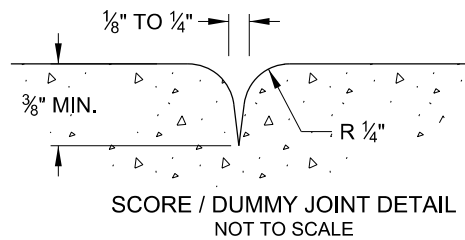


NOTES:

1. WHERE DRIVEWAY CONNECTION TO PROPERTY IS A NEGATIVE GRADE, THE GUTTER FLOW DEPTH MEASURED FROM GUTTER LINE TO BACK OF SIDEWALK ELEVATION SHALL HAVE A MINIMUM OF 3" VERTICAL RISE TO ASSURE THAT STORMWATER WILL NOT OVERTOP THE BACK OF SIDEWALK. IF THIS CONDITION CANNOT BE MET, PLACE AN INLET AT UPSTREAM SIDE OF DRIVEWAY OR OTHER APPROVED DESIGN MITIGATION.
2. STANDARD SIDEWALK SCORING SHALL CONTINUE THROUGH DRIVEWAY TO DELINEATE SIDEWALK/PEDESTRIAN ZONE PER DRG. NO. P-551.
3. A MINIMUM OF 3' DRIVEWAY CONNECTION SHALL BE PAVED BEHIND THE SIDEWALK TO PREVENT TRACKING OF GRAVEL OR DIRT ONTO THE SIDEWALK PER DRG. NO. P-536.
4. PAY LIMIT FOR DRIVEWAYS IS THE OUTER LIMIT OF THICKER STRUCTURAL SECTION THAT IS SUBJECT TO VEHICLE LOADS.
5. DRIVEWAYS SHALL BE POURED MONOLITHIC WITH CURB.
6. IF APPROVED, WHERE EXISTING DRIVEWAY IS IN GOOD CONDITION AND MEETS SLOPE REQUIREMENTS, MAY CONSTRUCT ONLY AS REQUIRED FOR SATISFACTORY CONNECTION WITH NEW WORK.
7. DRIVEWAY APRON SLOPE SHALL BE MAXIMIZED WHILE STILL ALLOWING THE DRIVEWAY TO FUNCTION PROPERLY BEFORE DEPRESSING THE SIDEWALK/PEDESTRIAN ZONE AS SHOWN IN THE ALTERNATIVE DEPRESSED SEPARATED SIDEWALK DRIVEWAY, DRG. NO. P-529.
8. WHEN COMBINATION CURB AND GUTTER IS USED, THE GUTTER PAN SHALL BE INCLUDED IN THE PAY LIMITS FOR THE DRIVEWAY.
9. WHEN EXISTING CURB EXPOSURE IS 5" OR LESS, OMIT THE 1" LIP IN DRIVEWAY APRON.
10. NO VERTICAL IMPEDIMENT (POLES, SIGNS, TREES, ETC) WITHIN 3' OF THROAT.

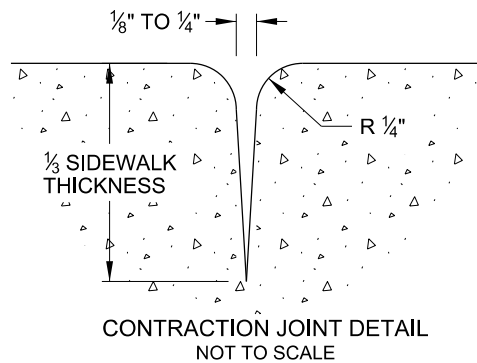
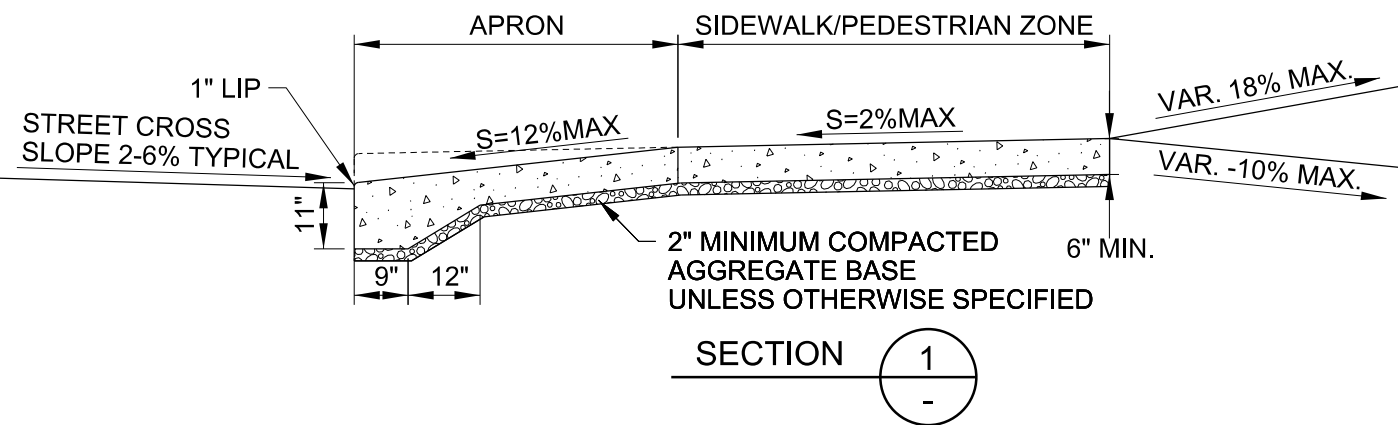


DRIVEWAY CLASSIFICATION	WIDTH OF WINGS = W **	MAXIMUM RECOMMENDED ALGEBRAIC GRADE CHANGE AT STREET = G*	DRIVEWAY THICKNESS
RESIDENTIAL	3' MIN.	17%	6"
LIGHT COMMERCIAL/RESIDENTIAL USE	6'	12%	6"
COMMERCIAL	9'	12%	6"
HEAVY COMMERCIAL/INDUSTRIAL	12'	12%	8"

*EVALUATE STREET CLASSIFICATION AND USE FOR APPROPRIATE GRADES
 **WIDTH OF WINGS MAY BE MODIFIED SLIGHTLY TO MATCH ADJACENT SIDEWALK SCORING; COORDINATE W/ ENGINEER AND/OR INSPECTOR.

S = SLOPE
 G = ALGEBRAIC GRADE CHANGE AT STREET

EXAMPLE CALC: $G = 12\% - (-2\%) = 14\%$
 $G = (\text{APRON SLOPE}) - (-\text{STREET CROSS SLOPE})$



The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

Note:
 All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

PBOT PORTLAND BUREAU OF TRANSPORTATION

DocuSigned by:
 Steve Townsen
 City Engineer

Standard Drawing Title

TYPICAL SEPARATED SIDEWALK DRIVEWAY

Effective Date: 02/08/2017

Calc. Book No.:

Baseline Report Date:

Standard Drawing No.

P-528