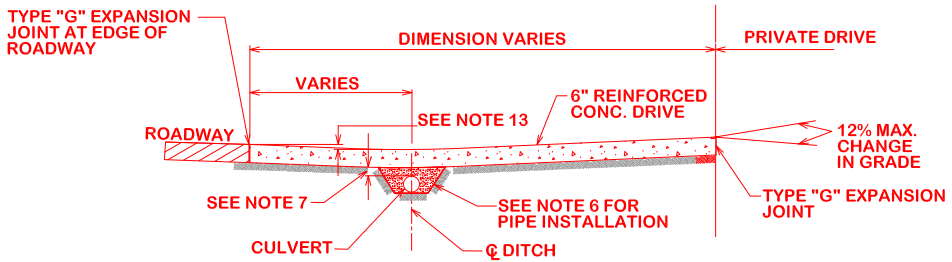


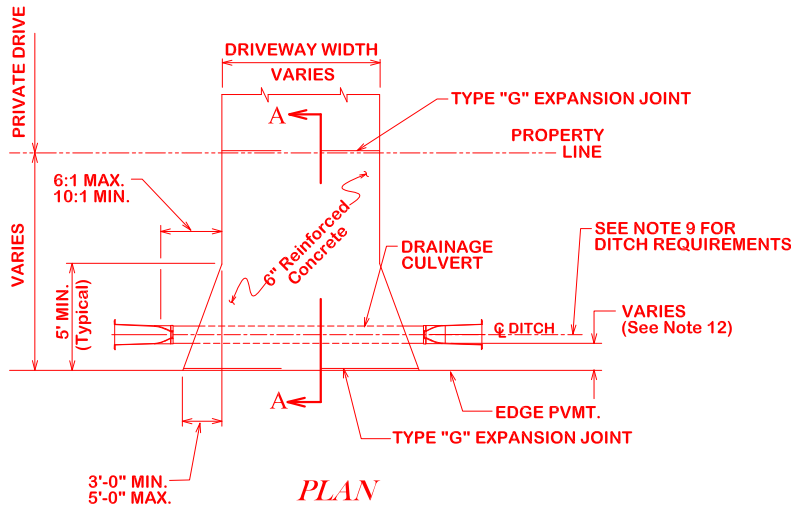
NOTE:

1. LENGTH OF DRAINAGE PIPE FOR RESIDENTIAL DRIVES IS 36' MAX & 20' MIN.
2. ALL DRIVEWAY PIPES WITHIN ROW MUST HAVE CONCRETE S.E.T. (SAFETY END TREATMENTS) (6:1 SLOPE) OR APPROVED EQUAL.
3. CULVERT DIAMETER TO BE APPROVED BY THE CITY ENGINEER. THE SIZE OF THE DRIVE CULVERT SHALL BE A MINIMUM OF 12" DIAMETER AND DESIGNED FOR AT LEAST A 10-YR STORM EVENT. THE SLOPE OF THE PIPE SHALL BE A MINIMUM OF 0.5%.
4. CULVERT SHALL BE RCP OR HDPE, MEETING THE CITY'S SPECIFICATIONS FOR STORM PIPE. CMP IS NOT ALLOWED.
5. BELL AND SPIGOT GASKETED JOINTS OR MANUFACTURED COUPLING BANDS ARE REQUIRED WITH HDPE.
6. CEMENT STABILIZED SAND IS REQUIRED WITH HDPE.
7. THERE SHALL BE A MINIMUM OF 12" COVER FOR HDPE PIPE AND 6" COVER FOR RCP PIPE.
8. TOP OF CONCRETE DRIVE TO BE LEVEL WITH ROAD SURFACE.
9. DITCH NEEDS TO BE CLEANED BOTH UPSTREAM AND DOWNSTREAM. CULVERT TO MATCH DITCH SOPE.
10. SLOPES TRANSVERSE TO THE PUBLIC STREET (e.g.: DRIVEWAY SIDE SLOPES) SHOULD BE AS FLAT AS PRACTICAL. WHERE PRACTICAL, A SLOPE OF 1 VERTICAL TO 6 HORIZONTAL (1V:6H) OR FLATTER SHALL BE CONSTRUCTED WITH A MINIMUM SLOPE OF 2.5% BEING ALLOWED. IN NO INSTANCE SHALL THE SLOPE EXCEED 1V:4H WITHOUT SPECIFIC CITY APPROVAL.
11. DRIVEWAY CULVERTS:
  - A. SHALL BE PLACED AS FAR AWAY FROM THE PUBLIC ROADWAY AS PRACTICAL.
  - B. SHALL BE CUT TO MATCH THE DRIVEWAY SLOPE.
  - C. SHALL HAVE DELINEATORS PLACED AT EACH END FOR HAZARD IDENTIFICATION.
12. REFER TO THE CURRENT ADDITION OF THE AASHTO ROADSIDE DESIGN GUIDE FOR ADDITIONAL INFORMATION ON THE CONSTRUCTION OF THE DRIVEWAY AND THE PLACEMENT OF THE DRIVEWAY CULVERT TO ALLOW SUFFICIENT CLEAR ZONE AND FLARE RATES.
13. DRIVEWAY ELEVATION OVER THE CULVERT MUST BE A MINIMUM 4" BELOW ROAD SURFACE WHEN DIP AND MAXIMUM OF 12" ABOVE ROAD SURFACE IF A HUMP.



SECTION A-A

SPEED	SLOPE
≤ 40 MPH	3:1
45-50 MPH	4:1
≥ 55 MPH	6:1



## TYPICAL DRIVEWAY ENTRANCE WITH CULVERT

DATE

**FEB. 2021**

**B/CS UNIFIED  
STANDARD DETAIL**

DETAIL NO.

**ST2-02**

