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CITY OF SPOKANE STANDARD PLANS – SECTION W

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

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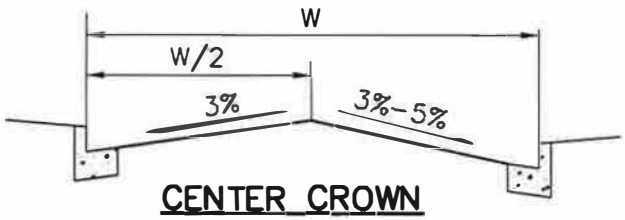
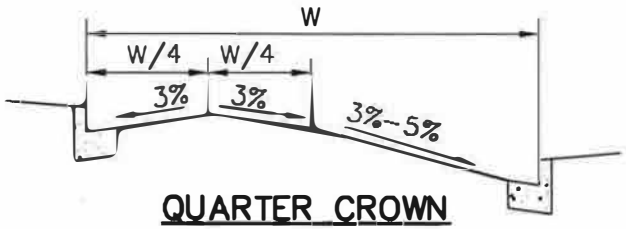
Back to Section W - TOC

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

HIGH CURB LOW CURB

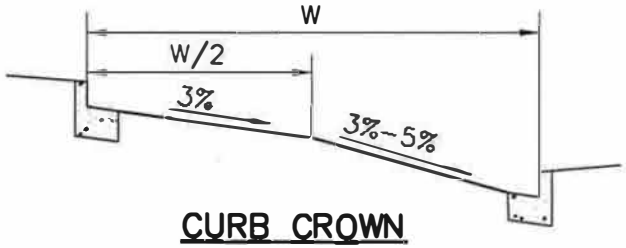


CENTER CROWN



QUARTER CROWN

NOT ALLOWED FOR WIDTHS < 30'



CURB CROWN

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.

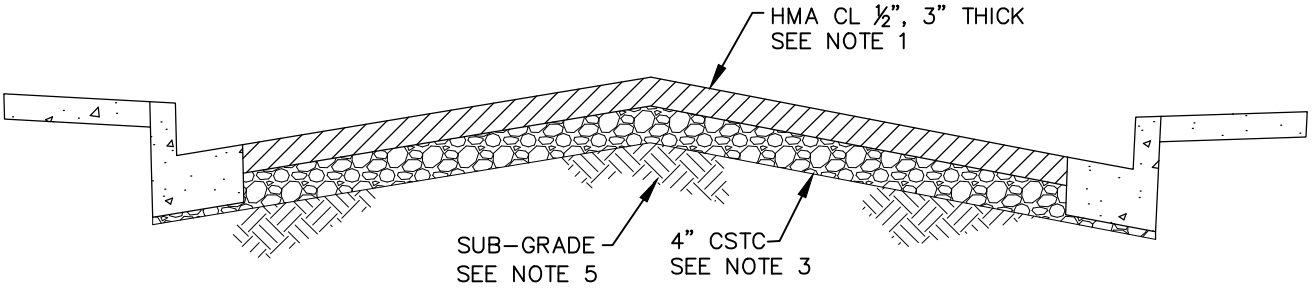
ADOPTED: 12/1998
REVISED: 01/2009
SUPERSEDES: 1/2008
CHECKED BY: JAG
SCALE: NTS
DWG/REV. BY: DGB/SRM

ROADWAY CROWNS

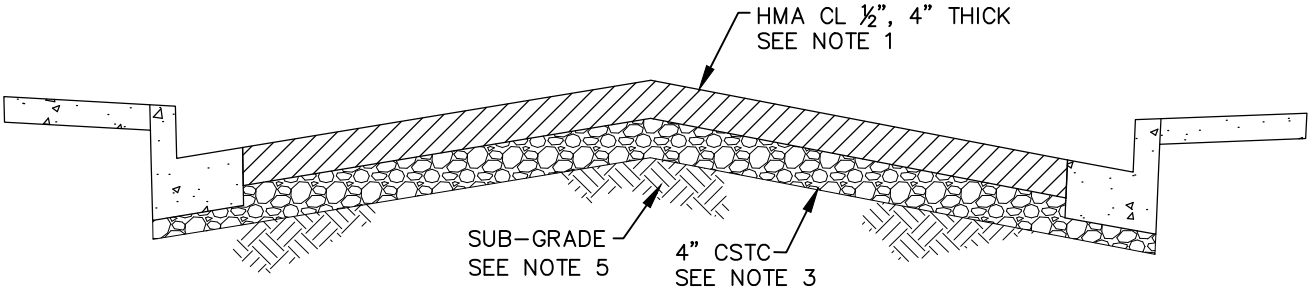
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. W-101

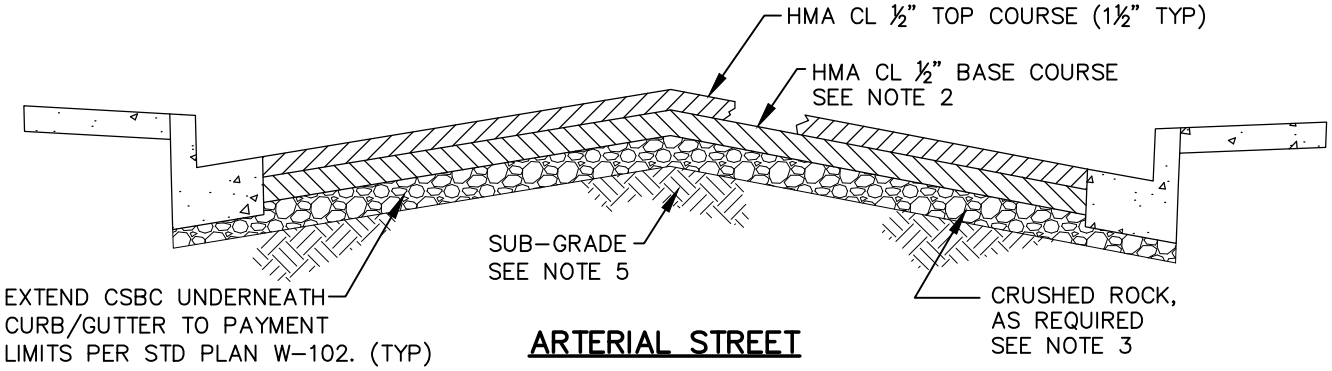
Back to Section W - TOC



LOCAL ACCESS STREET – RESIDENTIAL



LOCAL ACCESS STREET – COMMERCIAL



ARTERIAL STREET

NOTES:

1. THE CITY ENGINEERING SERVICES DEPT MAY REQUIRE A PAVEMENT DESIGN FOR LOCAL ACCESS STREETS PER DESIGN STANDARD 3.10.

2. ARTERIAL STREETS REQUIRE A PAVEMENT DESIGN PER DESIGN STANDARD 3.10. 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 ½", 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 3.10.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

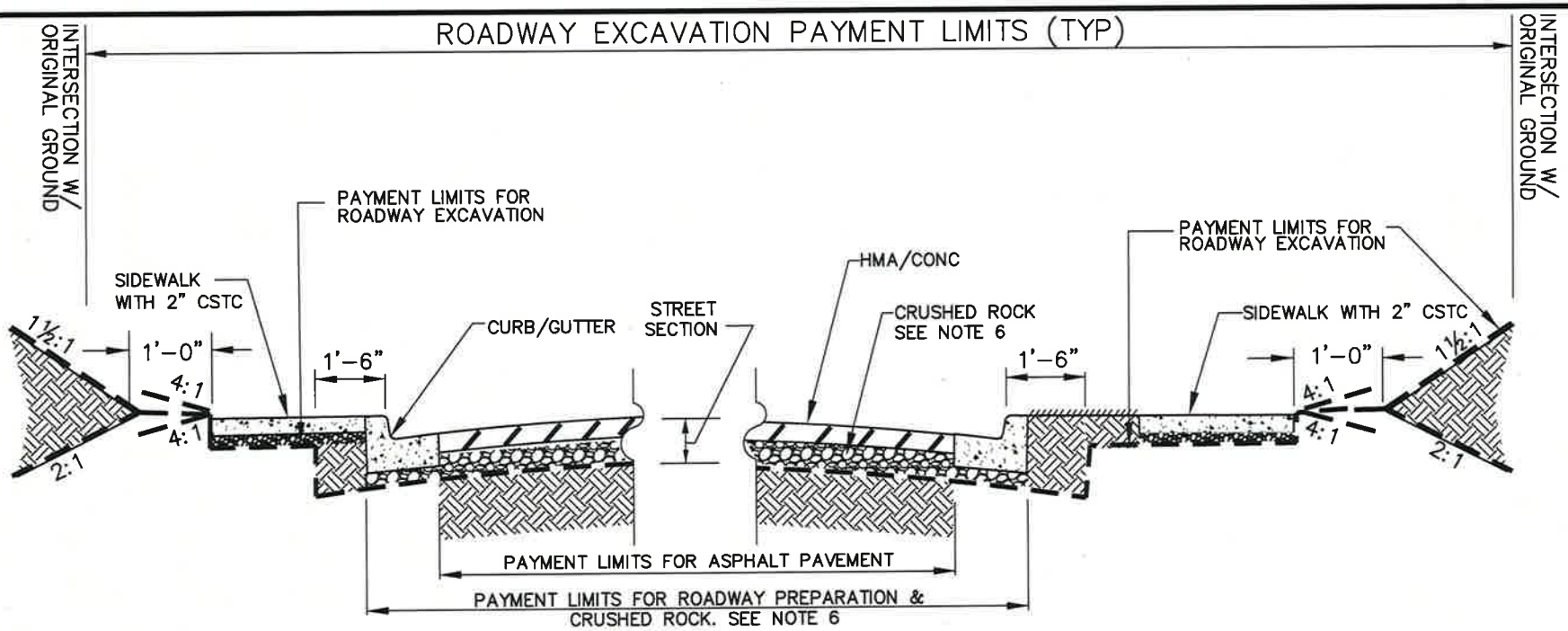
ADOPTED:	
REVISED:	04/2024
SUPERSEDES:	02/2018
CHECKED BY:	JAG
SCALE:	NTS
REVISED BY:	RLB/MLD

PAVEMENT SECTIONS

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. **W–101A**

Back to Section W - TOC



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.

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

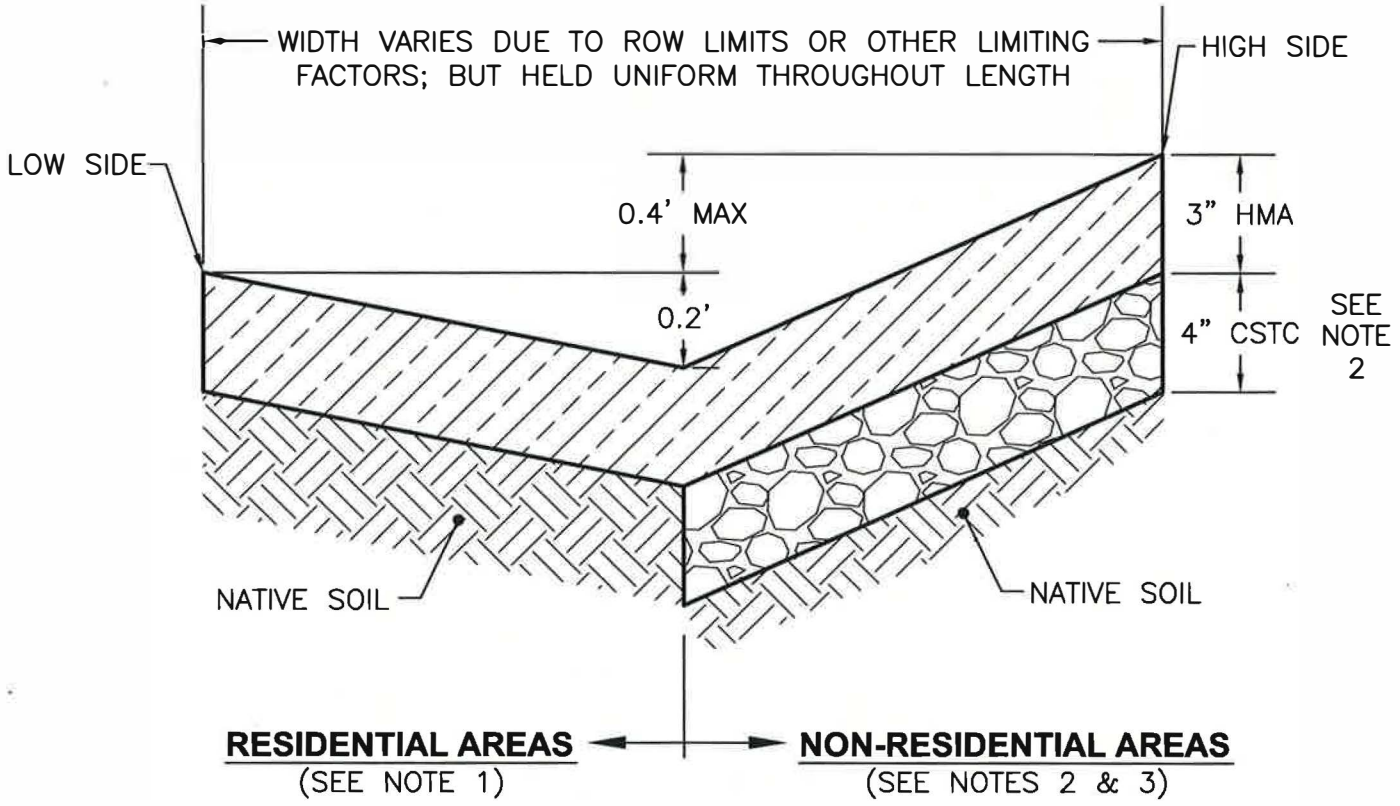
ADOPTED: 09/1993
REVISED: 04/2012
SUPERSEDES: 01/2008
CHECKED BY: JAG
SCALE: NTS
DWG/REV. BY: SRM

ROADWAY EXCAVATION
PAYMENT LIMITS

SPOKANE
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No.
W–102

Back to Section W - TOC



NOTES:

1. ALLEY SECTION FOR RESIDENTIAL AREAS:
   3" HOT MIX ASPHALT (HMA), CLASS ½", OVER NATIVE SOIL.

2. ALLEY SECTION FOR NON–RESIDENTIAL AREAS:
   3" HOT MIX ASPHALT (HMA), CLASS ½", 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.

APPROVED BY

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

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

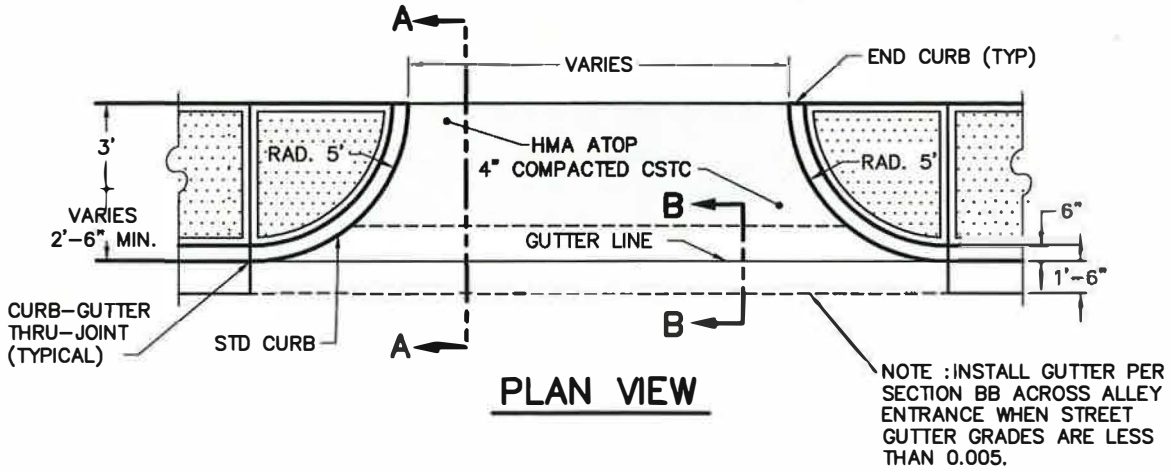
ADOPTED: 02/1986
REVISED: 04/2012
SUPERSEDES: 09/2010
CHECKED BY: JAG
SCALE: NTS
DWG/REV. BY: RLB/SRM

ALLEY SECTION

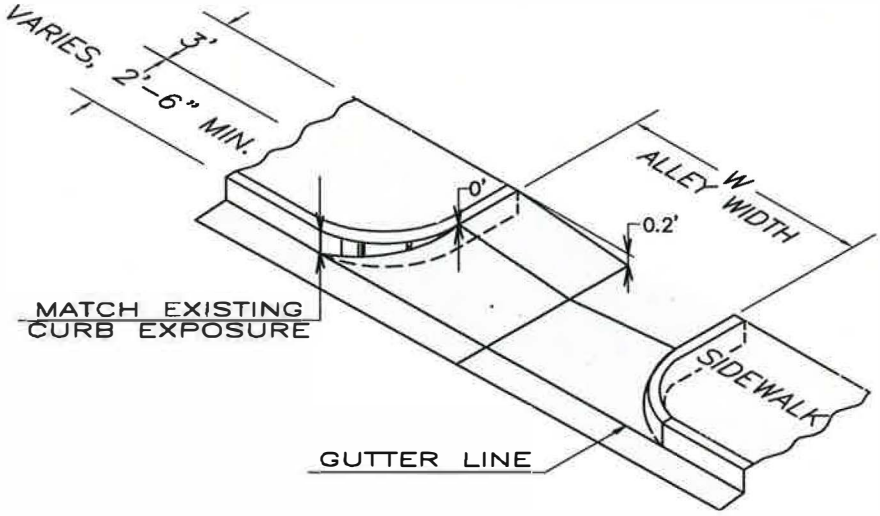
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

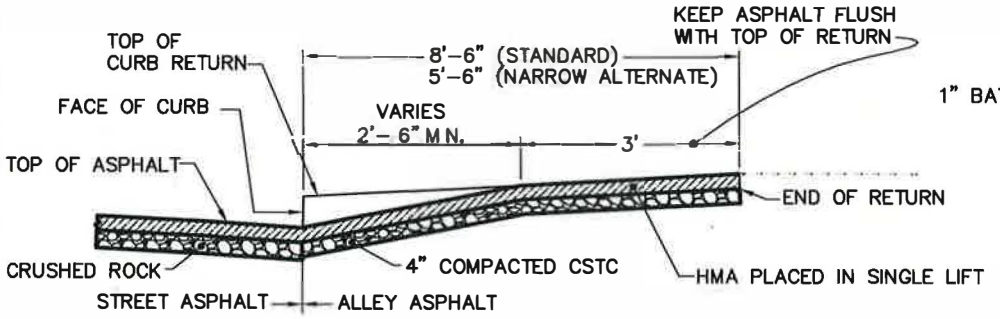
STANDARD PLAN No. W–103

Back to Section W - TOC

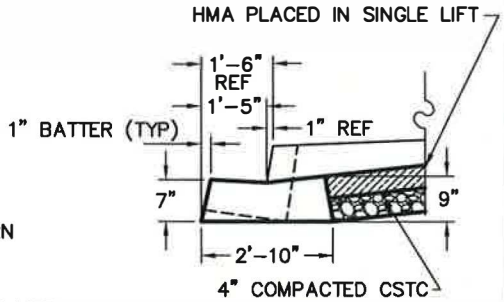


PLAN VIEW





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.

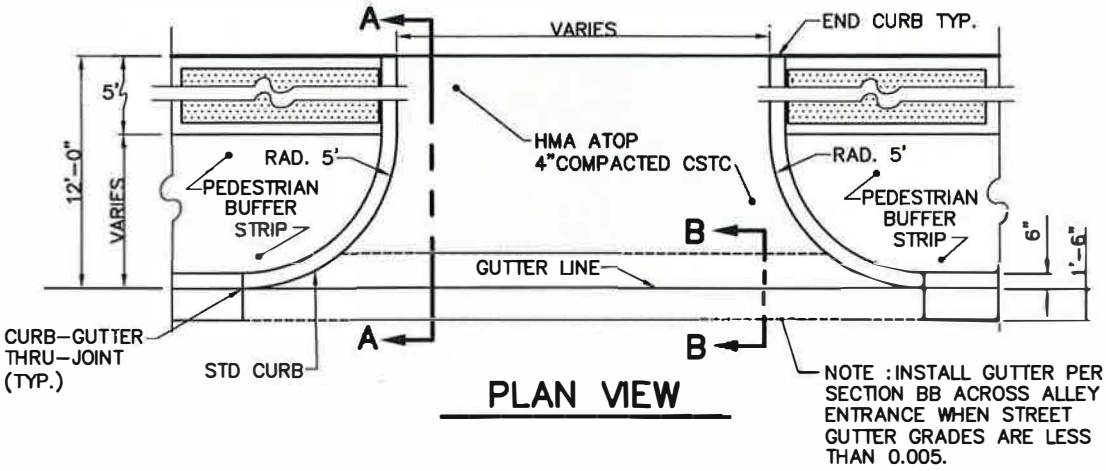
ADOPTED:	08/1991
REVISED:	04/2012
SUPERSEDES:	09/2010
CHECKED BY:	JAG
SCALE:	NTS
DWG/REV. BY:	DGB/SRM

ALLEY RETURN
ADJACENT SIDEWALK

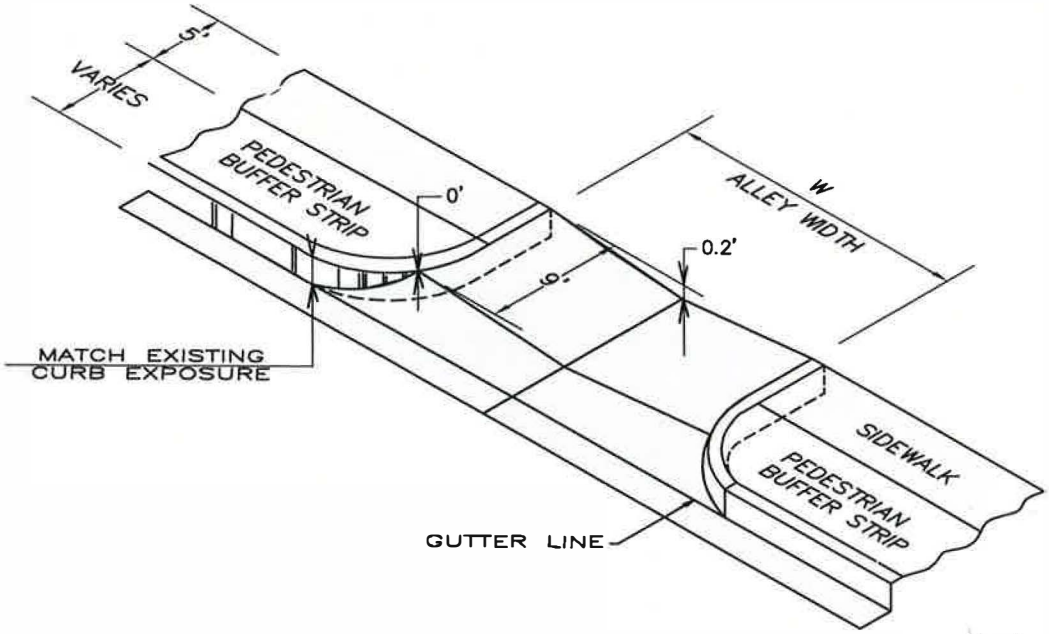
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

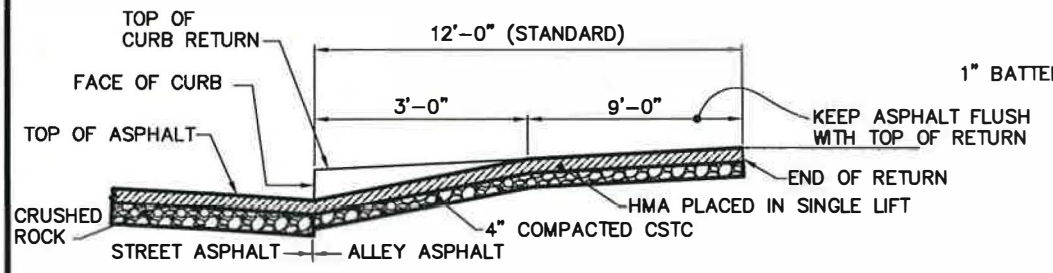
STANDARD PLAN No. W-104

Back to Section W - TOC

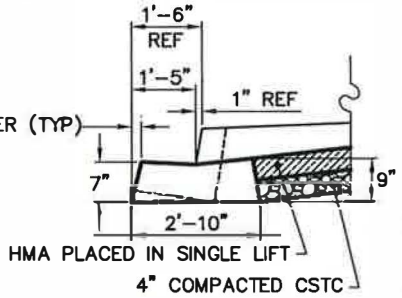


PLAN VIEW





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.

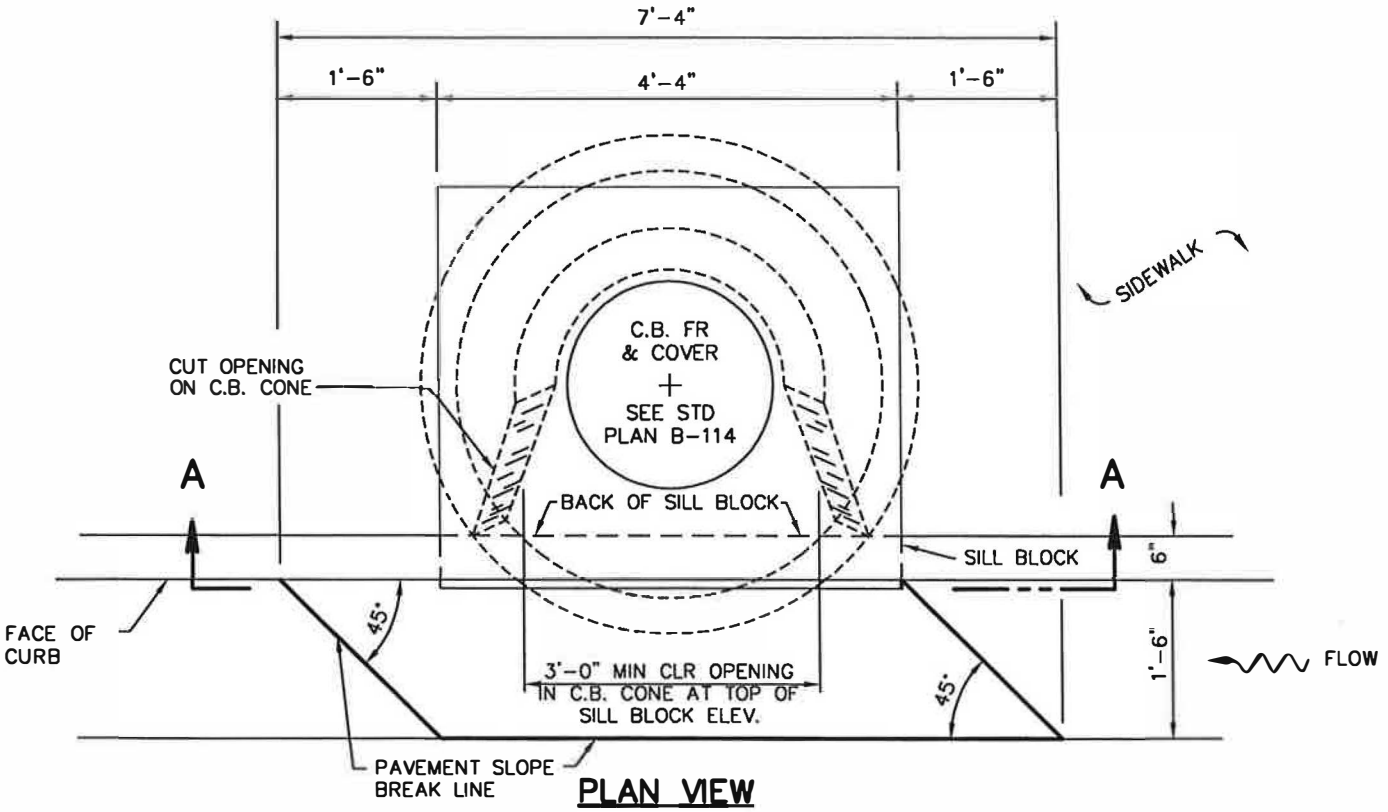
ADOPTED:	08/1991
REVISED:	04/2012
SUPERSEDES:	09/2010
CHECKED BY:	JAG
SCALE:	NTS
DWG/REV. BY:	SRM

ALLEY RETURN
SEPARATED SIDEWALK

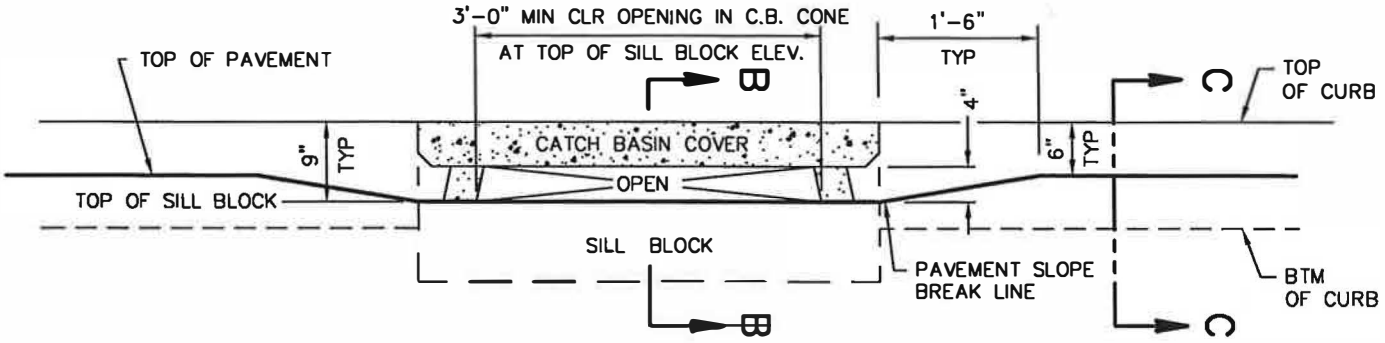
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. W–105

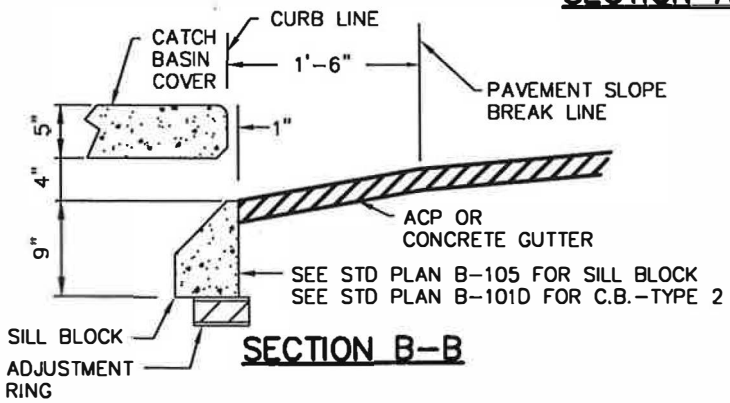
Back to Section W - TOC



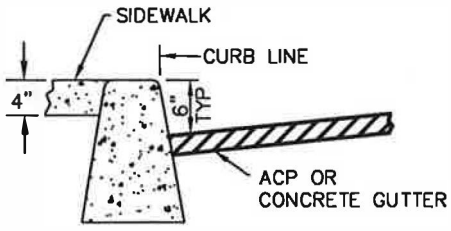
PLAN VIEW



SECTION A-A



SECTION B-B



SECTION C-C

APPROVED BY

Thomas L. Arnold

DIRECTOR, ENGINEERING SERVICES — TOM L. ARNOLD, P.E.

K. 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

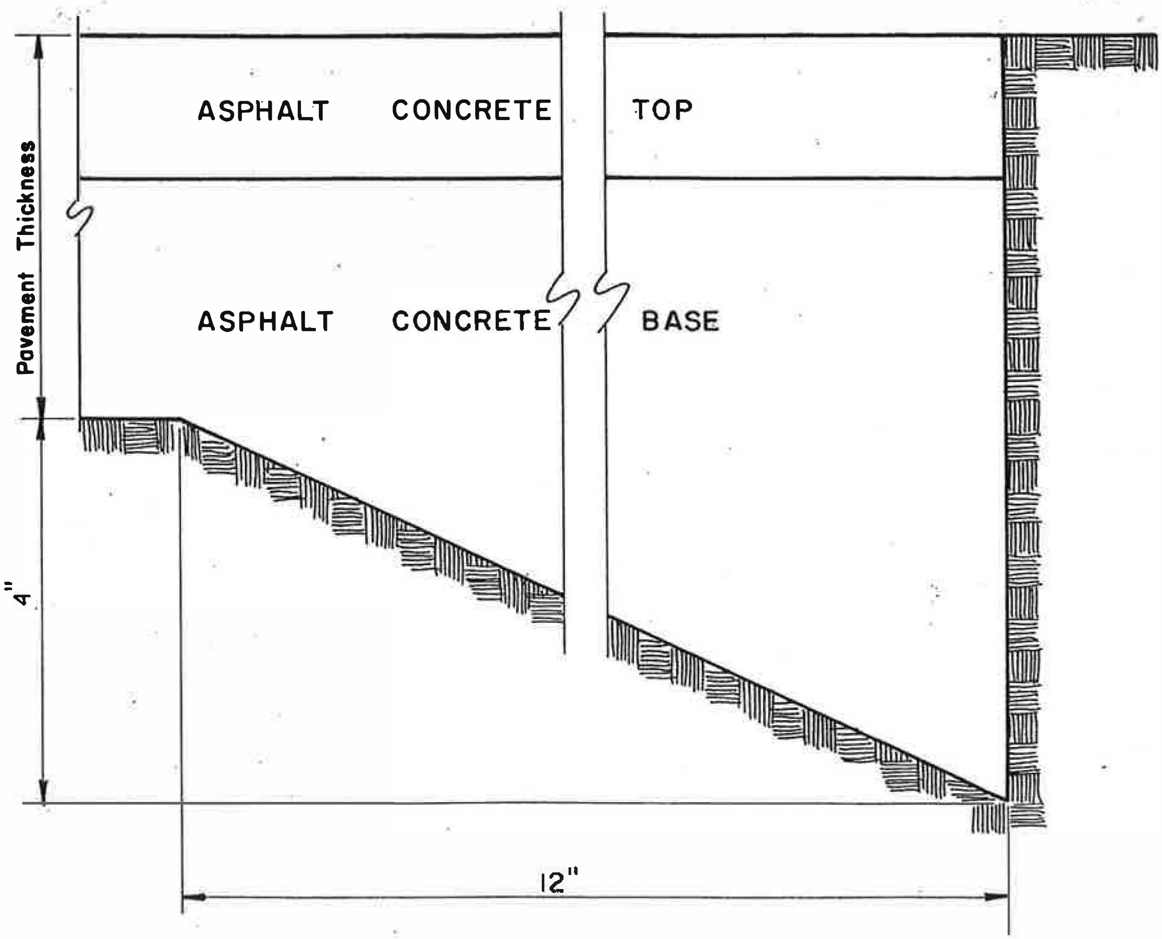
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. W-106

Back to Section W - TOC

NOTE:

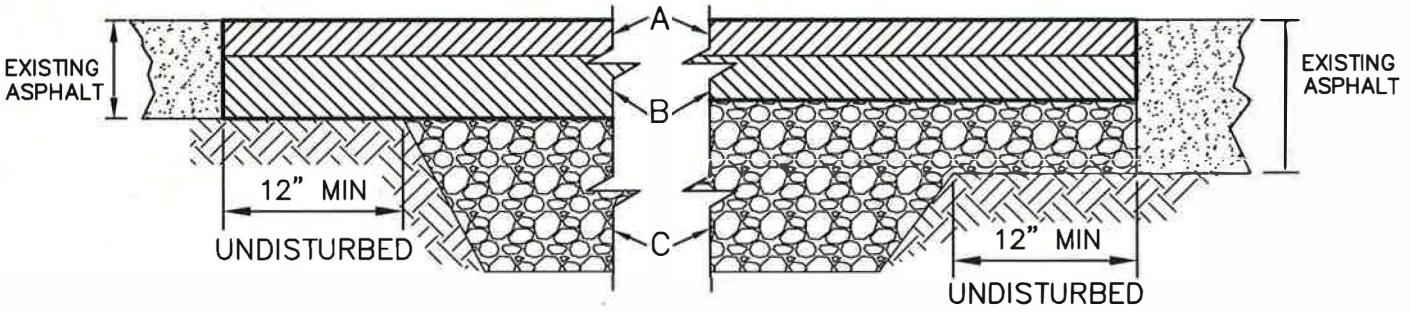
THICKENED EDGE TO BE TURNED UP WHERE UNDERCUTTING OF FENCES AND BUILDINGS OCCUR, WHERE CALLED FOR ON PLANS OR AS DIRECTED BY THE ENGINEER.



APPROVED BY	SCALE NONE	ASPHALT CONCRETE THICKENED EDGE	
CITY ENGR. [signature]	ADOPTED 2-86		
CH. DES. ENGR. [signature]	REVISED	DEPT. OF PUBLIC WORKS ENGR. DIVISION SPOKANE, WN.	STANDARD PLAN No. W-107

Back to Section W - TOC

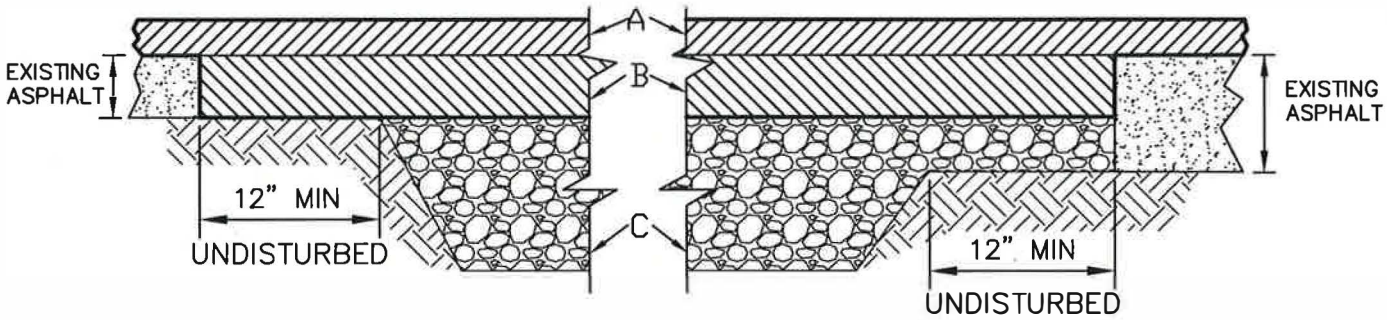
ASPHALT PATCH



TYPICAL PATCH
MATCHES EXISTING ASPHALT THICKNESS

ALTERNATE PATCH
SEE NOTES 1 OR 2

ASPHALT PATCH W/ OVERLAY



TYPICAL PATCH
MATCHES EXISTING ASPHALT THICKNESS

ALTERNATE PATCH
SEE NOTES 1 OR 2

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.

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/SRM

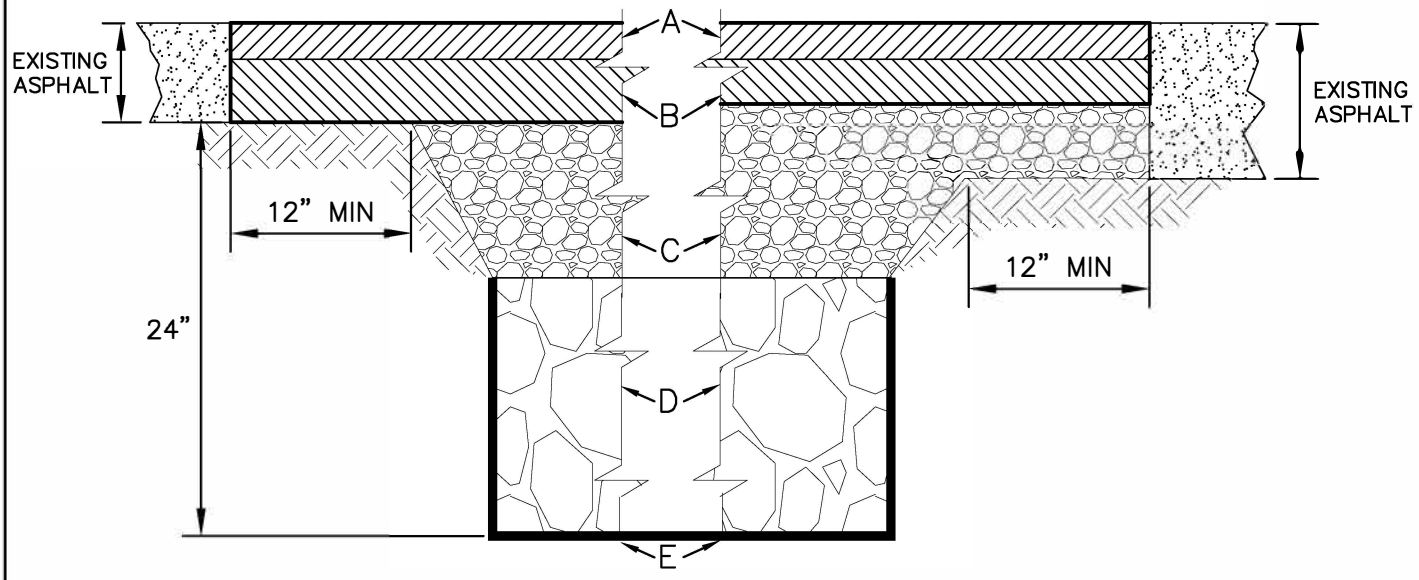
ASPHALT PATCHES

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. W–108

Back to Section W - TOC

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 3.10.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 04/2012
CHECKED BY: JAG
SCALE: NTS
DWG/REV. BY: GAH/SRM

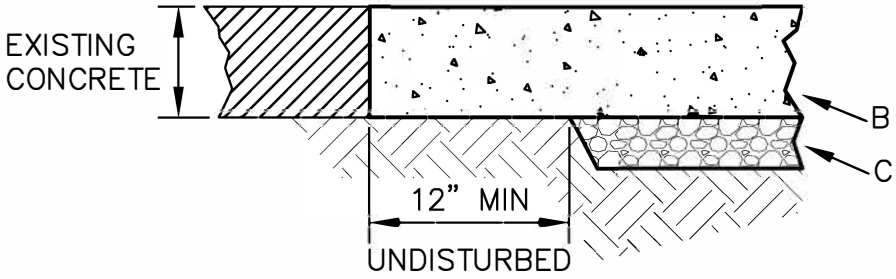
ASPHALT PATCHES
WITH SUBGRADE FAILURE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No.
W-108A

Back to Section W - TOC

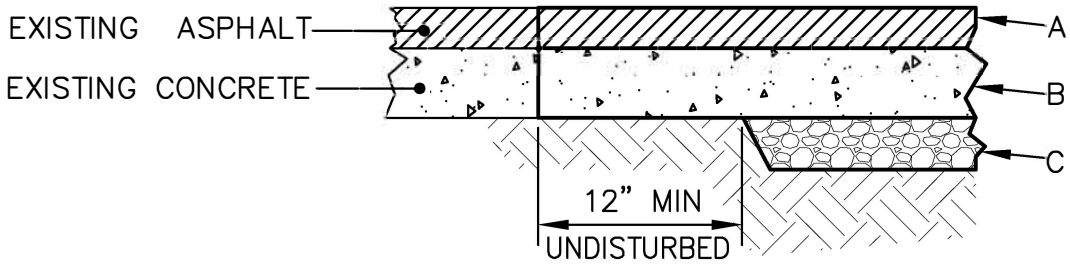
CONCRETE PATCH



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 GENERAL SPECIAL PROVISIONS (GSP) SECTION 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 REQUIREMENTS.

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 ADDITIONAL REQUIREMENTS.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

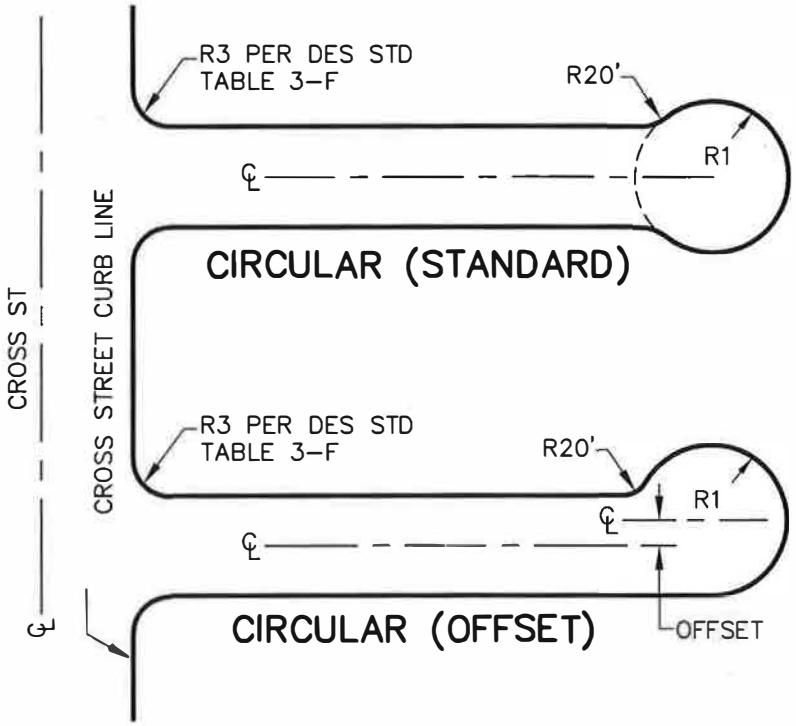
ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 04/2012
CHECKED BY: JAG
SCALE: NTS
DWG/REV. BY: TSS/RLB

CONCRETE PATCHES

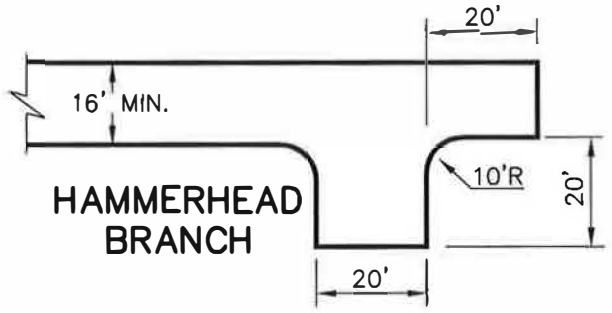
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

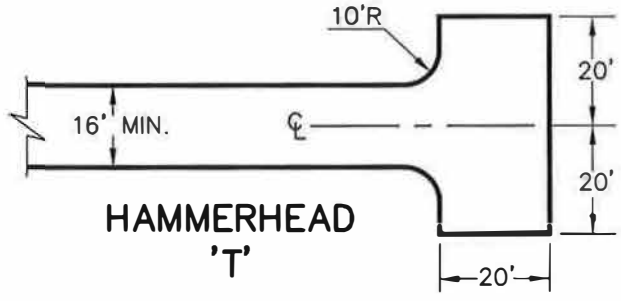
STANDARD PLAN No. **W-109**

Back to Section W - TOC



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

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — TOM L. ARNOLD, P.E.

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

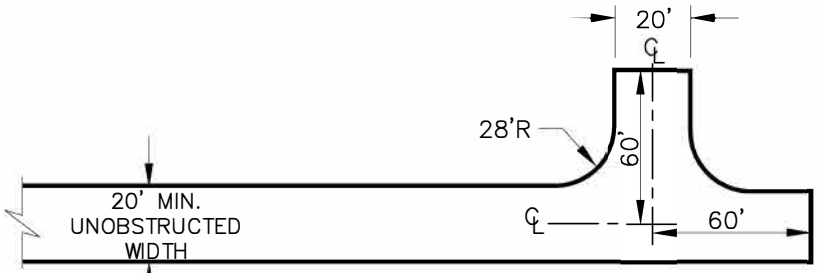
ADOPTED: 05/2007
REVISED:
SUPERSEDES:
CHECKED BY: JAG
SCALE: NTS
DWG/REV. BY: SRM

CUL-DE-SACS
PUBLI CSTREETS AND ALLEYS

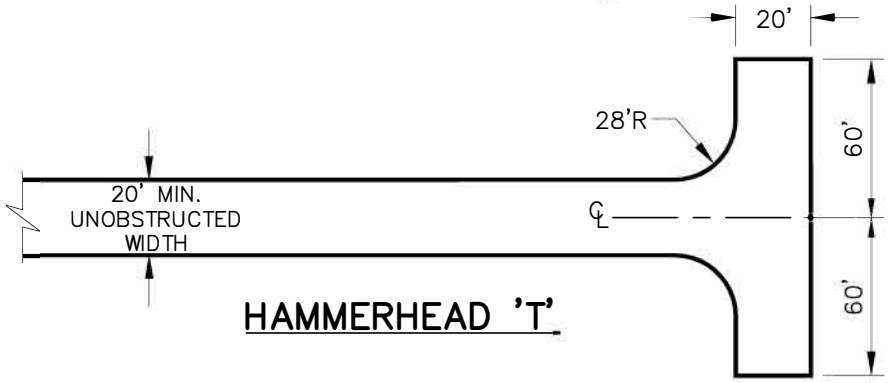
SPOKANE
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. W-114

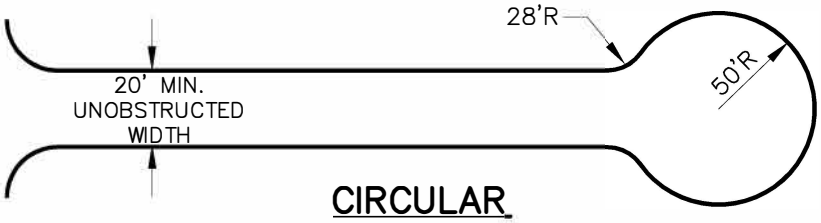
Back to Section W - TOC



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.

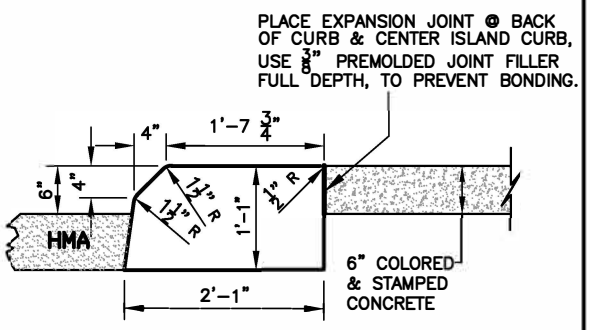
ADOPTED:
REVISED: 04/2021
SUPERSEDES: 05/2007
CHECKED BY: JAG
SCALE: NTS
DWG/REV. BY: SRM

CUL-DE-SACS AND HAMMERHEADS

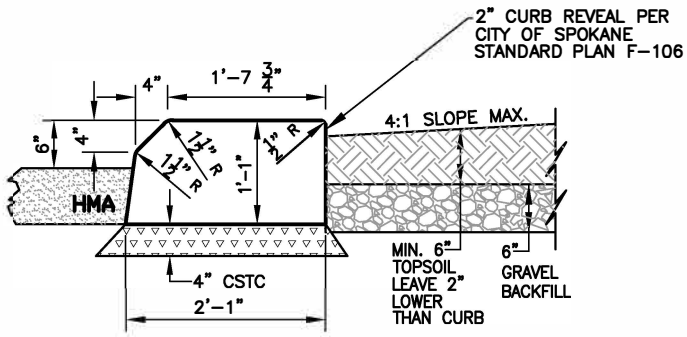
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. W-115

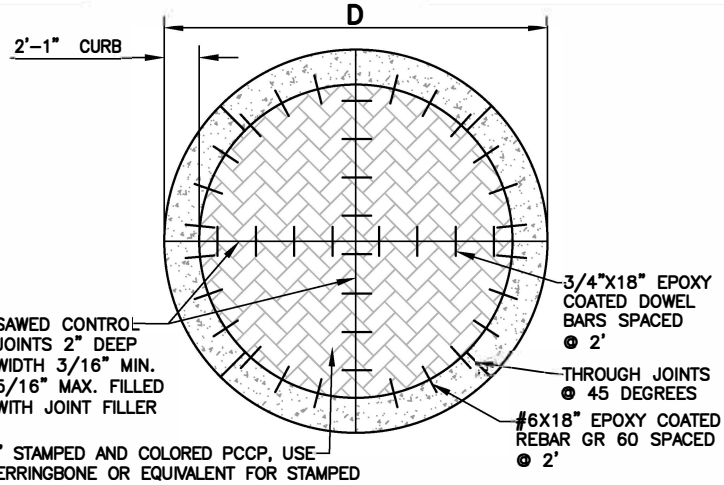
Back to Section W - TOC



CURB WITH CONCRETE INFILL

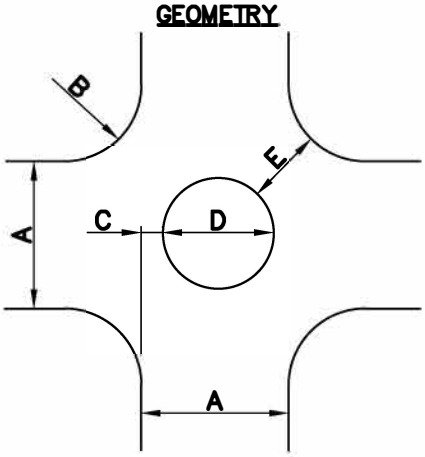


CURB WITH TOPSOIL INFILL



CONCRETE ISLAND CONSTRUCTION

GEOMETRY



NOTE

1. BALANCE "C" AND "E" DIMENSIONS FOR ALL LEGS OF THE INTERSECTION.

OPTIMUM CRITERIA

C OFFSET DISTANCE	E OPENING WIDTH
5.5'	16'MIN.
5.0'	17'±
4.5'	18'±
4.0'	19'±
3.5' OR LESS	20'+

DIMENSIONS

A STREET WIDTH	B CURB RETURN RADIUS	C OFFSET DISTANCE	D CIRCLE DIAMETER	E OPENING WIDTH
20'	<15'	RECONSTRUCT CURBS		
	15'	5.5'	9'	16'+
	18'	5.0'	10'	17'+
	20'	4.5'	11'	18'–
	25'	4.0'	12'	19'+
24'	<12'	RECONSTRUCT CURBS		
	12'	5.5'	13'	16'
	15'	5.0'	14'	17'–
	20'	4.5'	15'	18'+
	25'	3.5'	17'	19'+
25'	<12'	RECONSTRUCT CURBS		
	12'	5.5'	14'	16'+
	15'	5.0'	15'	17'–
	18'	4.5'	16'	18'–
	20'	4.5'	16'	18'+
	25'	3.5'	18'	20'+
30'	10'	5.5'	19'	16'+
	12'	5.0'	20'	17'–
	15'	5.0'	20'	17'+
	18'	4.5'	21'	18'+
	20'	4.0'	22'	19'+
	25'	3.0'	24'	20'
32'	10'	5.5'	21'	16'+
	12'	5.0'	22'	17'–
	15'	4.5'	23'	18'–
	18'	4.0'	24'	19'–
	20'	4.0'	24'	19'+
	25'	2.5'	27'	20'
36'	10'	5.0'	26'	17'–
	12'	5.0'	26'	17'+
	15'	4.5'	27'	18'+
	18'	4.0'	28'	19'+
	20'	3.5'	29'	20'–
	25'	1.5'	33'	20'
40'	10'	5.0'	30'	17'+
	12'	4.5'	31'	18'+
	15'	4.0'	32'	19'–
	18'	3.5'	33'	20'–
	20'	3.0'	34'	20'
	25'	1.0'	38'	20'

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 03/2015
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

TRAFFIC ISLAND / MEDIAN TRAFFIC CIRCLE LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. **W–116**