

DETECTABLE WARNING PATTERN DETAIL T02-15 (TYP)

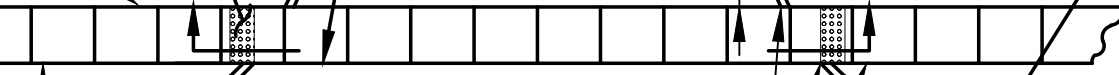
SIDEWALK DETAIL T02-01A

VARIES (20'-40')
PER VMC 11.80.110

FULL 6" EXPOSURE TYPE E-1 CONCRETE CURBS DETAIL T01-01A (TYP.)

EXPANSION JOINT DETAIL T05-02

RADIUS VARIES



SEE NOTE 10

CURB AND GUTTER DETAIL T01-01A (TYP.)

EXPANSION JOINT DETAIL T05-02 (TYP)

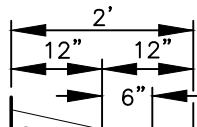
CONTRACTION JOINT DETAIL T05-02

SEE NOTE 9
CURB 0" ABOVE SIDEWALK (TYP.)

ALIGN VALLEY GUTTER WITH STANDARD CURB AND GUTTER

PLAN VIEW

* 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)



CURB LEVEL WITH SIDEWALK

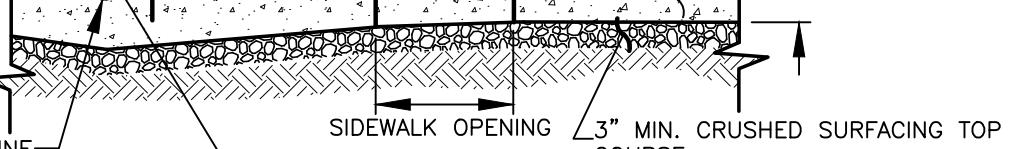
CURB 6" ABOVE DRIVEWAY (TYP.)

CL 4000 CONCRETE
8" MIN.

VARIES

2%* MAX.

VARIES



VALLEY GUTTER FLOW LINE

CURB 6" ABOVE DRIVEWAY (TYP.)

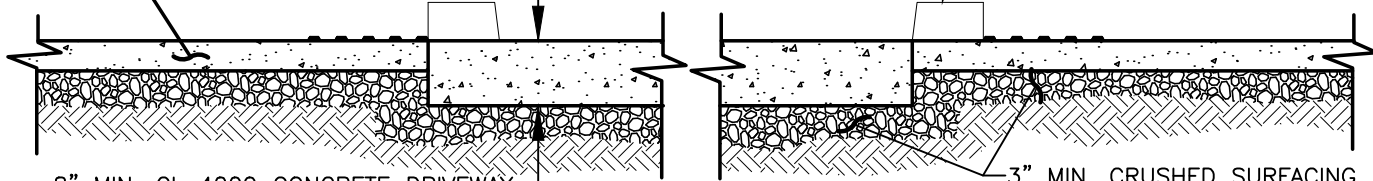
SIDEWALK OPENING 3" MIN. CRUSHED SURFACING TOP COURSE

SECTION "A-A"

SIDEWALK DETAIL T02-01A

VARIES (20'-40')
PER VMC 11.80.110

CURB 6" ABOVE SIDEWALK (TYP.)



8" MIN. CL 4000 CONCRETE DRIVEWAY

3" MIN. CRUSHED SURFACING TOP COURSE

SECTION "B-B"

NOTES:

1. CONCRETE SHALL BE 4000 PSI MIN., (CL 4000) 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. DRIVEWAY SHALL BE CONSTRUCTED WITH REINFORCING STEEL (6x6 - W2.9xW2.9 WWF, MIN.), MIN. 1 1/2" COVER FROM BOTTOM OF SLAB.
3. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. CONTROL JOINT SPACING SHALL NOT EXCEED 15'. SEE **CONCRETE JOINTS DETAIL T05-02**.
5. SEE **PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T05-01A** WHEN CUTTING EXISTING CURB. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
7. MAXIMUM 2% CROSS SLOPE ACROSS PEDESTRIAN CROSSING.
8. TRANSITION CURB FROM FULL 6" EXPOSURE TO 0" OVER THE FIRST 6' FROM CORNER.
9. MAINTAIN ADJACENT SIDEWALK GRADES THROUGH DRIVEWAY (NO RAMPS) UNLESS OTHERWISE APPROVED.
10. SEE **T10-XX SERIES STANDARD PLANS** FOR PLANTER STRIP WIDTH.
11. CURB RETURN ELEVATIONS SHALL BE SHOWN ON PLANS TO DETERMINE SIDEWALK GRADE.
12. IF A FIRE HYDRANT OR WATER METER BOX IS SITE NEARBY, THERE SHALL BE A MIN. OF 5' BETWEEN THE EDGE OF CONCRETE (WING) AND THE FIRE HYDRANT ASSEMBLY OR METER BOX.

MAJOR COMMERCIAL DRIVEWAY



CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC	<i>MATE</i>	8/04
REVISION	APPROVED BY	APPROVAL DATE
7	<i>MATE</i>	3/24

STD. PLAN NO.
T01-07

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