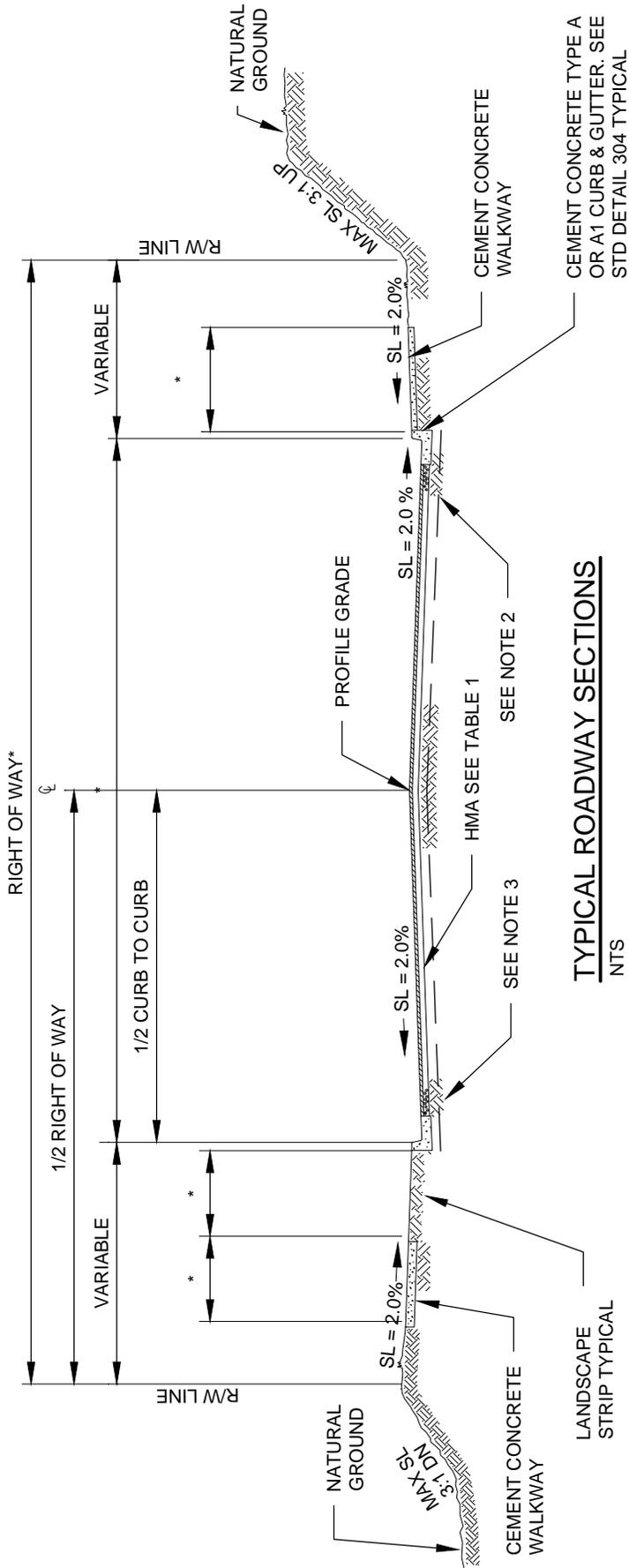


* SEE REDMOND ZONING CODE, APPENDIX 2 IN TABLE 1 AND 2

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



TYPICAL ROADWAY SECTIONS
NTS

NOTES:

1. PAVEMENT DEPTHS FROM APPENDIX 2, REDMOND ZONING CODE.
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. 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.

Paulette Norman

APPROVED BY: PAULETTE NORMAN
DEVELOPMENT ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



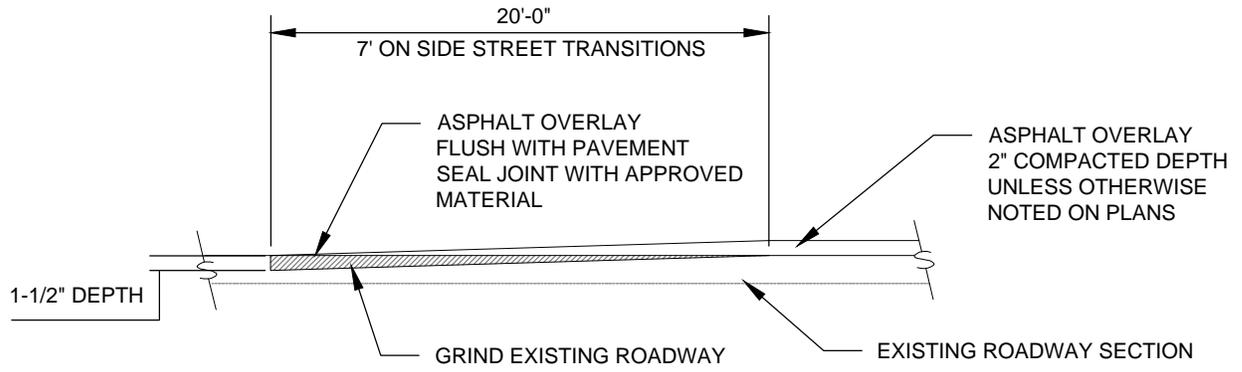
City of Redmond
WASHINGTON

STANDARD DETAILS

TYPICAL ROADWAY SECTIONS

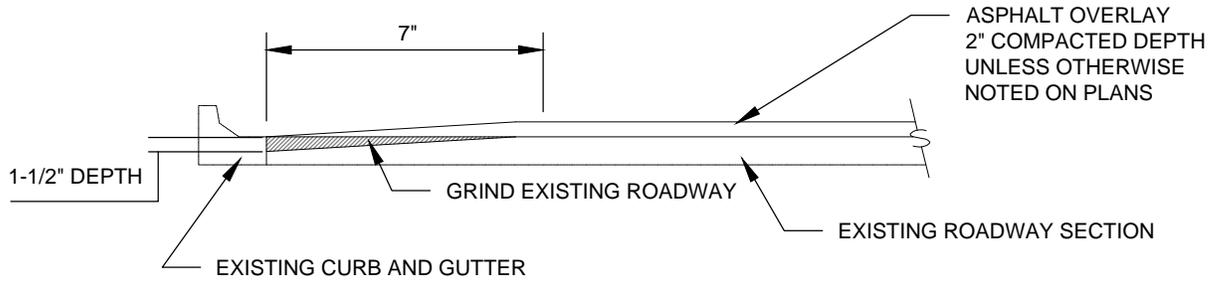
FILE NAME: SD301.DWG

DETAIL NUMBER: 301



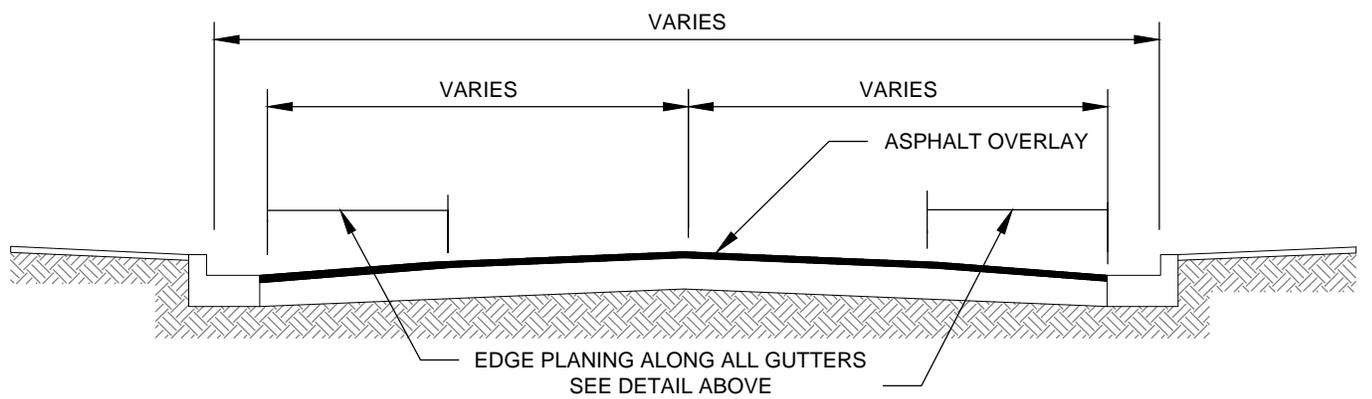
BUTT JOINT DETAIL

NTS



EDGE PLANING DETAIL

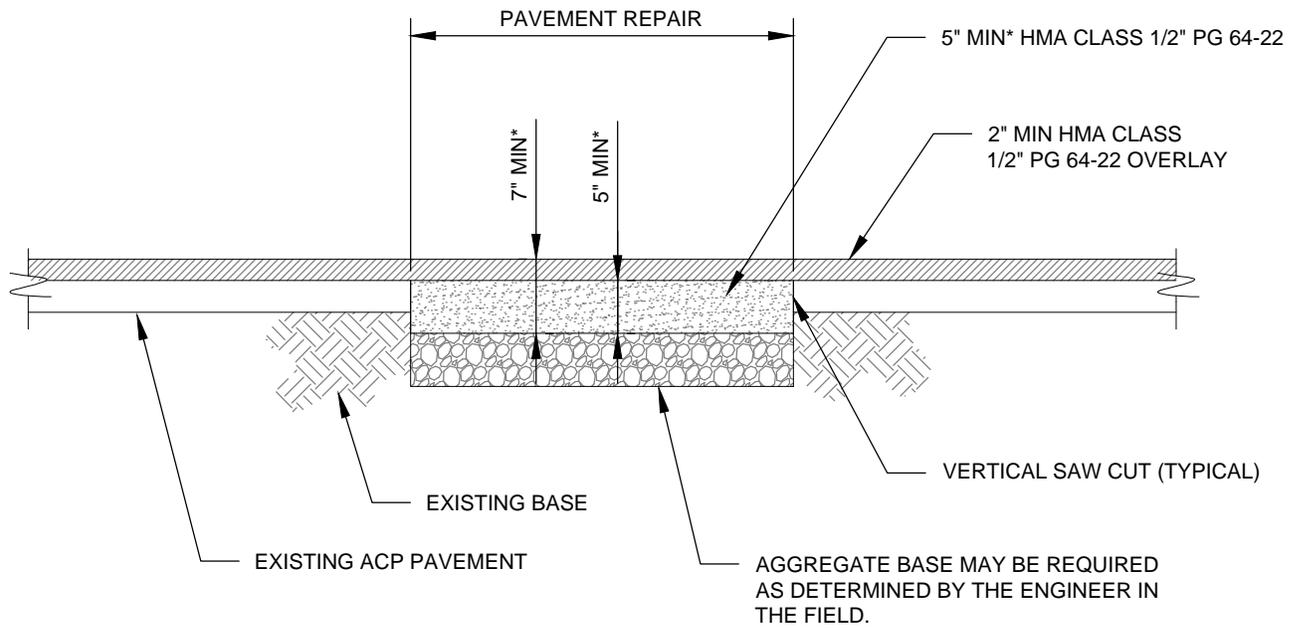
NTS



TYPICAL OVERLAY DETAIL

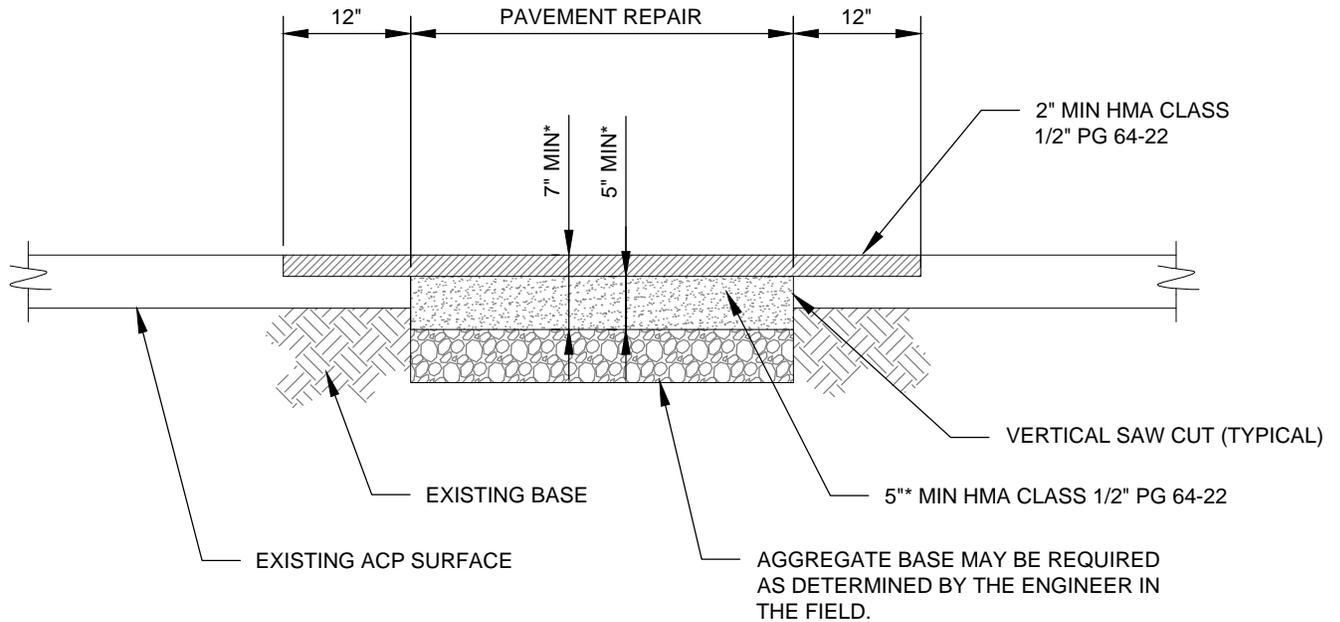
NTS

 APPROVED BY: ROB CRITTENDEN TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER	 City of Redmond WASHINGTON	STANDARD DETAILS	
		PAVEMENT PLANING DETAILS	
REVISION DATE: JULY 01, 2014		FILE NAME: SD302.DWG	DETAIL NUMBER: 302



TYPICAL PAVEMENT REPAIR DETAIL WITH OVERLAY

NTS



TYPICAL PAVEMENT REPAIR DETAIL

NTS

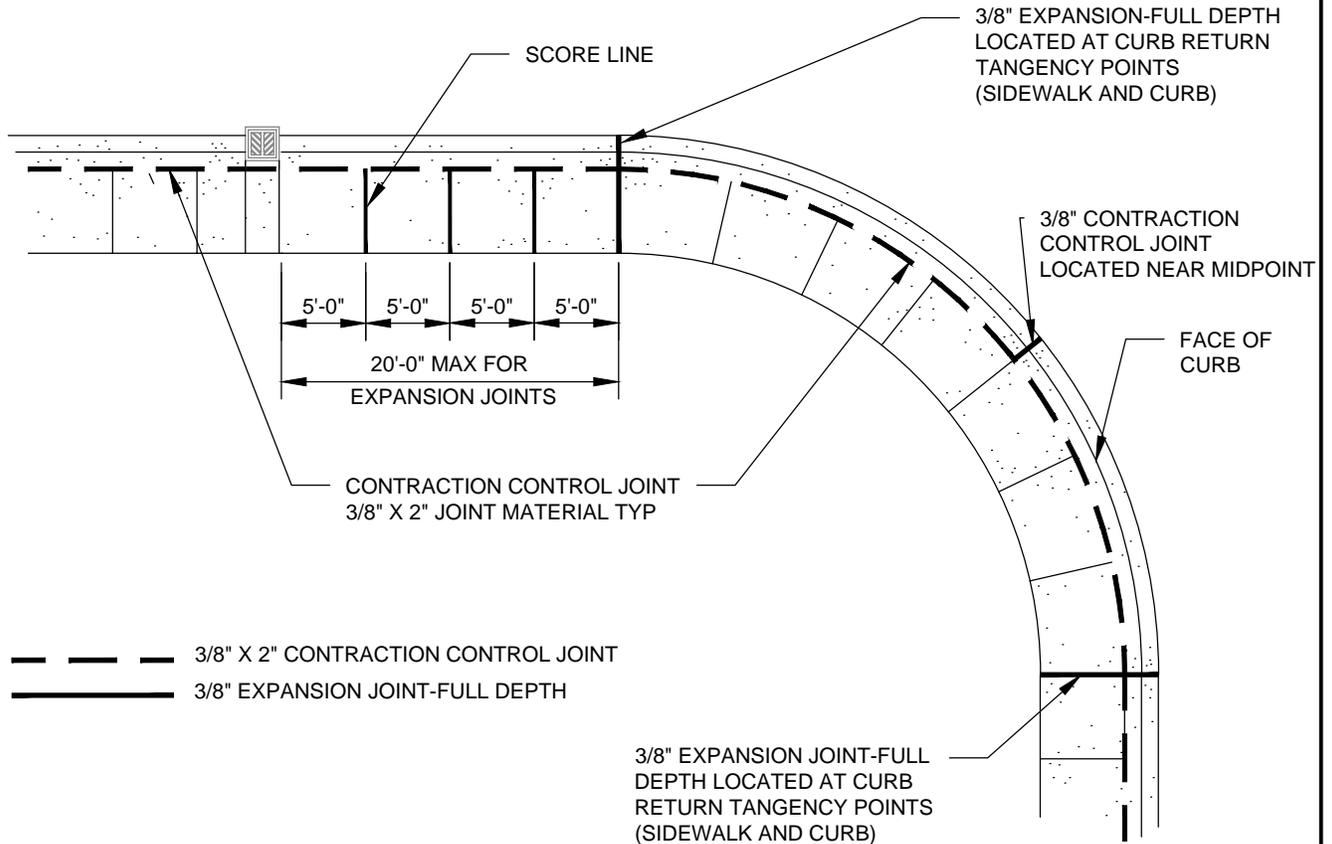
NOTE:

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

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2015



STANDARD DETAILS
PAVEMENT REPAIR DETAILS
 FILE NAME: SD302A.DWG DETAIL NUMBER: 302A

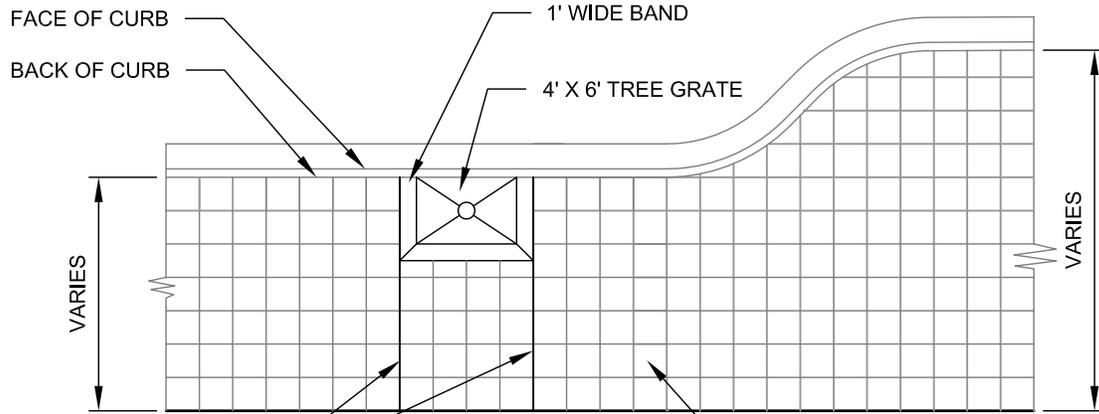


PLAN VIEW
NTS

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.

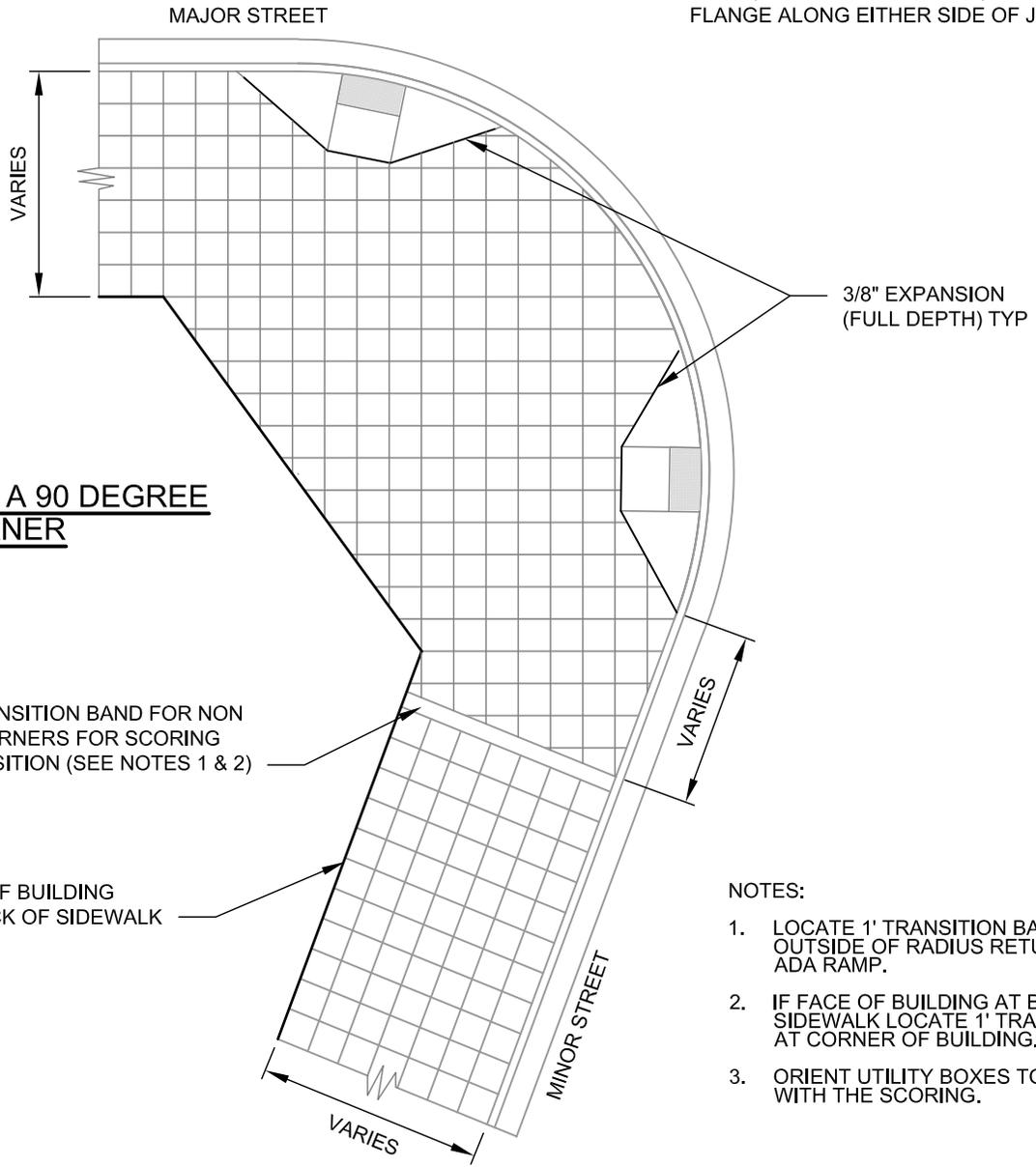
 APPROVED BY: PAULETTE NORMAN DEVELOPMENT ENGINEERING MANAGER	 City of Redmond WASHINGTON	STANDARD DETAILS CURB AND SIDEWALK JOINTS FILE NAME: SD303.DWG DETAIL NUMBER: 303
REVISION DATE: JULY 01, 2015		



PLAN VIEW
NTS

3/8" EXPANSION
(FULL DEPTH) TYP

2' X 2' SCORED CONCRETE. 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.



**NOT A 90 DEGREE
CORNER**
NTS

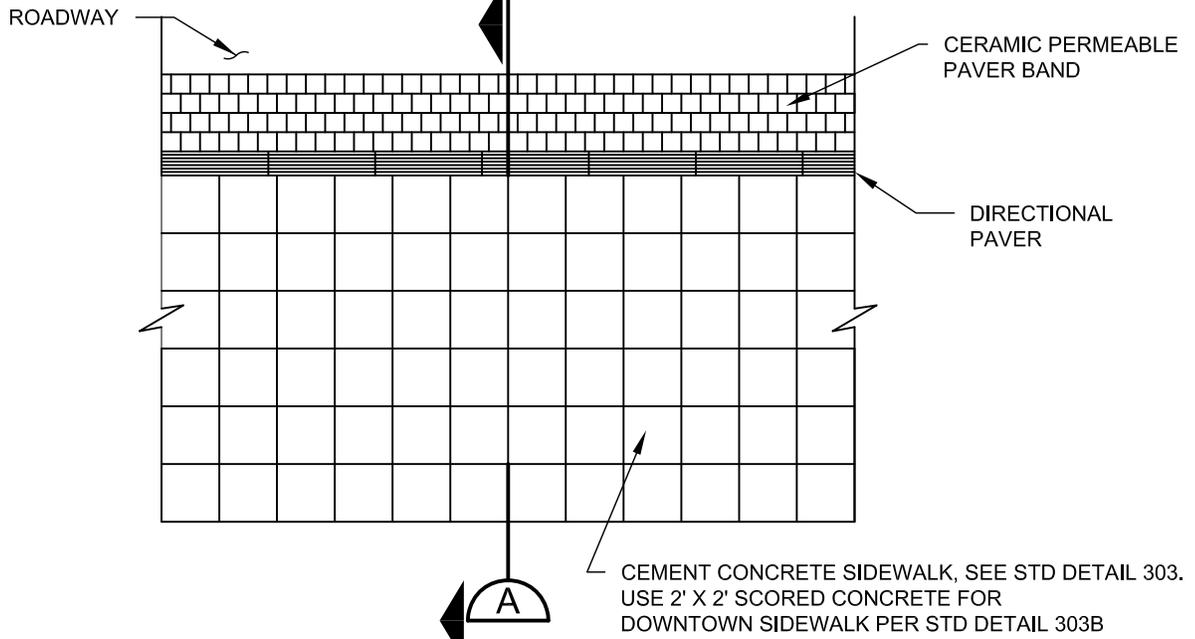
NOTES:

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.

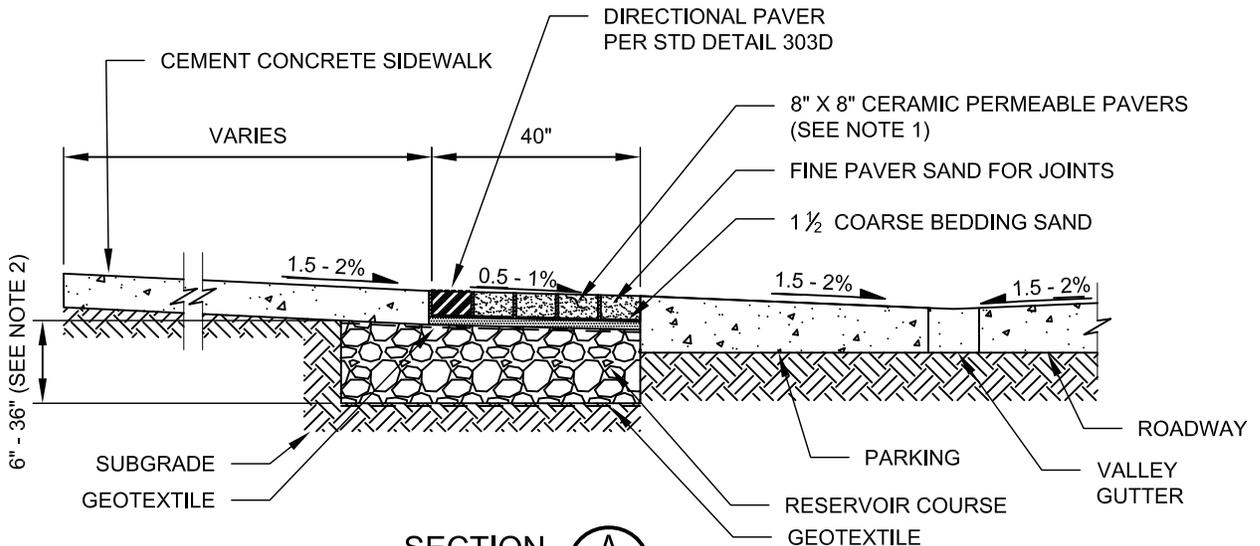
Paulette Norman
APPROVED BY: PAULETTE NORMAN
DEVELOPMENT ENGINEERING MANAGER
REVISION DATE: JULY 01, 2014



STANDARD DETAILS
**DOWNTOWN PEDESTRIAN
SIDEWALK**
FILE NAME: SD303B.DWG | DETAIL NUMBER: **303B**



PLAN
NTS



SECTION A
NTS

NOTES:

1. CERAMIC PERMEABLE PAVERS SHALL MEET THE FOLLOWING SPECIFICATIONS:
 - A. DIMENSIONS: 8" X 8" X 2 3/8"
 - B. COLOR: CHARCOAL (SUBJECT TO CITY APPROVAL)
 - C. COMPRESSIVE STRENGTH: 6,000 PSI
 - D. 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.

Paulette Norman

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DEVELOPMENT ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



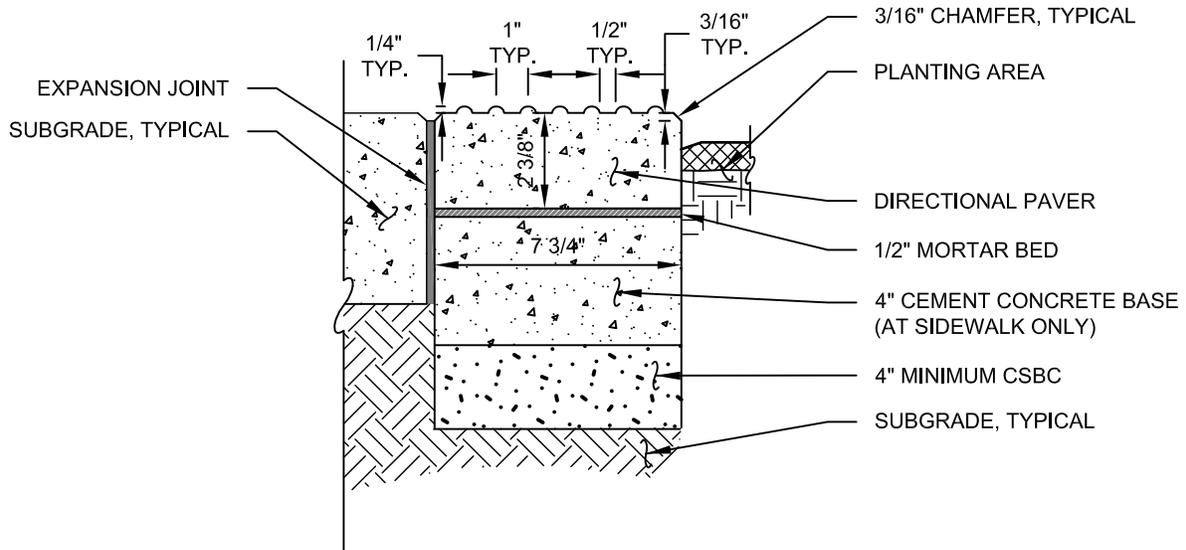
City of Redmond
WASHINGTON

STANDARD DETAILS

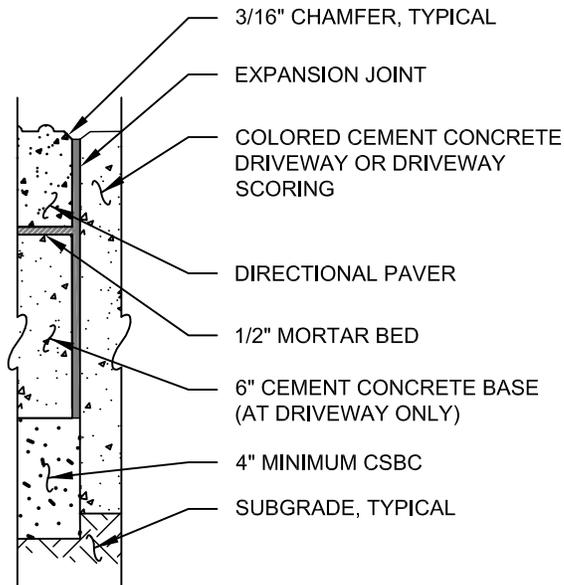
**DOWNTOWN PEDESTRIAN
SIDEWALK WITH CERAMIC
PERMEABLE PAVER BAND**

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) 4" MAX. LIFTS..

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DEVELOPMENT ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015

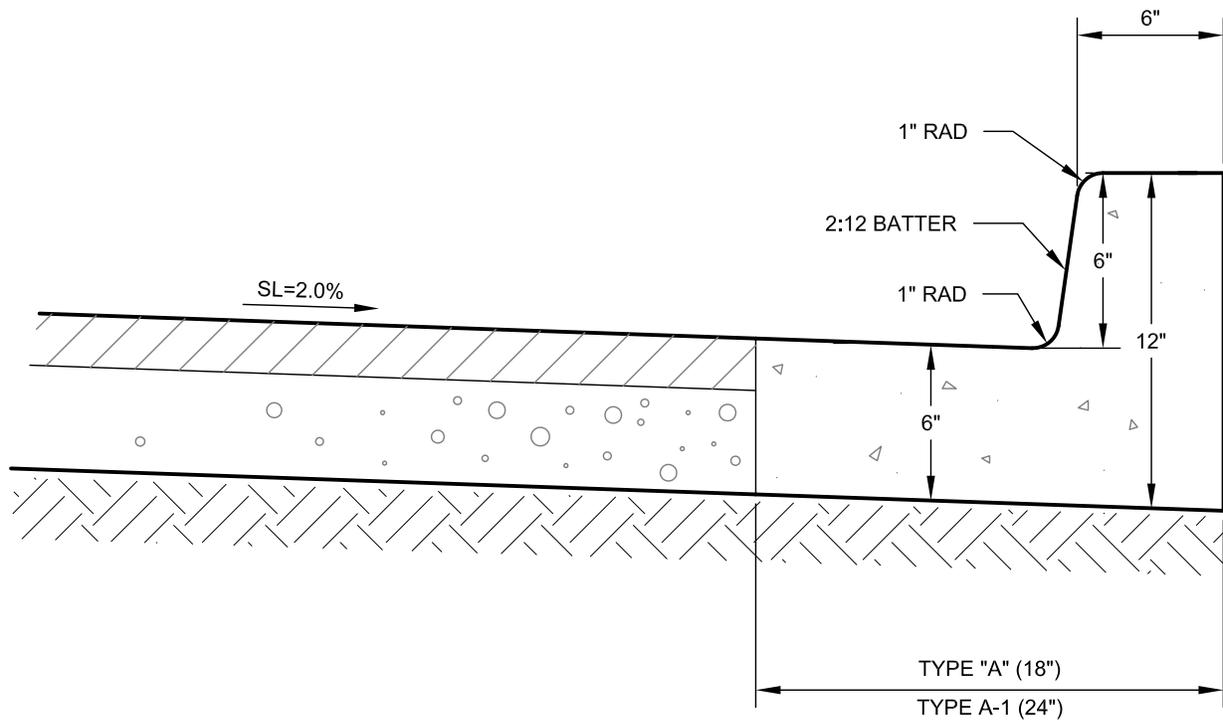


City of Redmond
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STANDARD DETAILS

DIRECTIONAL PAVER DETAIL

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.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



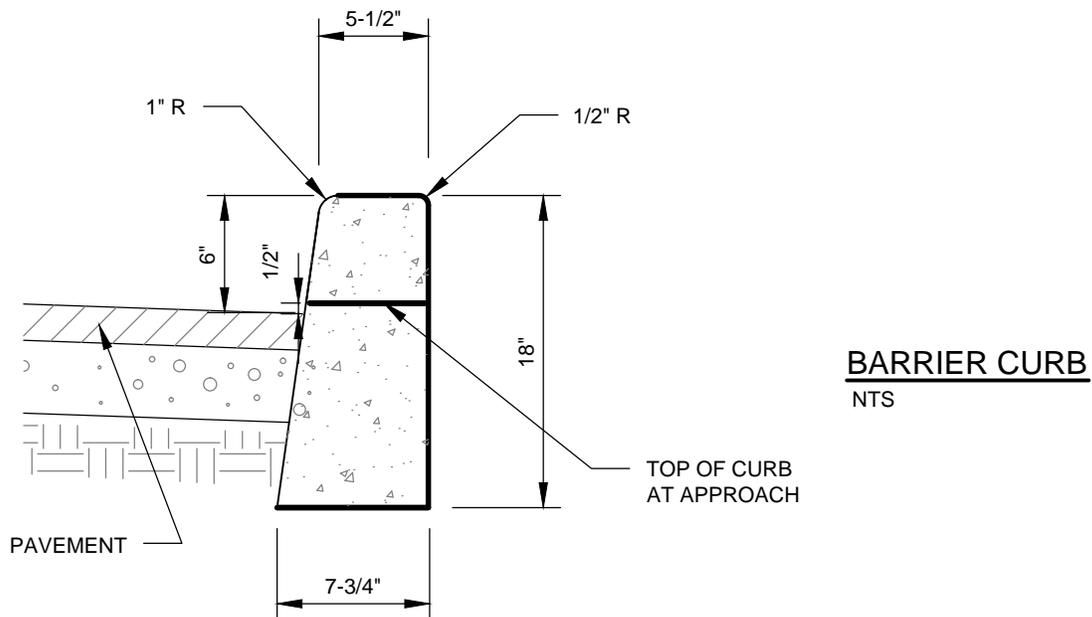
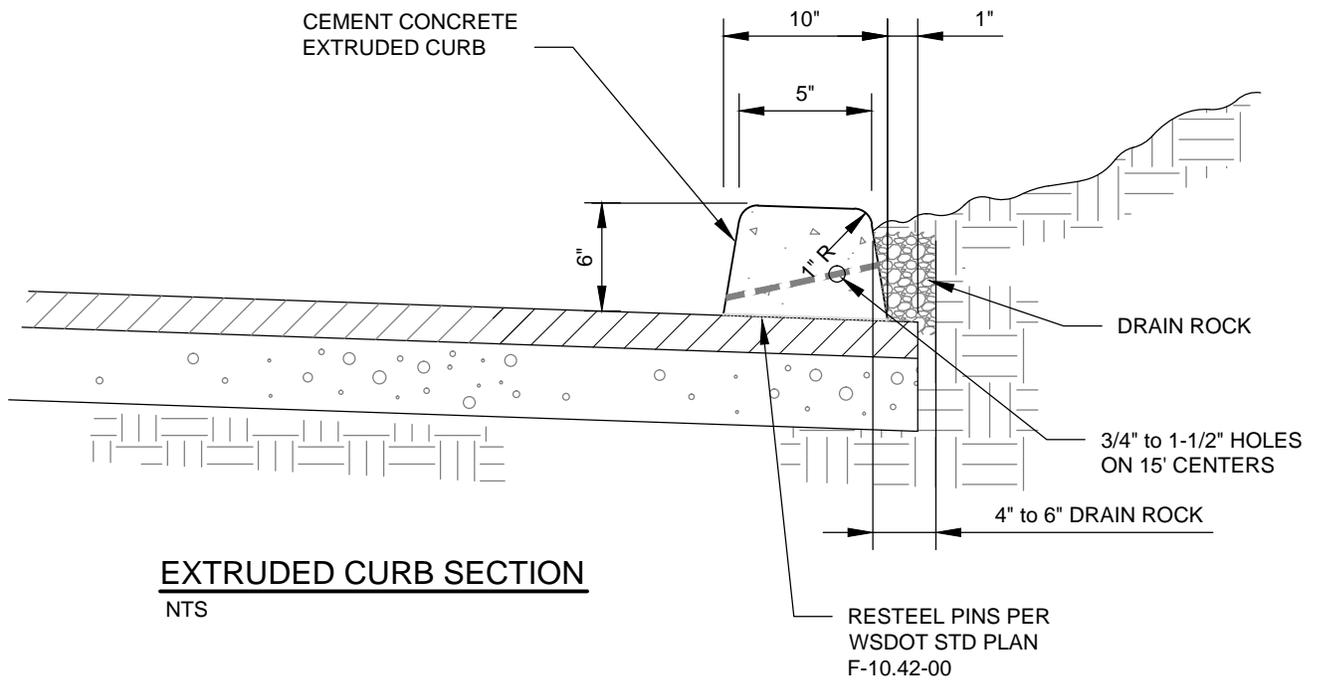
City of Redmond
WASHINGTON

STANDARD DETAILS

TYPICAL CURB AND GUTTER DETAILS

FILE NAME: SD304.DWG

DETAIL NUMBER: **304**



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.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

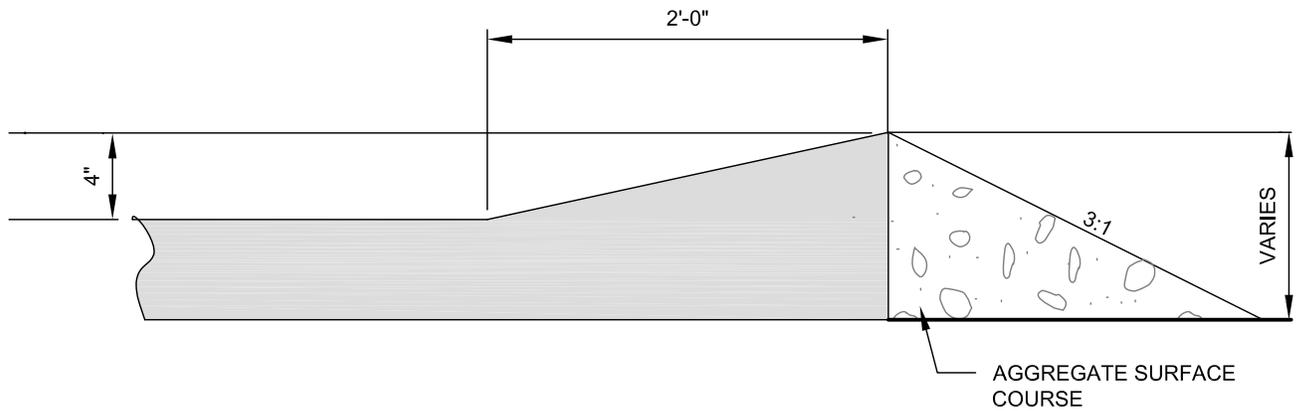
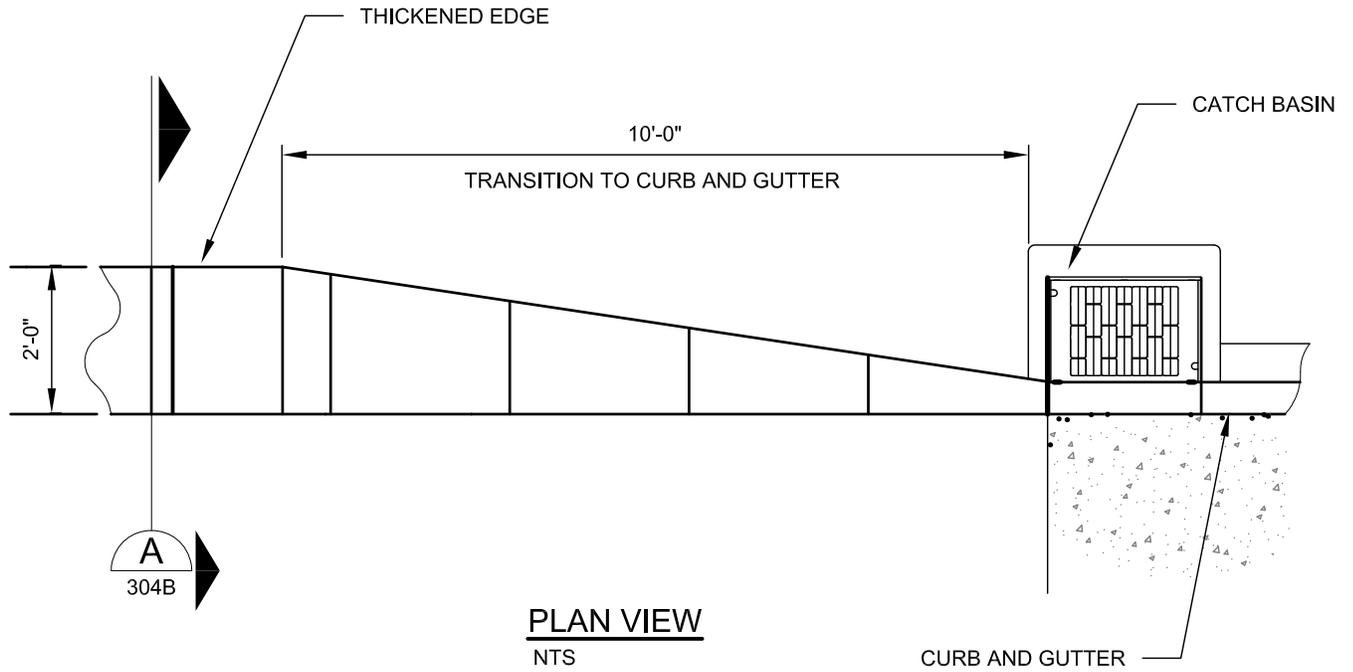
REVISION DATE: JULY 01, 2015



STANDARD DETAILS

EXTRUDED AND BARRIER CURB
SECTIONS

FILE NAME: SD304A.DWG | DETAIL NUMBER: 304A



Rob Crittenden

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TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014

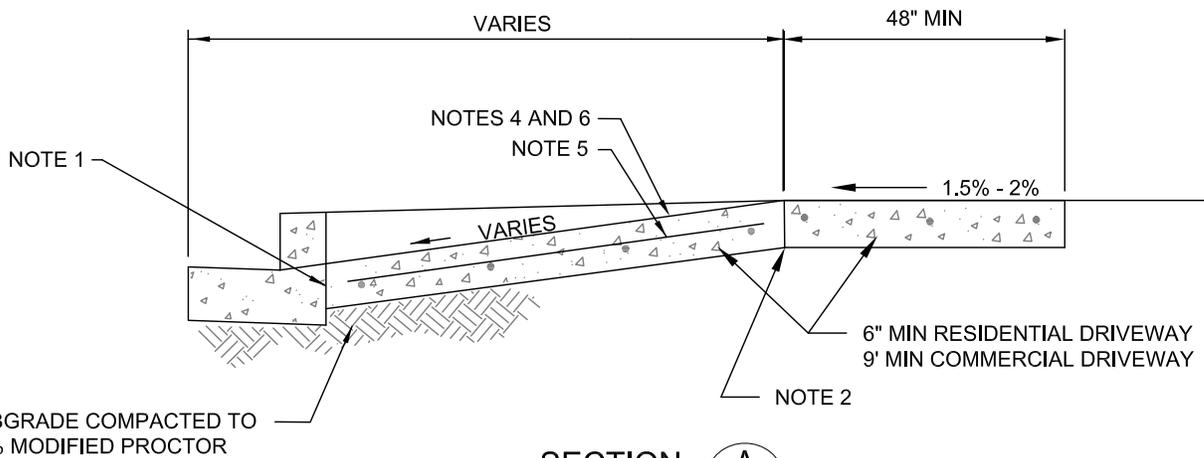
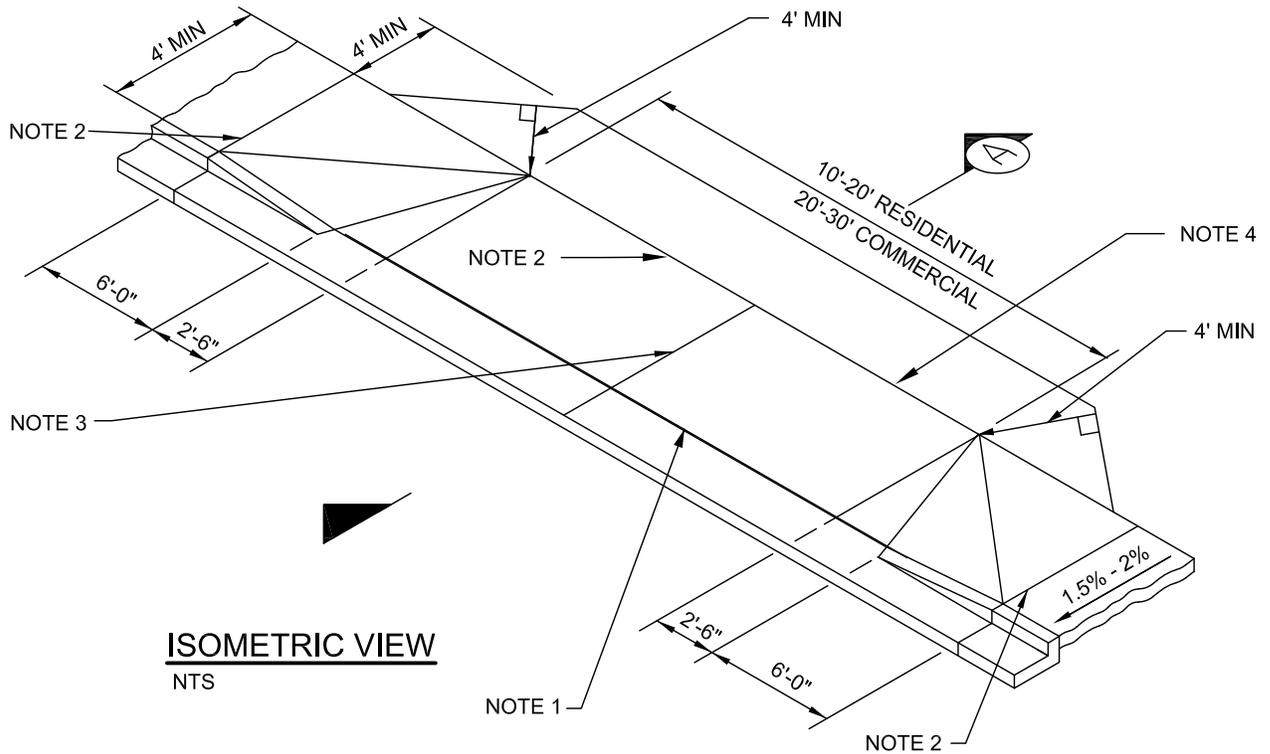


City of Redmond
WASHINGTON

STANDARD DETAILS

ASPHALT THICKENED EDGE

FILE NAME: SD304B.DWG DETAIL NUMBER: **304B**



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 AT MID-SECTION 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.

Paulette Norman

APPROVED BY: PAULETTE NORMAN
DEVELOPMENT ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



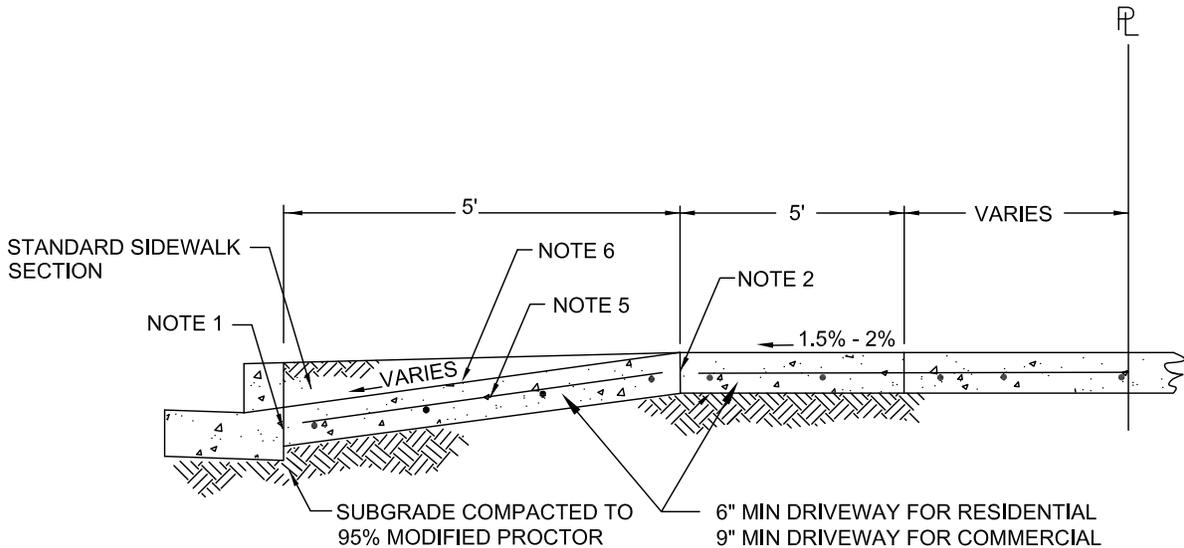
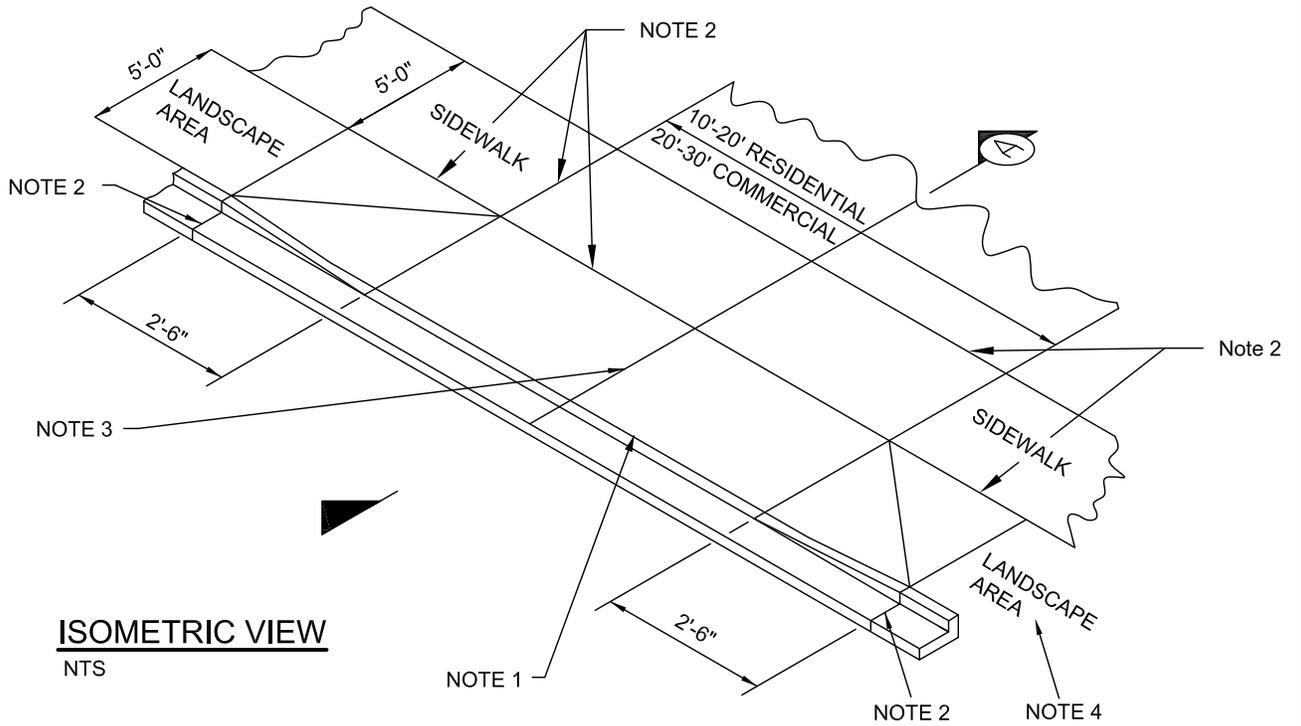
City of Redmond
WASHINGTON

STANDARD DETAILS

TYPE "1" DRIVEWAY

FILE NAME: SD305.DWG

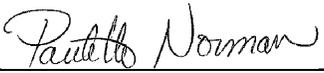
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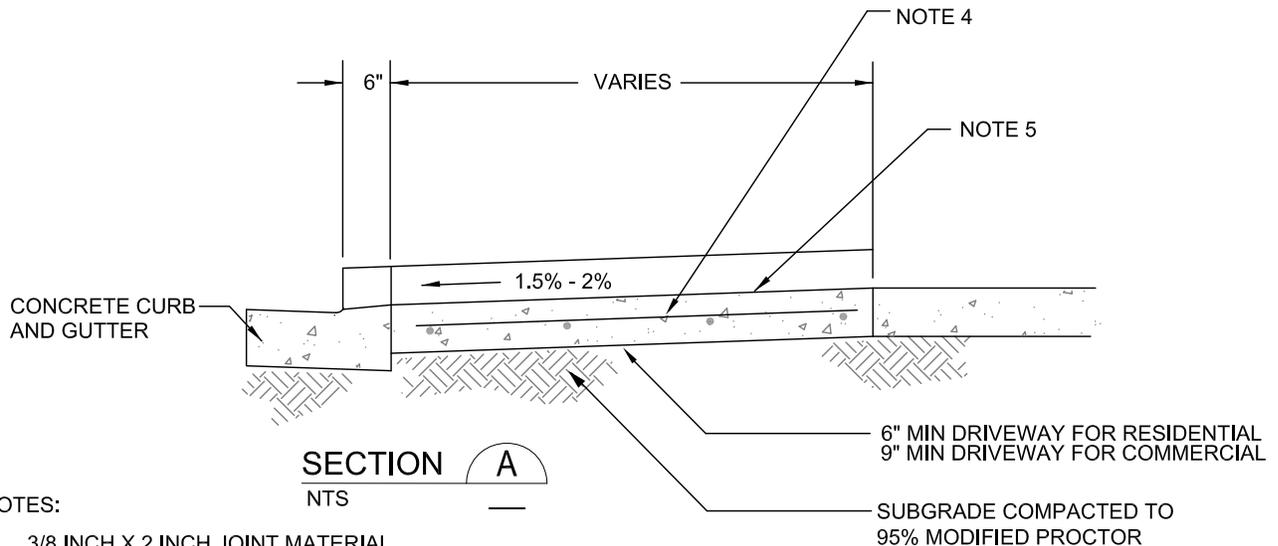
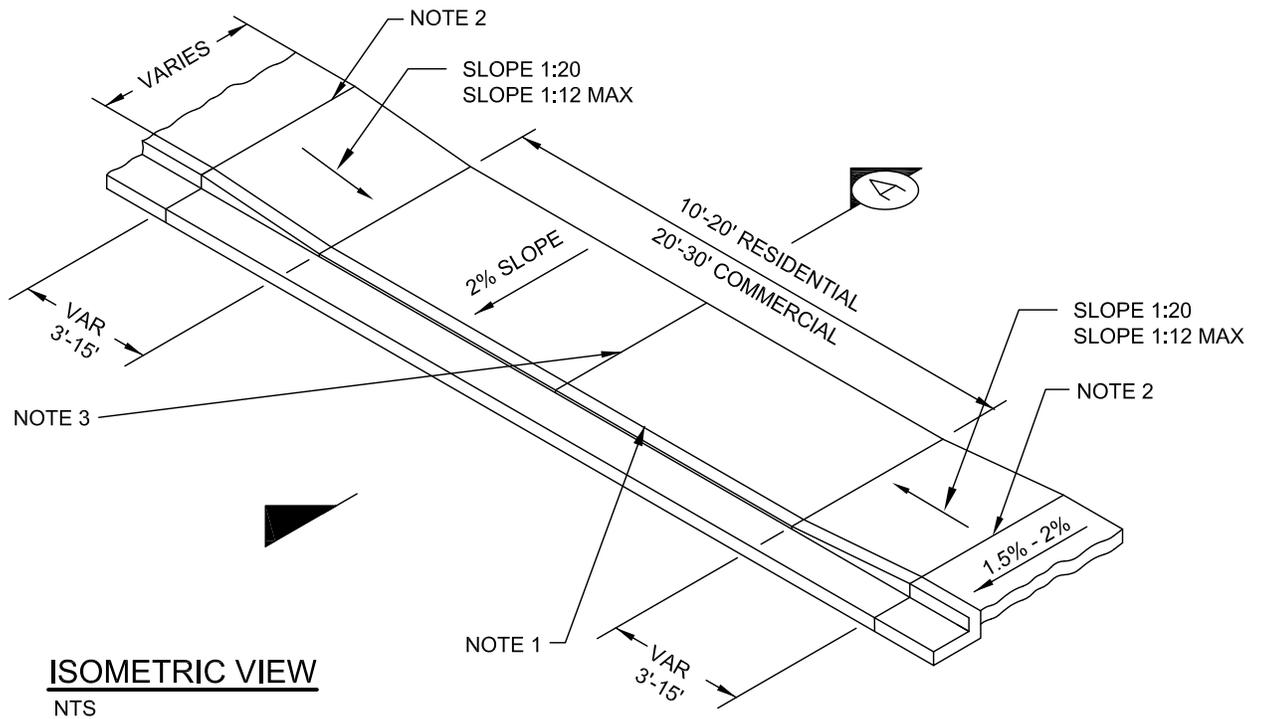


NOTES:

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.

SECTION A
NTS

 APPROVED BY: PAULETTE NORMAN DEVELOPMENT ENGINEERING MANAGER	 City of Redmond WASHINGTON	STANDARD DETAILS TYPE "1A" DRIVEWAY W/ ADJACENT LANDSCAPE AREA
REVISION DATE: JULY 01, 2015		FILE NAME: SD305A.DWG DETAIL NUMBER: 305A



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.

Paulette Norman

APPROVED BY: PAULETTE NORMAN
DEVELOPMENT ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



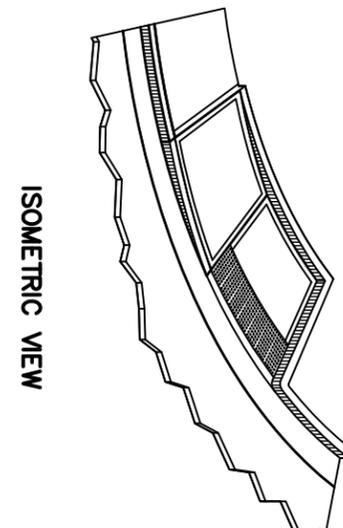
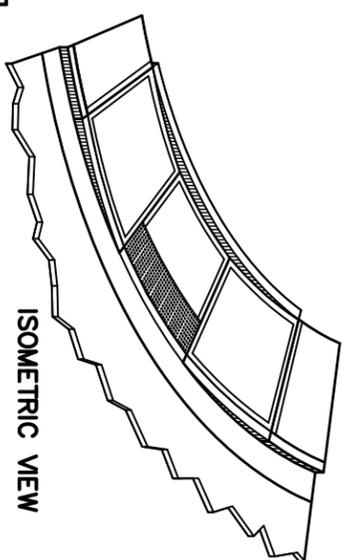
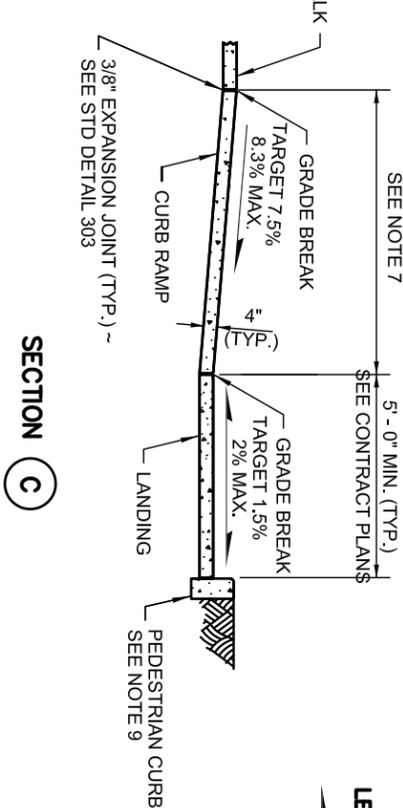
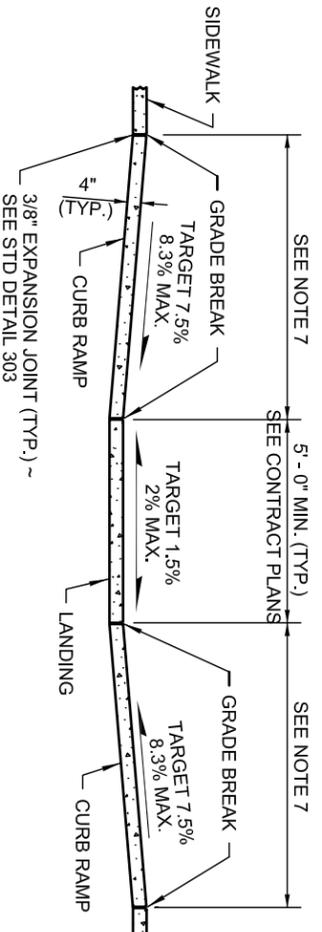
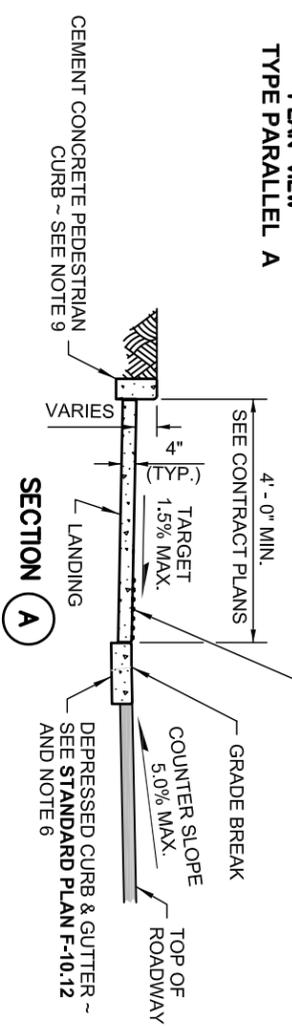
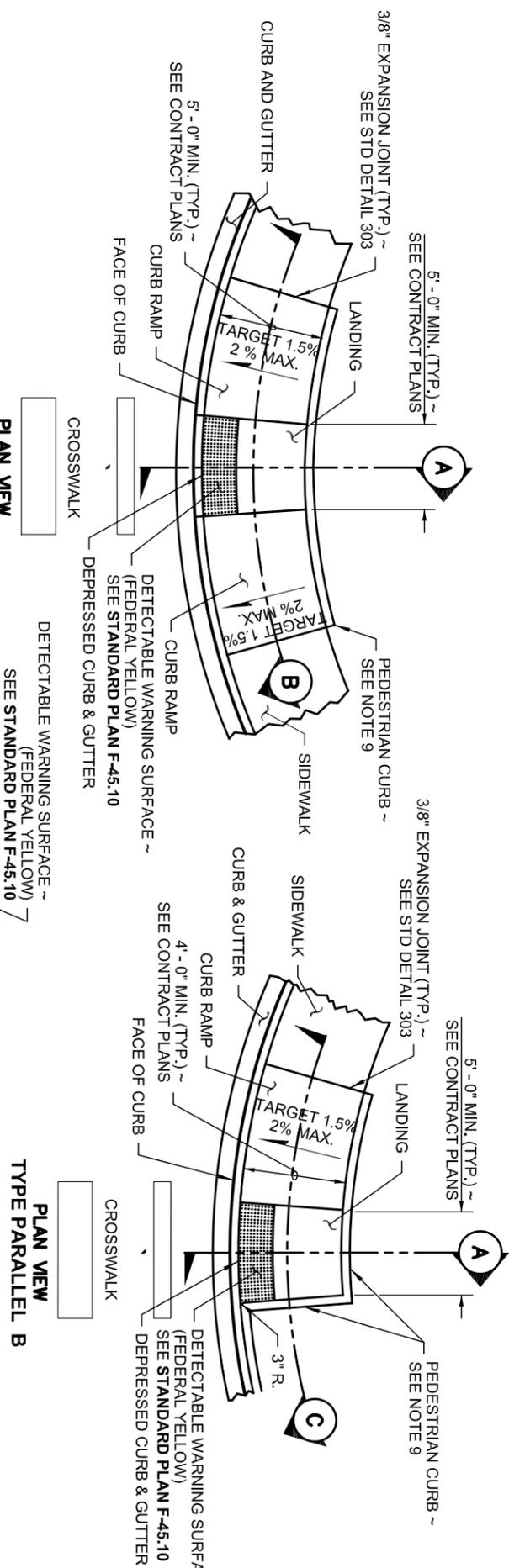
City of Redmond
WASHINGTON

STANDARD DETAILS

TYPE "2" DRIVEWAY

FILE NAME: SD306.DWG

DETAIL NUMBER: **306**



- 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 Contract Plans for the curb design specified. See STD Detail 304 and 304A for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
 5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
 6. (Intentionally left BLANK)
 7. Ramp slope must be Target 7.5 percent (8.3 percent Max) or ramp length must exceed 15 feet.
 8. Curb Ramp, Landing, and Flares shall receive broom finish. See **Standard Specifications 8-14**.
 9. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.

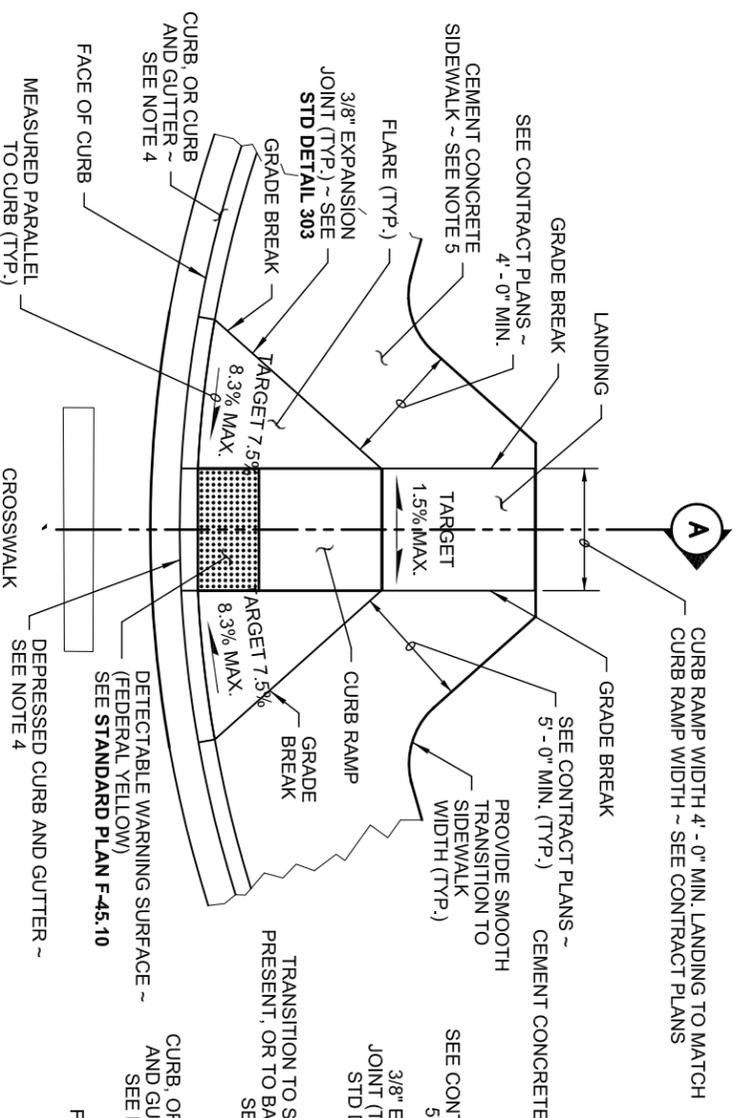


Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2015

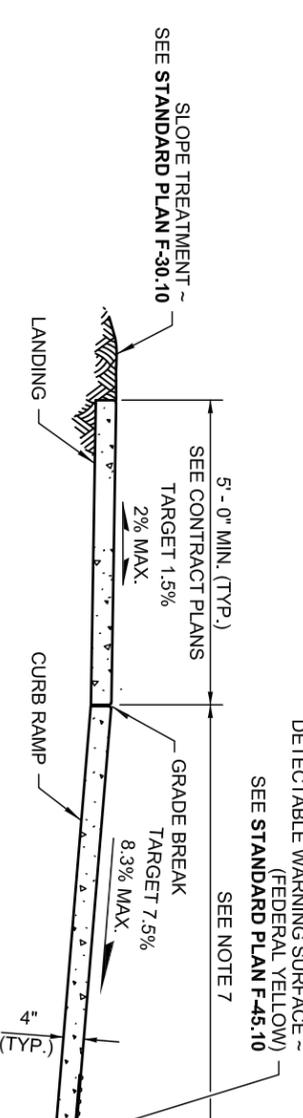


STANDARD DETAILS
PARALLEL CURB RAMP
 FILE NAME: SD307.DWG DETAIL NUMBER: **307**

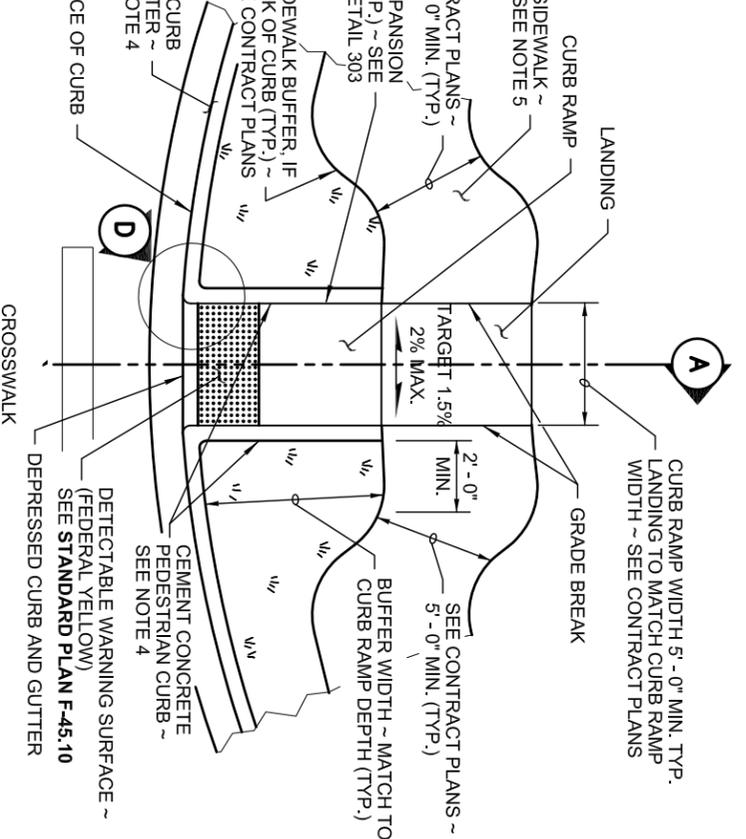
MODIFIED
STANDARD PLAN F-40.12-02
 WSDOT 6/20/13
 SHEET 1 OF 1 SHEET



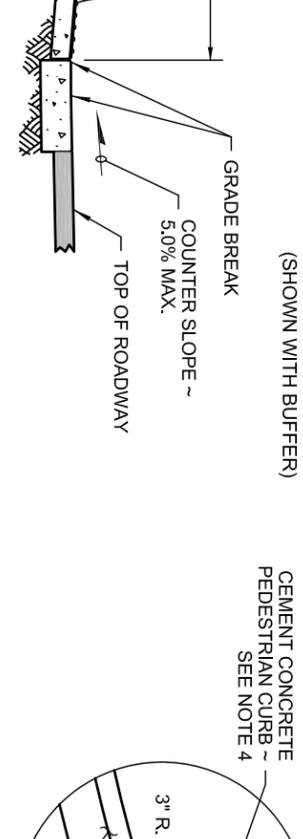
PLAN VIEW
TYPE PERPENDICULAR A



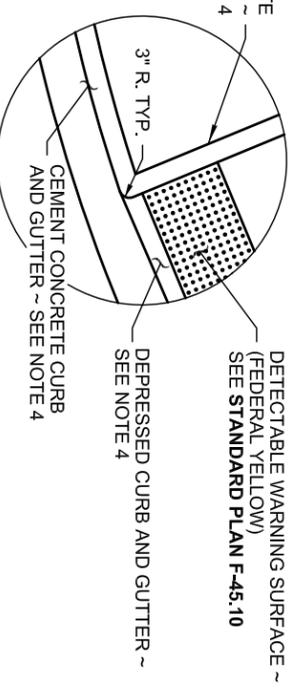
SECTION A



PLAN VIEW
TYPE PERPENDICULAR B
(SHOWN WITH BUFFER)



SECTION D



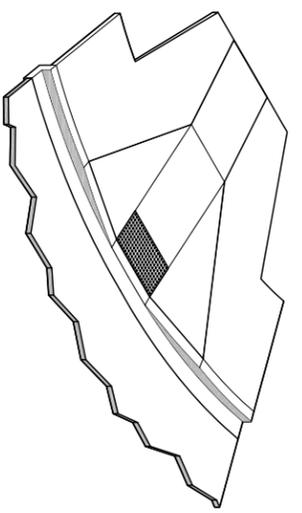
CURB RADIUS DETAIL D

NOTES

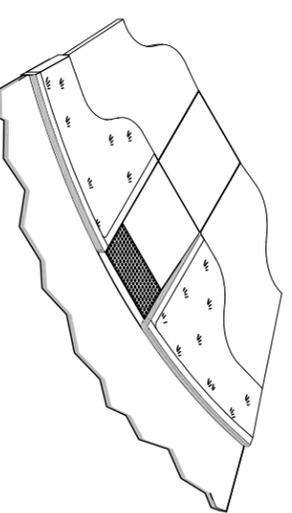
1. Provide a separate Curb Ramp for each marked or unmarked crosswalk. Curb Ramp location shall be placed within the width of the associated crosswalk or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes 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 STD Detail 304 and 304A for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
5. See STD Detail 303 for Cement Concrete Sidewalk details. See Contract Plans for width and placement of sidewalk.
6. (Intentionally left BLANK)
7. Ramp slope must be Target 7.5 percent (8.3 percent Max) or ramp length must exceed 15 feet.
8. Curb Ramp, Landing, and Flares shall receive broom finish. See **Standard Specifications 8-14.**



PLAN VIEW



ISOMETRIC VIEW



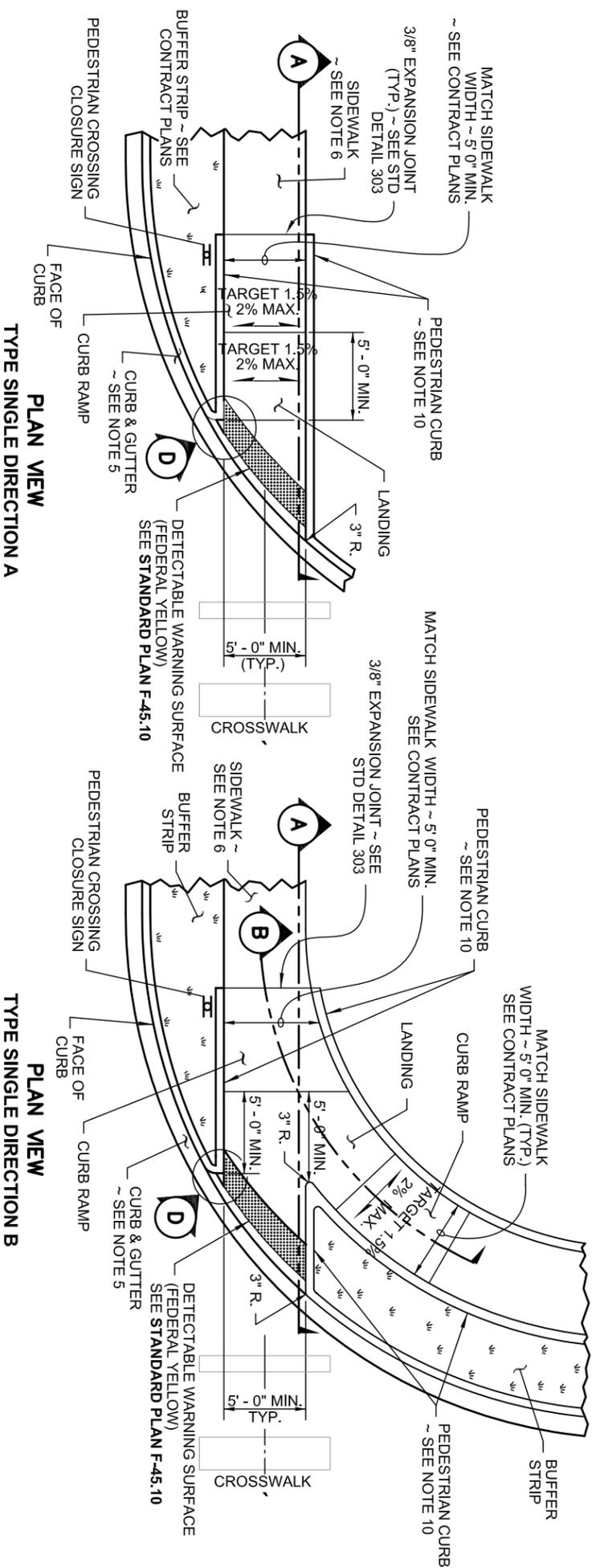
ISOMETRIC VIEW

MODIFIED
STANDARD PLAN F-40.15-02
WSDOT 6/20/13
SHEET 1 OF 1 SHEET

Rob Crittenden
APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
REVISION DATE: JULY 01, 2015



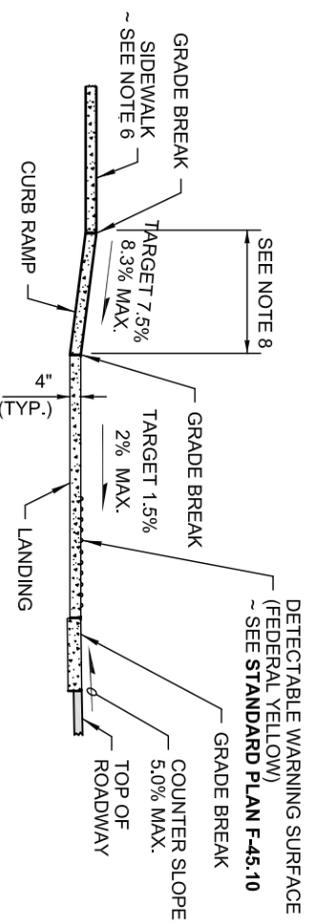
STANDARD DETAILS
PERPENDICULAR CURB RAMP
FILE NAME: SD309.DWG
DETAIL NUMBER: **309**



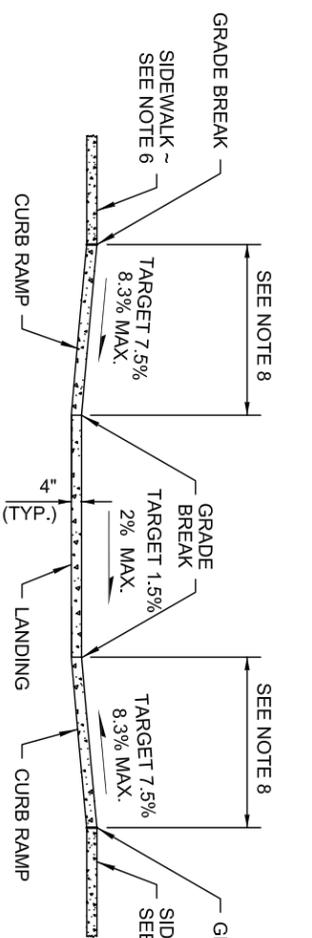
PLAN VIEW
TYPE SINGLE DIRECTION A

PLAN VIEW
TYPE SINGLE DIRECTION B

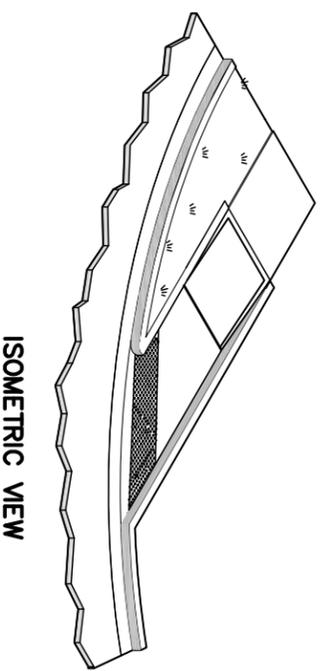
- NOTES**
1. This plan is to be used where pedestrian crossing in one direction is not permitted.
 2. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
 3. Where "GRADE BREAK" is called out, the entire length of the grade break between 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 STD Detail 304 and 304A for Curb, Curb and Gutter, Depressed Curb and Gutter and Pedestrian Curb details.
 6. See STD Detail 303 for Cement Concrete Sidewalk Details. See contract plans for width and placement of sidewalk.
 7. (Intentionally left BLANK)
 8. Ramp slope must be Target 7.5 percent (8.3 percent Max)) or ramp length must exceed 15 feet.
 9. Curb ramps and landings shall receive broom finish. See **Standard Specifications 8-14**.
 10. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.



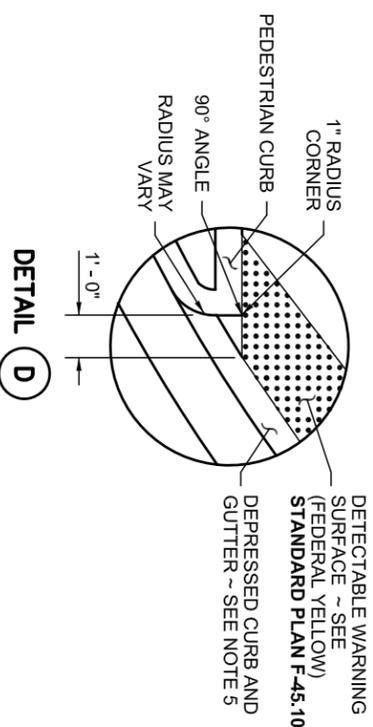
SECTION A



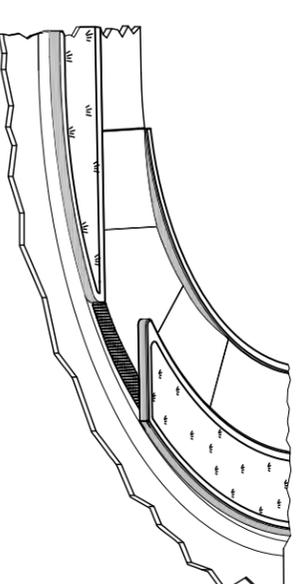
SECTION B



ISOMETRIC VIEW



DETAIL D



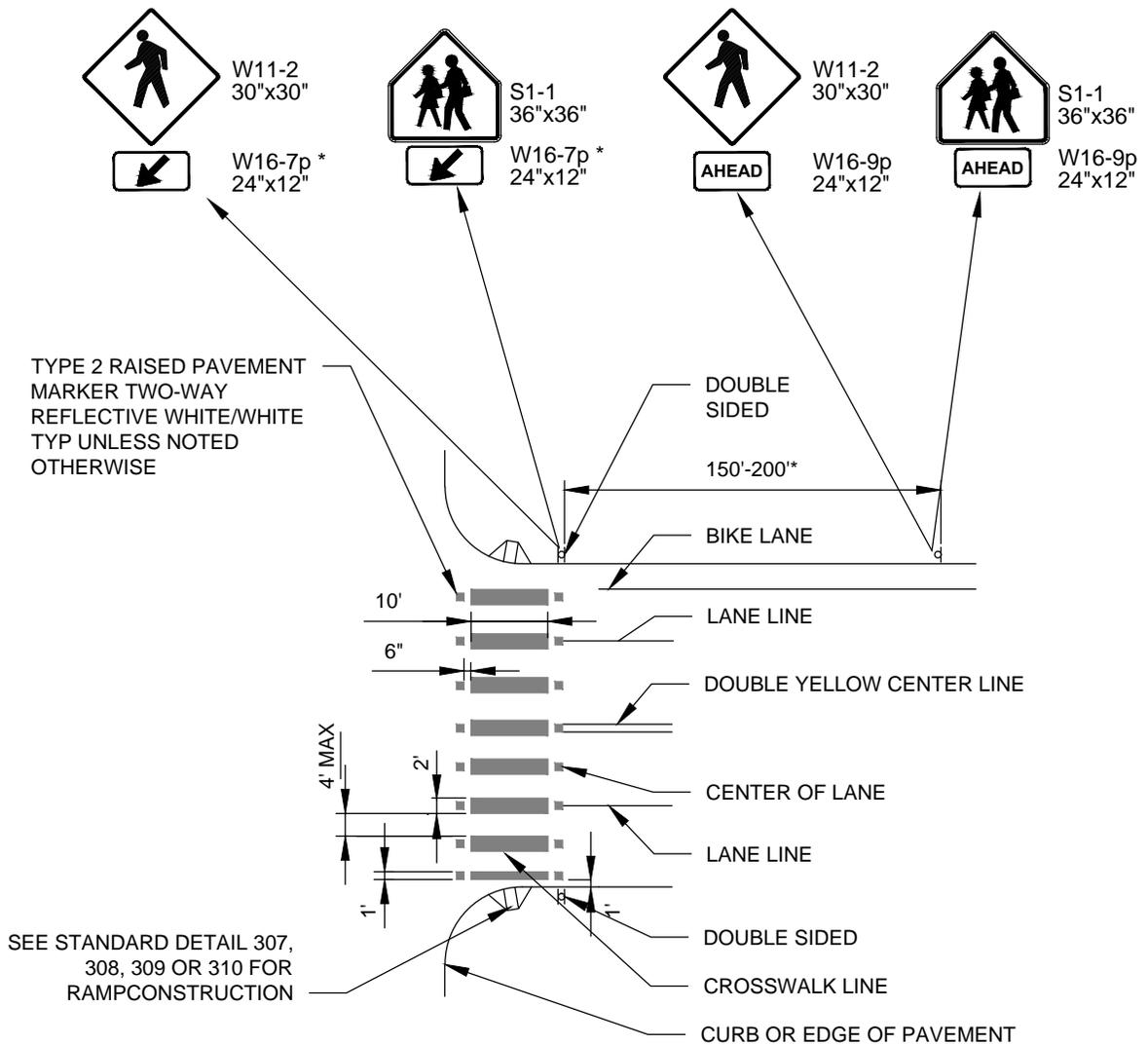
ISOMETRIC VIEW

MODIFIED
STANDARD PLAN F-40.16-02
WSDOT 6/20/13
SHEET 1 OF 1 SHEET

Rob Crittenden
APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
REVISION DATE: JULY 01, 2015



STANDARD DETAILS
SINGLE DIRECTION
CURB RAMP
FILE NAME: SD310.DWG | DETAIL NUMBER: 310



*TYPICAL

**UNPROTECTED CROSSWALK OR
UNSIGNALIZED SCHOOL CROSSWALK**

NTS

NOTES:

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

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



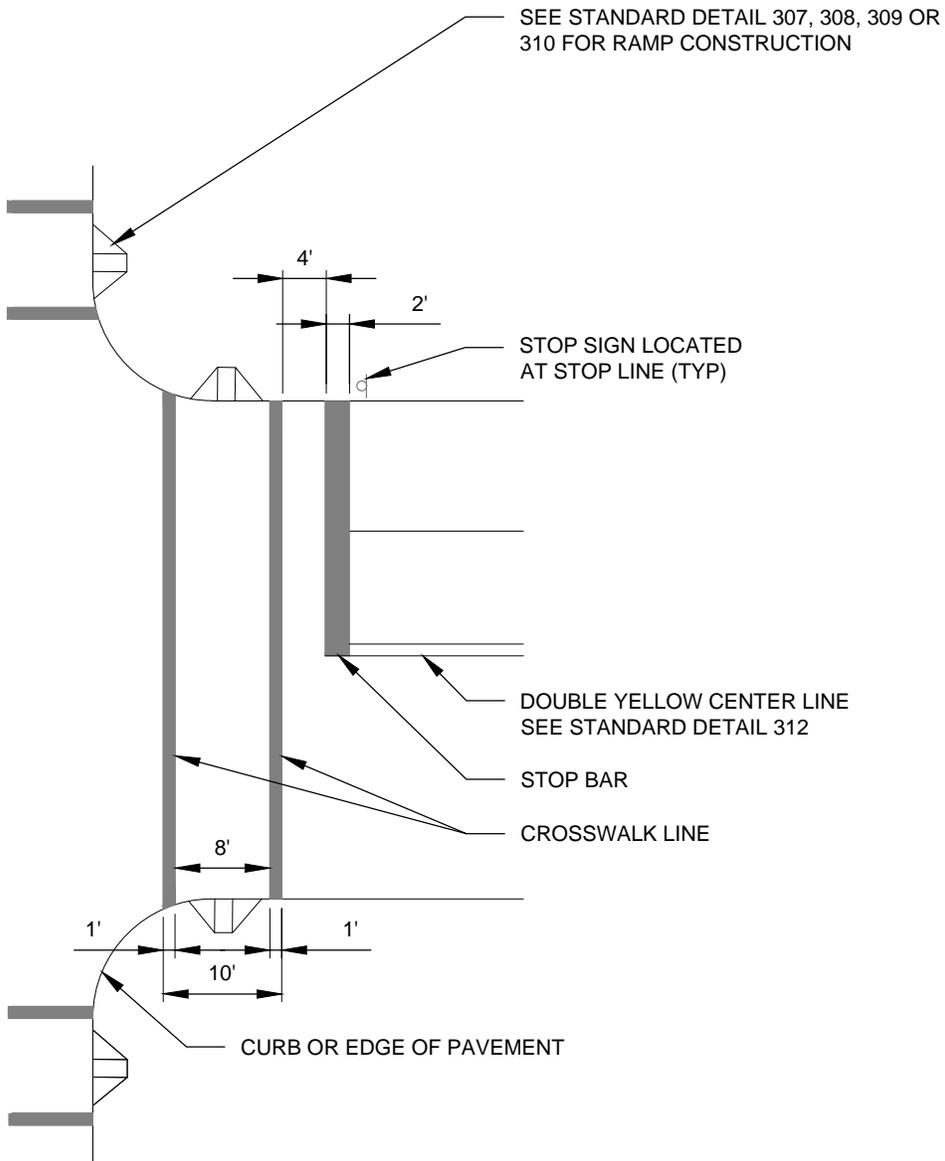
City of Redmond
WASHINGTON

STANDARD DETAILS

CROSSWALK MARKINGS & SIGNS

FILE NAME: SD311.DWG

DETAIL NUMBER: 311



PLAN VIEW

NTS

NOTES:

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

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015

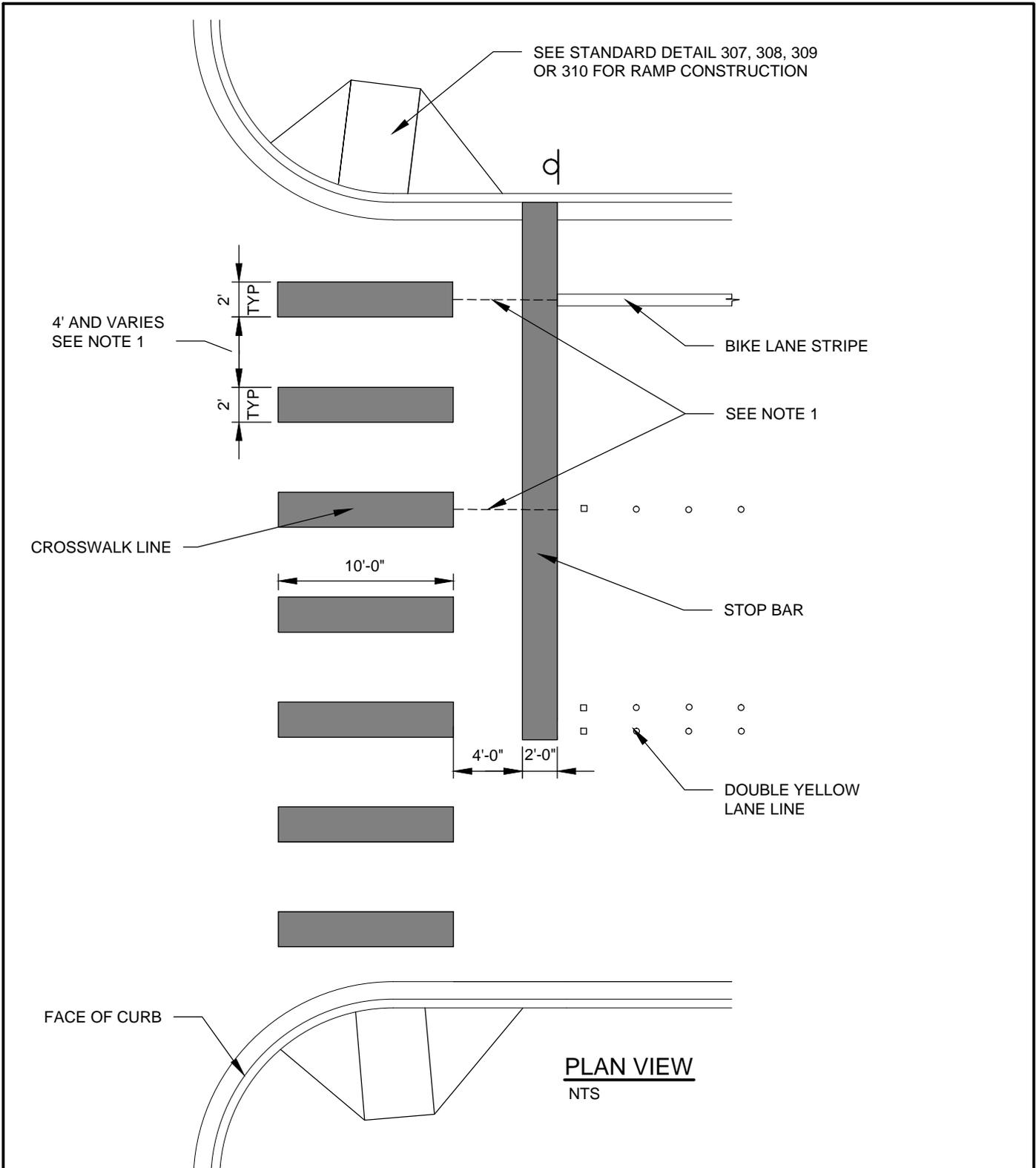


City of Redmond
WASHINGTON

STANDARD DETAILS

CROSSWALK
& STOP BAR

FILE NAME: SD311A.DWG | DETAIL NUMBER: 311A



NOTES:

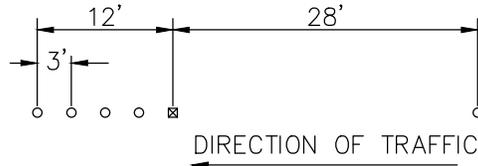
1. CENTER CROSSWALK BARS ON LANE LINES AND AT CENTER OF LANES AS SHOWN IN ORDER TO AVOID TIRE WEAR.
2. USE WHITE THERMOPLASTIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. INSTALLATION OF OFFSET STOP BAR SHALL BE ENGINEER-APPROVED.

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2015



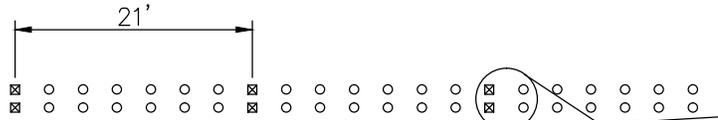
STANDARD DETAILS
CROSSWALK & STOP BAR
 FILE NAME: SD311B DETAIL NUMBER: 311B

TYPE A
LANE LINE

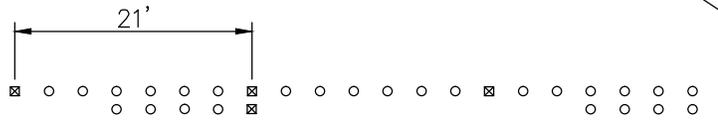


- WSDOT TYPE 1
(4" YELLOW OR WHITE)
- ⊠ WSDOT TYPE 2
(4" YY OR 2W
REFLECTORIZED)

TYPE B
DOUBLE YELLOW
CENTER LINE



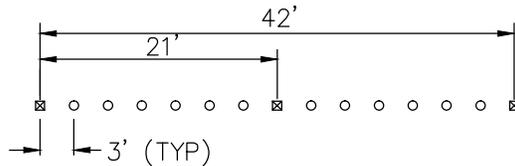
TYPE C
TWO-WAY LEFT TURN/
NO-PASS LINE



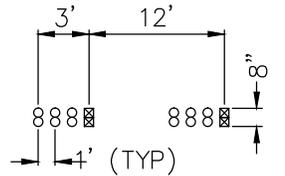
TYPE D
WIDE LINE



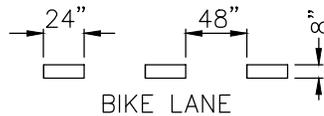
TYPE E
NO-PASS LINE



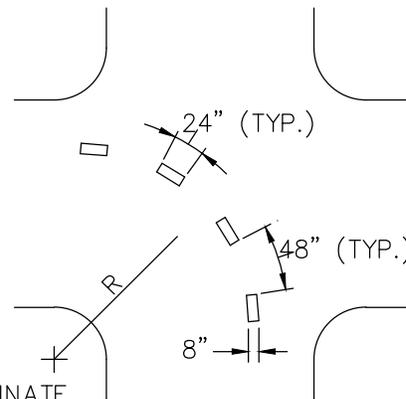
TYPE F
DROP LANE LINE



TYPE G
DOTTED WIDE LINE



COORDINATE
OR STA+OFF



DOTTED EXTENSION
LINE
THERMOPLASTIC

NOTES:

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

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



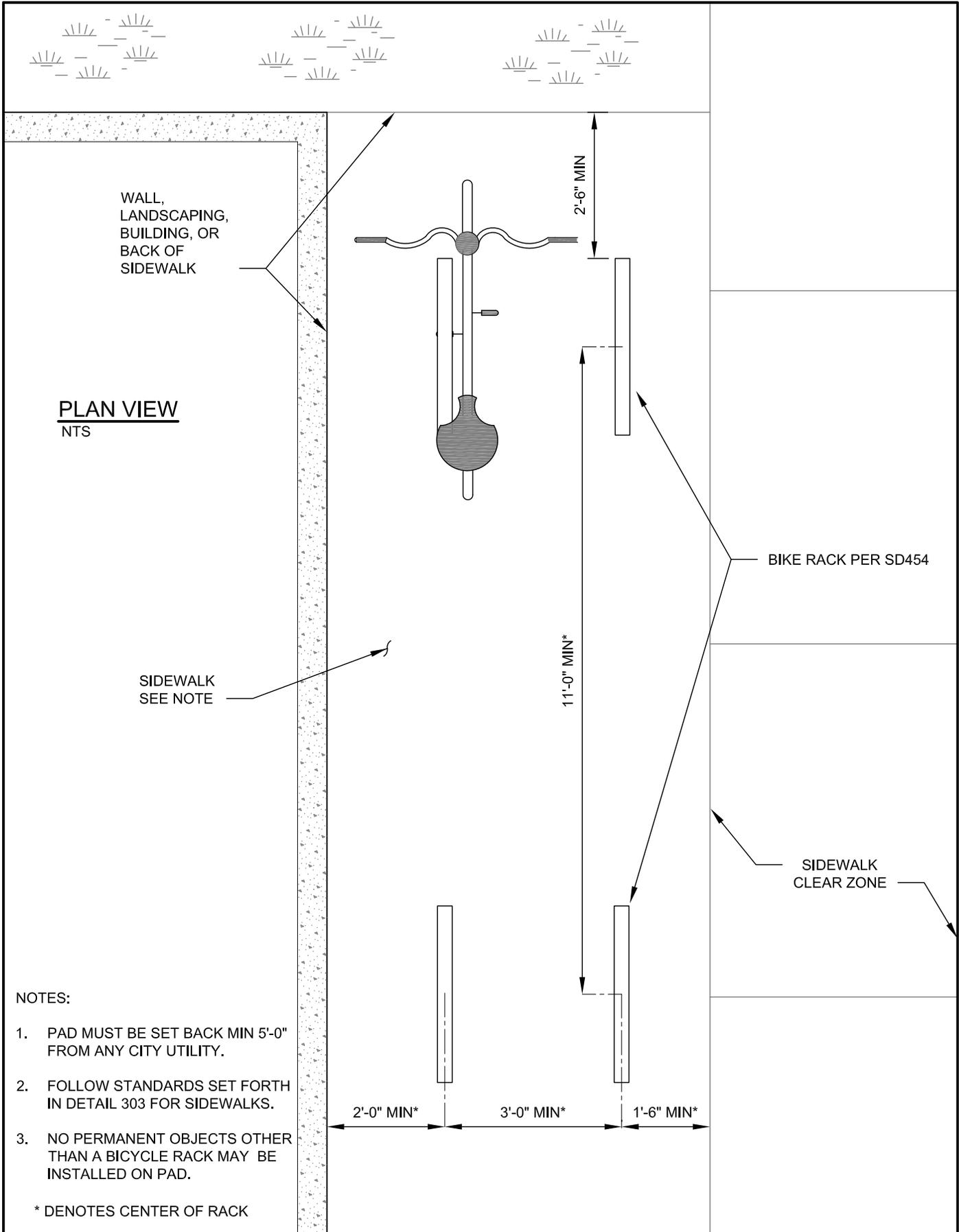
City of Redmond
WASHINGTON

STANDARD DETAILS

CHANNELIZATION
LANE LINE TYPES

FILE NAME: SD312.DWG

DETAIL NUMBER: 312

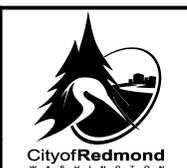


NOTES:

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

* DENOTES CENTER OF RACK

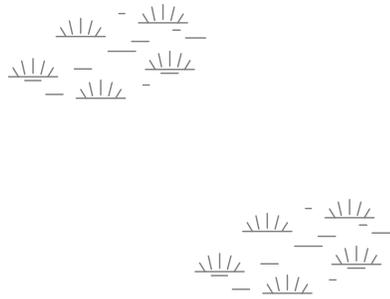
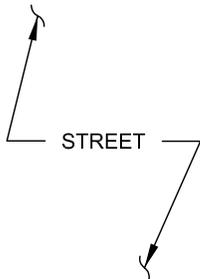
Donald Cairns
 APPROVED BY: DONALD CAIRNS
 TRANSPORTATION PLANNING AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2014



STANDARD DETAILS
BACK OF SIDEWALK BICYCLE PARKING
 FILE NAME: SD317.DWG DETAIL NUMBER: **317**

PLAN VIEW
NTS

IF THIS AREA IS LESS THAN 2'-0" WIDE THEN AREA MUST BE CONCRETE.



SIDEWALK CLEAR ZONE

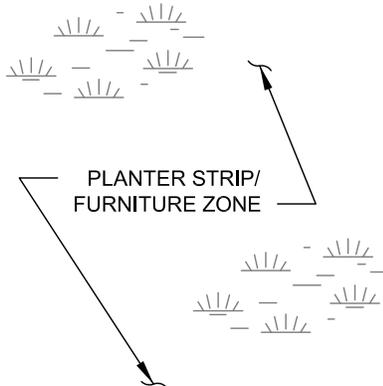
BACK OF CURB

2'-0" MIN SET BACK

4'-0" MIN*
4'-0" MIN*

1'-6" MIN SET BACK

8'-0" MIN X 4'-0" MIN
CONCRETE PAD.
SEE NOTES 1, 2 AND 3.



PLANTER STRIP/
FURNITURE ZONE

NOTES:

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

* DENOTES CENTER OF RACK

Donald Cairns

APPROVED BY: DONALD CAIRNS
TRANSPORTATION PLANNING AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2014



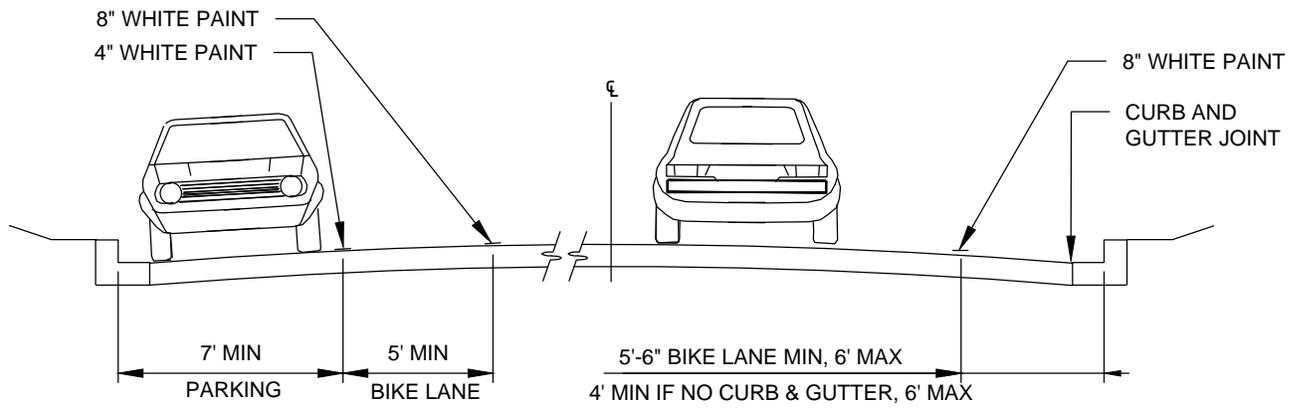
City of Redmond
WASHINGTON

STANDARD DETAILS

ON STREET BICYCLE PARKING

FILE NAME: SD318.DWG

DETAIL NUMBER: **318**

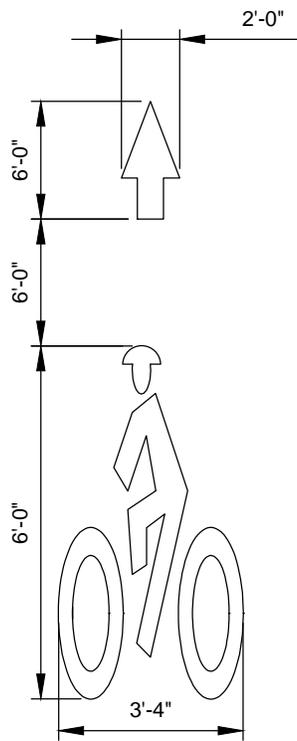


BICYCLE LANE WITH PARKING

NTS

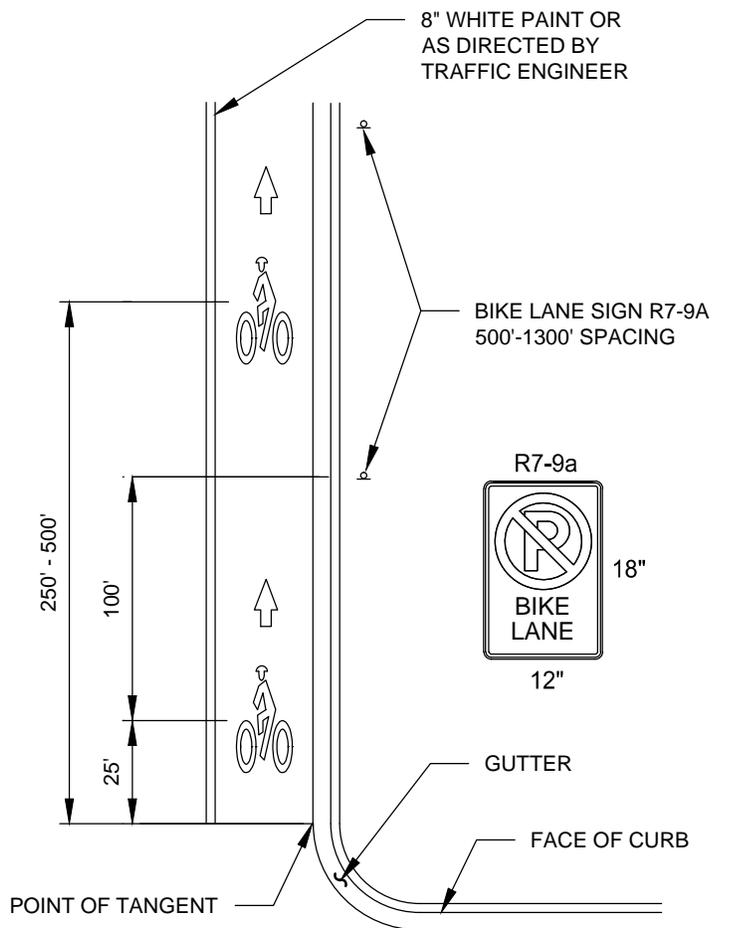
BICYCLE LANE WITHOUT PARKING

NTS



BICYCLE LANE SYMBOL

NTS



TYPICAL BICYCLE LANE

NTS

NOTES:

1. BIKE LANE SYMBOL AND ARROW MATERIAL SHALL BE 90 MILL, PERFORMED, SKID RESISTANT THERMOPLASTIC.
2. SIGN MATERIAL SHALL BE 3M DG3.
3. BICYCLE SYMBOL FACES CENTERLINE.

Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



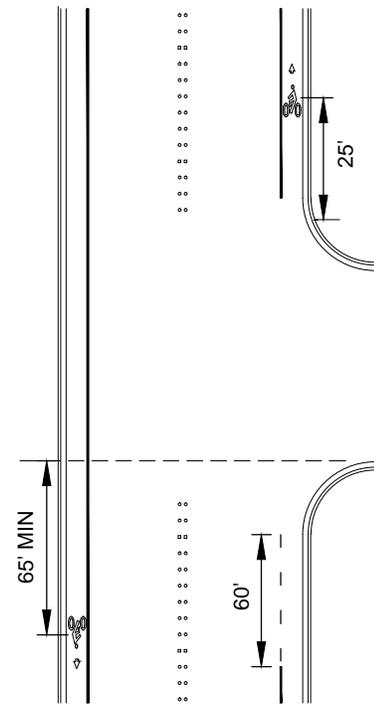
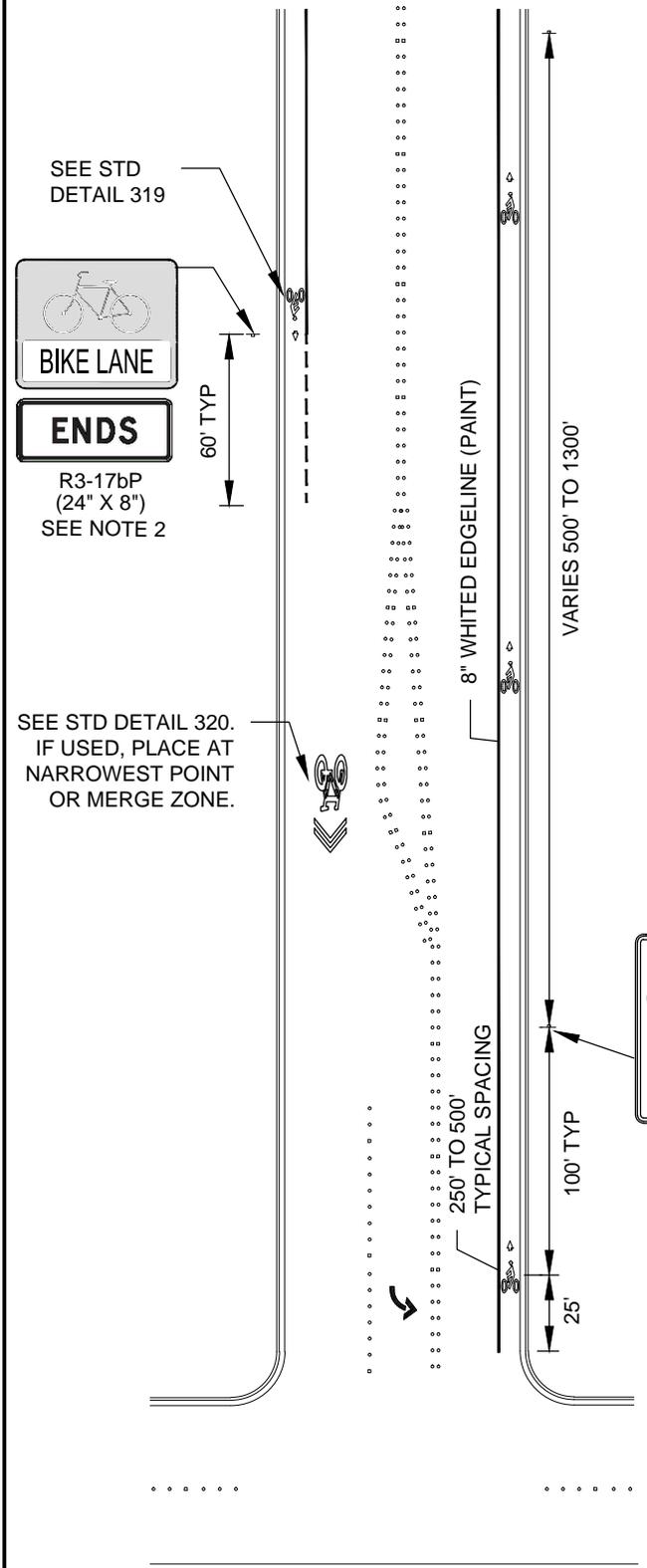
City of Redmond
WASHINGTON

STANDARD DETAILS

BICYCLE LANES

FILE NAME: SD319.DWG

DETAIL NUMBER: 319



SIDE STREET TREATMENT
NTS

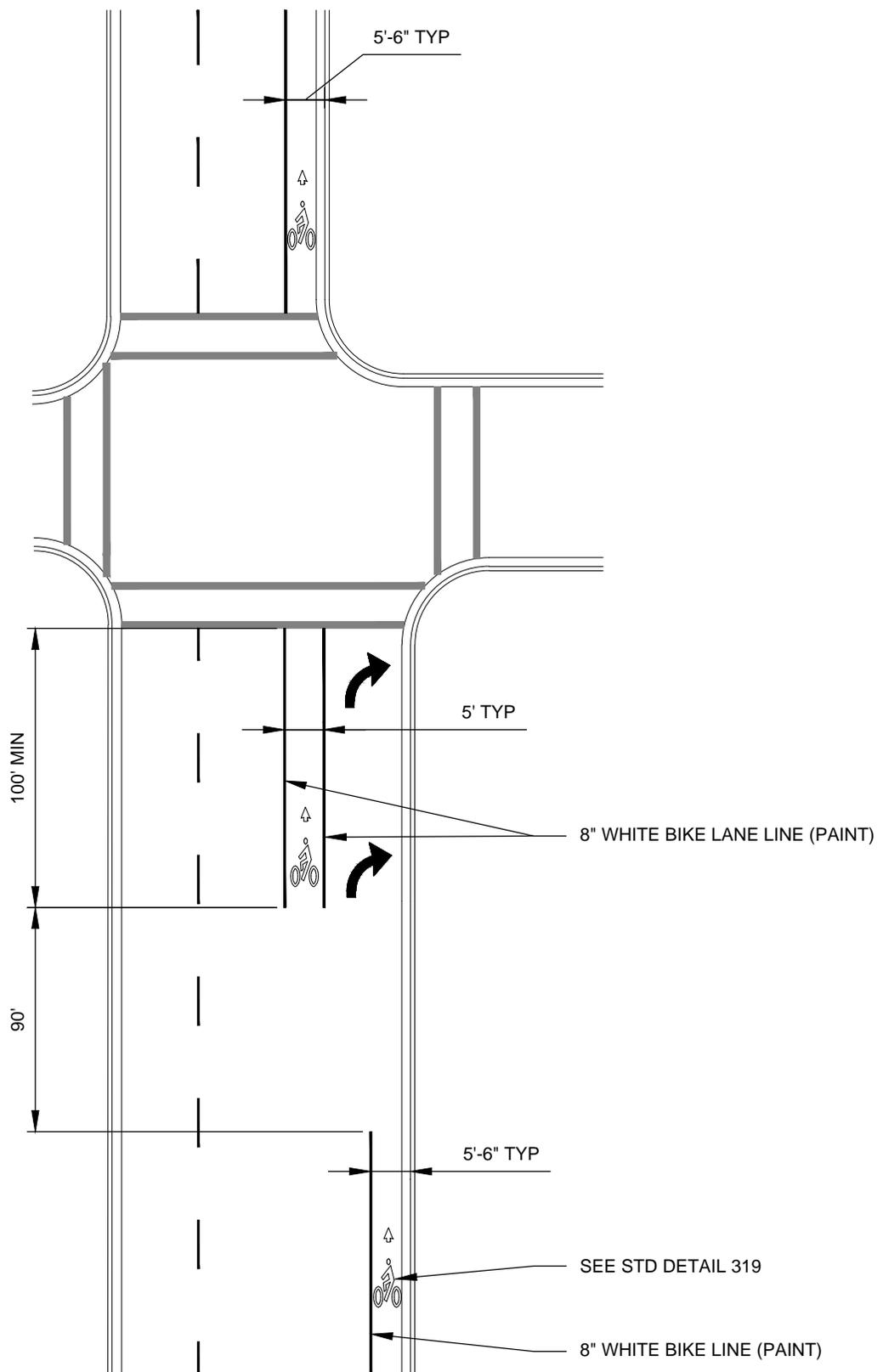
- NOTES:
1. SIGN R3-17bP IS NOT TYPICALLY NEEDED. IF THIS SIGN IS USED, PAVEMENT MARKING SHALL BE INSTALLED ADJACENT TO THE SIGN.
 2. FOR BIKE PAVEMENT MARKING DETAIL, SEE STANDARD DETAIL 319.

BICYCLE LANE START/END TREATMENT
NTS

Rob Crittenden
APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
REVISION DATE: JULY 01, 2015



STANDARD DETAILS
BICYCLE LANE
CHANNELIZATION
FILE NAME: SD319A.DWG
DETAIL NUMBER: 319A



Rob Crittenden

APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015

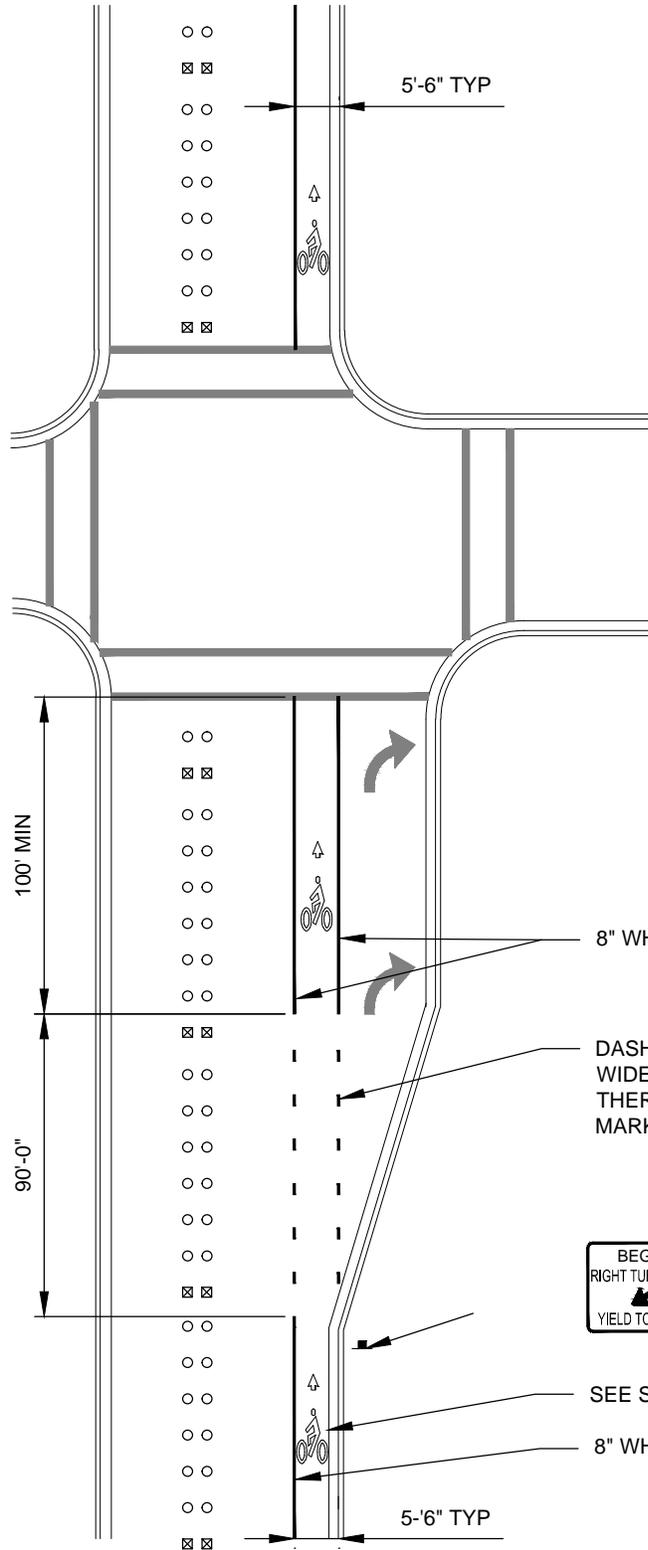


City of Redmond
WASHINGTON

STANDARD DETAILS

**BIKE LANE TREATMENT
AT DROP LANE RIGHT TURN**

FILE NAME: SD319B.DWG | DETAIL NUMBER: 319B



**BICYCLE LANES
AT INTERSECTIONS**
NTS



R4-4 AT BEGINNING OF
RIGHT TURN ONLY LANE

SEE STD DETAIL 319

8" WHITE EDGE LINE (PAINT)

Rob Crittenden
APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



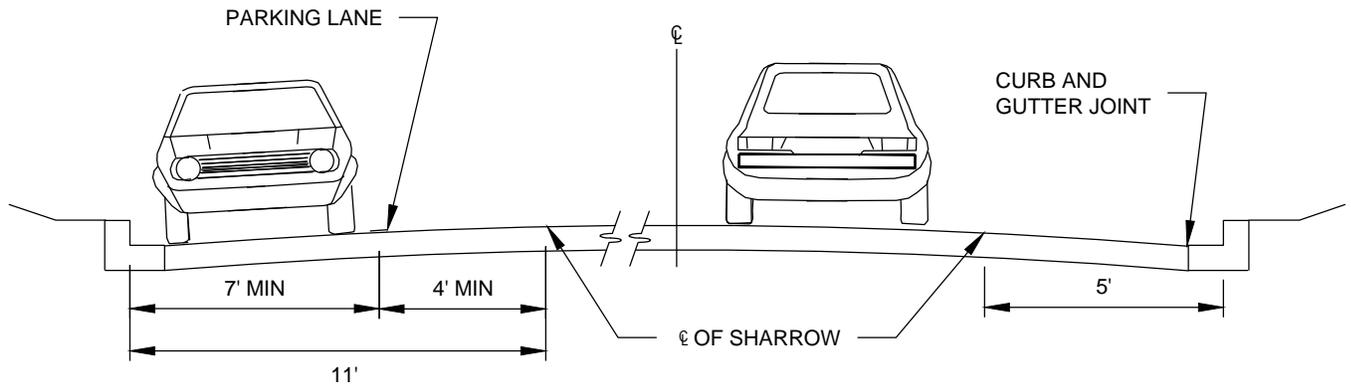
City of Redmond
WASHINGTON

STANDARD DETAILS

BICYCLE LANES
AT INTERSECTIONS

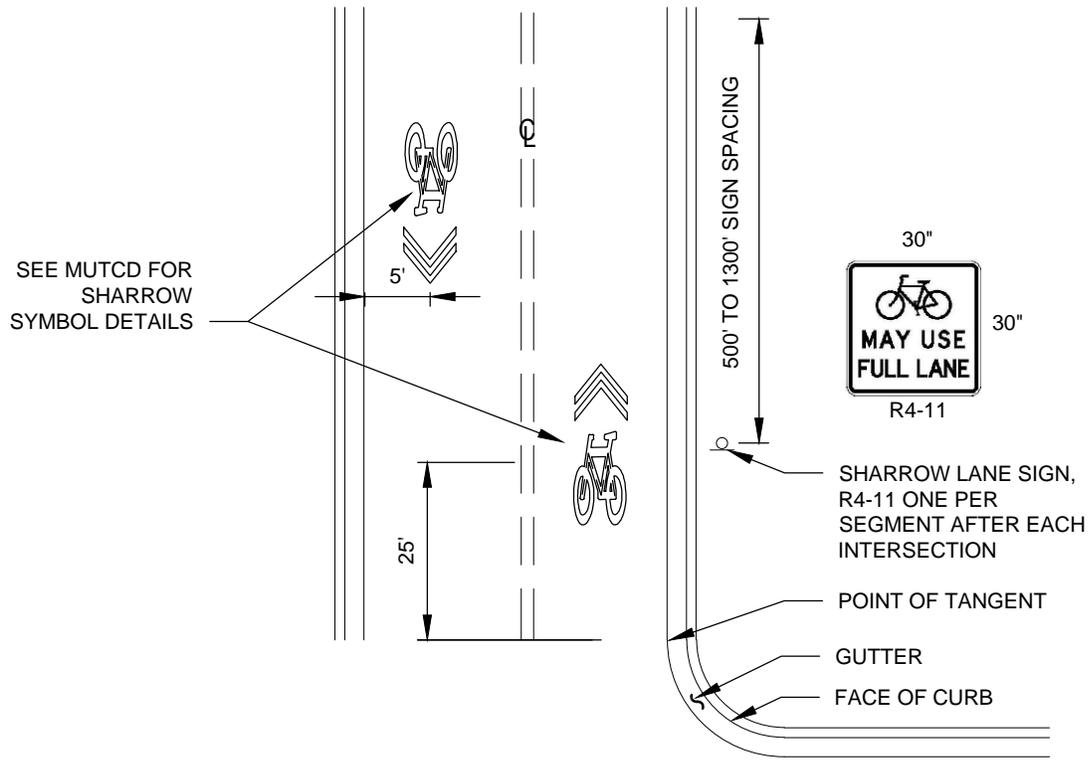
FILE NAME: SD319C.DWG

DETAIL NUMBER: 319C



SHARROW LANE WITH PARKING
NTS

SHARROW LANE WITHOUT PARKING
NTS



TYPICAL SHARROW LAYOUT
NTS

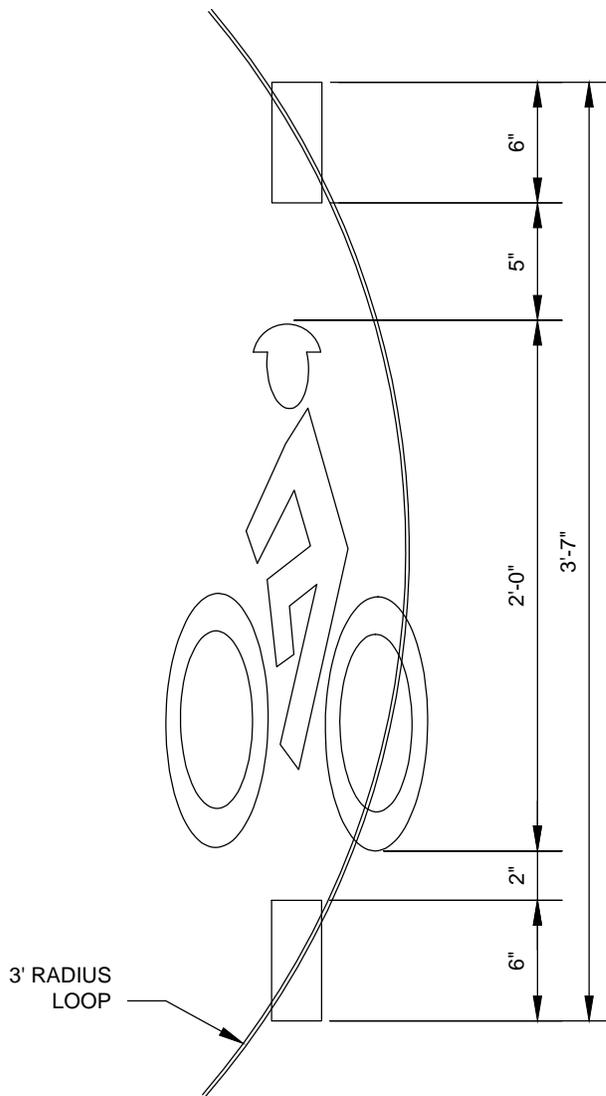
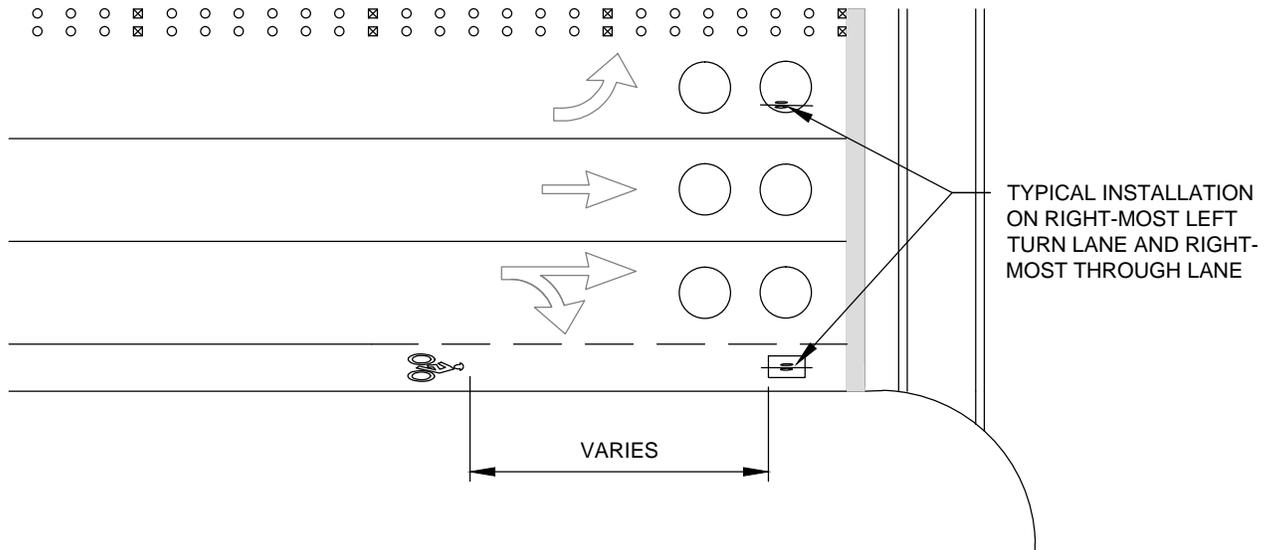
NOTES:

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

Rob Crittenden
APPROVED BY: ROB CRITTENDEN
TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
REVISION DATE: JULY 01, 2015



STANDARD DETAILS
SHARROW LANES
FILE NAME: SD320.DWG DETAIL NUMBER: 320



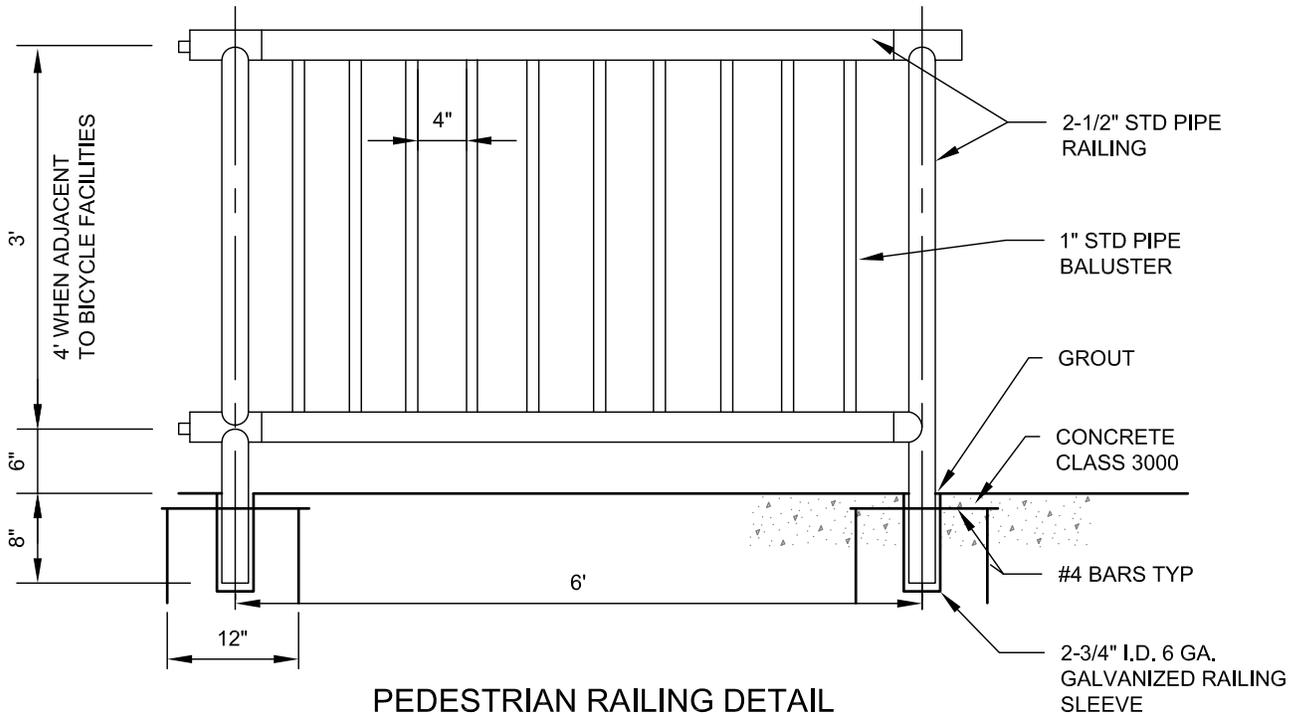
NOTE:

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

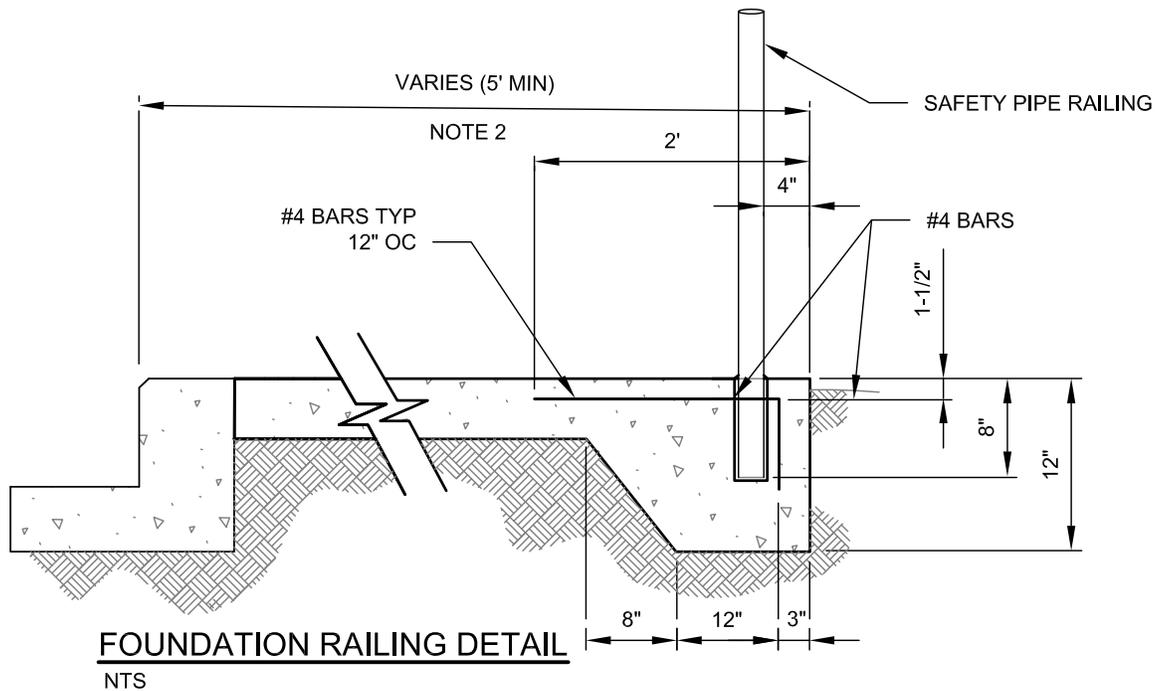
Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2015



STANDARD DETAILS
**BICYCLE DETECTOR
 PAVEMENT MARKING**
 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 APPENDIX 2 IN TABLE 1 AND 2..

Paulette Norman

APPROVED BY: PAULETTE NORMAN
DEVELOPMENT ENGINEERING MANAGER

REVISION DATE: JULY 01, 2015



STANDARD DETAILS

TYPICAL PEDESTRIAN RAILING

FILE NAME: SD321.DWG

DETAIL NUMBER: **321**