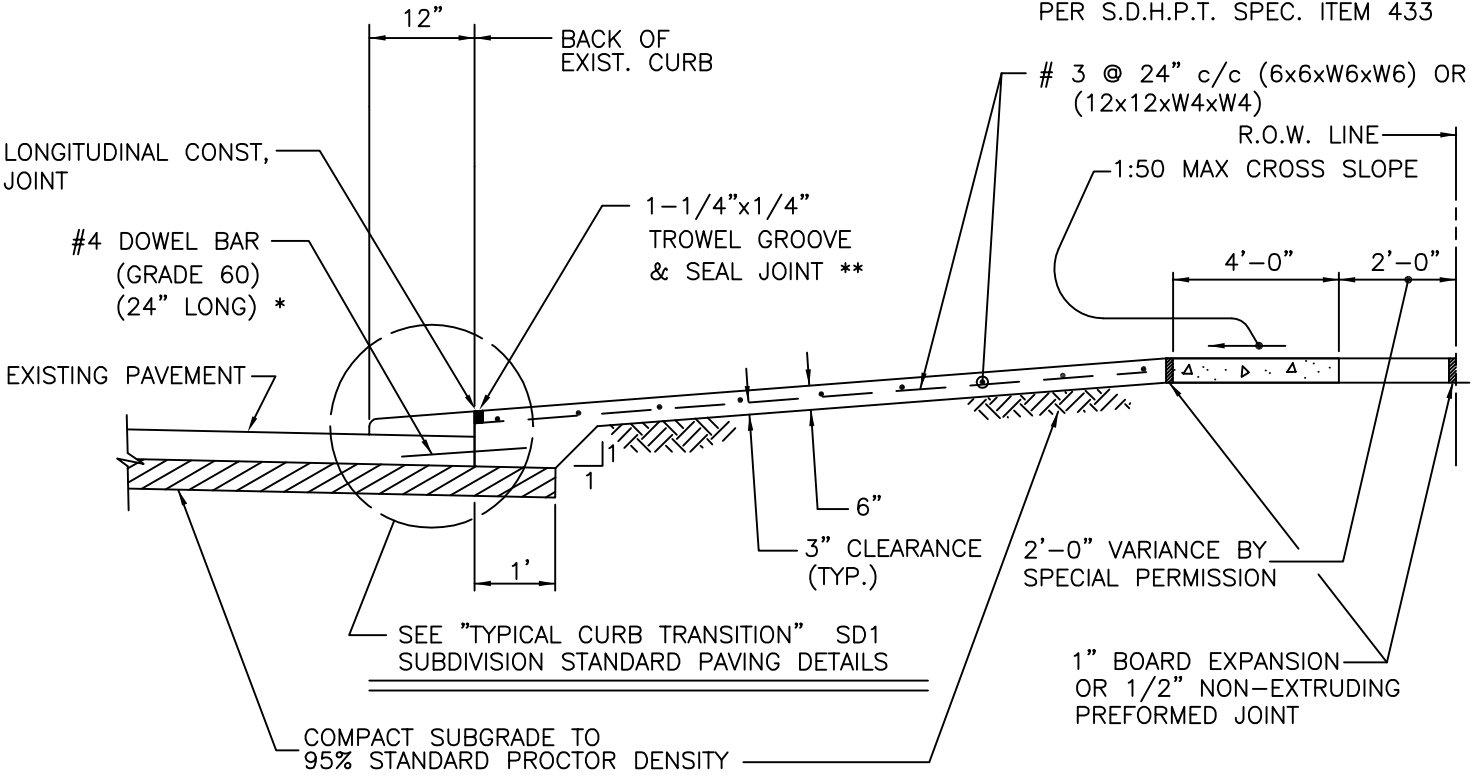


USE FOR ALL PROPOSED DRIVES ON 4" X 12" MONOLITHIC CURBED TYPE STREETS

*DOWEL BARS AT 24" CENTER TO CENTER EMBEDDED 9" AND EPOXIED
 **FOR SEALING TROWEL GROOVE USE POLYURETHANE JOINT SEAL PER S.D.H.P.T. SPEC. ITEM 433



GENERAL NOTES:

1. PROPOSED DRIVEWAY SHALL MATCH EXISTING TOP OF CURB.
2. PROPOSED DRIVEWAY SHALL BE BUILT WITH PORTLAND CEMENT CONCRETE, 4-1/2 SACK CEMENT PER CUBIC YARD, 6 INCHES THICK, FROM EXISTING PAVEMENT TO RIGHT-OF-WAY LINE WITH 10" THICKENED EDGE FOR 2 FEET, (SEE DRAWINGS FOR ADDITIONAL INFORMATION AND DETAILS), AND TO BE REINFORCED WITH #3 DEFORMED REINFORCING BARS, (MINIMUM, ASTM A615 GRADE 40, UNLESS NOTED) SPACED AT 24 INCHES C.C. EACH WAY, WITH 6 INCHES MINIMUM LAP (12"x12"xW4xW4 OR 6"x6"xW6xW6 AS ALTERNATIVE).
3. 6" COMPACT SUBGRADE TO 95% OF STANDARD PROCTOR DENSITY (+/-2% OPT. MOISTURE) FOR PROPOSED DRIVEWAY CONNECTION FROM EXISTING PAVEMENT TO RIGHT-OF-WAY LINE. THE COUNTY ENGINEER RESERVES THE RIGHT TO REQUIRE LABORATORY TESTS TO BE CONDUCTED.
4. 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 & SIDEWALKS).
5. DRIVEWAY RADIUS MAY NOT BEGIN WITHIN INTERSECTION RADIUS.
6. THE OUTER DOWEL BARS ARE TO BE LOCATED 12" FROM END OF PROPOSED EDGE OF DRIVEWAY RETURN. EXTEND DOWEL 3" INCHES INTO PROPOSED DRIVEWAY AND BEND REMAINING BAR TO EXTEND TO RADIUS RETURN BOTH SIDES.

DRIVENWAYS ON 4" X 12" MONOLITHIC CURBED TYPE STREETS RESIDENTIAL AREA	APPROVED BY: J.R. BLOUNT	REVIEWED BY: WILLIAMS, J.
	DATE: 15 NOV 2005	DRAWN BY: CASTANEDA, C.