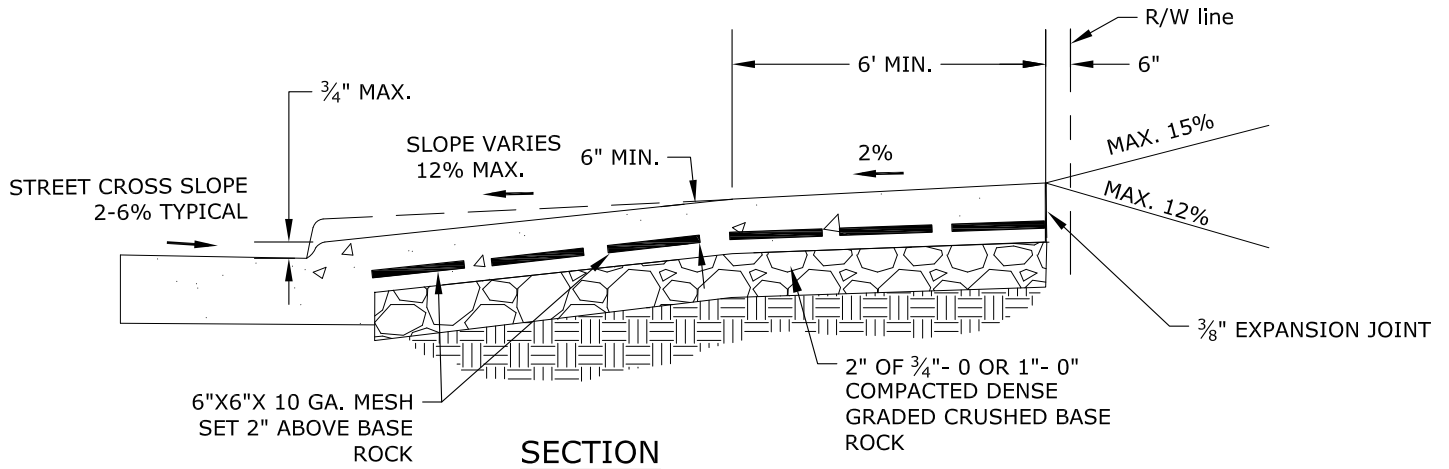


OVERVIEW



NOTES:

1. THE ALGEBRAIC DIFFERENCE BETWEEN THE DRIVEWAY APRON AND THE CROSS SLOPE OF THE ROADWAY SHALL BE NO MORE THAN 12%.
2. DRIVEWAY APRON SLOPE SHALL BE MAXIMIZED WHILE STILL ALLOWING THE DRIVEWAY TO FUNCTION PROPERLY BEFORE DEPRESSING SIDEWALK ZONE.
3. GUTTER FLOW DEPTH SHALL ACHIEVE 3" VERTICAL RISE, MINIMUM, TO BACK OF SIDEWALK TO ASSURE STORMWATER WILL NOT OVERTOP. IF THIS CONDITION CANNOT BE MET, PLACE STORMWATER INLET AT UPSTREAM SIDE OF DRIVEWAY OR PERFORM OTHER APPROVED DESIGN MITIGATION.
4. CONCRETE USED FOR CURB AND GUTTER SHALL MEET A 3,000 PSI COMPRESSION STRENGTH AT 28 DAYS.
5. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 10 FEET.
6. STANDARD SIDEWALK SCORING SHALL CONTINUE THROUGH THE DRIVEWAY TO DELINEATE PEDESTRIAN ZONE.
7. REFER TO THE CITY OF LAKE OSWEGO SIDEWALK DETAILS FOR CONSTRUCTION OF APPROACH SIDEWALKS.
8. FINISH ENTIRE CONCRETE SURFACE TO SMOOTH AND UNIFORM TEXTURE WITH BROOM FINISH, UNLESS OTHERWISE DIRECTED.



City of Lake Oswego
Engineering Division
Erica Rooney, P.E. City Engineer

**COMMERCIAL DRIVEWAY
APPROACH UNSIGNALIZED**

S4-03

EFFECTIVE DATE: JANUARY 1, 2018

NOT TO SCALE

DRAWING NUMBER