

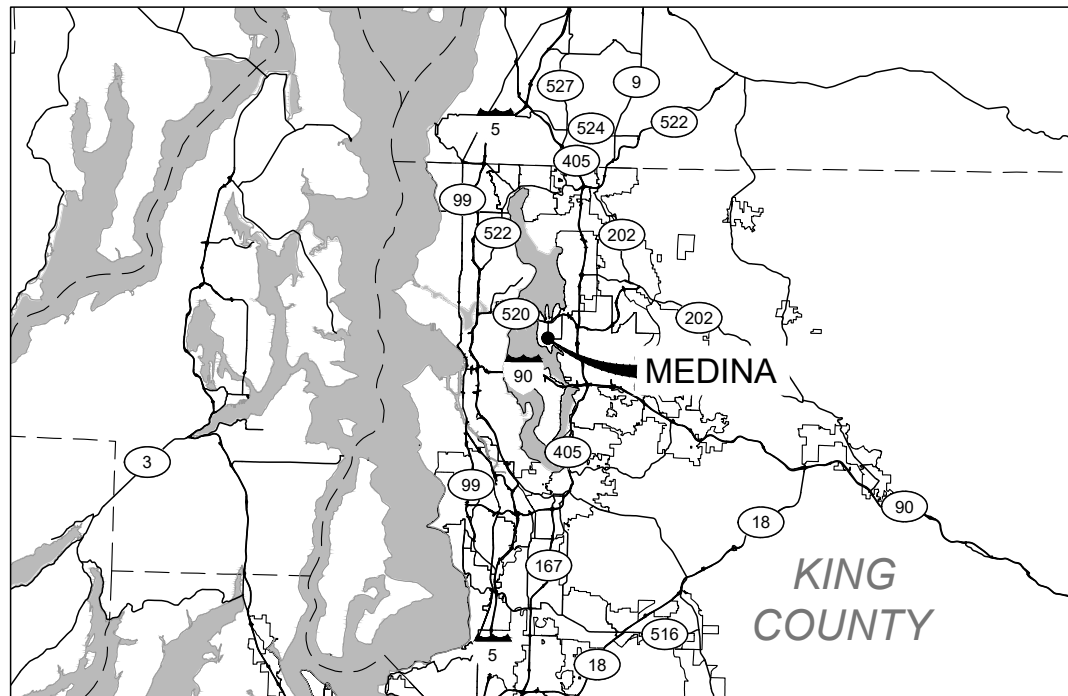
CITY OF MEDINA

KING COUNTY

WASHINGTON

MEDINA ELEMENTARY SCHOOL SIDEWALK

TIB PROJECT NO. P-P-109(P04)-1



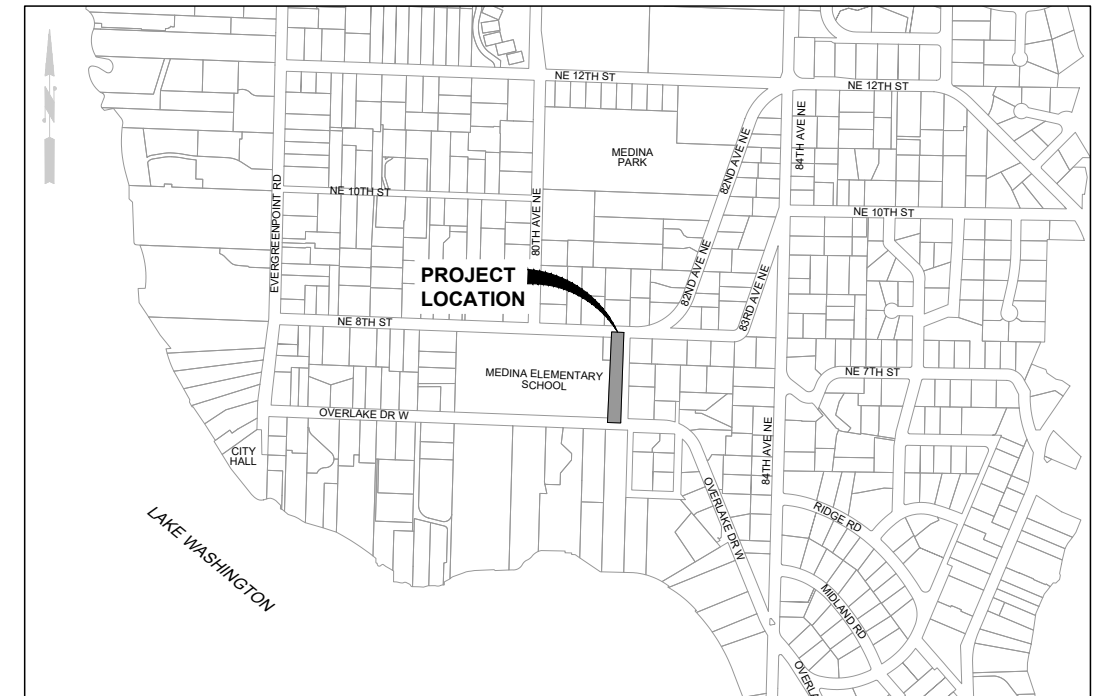
VICINITY MAP
NOT TO SCALE



CITY OFFICIALS

JESSICA ROSSMAN

Mayor



PROJECT LOCATION MAP
NOT TO SCALE

JENNIFER GARONE

CYNTHIA ATKINS

HARINI GOKUL

City Council

MAC JOHNSTON

ROBERT ZOOK

City Council

STEVE BURNS

CITY MANAGER

RANDY REEVES

DEPUTY MAYOR

RYAN OSADA

PUBLIC WORKS DIRECTOR



MAY 2023
G&O #23449

ABBREVIATIONS

AC	ASBESTOS CEMENT PIPE
ADJ	ADJUST
ALT	ALTERNATE
ALUM	ALUMINUM
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
AP	ANGLE POINT
ASPH	ASPHALT
ASSY	ASSEMBLY
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS
AVE	AVENUE
BF	BLIND FLANGE
BLDG	BUILDING
BLK	BLOCK
BO	BLOW OFF
BOP	BEGINNING OF PROJECT
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
C	CONDUIT
CAP	CORRUGATED ALUMINUM PIPE
CB	CATCH BASIN
CF	CUBIC FEET
CFS	CUBIC FEET PER SECOND
CICL	CAST IRON CLASS
CLR	CLEARANCE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CONN	CONNECTION
CONT	CONTINUED/CONTINUOUS
CPEP	CORRUGATED POLYETHYLENE PIPE
CPLG	COUPLING
CTR	CENTER
CY	CUBIC YARD
CL	CENTER LINE
D	DRAIN
DC	DEGREE OF CURVATURE
DI	DUCTILE IRON
DIA	DIAMETER
DIM	DIMENSION
DOT	DEPARTMENT OF TRANSPORTATION
DWGS	DRAWING(S)
E	EAST
EA	EACH
EL	ELEVATION
ELEC	ELECTRICAL
EOA	EDGE OF ASPHALT
EOP	END OF PROJECT
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EXIST	EXISTING
FIG	FIGURE
FIN	FINISHED
FL	FLANGE
FT	FEET
GA	GALVE
GALV	GALVANIZED
GI	GALVANIZED IRON
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
IN	INCH
INV	INVERT
L	LENGTH
LB	POUND
LF	LINEAR FEET
MAX	MAXIMUM
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
N	NORTH
NO	NUMBER
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PE	PLAIN END
PERF	PERFORATED
PI	POINT OF INTERSECTION
PP	POWER POLE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENT
QTY	QUANTITY
R	RADIUS
R/W	RIGHT-OF-WAY
RED	REDUCER
REINF	REINFORCE
REQD	REQUIRED
RET	RETAINING
RR	RAILROAD
S	SOUTH
SCH	SCHEDULE
SF	SQUARE FEET
SHT	SHEET
SL	SLOPE
SPECS	SPECIFICATIONS
SO	SQUARE
STA	STATION
STD	STANDARD
TB	THRUST BLOCK
TC	TOP OF CURB
TEL	TELEPHONE
TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
THRD	THREADED
THRU	THROUGH
TYP	TYPICAL
VERT	VERTICAL
W	WEST
W/	WITH
W/O	WITHOUT
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

LINETYPES

EXISTING	PROPOSED	DESCRIPTION
SURFACE FEATURES		
		CURB (TYPE AS NOTED)
		CURB & GUTTER
		ASPHALT PAVEMENT
		GRAVEL SURFACING
		CONCRETE SURFACING
		CEMENT CONC. SIDEWALK
		FENCE/RAILING (TYPE AS NOTED)
		RIGHT-OF-WAY LINE
		CENTERLINE OF CONSTRUCTION
		PROPERTY LINE
		CONTOUR LINE
		SAWCUT LINE (APPROXIMATE LOCATION)
		BURIED ELECTRICAL
		BURIED TELEPHONE/COMMUNICATIONS
		BURIED COMMUNICATIONS
		GAS MAIN (SIZE AS NOTED)
		WATER MAIN (SIZE AS NOTED)
		SANITARY SEWER MAIN (SIZE AS NOTED)
		STORM DRAIN (SIZE AS NOTED)
		CULVERT (SIZE & TYPE AS NOTED)

SIGNALIZATION/ILLUMINATION SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JUNCTION BOX (TYPE I, II, VIII)
		LIGHT/LUMINAIRE POLE W/ARM

WATER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GUARD POST / BOLLARD
		GATE VALVE

GAS/POWER/TELEPHONE SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GAS VALVE
		POWER VAULT (SIZE VARIES)
		UTILITY PEDESTAL
		COMMUNICATION HANDHOLE

SURVEY SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROL POINT
		MONUMENT (IN CASE)

SANITARY/STORM SEWER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		STORM DRAIN MANHOLE/TYPE 2 CATCH BASIN (ACTUAL DIMENSION SHOWN FOR PROPOSED)
		STORM DRAIN CATCH BASIN, CONCRETE INLET, OR YARD/AREA DRAIN (ACTUAL DIMENSION SHOWN FOR PROPOSED)
		SANITARY SEWER MANHOLE (ACTUAL DIMENSION SHOWN FOR PROPOSED)

SURFACE FEATURES/LANDSCAPING

EXISTING	PROPOSED	DESCRIPTION
		SIGN
		SHRUB
		TREE (CONIFER)
		TREE (DECIDUOUS)
		TREE STUMP
		WOOD STEPS

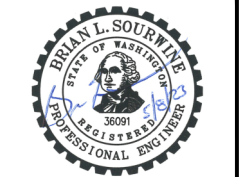
CHANNELIZATION SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CENTER LANE LINE
		CROSS WALK MARKING
		STOP BAR

GENERAL NOTES:

- ALL MATERIALS AND WORKMANSHIP SHALL BE FURNISHED AND SUPPLIED IN ACCORDANCE WITH THE 2023 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AND CITY OF MEDINA PUBLIC WORKS STANDARDS, AND THESE CONTRACT DOCUMENTS UNLESS OTHERWISE SPECIFICALLY NOTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT AND COORDINATE WITH ALL UTILITY COMPANIES IN ORDER TO ASSURE THAT ALL LINES, PIPES, POLES AND OTHER APPURTENANCES ARE PROPERLY LOCATED, SECURED, AND/OR PROTECTED. BURIED UTILITIES (WHERE KNOWN) ARE SHOWN IN THEIR APPROXIMATE LOCATION. THE CONTRACTOR SHALL HAVE UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. NOTIFY THE UNDERGROUND UTILITIES LOCATE CENTER: CALL #811.
- THE CONTRACTOR SHALL HAVE A COPY OF THESE PLANS, ANY ADDENDA, CHANGE ORDERS AND THE CONTRACT SPECIFICATIONS ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IN THE EVENT OF DISCOVERY OF UNSUITABLE SOILS OR HIGH GROUND WATER CONDITIONS OR DISCREPANCIES FROM THE PLANS.
- WHEREVER PLANS REFER TO "SAWCUT" OF ASPHALT CONCRETE PAVEMENT OR OIL MAT, OR CONCRETE SURFACE, THE CONTRACTOR SHALL PERFORM A "NEAT LINE CUT" PER SPECIFICATIONS.
- THE CONTRACTOR SHALL MAINTAIN A CLEAN LEGIBLE SET OF RECORD DRAWINGS AND PROVIDE A SET TO THE OWNER PRIOR TO DEMOBILIZATION OF THE SITE. SEE SPECIFICATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD. PRIOR TO DISRUPTION OF ANY TRAFFIC, TRAFFIC CONTROL PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.
- PROTECTION OF THE ENVIRONMENT:** NO CONSTRUCTION RELATED ACTIVITY SHALL CONTRIBUTE TO THE DEGRADATION OF THE ENVIRONMENT. ALLOW MATERIAL TO ENTER SURFACE OR GROUND WATERS, OR ALLOW PARTICULATE EMISSIONS TO THE ATMOSPHERE, WHICH EXCEED STATE OR FEDERAL STANDARDS. ANY ACTIONS THAT POTENTIALLY ALLOW A DISCHARGE TO STATE WATERS MUST HAVE PRIOR APPROVAL OF THE WASHINGTON STATE DEPARTMENT OF ECOLOGY.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH,
SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860



CITY OF MEDINA
MEDINA ELEMENTARY SCHOOL SIDEWALK

SHEET INDEX

SHEET NO.	DESCRIPTION
COVER	TITLE, VICINITY MAP, PROJECT LOCATION MAP AND CITY OFFICIALS
SHEET 1	SYMBOL LEGEND, ABBREVIATIONS, GENERAL NOTES, AND SHEET INDEX
SHEET 2	SURVEY CONTROL AND ALIGNMENT TABLE
SHEET 3	EROSION CONTROL NOTES AND DETAIL
SHEET 4	PLAN AND PROFILE
SHEET 5	RAMP AND CURB DETAILS
SHEET 6	DRIVEWAY PROFILES
SHEET 7 - 8	ROADWAY DETAILS
SHEET 9 - 12	STORM DETAILS
SHEET 13 - 14	TRAFFIC CONTROL DETAILS

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: MAY 2023

APPROVED BY: BLS

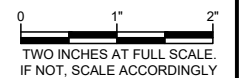
CHECKED BY: BLS

DRAWN BY: MN

DESIGNER: MAN

G & O JOB NO.: 23449

FILE: LEGEND.DWG



GENERAL

SYMBOL LEGEND, ABBREVIATIONS, GENERAL NOTES, AND SHEET INDEX

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: MAY 2023

APPROVED BY: BLS

CHECKED BY: BLS

DRAWN BY: MN

DESIGNER: MAN

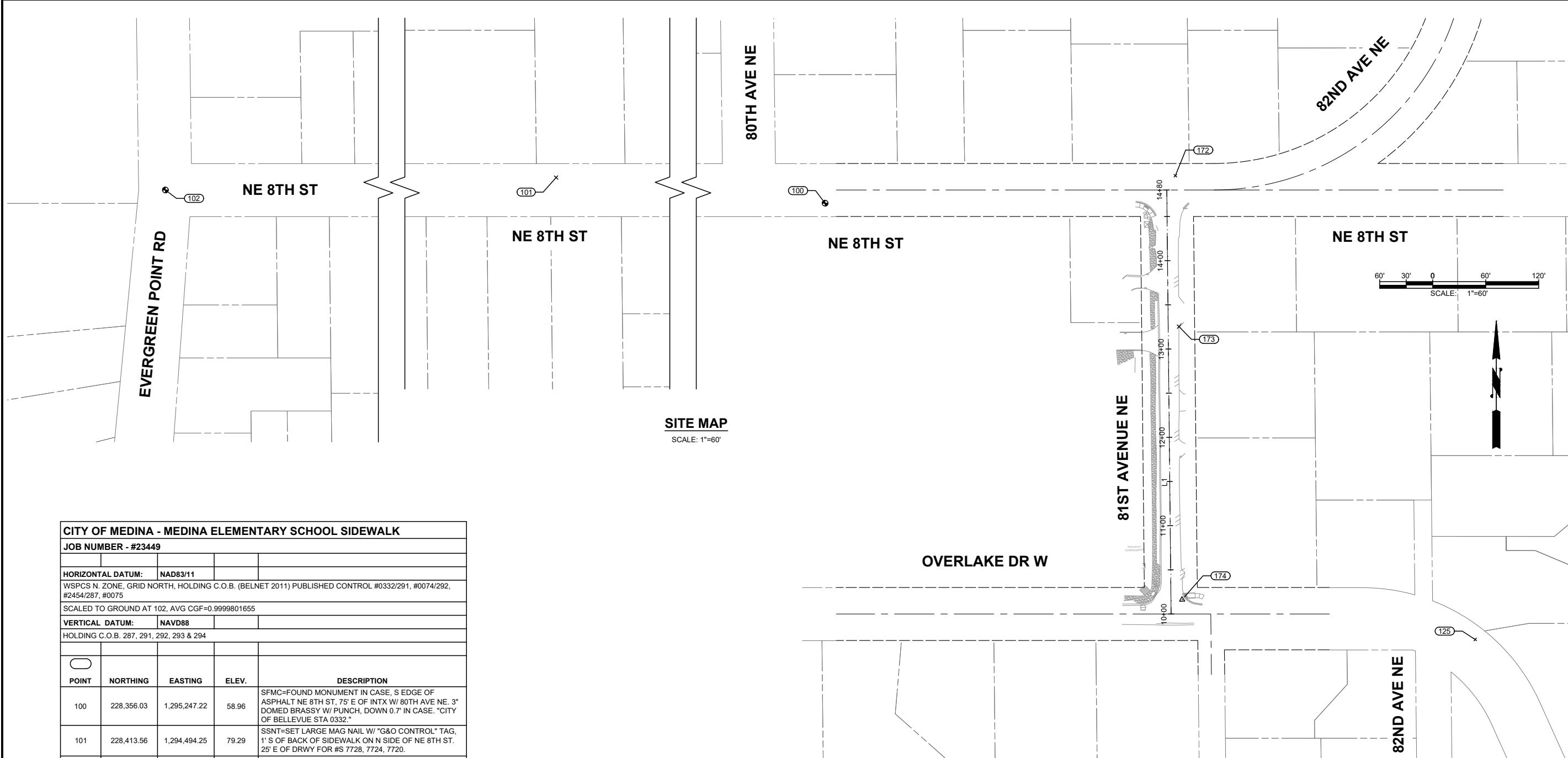
G & O JOB NO.: 23449

FILE: SURVEY CONTROL.DWG



GENERAL

SURVEY CONTROL AND ALIGNMENT TABLE



SITE MAP
 SCALE: 1"=60'

CITY OF MEDINA - MEDINA ELEMENTARY SCHOOL SIDEWALK				
JOB NUMBER - #23449				
HORIZONTAL DATUM:		NAD83/11		
WSPCS N. ZONE, GRID NORTH, HOLDING C.O.B. (BELNET 2011) PUBLISHED CONTROL #0332/291, #0074/292, #2454/287, #0075				
SCALED TO GROUND AT 102, AVG CGF=0.9999801655				
VERTICAL DATUM:		NAVD88		
HOLDING C.O.B. 287, 291, 292, 293 & 294				
POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
100	228,356.03	1,295,247.22	58.96	SFMC=FOUND MONUMENT IN CASE, S EDGE OF ASPHALT NE 8TH ST, 75' E OF INTX W/ 80TH AVE NE, 3" DOMED BRASSY W/ PUNCH, DOWN 0.7" IN CASE. "CITY OF BELLEVUE STA 0332."
101	228,413.56	1,294,494.25	79.29	SSNT=SET LARGE MAG NAIL W/ "G&O CONTROL" TAG, 1' S OF BACK OF SIDEWALK ON N SIDE OF NE 8TH ST, 25' E OF DRWY FOR #S 7728, 7724, 7720.
102	228,425.30	1,293,811.75	77.50	SFMC, CENTER OF INTX EVERGREEN POINT RD & NE 8TH ST, CITY OF BELLEVUE #0074, 2" BRASS DISC WITH LARGE "X", DOWN 0.55" IN CASE.
125	227,834.65	1,295,964.24	50.47	SFNT=FOUND NAIL W/ TAG, "RH LS 31667, LS 36802" NWLY CORNER OF DRIVEWAY TO HOUSE #8222, 1.70' BACK OF WALK.
172	228,372.14	1,295,644.79	52.44	SFNT, MAG NAIL W/ "HGG TRAVE PELS 6422" TAG, N SIDE INTX NE 8TH ST & 81ST AVE NE, IN NE CORNER OF DRIVEWAY APRON TO 8048 NE 8TH ST, JUST S OF FRONT OF SIDEWALK.
173	228,201.32	1,295,642.45	51.63	SSN=SET NAIL, MEDIUM MAG NAIL IN SW TIP OF DRIVEWAY TO 630 81ST AVE NE.
174	227,892.27	1,295,634.25	48.73	SSNT, NE CORNER OF INTX OVERLAKE DR W & 81ST AVE NE, 2.0' W OF CENTER OF ROUND CATCH BASIN GRATE.

81ST AVE CL (ROW) - CONSTRUCTION CENTERLINE ALIGNMENT												
SEGMENT	BEGIN STATION	BEGIN NORTHING	BEGIN EASTING	END STATION	END NORTHING	END EASTING	DISTANCE	BEARING	RADIUS	TANGENT	CURVE LENGTH	DELTA
L1	10+00.00	227,876.49	1,295,621.22	14+80.02	228,356.34	1,295,634.48	480.02	N1°34'58"E				

RIGHT-OF-WAY DISCLAIMER
 THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

M:\Medina\23449 Medina Elem. School Sidewalk\01 Design\PlanSet\General\SURVEY CONTROL.dwg, 5/8/2023 1:46 PM, MARK NAGEL

M:\Medina\23449 Medina Elem. School Sidewalk\01 Design\Planset\CH\EROSION CONTROL.dwg, 5/8/2023 1:46 PM, MARK NAGEL

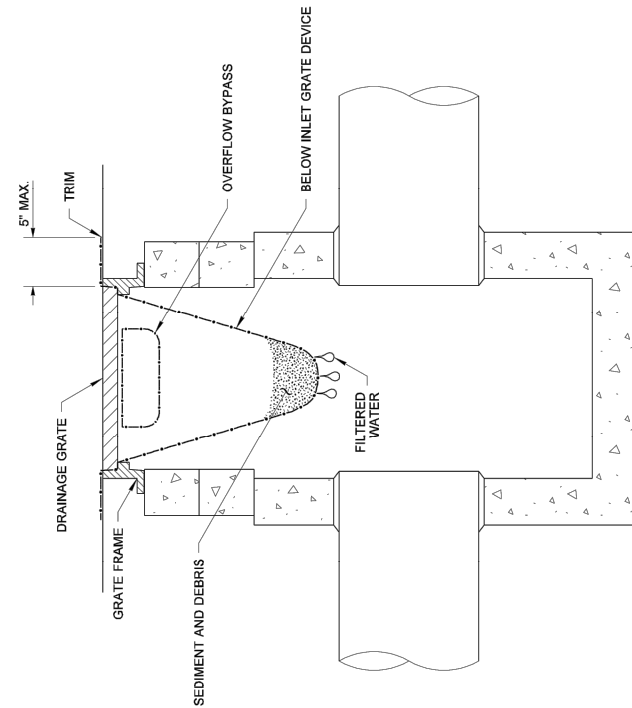
STANDARD EROSION AND SEDIMENT CONTROL (TESC) NOTES

- ALL REQUIRED SEDIMENTATION/EROSION CONTROL FACILITIES MUST BE IN OPERATION PRIOR TO LAND CLEARING AND/OR OTHER CONSTRUCTION TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE NATURAL DRAINAGE SYSTEM. ALL EROSION AND SEDIMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED. THE IMPLEMENTATION, MAINTENANCE, REPLACEMENT AND ADDITIONS TO EROSION/SEDIMENTATION CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHOULD ANTICIPATE THAT EROSION AND SEDIMENTATION CONTROL FACILITIES WILL BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE PROPOSED SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES AND THE WATER QUALITY OF THE RECEIVING DRAINAGE SYSTEM.
- AT NO TIME SHALL MORE THAN SIX INCHES OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF THE SEDIMENT. ALL CATCH BASINS, CONVEYANCE LINES AND DITCHES SHALL BE CLEANED PRIOR TO PAVING.
- THE CONTRACTOR SHALL REMOVE AND WASTEHAUL MATERIAL DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO THE TOWN RIGHT-OF-WAY OR INTO THE EXISTING STORM DRAINAGE SYSTEM. DEBRIS SHALL NOT BE WASHED INTO THE STORM DRAINAGE SYSTEM.
- TEMPORARY EROSION CONTROL FACILITIES SHALL BE INSPECTED WEEKLY AND MAINTAINED WITHIN 24 HOURS FOLLOWING A STORM EVENT. SEDIMENT SHALL BE REMOVED TO INSURE THE FACILITIES WILL FUNCTION PROPERLY. THE FACILITIES SHALL BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED.
- ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT STORMWATER RUNOFF SHALL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- NO DISTURBED SOIL SHALL REMAIN UNSTABILIZED FOR MORE THAN TWO DAYS.

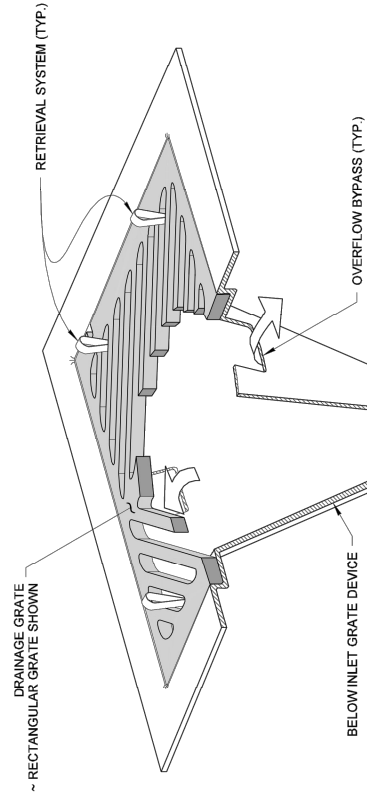
DRAWN BY: LISA CYFORD

NOTES

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



SECTION VIEW
NOT TO SCALE



ISOMETRIC VIEW



STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
MARK W. MAURER
CERTIFICATE NO. 000596

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT. IT IS A DESIGN DOCUMENT. IT IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE SIGNATURE AND SEAL OF A REGISTERED PROFESSIONAL ENGINEER. APPROVED FOR PUBLICATION SUBJECT TO THE SIGNATURE AND SEAL OF THE REGISTERED PROFESSIONAL ENGINEER. A COPY MAY BE OBTAINED UPON REQUEST.

**STORM DRAIN
INLET PROTECTION**
STANDARD PLAN I-40.20-00
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Pasco Bakotich III
STATE DESIGN ENGINEER
DATE: 09-20-07
Washington State Department of Transportation

Gray & Osborne, Inc.
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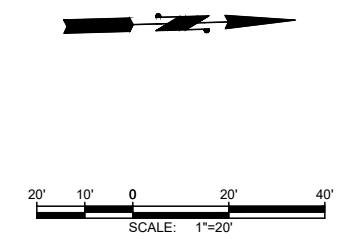
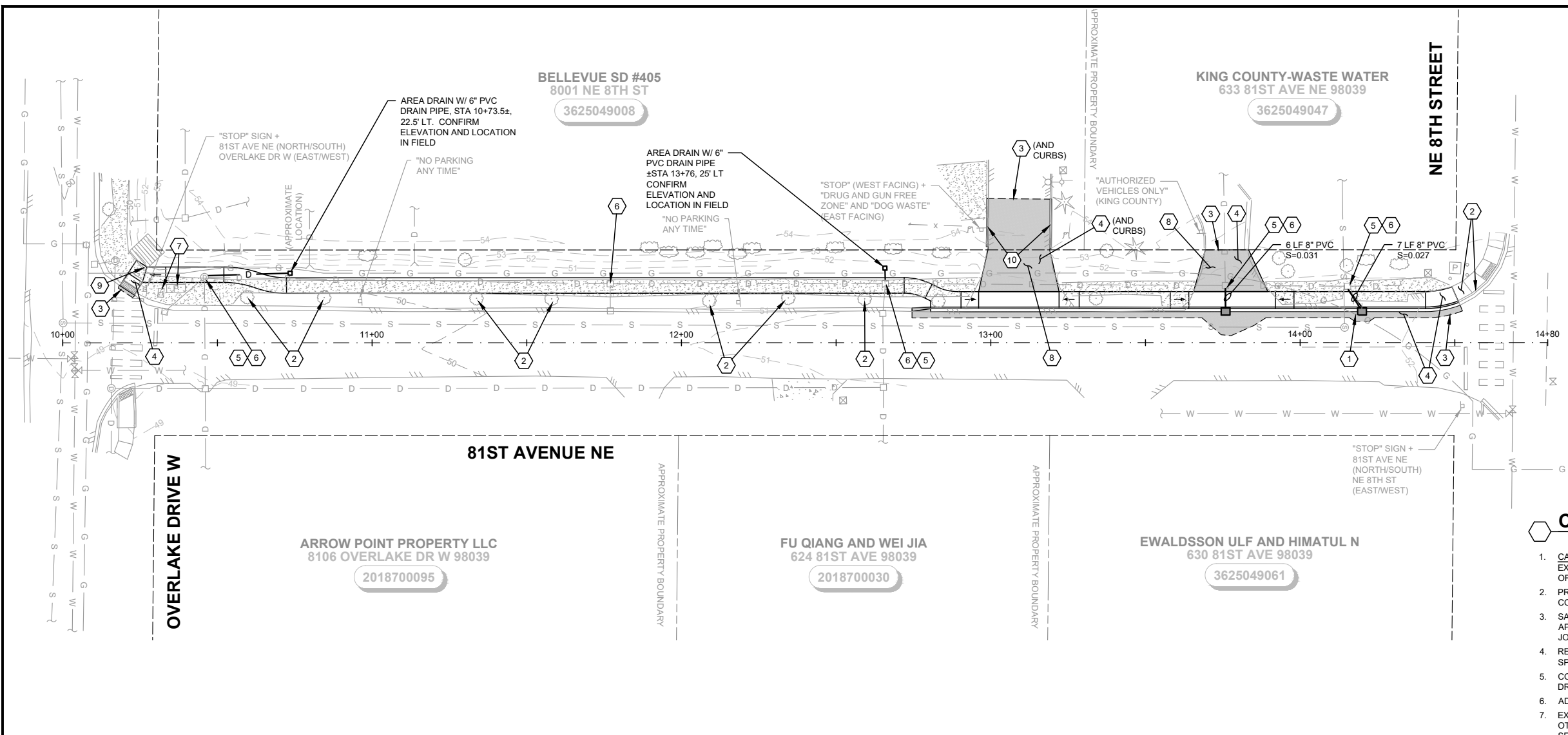


CITY OF MEDINA
**MEDINA ELEMENTARY
SCHOOL SIDEWALK**

No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		MAY 2023
APPROVED BY:		BLS
CHECKED BY:		BLS
DRAWN BY:		MN
DESIGNER:		MAN
G & O JOB NO.:		23449
FILE:		EROSION CONTROL.DWG

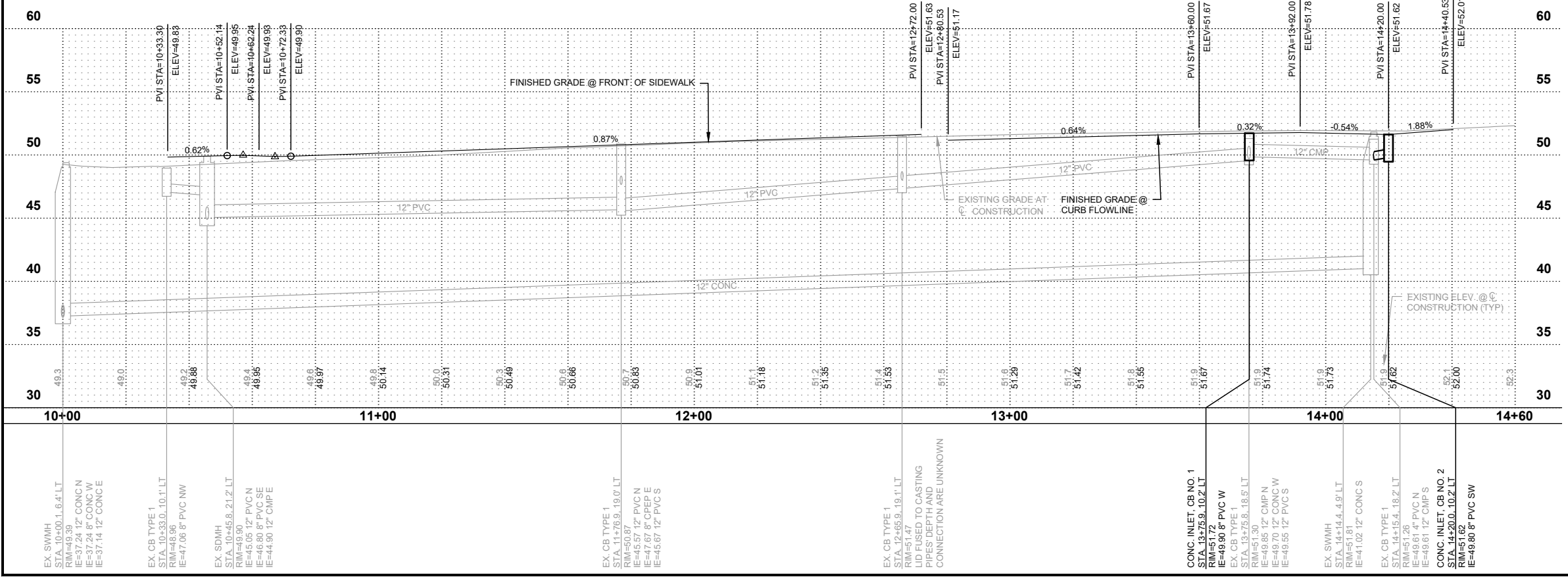
GENERAL
**EROSION CONTROL;
NOTES AND DETAIL**

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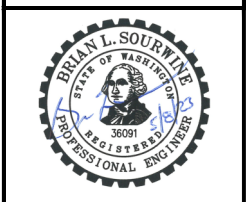


CONSTRUCTION NOTES

1. CAUTION: POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
2. PROTECT EXISTING CURB, SIDEWALK, TREE, DURING CONSTRUCTION.
3. SAWCUT EXISTING PAVEMENT AND SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.
4. REMOVE AND WASTEHAUL EXISTING PAVEMENT PER THE SPECIFICATIONS.
5. CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
6. ADJUST EXISTING CATCH BASIN/MANHOLE TO GRADE.
7. EXISTING UTILITY VAULT TO BE ADJUSTED TO GRADE BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
8. CONSTRUCT HMA DRIVEWAY REPAIR.
9. REMOVE AND WASTEHAUL ONLY THAT PORTION OF WOOD TIMBERS NECESSARY TO INSTALL NEW IMPROVEMENTS. PROVIDE NEAT SAWCUT.
10. INSTALL CEMENT CONCRETE TRAFFIC CURB PER WSDOT STANDARD PLAN F-10.12, SHEET 8.



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CITY OF MEDINA
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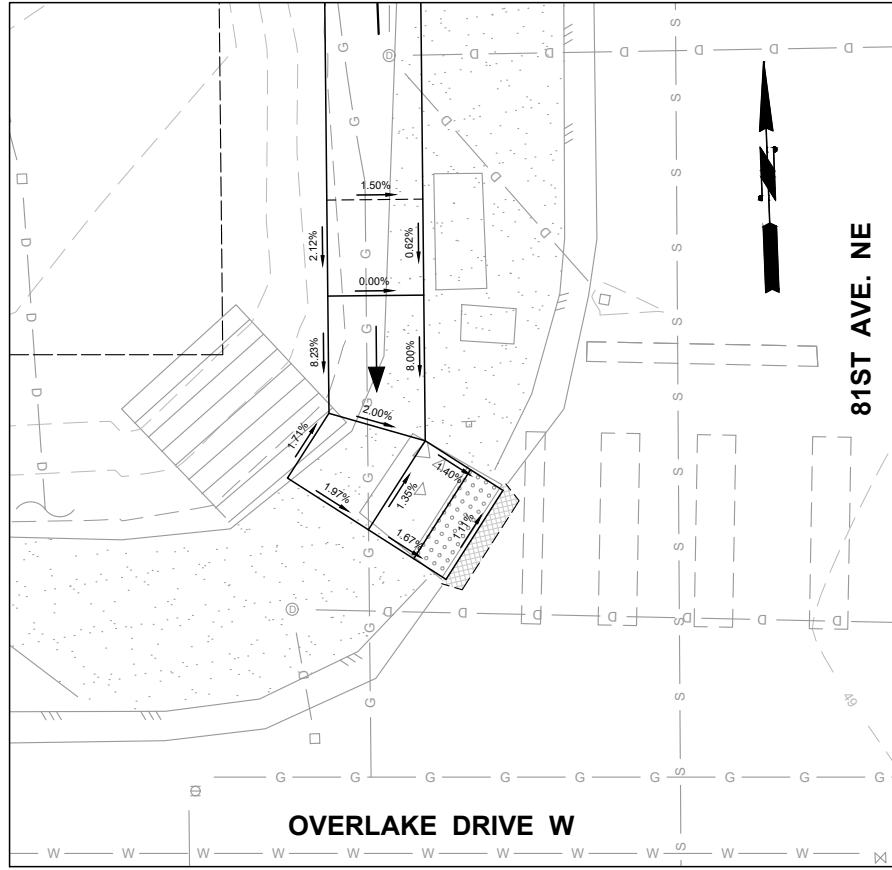
ISSUE DATE:	MAY 2023
APPROVED BY:	BLS
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DESIGNER:	MAN
G & O JOB NO.:	23449
FILE:	PLANPROFILE.DWG



CIVIL

PLAN AND PROFILE

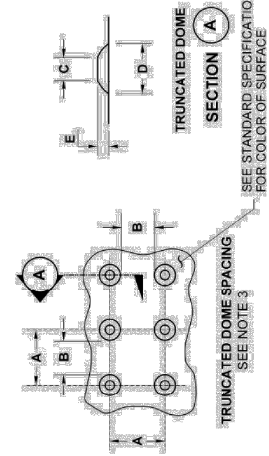
DRAWING: **4** OF: **14**



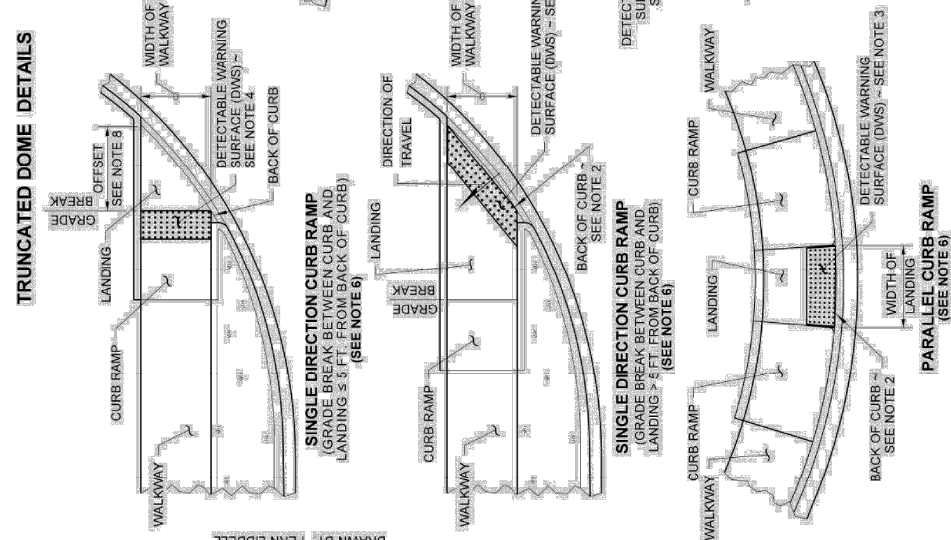
ADA CURB RAMP

SCALE: 1"=5'

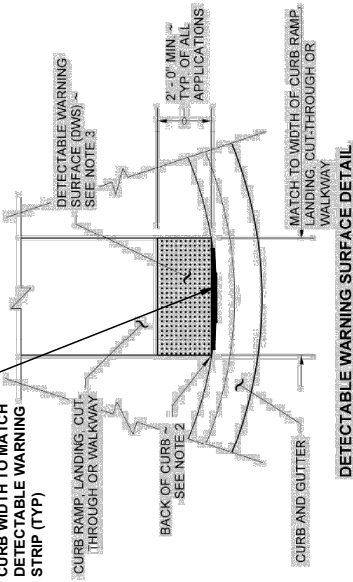
	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	—
C	0.45"	0.90"
D	0.9"	1.40"
E	0.2"	0.22"



TRUNCATED DOME DETAILS



DRAWN BY: FERN LIDDELL



DETECTABLE WARNING SURFACE DETAIL

- NOTES**
- The Detectable Warning Surface (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the Manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2 inches on each side of the DWS is permitted.
 - The Detectable Warning Surface (DWS) shall be placed at the back of curb, with the two leading corners of the DWS panel placed adjacent to the back of the curb, and with no more than a 2-inch gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: If the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2 inches from the back of the curb is permitted, measured at the leading corners of the DWS panel.
 - The rows of truncated domes shall be aligned to be perpendicular to the grade break at the back of curb.
 - The rows of truncated domes shall be aligned to be parallel to the direction of travel. If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
 - See Standard Plans for sidewalk and curb ramp details.
 - If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail.
 - When the grade break between the curb ramp and the landing is less than or equal to 5 ft. from the back of curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.

CONTRACTOR SHALL MODIFY DEPRESSED CURB WIDTH TO MATCH DETECTABLE WARNING STRIP (TYP)

2'-0" MIN. TYP. OF ALL APPLICATIONS

NOTE: ADA DOMES SHALL BE BLACK

MODIFIED

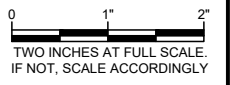
DETECTABLE WARNING SURFACE STANDARD PLAN F-45.10-02

SHARED-USE PATH CONNECTION

PEDESTRIAN RAILROAD CROSSING

PLACEMENT GUIDELINES

No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		MAY 2023
APPROVED BY:		BLS
CHECKED BY:		BLS
DRAWN BY:		MN
DESIGNER:		MAN
G & O JOB NO.:		23449
FILE:		RAMP DETAILS.DWG



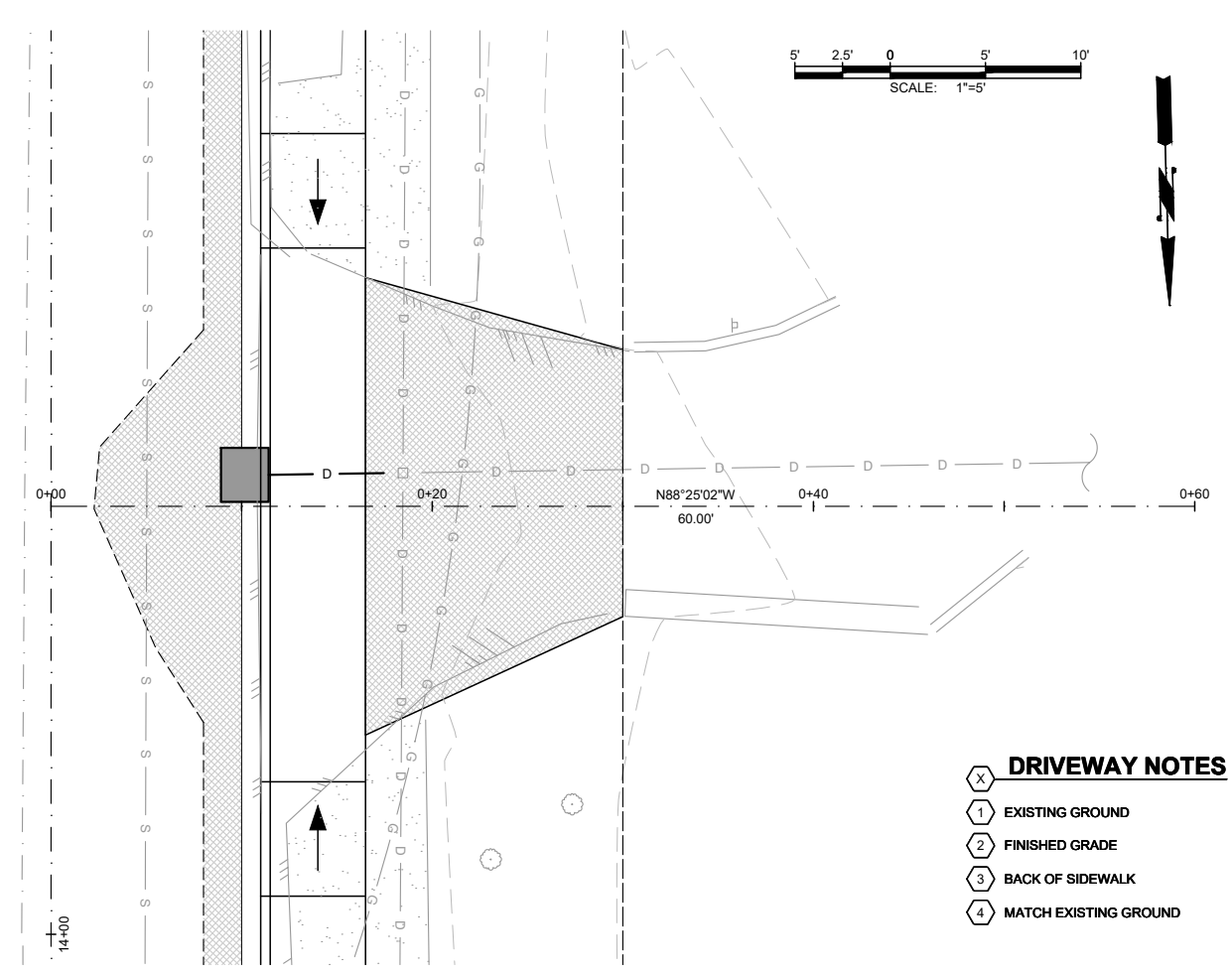
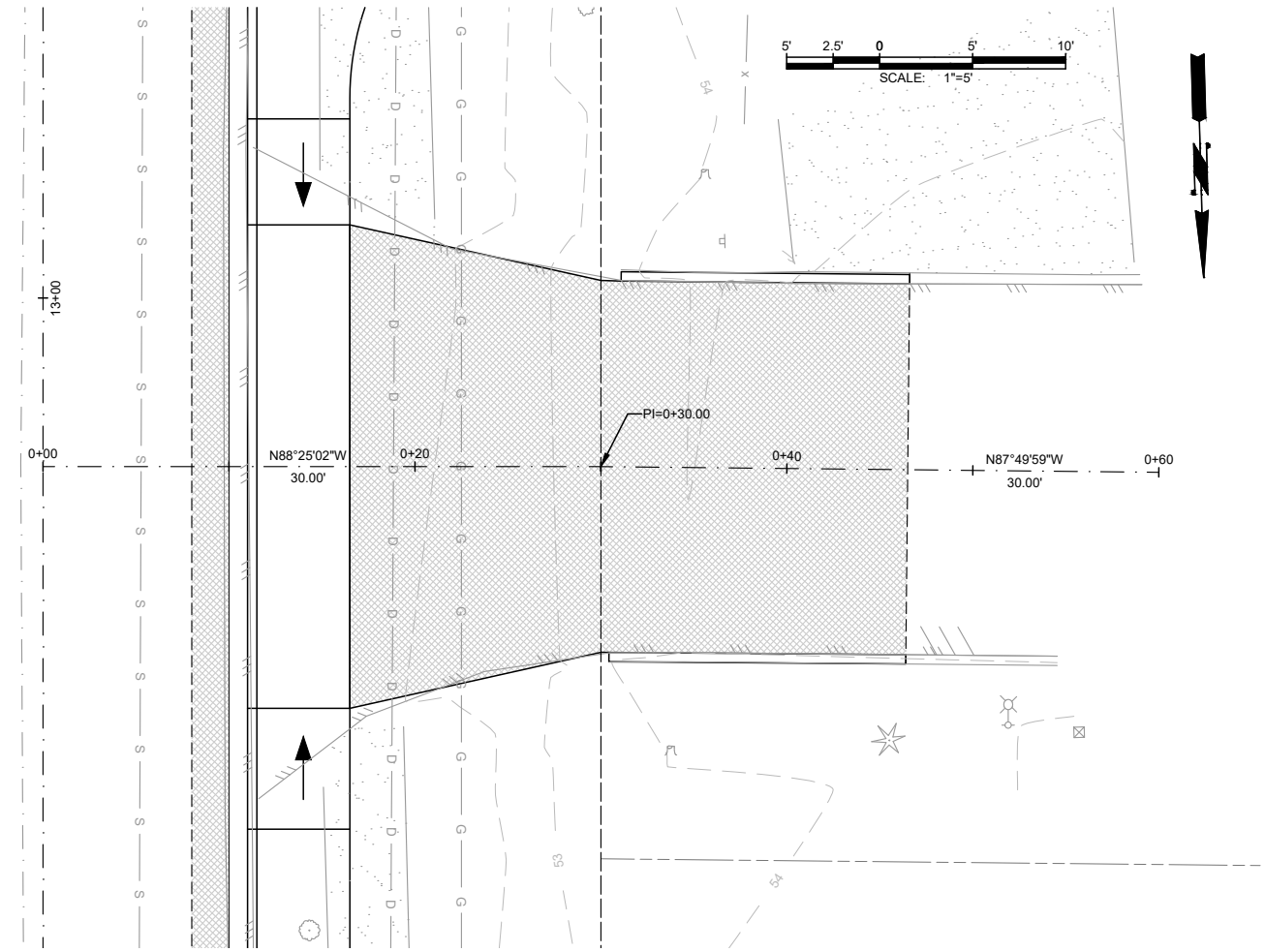
No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:	MAY 2023	
APPROVED BY:	BLS	
CHECKED BY:	BLS	
DRAWN BY:	MN	
DESIGNER:	MAN	
G & O JOB NO.:	23449	
FILE:	DRIVEWAY.DWG	

0 1" 2"
TWO INCHES AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY

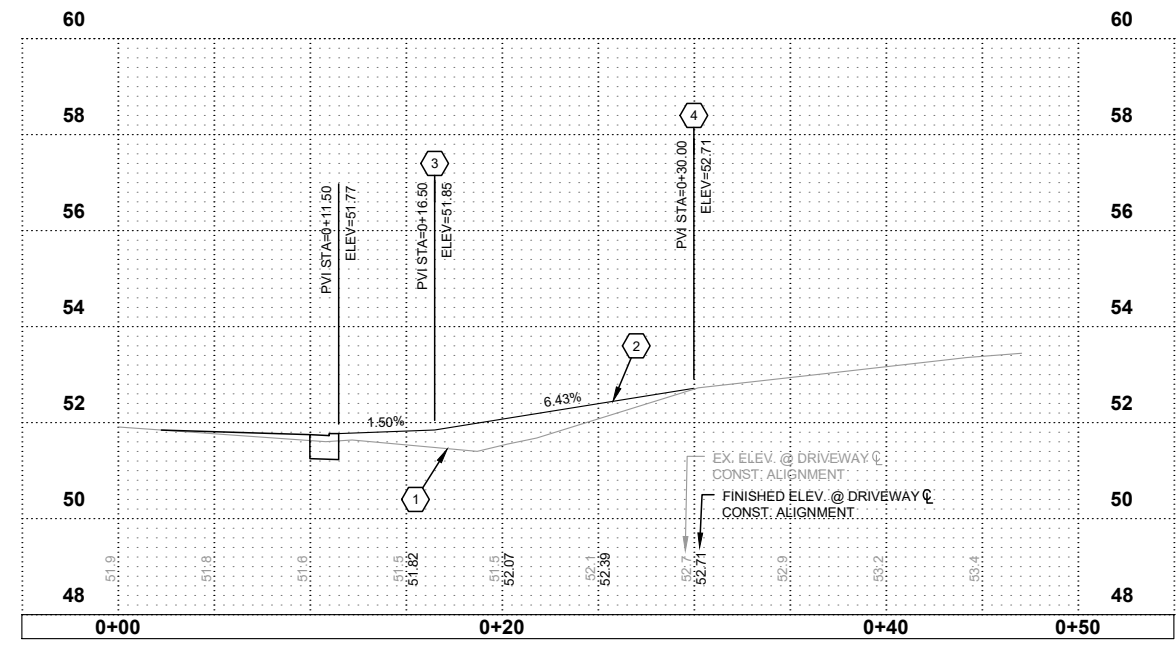
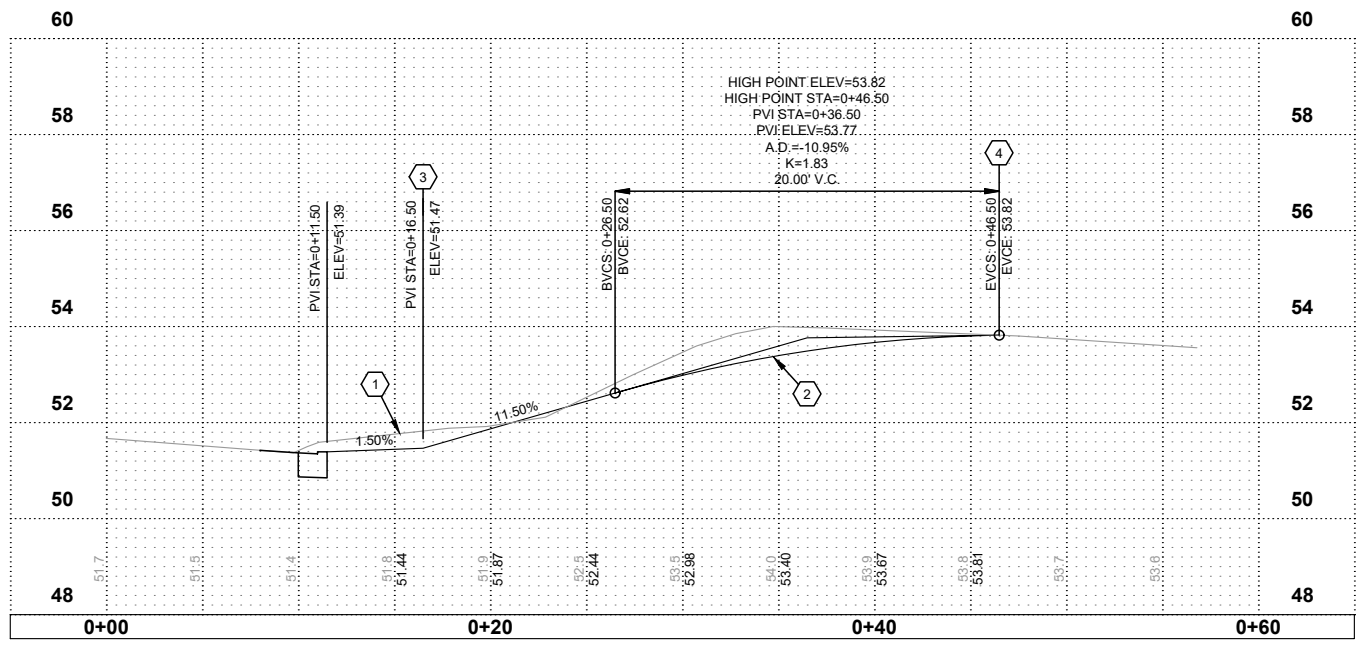
CIVIL

**DRIVEWAY PLANS
AND PROFILES**

DRAWING: **6** OF: **14**



- DRIVEWAY NOTES**
- (X) DRIVEWAY CENTERLINE
 - (1) EXISTING GROUND
 - (2) FINISHED GRADE
 - (3) BACK OF SIDEWALK
 - (4) MATCH EXISTING GROUND



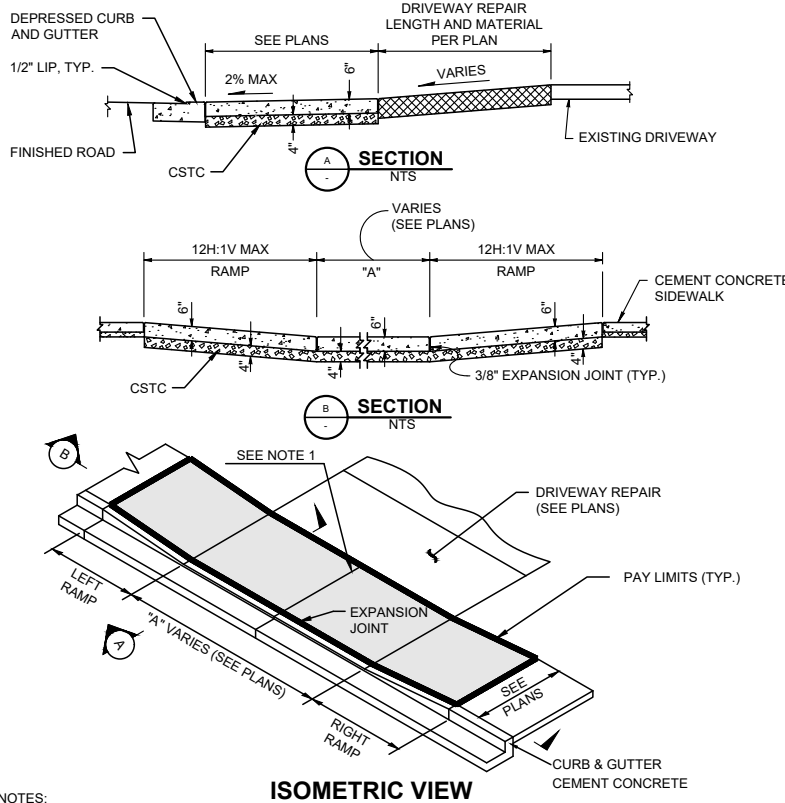
DRIVEWAY CENTERLINE AT STA. 13+09.07, LT
81ST AVE NE, WEST SIDE
SCALE: 1"=5'(H); 1"=2'(V)

DRIVEWAY CENTERLINE AT STA. 13+77.55, LT
81ST AVE NE, WEST SIDE
SCALE: 1"=5'(H); 1"=2'(V)

M:\Medina\23449 Medina Elem. School Sidewalk\01 Design\PlanSet\CH\DRIVEWAY.dwg, 5/8/2023 1:47 PM, MARK NAGEL

No.	DATE	REVISION
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ISSUE DATE:		MAY 2023
APPROVED BY:		BLS
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DESIGNER:		MAN
G & O JOB NO.:		23449
FILE:		RD-SD.DWG

CIVIL
ROADWAY DETAILS

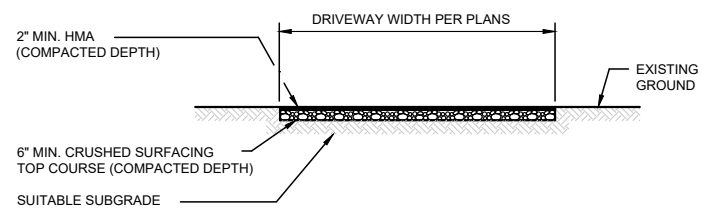


- NOTES:**
1. WHEN THE DRIVEWAY WIDTH EXCEEDS 15 FEET, CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
 2. CEMENT CONCRETE DRIVEWAY SHALL BE CL 4000.

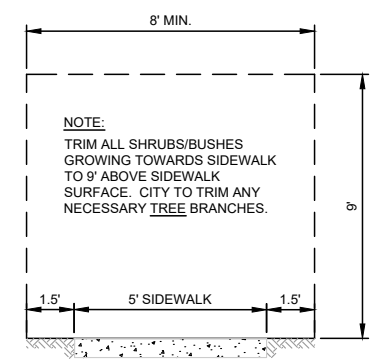
CEMENT CONCRETE DRIVEWAY ENTRANCE
NOT TO SCALE

DRIVEWAY SCHEDULE									
STREET	DRIVEWAY #	LOCATION	CONCRETE DRIVEWAY ENTRANCE				DRIVEWAY REPAIR (BEYOND ENTRANCE)		
			CENTER STATION	SIDE	WIDTH "A"	AREA (SY)	RAMP LENGTH (FT)	MATERIAL	AREA (SY)
81ST AVE NE	1	LEFT	13+09.1'	26'	21.3	5.7	6.5	HMA	66.63
81ST AVE NE	2	LEFT	13+78.0	28'	22.3	6	6	HMA	28.50

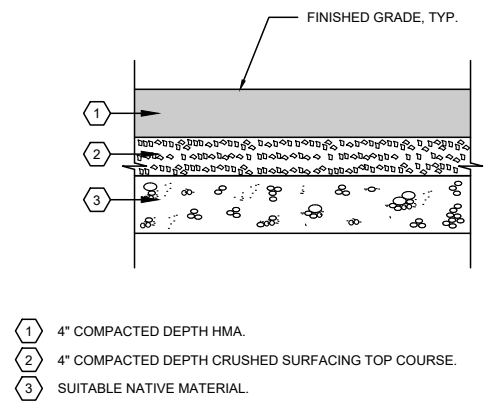
NOTE: CONTRACTOR SHALL CONFIRM ALL DRIVEWAY APPROACH STATIONS AND WIDTHS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.



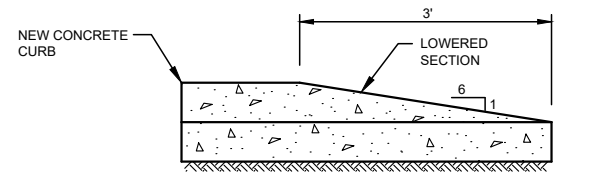
HMA DRIVEWAY REPAIR
NOT TO SCALE



LIMITS OF SHRUB TRIMMING
NOT TO SCALE

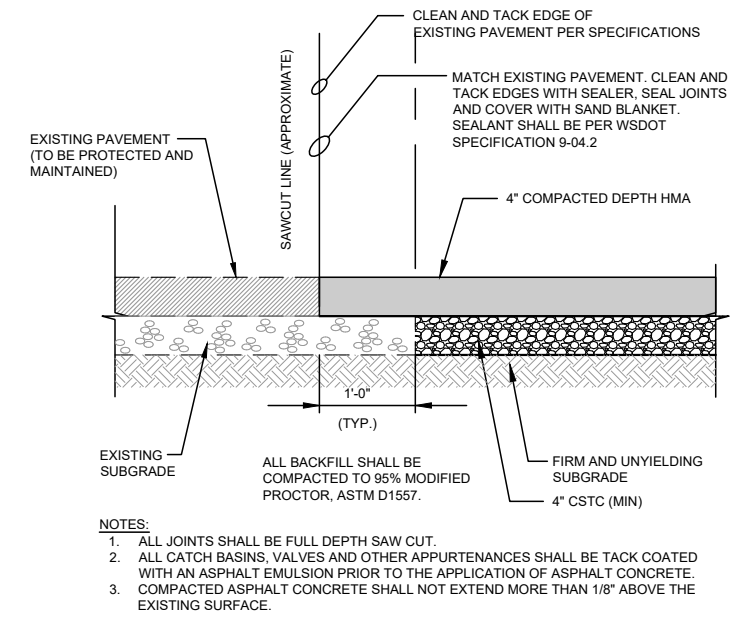


TYPICAL PAVEMENT SECTIONS
NOT TO SCALE

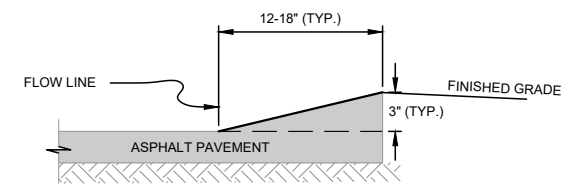


NOTE: CONCRETE CURB END SECTION TO BE USED AT ALL LOCATIONS WHERE NEW CURB DOES NOT MEET EXISTING CURB, AT SIDEWALK TRANSITION SECTIONS AND/OR AS REQUIRED IN THE FIELD BY THE ENGINEER.

CONCRETE CURB END SECTION
NOT TO SCALE

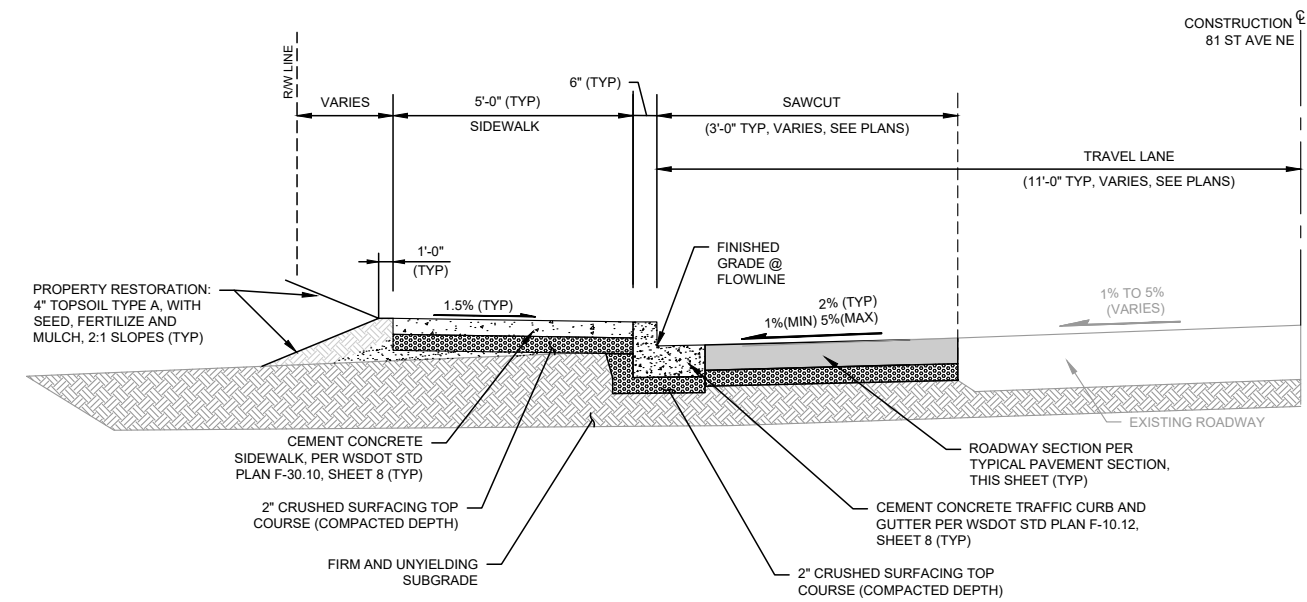


HMA BUTT JOINT DETAIL
NOT TO SCALE



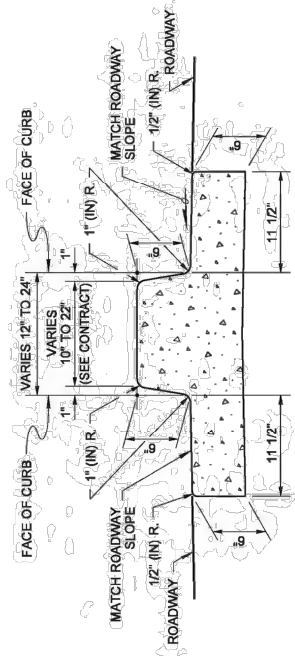
NOTE: MATCH EXISTING WEDGE CURB DIMENSIONS.

HMA WEDGE CURB DETAIL
NOT TO SCALE

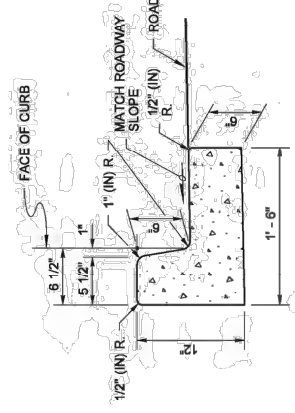


TYPICAL CROSS-SECTION
NOT TO SCALE

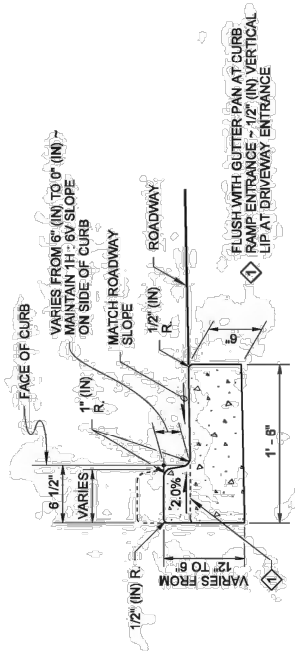
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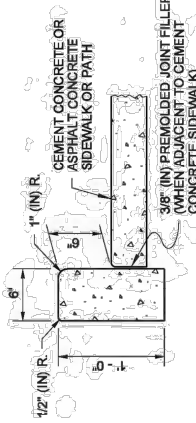
DUAL-FACED CEMENT CONCRETE TRAFFIC CURB AND GUTTER



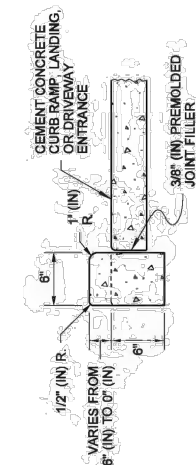
CEMENT CONCRETE TRAFFIC CURB AND GUTTER



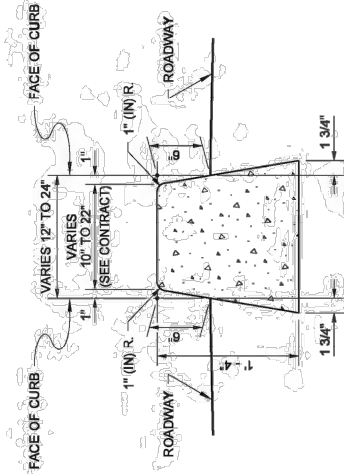
DEPRESSED CURB SECTION AT CURB RAMPS AND DRIVEWAY ENTRANCES



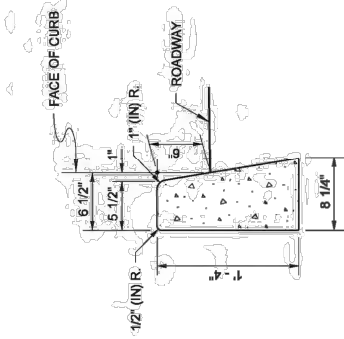
CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES



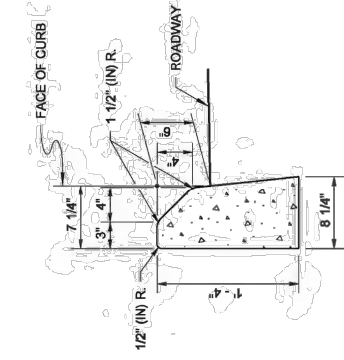
CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES



DUAL-FACED CEMENT CONCRETE TRAFFIC CURB



CEMENT CONCRETE TRAFFIC CURB



MOUNTABLE CEMENT CONCRETE TRAFFIC CURB

NOTE

1. See Standard Plan F-30.10 for Curb Expansion and Contraction Joint spacing and see Standard Specification Sections 8-04 and 9-04 for additional requirements.

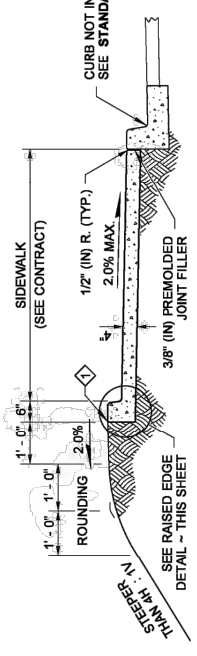
DRAWN BY: FERN LIDDELL



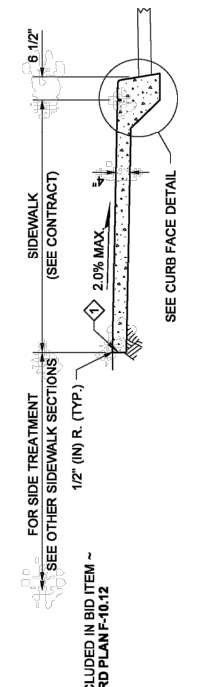
Barry, Ed.
May 6 2014 3:31 PM

**CEMENT CONCRETE CURBS
STANDARD PLAN F-10.12-03**

SHEET 1 OF 1 SHEET



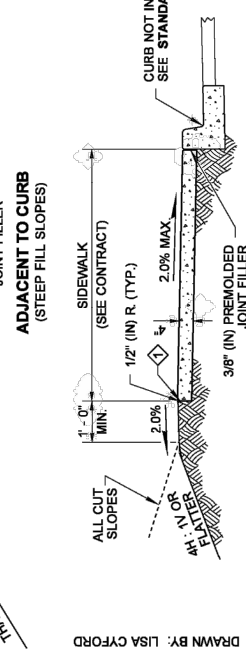
WITH RAISED EDGE



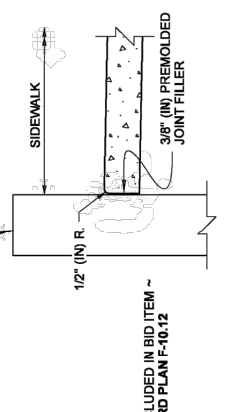
MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

NOTE

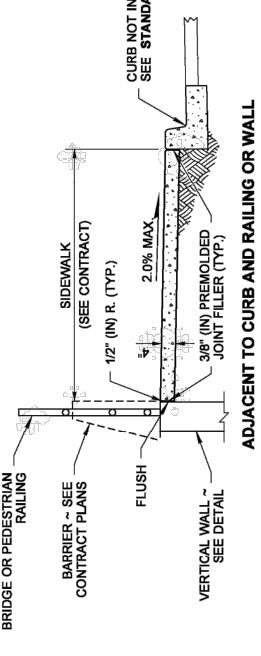
1. Four feet of the sidewalk shall be the minimum pedestrian accessible route free of vertical and horizontal obstructions. Gratings, Access Covers, Junction Boxes, Cable Vaults, Pull Boxes and other appurtenances within the sidewalk must have slip resistant surfaces, be flush with surface, and match grade of the sidewalk.



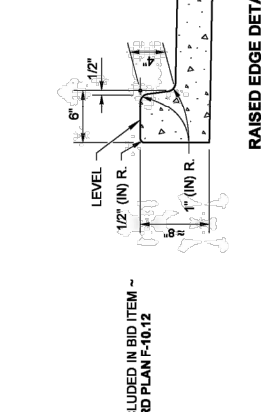
ADJACENT TO CURB (STEEP FILL SLOPES)



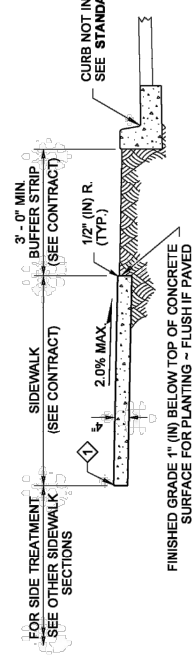
SIDEWALK ADJACENT TO WALL DETAIL



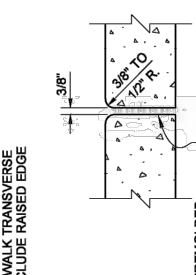
ADJACENT TO CURB



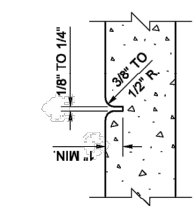
RAISED EDGE DETAIL



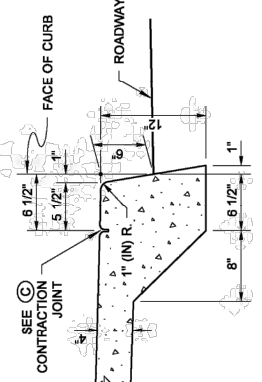
ADJACENT TO BUFFER STRIP



EXPANSION JOINT

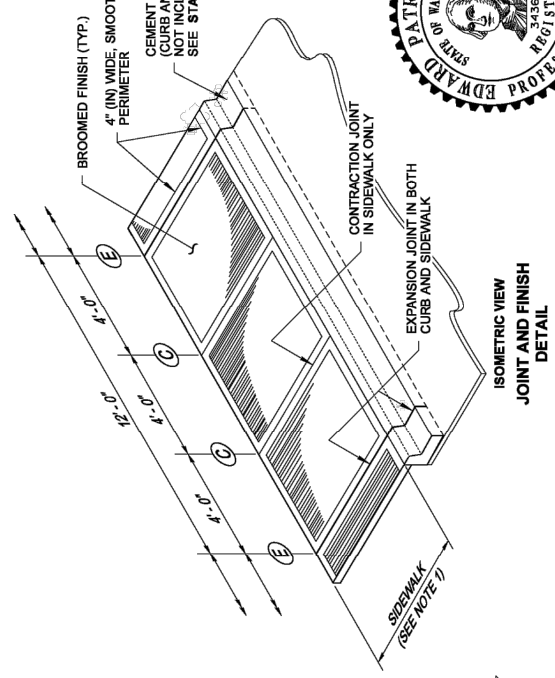


CONTRACTION JOINT



CURB FACE DETAIL

EXTEND SIDEWALK TRANSVERSE EXPANSION JOINTS TO INCLUDE CURB (FULL DEPTH)



ISOMETRIC VIEW JOINT AND FINISH DETAIL



Barry, Ed.
May 6 2014 3:41 PM

**CEMENT CONCRETE SIDEWALK
STANDARD PLAN F-30.10-03**

SHEET 1 OF 1 SHEET



No.	DATE	REVISION

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ISSUE DATE:	MAY 2023
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CHECKED BY:	BLS
DRAWN BY:	MN
DESIGNER:	MAN
G & O JOB NO.:	23449
FILE:	RD-SD.DWG

MEDINA ELEMENTARY SCHOOL SIDEWALK

CITY OF MEDINA



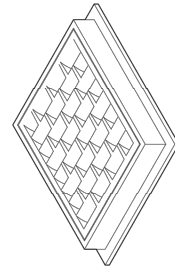
Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH,
SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860



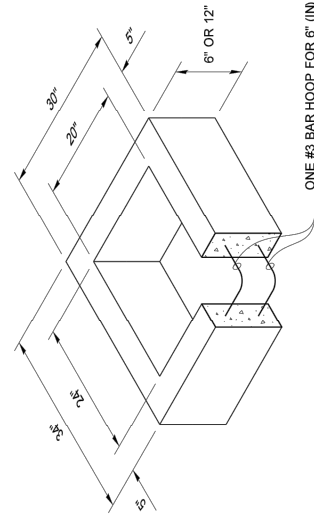
DRAWN BY: MARK SUJKA

PIPE ALLOWANCES	
PIPE MATERIAL	MAXIMUM DIAMETER (INCHES)
REINFORCED OR PLAIN CONCRETE	12"
ALL METAL PIPE	15"
CPSP* (STD. SPEC. SECT. 9-05.20)	12"
POLYPROPYLENE (STD. SPEC. SECT. 9-05.24)	12"
SOLID WALL PVC (STD. SPEC. SECT. 9-05.12(1))	15"
PROFILE WALL PVC (STD. SPEC. SECT. 9-05.12(2))	15"

* CORRUGATED POLYETHYLENE STORM SEWER PIPE

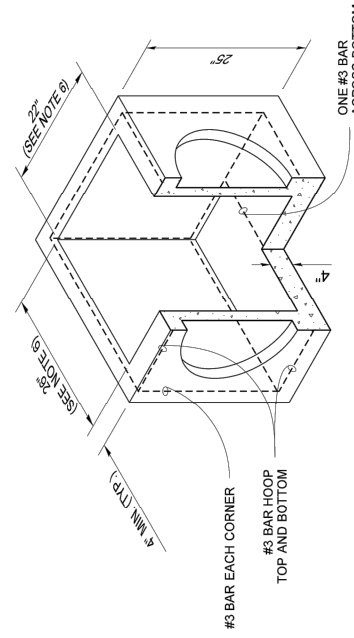


FRAME AND VANED GRATE



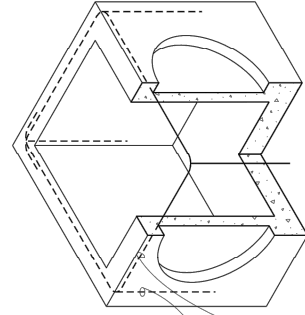
ONE #3 BAR HOOP FOR 6" (IN) HEIGHT
TWO #3 BAR HOOPS FOR 12" (IN) HEIGHT

RECTANGULAR ADJUSTMENT SECTION



ONE #3 BAR ACROSS BOTTOM

PRECAST BASE SECTION



#3 BAR EACH CORNER
18" (IN) MIN.

#3 BAR HOOP

SEE NOTE 1

ALTERNATIVE PRECAST BASE SECTION



Julie Heilmann
Heilmann, Julie
Feb 20 2018 12:51 PM

CONCRETE INLET

STANDARD PLAN B-25.60-02

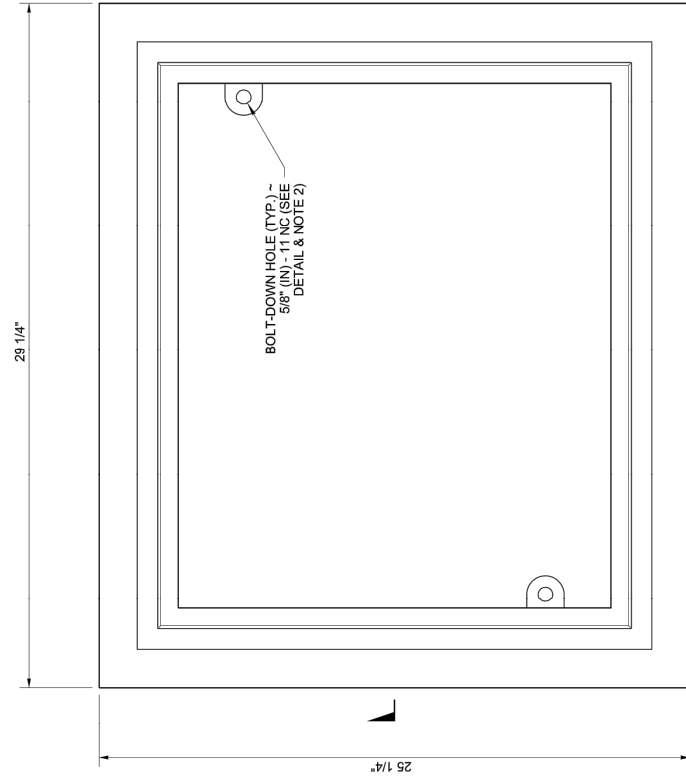
SHEET 1 OF 1 SHEET



Washington State Department of Transportation

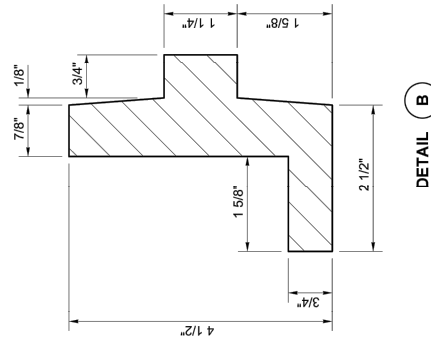
NOTES

- As acceptable alternatives to the rebar shown in the PRECAST BASE SECTION, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the ALTERNATIVE PRECAST BASE SECTION. Wire mesh shall not be placed in the knockouts.
- The knockout diameter shall not be greater than 18" (in). Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification Section 9-04.3.
- The maximum depth from the finished grade to the lowest pipe invert shall be 5' (ft).
- The frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.
- The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1 : 24 or steeper.
- The opening shall be measured at the top of the precast base section.
- All pickup holes shall be grouted full after the inlet has been placed.

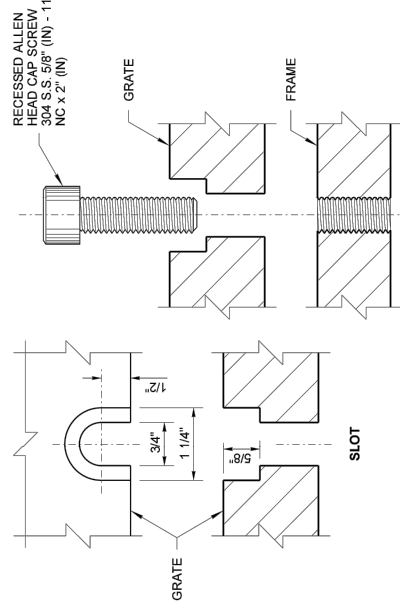


NOTES

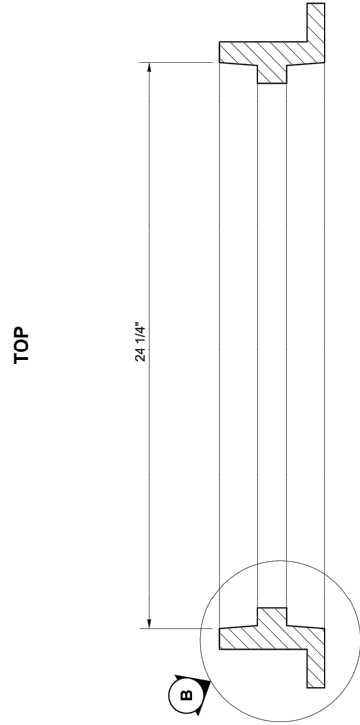
- This frame is designed to accommodate 20" (in) x 24" (in) grates or covers as shown on Standard Plans B-30.20, B-30.30, B-30.40, and B-30.50.
- Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
- Refer to Standard Specification Section 9-05.15 and 9-05.15(2) for additional requirements.



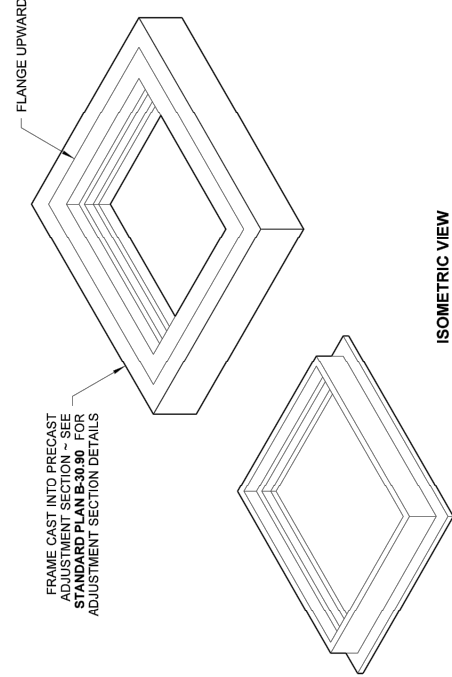
DETAIL B



BOLT-DOWN DETAILS
SEE NOTE 2



SECTION A



ISOMETRIC VIEW
SHOWING THE VARIATIONS



Julie Heilmann
Heilmann, Julie
Feb 20 2018 12:52 PM

RECTANGULAR FRAME
(REVERSIBLE)

STANDARD PLAN B-30.10-03

SHEET 1 OF 1 SHEET



Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

Gray & Osborne, Inc.
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1130 RAINIER AVENUE SOUTH,
SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860

CITY OF MEDINA
WASHINGTON

BRIAN L. SOUWINE
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
36091

CITY OF MEDINA
MEDINA ELEMENTARY SCHOOL SIDEWALK

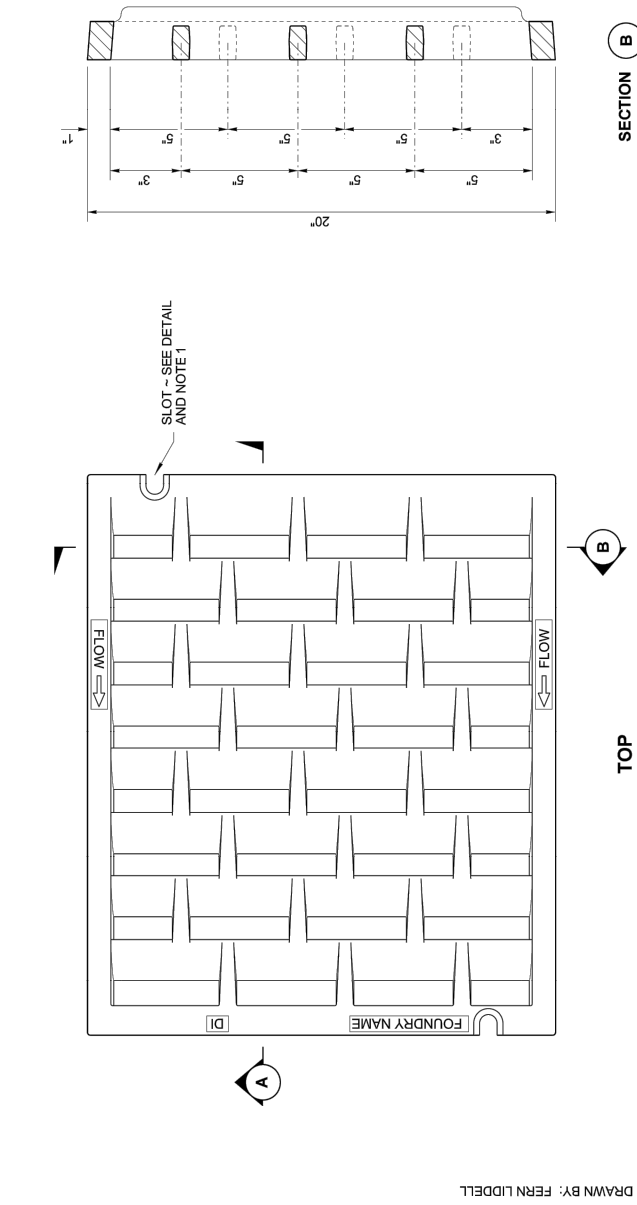
No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE:	MAY 2023
APPROVED BY:	BLS
CHECKED BY:	BLS
DRAWN BY:	MN
DESIGNER:	MAN
G & O JOB NO.:	23449
FILE:	RD-SD.DWG

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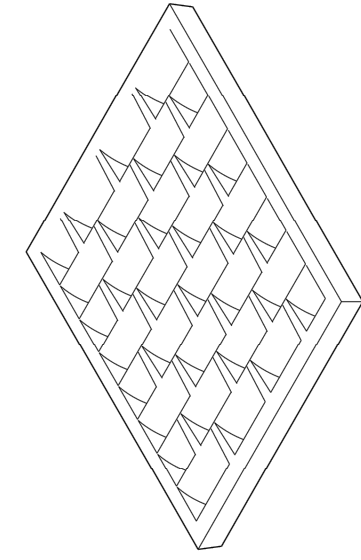
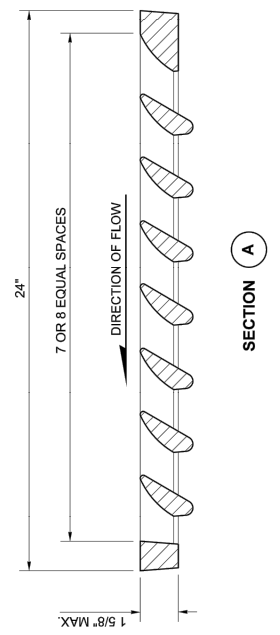
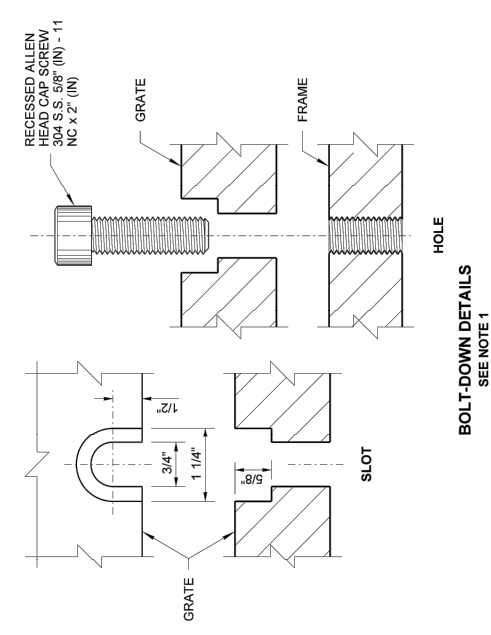
STORM DETAILS



DRAWN BY: FERN LIDDELL

NOTES

1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
2. Refer to **Standard Specification Section 9-05.15** and **9-05.15(2)** for additional requirements.
3. For frame details, see **Standard Plan B-30.10**.

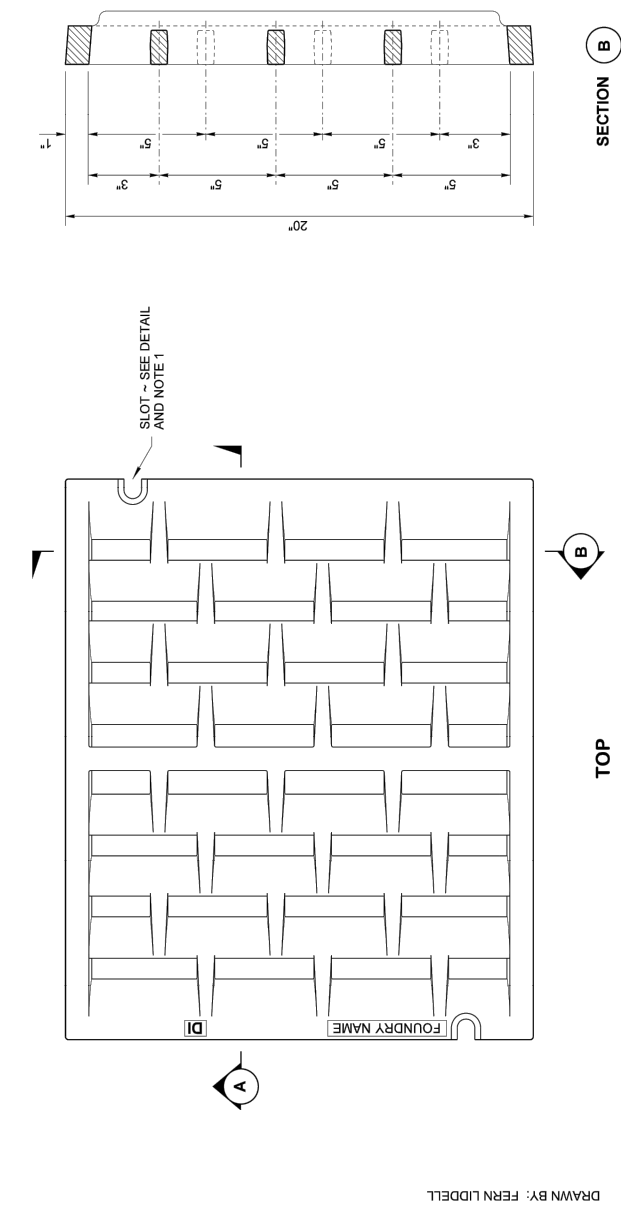


ISOMETRIC



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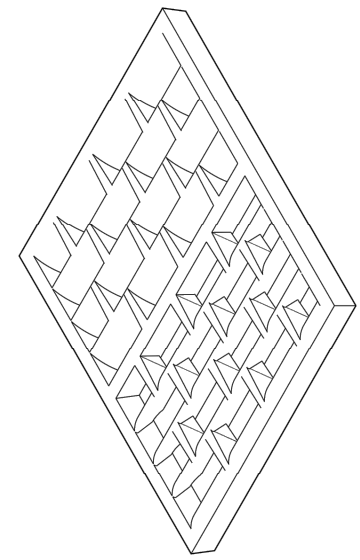
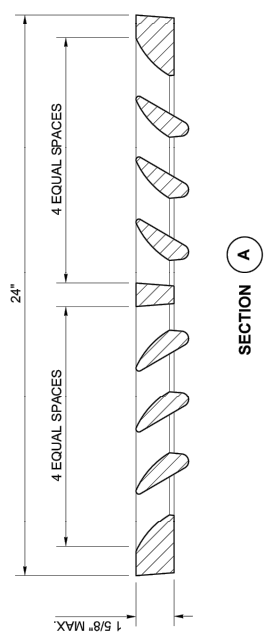
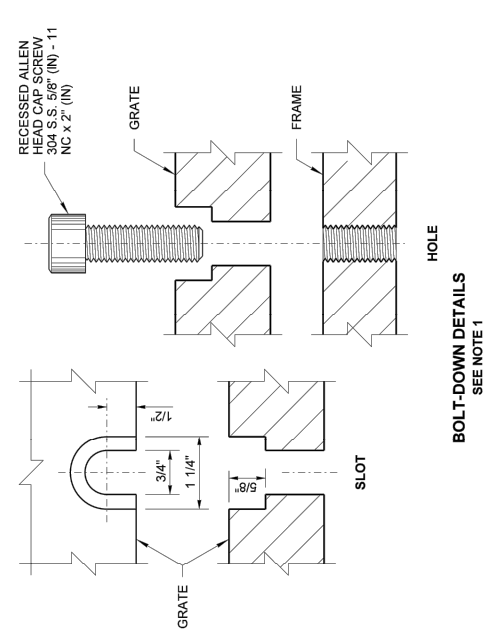
RECTANGULAR VANED GRATE
 STANDARD PLAN B-30.30-03
 SHEET 1 OF 1 SHEET



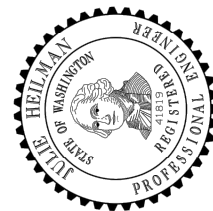
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NOTES

1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
2. Refer to **Standard Specification Section 9-05.15**, and **9-05.15(2)** for additional requirements.
3. For frame details, see **Standard Plan B-30.10**.



ISOMETRIC



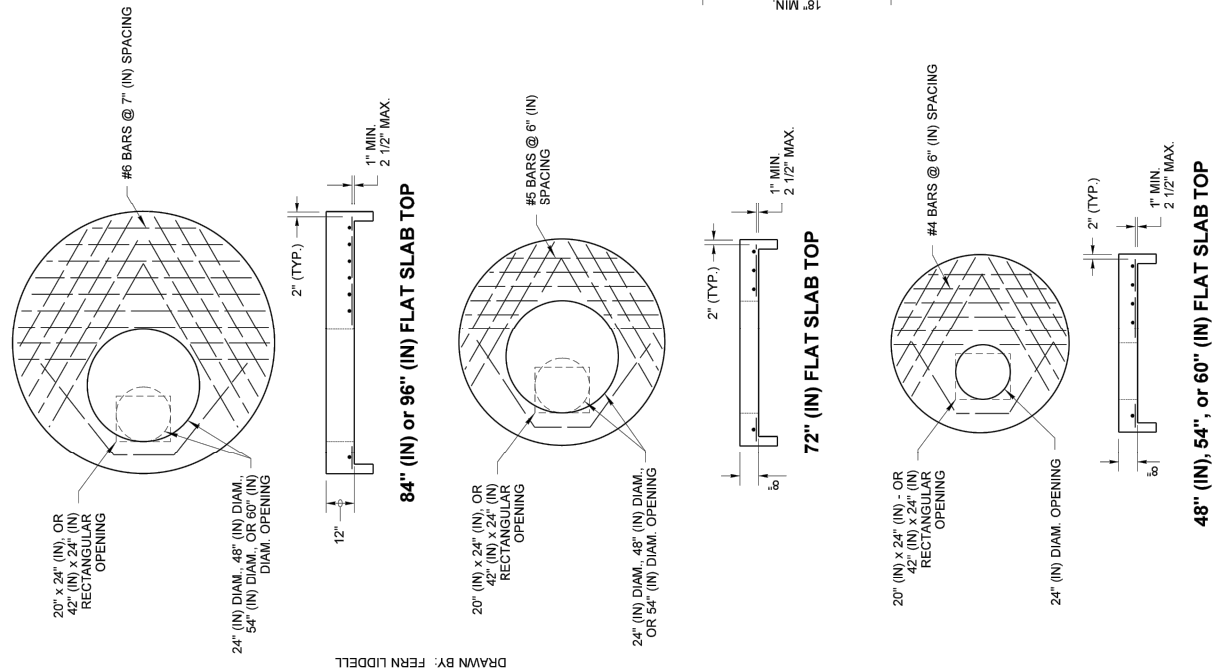
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RECTANGULAR BI-DIRECTIONAL VANED GRATE
 STANDARD PLAN B-30.40-03
 SHEET 1 OF 1 SHEET

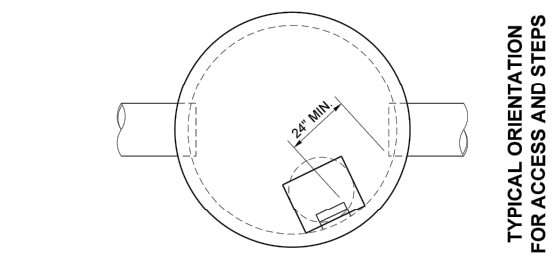
No.	DATE	REVISION
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ISSUE DATE:		MAY 2023
APPROVED BY:		BLS
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DRAWN BY:		MN
DESIGNER:		MAN
G & O JOB NO.:		23449
FILE:		RD-SD.DWG

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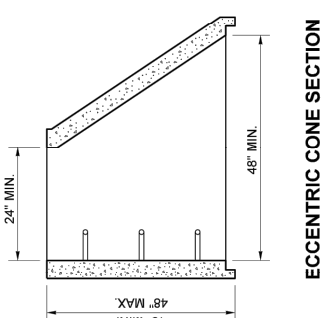
STORM DETAILS



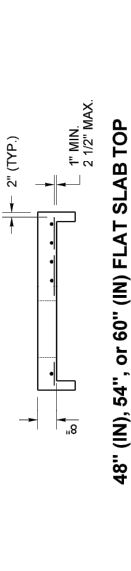
DRAWN BY: FERN LIDDELL



TYPICAL ORIENTATION FOR ACCESS AND STEPS



ECCENTRIC CONE SECTION



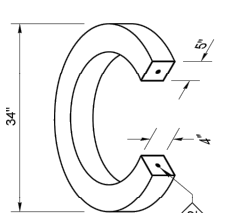
CIRCULAR ADJUSTMENT SECTION

ONE #3 BAR HOOP FOR 2", 4", OR 6" (IN) TWO #3 BAR HOOPS FOR 12" (IN) TWO #3 BAR HOOPS FOR 24" (IN)

RECTANGULAR ADJUSTMENT SECTION

① As an acceptable alternative to rebar, wire mesh having a minimum area of 0.12 square inches per foot may be used for adjustment sections.

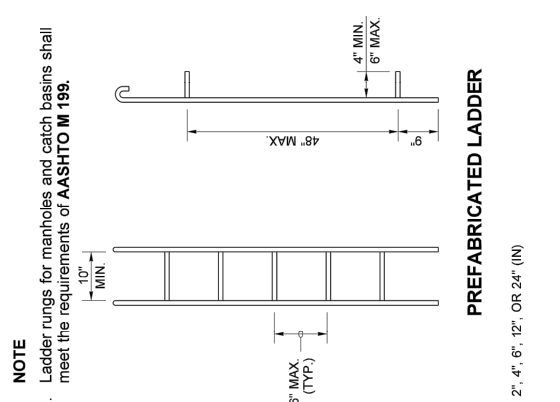
② As an acceptable alternative to conventional steel reinforcement, manufacturers shall use Synthetic Structural Fibers meeting the requirements of **Standard Specification Section 9-05.50(10)**.



ONE #3 BAR HOOP FOR 2", 4", OR 6" (IN) TWO #3 BAR HOOPS FOR 12" (IN) FOUR #3 BAR HOOPS FOR 24" (IN)

CIRCULAR ADJUSTMENT SECTION

For rectangular and circular adjustment sections, approved alternate material compositions are acceptable in lieu of precast concrete designs



PREFABRICATED LADDER

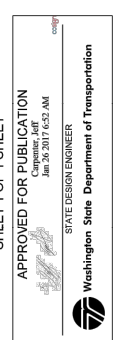
NOTE

1. Ladder rungs for manholes and catch basins shall meet the requirements of **AASHTO M 199**.



MISCELLANEOUS DETAILS FOR DRAINAGE STRUCTURES STANDARD PLAN B-30.90-02

SHEET 1 OF 1 SHEET



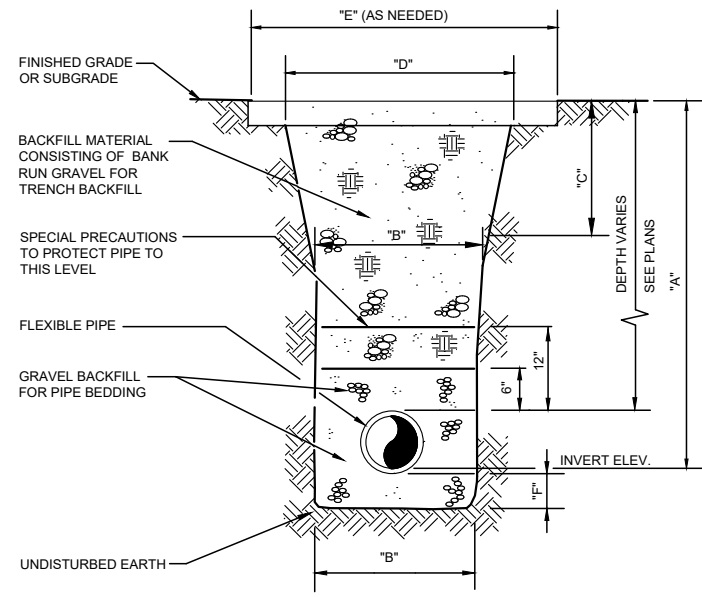
CITY OF MEDINA

MEDINA ELEMENTARY SCHOOL SIDEWALK

No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE: MAY 2023		
APPROVED BY: BLS		
CHECKED BY: BLS		
DRAWN BY: MN		
DESIGNER: MAN		
G & O JOB NO.: 23449		
FILE: RD-SD.DWG		

CIVIL

STORM DETAILS



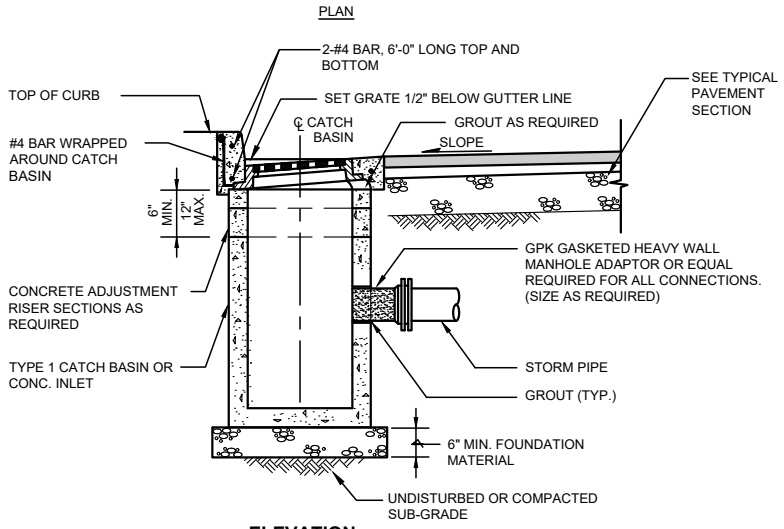
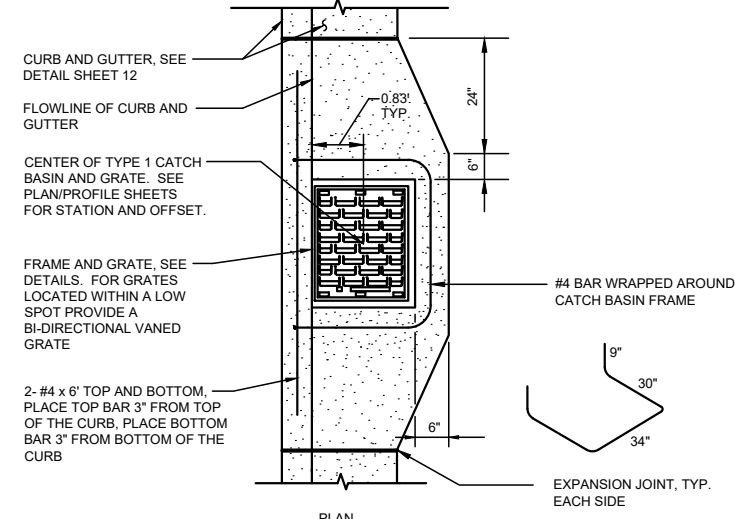
TRENCH SECTION - FLEXIBLE PIPE
 NOT TO SCALE

- NOTES:**
1. THE TRENCH SECTIONS SHOWN ON THE PLANS ARE FOR THE PAYMENT LIMITS FOR BANK RUN GRAVEL FOR TRENCH BACKFILL. PAYMENT FOR ALL BANK RUN GRAVEL FOR TRENCH BACKFILL SHALL BE COMPUTED FROM THE MEASUREMENT OF THE CONSTRUCTED TRENCH SECTION, TO THE MAXIMUM LIMITS AS INDICATED IN THE TABLES.
 2. WHERE A "NEW ROADWAY SECTION" OR PAVEMENT REPAIR IS PROPOSED, THE TRENCH SECTION PAYMENT LIMIT LINE WILL BE BOUNDED AT THE TOP BY PAVEMENT SUBGRADE, PER TYPICAL ROADWAY SECTION DETAILS.

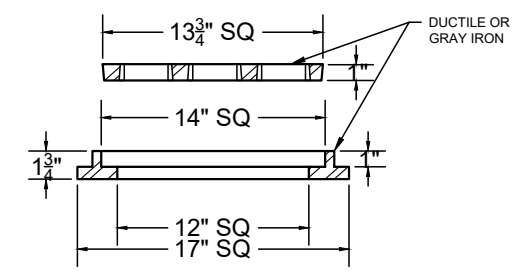
8" DIAMETER PIPE

A	6' OR LESS	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'	28'
B	3.00'											
C	1.50'	1.50'	1.75'	2.25'	2.75'	3.25'	3.75'	4.25'	4.75'	5.25'	5.75'	6.25'
D	6.00'	6.00'	6.50'	7.50'	8.50'	9.50'	10.50'	11.50'	12.50'	13.50'	14.50'	15.50'
E	7.00'	7.00'	7.50'	8.50'	9.50'	10.50'	11.50'	12.50'	13.50'	14.50'	15.50'	16.50'
F	4 in											

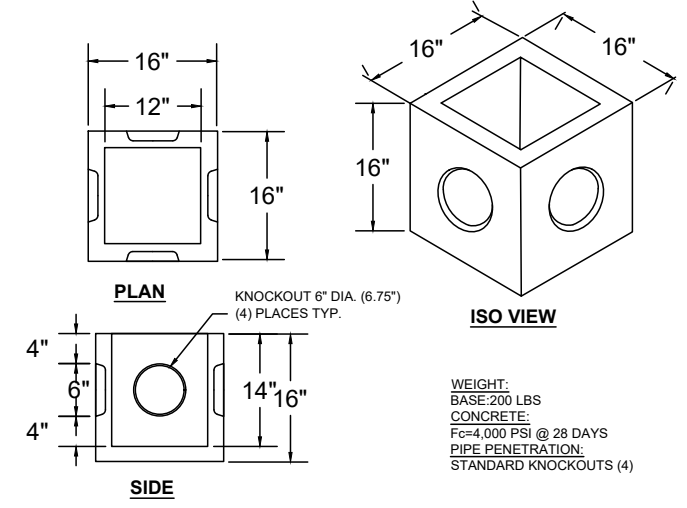
TYPICAL TRENCH EXCAVATION LIMITS
STORM SEWER PIPE



ELEVATION
TYPE 1 CATCH BASIN INSTALLATION DETAIL
W/ CURB AND GUTTER
 NOT TO SCALE



AREA DRAIN FRAME AND GRATE
 NOT TO SCALE



AREA DRAIN
 NOT TO SCALE

M:\Medina\23449 Medina Elem. School Sidewalk\01 Design\Planset\Civil\RD-SD.dwg, 5/8/2023 1:47 PM, MARK NAGEL

No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		MAY 2023
APPROVED BY:		BLS
CHECKED BY:		BLS
DRAWN BY:		MN
DESIGNER:		MAN
G & O JOB NO.:		23449
FILE:		RD-SD.DWG

CIVIL

STORM DETAILS

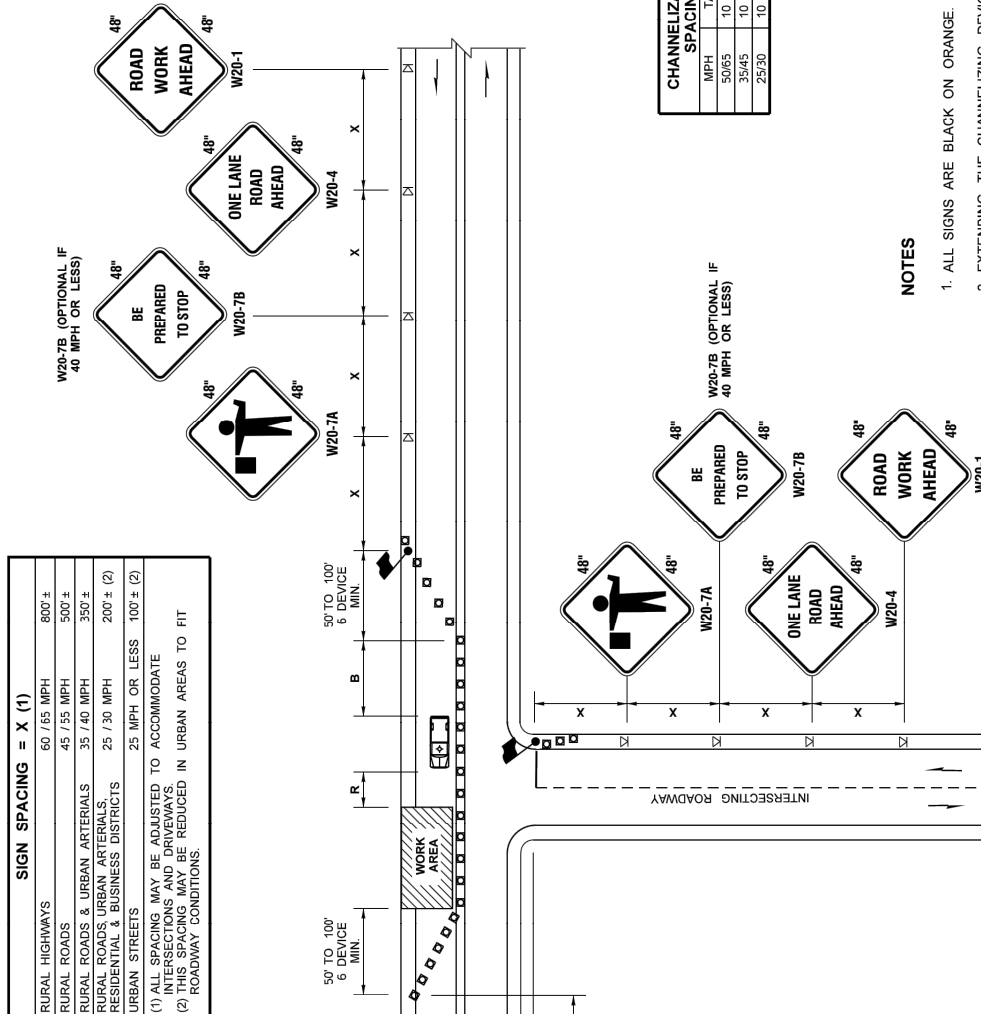
GENERAL TRAFFIC CONTROL NOTES

- APPROPRIATE METHODS OF PEDESTRIAN AND VEHICULAR TRAFFIC CONTROL, INCLUDING FLAGGERS, SHALL BE EMPLOYED BY THE CONTRACTOR TO THE EXTENT DEEMED NECESSARY BY THE TRAFFIC CONTROL SUPERVISOR AND AS REQUIRED BY THE APPLICABLE AGENCY TO PROTECT WORKERS OR THIRD PARTIES.
- THE CONTRACTOR AND/OR HIS AGENTS SHALL NOT PARK IN ANY PRIVATE PARKING LOTS / DRIVEWAYS WITHOUT WRITTEN PERMISSION FROM THE PROPERTY OWNER.
- SEE ALSO SPECIFICATIONS AND SPECIAL PROVISIONS, INCLUDING WSDOT STANDARD SPECIFICATION SECTION 1-07.23(1).
- ALL WARNING SIGNS SHALL BE 48" X 48". FOR OTHER SIGN SIZES REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WSDOT SIGN FABRICATION MANUAL M55-05.

BUFFER DATA	
LONGITUDINAL BUFFER SPACE = B	
SPEED (MPH)	25 30 35 40 45 50 55 60 65 70
LENGTH (feet)	155 200 250 305 360 425 495 570 645 730
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R	
HOST VEHICLE WEIGHT	
9,900 TO 22,000 lbs.	
< 45 MPH	45-55 MPH > 55 MPH
100'	123' 172'
PROTECTIVE VEHICLE (WORK VEHICLE) = R	
NO SPECIFIED DISTANCE REQUIRED	

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)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



NOTES

- ALL SIGNS ARE BLACK ON ORANGE.
- EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER IS RECOMMENDED.
- NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
- SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS

NOT TO SCALE

- LEGEND**
- FLAGGING STATION
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - PROTECTIVE VEHICLE

FILE NAME: S:\Design_R P& S\4-Standard\2-Plan Sheet Library\01-Published_PSL\ITC Work Zone Traffic Control\TC-1 One Lane, Two Way Traffic Control with Flaggers\TC-1.dgn	REGION: WASH	STATE: WASH	FED.AID PROJ.NO.
DATE: 3/05/14 PM	JOB NUMBER	CONTRACT NO.	LOCATION NO.
PLOTTED BY: lident	DATE	BY	REVISION
DESIGNED BY	DATE	BY	ISSUED FOR:
ENTERED BY	DATE	BY	ISSUE DATE: MAY 2023
CHECKED BY	DATE	BY	APPROVED BY: BLS
PROJ. ENGR.	DATE	BY	CHECKED BY: BLS
REGIONAL ADM.	DATE	BY	DRAWN BY: MN
	DATE	BY	DESIGNER: MAN
	DATE	BY	G & O JOB NO.: 23449
	DATE	BY	FILE: TC-DET.DWG

<p>Gray & Osborne, Inc. CONSULTING ENGINEERS 1130 RAINIER AVENUE SOUTH, SUITE 300 SEATTLE, WASHINGTON 98144 (206) 284-0860</p>	<p>CITY OF MEDINA</p>						
<p>BRIAN L. SOURWINE STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER 36091</p>	<p>MEDINA ELEMENTARY SCHOOL SIDEWALK</p>						
<p>TRAFFIC CONTROL PLAN</p>	<p>REVISION</p> <table border="1"> <thead> <tr> <th>No.</th> <th>DATE</th> <th>REVISION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	No.	DATE	REVISION			
No.	DATE	REVISION					
<p>DRAWING: 13 OF 14</p>	<p>TRAFFIC CONTROL DETAILS</p> <p>CIVIL</p>						

SIGN SPACING = X (1)

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)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)

SHOULDER WIDTH (feet)	Posted Speed (mph)								
	25	30	35	40	45	55	60	65	70
8'	40	40	60	90	-	-	-	-	-
10'	40	60	90	90	-	-	-	-	-

USE A 3 DEVICES TAPER FOR SHOULDERS LESS THEN 8'

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

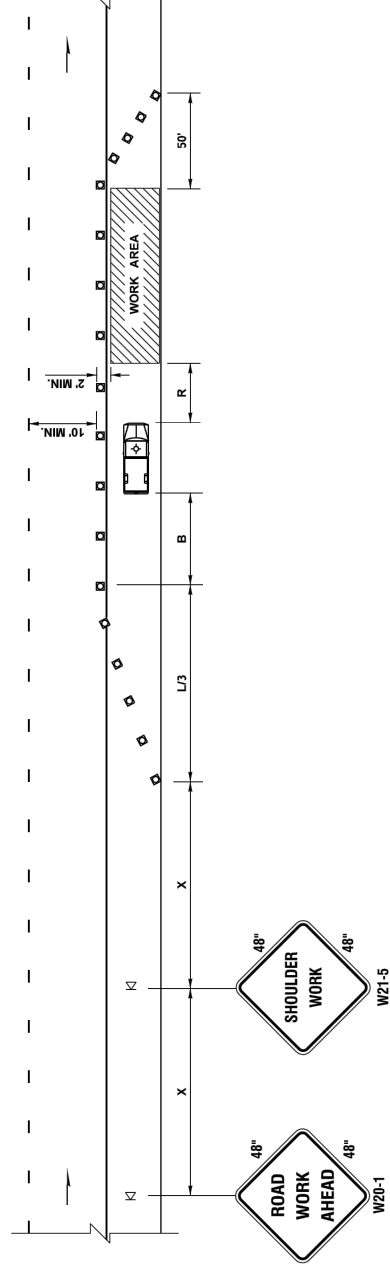
HOST VEHICLE WEIGHT		HOST VEHICLE WEIGHT > 22,000 lbs.	
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH
100'	123'	172'	74'

PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
35-40	30	60
25-30	20	40



LEGEND

- K1 TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- ▭ PROTECTIVE VEHICLE

**SHOULDER CLOSURE - LOW SPEED
(40 MPH OR LESS)**

NOT TO SCALE

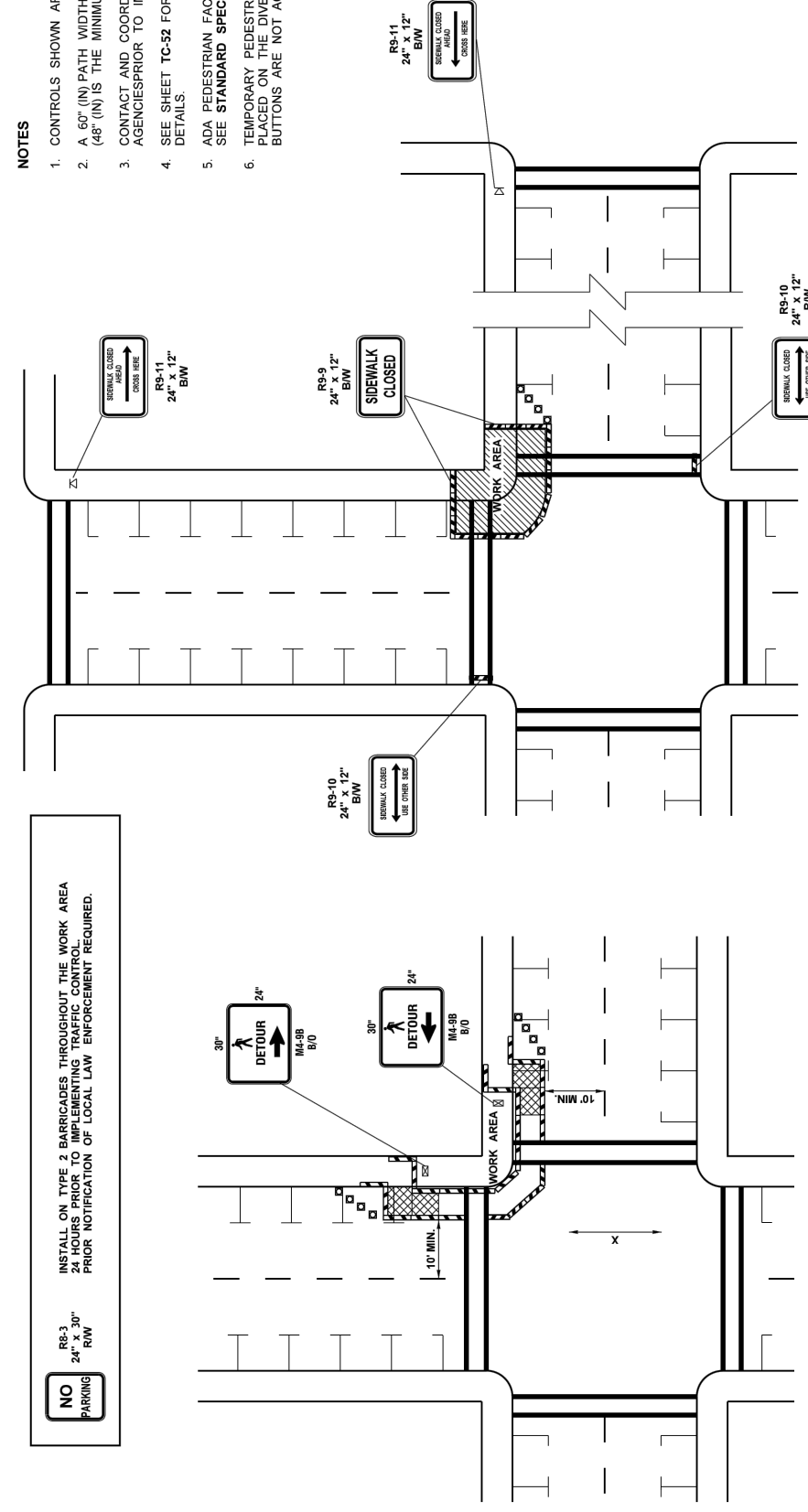
NOTES

1. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
2. ALL SIGNS ARE BLACK ON ORANGE.

FILE NAME	S:\Design R P& S\4-Standard\2-Plan Sheet Library\01-Published PSL\TC\Work Zone Traffic Control\TC-5\Shoulder Closure - Low Speed (40 MPH or Less)\TC-5.dgn	REGION	STATE	FED.AID PROJ.NO.	DATE	BY	REVISION
TIME	2:59:41 PM	WASH					
DATE	1/29/2018	JOB NUMBER		CONTRACT NO.	LOCATION NO.		
DESIGNED BY	lliddefr						
DESIGNED BY							
CHECKED BY							
PROJ ENGR							
REGIONAL ADM.							

NO PARKING
 R9-3
 24" x 30" R/W

INSTALL ON TYPE 2 BARRICADES THROUGHOUT THE WORK AREA 24 HOURS PRIOR TO IMPLEMENTING TRAFFIC CONTROL. PRIOR NOTIFICATION OF LOCAL LAW ENFORCEMENT REQUIRED.



SIDEWALK DIVERSION

SIDEWALK DETOUR

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- ▭ PEDESTRIAN CHANNELIZING DEVICES
- ▭ TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

NOTES

1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. A 60" (IN) PATH WIDTH SHOULD BE MAINTAINED (48" (IN) IS THE MINIMUM).
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE SHEET TC-52 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED. SEE STANDARD SPECIFICATION 1-10.2(1)B.
6. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE SIDEWALK AT THE POINTS WHERE EXISTING BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.

INTERSECTION PEDESTRIAN TRAFFIC CONTROL

NOT TO SCALE

FILE NAME	S:\Design R P& S\4-Standard\2-Plan Sheet Library\01-Published PSL\TC\Work Zone Traffic Control\TC-16\Intersection Pedestrian Traffic Control\TC-16.dgn	REGION	STATE	FED.AID PROJ.NO.	DATE	BY	REVISION
TIME	11:26:58 AM	WASH					
DATE	1/29/2018	JOB NUMBER		CONTRACT NO.	LOCATION NO.		
DESIGNED BY	lliddefr						
DESIGNED BY							
CHECKED BY							
PROJ ENGR							
REGIONAL ADM.							

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: MAY 2023
 APPROVED BY: BLS
 CHECKED BY: BLS
 DRAWN BY: MN
 DESIGNER: MAN
 G & O JOB NO.: 23449
 FILE: TC-DET.DWG