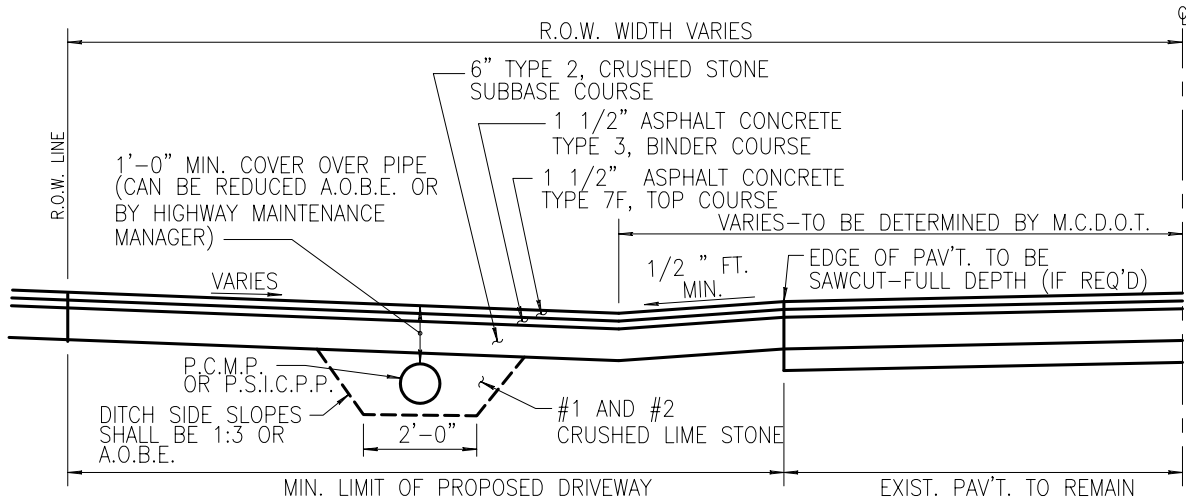


* WIDTH OF DRIVEWAY APRONS AT THE R.O.W. LINE SHALL MATCH EXISTING WIDTH.

** USE 5'-0" FOR RESIDENTIAL, USE 5'-0" TO 10'-0" FOR COMMERCIAL DRIVEWAYS AS REQUIRED FOR TRUCK TURNING/ACCESS.



SECTION A-A

NOTES:

1. CULVERT PIPE MUST BE EITHER PERFORATED CORRUGATED METAL PIPE (PCMP), (16 GAUGE) OR SMOOTH INTERIOR CORRUGATED PERFORATED POLYETHYLENE PIPE (SICPPP). PIPE SIZE TO BE _____ .
2. THE EXISTING DRAINAGE DITCH MUST BE CLEANED AND GRADED TO DRAIN ACROSS THE ENTIRE HIGHWAY FRONTAGE.
3. THE PLACEMENT OF THE CULVERT IS DETERMINED BY THE LINE, GRADE AND OFFSET OF THE EXISTING DITCH AND ADJACENT DRIVEWAY CULVERTS.
4. IT IS DESIRABLE THAT DRIVEWAYS TO COUNTY ROADS BE PAVED TO THE RIGHT-OF-WAY LINE. THE DRIVEWAY SHALL SLOPE AWAY FROM THE OUTSIDE EDGE OF THE SHOULDER AT A MINIMUM OF 1/2 INCH PER FOOT TO THE CENTERLINE OF DRAINAGE.
5. REFER TO CONCRETE APRON OR DRIVEWAY SECTION DETAIL FOR CONCRETE DRIVEWAYS.

DRIVEWAY WITH CULVERT

NOT TO SCALE

2/2/04

REVISED