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### City of Spokane Standard Plans – Section F

* = Revised Standard Plan  
*** = New Standard Plan

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NOTES:

1. REINFORCED DOWELED CURB SHALL BE CONSTRUCTED USING AIR–ENTRAINED CLASS 4000 CONCRETE

2. EXPANSION JOINTS SHALL EXTEND THROUGH THE FULL CROSS–SECTION OF THE REINFORCED DOWELED CURB. A 1–FOOT SECTION OF THE #4 REBAR SHALL BE REMOVED AT EACH EXPANSION JOINT. EXPANSION JOINT SPACING SHALL NOT EXCEED 45' O.C.

3. CONTRACTION JOINT SPACING SHALL NOT EXCEED 15' O.C.
NOTES:
1. CONCRETE SIDEWALKS SHALL BE CONSTRUCTED USING AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE.
2. 2-INCHES OF CONCRETE MAY BE SUBSTITUTED FOR THE 2-INCHES OF CSTC, YIELDING A TOTAL SIDEWALK THICKNESS OF 6-INCHES.
3. EXPANSION JOINTS SHALL EXTEND THROUGH THE FULL CROSS-SECTION OF THE SIDEWALK & CURB OR CURB/GUTTER. EXPANSION JOINTS ARE REQ'D BETWEEN EXISTING SIDEWALKS AND CURB OR CURB/GUTTER AND NEW SIDEWALKS & CURB OR CURB/GUTTER. EXPANSION JOINT SPACING SHALL NOT EXCEED 15-FT O.C.
4. CONTRACTION JOINT SPACING SHALL NOT EXCEED 5-FT O.C.
5. SEE STD PLAN F-102B FOR SLOPING REQUIREMENTS BEHIND SIDEWALK.
6. A 5-FT WIDE TRANSITION PANEL IS REQUIRED WHEN CONNECTING NEW SIDEWALKS TO EXISTING SIDEWALKS W/ CROSS SLOPES EXCEEDING 2.0%.
7. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
SECTION

NOTES:

1. INTEGRAL CONCRETE CURB & SIDEWALK SHALL BE CONSTRUCTED USING AIR ENTRAINED, 6 SACK, COMMERCIAL CONCRETE.

2. 2-INCHES OF CONCRETE MAY BE SUBSTITUTED FOR THE 2-INCHES OF CSTC, YIELDING A TOTAL SIDEWALK THICKNESS OF 6-INCHES.

3. SEE STD PLAN F−102 FOR GENERAL SIDEWALK REQUIREMENTS.

4. SEE STD PLAN F−102B FOR SLOPING REQUIREMENTS BEHIND SIDEWALK.

5. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:

1. TYPICAL SIDEWALK THICKNESS SHALL BE 4 INCHES. EXCEPTION: SEE STD PLANS F-103 THROUGH F-104B FOR SIDEWALK THICKNESS REQUIREMENTS AT DRIVEWAYS.

2. SEE STD PLAN F-102 FOR GENERAL SIDEWALK REQUIREMENTS.

3. SEE CITY OF SPOKANE DESIGN STANDARDS SECTION 3 FOR SIDEWALK WIDTH REQUIREMENTS.

4. SEE CITY OF SPOKANE DESIGN STANDARDS SECTION 3 FOR PEDESTRIAN BUFFER STRIP WIDTH REQUIREMENTS

5. SEE STD PLAN B-102F FOR BIO-INFILTRATION SWALE REQUIREMENTS.

6. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:

1. THIS PLAN DOES NOT APPLY FOR NEW SIDEWALK CONSTRUCTION IN UNDEVELOPED AREAS.
2. 5-FT TRANSITION PANEL IS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2.0%
3. RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH (L) TO EXCEED 15-FT TO AVOID CHASING THE SLOPE INDEFINITELY; INCREASE MAXIMUM RUNNING SLOPE AS DIRECTED BY THE ENGINEER. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
4. ROOT AREAS SHALL BE UNDISTURBED AS MUCH AS PRACTICAL. LOOSE SOIL SHALL BE LIGHTLY HAND TAMPERD. IF ROOT TRIMMING IS NECESSARY CONTACT CITY OF SPOKANE URBAN FORESTRY.
5. FILL VOIDS AROUND ROOTS TO PROVIDE SIDEWALK SUPPORT W/ LAYER OF SPOON EXCAVATABLE CDF FILL PER SECTION 2-09.3(1)E. 1-INCH MINIMUM COVER OVER THE HIGHEST ROOT IS REQUIRED.
6. SEE STD PLAN F-102 FOR GENERAL SIDEWALK REQUIREMENTS.
7. SEE STD PLAN F-102B FOR SLOPING REQUIREMENTS ON EACH SIDE OF ELEVATED SIDEWALK. PLACE TOPSOIL TYPE A AND HYDROSEED OR SOD AS DIRECTED BY THE ENGINEER TO MATCH EXISTING CONDITIONS.
8. RAISE, RELOCATE, OR REPLACE EXISTING SPRINKLER SYSTEM AS NEEDED.
9. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:

1. THIS PLAN DOES NOT APPLY FOR NEW SIDEWALK CONSTRUCTION IN UNDEVELOPED AREAS.
2. 5-FT TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2.0%.
3. ROOT AREAS SHALL BE UNDISTURBED AS MUCH AS PRACTICAL. LOOSE SOIL SHALL BE LIGHTLY HAND TAMPED. IF ROOT TRIMMING IS NECESSARY CONTACT CITY OF SPOKANE URBAN FORESTRY.
4. TYPICAL SIDEWALK DIVERSION ANGLE SHALL BE 2.5 TO 1. DIVERSION ANGLE MAY BE INCREASED TO 1 TO 1 AS DIRECTED BY THE ENGINEER.
5. BACK OF SIDEWALK SHALL BE A MINIMUM OF 0.5 FT INSIDE OF THE R.O.W. SIDEWALK WIDTH MAY BE DECREASED TO 3 FT AS DIRECTED BY THE ENGINEER TO ENSURE SIDEWALK IS WITHIN THE R.O.W.
6. USE IN CONJUNCTION W/ STD PLAN F-102C WHEN RAMPING OVER AND DIVERTING AROUND TREE ROOTS IS REQUIRED.
7. SEE STD PLAN F-102 FOR GENERAL SIDEWALK REQUIREMENTS. PROVIDE ADDITIONAL EXPANSION JOINTS AS SHOWN.
8. SEE STD PLAN F-102B FOR SLOPING REQUIREMENTS ON EACH SIDE OF SIDEWALK. PLACE TOPSOIL TYPE A AND HYDROSEED OR SOD AS DIRECTED BY THE ENGINEER.
9. RELOCATE OR REPLACE EXISTING SPRINKLER SYSTEMS AS NEEDED.
10. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:

1. NON-STANDARD DRIVEWAY DESIGNS SHALL REQUIRE THE APPROVAL OF THE CITY ENG SERVICES DEPT.

2. THE TOP OF A DRIVEWAY DROP SHALL NOT BE PLACED WITHIN 5' OF THE R.O.W. LINE AT ANY INTERSECTING STREET NOR WITHIN THE RADIUS OF A CURB RETURN.

3. WHERE POSSIBLE, THE DRIVEWAY FLARE SHALL NOT EXTEND PAST AN ADJACENT PROPERTY LINE.

4. THE SHADED AREA REQUIRES A 6-INCH MIN DEPTH OF AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE OVER 4-INCHES OF COMPACTED CSTC.

5. EXPANSION JOINTS SHALL BE 3/8" PREMOLDED JOINT FILLER EXTENDING THROUGH THE FULL CONCRETE CROSS SECTION. AT SHARED DRIVEWAYS AN ADDITIONAL EXPANSION JOINT SHALL BE PLACED ALONG THE COMMON PROPERTY LINE.

6. IN SHARED AREA CONTRACTION JOINTS SHALL BE HAND TOOLED ¼" WIDE BY 2" MINIMUM DEPTH.

7. THE BACK OF DRIVEWAY (B.O.D.) AND SIDEWALK MAY BE LOWERED UP TO 3" TO MATCH EXISTING CONDITIONS AT BACK OF SIDEWALK (B.O.W.).

8. BROOMED FINISH ON DRIVEWAY SHALL BE APPLIED PERPENDICULAR TO THE VEHICULAR DIRECTION OF TRAVEL. BROOMED FINISH ON SIDEWALK SHALL BE APPLIED PERPENDICULAR TO THE PEDESTRIAN DIRECTION OF TRAVEL.

9. A THICKENED EDGE IS REQUIRED AT B.O.W. WHEN DRIVEWAY DOES NOT ABUT AN EXISTING PAVED OR CONCRETE SURFACE.

10. TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2%.

11. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
DRIVEWAY TRANSITION
PLAN VIEW

EXISTING WALK W/CROSS SLOPE > 2%

MATERIAL VARIES
EXPANSION JOINT REQUIRED WHEN DRIVEWAY TRANSITION IS CONSTRUCTED USING CONCRETE

EXISTING WALK W/CROSS SLOPE ≤ 2%

EXPANSION JOINTS

PROFILE VIEW

MATCH EXISTING SIDEWALK WIDTH 4' MIN

3/4" REVEAL, 3/4" RADIUS

CRUSHED ROCK

SECTION A-A

NOTES:

1. NON-STANDARD DRIVEWAY DESIGNS SHALL REQUIRE THE APPROVAL OF THE CITY ENG SERVICES DEPT.

2. THE TOP OF A DRIVEWAY RAMP SHALL NOT BE PLACED WITHIN 5' OF THE R.O.W. LINE AT ANY INTERSECTING STREET NOR WITHIN THE RADIUS OF A CURB RETURN.

3. WHERE POSSIBLE, THE TOP OF A DRIVEWAY RAMP SHALL NOT EXTEND PAST AN ADJACENT PROPERTY LINE.

4. THE SHADED AREA REQUIRES A 6-INCH MIN DEPTH OF AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE OVER 4-INCHES OF COMPACTED CSTC. SHADAED AREA SHALL BE EXPANDED TO INCLUDE DRIVEWAY TRANSITION WHEN CONSTRUCTED USING CONCRETE.

5. EXPANSION JOINTS SHALL BE 3/8" PREMOLDED JOINT FILLER EXTENDING THROUGH THE FULL CONCRETE CROSS SECTION. AT SHARED DRIVEWAYS AN ADDITIONAL EXPANSION JOINT SHALL BE PLACED ALONG THE COMMON PROPERTY LINE.

6. RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH (L) TO EXCEED 15-FT TO AVOID CHASING THE SLOPE INDEFINITELY. RAMP LENGTH (L) SHALL BE INCREASED INCREMENTALLY FROM 6-FT TO 11-FT TO 15-FT TO COMPLY W/ MAXIMUM RAMP RUNNING SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.

7. IN SHADED AREA CONTRACTION JOINTS SHALL BE HANO TOOLED 1/2" WIDE BY 2" MINIMUM DEPTH.

8. BROOMED FINISH ON SIDEWALK SHALL BE APPLIED PERPENDICULAR TO THE PEDESTRIAN DIRECTION OF TRAVEL. BROOMED FINISH ON DRIVEWAY TRANSITION SHALL BE APPLIED PERPENDICULAR TO THE VEHICULAR DIRECTION OF TRAVEL.

9. A THICKENED EDGE IS REQUIRED AT B.O.W. OR B.O.T. WHEN DRIVEWAY DOES NOT ABUT AN EXISTING PAVED OR CONCRETE SURFACE.

10. TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2%.

11. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:

1. NON-STANDARD DRIVEWAY DESIGNS SHALL REQUIRE THE APPROVAL OF THE CITY ENG SERVICES DEPT.

2. THE TOP OF A DRIVEWAY RAMP SHALL NOT BE PLACED WITHIN 5' OF THE R.O.W. LINE AT ANY INTERSECTING STREET NOR WITHIN THE RADIUS OF A CURB RETURN.

3. WHERE POSSIBLE, THE TOP OF A DRIVEWAY RAMP SHALL NOT EXTEND PAST AN ADJACENT PROPERTY LINE.

4. THE SHADED AREA REQUIRES A 6-INCH MIN DEPTH OF AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE OVER 4-INCHES OF COMPACTED CSTC.

5. EXPANSION JOINTS SHALL BE 3/8" PREMOLDED JOINT FILLER EXTENDING THROUGH THE FULL CONCRETE CROSS SECTION. AT SHARED DRIVEWAYS AN ADDITIONAL EXPANSION JOINT SHALL BE PLACED ALONG THE COMMON PROPERTY LINE.

6. RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH (L) TO EXCEED 15-FT TO AVOID CHASING THE SLOPE INDEFINITELY. RAMP LENGTH (L) SHALL BE INCREASED INCREMENTALLY FROM 6-FT TO 11-FT TO 15-FT TO COMPLY W/ MAXIMUM RAMP RUNNING SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.

7. IN SHADED AREA CONTRACTION JOINTS SHALL BE HAND TOOLED ¼" WIDE BY 2" MINIMUM DEPTH.

8. BROOMED FINISH ON SIDEWALK SHALL BE APPLIED PERPENDICULAR TO THE PEDESTRIAN DIRECTION OF TRAVEL. BROOMED FINISH ON DRIVEWAY SHALL BE APPLIED PERPENDICULAR TO THE VEHICULAR DIRECTION OF TRAVEL.

9. A THICKENED EDGE IS REQUIRED AT B.O.W. WHEN DRIVEWAY DOES NOT ABUT AN EXISTING PAVED OR CONCRETE SURFACE.

10. TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2% AND WHEN THE WIDTH OF A EXISTING SIDEWALK DOES NOT MATCH THE WIDTH OF THE IMPROVEMENTS.

11. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:
1. NON-STANDARD DRIVEWAY DESIGNS SHALL REQUIRE THE APPROVAL OF THE CITY ENG SERVICES DEPT.
2. THE TOP OF A DRIVEWAY DROP SHALL NOT BE PLACED WITHIN 6' OF THE R.O.W. LINE AT ANY INTERSECTING STREET NOR WITHIN THE RADIUS OF A CURB RETURN.
3. WHERE POSSIBLE, THE DRIVEWAY FLARE SHALL NOT EXTEND PAST AN ADJACENT PROPERTY LINE.
4. THE SHADED AREA REQUIRE A 6-INCH MIN DEPTH OF AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE OVER 4-INCHES OF COMPACTED CSTC.
5. EXPANSION JOINTS SHALL BE 3/8" PREMOLDED JOINT FILLER EXTENDING THROUGH THE FULL CONCRETE CROSS SECTION. AT SHARED DRIVEWAYS AN ADDITIONAL EXPANSION JOINT SHALL BE PLACED ALONG THE COMMON PROPERTY LINE.
6. IN SHADENEA AREA CONTRACTION JOINTS SHALL BE HAND TOOLED ¼" WIDE BY 2" MINIMUM DEPTH.
7. THE BACK OF DRIVEWAY (B.O.D.) AND SIDEWALK MAY BE LOWERED UP TO .25 FT TO MATCH EXISTING CONDITIONS AT BACK OF SIDEWALK (B.O.W.).
8. BROOMED FINISH ON DRIVEWAY SHALL BE APPLIED PERPENDICULAR TO THE VEHICULAR DIRECTION OF TRAVEL. BROOMED FINISH ON SIDEWALK SHALL BE APPLIED PERPENDICULAR TO THE PEDESTRIAN DIRECTION OF TRAVEL.
9. A THICKENED EDGE IS REQUIRED AT B.O.W. WHEN DRIVEWAY DOES NOT ABUT AN EXISTING PAVED OR CONCRETE SURFACE.
10. TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2%.
11. 1.2% MINIMUM CROSS SLOPE AND 2.0" MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:

1. NON-STANDARD DRIVEWAY DESIGNS SHALL REQUIRE THE APPROVAL OF THE CITY ENG SERVICES DEPT.

2. THE TOP OF A DRIVEWAY DROP SHALL NOT BE PLACED WITHIN 5' OF THE R.O.W. LINE AT ANY INTERSECTING STREET NOR WITHIN THE RADIUS OF A CURB RETURN.

3. WHERE POSSIBLE, THE DRIVEWAY FLARE SHALL NOT EXTEND PAST AN ADJACENT PROPERTY LINE.

4. THE SHADLED AREA REQUIREDS A 6-INCH MIN DEPTH OF AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE OVER 4-INCHES OF COMPACTED CSTC.

5. EXPANSION JOINTS SHALL BE 3/8" PREMOLDED JOINT FILLER EXTENDING THROUGH THE FULL CONCRETE CROSS SECTION. AT SHARED DRIVEWAYS AN ADDITIONAL EXPANSION JOINT SHALL BE PLACED ALONG THE COMMON PROPERTY LINE.

6. RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH (L) TO EXCEED 15-FT TO AVOID CHASING THE SLOPE INDEFINITELY. RAMP LENGTH (L) SHALL BE INCREASED INCREMENTALLY FROM 6-FT TO 11-FT TO 15-FT TO COMPLY W/ MAXIMUM RAMP RUNNING SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.

7. IN SHADLED AREA CONTRACTION JOINTS SHALL BE HAND TOOLED 1/4" WIDE BY 2" MINIMUM DEPTH.

8. BROOMED FINISH ON SIDEWALK SHALL BE APPLIED PERPENDICULAR TO THE PEDESTRIAN DIRECTION OF TRAVEL. BROOMED FINISH ON DRIVEWAY SHALL BE APPLIED PERPENDICULAR TO THE VEHICULAR DIRECTION OF TRAVEL.

9. A THICKENED EDGE IS REQUIRED AT B.O.W. WHEN DRIVEWAY DOES NOT ABUT AN EXISTING PAVED OR CONCRETE SURFACE.

10. TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2%.

11. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
CONCRETE DRIVEWAY
WITH INTEGRATED SWALE INLET

ADOPTED: ________
REVISED: 04/2022
SUPERSEDES: 10/2020
CHECKED BY: JTC
SCALE: NTS
REVISED BY: LMK/MLD

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON
STANDARD PLAN No. F-104B

NOTES:
1. NON-STANDARD DRIVEWAY DESIGNS SHALL REQUIRE THE APPROVAL OF THE CITY ENGINEERING SERVICES DEPT.
2. THE TOP OF DRIVEWAY DROP SHALL NOT BE PLACED WITHIN 5 FEET OF THE R.O.W. LINE AT ANY INTERSECTING STREET NOR WITHIN THE RADIUS OF A CURB RETURN.
3. THE SHADED AREA REQUIRE 6 INCH MIN. DEPTH OF AIR ENTRAINED, 6 SACK COMMERCIAL CONCRETE OVER 4 INCHES OF COMPACTED CSTC.
4. EXPANSION JOINTS SHALL BE 3/8 INCH PREMOLDED JOINT FILLER EXTENDING THROUGH THE FULL CONCRETE CROSS SECTION. AT SHARED DRIVEWAYS AN ADDITIONAL EXPANSION JOINT SHALL BE PLACED ALONG THE COMMON PROPERTY LINE.
5. THE BACK OF DRIVEWAY (B.O.D.) AND SIDEWALK MAY BE LOWERED UP TO 0.25 FEET TO MATCH EXISTING CONDITIONS AT THE BACK OF SIDEWALK.
6. IN THE SHADED AREA CONTRACTION JOINTS SHALL BE HAND TOOLED ¼ INCH WIDE BY 2 INCH MIN. DEPTH.
7. BROOM FINISH ON SIDEWALK SHALL BE APPLIED PERPENDICULAR TO THE PEDESTRIAN DIRECTION OF TRAVEL. BROOM FINISH ON DRIVEWAY SHALL BE APPLIED PERPENDICULAR TO THE VEHICULAR DIRECTION OF TRAVEL.
8. A THICKENED EDGE IS REQUIRED AT B.O.W. WHEN DRIVEWAY DOES NOT ABUT AN EXISTING PAVED OR CONCRETE SURFACE.
9. TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING WALK EXCEEDS 2%.
10. SEE STD. PLAN B-102F FOR SWALE REQUIREMENTS.
11. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
12. CURB DROP INLET, SEE STD. PLAN F-109.
13. FLARE WIDTH (F) 3'. EXCEPTION: WHEN TRAVEL IS ADJACENT TO CURB (I.E., NO PARKING LANE OR BIKE LANE), FLARE WIDTH SHALL EQUAL SWALE WIDTH (SW) BUT NOT TO EXCEED 6'.
This table provides approximate dimensions necessary to meet ADA slope requirements. Adjustments to fit each location will be necessary. Field layout and slope verification is required.
1. CURB RAMPS SHALL BE CONSTRUCTED USING AIR-ENTRAINED 6-SACK COMMERCIAL CONCRETE.

2. MAXIMUM RAMP RUNNING SLOPE SHALL BE 8.3%.

3. MAXIMUM CROSS SLOPE AND RUNNING SLOPE ON LANDING SHALL BE 2%.

4. MAXIMUM FLARE SLOPE SHALL BE 10% MEASURED PARALLEL TO THE CURB, HOWEVER FLARE LENGTH (F) IS NOT REQUIRED TO EXCEED RAMP LENGTH (L).

5. BOTH FLARES SHALL BE THE SAME LENGTH FOR RAMP SYMMETRY.

6. DO NOT PLACE DRAINAGE STRUCTURES, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS OR ON ANY PART OF LANDING.

7. SEE CITY OF SPOKANE SPECIFICATIONS FOR DETECTABLE WARNING SURFACE PRODUCT & COLOR REQUIREMENTS.

8. TRANSITION PANELS REQUIRED WHEN CROSS SLOPE OF EXISTING SIDEWALK EXCEEDS 2%.

9. SEE STANDARD PLANS F-102, F-102A, F-106, F-106C, & G-107 FOR ADDITIONAL CONSTRUCTION REQUIREMENTS.

10. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.

11. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
**PLAN VIEW**

SEE STD. PLAN F-102 FOR GENERAL SIDEWALK REQUIREMENTS

EXPANSION JOINT (TYP)

2' X 4' DETECTABLE WARNING PATTERN

WARNING PATTERN

SEE NOTE 10

EXISTING WALK

5' (TYP)

EXISTING SLOPE

1.2% TO 2.0%

SEE NOTE 9

8.3% MAX

SEE NOTE 10

LANDING

8.3% MAX

SEE NOTE 10

EXISTING SLOPE

5'-0"

TRANSITION PANEL

RAMP (L)

4'-0"

RAMP 5" MIN

TRANSITION PANEL

SECTION A-A

NO LIP, SEE F-106B FOR TOP OF CURB SLOPES AT RAMPS

RAMP 2.5' MIN

LANDING 4' MIN

SLOPE

CRUSHED ROCK

2" CSTC

2' X 4' DETECTABLE WARNING PATTERN

EXISTING WALK

SLOPE

EXISTING WALK

L = Cx - 0.2

.083 - S

L = RAMP LENGTH (FT)

Cx = CURB EXPOSURE (FT)

S = GUTTER SLOPE

W/.5' EXISTING CURB EXPOSURE

THIS TABLE PROVIDES APPROXIMATE DIMENSIONS NECESSARY TO MEET ADA SLOPE REQUIREMENTS. ADJUSTMENTS TO FIT EACH LOCATION WILL BE NECESSARY. FIELD LAYOUT AND SLOPE VERIFICATION IS REQUIRED.

CURB RAMP TYPE-2 PREFERRED

ADOPTED: 08/1991

REVISED: 04/2013

SUPERSEDES: 04/2012

CHECKED BY: JTG

SCALE: NTS

REVISED BY: LWK

ENGINEERING SERVICES

CITY OF SPOKANE, WASHINGTON

STANDARD

PLAN No.

F-105A
1. Curb ramps shall be constructed using air-entrained 6-sack commercial concrete.

2. Minimum ramp length (L) is 5 feet. Maximum running slope is 8.3%. The ramp length shall be increased incrementally from 5 ft. to 10 ft. to 15 ft. as needed to achieve a slope of 8.3% or less. If the adjacent roadway grade is such that the curb ramp slope cannot be achieved in 15 feet, the curb ramp length may be limited to 15 ft.; however, this requires a design deviation approval by the city engineer.

3. Maximum cross slope and running slope on landing shall be 2%.

4. Joints for ramps and landings shall form rectangles. All other joints located between curb returns shall be oriented radially.

5. Do not place drainage structures, junction boxes, or other obstructions in front of ramp access or on any part of landing.

6. See City of Spokane specifications for detectable warning surface product & color requirements.

7. Transition panels required when existing cross slope of existing sidewalk exceeds 2% or when the width of a existing sidewalk does not match the width of the improvements.


9. 1.2% minimum cross slope and 2.0% maximum cross slope. No additional construction tolerance is allowed.

10. No additional construction tolerance is allowed.
PLAN VIEW

EXISTING WALK

SLOPE

NO LIP, SEE F-106B FOR TOP OF CURB SLOPES AT RAMPS

SECTION A-A

L = Cx

W/ .5' CURB EXPOSURE

8.3% MAX SEE NOTE 10

8.3% MAX SEE NOTE 10

8.3% MAX SEE NOTE 10

SCALE: NT

CHECKED BY: JTG

DIRECTOR, ENGINEERING SERVICES: JERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.

CURB RAMP TYPE-2

REMOVED R.O.

ENGINEERING SERVICES

STANDARD PLAN No. F-1058

CITY OF SPOKANE, WASHINGTON

APPROVED BY

ADOPTED: 08/1991

REVISED: 04/2013

SUPERSEDES: 04/2012

CHECKED BY: JTG

SCALE: NT

REVISED BY: LWK

THIS TABLE PROVIDES APPROXIMATE DIMENSIONS NECESSARY TO MEET ADA SLOPE REQUIREMENTS. ADJUSTMENTS TO FIT EACH LOCATION WILL BE NECESSARY. FIELD LAYOUT AND SLOPE VERIFICATION IS REQUIRED.

L = Ramp Length (FT)

Cx = Curb Exposure (FT)

S = Gutter Slope
1. CURB RAMPS SHALL BE CONSTRUCTED USING AIR-ENTRAINED 6-SACK COMMERCIAL CONCRETE.

2. MINIMUM RAMP LENGTH (L) IS 6 FEET. MAXIMUM RUNNING SLOPE IS 8.3%. THE RAMP LENGTH SHALL BE INCREASED INCREMENTALLY FROM 6 FT. TO 11 FT. TO 15 FT. AS NEEDED TO ACHIEVE A SLOPE OF 8.3% OR LESS. IF THE ADJACENT ROADWAY GRADE IS SUCH THAT THE CURB RAMP SLOPE CANNOT BE ACHIEVED IN 15 FEET, THE CURB RAMP LENGTH MAY BE LIMITED TO 15 FT.; HOWEVER, THIS REQUIRES A DESIGN DEVIATION APPROVAL BY THE CITY ENGINEER.

3. MAXIMUM SLOPE ON LANDING SHALL BE 2% IN ANY DIRECTION.

4. JOINTS FOR RAMPS AND LANDINGS SHALL FORM RECTANGLES. ALL OTHER JOINTS LOCATED BETWEEN CURB RETURNS SHALL BE ORIENTED RADIALY.

5. DO NOT PLACE DRAINAGE STRUCTURES, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS OR ON ANY PART OF LANDING.

6. SEE CITY OF SPOKANE SPECIFICATIONS FOR DETECTABLE WARNING SURFACE PRODUCT & COLOR REQUIREMENTS.

7. TRANSITION PANELS REQUIRED WHEN EXISTING CROSS SLOPE OF EXISTING SIDEWALK EXCEEDS 2% OR WHEN THE WIDTH OF A EXISTING SIDEWALK DOES NOT MATCH THE WIDTH OF THE IMPROVEMENTS.

8. SEE STANDARD PLANS F-102, F-102A, F-106, F-106B, F-106C, & G-107 FOR ADDITIONAL CONSTRUCTION REQUIREMENTS.

9. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.

10. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
PLAN VIEW

1.2% TO 2.0% SEE NOTE 8
SEE STD. PLAN F-102 FOR GENERAL SIDEWALK REQUIREMENTS
EXISTING WALK

5' (Typ.) EXISTING SLOPE

SLOPE

TRANSITION PANEL

CURB ELEVATION SHALL MATCH RAMP ELEVATION

L = Cx

L = RAMP LENGTH (FT)
Cx = CURB EXPOSURE (FT)
S = GUTTER SLOPE

W/ .5' CURB EXPOSURE

L = 6' UP TO .000 SLOPE
L = 11' UP TO .037 SLOPE
L = 15' ABOVE .037 SLOPE

THIS TABLE PROVIDES APPROXIMATE DIMENSIONS NECESSARY TO MEET ADA SLOPE REQUIREMENTS. ADJUSTMENTS TO FIT EACH LOCATION WILL BE NECESSARY. FIELD LAYOUT AND SLOPE VERIFICATION IS REQUIRED.

SECTION A-A

SCALE: NTS
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON
STANDARD PLAN No.
F-105C

ADVANCED ENGINEERING DESIGN, LLC
310 APARTMENTS 
2440 E. 31ST AVE.
BOISE, ID 83705
PH: 800-427-8002
FAX: 800-799-8415
WWW.ADVANCEDENGINEERINGDESIGN.COM

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akk
08/1991
04/2013
04/2012
JTG
NTS
LWK
ADAPTED: 08/1991
REVISED: 04/2013
SUPERSEDES: 04/2012
CHECKED BY: JTG
SCALE: NTS
REVISED BY: LWK
CURB RAMP TYPE-3
ADJACENT SIDEWALK
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON
STANDARD PLAN No.
F-105C

Back to Section F - TOC
1. CURB RAMPS SHALL BE CONSTRUCTED USING AIR-ENTRAINED 6-SACK COMMERCIAL CONCRETE.

2. MINIMUM RAMP LENGTH (L) IS 6 FEET. MAXIMUM RUNNING SLOPE IS 8.3%. THE RAMP LENGTH SHALL BE INCREASED INCREMENTALLY FROM 6 FT. TO 11 FT. TO 15 FT. AS NEEDED TO ACHIEVE A SLOPE OF 8.3% OR LESS. IF THE ADJACENT ROADWAY GRADE IS SUCH THAT THE CURB RAMP SLOPE CANNOT BE ACHIEVED IN 15 FEET, THE CURB RAMP LENGTH MAY BE LIMITED TO 15 FT.; HOWEVER, THIS REQUIRES A DESIGN DEVIATION APPROVAL BY THE CITY ENGINEER.

3. MAXIMUM SLOPE AT BASE OF RAMP SHALL BE 2% IN ANY DIRECTION.

4. DO NOT PLACE DRAINAGE STRUCTURES, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS OR ON ANY PART OF LANDING.

5. SEE CITY OF SPOKANE SPECIFICATIONS FOR DETECTABLE WARNING SURFACE PRODUCT & COLOR REQUIREMENTS.

6. TRANSITION PANELS ARE REQUIRED WHEN CROSS SLOPE OF EXISTING SIDEWALK EXCEEDS 2%.

7. SEE STANDARD PLANS F-102, F-102A, F-106, F-106B, F-106C, & G-107 FOR ADDITIONAL CONSTRUCTION REQUIREMENTS.

8. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.

9. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
PLAN VIEW

SECTION A-A

L = Cx
0.083 - S
L = RAMP LENGTH (FT)
Cx = CURB EXPOSURE (FT)
S = GUTTER SLOPE

W/ .5' CURB EXPOSURE

L = 6' UP TO .000 SLOPE
L = 11' UP TO .037 SLOPE
L = 15' ABOVE .037 SLOPE

THIS TABLE PROVIDES APPROXIMATE
DIMENSIONS NECESSARY TO MEET ADA
SLOPE REQUIREMENTS. ADJUSTMENTS
TO FIT EACH LOCATION WILL BE
NECESSARY. FIELD LAYOUT AND SLOPE
VERIFICATION IS REQUIRED.

CURB RAMP TYPE-3
SEPARATED SIDEWALK

Back to Section F - TOC
1. CURB RAMPS SHALL BE CONSTRUCTED USING AIR-ENTRAINED 6-SACK COMMERCIAL CONCRETE.

2. MINIMUM RAMP LENGTH (L) IS 6 FEET. MAXIMUM RUNNING SLOPE IS 8.3%. THE RAMP LENGTH SHALL BE INCREASED INCREMENTALLY FROM 6 FT. TO 11 FT. TO 15 FT. AS NEEDED TO ACHIEVE A SLOPE OF 8.3% OR LESS. IF THE ADJACENT ROADWAY GRADE IS SUCH THAT THE CURB RAMP SLOPE CANNOT BE ACHIEVED IN 15 FEET, THE CURB RAMP LENGTH MAY BE LIMITED TO 15 FT.; HOWEVER, THIS REQUIRES A DESIGN DEVIATION APPROVAL BY THE CITY ENGINEER.

3. MAXIMUM SLOPE AT BASE OF RAMP SHALL BE 2% IN ANY DIRECTION.

4. DO NOT PLACE DRAINAGE STRUCTURES, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS OR ON ANY PART OF LANDING.

5. SEE CITY OF SPOKANE SPECIFICATIONS FOR DETECTABLE WARNING SURFACE PRODUCT & COLOR REQUIREMENTS.

6. TRANSITION PANELS ARE REQUIRED WHEN CROSS SLOPE OF EXISTING SIDEWALK EXCEEDS 2%.

7. SEE STANDARD PLANS F-102, F-102A, F-106, F-106B, F-106C, & G-107 FOR ADDITIONAL CONSTRUCTION REQUIREMENTS.

8. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.

9. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
NOTES:

1. CONCRETE CURB & CURB/GUTTER SHALL BE CONSTRUCTED USING AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE.

2. EXPANSION JOINTS SHALL USE A 3/8" PREMOLDED JOINT FILLER. EXPANSION JOINTS SHALL EXTEND THROUGH THE FULL CROSS-SECTION OF THE CURB OR CURB/GUTTER & PLACED BETWEEN EXISTING & NEW CONCRETE WHERE SIDEWALKS, DRIVEWAYS, CURB, & CURB/GUTTER ARE REMOVED FOR NEW CONSTRUCTION.

3. CONTRACTION JOINTS SHALL BE HAND TOOLED \( \frac{3}{4} \)" WIDE BY 2" MINIMUM DEPTH SPACED AT MAX. 15'-0" O.C.


5. PROVIDE COMPACTED CRUSHED ROCK UNDERNEATH CURB/GUTTER TO THE LIMITS SHOWN ON STD PLAN W-102.

6. SEE STD PLAN F-106B FOR CURB AND CURB/GUTTER DETAILS AT CURB RAMPS AND DRIVEWAYS.
CONCRETE "V" GUTTER
RECOMMENDED FOR USE IN A PARALLEL ORIENTATION W/CURB & GUTTER

CONCRETE "V" GUTTER
RECOMMENDED FOR USE ACROSS A STREET HEADER

NOTES:

1. CONCRETE GUTTER SHALL BE CONSTRUCTED USING AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE IN ACCORDANCE W/ 6-02.3(2)B.

2. SEE SEC 8-04 FOR CONC GUTTER.

3. SEE STD PLANS F-103 THROUGH F-104B FOR CONC DRIVEWAYS.

4. EXPANSION (ISOLATION) JOINTS SHALL USE A 3/8" MIN PREMOLDED JOINT FILLER PER SEC 9-04.1(2). JOINTS SHALL EXTEND THROUGH THE FULL CROSS-SECTION OF THE CURB OR CURB/GUTTER & PLACED BETWEEN EXISTING & NEW CONCRETE WHERE SIDEWALKS, DRIVEWAYS, CURB, & CURB/GUTTER ARE REMOVED FOR NEW CONSTRUCTION. A TOOLED CONTRACTION (CONTROL) JOINT SHALL BE PLACED ACROSS THE CURB OR CURB/GUTTER AND SPACED AT A MAX. 15'-0" O.C.

5. PROVIDE COMPACTED CRUSHED ROCK UNDERNEATH GUTTER TO THE PAYMENT LIMITS & REQ'MTS PER STD PLAN W-102. CRUSHED ROCK THICKNESS IS DEPENDENT UPON THE STREET SECTION THICKNESS.
CONCRETE CURB/GUTTER @ CURB RAMP

3/4" LIP AT DRIVEWAY ENTRANCES

MATCH ROADWAY SLOPE

8.3%

TOP OF CURB AT DRIVEWAY

CONTRACTION JOINT

2"

CONCRETE CURB/GUTTER @ DRIVEWAY

NOTES:

1. CONCRETE CURB & CURB/GUTTER SHALL BE CONSTRUCTED USING AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE.
CEMENT CONCRETE CURB OR CURB/GUTTER

PED CURB TERMINATING AT BACK OF CURB OR BACK OF CURB/GUTTER

CEMENT CONCRETE PED CURB

CURB RAMP

CEMENT CONCRETE CURB OR CURB/GUTTER

SECTION VIEW

\[ \frac{1}{2}'' R \]

\[ 6'' \]

\[ 1'' R \]

\[ \frac{3}{8}'' \] PREMOLDED JOINT FILLER

VARIES 0'' TO 6''

CEMENT CONCRETE SIDEWALK, CURB RAMP, LANDING, DRIVEWAY, ETC.

SECTION A–A

CEMENT CONCRETE PED CURB

ENGINEERING SERVICES

STANDARD PLAN No.

F–106C

CITY OF SPOKANE, WASHINGTON

APPROVED BY

DIRECTOR, ENGINEERING SERVICES  PERRY M. TAYLOR, P.E.
PRINCIPAL ENGINEER, CONST.  KENNETH M. BROWN, P.E.

ADOPTED: 08/1991
SUPERSEDES: 04/2012
CHECKED BY: JTG
SCALE: NTS
REVISED BY: LWK

REVISED: 04/2013
NOTES

1. DRAINAGE STRUCTURES SHALL NOT BE INSTALLED WITHIN THE LANDING AREA OF CURB RAMPS. ROTATION OF RAMP MAY BE REQUIRED.

2. WIDENED CURB & GUTTER SHALL TERMINATE AT CONTROL JOINTS.

3. WHERE CURB REMOVED FOR RAMP INSTALLATION, REPLACEMENT CURB SHALL BE CURB/GUTTER, MATCHING ADJACENT CURB EXPOSURE MAY REQUIRE MANUAL FORMING OF CURB/GUTTER.
2 – #4 REBAR
LENGTH=TREE WELL + 4 FEET, PLACE IN SIDEWALK STRIP CENTERED ON TREE WELL

6" THICK

6" THICK

IMPORTANT !
APPLY PARTING COMPOUND TO ALL SURFACES OF OPENING PRIOR TO POURING THE CONCRETE FILL.

NOTE:
The grate unit for the tree well shall consist of 4 grate sections. Each grate section shall measure 24"X48"X1-1/4" and be constructed of gray cast iron, class 30 w/ a minimum weight of 150 LBS/SECTION OR 300 LBS/UNIT. EQUAL OR BETTER CORROSION RESISTANCE MATERIAL MAY BE SUBSTITUTED UPON PRIOR APPROVAL OF THE ENGINEER.

PLAN

SECTION A-A

THICKENED SECTION AROUND BLOCKOUT
REMOVE EXISTING SIDEWALK FOR 6'X6'X3' DEEP TREE PLANTING AREA

NOTE: WHEN AN ADA ACCESSIBLE TREE GRATE IS USED, THE WIDTH OF THE REQUIRED CLEAR WALKWAY MAY INCLUDE THE TREE GRATE UP TO THE MATURE TREE TRUNK

NEW SIDEWALK AS NECESSARY TO MEET WIDTH REQUIRED BY CODE

NEW SIDEWALK OVER STRUCTURAL SOILS* OR SIDEWALK SUPPORTED OVER COMPACT SOILS USING A SYSTEM SUCH AS SILVA CELLS

EXISTING SIDEWALK RETROFIT - POSSIBLE OPTIONS TO PROVIDE 100 CU FT OF UNCOMPACTED SOIL FOR STREET TREES.

SOIL IS THE KEY FACTOR FOR TREE HEALTH, BUT IN AN URBAN SETTING IT'S ALMOST IMPOSSIBLE TO PROVIDE IDEAL SOIL VOLUMES. THE CITY OF SPOKANE HIGHLY ENCOURAGES BUILDING PERMIT APPLICANTS TO CONSIDER PROVIDING AS MUCH UNCOMPACTED SOIL AS POSSIBLE FOR TREES, AND REQUIRES AT LEAST 100 CU FT (MAX 3' DEPTH MAY BE FACTORED INTO VOLUME). A PERMIT IS NECESSARY TO PLANT A TREE IN PUBLIC RIGHT OF WAY. PLEASE CONTACT THE URBAN FORESTRY PROGRAM AT (509) 363-5470.

COURTESY OF THE URBAN DESIGN SECTION OF THE PLANNING SERVICES DEPARTMENT.
2" TRIANGLE, 1/4" DEPTH STAMPED INTO TROWELED EDGE OF WALK, BOTH SIDES OF SIDEWALK

2" MIN PVC SLEEVE EXTENDED 6" OUTSIDE SIDEWALK
NOTE: SLEEVES CAN BE LOCATED AS REQUIRED

PLACE PVC CAP OVER EACH END OF SLEEVE (TYP)

SWALE OR PLANTING AREA

2" MIN PVC SLEEVE MINIMUM BURY DEPTH TO TOP OF SLEEVE 4 1/2"

NOTES:
1. SEE STD PLAN F-102 FOR GENERAL SIDEWALK REQUIREMENTS.
2. SEE CITY OF SPOKANE DESIGN STANDARDS SECTION 3 FOR SIDEWALK WIDTH REQUIREMENTS.
3. SEE CITY OF SPOKANE DESIGN STANDARDS SECTION 3 FOR PEDESTRIAN BUFFER STRIP WIDTH REQUIREMENTS
4. SEE STD PLAN B-102F FOR BIO-INFILTRATION SWALE REQUIREMENTS.
TRAFFIC ISLAND CONCRETE 
SEE NOTE 4

TRAFFIC ISLAND CONCRETE 
SEE NOTE 4

TRAFFIC ISLAND NOSE

PROFILE VIEW

TRAFFIC ISLAND CONCRETE 
SEE NOTE 4

REINFORCED DOWELED CURB 
PER STD. PLAN F-101

NOTES:

1. REINFORCED DOWELED CURB & ISLAND NOSINGS SHALL BE CONSTRUCTED W/ AIR ENTRAINED CONCRETE, CLASS 4000 W/ A BROOM FINISH.

2. TRAFFIC ISLANDS WITH WIDTHS < 24" REQUIRE APPROVAL BY THE CITY ENGINEER

3. TRAFFIC ISLANDS WITH WIDTHS < 24" SHALL BE CONSTRUCTED AS A SOLID UNIT USING AIR-ENTRAINED CLASS 4000 CONCRETE W/ A BROOM FINISH.

4. TRAFFIC ISLAND CONCRETE SHALL BE CONSTRUCTED USING AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE W/ A BROOM FINISH

SECTION A - A

SECTION A - A
Type "A" (Shape is NOT a function of speed)

Type "B" (Shape is a function of speed, < 40 MPH)
NOTES:

1. MAINTAIN 2" EXPOSURE BETWEEN TOP OF SOD ROOT MASS OR HYDROSEED & TOP OF CURB DROP INLET.

2. SEE STD PLAN F-110 FOR SWALE DRAIN PAD.

3. SEE STD PLAN B-102F FOR DRYWELL IN SWALE REC'MTS.

4. CURB DROP INLETS SHALL BE CONSTRUCTED USING AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE IN ACCORDANCE W/ SEC 6-02.3(2)B

SECTION A-A

SECTION C-C

SECTION B-B
NOTES:

1. SWALE DRAIN PAD TO EXTEND TO BOTTOM OF SWALE.

2. MAINTAIN 2" EXPOSURE BETWEEN TOP OF SOD ROOT MASS OR HYDROSEED & TOP OF SWALE DRAIN PAD.

3. SEE STD PLAN F–109 FOR CURB DROP INLET.

4. SEE STD PLAN B–102F FOR SWALE REQUIREMENTS.

5. SWALE DRAIN PADS SHALL BE CONSTRUCTED USING AIR–ENTRAINED, 6 SACK, COMMERCIAL CONCRETE IN ACCORDANCE W/ SEC 6–02.3(2)(B)

PLAN VIEW

SECTION B–B

SECTION A–A
NOTES:
1. ALL UNDERGROUND UTILITIES SHALL BE LOCATED, VERIFIED FOR BEING ACTIVE OR INACTIVE, & DETERMINED FOR EITHER REMOVAL, RELOCATION, OR REROUTING PRIOR TO VAULT RECONSTRUCTION.
2. FILL VOID BENEATH VAULTED SIDEWALK TO UNDERSIDE OF CSTC W/MACHINE EXCAVATABLE CDF PER SECTION 2-09.3(1)E, 150-200 PSI. ALTERNATIVE FILLS IN LIEU OF CDF SHALL BE PRE-APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. STANDARD PLAN DEPICTS THE ENTIRE SIDEWALK VOID TO BE FILLED.
3. PLACE 12-INCHES OF CSTC IN TWO 6-INCH LIFTS, COMPACTED TO 95% MAX DENSITY. CSTC PER SECTION 4-04.2 & 9-03.9(3).
4. CONSTRUCT NEW CONCRETE SIDEWALK PER COS STD PLANS F102A & F-102B. USE 6-SACK, AIR-ENTRAINED COMMERCIAL CONCRETE PER SECTION 6-02.3(2)B.
5. ANY STRUCTURAL RE-INFORCEMENT OR MODIFICATIONS TO EXISTING FOUNDATION WALLS OR OPENINGS SHALL BE DESIGNED BY OTHERS AND APPROVED BY THE CITY OF SPOKANE.