



GENERAL NOTES

1. 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. SIDEWALK TO BE SCORED EVERY 5'. 3/8" EXPANSION JOINT TO BE INSTALLED AT LOCATIONS WHERE SIDEWALK INTERSECTS OTHER SIDEWALKS AND DRIVEWAYS.
6. FOR ROADSIDE SWALE APPLICATIONS, INSTALL 8" D.I. CULVERT UNDER APPROACH PER SPOKANE REGIONAL STORMWATER MANUAL. ENDS SHALL BE BEVELED TO MATCH SWALE SLOPE.
7. MIN. 4" THICK COMPACTED CSTC LAYER UNDER DRIVE APPROACH.
8. FIRST 2' OF DRIVE APPROACH (AT CURB SIDE) SHALL BE THICKENED TO MATCH BOTTOM OF CURB.
9. SUBGRADE AND 4" CSTC UNDER APPROACH AND SIDEWALK SHALL BE COMPACTED TO 95%.
10. EXISTING SIDEWALK AT NEW APPROACHES SHALL BE REMOVED AND REPLACED WITH 6" THICK CONCRETE OVER 4" CSTC COMPACTED TO 95%.
11. ALL BROKEN, CRACKED, HEAVED AND SUNKEN CONCRETE SHALL BE REMOVED AND REPLACED FROM JOINT TO JOINT.

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. IF DRIVEWAY LENGTH IS OVER 75' LONG, SEE R-117

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**TYPE I
 CONCRETE APPROACH
 SEPARATED SIDEWALK**

**STANDARD PLAN NO.
 R-110**