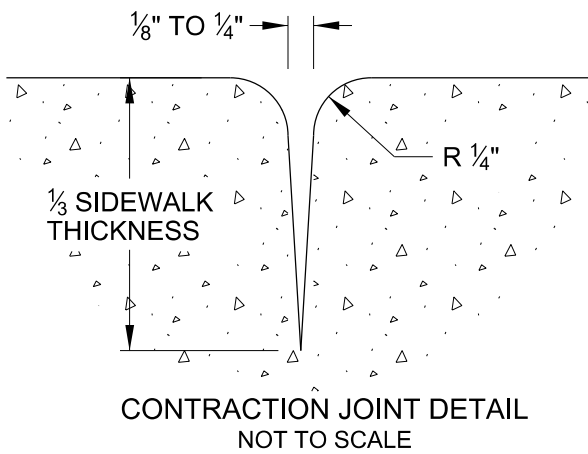
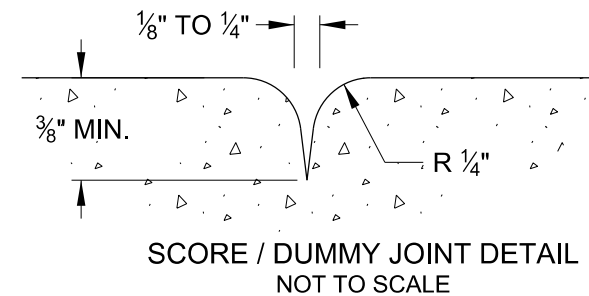
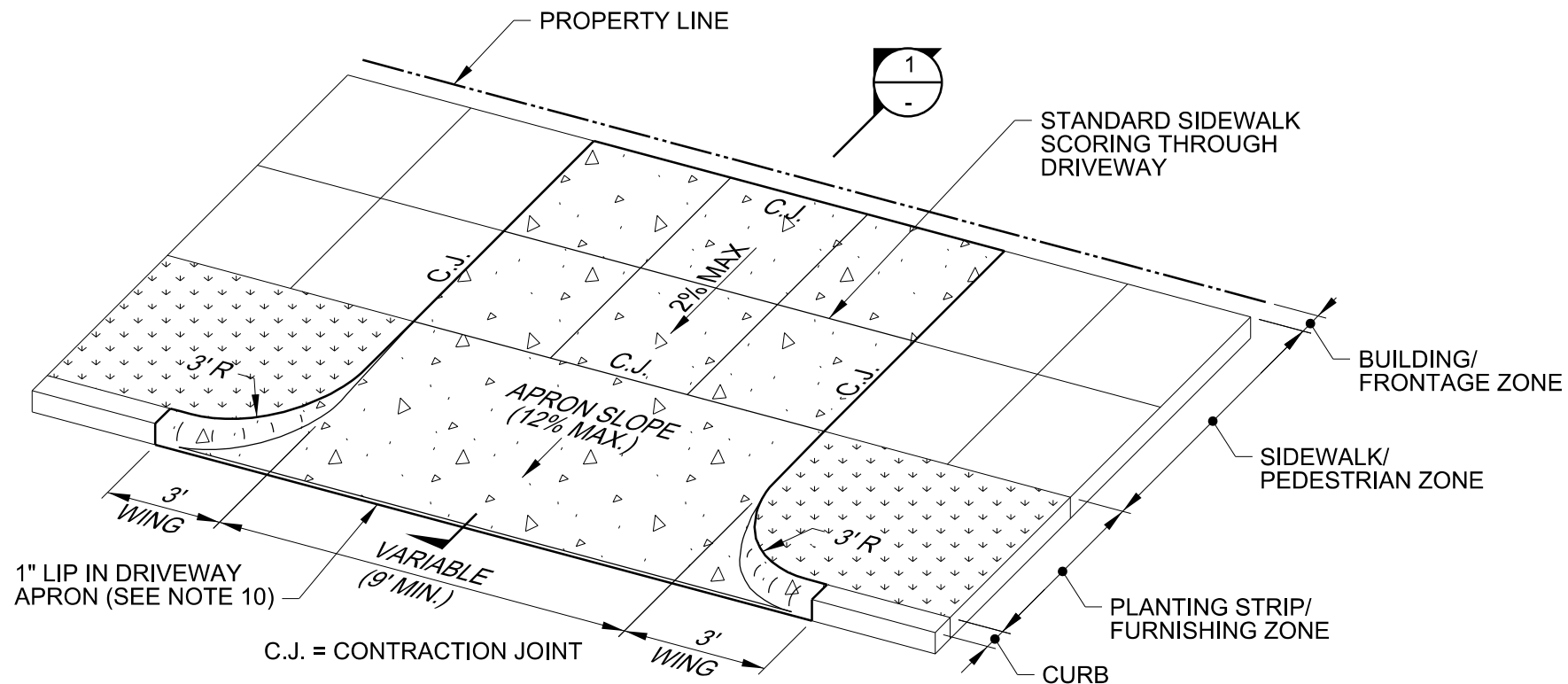
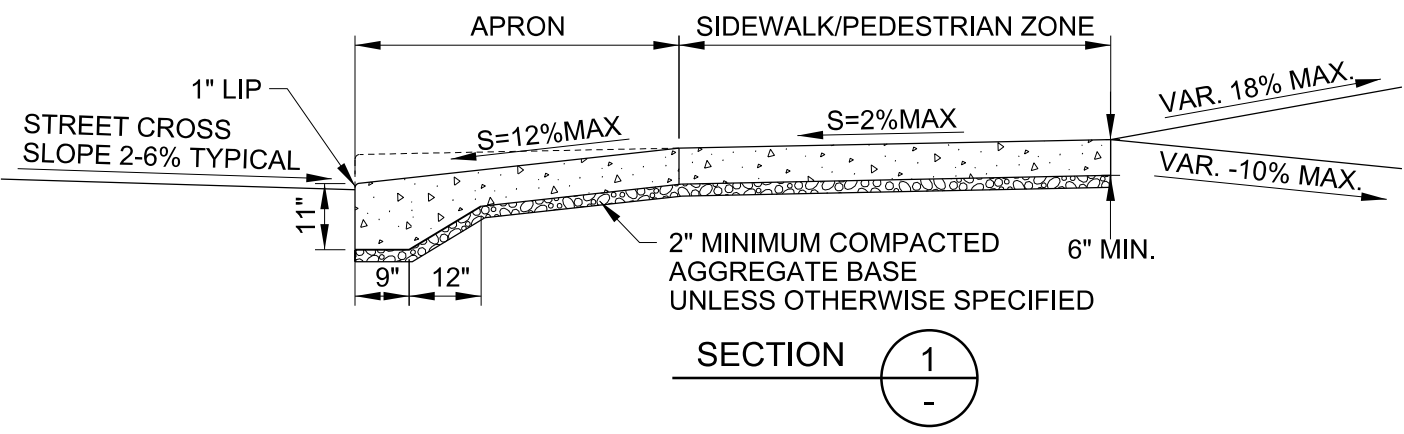


SCALE: 1/8" = 1'-0"



S = SLOPE  
G = ALGEBRAIC GRADE  
CHANGE AT STREET

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



NOTES:

1. TO BE USED ONLY IN AREAS WITH SIMILAR DRIVEWAY CONDITIONS FOR HISTORICAL PRESERVATION AS APPROVED BY THE CITY ENGINEER.
2. 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.
3. STANDARD SIDEWALK SCORING SHALL CONTINUE THROUGH DRIVEWAY TO DELINEATE SIDEWALK/PEDESTRIAN ZONE PER DRG. NO. P-551.
4. 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.
5. PAY LIMIT FOR DRIVEWAYS IS THE OUTER LIMIT OF THICKER STRUCTURAL SECTION THAT IS SUBJECT TO VEHICLE LOADS. NO SEPARATE PAYMENT WILL BE MADE FOR CURB IN DRIVEWAY WINGS.
6. DRIVEWAYS SHALL BE POURED MONOLITHIC WITH CURB.
7. IF APPROVED, WHERE EXISTING DRIVEWAY IS IN GOOD CONDITION AND MEETS SLOPE REQUIREMENTS, MAY CONSTRUCT PORTIONS ONLY AS REQUIRED FOR SATISFACTORY CONNECTION WITH NEW WORK.
8. DRIVEWAY APRON SLOPE SHALL BE MAXIMIZED WHILE STILL ALLOWING THE DRIVEWAY TO FUNCTION PROPERLY BEFORE DEPRESSING THE SIDEWALK/PEDESTRIAN ZONE AS SHOWN IN THE ALTERNATE DEPRESSED SEPARATED SIDEWALK DRIVEWAY, DRG. NO. P-529.
9. WHEN COMBINATION CURB AND GUTTER IS USED THE GUTTER PAN SHALL BE INCLUDED IN THE PAY LIMITS FOR THE DRIVEWAY.
10. WHEN EXISTING CURB EXPOSURE IS 5" OR LESS, OMIT THE 1" LIP IN DRIVEWAY APRON
11. MAXIMUM 17% ALGEBRAIC GRADE (G) AT STREET.
12. NO VERTICAL IMPEDIMENTS (POLES, SIGNS, TREES, ETC.) WITHIN 3' OF THROAT.

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.	<b>PBOT PORTLAND BUREAU OF TRANSPORTATION</b> DocuSigned by:  Steve Townsen City Engineer	
	Standard Drawing Title <b>RESIDENTIAL DRIVEWAY (HISTORIC)</b>	
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.	Effective Date: 02/08/2017	Standard Drawing No. <b>P-526</b>
	Calc. Book No.:	
	Baseline Report Date:	

Plot Date: 2/8/2017 3:42:08 PM