

GENERAL NOTES:

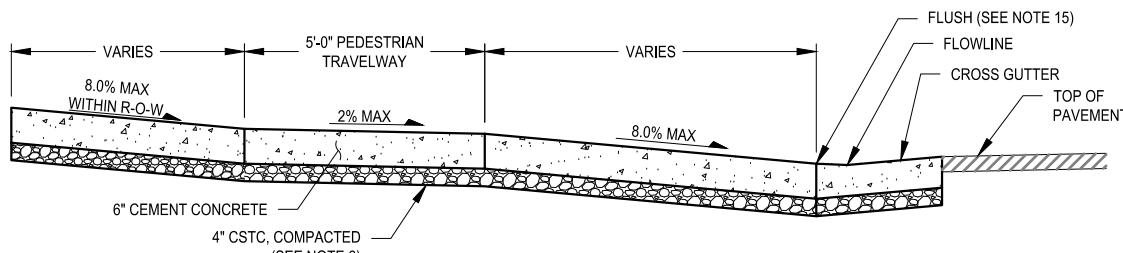
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ABBREVIATIONS

TC	TOP OF CURB
TP	TOP OF PAVEMENT
FL	FLOWLINE

ADA REQUIREMENTS

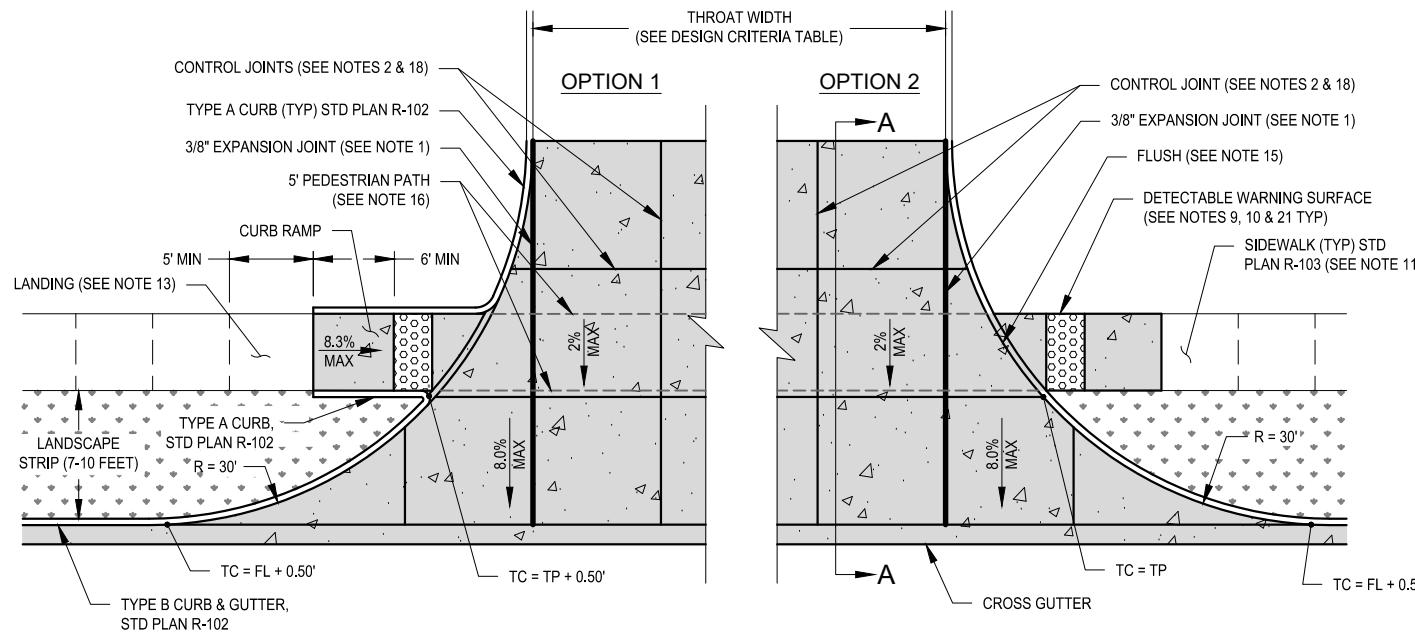
	RECOMMENDED	MIN	MAX
FLARED SIDE SLOPE (%)	-	-	-
FLARED SIDE LENGTH (FT)	-	-	-
RAMP SLOPE (%)	7	0.5	8.33
RAMP CROSS SLOPE (%)	1	0.5	2
RAMP LENGTH (FT)	7	6	15
RAMP WIDTH (FT)	5	4	-
LANDING WIDTH (FT)	5	4	-
LANDING SLOPE (%)	1	0.5	2
GUTTER SLOPE (%)	4	2	8
CHANGE IN LEVEL (IN)	FLUSH	0.5" (SEE NOTE 2)	



SECTION A-A

DESIGN CRITERIA

	COMMERCIAL
DISTANCE FROM CURB RETURN	75' MIN.
THROAT WIDTH ***	30' MIN.** 40' MAX.**
SETBACK FROM SIDE PROPERTY LINE AT R.O.W.	5' MIN.
SETBACK FROM SIDE PROPERTY LINE	2' MIN.
THE TOTAL APPROACH WIDTH SHALL NOT BE GREATER THAN 50% OF THE TOTAL LOT FRONTAGE WIDTH.	
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'.	



PLAN VIEW

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APPROVED BY:


ROBERT B. BLEGEN, P.E.
PUBLIC WORKS DIRECTOR

**HIGH VOLUME
CONCRETE APPROACH
(REQUIRES CITY APPROVAL)**

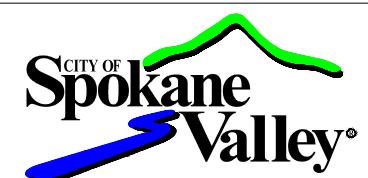
**STANDARD PLAN NO.
R-115**

PUBLICATION DATE: 09/2025
REVISION NO.: 03

GENERAL NOTES:

1. EXPANSION JOINT MINIMUM REQUIREMENTS:
 - a. 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.
 - b. 3/8" EXPANSION JOINT MATERIAL IS REQUIRED BETWEEN DRIVEWAY SLAB AND THE SIDEWALK AND THE DRIVEWAY APPROACH.
 - c. 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.
 - d. 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.
2. 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:
 - a. BE NO FARTHER APART THAN 10'.
 - b. NOT EXCEED A RATIO OF 1 TO 1.25 LENGTH TO WIDTH.
 - c. BE A MINIMUM OF 1" DEEP (FOR TROWEL OR SAW CUT).
 - d. BE ADDED AT ALL GRADE BREAKS.
3. CEMENT CONCRETE SHALL BE CLASS 4,000 CONCRETE PER SECTION 6-02 OF THE WSDOT STANDARD SPECIFICATIONS.
4. ALL EXTERNAL EDGES SHALL BE TROWELED WITH A 3/8" TO 1/2" RADIUS.
5. A 4" (MIN) THICK CSTC LAYER SHALL BE PLACED UNDER DRIVE APPROACH.
6. SUBGRADE AND CSTC UNDER APPROACH SHALL BE COMPACTED TO 95%.
7. ALL BROKEN, CRACKED, HEAVED AND SUNKEN CONCRETE SHALL BE REMOVED AND REPLACED FROM JOINT TO JOINT.
8. 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.
9. DETECTABLE WARNING SURFACES SHALL BE PER WSDOT STANDARD PLAN F-45.10. DETECTABLE WARNING SURFACES SHALL BE 24" MINIMUM IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE RAMP. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL AND PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF CURB.
10. DETECTABLE WARNING SURFACES SHALL BE FEDERAL YELLOW IN COLOR.
11. SIDEWALK LONGITUDINAL SLOPE MATCHES STREET LONGITUDINAL SLOPE.
12. ALL CHANGES IN LEVEL ACROSS JOINTS MUST BE FLUSH WITH A MAXIMUM DIFFERENCE IN ELEVATION OF 3/16".
13. LANDING LONGITUDINAL AND CROSS SLOPE SHALL BE MAX. 2%.
14. MAXIMUM SLOPES ARE STRICTLY ENFORCED. EXCEEDING MAXIMUM SLOPES WILL REQUIRE REMOVAL AND RECONSTRUCTION.
15. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5" MAXIMUM. VERTICAL SURFACE DISCONTINUITIES BETWEEN 0.25" - 0.5" SHALL BE BEVELED WITH A SLOPE 2:1 MAX.
16. PEDESTRIAN PATH SHALL MEET ALL CURRENT ADA GUIDELINES.
17. 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 APPROVED MASTIC PER WSDOT 9-04.2(2).
18. CONTROL JOINTS SHALL BE PLACED AT THE DISCRETION OF THE CONTRACTOR. CRACK REPAIR WITHIN THE WARRANTY PERIOD IS THE RESPONSIBILITY OF THE CONTRACTOR.
19. ALL APPROACHES SHALL BE PER CITY STANDARDS 7.3 AND 7.8.
20. EXCEPT FOR JOINTS AND BROOM FINISHING, NO OTHER MARKINGS ARE PERMITTED ON THE WALKING SURFACE.
21. DETECTABLE WARNING SURFACES SHALL BE REQUIRED ON BOTH SIDES OF ANY DRIVEWAY THAT IS YIELD, STOP OR SIGNAL CONTROLLED.

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APPROVED BY:

A handwritten signature in blue ink, appearing to read "Robert B. Blegen".

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