

WOODLAND TRANSPORTATION STANDARDS
SHEET INDEX

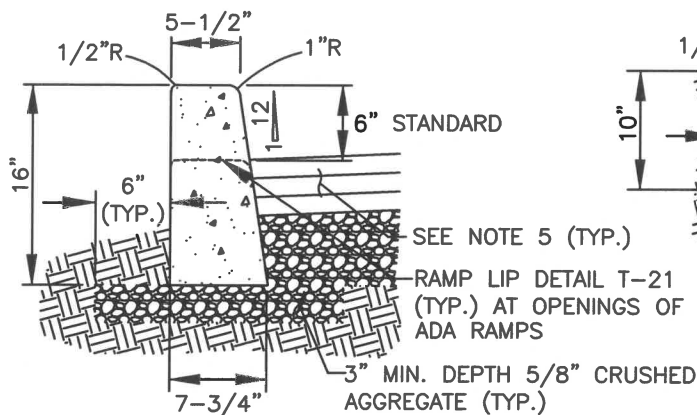
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TRANSPORTATION STANDARDS – SHEET INDEX

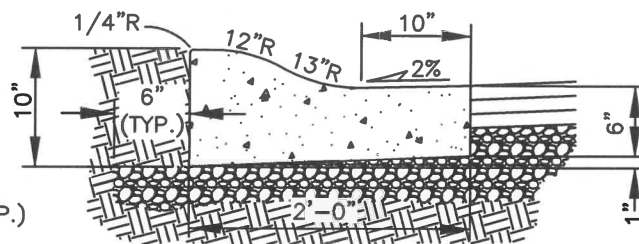


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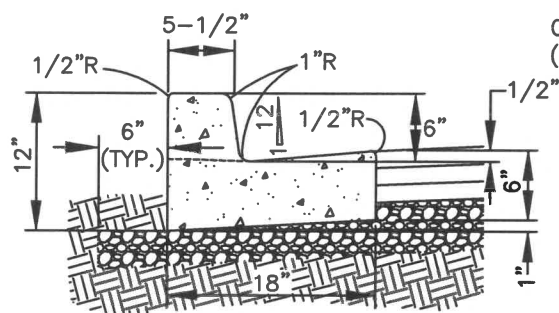


TYPE E-1 CURB

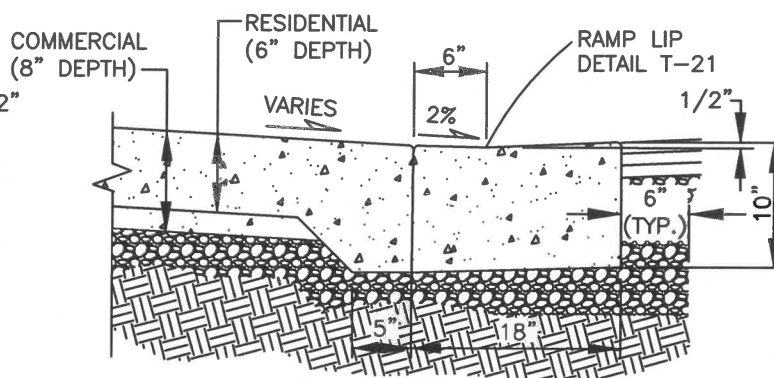


ROLLED CURB AND GUTTER

USE OF ROLLED CURB AND GUTTER PERMITTED ONLY WHEN APPROVED BY PUBLIC WORKS DIRECTOR.



TYPE A-1 CURB AND GUTTER




TYPE A-1 CURB AND GUTTER AT DRIVEWAY DROP

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3-1/2" SLUMP (MAX.).
2. CURBS ADJACENT TO PAVEMENT OR SIDEWALK SHALL HAVE CONSTRUCTION JOINTS TO MATCH EXISTING PATTERNS. 3/8" EXPANSION JOINTS SHALL BE PLACED ON BOTH SIDES OF CATCH BASINS, AT TOPS OF DRIVEWAYS, ALL CHANGES IN DIRECTION, AND AS DIRECTED BY THE INSPECTOR. CONTRACTION JOINTS TO BE PLACED AT 15' MAXIMUM SPACING.
3. FOR CURB DROPS AT ADA RAMPS, SEE RAMP LIP DETAIL T-21.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% MAXIMUM DRY DENSITY (3" MIN. DEPTH).
5. SEE PAVEMENT RESTORATION/WIDENING AT CURBS DETAIL T-30.
6. CURB TO BE MEDIUM BROOM FINISHED, PARALLEL TO GUTTER LINE.
7. WHERE MATCHING EXISTING CURBS, ALL EXISTING EDGES SHALL BE SAWCUT.
8. WHEN ATTACHED SIDEWALKS ARE USED WITH ROLLED CURB AND GUTTER, THICKENED SIDEWALKS (6" MIN.) SHALL BE CONSTRUCTED UNDER THE SAME CONSTRUCTION CONTRACT.

CONCRETE CURBS

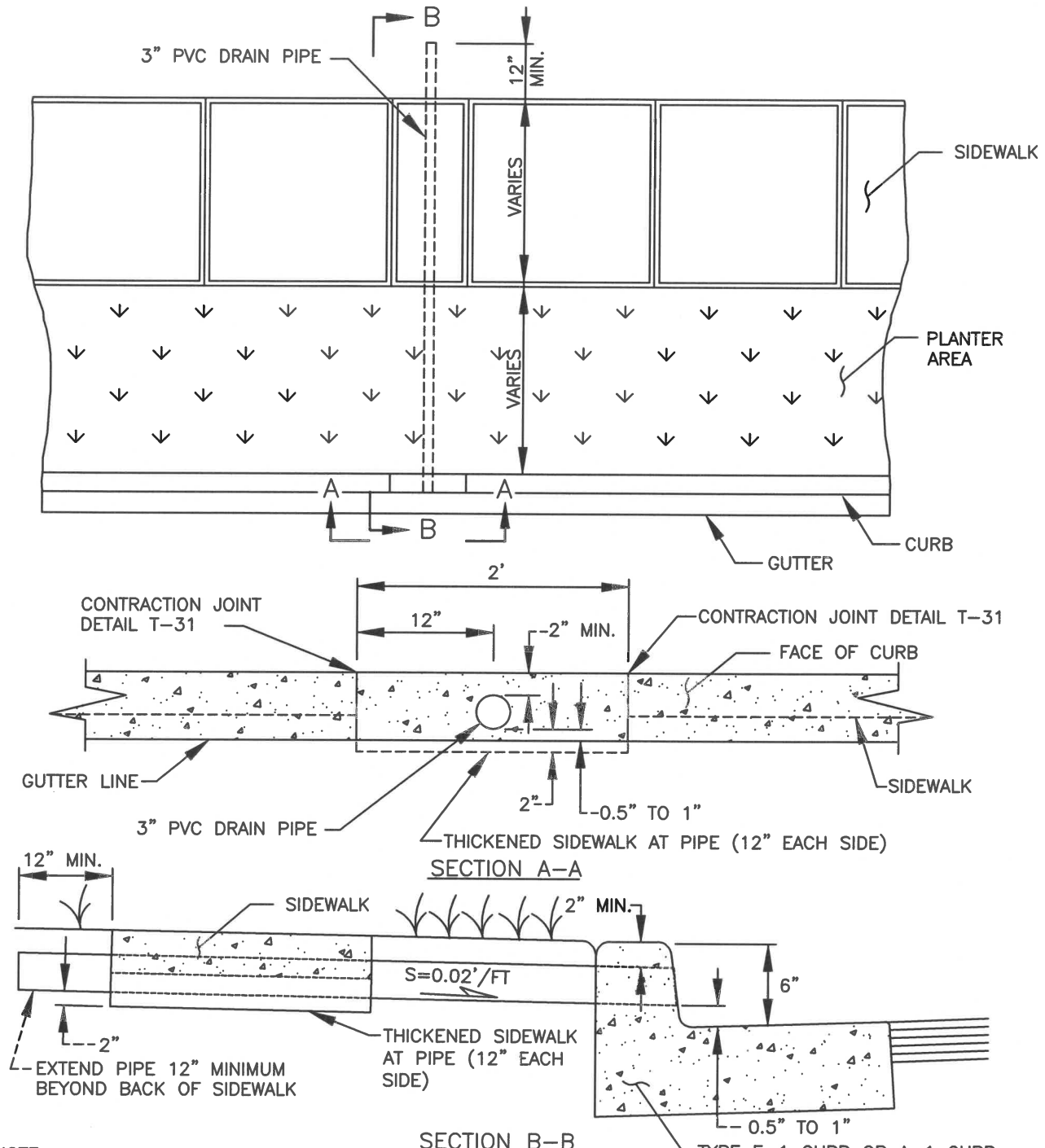


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NOTE:

1. WHEN CURB DRAINS ARE USED, DRAINAGE FACILITIES MUST BE SIZED FOR BOTH QUANTITY AND QUALITY STORM WATER TREATMENT.
2. DETACHED SIDEWALK SHOWN. ATTACHED SIDEWALK SIMILAR.
3. FINISH PIPE END FLUSH WITH FACE OF CURB.
4. GROUT ANY VOIDS IN CONCRETE SURROUNDING PIPE.
5. SHOW LOCATION ON PLAN TO AVOID CONFLICTS WITH STREET LIGHTS, WATER METERS AND OTHER UTILITIES.
6. CURB DRAINS NOT ALLOWED IN ROLLED CURBS.

CURB DRAIN

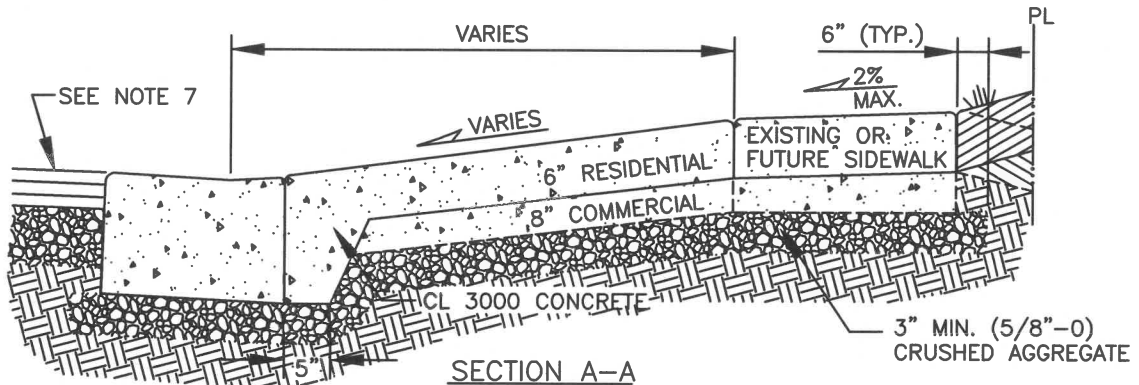
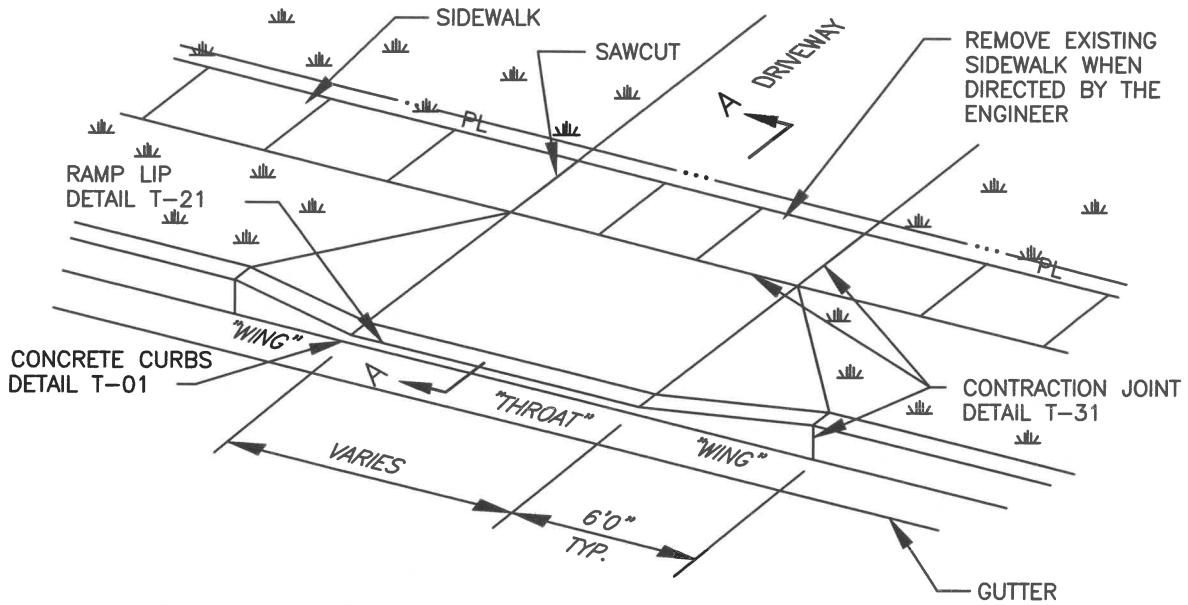


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NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. TO BE USED WHERE CURB AND SIDEWALK ARE SEPARATED BY A PLANTER STRIP.
3. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6x6 - W2.9xW2.9 WWF, MIN.), 1 1/2" COVER FROM BOTTOM OF SLAB. RESIDENTIAL DRIVEWAYS REQUIRE 6" CONCRETE.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
5. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
6. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY. HORIZONTAL CUTTING OF EXISTING CONCRETE ALLOWED SUBJECT TO PUBLIC WORKS DIRECTOR APPROVAL.
7. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.
8. ALL EXISTING EDGES SHALL BE SAWCUT.
9. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
10. 3' WING MIN. FOR RESIDENTIAL STREET.
11. 45° ANGLE FOR WINGS ON ARTERIAL STREETS.
12. NO WATER METERS IN DRIVEWAY APPROACH OR WING.

DRIVEWAY WITH DETACHED SIDEWALK

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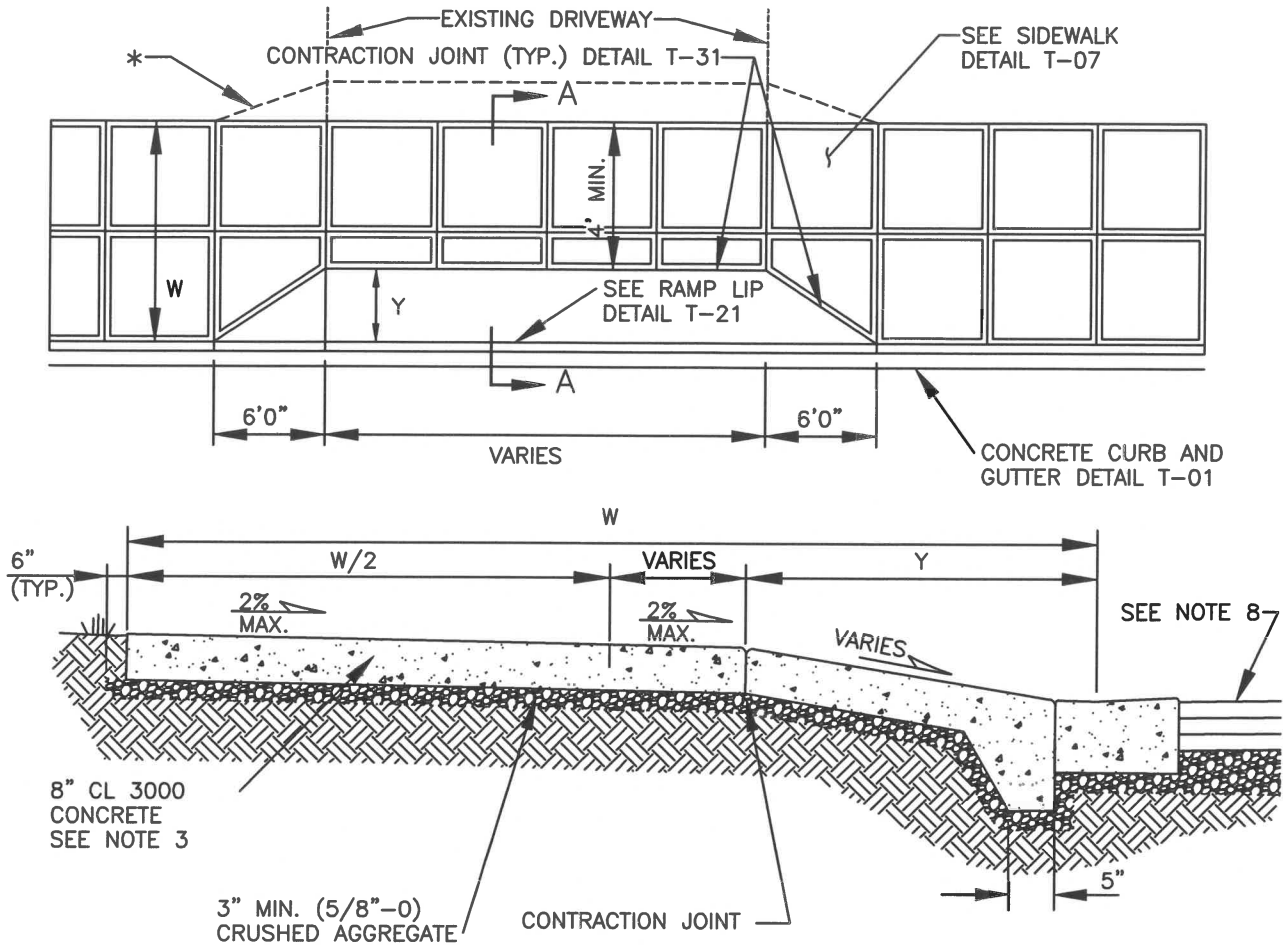
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NOTES:

SECTION A-A

1. IF W IS LESS THAN 8' IN WIDTH, THEN Y=2' (IF W<6', THEN PUSH OUT SIDEWALK BEHIND DRIVEWAY TO MAINTAIN 4' MIN. PATH*).
IF W IS MORE THAN 8' AND LESS THAN 12' IN WIDTH, THEN Y=W/2
IF W IS GREATER THAN OR EQUAL TO 12' IN WIDTH, THEN Y=4'
2. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3½" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
3. REINFORCING STEEL REQUIRED (6x6 - W2.9xW2.9 WWF, MIN.), MIN. 1½" COVER FROM BOTTOM OF SLAB.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
5. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED BY THE PUBLIC WORKS DEPARTMENT. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
6. PARALLEL JOINTS SHALL BE SEPARATED BY A MINIMUM OF 2'.
7. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.
8. ALL EXISTING EDGES SHALL BE SAWCUT.
9. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
10. NO WATER METERS IN DRIVEWAY APPROACH OR WINGS.

DRIVEWAY WITH ATTACHED SIDEWALK – OPTION A

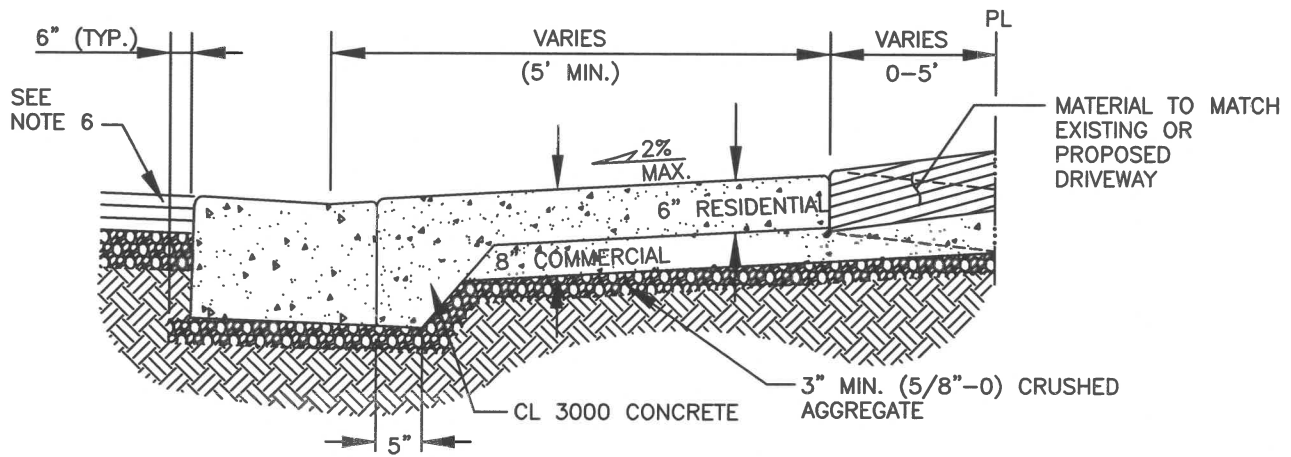
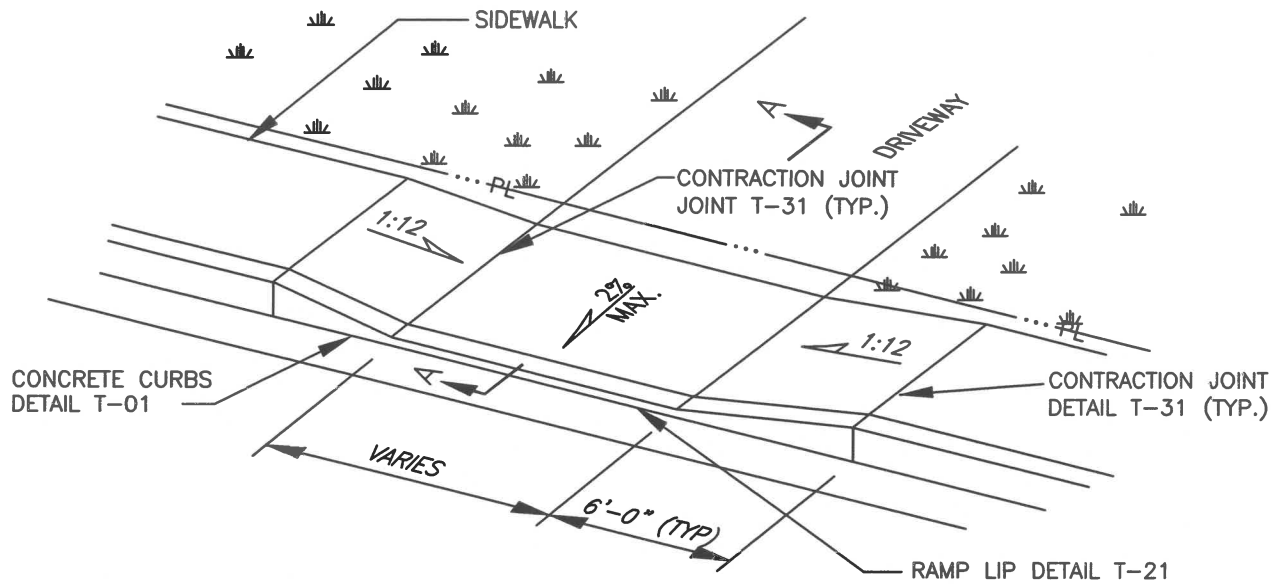


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NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. COMMERCIAL DRIVEWAYS REQUIRE REINFORCING STEEL (6x6 - W2.9xW2.9 WWF, MIN.), MIN. 1 1/2" COVER FROM BOTTOM OF SLAB.
3. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
5. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
6. SEE PAVEMENT RESTORATION/WIDENING AT CURBS DETAIL T-30 WHEN CUTTING EXISTING CURB.
7. ALL EXISTING EDGES SHALL BE SAWCUT.
8. SET ALL POLES AND SIGNS BEHIND SIDEWALK.
9. NO WATER METERS IN DRIVEWAY APPROACH OR WINGS.

DRIVEWAY WITH ATTACHED SIDEWALK - OPTION B



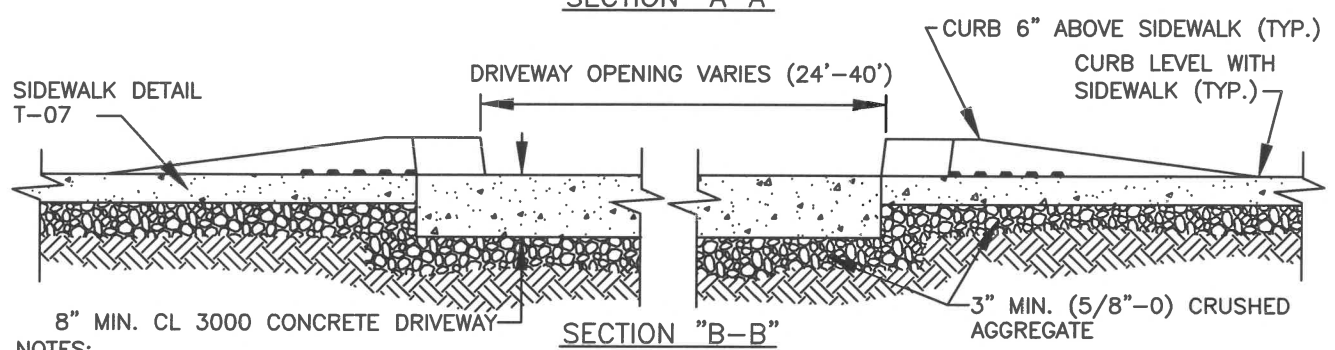
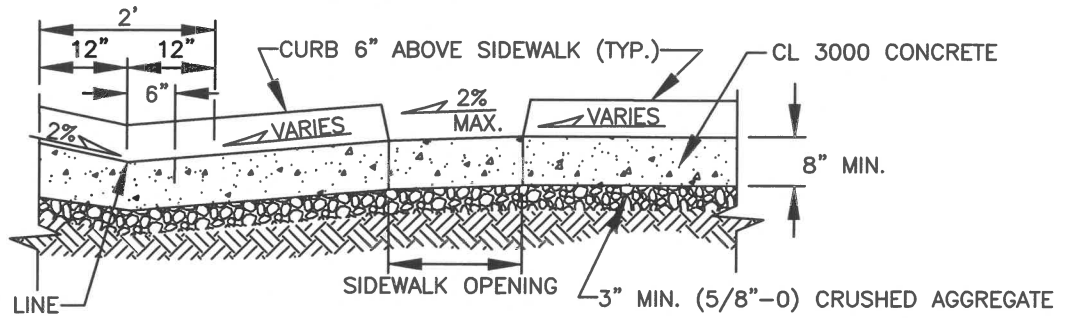
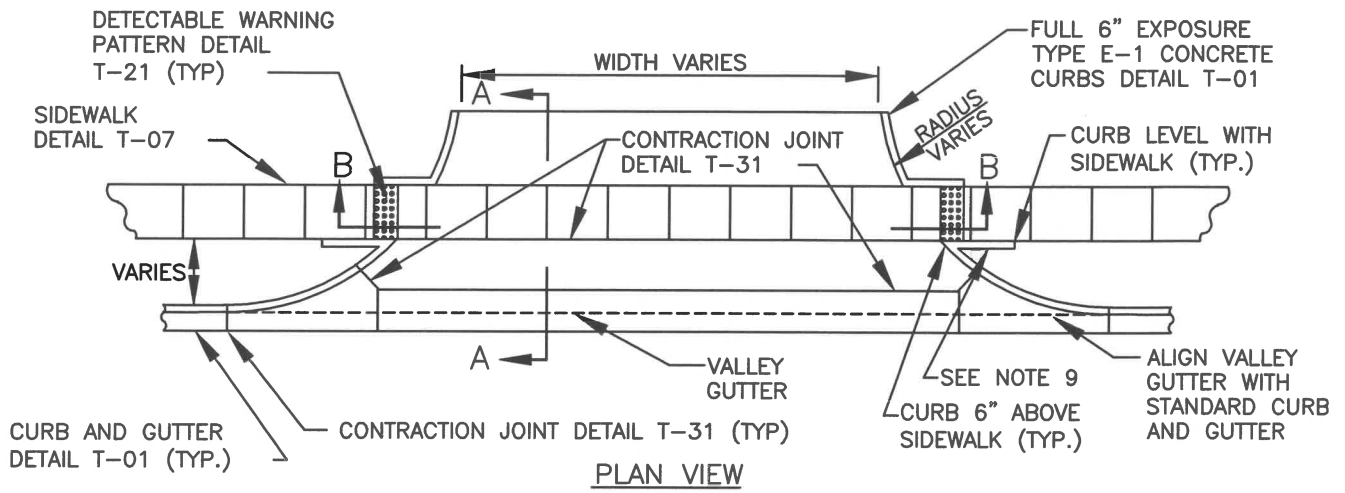
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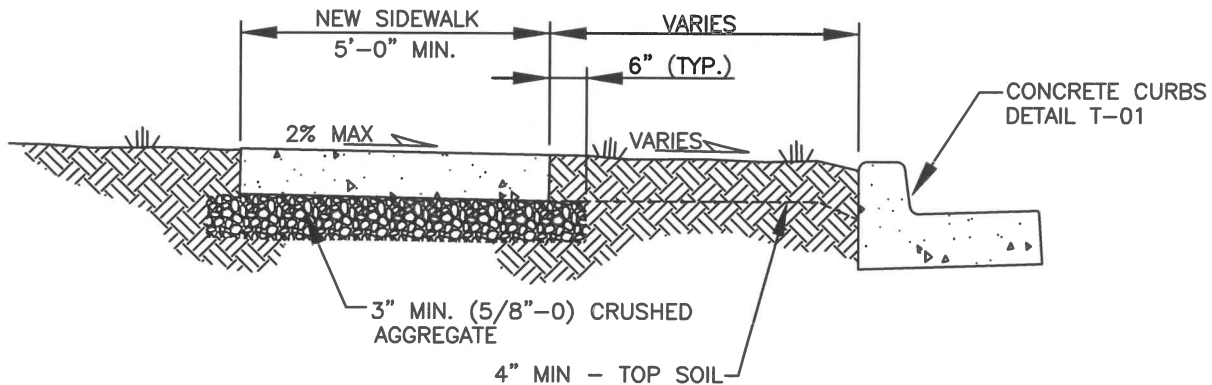
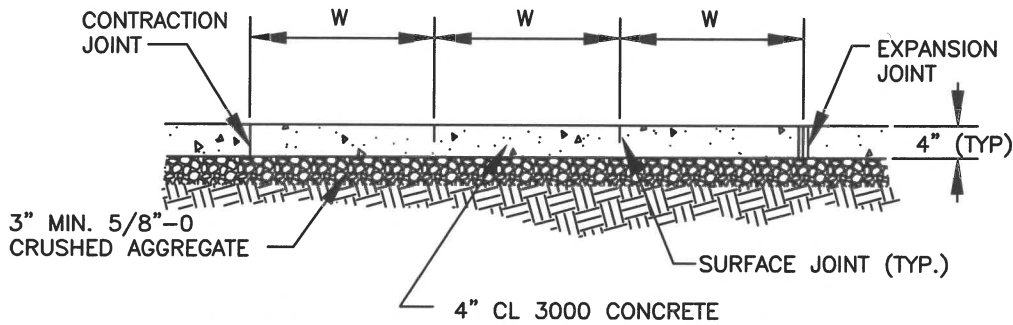
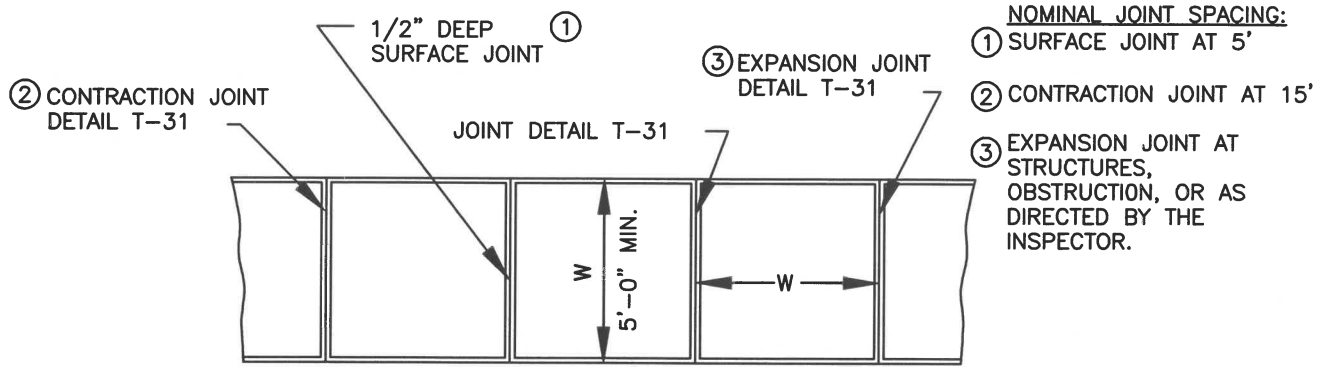
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- NOTES:**
1. CONCRETE SHALL BE 3000 PSI MIN., (CL 3000) 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
 2. DRIVEWAY SHALL BE CONSTRUCTED WITH REINFORCING STEEL (6x6 - W2.9xW2.9 WWF, MIN.), MIN. 1 1/2" COVER FROM BOTTOM OF SLAB.
 3. COMPACT SUBGRADE TO 95% OF MAXIMUM DRY DENSITY.
 4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. CONTROL JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
 5. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.
 6. ALL EXISTING EDGES SHALL BE SAWCUT.
 7. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
 8. MAXIMUM 2% CROSS SLOPE ACROSS PEDESTRIAN CROSSING.
 9. TRANSITION CURB FROM FULL 6" EXPOSURE TO 0" OVER THE FIRST 6' FROM CORNER.
 10. NO WATER METERS IN DRIVEWAY APPROACH OR ADA RAMP AREA.

MAJOR COMMERCIAL DRIVEWAY					T-06
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NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3 1/2" SLUMP (MAX.).
2. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN.).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. MATCH EXISTING BORDER.
5. SEE CONCRETE JOINTS DETAIL T-31 FOR SURFACE, CONTRACTION, AND EXPANSION JOINTS.
6. ALL EXISTING EDGES SHALL BE SAWCUT.
7. CROSS SLOPE OF PLANTER STRIP SHALL BE 2% (TYP.) AND 4:1 (MAX.).

SIDEWALK DETAIL



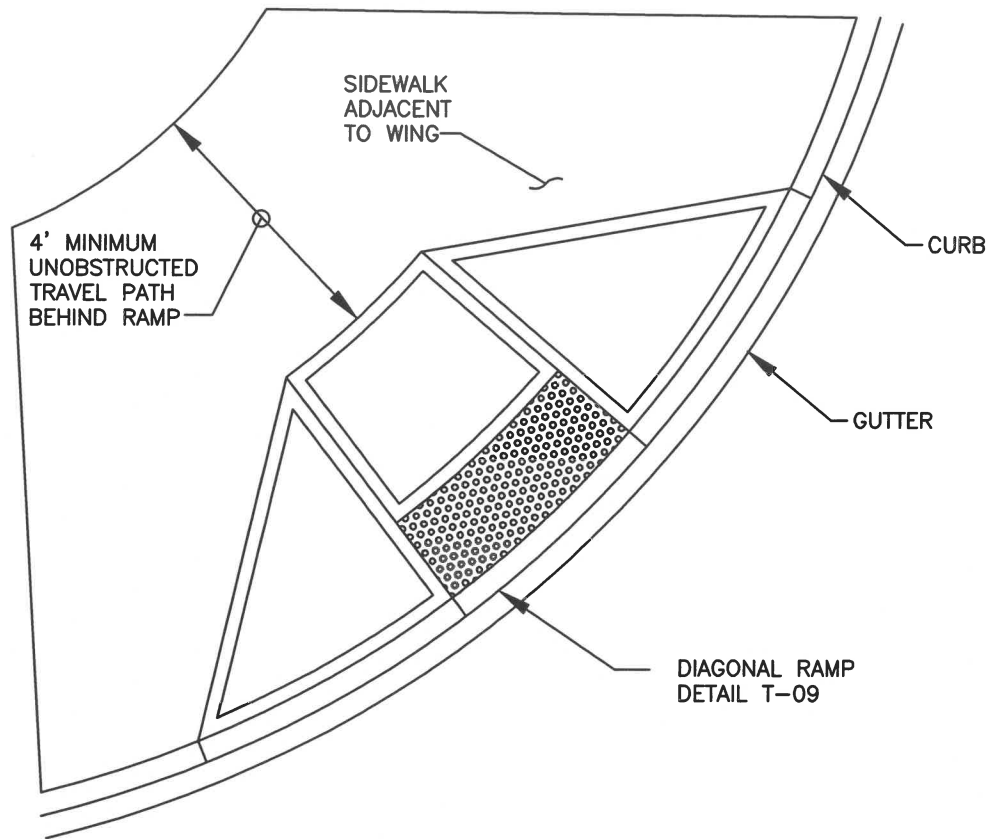
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NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. RAMP WING MAY BE REPLACED WITH TYPE E-1 CURB SIMILAR TO CURB RAMP DETAIL T-01 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
4. SURROUNDING SIDEWALK CROSS SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.
5. IF A SINGLE DIAGONAL CURB RAMP IS PERMITTED, 48" MIN. CLEAR SPACE SHALL BE PROVIDED FOR MANEUVERING ROOM IN CROSSWALK.

SINGLE DIAGONAL RAMP PLACEMENT

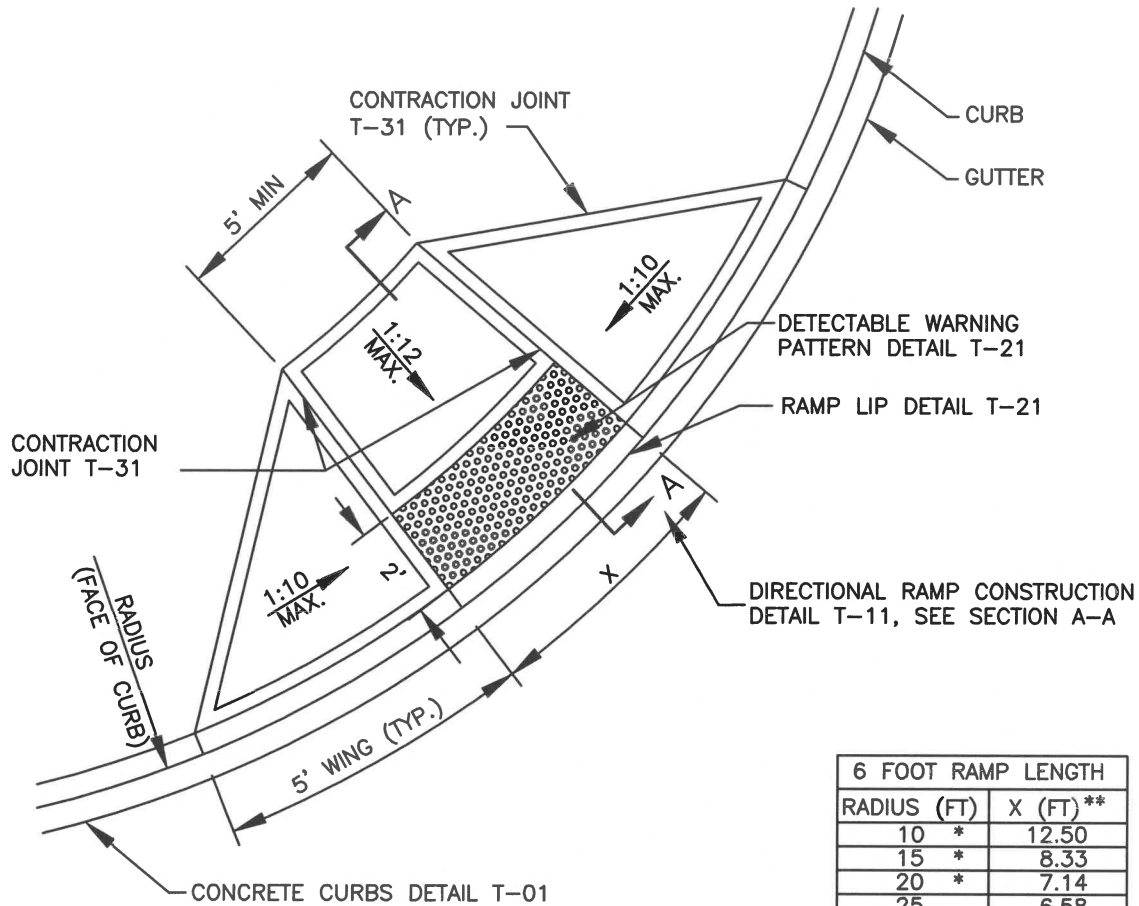


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* DOUBLE ATTACHED RAMPS NOT ALLOWED
 ** ASSUMED 5' TOP OF RAMP WIDTH

NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
2. RAMP MAY BE USED MID-BLOCK OR ON INTERSECTION RADII.
3. RAMP TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK.
4. RAMP WINGS MAY BE REPLACED WITH TYPE E-1 CURB SIMILAR TO CURB RAMP DETAIL T-01 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
5. SEE STANDARD LANDING CROSS SECTIONS - SEE SECTION A-A DETAIL T-19.
6. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
7. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, A DIAGONAL RAMP IS NOT ALLOWED. A DIFFERENT TYPE OF RAMP MUST BE USED.

DIAGONAL RAMP CONSTRUCTION



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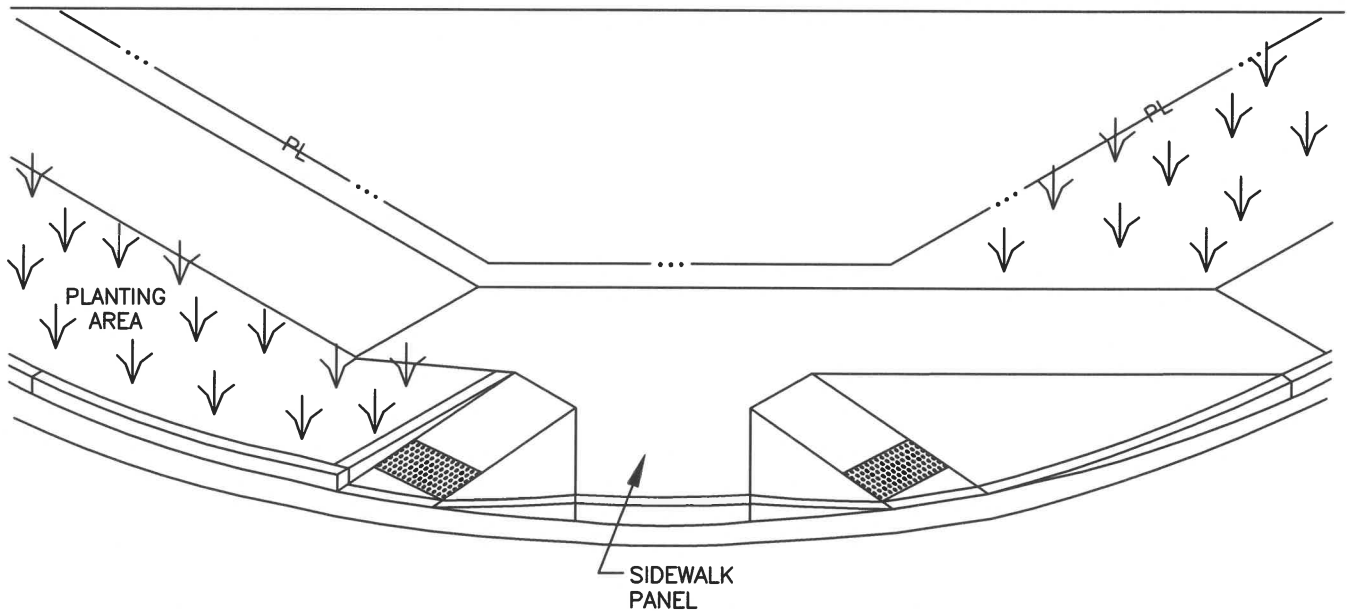
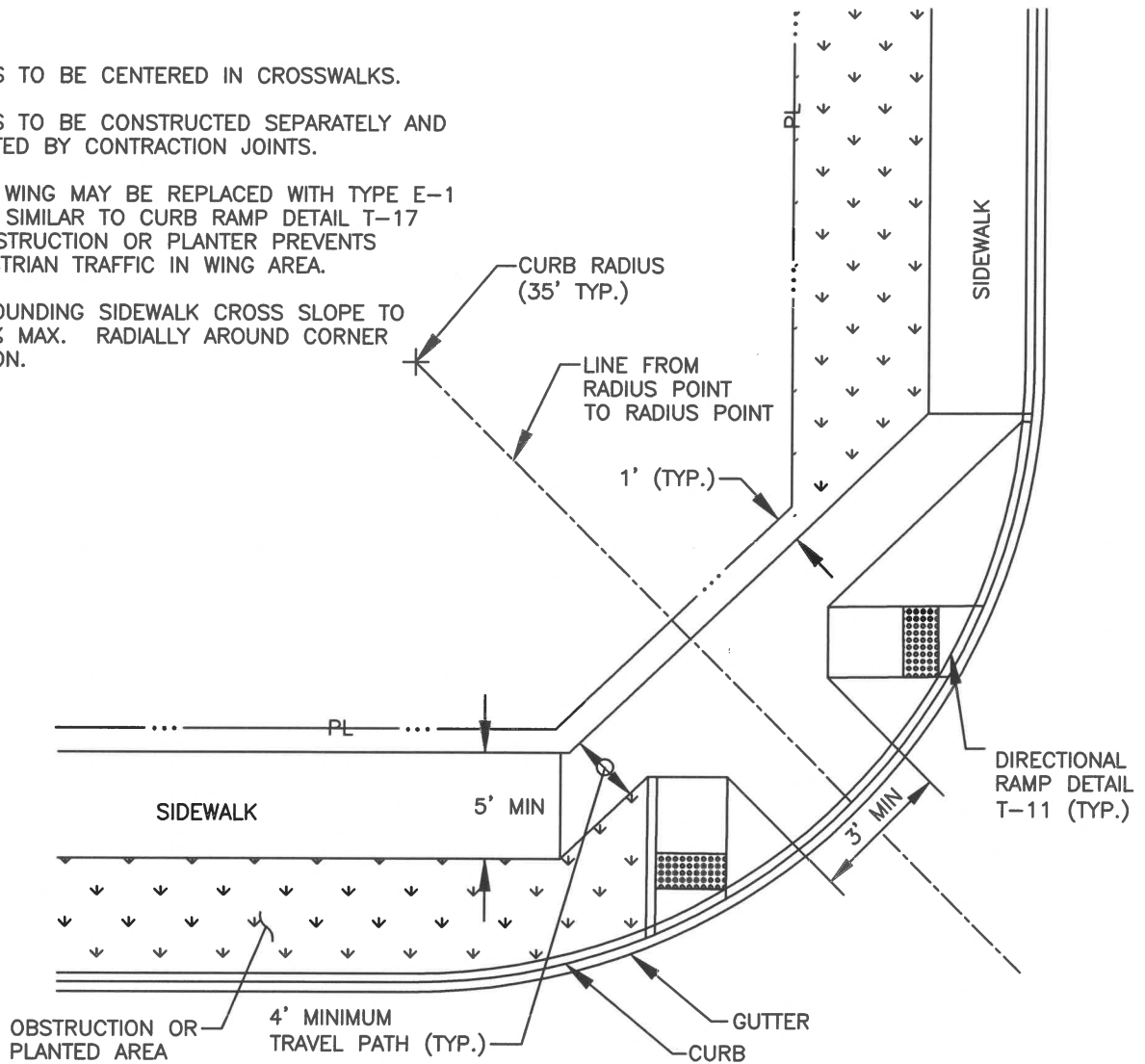
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NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY AND ISOLATED BY CONTRACTION JOINTS.
3. RAMP WING MAY BE REPLACED WITH TYPE E-1 CURB SIMILAR TO CURB RAMP DETAIL T-17 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
4. SURROUNDING SIDEWALK CROSS SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.



DOUBLE DIRECTIONAL RAMP PLACEMENT

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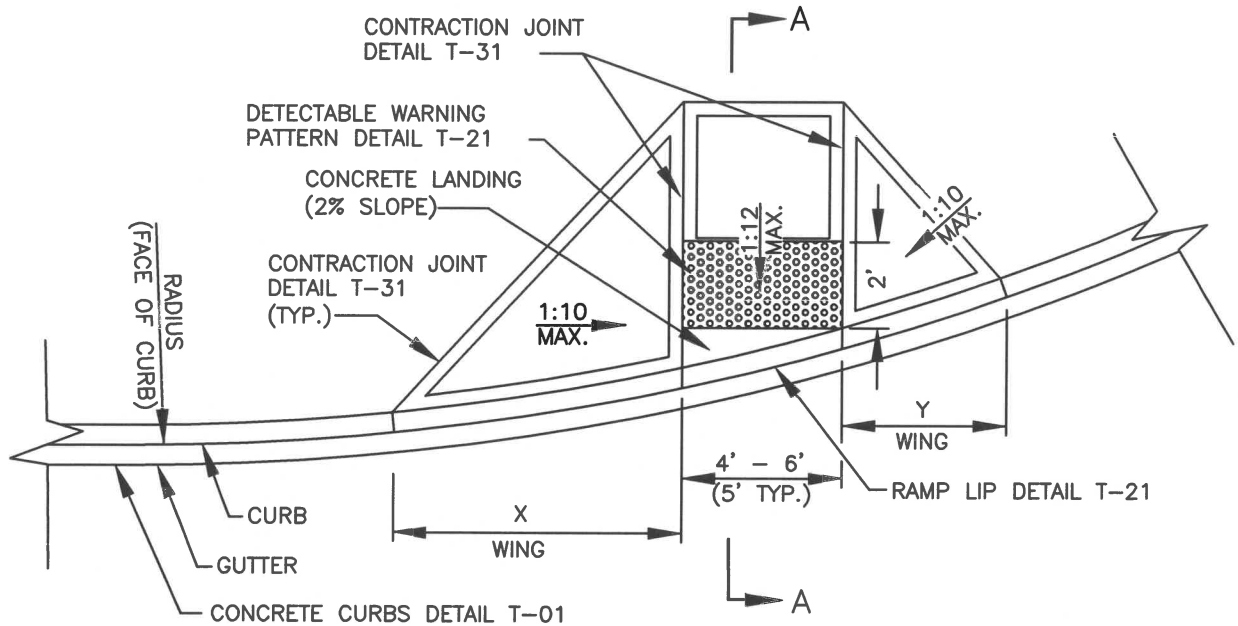
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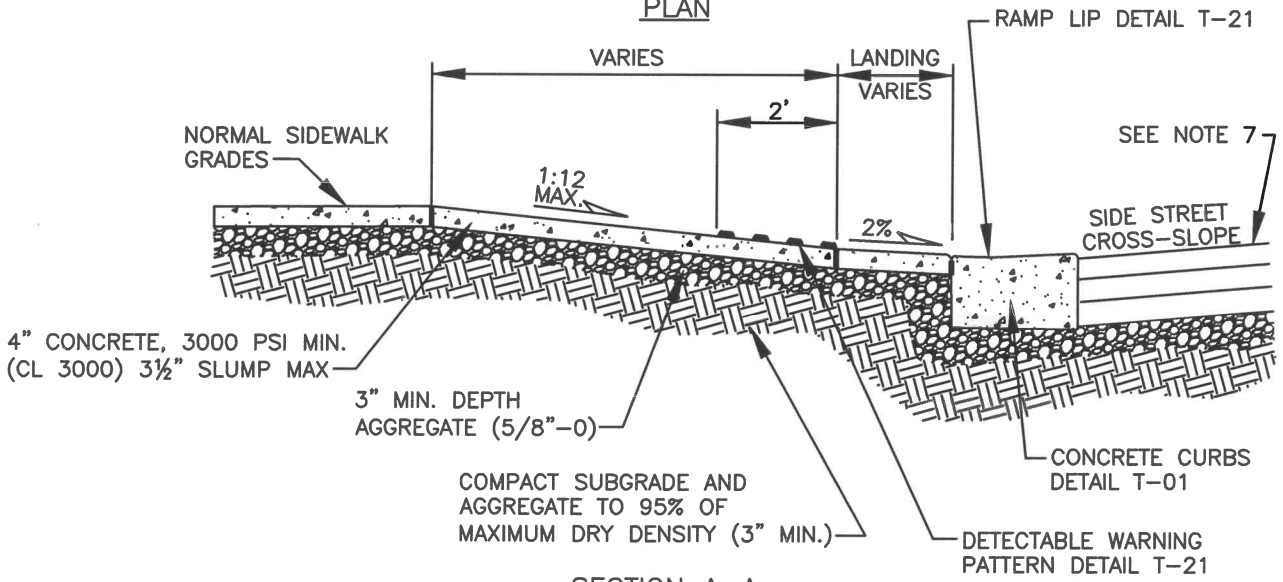
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PLAN



SECTION A-A

NOTES:

1. DIMENSIONS X & Y VARY DEPENDING UPON RADIUS AND PLACEMENT OF RAMP TO MAINTAIN 1:10 MAXIMUM SLOPE.
2. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMP TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. RAMP WING MAY BE REPLACED WITH TYPE E-1 CURB T-01 SIMILAR TO CURB RAMP DETAIL T-29 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
6. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.
7. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.

DIRECTIONAL RAMP CONSTRUCTION



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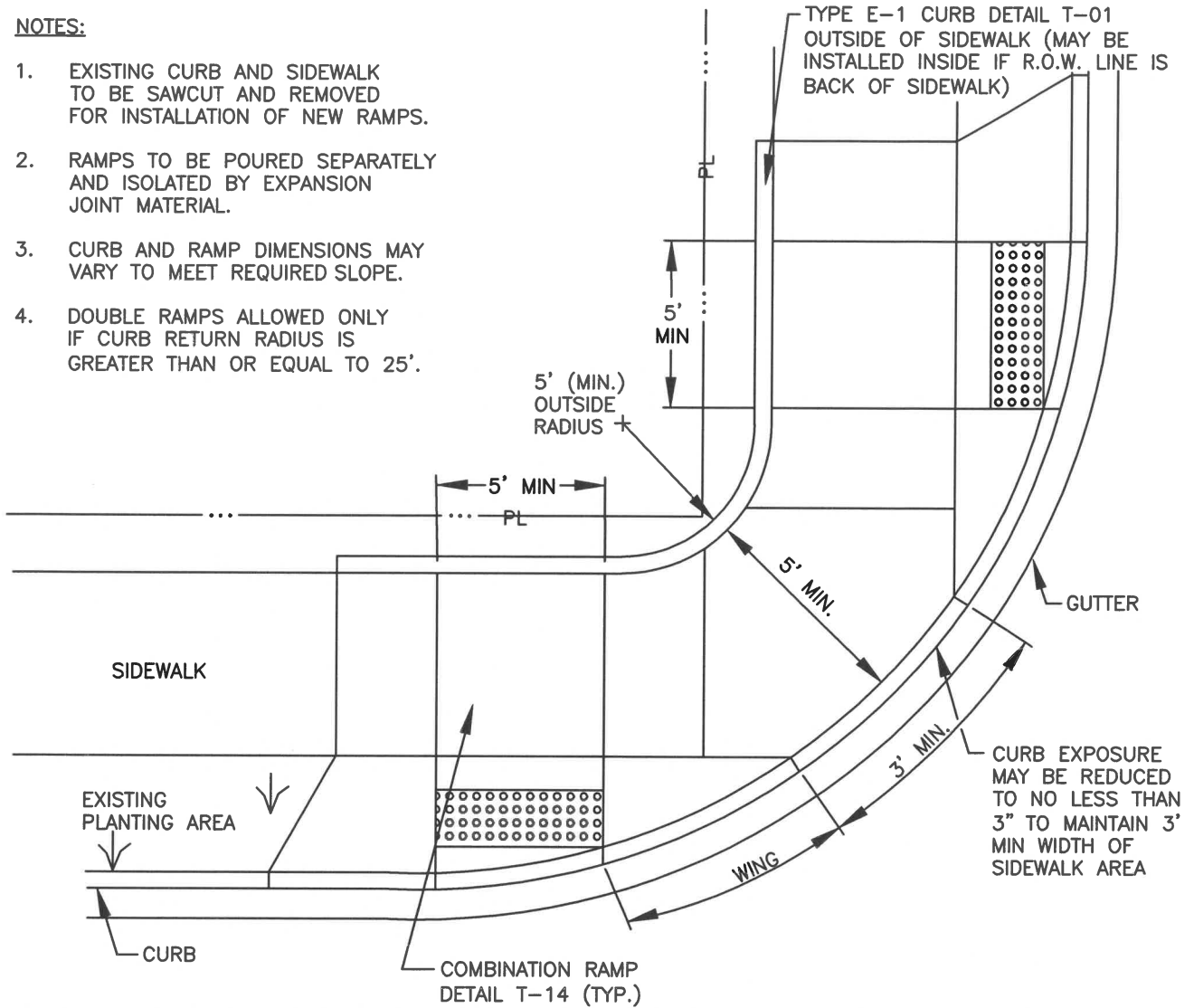
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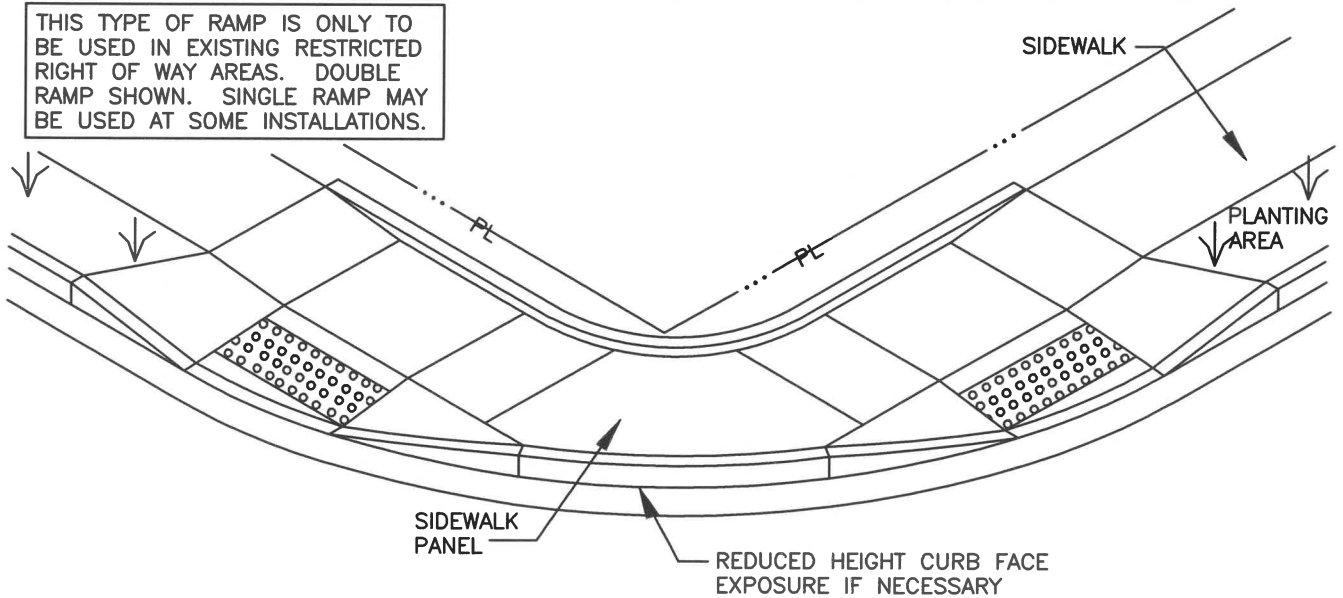
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NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. CURB AND RAMP DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF CURB RETURN RADIUS IS GREATER THAN OR EQUAL TO 25'.



THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY AREAS. DOUBLE RAMP SHOWN. SINGLE RAMP MAY BE USED AT SOME INSTALLATIONS.



DOUBLE COMBINATION RAMP PLACEMENT - A

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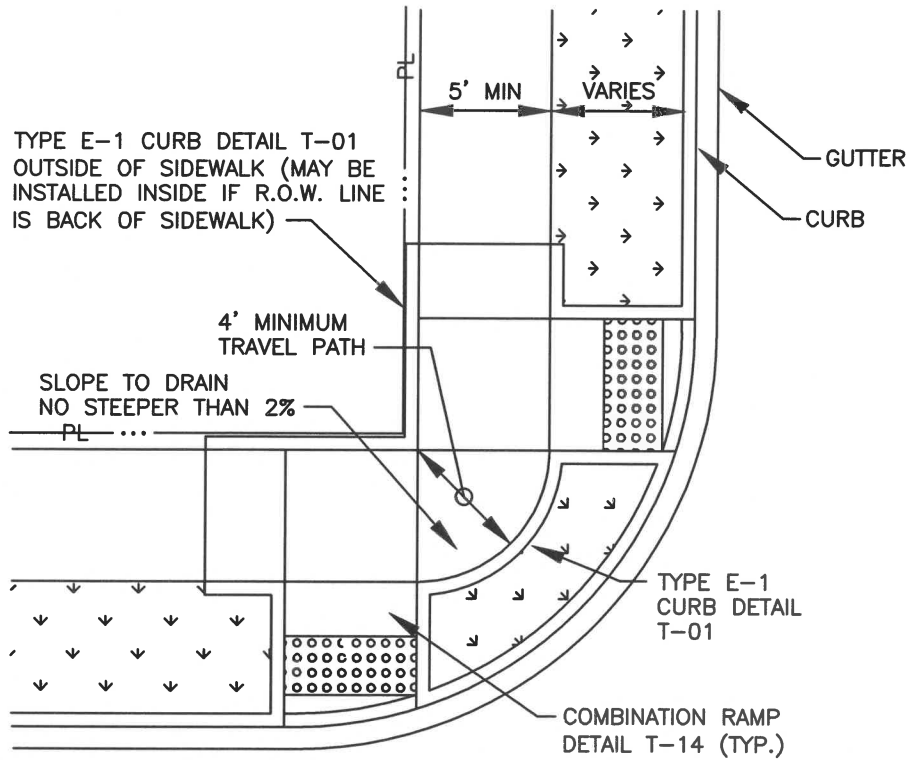
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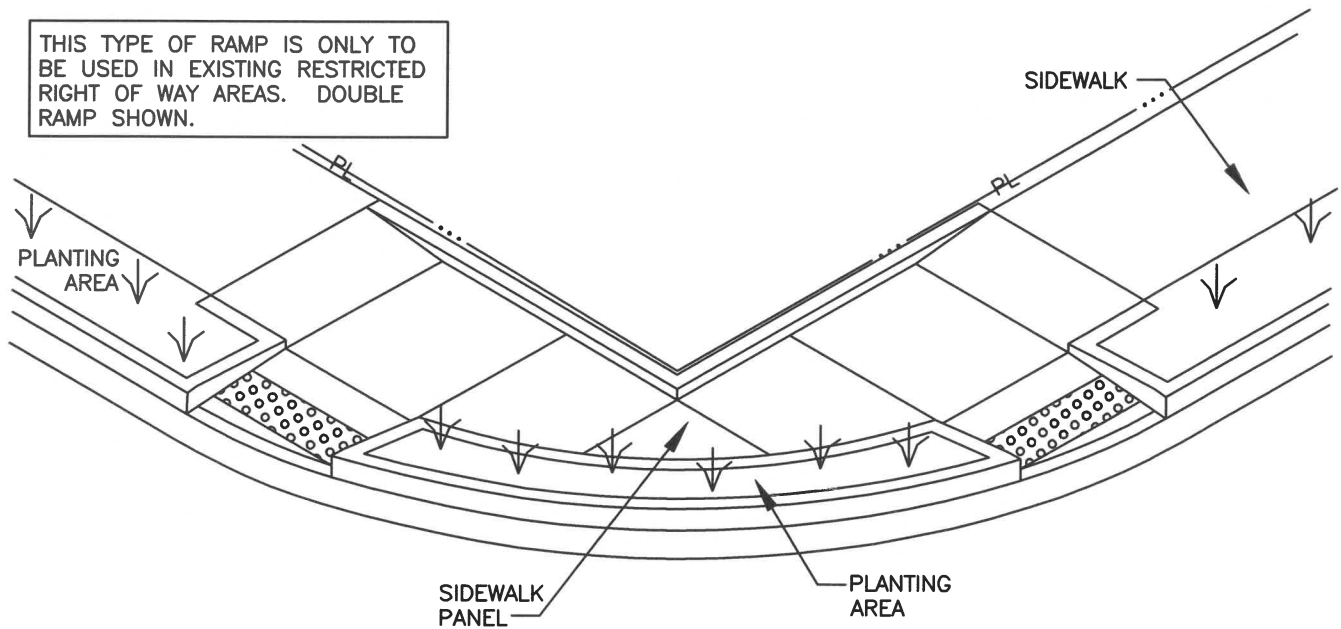
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NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY.



DOUBLE COMBINATION RAMP PLACEMENT – B

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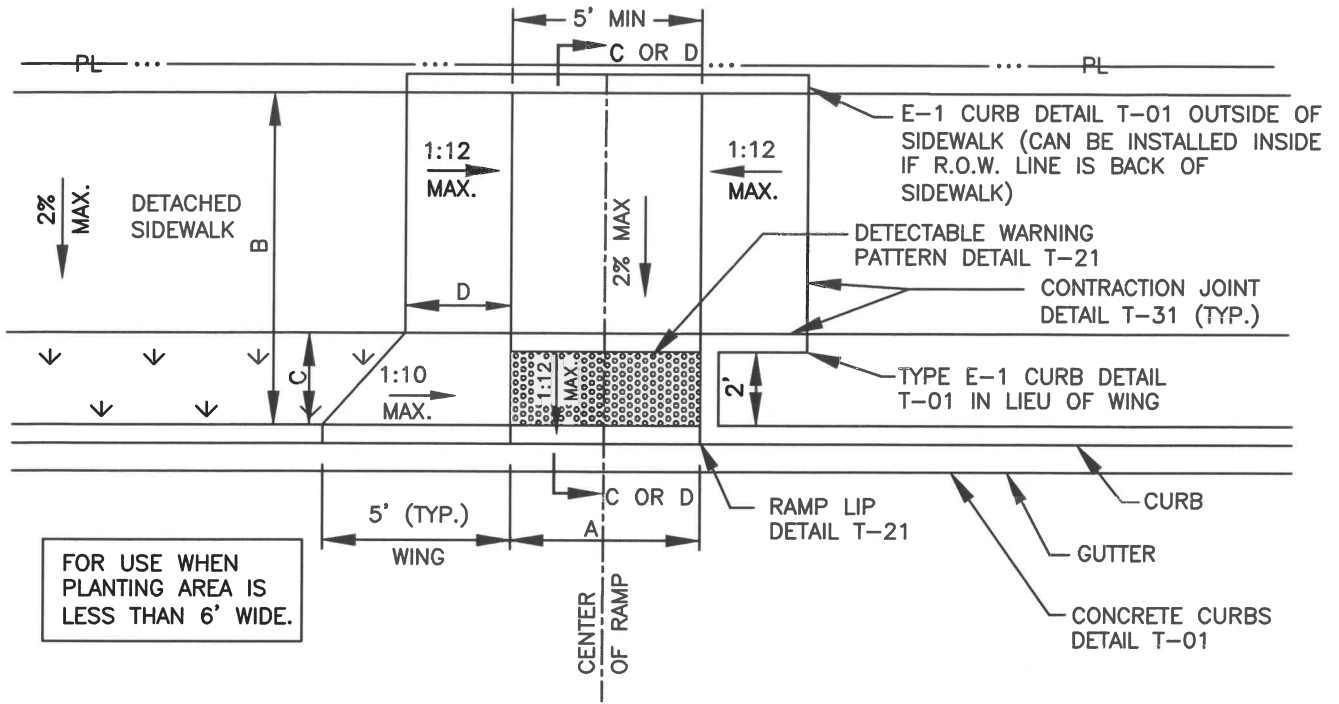
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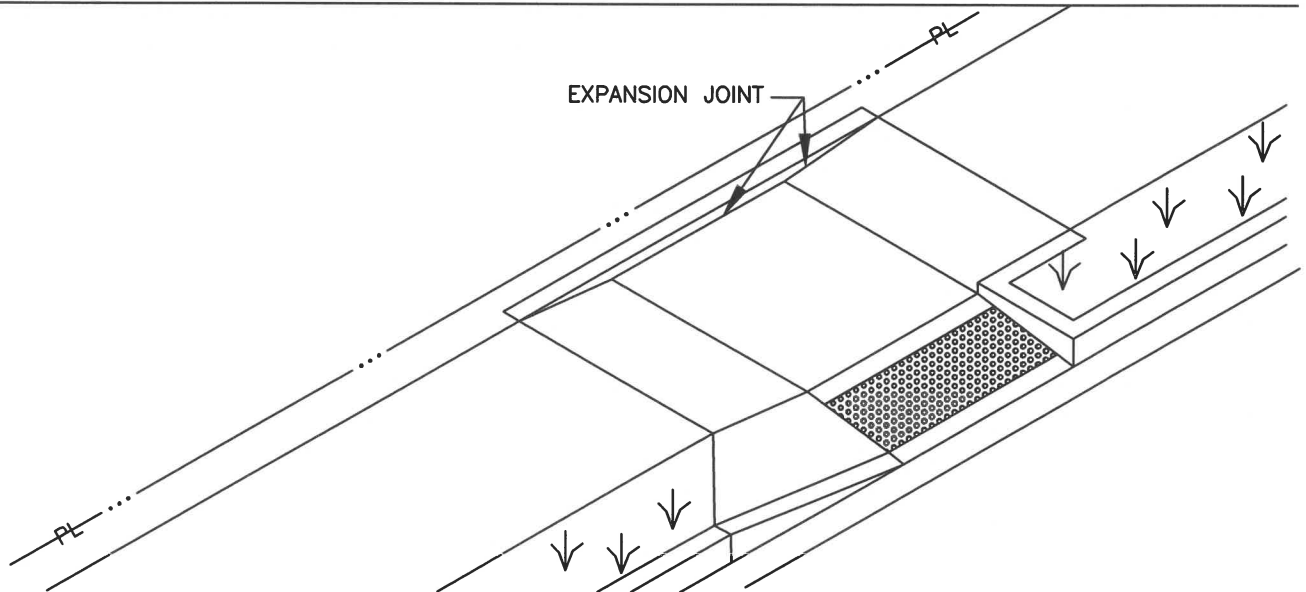
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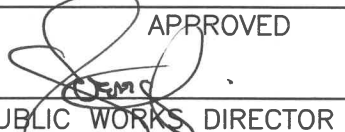
NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
2. RAMP MAY BE USED MID BLOCK OR ON INTERSECTION RADIUS.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
6. DIMENSION 'C' VARIES.
7. DIMENSION 'A' VARIES DEPENDING UPON RAMP WIDTH, 5' MIN.
8. DIMENSION 'D' VARIES DEPENDING UPON THE SLOPE OF THE SIDEWALK, 2' MIN TO 15' MAX.
9. SEE STANDARD LANDING CROSS SECTIONS DETAIL T-20 FOR SECTIONS C-C AND D-D.



COMBINATION RAMP CONSTRUCTION



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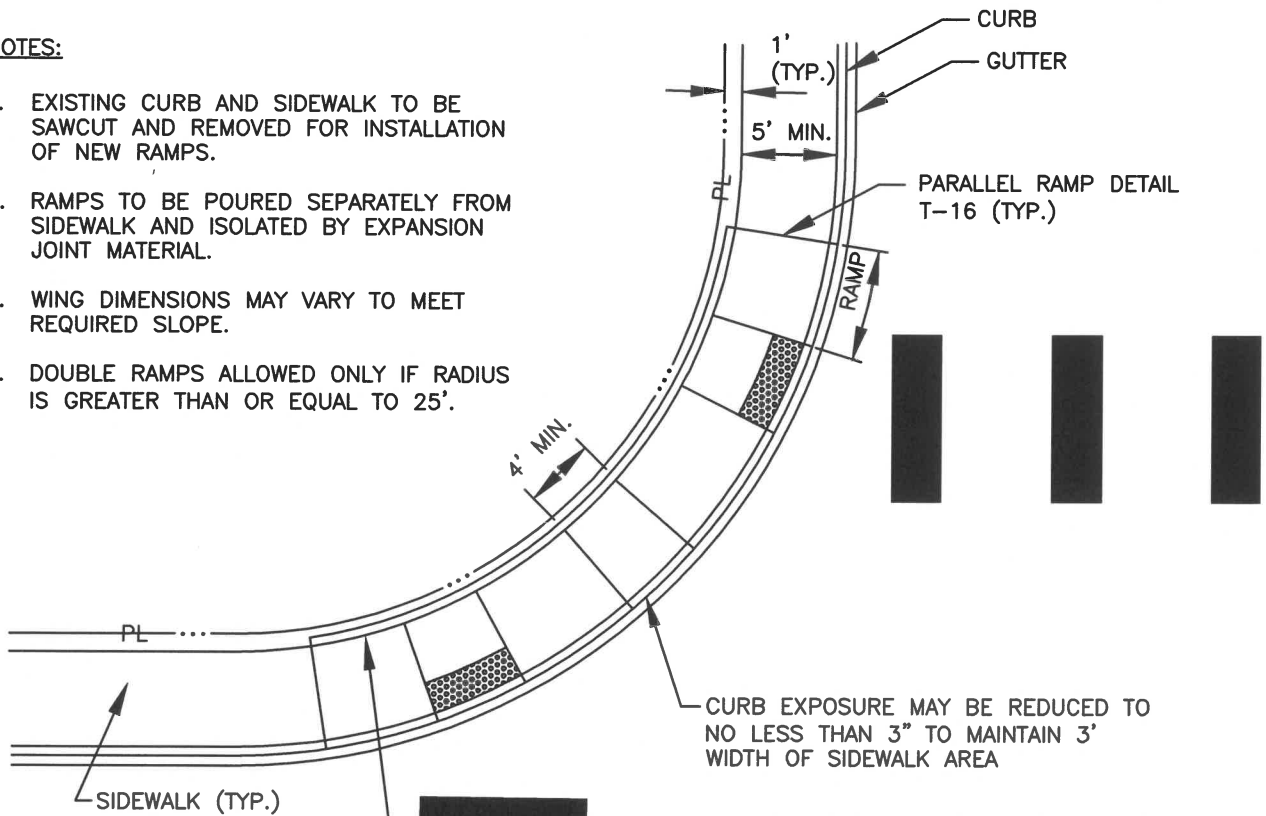
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NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF RADIUS IS GREATER THAN OR EQUAL TO 25'.

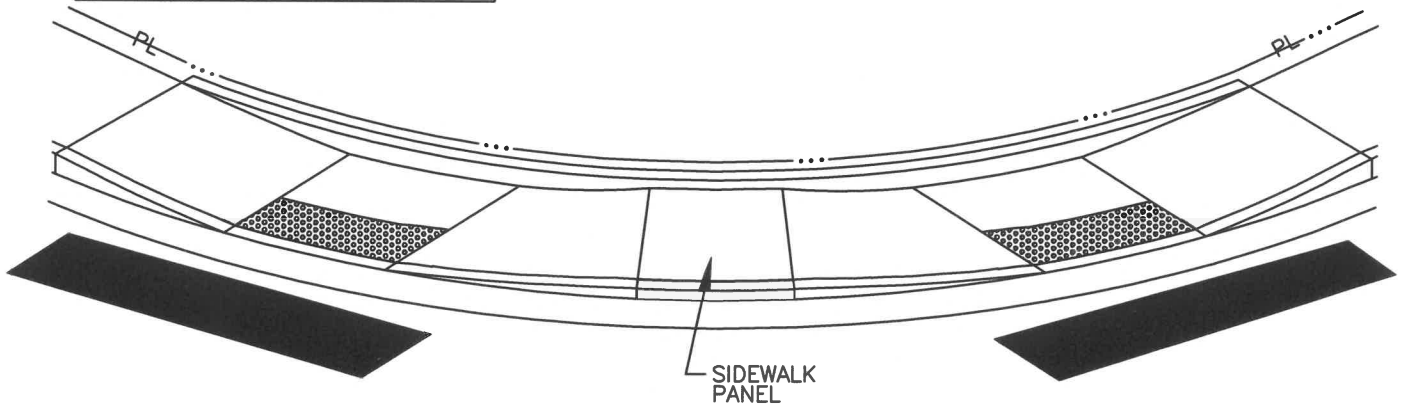


CURB EXPOSURE MAY BE REDUCED TO NO LESS THAN 3" TO MAINTAIN 3' WIDTH OF SIDEWALK AREA

TYPE E-1 CURB DETAIL T-01 OUTSIDE OF SIDEWALK (MAY BE INSTALLED INSIDE IF R.O.W. LINE IS BACK OF SIDEWALK)

IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.

THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY AREAS, DOUBLE RAMP SHOWN. SINGLE RAMP MAY BE USED AT SOME INSTALLATIONS.



DOUBLE PARALLEL RAMP REPLACEMENT

APPROVED

[Signature]
PUBLIC WORKS DIRECTOR

2/10/02
DATE

REVISIONS

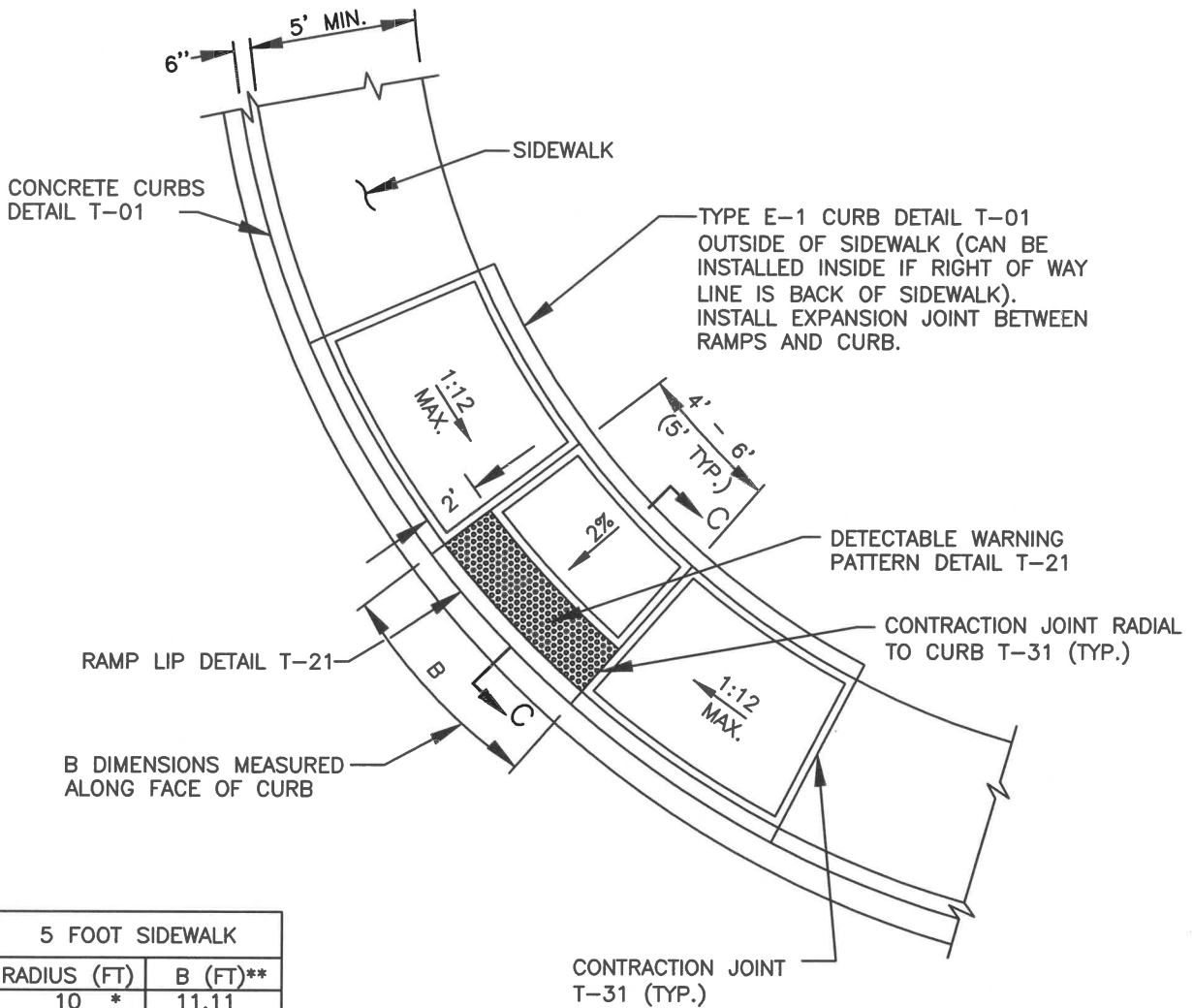
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T-15





5 FOOT SIDEWALK	
RADIUS (FT)	B (FT)**
10 *	11.11
15 *	7.89
20 *	6.90
25	6.41
30	6.12
35	5.93
40	5.80
45	5.63
∞	5.00

* DOUBLE ATTACHED RAMP NOT ALLOWED
 ** ASSUMED 5' TOP OF RAMP WIDTH

NOTES:

1. RAMPS SHALL HAVE A MAXIMUM 1:12 SLOPE.
2. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
3. RAMP MAY BE USED MID-BLOCK OR ON INTERSECTION RADIUS.
4. RAMP TO BE CENTERED IN CROSSWALK.
5. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
6. SEE STANDARD LANDING CROSS SECTIONS - C-C DETAIL T-20.
7. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
8. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.

PARALLEL RAMP



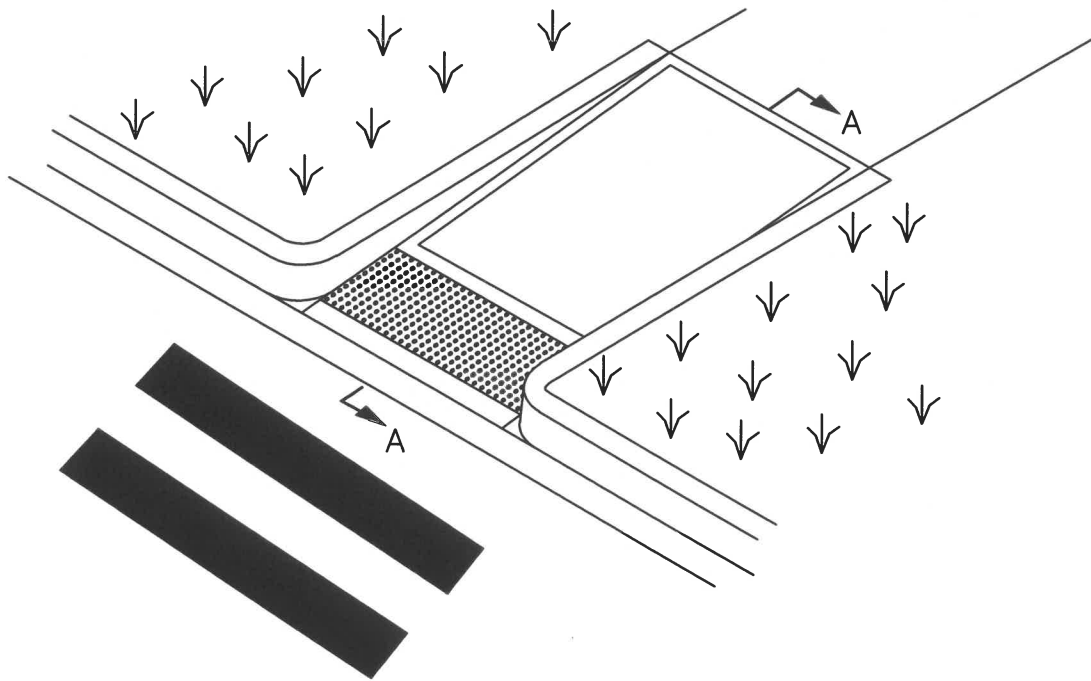
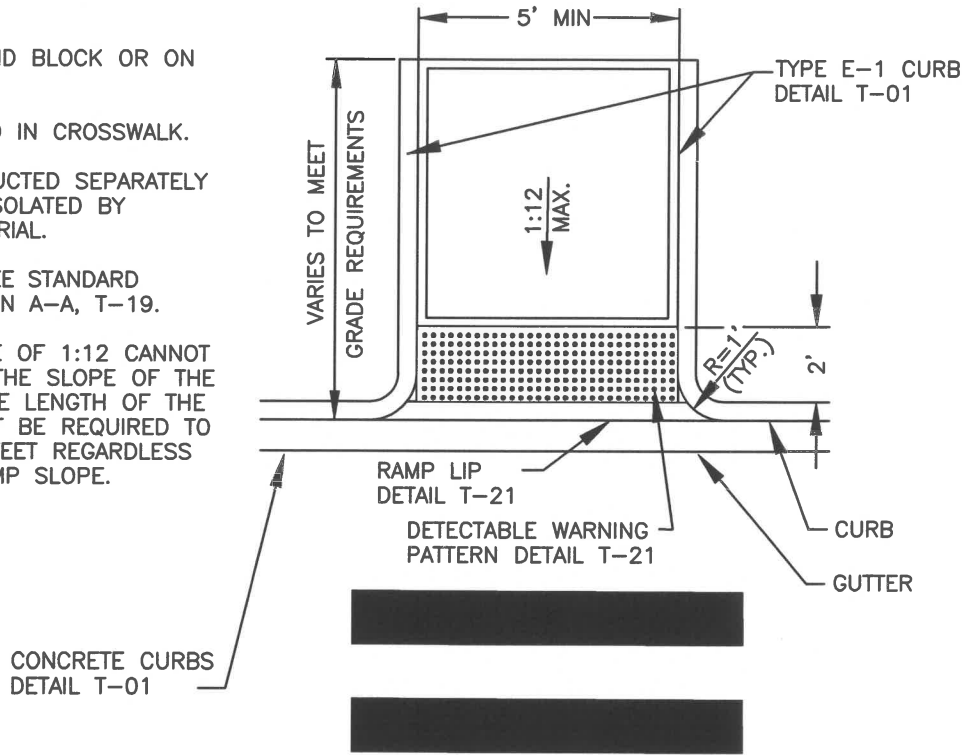
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 PUBLIC WORKS DIRECTOR

[Signature]
 DATE

REVISIONS	DATE	DRAWN	DESIGNED

NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
2. RAMP MAY BE USED MID BLOCK OR ON INTERSECTION RADIUS.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. FOR SECTIONS A-A, SEE STANDARD LANDING CROSS SECTION A-A, T-19.
6. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.



PERPENDICULAR RAMP

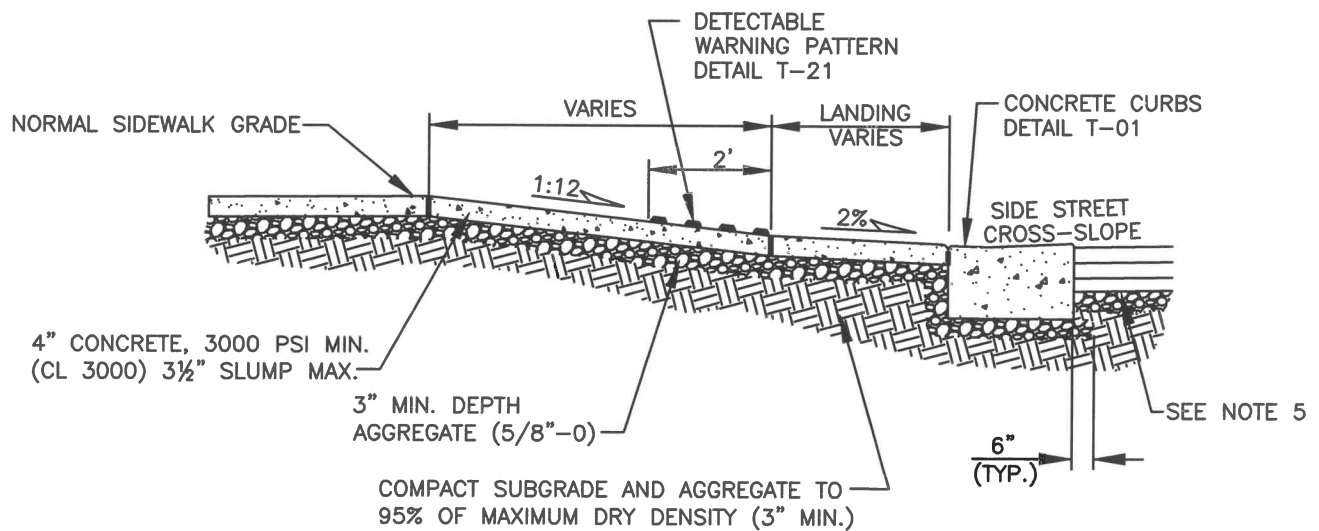
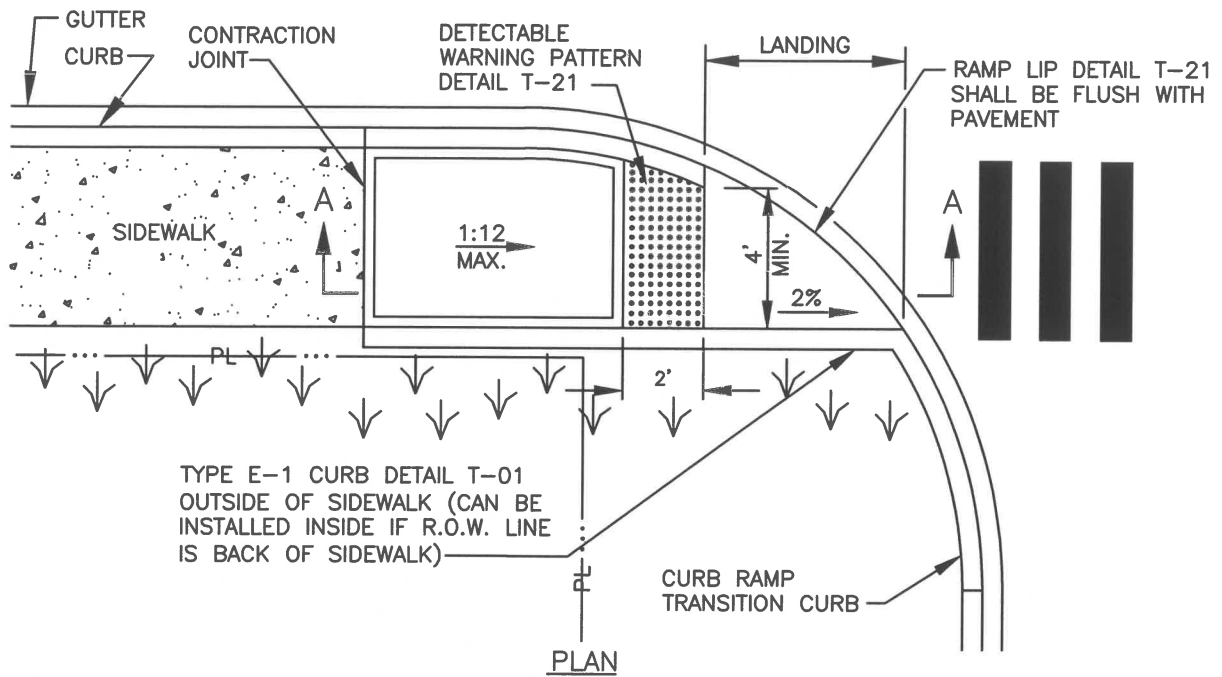


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 DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-17



SECTION A-A

NOTES:

1. THIS DETAIL IS TO BE USED ONLY FOR RETROFIT PROJECTS WHEN RIGHT-OF-WAY IS LIMITED TO BACK OF SIDEWALK. SPECIFIC PUBLIC WORKS DIRECTOR APPROVAL IS REQUIRED FOR THE USE OF THIS DETAIL.
2. RAMP TO BE CENTERED IN CROSSWALK.
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 4' SHALL BE MAINTAINED.
4. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.
5. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.

CURB RAMP FOR LIMITED R.O.W. AREAS

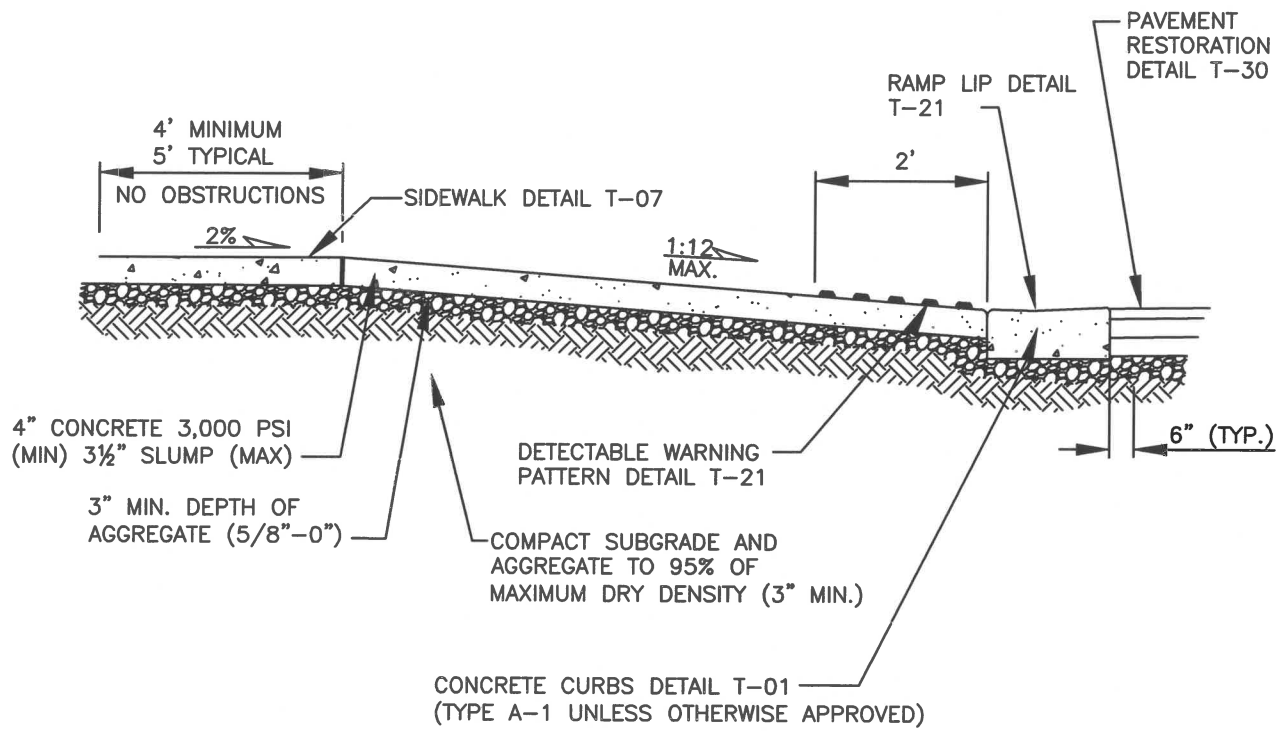


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 PUBLIC WORKS DIRECTOR
 DATE 2/10/22

REVISIONS	DATE	DRAWN	DESIGNED

T-18



SECTION A-A

SEE DIAGONAL RAMP CONSTRUCTION DETAIL T-09
AND PERPENDICULAR RAMP DETAIL T-17

STANDARD LANDING CROSS SECTION A-A

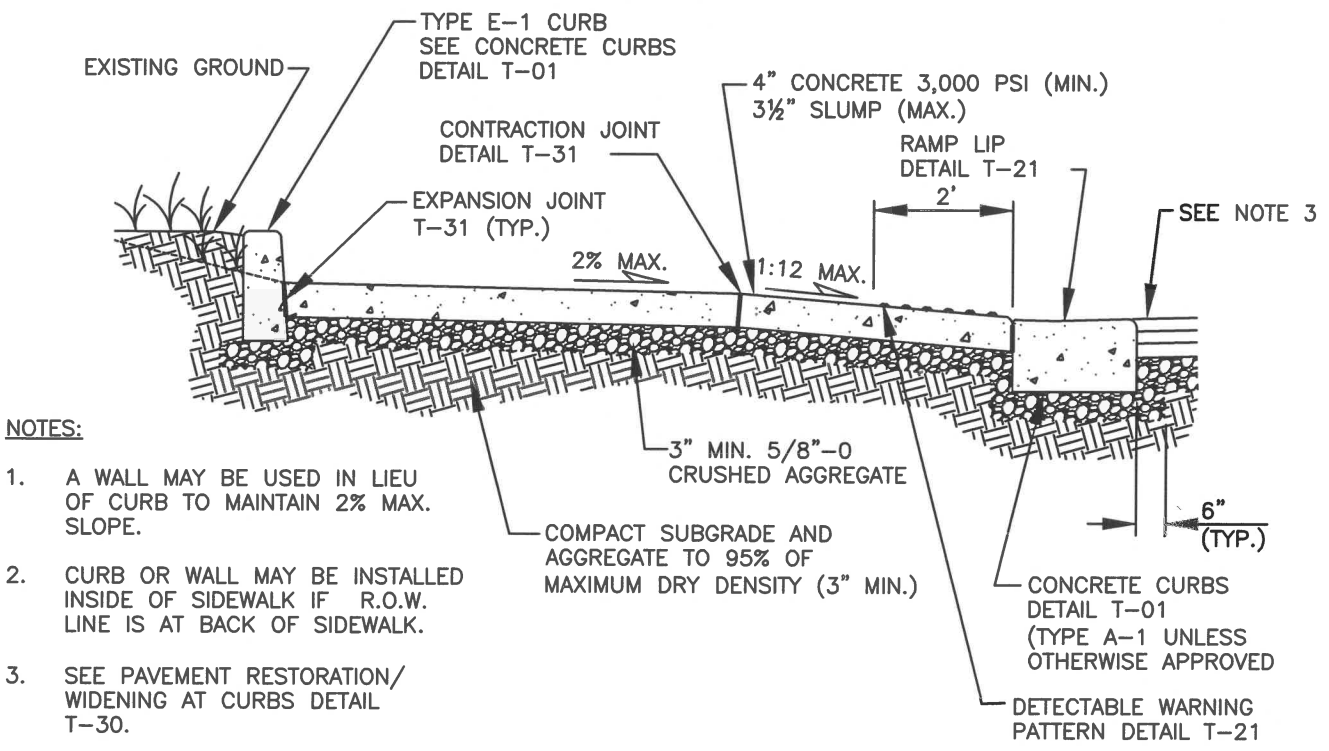
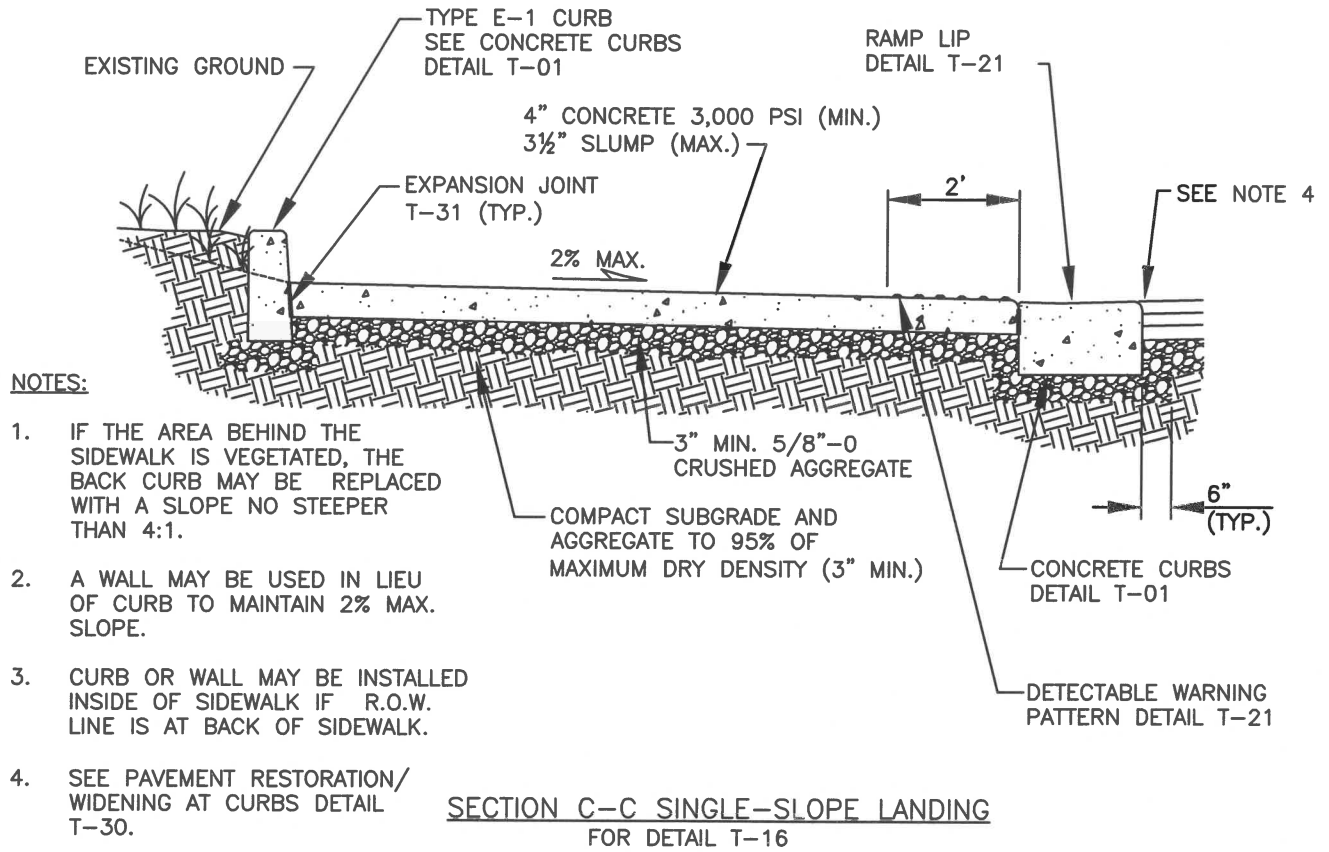


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REVISIONS	DATE	DRAWN	DESIGNED

T-19



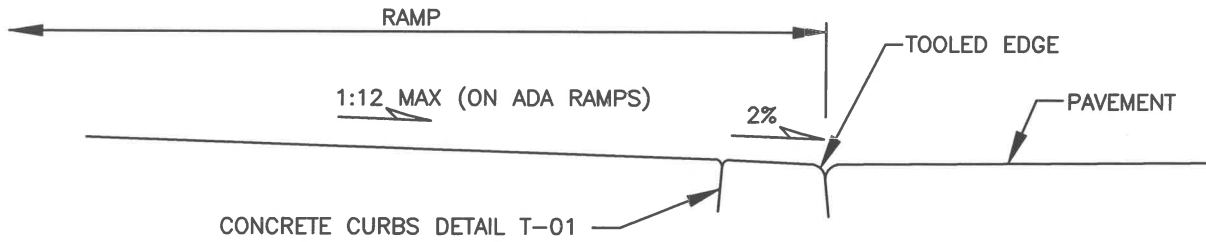
STANDARD LANDING CROSS SECTIONS C-C AND D-D



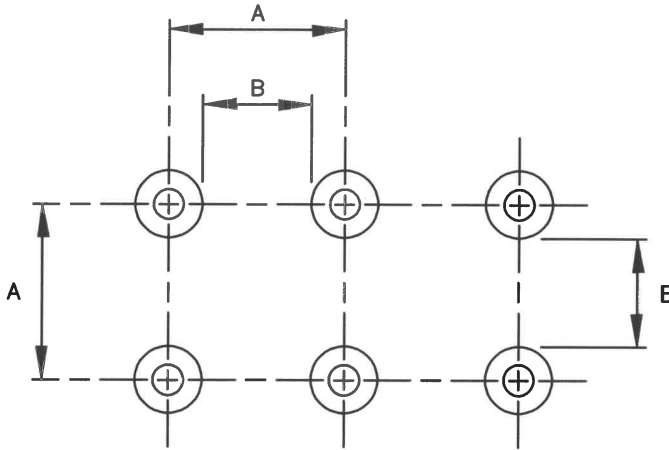
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 PUBLIC WORKS DIRECTOR
 DATE

REVISIONS	DATE	DRAWN	DESIGNED

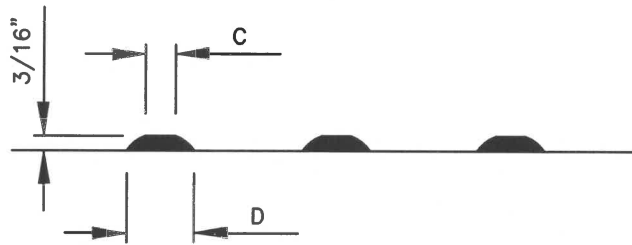


RAMP LIP DETAIL



PLAN

	MIN.	MAX.
A	1 5/8"	2 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"



ELEVATION

NOTES:

1. DETECTABLE WARNINGS SHALL BE MANUFACTURED USING THE MATERIALS SPECIFIED ON THE PLAN SHEETS WITH THE DOME DIMENSIONS AND SPACING SHOWN AND INSTALLED PER THE MANUFACTURER'S RECOMMENDED PROCEDURES.
2. DETECTABLE WARNINGS SHALL BE INSET INTO NEW CONCRETE WITH NO AIR TRAPPED UNDERNEATH. GLUED ON OR NAILED DOWN PRODUCTS ARE NOT ACCEPTABLE FOR NEW CONSTRUCTION.
3. SAFETY YELLOW TRUNCATED DOMES ARE REQUIRED UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR.

DETECTABLE WARNING PATTERN DETAIL

RAMP LIP AND DETECTABLE WARNING PATTERN

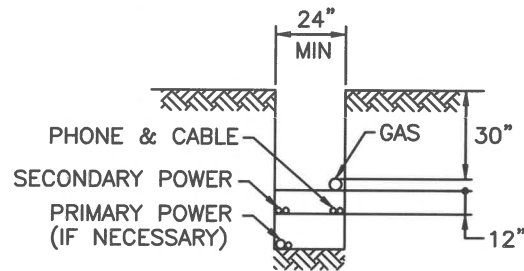
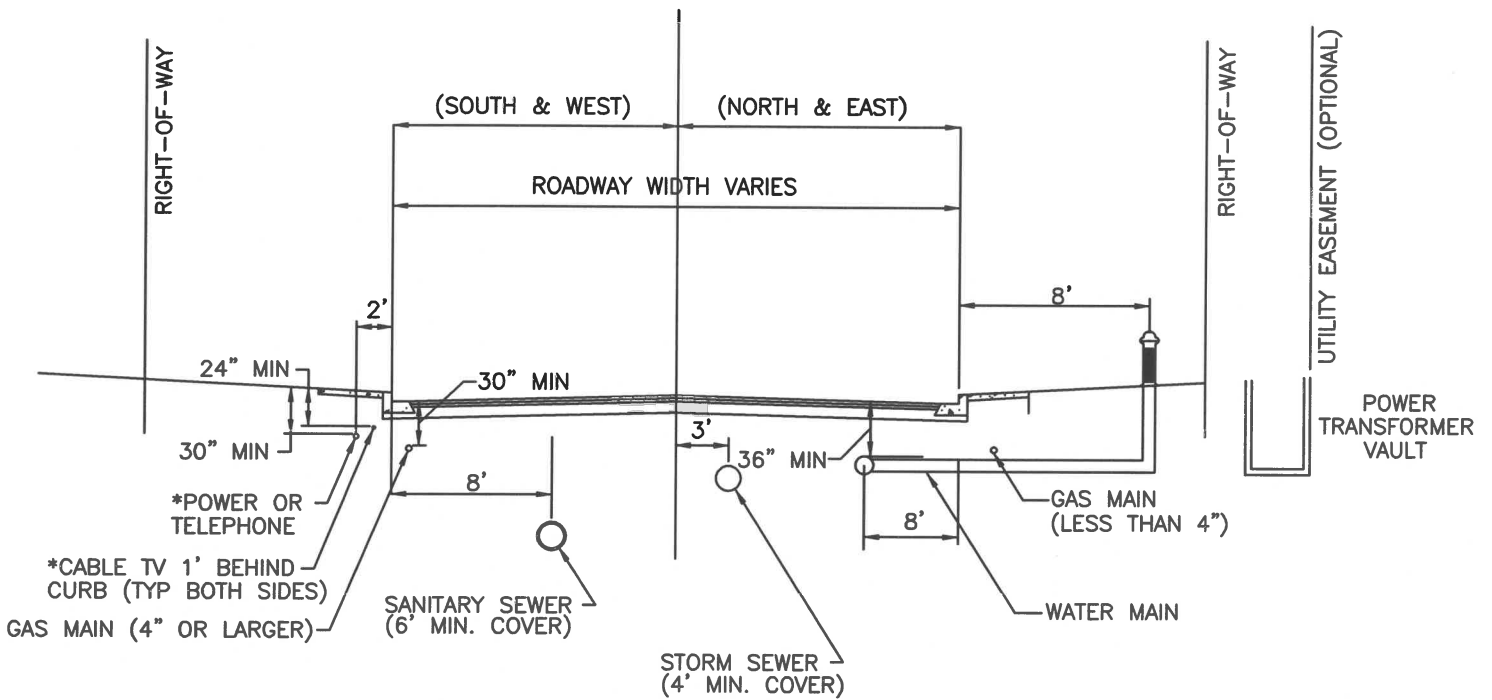


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 PUBLIC WORKS DIRECTOR
 DATE 2/10/22

REVISIONS	DATE	DRAWN	DESIGNED

T-21



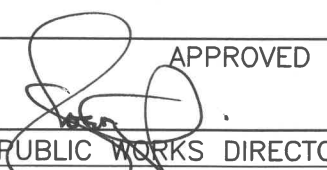
*JOINT TRENCH DETAIL (OPTIONAL)

NOTES:

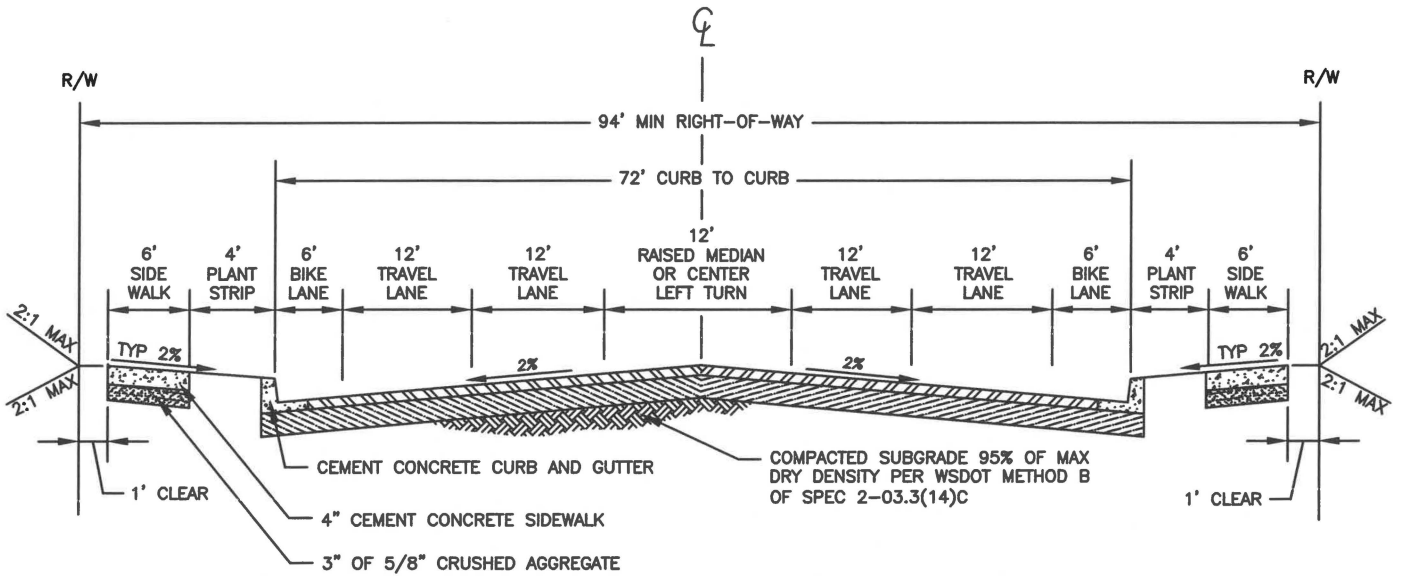
1. THE PUBLIC WORKS DIRECTOR MAY REQUIRE INSTALLATION OF SANITARY SEWER AT A DEPTH GREATER THAN 6 FEET.
2. ALTERNATE LOCATIONS CONSIDERED ONLY TO SALVAGE CORE ROADWAY, OR TO AVOID SUBSTANTIAL CONFLICT WITH EXISTING UTILITIES.
3. MANHOLES CONES TO BE ROTATED TO KEEP MANHOLE COVER LOCATED OUTSIDE OF WHEEL PATH.
4. GAS VALVES ARE TO BE LOCATED 2' MINIMUM FROM FACE OF CURB.
5. MODIFICATION TO THIS STANDARD IS SUBJECT TO THE REVIEW AND APPROVAL OF THE PUBLIC WORKS DIRECTOR.
6. PULL BOXES AND VAULTS OF PRIVATE UTILITIES WILL BE LOCATED OUTSIDE OF THE SIDEWALK.



UTILITY PLACEMENT

APPROVED 	REVISIONS	DATE	DRAWN	DESIGNED
PUBLIC WORKS DIRECTOR	DATE			

T-22



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.55'	0.40'
A-2	0.55'	0.55'
A-3	0.55'	0.80'
A-4	0.60'	1.00'
A-5	0.60'	1.35'
A-6	0.60'	1.80'
A-7	0.90'	1.45'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.60'	0.25'
A-2	0.65'	0.25'
A-3	0.72'	0.25'
A-4	0.82'	0.25'
A-5	0.92'	0.25'
A-6	1.05'	0.25'
A-7	1.25'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

MAJOR ARTERIAL



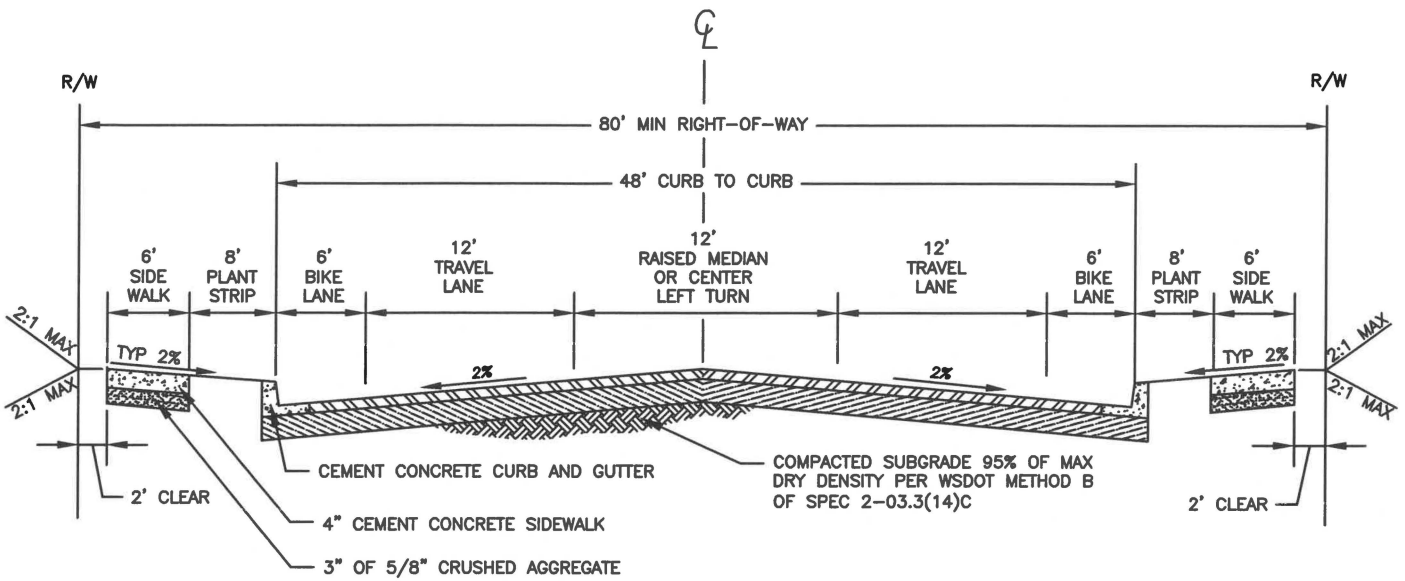
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 PUBLIC WORKS DIRECTOR

11-17-23
 DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-23



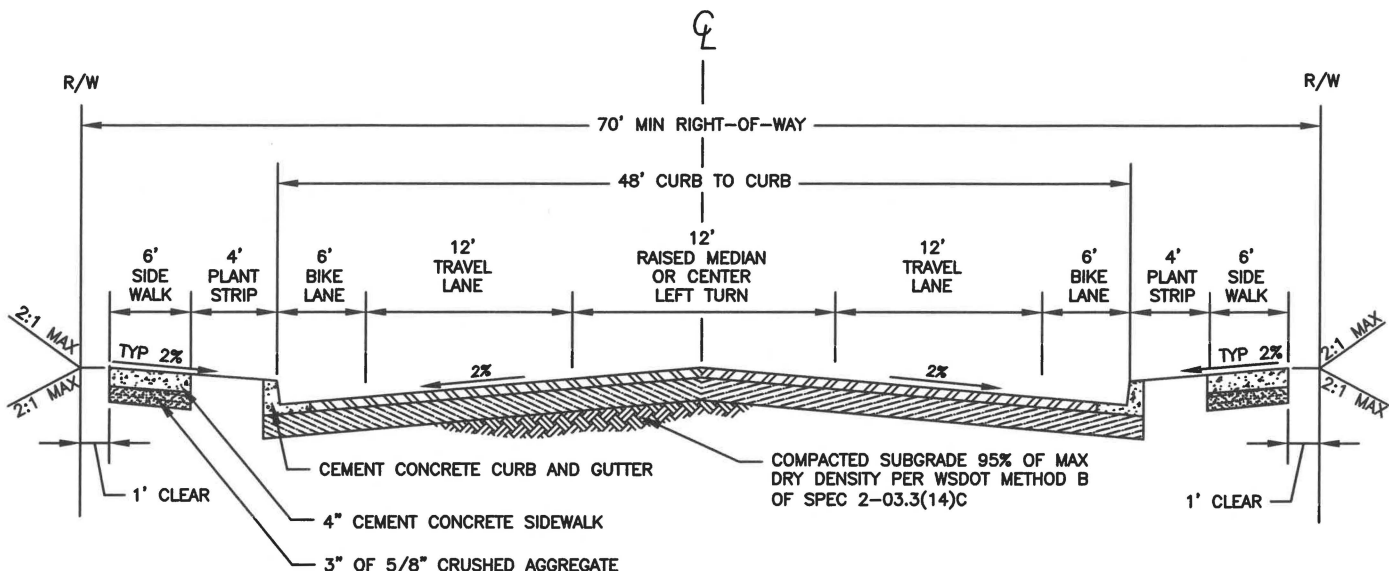
CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.50'	0.40'
A-2	0.50'	0.50'
A-3	0.50'	0.75'
A-4	0.50'	1.10'
A-5	0.50'	1.45'
A-6	0.55'	1.65'
A-7	0.75'	1.65'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.55'	0.25'
A-2	0.57'	0.25'
A-3	0.65'	0.25'
A-4	0.75'	0.25'
A-5	0.85'	0.25'
A-6	0.95'	0.25'
A-7	1.15'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

	SR-503 ARTERIAL				T-24A	
	APPROVED	REVISIONS	DATE	DRAWN		DESIGNED
	PUBLIC WORKS DIRECTOR DATE	11-17-23				



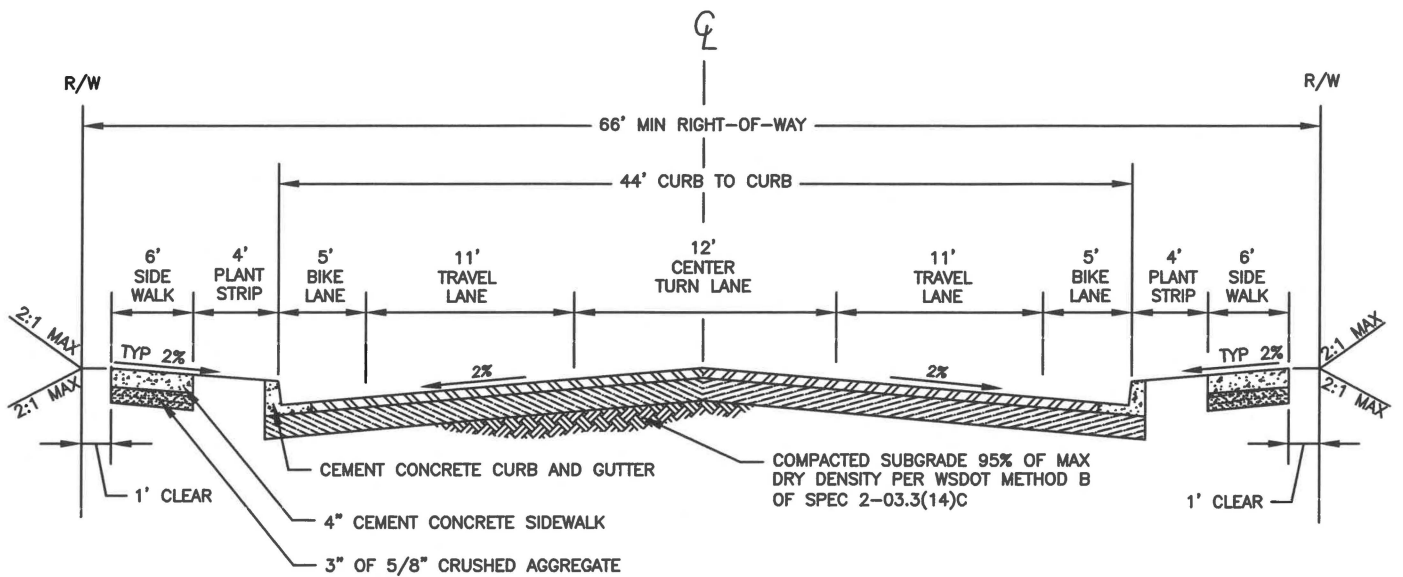
CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.50'	0.40'
A-2	0.50'	0.50'
A-3	0.50'	0.75'
A-4	0.50'	1.10'
A-5	0.50'	1.45'
A-6	0.55'	1.65'
A-7	0.75'	1.65'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.55'	0.25'
A-2	0.57'	0.25'
A-3	0.65'	0.25'
A-4	0.75'	0.25'
A-5	0.85'	0.25'
A-6	0.95'	0.25'
A-7	1.15'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

	MINOR ARTERIAL				T-24B	
	APPROVED	REVISIONS	DATE	DRAWN		DESIGNED
			11-17-23			
	PUBLIC WORKS DIRECTOR		DATE			



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.45'	0.45'
A-2	0.45'	0.45'
A-3	0.45'	0.55'
A-4	0.45'	0.85'
A-5	0.45'	1.15'
A-6	0.45'	1.55'
A-7	0.50'	2.00'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.52'	0.25'
A-2	0.52'	0.25'
A-3	0.55'	0.25'
A-4	0.62'	0.25'
A-5	0.72'	0.25'
A-6	0.82'	0.25'
A-7	1.00'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8" - 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

COMMERCIAL/INDUSTRIAL COLLECTOR

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DATE

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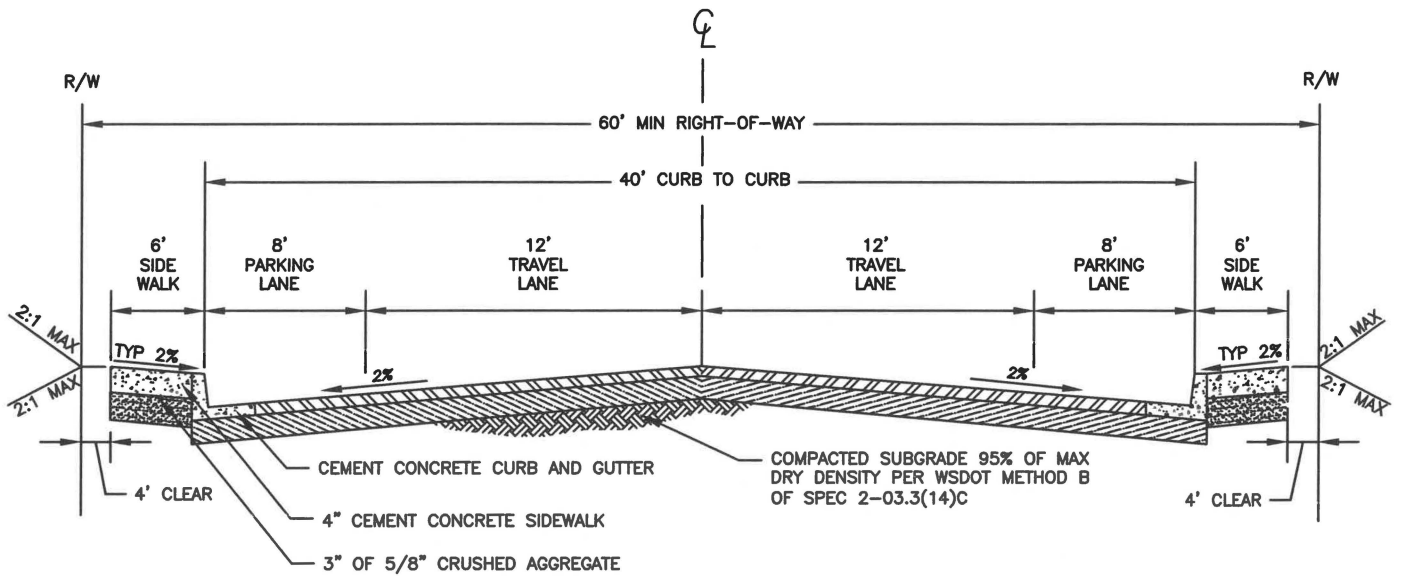


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PUBLIC WORKS DIRECTOR

11-17-23

DATE

T-25A



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.45'	0.45'
A-2	0.45'	0.45'
A-3	0.45'	0.55'
A-4	0.45'	0.85'
A-5	0.45'	1.15'
A-6	0.45'	1.55'
A-7	0.50'	2.00'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.52'	0.25'
A-2	0.52'	0.25'
A-3	0.55'	0.25'
A-4	0.62'	0.25'
A-5	0.72'	0.25'
A-6	0.82'	0.25'
A-7	1.00'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

TWO-LANE COLLECTOR

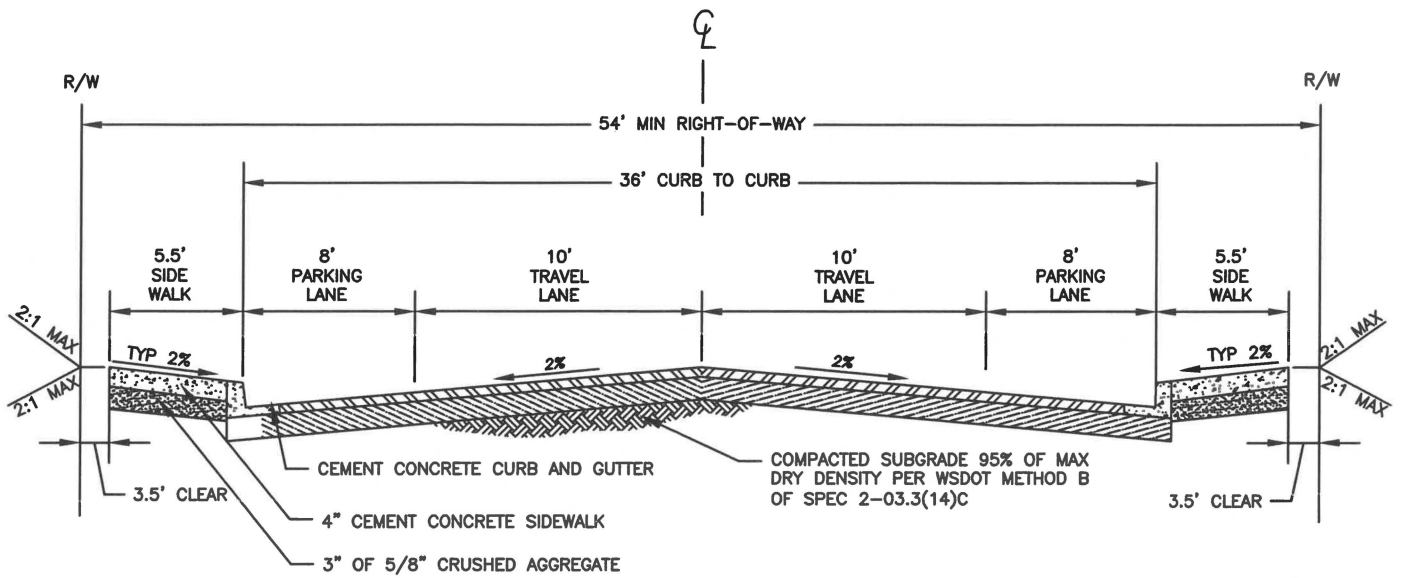


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 PUBLIC WORKS DIRECTOR DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-25B



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.35'	0.50'
A-2	0.35'	0.50'
A-3	0.35'	0.50'
A-4	0.35'	0.60'
A-5	0.35'	0.90'
A-6	0.35'	1.20'
A-7	0.40'	1.60'
OTHER	NO SECTION	ESTIMATED

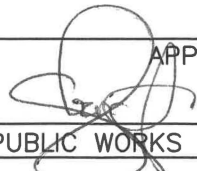
THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.42'	0.25'
A-2	0.42'	0.25'
A-3	0.42'	0.25'
A-4	0.45'	0.25'
A-5	0.55'	0.25'
A-6	0.62'	0.25'
A-7	0.80'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

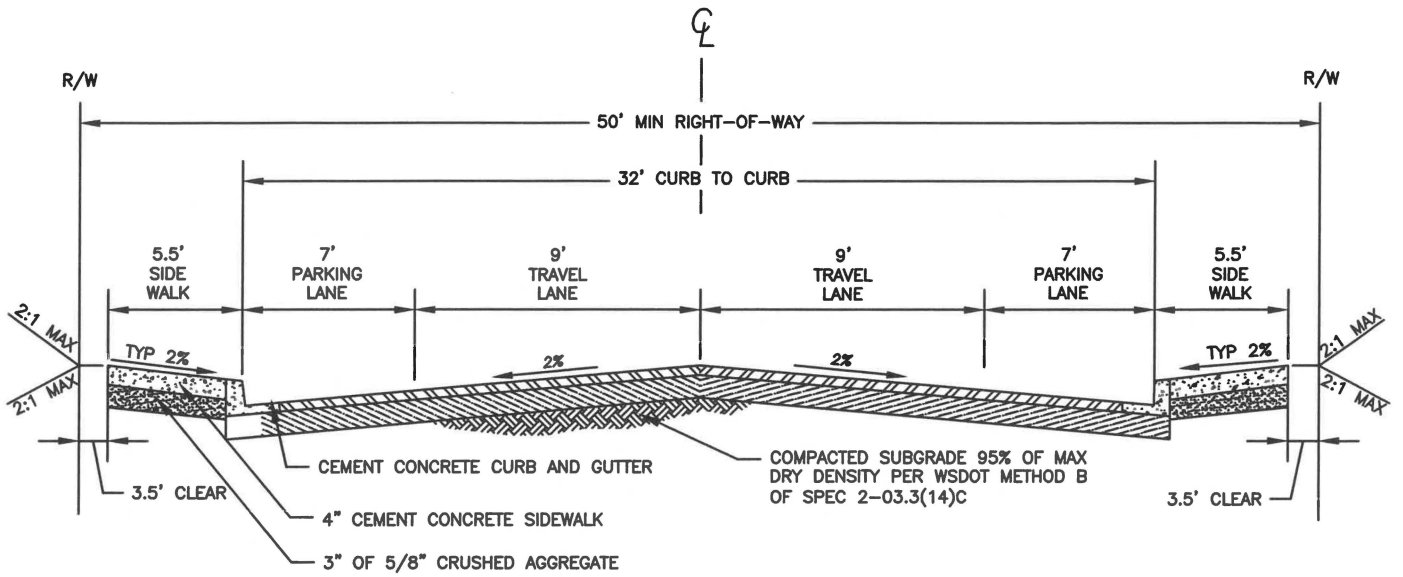
NEIGHBORHOOD ACCESS



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 PUBLIC WORKS DIRECTOR
 DATE 1/11/12

REVISIONS	DATE	DRAWN	DESIGNED

T-26



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.35'	0.50'
A-2	0.35'	0.50'
A-3	0.35'	0.50'
A-4	0.35'	0.60'
A-5	0.35'	0.90'
A-6	0.35'	1.20'
A-7	0.40'	1.60'
OTHER	NO SECTION	ESTIMATED

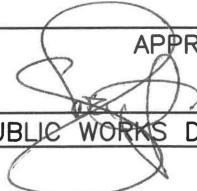
THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.42'	0.25'
A-2	0.42'	0.25'
A-3	0.42'	0.25'
A-4	0.45'	0.25'
A-5	0.55'	0.25'
A-6	0.62'	0.25'
A-7	0.80'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

LOCAL ACCESS

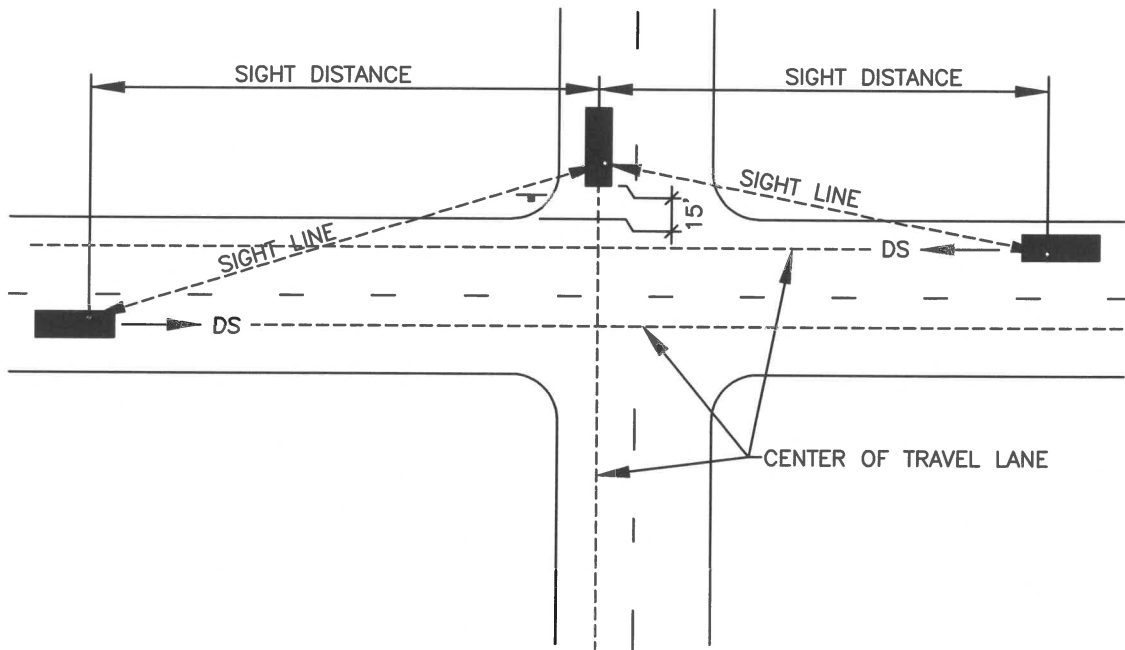


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11/17/23
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T-27



CONTROLLED INTERSECTION	
DESIGN SPEED (DS) (MPH)	SIGHT DISTANCE (FT.)
25	250
30	300
35	350
40	400
45	450
50	500

DS= DESIGN SPEED ON THE THROUGH HIGHWAY

NOTES:

1. FOR CONTROLLED INTERSECTIONS, STREETS SHALL HAVE MINIMUM CORNER SIGHT DISTANCES, AS MEASURED FROM A HEIGHT OF 3.5 FEET ABOVE THE CONTROLLED STREET.
2. PUBLIC, PRIVATE STREET INTERSECTIONS AND COMMERCIAL DRIVEWAYS ON ARTERIAL STREETS SHALL HAVE AN UNOBSTRUCTED SIGHT DISTANCE TRIANGLE MEASURED IN THE SAME FASHION AS CONTROLLED INTERSECTIONS.
3. IF THE STREETS ARE NOT LEVEL, FOLLOW WSDOT DESIGN MANUAL TO CONSIDER GRADE.
4. "DESIGN SPEED" SHALL BE THE POSTED SPEED LIMIT UNLESS EVIDENCE EXISTS WHICH SHOWS THAT ACTUAL TRAFFIC SPEEDS ARE GREATER THAN THE POSTED SPEED LIMIT.

INTERSECTION SIGHT DISTANCE REQUIREMENTS

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DATE

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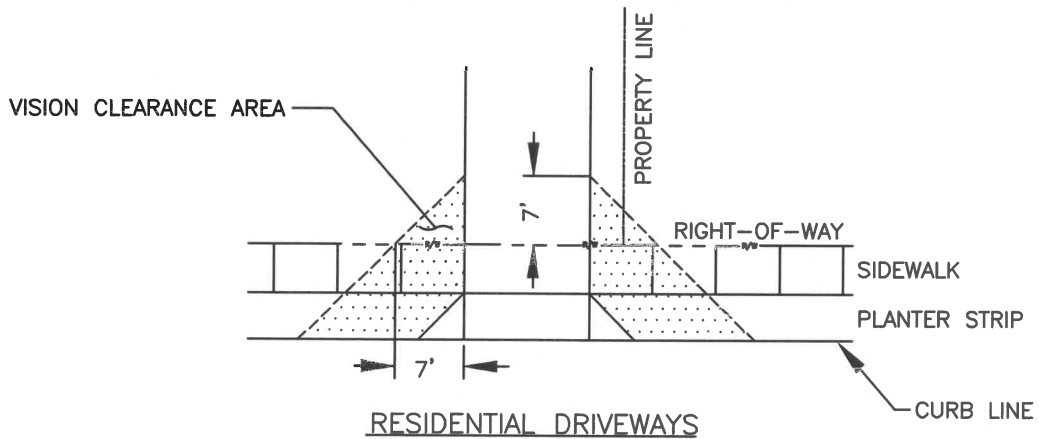
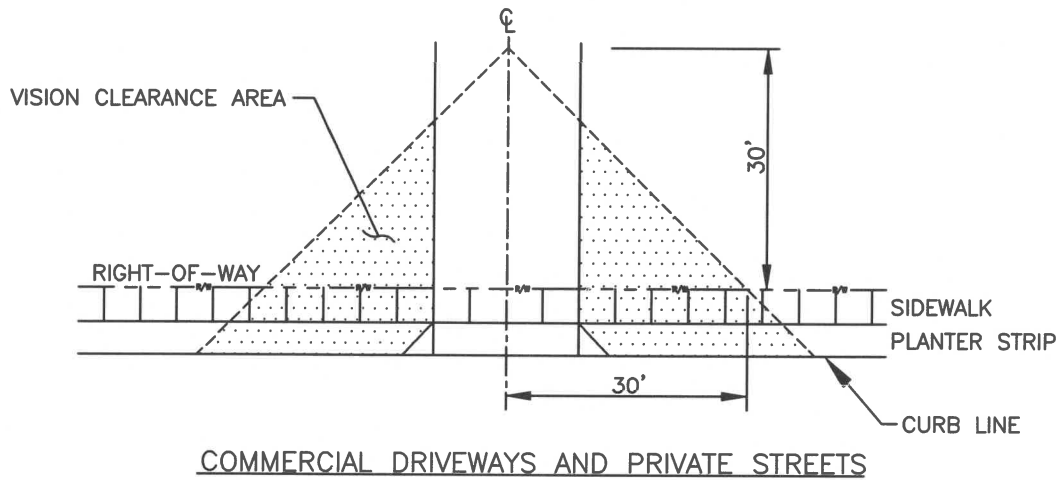
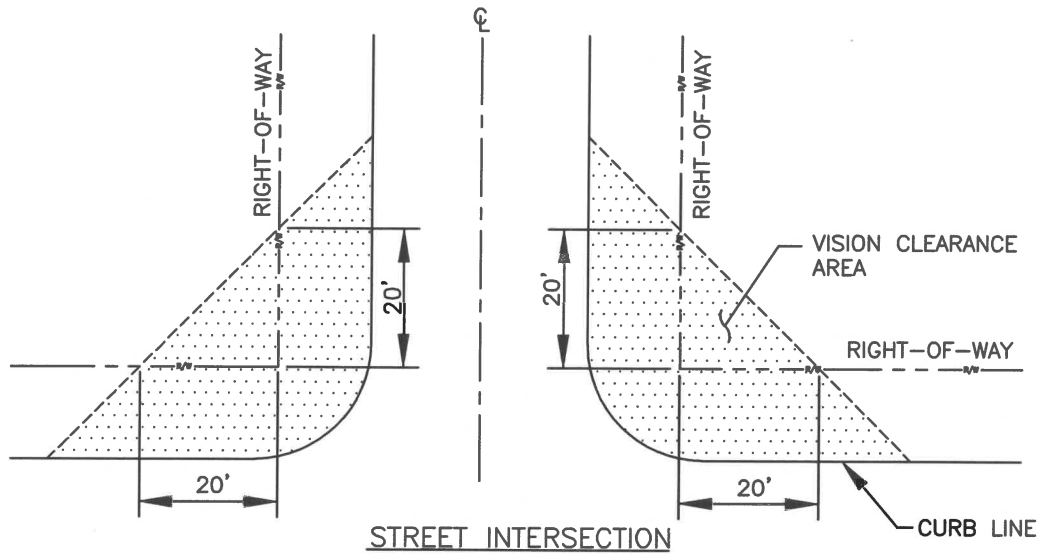


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DATE

2-10-22

T-28



NOTES:

1. THERE SHALL BE NO SIGHT OBSTRUCTION WITHIN THE TRIANGULAR VISION CLEARANCE AREA BETWEEN 30-INCHES AND 10- FEET ABOVE THE STREET GRADE.
2. VISION CLEARANCE TRIANGLES AND INTERSECTION SIGHT DISTANCES SHALL APPLY ABOVE. INTERSECTION SIGHT DISTANCES CONTROL.
3. PRIVATE DRIVE VISION TRIANGLE TO BE USED FOR A SINGLE FAMILY DWELLING.

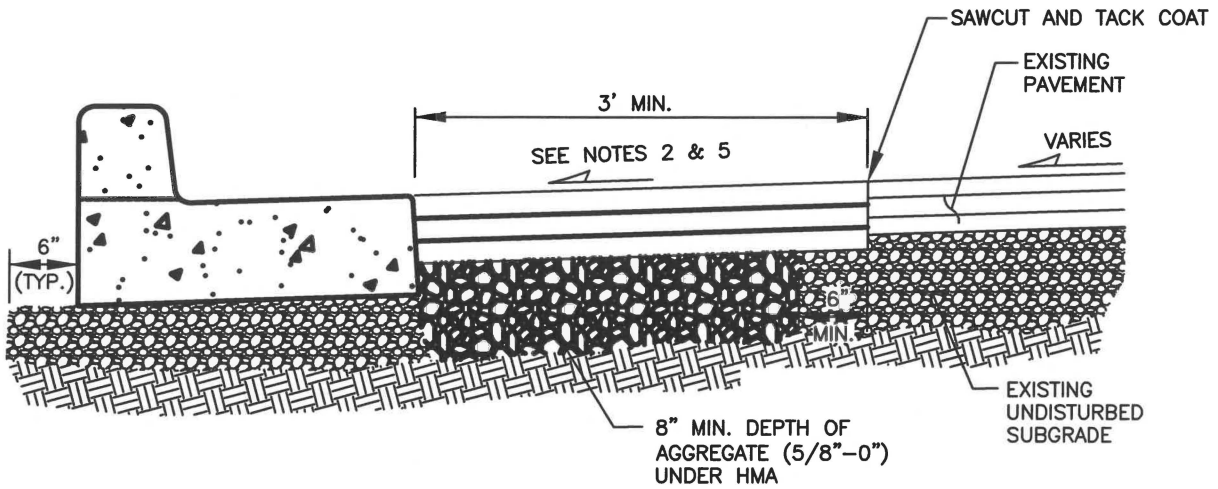
VISION CLEARANCE TRIANGLE



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 DATE

REVISIONS	DATE	DRAWN	DESIGNED



TYPE A-1 CURB AND GUTTER

NOTES:

1. SEE CONCRETE CURBS DETAIL T-01 FOR CURBS.
2. PAVEMENT SECTION SHALL BE APPROVED IN ADVANCE AND COMPLETED TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR.
3. THE EDGES OF ALL EXISTING ASPHALT SURFACES SHALL BE CLEANED AND A TACK COAT SHALL BE APPLIED PER THE STANDARD SPECIFICATIONS. ALL JOINTS SHALL BE SEALED WITH CRS-1 AND SANDED.
4. COMPACT SUBGRADE, CRUSHED AGGREGATE AND PAVEMENT TO 95% OF MAXIMUM DRY DENSITY.
5. HOT MIX ASPHALT SHALL BE (HMA) CLASS ½" PG 58H-22 3 TO 30 ESAL MIX DESIGN. MINIMUM LIFT THICKNESS IS 0.15' MAXIMUM LIFT THICKNESS IS 0.35' FOR BASE COURSE AND 0.25' FOR SURFACE COURSE.
6. MATCH EXISTING PAVEMENT SLOPE. NO STEEPER THAN 4% WITHOUT SPECIFIC CITY APPROVAL.
7. SAWCUT AND REMOVE EXISTING FAILING ASPHALT PAVEMENT.
8. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT. MINIMUM 6" WIDTH, MAXIMUM HALF STREET WIDTH.
9. 3' MIN. PAVEMENT RESTORATION AROUND MANHOLE.

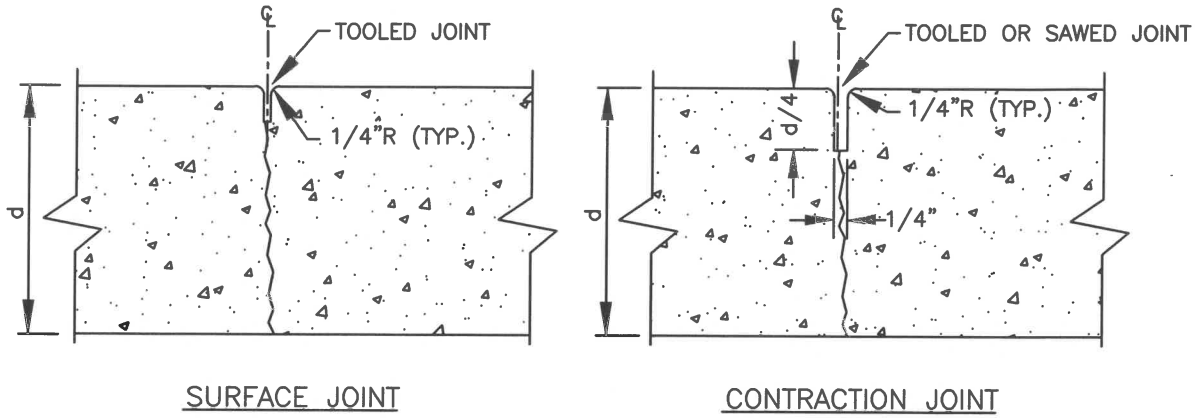
PAVEMENT RESTORATION/WIDENING AT CURBS



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 PUBLIC WORKS DIRECTOR 11/17/23 DATE

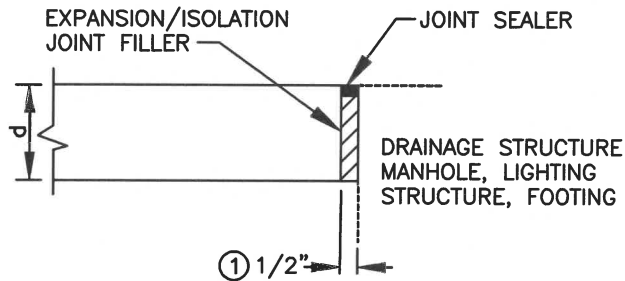
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T-30



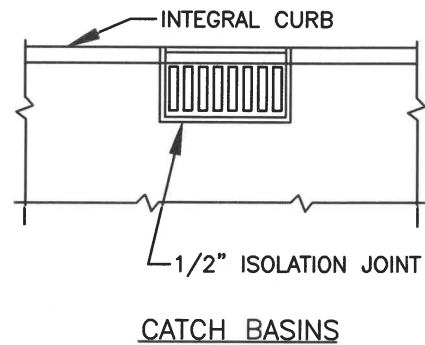
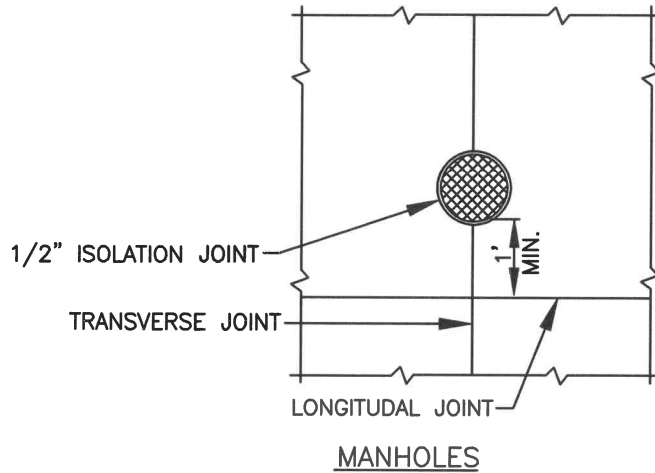
SURFACE JOINT

CONTRACTION JOINT



EXPANSION/ISOLATION JOINT DETAIL

- ① 3/8" JOINT FILLER FOR SIDEWALKS
ADA RAMPS AND DRIVEWAYS
(PER WSDOT 9-04)



NOTES:

1. CONTRACTION JOINTS MAY BE USED IN PLACE OF SURFACE JOINTS.
2. CONSTRUCTION COLD JOINTS MAY BE USED IN PLACE OF CONTRACTION JOINTS.
3. CONCRETE PAVEMENT LOAD TRANSFER REQUIREMENTS ACROSS JOINTS SHALL BE DETERMINED BY PCC PAVEMENT DESIGN.
4. PARALLEL JOINTS SHALL BE SEPARATED BY A MINIMUM OF 2'.

CONCRETE JOINTS



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DATE

REVISIONS	DATE	DRAWN	DESIGNED

GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, EXCEPT WHERE OTHERWISE NOTED IN THESE STANDARDS. MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION PREPARED BY THE WASHINGTON STATE CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA) AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) AND SHALL COMPLY WITH THE CURRENT EDITION.
2. TRENCH BACKFILL AND RESURFACING SHALL BE AS SHOWN IN THE STANDARD DETAILS, UNLESS MODIFIED BY THE RIGHT OF WAY USE PERMIT. SURFACING DEPTHS AND PAVING LIMITS SHOWN IN THE STANDARD DETAILS ARE MINIMUMS AND MAY BE INCREASED BY THE DIRECTOR TO MEET TRAFFIC LOADINGS OR SITE CONDITIONS.
3. THE DIRECTOR MAY REQUIRE MATERIALS COMPACTION AND MOISTURE TESTING. TESTING SHALL BE PERFORMED BY A LAB PRE APPROVED BY THE CITY WITH THE RESULTS BEING SUPPLIED TO THE DIRECTOR. THE TESTING IS NOT INTENDED TO RELIEVE THE CONTRACTOR FROM ANY LIABILITY FOR THE TRENCH RESTORATION. IT IS INTENDED TO SHOW THE INSPECTOR AND THE CITY THAT THE RESTORATION MEETS THIS SPECIFICATION.
4. THE FINAL PAVEMENT PATCH SHALL BE COMPLETED AS SOON AS POSSIBLE AND SHALL BE COMPLETED WITHIN THIRTY (30) DAYS AFTER FIRST OPENING THE TRENCH. THIS TIME FRAME MAY BE ADJUSTED IF DELAYS ARE DUE TO INCLEMENT WEATHER, OR OTHER ADVERSE CONDITIONS. HOWEVER, DELAYING OF FINAL PATCH OR OVERLAY WORK IS ALLOWABLE ONLY SUBJECT TO THE DIRECTOR'S APPROVAL. THE DIRECTOR MAY DEEM IT NECESSARY TO COMPLETE THE WORK WITHIN THIRTY (30) DAYS TIME FRAME AND NOT ALLOW ANY TIME EXTENSION. IF THIS OCCURS, THE CONTRACTOR SHALL PERFORM THE NECESSARY WORK AS DIRECTED. PATCHES, REPAIRS, OR OVERLAYS SHALL ONLY BE INSTALLED NEXT TO A CLEAN, NEAT SAWCUT LINE.
5. WHEN TRENCHING WITHIN THE ROADWAY SHOULDERS, THE SHOULDER SHALL BE RESTORED TO ITS ORIGINAL OR BETTER CONDITION. LONGITUDINAL TRENCH RESTORATION REQUIRING A HALF LANE WIDTH OR MORE SHALL BE REQUIRED TO RESTORE THE ENTIRE LANE TO CENTERLINE. UNDERMINED PAVEMENT SHALL BE CUT BACK, REMOVED, AND RESTORED TO LIMITS AS REQUIRED BY THE DIRECTOR TO ALLOW COMPACTION AND BACKFILL OF DISTURBED AREAS. LIMITS OF TRENCH RESTORATION SHALL BE IDENTIFIED PRIOR TO TRENCH BACKFILL.
6. ANY PATCH OR OVERLAY ON ARTERIAL STREETS OR AREAS ZONED COMMERCIAL SHALL BE PERMANENT AND COMPLETED AS SOON AS POSSIBLE.
7. IF A PAVEMENT CUT IS PROPOSED IN A STREET THAT WAS CONSTRUCTED OR RE-PAVED WITHIN THE PAST FIVE YEARS, A DISRUPTION FEE WILL BE CHARGED IN ACCORDANCE WITH WMC 12.04.060. TRENCHLESS CONSTRUCTION METHODS MUST BE EXPLORED ON ALL PAVED ROAD CROSSINGS REGARDLESS OF THE PAVEMENT CONDITION.
8. CONTROL DENSITY FILL IS REQUIRED WHEN TRENCHING IN ARTERIAL STREETS, AND STREETS LOCATED IN THE CENTRAL BUSINESS DISTRICT. FOR LONGITUDINAL TRENCHES ALTERNATIVE METHODS OF RESTORATION MAY BE CONSIDERED.
9. THE OWNER SHALL WARRANTY THE RESTORATION WORK FOR A PERIOD OF 2 YEARS ON RESIDENTIAL, LOCAL, AND UNCLASSIFIED STREETS AND 5 YEARS ON COLLECTOR AND ARTERIAL STREETS. FRANCHISE UTILITIES SHALL WARRANTY THEIR WORK FOR THE LIFE OF THE RESTORATION. THE OWNER SHALL REPAIR ANY OF THE FOLLOWING DEFICIENCIES WHICH OCCUR DURING THIS TIME PERIOD.

SETTLEMENT OR BUMP: ANY SETTLEMENT OR BUMP MORE THAN 1/4 INCH LOWER OR HIGHER THAN THE ORIGINAL PAVEMENT SHALL BE REPAIRED. REPAIR MAY INCLUDE REMOVAL AND REPLACEMENT OR SKIN PATCHING AND WILL BE DETERMINED BY THE DIRECTOR.

EDGE SEPARATION: ANY SEPARATION OF THE TRENCH FROM SURROUNDING ROADWAY GREATER THAN 1/4 INCH SHALL BE CRACK SEALED PER WSDOT STANDARD SPECIFICATIONS SECTION 5-04.

ALLIGATOR CRACKING: ANY TRENCH PAVEMENT WHICH EXHIBITS ALLIGATOR CRACKING SHALL BE REPLACED. THE REPLACEMENT SHALL BE IN CONFORMANCE WITH THE PAVEMENT REPAIR SECTION OF THE STANDARD SPECIFICATIONS.

RAVELING: RAVELING IS DEFINED AS SURFACE DETERIORATION THAT OCCURS WHEN AGGREGATE PARTICLES ARE DISLODGED OR OXIDATION CAUSES LOSS OF ASPHALT BINDER. THE ASPHALT CONCRETE PAVEMENT LOSES ITS SMOOTH SURFACE AND BEGINS TO APPEAR VERY OPEN AND ROUGH. MEDIUM SEVERITY RAVELING AS DEFINED BY THE "PAVEMENT SURFACE CONDITION FIELD RATING MANUAL FOR ASPHALT PAVEMENT" DEVELOPED BY THE NORTHWEST PAVEMENT MANAGEMENT ASSOCIATION SHALL BE PLANED AND REPAVED.

10. PAVEMENT REMOVAL SHALL ONLY BE ACCOMPLISHED BY USE OF SAWCUTTING, PLANING, OR GRINDING EQUIPMENT SPECIFICALLY DESIGNED FOR THIS PURPOSE. TO ACCOMPLISH A NEAT STRAIGHT CUT LINE. USE OF PAVEMENT RIPPERS IS PROHIBITED.
11. ALL PAVEMENT, CURB, GUTTER, OR SIDEWALK DAMAGED AS A RESULT OF CONTRACTOR ACTIVITY SHALL BE RESTORED TO ORIGINAL CONDITION. PAVEMENT SHALL BE RESTORED TO NOT LESS THAN THE ORIGINAL CROSS SECTION AND STRENGTH. WHERE PAVEMENT, CURB, GUTTER, OR SIDEWALK HAVE BEEN UNDERMINED BY TRENCHING, IT SHALL BE REMOVED. THE SUBGRADE RESTORED AND SURFACES REPLACED TO LIMITS AS APPROVED BY THE CITY.

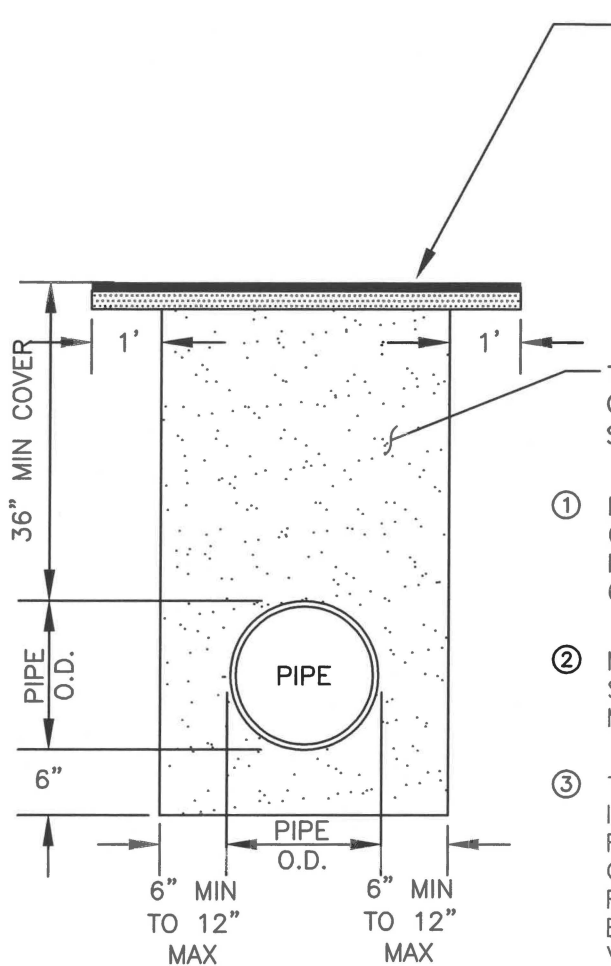
STANDARD TRENCH RESTORATION NOTES



APPROVED

 PUBLIC WORKS DIRECTOR
 DATE 2/10/02

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HOT MIX ASPHALT CL. 1/2-INCH PG 58H-22 (3 TO 30 ESAL MIX DESIGN) PER WSDOT STD. SPEC. HMA AND CSBC THICKNESS PER ROADWAY CLASSIFICATION.

TRENCH BACKFILL AND PIPE BEDDING SHALL BE CRUSHED SURFACING TOP COURSE PER WSDOT STD. SPEC. SECTION 9-03.9(3).

- ① PIPE BEDDING AND TRENCH BACKFILL SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY, PER ASTM D1557 IN 6-INCH MAX LIFTS.
- ② MATERIALS, WORKMANSHIP, AND INSTALLATION SHALL BE PER WSDOT STD. SPECIFICATIONS, AS MENDED BY THE CITY STANDARDS.
- ③ THE EXISTING ROAD SURFACE SHALL BE CUT IN A NEAT LINE PRIOR TO PAVEMENT REPLACEMENT BY SAWCUTTING OR WHEEL CUTTER OR PLANING EQUIPMENT. THIS WILL BE REQUIRED AROUND THE PERIMETER OF ALL EXCAVATIONS TO PROVIDE CLEAN, STRAIGHT, VERTICAL SIDES. THE CUT LINE SHALL BE ONE CONTINUOUS STRAIGHT LINE FROM THE OUTER EXCAVATION LIMITS OF MANHOLE, VALVE BOX, ETC. TO MANHOLE, VALVE BOX, ETC.

④ EDGES OF EX. ASPHALT SHALL BE CLEANED WITH A TACK COAT APPLIED PER WSDOT STD. SPEC. SECTION 5-04.

- ⑤ IF UTILITY IS INSTALLED WITHIN AREAS WHERE RESTORATION IS COMPRISED OF AGGREGATE OR GRASS, RESTORATION SHALL CONSIST OF:
 - A. FOR AGGREGATE RESTORATION:
 - 1. 4-INCH DEPTH CRUSHED SURFACING TOP COURSE PER WSDOT STD. SPEC. SECTION 9-03.9(3).
 - B. FOR GRASS RESTORATION:
 - 1. 4-INCH TOPSOIL
 - 2. HYDROSEED APPROPRIATE FOR WESTERN WASHINGTON.

STANDARD TRENCH RESTORATION



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 DATE 11-7-23

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T-33

NOT
USED

STD TRENCH RESTORATION CONTROL DENSITY FILL-HMA OR BEST SURFACE

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PUBLIC WORKS DIRECTOR DATE

NOT
USED

STD TRENCH RESTORATION CONTROL DENSITY FILL-HMA OR BEST SURFACE

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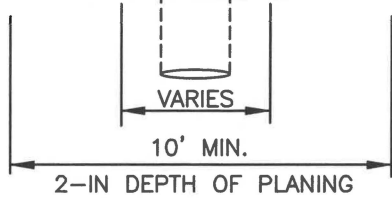
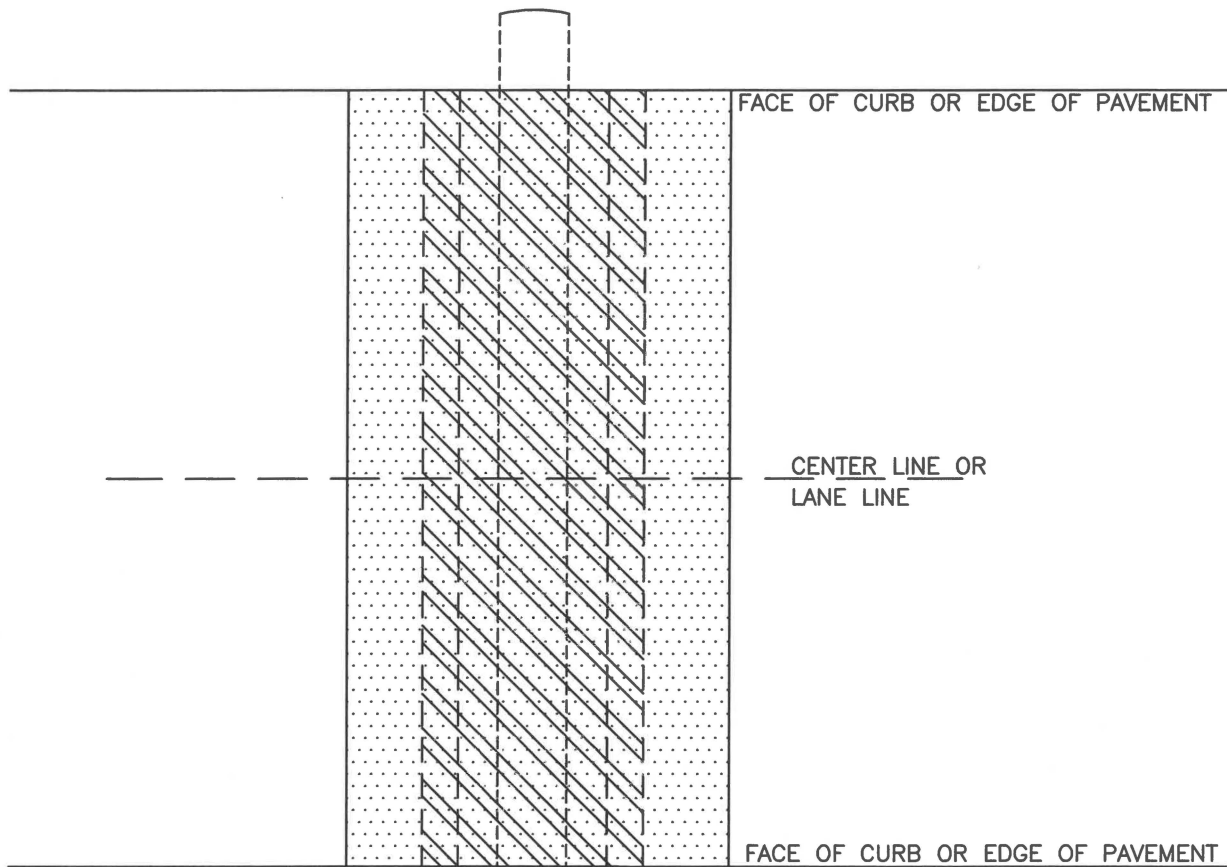
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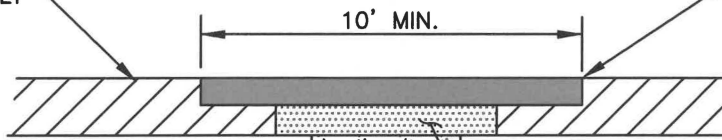
T-35



PUBLIC WORKS DIRECTOR DATE



EXISTING HOT MIX ASPALT



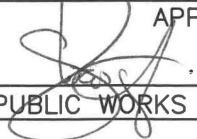
2" GRIND & OVERLAY W/ HOT MIX ASPHALT CL. 1/2" PG 58H-22 (3 TO 30 ESAL MIX DESIGN) PER WSDOT STD. SPEC. HMA AND CSBC THICKNESS PER ROADWAY CLASSIFICATION. SEE STD. DETAILS T-23 THROUGH T-27 AND T-33.

STANDARD TRENCH RESTORATION PER CITY STD DETAIL T-33.



STANDARD PERPENDICULAR TRENCH RESTORATION

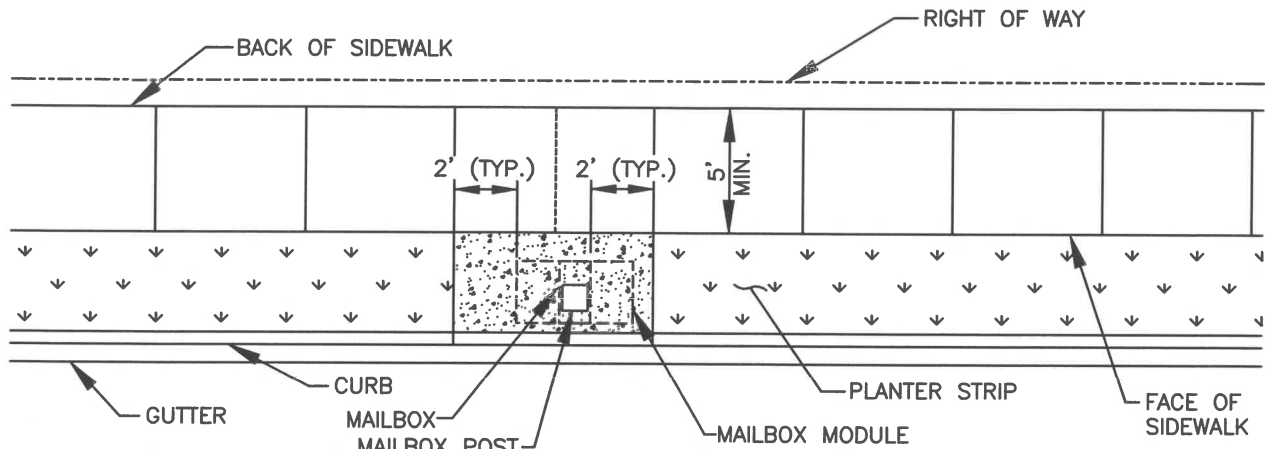


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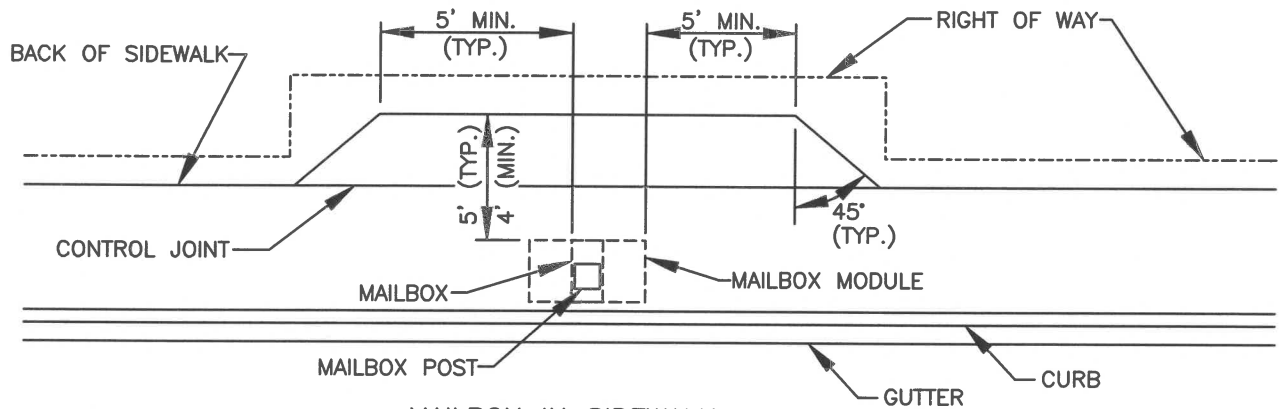
11-17-23
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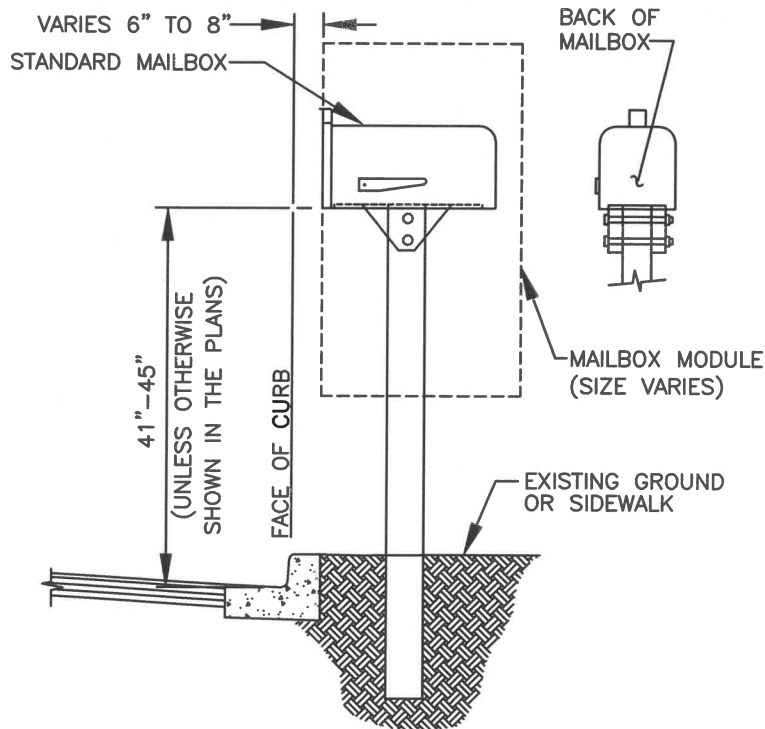
T-36



MAILBOX IN PLANTER STRIP



MAILBOX IN SIDEWALK



NOTES:

1. SEE WSDOT STANDARD DETAIL H-70 FOR MAILBOX, POST, BRACKET AND OTHER INSTALLATION DETAILS.
2. MAILBOXES MUST BE POSTMASTER APPROVED.
3. LOCATION OF MAILBOXES ARE SUBJECT TO APPROVAL BY THE PUBLIC WORKS DIRECTOR FOR ACCESS AND SIGHT DISTANCE REQUIREMENTS SEE INTERSECTION SIGHT DISTANCE REQUIREMENTS DETAIL T-28 AND VISION CLEARANCE TRIANGLE DETAIL T-29.
4. INSTALL EXPANSION JOINT MATERIAL AROUND MAILBOX POST WHEN SET IN SIDEWALK.
5. EXTEND SIDEWALK JOINTS THROUGH WIDENED SIDEWALK SECTION.
6. RESIDENTIAL ACCESS TO MODULE MAILBOX WILL BE ON SIDEWALK SIDE.

TYPICAL MAILBOX PLACEMENT

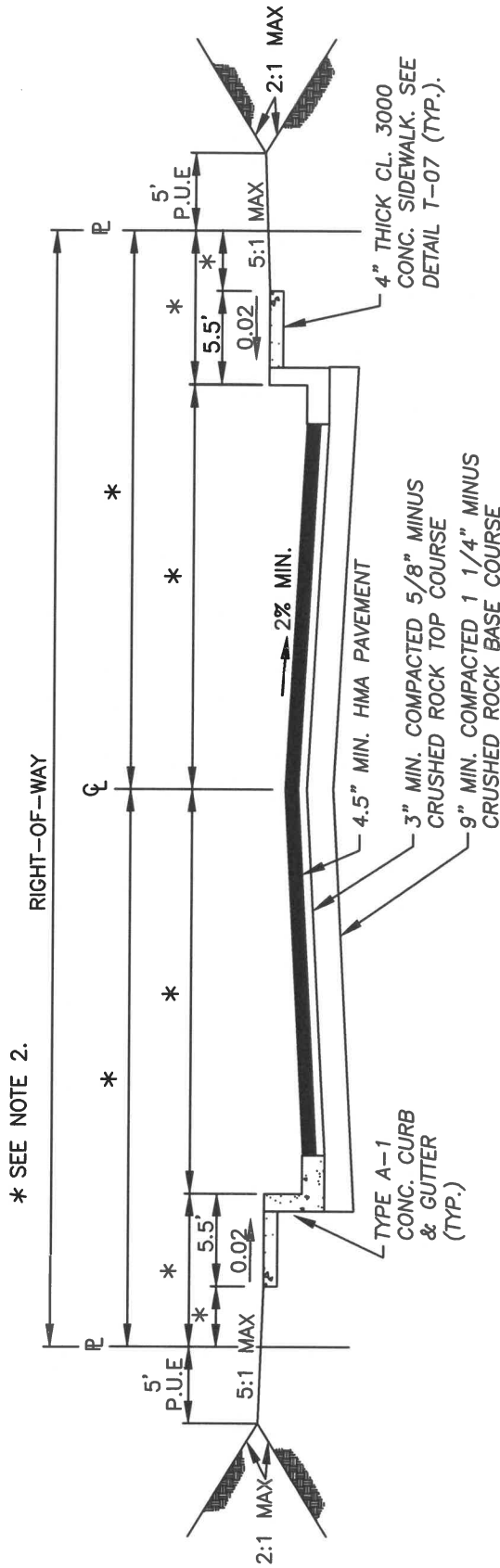


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T-37

TYPICAL STREET SECTION DETAIL
(CROWN)
N.T.S.



NOTES:

1. ALL STREET SECTION DIMENSIONS TO BE CALCULATED BASED ON THE SITE SOIL CONDITIONS BY A LICENSED STATE OF WASHINGTON ENGINEER. MINIMUM PAVEMENT SECTION SHOWN IS FOR A RESIDENTIAL LOCAL ACCESS ROAD CLASSIFICATION.
2. STREET & RIGHT-OF-WAY DIMENSIONS SHALL BE IN ACCORDANCE WITH WOODLAND ENGINEERING STANDARDS & AS DETERMINED BY THE PUBLIC WORKS DIRECTOR.
3. DETACHED SIDEWALKS ARE ALLOWED IN ACCORDANCE WITH THE ENGINEERING STANDARDS.

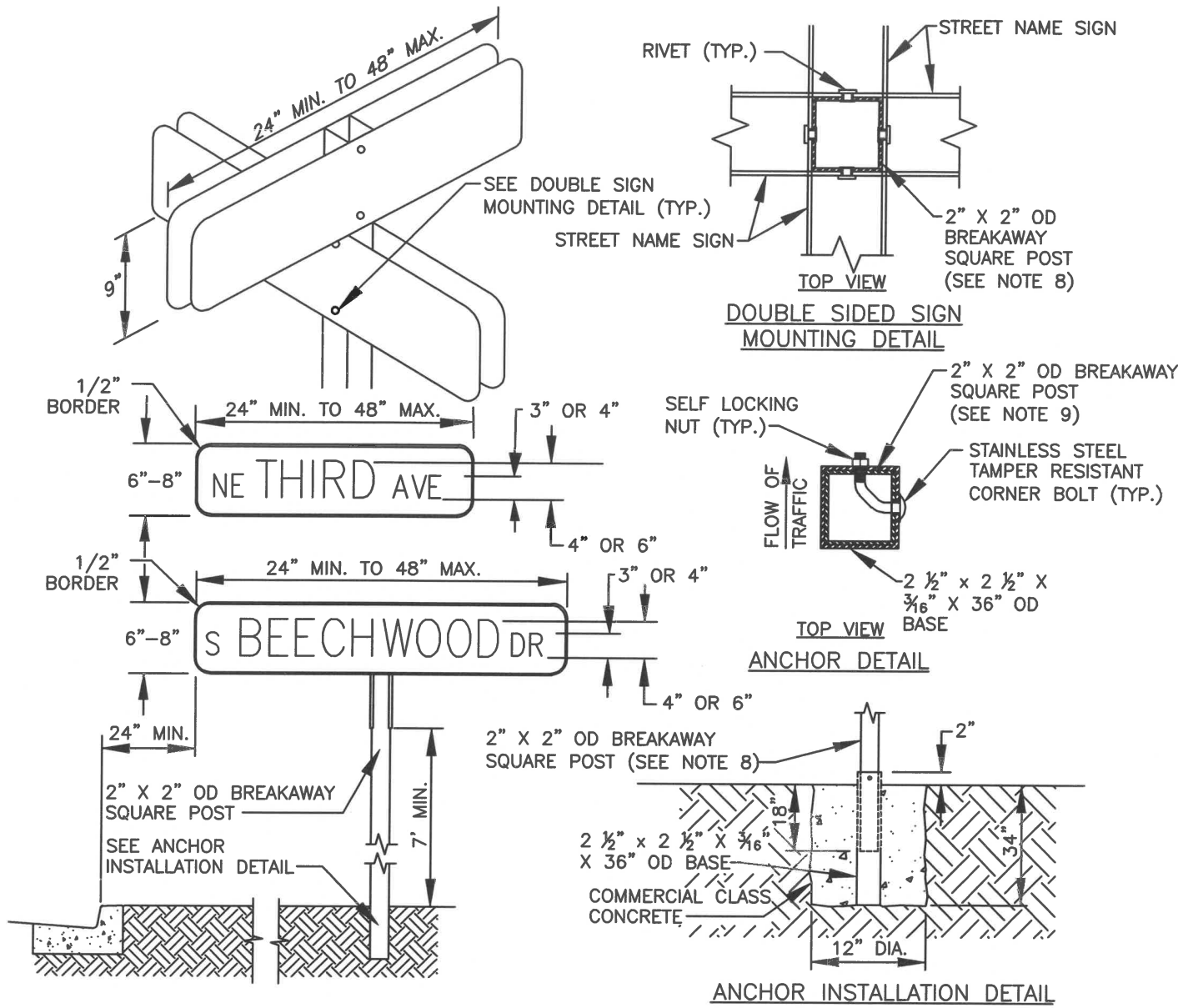
TYPICAL STREET SECTION



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NOTES:

1. FOR STREETS 25-MPH AND UNDER, 4" UPPERCASE LETTERS FOR STREET NAME AND 3" UPPER CASE LETTERS FOR SUPPLEMENTARY LETTERING.
2. FOR SPEEDS OVER 25-MPH, 6" UPPERCASE LETTERS FOR STREET NAME AND 4" UPPER CASE LETTERS FOR SUPPLEMENTARY LETTERING.
3. SIGN FACE SHALL BE FABRICATED FROM CUBED CORNERED LENS (VIP, TYPE A DIAMOND GRADE) REFLECTIVE MATERIAL. FACE LEGEND AND BORDER SHALL BE WHITE ON A GREEN BACKGROUND - PRIVATE ROAD SIGNS SHALL BE WHITE ON A BROWN BACKGROUND. BORDER SHALL BE 1/2" IN WIDTH.
4. ALL SIGN MATERIALS AND ATTACHMENT HARDWARE SHALL CONFORM TO MUTCD AND WSDOT STANDARD SPECIFICATIONS.
5. WHEN SIGN REQUIRES TWO MESSAGE LINES, USE 2 SIGN BOARDS WITH AN ARROW ADDED TO THE BOARD (LEFT ARROW LEFT OF THE DIRECTION AND RIGHT ARROW ON THE RIGHT).
6. ENGINEER SHALL APPROVE FACE COPY PRIOR TO FABRICATION.
7. BREAKAWAY SIGN POSTS ARE TO BE "QUICK-PUNCH" WITH KNOCK OUTS IN PLACE.

GROUND MOUNTED STREET NAME SIGN



APPROVED

 PUBLIC WORKS DIRECTOR

2/10/08
 DATE

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CONSTRUCTION SPECIFICATIONS

GENERAL

THE FOLLOWING ARE TO BE USED IN CONJUNCTION WITH THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) AS ADOPTED BY THE CITY OF WOODLAND.

CONCRETE STREET LIGHT FOUNDATION

ALL CONCRETE FOUNDATIONS SHALL BE THE SIZE AND CONFIGURATION SHOWN ON THE PLANS, EXCEPT WHERE, IN THE JUDGMENT OF THE ENGINEER, UNSTABLE SOIL CONDITIONS REQUIRE ENLARGEMENT OF THE FOUNDATION. BEFORE PLACING THE CONCRETE, THE CONTRACTOR SHALL BLOCK OUT AROUND ANY OTHER UNDERGROUND UTILITIES THAT LIE IN THE EXCAVATED BASE SO THAT THE CONCRETE WILL NOT ADHERE TO THE UTILITY LINE. CONCRETE BASE SHALL BE CLASS 4000 AND BE TROWELED, BRUSHED, EDGED, AND FINISHED IN A WORKMANLIKE MANNER. CONCRETE SHALL BE PROMPTLY CLEANED FROM ANCHOR BOLTS AND CONDUITS AFTER PLACEMENT. ANCHOR BOLTS FOR ALL POLES SHALL BE ARRANGED SO THAT THE POLE'S BRACKET ARM IS PERPENDICULAR TO THE CENTERLINE OF THE ADJACENT ROADWAY RIGHT-OF-WAY. STREET LIGHTS MAY BE INSTALLED AFTER A COMPRESSIVE STRENGTH OF 2,400 PSI HAS BEEN ACHIEVED.

ALL POLES SHALL BE INSTALLED ON LEVELING NUTS SECURED TO THE ANCHOR BOLTS AND WITH LOCKING NUTS ON THE TOP OF THE BASE FLANGE. THE SIDE OF THE POLE SHAFT OPPOSITE THE LOAD SHALL BE PLUMBED BY ADJUSTING THE LEVELING NUTS OR AS OTHERWISE DIRECTED BY THE ENGINEER. THE SPACE BETWEEN THE CONCRETE BASE AND THE BOTTOM OF THE POLE FLANGE SHALL BE FILLED WITH DRY PACK MORTAR TO COMPLETELY FILL THE SPACE UNDER THE FLANGE AND AROUND THE CONDUITS AND BE NEATLY TROWELED TO THE CONTOUR OF THE POLE FLANGE. A PLASTIC DRAIN HOSE (1/2" DIAMETER) SHALL BE INSERTED THROUGH THE MORTAR TO PROVIDE DRAINAGE FROM THE INTERIOR OF THE POLE BASE AND TRIMMED FLUSH WITH THE INTERIOR AND EXTERIOR SURFACE OF THE MORTAR. DRY PACK MORTAR SHALL CONSIST OF A 1:3 MIXTURE OF CEMENT AND FINE SAND WITH JUST ENOUGH WATER SO THAT THE MIXTURE WILL STICK TOGETHER ON BEING MOLDED INTO A BALL BY HAND AND WILL NOT EXUDE FREE MOISTURE WHEN SO PRESSED.

CONDUIT

ALL CONDUIT SHALL BE SCHEDULE 40 PVC, MINIMUM ONE INCH DIAMETER EXCEPT UNDER DRIVEWAYS, AND STREET CROSSINGS. THESE EXCEPTIONS SHALL BE RIGID STEEL CONDUIT AND SHALL BE A MINIMUM OF TWO INCHES IN DIAMETER. ALL ELBOWS SHALL BE RIGID STEEL.

RIGID CONDUIT TO BE PROVIDED AS SPECIFIED ON THE PLANS SHALL BE OF HOT DIPPED GALVANIZED STEEL METALLIC CONDUIT CONFORMING TO THE REQUIREMENT OF THE NATIONAL ELECTRICAL CODE.

ALL UNDERGROUND CONDUIT SHALL BE INSTALLED A MINIMUM OF 24" BELOW GRADE. IN PAVED DRIVEWAY OR ROADWAY AREAS, ELECTRICAL CONDUIT SHOULD BE INSTALLED BY PUSHING OR BORING METHODS.

GROUNDING

ALL POLES, METAL CONDUITS AND CABINETS IN THE SAME AREA COVERED BY THE SAME POWER SERVICE SHALL BE MADE MECHANICALLY AND ELECTRICALLY SECURE FOR A CONTINUOUS GROUNDING SYSTEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. BONDING JUMPERS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH WSDOT STANDARD PLAN J-9A TO ALL #8 BARE METAL CONDUITS IN THE JUNCTION BOX. GROUNDING OF CONDUIT AND GROUND WIRE AT THE SERVICE POINT TO THE PUD SERVICE GROUND ON THE PUD POWER POLE SHALL BE ACCOMPLISHED AS REQUIRED UNDER THE NATIONAL ELECTRICAL CODE.

CATALOG CUTS

PRIOR TO THE BEGINNING OF CONSTRUCTION, CATALOG CUTS OF THE FOLLOWING ITEMS SHALL BE SUBMITTED AND APPROVED BY THE PUBLIC WORKS DIRECTOR. 1. STREET LIGHT STANDARDS 2. LUMINARIES 3. JUNCTION BOXES 4. WYE AND IN-LINE CONNECTORS 5. SERVICE CABINET 6. IN-LINE FUSE HOLDERS 7. CONDUIT 8. WIRE.

CRITICAL INSPECTION POINTS

THE ILLUMINATION SYSTEM WILL BE INSPECTED BY THE PUBLIC WORKS DEPARTMENT. THE TELEPHONE NUMBER IS: (360)225-7999.

THE FOLLOWING ARE THE CRITICAL INSPECTION POINTS. NO WORK SHALL BE DONE UNTIL INSPECTION IS COMPLETED.

WIRING 1. CHECK OF CONDUIT DEPTH. NO TRENCHING SHALL BE FILLED WITHOUT THE DEPTH OF CONDUIT VERIFIED. 2. SERVICE. THE SERVICE SHALL BE INSPECTED AND APPROVED BY THE INSPECTOR. 3. WIRING. THE WIRING, SPLICES, GROUNDING, AND FUSING SHALL BE INSPECTED AND APPROVED BY THE INSPECTOR.

POLES 1. POLE LOCATIONS. THE POLE LOCATIONS SHALL BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO EXCAVATION OF THE POLE BASES. 2. POLE BASES. THE POLE BASES SHALL BE INSPECTED AND APPROVED PRIOR TO THE POURING OF THE CONCRETE.

STREET LIGHTING – CONSTRUCTION NOTES

APPROVED

REVISIONS

DATE

DRAWN

DESIGNED



PUBLIC WORKS DIRECTOR

DATE



T-40

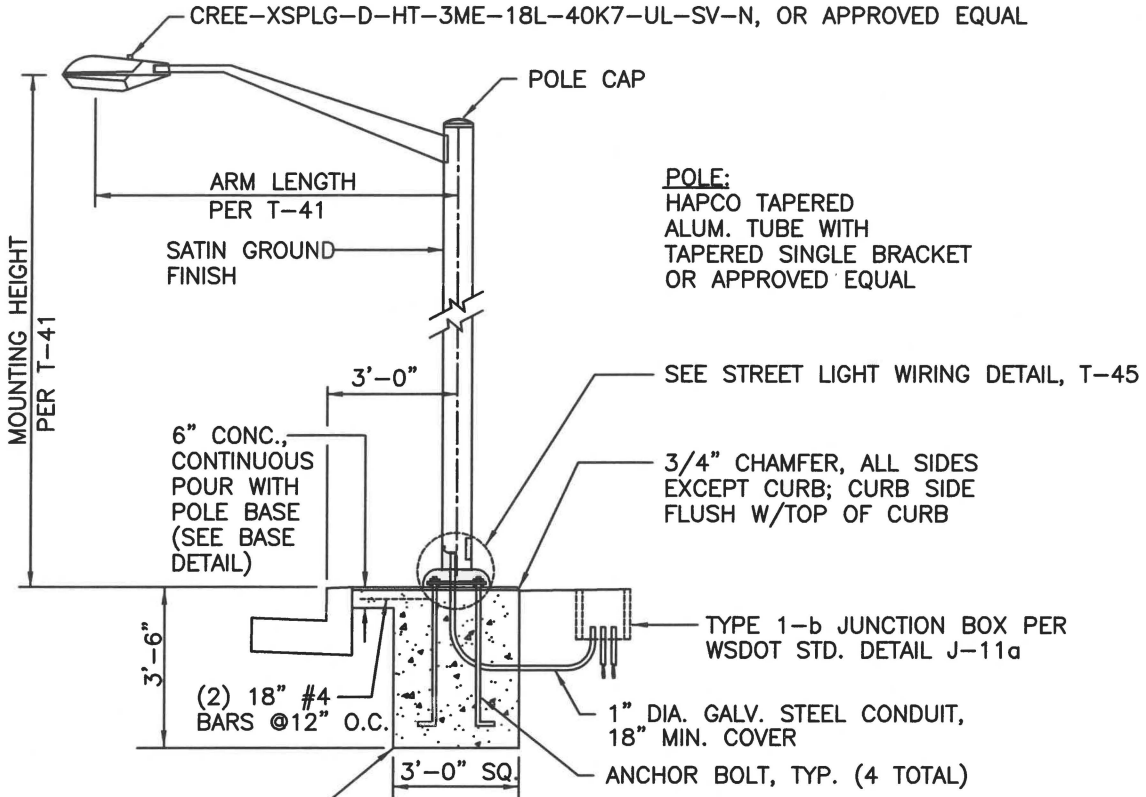
DESIGN SPECIFICATIONS

- STREET LIGHT LOCATIONS ARE TO BE PLACED ON THE PROPERTY LINE WHENEVER POSSIBLE. LIGHTING FACILITIES SHALL BE LOCATED WITHIN PUBLIC RIGHT-OF-WAY OR AN EASEMENT DEDICATED TO THE CITY OF WOODLAND.
- THE FOLLOWING TABLE SHALL BE FOLLOWED FOR STREET LIGHT DESIGN:

ROADWAY AND AREA CLASSIFICATION		AVERAGE LUMEN	NEMA LABEL LED WATTAGE	ARM LENGTH	MOUNTING HEIGHT
ARTERIAL	COMMERCIAL	16,800	185 W	8'	35'
	INTERMEDIATE	16,800	185 W	8'	35'
	RESIDENTIAL	16,800	185 W	8'	35'
COLLECTOR	COMMERCIAL	13,000	135 W	6'	30'
	INTERMEDIATE	13,000	135 W	6'	30'
	RESIDENTIAL	13,000	135 W	6'	30'
LOCAL	COMMERCIAL	6,200	50 W	6'	25'
	INTERMEDIATE	6,200	50 W	6'	25'
	RESIDENTIAL	6,200	50 W	6'	25'

- THE PUBLIC WORKS DEPARTMENT SHALL ADJUST, ADD, OR REMOVE STREET LIGHTS WHERE NECESSARY. THE CONTRACTOR MAY SUBMIT STAMPED CALCULATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF WASHINGTON IF THE CONTRACTOR DOES NOT AGREE WITH THE MODIFIED POLE LOCATIONS.
- WHERE THE AVERAGE RESIDENTIAL DENSITY IS IN EXCESS OF 12 UNITS PER ACRE - USE INTERMEDIATE CLASSIFICATIONS.
- TYPICAL MOUNTING DIMENSIONS UNLESS OTHERWISE REQUIRED BY THE PUBLIC WORKS DEPARTMENT AS SHOWN IN TABLE.
- KELVIN DEGREES IS TO BE 4,000 K. IN SOLELY RESIDENTIAL NEIGHBORHOODS, THE KELVIN MAY BE 4,000 K OR 3,000 K. THE COLOR TEMPERATURE OF LESS THAN 4,000 K IS NOT ALLOWED IN ANY MIXED USE, COMMERCIAL, OR INDUSTRIAL USE.

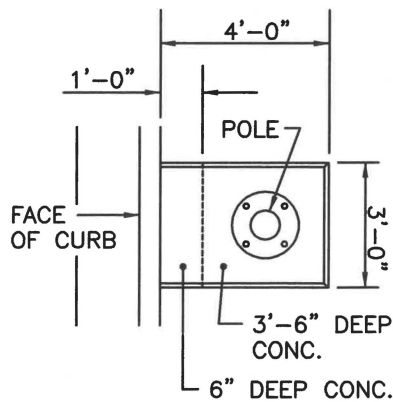
	ILLUMINATION SPECIFICATIONS					T-41
	APPROVED	REVISIONS	DATE	DRAWN	DESIGNED	
	 PUBLIC WORKS DIRECTOR	2/25/08 DATE				



PORTLAND CEMENT CONC. LIGHT POLE BASE. ALTERNATIVE BASE DESIGN ALLOWED WITH DEPARTMENT APPROVAL

LIGHT FIXTURE: LED FIXTURES TO BE APPROVED BY PUBLIC WORKS DIRECTOR

SECTION



DETAIL IS FOR INSTALLATION WITH DETACHED SIDEWALK.

FOR BASES POURED IN THE SIDEWALK SECTION, MINIMUM 5' WALK PATH REQUIRED AROUND POLE.

FOR ATTACHED SIDEWALK SET CENTER OF POLE 18" FROM BACK OF WALK.

PLAN

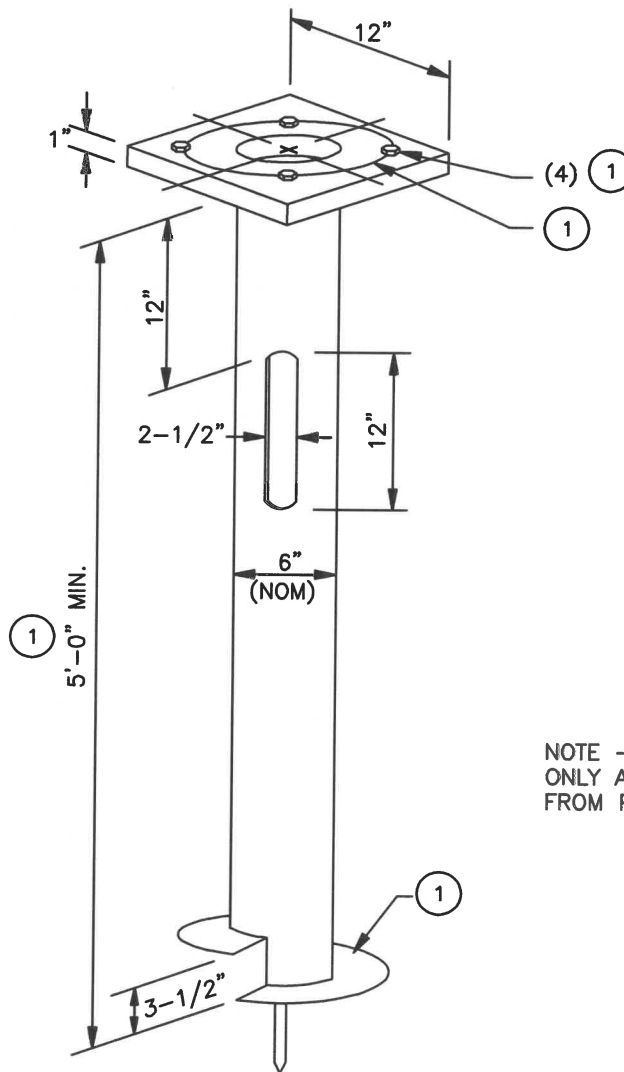
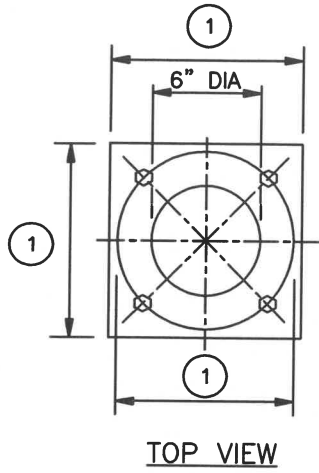
STREET LIGHT POLE



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 PUBLIC WORKS DIRECTOR
 11-17-23
 DATE

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NOTE - SCREW IN FOUNDATION ONLY ALLOWED WITH PERMISSION FROM PUBLIC WORKS DIRECTOR.

NOTE:

① VARIES WITH APPLICATION

SCREW-IN FOUNDATION FOR STREET LIGHTING

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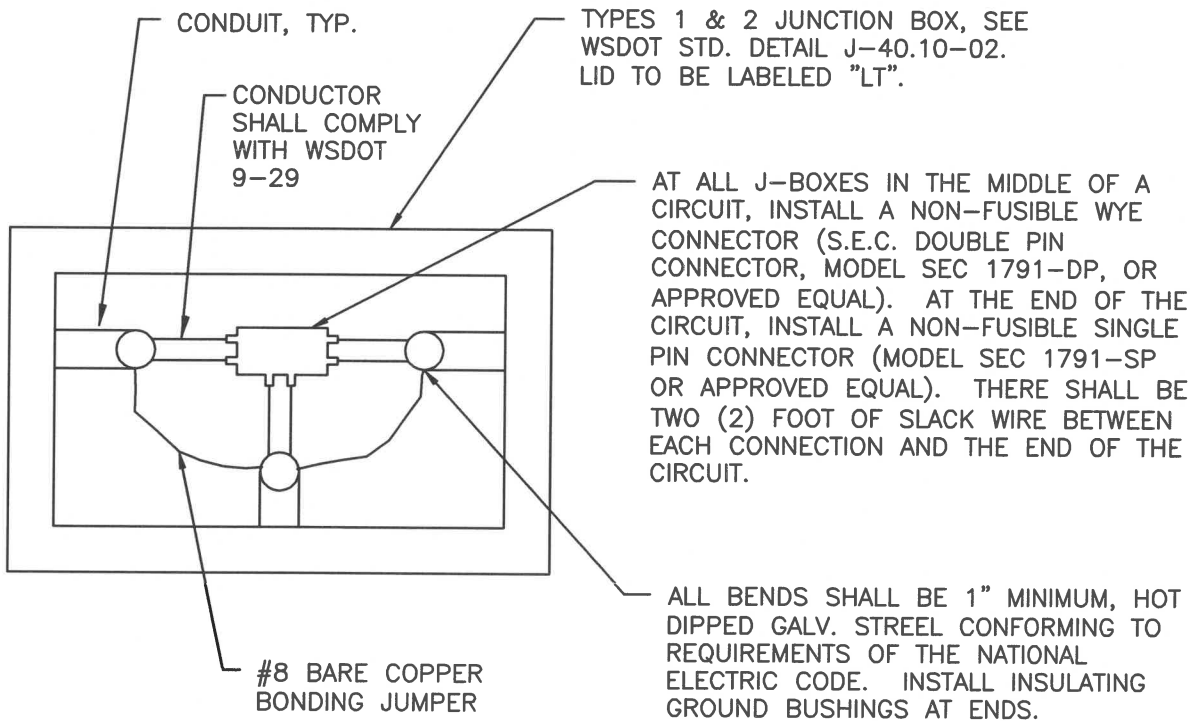
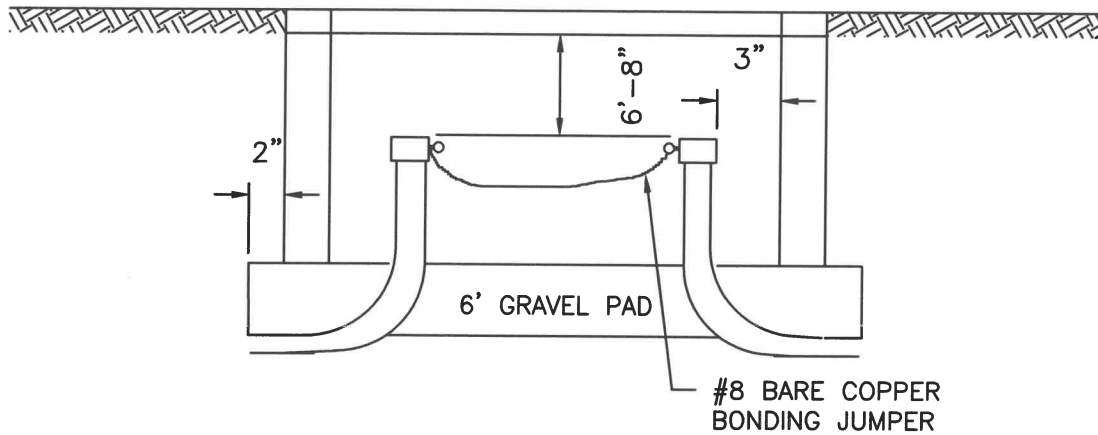


PUBLIC WORKS DIRECTOR

DATE

T-43

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2/10/22



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 PUBLIC WORKS DIRECTOR

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 DATE

JUNCTION BOX

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10 AMP FUSIBLE QUICK
DISCONNECT (TRON
IN-LINE FUSE HOLDER,
HEB- OR APPROVED
EQUAL)

#8 BARE COPPER
TO POLE GROUND
TERMINAL

BASE FLANGE

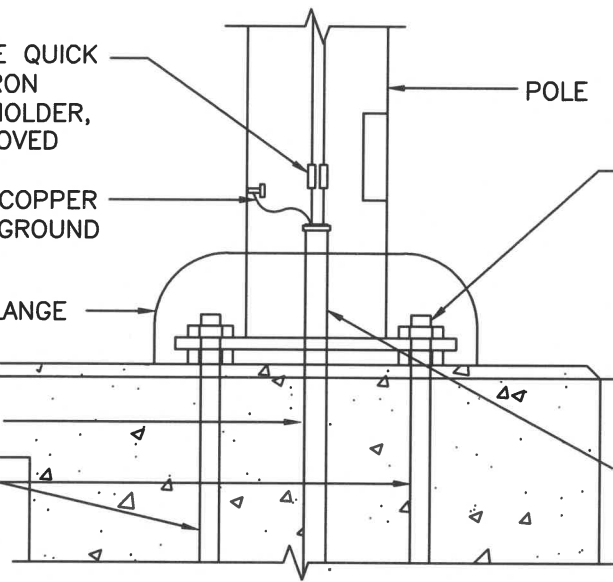
CONDUIT

ANCHOR
BOLTS

POLE

MINIMUM OF 2 THREADS MUST
BE VISIBLE ABOVE LEVELING NUT
FOR 120 VOLT SYSTEM - 1 FUSE
FOR 240 VOLT SYSTEM - 2 FUSE
(DO NOT FUSE NEUTRAL)

CONDUIT SHALL NOT EXTEND
MORE THAN 3" ABOVE THE TOP
OF CONCRETE BASE



STREET LIGHT WIRING

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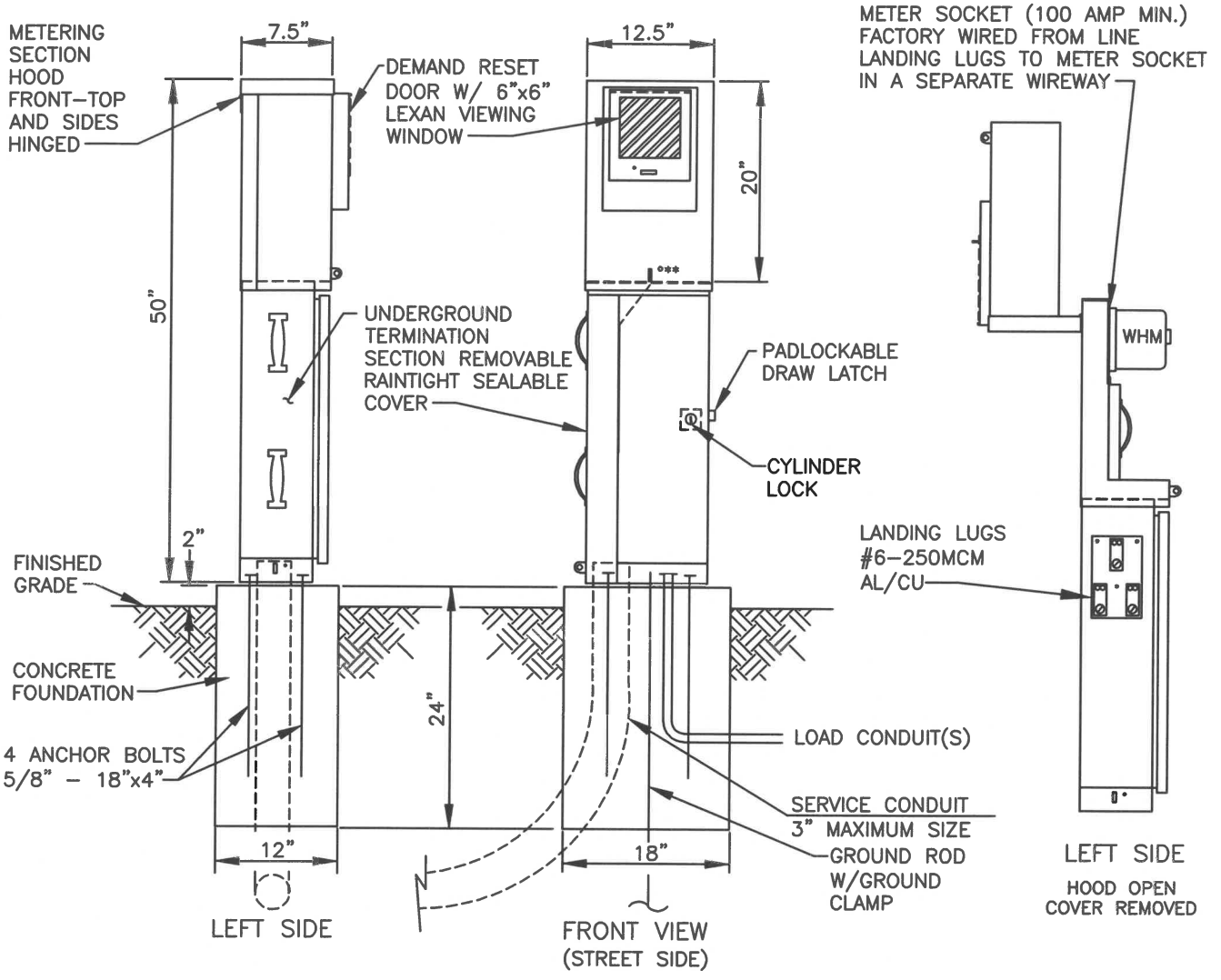
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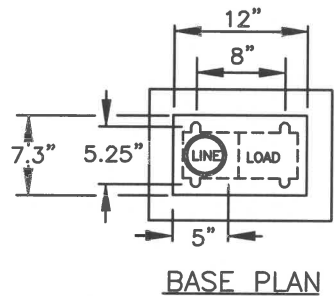
DATE

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SERVICE CABINET PEDESTAL DETAIL



BASE PLAN

NOTES:

1. ENCLOSURE SHALL BE TESCO CLASS 26-000 OR EQUIVALENT APPROVED BY CITY OF WOODLAND.
2. THIS IS AN EXAMPLE OF A TYPICAL CIRCUIT FOR AN ILLUMINATION SYSTEM. THE ILLUMINATION PLAN SHALL SHOW THE ACTUAL CIRCUIT AND WILL BE REVIEWED BY THE PUBLIC WORKS DEPARTMENT.
3. CYLINDER LOCK SHALL BE KEYED TO MATCH CITY STANDARDS.

STREET LIGHT SERVICE CABINET

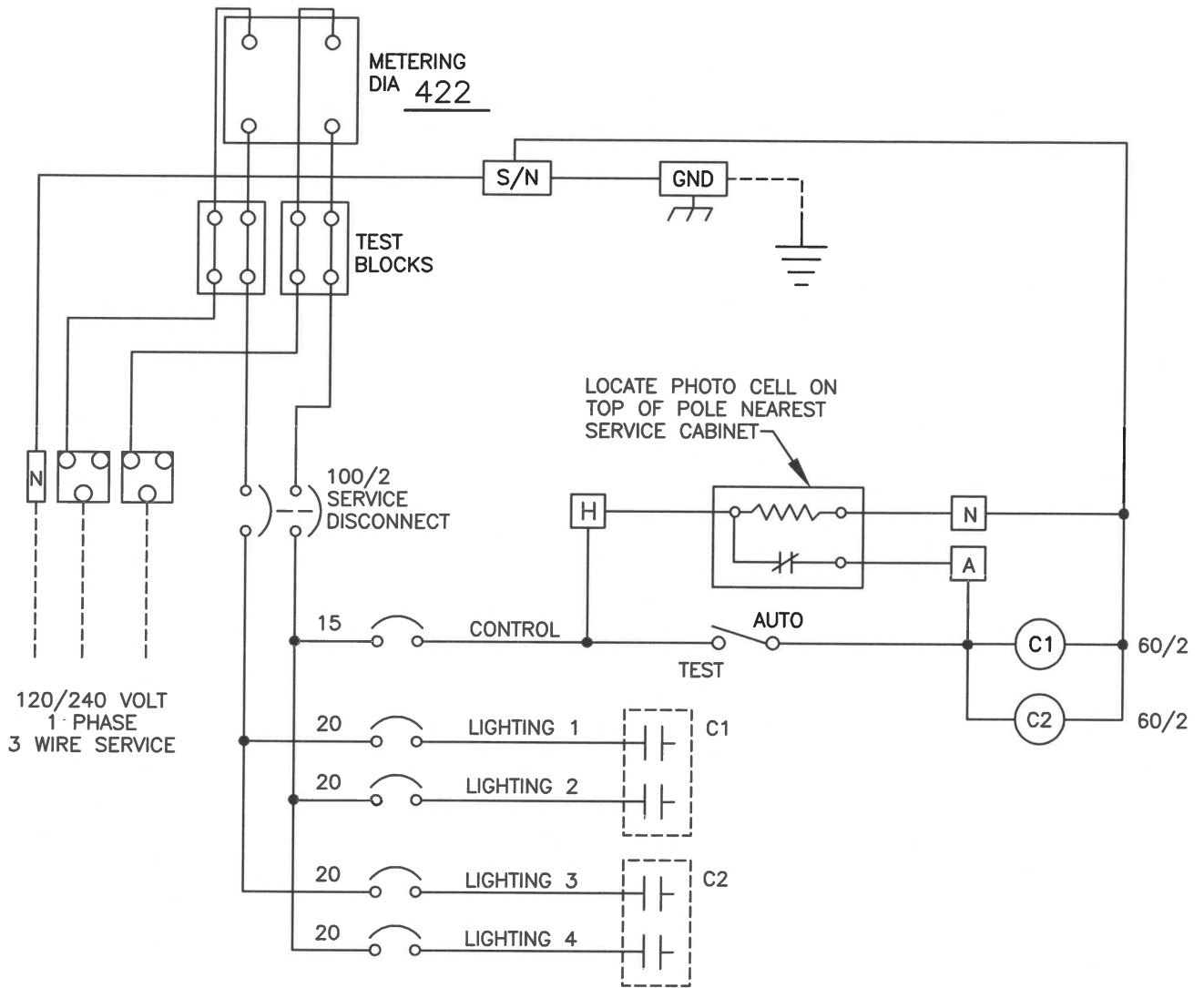


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 PUBLIC WORKS DIRECTOR
 DATE 2-10-02

REVISIONS	DATE	DRAWN	DESIGNED

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NOTE:

SEE T-46 FOR STREET LIGHT SERVICE CABINET DETAIL.

STREET LIGHT SERVICE WIRING DIAGRAM

APPROVED

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2.10.20

REVISIONS

DATE

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PUBLIC WORKS DIRECTOR

DATE

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