CITY OF REDMOND, WASHINGTON

APPROVED BY: RON GRANT
CITY ENGINEER

REVISION DATE: MARCH 01, 2012

STANDARD DETAILS

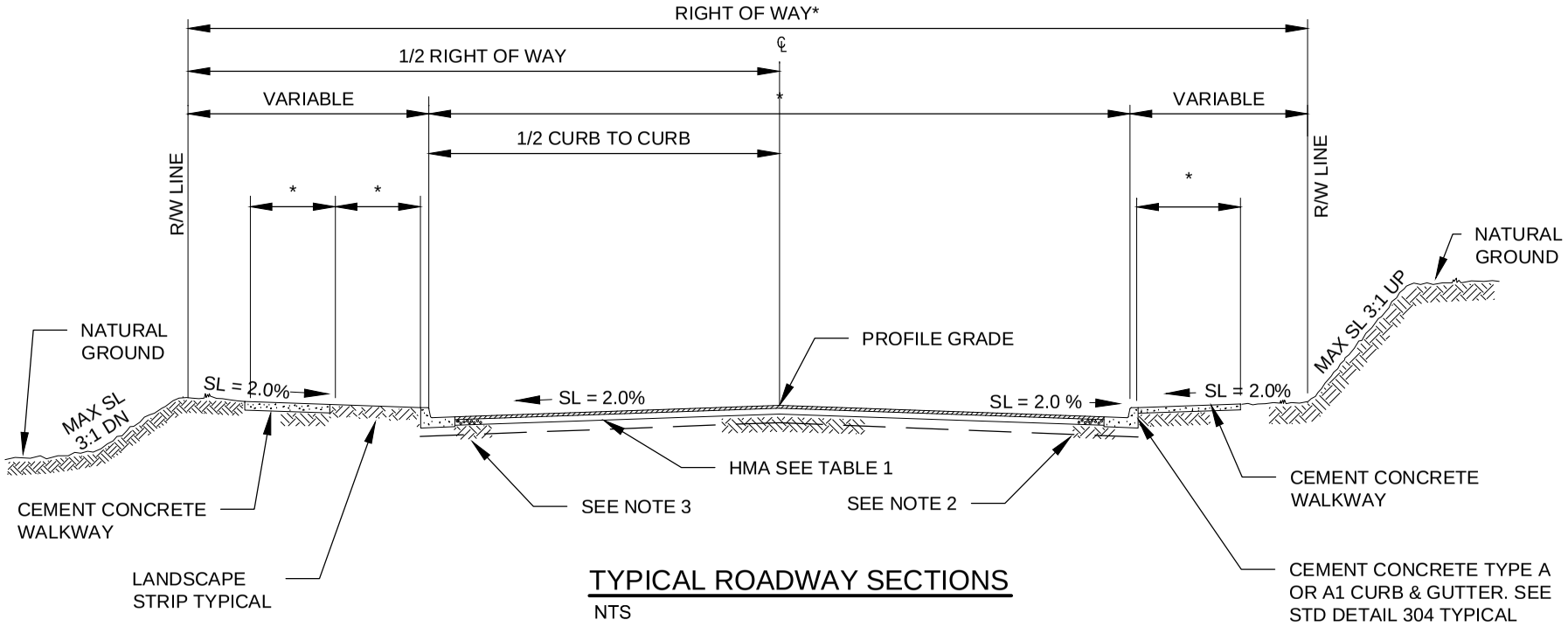
TYPICAL ROADWAY SECTIONS

FILE NAME: SD301.DWG

DETAIL NUMBER: 301

TABLE 1- DEPTHS (1)			
	HMA CLASS 1/2" PG 64-22 (IN.)	HMA CLASS 1" PG 64-22 (IN.)	CONCRETE
ARTERIAL	4	5	9
LOCAL ACCESS (PUBLIC)	7	0	6
COMMERCIAL/INDUSTRIAL	4	5	9
PRIVATE STREET/PARKING LOT	3	NOTE 2	6

* SEE REDMOND ZONING CODE

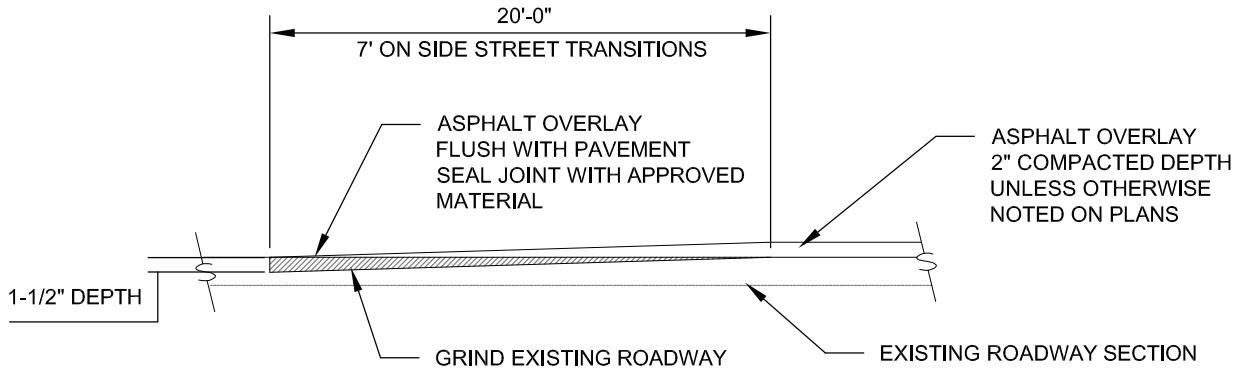


TYPICAL ROADWAY SECTIONS

NTS

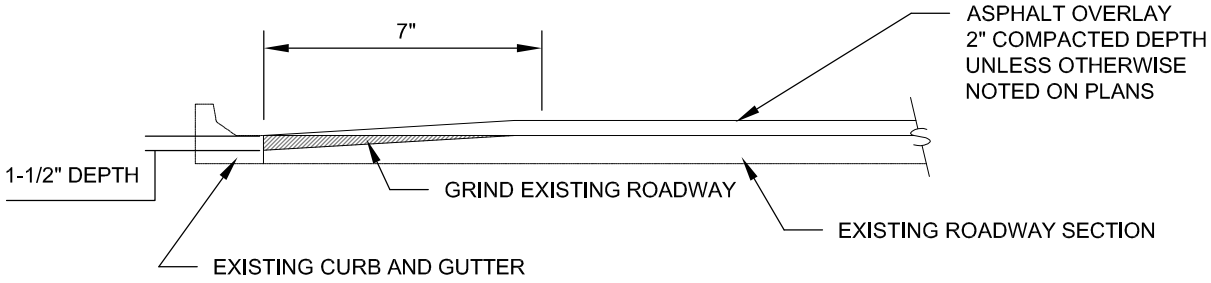
NOTES:

1. PAVEMENT DEPTHS FROM APPENDIX 20D-3, COMMUNITY DEVELOPMENT GUIDE.
2. 4 INCH OF 1-1/4 INCH MINUS CRUSHED ROCK BASE COURSE PER WSDOT STANDARD SPEC 9-03.9(3).
3. SUBGRADE SHALL BE COMPACTED TO 95% DENSITY AS DETERMINED BY MODIFIED PROCTOR ASTM D 1557. GRAVEL BASE MAY BE REQUIRED PENDING SOIL CONDITIONS. A SOILS REPORT PREPARED BY A REGISTERED PROFESSIONAL ENGINEER SHALL CERTIFY THAT THE ABOVE SECTION IS ACCEPTABLE.
4. CONCRETE PAVEMENT SHALL MEET WSDOT STANDARD SPEC 5-05. FINISH SURFACE BY TEXTURING WITH COMB PERPENDICULAR TO CENTER LINE OF PAVEMENT PER WSDOT STANDARD SPEC 5-05.3(11).
5. FRANCHISE AND DRY UTILITIES SHOULD BE LOCATED IN EASEMENTS OUTSIDE RIGHT-OF-WAY.



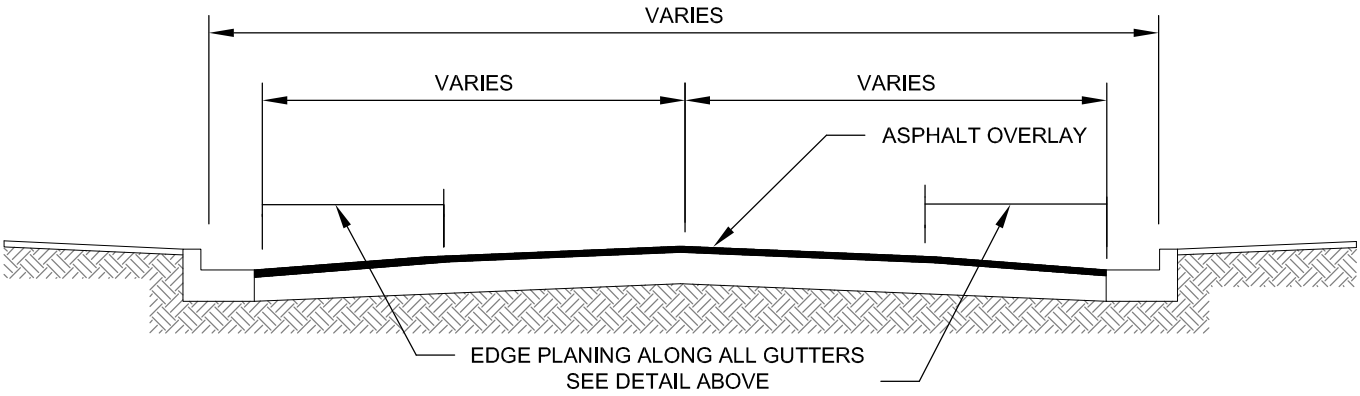
BUTT JOINT DETAIL

NTS



EDGE PLANING DETAIL

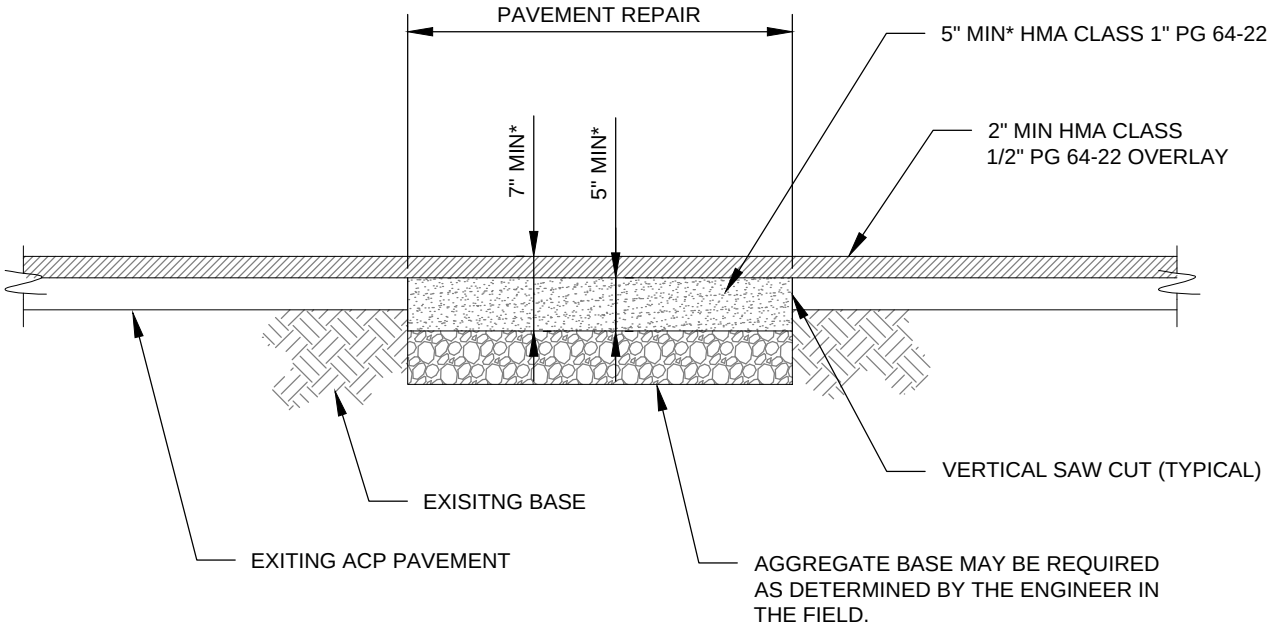
NTS



TYPICAL OVERLAY DETAIL

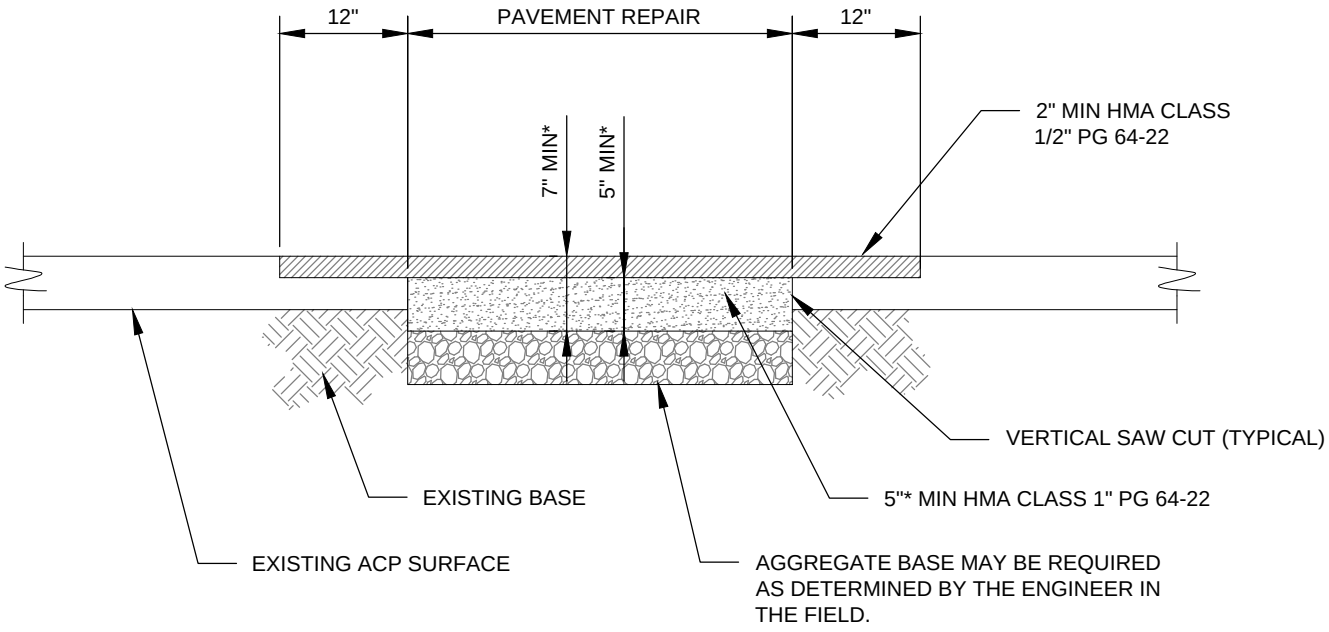
NTS

CITY OF REDMOND, WASHINGTON			STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	**PAVEMENT PLANING DETAILS**
REVISION DATE: MARCH 01, 2010			FILE NAME: SD302.DWG | DETAIL NUMBER: **302**



TYPICAL PAVEMENT REPAIR DETAIL WITH OVERLAY

NTS



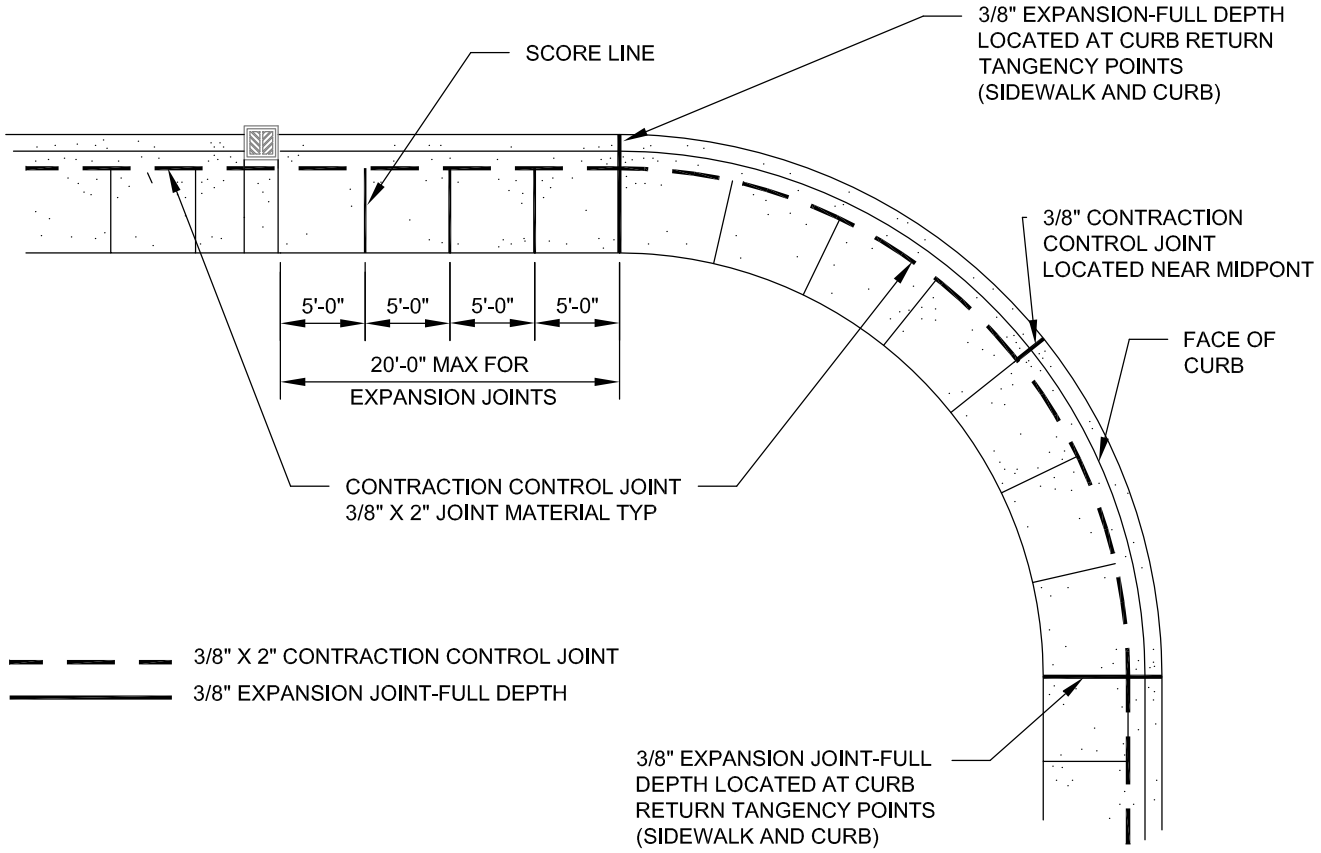
TYPICAL PAVEMENT REPAIR DETAIL

NTS

NOTE:

* SEE TYPICAL ROADWAY SECTIONS STANDARD DETAIL #301 FOR PAVEMENT DEPTHS.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			PAVEMENT REPAIR DETAILS
REVISION DATE: MARCH 01, 2012			FILE NAME: SD302A.DWG / DETAIL NUMBER: 302A



PLAN VIEW

NTS

NOTES:

1. SCORE LINE SHALL BE 1/4 INCH DEEP V-GROVE.
2. JOINTS SHALL MATCH THE CURB.
3. SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 8-14 OF THE STANDARD SPECIFICATIONS AND AS SHOWN ON THE STANDARD DETAILS
4. SIDEWALK SHALL BE 6 INCH MINIMUM THICKNESS WHERE ADJACENT TO ROLLED CURB SECTION, OTHERWISE MINIMUM THICKNESS SHALL BE 4 INCH.
5. THE CONCRETE MIX FOR SIDEWALKS SHALL BE AIR ENTRAINED CONCRETE CLASS 3000 IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 6-02.
6. PLACING AND FINISHING OF SIDEWALKS SHALL BE PER SECTION 8-14 OF THE STANDARD SPECIFICATION. THE SURFACES ARE TO BE STRUCK OFF, TROWELED, LIGHTLY BRUSHED IN TRANSVERSE DIRECTION, THEN JOINED AND EDGED. THE FINISH REQUIREMENTS INCLUDE:

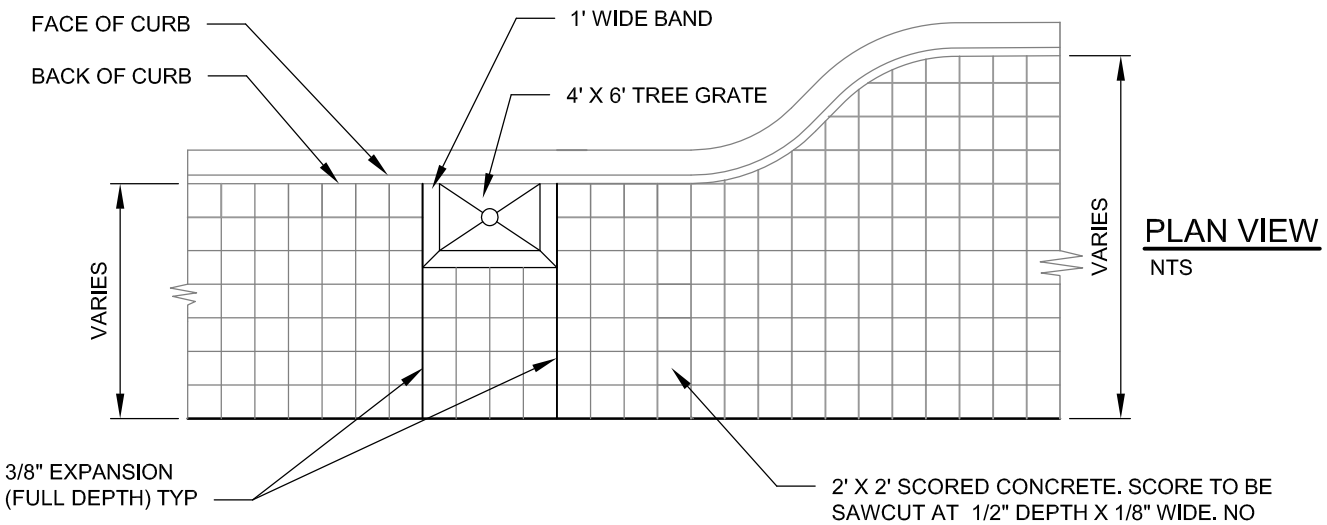
   A. JOINTS SHALL BE TOOLED WITH 1/4 INCH RADIUS EDGER.

   B. SIDEWALK EDGES TOOLED WITH A 1/2 INCH EDGER.

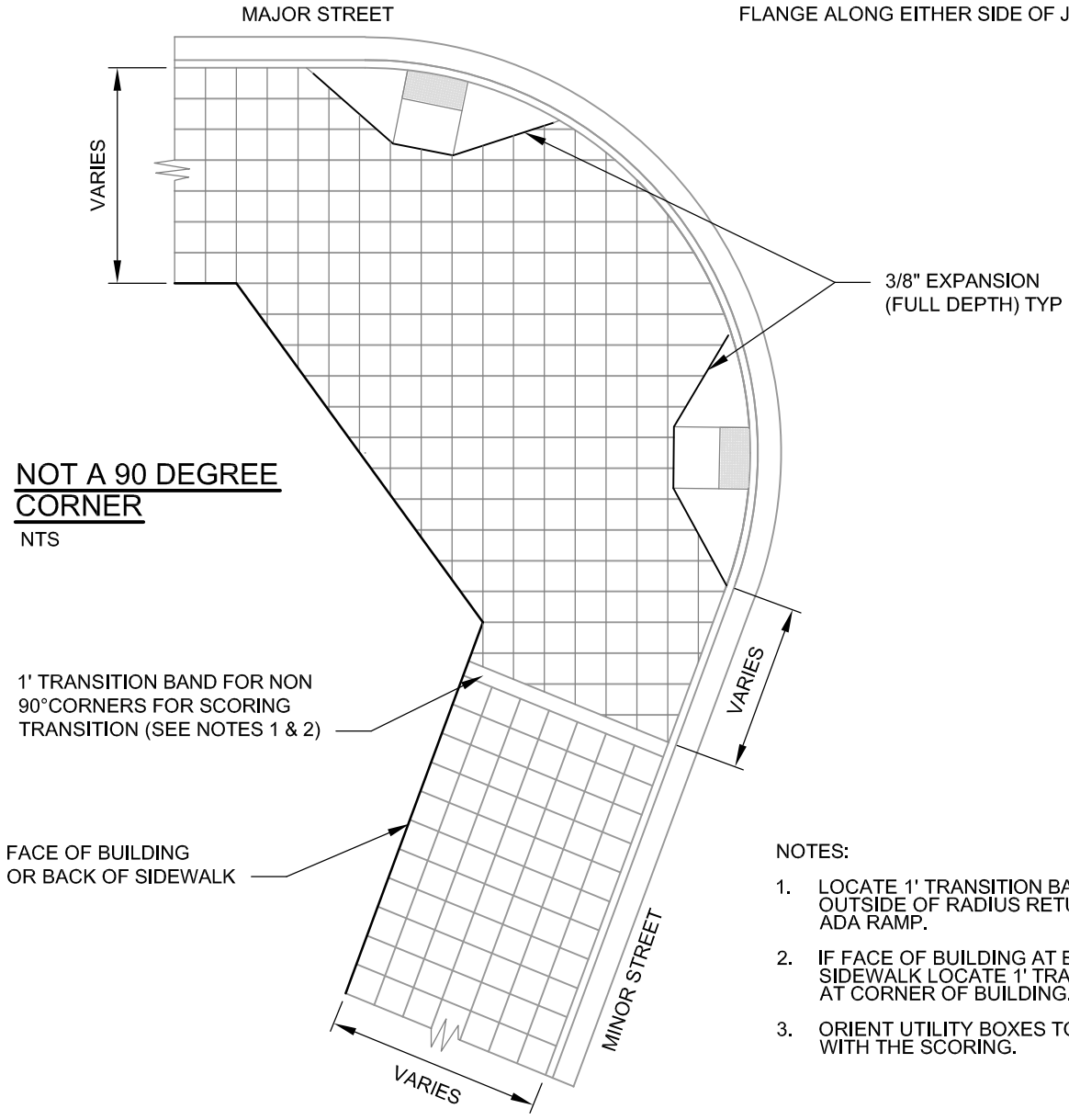
   C. WHEN REPLACING SECTIONS OF EXISTING SIDEWALK OR WHEN NEW SIDEWALK ADJOINS EXISTING, NEW CONCRETE SHALL BE FINISHED TO MATCH THE EXISTING CONCRETE OR AS DIRECTED BY THE CITY ENGINEER. COLORING AGENT SHALL BE USED IN NEW CONCRETE TO MATCH EXISTING.

   D. WHEN CASTINGS ARE LOCATED IN THE SIDEWALK, JOINTS SHALL BE INSTALLED TO CONTROL CRACKING. REBAR SHALL BE INSTALLED AS DIRECTED BY THE CITY TO STRENGTHEN SIDEWALK TO PREVENT CRACKING AT CORNERS OF CASTINGS AND OTHER BLOCKOUTS.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			**CURB AND SIDEWALK JOINTS**
REVISION DATE: MARCH 01, 2011			FILE NAME: SD303.DWG | DETAIL NUMBER: **303**



PLAN VIEW
NTS

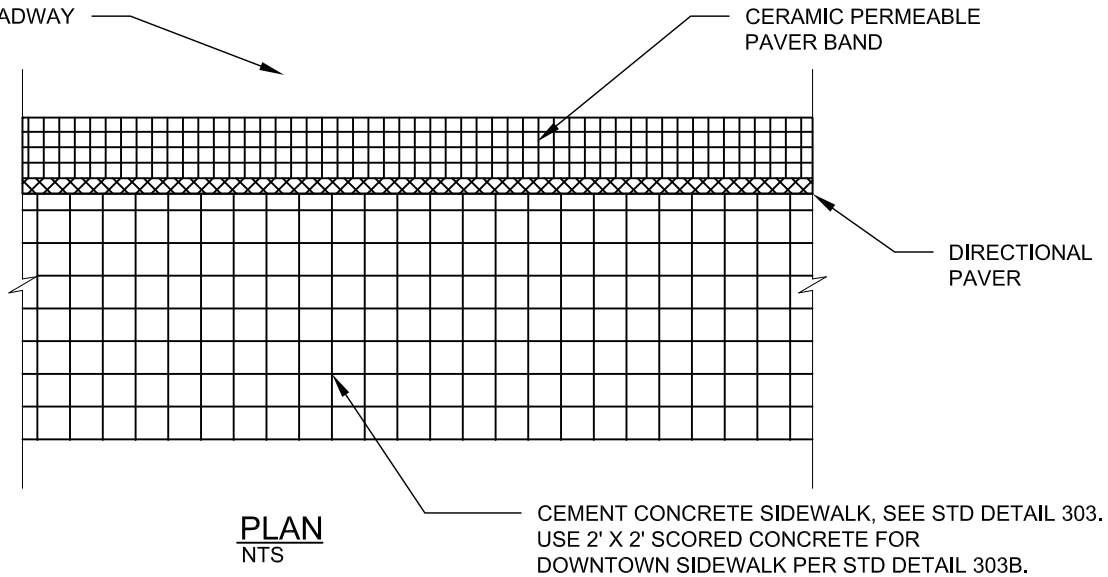


NOT A 90 DEGREE CORNER
NTS

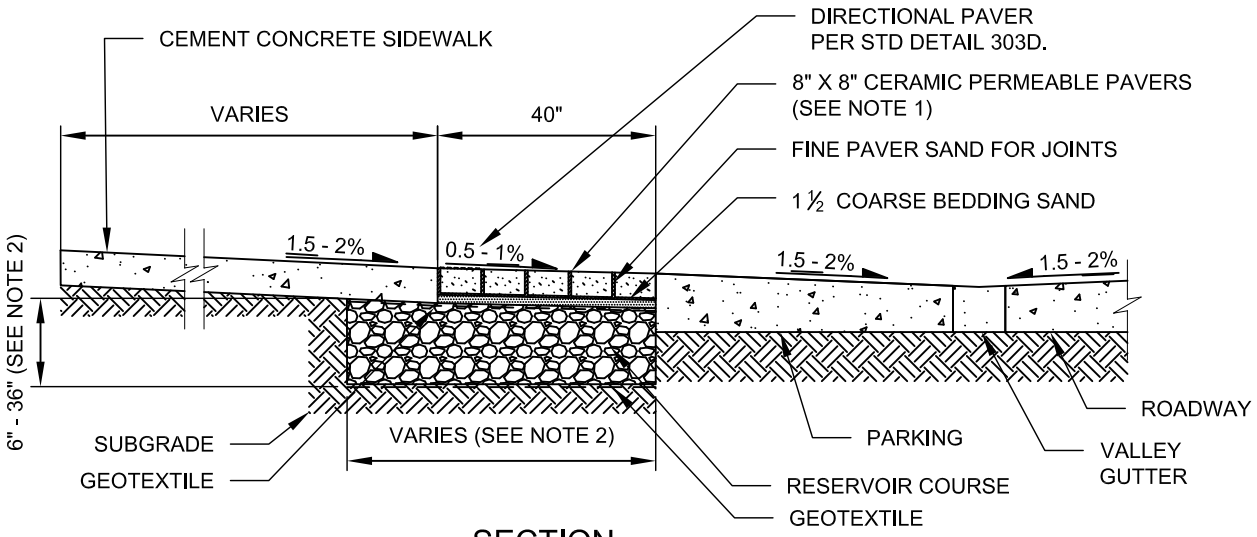
NOTES:

1. LOCATE 1' TRANSITION BAND OUTSIDE OF RADIUS RETURN AND ADA RAMP.
2. IF FACE OF BUILDING AT BACK OF SIDEWALK LOCATE 1' TRANSITION AT CORNER OF BUILDING.
3. ORIENT UTILITY BOXES TO ALIGN WITH THE SCORING.

CITY OF REDMOND, WASHINGTON		STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	**DOWNTOWN PEDESTRIAN SIDEWALK**
REVISION DATE: MARCH 01, 2011	CityofRedmond WASHINGTON	FILE NAME: SD303B.DWG / DETAIL NUMBER: **303B**



PLAN
NTS

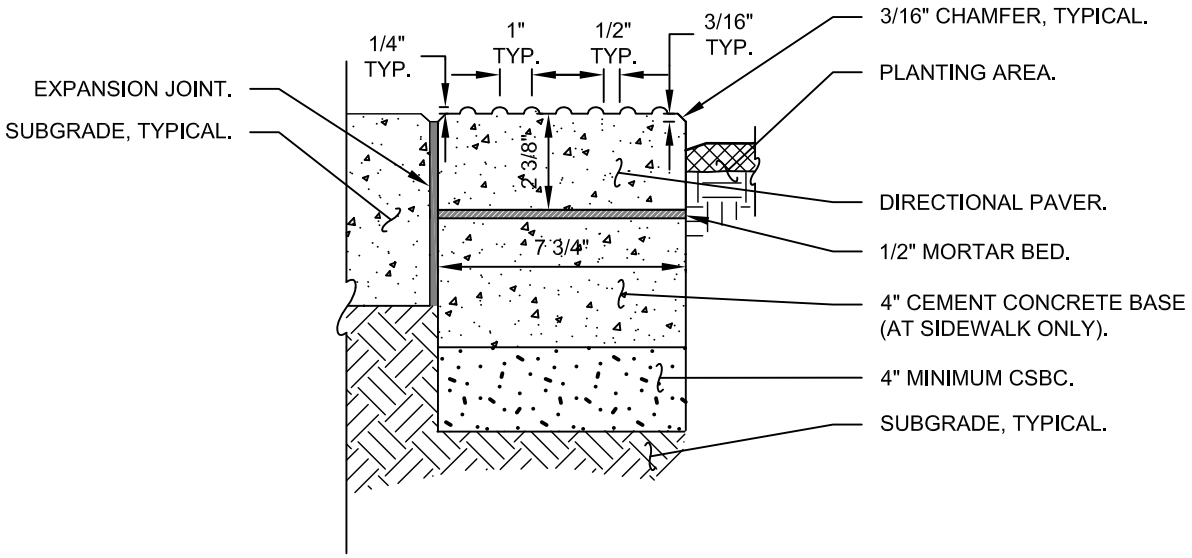


SECTION
NTS

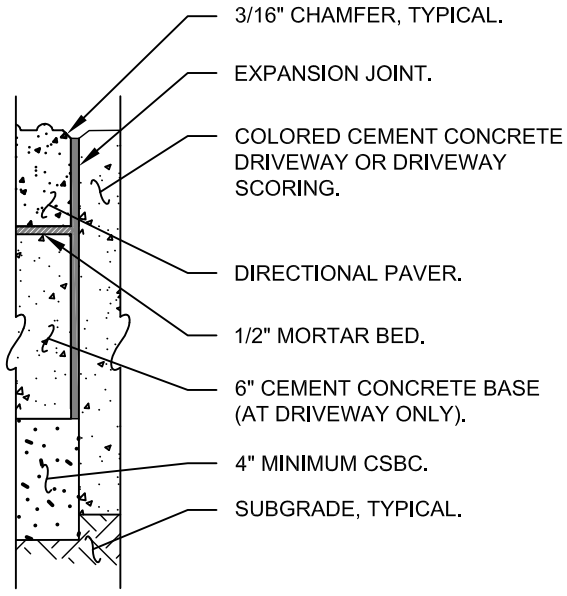
NOTES:

1. CERAMIC PERMEABLE PAVERS SHALL MEET THE FOLLOWING SPECIFICATIONS:
   DIMENSIONS: 8" X 8" X 2 ⅜"
   COLOR: CHARCOAL (SUBJECT TO CITY APPROVAL)
   COMPRESSIVE STRENGTH: 6,000 PSI
   INFILTRATION RATE THROUGH PAVER: 2 INCHES/HOUR MINIMUM
2. SEE STANDARD DETAIL 643 FOR RESERVOIR COURSE AND GEOTEXTILE SPECIFICATION. DIMENSIONS OF RESERVOIR COURSE REQUIRES SITE-SPECIFIC DESIGN, SUBJECT TO APPROVAL OF THE STORMWATER ENGINEER.
3. PLACEMENT OF BEDDING SAND, INSTALLATION OF PAVERS, AND APPLICATION OF JOINT SAND SHALL BE IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION SPECIFICATIONS.
4. ADJACENT CURB AND SIDEWALK SHALL BE CONSTRUCTED PRIOR TO PAVER INSTALLATION. NO JOINT MATERIAL, ONLY JOINT SAND, SHALL BE USED BETWEEN PAVER AND ADJACENT CONCRETE.

CITY OF REDMOND, WASHINGTON			STANDARD DETAILS	
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 22521 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	**DOWNTOWN PEDESTRIAN SIDEWALK WITH CERAMIC PERMEABLE PAVER BAND**	
REVISION DATE: JUNE 01, 2013			FILE NAME: SD303C.DWG	DETAIL NUMBER: **303C**



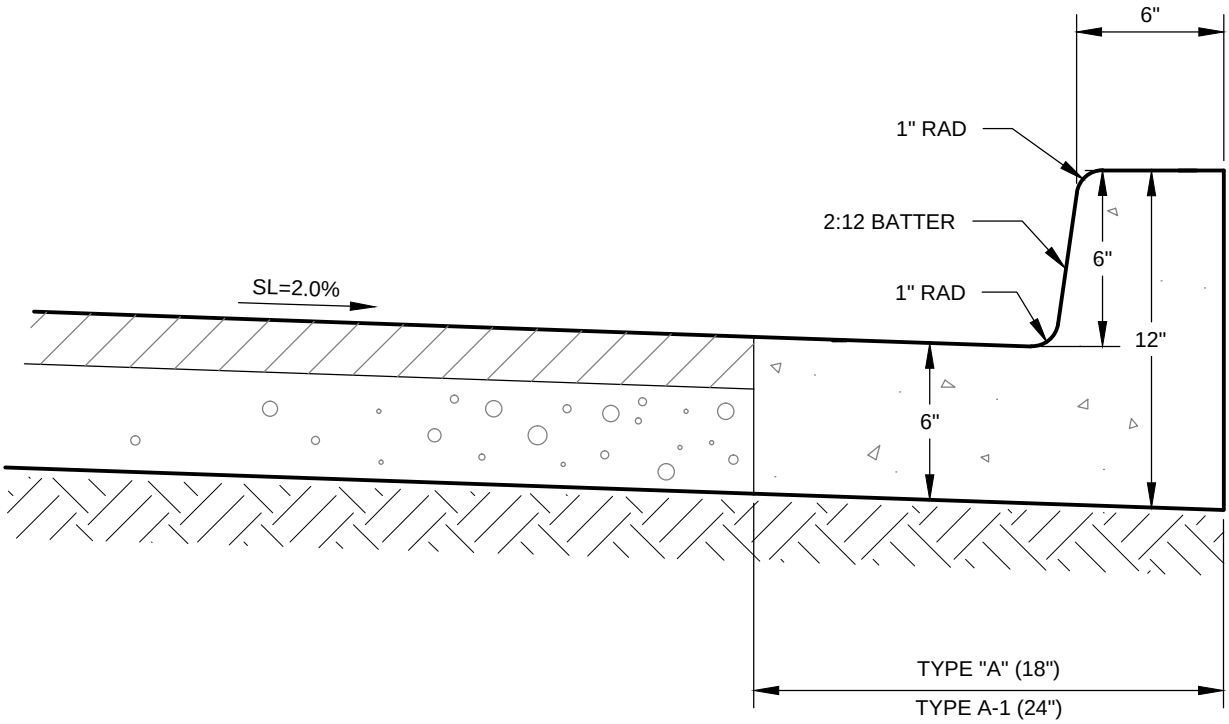
SECTION AT SIDEWALK AND PLANTER
NTS



SECTION AT DRIVEWAY
NTS

NOTES:
1. CSBC SHALL BE COMPACTED TO 90% MAX. DRY DENSITY (MODIFIED PROCTOR) IN 2" LIFTS.

CITY OF REDMOND, WASHINGTON			STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 22521 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	**DIRECTIONAL PAVER DETAIL**
REVISION DATE: JUNE 01, 2013			FILE NAME: SD303D.DWG | DETAIL NUMBER: **303D**



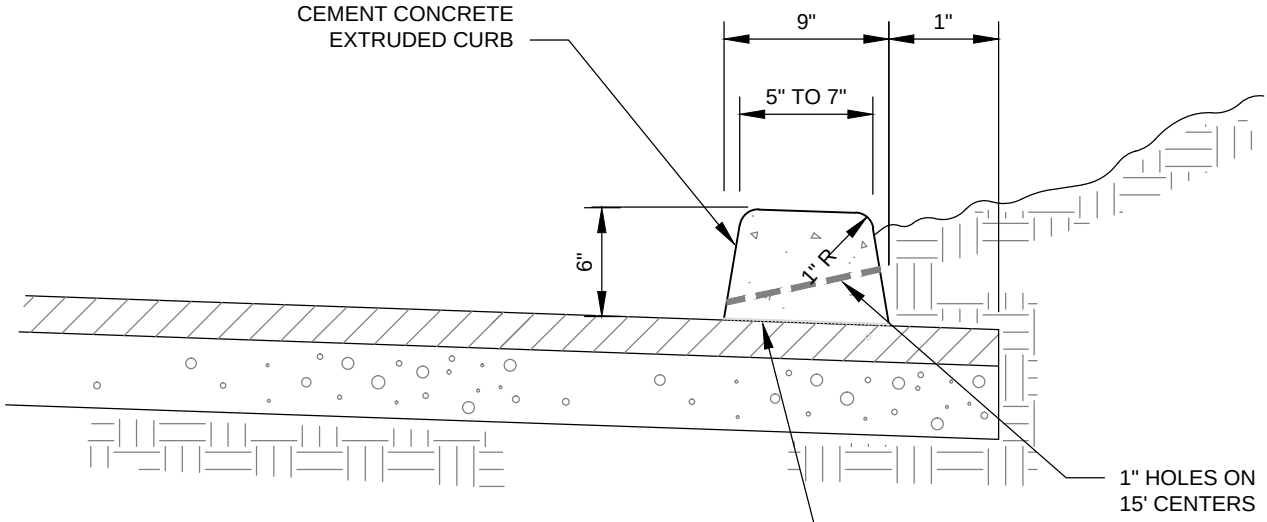
TYPE A AND A-1 CURB AND GUTTER SECTION

NTS

NOTES:

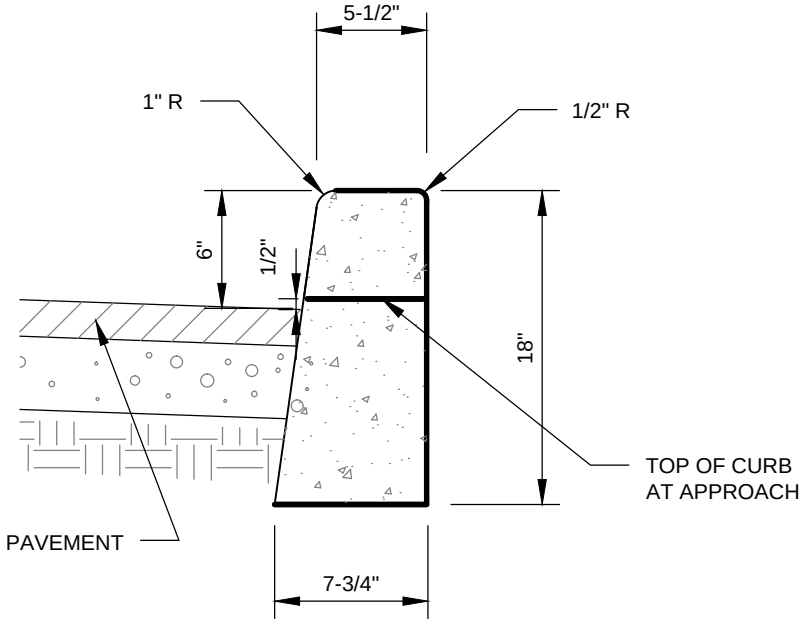
1. CONCRETE SHALL BE AIR ENTRAINED CLASS 3000 PER WSDOT STANDARD SPECIFICATIONS 6-02 CLASS 4000 REQUIRED ALONG DRIVEWAY ENTRANCE.
2. TYPE "A" AND ROLLED CURB AND GUTTER SECTIONS MAY BE PERMITTED FOR NEW PRIVATE STREETS.
3. TYPE "A" OR ROLLED CURB AND GUTTER MAY BE PERMITTED ON PUBLIC STREETS ONLY TO MATCH EXISTING.
4. CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 8-04 OF THE STANDARD SPECIFICATIONS.
5. AFTER THE CONCRETE HAS SET SUFFICIENTLY, THE ROADWAY FACE OF THE CURB FORMS SHALL BE REMOVED AND THE TOP AND FACE OF THE CURB SHALL RECEIVE A LIGHT BRUSH FINISH, AND THE TOP OF THE GUTTER SHALL RECEIVE A BROOM FINISH.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			TYPICAL CURB AND GUTTER DETAILS
REVISION DATE: MARCH 01, 2012		FILE NAME: SD304.DWG	DETAIL NUMBER: 304



EXTRUDED CURB SECTION

NTS



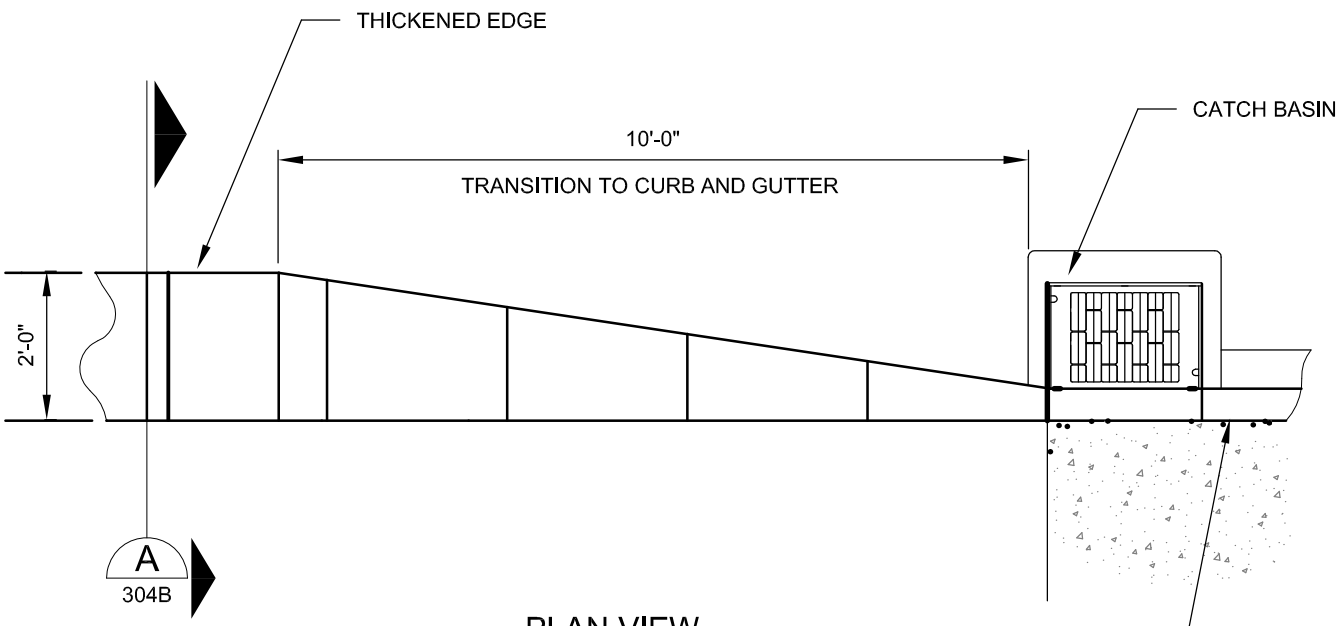
BARRIER CURB

NTS

NOTES:

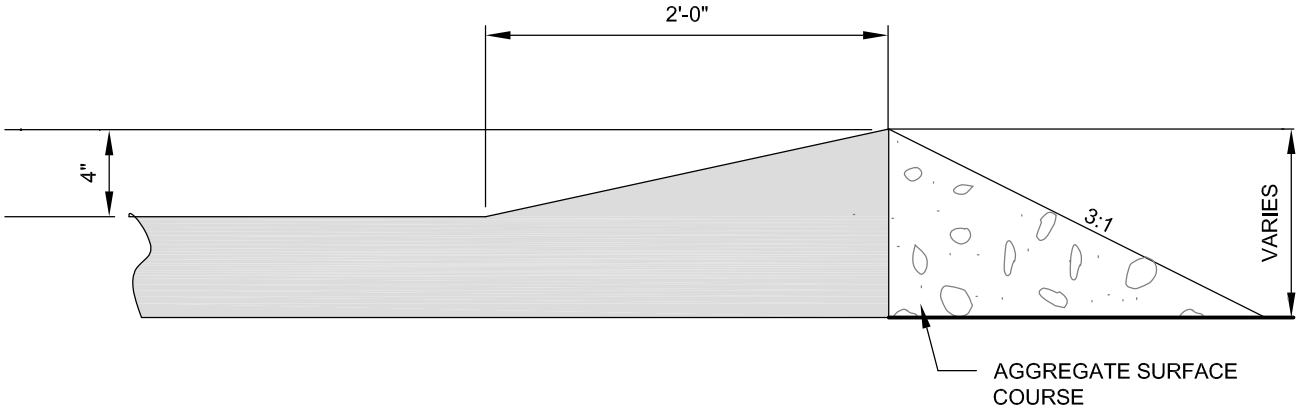
1. CURBS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 8-04 OF THE STANDARD SPECIFICATIONS.
2. THE CONCRETE MIX FOR CURB SHALL BE AIR ENTRAINED CONCRETE CLASS 3000 IN ACCORDANCE WITH REQUIREMENTS OF SECTION 6-02 OF THE STANDARD SPECIFICATIONS. USE CLASS 4000 ALONG DRIVEWAYS.
3. AFTER THE CONCRETE HAS SET SUFFICIENTLY, THE ROADWAY FACE OF THE CURB FORMS SHALL BE REMOVED AND THE TOP AND FACE OF THE CURB SHALL RECEIVE A LIGHT BRUSH FINISH.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			EXTRUDED AND BARRIER CURB SECTIONS
REVISION DATE: MARCH 01, 2012			FILE NAME: SD304A.DWG / DETAIL NUMBER: 304A



PLAN VIEW

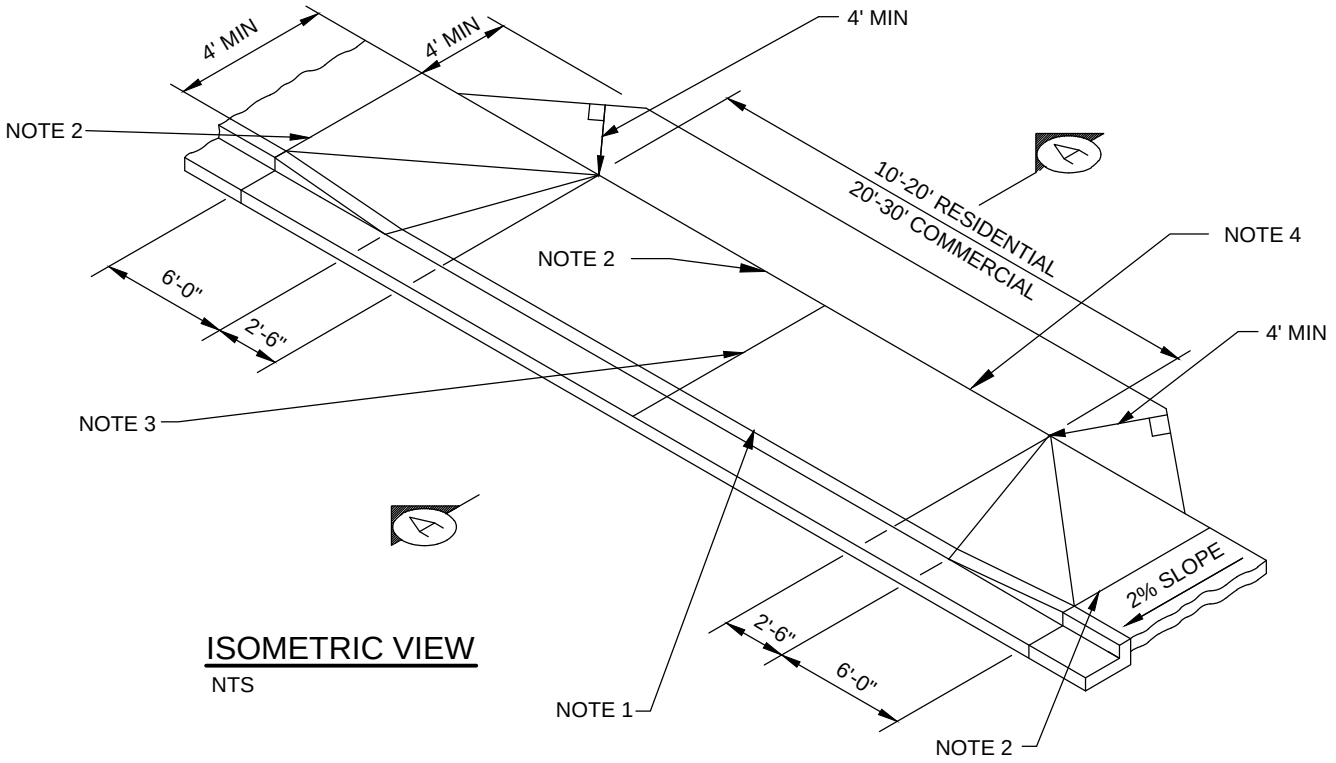
NTS



SECTION A-A

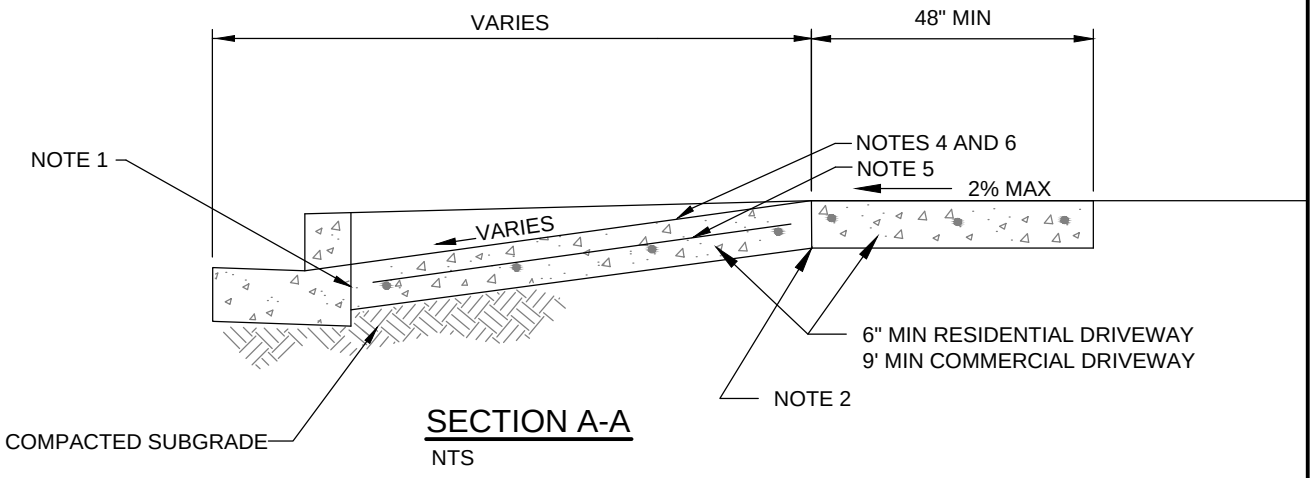
NTS

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			**ASPHALT THICKENED EDGE**
REVISION DATE: MARCH 01, 2010			FILE NAME: SD304B.DWG | DETAIL NUMBER: **304B**



ISOMETRIC VIEW

NTS



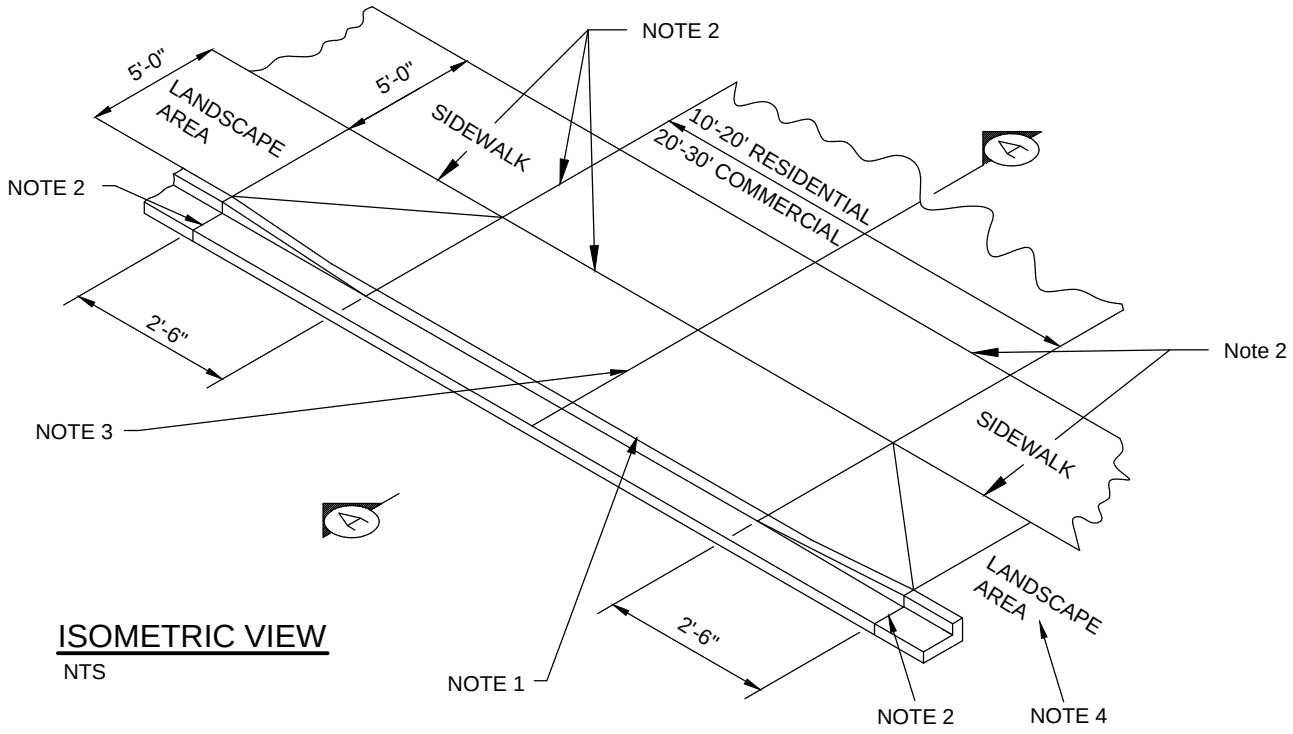
SECTION A-A

NTS

NOTES:

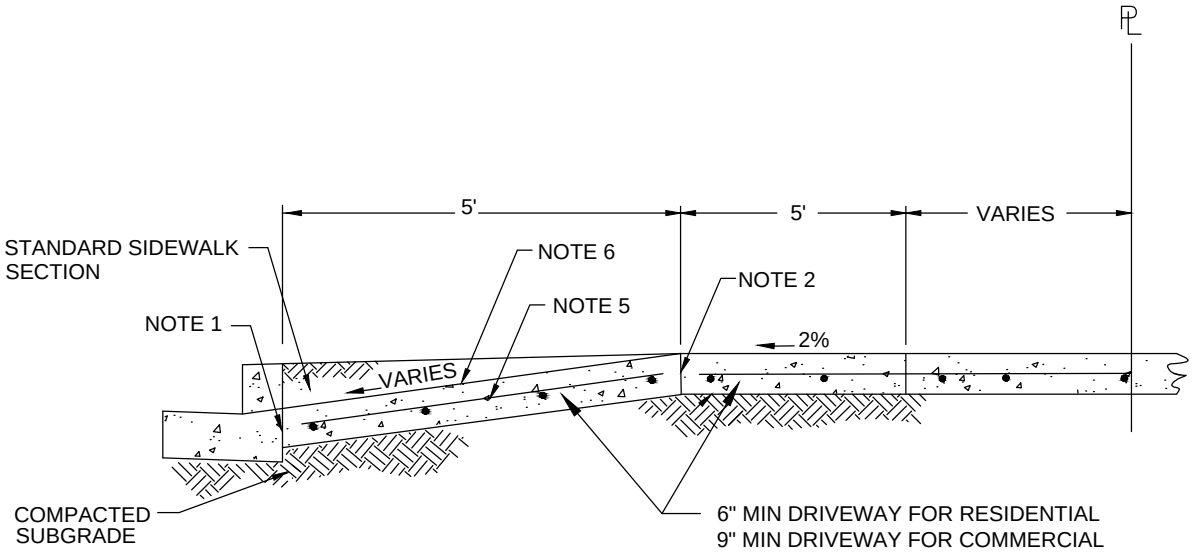
1. 3/8 INCH X 2 INCH JOINT MATERIAL.
2. 3/8 INCH FULL DEPTH JOINT.
3. 3/8 INCH X 2 INCH JOINT MATERIAL ON CENTERLINE WHEN DRIVEWAY IS WIDER THAN 16 FEET..
4. IF DRIVEWAY SLOPE EXCEEDS 2%, A 48 INCH WALKWAY IS REQUIRED BEHIND THE DRIVEWAY AND FLARE.
5. DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 5-05 AND 8-06 OF THE STANDARD SPECIFICATIONS. WIRE MESH SHALL BE INSTALLED ON COMMERCIAL DRIVEWAYS. WIRE MESH SHALL BE 4 INCH X 4 INCH, NUMBER 4 GAUGE PER SECTION 9-07.7 OF THE STANDARD SPECIFICATIONS (AASHTO M55).
6. THE CONCRETE MIX FOR DRIVEWAYS SHALL BE AIR ENTRAINED CONCRETE CLASS 4000 IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 6-02 OF THE STANDARD SPECIFICATIONS. THE CONCRETE FINISH REQUIREMENTS INCLUDE:
   A. JOINTS SHALL BE TOOLED WITH 1/4 INCH RADIUS EDGER
   B. DRIVEWAY EDGES TOOLED WITH A 1/2 INCH RADIUS EDGER
   C. AFTER DRIVEWAY IS GIVEN A LONGITUDINAL (TRANSVERSE TO VEHICLE FLOW) BRUSH FINISH, THE EDGES OF THE DRIVEWAY AND ALL JOINTS SHALL BE LIGHTLY EDGED AGAIN WITH A 4 INCH WIDE EDGING TOOL TO GIVE A FINISHED APPEARANCE.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			TYPE "1" DRIVEWAY
REVISION DATE: MARCH 01, 2012		FILE NAME: SD305.DWG	DETAIL NUMBER: 305



ISOMETRIC VIEW

NTS



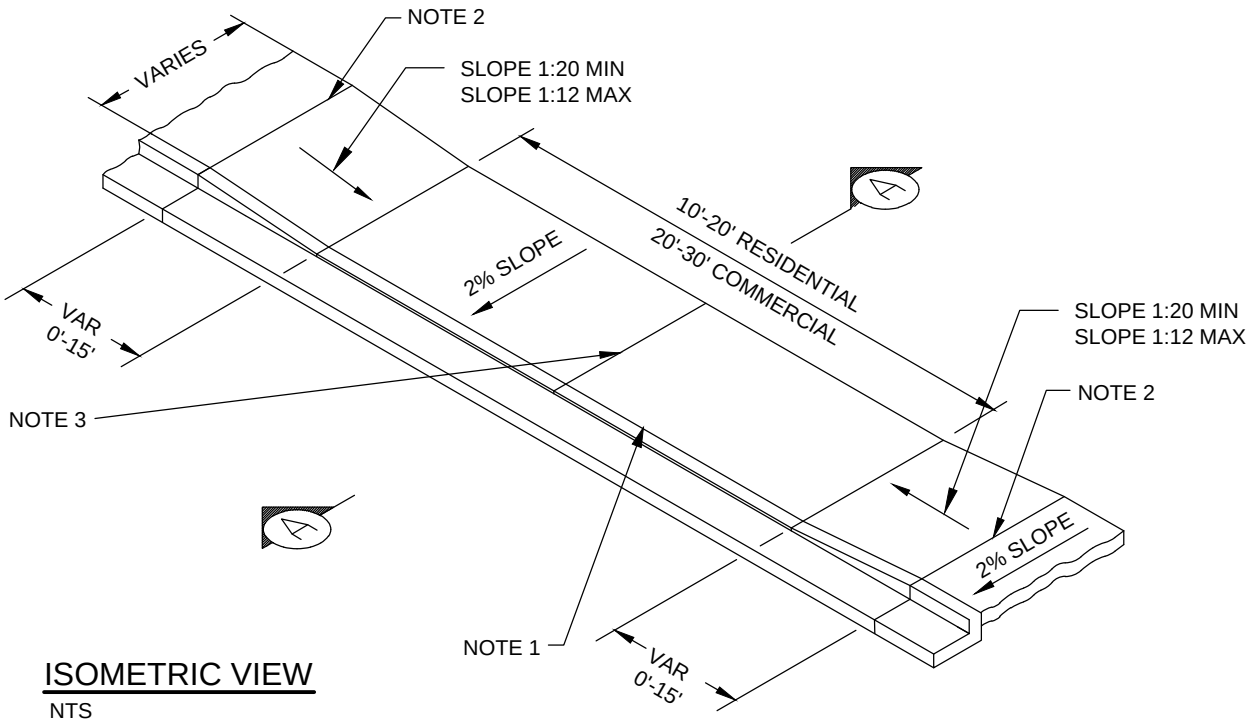
SECTION A-A

NTS

NOTES:

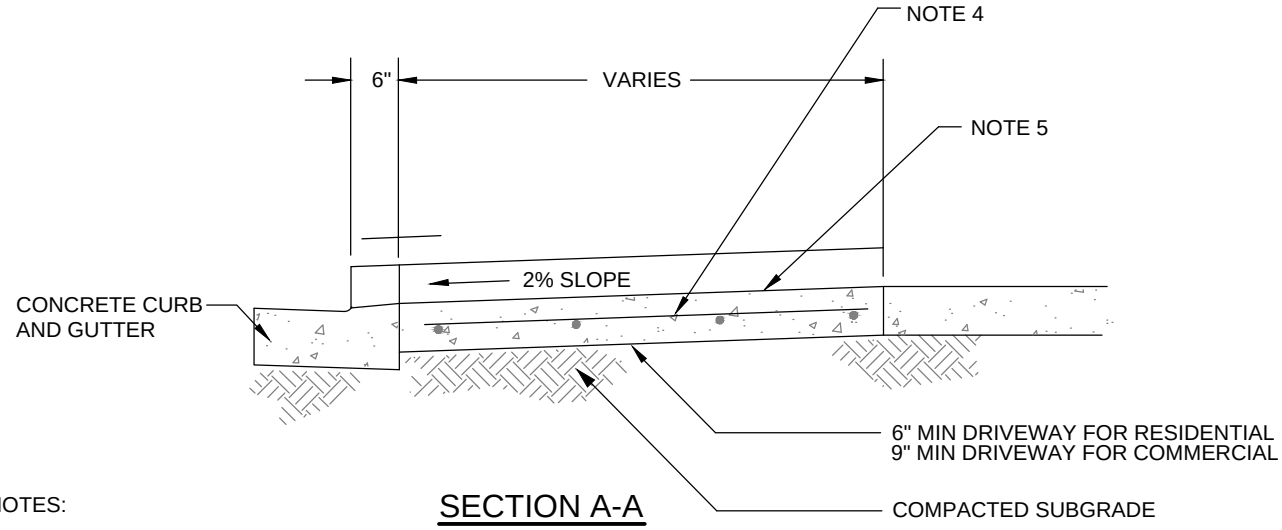
1. 3/8 INCH x 2 INCH FOR ALL JOINT MATERIAL.
2. 3/8 INCH FULL DEPTH JOINT.
3. 3/8 INCH X 2 INCH JOINT MATERIAL ON CENTERLINE WHEN DRIVEWAY IS WIDER THAN 16 FEET.
4. LANDSCAPE AREA IS 5 FEET WIDE UNLESS OTHERWISE APPROVED.
5. DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 5-05 AND 8-06 OF THE STANDARD SPECIFICATIONS. WIRE MESH SHALL BE INSTALLED ON COMMERCIAL DRIVEWAYS. WIRE MESH SHALL BE 4 INCH X 4 INCH, NUMBER 4 GAUGE PER SECTION 9-07 OF THE STANDARD SPECIFICATIONS (AASHTO M55).
6. THE CONCRETE MIX FOR DRIVEWAYS SHALL BE AIR ENTRAINED CONCRETE CLASS 4000 IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 6-02 OF THE STANDARD SPECIFICATIONS. THE CONCRETE FINISH REQUIREMENTS INCLUDE:
   A. JOINTS SHALL BE TOOLED WITH 1/4 INCH RADIUS EDGER
   B. DRIVEWAY EDGES TOOLED WITH A 1/2 INCH RADIUS EDGER
   C. AFTER DRIVEWAY IS GIVEN A LONGITUDINAL (TRANSVERSE TO VEHICLE FLOW) BRUSH FINISH, THE EDGES OF THE DRIVEWAY AND ALL JOINTS SHALL BE LIGHTLY EDGED AGAIN WITH A 4 INCH WIDE EDGING TOOL TO GIVE A FINISHED APPEARANCE.

CITY OF REDMOND, WASHINGTON		STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	TYPE "1A" DRIVEWAY W/ ADJACENT LANDSCAPE AREA
REVISION DATE: MARCH 01, 2012	CityofRedmond WASHINGTON	FILE NAME: SD305A.DWG / DETAIL NUMBER: 305A



ISOMETRIC VIEW

NTS



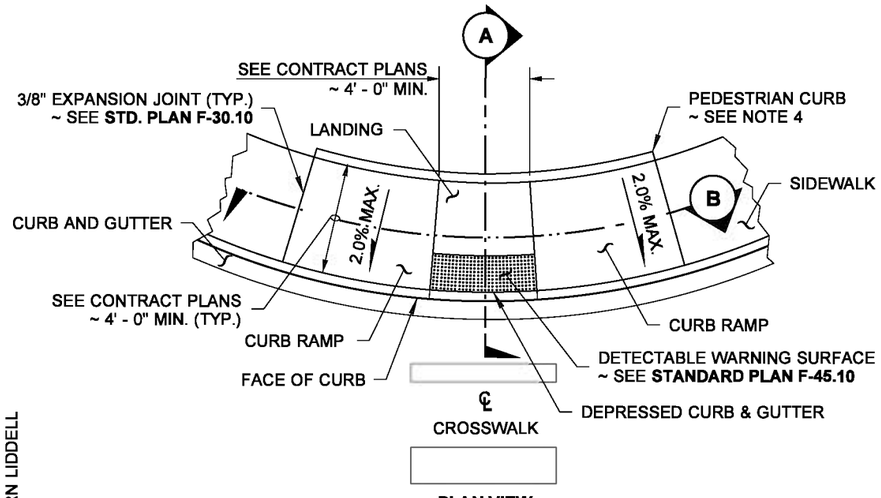
SECTION A-A

NTS

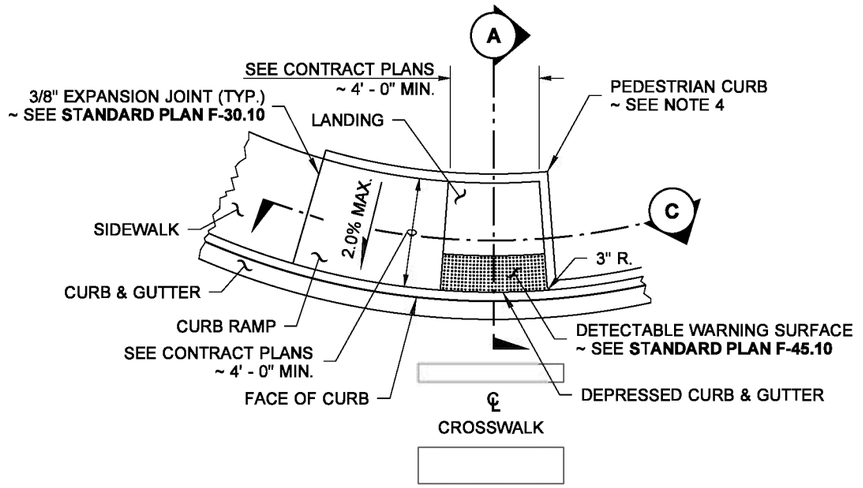
NOTES:

1. 3/8 INCH X 2 INCH JOINT MATERIAL.
2. 3/8 INCH FULL DEPTH JOINT.
3. 3/8 INCH X 2 INCH JOINT MATERIAL ON CENTERLINE WHEN DRIVEWAY IS WIDER THAN 16 FEET.
4. DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 5-05 AND 8-06 OF THE STANDARD SPECIFICATIONS. WIRE MESH SHALL BE INSTALLED ON COMMERCIAL DRIVEWAYS. WIRE MESH SHALL BE 4 INCH X 4 INCH, NUMBER 4 GAUGE PER SECTION 9-07.7 OF THE STANDARD SPECIFICATIONS (AASHTO M55).
5. THE CONCRETE MIX FOR DRIVEWAYS SHALL BE AIR ENTRAINED CONCRETE CLASS 4000 IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 6-02 OF THE STANDARD SPECIFICATIONS. THE CONCRETE FINISH REQUIREMENTS INCLUDE:
   A. JOINTS SHALL BE TOOLED WITH 1/4 INCH RADIUS EDGER
   B. DRIVEWAY EDGES TOOLED WITH A 1/2 INCH RADIUS EDGER
   C. AFTER DRIVEWAY IS GIVEN A LONGITUDINAL (TRANSVERSE TO VEHICLE FLOW) BRUSH FINISH, THE EDGES OF THE DRIVEWAY AND ALL JOINTS SHALL BE LIGHTLY EDGED AGAIN WITH A 4 INCH WIDE EDGING TOOL TO GIVE A FINISHED APPEARANCE.
6. TYPE "2" DRIVEWAY TO BE USED WHERE ADJOINING PROPERTY IS LOWER THAN SIDEWALK GRADE AND SHALL BE APPROVED BY THE CITY.

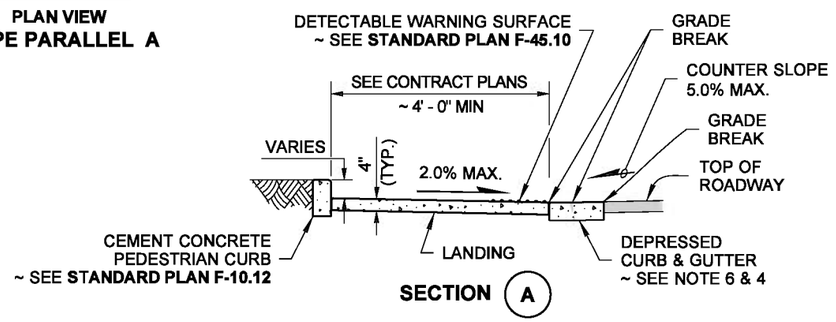
CITY OF REDMOND, WASHINGTON		STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	TYPE "2" DRIVEWAY
REVISION DATE: MARCH 01, 2012	CityofRedmond WASHINGTON	FILE NAME: SD306.DWG / DETAIL NUMBER: 306



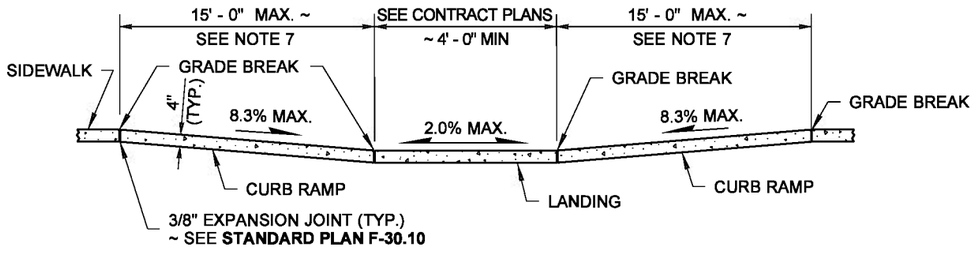
PLAN VIEW
TYPE PARALLEL A



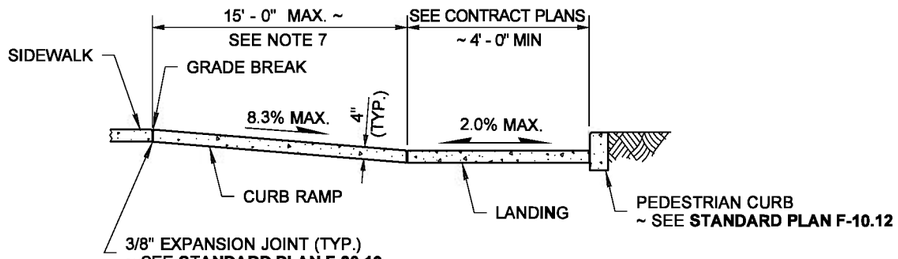
PLAN VIEW
TYPE PARALLEL B



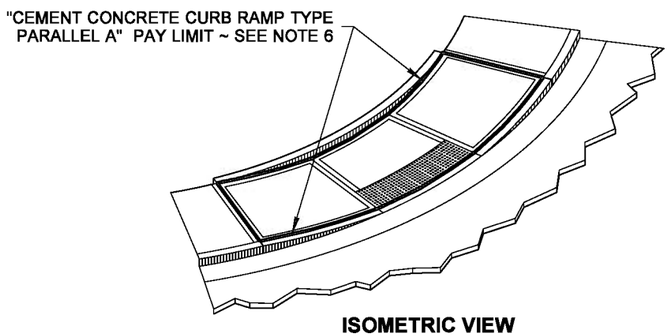
SECTION A



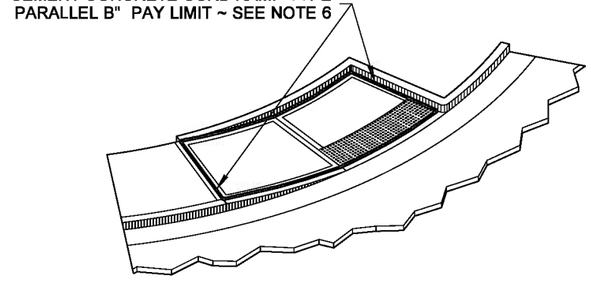
SECTION B



SECTION C



ISOMETRIC VIEW
TYPE PARALLEL A PAY LIMIT



ISOMETRIC VIEW
TYPE PARALLEL B PAY LIMIT

NOTES

1. Provide a separate curb ramp for each marked or unmarked crosswalk. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place gratings, junction boxes, access covers, or other appurtenances in front of thre curb ramp or on any part of the curb ramp or landing.
4. See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, and Pedestrian Curb Details.
5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type __" does not include the adacent Curb, Curb and Gutter, Pedestrian Curb or Sidewalks.
7. The curb ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15 foot max. length, the running slope of the curb ramp shall be as flat as feasable.
8. Curb ramp, landing, & flares shall receive broom finish. See **Standard Specifications 8-14.**

LEGEND

SLOPE IN EITHER DIRECTION

DRAWN BY: FERN LIDDELL

NANCY FENNO BOYD
STATE OF WASHINGTON
38298
REGISTERED
PROFESSIONAL ENGINEER

PARALLEL CURB RAMP

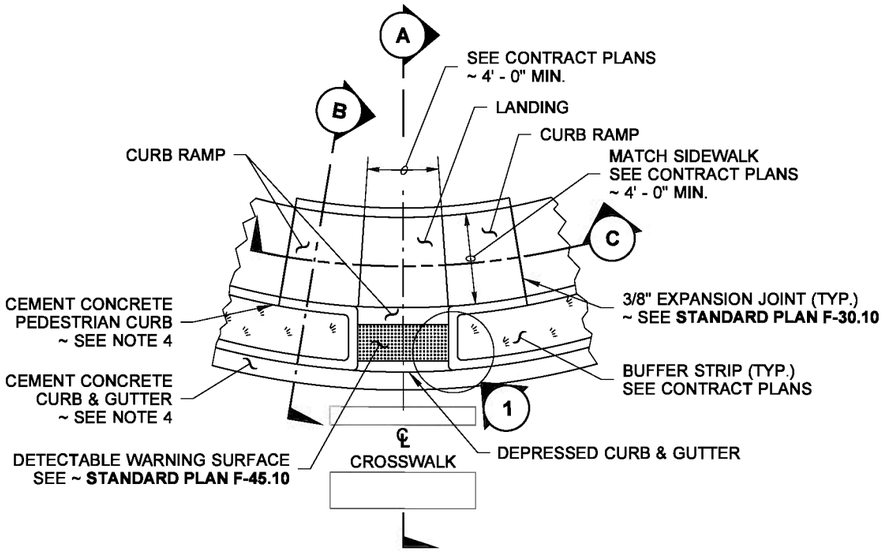
STANDARD PLAN F-40.12-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III — STATE DESIGN ENGINEER
06-03-10 — DATE

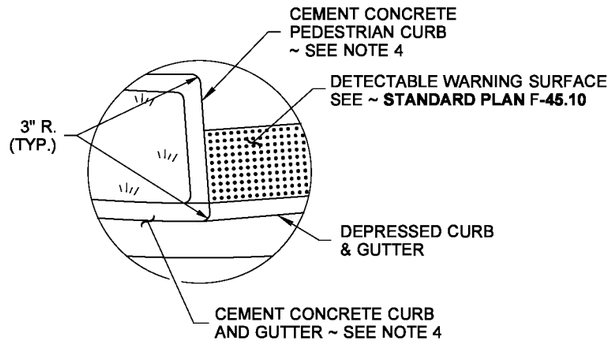
Washington State Department of Transportation



PLAN VIEW

TYPE COMBINATION

WITH BUFFER



CURB RADIUS DETAIL (1)

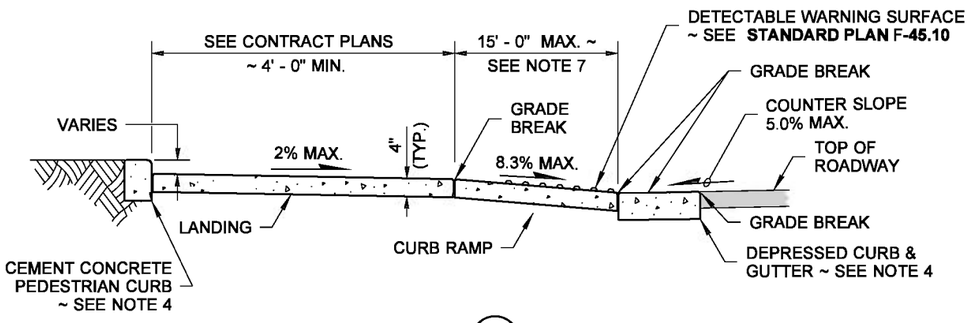
NOTES

1. Provide a separate curb ramp for each marked or unmarked crosswalk. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place gratings, junction boxes, access covers, or other appurtenances in front of thre curb ramp or on any part of the curb ramp or landing.
4. See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, and Pedestrian Curb Details.
5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type __" does not include the adacent Curb, Curb and Gutter, Pedestrian Curb or Sidewalks.
7. The curb ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15 foot max. length, the running slope of the curb ramp shall be as flat as feasable.
8. Curb ramp, landing & flares shall receive broom finish. See **Standard Specifications 8-14.**

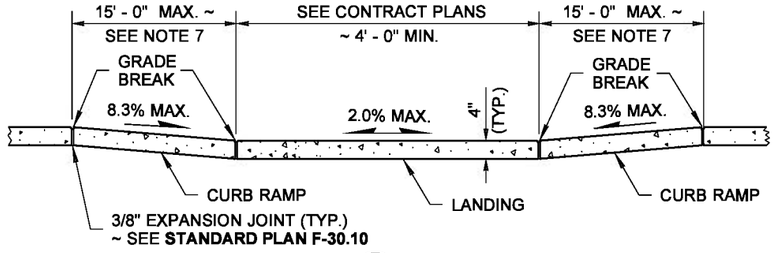
LEGEND

SLOPE IN EITHER DIRECTION

DRAWN BY: FERN LIDDELL



SECTION (A)



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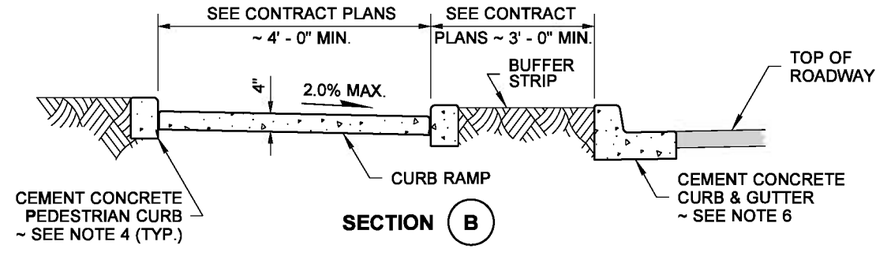
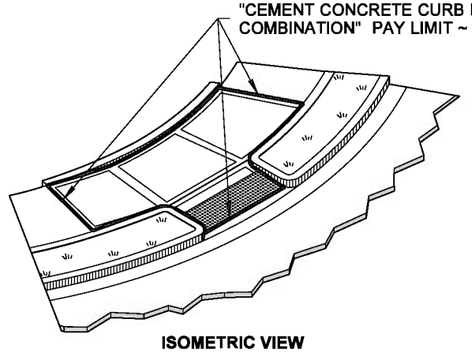


SECTION (B)



ISOMETRIC VIEW

TYPE COMBINATION
PAY LIMIT

NANCY FENNO BOYD
STATE OF WASHINGTON
38298
REGISTERED
PROFESSIONAL ENGINEER

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

COMBINATION CURB RAMP

STANDARD PLAN F-40.14-01

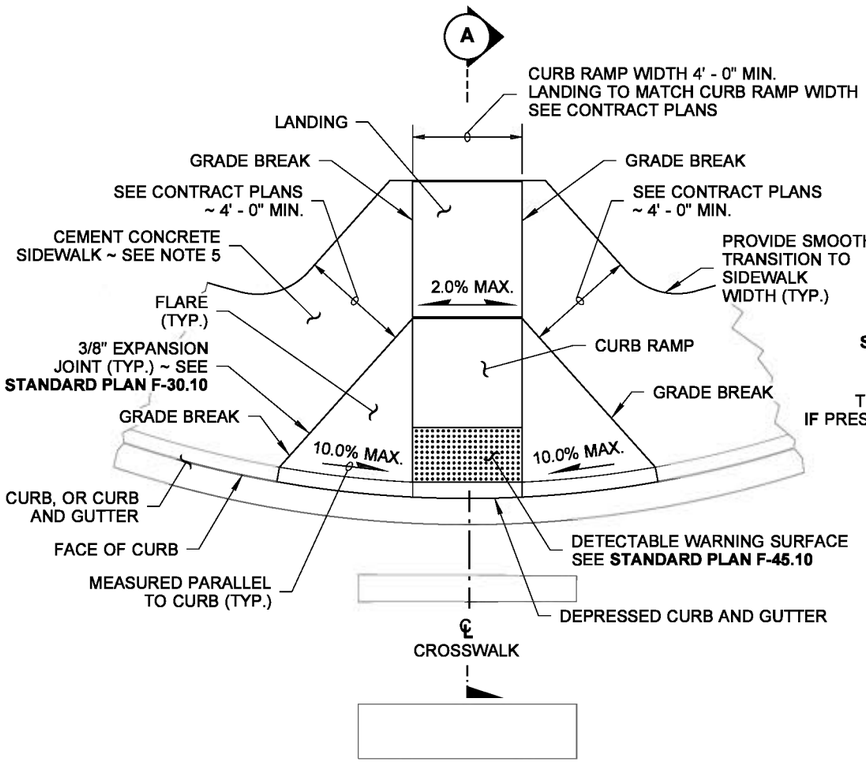
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III — STATE DESIGN ENGINEER

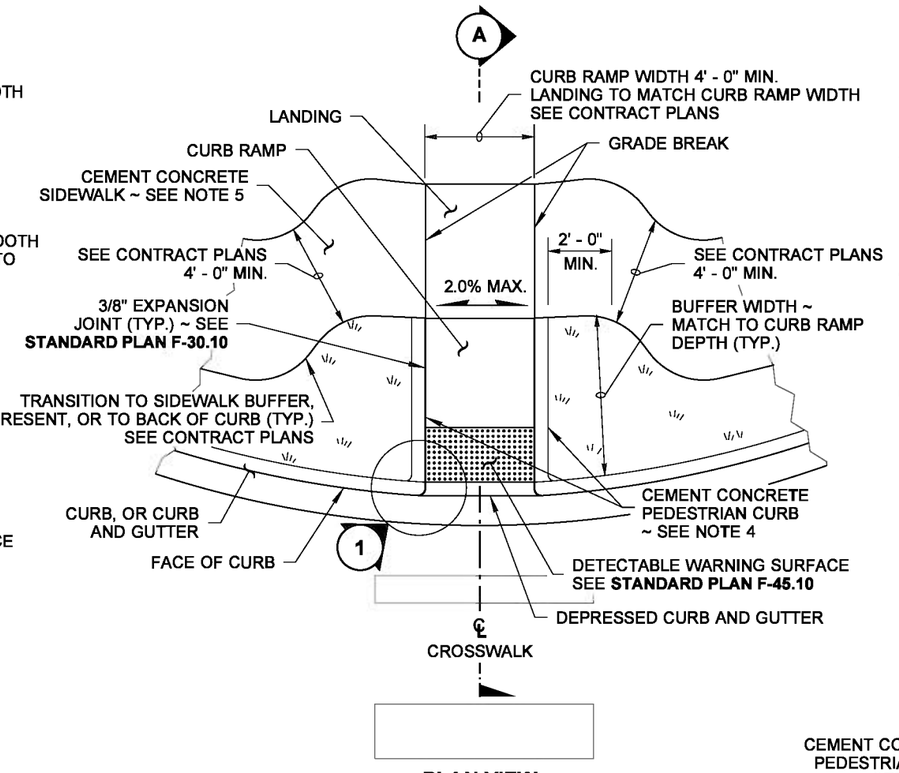
06-03-10 — DATE

Washington State Department of Transportation



PLAN VIEW

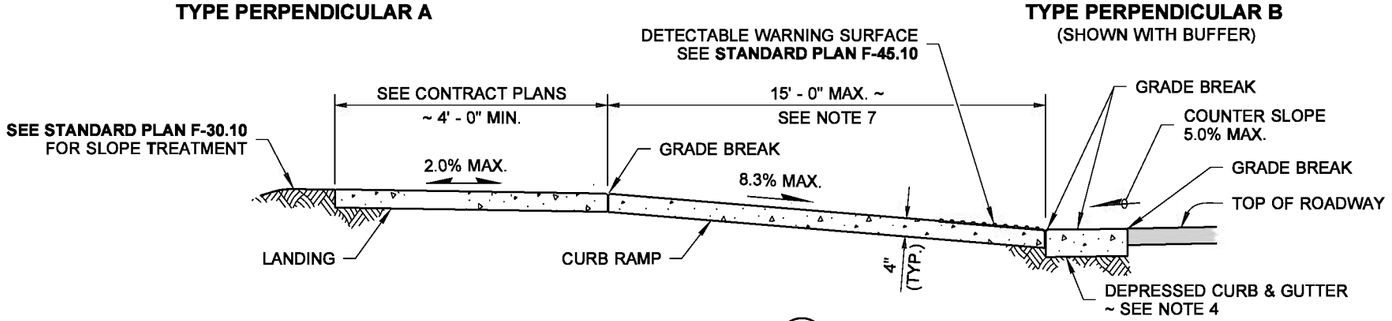
TYPE PERPENDICULAR A



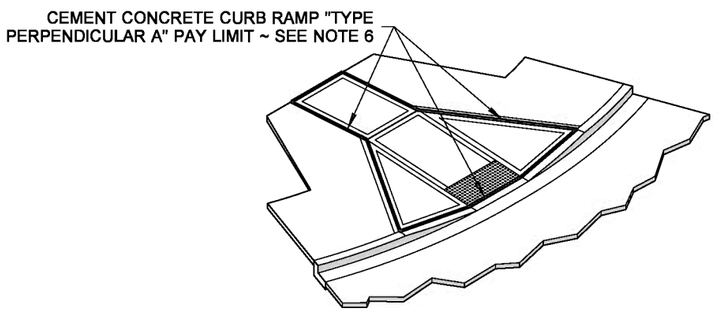
PLAN VIEW

TYPE PERPENDICULAR B

(SHOWN WITH BUFFER)

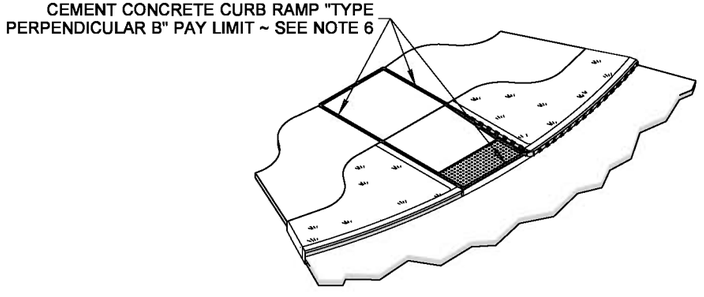


SECTION (A)



ISOMETRIC VIEW

TYPE PERPENDICULAR A PAY LIMIT



ISOMETRIC VIEW

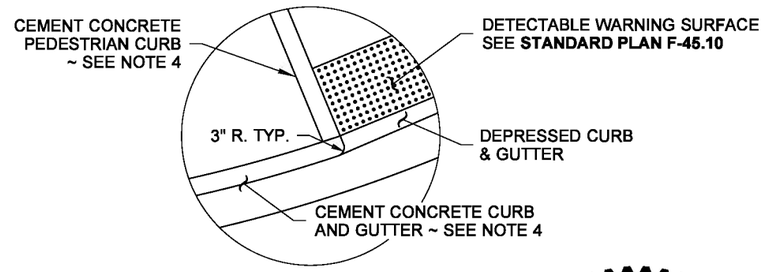
TYPE PERPENDICULAR B PAY LIMIT

NOTES

1. Provide a separate curb ramp for each marked or unmarked crosswalk. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place gratings, junction boxes, access covers, or other appurtenances In front of the curb ramp or on any part of the curb ramp or landing.
4. See the Contract plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, and Pedestrian Curb details.
5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk details. See Contract plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type __" does not include the adjacent Curb, Curb and Gutter, Pedestrian Curb or Sidewalk.
7. The curb ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15 foot maximum length, the running slope of the curb ramp shall as flat as feasible.
8. Curb ramp, landing, & flares shall receive broom finish. **See Standard Specifications 8-14.**

LEGEND

SLOPE IN EITHER DIRECTION



CURB RADIUS DETAIL (1)

NANCY FENNO BOYD
STATE OF WASHINGTON
38298
REGISTERED
PROFESSIONAL ENGINEER

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PERPENDICULAR CURB RAMP

STANDARD PLAN F-40.15-01

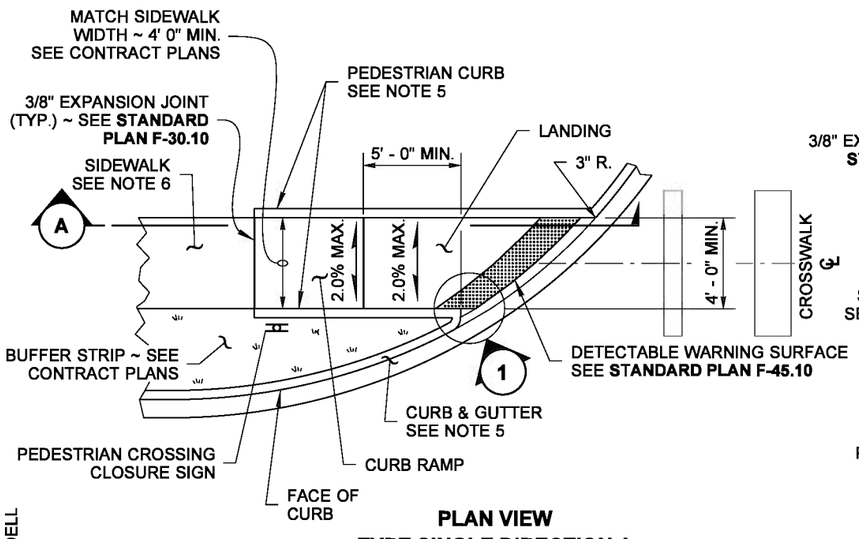
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

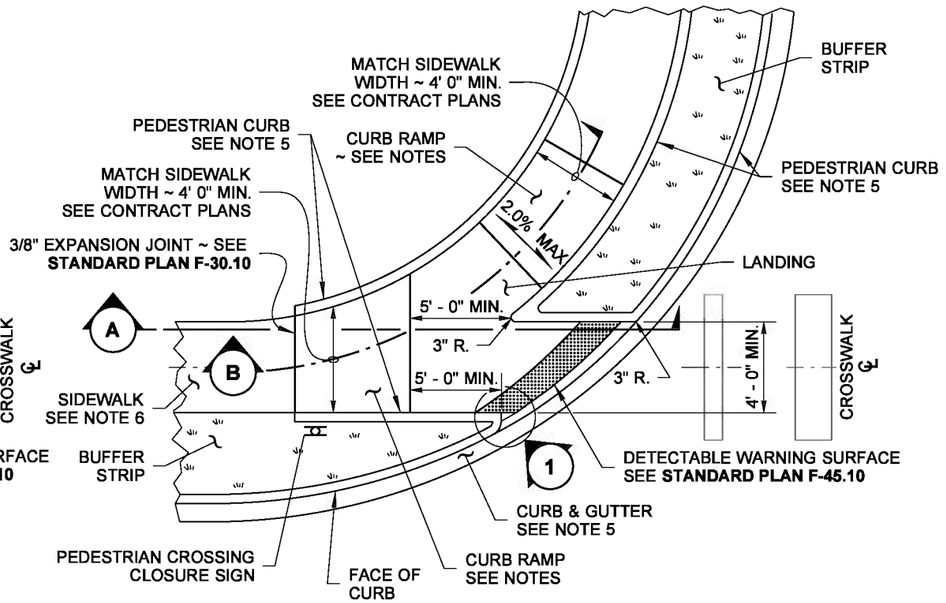
Pasco Bakotich III — STATE DESIGN ENGINEER

06-03-10 — DATE

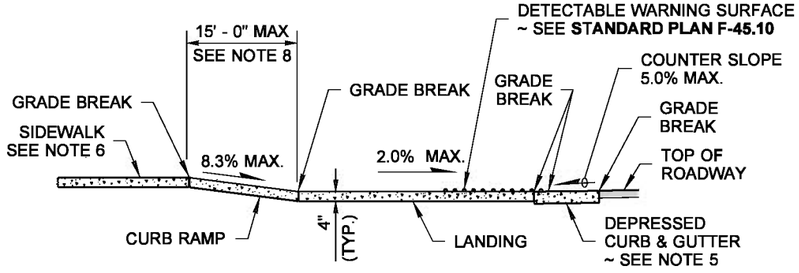
Washington State Department of Transportation



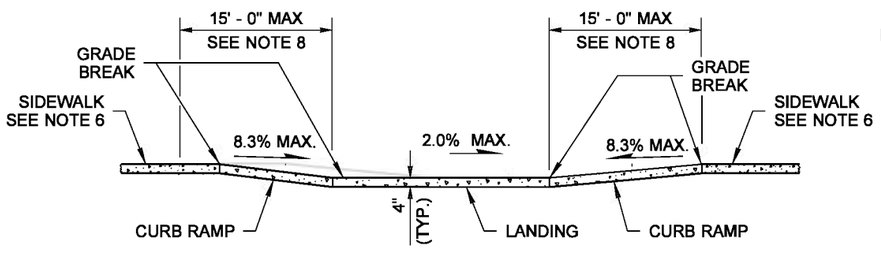
PLAN VIEW
TYPE SINGLE DIRECTION A



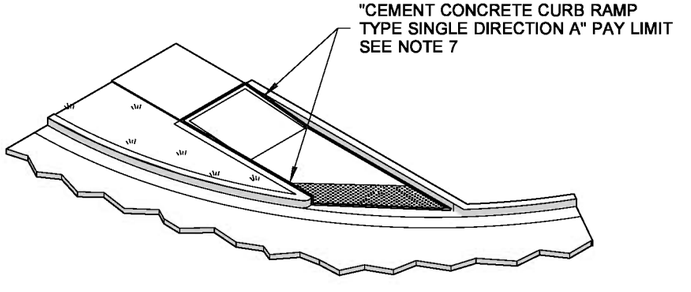
PLAN VIEW
TYPE SINGLE DIRECTION B



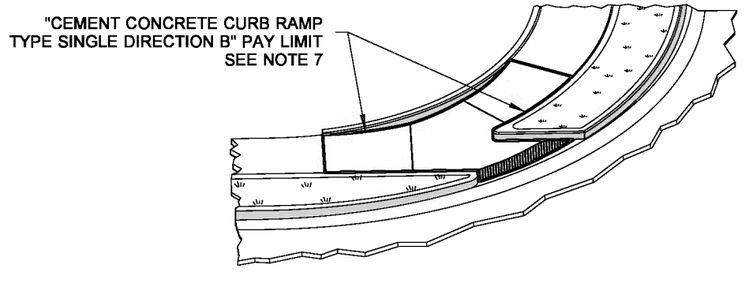
SECTION (A)



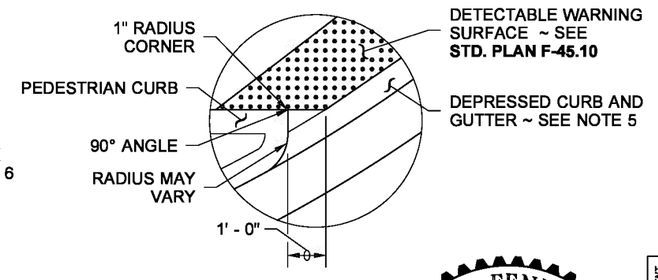
SECTION (B)



ISOMETRIC VIEW
TYPE SINGLE DIRECTION A
PAY LIMIT



ISOMETRIC VIEW
TYPE SINGLE DIRECTION B
PAY LIMIT



DETAIL (1)

LEGEND

SLOPE IN EITHER DIRECTION

NOTES

1. This plan is to be used where pedestrian crossing in one direction is not permitted.
2. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
3. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
4. Do not place gratings, junction boxes, access covers or other appurtenances in front of the curb ramp or on any part of the curb ramp or landing.
5. See the Contract Documents for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, and Pedestrian Curb details.
6. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See contract plans for width and placement of sidewalk.
7. The bid item "Cement Concrete Curb Ramp Type __" does not include the adjacent Curb or (Curb and Gutter), Pedestrian Curb or Sidewalk, or the pedestrian crossing closure sign.
8. The curb ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15 foot maximum length, the running slope of the curb ramp shall be as flat as feasible.
9. Curb ramps and landings shall receive broom finish. See **Standard Specifications 8-14.**

DRAWN BY: FERN LIDDELL

NANCY FENNO BOYD
STATE OF WASHINGTON
38298
REGISTERED
PROFESSIONAL ENGINEER

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SINGLE DIRECTION CURB RAMP

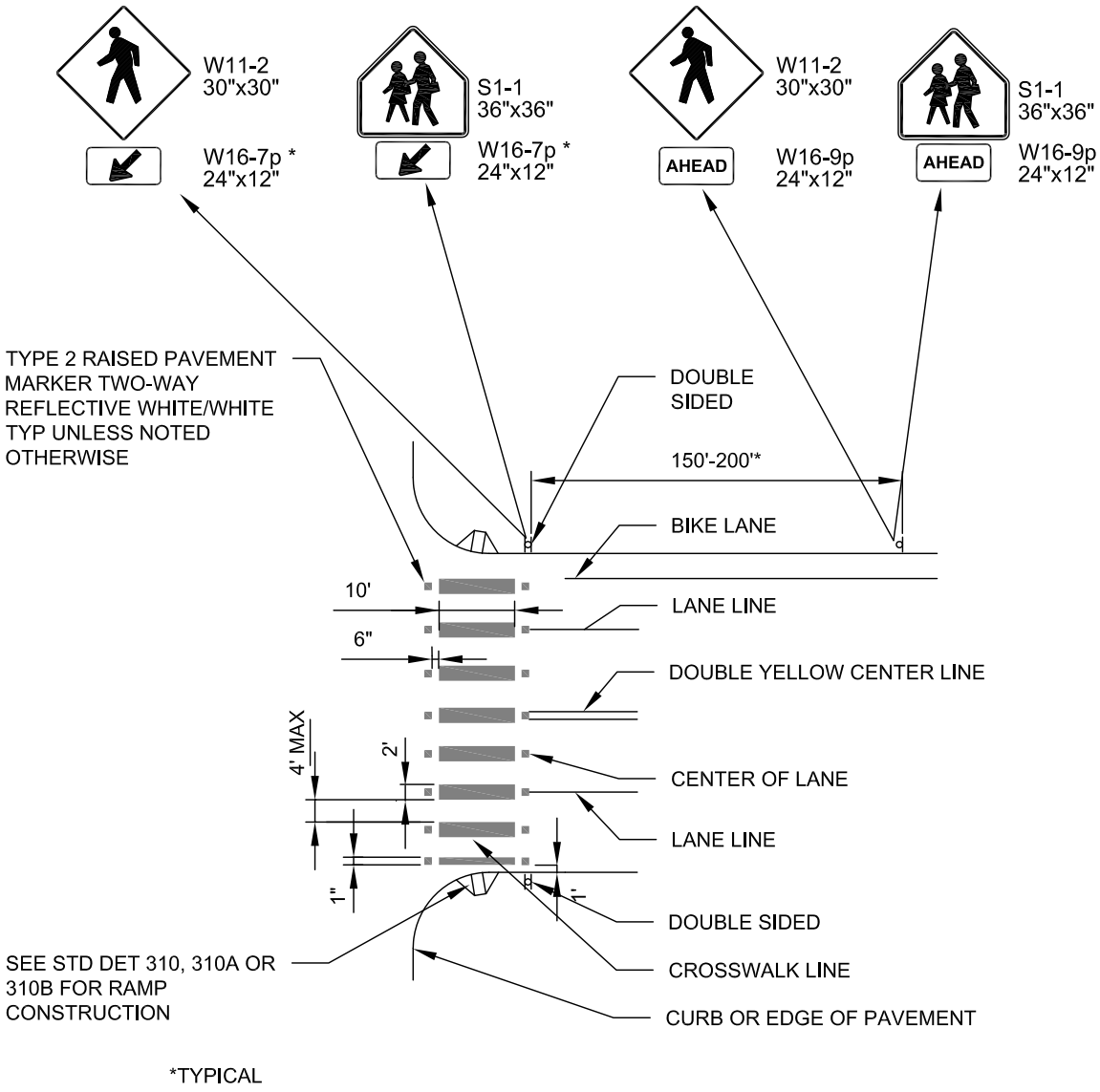
STANDARD PLAN F-40.16-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III — STATE DESIGN ENGINEER — *06-03-10* — DATE

Washington State Department of Transportation



*TYPICAL

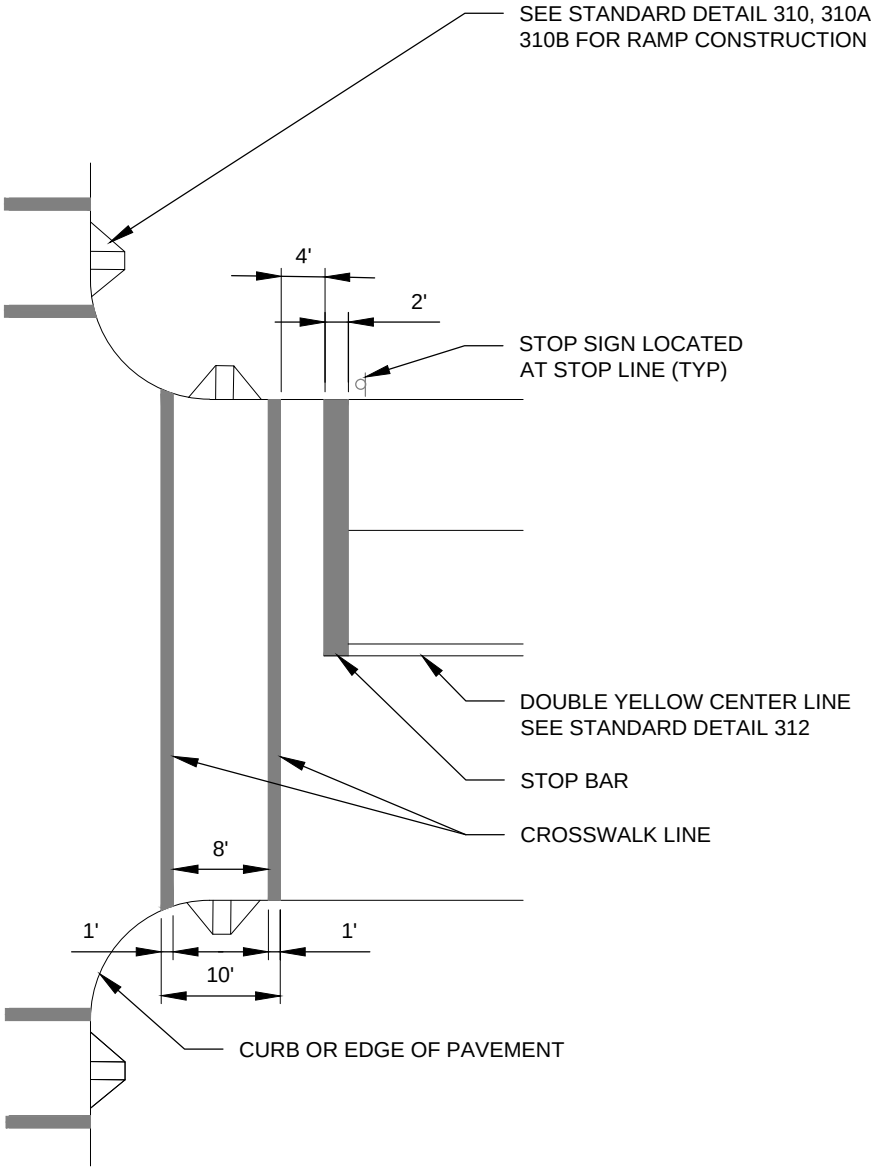
UNPROTECTED CROSSWALK OR UNSIGNALIZED SCHOOL CROSSWALK

NTS

NOTES:

1. USE WHITE THERMOPLASTIC UNLESS DIRECTED OTHERWISE BY CITY TRAFFIC ENGINEER.
2. SIGNS HAVE FLUORESCENT YELLOW GREEN BACKGROUND WITH BLACK LEGEND AND BORDER. SIGN MATERIAL: 3M DIAMOND GRADE DG3.
3. UNPROTECTED CROSSWALK: USE W11-2 WITH W16-7p AND W11-2 WITH W16-9P.
4. SCHOOL CROSSWALK USE S1-1 WITH W16-7p AND S1-1 WITH W16-9P.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON 22521 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			**CROSSWALK MARKINGS & SIGNS**
REVISION DATE: JUNE 01, 2013			FILE NAME: SD311.DWG / DETAIL NUMBER: **311**



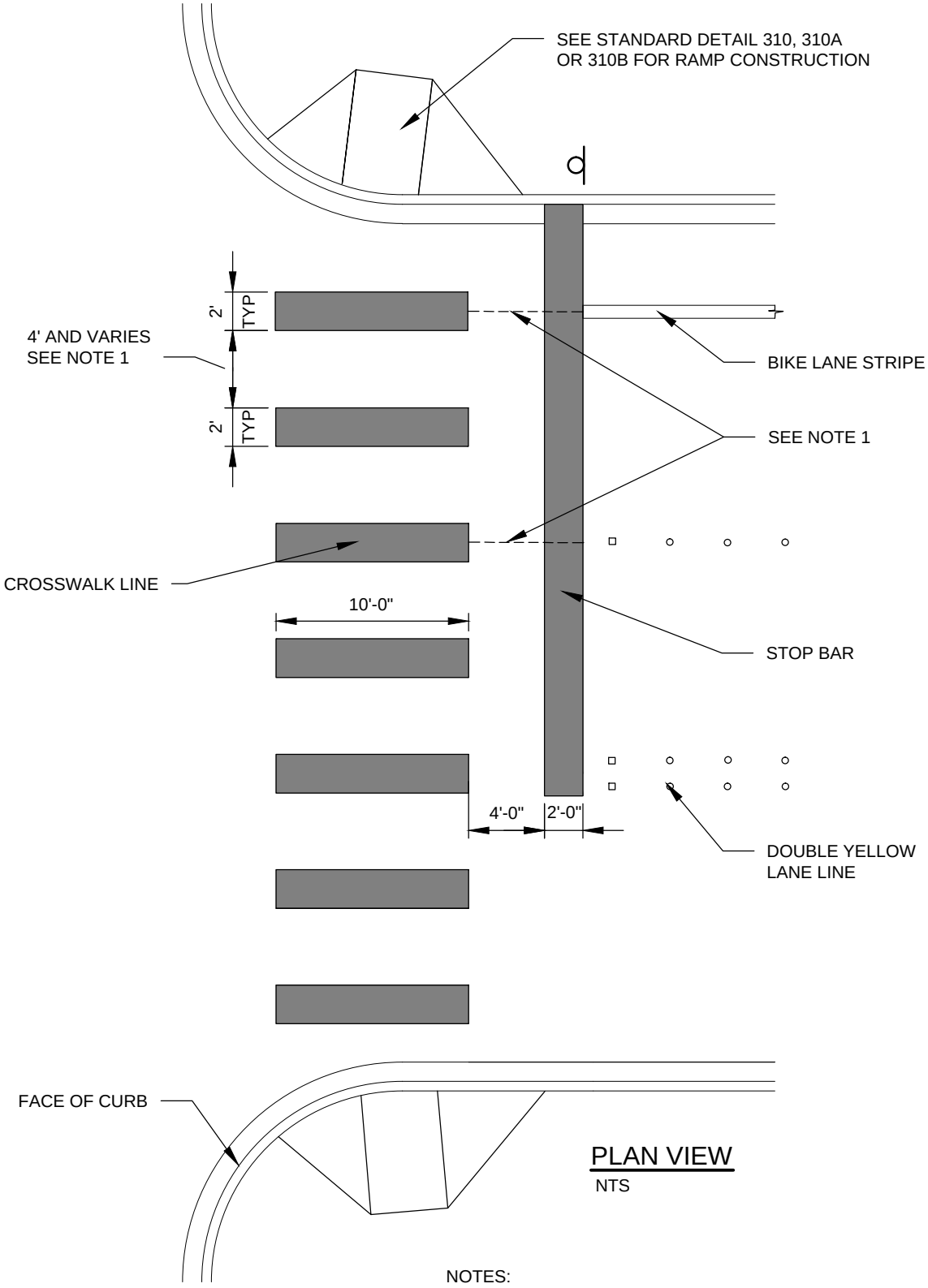
PLAN VIEW

NTS

NOTE:

1. USE WHITE THERMOPLASTIC UNLESS OTHERWISE DIRECTED BY CITY TRAFFIC ENGINEER.
2. INSTALLATION OF OFFSET STOP BAR SHALL BE TRAFFIC ENGINEER-APPROVED

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			CROSSWALK & STOP BAR
REVISION DATE: MARCH 01, 2012			FILE NAME: SD311A.DWG | DETAIL NUMBER: 311A

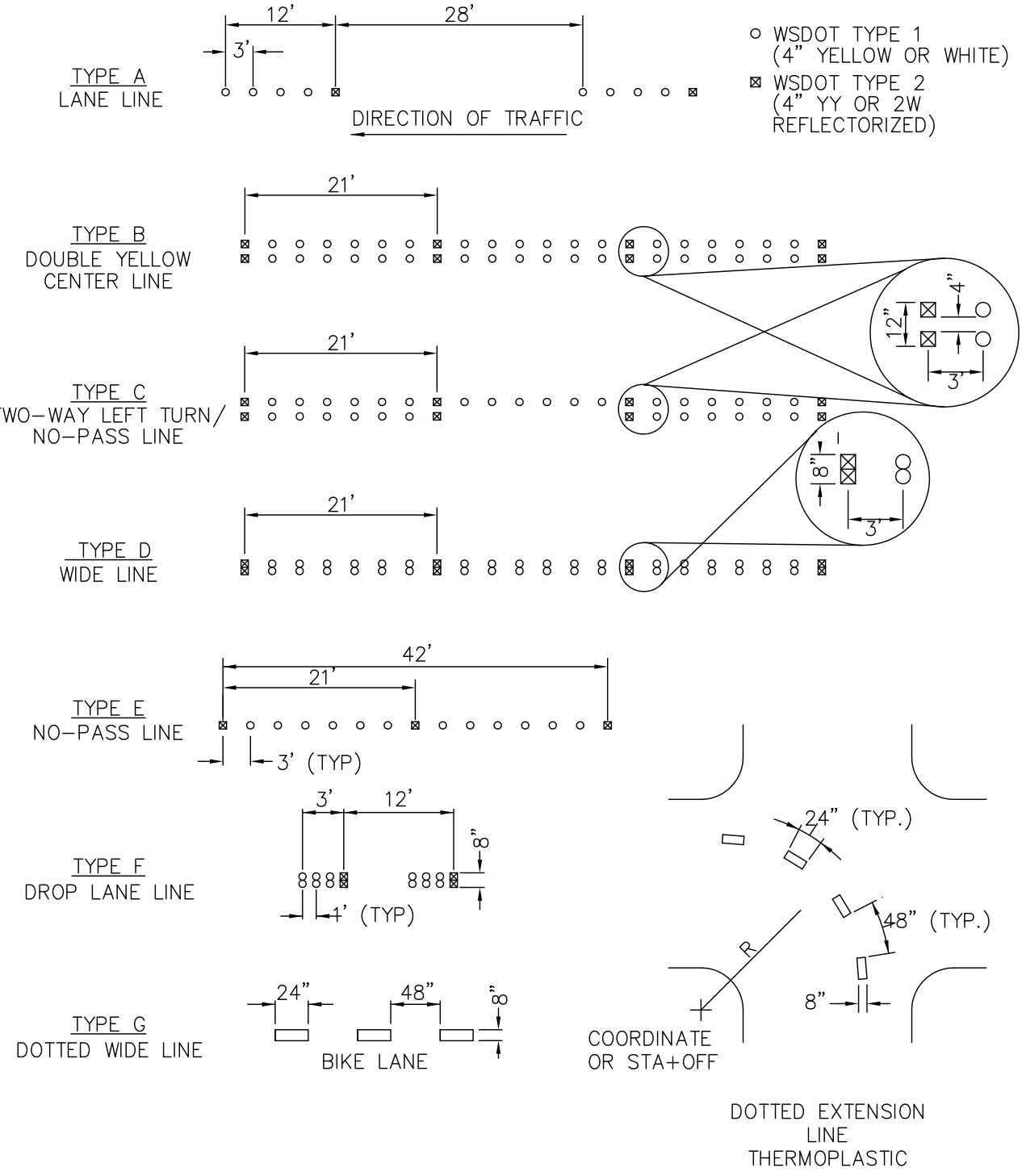


PLAN VIEW
NTS

NOTES:

1. CENTER CROSSWALK BARS ON LANE LINES AND AT CENTER OF LANES AS SHOWN IN ORDER TO AVOID TIRE WEAR.
2. USE WHITE THERMOPLASTIC UNLESS OTHERWISE DIRECTED BY CITY TRAFFIC ENGINEER.
3. INSTALLATION OF OFFSET STOP BAR SHALL BE TRAFFIC ENGINEER-APPROVED.

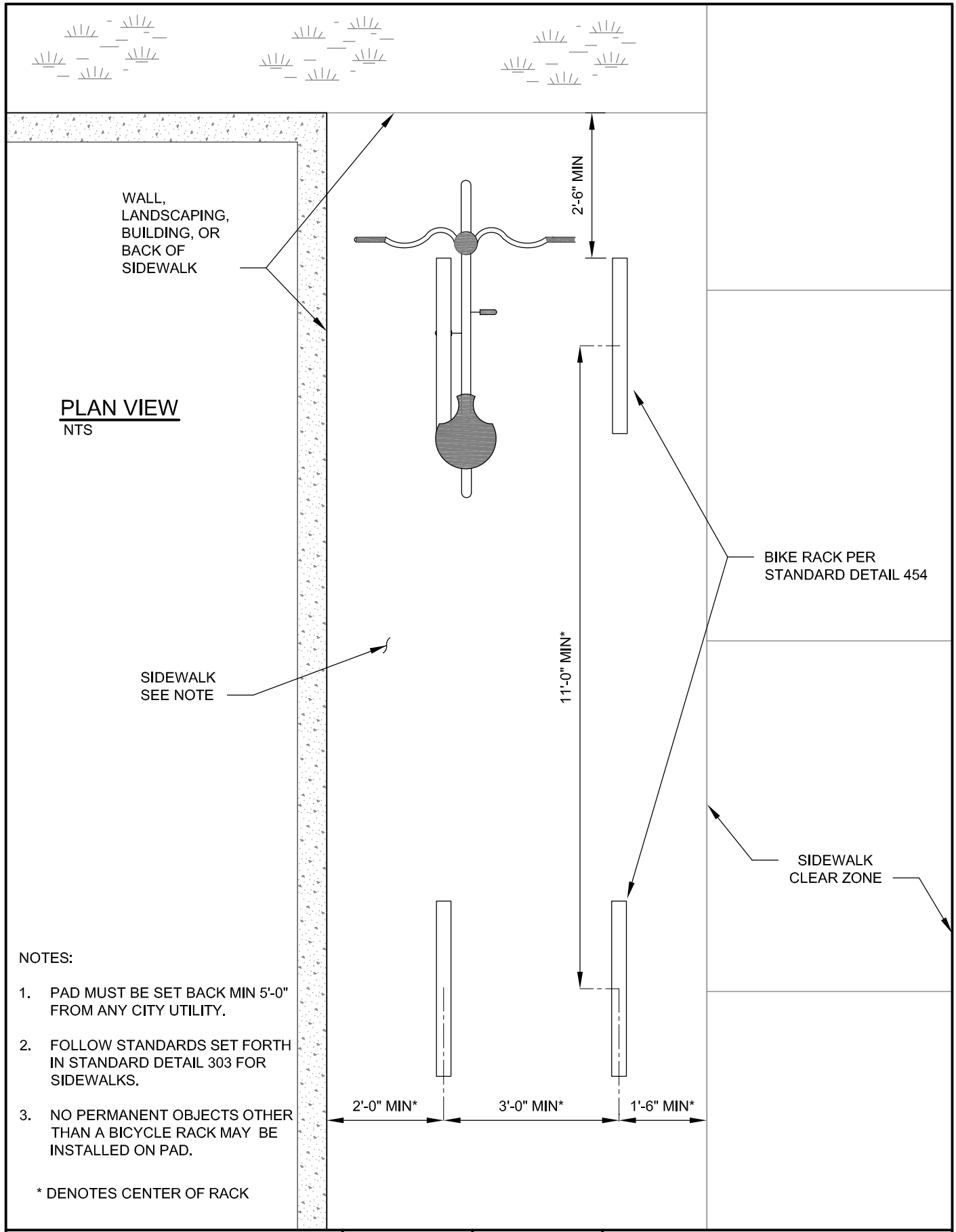
CITY OF REDMOND, WASHINGTON			STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	CROSSWALK & STOP BAR
REVISION DATE: MARCH 01, 2012			FILE NAME: SD311B / DETAIL NUMBER: 311B



NOTES:

1. FOR RAISED PAVEMENT MARKERS USE HOT MELT POLYMER BASED BITUMINOUS ADHESIVE.
2. BIKE LANE STRIPES ARE 8" PAINT, OR AS DIRECTED BY TRAFFIC ENGINEER.
3. EDGE LANE STRIPES ARE 4" PAINT, OR AS DIRECTED BY TRAFFIC ENGINEER.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON 22521 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			**CHANNELIZATION LANE LINE TYPES**
REVISION DATE: JUNE 01, 2013			FILE NAME: SD312.DWG / DETAIL NUMBER: **312**



PLAN VIEW
NTS

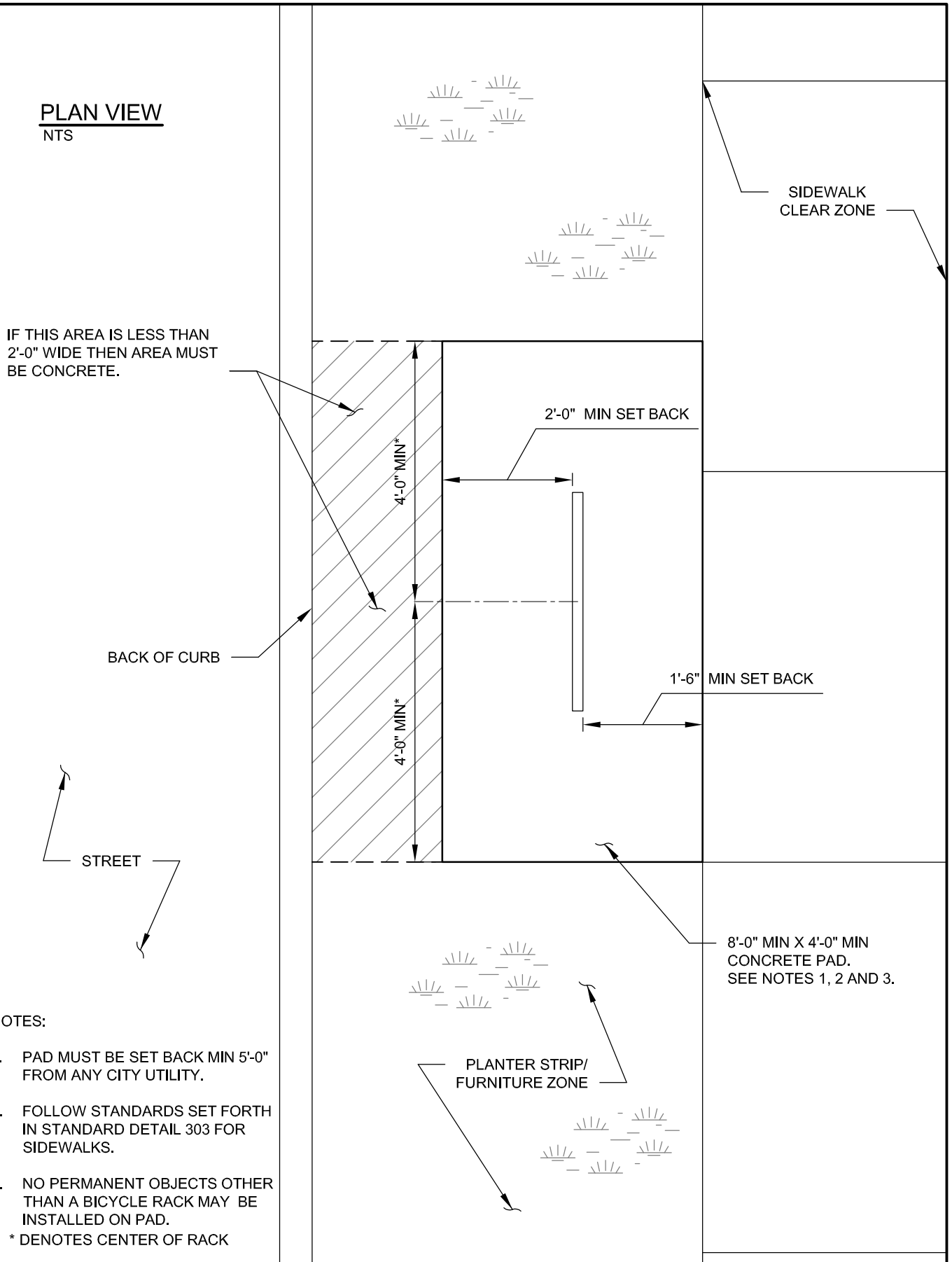
NOTES:

1. PAD MUST BE SET BACK MIN 5'-0" FROM ANY CITY UTILITY.
2. FOLLOW STANDARDS SET FORTH IN STANDARD DETAIL 303 FOR SIDEWALKS.
3. NO PERMANENT OBJECTS OTHER THAN A BICYCLE RACK MAY BE INSTALLED ON PAD.

* DENOTES CENTER OF RACK

CITY OF REDMOND, WASHINGTON		STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	**BACK OF SIDEWALK BICYCLE PARKING**
REVISION DATE: MARCH 01, 2011	CityofRedmond WASHINGTON	FILE NAME: SD317.DWG / DETAIL NUMBER: **317**

PLAN VIEW
NTS

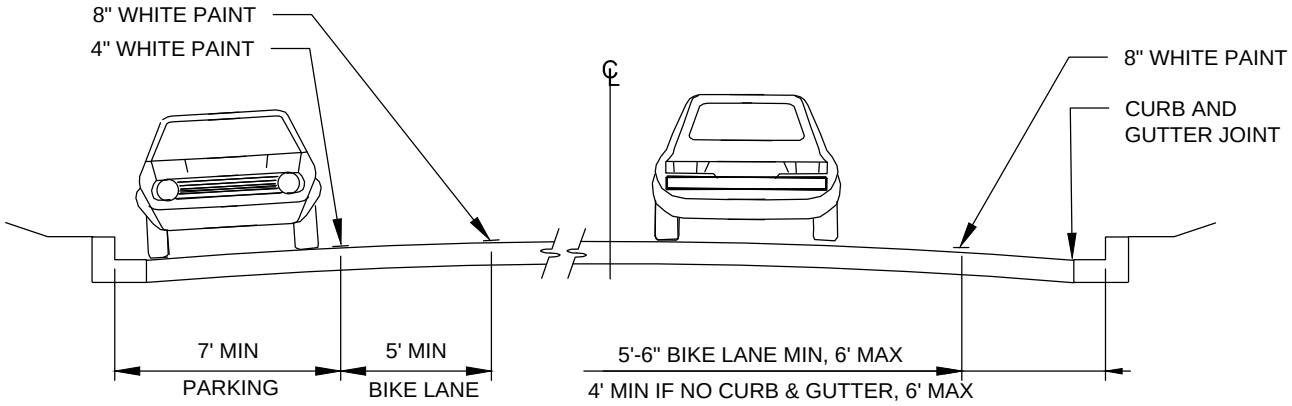


NOTES:

1. PAD MUST BE SET BACK MIN 5'-0" FROM ANY CITY UTILITY.
2. FOLLOW STANDARDS SET FORTH IN STANDARD DETAIL 303 FOR SIDEWALKS.
3. NO PERMANENT OBJECTS OTHER THAN A BICYCLE RACK MAY BE INSTALLED ON PAD.

* DENOTES CENTER OF RACK

CITY OF REDMOND, WASHINGTON		STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	**ON STREET BICYCLE PARKING**
REVISION DATE: MARCH 01, 2011	CityofRedmond WASHINGTON	FILE NAME: SD318.DWG — DETAIL NUMBER: **318**

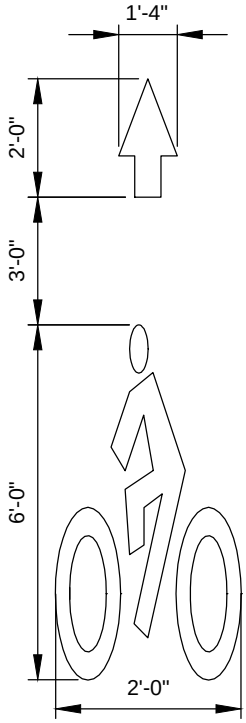


BICYCLE LANE WITH PARKING

NTS

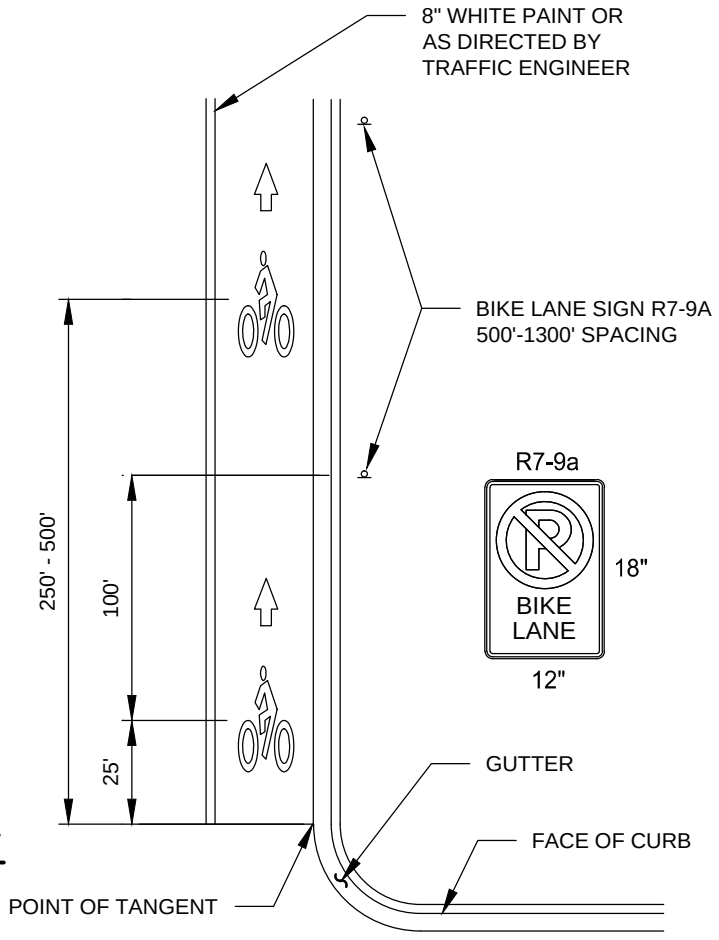
BICYCLE LANE WITHOUT PARKING

NTS



BICYCLE LANE SYMBOL & ARROW

NTS



TYPICAL BICYCLE LANE

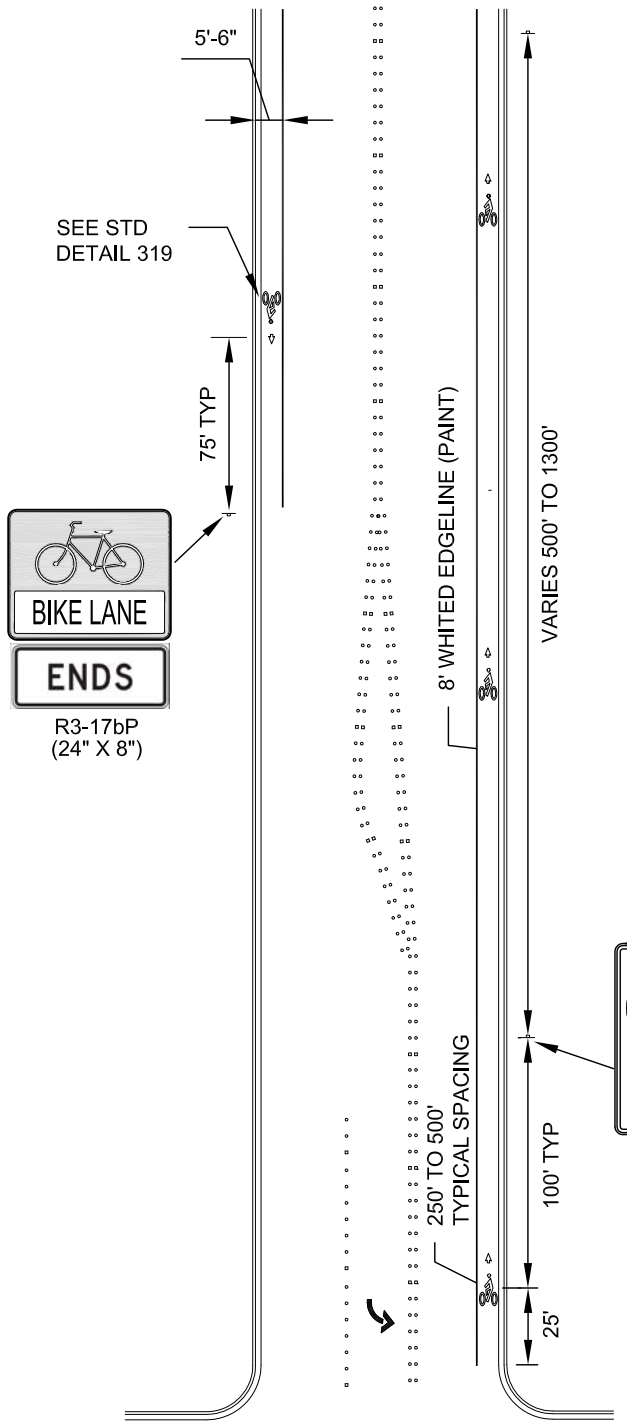
NTS

NOTES:

1. BIKE LANE SYMBOL AND ARROW MATERIAL SHALL BE 90 MIL, PREFORMED, SKID RESISTANT THERMOPLASTIC.

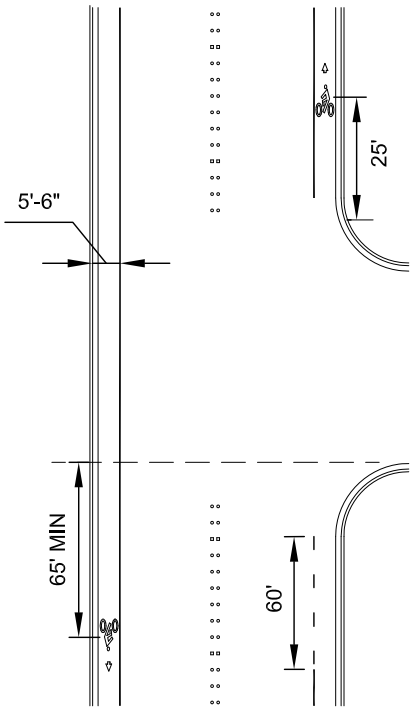
2. SIGN MATERIAL SHALL BE 3M DG3.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			BICYCLE LANES
REVISION DATE: MARCH 01, 2012		FILE NAME: SD319.DWG	DETAIL NUMBER: **319**



BICYCLE LANE START/END TREATMENT

NTS



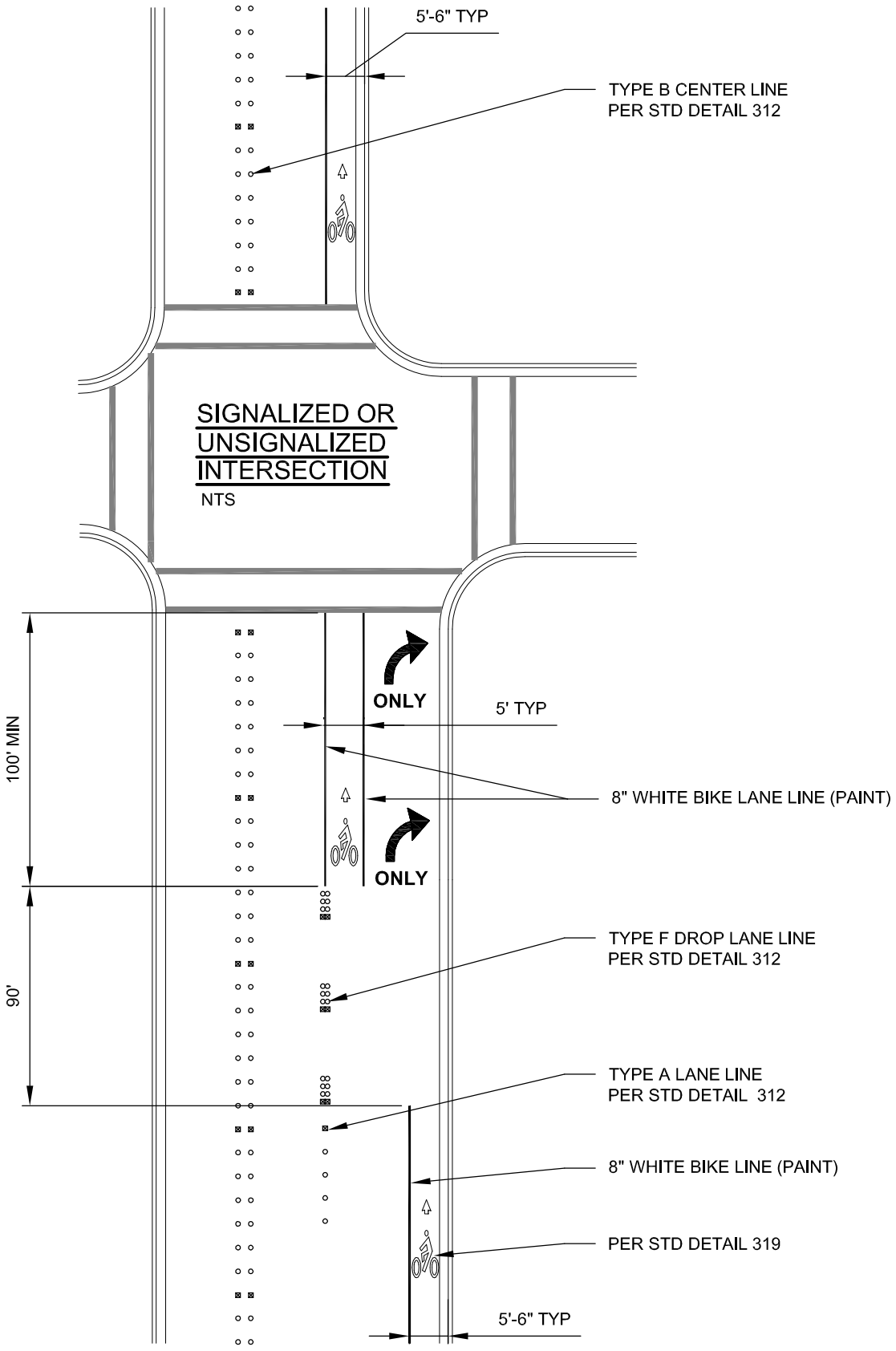
SIDE STREET TREATMENT

NTS

NOTES:

1. BIKE LANE WIDTH IS 5 FEET 6 INCHES. BIKE LANE WIDTH MAY BE ADJUSTED TO 4 FEET WHEN THERE IS A 2 FOOT GRADED SHOULDER WITH NO CURB AND GUTTER OR WHERE SPACE CONSTRAINTS EXIST, AS APPROVED BY THE ENGINEER.
2. WHEN SIGN R3-17 IS USED, PAVEMENT MARKING SHALL BE INSTALLED ADJACENT TO R3-17.
3. SIGN SHOULD BE SPACED EVERY 1300 FEET (TYP) AND DOWNSTREAM OF PUBLIC SIDE STREETS. FOR BIKE PAVEMENT MARKING DETAIL, SEE STANDARD DETAIL 319.

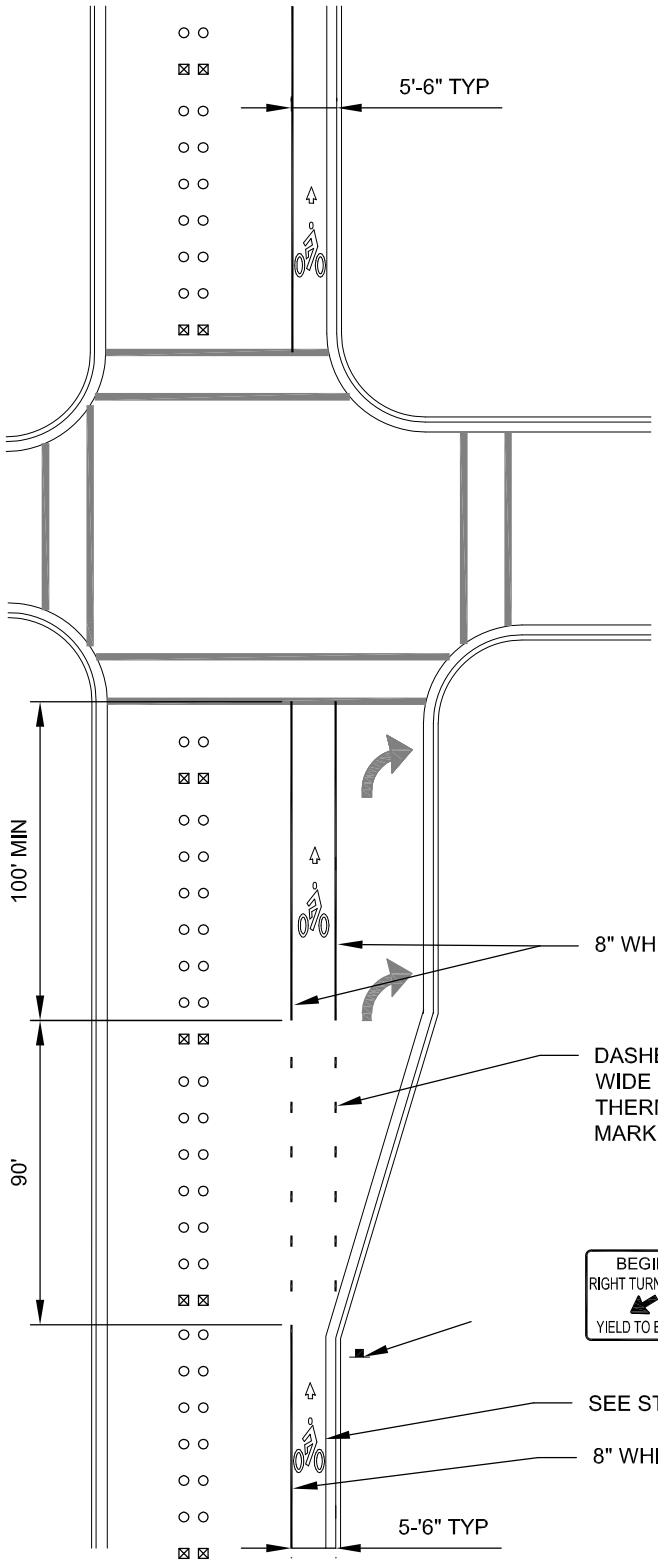
CITY OF REDMOND, WASHINGTON			STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	**BICYCLE LANE CHANNELIZATION**
REVISION DATE: MARCH 01, 2011			FILE NAME: SD319A.DWG | DETAIL NUMBER: **319A**



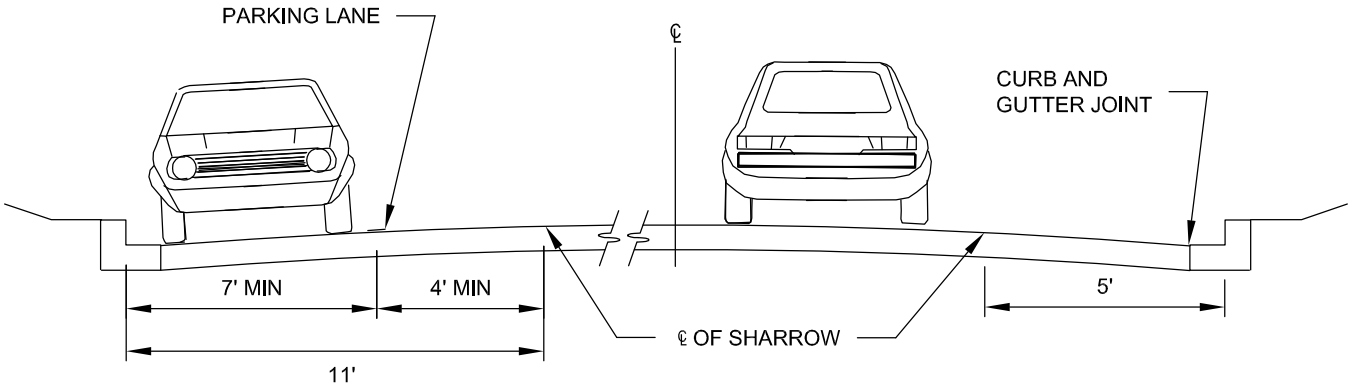
CITY OF REDMOND, WASHINGTON			STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	**BIKE LANE TREATMENT AT DROP RIGHT-TURN LANE**
REVISION DATE: MARCH 01, 2011			FILE NAME: SD319B.DWG | DETAIL NUMBER: **319B**

BICYLE LANES AT INTERSECTIONS

NTS



CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			**BICYCLE LANES AT INTERSECTIONS**
REVISION DATE: MARCH 01, 2011			FILE NAME: SD319C.DWG | DETAIL NUMBER: **319C**

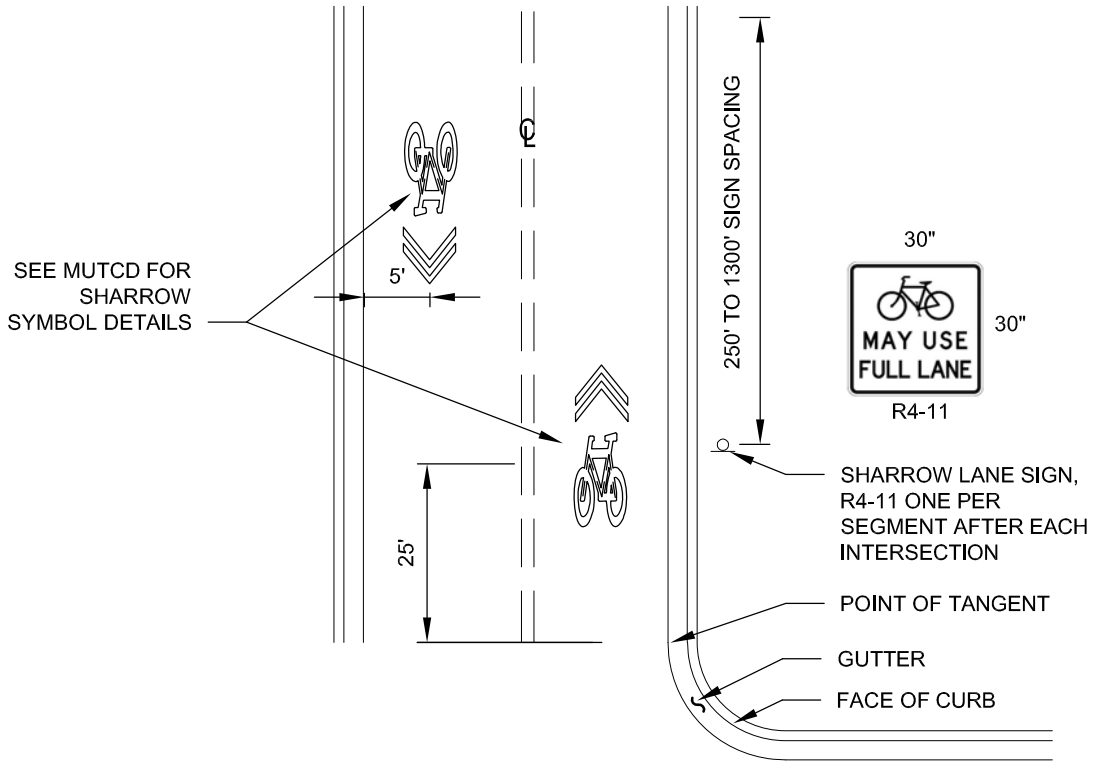


SHARROW LANE WITH PARKING

NTS

SHARROW LANE WITHOUT PARKING

NTS



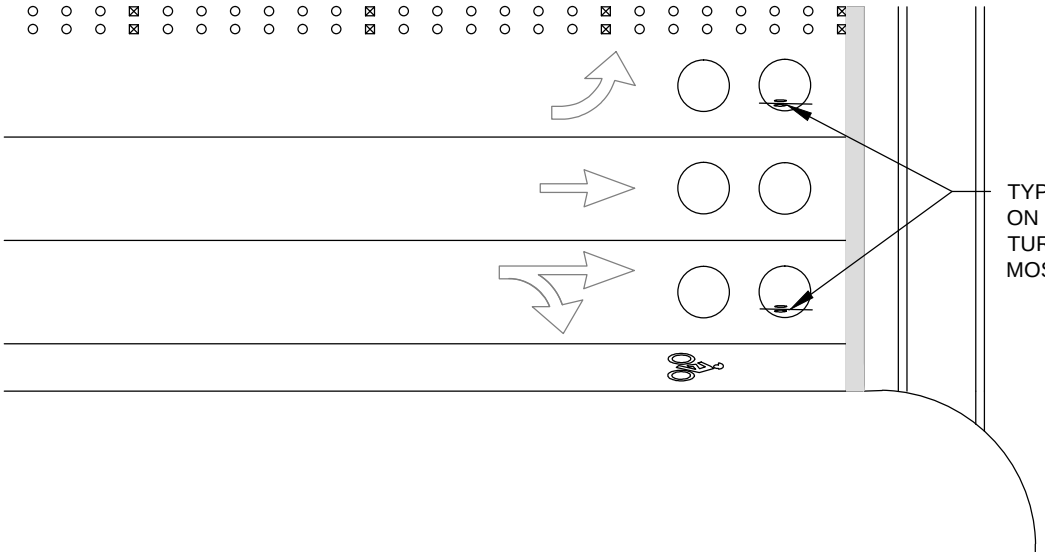
TYPICAL SHARROW LAYOUT

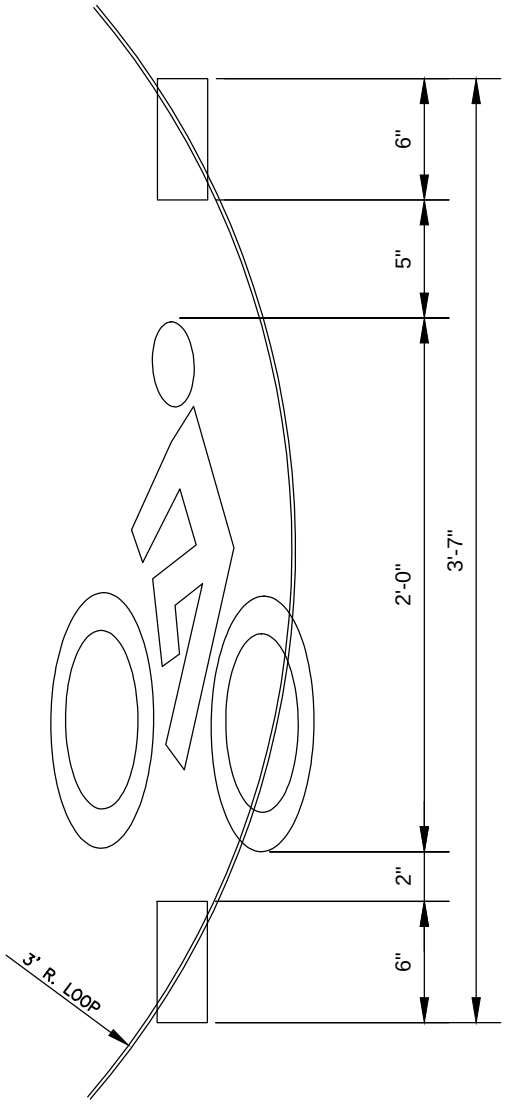
NTS

NOTES:

1. ADJUSTMENT TO DIMENSIONS SHALL BE APPROVED BY THE TRAFFIC ENGINEER.
2. MATERIAL SHALL BE PREFORMED SKID RESISTANT THERMOPLASTIC 90 MIL.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON 14817 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			**SHARROW LANES**
REVISION DATE: MARCH 01, 2011			FILE NAME: SD320.DWG / DETAIL NUMBER: **320**

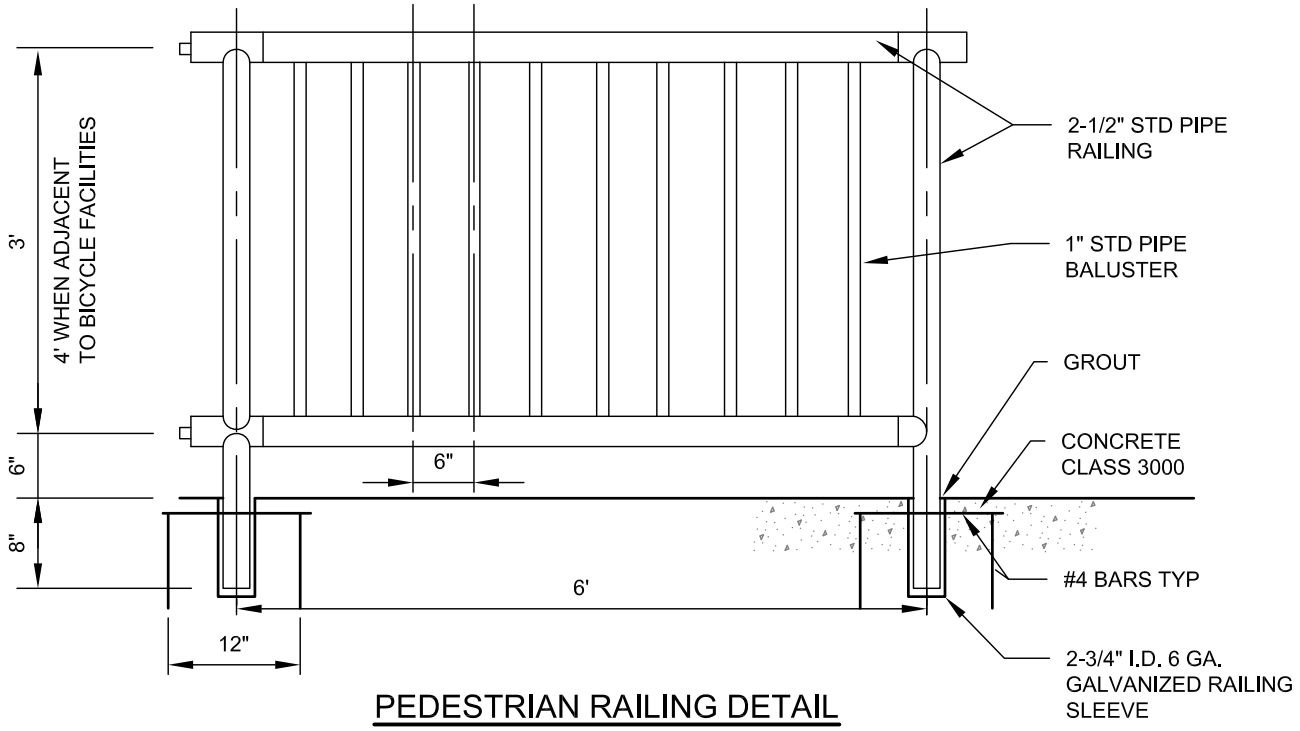




NOTE:

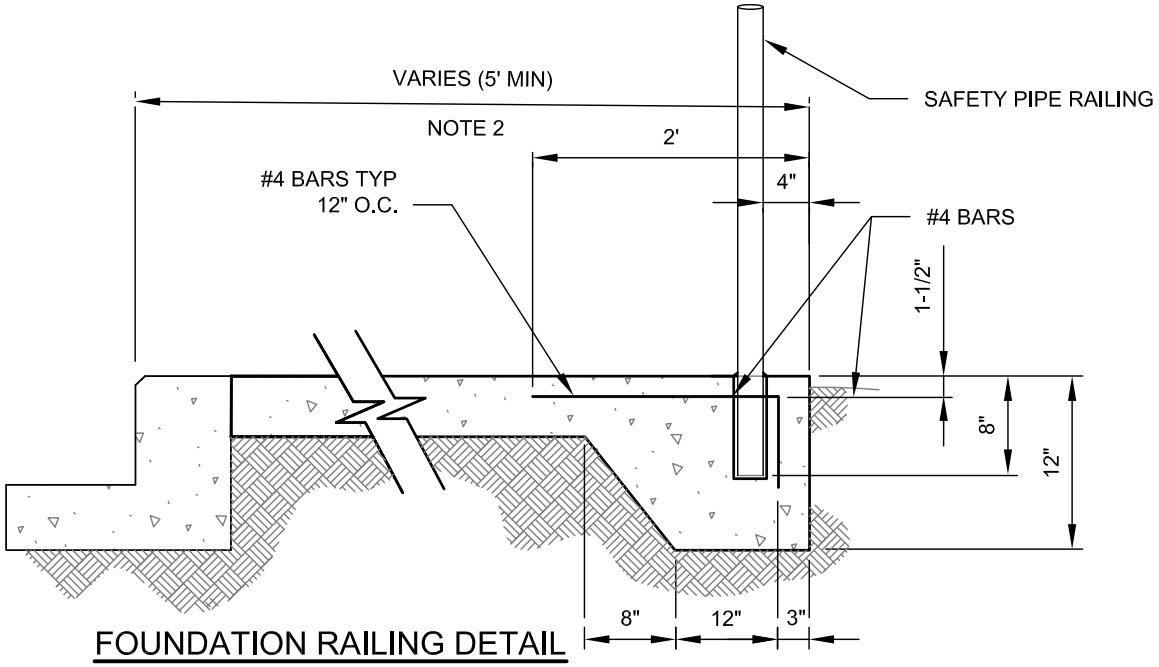
MATERIAL SHALL BE PREFORMED, SKID RESISTANT, 90 MIL THERMOPLASTIC.

CITY OF REDMOND, WASHINGTON			STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER	RONALD D. GRANT STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	**BICYCLE DETECTOR PAVEMENT MARKING**
REVISION DATE: MARCH 01, 2012			FILE NAME: SD320A.DWG | DETAIL NUMBER: 320A



PEDESTRIAN RAILING DETAIL

NTS



FOUNDATION RAILING DETAIL

NTS

NOTES:

1. PIPES SHALL BE ALUMINUM AND MEET ASTM B241/B241M-02 OR B429-02 ALLOY 6063-T6 SCHEDULE 40 (STD. PIPE).
2. WIDTH PER RZC.

CITY OF REDMOND, WASHINGTON	RONALD D. GRANT STATE OF WASHINGTON 22521 REGISTERED PROFESSIONAL ENGINEER	CityofRedmond WASHINGTON	STANDARD DETAILS
APPROVED BY: RON GRANT CITY ENGINEER			**TYPICAL PEDESTRIAN RAILING**
REVISION DATE: JUNE 01, 2013			FILE NAME: SD321.DWG — DETAIL NUMBER: **321**