

CITY OF SAMMAMISH

King County, Washington

2016 PAVEMENT PROGRAM OVERLAYS

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CITY MANAGER

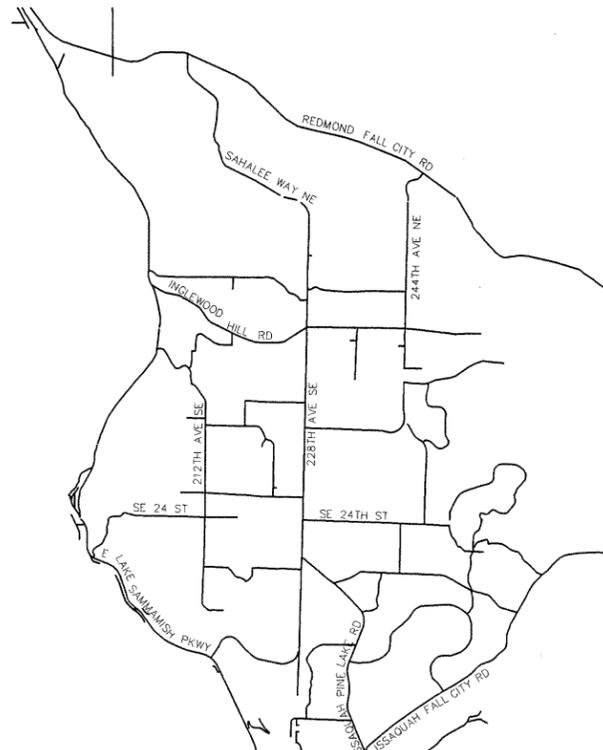
LYMAN HOWARD

CITY ENGINEER

ANDREW ZAGARS, P.E.

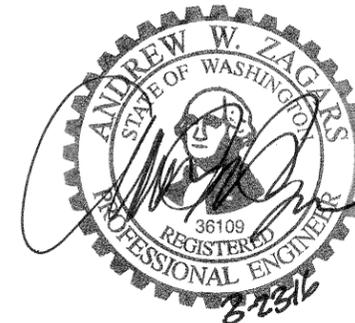
PROJECT MANAGER

DERYA DILMEN, E.I.T.



Vicinity Map
NTS

SHEET TABLE	
SHEET #	DESCRIPTION
1	COVER SHEET
2	WORK SITE LOCATION MAP & GENERAL NOTES
3-4	UNDERGROUND DRAINAGE & STORMWATER
5-9	CURB, GUTTER & SIDEWALK REPAIR
10-17	PAVING PLANS
18-22	MISCELLANEOUS DETAILS
23-26	PAVEMENT MARKINGS
27-39	OTHER AGENCY STANDARD PLANS



RECOMMENDED FOR APPROVAL:			
DERYA DILMEN PROJECT MANAGER		3/23/2016 DATE	
APPROVED BY:			
ANDREW ZAGARS CITY ENGINEER		3/23/2016 DATE	
JOHN CUNNINGHAM PUBLIC WORKS DIRECTOR		3/23/2016 DATE	
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
DWN DD	SCALE N.T.S.	DATE 2016-3-16	SHEET 1/38

UNDERGROUND UTILITIES

THE CONTRACTOR IS RESPONSIBLE FOR TIMELY NOTIFICATION OF ALL UTILITIES IN ADVANCE OF ANY UNDERGROUND CONSTRUCTION. NOTIFY UTILITIES ONE-CALL UNDERGROUND LOCATION CENTER BY PHONING 1-800-424-5555 A MINIMUM OF TWO BUSINESS DAYS BEFORE BEGINNING CONSTRUCTION.

EROSION CONTROL

ALL POLLUTANTS OTHER THAN SEDIMENTS THAT OCCUR ON-SITE DURING CONSTRUCTION SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORM WATER.

INSTALL EROSION CONTROL MEASURES PRIOR TO BEGINNING ANY CONSTRUCTION THAT COULD RESULT IN SEDIMENT OR CONSTRUCTION MATERIALS ENTERING THE DRAINAGE SYSTEM.

PROMPTLY STABILIZE ANY DISTURBED AREAS SUSCEPTIBLE TO EROSION.

TEMPORARY WEDGES AT SIDEWALKS RAMPS

CONSTRUCT HMA WEDGES AT SIDEWALK RAMPS PER SECTION 5-04.3(12)A. SLOPE AT 12H:1V IN DIRECTION OF CROSSWALK.

JOINT SEALING

SEAL ALL JOINTS PLACED AGAINST EXISTING PAVEMENT AND ON PAVEMENT CUTS MADE FOR UTILITY STRUCTURE ADJUSTMENTS.

CONCRETE DRIVEWAY REMOVAL

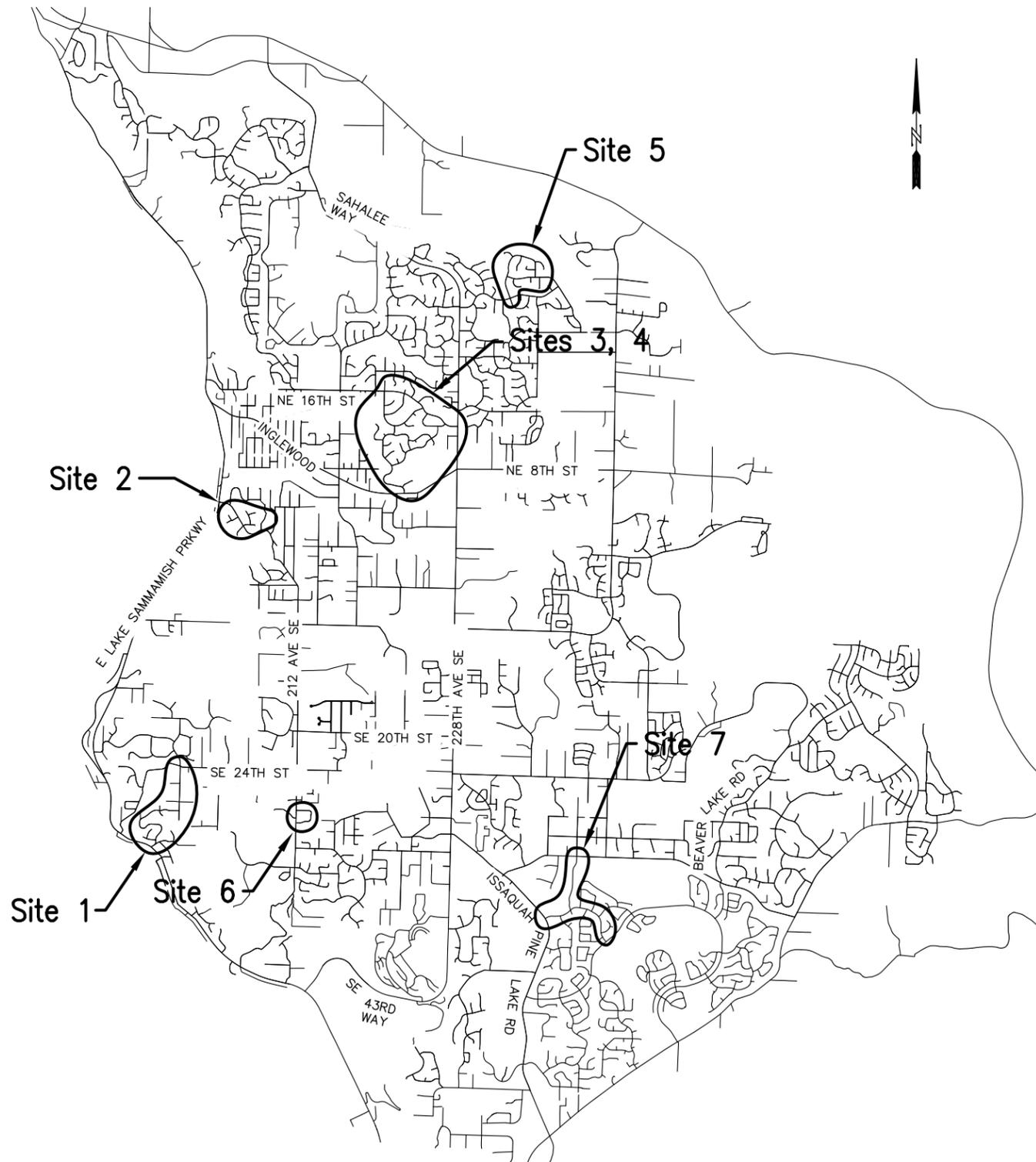
WHERE DIRECTED BY THE ENGINEER, CONCRETE DRIVEWAY APPROACHES ADJACENT TO HMA OVERLAYS SHALL BE REMOVED TO THE LIMITS DEFINED BY THE ENGINEER PER SECTION 2-02.3(3). THE DRIVEWAY APPROACHES SHALL BE PREPARED AND REPLACED WITH COMMERCIAL GRADE HMA. WORK FOR REMOVING THE CONCRETE DRIVEWAYS WILL BE PAID PER FORCE ACCOUNT PER SECTION 1-09.6. THE HMA FOR DRIVEWAYS WILL BE INCLUDED IN THE HMA PAY ITEM FOR PAVING THE ADJACENT ROADWAY.

STREET CLASSIFICATION FOR PAVING AND PATCHING.

ALL STREETS ARE CLASSIFIED AS LOCAL STREETS.

CATCH BASIN ADJUSTING RINGS

ADJUSTING RINGS MAY BE USED FOR CATCH BASINS WHEN PLACED PRIOR TO PAVING. THICKNESS OF ADJUSTING RINGS FOR CATCH BASINS TO BE 1/2 INCH LESS THAN THE OVERLAY THICKNESS.

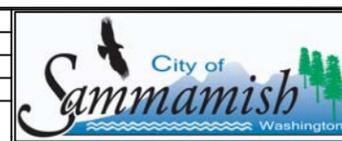


2016 Pavement Program – Overlays
Vicinity Map

SHEET 2 SITE_GEN NOTES 2016.DWG 3/23/2016 8:11:59 PM



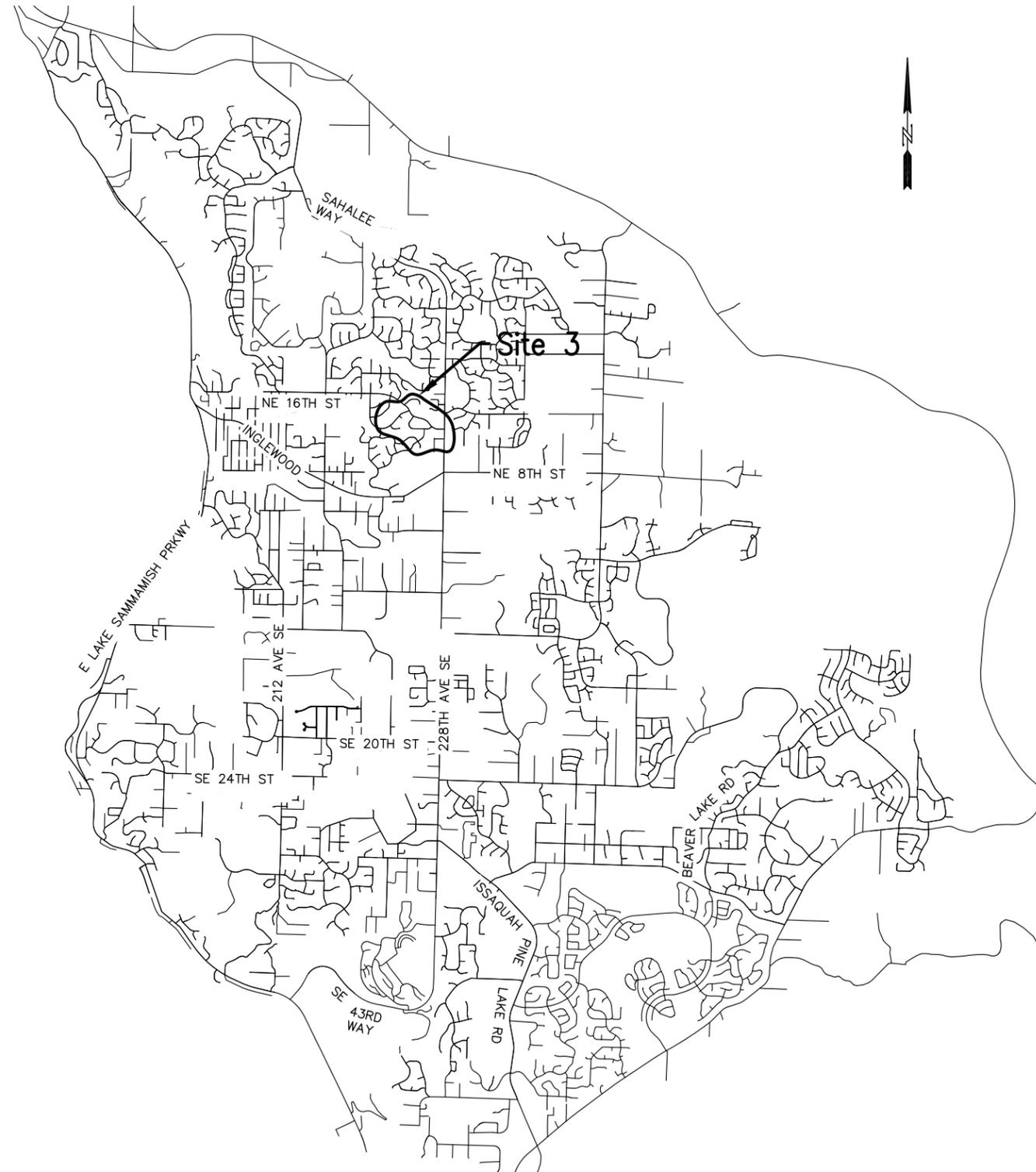
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4	REVTXT4		
5	REVTXT5		



**2016 PAVEMENT PROGRAM
OVERLAYS**

WORK SITE LOCATION MAP & GENERAL NOTES

PROJECT NUMBER	
SHEET	OF
2	26



STANDARD ITEM DESCRIPTION	UNIT OF MEASURE	SITE 3
EROSION/WATER POLLUTION CONTROL	EST.	X
CRUSHED SURFACING BASE COURSE	TON	15
PAVEMENT REPAIR EX. INCL. HAUL	SY	105
STRUCTURE EXC. CLASS B INCL. HAUL	CY	20
HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22	TON	15
GRAVEL BACKFILL FOR UNDERDRAIN	CY	15
UNDERDRAIN PIPE 4" DIAM	LF	155
ADJUST CATCH BASIN	EA	1

2016 Pavement Program – Underground & Stormwater Vicinity Map

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5	REVTXT5		

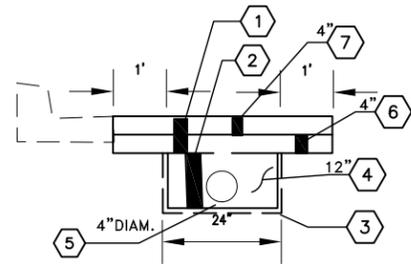


2016 PAVEMENT PROGRAM
OVERLAYS
UNDERGROUND DRAINAGE & STORMWATER

PROJECT NUMBER	
SHEET	OF
3	26

DRAINAGE CONSTRUCTION NOTES

1. EXCAVATE TRENCH UNDER-DRAIN IN FRONT OF SIDEWALK AND CURB AND GUTTER
3. INSTALL 4" UNDER-DRAIN PIPE AND CONNECT UNDER-DRAIN PIPE TO CATCHBASIN
4. BACKFILL THE TRENCH
5. REPAIR HMA PAVEMENT



TRENCH UNDER-DRAIN IN FRONT OF CURB AND GUTTER W/PIPE
(NOT TO SCALE)

PAY ITEM LEGEND

- ① PAVEMENT REPAIR EXCAVATION INCL. HAUL
- ② STRUCTURE EXC. CLASS B INCL. HAUL
- ③ CONSTRUCTION GEOTEXTILE FOR UNDERGROUND DRAINAGE
- ④ GRAVEL BACKFILL FOR UNDERDRAIN
- ⑤ UNDERDRAIN PIPE, 4 IN. DIAM.
- ⑥ CRUSHED SURFACING BASE COURSE
- ⑦ HMA FOR PAVEMENT REPAIR, CL 1/2 IN, PG 64-22



SITE 3- NE 12TH PLACE AND 225TH AVE NE NEAR HOUSE # 1207 AT
CUL-DE-SAC
(NOT TO SCALE)

GENERAL NOTES:

1. EXCAVATE AND BACKFILL FOR TRENCH DRAIN WITH PIPE PER TYPICAL DETAIL. THE MINIMUM TRENCH EXCAVATION DEPTH IS ONE FOOT BELOW SUBGRADE
2. THE EDGES OF THE EXISTING PAVEMENT SHALL BE SQUARED OFF TO FORM A UNIFORM SHAPE WITH EDGES TRANSVERSE AND PARALLEL TO THE ROADWAY.
3. PLACE HMA IN MAXIMUM LIFTS OF 0.35'
4. GEOTEXTILE USED FOR UNDERGROUND DRAINAGE SHALL BE NON-WOVEN, MODERATE SURVIVABILITY CLASS B AND SHALL CONFORM WITH WSDOT 9-33.

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SHEET 3-4 DRAINAGE 2016.DWG

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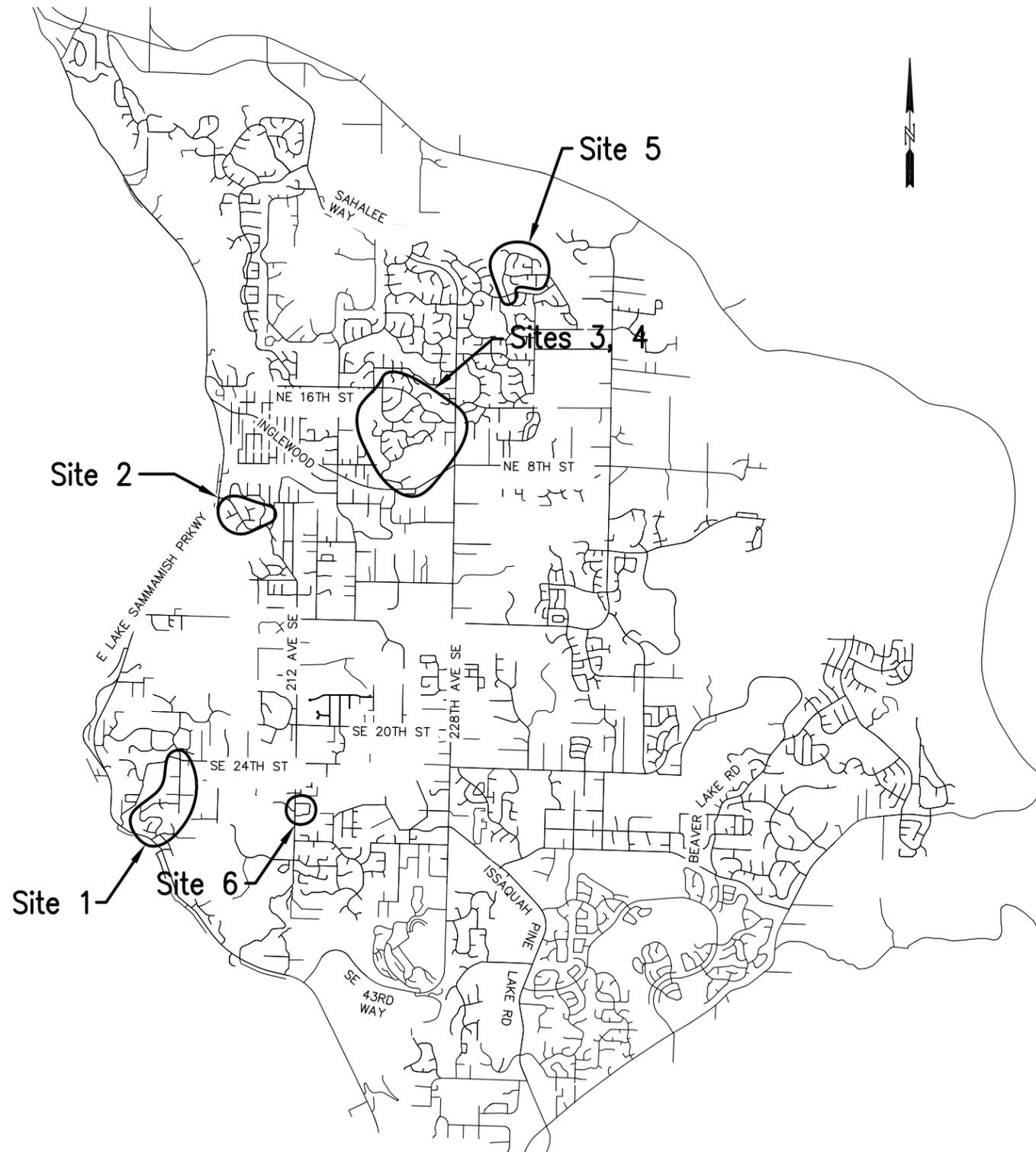


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2016 PAVEMENT PROGRAM
OVERLAYS
UNDERGROUND DRAINAGE & STORMWATER

PROJECT NUMBER	
SHEET	OF
4	26



2016 Pavement Program – Overlays Vicinity Map

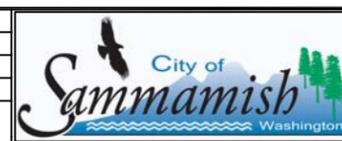
SIDEWALK ITEMS SUMMARY					
SITE	REPAIR NUMBER	STREET	NEAREST ADDRESS	CURB AND GUTTER (LF)	SIDEWALK (LF)
SITE 3	1	224TH AVE NE	1440-1453	80	0
	2	NE 14TH DR	22219	60	60
	3	NE 14TH DR	22208	0	10
	4	NE 16TH ST	1712	0	10
	5	NE 14TH DR	22401	10	0
	6	224TH PL NE	22431	10	0
	7	224TH PL NE	1301	10	0
	8	224TH PL NE	22417	10	0
	9	NE 14TH DR	22431	10	0
	10	NE 14TH DR	22439	10	0
	11	NE 14TH DR	22438	10	10
	12	NE 14TH DR	22626	10	0
	13	NE 12TH PL	22729	10	0
	14	NE 12TH PL	22716	10	0
SITE 4	1	NE 9TH DR	22502	10	10
	2	NE 10TH ST	22479	0	10
	3	NE 10TH ST	22469	0	10
	4	NE 10TH ST	934	0	10
	5	NE 10TH ST	22426	15	0
	6	NE 9TH DR	22448	10	10
	7	NE 9TH DR	22447	0	5
	8	NE 9TH DR	22439	0	10
	9	NE 9TH DR	22413	0	5
	10	NE 9TH DR	903	0	5
	11	NE 9TH DR	22206	0	10
	12	NE 9TH DR	805	15	0
	13	221TH AVE NE	951	20	0
	14	221TH AVE NE	1121	20	0
	15	NE 10TH PL	22109	10	0
SITE 5	1	235TH PL NE	2815	30	0
	2	NE 29TH PL	23411	10	0
	3	NE 29TH PL	23408	10	0
	4	NE 29TH CT	23230	0	20
SITE 6	1	SE 28TH ST	21238	20	20
	2	213TH AVE SE	2804	20	20

	PLAN QTY	AS DIRECTED QTY	TOTAL QTY
Item Description			
Cement Concrete Curb and Gutter Repair	LF 400	LF 50	450 LF
Cement Concrete Sidewalk Repair	LF 265	LF 50	315 LF

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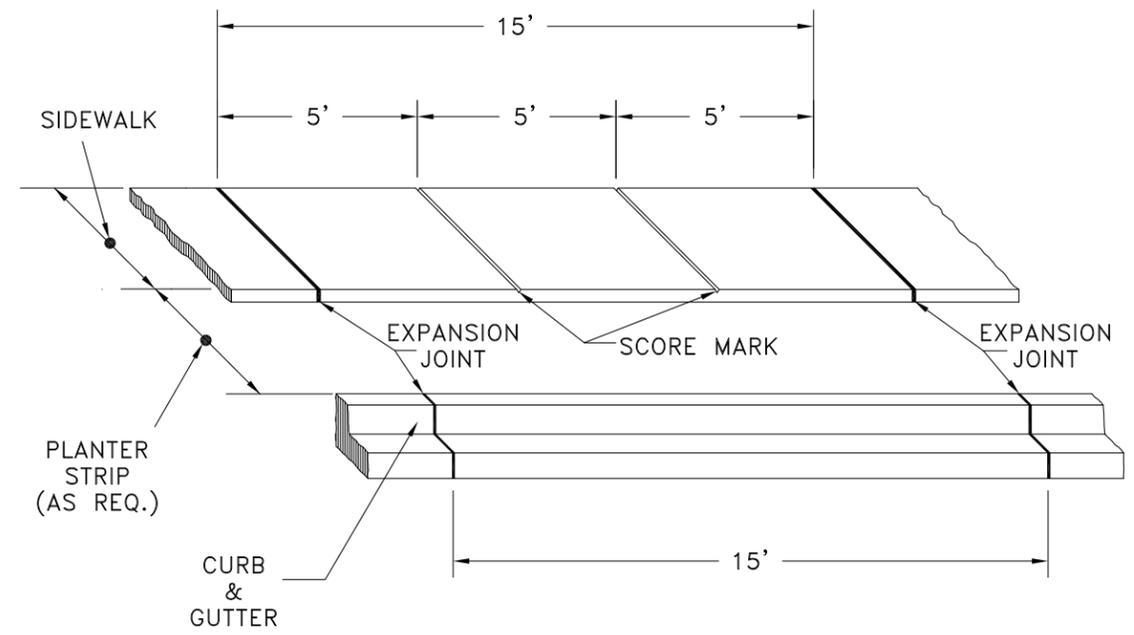
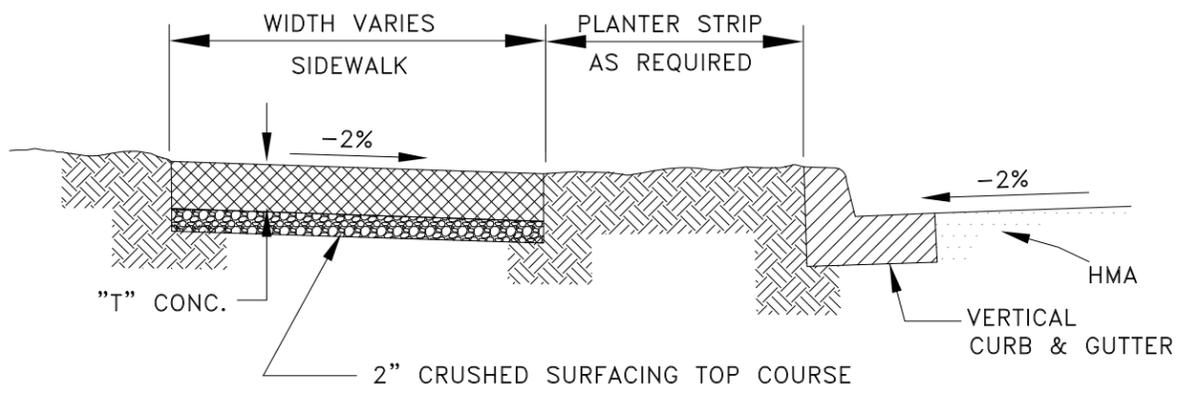
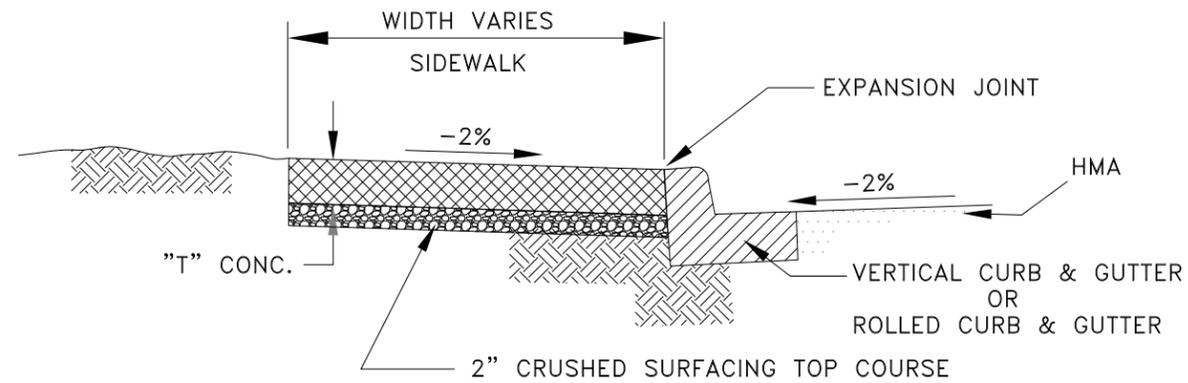
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2016 PAVEMENT PROGRAM OVERLAYS SIDEWALK

PROJECT NUMBER	
SHEET	OF
5	26

PROJECT MANAGER / ENGINEER



GENERAL NOTES:

1. EXPANSION JOINT MATERIAL TO BE 3/8" THICK PREMOLDED JOINT FILLER FULL THICKNESS OF CONCRETE.
2. FORM AND SUBGRADE INSPECTION REQUIRED BEFORE POURING CONCRETE.
3. SCORE MARKS SHALL BE ±1/8" WIDE BY ±1/4" DEEP. FOR SIDEWALKS OVER 8' IN WIDTH, A LONGITUDINAL SCORE MARK SHALL BE MADE ALONG CENTER OF WALK.
4. EXPANSION JOINTS SHALL BE INSTALLED IN CURB AND GUTTER AND IN SIDEWALK AT PC AND PT AT ALL CURB RETURNS. EXPANSION JOINTS SHALL BE PLACED IN SIDEWALK AT SAME LOCATIONS AS THOSE IN CURB AND GUTTER WHEN SIDEWALK IS ADJACENT TO CURB AND GUTTER, UNLESS OTHERWISE DIRECTED BY ENGINEER.

SIDEWALK THICKNESS TABLE

"T"	LOCATION
4"	INDEPENDENT RESIDENTIAL SIDEWALK
4"	ADJACENT TO VERTICAL FACE CURB
5"	ADJACENT TO ROLL CURB
6"	ACROSS DRIVEWAYS & COMMERCIAL SIDEWALK

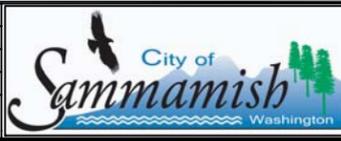
SIDEWALK REPAIRS

SIDEWALK SPACING
EXPANSION JOINTS & SCORE MARKS

SHEET 7 SIDEWALK DETAIL 2016.DWG 3/23/2016 8:12:48 PM

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5	REVTXT5		



2016 PAVEMENT PROGRAM
OVERLAYS
CURB, GUTTER & SIDEWALK REPAIR

PROJECT NUMBER	
SHEET	OF
7	26

ADA RAMP DETAILS						
SITES	X-STREET	Y-STREET	# RAMPS PER LOC.	RAMP TOTAL QTY (LF)	SIDEWALK (LF)	CURB AND GUTTER (LF)
3	NE 12TH PL	0	2	60	20	10
	NE 12TH PL	NE 12TH PL	4	120	40	20
	NE 12TH PL	NE 9TH DR	4	120	40	20
	NE 14TH DR	225TH AVE NE	2	60	20	10
	NE 14TH DR	224TH PL NE	4	120	40	20
	NE 13TH CT	224TH PL NE	4	120	40	20
	NE 12TH CT	224TH PL NE	4	120	40	20
	NE 14TH DR	224TH AVE NE	4	120	40	20
	NE 14TH DR	223TH PL NE	4	120	40	20
	NE 14TH DR	222ND PL NE	4	120	40	20
4	225TH CT NE	NE 9TH DR	4	120	40	20
	224TH AVE NE	NE 9TH DR	4	120	40	20
	223RD PL NE	NE 9TH DR	4	120	40	20
	223TH CT NE	NE 9TH DR	4	120	40	20
	221TH AVE SE	NE 9TH DR	4	120	40	20
	-	NE 10TH ST	4	120	40	20
	224TH CT NE	NE 10TH ST	2	60	20	10
	NE 10TH ST	NE 11TH PL	4	120	40	20
	-	NE 11TH PL	4	120	40	20
	NE 11TH PL	222ND PL NE	4	120	40	20
	NE 11TH PL	221ST CT NE	4	120	40	20
	NE 11TH ST	221TH AVE NE	4	120	40	20
	NE 10TH PL	221TH AVE NE	4	120	40	20
	NE 9TH PL	221TH AVE NE	4	120	40	20
5	NE 27TH ST	236TH PL NE	4	120	40	20
	NE 27TH ST	235TH PL NE	4	120	40	20
	NE 27TH ST	235TH CT NE	4	120	40	20
	NE 27TH ST	234TH AVE NE	4	120	40	20
	-	234TH AVE NE	4	120	40	20

ADA RAMP DETAILS (CONT.)						
SITES	X-STREET	Y-STREET	# RAMPS PER LOC.	RAMP TOTAL QTY (LF)	SIDEWALK (LF)	CURB AND GUTTER (LF)
5	NE 27TH ST	233TH PL NE	4	120	40	20
	NE 25TH WAY	233TH PL NE	2	60	20	10
	NE 29TH CT	223TH PL NE	4	120	40	20
	NE 29TH PL	234TH PL NE	4	120	40	20
	234TH PL NE	NE 29TH ST	4	120	40	20
	NE 28TH PL	235TH PL NE	4	120	40	20
	6	SE 29TH ST	212TH AVE SE	2	60	20
SE 28TH ST		212TH AVE SE	2	60	20	10
7	SE 37TH PL	ISSAQUAH PINE LAKE ROAD	2	60	20	10
	SE 37TH PL	204TH PL SE	4	120	40	20
	SE 37TH PL	241TH CT ST	4	120	40	20
	SE 37TH PL	241TH PL SE	4	120	40	20
	SE 32ND ST	241TH AVE SE	2	60	20	10
	SE 37TH PL	242TH AVE SE	4	120	40	20
	SE 37TH PL	243RD AVE SE	4	120	40	20
	SE 37TH PL	SE 37TH ST	4	120	40	20
	SE 39TH PL	245TH AVE SE	4	120	40	20
	SE 40TH PL	245TH AVE SE	4	120	40	20
	SE KLAHANIE BLVD	245TH AVE SE	2	60	20	10

NOTES:

1. TYPICAL WIDTH OF SIDEWALK IS 5 FEET. ENGINEER WILL ADJUST UNIT COST PROPORTIONAL TO WIDTH WHERE SIDEWALK WIDTH IS NOT 5 FEET.
2. EACH RAMP ALTERATION LOCATION IS ESTIMATED TO REQUIRE 30 FEET OF SIDEWALK REPLACEMENT. FINAL MEASUREMENTS WILL BE BASED ON ACTUAL AMOUNT REPLACED.

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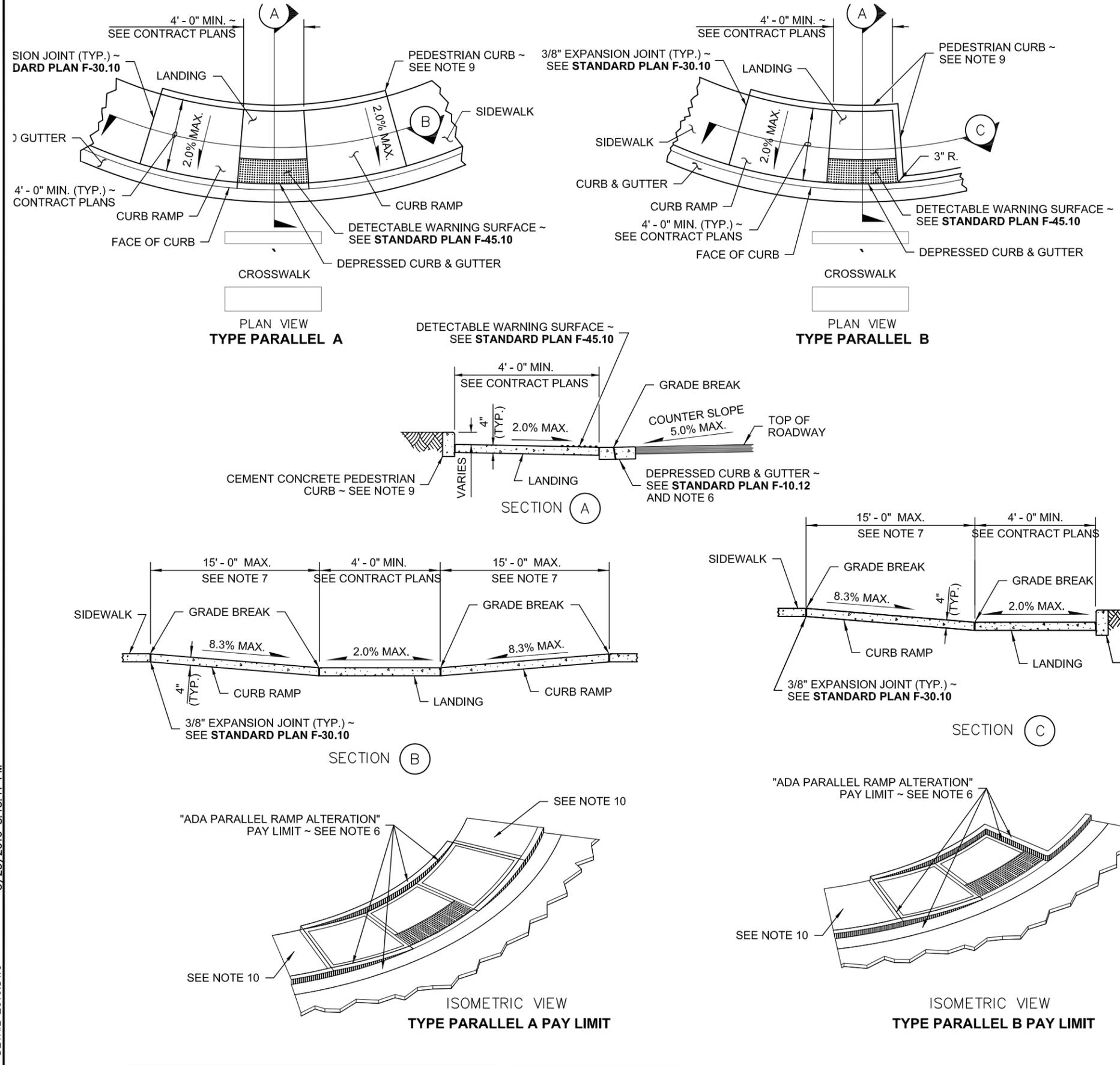


2016 PAVEMENT PROGRAM
OVERLAYS
ADA RAMP QUANTITIES

PROJECT NUMBER	
SHEET	OF
8	26

PROJECT MANAGER / ENGINEER

SHEET 8 RAMP DETAIL 2016.DWG 3/23/2016 8:13:11 PM



1. Provide a separate Curb Ramp for each marked or unmarked crosswalk. Curb Ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances in front of the Curb Ramp or on any part of the Curb Ramp or Landing.
4. See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "ADA Parallel Ramp Alteration" includes the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb.
7. The Curb Ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15-foot max. length, the running slope of the curb ramp shall be as flat as feasible.
8. Curb Ramp, Landing, and Flares shall receive broom finish. See **Standard Specifications 8-14**.
9. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.
10. When existing sidewalk slope next to ramp exceeds 2% slope, transition from ramp cross slope to existing sidewalk cross slope in the first five feet of sidewalk adjacent to the ramp. This work is included in "Cement Concrete Sidewalk Remove & Replace."

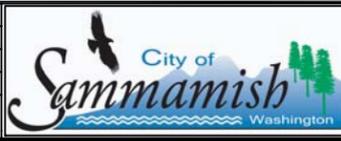
LEGEND
 SLOPE IN EITHER DIRECTION

PARALLEL CURB RAMP

6/20/13

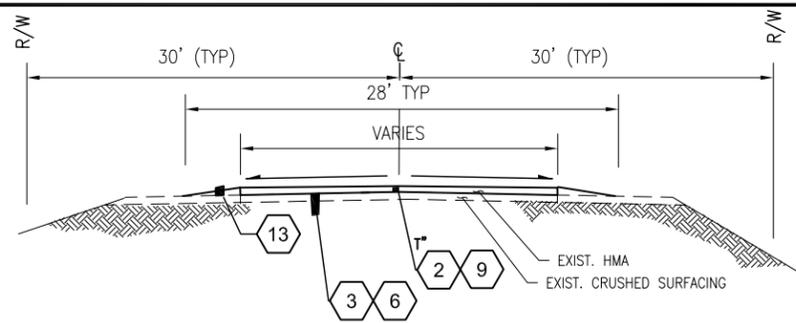
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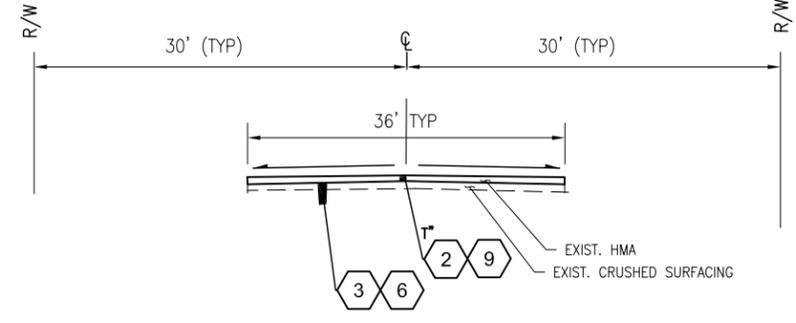


2016 PAVEMENT PROGRAM
 OVERLAYS
 CURB, GUTTER & SIDEWALK REPAIR

PROJECT NUMBER	
SHEET	OF
9	26



TYPICAL OVERLAY SECTION "A"



TYPICAL OVERLAY SECTION "B"

- 1** SITE 1 PREPARATION
1. TRIM AND REMOVE VEGETATION ALONG EDGE OF PAVEMENT.
 2. EXPOSE EDGE OF PAVEMENT.
 3. REMOVE THERMOPLASTIC AND RAISED PAVEMENT MARKERS.
 4. CLEAN PAVEMENT SURFACE.
- #** SITE 1 CONSTRUCTION NOTES
1. RESTORE WATER BERMS IN SE 29TH ST (170FT), SE 31ST PL (265FT), AT 197TH AVE SE (280FT) AND SE 32ND ST (270FT).
 2. ADD WATER BERM TO THE DRIVEWAY ENTRANCE OF THE HOUSE #19825 AT SE 29TH ST.

BUTT JOINT LOCATIONS AND AREAS			
STREET	AT	D (FT)	AREA (SYD)
SE 32 ST	LK SAMP PKY	15	120
SE 32 ST	PVMT CHANGE	15	80
200 AVE SE	SE 24 ST	15	105

STREET SCHEDULE																					
LOCATION CODE	STREET	FROM	TO	TYPICAL	TYP WIDTH	LENGTH	AREA	F	2	3	5	6	9	13	14	15	16	17	18	20	21
									SYD	SYD	FT	TON	TON	TON	EA						
1-1	SE 32ND ST	ES of E LK SAMMAMISH PKY SE	NS OF 198 AV SE	C	36	190	775	1.5	0	38	0	7	65	0	2	2	0	2	2	2	0
1-2	SE 31ST PL	DEAD END WEST	WS of 198 AV SE	B	20	315	1350	1.5	0	10	40	2	115	0	5	3	0	2	5	2	1
1-3	197TH AVE SE	NS of SE 31 PL	DEAD END NORTH	B	20	370	1095	1.5	0	15	40	2	95	0	3	1	0	2	3	0	1
1-4	198TH AVE SE	NS of SE 32 ST	ST SIGN of SE 30 ST	A	28	730	2130	1.5	2130	180	0	30	180	0	4	4	0	4	4	0	0
1-5	SE 30TH ST	ST SIGN of 198 AV SE	ST SIGN of 196 AV SE	A	20	745	1955	1.5	1955	150	0	25	165	0	0	2	0	0	0	0	0
1-6	196TH AVE SE	ST SIGN of SE 29 ST	ST SIGN of SE 30 ST	A	20	280	640	1.5	640	0	0	0	55	0	0	2	0	0	0	0	0
1-7	SE 29TH ST	ES of 196 AV SE	WS of 200 AV SE	A	20	750	4079	1.5	4079	115	0	20	340	6	7	9	0	0	7	10	0
1-8	198TH AVE SE	DEAD END SOUTH	SE 29 ST	A	20	200	650	1.5	650	650	0	110	55	0	1	1	0	0	1	1	0
1-9	200TH AVE SE	DEAD END SOUTH	SS of SE 24 ST	B	20	1820	3995	1.5	105	125	160	20	335	6	5	3	1	0	5	9	0

- 1 SITE ____ PREPARATION
- 2 PLANING BITUMINOUS PAVEMENT
- 3 PAVEMENT REPAIR EXCAVATION, INCL. HAUL
- 4 HMA BASE COURSE EXCAVATION, INCL HAUL
- 5 DRIVEWAY EDGE PLANING, INCL HAUL
- 6 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22
- 7 HMA BASE COURSE CL. 1/2 IN. PG 64-22
- 8 HMA FOR PRELEVELING CL. 3/8 IN. PG 64-22
- 9 HMA CL. 3/8 IN. PG 64-22
- 10 HMA CL. 1/2 IN. PG 64-22
- 11 HMA WIDE THICKENED EDGE
- 12 PAVEMENT REPAIR ADDITIONAL EXCAVATION, INCL. HAUL AND BACKFILL
- 13 PERMEABLE BALLAST
- 14 INLET PROTECTION
- 15 ADJUST MONUMENT CASE AND COVER
- 16 ADJUST MANHOLE - COS
- 17 ADJUST MANHOLE - _____
- 18 ADJUST CATCH BASIN
- 19 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE
- 20 ADJUST VALVE BOX - _____
- 21 ADJUST METER BOX
- 22 CUL-DE-SAC ISLAND RESTORATION
- 23 EXTRUDED CURB
- 24 REPLACE INDUCTION LOOP VEHICLE DETECTOR
- 25 HMA SHOULDER BASE COURSE EXC., INCL. HAUL
- 26 PAVING STRIP MEMBRANE

3/23/2016 8:13:31 PM SHEET 9-1-WAVERLY HILLS.DWG

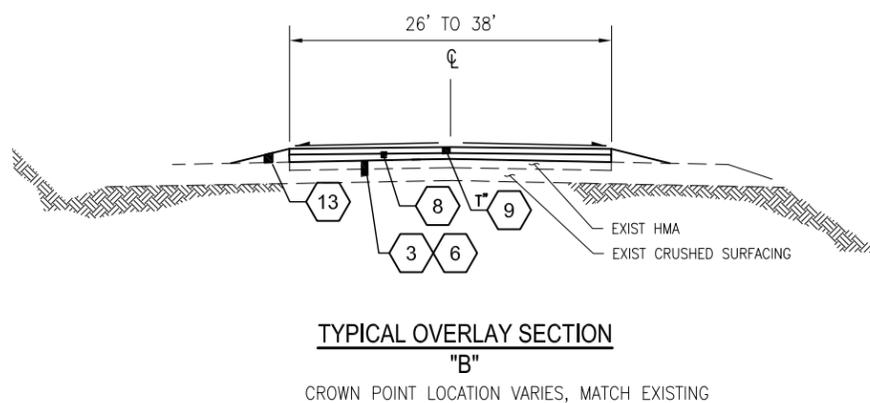
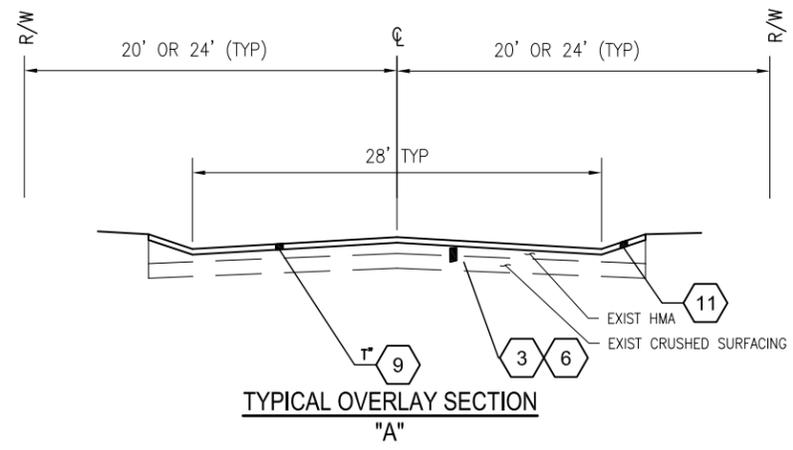
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NO.	REVISIONS	DATE
1	REVTEXT1	2016-01-20
2	REVTEXT2	
3	REVTEXT3	
4	REVTEXT4	
5	REVTEXT5	



2016 PAVEMENT PROGRAM
OVERLAYS
SITE 1 WAVERLY HILLS



CROWN POINT LOCATION VARIES, MATCH EXISTING

- 1 SITE 2 PREPARATION**
1. TRIM AND REMOVE VEGETATION ALONG EDGE OF PAVEMENT.
 2. EXPOSE EDGE OF PAVEMENT.
 3. CLEAN PAVEMENT SURFACE.
 4. REMOVE EXTRUDED CURB (X-1 APPROX 215FT) ON NE 2ND ST AND NE 3RD ST.
 5. REMOVE CUL-DE-SAC EXTRUDED CURB AT NE 3RD ST E OF 207TH AVE NE

- # SITE 2 CONSTRUCTION NOTES**
1. REMOVE & REPLACE CONCRETE WITH HMA ON THE PAVEMENT AT 207TH AVE NE.
 2. REPLACE OLD EXTRUDED CURB WITH WIDE THICKENED EDGE AT NE 2ND ST.
 3. PLACE WATER BERM AT DRIVEWAYS TO #317 AND #321 ON 207TH AVE NE
 4. RESTORE WIDE THICKENED EDGES AND WATER BERMS.

- 1 SITE ____ PREPARATION
- 2 PLANING BITUMINOUS PAVEMENT
- 3 PAVEMENT REPAIR EXCAVATION, INCL. HAUL
- 4 HMA BASE COURSE EXCAVATION, INCL HAUL
- 5 DRIVEWAY EDGE PLANING, INCL HAUL
- 6 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22
- 7 HMA BASE COURSE CL. 1/2 IN. PG 64-22
- 8 HMA FOR PRELEVELING CL. 3/8 IN. PG 64-22
- 9 HMA CL. 3/8 IN. PG 64-22
- 10 HMA CL. 1/2 IN. PG 64-22
- 11 HMA WIDE THICKENED EDGE
- 12 PAVEMENT REPAIR ADDITIONAL EXCAVATION, INCL. HAUL AND BACKFILL
- 13 PERMEABLE BALLAST
- 14 INLET PROTECTION
- 15 ADJUST MONUMENT CASE AND COVER
- 16 ADJUST MANHOLE - COS
- 17 ADJUST MANHOLE - _____
- 18 ADJUST CATCH BASIN
- 19 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE
- 20 ADJUST VALVE BOX - _____
- 21 ADJUST METER BOX
- 22 CUL-DE-SAC ISLAND RESTORATION
- 23 EXTRUDED CURB
- 24 REPLACE INDUCTION LOOP VEHICLE DETECTOR
- 25 HMA SHOULDER BASE COURSE EXC., INCL. HAUL
- 26 PAVING STRIP MEMBRANE

BUTT JOINT SCHEDULE (FOR INFORMATION ONLY)

STREET	AT	MPH	D (FT)	AREA (SYD)
NE 3RD ST	THOMPSON RD NE	25	15	125
NE 2ND ST	THOMPSON RD NE	25	15	75

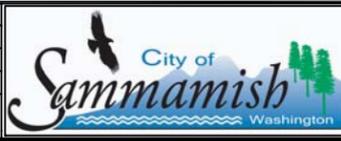
STREET SCHEDULE

LOCATION CODE	STREET	FROM	TO	TYPICAL	TYP WIDTH	LENGTH	AREA	T	2	3	5	6	8	9	11	13	14	15	17	18	20	21	22	23	
					FT	FT	SYD	IN	SYD	SYD	FT	TON	TON	TON	LF	TON	EA	LF							
2-1	NE 3RD ST	DEAD END WEST	WS OF THOMPSON RD NE	A	28	430	1660	1.5	125	870	80	145	0	140	840	0	2	4	2	2	4	1	0	0	
2-2	205TH CT NE	DEAD END NORTH	NS OF NE 3 ST	A	28	185	1040	1.5	0	425	40	70	0	90	540	0	2	1	0	2	0	0	0	0	
2-3	NE 2ND ST	ES OF THOMPSON RD NE	DEAD END EAST	B	VARIES	400	1275	1.5	75	395	40	65	70	105	60	10	1	2	0	1	0	0	0	0	
2-4	207TH AVE NE	NS OF NE 2 ST	DEAD END NORTH	B	VARIES	480	2150	1.5	0	390	60	65	0	180	200	20	6	4	0	6	2	1	0	90	
2-5	NE 3RD ST	ES OF 207 AV NE	DEAD END EAST	A	28	250	1265	1.5	0	50	60	8	0	140	450	0	5	1	0	5	2	0	1	175	

1/20/2016 ddllmen SHEET 10-2-EDEN.DWG

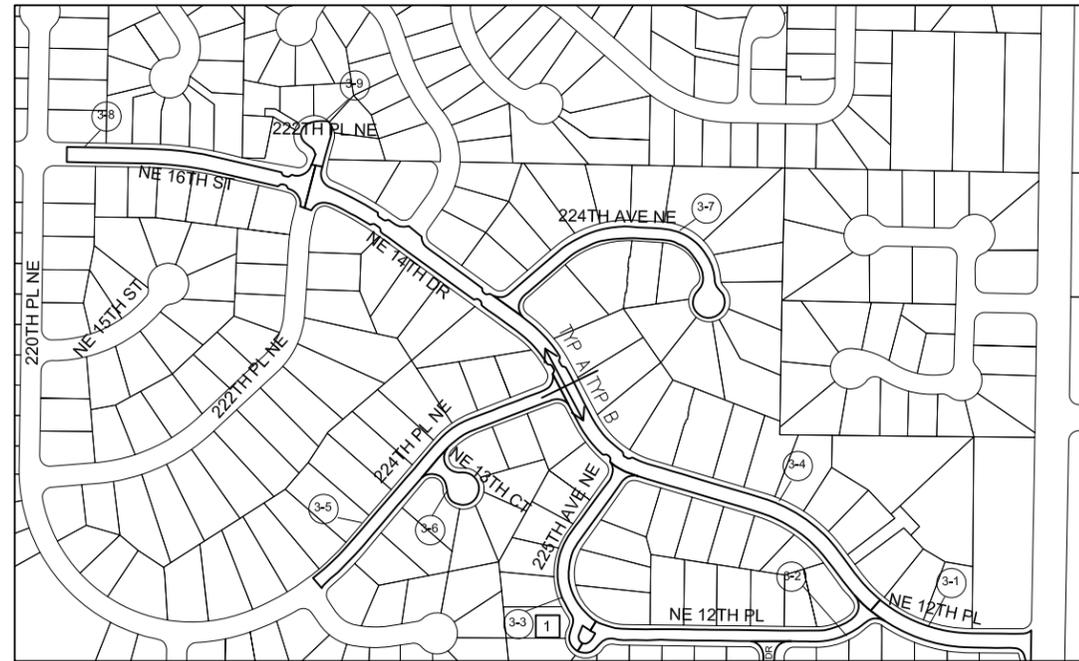


NO.	REVISIONS	DATE
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2	REVTXT2	
3	REVTXT3	
4	REVTXT4	
5	REVTXT5	

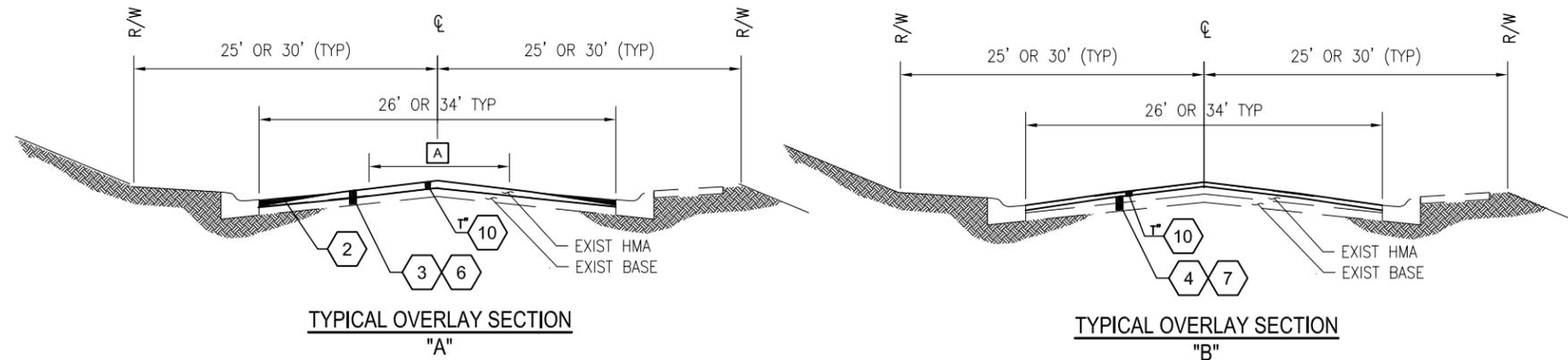


**2016 PAVEMENT PROGRAM
OVERLAYS
SITE 2 EDEN VIEW**

PROJECT NUMBER	SHEET	OF
	11	26



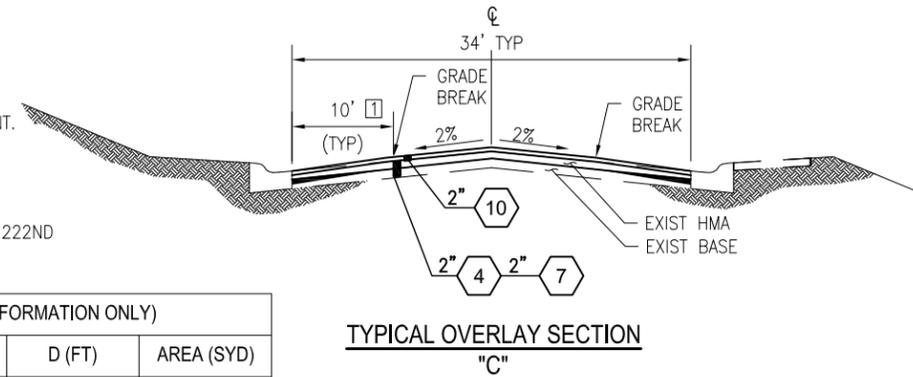
SITE 3 CONSTRUCTION NOTES
 1 INSTALL UNDERDRAIN WITH PIPE AT 225TH AVE NE (SEE SHEET 4)



- A** PLANE 1/2" DEEP HMA ONLY AT LOCATION 3-7 TO GROOVE PAVEMENT ON STEEP SLOPE
- 1** SITE 3 PREPARATION
1. TRIM AND REMOVE VEGETATION ALONG EDGE OF PAVEMENT.
 2. EXPOSE EDGE OF PAVEMENT
 3. CLEAN PAVEMENT SURFACE
 4. REMOVE THERMOPLASTICS
 5. REMOVE RAISED PAVEMENT MARKERS
 6. REMOVE EXTRUDED CURB IN CUL DE SAC ISLAND (3-9, 222ND PL SE)

BUTT JOINT SCHEDULE (FOR INFORMATION ONLY)

STREET	AT	D (FT)	AREA (SYD)
NE 16 ST	WEST END	15	60
NE 16 ST/NE 14 DR	NORTH END	15	60
NE 16 ST/NE 14 DR	SOUTH END	15	60
224 PL NE	SOUTH END	15	60
NE 12 PL	228 AVE NE	15	160



1 TAPER DEPTH OF BASE COURSE EXCAVATION FROM 2" TO 4" AT FACE OF GUTTER.

SEE PREVIOUS SHEET FOR DETAILS OF ITEMS

STREET SCHEDULE

LOCATION CODE	STREET	FROM	TO	TYPICAL	TYP WIDTH	LENGTH	AREA	T	2	3	4	5	6	7	10	12	14	15	16	17	18	20	21	22	23	
					FT	FT	SYD	IN	SYD	SYD	SYD	FT	TON	TON	TON	CY	EA	EA								
3-1	NE 12TH PL	ST SIGN of NE 14 DR	WS of 228 AV NE	A	34	440	1685	2	1685	80	0	0	15	0	185	0	5	0	0	2	5	1	0	0	0	0
3-2	NE 12TH PL	ST SIGN of 225 AV NE	SS of NE 14 DR	A	26	725	2335	2	2335	390	0	0	65	0	260	5	9	1	0	3	9	2	0	0	0	0
3-3	225TH AVE NE	ST SIGN of NE 12 PL	SS of NE 14 DR	B	26	455	1630	2	1630	0	1630	0	0	180	180	0	4	3	0	1	4	0	0	0	0	0
3-4	NE 14TH DR	ES of 222 PL NE	ST SIGN of NE 12 PL	A/B	34	1780	7295	2	7295	450	0	0	75	0	815	0	21	10	0	5	21	2	1	0	0	0
3-5	224TH PL NE	ST SIGN of NE 12 PL	WS of NE 14 DR	A	26	830	2540	2	1350	240	0	0	40	0	285	0	6	2	0	4	6	2	0	0	0	0
3-6	NE 13TH CT	SS of 224 PL NE	DEAD END SOUTH	A	26	105	815	2	260	55	0	0	10	0	30	0	2	0	0	0	2	0	0	0	0	0
3-7	224TH AVE NE	NS of NE 14 DR	DEAD END SOUTH	B	26	685	2550	2	2550	205	0	60	35	0	285	0	8	5	0	4	8	1	0	0	0	0
3-8	NE 16TH ST	ES of Pvmt Chg WIDTH	WS of 222 PL NE	A	34	615	2555	2	1355	930	0	0	155	0	150	0	6	3	0	2	6	4	1	0	0	0
3-9	222ND PL NE	N OF NE 16TH ST	DEAD END NORTH	A	26	110	330	2	160	40	0	0	5	0	35	0	0	0	0	0	0	0	0	1	100	

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INGLEWOOD GLEN.DWG

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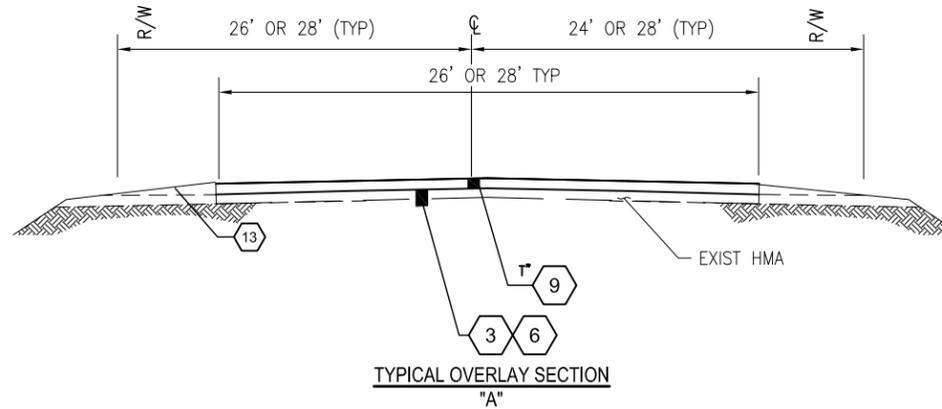
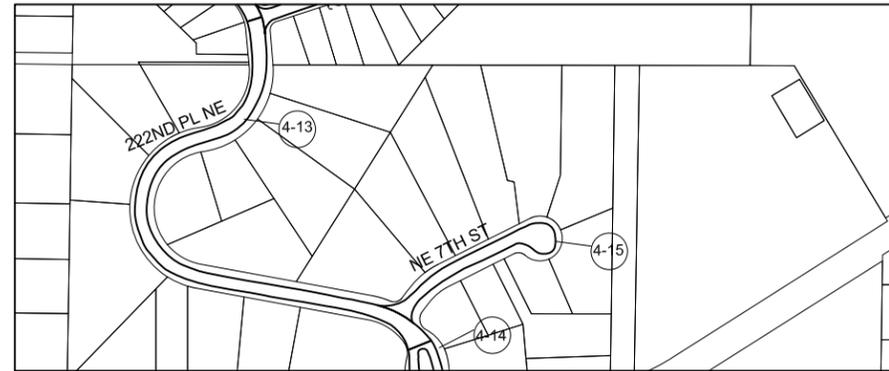


NO.	REVISIONS	DATE	DATE
1	REVTEXT1		2016-01-20
2	REVTEXT2		DESIGNED BY
3	REVTEXT3		DRAWN BY
4	REVTEXT4		REVIEWED BY
5	REVTEXT5		



2016 PAVEMENT PROGRAM
 OVERLAYS
 SITE 3 INGLEWOOD GLEN

PROJECT NUMBER	SHEET	OF
	12	26



- 1 SITE 4-B PREPARATION
1. TRIM AND REMOVE VEGETATION ALONG EDGE OF PAVEMENT.
 2. EXPOSE EDGE OF PAVEMENT.
 3. REMOVE THERMOPLASTIC.
 4. CLEAN PAVEMENT SURFACE.

- SITE 4-B CONSTRUCTION NOTES
1. REPLACE WATER BERMS ALONG 222ND PL NE

BUTT JOINT SCHEDULE (FOR INFORMATION ONLY)				
STREET	AT	MPH	D (FT)	AREA (SYD)
222 PL NE	INGLEWOOD HILL RD	25	15	220

STREET SCHEDULE																				
LOCATION CODE	STREET	FROM	TO	TYPICAL	TYP WIDTH	LENGTH	AREA	F	2	3	6	9	12	13	14	15	17	18	20	22
									SPWSD	SPWSD	EA	EA	EA	EA	EA	EA	EA	EA		
4-13	222ND PL NE	NS OF 222ND PL NE	WS OF NE 7TH DR	A	28	1425	4950	1.5	0	25	5	415	0	65	5	4	2	0	1	0
4-14	222ND PL NE	SS of 222ND PL NE	NS of INGLEWOOD	A	28	126	860	1.5	220	15	2	75	0	10	1	0	0	1	0	0
4-15	NE 7TH ST	DEAD END EAST	ES of 222ND PL NE	A	26	430	1720	1.5	0	610	105	145	1670	20	2	4	0	1	3	0

- 1 SITE ____ PREPARATION
- 2 PLANING BITUMINOUS PAVEMENT
- 3 PAVEMENT REPAIR EXCAVATION, INCL. HAUL
- 4 HMA BASE COURSE EXCAVATION, INCL HAUL
- 5 DRIVEWAY EDGE PLANING, INCL HAUL
- 6 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22
- 7 HMA BASE COURSE CL. 1/2 IN. PG 64-22
- 8 HMA FOR PRELEVELING CL. 3/8 IN. PG 64-22
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- 10 HMA CL. 1/2 IN. PG 64-22
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- 13 PERMEABLE BALLAST
- 14 INLET PROTECTION
- 15 ADJUST MONUMENT CASE AND COVER
- 16 ADJUST MANHOLE - COS
- 17 ADJUST MANHOLE - _____
- 18 ADJUST CATCH BASIN
- 19 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE
- 20 ADJUST VALVE BOX - _____
- 21 ADJUST METER BOX
- 22 CUL-DE-SAC ISLAND RESTORATION
- 23 EXTRUDED CURB
- 24 REPLACE INDUCTION LOOP VEHICLE DETECTOR
- 25 HMA SHOULDER BASE COURSE EXC., INCL. HAUL
- 26 PAVING STRIP MEMBRANE

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SHEET 12-4-5-6-DEMEREY HILL.DWG

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1	REVTXT1		DESIGNED BY	
2	REVTXT2		DRAWN BY	
3	REVTXT3		REVIEWED BY	
4	REVTXT4			
5	REVTXT5			



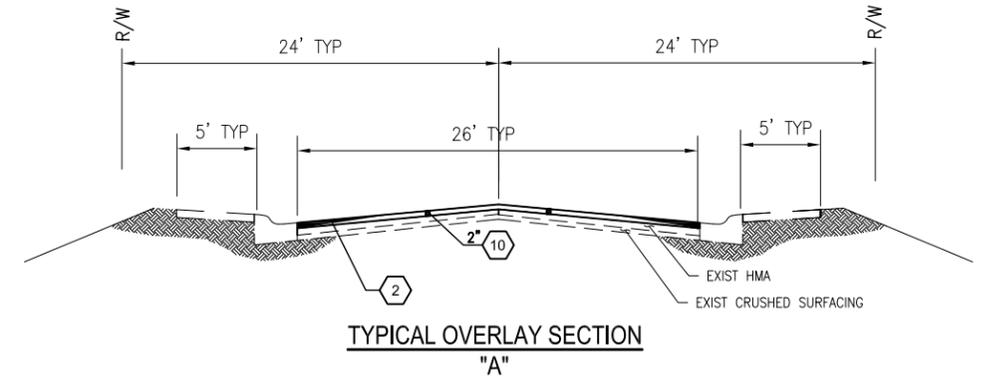
2016 PAVEMENT PROGRAM
OVERLAYS
SITE 4-B INGLEWOOD RIDGE

PROJECT NUMBER	
SHEET	OF
14	26



- 1 SITE 6 PREPARATION**
1. TRIM AND REMOVE VEGETATION ALONG EDGE OF PAVEMENT.
 2. EXPOSE EDGE OF PAVEMENT.
 3. REMOVE THERMOPLASTIC.
 4. CLEAN PAVEMENT SURFACE.

- 1 SITE 6 CONSTRUCTION NOTES**
1. RESTORE WIDE THICKENED EDGES.



- 1 SITE ___ PREPARATION
- 2 PLANING BITUMINOUS PAVEMENT
- 3 PAVEMENT REPAIR EXCAVATION, INCL. HAUL
- 4 HMA BASE COURSE EXCAVATION, INCL HAUL
- 5 DRIVEWAY EDGE PLANING, INCL HAUL
- 6 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22
- 7 HMA BASE COURSE CL. 1/2 IN. PG 64-22
- 8 HMA FOR PRELEVELING CL. 3/8 IN. PG 64-22
- 9 HMA CL. 3/8 IN. PG 64-22
- 10 HMA CL. 1/2 IN. PG 64-22
- 11 HMA WIDE THICKENED EDGE
- 12 PAVEMENT REPAIR ADDITIONAL EXCAVATION, INCL. HAUL AND BACKFILL
- 13 PERMEABLE BALLAST
- 14 INLET PROTECTION
- 15 ADJUST MONUMENT CASE AND COVER
- 16 ADJUST MANHOLE - COS
- 17 ADJUST MANHOLE - _____
- 18 ADJUST CATCH BASIN
- 19 ADJUSTING MANHOLES AND CATCH BASINS TO GRADE
- 20 ADJUST VALVE BOX - _____
- 21 ADJUST METER BOX
- 22 CUL-DE-SAC ISLAND RESTORATION
- 23 EXTRUDED CURB
- 24 REPLACE INDUCTION LOOP VEHICLE DETECTOR
- 25 HMA SHOULDER BASE COURSE EXC., INCL. HAUL
- 26 PAVING STRIP MEMBRANE

BUTT JOINT LOCATIONS AND AREAS			
STREET	AT	D (FT)	AREA (SYD)
SE 28TH ST	212TH AVE NE	15	115
SE 29TH ST	212TH AVE NE	15	115

STREET SCHEDULE																
LOCATION CODE	STREET	FROM	TO	TYPICAL	TYP WIDTH	LENGTH	AREA	T	2	10	11	14	15	17		20
														SPWSD	EA	
					FT	FT	SYD	IN	SYD	TON	FT	EA	EA	EA	EA	EA
6-1	SE 28TH ST	ES of 212TH AVE SE	NS OF 213TH AVE SE	A	26	500	1840	2	1110	205	100	5	1	2	5	1
6-2	213TH AVE SE	NS OF 29TH ST	SS of SE 28TH ST	A	26	300	1275	2	0	145	0	3	4	2	3	2
6-3	SE 29TH ST	ES of 212TH AVE SE	WS OF 213TH AVE SE	A	26	450	2265	2	1110	255	100	3	3	1	3	1

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SHEET 13-7-8-PINE ACRES.DWG

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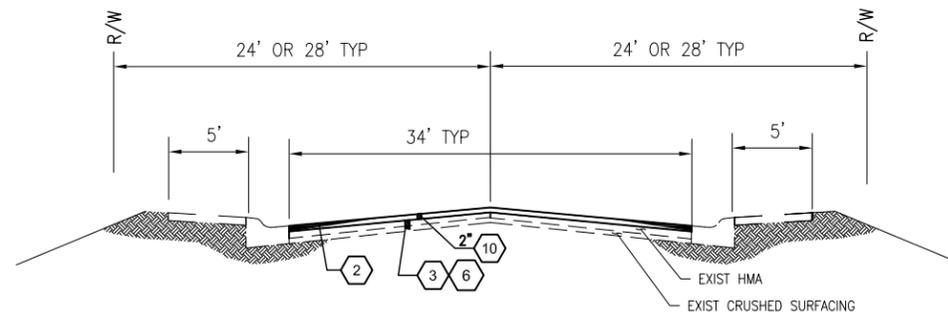
NO.	REVISIONS	DATE
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2	REVTEXT2	DESIGNED BY
3	REVTEXT3	DRAWN BY
4	REVTEXT4	REVIEWED BY
5	REVTEXT5	



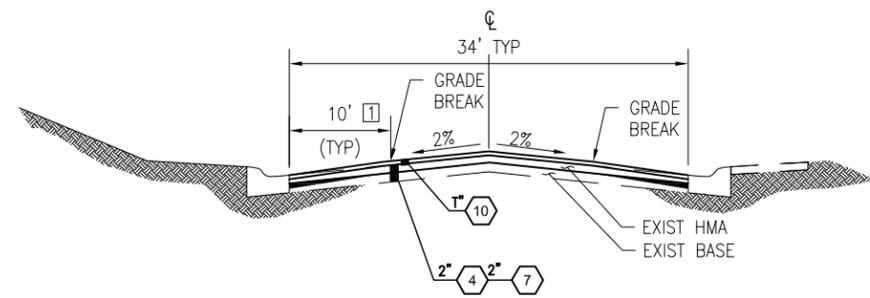
2016 PAVEMENT PROGRAM
OVERLAYS
SITE 6- PINEBROOK MEADOWS

PROJECT NUMBER	
SHEET	OF
16	26

PROJECT MANAGER / ENGINEER



TYPICAL OVERLAY SECTION "A"



TYPICAL OVERLAY SECTION "B"

- 1 SITE 7 PREPARATION**
1. TRIM AND REMOVE VEGETATION ALONG EDGE OF PAVEMENT.
 2. REMOVE THERMOPLASTIC.
 3. CLEAN PAVEMENT SURFACE.
 4. CRACK SEAL THE LOCATIONS WHERE MARKED AS "CS" AT 241TH AVE SE

- SITE 7 CONSTRUCTION NOTES**
1. REMOVE THE CONCRETE CROSSWALK AT 241TH AVE SE (9-3) AND REPLACE WITH HMA.
 2. REMOVE AND REPLACE SPEED BUMPS AT 241TH AVE SE (9-3)

□ TAPER DEPTH OF BASE COURSE EXCAVATION FROM 2" TO 4" AT FACE OF GUTTER.

- 1 SITE PREPARATION
- 2 PLANING BITUMINOUS PAVEMENT
- 3 PAVEMENT REPAIR EXCAVATION, INCL. HAUL
- 4 HMA BASE COURSE EXCAVATION, INCL HAUL
- 5 DRIVEWAY EDGE PLANING, INCL HAUL
- 6 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22
- 7 HMA BASE COURSE CL. 1/2 IN. PG 64-22
- 8 HMA FOR PRELEVELING CL. 3/8 IN. PG 64-22
- 9 HMA CL. 3/8 IN. PG 64-22
- 10 HMA CL. 1/2 IN. PG 64-22
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- 26 PAVING STRIP MEMBRANE

BUTT JOINT LOCATIONS AND AREAS			
STREET	AT	D (FT)	AREA (SYD)
SE 37TH PL	LK SAMM PKY	15	120
241ST AVE SE	SE 32ND ST	15	80
245TH AVE SE	KLAHANIE BLVD	15	105

STREET SCHEDULE																				
LOCATION CODE	STREET	FROM	TO	TYPICAL	TYP WIDTH	LENGTH	AREA	F	2	3	4	6	7	10	14	15	16	17	18	20
					FT	FT	SYD	IN	SYD	SYD	SYD	TON	TON	TON	EA	EA	EA	EA	EA	EA
7-1	SE 37H PL	DEAD END WEST	WS OF 240TH PL SE	B	34	538	2142	2	1380	0	2142	0	240	240	4	3	0	4	4	4
7-2	SE 37TH PL	WS of 240TH PL SE	WS of 241TH CT SE	B	34	398	1597	2	940	0	1597	0	180	180	4	6	0	2	4	0
7-3	241TH AVE SE	NS of SE 37 PL	DEAD END NORTH	A/B	34	1879	7358	2	1605	205	2160	35	240	820	19	3	0	10	19	0
7-4	241TH CT SE	NS of SE 32 ST	WS of 241TH PL SE	B	34	146	923	2	925	0	0	0	0	105	1	0	0	0	1	0
7-5	SE 37TH PL	ES OF 241ST CT SE	WS of 241TH PL SE	A	34	345	1362	2	400	0	1365	0	155	155	3	2	0	1	3	3
7-6	SE 37TH PL	ES of 241TH PL SE	WS OF 242ND AVE SE	A	34	246	1005	2	295	0	0	0	0	115	1	0	0	0	0	1
7-7	SE 37TH PL	ES of 242ND AVE SE	WS OF SE 37TH ST	A	34	165	671	2	195	0	0	0	0	75	2	2	0	0	2	1
7-8	SE 37TH PL	ES OF 243RD AVE SE	WS of SE 37TH ST	A	34	308	1240	2	365	0	0	0	0	140	2	1	0	1	2	4
7-9	245TH AVE SE	ES of SE 37TH ST	WS of SE 39TH PL	B	34	569	2362	2	695	0	2362	0	265	265	4	4	0	2	4	4
7-10	245TH AVE SE	ES of SE 39TH PL	WS OF SE 40TH PL	A	34	154	760	2	605	105	0	20	0	85	1	0	0	1	1	1
7-11	SE 39TH PL	ES of SE 40TH PL	WS of SE KLAHANIE BLVD	A	34	199	949	2	580	10	0	5	0	105	2	1	0	1	2	1
7-12	245TH CT SE	ES of SE 40TH PL	WS of SE KLAHANIE BLVD	A	34	208	785	2	230	30	0	15	0	25	0	1	0	0	0	0
7-13	SE 39TH PL	ES of SE 40TH PL	WS of SE KLAHANIE BLVD	A	34	314	1185	2	350	225	0	40	0	40	0	0	0	0	0	0

NO.	REVISIONS	DATE
1	REVTEXT1	2015-04-23
2	REVTEXT2	
3	REVTEXT3	
4	REVTEXT4	
5	REVTEXT5	

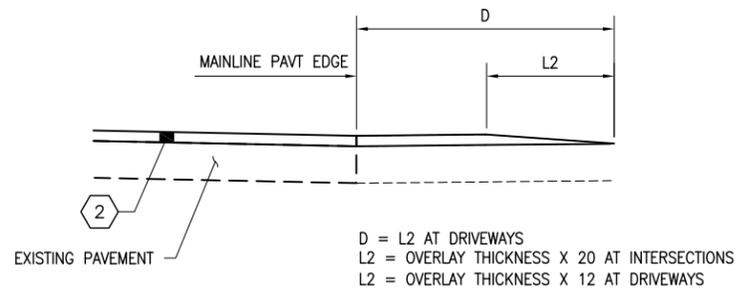
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DRAWN BY
REVIEWED BY
PROJECT MANAGER / ENGINEER

**2016 PAVEMENT PROGRAM
OVERLAYS
SITE 9 KLAHANIE-NORTH**

PROJECT NUMBER	
SHEET	OF
17	26

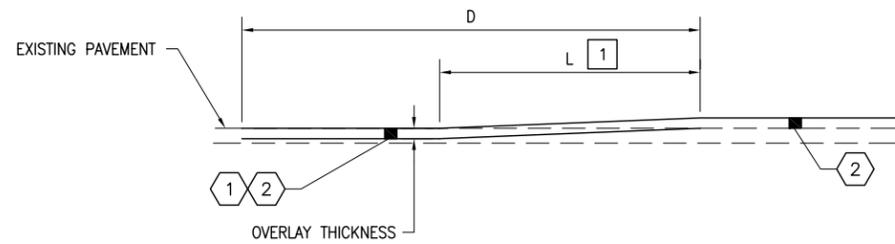
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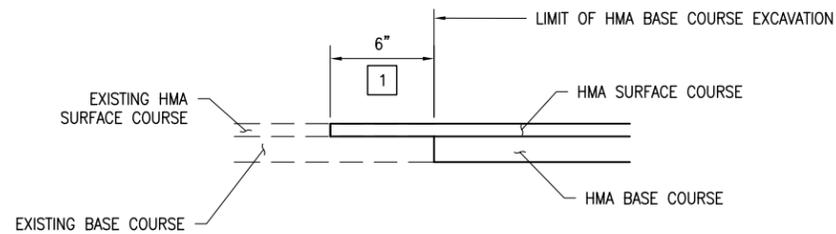
FEATHER JOINTS

1. PREPARE EXISTING SURFACE AT FEATHER JOINTS PER SECTION 5-04.3(5)A.
2. MATERIAL AND WORK REQUIRED TO PLACE FEATHER JOINTS IS INCLUDED IN THE PAY ITEM FOR HMA CL ____.



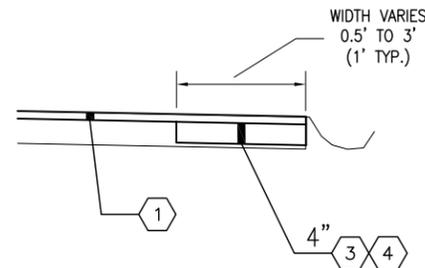
BUTT JOINT AT MAINLINE LIMIT

- 1 L = 20' PER INCH OF OVERLAY THICKNESS
 L = 15' FOR STREETS WITH SPEED LIMITS LESS THAN 30 MPH.

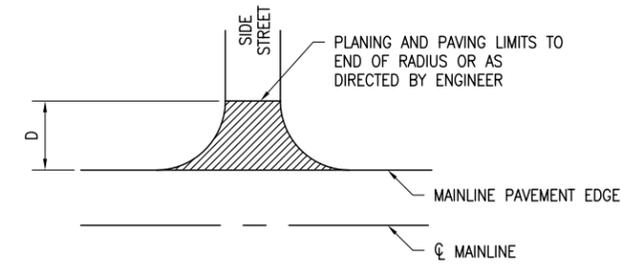


EDGE TREATMENT AT FULL DEPTH PAVEMENT REPLACEMENT

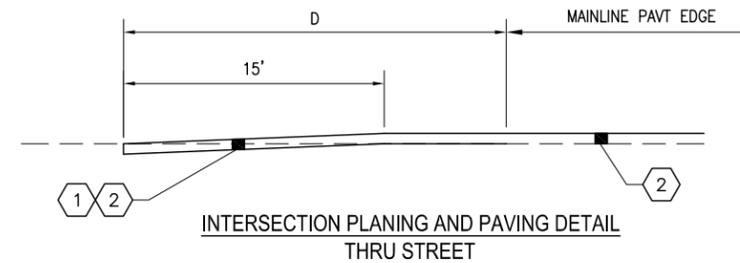
- 1 REMOVE EXISTING PAVEMENT SURFACE COURSE. AFTER EXCAVATION FOR HMA BASE COURSE TO FORM OVERLAPPING PAVEMENT JOINT AT INTERSECTIONS AND TRANSVERSE LIMITS OF EXCAVATION.



SHOULDER PAVING



TYPICAL INTERSECTION



INTERSECTION PLANING AND PAVING DETAIL THRU STREET

NOTES:
 ALL DEPTHS SHOWN ARE COMPACTED DEPTHS

LEGEND:

- 1 PLANING BITUMINOUS PAVEMENT
- 2 HMA CL 1/2 IN PG 64-22
- 3 HMA SHOULDER BASE COURSE EXCAVATION, INCL. HAUL
- 4 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22

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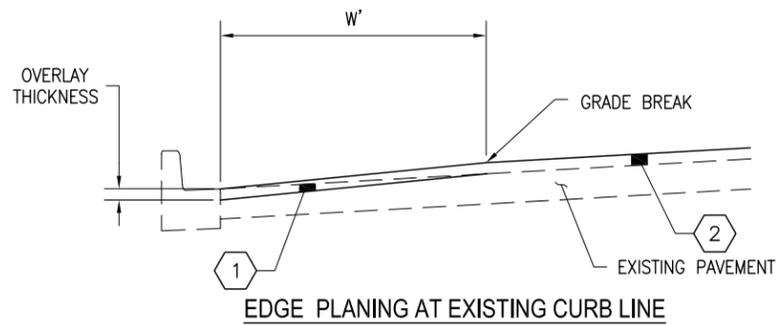


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4	REVTEXT4		
5	REVTEXT5		



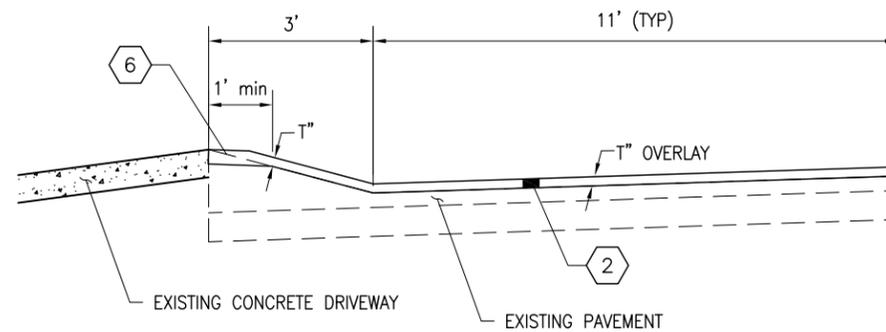
2016 PAVEMENT PROGRAM OVERLAYS
 MISC DETAIL 2016 - END TREATMENTS

PROJECT NUMBER	
SHEET	OF
18	26



EDGE PLANING AT EXISTING CURB LINE

W = 7' WHEN DISTANCE FROM EDGE OF PAVEMENT TO CROWN IS LESS THAN 15'.
 W = 10' WHEN DISTANCE FROM EDGE OF PAVEMENT TO CROWN IS GREATER THAN 15'.

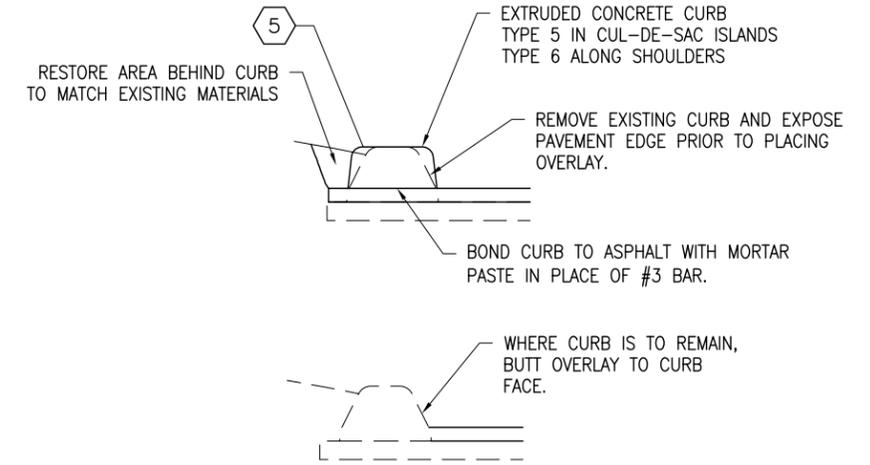


CONCRETE DRIVEWAY PLANE

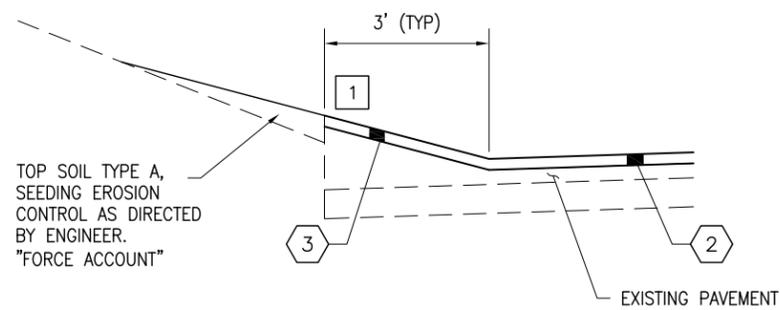
PLANE THICKENED EDGE TO CREATE A JOINT BETWEEN CONCRETE DRIVEWAYS AND PAVEMENT SURFACE. THE JOINT IS IT BE AT LEAST T" DEEP.

PLANE WIDTH IS A MINIMUM OF 1' WIDE. WIDTHS MAY VARY AS ENGINEER INSTRUCTS.

PLANE SHOULD BEGIN AND END 5' FROM EDGES OF EACH CONCRETE DRIVEWAY.

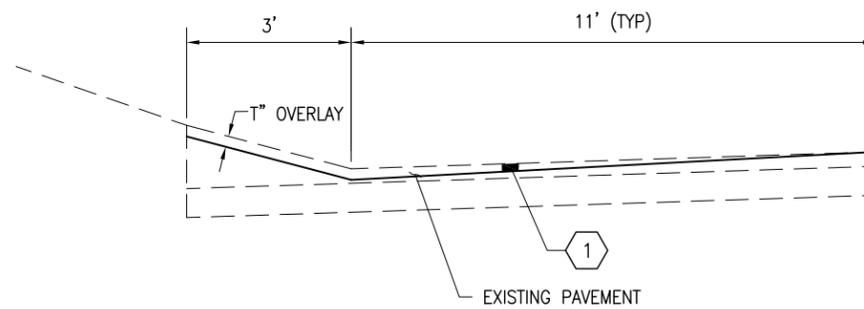


EXTRUDED CURB DETAILS



HMA WIDE THICKENED EDGE

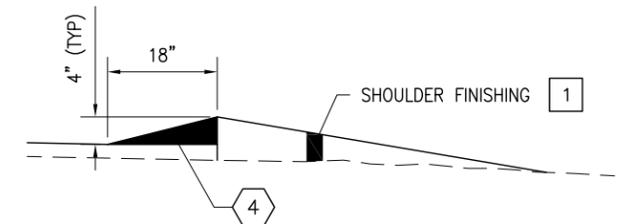
1 SHAPE THICKENED EDGE AT DRIVEWAYS TO FORM A SMOOTH SURFACE FLUSH WITH DRIVEWAYS.



EDGE GRIND WIDE THICKENED EDGE

GRIND THICKENED EDGE AND PAVEMENT TO MAINTAIN EXISTING TOP OF EDGE AND FLOW LINE.

ALTERNATE CONSTRUCTION: GRIND FULL DEPTH OF THICKENED EDGE. IN THE SAME WORK DAY, PLACE AND COMPACT A NEW THICK EDGE LESS THE THICKNESS OF THE PROPOSED OVERLAY. HMA FOR REPLACE THE THICKENED EDGE PAID FOR AS "HMA for Pavement Repair CI 1/2 IN. PG 64-22".



HMA THICKENED EDGE

1 ALTERNATE RESTORATION MATERIALS MAY BE REQUIRED AS DIRECTED BY ENGINEER. WORK AND MATERIAL FOR ALTERNATE MATERIAL WILL BE PAID FOR THROUGH FORCE ACCOUNT.

LEGEND:

- 1 PLANING BITUMINOUS PAVEMENT
- 2 HMA CL ____ IN PG 64-22
- 3 HMA WIDE THICKENED EDGE
- 4 HMA THICKENED EDGE
- 5 EXTRUDED CURB
- 6 CONCRETE DRIVEWAY PLANE



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4	REVTXT4		
5	REVTXT5		

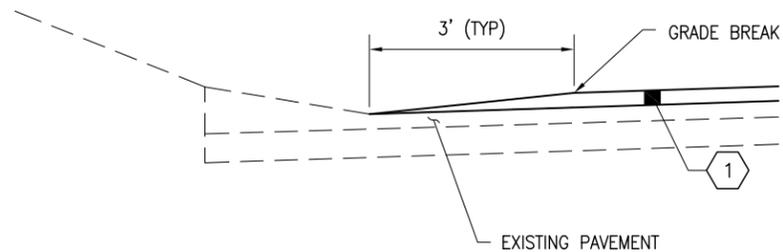


2016 PAVEMENT PROGRAM OVERLAYS
 MISC DETAIL 2016 - EDGE TREATMENTS

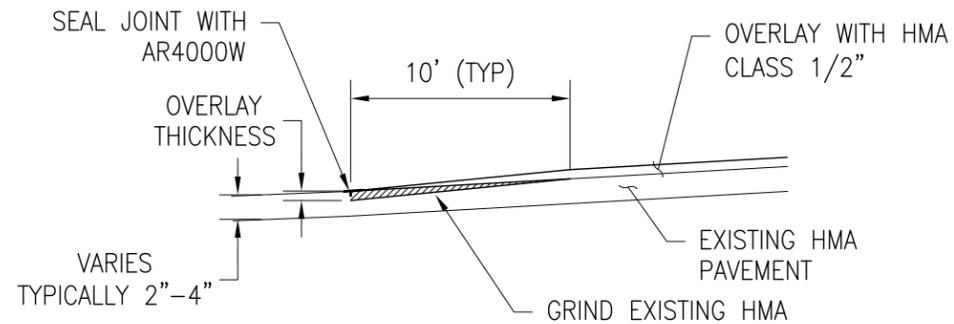
SHEET 15-18 MISC DETAIL 2016.DWG 3/23/2016 8:16:04 PM

LEGEND:

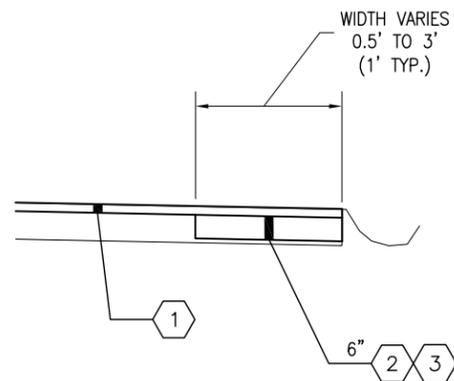
- ① HMA CL ____ IN PG 64-22
- ② HMA SHOULDER BASE COURSE
- ③ HMA FOR PRELEVELING CL 3/8 IN. PG 64-22



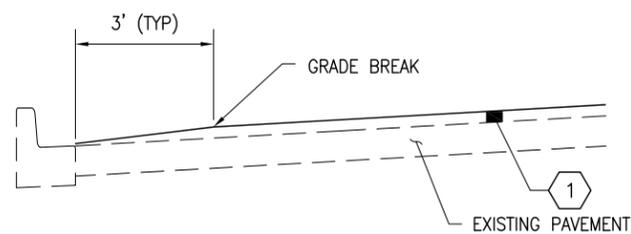
FEATHERED EDGE TREATMENT AT EXISTING WIDE THICKENED EDGE



MATCH JOINT AT SIDE STREET



SHOULDER PAVING



EDGE FEATHERING AT EXISTING CURB LINE

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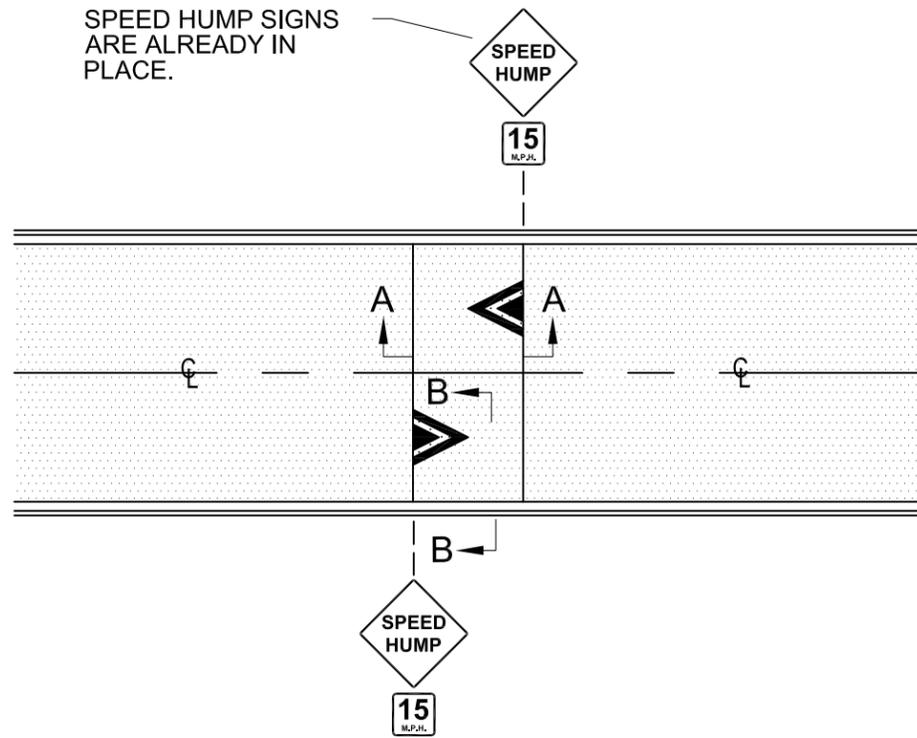


**2016 PAVEMENT PROGRAM
OVERLAYS**
MISC DETAIL 2016 - EDGE TREATMENTS CONT.

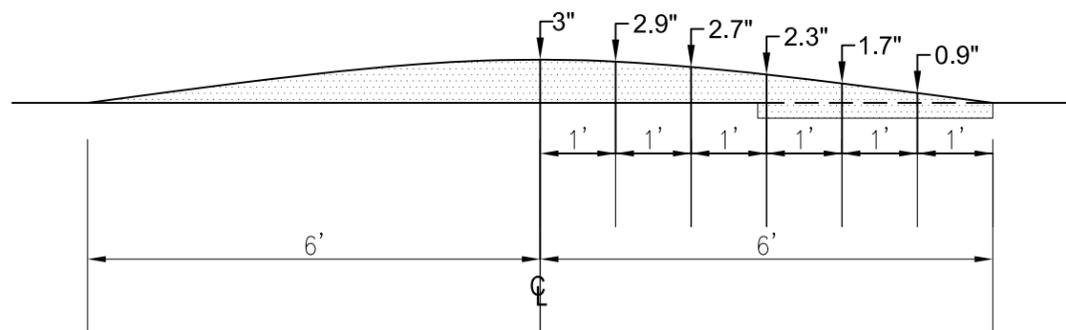
PROJECT NUMBER	
SHEET	OF
20	26

PROJECT MANAGER / ENGINEER

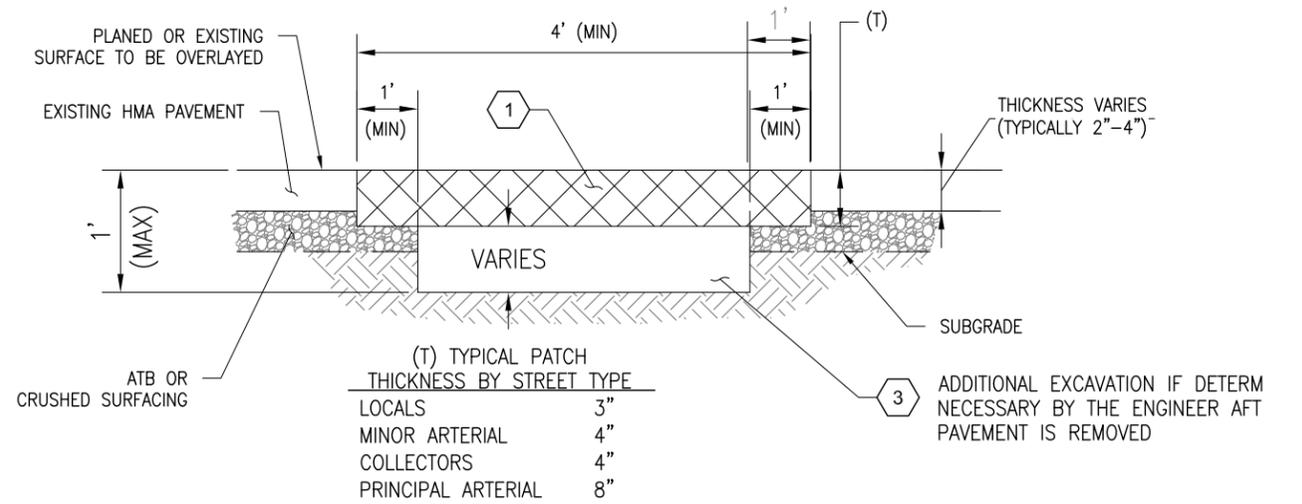
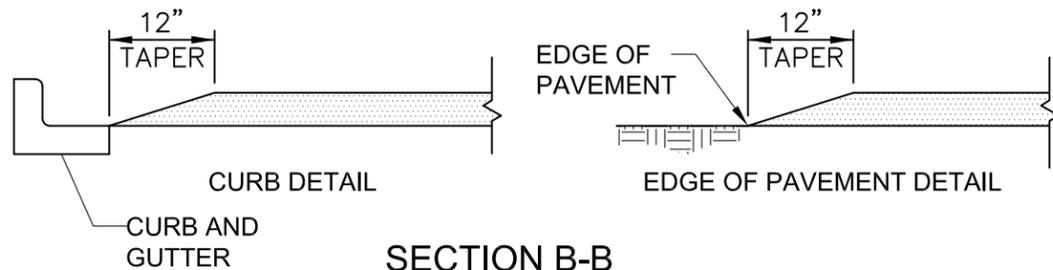
SPEED HUMP SIGNS ARE ALREADY IN PLACE.



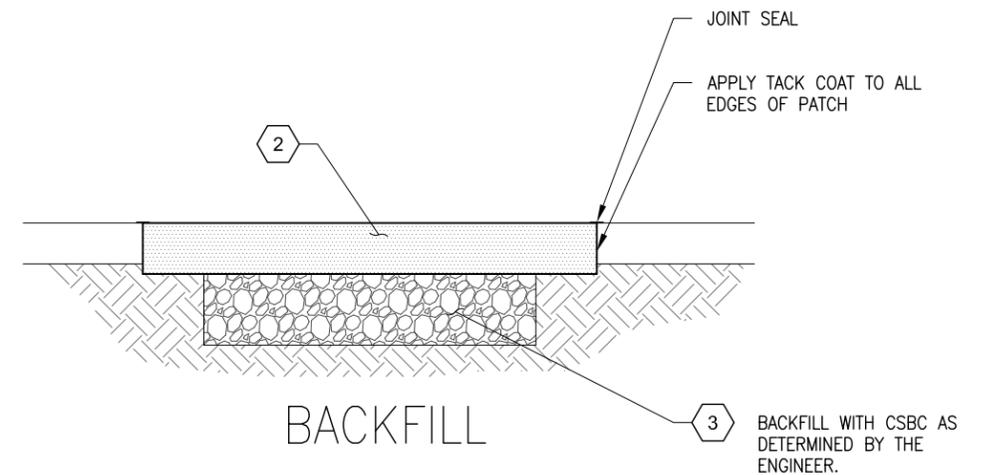
SPEED HUMP



SECTION A-A



EXCAVATION



LEGEND:

- 1 PAVEMENT REPAIR EXCAVATION INCL. HAUL
- 2 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-22
- 3 PVMT REPAIR ADD. EXC. INCL. HAUL AND BACKFILL

CONSTRUCTION NOTES

1. PATCHING SHALL BE DONE IN ACCORDANCE WITH SECTION 5-04.3(5)E ACCEPT AS MODIFIED IN THIS DETAIL.
2. THE EDGES OF THE EXISTING PAVEMENT SHALL BE SQUARED OFF TO FORM A UNIFORM SHAPE WITH EDGES TRANSVERSE AND PARALLEL TO THE ROADWAY.
3. PLACE HMA IN MAXIMUM LIFTS OF 0.35'
4. JOINT SEALANT IS NOT NECESSARY WHEN PATCH WILL BE OVERLAYED.

3/23/2016 8:16:12 PM 03BPATCHING DETAILS 2016.DWG

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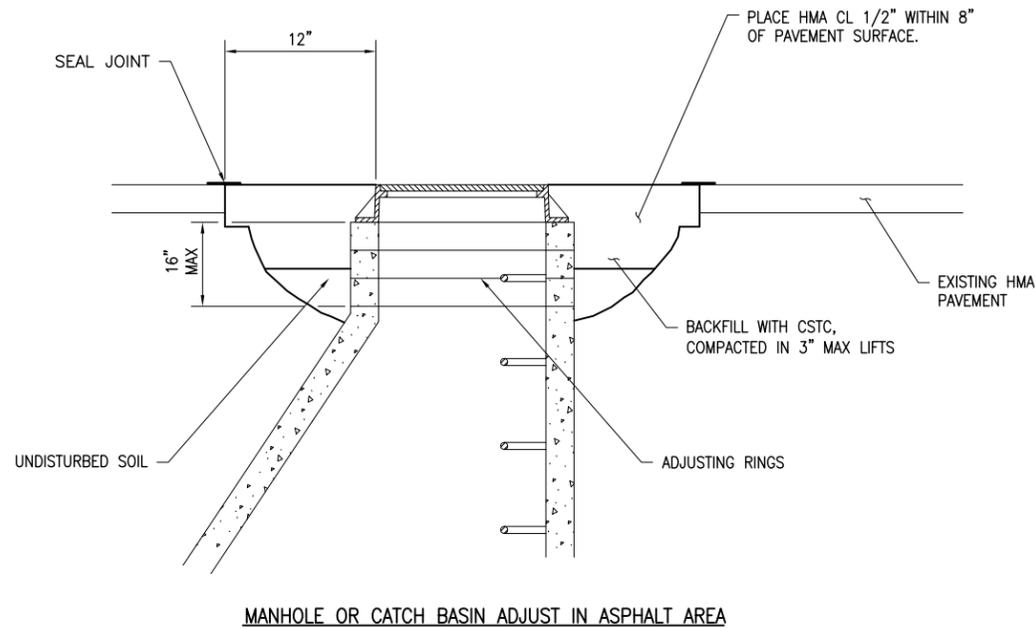


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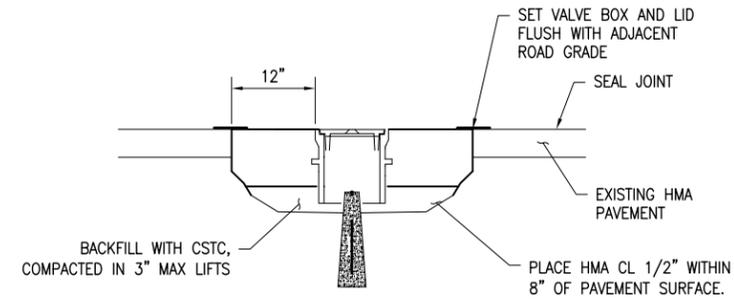


2016 PAVEMENT PROGRAM
OVERLAYS
SPEED HUMP AND PATCHING DETAILS

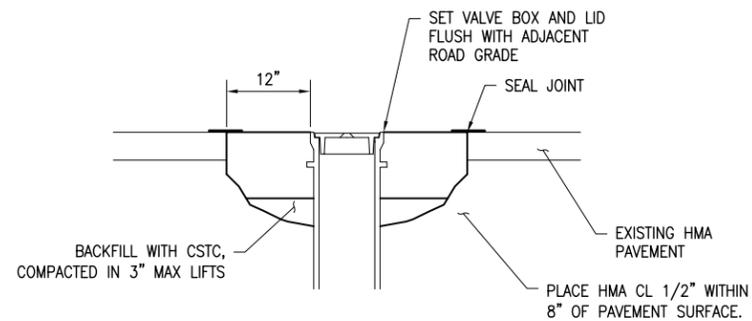
PROJECT NUMBER	
SHEET	OF
21	26



MANHOLE OR CATCH BASIN ADJUST IN ASPHALT AREA



MONUMENT ADJUST IN ASPHALT AREA



VALVE BOX ADJUST IN ASPHALT AREA

UTILITY STRUCTURE ADJUST NOTES:

1. WHEN UTILITY STRUCTURES ARE IN UNPAVED AREAS, THE PAVEMENT PATCH AROUND THE STRUCTURE SHALL BE CONCRETE CLASS 3000 OR COMMERCIAL GRADE HMA, 6" MINIMUM DEPTH. THE EDGE OF THE PATCH SHALL BE FORMED TO CREATE A UNIFORM 18" WIDE RING AROUND THE UTILITY STRUCTURE.
2. WHEN ADJUSTING SANITARY SEWER STRUCTURES, CHANNEL BOARDS SHALL BE INSTALLED TO PREVENT DEBRIS FROM ENTERING THE SEWER SYSTEM. DEBRIS THAT FALLS INTO THE SEWER STRUCTURE DURING CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR.
3. CATCH BASINS AND MANHOLES SHALL BE WATERTIGHT.
4. EXCAVATION AROUND THE UTILITY SHALL EXTEND A MINIMUM OF 2" BELOW THE SURFACE OF THE TOP MOST EXISTING ADJUSTING RING TO REMAIN IN PLACE.
5. EXCAVATED MATERIALS WILL BECOME THE PROPERTY OF THE CONSTRUCTOR AND SHALL BE DISPOSED OF IN A CONTRACTOR-PROVIDED SITE OFF THE RIGHT-OF-WAY.
6. A HEAVY APPLICATION OF TACK COAT SHALL BE APPLIED TO ALL SURFACES OF EXISTING PAVEMENT.
7. PLACEMENT OF HMA SHALL BE ACCOMPLISHED IN MAXIMUM LIFTS OF 3". EACH LIFT SHALL BE THOROUGHLY COMPACTED.
8. "MONUMENT ADJUST IN ASPHALT AREA" APPLIES WHEN A MONUMENT WAS NOT ADJUSTED BY A RISER RING OR WHEN THE LID IS LOWER THAN 1/2 INCH FROM FINISHED GRADE AFTER PAVEMENT.
9. WHEN UTILITY STRUCTURES ARE IN UNPAVED AREAS, THE PAVEMENT PATCH AROUND THE STRUCTURE SHALL BE CONCRETE CLASS 3000 OR COMMERCIAL GRADE HMA, 6" MINIMUM DEPTH. THE EDGE OF THE PATCH SHALL BE FORMED TO CREATE A UNIFORM 18" WIDE RING AROUND THE UTILITY STRUCTURE.
10. EXCAVATED MATERIALS WILL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN A CONTRACTOR-PROVIDED SITE OFF THE RIGHT-OF-WAY.
11. A HEAVY APPLICATION OF TACK COAT SHALL BE APPLIED TO ALL SURFACES OF EXISTING PAVEMENT.
12. PLACEMENT OF HMA SHALL BE ACCOMPLISHED IN MAXIMUM LIFTS OF 3". EACH LIFT SHALL BE THOROUGHLY COMPACTED.

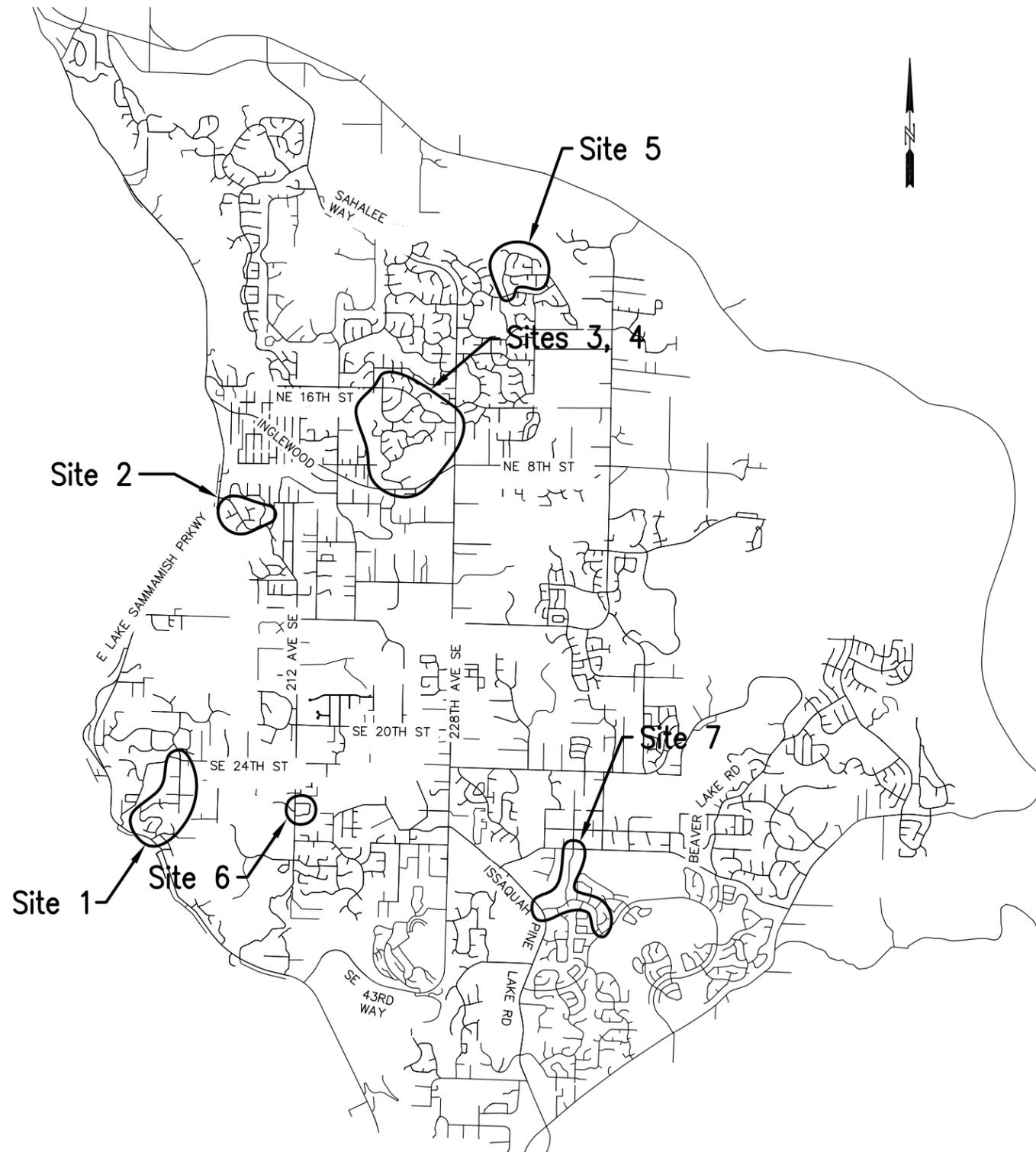
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**2016 PAVEMENT PROGRAM
OVERLAYS**
MISC DETAIL 2016 - 11X17 STR ADJUST

PROJECT NUMBER	
SHEET	OF
22	26



2016 Pavement Program – Overlays Vicinity Map

TRAFFIC ITEMS SUMMARY								
ITEM	UNIT	SITE 1	SITE 2	SITE 3	SITE 4	SITE 5	SITE 6	SITE 7
PAINT LINE	L.F. (WHITE)							
	L.F. (YELLOW)	410						
PAINTED WIDE LINE	L.F.	9400		5830				
PLASTIC WIDE LINE	L.F.							
PLASTIC CROSSWALK LINE	S.F.			220				80
PLASTIC STOP LINE	L.F.	25	30	20	15	13	26	130
PLASTIC TRAFFIC ARROW	EACH	0		4				
PLASTIC TRAFFIC LETTER	EACH	10		10				
RAISED PAVEMENT MARKER TYPE 2	HUND (WW)							
	HUND (YY)	1.6						
RAISED PAVEMENT MARKER TYPE 1	HUND (WHITE)			0.1				
	HUND (YELLOW)			0.8				
SPEED HUMP STRIPING	EA							4

TRAFFIC LETTER LOCATIONS		
SITE	MESSAGE	LOCATIONS
SITE 1	25 MPH	2
SITE 3	25 MPH	2

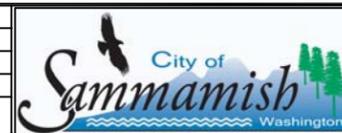
GENERAL NOTES:

1. NEW PAVEMENT MARKINGS LAYOUT TO MATCH EXISTING UNLESS OTHERWISE DIRECTED BY ENGINEER. COORDINATE WITH THE ENGINEER PRIOR TO PRELIMINARY LOCATION OF PAVEMENT MARKINGS.
2. FOG LINES TO BE WRAPPED AROUND INTERSECTIONS AS DIRECTED BY ENGINEER.

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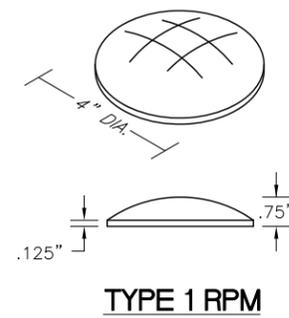
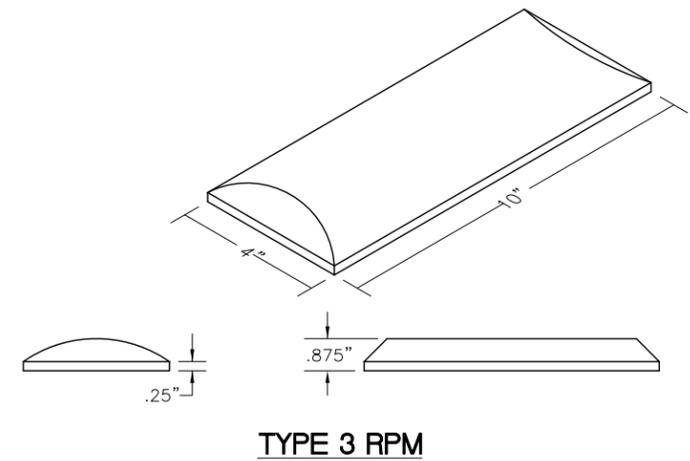
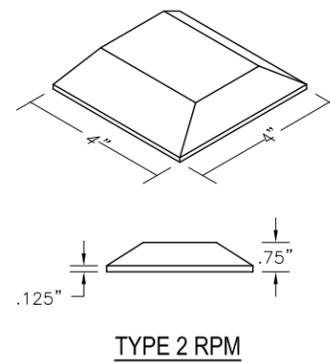
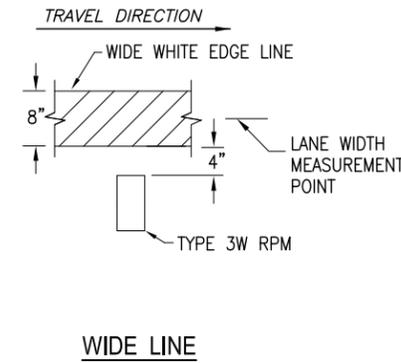
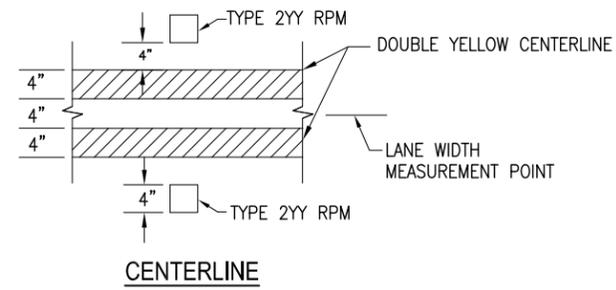
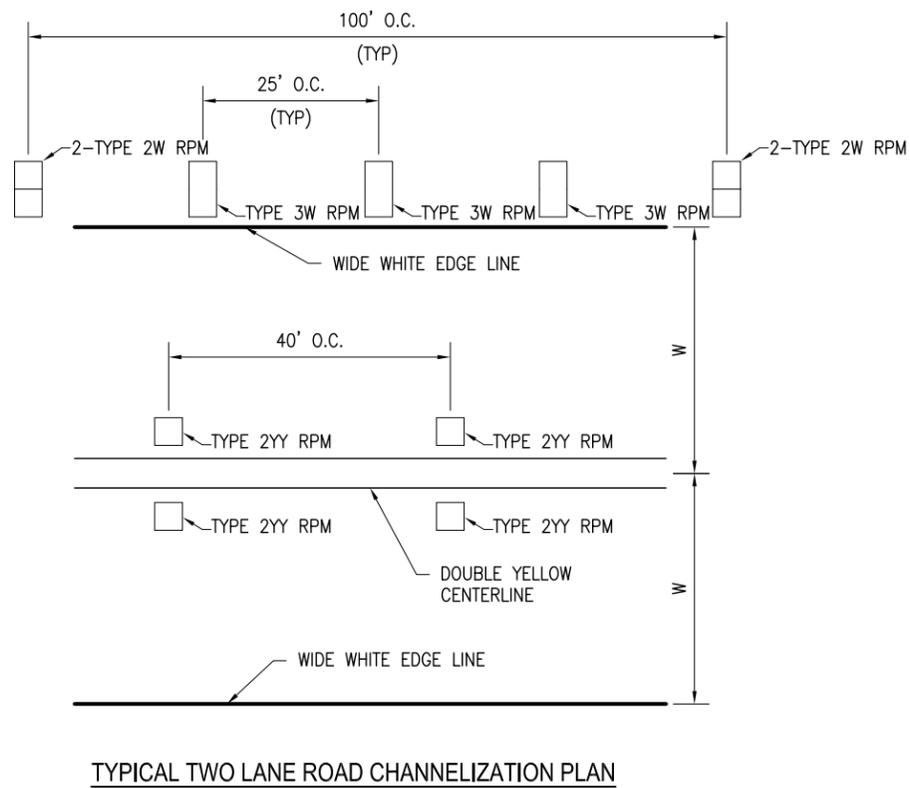


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4	REVTXT4		
5	REVTXT5		



**2016 PAVEMENT PROGRAM
OVERLAYS
PAVEMENT MARKINGS**

SHEET 26 TO 29 PAVEMENT MARKINGS 2016.DWG/23/2016 8:16:40 PM



RAISED PAVEMENT MARKER COLORS	
TYPE 1W	NONREFLECTORIZED WHITE
TYPE 1Y	NONREFLECTORIZED YELLOW
TYPE 2W	REFLECTORIZED WHITE - ONE SIDE ONLY
TYPE 2Y	REFLECTORIZED YELLOW - ONE SIDE ONLY
TYPE 2YY	REFLECTORIZED YELLOW - BOTH SIDES

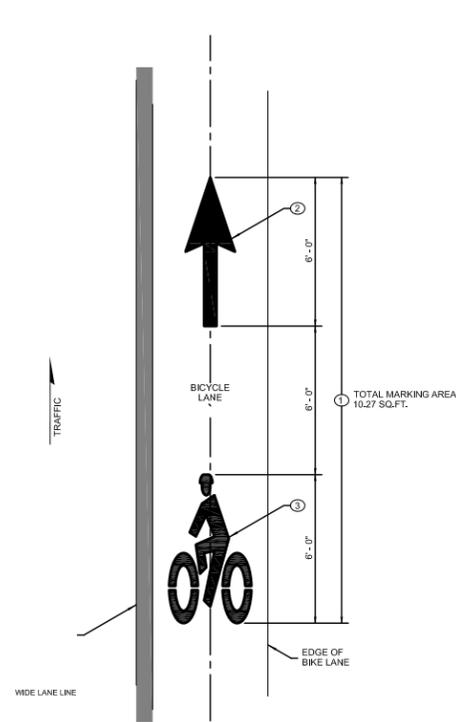
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4	REVTXT4		
5	REVTXT5		

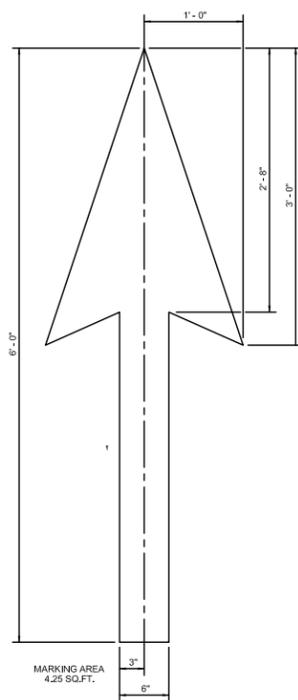
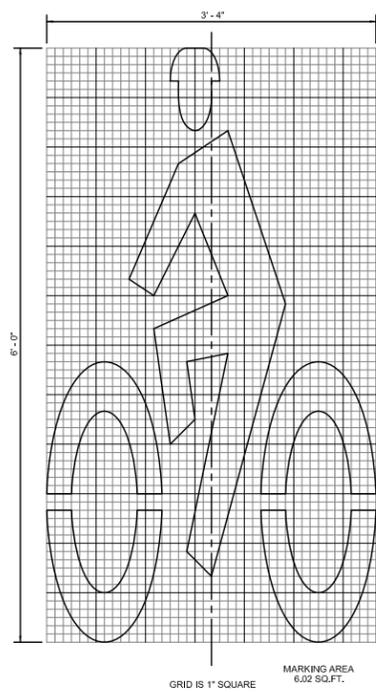


**2016 PAVEMENT PROGRAM
OVERLAYS
PAVEMENT MARKINGS**

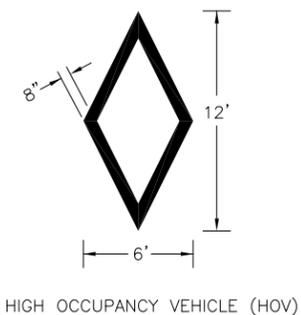
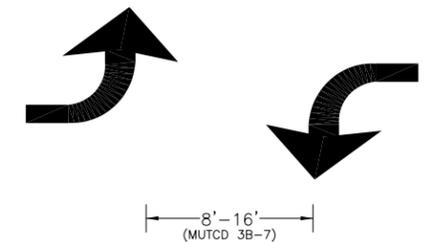
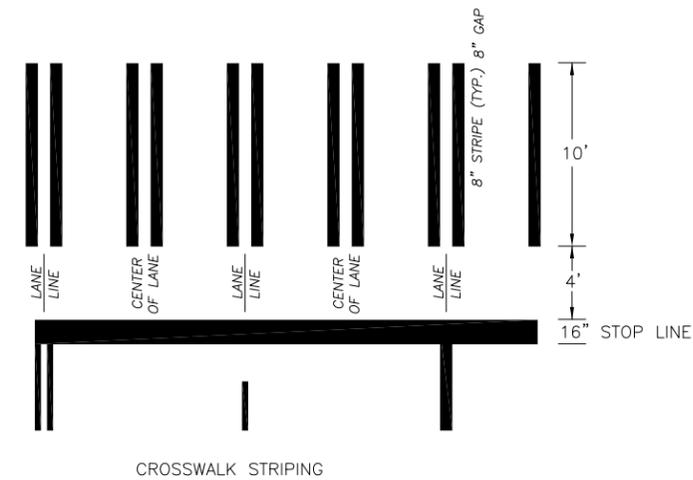
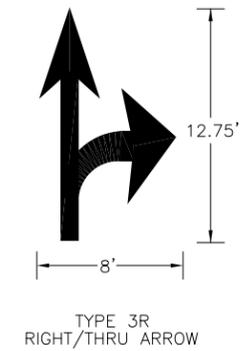
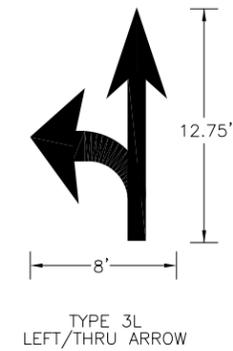
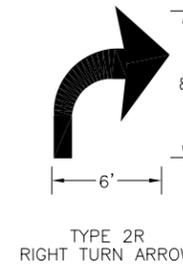
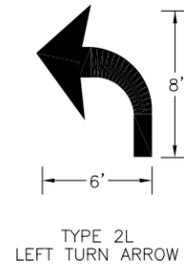
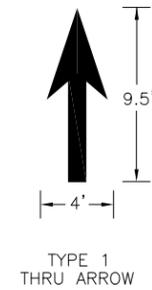
PROJECT MANAGER / ENGINEER



- ① Bid Item "Bicycle Lane Symbol" Includes Bike Lane Arrow and Bike Rider Symbol.
- ② 2' x 6' White Bike Lane Arrow
- ③ Bike Rider Symbol



See contract for location and material requirements.



NOTES

1. ALL PAVEMENT SYMBOLS SHALL BE THERMOPLASTIC.

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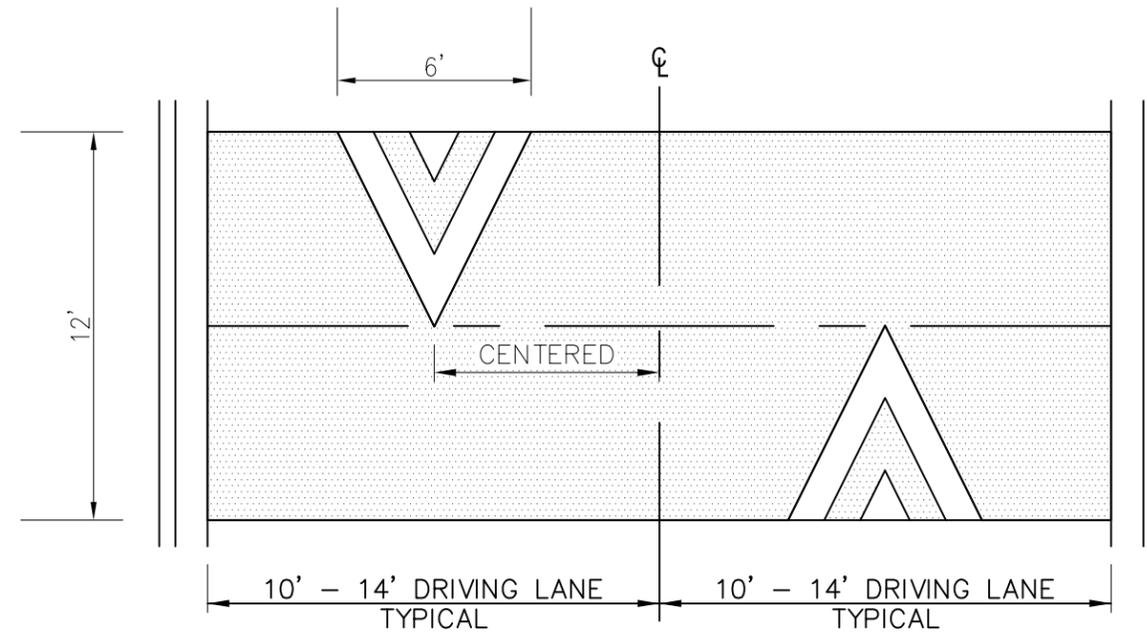
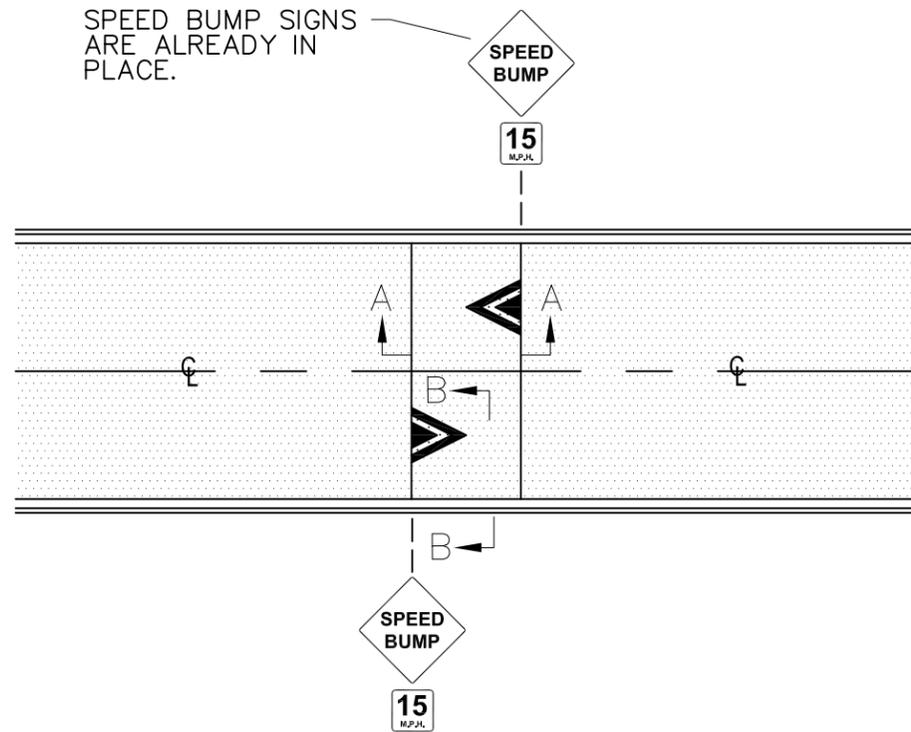
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5	REVTXT5		



2016 PAVEMENT PROGRAM
OVERLAYS
PAVEMENT MARKINGS

PROJECT NUMBER	
SHEET	OF
25	26

SPEED BUMP SIGNS ARE ALREADY IN PLACE.

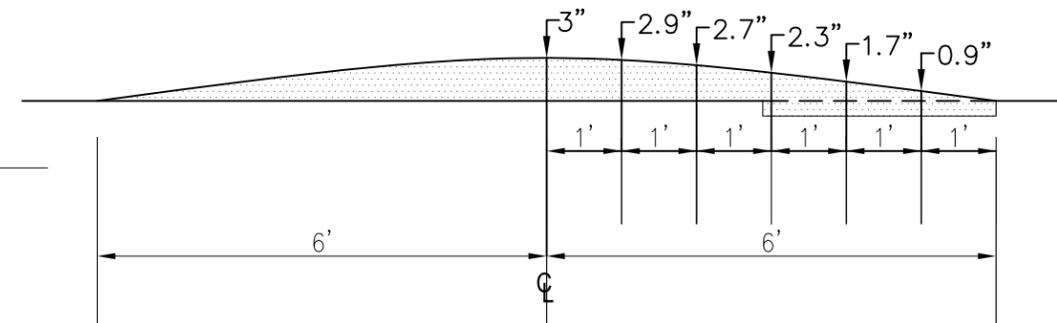


MARKING DETAIL

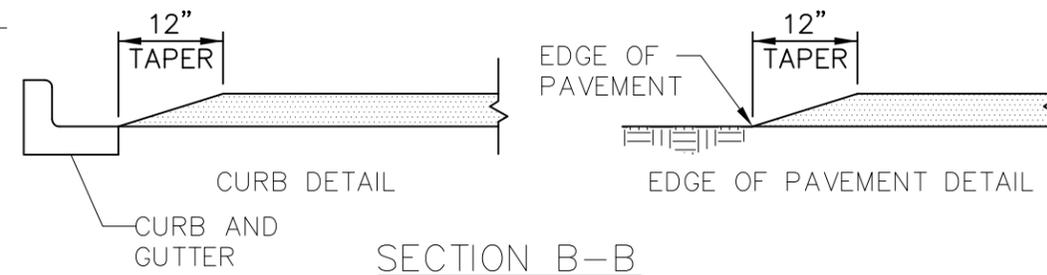
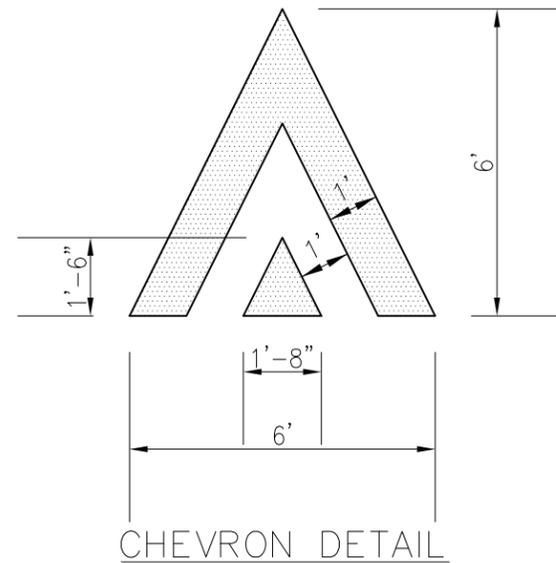
SPEED HUMP MARKING AND SIGNING

NOTES:

1. SPEED HUMP CHEVRON MARKING SHALL BE THERMOPLASTIC, HEAT FUSED PREFORMED, 90 MIL., OR EQUAL APPROVED BY THE ENGINEER.
2. FOR A SERIES OF SPEED HUMPS IN CLOSE PROXIMITY, THE ADVISORY SPEED PLAQUE MAY BE ELIMINATED ON ALL BUT THE FIRST SPEED BUMP SIGN IN THE SERIES FOR EACH DIRECTION OF TRAVEL.
3. SPEED HUMP TO BE INSTALLED USING CITY APPROVED TEMPLATE, 48 HOURS NOTICE REQUIRED.



SECTION A-A



SECTION B-B

SHEET 26 TO 29 PAVEMENT MARKINGS 2016.DWG/23/2016 8:16:50 PM

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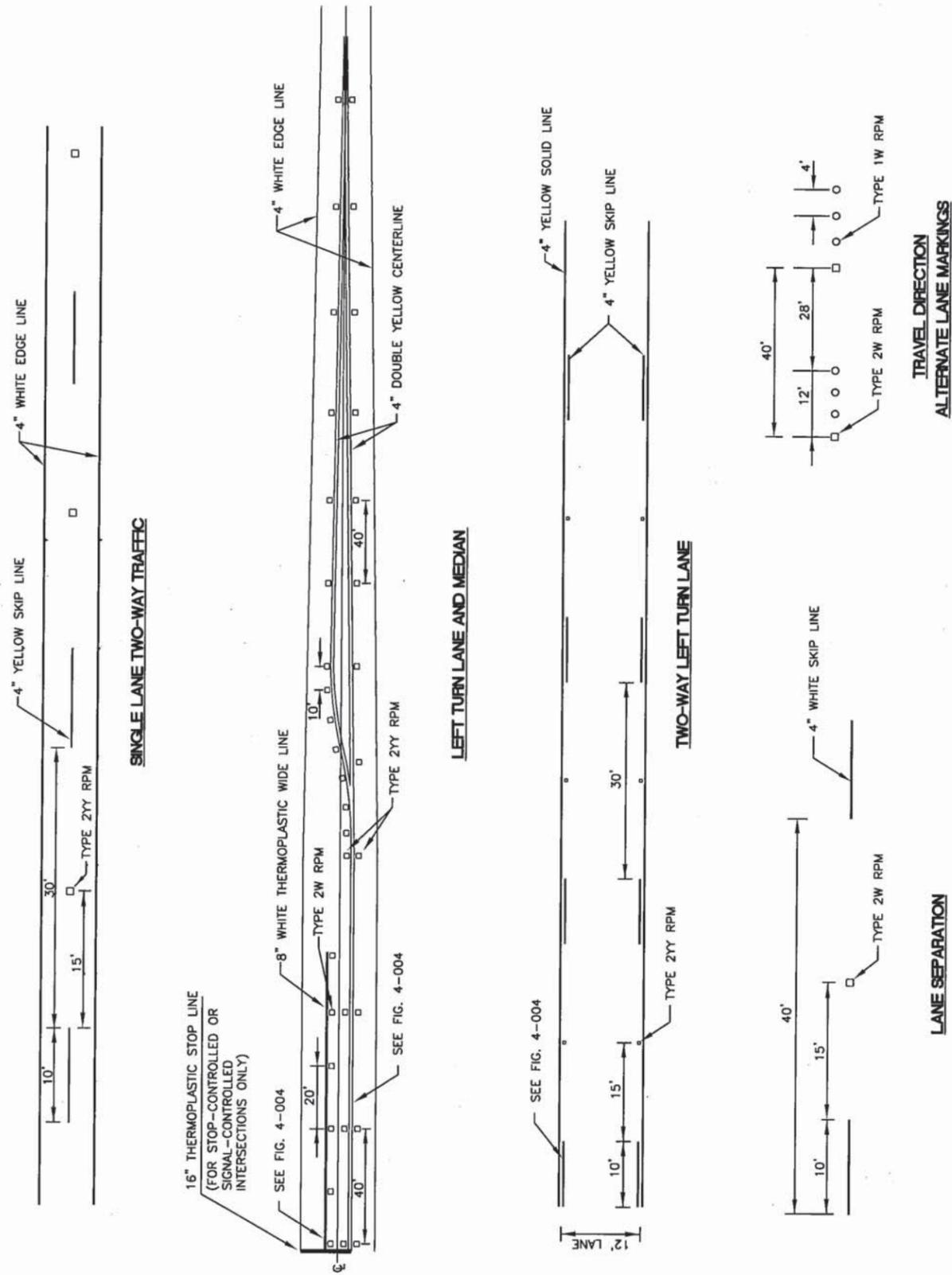
2016 PAVEMENT PROGRAM
OVERLAYS
PAVEMENT MARKINGS

PROJECT NUMBER	
SHEET	OF
26	26

PROJECT MANAGER / ENGINEER

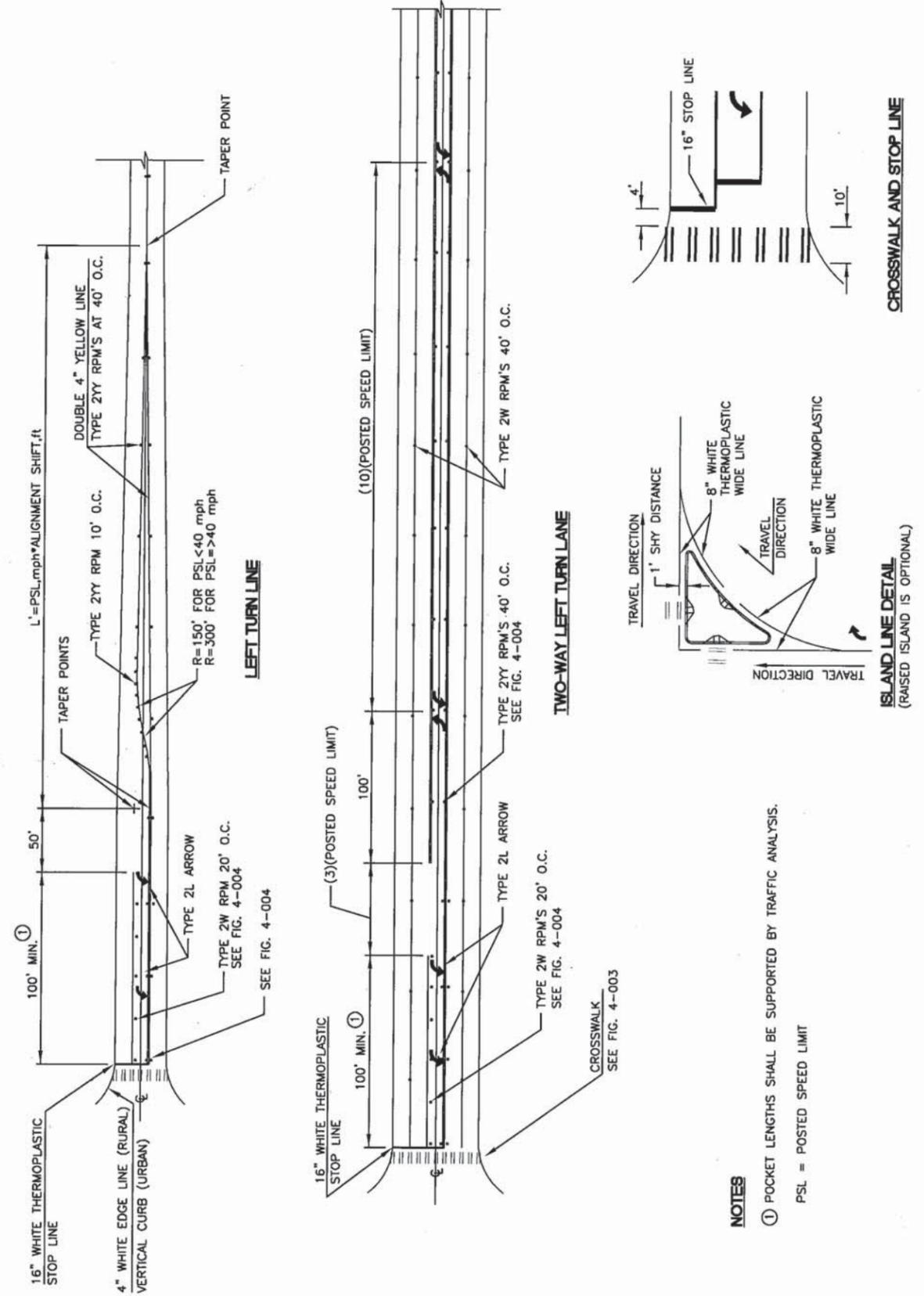
PAVEMENT MARKINGS

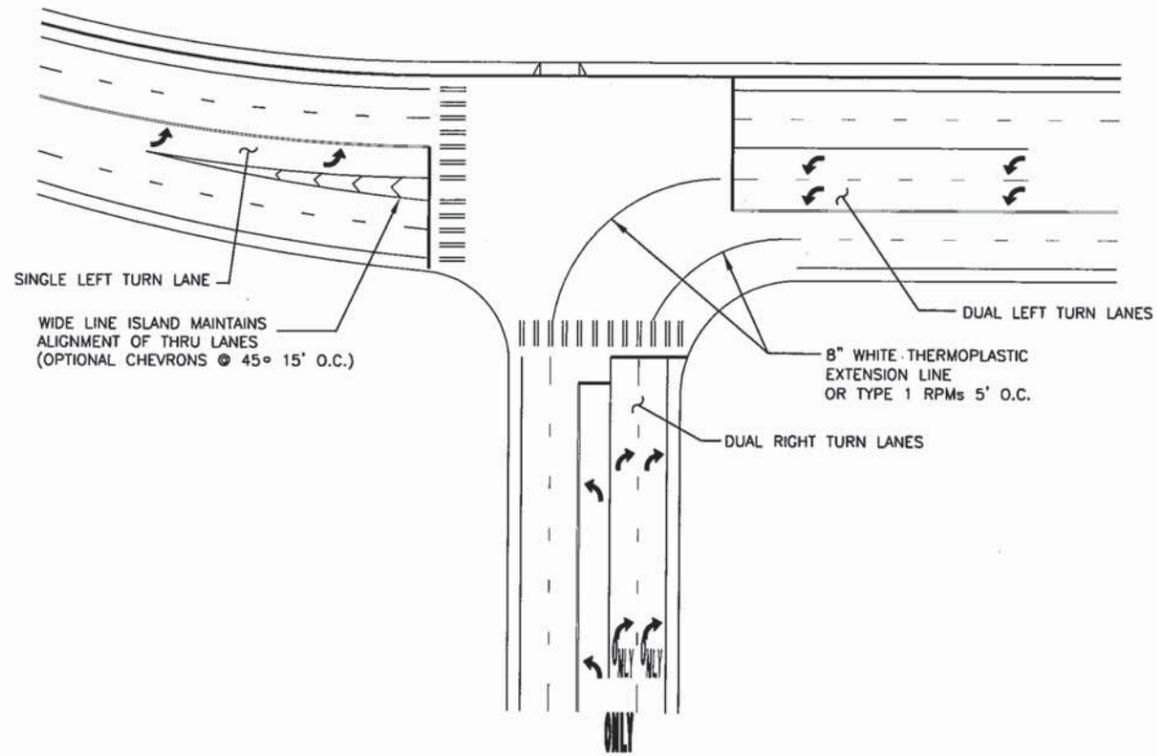
FIG. 4-001
4-9



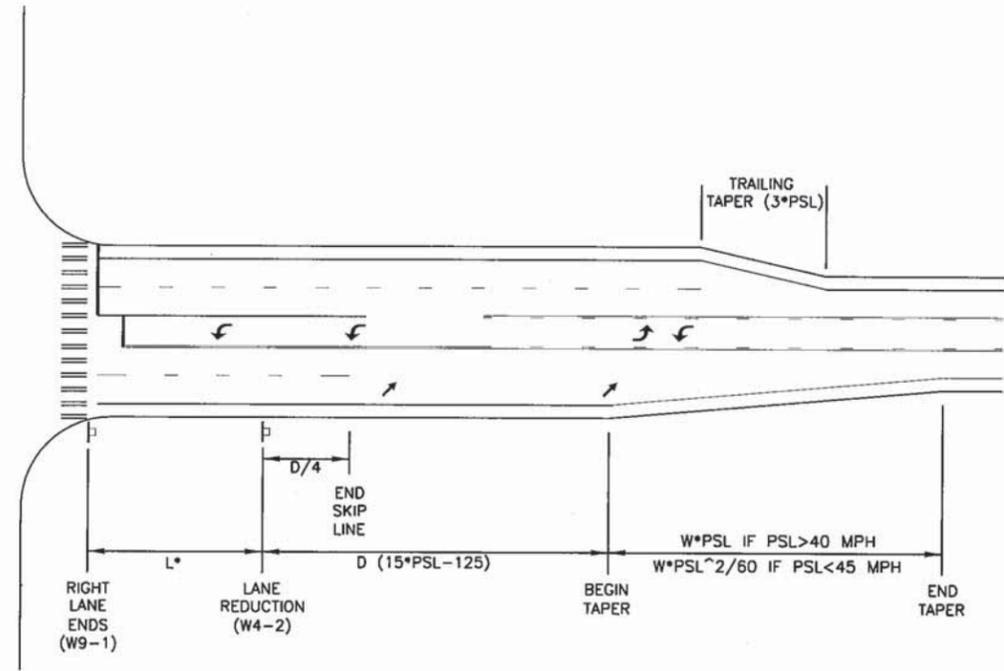
INTERSECTION APPROACH STRIPING

FIG. 4-002
4-10





CROSS STREET INTERSECTION

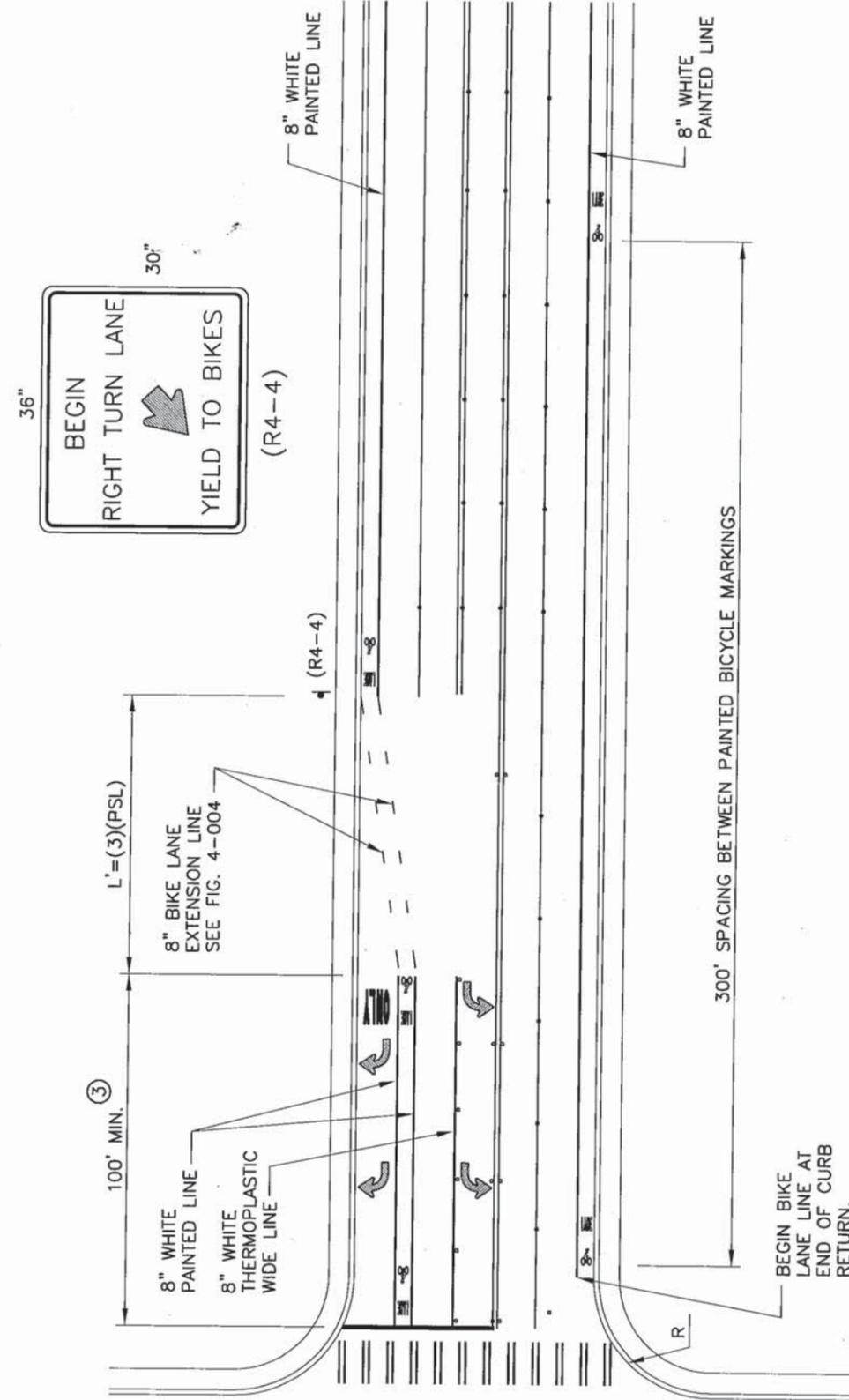


***SIGN SPACING**

L, ft	PSL, MPH
175'	35 MPH (Min.)
250'	40 MPH
300'	45 MPH
400'	50 MPH

MERGE AND DUAL TURN LANES

FIG. 4-005



NOTES

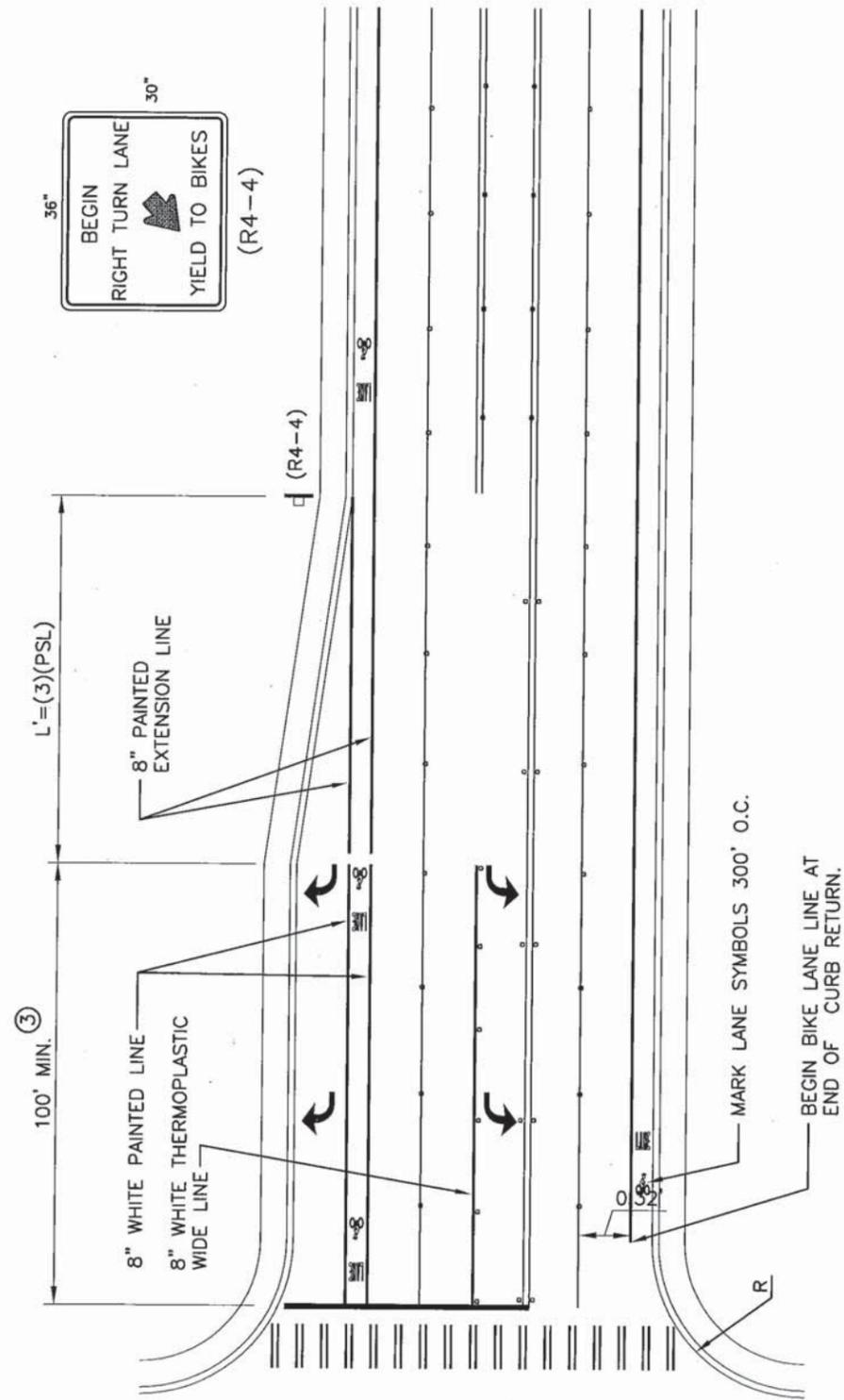
1. CLASS II BIKE LANE WIDTH MUST BE 5 FT.
2. IF $R > 45$ FT., A RAISED ISLAND FOR RIGHT TURN CHANNELIZATION IS RECOMMENDED.
3. POCKET LENGTH SHALL BE SUPPORTED BY TRAFFIC ANALYSIS
4. PLACE R3-18 SIGN IF THE BIKE LANE TERMINATES AT OR BEFORE THE APPROACHING INTERSECTION.
5. RIGHT TURN LANES, LEFT TURN LANES, AND TWO-WAY LEFT TURN LANES SHALL BE 12 FT. IN WIDTH.
6. TURN LANE ARROWS SHALL BEGIN AT THE START OF THE TURN LANE AND 40 FT. BEHIND THE STOP LINE. IF NEEDED LONGER LANES MAY BE REQUIRED. ADDITIONAL ARROWS 150 FT. APART.

BIKE LANE AND RIGHT TURN DROP

FIG. 4-006

BIKE LANE AND RIGHT TURN POCKET

FIG. 4-007
4-15

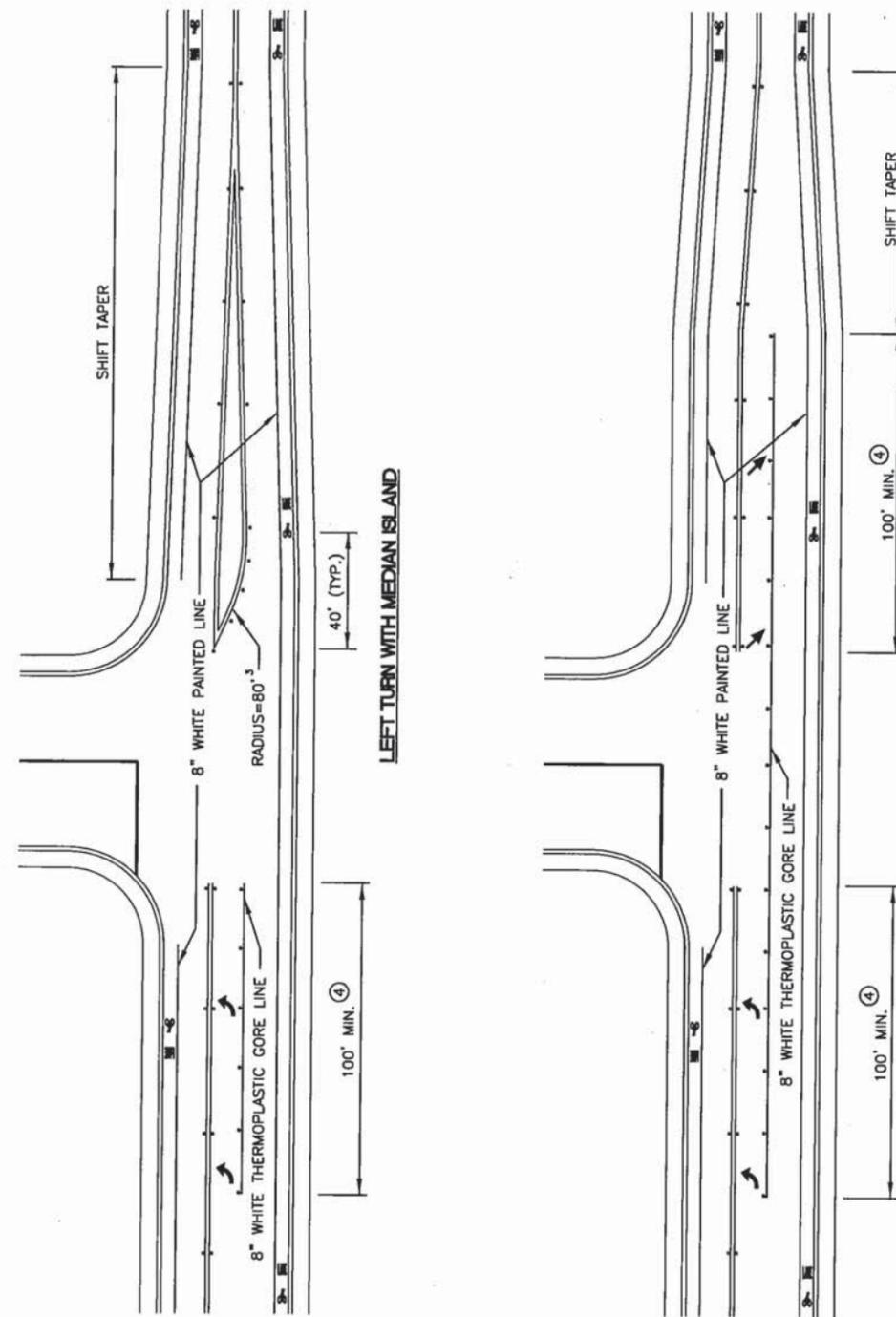


NOTES

1. CLASS II BIKE LANE WIDTH IS 5 FT.
2. IF $R > 45$ FT., A RAISED ISLAND FOR RIGHT TURN CHANNELIZATION IS RECOMMENDED.
3. POCKET LENGTH SHALL BE SUPPORTED BY TRAFFIC ANALYSIS.
4. THE APPROACHING INTERSECTION. PLACE R3-18 SIGN IF THE BIKE LANE TERMINATES AT OR BEFORE
5. SHOULD ALL BE 12 FT. IN WIDTH. RIGHT TURN LANES, LEFT TURN LANES, AND TWO-WAY LEFT TURN LANES

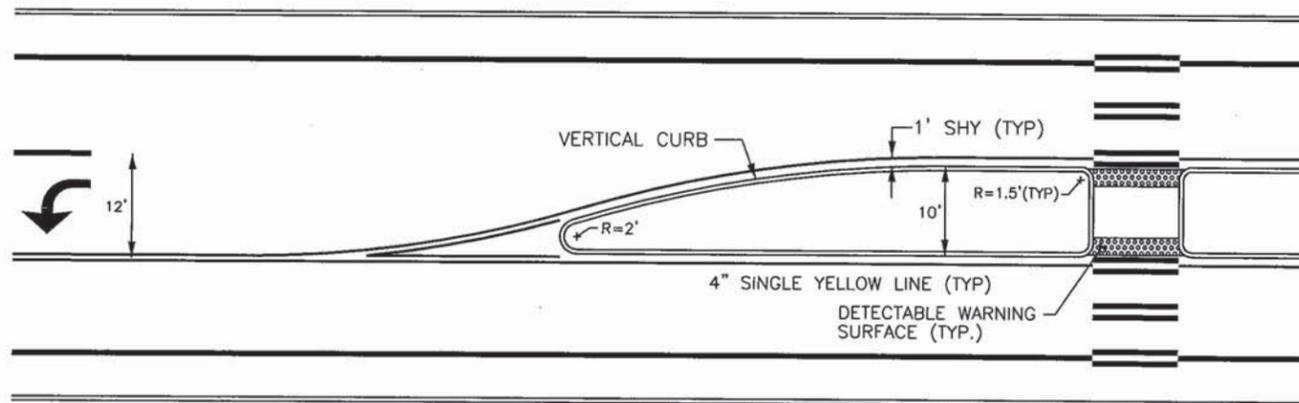
LEFT TURN LANES

FIG. 4-008
4-16



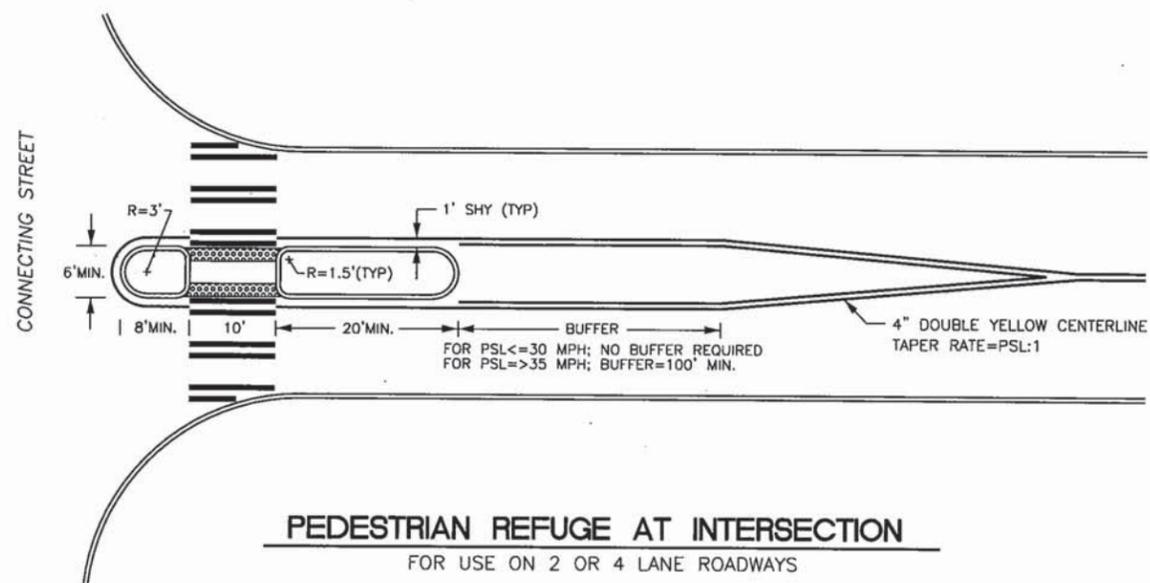
NOTES:

1. TYPE 2L ARROW SPACING: BEGINNING OF THE TURN POCKET AND 40 FT. FROM THE END OF THE POCKET.
2. TYPE 1 ARROW SPACING: END OF THE REFUGE LANE AND 40 FT. FROM THE BEGINNING OF THE REFUGE LANE.
3. RADIUS SHALL ACCOMMODATE LEFT TURNING VEHICLES.
- ④ POCKET LENGTHS SHALL BE SUPPORTED BY TRAFFIC ANALYSIS.



PEDESTRIAN REFUGE AT MIDBLOCK

FOR USE ON 3 OR 5-LANE ROADWAYS

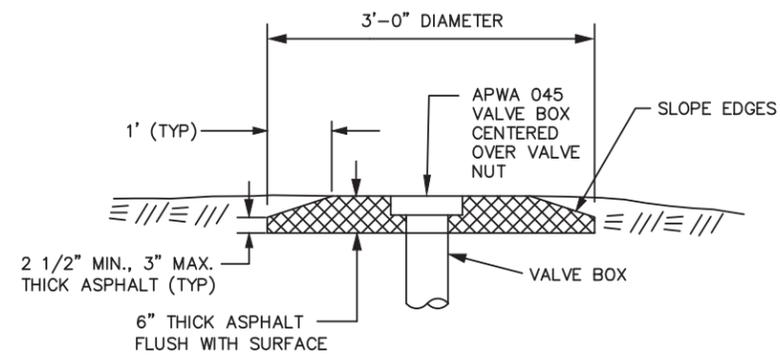


PEDESTRIAN REFUGE AT INTERSECTION

FOR USE ON 2 OR 4 LANE ROADWAYS

NOTES:

1. RAISED MEDIAN ISLANDS SHALL BE FULLY ILLUMINATED.
2. LANDSCAPING FOR ISLANDS SHALL MAINTAIN SIGHTLINES FOR ALL VEHICLE MOVEMENTS.
3. NOSE OF ISLAND AT INTERSECTION SHALL ALLOW FOR TRUCK TURNING.
4. CROSSWALK MARKINGS ARE REQUIRED IF NEAR EDGE OF CROSSWALK IS FURTHER THAN 10 FT. FROM EDGE OF CONNECTING STREET.

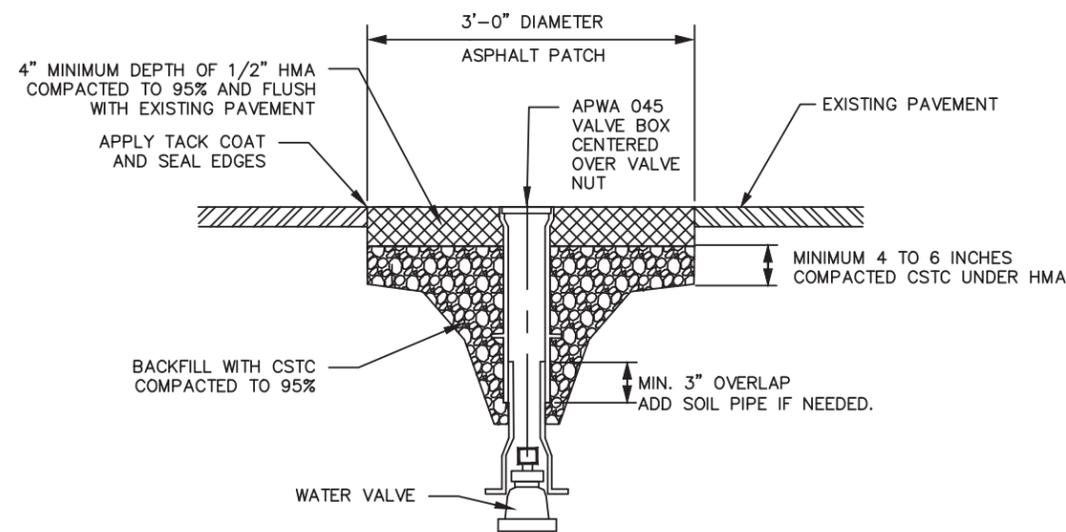


NOTES:

1. THE COMPLETED PATCH SHALL BE FLUSH WITH THE SURROUNDING FINAL GRADE, SHALL NOT BE MORE THAN 1/8" FLUSH WITH THE SURROUND PAVEMENT, AND SHALL BE SMOOTH FOR TRAFFIC.
2. WHEN RAISING THE VALVE BOX TO FINISHED GRADE, EXCAVATE CASTING TO A DEPTH NECESSARY TO VERIFY CASTING OVERLAPS SOIL PIPE BY 3". ADD SOIL PIPE AS NEEDED. VALVE BOX SHALL BE CENTERED OVER THE VALVE NUT.
3. SLIP CANS ARE NOT ALLOWED WHEN RAISING VALVE BOXES TO GRADE.

REV. 8/16/2010

VALVE BOX ASPHALT COLLAR DETAIL FOR NON-PAVED AREAS

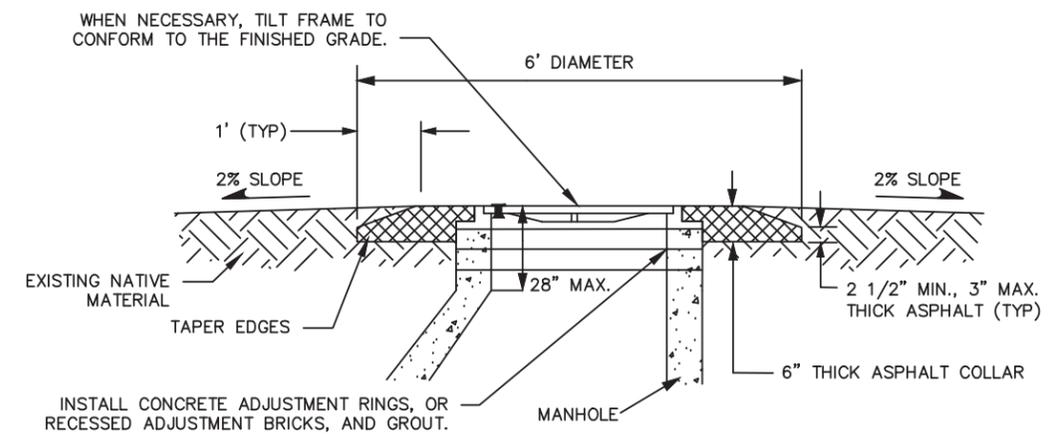


NOTES:

1. VALVE CANS SHALL BE RAISED TO GRADE AFTER PLACEMENT OF THE ASPHALT'S FINAL LIFT AND WITHIN 48 HOURS UNLESS OTHERWISE APPROVED BY THE DISTRICT.
2. NEATLY REMOVE ASPHALT AROUND EXISTING VALVE CASTING.
3. EXCAVATE VALVE CASTING TO A DEPTH NECESSARY TO RAISE CASTING AND VERIFY CASTING OVERLAPS SOIL PIPE BY 3". ADD SOIL PIPE AS NEEDED. VALVE BOX SHALL BE CENTERED OVER THE VALVE NUT.
4. SLIP CANS ARE NOT ALLOWED.
5. BACKFILL WITH CSTC COMPACTED TO 95% (MODIFIED PROCTOR).
6. INSTALL 1/2" HMA IN 2-INCH LIFTS, TO A COMPACTED DEPTH EQUAL TO THE EXISTING PAVEMENT OR A MINIMUM OF 4", WHICHEVER IS GREATER. TACK ALL EDGES AND SEAL FINISH JOINTS WITH TAR AND SAND.
7. THE COMPLETED PATCH SHALL BE FLUSH WITH THE SURROUNDING PAVEMENT, SHALL NOT VARY FROM BEING FLUSH BY MORE THAN 1/8", AND SHALL BE SMOOTH FOR TRAFFIC.

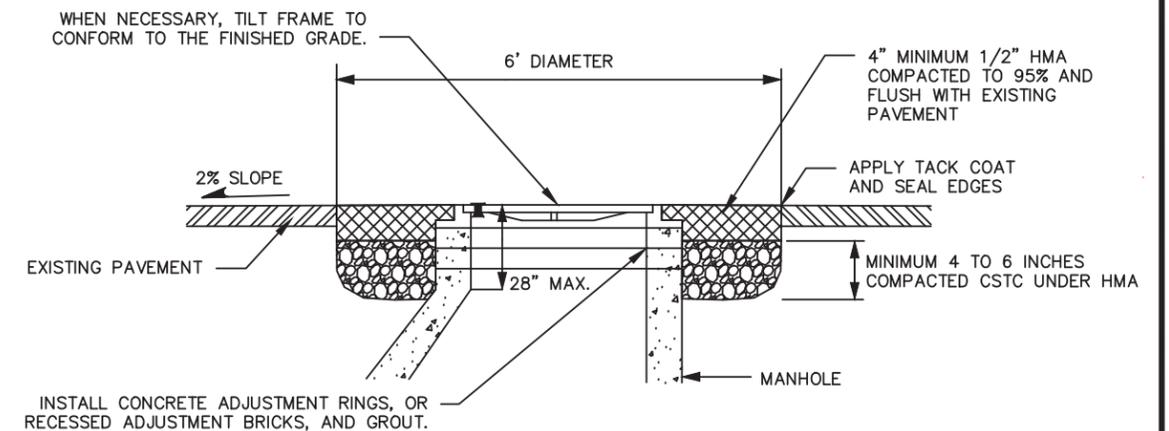
REV. 8/16/2010

SPWSD VALVE BOX PAVEMENT PATCH DETAIL FOR PAVED AREAS



REV. 8/16/2010

SPWSD MANHOLE ASPHALT COLLAR DETAIL FOR NOT-PAVED AREAS



REV. 8/16/2010

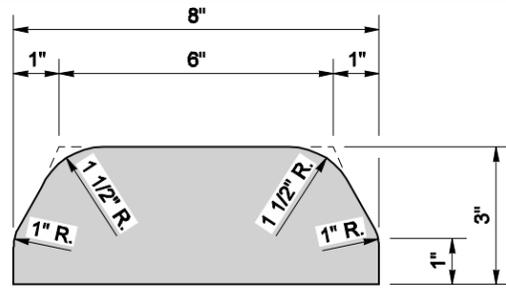
SPWSD MANHOLE PAVEMENT PATCH DETAIL FOR PAVED AREAS

NOTES:

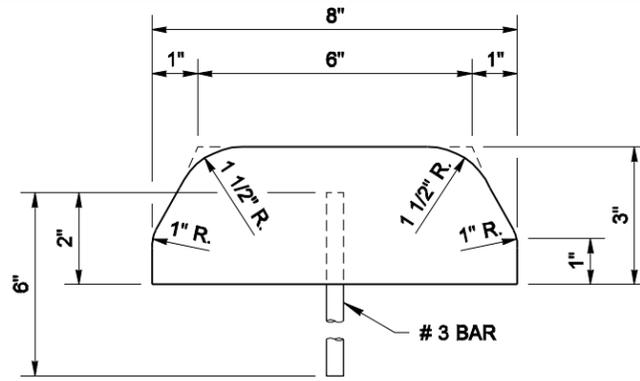
1. CONTRACTOR SHALL WARRANTY MANHOLE ADJUSTMENT AREA FREE FROM LEAKS FOR ONE YEAR.
2. IN PAVED AREAS, MANHOLE FRAMES SHALL BE RAISED TO GRADE AFTER PLACEMENT OF THE ASPHALT'S FINAL LIFT AND WITHIN 48 HOURS UNLESS OTHERWISE APPROVED BY THE DISTRICT.
3. IN PAVED AREAS, NEATLY REMOVE ASPHALT AROUND EXISTING MANHOLE FRAME.
4. INSTALL CHANNEL BOARD IN MANHOLE PRIOR TO ANY WORK, AND REMOVE AFTER FINAL ADJUSTMENT.
5. PRIOR TO ADJUSTMENT, NOTIFY DISTRICT IF THE FINAL MANHOLE NECK WILL EXCEED 28".
6. IN PAVED AREAS, EXCAVATE AROUND EXISTING MANHOLE FRAME TO A MIN. DEPTH OF 12".
7. REMOVE FRAME AND COVER, AND INSTALL ADJUSTMENT RINGS, TILTING FRAME AS NECESSARY TO MATCH EXISTING GRADE. ADJUSTMENT BRICKS RECESSED FOR GROUTING, CAN BE UTILIZED. REINSTALL FRAME AND COVER.
8. IN PAVED AREAS BACKFILL WITH CRUSHED SURFACING TOP COURSE (CSTC) COMPACTED TO 95% (MODIFIED PROCTOR).
9. IN NON-PAVED AREAS, BACKFILL WITH APPROVED BACKFILL MATERIAL COMPACTED TO 95%.
10. IN PAVED AREAS, INSTALL 1/2" HMA IN 2-INCH LIFTS, TO A COMPACTED DEPTH EQUAL TO THE EXISTING PAVEMENT OR A MINIMUM OF 4", WHICHEVER IS GREATER. TACK ALL EDGES AND SEAL FINISH JOINTS WITH TAR AND SAND.
11. IN UN-PAVED AREAS, INSTALL ASPHALT PATCH TO A MINIMUM COMPACTED DEPTH OF 6" AS SHOWN ABOVE.
12. GROUT MANHOLE NECK. "JETSET" NOT ALLOWED. DO NOT RUN GROUT ONTO MANHOLE FRAME.

REV. 8/16/10

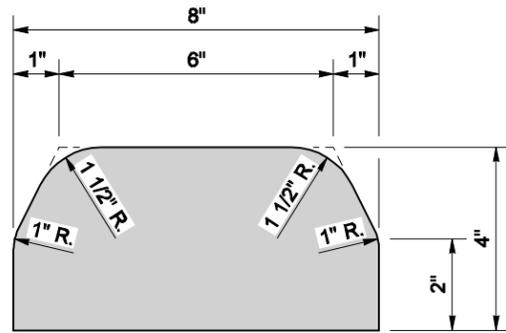
GENERAL NOTES FOR ASPHALT COLLAR / PATCHES AROUND SPWSD MANHOLES



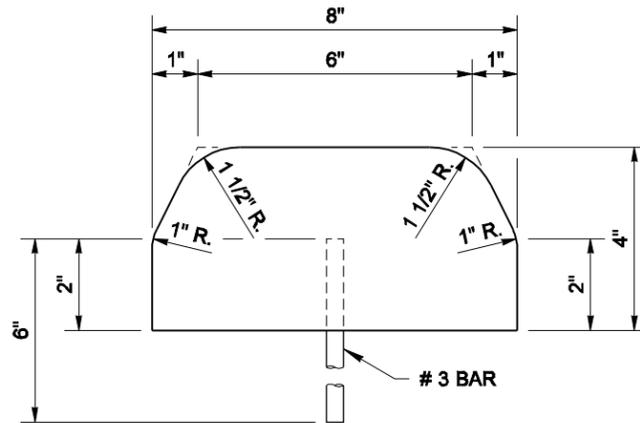
TYPE 1
(HOT MIX ASPHALT)



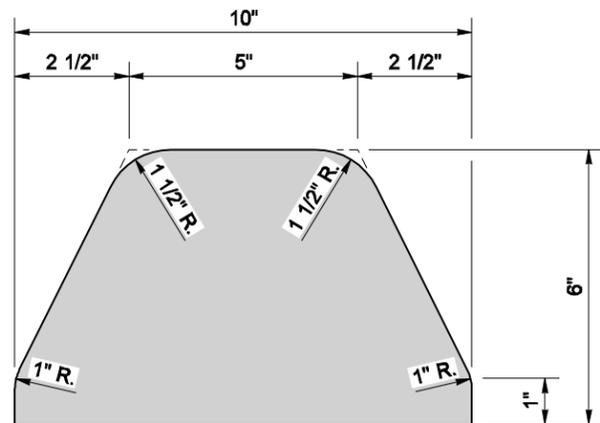
TYPE 4
(CEMENT CONCRETE)



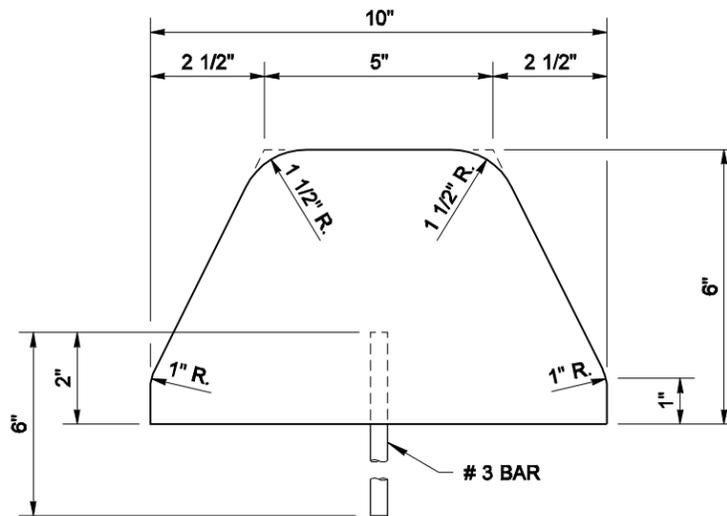
TYPE 2
(HOT MIX ASPHALT)



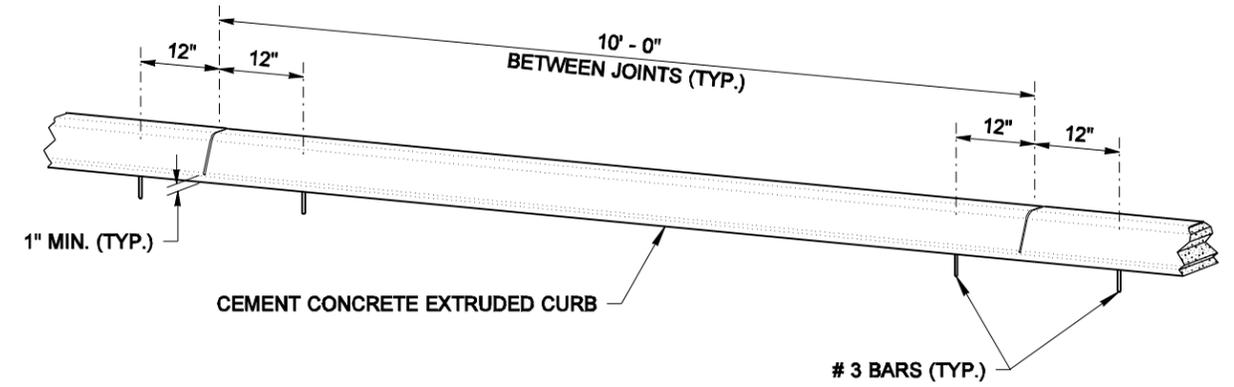
TYPE 5
(CEMENT CONCRETE)



TYPE 3
(HOT MIX ASPHALT)



TYPE 6
(CEMENT CONCRETE)



SPACING OF ANCHOR BARS
(FOR TYPES 4, 5, AND 6)

NOTE
JOINTS MAY BE FORMED DURING INSTALLATION USING A RIGID DIVIDER OR SAWCUT AFTER CONCRETE CURES TO MINIMUM STRENGTH.



EXPIRES AUGUST 26, 2007

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EXTRUDED CURB

STANDARD PLAN F-10.42-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith

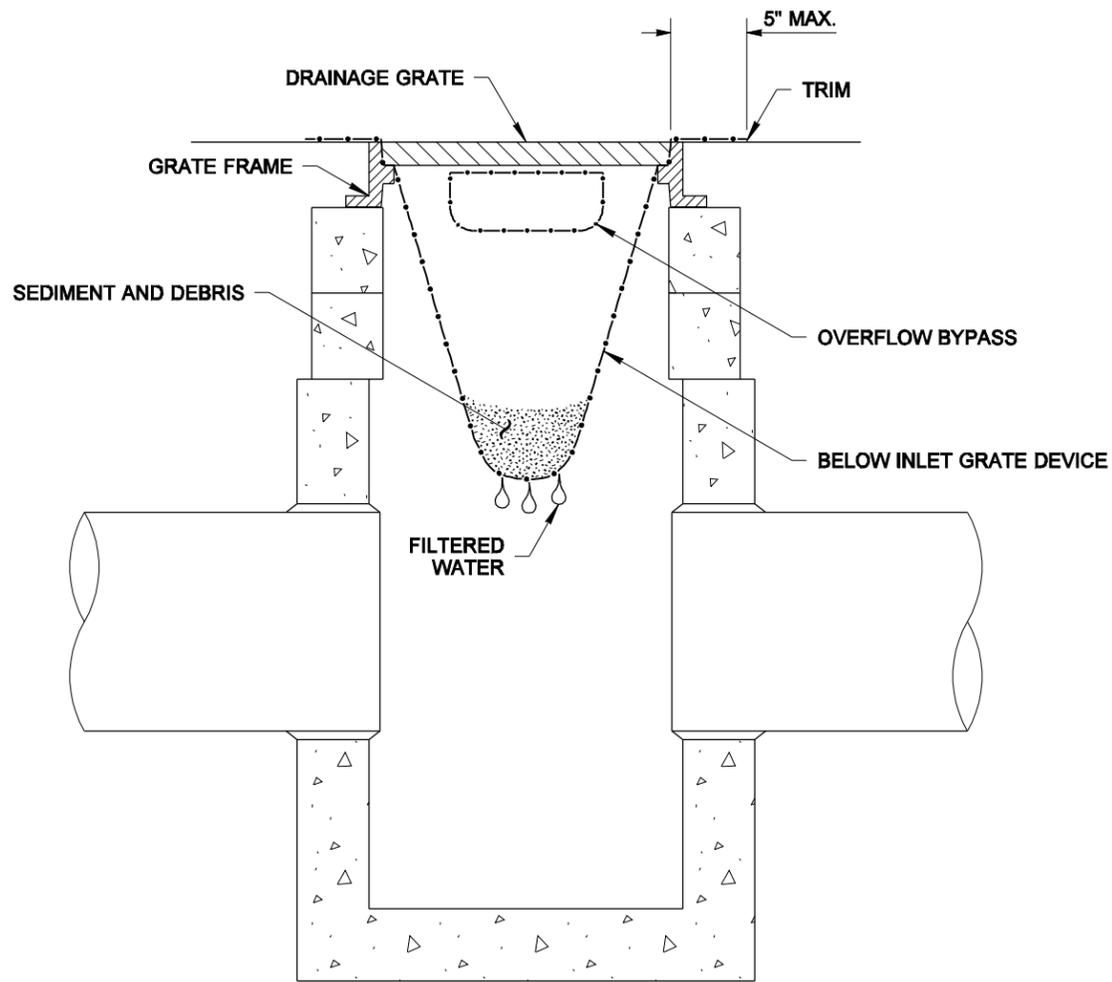
STATE DESIGN ENGINEER

01-23-07

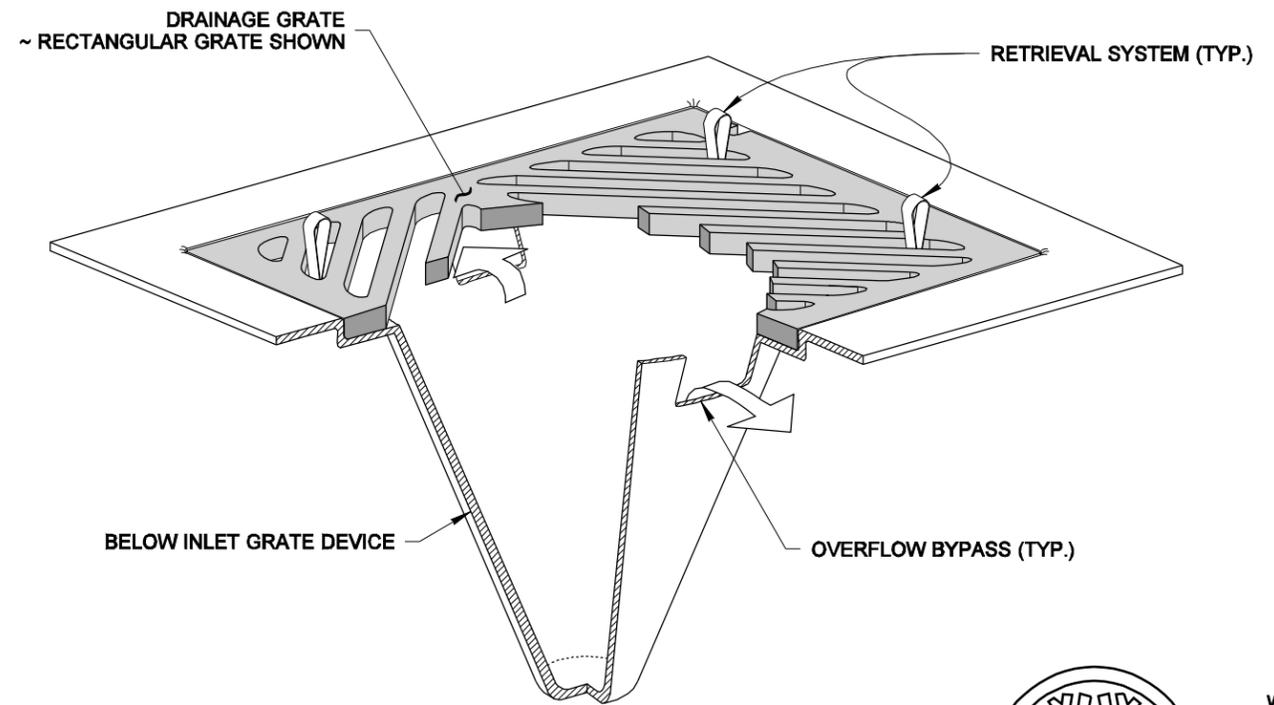
DATE



Washington State Department of Transportation



SECTION VIEW
NOT TO SCALE



ISOMETRIC VIEW

NOTES

1. Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.
2. The BIGD shall have a built-in high-flow relief system (overflow bypass).
3. The retrieval system must allow removal of the BIGD without spilling the collected material.
4. Perform maintenance in accordance with Standard Specification 8-01.3(15).



STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT

MARK W. MAURER
CERTIFICATE NO. 000598

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**STORM DRAIN
INLET PROTECTION
STANDARD PLAN I-40.20-00**

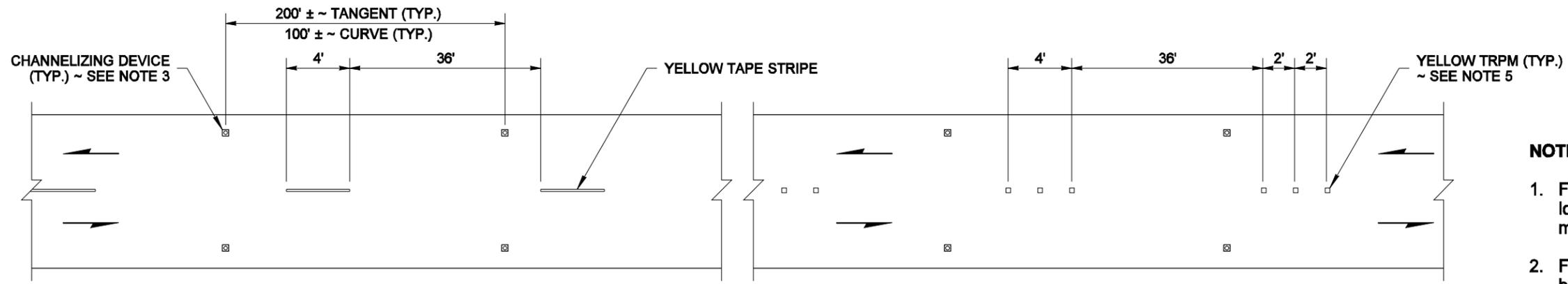
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III **09-20-07**
STATE DESIGN ENGINEER DATE



DRAWN BY: ELENA BRUNSTEIN



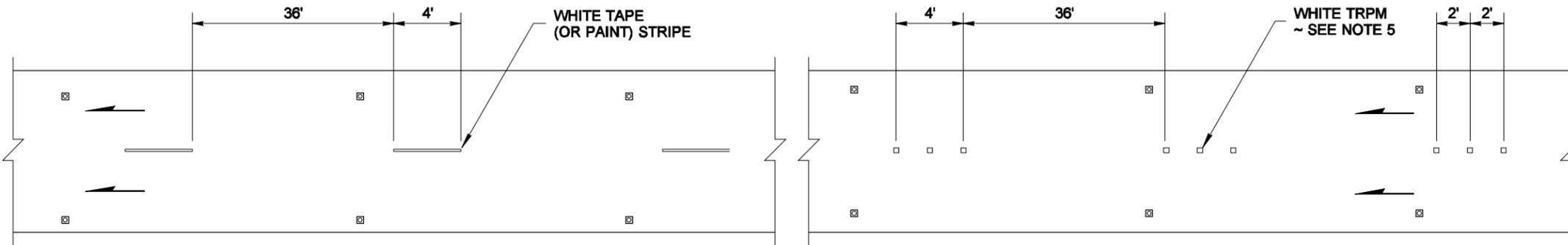
HOT MIXED ASPHALT PAVEMENT

BITUMINOUS SURFACE TREATMENT

TWO-LANE ROADWAY

NOTES

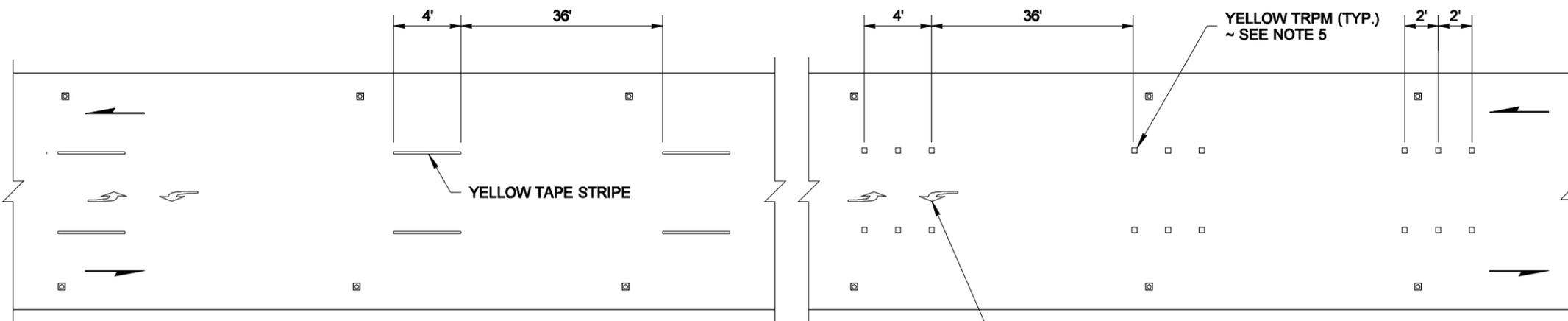
1. For long term projects conflicting pavement markings that are no longer applicable shall be removed or obliterated. Temporary markings shall be used as necessary.
2. For Hot Mixed Asphalt Pavement, a temporary striping tape shall be installed in conjunction with DO NOT PASS and "PASS WITH CARE" sign locations.
3. Temporary roadside delineation with Channelization Devices is optional. The appropriate taper length shall be L/2. See Standard Plan K-24.20 for minimum taper length (L).
4. For long term projects a channelization/pavement marking plan should be implemented.
5. Temporary Raised Pavement Marker (TRPM) may be used on a pattern spacing 5' O.C. to simulate a solid line.



HOT MIXED ASPHALT PAVEMENT

BITUMINOUS SURFACE TREATMENT

ONE-WAY TWO-LANE ROADWAY



HOT MIXED ASPHALT PAVEMENT

BITUMINOUS SURFACE TREATMENT

TWO-WAY TWO-LANE LEFT TURN ROADWAY



EXPIRES AUGUST 9, 2007

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TEMPORARY CHANNELIZATION
STANDARD PLAN K-70.20-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith

02-15-07

STATE DESIGN ENGINEER

DATE



Washington State Department of Transportation

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

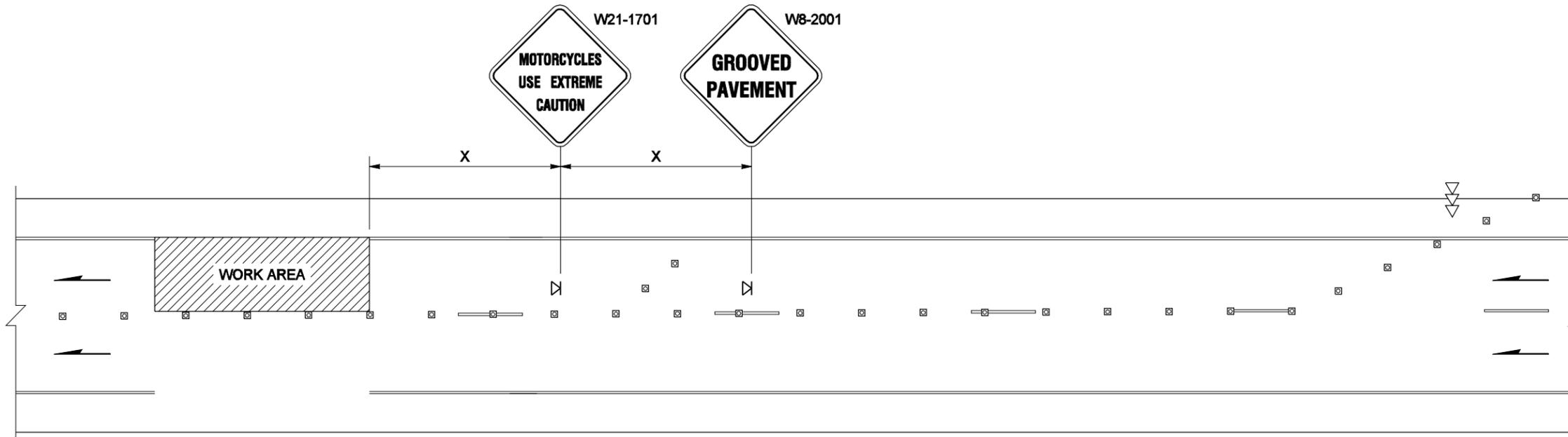
CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
50 / 70	40	80
35 / 45	30	60
25 / 30	20	40

NOTES

- See Standard Plan K-24.60 for typical lane closure signing details, device spacing requirements, and lane closure taper length.
- MOTORCYCLES USE EXTREME CAUTION signs shall be installed when the following roadway conditions exist:
 - grooved pavement
 - abrupt lane edge
 - steel plates
 - loose gravel of earth

Specific signs for each of the conditions noted shall be installed along with MOTORCYCLES USE EXTREME CAUTION signs.
- For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

- ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
- THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



**FOR LOCAL AGENCY USE ONLY
NOT FOR USE ON STATE ROUTES**

LEGEND

- SIGN LOCATION
- CHANNELIZING DEVICES
- ARROW PANEL

W21-801	W8-2001	W8-7	W21-1801

MOTORCYCLE WARNING SIGN (W21-1701) SHOULD BE INSTALLED AT 1 MILE SPACING, THROUGHOUT THE WORK ZONE WHERE THE CONDITION EXISTS, AS PART OF THE SEQUENCE OF OTHER APPROPRIATE STANDARD WARNING SIGNS ON 1 MILE SPACING



EXPIRES AUGUST 9, 2007

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**MOTORCYCLE
SUPPLEMENTAL SIGNING
STANDARD PLAN K-60.40-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

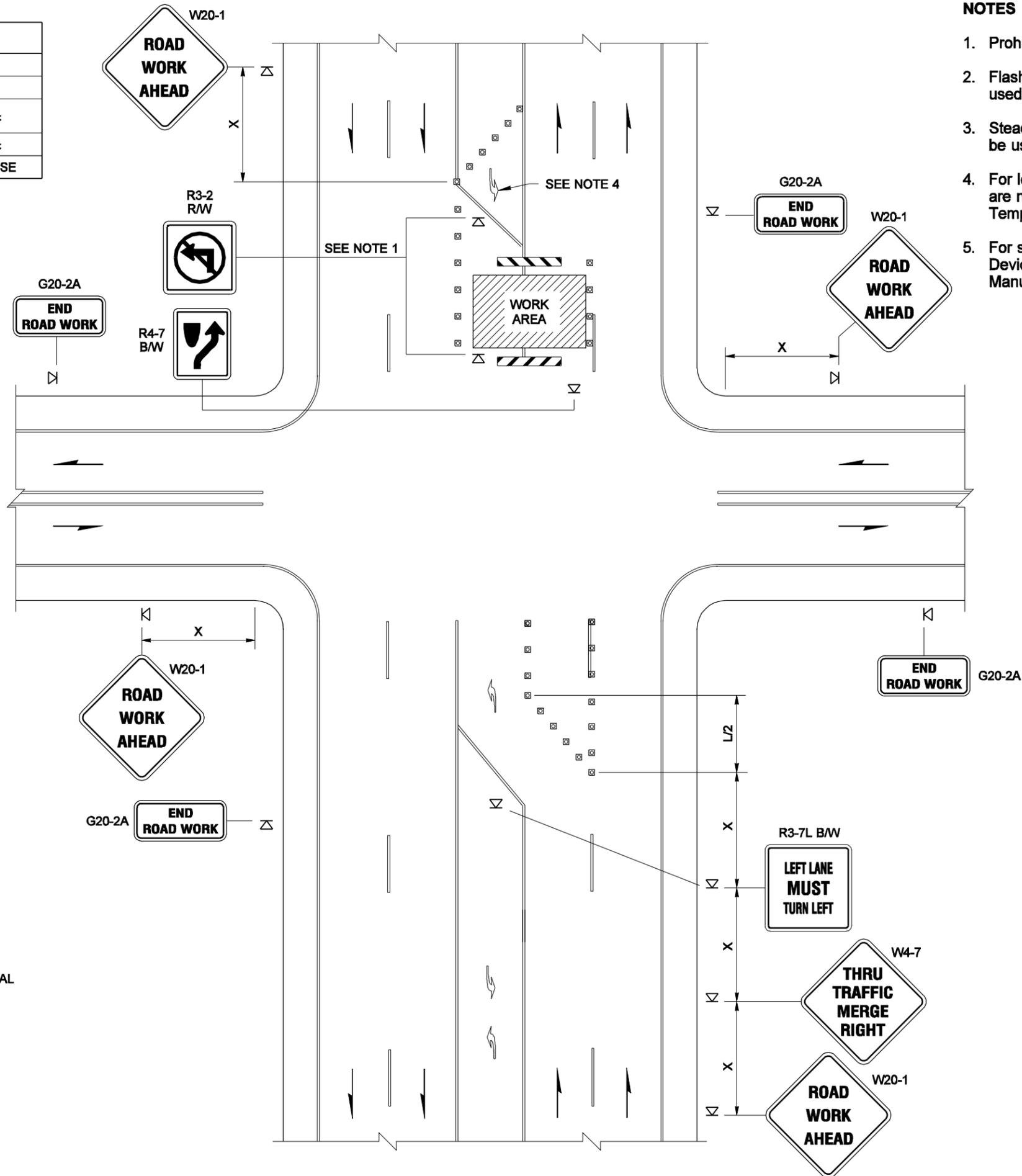
Ken L. Smith **02-15-07**
STATE DESIGN ENGINEER DATE

SIGN SPACING = X		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ±
URBAN STREETS	25 MPH OR LESS	100' ±
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE AT-GRADE INTERSECTIONS AND DRIVEWAYS.

MINIMUM TAPER LENGTH = L (FEET)							
LANE WIDTH (FEET)	POSTED SPEED (MPH)						
	25	30	35	40	45	50	55
10	105	150	205	270	450	500	550
11	115	165	225	294	495	550	605
12	125	180	245	320	540	600	660

CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
50 / 70	40	80
35 / 45	30	60
25 / 30	20	40



NOTES

1. Prohibit turns as necessary for traffic conditions.
2. Flashing Warning Lights (Type A per MUTCD) should be used, as needed, to mark barricades at night.
3. Steady Burning Warning Lights (Type C per MUTCD) shall be used to mark channelizing devices at night.
4. For long term projects, conflicting pavement markings that are no longer applicable shall be removed or obliterated. Temporary markings shall be used as necessary.
5. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

LEGEND

- SIGN LOCATION
- CHANNELIZING DEVICES
- TEMPORARY TRAFFIC ARROW ~ OPTIONAL
- BARRICADE ~ TYPE 3 R

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**INTERSECTION
~ MULTIPLE LANE CLOSURE
STANDARD PLAN K-32.60-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith **02-15-07**

STATE DESIGN ENGINEER DATE



SIGN SPACING = X		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ±
URBAN STREETS	25 MPH OR LESS	100' ±
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

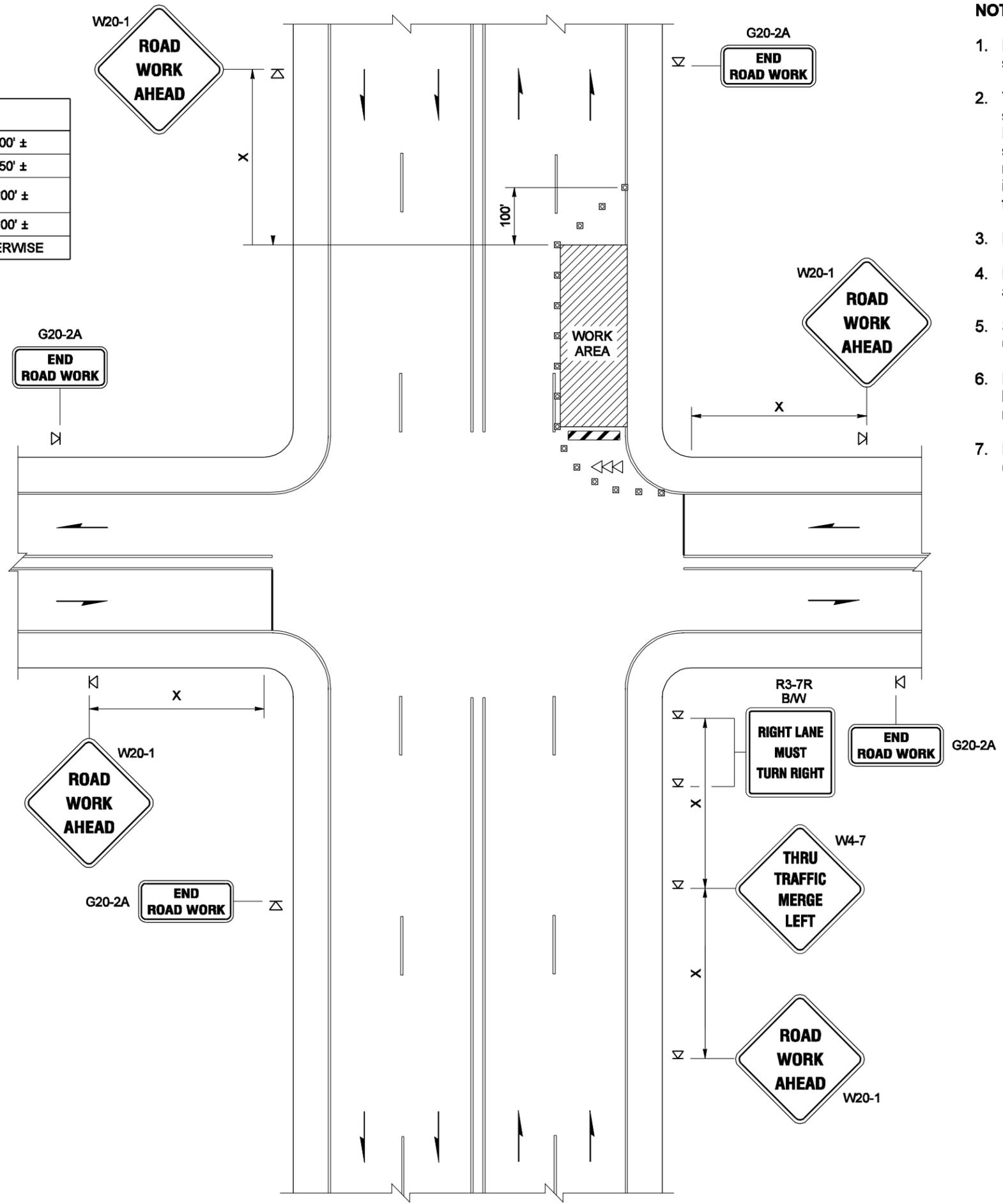
ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE AT-GRADE INTERSECTIONS AND DRIVEWAYS.

CHANNELIZING DEVICE SPACING		
POSTED SPEED (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
50 / 70	40	80
35 / 45	30	60
25 / 30	20	40

MINIMUM TAPER LENGTH = L (FEET)							
LANE WIDTH (FEET)	POSTED SPEED (MPH)						
	25	30	35	40	45	50	55
10	105	150	205	270	450	500	550
11	115	165	225	294	495	550	605
12	125	180	245	320	540	600	660

LEGEND

-  SIGN LOCATION
-  CHANNELIZING DEVICES
-  BARRICADE ~ TYPE 3 L
-  ARROW PANEL



NOTES

1. If the work space extends across a crosswalk, the crosswalk should be closed (see Standard Plan K-34.20).
2. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a right lane having significant right turning movements, then the right lane may be restricted to right turn only, as shown. This procedure increases the through capacity by eliminating right turns from the open through lane.
3. Prohibit turns as necessary for traffic conditions.
4. Flashing Warning Lights (Type A per MUTCD) should be used, as needed, to mark barricades at night.
5. Steady Burning Warning Lights (Type C per MUTCD) shall be used to mark channelizing devices at night.
6. For long term projects, conflicting pavement markings that are no longer applicable shall be removed or obliterated. Temporary markings shall be used as necessary.
7. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

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**INTERSECTION
~ RIGHT LANE CLOSURE
FAR SIDE
STANDARD PLAN K-32.20-00**

SHEET 1 OF 1 SHEET

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STATE DESIGN ENGINEER DATE



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LONGITUDINAL BUFFER SPACE = B									
POSTED SPEED (MPH)	25	30	35	40	45	50	55	60	65
LENGTH B (FEET)	155	200	250	305	360	425	495	570	645

BUFFER DATA	
TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1)	
VEHICLE TYPE	LOADED WEIGHT
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION)
① ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN. (DRY PAVEMENT ASSUMED)	

END ROAD WORK G20-2A
OR
DOWNSTREAM TAPER TO SHOW END OF WORK AREA ~ SEE NOTE 5

G20-2A
END ROAD WORK

100'
50' MIN.
300' MAX.

100'

B
50' MIN.
100' MAX.
6 DEVICES MIN.

W20-7A

W20-7B ~ OPTIONAL IF POSTED SPEED 40 MPH OR LESS

W20-4

W20-1

W20-7A
W20-7B ~ OPTIONAL IF POSTED SPEED 40 MPH OR LESS

W20-4

W20-1

LEGEND

-  FLAGGING STATION
-  SIGN LOCATION
-  CHANNELIZING DEVICES
-  PROTECTIVE VEHICLE ~ RECOMMENDED

NOTES

1. A Protective Vehicle is recommended regardless if a Truck Mounted Attenuator (TMA) is available; a work vehicle may be used. When no TMA is used, the Protective Vehicle shall be strategically located to shield workers, with no specific Roll-Ahead distance.
2. Night work requires additional roadway lighting at flagging stations. See WSDOT Standard Specifications for additional details.
3. Extend Channelizing Device taper across shoulder ~ recommended.
4. Sign sequence is the same for both directions of travel on the roadway.
5. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
6. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

- (1) ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
- (2) THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

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**LANE CLOSURE
WITH FLAGGER CONTROL
STANDARD PLAN K-20.40-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Ken L. Smith 02-15-07

STATE DESIGN ENGINEER

DATE



Washington State Department of Transportation