

PLAN VIEW

NTS

NOTES:

1. X IS a) 100 FEET ALONG ARTERIAL STREETS OR b) 65 FEET ALONG LOCAL ACCESS STREETS.
2. SHOW TRIANGLES FOR STREET AND NON SINGLE FAMILY RESIDENTIAL DRIVEWAY INTERSECTIONS.
3. SIGHT DISTANCE TRIANGLE LEGS ALIGN WITH CURB ON TANGENT.
4. SIGHT DISTANCE TRIANGLE IS APPLICABLE BETWEEN A HEIGHT OF EIGHT AND TWO FEET ABOVE GROUND. NO SIGHT OBSTRUCTIONS SHALL EXIST PER RZC 21.52.040

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



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WASHINGTON

STANDARD DETAILS

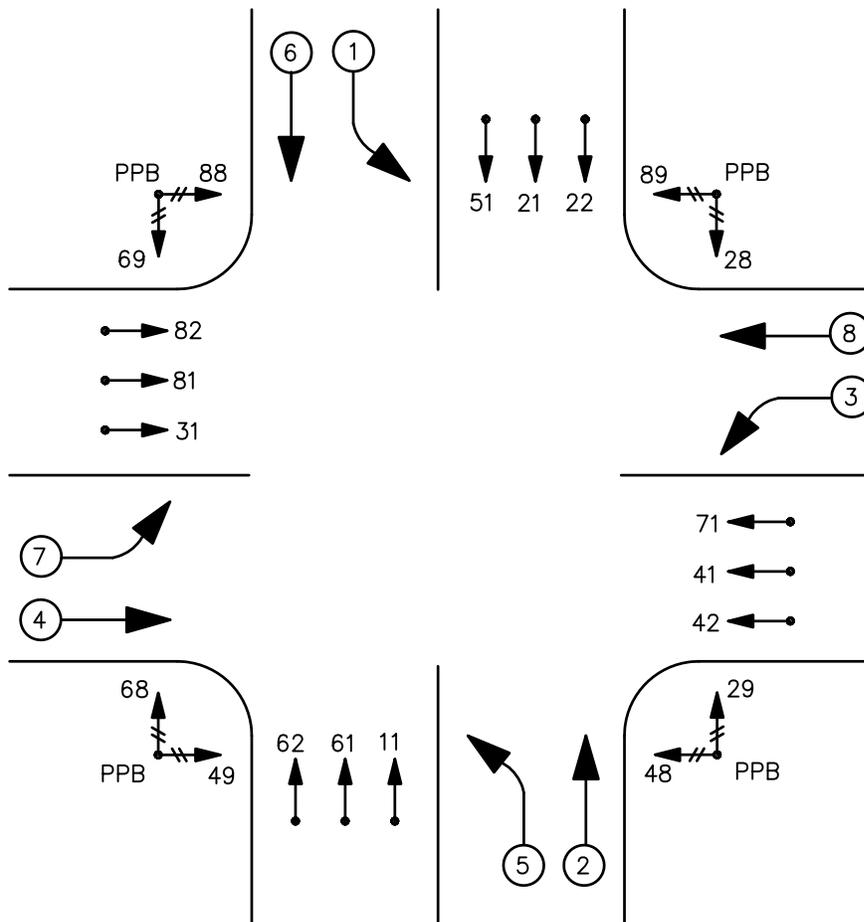
SIGHT DISTANCE TRIANGLE

FILE NAME: SD408.DWG

DETAIL NUMBER: 99-408

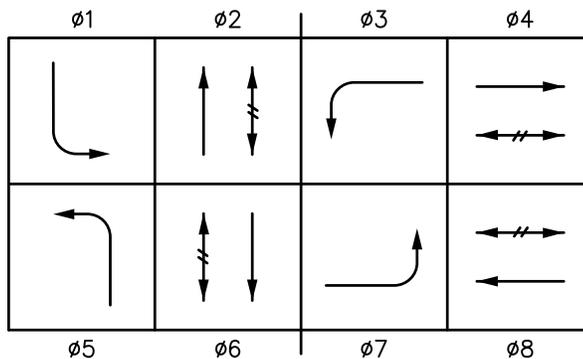
INTERSECTION HEAD NUMBERS

NTS



PHASING SEQUENCE DIAGRAM

NTS



NOTE:

PHASE 2 IS TYPICALLY NORTHBOUND. CONFIRM WITH TRAFFIC OPERATIONS DIVISION. EXCEPTIONS MAY OCCUR, SUCH AS FOR CONSISTENCY ALONG A CURVING ARTERIAL.

Rob Crittenden

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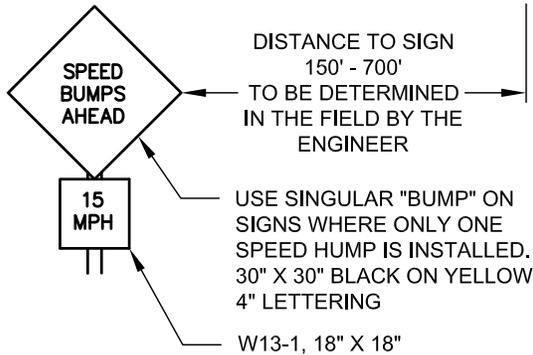
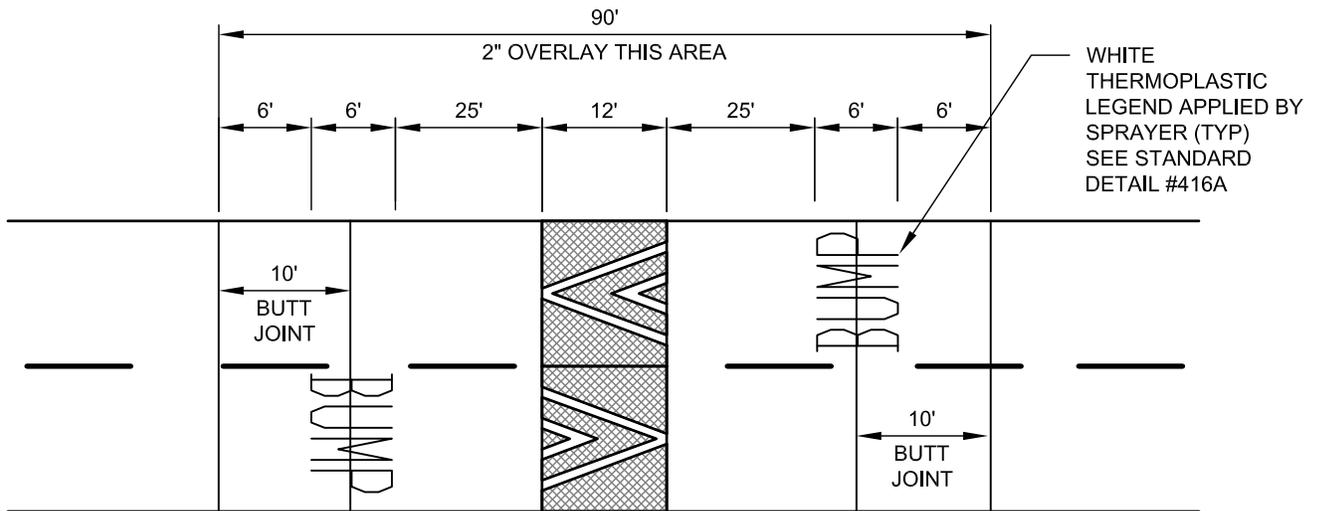
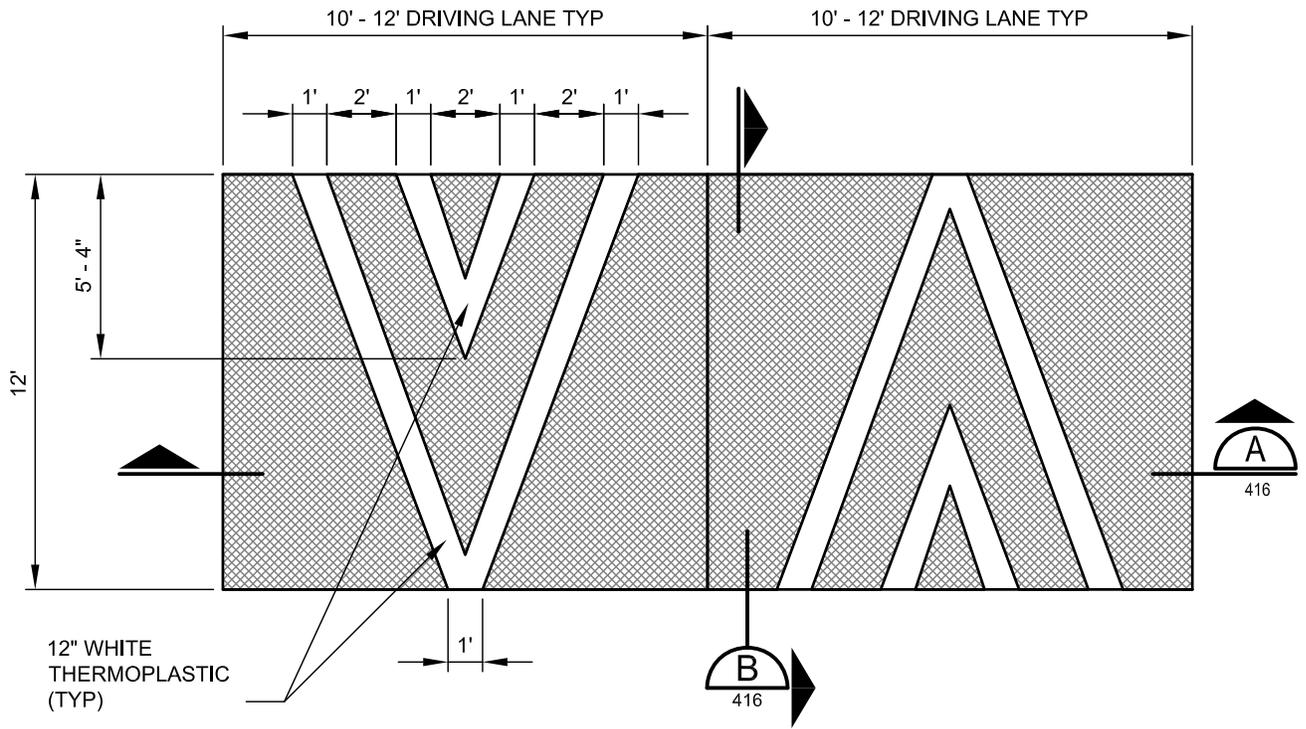
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STANDARD DETAILS

**STANDARD INTERSECTION HEAD
NUMBERS AND PHASING**

FILE NAME: SD409.DWG

DETAIL NUMBER: 99-409



NOTES:

1. SIGNS & MARKINGS TYPICAL BOTH DIRECTIONS.
2. SEE "POST MOUNTED SIGN" STANDARD DRAWING 426C OR 426D.
3. A TEMPLATE MUST BE USED IN SHAPING SPEED HUMPS.
4. SPEED HUMPS MUST BE MADE IN TWO LIFTS.
5. 2" OVERLAY NOT REQUIRED FOR NEW PAVEMENT OR EXISTING PAVEMENT DETERMINED TO BE IN GOOD CONDITION BY THE ENGINEER.

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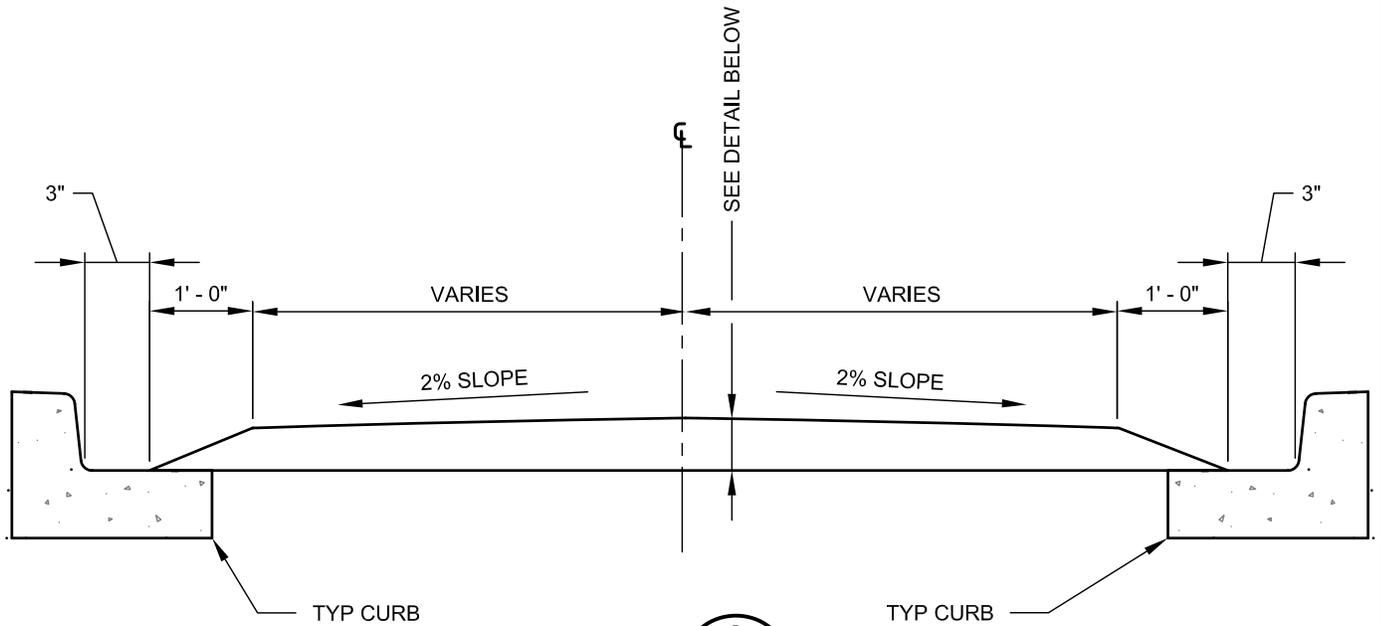
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STANDARD DETAILS

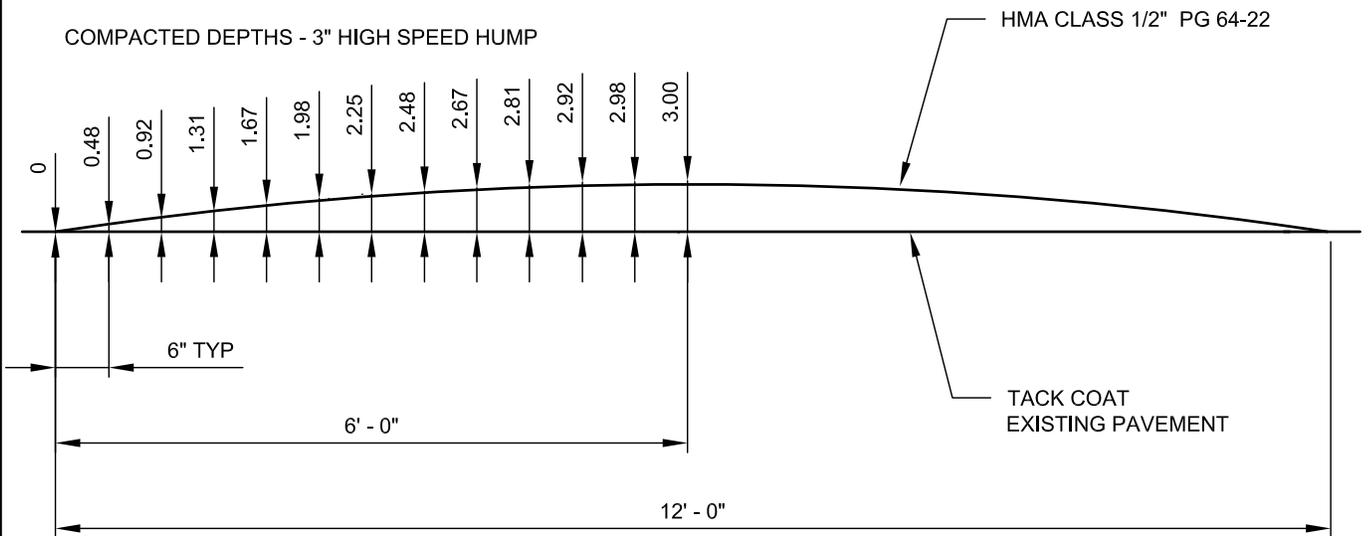
SPEED HUMP
(1 OF 2)

FILE NAME: SD415.DWG

DETAIL NUMBER: **415**



SECTION A
NTS 415



SECTION B
NTS 415

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TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

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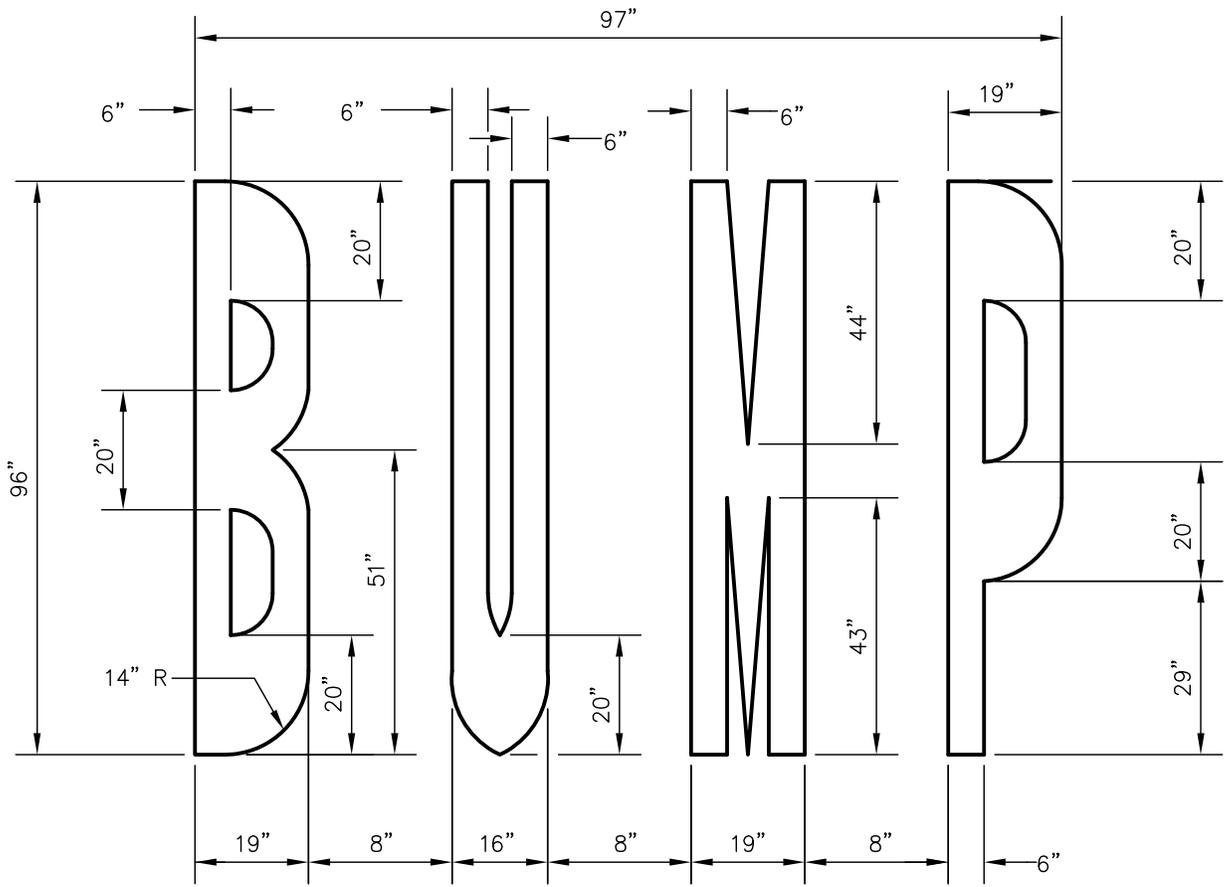
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STANDARD DETAILS

SPEED HUMP
(2 OF 2)

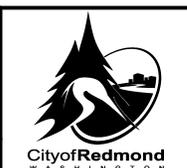
FILE NAME: SD416.DWG

DETAIL NUMBER: **416**

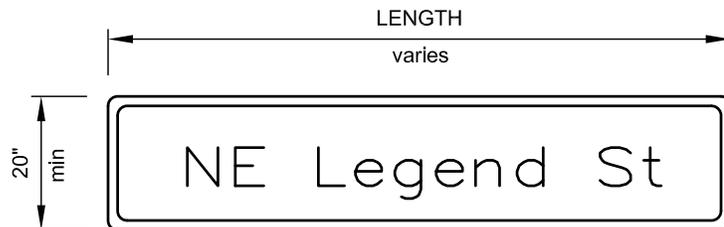
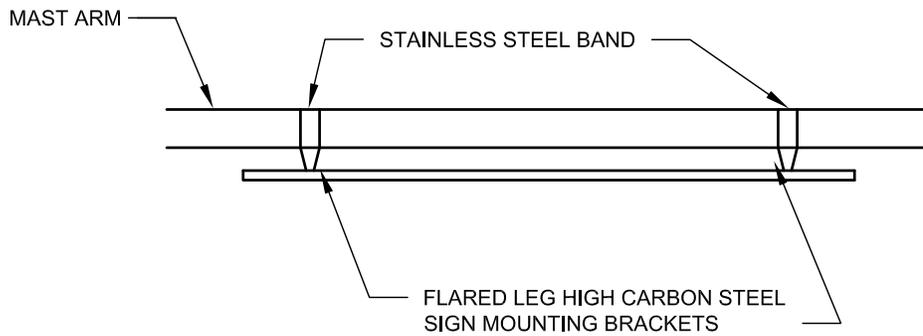
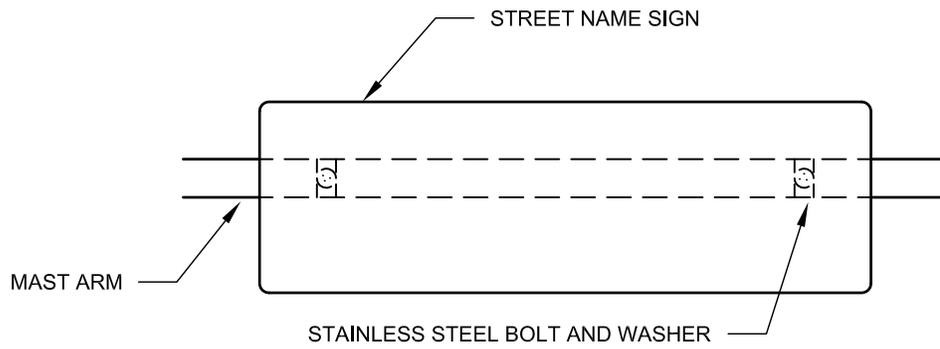


BUMP LEGEND
NTS

Rob Crittenden
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 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
BUMP LEGEND
 FILE NAME: SD416A.DWG | DETAIL NUMBER: **416A**



NOTES:

1. SUBMIT LAYOUT PROOF FOR APPROVAL BY THE TRAFFIC OPERATIONS STAFF.
2. BAND BRACKET AND SIGN TO MAST ARM USING 3/4 INCH WIDE X 0.045 INCH THICK STRENGTH STAINLESS STEEL BAND. SIGN MUST BE LEVEL.
3. WHITE SIGN LETTERS ON GREEN. USE 3M DIAMOND GRADE DG³. MUST BE LEVEL GRADE SHEETING AND LETTERS.
4. AIM VERTICAL ANGLE CONSISTENT WITH SIGNAL DISPLAY.

	H	NUMERALS & LETTERS *
UPPER CASE	24"	12" SIZE, D-SERIES
LOWER CASE	42"	9" SIZE, D-SERIES

MATERIALS:

ALUMINUM 0.100 INCH THICK STOCK WITH ROUNDED CORNERS.

DIMENSIONS:

PROVIDE LETTER SPACING, TEXT MARGINS, SIGN BORDERS AND CORNER RADII PER WSDOT SIGN FABRICATION MANUAL.

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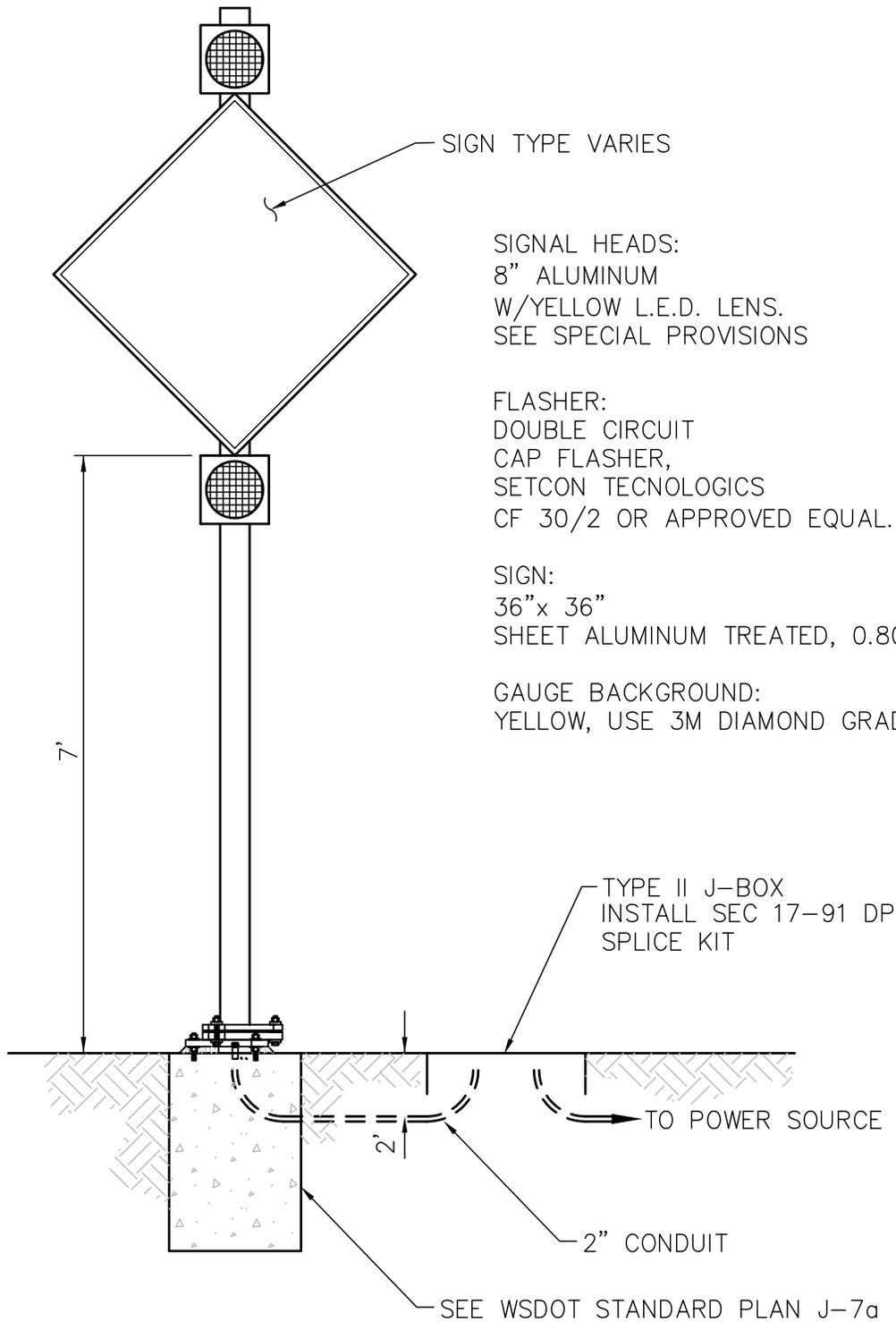
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STANDARD DETAILS

**MAST ARM
STREET NAME SIGNS**

FILE NAME: SD417.DWG

DETAIL NUMBER: **417**



SIGNAL HEADS:
 8" ALUMINUM
 W/YELLOW L.E.D. LENS.
 SEE SPECIAL PROVISIONS

FLASHER:
 DOUBLE CIRCUIT
 CAP FLASHER,
 SETCON TECHNOLOGICS
 CF 30/2 OR APPROVED EQUAL.

SIGN:
 36"x 36"
 SHEET ALUMINUM TREATED, 0.80 INCH THICK

GAUGE BACKGROUND:
 YELLOW, USE 3M DIAMOND GRADE DG³ SHEETING

TYPE II J-BOX
 INSTALL SEC 17-91 DP
 SPLICE KIT

TO POWER SOURCE

2" CONDUIT

SEE WSDOT STANDARD PLAN J-7a

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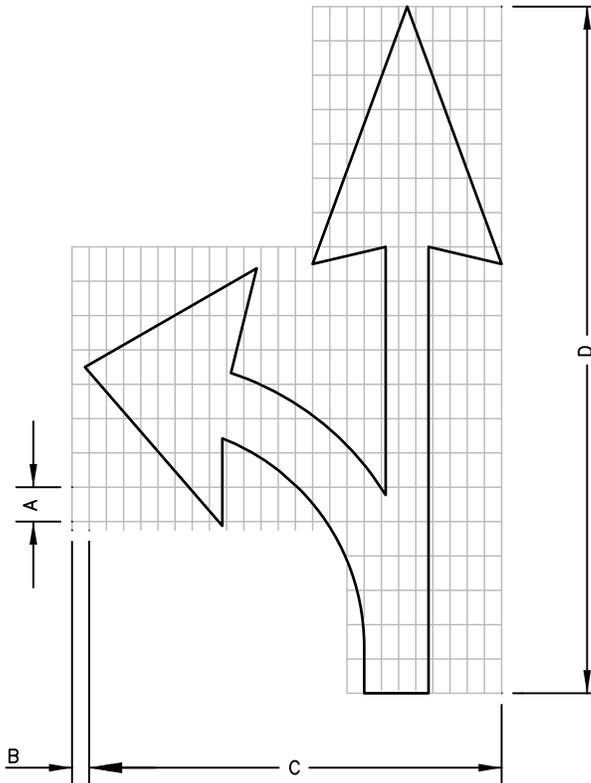
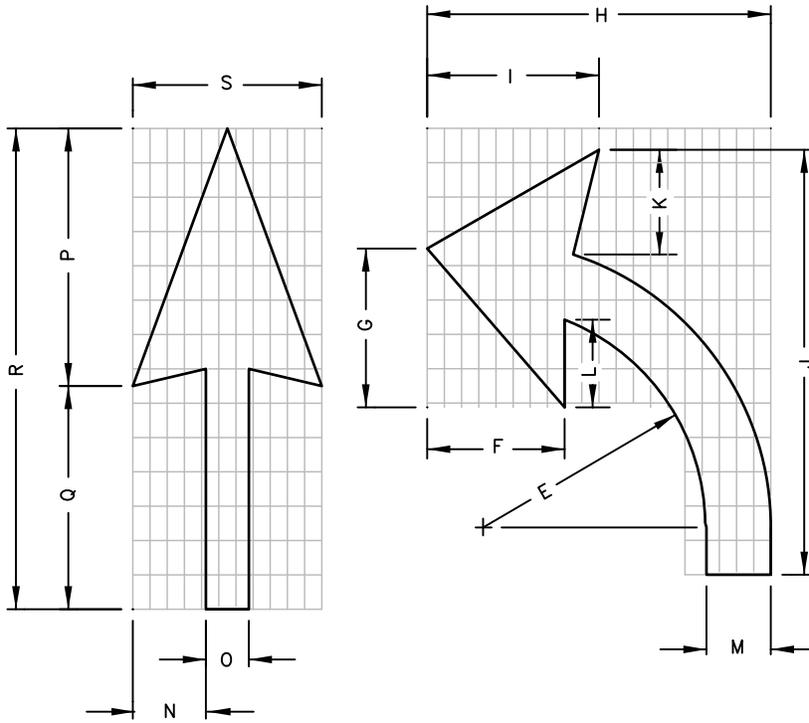
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STANDARD DETAILS

**ADVANCE WARNING
 SIGN/FLASHER**

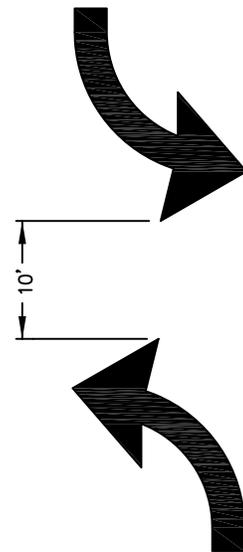
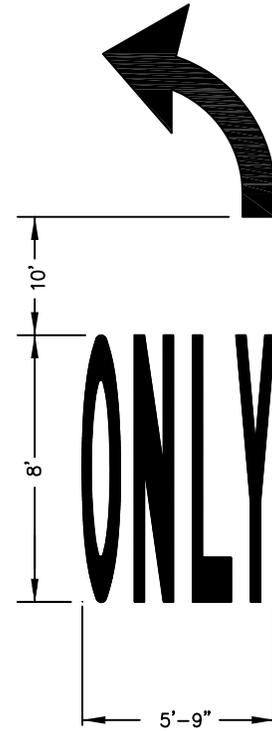
FILE NAME: SD418.DWG

DETAIL NUMBER: **418**



NOTE:

USE THERMOPLASTIC UNLESS DIRECTED OTHERWISE BY CITY TRAFFIC ENGINEER



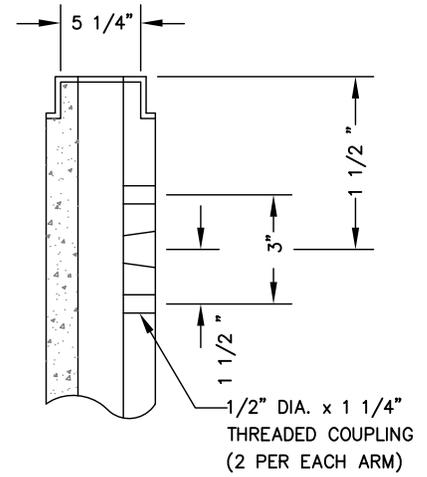
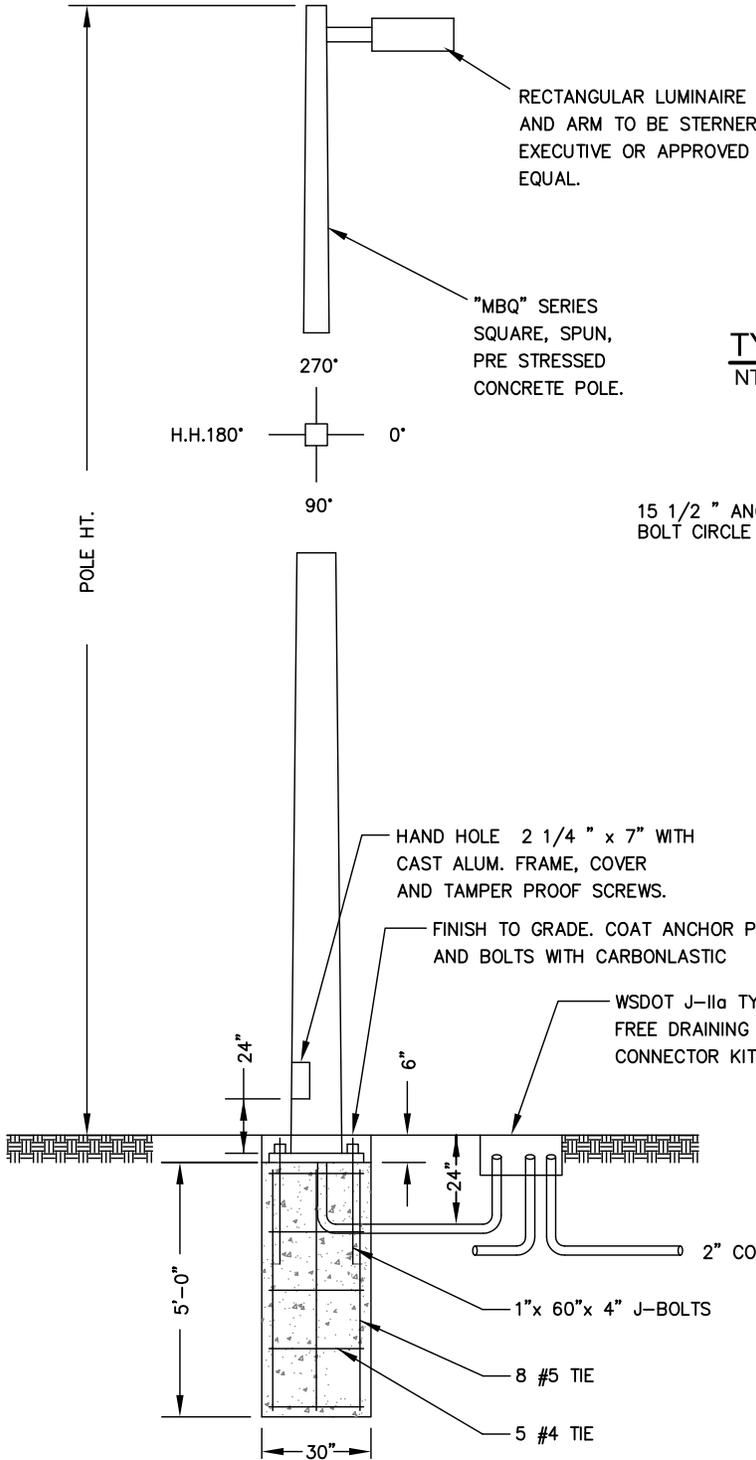
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
8"	4"	8'-0"	13'-4"	4'-4"	2'-8"	3'-1"	6'-7"	3'-4"	8'-3"	1'-11"	1'-8"	1'-3"	1'-5"	10"	5'-0"	4'-4"	9'-4"	3'-8"

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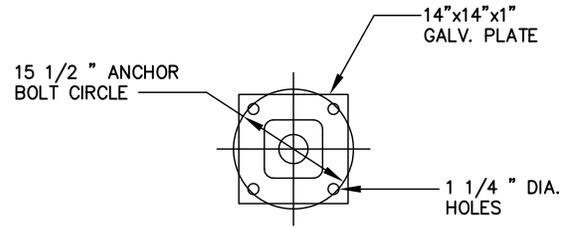


STANDARD DETAILS
LANE-USE PAVEMENT MARKINGS
 FILE NAME: SD419.DWG DETAIL NUMBER: **419**

CATALOG NUMBER	MOUNTING HT.	POLE HT.	BUTT SECTION	NOMINAL WT. (LBS)
MBQ-11	35'-5"	36'-1"	9 7/16"	1880



TYPICAL SIDE MOUNT DETAIL
NTS



BASE PLATE
NTS

NOTE:

POLE FINISH - #113
GRAY CEMENT NATURAL
EXPOSED FINISHED.

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REVISION DATE: JULY 01, 2014



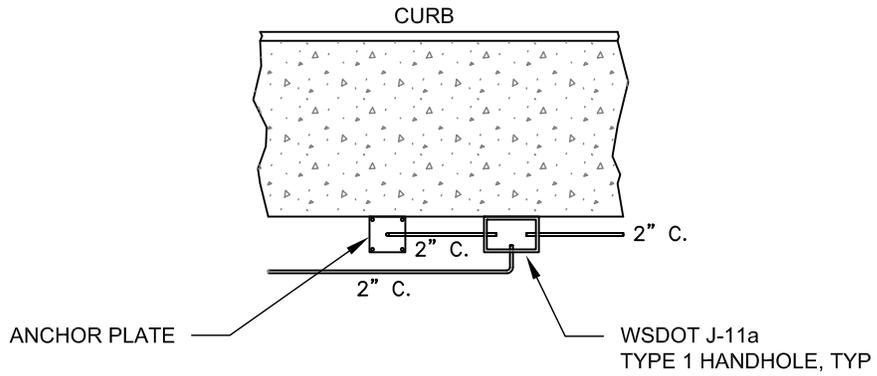
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STANDARD DETAILS

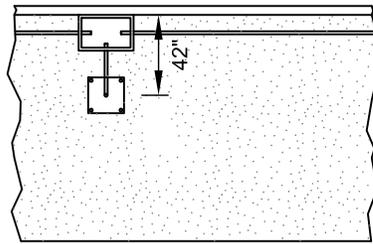
**LUMINAIRE POLE
(CONCRETE SQUARE)**

FILE NAME: SD420.DWG

DETAIL NUMBER: **420**



SIDEWALK
NTS



NO SIDEWALK
NTS

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REVISION DATE: JULY 01, 2014

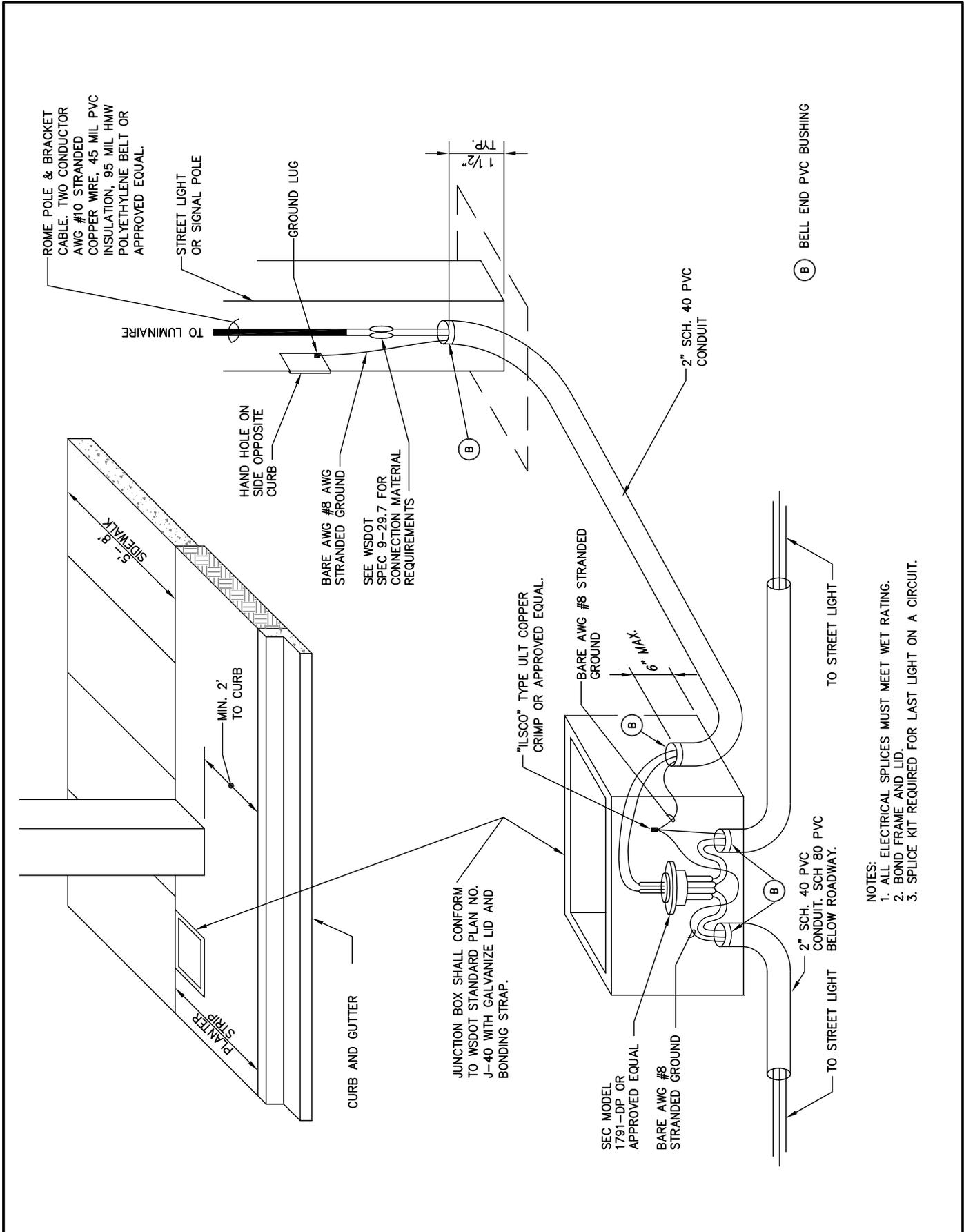


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STANDARD DETAILS

TYPICAL LUMINARE LOCATIONS

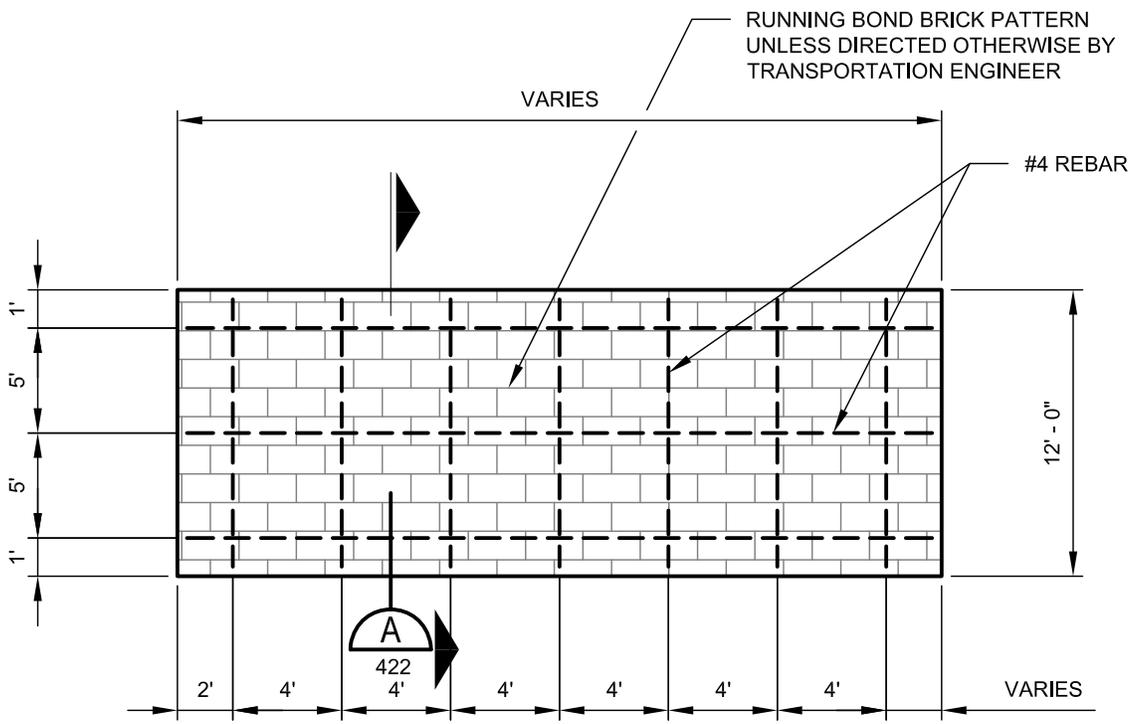
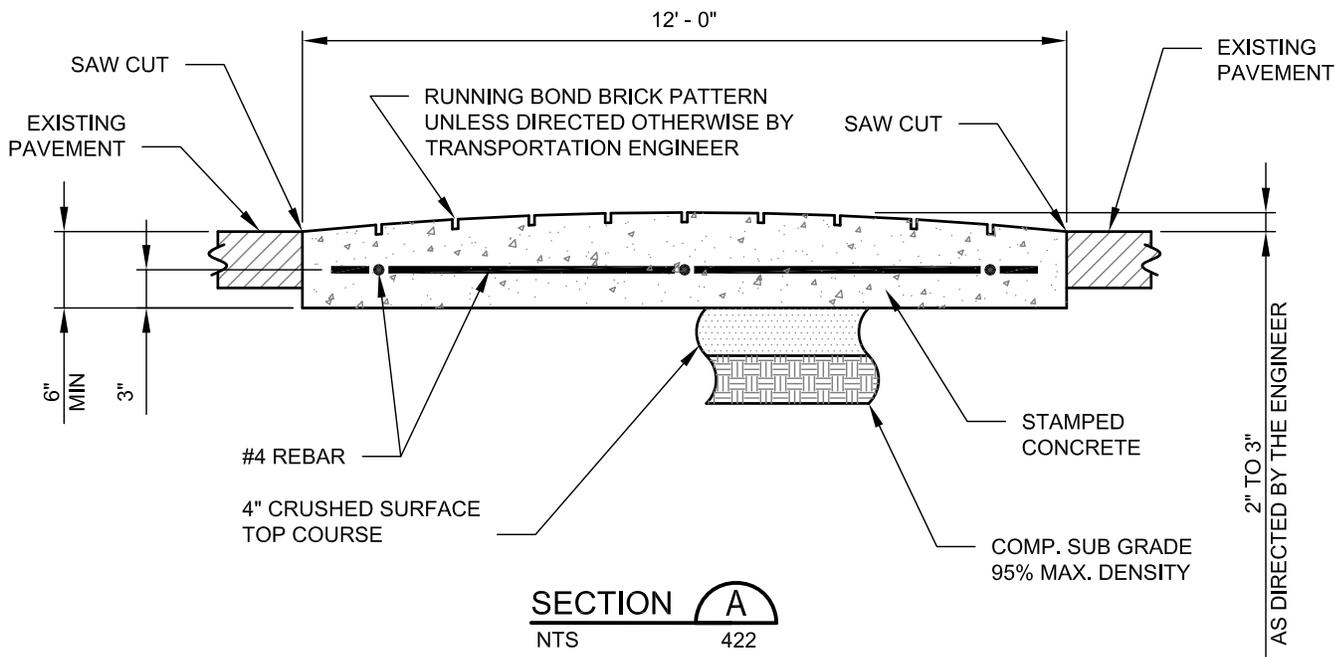
FILE NAME: SD420A.DWG | DETAIL NUMBER: **420A**



(B) BELL END PVC BUSHING

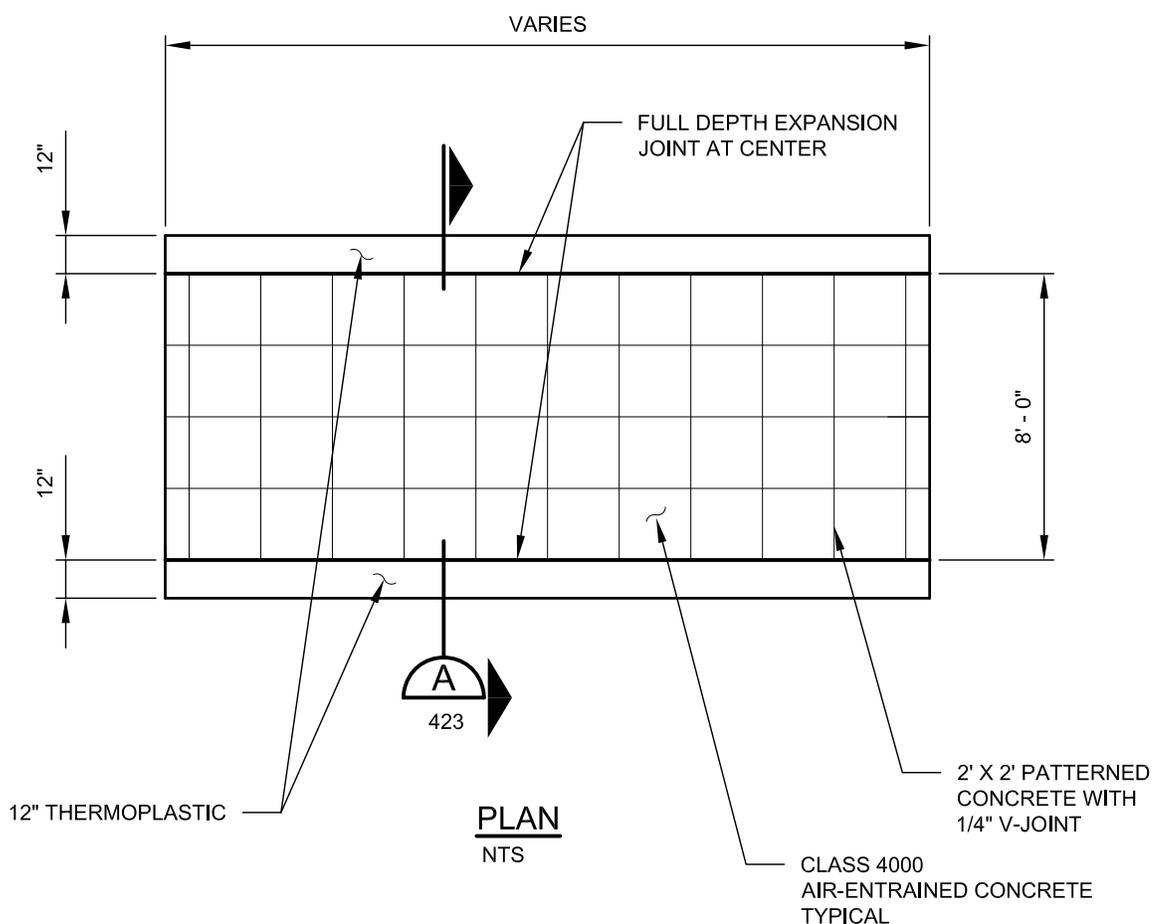
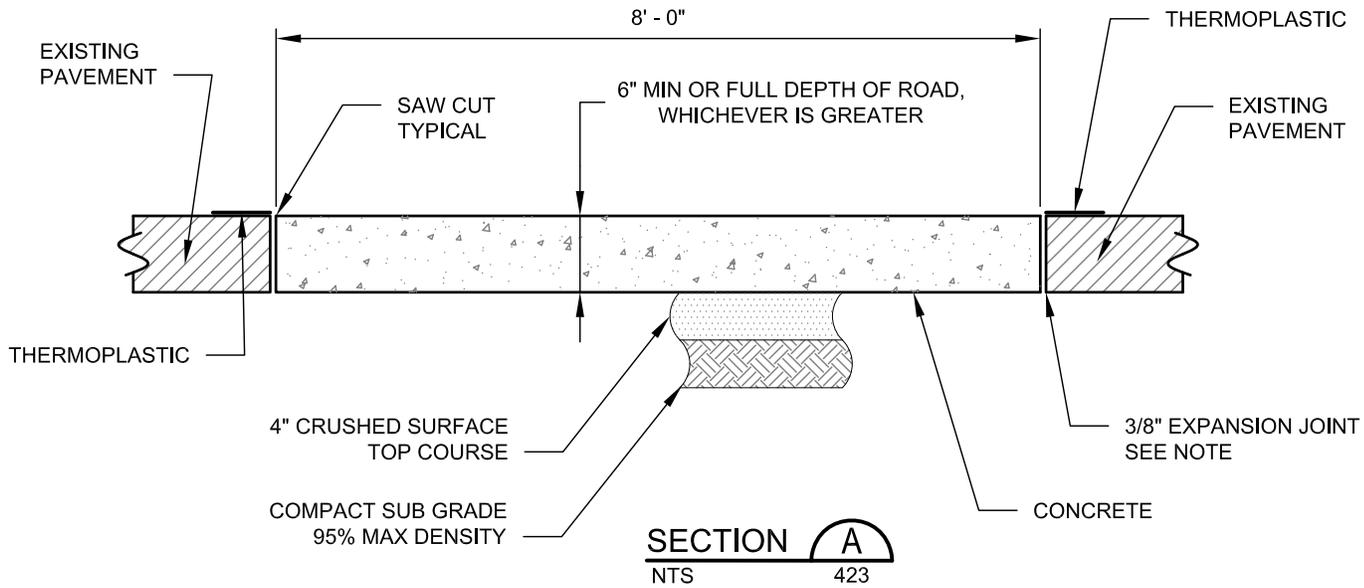
- NOTES:
1. ALL ELECTRICAL SPLICES MUST MEET WET RATING.
 2. BOND FRAME AND LID.
 3. SPLICE KIT REQUIRED FOR LAST LIGHT ON A CIRCUIT.

<p><i>Rob Crittenden</i></p> <p>APPROVED BY: ROB CRITTENDEN TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER</p>	 <p>City of Redmond WASHINGTON</p>	<p>STANDARD DETAILS</p> <p>UNIFORM LUMINAIRE WIRING</p>
<p>REVISION DATE: JULY 01, 2014</p>	<p>FILE NAME: SD421.DWG DETAIL NUMBER: 421</p>	

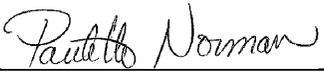


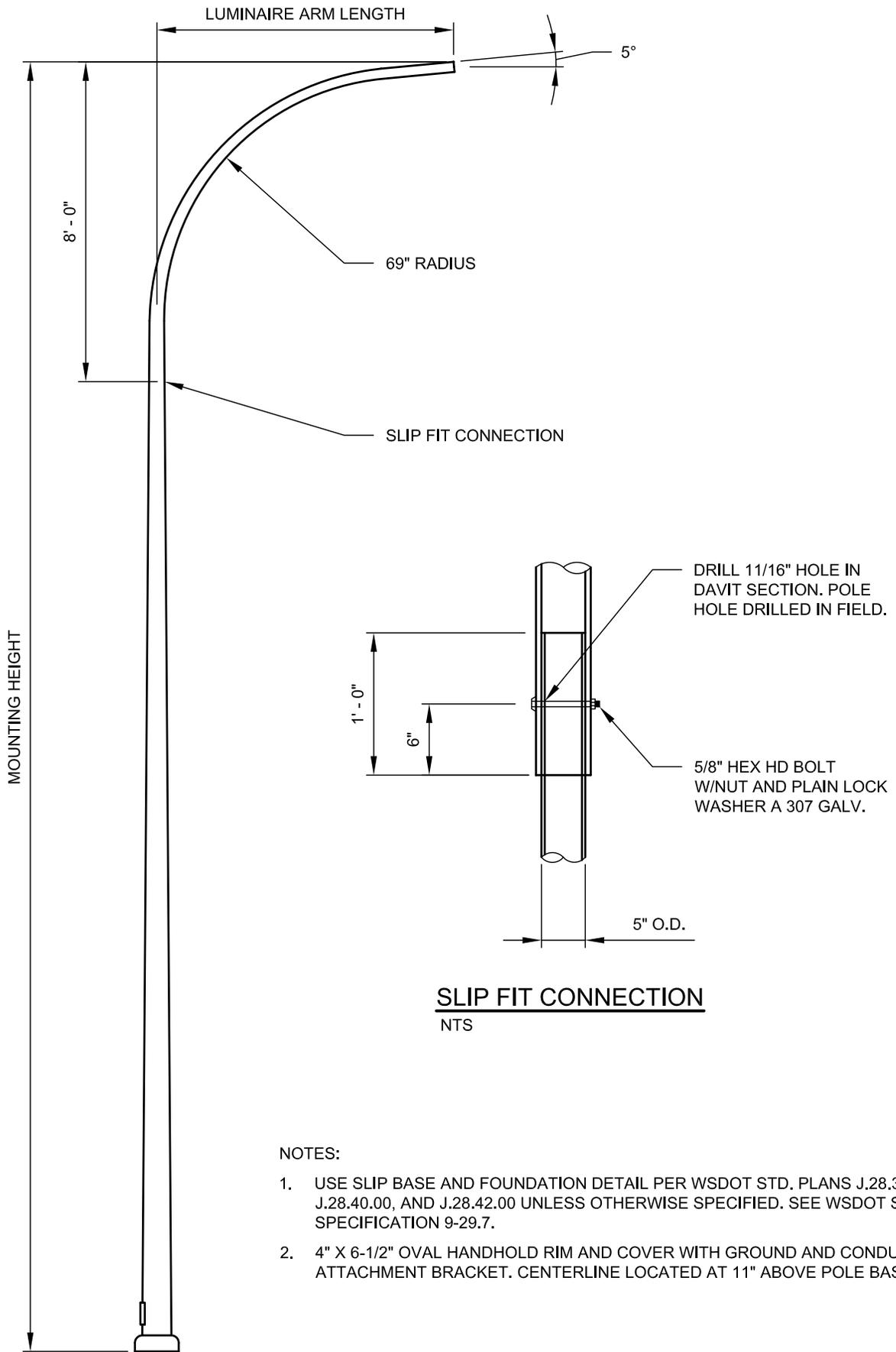
NOTE:
 INSTALL "BUMP" LEGENDS 25 FEET IN ADVANCE OF DEVICE FOR EACH DIRECTION OF TRAVEL.
 SEE DETAIL 416A.

 APPROVED BY: ROB CRITTENDEN TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER	 City of Redmond WASHINGTON	STANDARD DETAILS	
		PATTERNED CONCRETE SPEED HUMP	
REVISION DATE: JULY 01, 2014		FILE NAME: SD422.DWG	DETAIL NUMBER: 422



NOTE:
EXPANSION JOINT FULL DEPTH WHEN WALK IS ADJACENT TO AN EXISTING CONCRETE SHEET.

 APPROVED BY: PAULETTE NORMAN DEVELOPMENT ENGINEERING MANAGER	 City of Redmond WASHINGTON	STANDARD DETAILS	
		PATTERNED CONCRETE CROSSWALK	
REVISION DATE: JULY 01, 2014		FILE NAME: SD423.DWG	DETAIL NUMBER: 423



NOTES:

1. USE SLIP BASE AND FOUNDATION DETAIL PER WSDOT STD. PLANS J.28.30-00, J.28.40.00, AND J.28.42.00 UNLESS OTHERWISE SPECIFIED. SEE WSDOT STD SPECIFICATION 9-29.7.
2. 4" X 6-1/2" OVAL HANDHOLD RIM AND COVER WITH GROUND AND CONDUCTOR ATTACHMENT BRACKET. CENTERLINE LOCATED AT 11" ABOVE POLE BASE.

Rob Crittenden

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TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



CityofRedmond
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STANDARD DETAILS

**"J" SERIES
LIGHT STANDARD**

FILE NAME: SD425.DWG

DETAIL NUMBER: **425**

90 DEGREE CROSSPIECE
WITH 12" BLADE HOLDERS



2" SQUARE CAP WITH
12" BLADE HOLDER

SIGN FABRICATION DETAIL

NTS

MUTCD TABLE 2D-2. MINIMUM LETTER HEIGHTS ON STREET NAME SIGNS

TYPE OF MOUNTING	TYPE OF STREET	SPEED LIMIT	MINIMUM LETTER HEIGHT		BLADE SIZE	
			INITIAL UPPER CASE	LOWER CASE	MIN	MAX
OVERHEAD	ALL TYPES	ALL SPEED LIMITS	12 INCHES	9 INCHES	18" HT.	18" HT.
POST-MOUNTED	MULTI-LANE	MORE THAN 40 MPH	8 INCHES	6 INCHES	10" X 36"	10" X 48"
POST-MOUNTED	MULTI-LANE	40 MPH OR LESS	6 INCHES	4.5 INCHES	8" X 30"	8" X 36"
POST-MOUNTED	2-LANE	ALL SPEED LIMITS	6 INCHES*	4.5 INCHES*	8" X 30"	8" X 36"

* ON LOCAL TWO-LANE STREETS WITH SPEED LIMITS OF 25 MPH OR LESS, 4 INCH INITIAL UPPER-CASE LETTERS WITH 3 INCH LOWER CASE LETTERS MAY BE USED.

NOTES:

1. LETTERS SHALL BE HIGHWAY B SERIES FONT.
2. SIGN CORNERS SHALL BE ROUNDED.
3. FOR INTERSECTIONS THAT HAVE DIFFERING SPEEDS, THE HIGHEST SPEED SHALL DICTATE THE SIZE OF ALL STREET NAME SIGNS.
4. SIGN MATERIAL SHALL BE 0.080 INCH THICK STOCK ALUMINUM WITH WHITE SIGN LETTERS ON GREEN, HIGH INTENSITY GRADE SHEETING.

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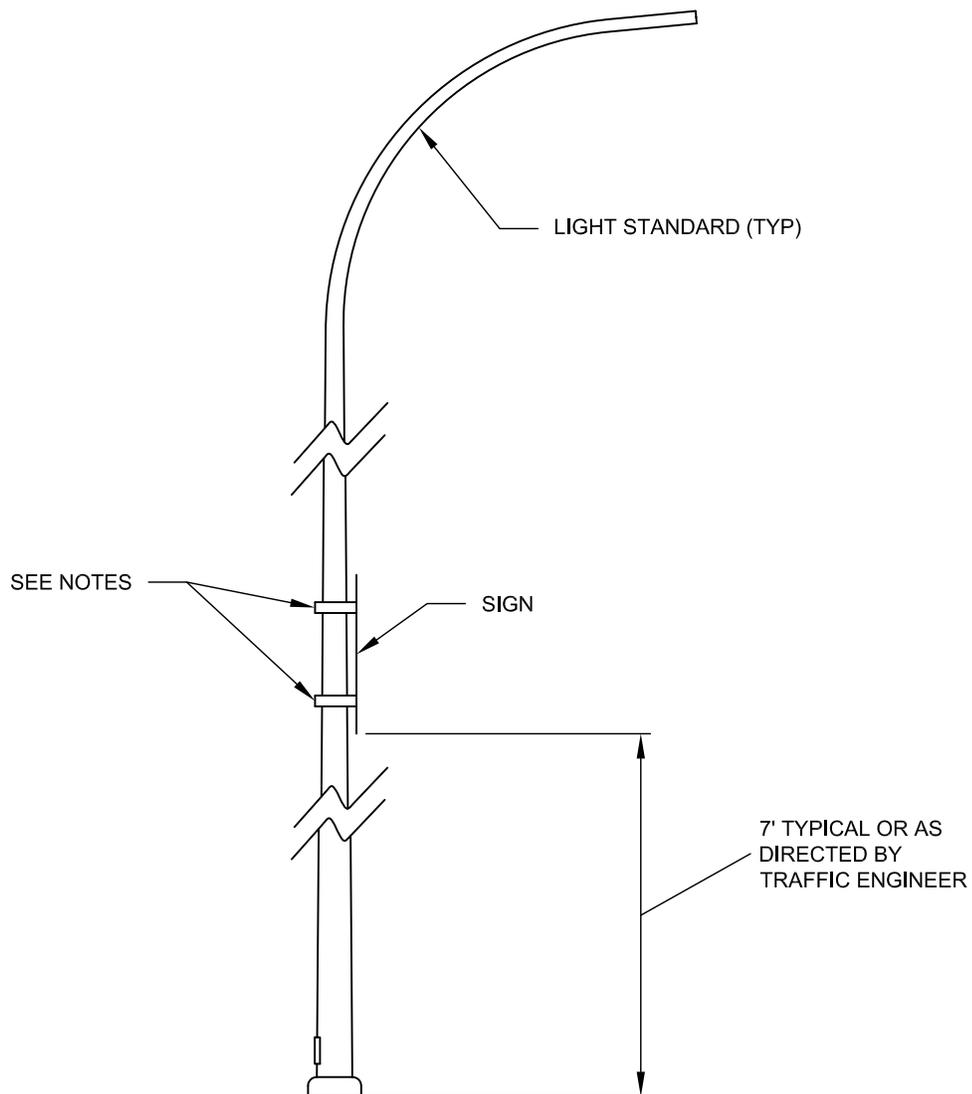


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STANDARD DETAILS

**SIGN AND POST
DETAIL**

FILE NAME: SD426A.DWG DETAIL NUMBER: **426A**



SIGN MOUNTING DETAIL
NTS

NOTES:

1. SIGN MOUNTED ON STREETLIGHTS SHALL BE BANDED (3/4" WIDE 0.30 THICKNESS STAINLESS STEEL BANDING WITH BANDING BUCKLES AND BOLT FLARED LEG BUCKLES).
2. ATTACH SIGN TO POST WITH 3/8" X 3" GALVANIZED BOLTS WITH WASHERS ON FRONT AND BACK.

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REVISION DATE: JULY 01, 2014

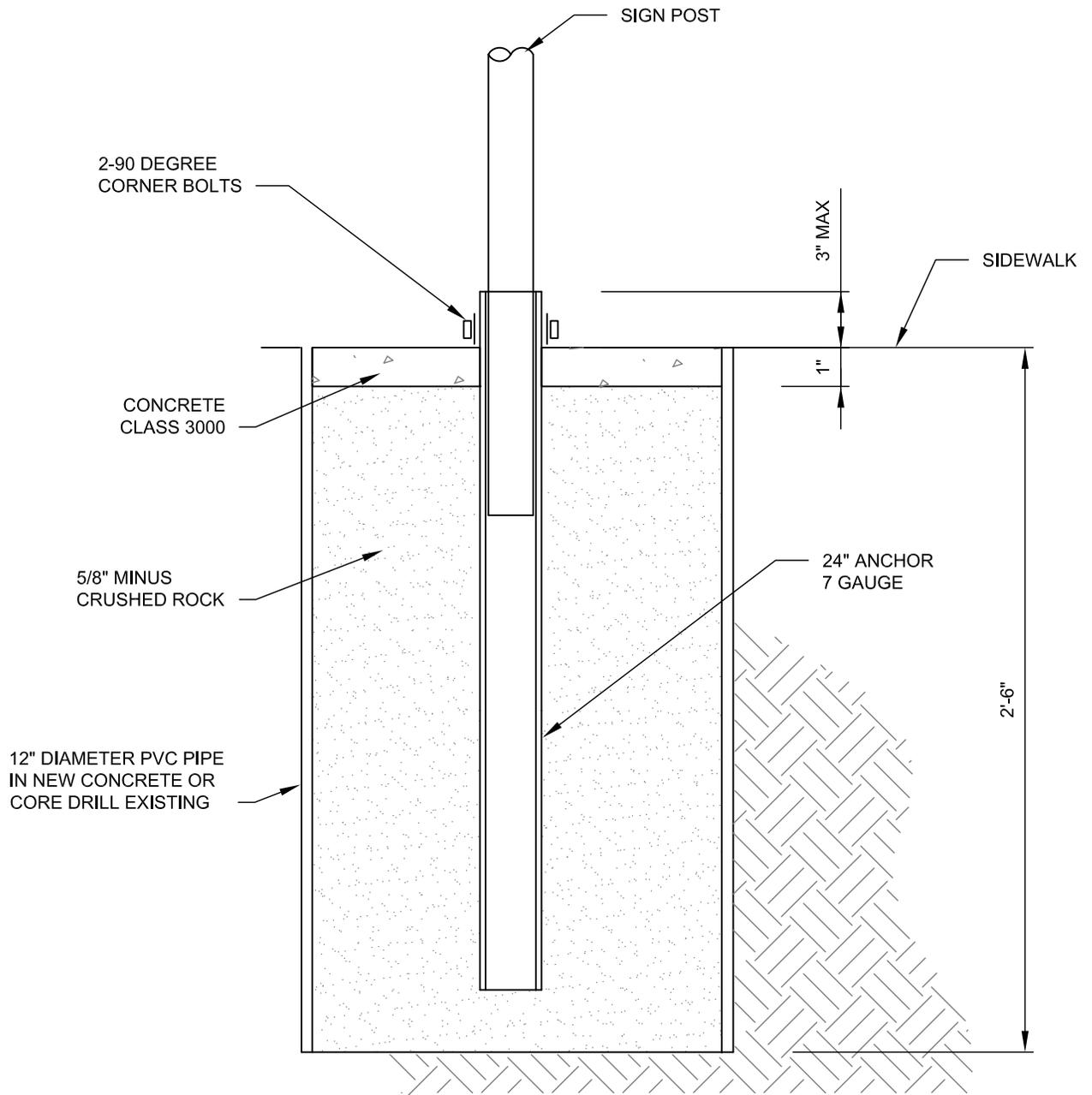


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STANDARD DETAILS

**STREET LIGHT POLE
MOUNTING SIGN**

FILE NAME: SD426B.DWG | DETAIL NUMBER: **426B**



NOTES:

1. POST: 2" X 2" 14 GAUGE (0.83) QWIK PUNCH A.S.T.M. A570 WITH ANCHOR AND STIFFENER SLEEVE.
2. SIGN HEIGHT: FROM THE GROUND TO THE BOTTOM OF THE SIGN SHALL BE 7'-0" (TYP PER MUTCD).
3. OFFSET LOCATION PER MUTCD. SIGN POST NOT TO EXTEND PAST TOP OF SIGN. ATTACH SIGN TO POST WITH 3/8" X 3" GALVANIZED BOLTS WITH WASHERS ON FRONT AND BACK. SIGN MATERIAL 3M VIP DIAMOND GRADE DG³.

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REVISION DATE: JULY 01, 2014

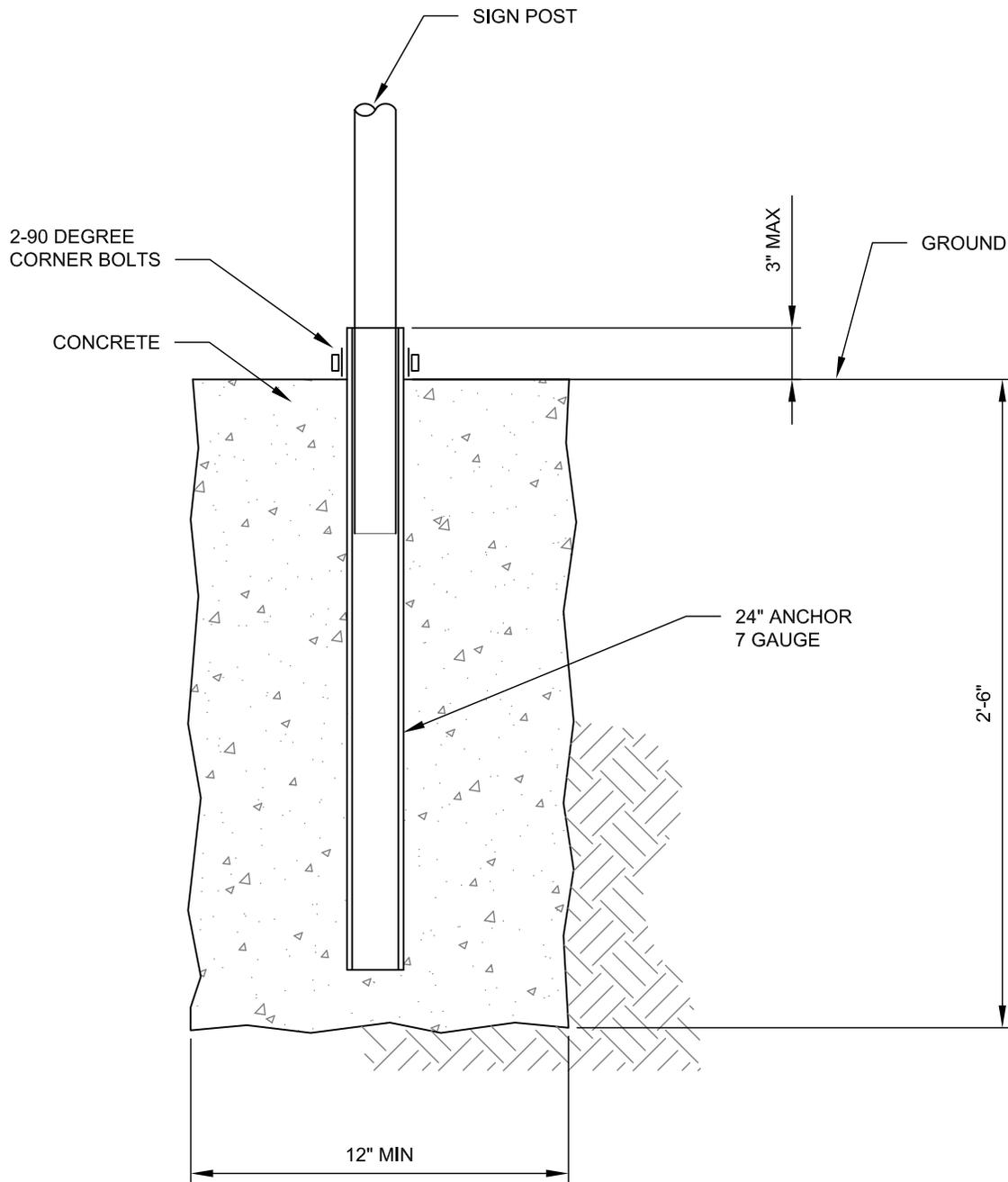


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STANDARD DETAILS

**SIGN AND POST IN
CONCRETE/ASPHALT**

FILE NAME: SD426C.DWG | DETAIL NUMBER: **426C**



NOTES:

1. POSTS: 2"x2" 14 GAUGE (.083) QWIK PUNCH A.S.T.M. A570, WITH ANCHOR AND STIFFENER SLEEVE.
2. SIGN HEIGHT: FROM THE GROUND TO THE BOTTOM OF THE SIGN SHALL BE 7'-0" (TYP. PER MUTCD).
3. OFFSET LOCATION PER MUTCD: SIGN POST NOT TO EXTEND PAST TOP OF SIGN. ATTACH SIGN TO POST WITH 3/8"x3" GALVANIZED BOLTS WITH WASHERS ON FRONT AND BACK.
4. SIGN MATERIAL: 3M DIAMOND GRADE DG³.

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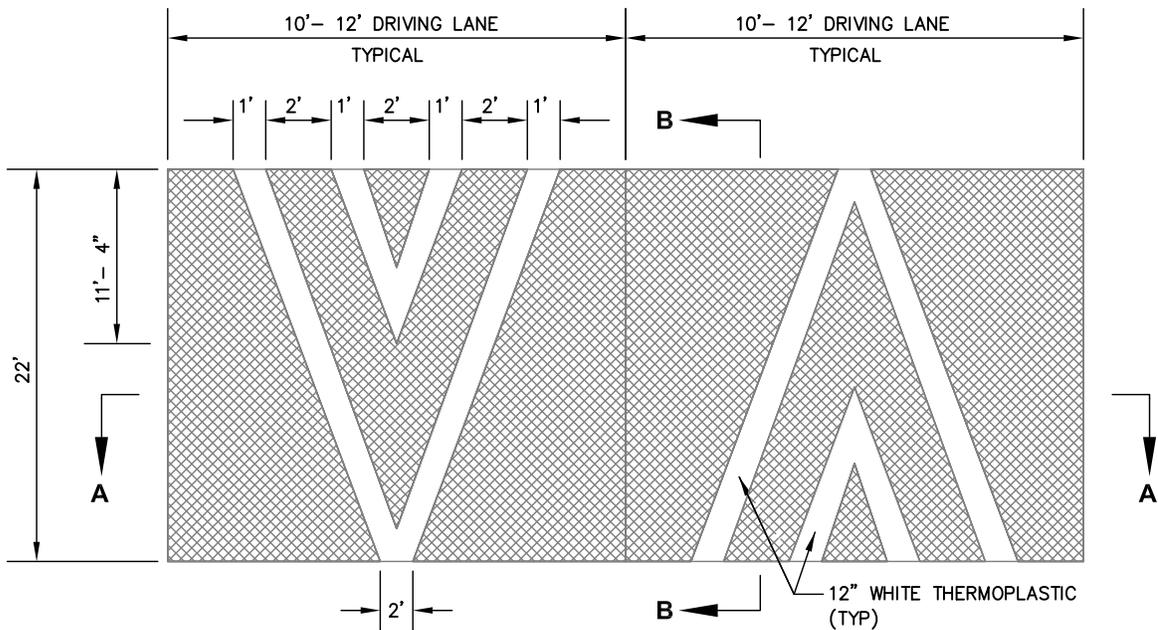


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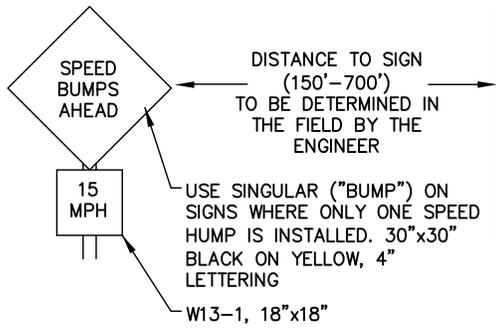
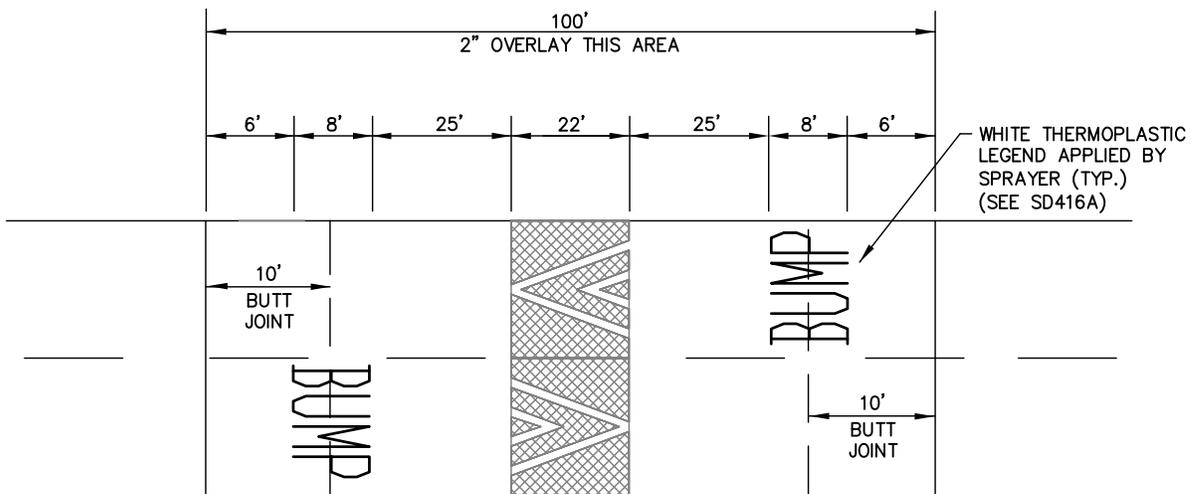
STANDARD DETAILS

SIGN AND POST IN GROUND

FILE NAME: SD426D.DWG | DETAIL NUMBER: **426D**



SPEED TABLE DETAIL (1 OF 2)
NTS



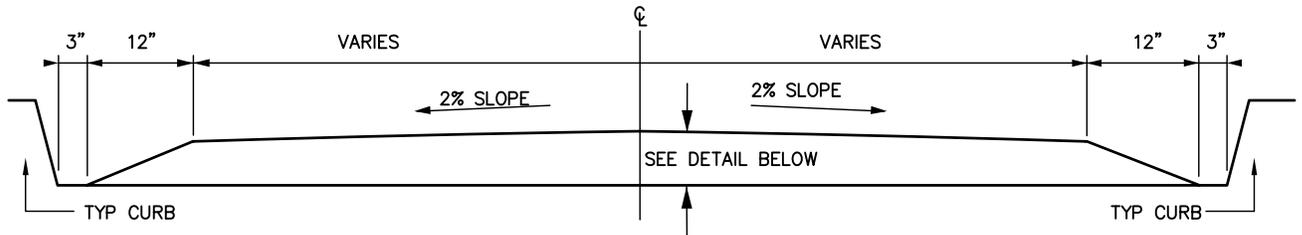
NOTES:

1. SIGNS & MARKINGS TYPICAL BOTH DIRECTIONS.
2. SEE "POST MOUNTED SIGN" STANDARD DRAWING.
3. A TEMPLATE MUST BE USED IN SHAPING SPEED TABLE.
4. SPEED TABLE MUST BE MADE IN TWO LIFTS.
5. 2" OVERLAY NOT REQUIRED FOR NEW PAVEMENT OR EXISTING PAVEMENT DETERMINED TO BE IN GOOD CONDITION BY THE ENGINEER.

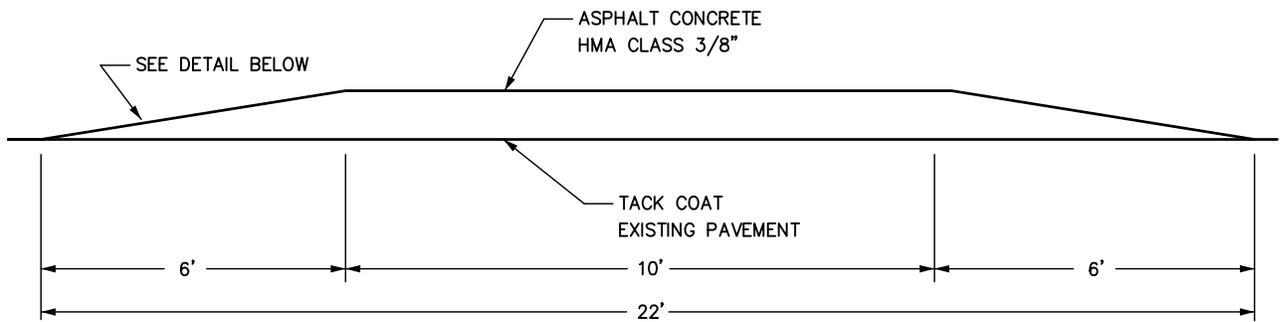
Rob Crittenden
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 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
SPEED TABLE (1 OF 2)
 FILE NAME: SD427.DWG DETAIL NUMBER: **427**

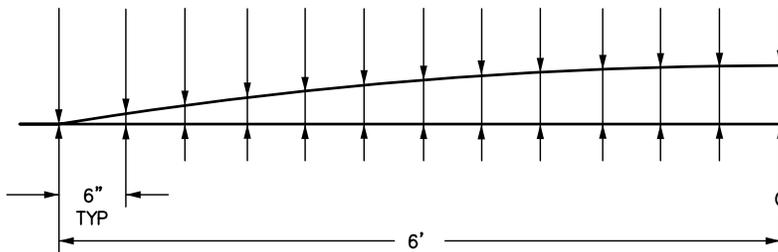


SPEED TABLE SECTION A-A
NTS



SPEED TABLE SECTION B-B
NTS

0	0.64	1.22	1.75	2.22	2.64	3.00	3.31	3.56	3.75	3.89	3.97	4.00"	← 4" SPEED TABLE
0	0.56	1.07	1.53	1.94	2.31	2.63	2.89	3.11	3.28	3.40	3.48	3.50"	← 3.5" SPEED TABLE
0	0.48	0.92	1.31	1.67	1.98	2.25	2.48	2.67	2.81	2.92	2.96	3.00"	← 3" SPEED TABLE/OR WHEN USED AS A RAISED CROSSWALK



SPEED TABLE DETAIL (TYP)
NTS

Rob Crittenden

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REVISION DATE: JULY 01, 2014



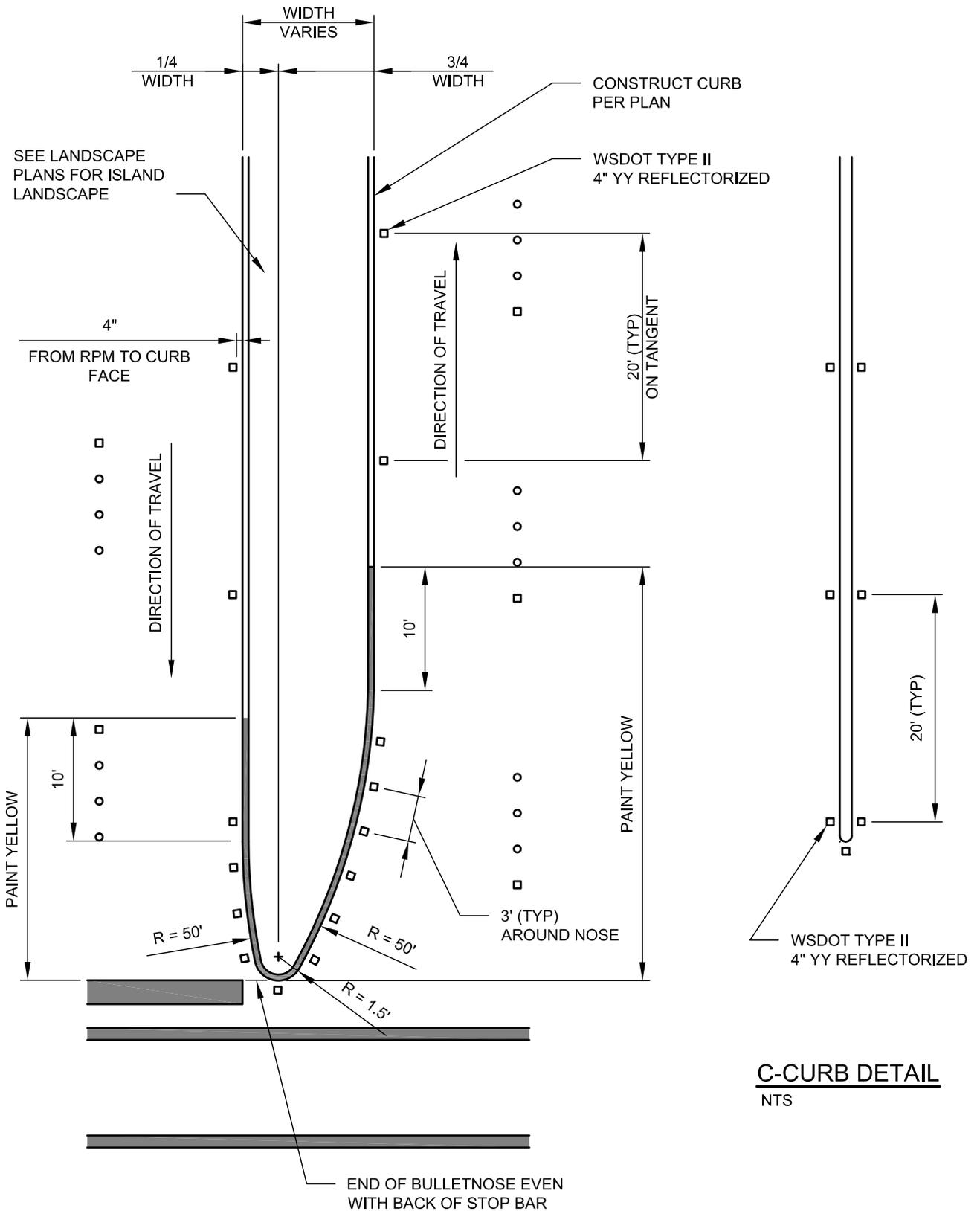
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STANDARD DETAILS

SPEED TABLE (2 OF 2)

FILE NAME: SD428.DWG

DETAIL NUMBER: **428**



OFFSET BULETNOSE DETAIL
NTS

C-CURB DETAIL
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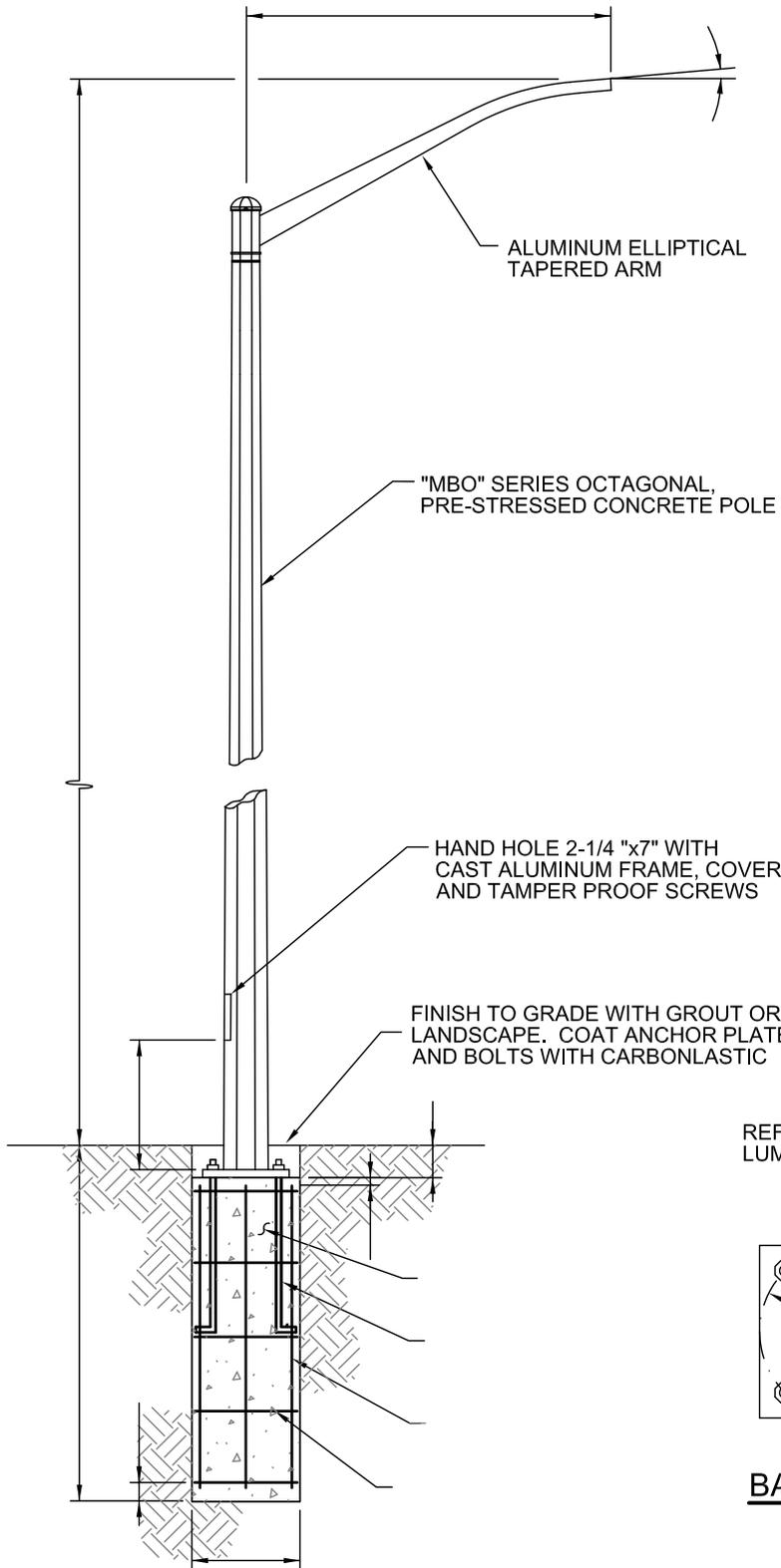
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STANDARD DETAILS

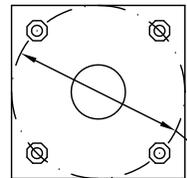
**BULETNOSE AND C-CURB
DETAIL**

FILE NAME: SD429.DWG

DETAIL NUMBER: **429**



REFER TO REDMOND DETAIL 421 FOR LUMINAIRE WIRING AND J-BOX.



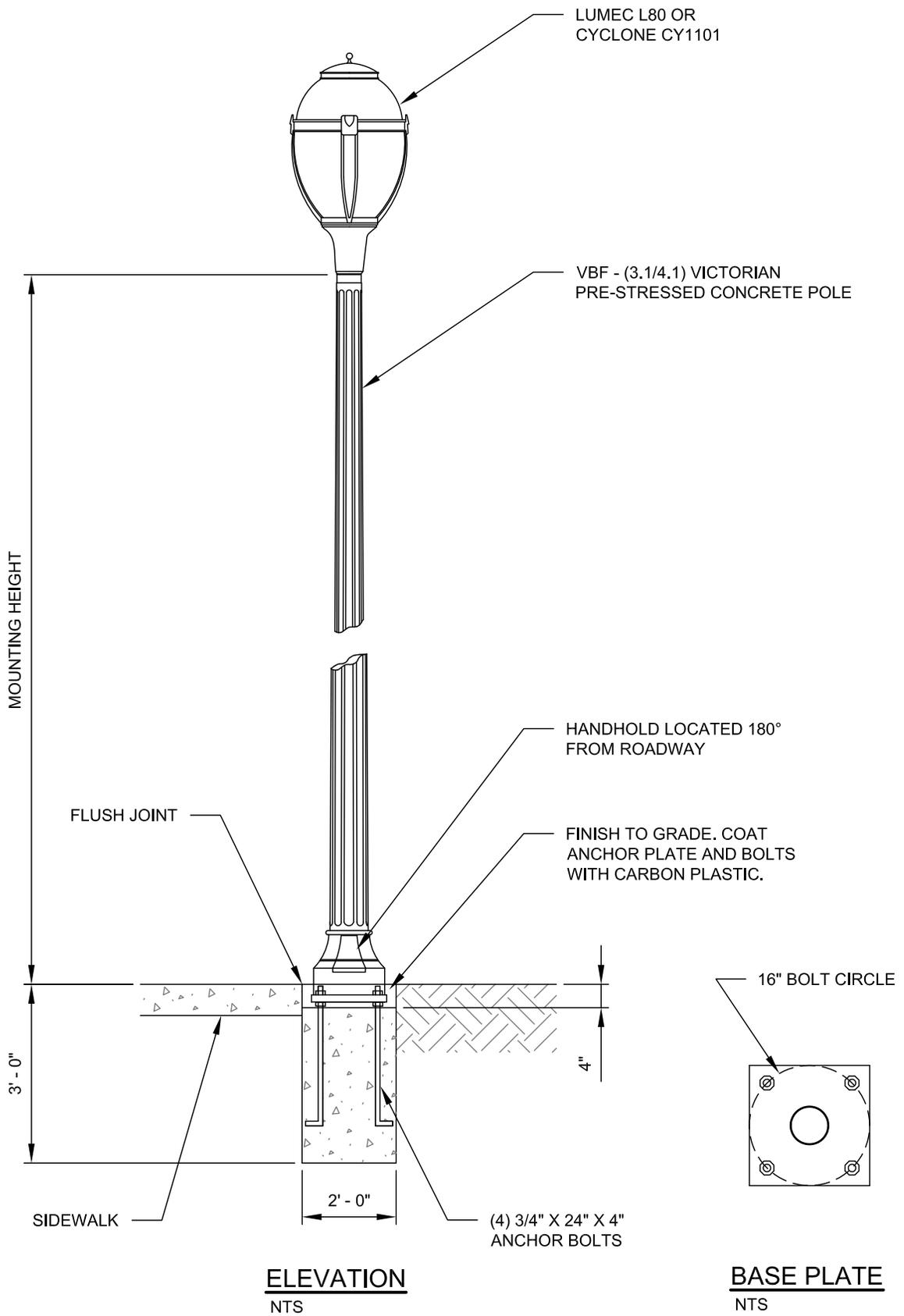
BOLT CIRCLE 11-1/2" (MBO-6-10)

BASE PLATE

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
CONCRETE OCTAGONAL POLE
 FILE NAME: SD430.DWG | DETAIL NUMBER: **430**



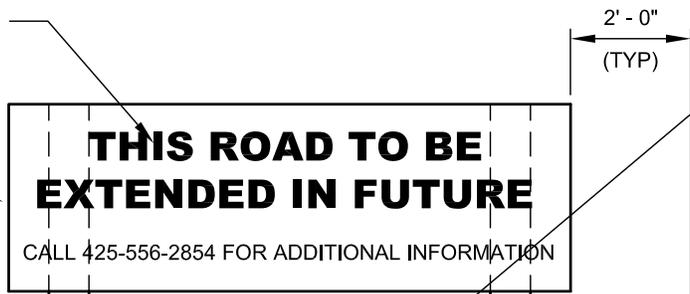
Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



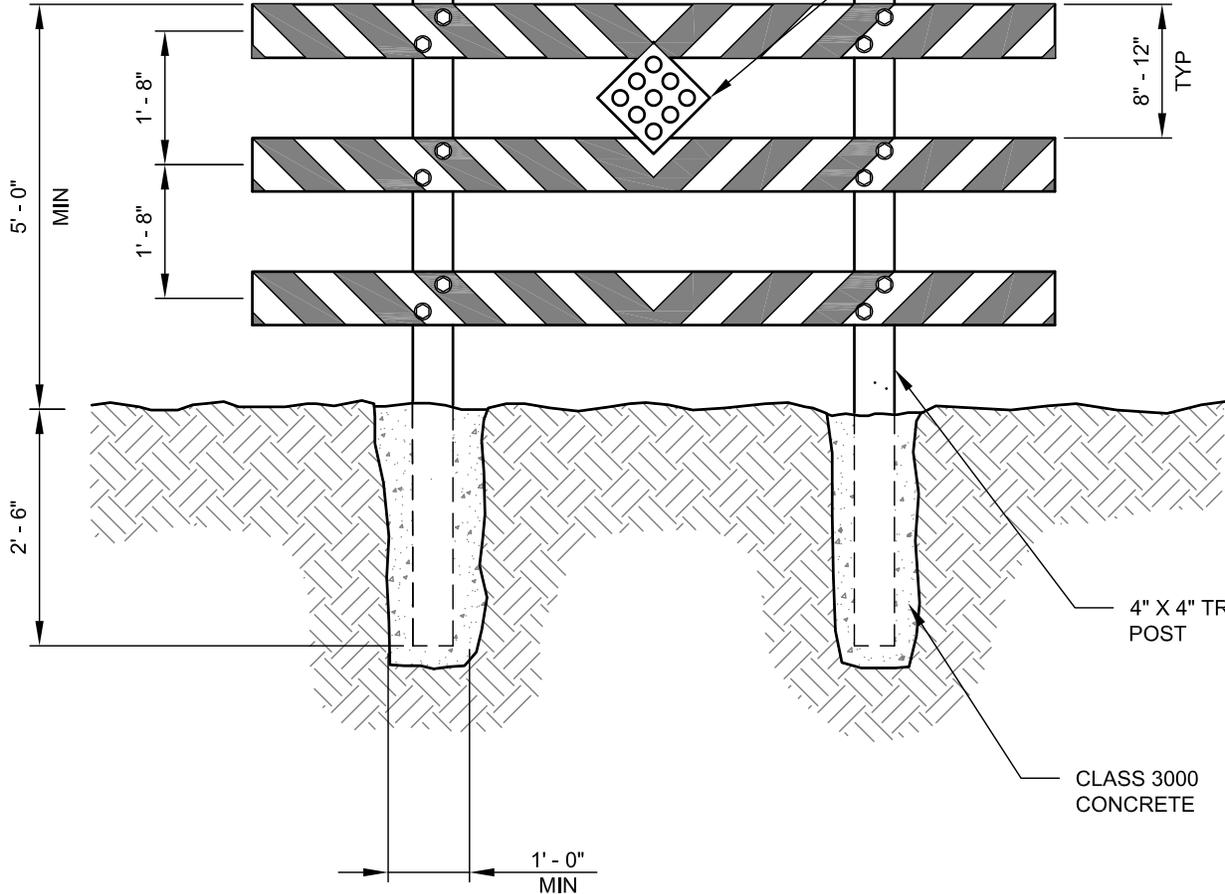
STANDARD DETAILS
PEDESTRIAN SCALE POLE
 FILE NAME: SD430B.DWG | DETAIL NUMBER: **430B**

SIGN VERBIAGE AS DIRECTED
BY THE CITY ENGINEER

36" X 24" MIN
ENGINEERING
GRADE



18" X 18" RED
REFLECTOR SIGN
WITH (9) NINE 3-1/4"
REFLECTORS



TYPE 3 BARRICADE

NTS

NOTES:

1. STRIPES SHALL BE RED ON WHITE DIAMOND GRADE REFLECTORIZED TAPE.
2. USE WSDOT STANDARD DETAIL PLAN K-80.20.00 FOR TEMPORARY TYPE III BARRICADE.
3. ALL SIGNS ATTACHED TO BARRICADE WITH GALVANIZED WOOD SCREWS.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



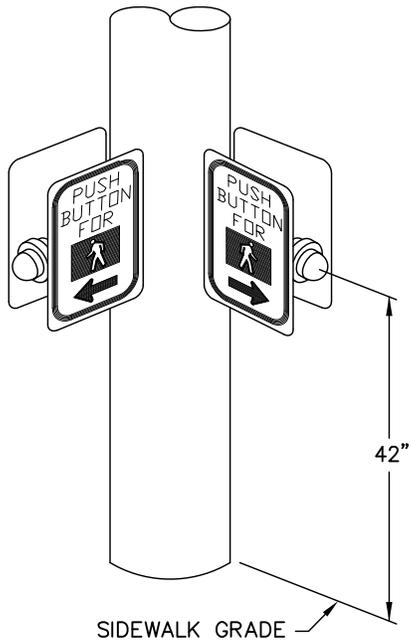
CityofRedmond
WASHINGTON

STANDARD DETAILS

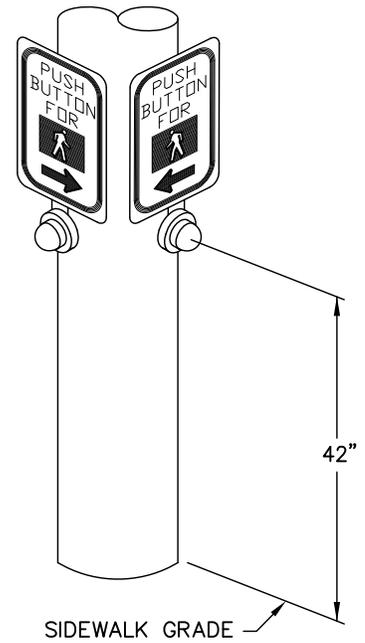
**TYPE 3
BARRICADE**

FILE NAME: SD431.DWG

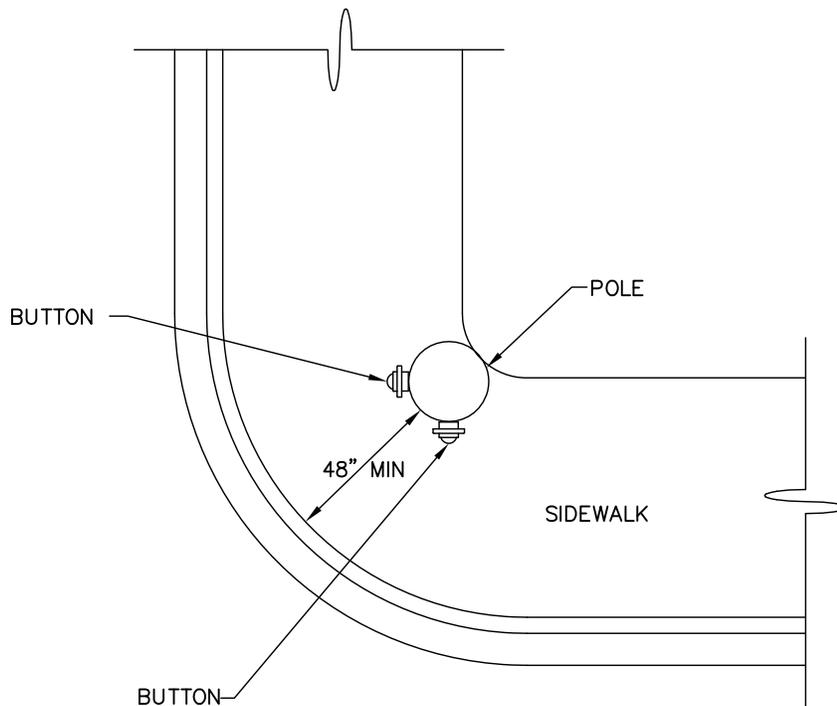
DETAIL NUMBER: **431**



STYLE H-1
NTS



STYLE ADA
NTS



PLAN VIEW
NTS

NOTES:

1. PEDESTRIAN PUSH-BUTTON SHALL BE TYPE H-1 OR AS SPECIFIED IN THE PLANS.
2. SEE REDMOND SIGNAL STANDARDS MANUAL FOR POLE PLACEMENT LOCATION RELATIVE TO WHEELCHAIR RAMPS

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



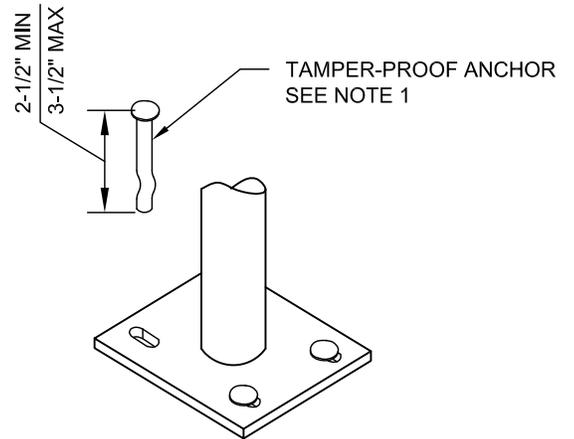
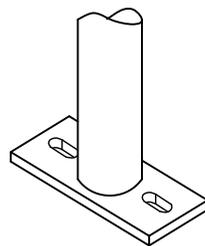
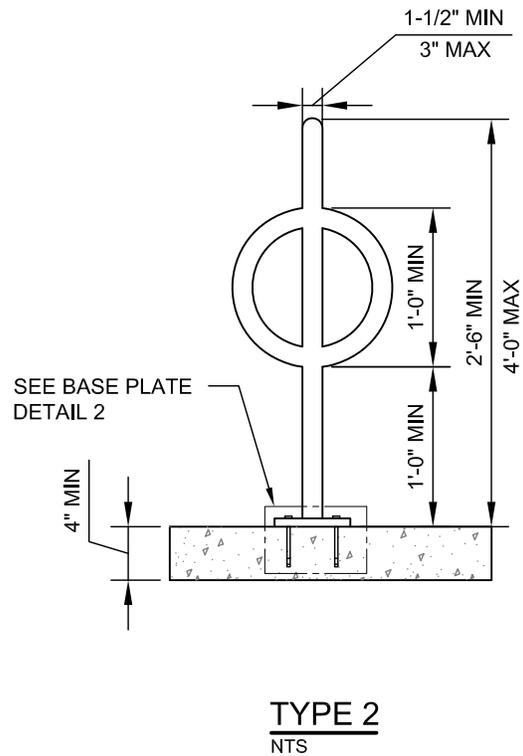
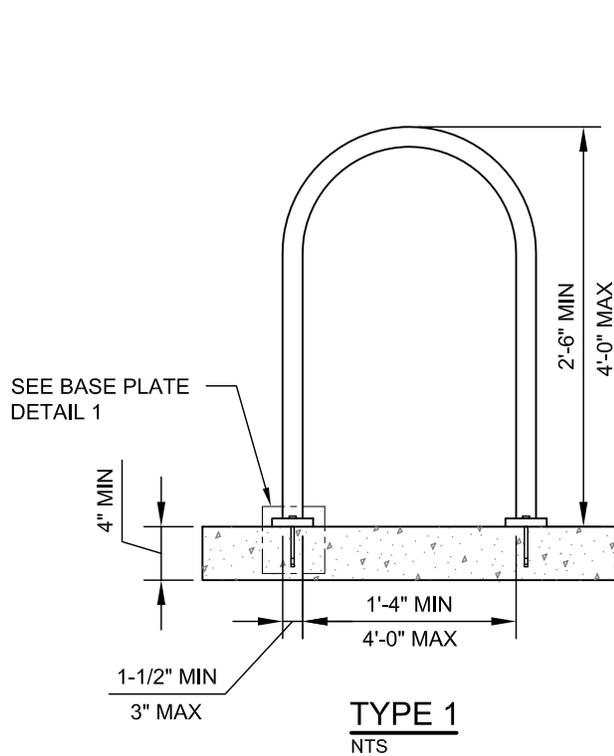
City of Redmond
WASHINGTON

STANDARD DETAILS

**PEDESTRIAN PUSH BOTTON
ORIENTATION**

FILE NAME: SD453.DWG

DETAIL NUMBER: **453**



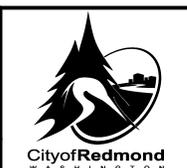
NOTES:

1. SECURE RACKS TO CONCRETE WITH TAMPER-PROOF ANCHORS AS PROVIDED BY VENDOR, OR CONCRETE SPIKES. ANCHOR HEAD WILL BE SIZED TO SECURED RACK AND BETWEEN 2-1/2" AND 3-1/2" LONG.
2. THE HOLES HAVE TO BE AT LEAST 6" AWAY FROM ANY CRACKS IN THE BASE MATERIAL.
3. OTHER BICYCLE RACKS MAY BE APPROVED BY THE TRANSPORTATION ENGINEER.

Donald Cairns

APPROVED BY: DONALD CAIRNS
TRANSPORTATION PLANNING AND ENGINEERING MANAGER

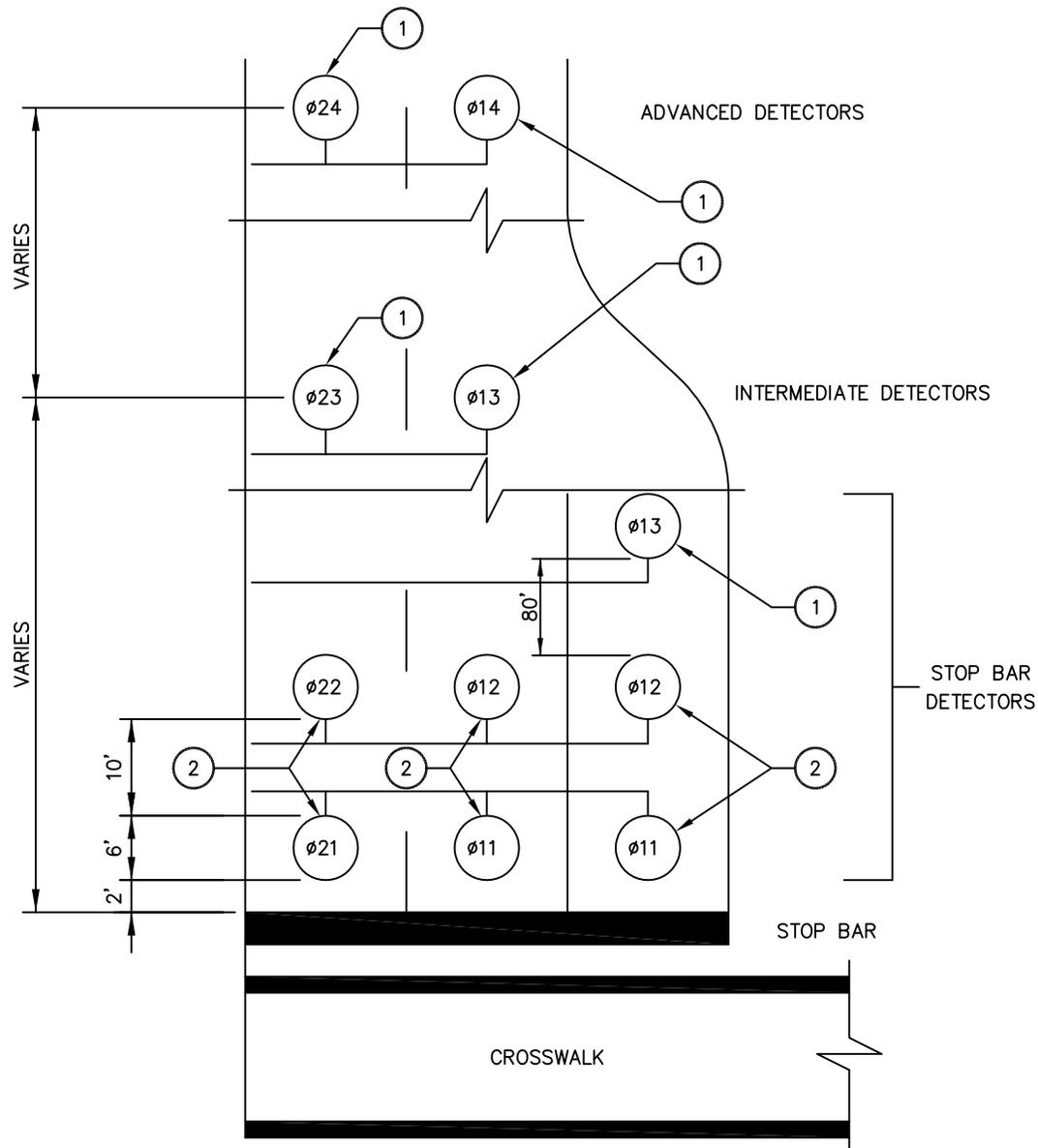
REVISION DATE: JULY 01, 2014



STANDARD DETAILS

APPROVED BICYCLE RACKS

FILE NAME: SD454.DWG DETAIL NUMBER: **454**



NOTES:

- 1 SPLICE INDIVIDUAL LEADS TO SHIELDED, TWISTED CONDUCTOR PAIR IN ADJACENT JUNCTION BOX.
- 2 CONNECT DETECTOR LEADS IN SERIES AND SPLICE TO SHIELDED, TWISTED CONDUCTOR PAIR IN ADJACENT JUNCTION BOX.
3. LOOPS TO BE CENTERED IN LANES.
4. ϕ CORRESPONDS TO THE PHASE NUMBER AS SHOWN ON THE SIGNAL DESIGN.
5. SEE STANDARD DETAIL 455, 456 AND WSDOT STANDARD PLAN J-50 FOR LOOP CONSTRUCTION DETAILS. SEE STANDARD DETAIL 311A AND 311B FOR CROSSWALK AND STOP LINE DETAILS.
6. FINAL LOOP LOCATION TO BE APPROVED BY TRAFFIC ENGINEER

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014

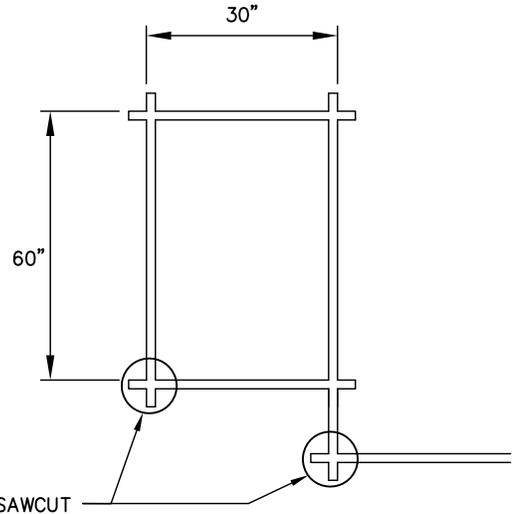
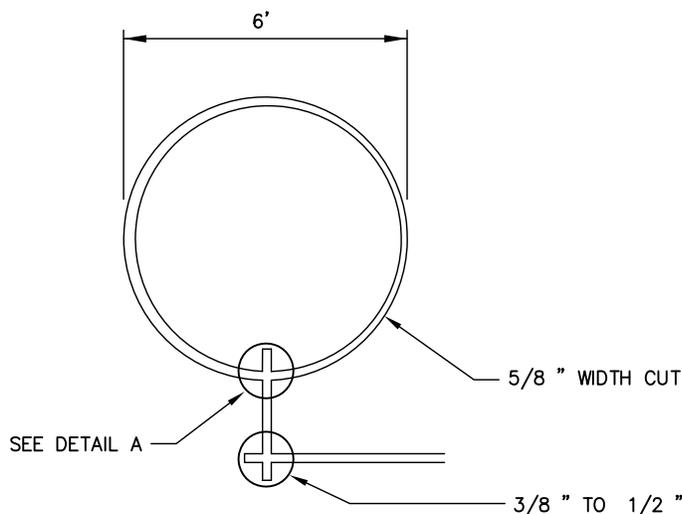


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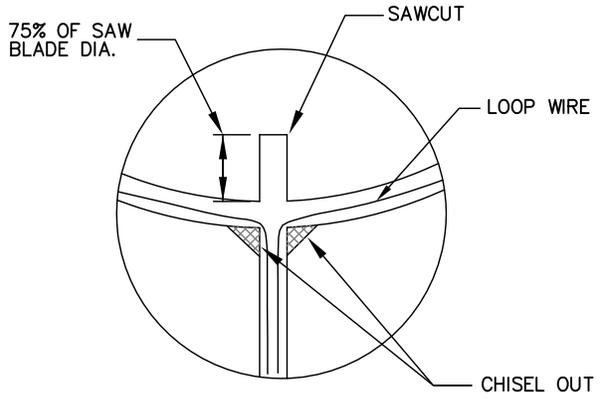
STANDARD DETAILS

LOOP DETECTOR NUMBERING AND SPACING

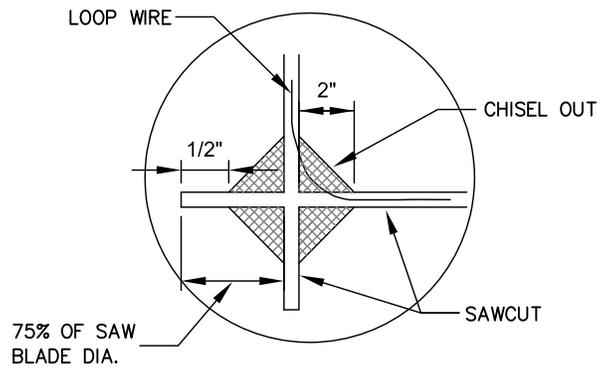
FILE NAME: SD454A.DWG | DETAIL NUMBER: **454A**



SEE DETAIL B



DETAIL A
NTS



DETAIL B
NTS

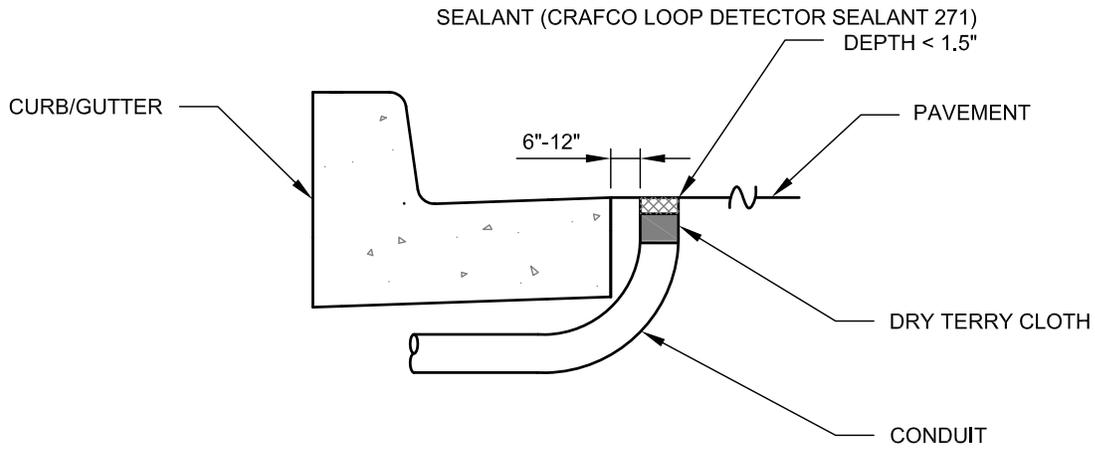
NOTES:

1. DEPTH OF SAWCUT SHALL BE 2.5" UNLESS SPECIFIED OTHERWISE (2.75" AT PAVEMENT JOINTS)
2. ALL AREAS WHERE LOOP WIRES ARE TO PLACED SHALL HAVE A UNIFORM DEPTH AND SMOOTHNESS.
3. LOOP SEALANT SHALL BE CRAFCO MSI 34271. APPLY PER MANUFACTURERS RECOMMENDATIONS.
4. LOOPS SHALL HAVE 3 TURNS OF WIRE FOR HOME RUNS LESS THAN 400', AND 4 TURNS OF WIRE FOR HOME RUNS GREATER THAN 400'.
5. BICYCLE LOOPS HAS 5 TURNS OF WIRE.
6. SAWCUT SHALL BE CONSTRUCTED TO MINIMIZE NUMBER OF BENDS BETWEEN LOOPS AND THE ADJACENT JUNCTION BOX.

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
LOOP DETECTOR SAWCUT
 FILE NAME: SD455.DWG | DETAIL NUMBER: **455**

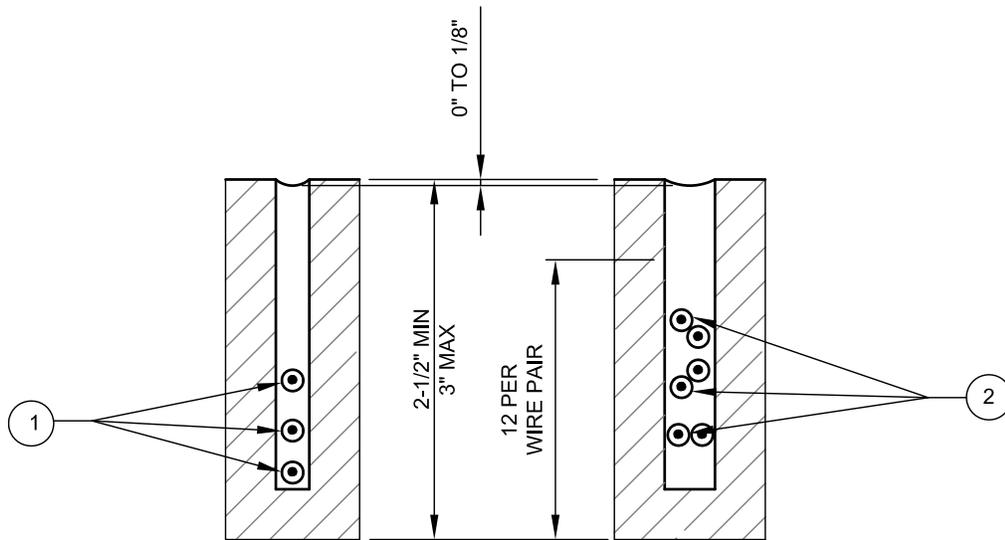


CONDUIT UNDER CURB

NTS

NOTE:

HOLES > 3-1/2" DIA. REQUIRE AN ASPHALT PATCH.
ASPHALT SHALL BE HMA FOR PAVEMENT REPAIR.



1/4" LEAD-IN SAWCUT

NTS

1/2" LEAD-IN SAWCUT

NTS

CROSS-SECTION OF SAWCUTS

NTS

NOTES:

- ① LOOP WIRE - NUMBER VARIES. (SEE LOOP WINDING DETAILS)
- ② LEAD - IN WIRES: ONE PAIR FOR EACH LOOP SERVED. THREE PAIRS MAXIMUM PER SAWCUT.
3. EXTEND SAWCUT SUFFICIENT LENGTH TO PROVIDE FULL DEPTH AROUND CORNER.
4. STOP BAR DETECTION STUB-OUT TYPICALLY 13 FEET FROM STOP LINE.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



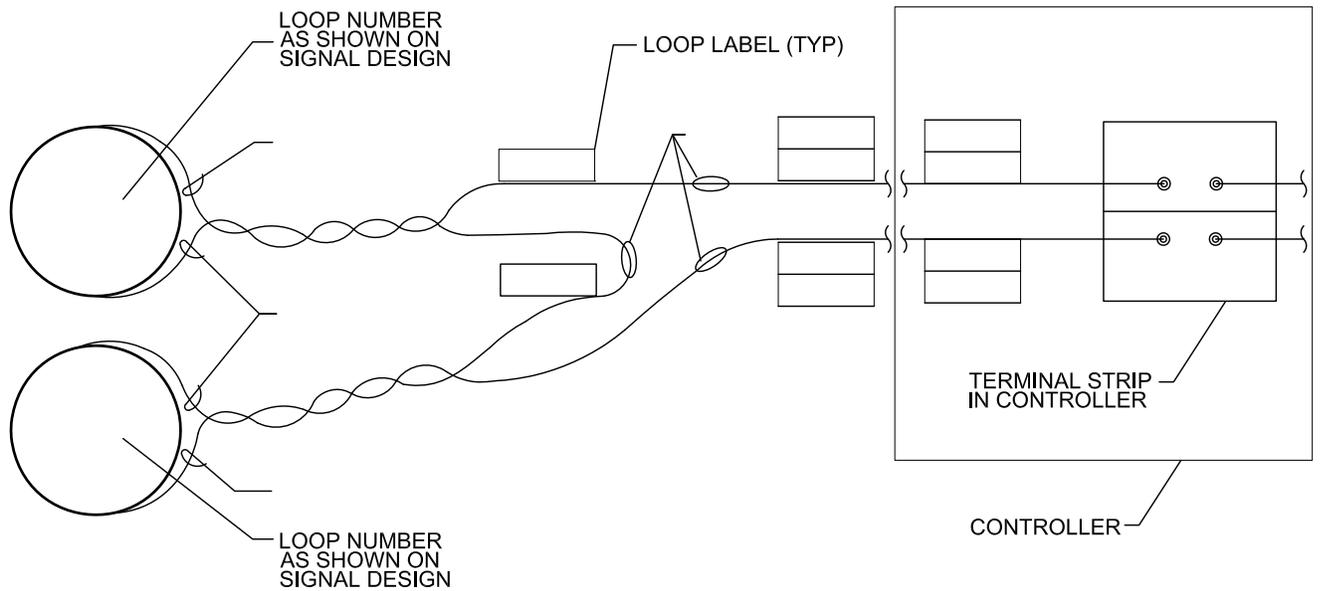
City of Redmond
WASHINGTON

STANDARD DETAILS

**SAWCUT AND CONDUIT
UNDER CURB**

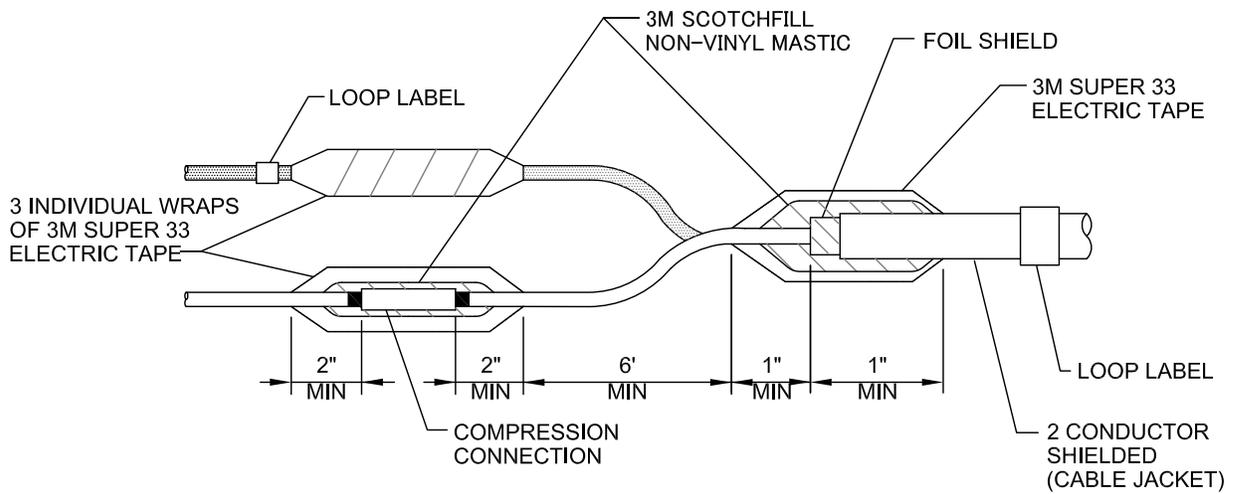
FILE NAME: SD456.DWG

DETAIL NUMBER: **456**



LOOP WIRE LABELLING DETAIL

NTS



LOOP SPLICE DETAIL

NTS

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



City of Redmond
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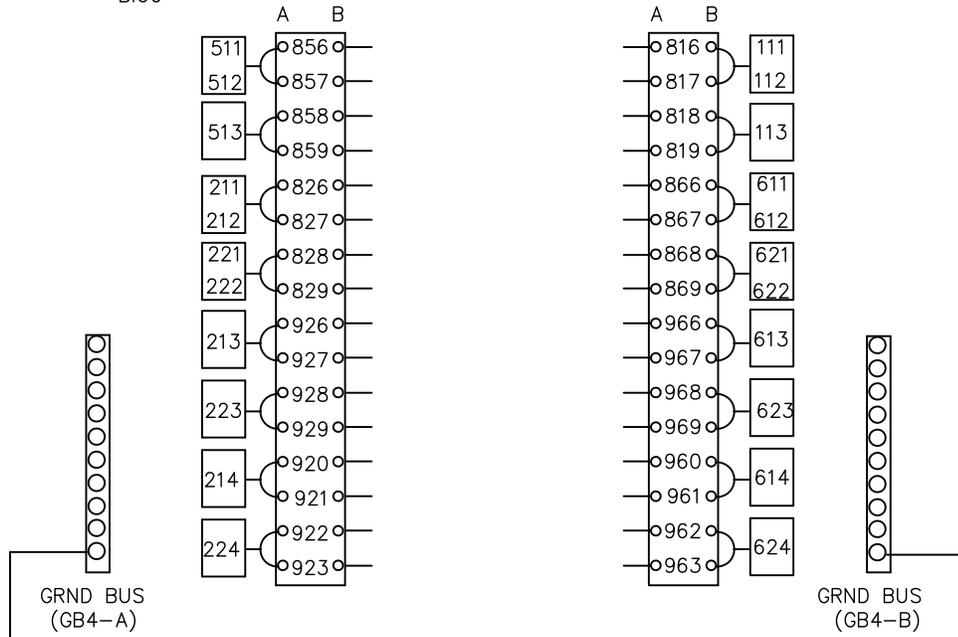
STANDARD DETAILS

LOOP DETECTOR SPLICE AND WIRING LABEL

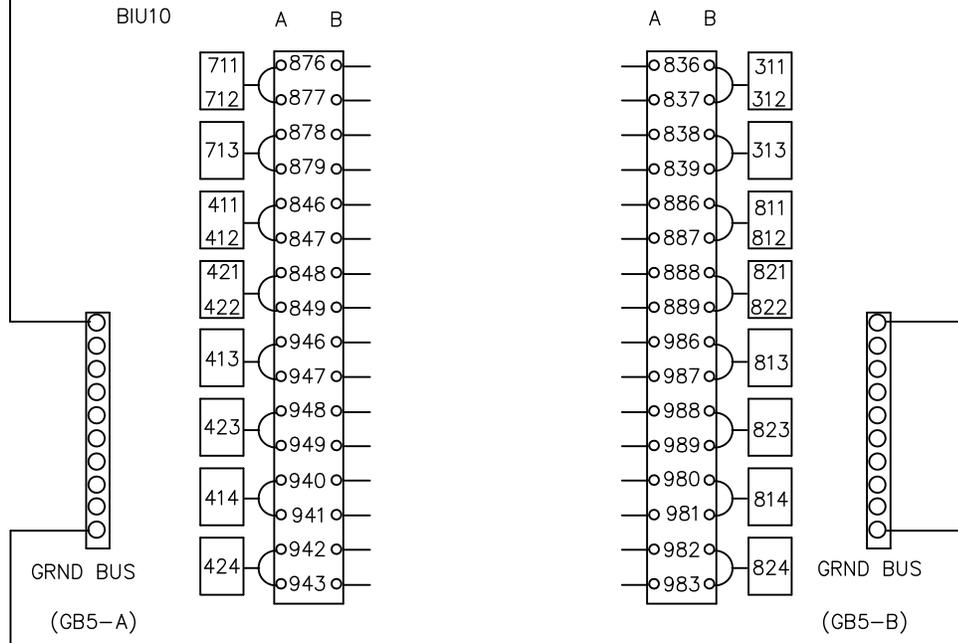
FILE NAME: SD457.DWG

DETAIL NUMBER: **457**

BIU9



BIU10



Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



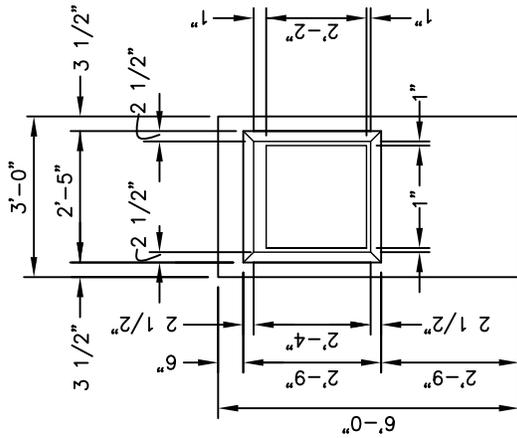
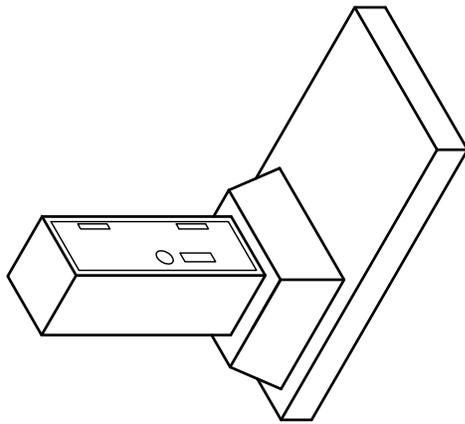
City of Redmond
WASHINGTON

STANDARD DETAILS

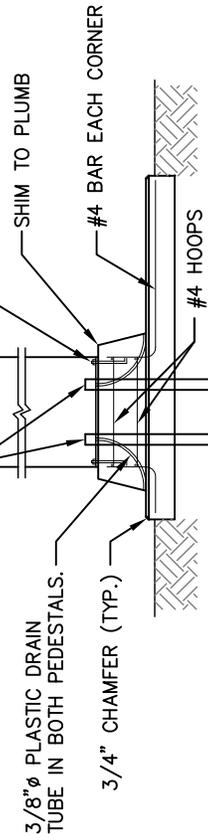
LOOP TERMINAL STRIP

FILE NAME: SD458.DWG

DETAIL NUMBER: **458**



ALL CONDUIT TO CLEAR LOWER BRACE OF CABINET BY 1/2" MIN. AND BE LOCATED IN FRONT (TOWARDS DOOR) HALF OF BASE.



NOTES:

1. CABINET FOUNDATION SHALL BE CLASS 3000 AIR ENTRAINED CONCRETE.
2. WHERE CABINET FOUNDATION IS LOCATED ADJACENT TO A SIDEWALK, CONSTRUCT THE TOP FLUSH WITH SIDEWALK GRADE, OMITTING CHAMFER WHERE TOP AND SIDEWALK ABUT.
3. FOUNDATION DESIGN IS TYPICAL, CONTRACTOR SHALL UTILIZE CABINET MANUFACTURER'S SPECIFICATIONS TO ASSURE PROPER FIT OF CABINET ON BASE WITH RESPECT TO CONDUIT PLACEMENT. INSPECTOR MUST APPROVE FORM WORK BEFORE PLACEMENT OF CONCRETE.
4. EXPANSION ANCHOR BOLTS (KWIK-BOLT, WEJ-IT, OR EQUAL) MAY BE USED TO FIT CABINETS TO EXISTING FOUNDATION.
5. SILICON SEAL SHALL BE PLACED BETWEEN CABINET AND BASE.
6. SEE PLANS FOR DOOR ORIENTATION.
7. A SPARE 3"Ø CONDUIT SHALL BE INSTALLED FROM CONTROLLER CABINET TO NEAREST J-BOX.
8. A 1"Ø CONDUIT SHALL BE INSTALLED UNDER SERVICE CABINET FOR GROUND.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



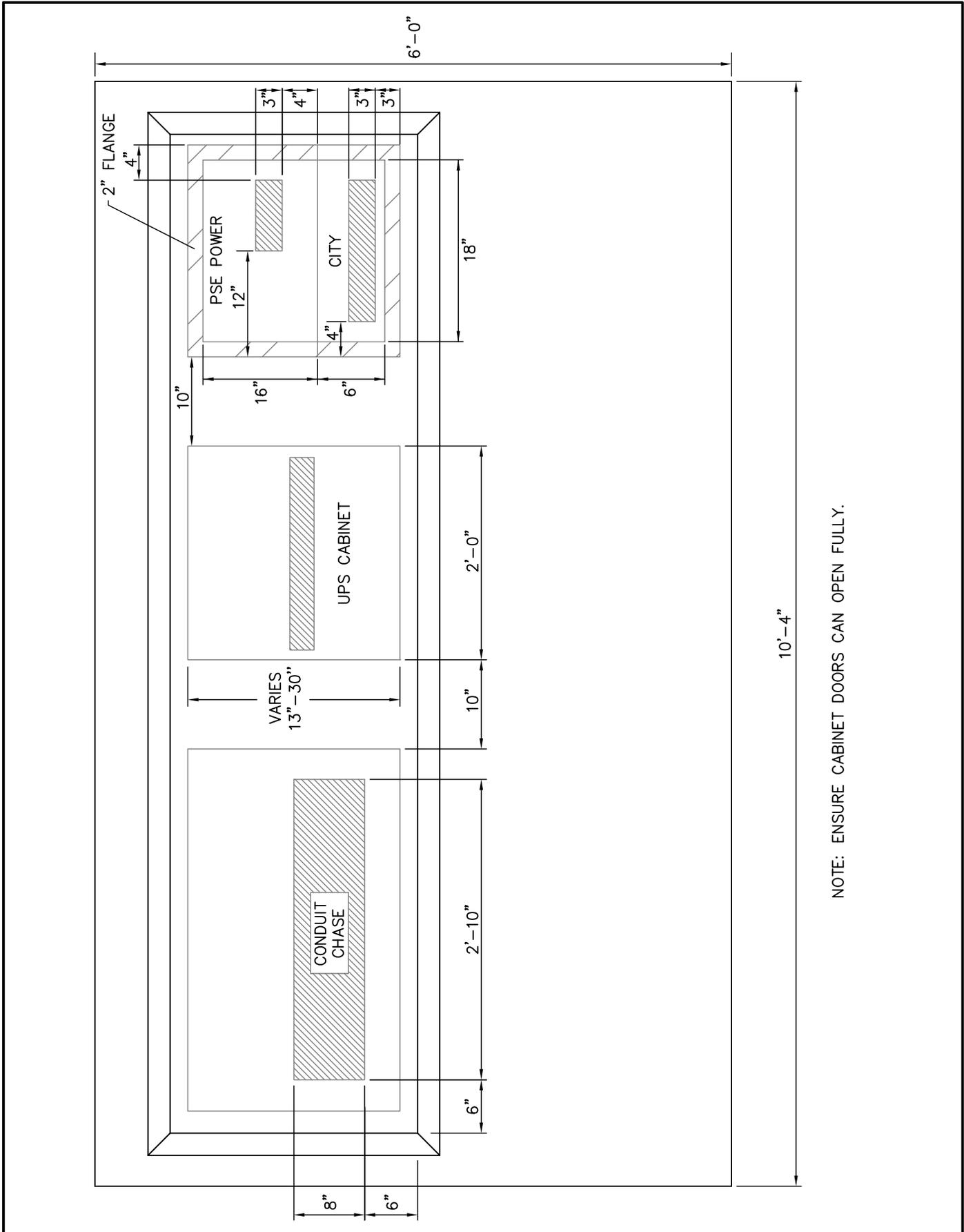
City of Redmond
WASHINGTON

STANDARD DETAILS

**SERVICE CABINET
FOUNDATION**

FILE NAME: SD459C.DWG

DETAIL NUMBER: **459C**



NOTE: ENSURE CABINET DOORS CAN OPEN FULLY.

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014

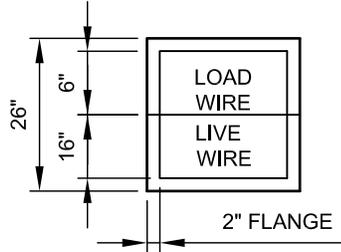
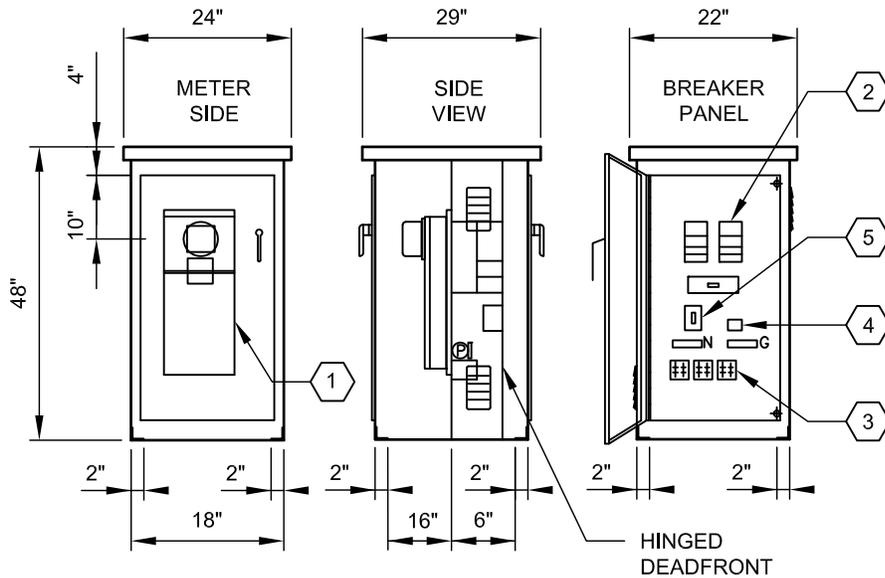


STANDARD DETAILS
CONTROLLER AND SERVICE CABINET FOOTPRINT
 FILE NAME: SD460.DWG DETAIL NUMBER: **460**

COMPONENT SCHEDULE

- ① METERBASE: 200 AMP, 4 JAW, AW NO. 124TB SAFETY SOCKET, WITH 5TH JAW AT 9:00 POSITION (CONTRACTOR TO VERIFY WITH SERVING UTILITY)
- ② PANELBOARD: 120/240 VAC, 200 AMP. 1 PHASE, 3 WIRE. COPPER BUS
 MAIN BREAKER: 125 AMP, 2 POLE, CUTLER HAMMER NO. ED2125
 CUTLER HAMMER TYPE BAB BOLT-ON BRANCH BREAKERS:
 3-15/2 ILLUMINATION BRANCH
 1-50/1 SIGNAL BRANCH
 1-15/1 CONTROL CKT BRANCH
- ③ CONTRACTOR: 30 A LIGHTING RATED, 2 POLE, 120 VAC COIL
 1-REQUIRED PER ILLUMINATION CKT
- ④ TERMINAL BLOCK TO REMOTE PHOTOELECTRIC CELL
- ⑤ PHOTO-CELL BYPASS SWITCH, SPST 15 AMP, 277 VAC

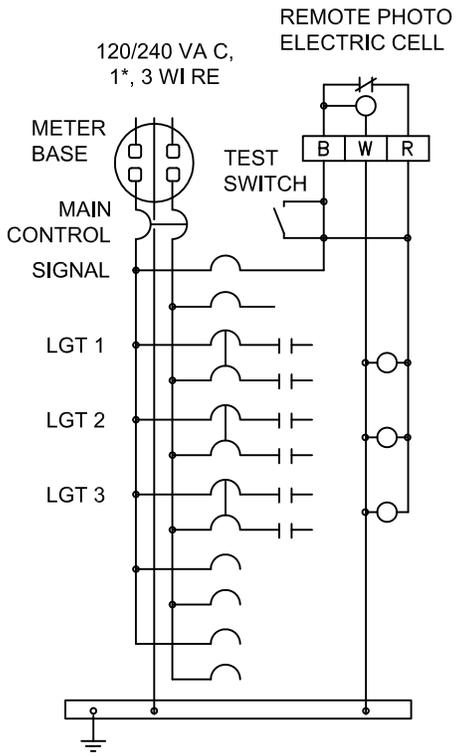
CABINET: NEMA 3R PADMOUNT, NO. 12 GA PREGALVANIZED STEEL CONSTRUCTION
 2 SCREENED AND GASKETED VENTS
 HINGED DEADFRONT WITH 1/4 TURN FASTENERS ON DISTRIBUTION SECTION
 DOORS: HEAVY DUTY CONCEALED HINGES (LIFT-OFF TYPE)
 STAINLESS STEEL VAULT HANDLES
 PADLOCKABLE ON METER DOOR, INTEGRAL "BEST LOCK" ON DISTRIBUTION DOOR
 POLISHED WIRE GLASS WINDOW IN METER DOOR
 CLOSED CELL NEOPRENE GASKET, CARD HOLDER
 FINISH: POLYESTER POWDER COAT, ALUMINUM OUTSIDE, ZINC PRIME, WHITE INSIDE



UL LISTED PER STANDARD #508
 SUITABLE FOR USE AS SERVICE
 ENTRANCE EQUIPMENT

CITY OF REDMOND
 SERVICE CABINET SERIES 47995-R3
 7-25-02 M.E. BELL
 SKYLINE ELECTRIC AND MFG COMPANY

SERVICE CABINET
 NTS

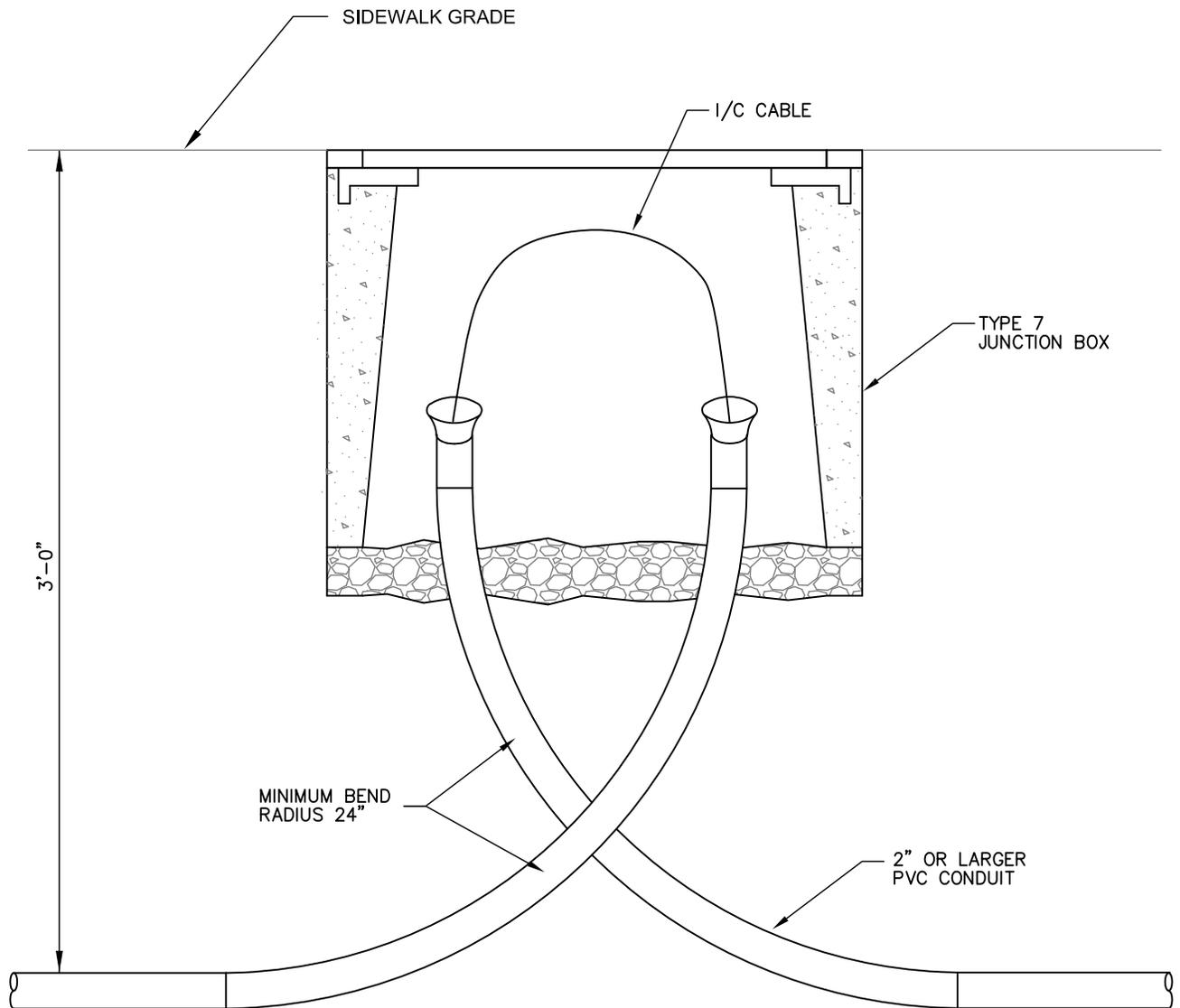


WIRING SCHEMATIC
 NTS

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
SERVICE CABINET
 FILE NAME: SD461.DWG DETAIL NUMBER: **461**



NOTE:

1. CONDUIT PLACEMENT SHALL FACILITATE 2'-0" MINIMUM CABLE BEND.
2. STANDARD DETAIL 464 FOR JUNCTION BOX IN SOFT AREAS.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



City of Redmond
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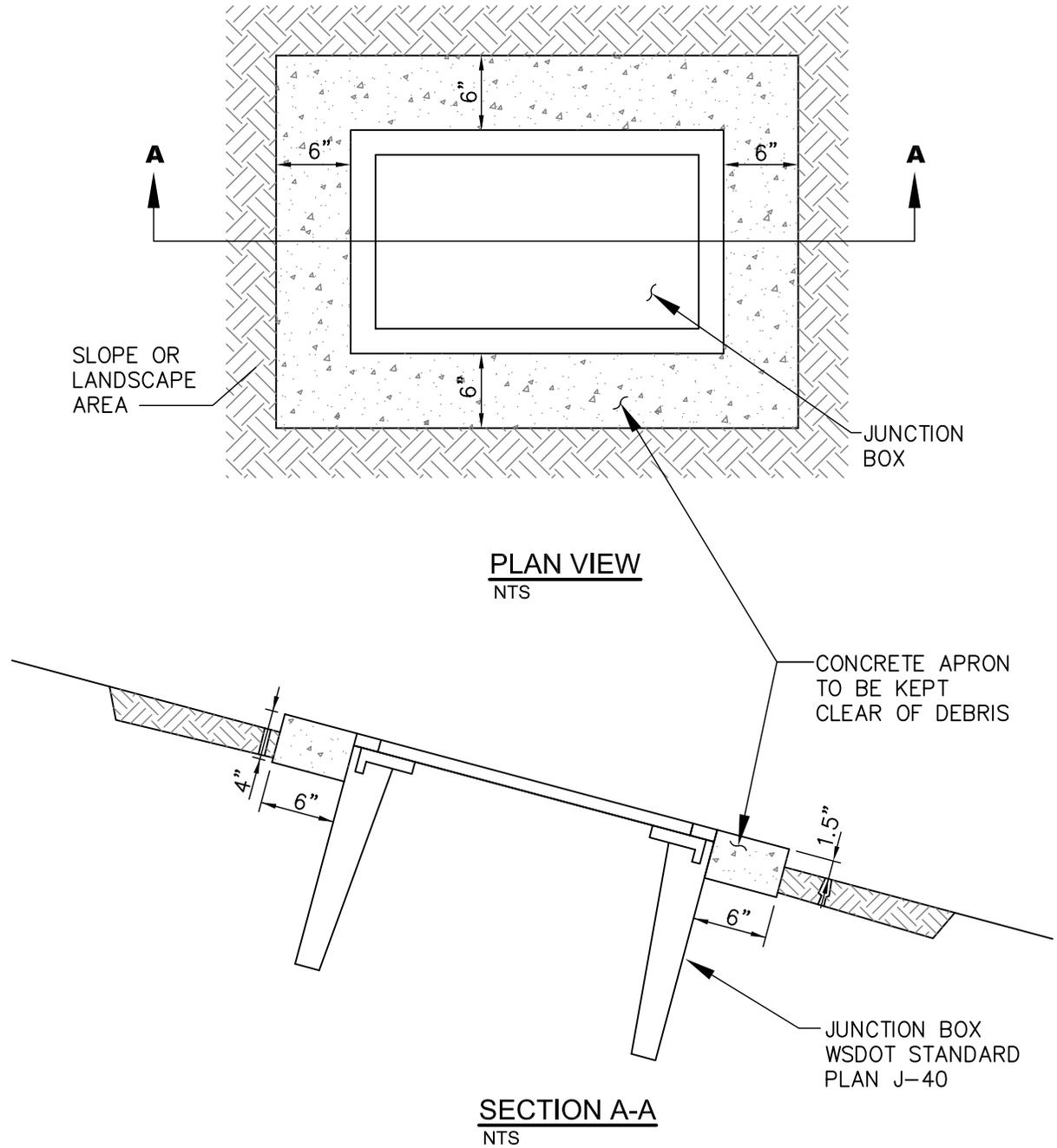
STANDARD DETAILS

INTERCONNECT JUNCTION BOX

FILE NAME: SD462.DWG

DETAIL NUMBER: **462**

JUNCTION BOX ON SLOPE OR LANDSCAPE AREAS



FOR NEW CONSTRUCTION AND MODIFICATION OF EXISTING J-BOX

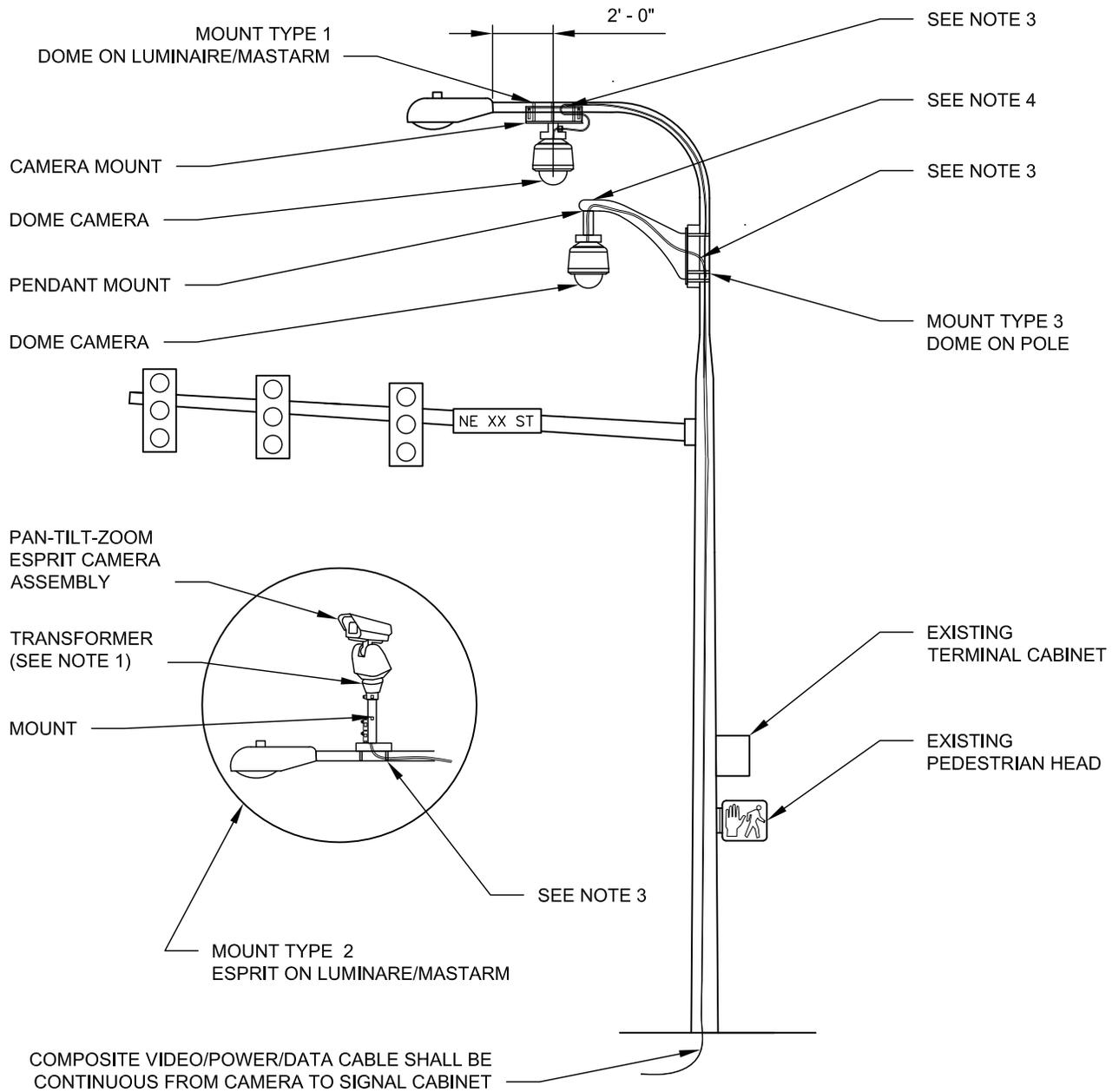
Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS

**JUNCTION BOX ON SLOPE OR
SOFT AREAS**

FILE NAME: SD464.DWG DETAIL NUMBER: **464**



NOTES:

1. THE CONTRACTOR SHALL CONNECT THE POWER CONDUCTORS OF THE COMPOSITE CABLE TO THE TRANSFORMER IN THE TRANSFORMER BOX OF THE ESPRIT CAMERA. POWER CONDUCTORS ARE PROVIDED FROM THE TRANSFORMER TO THE CAMERA. THE TRANSFORMER FOR THE DOME CAMERAS WILL BE LOCATED IN THE CONTROLLER CABINET.
2. ATTACH POLE-MOUNTED CAMERAS DIRECTLY BELOW THE BEND IN THE LUMINAIRE ARM OR BELOW THE LUMINAIRE ARM ATTACHMENT POINT IF ONE EXISTS UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. DRILL 1.0-INCH TAPPED HOLE IN POLE, MAST ARM, OR LUMINAIRE ARM FOR CAMERA CABLE ENTRANCE. INSERT 1.0-INCH ALUMINUM THREADED STRAIN RELIEF TO PROTECT CABLE ENTERING POLE AND PROVIDE WATERTIGHT FIT.
4. THE WIRE ACCESS PANEL ON THE TOP OF THE PENDANT ARM SHALL BE PACKED WITH DUCT SEAL TO BLOCK MOISTURE PENETRATION.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



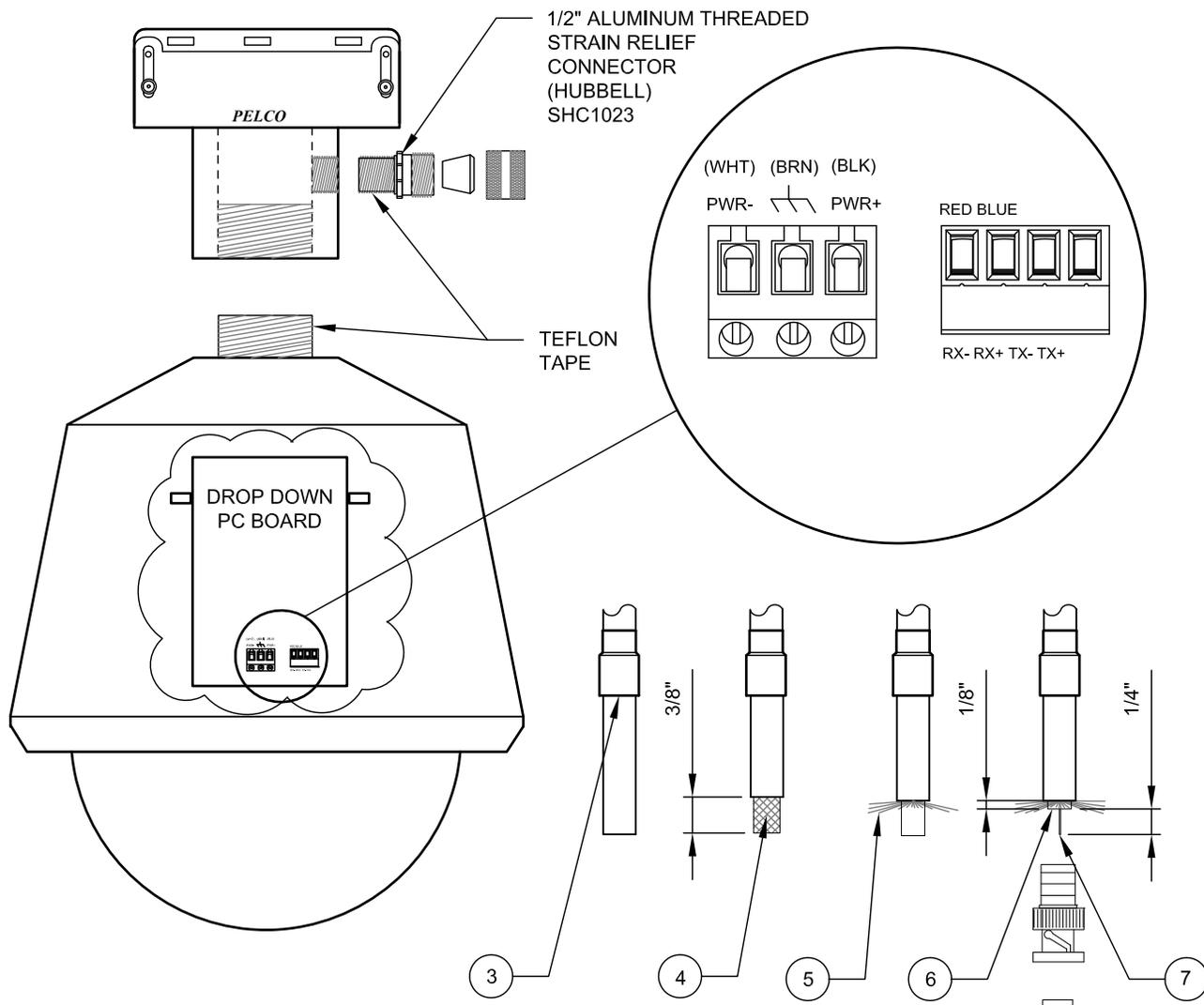
CityofRedmond
WASHINGTON

STANDARD DETAILS

**CCTV CAMERA CABINET
MOUNTING**

FILE NAME: SD465.DWG

DETAIL NUMBER: **465**



CCTV VIDEO CABLE CONNECTION

NTS

BNC CONNECTOR #3071-75

NTS

NOTES:

1. INSERT CABLE THROUGH CONNECTOR AND CAMERA HOUSING. LEAVE SUFFICIENT SLACK FOR THE PTZ CONNECTIONS.
2. USE PROPER TOOLS TO STRIP AND CRIMP RG59/U CABLE AND BNC CONNECTOR.
3. INSERT BNC BOOT ON CABLE FIRST.
4. STRIP INSULATION BACK 3/8" EXPOSING COPPER SHIELD.
5. FOLD BACK COPPER SHIELD.
6. CUT OFF DIELECTRIC LEAVING 1/8" FROM COPPER SHIELD.
7. EXPOSE MINIMUM 1/4" OF SOLID COPPER CONDUCTOR.
8. INSERT COPPER WIRE INTO BNC CONNECTOR. FOLD COPPER SHIELD OVER BNC CONNECTOR. MAKE SURE NO COPPER SHIELD CONTACTS CENTER CONDUCTOR.
9. SLIDE BNC BOOT OVER COPPER SHIELD AND BNC CONNECTOR. CRIMP BOOT ONTO THE CONNECTOR AND CABLE.

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
CCTV VIDEO CABLE CONNECTION
 FILE NAME: SD465A.DWG DETAIL NUMBER: **465A**

RESTORE SURFACE PER APPLICABLE CITY OF REDMOND STANDARDS

8" WIDE CAUTION TAPE

1' - 0"

PER CITY OF REDMOND STANDARD DETAIL 201, BACKFILL WITHIN PAVED CITY STREETS, DRIVEWAYS AND UNDER CURB GUTTER AND SIDEWALKS, WILL CONSIST OF CONTROL DENSITY FILL (CDF) WITH THE MAXIMUM STRENGTH OF 150 PSI. MIX DESIGN TO BE APPROVED BY THE CITY, OR BACKFILL SHALL BE COMPACTED TO 95% MAXIMUM DENSITY IN 6 INCH MAXIMUM LIFTS

LANDSCAPED AREAS SHALL BE BACKFILLED AND COMPACTED TO 85% MAXIMUM DENSITY IN 12" LIFT

ALL DENSITIES SHALL BE AS DETERMINED BY MODIFIED PROCTOR (ASTM D1557)

#16 OR #18 TRACER WIRE SECURED TO CONDUIT END IN JUNCTION BOX OR VAULT

2' - 0" MINIMUM
3' - 0" REQUIRED FOR FIBER INSTALLATION

1' - 0"

2"

2"

PULL TAPE

NEW CONDUIT (SEE PLANS FOR SIZE)

FLEXIBLE INNERDUCT (SEE PLANS FOR SPECIFIC LOCATIONS)

SAND

TRENCH RESTORATION

NTS

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



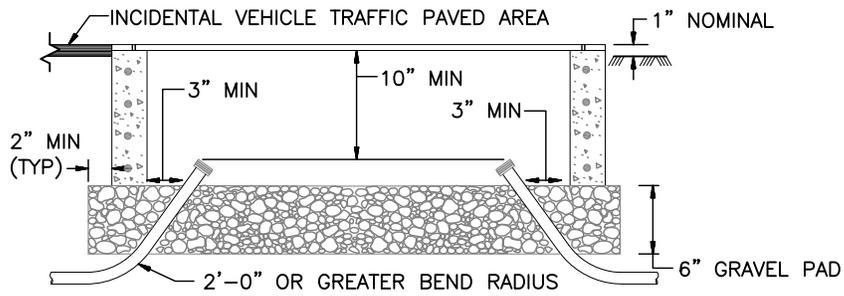
City of Redmond
WASHINGTON

STANDARD DETAILS

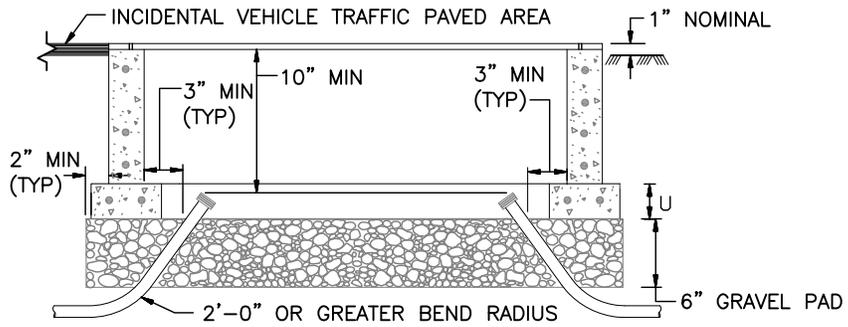
**TRENCH RESTORATION
FOR 1 OR 2 CONDUITS**

FILE NAME: SD466.DWG

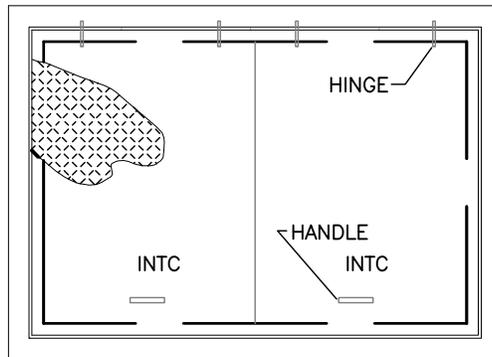
DETAIL NUMBER: **466**



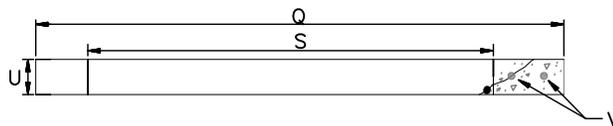
TYPE 1 OR 2 JUNCTION BOX INSTALLATION DETAIL
NTS



TYPE 7 JUNCTION BOX INSTALLATION DETAIL
NTS



DUAL LID DETAIL - TYPE 7
NTS



FOUNDATION ELEVATION - TYPE 7
NTS

David Michael Paul

APPROVED BY: DAVID MICHAEL PAUL
CONSTRUCTION ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



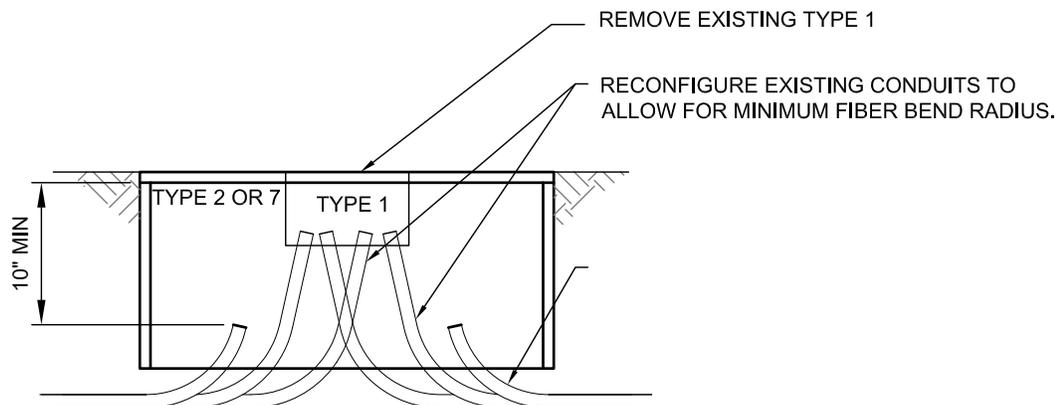
STANDARD DETAILS

JUNCTION BOX DETAILS 1 OF 2

FILE NAME: SD467A.DWG | DETAIL NUMBER: **467A**

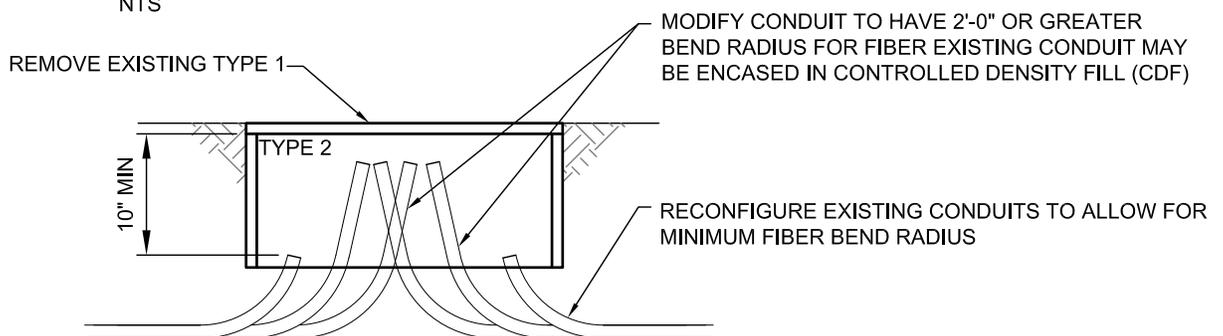
NOTES:

1. ALL BOX DIMENSIONS ARE NOMINAL. EXACT CONFIGURATIONS VARY AMONG DIFFERENT MANUFACTURERS.
2. THE NOTED LID THICKNESS ARE OVERALL MINIMUMS. THE DIAMOND PATTERN FOR TYPE 1 AND 2 BOXES SHALL BE 28% MINIMUM OF OVERALL THICKNESS. THE DIAMOND PATTERN FOR TYPE 7 BOXES SHALL HAVE A MINIMUM THICKNESS OF $\frac{3}{32}$ "
3. LID SUPPORT MEMBERS SHALL BE $\frac{3}{16}$ " MIN. THICK STEEL C, L OR T SHAPE WELDED TO THE FRAME.
4. WHEN SPECIFIED IN THE CONTRACT, TYPE 2 AND TYPE 7 BOXES SHALL BE PROVIDED WITH 12" DEEP EXTENSION BOXES.
5. A $\frac{1}{4}$ " NC X $\frac{3}{4}$ " STAINLESS STEEL GROUND STUD WITH S.S. NUT SHALL BE WELDED TO THE BOTTOM OF THE LID.
6. SEE THE STANDARD SPECIFICATIONS FOR ALTERNATE USE OF REINFORCEMENT.
7. WHEN REPLACING AN EXISTING JUNCTION BOX, THE END OF EACH EXISTING CONDUIT FOR NEW FIBER OPTIC CABLE INSTALLATION SHALL BE CUT BACK AND REPLACED WITH A 45 DEGREE FACTORY BEND WITH A MINIMUM 24" BENDING RADIUS. IF NECESSARY, EXISTING CABLES SHALL BE DISCONNECTED, REMOVED, LABELED, REINSTALLED AND RECONNECTED BY CONTRACTOR. COR SHALL BE NOTIFIED AT LEAST 3 WORKING DAYS PRIOR TO ANY WORK IN A COR CABINET.
8. JUNCTION BOX PLACED IN STREET SHALL BE H-35 TRAFFIC BEARING OR HIGHER.
9. THE TYPE 7 LIDS SHALL BE GALVANIZED AND BOTH LIDS SHALL BE BONDED. HINGES SHALL ALLOW THE LID TO OPEN 180°.
10. ALL CONDUIT SHALL HAVE BELL ENDS.
11. JUNCTION BOXES WITHIN SIDEWALK SHALL HAVE NON-SKID LIDS.



TYPE 1 CONVERSION TO TYPE 2 OR 7

NTS



TYPE 2 RECONFIGURATION

NTS

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



City of Redmond
WASHINGTON

STANDARD DETAILS

JUNCTION BOX DETAILS 2 OF 2

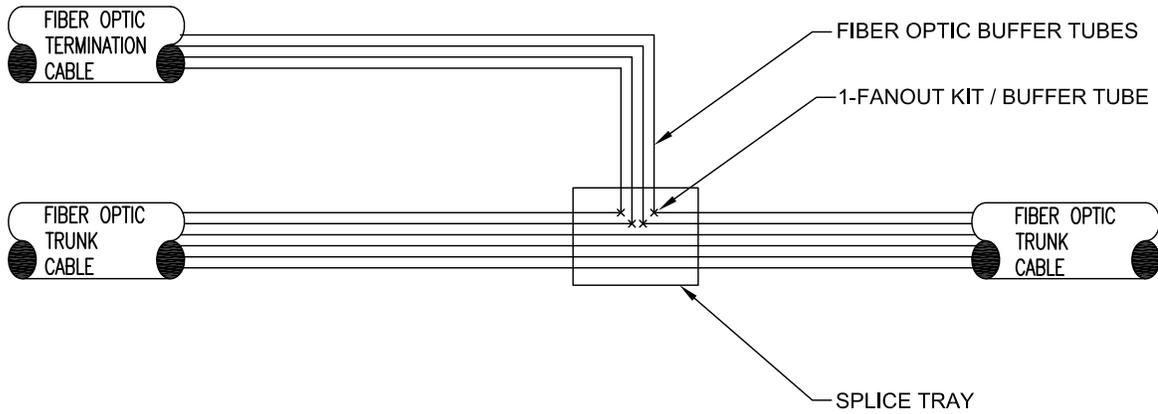
FILE NAME: 467B.DWG

DETAIL NUMBER: **467B**

NOTE: ONLY A PORTION OF THE FIBER OPTIC CABLE IS CUT. (DO NOT CUT ALL FIBERS IN CABLE).

× = FIBER SPLICE SYMBOL

SEE PLANS AND FIBER SPLICE TABLE FOR SPECIFIC SPLICE COUNT INFORMATION.



MID-SHEATH SPLICE SCHEMATIC

NTS

Rob Crittenden

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TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014

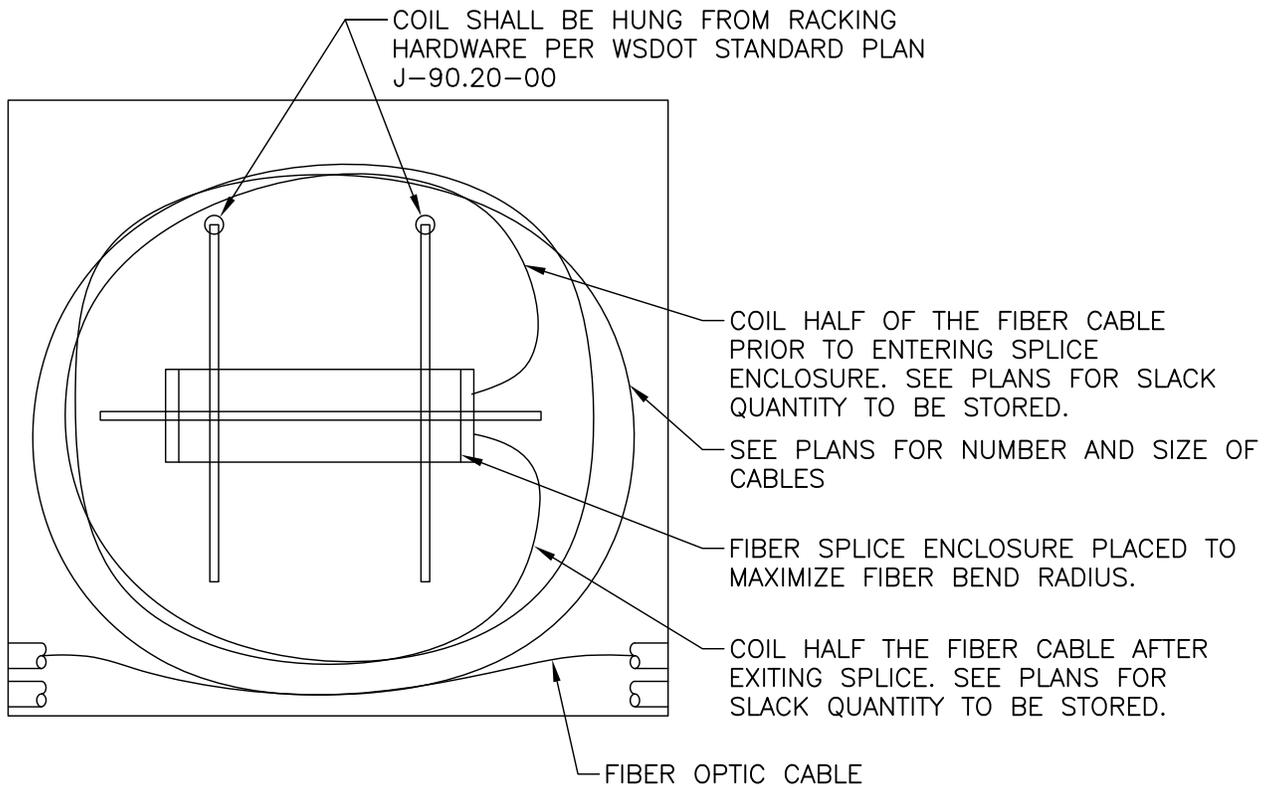


City of Redmond
WASHINGTON

STANDARD DETAILS

**FIBER SPLICE AND STORAGE
DETAILS 1 OF 3**

FILE NAME: SD468A.DWG | DETAIL NUMBER: **468A**



FIBER SPLICE ENCLOSURE AND CABLE STORAGE
NTS

Rob Crittenden

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TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014

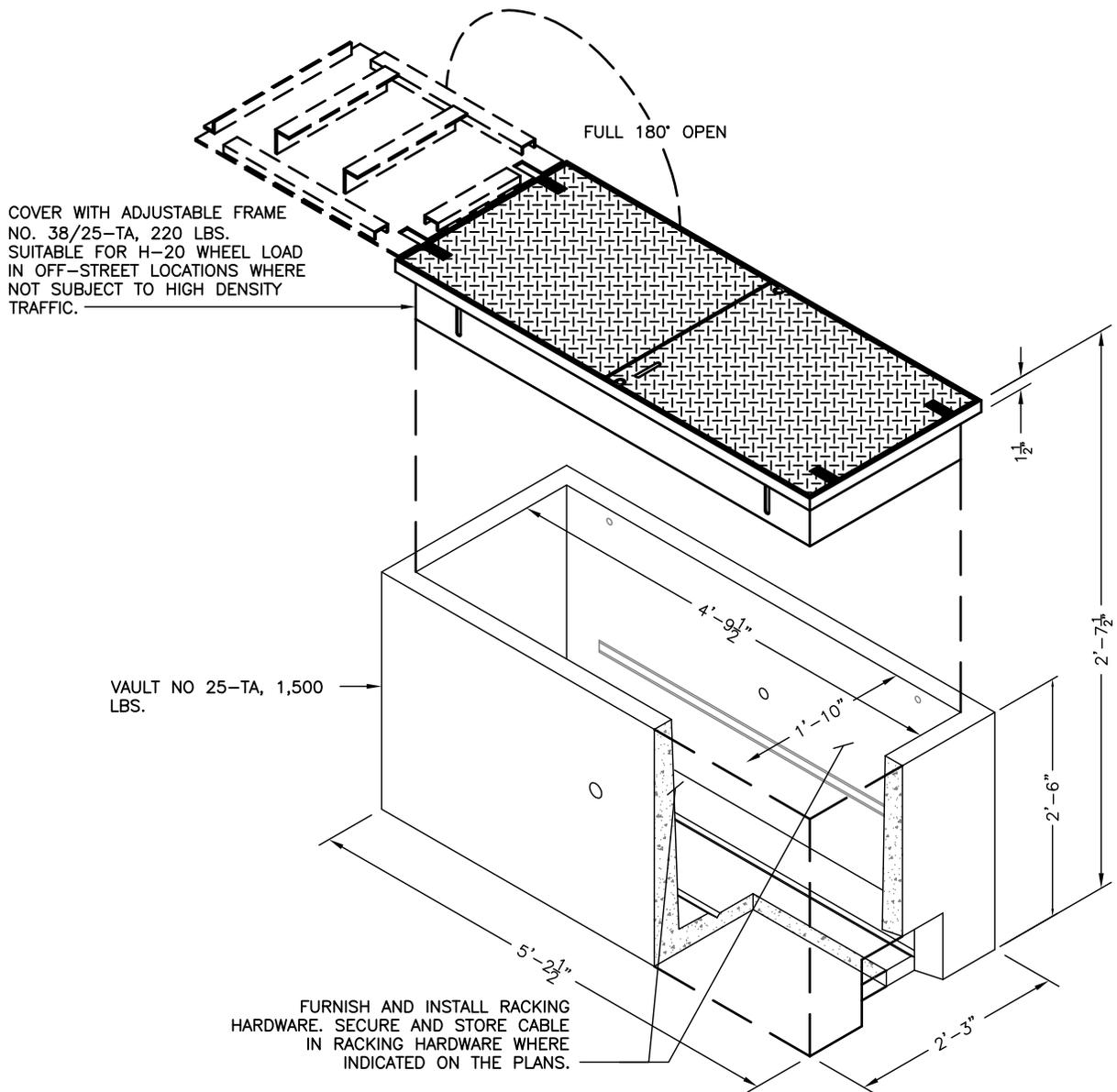


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WASHINGTON

STANDARD DETAILS

**FIBER SPLICE AND STORAGE
DETAILS 2 OF 3**

FILE NAME: SD468B.DWG | DETAIL NUMBER: **468B**

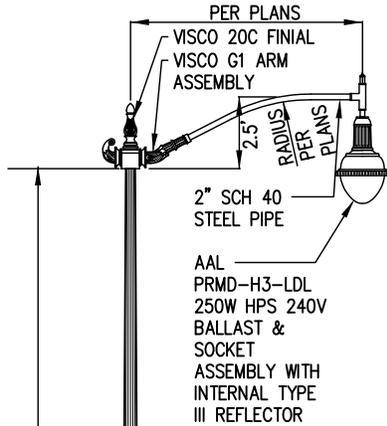


25-TA VAULT

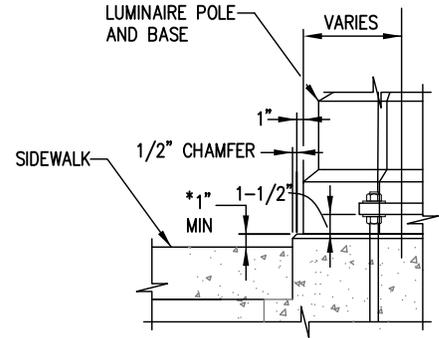
Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
**FIBER SPLICE AND STORAGE
 DETAILS 3 OF 3**
 FILE NAME: SD468C.DWG | DETAIL NUMBER: **468C**



PAINT SPECIFICATIONS: ALL CAST IRON AND STEEL LIGHT POLE PARTS ARE TO BE FACTORY PRIME PAINTED WITH "TNEMEC" PRIMER AND FACTORY FINISH PAINTED WITH "TNEMEC" PEKING BLUE, ENDURASHIELD #F175B2705A 8556A, OR APPROVED EQUAL.

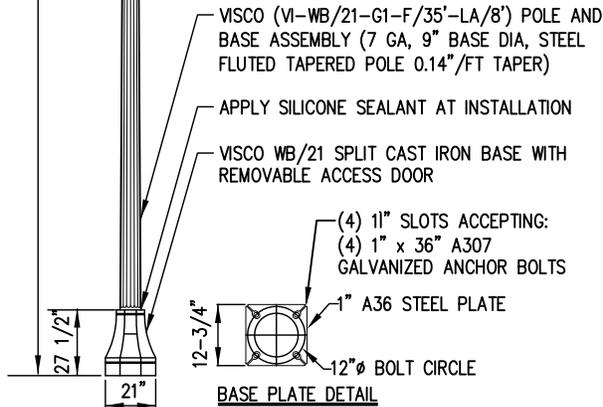


* TOP OF FOUNDATION TO BE LEVEL, 1" MIN HEIGHT ABOVE TOP OF SIDEWALK

TOP OF FOUNDATION DETAIL

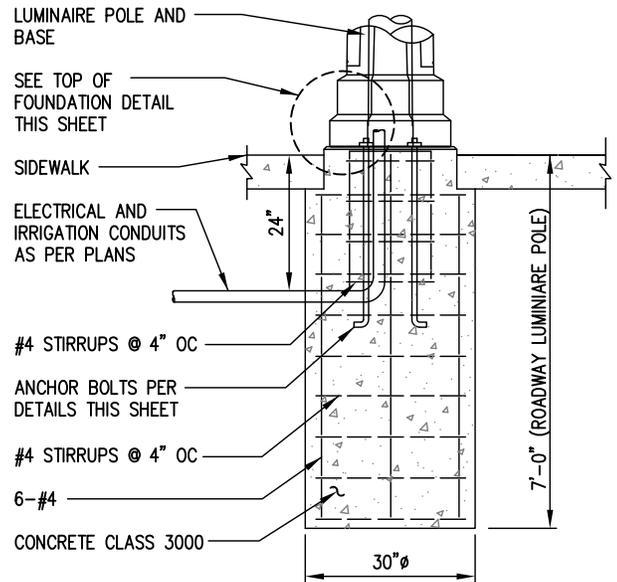
NTS

35'-0" POLE HEIGHT



ROADWAY LUMINAIRE AND POLE

NTS



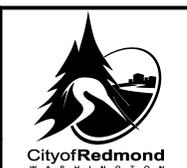
LUMINAIRE POLE AND FOUNDATION DETAIL

NTS

NOTES:

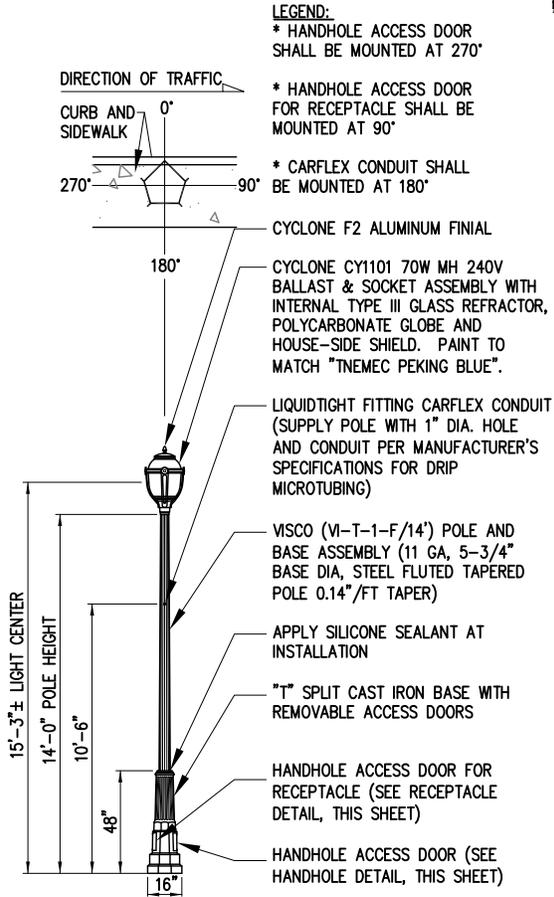
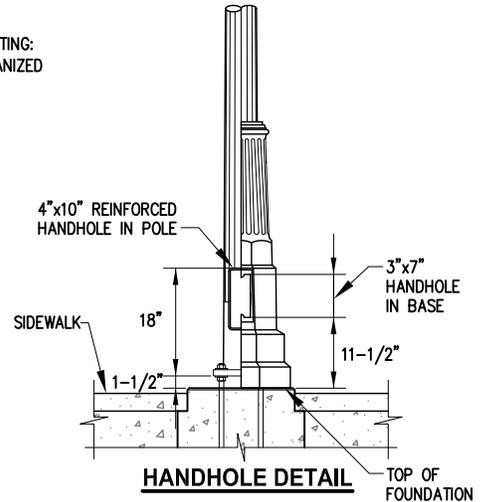
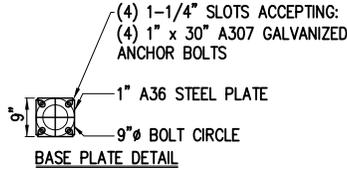
1. HAND HOLE ACCESS DOOR SHALL BE MOUNTED AT 270°
2. HAND HOLE ACCESS DOOR FOR RECEPTACLE SHALL BE MOUNTED AT 90°

Donald Cairns
 APPROVED BY: DONALD CAIRNS
 TRANSPORTATION PLANNING AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014

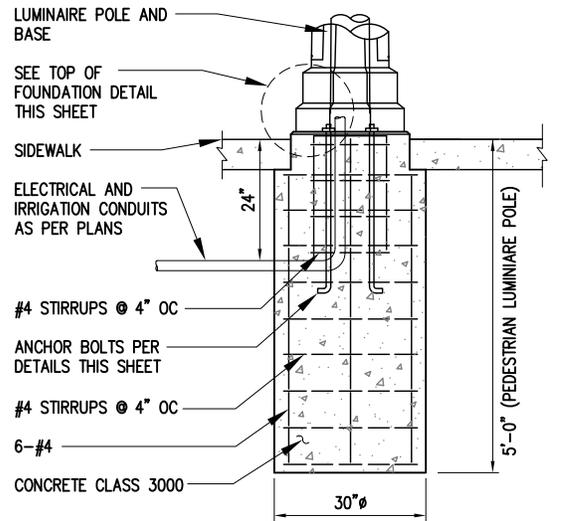


STANDARD DETAILS
ROADWAY LUMINAIRE AND POLE
 FILE NAME: SD470.DWG DETAIL NUMBER: **470**

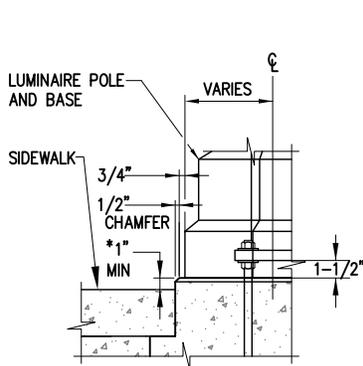
PAINT SPECIFICATIONS: ALL CAST IRON AND STEEL LIGHT POLE PARTS ARE TO BE FACTORY PRIME PAINTED WITH "TNEPEC" PRIMER AND FACTORY FINISH PAINTED WITH "TNEPEC" PEKING BLUE, ENDURASHIELD #F175B2705A 8556A, OR APPROVED EQUAL.



PEDESTRIAN LUMINAIRE AND POLE

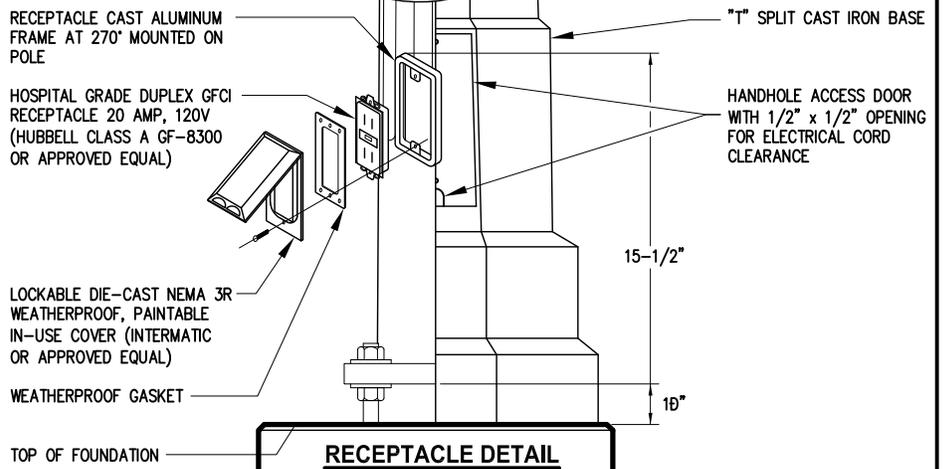


LUMINAIRE POLE FOUNDATION DETAIL



* TOP OF FOUNDATION TO BE LEVEL, 1" MIN HEIGHT ABOVE TOP OF SIDEWALK

TOP OF FOUNDATION DETAIL



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REVISION DATE: JULY 01, 2014



STANDARD DETAILS

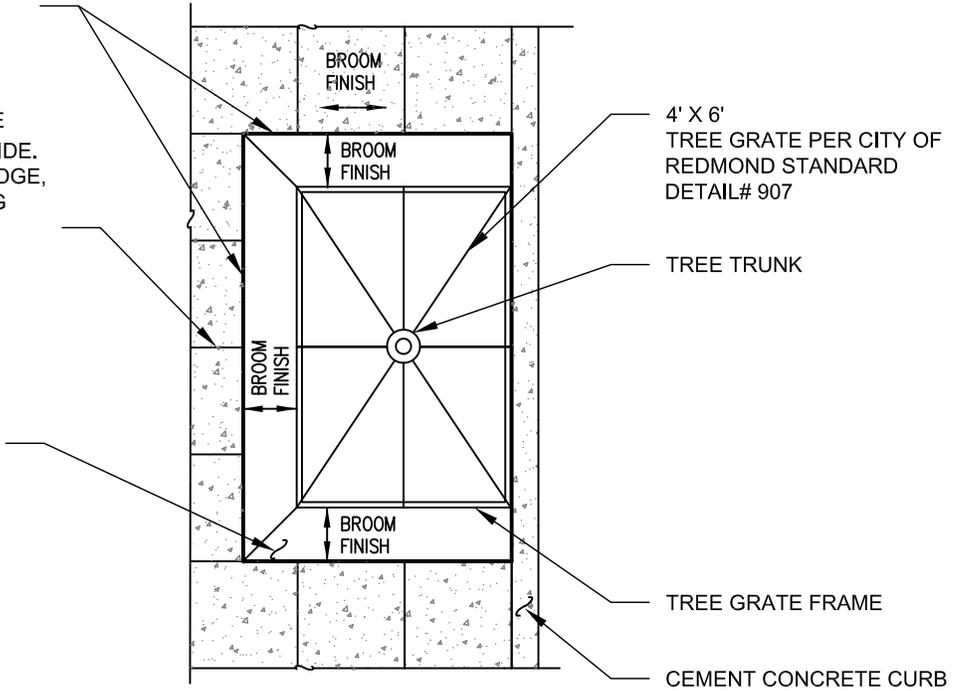
PEDESTRIAN LUMINAIRE AND POLE

FILE NAME: SD471.DWG DETAIL NUMBER: **471**

FULL DEPTH 3/8" EXPANSION JOINT. SCORE TO BE SAWCUT AT 1/2" DEPTH X 1/8" WIDE. NO SHINE, NO RADIUS ON EDGE, NO SMOOTH FLANGE ALONG EITHER SIDE OF JOINT.

SCORE JOINT. SCORE TO BE SAWCUT AT 1/2" DEPTH X 1/8" WIDE. NO SHINE, NO RADIUS ON EDGE, NO SMOOTH FLANGE ALONG EITHER SIDE OF JOINT.

12" CONCRETE BAND WITH LIGHT BROOM FINISH IN DIRECTION SHOWN



TREE GRATE FRAME AND ANCHOR PER CITY OF REDMOND DETAIL 907

12" CONCRETE BAND

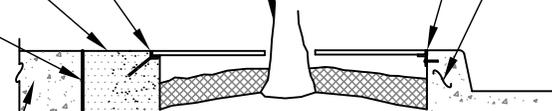
3/8" FULL DEPTH EXPANSION JOINT

CEMENT CONCRETE SIDEWALK

TREE TRUNK

LOCATE TREE GRATE FLUSH WITH TOP OF SIDEWALK AS SHOWN ON PLANS.

CEMENT CONCRETE CURB AND GUTTER



NOTES:

1. ALL SIDEWALK SCORING FOLLOWS AN APPROXIMATE 2-FOOT SQUARE GRID. HOLD TREE GRATE AND LIGHT POLE LOCATIONS TO TWO-FOOT DIMENSION.
2. SEE CITY OF REDMOND STANDARD DETAIL #907 FOR TREE GRATE INSTALLATION.

Donald Cairns

APPROVED BY: DONALD CAIRNS
TRANSPORTATION PLANNING AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



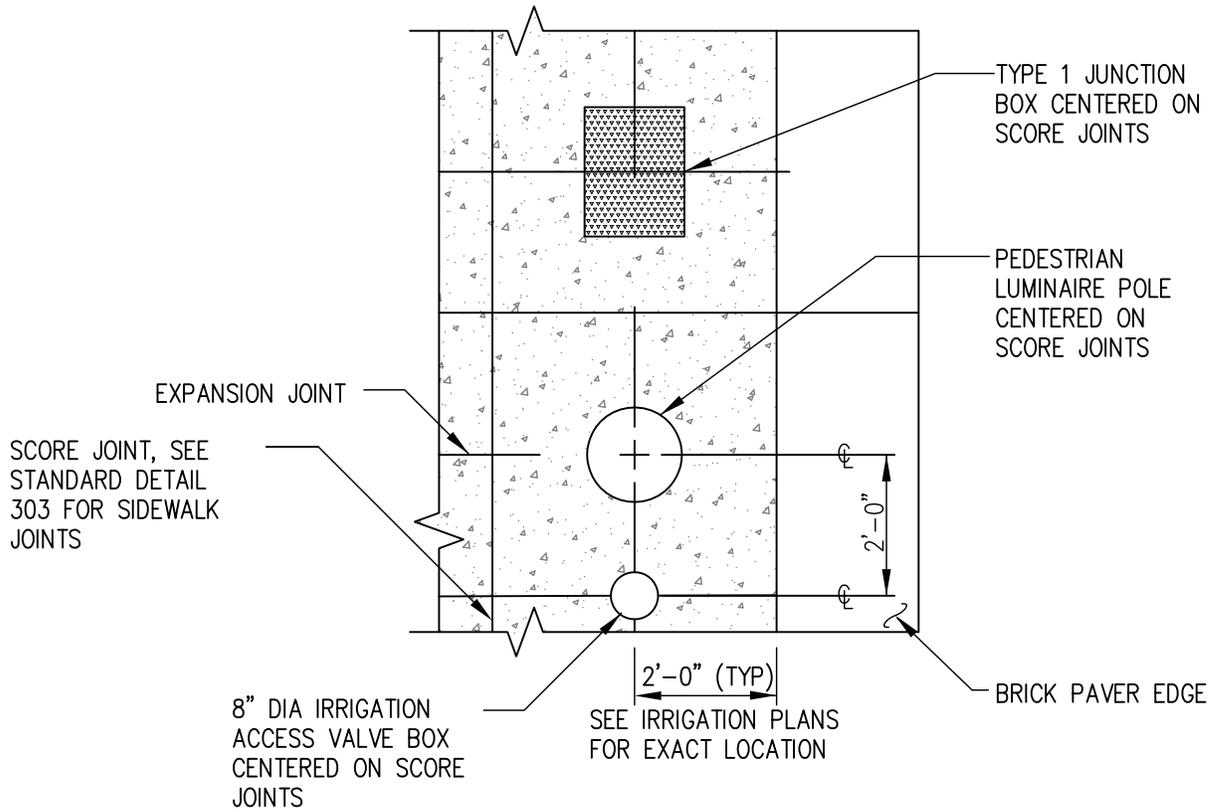
City of Redmond
WASHINGTON

STANDARD DETAILS

**TREE GRATE DETAIL
WITH FRAME**

FILE NAME: SD473.DWG

DETAIL NUMBER: **473**



PEDESTRIAN LUMINAIRE LOCATION AND PAVEMENT SCORING

NTS

Donald Cairns

APPROVED BY: DONALD CAIRNS
 TRANSPORTATION PLANNING AND ENGINEERING MANAGER

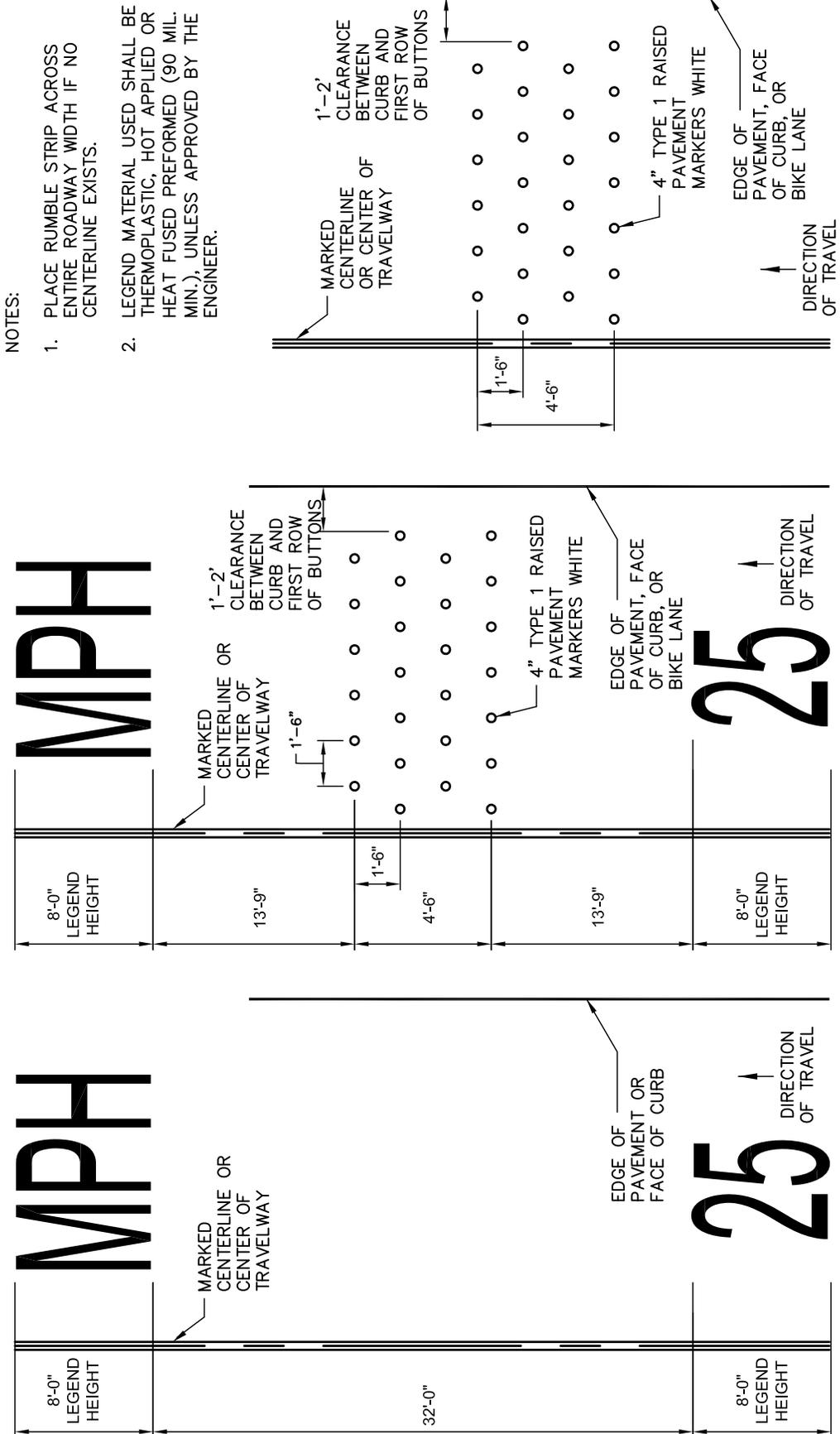
REVISION DATE: JULY 01, 2014



STANDARD DETAILS

**PEDESTRIAN LUMINAIRE
 LOCATION AND PAVEMENT
 SCORING**

FILE NAME: SD474.DWG | DETAIL NUMBER: **474**



NOTES:

1. PLACE RUMBLE STRIP ACROSS ENTIRE ROADWAY WIDTH IF NO CENTERLINE EXISTS.
2. LEGEND MATERIAL USED SHALL BE THERMOPLASTIC, HOT APPLIED OR HEAT FUSED PREFORMED (90 MIL. MIN.), UNLESS APPROVED BY THE ENGINEER.

RUMBLE STRIP
NTS

**RUMBLE STRIP WITH
25 MPH LEGEND**
NTS

25 MPH LEGEND
NTS

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



City of Redmond
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STANDARD DETAILS

**RUMBLE STRIP AND
25 MPH LEGEND**

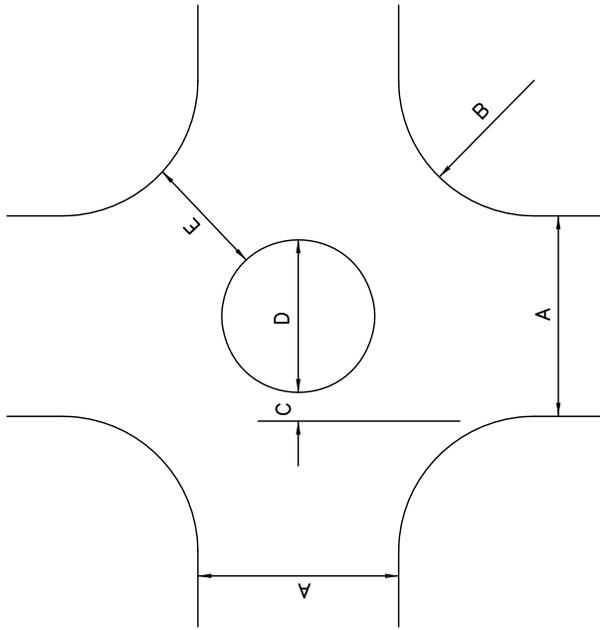
FILE NAME: SD476.DWG

DETAIL NUMBER: **476**

DIMENSIONS

A STREET WIDTH	B CURB RETURN RADIUS	C OFFSET DISTANCE	D CIRCLE DIAMETER	E OPENING WIDTH
20'	<15'	RECONSTRUCT CURBS	9'	16'+
	15'	5.5'	10'	17'+
	18'	5.0'	11'	18'-
	20'	4.5'	12'	19'+
24'	<12'	RECONSTRUCT CURBS	13'	16'
	12'	5.5'	14'	17'-
	15'	5.0'	15'	18'+
	20'	4.5'	17'	20'-
25'	<12'	RECONSTRUCT CURBS	14'	16'+
	12'	5.5'	15'	17'-
	15'	5.0'	16'	18'-
	18'	4.5'	18'	20'-
30'	<12'	RECONSTRUCT CURBS	19'	16'+
	12'	5.5'	20'	17'-
	15'	5.0'	21'	17'+
	18'	4.5'	22'	18'+
32'	20'	4.0'	24'	19'+
	25'	3.0'	24'	20'
	10'	5.5'	21'	16'+
	12'	5.0'	22'	17'-
36'	15'	4.5'	23'	18'-
	18'	4.0'	24'	19'-
	20'	4.0'	24'	19'+
	25'	2.5'	27'	20'
40'	10'	5.0'	26'	17'-
	12'	5.0'	26'	17'+
	15'	4.5'	27'	18'+
	18'	4.0'	28'	19'+
40'	20'	3.5'	29'	20'-
	25'	1.5'	33'	20'
	10'	5.0'	30'	17'+
	12'	4.5'	31'	18'+
40'	15'	4.0'	32'	19'-
	18'	3.5'	33'	20'-
	20'	3.0'	34'	20'
	25'	1.0'	38'	20'

GEOMETRY



OPTIMUM CRITERIA

- NOTES:
- USE DIMENSION SCHEDULE AS A DESIGN GUIDE. FINAL DIMENSIONS TO BE DETERMINED BY THE ENGINEER.
 - FOR PLANTER ISLAND SPECIFICATIONS SEE TRAFFIC CIRCLE DETAIL SD478.
- | | |
|---------------------|-------------------|
| OFFSET DISTANCE (C) | OPENING WIDTH (E) |
| 5.5' MAX. | 16' MIN. |
| 5.0' | 17' ± |
| 4.5' | 18' ± |
| 4.0' | 19' ± |
| 3.5' OR LESS | 20' ± |

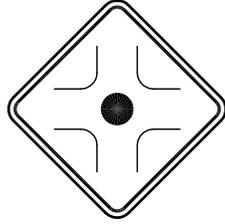
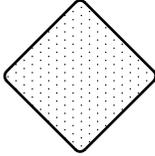
Rob Crittenden
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 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER



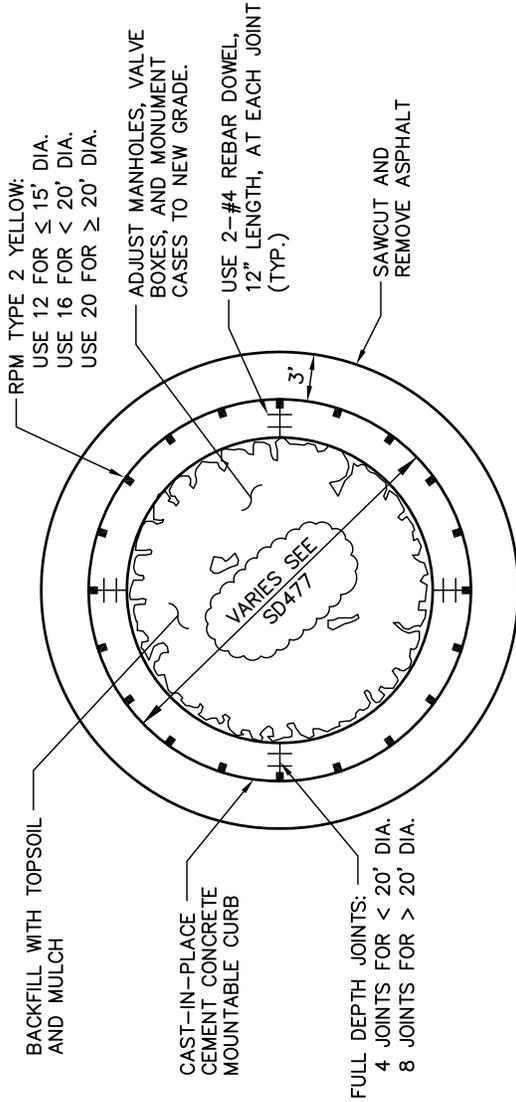
STANDARD DETAILS
TRAFFIC CIRCLE DIMENSIONS
 FILE NAME: SD477.DWG DETAIL NUMBER: 477

REVISION DATE: JULY 01, 2014

18" X 18" (OMI-3) YELLOW HIGH INTENSITY TYPE 1 OBJECT MARKER PLACED IN TRAFFIC CIRCLE FOR EACH APPROACH. ALL SIGNS TO BE MOUNTED ON SINGLE POST. LOCATION TO BE DETERMINED BY ENGINEER. SIGN HEIGHT: 5' FROM BOTTOM OF LOWER SIGN TO STREET SURFACE. SIGN MATERIAL: 3D DIAMOND GRADE DG³

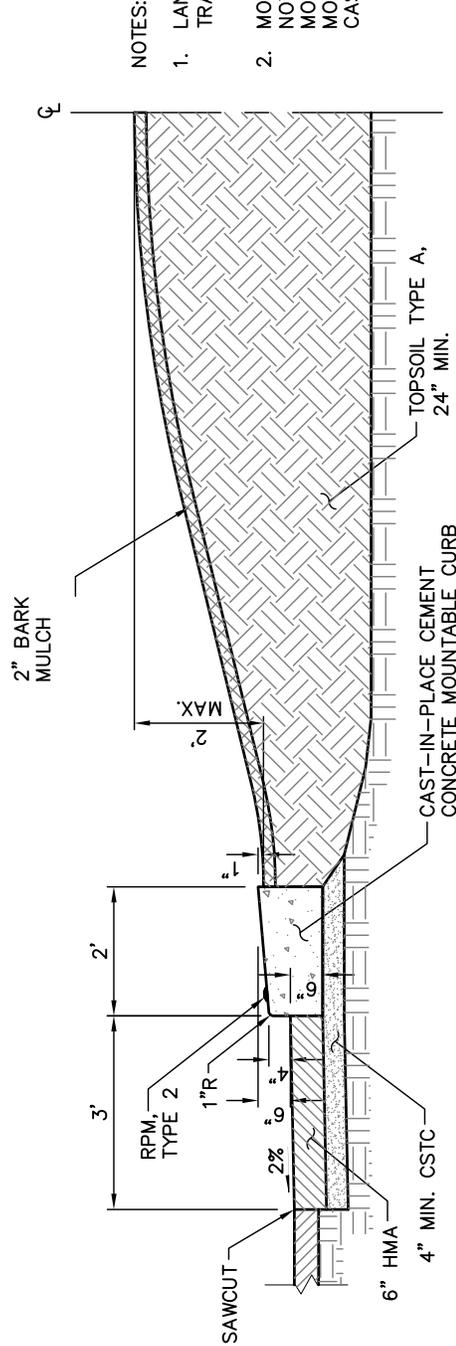


30" X 30" BLACK ON YELLOW PLACED 75' TO 100' BACK FROM TRAFFIC CIRCLE ON EACH APPROACH. SEE SD426D FOR POST TYPE AND INSTALLATION. SIGN MATERIAL: 3D DIAMOND GRADE DG³



TYPICAL TRAFFIC CIRCLE
NTS

SIGNING
NTS



TYPICAL SECTION
NTS

Rob Crittenden

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TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



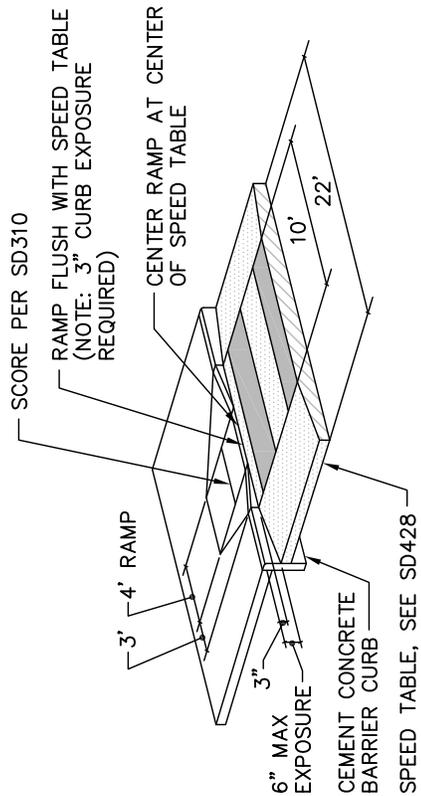
City of Redmond
WASHINGTON

STANDARD DETAILS

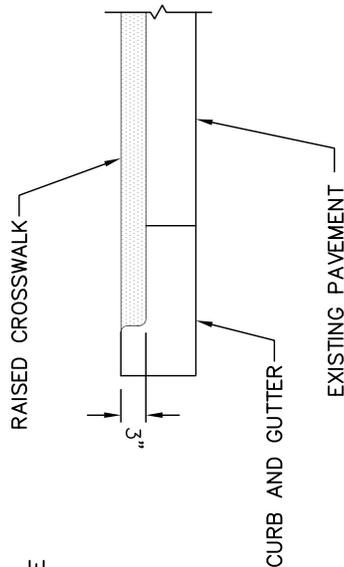
TRAFFIC CIRCLES DETAILS

FILE NAME: SD478.DWG

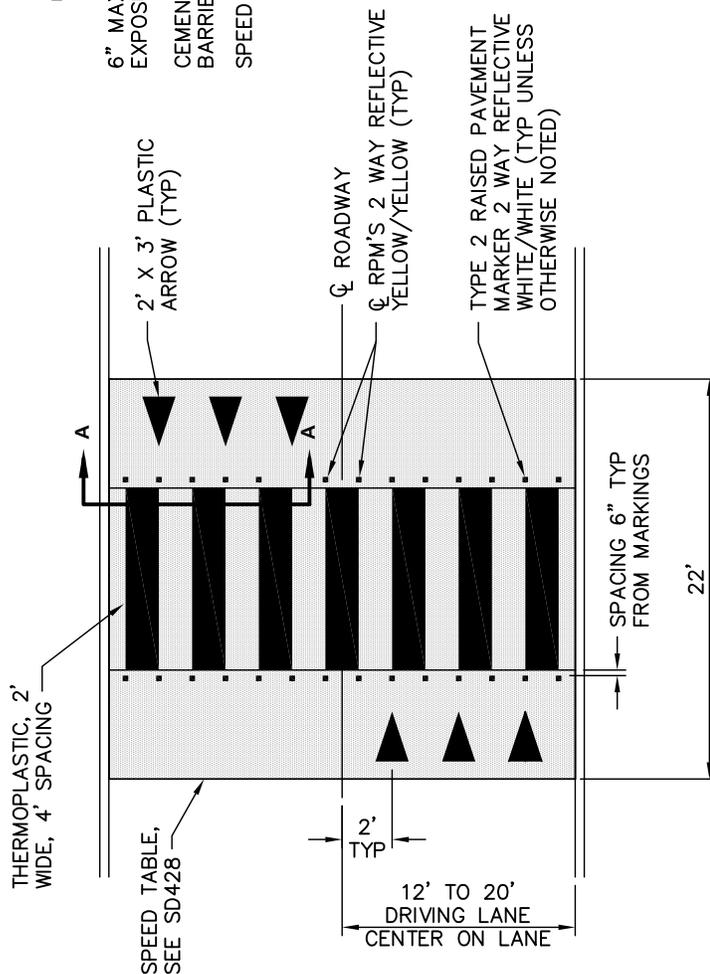
DETAIL NUMBER: **478**



TRANSITION FROM TYPE 1 CURB RAMP TO RAISED CROSSWALK
NTS



SECTION A-A
NTS



MARKING DETAIL
NTS

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REVISION DATE: JULY 01, 2014



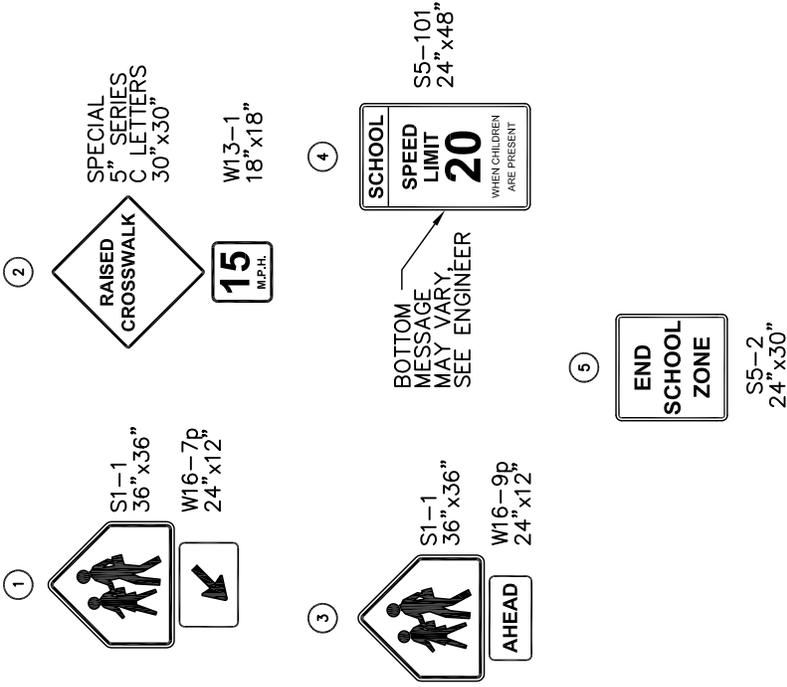
City of Redmond
WASHINGTON

STANDARD DETAILS

RAISED CROSSWALK

FILE NAME: SD479.DWG

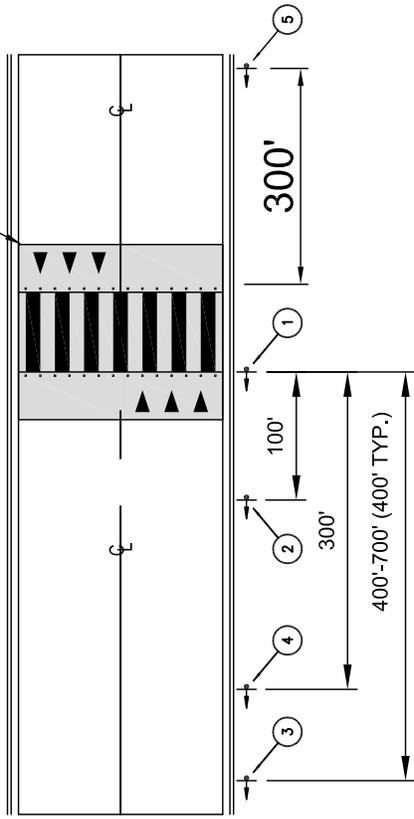
DETAIL NUMBER: **479**



NOTES:

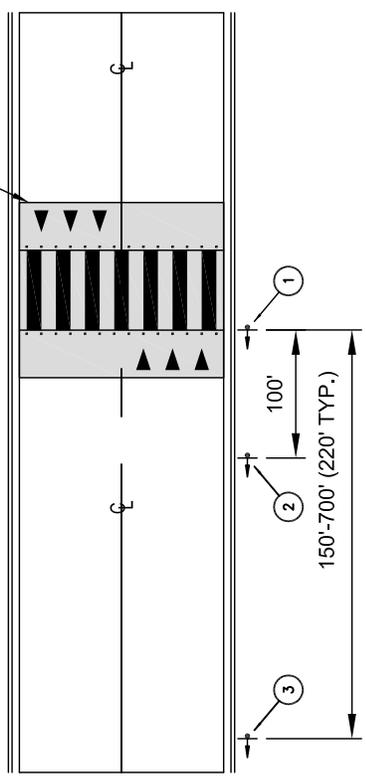
1. SIGNS (1), (2), (3), & THE "SCHOOL" LEGEND ON (4) TO HAVE FLUORESCENT YELLOW-GREEN BACKGROUND WITH BLACK LEGEND AND BORDER. SIGN MATERIAL: 3M DIAMOND GRADE DG³
2. DIAGONAL ARROW POINTING DOWNWARD TO CROSSWALK.
3. SIGN (1): INSTALL TWO SIGNS BACK TO BACK ON SAME POST.
4. SIGNS AND MARKINGS TYPICAL BOTH DIRECTIONS.

FOR SPEED TABLE SEE STANDARD DETAIL 427 AND 428. FOR MARKINGS SEE STANDARD DETAIL 479.



WITHIN SCHOOL SPEED ZONE
NTS

FOR SPEED TABLE SEE STANDARD DETAIL 427 AND 428. FOR MARKINGS SEE STANDARD DETAIL 479.



OUTSIDE SCHOOL SPEED ZONE
NTS

SIGN DETAIL
NTS

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014

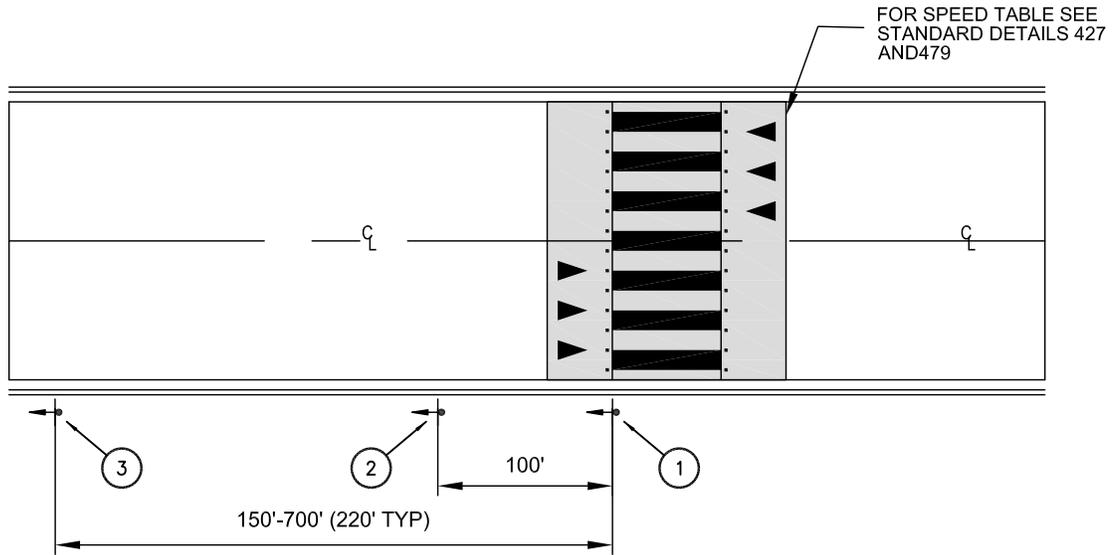


STANDARD DETAILS

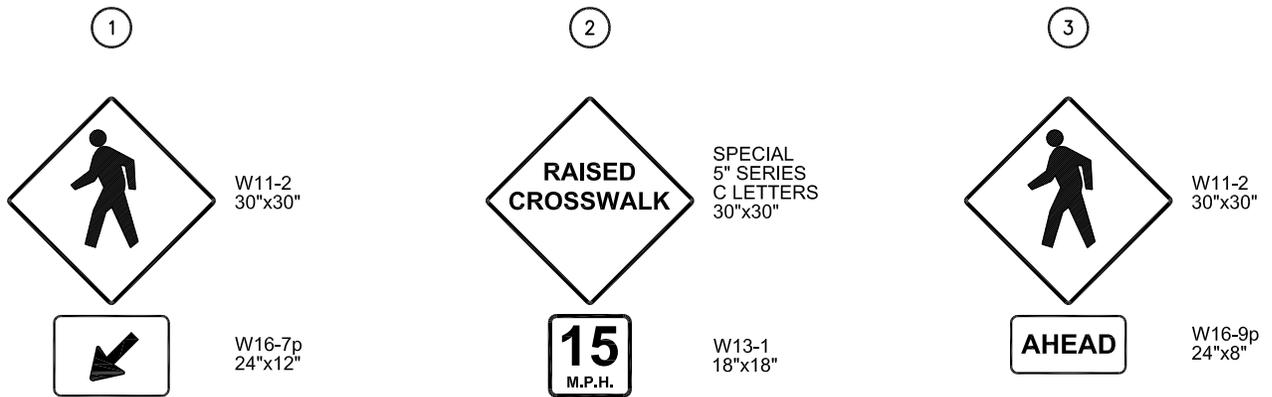
RAISED SCHOOL CROSSWALK SIGNING

FILE NAME: SD480.DWG

DETAIL NUMBER: **480**



SIGNING PLACEMENT
NTS



SIGNING DETAIL
NTS

NOTES:

1. SIGNS HAVE FLUORESCENT YELLOW GREEN BACKGROUND WITH BLACK LEGEND AND BORDER.
SIGN MATERIAL: 3M DIAMOND GRADE DG³
2. DIAGONAL ARROW POINTING DOWNWARD TOWARD CROSSWALK.
3. SIGN ① : INSTALL 2 SIGNS BACK TO BACK ON SAME POST.
4. SIGNS AND MARKINGS TYPICAL BOTH TYPICAL DIRECTIONS.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



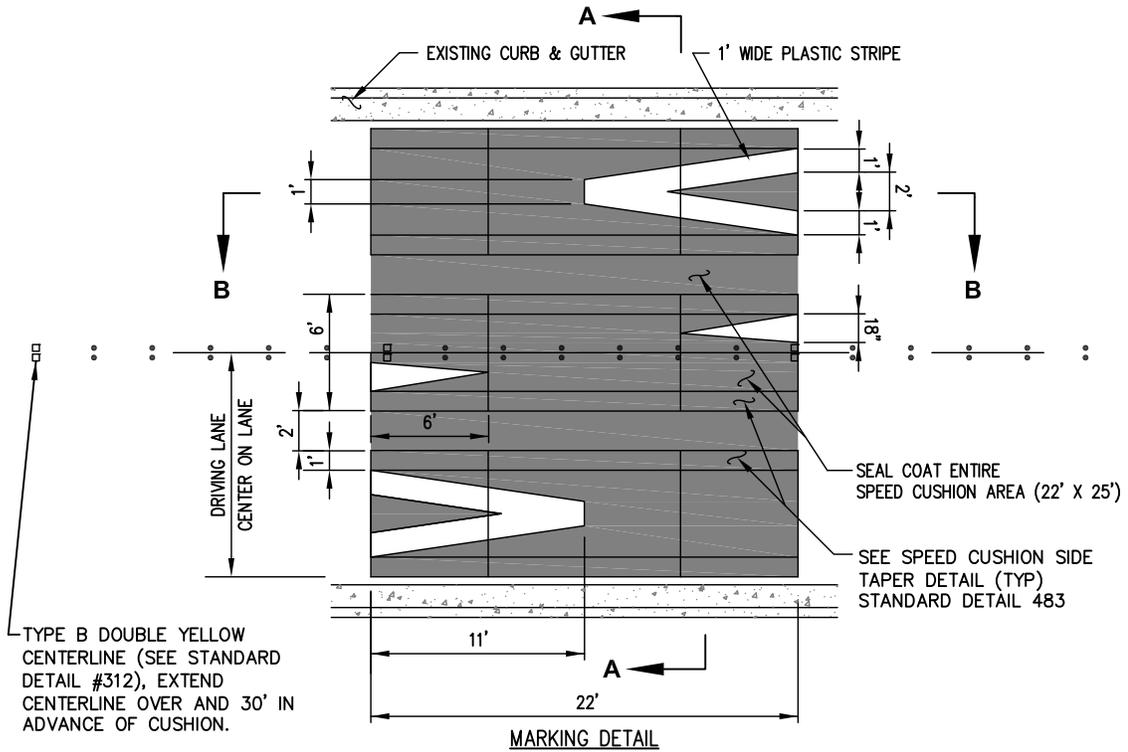
City of Redmond
WASHINGTON

STANDARD DETAILS

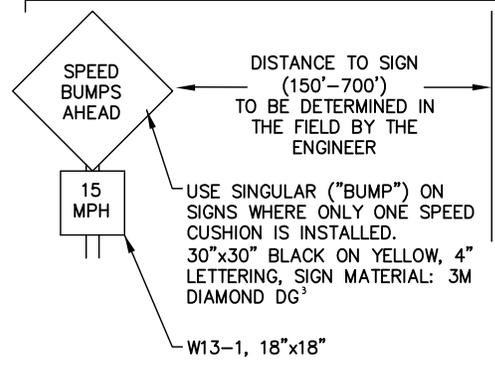
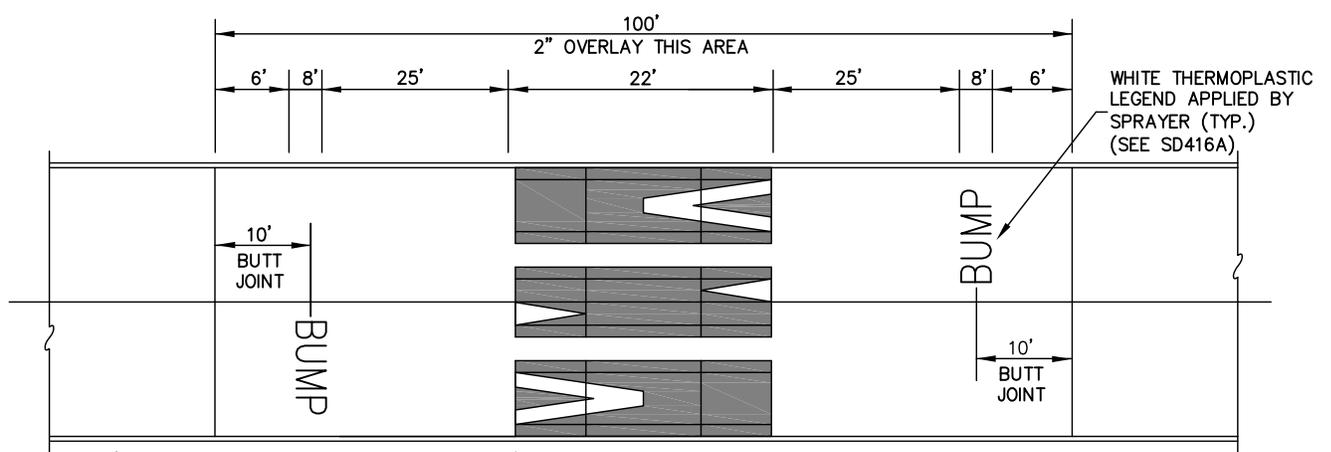
RAISED CROSSWALK SIGNING

FILE NAME: SD481.DWG

DETAIL NUMBER: **481**



SPEED CUSHION
NTS



- NOTES:
1. SIGNS & MARKINGS TYPICAL BOTH DIRECTIONS.
 2. SEE "POST MOUNTED SIGN" STANDARD DRAWING 426(C) OR (D).
 3. A TEMPLATE MUST BE USED IN SHAPING SPEED TABLE.
 4. SPEED TABLE MUST BE MADE IN TWO LIFTS.
 5. 2" OVERLAY NOT REQUIRED FOR NEW PAVEMENT OR EXISTING PAVEMENT DETERMINED TO BE IN GOOD CONDITION BY THE ENGINEER.

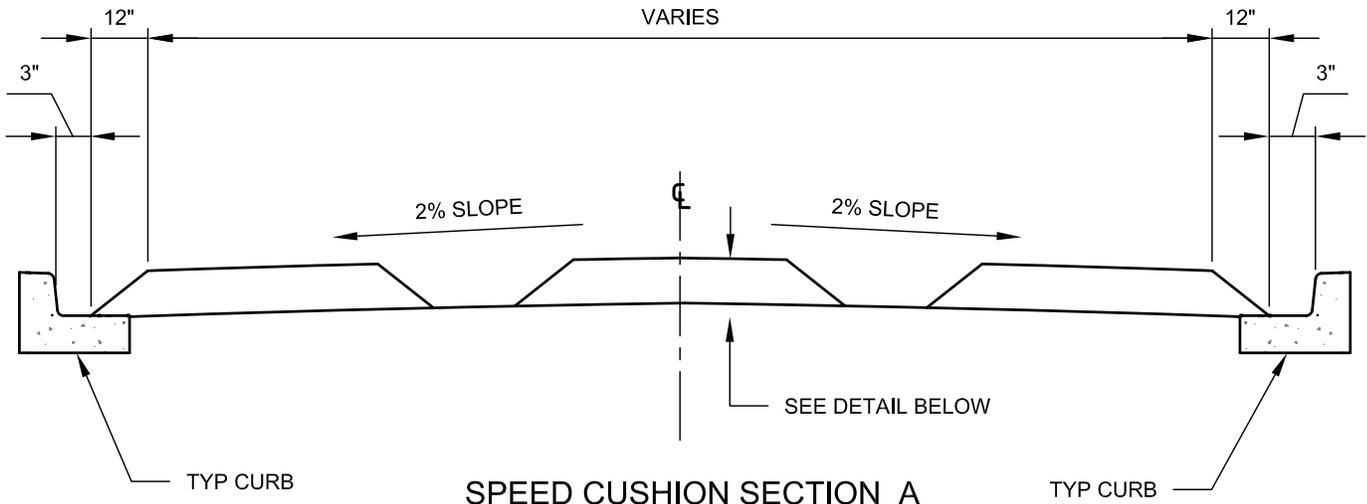
Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



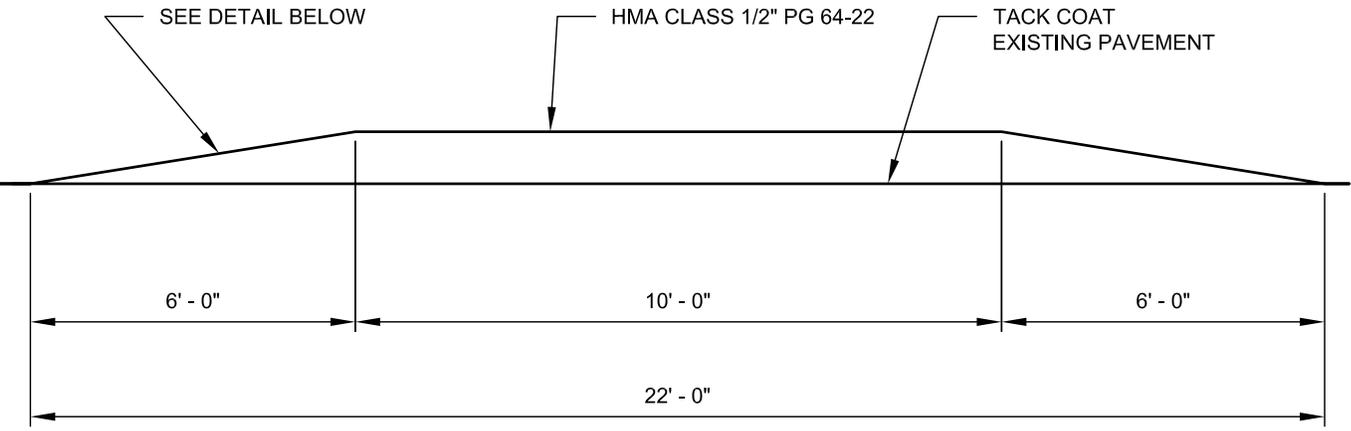
STANDARD DETAILS

SPEED CUSHION
(1 OF 2)

FILE NAME: SD482.DWG DETAIL NUMBER: **482**

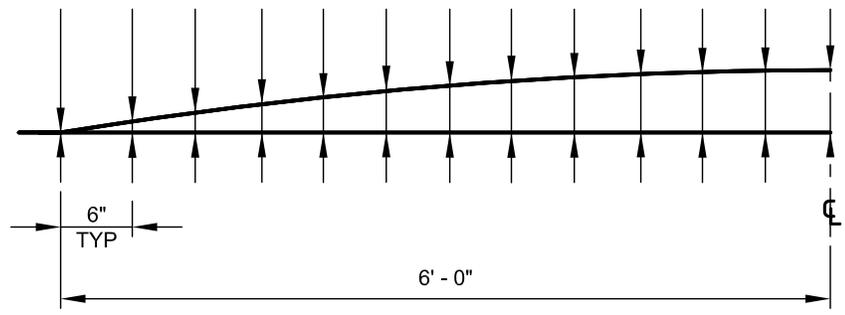


SPEED CUSHION SECTION A
NTS



SPEED CUSHION SECTION B
NTS

0	0.64	1.22	1.75	2.22	2.64	3.00	3.31	3.56	3.75	3.89	3.97	4.00"	←	4" SPEED CUSHION
0	0.56	1.07	1.53	1.94	2.31	2.63	2.89	3.11	3.28	3.40	3.48	3.50"	←	3.5" SPEED CUSHION
0	0.48	0.92	1.31	1.67	1.98	2.25	2.48	2.67	2.81	2.92	2.96	3.00"	←	3" SPEED CUSHION



SPEED CUSHION EDGE (TYP)
COMPACTED DEPTHS
NTS

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 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS

SPEED CUSHION
(2 OF 2)

FILE NAME: SD483.DWG DETAIL NUMBER: **483**



OPTIONAL PLACARD FOR THE FOLLOWING:

- "THIS SIDE OF STREET"
- "BETWEEN SIGNS"
- "NORTH OF HERE"
- "BOTH SIDES OF STREET"

NOTES:

1. POST INSTALLED PER DETAIL 425C (OR 426D).
2. PLACARD OPTIONS DETERMINED BY THE CITY TRAFFIC ENGINEER OR FIRE CODE OFFICIAL.
3. RED LETTERS ON WHITE BACKGROUND.
4. SIGN MATERIAL: 3M DIAMOND GRADE DG³.

Todd Short

APPROVED BY: TODD SHORT
ASSISTANT FIRE MARSHAL

REVISION DATE: JULY 01, 2014



City of Redmond
WASHINGTON

STANDARD DETAILS

FIRE LANE SIGN

FILE NAME: SD499.DWG

DETAIL NUMBER: **499**