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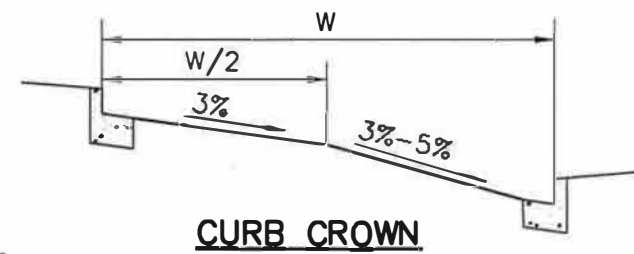
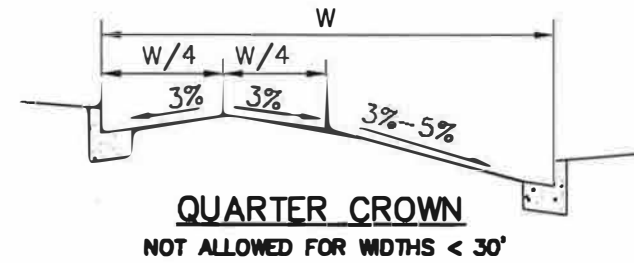
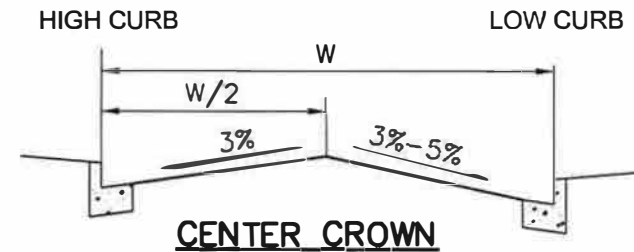
CITY OF SPOKANE STANDARD PLANS – SECTION W

X-### = Revised Standard Plan
***X-### = New Standard Plan

[Back to Main TOC](#)

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WIDTH (FT)	HIGH CURB TO 1/4 CROWN: ELEV DIFF (FT)	HIGH CURB TO C/L ROAD: ELEV DIFF (FT)			HIGH TO LOW CURB: MAX ELEV DIFF (FT)		
		CROWN TYPE			CROWN TYPE		
		CTR	1/4	CURB	CTR	1/4	CURB
30	-0.275	-0.050	-0.50	-0.950	-0.300	-0.750	-1.200
32	-0.260	-0.020	-0.50	-0.980	-0.320	-0.800	-1.280
36	-0.230	+0.040	-0.50	-1.040	-0.360	-0.900	-1.440
40	-0.200	+0.100	-0.50	-1.100	-0.400	-1.000	-1.600
44	-0.170	+0.160	-0.50	-1.160	-0.440	-1.100	-1.760
48	-0.140	+0.220	-0.50	-1.220	-0.480	-1.200	-1.920
54	-0.095	+0.310	-0.50	-1.310	-0.540	-1.350	-2.160
58	-0.065	+0.370	-0.50	-1.370	-0.580	-1.450	-2.320
60	-0.050	+0.400	-0.50	-1.400	-0.600	-1.500	-2.400
70	-0.025	+0.550	-0.50	-1.550	-0.700	-1.750	-2.800
75	-0.0625	+0.625	-0.50	-1.625	-0.75	-1.875	-3.000



NOTES:

1. SEE STD PLAN W-101A FOR PAVEMENT SECTION REQ'MTS.
2. SEE STD PLAN F-102B FOR SIDEWALK SECTION REQ'MTS.
3. THE CURB/GUTTER SECTION SHALL BE ROTATED TO MATCH THE ROADWAY TRANSVERSE SLOPE. SEE STD PLAN F-106.
4. TABLE VALUES MAY BE INTERPOLATED FOR ADD'NL ROADWAY WIDTHS.
5. TABLE VALUES REPRESENT A 0.5 FT CURB EXPOSURE.

APPROVED BY



DIRECTOR, ENGINEERING SERVICES PERRY M. TAYLOR, P.E.



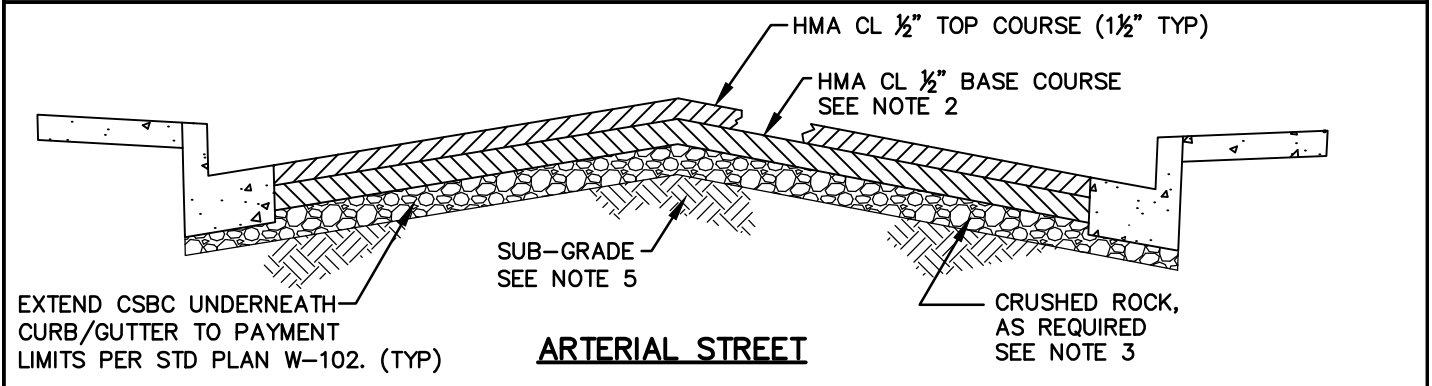
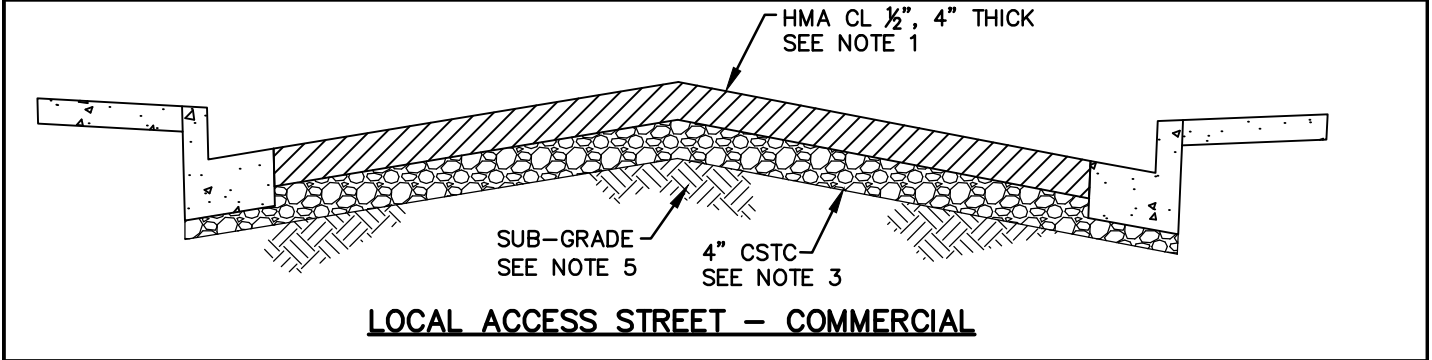
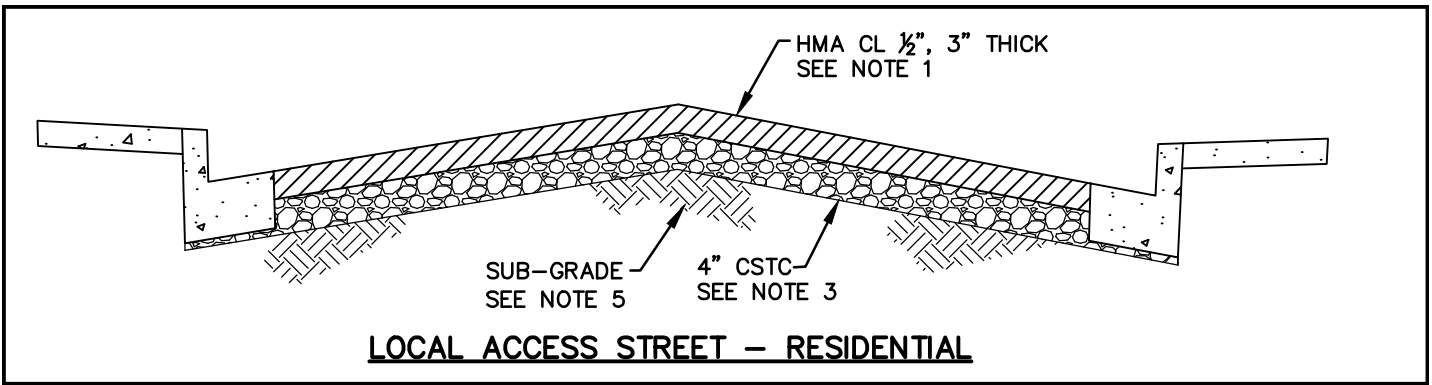
PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 12/1998
 REVISED: 01/2009
 SUPERSEDES: 1/2008
 CHECKED BY: JAG
 SCALE: NTS
 DWG/REV. BY: DGB/SRM

ROADWAY CROWNS

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD
PLAN No.
W-101



NOTES:


1. THE CITY ENGINEERING SERVICES DEPT MAY REQUIRE A PAVEMENT DESIGN FOR LOCAL ACCESS STREETS PER DESIGN STANDARD 3.3-22.
2. ARTERIAL STREETS REQUIRE A PAVEMENT DESIGN PER DESIGN STD 3.3-21. THE TOTAL MINIMUM ALLOWABLE MATERIAL THICKNESS WILL BE 5" OF HMA AND 7" OF CSBC EVEN WHEN PAVEMENT DESIGN CALCULATIONS YIELD LESSER VALUES OF HMA OR CSBC.
3. PROVIDE 6" MIN CRUSHED ROCK ATOP A SOLID ROCK SUB-GRADE. CSTC MAY BE SUBSTITUTED FOR CSBC, BUT NO ADDITIONAL PAYMENT WILL BE MADE FOR SUBSTITUTION, AS FOLLOWS:
 - IF CRUSHED SECTION DEPTH IS GREATER THAN 6" OR MORE, THE ALLOWABLE CSTC THICKNESS IS THE TOP 50% OF SECTION.
 - IF CRUSHED SECTION DEPTH IS LESS THAN 6", THE ALLOWABLE CSTC THICKNESS IS 100% OF SECTION.
 - IF CRUSHED SECTION DEPTH IS OVER ASPHALT GRINDINGS, THE ALLOWABLE CSTC THICKNESS IS THE TOP 50% OF SECTION OR A 2" MIN, WHICHEVER IS GREATER.
4. FOR LOCAL ACCESS STREETS USE HMA CL 1/2", 3" THICK WHICH MAY BE PLACED IN ONE LIFT. A 4" THICKNESS SHALL BE PLACED IN TWO 2-INCH LIFTS.
5. IF UNSUITABLE SUB-GRADE IS PRESENT REFER TO COS DESIGN STANDARDS SECTION 3.3-22.

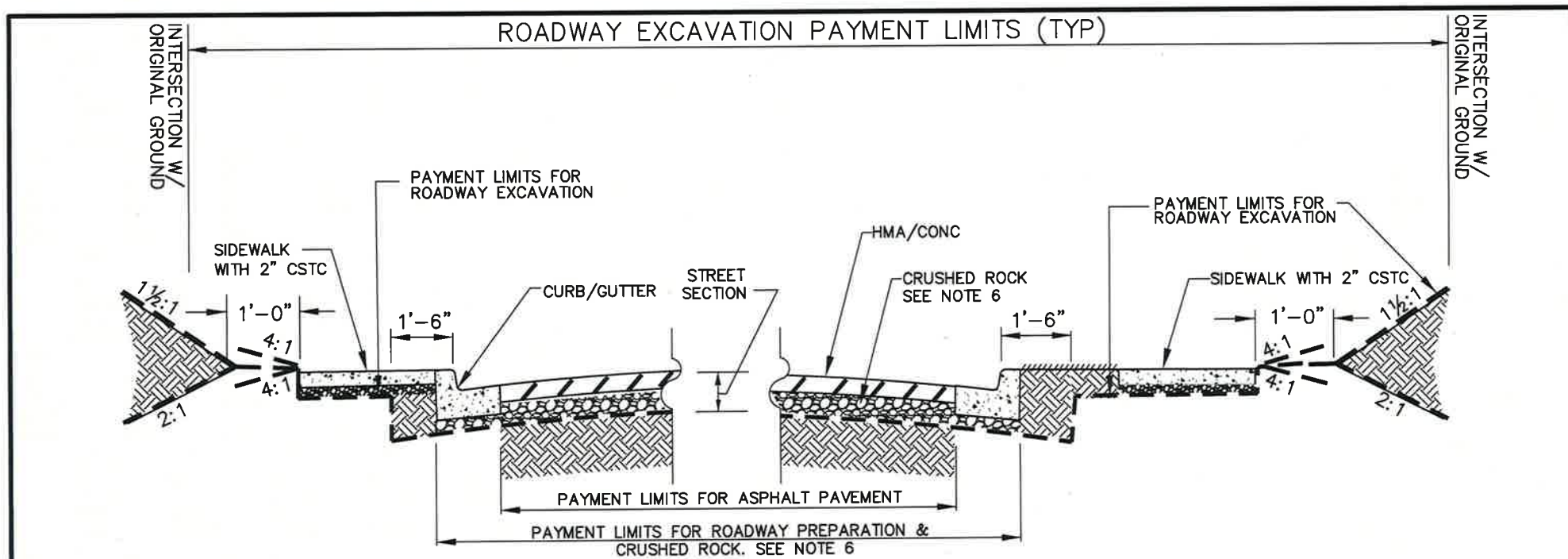
APPROVED BY

 ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

 CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED: 04/2004
 REVISED: 02/2018
 SUPERSEDES: 04/2012
 CHECKED BY: JAG
 SCALE: NTS
 REVISED BY: RLB/MLD


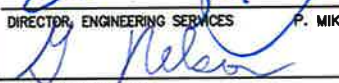

PAVEMENT SECTIONS	
 ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	STANDARD PLAN No. W-101A

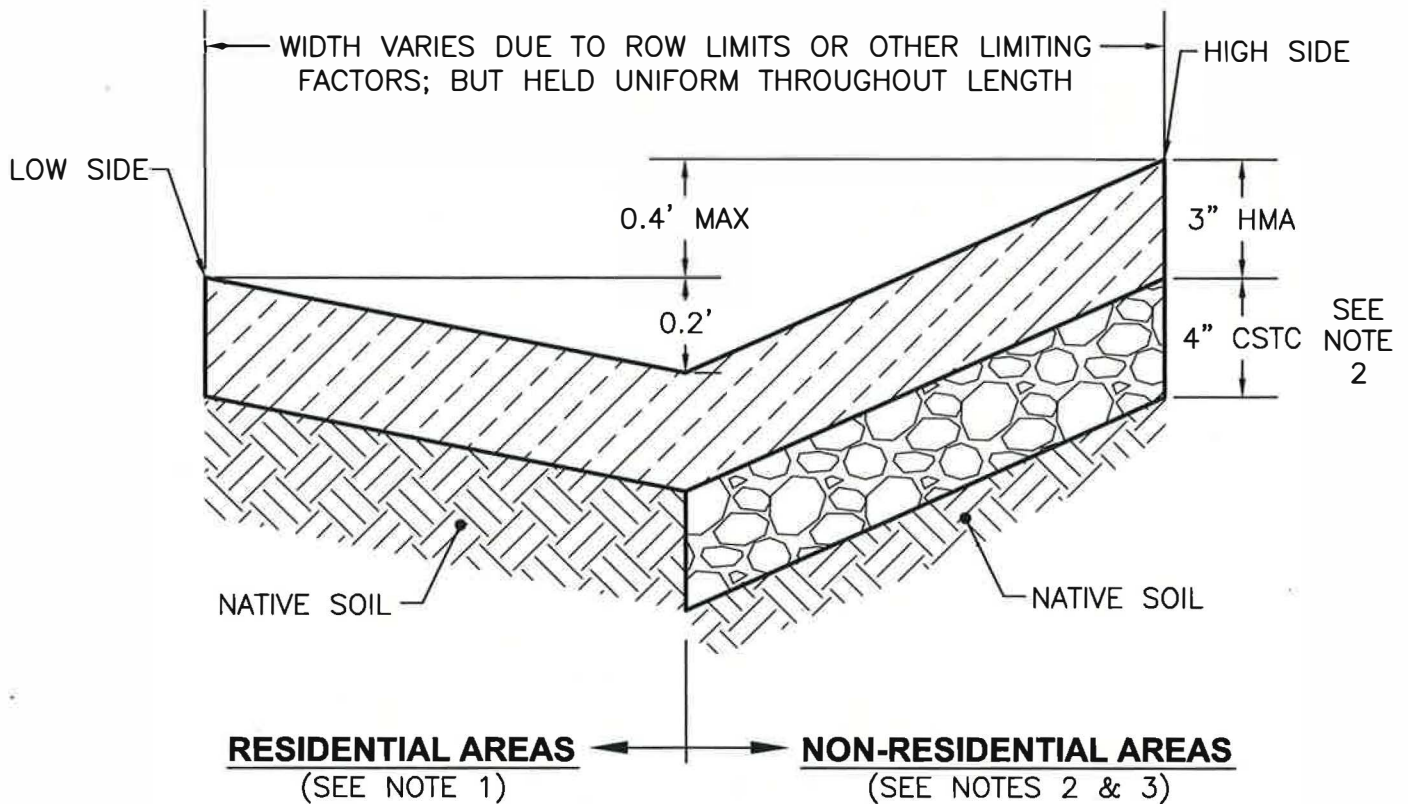


CURBED ROADS

NOTES:

1. SEE STD PLAN F-102B FOR SIDEWALK SECTION REQ'MTS.
2. SEE STD PLAN F-106 FOR CURB/GUTTER REQ'MTS. PROVIDE COMPACTED CRUSHED ROCK UNDERNEATH CURB/GUTTER TO THE PAYMENT LIMITS AS SHOWN. CRUSHED ROCK THICKNESS UNDERNEATH CURB/GUTTER IS DEPENDENT UPON THE STREET SECTION THICKNESS.
3. SEE STD PLAN W-101 FOR ROADWAY CROWN REQ'MTS.
4. SEE STD PLAN W-101A FOR PAVEMENT SECTION REQ'MTS.
5. 4:1 MAX SLOPES ARE DESIRABLE WHEN ADJACENT TO A DEVELOPED LOT.
6. PROVIDE 6" MIN OF CRUSHED ROCK ATOP A SOLID ROCK SUB-GRADE. CSTC MAY BE SUBSTITUTED FOR CSBC, BUT NO ADDITIONAL PAYMENT WILL BE MADE FOR SUBSTITUTION, AS FOLLOWS:
 - IF CRUSHED SECTION DEPTH IS 6" OR MORE, THE ALLOWABLE CSTC THICKNESS IS THE TOP 50% OF SECTION.
 - IF CRUSHED SECTION DEPTH IS LESS THAN 6", THE ALLOWABLE CSTC THICKNESS IS 100% OF SECTION.
 - IF CRUSHED SECTION DEPTH IS OVER ASPHALT GRINDINGS, THE ALLOWABLE CSTC THICKNESS IS THE TOP 50% OF SECTION OR A 2" MIN, WHICHEVER IS GREATER.

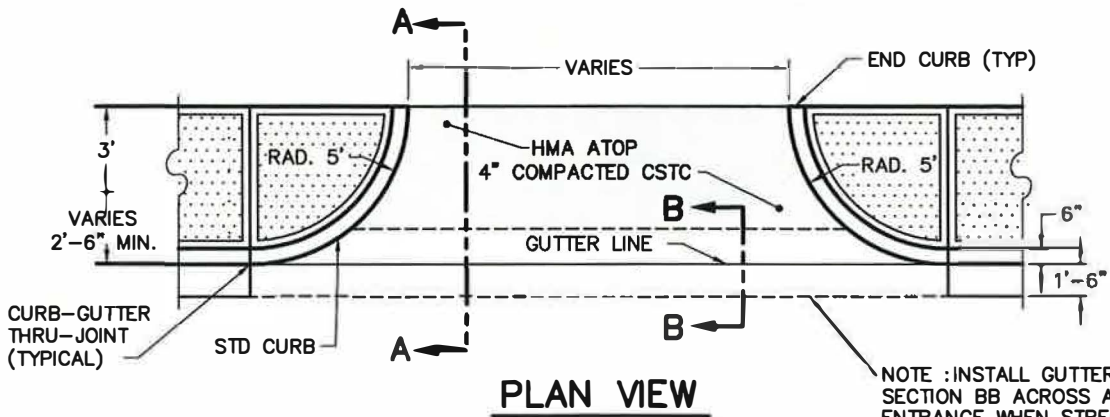
APPROVED BY  DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.	ADOPTED: 09/1993 REVISED: 04/2012 SUPERSEDES: 01/2008 CHECKED BY: JAG SCALE: NTS DWG/REV. BY: SRM	ROADWAY EXCAVATION PAYMENT LIMITS	STANDARD PLAN No. W-102
 PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.	 ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON		



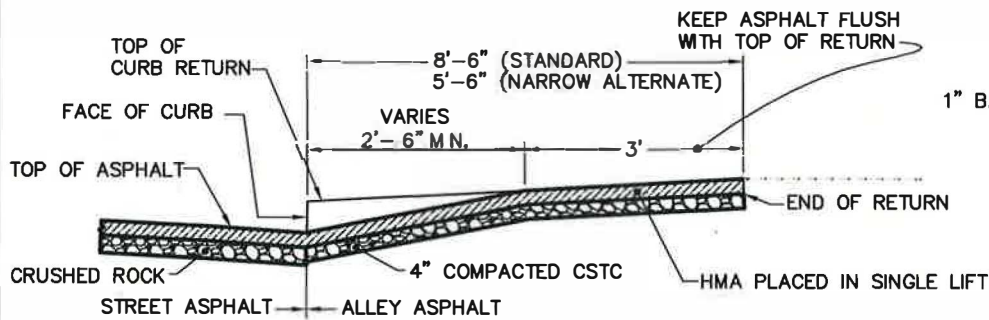
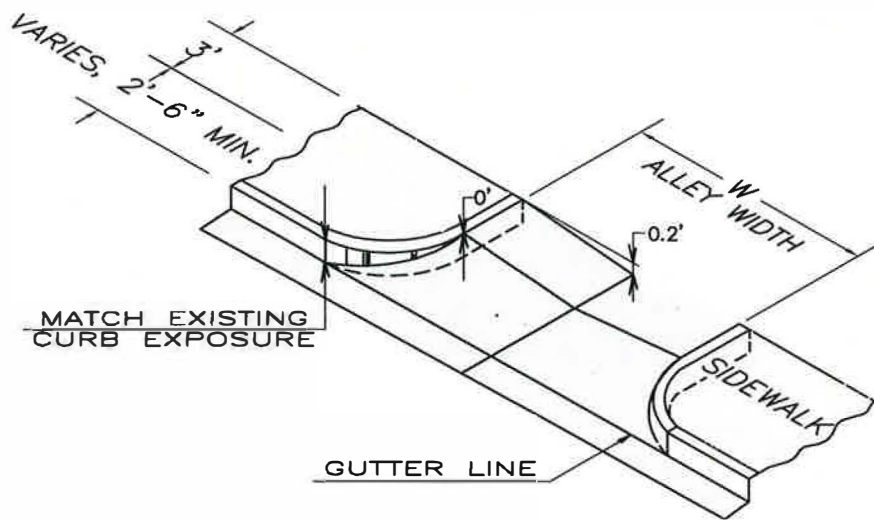
NOTES:

1. ALLEY SECTION FOR RESIDENTIAL AREAS:
3" HOT MIX ASPHALT (HMA), CLASS 1/2", OVER NATIVE SOIL.
2. ALLEY SECTION FOR NON-RESIDENTIAL AREAS:
3" HOT MIX ASPHALT (HMA), CLASS 1/2", OVER 4" COMPACTED CRUSHED SURFACING TOP COURSE.
3. PROVIDE 6" MIN CRUSHED ROCK ATOP A SOLID ROCK SUB-GRADE. CSTC MAY BE SUBSTITUTED FOR CSBC PER RESTRICTIONS BELOW, BUT NO ADDITIONAL PAYMENT WILL BE MADE FOR SUBSTITUTION:
 - IF CRUSHED SECTION DEPTH IS 6" OR MORE, THE ALLOWABLE CSTC THICKNESS IS THE TOP 50% OF SECTION.
 - IF CRUSHED SECTION DEPTH IS LESS THAN 6", THE ALLOWABLE CSTC THICKNESS IS 100% OF SECTION.
 - IF CRUSHED SECTION DEPTH IS OVER ASPHALT GRINDINGS, THE ALLOWABLE CSTC THICKNESS IS THE TOP 50% OF SECTION OR A 2" MIN, WHICHEVER IS GREATER.

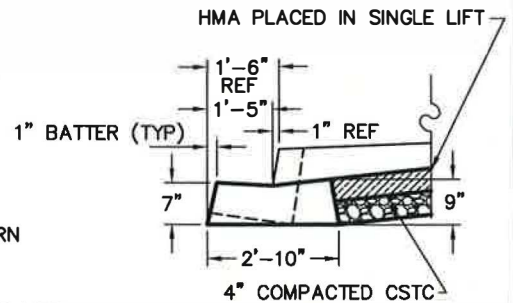
<p>APPROVED BY</p> <p>DIRECTOR/ENGINEERING SERVICES P. MIKE TAYLOR, P.E.</p> <p>PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.</p>	<p>ADOPTED: 02/1986 REVISED: 04/2012 SUPERSEDES: 09/2010 CHECKED BY: JAG SCALE: NTS DWG/REV. BY: RLB/SRM</p>	<p>ALLEY SECTION</p> <p>ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON</p>
		<p>STANDARD PLAN No. W-103</p>



NOTE : INSTALL GUTTER PER SECTION BB ACROSS ALLEY ENTRANCE WHEN STREET GUTTER GRADES ARE LESS THAN 0.005.



SECTION A-A



SECTION B-B

USE ONLY WHEN GUTTER GRADES ARE < 0.005

NOTE(S):

1. SEE CITY STD. PLAN W-103 FOR ALLEY CROSS-SECTION.
2. SEE CITY STD. PLAN W-102 FOR CRUSHED ROCK REQ'MTS FOR STREETS.

APPROVED BY

 DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.

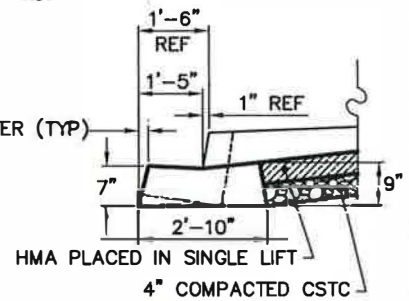
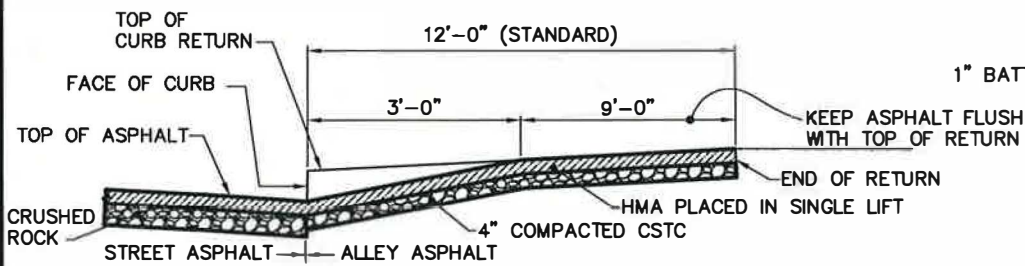
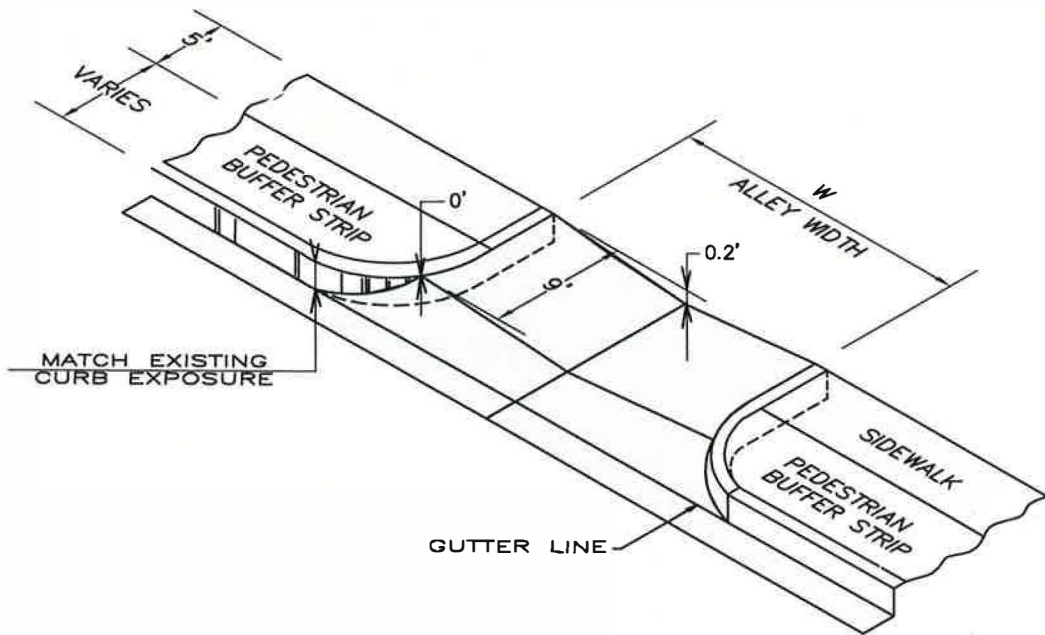
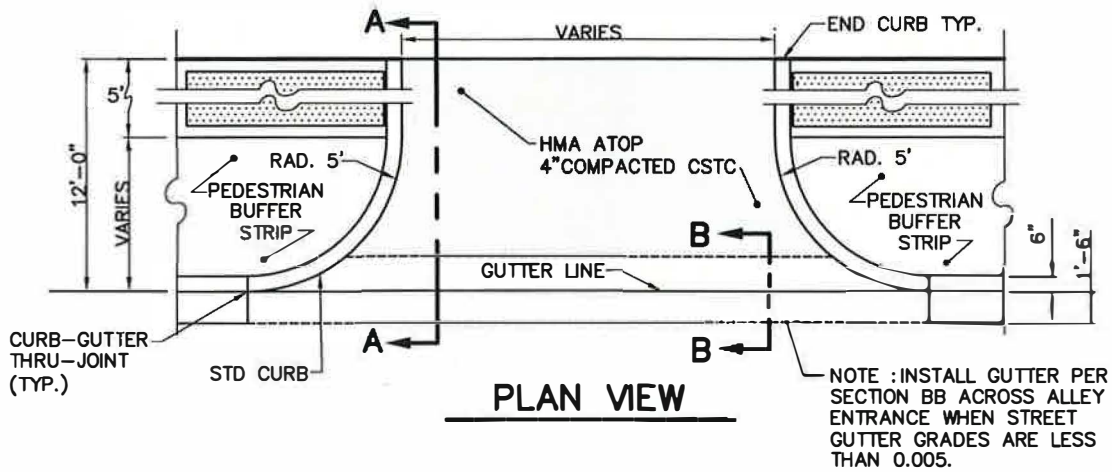
 PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 08/1991
 REVISED: 04/2012
 SUPERSEDES: 09/2010
 CHECKED BY: JAG
 SCALE: NTS
 DWG/REV. BY: DGB/SRM



ALLEY RETURN
 ADJACENT SIDEWALK
 ENGINEERING SERVICES
 CITY OF SPOKANE, WASHINGTON

STANDARD
 PLAN No.
 W-104



NOTE(S):

1. SEE CITY STD. PLAN W-103 FOR ALLEY CROSS-SECTION
2. SEE CITY STD. PLAN W-102 FOR CRUSHED ROCK REQ'MTS FOR STREETS.

SECTION B-B

USE ONLY WHEN GUTTER GRADES ARE < 0.005

APPROVED BY

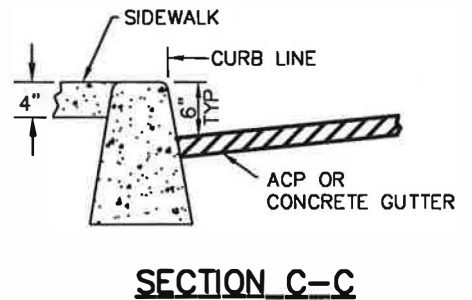
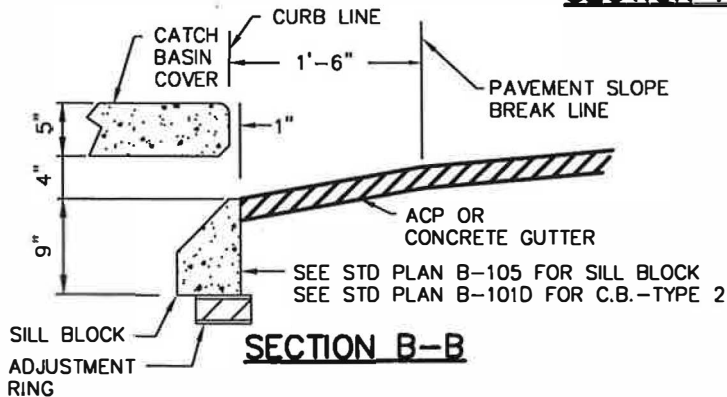
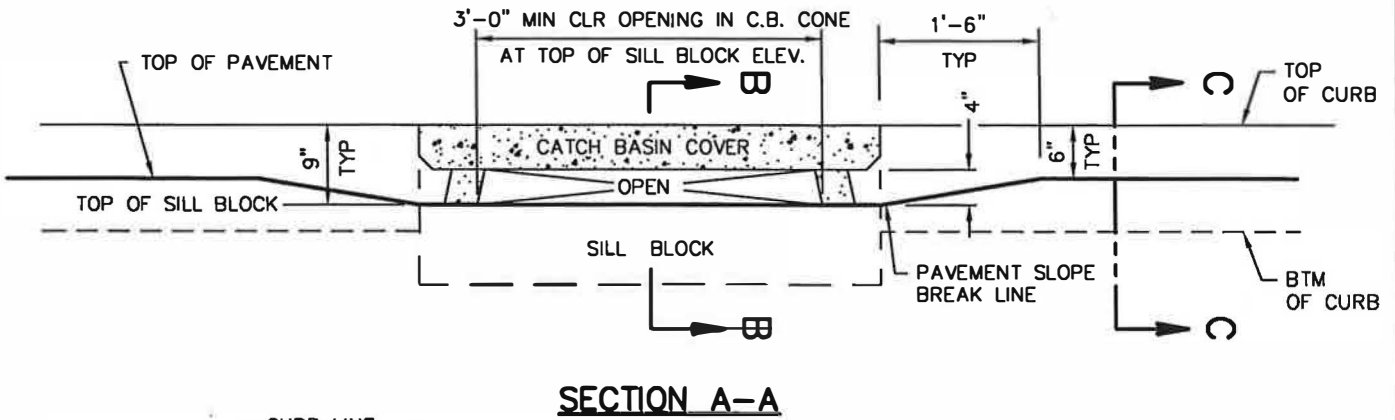
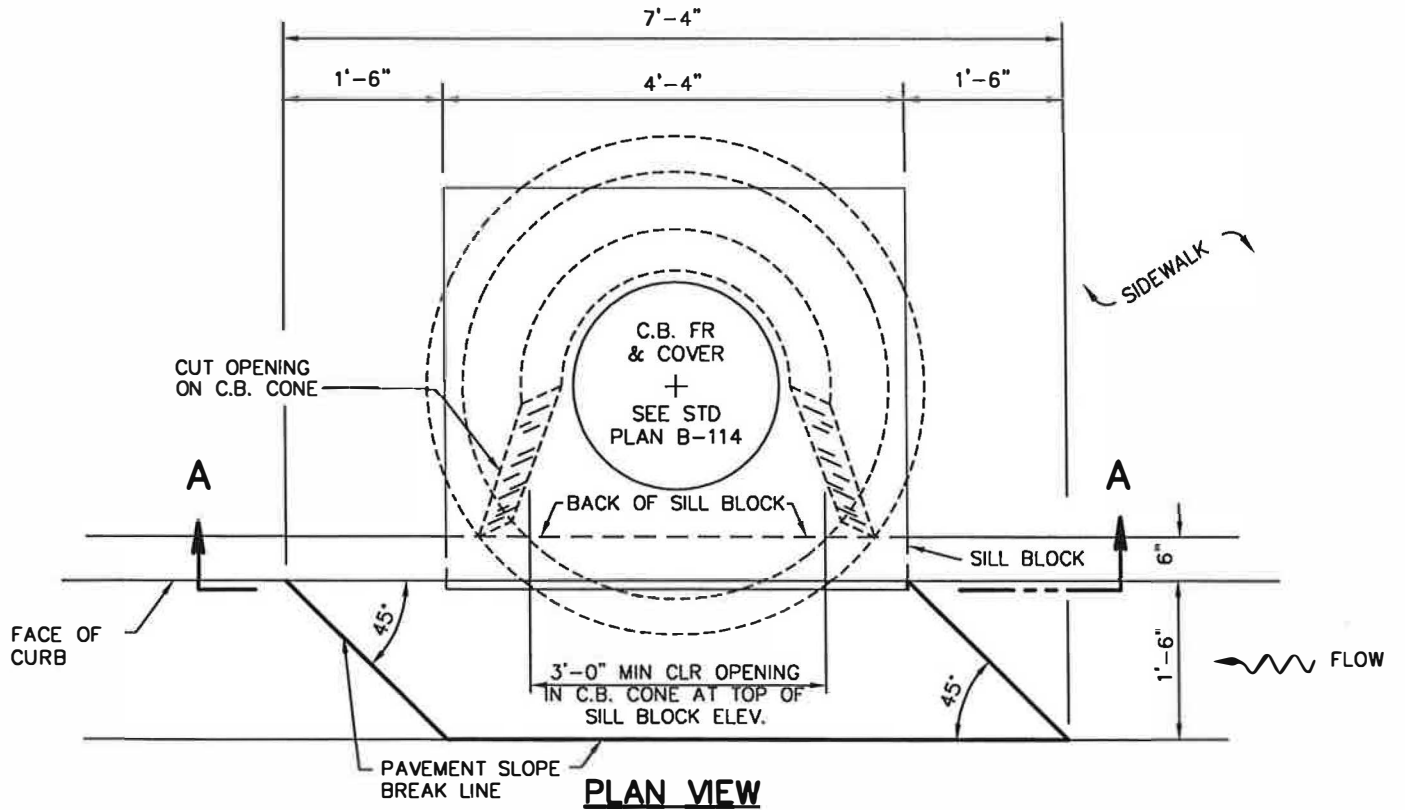
 DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.

 PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 08/1991
 REVISED: 04/2012
 SUPERSEDES: 09/2010
 CHECKED BY: JAG
 SCALE: NTS
 DWG/REV. BY: SRM

ALLEY RETURN
 SEPARATED SIDEWALK

 ENGINEERING SERVICES
 CITY OF SPOKANE, WASHINGTON
 STANDARD
 PLAN No.
 W-105



APPROVED BY
Tom L. Arnold
DIRECTOR, ENGINEERING SERVICES TOM L. ARNOLD, P.E.
Ken M. Brown
PRINCIPAL ENGINEER, DESIGN KEN M. BROWN, P.E.

ADOPTED: 2/86
REVISED: 4/2004
SUPERSEDES: 6/02
SCALE: NTS
DWG/REV. BY: MDH/TSS

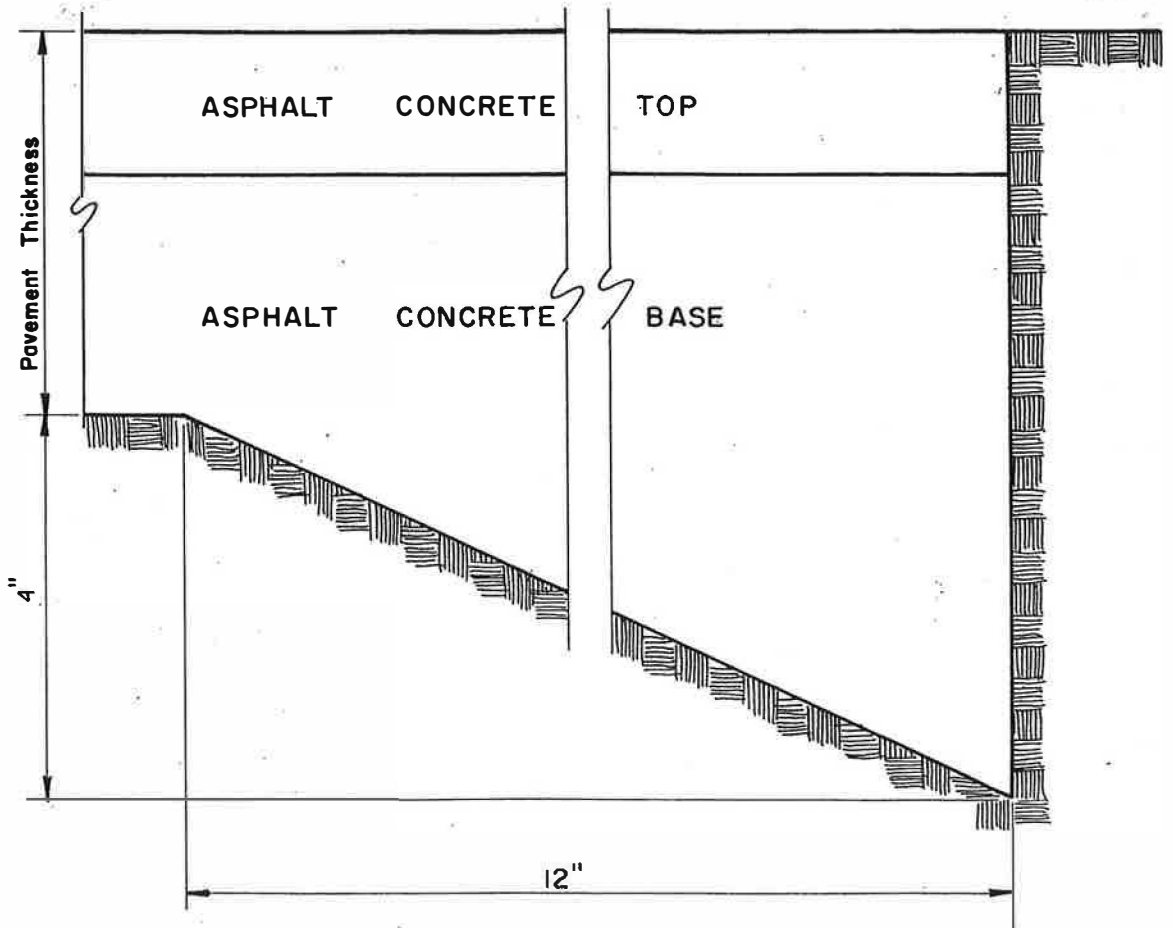


GUTTER DETAILS
FOR CATCH BASIN TYPE 2
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD
PLAN No.
W-106

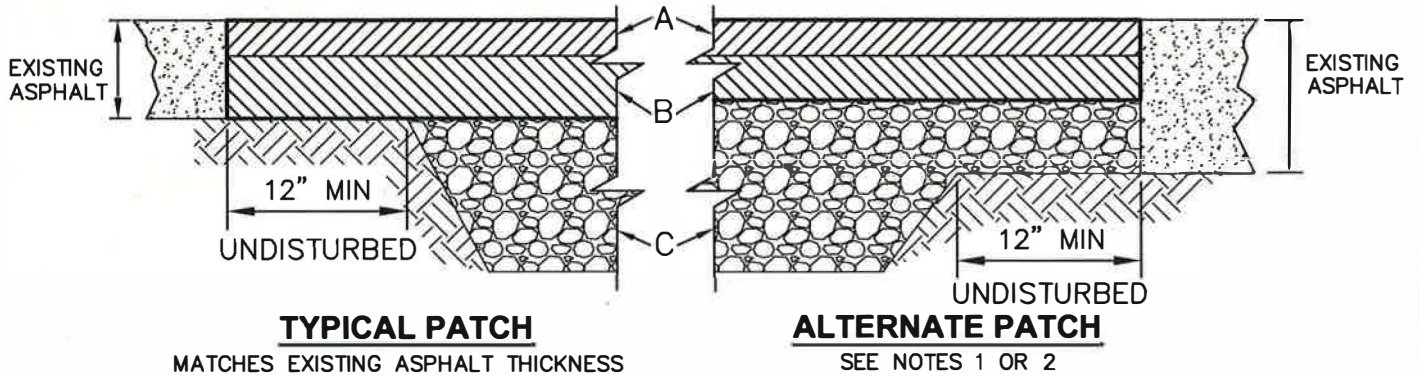
NOTE :

THICKENED EDGE TO BE TURNED UP WHERE UNDERCUTTING OF FENCES AND BUILDINGS OCCUR, WHERE CALLED FOR ON PLANS OR AS DIRECTED BY THE ENGINEER.

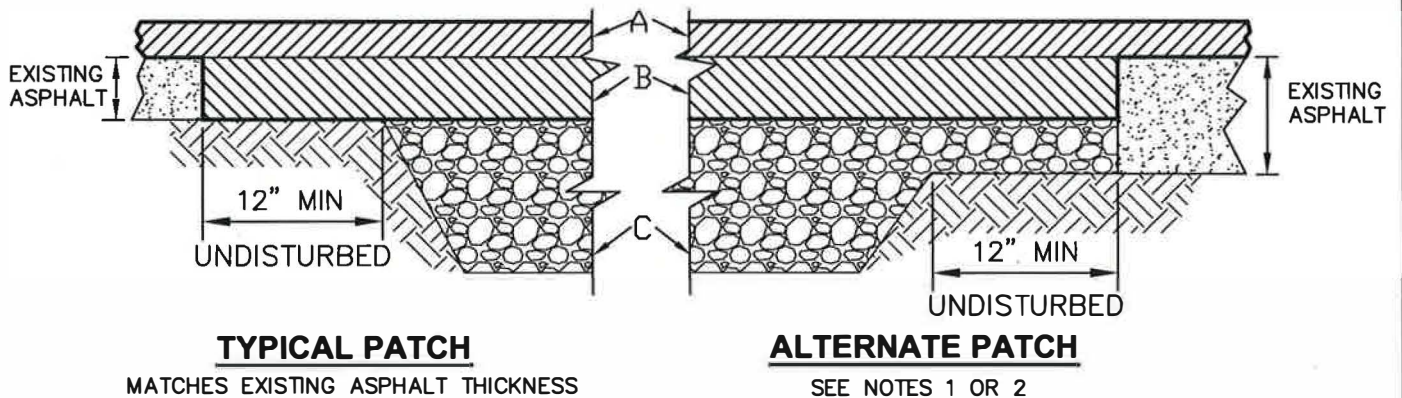


<p>APPROVED BY CITY ENGR. <i>Reda Bey</i></p>	<p>SCALE <u>NONE</u> ADOPTED <u>2-86</u></p>	<p>ASPHALT CONCRETE THICKENED EDGE</p>	
<p>CH. DES. ENGR. <i>Janey M...</i></p>	<p>REVISED -----</p>	<p>DEPT. OF PUBLIC WORKS ENGR. DIVISION SPOKANE, WN.</p>	<p>STANDARD PLAN No. W-107</p>

ASPHALT PATCH



ASPHALT PATCH W/ OVERLAY



PATCH SECTION:

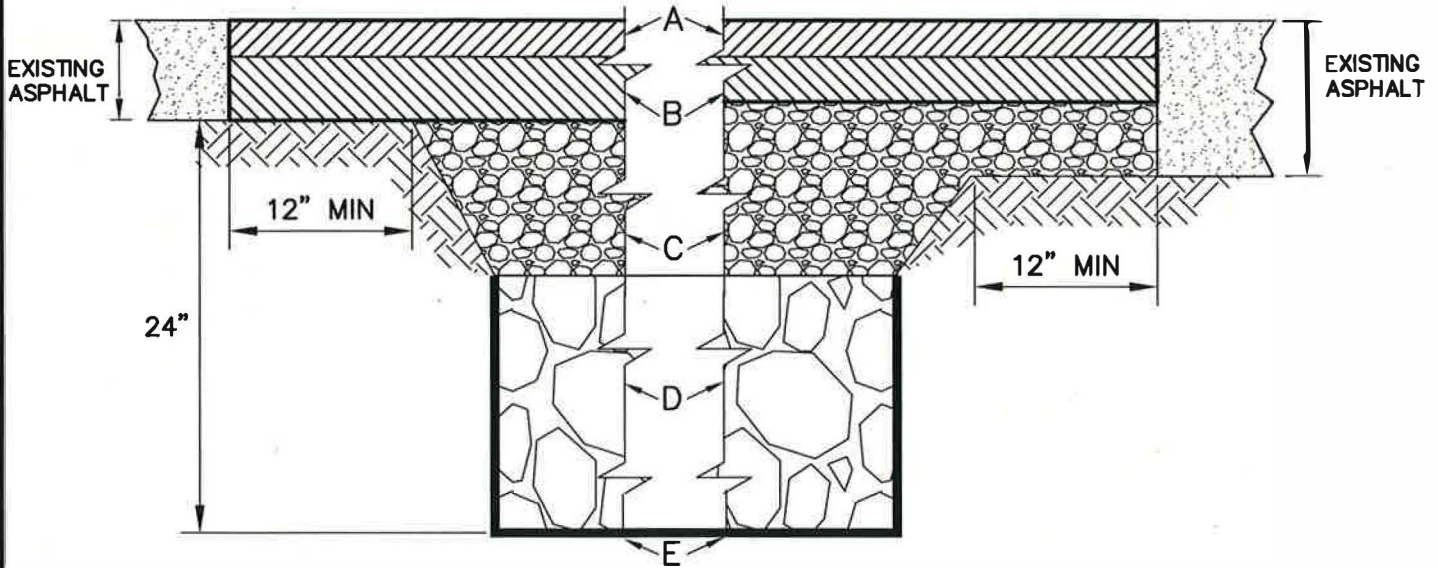
- A. TOP COURSE: 1.5" MIN TO 2" MAX THICKNESS. SEE STD PLAN W-101A FOR ASPHALT CLASS & THICKNESS REQ'MTS.
- B. BASE COURSE: SEE STD PLAN W-101A FOR ASPHALT CLASS & THICKNESS REQ'MTS.
- C. AGGREGATE: MATCH EXISTING AGGREGATE THICKNESS OR USE A MIN 4" THICKNESS, WHICHEVER IS GREATER. PROVIDE 6" MIN CRUSHED ROCK ATOP A SOLID ROCK SUB-GRADE. SEE CITY STD. PLAN W-102 FOR CRUSHED ROCK REQ'MTS.

NOTES:

- 1. **ARTERIAL STREETS:** PATCH SHALL MATCH EXISTING PAVEMENT THICKNESS WHEN PAVEMENT IS 8" OR LESS. WHEN EXISTING PAVEMENT THICKNESS EXCEEDS 8", A REDUCTION OF THE PATCH THICKNESS MAY BE ALLOWED TO AN 8" MIN, IF A PAVEMENT DESIGN IS PERFORMED BY A LICENSED ENGINEER & APPROVED BY THE CITY ENGINEER.
- 2. **LOCAL ACCESS STREETS:** PATCH SHALL MATCH EXISTING PAVEMENT THICKNESS WHEN PAVEMENT IS 4" OR LESS. WHEN EXISTING PAVEMENT THICKNESS EXCEEDS 4", A REDUCTION OF THE PATCH THICKNESS MAY BE ALLOWED TO A 4" MIN, IF A PAVEMENT DESIGN IS PERFORMED BY A LICENSED ENGINEER & APPROVED BY THE CITY ENGINEER.
- 3. SEE CITY OF SPOKANE PAVEMENT CUT POLICY FOR ADD'NL REQ'MTS.

<p style="text-align: center;">APPROVED BY</p> <p style="text-align: center; font-size: small;">DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.</p> <p style="text-align: center; font-size: small;">PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.</p>	ADOPTED: 04/2004 REVISED: 04/2012 SUPERSEDES: 05/2007 CHECKED BY: JAG SCALE: NTS DWG/REV. BY: TSS/SRM	<h3 style="margin: 0;">ASPHALT PATCHES</h3> <p style="margin: 0; font-size: small;">ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON</p>	STANDARD PLAN No. W-108
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ASPHALT PATCH WITH SUBGRADE FAILURE



TYPICAL PATCH

MATCHES EXISTING ASPHALT THICKNESS

ALTERNATE PATCH

SEE NOTES 1 OR 2

PATCH SECTION:

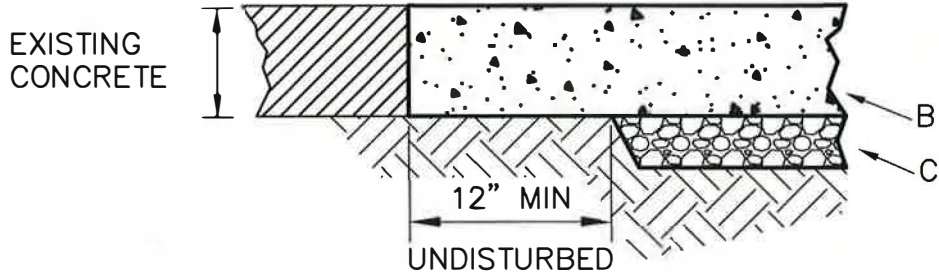
- A. HMA CL 1/2" TOP COURSE: 1.5" MIN TO 3" MAX THICKNESS. SEE STD PLAN W-101A FOR THICKNESS REQUIREMENTS.
- B. HMA CL 1/2" BASE COURSE: SEE STD PLAN W-101A FOR THICKNESS REQUIREMENTS.
- C. AGGREGATE: MATCH EXISTING AGGREGATE THICKNESS OR USE A MIN 4" THICKNESS, WHICHEVER IS GREATER. PROVIDE 6" CRUSHED ROCK ATOP A SOLID ROCK SUB-GRADE. SEE CITY STD. PLAN W-102 FOR CRUSHED ROCK REQ'MTS.
- D. STRUCTURAL FILL: GRAVEL BORROW MEETING THE REQUIREMENTS OF WSDOT 9-03.14(1) OR WELL GRADED 6" MINUS CRUSHED ROCK, PARTIALLY CRUSHED ROCK, SHOT ROCK OR NATURALLY OCCURING GRANULAR MATERIAL IF APPROVED BY THE ENGINEER.
- E. GEOTEXTILE: GEOTEXTILE FABRIC CONFORMING TO WSDOT 9-33 SHALL BE USED TO PROVIDE SEPARATION BETWEEN UNSUITABLE SOIL AND BALLAST (SEE NOTE 3).

NOTES:

1. **ARTERIAL STREETS:** PATCH SHALL MATCH EXISTING PAVEMENT THICKNESS WHEN PAVEMENT IS 8" OR LESS. WHEN EXISTING PAVEMENT THICKNESS EXCEEDS 8", A REDUCTION OF THE PATCH THICKNESS MAY BE ALLOWED TO AN 8" MIN, IF A PAVEMENT DESIGN IS PERFORMED BY A LICENSED ENGINEER & APPROVED BY THE CITY ENGINEER.
2. **LOCAL ACCESS STREETS:** PATCH SHALL MATCH EXISTING PAVEMENT THICKNESS WHEN PAVEMENT IS 4" OR LESS. WHEN EXISTING PAVEMENT THICKNESS EXCEEDS 4", A REDUCTION OF THE PATCH THICKNESS MAY BE ALLOWED TO A 4" MIN, IF A PAVEMENT DESIGN IS PERFORMED BY A LICENSED ENGINEER & APPROVED BY THE CITY ENGINEER.
3. WHERE SETTLEMENT HAS OCCURED, SOIL SHALL BE OVEREXCAVATED TO FIRM BEARING OR TO A DEPTH OF 2 FEET, WHICHEVER IS LESS & BE REPLACED WITH STRUCTURAL FILL COMPACTED TO 95 PERCENT OF THE MAXIMUM DRY DENSITY BASED ON AASHTO T-180 OR AS PER WSDOT 2-03.3(14). FABRIC MAY BE REQUIRED BETWEEN THE BALLAST & THE CRUSHED ROCK AS DIRECTED BY THE ENGINEER.
4. SEE CITY OF SPOKANE PAVEMENT CUT POLICY FOR ADD'NL REQ'MTS.
5. IF UNSUITABLE SUB-GRADE IS PRESENT REFER TO COS DESIGN STANDARDS SECTION 3.3-22.

<p style="text-align: center;">APPROVED BY</p> <p style="text-align: center; font-size: small;">DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.</p> <p style="text-align: center; font-size: small;">PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.</p>	ADOPTED: 01/2008 REVISED: 04/2012 SUPERSEDES: 09/2010 CHECKED BY: JAG SCALE: NTS DWG/REV. BY: GAH/SRM	<h2 style="margin: 0;">ASPHALT PATCHES WITH SUBGRADE FAILURE</h2> <p style="font-size: small; margin: 0;">ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON</p>
		STANDARD PLAN No. W-108A

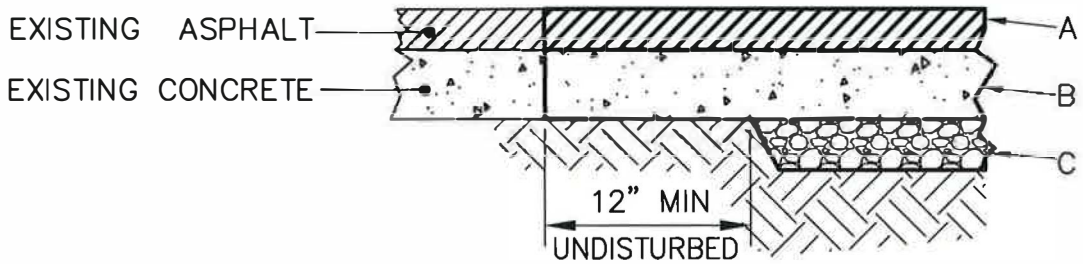
CONCRETE PATCH



TYPICAL PATCH

MATCHES EXISTING CONCRETE THICKNESS

CONCRETE PATCH W/ OVERLAY



TYPICAL PATCH

MATCHES EXISTING HMA/CONCRETE THICKNESS

PATCH SECTION:

- A. ASPHALT COURSE: HOT MIX ASPHALT (HMA) CLASS 1/2", MATCH EXISTING THICKNESS.
- B. CONCRETE COURSE: SEE SEC 5-01.3.
- C. AGGREGATE: MATCH EXISTING AGGREGATE THICKNESS OR USE A MIN 2" THICKNESS, WHICHEVER IS GREATER. PROVIDE 6" MIN CRUSHED ROCK ATOP A SOLID ROCK SUB-GRADE. SEE CITY STD. PLAN W-102 FOR CRUSHED ROCK REQ'MTS.

NOTES:

1. PATCH SHALL MATCH EXISTING PAVEMENT THICKNESS. WHEN EXISTING PAVEMENT THICKNESS IS EXCESSIVE AS DETERMINED BY THE CITY ENGINEER, A REDUCTION OF THE PATCH THICKNESS MAY BE ALLOWED, IF A PAVEMENT DESIGN IS PERFORMED BY A LICENSED ENGINEER & APPROVED BY THE PRINCIPAL DESIGN ENGINEER.
2. SEE CITY OF SPOKANE PAVEMENT CUT POLICY FOR ADD'NL REQ'MTS.

APPROVED BY



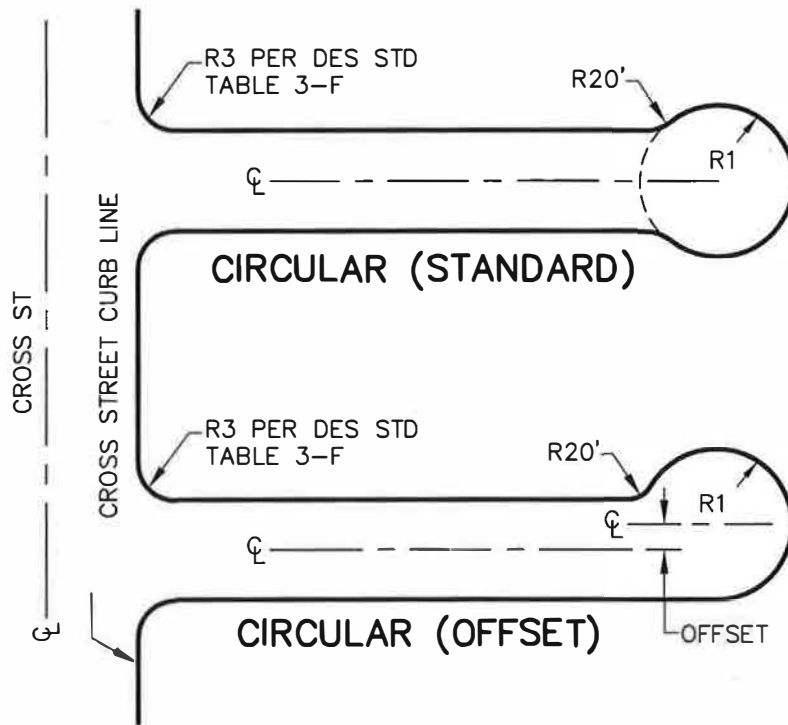
DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E.



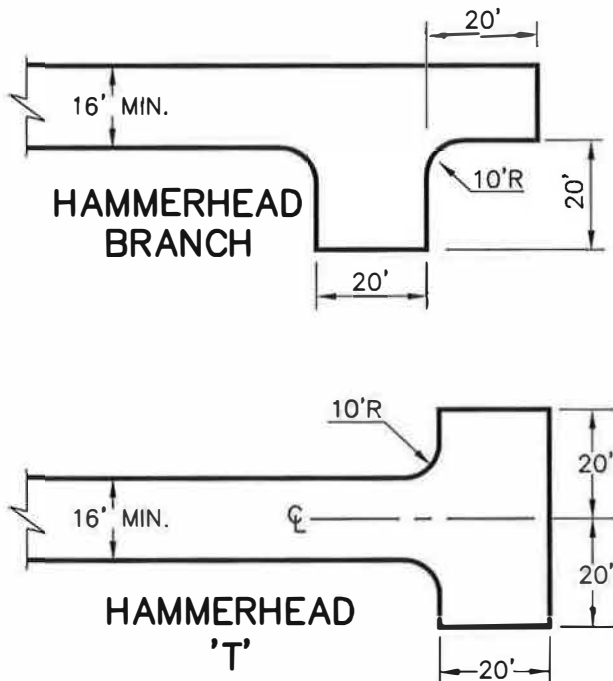
PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 04/2004
 REVISED: 04/2012
 SUPERSEDES: 05/2007
 CHECKED BY: JAG
 SCALE: NTS
 DWG/REV. BY: TSS/RLB

CONCRETE PATCHES	
 ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	STANDARD PLAN No. W-109



LOCAL ACCESS DEAD END STREETS

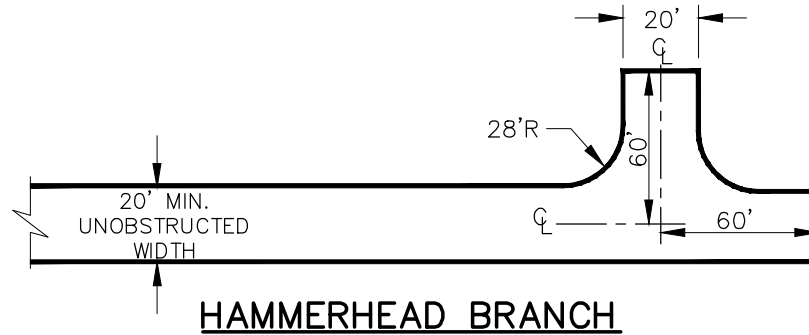


NOTES:

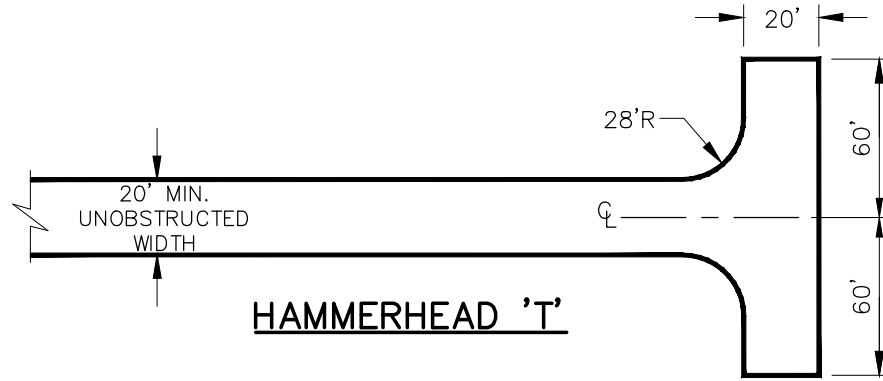
1. R1 = 50' MINIMUM FOR CURB RADIUS PLUS THE RADIUS OF A CENTER ISLAND, IF USED.
2. MINIMUM ROW RADIUS FOR THE BULB SHALL BE 56' PLUS THE RADIUS OF A CENTER ISLAND, IF USED.
3. MINIMUM ROW RADIUS FOR THE BULB SHALL BE 51' IF THE SIDEWALK IS LOCATED ON AN EASEMENT.
4. LOCAL ACCESS STANDARDS APPLY FOR ALL CUL-DE-SACS.
5. CUL-DE-SACS SHALL BE DESIGNED TO DRAIN OUT TO THE ADJACENT STREET. TWO PERCENT MINIMUM GRADES SHALL BE PROVIDED AT ALL PLACES ALONG THE GUTTER LINES.

RESIDENTIAL DEAD END ALLEYS

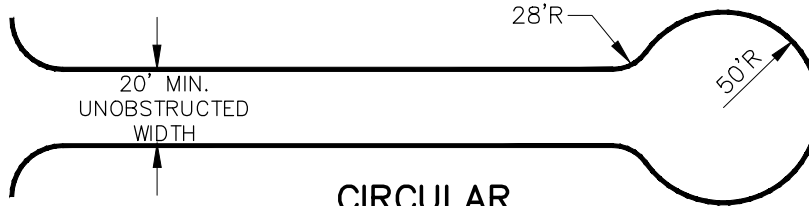
<p>APPROVED BY</p> <p>DIRECTOR, ENGINEERING SERVICES TOM L. ARNOLD, P.E.</p> <p>PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.</p>	<p>ADOPTED: 05/2007</p> <p>REVISED: _____</p> <p>SUPERSEDES: _____</p> <p>CHECKED BY: JAG</p> <p>SCALE: NTS</p> <p>DWG/REV. BY: SRM</p>	<p>CUL-DE-SACS PUBLI CStreets and Alleys</p>
<p>ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON</p>		<p>STANDARD PLAN No. W-114</p>



HAMMERHEAD BRANCH



HAMMERHEAD 'T'



**CIRCULAR
(STANDARD)**

NOTES:

1. STREETS 28' WIDE OR LESS REQUIRE "NO PARKING" ON BOTH SIDES. STREETS GREATER THAN 28' & LESS THAN 36' WIDE REQUIRE "NO PARKING" ON ONE SIDE. STREETS 36' WIDE OR GREATER ARE ALLOWED PARKING ON BOTH SIDES.
2. MAXIMUM STREET SLOPE IS 10%.
3. MAXIMUM DEAD END LENGTH WITHOUT A TURN AROUND IS 150'.
4. FIRE TRUCKS MUST BE CAPABLE OF ACCESSING WITHIN 150' OF ANY POINT AROUND THE FIRST FLOOR OF ANY BUILDING.
5. ACCESS STREETS SHALL BE OF ALL-WEATHER SURFACE.

**FIRE UTILITY/WASTE WATER MAINTENANCE
ACCESS FOR PUBLIC AND PRIVATE STREETS**

APPROVED BY

 ENGINEERING SERVICES DIRECTOR KYLE TWOHIG

 CITY ENGINEER DAN BULLER, P.E.

ADOPTED: _____
 REVISED: 04/2021
 SUPERSEDES: 05/2007
 CHECKED BY: JAG
 SCALE: NTS
 DWG/REV. BY: SRM

CUL-DE-SACS AND HAMMERHEADS
 ENGINEERING SERVICES
 CITY OF SPOKANE, WASHINGTON
 STANDARD PLAN No. **W-115**