300 STREETS AND RELATED WORK

300 Roadway Functional Classifications
301 Typical Roadway Section - Arterials
302 Typical Roadway Section - Non-Arterial Streets
303 Typical Roadway Section - Short Subdivision Easement
304 Typical Roadway Section - 2 Lot Short Subdivision Easement
305 Typical Roadway Section - Alley
306 Typical Cul-de-Sac
307 Type “A-1” Cement Concrete Curb & Gutter
308 Rolled Curb Cement Concrete Curb & Gutter
309 Type E-1, E-2, E-3, and E-4 Cement Concrete Curb
310 Extruded Asphalt Concrete Curb
311 Extruded Cement Concrete Curb
312 Cement Concrete Curb & Sidewalk Details
313 Cement Concrete Sidewalk at Corners
314 Curb Extensions
315 Cement Concrete Driveway Type-1
316 Cement Concrete Driveway Type-2
317 Cement Concrete Driveway Type-3
318 Type A Curb Ramp
319 Type B Curb Ramp
320 Type C Curb Ramp
321 Type D Curb Ramp
322 Typical Curb Ramp Locations
323 Survey Control Monument Precast
324 Survey Control Monument Cast-in Place
325 Survey Control Monuments
326 Pavement Patching Details
327 Residential Sidewalk Drain
328 Mailbox Structure Installation
329 NDCBU Mailbox Cluster
330 Typical Utility Locations
331 Temporary Turnarounds
332 Rockery (Design & Construction Requirements)

333 Pedestrian Guard Design and Construction
334 Ornamental Pedestrian Guard
335 Typical Roadway Section Special Interim Street
336 Cement Concrete Steps
337 Cement Concrete Stairway Construction Details
338 Planting Detail - Trees, Shrubs & Ground Cover
339 Planting in Traffic Islands or Medians
340 Parking Lot Details and Dimensions
341 Trail Bollard Type 1 Steel Removable
342 Trail Bollard Type 2 Fixed & Type 1/2 Placement/Striping
343 Cement Concrete Curb and Gutter Pan

333 Pedestrian Guard Design and Construction
334 Ornamental Pedestrian Guard
335 Typical Roadway Section Special Interim Street
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338 Planting Detail - Trees, Shrubs & Ground Cover
339 Planting in Traffic Islands or Medians
340 Parking Lot Details and Dimensions
341 Trail Bollard Type 1 Steel Removable
342 Trail Bollard Type 2 Fixed & Type 1/2 Placement/Striping
343 Cement Concrete Curb and Gutter Pan
### Notes

1. **Maximum Grade May Be Exceeded Subject to Approval by the City Engineer.** Such approval may be conditional upon the following:
   - A) No practical alternative exists.
   - B) Any grade over 15% will be reviewed by the City on a case by case basis.

2. Can only be used on short plats and cannot be part of a larger development. Must be a permanent dead end.

3. Maximum potential number of dwelling units served, will include forecasted future development of adjacent areas.

4. 36’ wide street section required if less than four(4) off-street parking spaces provided per dwelling unit. One (1) driveway allowed per lot on “access” streets.

5. City engineer may allow sidewalk on one side only in areas of extensive cuts and/or fills and if projected pedestrian volumes are less than normal.

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### Detached Single Family, Duplex Tri-Plex, and Four-Plex Residential

<table>
<thead>
<tr>
<th>Classification of Public Street</th>
<th>Short Subdivision Access</th>
<th>Local Access “A”</th>
<th>Local Access “B”</th>
<th>Collector Arterial</th>
<th>Minor Arterial</th>
<th>Principal Arterial</th>
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<tbody>
<tr>
<td>MAXIMUM NUMBER OF DWELLING UNITS SERVED</td>
<td>9</td>
<td>40</td>
<td>100</td>
<td>OVER 100</td>
<td>N.A</td>
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</tr>
<tr>
<td>MINIMUM ROW</td>
<td>50’</td>
<td>60’</td>
<td>60’</td>
<td>60’</td>
<td>60’</td>
<td>80’</td>
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<tr>
<td>MINIMUM PAVEMENT WIDTH CURB TO CURB</td>
<td>4</td>
<td>24’</td>
<td>6’</td>
<td>32’</td>
<td>36’</td>
<td>44’</td>
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<tr>
<td>SIDEWALKS</td>
<td>1 to 4 DU-Optional</td>
<td>REQUIRED</td>
<td>REQUIRED</td>
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<tr>
<td>GEOMETRICS &amp; STRUCTURAL SECTION</td>
<td>STANDARD DRAWING 303 &amp; 304</td>
<td>STANDARD DRAWING 302</td>
<td>STANDARD DRAWING 302</td>
<td>STANDARD DRAWING 301</td>
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<td>15%</td>
<td>15%</td>
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<td>9%</td>
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<tr>
<td>Utility Easement Beyond Row Req’d</td>
<td>10’ EACH SIDE OF PUBLIC ROW</td>
<td>AS REQUIRED BY CITY ENGINEER</td>
<td></td>
<td></td>
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</tr>
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</table>
NOTES

1. ALL MATERIAL DEPTHS ARE COMPACTED DEPTHS.

2. IN WIDENING AREAS, THE EXISTING PAVEMENT EDGE SHALL BE SAW-CUT TO LEAVE A JOIN POINT. ANY TRAFFIC STRIPING REMOVED OR DAMAGED DURING WIDENING WORK SHALL BE REPLACED IN KIND OR AS DIRECTED BY THE CITY ENGINEER.

3. COMPACTION TESTS ON SUBGRADE AND TOP OF ROCK WILL BE REQUIRED. THE NUMBER OF TESTS SHALL BE AT THE DISCRETION OF THE CITY INSPECTOR. ALL TESTING SHALL BE THROUGH A LICENSED TESTING LABORATORY. THE MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ON BOTH SUBGRADE AND TOP OF ROCK.

4. ADJUSTMENT OF CATCH BASIN LIDS OR GRATES, MONUMENTS CASES, VALVE BOXES, ETC SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER.

5. ROADWAY SECTION MAY BE PROPOSED WITH SUBMISSION OF SUBSTANTIATING ENGINEERING DATA, CALIFORNIA BEARING RATIO(CBR), ETC. TO SUPPORT THE ADJUSTMENT. THE PROPOSAL MUST BE APPROVED BY THE CITY ENGINEER. FOR DESIGN PURPOSES, THE MINIMUM THICKNESS OF HMA CL 1/2", PG 64-22 SHALL BE 3" COMPACTED DEPTH. COMPACTION SHALL BE AN AVERAGE OF 91% OF RICE DENSITY.

ALTERNATE ROADWAY SECTION

A PAVEMENT WIDTH
COLLECTOR ARTERIAL = 18'
MINOR ARTERIAL = 22'
PRINCIPAL ARTERIAL = 24+

STANDARD ROADWAY SECTION

B CONCRETE CURB AND GUTTER
TYPE A-1 SEE STANDARD DRAWING 307
C CEMENT CONCRETE SIDEWALK
SEE STANDARD DRAWING 312
D AMENDED SOIL: 60% BACKFILL PER SAND DRAINS (WSDOT STD 9-03.13). 40% COMPOST.
  • pH RANGE 5.5 - 7.0
  • <5% PASSING #200 SIEVE
  • 8-12% ORGANIC MATTER
  • 2 INCH/HR MIN LONG TERM HYDRAULIC CONDUCTIVITY PER ASTM D 2434 AT 85% COMPACTION
  • COMPOST SHALL BE FROM A DEPARTMENT OF ECOLOGY PERMITTED COMPOSTING FACILITY.
NOTES

1. ALL MATERIAL DEPTHS ARE COMPACTED DEPTHS.

2. IN WIDENING AREAS, THE EXISTING PAVEMENT EDGE SHALL BE SAW-CUT TO LEAVE A JOIN POINT. ANY TRAFFIC STRIPING REMOVED OR DAMAGED DURING WIDENING WORK SHALL BE REPLACED IN KIND OR AS DIRECTED BY THE CITY ENGINEER.

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4. ADJUSTMENT OF CATCH BASIN LIDS OR GRATES, MONUMENTS CASES, VALVE BOXES, ETC SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER.

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CONSTRUCTION NOTES

A. RIGHT-OF-WAY REQUIREMENTS
   SHORT PLAT ACCESS STREET = 50'
   LOCAL ACCESS A = 60'
   LOCAL ACCESS B = 60'

B. PAVEMENT WIDTH
   SHORT PLAT ACCESS STREET = 12'
   LOCAL ACCESS A = 14'
   LOCAL ACCESS B = 16'

C. CONCRETE CURB AND GUTTER TYPE A-1
   SEE STD DWG 307

D. CEMENT CONCRETE SIDEWALK SEE STANDARD DRAWING 312

E. AMENDED SOIL: 60% BACKFILL PER SAND DRAINS (WSDOT STD 9-03.13). 40% COMPOST.
   - PH RANGE 5.5 - 7.0
   - <5% PASSING #200 SIEVE
   - 8-12% ORGANIC MATTER
   - 2 INCH/HR MIN LONG TERM HYDRAULIC CONDUCTIVITY PER ASTM D 2434 AT 85% COMPACTION
   - COMPOST SHALL BE FROM A DEPARTMENT OF ECOLOGY PERMITTED COMPOSTING FACILITY.
EASEMENT ACCESS WIDTH = 30' TO 40'

PAVEMENT WIDTH SHALL BE 20' AND BE SYMMETRICAL ABOUT A POINT 10' FROM FACE OF CURB.

3" COMPACTED DEPTH HMA CL 1/2" PG 64-22.

4" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE. 2" MIN DEPTH UNDER CURB AND CUTTER.

5" MIN COMPACTED DEPTH GRAVEL BORROW.

AMENDED SOIL: 40% BACKFILL PER SAND DRAINS (WSDOT STD P-03.13), 40% COMPOST.
- pH RANGE 5.5 - 7.0
- <5% PASSING #200 SIEVE
- 8-12% ORGANIC MATTER
- 2 INCH/HR MIN LONG TERM HYDRAULIC CONDUCTIVITY PER ASTM D 2434 AT 85% COMPACTION
- COMPOST SHALL BE FROM A DEPARTMENT OF ECOLOGY PERMITTED COMPOSTING FACILITY.

NOTES
1. FOR ANY EASEMENT ACCESS OR EASEMENT WITH PUBLIC UTILITIES, THE CITY ENGINEER SHALL DETERMINE THE REQUIRED EASEMENT WIDTH BASED ON CITY STANDARDS.

2. ACCESS OFF AN EASEMENT DRIVE IS LIMITED TO ONE TWENTY FOOT DRIVEWAY AND CURB CUT PER LOT. THE DRIVEWAY SHALL NOT EXCEED TWENTY FEET IN WIDTH FOR A DISTANCE OF TWENTY FEET FROM THE EASEMENT ACCESS DRIVE CURB.

3. EVERETT MUNICIPAL CODE 18.28.120 ALL DEVELOPMENT STANDARDS FOR EASEMENT ACCESS DRIVES MUST BE MET.

4. 5' MIN SEPARATION BETWEEN CITY OPERATED UTILITIES AND OTHER PRIVATE AND PUBLIC OPERATED UTILITIES (PUD, CABLE TV, PHONE, GAS ETC).

5. NON CITY OPERATED PUBLIC UTILITIES MAY CROSS CITY EXCLUSIVE EASEMENT ONLY BETWEEN 45° AND 90° WITH RIGID STEEL CONDUIT OR PVC CONDUIT ENCASED IN RED CONCRETE WITH CITY ENGINEER APPROVAL.

6. CONDUIT DUCTING SHALL HAVE A MINIMUM COVER OF 3' AND NOT OBSTRICT CROSSING BY OTHER UTILITIES FOR A VERTICAL DISTANCE GREATER THAN 3' IN EITHER EASEMENT.

7. ONLY CITY OPERATED UTILITIES SHALL BE ALLOWED WITHIN CITY EXCLUSIVE EASEMENT. NO OTHER EASEMENTS MAY BE GRANTED WITHIN THE LIMITS OF THIS EASEMENT.
1. For any easement access or easement with public utilities, the city engineer shall determine the required easement width based on city standards.

2. Access off an easement drive is limited to one twenty-foot driveway and curb cut per lot.

3. EMC 18.28.120 all development standards for easement access drives must be met.

4. 5' min separation between city operated utilities and other private and public operated utilities (PUD, cable TV, phone, gas etc).

5. Non city operated public utilities may cross city exclusive easement only between 45° and 90° with rigid steel conduit or PVC conduit encased in red concrete at the public works inspectors option.

6. Conduit ducting shall have a minimum cover of 3' and not obstruct crossing by other utilities for a vertical distance greater than 3' in either easement.

7. Only city operated utilities shall be allowed within city exclusive easement. No other easements may be granted within the limits of this easement.
NOTES

1. ALL NEW ALLEYS SHALL HAVE A MINIMUM WIDTH OF 24'. EXISTING ALLEY RIGHTS-OF-WAY MAY VARY FROM 12' TO 24'.

2. DRAINAGE TO BE COLLECTED AT LOW END OF IMPROVED SECTION WITH CATCH BASIN CONNECTED TO STORM DRAINAGE SYSTEM.

3. COMPACTION TESTS ON SUBGRADE AND TOP OF ROCK WILL BE REQUIRED. THE NUMBER OF TESTS SHALL BE AT THE DISCRETION OF THE CITY ENGINEER. ALL TESTING SHALL BE THROUGH A LICENSED TESTING LABORATORY. THE MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY FOR BOTH SUBGRADE AND TOP OF ROCK.

4. ADJUSTMENT OF CATCH BASIN LIDS OR GRATES, MONUMENT CASES, VALVE BOXES, ETC SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER AS REQUIRED.

RESIDENTIAL AREAS: 2-1/2" HMA CL 1/2", PG 64-22 (COMPACTED DEPTH)
NON-RESIDENTIAL AREAS: 3" HMA CL 1/2", PG 64-22 (COMPACTED)
VARIES 24' TO 48'+
SEE STANDARD DRAWINGS 300, 301, 302, 303 & 304

VARIES 35' TO 59'+
SEE STANDARD DRAWINGS 300, 301, 302, 303 & 304

VARIES 40' TO 80'+
SEE STANDARD DRAWINGS 300, 301, 302, 303 & 304

VARIES 30' TO 45'
PER BELOW:

STREET LENGTH
0' - 150'
151' - 300'
301' - 500'
501' - 750'
OVER 750'

MIN RADIUS
30'
35'
40'
45'
SPECIAL
APPROVAL
REQUIRED

35.5' MIN - LOCAL ACCESS
STREETS AND SHORT
SUBDIVISION STREETS

51.5' MIN - ARTERIAL
CLASSIFICATIONS

40' MIN - LOCAL ACCESS
STREETS AND SHORT
SUBDIVISION STREETS

55' MIN - ARTERIAL
CLASSIFICATIONS

CURB FACE RADIUS TO BE
SAME AS RADIUS - D

25' RADIUS
1. **Forms shall be true to line and grade and securely staked.**

2. **Dummy joints shall be placed on 15-foot centers. Dummy joints shall be 3/8" x 1-1/2".**

3. **Thru joints shall be placed adjacent to catch basins, inlets and at points of tangency on streets, alley and driveway returns. Maximum spacing shall be 30 feet. Pre-molded joint filler shall be 3/8" wide and conform to AASHTO Design M213.**

4. **All joints shall be clean and edged.**

5. **Concrete shall be commercial mix as called out in WSDOT Standard Specifications.**

6. **Steel forms must be used on tangent sections. Wood forms may be used on curved sections.**

7. **Finish shall be light broom finish.**

8. **The finished curb shall be sprayed with a transparent curing compound and covered by waterproof paper or plastic membrane in the event of rain or other unsuitable weather. Curing time shall be a minimum of 72 hours.**

9. **All curb and gutter shall be placed on a min of 2" of crushed surfacing top course.**

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**NOTES**

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**TYPICAL SECTION**
NOTES
1. ROLLED CURB AND GUTTER MAY ONLY BE USED IN HIGHLY INDUSTRIALIZED AREAS AND ONLY WITH WRITTEN APPROVAL OF THE CITY ENGINEER.

2. FORMS SHALL BE TRUE TO LINE AND GRADE AND SECURELY STAKED.

3. THRU JOINTS SHALL BE PLACED ADJACENT TO CATCH BASINS, INLETS, CURB RETURNS, ALLEYS, OR A MAXIMUM SPACING OF 30 FEET.

4. DUMMY JOINTS SHALL BE PLACED EVERY 15 FEET. DUMMY JOINTS SHALL BE 3/8" x 1-1/2".

5. THRU JOINTS SHALL BE 3/8" WIDE PRE-MOLDED JOINT FILLER.

6. ALL JOINTS SHALL BE CLEANED AND EDGED.

7. CONCRETE SHALL BE COMMERCIAL MIX AS CALLED OUT IN WSDOT STANDARD SPECIFICATIONS.

8. STEEL FORMS ONLY MAY BE USED ON TANGENT SECTIONS, WOOD FORMS MAY BE USED ON CURVED SECTIONS.

9. FINISH SHALL BE LIGHT BROOM.

10. CURB IS TO BE SPRAYED WITH TRANSPARENT CURING COMPOUND.

11. ALL SIDEWALKS POURED BEHIND ROLL CURB IN INDUSTRIAL APPLICATIONS SHALL BE 6" MIN THICK OVER 2" MIN OF CRUSHED SURFACING TOP COURSE WITH TOP OF ROCK COMPACTED TO 95% OF MAXIMUM DENSITY.
EXTRUDED ASPHALT CONCRETE CURB SECTION

ASPHALT WEDGE CURB SECTION
NOTES

1. CUT OR SAWED JOINTS SHALL BE PLACED NOT TO EXCEED 15’ ON CENTER. THRU JOINTS SHALL BE PLACED ONLY AT POINTS OF TANGENCY ON STREET ALLEY AND DRIVEWAY RETURNS AND WHERE THRU JOINTS OCCUR IN THE PAVEMENT SLAB.

2. CONCRETE SHALL BE COMMERCIAL MIX AS CALLED OUT IN WSDOT STANDARD SPECIFICATIONS.

3. CONCRETE CURBS WILL BE ANCHORED TO THE EXISTING PAVEMENT BY USING AN ADHESIVE. THE ADHESIVE SHALL MEET THE REQUIREMENTS OF SECTION 9-26.1 OF THE WSDOT/APWA STANDARD SPECIFICATIONS FOR TYPE II EPOXY BONDING AGENT.
**NOTES**

1. SIDEWALKS SHALL BE A MINIMUM OF 4" THICK, AND SHALL BE COMMERCIAL MIX CONCRETE AS CALLED OUT IN WSDOT STD SPECS, WITH AIR ENTRAINMENT (MIN 4.5 %, MAX 6.5 %).

2. SIDEWALK FULL DEPTH EXPANSION JOINTS SHALL GENERALLY BE PLACED TO MATCH THOSE IN ADJACENT CURB & GUTTER (WITHOUT PLANTER STRIP). MAXIMUM SPACING OF 30 FEET. FINAL SPACING DETERMINATION SHALL BE DECIDED BY THE INSPECTOR IN THE FIELD.

3. SUBGRADE SHALL BE COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY.

4. SIDEWALK SHALL BE AT LEAST 6" THICK IN DRIEWAYS AND BEHIND ROLL-CURB (STANDARD DRAWING 308).

5. THE FINISHED SIDEWALK SHALL BE SPRAYED WITH A TRANSPARENT CURING COMPOUND COVERED BY WATERPROOF PAPER OR PLASTIC SHEETING IN THE EVENT OF RAIN OR OTHER INCLEMENT WEATHER. CURING TIME SHALL BE FOR A MINIMUM OF 72 HOURS.

6. ALL JOINTS SHALL BE CLEANED AND EDGED WITH AN EDGER HAVING A 3/8" RADIUS AFTER FINAL BROOM FINISH IS COMPLETED.

7. SIDEWALKS ARE 6' MIN WIDE OR AS APPROVED BY THE CITY ENGINEER.

8. CURB REVEAL MUST MATCH EXISTING TOP OF CURB FOR REPLACEMENT PROJECTS. THIS MEANS THAT THE FULL CURB IS PLACED IN AS SHOWN IN THE TYPICAL SECTION BUT THE ASPHALT STREET WILL COVER FACE OF CURB SO LESS THAN 6" MAY BE REVEALED.
1. "V" grooves shall be spaced to correspond to the markings in existing sidewalks, or as directed by the engineer.

2. All utility poles, meter boxes and other obstructions shall have full depth 3/8" expansion joint material placed around them.

3. All sidewalk edges shall have 1/2" radius.

4. Minimum width of sidewalk is 6' (not including the width of the curb).

5. Thickened edges are required for sidewalks at corners, but not on tangent sections. All curb ramps shall have a thickened edge to the depth of the adjacent curb, including curb ramps built on tangent sections of sidewalk. Monolithic curb and sidewalk conforming to STD DWG 312 do not require additional thickened edge.

6. For curb ramp details see standard drawings 318, 319 and 320.
CURB EXPOSURE VARIES ACCORDING TO SITE AND DRAINAGE REQUIREMENTS.

NOTES

1. CURB EXPOSURE VARIES ACCORDING TO SITE AND DRAINAGE REQUIREMENTS.

![Diagram of curb extension with radius to accommodate design vehicle and table of curve data.

**Table:**

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<thead>
<tr>
<th>D</th>
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<th>Δ°</th>
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<td>12.00</td>
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<td>46</td>
</tr>
<tr>
<td>7.00</td>
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2" MIN CRUSHED SURFACING BASE COURSE

MONOLITHIC CURB & SW

6' MIN.

SECTION A-A
USING TYPE A-1 CURB

SECTION B-B
USING MONOLITHIC CURB & SW

NOTES
1. EQUALS WIDTH OF DRIVEWAY AT PROPERTY LINE.
2. 3/8" WIDE FULL DEPTH EXPANSION JOINT.
3. 3/8" WIDE FULL DEPTH EXPANSION JOINT IF NOTE 1 ABOVE IS 15' OR GREATER.
4. WITHIN THE CITY RIGHT-OF-WAY THE DRIVEWAY SHALL BE SURFACED WITH ASPHALT OR CONCRETE.
5. THE DRIVEWAY RAMP INCLUDING WING RAMPS SHALL BE CONCRETE COMMERCIAL MIX AS CALLED OUT IN WSDOT STANDARD SPECIFICATIONS, A MIN OF 6" THICK AND PLACED ON A MINIMUM OF 2" CRUSHED SURFACING BASE COURSE COMPACTED TO 95% MAXIMUM DENSITY.
6. MAINTAIN 1/2" LIP AT GUTTER.
NOTES

1. EQUALS WIDTH OF DRIVEWAY AT PROPERTY LINE.

2. 3/8" WIDE FULL DEPTH EXPANSION JOINT.

3. 3/8" WIDE FULL DEPTH EXPANSION JOINT IF NOTE 1 ABOVE IS 15' OR GREATER.

4. WITHIN THE CITY RIGHT-OF-WAY THE DRIVEWAY SHALL BE SURFACED WITH ASPHALT OR CONCRETE.

5. THE DRIVEWAY RAMP INCLUDING WING RAMPS SHALL BE CONCRETE COMMERCIAL MIX AS CALLED OUT IN WSDOT STANDARD SPECIFICATIONS. A MIN OF 6" THICK AND PLACED ON A MINIMUM OF 2" CRUSHED SURFACING BASE COURSE COMPACTED TO 95% MAXIMUM DENSITY.

6. MAINTAIN 1/2" LIP AT GUTTER.

<p>| LOWERING BACK OF | LENGTH OF TRANSITION |</p>
<table>
<thead>
<tr>
<th>SIDEWALK &quot;A&quot;</th>
<th>&quot;B&quot;</th>
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<tbody>
<tr>
<td>3 INCHES</td>
<td>3 FEET</td>
</tr>
<tr>
<td>4 INCHES</td>
<td>4 FEET</td>
</tr>
<tr>
<td>5 INCHES</td>
<td>5 FEET</td>
</tr>
</tbody>
</table>

SECTION A-A
USING TYPE A-1 CURB

SECTION B-B
USING MONOLITHIC CURB & SW

PAVEMENT

2" MIN CRUSHED SURFACING BASE COURSE
NOTES

1. EQUALS WIDTH OF DRIVEWAY AT PROPERTY LINE.

2. 3/8" WIDE FULL DEPTH EXPANSION JOINT.

3. 3/8" WIDE FULL DEPTH EXPANSION JOINT IF NOTE 1 ABOVE IS 15' OR GREATER.

4. WITHIN THE CITY RIGHT-OF-WAY THE DRIVEWAY SHALL BE SURFACED WITH ASPHALT OR CONCRETE.

5. THE DRIVEWAY RAMP INCLUDING WING RAMPS SHALL BE CONCRETE COMMERCIAL MIX AS CALLED OUT IN WSDOT STANDARD SPECIFICATIONS, A MIN OF 6" THICK AND PLACED ON A MINIMUM OF 2" CRUSHED SURFACING BASE COURSE COMPACTED TO 95% MAXIMUM DENSITY.

6. MAINTAIN 1/2" LIP AT GUTTER.

SECTION A-A

USING TYPE A-1 CURB

SECTION B-B

USING MONOLITHIC CURB & SW
DETECTABLE WARNING PATTERN

PLAN

SECTION A-A

NOTES

1. DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW IN COMPLIANCE WITH WSDOT/APWA STANDARD SPEC SECTION 8-14.3(3).

2. CURB RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED FROM ADJACENT SIDEWALK BY A 3/8" FULL DEPTH EXPANSION JOINT.

3. GUTTER SECTION AT CURB RAMP SHALL NOT BE POURED INTEGRAL WITH ADJACENT GUTTER SECTIONS AND SHALL BE ISOLATED BY A 3/8" FULL DEPTH EXPANSION JOINT.

4. CURB RAMP AND GUTTER SECTION AT CURB RAMP MAY BE POURED AS AN INTEGRAL SECTION.

5. TYPE A-1 INTEGRAL CURB AND GUTTER PER CITY STANDARD DRAWING 307.

6. FOR RETROFIT INSTALLATION SAWCUT AND REMOVE EXISTING SIDEWALK, CURB AND GUTTER SECTION ALONG NEW EXPANSION JOINT LOCATION. SAWCUT EXISTING PAVEMENT AS REQUIRED FOR FORMING OF NEW CURB AND GUTTER. PATCH PAVEMENT AS REQUIRED.

7. FLUSH WITH GUTTER (NO LIP PERMITTED)

8. MID BLOCK CROSSINGS OF STREETS WITH STOP CONTROL ARE ALLOWED 2% MAX CROSS GRADE AND 5% RUNNING GRADE. CROSSINGS WITHOUT STOP CONTROL ARE LIMITED TO A 5% MAX GRADE IN EITHER DIRECTION. REFER TO GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY.

9. A MIN OF 4' OF THE RAMP WIDTH MUST FALL WITHIN THE CROSS WALK SERVED BY THE RAMP.
1. DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW IN COMPLIANCE WITH WSDOT/APWA STANDARD SPECIFICATION SECTION 8-14.3(3).

2. CURB RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED FROM ADJACENT SIDEWALK BY A 3/8" FULL DEPTH EXPANSION JOINT.

3. GUTTER SECTION AT CURB RAMP SHALL NOT BE POURED INTEGRAL WITH ADJACENT GUTTER SECTIONS AND SHALL BE ISOLATED BY A 3/8" FULL DEPTH EXPANSION JOINT.

4. CURB RAMP AND GUTTER SECTION AT CURB RAMP MAY BE POURED AS AN INTEGRAL SECTION.

5. TYPE A-1 INTEGRAL CURB AND GUTTER PER CITY STANDARD DRAWING 307.

6. FOR RETROFIT INSTALLATION SAWCUT AND REMOVE EXISTING SIDEWALK, CURB AND GUTTER SECTION ALONG NEW EXPANSION JOINT LOCATION. SAWCUT EXISTING PAVEMENT AS REQUIRED FOR FORMING NEW CURB AND GUTTER. PATCH PAVEMENT AS REQUIRED.

7. FLUSH WITH GUTTER (NO LIP PERMITTED)

8. A MIN OF 4' OF THE RAMP WIDTH MUST FALL WITHIN THE CROSS WALK SERVED BY THE RAMP.

9. THICKEN EDGE TO FULL DEPTH OF ADJACENT CURB SECTION.

CROSSWALK SEE STANDARD DRAWING 721

SMOOTH TROWELED PERIMETER AFTER BROOM FINISH

LANDING 4' X 4' MIN
2% GRADE MAX
ANY DIRECTION

PLAN

SECTION A-A

DETECTABLE WARNING PATTERN

NOTES

1. DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW IN COMPLIANCE WITH WSDOT/APWA STANDARD SPECIFICATION SECTION 8-14.3(3).

2. CURB RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED FROM ADJACENT SIDEWALK BY A 3/8" FULL DEPTH EXPANSION JOINT.

3. GUTTER SECTION AT CURB RAMP SHALL NOT BE POURED INTEGRAL WITH ADJACENT GUTTER SECTIONS AND SHALL BE ISOLATED BY A 3/8" FULL DEPTH EXPANSION JOINT.

4. CURB RAMP AND GUTTER SECTION AT CURB RAMP MAY BE POURED AS AN INTEGRAL SECTION.

5. TYPE A-1 INTEGRAL CURB AND GUTTER PER CITY STANDARD DRAWING 307.

6. FOR RETROFIT INSTALLATION SAWCUT AND REMOVE EXISTING SIDEWALK, CURB AND GUTTER SECTION ALONG NEW EXPANSION JOINT LOCATION. SAWCUT EXISTING PAVEMENT AS REQUIRED FOR FORMING NEW CURB AND GUTTER. PATCH PAVEMENT AS REQUIRED.

7. FLUSH WITH GUTTER (NO LIP PERMITTED)

8. A MIN OF 4' OF THE RAMP WIDTH MUST FALL WITHIN THE CROSS WALK SERVED BY THE RAMP.

9. THICKEN EDGE TO FULL DEPTH OF ADJACENT CURB SECTION.

CROSSWALK SEE STANDARD DRAWING 721

SMOOTH TROWELED PERIMETER AFTER BROOM FINISH

LANDING 4' X 4' MIN
2% GRADE MAX
ANY DIRECTION

PLAN

SECTION A-A

DETECTABLE WARNING PATTERN

NOTES

1. DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW IN COMPLIANCE WITH WSDOT/APWA STANDARD SPECIFICATION SECTION 8-14.3(3).

2. CURB RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED FROM ADJACENT SIDEWALK BY A 3/8" FULL DEPTH EXPANSION JOINT.

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7. FLUSH WITH GUTTER (NO LIP PERMITTED)

8. A MIN OF 4' OF THE RAMP WIDTH MUST FALL WITHIN THE CROSS WALK SERVED BY THE RAMP.

9. THICKEN EDGE TO FULL DEPTH OF ADJACENT CURB SECTION.
1. **NOTES**

1. **DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW IN COMPLIANCE WITH WSDOT/APWA STANDARD SPECIFICATION SECTION 8-14.3(3).**

2. **CURB RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED FROM ADJACENT SIDEWALK BY A 3/8" FULL DEPTH EXPANSION JOINT.**

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5. **TYPE A-1 INTEGRAL CURB AND GUTTER PER CITY STANDARD DRAWING 307.**

6. **FOR RETROFIT INSTALLATION SAWCUT AND REMOVE EXISTING SIDEWALK, CURB AND GUTTER SECTION ALONG NEW EXPANSION JOINT LOCATION. SAWCUT EXISTING PAVEMENT AS REQUIRED FOR FORMING OF NEW CURB AND GUTTER. PATCH PAVEMENT AS REQUIRED.**

7. **FLUSH WITH GUTTER (NO LIP PERMITTED)**

8. **A MIN OF 4' OF THE RAMP WIDTH MUST FALL WITHIN THE CROSS WALK SERVED BY THE RAMP.**

9. **THICKEN EDGE TO FULL DEPTH OF ADJACENT CURB SECTION.**
PLAN

NOTES

1. DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW IN COMPLIANCE WITH WSDOT/APWA STANDARD SPECIFICATION SECTION B-14.3(3).

2. CURB RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED FROM ADJACENT SIDEWALK BY A 3/8" FULL DEPTH EXPANSION JOINT.

3. GUTTER SECTION AT CURB RAMP SHALL NOT BE POURED INTEGRAL WITH ADJACENT GUTTER SECTIONS AND SHALL BE ISOLATED BY A 3/8" FULL DEPTH EXPANSION JOINT.

4. CURB RAMP AND GUTTER SECTION AT CURB RAMP MAY BE POURED AS AN INTEGRAL SECTION.

5. 6"W X 10"H X 17'/18'L POURED IN PLACE CONCRETE CURB INTEGRAL WITH RAMP.

6. THICKEN EDGE TO FULL DEPTH OF ADJACENT CURB SECTION.


8. FOR RETROFIT INSTALLATION SAWCUT AND REMOVE EXISTING CURB AND GUTTER SECTION AS REQUIRED. SAWCUT EXISTING PAVEMENT AS REQUIRED FOR FORMING OF NEW CURB AND GUTTER. PATCH PAVEMENT AS REQUIRED.

9. FLUSH WITH GUTTER (NO LIP PERMITTED).
TYPICAL CURB RAMP LOCATIONS

NOTES

1. ALTERNATES "A" & "B" FOR USE AT ARTERIAL/ARTERIAL AND ARTERIAL/LOCAL ACCESS INTERSECTIONS.

2. ALTERNATES "C" & "D" FOR USE AT LOCAL ACCESS/LOCAL ACCESS INTERSECTIONS OR AS APPROVED BY CITY ENGINEER.


4. FOR ALTERNATE "D" USE CURB RAMP PER STANDARD DRAWINGS 313 AND 321.

5. THE USE OF ALTERNATE "C" & "D" SHALL NOT DIRECT THE WHEEL CHAIR INTO A THROUGH TRAFFIC LANE. USE OF ALTERNATE "A" & "B" MAY BE NECESSARY TO ACCOMPLISH THIS.

6. THE USE OF ALTERNATE "C" & "D" SHALL NOT DIRECT THE WHEEL CHAIR INTO A THROUGH TRAFFIC LANE. USE ALTERNATE "A" OR "B" MAY BE NECESSARY TO ACCOMPLISH THIS.
NOTES
1. MONUMENTS IN UN-IMPROVED AREAS SHALL BE 3" ABOVE GRADE.
2. MONUMENT CASE AND RISER SECTION SHALL BE CAST IRON PER ASTM-A48, CLASS 30, WITH BITUMINOUS COATING.
3. COVER SHALL BE CAST IRON PER ASTM-A48 CLASS 30. WITH BITUMINOUS COATING.
4. LEGEND ON COVER SHALL BE 1/8" RAISED INTEGRALLY CAST LETTERS 1" HIGH WITH A MIN FACE WIDTH OF 3/16".

NOTE
ALL NEW MONUMENTS SHALL BE PRECAST OR CAST IN PLACE COMMERCIAL CLASS CONCRETE, WITH REBAR AND 3" DIA BRASS CAP.
MONUMENTS IN UN-IMPROVED AREAS SHALL BE 3" ABOVE GRADE.

MONUMENT CASE AND RISER SECTION SHALL BE CAST IRON PER ASTM-A48, CLASS 30, WITH BITUMINOUS COATING.

COVER SHALL BE CAST IRON PER ASTM-A48 CLASS 30, WITH BITUMINOUS COATING.

LEGEND ON COVER SHALL BE 1/8" RAISED INTEGRALLY CAST LETTERS 1" HIGH WITH A MIN FACE WIDTH OF 3/16".

NOTE

All new monuments shall be precast or cast in place commercial class concrete, with rebar and 3" dia brass cap.
1. DIMENSIONS OF CASTING BASE & CAP PER WSDOT/APWA STANDARD PLAN H-6.

2. GROOVE FOR 1/4" HIGH CAST LETTERING ON CAP SHALL BE 1/32" DEEP BY 3/64" WIDE.

3. GROOVE FOR 3/16" HIGH CAST LETTERING AND LINES ON CAP SHALL BE 1/32" DEEP BY 1/32" WIDE.

4. FIELD STAMPED "STATIONING" AND "YEAR" NUMBERS SHALL BE OF SUFFICIENT DEPTH AND WIDTH SO AS TO BE CLEARLY READABLE AND SHALL BE A MIN OF 3/16" HIGH.

5. THIS BRASS DISC SHALL ONLY BE USED FOR CONTROL MONUMENTATION PER STD DWG 325 AND AS DIRECTED BY THE CITY SURVEYOR. BRASS DISC AND STATION NUMBER SHALL BE SUPPLIED BY CITY SURVEYOR.
NOTES

1. ALL TRENCHES IN ROADWAY AREAS SHALL BE BACKFILLED AND PATCHED WITH TEMPORARY ASPHALT AT THE END OF EACH WORK DAY, UNLESS PERMISSION IS GRANTED TO DO OTHERWISE BY THE CITY ENGINEER.

2. ALL TEMPORARY PATCHES ON TRENCHES SHALL BE PERMANENTLY PATCHED WITHIN 2 WEEKS OF COMPLETION OF WORK WITHIN ROADWAY AREA.

3. CEMENT CONCRETE FOR PATCHING SHALL BE COMMERCIAL MIX AS CALLED OUT IN WSDOT STANDARD SPECIFICATIONS.

EXISTING ASPHALT CONCRETE OVER CEMENT CONCRETE

FINAL JOINT MUST BE SAWCUT
EXISTING ASPHALT CONCRETE
EXISTING CEMENT CONCRETE

ASPHALT CONCRETE (2" MIN)
TO MATCH EXISTING THICKNESS

SAWCUT OR LINE DRILL UNDERLYING CONCRETE
6" MIN CEMENT CONCRETE TO MATCH EXISTING THICKNESS
6" MIN CRUSHED SURFACING TOP COURSE
SEE STANDARD DRAWING 614

EXISTING ASPHALT CONCRETE OVER PREPARED GRADE

FINAL JOINT MUST BE SAWCUT
EXISTING ASPHALT CONCRETE
EXISTING CEMENT CONCRETE

CEMENT CONCRETE (8" MIN)
REPLACEMENT PATCH TO BE 1" THICKER THAN PREVIOUSLY EXISTED

6" MIN CRUSHED SURFACING TOP COURSE
SEE STANDARD DRAWING 614

EXISTING CEMENT CONCRETE OVER PREPARED GRADE

FINAL JOINT MUST BE SAWCUT
EXISTING CEMENT CONCRETE
EXISTING ASPHALT CONCRETE

CEMENT CONCRETE (8" MIN)
REPLACEMENT PATCH TO BE 1" THICKER THAN PREVIOUSLY EXISTED

6" MIN CRUSHED SURFACING TOP COURSE
SEE STANDARD DRAWING 614
NOTES

1. SIDEWALK AND CURBING MUST BE SAW-CUT AT A DUMMY JOINT OR FULL EXPANSION JOINT.

2. FULL DEPTH OF CURB AND GUTTER MUST BE REMOVED AND REPLACED.

3. ALL NEW CURB, GUTTER AND SIDEWALK SHALL BE CLASS 3000 CEMENT CONCRETE.
NOTES (3 OR MORE MAILBOXES)

1. MAILBOX MUST BE TYPE "APPROVED BY THE POSTMASTER GENERAL" WITH A UNIFORM BOX STYLE AND METHOD OF ADDRESS IDENTIFICATION PER EACH STANDARD.

2. LOCATION IS SUBJECT TO APPROVAL BY THE CITY FOR PROTECTION OF VIEWS AND ACCESS AND IS TO BE SHOWN ON STREET IMPROVEMENT PLANS.

3. THE SKETCH DEPICTS A MINIMUM STRUCTURAL AND DIMENSIONAL STANDARD. INNOVATIVE DESIGNS MEETING THE MINIMUM DIMENSIONAL AND STRUCTURAL REQUIREMENTS ARE ACCEPTABLE.

4. ALL WOOD TO BE PRESSURE TREATED FIR OR HEMLOCK.

TYPICAL CONFIGURATIONS

SINGLE

DOUBLE

FACE OF CURB

ELEVATION FROM STREET

4 BOXES MINIMUM - 10 MAXIMUM VARIATIONS SUBJECT TO APPROVAL

TYPICAL SECTION

PLAN

COVER GABLE ENDS WITH 1/2" EXT PLYWOOD TRIANGLE 27" x 16" x 16"

STANDARD CURB

RESAWN SHAKE ON 1/2" EXT PLYWOOD

5' MIN CLEARANCE

2" x 4"

2" x 6" BOLTED

4" x 4" WOOD POST

SEE NOTE 7A

SEE NOTE 7A

MAILBOXES

TOP OF CURB

NOTE 3A

SEE NOTE 3A

NOTES (1 OR 2 MAILBOXES)

1. FOR 1 OR 2 MAILBOXES PER STRUCTURE USE SINGLE 4" x 4" POST.

2. ALL WOOD TO BE PRESSURE TREATED FIR OR HEMLOCK.

3. MAILBOX HEIGHT VARIES ACCORDING TO THE TYPE OF DELIVERY VEHICLE. WHERE MAIL DELIVERY IS ACCOMPLISHED BY MAIL TRUCKS ("MOUNTED" ROUTES) THE MAILBOX HEIGHTS SHALL BE 44". WHERE MAIL DELIVERY IS ACCOMPLISHED BY PASSENGER VEHICLE ("RURAL" ROUTES) THE MAILBOX HEIGHT SHALL BE 36" TO 38".

4. MAILBOXES MUST BE POSTMASTER APPROVED WITH A UNIFORM BOX STYLE AND METHOD OF ADDRESS IDENTIFICATION.

5. LOCATIONS OF MAILBOXES ARE SUBJECT TO APPROVAL BY THE CITY ENGINEER FOR PROTECTION OF VIEWS AND ACCESS.

6. THIS DRAWING DEPICTS A MINIMUM STRUCTURAL AND DIMENSIONAL STANDARD. INNOVATIVE DESIGNS MEETING OR EXCEEDING THIS MINIMUM STANDARD MUST BE APPROVED BY THE CITY ENGINEER.

7. ALL MAILBOX STRUCTURES SHALL BE PLACED BACK OF SIDEWALK WITH NO PORTION OF THE BOX OR STRUCTURE PROTRUDING INTO THE SIDEWALK. IF NO SIDEWALK EXISTS SETBACK WILL BE SET BY THE CITY ENGINEER.

ELEVATION FROM STREET PLAN TYPICAL CONFIGURATIONS TYPICAL SECTION STANDARD CURB
NOTES

1. THIS DRAWING DEPICTS A MINIMUM STRUCTURAL AND DIMENSIONAL STANDARD FOR NEIGHBORHOOD DELIVERY & COLLECTION BOX UNIT (NDCBU) AND PADS FOR SPECIFIC POSTAL REQUIREMENTS CONTACT THE POSTMASTER.

2. MAILBOXES MUST BE POSTMASTER APPROVED WITH A UNIFORM BOX STYLE AND METHOD OF ADDRESS IDENTIFICATION.

3. LOCATIONS OF MAILBOXES ARE SUBJECT TO APPROVAL BY THE CITY ENGINEER FOR PROTECTION OF VIEWS AND ACCESS.

4. INSTALLATION OF DRAINAGE CULVERT MAY BE NECESSARY IN AREAS WHERE THERE IS NO CONCRETE SIDEWALK AND THE REQUIRED SETBACK SPANS A ROADSIDE DITCH. ACCESS TO SUCH STRUCTURES WILL HAVE A MAX SLOPE OF 2% AND SHALL HAVE A PAD CONSISTING OF A MINIMUM OF 2" OF CRUSHED SURFACING TOP COURSE COMPACTED TO 95% MAXIMUM DENSITY.

5. ALL MAILBOX STRUCTURES SHALL BE PLACED BACK OF SIDEWALK WITH NO PORTION OF BOX OR STRUCTURE PROTRUDING INTO THE SIDEWALK. IF NO SIDEWALK EXISTS SETBACK WILL BE SET BY THE CITY ENGINEER.

6. SUGGESTED SOURCE SECURITY MANUFACTURING CORPORATION (800) 762-6937, 8000 SERIES PEDESTAL BOXES, SALSBURY INDUSTRIES (800) 323-3003 OR POSTAL APPROVED EQUAL.

7. PLACEMENT LOCATION OF PEDESTAL PARCEL LOCKER WILL BE APPROVED BY THE CITY ENGINEER AND THE POSTAL SERVICE.
1.5:1 MAX

1:1 MAX

STORM DRAIN

1.5' MIN SEPARATION BETWEEN PUBLIC UTILITIES OR FROM PRIVATE UTILITIES.

MIN SEPARATION REQUIREMENTS FROM PUBLIC UTILITIES APPLY WITHIN EASEMENTS AND PRIVATE PROPERTY.

NOTES

SANITARY SEWER

WATER MAIN

STORM DRAIN

10' UTILITY EASEMENT

SEE STANDARD DRAWING 300

PAVEMENT C/L

NORTH OR EAST SIDE OF STREET

SOUTH OR WEST SIDE OF STREET

10' UTILITY EASEMENT

48" MIN COVER

10' MIN

NON-CITY OPERATED UTILITIES (PUD, CABLE TV, PHONE, GAS, ETC)

SEE STANDARD DRAWING 300

SEE STANDARD DRAWING 300

SEE STANDARD DRAWING 300

48" MIN COVER

10' MIN

NON-CITY OPERATED UTILITIES (PUD, CABLE TV, PHONE, GAS, ETC)

TYPICAL UTILITY LOCATIONS
TEMPORARY TURNAROUNDS

STREET

R/W

22' MIN
40'
15' R
20' MIN
15' R
20' MIN
15' R

24' MIN
40'

30' MIN
30' MIN
20' MIN

12' MIN
12' MIN
15' R

12' MIN
12' MIN

R/W

STREET
DRAINAGE MATERIALS TO CONSIST OF CLEAN 4"-2" ANGULAR SPALLS. DESIGNATES SIZE OF ROCK, I.E. 4 MAN. SEE NOTE 10.

4 INCH DIAMETER, HDPE OR SDR35 PVC, PERFORATED OR SLOTTED, WITH SMOOTH INTERIOR PIPE. SET SLIGHTLY LOWER THAN THE BASE ROCK TO PREVENT DAMAGE. LAY WITH A POSITIVE SLOPE TO DISCHARGE AWAY FROM ROCKERY.

SEED OR SOD ON 12" OF TOPSOIL WITH UNDERLAYER OF FILTER FABRIC. UNDISTURBED NATIVE SOIL CONCRETE ROCKERY CAP. REQUIRED IN R.O.W., OPTIONAL ON PRIVATE PROPERTY.

GRADING #57 AGGREGATE PER SECTION 9.03.1(4)C OF WSDOT/APWA STANDARD SPECIFICATION. CONCRETE ROCKERY CAP. REQUIRED IN R.O.W., OPTIONAL ON PRIVATE PROPERTY.

NOTE 1
NOTE 2
NOTE 3
NOTE 4
NOTE 5
NOTE 6
NOTE 7
NOTE 8
NOTE 9
NOTE 10

LEGEND

DRAINAGE MATERIALS TO CONSIST OF CLEAN 4"-2" ANGULAR SPALLS.

GRADING #57 AGGREGATE PER SECTION 9.03.1(4)C OF WSDOT/APWA STANDARD SPECIFICATION.

CONCRETE ROCKERY CAP. REQUIRED IN R.O.W., OPTIONAL ON PRIVATE PROPERTY.

UNDISTURBED NATIVE SOIL

SEED OR SOD ON 12" OF TOPSOIL WITH UNDERLAYER OF FILTER FABRIC.

NOTE 2

ROCK WALL SECTION

ROCK WALL ELEVATION

DESIGN AND POST CONSTRUCTION LIMITATIONS

NOTES


2. MINIMUM THICKNESS OF ROCK FILTER LAYER B=12 INCHES. MINIMUM EMBEDMENT D=12 INCHES.

3. MAXIMUM ROCK WALL HEIGHT H=8 FEET. ROCK WALLS GREATER THAN 8 FEET IN HEIGHT SHALL BE DESIGNED BY A CIVIL ENGINEER LICENSED IN THE STATE OF WASHINGTON.

4. ROCK SHALL BE PLACED TO GRADUALLY DECREASE IN SIZE WITH INCREASING WALL HEIGHT.

5. MINIMUM WIDTH OF KEYWAY EXCAVATION W. SHALL BE EQUAL TO THE THICKNESS OF THE BASE ROCK PLUS B (ROCK FILTER).

6. THE LONG DIMENSION OF THE ROCKS SHALL EXTEND BACK TOWARDS THE CUT OR FILL FACE TO PROVIDE MAXIMUM STABILITY.

7. WHENEVER POSSIBLE EACH ROCK SHALL BEAR ON TWO OR MORE ROCKS BELOW IT, WITH GOOD FLAT-TO-FLAT CONTACT.

8. WHERE VOIDS OF GREATER THAN 6 INCHES IN DIMENSIONS EXIST IN THE ROCK FACE AND THERE IS NO ROCK CONTACT WITHIN THE ROCK WALL THICKNESS, THE VOID SHALL BE CHINKED WITH SMALL PIECES OF ROCK.

9. ROCKERIES WHICH ARE MORE THAN 30 INCHES ABOVE GRADE OR FLOOR BELOW SHALL BE PROTECTED BY A PEDESTRIAN GUARD. TYPE TO BE DETERMINED BY THE CITY ENGINEER, SEE STANDARD DRAWINGS 333 & 334.

10. THE DENSITY OF ROCK MATERIAL SHALL BE A MINIMUM OF 155 PCF. THE SIZE CATEGORIES FOR ROCK SHALL BE AS FOLLOWS:

<table>
<thead>
<tr>
<th>SIZE</th>
<th>APPROXIMATE WEIGHT</th>
<th>APPROXIMATE DIAMETER</th>
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</thead>
<tbody>
<tr>
<td>1 MAN</td>
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<tr>
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<td>48-54</td>
</tr>
<tr>
<td>6 MAN</td>
<td>6000-8000</td>
<td>54-60</td>
</tr>
</tbody>
</table>

KEY

H = HEIGHT OF ROCK WALL.

TT = NO TEMPORARY EXCAVATION WITHIN 5FT BEHIND ROCKERY.

PF = NO PERMANENT EXCAVATION OR SURCHARGING BEHIND ROCKERY CLOSER THAN A DISTANCE EQUAL TO H.

TC = NO TEMPORARY EXCAVATION BELOW LIMITS DEFINED BY A LINE 1' OUT FROM BASE OF ROCKERY WITH A SLOPE OF 1H:-1V TO A DISTANCE EQUAL TO 2/3H FROM ROCKERY BASE.

PC = MAX FINISHED GRADE OR PERMANENT EXCAVATION DEFINED BY A FROM BASE OF ROCKERY WITH A SLOPE OF 2H:-1V FOR A MIN DISTANCE EQUAL TO H FROM ROCKERY BASE.

PLACEMENT NOTES

1. APPROVAL FOR THE PLACEMENT OF THE ROCKERY WILL DEPEND ON EXISTING AND PROPOSED UNDERGROUND UTILITY LOCATIONS. THE CITY OF Everett PUBLIC WORKS DEPARTMENT WILL REVIEW ROCKERY PLACEMENT.


3. MINIMUM THICKNESS OF ROCK FILTER LAYER B=12 INCHES. MINIMUM EMBEDMENT D=12 INCHES.

4. MAXIMUM ROCK WALL HEIGHT H=8 FEET. ROCK WALLS GREATER THAN 8 FEET IN HEIGHT SHALL BE DESIGNED BY A CIVIL ENGINEER LICENSED IN THE STATE OF WASHINGTON.

5. MINIMUM WIDTH OF KEYWAY EXCAVATION W. SHALL BE EQUAL TO THE THICKNESS OF THE BASE ROCK PLUS B (ROCK FILTER).

6. THE LONG DIMENSION OF THE ROCKS SHALL EXTEND BACK TOWARDS THE CUT OR FILL FACE TO PROVIDE MAXIMUM STABILITY.

7. WHENEVER POSSIBLE EACH ROCK SHALL BEAR ON TWO OR MORE ROCKS BELOW IT, WITH GOOD FLAT-TO-FLAT CONTACT.

8. WHERE VOIDS OF GREATER THAN 6 INCHES IN DIMENSIONS EXIST IN THE ROCK FACE AND THERE IS NO ROCK CONTACT WITHIN THE ROCK WALL THICKNESS, THE VOID SHALL BE CHINKED WITH SMALL PIECES OF ROCK.

9. ROCKERIES WHICH ARE MORE THAN 30 INCHES ABOVE GRADE OR FLOOR BELOW SHALL BE PROTECTED BY A PEDESTRIAN GUARD. TYPE TO BE DETERMINED BY THE CITY ENGINEER, SEE STANDARD DRAWINGS 333 & 334.

10. THE DENSITY OF ROCK MATERIAL SHALL BE A MINIMUM OF 155 PCF. THE SIZE CATEGORIES FOR ROCK SHALL BE AS FOLLOWS:

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ALUMINUM PEDESTRIAN GUARD NOTES

1. ALUMINUM PEDESTRIAN GUARD SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THESE SPECIAL PROVISIONS AND THIS DRAWING.

2. GUARDRAIL SHALL BE NATURAL ALUMINUM COLOR.

3. COMPLETED ALUMINUM GUARD UNITS SHALL BE ANODIZED AFTER FABRICATION CONFORMING TO THE REQUIREMENTS OF THE ALUMINUM ASSOCIATION STANDARD FOR ANODIZED ARCHITECTURAL ALUMINUM, CLASS I ANODIC COATING, AA-C22-A41.

4. WELDING SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR ALUMINUM STRUCTURES" OF THE ALUMINUM ASSOCIATION. ALL EXPOSED WELDS SHALL BE GROUND FLUSH WITH ADJACENT SURFACES.

5. THE BASE METAL FOR ALUMINUM GUARD SHALL BE ASA ALLOY DESIGNATION 6063-T6. PIPE AND TUBING SHALL BE EXTRUDED CONFORMING TO THE REQUIREMENTS OF ASTM B 429. PLATES AND SHEETS SHALL BE ROLLED CONFORMING TO ASTM B 209, AND RODS, BARS OR SHAPES SHALL BE EXTRUDED CONFORMING TO ASTM B 221.

6. HORIZONTAL RAILS AND VERTICAL SUPPORT POSTS SHALL BE 1 1/2 INCH DIAMETER STANDARD ALUMINUM PIPE AND BALUSTERS SHALL BE 3/4 INCH DIAMETER STANDARD ALUMINUM PIPE. RAILS, POSTS, AND BALUSTERS SHALL BE MACHINE CUT TO PROVIDE A UNIFORM LENGTH PRIOR TO ASSEMBLY.

7. GUARD SHALL BE ERECTED AND ADJUSTED, IF NECESSARY, TO ASSURE A CONTINUOUS LINE AND GRADE.

GALVANIZED STEEL PEDESTRIAN GUARD NOTES

1. GALVANIZED PEDESTRIAN GUARD SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THESE SPECIAL PROVISIONS AND THIS DRAWING.

2. STEEL GUARD MATERIALS SHALL BE WELDED OR SEAMLESS STEEL PIPE CONFORMING TO THE REQUIREMENTS OF ASTM A 53, STRUCTURAL STEEL CONFORMING TO ASTM A 36, OR TUBULAR SECTIONS OF HOT ROLLED MILD STEEL. CONFORMING TO ASTM A 501. ALL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE AWS D1.1. AFTER FABRICATION EACH SECTION OF RAILING SHALL BE HOT-DIPPED GALVANIZED WITH A MINIMUM ZINC COATING OF 2 OUNCES PER SQUARE FOOT. ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO GALVANIZING.

3. FIELD WELDS SHALL BE GALVANIZED WITH SUCH MATERIALS AS "GALVALLOY" OR "GALVICON". PAINTING OF WELDS WILL NOT BE PERMITTED.

4. HORIZONTAL RAILS AND VERTICAL SUPPORT POSTS SHALL BE 1 1/2 INCH DIAMETER STANDARD ALUMINUM PIPE AND BALUSTERS SHALL BE 3/4 INCH DIAMETER STANDARD ALUMINUM PIPE. RAILS, POSTS, AND BALUSTERS SHALL BE MACHINE CUT TO PROVIDE A UNIFORM LENGTH PRIOR TO ASSEMBLY.

5. GUARD SHALL BE ERECTED AND ADJUSTED, IF NECESSARY, TO ASSURE A CONTINUOUS LINE AND GRADE.
1. Ornamental pedestrian guard shall be constructed of steel conforming to ASTM A-53.

2. Welding shall conform to the requirements of the "Structural Welding Code" AWS D 1.1.

3. Provide slip joints at stairway expansion joints and at every 24 feet on center maximum.

4. Maximum spacing of posts shall be 8 feet on straight alignment and 6 feet on curved alignment less than 30 feet radius.

5. After fabrication, all burrs and sharp edges shall be removed.

6. Apply rust proof metal primer and one coat of black ornamental iron metal paint.
1. Drive grade at right-of-way line shall conform to Section 3 Everett standards unless otherwise approved by City Engineer.

2. A 12-inch minimum corrugated polyethylene smooth interior pipe is required under all driveways.

3. Sub-base and top course materials shall be compacted to 95% AASHTO maximum dry density.

4. All manholes, catch basins, hand holes and other structures in the asphalt surface shall be installed in accordance with current City standard specifications.
1. CONCRETE STEPS SHALL BE 4'-0" MIN WIDTH CURB TO CURB WITH 6" CURBS ON EACH SIDE.

2. CEMENT CONCRETE SHALL BE CLASS 3000. TREADS SHALL HAVE A TRANSVERSE MEDIUM BROOM FINISH.

3. THE NUMBER OF STEPS SHALL SUIT SITE CONDITIONS, WITH UNIFORM TREAD AND RISER DIMENSIONS.

4. RISERS (R) SHALL BE 5" MIN 7" MAX. TREADS (T) SHALL BE 11" MIN, 16" MAX. THE RISER AND TREAD SHALL BE SUCH THAT 2R+T SHALL EQUAL NOT LESS THAN 25 OR MORE THAN 26. (EXAMPLE: 6.5" RISER WITH 12" TREAD, 2(6.5)+12=25).

5. HANDRAILS ARE REQUIRED ON BOTH SIDES WITHIN THE PUBLIC RIGHT OF WAY PER CURRENTLY ADOPTED BUILDING CODE.

6. SEE THE CURRENTLY ADOPTED BUILDING CODE SECTION ON STAIRWAYS FOR ADDITIONAL REQUIREMENTS.
1. CEMENT CONCRETE STEPS AND CURBS SHALL BE CONSTRUCTED WITH COMMERCIAL MIX CONCRETE CLASS 3000.

2. HEIGHT OF HANDRAIL SHALL BE 34" MINIMUM, 38" MAXIMUM TOP OF NOSING TO TOP OF HANDRAIL.

3. USE PEDESTRIAN GUARD OR ORNAMENTAL PEDESTRIAN GUARD AS DIRECTED BY THE CITY ENGINEER, IF SITE CONDITIONS WARRANT. SEE STANDARD DRAWINGS 333 AND 334.

4. CONCRETE STAIRWAYS SHALL HAVE HANDRAIL ON BOTH SIDES.

5. SEE CURRENTLY ADOPTED BUILDING CODE SECTION ON STAIRWAYS FOR ADDITIONAL REQUIREMENTS.

NOTES

SECTION A-A

POST DETAIL

ELEVATION
1. **APPROVED EVERETT SMALL OR MEDIUM TREE SPECIES.**

2. **PLASTIC TREE STRAPS (1/2" WIDE). UPPER TIES 3" MIN (6" MAX) FROM TOP OF STAKE. IF UPPER TIE IS MORE THAN 4' ABOVE FINISHED GROUND, LOCATE LOWER TIES MIDPOINT UPPER TIE AND FINISHED GRADE. TOP STRAP SHALL BE A MIN OF 1/3 OF THE TREE HEIGHT.**

3. **TWO STAKES MIN 2" x 2" x 8' CEDAR/DOUGLAS FIR OR 2" x 8' ROUND POLES. POUND 1' MIN INTO UNDISTURBED OR CONSTRUCTED SOIL. TRIPLE STAKE DECIDUOUS TREES LARGER THAN 2" CALIPER.**

4. **PLACE ROOT BALL ON 6" MIN COMPACTED TOPSOIL MIX.**

5. **REMOVE TOP 1/3 OF BURLAP AND WIRE BASKET, REMOVE ALL TIES.**

6. **2" MIN BARK MULCH OVER ALL PLANTED AREAS.**

7. **MINIMUM ROOT SPREAD TO BE IN ACCORDANCE WITH "AMERICAN STANDARDS FOR NURSERY STOCK". PRUNE ALL DAMAGED, DISEASED OR WEAK ROOTS. DO NOT ALLOW ROOTS TO DRY OUT DURING INSTALLATION PROCESS. SOAK ROOTS IN WATER OVERNIGHT BEFORE PLANTING ANY BARE ROOT STOCK.**

8. **SHRUBS AND TREES SHALL BE SLIGHTLY HIGHER IN RELATIONSHIP TO THE OLD SOIL MARK ON THE TRUNK AND THE FINISHED GRADE OF THE PLANTING.**

9. **CREATE SAUCER WITH TOPSOIL (6" R MIN).**

10. **IF NECESSARY, THIN BRANCHES BY 1/8 RETAINING NORMAL PLANT SHAPE.**

11. **TOPSOIL SHALL MEET REQUIREMENTS OF WSDOT STANDARD SPECIFICATION 8-02.3 TYPE A, B, OR C.**

12. **ALL GROUND COVER/SHRUB SPACING SHALL BE EQUIDISTANT UNLESS OTHERWISE SPECIFIED. DISTANCE ON CENTER AS SPECIFIED 'E'. SPACING BETWEEN ROWS 'D' AS SPECIFIED. START FIRST ROW OF PLANTING AT 1/2 'D' FROM PLANTING BORDER.**

13. **UNDISTURBED NATIVE SOIL OR CONSTRUCTED SOIL.**
TRAFFIC ISLAND/MEDIAN/ADJACENT TO SIDEWALKS & CURBS

EXCAVATE CONSTRUCTION SOIL AS REQUIRED FOR LANDSCAPING. FOR TYPICAL PLANTINGS SEE STANDARD DRAWING 338.

EVERETT STANDARD "SMALL" OR "MEDIUM" TREE SPECIES (SEE PLANS)

- 2" OF BARK MULCH
- 18" CONCRETE APRON W/12% SLOPE TO CURB
- TYPE E-1 CURB (SEE STANDARD DRAWING 309)

FILL VOID BETWEEN PLANTING MIX AND BOTTOM OF GRATE WITH WASHED COURSE SAND LAYER

EXCAVATE CONSTRUCTION SOIL 1' MIN BELOW BOTTOM OF SIDEWALK FOR PLANTING AREA. SEE STANDARD DRAWING 338 FOR TYPICAL PLANTING

THE TREE PIT WILL BE A MIN OF 4' SQUARE AND 4' DEEP WITH NO UTILITIES CROSSING THROUGH OR UNDER IT

THE TREE PIT ON ALL VERTICAL SIDES AND BOTTOM WITH ROOT BARRIER FABRIC (MIRAFI 140N OR EQUAL). FABRIC SHALL BE CONTINUOUS ON ALL SIDES, OVERLAP JOINT ENDS A MIN OF 6 IN AND SEAM SEAMS PER MFR'S RECOMMENDATIONS. FILL PIT WITH CONSTRUCTED SOIL (SEE STANDARD DRAWING 338).

4" PEA GRAVEL DRAINAGE LAYER

ROOT BARRIER FABRIC

UTILITY CROSSING TYP

UNDISTURBED SOIL UNDER UTILITY CROSSING

TYP LONGITUDINAL SECTION

IN SIDEWALK

EXCAVATE CONSTRUCTION SOIL 1' MIN BELOW BOTTOM OF SIDEWALK FOR PLANTING AREA. SEE STANDARD DRAWING 338 FOR TYPICAL PLANTING

THE TREE PIT WILL BE A MIN OF 4' SQUARE AND 4' DEEP WITH NO UTILITIES CROSSING THROUGH OR UNDER IT

THE TREE PIT ON ALL VERTICAL SIDES AND BOTTOM WITH ROOT BARRIER FABRIC (MIRAFI 140N OR EQUAL). FABRIC SHALL BE CONTINUOUS ON ALL SIDES, OVERLAP JOINT ENDS A MIN OF 6 IN AND SEAM SEAMS PER MFR'S RECOMMENDATIONS. FILL PIT WITH CONSTRUCTED SOIL (SEE STANDARD DRAWING 338).

4" PEA GRAVEL DRAINAGE LAYER

ROOT BARRIER FABRIC

UTILITY CROSSING TYP

UNDISTURBED SOIL UNDER UTILITY CROSSING

TYP LONGITUDINAL SECTION

IN SIDEWALK
X = STALL NOT ACCESSIBLE IN CERTAIN LAYOUTS.

### Notes

1. See Section 3-5 of design and construction standards and specifications for further conditions and restrictions.
2. Aisle width may be required to be wider if multiple utility lines are located within the aisle corridor.
3. CS = Compact space, see Section 3-5 of the design and construction standards and specifications for details and restrictions. Each space shall be identified by painting "compact" on pavement.
4. AS = Accessible disabled space, per ADA. Requires a 3' access aisle, minimum adjoining an 8' parking space.
5. VS = Van accessible disabled space per ADA. Requires an 8' access aisle adjoining an 8' parking space, or a 5' access aisle adjoining an 11' parking space. Access aisle to be on passenger side for any angle parking other than 90 degree parking which allows for aisle being on either side of parking space.
1. 1/4" THICK STEEL CAP WELD TO 3" PIPE (GRIND SMOOTH).
2. FIVE ROWS HIGH INTENSITY PRISMATIC 1" WIDE REFLECTIVE TAPE (RED, YELLOW, RED, YELLOW & RED).
3. 1/2" DIA STEEL ROD HANDLE WELD TO 3" DIA STEEL PIPE.
4. PAINT BOLLARD FLUORESCENT “YELLOW-GREEN” ABOVE LOCKING TAB.
5. THREE ROWS HIGH INTENSITY PRISMATIC 1" WIDE REFLECTIVE TAPE (RED, YELLOW & RED).
6. 1/4" THICK LOCKING TAB WELD TO 3" DIA STEEL PIPE. PROVIDE 1/2" x 1-1/2" SLOT FOR DOUBLE LOCK BAR, ROUND CORNERS 1/2" RADIUS.
7. 5" DIA x 1/4" THICK COLLAR WELD TO 3" STEEL PIPE.
8. 3" NOMINAL PIPE SIZE (3-1/2"OUTER DIA).
9. CUT AND REMOVE 3" x 1/2" SLOT IN 1/4" STEEL CAP FOR LOCK TAB.
10. 3" DIA SCH 40 PIPE WELD TO STEEL CAP.
11. PROVIDE WITH 2' W x FULL DEPTH SLOT IN 3" DIA x 2" STEEL PIPE AND WELD TO UNDERSIDE OF CAP.
**NOTES**

1. DIMENSIONS PER PLANS. RECOMMENDED: 10’ TO 30’ BACK OF SIDEWALK OR ROADWAY EDGE. 5’ TO 10’ FROM BRIDGE.
2. 5’-2” CLEAR BETWEEN BOLLARDS TYP ± 2”.
3. 4” WIDE WHITE EDGE LINE TO BE ADDED IF SIDE BOLLARDS ARE WITHIN TRAIL PAVEMENT OR ARE WITHIN 4” FROM THE EDGE OF PAVEMENT.

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**TYPE 2 BOLLARD ELEVATION**

**NOTES**

1. ALL PIPE SECTIONS SHALL BE CONSTRUCTED OF SCHEDULE 40 STEEL PIPE.
2. ALL CUTS OR HOLES TO BE SHOP DRILLED OR CUT AND GROUND SMOOTH WITH NO REMAINING SHARP EDGES.
3. ALL STEEL COMPONENTS TO BE HOT DIPPED GALVANIZED AFTER FABRICATION.
4. FLORESCENT YELLOW-GREEN TO MATCH PANTONE COLOR 382C (SHERWIN-WILLIAMS 39121031)
1. THE INTENT OF THIS DESIGN IS TO FACILITATE THE COMPACTION OF HOT MIX ASPHALT PAVEMENT ADJACENT TO A DRAINAGE STRUCTURE.

2. THE CENTERLINE OF THE DRAINAGE STRUCTURE MAY DIFFER FROM THE CENTERLINE OF THE FRAME AND GRATE.

NOTES

THE CONTENT OF THIS DESIGN IS TO FACILITATE THE COMPACTION OF HOT MIX ASPHALT PAVEMENT ADJACENT TO A DRAINAGE STRUCTURE.

THE CENTERLINE OF THE DRAINAGE STRUCTURE MAY DIFFER FROM THE CENTERLINE OF THE FRAME AND GRATE.