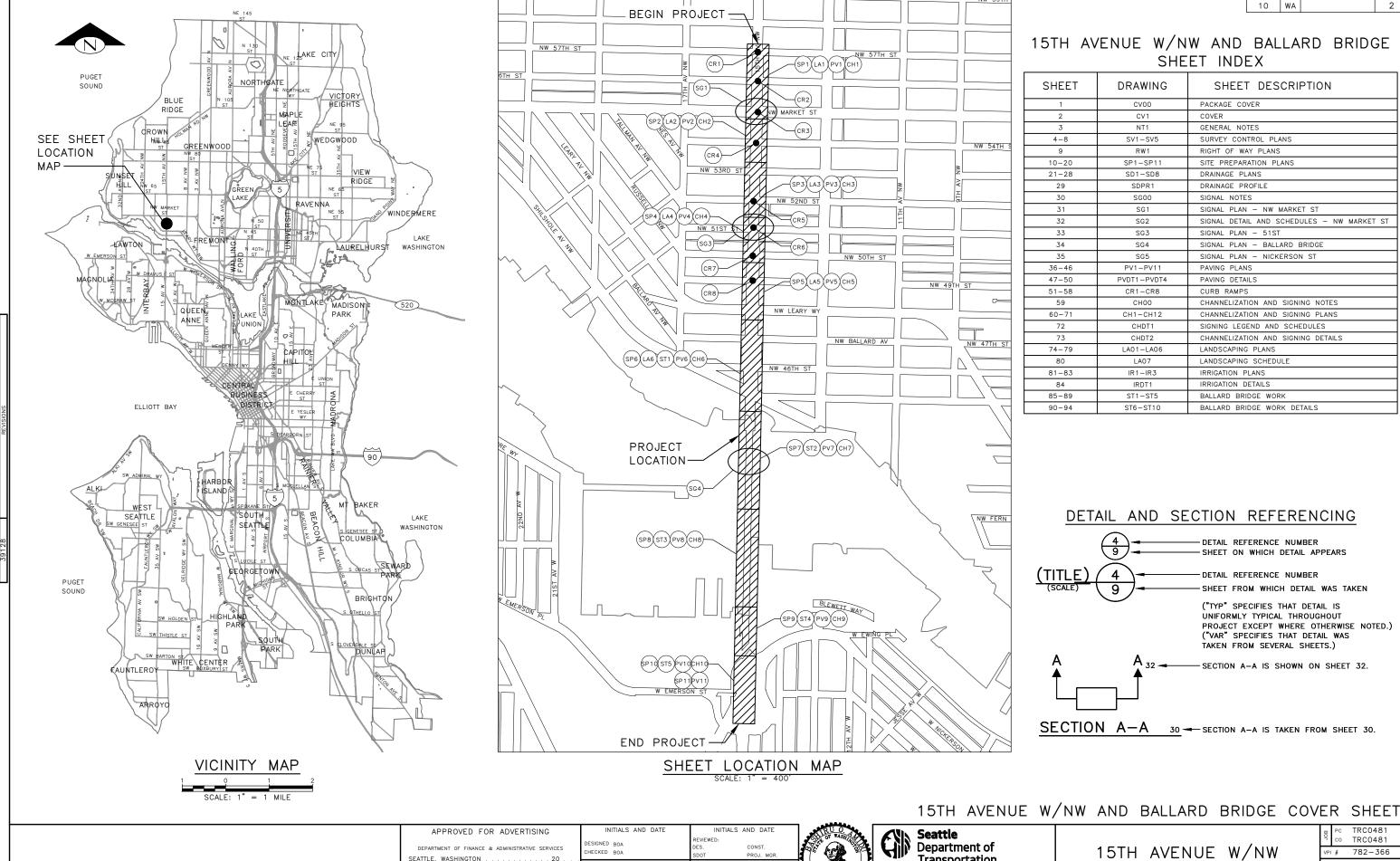


SHEET 1 OF 127

SEISMIC RETROFIT



SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M



Transportation

AND BALLARD BRIDGE

CV1

SHEET 2 OF 127

## GENERAL NOTES

#### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- 1. ALL WORK MUST CONFORM TO THE 2020 EDITION OF THE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, THE 2020 EDITION OF THE CITY OF SEATTLE STANDARD PLANS FOR MUNICIPAL CONSTRUCTION, AND THE SEATTLE DEPARTMENT OF TRANSPORTATION DIRECTOR'S RULE 01-2017 FOR STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION. A COPY OF THESE DOCUMENTS MUST BE ONSITE DURING CONSTRUCTION.
- 2. FOR REQUIREMENTS REGARDING THE PROTECTION AND RESTORATION OF PUBLIC AND PRIVATE PROPERTY SEE SECTIONS 1-07.16 & 1-07.17.
- 3. THE CONTRACTOR IS RESPONSIBLE FOR REFERENCING AND REPLACING ALL SURVEY MONUMENTS THAT MAY BE DISTURBED, DESTROYED OR REMOVED BY THE PROJECT AND AT LEAST 2 WORKING DAYS PRIOR TO THE WORK, MUST FILE AN APPLICATION FOR PERMIT TO REMOVE OR DESTROY A SURVEY MONUMENT WITH THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, PURSUANT TO WAC 332-120. THE CONTRACTOR MUST PROVIDE THE ENGINEER AND SPU LAND SURVEY WITH A COPY OF THE APPROVED PERMIT AND COMPLETION REPORT. SEE SECTION 1-07.28 ITEM 17.
- 4. TREES, SHRUBS AND OTHER PLANT MATERIAL NOT DESIGNATED FOR REMOVAL MUST BE PROTECTED FROM DAMAGE. SEE SECTIONS 1-07.16(2) AND 8-01 FOR REQUIREMENTS REGARDING THE TREE, VEGETATION AND SOIL PROTECTION PLAN.
- 5. THE PROJECT WILL INVOLVE EXCAVATION OVER CHARGED WATER MAINS. FOR PROTECTION OF THIS INFRASTRUCTURE, SEE SECTIONS 1-07.16(1) AND 2-02.3(3)C. CONTRACTOR MUST NOT REPAIR DAMAGE TO CHARGED WATER MAINS OR SERVICES BUT MUST IMMEDIATELY NOTIFY THE SPU EMERGENCY DISPATCHER AT 206-386-1800.
- 6. RESTORATION OF CONTRACTOR DAMAGE TO EXISTING UTILITIES MUST BE AT THE CONTRACTOR'S EXPENSE. SEE SECTIONS 1-07.13 AND 1-07.16.
- THE CONTRACTOR MUST NOTIFY THE UTILITIES FOR UNDERGROUND UTILITY LOCATIONS BEFORE COMMENCEMENT OF ANY EXCAVATION. ADVANCE NOTIFICATION IS REQUIRED. SEE SECTION 1-07.28.
- FOR NOTIFICATION AND COORDINATION REQUIREMENTS, INCLUDING COMMUNICATION WITH METRO TRANSIT, SEE SECTIONS 1-07.17 AND 1-07.28.
- 9. ALL EXCAVATIONS ADJACENT TO SEATTLE CITY LIGHT POLES OR OTHER FACILITIES (VAULTS, HANDHOLES, ETC.) MUST COMPLY WITH WAC 296-155 PART N, EXCAVATION, TRENCHING AND SHORING. POLE PROTECTION/ SUPPORTING SYSTEMS USED WHILE EXCAVATING MUST COMPLY WITH WAC 296-155-655, GENERAL PROTECTION REQUIREMENTS, ITEM (9) AND MUST NOT AFFECT THE STRUCTURAL INTEGRITY OF POLES WHILE THE SYSTEMS ARE IN PLACE OR AFTER THE SYSTEMS HAVE BEEN REMOVED.

# STORMWATER POLLUTION PREVENTION NOTES

### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- THE CONTRACTOR MUST PREPARE A STORMWATER POLLUTION PREVENTION PLAN (SWPPP), A TREE, VEGETATION AND SOIL PROTECTION PLAN (TVSPP) AND A SPILL PLAN (SP) FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION. SEE SECTIONS 1-07.15 AND 8-01.
- THE CONTRACTOR MUST COMPLY WITH ALL NPDES PERMIT REQUIREMENTS. SEE SECTIONS 1-07.15 AND 8-01.

### ROADWAY NOTES

#### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- PAVEMENT, SIDEWALK AND CURB REMOVALS MUST EXTEND TO EXISTING JOINTS, TO LIMITS IDENTIFIED AS "SAWCUT" ON THE DRAWINGS, OR TO LIMITS DETERMINED BY THE ENGINEER. SEE SECTION 2-02.3.
- ALL JOINTS AT THE MEET LINES OF NEW CONSTRUCTION AND EXISTING SURFACES MUST BE BUTT JOINTS. SEE SECTION 5-04.3(10)B.
- LONGITUDINAL JOINTS MUST BE COORDINATED WITH THE CHANNELIZATION DRAWINGS. LONGITUDINAL JOINTS MUST BE AT A LANE LINE OR EDGE OF TRAVELED WAY UNLESS APPROVED OTHERWISE IN WRITING BY THE ENGINEER. SEE SECTION 5-05.3(8)F2.
- 4. PAVING AROUND INLETS AND CATCH BASINS MUST BE SLOPED TO ESTABLISH A DRAINAGE TRANSITION ZONE PER STANDARD PLAN 260A.
- WMA SURFACE COURSE FOR ROADWAY MUST BE CLASS 1/2", PG58V-22 FOR 10 MILLION ESAL'S.
- HMA BASE COURSE FOR ROADWAY MUST BE CLASS 1", PG58V-22 FOR 10 MILLION ESAL'S.
- PRIOR TO SAWCUT AND REMOVAL FOR BASE REPAIR, THE CONTRACTOR MUST HAVE THE LIMITS VERIFIED BY THE ENGINEER. THE OWNER RESERVES THE RIGHT TO IDENTIFY ADDITIONAL AREAS OF BASE REPAIR AFTER PLANING.
- 8. IF AN EXISTING WATER VALVE BOX REQUIRES ADJUSTMENT, IT MUST BE DONE BY EXCAVATING THE CASTING AND VERTICALLY ADJUSTING THE TOP SECTION OF THE VALVE BOX. THE FLANGE MUST BE CAST IN TO SURROUNDING PAVEMENT AS SHOWN ON STD PLAN 315. DO NOT USE EXTENSION RINGS. SEE SECTION 7-20.3(1)A.
- O. CONTRACTOR MUST ADJUST CASTINGS IN ACCORDANCE WITH SECTION 7-20. CASTINGS MUST BE ADJUSTED TO FINISH GRADE PRIOR TO CONSTRUCTION OF FINAL SURFACE COURSE PER SECTION 5-04.3(9)B. WORN OR BROKEN CASTINGS TO BE REPLACED MUST BE REPLACED PRIOR TO INSTALLATION OF THE FINAL SURFACE
- 10. NEW LOOP DETECTORS MUST BE INSTALLED IN THE PAVEMENT SUBLAYER PRIOR TO FINAL WEARING COURSE PAVING. SEE SECTION 8-31.3(5)A. WHEN INSTALLING IN NEW FULL DEPTH CONCRETE PAVEMENT WITHOUT ASPHALT SURFACING, THE LOOPS MUST BE PREFORMED PER SECTION 8-31.3(5)B.
- 11. PAVEMENT TAPERS ON BRIDGE DECKS MUST NOT EXCEED 1" OVER 40' UNLESS OTHERWISE NOTED.

# CURB RAMP NOTES:

#### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- ALL NEWLY CONSTRUCTED PEDESTRIAN ACCESS ROUTES INCLUDING SIDEWALK AND CURB RAMPS MUST MEET CURRENT ADA STANDARDS AND GUIDELINES (2010 ADA STANDARDS, PROWAG 2011) TO THE MAXIMUM EXTENT FEASIBLE.
- 2. WHERE THE DRAWINGS DENOTE "MEF" FOR CURB RAMP ELEMENTS, THIS DESIGNATION IS FOR THE REFERENCE ONLY AND MUST BE FIELD VERIFIED BY THE ENGINEER. THE CONTRACTOR MUST NOTIFY THE ENGINEER PER SECTION 8-14.3(7) AND ALLOW THE ENGINEER THE OPPORTUNITY TO INSPECT THE CURB RAMP LAYOUT AND DIRECT ADJUSTMENTS AS NECESSARY. EVERY EFFORT WILL BE MADE TO ACHIEVE AN ADA COMPLIANT RAMP.
- 3. THE CONTRACTOR MUST NOTIFY THE ENGINEER IF A CURB RAMP CANNOT BE CONSTRUCTED PER THE DRAWINGS, RESULTING IN A NON-COMPLIANT SLOPES AN/OR DIMENSIONS. PRIOR TO INSTALLING THE CURB RAMP, THE ENGINEER MUST APPROVE THE CURB RAMP LAYOUT.
- PEDESTRIAN ACCESS THROUGH THE PROJECT MUST BE MAINTAINED IN COMPLIANCE WITH SDOT PEDESTRIAN MOBILITY IN AND AROUND WORK ZONES, DIRECTOR'S RULE 10-2015. AND SDOT 2018 TRAFFIC CONTROL MANUAL FOR IN-STREET WORK.
- 5. FOR ASSET MANAGEMENT PURPOSES, THIS PROJECT INCLUDES THE FOLLOWING:

NEW CURB RAMPS	34
REBUILT CURB RAMPS	23
PROJECT TOTAL	57

# SIGNING & CHANNELIZATION NOTES

#### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- TO ORDER SDOT PROVIDED SIGNS, OR TO COORDINATE SDOT'S INSTALLATION OF SIGNS, SEE SECTION 8-21.3(1). ADVANCE NOTIFICATION IS REQUIRED. CONTACT SDOT SIGNS AND MARKING SHOP AT (206)233-7104.
- FOR REQUIREMENTS ON LAYOUT AND VERIFICATION OF CHANNELIZATION FEATURES, SEE SECTION 8-22.3(1). ADVANCE NOTIFICATION IS REQUIRED. CONTACT CHRIS RASOR AT (206)854-2729 FOR CHAN REVIEW.
- FOR SIGNING AND STRIPING DETAILS NOT SHOWN IN THESE DRAWINGS, SEE 600 SERIES AND 700 SERIES STANDARD PLANS.

### DRAINAGE NOTES

#### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- 1. FOR INLET CONNECTION BEND AND SLOPE RESTRICTIONS, SEE SECTION 7-08.3(5).
- WHEN CONNECTING TO EXISTING SEWER AND DRAINAGE LINES, THE CONTRACTOR MUST VERIFY INVERT ELEVATIONS PRIOR TO CONSTRUCTION. DISCREPANCIES IN INVERT ELEVATIONS MUST BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE FNGINFFR
- BEDDING FOR INLET CONNECTION AND CATCH BASIN CONNECTION PIPES MUST BE CLASS B. SEE STD PLAN 285.
- 4. ALL INLET AND CATCH BASIN PIPE RECONNECTIONS MUST USE FLEXIBLE GASKETED COUPLINGS WITH STAINLESS STEEL SHIELDS PER SPECIFICATION 9-05.18.
- SEATTLE PUBLIC UTILITIES (SPU) APPROVAL IS REQUIRED FOR ALL PROPOSED NEW CATCH BASINS, INLETS AND PIPES PRIOR TO FINAL SURFACE RESTORATION. CONTACT THE ENGINEER, 48 HOURS IN ADVANCE.
- DUCTILE IRON PIPE MUST BE ANSI A21.51 CLASS 50 WITH PUSH-ON JOINTS. FITTINGS FOR DUCTILE IRON PIPE MUST BE PER ANSI A21.10 OR ANSI A21.53 WITH PUSH-ON JOINTS. GLANDS ON MECHANICAL JOINT PIPE AND FITTINGS MUST BE DUCTILE. SEE SECTION 9-05.3.
- 7. WHERE MAINTENANCE HOLES OR CATCH BASINS REQUIRE A NEW OR REPLACED CASTING PER STD PLAN 230, CASTINGS IN ROADWAYS MUST BE 10-INCH MIN DEPTH.

GENERAL NOTES

INITIALS AND DATE

DESIGNED BOA
CHECKED BOA
CHECKED BOA

DRAWN TG
CHECKED BOA

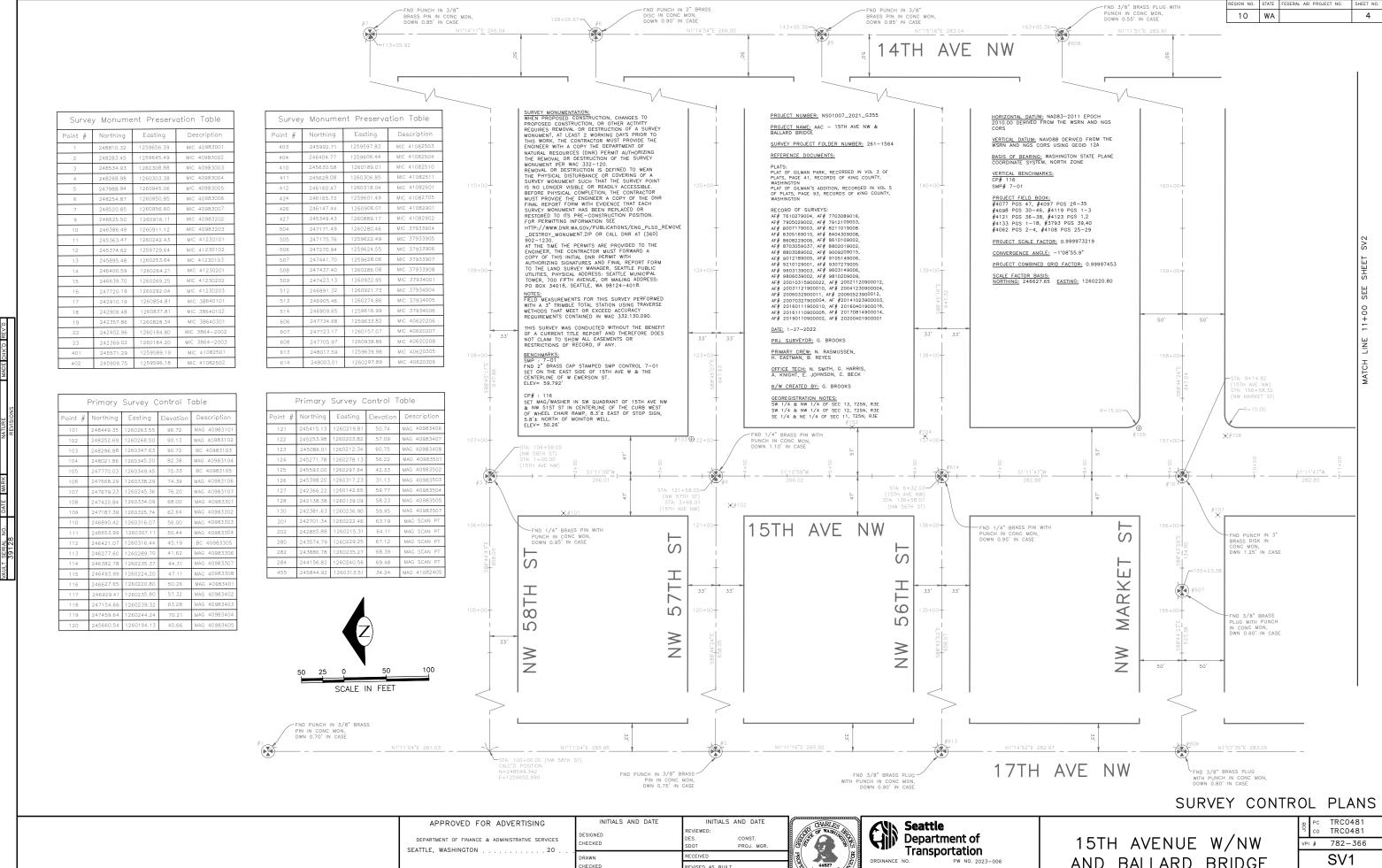
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND
SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.





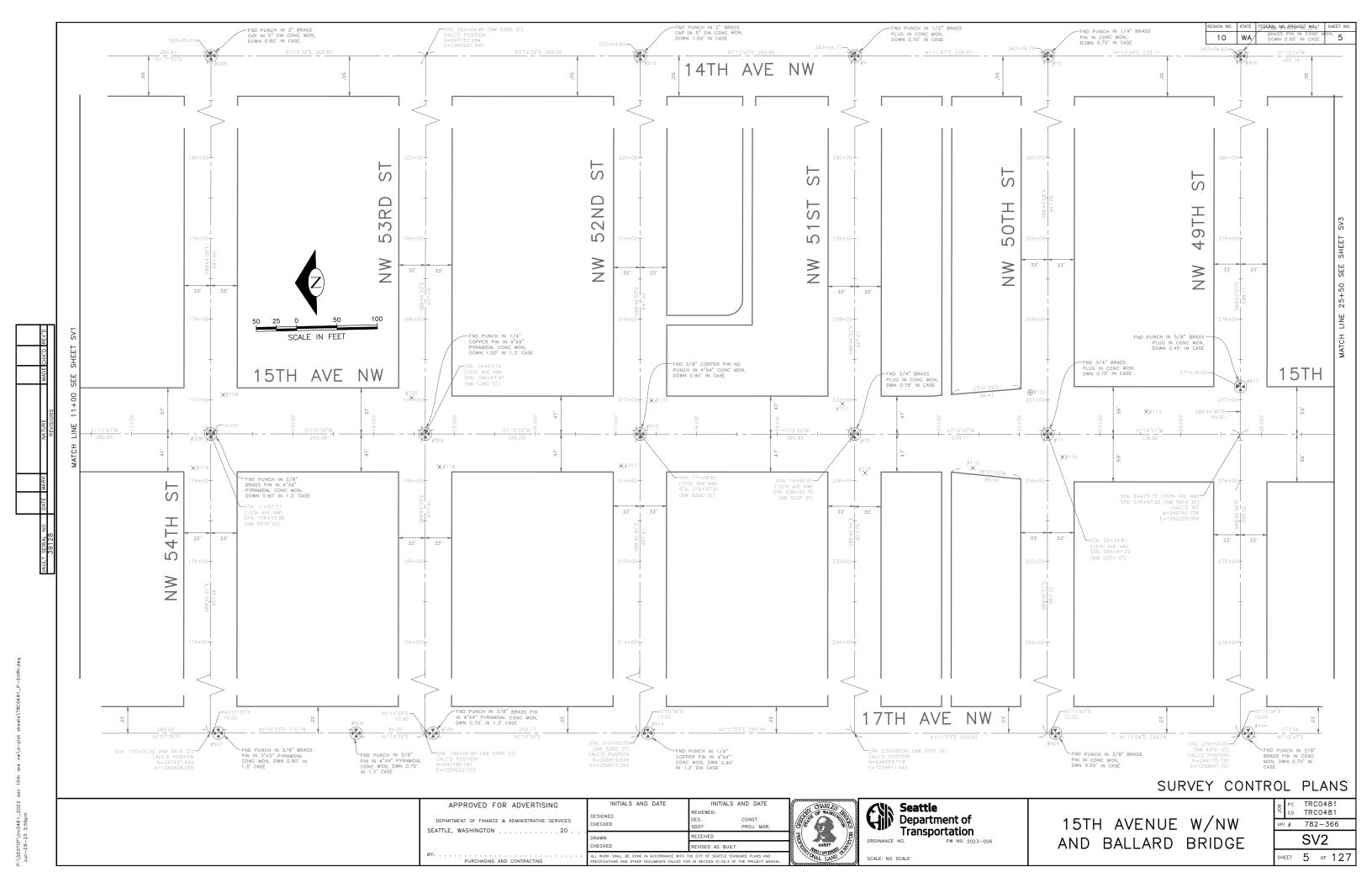
15TH AVENUE W/NW AND BALLARD BRIDGE PC TRC0481
CO TRC0481
VPI # 782-366

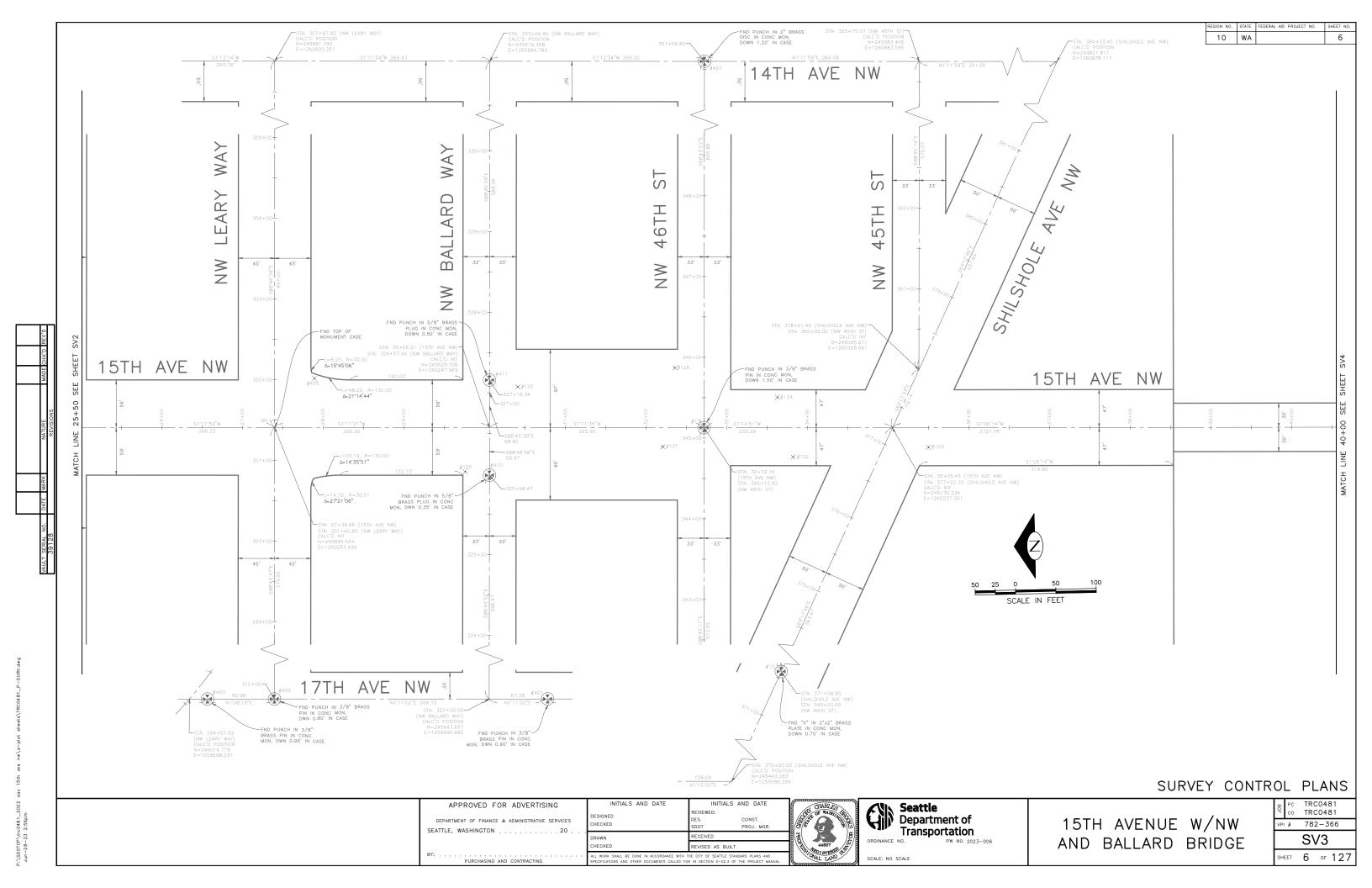
NT1
HEET 3 of 127

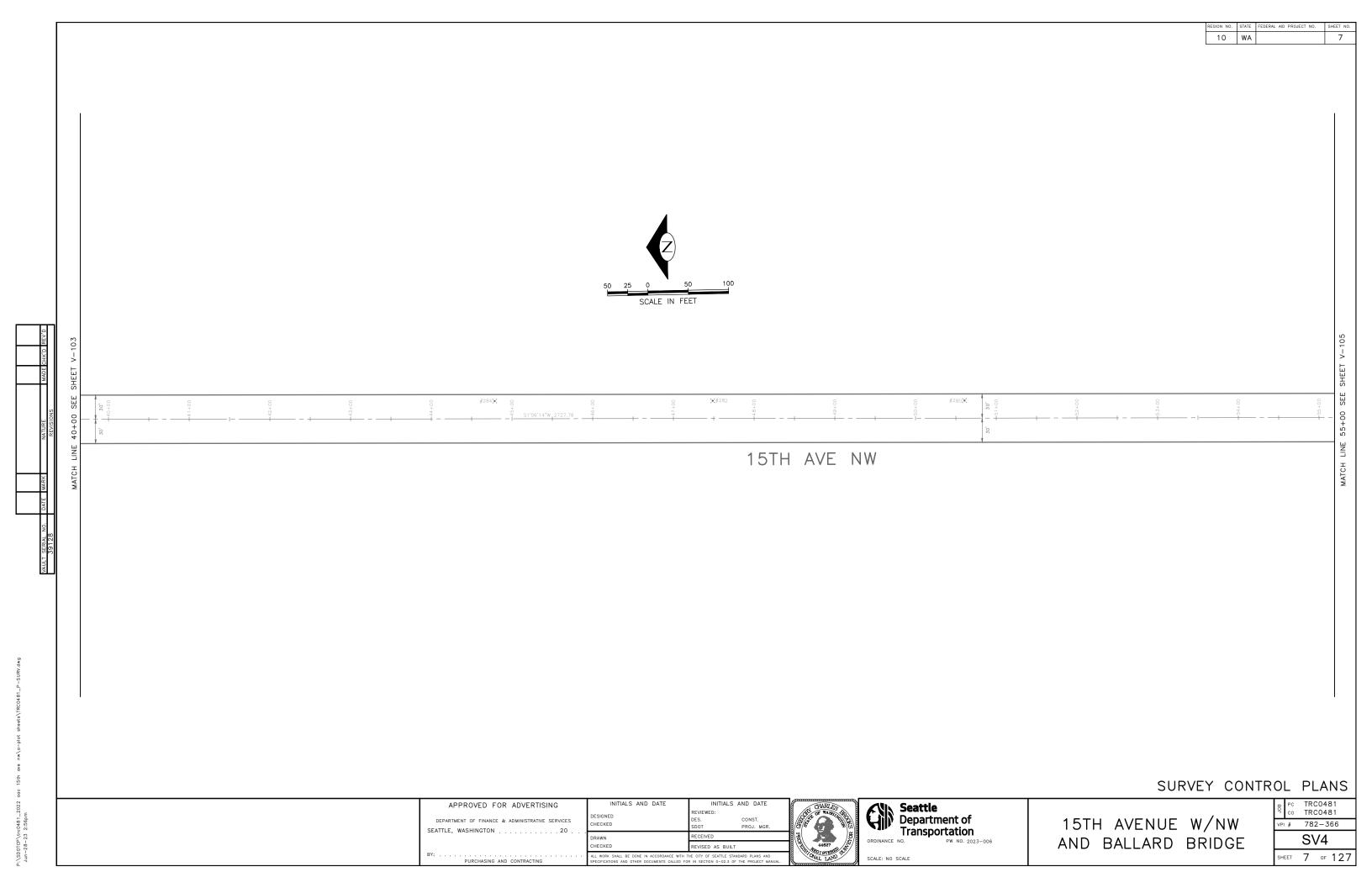


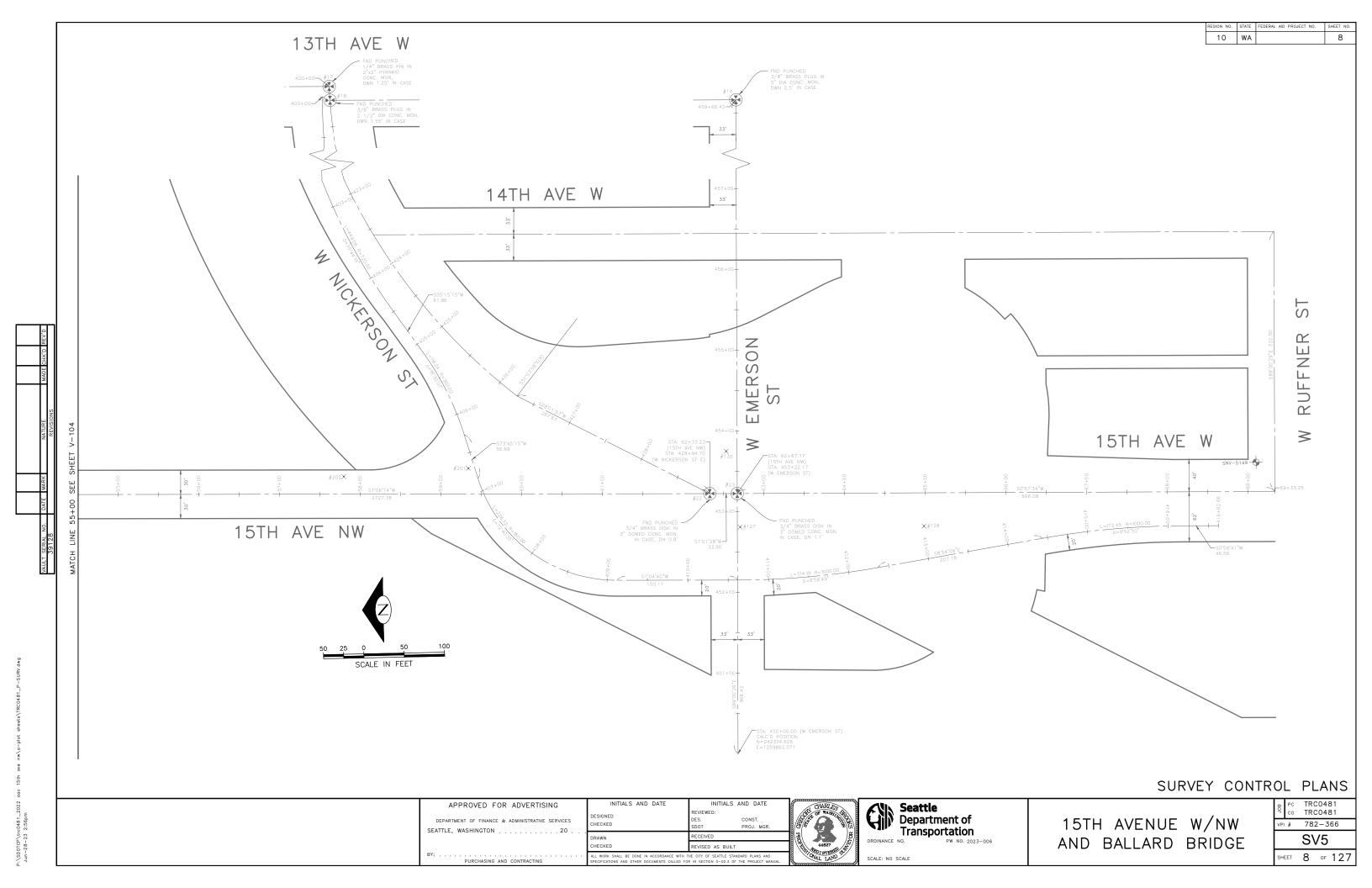
AND BALLARD BRIDGE

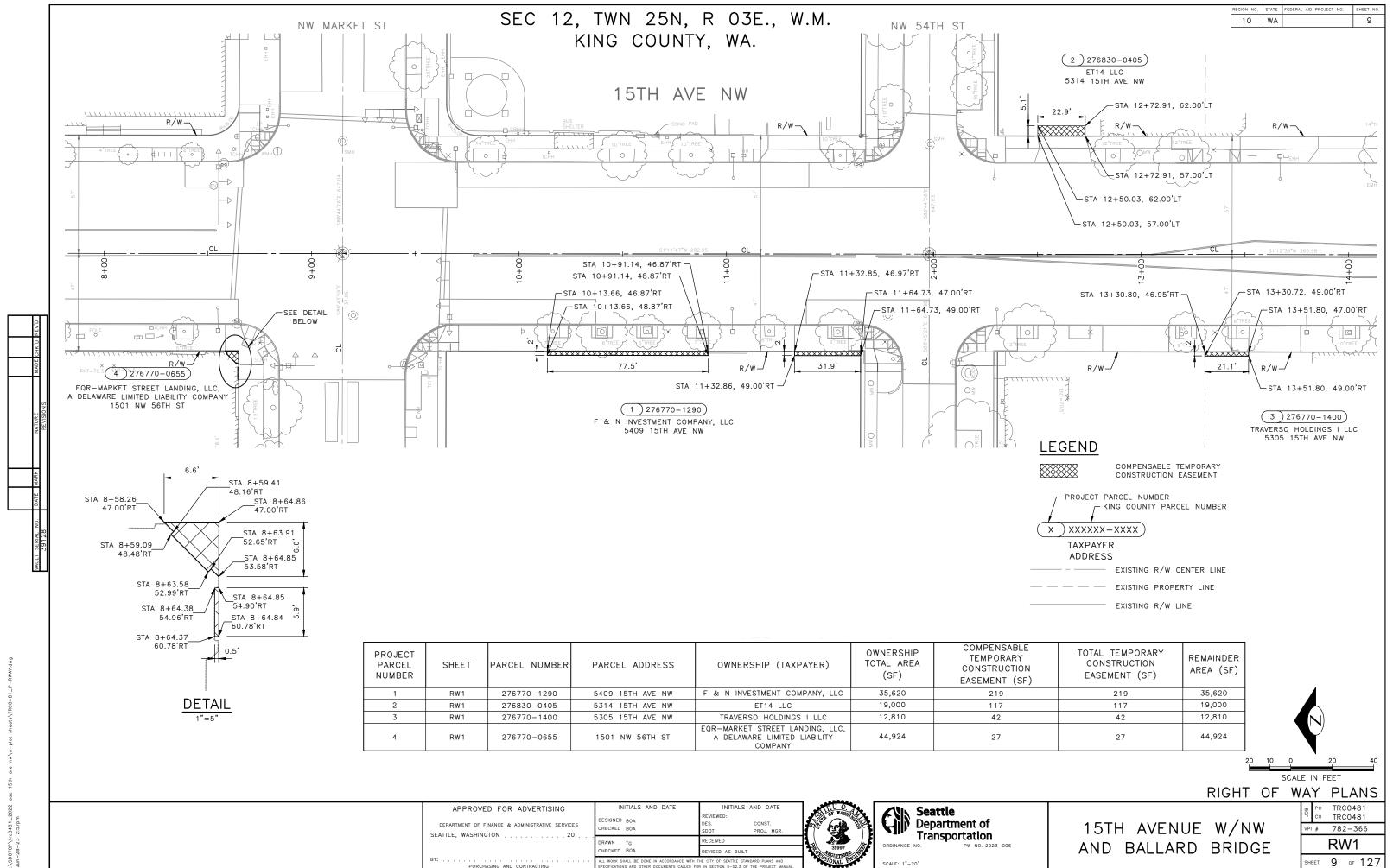
SHEET 4 OF 127

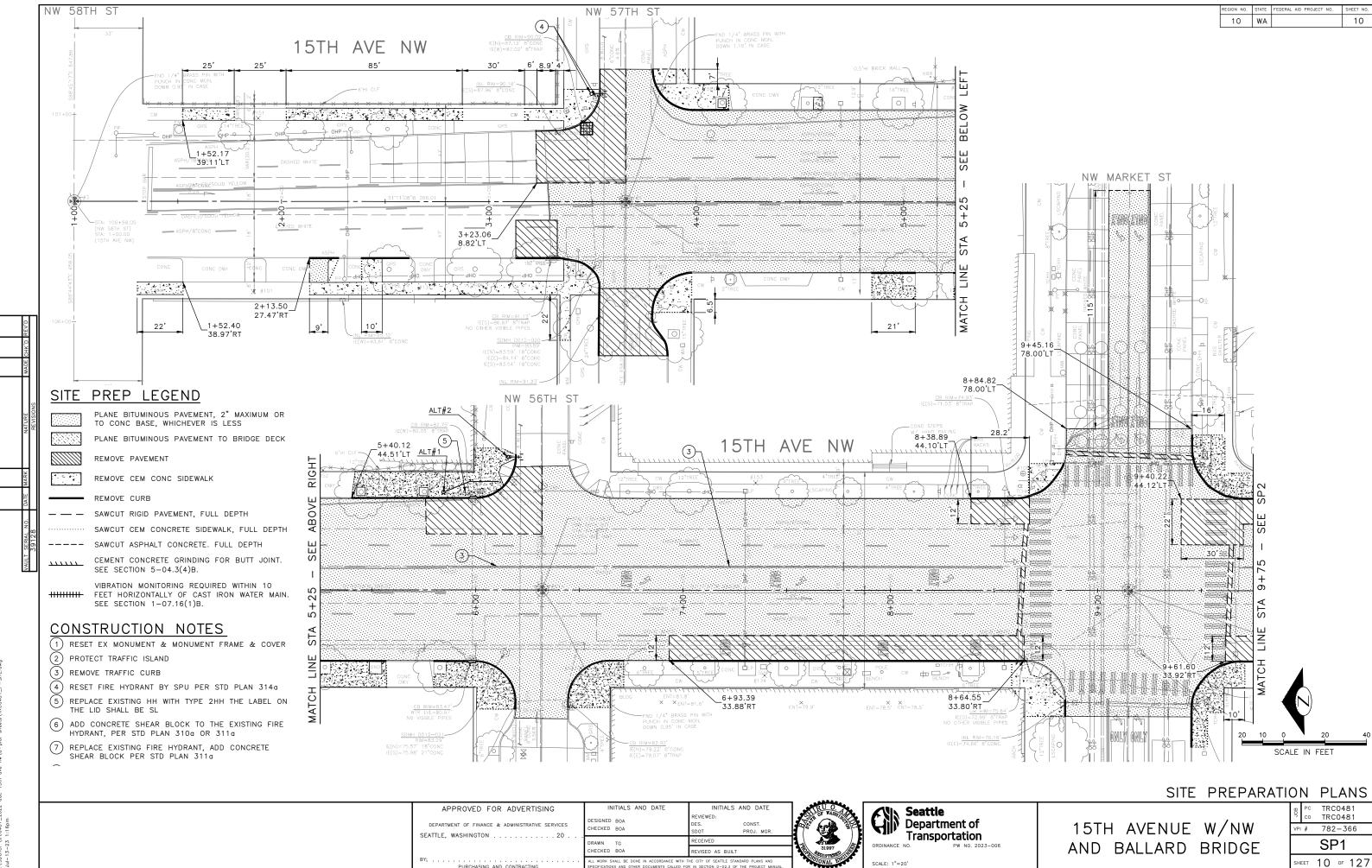




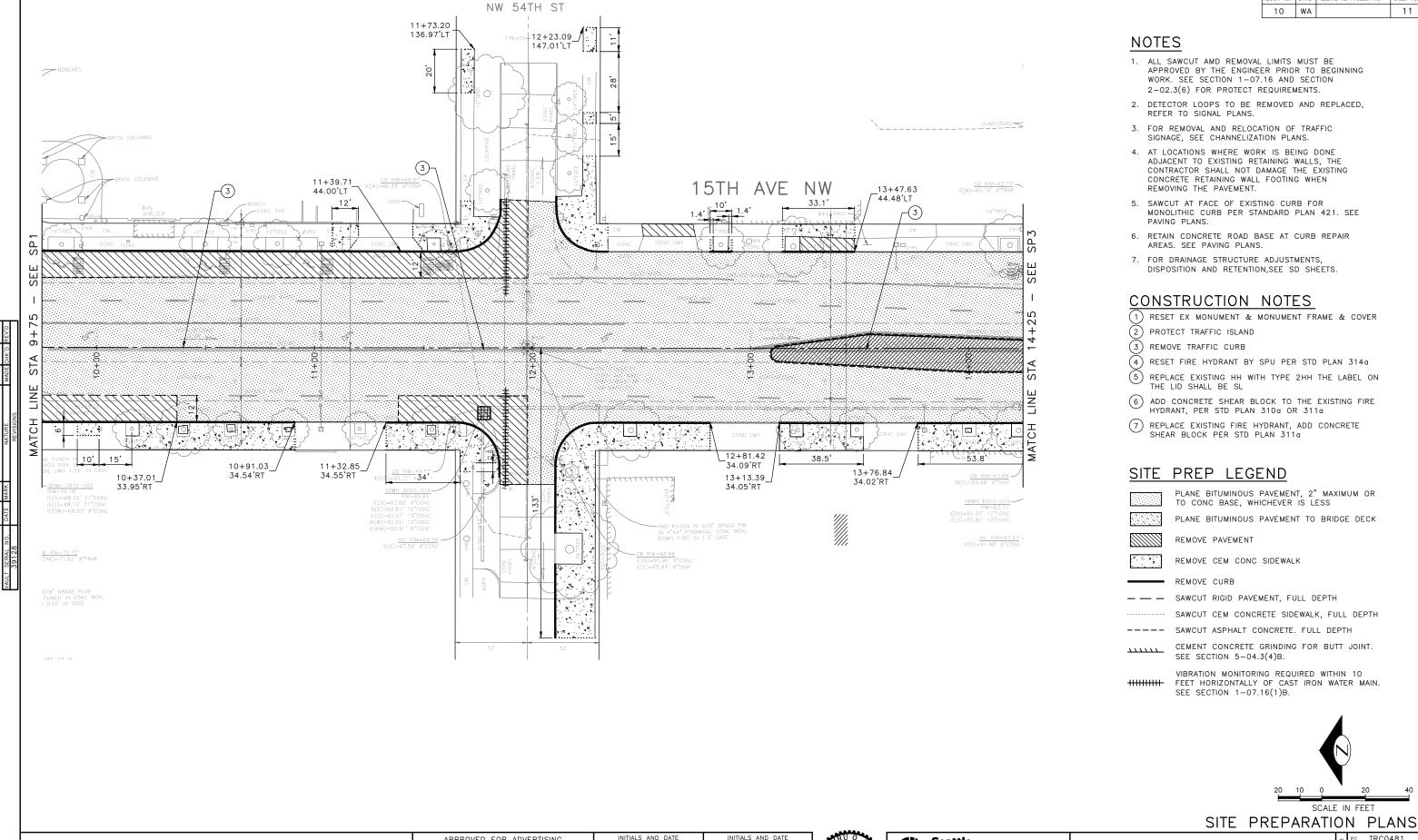








P.\SDOTCP\tro0481 2022 age 15th ave nw\a-plot sheets\TRC0481



APPROVED FOR ADVERTISING

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

HECKED BOA

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M

15TH AVENUE W/NW AND BALLARD BRIDGE

Seattle

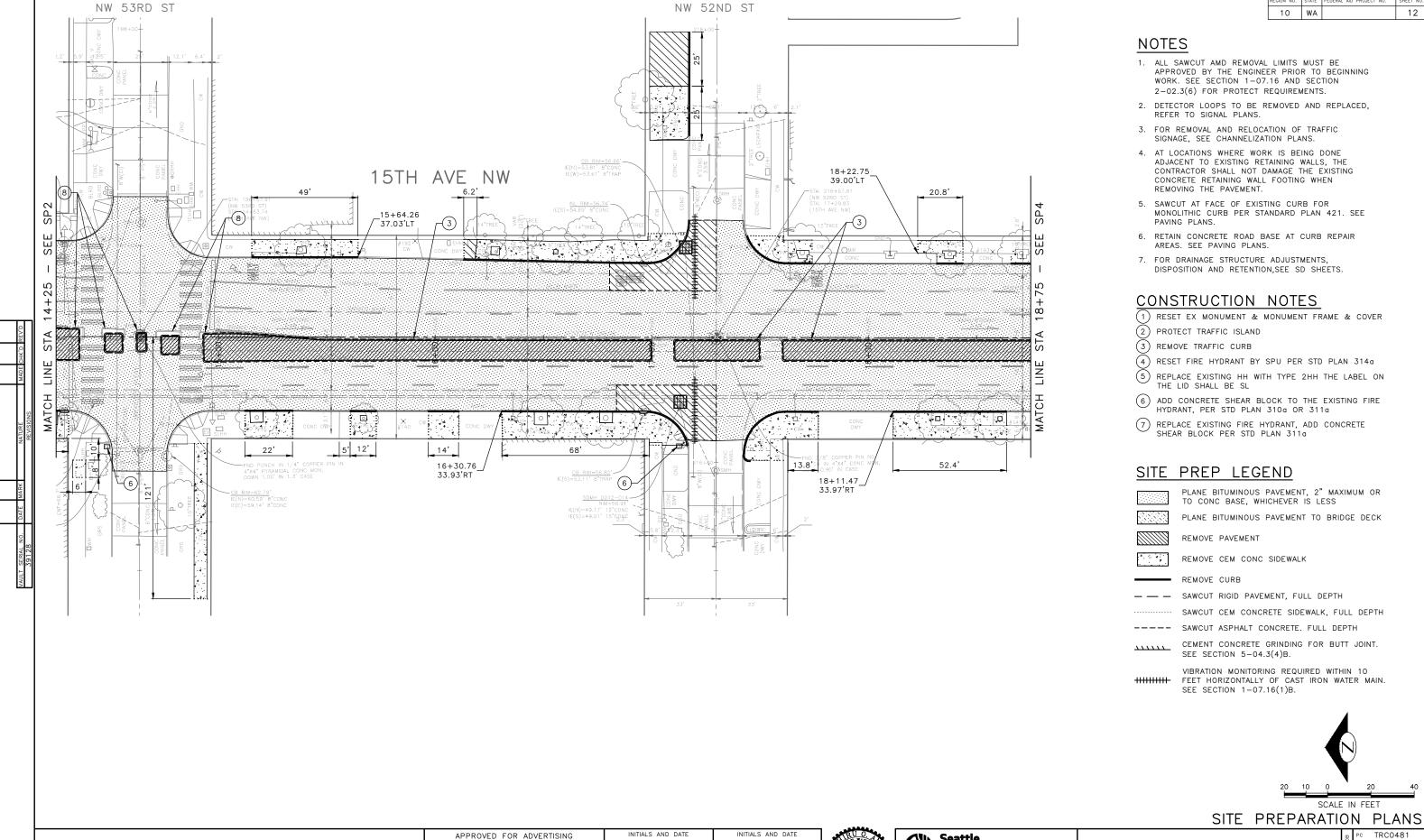
Department of

Transportation

TRC0481 VPI # 782-366 SP2

11

SHEET 11 OF 127



DESIGNED BOA
CHECKED BOA

DRAWN TG
CHECKED BOA

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND
SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-0-23. OF THE PROJECT MAN

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .





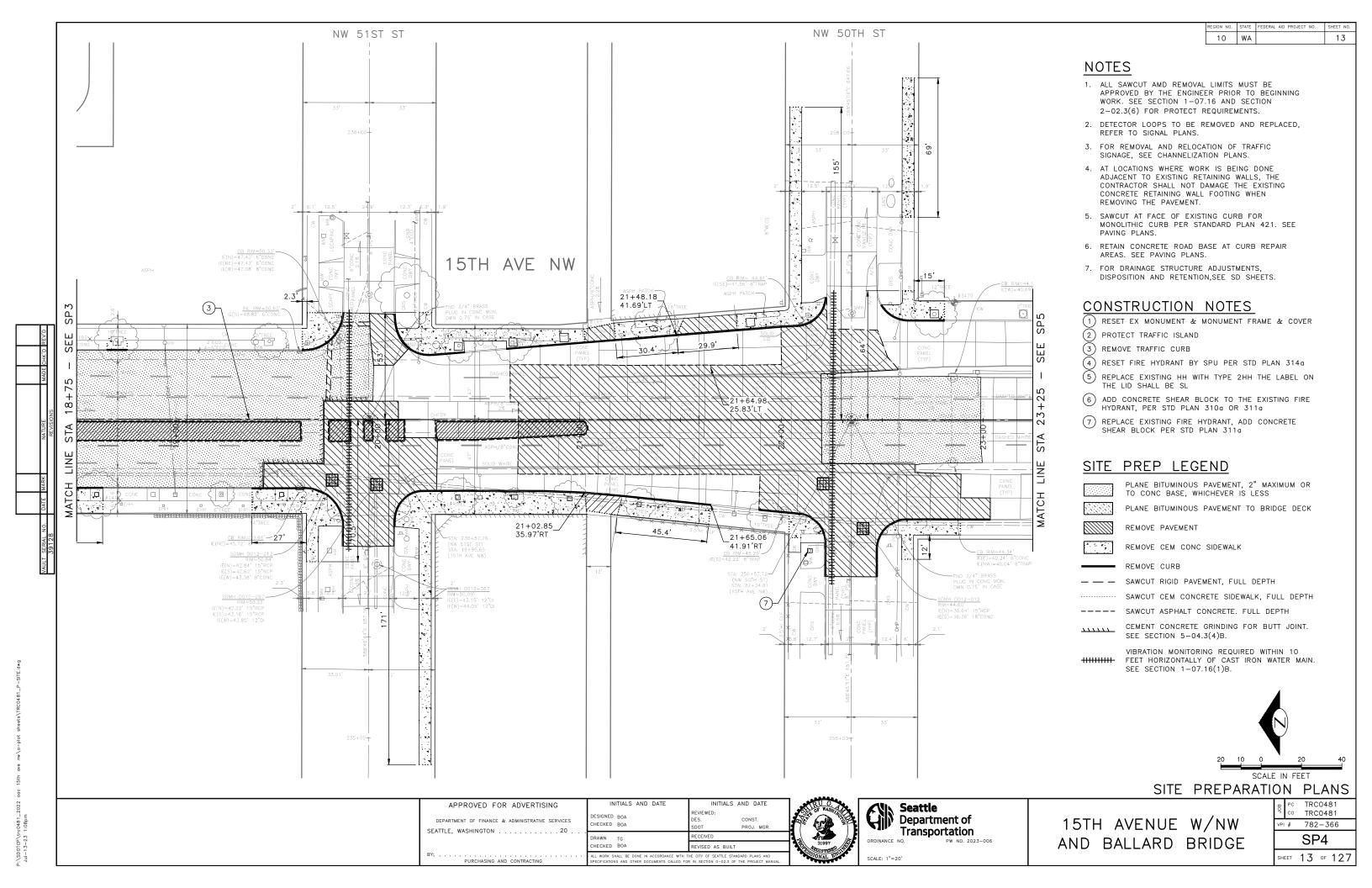
15TH AVENUE W/NW AND BALLARD BRIDGE

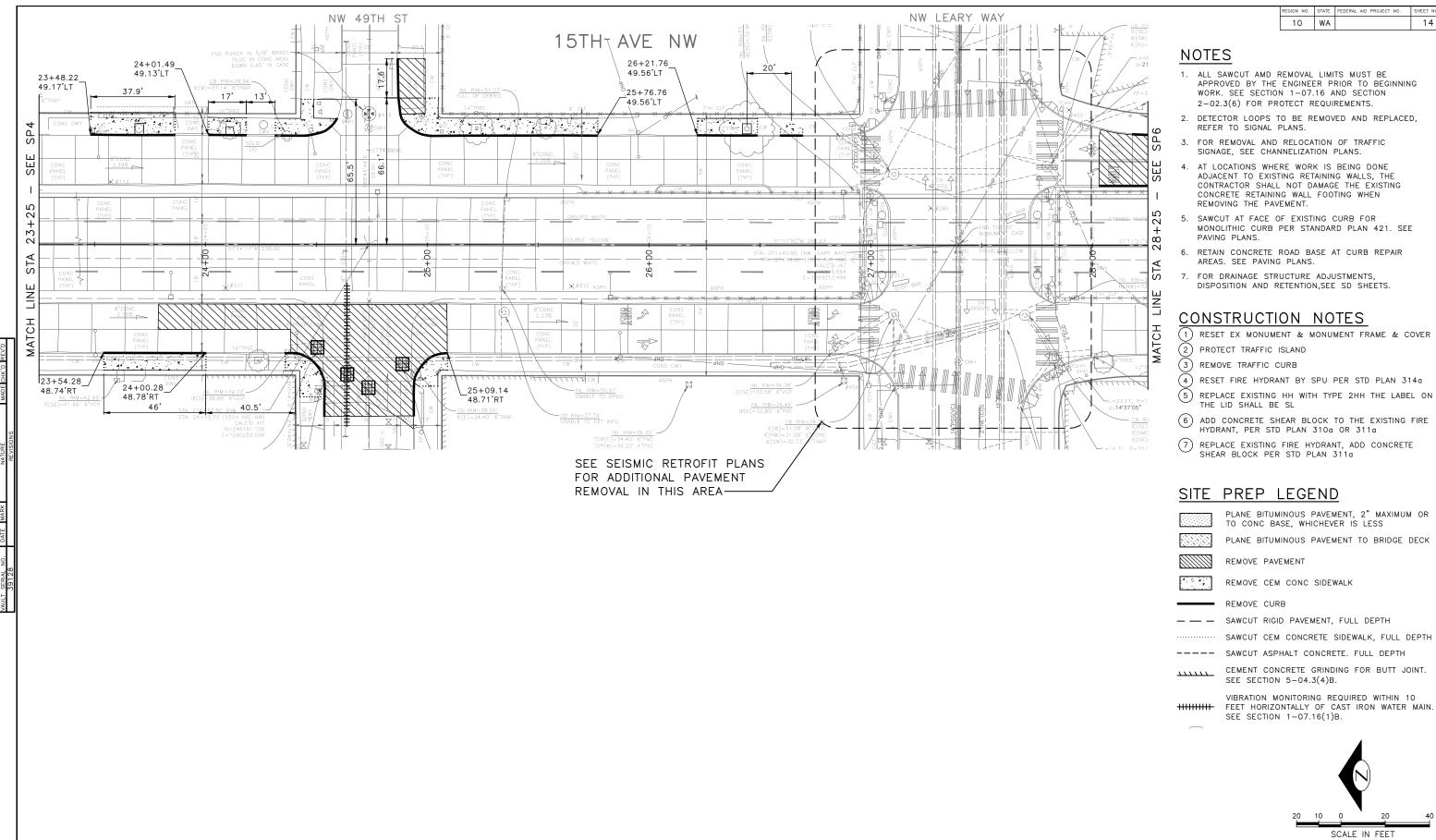
PLANS

TRC0481
TRC0481
VPI # 782-366

SP3

SHEET 12 OF 127





SITE PREPARATION PLANS

15TH AVENUE W/NW

PC TRC0481 CO TRC0481 782-366 SP5 SHEET 14 OF 127

14

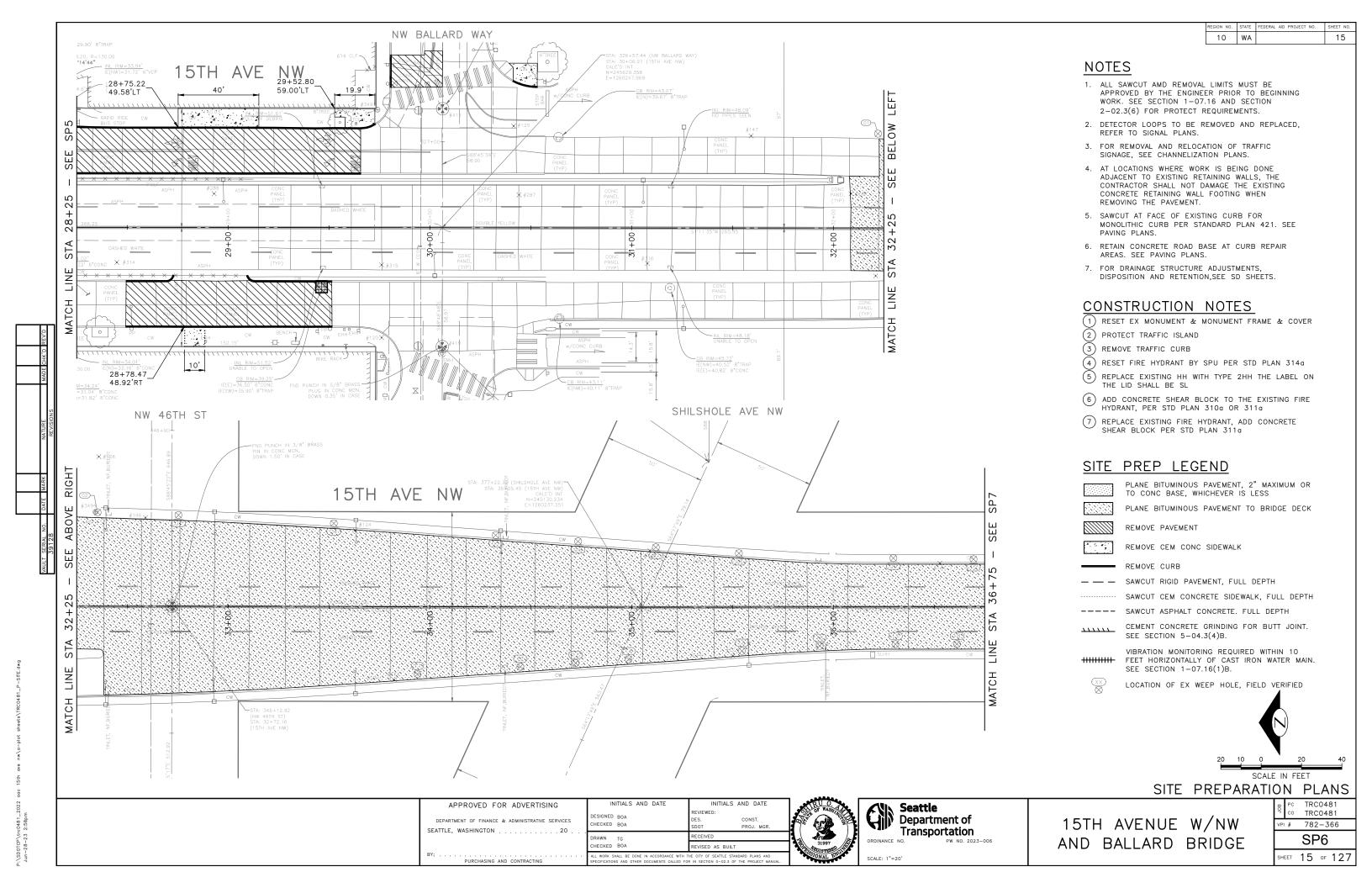
APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

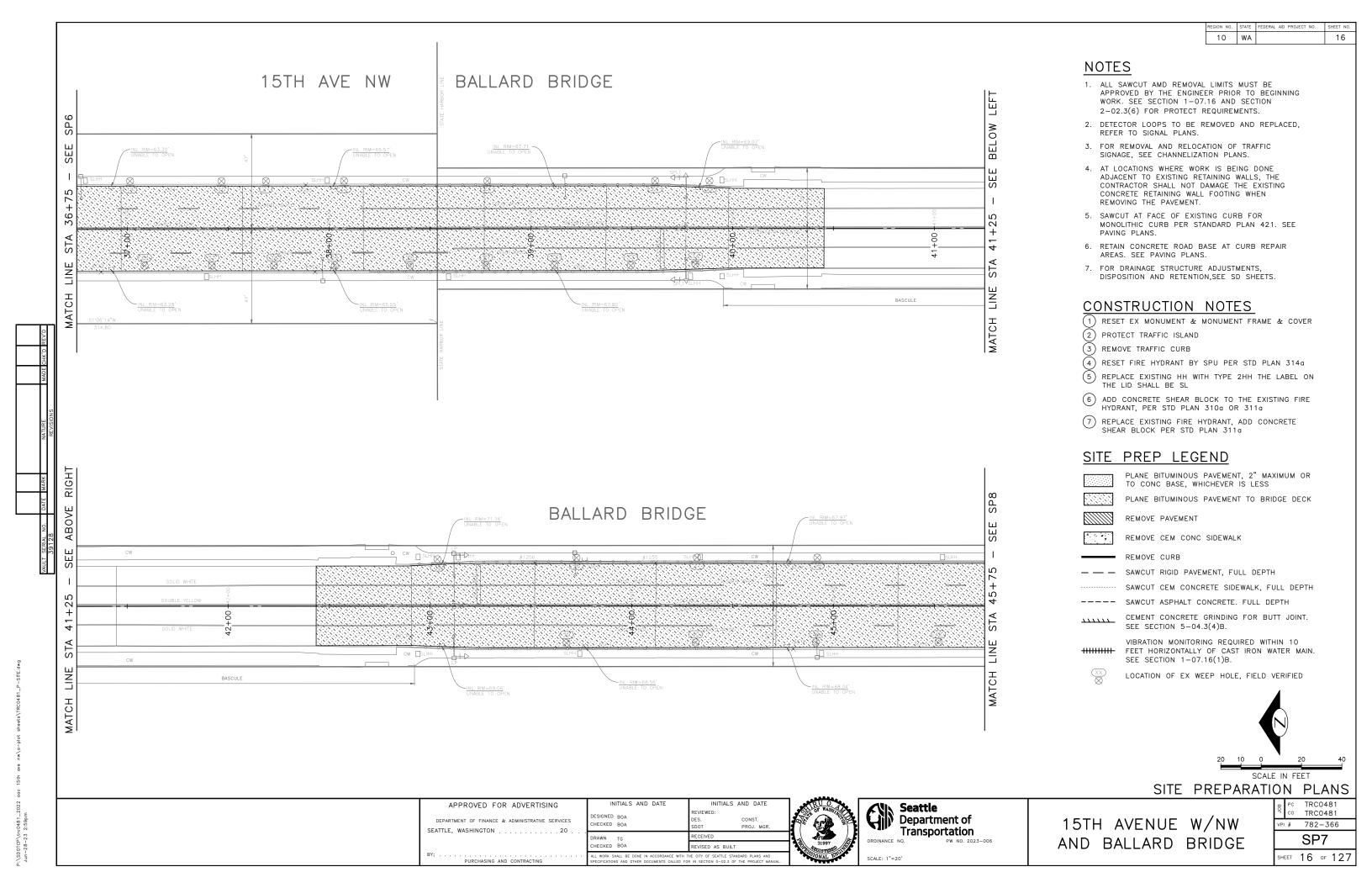
INITIALS AND DATE INITIALS AND DATE CHECKED BOA

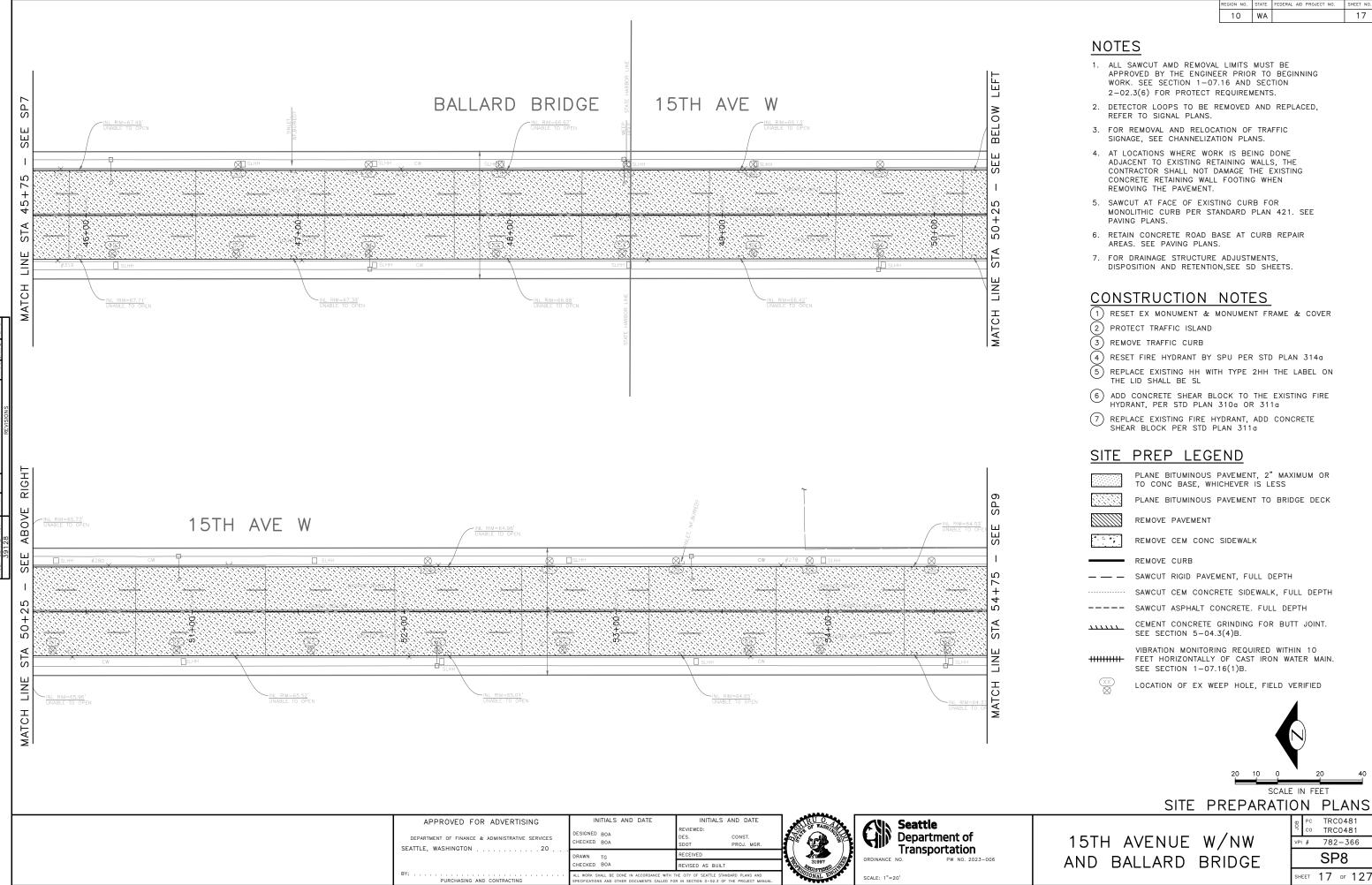




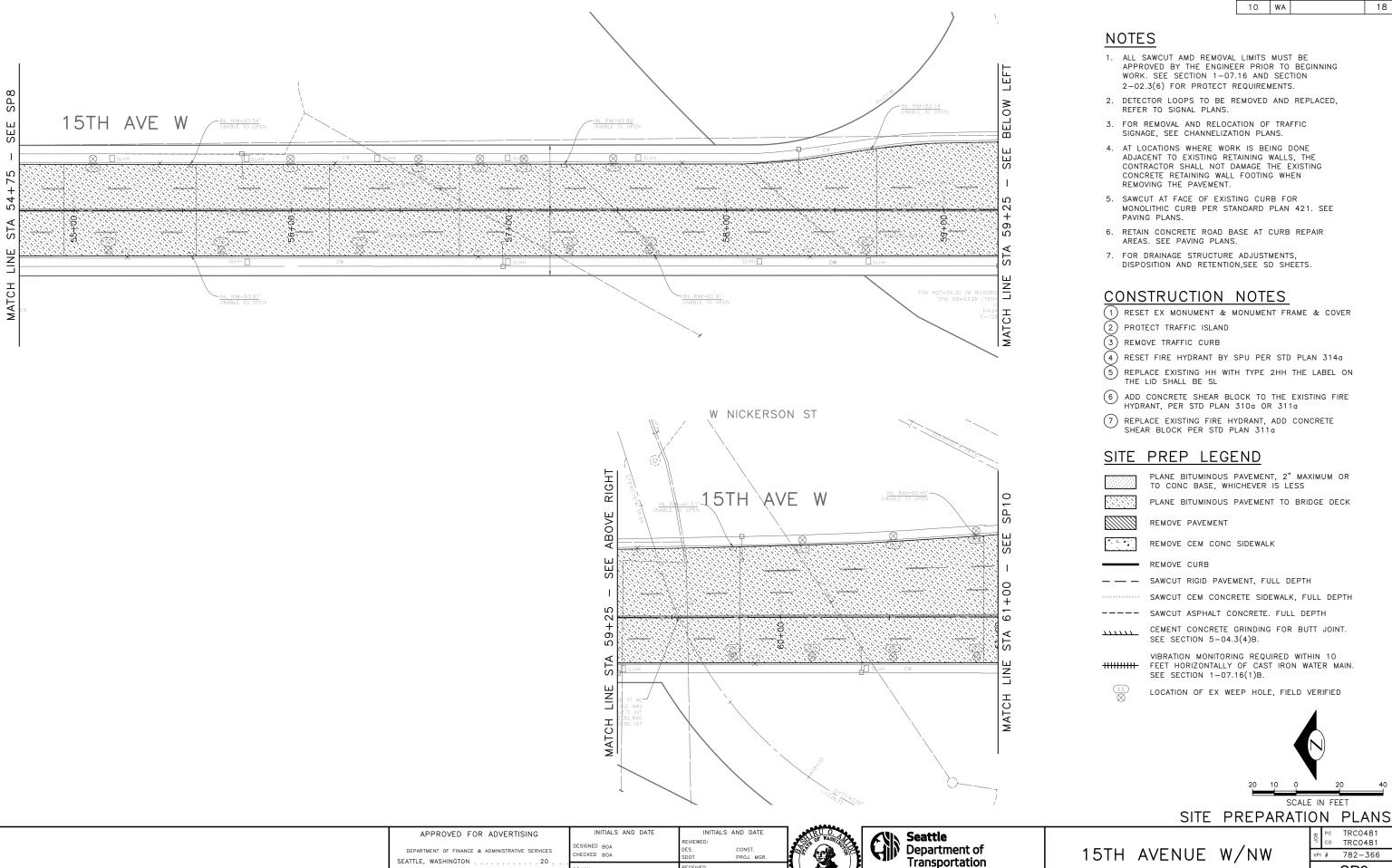
AND BALLARD BRIDGE







SHEET 17 OF 127

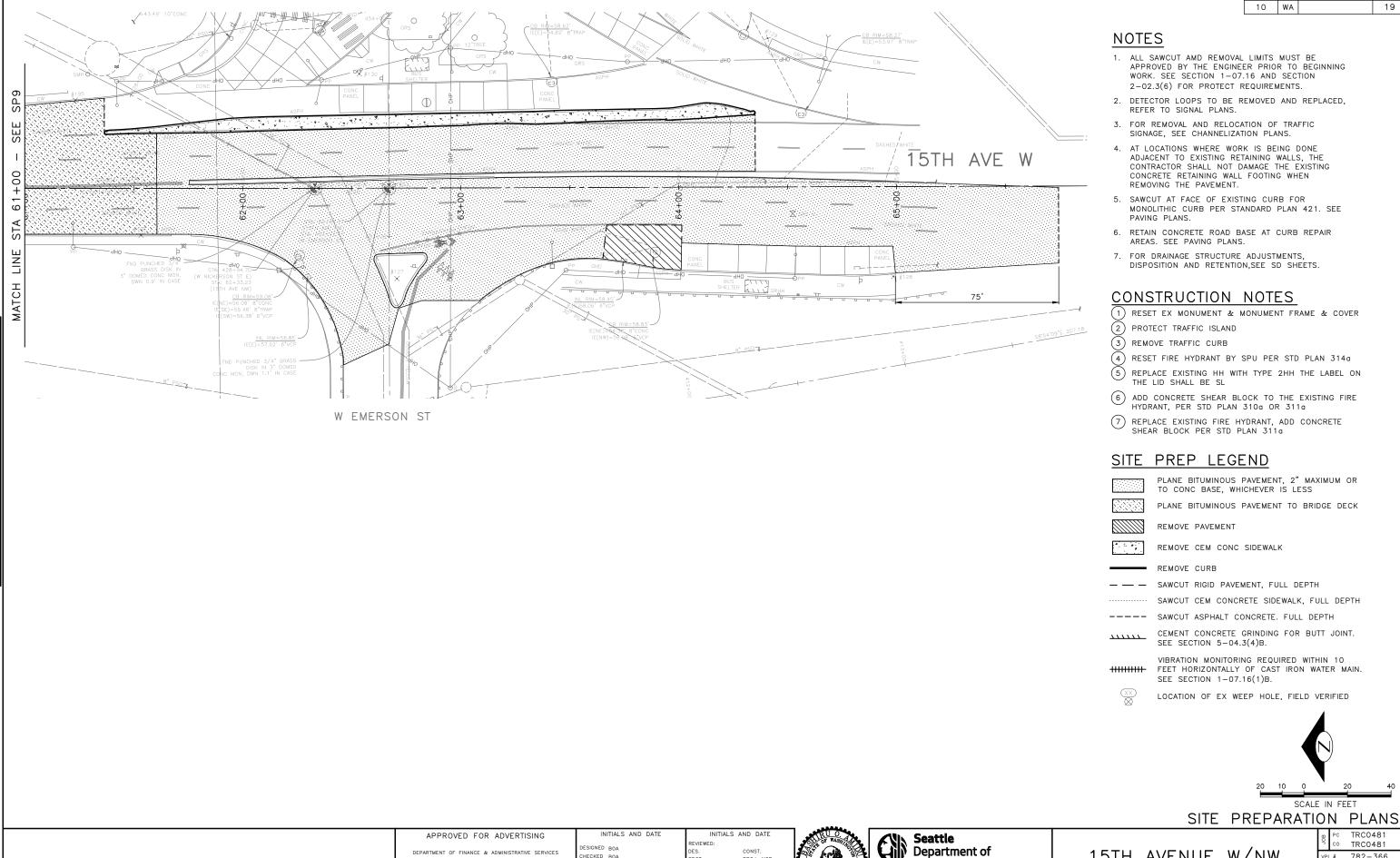


ECEIVED

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M

TRC0481 VPI # 782-366 SP9 AND BALLARD BRIDGE SHEET 18 OF 127

18

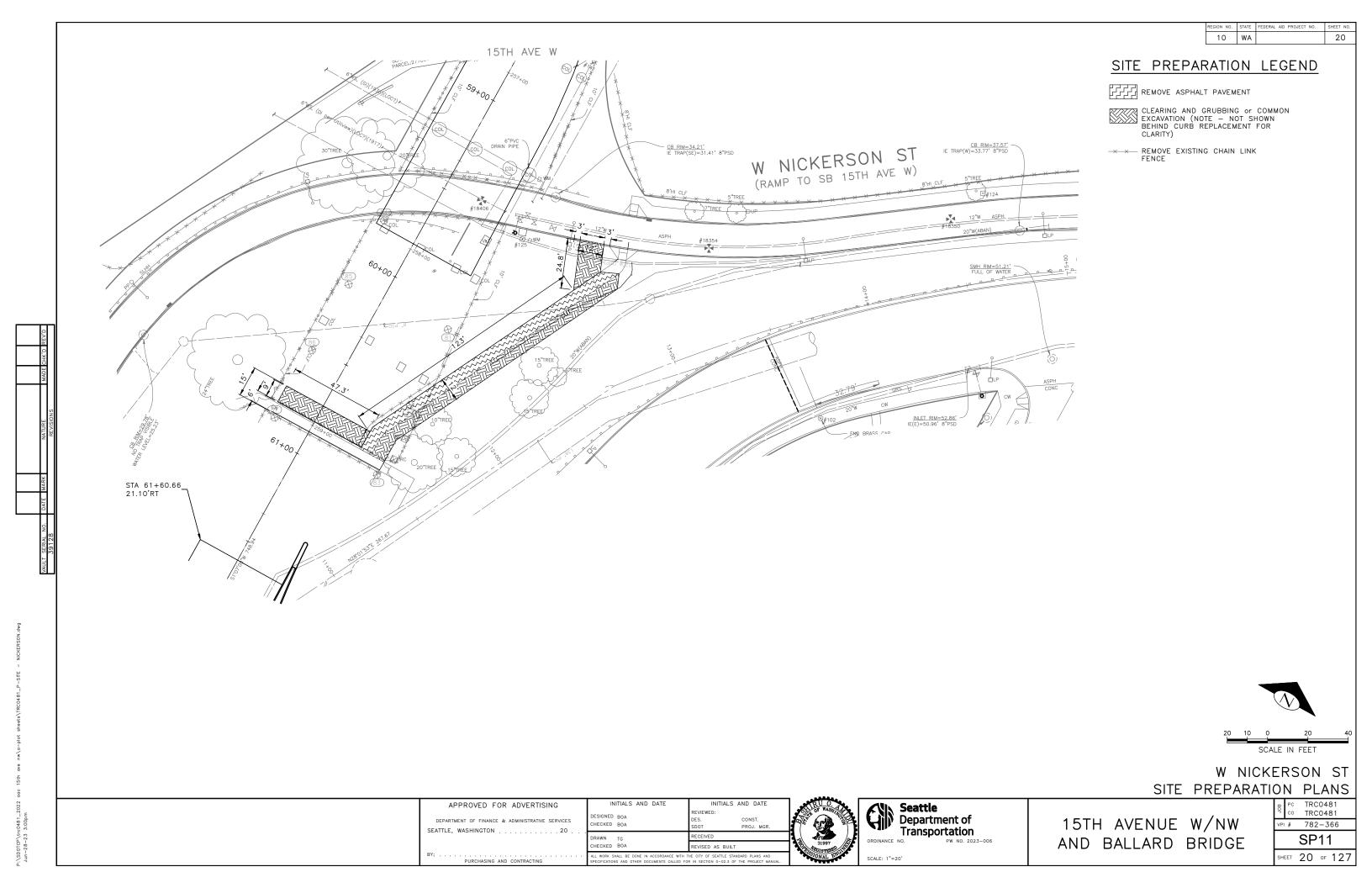


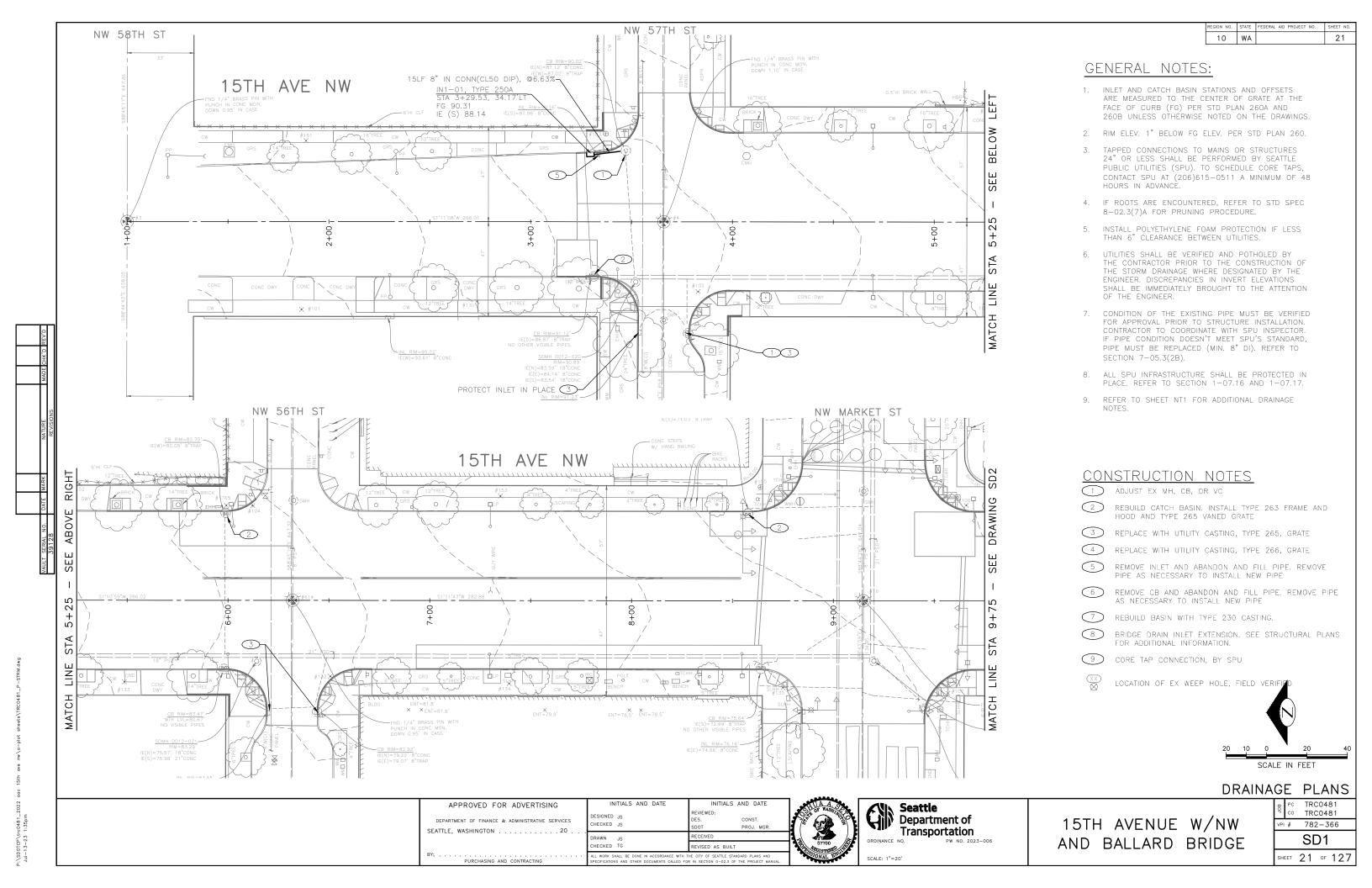
SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

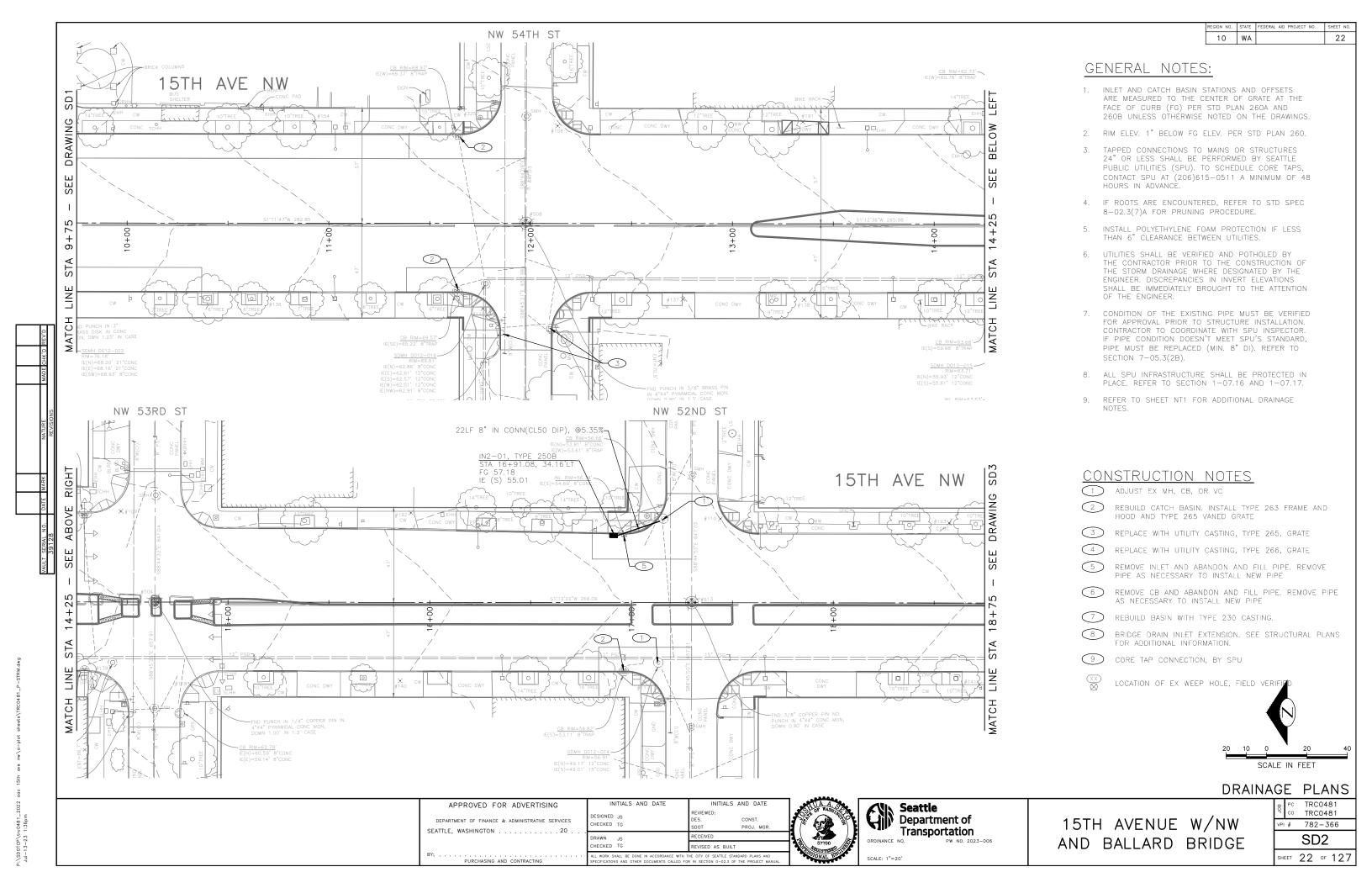
TRC0481 15TH AVENUE W/NW VPI # 782-366 SP10 AND BALLARD BRIDGE SHEET 19 OF 127

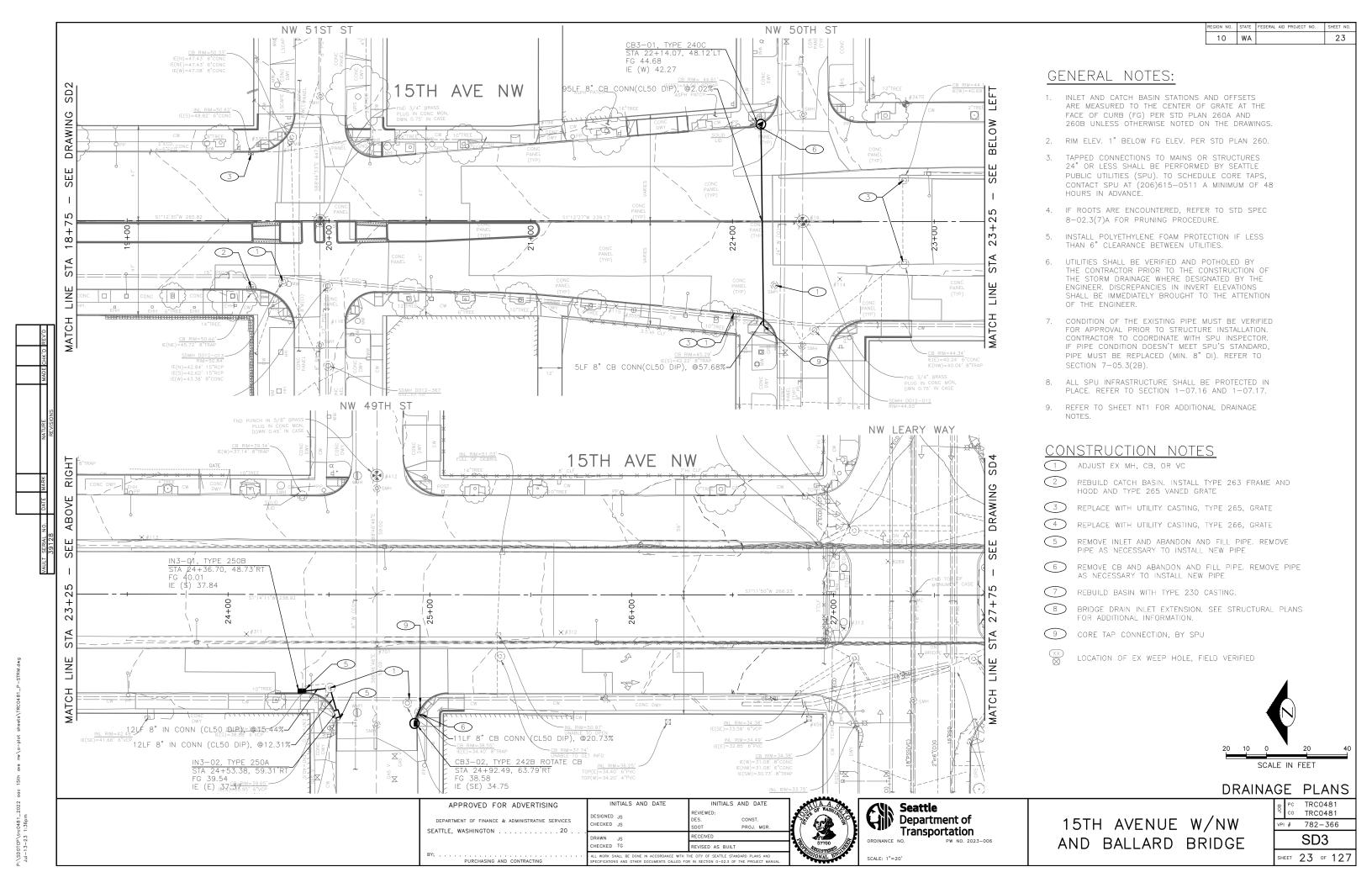
Transportation

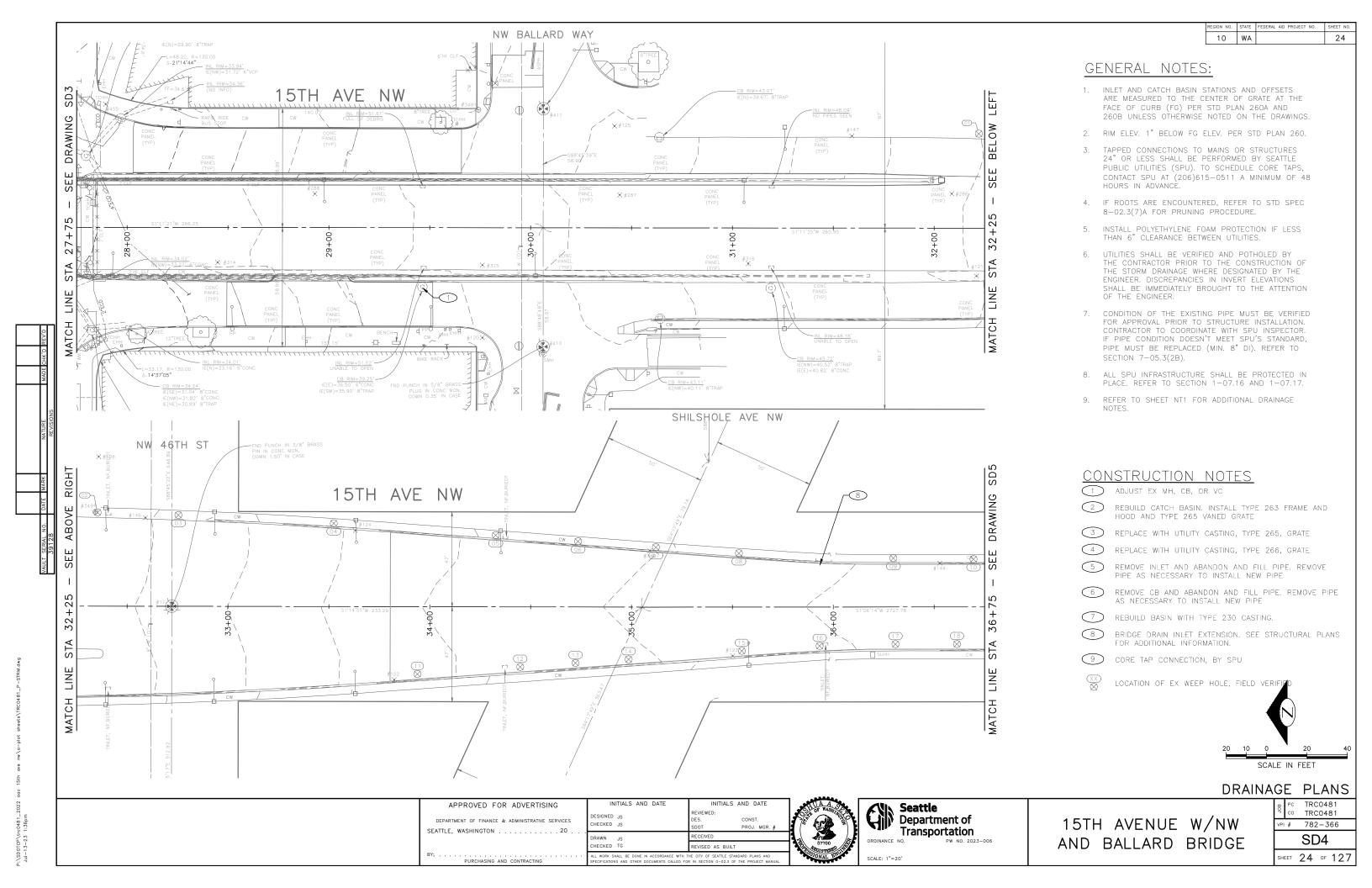
19

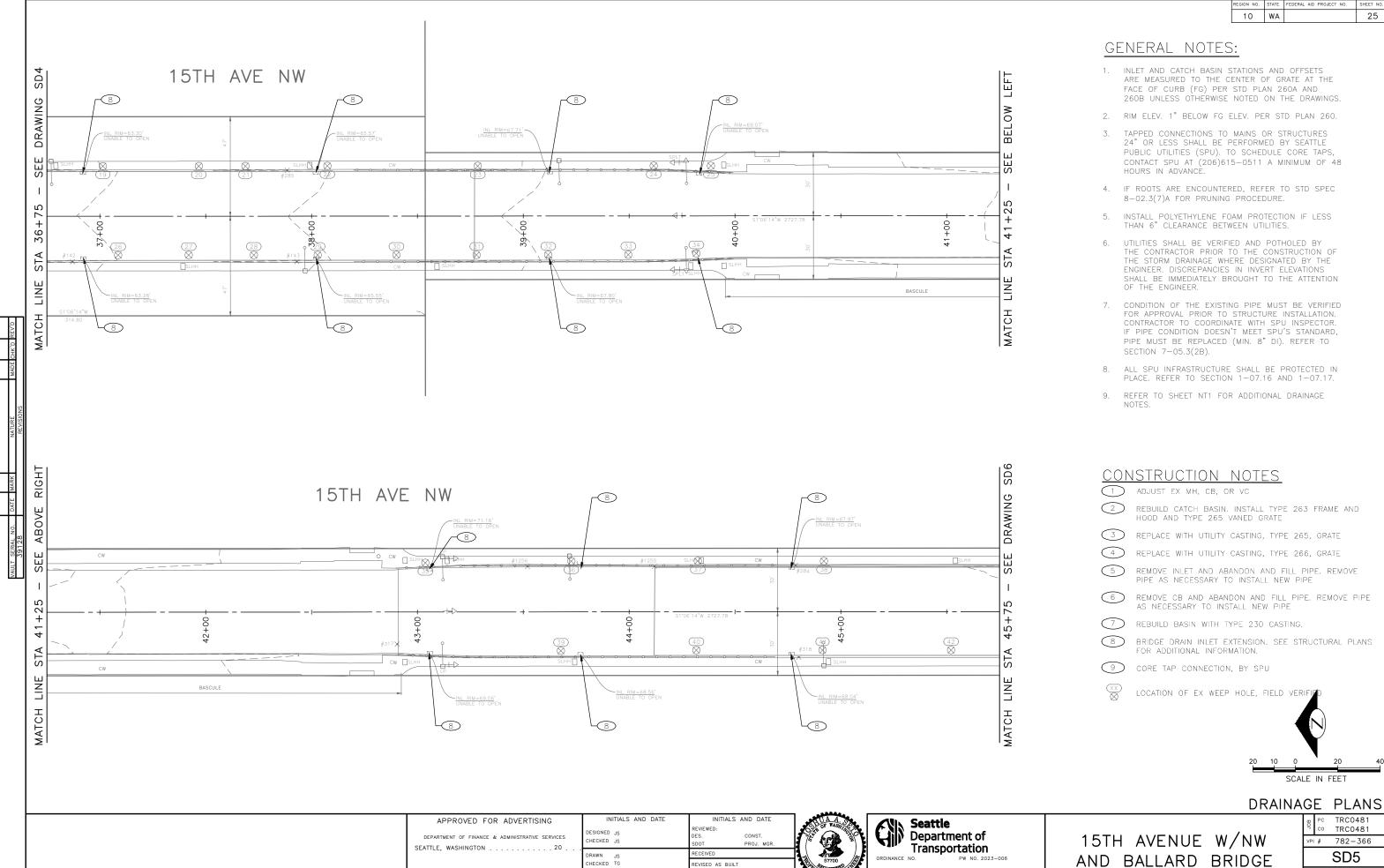




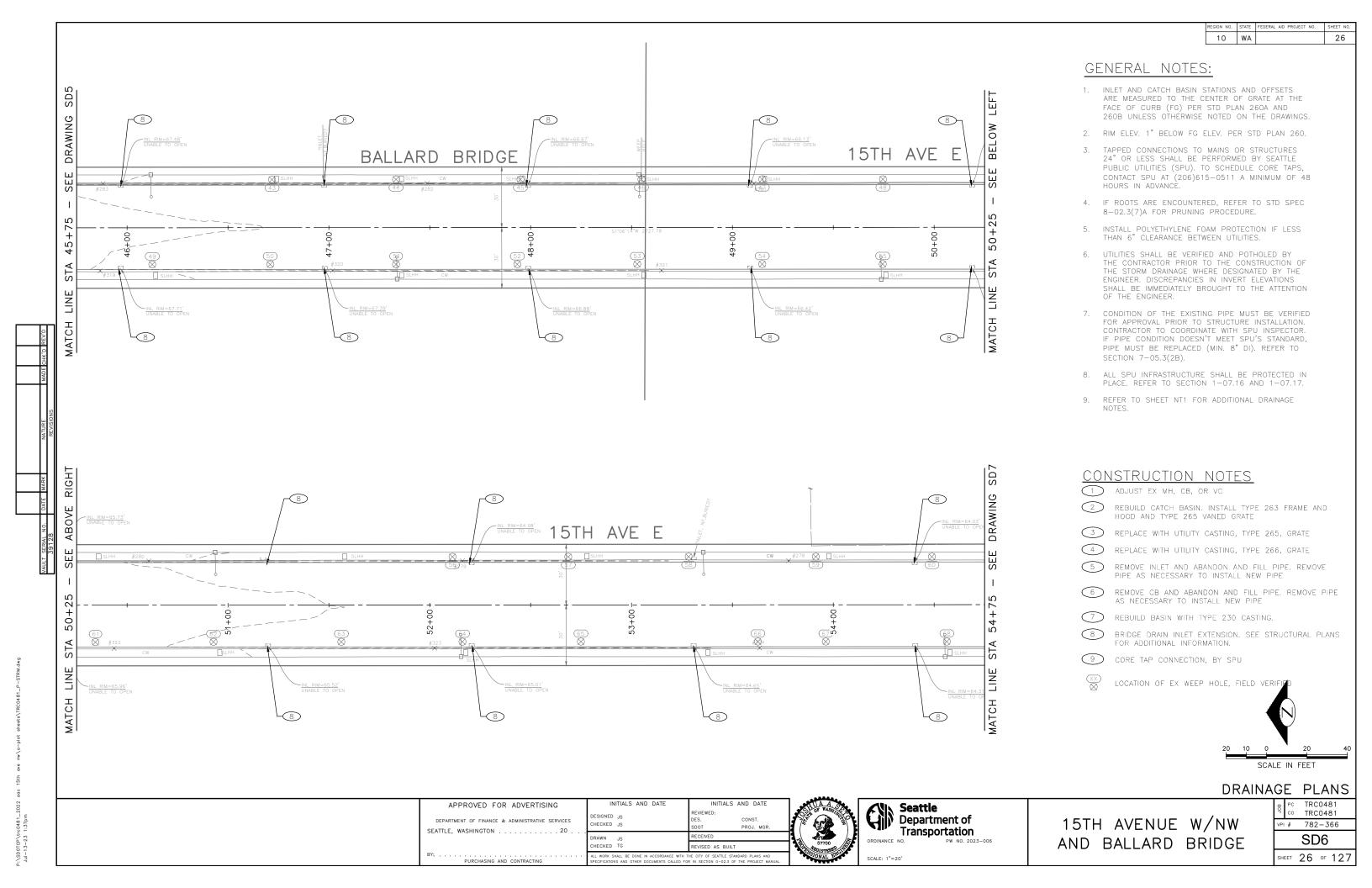


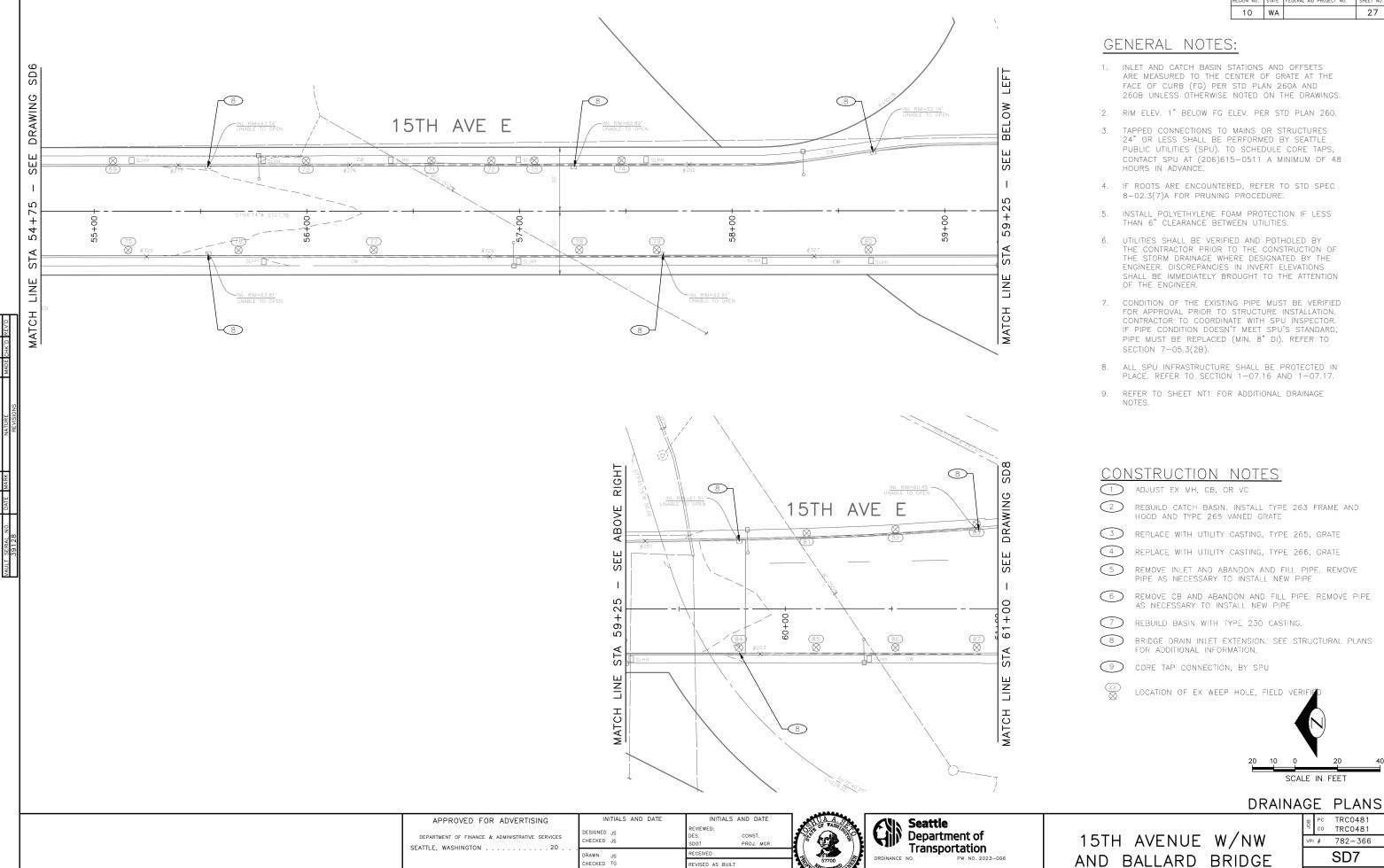




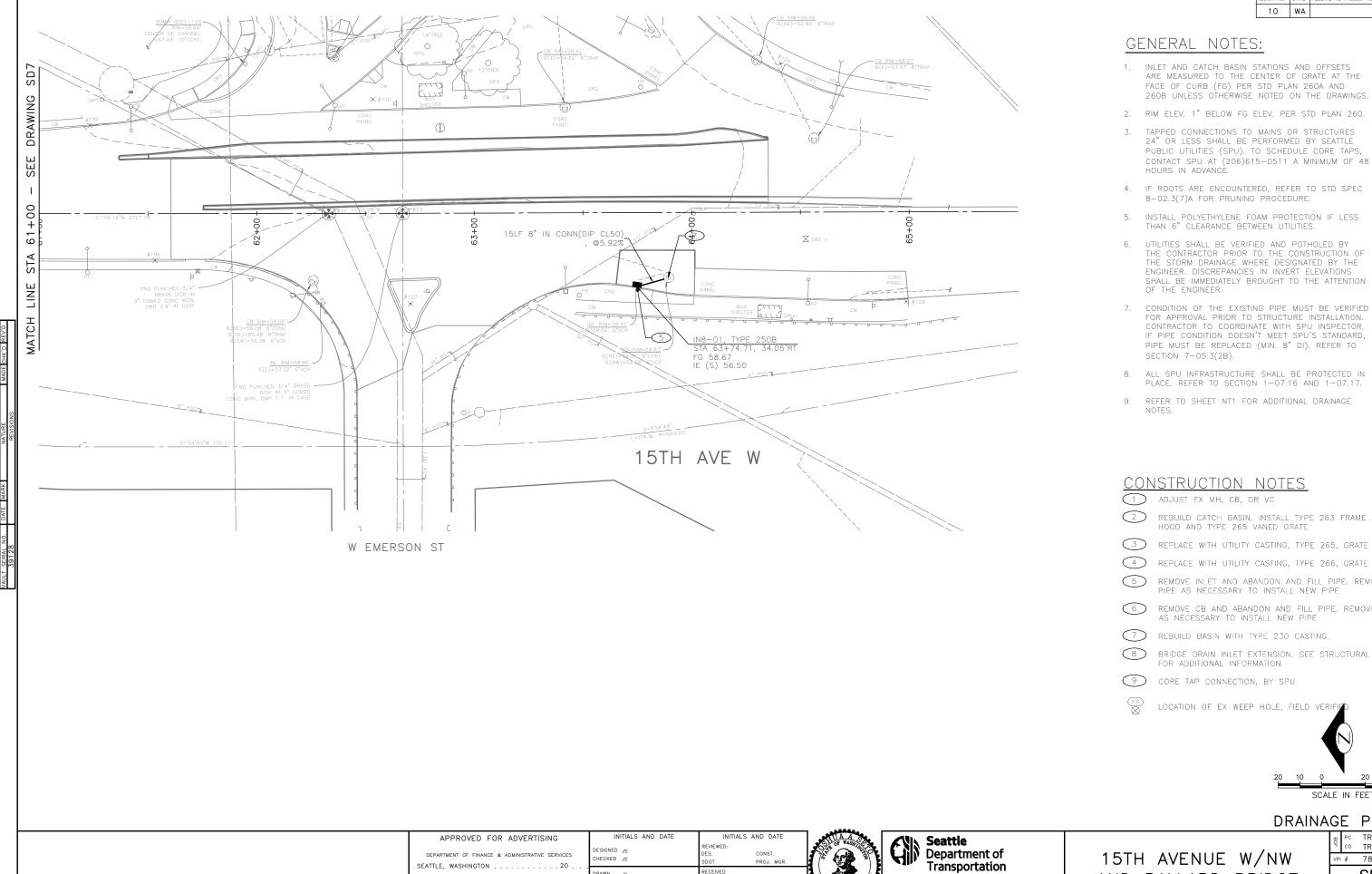


SHEET 25 OF 127





SHEET 27 OF 127

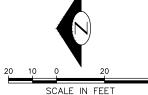


10 WA 28

- 1. INLET AND CATCH BASIN STATIONS AND OFFSETS ARE MEASURED TO THE CENTER OF GRATE AT THE FACE OF CURB (FG) PER STD PLAN 260A AND 260B UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- 2. RIM ELEV. 1" BELOW FG ELEV. PER STD PLAN 260.
- TAPPED CONNECTIONS TO MAINS OR STRUCTURES 24" OR LESS SHALL BE PERFORMED BY SEATTLE PUBLIC UTILITIES (SPU). TO SCHEDULE CORE TAPS, CONTACT SPU AT (206)615-0511 A MINIMUM OF 48
- 8-02.3(7)A FOR PRUNING PROCEDURE.
- INSTALL POLYETHYLENE FOAM PROTECTION IF LESS THAN 6" CLEARANCE BETWEEN UTILITIES.
- UTILITIES SHALL BE VERIFIED AND POTHOLED BY THE CONTRACTOR PRIOR TO THE CONSTRUCTION OF THE STORM DRAINAGE WHERE DESIGNATED BY THE ENGINEER. DISCREPANCIES IN INVERT ELEVATIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION
- FOR APPROVAL PRIOR TO STRUCTURE INSTALLATION. CONTRACTOR TO COORDINATE WITH SPU INSPECTOR.
  IF PIPE CONDITION DOESN'T MEET SPU'S STANDARD, PIPE MUST BE REPLACED (MIN. 8" DI). REFER TO
- 8. ALL SPU INFRASTRUCTURE SHALL BE PROTECTED IN PLACE. REFER TO SECTION 1-07.16 AND 1-07.17.

- REBUILD CATCH BASIN. INSTALL TYPE 263 FRAME AND HOOD AND TYPE 265 VANED GRATE
- REPLACE WITH UTILITY CASTING, TYPE 265, GRATE
- REPLACE WITH UTILITY CASTING, TYPE 266, GRATE
- REMOVE INLET AND ABANDON AND FILL PIPE. REMOVE PIPE AS NECESSARY TO INSTALL NEW PIPE
- REMOVE CB AND ABANDON AND FILL PIPE. REMOVE PIPE
- AS NECESSARY TO INSTALL NEW PIPE
- REBUILD BASIN WITH TYPE 230 CASTING.
- BRIDGE DRAIN INLET EXTENSION. SEE STRUCTURAL PLANS

LOCATION OF EX WEEP HOLE, FIELD VERIFIE

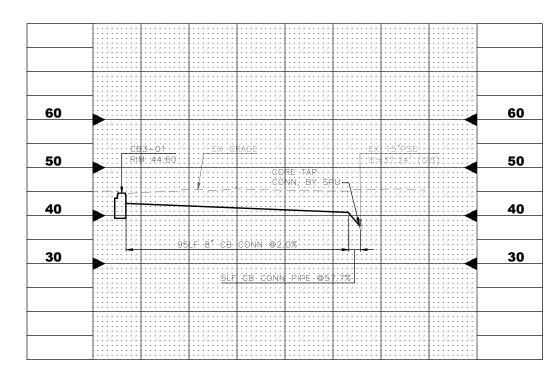


DRAINAGE PLANS

AND BALLARD BRIDGE

TRC0481 co TRC0481 VPI # 782-366 SD8

SHEET 28 OF 127



15TH AVE W-NW 50TH ST

H: 1"=20"
V: 1"=10'

DRAINAGE PROFILE





A

15TH AVENUE W/NW AND BALLARD BRIDGE

	(	SDPR1
VPI	#	782-366
οr	СО	TRC0481
8	PC	TRC0481

P:\SDOTCP\trc0481\_2022 aac 15th ave nw\a-plot sheets\TRC048

3 9:40am

SDPR1
sheet 29 of 127

# ABBREVIATIONS:

EVPD EMERGENCY VEHICLE PREEMPTION DETECTORS

CCTV CLOSED-CIRCUIT TELEVISION AP ACCESS POINT

TC TRAFFIC CONTROL
SL STREET LIGHT
HH HANDHOLE
EX. EXISTING

# TRAFFIC SIGNAL NOTES:

#### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- THE CONTRACTOR MUST IMMEDIATELY REPORT ANY DAMAGE TO THE TRAFFIC SIGNAL SYSTEM, INCLUDING CONDUIT AND THE DETECTOR LOOPS. SEE SECTION 1-07.28 NOTE 16.
- THE TRAFFIC SIGNAL SYSTEM INTERCONNECT CABLE AND SIGNAL WIRE SERVICE, VIDEO, OR MASTER CABLE MUST NOT BE SPLICED. SEE SECTIONS 8-31.3(8)A AND 8-31.3(9)B.
- 3. THE CONTRACTOR MUST CONTACT SDOT TRAFFIC SIGNAL OPERATIONS WHEN THE TRAFFIC SIGNAL SYSTEMS OR THE TRAFFIC DETECTOR LOOPS MAY BE IMPACTED BY CONSTRUCTION. ADVANCE NOTIFICATION IS REQUIRED. SEE SECTION 1-07.28, SIGNALIZED INTERSECTIONS.
- 4. THE CONTRACTOR MUST PROVIDE PRELIMINARY LAYOUT FOR THE TRAFFIC DETECTION. THE LAYOUT MUST BE VERIFIED BY THE ENGINEER PRIOR TO SAW CUTTING. ADVANCE NOTIFICATION IS REQUIRED. SEE SECTION 8-31.3(5)A
- 5. FINAL POLE AND CABINET LOCATIONS MUST BE FIELD VERIFIED BY THE ENGINEER PRIOR TO EXCAVATION.
- 6. CONTRACTOR MUST INVESTIGATE FOR UNDERGROUND UTILITIES PRIOR TO ANY FOUNDATION EXCAVATION OR CONDUIT TRENCHING TO AVOID DAMAGE TO ANY UNDERGROUND UTILITIES (INCLUDING SIDE SEWERS). ANY CONFLICTS MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO ANY CONSTRUCTION WORK.
- 7. CONTRACTOR MUST VERIFY THE CAPACITIES OF ALL EXISTING CONDUITS DESIGNATED FOR USE ON THIS PROJECT. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO ANY CONSTRUCTION WORK.
- 8. CONTRACTOR MUST COORDINATE WITH SDOT/SCL/SDCI INSPECTOR AT THE START OF CONSTRUCTION FOR INSPECTION REQUIREMENT AT VARIOUS STAGES OF CONSTRUCTION AS INSTRUCTED BY THE INSPECTOR AND PROVIDE ASSISTANCE AS NECESSARY.
- 9. CONTRACTOR MUST COMBINE TRAFFIC, LIGHTING AND ITS CONDUITS IN THE SAME TRENCH WHERE FEASIBLE.
- 11. ALL DISCONNECTIONS, TEMPORARY CONNECTIONS AND FINAL SERVICE CONNECTIONS WILL BE MADE BY SEATTLE CITY LIGHT (SCL).

# STREET LIGHTING NOTES:

- ALL DISCONNECTIONS, TEMPORARY OR FINAL SERVICE CONNECTIONS WILL BE MADE BY SEATTLE CITY LIGHT (SCL) AT PROJECT'S EXPENSE. COORDINATE ALL ENERGIZING AND DE-ENERGIZING OF STREET LIGHTING SERVICE WITH SCL ELECTRICAL SERVICE REPRESENTATIVE AND STREETLIGHT ENGINEER FIFTEEN (15) WORKING DAYS IN ADVANCE. ADDITIONAL TIME MAY BE NEEDED FOR CREW SCHEDULING AND MORILIZATION
- 2. CONTRACTOR MUST MAKE PRIOR COORDINATION FOR FLOOD OR STREETLIGHT REMOVAL. CONTRACTOR MUST MAKE PRIOR DELIVERY COORDINATION FOR SALVAGED STREETLIGHT—RELATED MATERIALS TO SEATTLE CITY LIGHT SALVAGE YARD AT 4TH AVE S & S SPOKANE ST, 98134. CONTACT SALVAGE COORDINATOR AT 206-386-1765. NO ARTERIAL STREETLIGHT MAY BE DISABLED WITHOUT PRIOR APPROVAL FROM SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT).
- 3. EXISTING STREET LIGHTING SYSTEM SHALL BE MAINTAINED DURING CONSTRUCTION.
- 4. WORK MUST BE SCHEDULED SUCH THAT NO TWO (2) ADJACENT OR OPPOSITE STREETLIGHTS ARE DISABLED AT ANY ONE TIME.
- 5. ANY EXCAVATION IN PROXIMITY TO AN EXISTING STREETLIGHT POLE MUST BE DONE WITHOUT UNDERMINING ITS STABILITY. CONTRACTOR IS RESPONSIBLE FOR TEMPORARY STABILIZING SUPPORT.
- 6. INSTALLATION OF UNDERGROUND STREETLIGHT SYSTEMS, AND STREETLIGHT SYSTEM GROUNDING AND BONDING MUST BE PER SEATTLE CITY LIGHT (SCL) CONSTRUCTION STANDARD 1714.50.
- ALL WIRING, INCLUDING STREET LIGHTING, PEDESTRIAN LIGHTING AND FESTOON LIGHTING CIRCUITS MUST BE CLEARLY LABELED PER SEATTLE CITY LIGHT (SCL) CONSTRUCTION STANDARD 1714.10.
- 8. EACH LUMINAIRE MUST BE FUSED PER (SCL) CONSTRUCTION STANDARD 1730.00.
- STREETLIGHT HANDHOLE AND CONDUIT REQUIREMENTS MUST CONFORM TO SCL CONSTRUCTION STANDARD 1716.07.
- 10. PULL TAPE MUST BE INSTALLED THROUGH VACANT CONDUIT AND CAPPED PER (SCL) CONSTRUCTION STANDARD U2-11.40/NDK-40.
- 11. MAINTAIN MINIMUM HORIZONTAL & VERTICAL CLEARANCES BETWEEN SCL UNDERGROUND STRUCTURES AND VARIOUS OTHER UTILITY STRUCTURES PER SCL CONSTRUCTION STANDARD 0214 00
- 12. FOR STREET LIGHTING INSPECTIONS CONTACT SCL ELECTRICAL REVIEWER TEN (10) WORKING DAYS IN ADVANCE.
- 13. CONTRACTOR MUST CALL FOR AN ELECTRICAL REVIEWER INSPECTION OF THE STREET LIGHTING SYSTEM AT VARIOUS STAGES OF INSTALLATION/CONSTRUCTION OR AS INSTRUCTED BY THE SCL INSPECTOR.
- 14. CONTRACTOR MUST PROVIDE AN OPERATOR AND MAN LIFT TRUCK FOR USE DURING INSPECTION OF INSTALLED STREETLIGHT FACILITIES.
- 15. CONTRACTOR MUST ASSIST THE INSPECTOR DURING INSPECTIONS, COMMISSIONING, AND FINAL CONNECTION PHASES OF THE PROJECT AS INSTRUCTED BY THE INSPECTOR. SUCH ASSISTANCE WILL INCLUDE, BUT NOT BE LIMITED TO OPENING HANDHOLES, MANHOLES AND VARIOUS ACCESS COVERS, DISCONNECTING AND RECONNECTING FUSE HOLDERS AND MECHANICAL SPLICE CONNECTIONS, VERIFYING CONDUIT RUNS, ETC.
- 16. PRIOR TO REQUESTING FINAL STREETLIGHT SERVICE CONNECTION, CONTRACTOR MUST CORRECT ALL PUNCH LIST ITEMS AND CALL FOR A RE—INSPECTION WHERE REQUIRED BY THE INSPECTOR. CONTRACTOR MUST PREPARE A SIGNED AS—BUILT AND WIRING DIAGRAM WHICH INCLUDES WHICH DUCT IS USED IN EACH DUCT BANK.

NOTES AND LEGEND SIGNAL PLANS

INITIALS AND DATE

ESIGNED WMK
HECKED

RAWN MEO
HECKED WMK

LL WORK SHALL BE DONE IN ACCORDANCE WITH THE CUTY OF SECTION 2017 FIRE PROJECT MANUAL.



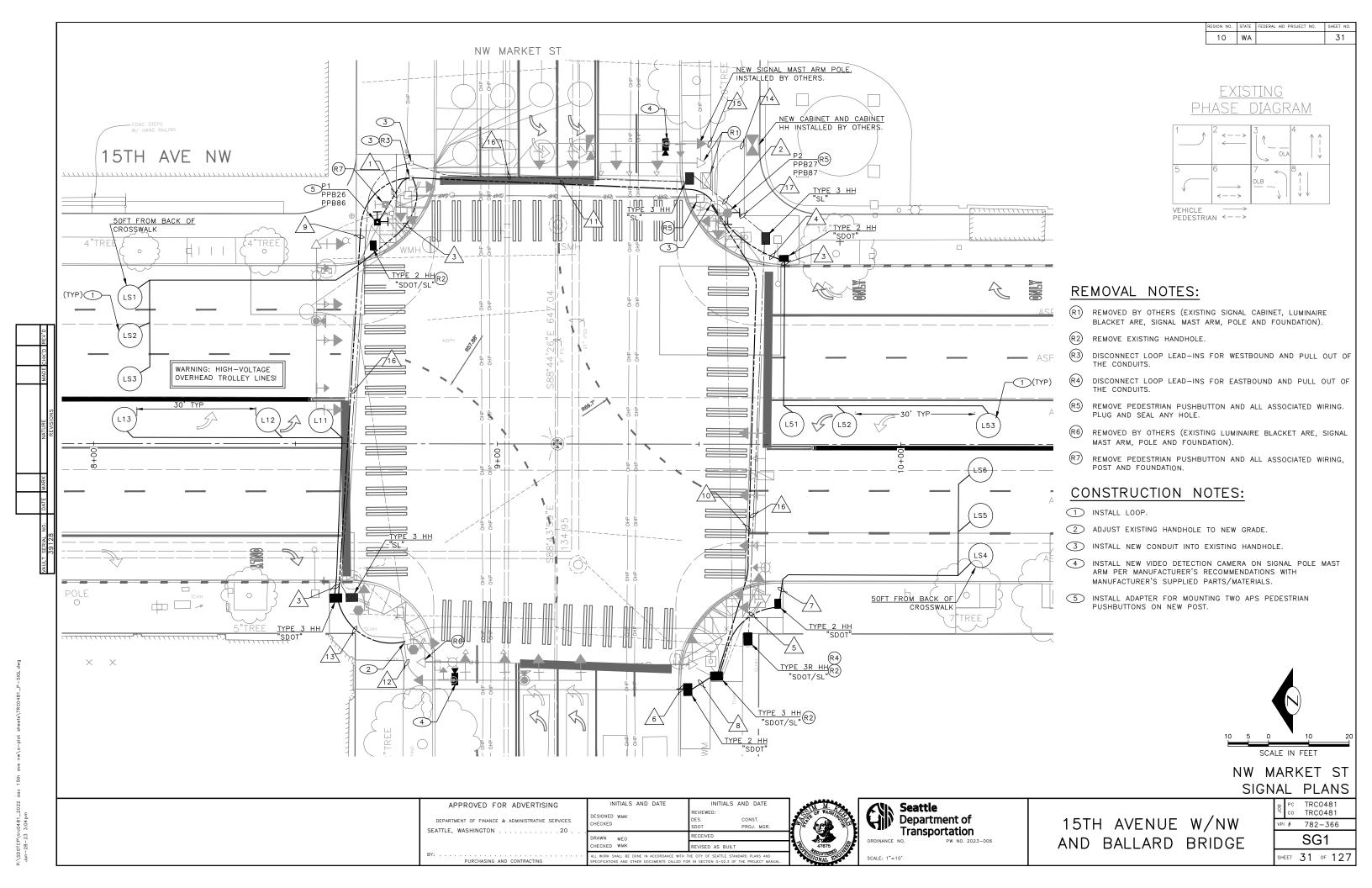


15TH AVENUE W/NW AND BALLARD BRIDGE PC TRC0481 c0 TRC0481 VPI # 782-366

30

10 WA

SG00 HEET 30 OF 127



#### WIRING SCHEDULE

RUN NO.	SPAN/ CONDUIT SIZE	EX CONDUCTORS	LOOP	LOOP LEAD-IN	PPB 1-PR(SH)	VIDEO DETECTION	GROUND #6	NOTES
1	1" SDOT	-			2		1	
2	EX. 2"	2-3C, 1PR(SH)			1		1	
3	2-2" SDOT	-	6C					
4	3" SDOT	-		1-3PR			1	
5	2-2" SDOT	-		1-3PR			1	
6	2-2" SDOT	-						FUTURE USE
7	2-2" SDOT	-	6C					
8	2-2" SDOT	-						FUTURE USE
9	3-3" SDOT	-		1-3PR		1	1	
10	3-3" SDOT	-		1-3PR			1	
11	3-3" SDOT	-		2-3PR	2	1	1	
12	EX. 2-3"	EXISTING				1	1	
12	EX. 2"	EXISTING						
13	2" SDOT	-				1	1	
14	EX. 3-3"	EXISTING		4-3PR	3	2	1	
14	EX. 2"	EXISTING						
15	EX. 2-3"	EXISTING				1	1	
15	EX. 2"	EXISTING						
16	2-3" SL	-						FUTURE USE
17	2-2" SL	-						FUTURE USE

### LOOP SCHEDULE

			TY	PE		TOR				MEASUF HAND	
LOOP NO.	SIZE	DIPOLE	QUADRUPOLE	STANDARD	PREFORMED	BICYCLE DETECTOR PAVEMENT MARKING	PHASE	CHANNEL	NO. TURNS	INDUCTANCE	RESISTANCE
L11	6' DIA.		Х	Х			1				
L12	6' DIA.	X		Х			1				
L13	6' DIA.	X		X			1				
L51	6' DIA.		X	X			5				
L52	6' DIA.	X		X			5				
L53	6' DIA.	Х		Х			5				
LS1	6' DIA.	Х		Х			_				
LS2	6' DIA.	Х		Х			_				
LS3	6' DIA.	Х		Х			_				
LS4	6' DIA.	Х		Х			-				
LS5	6' DIA.	Х		Х			-				
LS6	6' DIA.	Х		X			-				
SEE	STD PLA	N NO.	530b	FOR	STANDA	ARD LOOP S	PACIN	G			

### (PPB) PUSHBUTTON MOUNTING SCHEDULE (APS)

( , , , , , , , , , , , , , , , , , , ,							
PPB/BPP	POLE	LOCATION (0°	,		PEDESTRIAN SIGNALS		
NO.	NO.	AZIMUTH CLOCKWISE)	PHASE	SIGN	ARROW DIRECTION LOOKING AT PUSHBUTTON	RAPID TICK	
PPB26	P1	90	2	R10-3	LEFT	CUSTOM MESSAGE	
PPB27	P2	90	2	R10-3	RIGHT	CUSTOM MESSAGE	
PPB86	P1	180	8	R10-3	RIGHT	CUSTOM MESSAGE	
O' AZIMUTH = NORTHBOUND 15TH AVE W							
SEE STD F	SEE STD PLAN NO. 522a FOR PPB ASSEMBLY						

# POLE/PEDESTAL SCHEDULE

POLE NO.	STATION/LOCATION AND OFFSET	POLE TYPE	LENGTH (FT)	FOUNDATION TYPE	LUMINAIRE ARM LENGTH (FT)	LUMINAIRE WATTAGE	LUMINAIRE MOUNTING HEIGHT (FT)
P1	8+70.00, 55.0FT LT	PPB POST	4.5	STD PLAN NO. 521	-	_	-

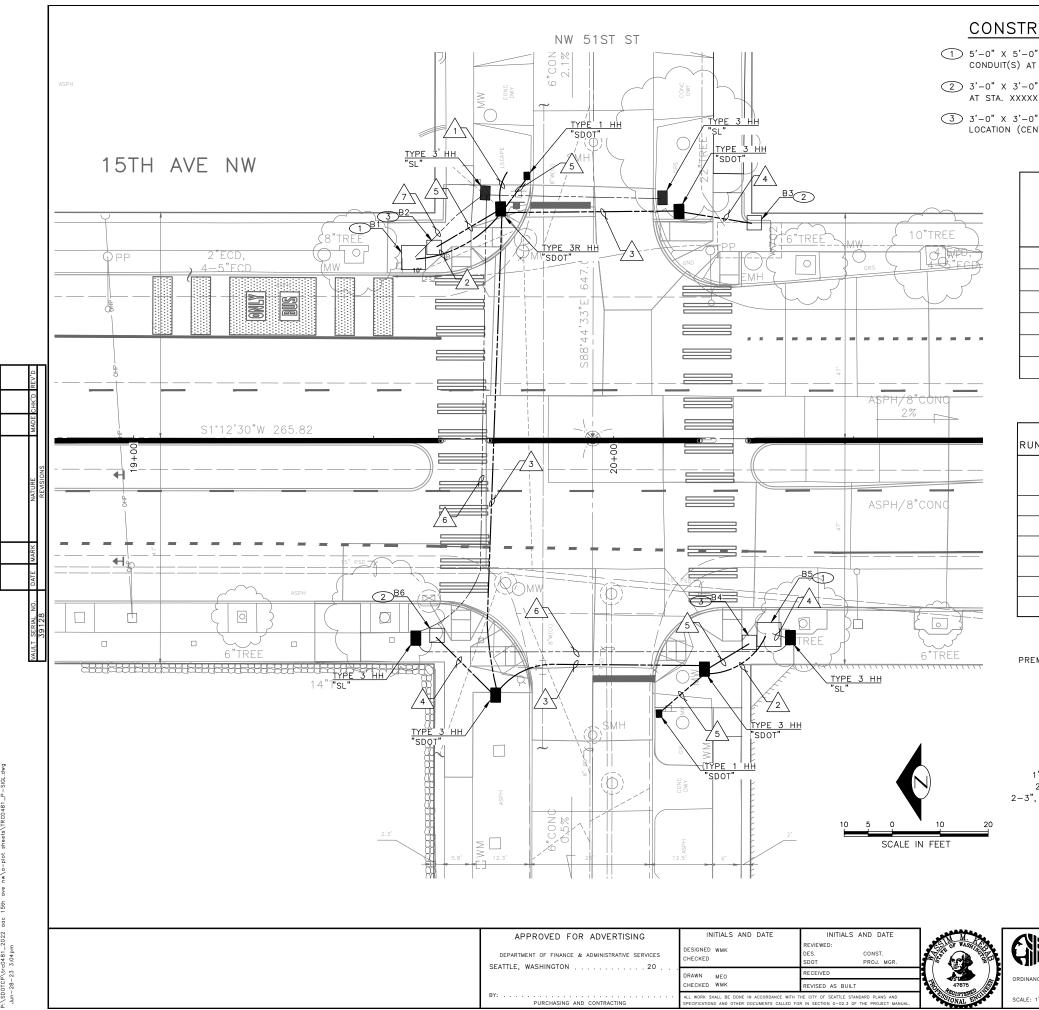
NW MARKET ST SIGNAL DETAIL AND SCHEDULES





15TH AVENUE W/NW AND BALLARD BRIDGE | Pc | TRC0481 | TRC0481 | VPI # 782-366 | SG2

SHEET 32 OF 127



# CONSTRUCTION NOTES:

REGION NO. STATE FEDERAL AID PROJECT NO. SHEET NO. 33

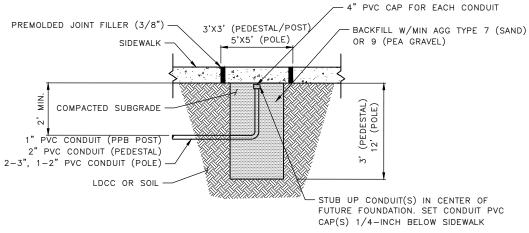
- 1 5'-0" X 5'-0" CONCRETE SIDEWALK BLOCK OUT FOR FUTURE POLE LOCATION (CENTER AT STA. XXXXXX' LT). EXTEND AND CAP CONDUIT(S) AT CENTER OF BLOCKOUT. SEE DETAIL ON THIS SHEET.
- 2 3'-0" X 3'-0" CONCRETE SIDEWALK BLOCK OUT WITH 3'-0" DEPTH OF BACKFILL FOR FUTURE PEDESTAL LOCATION (CENTER AT STA. XXXXXX' RT). EXTEND AND CAP CONDUIT AT CENTER OF BLOCKOUT. SEE DETAIL ON THIS SHEET.
- 3 3'-0" X 3'-0" CONCRETE SIDEWALK BLOCK OUT WITH 3'-0" DEPTH OF BACKFILL FOR FUTURE PEDESTRIAN PUSHBUTTON POST LOCATION (CENTER AT STA. XXXXX' RT). EXTEND AND CAP CONDUIT AT CENTER OF BLOCKOUT. SEE DETAIL ON THIS SHEET.

#### BLOCK OUT SCHEDULE

POLE NO.	STATION/LOCATION AND OFFSET	BLOCK OUT SIZE
B1	19+58.00, 37.5FT LT	5FT X 5FT
В2	19+62.50, 39.5FT LT	3FT X 3FT
В3	20+29.50, 45.0FT LT	3FT X 3FT
B4	20+27.50, 42.5FT RT	3FT X 3FT
B5	20+32.50, 40.5FT RT	5FT X 5FT
В6	19+63.00, 41.0FT RT	3FT X 3FT

#### WIRING SCHEDULE

RUN NO.	CONDUIT SIZE	CONDUCTORS	NOTES
	3-3" SDOT		
1	2" SDOT		
2	2-3" SDOT		
3	2-3" SDOT		
4	2" SDOT		
5	1" SDOT		
6	2-3" SL		
7	2" SL		



PEDESTAL/POLE BLOCK OUT DETAIL NW 51ST ST

NW 51ST ST SIGNAL PLANS

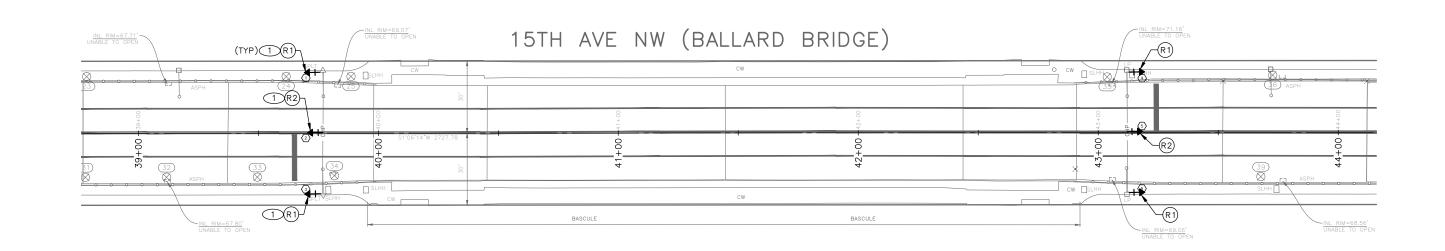
Seattle
Department of
Transportation
ORDINANCE NO. PW NO. 2023-006

NOT TO SCALE

15TH AVENUE W/NW AND BALLARD BRIDGE

PC TRC0481
TRC0481
VPI # 782-366
SG3

SG3 SHEET 33 OF 127



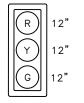
# TRAFFIC SIGNAL HEADS

# **REMOVAL NOTES:**

- R1 REMOVE EXISTING POLE MOUNTED SIGNAL HEAD. PROTECT WIRE.
- REMOVE EXISTING SPAN WIRE MOUNTED SIGNAL HEAD. PROTECT WIRE.

# **CONSTRUCTION NOTES:**

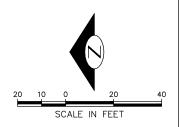
1 INSTALL POLYCARBONATE SIGNAL HEAD.





6 POLE MOUNTED
SPAN MOUNTED

POLYCARBONATE SIGNAL HEAD.



SIGNAL PLANS

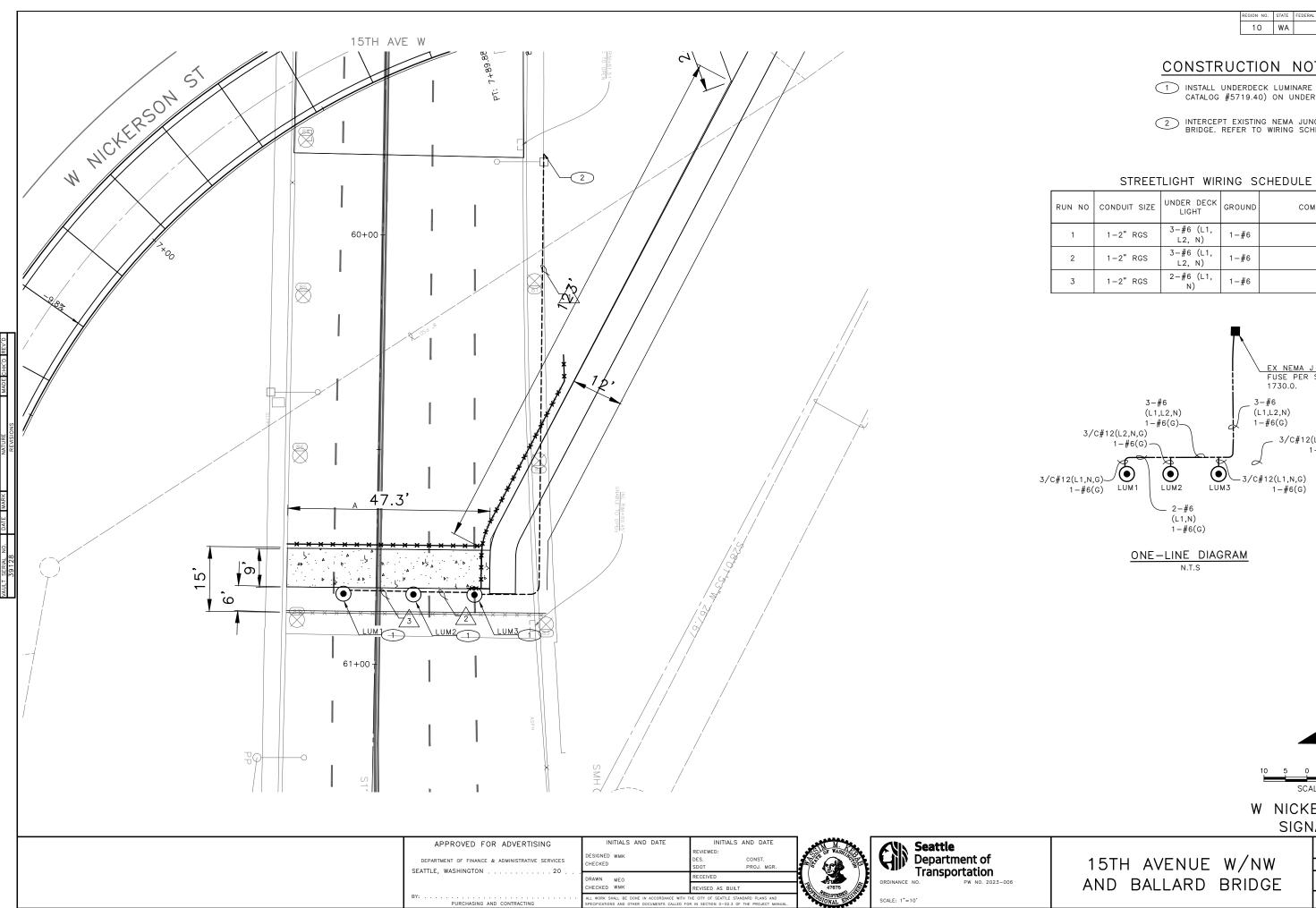




15TH AVENUE W/NW AND BALLARD BRIDGE

JNAL			PLANS
	BC	PC	TRC0481
	)(r	СО	TRC0481
	VPI #		782-366
			SG4

SHEET 34 OF 127



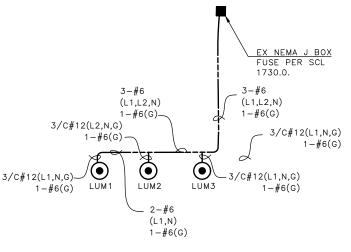
35 10 WA

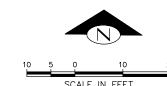
# CONSTRUCTION NOTES:

1 INSTALL UNDERDECK LUMINARE (SCL STOCK CATALOG #5719.40) ON UNDER DECK

2 INTERCEPT EXISTING NEMA JUNCTION BOX ON BRIDGE. REFER TO WIRING SCHEDULE

RUN NO	CONDUIT SIZE	UNDER DECK LIGHT	GROUND	COMMENTS
1	1-2" RGS	3-#6 (L1, L2, N)	1-#6	
2	1-2" RGS	3-#6 (L1, L2, N)	1-#6	
3	1-2" RGS	2-#6 (L1, N)	1-#6	

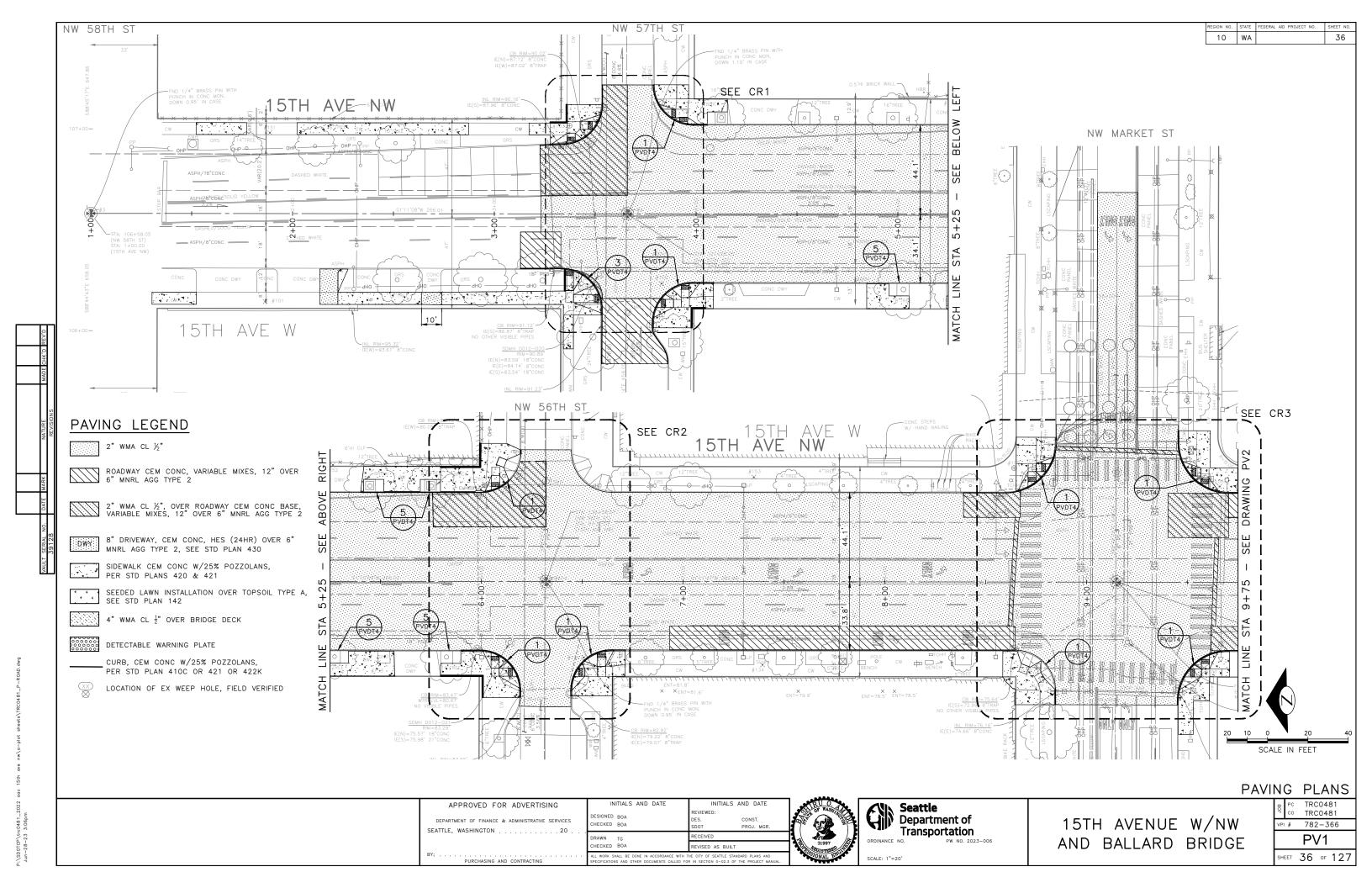


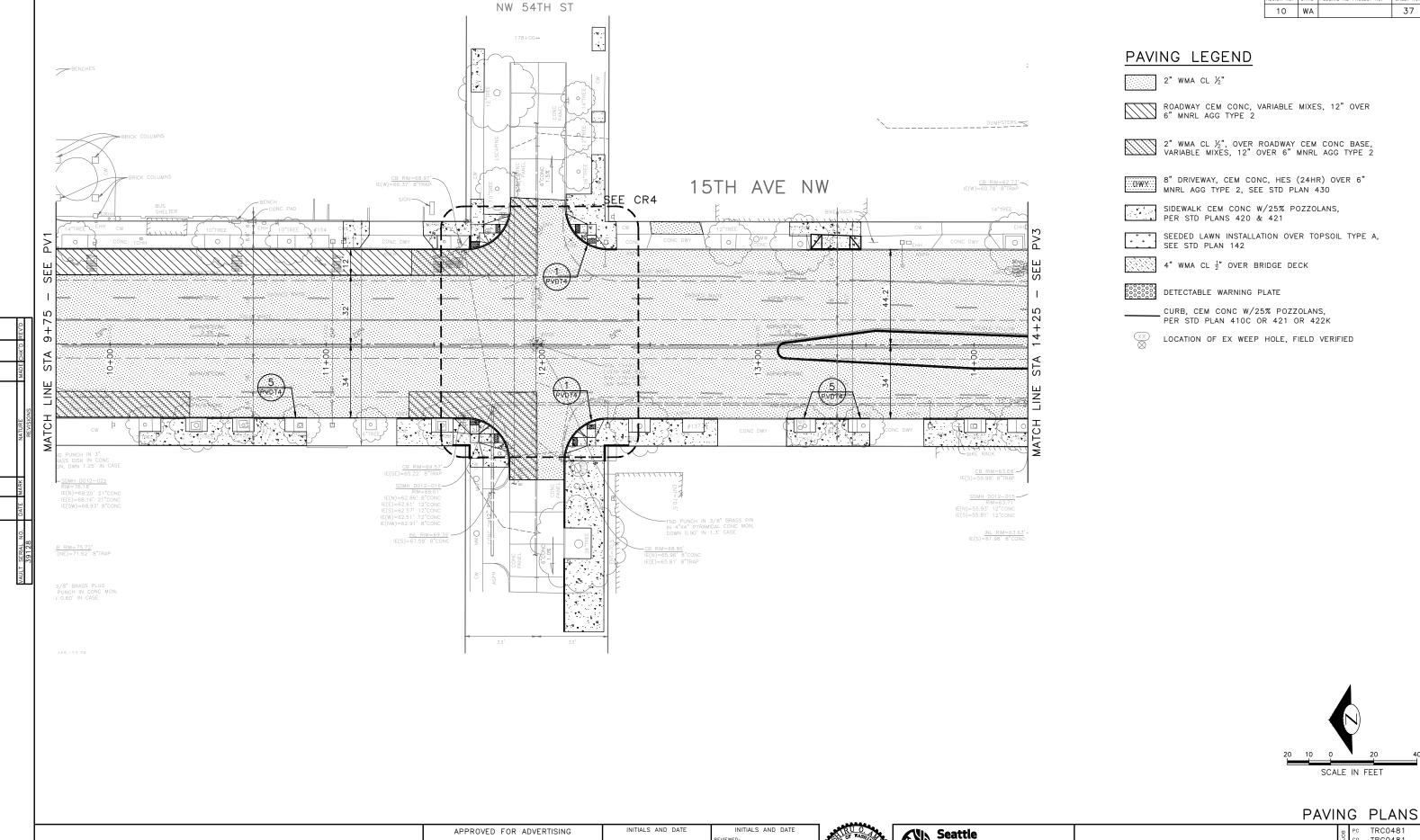


W NICKEROSN ST SIGNAL PLANS

ľ	$\overline{}$	<u> </u>	I LANS
	aor	PC CO	TRC0481 TRC0481
	VPI #		782-366
			SG5

SHEET 35 OF 127





DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON . . . . . . . . . . . 20 .

CHECKED ROA

RECEIVED

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M.

Department of

Transportation

PC TRC0481 CO TRC0481 VPI # 782-366

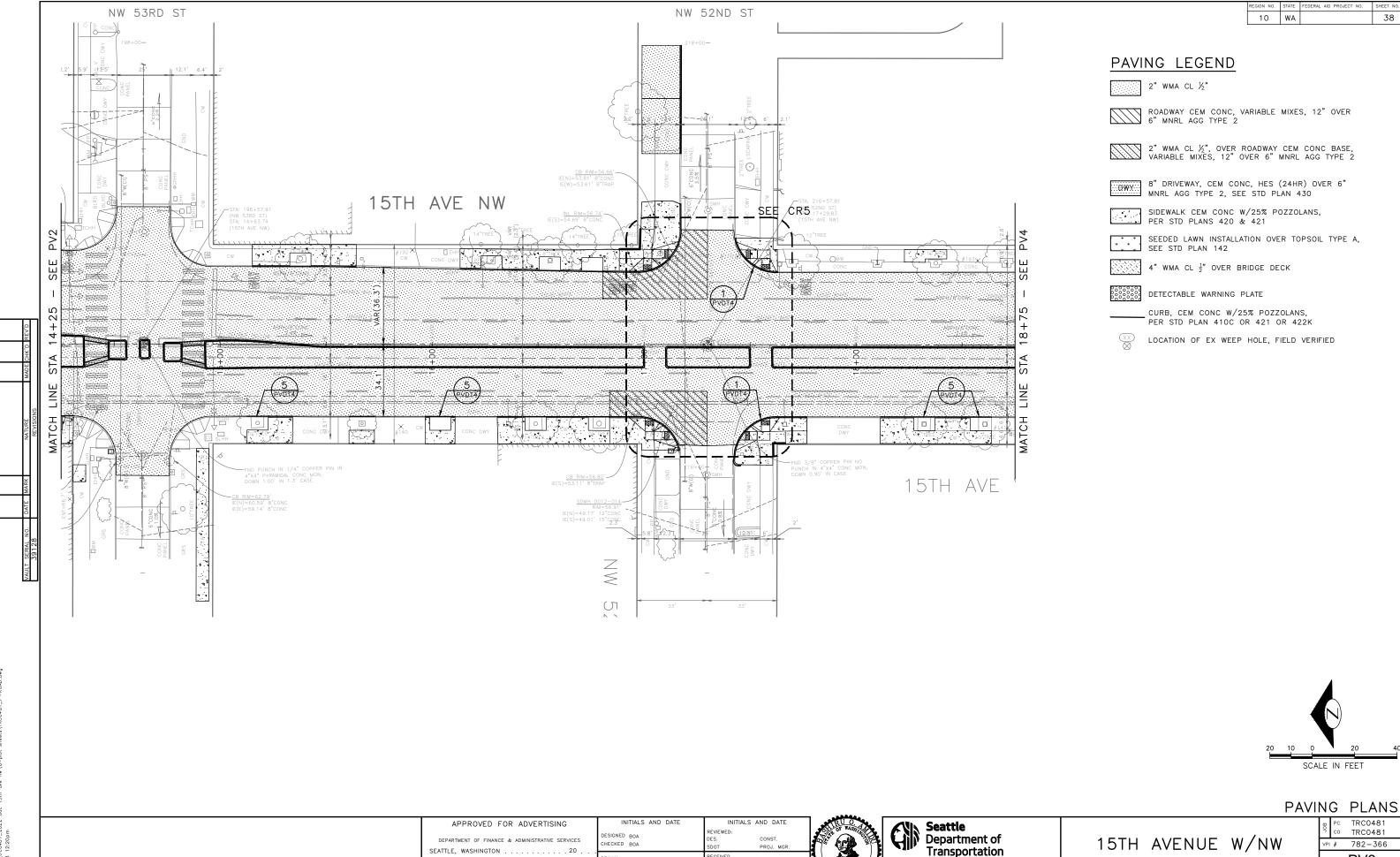
15TH AVENUE W/NW

AND BALLARD BRIDGE

37

PV2

SHEET 37 OF 127

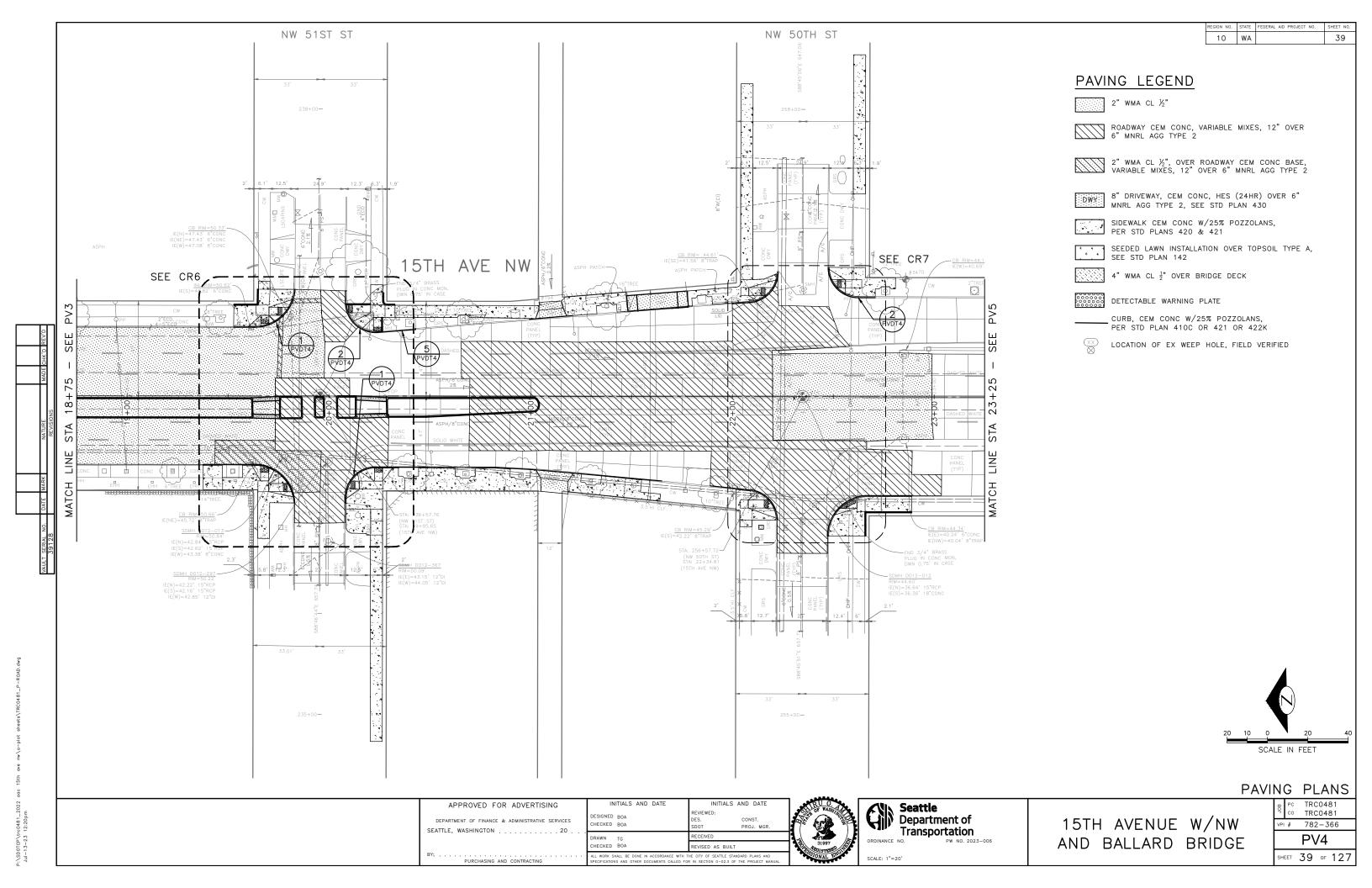


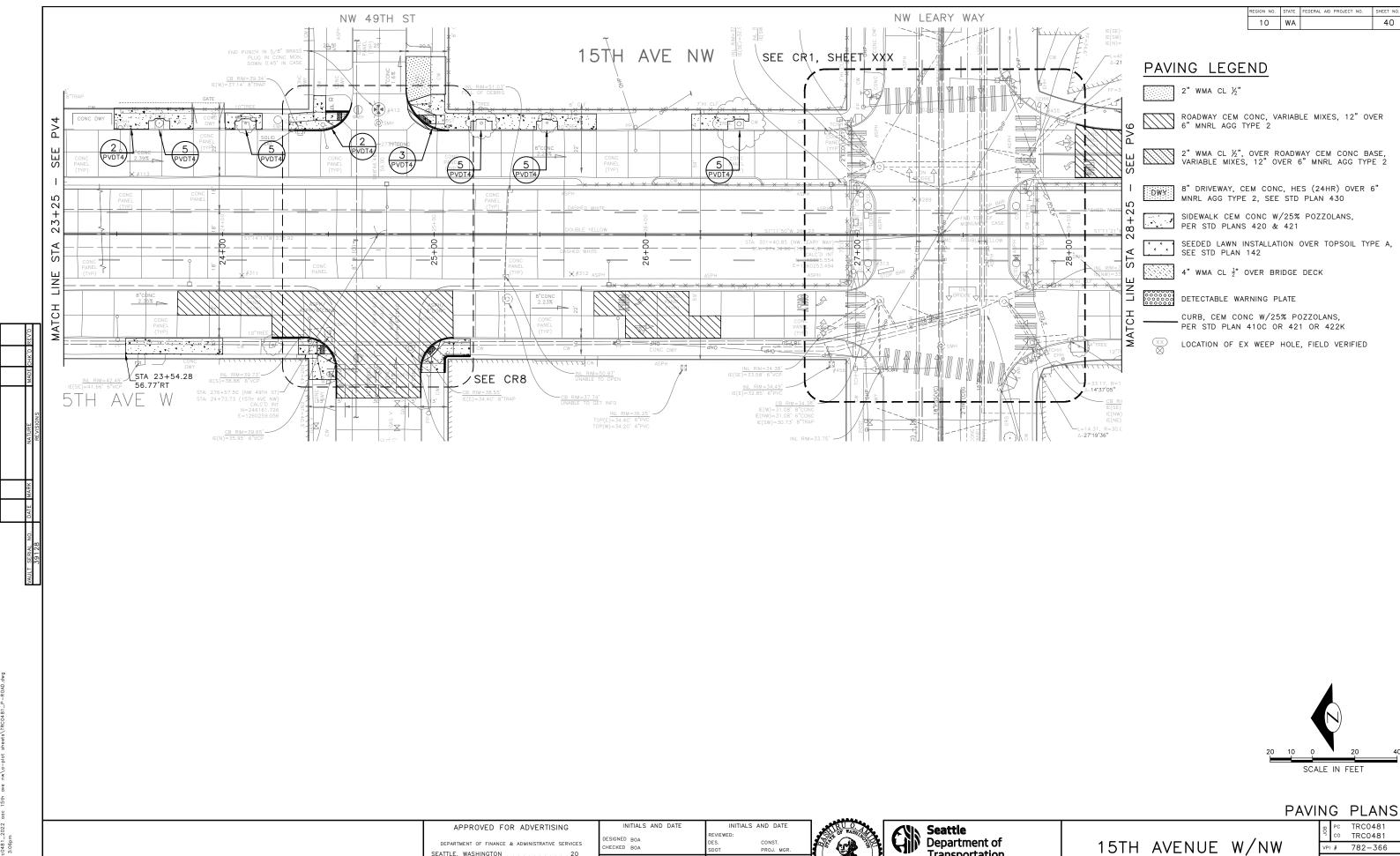
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M.

VPI # 782-366 PV3

AND BALLARD BRIDGE

SHEET 38 OF 127





RECEIVED

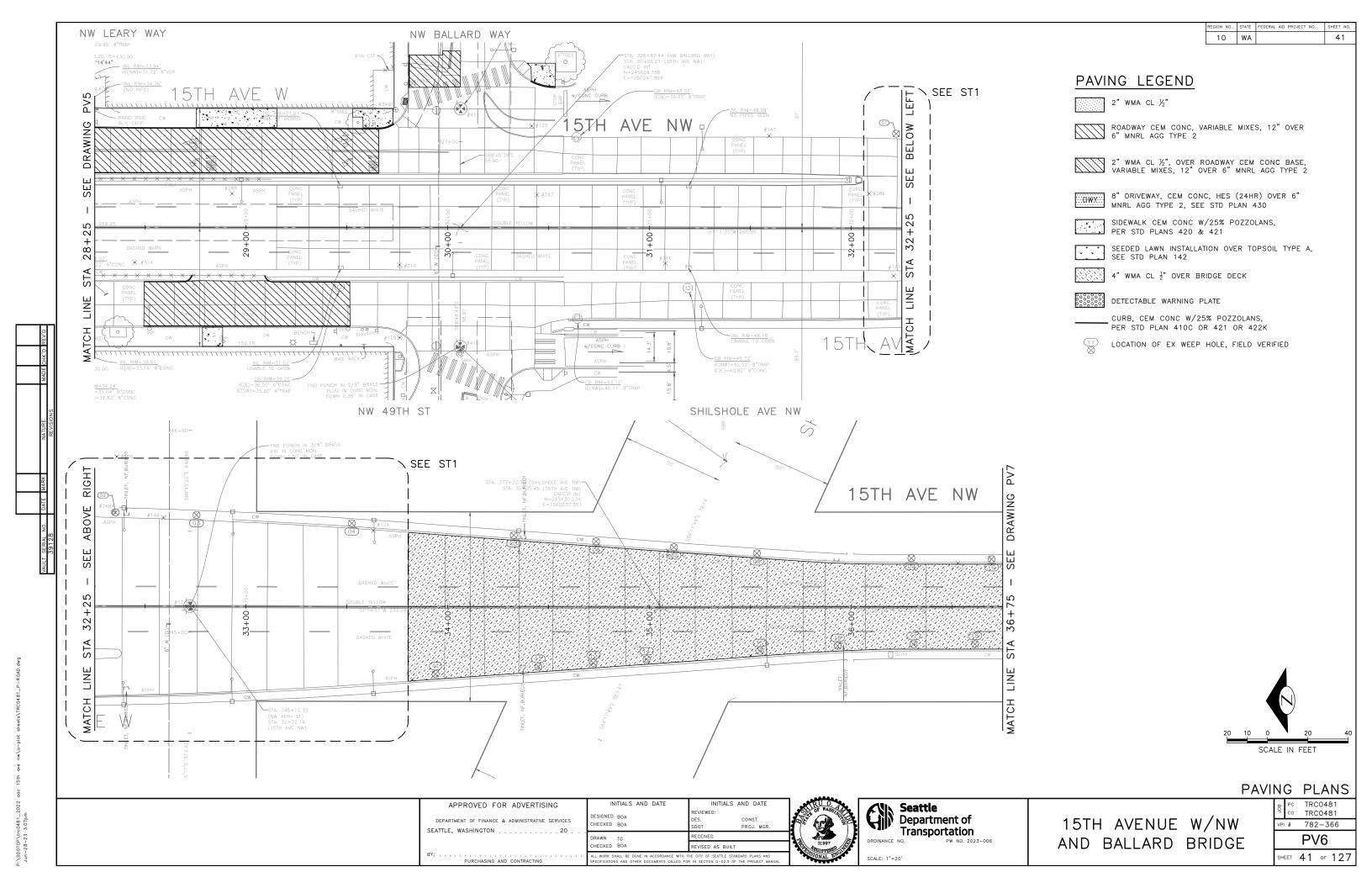
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MA

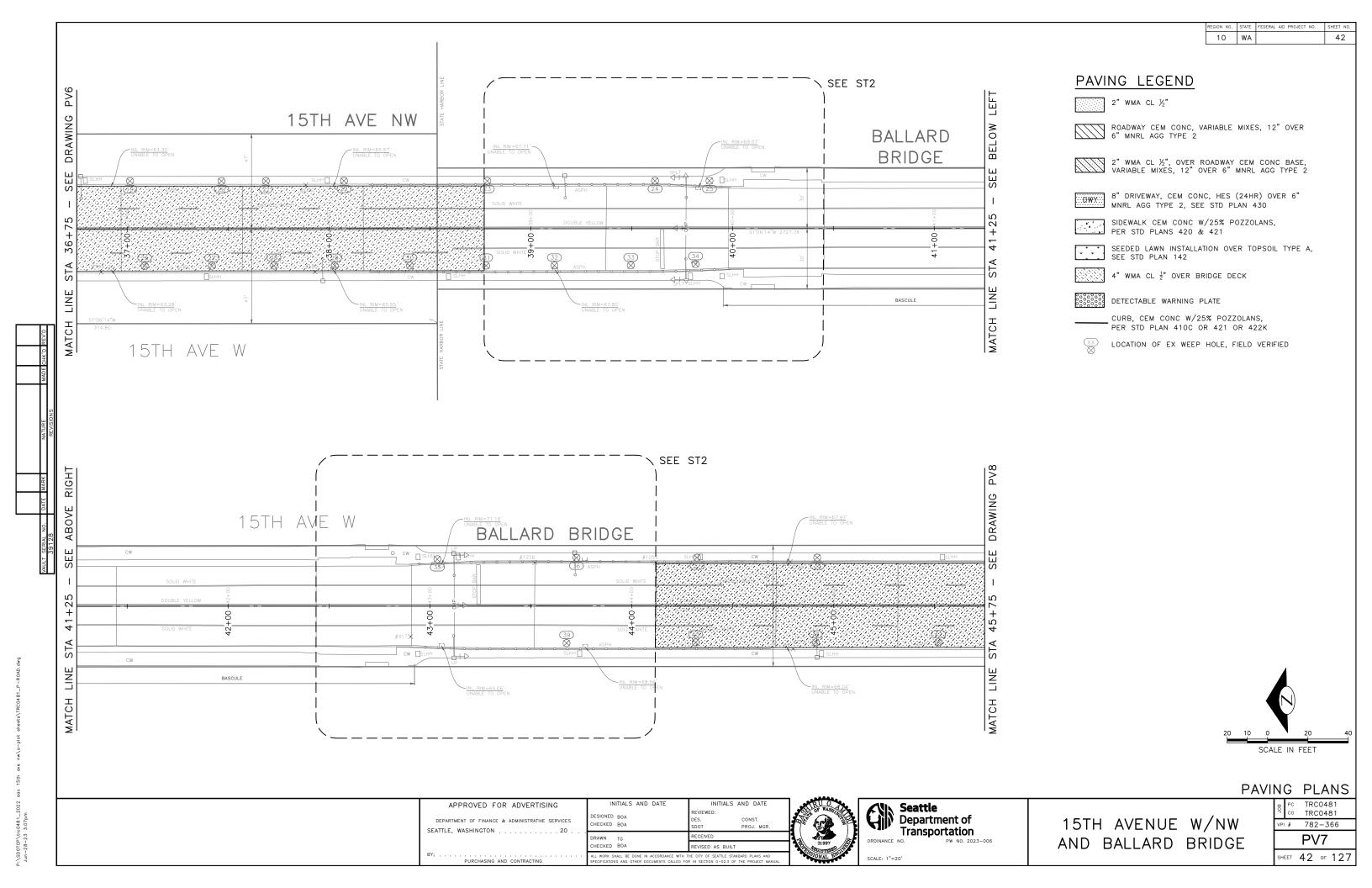
SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

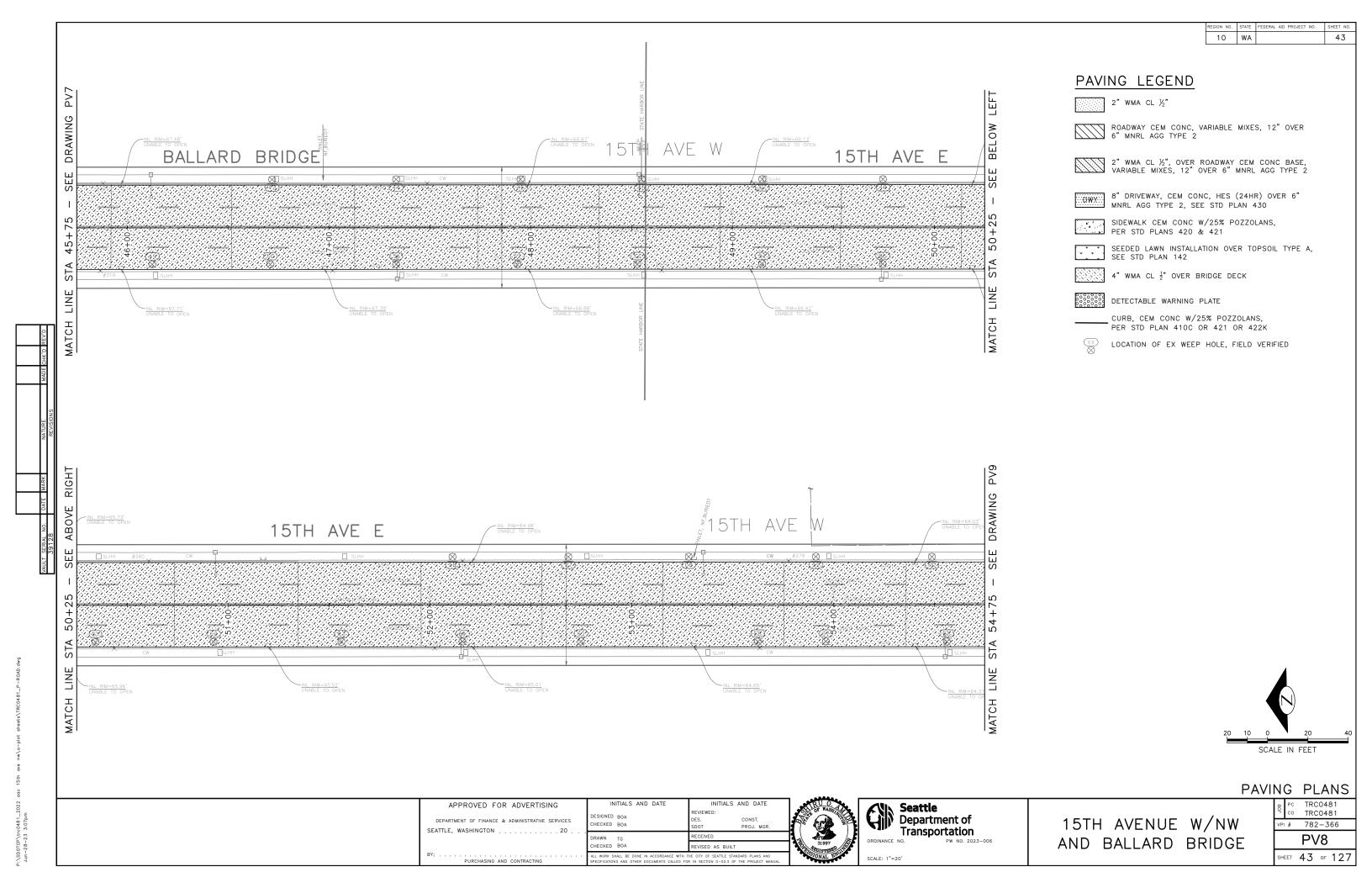
Transportation

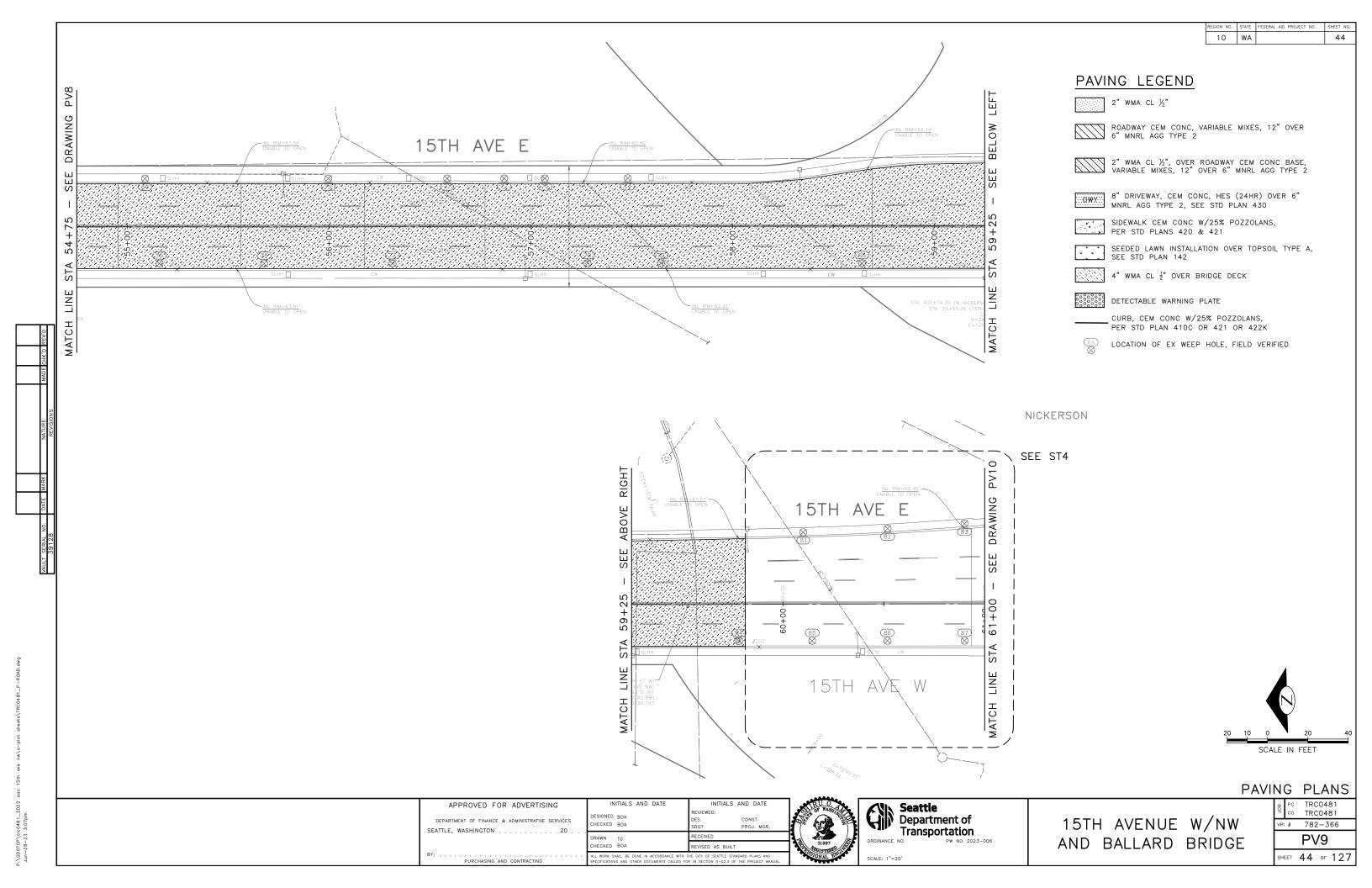
VPI # 782-366 PV5 SHEET 40 OF 127

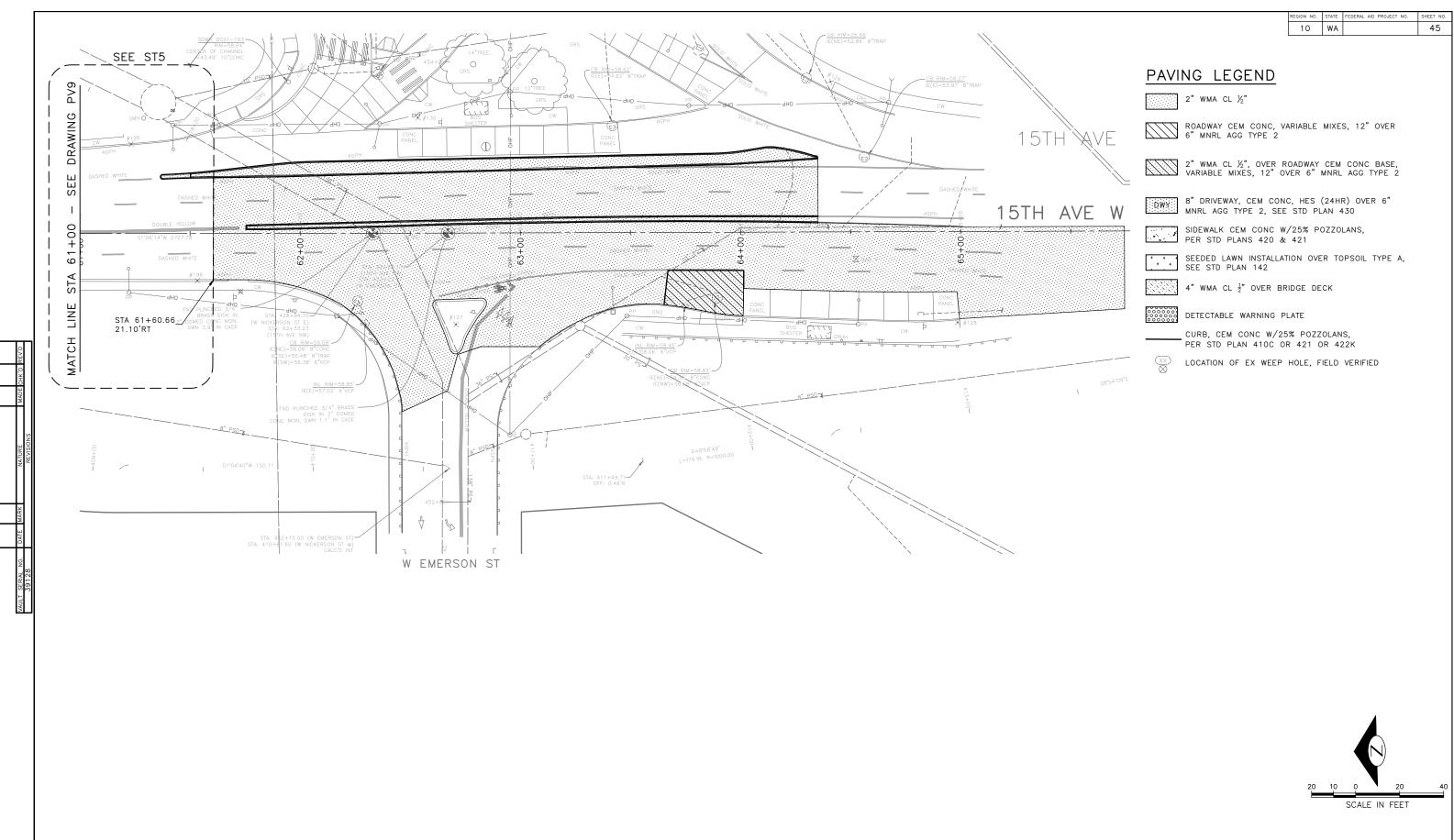
AND BALLARD BRIDGE











INITIALS AND DATE

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MA

CHECKED BOA

APPROVED FOR ADVERTISING

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON . . . . . . . . . . . . . 20 .

INITIALS AND DATE

**Seattle**Department of

Transportation

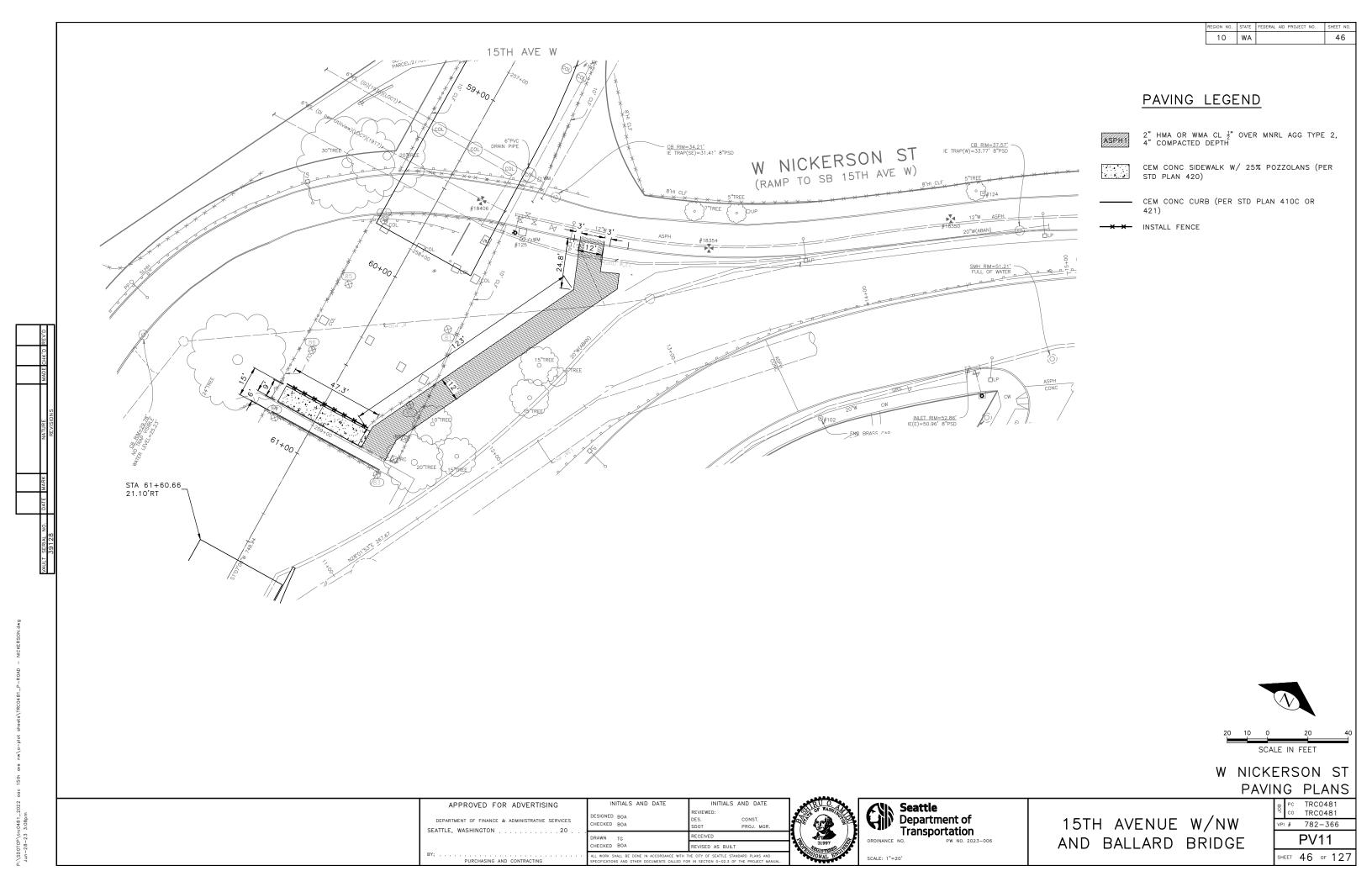
PAVING PLANS

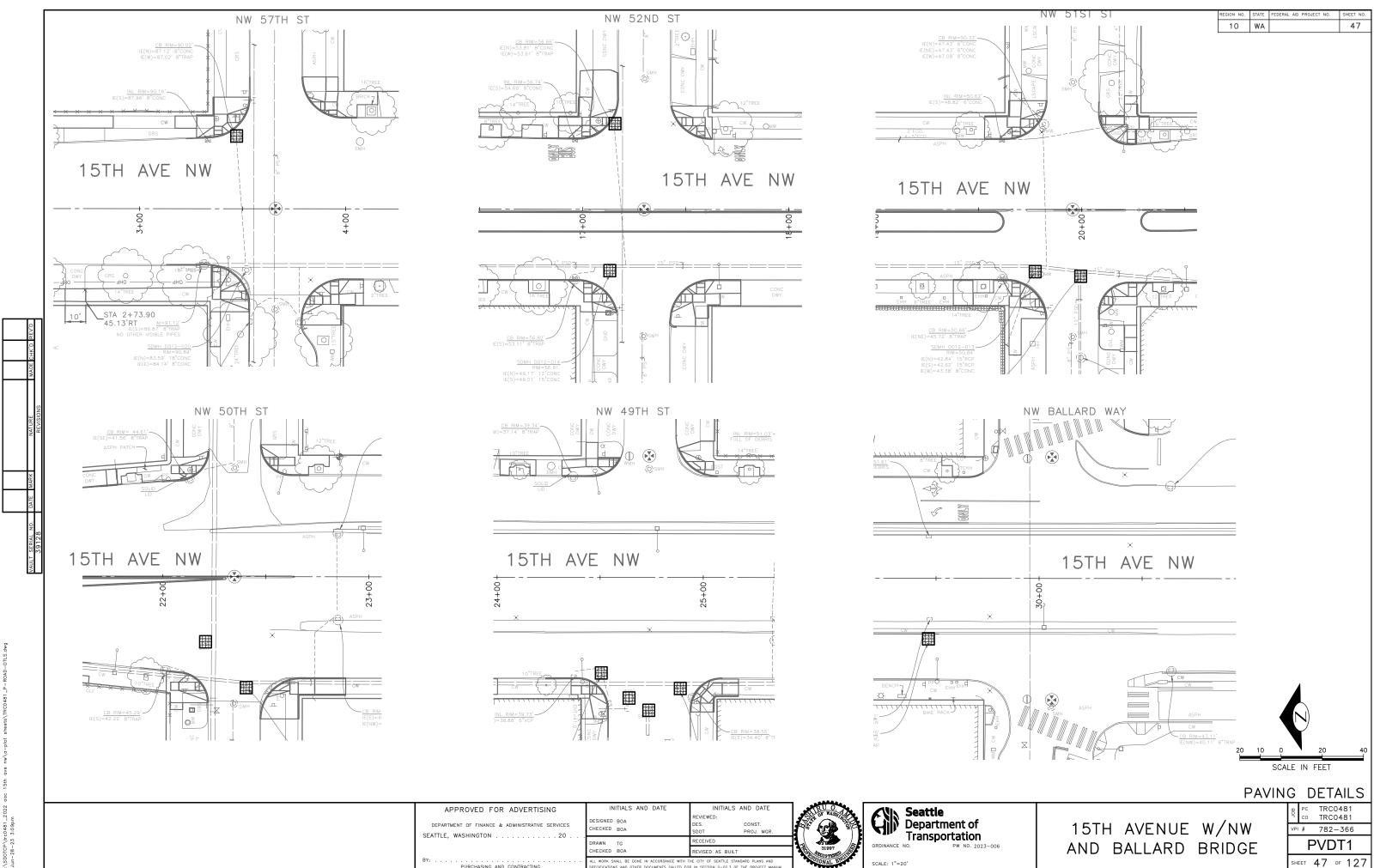
PC TRC0481
TRC0481

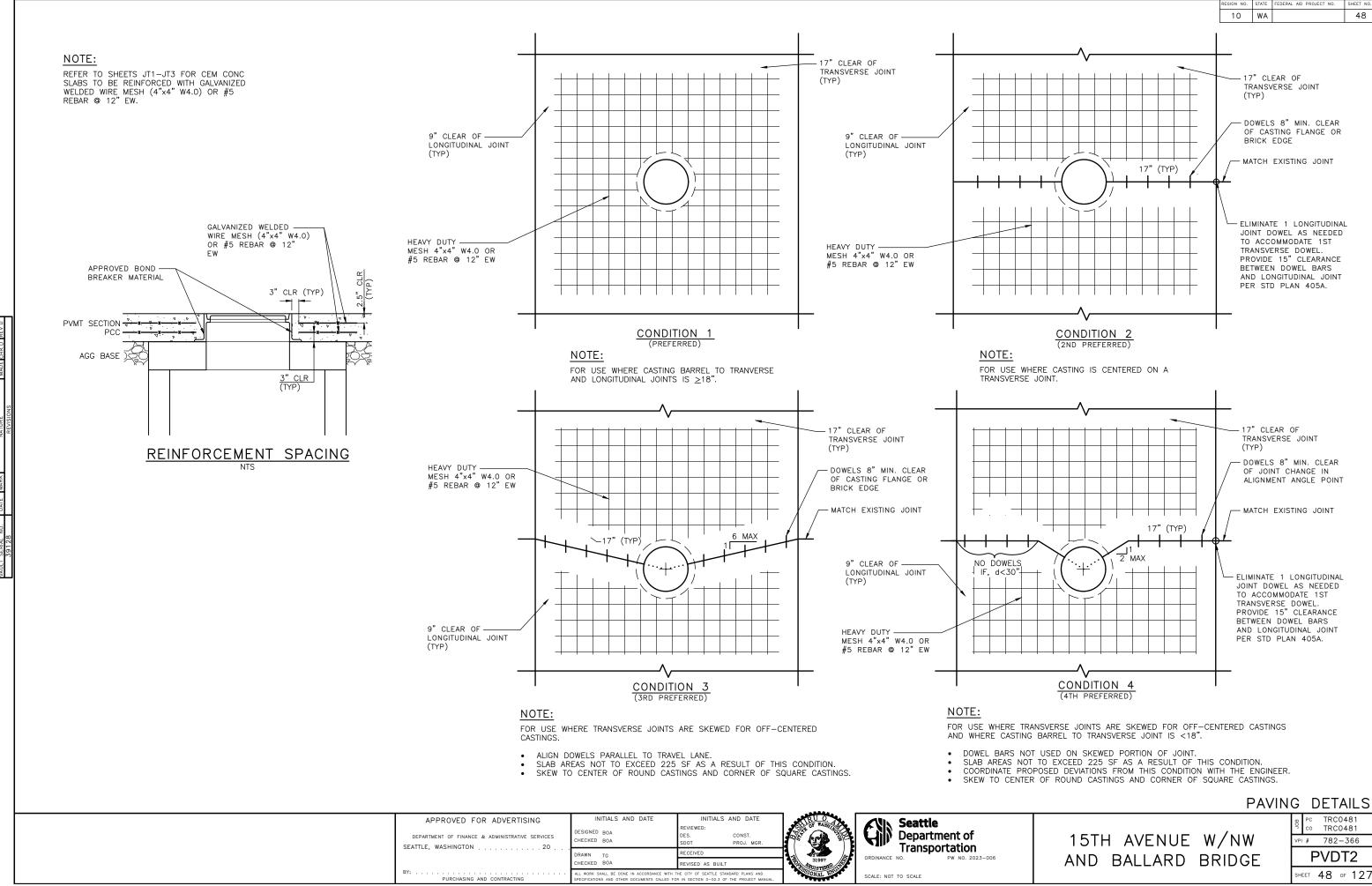
15TH AVENUE W/NW
AND BALLARD BRIDGE

PV10

SHEET 45 OF 127

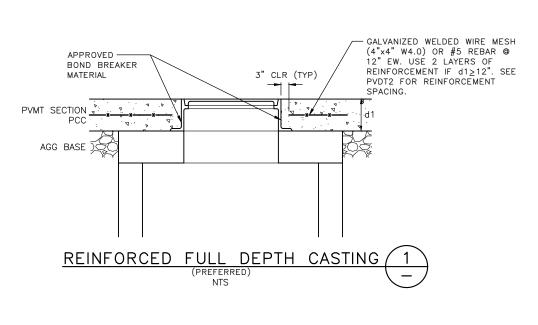


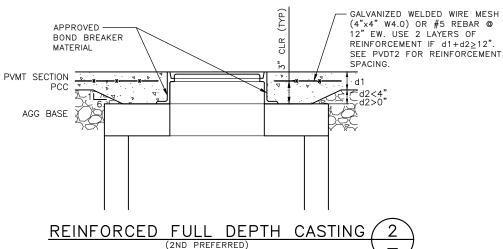


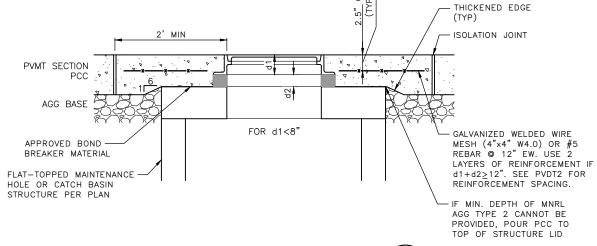


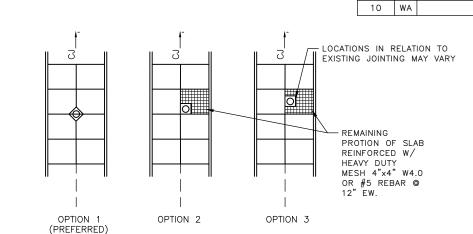
VPI # 782-366

HEET 48 OF 127

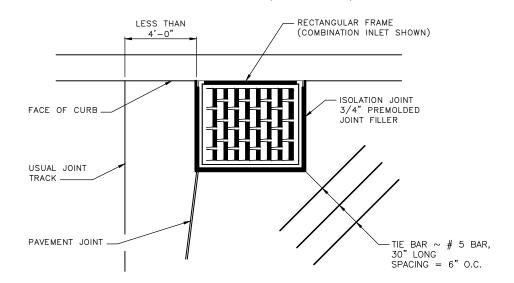


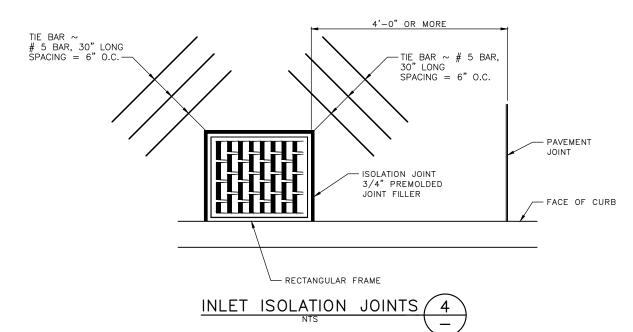






### ACCEPTABLE OPTIONS FOR APPROVED BLOCKOUT (PAVING DETAIL 4)





PAVING DETAILS TRC0481 TRC0481 15TH AVENUE W/NW

VPI # 782-366 PVDT3

HEET 49 OF 127

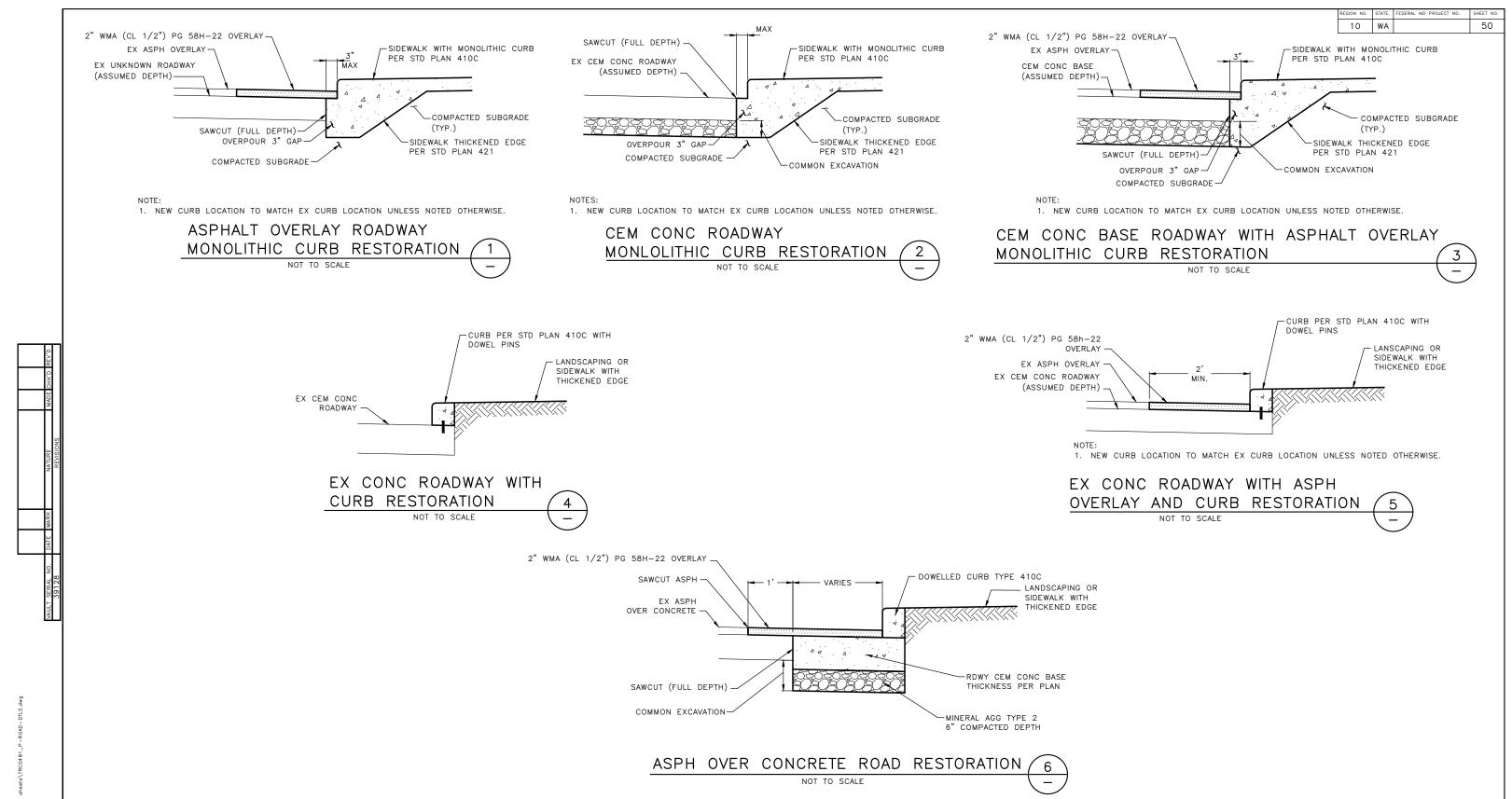
49

INITIALS AND DATE INITIALS AND DATE APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . . 20 . ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MA

REINFORCED BLOCK OUT (3)

Seattle Department of Transportation

AND BALLARD BRIDGE



PAVING DETAILS

APPROVED FOR ADVERTISING

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON

DRAWN TG
CHECKED BOA

PURCHASING AND CONTRACTING

PURCHASING AND CONTRACTING

INITIALS AND DATE
REVIEWED:
DES. CONST.
SDOT PROJ. MGR.

PROJ. MGR.

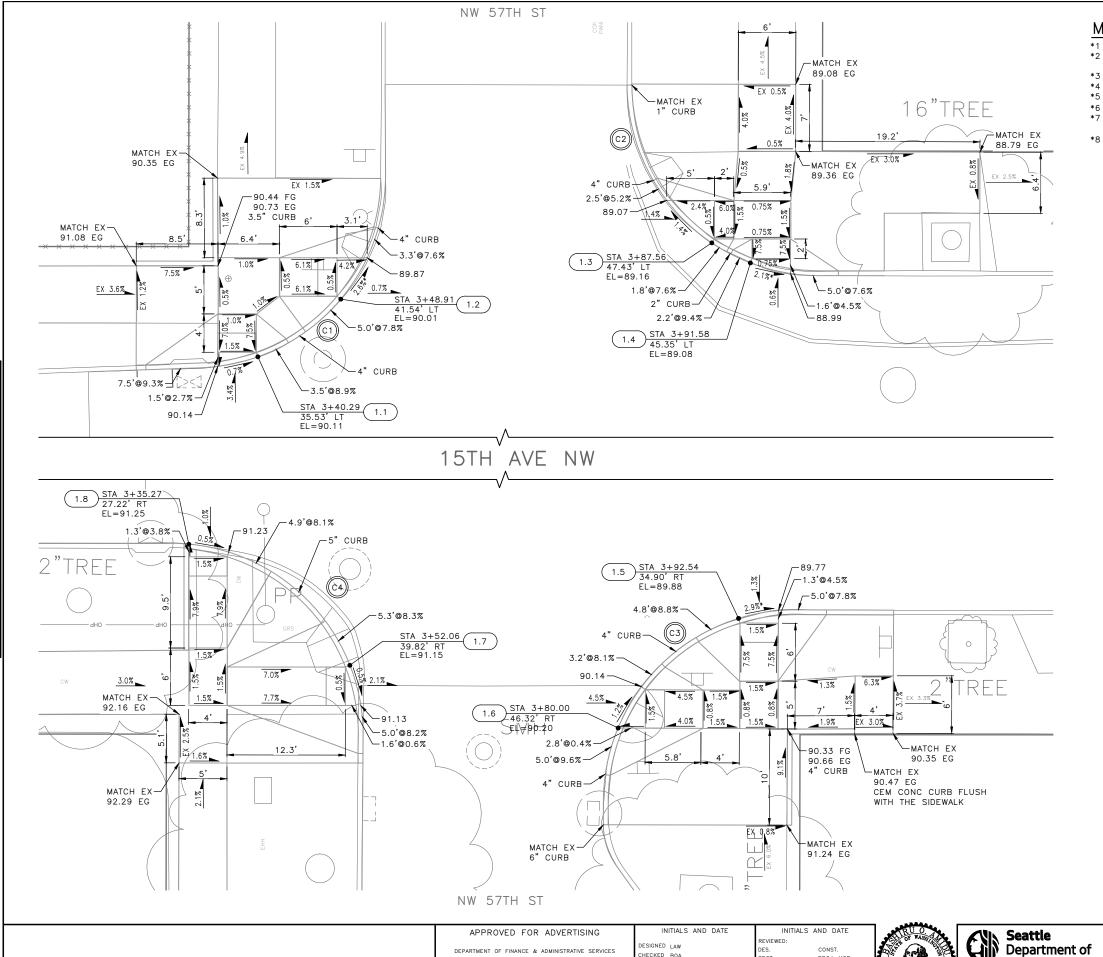
RECEIVED
REVIED AS BUILT
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND
SPECIMENTONIS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.





15TH AVENUE W/NW AND BALLARD BRIDGE

PC TRC0481
rc0 TRC0481
re1 782-366
re2 782-366
re2 782-366
re3 782-366



SEATTLE, WASHINGTON . . . . . . . . . . . . 20

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M

### MEF CODES

- \*1 RIGHT-OF WAY AVAILABILITY \*2 ROADWAY STRUCTURAL CONSTRAINT;
- WALL, AREAWAY, OR BRIDGE

- \*3 ADJACENT DEVELOPED FACILITY

  \*4 DRAINAGE

  \*5 HISTORIC FEATURE

  \*6 EXISTING ROAD/SIDEWALK SLOPES

  \*7 EXISTING UTILITY VAULT OR UTILITY
  STRUCTURE
- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

#### 10 WA 51

### GENERAL NOTES

- SEE SITE PREPARATION AND PAVING PLANS FOR ADDITIONAL INFORMATION OF BELOW AND ABOVE SURFACE FEATURES.
- 2. SEE PAVING PLANS FOR ALIGNMENT INFORMATION.

#### LEGEND

· · · · GRADE BREAK

#### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY	
(C1)	RADIUS POINT	3+33.57	54.37'LT	N/A		
	PC	3+34.29	34.38'LT	90.15	Δ=87*12'31"	
	1/4	3+41.67	36.08'LT	90.10'	L=30.44'	
	1/2	3+47.88	40.39'LT	90.05'	R=20.00'	
	3/4	3+52.05	46.71'LT	89.85'	T=19.05'	
	PT	3+53.57	54.12'LT	89.54		

#### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
(C2)	RADIUS POINT	3+98.72	64.00'LT	N/A	
	PC	3+78.72	63.86'LT	88.54	Δ=89°31'58"
	1/4	3+80.29	56.26'LT	88.95	L=31.25'
	1/2	3+84.64	49.82'LT	89.14'	R=20.00'
	3/4	3+91.11	45.53'LT	89.09'	T=19.84'
	PT	3+98.73	44.03'LT	88.93'	

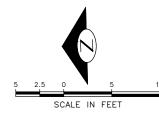
#### CURB RETURN

NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	3+98.47	54.00'RT	N/A	
(C3)	PC	3+78.48	53.39'RT	90.46	Δ=88*15'3"
_	1/4	3+80.17	45.92'RT	90.20'	L=30.81'
	1/2	3+84.55	39.64'RT	90.07	R=20.00' T=19.40'
	3/4	3+90.96	35.46'RT	89.89'	1=19.40
	PT	3+98.48	34.00'RT	89.73'	

#### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
(C4)	RADIUS POINT	3+33.44	47.10'RT	N/A	
	PC	3+33.46	27.14'RT	91.27	Δ=89*32'24"
	1/4	3+41.08	28.65'RT	91.23	L=31.26'
	1/2	3+47.54	32.95'RT	91.19'	R=20.00'
	3/4	3+51.88	39.39'RT	91.15	T=19.84'
	PT	3+53.44	47.00'RT	91.11'	

XX	STD PLAN	MEF CODE
1.1	422D	-
1.2	422D	*6
1.3	422D	-
1.4	422D	*6
1.5	422D	*6
1.6	422D	_
1.7	422D	_
1.8	422D	_



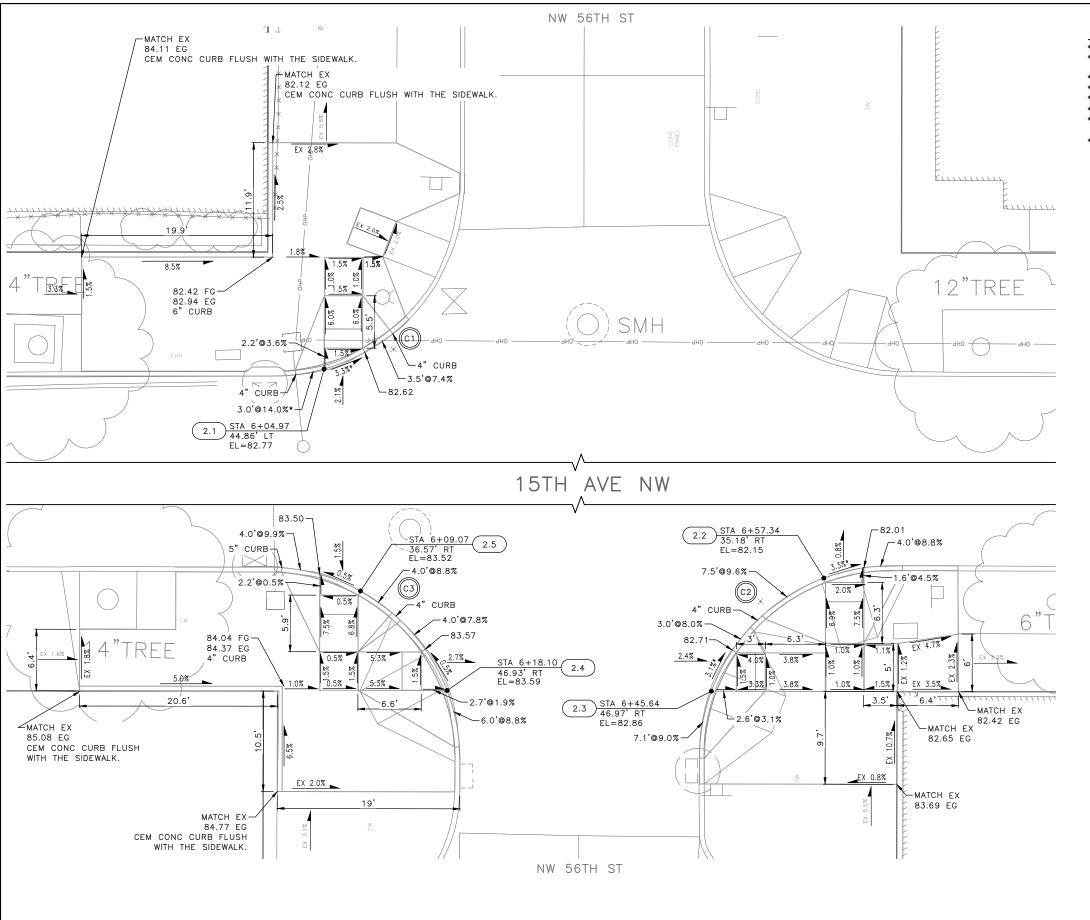
NW 57TH ST CURB RAMP PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

Transportation

TRC0481 TRC0481 VPI # 782-366 CR1

SHEET 51 OF 127



- \*1 RIGHT-OF WAY AVAILABILITY
- \*2 ROADWAY STRUCTURAL CONSTRAINT; WALL, AREAWAY, OR BRIDGE

- \*3 ADJACENT DEVELOPED FACILITY

  \*4 DRAINAGE

  \*5 HISTORIC FEATURE

  \*6 EXISTING ROAD/SIDEWALK SLOPES

  \*7 EXISTING UTILITY VAULT OR UTILITY
  STRUCTURE
- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

10 WA 52

# GENERAL NOTES

- SEE SITE PREPARATION AND PAVING PLANS FOR ADDITIONAL INFORMATION OF BELOW AND ABOVE SURFACE FEATURES.
- 2. SEE PAVING PLANS FOR ALIGNMENT INFORMATION.

#### LEGEND

· · · · GRADE BREAK

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY	
	RADIUS POINT	5+99.58	64.12'LT	N/A		l
((c1))	PC	5+99.54	44.12'LT	82.94	Δ=80°2'31"	ı
	1/4	6+03.47	44.50'LT	82.81'	L=27.94'	ı
	1/2	6+07.26	45.65'LT	82.70'	R=20.00' T=5.70'	ı
	3/4	6+10.74	47.52'LT	82.56'	1=5.70	ı
	PT	6+13.79	50.04'LT	82.42'		

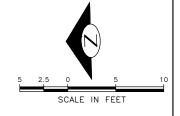
#### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	6+64.40	53.89'RT	N/A	
(C2)	PC	6+44.40	53.95'RT	83.00'	Δ=90*09'21"
	1/4	6+45.91	46.28'RT	82.85'	L=31.47'
	1/2	6+50.24	39.77'RT	82.59'	R=20.00' T=20.05'
	3/4	6+56.73	35.42'RT	82.17	1=20.05
	PT	6+64.39	33.89'RT	81.91'	

#### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	5+99.43	54.10'RT	N/A	
((c3))	PC	5+99.44	34.10'RT	83.47	Δ=89*59'06"
	1/4	6+07.09	35.62'RT	83.51'	L=31.41'
	1/2	6+13.58	39.96'RT	83.55'	R=20.00'
	3/4	6+17.91	46.45'RT	83.59'	T=20.00'
	PT	6+19.43	54.10'RT	83.63'	

(XX)	STD PLAN	MEF CODE
2.1	422D	*6
2.2	422D	*6
2.3	422D	*6
2.4	422D	_
2.5	422D	_



NW 56TH ST CURB RAMP PLANS

INITIALS AND DATE INITIALS AND DATE APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . . 20

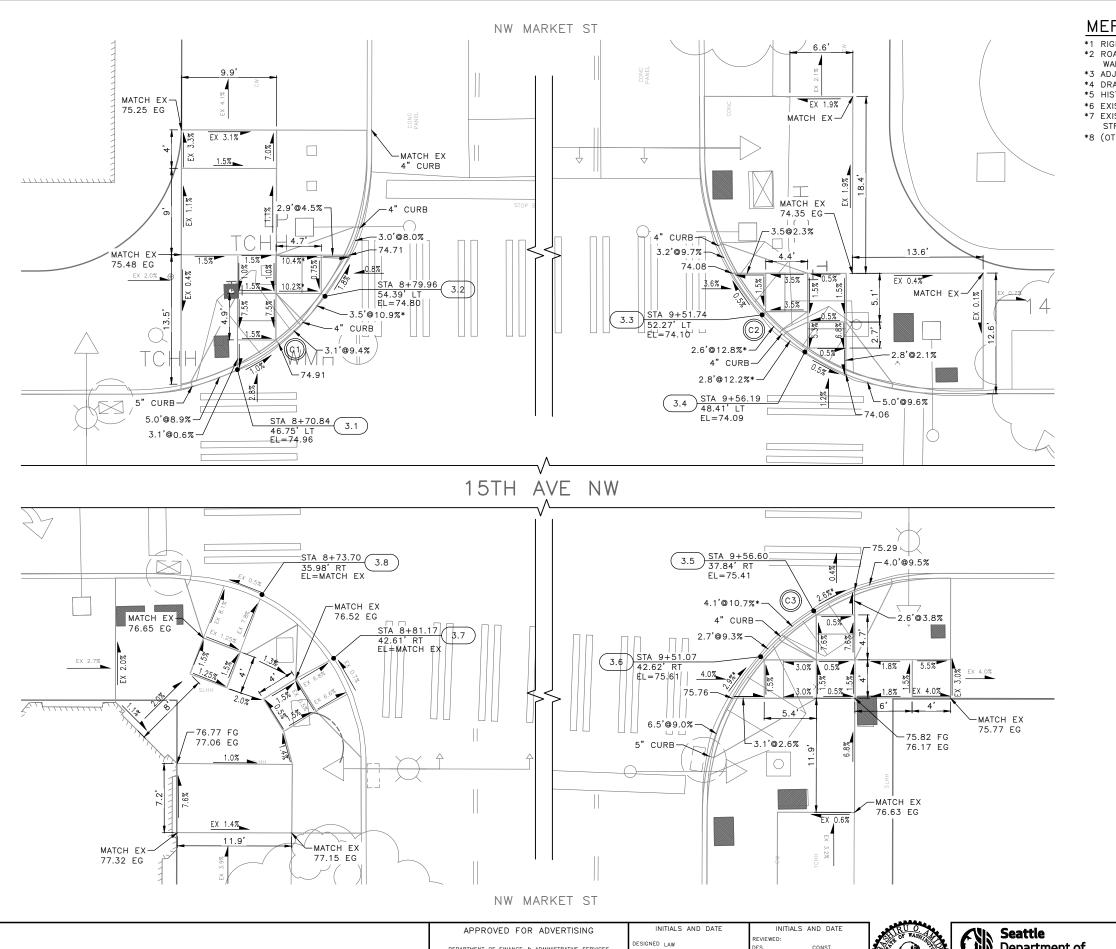




15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CR2

SHEET 52 OF 127



- \*1 RIGHT-OF WAY AVAILABILITY \*2 ROADWAY STRUCTURAL CONSTRAINT; WALL, AREAWAY, OR BRIDGE

- \*3 ADJACENT DEVELOPED FACILITY

  \*4 DRAINAGE

  \*5 HISTORIC FEATURE

  \*6 EXISTING ROAD/SIDEWALK SLOPES

  \*7 EXISTING UTILITY VAULT OR UTILITY
  STRUCTURE
- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

#### 10 WA 53

### GENERAL NOTES

- SEE SITE PREPARATION AND PAVING PLANS FOR ADDITIONAL INFORMATION OF BELOW AND ABOVE SURFACE FEATURES.
- 2. SEE PAVING PLANS FOR ALIGNMENT INFORMATION.

### LEGEND

GRADE BREAK

# CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	8+59.80	69.18'LT	N/A	
(C1)	PC	8+60.11	44.18'LT	75.02	Δ=89*13'52"
_	1/4	8+69.57	46.16'LT	74.97	L=38.93'
	1/2	8+77.58	51.59'LT	74.87	R=25.00'
	3/4	8+82.92	59.66'LT	74.70'	T=24.67'
	PT	8+84.80	69.14'LT	74.37	

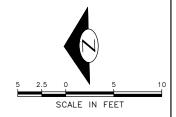
# CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	9+70.23	69.10'LT	N/A	
(C2)	PC	9+45.23	69.07'LT	73.78'	Δ=89*54'55"
0	1/4	9+47.16	59.48'LT	74.06	L=39.23'
	1/2	9+52.56	51.42'LT	74.11	R=25.00' T=24.96'
	3/4	9+60.66	46.00'LT	74.06	1=24.96
	PT	9+70.22	44.10'LT	73.99'	

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	9+70.02	58.93'RT	N/A	
((c3))	PC	9+45.02	58.81'RT	76.08	Δ=89*45'53"
	1/4	9+46.96	49.27'RT	75.83	L=39.17'
	1/2	9+52.39	41.20'RT	75.55	R=25.00'
	3/4	9+60.50	35.81'RT	75.30'	T=24.90'
	PT	9+70.04	33.93'RT	75.00'	

	STD	MEF
(XX)	PLAN	CODE
3.1	422D	*7
3.2	422D	*6,*7
3.3	422D	*6
3.4	422D	*6
3.5	422D	*6
3.6	422D	*6
3.7	422A	*7
3.8	422A	_



NW MARKET ST CURB RAMP PLANS

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

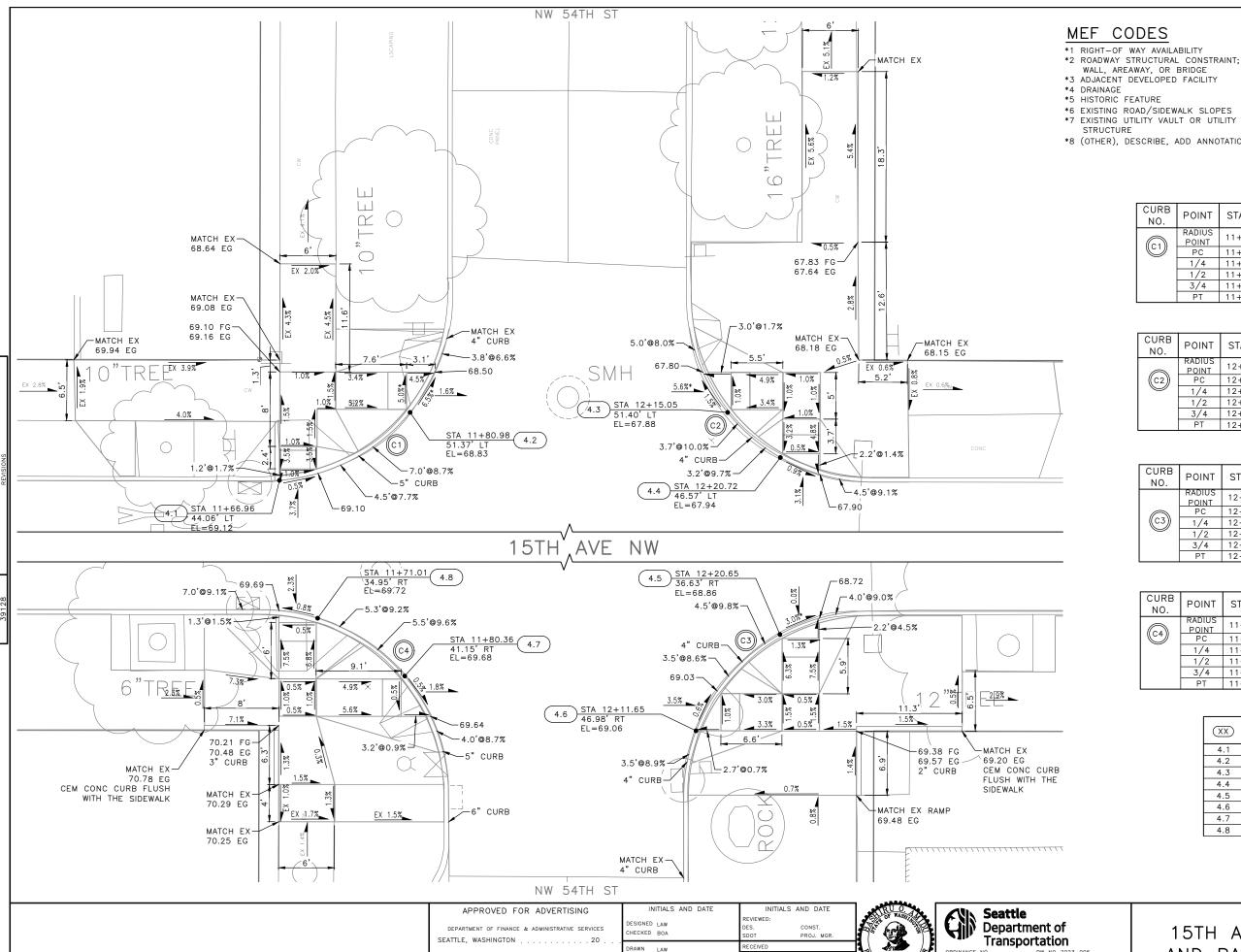




15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CR3

SHEET 53 OF 127



- \*1 RIGHT-OF WAY AVAILABILITY \*2 ROADWAY STRUCTURAL CONSTRAINT;
- WALL, AREAWAY, OR BRIDGE

- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

#### 10 WA 54

### GENERAL NOTES

- SEE SITE PREPARATION AND PAVING PLANS FOR ADDITIONAL INFORMATION OF BELOW AND ABOVE SURFACE FEATURES.
- 2. SEE PAVING PLANS FOR ALIGNMENT

### LEGEND

· · · · GRADE BREAK

### CURB RETURN

NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
(C1)	RADIUS POINT	11+65.48	64.00'LT	N/A	
	PC	11+65.47	44.00'LT	69.13'	Δ=79*18'56"
	1/4	11+72.25	45.19'LT	69.09'	L=27.69'
	1/2	11+78.24	48.60'LT	68.96	R=20.00' T=16.58'
	3/4	11+82.70	53.84'LT	68.64	1-10.30
	PT	11+85.13	60.29 <b>'</b> LT	68.38'	

### CURB RETURN

NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	12+30.63	63.95'LT	N/A	
((c2))	PC	12+10.63	63.97'LT	67.62'	Δ=90*06'32"
	1/4	12+12.14	56.31'LT	67.79	L=31.45'
	1/2	12+16.48	49.81'LT	67.91	R=20.00'
	3/4	12+22.97	45.47'LT	67.95	T=20.04'
	PT	12+30.54	43.94'LT	67.78	

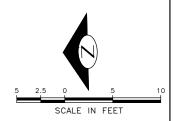
### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	12+30.33	54.12'RT	N/A	
(C3)	PC	12+10.33	54.15'RT	69.02'	Δ=90°01'58"
	1/4	12+11.85	46.49'RT	69.06'	L=31.43'
	1/2	12+16.18	40.00'RT	69.00'	R=20.00' T=20.01'
	3/4	12+22.66	35.65'RT	68.80'	1=20.01
	PT	12+30.32	34.12'RT	68.53'	

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
(C4)	RADIUS POINT	11+65.08	54.05'RT	N/A	
	PC	11+65.09	34.05'RT	69.67	Δ=89*52'00"
	1/4	11+72.75	35.58'RT	69.73	L=31.37'
	1/2	11+79.22	39.90'RT	69.69'	R=20.00' T=19.95'
	3/4	11+83.55	46.37'RT	69.63'	1=19.95
	PT	11+85.08	54.02'RT	69.47	

(XX)	STD	MEF
	PLAN	CODE
4.1	422D	ı
4.2	422D	*6
4.3	422D	*6
4.4	422D	ı
4.5	422D	*6
4.6	422D	-
4.7	422D	1
4.8	422D	-

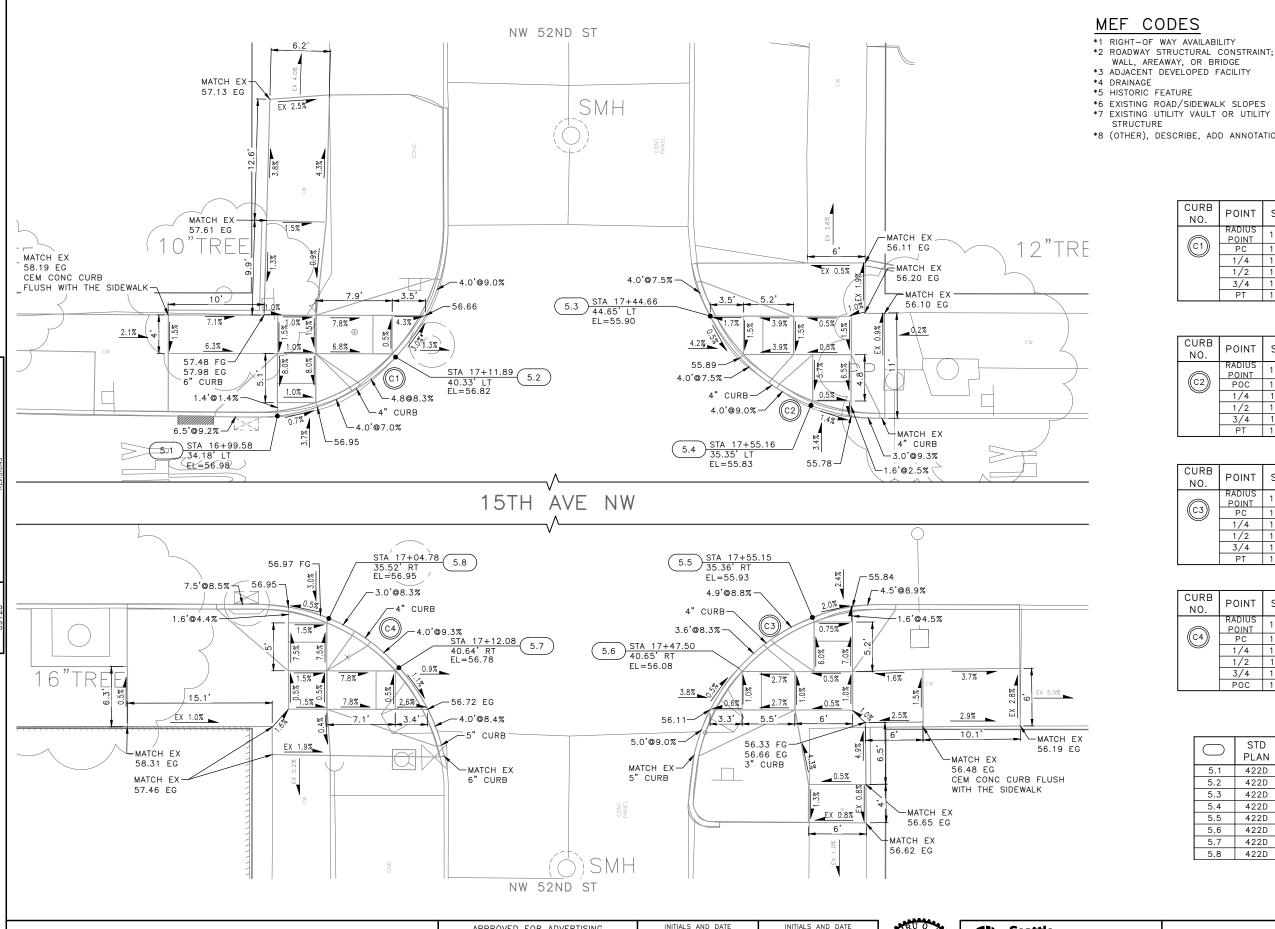


NW 54TH ST CURB RAMP PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CR4

SHEET 54 OF 127



- \*1 RIGHT-OF WAY AVAILABILITY \*2 ROADWAY STRUCTURAL CONSTRAINT; WALL, AREAWAY, OR BRIDGE

- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

#### 10 WA 55

### GENERAL NOTES

- SEE SITE PREPARATION AND PAVING PLANS FOR ADDITIONAL INFORMATION OF BELOW AND ABOVE SURFACE FEATURES.
- 2. SEE PAVING PLANS FOR ALIGNMENT

### LEGEND

· · · · GRADE BREAK

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	16+97.34	54.06'LT	N/A	
(C1)	PC	16+97.14	34.06'LT	57.00'	Δ=90*52'22"
•	1/4	17+04.88	35.53'LT	56.94	L=31.72'
	1/2	17+11.45	39.88'LT	56.84	R=20.00' T=20.31'
	3/4	17+15.83	46.43'LT	56.60'	1=20.31
	PT	17+17.34	54.07'LT	56.31'	

# CURB RETURN

NO.	POINT	STATION	OFFSET	ELEVATION	GEOMETRY
	RADIUS POINT	17+62.33	54.02'LT	N/A	
(C2)	POC	17+42.73	50.02'LT	55.85	Δ=78*28'41"
•	1/4	17+45.21	43.68'LT	55.91'	L=27.39'
	1/2	17+49.67	38.53'LT	55.87	R=20.00' T=16.33'
	3/4	17+55.61	35.18'LT	55.83'	1=16.33
	PT	17+62.32	34.02'LT	55.73	

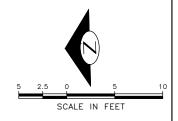
### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	17+62.38	54.01'RT	N/A	
(c3)	PC	17+42.85	49.71'RT	56.13'	Δ=77*33'33"
•	1/4	17+45.39	43.47'RT	56.10'	L=27.07'
	1/2	17+49.85	38.42'RT	56.06'	R=20.00' T=16.07'
	3/4	17+55.73	35.14'RT	55.92'	1=16.07
	PT	17+62.37	34.01'RT	55.78'	

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	16+97.25	54.06'RT	N/A	
((C4))	PC	16+97.20	34.06'RT	56.92'	Δ=77*48'28"
	1/4	17+03.92	35.21'RT	56.97	L=27.16'
	1/2	17+09.81	38.50'RT	56.80'	R=20.00'
	3/4	17+14.28	43.57'RT	56.75	T=16.14'
	POC	17+16.53	48.71'RT	56.62'	

	STD PLAN	MEF CODE
5.1	422D	_
5.2	422D	*6,*7
5.3	422D	1
5.4	422D	_
5.5	422D	-
5.6	422D	-
5.7	422D	1
5.8	422D	_



NW 52ND ST CURB RAMP PLANS

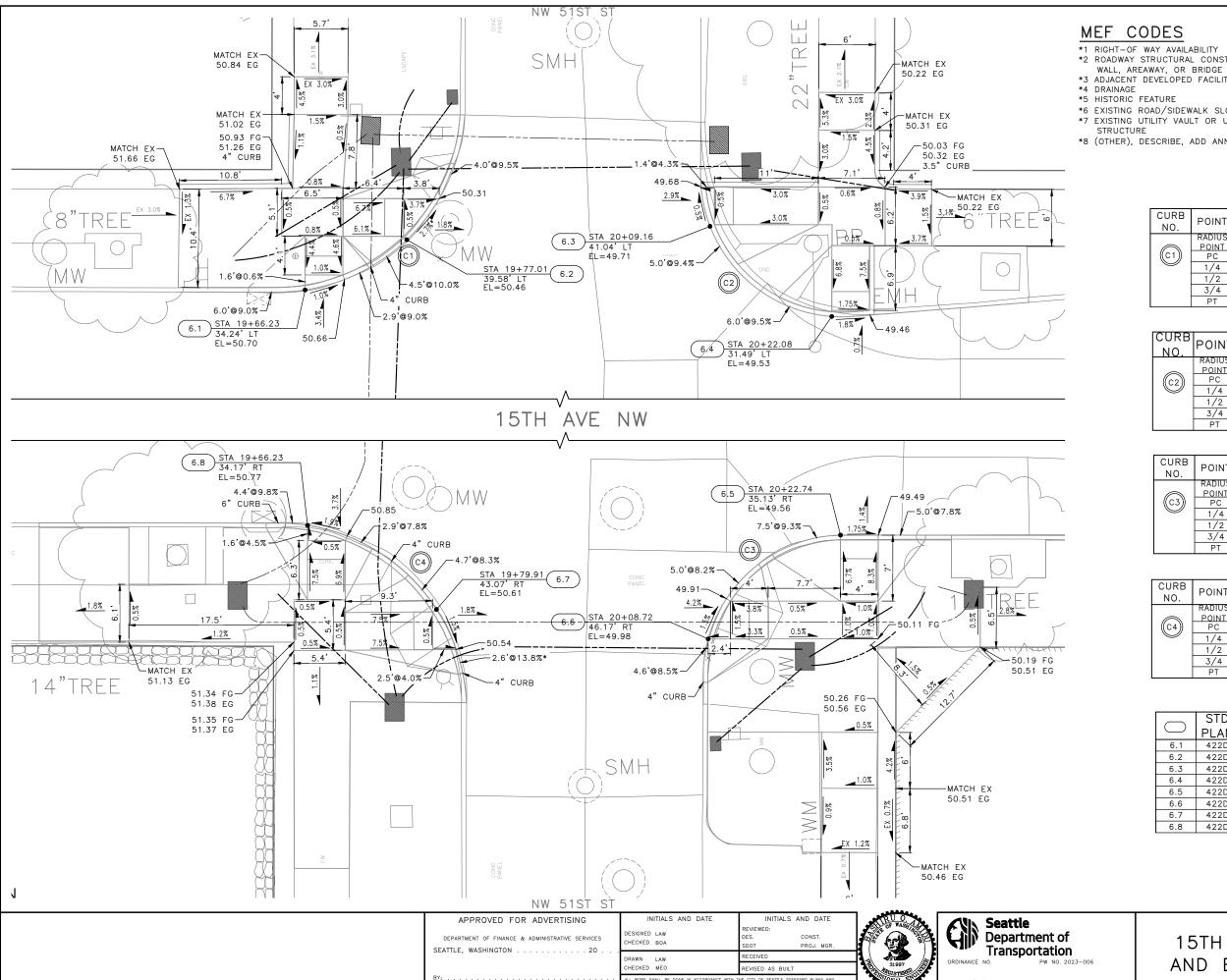
APPROVED FOR ADVERTISING Seattle DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .



15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CR5

SHEET 55 OF 127



- \*2 ROADWAY STRUCTURAL CONSTRAINT;
- \*3 ADJACENT DEVELOPED FACILITY
- \*6 EXISTING ROAD/SIDEWALK SLOPES
- \*7 EXISTING UTILITY VAULT OR UTILITY
- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

10 WA

# GENERAL NOTES

 SEE SITE PREPARATION AND PAVING PLANS FOR ADDITIONAL INFORMATION OF BELOW AND ABOVE SURFACE FEATURES.

56

2. SEE PAVING PLANS FOR ALIGNMENT

### LEGEND

· · · · GRADE BREAK

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	19+63.37	53.80'LT	N/A	
((C1))	PC	19+63.16	34.00'LT	50.72	Δ=86°37'51"
	1/4	19+70.54	35.41'LT	50.66	L=30.24'
	1/2	19+76.88	39.45'LT	50.47	R=20.00' T=18.86'
	3/4	19+81.28	45.54'LT	50.26	1=18.86
	PT	19+83.12	52.82'LT	50.02'	

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LI	NE NE	CURVE GEOMETRY
·····	RADIUS POINT	20+23.15	46.45'LT	N/A	211	
(C2)	PC	20+08.15	46.48'LT	49.67		$\Delta = 94^{4}5'44''$
	1/4	20+09.40	40.45'LT	49.71		L=24.81'
	1/2	20+12.97	35.43'LT	49.67		R=15.00'
	3/4	20+18.25	32.27'LT	49.56		T=16.30'
	PT	20+24.36	31.50'LT	49.51		

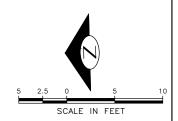
# CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW L ELEVATI		CURVE GEOMETRY	
	RADIUS POINT	20+23.19	50.13'RT	N/A			
(C3)	PC	20+08.19	55.11'RT	50.03		Δ=89*58'11"	ı
	1/4	20+09.33	44.38'RT	49.95	,	L=23.55'	ı
	1/2	20+12.59	39.51'RT	49.87	,	R=15.00' T=14.99'	ı
	3/4	20+17.46	36.27'RT	49.70	,	1=14.99	
	PT	20+23.20	35.13'RT	49.55	,		ш

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	19+63.12	53.93'RT	N/A	
((C4))	PC	19+63.11	33.93'RT	50.71	Δ=87*09'43"
	1/4	19+70.54	33.36'RT	50.85	L=30.43'
	1/2	19+76.90	39.44'RT	50.67	R=20.00' T=19.04'
	3/4	19+81.30	45.59'RT	50.57	1=19.04
	PT	19+83.13	52.94'RT	50.44	

	STD	MEF
	PLAN	CODE
6.1	422D	_
6.2	422D	*6,*7
6.3	422D	_
6.4	422D	_
6.5	422D	_
6.6	422D	_
6.7	422D	*6
6.8	422D	_

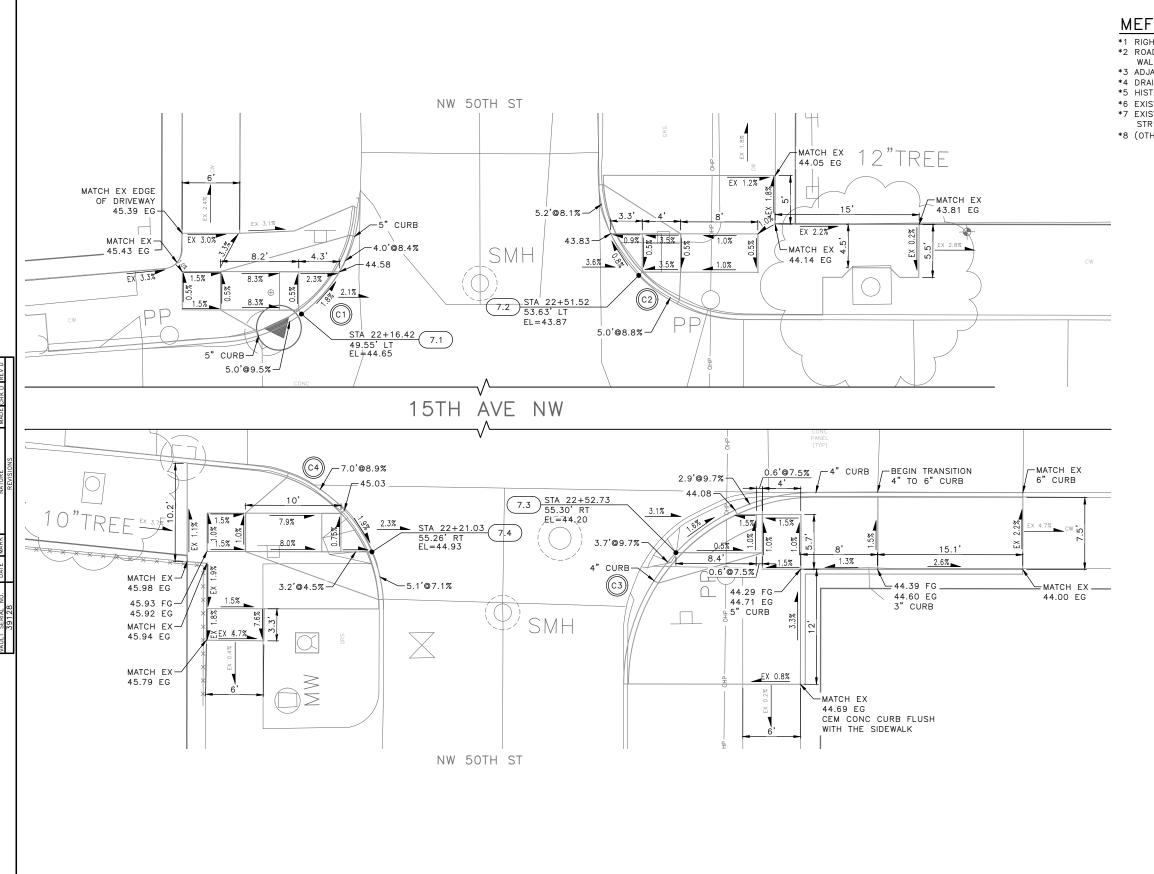


NW 51ST ST CURB RAMP PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CR6

SHEET 56 OF 127



- \*1 RIGHT-OF WAY AVAILABILITY
- \*2 ROADWAY STRUCTURAL CONSTRAINT; WALL, AREAWAY, OR BRIDGE
- \*3 ADJACENT DEVELOPED FACILITY
  \*4 DRAINAGE
  \*5 HISTORIC FEATURE
- \*6 EXISTING ROAD/SIDEWALK SLOPES
  \*7 EXISTING UTILITY VAULT OR UTILITY
  STRUCTURE
- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

10 WA 57

### GENERAL NOTES

- SEE SITE PREPARATION AND PAVING PLANS FOR ADDITIONAL INFORMATION OF BELOW AND ABOVE SURFACE FEATURES.
- 2. SEE PAVING PLANS FOR ALIGNMENT INFORMATION.

### LEGEND

· · · · GRADE BREAK

# CURB RETURN

save	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	22+07.49	61.60'LT	N/A	
((c1))	PC	22+08.72	46.65'LT	44.81	Δ=85*21'12"
	1/4	22+14.07	48.12'LT	44.74	L=22.35'
	1/2	22+18.52	51.44'LT	44.64	R=15.00' T=13.83'
	3/4	22+21.46	56.16'LT	44.54	1=13.83
	PT	22+22.49	61.62'LT	44.43'	

# CURB RETURN

URB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	22+62.31	64.05'LT	N/A	
C2)	PC	22+47.31	64.05'LT	43.73'	Δ=89*56'25"
	1/4	22+48.45	58.31'LT	43.82'	L=23.55'
	1/2	22+51.70	53.45'LT	43.87	R=15.00' T=14.98'
	3/4	22+56.56	50.20'LT	43.79	1=14.98
	PT	22+62.43	49.05'LT	43.71'	

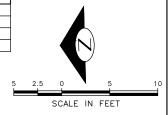
# CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	22+67.30	69.00'RT	N/A	
(c3)	PC	22+47.30	68.98'RT	44.31'	Δ=89*57'25"
	1/4	22+48.79	61.31'RT	44.26	L=31.40'
	1/2	22+53.17	54.85'RT	44.19'	R=20.00' T=19.99'
	3/4	22+59.65	50.52'RT	44.07	1=19.99
	PT	22+67.30	49.00'RT	43.92	

# CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	22+07.26	61.20'RT	N/A	
((C4))	PC	22+08.79	46.28'RT	45.22'	Δ=84°09'25"
	1/4	22+14.04	47.82'RT	45.12'	L=22.03'
	1/2	22+18.39	51.15'RT	45.02'	R=15.00' T=13.54'
	3/4	22+21.26	55.82'RT	44.92'	1=13.54
	PT	22+22.26	61.20'RT	44.84	

	STD PLAN	MEF CODE
7.1	422D	-
7.2	422D	-
7.3	422E	-
7.4	422D	-



NW 50TH ST CURB RAMP PLANS

INITIALS AND DATE INITIALS AND DATE APPROVED FOR ADVERTISING Seattle DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

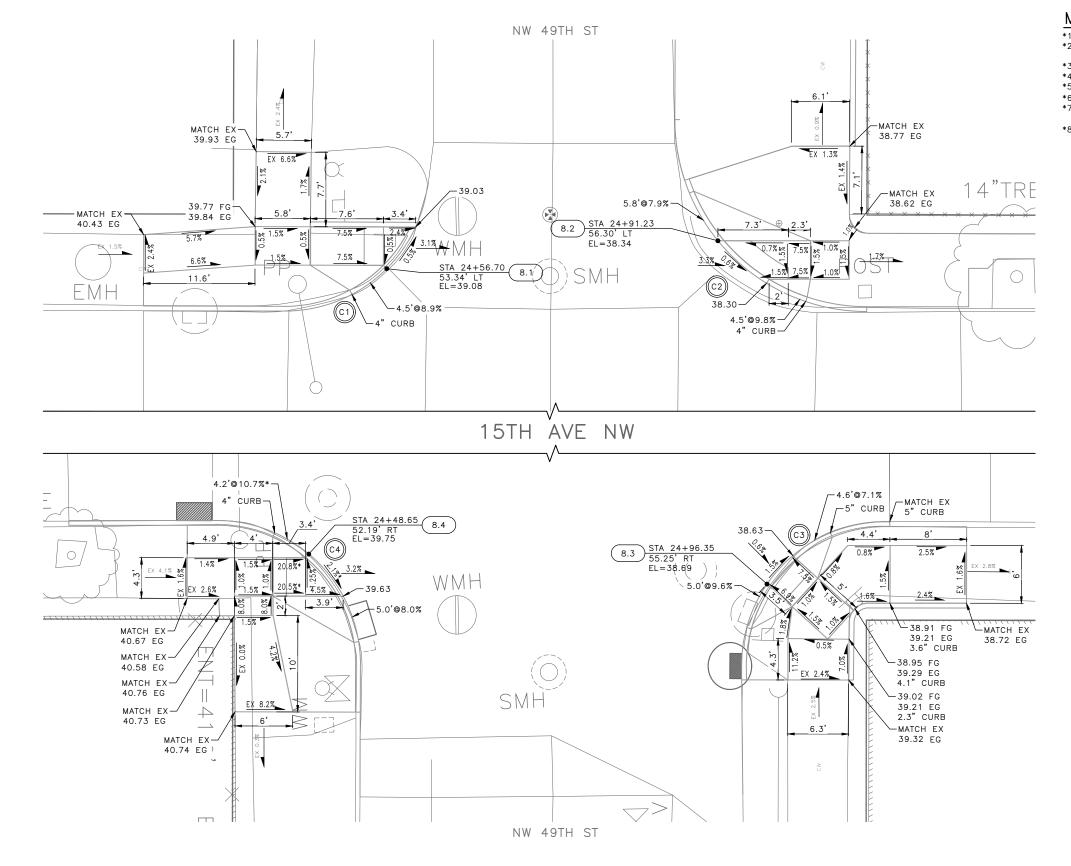




15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CR7

SHEET 57 OF 127



- \*1 RIGHT-OF WAY AVAILABILITY
- \*2 ROADWAY STRUCTURAL CONSTRAINT; WALL, AREAWAY, OR BRIDGE

- \*3 ADJACENT DEVELOPED FACILITY

  \*4 DRAINAGE

  \*5 HISTORIC FEATURE

  \*6 EXISTING ROAD/SIDEWALK SLOPES

  \*7 EXISTING UTILITY VAULT OR UTILITY
  STRUCTURE
- \*8 (OTHER), DESCRIBE, ADD ANNOTATION

#### 10 WA 58

# GENERAL NOTES

- SEE SITE PREPARATION AND PAVING PLANS
   FOR ADDITIONAL INFORMATION OF BELOW
   AND ABOVE SURFACE FEATURES.
- 2. SEE PAVING PLANS FOR ALIGNMENT

### LEGEND

· · · · GRADE BREAK

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	24+46.05	63.91'LT	N/A	
((C1))	PC	24+46.01	48.91'LT	39.23'	Δ=82*50'29"
	1/4	24+51.34	49.88'LT	39.18'	L=21.69'
	1/2	24+55.97	52.65'LT	39.09'	R=15.00'
	3/4	24+59.31	56.89'LT	39.06'	T=13.23'
	POC	24+60.93	62.01'LT	38.85'	

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	25+06.72	68.95'LT	N/A	
((C2))	PC	24+86.72	68.91'LT	38.06'	Δ=89*56'18"
	1/4	24+88.26	61.27'LT	38.30'	L=31.39'
	1/2	24+92.60	54.79'LT	38.35'	R=20.00'
	3/4	24+99.09	50.46'LT	38.27	T=19.98'
	PT	25+06.74	48.95'LT	38.08'	

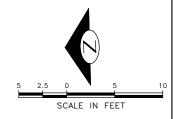
### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
	RADIUS POINT	25+08.76	63.76'RT	N/A	
(c3)	PC	24+93.70	63.79'RT	38.58'	Δ=90°09'28"
	1/4	24+94.83	58.04'RT	38.72'	L=23.60'
	1/2	24+98.08	53.16'RT	38.66'	R=15.00' T=15.04'
	3/4	25+02.96	49.90'RT	38.54	1=15.04
	PT	25+08.71	48.76'RT	38.38'	

### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
)	RADIUS POINT	24+39.04	63.71'RT	N/A	
((c4))	PC	24+39.02	48.71'RT	39.94'	Δ=90*08'37"
	1/4	24+44.77	49.85'RT	39.88'	L=23.60'
	1/2	24+49.65	53.10'RT	39.71	R=15.00' T=15.04'
	3/4	24+52.90	57.98'RT	39.60'	1=15.04
	PT	24+54.04	63.73'RT	39.49'	

	STD PLAN	MEF CODE
8.1	422D	_
8.2	422E	-
8.3	422A	-
8.4	422D	*6



NW 49TH ST CURB RAMP PLANS

APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

INITIALS AND DATE INITIALS AND DATE





15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CR8

SHEET 58 OF 127

- 1. ALL WORK SHALL BE PERFORMED PER CITY OF SEATTLE STD PLANS, STD SPECIFICATION, AND PROJECT MANUAL.
- 2. ALL WORK SHALL BE PERFORMED WITHIN RIGHT-OF-WAY.
- OVERHEAD ELECTRICAL LINES ARE NOT SHOWN ON ALL DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXTENT OF ANY HAZARD CREATED BY OVERHEAD POWER. THE CONTRACTOR SHALL MEET UTILITY OWNERS PRIOR TO CONSTRUCTION AND SHALL UNDERTAKE ALL NECESSARY PRECAUTIONS REQUIRED BY THE LAW AND REGULATIONS, UTILITY OWNERS OR SAFE CONSTRUCTION PRACTICES.
- ENSURE VEHICLE SIGNAL HEAD MINIMUM 17' CLEARANCE (18' ON TRUCK, TROLLEY ROUTES) THROUGH ADJUSTMENT OF SPAN WIRE VERTICAL ATTACHMENT POINT TO STRAIN POLE AS NECESSARY.

### TRAFFIC SIGNAL NOTES

#### UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- CONTRACTOR SHALL MAINTAIN EXISTING SIGNAL OPERATION DURING CONSTRUCTION AND PROVIDE TEMPORARY SIGNAL MODIFICATIONS WHEN NEEDED AND APPROVED BY THE
- ANY SIGNAL ITEMS INCLUDING, BUT NOT LIMITED TO, SIGNAL HEADS, POLE FOUNDATIONS, PEDESTALS, DETECTOR LOOPS, CONDUITS, HANDHOLES, AND ASSOCIATED SPAN WIRES AND CABLES THAT ARE DAMAGED OR DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. REF TO SECT 1-07.13(1)
- 3. ACCESS TO CONTROLLER CABINETS AND ASSOCIATED SIGNAL EQUIPMENT MUST BE AVAILABLE AT ALL TIMES. SPACE MUST BE PROVIDED FOR DOOR SWING.
- 4. FINAL POLE AND CABINET LOCATIONS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR
- 5. CONTRACTOR SHALL INVESTIGATE FOR UNDERGROUND UTILITIES PRIOR TO ANY FOUNDATION EXCAVATION OR CONDUIT TRENCHING TO AVOID DAMAGE TO ANY UNDERGROUND UTILITIES (INCLUDING SIDE SEWERS). ANY CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO ANY CONSTRUCTION WORK
- 6. CONTRACTOR SHALL VERIFY THE CAPACITIES OF ALL EXISTING CONDUITS DESIGNATED FOR USE ON THIS PROJECT. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO ANY CONSTRUCTION WORK.
- 7. CONTRACTOR SHALL COORDINATE WITH SCL/SDOT/SDCI INSPECTORS AT THE START OF CONSTRUCTION FOR INSPECTION REQUIREMENTS AT VARIOUS STAGES OF CONSTRUCTION
- 8. ANY EXCAVATION IN PROXIMITY TO AN EXISTING POLE OR DOWN GUY MUST BE DONE WITHOUT UNDERMINING THEIR STABILITY. CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SUPPORT WHICH MAY BE REQUIRED TO STABILIZE THE POLE. IF EXCAVATION IS DONE WITHIN FIVE FEET (5') OF ANY STREET LIGHT POLE. THE CONTRACTOR MUST PROVIDE TEMPORARY SUPPORT TO BE APPROVED BY THE INSPECTOR.
- 9. NO STREET LIGHTS MAY BE DISCONNECTED WITHOUT APPROVAL. SEE SECTION 2-02.3(3)L.
- 10. CONTRACTOR SHALL CONTACT SDOT TRAFFIC SIGNAL OPERATIONS WHEN TRAFFIC SIGNAL SYSTEM OR TRAFFIC DETECTOR LOOPS MAY BE IMPACTED BY CONSTRUCTION. ADVANCE NOTIFICATION IS REQUIRED. SEE SECTION 1-07.28 SIGNALIZED INTERSECTION.
- 11. CONTRACTOR SHALL ENSURE THAT ALL AERIAL INSTALLATIONS MEET OVERHEAD UTILITY LINES CLEARANCE REQUIREMENTS.
- 12. COORDINATE ALL ENERGIZING AND DE-ENERGIZING OF STREETLIGHT POLES AND STREETLIGHT CONDUCTORS WITH THE SCL ELECTRICAL SERVICE REPRESENTATIVE A MINIMUM OF TEN (10) WORKING DAYS IN ADVANCE.
- 13. ALL WORK NECESSARY TO ADJUST, RELOCATE, REPAIR OR CONSTRUCT ANY PART OF THE SIGNAL UTILITY SHALL BE AT THE CONTRACTOR'S EXPENSE. THIS WORK IS TO BE PERFORMED BY A QUALIFIED SIGNAL CONTRACTOR OR SDOT CREWS.
- 14. IF A CONTROLLER CABINET, HANDHOLE, CONDUIT, POLE, OR PEDESTAL IS TO BE RELOCATED IN A WAY THAT WILL TRIGGER THE NEED TO LENGTHEN THE CABLE RUNS, NEW CABLES SHALL BE INSTALLED FOR THE ENTIRE LENGTH PER CURRENT SDOT STANDARDS. NO SPLICING SHALL BE ALLOWED.
- 15. ALL POLE INSTALLATIONS SHALL BE INSPECTED AT SEVERAL STAGES; INCLUDING BUT NOT LIMITED TO FOUNDATION EXCAVATION, BOLT, REBAR AND CONDUIT INSTALLATIONS, POLE SET FOR PROPER RAKE, LUMINAIRE INSTALLATIONS, WIRING, GROUNDING AND BONDING.
- 16. PRIOR TO CURB INSTALLATION, SIDEWALK INSTALLATION, STREET PAVING, OR TREE INSTALLATION ALL CONDUITS, EXISTING AND NEWLY INSTALLED, MUST BE INSPECTED FOR CONTINUITY. PULL STRINGS SHALL BE PRESENT IN ALL NEW CONDUITS. EXISTING CONDUIT MUST BE ACCOUNTED FOR, BE CLEAR OF DEBRIS, EXTEND ABOVE THE BOTTOM OR TERMINATE IN THE SIDE OF THE HANDHOLE. AND HAVE MOVEMENT IN THE CABLES OR HAVE A PULL STRING AVAILABLE TO SHOW MOVEMENT. ALL CONDUITS THAT ARE ABANDONED SHALL BE LABELED SUCH IN EACH ACCESS THEY PASS THROUGH.
- 17. IF PLAN REQUIRES NEW STEEL STRAIN POLES AND/OR MAST ARM POLES TO BE INSTALLED, PLEASE NOTE; SIGNAL POLES CAN TAKE 4 TO 6 MONTHS OF LEAD TIME TO ACQUIRE. PLEASE ORDER POLES AT THE EARLIEST POSSIBLE DATE. SHOP DRAWINGS AND DETAILS SHALL BE REVIEWED BY THE SIGNAL DESIGN ENGINEER.

#### LEGEND

(SEE SDOT STD PLANS FOR TYPICAL SYMBOLS)

**EXISTING** PROPOSED  $\bowtie$  $\bowtie$ 

SERVICE CABINET

FISH-EYE VIDEO DETECTION CAMERA DIRECTIONAL VIDEO DETECTION CAMERA

VIDEO DETECTION ZONE

NOTES AND LEGEND CHANNELIZATION AND SIGNING PLANS

APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . . . . 20

PURCHASING AND CONTRACTING

INITIALS AND DATE INITIALS AND DATE EVIEWED: HECKED PROJ. MGF RECEIVED ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MA





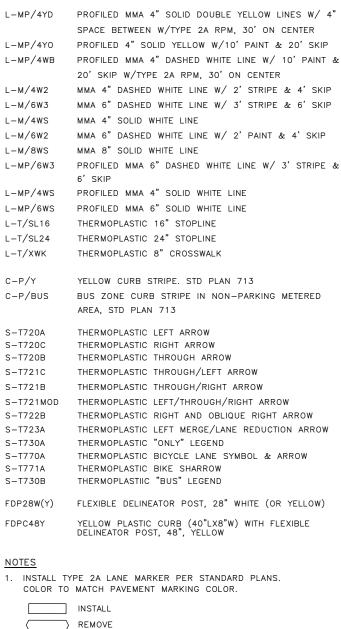
15TH AVENUE W/NW AND BALLARD BRIDGE

PC TRC0481 VPI # 782-366 **CH00** 

SHEET 59 OF 127

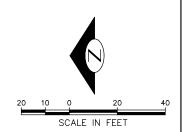






RELOCATE/MAINTAIN

2. SEE LP AND IR PLANS FOR MEDIAN RESTORATION



# CHANNELIZATION AND SIGNING PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CH1 SHEET 60 OF 127

NW 56TH ST NW 57TH ST TYP L-M/8WS TS-10 15TH AVE NW RWS R1 - 1L-T/SL16 TS-10 18" x24" R3-5R RWS R7-NP L-MP/4WS (R7-WI30 R7-NP R3-9C S-T723A W4-2R R1 - 1L-MP/4Y0 R7-1 R1-1 W4-2R R3-502R R1-1 ⊢L-MP/4WB TS-10 SNS MP NW FDP 28Y TS-12 TS-10 R2-30 S5-2 TS-12 L-T/SL16 36"x36", 2 EA R3-2 SNS R7-NP 2 EA R3-2 TS-10 RWS -(R10-18RA) L-M/6W3 R1-1 R1-1 R7-NP L-T/SL16 R3-9E

PW#2023-006

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

APPROVED FOR ADVERTISING

INITIALS AND DATE INITIALS AND DATE HECKED BOA ECEIVED # HECKED BO ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M



L-T/SL16

MARKET 12ST

TS-10

R7-NPR

R8-2HR

TS-10

C-P/Y

TRAFFIC CURB
PER STD PLAN 413b

ADD SECOND SPAN WIRE

M1-M

48x36

R3-5L

R3-5L

L-MP/6WS

R10-18RA

OHM-15NW05

D9-2R

(R10-133)

D9-2

M6-1R

18" x24" ( R7-NP

\_\_\_\_S\_T720C

S-T730A

R3-5RB

R3-7RB

TS-10

RWS

R1-1

R3-5R

(R7-WI30

R3-502R

Seattle Department of

Transportation

W9-1R

R7-NP

W9-1R

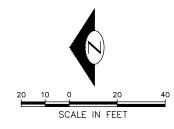
✓ S-T720A

10 WA 61

### CHANNELIZATION LEGEND

L-MP/4YD PROFILED MMA 4" SOLID DOUBLE YELLOW LINES W/ 4" SPACE BETWEEN W/TYPE 2A RPM, 30' ON CENTER L-MP/4Y0PROFILED 4" SOLID YELLOW W/10' PAINT & 20' SKIP L-MP/4WB PROFILED MMA 4" DASHED WHITE LINE W/ 10' PAINT & 20' SKIP W/TYPE 2A RPM, 30' ON CENTER L-M/4W2MMA 4" DASHED WHITE LINE W/ 2' STRIPE & 4' SKIP L-M/6W3MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP MMA 4" SOLID WHITE LINE L-M/4WS MMA 6" DASHED WHITE LINE W/ 2' PAINT & 4' SKIP 1 - M/6W2MMA 8" SOLID WHITE LINE L-M/8WS L-MP/6W3 PROFILED MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP L-MP/4WS PROFILED MMA 4" SOLID WHITE LINE L-MP/6WS PROFILED MMA 6" SOLID WHITE LINE THERMOPLASTIC 16" STOPLINE L-T/SL16 L-T/SL24 THERMOPLASTIC 24" STOPLINE L-T/XWK THERMOPLASTIC 8" CROSSWALK C-P/YYELLOW CURB STRIPE. STD PLAN 713 C-P/BUS BUS ZONE CURB STRIPE IN NON-PARKING METERED AREA, STD PLAN 713 S-T720A THERMOPLASTIC LEFT ARROW S-T720C THERMOPLASTIC RIGHT ARROW THERMOPLASTIC THROUGH ARROW S-T720B S-T721C THERMOPLASTIC THROUGH/LEFT ARROW S-T721B THERMOPLASTIC THROUGH/RIGHT ARROW THERMOPLASTIC LEFT/THROUGH/RIGHT ARROW S-T721MOD S-T722B THERMOPLASTIC RIGHT AND OBLIQUE RIGHT ARROW S-T723A THERMOPLASTIC LEFT MERGE/LANE REDUCTION ARROW S-T730A THERMOPLASTIC "ONLY" LEGEND S-T770A THERMOPLASTIC BICYCLE LANE SYMBOL & ARROW S-T771A THERMOPLASTIC BIKE SHARROW S-T730B THERMOPLASTIIC "BUS" LEGEND FDP28W(Y) FLEXIBLE DELINEATOR POST, 28" WHITE (OR YELLOW) YELLOW PLASTIC CURB (40"LX8"W) WITH FLEXIBLE DELINEATOR POST, 48", YELLOW FDPC48Y **NOTES** 1. INSTALL TYPE 2A LANE MARKER PER STANDARD PLANS. COLOR TO MATCH PAVEMENT MARKING COLOR. INSTALL REMOVE RELOCATE/MAINTAIN

2. SEE LP AND IR PLANS FOR MEDIAN RESTORATION



CHANNELIZATION AND SIGNING PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CH2

HEET 61 OF 127

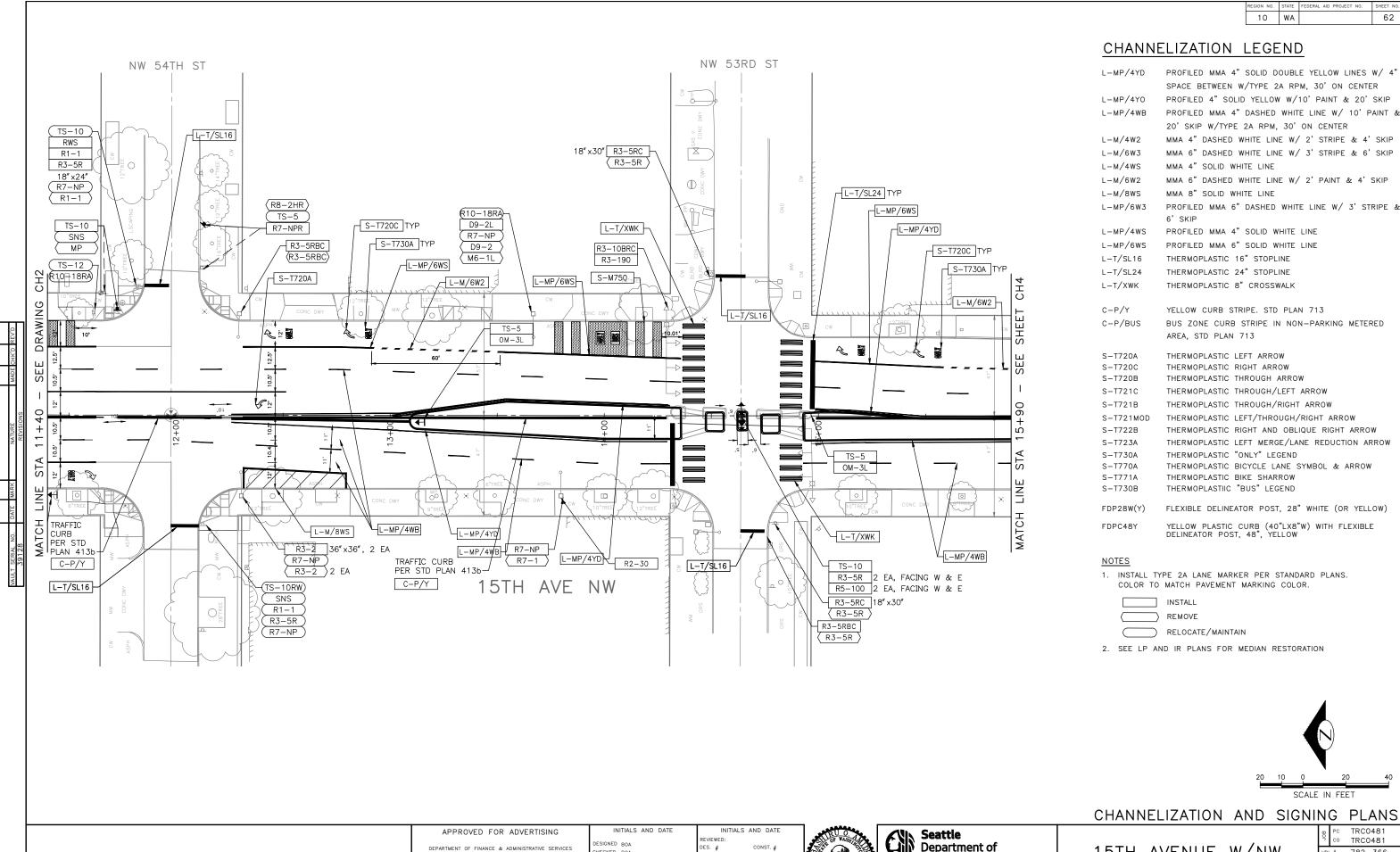
APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . 20 . HECKED BO BY: .....PURCHASING AND CONTRACTING

INITIALS AND DATE INITIALS AND DATE RECEIVED # ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJEC





SCALE: #######



ECEIVED #

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON . . . . . . . . . . . 20 .

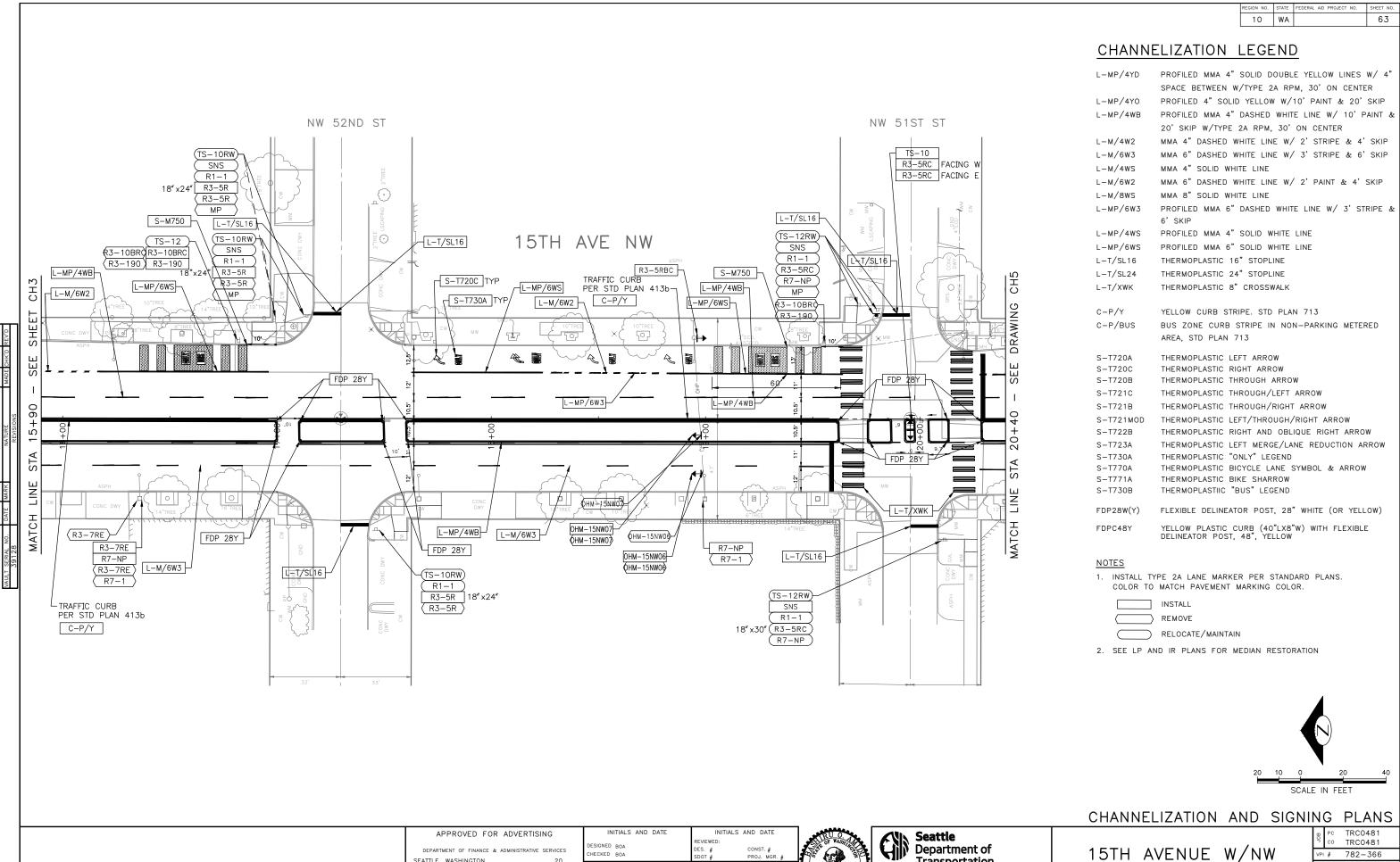
HECKED ROA

HECKED BO

TRC0481 15TH AVENUE W/NW VPI # 782-366 CH3 AND BALLARD BRIDGE HEET 62 OF 127

Transportation

SCALE: #"######



RECEIVED #

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJEC

HECKED BO

SEATTLE, WASHINGTON . . . . . . . . . . . 20 .

BY: .....PURCHASING AND CONTRACTING

Transportation

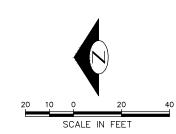
SCALE: #######

VPI # 782-366 CH4 AND BALLARD BRIDGE HEET 63 OF 127

10 WA 64

# CHANNELIZATION LEGEND

L-MP/4YD PROFILED MMA 4" SOLID DOUBLE YELLOW LINES W/ 4" SPACE BETWEEN W/TYPE 2A RPM, 30' ON CENTER L-MP/4YO PROFILED 4" SOLID YELLOW W/10' PAINT & 20' SKIP L-MP/4WB PROFILED MMA 4" DASHED WHITE LINE W/ 10' PAINT & 20' SKIP W/TYPE 2A RPM, 30' ON CENTER L-M/4W2 MMA 4" DASHED WHITE LINE W/ 2' STRIPE & 4' SKIP L-M/6W3 MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP L-M/4WS MMA 4" SOLID WHITE LINE MMA 6" DASHED WHITE LINE W/ 2' PAINT & 4' SKIP I - M/6W2MMA 8" SOLID WHITE LINE L-M/8WS L-MP/6W3 PROFILED MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP L-MP/4WS PROFILED MMA 4" SOLID WHITE LINE L-MP/6WS PROFILED MMA 6" SOLID WHITE LINE THERMOPLASTIC 16" STOPLINE L-T/SL16 L-T/SL24 THERMOPLASTIC 24" STOPLINE L-T/XWK THERMOPLASTIC 8" CROSSWALK C-P/YYELLOW CURB STRIPE. STD PLAN 713 C-P/BUS BUS ZONE CURB STRIPE IN NON-PARKING METERED AREA, STD PLAN 713 S-T720A THERMOPLASTIC LEFT ARROW S-T720C THERMOPLASTIC RIGHT ARROW THERMOPLASTIC THROUGH ARROW S-T720B S-T721C THERMOPLASTIC THROUGH/LEFT ARROW S-T721B THERMOPLASTIC THROUGH/RIGHT ARROW THERMOPLASTIC LEFT/THROUGH/RIGHT ARROW S-T721MOD S-T722B THERMOPLASTIC RIGHT AND OBLIQUE RIGHT ARROW THERMOPLASTIC LEFT MERGE/LANE REDUCTION ARROW S-T723A S-T730A THERMOPLASTIC "ONLY" LEGEND S-T770A THERMOPLASTIC BICYCLE LANE SYMBOL & ARROW S-T771A THERMOPLASTIC BIKE SHARROW THERMOPLASTIIC "BUS" LEGEND S-T730B FDP28W(Y) FLEXIBLE DELINEATOR POST, 28" WHITE (OR YELLOW) YELLOW PLASTIC CURB (40"LX8"W) WITH FLEXIBLE DELINEATOR POST, 48", YELLOW FDPC48Y **NOTES** 1. INSTALL TYPE 2A LANE MARKER PER STANDARD PLANS. COLOR TO MATCH PAVEMENT MARKING COLOR. INSTALL REMOVE RELOCATE/MAINTAIN 2. SEE LP AND IR PLANS FOR MEDIAN RESTORATION



CHANNELIZATION AND SIGNING PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 CH5 SHEET 64 OF 127

INITIALS AND DATE INITIALS AND DATE APPROVED FOR ADVERTISING Seattle Department of DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED BOA SEATTLE, WASHINGTON . . . . . . . . . . . 20 . Transportation RECEIVED # HECKED BO

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJEC

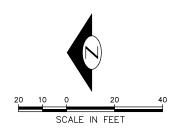
SCALE: #######

REGION NO. STATE FEDERAL AID PROJECT NO. SHEET NO. 65

### CHANNELIZATION LEGEND

PROFILED MMA 4" SOLID DOUBLE YELLOW LINES W/ 4" SPACE BETWEEN W/TYPE 2A RPM. 30' ON CENTER L-MP/4YO PROFILED 4" SOLID YELLOW W/10' PAINT & 20' SKIP PROFILED MMA 4" DASHED WHITE LINE W/ 10' PAINT & 20' SKIP W/TYPE 2A RPM, 30' ON CENTER L-M/4W2MMA 4" DASHED WHITE LINE W/ 2' STRIPE & 4' SKIP L-M/6W3MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP MMA 4" SOLID WHITE LINE L-M/4WS MMA 6" DASHED WHITE LINE W/ 2' PAINT & 4' SKIP I - M/6W2MMA 8" SOLID WHITE LINE L-M/8WS L-MP/6W3 PROFILED MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP L-MP/4WS PROFILED MMA 4" SOLID WHITE LINE L-MP/6WS PROFILED MMA 6" SOLID WHITE LINE L-T/SL16 THERMOPLASTIC 16" STOPLINE L-T/SL24 THERMOPLASTIC 24" STOPLINE L-T/XWK THERMOPLASTIC 8" CROSSWALK C-P/YYELLOW CURB STRIPE. STD PLAN 713 C-P/BUS BUS ZONE CURB STRIPE IN NON-PARKING METERED AREA, STD PLAN 713 S-T720A THERMOPLASTIC LEFT ARROW S-T720C THERMOPLASTIC RIGHT ARROW S-T720B THERMOPLASTIC THROUGH ARROW S-T721C THERMOPLASTIC THROUGH/LEFT ARROW S-T721B THERMOPLASTIC THROUGH/RIGHT ARROW S-T721MOD THERMOPLASTIC LEFT/THROUGH/RIGHT ARROW S-T722B THERMOPLASTIC RIGHT AND OBLIQUE RIGHT ARROW S-T723A THERMOPLASTIC LEFT MERGE/LANE REDUCTION ARROW S-T730A THERMOPLASTIC "ONLY" LEGEND S-T770A THERMOPLASTIC BICYCLE LANE SYMBOL & ARROW S-T771A THERMOPLASTIC BIKE SHARROW S-T730B THERMOPLASTIIC "BUS" LEGEND FDP28W(Y) FLEXIBLE DELINEATOR POST, 28" WHITE (OR YELLOW) FDPC48Y YELLOW PLASTIC CURB (40"LX8"W) WITH FLEXIBLE DELINEATOR POST, 48", YELLOW **NOTES** 1. INSTALL TYPE 2A LANE MARKER PER STANDARD PLANS. COLOR TO MATCH PAVEMENT MARKING COLOR. INSTALL REMOVE RELOCATE/MAINTAIN

2. SEE LP AND IR PLANS FOR MEDIAN RESTORATION  $% \left( 1\right) =\left( 1\right) \left( 1\right)$ 



CHANNELIZATION AND SIGNING PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

PC TRC0481
CO TRC0481
VPI # 782-366
CH6

HEET 65 OF 127

PW#2023-006

INITIALS AND DATE

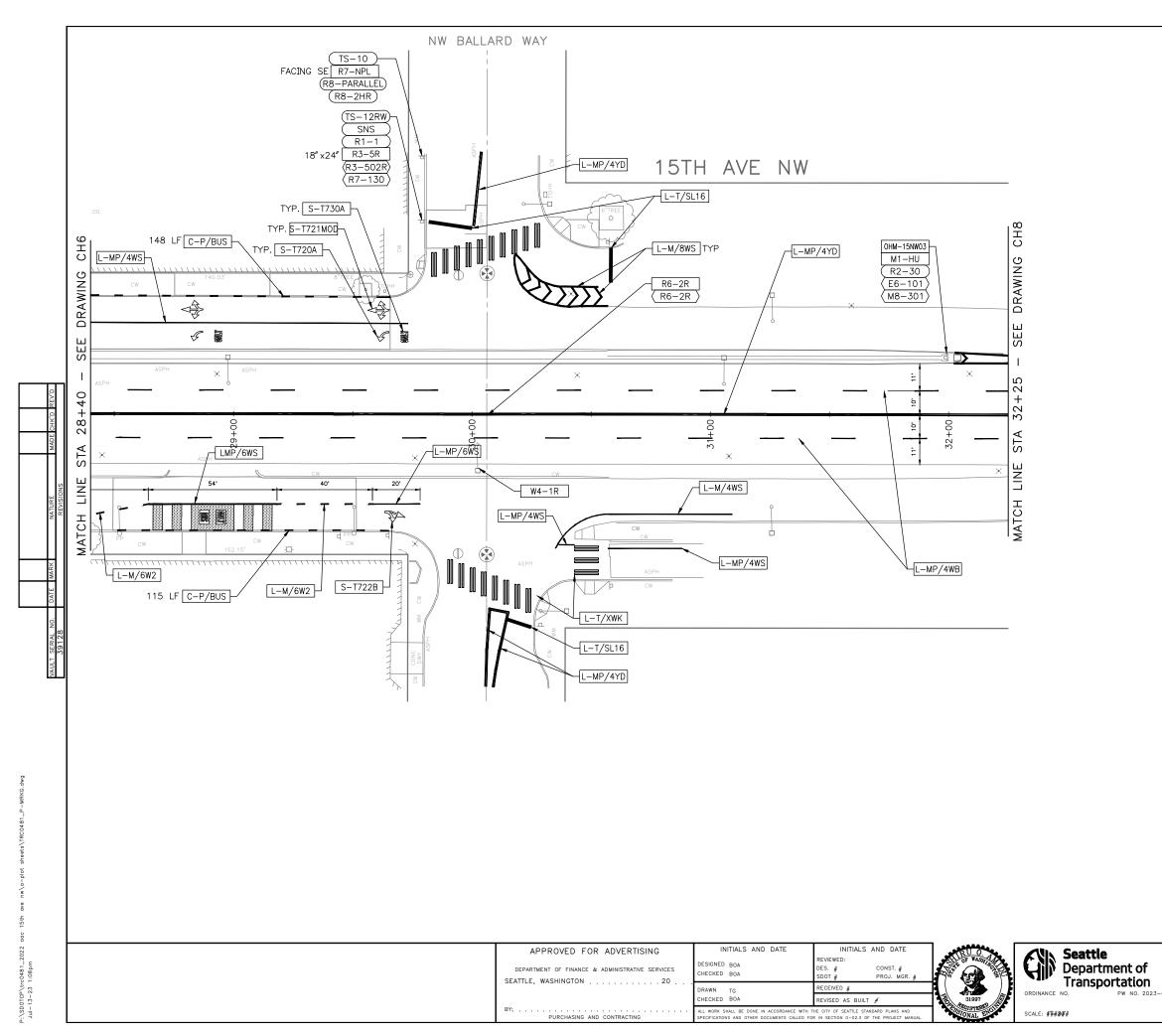
DESIGNED BOA
CHECKED BOA

DRAWN TG
CHECKED BOA

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SHATTLE STANDARD PLANS AND
SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.





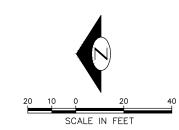


10 WA

66

# CHANNELIZATION LEGEND

PROFILED MMA 4" SOLID DOUBLE YELLOW LINES W/ 4" SPACE BETWEEN W/TYPE 2A RPM, 30' ON CENTER L-MP/4Y0PROFILED 4" SOLID YELLOW W/10' PAINT & 20' SKIP PROFILED MMA 4" DASHED WHITE LINE W/ 10' PAINT & 20' SKIP W/TYPE 2A RPM, 30' ON CENTER L-M/4W2MMA 4" DASHED WHITE LINE W/ 2' STRIPE & 4' SKIP L-M/6W3MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP L-M/4WS MMA 4" SOLID WHITE LINE MMA 6" DASHED WHITE LINE W/ 2' PAINT & 4' SKIP 1 - M/6W2MMA 8" SOLID WHITE LINE L-M/8WS L-MP/6W3 PROFILED MMA 6" DASHED WHITE LINE W/ 3' STRIPE & 6' SKIP L-MP/4WS PROFILED MMA 4" SOLID WHITE LINE L-MP/6WS PROFILED MMA 6" SOLID WHITE LINE THERMOPLASTIC 16" STOPLINE L-T/SL16 L-T/SL24 THERMOPLASTIC 24" STOPLINE L-T/XWK THERMOPLASTIC 8" CROSSWALK C-P/YYELLOW CURB STRIPE. STD PLAN 713 C-P/BUS BUS ZONE CURB STRIPE IN NON-PARKING METERED AREA, STD PLAN 713 S-T720A THERMOPLASTIC LEFT ARROW S-T720C THERMOPLASTIC RIGHT ARROW S-T720B THERMOPLASTIC THROUGH ARROW S-T721C THERMOPLASTIC THROUGH/LEFT ARROW S-T721B THERMOPLASTIC THROUGH/RIGHT ARROW THERMOPLASTIC LEFT/THROUGH/RIGHT ARROW S-T721MOD S-T722B THERMOPLASTIC RIGHT AND OBLIQUE RIGHT ARROW S-T723A THERMOPLASTIC LEFT MERGE/LANE REDUCTION ARROW S-T730A THERMOPLASTIC "ONLY" LEGEND S-T770A THERMOPLASTIC BICYCLE LANE SYMBOL & ARROW S-T771A THERMOPLASTIC BIKE SHARROW S-T730B THERMOPLASTIIC "BUS" LEGEND FDP28W(Y) FLEXIBLE DELINEATOR POST, 28" WHITE (OR YELLOW) YELLOW PLASTIC CURB (40"LX8"W) WITH FLEXIBLE DELINEATOR POST, 48", YELLOW FDPC48Y **NOTES** 1. INSTALL TYPE 2A LANE MARKER PER STANDARD PLANS. COLOR TO MATCH PAVEMENT MARKING COLOR. INSTALL REMOVE RELOCATE/MAINTAIN 2. SEE LP AND IR PLANS FOR MEDIAN RESTORATION



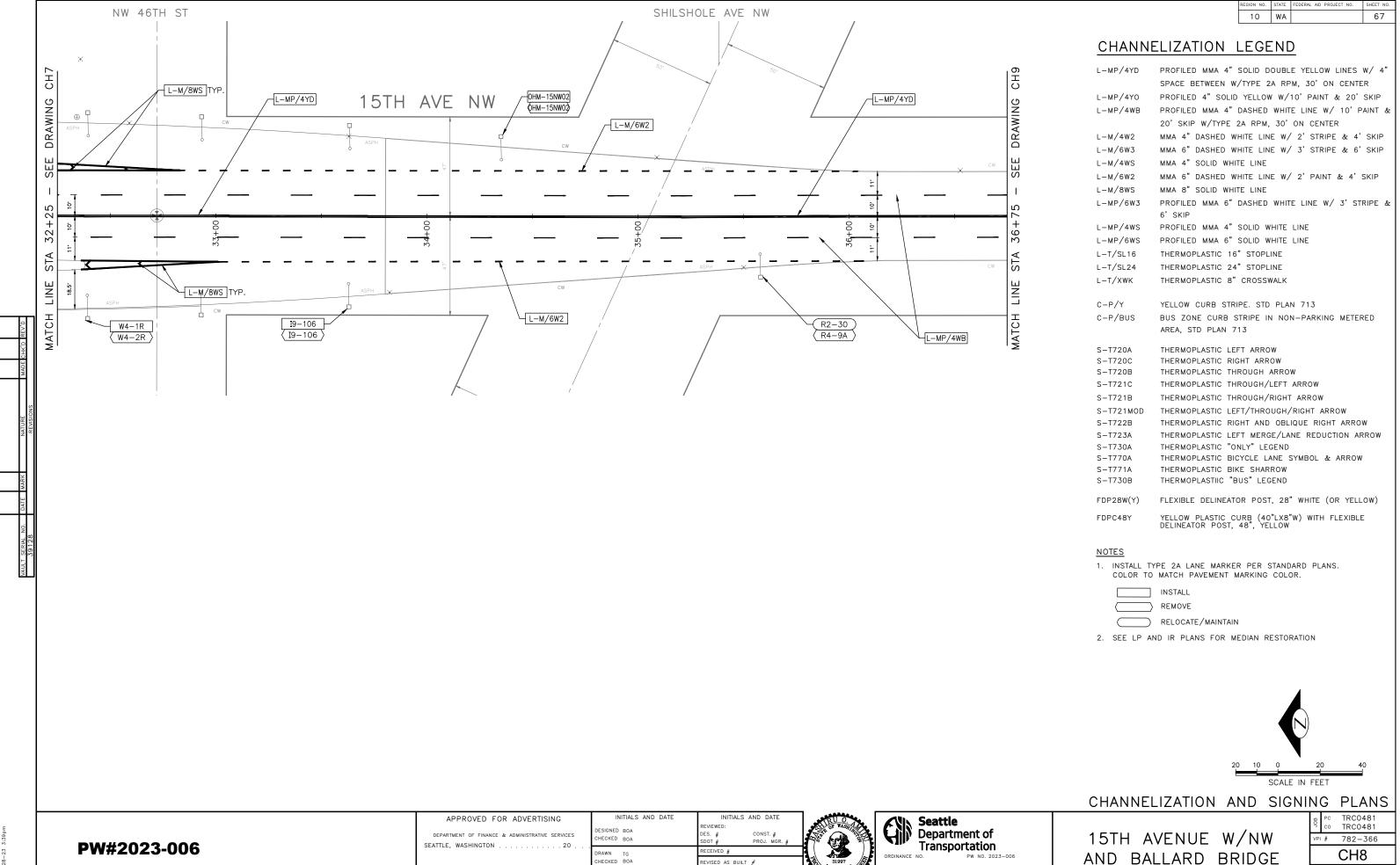
# CHANNELIZATION AND SIGNING PLANS

15TH AVENUE W/NW AND BALLARD BRIDGE

PC TRC0481
co TRC0481
vPI # 782-366
CH7

SHEET 66 OF 127

AND BALLARD BRIDGE

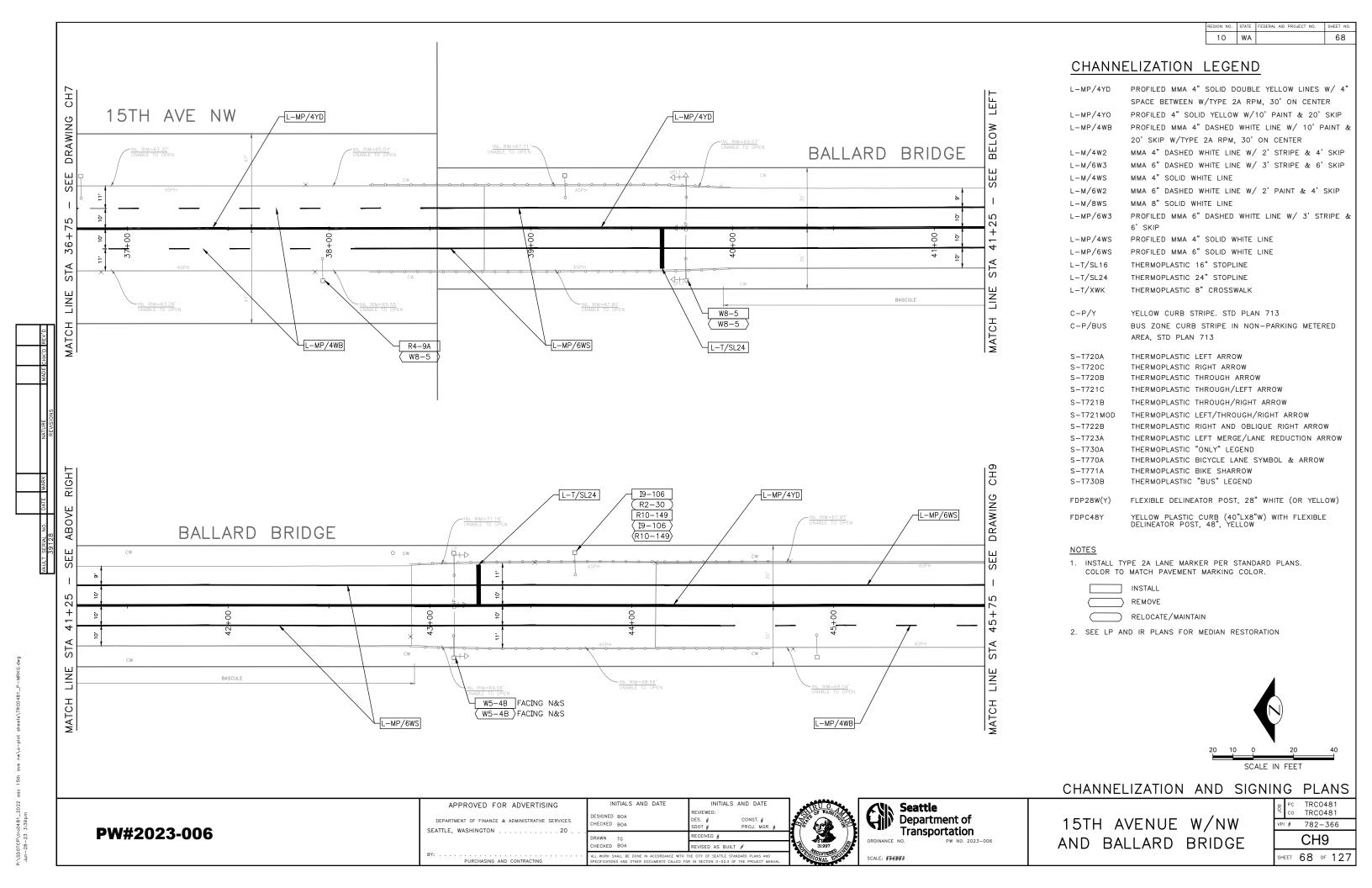


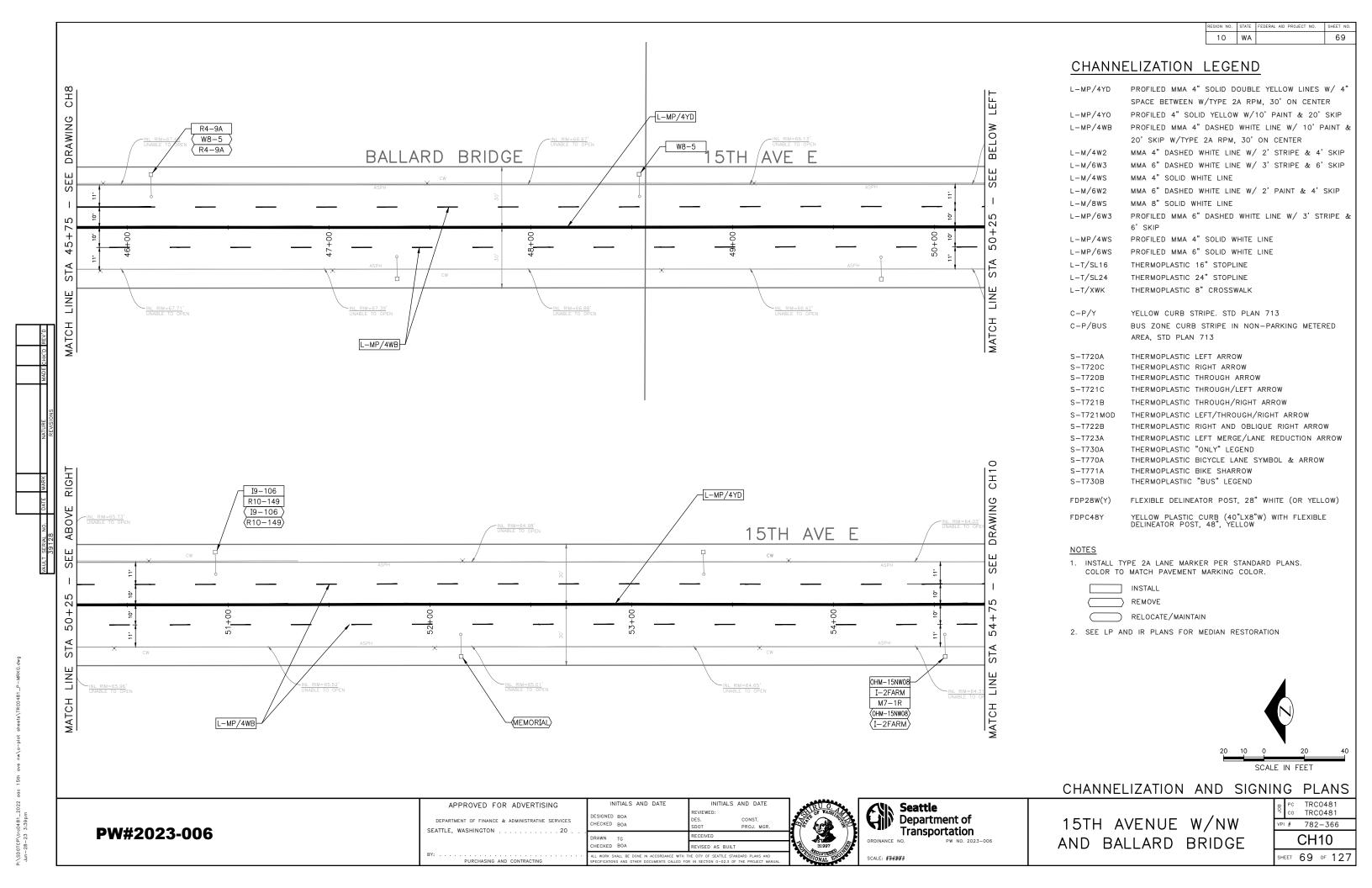
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MA

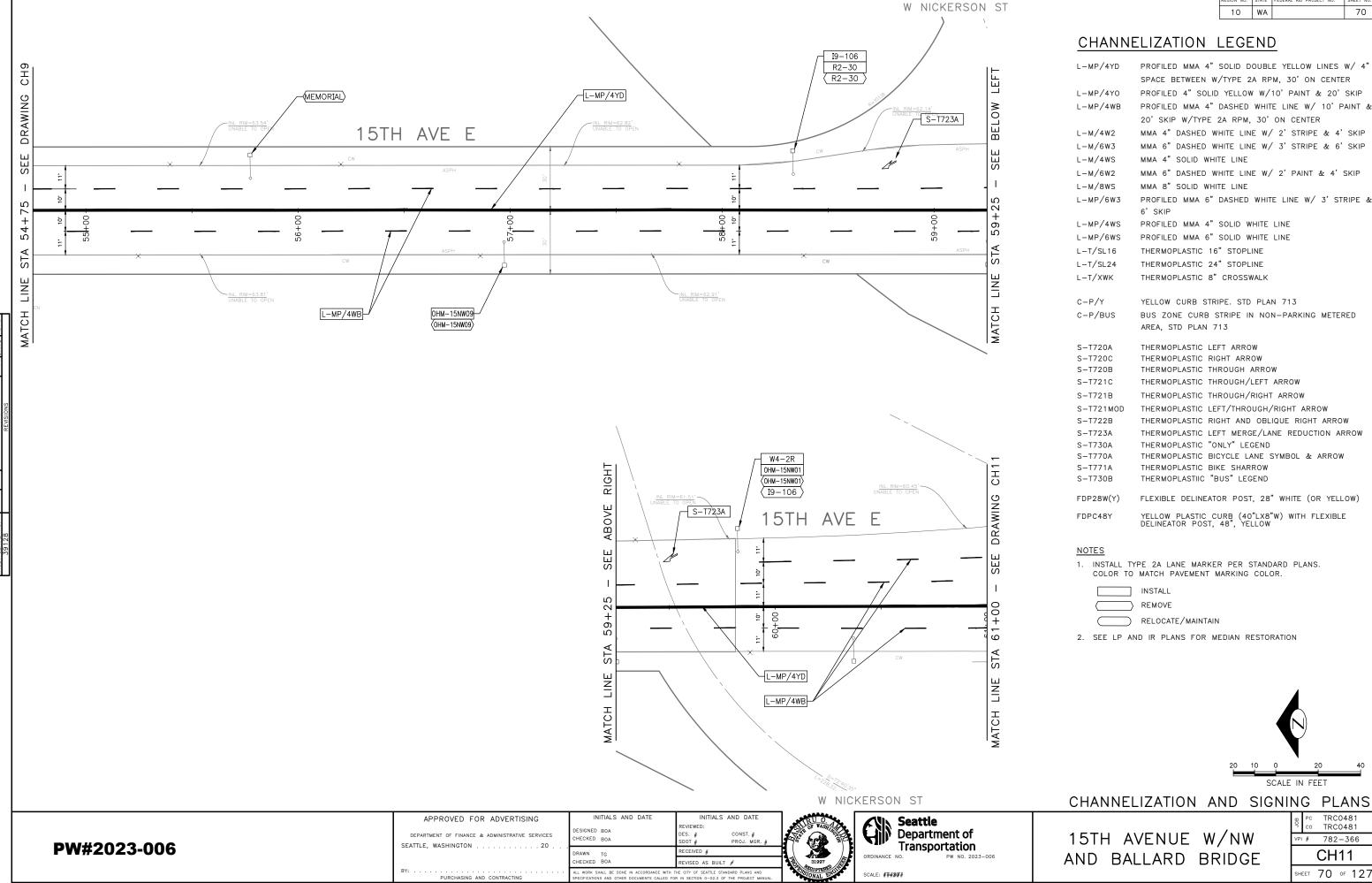
SCALE: #"#######

SHEET 67 OF 127

P:\SDOTCP\trc0481\_2022 aac 15th ave nw\a-plot sheets\TR0

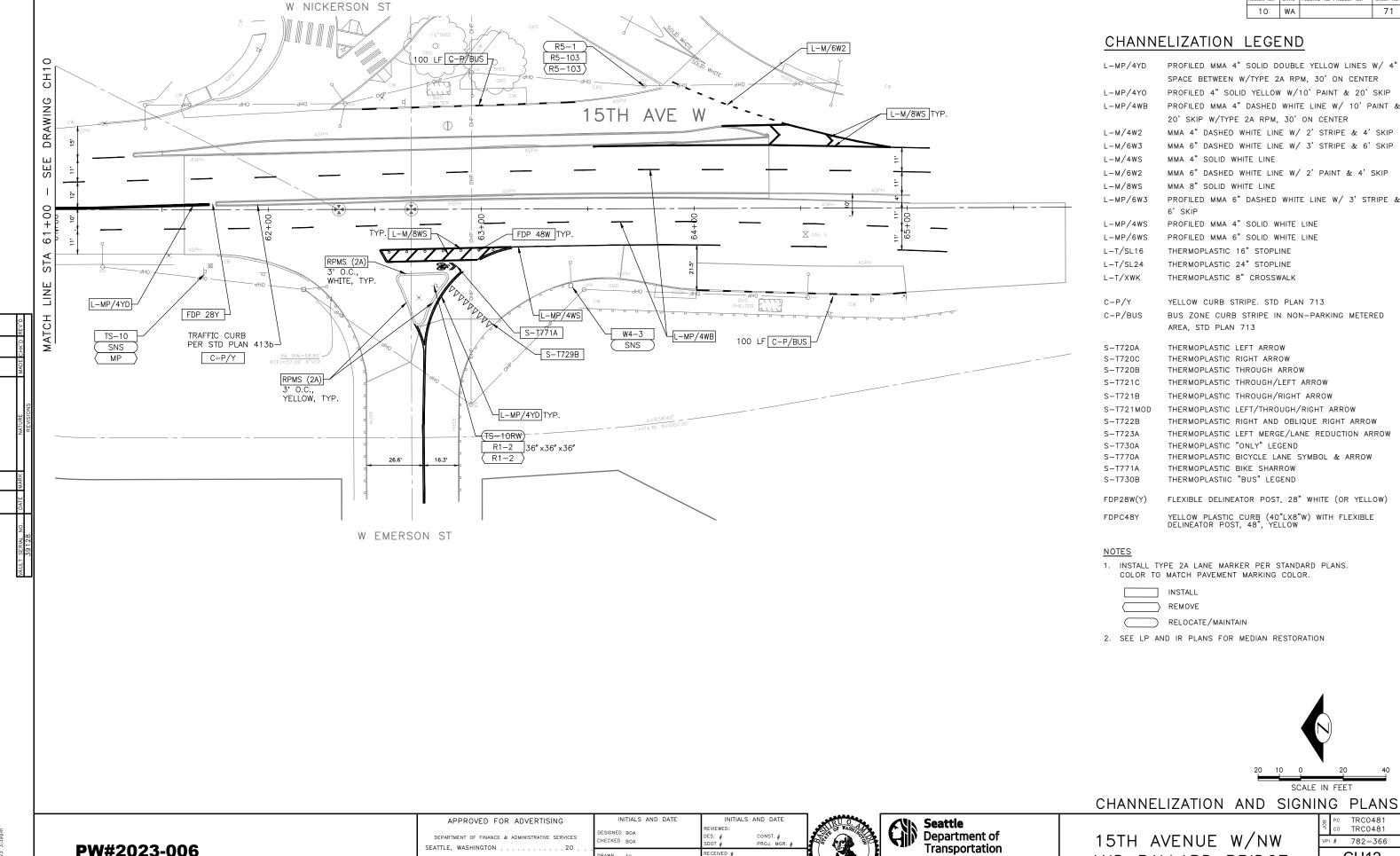






SCALE: #"#######

SHEET 70 OF 127



SEATTLE, WASHINGTON . . . . . . . . . . . 20 .

ECEIVED # HECKED BOA ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT M





AND BALLARD BRIDGE

CH12 SHEET 71 OF 127

	SIGN SCHE	DULE		
SIGN CODE	SIGN TEXT/ DESCRIPTION	SIGN IMAGE	WXH	QTY
OHM-15NW08	DAYBREAK STAR INDIAN CULTURAL CENTER NEXT RIGHT	Daybreak Star Indian Cultural Center ** NEXT RIGHT	30x48	
OHM-15NW09	PORT OF SEATTLE FISHERMEN'S TERMINAL AND MEMORIAL [RIGHT ARROW]	Port of Seattle Fishermens Terminal and Memorial	36x42	
R1-1	STOP SIGN (RED BACK)	STOP	30x30	
R1-2	YIELD SIGN (RED BACK)	YIELD	36x36x36 TRIANGLE	
R2-30	SPEED LIMIT 30	SPEED LIMIT 30	30x36	
R3-2	[NO LEFT TURN]		36x36	
R3-5R	[45R CURVE ARROW] ONLY	ONLY	30x36	×
R3-5R	[45R CURVE ARROW] ONLY	ONLY	18x24	×
R3-5L	[45L CURVE ARROW] ONLY	ONLY	30x36	
R3-5RB	[RT CRV ARROW] ONLY, EXCEPT BUSES	ONLY EXCEPT BUSES	30x36	
R3-5RBC	RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND BICYCLES	ONLY EXCEPT BUSES AND BICTCLES	30x36	
R3-7RB	RIGHT LANE MUST TURN RIGHT EXCEPT BUSES	RIGHT LANE MUST TURN RIGHT EXCEPT BUSES	30x30	
R3-9C	BEGIN [45R CRV DW ARROW] [45L CRV ARROW]	BEGIN	30x30	
R3-190	RIGHT TURNS PERMITTED	RIGHT TURNS PERMITTED	30x12	
R4-9A	DO NOT CHANGE LANES ON GRATING	DO NOT CHANGE LANES ON GRATING	36x48	
R6-2R	ONE WAY [RT ARROW]	ONE WAY	24x30	
R3-5RC	[RIGHT TURN ARROW] ONLY, EXCEPT, BICYCLES	ONLY EXCEPT SECTELS	18X30	
	[DIOLIT TURN ARROW]	7		

[RIGHT TURN ARROW]

ONLY, EXCEPT, BICYCLES

SIGN SCHEDULE

	SIGN SCILLDOLL					
SIGN CODE	SIGN TEXT/ DESCRIPTION	SIGN IMAGE	WXH	QTY		
R6-2L	ONE WAY [LT ARROW]	ONE WAY	24x30			
R7-NP	NO PARKING	P	12x12			
R7-NPL	NO PARKING [LEFT ARROW]	® U	12x18			
R7-NPR	NO PARKING [RIGHT ARROW]	® →	12x18			
R7-W130	NO PARKING WITHIN 30 FT	WITHIN 30 FEET	12x18			
R8-2HR	2 HR PARKING 7AM-6PM EXC SUN-HOL	P HOUR 7AM-6PM	12x18			
R9-3A	[RED SLASHED CIRCLE OVER PED]		24x24			
R9-3BL	[RED SLASHED CIRCLE OVER PED] USE CROSSWALK [LT ARROW]	USE CROSSWALK	24x36			
R9-3BR	[RED SLASHED CIRCLE OVER PED] USE CROSSWALK [RT ARROW]	USE CROSSWALK	24x36			
R10-18RA	RED LIGHT [SIGNAL HEAD] PHOTO ENFORCED [CAMERA] AHEAD	RED LIGHT  PHOTO ENFORCED  REMARKAD	30x48			
R10-149	MINIMUM \$250 FINE FOR THROWING MATERIAL OFF BRIDGE	\$250 FINE FOR THROWING MATERIAL OFF BRIDGE	24x24			
S5-2	END SCHOOL ZONE	END SCHOOL ZONE	24X30			
W4-1R	[RT MERGE]	1	30X30			
W4-2R	[RT LANE ENDS]	13	30X30			
W9-1R	[RT LANE ENDS]	RIGHT LANE ENDS	30X30			
W4-3	[UP ARROW-LANE-45L MERGE & THRU ARROW]	13	30X30			
W8-5	[SLIPPERY SYMBOL]	<b>\(\frac{1}{5}\)</b>	30X30			

### SIGNING LEGEND

BUS BUS STOP FLAG & POST BY KCM MP RW SLEEVE METAL POST RED AND WHITE SLEEVE PER STD PLAN 620 STREET NAME SIGN(S)
5-FOOT SIGN POST PER STD PLAN NO 625 SNS TS-5 TS-10 10-FOOT SIGN POST PER STD PLAN NO 625 10-FOOT SIGN POST WITH RED AND WHITE STRIPED TS-10RW POST SLEEVE PER STD PLAN 620

3 INCH DIAMETER ROUND POLE

12-FOOT SIGN POST PER STD PLAN NO 625

INSTALL

TS-12 3"RD

REMOVE

RELOCATE / MAINTAIN

SIGN LEGEND AND SCHEDULES

INITIALS AND DATE INITIALS AND DATE APPROVED FOR ADVERTISING REVIEWED: DESIGNED BOA DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES CHECKED ROA PROJ. MGR SEATTLE, WASHINGTON . . . . . . . . . . . 20 . RECEIVED ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MAN

30X36

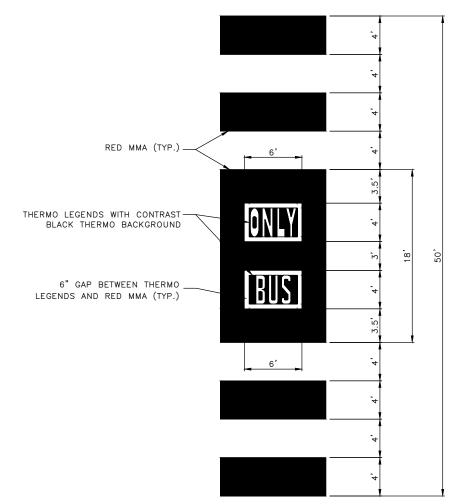




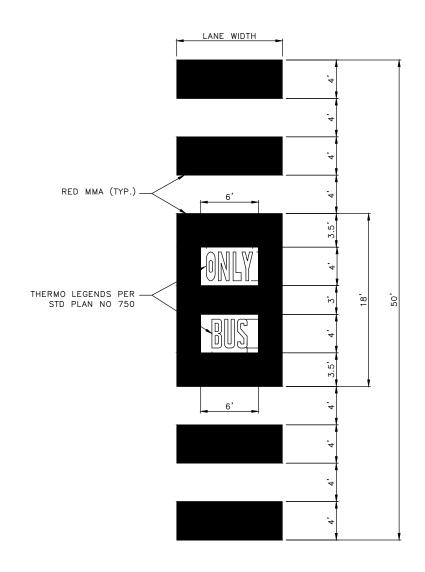
15TH AVENUE W/NW AND BALLARD BRIDGE PC TRC0481 co TRC0481 VPI # 782-366 CHDT1

SHEET 72 OF 127





BUS LANE WITH CONCRETE PAVEMENT



BUS LANE WITH ASPHALT PAVEMENT

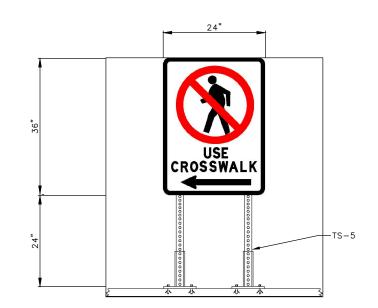
DETAIL 2

R9-3BL, R9-3BR & R9-3BLR 1
INSTALLATION DETAIL -

NOT TO SCALE

BUS LANE STRIPING LAYOUT DETAIL 2

NOT TO SCALE -



NOTE: POINT ARROW TO NEAREST CROSSING

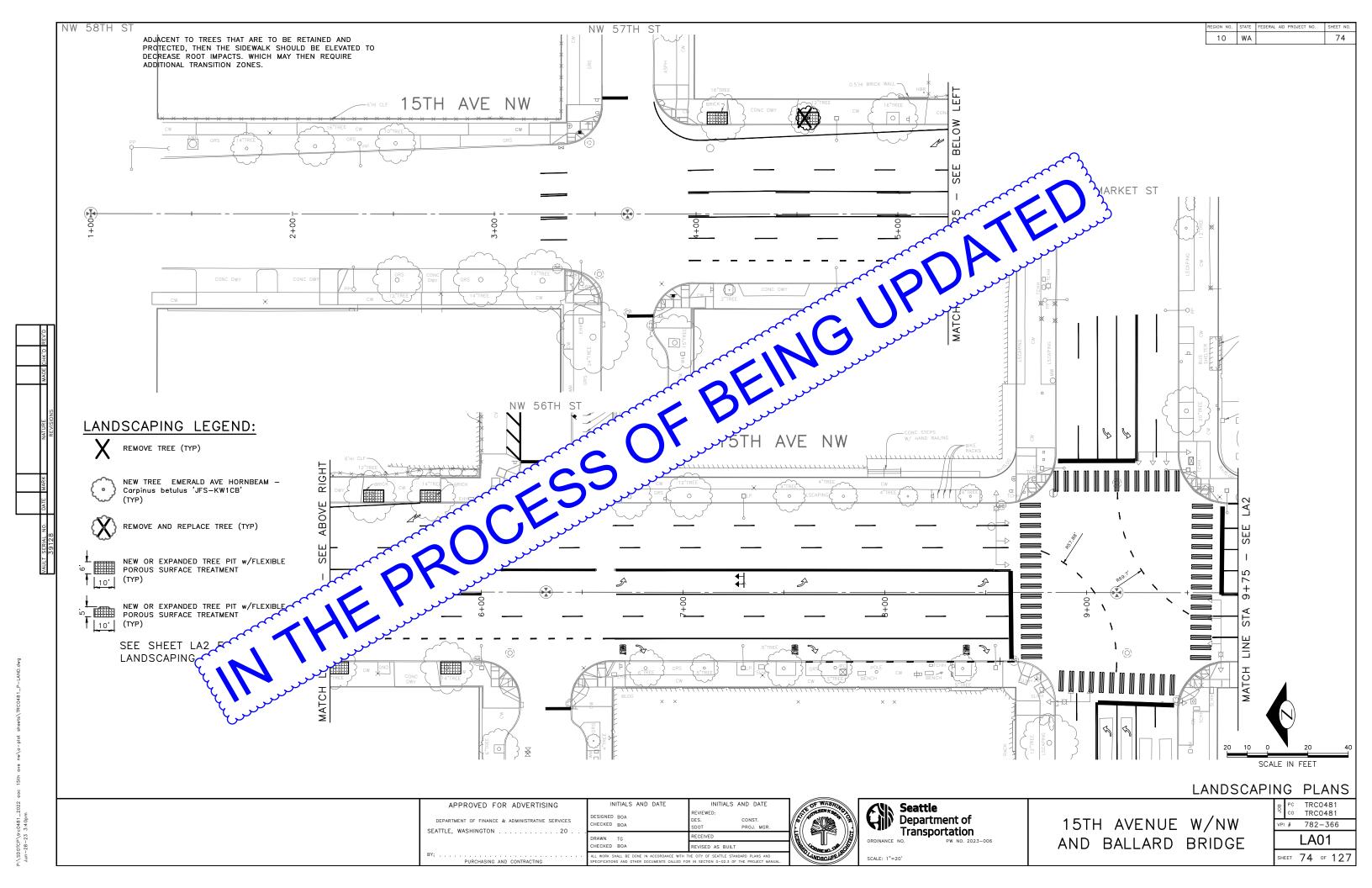
CHANNELIZATION AND SIGNING DETAILS

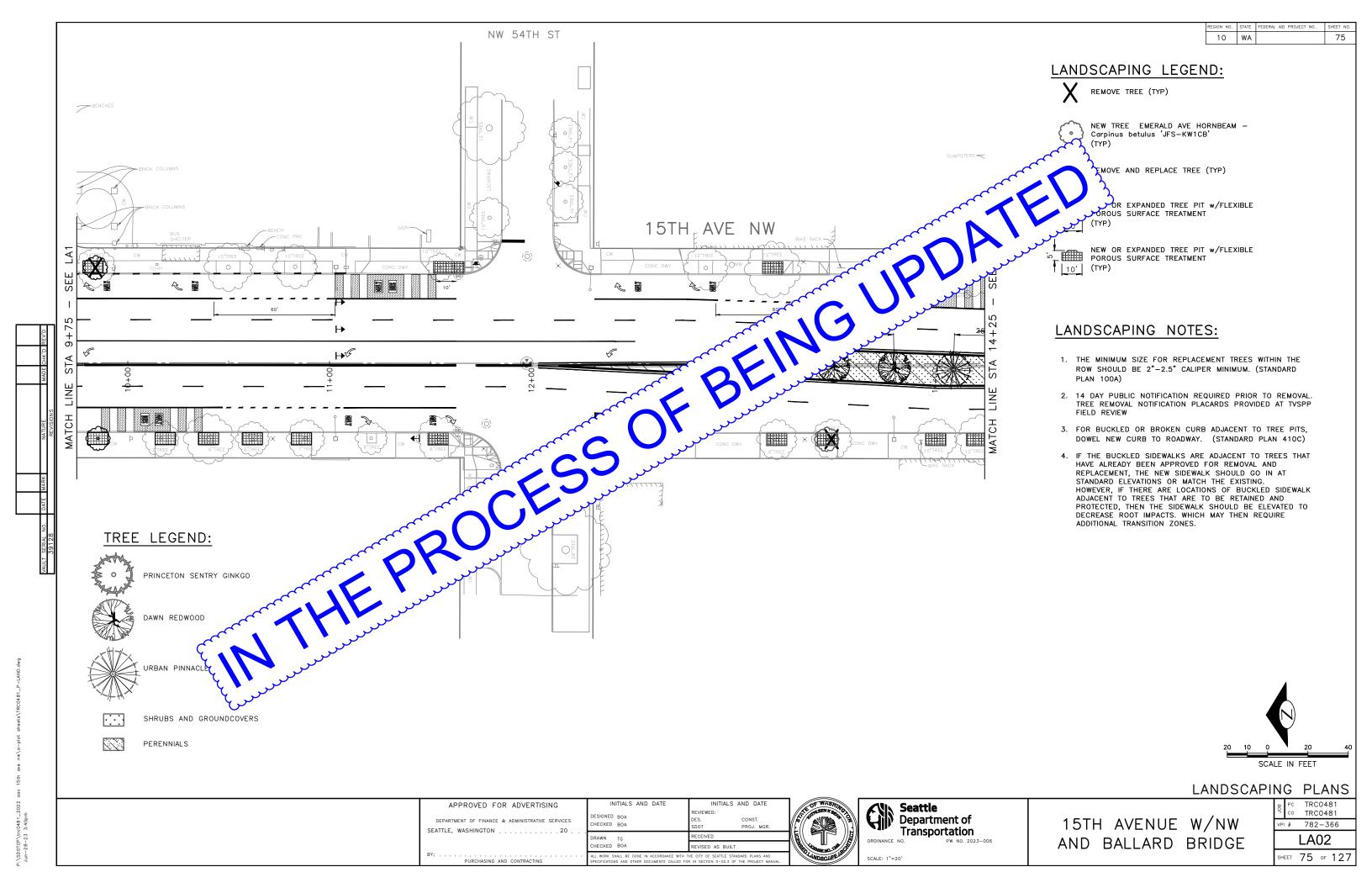


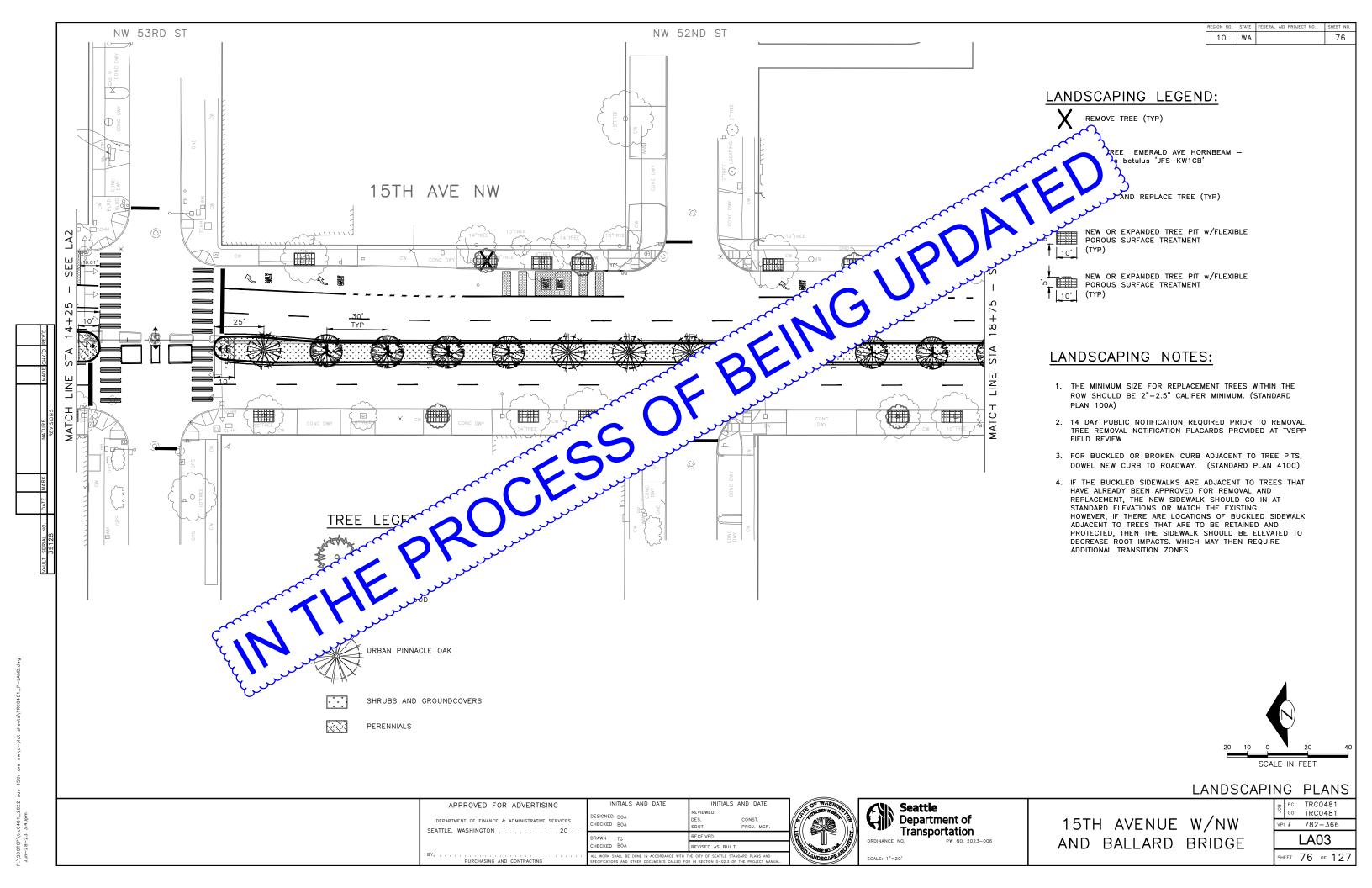


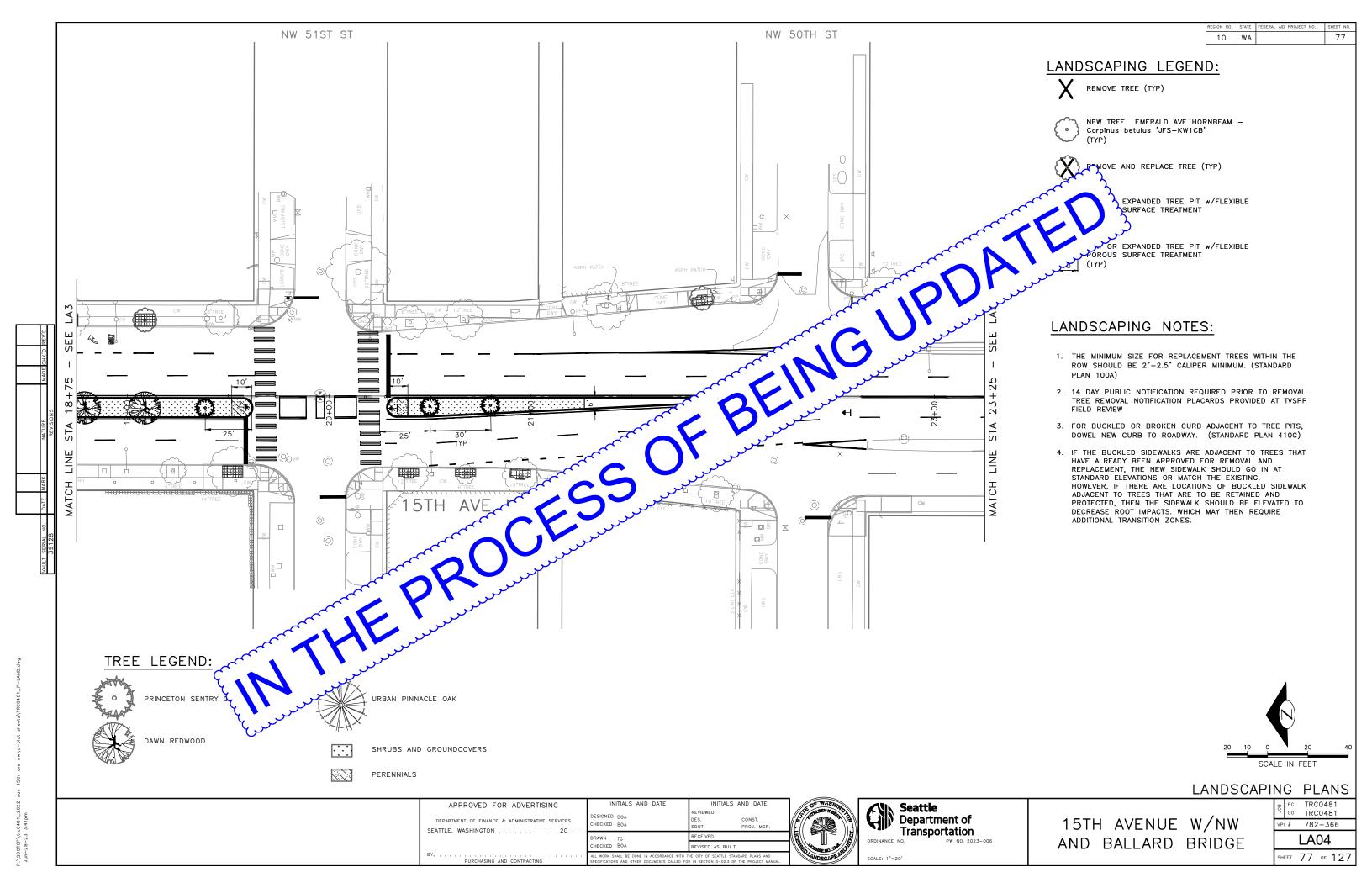
15TH AVENUE W/NW AND BALLARD BRIDGE

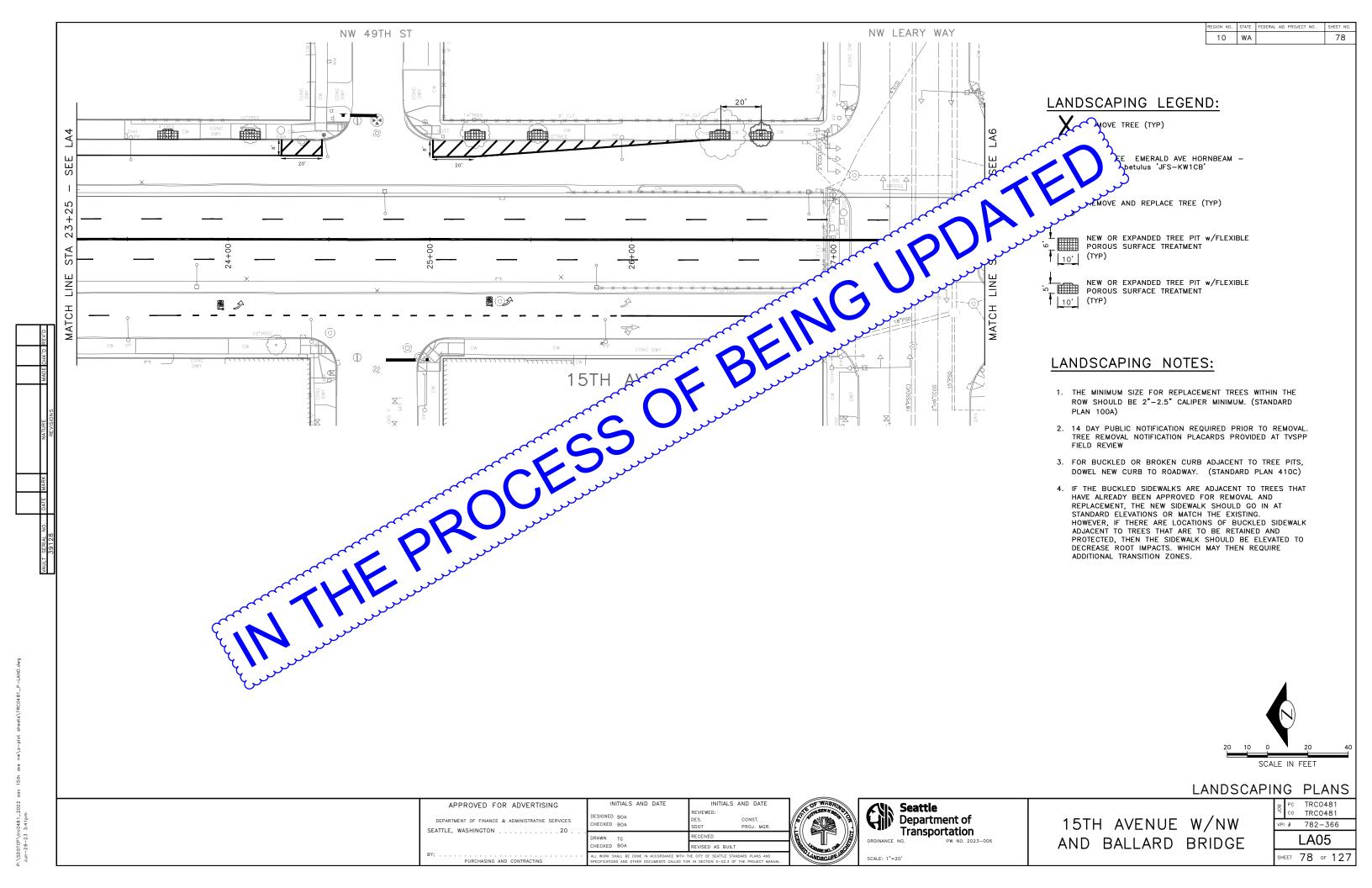
PC TRC0481
co TRC0481
vPI # 782-366
CHDT2
SHEET 73 OF 127

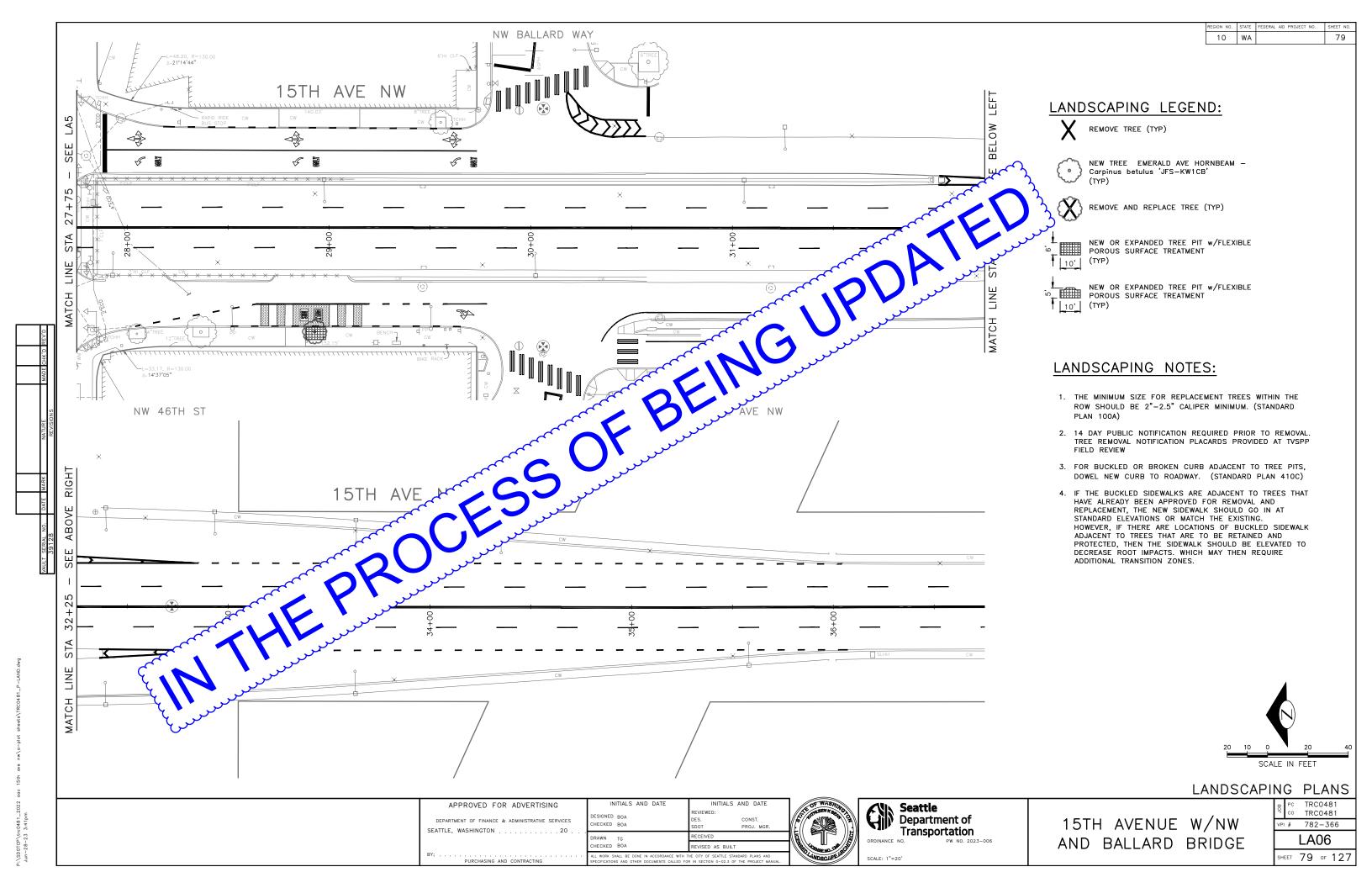












## PLANT MATERIAL LIST

COMMON NAME	SCIENTIFIC NAME	SIZE	REMARKS
DAWN REDWOOD	METASEQUOIA GLYTOSTROBOIDES 'JADE PRINCE'	2" CAL	STREET TREE GRADE
PRINCETON SENTRY GINKGO	GINGKO BILOBA 'PNI 2720'	2" CAL	STREET TREE GRADE
URBAN PINNACLE OAK	QUERCUS MACROCARPA 'JFS-KW3' PP 22815	2" CAL	STREET TREE GRADE
EMERALD AVE HORNBEAM	CARPINUS BETULUS 'JFS-KW1CB'	2" CAL	STREET TREE GRADE
	DAWN REDWOOD PRINCETON SENTRY GINKGO URBAN PINNACLE OAK	DAWN REDWOOD METASEQUOIA GLYTOSTROBOIDES 'JADE PRINCE'  PRINCETON SENTRY GINKGO GINGKO BILOBA 'PNI 2720'  URBAN PINNACLE OAK QUERCUS MACROCARPA 'JFS-KW3' PP 22815	DAWN REDWOOD METASEQUOIA GLYTOSTROBOIDES 'JADE PRINCE' 2" CAL PRINCETON SENTRY GINKGO GINGKO BILOBA 'PNI 2720' 2" CAL URBAN PINNACLE OAK QUERCUS MACROCARPA 'JFS-KW3' PP 22815 2" CAL

## SHRUBS AND GROUND COVERS

ſ	QTY COMMON NAME		SCIENTIFIC NAME SIZE		REMARKS	
	2376	MT. VERNON LAUREL	PRUNUS LAUROCERASUS 'MT VERNON'	4" POT	GROUNDCOVER - SEE STD PLAN 113	
	330	JAPANESE WHITE SPIREA	SPIRAEA JAPONICA VAR. ALBIFLORA	1 GAL	SHRUB - SEE STD PLAN 113	

## PERENNIALS

QTY	COMMON NAME	SCIENTIFIC NAME	SIZE	REMARKS
16	CREEPING LILYTURF	LIRIOPE SPICATA	1 GAL	PERENNIAL TYPE 1 - SEE STD PLAN 113
24	DOUGLAS IRIS	IRIS DOUGLASII	1 GAL	PERENNIAL TYPE 2 - SEE STD PLAN 113
20	STELLA DE ORO DAY LILY	HEMEROCALLIS 'STELLA DE ORO'	1 GAL	PERENNIAL TYPE 3 - SEE STD PLAN 113
52	BEACH STRAWBERRY	FRAGARIA CHILOENSIS	4" POT	EVERYGREEN GROUNDCOVER TYPE 1 - SEE
48	BIGROOT GERANIUM (LIGHT PINK)	GERANIUM MACRORRHIZUM 'SPESSART'	1 GAL	EVERYGREEN GROUNDCOVER TYPE 2

AN 113

AR TYPE 1 - SER

ADCOVER TYPE 2

LANDSCAPING SCHEDULE

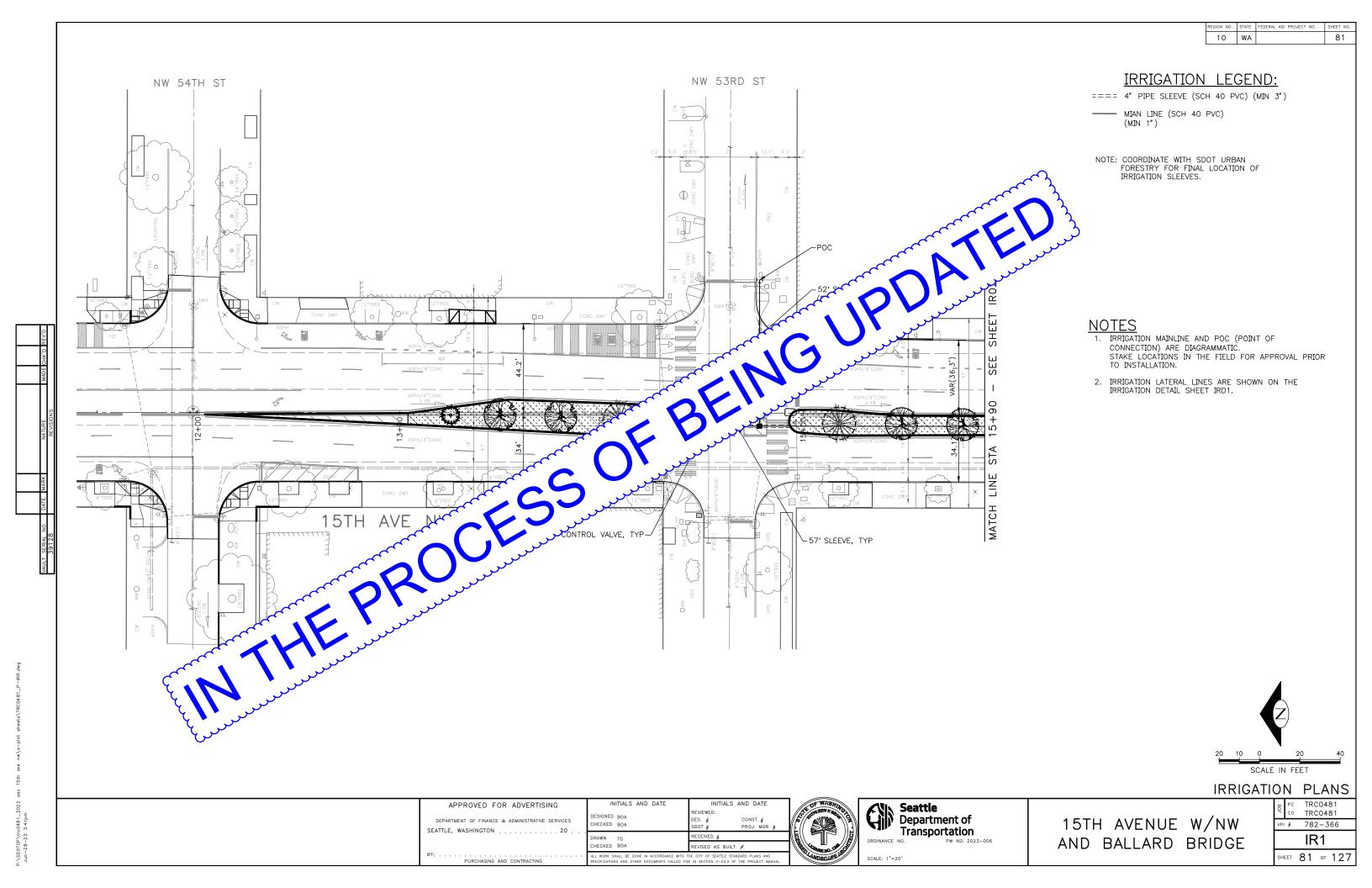
APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

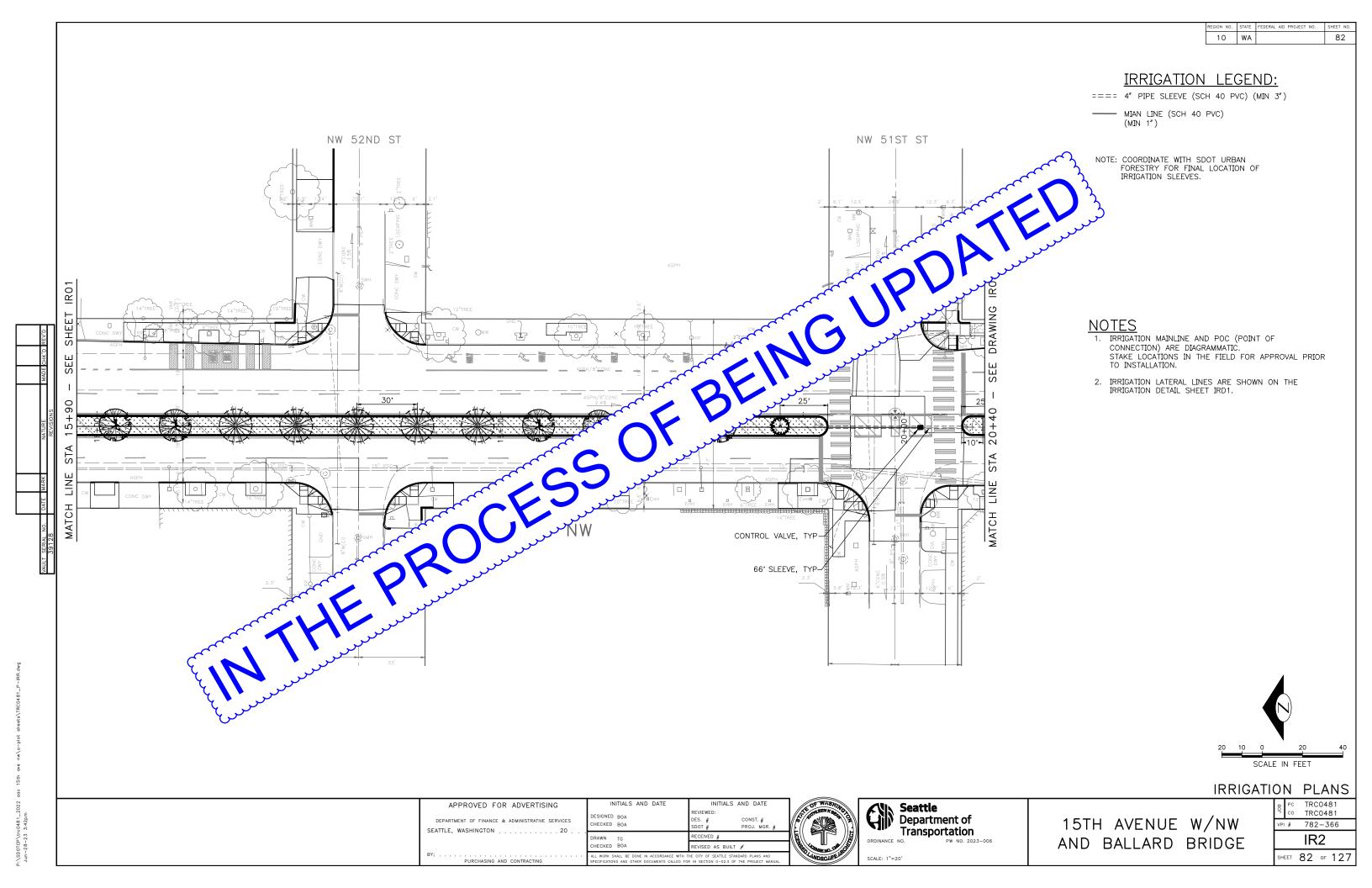


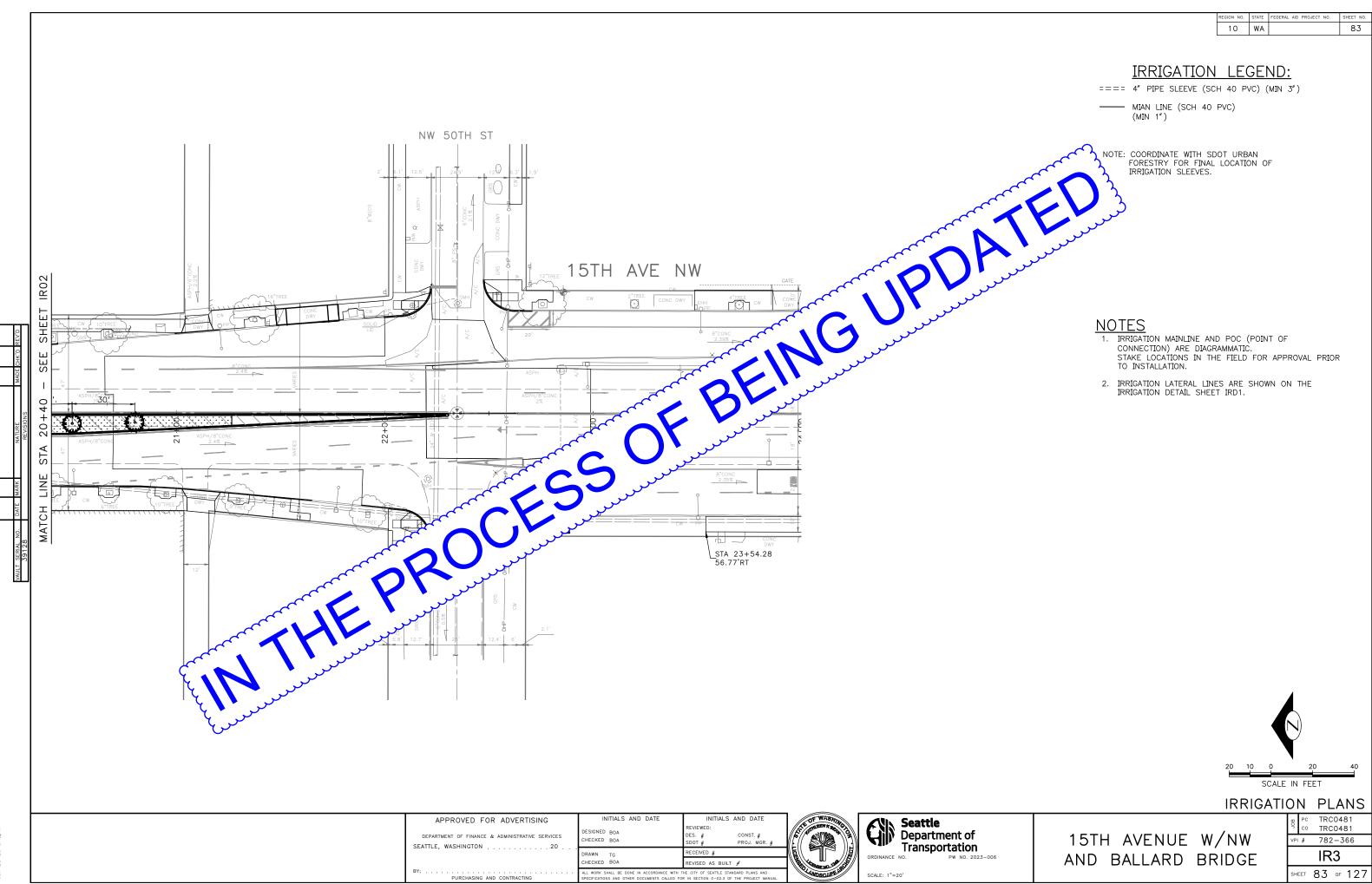


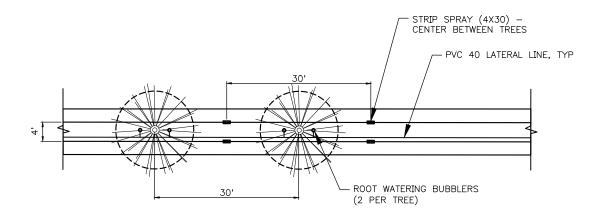
15TH AVENUE W/NW AND BALLARD BRIDGE

	_				
	BOL	PC	TRO	04	81
	9	СО	TRO	04	81
VPI #			782	2-3	66
LA				07	•
	SH	EET	80	OF	127









TYPICAL MEDIAN IRRIGATION
(SCALE: 1"=10")

IRRIGATION

COMPO

RAIN BIRD PEB

RAIN BIRD 1812-SAM-PRS (12 INCH)

RAIN BIRD 15CST (CENTER) AND 15EST (ENDS)

RAIN BIRD 15CST (CENTER) AND 15EST (ENDS)

RAIN BIRD RWS-MINI (18 INCH)

RAIN BIRD SA-125050

RAIN BIRD TBOS-BT-LT WITH K80920 TBOSPSOL (PLOTTED LATCHING SOLENOID)

RAIN BIRD ICWM 4G WITH 3/4-INCH BALL VALVE TAPPET WITH TEST COCK (INSTALL ON METER SIDE OF ICWM FOR WINTERIZATION)

# <u>DIAGRAM - TYP. POINT OF</u> <u>CONNECTION</u>

FROM SOURCE MACKFLOW PREVENTER (STD PLAN #125)

GATE VALVE (STD PLAN #124)

QUICK COUPLER (STD PLAN #121)

# **NOTES**

- 1. WHERE MEDIAN TAPERS, REDUCE ST SPRAY HEADS MOUNTED IN THE
- 2. AT ENDS OF MEDIAN, UN NEEDED. PLACE SPRA THE MEDIAN ENDS
- 3. CONTRACT
  FLOW AND
  ACCORDAN
  NOT TO EX
- 4. CONTRACTOR FOR SDOT APPA ORE STARTING WORK.
- 5. IRRIGATION MAIN THE SHALL BE PVC 40 MINIMUM 1 INCH DIAMETER.
  IRRIGATION LATERAL LINES SHALL BE PVC 40 MINIMUM 1 INCH DIAMETER.

PIPE TO ENSURE ADEQUATE VALVES TO OPERATE IN

ECOMMENDATIONS, VELOCITY SHALL

## IRRIGATION DETAILS



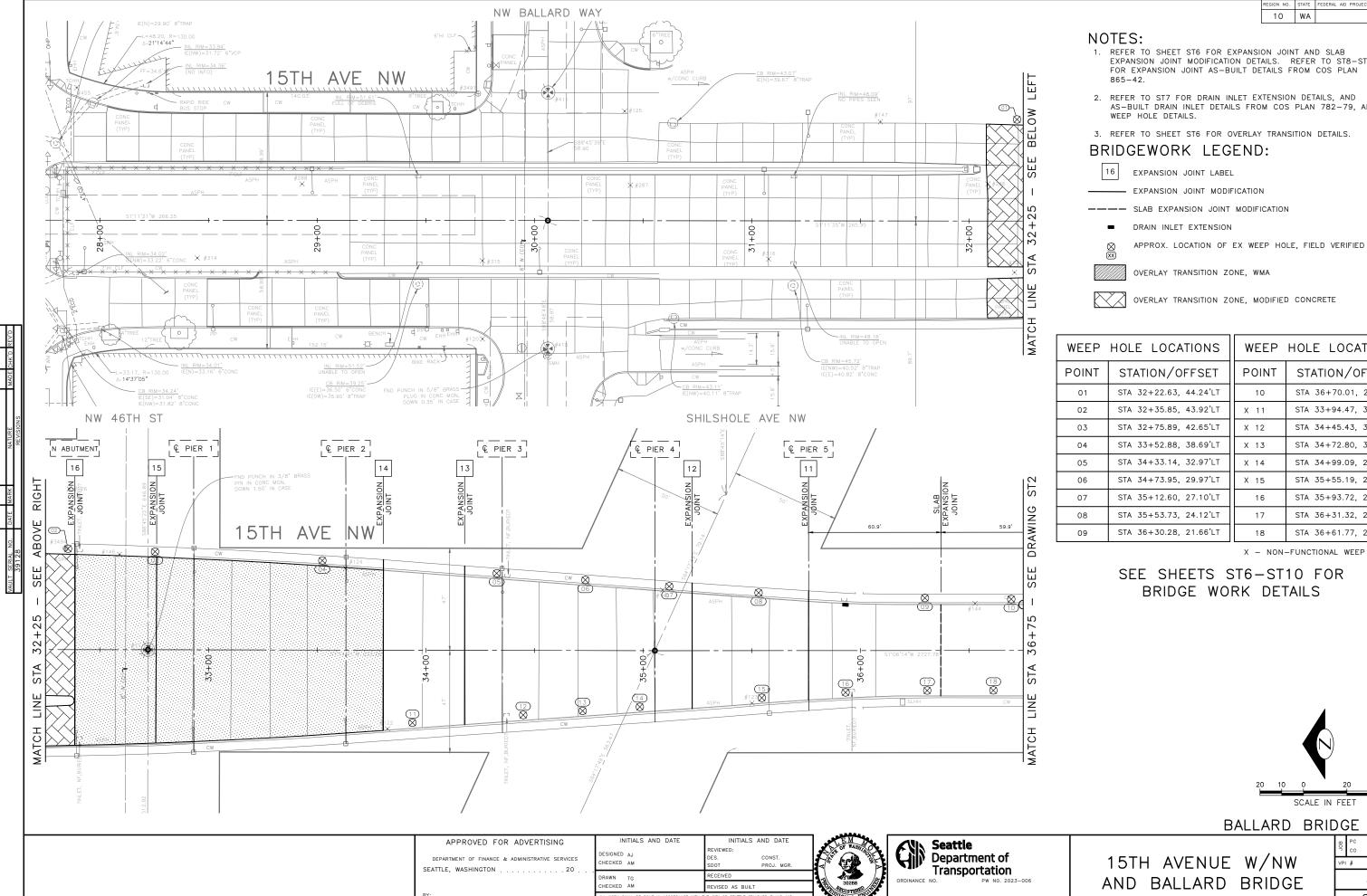


15TH AVENUE W/NW AND BALLARD BRIDGE

_	N		JEIAILS
	В	PC	TRC0481
	or or	СО	TRC0481
	VPI #		782-366
			IRDT1

SHEET **84** OF **127** 

P:\SDOTCP\trc0481\_2022 aac 15th ave nw\a-plot sheets\TRC0481



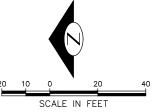
85 10 WA

- 1. REFER TO SHEET ST6 FOR EXPANSION JOINT AND SLAB EXPANSION JOINT MODIFICATION DETAILS. REFER TO ST8-ST10 FOR EXPANSION JOINT AS-BUILT DETAILS FROM COS PLAN
- AS-BUILT DRAIN INLET DETAILS FROM COS PLAN 782-79, AND

WEEP	HOLE LOCATIONS	WEEP	HOLE LOCATIONS
POINT	STATION/OFFSET	POINT	STATION/OFFSET
01	STA 32+22.63, 44.24'LT	10	STA 36+70.01, 21.11'LT
02	STA 32+35.85, 43.92'LT	X 11	STA 33+94.47, 35.89'RT
03	STA 32+75.89, 42.65'LT	X 12	STA 34+45.43, 32.23'RT
04	STA 33+52.88, 38.69'LT	X 13	STA 34+72.80, 30.28'RT
05	STA 34+33.14, 32.97'LT	X 14	STA 34+99.09, 28.39'RT
06	STA 34+73.95, 29.97'LT	X 15	STA 35+55.19, 24.24'RT
07	STA 35+12.60, 27.10'LT	16	STA 35+93.72, 21.79'RT
08	STA 35+53.73, 24.12'LT	17	STA 36+31.32, 20.94'RT
09	STA 36+30.28, 21.66'LT	18	STA 36+61.77, 20.90'RT

X - NON-FUNCTIONAL WEEP HOLES

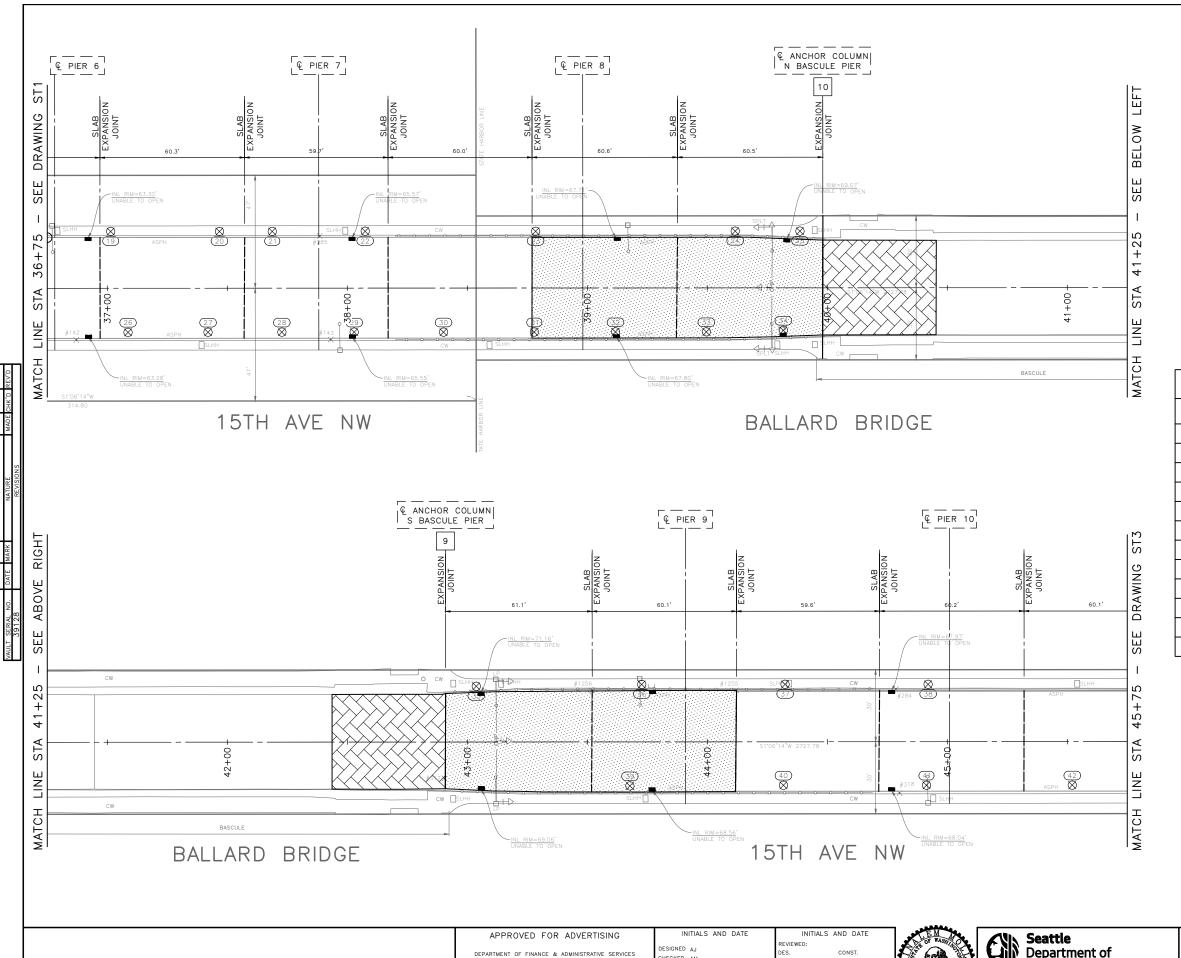
BRIDGE WORK DETAILS



BALLARD BRIDGE WORK

AND BALLARD BRIDGE

TRC0481 TRC0481 VPI # 782-366 ST1 SHEET 85 OF 127



DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON . . . . . . . . . . . . 20

HECKED AM

10 WA

86

# NOTES:

- 1. REFER TO SHEET ST6 FOR EXPANSION JOINT AND SLAB EXPANSION JOINT MODIFICATION DETAILS. REFER TO ST8-ST10 FOR EXPANSION JOINT AS-BUILT DETAILS FROM COS PLAN 865-42.
- 2. REFER TO ST7 FOR DRAIN INLET EXTENSION DETAILS, AND AS-BUILT DRAIN INLET DETAILS FROM COS PLAN 782-79, AND
- 3. REFER TO SHEET ST6 FOR OVERLAY TRANSITION DETAILS.

## BRIDGEWORK LEGEND:

EXPANSION JOINT LABEL

EXPANSION JOINT MODIFICATION

-- SLAB EXPANSION JOINT MODIFICATION

DRAIN INLET EXTENSION

APPROX. LOCATION OF EX WEEP HOLE, FIELD VERIFIED



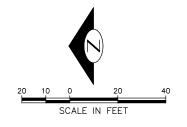
OVERLAY TRANSITION ZONE, WMA



OVERLAY TRANSITION ZONE, MODIFIED CONCRETE

WEEP	HOLE LOCATIONS	WEEP	HOLE LOCATIONS
POINT	STATION/OFFSET	POINT	STATION/OFFSET
19	STA 37+01.98, 21.13'LT	31	STA 38+78.45, 20.87'RT
20	STA 37+47.29, 21.11'LT	32	STA 39+12.29, 20.84'RT
21	STA 37+69.29, 21.11'LT	33	STA 39+50.13, 20.82'RT
22	STA 38+08.02, 21.15'LT	34	STA 39+82.23, 20.20'RT
23	STA 38+79.02, 21.09'LT	35	STA 43+04.29, 20.70'LT
24	STA 39+62.17, 21.11'LT	36	STA 43+73.23, 21.42'LT
25	STA 39+89.15, 21.11'LT	37	STA 44+32.97, 21.45'LT
26	STA 37+09.19, 20.88'RT	38	STA 44+92.56, 21.40'LT
27	STA 37+42.51, 20.87'RT	39	STA 43+68.28, 20.85'RT
28	STA 37+73.26, 20.84'RT	40	STA 44+32.25, 20.61'RT
29	STA 38+03.40, 20.86'RT	41	STA 44+91.84, 20.64'RT
30	STA 38+40.62, 20.88'RT	42	STA 45+52.57, 20.64'RT

SEE SHEETS ST6-ST10 FOR BRIDGE WORK DETAILS



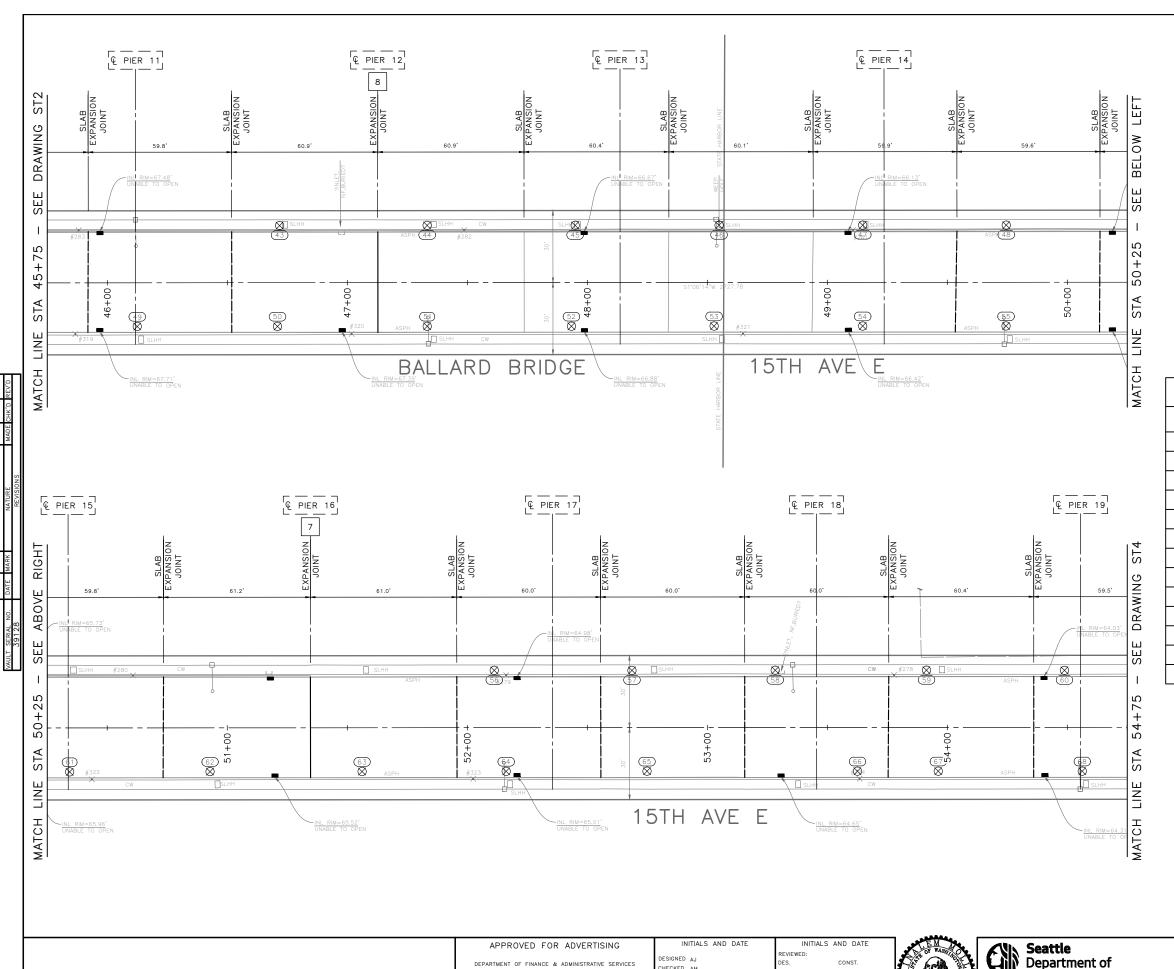
BALLARD BRIDGE WORK

15TH AVENUE W/NW AND BALLARD BRIDGE

Transportation

TRC0481 TRC0481 VPI # 782-366 ST2

SHEET 86 OF 127



HECKED AM

SEATTLE, WASHINGTON . . . . . . . . . . . . 20

10 WA 87

## NOTES:

- 1. REFER TO SHEET ST6 FOR EXPANSION JOINT AND SLAB EXPANSION JOINT MODIFICATION DETAILS. REFER TO ST8-ST10 FOR EXPANSION JOINT AS-BUILT DETAILS FROM COS PLAN
- 2. REFER TO ST7 FOR DRAIN INLET EXTENSION DETAILS, AND AS-BUILT DRAIN INLET DETAILS FROM COS PLAN 782-79, AND
- 3. REFER TO SHEET ST6 FOR OVERLAY TRANSITION DETAILS.

## BRIDGEWORK LEGEND:

EXPANSION JOINT LABEL

EXPANSION JOINT MODIFICATION

-- SLAB EXPANSION JOINT MODIFICATION

DRAIN INLET EXTENSION

APPROX. LOCATION OF EX WEEP HOLE, FIELD VERIFIED



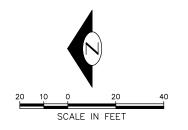
OVERLAY TRANSITION ZONE, WMA



OVERLAY TRANSITION ZONE, MODIFIED CONCRETE

WEEP	HOLE LOCATIONS	WEEP	HOLE LOCATIONS
POINT	STATION/OFFSET	POINT	STATION/OFFSET
43	STA 46+72.37, 21.29'LT	56	STA 52+11.81, 21.35'LT
44	STA 47+33.84, 21.33'LT	57	STA 52+69.19, 21.29'LT
45	STA 47+95.50, 21.30'LT	58	STA 53+28.87, 21.33'LT
46	STA 48+55.44, 21.32'LT	59	STA 53+91.89, 21.30'LT
47	STA 49+15.30, 21.31'LT	60	STA 54+49.39, 21.22'LT
48	STA 49+75.10, 21.28'LT	61	STA 50+34.86, 20.82'RT
49	STA 46+13.02, 20.70'RT	62	STA 50+93.36, 20.73'RT
50	STA 46+71.45, 20.71'RT	63	STA 51+56.70, 20.75'RT
51	STA 47+33.83, 20.70'RT	64	STA 52+16.74, 20.72'RT
52	STA 47+93.92, 20.73'RT	65	STA 52+75.43, 20.69'RT
53	STA 48+53.35, 20.68'RT	66	STA 53+63.11, 20.72'RT
54	STA 49+15.27, 20.72'RT	67	STA 53+96.78, 20.75'RT
55	STA 49+74.98, 20.73'RT	68	STA 54+56.78, 20.79'RT

## SEE SHEETS ST6-ST10 FOR BRIDGE WORK DETAILS



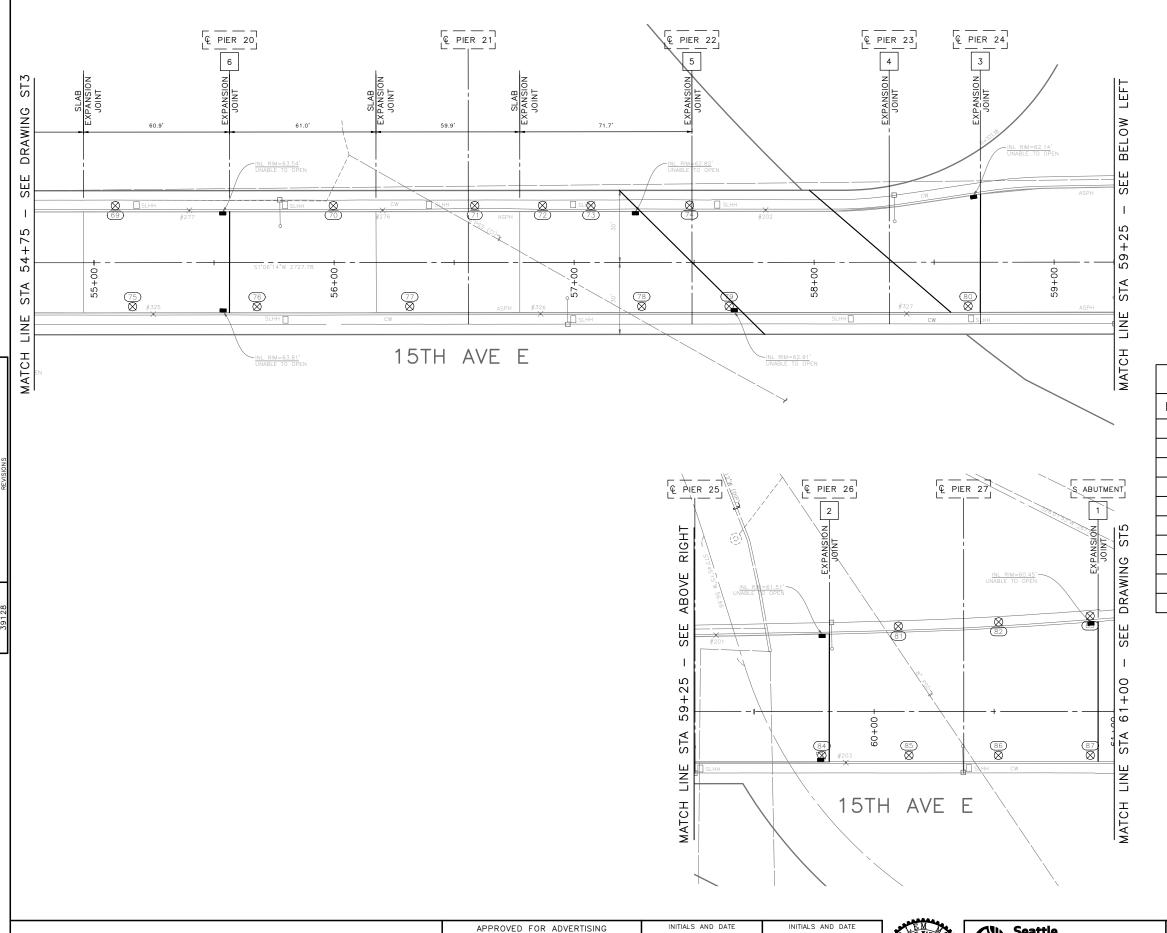
# BALLARD BRIDGE WORK

15TH AVENUE W/NW AND BALLARD BRIDGE

Transportation

IDGE			WORK
	801	PC	TRC0481
≥ co		СО	TRC0481
	VPI #		782-366
			ST3

SHEET 87 OF 127



DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

HECKED AM

REGION NO. STATE FEDERAL AID PROJECT NO. SHEET NO. 88

## NOTES:

- REFER TO SHEET ST6 FOR EXPANSION JOINT AND SLAB EXPANSION JOINT MODIFICATION DETAILS. REFER TO ST8-ST10 FOR EXPANSION JOINT AS-BUILT DETAILS FROM COS PLAN 865-42.
- 2. REFER TO ST7 FOR DRAIN INLET EXTENSION DETAILS, AND AS-BUILT DRAIN INLET DETAILS FROM COS PLAN 782-79, AND WEED HOLE DETAILS
- 3. REFER TO SHEET ST6 FOR OVERLAY TRANSITION DETAILS.

## BRIDGEWORK LEGEND:

16 EXPANSION JOINT LABEL

— EXPANSION JOINT MODIFICATION

---- SLAB EXPANSION JOINT MODIFICATION

DRAIN INLET EXTENSION

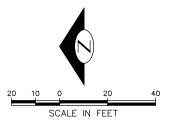
APPROX. LOCATION OF EX WEEP HOLE, FIELD VERIFIED

OVERLAY TRANSITION ZONE, WMA

OVERLAY TRANSITION ZONE, MODIFIED CONCRETE

WEEP	HOLE LOCATIONS	WEEP	HOLE LOCATIONS
POINT	STATION/OFFSET	POINT	STATION/OFFSET
69	STA 55+09.42, 21.23'LT	79	STA 57+65.09, 20.83'RT
70	STA 56+00.22, 21.19'LT	80	STA 58+64.65, 20.84'RT
71	STA 56+59.14, 21.19'LT	81	STA 60+10.63, 33.03'LT
72	STA 56+87.39, 21.22'LT	82	STA 60+52.43, 34.81'LT
73	STA 57+07.55, 21.20'LT	83	STA 60+90.52, 37.23'LT
74	STA 57+48.63, 21.29'LT	84	STA 59+78.79, 20.81'RT
75	STA 55+16.56, 20.81'RT	85	STA 60+15.04, 20.77'RT
76	STA 55+68.41, 20.86'RT	86	STA 60+52.30, 20.80'RT
77	STA 56+32.04, 20.81'RT	87	STA 60+90.58, 20.79'RT
78	STA 57+28.68, 20.82'RT		

SEE SHEETS ST6-ST10 FOR BRIDGE WORK DETAILS



BALLARD BRIDGE WORK

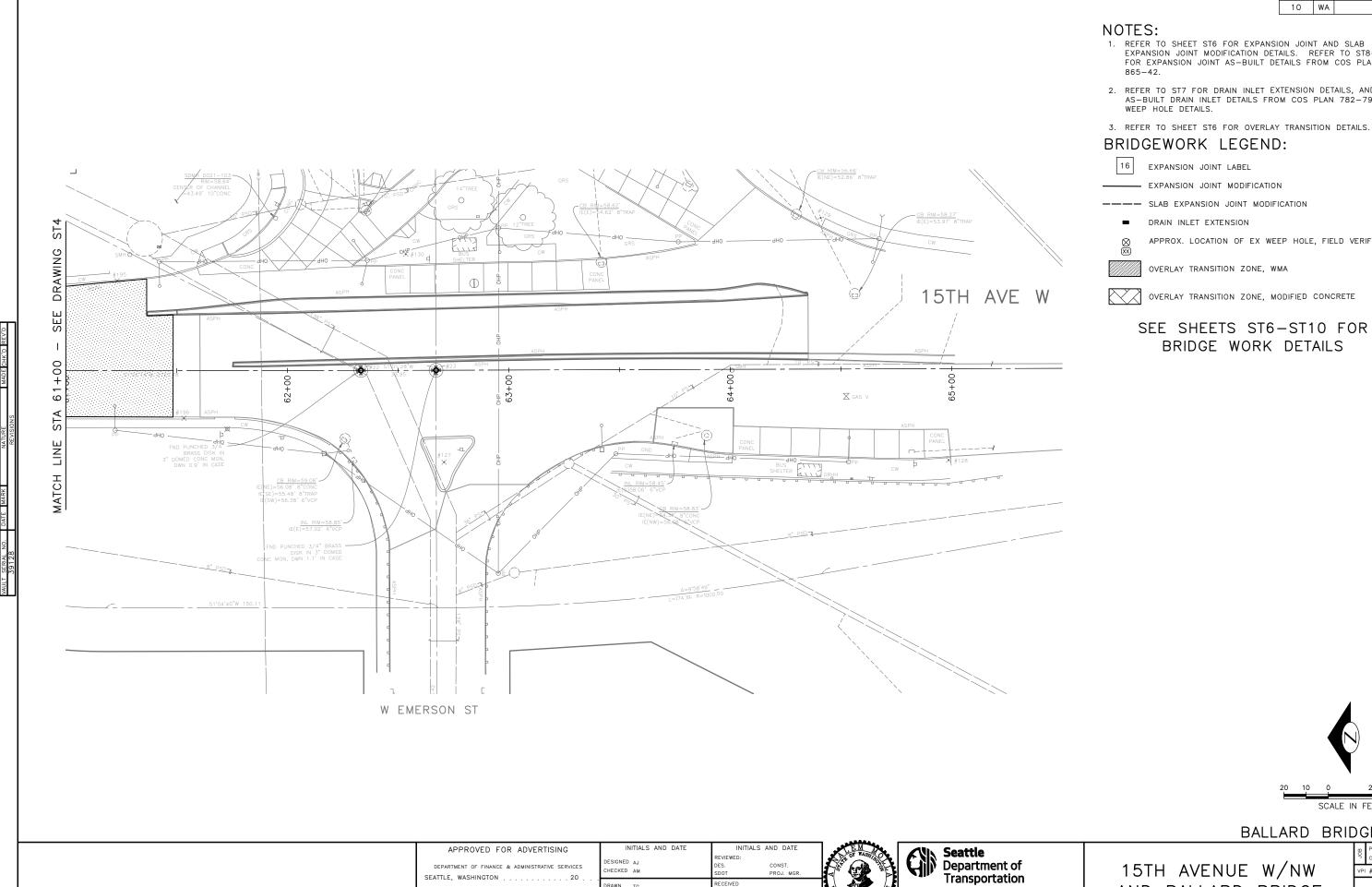
15TH AVENUE W/NW AND BALLARD BRIDGE

**Seattle**Department of

Transportation

PC TRC0481
CO TRC0481
VPI # 782-366
ST4

BRIDGE S14
SHEET 88 OF 127



10 WA

89

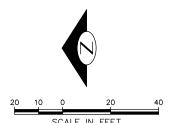
- 1. REFER TO SHEET ST6 FOR EXPANSION JOINT AND SLAB EXPANSION JOINT MODIFICATION DETAILS. REFER TO ST8-ST10 FOR EXPANSION JOINT AS-BUILT DETAILS FROM COS PLAN
- REFER TO ST7 FOR DRAIN INLET EXTENSION DETAILS, AND AS-BUILT DRAIN INLET DETAILS FROM COS PLAN 782-79, AND

-- SLAB EXPANSION JOINT MODIFICATION

APPROX. LOCATION OF EX WEEP HOLE, FIELD VERIFIED

OVERLAY TRANSITION ZONE, MODIFIED CONCRETE

SEE SHEETS ST6-ST10 FOR BRIDGE WORK DETAILS



BALLARD BRIDGE WORK

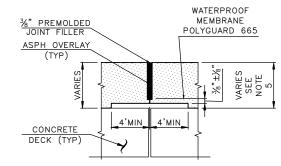
15TH AVENUE W/NW AND BALLARD BRIDGE

IDGE		<u>, L</u>	WORK
	BOL	PC	TRC0481
	οr	СО	TRC0481
VPI #		#	782-366
			ST5

SHEET 89 OF 127

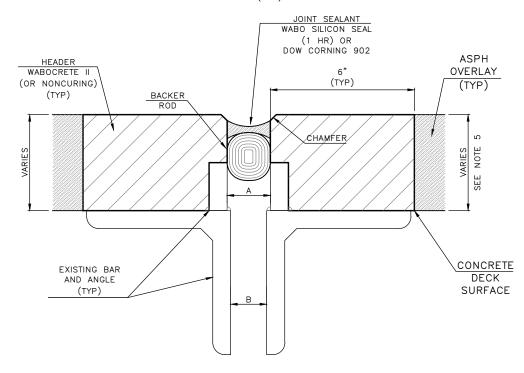
# OVERLAY TRANSITION OF THE APPROACH TO THE BASCULE

(TYPICAL ON BOTH ENDS OF THE BASCULE



## TYPICAL SLAB EXPANSION JOINT MODIFICATION

TOTAL 29 (TYPICAL FOR ALL SLAB EXPANSION JOINTS AND SIMILAR FOR JOINTS WITH DETAILS H AND I)



# TYPICAL EXPANSION JOINT MODIFICATION TOTAL 13

SEE EXPANSION JOINT MODIFICATION PROCEDURE  $_{({\rm NTS})}$ 

#### NOTES:

- 1. THE TYPICAL EXPANSION JOINT MODIFICATION DETAIL SHOWN IS APPLICABLE TO MOST EXISTING EXPANSION JOINTS, WHICH HAVE LITTLE DIFFERENCE IN STEEL ARMOR. FOR EXISTING EXPANSION JOINT DETAILS C AND E, NOTE THAT THE WELDED RAISER BAR HAS STIFFENER GUSSET PLATES. ALL EXISTING EXPANSION JOINTS ARE COVERED BY THIS MODIFICATION DETAIL EXCEPT EXISTING EXPANSION DETAILS H & I, WHICH ARE PRESENT AT EXPANSION JOINTS 12, 14, AND 16.
- 2. FOR EXPANSION JOINTS 12, 14, AND 16 THAT HAVE EXISTING EXPANSION JOINT DETAILS H AND I, THE TYPICAL SLAB EXPANSION JOINT MODIFICATION DETAIL SHOWN IS SIMILAR AND WILL APPLY
- 3. THE EXPANSION JOINT MODIFICATION PROCEDURE IS DESCRIBED BELOW.
  ADDITIONAL JOINT MODIFICATION DETAILS AND REQUIREMENTS ARE DESCRIBED IN
  THE PROJECT MANUAL. IF THE CONTRACTOR HAS DIFFERENT PROPOSED JOINT
  MODIFICATION PROCEDURES, THE PROCEDURES CAN BE SUBMITTED TO THE
  ENGINEER PRIOR TO CONSTRUCTION FOR REVIEW AND APPROVAL.
- 4. ALL PRODUCTS SHOWN ON THIS SHEET ARE RECCOMMENDED AND CAN BE REPLACED WITH AN APPROVED EQUAL.
- 5. ASPHALT THICKNESS VARIES TRANSVERSELY WITH A COMMON MINIMUM THICKNESS OF 4". SEE OVERLAY TRANSITION DETAILS FOR JOINTS WITH VARYING MINIMUM THICKNESSES
- 6. THE POLYESTER POLYMER OVERLAY MUST NOT BE FEATHER EDGED WHEN IT TERMINATES. THE CONCRETE DECK SURFACE CAN BE CHIPPED BY SAW CUTTING AND GRINDING TO PROVIDE THE MINIMUM OVERLAY DEPTH OF 3/4". BEFORE CHIPPING AND GRINDING THE SURFACE OF THE DECK, THE DEPTH OF THE DECK STEEL REINFORCMENT MUST BE MAPPED WITH A PACHOMETER. ANY STEEL REINFORCEMENT ENCOUNTERED DURING OF CHIPPING OF THE CONCRETE DECK MUST BE PROTECTED IN PLACE, CLEANED, AND COATED WITH ZINC RICH PRIMER BEFORE THE OVERLAY IS APPLIED.
- 7. AT THE SOUTH END OF THE SOUTH APPROACH, THE ASPHALT OVERLAY WILL TAPER FROM 4" AT EXPANSION JOINT 2 DOWN TO 3" AT EXPANSION JOINT 1 OF THE SOUTH ABUTMENT. THE OVERLAY MUST BE TAPERED OFF OF THE BRIDGE AT A GRADE NOT STEEPER THAN 1" OVER 40'.

#### EXPANSION JOINT INSTALLATION PROCEDURE:

- 1. REMOVE EXISTING EXPANSION JOINT HEADER AND SEALANT. EXISTING POLYMER HEADER SHOULD BE REMOVED CAREFULLY SO THAT THE STEEL ARMOR OF THE JOINT IS NOT DAMAGED. IF ANY OF THE STEEL BARS OF THE STEEL ARMOR ARE LOOSE, REMOVE THE LOOSE BAR AND THE HEADER CAN BE PLACED ON TOP OF THE JOINT ARMOR. IF THE HEIGHT OF THE STEEL BAR ABOVE THE STEEL ANGLE WILL BE GREATER THAN THE DEPTH OF THE PROPOSED HEADER AT A JOINT LOCATION, REMOVE THE STEEL BAR.
- CLEAN ALL BITUMINOUS MATERIAL, DIRT, GREASE, OR ANY OF THE DELETERIOUS MATERIAL WITHIN 10 INCHES FROM EACH SIDE OF THE JOINT. FOR BETTER BONDING TO THE HEADER, THE SURFACE AREA OF THE DECK AND THE STEEL ARMOR WHERE THE HEADER WILL SEAT SHOULD BE CLEANED BY SAND BLASTING
- 3. BLOCK THE JOINT AREA BEFORE PLACING THE OVERLAY. AFTER PLACING THE OVERLAY, SAW CUT THE OVERLAY WHERE THE HEADER WILL BE PLACED. CHECK THE SUBSTRATE IS CLEAN AND DRY. HEADER MATERIAL IS SENSITIVE TO MOISTURE AND MUST BE INSTALLED WHEN THE SURFACE IS DRY AND IT IS NOT RAINING.
- 4. JOINT OPENINGS MAY VARY FROM ONE ANOTHER, AS SHOWN IN THE EXPANSION JOINT GAP WIDTH TABLE. INFORMATION IS FOR REFERENCE ONLY; THE CONTRACTOR IS TO VERIFY THE GAP WIDTHS SHOWN IN THIS TABLE WHEN THE EXISTING HEADERS AND SEALANT ARE REMOVED.
- 5. FORM, INSTALL, AND CURE NEW EXPANSION JOINT HEADERS PER MANUFACTUROR'S RECCOMENDED PROCEDURE.
- 6. AFTER THE HEADER IS SET, PLACE A BACKER ROD TO THE REQUIRED DEPTH AS RECOMMENDED BY THE JOINT SEALANT MANUFACTURER. THE BACKER ROD FOAM MUST BE 25% LARGER THAN THE JOINT OPENING. INSTALL THE EXPANSION JOINT

# CONC DECK 30'± POLYESTER POLYMER MODIFIED CONCRETE PPC 1121 TAPERS FROM 2" TO 3/4" SEE NOTE 6. Z ASPH OVERLAY TAPERS FROM 4" TO 3"

# OVERLAY TRANSITION AT THE NORTH END OF N APPROACH

(THE NORTH END JOINT THAT TERMINATES AT THE SOUTH END OF THE LEARY WAY APPROACH EMBANKMENT. SEE NOTE ?? FOR DETAILS OF THE OVERLAY TRANSITION AT THE SOUTH END JOINT)

# EXPANSION JOINT WIDTH RECORDED IN 1993

MEASURED AT A TEMPERATURE OF 50°F					
JOINT #	MEASURE IN INC	JOINT DETAIL *			
	Α	В			
1	1.81	1.19	B, D, F, C		
2	1.63	1.31	A-1, E, C		
3	2.06	1.13	A-1, E, C		
4	1.13	0.75	J		
5	1.81	1.56	J		
6	1.94	1.63	J		
7	1.81	1.5	J		
8	2	1.63	J		
9	1.81	1.56	J		
10	1.81	1.56	J		
11	1.5	1.19	A, J		
12			Н, І		
13	1.44	1.31	A, J		
14			Н, І		
15	1	0.38	J, K		
16			Н, І		
*					

\* SEE COS PLAN 865-42 SHEETS 1, 1A AND 2 ON SHEETS ST8 - ST10

BALLARD BRIDGE WORK DETAILS

PW#2023-006

SING INITIALS AND DATE INITIALS AND DATE

REVIEWED:
DESIGNED AJ
CHECKED AM BOOK SDOT PROJ. MGR.

DRAWN TG
CHECKED AM REVISED AS BUILT

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND
SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUA





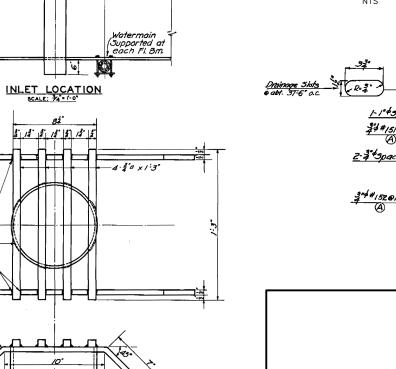
PW NO. 2023-006

15TH AVENUE W/NW AND BALLARD BRIDGE PC TRC0481 TRC0481 VPI # 782-366

90

10 WA

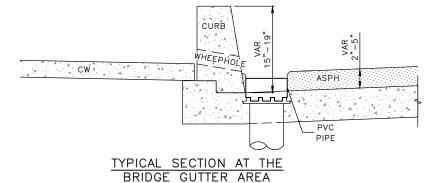
SHEET 90 OF 127

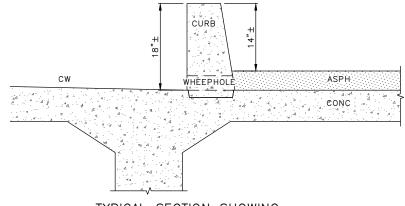


9<u>" Std. Wrou</u>ght Steel Pipe

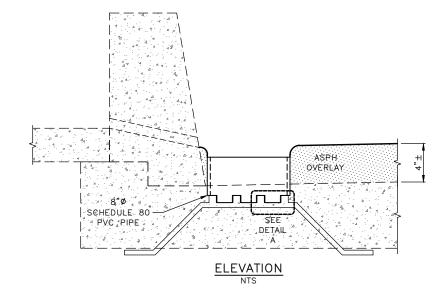
4 # 1510 12"ctrs 3 # 15201201 CURB DETAILS Scale 12"=1:0"

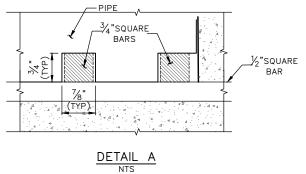
FOR REFERENCE ONLY 782-79 SHEET 16 and 30 (1939)





TYPICAL SECTION SHOWING NON-FUNCTIONING WEEP HOLES





INLET TREATMENT

BALLARD BRIDGE WORK DETAILS

## NOTES:

All Pipe to be Galvanized and Standard.

20 x 2:6-

Fillet Welds 4 x 2

₹° × 2-6°-

1. CLEAN SIDEWALK, FUNCTIONING WEEP HOLES (DRAINAGE SLOTS), AND INLETS OF ALL BITUMINOUS MATERIAL, DIRT, GREASE, OR ANY OTHER DELETERIOUS MATERIAL.

PIPE INLET DETAILS

- 2. RESIZE THE LENGTH OF THE PVC PIPE TO ENSURE THE HEIGHT OF TH WILL BE 1" BELOW THE FINISHED GRADE OF THE ASPHALT OVERLAY.
- 3. CUT SLOTS ON BOTTOM SIDE OF THE PVC PIPE EXTENSION AS SHOWN DETAIL A TO FIT THE EXISTING GRATING AT THE TOP OF THE EXISTING
- 4. PLACE PVC PIPE OVER EXISTING DRAIN INLET GRATING BARS. ALIGN ON THE PVC PIPE WITH EXISTING BARS TO SIT FIRM.

PW#2023-006

APPROVED FOR ADVERTISING
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON
v.

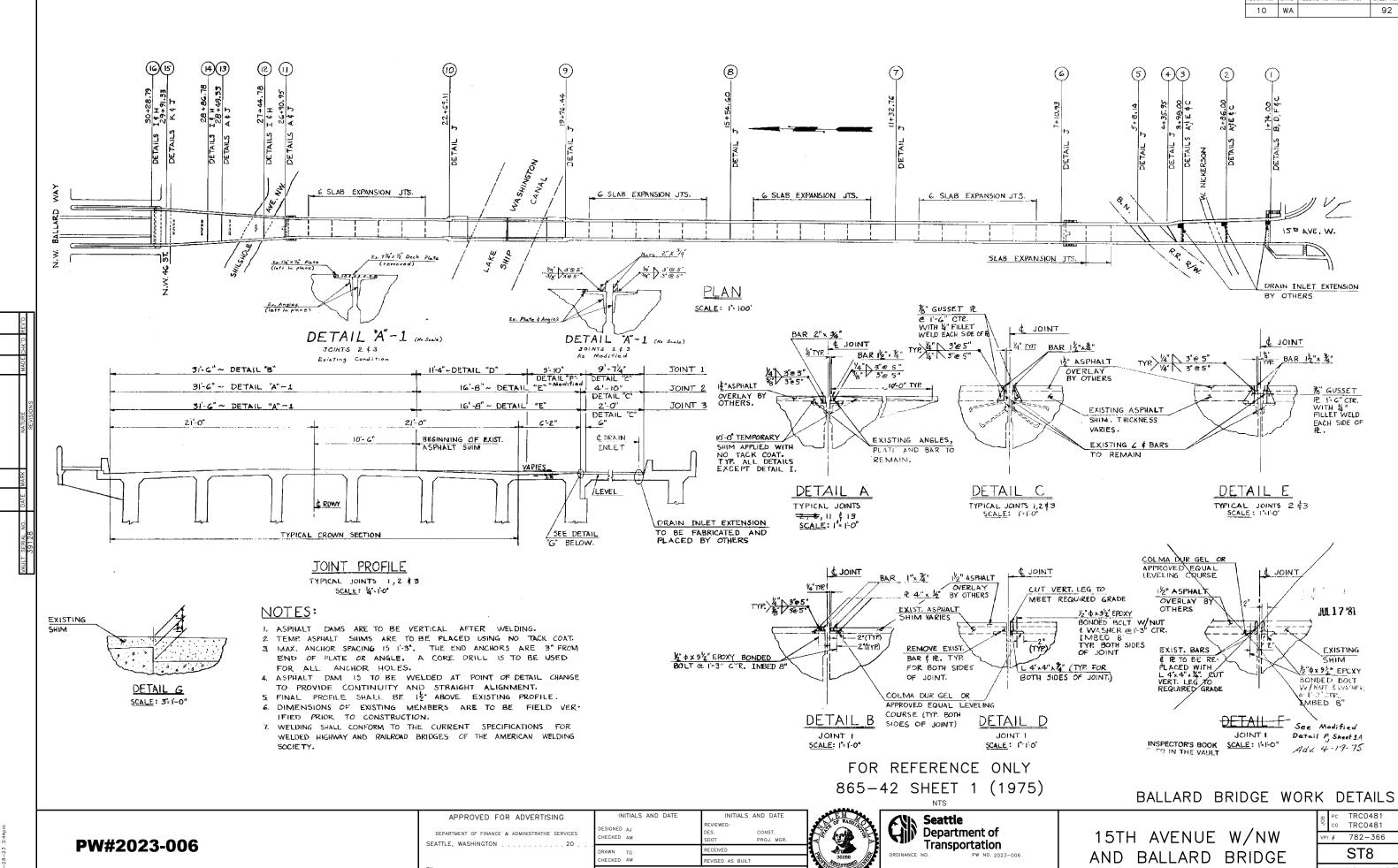
	INITIALS AND DATE	INITIALS A	ND DATE	
	DESIGNED AJ CHECKED AM	REVIEWED: DES. SDOT	CONST. PROJ. MGR.	į
	DRAWN TG	RECEIVED		1
	CHECKED AM	REVISED AS BUILT		3
٠.	ALL WORK SHALL BE DONE IN ACCORDANCE WITH T SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR			





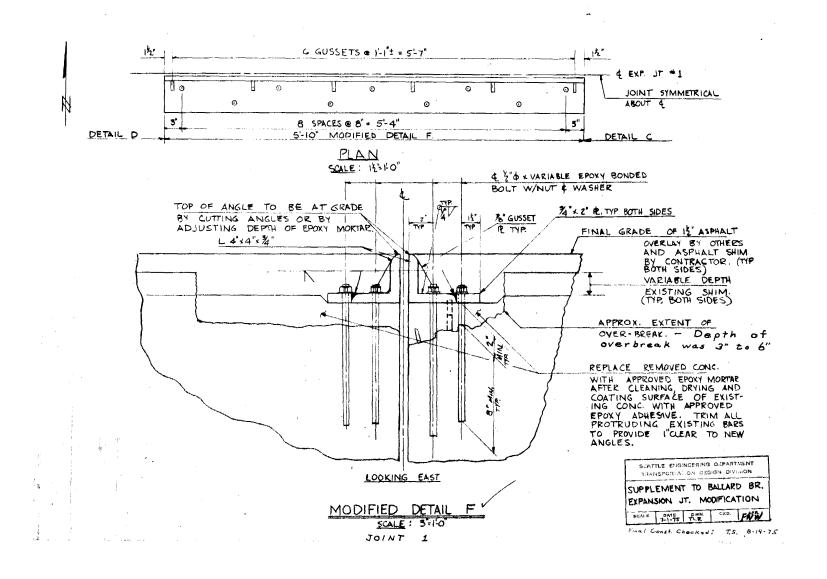
15TH AVENUE W/NW AND BALLARD BRIDGE

SHEET 91 OF 127



ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT

HEET 92 OF 127



FOR REFERENCE ONLY 865-42 SHEET 1A (1975)

BALLARD BRIDGE WORK DETAILS

PW#2023-006

INITIALS AND DATE

DESIGNED AJ
CHECKED AM

DRAWN TG
CHECKED AM

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATILE STANDARD PLANS AND
SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

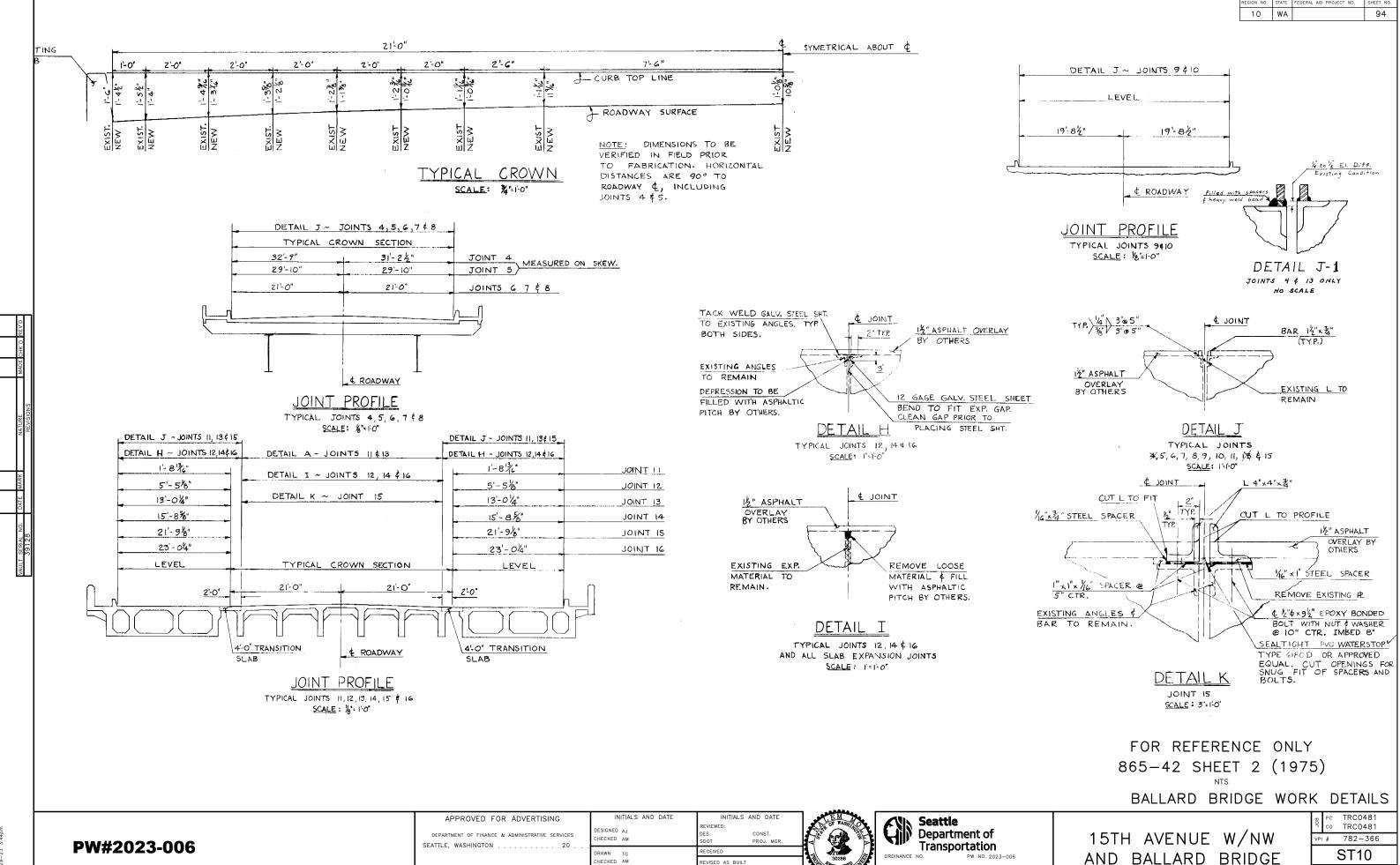




15TH AVENUE W/NW AND BALLARD BRIDGE

ST9				
VPI	#	782-366		
οr	СО	TRC0481		
BC	PC	TRC0481		
		TD00404		

SHEET 93 OF 127



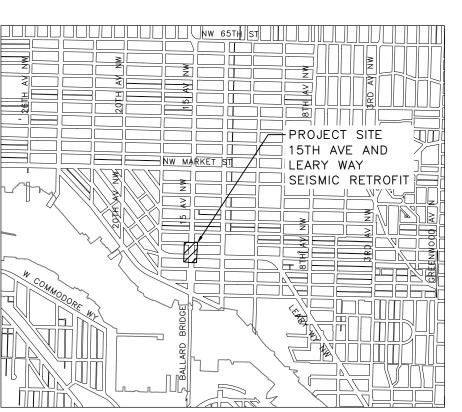
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT

ST10 SHEET 94 OF 127

SHEET	DRAWING	SHEET DESCRIPTION
95	CV2	VICINITY MAP, NOTES & SHEET INDEX
96	NT2	GENERAL NOTES
97	SP1	SITE PREPARATION PLAN
98	TC1	TRAFFIC CONTROL KEY PLAN
99-101	TC2-TC4	TRAFFIC CONTROL PLANS
102	PV1	RESTORATION PLAN
103	ST1	EXISTING PLAN & ELEVATION
104	ST2	RETROFIT KEY PLAN
105-107	ST3-ST5	CAP BEAM RETROFIT DETAILS
108	ST6	FOOTING AND COLUMN RETROFIT DETAILS
109	ST7	ABUTMENT RETROFIT DETAILS
110	ST8	PERMANENT GROUND ANCHOR DETAILS
111	ST9	JOINT REPLACEMENT DETAILS
112-113	ST10-ST11	UTILITY RELOCATION AND RESTORATION DETAILS
114	SP2	SITE PREPARATION PLAN - NW LEARY WAY
115	PV2	PAVING PLAN - NW LEARY WAY
116	PVDT1	PAVING DETAILS
117	SD1	DRAINAGE PLAN - NW LEARY WAY
118	CR1	CURB RAMP PLAN - NW LEARY WAY
119-121	SG1-SG3	SIGNAL PLANS - NW LEARY WAY
122-124	SG4-SG6	SIGNAL SCHEDULES - NW LEARY WAY
125	INT1	INTERCONNECT PLAN - NW LEARY WAY
126-127	LT1-LT2	LIGHTING PLANS - NW LEARY WAY

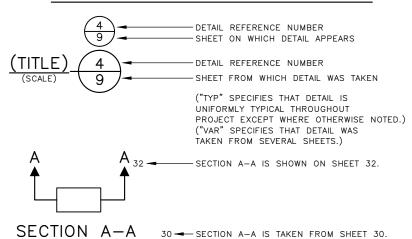
# SHEET INDEX

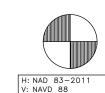
SHEET	DRAWING	SHEET DESCRIPTION
95	CV2	VICINITY MAP, NOTES & SHEET INDEX
96	NT2	GENERAL NOTES
97	SP1	SITE PREPARATION PLAN
98	TC1	TRAFFIC CONTROL KEY PLAN
99-101	TC2-TC4	TRAFFIC CONTROL PLANS
102	PV1	RESTORATION PLAN
103	ST1	EXISTING PLAN & ELEVATION
104	ST2	RETROFIT KEY PLAN
105-107	ST3-ST5	CAP BEAM RETROFIT DETAILS
108	ST6	FOOTING AND COLUMN RETROFIT DETAILS
109	ST7	ABUTMENT RETROFIT DETAILS
110	ST8	PERMANENT GROUND ANCHOR DETAILS
111	ST9	JOINT REPLACEMENT DETAILS
112-113	ST10-ST11	UTILITY RELOCATION AND RESTORATION DETAILS
114	SP2	SITE PREPARATION PLAN - NW LEARY WAY
115	PV2	PAVING PLAN - NW LEARY WAY
116	PVDT1	PAVING DETAILS
117	SD1	DRAINAGE PLAN - NW LEARY WAY
118	CR1	CURB RAMP PLAN - NW LEARY WAY
119-121	SG1-SG3	SIGNAL PLANS - NW LEARY WAY
122-124	SG4-SG6	SIGNAL SCHEDULES - NW LEARY WAY
125	INT1	INTERCONNECT PLAN - NW LEARY WAY
126-127	LT1-LT2	LIGHTING PLANS - NW LEARY WAY





## DETAIL AND SECTION REFERENCING





CITY DATUM/NAVD88 DIFFERENCE: THE CITY OF SEATTLE DATUM IS 9.7 FEET LOWER THAN NAVD-88

VICINITY MAP, NOTES & SHEET INDEX



SEE LOCATION MAP-

PUGET

SOUND

0

BLUE

QUEEN

drown HINLES ST

ELLIOTT BAY

SEATTLE

FAUNTLEROY

SW BARTON ST WHITE CENTER

VICINITY MAP

APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

VINDERMERE

(520)

LAKE

WASHINGTON

LAURELHURS

BAKER

MONTLAKE MADISON

PARK

WASHINGTON

INITIALS AND DATE INITIALS AND DATE CHECKED H. CLAYVILLE





15TH AVE AND LEARY WAY SEISMIC RETROFIT

g	PC CO	TRC0087 TRC0087			
٧	VPI # 782-366				
	CV2				
Г	HEET	95 of 12	7		

- THE CONTRACTOR MUST NOTIFY THE UTILITIES FOR UNDERGROUND UTILITY LOCATIONS BEFORE COMMENCEMENT OF ANY EXCAVATION. ADVANCE NOTIFICATION IS REQUIRED. SEE SECTION 1-07.28
- 4. ALL DIMENSIONS SHOWN FOR EXISTING CONDITIONS HAVE BEEN TAKEN FROM RECORD AS-BUILT DRAWINGS AND TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO FABRICATION OR CONSTRUCTION. AS-BUILT PLANS AND SHOP DRAWINGS VAULT NUMBERS ARE 782-95-6 THROUGH 19, 782-186-1. 5 THROUGH 8. AND 870-13-1. 5 THROUGH 6.
- 5. THE CONTRACTOR MUST VERIFY ALL NECESSARY DIMENSIONS IN THE FIELD PRIOR TO THE ORDERING AFFECTED MATERIAL, PRODUCTION SHOP OR TEMPORARY CONSTRUCTION DRAWINGS OR FABRICATING AFFECTED COMPONENTS.
- 6. CONSTRUCTION STAGING AND LOADS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
- 7. ALL PLAN DIMENSIONS ARE MEASURED HORIZONTALLY (LEVEL) OR VERTICALLY (PLUMB).
- 8. THE CONTRACTOR MUST BE SOLELY BE RESPONSIBLE FOR ALL MEANS AND METHODS, SAFETY PRECAUTIONS, AND CONSTRUCTION PROCEDURES NECESSARY TO PERFORM THE WORK
- 9. DO NOT SCALE DRAWINGS. FOLLOW DIMENSIONS.

## GENERAL STRUCTURAL NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STABILITY OF THE STRUCTURE AND FOR ENSURING THAT NO PORTION OF THE STRUCTURE IS OVERSTRESSED AS A RESULT OF CONSTRUCTION ACTIVITIES.
- 2. CONTRACTOR MUST LOCATE EXISTING STEEL REINFORCING USING NON-DESTRUCTIVE METHODS TO AVOID DAMAGE. THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY IF ANY EXISTING REBAR IN ENCOUNTERED OR ARE IN CONFLICT WITH THE WORK DETAILED AND MUST OBTAIN APPROVAL FROM THE ENGINEER BEFORE CONTINUING WITH THE WORK

## PERMANENT GROUND ANCHORS (PGA)

1. ALL STRUCTURAL STEEL THREADBARS MUST BE #14 AND BE HOT-ROLLED THREADBARS CONFORMING TO ASTM A615. UNLESS OTHERWISE SHOWN IN THE PLANS THE THREADBAR MATERIAL PROPERTIES MUST BE THE FOLLOWING OR GREATER:

GRADE: 100 KSI AREA:  $AS = 2.25 IN^2$ MIN ULTIMATE STRENGTH: PU = 295 KIPSMIN YIELD STRENGTH: PY = 225 KIPSF-MODULUS: E = 29.000 KSIHEXNUT LENGTH

2. THE ASSUMED DESIGN LOADS FOR THE SOIL ANCHORS ARE THE FOLLOWING:

EXTREME LIMIT STATE MAX APPLIED LOAD: 214 KIP (TENSION)

## STRUCTURAL STEEL

- 1. STRUCTURAL STEEL MUST CONFORM TO AASHTO M270 GRADE 36 OR ASTM A36
- 2. GALVINIZING STEEL MEMBERS MUST CONFORM TO AASHTO M111 OR ASTM 123.
- 3. SHEAR CONNECTORS MUST CONFORM TO AASHTO M169. GRADES 1010 THRU 1020.
- 4. WELDS MUST CONFORM TO THE REQUIREMENTS OF AWS D1.1M/1.1. LATEST EDITION. FIELD WELDS MUST BE PERFORMED USING THE APPROPRIATE PROCESSES AND ELECTRODES
- 5. ALL EMBEDDED BEARING PLATES MUST BE HOT-DIP GALVANIZED.

#### STORMWATER POLLUTION PREVENTION

1. THE CONTRACTOR MUST PREPARE A STORMWATER POLLUTION PREVENTION PLAN (SWPPP), A TREE, VEGETATION AND SOIL PROTECTION PLAN (TVSPP) AND A SPILL PLAN FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION.

## SEISMIC RETROFIT DESIGN DISCLOSURE

THE INTENT OF SEISMIC RETROFIT CONSTRUCTION, AS DEPICTED ON THESE DRAWINGS, IS TO IMPROVE THE SEISMIC RESISTANCE OF THE BRIDGE STRUCTURE; HOWEVER THIS CONSTRUCTION IS LIMITED AND DOES NOT ALLEVIATE ALL POST-RETROFIT SEISMIC VULNERABILITIES OF THE BRIDGE STRUCTURE TO THE EFFECTS OF A 1000 YEAR DESIGN LEVEL FARTHQUAKE EVENT

## CONCRETE AND REINFORCEMENT STEEL

1. PROVIDE THE FOLLOWING CONCRETE CLASS AS FOLLOWS: CAP BEAM RETROFIT:

ALL OTHER CONCRETE: CLASS 4000

2. ALL REINFORCEMENT BARS MUST CONFORM TO AS FOLLOWS. UNLESS OTHERWISE NOTED:

3. HOOKS ON REINFORCING STEEL MUST BE CRSI STANDARD HOOKS, UNLESS NOTED OTHERWISE

ALL BARS AT CAP BEAM (EXCEPT TIES) ASTM A706, GRADE 80 ASTM A706, GRADE 60

- 4. MECHANICAL COUPLERS IN REINFORCING MUST DEVELOP (IN TENSION OR COMPRESSION) AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE BAR. SPLICES TO SATISFY FATIGUE REQUIREMENTS FOR SPLICED BAR
- 5. ADHESIVES FOR ANCHORING REINFORCING BAR INTO EXISTING CONCRETE MUST BE LIMITED TO HILTI HIT-HY 200 SYSTEM, SIMPSON STRONG TIE AT-XP, OR APPROVED EQUAL.
- 6. ALL EXISTING CONCRETE SURFACES TO RECEIVE NEW CONCRETE MUST BE ROUGHENED TO MINIMUM OF 0.25 INCH AMPLITUDE.
- 7. ALL DIMENSIONS TO REINFORCING BARS ON THE DRAWINGS ARE TO THE CENTERLINE OF BARS, UNLESS OTHERWISE NOTED.
- 8. REINFORCING BARS SHOWN IN PLANS ARE SHOWN NOT TO SCALE FOR CLARITY.
- 9. CONTRACTOR MUST LOCATE HOLES FOR DOWEL BARS AND ANCHOR RODS TO AVOID DAMAGE TO EXISTING BRIDGE REINFORCING STEEL WHILE INSTALLING POST INSTALLED ANCHORS. PRIOR TO DRILLING HOLES IN CONCRETE, THE CONTRACTOR MUST LOCATE ALL REINFORCING STEEL AND ADJUST LOCATION OF HOLES TO CLEAR THE EXISTING BARS. FINAL HOLE LOCATIONS ARE SUBJECT TO
- 10.IN THE EVENT THE REINFORCING STEEL IS ENCOUNTERED DURING DRILLING, ABANDON THE HOLE AND DRILL A NEW HOLE OFFSET LATERALLY UP TO 2" CLEAR MAXIMUM. IF LARGER OFFSETS ARE REQUIRED, OBTAIN APPROVAL FROM THE ENGINEER FOR THE NEW HOLE LOCATION PRIOR TO PROCEEDING. MEASURE THE CLEAR DISTANCE FROM THE EDGE OF THE ABANDONED HOLE TO THE EDGE OF THE NEW OFFSET, CLEAN THE ABANDONED HOLE AND FILLED WITH A NON-SHRINK GROUT PLACED FLUSH WITH ADJACENT SURFACE. NOTIFY THE ENGINEER IF ANY EXISTING REBAR OR ANCHOR BOLTS HAVE BEEN DAMAGED DURING DRILLING
- 11.UNLESS OTHERWISE SHOWN ON THE PLANS, THE CONCRETE COVER MEASURED FROM THE FACE OF CONCRETE TO THE FACE OF ANY REINFORCING STEEL MUST BE 2 1/2" AT THE TOP OF SLAB, 1" AT THE BOTTOM OF SLAB, 3" AT SURFACES DEPOSITED AGAINST EARTH, AND 1 1/2" AT ALL OTHER LOCATIONS.
- 12. UNLESS OTHERWISE NOTED IN THE PLANS, ALL EXTERIOR CORNERS AND EDGES MUST HAVE A 3/4" CHAMFER AND ALL INTERIOR CORNERS MUST HAVE A 3/4" FILLET.

## SEISMIC DESIGN NOTES

- 1. DESIGN IS IN ACCORDANCE WITH:
- A. SDOT BRIDGE SEISMIC RETROFIT PHILOSOPHY, POLICES AND CRITERIA, REVISION 1 DECEMBER 2015 (BSRPPC)
- B. FHWA SEISMIC RETROFITTING MANUAL FOR HIGHWAY STRUCTURES PART 1 BRIDGE, 2006
- AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN, 2ND EDITION 2011, WITH 2015 INTERIM
- D. WSDOT BRIDGE DESIGN MANUAL, M23-50.21, JUNE 2022 F WSDOT GEOTECHNICAL DESIGN MANUAL FEB 2022
- F. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION 2020
- 2. THE RETROFIT MEASURES CONTAINED IN THE CONSTRUCTION DOCUMENTS HAVE BEEN DESIGNED TO THE FOLLOWING EARTHQUAKE HAZARD AND PERFORMANCE LEVELS\* PER FHWA SEISMIC RETROFITTING MANUAL:
- A. 100 YEAR RETURN PERIOD PL3 OPERATIONAL PERFORMANCE
- 1000 YEAR RETURN PERIOD PL1 RETROFIT DESIGN LIFE SAFETY PROTECTION
- FINAL PERFORMANCE HAS SOME DEVIATIONS FROM BSRP SEE PROJECT DEFINITION REPORT FOR DETAILS
- 3 DESIGN LOADS ARE SUMMARIZED BELOW AND ARE IN ACCORDANCE TO THE SEISMIC CRITERIA
  - A. DEAD LOADS: SELF-WEIGHT OF ALL BRIDGE COMPONENTS, WITH UNIT WEIGHTS PER AS-BUILT PLANS AND SHOP DRAWINGS.
- B. SEISMIC DESIGN PARAMETERS:

SITE CLASS C 1000 Year Return Period

- PGA 0.414g Ss - 0.944a
- S<sub>1</sub> 0.275a
- As 0.497q
- Sps 1.132g
- S<sub>D1</sub> 0.413g
- 100-Year Return Period • PGA - 0.128g
- Ss 0.292g
- $\bullet$  S<sub>1</sub> 0.072 $\sigma$
- As 0.163a
- Sps 0.379a
- Sp1 0.107a

GENERAL NOTES

10 WA

96



APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . . 20 .

INITIALS AND DATE INITIALS AND DATE VIEWED: ESIGNED S. JAVIDI HECKED H. CLAYVILLE ECEIVED HECKEN S. JAVIDI

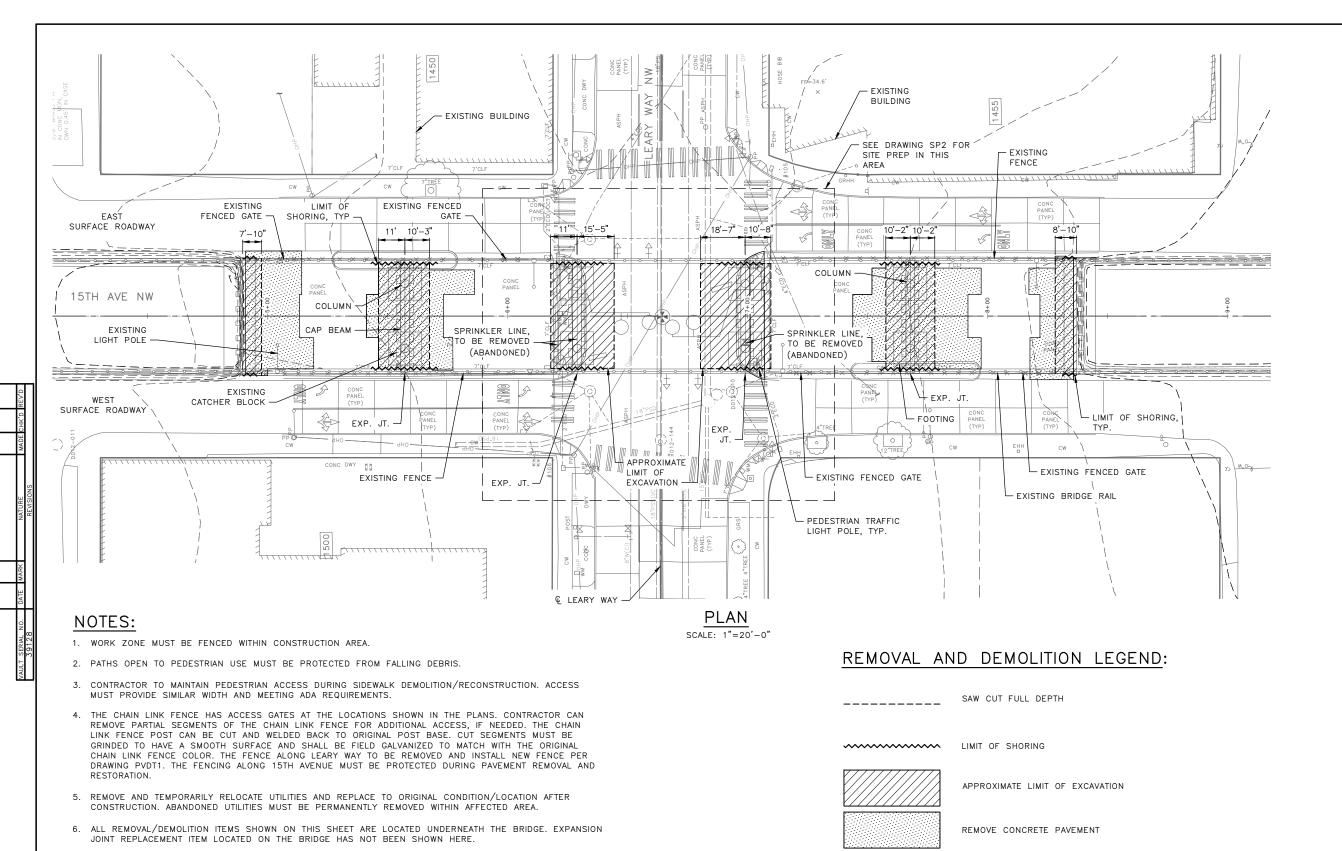




15TH AVE AND LEARY WAY SEISMIC RETROFIT

TRC0087 TRC0087 VPI # 782-366 NT2

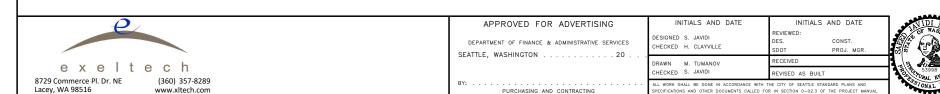
HEET 96 OF 127



## SITE PREPARATION PLAN

10

SCALE IN FEET

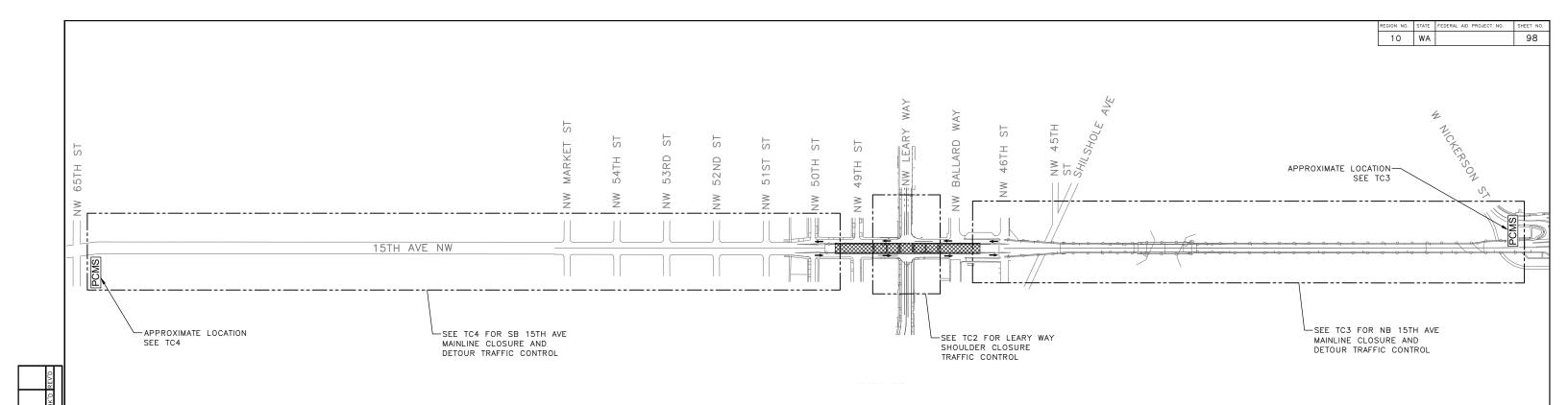




15TH AVE AND LEARY WAY VPI # SEISMIC RETROFIT

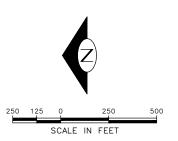
782-366 SP1 SHEET 97 OF 127

7. SEE SG DRAWINGS FOR SIGNALS.



## NOTES:

- THESE TRAFFIC CONTROL PLANS SHOW ONE POSSIBLE SEQUENCE OF CONSTRUCTION. THE CONTRACTOR MUST SUBMIT PROJECT SPECIFIC TRAFFIC CONTROL PLANS REFLECTING THEIR PROPOSED CONSTRUCTION SEQUENCE.
- NB AND SB 15TH AVE MAINLINE CLOSURE ARE ASSUMED TO OCCUR CONCURRENTLY FOR TOTAL BRIDGE CLOSURE.



TRAFFIC CONTROL KEY PLAN

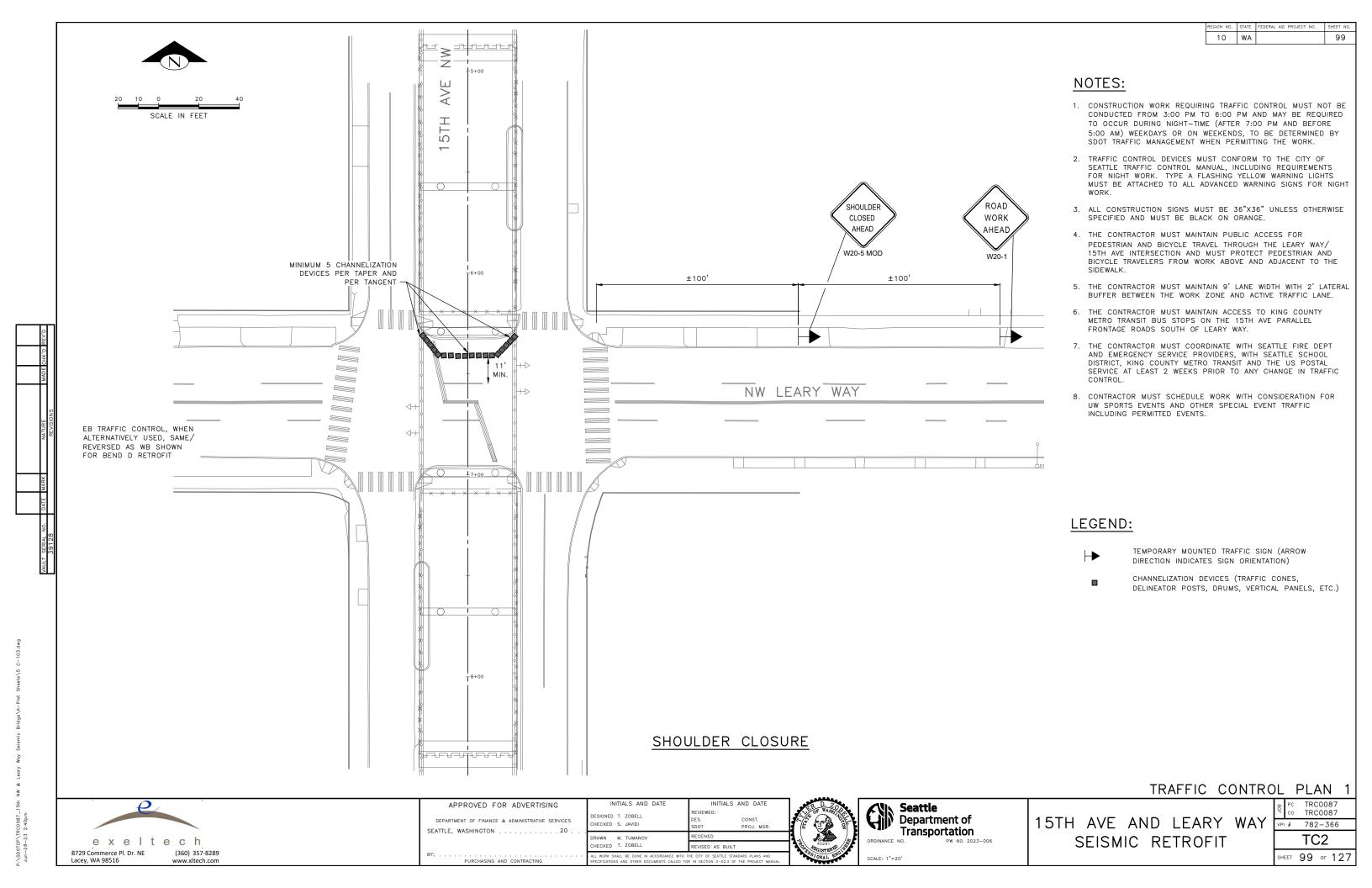


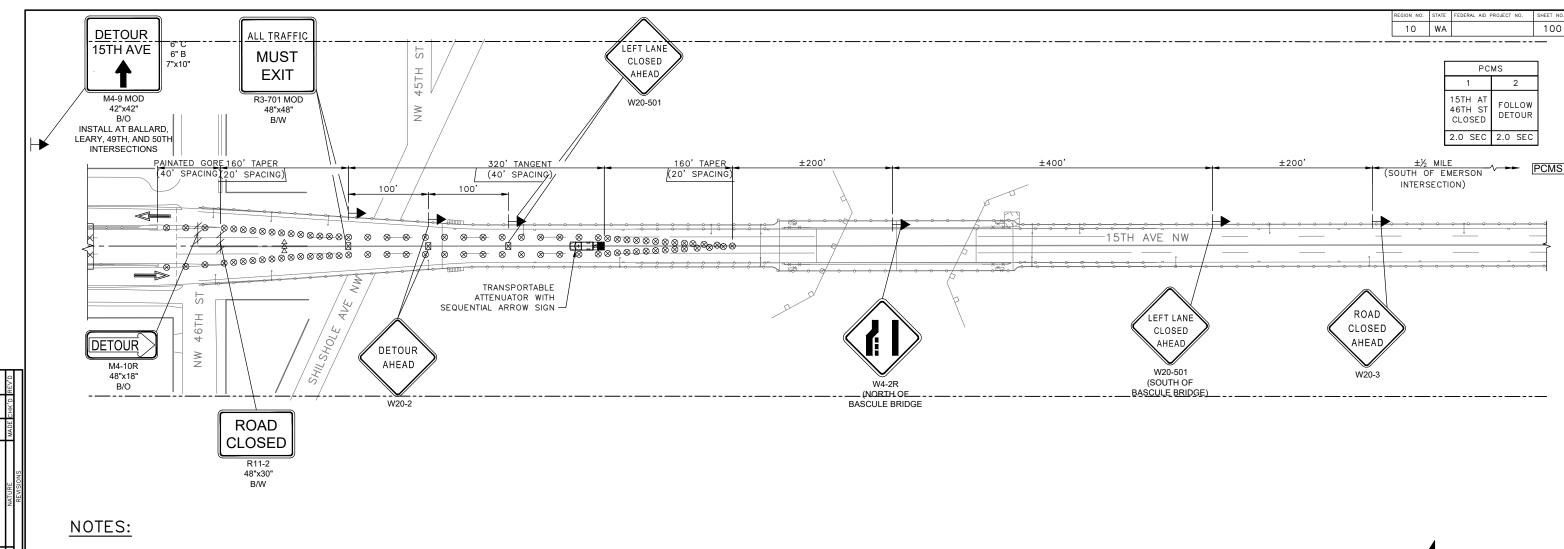




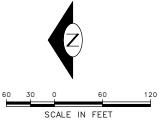
15TH AVE AND LEARY WAY SEISMIC RETROFIT

	<u>K</u>	E,	<u>Y</u> F	<u> </u>	<u>.AN</u>	
,	PC TRC0087 co TRC0087					
	VPI	#	782	2-3	66	
	TC1					
	SH	EET	98	OF	127	7





- 1. THIS PLAN MUST OPERATE WITHOUT THE USE OF FLAGGERS OR SPOTTERS.
- 2. THIS CLOSURE MUST NOT OCCUR CONCURRENTLY WITH A LEARY WAY SHOULDER CLOSURE.
- A SIDEWALK CLOSURE ON THE BALLARD BRIDGE IS REQUIRED TO ALLOW SPACE FOR THESE SIGNS TO BE SET UP. PEDESTRIANS TO DETOUR TO THE WEST SIDEWALK.
- 4. THE CONTRACTOR MAY SUBMIT REVISED TRAFFIC CONTROL PLANS FOR APPROVAL BY THE CITY OF SEATTLE PRIOR TO CONSTRUCTION.
- TRAFFIC CONTROL DEVICES MUST CONFORM TO THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL, INCLUDING REQUIREMENTS FOR NIGHT WORK. TYPE A FLASHING YELLOW WARNING LIGHTS MUST BE ATTACHED TO ALL ADVANCED WARNING SIGNS FOR NIGHT WORK.
- 6. UNLESS OTHERWISE SHOWN, ALL TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES AND SIGNS MUST MEET THE REQUIREMENTS OF THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL FOR IN-STREET WORK.
- 7. ALL CONSTRUCTION SIGNS MUST BE 36"X36" UNLESS OTHERWISE SPECIFIED AND MUST BE BLACK ON ORANGE.
- THE CONTRACTOR MUST COORDINATE WITH SEATTLE FIRE DEPT AND EMERGENCY SERVICE PROVIDERS, WITH SEATTLE SCHOOL DISTRICT, KING COUNTY METRO TRANSIT AND THE US POSTAL SERVICE AT LEAST 2 WEEKS PRIOR TO ANY CHANGE IN TRAFFIC CONTROL.
- 9. CONTRACTOR MUST SCHEDULE WORK WITH CONSIDERATION FOR UW SPORTS EVENTS AND OTHER SPECIAL EVENT TRAFFIC INCLUDING PERMITTED EVENTS.



## LEGEND:

SIGN LOCATION - TEMPORARY

SIGN LOCATION - PORTABLE MOUNT (5' MINIMUM MOUNTING HEIGHT TO BOTTOM OF SIGN)

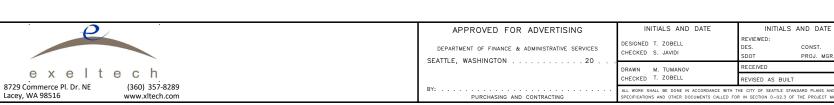
TRAFFIC SAFETY DRUM

TYPE 3 BARRICADE TRANSPORTATION ATTENUATOR

SEQUENTIAL ARROW SIGN - TYPE C

TRAFFIC CONTROL PLAN 2

# NB 15TH AVE MAINLINE ROADWAY CLOSURE AT 46TH ST.

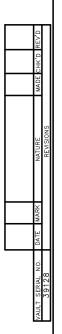


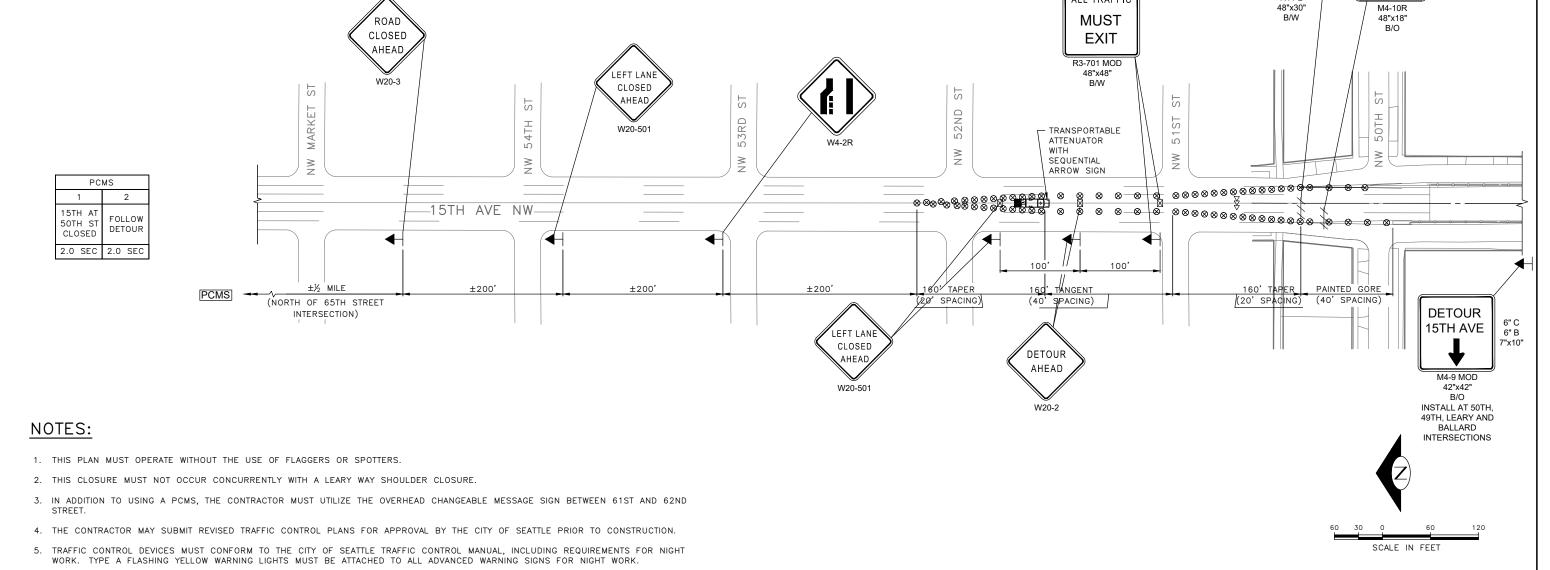




15TH AVE AND LEARY WAY VPI # 782-366 SEISMIC RETROFIT

TRC0087 TC3 SHEET 100 OF 127





# SB 15TH AVE MAINLINE ROADWAY CLOSURE AT 50TH ST.



6. UNLESS OTHERWISE SHOWN, ALL TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES AND SIGNS MUST MEET THE REQUIREMENTS

8. THE CONTRACTOR MUST COORDINATE WITH SEATTLE FIRE DEPT AND EMERGENCY SERVICE PROVIDERS, WITH SEATTLE SCHOOL DISTRICT, KING COUNTY METRO TRANSIT AND THE US POSTAL SERVICE AT LEAST 2 WEEKS PRIOR TO ANY CHANGE IN TRAFFIC CONTROL.

9. CONTRACTOR MUST SCHEDULE WORK WITH CONSIDERATION FOR UW SPORTS EVENTS AND OTHER SPECIAL EVENT TRAFFIC INCLUDING

7. ALL CONSTRUCTION SIGNS MUST BE 36"X36" UNLESS OTHERWISE SPECIFIED AND MUST BE BLACK ON ORANGE.

OF THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL FOR IN-STREET WORK.

PERMITTED EVENTS.



15TH AVE AND LEARY WAY VPI # 782-366 SEISMIC RETROFIT

SIGN LOCATION - TEMPORARY

TRANSPORTATION ATTENUATOR SEQUENTIAL ARROW SIGN - TYPE C

TRAFFIC SAFETY DRUM TYPE 3 BARRICADE

SIGN LOCATION - PORTABLE MOUNT (5' MINIMUM MOUNTING HEIGHT TO BOTTOM OF SIGN)

TRAFFIC CONTROL PLAN 3

LEGEND:

 $\otimes$ 

TRC0087 TC4 SHEET 101 OF 127

101

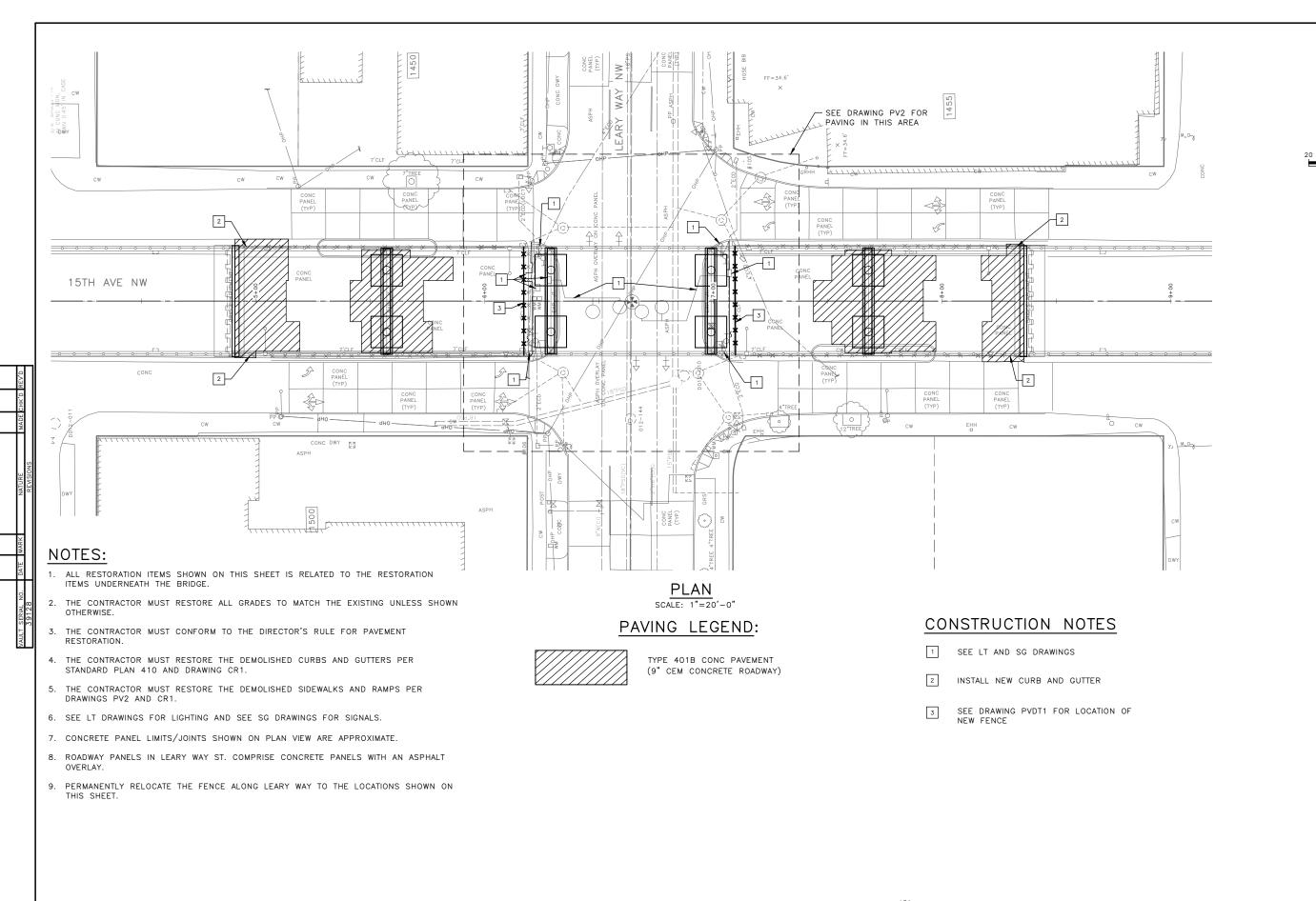
10 WA

DETOUR

**ROAD CLOSED** 

R11-2

ALL TRAFFIC



RESTORATION PLAN

10 WA

SCALE IN FEET



APPROVED FOR ADVERTISING

INITIALS AND DATE

DESIGNED S. JAVIDI
CHECKED H. CLAYVILLE

DES. CONST.
SDOT PROJ. MGR.

PREVIEWED:
DES. CONST.
SDOT PROJ. MGR.

RECEIVED
REVISED AS BUILT

RELIVED AS BUILT

RELIVED AS BUILT

RELIVED AS BUILT

RELIVED AS BUILT

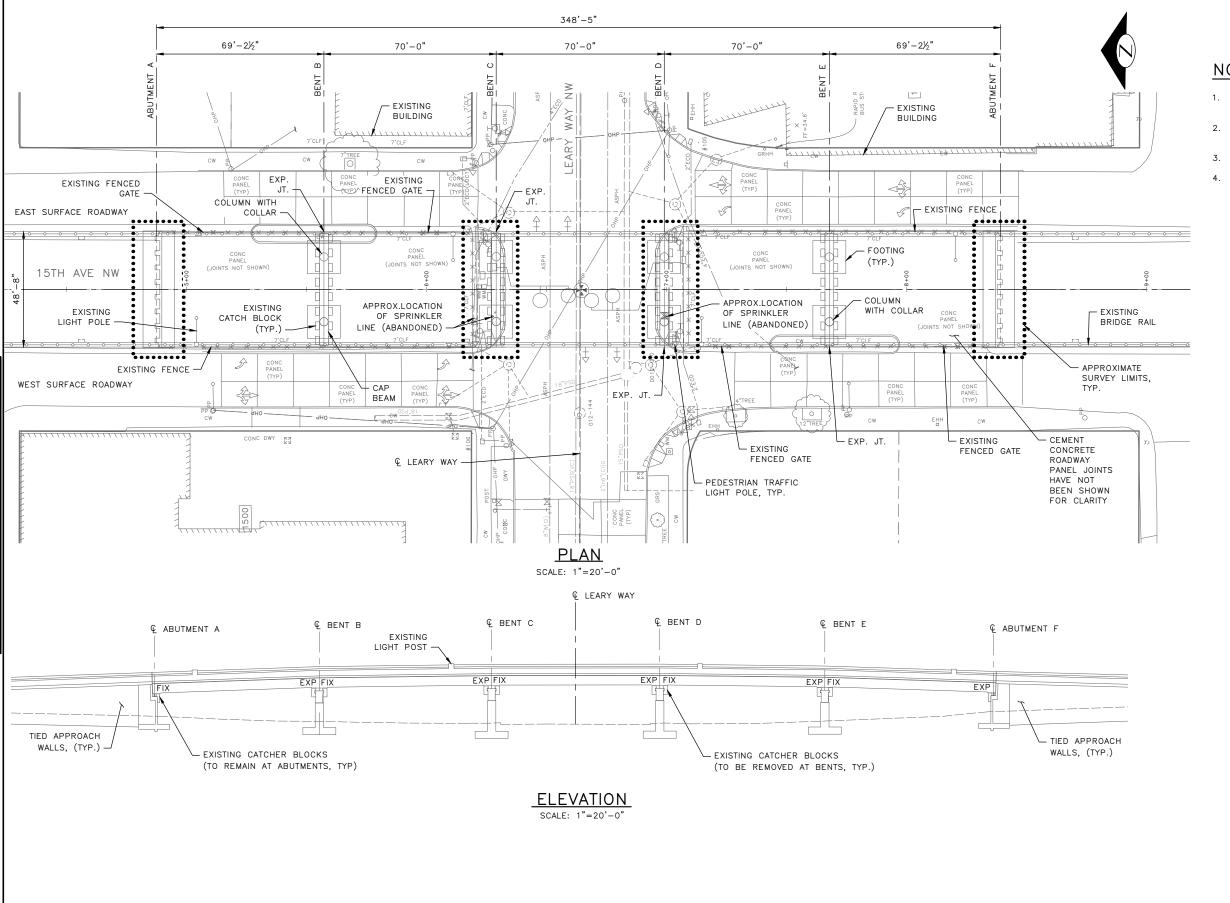




15TH AVE AND LEARY WAY SEISMIC RETROFIT

PV1

SHEET 102 of 127



NOTES:

I. DIMENSIONS ARE FROM THE  $\ensuremath{\mathbb{Q}}$  OF EXPANSION JOINTS OF THE BENTS AND ABUTMENTS.

10 WA

103

PAVEMENT ON LEARY WAY STREET IS CEMENT CONCRETE ROADWAY PANELS WITH AN ASPHALT OVERLAY.

3. TRAFFIC DETECTOR LOOP SHOWN ARE APPROXIMATE.

4. SURVEY LIMITS TO THE CURBS AND SIDEWALKS AT BENTS B AND D, AND ABUTMENTS A AND F.

EXISTING PLAN & ELEVATION



INITIALS AND DATE

DESIGNED S. JAVIDI
CHECKED H. CLAYVILLE

DRAWN M. TUMANOV
CHECKED S. JAVIDI

RECEIVED

PROJ. MGR.

RECEIVED

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.



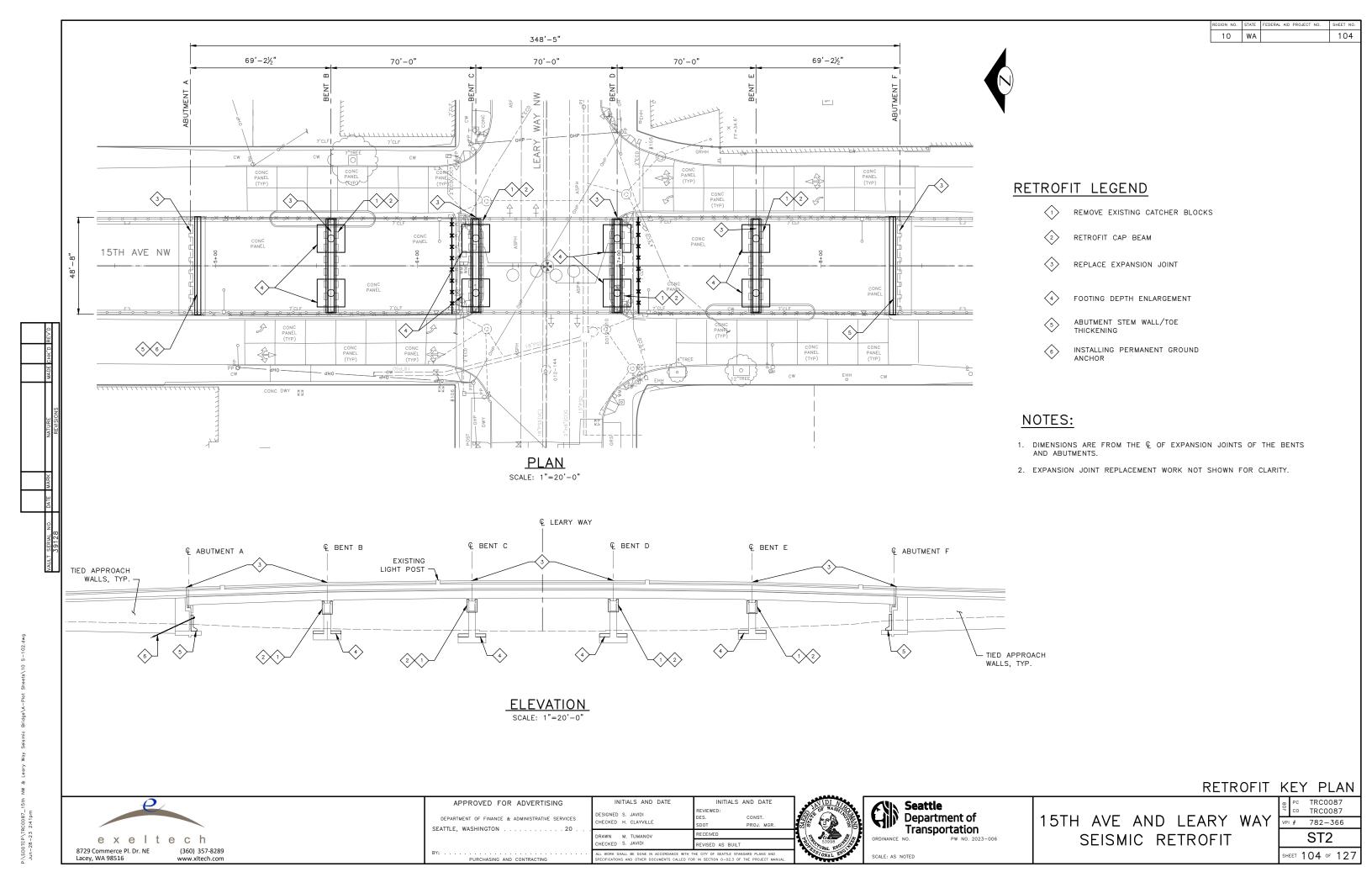


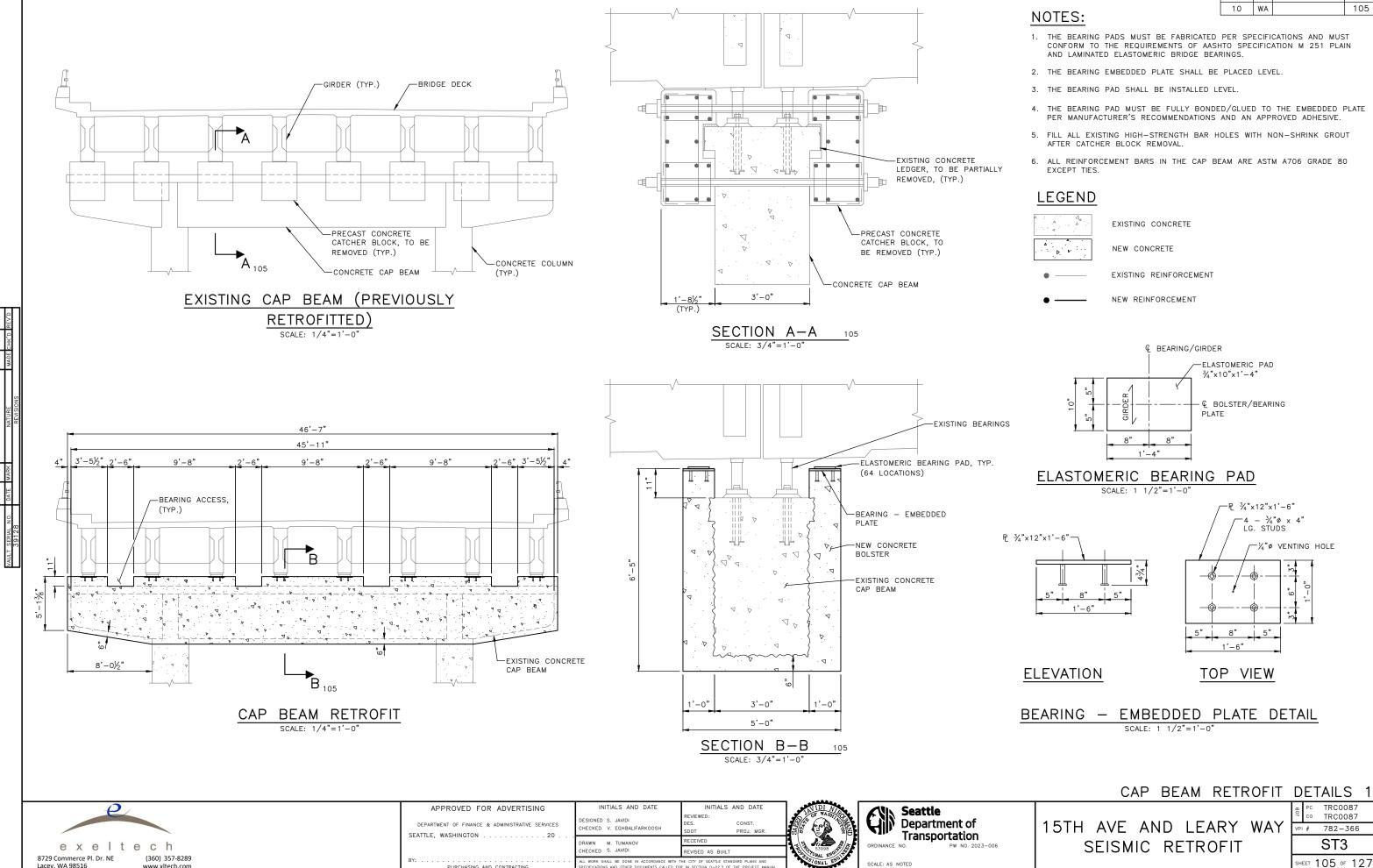
15TH AVE AND LEARY WAY

SEISMIC RETROFIT

ST1

PC TRC0087
TRC0087
VPI # 782-366
ST1
SHEET 103 of 127



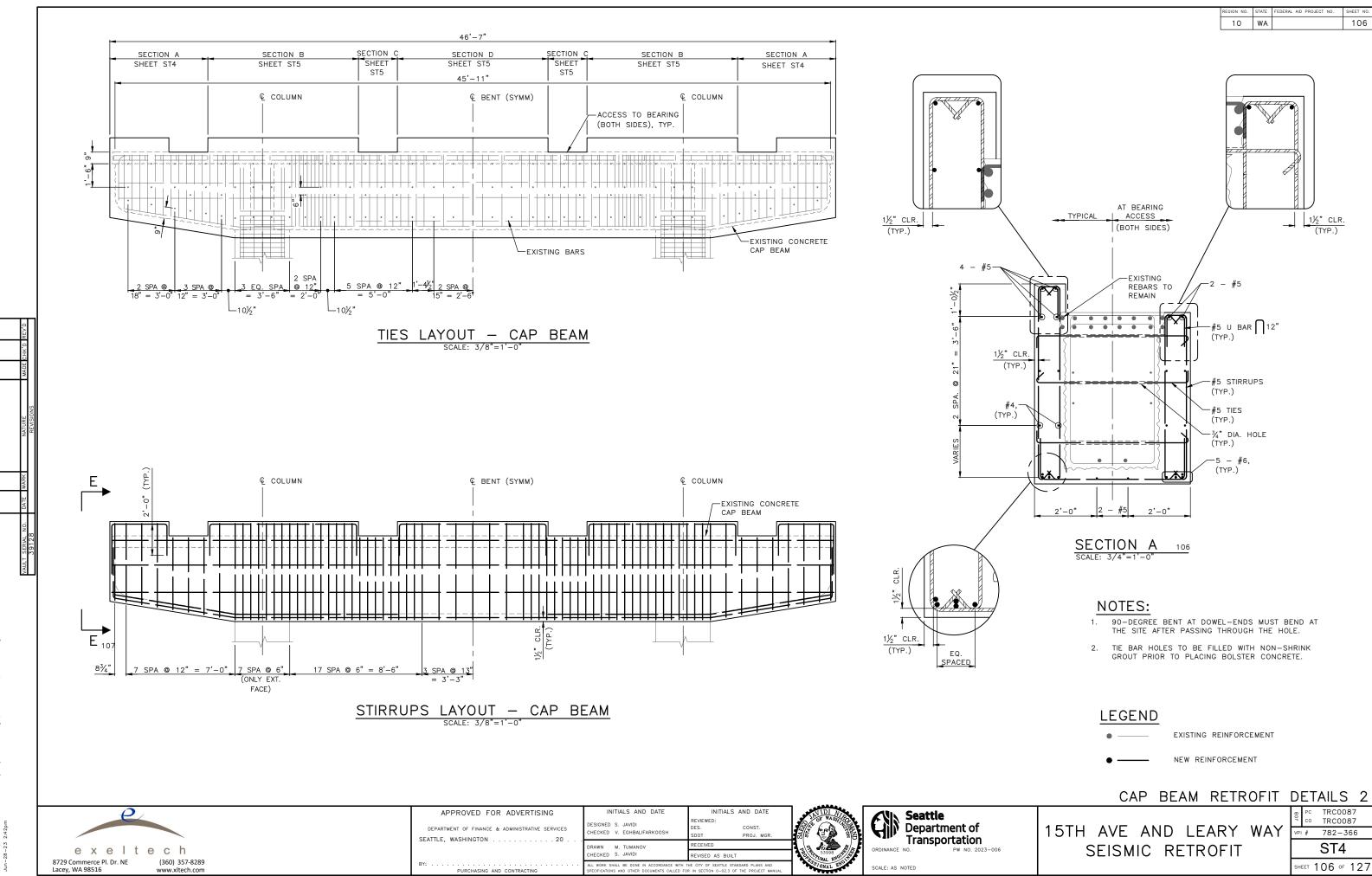


105

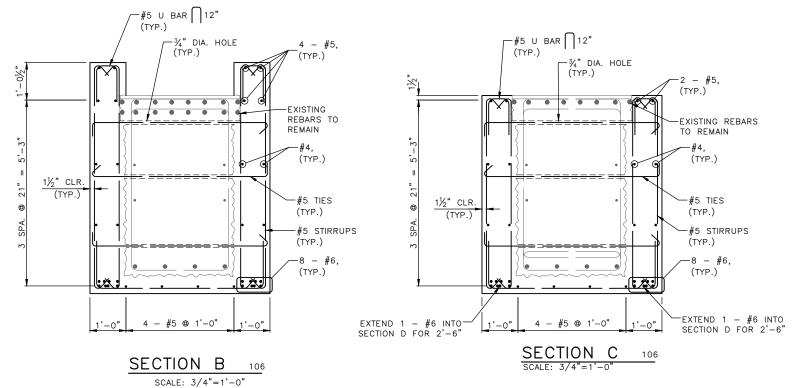
(360) 357-8289 8729 Commerce Pl. Dr. NE Lacey, WA 98516

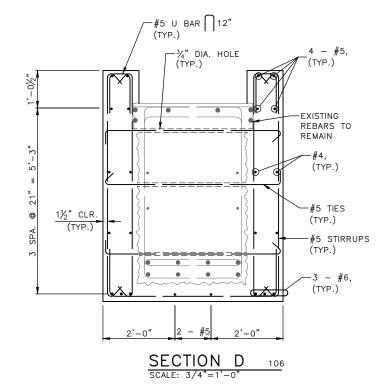
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT





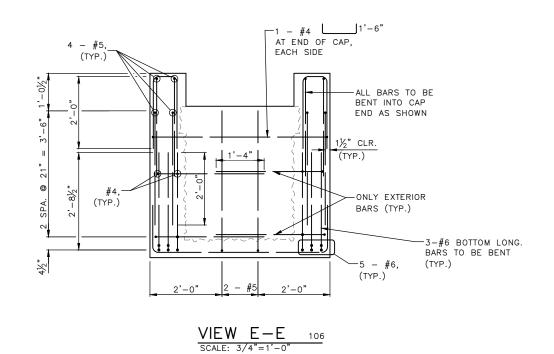
P:\SDOTCP\TRC0087\_15th NW & Leary Way Seismic Bridge\A-Plot





SCALE: 3/4 = 1 - 0

(GEOMETRY IS BASED ON THE SECTION NEXT TO THE COLUMN. THE BOTTOM LONG. BARS LOCATION IS VARIED ALONG OVERHANG SEGMENT.)





EXISTING REINFORCEMENT

• ----- NEW REINFORCEMENT

## CAP BEAM RETROFIT DETAILS 3



APPROVED FOR ADVERTISING

DESIGNED S. JAVIDI
CHECKED V. EGHBALIFARKOOSH

DRAWN M. TUMANOV
CHECKED S. JAVIDI

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATILE STANDARD PLANS AND
SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANL

INITIALS AND DATE

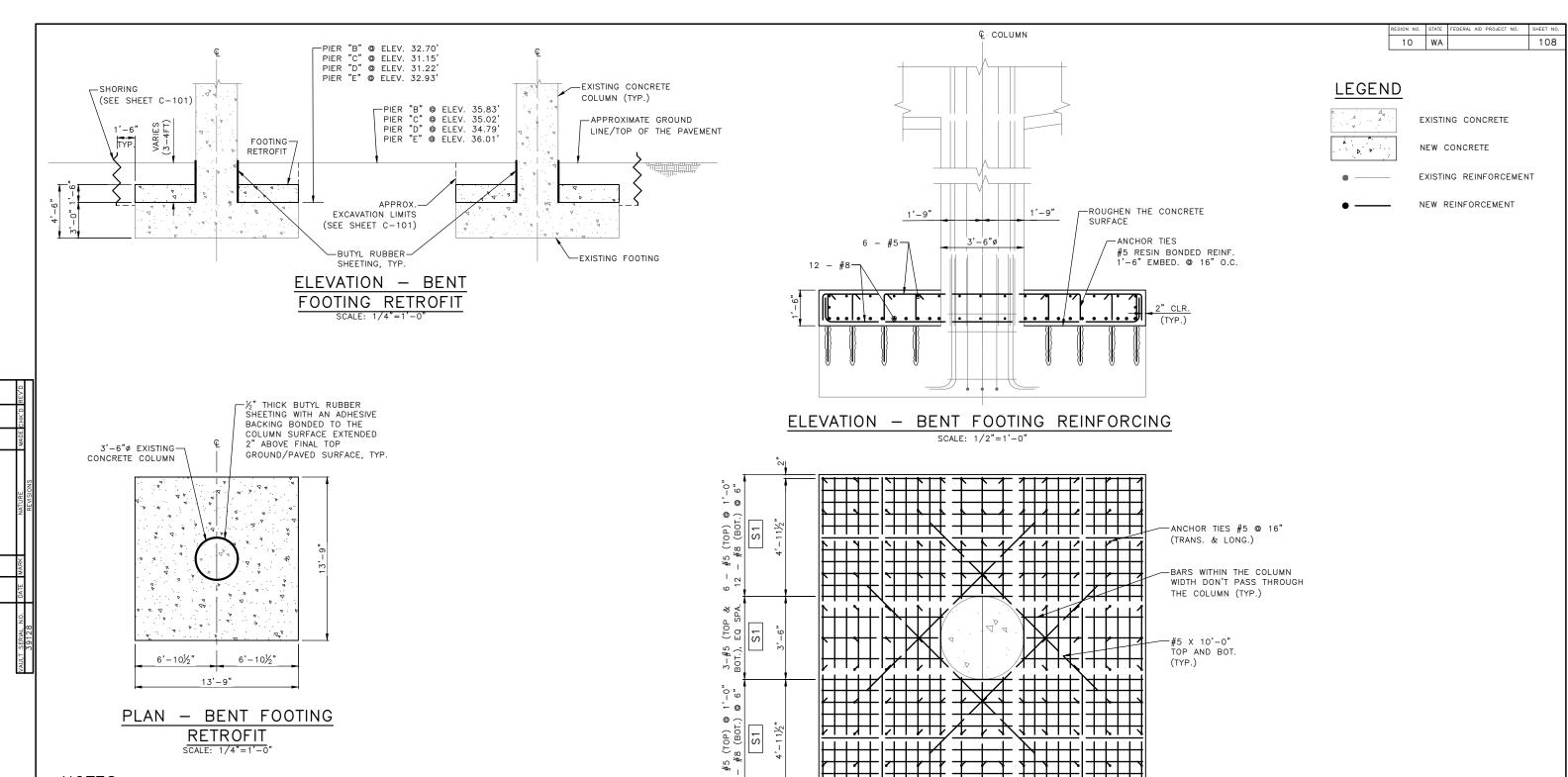
INITIALS AND DATE





SCALE: AS NOTED

15TH AVE AND LEARY WAY | TRANSPORT | ST5



## NOTES:

1. ELEVATION PROVIDED ARE FOR REFERENCE ONLY. CONTRACTOR MUST FIELD VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.

PLAN - BENT FOOTING REINFORCING

6 - #5 (TOP) @ 1'-0" | 3-#5 (TOP & | 6 - #5 (TOP) @ 1'-0" 12 - #8 (BOT.) @ 6" | BOT.), EQ SPA. | 12 - #8 (BOT.) @ 6"

S1

4'-111/2"

S1

INITIALS AND DATE

Seattle Department of **Transportation** 

4'-111/2"

S1

15TH AVE AND LEARY WAY VPI # 782-366

FOOTING AND COLUMN RETROFIT DETAILS

TRC0087 ST6

exeltech 8729 Commerce Pl. Dr. NE (360) 357-8289 Lacey, WA 98516

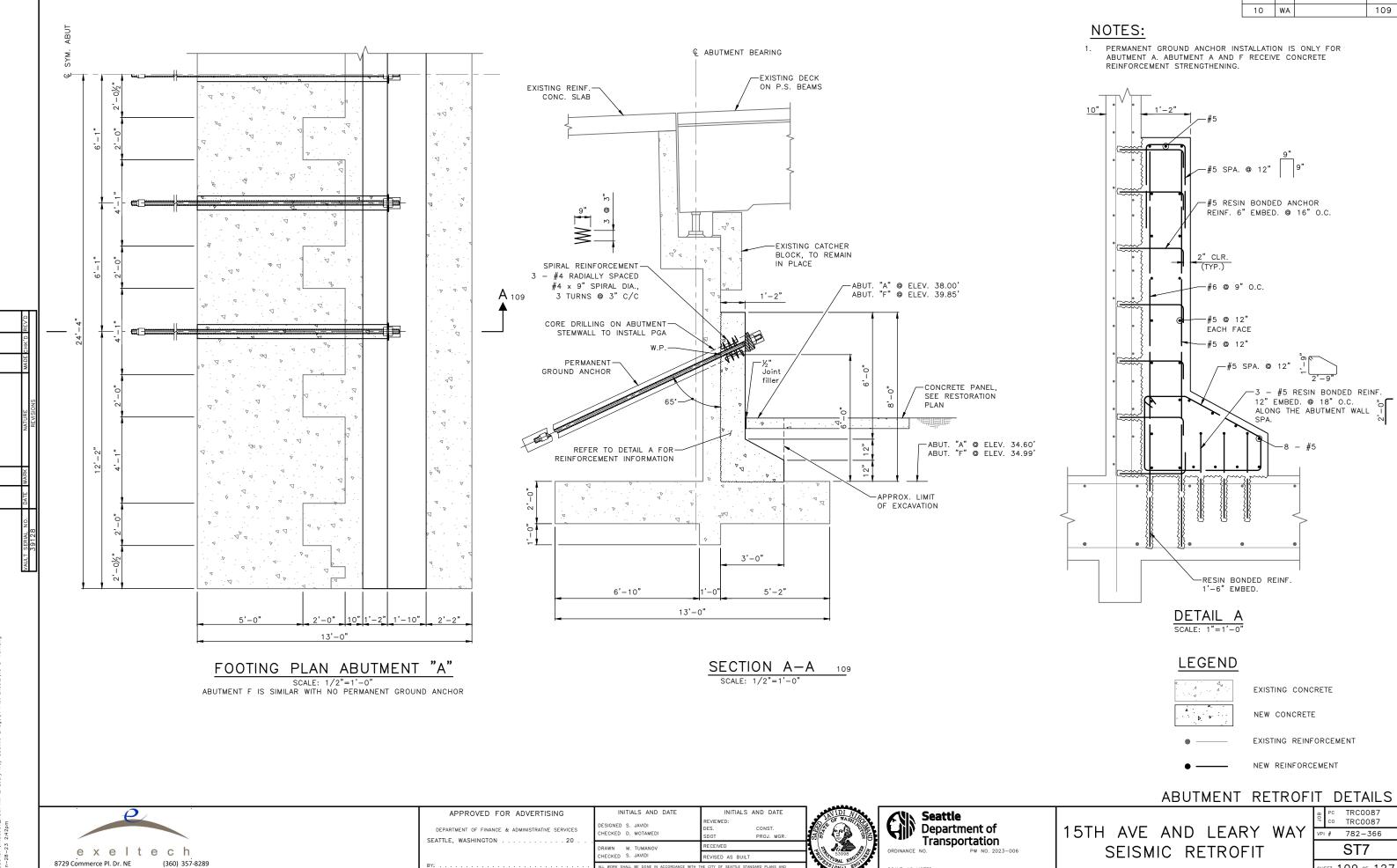
APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . 20

HECKED D. MOTAMEDI DRAWN M. TUMANOV CHECKED S. JAVIDI ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS A SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT

INITIALS AND DATE

SEISMIC RETROFIT

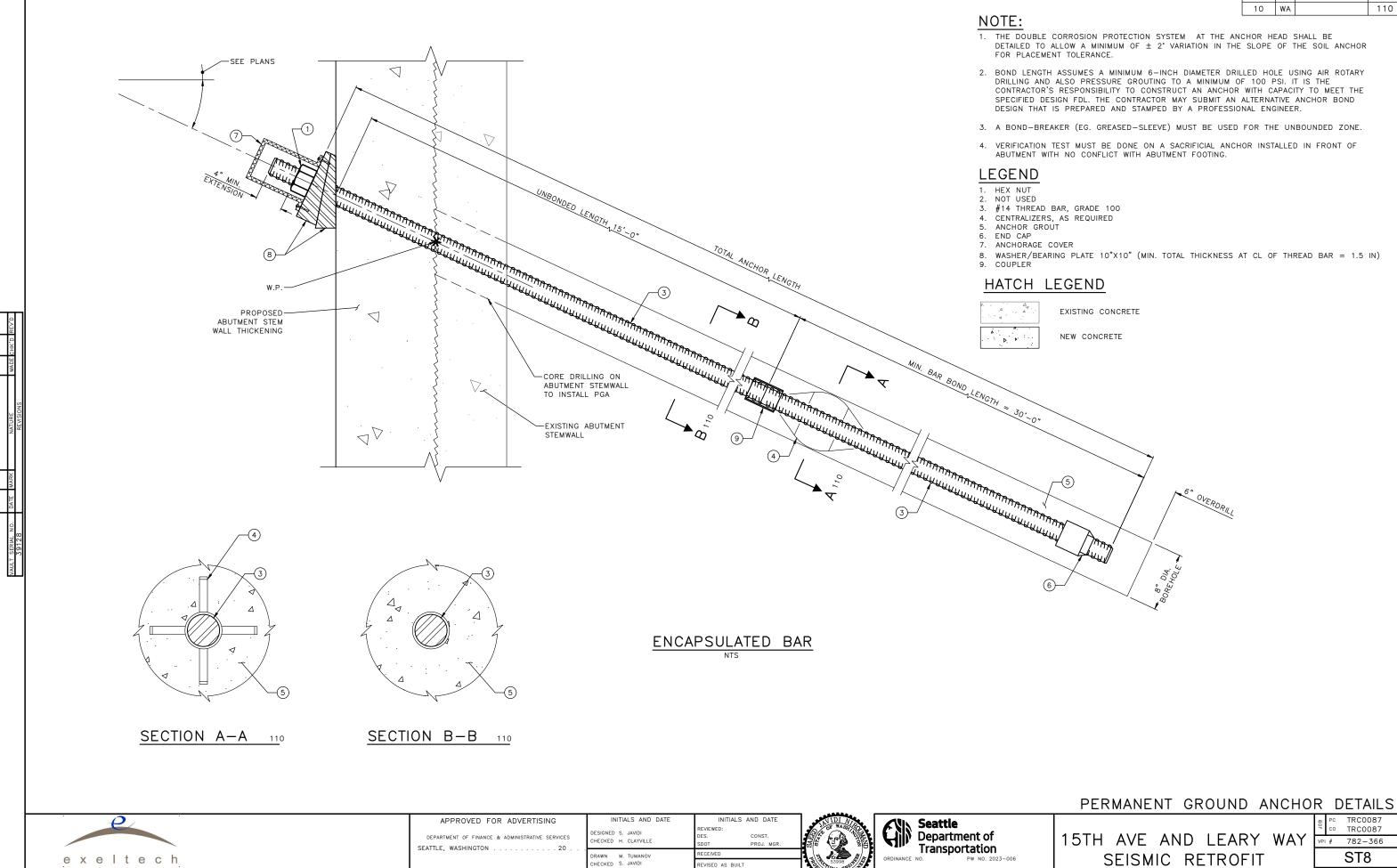
SHEET 108 OF 127



ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT I

Lacey, WA 98516

SHEET 109 OF 127



ALL WORK SHALL BE DONE IN ACC SPECIFICATIONS AND OTHER DOCUM

8729 Commerce Pl. Dr. NE

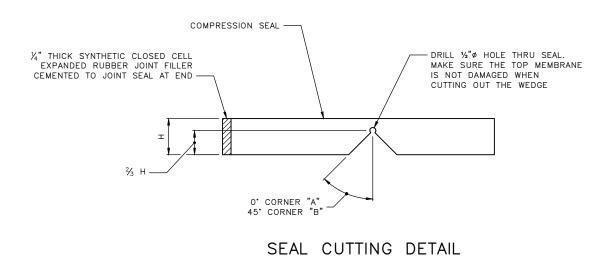
Lacey, WA 98516

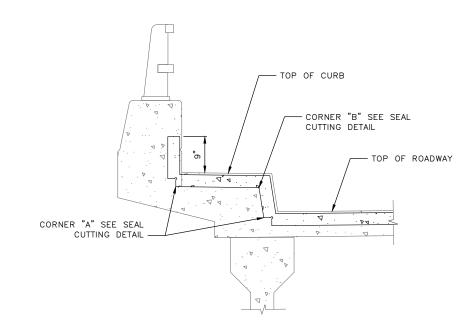
(360) 357-8289

ST8 SHEET 110 OF 127

### NEW COMPRESSION SEAL ARRANGEMENT

SCALE: 3'' = 1'-0''(EXISTING BARS AND ARMORS NOT SHOWN FOR CLARITY)





# COMPRESSION SEAL AT ENDS DETAIL

#### COMPRESSION SEAL TABLE

			WMAN ACME
APPROV	'ED EQUAL	OR APPRO	VED EQUAL
SEAL	WIDTH	SEAL	WIDTH
CV-2000	2"	WA-200	2"

### EXPANSION JOINT GAP TABLE

	STRUCTURE TEMP. 40°F 64°F 80°F				
TARGET EXPANSION GAP	21/4"	2"	1¾"		

THE CONTRACTOR TO FIELD VERIFY ALL EXISTING EXPANSION GAPS. IF ANY GAP MEASURES MORE THAN OR LESS THAN DIFFERENT FROM THE DIMENSION SHOWN IN THE TABLE. THEN MODIFY THE NEW ELASTOMERIC CONCRETE HEADER TO MAINTAIN THE TARGET 2" EXPANSION JOINT GAP.

#### LEGEND



EXISTING CONCRETE

NEW CONCRETE

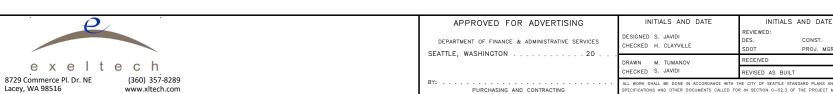
EXISTING REINFORCEMENT

NEW REINFORCEMENT

#### NOTES:

1. TESTING SHALL BE PER ASTM D2628 PRIOR TO USE OF COMPRESSION SEAL.

#### JOINT REPLACEMENT DETAILS



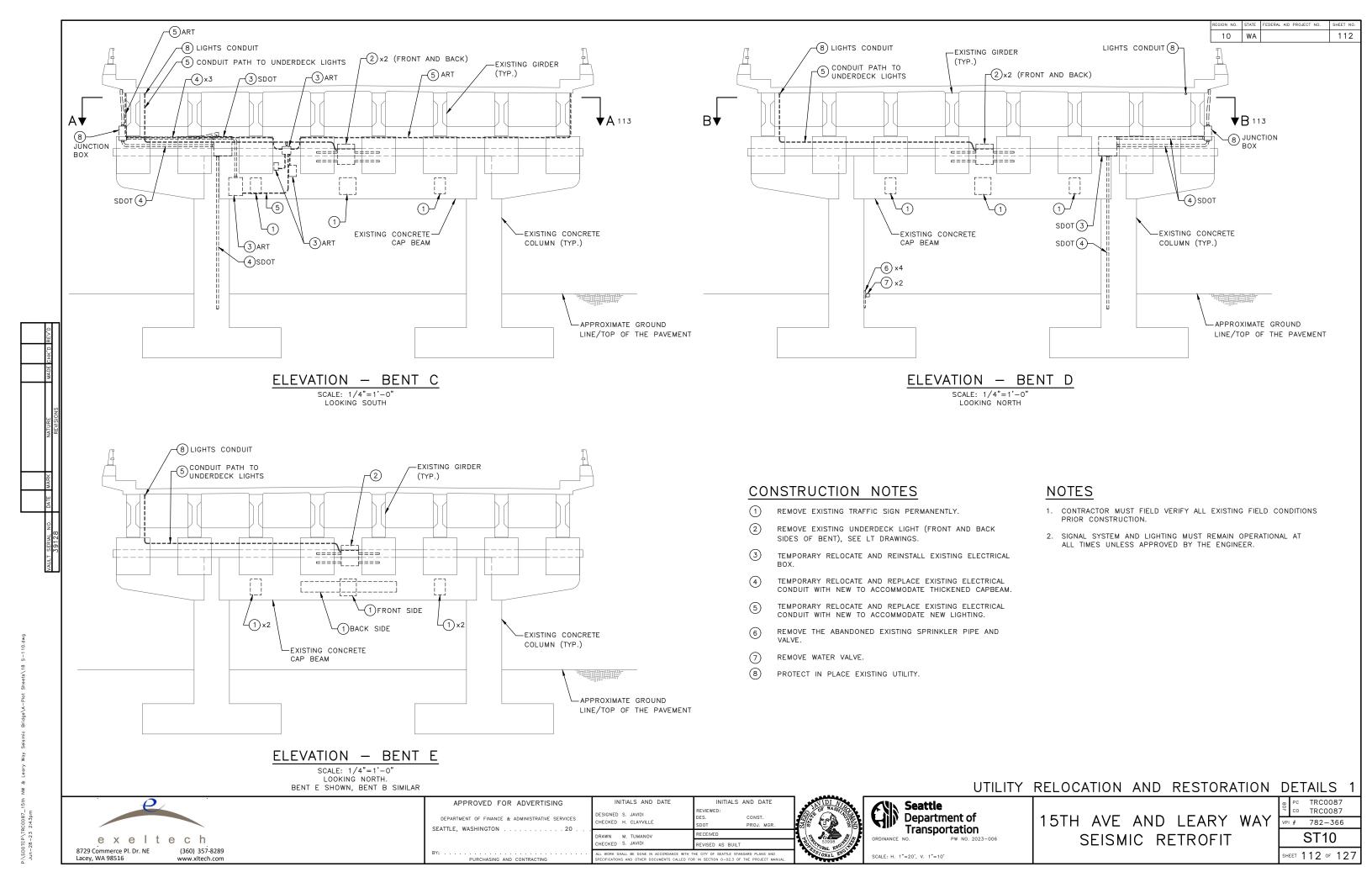


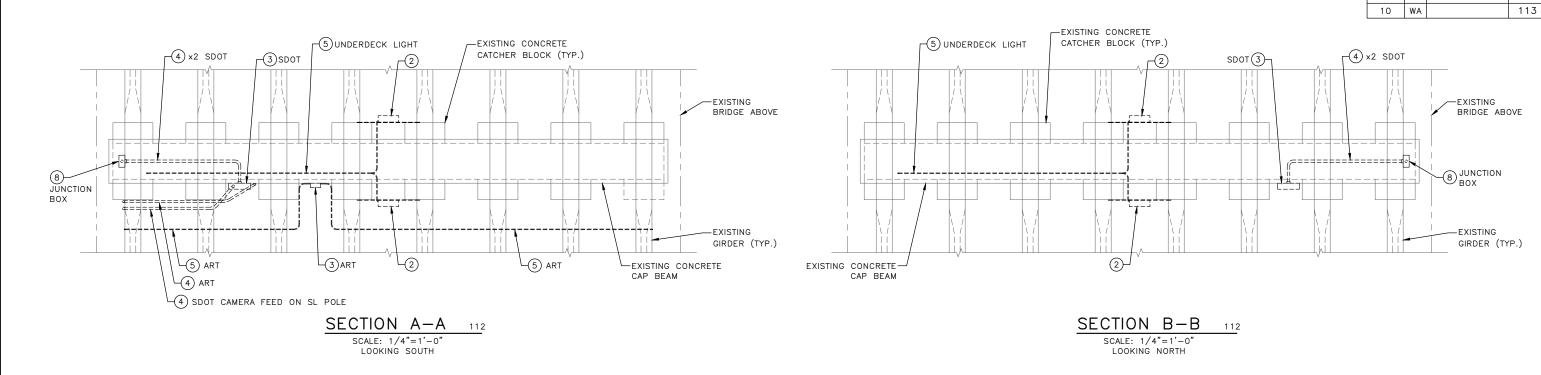


15TH AVE AND LEARY WAY VPI # 782-366 SEISMIC RETROFIT

TRC0087 ST9

SHEET 111 OF 127





UTILITY RELOCATION AND RESTORATION DETAILS 2

APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON . . . . . . . . . . . . 20 exeltech 8729 Commerce Pl. Dr. NE Lacey, WA 98516 (360) 357-8289

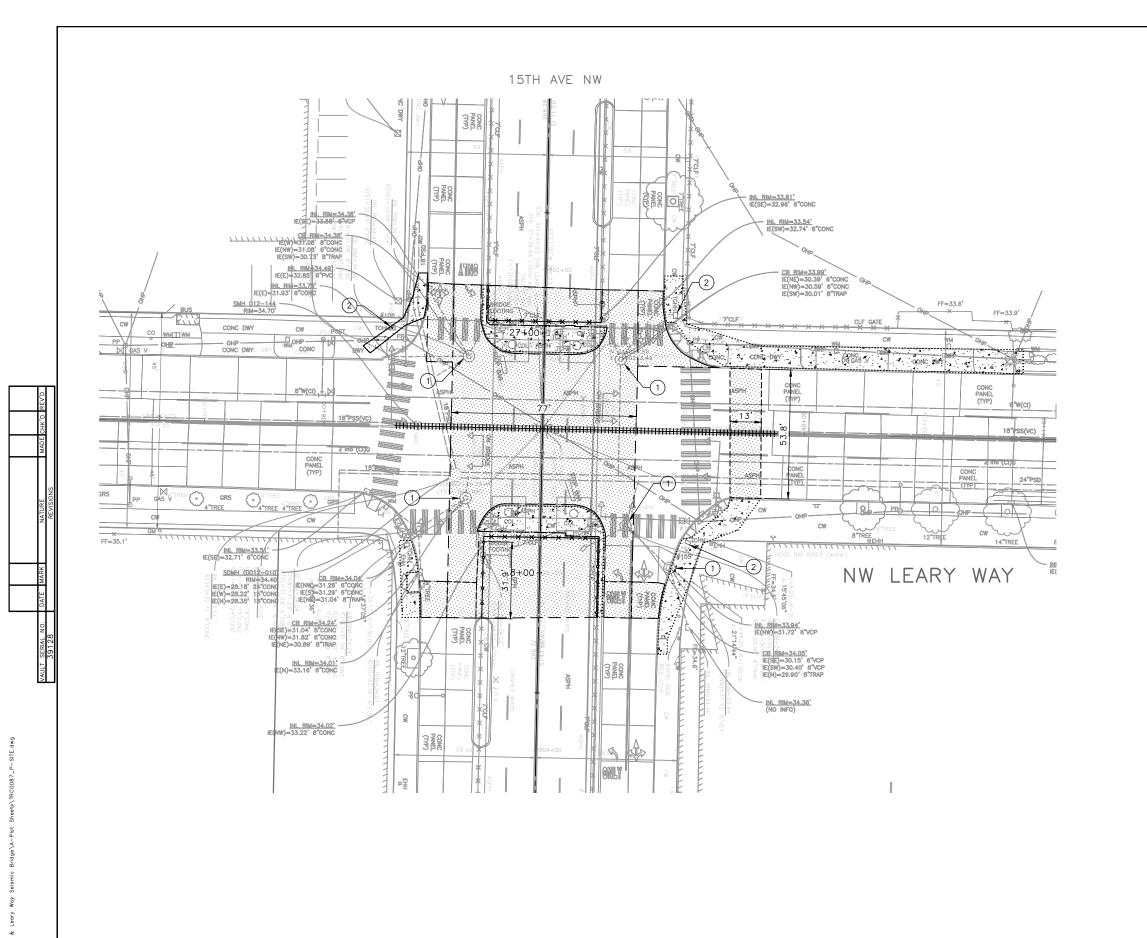
INITIALS AND DATE INITIALS AND DATE CHECKED H. CLAYVILLE DRAWN M. TUMANOV CHECKED S. JAVIDI ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AN SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT N





15TH AVE AND LEARY WAY VPI # 782-366 SEISMIC RETROFIT

PC TRC0087 CO TRC0087 ST11 SHEET 113 OF 127



NOTES

 ALL SAWCUT AMD REMOVAL LIMITS MUST BE APPROVED BY THE ENGINEER PRIOR TO BEGINNING WORK. SEE SECTION 1-07.16 AND SECTION 2-02.3(6) FOR PROTECT REQUIREMENTS.

10 WA

114

- 2. DETECTOR LOOPS TO BE REMOVED AND REPLACED, REFER TO SIGNAL PLANS.
- 3. FOR REMOVAL AND RELOCATION OF TRAFFIC SIGNAGE, SEE CHANNELIZATION PLANS.
- 4. AT LOCATIONS WHERE WORK IS BEING DONE ADJACENT TO EXISTING RETAINING WALLS, THE CONTRACTOR SHALL NOT DAMAGE THE EXISTING CONCRETE RETAINING WALL FOOTING WHEN REMOVING THE PAVEMENT.
- 5. SAWCUT AT FACE OF EXISTING CURB FOR MONOLITHIC CURB PER STANDARD PLAN 421. SEE PAVING PLANS.
- 6. RETAIN CONCRETE ROAD BASE AT CURB REPAIR AREAS. SEE PAVING PLANS.
- 7. FOR DRAINAGE STRUCTURE ADJUSTMENTS, DISPOSITION AND RETENTION, SEE SD SHEETS.

#### SITE PREP LEGEND:

REMOVE CEMENT CONCRETE SIDEWALK

REMOVE CONCRETE PAVEMENT
----- SAW CUT RIGID PAVEMENT, FULL DEPTH

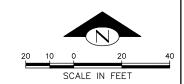
..... SAW CUT CEMENT CONCRETE SIDEWALK, FULL DEPTH

REMOVE, SALVAGE, AND REINSTALL FENCE

\*\*\*\*\*\* REMOVE FENCE

#### CONSTRUCTION NOTES

- 1) ADJUST EXISTING MH, CB, OR VC
- (2) ADJUST EXISTING HH



NW LEARY WAY SITE PREPARATION PLAN

APPROVED FOR ADVERTISING

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

SEATTLE, WASHINGTON

20

DRAWN MED
CHECKED JAS

PURCHASING AND CONTRACTING

INITIALS AND DATE
REVIEWED:
DES. CONST.
SDOT PROJ. MGR.

RECIEWED
REVIEWED:
DES. CONST.
SDOT PROJ. MGR.
REVIEWED:
DES. CONST.
SDOT PROJ. MGR.
REVIEWED:
DES. CONST.
SED REVIEWED:
D





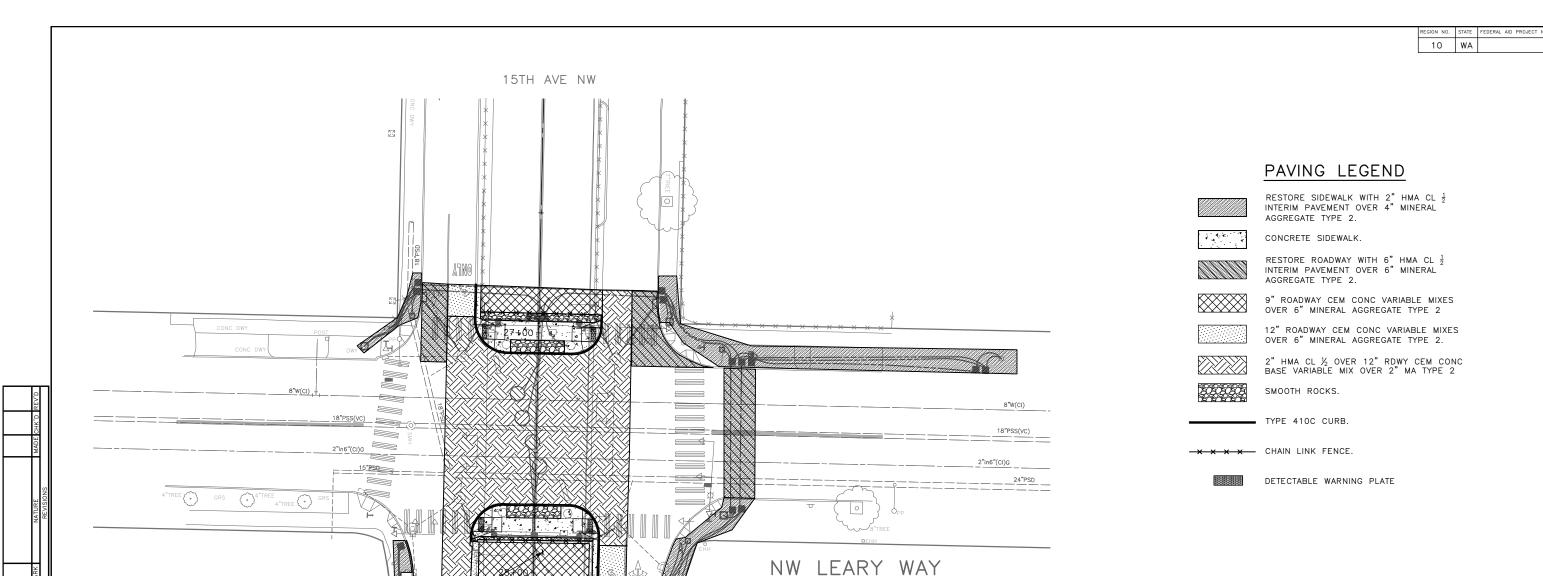
15TH AVE AND LEARY WAY

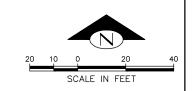
SEISMIC RETROFIT

SP2

© PC TRC0087
CO TRC0087
VPI # 782-366
SP2

SHEET 114 OF 127





NW LEARY WAY
PAVING PLAN

ADD ASPHALT SHIM TO TAPER ELEVATION DIFFERENCE BETWEEN SIDEWALK AND CONCRETE PAVEMENT



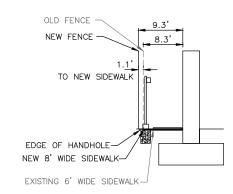


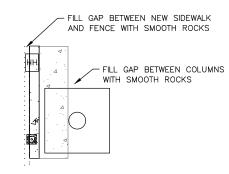
15TH AVE AND LEARY WAY SEISMIC RETROFIT

			PV2
<b>'</b>	VPI	#	782-366
	or	CO	TRC0087
	801	PC	TRC0087
• • •			

SHEET 115 OF 127

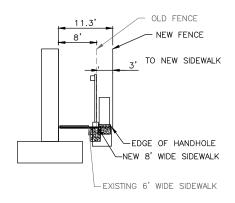
130

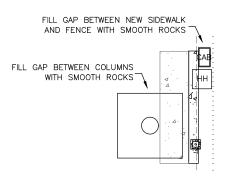




MOVE EXISTING FENCE 1' TO THE SOUTH







MOVE EXISTING FENCE 3'-4" TO THE NORTH



PAVING DETAILS

INITIALS AND DATE

DESIGNED LMC
CHECKED BOA

DRAWN MEO
CHECKED LMC
CHECKED LMC

DRAWN MEO
CHECKED LMC

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.





15TH AVE AND LEARY WAY | TREE | TREE

PVDT1

SHEET 116 of 127

## 10 WA

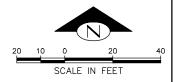
129

### **GENERAL NOTES:**

- 1. INLET AND CATCH BASIN STATIONS AND OFFSETS ARE MEASURED TO THE CENTER OF GRATE AT THE FACE OF CURB (FG) PER STD PLAN 260A AND 260B UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- 2. RIM ELEV. 1" BELOW FG ELEV. PER STD PLAN 260.
- TAPPED CONNECTIONS TO MAINS OR STRUCTURES 24" OR LESS SHALL BE PERFORMED BY SEATTLE PUBLIC UTILITIES (SPU). TO SCHEDULE CORE TAPS, CONTACT SPU AT (206)615-0511 A MINIMUM OF 48 HOURS IN ADVANCE.
- IF ROOTS ARE ENCOUNTERED, REFER TO STD SPEC 8-02.3(7)A FOR PRUNING PROCEDURE.
- INSTALL POLYETHYLENE FOAM PROTECTION IF LESS THAN 6" CLEARANCE BETWEEN UTILITIES.
- UTILITIES SHALL BE VERIFIED AND POTHOLED BY THE CONTRACTOR PRIOR TO THE CONSTRUCTION OF THE STORM DRAINAGE WHERE DESIGNATED BY THE ENGINEER. DISCREPANCIES IN INVERT ELEVATIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE **FNGINFFR**
- 7. CONDITION OF THE EXISTING PIPE MUST BE VERIFIED FOR APPROVAL PRIOR TO STRUCTURE INSTALLATION. CONTRACTOR TO COORDINATE WITH SPU INSPECTOR. IF PIPE CONDITION DOESN'T MEET SPU'S STANDARD, PIPE MUST BE REPLACED (MIN. 8" DI). REFER TO SECTION 7-05.3(2B).
- ALL SPU INFRASTRUCTURE SHALL BE PROTECTED IN PLACE. REFER TO SECTION 1-07.16 AND 1-07.17.
- 9. REFER TO SHEET 3 (NT1) FOR ADDITIONAL DRAINAGE NOTES.

### **CONSTRUCTION NOTES**

- 1) ADJUST EX MH, CB, OR VC
- 2 REPLACE WITH UTILITY CASTING, TYPE 265, GRATE
- 3 REPLACE WITH UTILITY CASTING, TYPE 266, GRATE
- REMOVE INLET AND ABANDON AND FILL PIPE.
  REMOVE PIPE AS NECESSARY TO INSTALL NEW PIPE



NW LEARY WAY DRAINAGE PLAN

15TH AVE AND LEARY WAY VPI # 782-366 SEISMIC RETROFIT

SD1 SHEET 117 OF 127

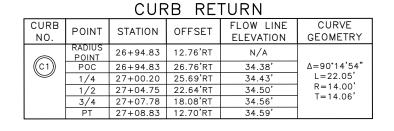
INITIALS AND DATE INITIALS AND DATE APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED JAS SEATTLE, WASHINGTON . . . . . . . . . . . 20 . RECEIVED 

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MA









#### CURB RETURN

CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY	
	RADIUS POINT	26+96.73	14.39'LT	N/A		
(C2)	POC	26+96.73	26.39'LT	34.04	Δ=89°46'39" L=18.80'	
	1/4	27+01.31	25.48'LT	34.15'		
	1/2	27+05.20	22.90'LT	34.21	R=12.00' T=11.95'	
	3/4	27+07.80	19.02'LT	34.30'	1=11.95	
	PT	27+08.73	14.03'LT	34.39		

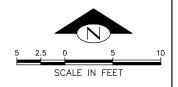
### CURB RETURN

L	CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
		RADIUS POINT	27+84.35	14.11'LT	N/A	
	((c3))	PC	27+71.35	14.02'LT	34.50'	Δ=90°21'39"
		1/4	27+72.32	19.01'LT	34.47	L=20.50'
		1/2	27+75.13	23.25'LT	34.44'	R=13.00'
		3/4	27+79.36	26.09'LT	34.41'	T=13.08'
		POC	27+84.35	27.09'LT	34.33'	

#### CURB RETURN

	CURB NO.	POINT	STATION	OFFSET	FLOW LINE ELEVATION	CURVE GEOMETRY
		RADIUS POINT	27+85.52	12.62'RT	N/A	
	((C4))	PC	27+71.52	12.71'RT	34.51'	Δ=89*30'59"
		1/4	27+72.61	18.03'RT	34.48'	L=21.87'
		1/2	27+75.64	22.54'RT	34.45'	R=14.00'
		3/4	27+80.16	25.55'RT	34.42'	T=13.88'
L		POC	27+85.49	26.62'RT	34.39	

	STD	MEF
	PLAN	CODE
9.1	422D	-
9.2	422D	-
9.3	422D	-
9.4	422D	-



NW LEARY WAY CURB RAMP PLAN

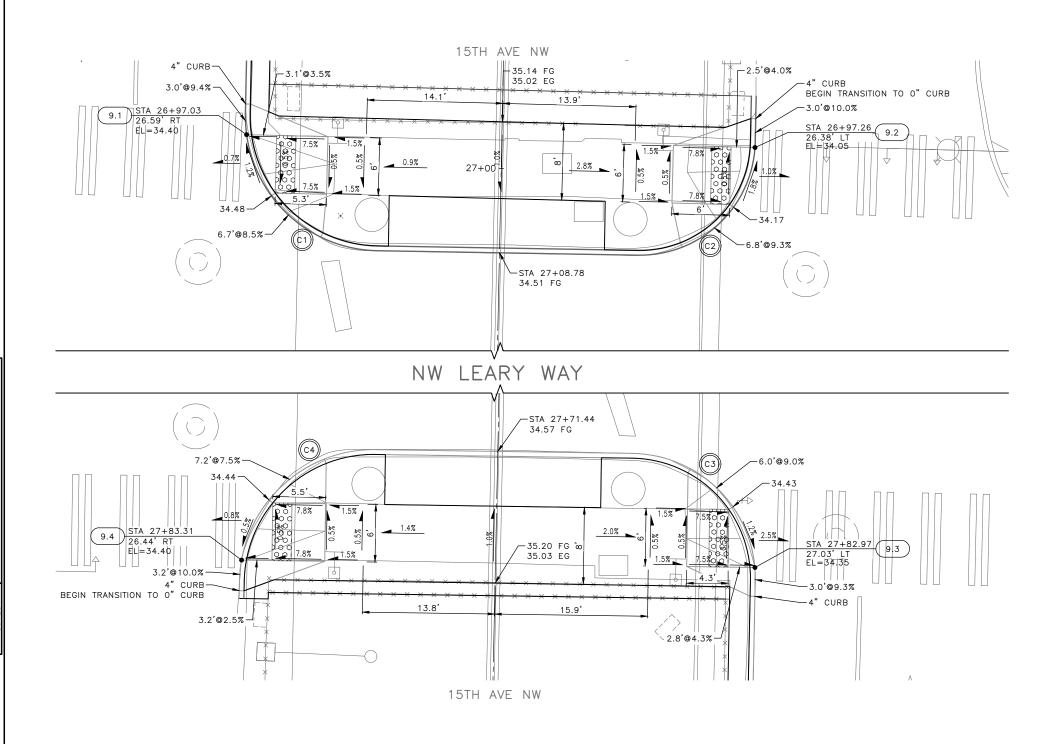
Seattle
Department of
Transportation
ORDINANCE NO. PW NO. 2023-006

15TH AVE AND LEARY WAY

SEISMIC RETROFIT

CR1

PC TRC0087
TRC0087
782–366
CR1
SHEET 118 of 127



APPROVED FOR ADVERTISING

DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES

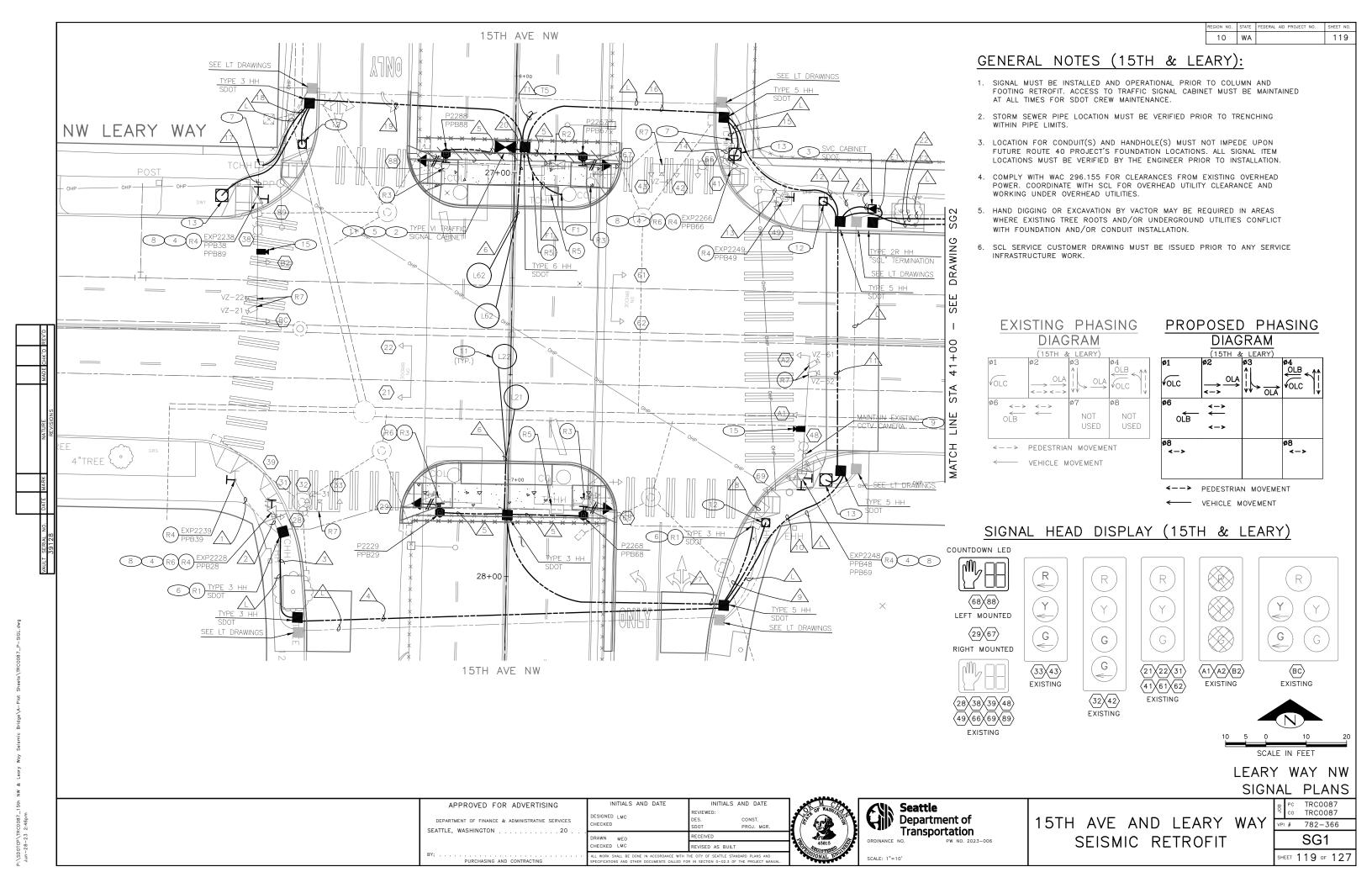
SEATTLE, WASHINGTON . . . . . . . . . . . . 20 .

INITIALS AND DATE

CHECKED ROA

INITIALS AND DATE

VAULT SERIAL NO. DATE MARK NATURE 39128



COLUMN FOOTING (TYP.)

SIGNAL LAYOUT AT MEDIAN

# REMOVE (15TH & LEARY):

- HANDHOLE. MAINTAIN EXISTING LOCATION AND WIRING/CONDUIT(S) FOR NEW HANDHOLE.
- TRAFFIC SIGNAL CABINET AND FOUNDATION.
- R3 PEDESTAL, FOUNDATION, PEDESTRIAN SIGNAL HEAD, PPB ASSEMBLY, AND ALL ASSOCIATED CONDUIT/WIRING.

10 WA

120

- (R4) PPB ASSEMBLY AND ASSOCIATED WIRING. PLUG AND SEAL UNUSED HOLES.
- (R5) HANDHOLE.
- WAP. NOTIFY KC METRO AND SDOT SIGNALS AT LEAST 15 BUSINESS DAYS IN ADVANCE OF (R6)
- (R7) VIDEO DETECTION CAMERA(S) AND ASSOCATED WIRING.

#### INSTALL (15TH & LEARY):

- SERVICE POINT. INSTALL 2-3" CONDUIT RISER (SCL) ON EXISTING SCL POLE. COORDINATE WITH SCL ELECTRICAL REPRESENTATIVE (NORTH) FOR CONDUIT RISER INSTALLATION AND FINAL SERVICE CONNECTION. REFERENCE SERVICE REQUEST NUMBER AS SHOWN ON THIS DRAWING.
- TYPE VI TRAFFIC SIGNAL CABINET (STA. ###+##.#, ##.#'LT) AND FOUNDATION. TRAFFIC SIGNAL CABINET FRONT DOOR MUST OPEN TOWARDS SOUTH
- SERVICE CABINET (STA. ###+###, ##.#'LT) AND FOUNDATION. METER COMPARTMENT AND SDOT DOOR MUST OPEN TOWARDS NORTH. EACH DOOR MUST HAVE MINIMUM 3' CLEARANCE. SDOT LOAD CONDUIT(S) TO LOAD SIDE OF CABINET. SERVICE CONDUIT TO LINE SIDE OF
- TERMINAL CABINET ON EXISTING POLE.
- COIL 100' OF WIRE FROM EACH CABLE INSIDE CABINET.
- MODIFY EXISTING CONDUIT(S) TO ACCOMMODATE NEW HANDHOLE.
- ROUTE NEW CONDUIT(S) TO EXISTING HANDHOLE. (NOTE: HANDHOLE TO BE REMOVED AFTER ROUTE 40 PROJECT.)
- SPLICE EXISTING SIGNAL WIRING FROM PEDESTRIAN SIGNAL HEAD(S) AND VEHICLE SIGNAL HEAD(S) WITH NEW SIGNAL WIRING FROM CABINET INSIDE NEW TERMINAL CABINET ON EXISTING
- RECONNECT NEW WIRING TO EXISTING EQUIPMENT.
- LOOP. SEE SCHEDULE.
- COORDINATE WITH KC METRO TO TRANSFER EXISTING KCM EQUIPMENT FROM EXISTING CABINET TO NEW CABINET.
- PULL BACK EXISTING FIBER AT PULL TOP. INSTALL 1-3" CONDUIT RISER (SDOT) ON EXISTING SCL POLE. COORDINATE WITH SDOT SIGNAL SHOP FOR CONTRACTOR TO RE-PULL EXISTING FIBER THROUGH CONTRACTOR CONSTRUCTED CONDUIT ROUTING TO NEW TRAFFIC SIGNAL CABINET FOR RECONNECTION.
- UTILITY VERIFICATION EXCAVATION FOR PEDESTAL FOUNDATION (2'DIA.X3'DEPTH) AND BACKFILL WITH COMPACTED MINERAL AGGREGATE TYPE 7 (SAND) OR 9 (PEA GRAVEL).
- UTILITY VERIFICATION EXCAVATION FOR POLE FOUNDATION (3'DIA.X12'DEPTH) AND BACKFILL WITH COMPACTED MINERAL AGGREGATE TYPE 7 (SAND) OR 9 (PEA GRAVEL).
- 15) FISH-EYE DETECTION CAMERA ON MAST ARM.

### AFTER COLUMN AND FOOTING RETROFIT (15TH & LEARY):

INSTALL 3" CONDUIT RISER ON COLUMN AND JUNCTION BOX ON PIER. SPLICE 1-10C INSIDE JUNCTION BOX TO RECONNECT THE BRIDGE SIGNAL HEADS.

> LEARY WAY NW SIGNAL PLANS

INITIALS AND DATE INITIALS AND DATE APPROVED FOR ADVERTISING DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES HECKED SEATTLE, WASHINGTON . . . . . . . . . . . . 20 . ECEIVED

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE F

OF: PEDESTAL OR CABINET FOUNDATION (TYP.)





15TH AVE AND LEARY WAY SEISMIC RETROFIT

TRC0087 VPI # 782-366 SG2

HEET 120 OF 127









# 15TH AVE AND LEARY WAY VPI # 782-366 SEISMIC RETROFIT

INTERIM WORK (15TH & LEARY): PRIOR TO COLUMN AND FOOTING RETROFIT, INSTALL 2" RGS CONDUIT ON GIRDER FROM BRIDGE JUNCTION BOX TO PEDESTAL CONDUIT.

AFTER BRIDGE SIGNAL HEAD WIRING IS CONNECTED AND INSTALLED THROUGH THE NEW CONDUIT RISER ON THE RETROFITTED COLUMN,

PRIOR TO COLUMN AND FOOTING RETROFIT, PROVIDE CONDULET FOR CONDUITS CHANGING DIRECTION. AFTER BRIDGE SIGNAL HEAD WIRING IS CONNECTED AND INSTALLED THROUGH THE NEW CONDUIT RISER ON THE RETROFITTED COLUMN, REMOVE CONDULET.

REMOVE CONDUIT.

DRILL A HOLE ON PEDESTAL TOP FOR CONDUIT ENTRANCE. PLUG AND SEAL THE GAP.

PRIOR TO COLUMN AND FOOTING RETROFIT, INSTALL PEDESTAL (15' SHAFT LENGTH) ON SECURED BARREL. AFTER BRIDGE SIGNAL HEAD WIRING IS CONNECTED AND INSTALLED THROUGH THE NEW CONDUIT RISER ON THE RETROFITTED COLUMN, REMOVE PEDESTAL AND FOUNDATION.

PRIOR TO COLUMN AND FOOTING RETROFIT, INSTALL 2" CONDUIT PRIOR TO COLUMN AND FOUTING RETRUFTI, INSTALL 2 CONSULT FROM PEDESTAL CONDUIT TO CABINET HOMERUN HANDHOLE. AFTER BRIDGE SIGNAL HEAD WIRING IS CONNECTED AND INSTALLED THROUGH THE NEW CONDUIT RISER ON THE RETROFITTED COLUMN, REMOVE CONDUIT.

SPLICE 1-10C WITH EXISTING WIRING FROM BRIDGE SIGNAL HEADS INSIDE JUNCTION BOX.

# LOOKING WEST

LEARY WAY NW SIGNAL PLANS

SG3

HEET 121 OF 127

# (PPB) PUSHBUTTON MOUNTING SCHEDULE - 15TH & LEARY

		LOCATION		ACCESSIBLE PEDESTRIAN SIGNALS (APS)				
PPB NO.	POLE NO.	(CLOCKWISE) 0° = NORTH	PHASE	ARROW DIRECTION LOOKING AT PUSHBUTTON	RAPID TICK	CUSTOM MESSAGE	NOTE	
PPB28	EXP2228		2					
PPB29	P2229		2					
PPB38	EXP2238		3					
PPB39	EXP2239		3					
PPB48	EXP2248		4					
PPB49	EXP2249		4					
PPB66	EXP2266		6					
PPB67	P2267		6					
PPB68	P2268		6					
PPB69	EXP2248		6					
PPB88	P2288		8					
PPB89	EXP2238		8					
			•	APS CONTROLLER INTER	FACE		1 UNIT	

### HANDHOLE SCHEDULE - 15TH & LEARY

DESCRIPTION	QUANTITY	LABEL	NOTES					
TYPE 3 HH	5	SDOT						
TYPE 5 HH	4	SDOT						
TYPE 6 HH	2	SDOT						
TYPE 2R HH	1	SCL ELECTRIC	*					
TYPE 5R HH	1	SCL ELECTRIC	*					
NEMA JUNCTION BOX	2	SDOT	ON STRUCTURE					
* "R"	* "R" DENOTES A RISER EXTENSION UNIT.							

### SERVICE PANEL - 15TH & LEARY

LOCATIO	)N: 1	5TH AV	E NW &	& LEARY	WY NW	120	/240 V	22	K AIC	1 PHA	SE 3 WIRE
POWER SOURCE: SCL POLE #######						1	IOO AMF	MAIN	BREAKER		
NO.	AMP.	POLES	KVA	CIRCUIT	DESCRIPTION	NO.	AMP.	POLES	KVA	CIRCUIT	DESCRIPTION
1	50	1	2.0		SIGNAL	2					
3	3				4						
5						6					
7						8					
	CONTINU					JOUS LOAD:					
	1					OTAL LOAD:					

# LOOP SCHEDULE - 15TH & LEARY

			TYPE				۳ O				MEASUI HAND	RED AT HOLE
	LOOP NO.	SIZE	DIPOLE	QUADRUPOLE	STANDARD	PREFORMED	BICYCLE DETECTOR PAVEMENT MARKING	PHASE	CHANNEL	NO. TURNS	INDUCTANCE	RESISTANCE
Ī	L21	6' DIA.	Х		Х			2				
	L22	6' DIA.	Х		Х			2				
	L61	6' DIA.	×		×			6				
	L62	6' DIA.	Х		×			6				

# (P) POLE/PEDESTAL SCHEDULE - 15TH & LEARY

POLE NO.	STATION/LOCATION AND OFFSET	POLE TYPE	FOUNDATION TYPE	POLE SHAFT LENGTH (FT)	NOTES
P2229	STA. XX+XX.X, XX.X' XX	ALUMINUM PEDESTAL	STD PLAN NO. 524	10	-
P2267	STA. XX+XX.X, XX.X' XX	ALUMINUM PEDESTAL	STD PLAN NO. 524	10	-
P2268	STA. XX+XX.X, XX.X' XX	ALUMINUM PEDESTAL	STD PLAN NO. 524	10	-
P2288	STA. XX+XX.X, XX.X' XX	ALUMINUM PEDESTAL	STD PLAN NO. 524	10	_

LEARY WAY NW SIGNAL SCHEDULES





15TH AVE AND LEARY WAY | To 100007 | VPI # 782-366 | SG4

PC TRC0087
TRC0087
VPI # 782-366
SG4
SHEET 122 of 127

# WIRING SCHEDULE - 15TH & LEARY

RUN NO.	SPAN WIRE OR CONDUIT SIZE	EXISTING CONDUCTORS	VEHICLE HEAD	PED HEAD	PPB'S 1PR(SH)	LOOP LEAD-IN	LOOP	VIDEO CAMERA	CCTV CAMERA	WAP	TRAFFIC SIGNAL CABINET POWER	GROUND	SERVICE	NOTE
1	EX. 1" SDOT	*WIRING			1							1-#6		*REMOVE
_	EXISTING	*WIRING	1-	6C	1							1-#6		*REMOVE
2	EXISTING	*WIRING												*REMOVE
7	3" SDOT		1-	6C	2							1-#6		
3	3" SDOT													SPARE
	3" SDOT		1-	6C	2							1-#6		
4	3" SDOT													SPARE
	3" SDOT													SPARE
5	2" SDOT			1-3C	1							1-#6		
	2" SDOT						4-1C							LOOP STUB
6	2" SDOT													LOOP STUB
7	3" SDOT		2-	3C	2	1-3PR(SH)						1-#6		
7	3" SDOT													SPARE
8	EXISTING	*WIRING	1-	6C	2			1	1			1-#6		*REMOVE
0	EXISTING	*WIRING												*REMOVE
9	3" SDOT		1-	6C	2			1	1			1-#6		
9	3" SDOT													SPARE
	3" SDOT		2-16C	2-3C	6									
10	3" SDOT					1-3PR(SH)		1	1			1-#6		
	3" SDOT													SPARE
	3" SDOT		2-16C	2-3C	6							1-#6		
11	3" SDOT					1-3PR(SH)		1	1			1-#6		
	3" SDOT													SPARE
	3" SDOT		2-16C	2-3C	6							1-#6		
	3" SDOT					1-3PR(SH)		1	1			1-#6		
12	3" SDOT													SPARE
	3" SDOT													SEE NOTE 1.
	2" SDOT										2-#6	1-#6		
13	EXISTING	*WIRING		1-3C	1							1-#6		*REMOVE
14	EXISTING	*WIRING	1-	6C	1							1-#6		*REMOVE
1.7	EXISTING	*WIRING												*REMOVE
15	3" SDOT		1-	6C	2							1-#6		
	3" SDOT													
	3" SDOT		2-16C	2-3C	6							1-#6		
	3" SDOT		1 –	6C	2	1-3PR(SH)		1	1			1-#6		
16	3" SDOT													SPARE
	3" SDOT													SEE NOTE 1.
	2" SDOT										2-#6	1-#6		

NW LEARY WAY SIGNAL SCHEDULES

INITIALS AND DATE

DESIGNED LMC
CHECKED

DES.
CONST.
SDOT

DRAWN MEO
CHECKED LMC

RECEIVED

REVIEWED:
DES.
CONST.
SDOT

PROJ. MGR.

RECEIVED

REVISED AS BUILT

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATHE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL





15TH AVE AND LEARY WAY | TREE | TREE

PC TRC0087
co TRC0087
VPI # 782-366
SG5

SHEET 123 OF 127

P:\SDOTCP\TRC0087\_15th NW & Leary Way Seismic Bridge\A-Plot Sheets\TRC0087\_

# WIRING SCHEDULE (CON'T) - 15TH & LEARY

RUN NO.	SPAN WIRE OR CONDUIT SIZE	EXISTING CONDUCTORS	VEHICLE HEAD	PED HEAD	PPB'S 1PR(SH)	LOOP LEAD-IN	LOOP	VIDEO CAMERA	CCTV CAMERA	WAP	TRAFFIC SIGNAL CABINET POWER	GROUND	SERVICE	NOTE
	EXISTING	*WIRING	1-	16C	2			1				1-#6		*REMOVE
17	EXISTING	*WIRING												*REMOVE
	3" SDOT		1-	16C	2			1				1-#6		
18	3" SDOT													SPARE
4.0	3" SDOT		1-	16C	2			1				1-#6		
19	3" SDOT													SPARE
	3" SDOT		2-16C	, 2-3C	6							1-#6		
	3" SDOT		2-16C	, 2-3C	6							1-#6		
20	3" SDOT					2-3PR(SH)		2	1			1-#6		
	3" SDOT													SEE NOTE 1.
	2" SDOT										2-#6	1-#6		
	2" SDOT										2-#6	1-#6		
21	2" SDOT													SPARE
	2" SDOT													SPARE
22	3" SDOT													SEE NOTE 1.
22	3" SDOT													SPARE
23	3" RGS RISER SDOT													SEE NOTE 1.
E1	2" RGS SDOT												3-#2	
E2	3" RGS SCL SVC													SEE NOTE 2.
E3	3" RGS RISER SCL SVC													SEE NOTE 2.
	3" RGS RISER SCL SVC													SEE NOTE 2.
F1	3" RGS RISER SDOT		1-10C									1-#6		
T1	2" RGS RISER SDOT		1-10C									1-#6		

#### NOTES

- 1 COORDINATE WITH SEATTLE IT FOR FIBER INSTALLATION/CONNECTION (BY SEATTLE IT) IN CONTRACTOR CONSTRUCTED CONDUIT.
- 2 COORDINATE WITH SCL ELECTRICAL SERVICE REPRESENTATIVE FOR SERVICE CONNECTION REQUIREMENTS. SEE SCL CUSTOMER DRAWING FOR MATERIAL REFERENCE.

NW LEARY WAY SIGNAL SCHEDULES

INITIALS AND DATE

DESIGNED LMC
CHECKED

DES.
SDOT
PROJ. MGR.

DRAWN MEO
CHECKED LMC

RECIEVED

RECIEVED

RECIEVED AS BUILT

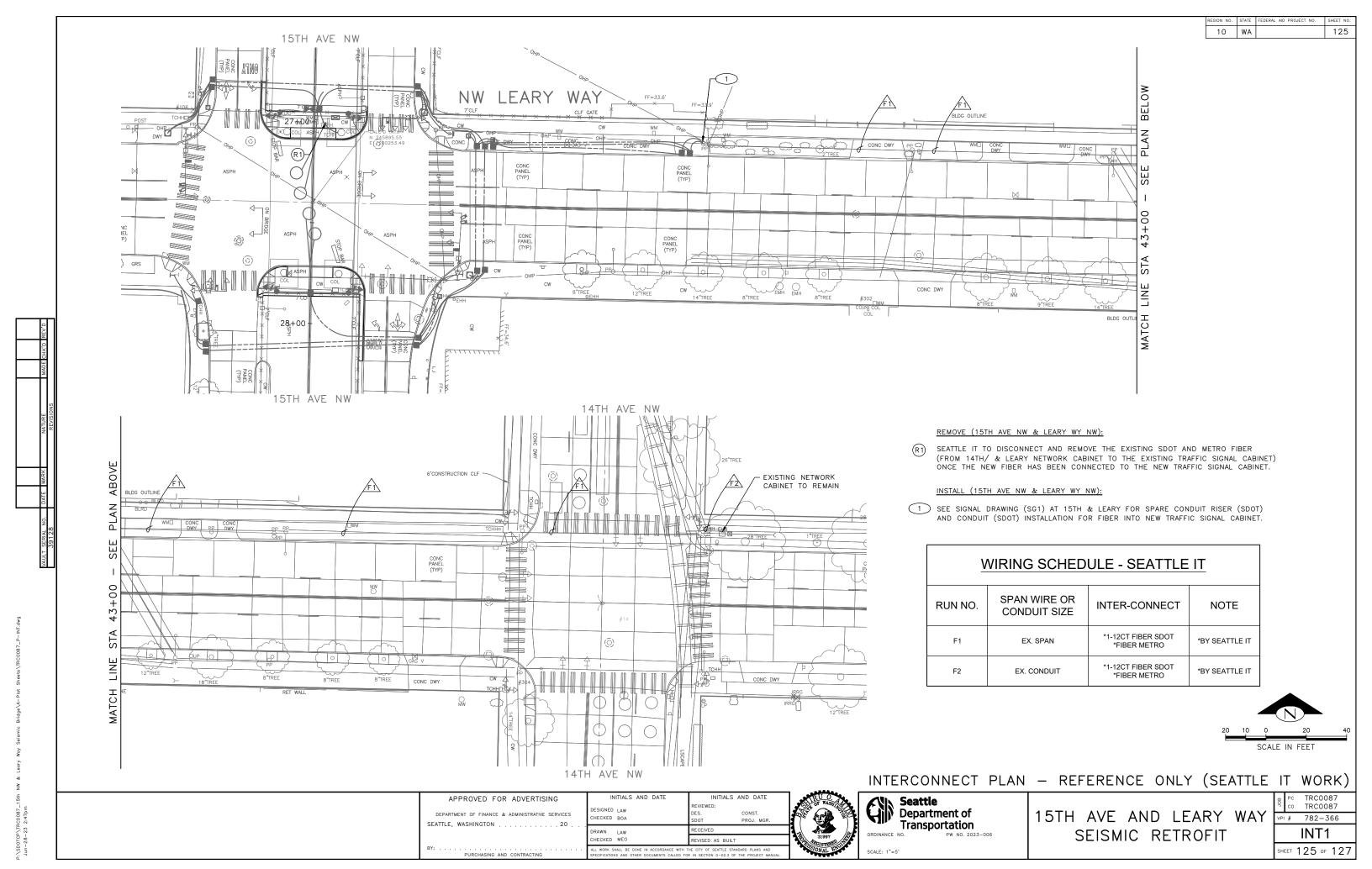
ALL WORK SMALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION –0-023 OF THE PROJECT MANUAL.

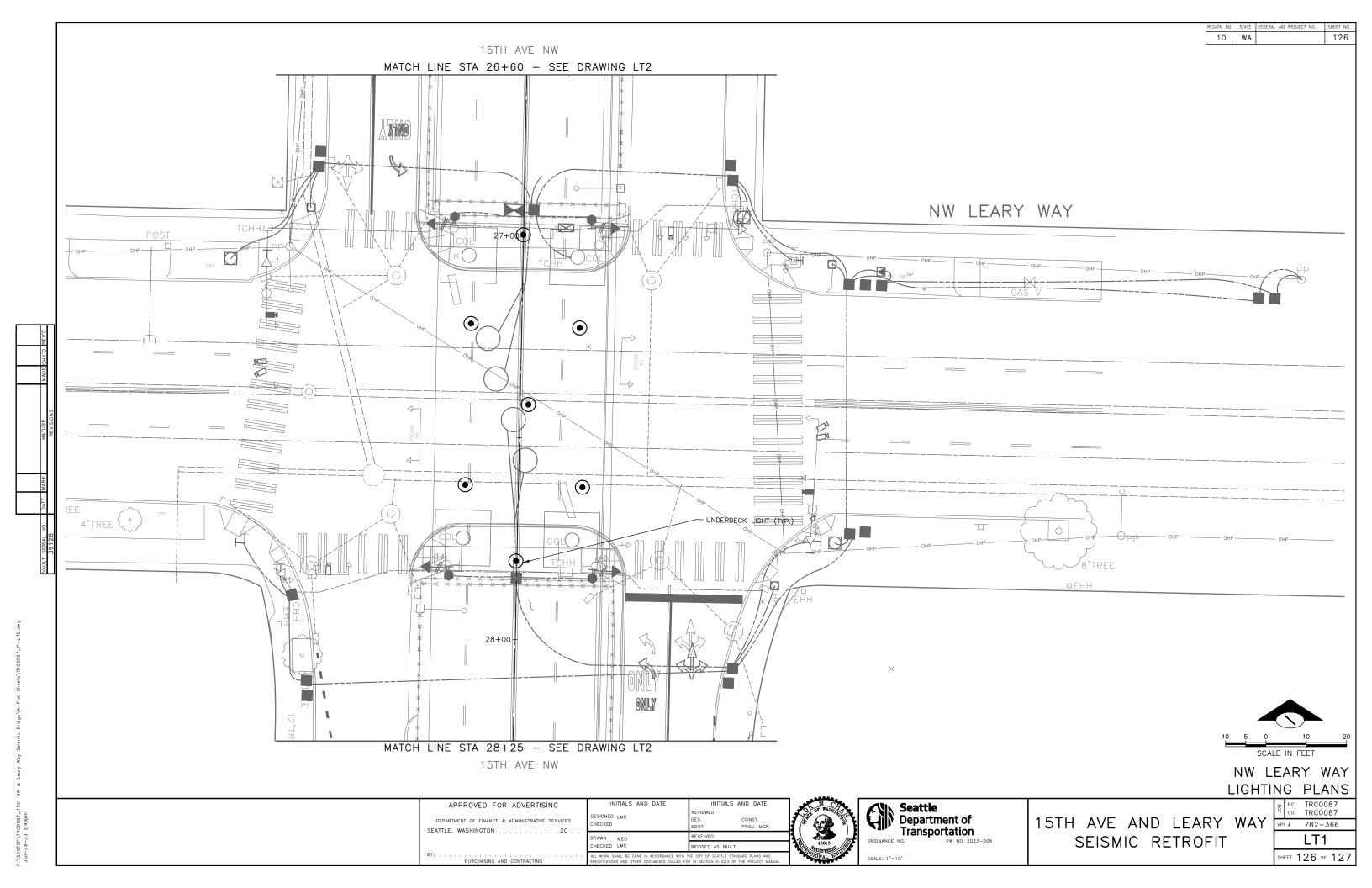


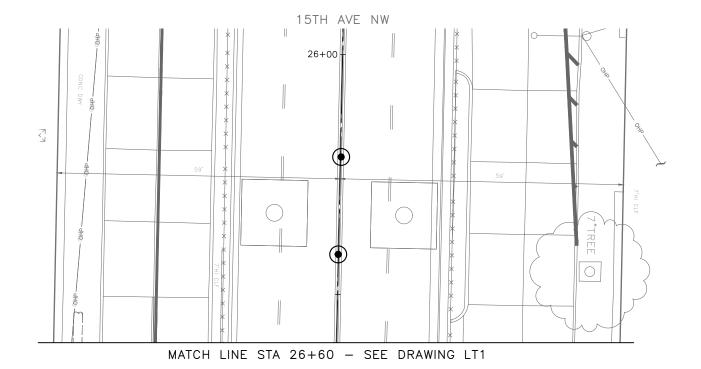


15TH AVE AND LEARY WAY SEISMIC RETROFIT

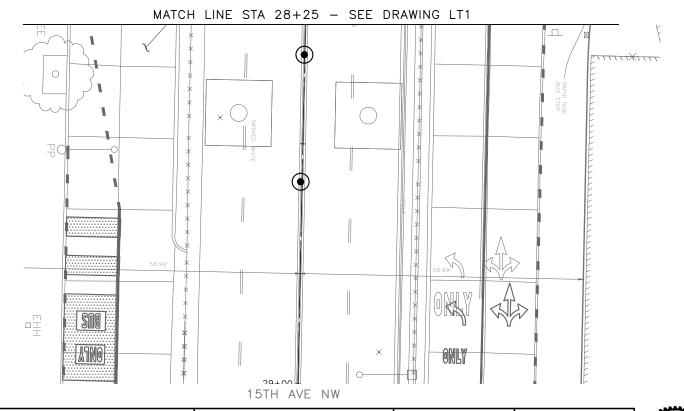
_	_							
	BOL	РС	TRC0087					
	οr	СО	TRC0087					
	VPI	#	782-366					
			SG6					
			000					
	SHI	EET	124 of 127					

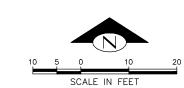






# NW LEARY WAY





NW LEARY WAY LIGHTING PLANS

APPROVED FOR ADVERTISING
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20
BY:

INITIALS AND DATE	INITIALS /	AND DATE			
DESIGNED LMC CHECKED	REVIEWED: DES. SDOT	CONST. PROJ. MGR.			
DRAWN MEO	RECEIVED				
CHECKED LMC	REVISED AS BUILT				
ALL WORK SHALL BE DONE IN ACCORDANCE WITH T SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR					



令	Depart	tmen		
ORDINANCE	NO.	PW	NO.	2023-0
	ORDINANCE	Depart	Transporta	Department of Transportation

15TH AVE AND LEARY WAY SEISMIC RETROFIT

	•	_	, ., .,
	B PC		TRC0087
	٩	СО	TRC0087
	VPI #		782-366
			I T2
			L 1 Z
	SH	EET	127 of 127