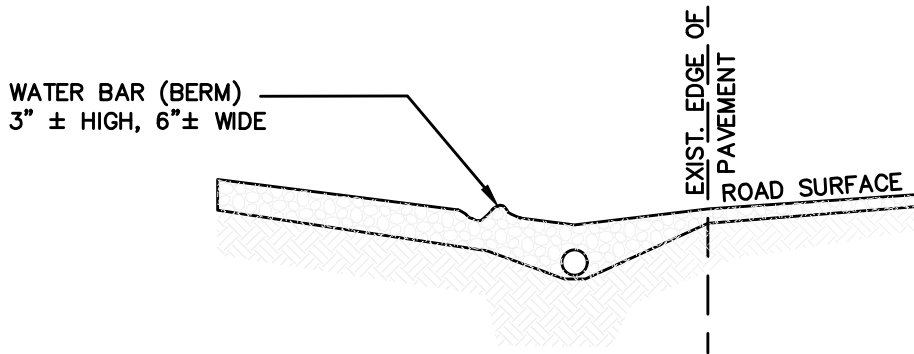
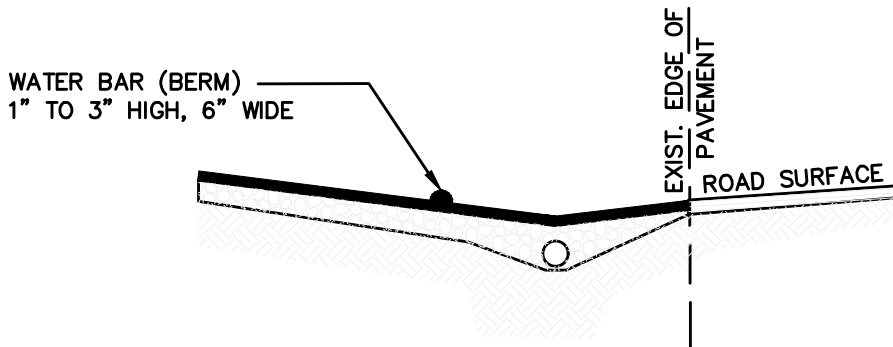


TYPICAL PLAN OF DRIVEWAY WITH WATER BAR



GRAVEL DRIVEWAYS



ASPHALT OR CONCRETE DRIVEWAYS

**NOTES**

1. ON BOTH PAVED AND GRAVEL DRIVEWAYS, WATER BARS ARE REQUIRED ON SLOPES GREATER THAN 10%. ASPHALT WATER BARS (BERMS) REQUIRE A TACK COAT OF LIQUID ASPHALT TO BE APPLIED BEFORE BUILDING OF THE BERM, SO IT WILL BE STABLE AND ADHERE TO THE DRIVEWAY SURFACE.
2. THE WATER BARS (BERMS) ARE TO BE OF ADEQUATE ELEVATION AND WIDTH TO ENSURE THAT THE WATER RUNOFF WILL NOT FLOW ONTO COUNTY ROAD SHOULDERS OR TRAVELED SURFACE.
3. THE WATER BARS (BERMS) CAN BE CONSTRUCTED IN EITHER THE "A" POSITION OR "B" POSITION SHOWN IN DRAWING, TO DIRECT SURFACE RUNOFF ON EITHER SIDE OF DRIVEWAY TO A CONSTRUCTED DITCH SECTION. CONTROL OF WATER FLOW INTO EXISTING ROADSIDE DITCH IS THE PRIMARY PURPOSE OF THESE BERMS.
4. THE JOINT AT THE INTERSECTION OF THE ASPHALT DRIVEWAY AND EDGE OF PAVEMENT SHALL HAVE A SEAL OF LIQUID ASPHALT AND BE COVERED WITH FINE SAND TO MAKE A SMOOTH JOINT AND TO AVOID BREAKAGE OF THE SEAM.

REVISION	DATE	BY	DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	APPROVAL DATE: 6/1/2020	SCALE: N.T.S.	STANDARD DRAWING
			150 BEAVERCREEK ROAD OREGON CITY, OR 97045	<b>DRIVEWAY WATER BAR (BERM) CONSTRUCTION</b>		<b>D700</b>