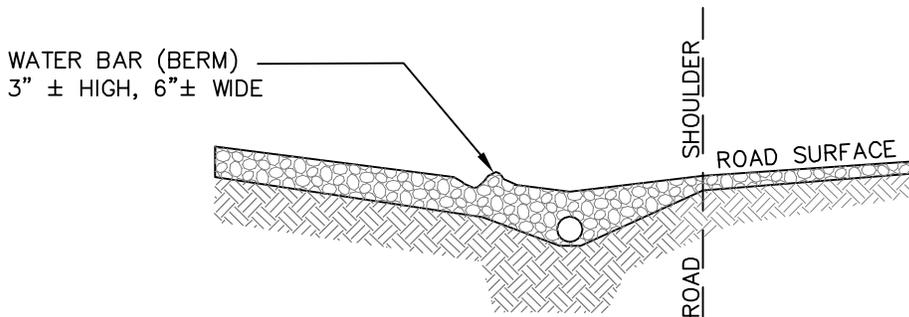
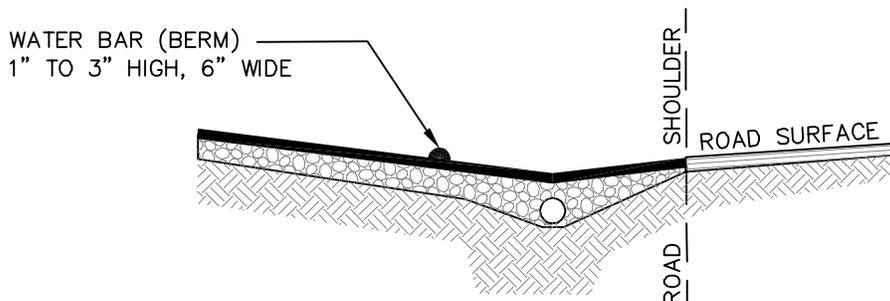


TYPICAL PLAN OF DRIVEWAY WITH WATER BAR



GRAVEL DRIVEWAYS



ASPHALT OR CONCRETE DRIVEWAYS

NOTES

- 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.
- 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.
- 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.
- 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.

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REVISION	DATE	BY	DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT		APPROVAL DATE: 1/1/10	SCALE: N.T.S.	STANDARD DRAWING
			150 BEAVERCREEK ROAD			DRIVEWAY WATER BAR (BERM) CONSTRUCTION	D700
			OREGON CITY, OR 97045				