

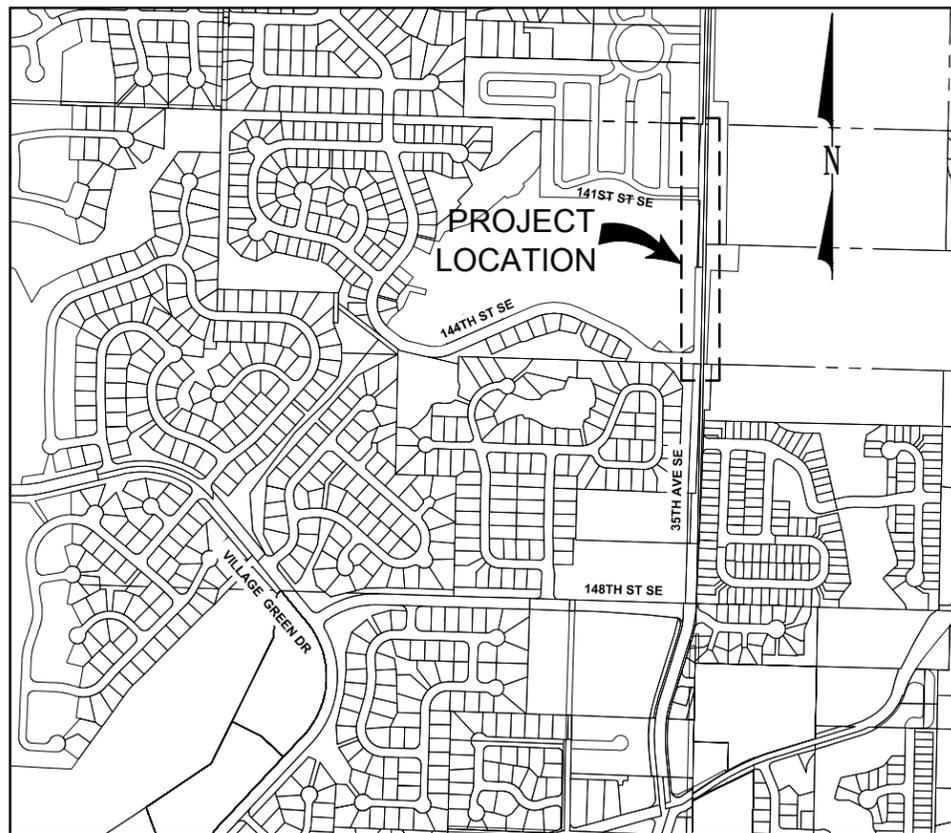
CITY OF MILL CREEK

35TH AVENUE SE RECONSTRUCTION

144TH STREET SE TO 141ST STREET SE

SE-S32-T28N-R5E/SW-S33-T28N-R5E
MILL CREEK, WASHINGTON

SHEET INDEX



VICINITY MAP
NTS

SHEET	DWG	DRAWING TITLE
1	CV01	COVER SHEET
2	GN01	SURVEY LEGEND, NOTES, & ALIGNMENT CONTROL
3	SP01	SITE PREPARATION PLAN
4	SP02	SITE PREPARATION PLAN
5	SP03	SITE PREPARATION PLAN
6	TE01	TEMPORARY EROSION & SEDIMENT CONTROL PLAN
7	TE02	TEMPORARY EROSION & SEDIMENT CONTROL PLAN
8	TE03	TEMPORARY EROSION & SEDIMENT CONTROL PLAN
9	RS01	ROADWAY TYPICAL SECTIONS
10	RP01	ROADWAY PLAN & PROFILE
11	RP02	ROADWAY PLAN & PROFILE
12	RP03	ROADWAY PLAN & PROFILE
13	GD01	INTERSECTION GRADING
14	CH01	CHANNELIZATION, PAVEMENT MARKING, & SIGNING PLAN
15	CH02	CHANNELIZATION, PAVEMENT MARKING, & SIGNING PLAN
16	CH03	CHANNELIZATION, PAVEMENT MARKING, & SIGNING PLAN
17	DR01	DRAINAGE PLAN
18	DR02	DRAINAGE PROFILES
19	DD01	DRAINAGE DETAILS
20	WP01	WALL ELEVATIONS
21	WP02	WALL ELEVATIONS
22	WD01	WALL DETAILS
23	DT01	DETOUR PLAN & SIGN DETAILS
24	ST01	STRUCTURAL LAYOUT & GENERAL NOTES
25	ST02	STRUCTURAL PLAN
26	ST03	STRUCTURAL PLAN
27	ST04	STRUCTURAL PLAN
28	ST05	TYPICAL STRUCTURAL SECTIONS
29	ST06	STRUCTURAL SECTIONS AND DETAILS
30	ST07	STRUCTURAL SECTIONS AND DETAILS
31	ST08	STRUCTURAL SECTIONS AND DETAILS
32	ST09	CULVERT BRIDGE FRAMING PLAN
33	ST10	26" SLAB DETAILS
34	ST11	26" SLAB SCHEDULE
35	ST12	26" SLAB TRANSVERSE TENDONS AND SHEAR KEY DETAILS
36	ST13	26" SLAB BEARING AND JOINT DETAILS
37	ST14	PEDESTRIAN BARRIER DETAILS
38	ST15	BRIDGE RAILING DETAILS
39	ST16	BRIDGE RAILING DETAILS

NOT FOR CONSTRUCTION

APPROVED FOR CONSTRUCTION

CITY ENGINEER

DATE: 9/10/2015

SHEET

CV01

1 OF 39



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SURVEY LEGEND AND ABBREVIATIONS

	PUNCH IN BRASS DISK IN CONC MONUMENT (QTR COR)	AR	ALDER
	PUNCH IN BRASS DISK IN CONC MONUMENT	AP	APPLE
	REBAR/CAP AS NOTED HEREON	AH	ASH
	MAG NAIL	AS	ASPEN
	EDGE OF GRAVEL	BI	BIRCH
	EDGE OF PAVEMENT	CY	CHESTNUT
	CONCRETE EXTRUDED CURB (UNLESS OTHERWISE NOTED)	CW	COTTONWOOD
	FENCE (AS NOTED)	DW	DOGWOOD
	TOPOGRAPHY BREAKLINE	EM	ELM
	SANITARY SEWER	HN	HAWTHORN
	STORM DRAIN	HZ	HAZELNUT
	TELECOM	LT	LOCUST
	OVERHEAD UTILITY	MP	MAPLE
	ROCKERY	OK	OAK
	HEDGE	PE	PEAR
	POWER UTILITY BOX	PM	PLUM
	CONCRETE VAULT	PR	POPLAR
	COMMUNICATION UTILITY BOX	WT	WALNUT
	UTILITY BOX	WW	WILLOW
	IRRIGATION CONTROL BOX	CE	CEDAR
	TELE-COMMUNICATION MANHOLE	CP	CYPRESS
	POWER METER	FR	DOUGLAS FIR
	TRAFFIC LIGHT UTILITY BOX	HK	HEMLOCK
	TRAFFIC SIGNAL BOX	HY	HOLLY
	TV UTILITY BOX	MD	MADRONA
	POWER TRANSFORMER	PI	PINE
	WATER METER	RW	REDWOOD
	GAS METER	SP	SPRUCE
	GAS VALVE	SQ	SEQUOIA
	UTILITY POLE	SY	SYCAMORE
	GUY ANCHOR		
	POST		
	ROAD SIGN		
	SIGN		
	PHONE BOX		
	LIGHT STANDARD		
	MAILBOX		
	CATCH BASIN		
	STORM MANHOLE		
	STORM INVERT		
	SANITARY MANHOLE		
	WATER VALVE		
	SANITARY SEWER CLEAN OUT		
	WATER WELL		
	FIRE HYDRANT		
	DECIDUOUS		
	CONIFEROUS		

TBM TEMPORARY BENCHMARKS SET

TBM1 - CS #11112 SURVEY SPIKE IN EAST ASPHALT SIDEWALK, 100' SOUTH OF ENTRANCE TO PACIFIC TOPSOIL, 220' NORTH OF CENTERLINE 141ST ST SE. ELEV.= 393.40' NGVD '29

TBM2 - CS # 10015 SURVEY SPIKE SET IN SEAM OF CONC WALK NE QUAD INTX OF SE 35TH ST AND 146TH AVE SE 12' NORTH OF GAS VALVE. ELEV.=408.50' NGVD '29

EQUIPMENT USED

THIS SURVEY WAS PERFORMED USING A LEICA 1250 SERIES RTK-GPS ROVER AND A 1203 SERIES ROBOTIC TOTAL STATION WITH A CARLSON SURVCE ALLEGRO DATA COLLECTOR MAINTAINED IN ADJUSTMENT TO MANUFACTURERS SPECIFICATIONS AS REQUIRED BY WAC 332-130-100.

NOTES:

- THIS SURVEY WAS CONDUCTED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT AND THEREFORE DOES NOT PURPORT TO SHOW ALL EASEMENTS OR RESTRICTIONS OF RECORD, IF ANY. RIGHT OF WAY SHOWN HEREON HAS BEEN CALCULATED FROM BEST AVAILABLE RECORD INFORMATION FIT TO FOUND LOCAL MONUMENTATION FOR DESIGN PURPOSES AND IS NOT THE RESULT OF A FULL BOUNDARY SURVEY.
- WETLAND AREAS DEPICTED ON THIS TOPOGRAPHIC SURVEY WERE DELINEATED BY SHANNON AND WILSON, INC. ON MARCH 7, 2014.
- UTILITY INFORMATION SHOWN HEREON REPRESENTS UTILITIES FIELD OBSERVED FROM THE SURFACE AND SURFACE PAINT MARKS DENOTING UNDERGROUND UTILITIES AS MARKED BY APS, INC. ON MARCH 13, 2014. SURVEYOR MAKES NO GUARANTEE AND DOES NOT WARRANT THAT UTILITIES SHOWN HEREON COMPRISE ALL UTILITIES THAT MAY EXIST OR THAT UTILITIES EXIST IN THE EXACT LOCATIONS SHOWN.
- FIELD SURVEY WAS CONDUCTED BETWEEN MARCH 12 AND MARCH 26, 2014, WITH A FINAL FIELD VISIT ON APRIL 14, 2014.
- PORTIONS OF THIS SURVEY INCORPORATING FIELD RUN TRAVERSE HAVE FINAL RESULTS MEETING OR EXCEEDING THE CURRENT TRAVERSE STANDARDS CONTAINED IN W.A.C. 332-130. THE PRECISION RATIO FOR THIS SURVEY MEETS OR EXCEEDS 1: 5,000 MINIMUM FOR RESIDENTIAL CLASSIFICATION PER WAC 332-130-090-1 (B).

REFERENCES:

- (R1) RECORD OF SURVEY, RECORDING NO. 9110255002
 - (R2) PLAT OF "ESTATES AT THOMAS LAKE", RECORDING NO. 200707115112
 - (R3) MILL CREEK SHORT PLAT SP 11-12
 - (R4) THE MEADOWS, A CONDOMINIUM, RECORDING NO. 200503115213
 - (R5) PLAT OF RHOD-A-ZALEA GARDENS DIV. 1, RECORDING NO. 9407135002
 - (R6) PLAT OF MILL CREEK EAST DIV. 1, RECORDING NO. 200609015004
 - (R7) PLAT OF MILL CREEK EAST DIV. 2, RECORDING NO. 200612145190
 - (R8) AGREEMENT, RECORDING NO. 20020425087
 - (R9) STATUTORY WARRANTY DEED, RECORDING NO. 200012280181
- ALL RECORDS OF SNOHOMISH COUNTY, WASHINGTON



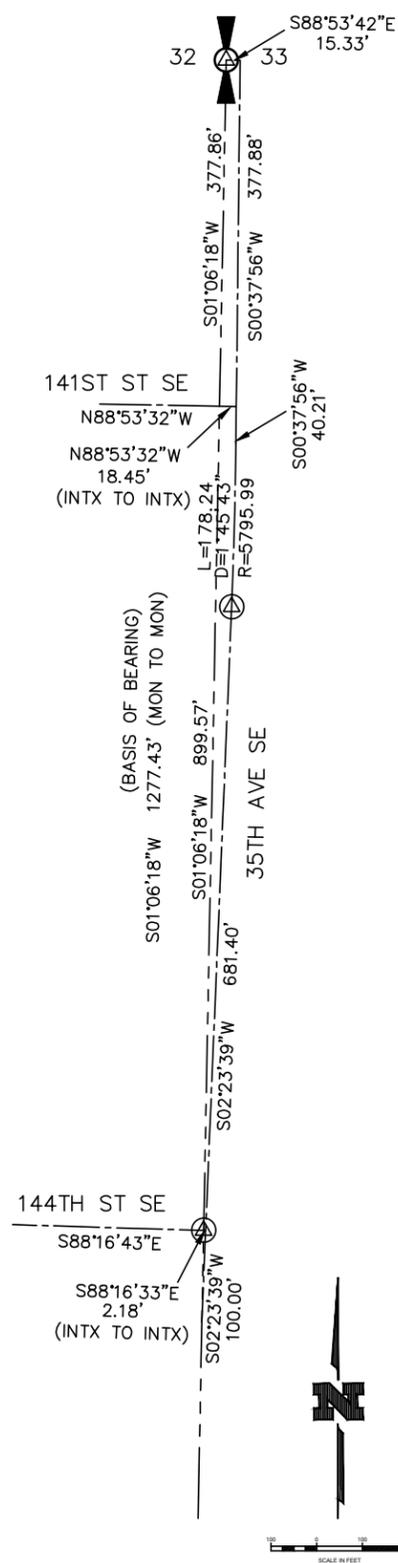
DATUM

VERTICAL: NGVD '29 PER BENCHMARK INFORMATION PROVIDED BY CITY OF MILL CREEK, AND CONVERSION OF SNOHOMISH COUNTY AND WSDOT NAVD '88 BENCHMARKS DERIVED VIA DIFFERENTIAL LEVELING, TRIG LEVELING AND GPS OBSERVATIONS.

HORIZONTAL: NAD 83/91, WASHINGTON NORTH ZONE PER WSDOT, GSOW, AND COUNTY CONTROL DATA SHEETS. SEE CONTROL DIAGRAM HEREON

BASIS OF BEARING:

THE BEARING OF NORTH 01°06'18" EAST ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 32 BETWEEN MONUMENTS FOUND AS SHOWN HEREON.



CONTROL DIAGRAM

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Path: X:\113501-113750\113521 (35th Ave SE)\CADD\Design\35TH_CN.dwg Plot date: Sep 10, 2015-02:23:18pm CAD User: KenW.

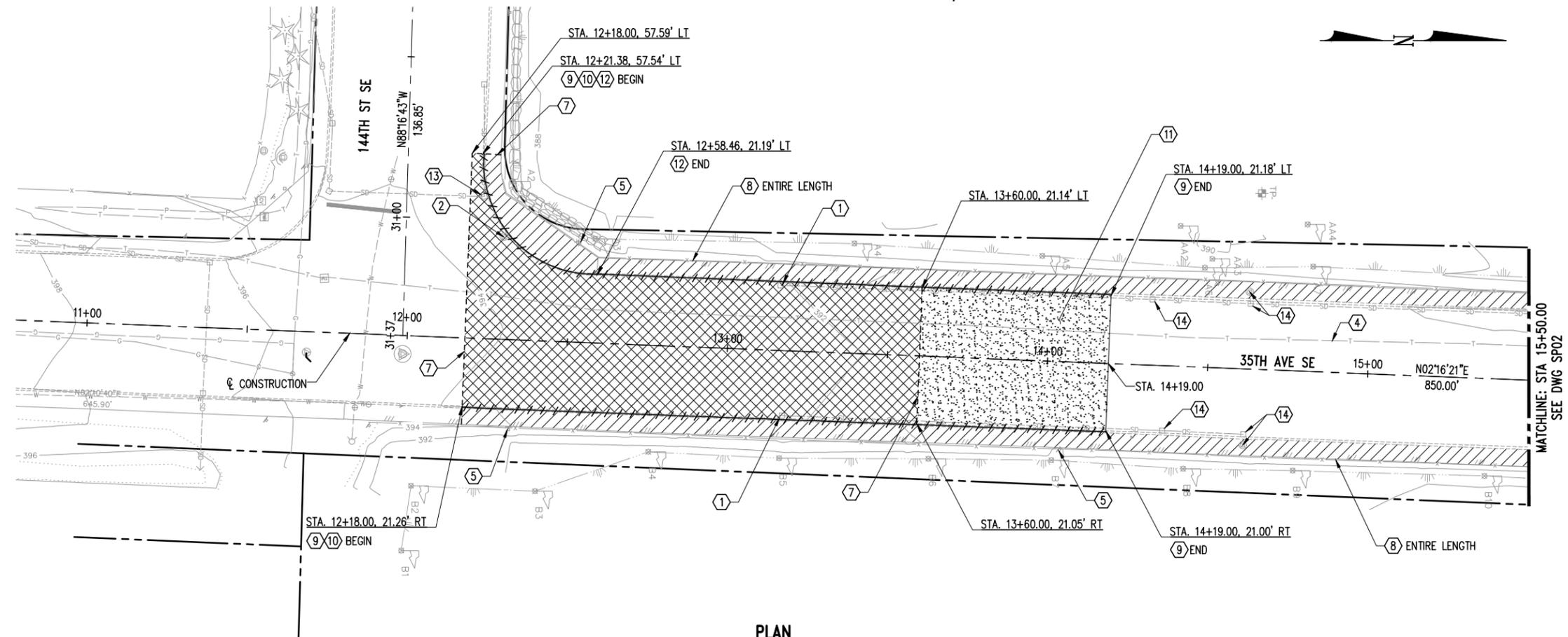
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CHECKED BY P. SLOAN	APPROVED BY R. LEIMKUEHLER
DATE 9/10/2015	
J O B No. :113521	

SCALE: NTS

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WASHINGTON

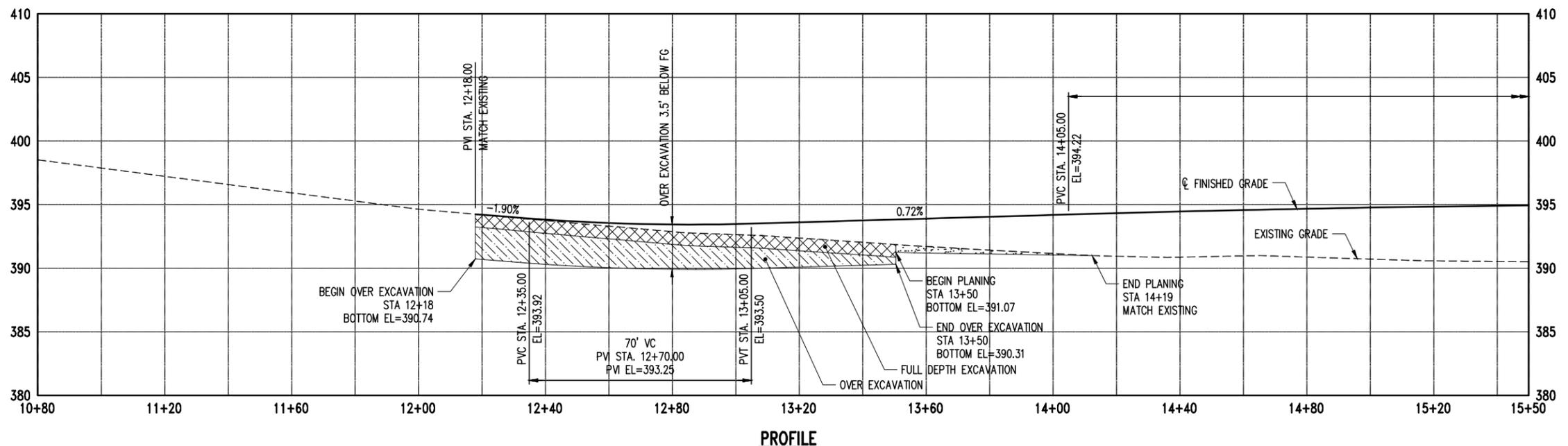
35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK MILL CREEK, WASHINGTON		SHEET
SURVEY LEGEND, NOTES, & ALIGNMENT CONTROL		GN01
		2 OF 39



PLAN

CONSTRUCTION NOTES:

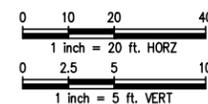
- ① REMOVE EXISTING CATCH BASIN
- ② REMOVE EXISTING MANHOLE
- ③ REMOVE EXISTING STORM DRAIN PIPE
- ④ PROTECT EXISTING UTILITY IN PLACE
- ⑤ REMOVE/REINSTALL EXISTING SIGN, SEE SHEETS CH01 TO CH03
- ⑥ (NOT USED)
- ⑦ SAWCUT PAVEMENT
- ⑧ REMOVE CHAIN LINK FENCE
- ⑨ REMOVE CURB
- ⑩ REMOVE SIDEWALK
- ⑪ PLANING BITUMINOUS PAVEMENT
- ⑫ REMOVE GUTTER
- ⑬ ADJUST CATCH BASIN
- ⑭ PLUG AND FILL STORM DRAIN



PROFILE

LEGEND:

- FULL DEPTH EXCAVATION
- REMOVE SIDEWALK
- PLANING BITUMINOUS PAVEMENT
- OVER EXCAVATION
- REMOVE CURB
- SAWCUT PAVEMENT
- RIGHT-OF-WAY
- WETLAND BOUNDARY



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35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

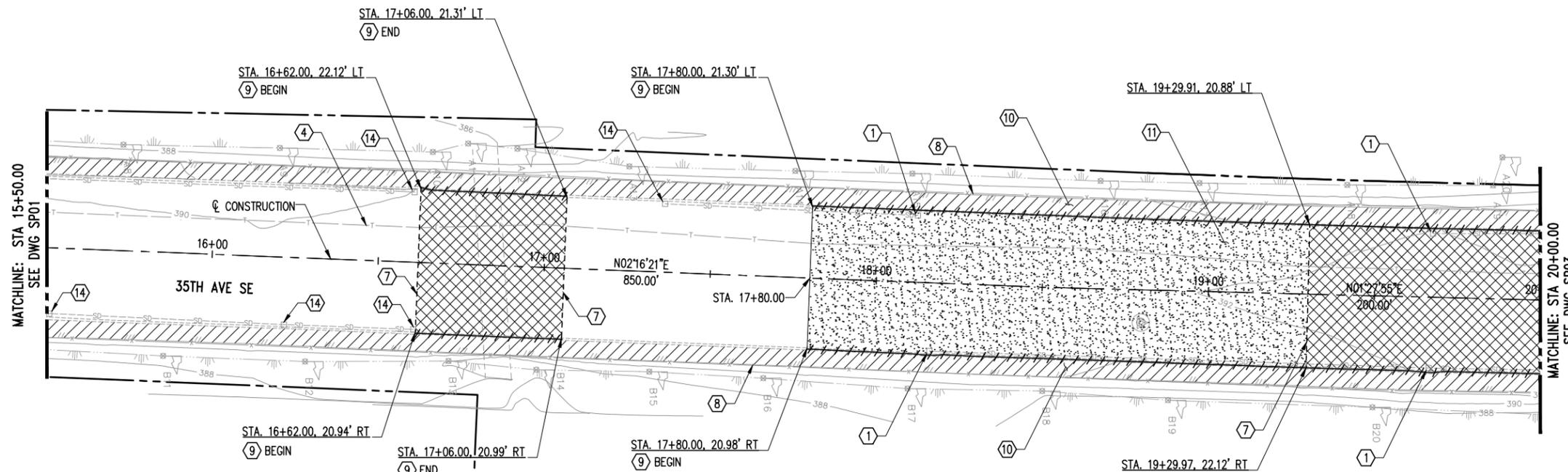
SITE PREPARATION PLAN
STA 11+00 TO STA 15+50

SHEET
SP01
3 OF 39

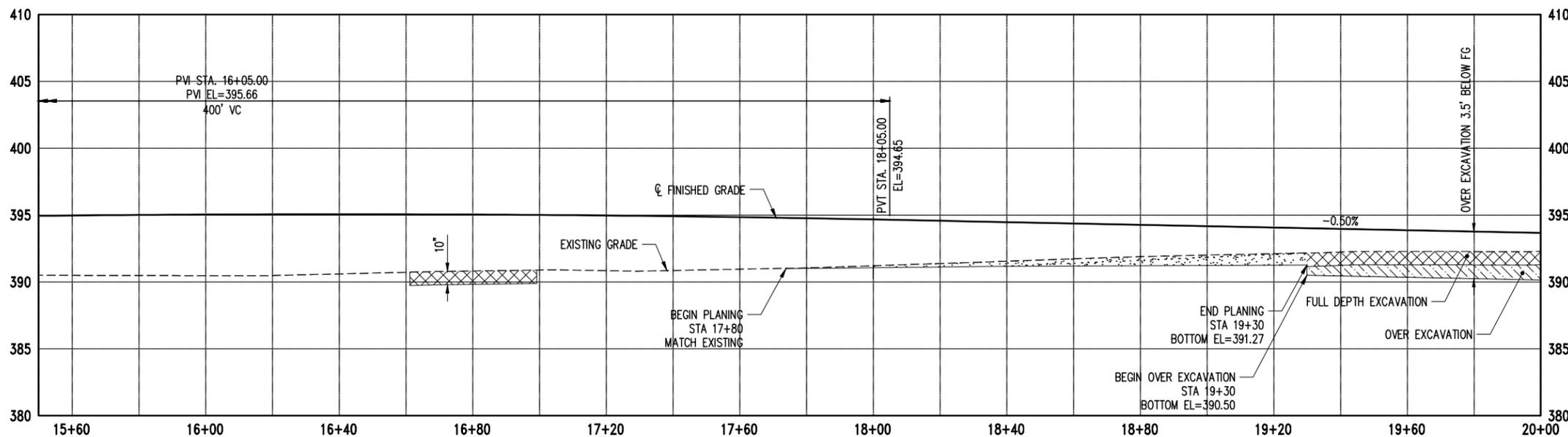


CONSTRUCTION NOTES:

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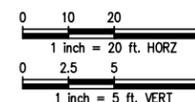
PLAN



PROFILE

LEGEND:

- FULL DEPTH EXCAVATION
- REMOVE SIDEWALK
- PLANING BITUMINOUS PAVEMENT
- OVER EXCAVATION
- REMOVE CURB
- SAWCUT PAVEMENT
- RIGHT-OF-WAY
- WETLAND BOUNDARY



NOT FOR CONSTRUCTION

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JOB No. :113521	

SCALE:
1" = 20'

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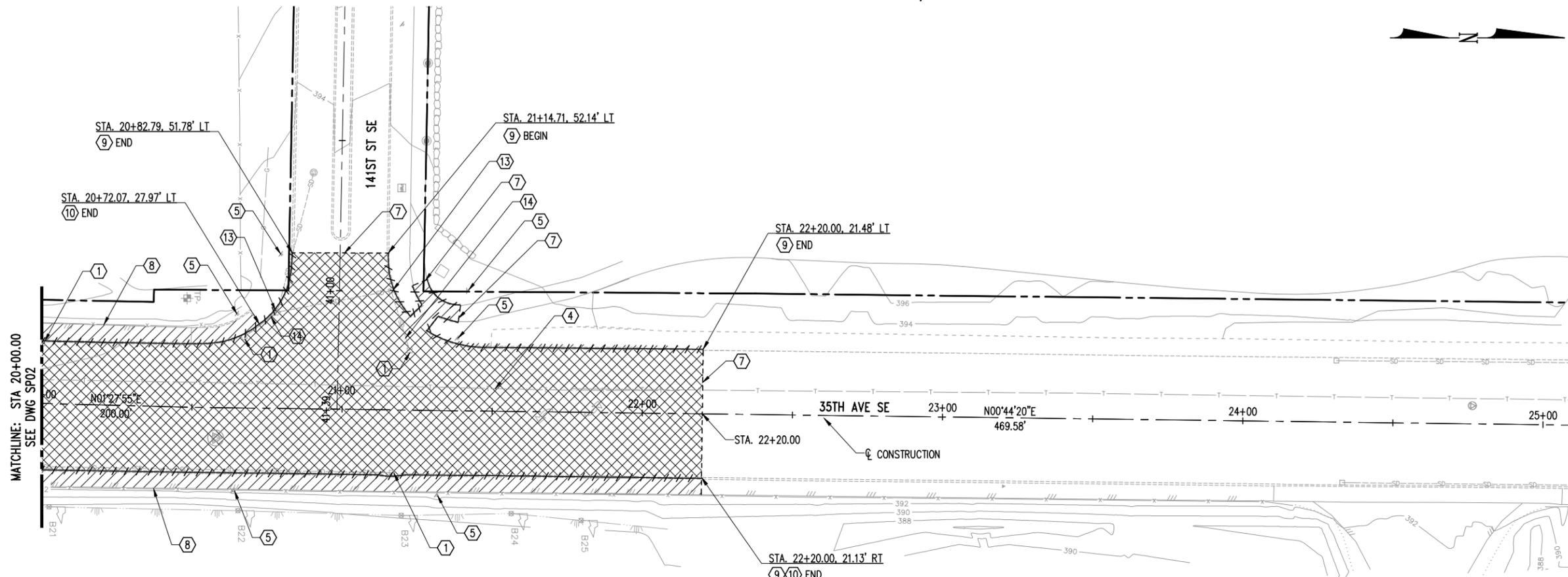
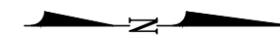
35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

SITE PREPARATION PLAN
STA 15+50 TO STA 20+00

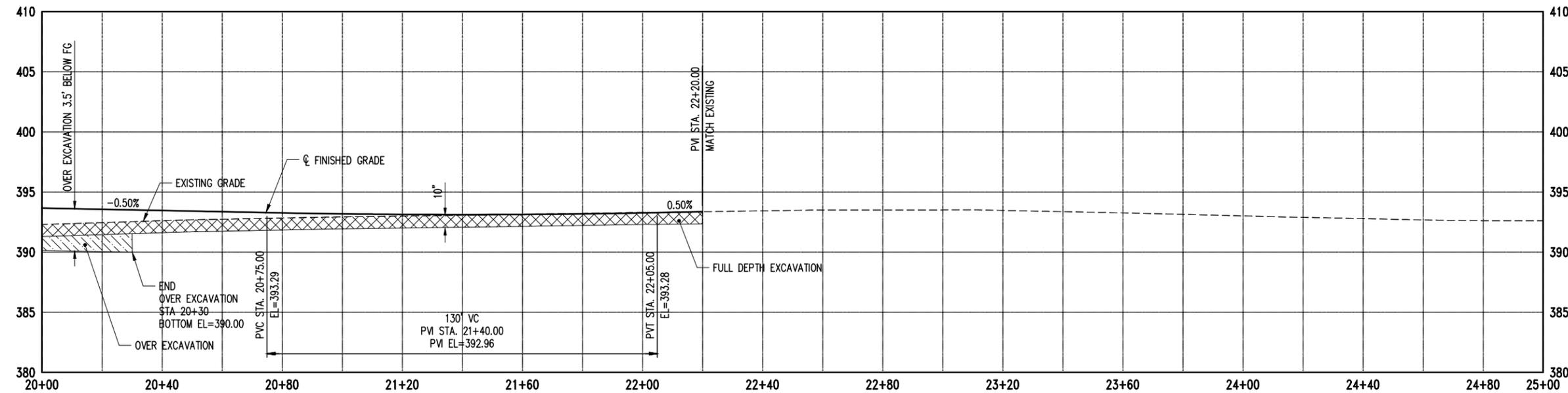
SHEET

SP02

4 OF 39



PLAN



PROFILE

CONSTRUCTION NOTES:

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LEGEND:

- FULL DEPTH EXCAVATION
 - REMOVE SIDEWALK
 - PLANING BITUMINOUS PAVEMENT
 - OVER EXCAVATION
 - REMOVE CURB
 - SAWCUT PAVEMENT
 - RIGHT-OF-WAY
 - WETLAND BOUNDARY
- 0 10 20 40
1 inch = 20 ft. HORIZ
0 2.5 5 10
1 inch = 5 ft. VERT

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R. LEIMKUHLE
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9/10/2015
J O B No. :113521

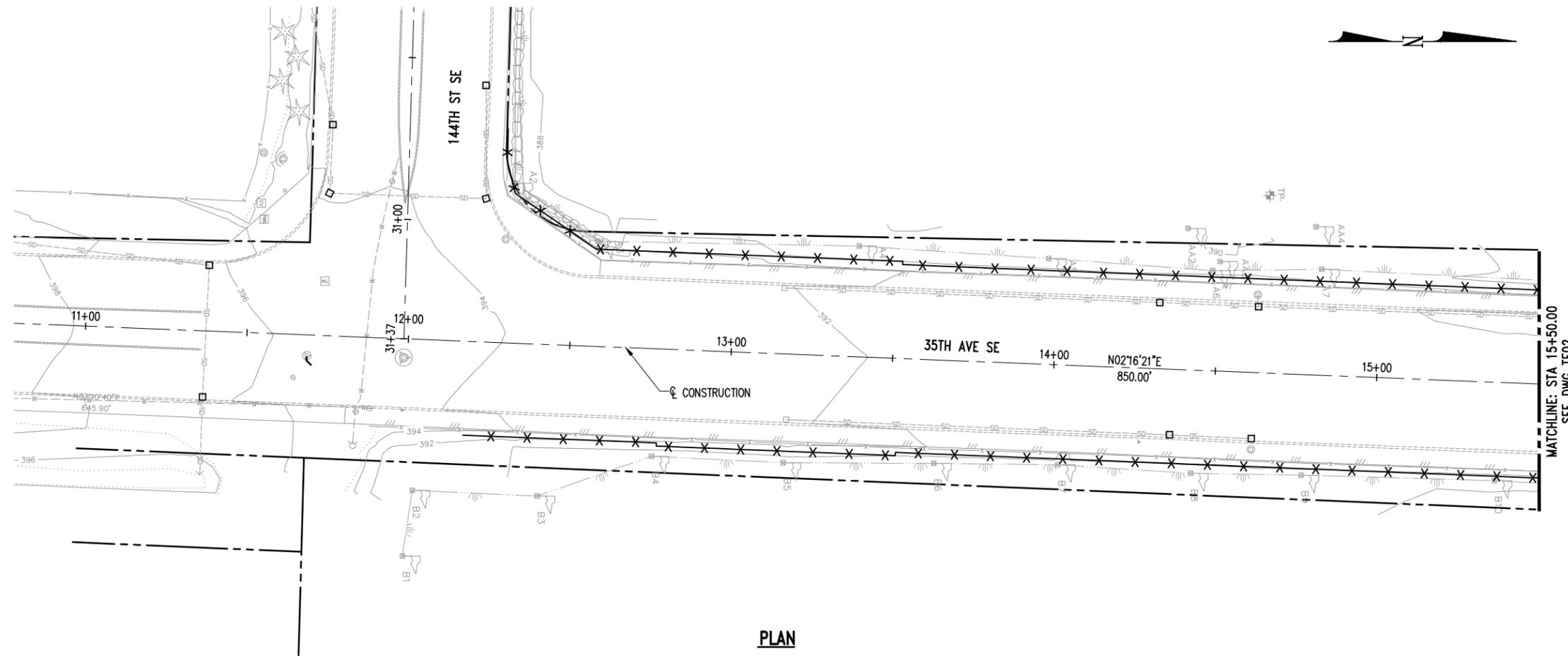


35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON
SITE PREPARATION PLAN
STA 20+00 TO STA 25+00

SHEET
SP03
5 OF 39

TESC NOTES:

1. PROVIDE INLET PROTECTION FOR ALL EXISTING CATCH BASIN STRUCTURES THAT REMAIN AND ALL PROPOSED CATCH BASIN STRUCTURES.
2. SILT FENCE SHALL BE PROVIDED WHERE SHOWN. MODIFICATIONS TO LOCATIONS MAY BE REQUIRED BASED ON CONTRACTOR'S CONSTRUCTION METHODS. ALL MODIFICATIONS SHALL BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
3. REFER TO STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON FOR ADDITIONAL TEMPORARY CONTROL MEASURES.



NOT FOR CONSTRUCTION

TESC LEGEND:

- X — X — HIGH VISIBILITY SILT FENCE
- - - - - RIGHT-OF-WAY
- ~ ~ ~ ~ ~ WETLAND BOUNDARY
- INLET PROTECTION



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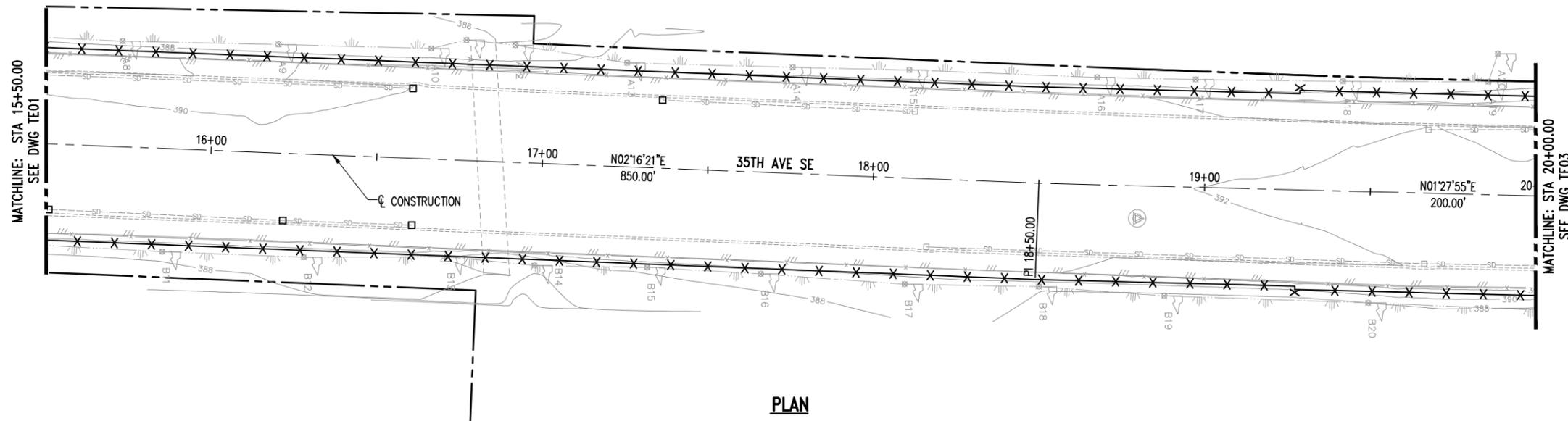
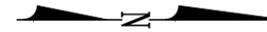
35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

TEMPORARY EROSION & SEDIMENT CONTROL PLAN
STA 11+00 TO STA 15+00

SHEET
TE01
6 OF 39

TESC NOTES:

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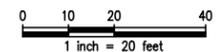


PLAN

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TESC LEGEND:

- HIGH VISIBILITY SILT FENCE
- RIGHT-OF-WAY
- WETLAND BOUNDARY
- INLET PROTECTION



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DATE 9/10/2015	
JOB No. :113521	

SCALE:
1" = 20'

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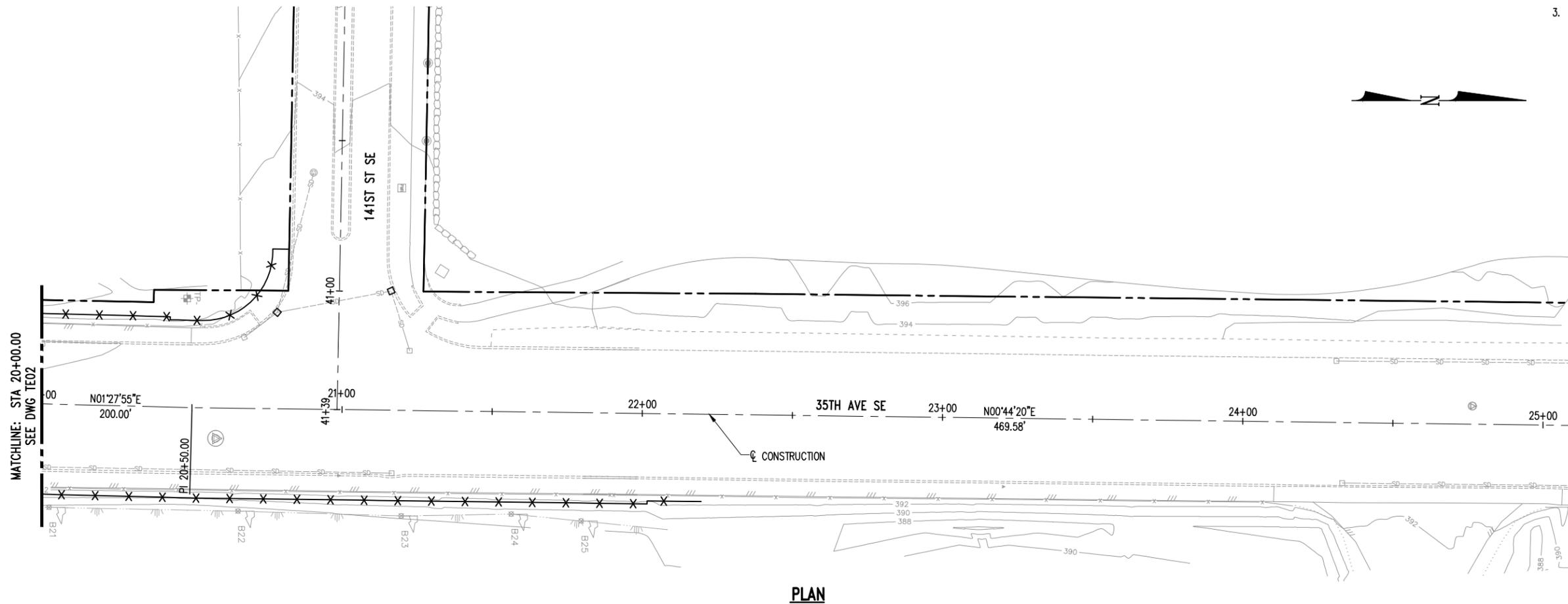
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MILL CREEK, WASHINGTON

TEMPORARY EROSION & SEDIMENT CONTROL PLAN
STA 15+50 TO STA 20+00

SHEET
TE02
7 OF 39

TESC NOTES:

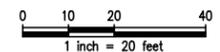
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3. REFER TO STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON FOR ADDITIONAL TEMPORARY CONTROL MEASURES.



NOT FOR CONSTRUCTION

TESC LEGEND:

- X — X — HIGH VISIBILITY SILT FENCE
- - - - - RIGHT-OF-WAY
- WETLAND BOUNDARY
- INLET PROTECTION



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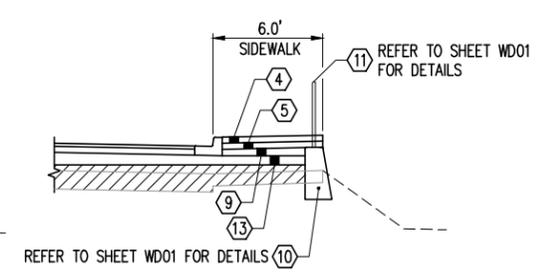
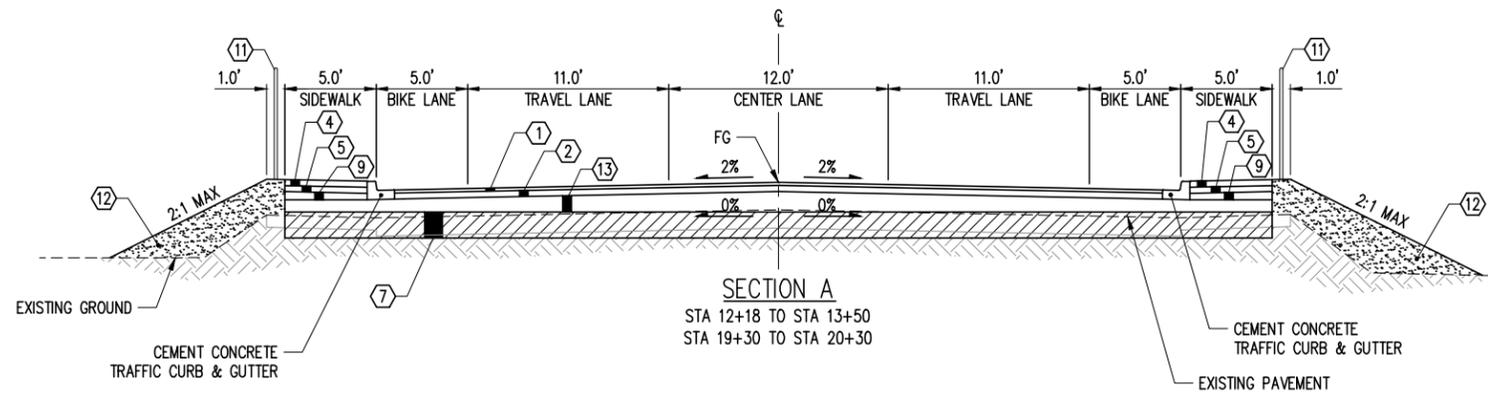
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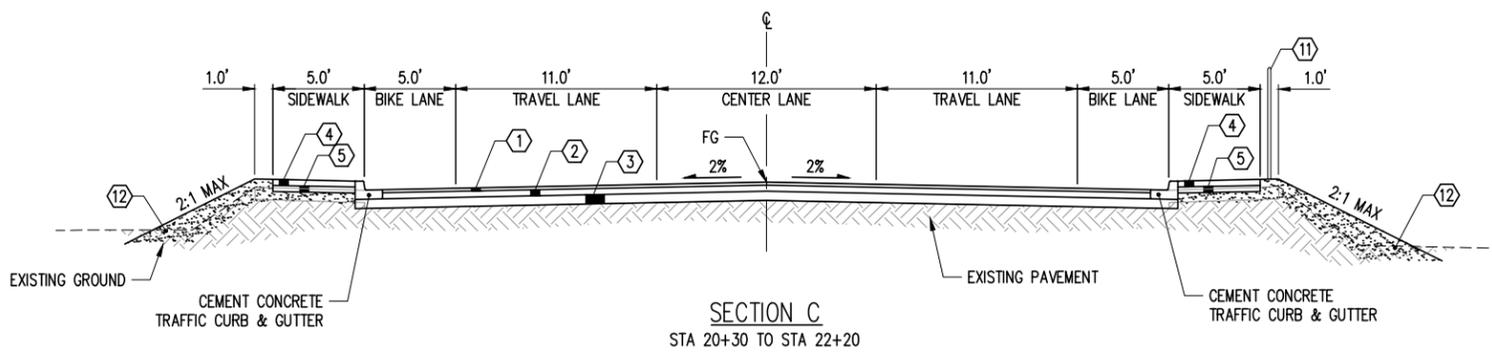
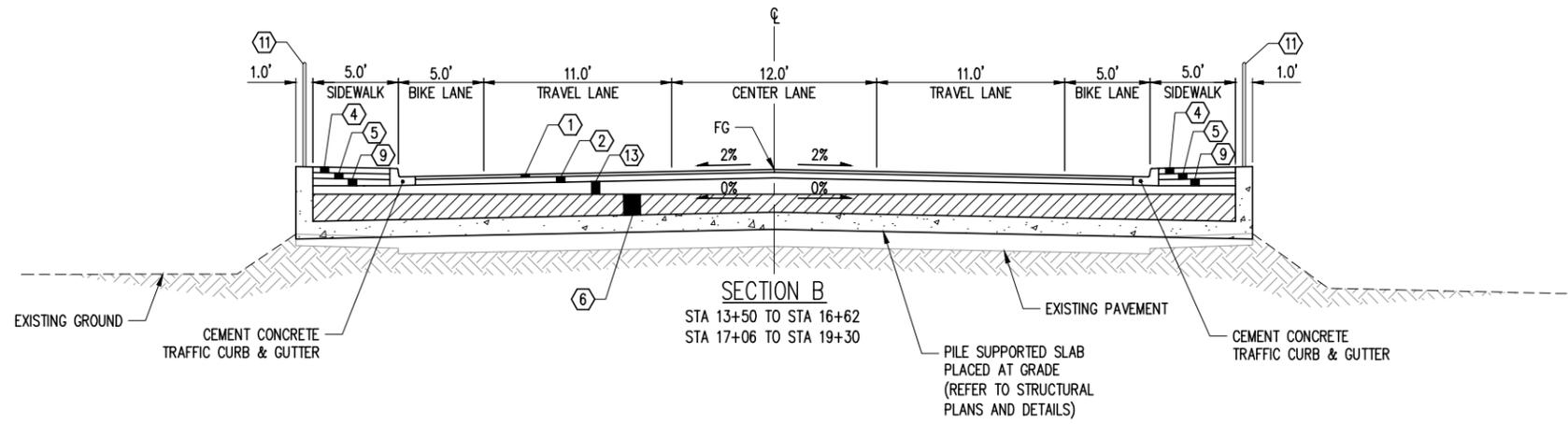
TEMPORARY EROSION & SEDIMENT CONTROL PLAN
STA 20+00 TO STA 25+00

SHEET	TE03
8 OF 39	

Path: X:\113501-113750\113521 (35th Ave SE)\CADD\Design\35TH_IRS.dwg Plot date: Sep 10, 2015-02:24:13pm CAD User: KenW.



SECTION AT FILL WALLS
 WEST:
 STA 12+59 TO STA 13+50
 STA 19+30 TO STA20+40
 EAST:
 STA 12+80 TO STA 13+50
 STA 19+30 TO STA 22+00



- CONSTRUCTION NOTES:**
- ① 2" HMA CLASS 1/2", PG 64-22
 - ② 4" HMA CLASS 1", PG 64-22
 - ③ 6" CRUSHED SURFACING BASE COURSE
 - ④ 4" CLASS 3,000 AIR ENTRAINED CONCRETE
 - ⑤ 4" CRUSHED SURFACING TOP COURSE
 - ⑥ VARIES 2" TO 24" CELLULAR CONCRETE FILL
 - ⑦ 24" CELLULAR CONCRETE FILL
 - ⑧ PLANING BITUMINOUS PAVEMENT
 - ⑨ 4" CRUSHED SURFACING BASE COURSE
 - ⑩ CONCRETE MODULAR RETAINING WALL
 - ⑪ CHAIN LINK FENCE, SEE WD01 FOR BASE REINFORCEMENT DETAIL
 - ⑫ GRAVEL BORROW INCL. HAUL
 - ⑬ VARIES 6" TO 12" CRUSHED SURFACING BASE COURSE

- GENERAL NOTES:**
1. ALL PAVEMENT AND SURFACING DEPTHS SHOWN ARE COMPACTED DEPTHS, SEE WSDOT STD. SPEC 5-04(9) FOR MAXIMUM DEPTHS PER LIFT.
 2. REFER TO SHEETS RP01 TO RP03 FOR CELLULAR CONCRETE FILL DEPTHS.

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K. WEBBER

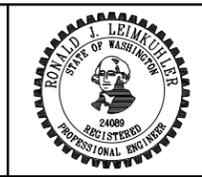
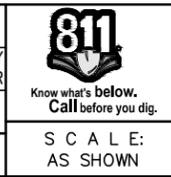
DESIGNED BY
J. GOODMAN

CHECKED BY
P. SLOAN

APPROVED BY
R. LEIMKUEHLER

DATE
9/10/2015

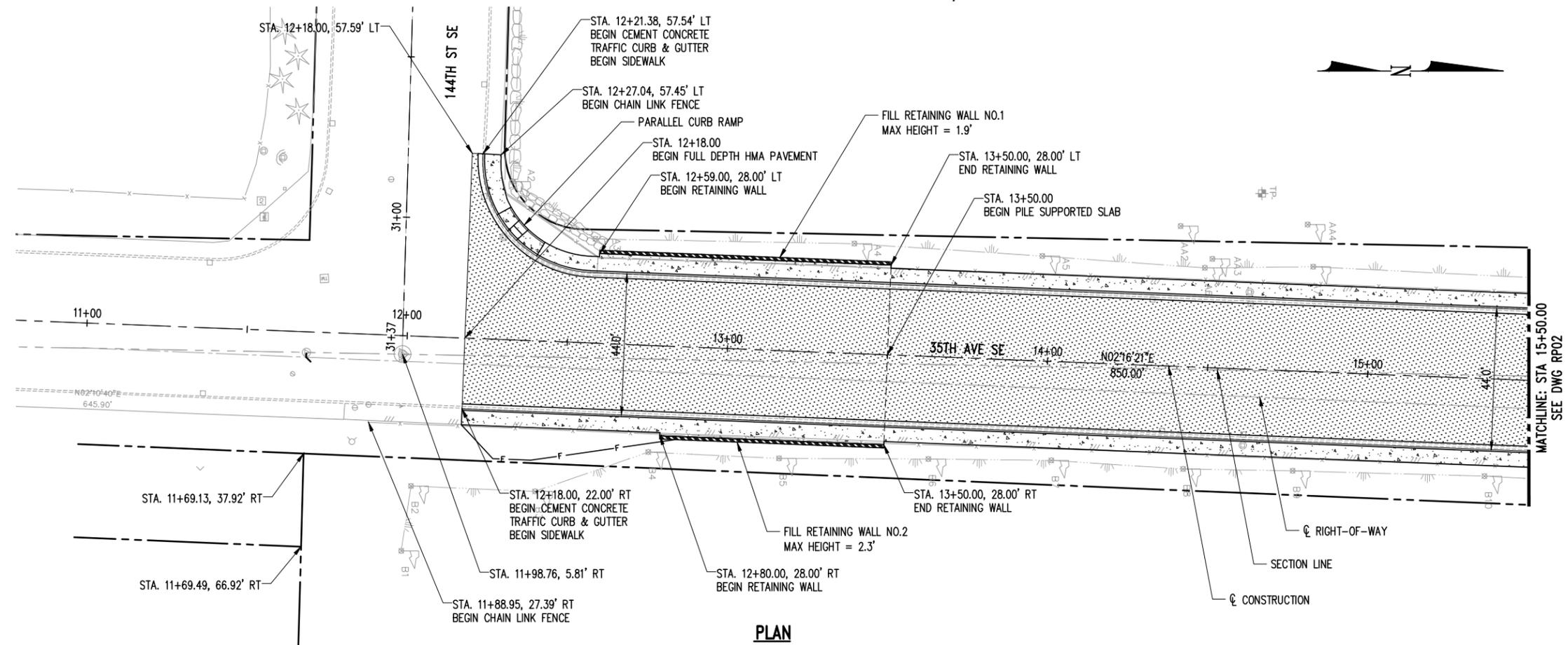
J O B No. :113521



35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
 MILL CREEK, WASHINGTON

ROADWAY TYPICAL SECTIONS
 STA 12+18 TO STA 22+20

SHEET
RS01
 9 OF 39



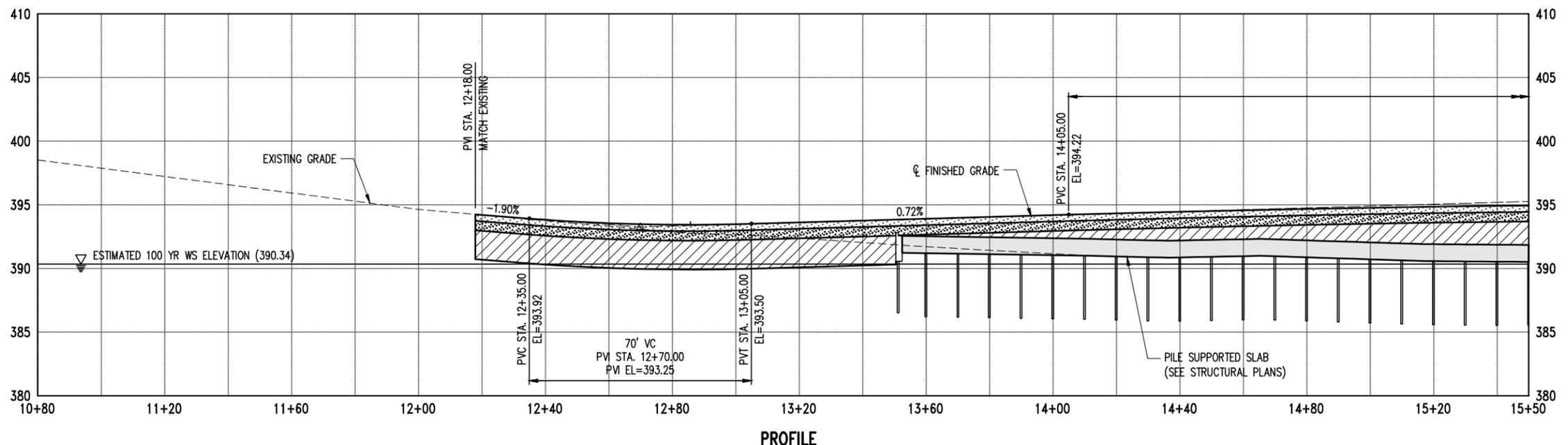
PLAN

LEGEND:

- CONCRETE SIDEWALK
- HMA PLANING AND OVERLAY
- FULL DEPTH HMA PAVEMENT
- CONCRETE CLASS 4000
- CELLULAR CONCRETE FILL
- CRUSHED SURFACING BASE COURSE
- RIGHT-OF-WAY
- CEMENT CONCRETE CURB & GUTTER
- RETAINING WALL
- WETLAND BOUNDARY

GENERAL NOTES:

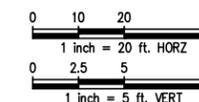
1. SEE SHEETS GD01 & GD02 FOR CURB RETURN DETAILS.
2. CHAIN LINK FENCE SHALL BE TYPE 4 IN ACCORDANCE WITH WSDOT STANDARD PLAN NO. L-20.10-02 AND THE SPECIAL PROVISIONS.



PROFILE

ABBREVIATIONS

- EL ELEVATION
- HMA HOT MIX ASPHALT
- PI POINT OF INTERSECTION
- PVC POINT OF VERTICAL CURVE
- PVI POINT OF VERTICAL INTERSECTION
- PVT POINT OF VERTICAL TANGENCY
- VC VERTICAL CURVE
- WS WATER SURFACE



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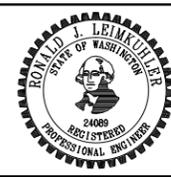
DESIGNED BY
J. GOODMAN

CHECKED BY
P. SLOAN

APPROVED BY
R. LEIMKUHLER

DATE
9/10/2015

J O B No. :113521



35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

ROADWAY PLAN & PROFILE
STA 11+00 TO STA 15+50

SHEET

RP01
10 OF 39

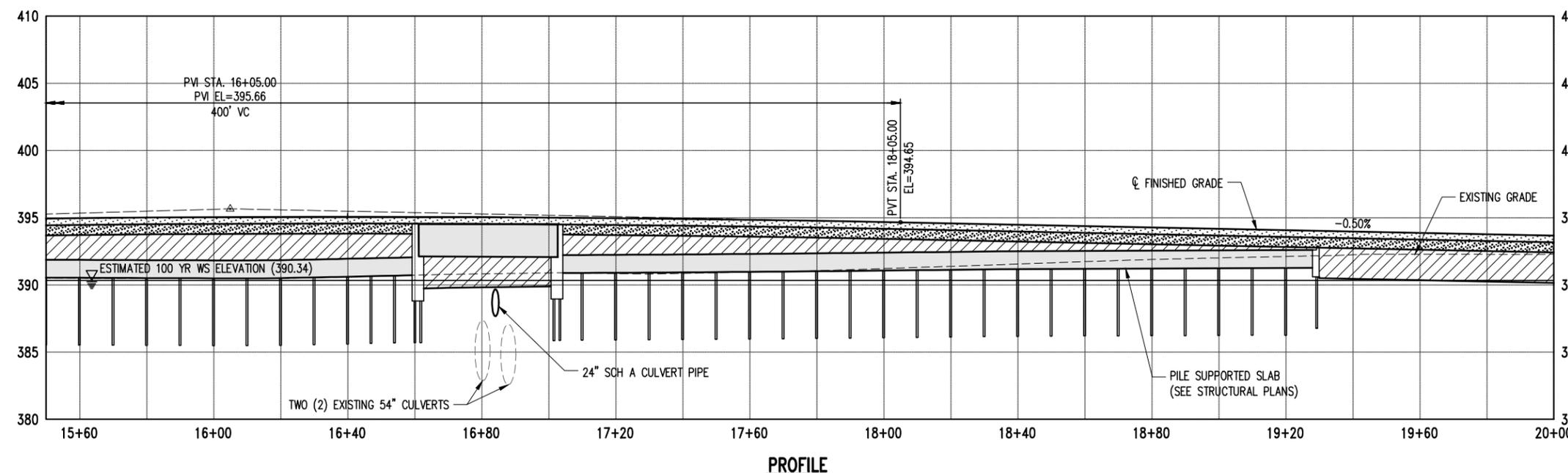
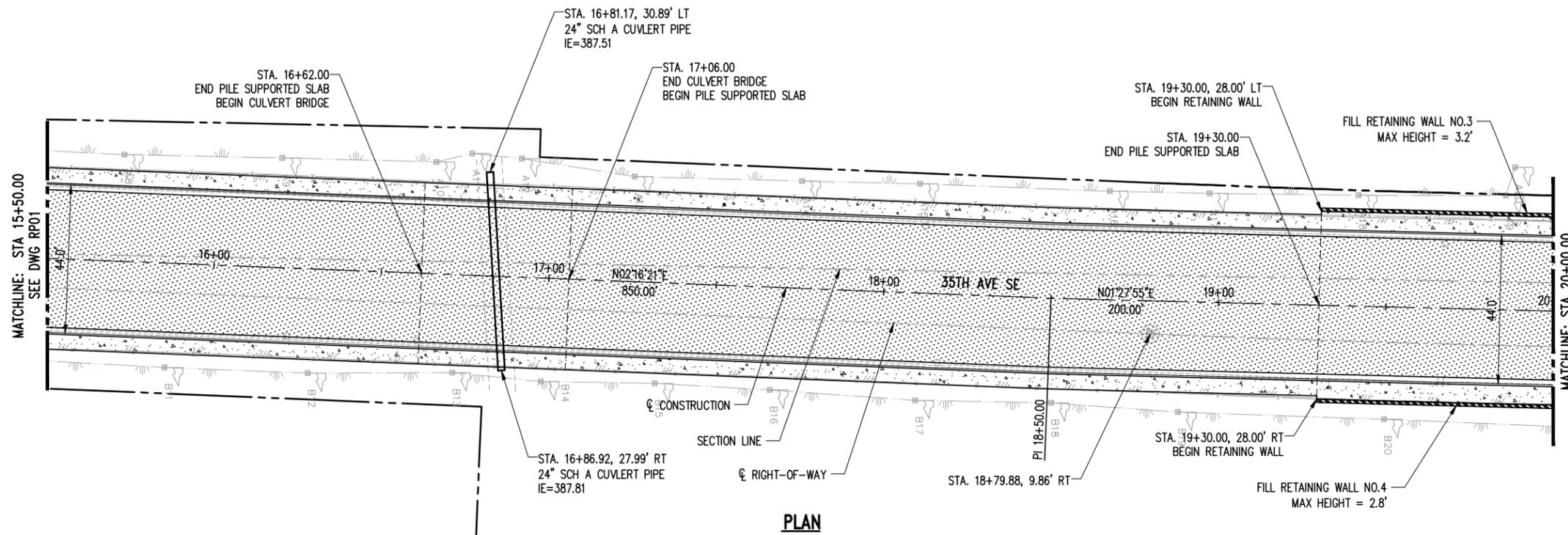


LEGEND:

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- HMA PLANING AND OVERLAY
- FULL DEPTH HMA PAVEMENT
- CONCRETE CLASS 4000
- CELLULAR CONCRETE FILL
- CRUSHED SURFACING BASE COURSE
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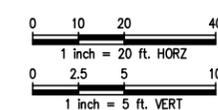
GENERAL NOTES:

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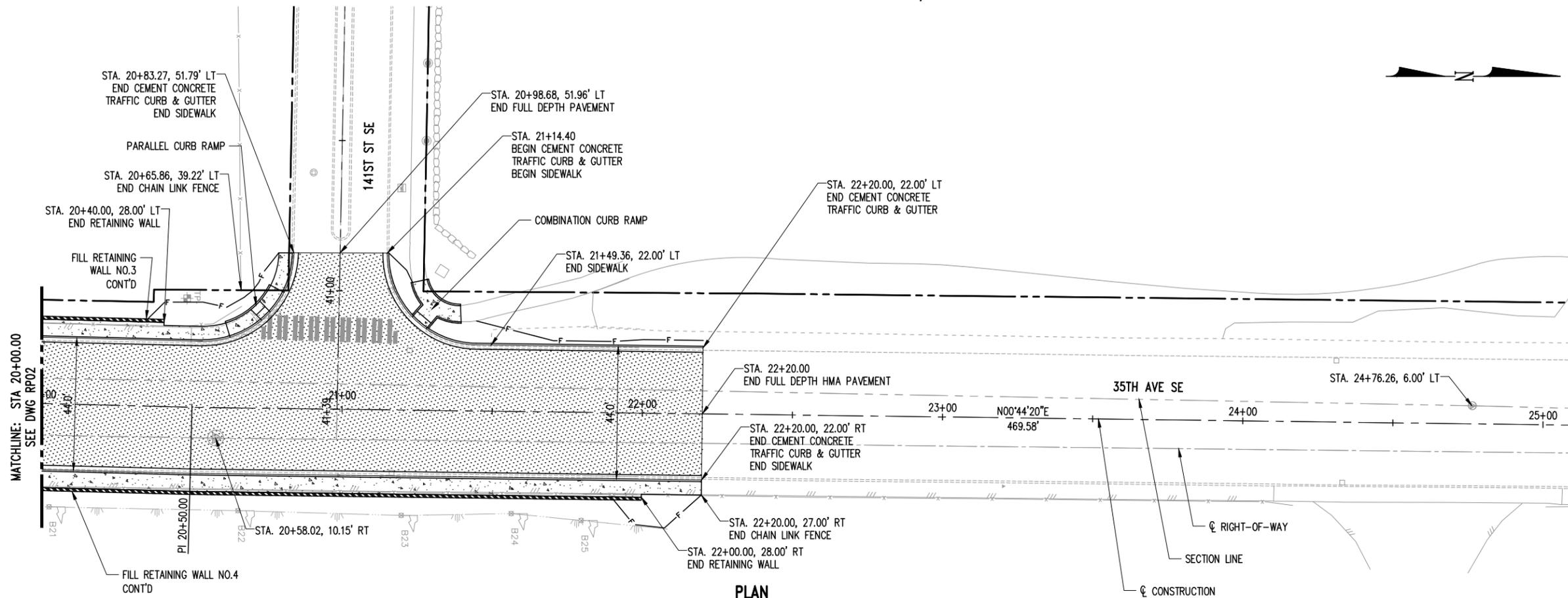
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CHECKED BY P. SLOAN	APPROVED BY R. LEIMKUEHLER
DATE 9/10/2015	
JOB No. :113521	

SCALE:
1" = 20'

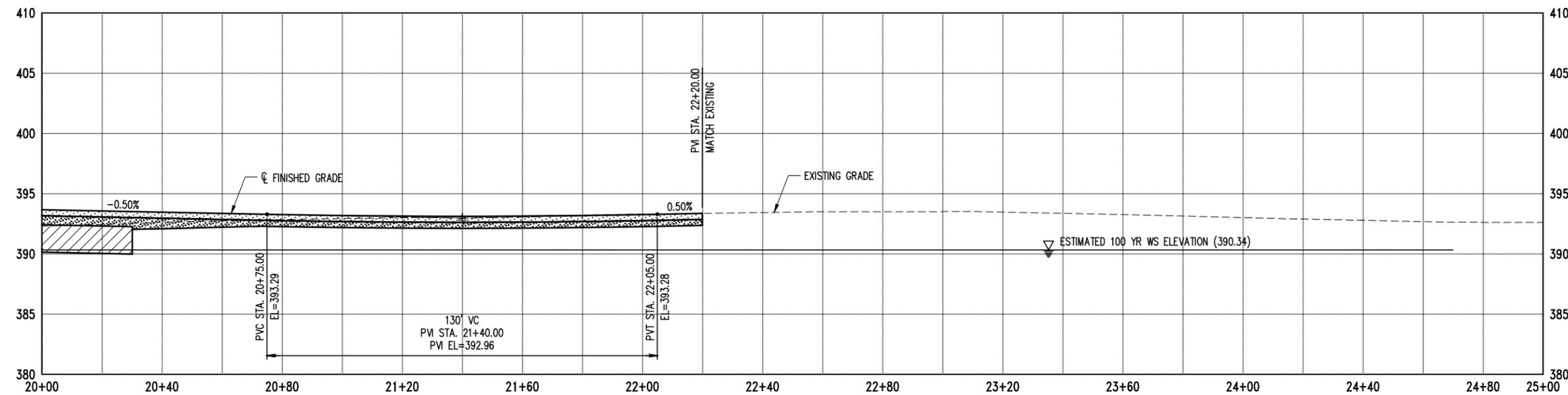
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MILL CREEK, WASHINGTON

ROADWAY PLAN & PROFILE
STA 15+50 TO STA 20+00



PLAN



PROFILE

LEGEND:

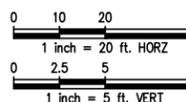
- CONCRETE SIDEWALK
- HMA PLANING AND OVERLAY
- FULL DEPTH HMA PAVEMENT
- CONCRETE CLASS 4000
- CELLULAR CONCRETE FILL
- CRUSHED SURFACING BASE COURSE
- RIGHT-OF-WAY
- CEMENT CONCRETE CURB & GUTTER
- RETAINING WALL
- WETLAND BOUNDARY

GENERAL NOTES:

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- VC VERTICAL CURVE
- WS WATER SURFACE



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DATE 9/10/2015	
JOB No. :113521	

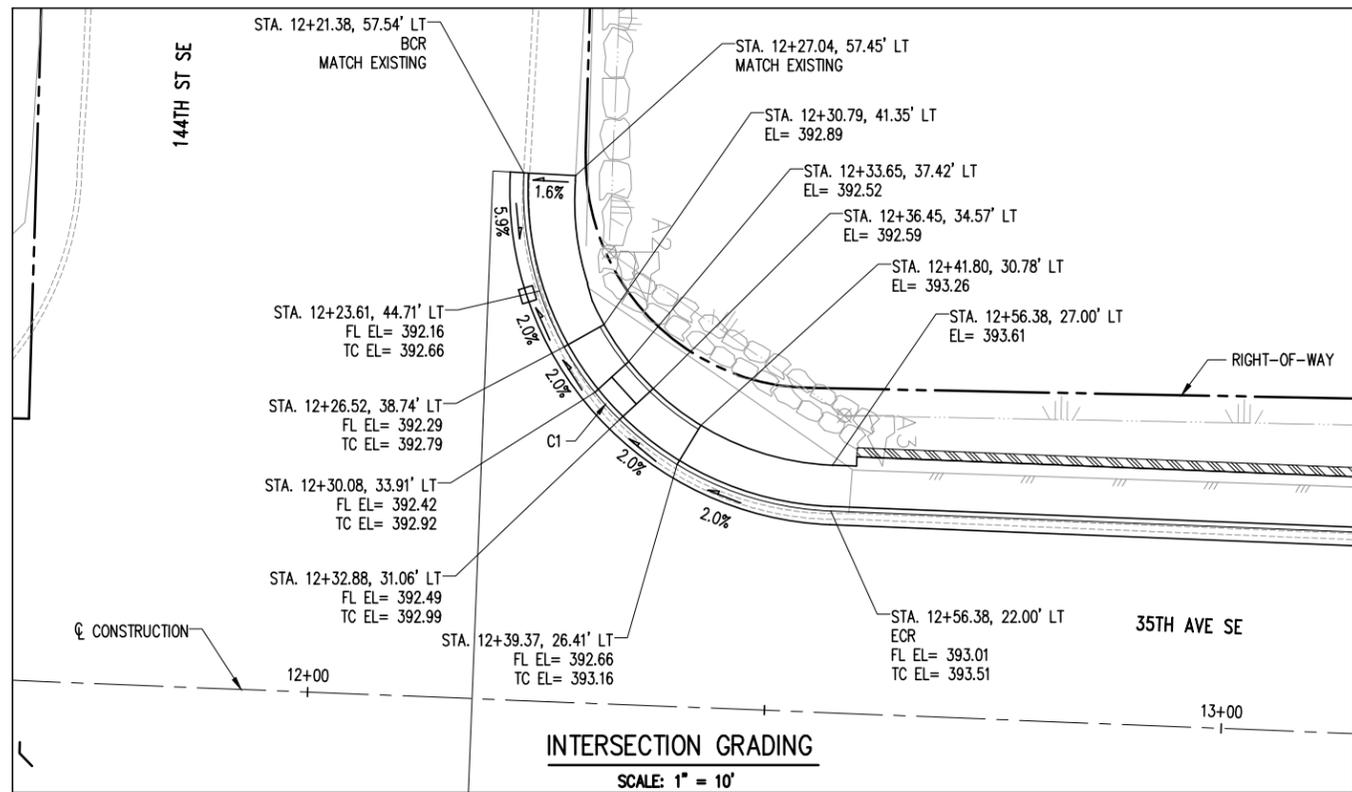
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MILL CREEK, WASHINGTON

ROADWAY PLAN & PROFILE
STA 20+00 TO STA 25+00

SHEET

RP03
12 OF 39

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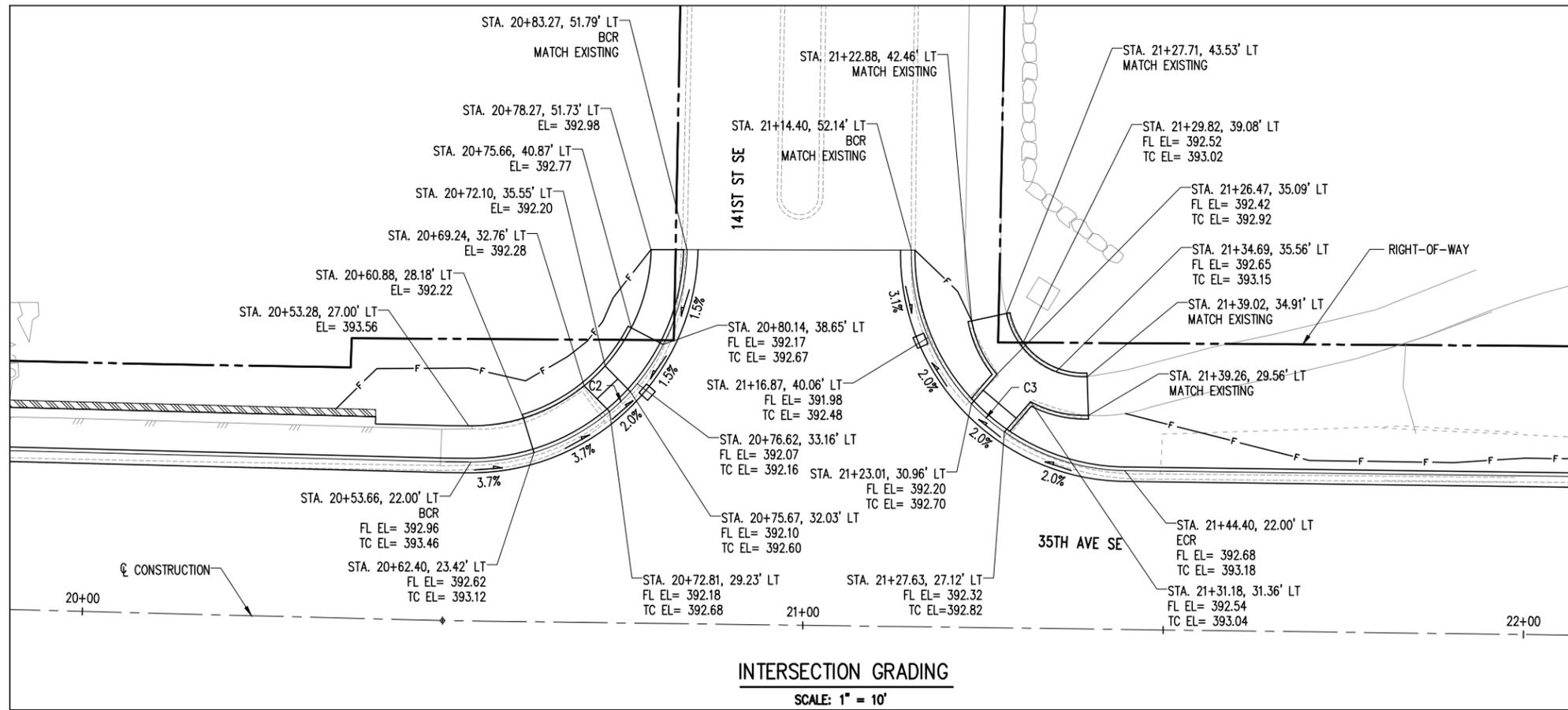


INTERSECTION GRADING

SCALE: 1" = 10'

CURVE TABLE					
CURVE #	BCR STATION/OFFSET	ECR STATION/OFFSET	LENGTH	RADIUS	DELTA ANGLE
C1	12+21.38, 57.54' LT	12+56.38, 22.00' LT	55.51	35.00	90°52'34"

NOTES:
1. CURVE DATA IS MEASURED AT FACE OF CURB

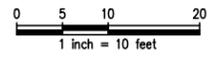


INTERSECTION GRADING

SCALE: 1" = 10'

CURVE TABLE					
CURVE #	BCR STATION/OFFSET	ECR STATION/OFFSET	LENGTH	RADIUS	DELTA ANGLE
C2	20+53.28, 22.00' LT	20+83.27, 51.79' LT	46.91	30.00	89°35'56"
C3	21+14.40, 52.14' LT	21+44.40, 22.00' LT	47.27	30.00	90°16'11"

ABBREVIATIONS
EL ELEVATION
FL EL FLOW LINE ELEVATION
BCR BEGIN CURB RETURN
ECR END CURB RETURN
TC EL TOP OF CURB ELEVATION



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CHECKED BY
P. SLOAN
DESIGNED BY
J. GOODMAN
APPROVED BY
R. LEIMKUEHLER
DATE
9/10/2015
J O B No. :113521

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SCALE:
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INTERSECTION GRADING

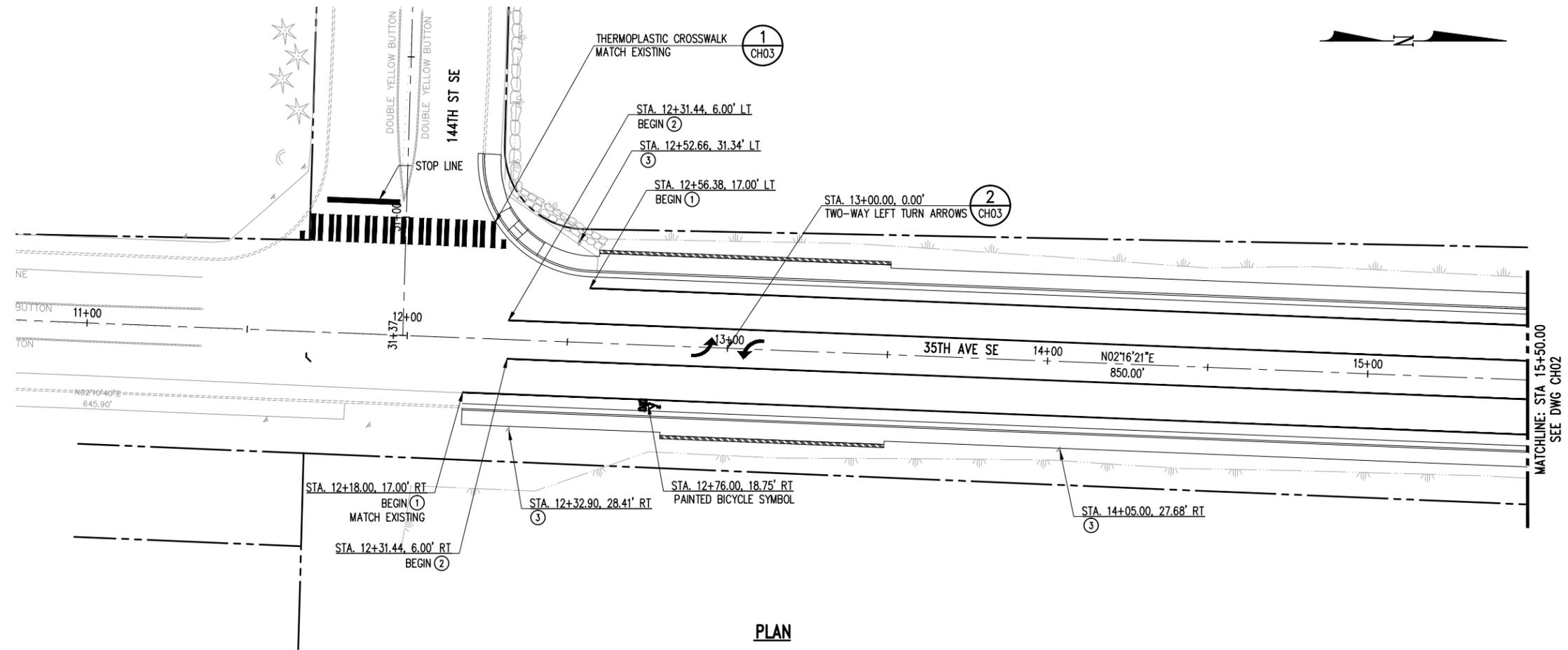
SHEET
GD01
13 OF 39

CONSTRUCTION NOTES:

- ① 4" WHITE PAINTED BIKE LANE LINE
- ② PLASTIC TWO-WAY LEFT TURN CENTERLINE, PER CITY OF MILL CREEK STD. DWG. STR-21N
- ③ RE-INSTALL EXISTING SIGN

LEGEND:

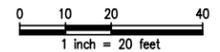
-  PLASTIC BICYCLE SYMBOL
-  RIGHT-OF-WAY



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PLAN



NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY: K. WEBBER
 DESIGNED BY: J. GOODMAN
 CHECKED BY: P. SLOAN
 APPROVED BY: R. LEIMKUEHLER
 DATE: 9/10/2015
 J O B No.: 113521



35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
 MILL CREEK, WASHINGTON
CHANNELIZATION, PAVEMENT MARKING, & SIGNING PLAN
 STA 11+00 TO STA 15+50

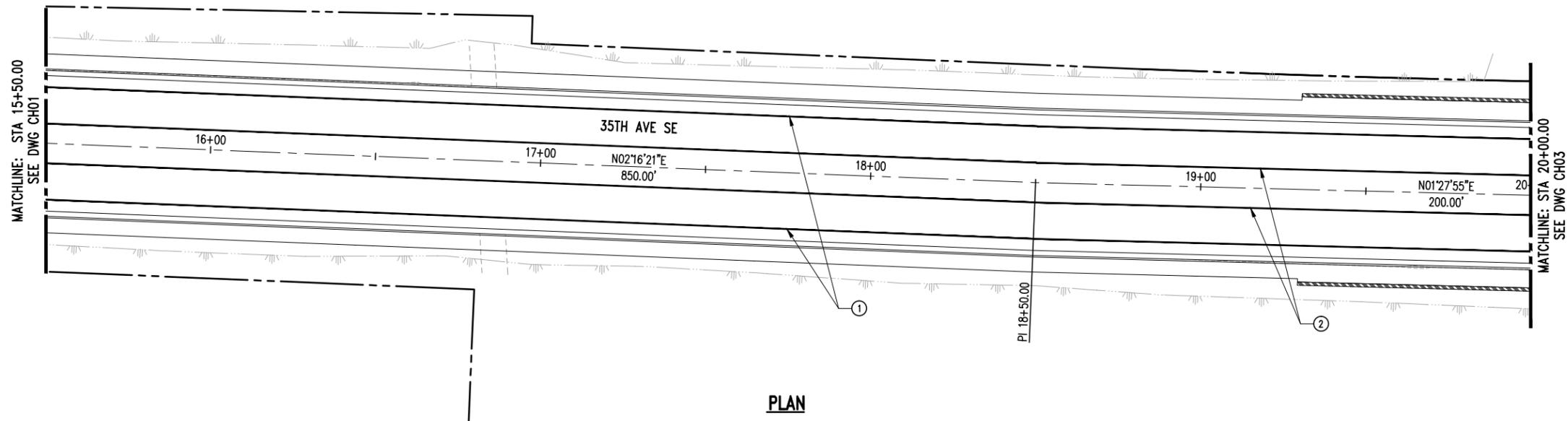
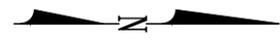
SHEET
CH01
 14 OF 39

CONSTRUCTION NOTES:

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- ② PLASTIC TWO-WAY LEFT TURN CENTERLINE, PER CITY OF MILL CREEK STD. DWG. STR-21N
- ③ RE-INSTALL EXISTING SIGN

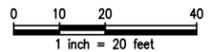
LEGEND:

-  PLASTIC BICYCLE SYMBOL
-  RIGHT-OF-WAY



PLAN

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CHANNELIZATION, PAVEMENT MARKING, & SIGNING PLAN
STA 15+50 TO STA 20+00

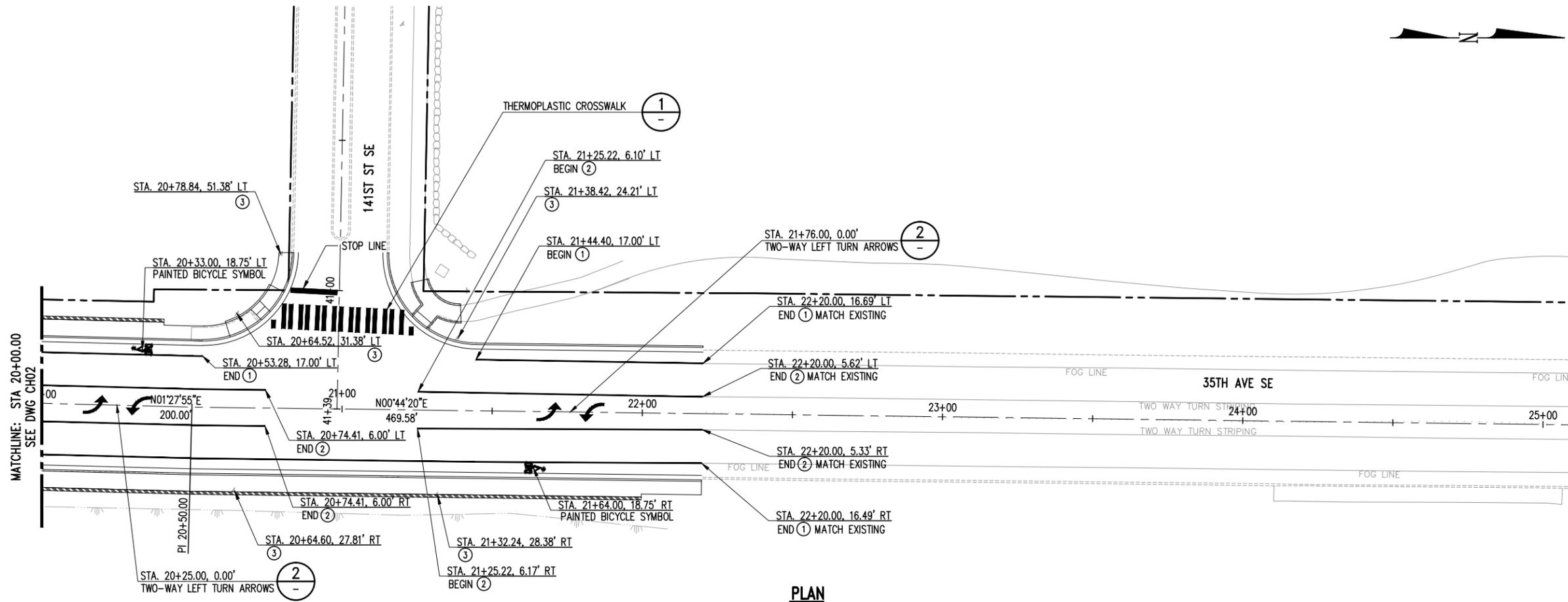
SHEET
CH02
15 OF 39

CONSTRUCTION NOTES:

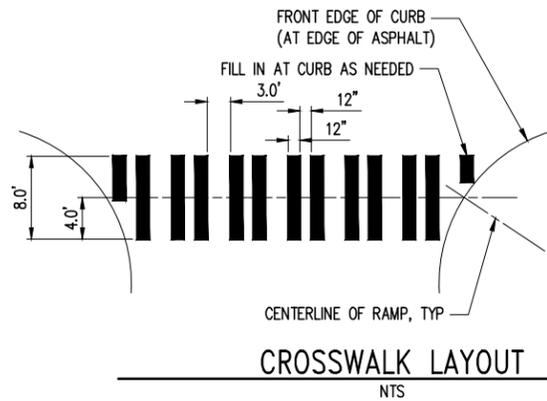
- ① 4" WHITE PAINTED BIKE LANE LINE
- ② PLASTIC TWO-WAY LEFT TURN CENTERLINE, PER CITY OF MILL CREEK STD. DWG. STR-21N
- ③ RE-INSTALL EXISTING SIGN

LEGEND:

-  PLASTIC BICYCLE SYMBOL
-  RIGHT-OF-WAY



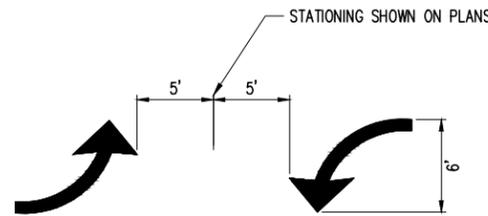
PLAN



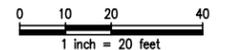
CROSSWALK LAYOUT
NTS

NOTES:

1. CROSSWALK BARS AND MARKINGS SHALL BE THERMO-PLASTIC WITH GLASS BEAD SURFACE.
2. PAVEMENT SHALL BE SWEEPED BEFORE APPLICATION.
3. LOCATIONS SHALL BE PER-APPROVED BY THE CITY PRIOR TO INSTALLATION.



TWO-WAY LEFT TURN ARROWS
NTS



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JOB No.: 113521	



SCALE:
1" = 20'



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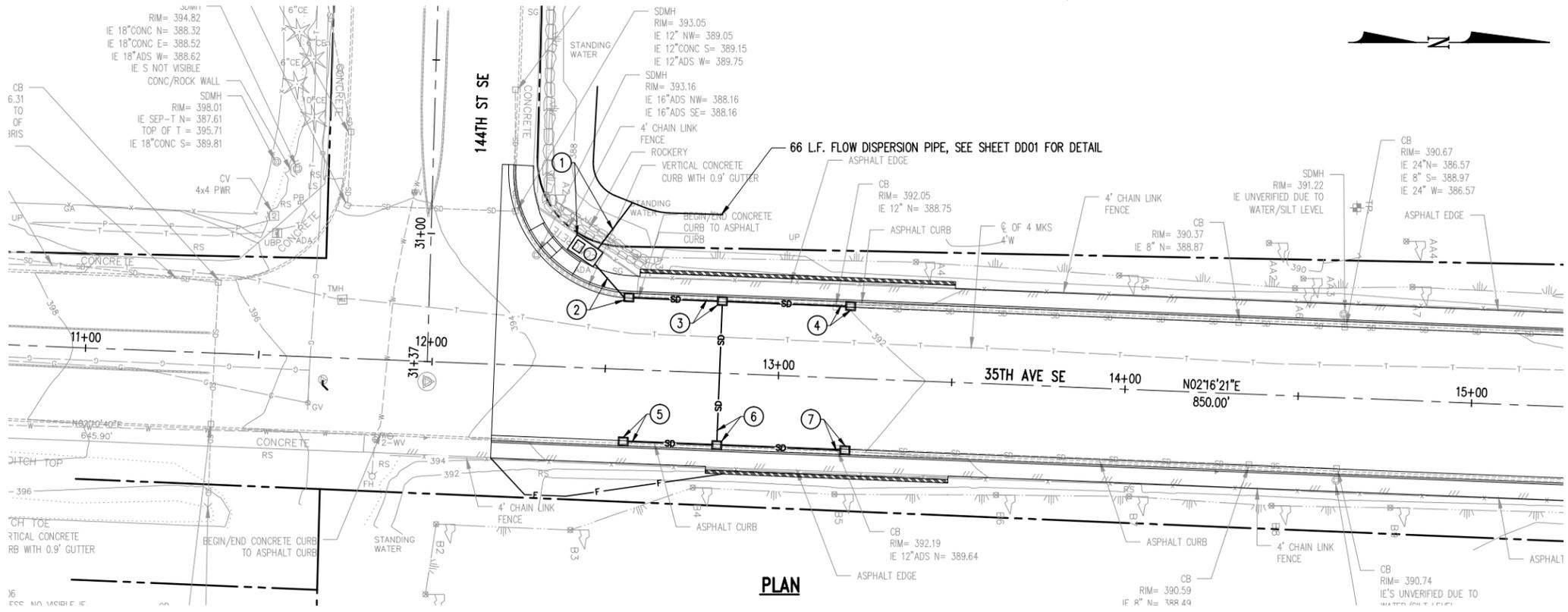
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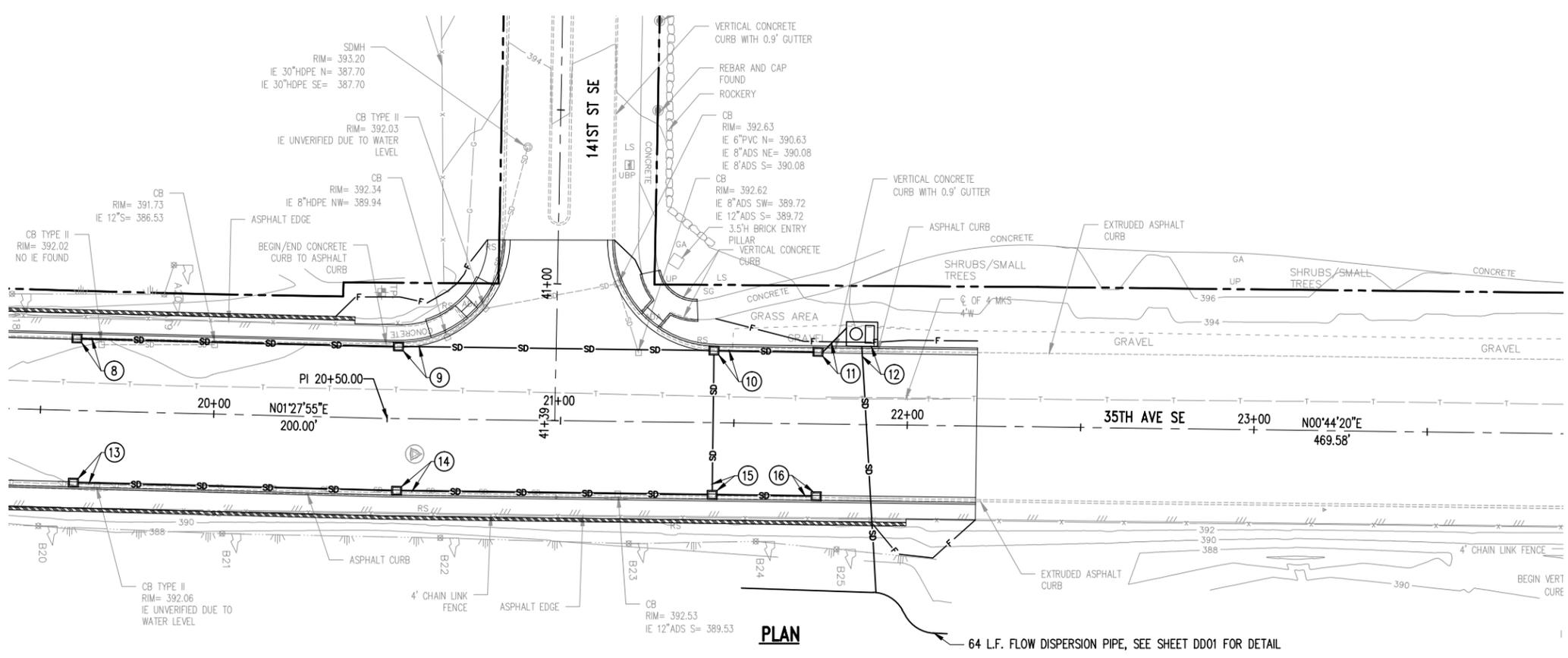
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CHANNELIZATION, PAVEMENT MARKING, & SIGNING PLAN
STA 20+00 TO STA 25+00

SHEET
CH03
16 OF 39



PLAN

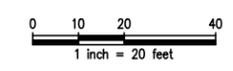


PLAN

- LEGEND:**
- RIGHT-OF-WAY
 - STORM DRAIN
 - WETLAND BOUNDARY
 - CATCH BASIN TYPE1
 - MODULAR WETLAND UNIT

- GENERAL NOTES:**
1. SEE SHEET DR02 FOR DRAINAGE PROFILES.
 2. REMOVE ROCKERY AS NEEDED TO ACCOMMODATE DRAINAGE OUTFALL PIPE. ALL SURROUNDING DISTURBED ROCKERY SHALL BE RESTORED TO ORIGINAL CONDITION. SEE SPECIAL PROVISIONS.
 3. SEE SHEET DD01 FOR RESTORATION DETAILS.

- ABBREVIATIONS**
- CB CATCH BASIN
 - IE INVERT ELEVATION
 - SCH SCHEDULE
 - SSP STORM SEWER PIPE
 - LF LINEAR FEET



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CHECKED BY
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APPROVED BY
R. LEIMKUHNER

DATE
9/10/2015

J O B No. :113521

SCALE:
1" = 20'

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DRAINAGE PLAN

SHEET

DR01

17 OF 39

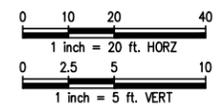
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GENERAL NOTES:

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3. SEE SHEET DD01 FOR RESTORATION DETAILS.

ABBREVIATIONS

CB CATCH BASIN
 IE INVERT ELEVATION
 SCH SCHEDULE
 SSP STORM SEWER PIPE
 LF LINEAR FEET



PROFILE

NO.	DATE	BY	CHD.	APPR.	REVISION

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DATE 9/10/2015	
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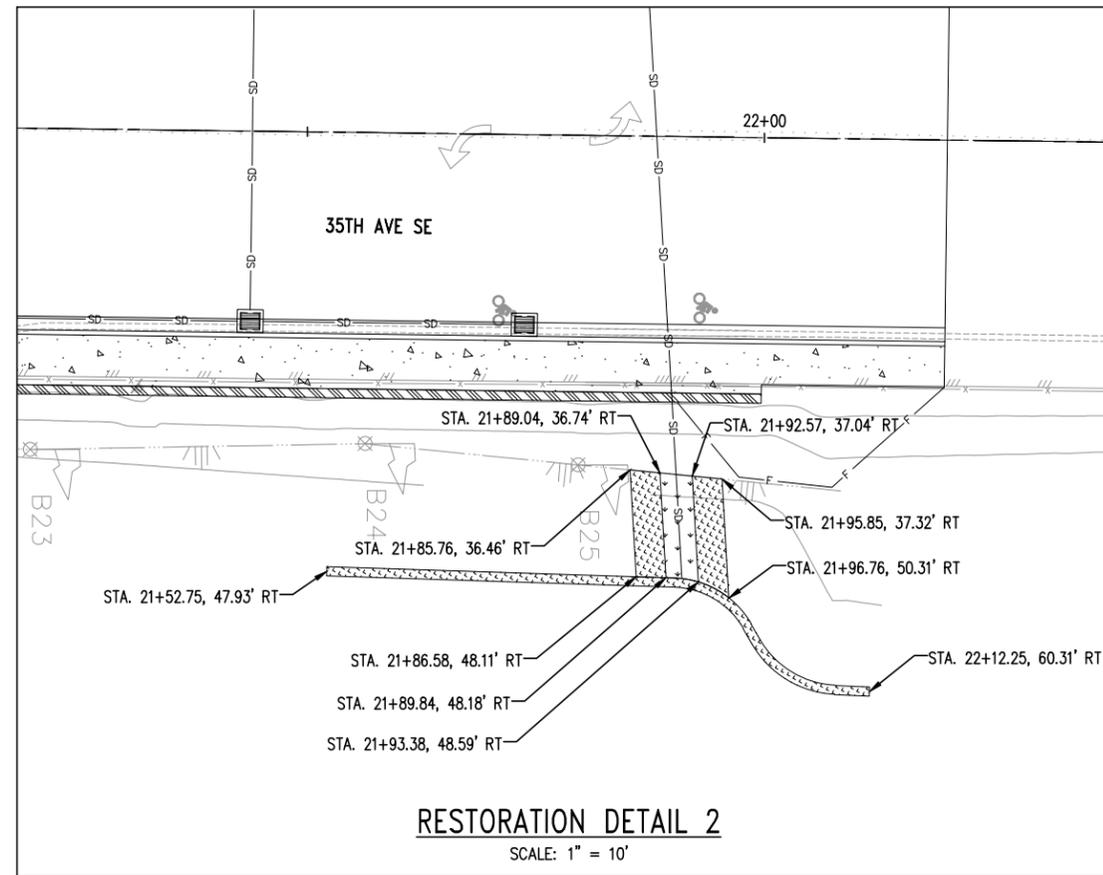
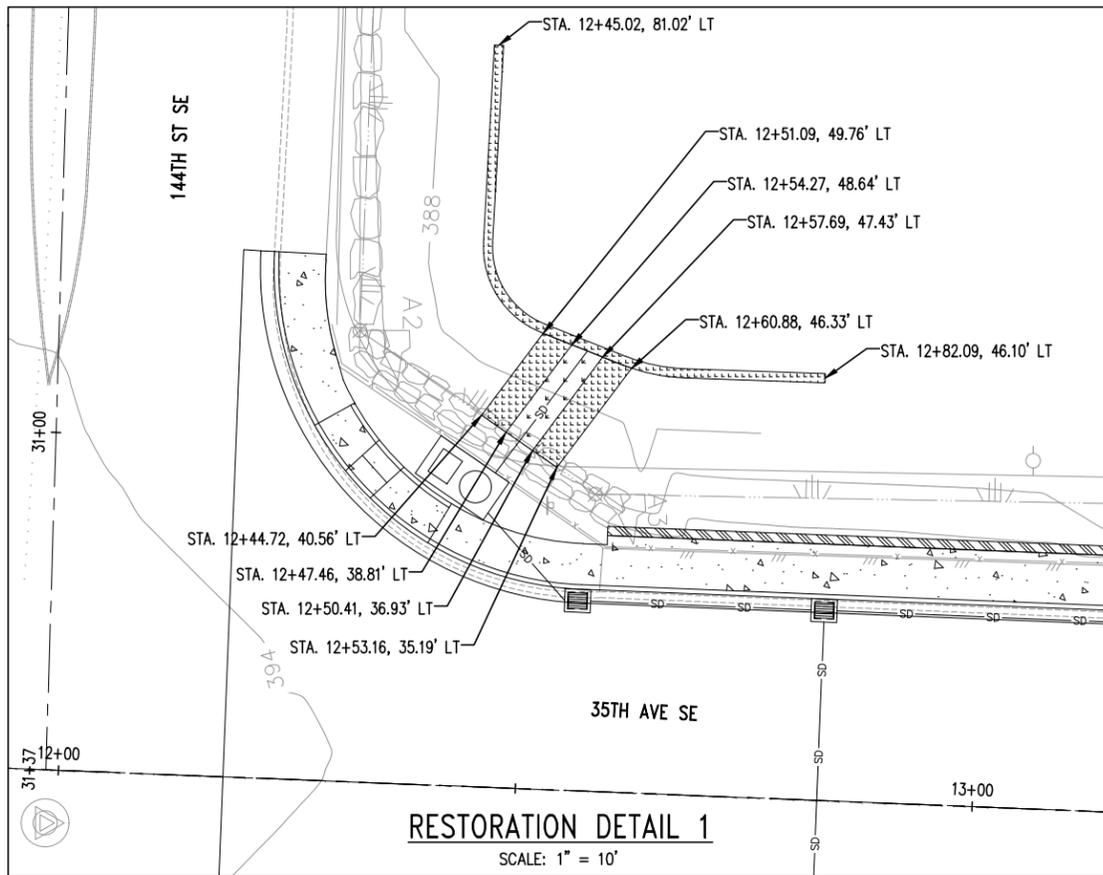
RONALD J. LEIMKUHLER
 STATE OF WASHINGTON
 24089
 REGISTERED PROFESSIONAL ENGINEER

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DRAINAGE PROFILES

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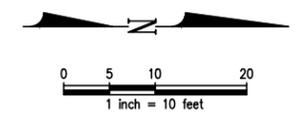
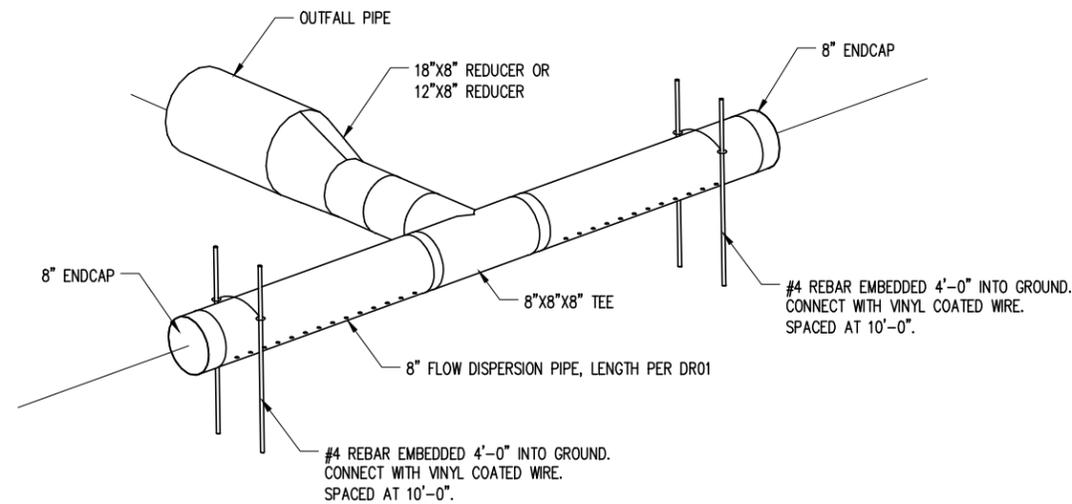


PLANT SCHEDULE

SYMBOL	NAME	QTY	AREA
[Symbol]	RESTORATION SEED MIX	N/A	84 SF
[Symbol]	RESTORATION PLANT MIX	77	287 SF

GENERAL NOTES

1. FLOW DISPERSION PIPE SHALL FOLLOW 387' CONTOUR, PLACED TO AVOID MAJOR VEGETATIVE ELEMENTS.
2. FLOW DISPERSION PIPE SHALL BE MANUFACTURED IN ACCORDANCE WITH AASHTO M278.
3. RESTORATION SEED MIX SHALL BE NATIVE WETLAND SEED MIX.
4. RESTORATION PLANT MIX SHALL INCLUDE NATIVE WETLAND SEED MIX AND SITKA WILLOW STAKES.
5. ALL NATIVE WETLAND SEED MIX SHALL BE "NON-ENDOPHYTE ENHANCED" AND FOLLOW THE SPECIFICATIONS SET FORTH IN THE SPECIAL PROVISIONS.
6. SITKA WILLOW STAKES SHALL BE SPACED AT 3'-0" ON CENTER. STAKES SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT STANDARD PLAN H-10.15-00.



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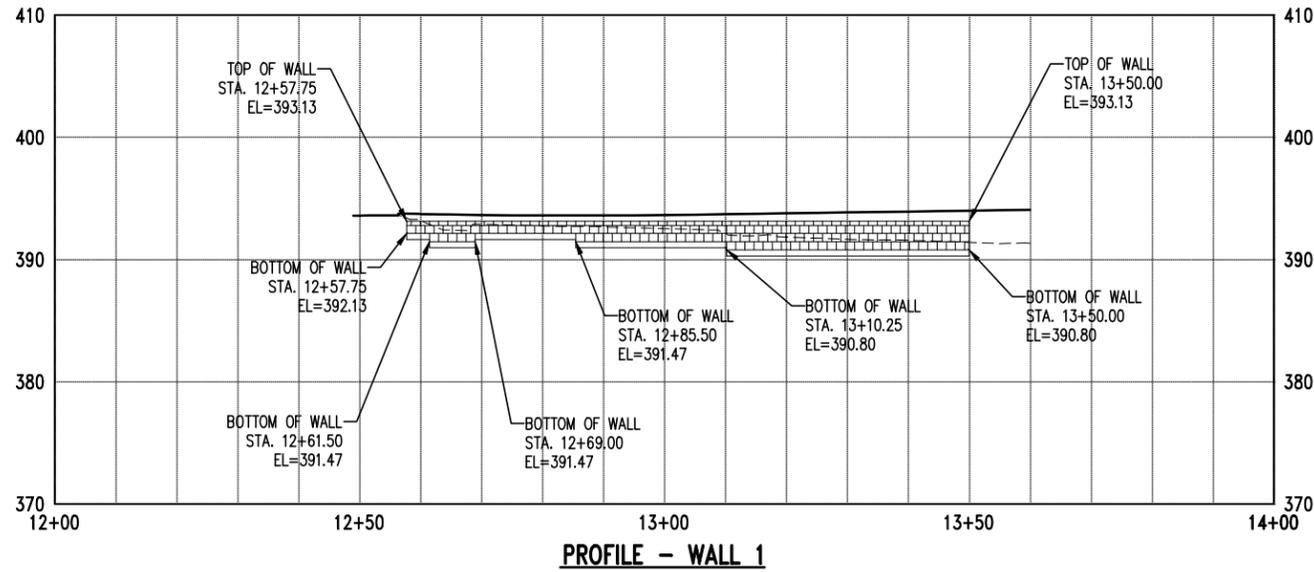
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DRAINAGE & RESTORATION DETAILS

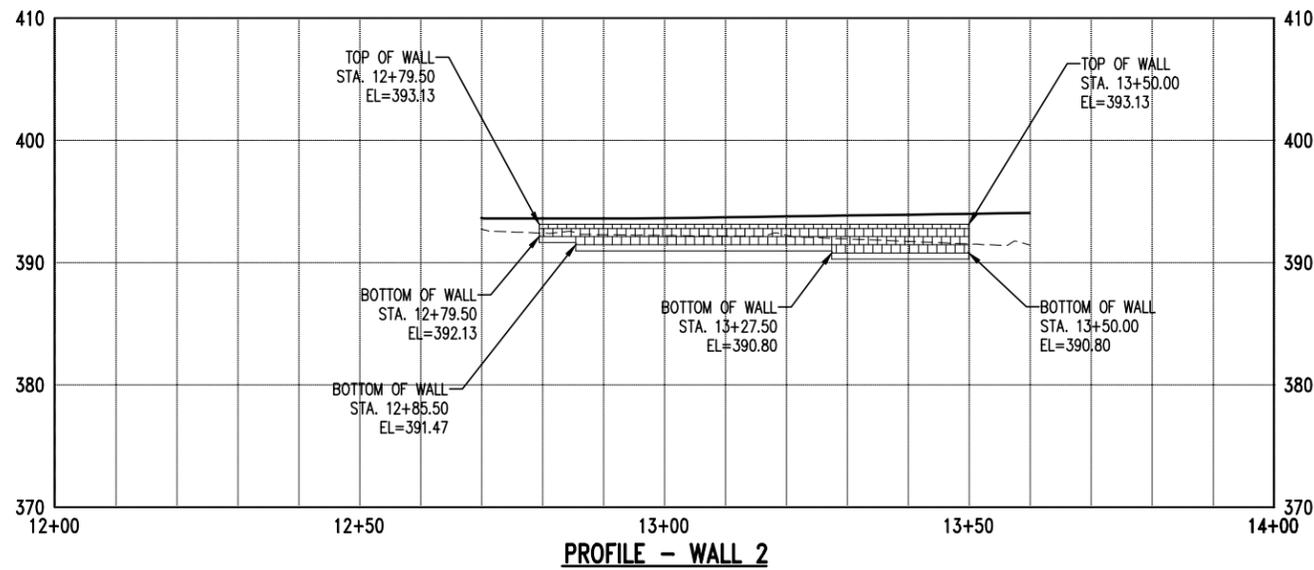
SHEET

DD01

19 OF 39



PROFILE - WALL 1



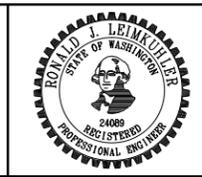
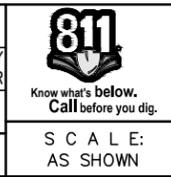
PROFILE - WALL 2

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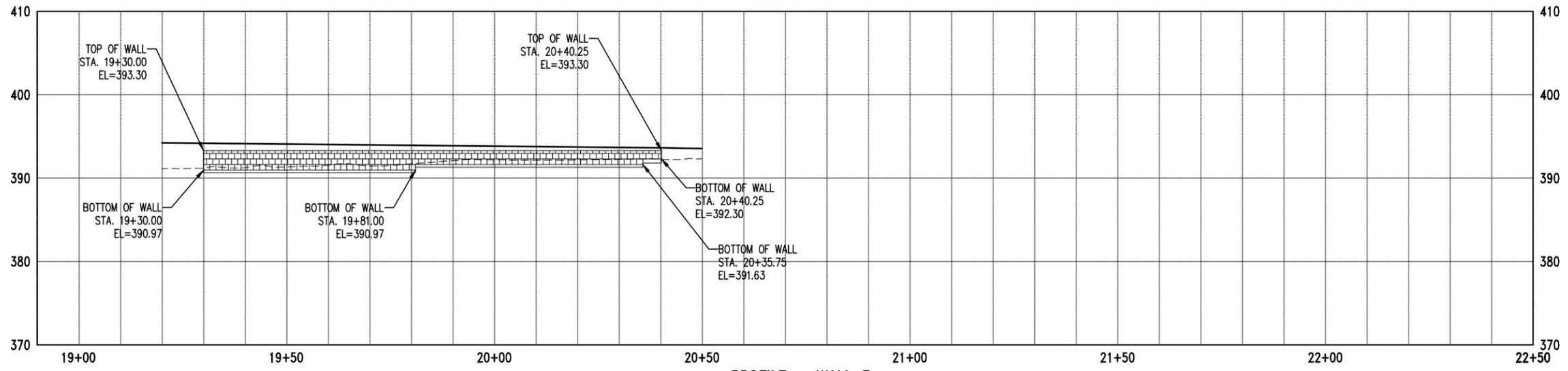
DRAWN BY
K. WEBBER
CHECKED BY
P. SLOAN
DATE
9/10/2015
DESIGNED BY
J. GOODMAN
APPROVED BY
R. LEIMKUHLER
J O B No. :113521



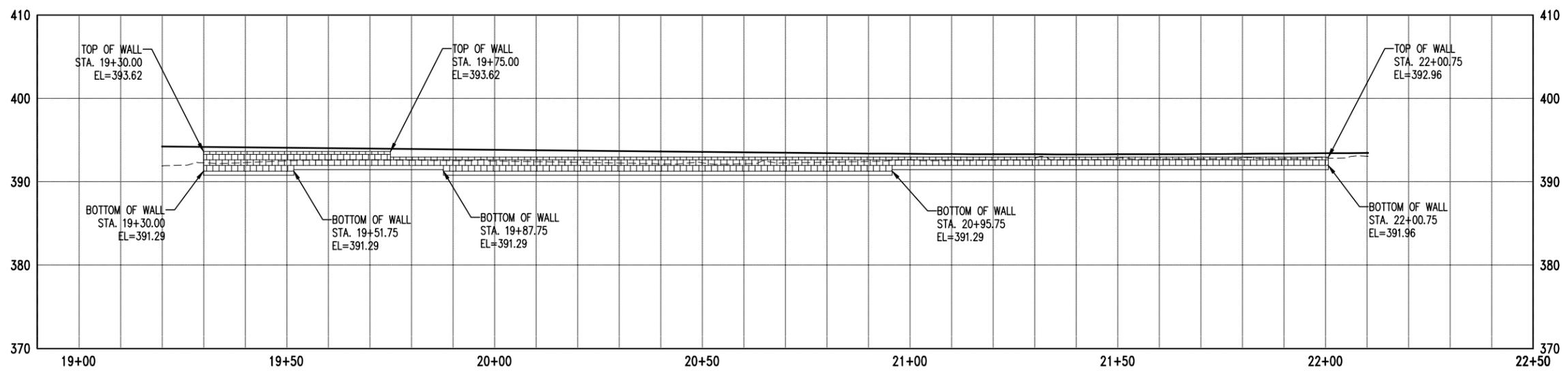
35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON
WALL ELEVATIONS

SHEET
WP01
20 OF 39

Path: X:\113501-113750\113521 (35th Ave SE)\CADD\Design\35TH_WF.dwg Plot date: Sep 10, 2015-02:25:57pm CAD User: KenW.



PROFILE - WALL 3

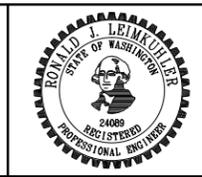
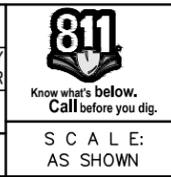


PROFILE - WALL 4

NOT FOR CONSTRUCTION

NO.	DATE	BY	CHD.	APPR.	REVISION

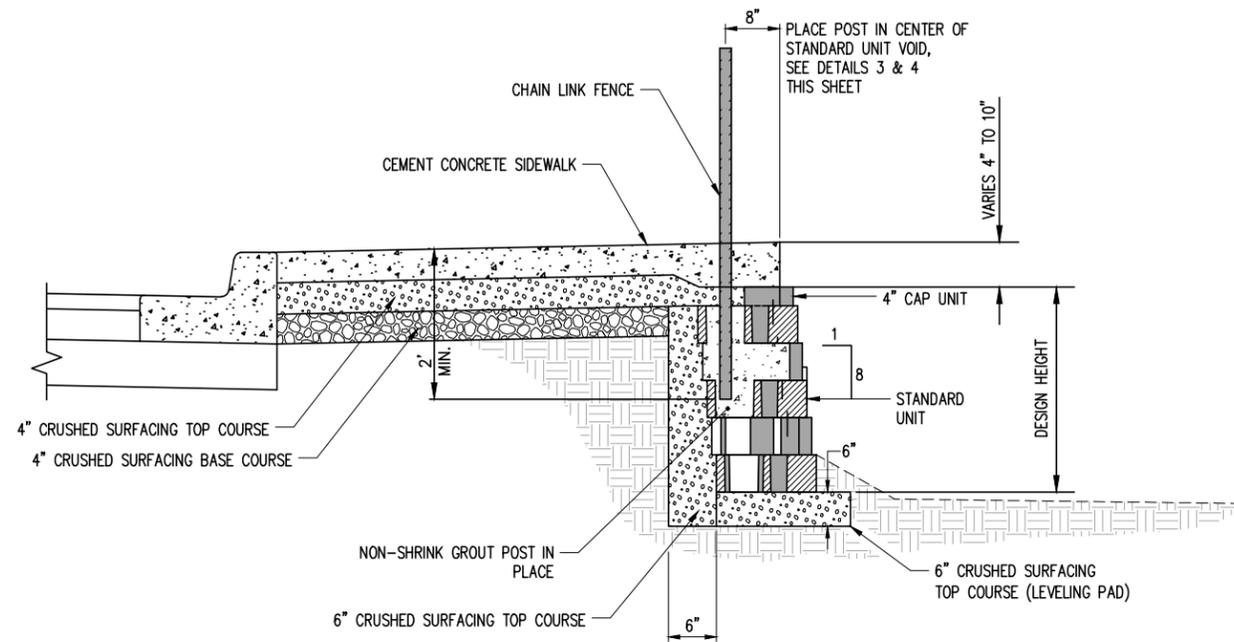
DRAWN BY: K. WEBBER
 DESIGNED BY: J. GOODMAN
 CHECKED BY: P. SLOAN
 APPROVED BY: R. LEIMKUHLER
 DATE: 9/10/2015
 J O B No. :113521



35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
 MILL CREEK, WASHINGTON
WALL ELEVATIONS

SHEET
WP02
 21 OF 39

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FILL WALL TYPICAL SECTION

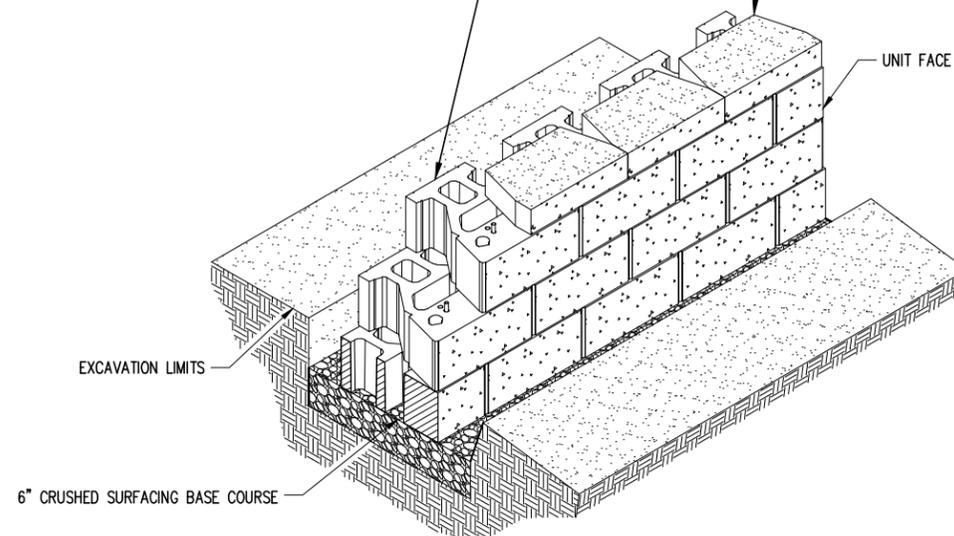
NTS



BASE LEVELING PAD NOTES:

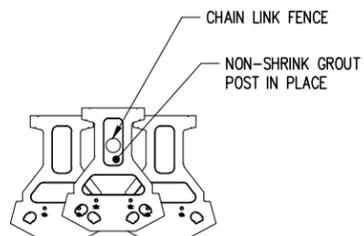
1. THE LEVELING PAD IS TO BE CONSTRUCTED OF CRUSHED SURFACING BASE COURSE
2. THE BASE FOUNDATION IS TO BE APPROVED BY THE CITY ENGINEER PRIOR TO PLACEMENT OF THE LEVELING PAD.

STANDARD UNIT		CAP UNIT	
WIDTH:	18"	WIDTH:	18"
DEPTH:	21"	DEPTH:	10 1/2"
HEIGHT:	8"	HEIGHT:	4"
		WEIGHT:	50 LBS



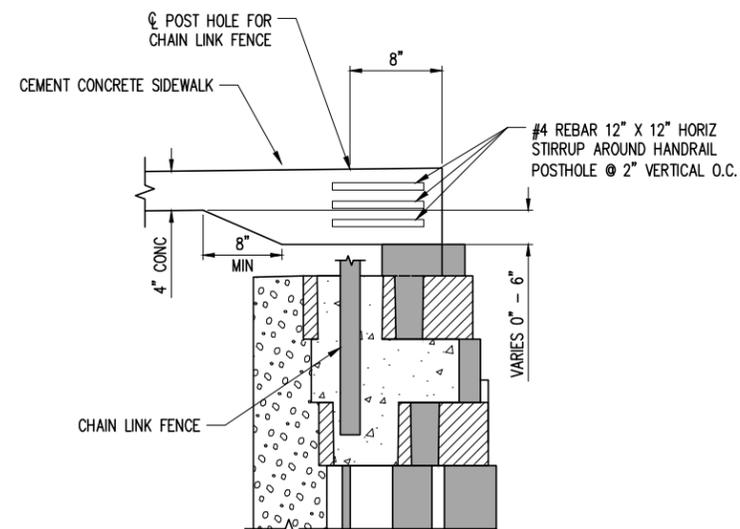
CONCRETE MODULAR RETAINING WALL

NTS



FENCE PLAN DETAIL

NTS



STEEL FOR THICKENED EDGE DETAIL

NTS



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NO.	DATE	BY	CHD.	APPR.	REVISION

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DATE 9/10/2015	
JOB No. :113521	

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CITY OF
MillCreek
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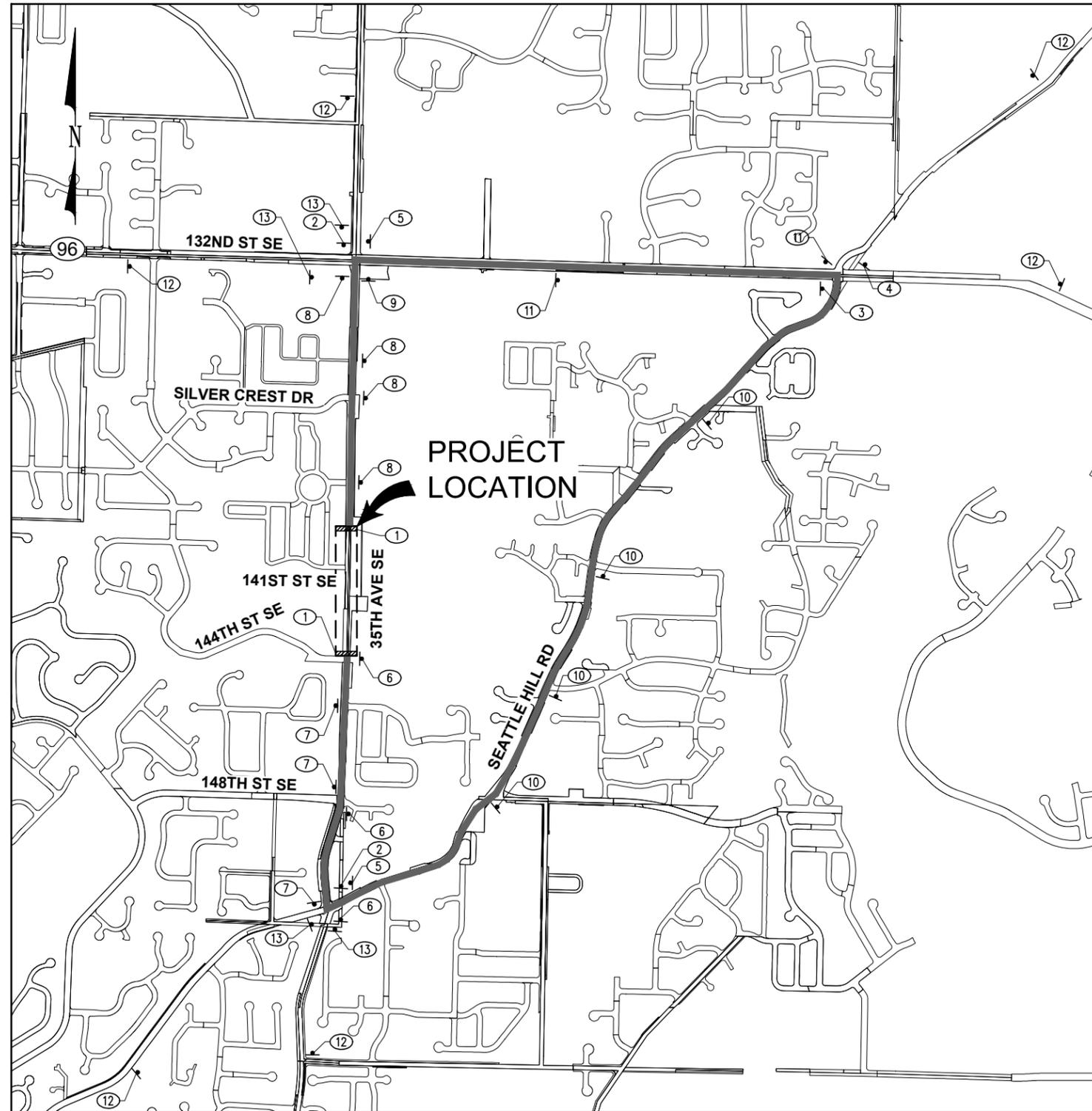
kpff
1601 5th Avenue, Suite 1600
Seattle, WA 98101
206.622.5822
www.kpff.com

RONALD J. LEIMKUHNER
STATE OF WASHINGTON
24089
REGISTERED
PROFESSIONAL ENGINEER

35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON
WALL DETAILS

SHEET	WD01
	22 OF 39

Path: X:\113501-113750\113521 (35th Ave SE)\CADD\Design\35TH_DT.dwg Plot date: Sep 10, 2015-02:26:18pm CAD User: KenW.



LEGEND:

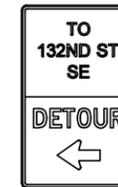
- DETOUR ROUTE
- SIGN LOCATION, POST MOUNTED
- ROAD CLOSURE AREA
- TYPE III BARRICADE

M4-9 MOD
BLACK ON ORANGE
60" X 48"



⑥

M4-9 MOD
BLACK ON ORANGE
60" X 48"



⑦

M4-9 MOD
BLACK ON ORANGE
60" X 48"



⑧

M4-9 MOD
BLACK ON ORANGE
60" X 48"



⑨

M4-9 MOD
BLACK ON ORANGE
60" X 48"



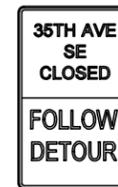
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M4-9 MOD
BLACK ON ORANGE
60" X 48"



⑪

M4-9 MOD
BLACK ON ORANGE
60" X 48"



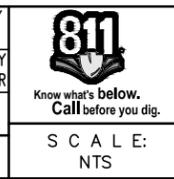
⑫

SIGN SCHEDULE				
#	COLOR	SIGN CODE	SIZE	MESSAGE
①	BLACK ON WHITE	R11-2	48"x30"	ROAD CLOSED
②	BLACK ON WHITE	R11-3A	60"x30"	ROAD CLOSED ____ MILES AHEAD. LOCAL TRAFFIC ONLY
③	BLACK ON ORANGE	M4-9 (RIGHT)	30"x24"	DETOUR
④	BLACK ON ORANGE	M4-9 (LEFT)	30"x24"	DETOUR
⑤	BLACK ON ORANGE	M4-8A	24"x18"	END DETOUR
⑬	PORTABLE CHANGEABLE MESSAGE SIGN			

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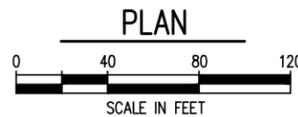
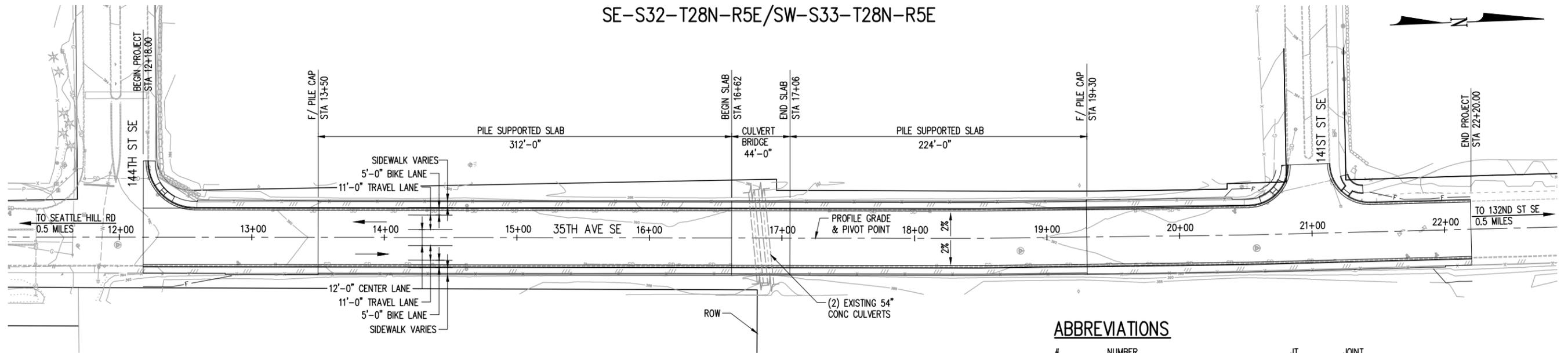
DRAWN BY
K. WEBBER
CHECKED BY
P. SLOAN
DATE
9/10/2015
DESIGNED BY
J. GOODMAN
APPROVED BY
R. LEIMKUHLER
J O B No. :113521



35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON
DETOUR PLAN AND SIGN DETAILS

SHEET
DT01
23 OF 39

SE-S32-T28N-R5E/SW-S33-T28N-R5E



ABBREVIATIONS

#	NUMBER	JT	JOINT
⊙	AT	K	KIP (1,000 LBS)
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS	KSF	KIPS PER SQ. FT
ABUT	ABUTMENT	KSI	KIPS PER SQ. IN
ADA	AMERICANS WITH DISABILITIES ACT	L	ANGLE
ALT	ALTERNATE	LONGIT	LONGITUDINAL
AP	ANGLE POINT	LT	LEFT
APPROX	APPROXIMATE	MAX	MAXIMUM
B/	BOTTOM OF	MIN	MINIMUM
BK/	BACK OF	N	NORTH
BRG	BEARING	NF	NEAR FACE
BTWN	BETWEEN	NIC	NOT IN CONTRACT
CC	CENTER TO CENTER	NTS	NOT TO SCALE
CCF	CELLULAR CONCRETE FILL	OC	ON CENTER
CG	CENTER OF GRAVITY	OPP	OPPOSITE
CIP	CAST IN PLACE	PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
CJ	CONSTRUCTION JOINT	PCF	POUNDS PER CUBIC FOOT
CLR	CLEAR	PL	PLATE
COL	COLUMN	PSF	POUNDS PER SQ FT
CONC	CONCRETE	PSI	POUNDS PER SQ IN
CONST	CONSTRUCTION	PT	POINT
CONT	CONTINUOUS	PVMT	PAVEMENT
CONT'D	CONTINUED	R, RAD	RADIUS
CSBC	CRUSHED SURFACING BASE COURSE	R/W, ROW	RIGHT-OF-WAY
CTR	CENTER	REF	REFERENCE
⊕	CENTER LINE	REINF	REINFORCEMENT
DEG	DEGREES	RT	RIGHT
DEPT	DEPARTMENT	S	SOUTH
DET	DETAIL	SCH	SCHEDULE
DIA, ⌀	DIAMETER	SD	STORM DRAIN
DIM	DIMENSION	SHT	SHEET
DR	DRIVE	SIM	SIMILAR
DWG	DRAWING	SPA	SPACING
E	EAST	SPEC	SPECIFICATION
EA	EACH	SQ	SQUARE
EF	EACH FACE	SS	STAINLESS STEEL
EG	EXISTING GRADE	ST	STREET
EJ	EXPANSION JOINT	STA	STATION
EL, ELEV	ELEVATION	STD	STANDARD
EMBED	EMBEDMENT	STIFF	STIFFENER
EP	EDGE OF PAVEMENT	STL	STEEL
EQ	EQUAL	STRUCT	STRUCTURAL
EX, EXIST	EXISTING	SYM	SYMMETRICAL
EXP	EXPANSION	TEMP	TEMPORARY
EXT	EXTERIOR	TRANSV	TRANSVERSE
F/	FACE OF	T/	TOP OF
FF	FAR FACE	TYP	TYPICAL
FG	FINISHED GRADE	UNO	UNLESS NOTED OTHERWISE
FIX	FIXED	V, VERT	VERTICAL
FT	FEET	W/	WITH
HMA	HOT MIX ASPHALT	WP	WORK POINT
HORIZ	HORIZONTAL	WS	WATER SURFACE
HS	HIGH STRENGTH	WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
IE	INVERT ELEVATION		
IN	INCH		
INT	INTERIOR		

STRUCTURAL GENERAL NOTES:

- ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THESE PLANS AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION", DATED 2014, AMENDMENT AND PROJECT SPECIAL PROVISIONS.
- DESIGN CONFORMS TO THE WSDOT "BRIDGE DESIGN MANUAL (LRFD)", AUGUST 2012.
- DESIGN LOADS:
 - DEAD LOAD:**
 - i) CONCRETE - 155 PCF
 - ii) STEEL - 490 PCF
 - iii) HMA - 140 PCF
 - iv) CCF - 65 PCF
 - v) CSBC - 120 PCF
 - LIVE LOAD:**
 - i) VEHICLE - AASHTO HL93
- STEEL PILES
 - a) MATERIAL - ASTM A53, GRADE B
 - b) NOMINAL DIAMETER - 6 INCHES
 - c) NOMINAL WALL THICKNESS - 0.280 INCHES
 - d) ULTIMATE LOAD - 75 TONS
 - e) LOAD TEST CRITERIA - ASTM D1143
 - f) REFUSAL CRITERIA - PENETRATION LESS THAN 1 INCH FOR 20 SECONDS OF CONTINUOUS DRIVING WITH A 1,100 LB HAMMER.
- UNLESS OTHERWISE SHOWN IN THE PLANS THE CONCRETE COVER MEASURED FROM THE FACE OF THE CONCRETE TO THE FACE OF ANY REINFORCING STEEL SHALL BE THREE INCHES AT THE BOTTOM OF THE FOOTINGS AND PILE CAPS, AND TWO INCHES AT ALL OTHER LOCATIONS, UNO.
- THE CONTRACTOR SHALL NOTIFY AND COORDINATE WORK WITH ALL THE AFFECTED UTILITIES.
- ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
- PILE SUPPORTED SLAB, PILE CAPS, AND PILES ARE DESIGNED FOR THE DEAD AND LIVE LOADS APPLIED DURING SERVICE. CONTRACTOR SHALL SUBMIT A GIRDER ERECTION PLAN DETAILING EQUIPMENT TO BE USED, INSTALLATION SEQUENCE, AND CONSTRUCTION LOADS TO BE IMPOSED ON THE STRUCTURE. THE ENGINEER WILL REVIEW THE PLAN AND DETERMINE IF THE DESIGN CAPACITY IS ADEQUATE TO SUPPORT THE ERECTION ACTIVITY. IF NOT, ADDITIONAL MATERIAL WILL BE ADDED AS REQUIRED. COST OF THE ADDITIONAL MATERIAL SHALL BE CONSIDERED INCIDENTAL TO THE WORK.

SUGGESTED CONSTRUCTION SEQUENCE FOR FUTURE MODIFICATIONS AT CULVERT BRIDGE (NIC)

THE FOLLOWING DOES NOT APPLY TO THIS CONTRACT, BUT IS BEING INCLUDED FOR FUTURE REFERENCE.

THE CULVERT BRIDGE BETWEEN STATIONS 16+62 AND 17+06 IS DESIGNED TO SPAN OVER A FUTURE OPEN CHANNEL THAT WOULD REPLACE THE FUNCTION OF THE EXISTING BURIED CULVERTS. THE PURPOSE OF THE FOLLOWING SUGGESTED CONSTRUCTION SEQUENCE WOULD BE TO TEMPORARILY REMOVE THE EXISTING VOIDED SLABS TO ALLOW THE REQUIRED EXCAVATION TO OCCUR WITHOUT THE VOIDED SLABS BEING OVERHEAD. AS AN ALTERNATIVE, THE VOIDED SLABS COULD BE LEFT IN PLACE AND THE EXCAVATION ACCOMPLISHED BY MINING SOIL FROM BELOW THE VOIDED SLABS.

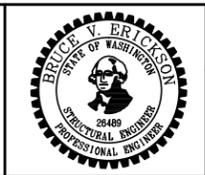
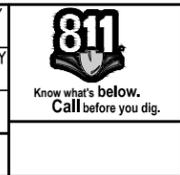
THE FOLLOWING SEQUENCE IS A SUGGESTION OF A GENERAL PROCEDURE. THE CONTRACTOR WOULD BE RESPONSIBLE FOR DEVELOPING AND SUBMITTING A DETAILED CONSTRUCTION SEQUENCE.

- REMOVE EXISTING ASPHALT TOPPING ON VOIDED SLABS BY SCARIFYING. EXPOSE LIFTING LUGS.
- DEMOLISH END STOPS AND SIDE STOPS.
- EXPOSE AND CUT ENDS OF TRANSVERSE POST-TENSIONING TENDONS. REMOVE TENDONS.
- LONGITUDINALLY SAWCUT EACH GROUDED JOINT BETWEEN ADJACENT VOIDED SLABS.
- REMOVE VOIDED SLABS, USING LIFTING LUGS AS ATTACHMENT POINTS. MOVE THEM TO A TEMPORARY STORAGE LOCATION.
- CHIP OFF ANY REMAINING GROUT FROM SHEAR KEYS ON SIDES OF VOIDED SLABS.
- REMOVE EXISTING CULVERTS AND CREATE CHANNEL.
- RE-INSTALL VOIDED SLABS AND ASSOCIATED ELEMENTS USING THE DETAILS SHOWN IN THESE PLANS FOR THE ORIGINAL CONSTRUCTION. THIS WILL REQUIRE CONSTRUCTION OF NEW END STOPS AND SIDE STOPS, NEW GROUT PLACEMENT IN SHEAR KEYS, NEW TRANSVERSE POST-TENSIONING, NEW JOINT FILLER, AND NEW ASPHALT TOPPING, AS WELL AS POTENTIAL OTHER ELEMENTS. REPLACE OR REPAIR ANY DAMAGED OR DETERIORATED EXISTING ELEMENTS TO BE RE-USED.

Path: V:\113521 (35th Ave SE)\04 CADD\ST01.dwg Plot date: May 20, 2015-03:49:33pm CAD User: rickl.

DRAWN BY A.SMITH	DESIGNED BY C. DAVIS				
CHECKED BY -	APPROVED BY B. ERICKSON				
DATE 05/20/2015					
J O B No. :113521					
NO.	DATE	BY	CHD.	APPR.	REVISION

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35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

STRUCTURAL LAYOUT & GENERAL NOTES

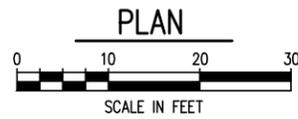
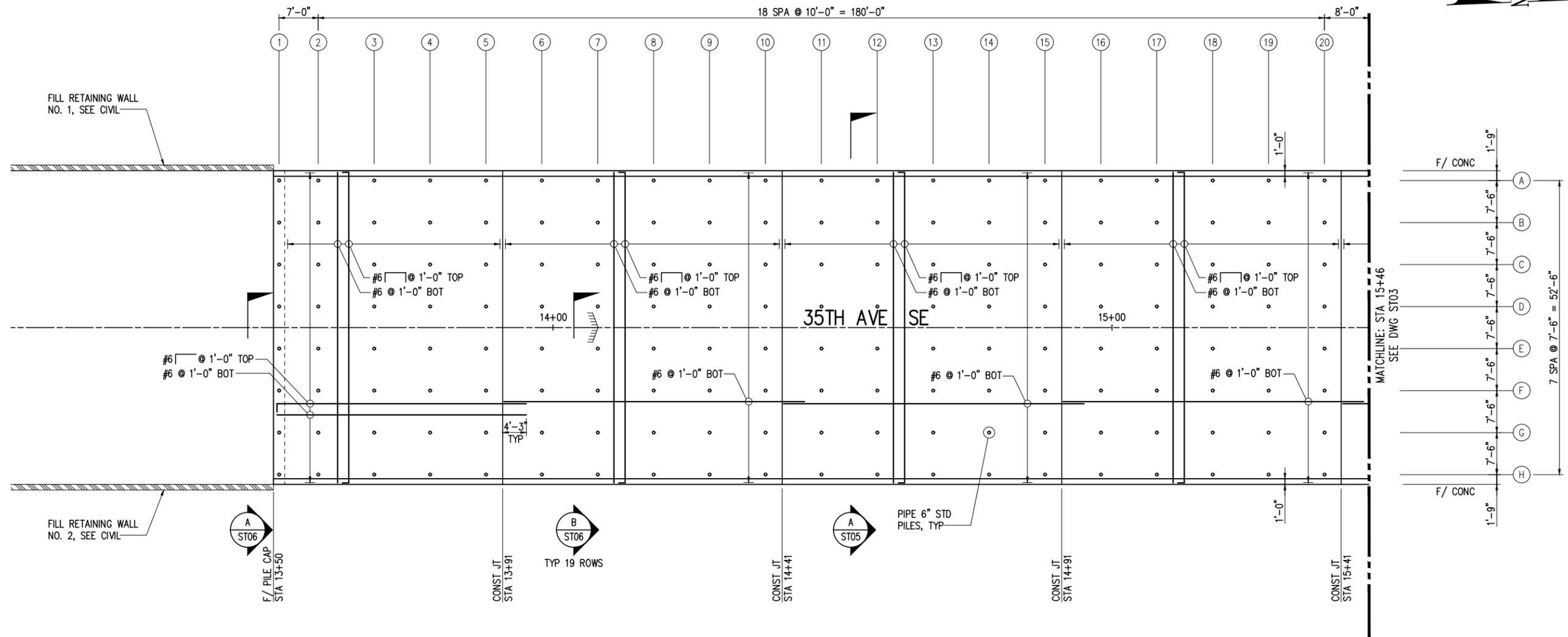
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ST01

24 OF 39

PRELIMINARY PLANS - 90% SUBMITTAL

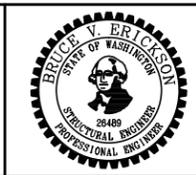
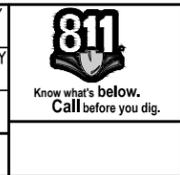
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J O B No. :113521	

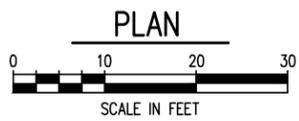
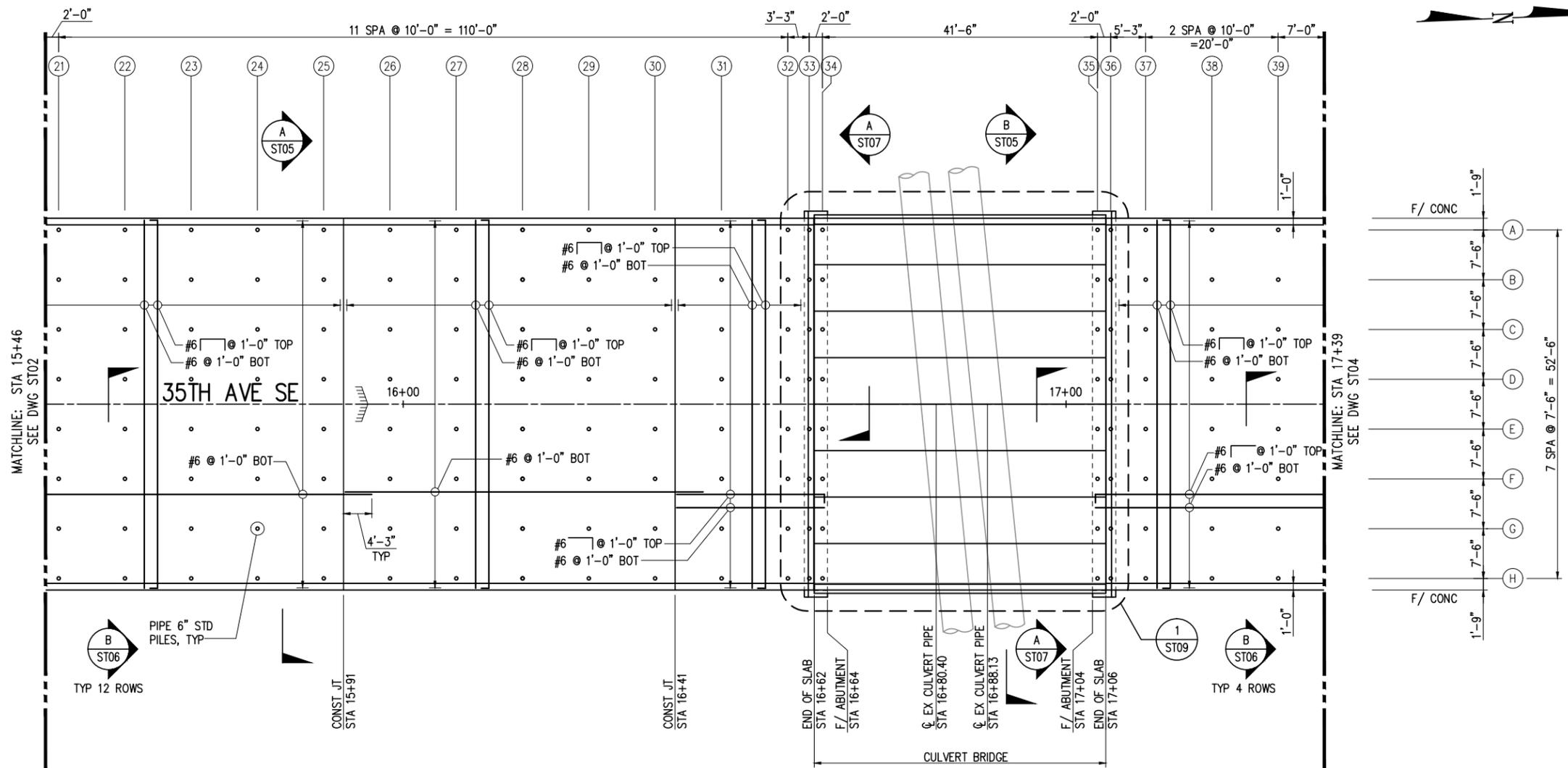


35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

STRUCTURAL PLAN
STATION 13+00 TO STATION 15+46

SHEET
ST02
25 OF 39

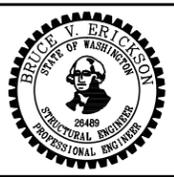
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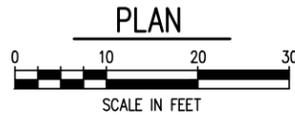
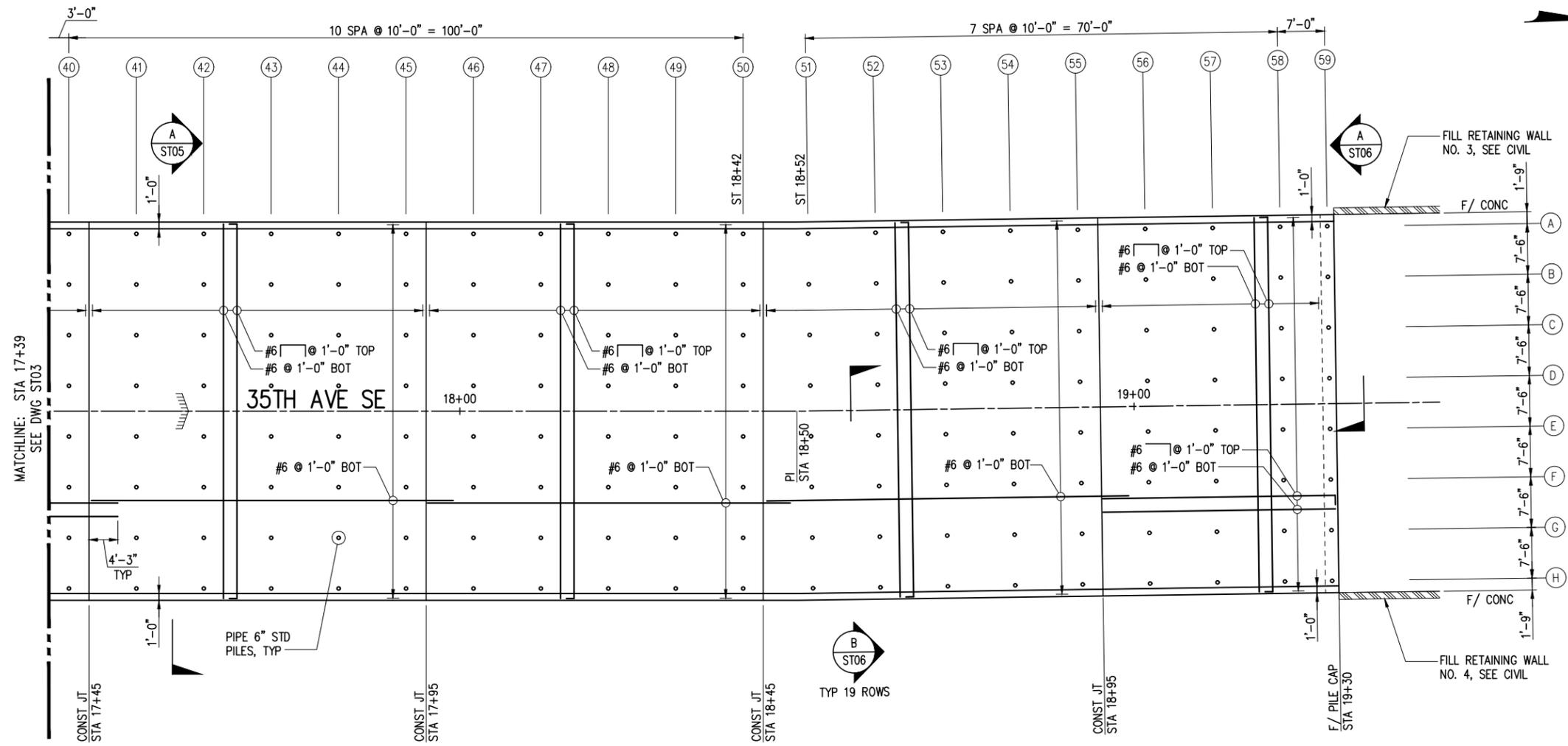
DRAWN BY A.SMITH
 DESIGNED BY C. DAVIS
 CHECKED BY -
 APPROVED BY B. ERICKSON
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35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
 MILL CREEK, WASHINGTON
STRUCTURAL PLAN
STATION 15+46 TO STATION 17+39

SHEET
ST03
 26 OF 39

Path: V:\113521 (35th Ave SE)\04 CADD\ST04.dwg Plot date: May 20, 2015-03:50:09pm CAD User: rickt.



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DATE
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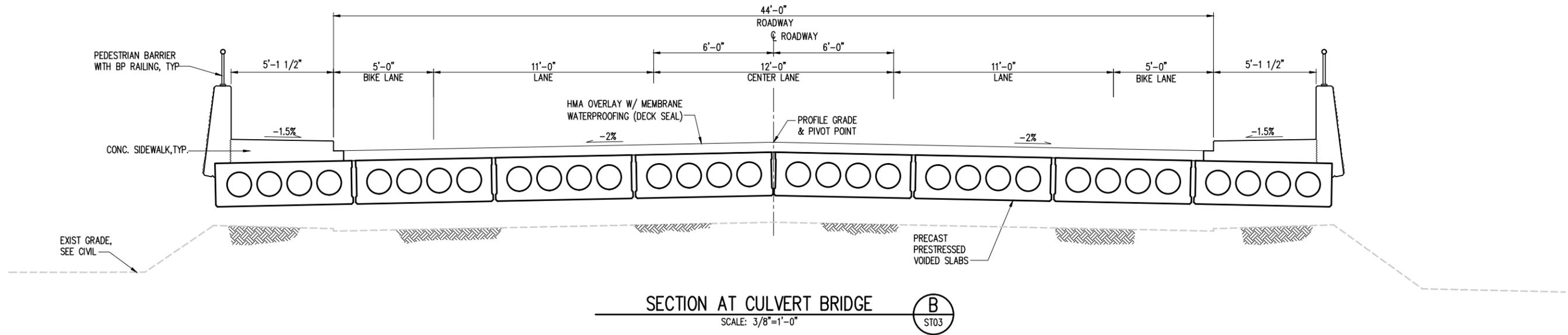
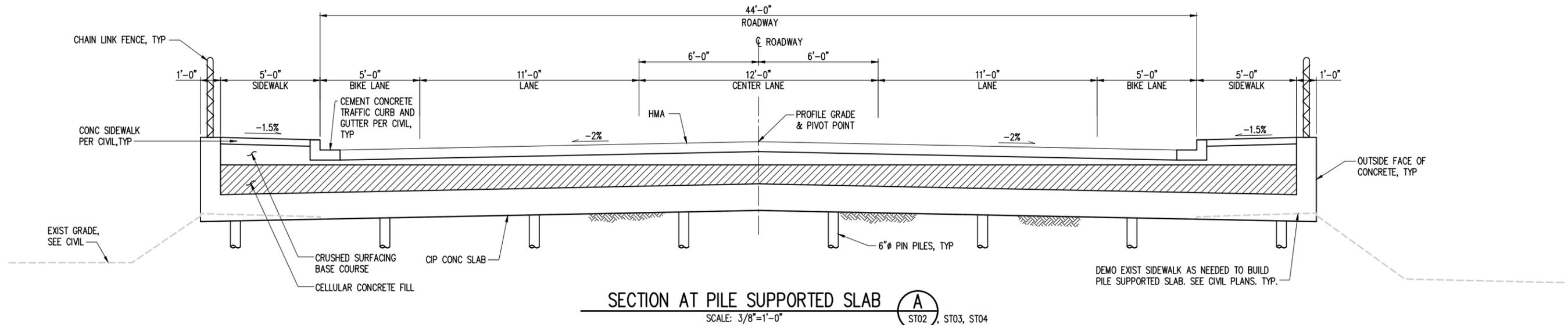


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MILL CREEK, WASHINGTON

STRUCTURAL PLAN
STATION 17+39 TO STATION 19+50

SHEET
ST04
27 OF 39

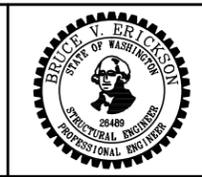
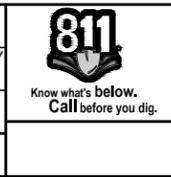
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DRAWN BY: A. SMITH
DESIGNED BY: C. DAVIS
CHECKED BY: B. ERICKSON
APPROVED BY: B. ERICKSON
DATE: 05/20/2015
J O B No. : 113521

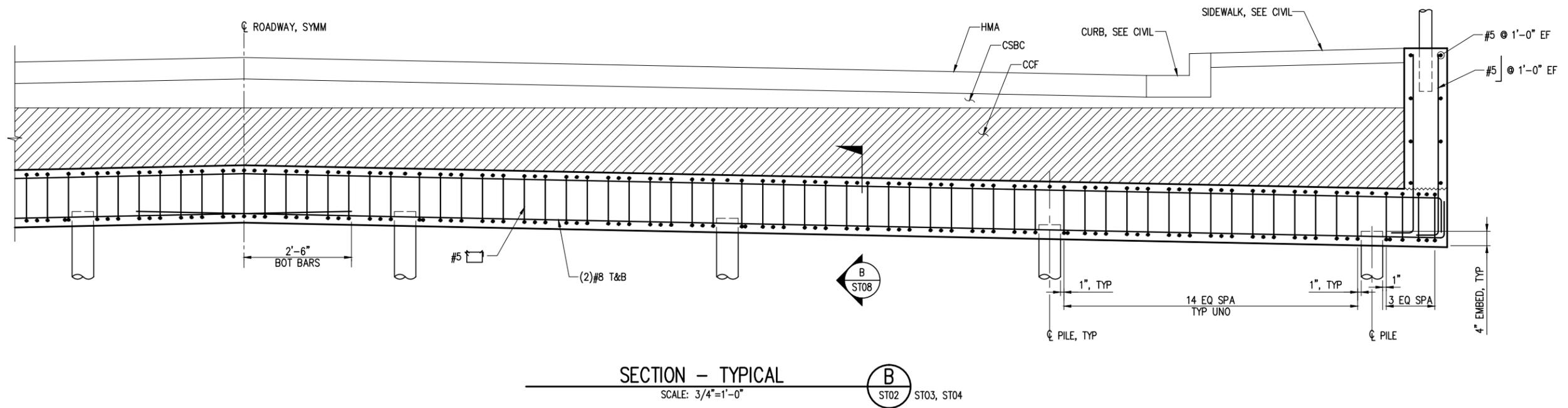
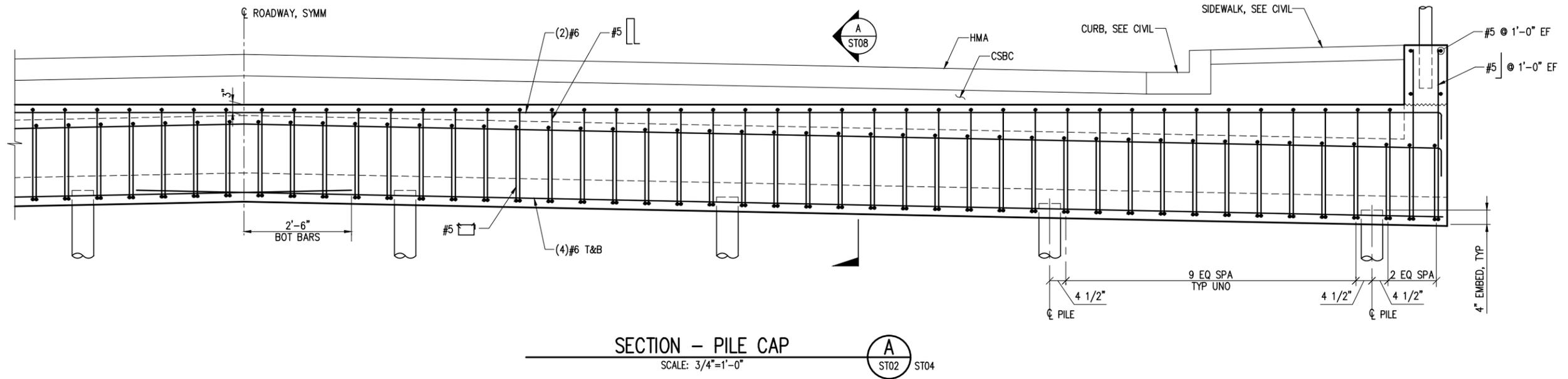


35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

TYPICAL STRUCTURAL SECTIONS

SHEET
ST05
28 OF 39

Path: V:\113521 (35th Ave SE)\04 CADD\ST06.dwg Plot date: May 20, 2015-03:50:31pm CAD User: rickt.



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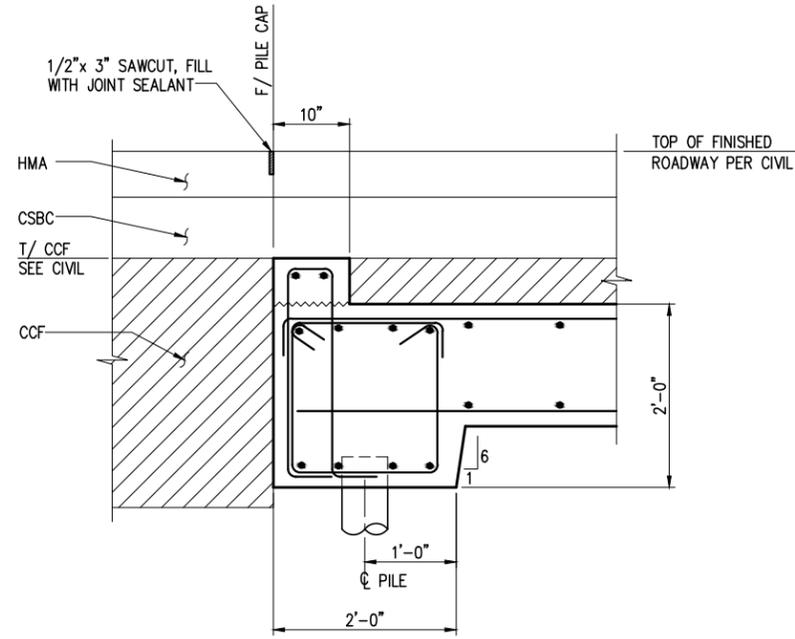
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DESIGNED BY
C. DAVIS
CHECKED BY
-
APPROVED BY
B. ERICKSON
DATE
05/20/2015
J O B No. :113521



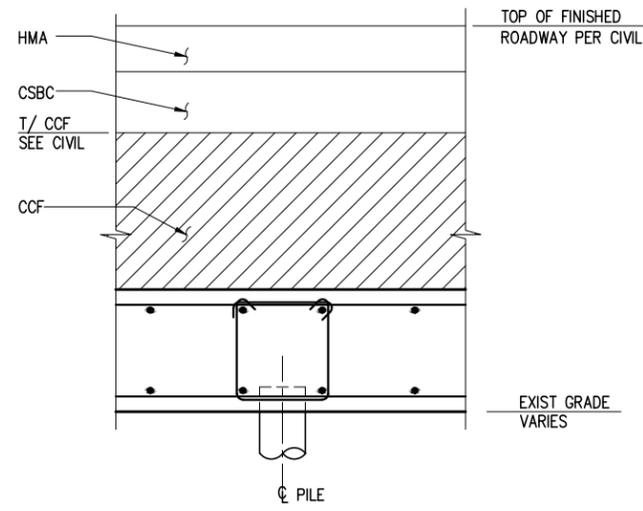
35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON
STRUCTURAL SECTIONS AND DETAILS

SHEET
ST06
29 OF 39

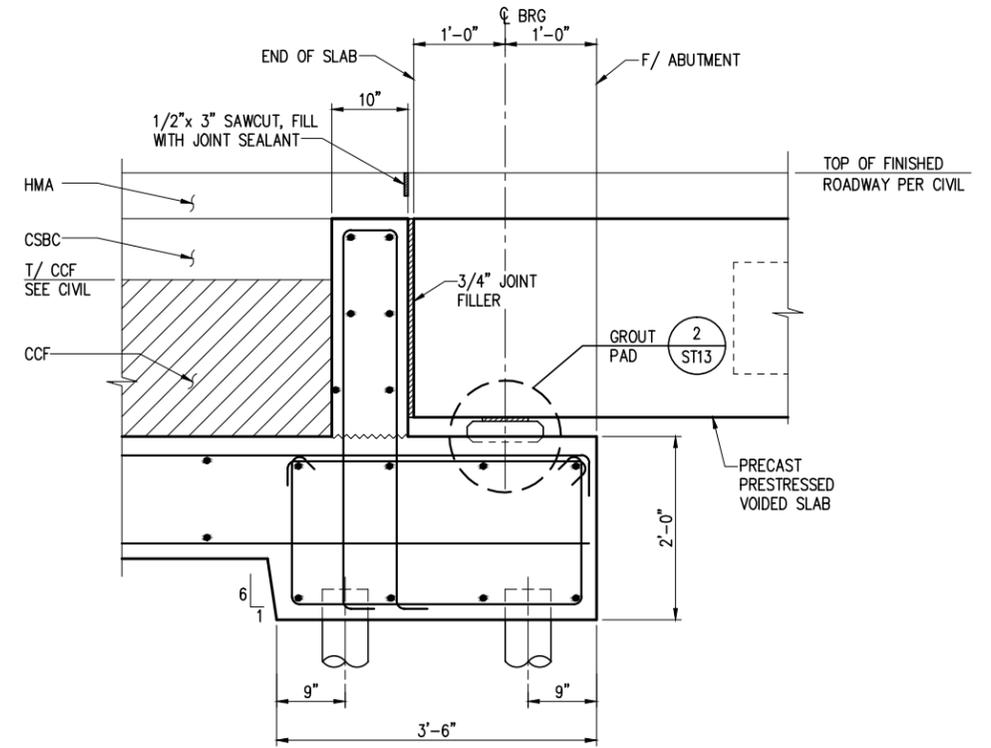
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SECTION A
SCALE: 1" = 1'-0"
ST06



SECTION B
SCALE: 1" = 1'-0"
ST06

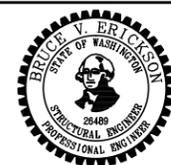


SECTION C
SCALE: 1" = 1'-0"
ST07

PRELIMINARY PLANS - 90% SUBMITTAL

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CHECKED BY -	APPROVED BY B. ERICKSON
DATE 05/20/2015	
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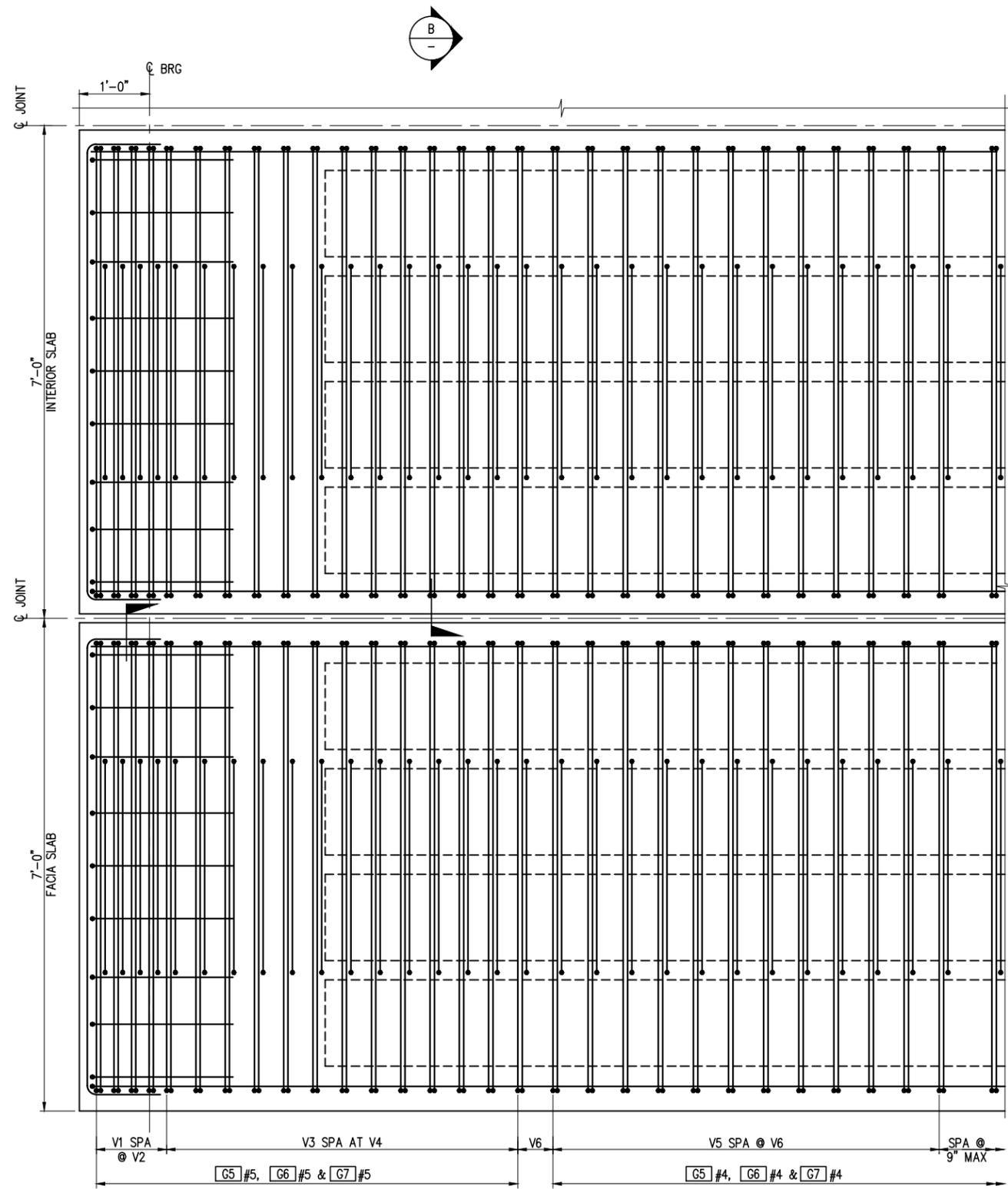
STRUCTURAL SECTIONS AND DETAILS

SHEET

ST08

31 OF 39

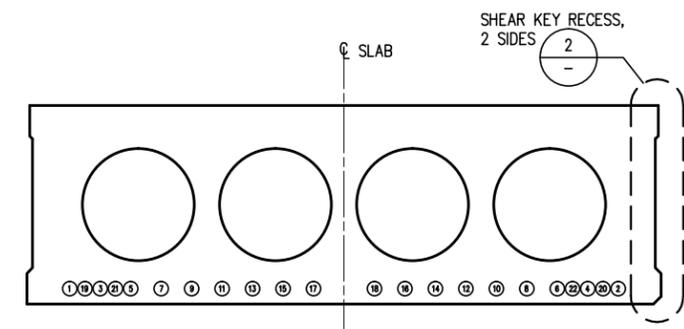
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TYPICAL SLAB REINFORCING PLAN

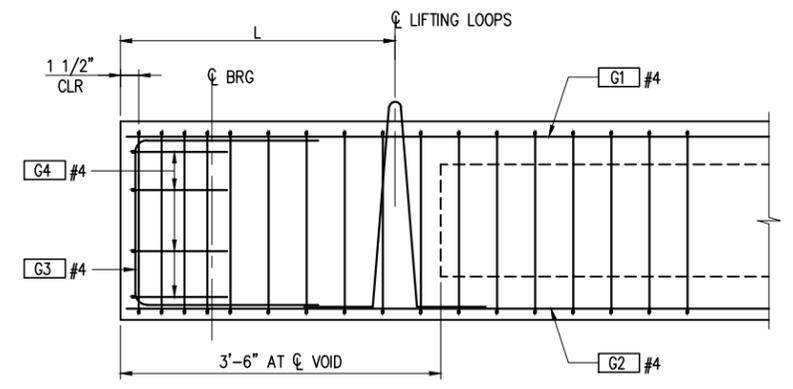
SCALE: 1" = 1'-0"

S3 AND S4 BARS NOT SHOWN FOR CLARITY. SEE TRAFFIC BARRIER SHEETS FOR DETAILS AND LOCATIONS.

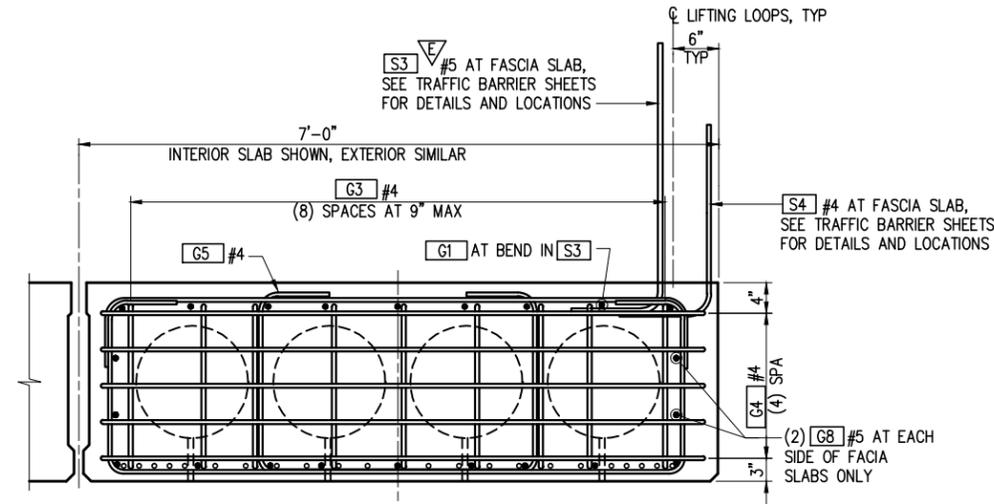


STRAND PATTERN

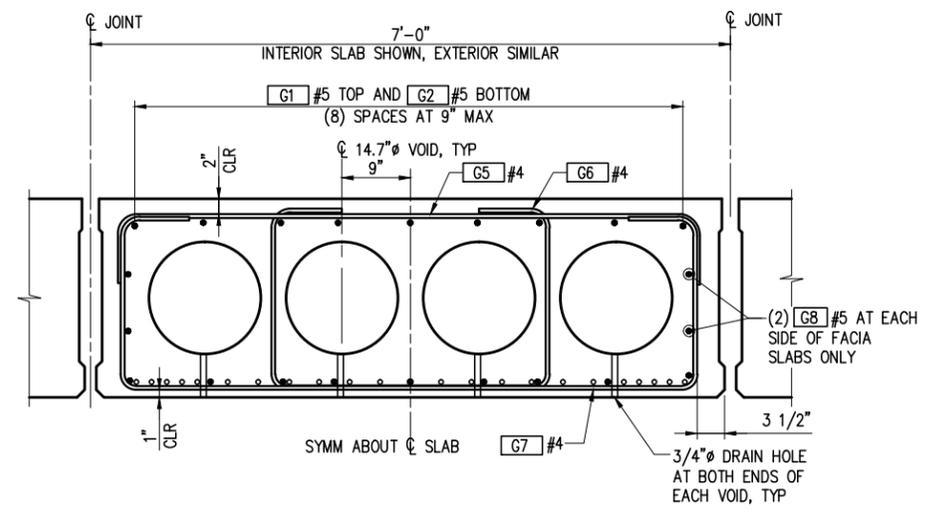
STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN ①, ② ETC



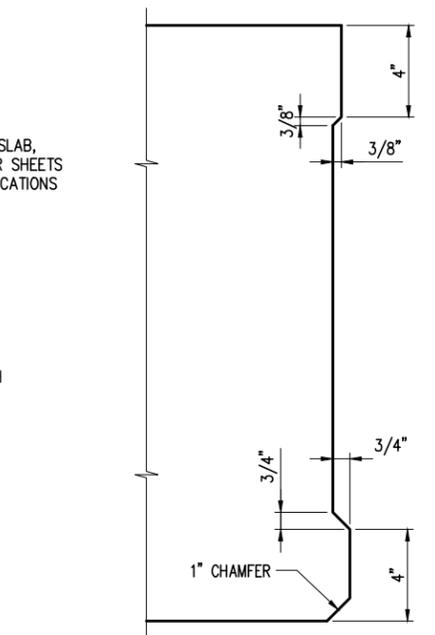
TYPICAL END ELEVATION



TYPICAL SLAB END SECTION



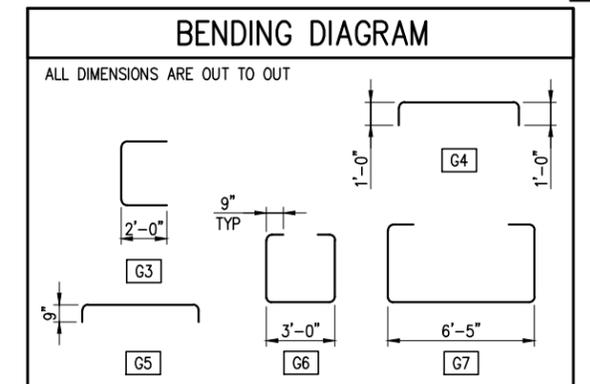
TYPICAL GIRDER SECTION



NOTE: OMIT SHEAR KEY FROM OUTSIDE FACE OF FASCIA SLAB

SHEAR KEY RECESS DETAIL

SCALE: 3" = 1'-0"

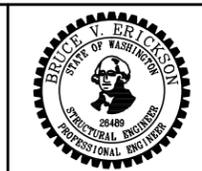
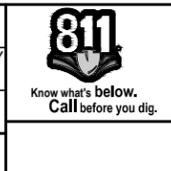


BENDING DIAGRAM

ALL DIMENSIONS ARE OUT TO OUT

NO.	DATE	BY	CHD.	APPR.	REVISION

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CHECKED BY -	APPROVED BY B. ERICKSON
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JOB No. :113521	



35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

26" SLAB DETAILS

SHEET

ST10

33 OF 39

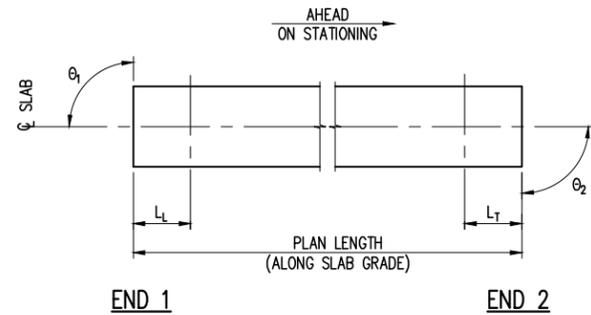
PRELIMINARY PLANS - 90% SUBMITTAL

Path: V:\113521 (35th Ave SE)\04 CADD\ST11.dwg Plot date: May 20, 2015 - 03:51:17pm CAD User: rickt.

SLAB SCHEDULE																						
SPAN	SLAB	SLAB HEIGHT H (IN)	L (FT-IN)	LL (FT-IN)	LT (FT-IN)	θ1 (DEG)	θ2 (DEG)	PLAN LENGTH (ALONG SLAB GRADE) (FT-IN)	MIN. CONC. COMP. STRENGTH		NUMBER OF STRAIGHT STRANDS	NUMBER OF TEMP. STRANDS	F (IN)	DECK SCORED CAMBER C (IN)	D REINFORCEMENT DETAILS							
									@ 28-DAYS F'c(ksi)	@ RELEASE F'c(ksi)					LOWER BOUND @ 40 DAYS (IN)	UPPER BOUND @ 120 DAYS (IN)	V1	V2 (IN)	V3	V4 (IN)	V5	V6 (IN)
1	A, B, C, F, G, H	26"	3'-0"	2'-2"	2'-2"	90	90	44'-0"	6.0	4.5	22	4	2"	1/8"	3/8"	3/4"	4	3"	12	5"	11	6"
1	D, E	26"	3'-0"	2'-2"	2'-2"	90	90	44'-0"	6.0	4.5	22	4	2"	1/16"	3/8"	3/4"	4	3"	12	5"	11	6"

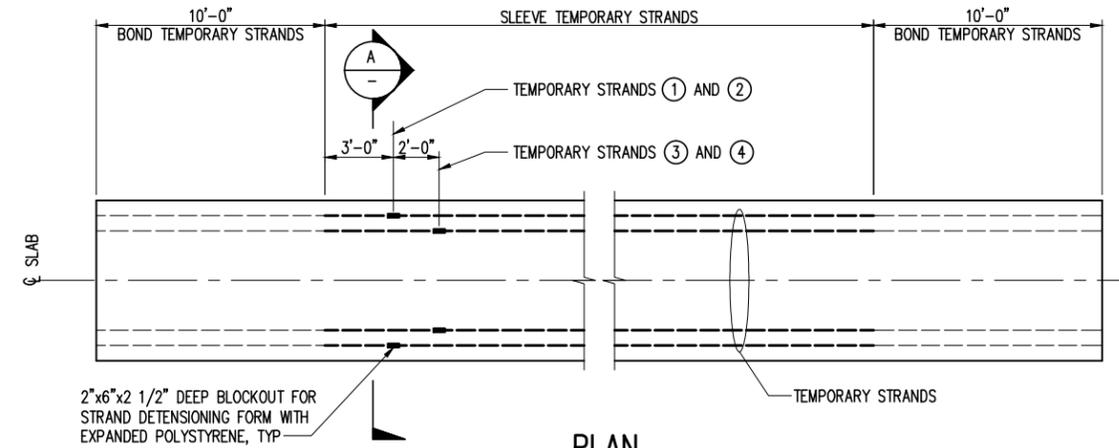
SLAB NOTES

1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. ALL PRETENSIONED AND TEMPORARY STRANDS SHALL BE 0.6"Ø AASHTO M203 GRADE 270 LOW RELAXATION STRANDS, JACKED TO 202.5 KSI.
3. CUT ALL STRANDS FLUSH WITH THE SLAB ENDS AND PAINT WITH AN APPROVED EPOXY RESIN.
4. THE TOP SURFACE OF THE SLAB SHALL BE ROUGHENED IN ACCORDANCE WITH SECTION 6-02.3(25)H OF THE STANDARD SPECIFICATIONS.
5. LIFTING EMBEDMENTS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 6-02.3(25)L OF THE STANDARD SPECIFICATIONS.
6. ALL REINFORCING STEEL SPLICES SHALL BE 2'-0" MINIMUM, UNLESS SHOWN OTHERWISE.
7. TEMPORARY STRANDS SHALL BE UNBONDED OVER ALL BUT THE END 10'-0" OF THE SLAB LENGTH. TEMPORARY STRANDS SHALL BE CUT AFTER ALL VOIDED SLABS ARE ERECTED, BUT BEFORE SIDEWALK, TRAFFIC BARRIER AND ROADWAY OVERLAY ARE PLACED.
8. DEFORMED WELDED WIRE REINFORCEMENT CONFORMING TO SECTION 9-07.7 WITH DEFORMED WIRE CONFORMING TO SECTION 9-07.8 MAY BE SUBSTITUTED FOR MILD STEEL REINFORCEMENT IF AASHTO LRFD BRIDGE DESIGN SPECIFICATION REQUIREMENTS (INCLUDING DEVELOPMENT AND ANCHORAGE) ARE MET. WELDED WIRE REINFORCEMENT SHALL HAVE THE SAME AREA AND SPACING AS THE MILD STEEL REINFORCEMENT THAT IT REPLACES AND THE YIELD STRENGTH SHALL BE GREATER THAN OR EQUAL TO 60 KSI. SHEAR STIRRUP LONGITUDINAL WIRES AND TACK WELDS SHALL BE EXCLUDED FROM GIRDER WEBS. LONGITUDINAL WIRES FOR ANCHORAGE OF WELDED WIRE REINFORCEMENT SHALL HAVE AN AREA OF 40% OR MORE OF THE AREA OF THE WIRE BEING ANCHORED BUT SHALL NOT BE LESS THAN D4.

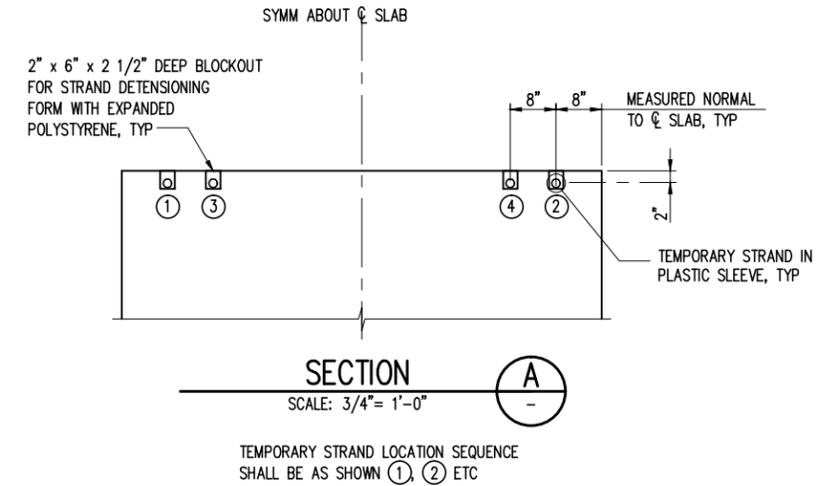


NOTE: L_L AND L_T ARE SHIPPING SUPPORT LOCATIONS AT LEADING AND TRAILING ENDS RESPECTIVELY.

SLAB SCHEDULE LEGEND
SCALE: 1/8" = 1'-0"



PLAN PRETENSIONED TEMPORARY TOP STRANDS
SEE "SLAB SCHEDULE" FOR REQUIRED NUMBER OF TEMPORARY STRANDS

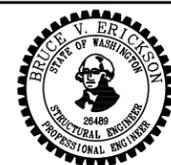


TEMPORARY STRAND LOCATION SEQUENCE SHALL BE AS SHOWN ①, ② ETC

PRELIMINARY PLANS - 90% SUBMITTAL

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35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

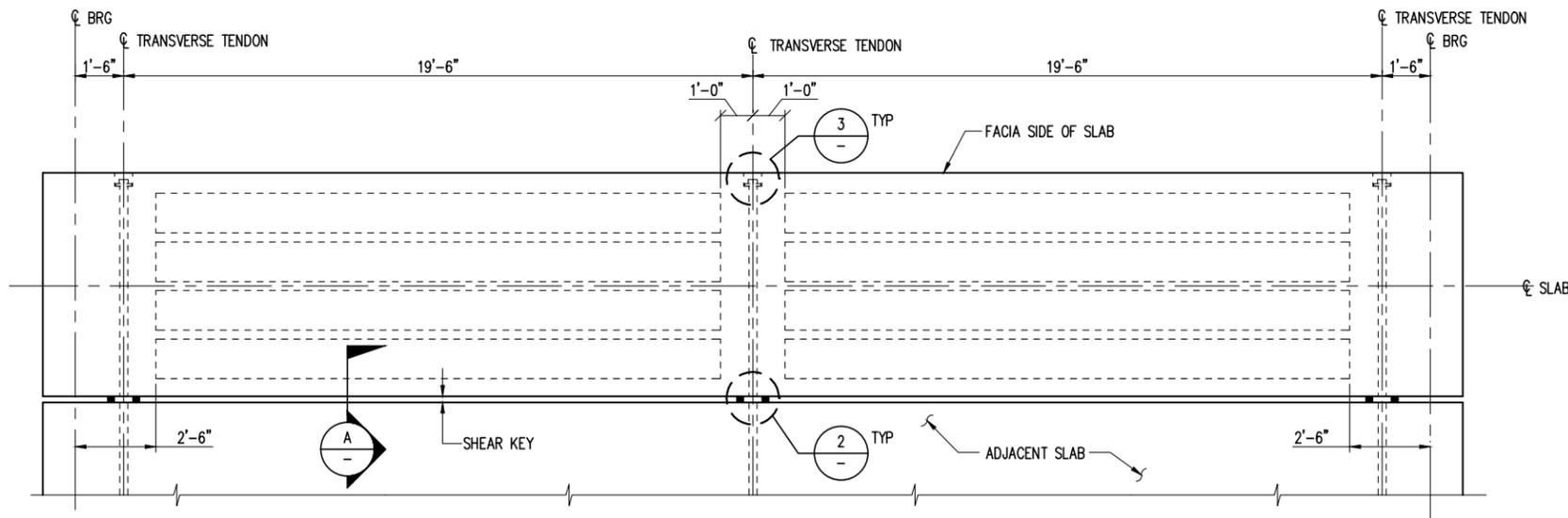
26" SLAB SCHEDULE

SHEET

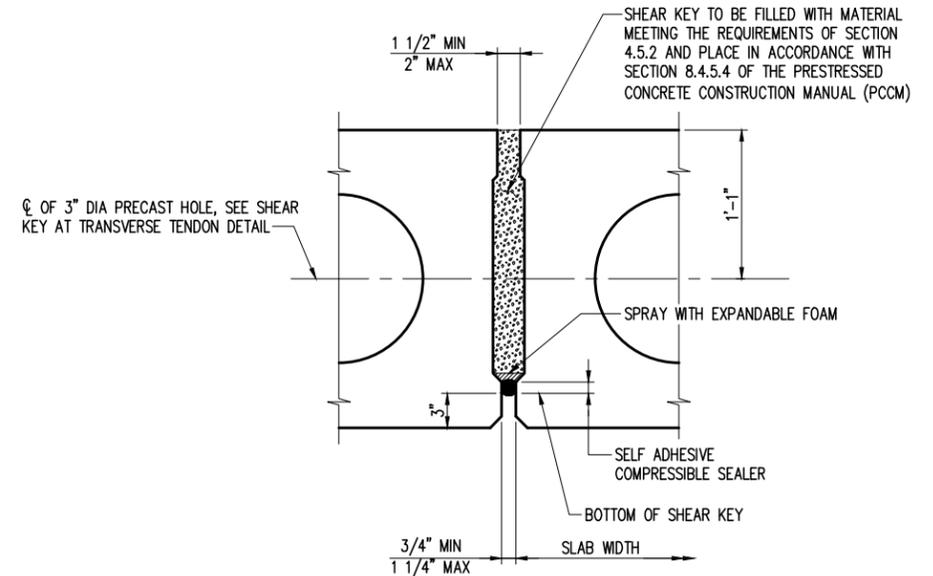
ST11

34 OF 39

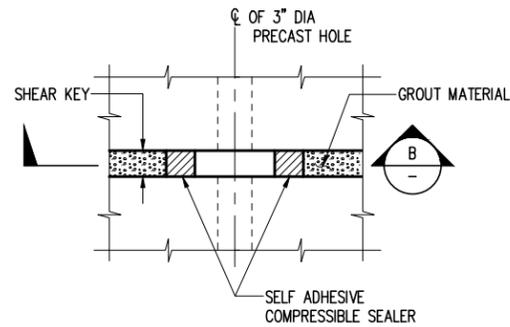
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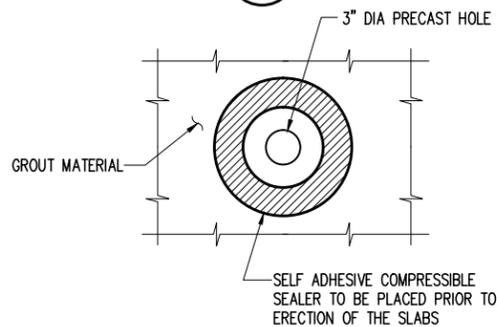
TENDON PLACEMENT PLAN
SCALE: 3/8" = 1'-0"
1



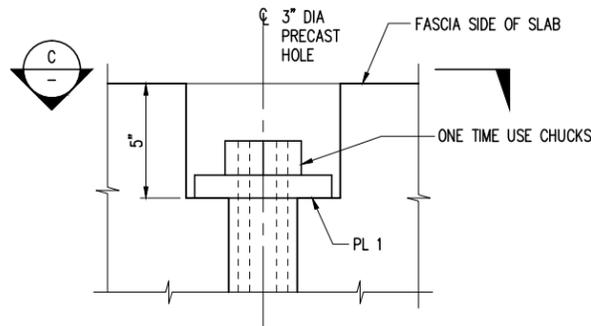
SLAB UNIT SHEAR KEY SECTION
SCALE: 1 1/2" = 1'-0"
A



SHEAR KEY AT TRANSVERSE TENDON DETAIL
SCALE: 1 1/2" = 1'-0"
2

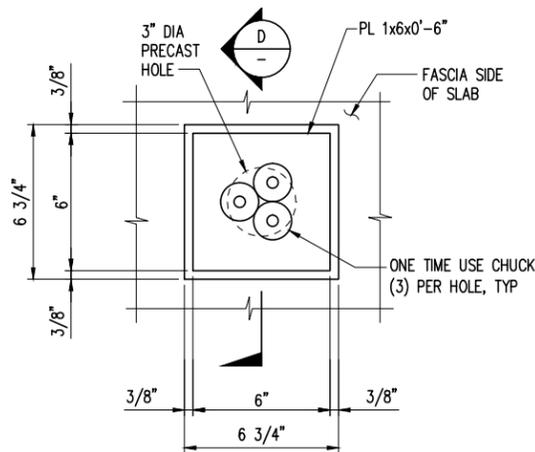


SECTION
SCALE: 1 1/2" = 1'-0"
B

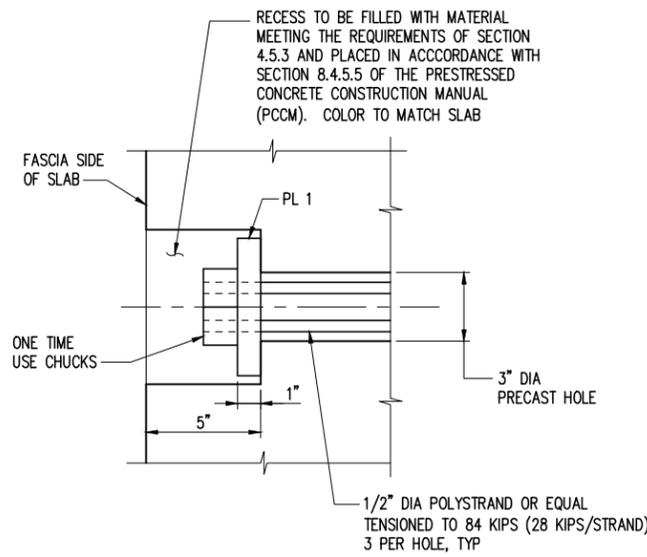


- NOTES:**
- 6" x 6" x 1" PLATES SHALL BE PERPENDICULAR TO THE LONGITUDINAL AXIS OF THE TENDON IN ALL PLANES AND SHALL HAVE THREE HOLES TO ACCOMMODATE STRANDS.
 - BEAM REINFORCEMENT NOT SHOWN FOR CLARITY.

TRANSVERSE TENDON RECESS DETAIL
SCALE: 3" = 1'-0"
3



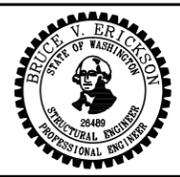
VIEW
SCALE: 3" = 1'-0"
C



SECTION
SCALE: 3" = 1'-0"
D

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JOB No. :113521	



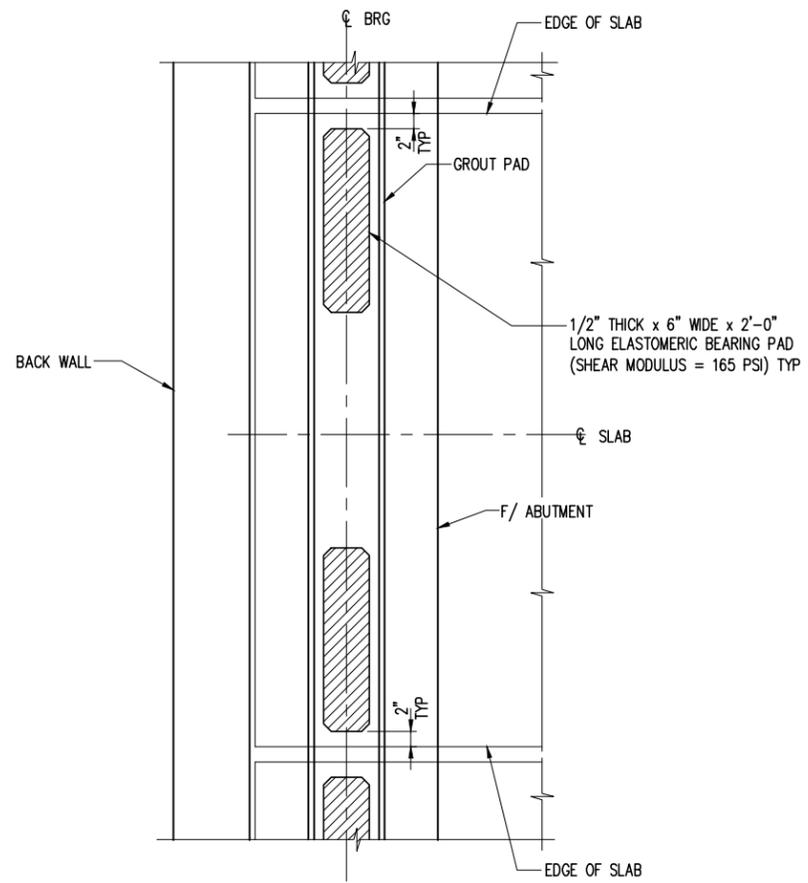
35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON

26" SLAB TRANSVERSE TENDONS AND SHEAR KEY DETAILS

SHEET
ST12
35 OF 39

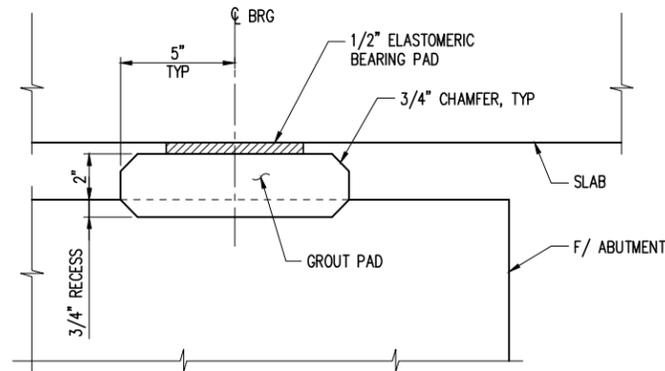
PRELIMINARY PLANS - 90% SUBMITTAL

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TYPICAL SLAB BEARING PAD PLAN

SCALE: 1" = 1'-0"



GROUT PAD DETAIL

SCALE: 3" = 1'-0"



ST08

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MILL CREEK, WASHINGTON

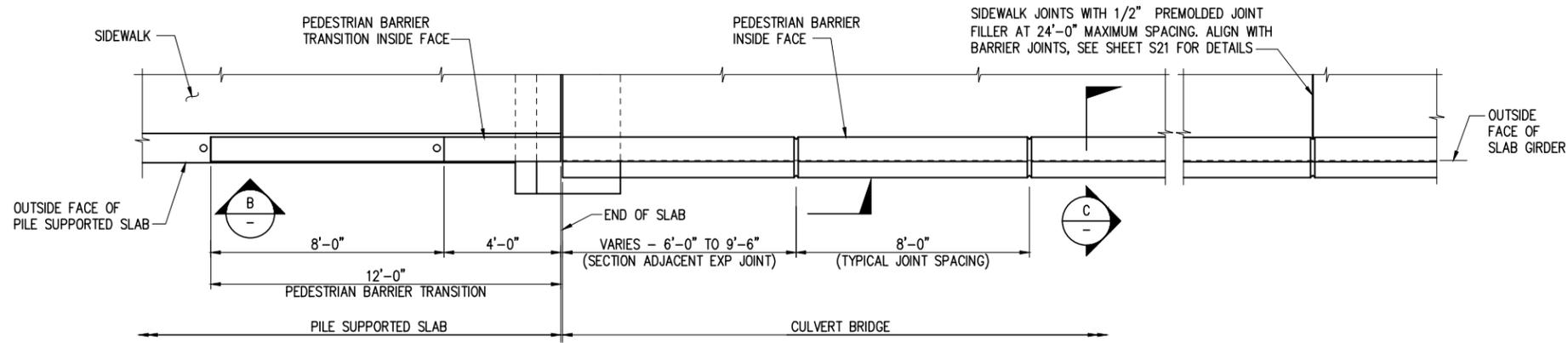
26" SLAB BEARING AND JOINT DETAILS

SHEET

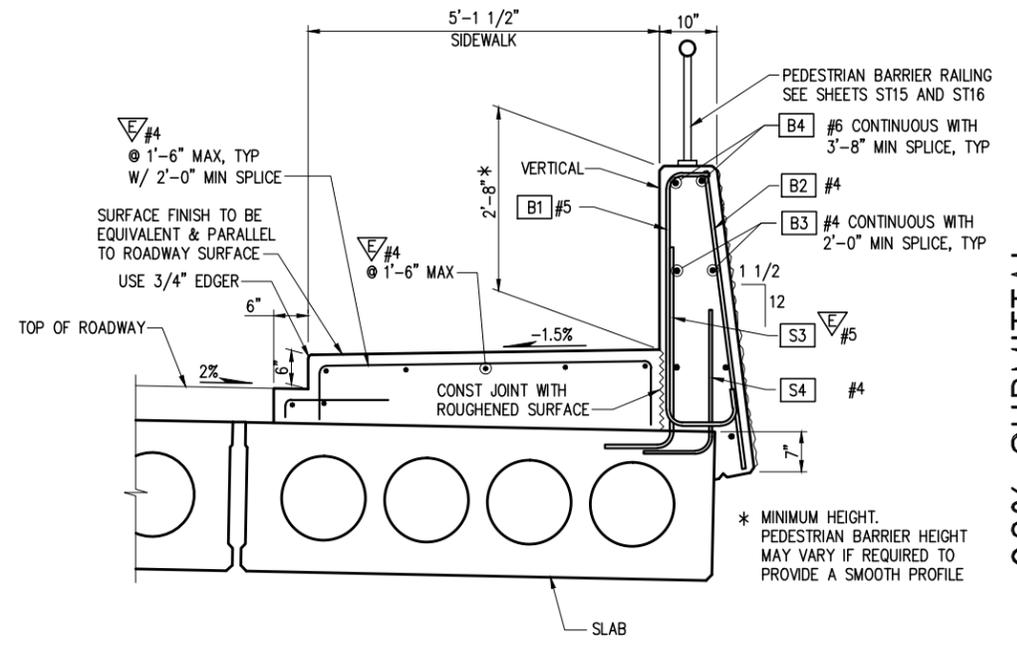
ST13

36 OF 39

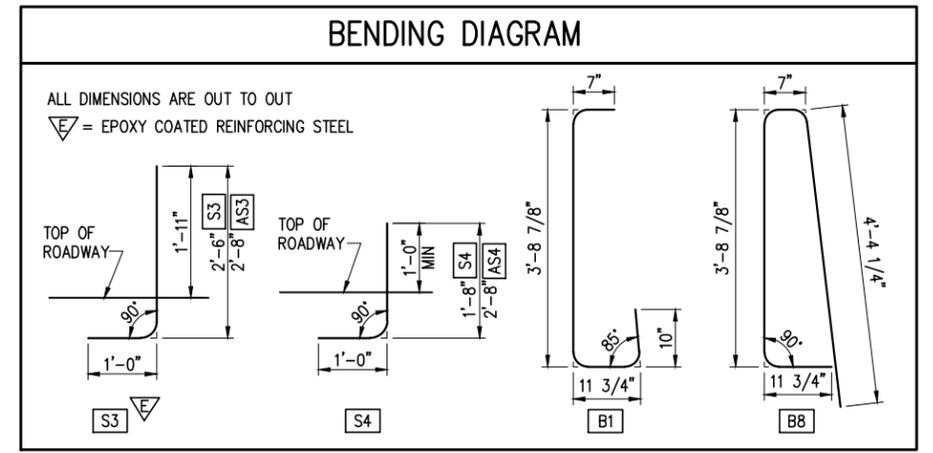
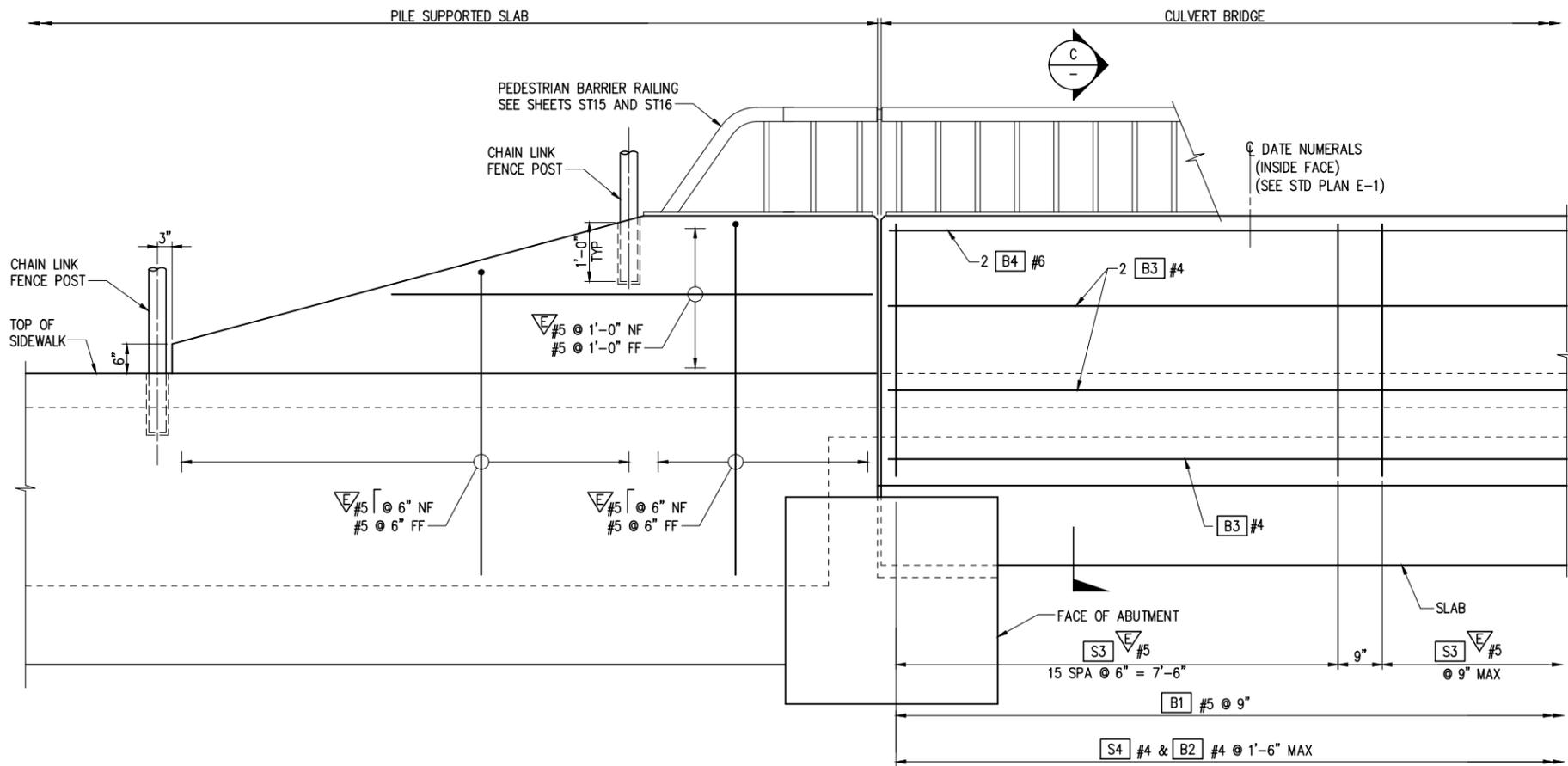
PRELIMINARY PLANS - 90% SUBMITTAL



NOTES:
 1. BARRIER CONTINUOUS BETWEEN ROADWAY EXPANSION JOINTS. CONSTRUCTION JOINTS WITH SHEAR KEYS ARE PERMISSIBLE AT DUMMY JOINT LOCATIONS. FORM JOINTS BETWEEN DUMMY JOINTS SHALL NOT BE PERMITTED.



* MINIMUM HEIGHT. PEDESTRIAN BARRIER HEIGHT MAY VARY IF REQUIRED TO PROVIDE A SMOOTH PROFILE



Path: V:\113521 (35th Ave SE)\04 CADD\ST14.dwg Plot date: May 20, 2015-03:51:42pm CAD User: rickt.

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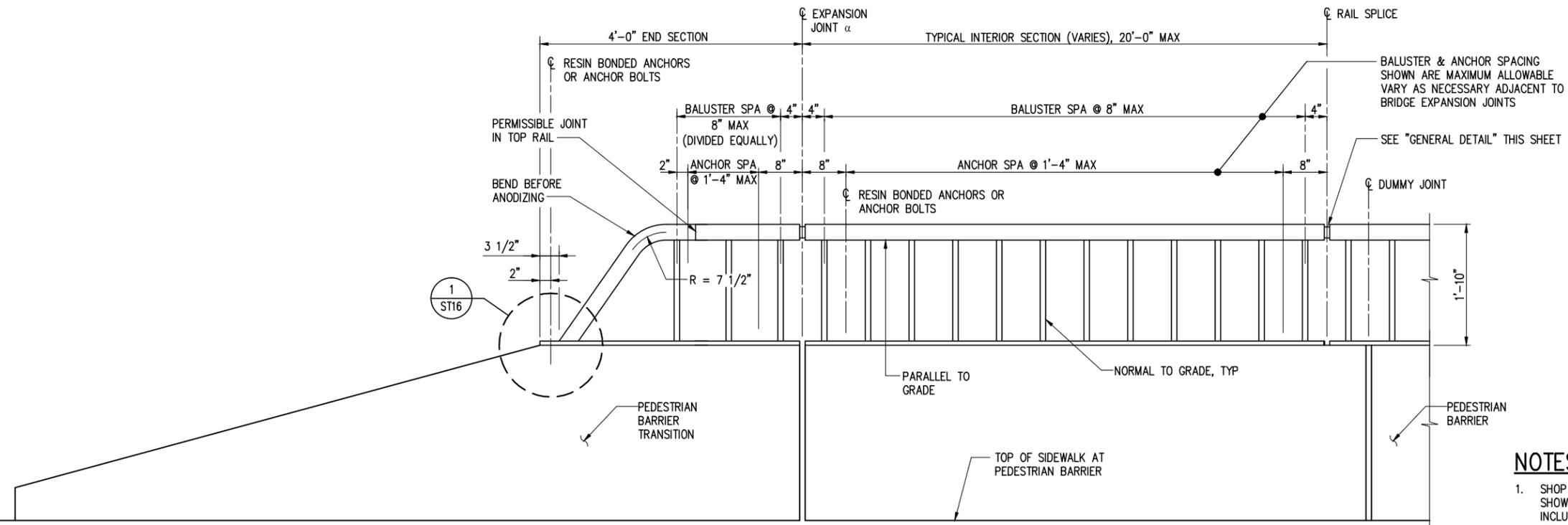
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 APPROVED BY B. ERICKSON
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35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
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 PEDESTRIAN BARRIER DETAILS

SHEET
 ST14
 37 OF 39

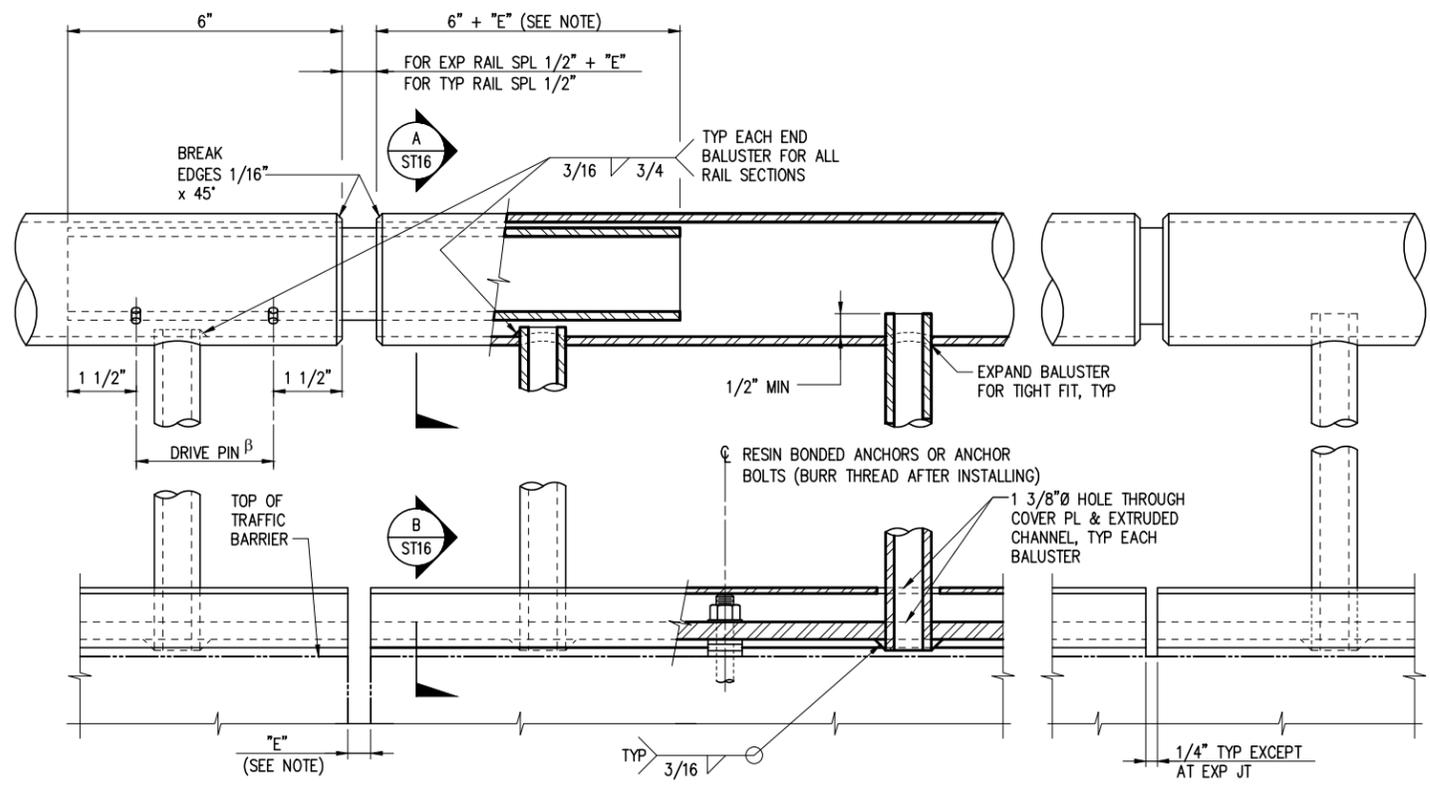
PRELIMINARY PLANS - 90% SUBMITTAL



TYPICAL RAILING ELEVATION (A)
SCALE: 1" = 1'-0"

NOTES:

- SHOP DRAWINGS OF RAILING SHALL BE SUBMITTED FOR APPROVAL SHOWING COMPLETE DIMENSIONS AND DETAILS OF FABRICATION AND INCLUDING AN ERECTION DIAGRAM. MATERIAL SPECIFICATIONS SHALL BE PROVIDED IN THE SHOP DRAWINGS FOR ALL COMPONENTS.
- CUTTING SHALL BE DONE BY SAWING OR MILLING AND ALL CUTS SHALL BE TRUE AND SMOOTH. FLAME CUTTING WILL NOT BE PERMITTED.
- WELDING OF ALUMINUM SHALL CONFORM TO STD SPEC. SECTION 9-28.14(3).
- ALL ALUMINUM PARTS SHALL BE GIVEN A CLEAR ANODIC COATING OF AT LEAST 0.0006" THICK AND SEALED TO MEET THE REQUIREMENTS OF ASTM B 580 WITH A UNIFORM FINISH.
- PIPE RAILING, PIPE BALUSTERS AND PIPE RAILING SPLICES SHALL BE ADEQUATELY WRAPPED TO INSURE SURFACE PROTECTION DURING HANDLING AND TRANSPORTATION TO THE JOB SITE.



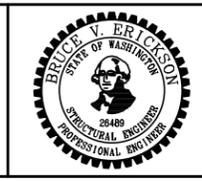
GENERAL DETAIL
NTS

- α PROVIDE EXPANSION RAIL SPLICE AT TRAFFIC BARRIER EXPANSION JOINTS. RAIL SPLICE JOINTS ARE NOT REQUIRED AT TRAFFIC BARRIER DUMMY JOINTS.
 - β LOCATE ON OPPOSITE SIDE OF TRAFFIC. DRIVE PINS SHALL BE DRIVEN FLUSH WITH THE OUTSIDE FACE OF THE RAILING.
- NOTE: "E" DIMENSION SHALL BE EQUAL TO OPENING OF TRAFFIC BARRIER EXPANSION JOINTS.

Path: V:\113521 (35th Ave SE)\04 CADD\ST15.dwg Plot date: May 20, 2015-03:51:51pm CAD User: rickt.

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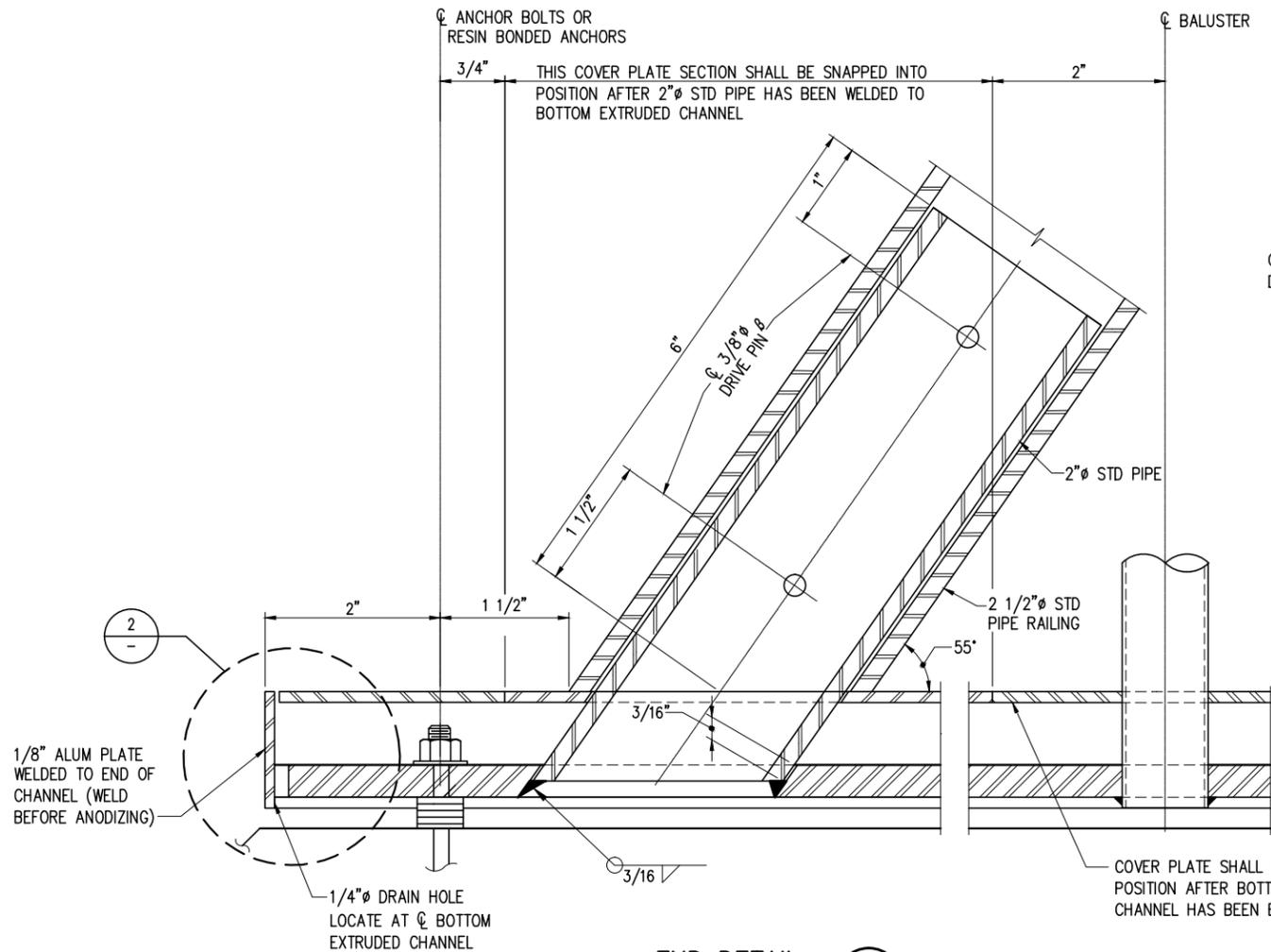
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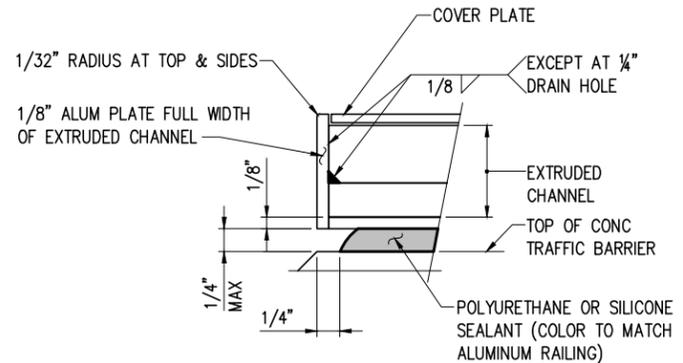
BRIDGE RAILING DETAILS 1 OF 2

Path: V:\113521 (35th Ave SE)\04 CADD\ST16.dwg Plot date: May 20, 2015-03:52:00pm CAD User: rickt.

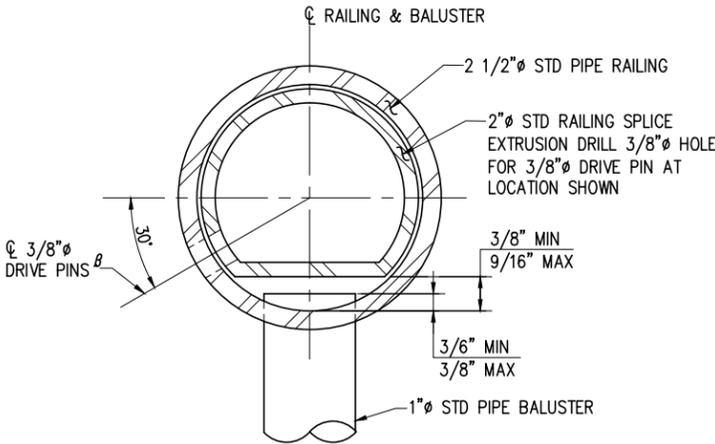


END DETAIL 1
SCALE: 1" = 1"

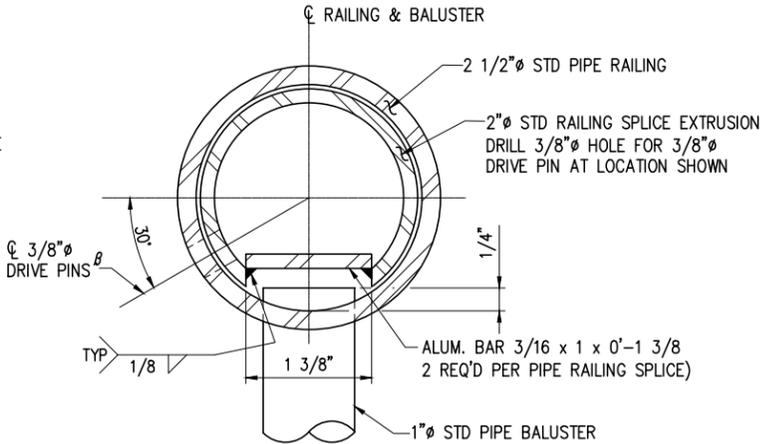
MAT'L	PART	MATERIAL SPECIFICATION
ALUMINUM	PIPES	ASTM B 221- 6005-T5 OR 6005A-T5 ASTM B 241 OR B 429 6061-T6
ALUMINUM	EXTRUDED CHANNELS, COVER PLATES & BAR	ASTM B 221- 6005-T5
STEEL	ANCHOR BOLTS, NUTS & WASHERS	STANDARD SPECIFICATION SECTION 9-06.5(4) (GALVANIZE IN ACCORDANCE WITH AASHTO SPECIFICATION M 232)
STEEL	STRIP	ASTM A 36
STEEL	DRIVE PINS	ASTM A 276 TYPE 302 STAINLESS STEEL



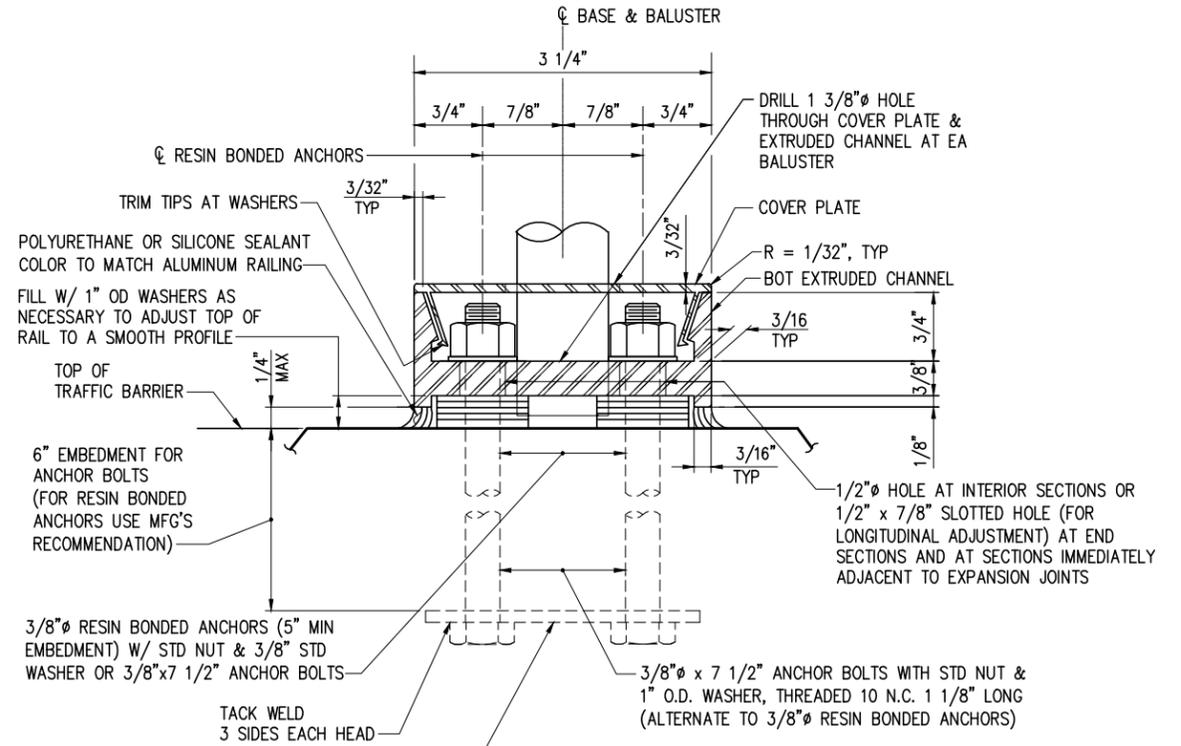
DETAIL 2
DRAIN HOLES NOT SHOWN



SECTION A
NTS
OPTION #1
B LOCATE ON OPPOSITE SIDE OF TRAFFIC. DRIVE PINS SHALL BE DRIVEN FLUSH WITH THE OUTSIDE FACE OF THE RAILING



SECTION A
NTS
OPTION #2
B LOCATE ON OPPOSITE SIDE OF TRAFFIC. DRIVE PINS SHALL BE DRIVEN FLUSH WITH THE OUTSIDE FACE OF THE RAILING



SECTION B
NTS

NOTES:
1. ANCHOR BOLTS SHALL BE POSITIONED IN A JIG DURING WELDING.

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35TH AVENUE SE RECONSTRUCTION / CITY OF MILL CREEK
MILL CREEK, WASHINGTON
BRIDGE RAILING DETAILS 2 OF 2

SHEET
ST16
39 OF 39

PRELIMINARY PLANS - 90% SUBMITTAL