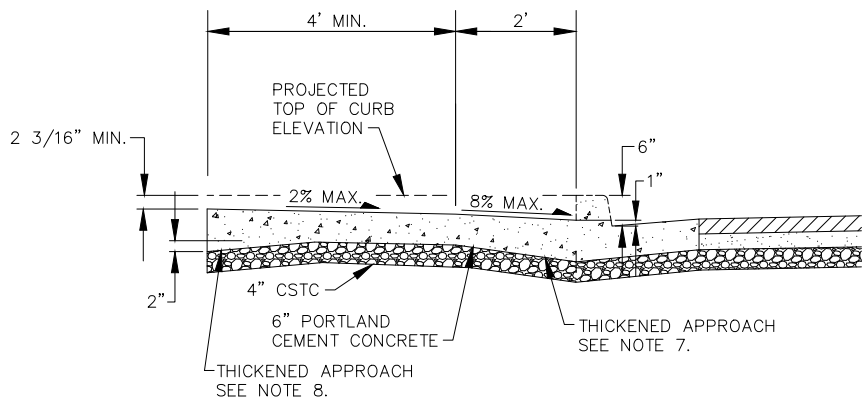


ISOMETRIC



SECTION A-A

GENERAL NOTES

1. 3/8" EXPANSION JOINT MATERIAL SHALL BE PLACED IN THE CENTER OF ALL DRIVEWAYS OVER 20' IN WIDTH.
2. EXPANSION JOINT REQUIRED AT BACK OF WALK IF CONCRETE DRIVEWAY EXTENDS BEYOND BACK OF WALK.
3. PORTLAND CEMENT CONCRETE SHALL BE PER WSDOT 8-06.3.
4. ALL EXTERNAL EDGES TO BE TROWELLED WITH 1/4" RADIUS EDGER.
5. FOR SIDEWALK DETAIL, SEE R-103.
6. MIN. 4" THICK CSTC LAYER UNDER DRIVE APPROACH.
7. FIRST 2' OF DRIVE APPROACH (AT CURB SIDE) SHALL BE THICKENED TO MATCH BOTTOM OF CURB.
8. LAST 2' OF DRIVE APPROACH (HOUSE SIDE) WILL BE THICKENED 2 EXTRA INCHES WHEN OTHER HARD SURFACES ARE NOT PROPOSED ADJACENT TO THE APPROACH.
9. LENGTH OF UPHILL RAMP FOR STREETS WITH LONGITUDINAL SLOPES LESS THAN 2.0% SHALL BE 5'. LENGTH OF UPHILL RAMP FOR STREETS WITH LONGITUDINAL SLOPES BETWEEN 2.0% AND 6.3% WILL VARY FROM 5' MINIMUM TO 15' MAXIMUM. REQUIRED UPHILL RAMP LENGTHS SHALL BE DETERMINED BY DESIGN ENGINEER AND SHALL HAVE A MAXIMUM SLOPE OF 8.3%. DOWNHILL RAMP LENGTHS ARE NOT REQUIRED TO EXCEED 5'.
10. SUBGRADE AND 4" CSTC UNDER APPROACH SHALL BE COMPACTED TO 95%.
11. ALL BROKEN, CRACKED, HEAVED AND SUNKEN CONCRETE SHALL BE REMOVED AND REPLACED FROM JOINT TO JOINT.
12. EXCEPT FOR JOINTS, PERIMETER EDGING, AND BROOM FINISHING, NO OTHER MARKINGS ARE PERMITTED ON THE FINISHED SURFACE.

DESIGN CRITERIA

	RESIDENTIAL	COMMERCIAL
DISTANCE FROM CURB RETURN	15' MIN.	75' MIN.
THROAT WIDTH	16' MIN.*, 30' MAX.	30' MIN. 40' MAX.
SETBACK FROM SIDE PROPERTY LINE AT R.O.W.	5' MIN.	5' MIN.
SETBACK FROM SIDE PROPERTY LINE	2' MIN.	2' MIN.

*24' MIN. WIDTH IF DRIVEWAY LENGTH IS OVER 75', SEE R-117

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RESIDENTIAL CONCRETE
 APPROACH
 ADJACENT SIDEWALK

STANDARD PLAN NO.
 R-113