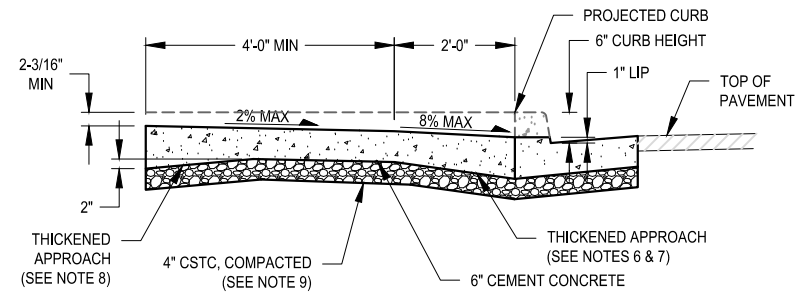


ISOMETRIC VIEW

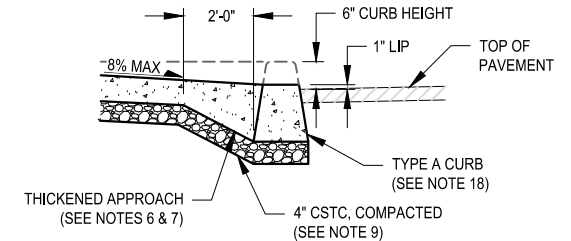
GENERAL NOTES:

- EXPANSION JOINT MINIMUM REQUIREMENTS:
 - 3/8" EXPANSION JOINT MATERIAL SHALL BE PLACED AT LEAST EVERY 15' IN WIDTH WITHIN THE DRIVEWAY APPROACH AND SHALL LINE UP WITH SIDEWALK EXPANSION JOINTS IF APPLICABLE.
 - 3/8" EXPANSION JOINT MATERIAL IS REQUIRED BETWEEN DRIVEWAY SLAB AND THE SIDEWALK AND THE DRIVEWAY APPROACH.
 - EXPANSION JOINT MATERIAL SHALL BE SECURED IN PLACE PRIOR TO CONCRETE PLACEMENT AND SHALL COMPLETELY SEPARATE ADJACENT SLABS EXTENDING FROM THE SURFACE TO GRAVEL BASE. PLACEMENT OF EXPANSION JOINT MATERIAL SHALL NOT BE FLOATED OR PRESSED INTO WET CONCRETE AFTER CONCRETE HAS BEEN PLACED.
 - AN ALTERNATIVE TO SETTING EXPANSION JOINT MATERIAL PRIOR TO PLACING CONCRETE WOULD BE TO SAW CUT FULL DEPTH 1/2" WIDE AND FILL WITH APPROVED MASTIC PER WSDOT 9-04.2(2) POURED RUBBER JOINT SEALER.
- CONTROL JOINTS SHALL BE PLACED AT THE DISCRETION OF THE CONTRACTOR. CRACK REPAIR WITHIN THE WARRANTY PERIOD IS THE RESPONSIBILITY OF THE CONTRACTOR. CONTROL JOINT MINIMUM REQUIREMENTS; CONTROL JOINTS SHALL:
 - BE NO FARTHER APART THAN 10'.
 - NOT EXCEED A RATIO OF 1 TO 1.25 LENGTH TO WIDTH.
 - BE A MINIMUM OF 1" DEEP (FOR TROWEL OR SAW CUT).
 - BE ADDED AT ALL GRADE BREAKS.
- CEMENT CONCRETE SHALL BE CLASS 4,000 CONCRETE PER SECTION 6-02 OF THE WSDOT STANDARD SPECIFICATIONS.
- ALL EXTERNAL EDGES SHALL BE TROWELED WITH A 3/8" TO 1/2" RADIUS.
- A 4" (MIN) THICK CSTC LAYER SHALL BE PLACED UNDER DRIVE APPROACH.
- FIRST 2' OF DRIVE APPROACH (AT CURB SIDE) SHALL BE THICKENED TO MATCH BOTTOM OF CURB.
- WHEN AN ASPHALT APPROACH IS USED THE ASPHALT SHALL BE PLACED IN 0.30' LIFTS PER WSDOT 5-04.3(7)
- LAST 2' OF SIDEWALK (HOUSE SIDE) WILL BE THICKENED 2 EXTRA INCHES WHEN OTHER HARD SURFACES ARE NOT PROPOSED ADJACENT TO THE APPROACH.
- SUBGRADE AND CSTC UNDER APPROACH SHALL BE COMPACTED TO 95%.

- ALL BROKEN, CRACKED, HEAVED AND SUNKEN CONCRETE SHALL BE REMOVED AND REPLACED FROM JOINT TO JOINT.
- PERIMETER EDGING SHALL NOT BE ALLOWED UNLESS IT IS FOR A REPAIR/REPLACEMENT OF EXISTING PANELS AND ONLY WHEN MATCHING ADJACENT PANELS. CONTRACTOR SHALL MAKE AN EFFORT TO MATCH EXISTING PANELS IN ACCORDANCE WITH DIRECTION FROM CITY INSPECTOR.
- ALL CHANGES IN LEVEL ACROSS JOINT MUST BE FLUSH WITH A MAXIMUM DIFFERENCE IN ELEVATION OF 3/16".
- LENGTH OF UPHILL RAMP FOR STREETS WITH LONGITUDINAL SLOPES LESS THAN 2.0% SHALL BE 5'. THE MAXIMUM LONGITUDINAL SLOPE SHALL BE 8.3%, BUT THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15 FEET. REQUIRED UPHILL RAMP LENGTHS SHALL BE DETERMINED BY DESIGN ENGINEER. DOWNHILL RAMP LENGTHS ARE NOT REQUIRED TO EXCEED 5' AND SHALL BE A MAXIMUM OF 8.3%.
- MONO-PLACEMENT OF CURBS AND CROSS GUTTER WITH OTHER STRUCTURES SUCH AS SIDEWALKS AND APPROACHES SHALL NOT BE ALLOWED AND SHALL BE SEPARATED WITH EITHER A COLD JOINT OR EXPANSION JOINT SEALED WITH A POURED RUBBER JOINT SEALER PER WSDOT 9-04.2(2).
- SAWCUTTING OF CURB TO CREATE CURB DROP IS NOT ALLOWED.
- ALL APPROACHES SHALL BE PER CITY STREET STANDARDS 7.3 AND 7.8.
- EXCEPT FOR JOINTS AND BROOM FINISHING, NO OTHER MARKINGS ARE PERMITTED ON THE WALKING SURFACE.
- TYPE A CURB TO BE USED ONLY WHEN MATCHING EXISTING CURB AND WITH APPROVAL OF THE CITY ENGINEER.



SECTION A-A



SECTION VIEW - TYPE A CURB
(SEE NOTE 18)

- DETECTABLE WARNING SURFACES SHALL BE REQUIRED ON BOTH SIDES OF ANY DRIVEWAY THAT IS YIELD, STOP OR SIGNAL CONTROLLED.

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' MINIMUM WIDTH IF DRIVEWAY LENGTH IS OVER 75', SEE R-117		
** THE TOTAL APPROACH WIDTH SHALL NOT BE GREATER THAN 50% OF TOTAL LOT FRONTAGE WIDTH.		
*** CONSTRUCT EXPANSION JOINTS PARALLEL WITH APPROACH CENTERLINE AS REQUIRED AT 15' MAX. SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.		



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COMMERCIAL
CONCRETE APPROACH
ADJACENT SIDEWALK
STANDARD PLAN NO.
R-114

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