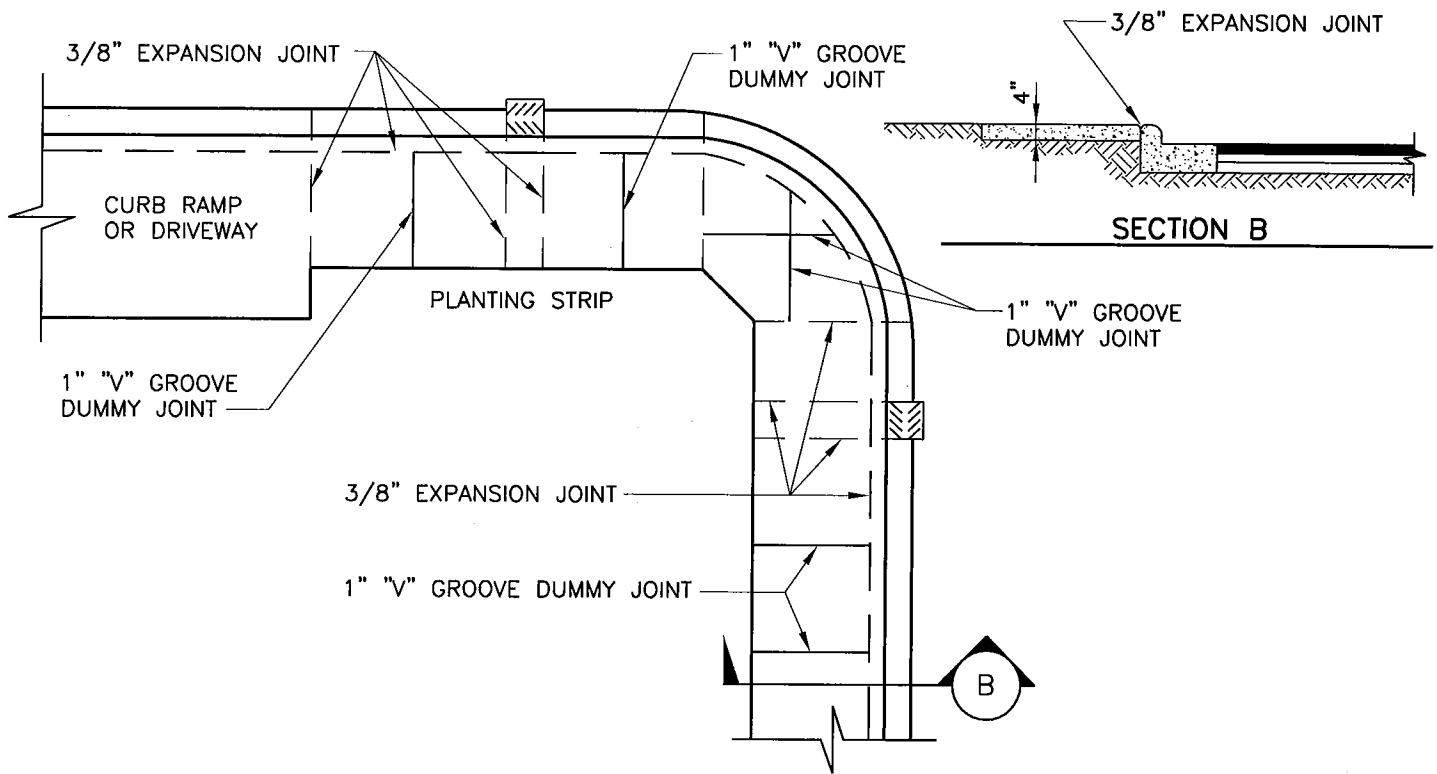


ROLLED CURB & SIDEWALK



VERTICAL CURB & SIDEWALK

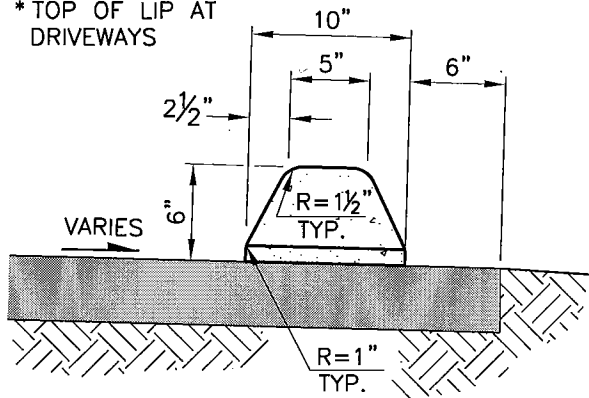
NOTE

1. SEE SEC. 3.04 FOR JOINT REQUIREMENTS.
2. 1 INCH EDGED GROOVE MAY REPLACE 3/8" EXPANSION JOINT AT INTERFACE BETWEEN CURB AND ADJACENT SIDEWALK FOR SEPERATE POUR CONSTRUCTION.

LEGEND

- — 3/8" EXPANSION JOINT ALONG CURB AT MAX. 10' O.C.
- 1" "V" GROOVE DUMMY JOINT AT MAX. 5' O.C.

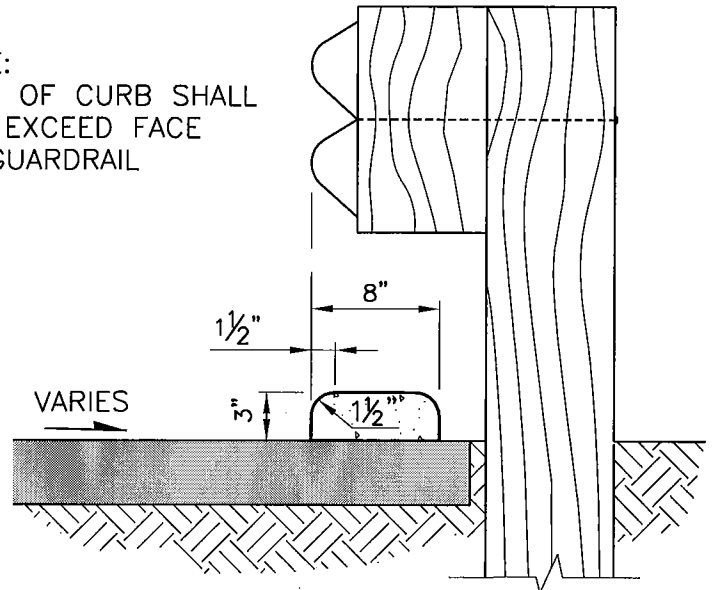
* TOP OF LIP AT DRIVEWAYS



EXTRUDED ASPHALT OR CEMENT CONCRETE CURB

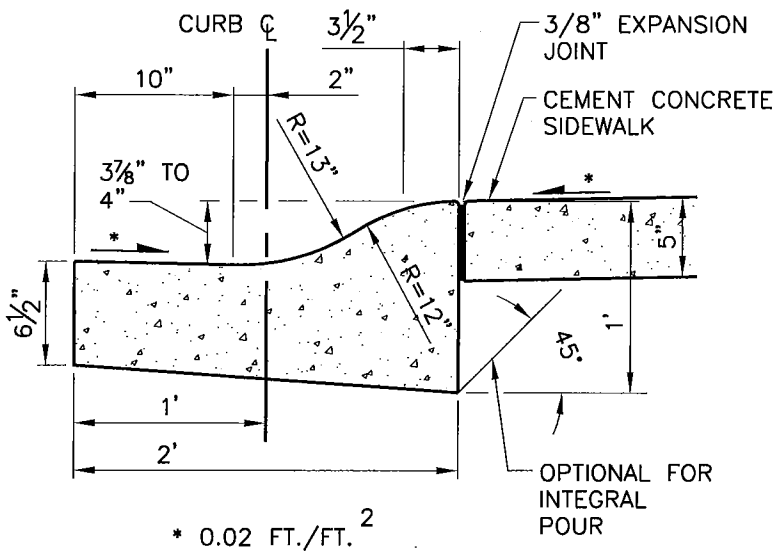
(3) (5)

NOTE:
FACE OF CURB SHALL NOT EXCEED FACE OF GUARDRAIL

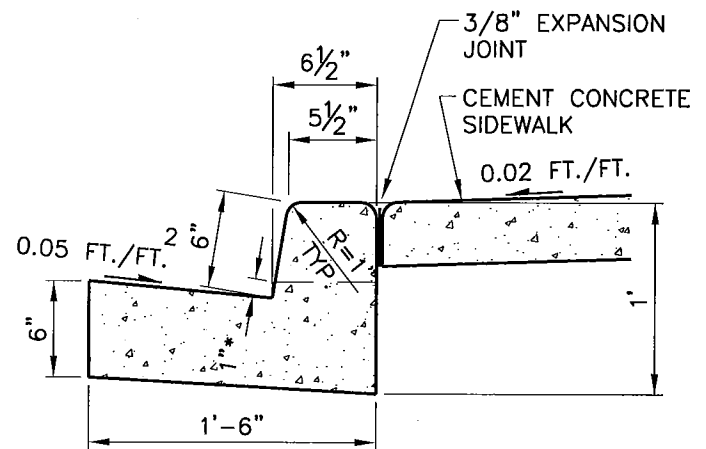


EXTRUDED CONCRETE CURB UNDER GUARDRAIL

(6)



CEMENT CONCRETE ROLLED CURB

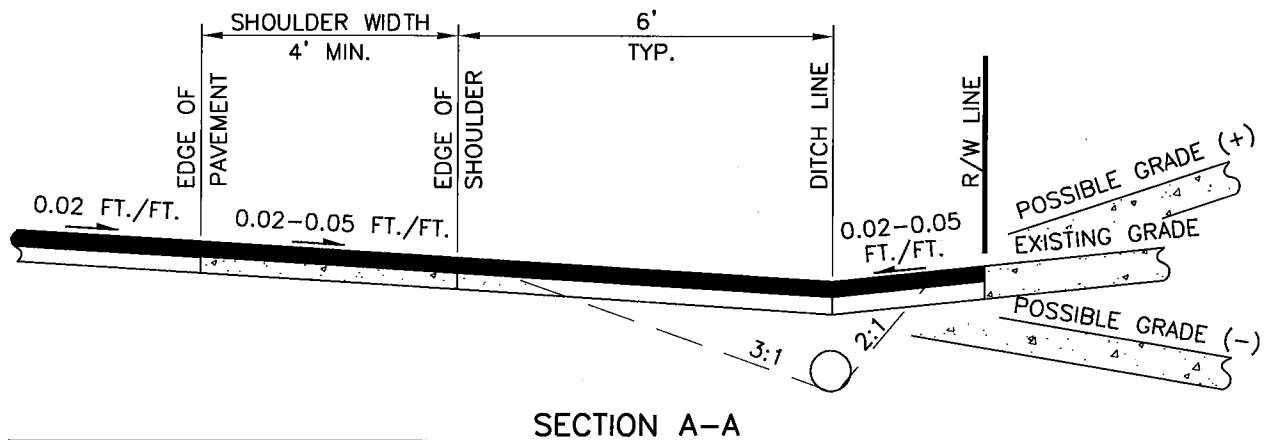
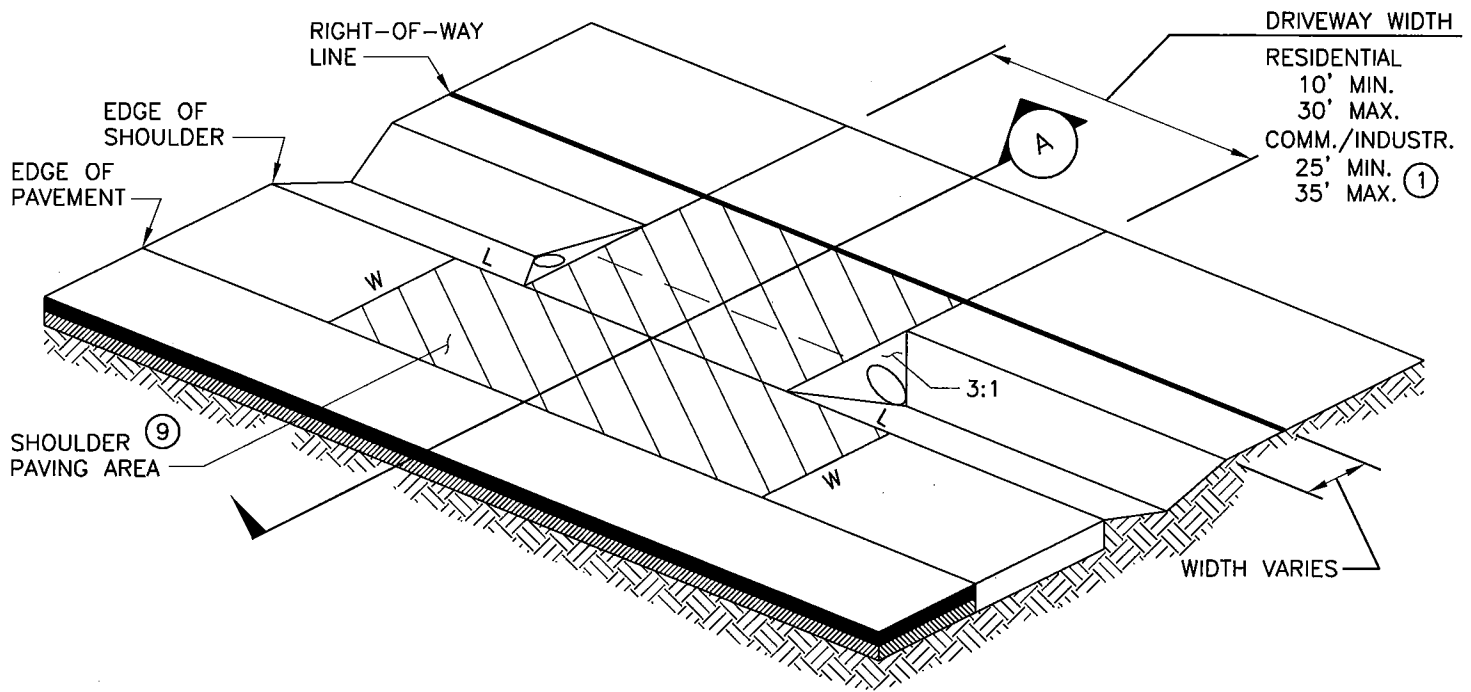


CEMENT CONCRETE VERTICAL CURB & GUTTER

* NOTE: TOP OF LIP AT DRIVEWAY APPROACH

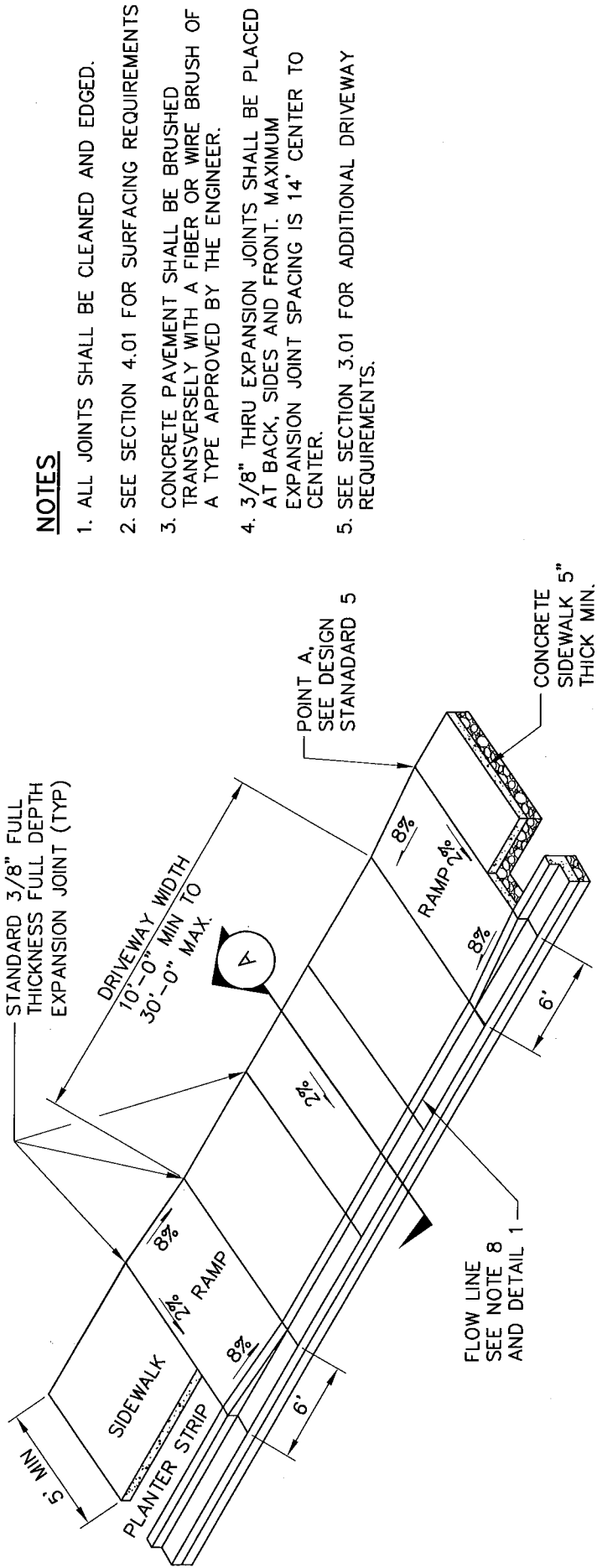
NOTES

1. SEE SEC. 3.04 K.C.R.S. FOR JOINT REQUIREMENTS.
2. ROLL GUTTER TO MATCH POSITIVE SUPERELEVATION.
- (3) SEE FIG. NO. 2-005 FOR CONFIGURATION OF FILL AND WALKWAY BEHIND CURB IF REQUIRED.
4. 1 IN. EDGED GROOVE MAY REPLACE 3/8 IN. EXPANSION JOINT AT INTERFACE BETWEEN CURB AND ADJACENT SIDEWALK FOR SEPERATE POUR CONSTRUCTION.
- (5) SEE SEC. 3.03 FOR EXTRUDED CURB ANCHORAGE.

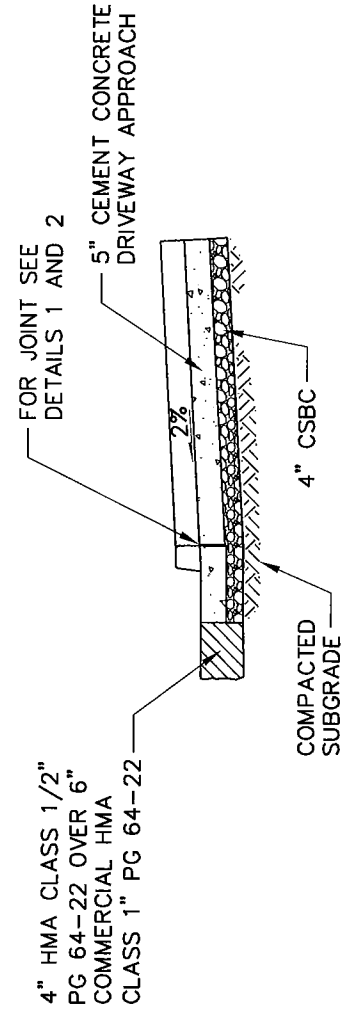


NOTES

- ① WITHIN THE RIGHT-OF-WAY DRIVEWAYS SHALL BE PAVED FROM THE RIGHT-OF-WAY LINE TO THE EDGE OF PAVEMENT WITH HOT MIX ASPHALT. NO CONCRETE IS ALLOWED WITHIN THE RIGHT-OF-WAY UNLESS AS SPECIFIED IN SEC.4.02.
2. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ROAD ENGINEER CONSIDERING BOTH TRAFFIC SAFETY AND THE ACTIVITY BEING SERVED.
ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. (SEE SEC. 3.04.)
3. PIPE SHALL BE:
 - A. SIZED TO CONVEY COMPUTED STORM WATER RUNOFF, AND
 - B. MIN. 12" DIAM., AND
 - C. EQUAL TO OR LARGER THAN EXISTING PIPES WITHIN 500 FT. UPSTREAM.
4. EXPOSED PIPE ENDS SHALL BE BEVELED TO MATCH THE SLOPE FACE AND PROJECT NO MORE THAN 2" BEYOND SLOPE SURFACE. PROJECTING HEADWALLS ARE NOT ACCEPTABLE.
5. ALL TYPES OF PIPE SHALL HAVE MIN. 12" COVER TO FINISH GRADE.
6. PIPE SHALL BE INSTALLED IN A STRAIGHT UNIFORM ALIGNMENT AT A MIN. 0.5% SLOPE (0.5 FT. PER 100 FT.) WITH THE DOWNSTREAM END LOWER THAN THE UPSTREAM END.
7. PIPE MAY BE OMITTED IF ROADSIDE DITCH DOES NOT EXIST AND DRIVEWAY DOES NOT BLOCK NATURAL FLOW.
8. DRIVEWAY SLOPE SHALL MATCH TO BACK EDGE OF SHOULDER, BUT SHOULDER SLOPE AND EDGE OF SHOULDER SHALL NOT BE ALTERED AS A RESULT OF DRIVEWAY CONSTRUCTION.
- ⑨ GRAVEL DRIVEWAYS SHALL BE PAVED BETWEEN THE EDGE OF PAVEMENT AND R/W WITH A.C. OR B.S.T. ONLY WITH DIMENSIONS $L=W$.
10. SEE SEC. 3.01 AND 4.01 FOR DRIVEWAY AND SURFACING STANDARDS.
11. PIPING OF DITCHES SHALL BE ALLOWED ONLY WHERE DRIVEWAY ACCESS IS NECESSARY.



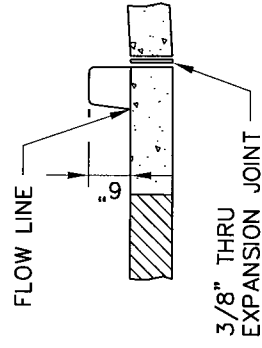
DRIVEWAY APPROACH DETAIL



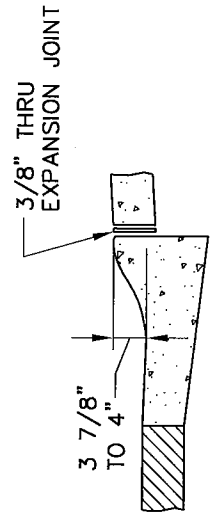
SECTION A-A

NOTES

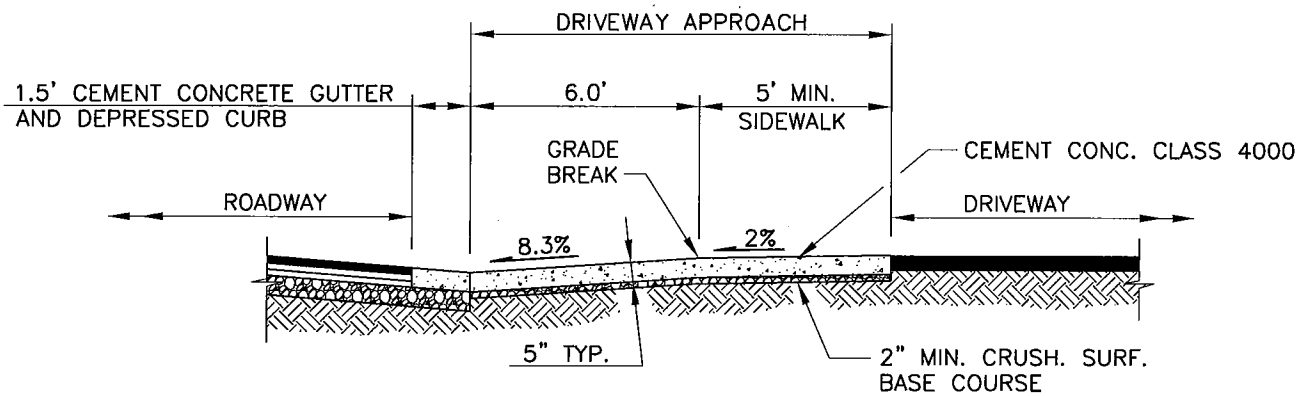
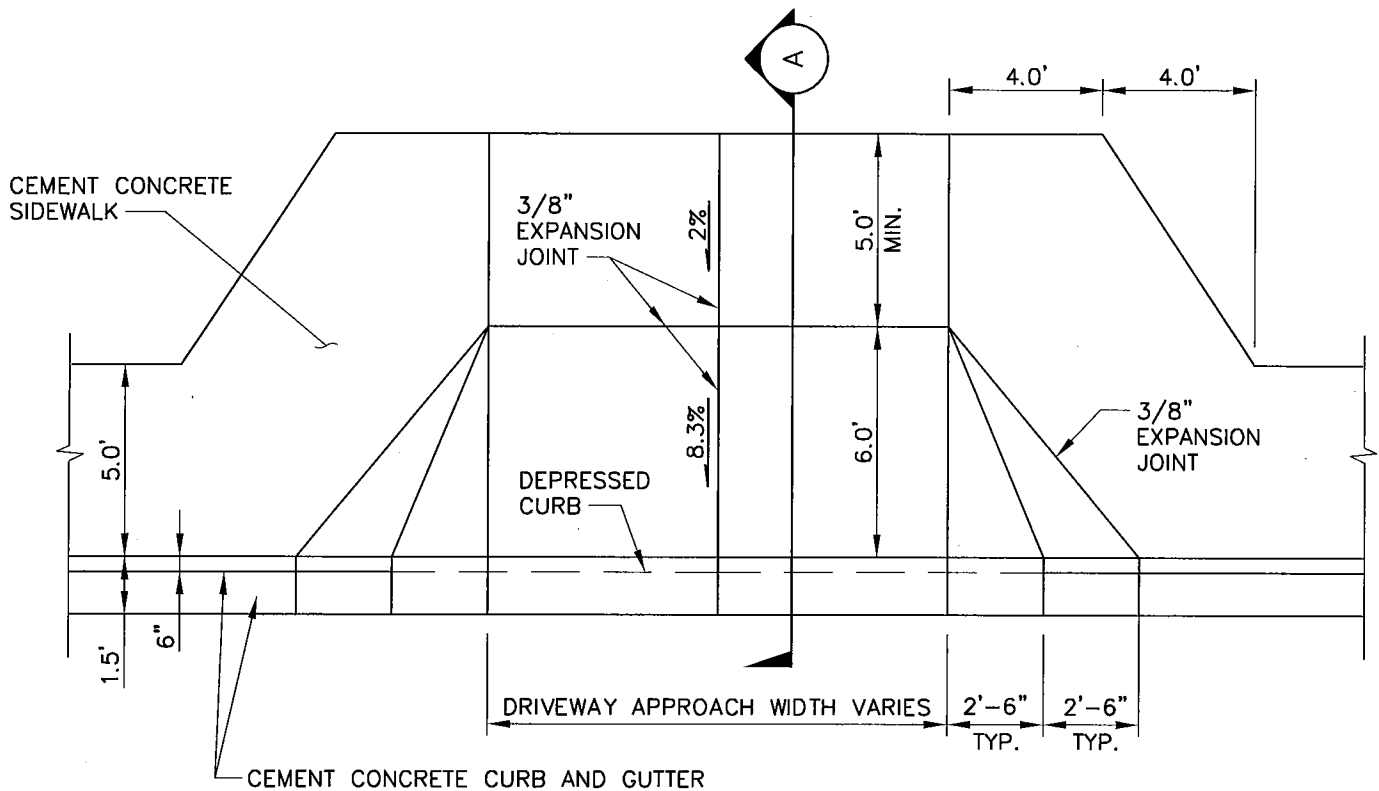
1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. SEE SECTION 4.01 FOR SURFACING REQUIREMENTS
3. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER.
4. 3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER.
5. SEE SECTION 3.01 FOR ADDITIONAL DRIVEWAY REQUIREMENTS.



DETAIL 1 (VERTICAL CURB)



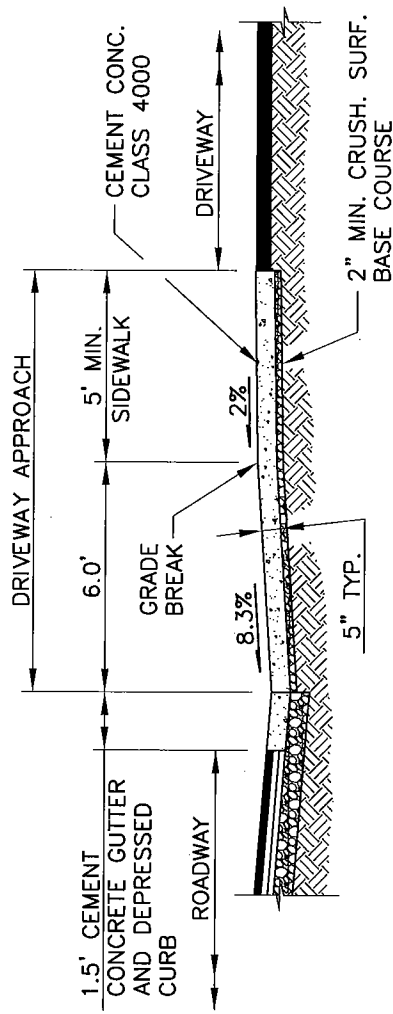
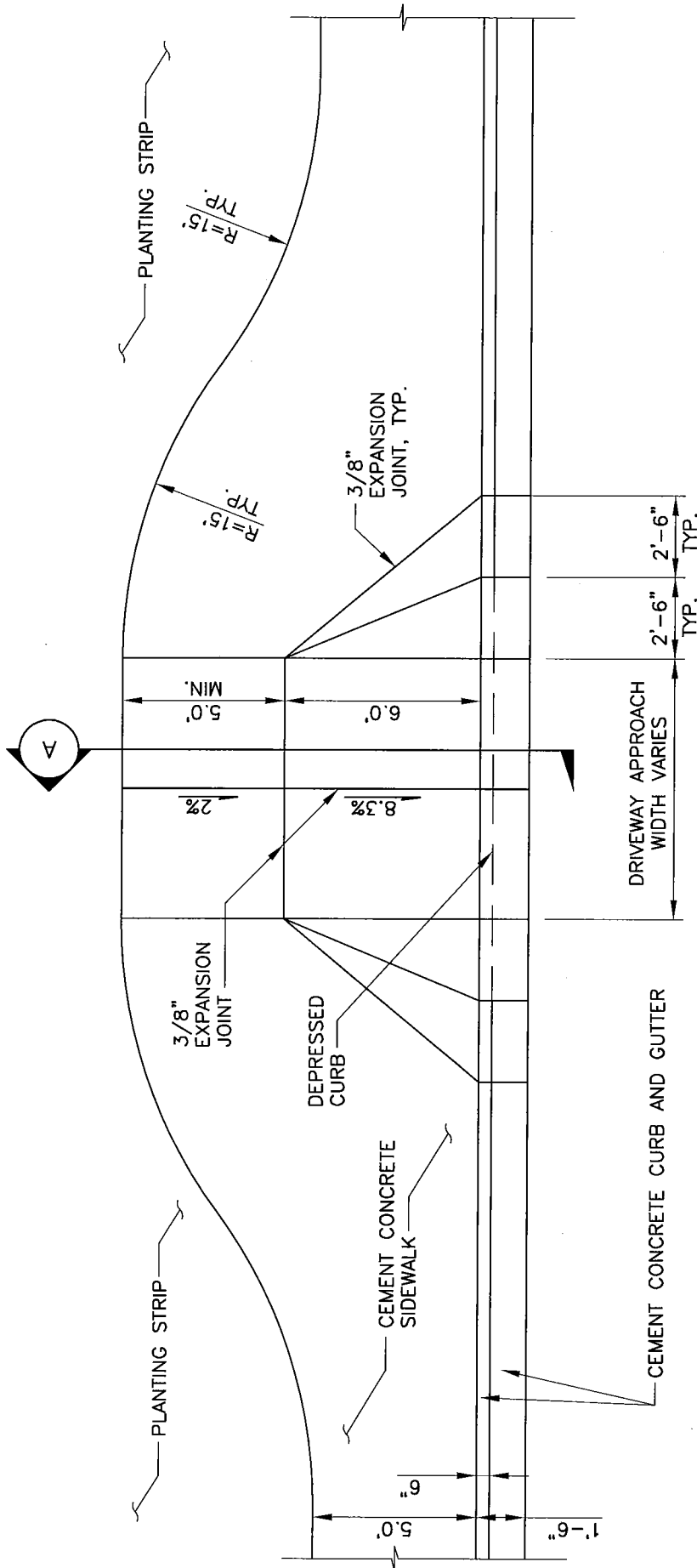
DETAIL 2 (ROLLED CURB)



SECTION A

NOTES

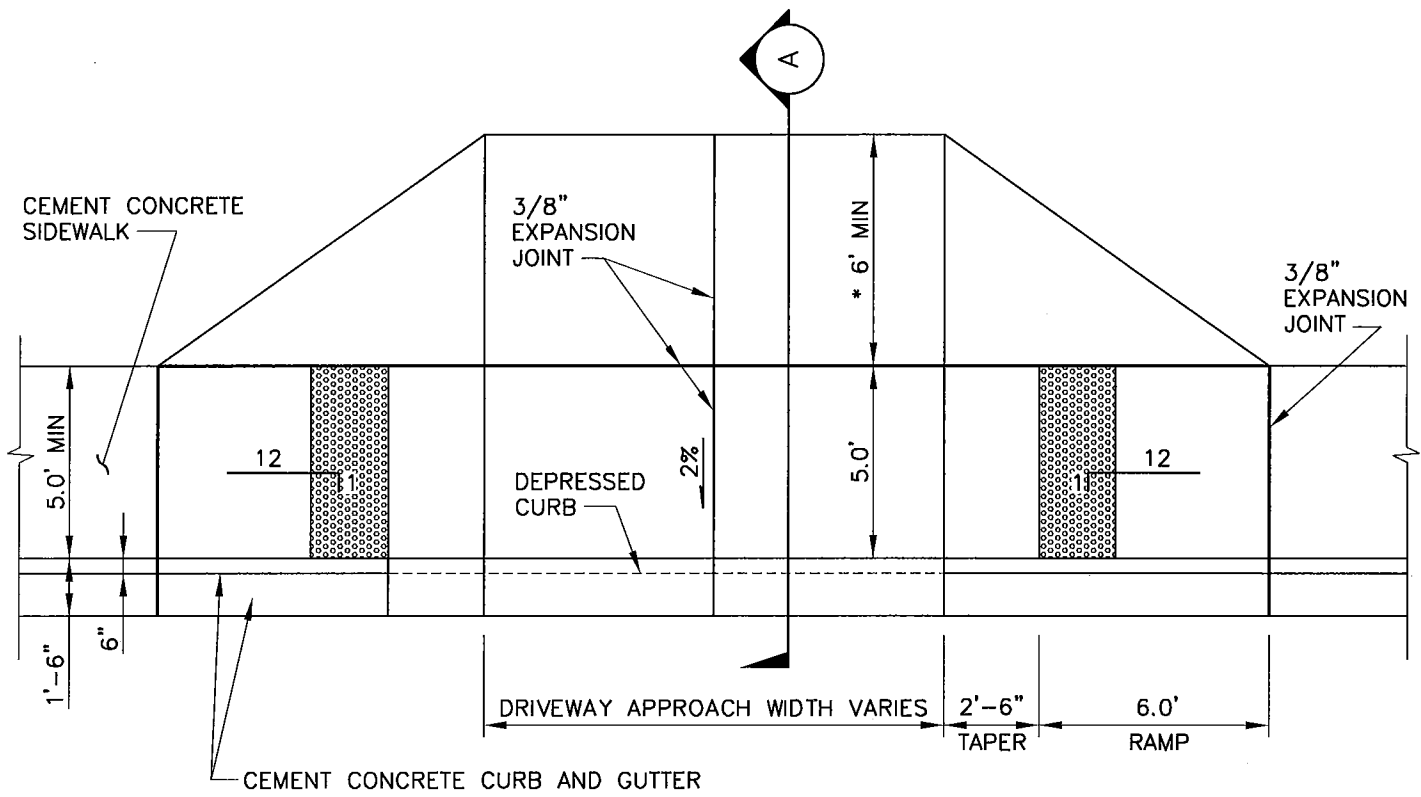
1. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ROAD ENGINEER CONSIDERING BOTH TRAFFIC SAFETY AND THE ACTIVITY BEING SERVED.
ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. (SEE SEC 3.04)
2. SEE SEC 3.01 FOR DRIVEWAY STANDARDS.
3. SEE SEC 8.02(G) AND FIGURE 5-001 FOR ROADWAY CLEARANCE OF UTILITY POLES AND STRUCTURES.
4. DRIVEWAYS SHALL BE LOCATED AS FAR FROM THE INTERSECTION AS POSSIBLE.



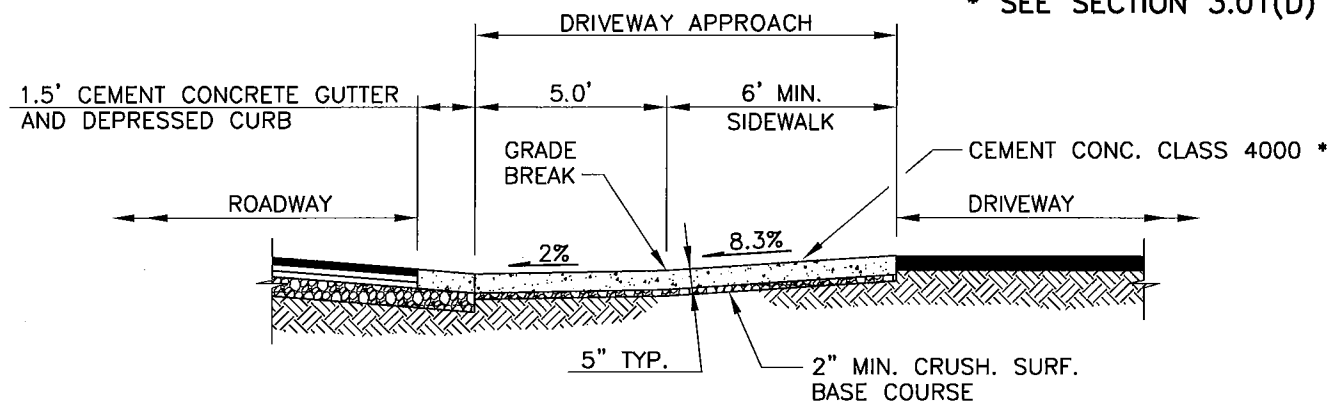
NOTES

1. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ROAD ENGINEER CONSIDERING BOTH TRAFFIC SAFETY AND THE ACTIVITY BEING SERVED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. (SEE SEC 3.04)
2. SEE SEC 3.01 FOR DRIVEWAY STANDARDS.
3. SEE SEC 8.02(G) AND FIGURE 5-001 FOR ROADWAY CLEARANCE OF UTILITY POLES AND STRUCTURES.
4. DRIVEWAYS SHALL BE LOCATED AS FAR FROM THE INTERSECTION AS POSSIBLE.

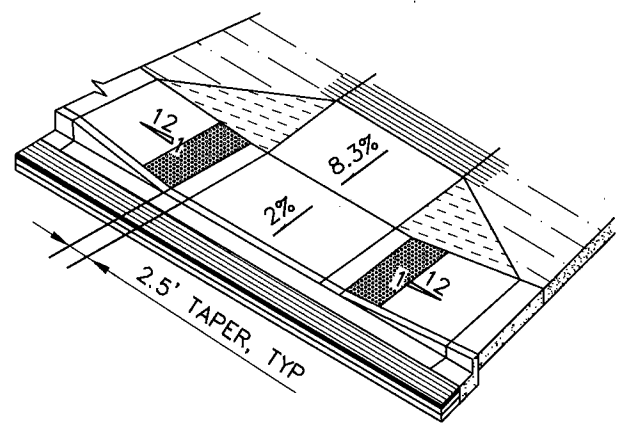
SECTION A



* SEE SECTION 3.01(D)

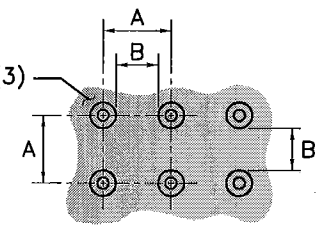


SECTION A



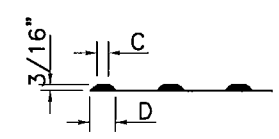
VIEW

DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW, IN COMPLIANCE WITH STD. SPEC. 8-14.3(3)



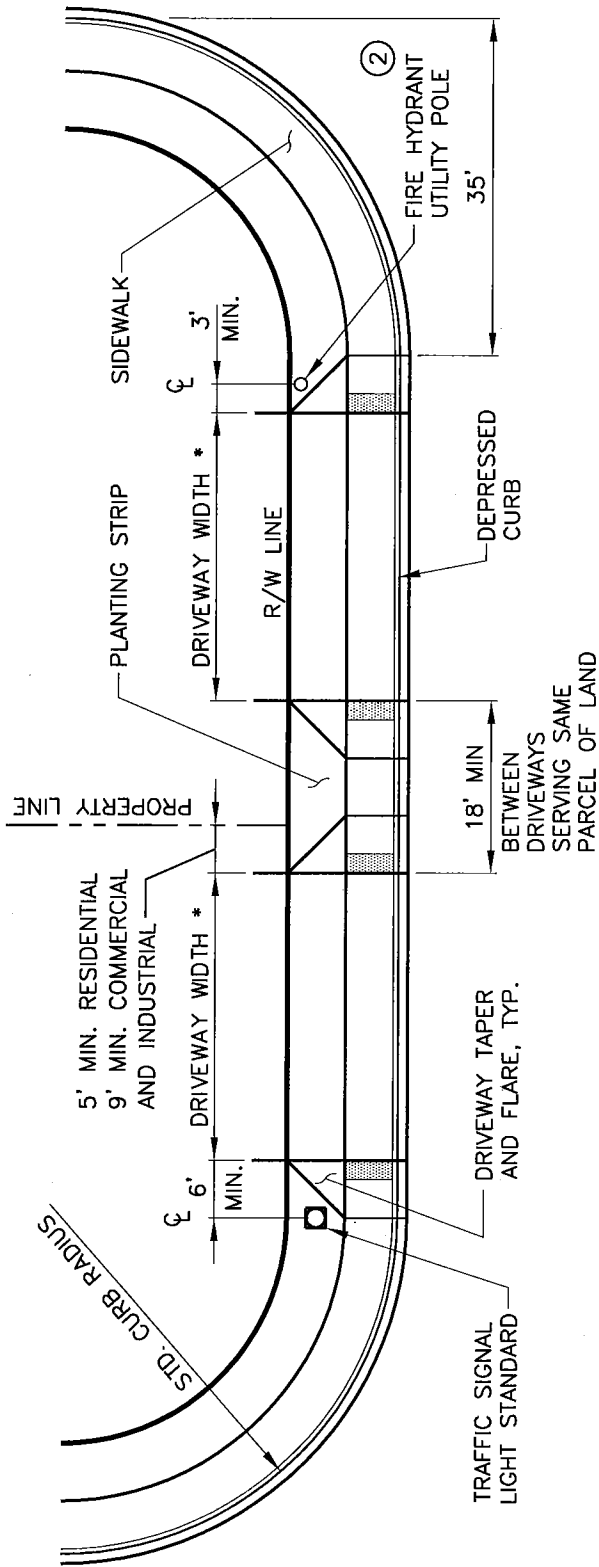
PLAN

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



ELEVATION

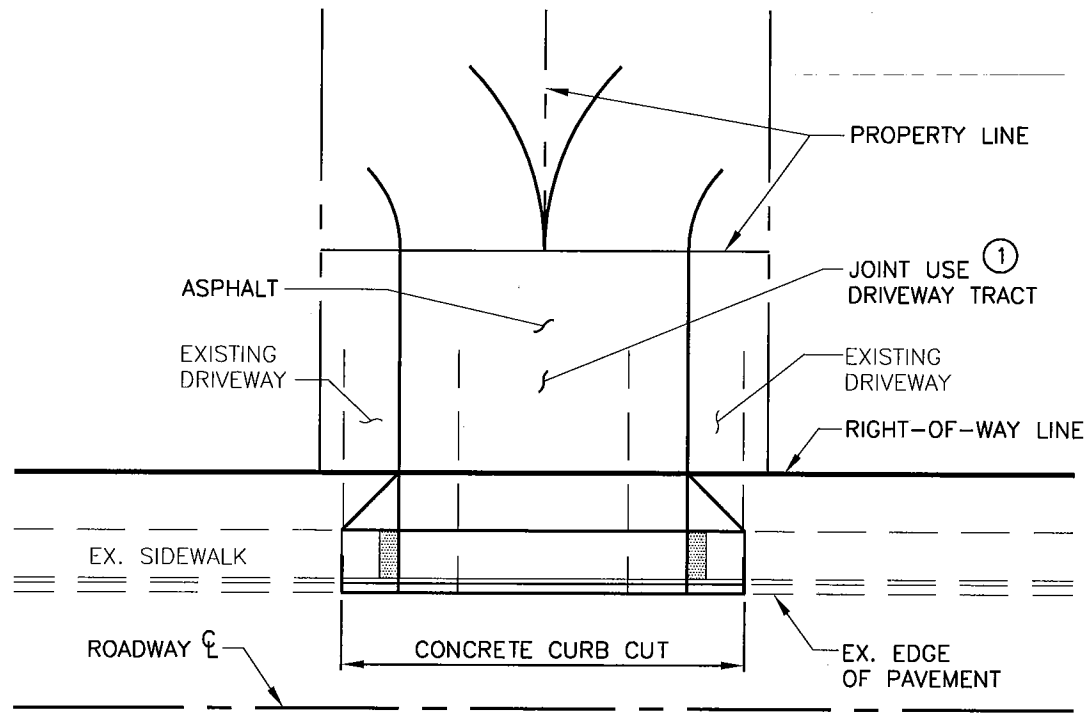
DETECTABLE WARNING PATTERN DETAIL



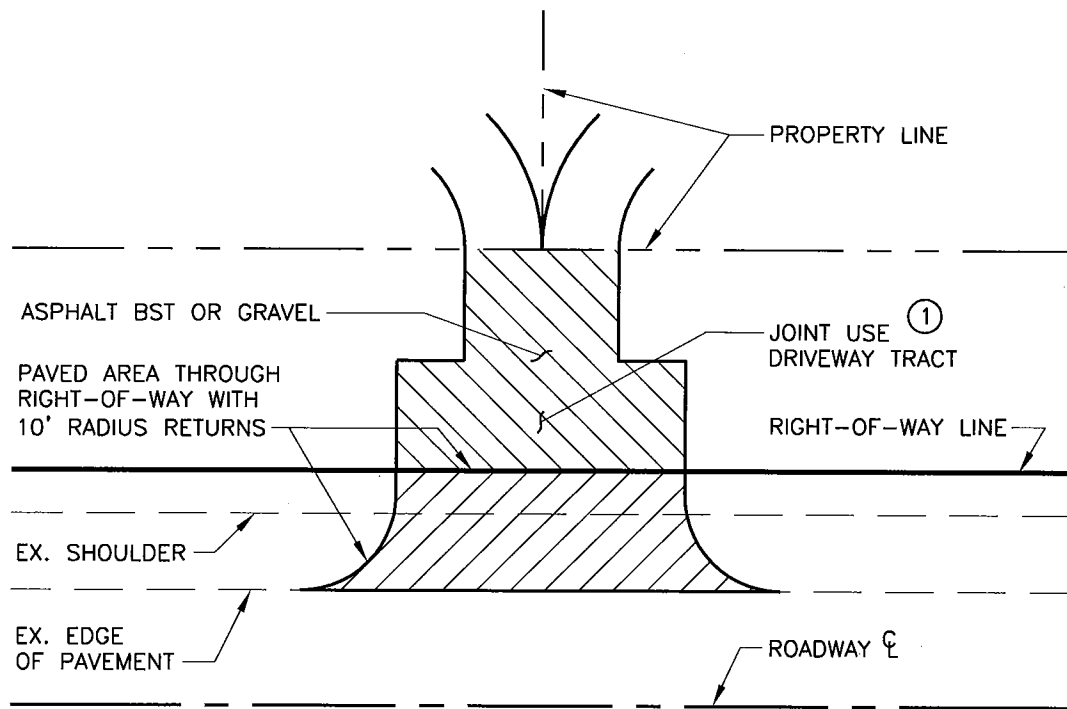
* RESIDENTIAL 10' MIN., 30' MAX.
 COMMERCIAL/INDUSTR. 25' MIN. 35' MAX.,
 EXCEPT ONE-WAY 20' MIN.

NOTES

1. NO PORTION OF ANY DRIVEWAY SHALL ENCR OACH IN CURB RETURN.
- ② SEE SEC. 8.02(G) AND FIG. 5-001 FOR ROADWAY CLEARANCE OF UTILITY POLES AND STRUCTURES.
3. DRIVEWAYS SHALL BE LOCATED AS FAR FROM THE INTERSECTION AS POSSIBLE.
4. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ROAD ENGINEER CONSIDERING TRAFFIC SAFETY AND NEEDS OF THE ACTIVITY SERVED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. (SEE SEC. 3.04)
5. SEE SEC. 3.01 FOR DRIVEWAY STANDARDS.
6. SEE SEC. 4.01 FOR SURFACING REQUIREMENTS.



URBAN



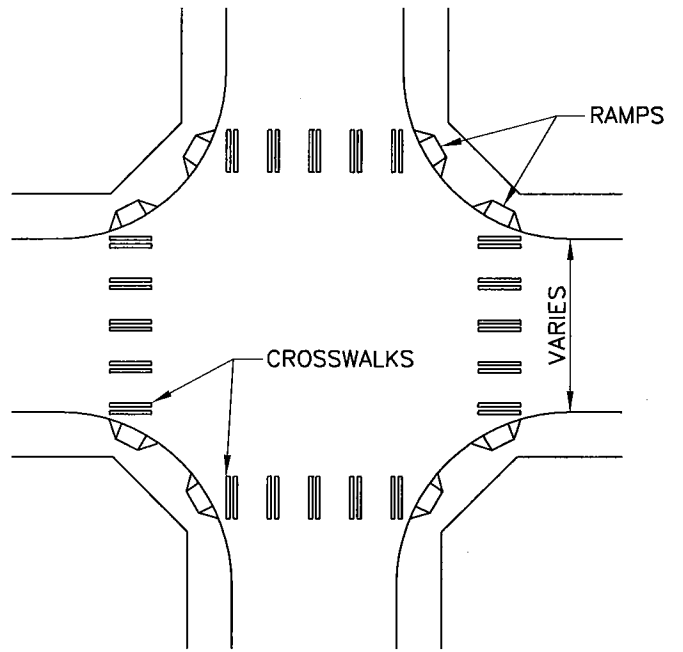
RURAL

NOTE

- ① SEE SEC. 3.01 FOR TRACT WIDTH AND PAVING REQUIREMENTS.
- 2 SEE FIGS. 3-012, 3-013, AND 3-014 FOR DESIGN REQUIREMENTS.

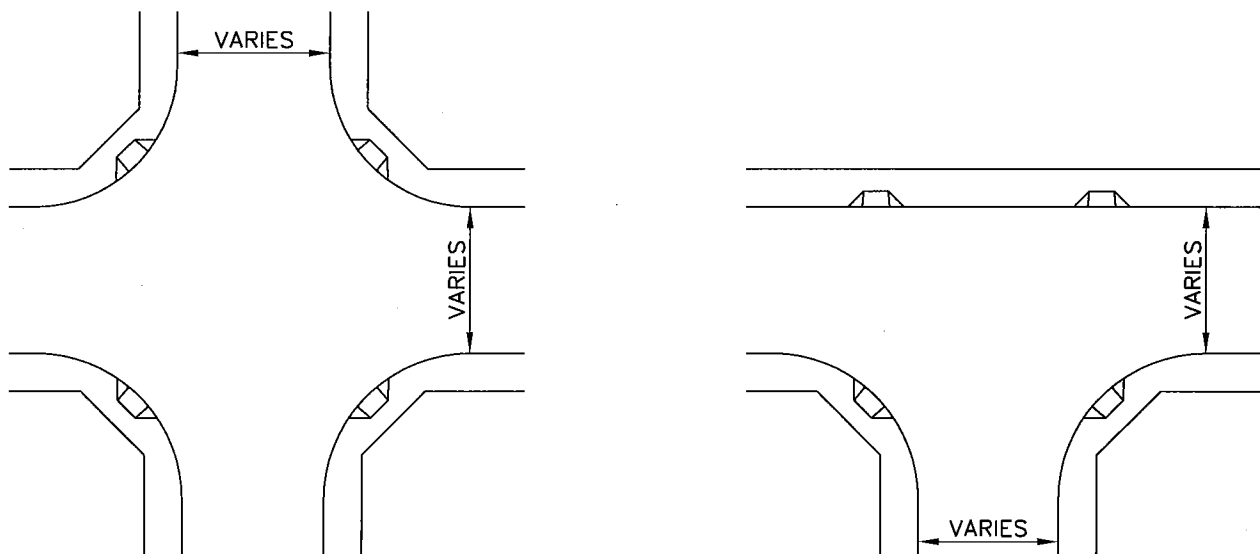
NOTES

1. PLACEMENT OF GRATINGS, ACCESS COVERS AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDINGS AND GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
2. CONSTRUCT RAMP IN ACCORDANCE WITH FIGS. 3-011, 3-012, 3-013 AND 3-015.
3. CROSSWALKS ARE NOT ALWAYS MARKED.



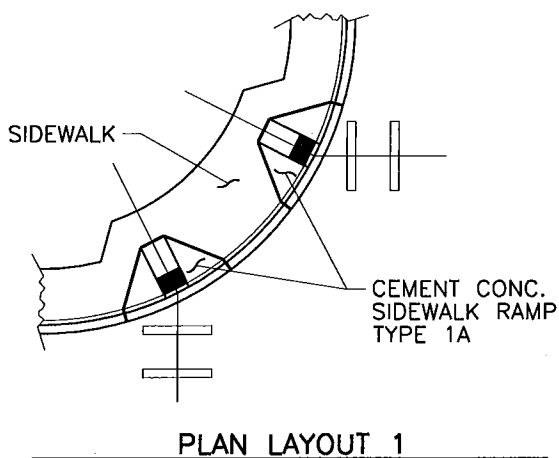
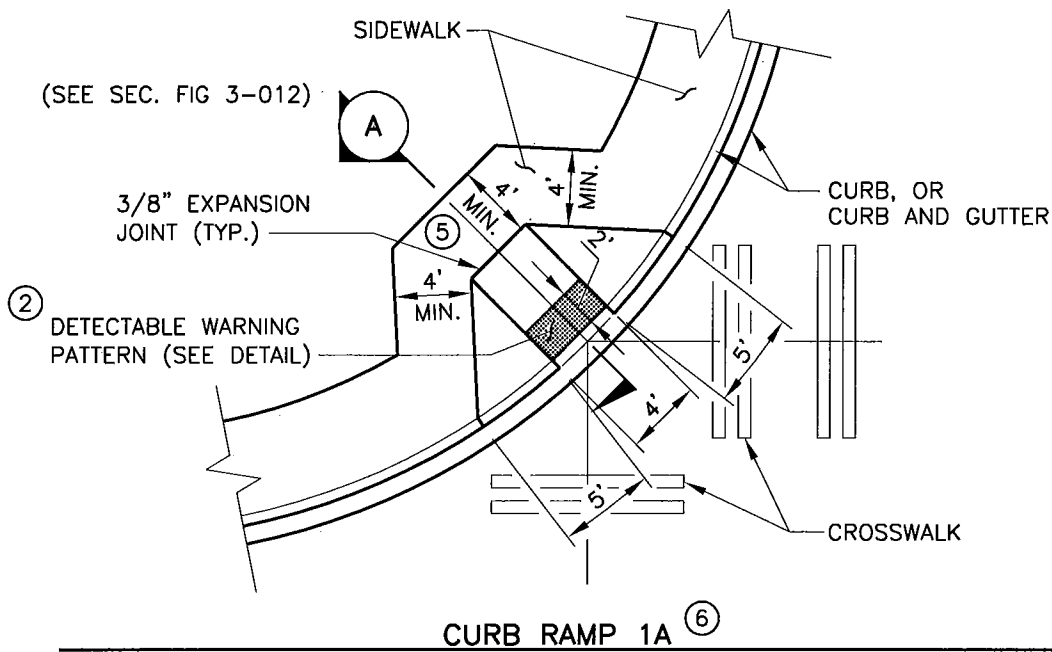
RAMP LOCATIONS

FOR NEW CONSTRUCTION OR
STANDARD RECONSTRUCTION



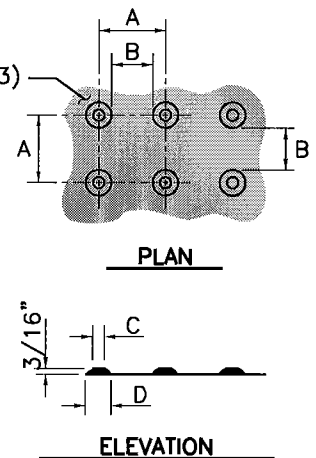
ACCEPTABLE RAMP LOCATIONS

FOR RETROFIT OR ALTERATION



DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW, IN COMPLIANCE WITH STD. SPEC. 8-14.3(3)

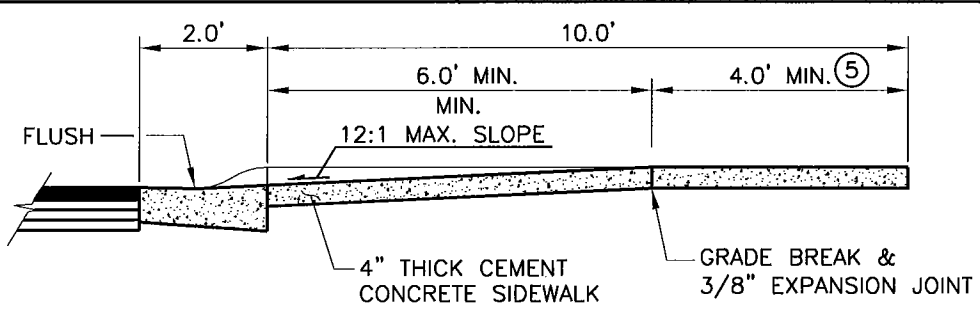
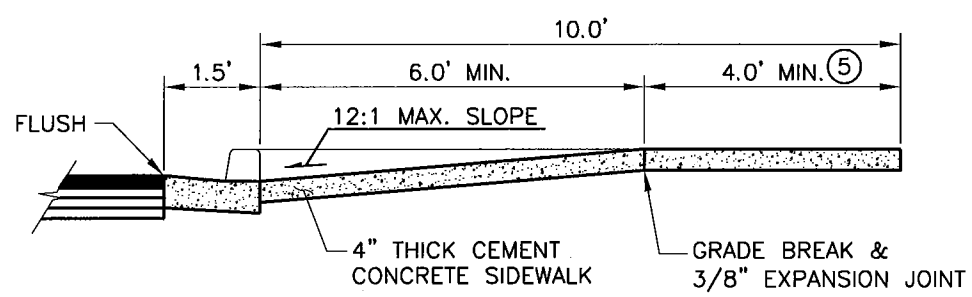
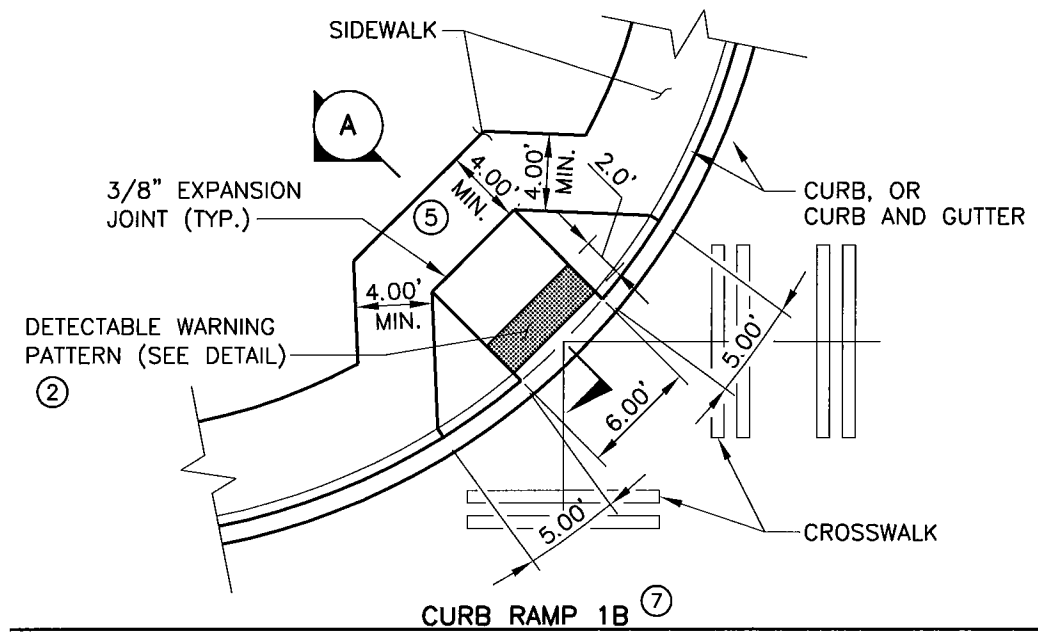
	MIN.	MAX.
A	1 5/8"	2 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"



DETECTABLE WARNING PATTERN DETAIL

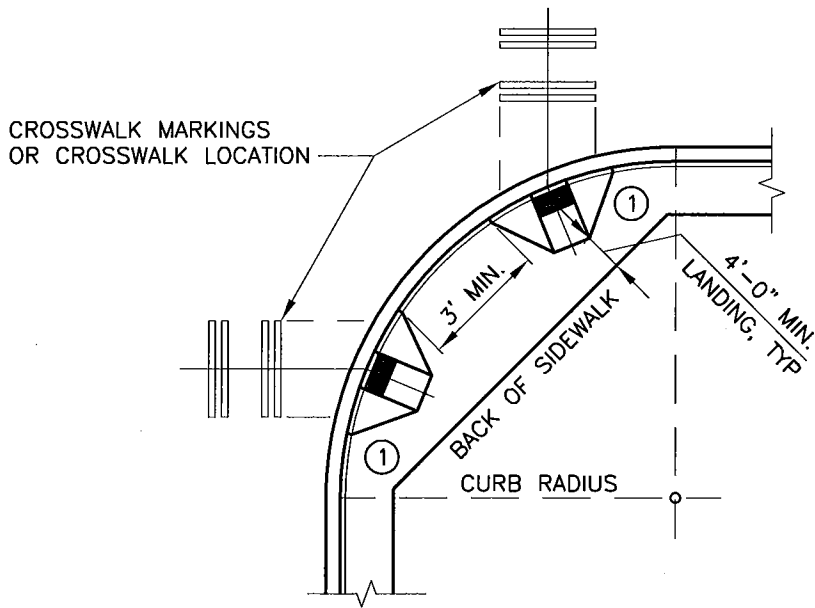
NOTES

1. PLACEMENT OF GRATINGS, ACCESS COVERS AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDINGS AND GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
- ② RAMPS SHALL BE TEXTURED USING TRUNCATED DOME PATTERN (SEE DETAIL THIS PAGE). DETECTABLE WARNING PATTERN SHALL BE YELLOW IN COMPLIANCE WITH WSDOT STANDARD SPECIFICATION 8-14.3(3)
3. RAMP CENTER LINE SHALL BE PERPENDICULAR TO OR RADIAL TO CURB RETURNS UNLESS OTHERWISE APPROVED BY THE COUNTY ROAD ENGINEER.
4. RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING SIDEWALK LOCATIONS ON OPPOSITE SIDE OF STREETS WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF STREET. SEE FIG. 3-010.
- ⑤ LANDING SHALL BE MINIMUM 4 X 4'.
- ⑥ CURB RAMP 1A MUST BE INSTALLED UNLESS OTHERWISE APPROVED.
7. SEE FIGURE 3-001 FOR CURB AND SIDEWALK JOINT PLACEMENT.

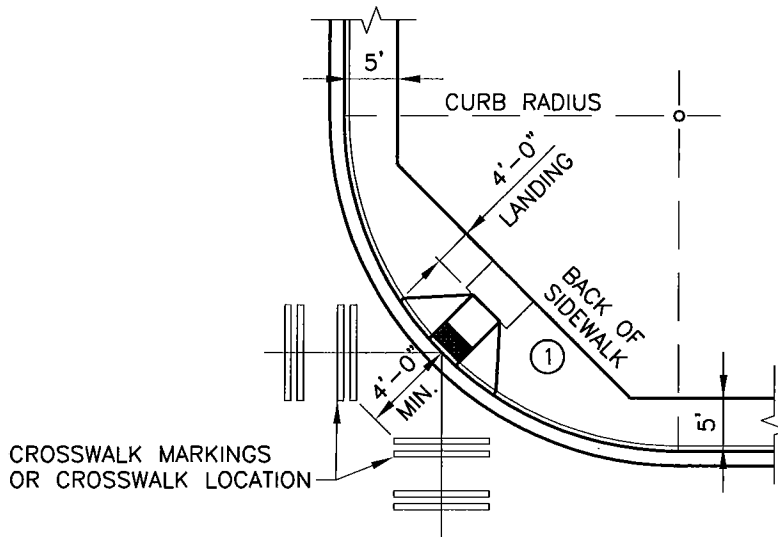


NOTES

1. PLACEMENT OF GRATINGS, ACCESS COVERS AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDINGS AND GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
- (2) RAMPS SHALL BE TEXTURED USING TRUNCATED DOME PATTERN (SEE FIG. 3-011). DETECTABLE WARNING PATTERN SHALL BE YELLOW IN COMPLIANCE WITH WSDOT STANDARD SPECIFICATION 8-14.3(3)
3. RAMP CENTER LINE SHALL BE PERPENDICULAR TO OR RADIAL TO CURB RETURNS UNLESS OTHERWISE APPROVED BY THE COUNTY ROAD ENGINEER.
4. RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING SIDEWALK LOCATIONS ON OPPOSITE SIDE OF STREETS WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF STREET. SEE FIG. 3-010.
- (5) LANDING SHALL BE MINIMUM 4 X 4'.
6. CURB RAMP 1A MUST BE INSTALLED UNLESS OTHERWISE APPROVED.
- (7) CURB RAMP 1B IS USED TO PROVIDE ACCESS TO TWO CROSSWALKS ONLY WHEN IT IS UNFEASIBLE TO INSTALL CURB RAMP 1A FOR EACH CROSSWALK.
8. SEE FIGURE 3-001 FOR CURB AND SIDEWALK JOINT PLACEMENT



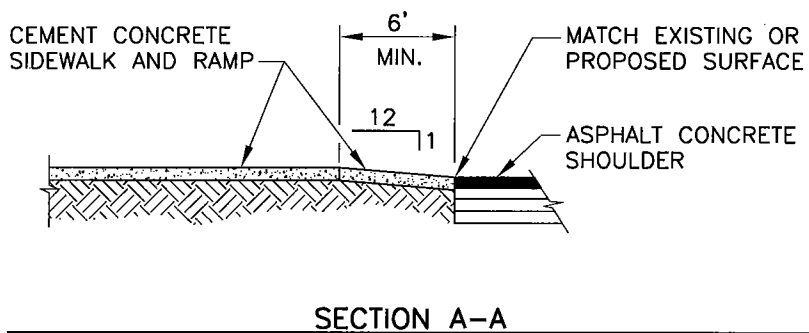
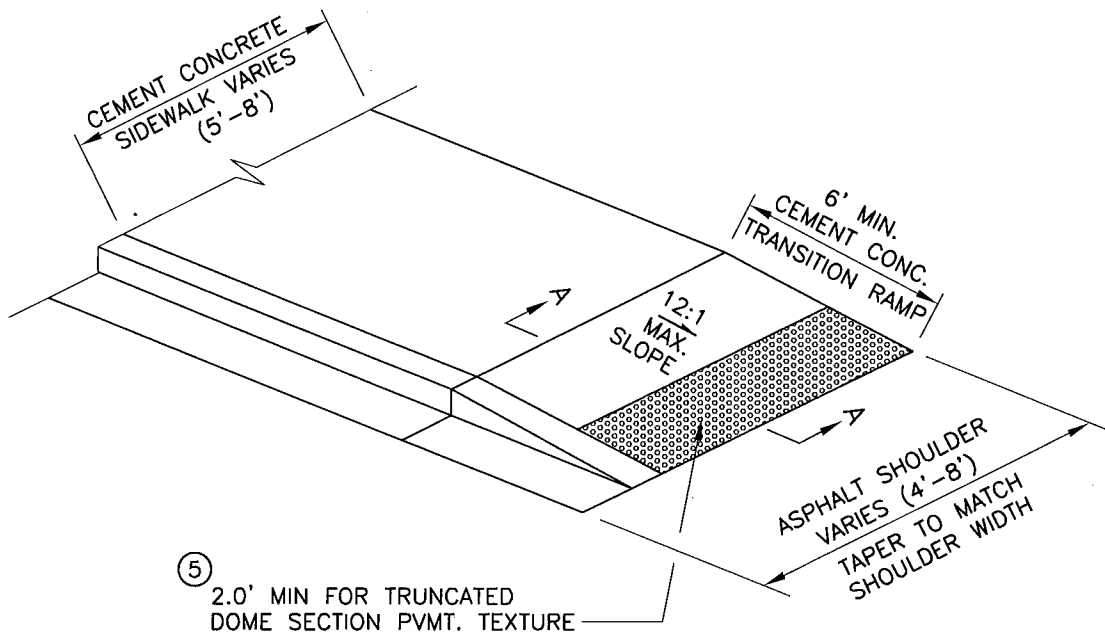
CURB RAMP 1A (6)



CURB RAMP 1A (6)

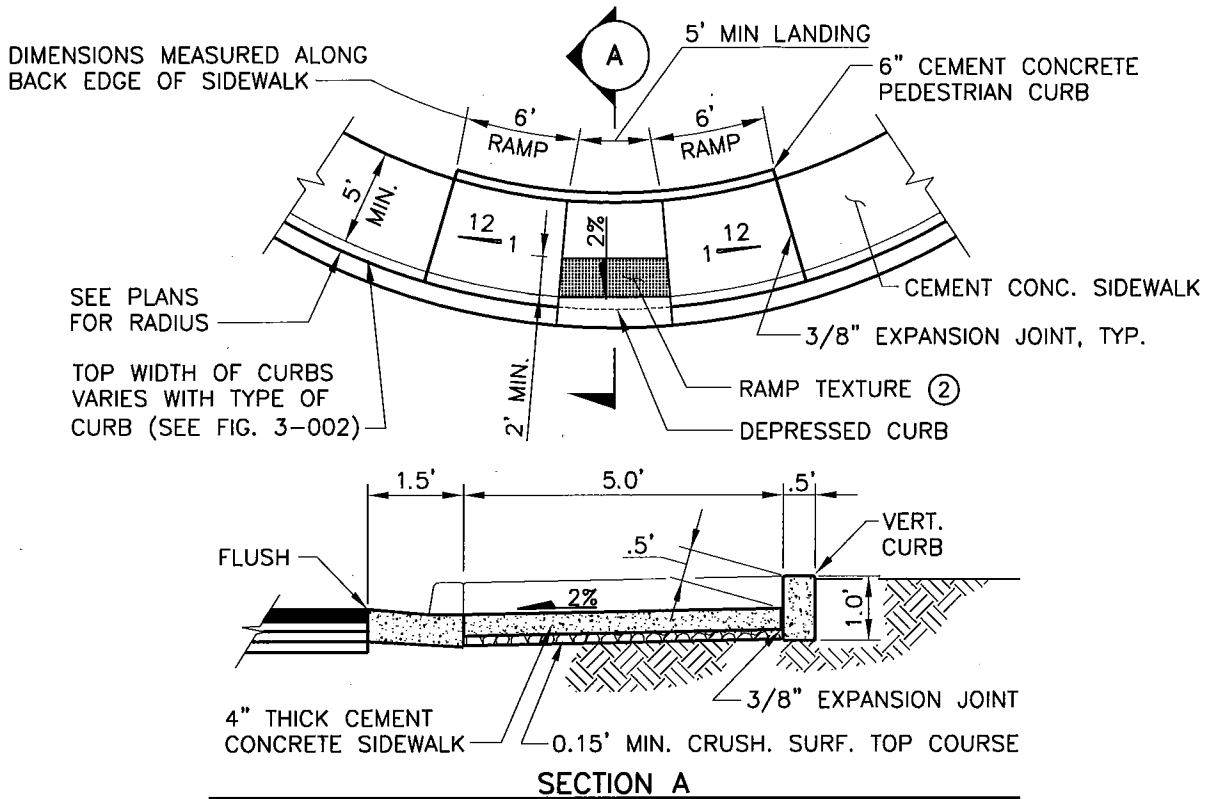
NOTES

- ① RAMP SHALL BE CONTRASTING COLOR OF LIGHT TO DARK OR DARK TO LIGHT AND COLORING MUST BE AN INTEGRATED PART OF THE RAMP.
- ② LANDING SHALL BE LEVEL AND A MINIMUM 4' X 4'.

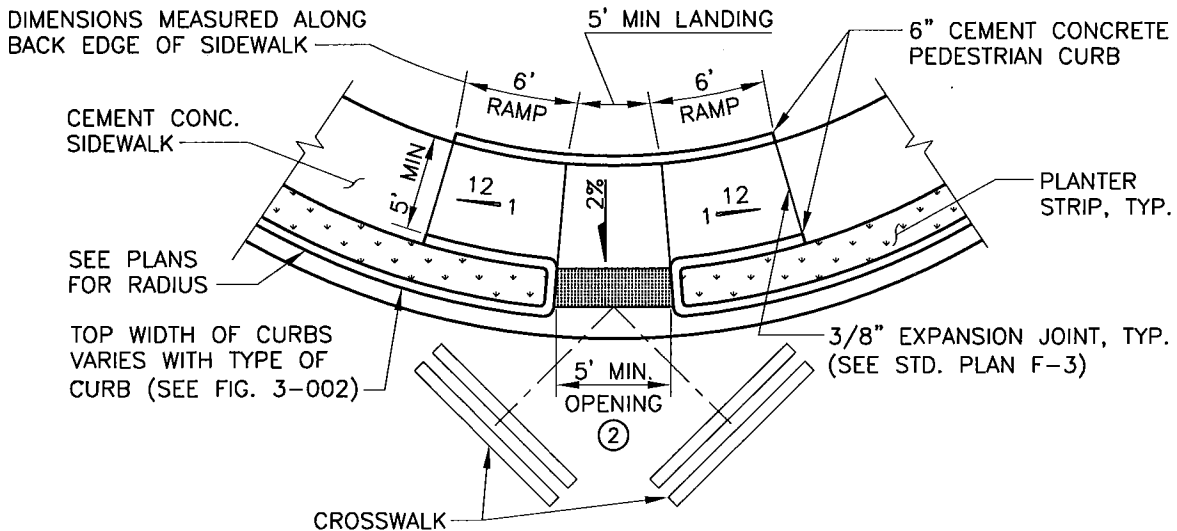


NOTES

1. SEE SEC. 3.02 FOR SIDEWALK WIDTHS.
2. SEE SECS. 2.02 AND 2.03 FOR PAVEMENT AND SHOULDER WIDTHS.
3. SHOULDER SHALL BE SURFACED AS REQUIRED BY SECS. 3.07 AND 4.01. PAVED SHOULDER SLOPE SHALL MATCH CROWN SLOPE OR 0.02 FT./FT.
4. SEE FIG. 3-001 FOR CURB AND SIDEWALK JOINTS.
- ⑤ RAMP SHALL BE TEXTURED USING TRUNCATED DOME PATTERN. (SEE FIG. 3-011.) DETECTABLE WEARING PATTERN SHALL BE YELLOW IN COMPLIANCE WITH WSDOT STANDARD SPECIFICATIONS 8-14.3(3)
6. THIS DETAIL APPLIES TO ROLLED AND VERTICAL CURB ROADWAYS.

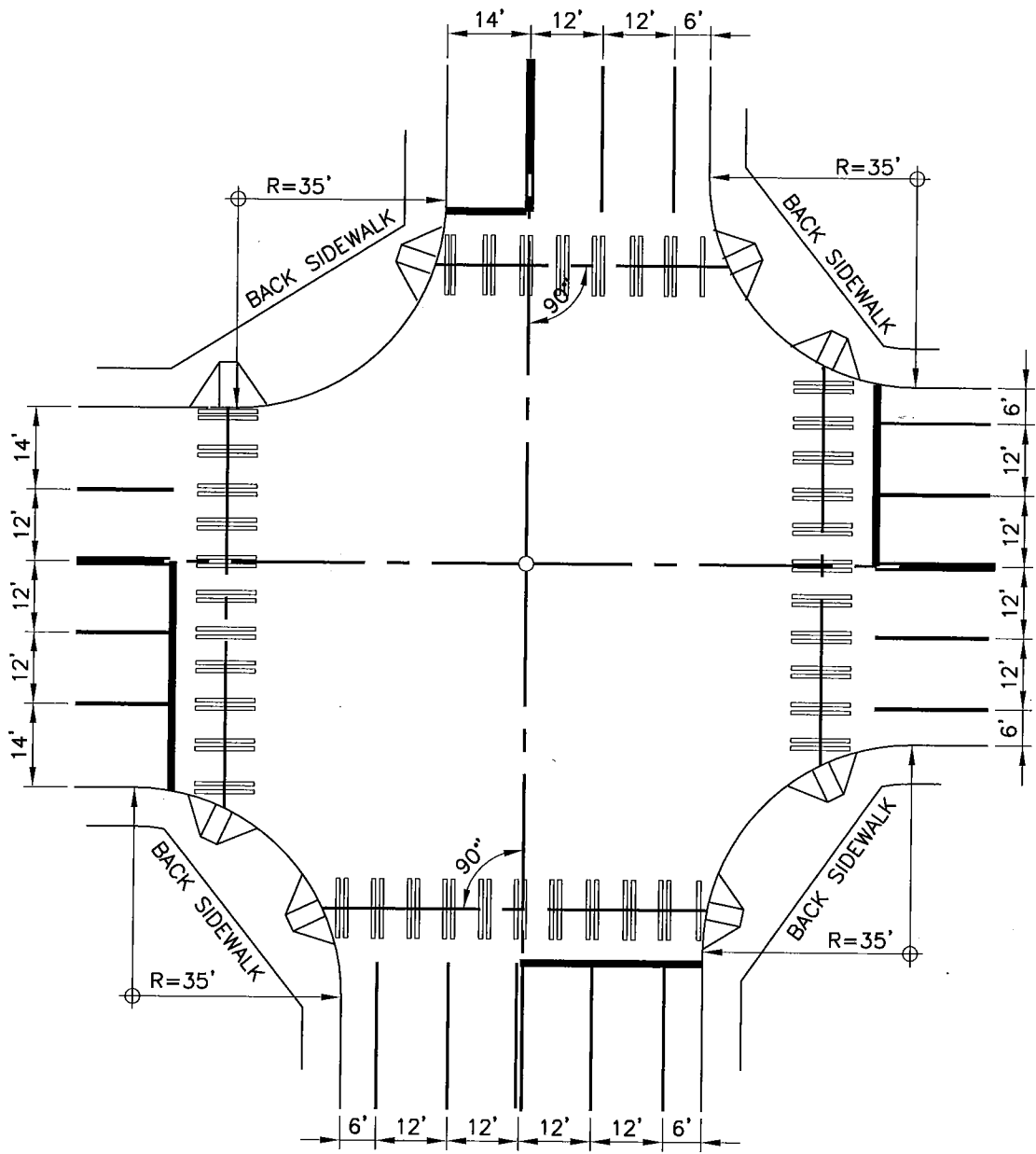


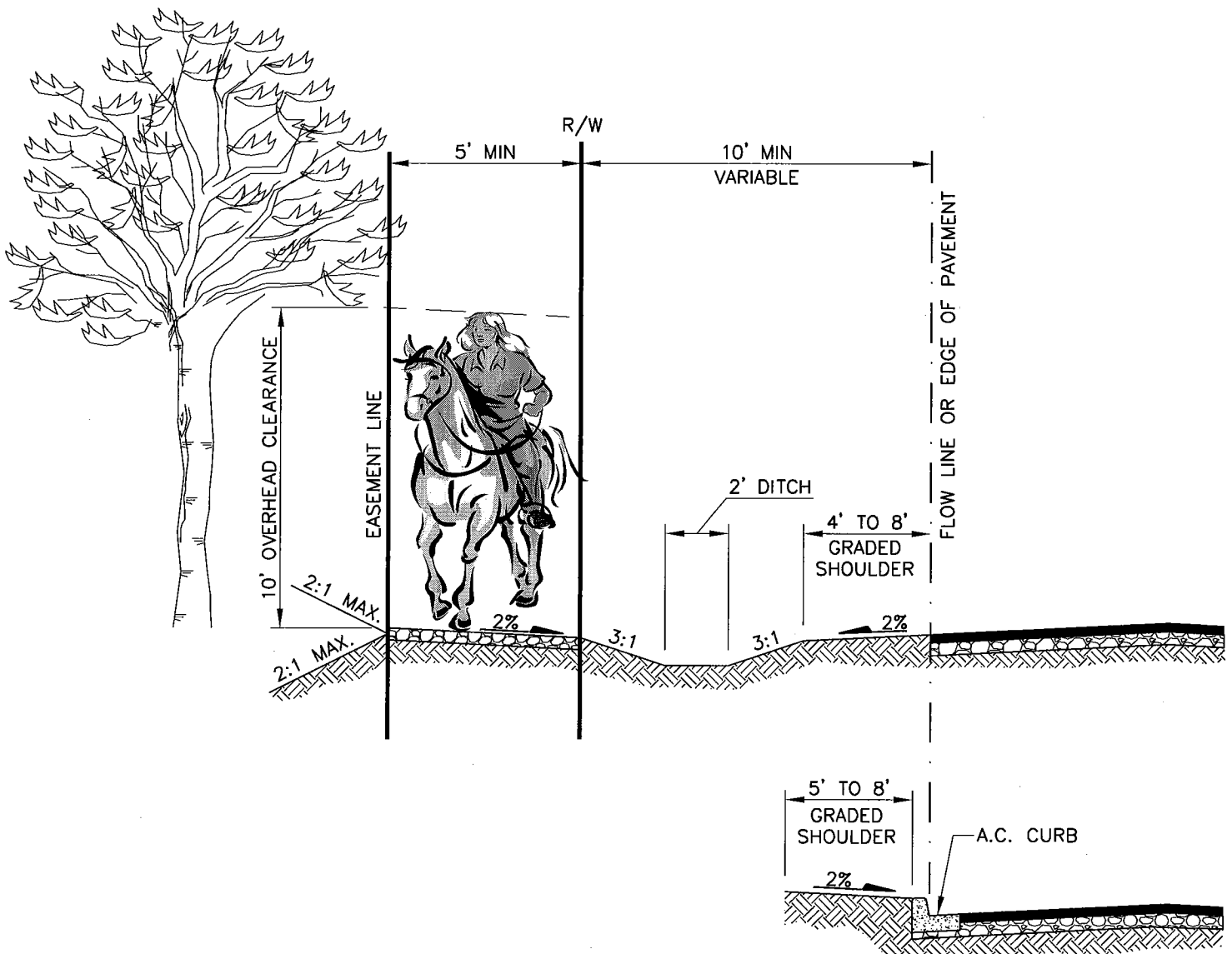
CURB RAMP 2A



NOTES:

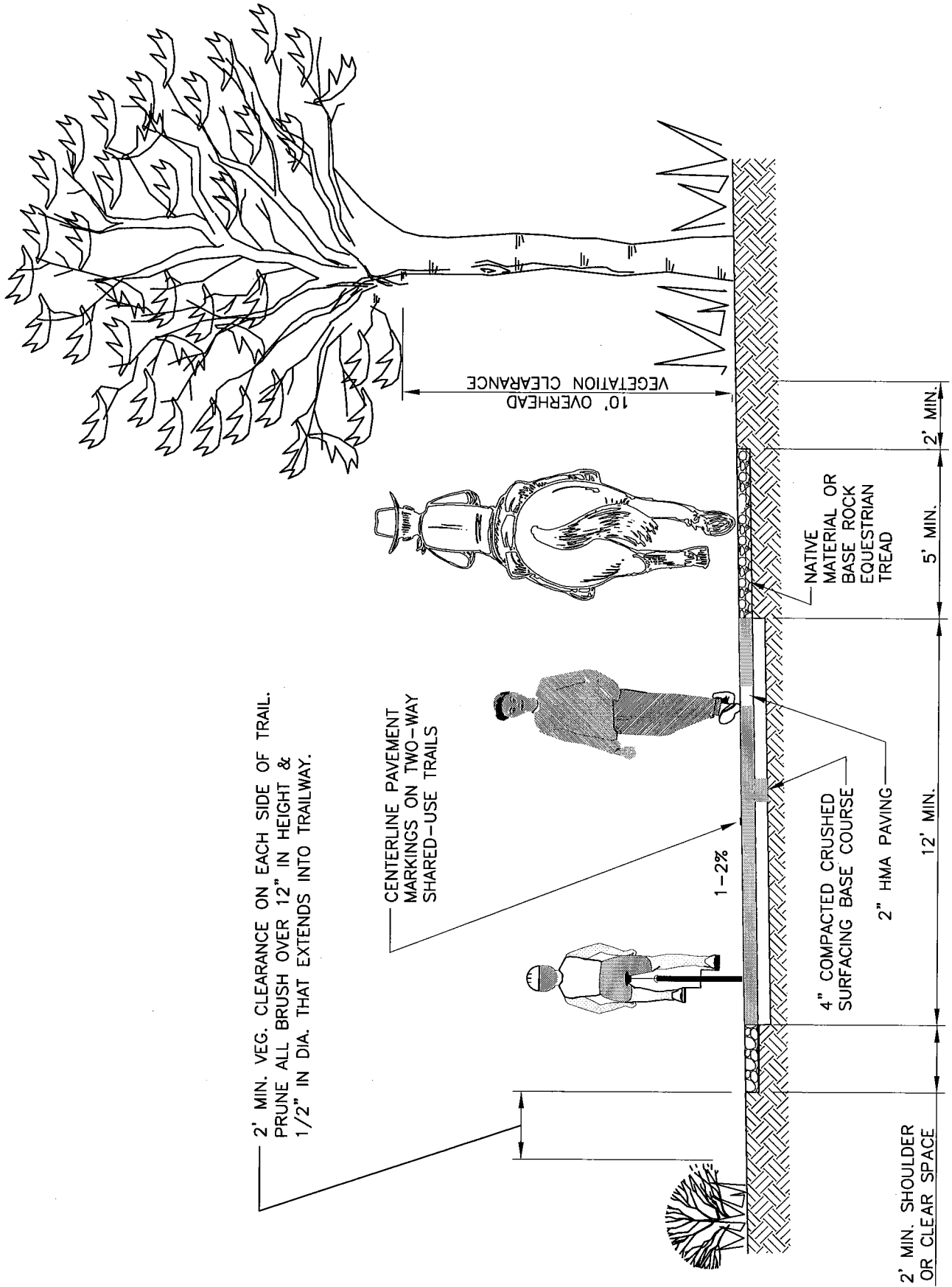
1. PLACEMENT OF GRATINGS, ACCESS COVERS AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDINGS AND GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
- ② RAMPS SHALL BE TEXTURED USING TRUNCATED DOME PATTERN (SEE FIGURE 3-011). DETECTABLE WARNING PATTERN SHALL BE YELLOW IN COMPLIANCE WITH WSDOT STANDARD SPECIFICATION 8-14.3(3)
3. RAMP CENTER LINE SHALL BE PERPENDICULAR TO OR RADIAL TO CURB RETURNS UNLESS OTHERWISE APPROVED BY THE COUNTY ROAD ENGINEER.
4. RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING SIDEWALK LOCATIONS ON OPPOSITE SIDE OF STREETS WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF STREET. SEE FIG. 3-010.
5. THIS DETAIL APPLIES TO BOTH ROLLED AND VERTICAL CURB ROADWAYS.
6. SEE FIGURE 3-001 FOR CURB AND SIDEWALK JOINT PLACEMENT.





NOTES

1. DITCH SECTION AS REQUIRED BY ROAD CLASSIFICATION.
2. PAVED SHOULDER IF ARTERIAL OR NEIGHBORHOOD COLLECTOR



SHARED-USE TRAILS
PAVED-TREAD, DOUBLE-TRACK

FIG. 3-018

2' MIN. VEG. CLEARANCE ON EACH SIDE OF TRAIL. PRUNE ALL BRUSH OVER 12" IN HEIGHT AND 1/2" IN DIA. THAT EXTENDS INTO TRAILWAY.

