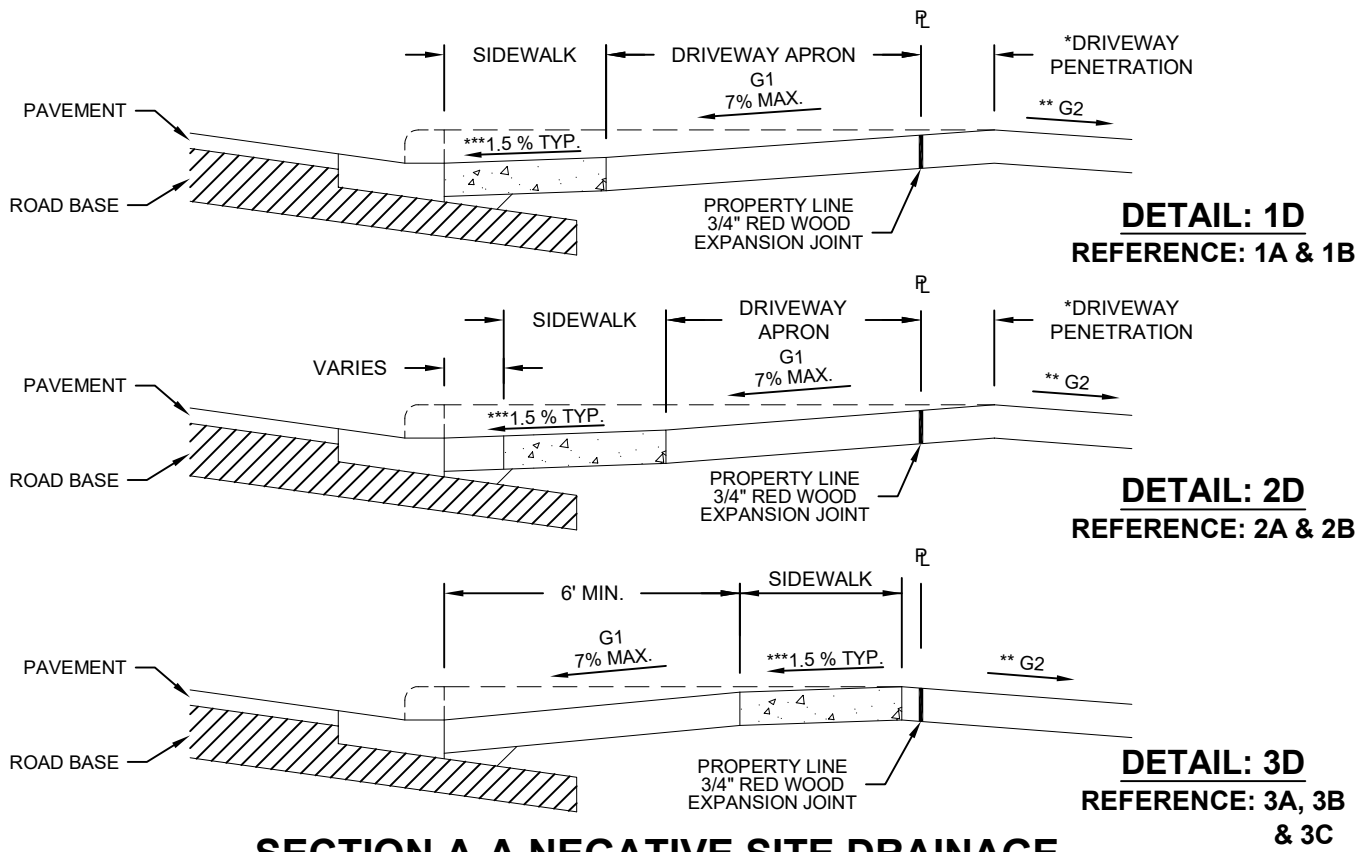


**SECTION A-A POSITIVE SITE DRAINAGE**



**SECTION A-A NEGATIVE SITE DRAINAGE**

\*DRIVEWAY PENETRATION WILL EXTEND INTO THE PROPERTY UNTIL GRADING IS HIGHER THAN THAT OF THE CURB AT THE MAXIMUM G1 SLOPE. LIMITS OF PAVEMENT WILL EXTEND TO LIMITS OF DRIVEWAY PENETRATION.  
 \*\*  $|G1 - G2| < 15\%$   
 \*\*\* 1.5% TYP., 1% MIN., 2% MAX.

<b>The City of San Marcos</b> Engineering and Capital Improvements	<b>CURRENT AS OF</b> 1/1/2023	<b>DRIVEWAYS - COMMON DETAILS</b>	
RECORD COPY SIGNED BY <hr/> LAURIE MOYER, P.E.	1/1/2021 <hr/> ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. <b>433S-A-SM</b> 1 OF 2

DRIVEWAY	CONCRETE THICKNESS	REINFORCEMENT	DRIVEWAY BASE
TYPE I	6" CLASS A 3,000 PSI	#3 BARS PLACED ON CHAIRS AT MID DEPTH OF SLAB AT NO MORE THAN 18" O.C. BOTH DIRECTIONS	2" COMPACTED SAND
TYPE II	7" CLASS C 3,600 PSI	#4 BARS PLACED ON CHAIRS AT MID DEPTH OF SLAB AT NO MORE THAN 18" O.C. BOTH DIRECTIONS	2" COMPACTED SAND

NOTES:

- A. NEW PAVEMENT WILL MATCH EXISTING PAVEMENT THICKNESS AND TYPE.
- B. IN NO INSTANCE SHALL THE REBAR BE PLACED DIRECTLY ON THE SUBGRADE, SAND CUSHION LAYER OR CLOSER THAN 2" TO THE OUTSIDE EDGE OF THE CONCRETE.

NOTES:

1. IF DIMENSION IS LESS THAN 5', REMOVE CURB AND GUTTER TO EXISTING JOINT AND POUR MONOLITHICALLY WITH DRIVEWAY. (SEE SHEET 1)
2. ALL DRIVEWAY WILL HAVE A CONTROL JOINT DOWN CENTER OF DRIVEWAY AND ON BOTH SIDES OF THE SIDEWALK PATH ACROSS THE DRIVEWAY. (SEE SHEET 3)
3. WHILE THE PROPERTY OWNER REMAINS RESPONSIBLE FOR GRADE BREAKS WITHIN PRIVATE PROPERTY, THE FIRE DEPARTMENT SHALL BE CONSULTED WHERE THE DRIVEWAY IS ESSENTIAL TO EMERGENCY VEHICLE ACCESS AND "G2 IS GREATER THAN 15%."
4. DRIVEWAY WIDTHS AND RADIUS DIMENSIONS, ONE/TWO WAY TRAVEL REQUIREMENTS, AND GEOMETRIC LAY-OUT ARE HIGHLY VARIABLE, SUBJECT TO SITE SPECIFIC CONDITIONS AND REQUIREMENTS. SEE TRANSPORTATION CRITERIA MANUAL SECTION 5 "DRIVEWAYS" IF CONFLICT WITH DETAIL.
5. IF THE BASE IS OVER-EXCAVATED WHERE THE CURB AND GUTTER WERE REMOVED, BACKFILL WITH CONCRETE MONOLITHICALLY WITH THE DRIVEWAY.
6. DRIVEWAY SHALL NOT BE CONSTRUCTED WITHIN THE CURB RETURN OF A STREET INTERSECTION.
7. WATER METER BOXES AND WASTEWATER CLEAN OUTS ARE PROHIBITED FROM BEING LOCATED IN DRIVEWAY AREAS.
8. PAY ITEM: ASPHALT TRANSITION, LAYDOWN CURB AND GUTTER WILL BE PAID FOR AS SEPARATE LINE ITEM UNLESS NOTED ON PLANS. CURB AND GUTTER INSTALLED ON THE RADIUS OR ALONG THE RAMPS WILL BE SUBSIDIARY TO DRIVEWAY LINE ITEM.
9. ALL NEW DRIVEWAYS SHALL BE CONSTRUCTED PER DETAIL 433S-AR-SM, DRIVEWAYS - RADIUS CONNECTION 433S-AR-SM EXCEPT IN NEW SUBDIVISIONS (TYPICALLY) WHERE HOUSES ARE BUILT AFTER THE CURB IS INSTALLED.
10. IF BOTH OF THE FOLLOWING CONDITIONS ARE MET, THEN DETAIL 433S-AF-SM - DRIVEWAYS - FLARED CONNECTION MAY BE USED:
  - A) THE DRIVEWAY CLASSIFIED AS TYPE 1.
  - B) THERE AN EXISTING CURB ALREADY INSTALLED AT THE PROPOSED DRIVEWAY LOCATION.

REFERENCES

DETAIL 430S-2-SM  
DETAIL 430S-3-SM

<b>The City of San Marcos</b> Engineering and Capital Improvements	CURRENT AS OF 1/1/2023	<b>DRIVEWAYS - COMMON DETAILS</b>	
RECORD COPY SIGNED BY  LAURIE MOYER, P.E.	1/1/2021  ADOPTED	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. <b>433S-A-SM</b> 2 OF 2