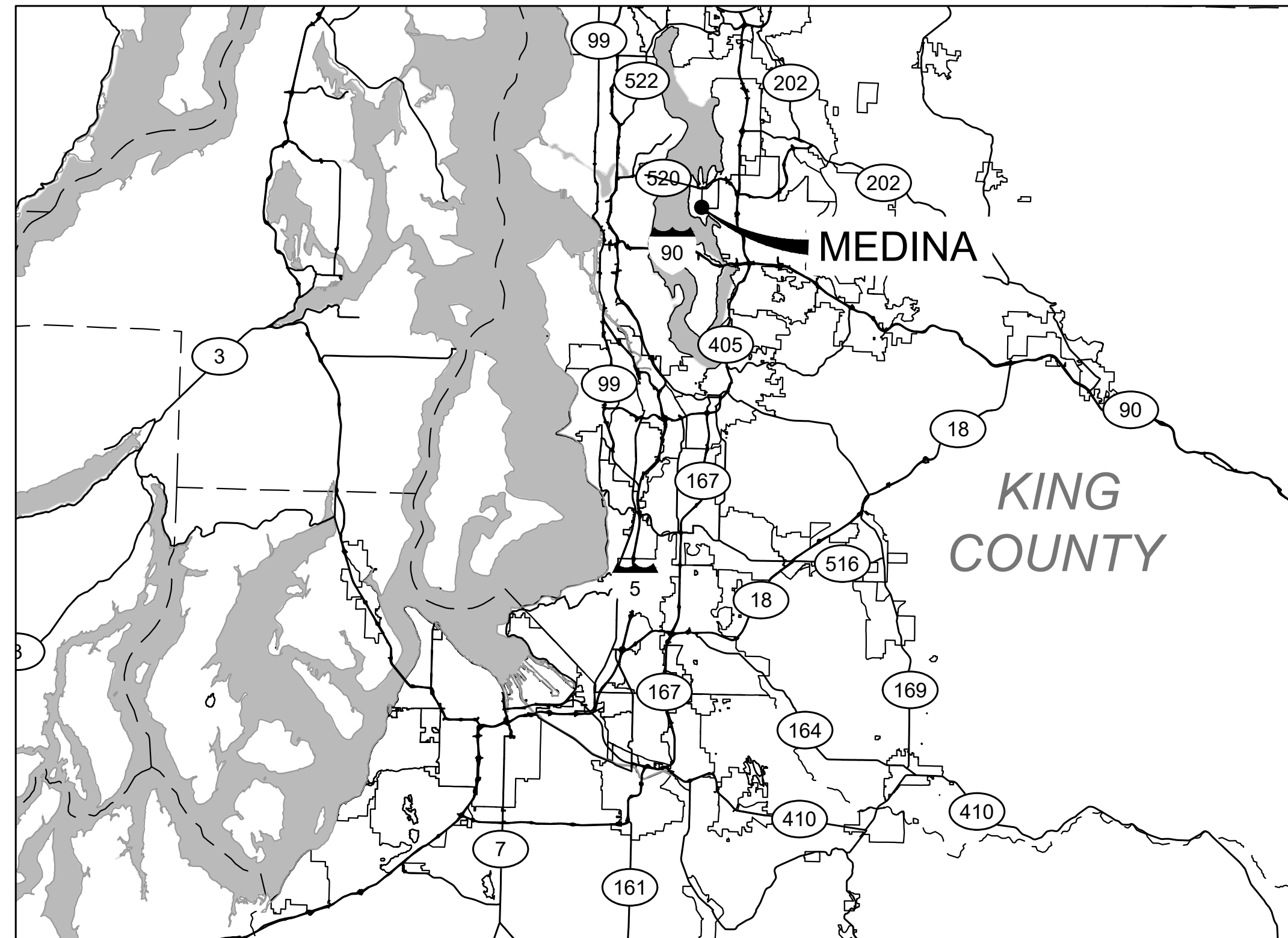


CITY OF MEDINA

KING COUNTY

WASHINGTON

NE 12TH STREET PEDESTRIAN IMPROVEMENTS



VICINITY MAP
NOT TO SCALE



PROJECT LOCATION MAP
NOT TO SCALE

CITY OFFICIALS

JESSICA ROSSMAN

Mayor

CYNTHIA ATKINS

City Council

HARINI GOKUL

ROBERT ZOOK

JENNIFER GARONE

MAC JOHNSTON

City Council

STEVE BURNS

CITY MANAGER

RANDY REEVES

DEPUTY MAYOR

RYAN OSADA

PUBLIC WORKS DIRECTOR



JULY 2023
G&O #21441

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
+	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	GAUGE
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)
		SHRUB/TREE/VEGETATION LINE
		EDGE OF LANDSCAPING/RESTORATION
		RIGHT-OF-WAY LINE
		CENTERLINE OF CONSTRUCTION
		PROPERTY LINE
		CONTOUR LINE
		SAWCUT LINE (APPROXIMATE LOCATION)
		OVERHEAD UTILITIES
		BURIED ELECTRICAL
		BURIED TELEPHONE/COMMUNICATIONS
		BURIED COMMUNICATIONS
		BURIED CABLE TELEVISION
		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)
		DITCH CENTERLINE/THALWEG

SIGNALIZATION/ILLUMINATION SYMBOLS

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

WATER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GUARD POST / BOLLARD
		WATER METER
		WATER VAULT (SIZE VARIES)
		FIRE HYDRANT (3-NOZZLE)
		GATE VALVE

GAS/POWER/TELEPHONE SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GAS VALVE
		PAD MOUNT TRANSFORMER
		POWER VAULT (SIZE VARIES)
		UTILITY POLE
		UTILITY POLE ANCHOR
		UTILITY PEDESTAL
		TELEPHONE VAULT (SIZE VARIES)
		TELEPHONE MANHOLE (SIZE VARIES)

SURVEY SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROL POINT
		MONUMENT (IN CASE)
		MONUMENT (SURFACE)
		BENCH MARK

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)
		CLEAN OUT (SAN. SEWER OR STORM)

SURFACE FEATURES/LANDSCAPING

EXISTING	PROPOSED	DESCRIPTION
		MAIL BOX (NOTED)
		SIGN
		ROCK WALL
		SHRUB
		TREE (CONIFER)
		TREE (DECIDUOUS)
		ROCK/BOULDER

CHANNELIZATION SYMBOLS

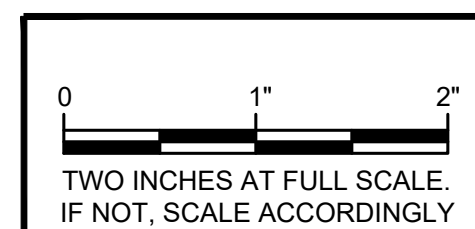
EXISTING	PROPOSED	DESCRIPTION
		CENTER LANE LINE
		CROSS WALK MARKING
		STOP BAR

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.

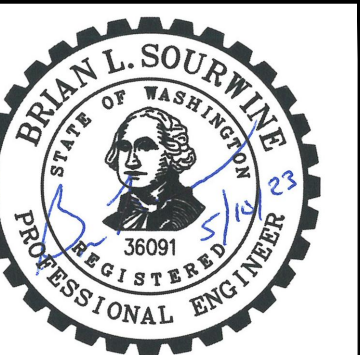
SHEET INDEX

SHEET NO.	COVER	DESCRIPTION
		TITLE, VICINITY MAP, PROJECT LOCATION MAP AND CITY OFFICIALS
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SHEET 2		SURVEY AND ALIGNMENT CONTROL TABLES
SHEET 3 - 4		TEMPORARY EROSION AND SEDIMENT CONTROL DETAILS
SHEET 5 - 8		PLAN-PROFILE SHEETS
SHEET 9 - 14		RAMP AND CURB PLANS
SHEET 15 - 19		ROADWAY DETAILS
SHEET 20 - 23		STORM DETAILS
SHEET 24 - 25		CHANNELIZATION AND SIGNING DETAILS
SHEET 26 - 27		ELECTRICAL DETAILS
SHEET 28 - 29		TRAFFIC CONTROL DETAILS



DATE:	JULY 2023
DRAWN:	MB
CHECKED:	MB
APPROVED:	BS

DATE	APPD
REVISION	No.



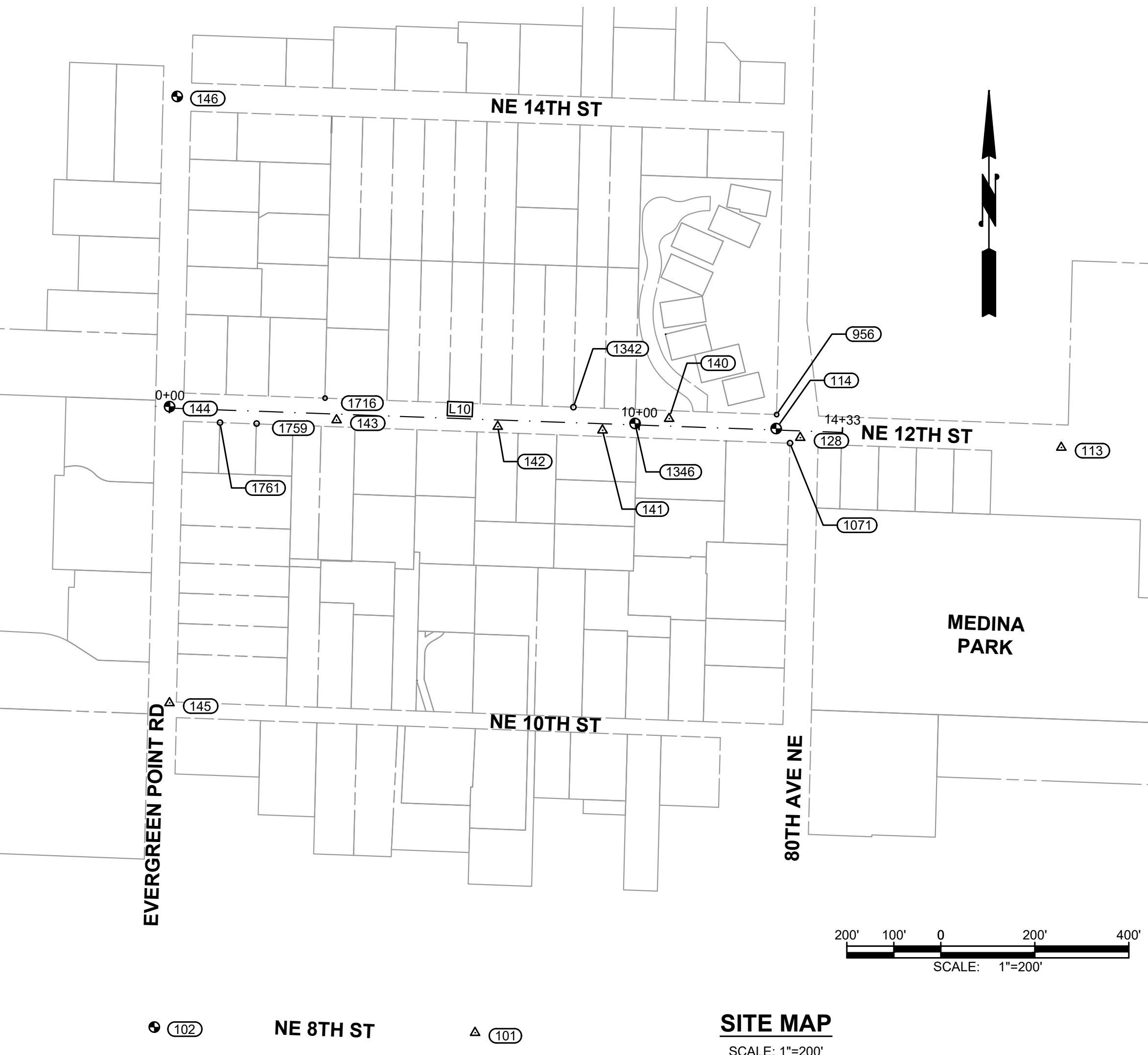
CITY OF MEDINA
 KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
 ABBREVIATIONS, SYMBOL LEGEND AND GENERAL NOTES

SHEET:	1
OF:	29
JOB NO.:	21441
DWG/LEGEND	

CITY OF MEDINA - NE 12TH STREET PED IMPROVEMENTS				
JOB NUMBER - #21441				
Horizontal Datum: NAD83/11				
WSPCS N. ZONE, GRID NORTH, HOLDING C.O.B. (BELNET) PUBLISHED CONTROL #0332/291, #0074/202, #2454/287, #0075				
SCALED TO GROUND AT 102 AVG CGF=0.9999801655				
Vertical Datum: NAVD88				
HOLDING C.O.B. 287, 291 & 292				
POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
100	228356.03	1295247.22	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	228413.56	1294494.25	79.29	SSN=SURVEY SET LG MAG NAIL, 1' S OF BACK OF SIDEWALK ON N SIDE OF NE 8TH ST, 25' E OF DRWY FOR #s 7728, 7724, 7720.
102	228425.30	1293811.75	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.
113	229658.58	1295741.55	56.52	SSNT, S SIDE BACK OF WEDGE CURB ALONG NE 12TH ST.
114	229698.80	1295134.94	65.42	SFMC, CENTERLINE NE 12TH ST @ NW CORNER OF MEDINA PARK, 1 3/4" BRASSY W/ PUNCH "2334", DOWN 0.6" IN CASE.
128	229679.55	1295186.08	64.79	SSNT, 0.5' N OF S EDGE OF ASPHALT IN WEDGE CURB NE 12TH ST, JUST EAST OF TRAIL AT NW CORNER OF MEDINA PARK, -8' E OF SE CORNER OF CROSSWALK, -5.5' NE OF PED XING SIGN.
140	229719.96	1294907.11	81.01	SSNT, N SIDE NE 12TH ST, IN LINE W HYDRANT W OF DRIVEWAY TO "MEDINA PARK PLACE" HOMES, 12.5' S OF HYDRANT.
141	229695.37	1294765.38	93.51	SSNT, S SIDE NE 12TH ST ACROSS FROM DRIVEWAY TO #17826, 1' N OF S BACK OF WEDGE CURB.
142	229703.05	1294542.52	103.24	SSNT, S SIDE NE 12TH ST, 36' E OF CENTERLINE DRIVEWAY TO 7801 NE 12TH ST, 1' N OF BACK OF WEDGE CURB.
143	229717.07	1294199.63	112.77	SSNT, S SIDE NE 12TH ST, 15' E OF CENTERLINE DRIVEWAY TO 7635 NE 12TH ST, 0.5' N OF WEDGE CURB FLOW LINE.

144	229745.52	1293844.24	123.27	SFMC, CENTER OF INTX NE 12TH ST & EVERGREEN POINT RD, 2" BRASS DOME W/ PUNCH "E SPROUT 0696," DOWN 0.45" IN CASE.
145	229115.12	1293844.03	104.15	SSNT, NE CORNER INTX EVERGREEN POINT RD & NE 10TH ST, 5' W OF POWER POLE, 4.7' SE OF CB.
146	230405.54	1293860.46	146.19	SFMC, LEAD W/ SMALL TACK, DOWN 0.7" IN CASE. CENTER OF INTX NE 14TH ST & EVERGREEN POINT RD.
956	229728.57	1295135.81	65.39	SFP=FOUND PIPE, IRON PIPE, BENT.
1071	229667.81	1295164.30	64.87	SFRC=FOUND REBAR W/ CAP, 5/8" REBAR W/ YPC, ILLEGIBLE.
1342	229744.28	1294703.48	100.87	SFRC, 5/8" REBAR W/ YPC, "CRONES 29537."
1346	229709.60	1294834.75	87.30	SFMC, 1 3/4" DISC W/ PUNCH "2534," DOWN 0.8" IN CASE.
1716	229763.60	1294175.10	114.43	SFP, 2" O.D. IRON PIPE W/ YPC INSIDE, "K+A 11088."
1759	229709.44	1294029.31	118.78	SFRC, 5/8" REBAR W/ 2" ALUMINUM CAP, "PLUG CONSULTING LS 31976."
1761	229711.53	1293951.62	122.92	SFRC, 1/2" REBAR W/ YPC "C&C 38977."

NE 12TH ST CL - CONSTRUCTION CENTERLINE ALIGNMENT												
SEGMENT	BEGIN STATION	BEGIN NORTHING	BEGIN EASTING	END STATION	END NORTHING	END EASTING	DISTANCE	BEARING	RADIUS	TANGENT	CURVE LENGTH	DELTA
L10	0+00.00	229,742.49	1,293,844.24	14+32.52	229,690.69	1,295,275.82	1,432.52	S87°55'40"E				



SITE MAP
SCALE: 1"=200'

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.

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



DATE:	JULY 2023	MB	MB	BS
DRAWN:		MB	MB	
CHECKED:		MB	MB	
APPROVED:				

REVISION	DATE	APPD
No.		



CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
SURVEY AND ALIGNMENT CONTROL TABLES

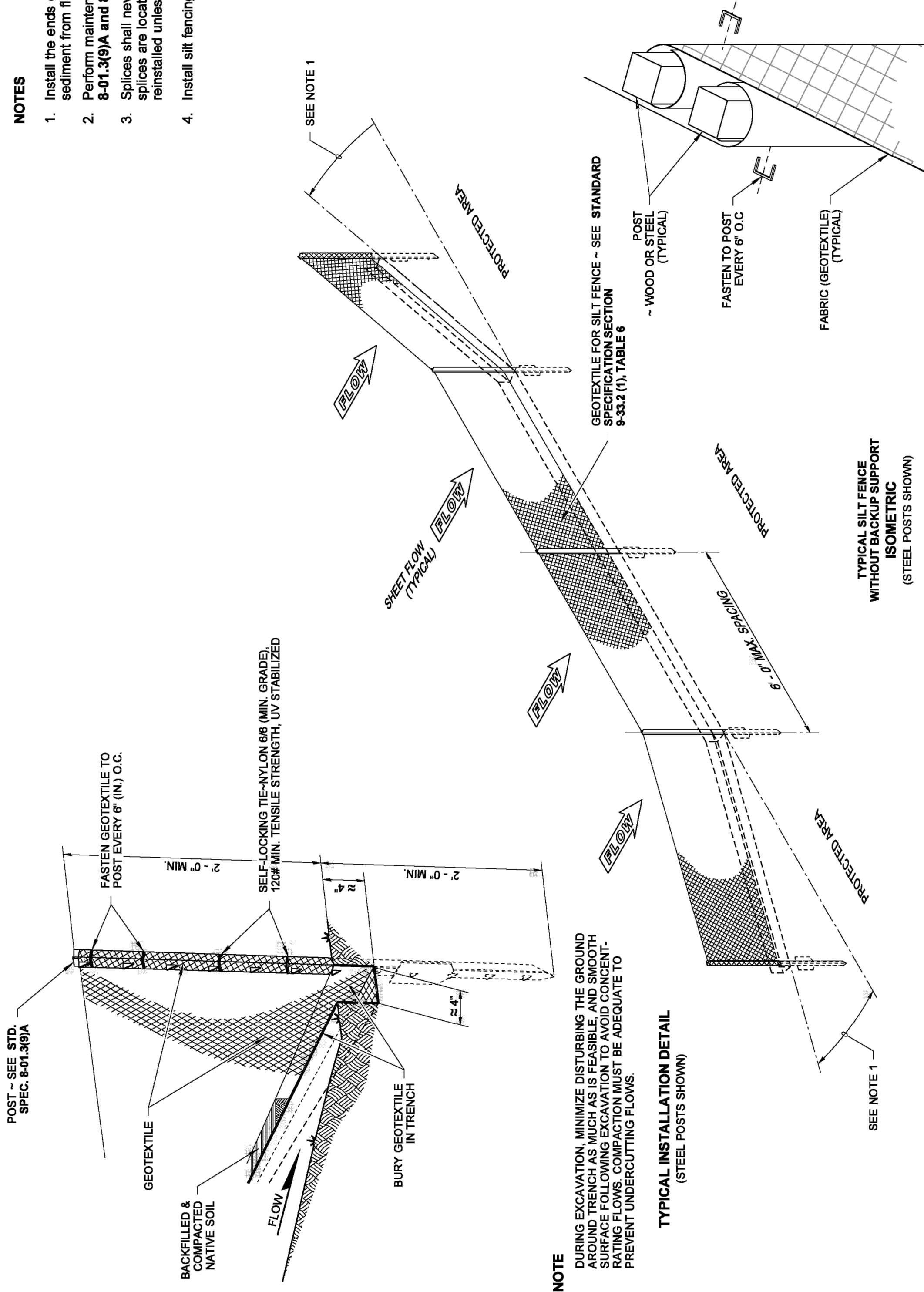
SHEET:	2
OF:	29
JOB NO.:	21441
DWG SURVEY CONTROL	

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: BILL BERENS

- NOTES**
- Install the ends of the silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.
 - Perform maintenance in accordance with **Standard Specifications 8-01.3(9)A and 8-01.3(15)**.
 - Splices shall never be placed in low spots or sump locations. If splices are located in low or sump areas, the fence may need to be reinstalled unless the Project Engineer approves the installation.
 - Install silt fencing parallel to mapped contour lines.



NOTE
DURING EXCAVATION, MINIMIZE DISTURBING THE GROUND AROUND TRENCH AS MUCH AS IS FEASIBLE, AND SMOOTH SURFACE FOLLOWING EXCAVATION TO AVOID CONCENTRATING FLOWS. COMPACTION MUST BE ADEQUATE TO PREVENT UNDERCUTTING FLOWS.

TYPICAL INSTALLATION DETAIL
(STEEL POSTS SHOWN)

TYPICAL SILT FENCE WITHOUT BACKUP SUPPORT ISOMETRIC
(STEEL POSTS SHOWN)

SPLICED FENCE SECTIONS SHALL BE CLOSE ENOUGH TOGETHER TO PREVENT SILT LADEN WATER FROM ESCAPING THROUGH THE FENCE AT THE OVERLAP.

SPLICE DETAIL
(WOOD POSTS SHOWN)



STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
SANDRA L. SALISBURY
CERTIFICATE NO. 000860

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT. IT IS THE PROPERTY OF GRAY & OSBORNE, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. A COPY MAY BE OBTAINED UPON REQUEST.

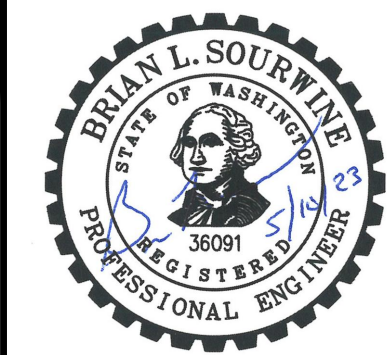
SILT FENCE
STANDARD PLAN I-30.15-02
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Pasco Bakotich III 3/22/13
STATE LICENSE ENGINEER DATE
Washington State Department of Transportation

SHEET: **3**
OF: **29**

JOB NO.: 21441
DWGEROSION CONTROL

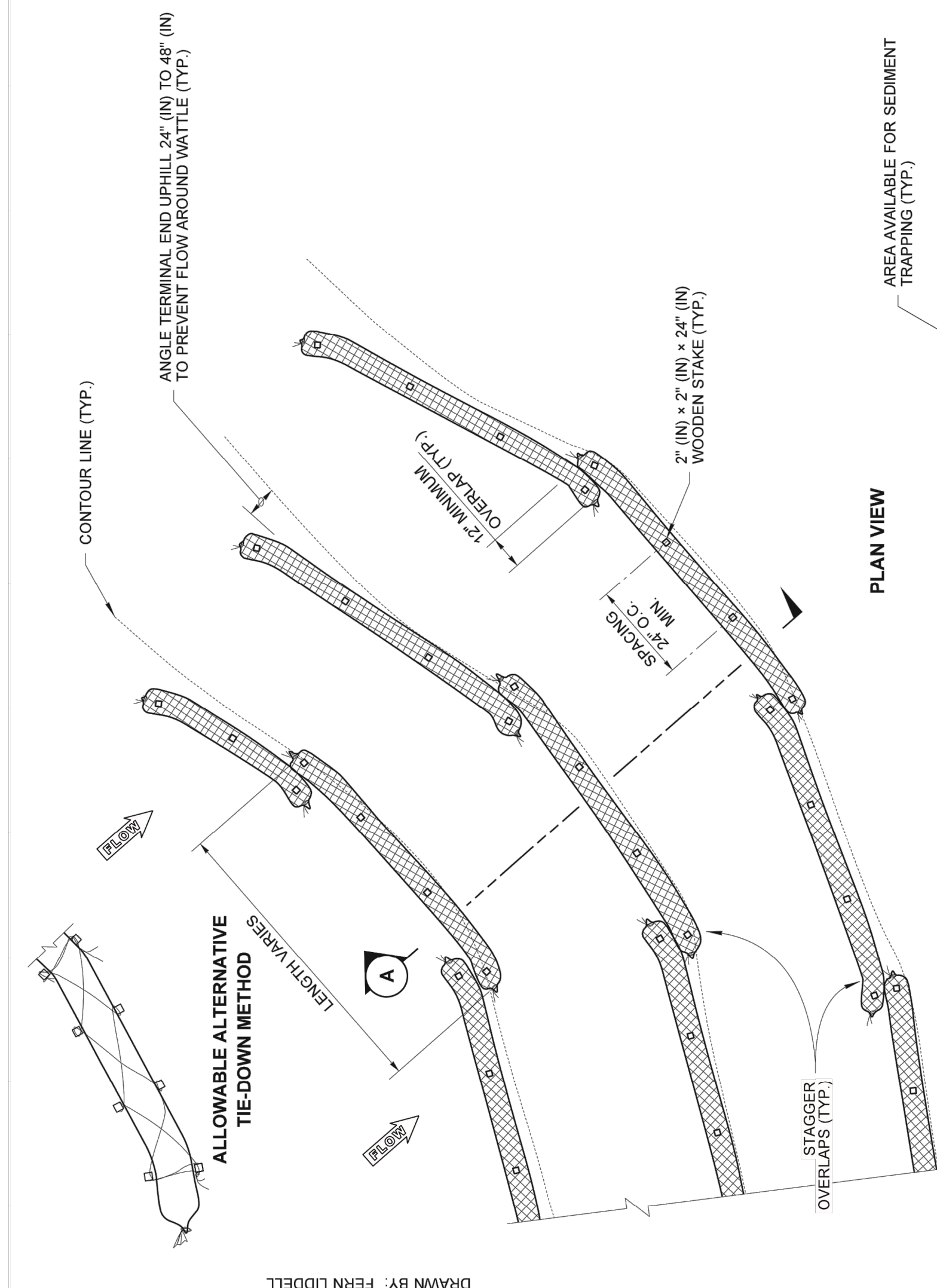
CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
TEMPORARY EROSION AND SEDIMENT CONTROL DETAILS



DATE: JULY 2023
DRAWN: MB
CHECKED: MB
APPROVED: BS

No.	REVISION	DATE	APPD

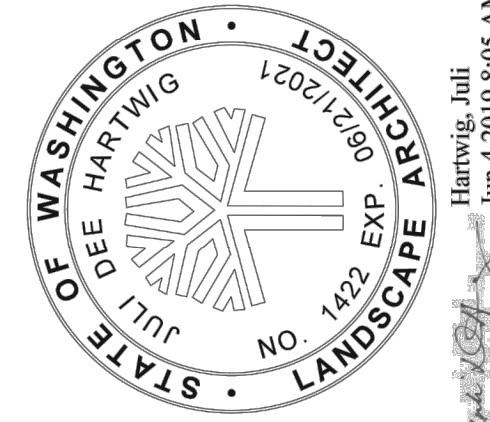
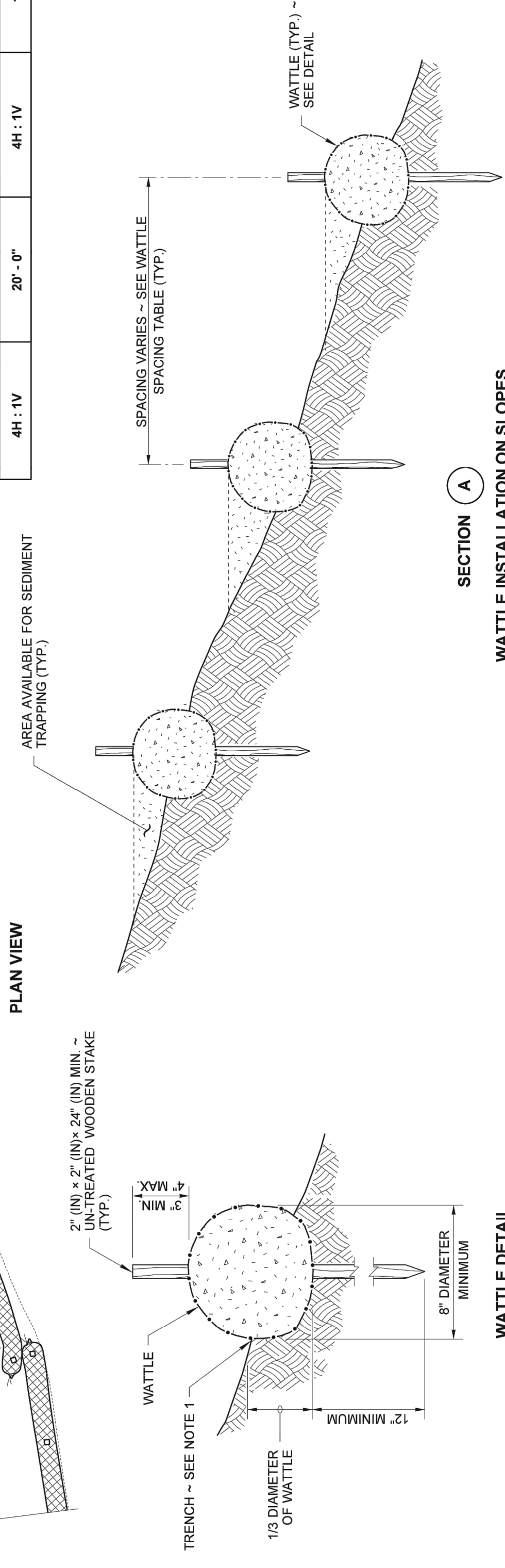




NOTES

1. Wattles shall be in accordance with **Standard Specification, Section 9-14.5(5)**. Install Wattles along contours. Installation shall be in accordance with **Standard Specification, Section 8-01.3(10)**.
2. Securely knot each end of Wattle. Overlap adjacent Wattle ends 12" (in) behind one another and securely tie together.
3. Compact excavated soil and trenches to prevent undercutting. Additional staking may be necessary to prevent undercutting.
4. Install Wattle perpendicular to flow along contours.
5. Wattles shall be inspected regularly, and immediately after a rainfall produces runoff, to ensure they remain thoroughly entrenched and in contact with the soil.
6. Perform maintenance in accordance with **Standard Specification, Section 8-01.3(15)**.
7. Refer to **Standard Specification, Section 8-01.3(16)** for removal.

TEMPORARY		PERMANENT	
8" - 10" OR 10" - 12" DIAM.		10" - 12" DIAM.	
SLOPE	MAX. SPACING	SLOPE	MAX. SPACING
1H : 1V	5' - 0"	-	-
2H : 1V	10' - 0"	2H : 1V	5' - 0"
3H : 1V	15' - 0"	3H : 1V	10' - 0"
4H : 1V	20' - 0"	4H : 1V	15' - 0"



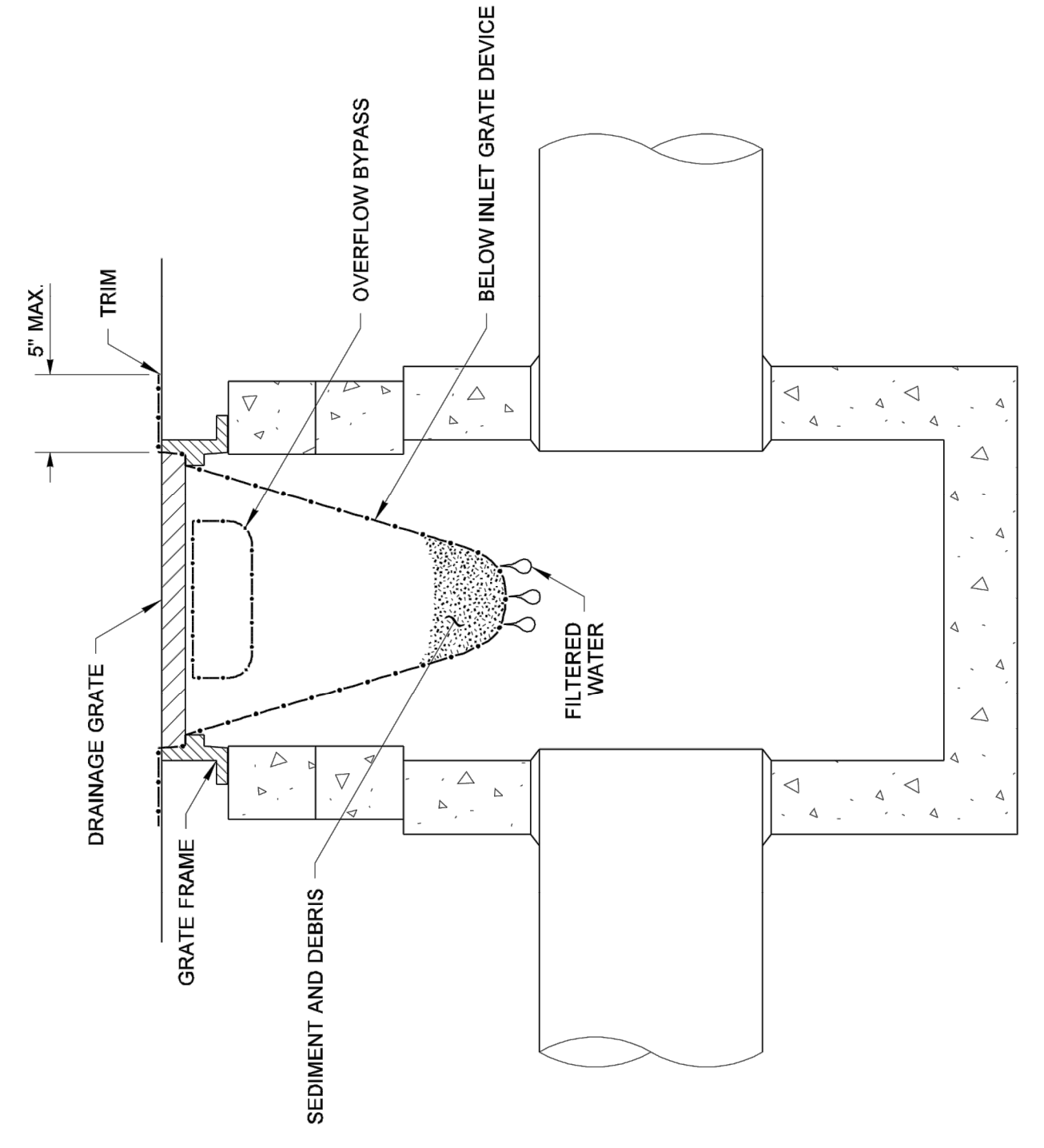
Hartwig, Juli
Jun 4, 2019 8:05 AM
WATTLE INSTALLATION ON SLOPE
STANDARD PLAN I-30.30-02

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Mark W. Maliner
June 12, 2019 9:41 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation

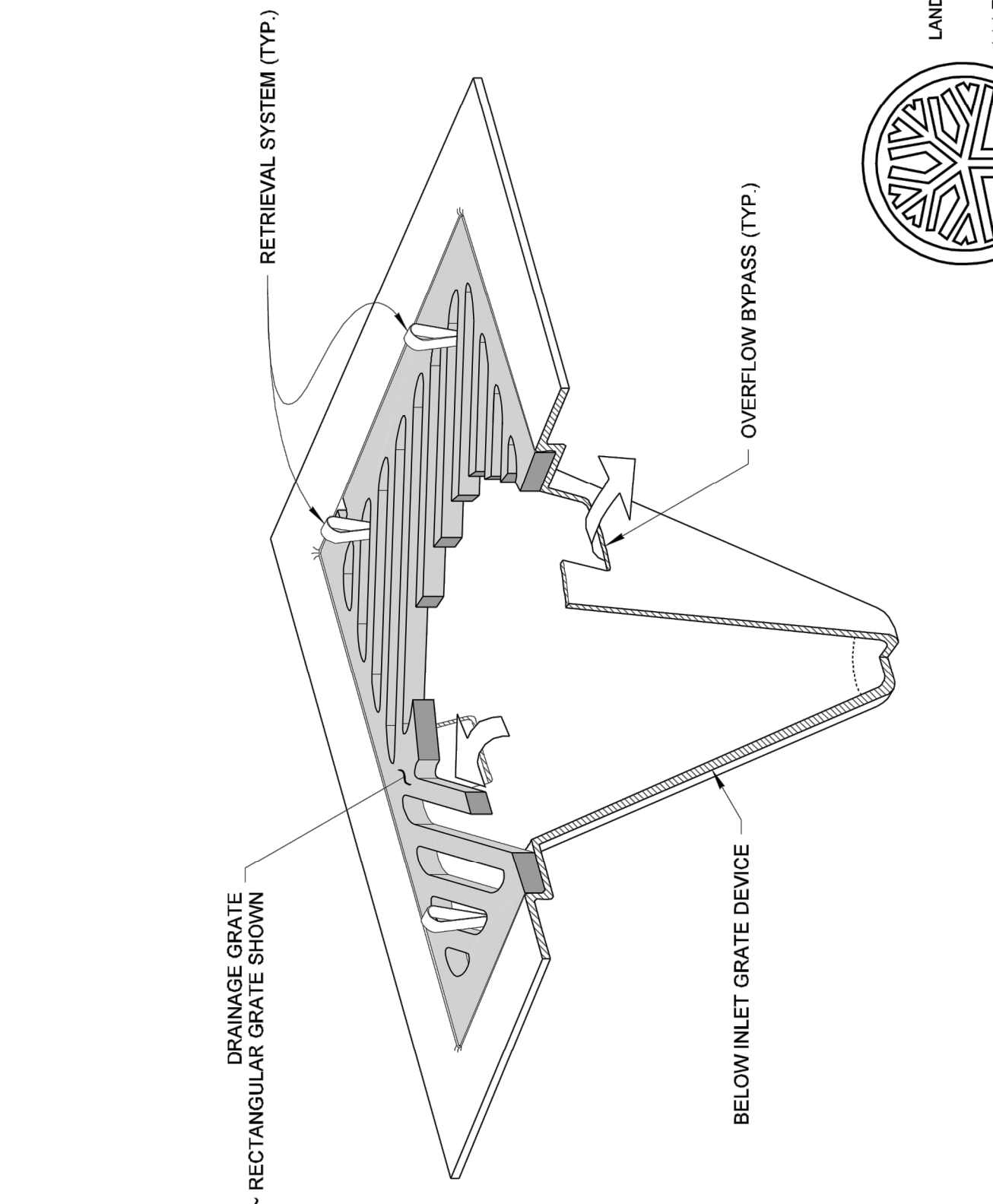
DRAWN BY: LISA CYFORD

NOTES

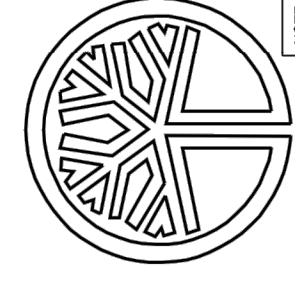
1. Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.
2. The BIGD shall have a built-in high-flow relief system (overflow bypass).
3. The retrieval system must allow removal of the BIGD without spilling the collected material.
4. Perform maintenance in accordance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



SECTION VIEW
NOT TO SCALE



ISOMETRIC VIEW



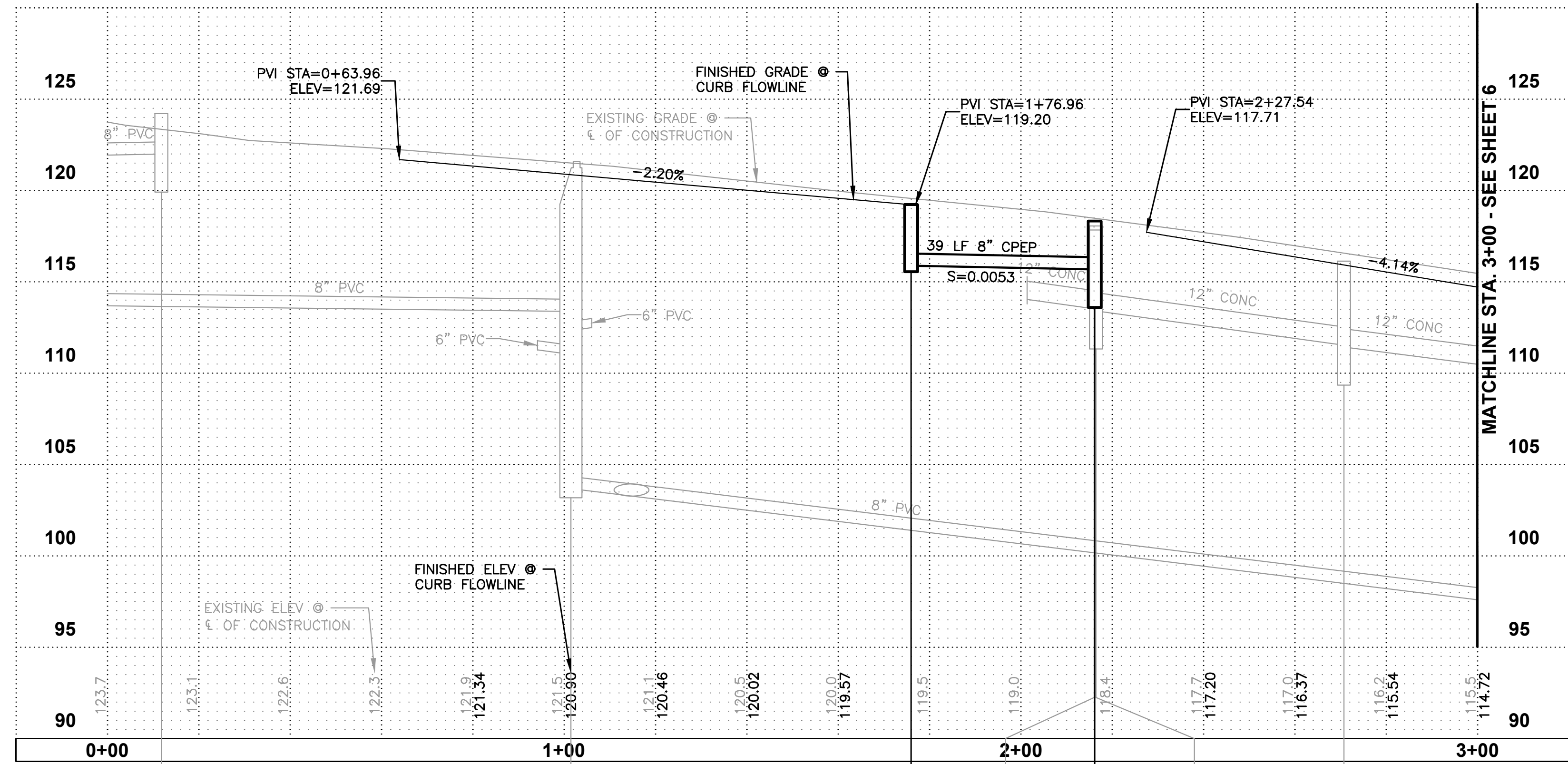
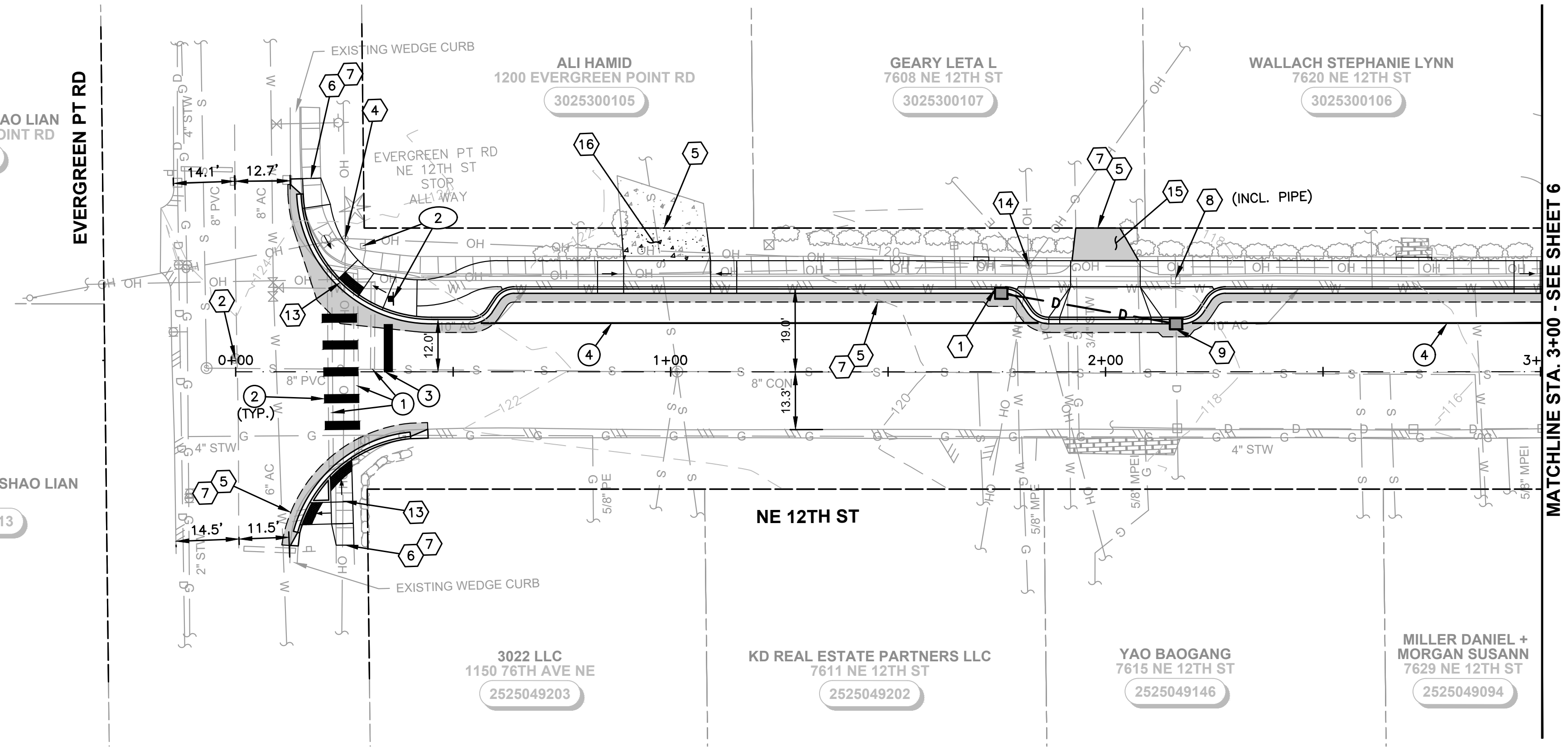
STATE OF WASHINGTON
LANDSCAPE ARCHITECT
MARK W. MALINER
CERTIFICATE NO. 000588

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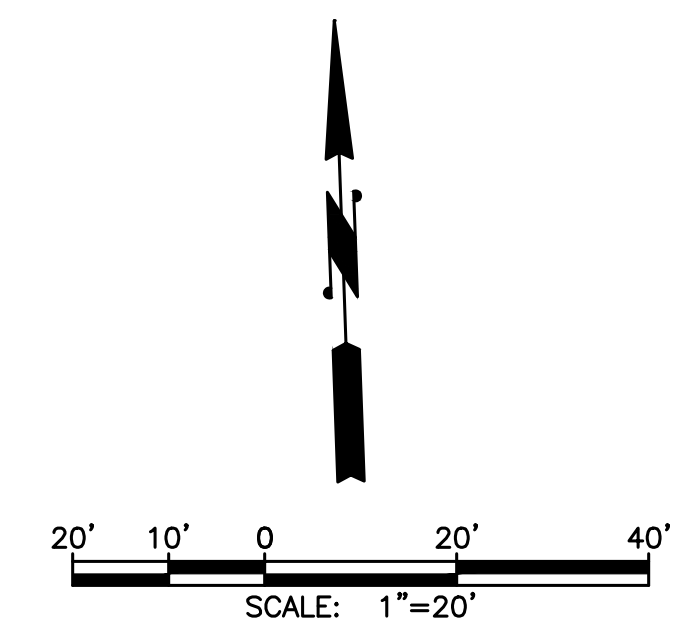
STORM DRAIN INLET PROTECTION
STANDARD PLAN I-40.20-00

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Pasco Bakotich III
STATE DESIGN ENGINEER
DATE: **09-20-07**
Washington State Department of Transportation

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EX. CB TYPE 1 STA. 0+11.8, 44.1' LT RIM=124.21 IE=122.00 8" PVC W	EX. 48" Ø STA. 1+01.5, 0.1' LT RIM=121.58 IE=113.38 8" PVC W IE=111.03 6" PVC N IE=112.33 6" PVC S IE=103.68 8" PVC E	CONC. INLET, CB NO. 1 STA. 1+76.0, 18.0' LT RIM=119.23 IE=115.88 8" CPEP E	EX. CB TYPE 1 STA. 2+16.1, 21.3' LT RIM=117.84 IE=115.74 8" CONC S	CB TYPE 1, CB NO. 2 STA. 2+16.2, 11.0' LT RIM=118.33 IE=115.68 8" CPEP W IE=115.68 8" CONC S	EX. CB TYPE 1 STA. 2+16.5, 13.0' RT RIM=118.06 IE=115.56 8" CONC N IE=113.51 12" CONC W IE=113.41 6" PVC S IE=113.41 12" CONC E	EX. CB TYPE 1 STA. 2+70.8, 13.2' RT RIM=116.13 IE=111.53 12" CONC W IE=111.43 12" CONC E
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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 MONUMENT.
3. CONSTRUCT CEMENT CONCRETE TRAFFIC CURB PER DETAIL SHEET 19
4. PROTECT EXISTING CURB, SIDEWALK, FENCE, POLE, LUMINAIRE, WALL, HYDRANT, BOLLARD, TREE, LANDSCAPING, IRRIGATION SYSTEM, DURING CONSTRUCTION.
5. SAWCUT EXISTING PAVEMENT AND SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.
6. SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.
7. REMOVE AND WASTEHAUL EXISTING CURB, GUTTER, SIDEWALK, PAVEMENT, BOLLARD, FENCE, PER THE SPECIFICATIONS. COORDINATE WITH PROPERTY OWNER(S) AS REQUIRED.
8. REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
9. CONNECT EXISTING STORM PIPE TO NEW CATCH BASIN.
10. ADJUST EXISTING CATCH BASIN TO GRADE AND INSTALL SOLID LID.
11. ADJUST EXISTING WATER VALVE BOX TO GRADE. COORDINATE WORK WITH UTILITY REPRESENTATIVE.
12. ADJUST EXISTING WATER METER BOX TO GRADE. COORDINATE WORK WITH UTILITY REPRESENTATIVE.
13. CONSTRUCT CURB RAMP PER DETAIL SHEET 15.
14. EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
15. CONSTRUCT HMA DRIVEWAY REPAIR.
16. CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
17. CONSTRUCT CRUSHED ROCK DRIVEWAY REPAIR.
18. CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.

GENERAL NOTES

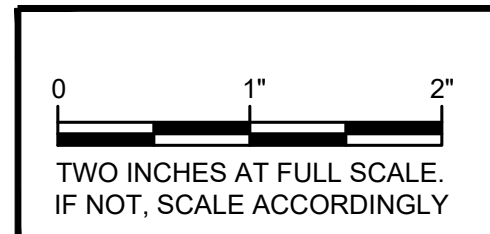
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3. SEE RRFB PLANS FOR SIGNS TO BE MOUNTED ON RRFB POLES.

CHANNELIZATION NOTES

1. REMOVE EXISTING PAVEMENT MARKINGS.
2. FURNISH AND INSTALL PLASTIC CROSSWALK MARKINGS, PER DETAIL, SHEET 25.
3. FURNISH AND INSTALL PLASTIC STOP LINE, PER DETAIL, SHEET 25.
4. FURNISH AND INSTALL PAINTED EDGE LINE, PER DETAIL, SHEET 25.

SIGNING NOTES

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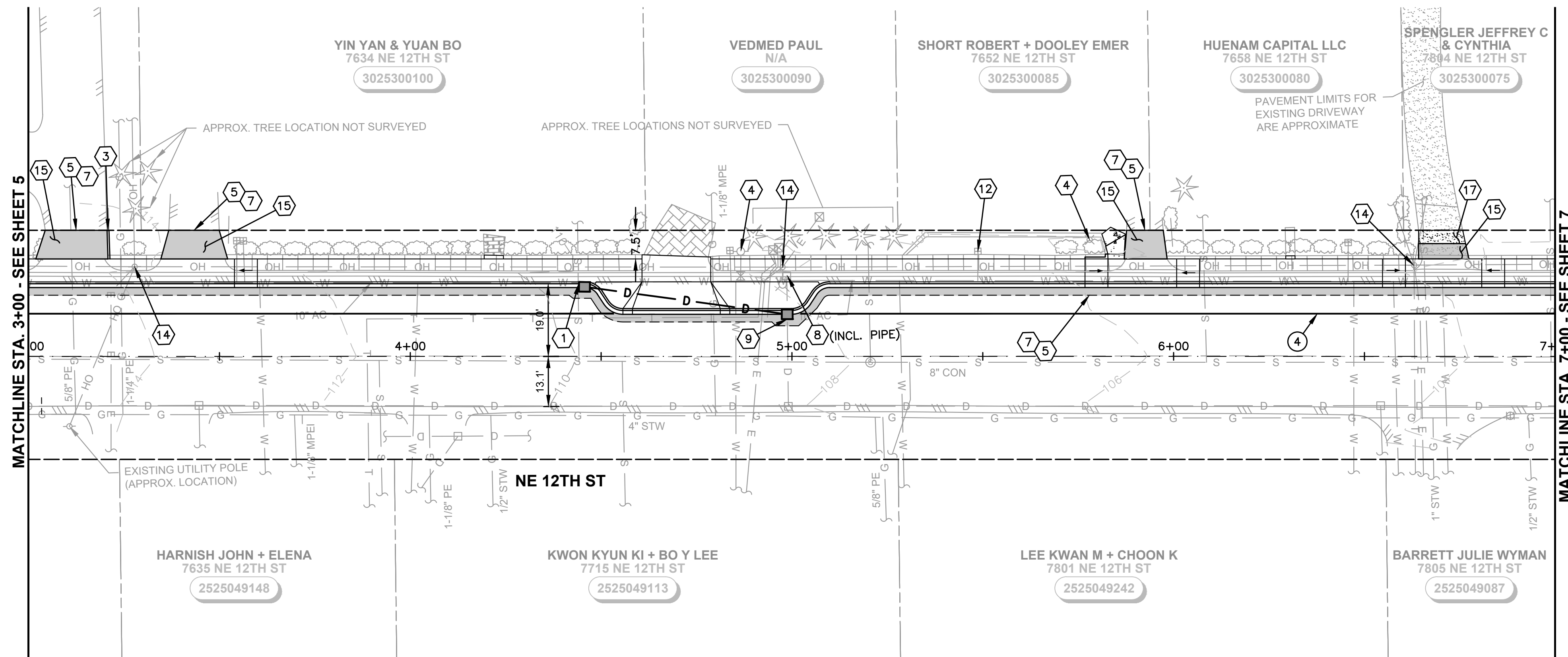
DATE:	JULY 2023	MB	MB	BS
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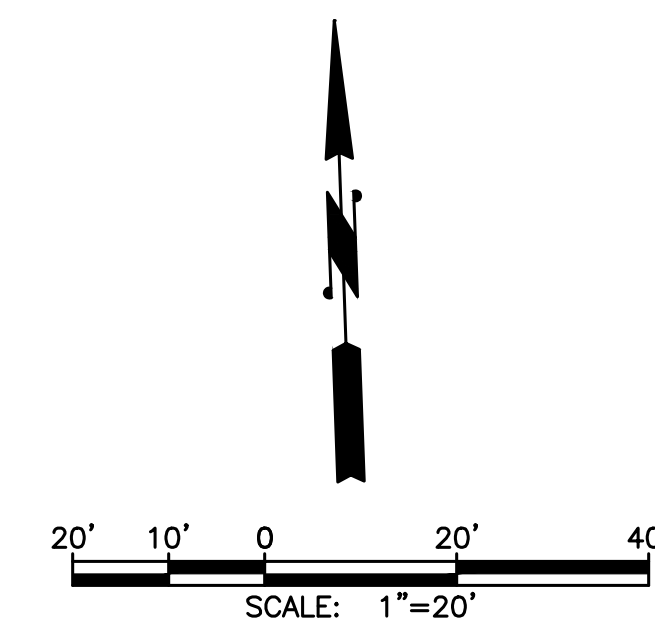
CITY OF MEDINA
 KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
 PLAN-PROFILE

SHEET: **5**
 OF: **29**
 JOB NO.: 21441
 DWG/PLAN-PROF

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MATCHLINE STA. 7+00 - SEE SHEET 7



CONSTRUCTION NOTES

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- ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL SOLID LID.
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- CONSTRUCT CRUSHED ROCK DRIVEWAY REPAIR.
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GENERAL NOTES

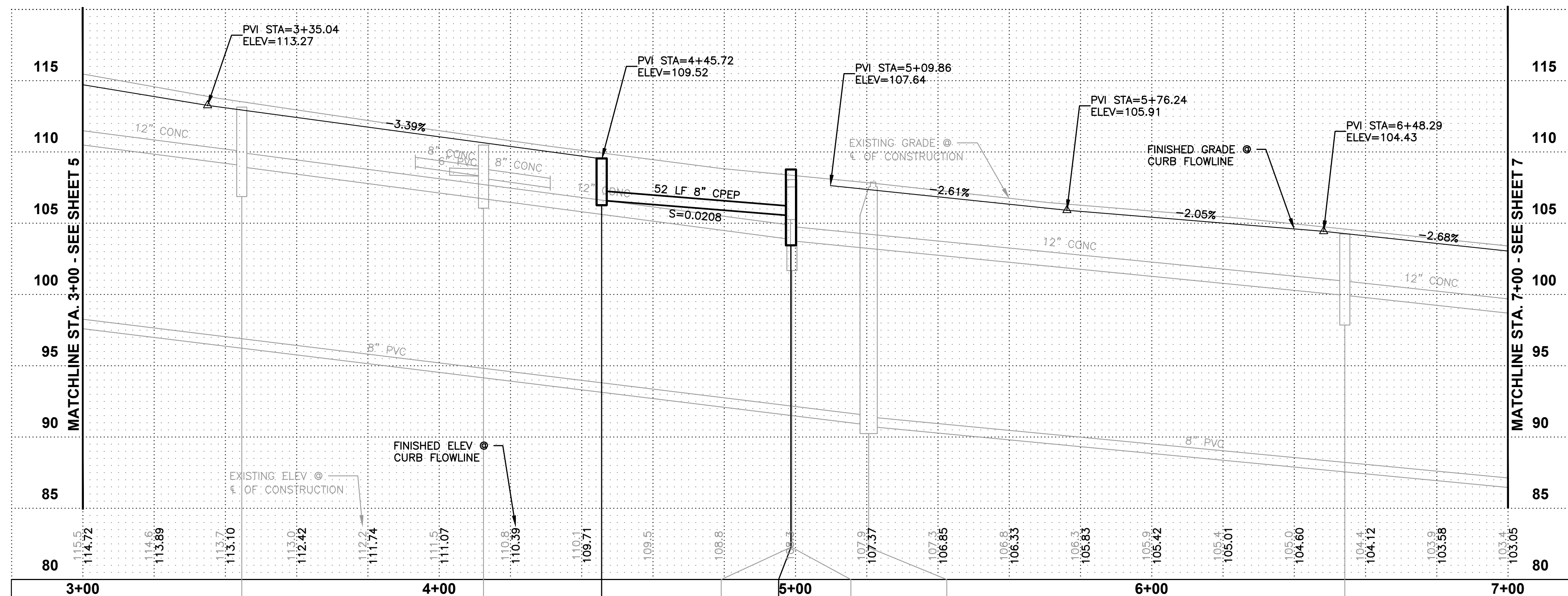
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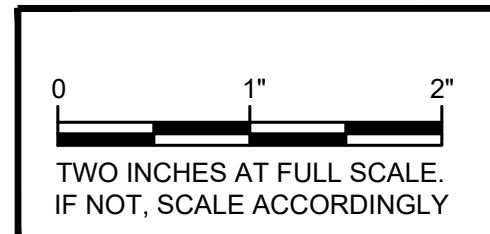
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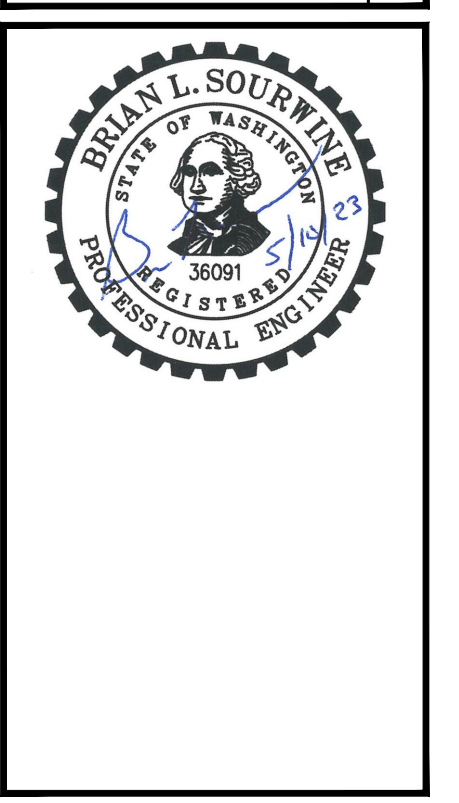
MATCHLINE STA. 7+00 - SEE SHEET 7

<p>EX. CB TYPE 1 STA. 3+44.6, 12.8' RT RIM=113.15 IE=109.05 12" CONC W IE=109.60 8" CONC S IE=106.95 12" CONC E</p>	<p>EX. CB TYPE 1 RIM=110.49 IE=108.29 6" PVC SW IE=108.29 8" CONC W IE=108.14 8" CONC E</p>	<p>CONC. INLET, CB NO. 3 STA. 4+45.6, 18.2' LT RIM=109.55 IE=106.60 8" CPEP E</p>	<p>EX. CB TYPE 1 STA. 4+98.7, 21.1' LT RIM=107.54 IE=105.59 8" CONC S</p>	<p>CB TYPE 1, CB NO. 4 STA. 4+98.8, 11.0' LT RIM=108.77 IE=105.33 8" CONC S IE=105.33 8" CONC S</p>	<p>EX. CB TYPE 1 STA. 4+99.1, 13.1' RT RIM=108.06 IE=103.86 12" CONC W IE=105.42 8" CONC N IE=103.76 12" CONC E</p>	<p>EX. 48" Ø STA. 5+20.6, 1.6' RT RIM=107.89 IE=90.84 8" PVC W IE=90.74 8" PVC E</p>	<p>EX. CB TYPE 1 STA. 6+54.2, 12.8' RT RIM=104.24 IE=99.94 12" CONC W IE=101.64 8" PVC S IE=99.94 12" CONC E</p>
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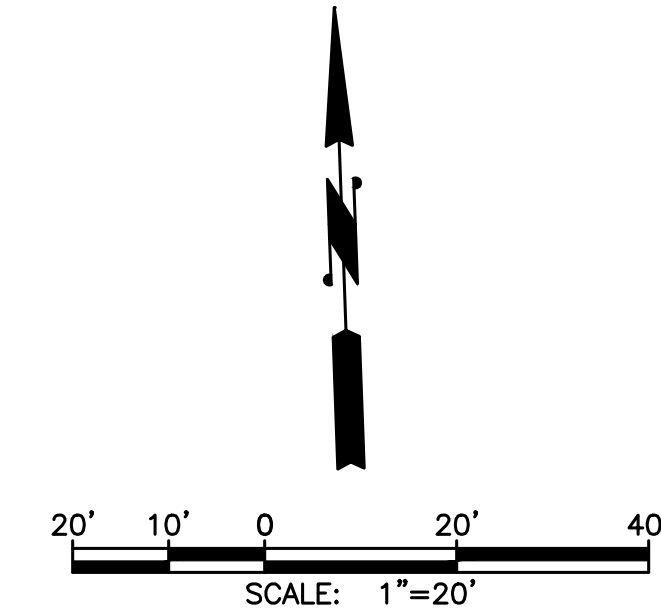
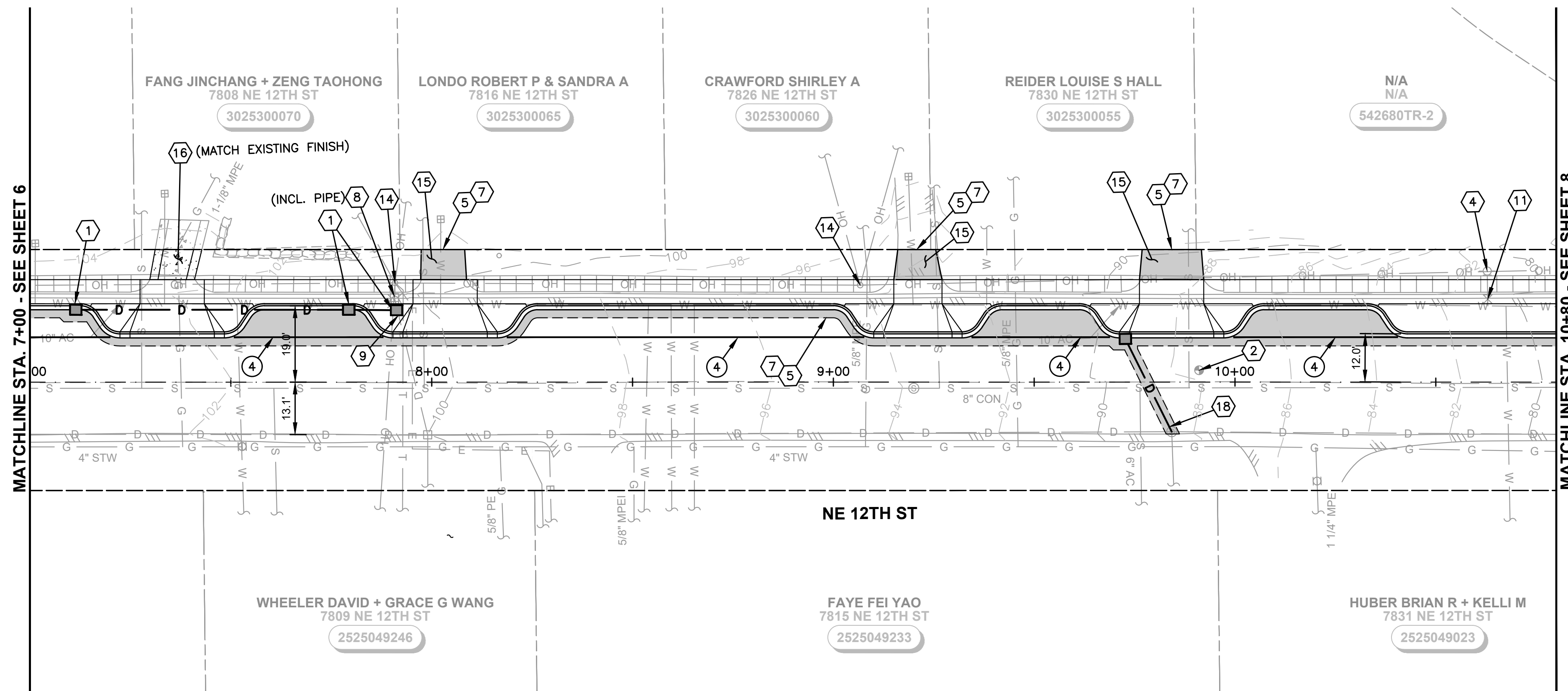
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CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
PLAN-PROFILE

SHEET:	6
OF:	29
JOB NO.:	21441
DWG/PLAN-PROF	

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CONSTRUCTION NOTES

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DATE:	JULY 2023	MB	MB	BS
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		DATE	APPD	
		REVISION		
				No.

GENERAL NOTES

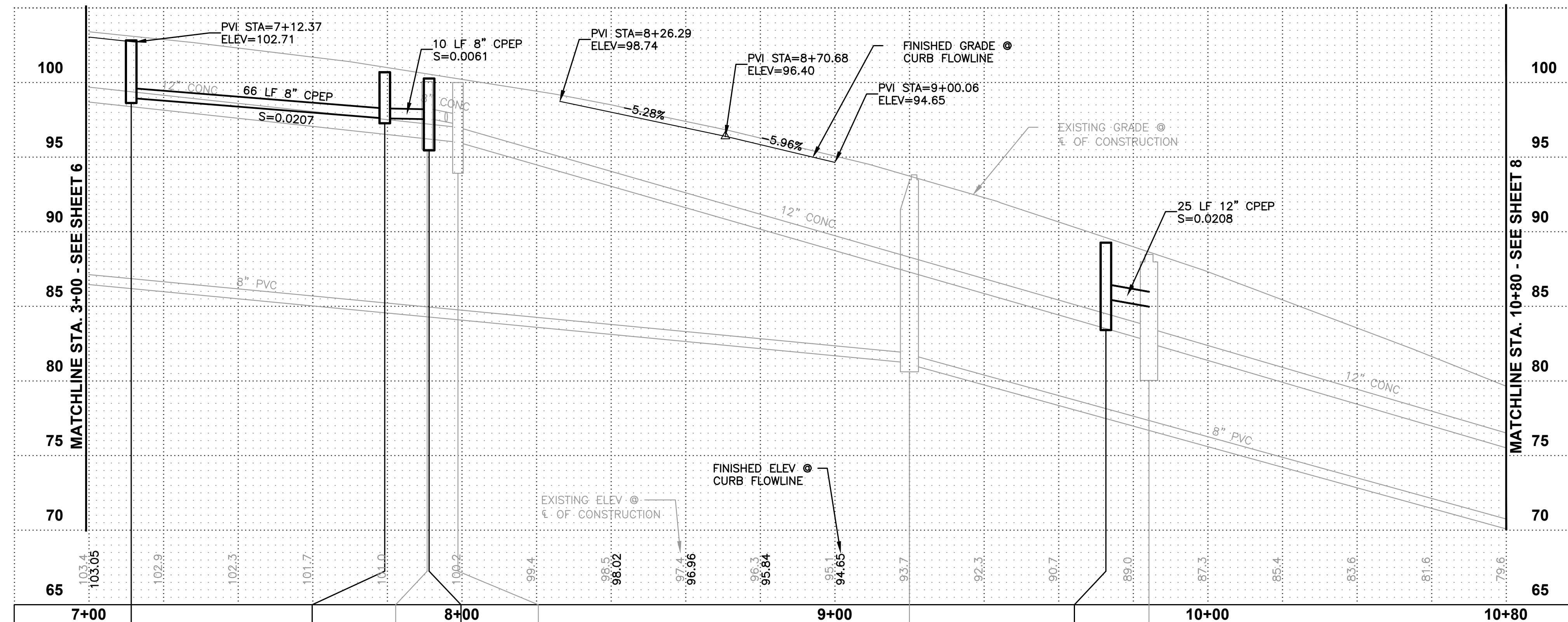
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CHANNELIZATION NOTES

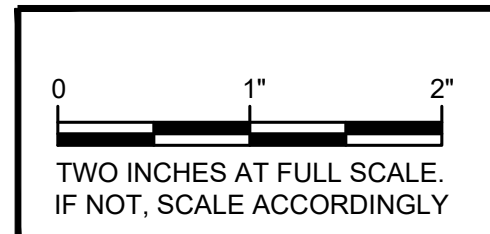
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SIGNING NOTES

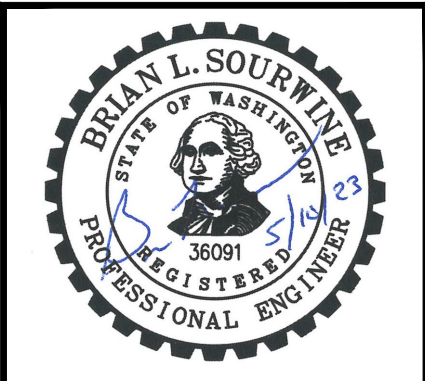
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CONC. INLET, CB NO. 5 STA. 7+11.4, 18.0' LT RIM=102.82 IE=98.96 8" CPEP E	CONC. INLET, CB NO. 6 STA. 7+79.3, 18.0' LT RIM=100.69 IE=97.60 8" CPEP W IE=97.60 8" CPEP E	EX. CB TYPE 1 STA. 7+90.7, 21.1' LT RIM=100.06 IE=97.61 8" CONC S	CB TYPE 1, CB NO. 7 STA. 7+91.2, 17.9' LT RIM=100.27 IE=97.54 8" CPEP W IE=97.54 8" CONC S	EX. CB TYPE 1 STA. 7+99.0, 13.1' RT RIM=100.00 IE=96.00 12" CONC W IE=97.20 8" CONC N IE=97.60 2" PVC S IE=96.00 12" CONC E	EX. 48" Ø STA. 9+20.0, 1.5' RT RIM=93.61 IE=81.21 8" PVC W IE=81.11 8" PVC E	CB TYPE 1, CB NO. 8 STA. 9+72.7, 10.8' LT RIM=89.27 IE=85.49 12" CPEP SE	EX. TYPE 2, 48" Ø STA. 9+84.2, 12.4' RT RIM=88.48 IE=82.68 12" CONC W IE=82.68 8" CMP S IE=82.53 12" CONC E IE=84.98 12" CPEP NW
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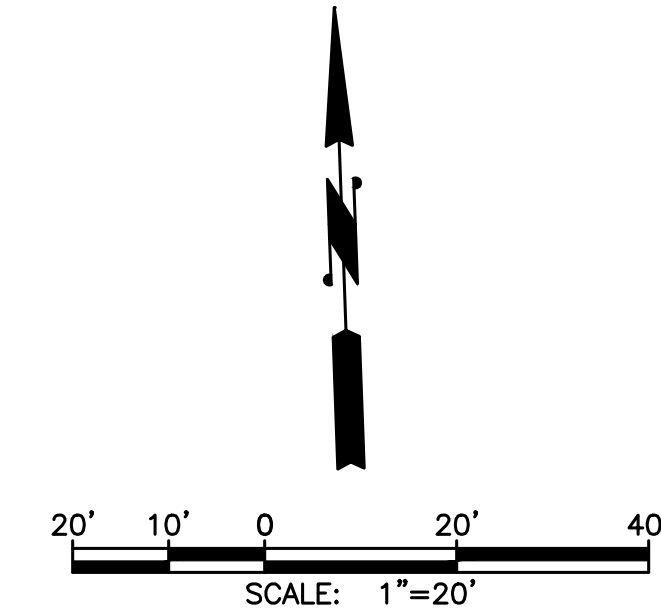
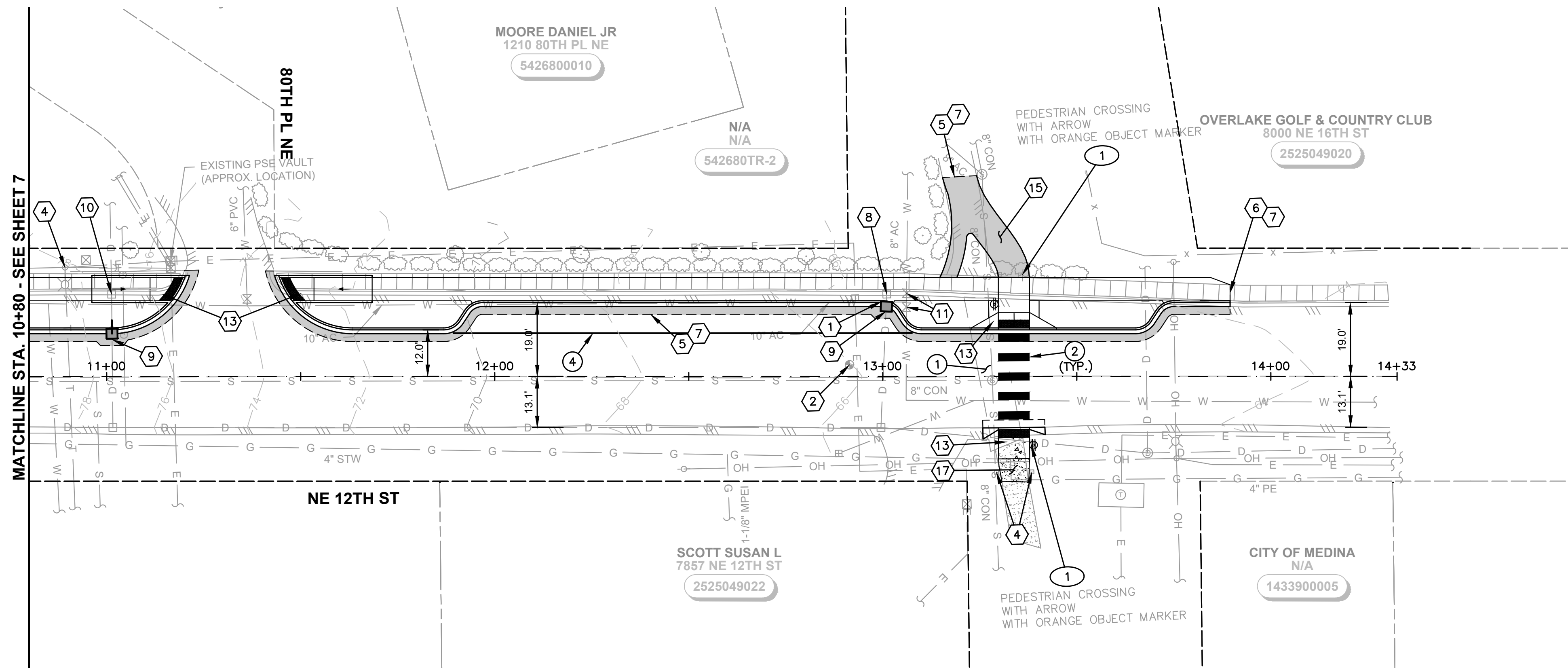
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CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
PLAN-PROFILE

SHEET: **7**
OF: **29**
JOB NO.: 21441
DWG: PLAN-PROF

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CONSTRUCTION NOTES

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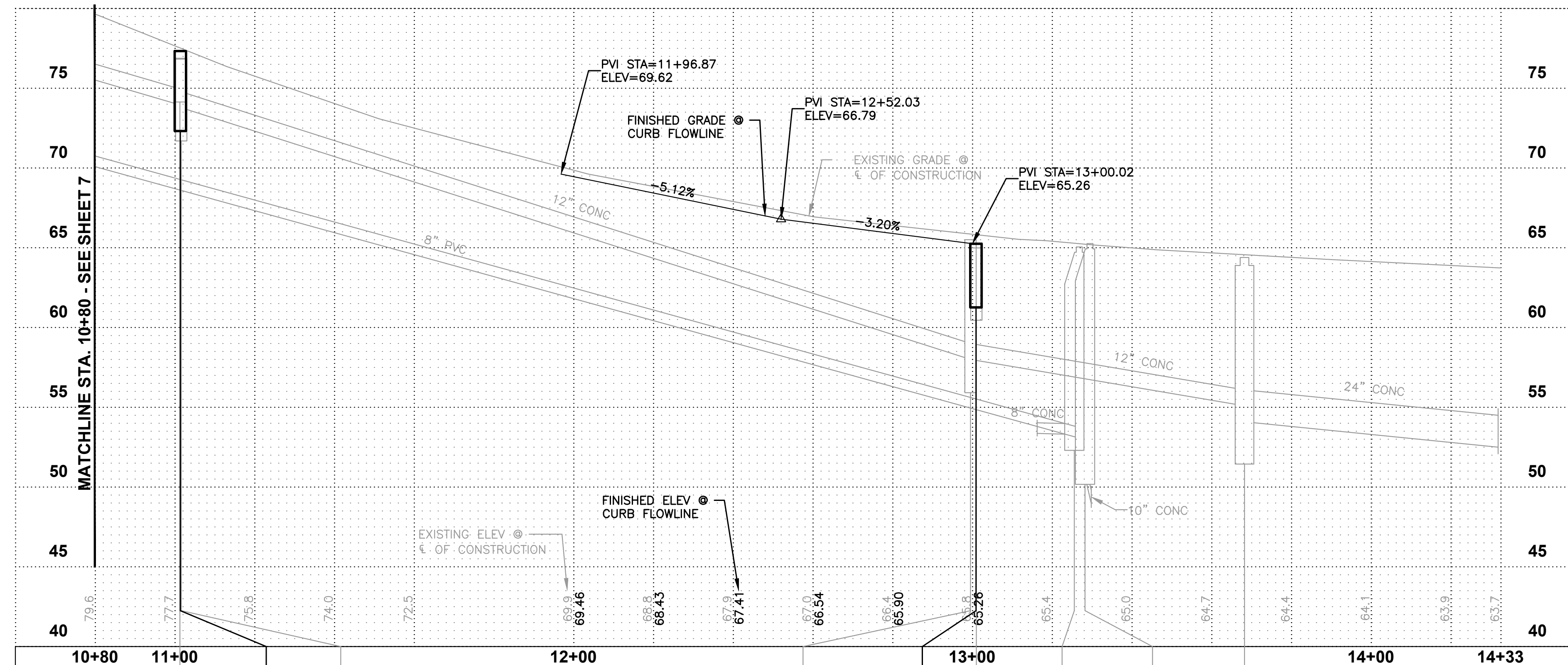
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EX. CB TYPE 1
 STA. 11+01.3, 21.2', LT
 RIM=76.82
 IE=74.47 8" CONC N
 IE=74.47 8" CONC S

CB TYPE 1, CB NO. 9
 STA. 11+01.4, 11.0', LT
 RIM=77.33
 IE=74.40 8" CPEP N
 IE=74.40 8" CONC S

EX. CB TYPE 1
 STA. 11+01.6, 13.1', RT
 RIM=76.88
 IE=73.93 12" CONC W
 IE=74.23 8" CONC N
 IE=73.78 12" CONC E

EX. CB TYPE 1
 STA. 12+99.5, 13.1', RT
 RIM=65.50
 IE=58.00 12" CONC W
 IE=62.30 8" CONC N
 IE=58.00 12" CONC E

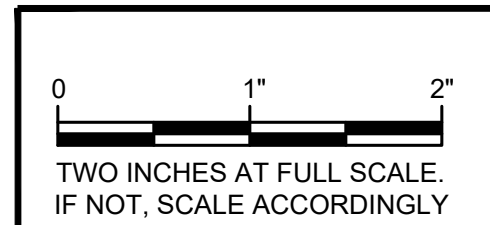
CONC. INLET, CB NO. 10
 STA. 13+00.9, 18.0', LT
 RIM=65.26
 IE=62.51 8" CONC S

EX. CB TYPE 1
 STA. 13+01.0, 21.2', LT
 RIM=64.99
 IE=62.54 8" CONC S

EX. 48" Ø
 STA. 13+25.6, 52.1', LT
 RIM=65.05
 IE=53.30 8" CONC NW
 IE=52.85 8" CONC N
 IE=52.80 8" CONC S

EX. 48" Ø
 STA. 13+28.3, 1.0', RT
 RIM=65.27
 IE=53.97 8" PVC W
 IE=50.77 8" CONC N
 IE=50.67 10" CONC S

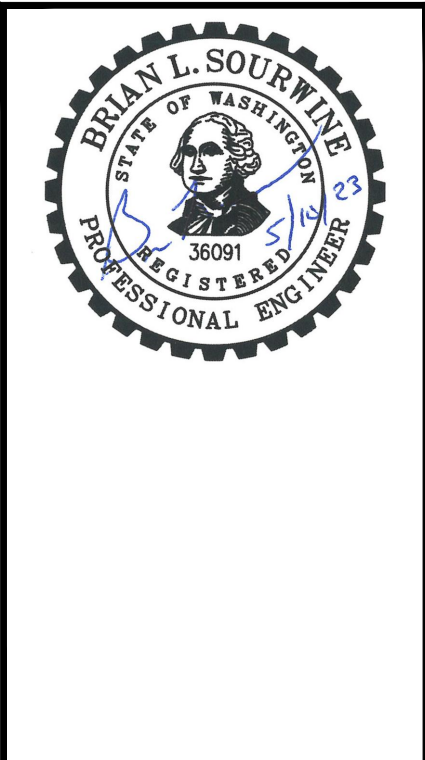
EX. TYPE 2, 48" Ø
 STA. 13+68.2, 19.7', RT
 RIM=64.39
 IE=55.09 12" CONC W
 IE=53.94 24" CONC N
 IE=54.09 24" CONC E



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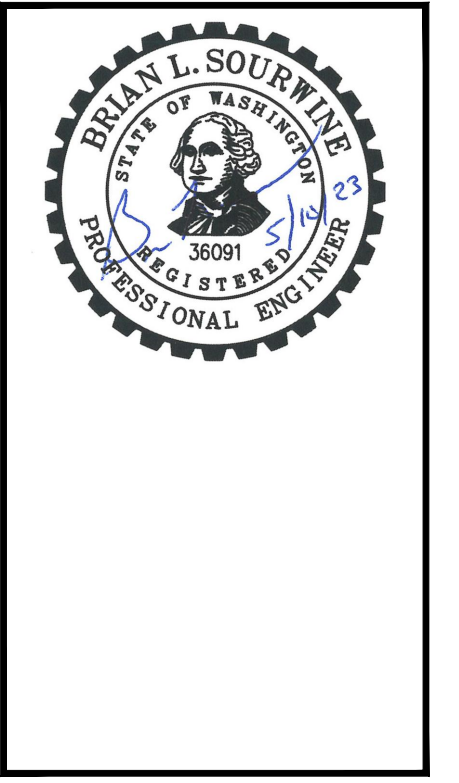
CITY OF MEDINA
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SHEET: **8**
 OF: **29**

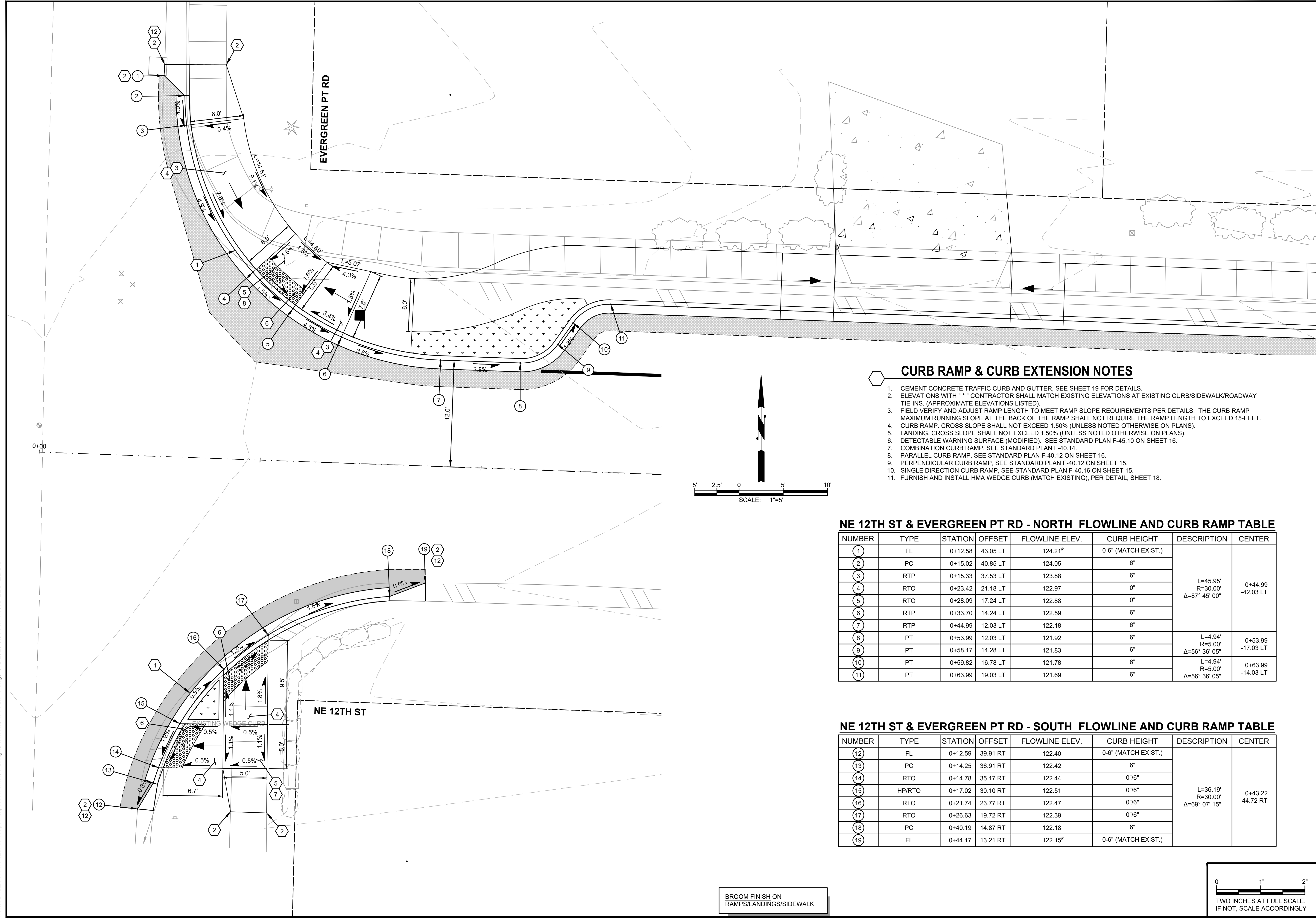
JOB NO.: 21441
 DWG/PLAN-PROF

DATE:	JULY 2023
DRAWN:	MB
CHECKED:	MB
APPROVED:	BS

NO.	REVISION	DATE	APPD



CITY OF MEDINA
 KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
 RAMP AND CURB PLANS



CURB RAMP & CURB EXTENSION NOTES

1. CEMENT CONCRETE TRAFFIC CURB AND GUTTER. SEE SHEET 19 FOR DETAILS.
2. ELEVATIONS WITH " * " CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT EXISTING CURB/SIDEWALK/ROADWAY TIE-INS. (APPROXIMATE ELEVATIONS LISTED)
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4. CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
5. LANDING. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
6. DETECTABLE WARNING SURFACE (MODIFIED). SEE STANDARD PLAN F-45.10 ON SHEET 16.
7. COMBINATION CURB RAMP. SEE STANDARD PLAN F-40.14.
8. PARALLEL CURB RAMP. SEE STANDARD PLAN F-40.12 ON SHEET 16.
9. PERPENDICULAR CURB RAMP. SEE STANDARD PLAN F-40.12 ON SHEET 15.
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11. FURNISH AND INSTALL HMA WEDGE CURB (MATCH EXISTING), PER DETAIL, SHEET 18.

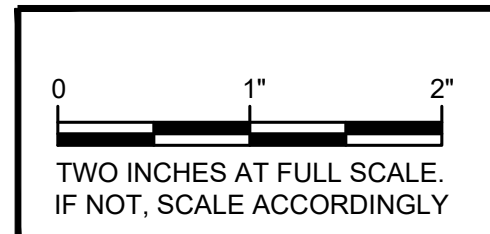
NE 12TH ST & EVERGREEN PT RD - NORTH FLOWLINE AND CURB RAMP TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
1	FL	0+12.58	43.05 LT	124.21*	0-6" (MATCH EXIST.)	L=45.95' R=30.00' Δ=87° 45' 00"	0+44.99 -42.03 LT
2	PC	0+15.02	40.85 LT	124.05	6"		
3	RTP	0+15.33	37.53 LT	123.88	6"		
4	RTO	0+23.42	21.18 LT	122.97	0"		
5	RTO	0+28.09	17.24 LT	122.88	0"		
6	RTP	0+33.70	14.24 LT	122.59	6"		
7	RTP	0+44.99	12.03 LT	122.18	6"		
8	PT	0+53.99	12.03 LT	121.92	6"	L=4.94' R=5.00' Δ=56° 36' 05"	0+53.99 -17.03 LT
9	PT	0+58.17	14.28 LT	121.83	6"		
10	PT	0+59.82	16.78 LT	121.78	6"		
11	PT	0+63.99	19.03 LT	121.69	6"	L=4.94' R=5.00' Δ=56° 36' 05"	0+63.99 -14.03 LT

NE 12TH ST & EVERGREEN PT RD - SOUTH FLOWLINE AND CURB RAMP TABLE

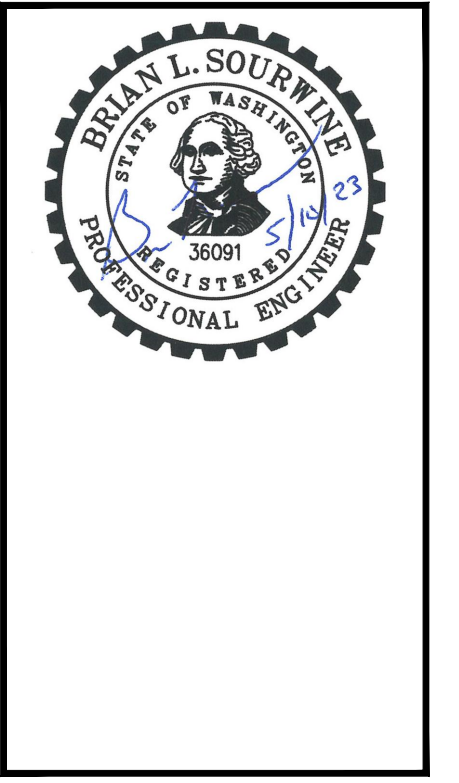
NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
12	FL	0+12.59	39.91 RT	122.40	0-6" (MATCH EXIST.)	L=36.19' R=30.00' Δ=69° 07' 15"	0+43.22 44.72 RT
13	PC	0+14.25	36.91 RT	122.42	6"		
14	RTO	0+14.78	35.17 RT	122.44	0"/6"		
15	HP/RTO	0+17.02	30.10 RT	122.51	0"/6"		
16	RTO	0+21.74	23.77 RT	122.47	0"/6"		
17	RTO	0+26.63	19.72 RT	122.39	0"/6"		
18	PC	0+40.19	14.87 RT	122.18	6"		
19	FL	0+44.17	13.21 RT	122.15*	0-6" (MATCH EXIST.)		

BROOM FINISH ON RAMP/LANDINGS/SIDEWALK



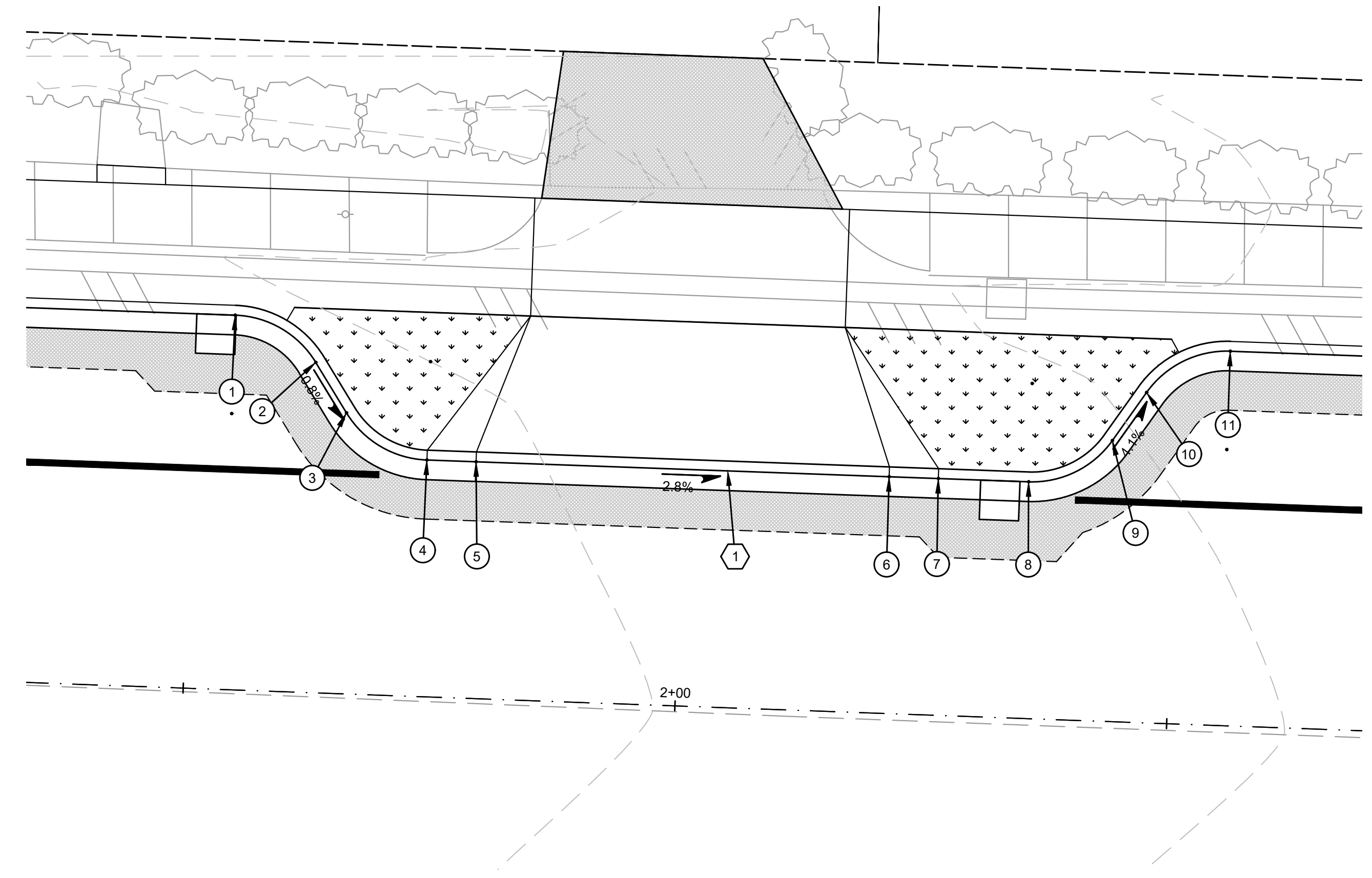
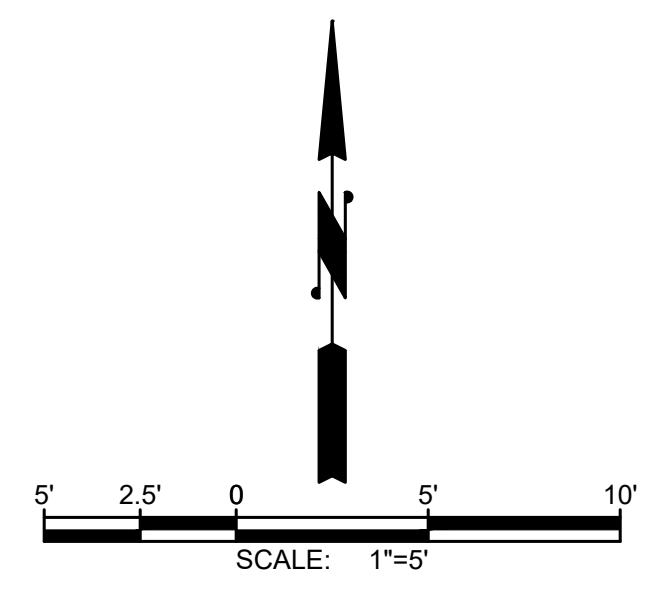
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No.	REVISION	DATE	APPD



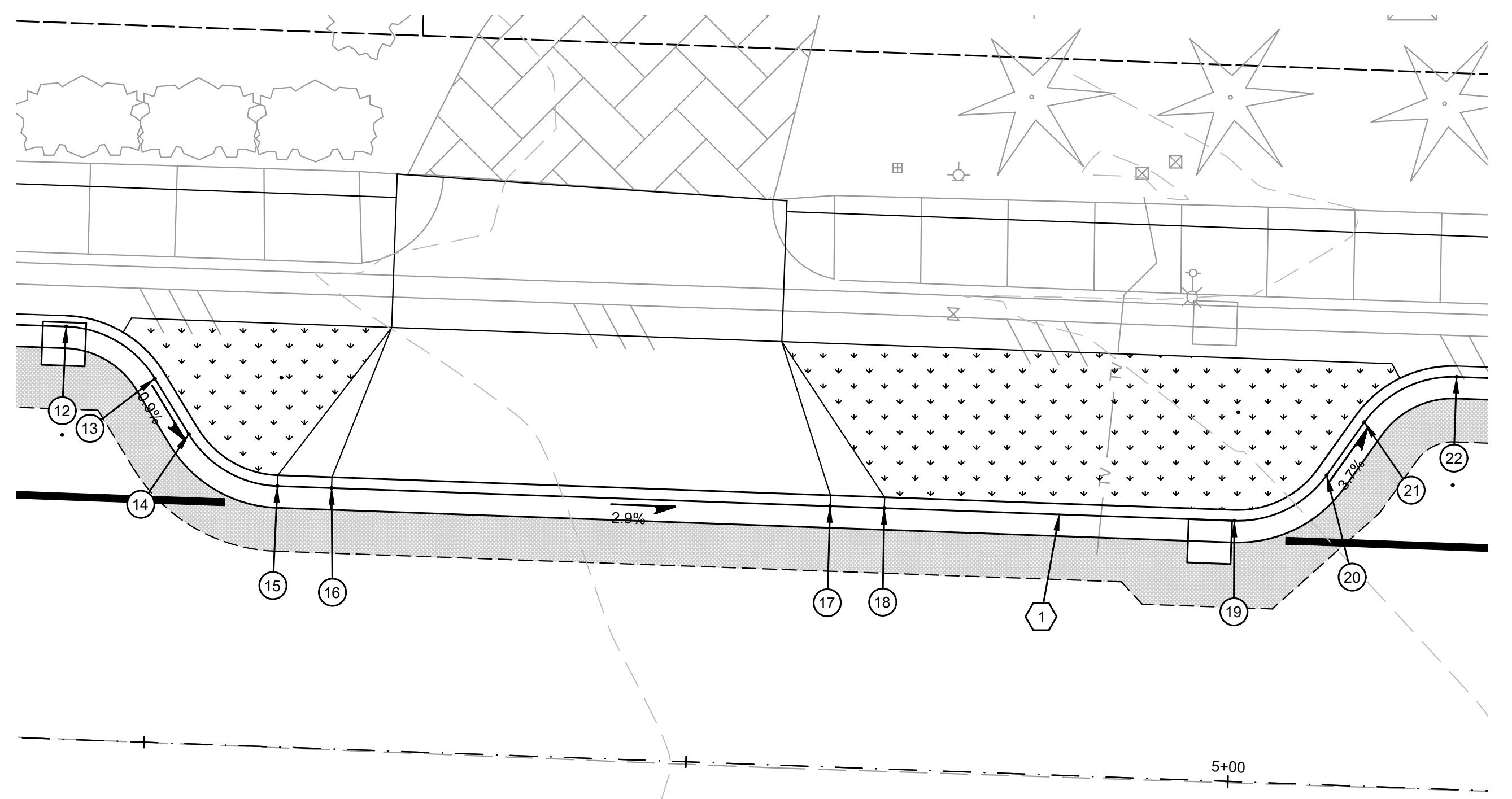
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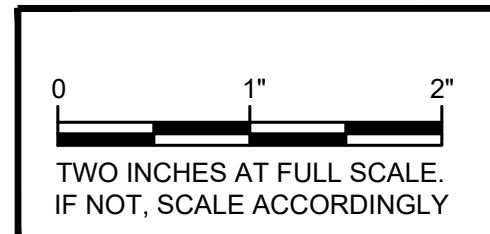
NE 12TH ST CURB EXTENSIONS - NORTH FLOWLINE TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
1	PT	1+76.96	19.03 LT	119.20	6"	L=4.94' R=5.00' Δ=56° 36' 05"	1+76.96
2	PT	1+81.13	16.78 LT	119.16	6"		-14.03 LT
3	PT	1+82.78	14.28 LT	119.14	6"		
4	PT	1+86.96	12.03 LT	119.10	6"	L=4.94' R=5.00' Δ=56° 36' 05"	1+86.96
5	FL	1+89.46	12.03 LT	119.03	0"		-17.03 LT
6	FL	2+10.46	12.03 LT	118.44	0"		
7	FL	2+12.96	12.03 LT	118.37	6"		
8	PT	2+17.55	12.03 LT	118.24	6"	L=4.94' R=5.00' Δ=56° 36' 05"	2+17.55
9	PT	2+21.72	14.27 LT	118.04	6"		-17.03 LT
10	PT	2+23.37	16.78 LT	117.91	6"		
11	PT	2+27.55	19.03 LT	117.71	6"	L=4.94' R=5.00' Δ=56° 36' 05"	2+27.55 -14.03 LT

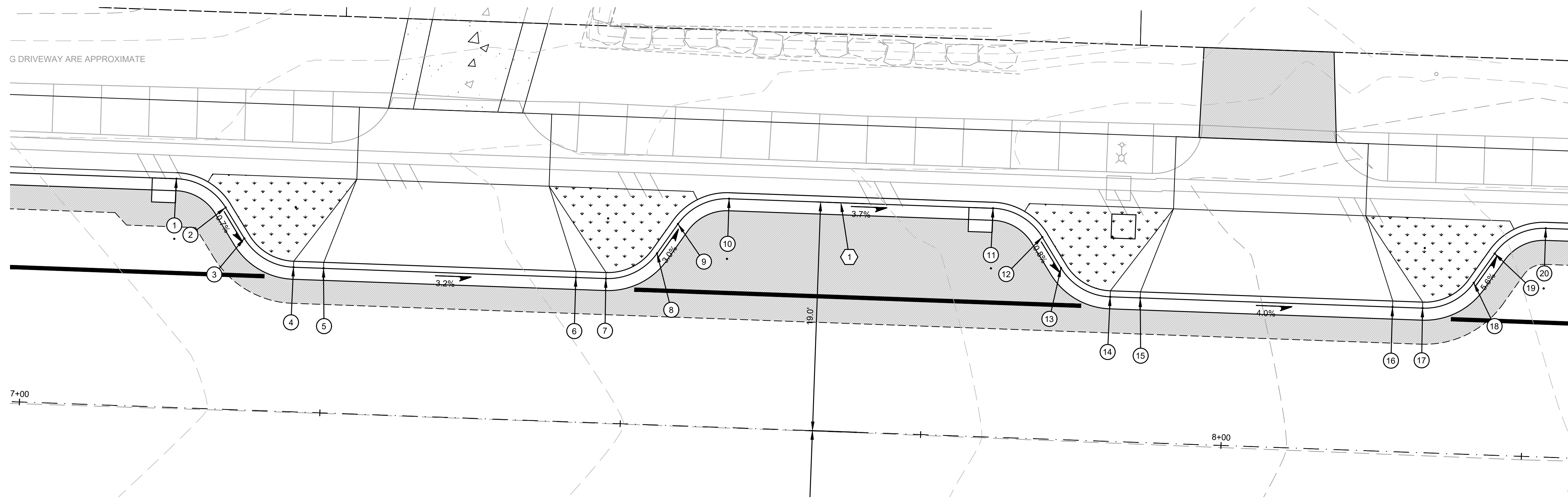
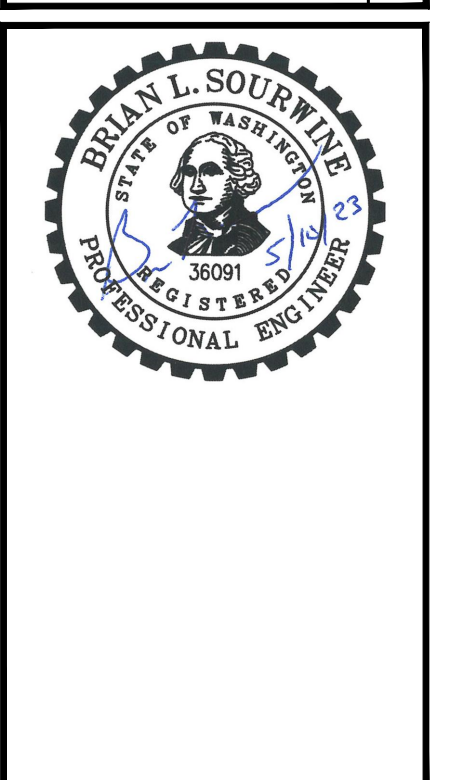


NE 12TH ST CURB EXTENSIONS - NORTH FLOWLINE TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
12	PT	4+45.72	19.02 LT	109.52	6"	L=4.94' R=5.00' Δ=56° 36' 05"	4+45.72
13	PT	4+49.89	16.77 LT	109.48	6"		-14.02 LT
14	PT	4+51.54	14.27 LT	109.45	6"		
15	PT	4+55.72	12.02 LT	109.41	6"	L=4.94' R=5.00' Δ=56° 36' 05"	4+55.72
16	FL	4+58.22	12.02 LT	109.33	0"		-17.02 LT
17	FL	4+81.22	12.02 LT	108.66	0"		
18	FL	4+83.72	12.02 LT	108.58	6"		
19	PT	4+99.86	12.02 LT	108.11	6"	L=4.94' R=5.00' Δ=56° 36' 05"	4+99.86
20	PT	5+04.04	14.27 LT	107.93	6"		-17.02 LT
21	PT	5+05.69	16.77 LT	107.82	6"		
22	PT	5+09.86	19.02 LT	107.64	6"	L=4.94' R=5.00' Δ=56° 36' 05"	5+09.86 -14.02 LT

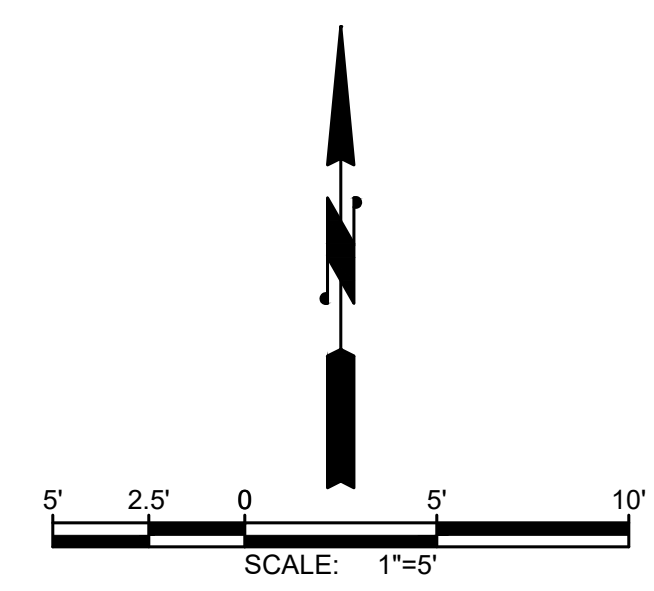


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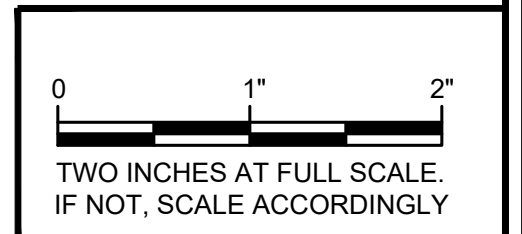
NE 12TH ST CURB EXTENSIONS - NORTH FLOWLINE TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
1	PT	7+12.37	19.02 LT	102.71	6"	L=4.94' R=5.00' Δ=56° 36' 05"	7+12.37 -14.02 LT
2	PT	7+16.55	16.77 LT	102.68	6"		
3	PT	7+18.20	14.27 LT	102.66	6"	L=4.94' R=5.00' Δ=56° 36' 05"	7+22.37 -17.02 LT
4	PT	7+22.37	12.02 LT	102.63	6"		
5	FL	7+24.87	12.02 LT	102.55	0"		
6	FL	7+45.87	12.02 LT	101.88	0"		
7	PT	7+48.37	12.02 LT	101.80	6"	L=4.94' R=5.00' Δ=56° 36' 05"	7+48.37 -17.02 LT
8	PT	7+52.55	14.26 LT	101.65	6"		
9	PT	7+54.20	16.77 LT	101.56	6"	L=4.94' R=5.00' Δ=56° 36' 05"	7+58.37 -14.02 LT
10	PT	7+58.37	19.02 LT	101.41	6"		
11	PT	7+80.34	19.02 LT	100.61	6"	L=4.94' R=5.00' Δ=56° 36' 05"	7+80.34 -14.02 LT
12	PT	7+84.52	16.77 LT	100.57	6"		
13	PT	7+86.17	14.26 LT	100.54	6"	L=4.94' R=5.00' Δ=56° 36' 05"	7+90.34 -17.02 LT
14	PT	7+90.34	12.01 LT	100.50	6"		
15	FL	7+92.84	12.02 LT	100.40	0"		
16	FL	8+13.84	12.02 LT	99.55	0"		
17	PT	8+16.34	12.02 LT	99.45	6"	L=4.94' R=5.00' Δ=56° 36' 05"	8+16.34 -17.02 LT
18	PT	8+20.52	14.26 LT	99.18	6"		
19	PT	8+22.17	16.77 LT	99.01	6"	L=4.94' R=5.00' Δ=56° 36' 05"	8+26.34 -14.02 LT
20	PT	8+26.34	19.02 LT	98.74	6"		

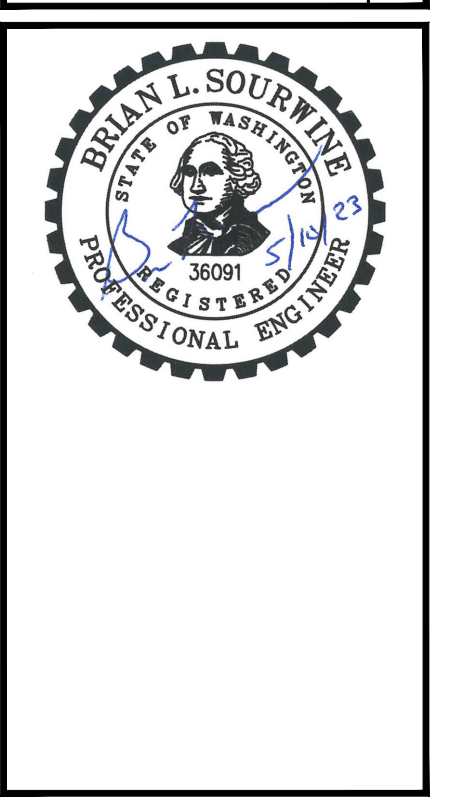


CURB RAMP & CURB EXTENSION NOTES

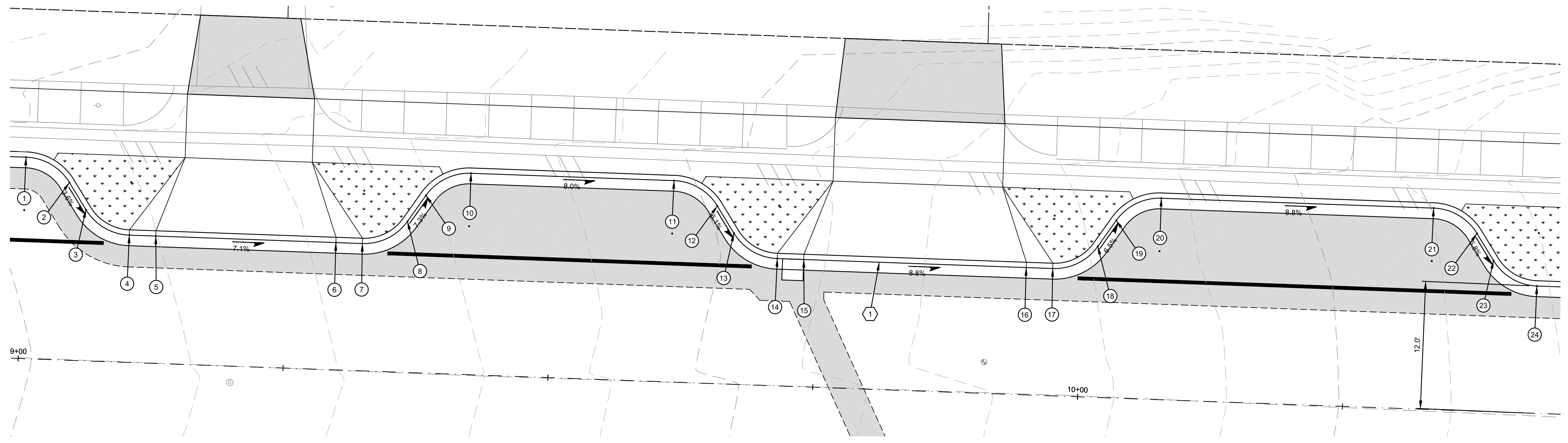
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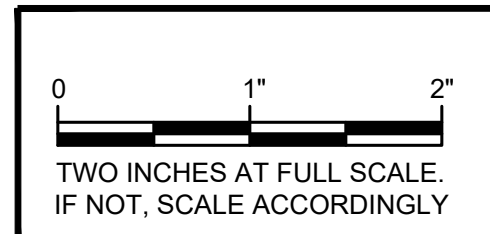
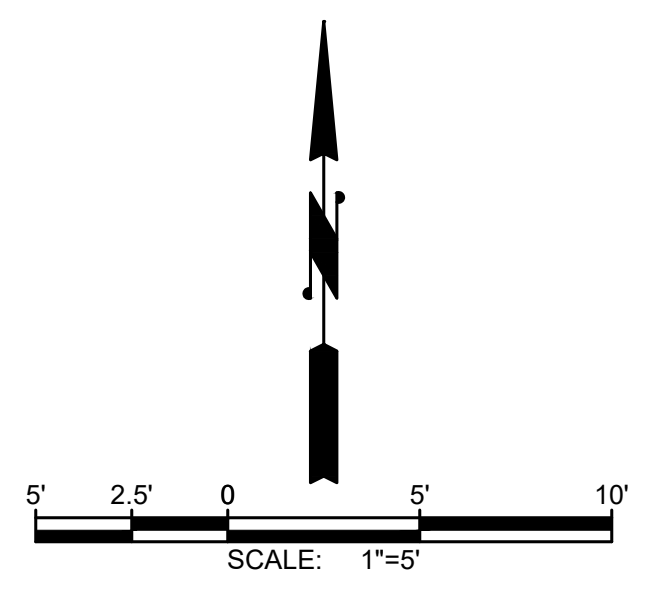


NE 12TH ST CURB EXTENSIONS - NORTH FLOWLINE TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
1	PT	9+00.06	19.01 LT	94.65	6"	L=4.94' R=5.00' Δ=56° 36' 05"	9+00.06 -14.01 LT
2	PT	9+04.23	16.77 LT	94.47	6"		
3	PT	9+05.88	14.26 LT	94.37	6"	L=4.94' R=5.00' Δ=56° 36' 05"	9+10.06 -17.01 LT
4	PT	9+10.06	12.01 LT	94.19	6"		
5	FL	9+12.56	12.01 LT	94.01	0"		
6	FL	9+29.56	12.01 LT	92.80	0"		
7	PT	9+32.06	12.01 LT	92.63	6"	L=4.94' R=5.00' Δ=56° 36' 05"	9+32.06 -17.01 LT
8	PT	9+36.23	14.26 LT	92.27	6"		
9	PT	9+37.88	16.77 LT	92.05	6"	L=4.94' R=5.00' Δ=56° 36' 05"	9+42.06 -14.01 LT
10	PT	9+42.06	19.01 LT	91.69	6"		
11	PT	9+61.22	19.01 LT	90.16	6"	L=4.94' R=5.00' Δ=56° 36' 05"	9+61.22 -14.01 LT
12	PT	9+65.40	16.77 LT	89.86	6"		
13	PT	9+67.05	14.26 LT	89.68	6"	L=4.94' R=5.00' Δ=56° 36' 05"	9+71.22 -17.01 LT
14	PT	9+71.22	12.01 LT	89.38	6"		
15	FL	9+73.72	12.01 LT	89.16	0"		
16	FL	9+94.72	12.01 LT	87.30	0"		
17	PT	9+97.22	12.01 LT	87.08	6"	L=4.94' R=5.00' Δ=56° 36' 05"	9+97.22 -17.01 LT
18	PT	10+01.40	14.26 LT	86.76	6"		
19	PT	10+03.05	16.76 LT	86.56	6"	L=4.94' R=5.00' Δ=56° 36' 05"	10+07.22 -14.01 LT
20	PT	10+07.22	19.01 LT	86.24	6"		
21	PT	10+32.93	19.01 LT	83.98	6"	L=4.94' R=5.00' Δ=56° 36' 05"	10+32.93 -14.01 LT
22	PT	10+37.10	16.76 LT	83.65	6"		
23	PT	10+38.75	14.26 LT	83.45	6"	L=4.94' R=5.00' Δ=56° 36' 05"	10+42.93 -17.01 LT
24	PT	10+42.93	12.01 LT	83.12	6"		

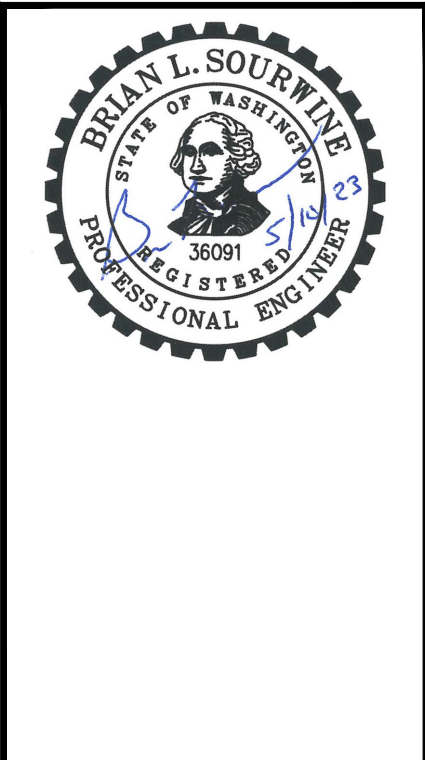
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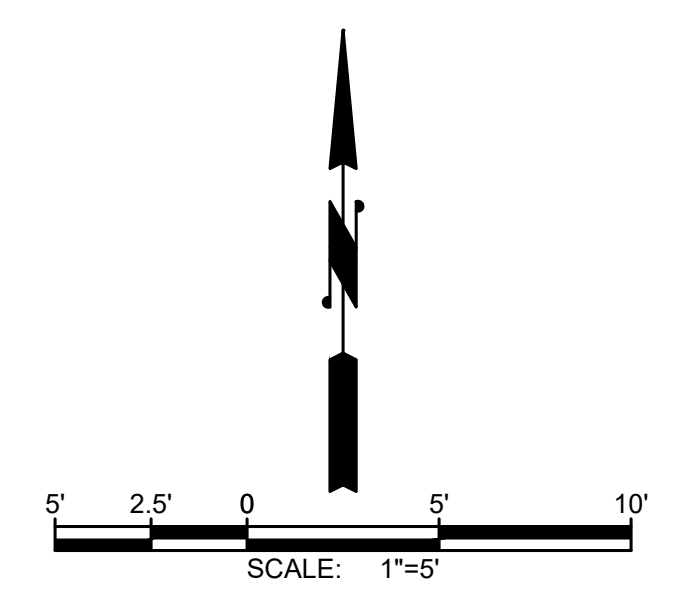
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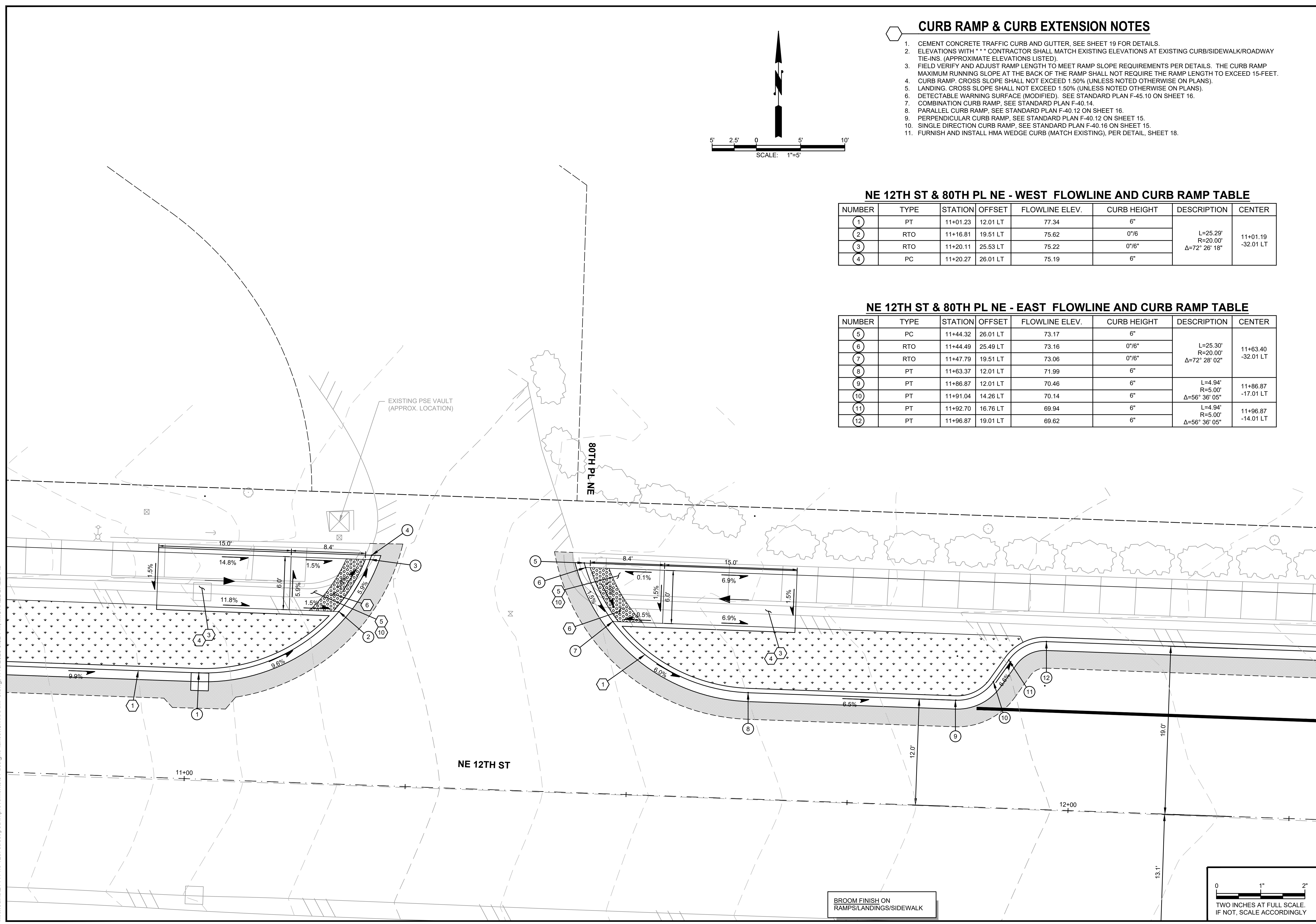


NE 12TH ST & 80TH PL NE - WEST FLOWLINE AND CURB RAMP TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
1	PT	11+01.23	12.01 LT	77.34	6"	L=25.29' R=20.00' Δ=72° 26' 18"	11+01.19
2	RTO	11+16.81	19.51 LT	75.62	0"/6"		-32.01 LT
3	RTO	11+20.11	25.53 LT	75.22	0"/6"		
4	PC	11+20.27	26.01 LT	75.19	6"		

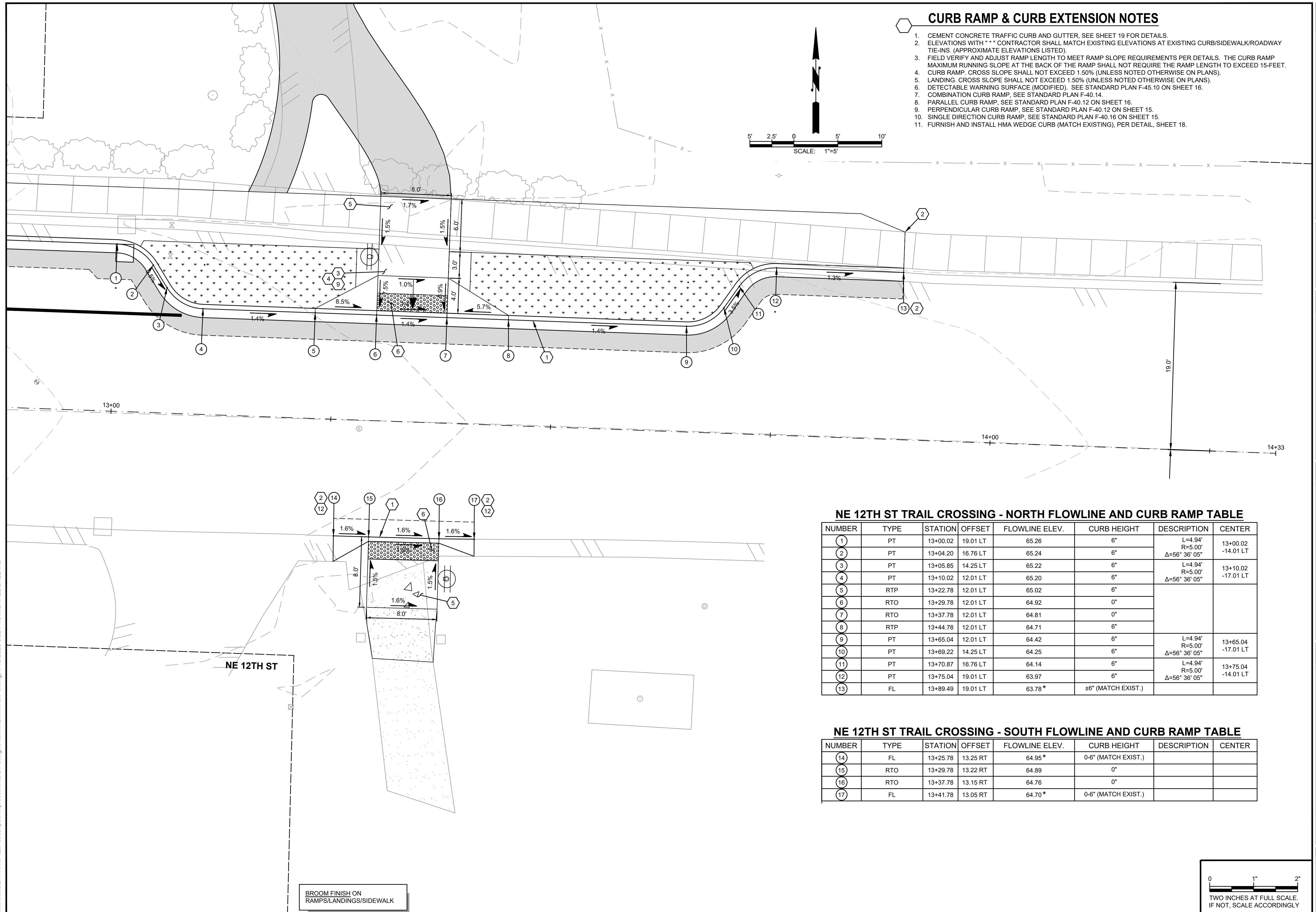
NE 12TH ST & 80TH PL NE - EAST FLOWLINE AND CURB RAMP TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
5	PC	11+44.32	26.01 LT	73.17	6"	L=25.30' R=20.00' Δ=72° 28' 02"	11+63.40
6	RTO	11+44.49	25.49 LT	73.16	0"/6"		-32.01 LT
7	RTO	11+47.79	19.51 LT	73.06	0"/6"		
8	PT	11+63.37	12.01 LT	71.99	6"		
9	PT	11+86.87	12.01 LT	70.46	6"	L=4.94' R=5.00' Δ=56° 36' 05"	11+86.87
10	PT	11+91.04	14.26 LT	70.14	6"		-17.01 LT
11	PT	11+92.70	16.76 LT	69.94	6"	L=4.94' R=5.00'	11+96.87
12	PT	11+96.87	19.01 LT	69.62	6"	Δ=56° 36' 05"	-14.01 LT



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4. CURB RAMP, CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
5. LANDING, CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
6. DETECTABLE WARNING SURFACE (MODIFIED), SEE STANDARD PLAN F-45.10 ON SHEET 16.
7. COMBINATION CURB RAMP, SEE STANDARD PLAN F-40.14.
8. PARALLEL CURB RAMP, SEE STANDARD PLAN F-40.12 ON SHEET 16.
9. PERPENDICULAR CURB RAMP, SEE STANDARD PLAN F-40.12 ON SHEET 15.
10. SINGLE DIRECTION CURB RAMP, SEE STANDARD PLAN F-40.16 ON SHEET 15.
11. FURNISH AND INSTALL HMA WEDGE CURB (MATCH EXISTING), PER DETAIL, SHEET 18.



NE 12TH ST TRAIL CROSSING - NORTH FLOWLINE AND CURB RAMP TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
1	PT	13+00.02	19.01 LT	65.26	6"	L=4.94' R=5.00' Δ=56° 36' 05"	13+00.02
2	PT	13+04.20	16.76 LT	65.24	6"		-14.01 LT
3	PT	13+05.85	14.25 LT	65.22	6"	L=4.94' R=5.00' Δ=56° 36' 05"	13+10.02
4	PT	13+10.02	12.01 LT	65.20	6"		-17.01 LT
5	RTP	13+22.78	12.01 LT	65.02	6"		
6	RTO	13+29.78	12.01 LT	64.92	0"		
7	RTO	13+37.78	12.01 LT	64.81	0"		
8	RTP	13+44.78	12.01 LT	64.71	6"		
9	PT	13+65.04	12.01 LT	64.42	6"	L=4.94' R=5.00' Δ=56° 36' 05"	13+65.04
10	PT	13+69.22	14.25 LT	64.25	6"		-17.01 LT
11	PT	13+70.87	16.76 LT	64.14	6"	L=4.94' R=5.00' Δ=56° 36' 05"	13+75.04
12	PT	13+75.04	19.01 LT	63.97	6"		-14.01 LT
13	FL	13+89.49	19.01 LT	63.78*	±6" (MATCH EXIST.)		

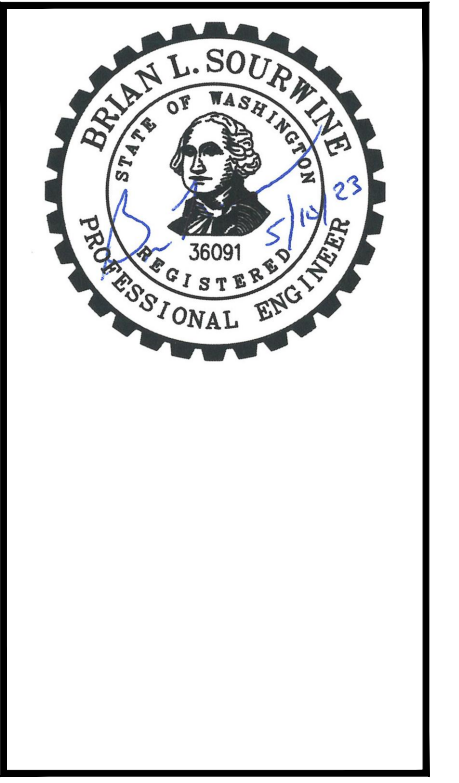
NE 12TH ST TRAIL CROSSING - SOUTH FLOWLINE AND CURB RAMP TABLE

NUMBER	TYPE	STATION	OFFSET	FLOWLINE ELEV.	CURB HEIGHT	DESCRIPTION	CENTER
14	FL	13+25.78	13.25 RT	64.95*	0-6" (MATCH EXIST.)		
15	RTO	13+29.78	13.22 RT	64.89	0"		
16	RTO	13+37.78	13.15 RT	64.76	0"		
17	FL	13+41.78	13.05 RT	64.70*	0-6" (MATCH EXIST.)		

Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144 • (206) 924-0980

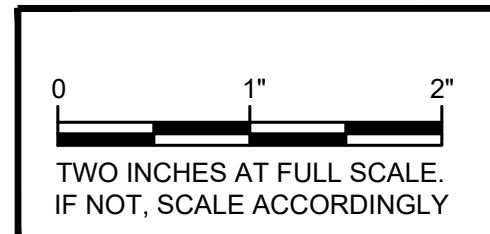
DATE:	JULY 2023
DRAWN:	MB
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APPROVED:	BS

No.	REVISION	DATE	APPD



CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
RAMP AND CURB PLANS

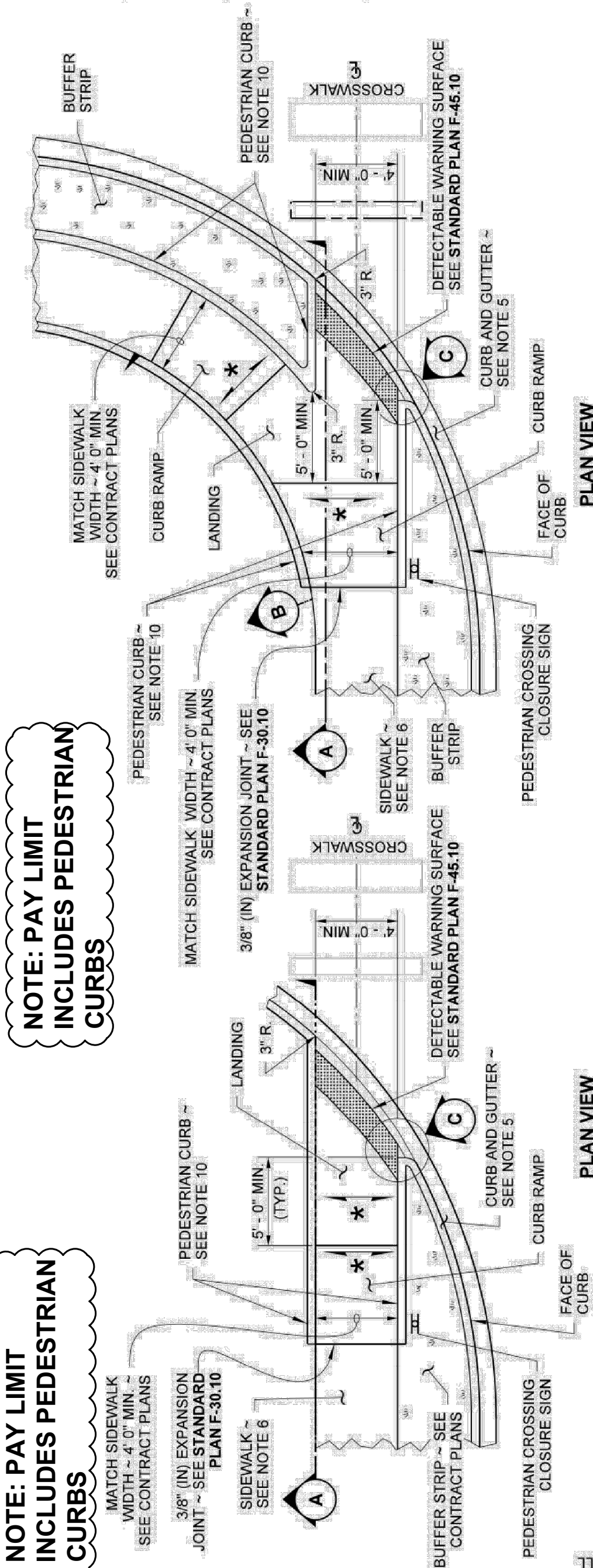
SHEET:	14
OF:	29
JOB NO.:	21441
DWG RAMPs	



BROOM FINISH ON RAMPs/LANDINGS/SIDEWALK

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS



DRAWN BY: FERN LIDELLE

NOTES

- This plan is to be used where pedestrian crossing in one direction is not permitted.
- At marked crosswalks, the connection between the Landing and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing or in the Depressed Curb and Gutter where the Landing connects to the roadway.
- See Contract Plans for the curb design specified. See **Standard Plan F-10.12 for Curb, Curb and Gutter, Depressed Curb, Gutter and Pedestrian Curb details.**
- See **Standard Plan F-30.10 for Cement Concrete Sidewalk Details.** See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14.**
- 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 not be material to retain.

LEGEND

- SLOPE IN EITHER DIRECTION
- 1.5 OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)
- SEE NOTE 7

SECTION A

CONTRACTION JOINT (TYP.) - SEE STANDARD PLAN F-30.10 FOR CURB RAMP LENGTHS GREATER THAN 8'-0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4'-0" MIN. OC.

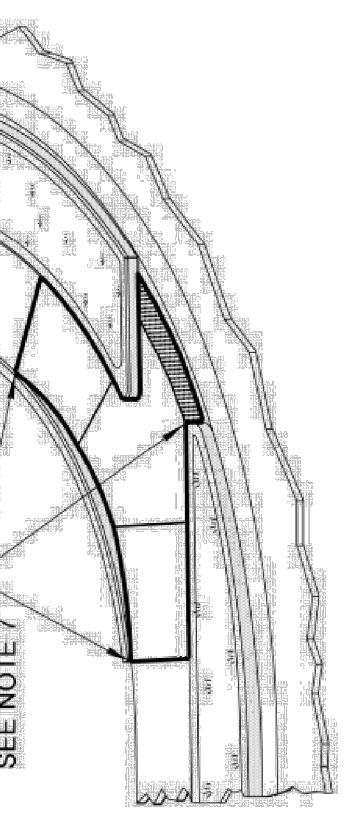
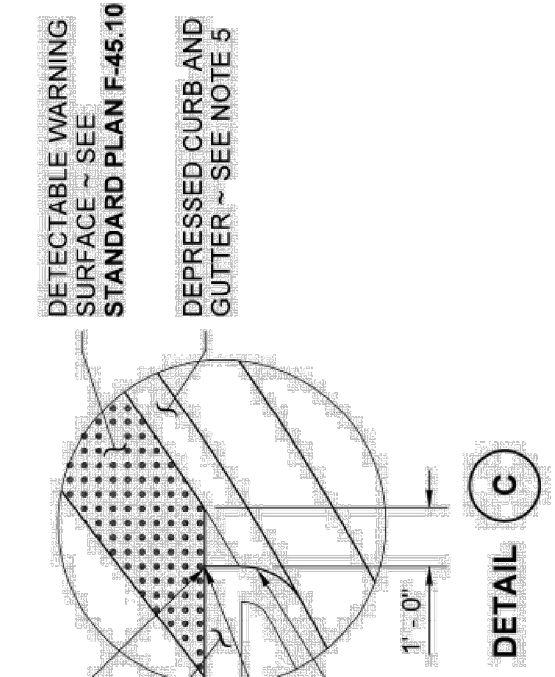
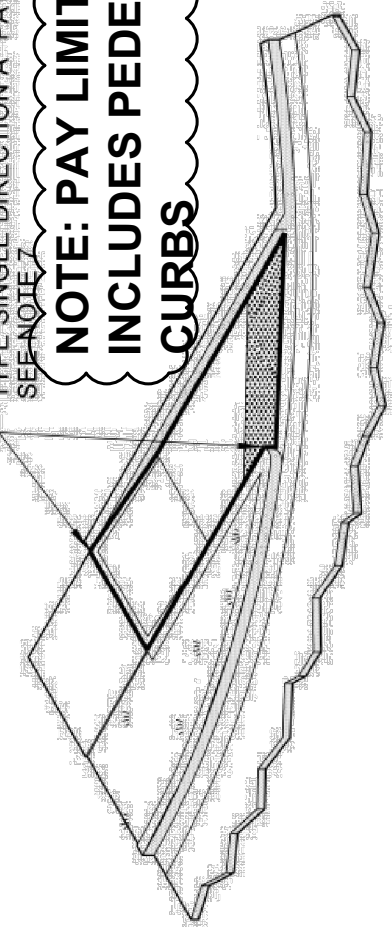
SECTION B

(ALONG INSIDE RADIUS AT BACK OF WALKWAY)

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

NOTE: CONTRACTOR SHALL PLACE 2" CSTC (COMPACTED DEPTH) BENEATH ALL RAMPS.

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

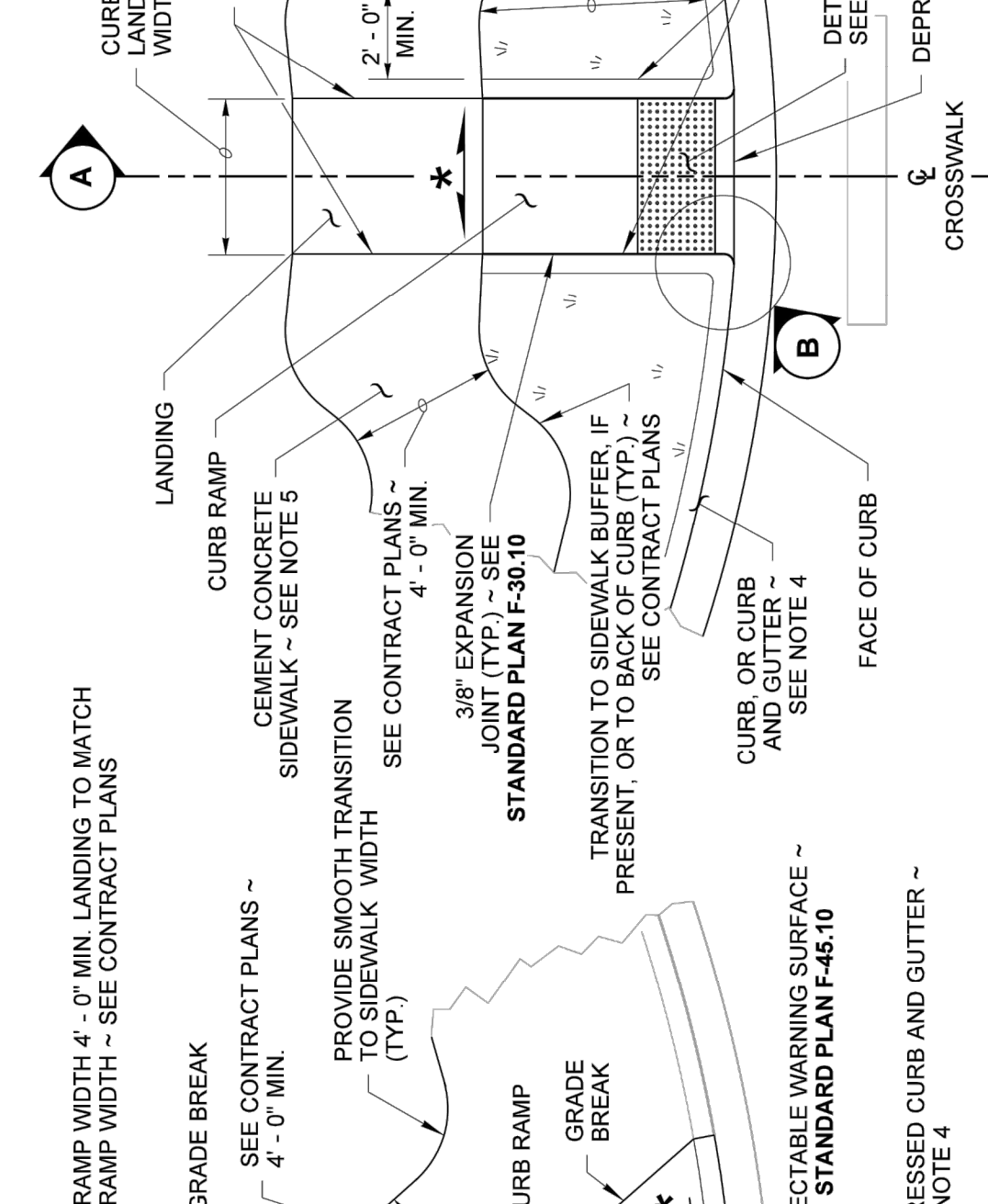
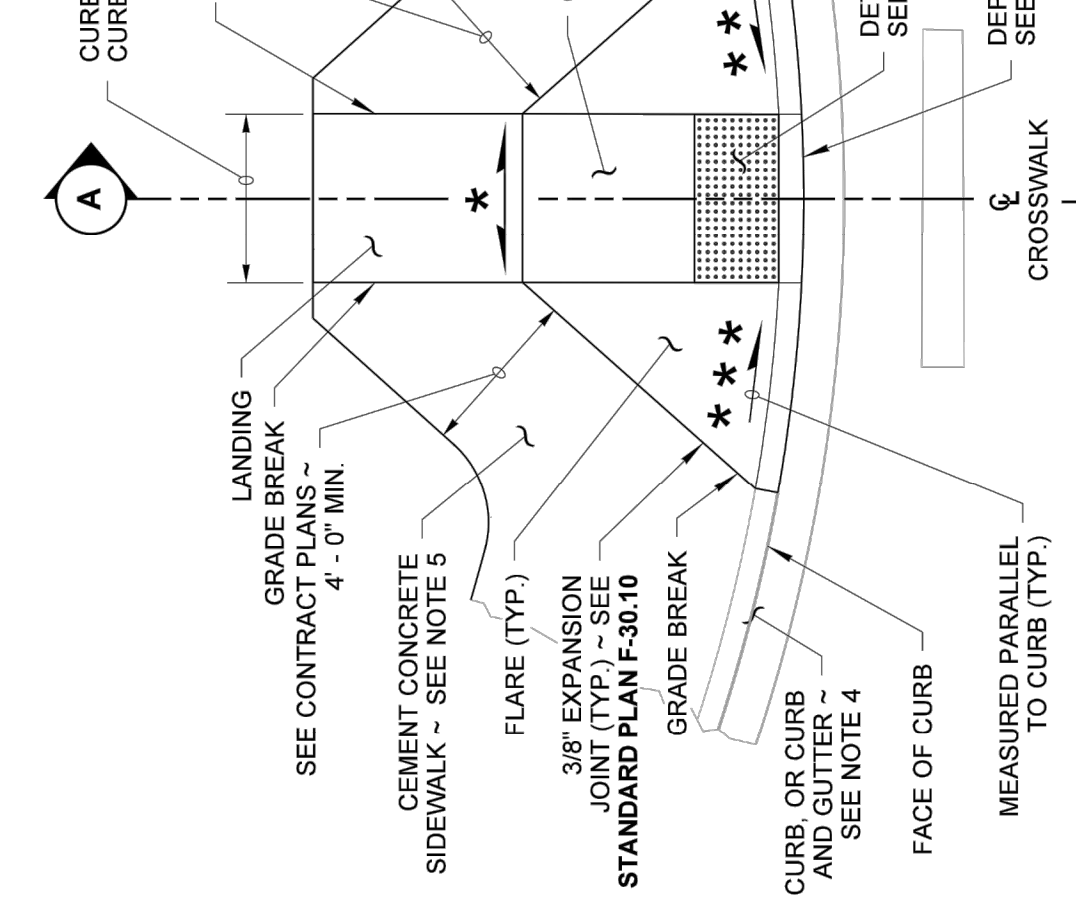


MODIFIED SINGLE DIRECTION CURB RAMP

STANDARD PLAN F-40.16-03

ISOMETRIC VIEW TYPE SINGLE DIRECTION A PAY LIMIT

ISOMETRIC VIEW TYPE SINGLE DIRECTION B PAY LIMIT



NOTES

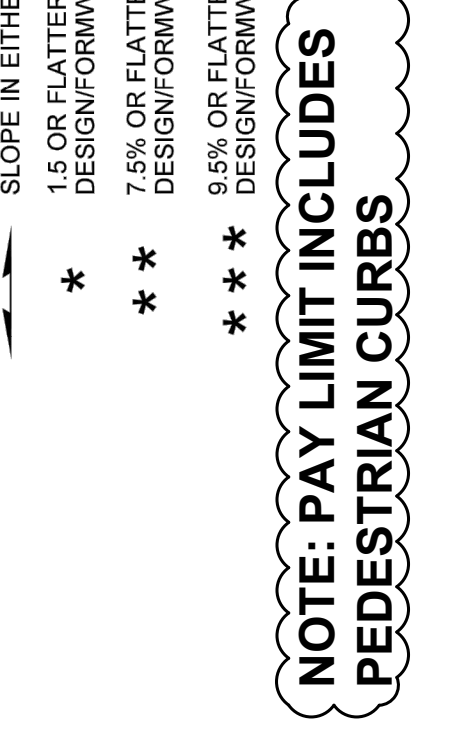
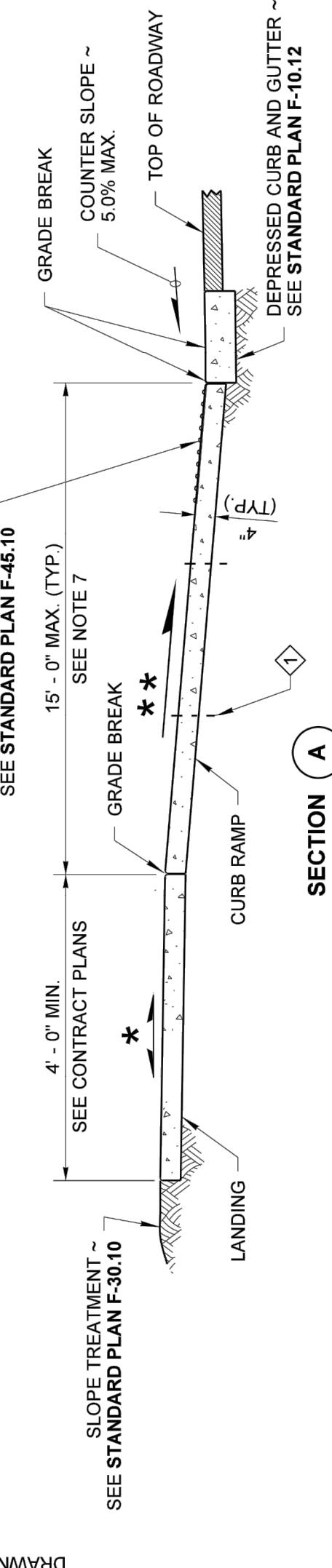
- At marked crosswalks, the connection between the curb ramp and the roadway may be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in front of the Curb Ramp where it connects to the roadway.
- 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.**
- See **Standard Plan F-30.10 for Cement Concrete Sidewalk Details.** See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length, the running slope of the Curb Ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the landing over a horizontal distance of 15 feet. Do not include the abutting landing in the 15-foot max. measurement.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14.**
- 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 not be material to retain.

LEGEND

- SLOPE IN EITHER DIRECTION
- 1.5 OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)
- 9.8% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (10% MAX.)

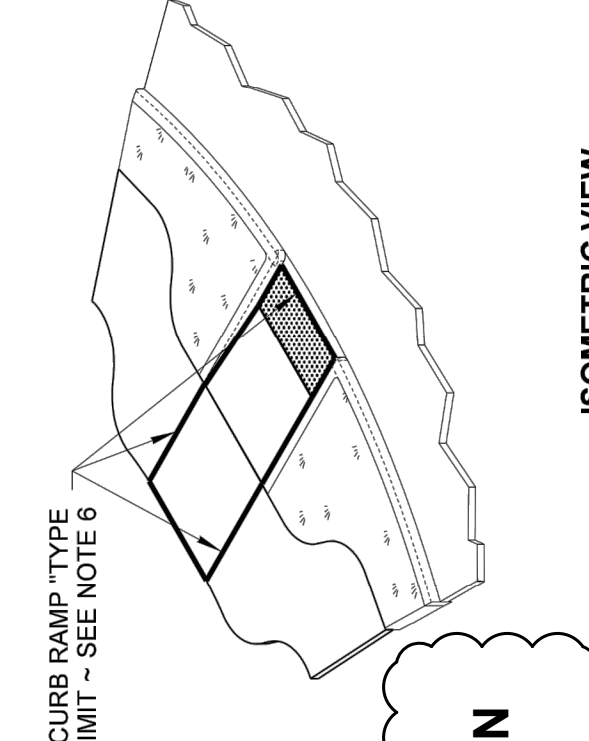
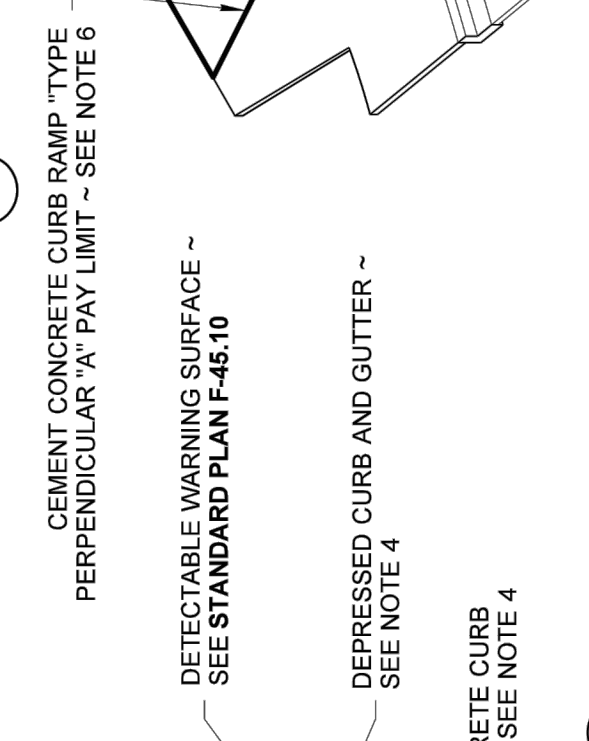
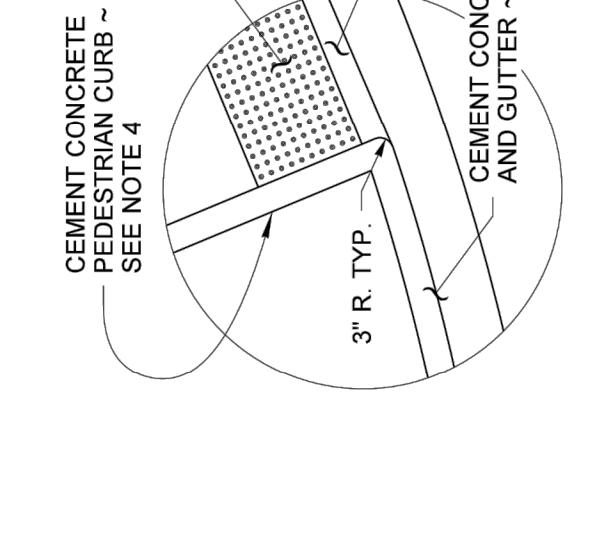
PLAN VIEW TYPE PERPENDICULAR B (SHOWN WITH BUFFER)

PLAN VIEW TYPE PERPENDICULAR A



NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

NOTE: CONTRACTOR SHALL PLACE 2" CSTC (COMPACTED DEPTH) BENEATH ALL RAMPS.



NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

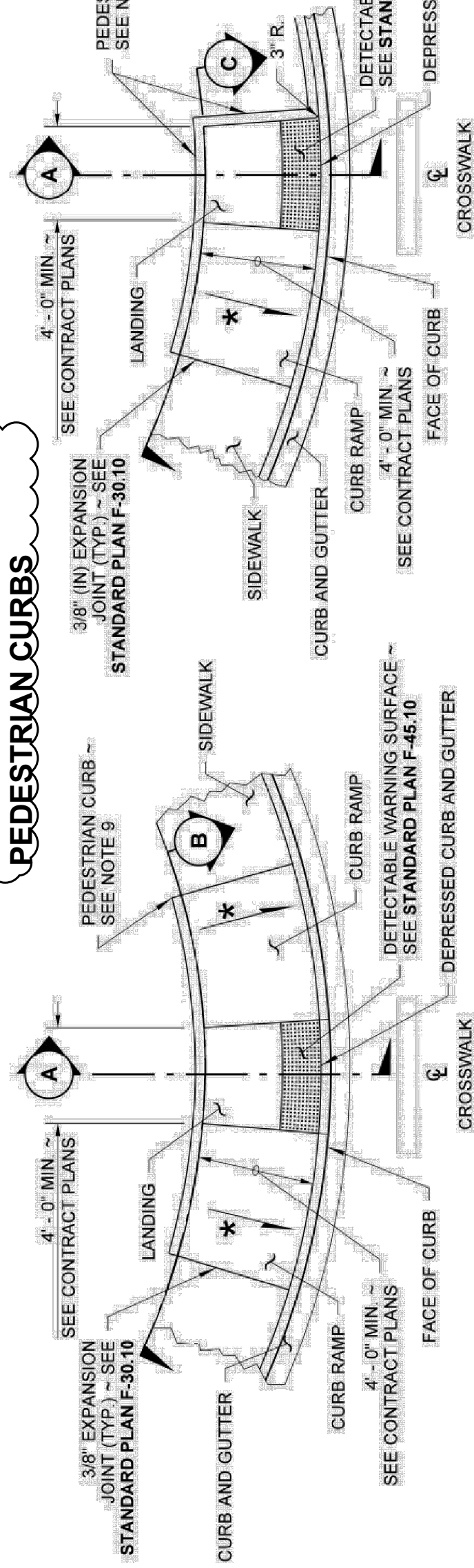
MODIFIED PERPENDICULAR CURB RAMP

STANDARD PLAN F-40.15-03

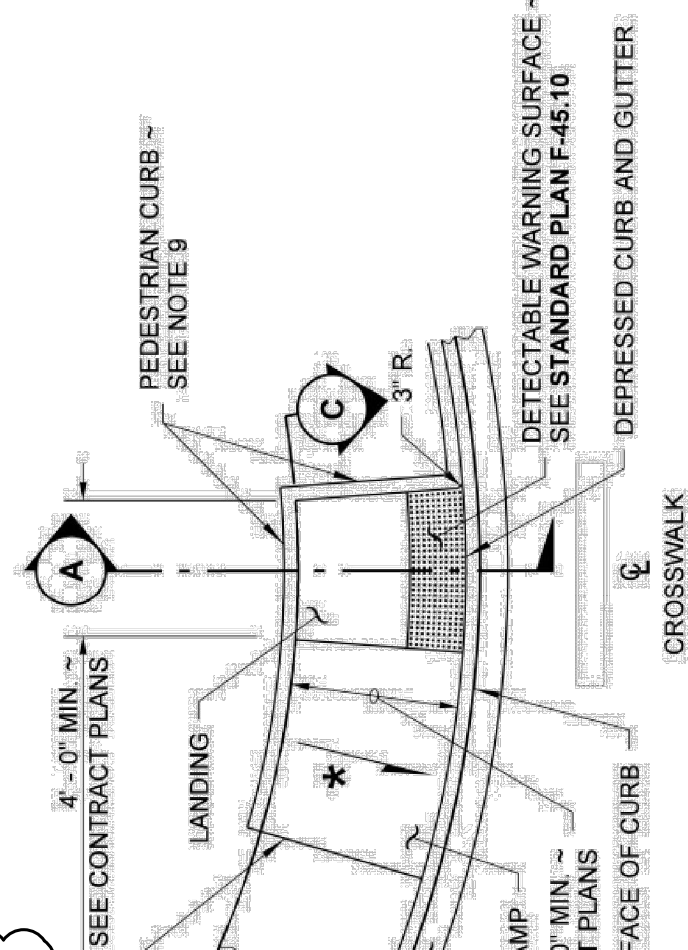
SHEET 1 OF 1 SHEET

DATE:	JULY 2023		
DRAWN:	MB		
CHECKED:	MB		
APPROVED:	BS		
No.	REVISION	DATE	APPD

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS



DRAWN BY: FERN LIDDELL



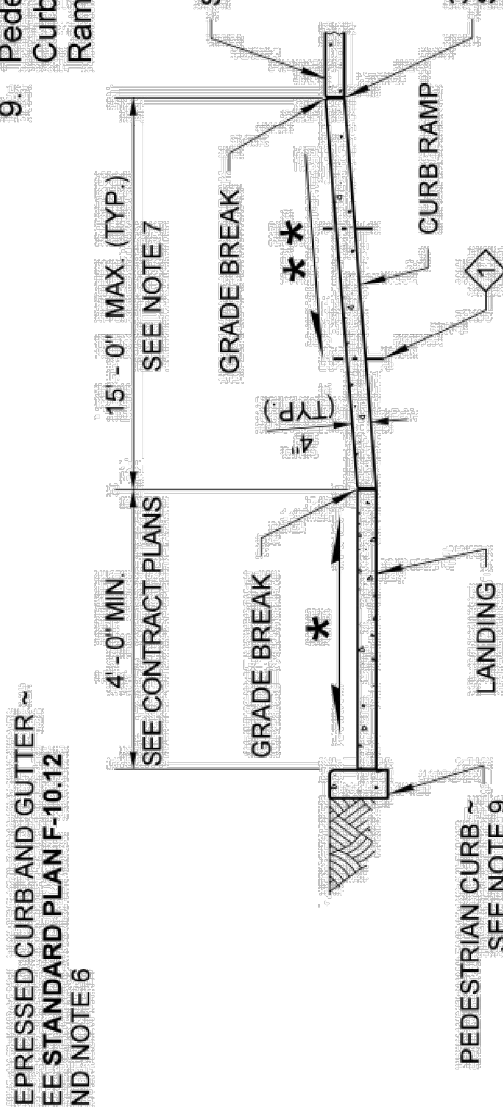
NOTES

- At marked crosswalks, the connection between the landing and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in the Depressed Curb and Gutter where the Landing connects to the roadway.
- See Contract Plans for the curb design specified. **See Standard Plan F-40.12 for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.**
- See Standard Plan F-40.10 for Cement Concrete Sidewalk Details.** See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type ..." does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet. Do not include abutting landing(s) in the 15-foot max. measurement. When a ramp is constructed on a radius, the 15-foot max. length is measured on the inside radius along the back of the walkway.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14.**
- 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.

PLAN VIEW TYPE PARALLEL B

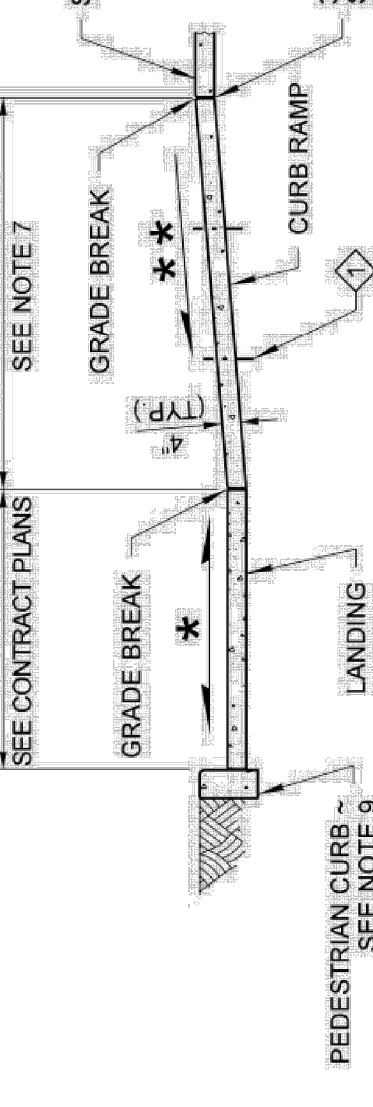
PLAN VIEW TYPE PARALLEL A

CONTRACTION JOINT (TYP.) - SEE STANDARD PLAN F-30.1 FOR CURB RAMP LENGTHS GREATER THAN 8'-0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4'-0" MIN. OC

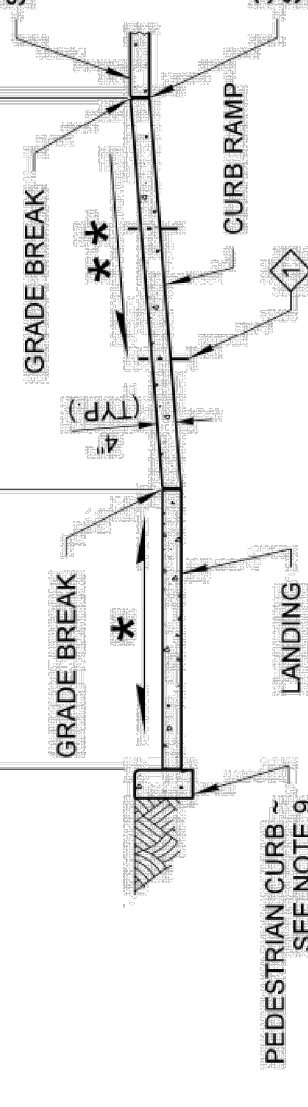


SECTION A

SECTION C



SECTION B



LEGEND

SLOPE IN EITHER DIRECTION

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

7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) - SEE NOTE 7

3/8" (IN) EXPANSION JOINT (TYP.) - SEE STANDARD PLAN F-30.10

PEDESTRIAN CURB - SEE NOTE 9

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

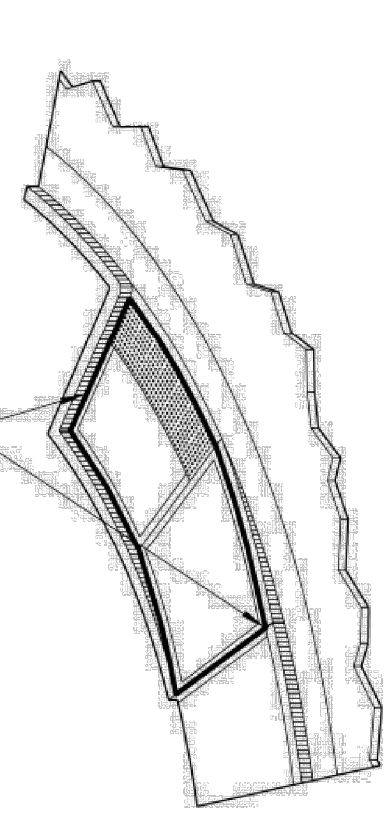
GRADE BREAK

NOTE: CONTRACTOR SHALL PLACE 2" CSTC (COMPACTED DEPTH) BENEATH ALL RAMPS.

MODIFIED

PARALLEL CURB RAMP

STANDARD PLAN F-40.12-03



ISOMETRIC VIEW TYPE PARALLEL A PAY LIMIT

ISOMETRIC VIEW TYPE PARALLEL B PAY LIMIT

ISOMETRIC VIEW TYPE PARALLEL C PAY LIMIT

SECTION C

SECTION B

SECTION A

LEGEND

SLOPE IN EITHER DIRECTION

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

7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) - SEE NOTE 7

3/8" (IN) EXPANSION JOINT (TYP.) - SEE STANDARD PLAN F-30.10

PEDESTRIAN CURB - SEE NOTE 9

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

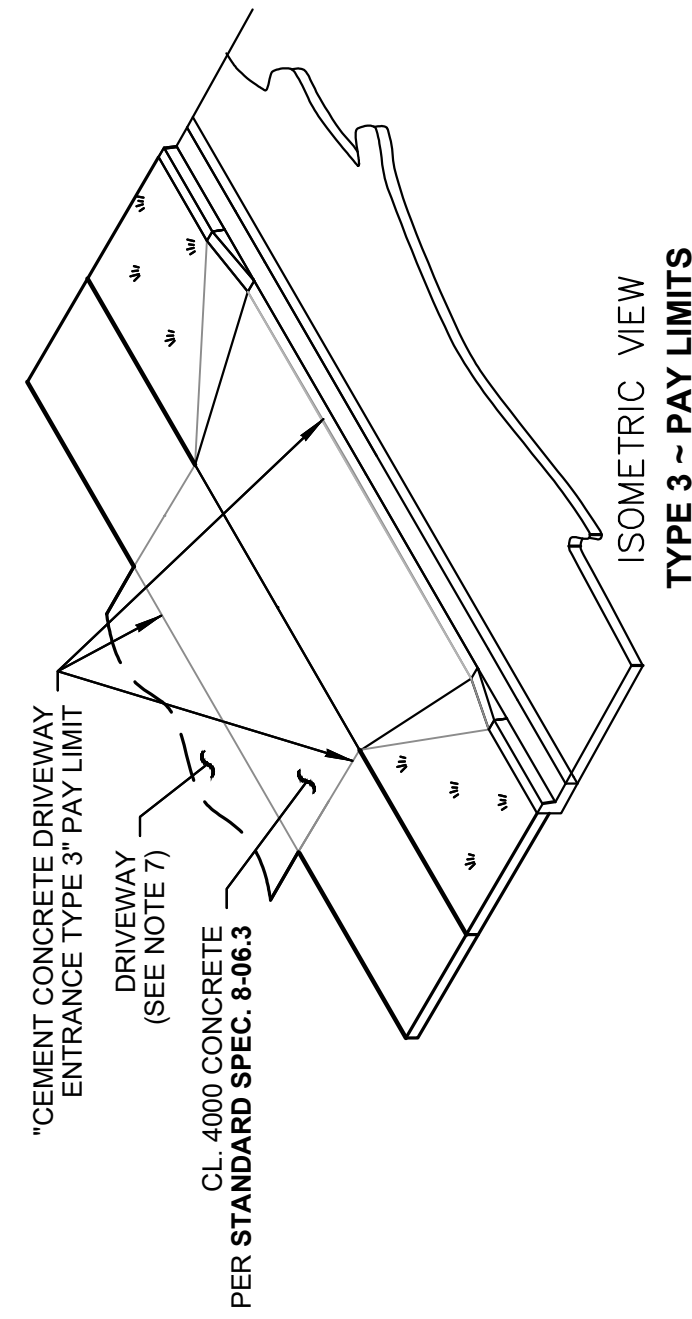
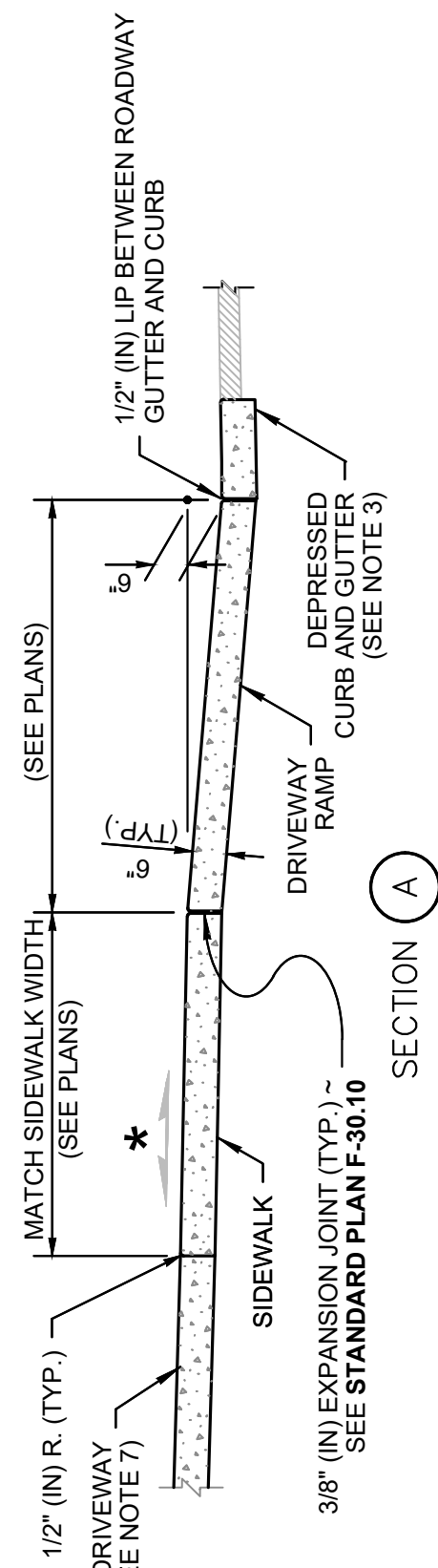
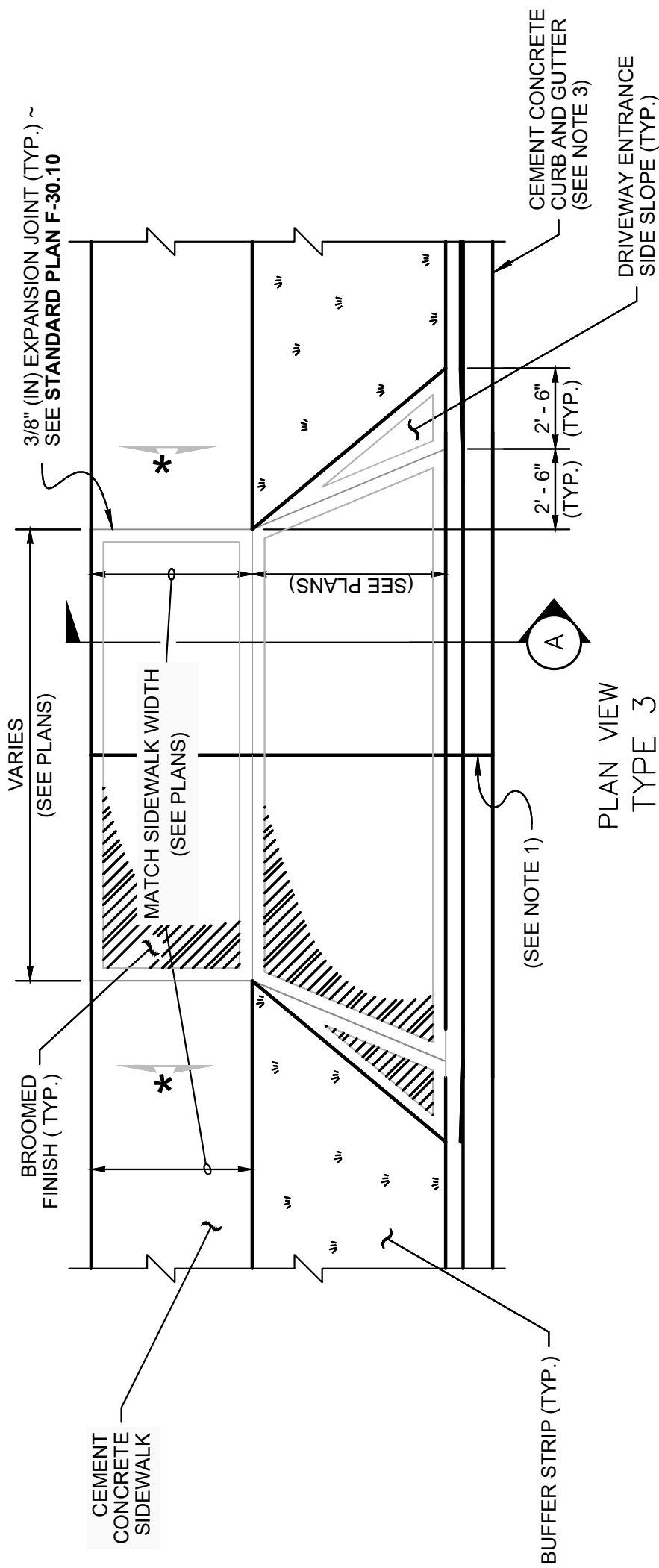
CURB RAMP

DEPRESSURED CURB AND GUTTER - SEE STANDARD PLAN F-45.10

GRADE BREAK

LANDING

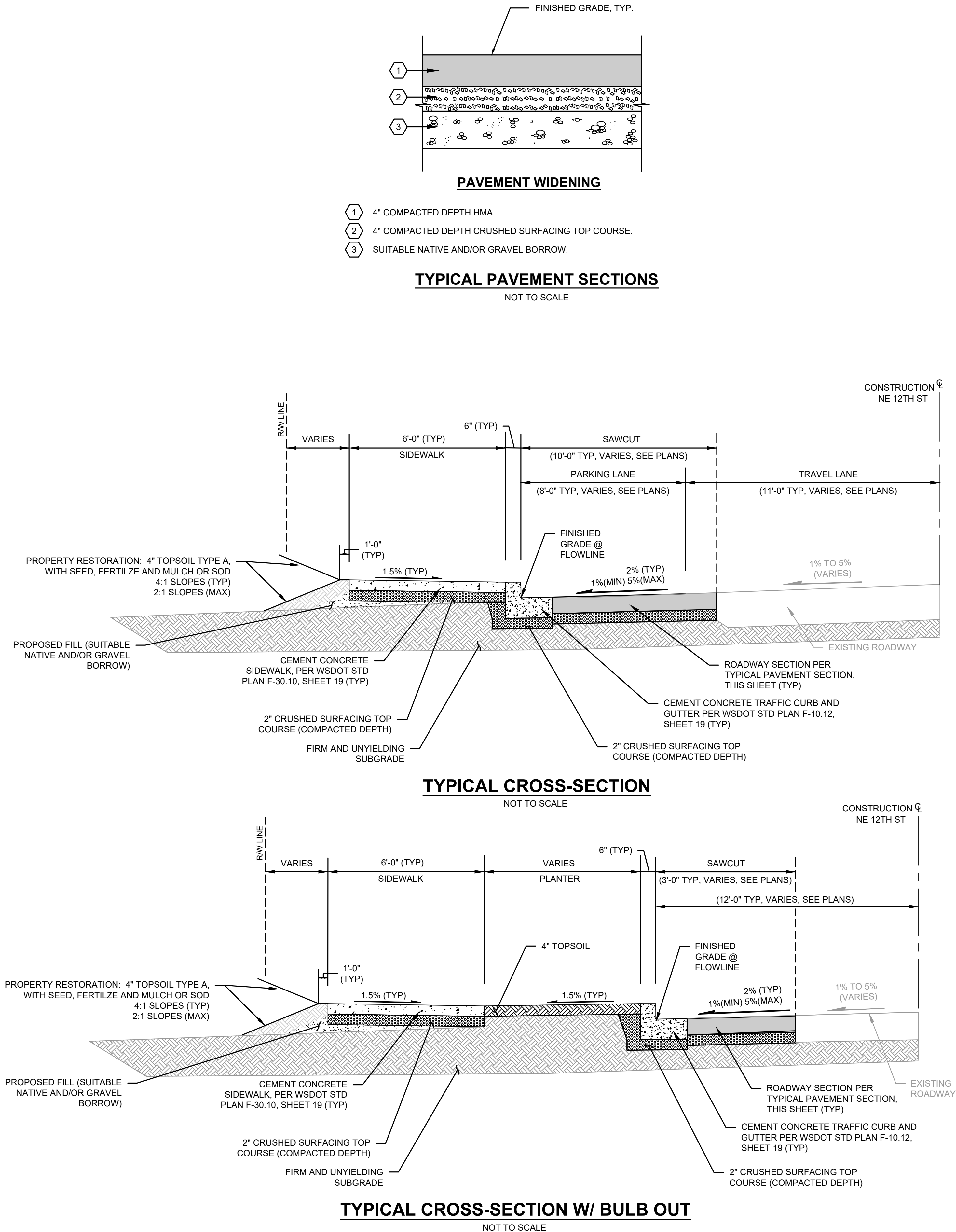
CURB RAMP



NOTES

1. When the driveway width exceeds 15' (ft), construct a full depth expansion joint with 3/8" (in) joint filler along the driveway centerline. See **Standard Plan F-30.10**. Construct expansion joints parallel with the centerline as required at 15' (ft) maximum spacing when driveway widths exceed 30' (ft).
2. See **Standard Plan F-30.10** for sidewalk details.
3. Curb and Gutter shown; see the Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb Details.
4. Avoid placing drainage structures, junction boxes or other obstructions in front of driveway entrances.
5. Where "GRADE BREAK" is called out, the entire length of the line between the two adjacent surface planes shall be flush.
6. The Pedestrian Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the pedestrian ramp is allowed to exceed 8.3%; use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
7. Beyond limits shown. Pay item does not include driveway. See Contract Plans.

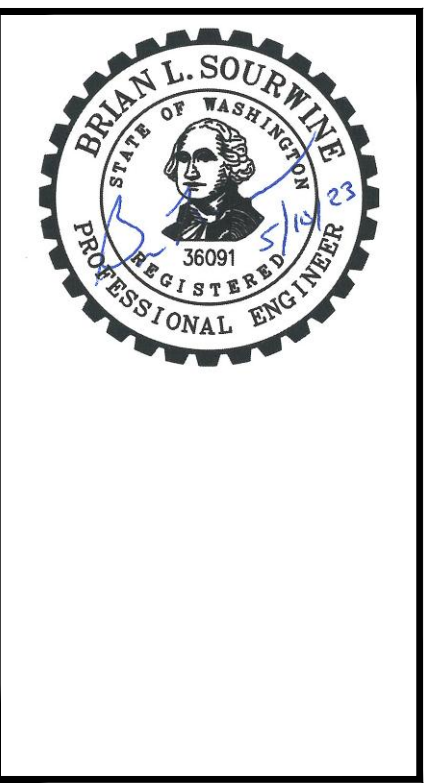
CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 3 STANDARD PLAN F-80.10-04 (MODIFIED)
NOT TO SCALE



Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 900
SEATTLE, WASHINGTON 98144 • (206) 284-0860

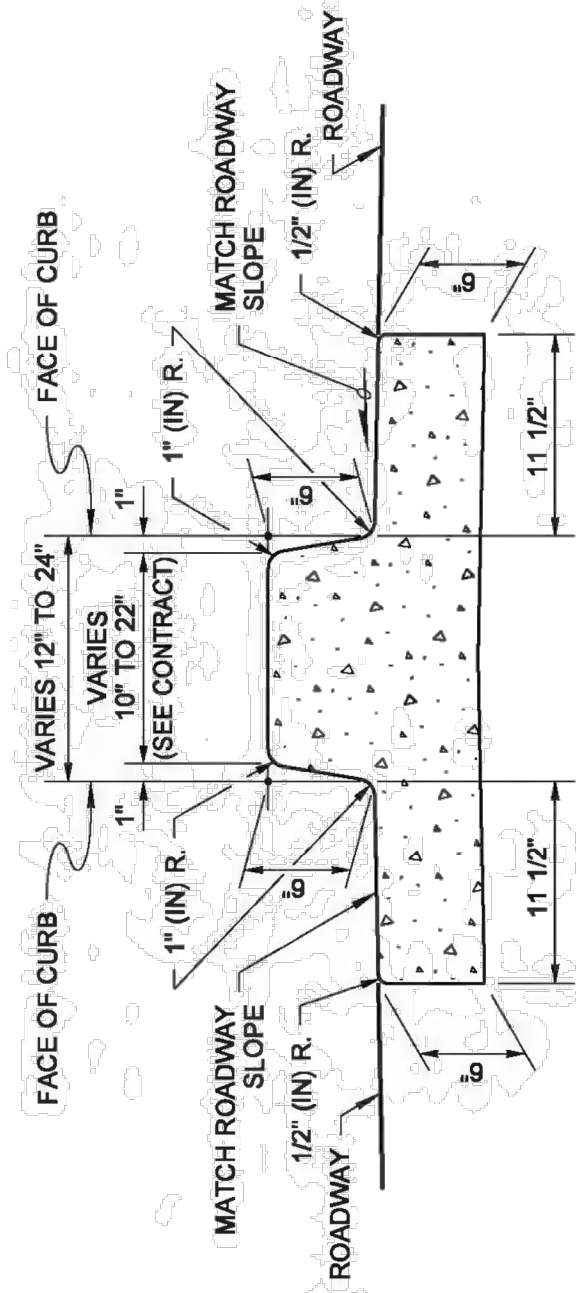
DATE:	JULY 2023	MB	BS
DRAWN:	MB	MB	BS
CHECKED:	MB	MB	BS
APPROVED:	MB	MB	BS

No.	REVISION	DATE	APPD.

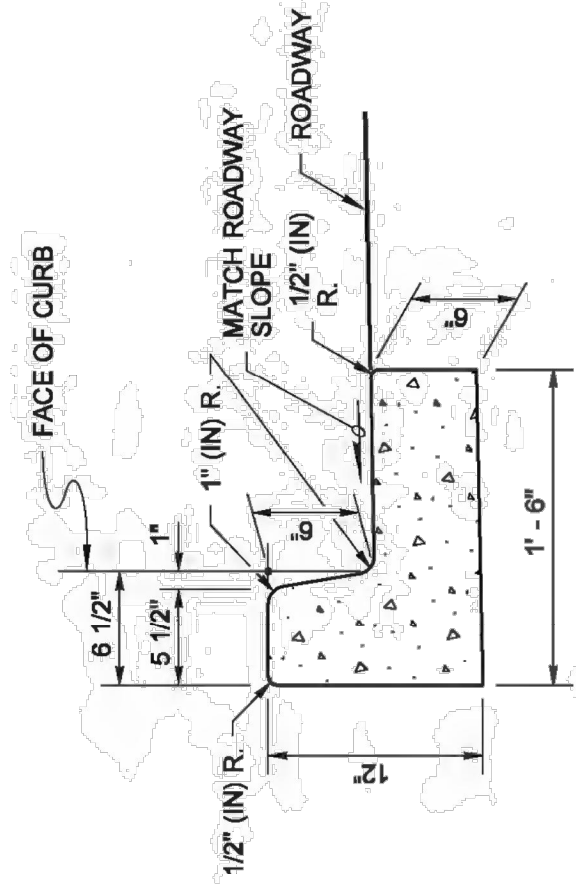


CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
ROADWAY DETAILS

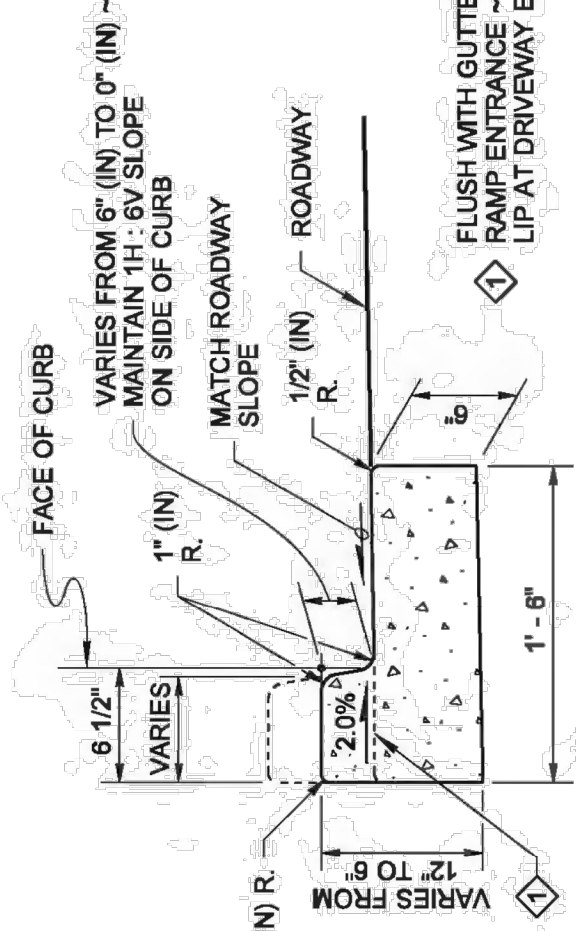
SHEET:	17
OF:	29
JOB NO.:	21441
DWG: XSEC	



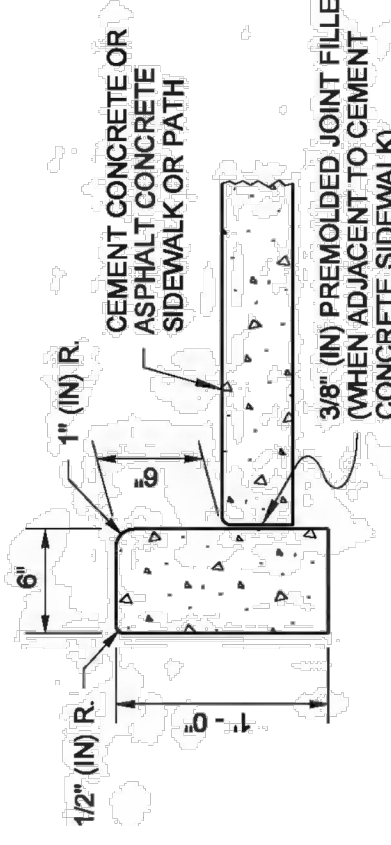
DUAL-FACED CEMENT CONCRETE TRAFFIC CURB AND GUTTER



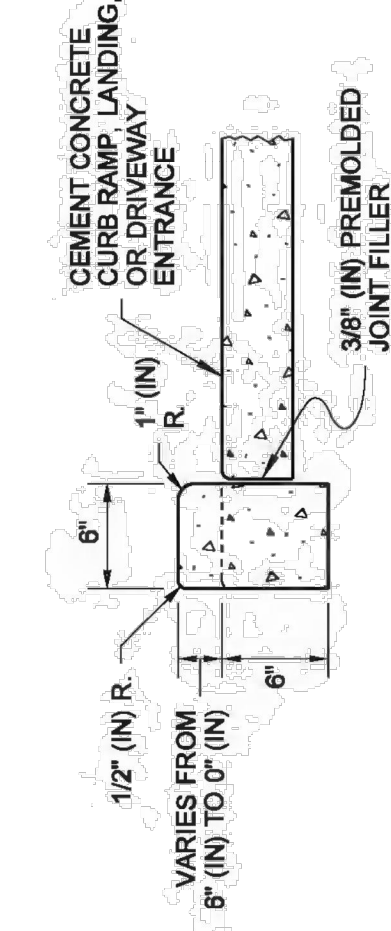
CEMENT CONCRETE TRAFFIC CURB AND GUTTER



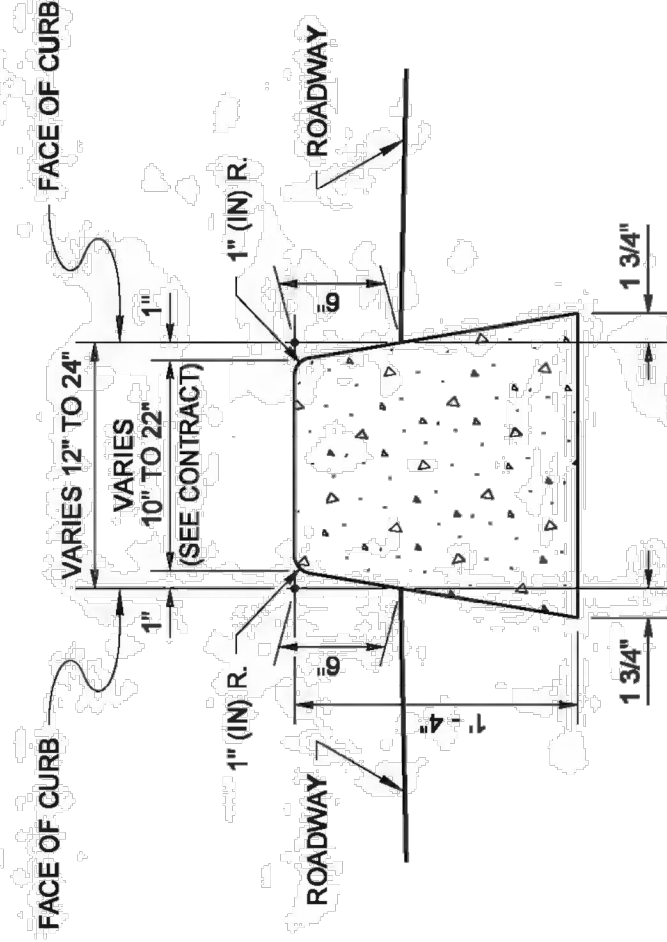
DEPRESSED CURB SECTION AT CURB RAMPS AND DRIVEWAY ENTRANCES



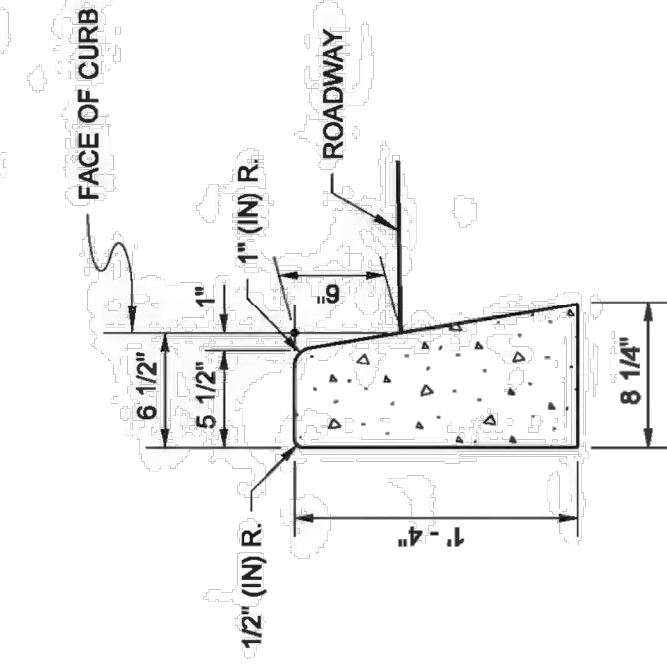
CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES



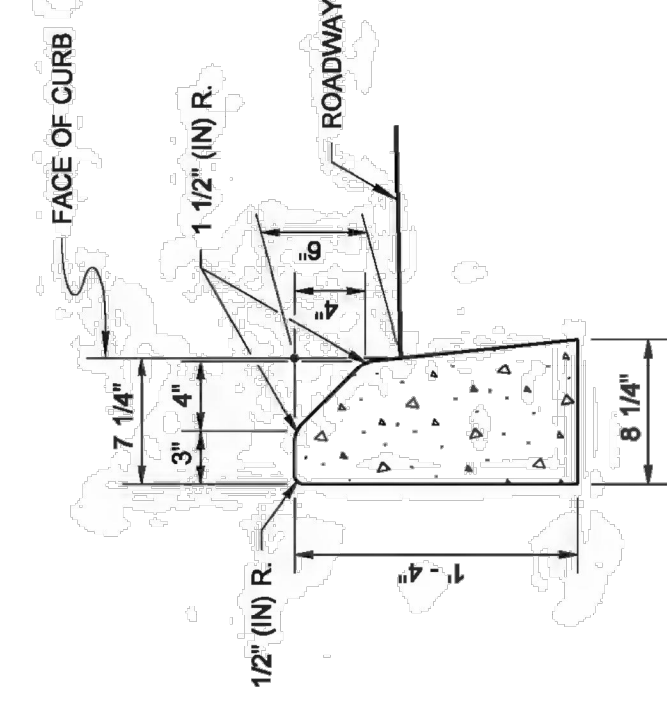
CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES



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

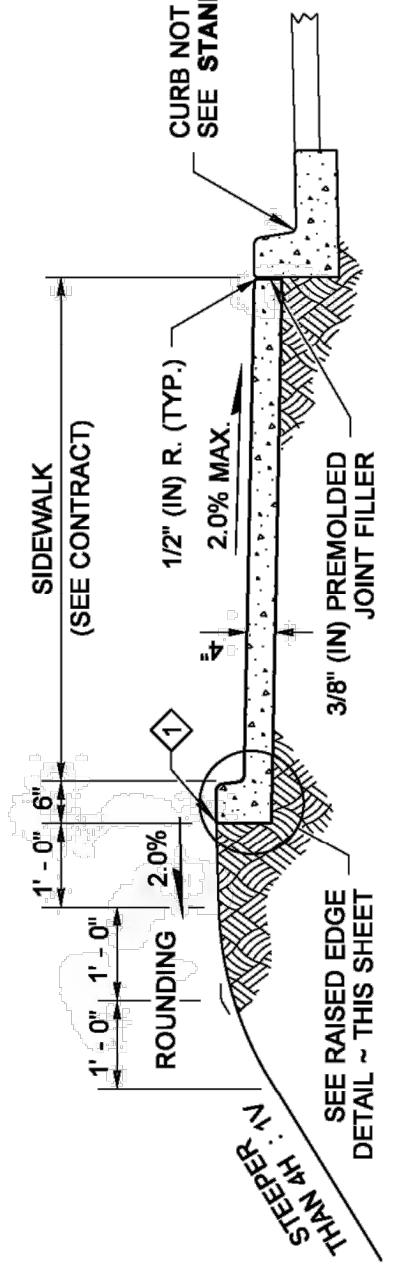


Barry, Ed.
May 6 2014 3:31 PM

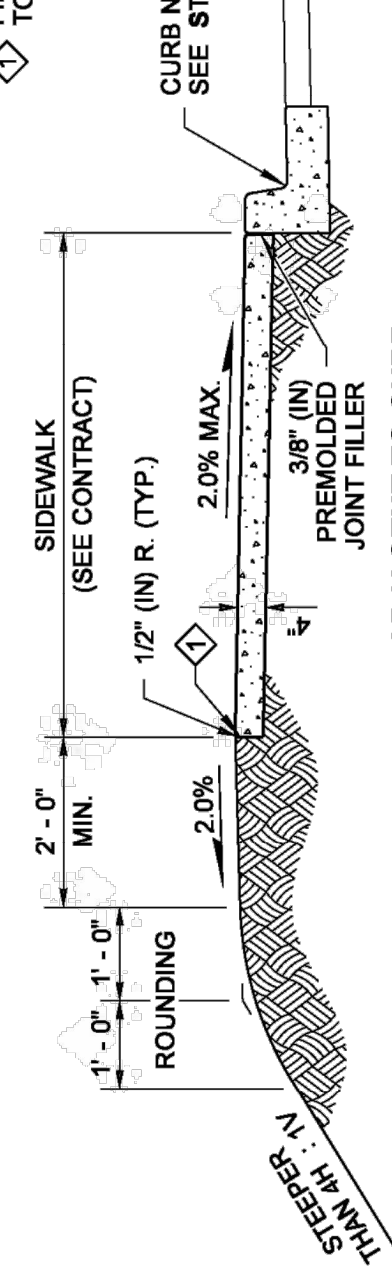
**CEMENT CONCRETE CURBS
STANDARD PLAN F-10.12-03**

SHEET 1 OF 1 SHEET

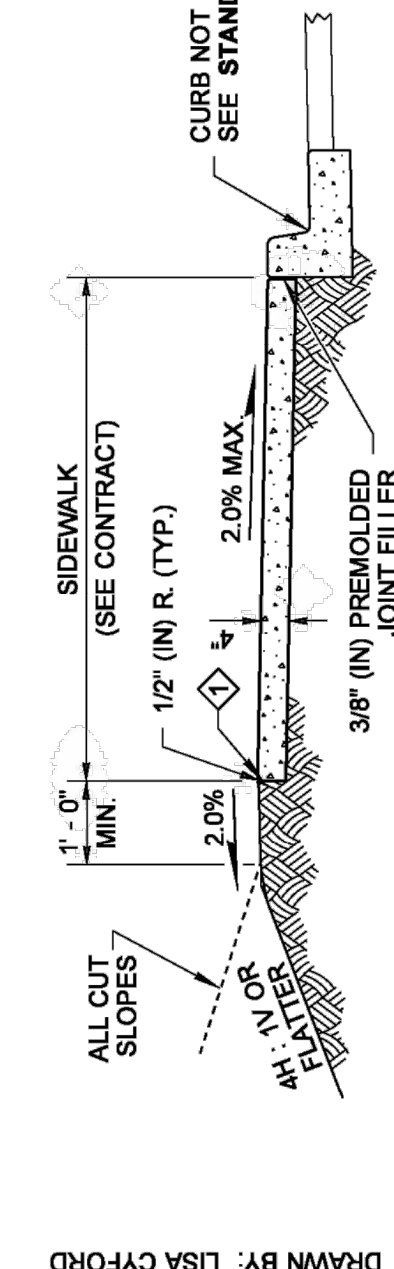
APPROVED FOR PUBLICATION
June 11 2014 12:5 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation



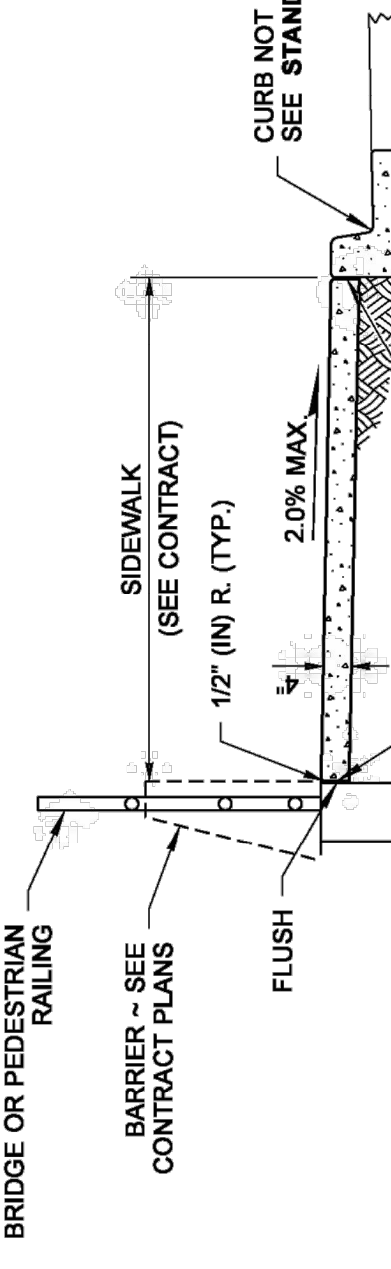
WITH RAISED EDGE



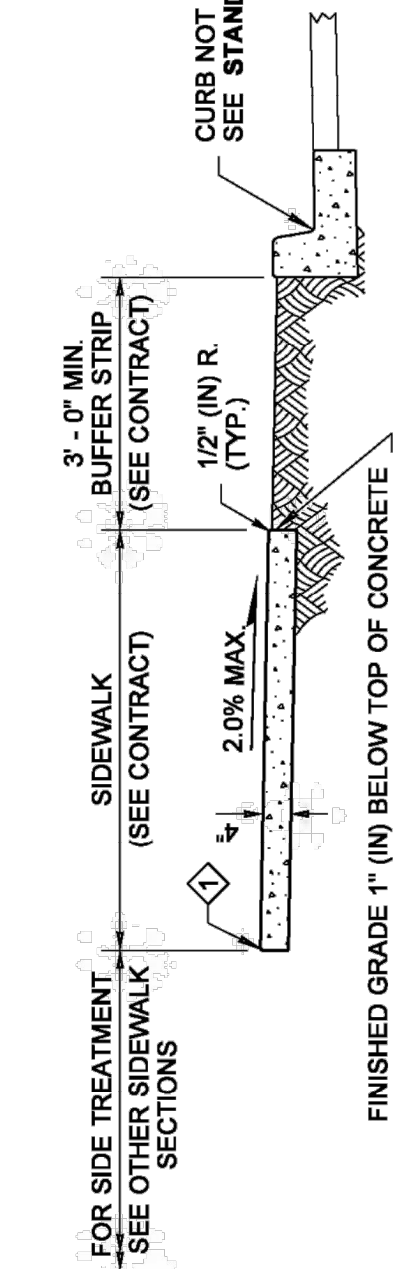
ADJACENT TO CURB (STEEP FILL SLOPES)



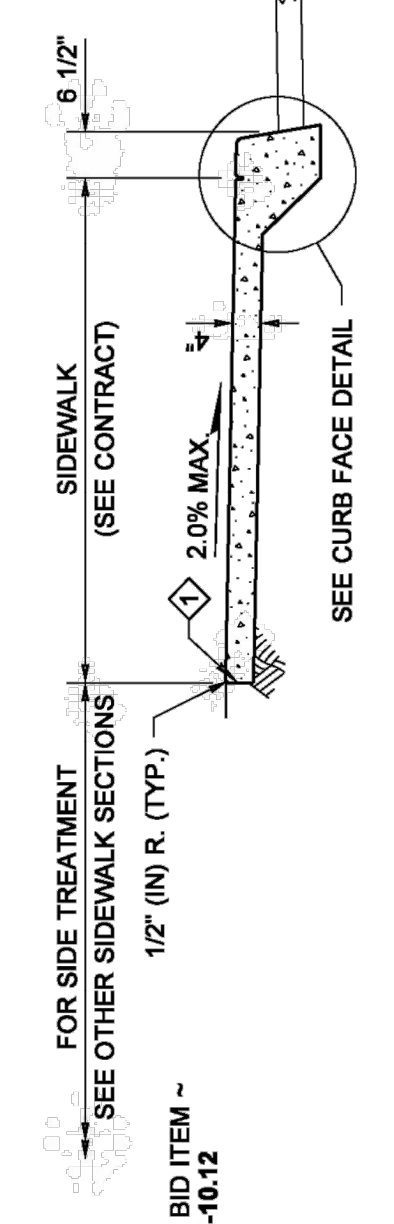
ADJACENT TO CURB



ADJACENT TO CURB AND RAILING OR WALL



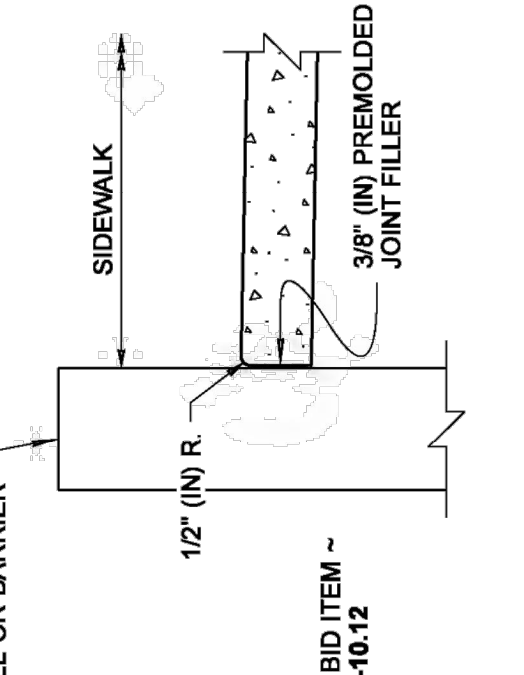
ADJACENT TO BUFFER STRIP



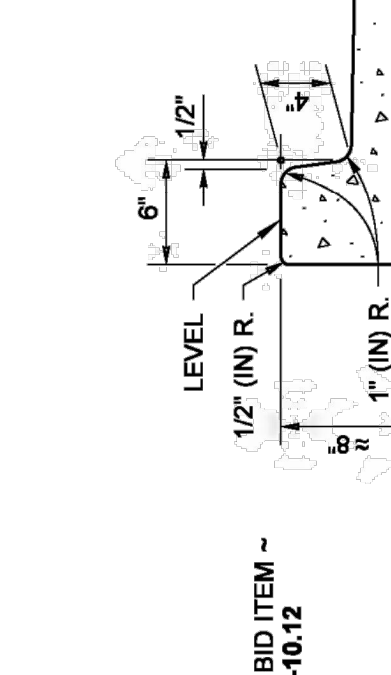
MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

NOTE

1. Four feet of the sidewalk width 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.

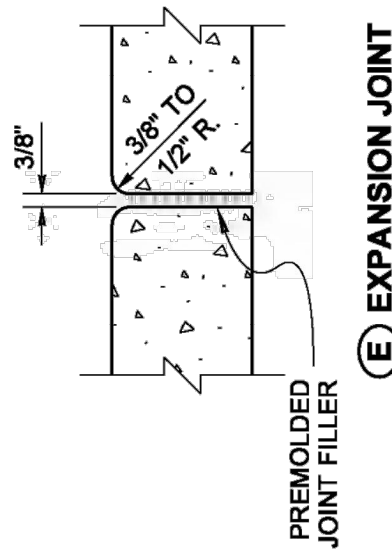


SIDEWALK ADJACENT TO WALL DETAIL

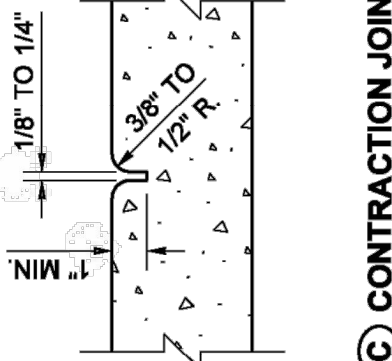


RAISED EDGE DETAIL

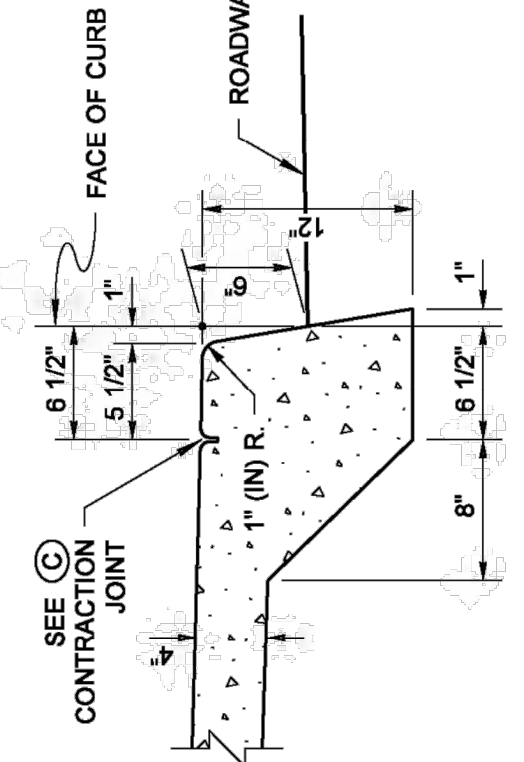
EXTEND SIDEWALK TRANSVERSE JOINTS TO INCLUDE RAISED EDGE



EXPANSION JOINT

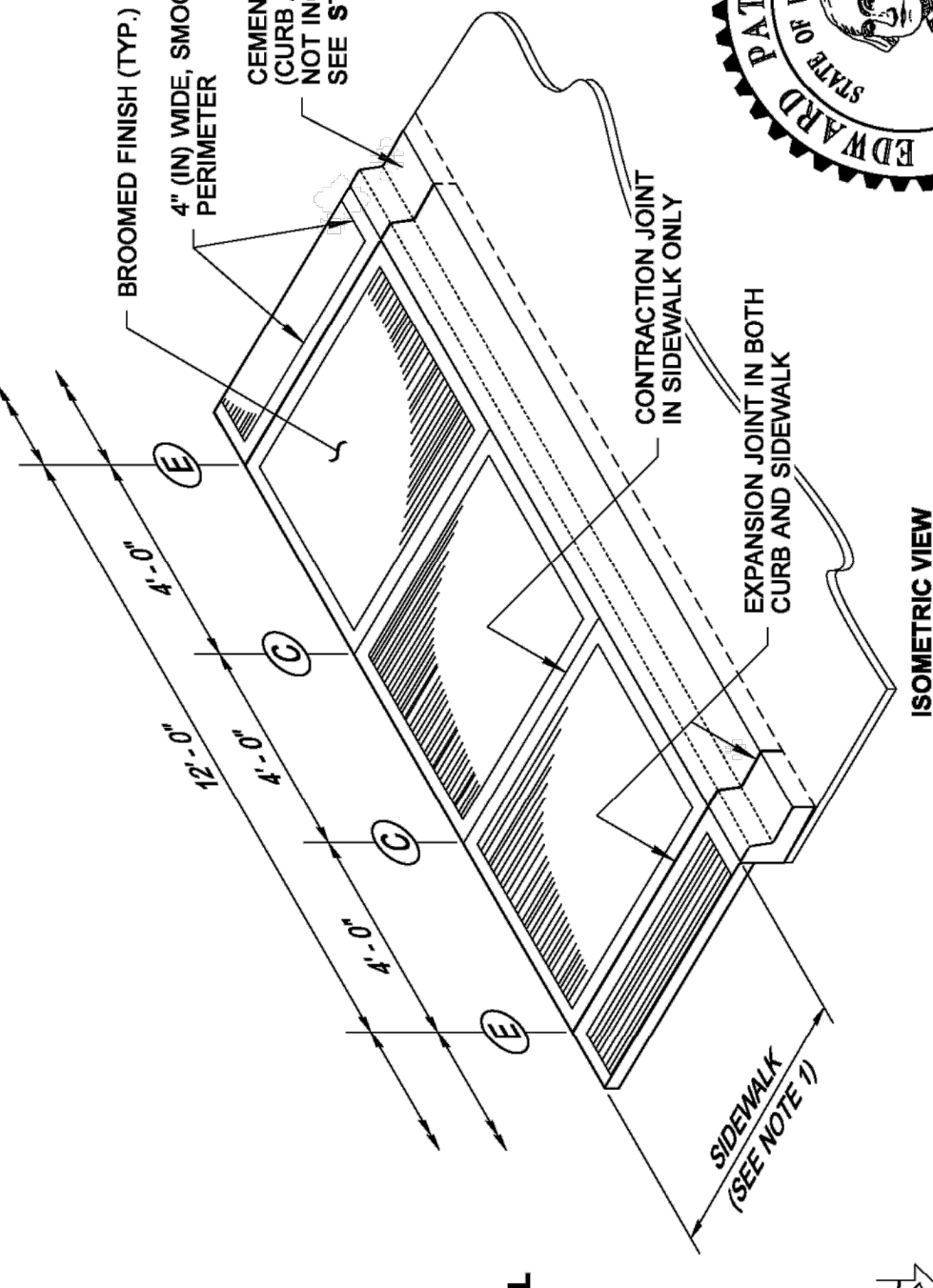


CONTRACTION JOINT

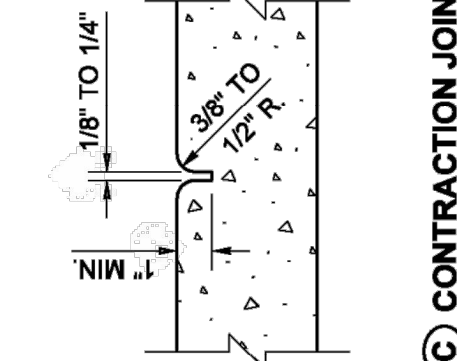


CURB FACE DETAIL

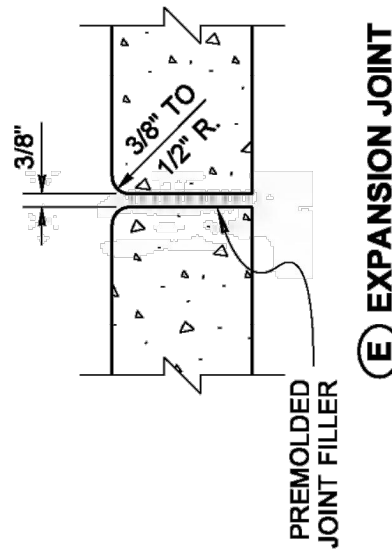
EXTEND SIDEWALK TRANSVERSE EXPANSION JOINTS TO INCLUDE CURB (FULL DEPTH)



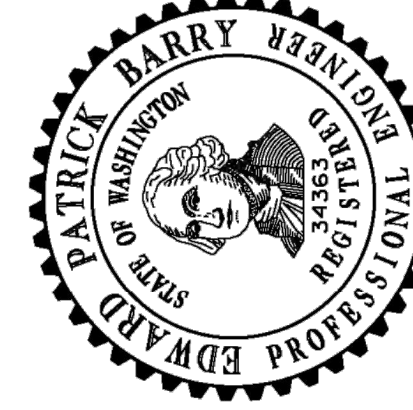
ISOMETRIC VIEW JOINT AND FINISH DETAIL



CONTRACTION JOINT



EXPANSION JOINT

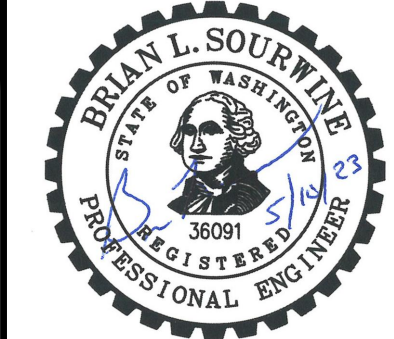


Barry, Ed.
May 6 2014 3:41 PM

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

SHEET 1 OF 1 SHEET

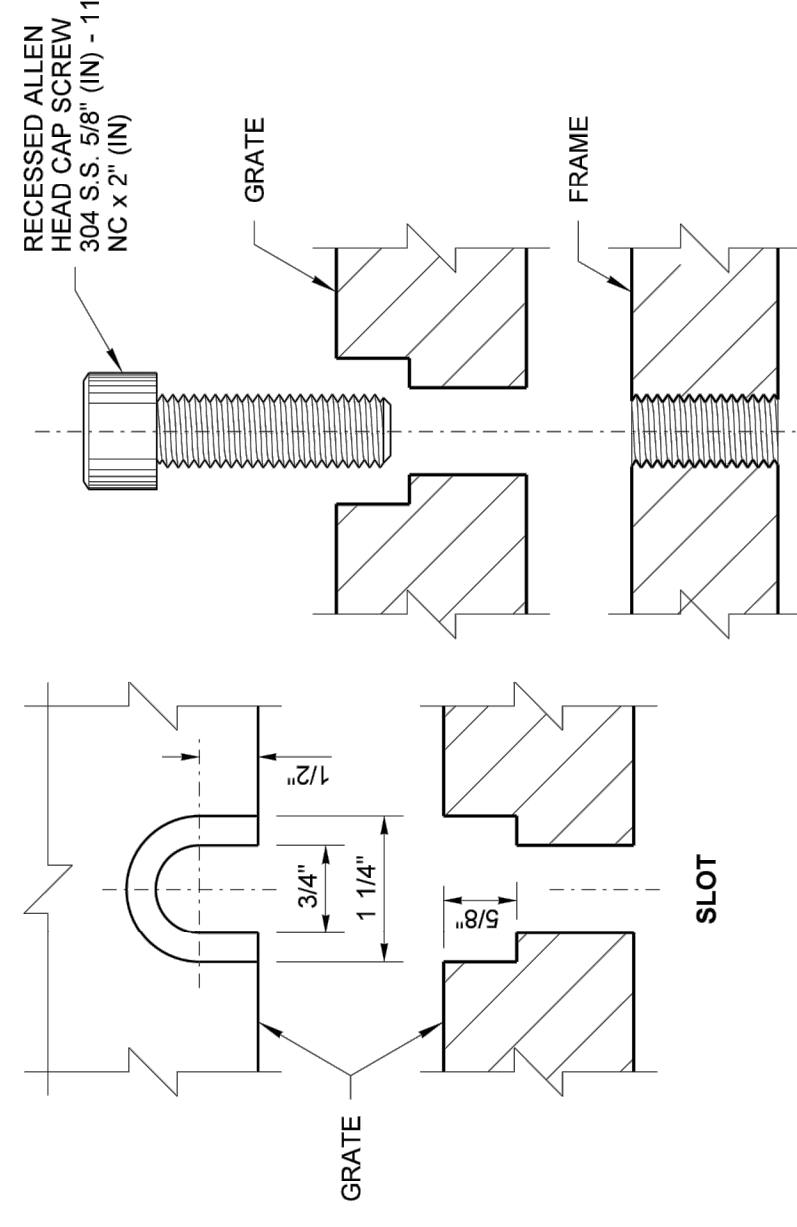
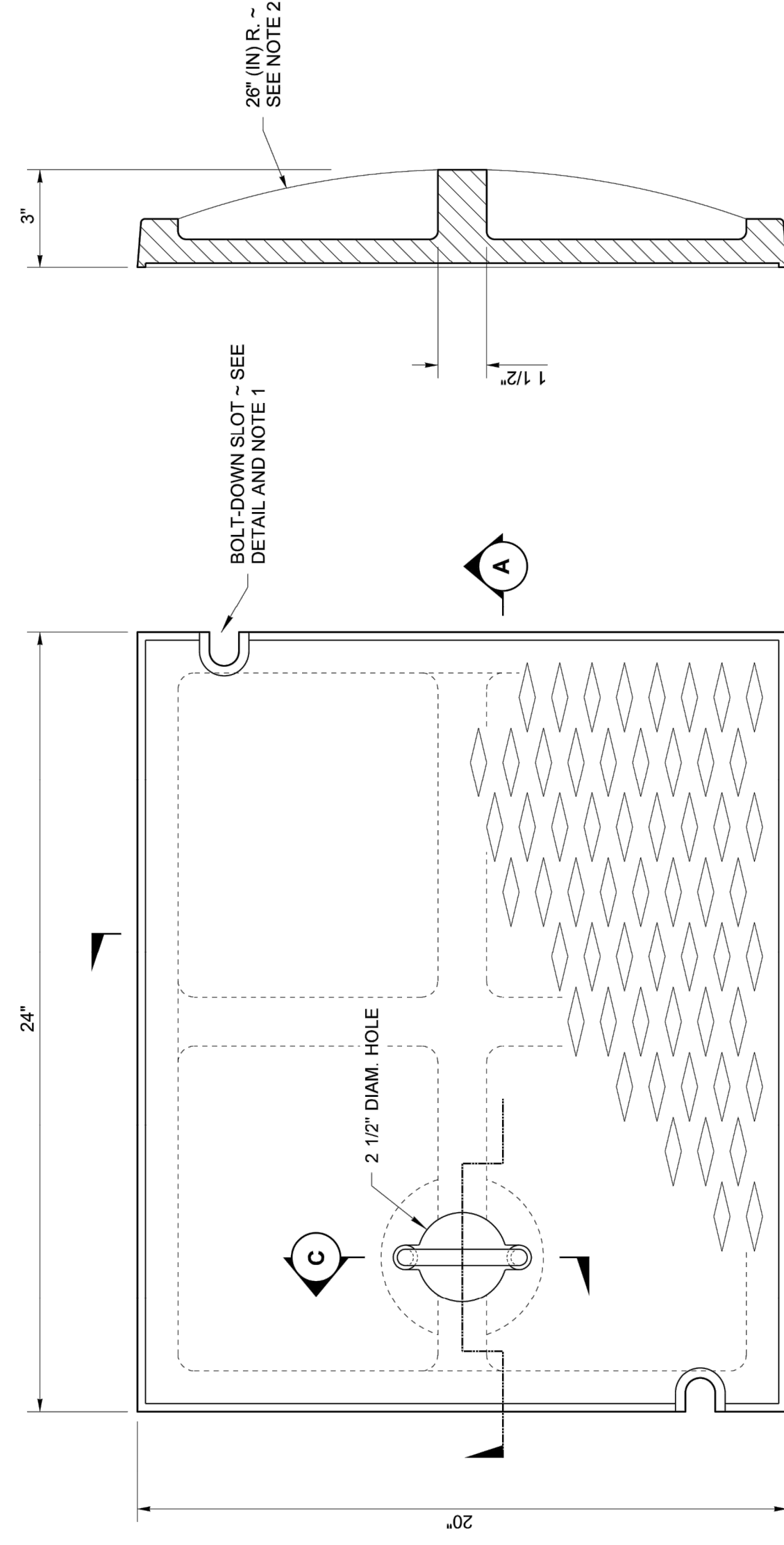
APPROVED FOR PUBLICATION
June 11 2014 12:5 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation



DATE:	JULY 2023	MB	DATE	APPD
DRAWN:		MB	REVISION	
CHECKED:		MB		
APPROVED:		BS		

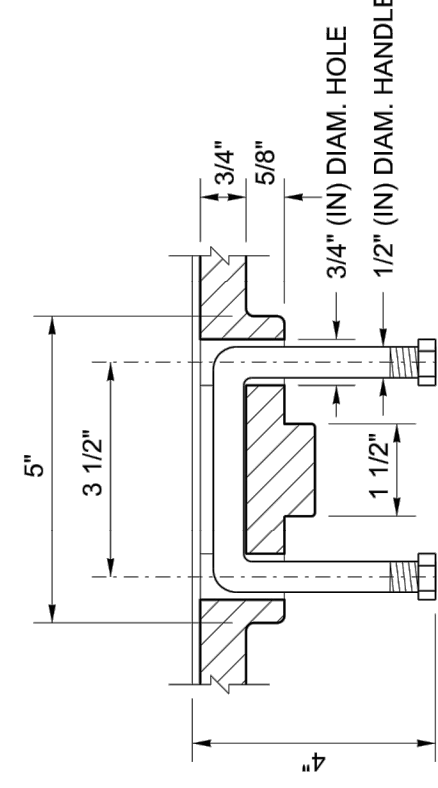
DRAWN BY: FERN LIDDELL

- NOTES**
- 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.
 - Alternative reinforcing designs are acceptable in lieu of the rib design.
 - Refer to **Standard Specification Section 9-05.15** and **9-05.15(2)** for additional requirements.
 - For frame details, see **Standard Plan B-30.10**.

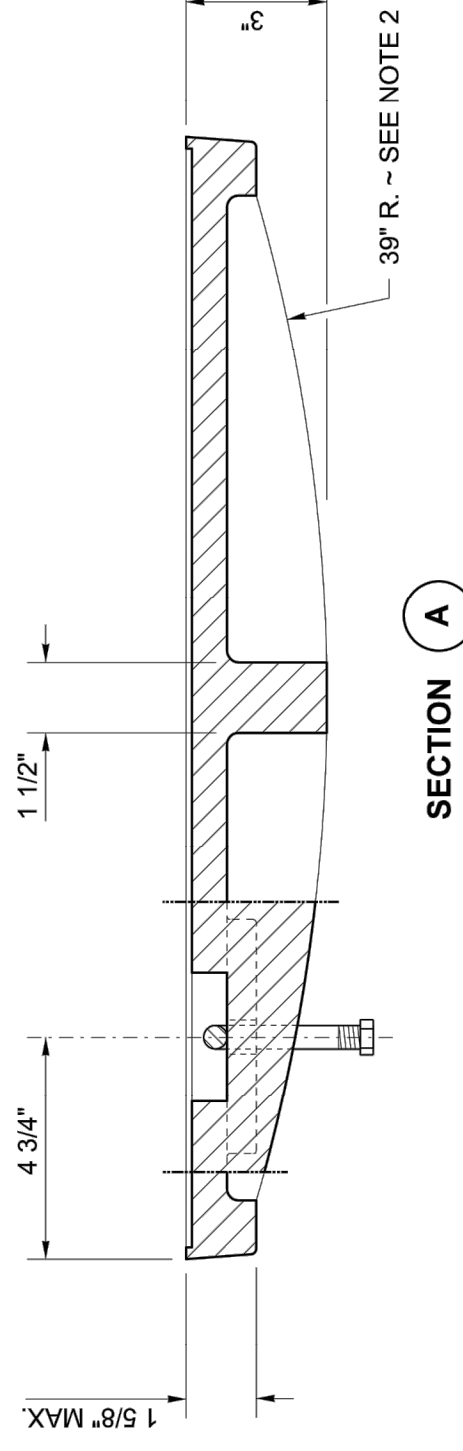


SECTION B

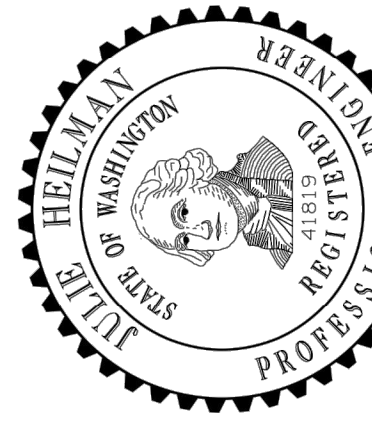
BOLT-DOWN DETAILS
SEE NOTE 1



SECTION C



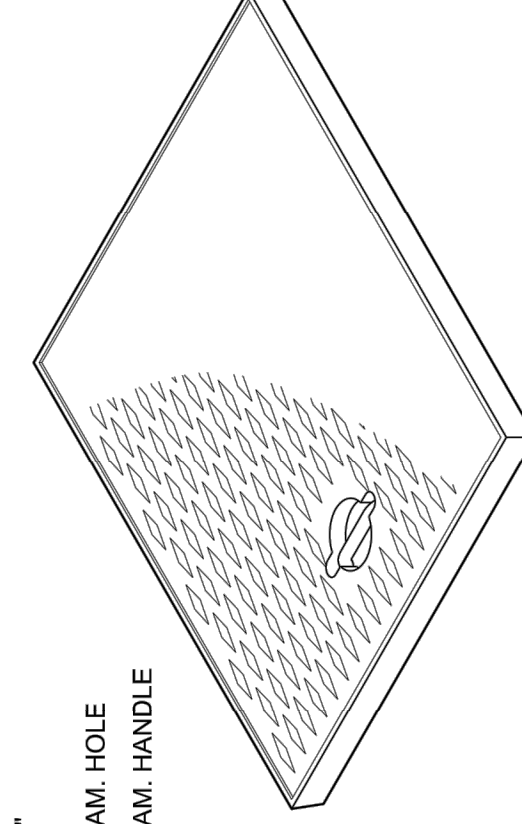
SECTION A



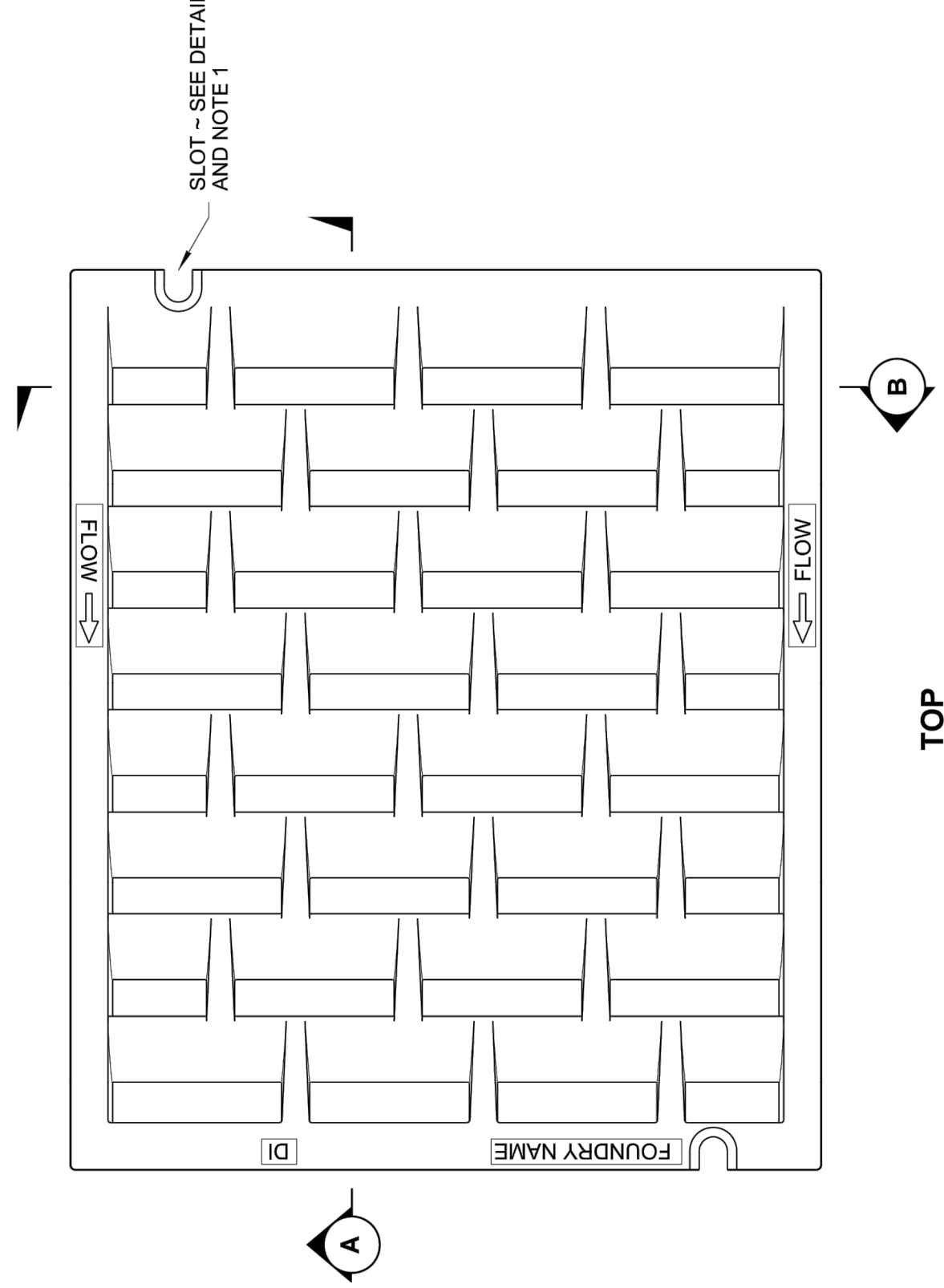
Julie Heilman
Professional Engineer
No. 41819
Feb 20 2018 12:53 PM
RECTANGULAR SOLID METAL COVER
STANDARD PLAN B-30.20-04
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Catherine Joff
Feb 27 2018 7:58 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation

ISOMETRIC



DRAWN BY: FERN LIDDELL

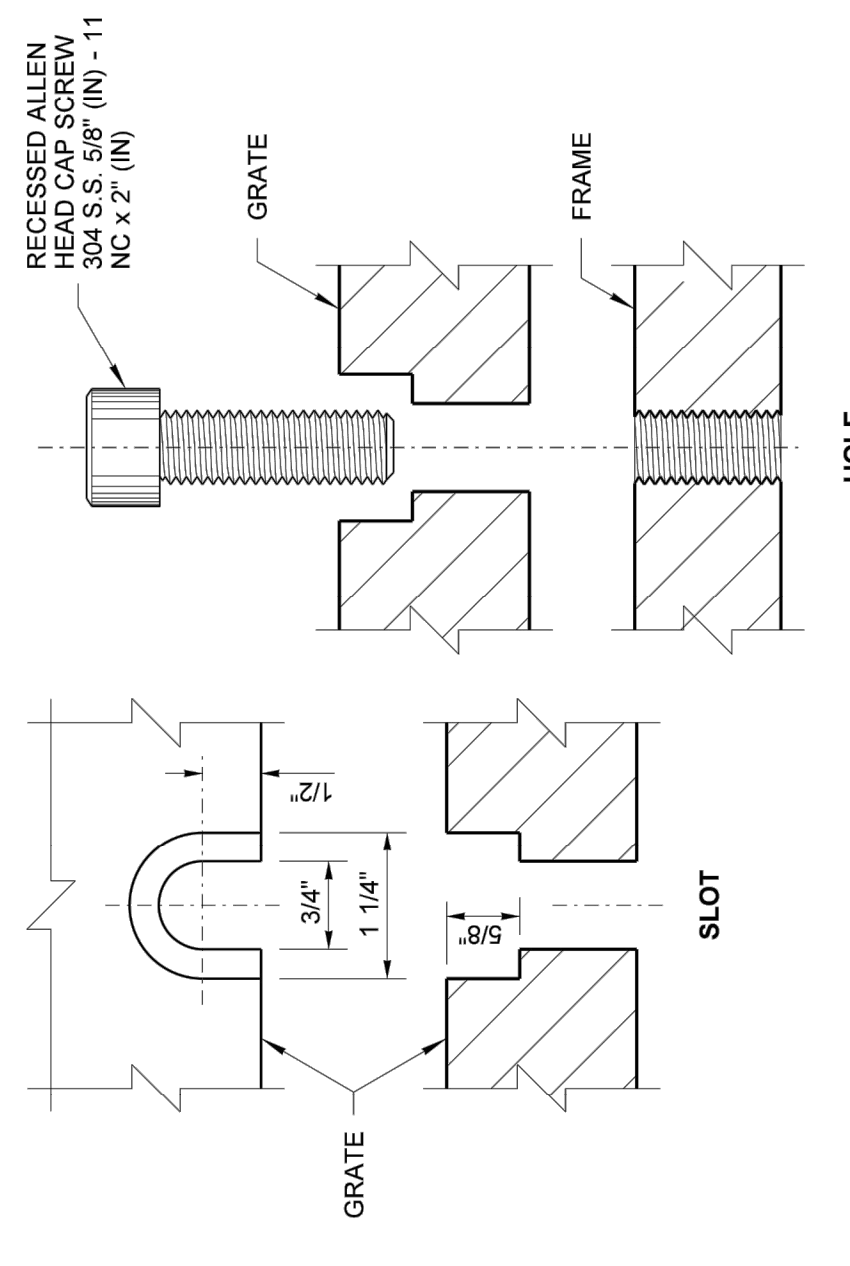
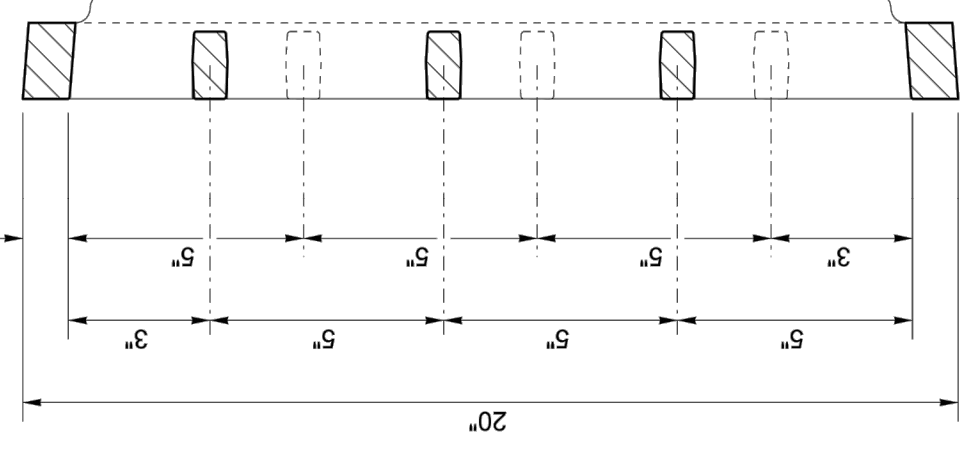


TOP

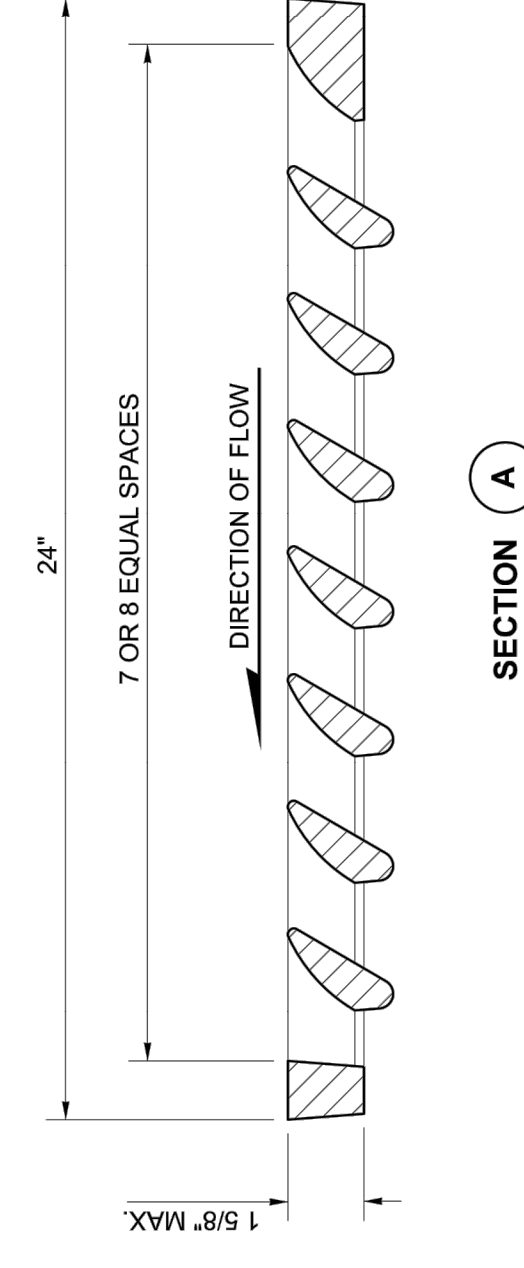
SECTION B

NOTES

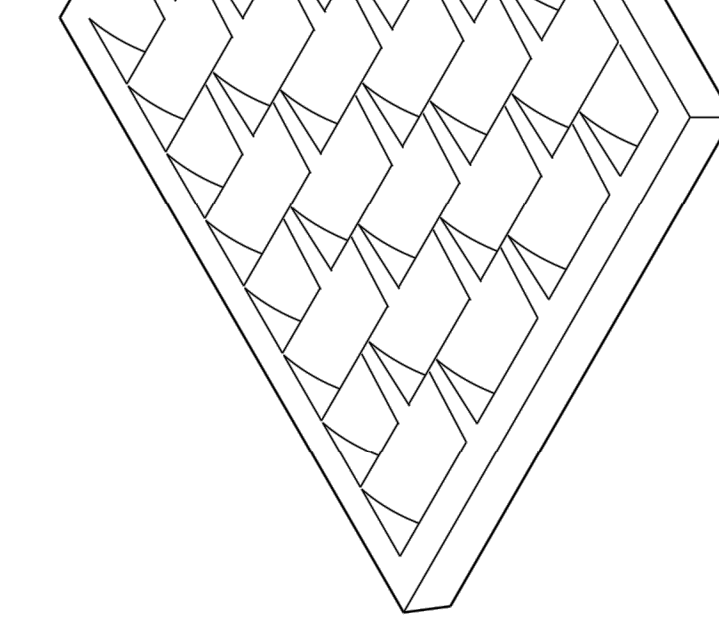
- Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw 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.
- For frame details, see **Standard Plan B-30.10**.



BOLT-DOWN DETAILS
SEE NOTE 1



SECTION A



ISOMETRIC



Julie Heilman
Professional Engineer
No. 41819
Feb 20 2018 12:53 PM
RECTANGULAR VANED GRATE
STANDARD PLAN B-30.30-03
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Catherine Joff
Feb 27 2018 7:58 AM
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Washington State Department of Transportation

SHEET: 21
OF: 29
JOB NO.: 21441
DWGRD-SD

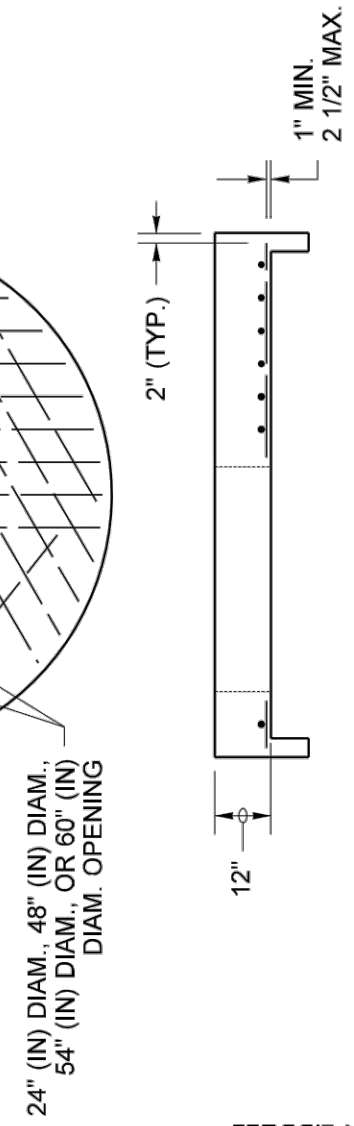
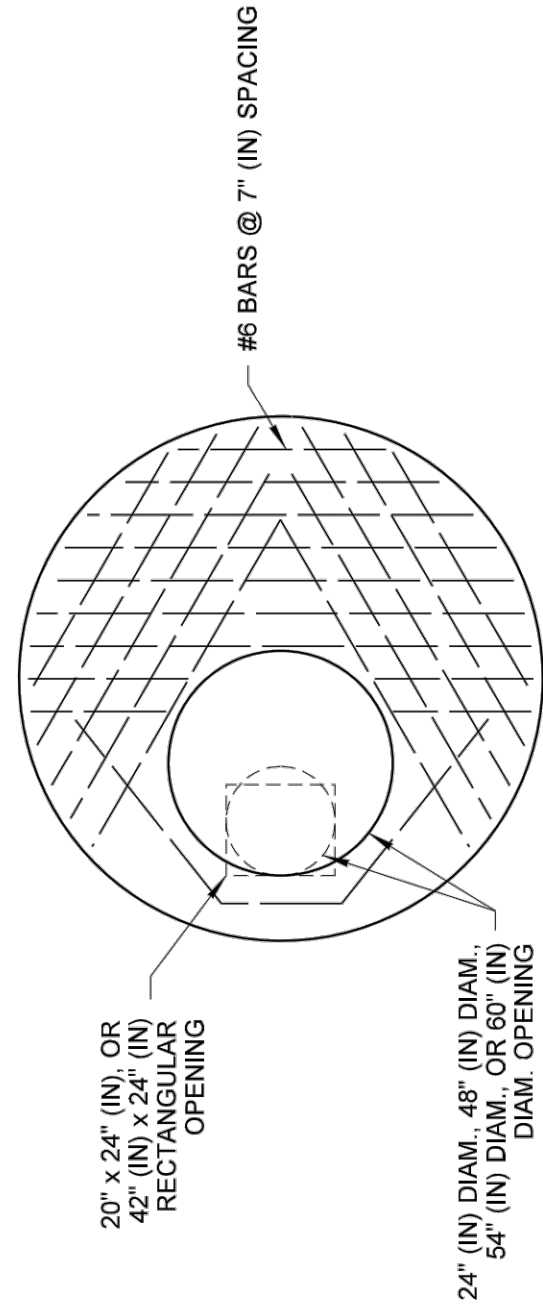
CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
STORM DETAILS



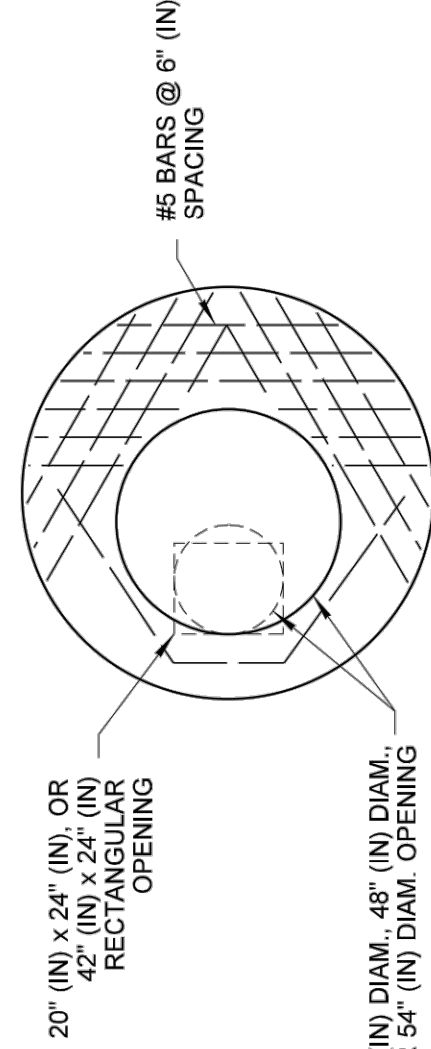
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No.	REVISION	DATE	APPD

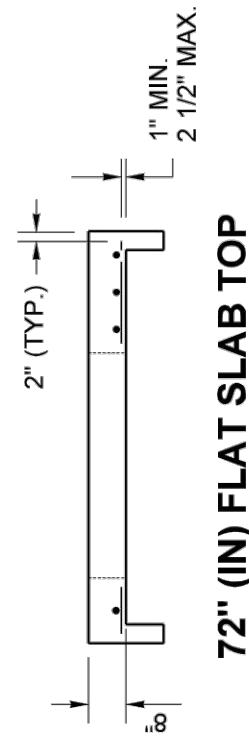
Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144 • (206) 964-0980



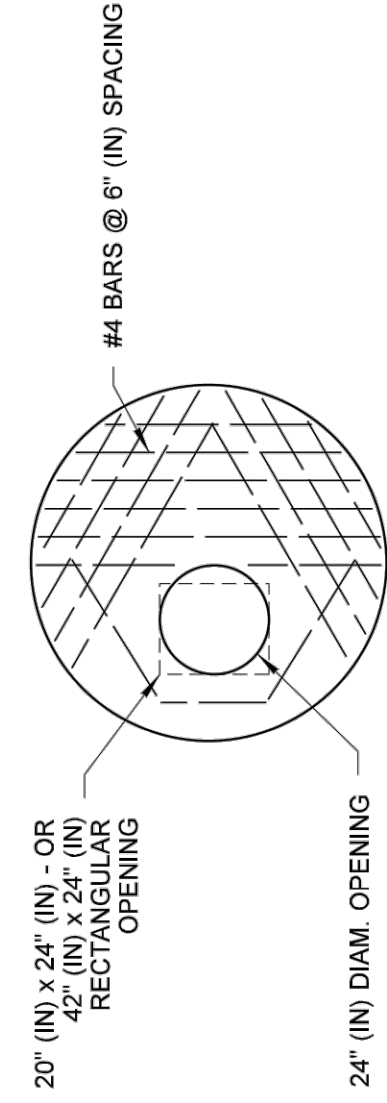
84" (IN) or 96" (IN) FLAT SLAB TOP



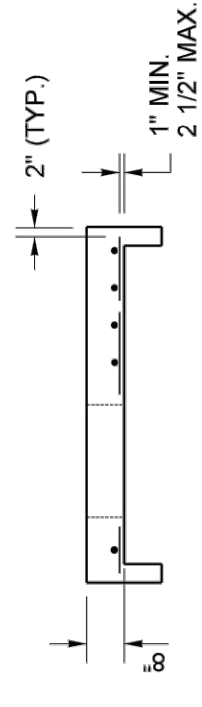
24" (IN) DIAM., 48" (IN) DIAM., OR 54" (IN) DIAM. DIAM. OPENING



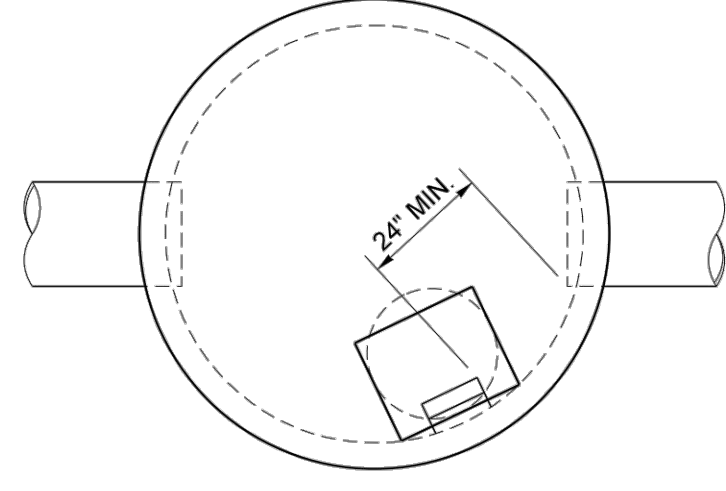
72" (IN) FLAT SLAB TOP



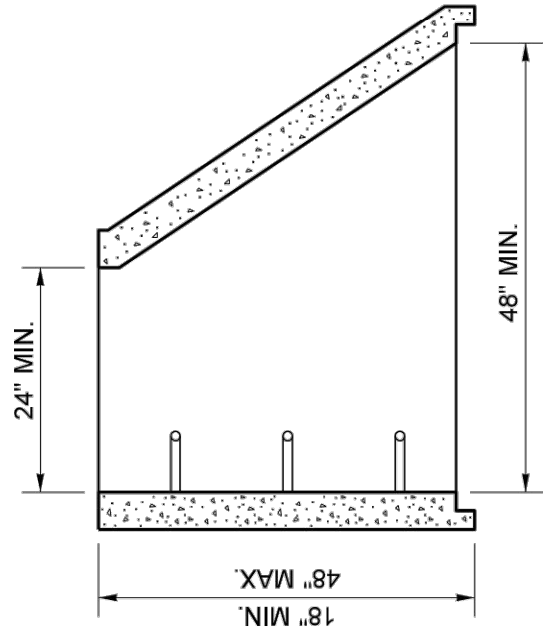
24" (IN) DIAM. OPENING



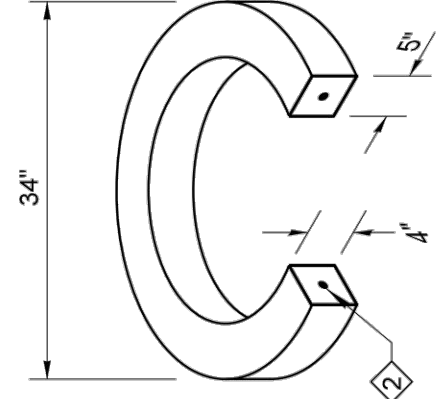
48" (IN), 54", or 60" (IN) FLAT SLAB TOP



TYPICAL ORIENTATION FOR ACCESS AND STEPS



ECCENTRIC CONE SECTION

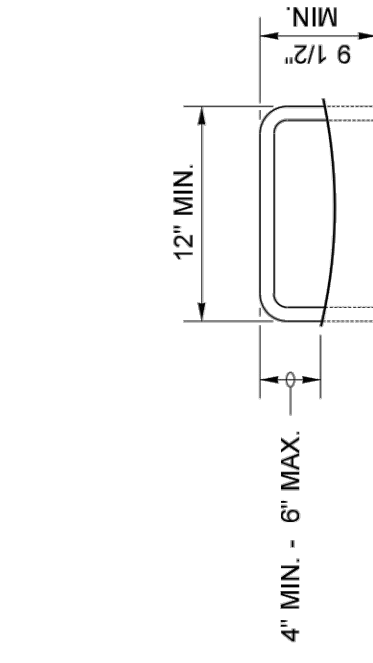


CIRCULAR ADJUSTMENT SECTION

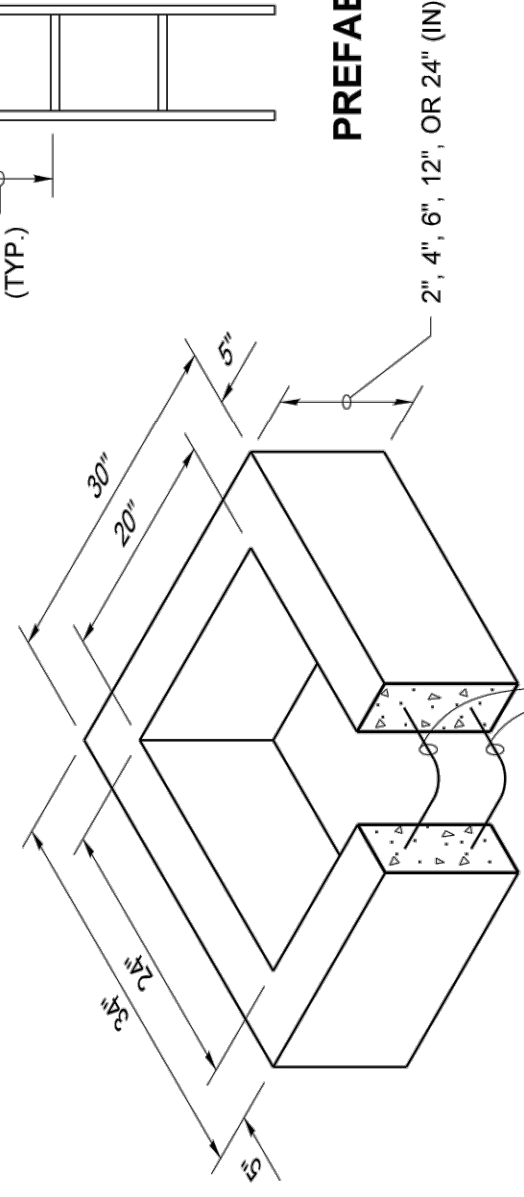
For rectangular and circular adjustment sections, approved alternate material compositions are acceptable in lieu of precast concrete designs

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).



STEP



PREFABRICATED LADDER

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

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



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

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

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Jan 20 2017 6:57 AM

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Washington State Department of Transportation

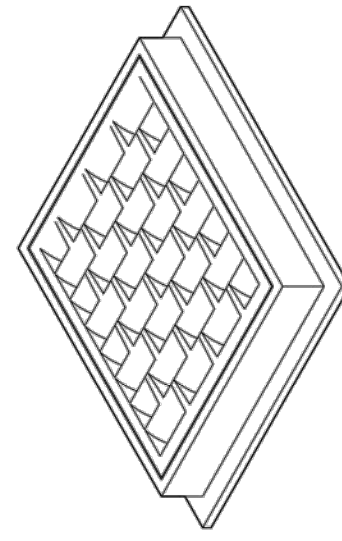
DRAWN BY: MARK SUJKA

PIPE ALLOWANCES	
PIPE MATERIAL	MAXIMUM INSIDE DIAMETER (INCHES)
REINFORCED OR PLAIN CONCRETE	12"
ALL METAL PIPE	15"
CFSSP * (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"

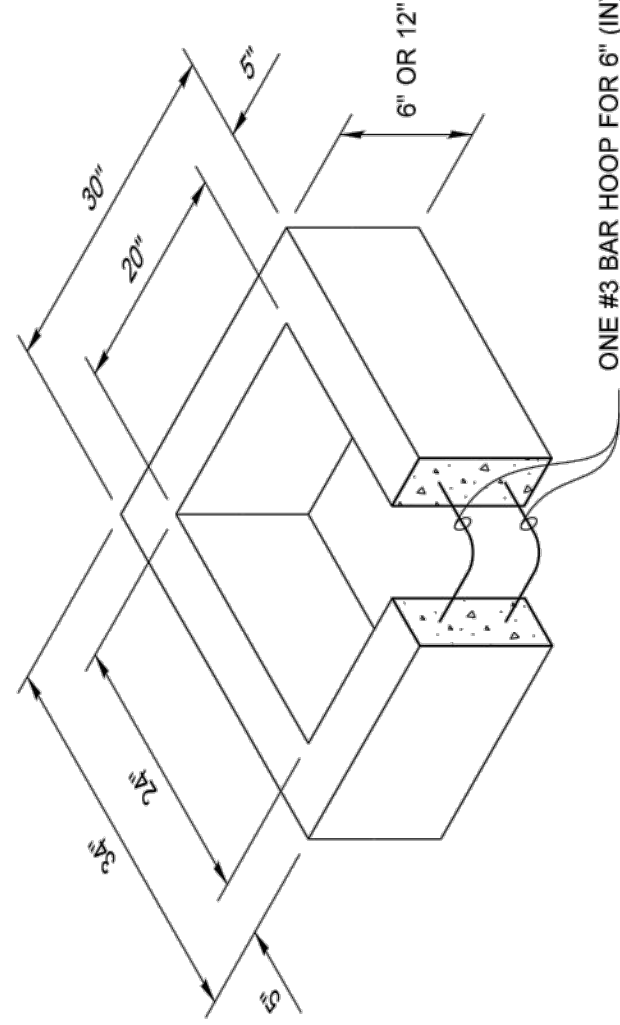
* CORRUGATED POLYETHYLENE STORM SEWER PIPE

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.

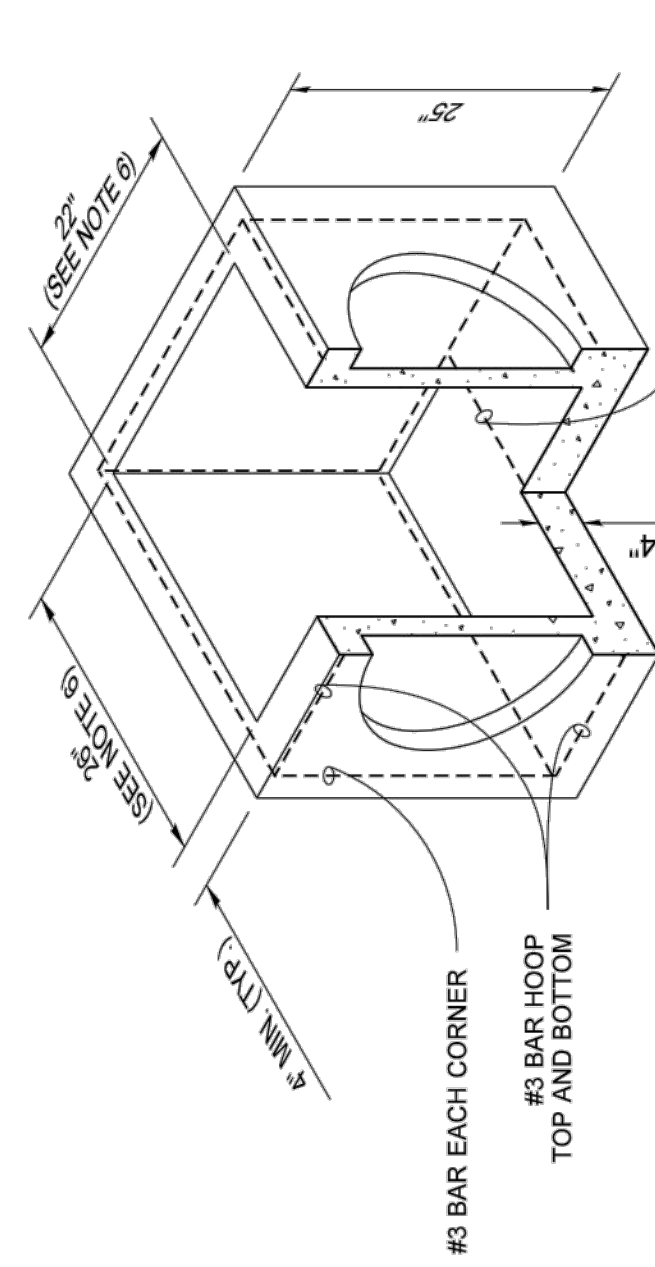


FRAME AND VANED GRATE



RECTANGULAR ADJUSTMENT SECTION

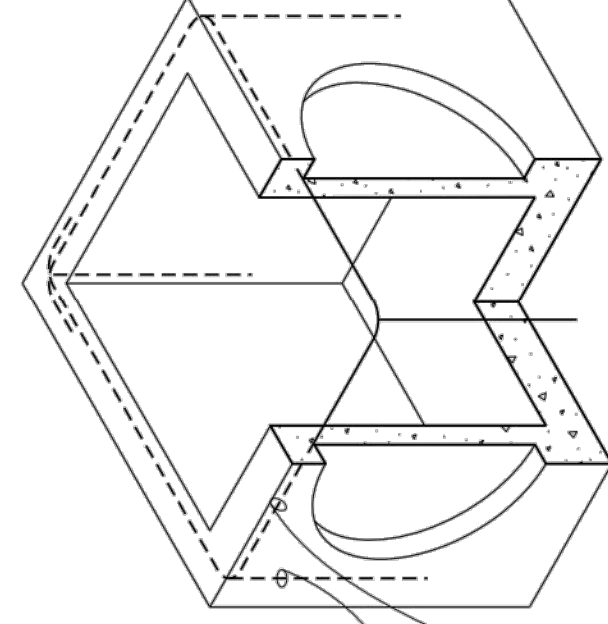
ONE #3 BAR HOOP FOR 6" (IN) HEIGHT
TWO #3 BAR HOOPS FOR 12" (IN) HEIGHT



PRECAST BASE SECTION

#3 BAR EACH CORNER TOP AND BOTTOM

ONE #3 BAR ACROSS BOTTOM



ALTERNATIVE PRECAST BASE SECTION

SEE NOTE 1

Heitman, Julie
Feb 20 2018 12:51 PM



CONCRETE INLET

STANDARD PLAN B-25.60-02

SHEET 1 OF 1 SHEET

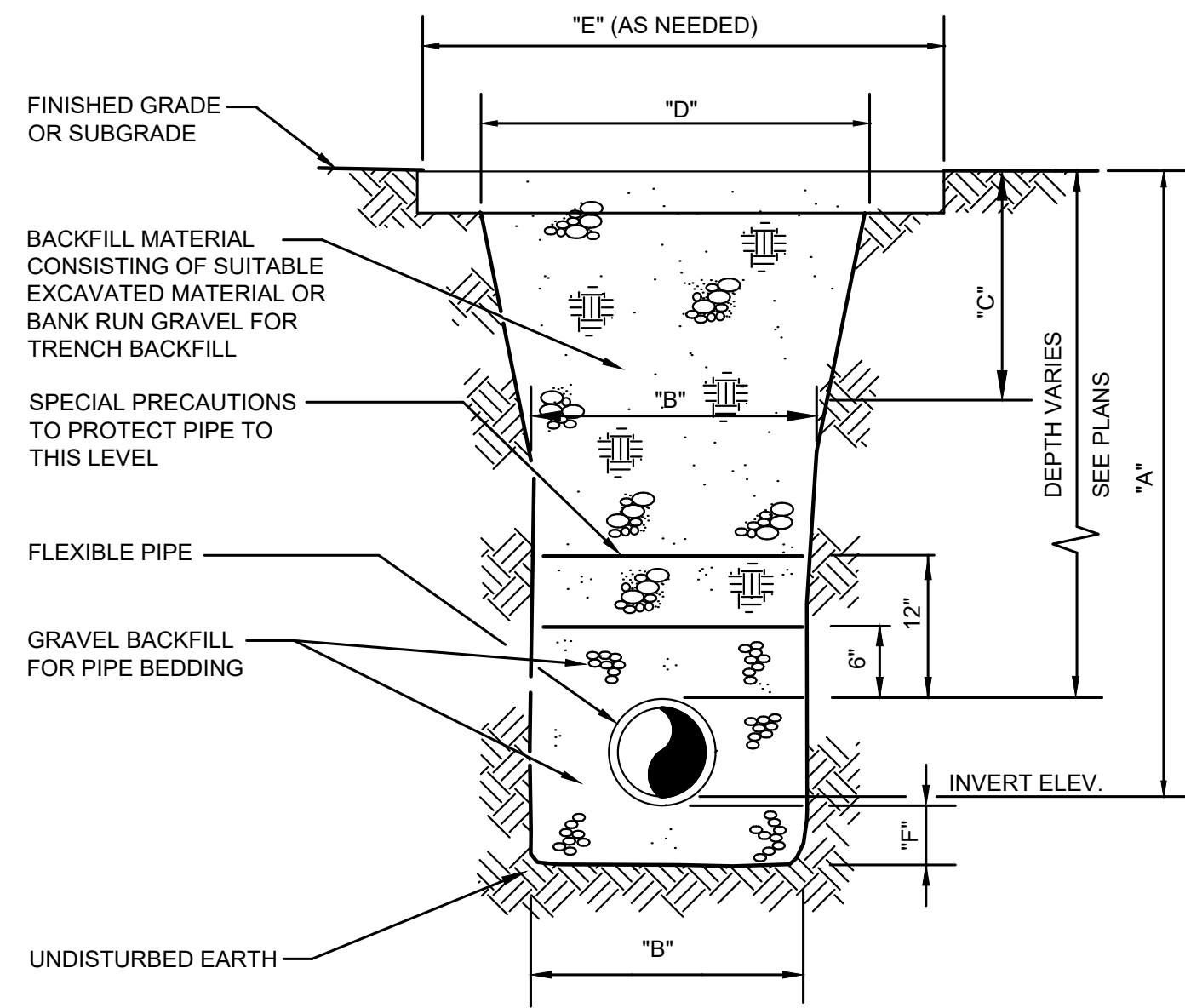
APPROVED FOR PUBLICATION

Computer: JAF
Feb 27 2018 7:43 AM

STATE DESIGN ENGINEER

Washington State Department of Transportation





TRENCH SECTION - FLEXIBLE PIPE
NOT TO SCALE

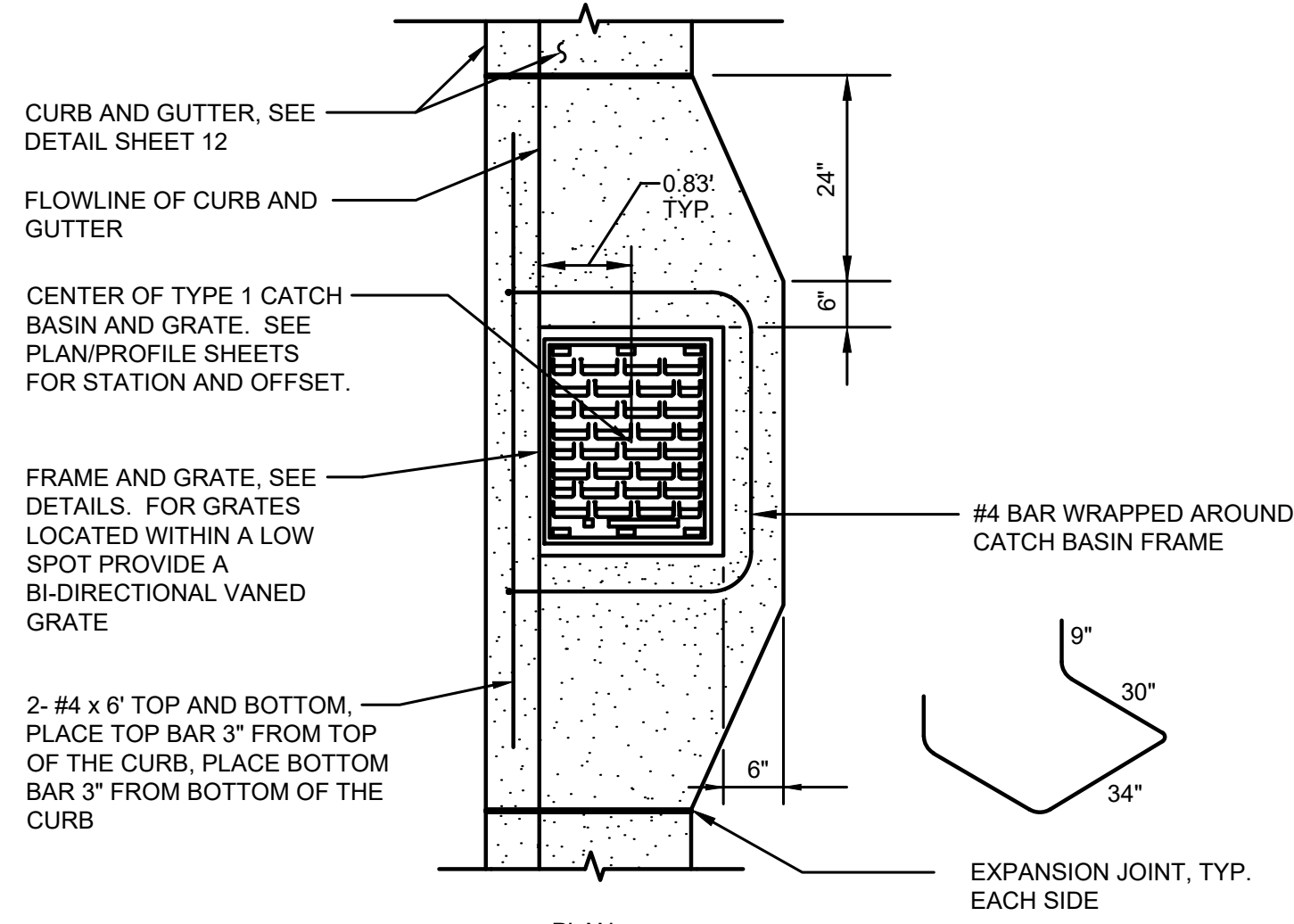
NOTES:

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.

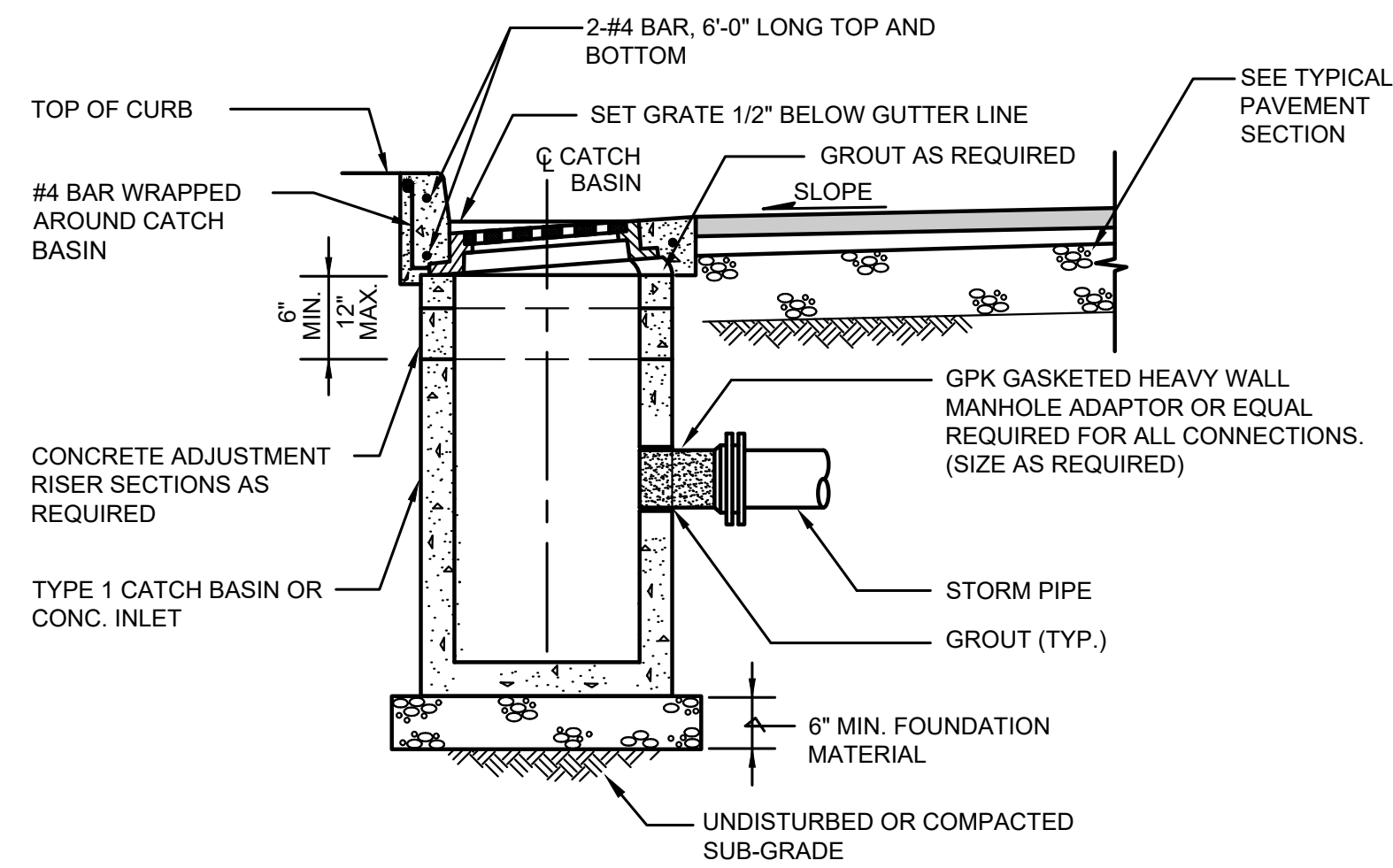
8" & 12" DIAMETER PIPES

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



PLAN

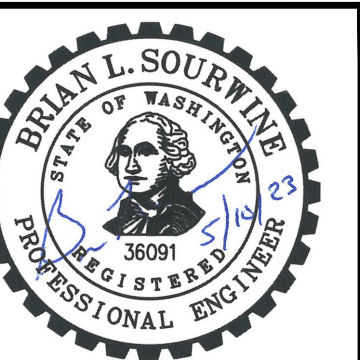


ELEVATION

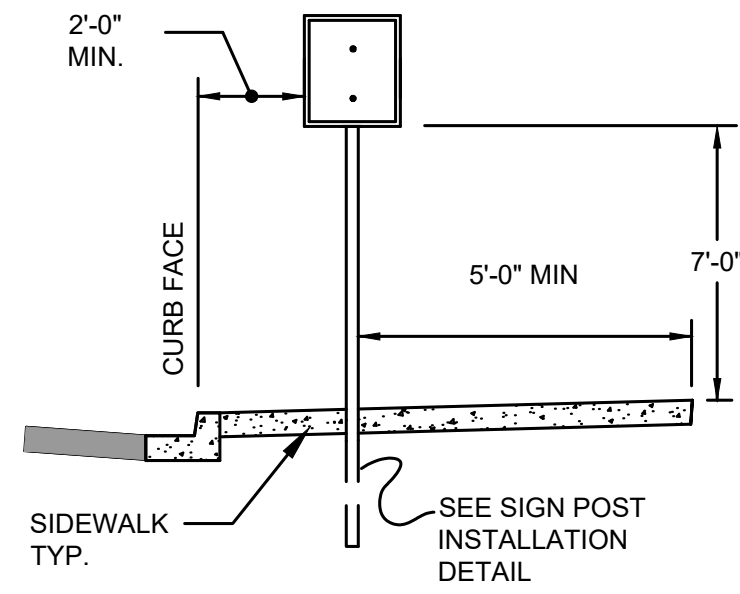
TYPE 1 CATCH BASIN INSTALLATION DETAIL
W/ CURB AND GUTTER
NOT TO SCALE

DATE:	JULY 2023	MB	MB	BS
DRAWN:				
CHECKED:				
APPROVED:				

DATE	APPD	REVISION



m:\Medina\21441 ne 12th street ped improvements\01 design\Plans\sd\Civil\RD-SD.dwg, 7/19/2023 3:53 PM, MICHAEL BALLARD



SIGN LOCATION DETAIL
NOT TO SCALE

CASE 1

NOTES

- Dimensions for the parts used to assemble the base connections are intentionally not shown. Base connections are not to be fabricated in the field. Connections are to be manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are shown on this plan only to illustrate how the parts are assembled.
- For "H1", refer to the Sign Specification Sheet in the Contract.
- A 2" (in) post with a 2 1/4" (in) PSST anchor or a 2 1/4" (in) post with a 2 1/2" (in) PSST anchor may be substituted. See Contract Plans.
- Perforated square steel post shall meet the requirements of **Standard Specification, Section 9-06**.
- Use only base connection manufacturer supplied hardware that meets the requirements of **Standard Specification, Sections 9-06 and 9-28**.

ELEVATION TYPE ST-1 SIGN SUPPORT

ELEVATION TYPE ST-2 SIGN SUPPORT

ELEVATION TYPE ST-3 SIGN SUPPORT

ELEVATION TYPE ST-4 SIGN SUPPORT

VIEW

DETAIL (B)

TABLE

POST SIZE	BURIED DEPTH
2", 2 1/4"	2' - 6"
2 1/2"	3' - 0"

PROFESSIONAL ENGINEER
JOHN C. NISBETT
STATE OF WASHINGTON
REG. NO. 22315

STEEL SIGN SUPPORT TYPES ST-1 - ST-4 STANDARD PLAN G-24.50-05
SHEET 1 OF 1 SHEET

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Aug 7, 2019 11:54 AM
STATE DESIGN ENGINEER

Washington State Department of Transportation

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Aug 5, 2019 1:46 PM
Subscribed: John Nisbett
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PROFESSIONAL ENGINEER

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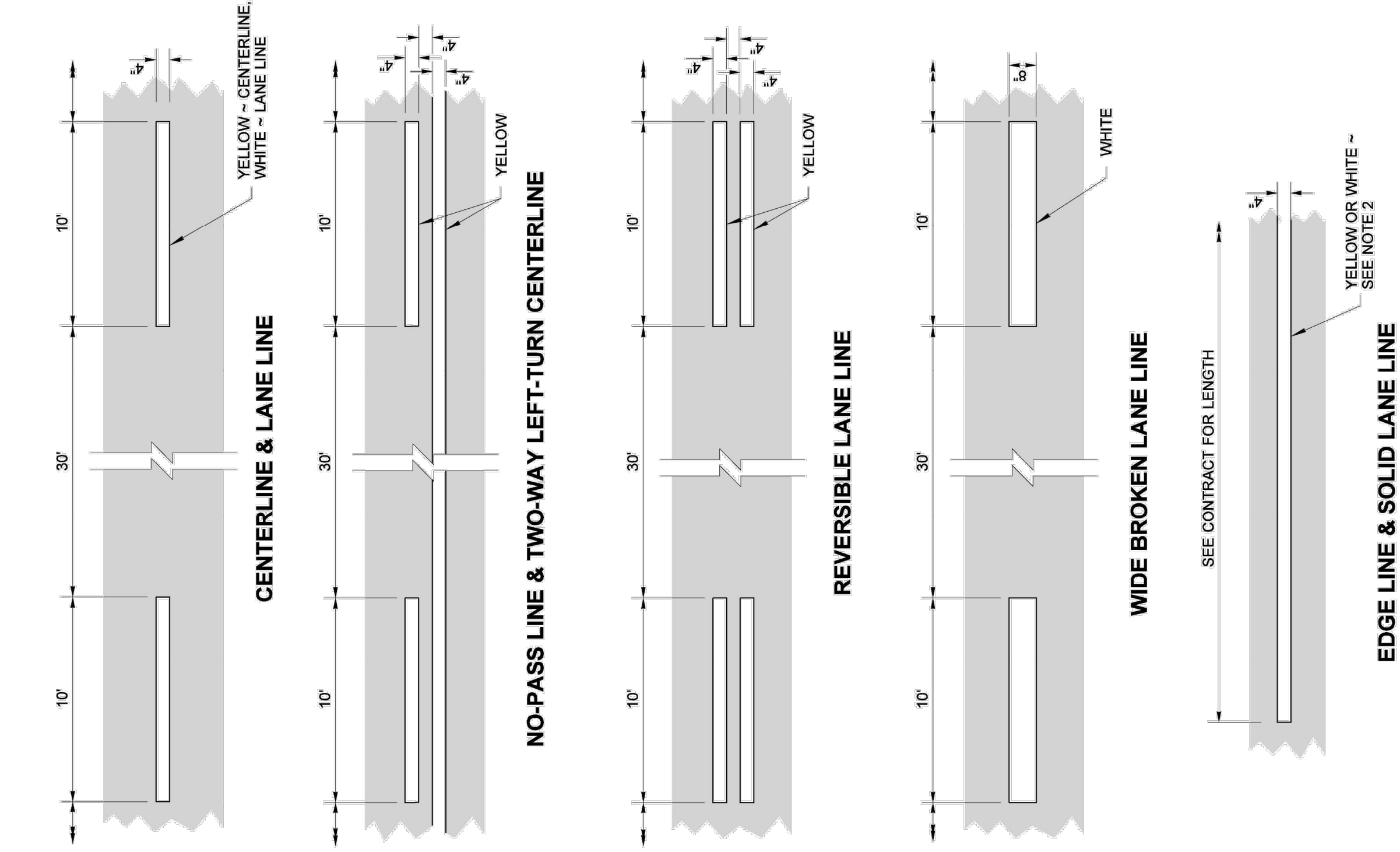
CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
CHANNELIZATION AND SIGNING DETAILS

SHEET: **24**
OF: **29**
JOB NO.: 21441
DWG: CHAN-DET



DATE: JULY 2023
DRAWN: MB
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APPROVED: BS

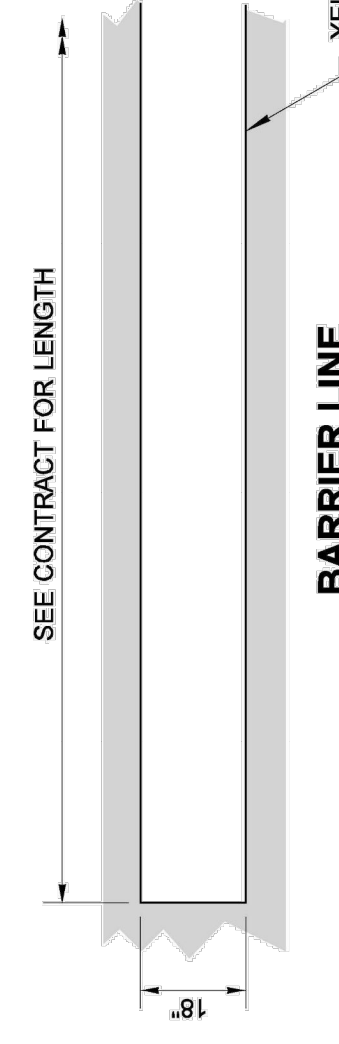
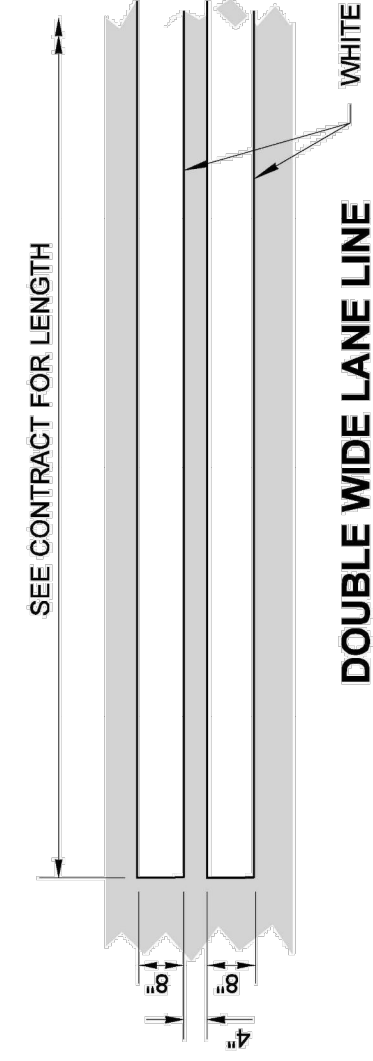
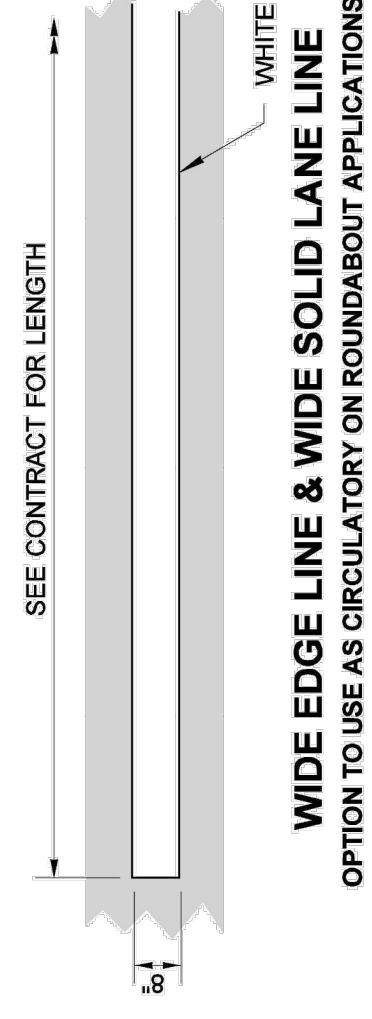
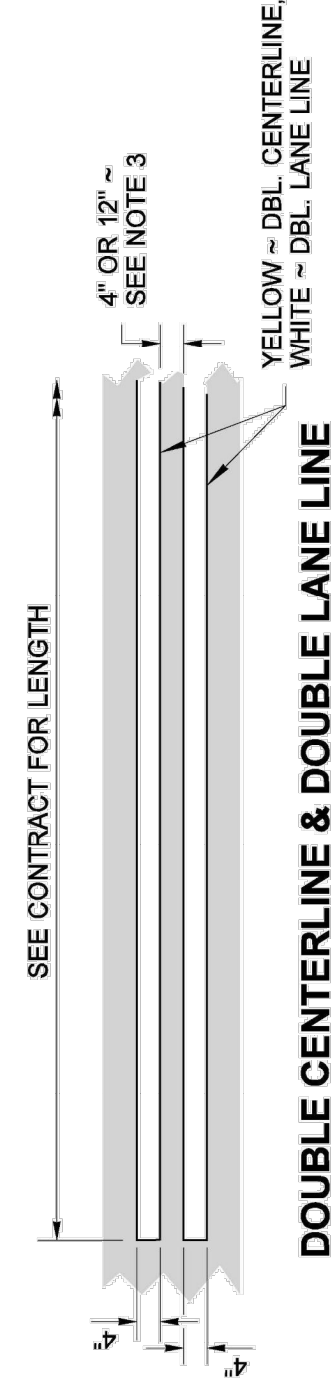
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NOTES

1. Dotted Extension Line shall be the same color as the line it is extending.
2. Edge Line shall be white on the right edge of traveled way, and yellow on the left edge of traveled way (on one-way roadways). Solid Lane Line shall be white.
3. The distance between the lines of the Double Centerline shall be 12" everywhere, except 4" for left-turn channelization and narrow roadways with lane widths of 10 feet or less. Local Agencies (on non-state routes) may specify a 4" distance for all locations.
 The distance between the lines of the Double Lane Line shall be 4".



Aug 1, 2022

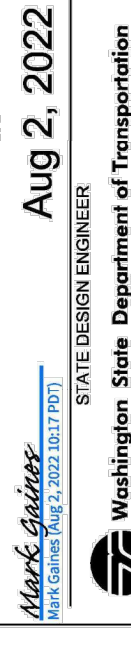
LONGITUDINAL MARKING PATTERNS

STANDARD PLAN M-20.10-04

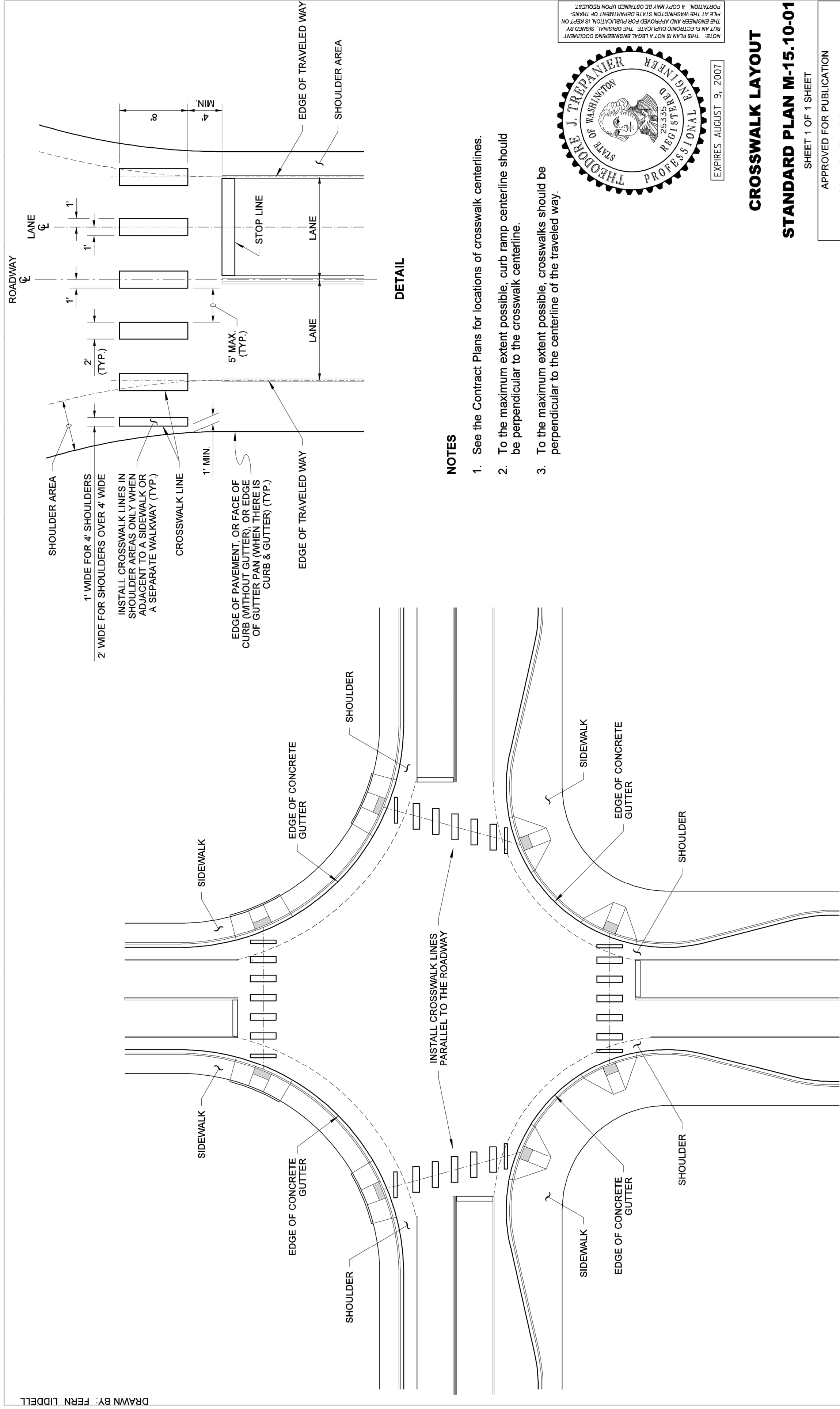
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EXPIRES AUGUST 9, 2007

CROSSWALK LAYOUT

STANDARD PLAN M-15.10-01

SHEET 1 OF 1 SHEET

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02-06-07

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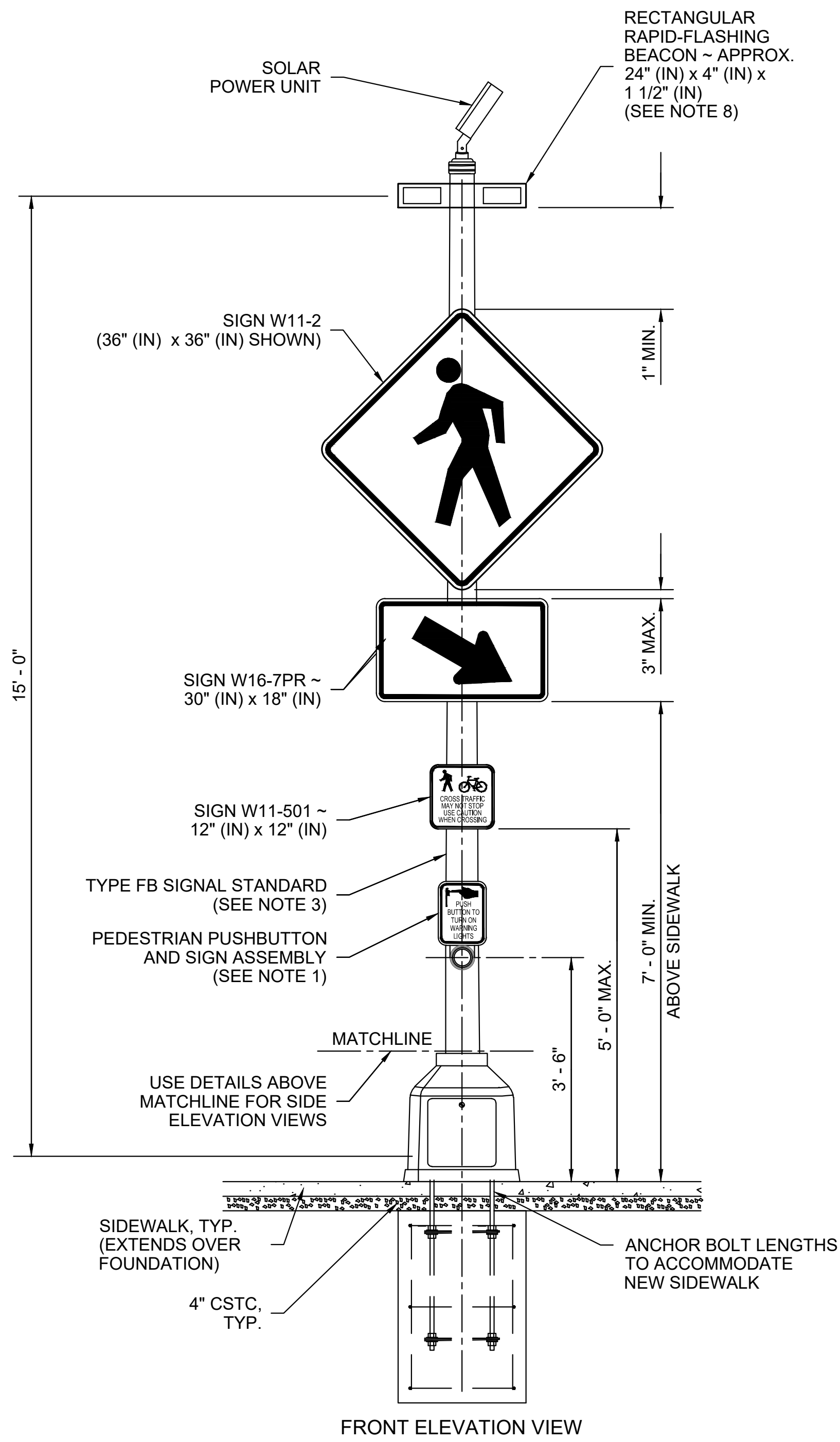
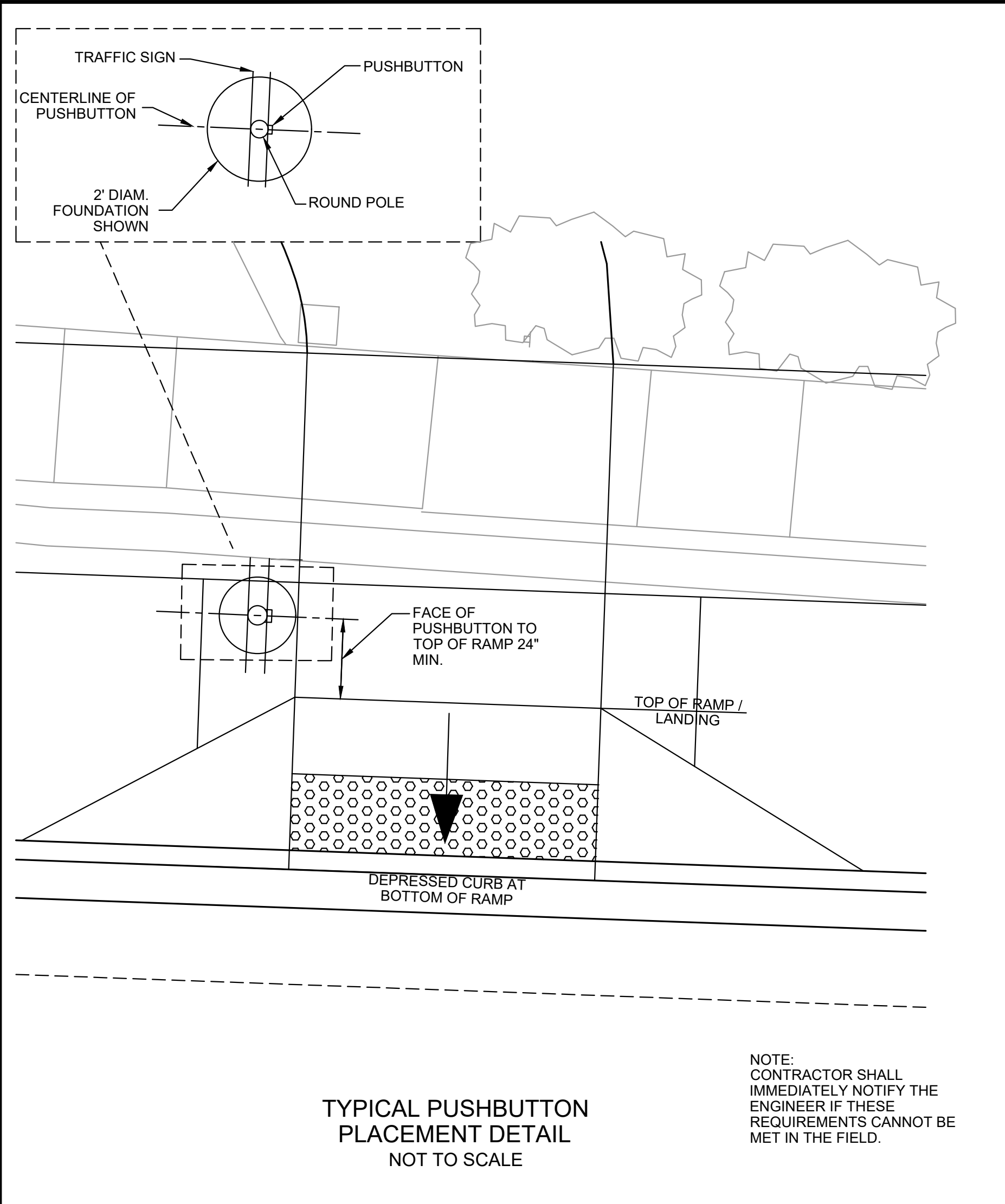


CITY OF MEDINA
 KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
 CHANNELIZATION AND SIGNING DETAILS

SHEET: **25**
 OF: **29**

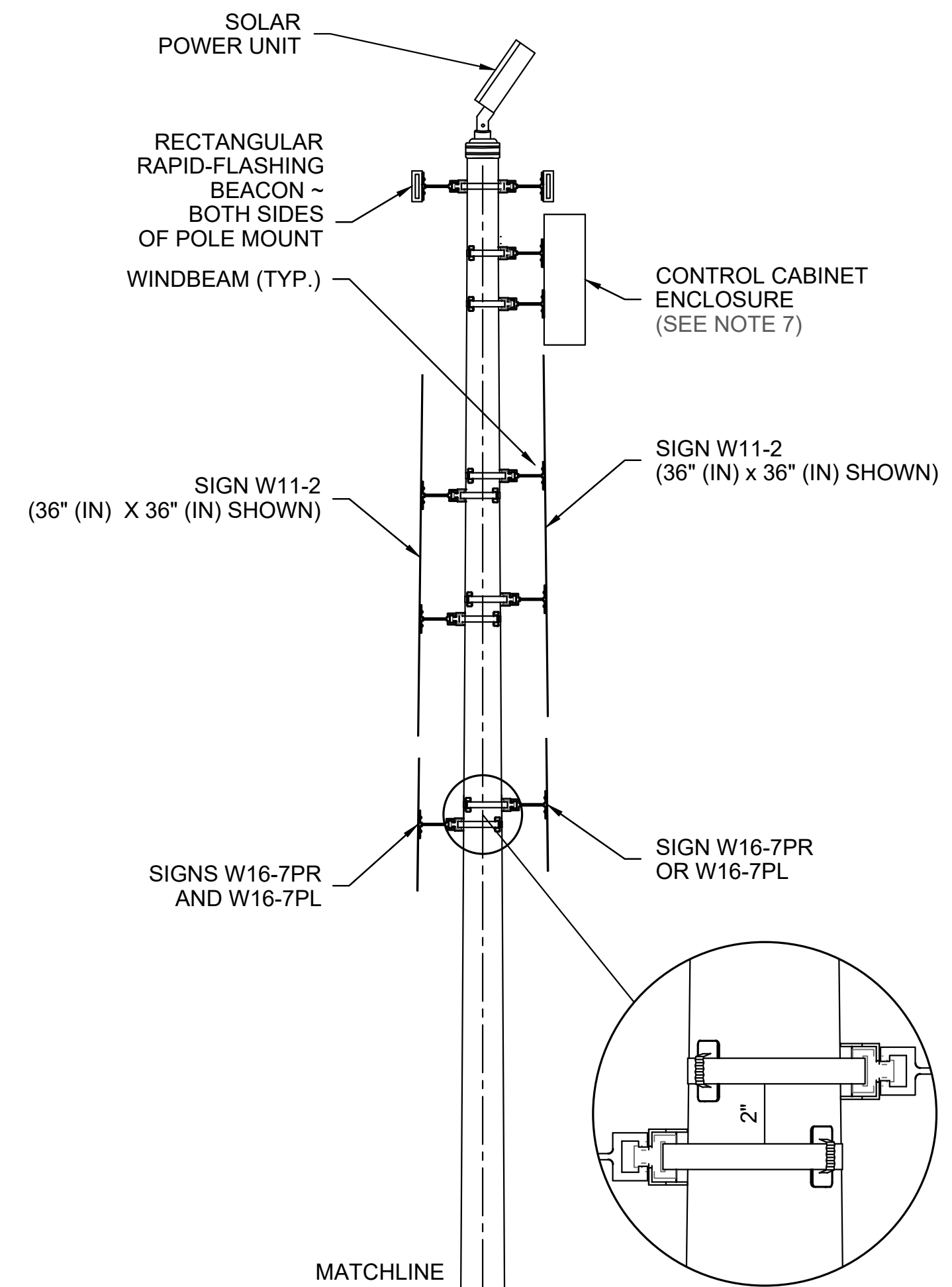
JOB NO.: 21441
 DWG: CHAN-DET

DATE:	JULY 2023	MB	MB	BS
DRAWN:				
CHECKED:				
APPROVED:				



RAPID-FLASHING BEACON
CONCRETE ROUND
FOUNDATION SHOWN (SEE NOTE 2)

RAPID-FLASHING BEACON
RECTANGULAR TYPE
(RRFB)
IS-22 (MOD)



BI-DIRECTIONAL CONFIGURATION
DETAILS



W11-501
(12" x 12")

PEDESTRIAN SYMBOL HEIGHT - 4" (IN)
BICYCLE SYMBOL HEIGHT - 3" (IN)
LETTERS - 1" C
LEGEND - BLACK
BACKGROUND - YELLOW

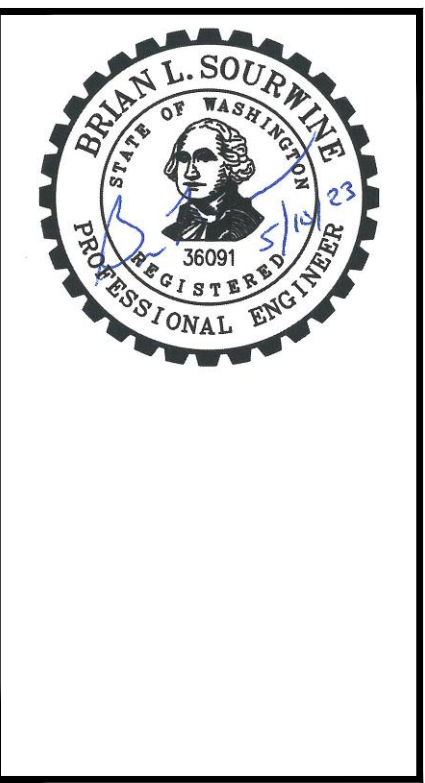
1. PEDESTRIAN PUSHBUTTON AND SIGN ASSEMBLY - MAY BE SEPARATE PARTS. USE 9" (IN) X 12" (IN) R10-25 SIGN IN ACCORDANCE WITH 2009 MUTCD.
2. SEE WSDOT STANDARD PLAN J-21.10 FOR SIGNAL STANDARD FOUNDATION DIMENSIONS, REINFORCING, AND ANCHOR BOLT ASSEMBLY REQUIREMENTS..
3. TAPERED STEEL SHAFT. POLE SHALL BE HOT DIP GALVANIZED PER AASHTO M111 (AS NOTED IN WSDOT STANDARD PLAN J-21.16).
4. VACANT.
5. SEE WSDOT STANDARD PLAN G-30.10 FOR SIGN INSTALLATION ON SIGNAL STANDARD DETAILS.
6. TERMINATE RFB CONNECTIONS PER MANUFACTURER'S RECOMMENDATION.
7. CONTROL CABINET ENCLOSURE SHALL BE SIZED BY THE RFB MANUFACTURER. THE CONTROL CABINET SHALL BE MANUFACTURED PER TERMINAL CABINET REQUIREMENTS OF STANDARD SPECIFICATION SECTION 9-29.25.
8. BEACON ASSEMBLY SHALL BE MOUNTED ON THE SIDE OF THE POLE.
9. VACANT
10. FOR POSTED SPEEDS OF 35 MPH OR LOWER, THE W11-2 SIGNS SHALL BE 36" x 36".

m:\Medina\21441 ne 12th street ped improvements\01 design\Plan\set\Civil\LEC-DET.dwg, 7/18/2023 3:53 PM, MICHAEL BALLARD

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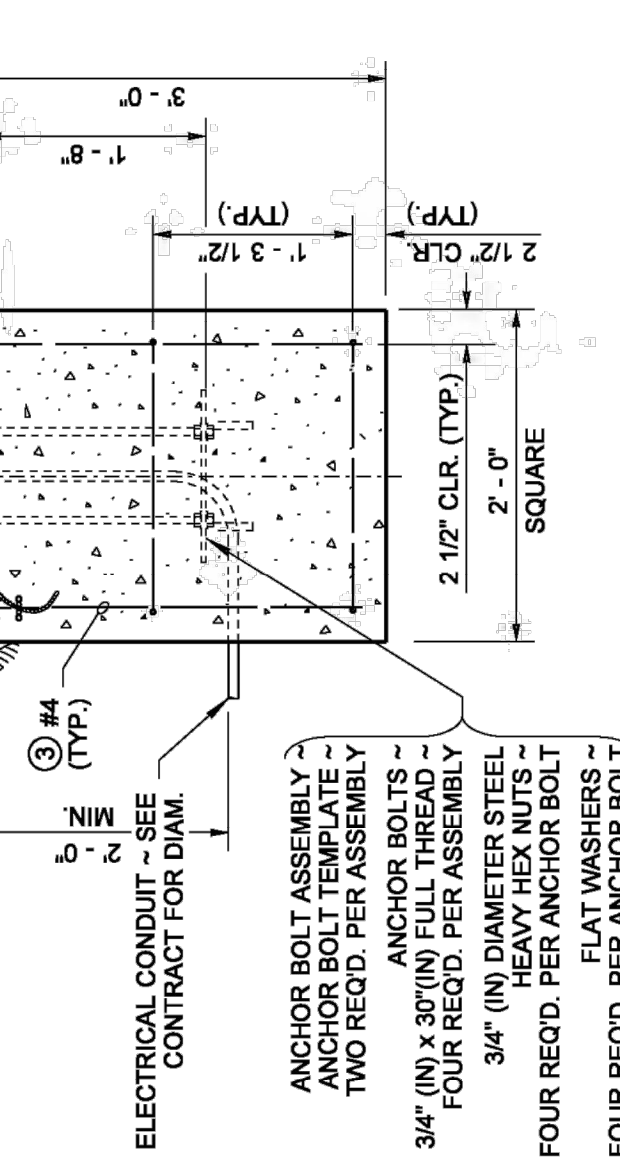
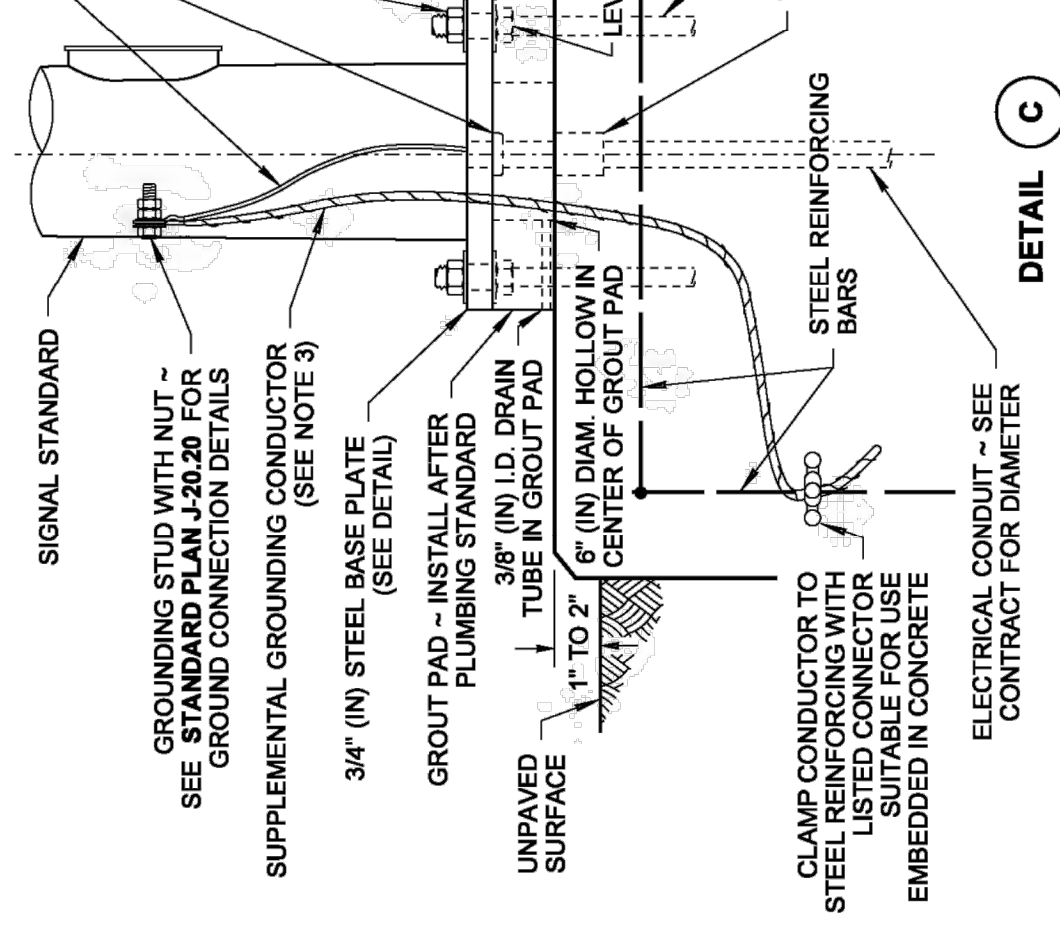
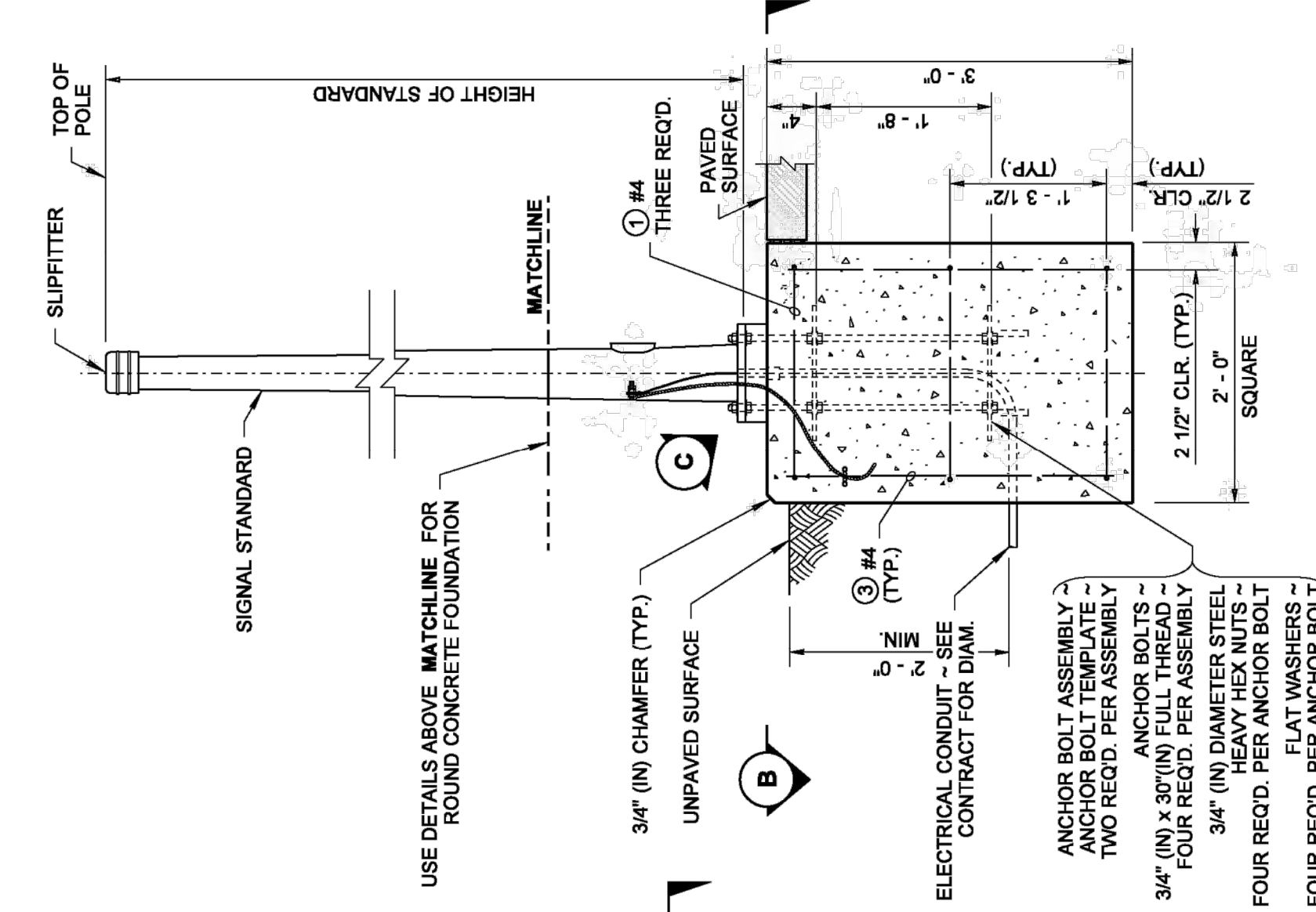
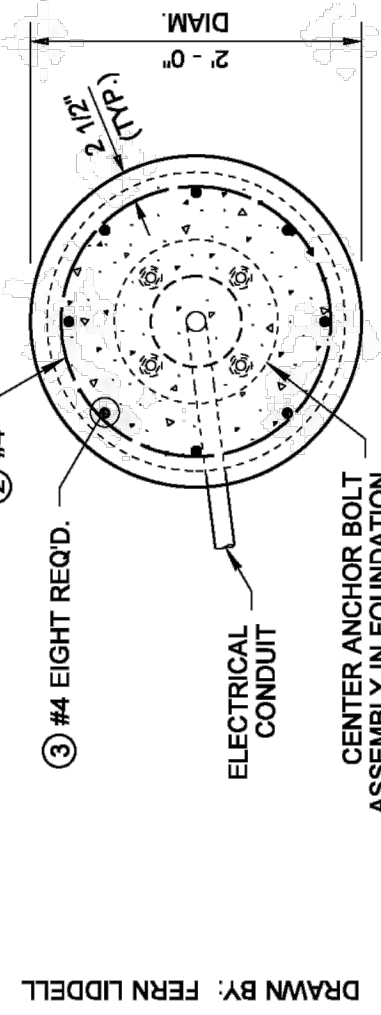
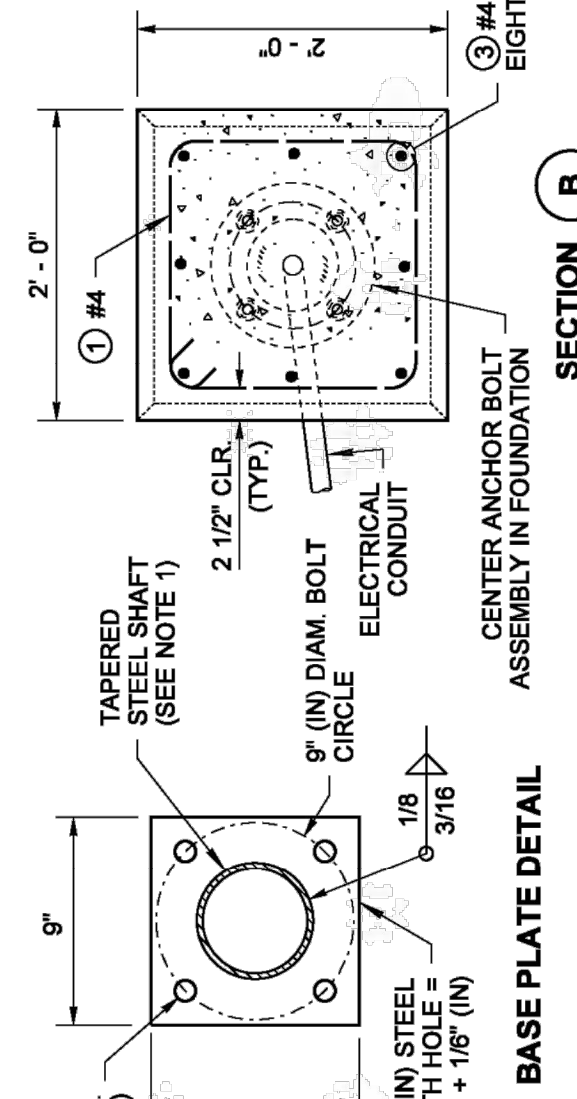
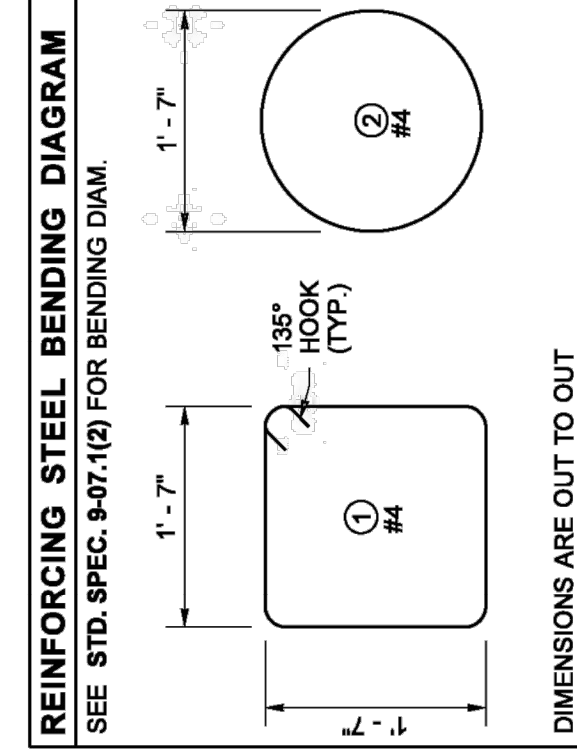
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DRAWN:	MB
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APPROVED:	BS

NO.	REVISION	DATE	APPD.



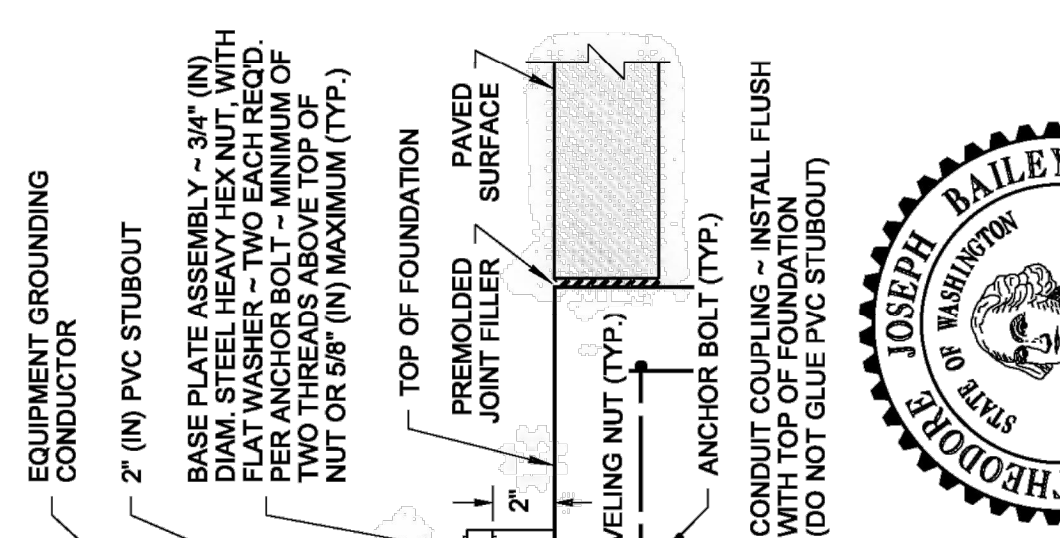
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KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN
IMPROVEMENTS - REBID
ELECTRICAL DETAILS

SHEET:	26
OF:	29
JOB NO.:	21441
DWG/LEC-DET	



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- NOTES**
- Clamping bolts shall be tightened to 50 ft-lbs max. torque. After state inspection, burr threads to prevent nut rotation. DO NOT OVERTIGHTEN.
 - The final height of the Anchor Bolts shall be below the top of the slip plate assembly to ensure proper function of the slip base.
 - Supplemental grounding conductor shall be non-insulated #4 AWG stranded copper and shall be clamped to vertical rebar with a connector suitable for use embedded in concrete. Provide 3" - 0" min. slack. Attach to pole grounding stud with a full circle crimp-on connector (crimped with a manufacturer recommended crimper).
 - Junction box serving the Standard shall preferably be located 5' - 0" (0" Max.) from the Standard.
 - Provide cable tie at wiring entering the junction box (for slip base installations only) - See Detail A, Standard Plan J-28.70.
 - Keeper Plate shall not extend beyond the edges of the pole base plate.



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TYPE PS, TYPE 1, RM & FB SIGNAL STANDARD FOUNDATION DETAILS
STANDARD PLAN J-21.10-04
SHEET 1 OF 2 SHEETS

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R. W. B. B. B.
STATE OF WASHINGTON
No. 35920
Jun 26 2014 12:12 PM

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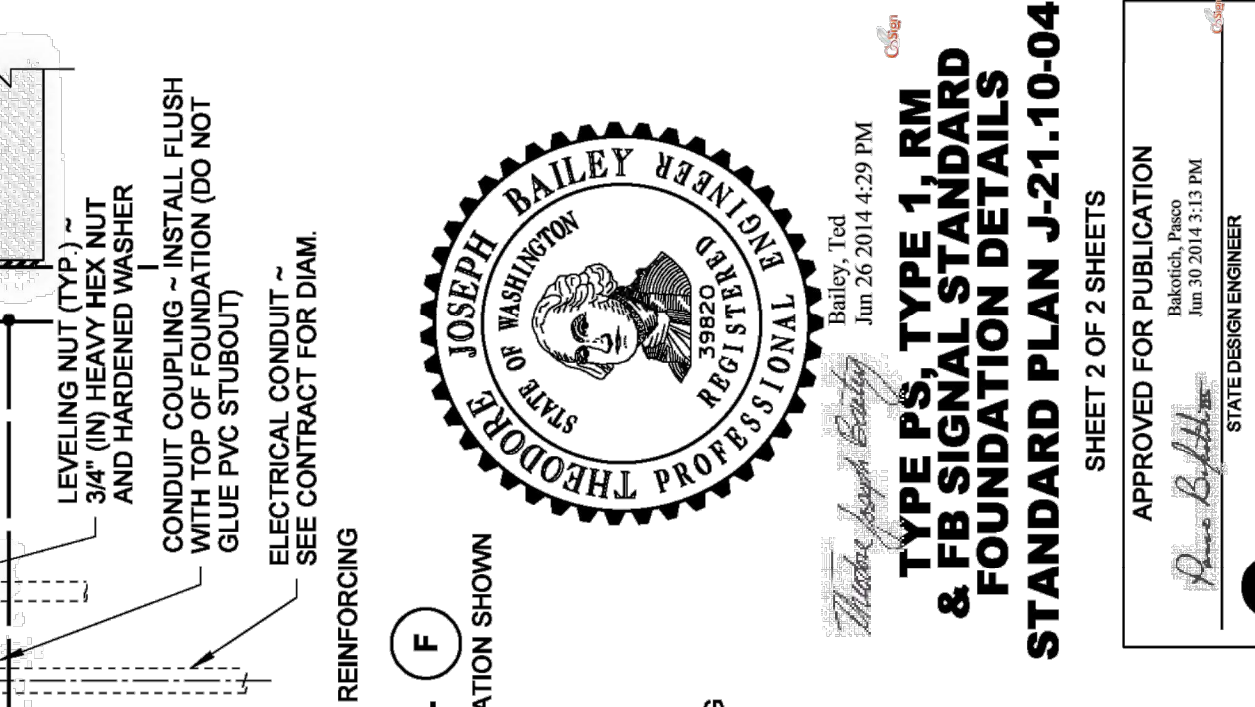
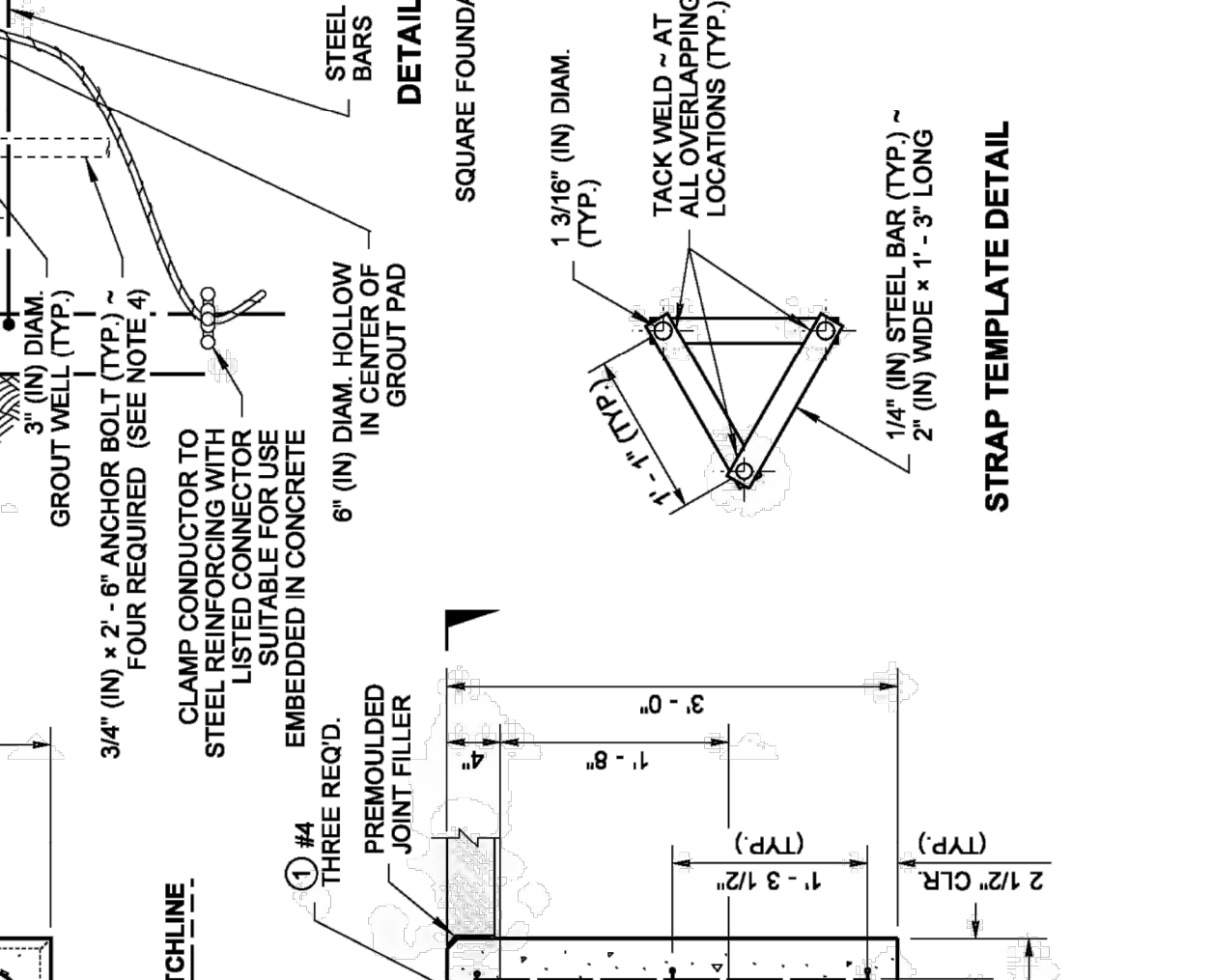
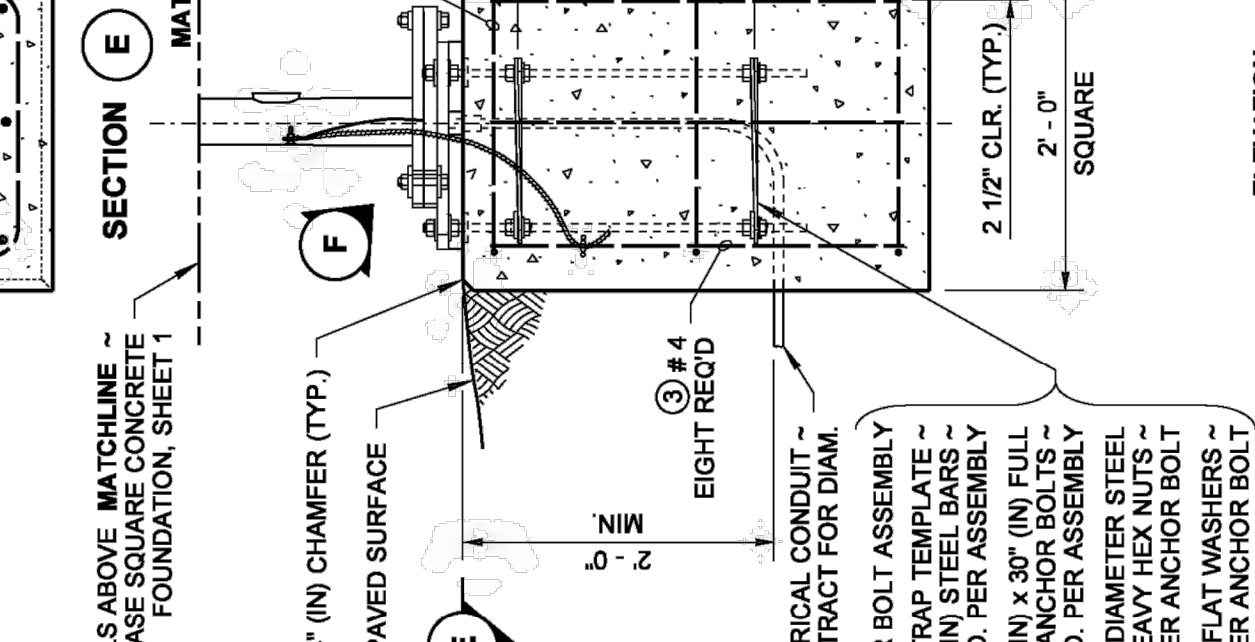
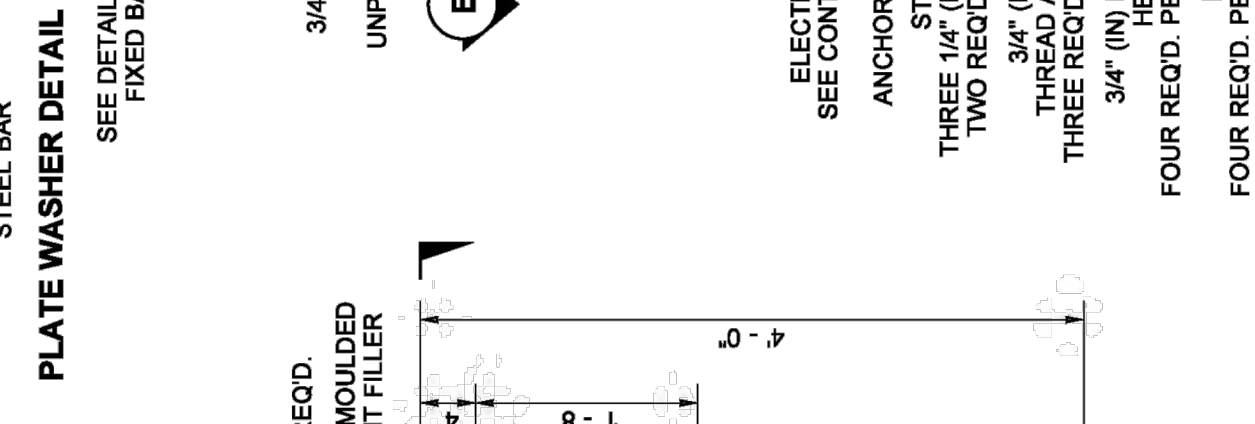
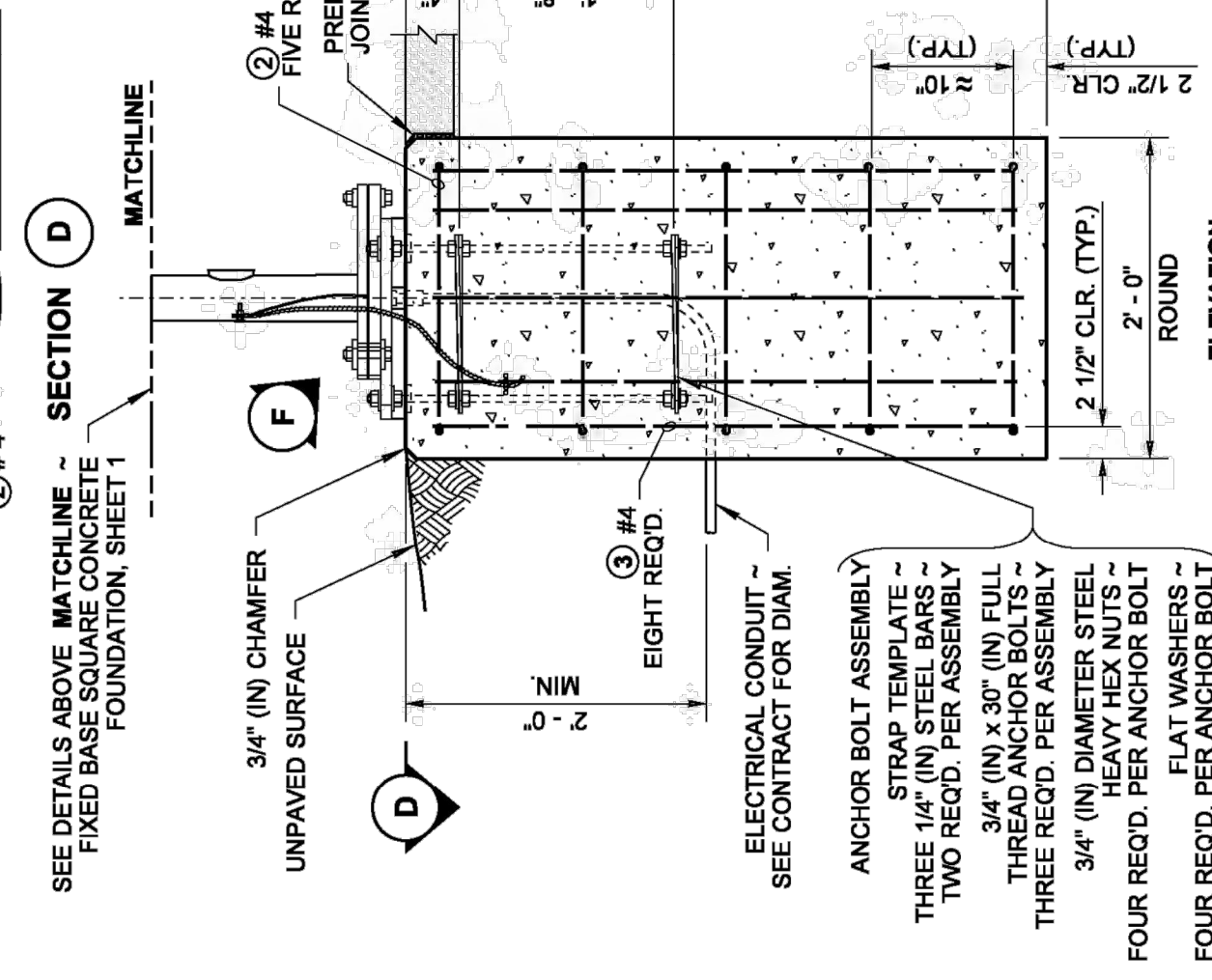
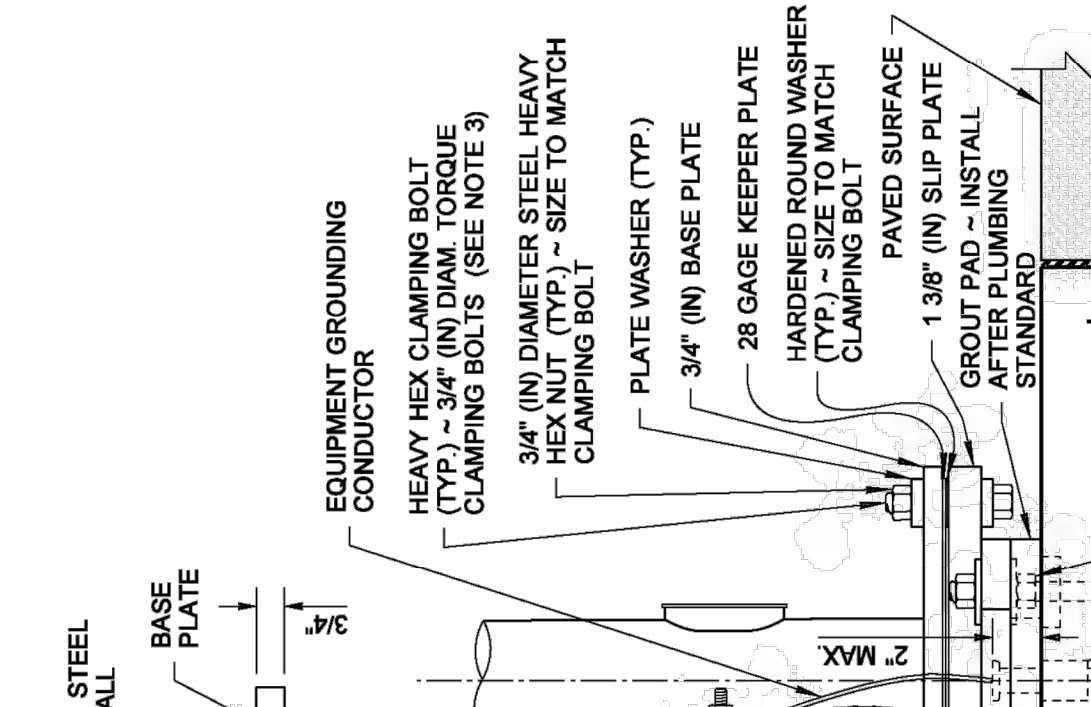
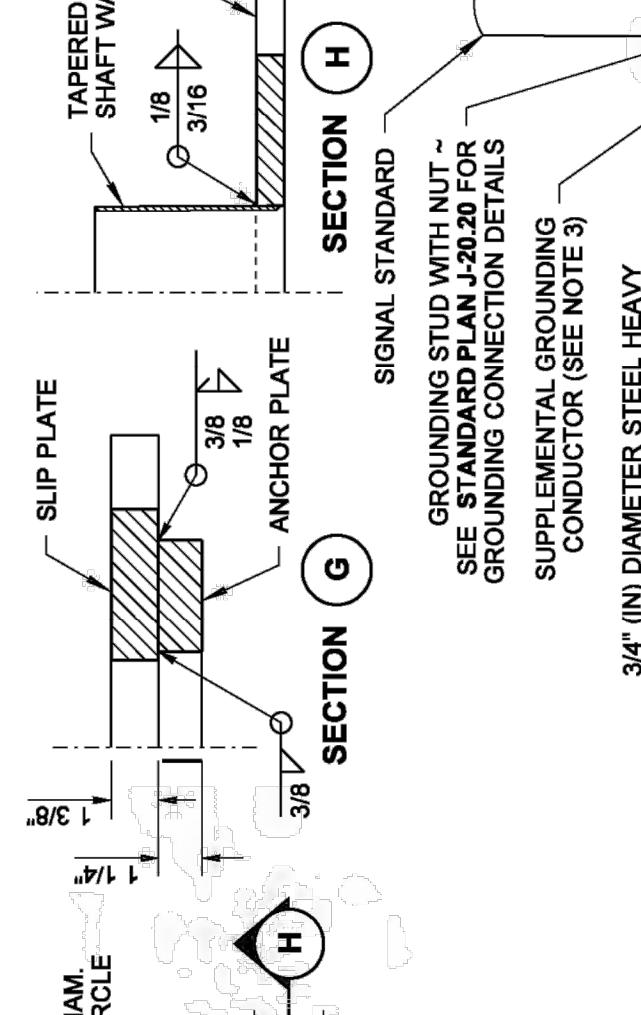
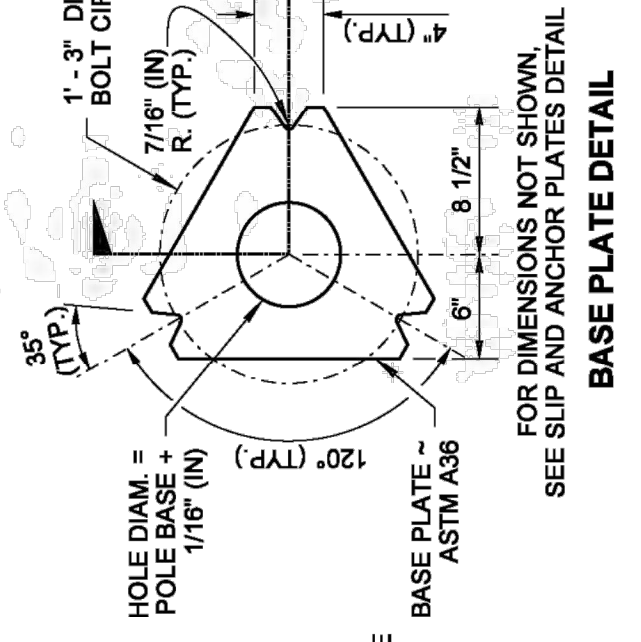
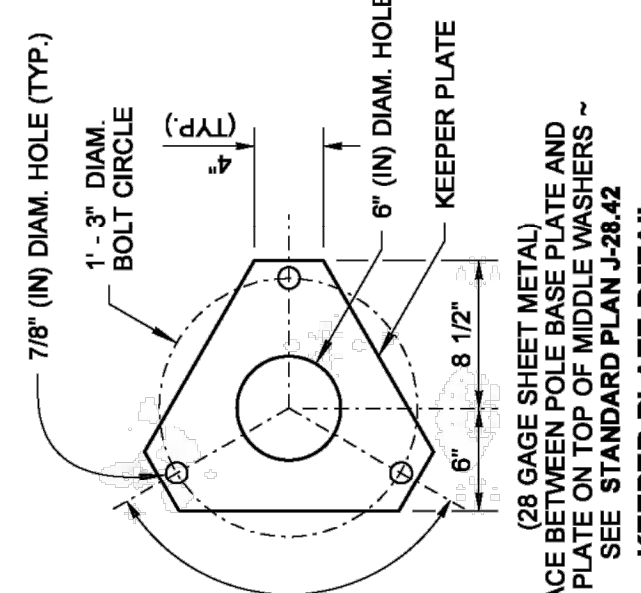
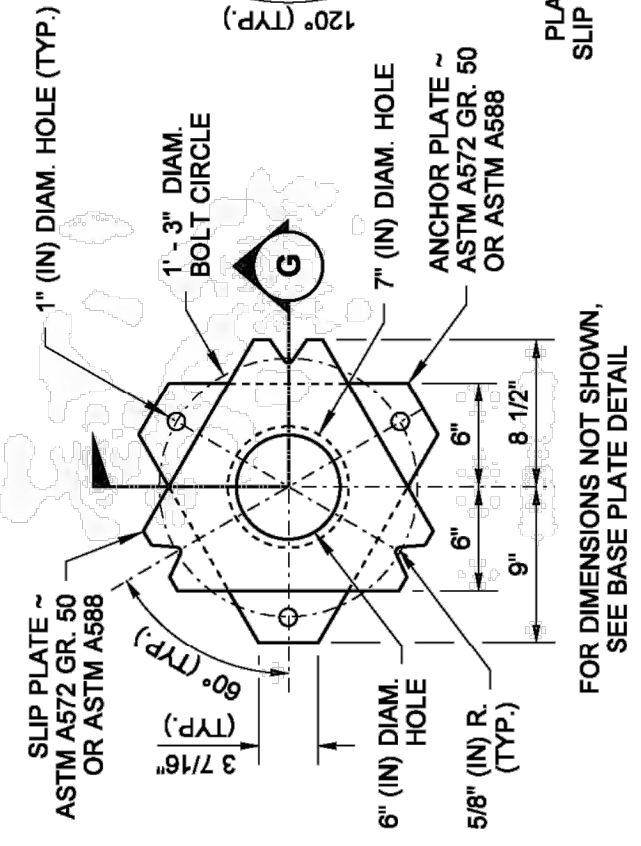
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STATE OF WASHINGTON
No. 35920
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TYPE PS, TYPE 1, RM & FB SIGNAL STANDARD FOUNDATION DETAILS
STANDARD PLAN J-21.10-04
SHEET 1 OF 2 SHEETS

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No. 35920
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CITY OF MEDINA
KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
ELECTRICAL DETAILS

SHEET: **27**
OF: **29**

JOB NO.: 21441
DWG/ELEC-DET

DATE:	JULY 2023	MB	MB	BS
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BRIAN L. SOURDIS
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No. 36091
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SEATTLE, WASHINGTON 98144 • (206) 294-0960

SIGN SPACING = X (1)

RURAL ROADS & URBAN ARTERIALS	35' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25' / 30 MPH
URBAN STREETS	25 MPH OR LESS

(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
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

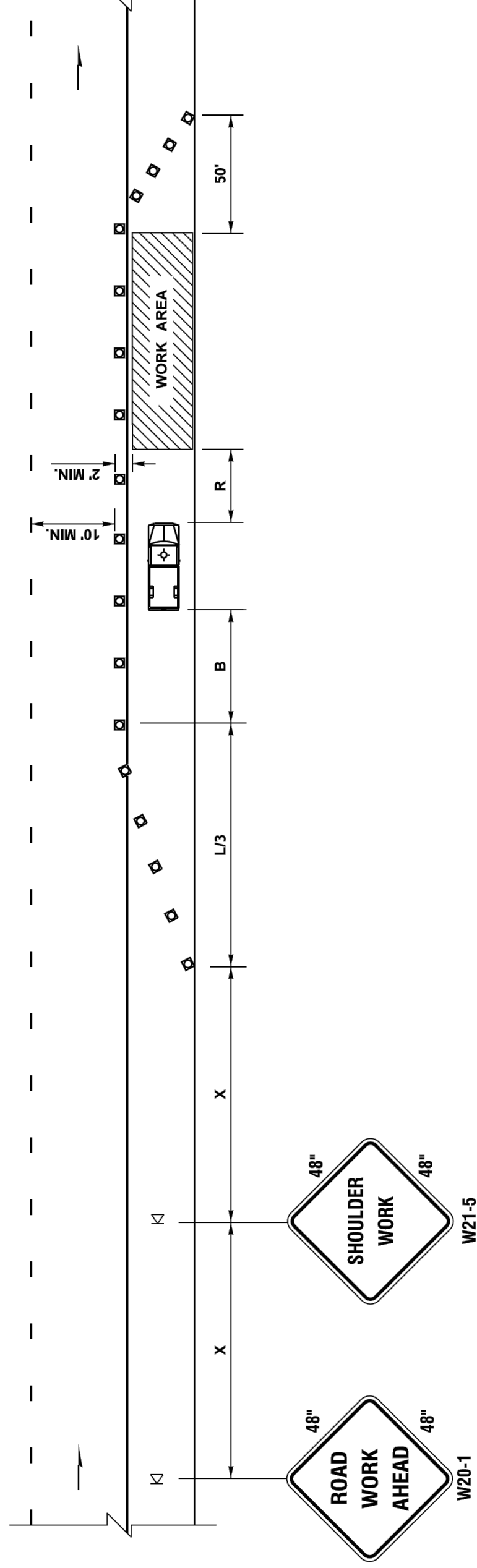
HOST VEHICLE WEIGHT		HOST VEHICLE WEIGHT	
9,900 TO 22,000 lbs.		> 22,000 lbs.	
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH
100'	123'	172'	74'

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

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

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

NOT TO SCALE

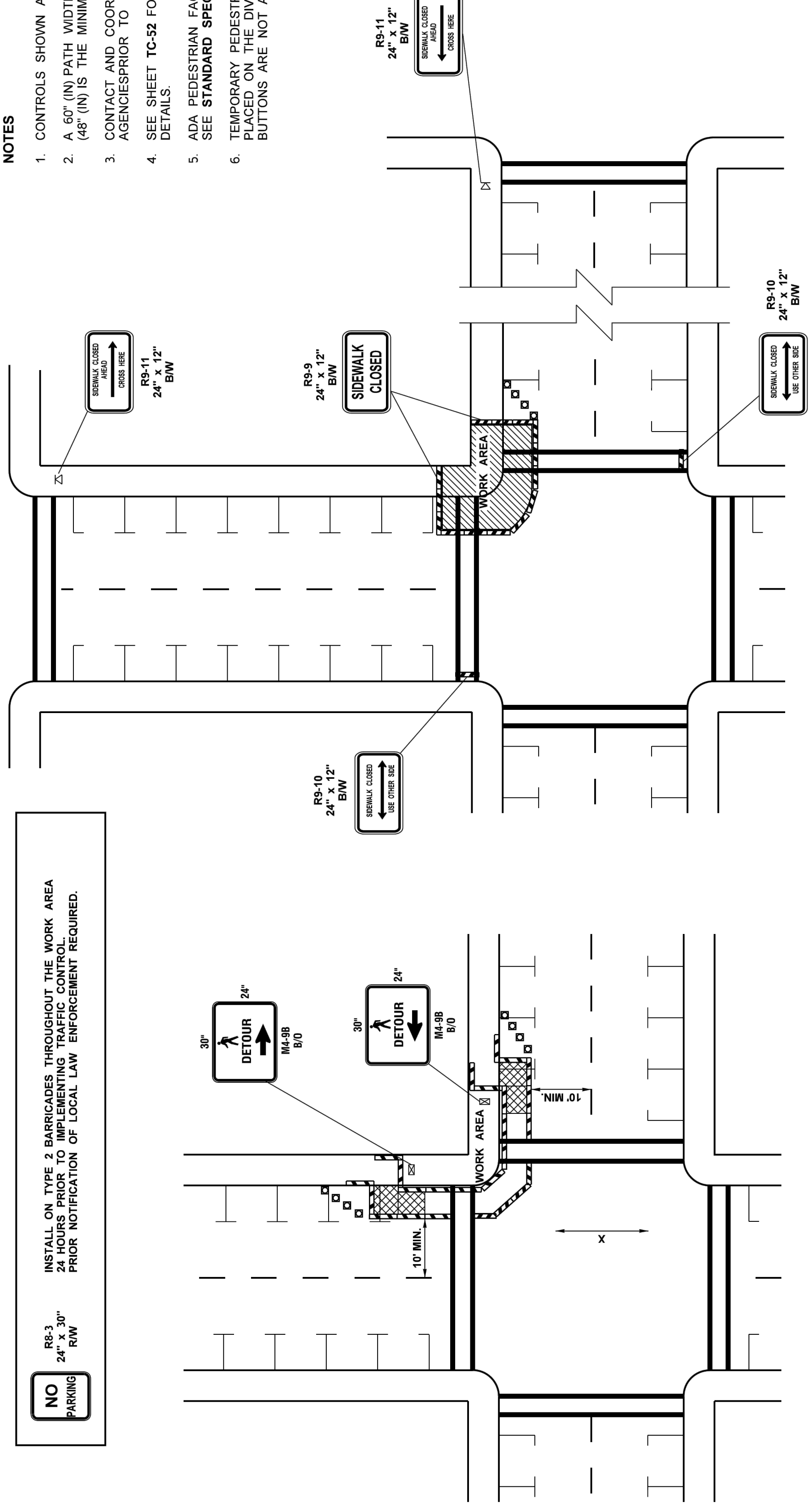
NOTES

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-Standard2-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
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DATE	1/29/2018	JOB NUMBER		CONTRACT NO.	LOCATION NO.	
DESIGNED BY	lliddefr					
PLOTTED BY	lliddefr					
ENTERED BY						
CHECKED BY						
PROJ ENGR						
REGIONAL ADM.						

NO PARKING
 RS-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.



LEGEND

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

INTERSECTION PEDESTRIAN TRAFFIC CONTROL

NOT TO SCALE

FILE NAME	S:\Design R P& S\4-Standard2-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
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DESIGNED BY	lliddefr					
PLOTTED BY	lliddefr					
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CHECKED BY						
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REGIONAL ADM.						

CITY OF MEDINA
 KING COUNTY WASHINGTON
NE 12TH STREET PEDESTRIAN IMPROVEMENTS - REBID
 TRAFFIC CONTROL DETAILS



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