TYPICAL DRIVEWAY AND SIDEWALK

- Scoremark center of SW if width is greater than 8'. See Det B
- Scoremark between Weakened plane joints. Typ. See Det B
- Varies, 2'-6" Min SW width varies, 9' Min. See Note B

TYPICAL DRIVEWAY AND SEPARATED SIDEWALK

- Scoremark center of SW if width is greater than 8'. See Det B
- Scoremark between Weakened plane joints. Typ. See Det B
- Varies, 2'-6" Min SW width varies, 9' Min. See Note B

NOTES:

1. Minor Concrete, not less than 600 lbs of cementitious material per cubic yard. 1" maximum aggregate shall be used for all construction detailed on this plan. Minor concrete shall comply with Section 90 of the California Department of Transportation Standard Specifications. New curb and adjoining sidewalk shall be constructed monolithically.

2. Transverse scoremarks shall be made at 10' intervals on the sidewalk and a longitudinal scoremark shall be made along the centerline of any sidewalk which is 8' or more in width. Weakened plane joints shall be provided at 10' intervals (staggered with scoremarks) in curb and sidewalk. See Standard Plan CA72 for scoremark and weakened plane joint layouts through driveways, and Standard Plan CA75 for scoremark, weakened plane and expansion joint locations for curb ramps.

3. Curb reference stakes shall not be offset more than 3' from the back of curb or more than 2' from the back of the sidewalk.

4. Where there is a planter strip between the sidewalk and the curb, the curb in a driveway depression shall be constructed monolithically with the driveway.

5. When the street slopes away from a curb, the gutter slope shall match the cross slope of the street.

6. Paving at the gutter lip shall conform to Det A except when the street slopes away from the curb and at the bottom of curb ramps, the paving shall match the gutter lip.

7. Meter boxes, poles, and fire hydrants locations shall conform to locations shown on Standard Plan CU80.

8. Minimum sidewalk widths, measured from face of curb, are 5'-0" for residential; 6'-6" for multiple zoned 10'-0" for retail business and commercial areas; 8'-0" in retail and commercial areas where right of way is limited.

9. A 3' layer of Class 2 aggregate base shall be placed under all curb and sidewalk sections unless otherwise noted.

10. Expansion Joint Det A shall be installed at or near BC and EC per Standard Plan CA75 and the back of sidewalk at driveways. Premolded joint filler material for expansion joints shall conform to Section S1-12C "Premolded Expansion Filler" of the California Department of Transportation Standard Specifications.


12. 35' is the minimum offset on low volume, low speed residential streets. For higher volume, higher speed roads, the 35' dimension shall increase to comply with Tapa 406 "Intersection Design Standards", Subsection 406.1 "Right of Way" of the California Department of Transportation Highway Design Manual.

13. All sidewalk inside curb returns shall be 6" minimum thickness from BC to EC.

14. For curb ramp details, see appropriate Caltrans standard plans as specified on the project plans.