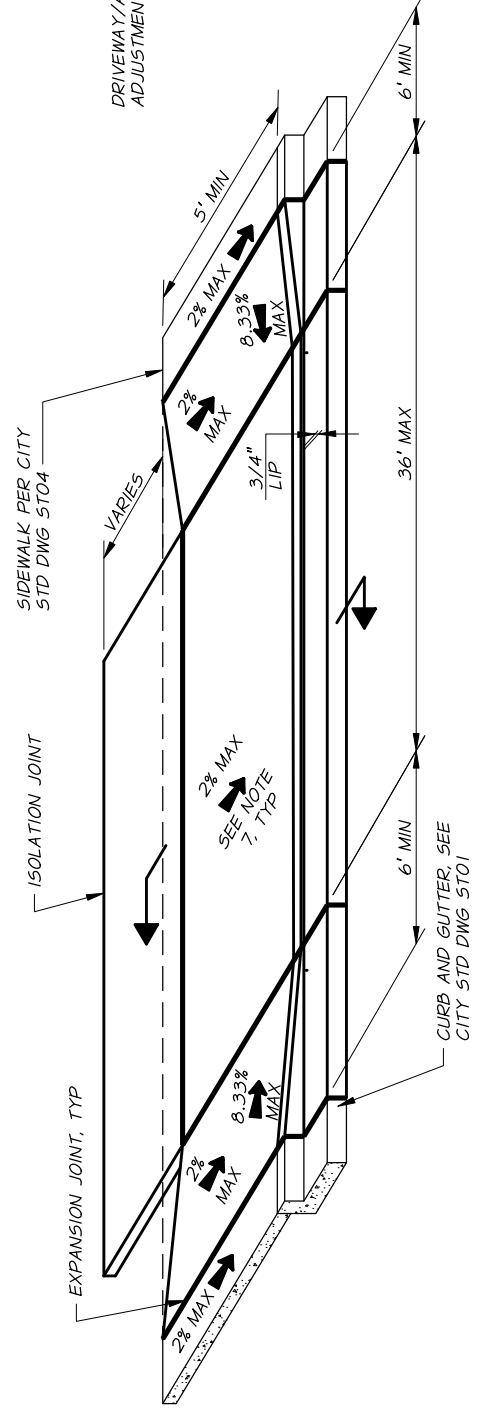
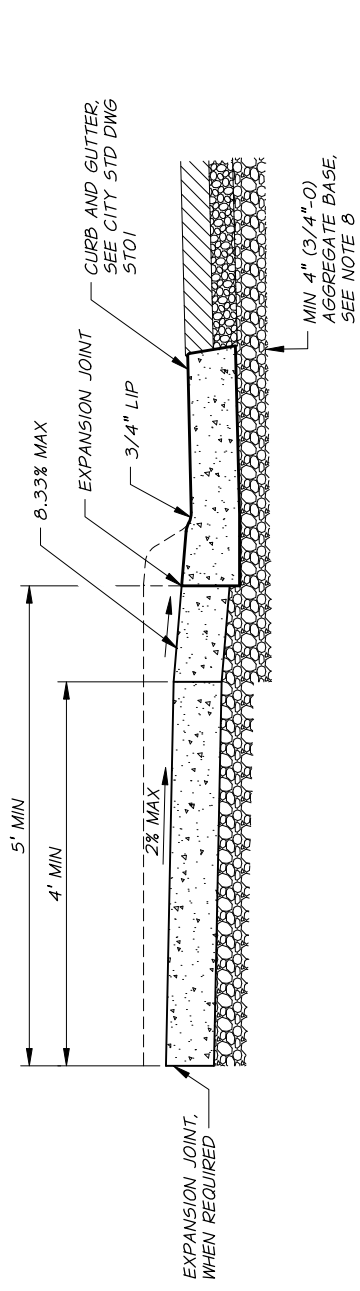


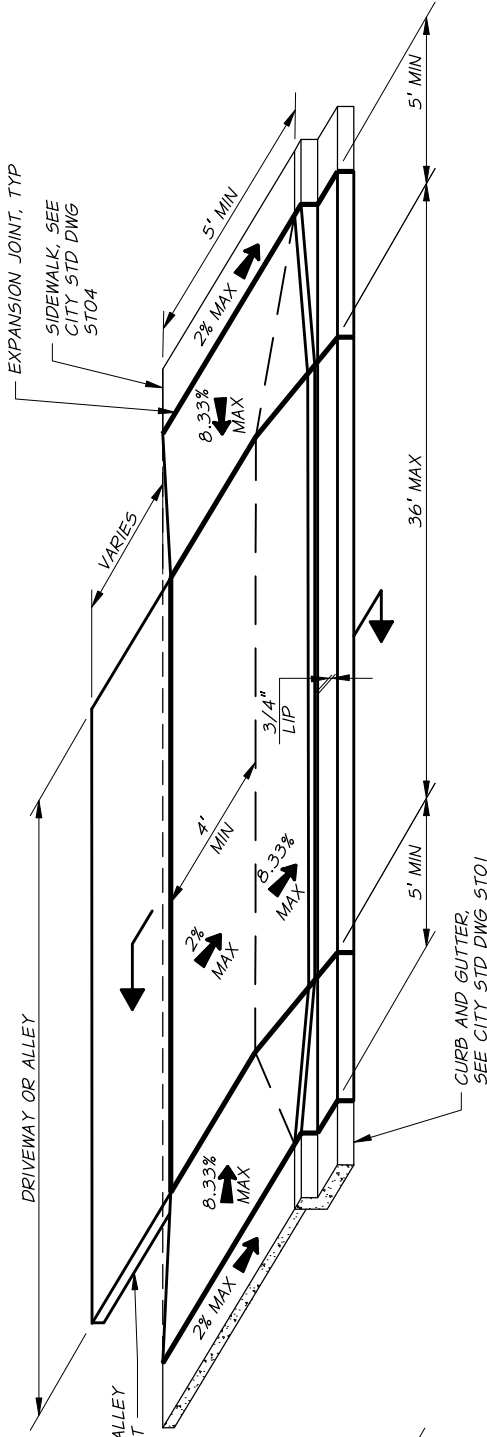
**SECTION VIEW**



**ISOMETRIC VIEW**



**SECTION VIEW**



**ISOMETRIC VIEW**

**DRIVEWAY/ALLEY RAMP (OPTION 1)**

NTS


**DRIVEWAY/ALLEY RAMP (OPTION 2)**

NTS

**NOTES**

1. RESIDENTIAL DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A MINIMUM NOMINAL THICKNESS OF 6".
2. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A MINIMUM NOMINAL THICKNESS OF 8". ALL CONCRETE SHALL BE COMMERCIAL GRADE 4,000 PSI CONCRETE.
3. THE 2% CROSS-SLOPE OF SIDEWALK IS MEASURED FROM HORIZONTAL. THE 12:1 SLOPE OF SIDEWALK TRANSITION TO DRIVEWAY/ALLEY IS RELATIVE TO THE RUNNING SLOPE OF THE SIDEWALK. THE SLOPE OF THE APRON IS MEASURED RELATIVE TO HORIZONTAL. SEE NOTE 7.
4. THE DRIVEWAY SHALL NOT BE PLACED INTEGRAL WITH THE SIDEWALK, CURB, OR ANY DRIVEWAY TRANSITION SLAB AND SHALL BE ISOLATED WITH FULL DEPTH EXPANSION JOINTS.
5. DRIVEWAY CONTROL JOINTS (NOT SHOWN) SHALL BE SPACED AT A MAXIMUM ON CENTER SPACING EQUAL TO THE SIDEWALK WIDTH OR TO MATCH EXISTING SIDEWALK CONTROL JOINT SPACING, WHICHEVER IS LESS.
6. DEVIATIONS FROM CITY STANDARD DRIVEWAY CONFIGURATIONS REQUIRE APPROVAL FROM THE CITY ENGINEER. WHERE SWALES ARE USED AND THERE IS NO CURB AND GUTTER, THE FOLLOWING REQUIREMENTS MUST BE MET:
  - DRIVEWAYS SHALL NOT BE LOCATED CLOSER THAN 5 FEET TO SIDE PROPERTY LINES
  - DRIVEWAY MAXIMUM WIDTH SHALL NOT BE THE LESSER OF 50-PERCENT OF THE PROPERTY FRONTAGE OR 36 FEET.
7. TO INSURE SLOPES DO NOT EXCEED MAXIMUM ALLOWABLE SLOPES, IT IS RECOMMENDED TO SET SLOPES LOWER THAN MAXIMUM ALLOWABLE SLOPES AS FOLLOWS:
  - FOR 2% MAX, SET SLOPE AT 1.5%
  - FOR 0.33% MAX, SET SLOPE AT 7.5%
 DRIVEWAYS WITH SLOPES EXCEEDING MAXIMUM ALLOWABLE VALUES SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
8. COMPACT AGGREGATE BASE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.

REVISION	DATE



**CITY OF  
HERMISTON, OREGON  
STANDARD DRAWINGS**

**DRIVEWAY AND RAMP DETAILS**

**FIGURE  
ST05**