

DRIVE WAY STANDARDS AND CRITERIA

1. DRIVEWAYS -- GENERAL

ALL DRIVEWAY APPROACHES, HEREINAFTER CALLED DRIVEWAYS, IN CITY RIGHT-OF-WAY SHALL BE CONSTRUCTED IN CONFORMANCE WITH CITY SPECIFICATIONS AND STANDARD DRIVEWAY DRAWINGS OR AS MODIFIED FOR SPECIAL SITUATIONS DESCRIBED HEREIN.

- A. A RESIDENTIAL DRIVEWAY APRON SHALL BE CONSTRUCTED BETWEEN THE CURB AND THE PROPERTY LINE WITH PORTLAND CEMENT CONCRETE PER DRIVEWAY STANDARDS.
- B. A COMMERCIAL DRIVEWAY APRON TO A PARKING LOT OR "DRIVE-IN" BUSINESS SHALL BE CONSTRUCTED BETWEEN THE CURB AND THE PROPERTY LINE WITH AN APPROVED PORTLAND CEMENT CONCRETE STRUCTURAL SECTION.
- C. AN INDUSTRIAL DRIVEWAY APRON SHALL BE CONSTRUCTED BETWEEN THE CURB AND THE PROPERTY LINE WITH AN APPROVED PORTLAND CEMENT CONCRETE STRUCTURAL SECTION BASED ON THE AMOUNT OF TRUCK TRAFFIC (T) AND THE ABILITY OF THE SOIL (R-VALUE) TO WITHSTAND TRUCK WHEEL LOADS.
- D. IN ALL CASES ABOVE, IT SHALL BE THE RESPONSIBILITY OF THE ABUTTING PROPERTY OWNER TO MAINTAIN THE DRIVEWAY APRON IN A SAFE AND SUITABLE CONDITION FOR THE TRAFFIC TO BE CARRIED, WHETHER PEDESTRIAN OR VEHICULAR.

2. COMMERCIAL -- INDUSTRIAL HIGH VOLUME DRIVEWAYS

COMMERCIAL AND INDUSTRIAL DRIVEWAYS THAT SERVE A SUBSTANTIAL NUMBER OF TRUCKS SHALL BE CONSTRUCTED TO WITHSTAND TRUCK WHEEL LOADS.