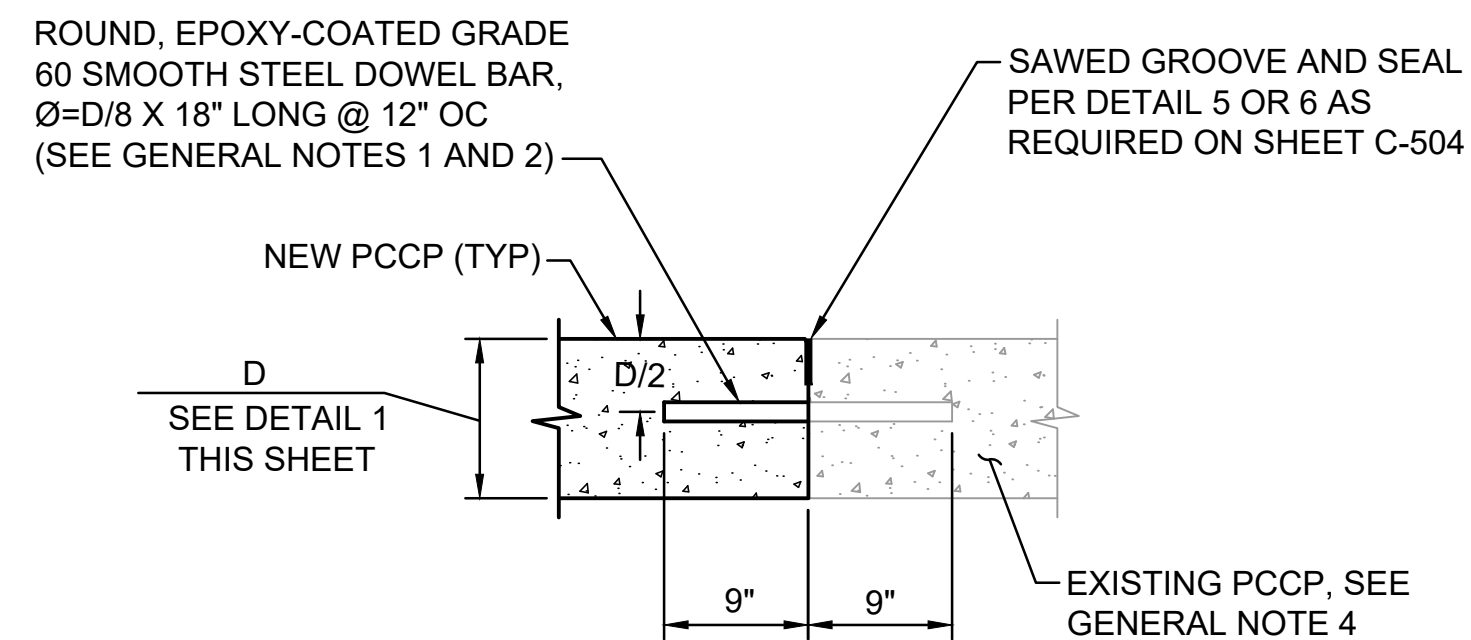
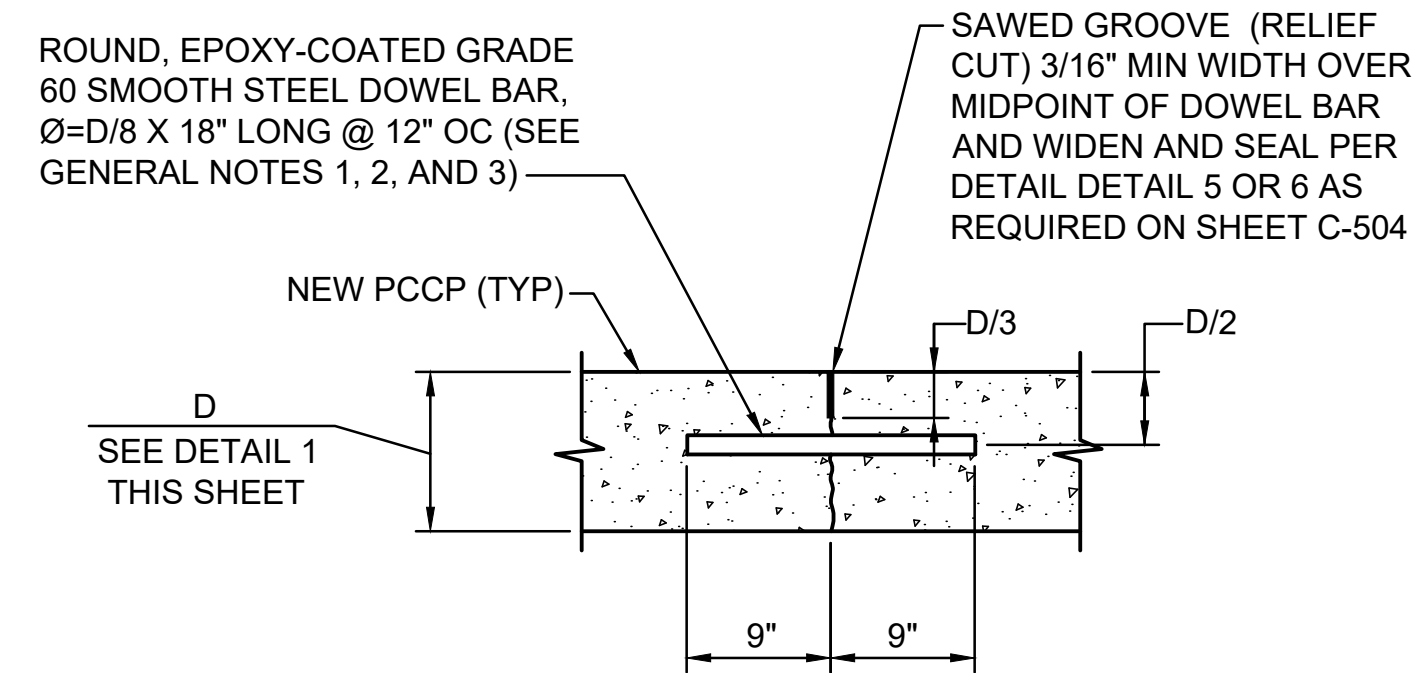


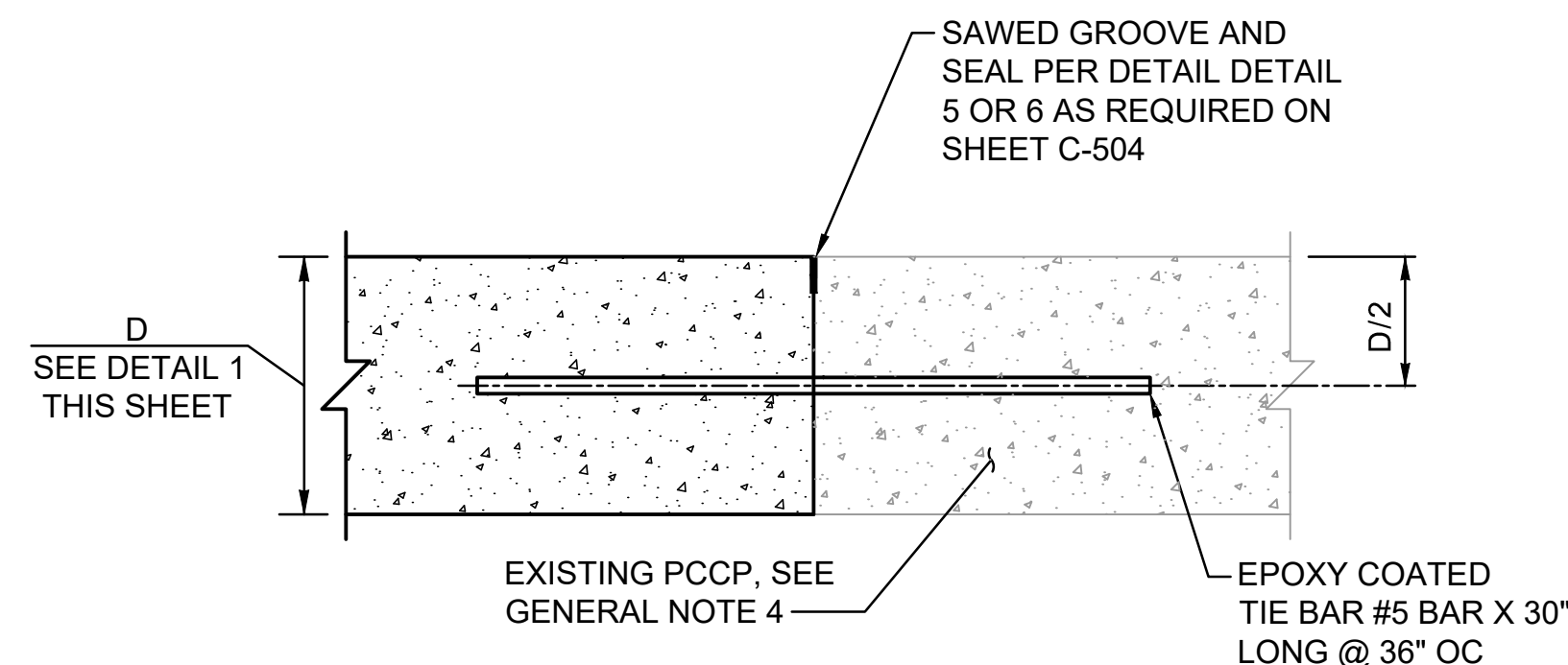
**TYPICAL NEW PCCP PAVEMENT SECTION**  
**DETAIL 1**  
 SCALE: NTS C-501



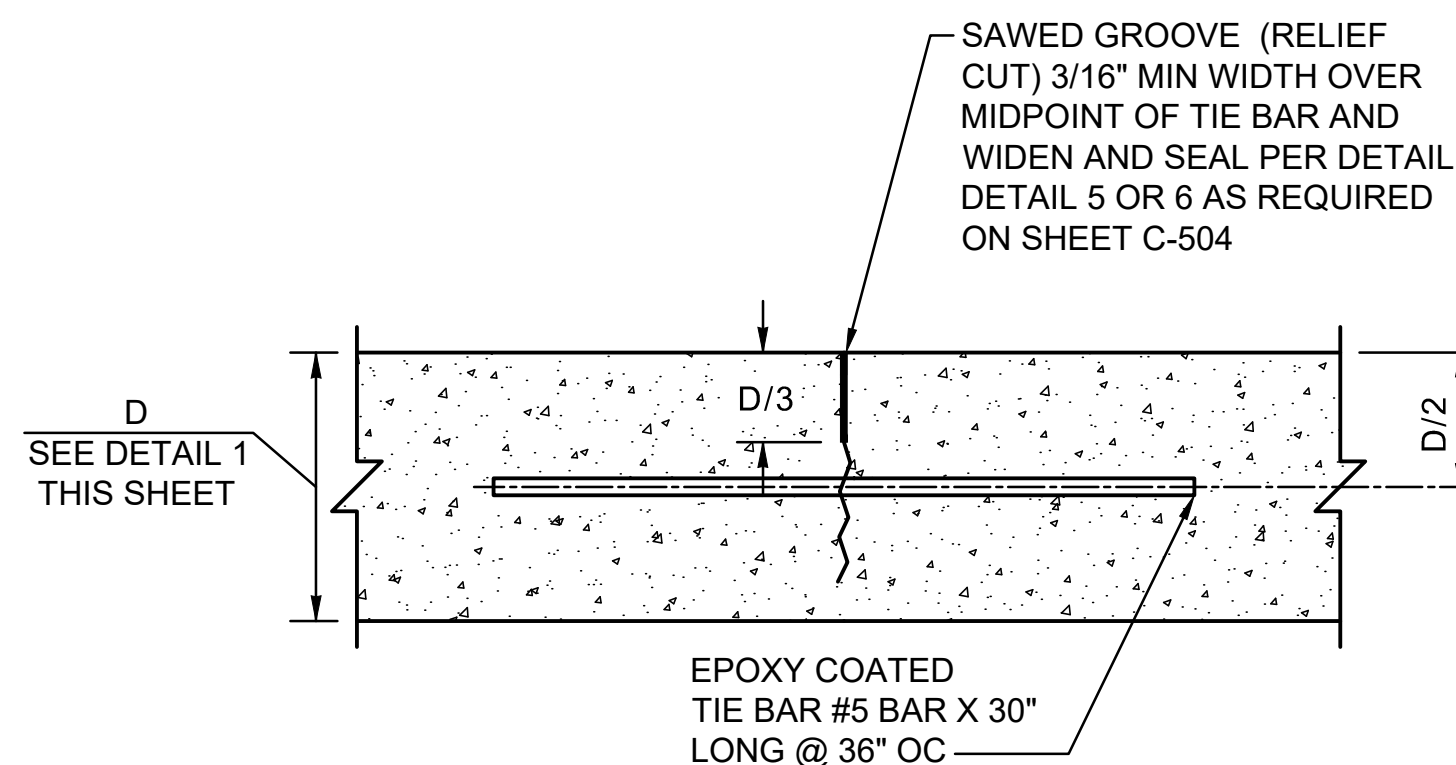
**DOWELED CONSTRUCTION JOINT**  
**DETAIL 2**  
 SCALE: NTS C-501



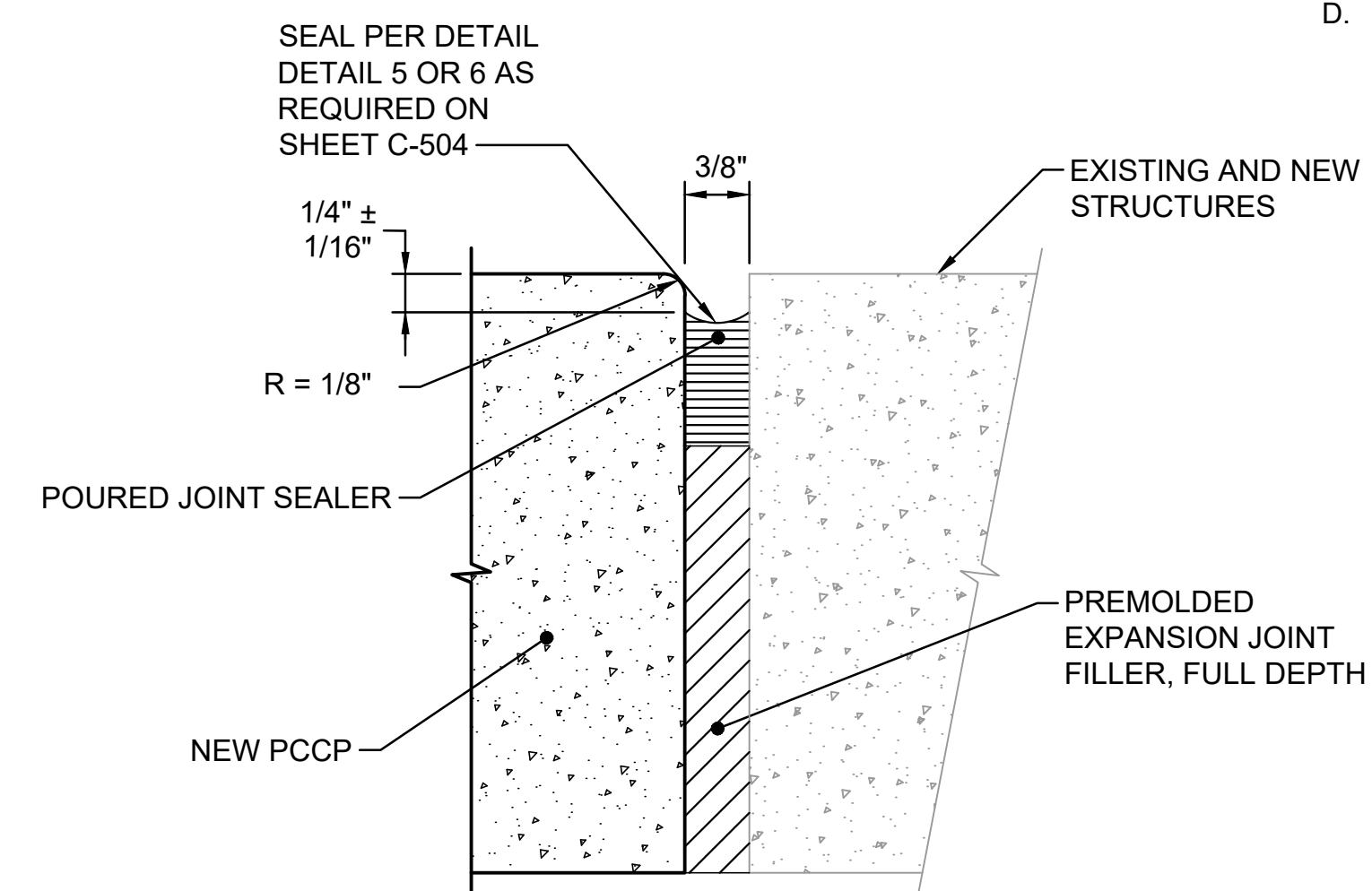
**DOWELED CONTRACTION JOINT**  
**DETAIL 3**  
 SCALE: NTS C-501



**TIED CONSTRUCTION JOINT**  
**DETAIL 4**  
 SCALE: NTS C-501



**TIED CONTRACTION JOINT**  
**DETAIL 5**  
 SCALE: NTS C-501



**ISOLATION JOINT FILLER**  
**DETAIL 6**  
 SCALE: NTS C-501

**GENERAL NOTES**

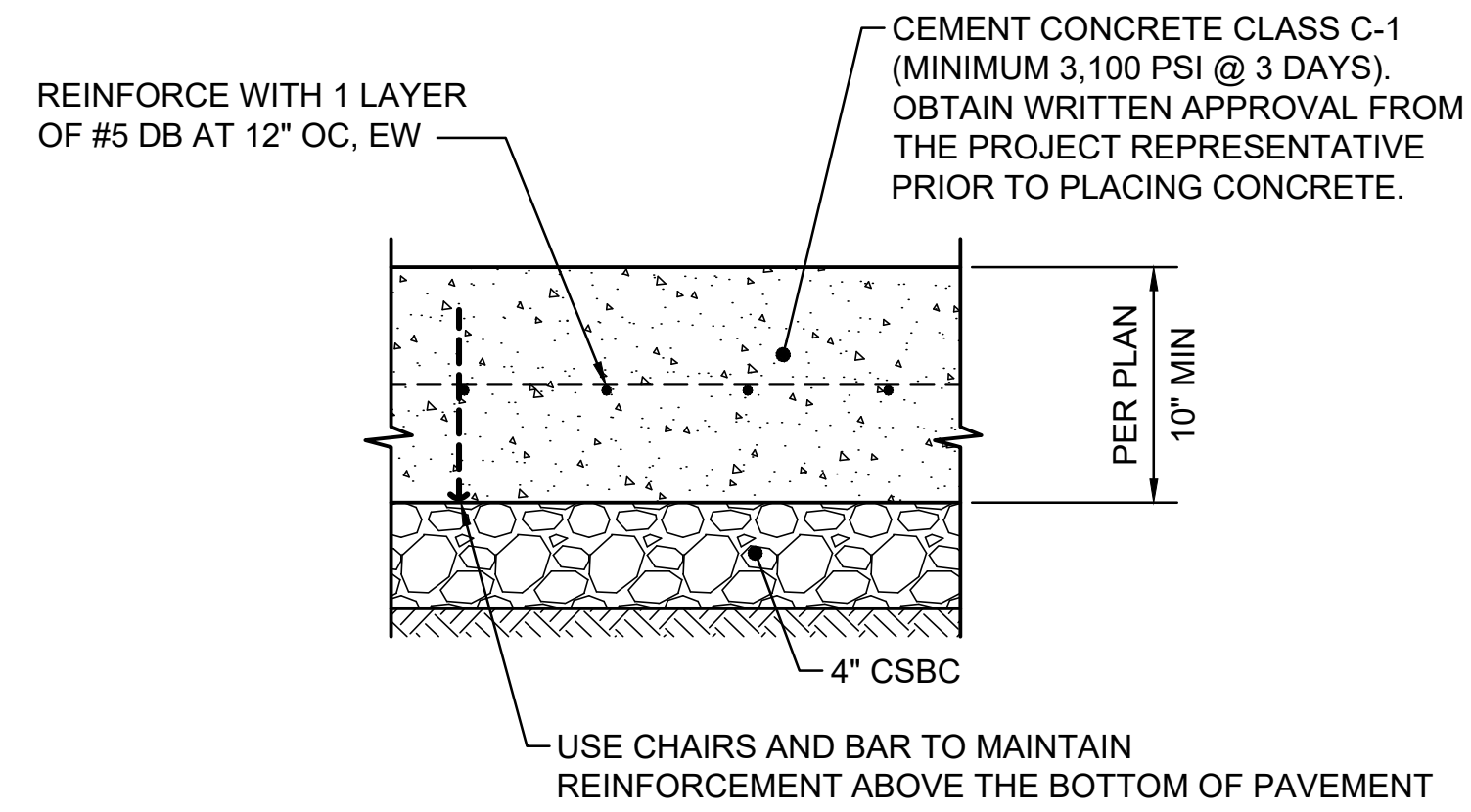
1. ALL PAVING IN BUS AREAS SHALL BE 10" MINIMUM.
2. SET DOWEL AND TIE BARS AT 90° FROM ALL POINTS OF THE FACE OF THE PCCP PANELS.
3. ALL DOWELS SHALL BE COATED WITH RELEASE AGENT (NO GREASE). DOWEL BARS TO BE COATED WITH DTM MODIFIED WAX OR KING COUNTY ENGINEER APPROVED EQUAL.
4. SET DOWELS WITH STEEL CAGES.
5. SET DOWEL AND TIE BARS FOR JOINTS BETWEEN NEW AND EXISTING PCCP FOLLOWING THE SUBSEQUENT PROCEDURES.
  - A. DRILL HOLES IN EXISTING PCCP PANELS THAT ARE 1/16" LARGER IN DIAMETER THEN THE DOWEL AND TIE BARS AND AT 90° FROM ALL POINTS OF THE FACE OF THE PANELS. REMOVE DEBRIS FROM HOLES BY BLOWING THEM WITH COMPRESSED AIR. ENSURE THAT THE HOLES ARE DRY.
  - B. AFTER THE PROJECT REPRESENTATIVE HAS VERIFIED COMPLIANCE WITH "A" ABOVE, PLACE SUFFICIENT EPOXY GROUT IN THE BACK OF THE HOLES TO COMPLETELY FILL THE GAP BETWEEN THE DOWELS AND TIE BARS AND THE WALL OF THE HOLES. USE FLEXIBLE TUBES FOR CARTRIDGES WITH LONG NOZZLES TO ENSURE THAT THE GROUT IS PLACED AT THE BACK OF THE HOLES.
  - C. AFTER PLACING THE GROUT AS DESCRIBED IN "B" ABOVE, PLACE A THIN, PLASTIC GROUT RETENTION DISK OVER THE DOWELS SO THEY WILL REST AGAINST THE FACE OF THE EXISTING PCCP PANELS AND PREVENT THE GROUT MATERIAL FROM FLOWING OUT OF THE HOLES. WITH THE RETENTION DISKS IN PLACE, INSERT THE DOWELS INTO THE HOLES WITH A TWISTING MOTION SO THAT THE MATERIAL IN THE BACK OF THE HOLES IS FORCED OUT AND AROUND THE DOWELS. USE CHAIRS, OR OTHER PRODUCT OF NON-CORRODING MATERIAL, TO MAINTAIN THE DOWELS AT THE CENTER OF THE HOLES, AND AT 90° FROM THE FACE OF THE PANEL.
  - D. OBTAIN APPROVAL OF THE DOWEL AND TIE INSTALLATION FROM THE PROJECT REPRESENTATIVE PRIOR TO PROCEEDING WITH PLACEMENT OF NEW PCCP.

KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
No.	REVISION	BY	APP'D	DATE

DESIGNED: G. FRANCO	APPROVED: G. FRANCO
DRAWN: A. LAMPA	PROJECT NO: -
CHECKED: M. LAWSON	CONTRACT NO: -
CHECKED: C. ASQUITH	

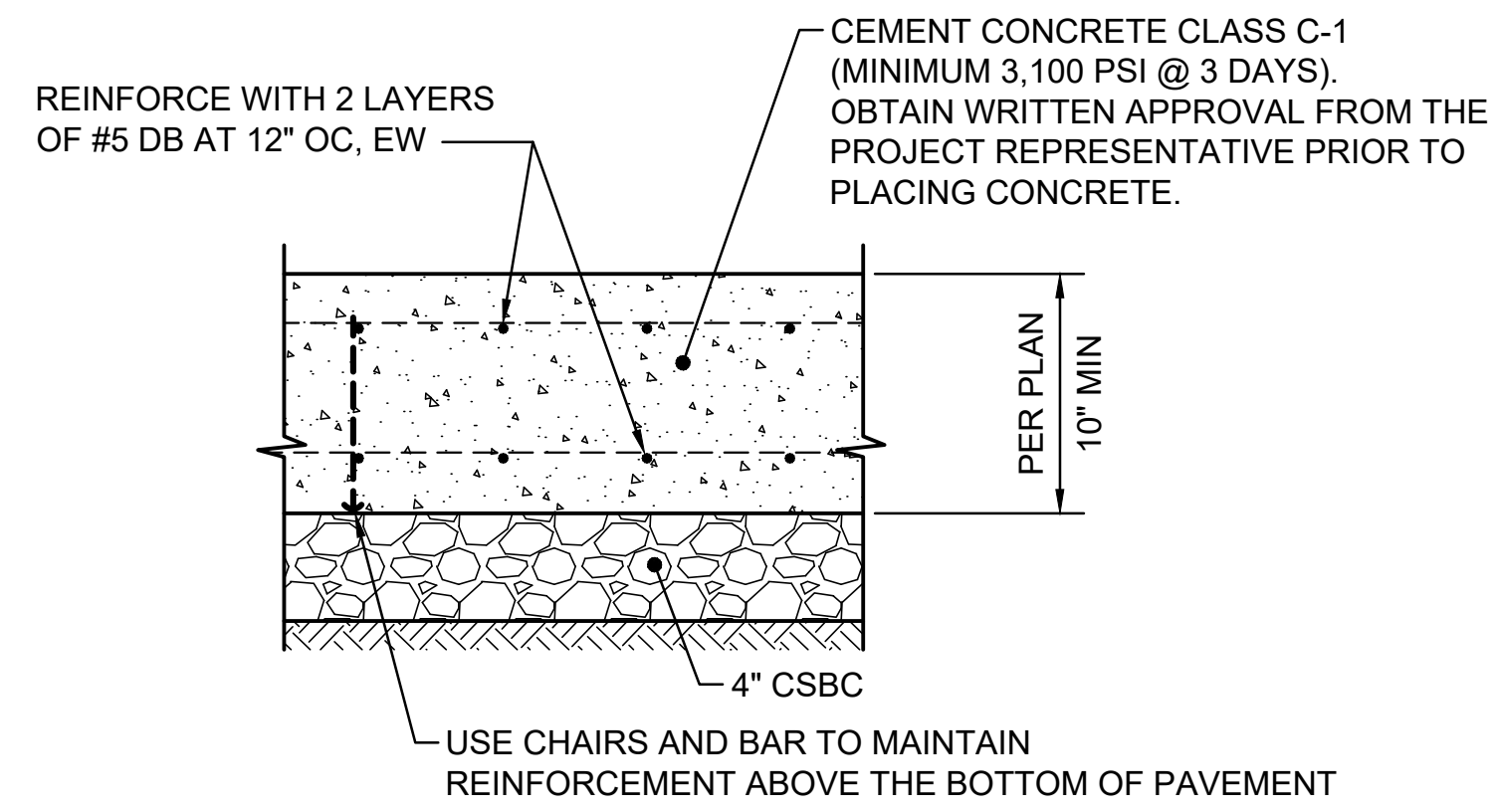


METRO TRANSIT CAPITAL DIVISION CONSTRUCTION PLANS PAVEMENT STANDARD DETAILS	DATE: 2026
CONCRETE PAVEMENT DETAILS	DRAWING NO: C-501
	SHEET NO: OF - -



REINFORCED PCCP FOR  
CRACK CONTROL

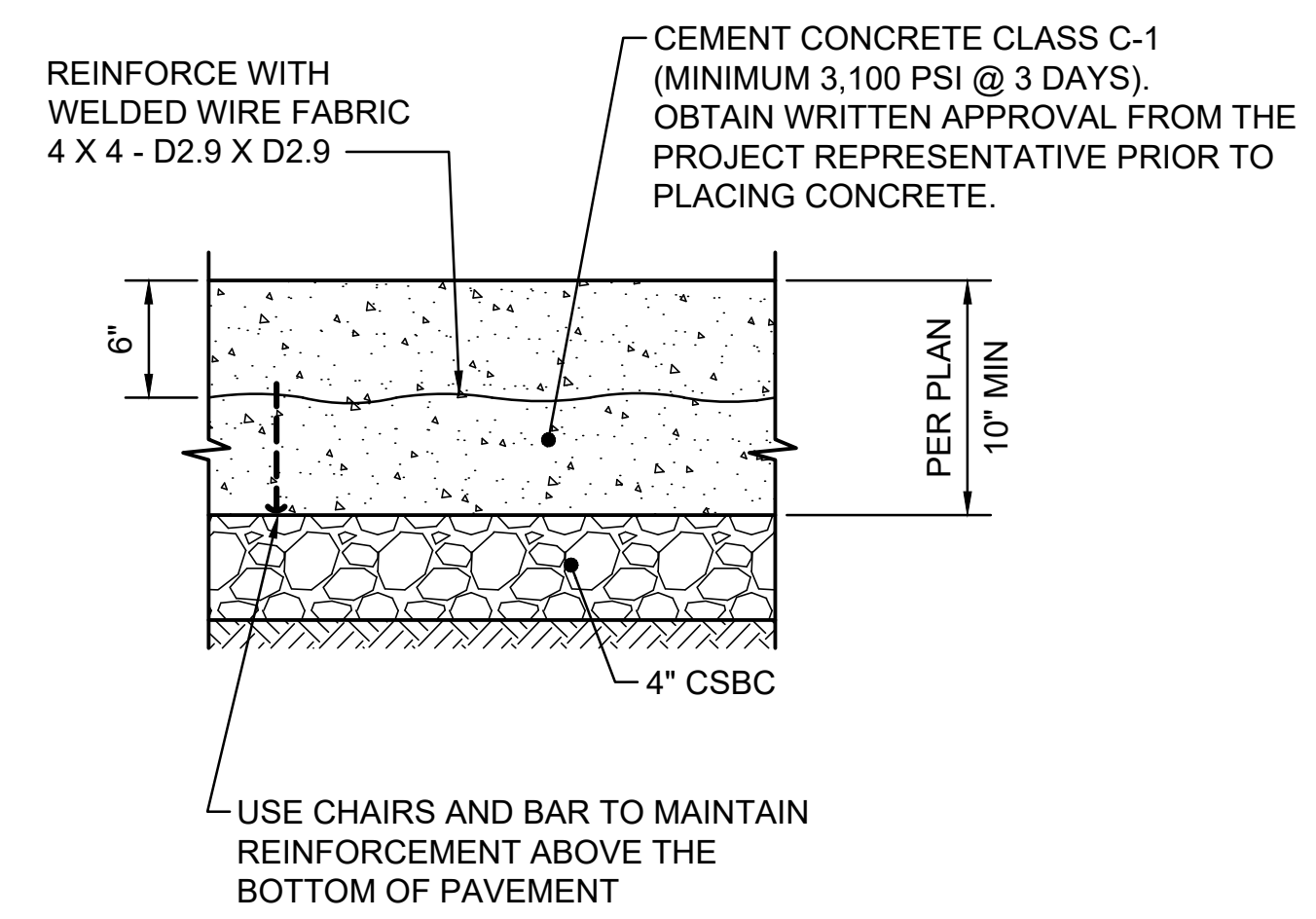
DETAIL 1  
SCALE: NTS C-502



REINFORCED PCCP FOR  
STRUCTURE SECTION

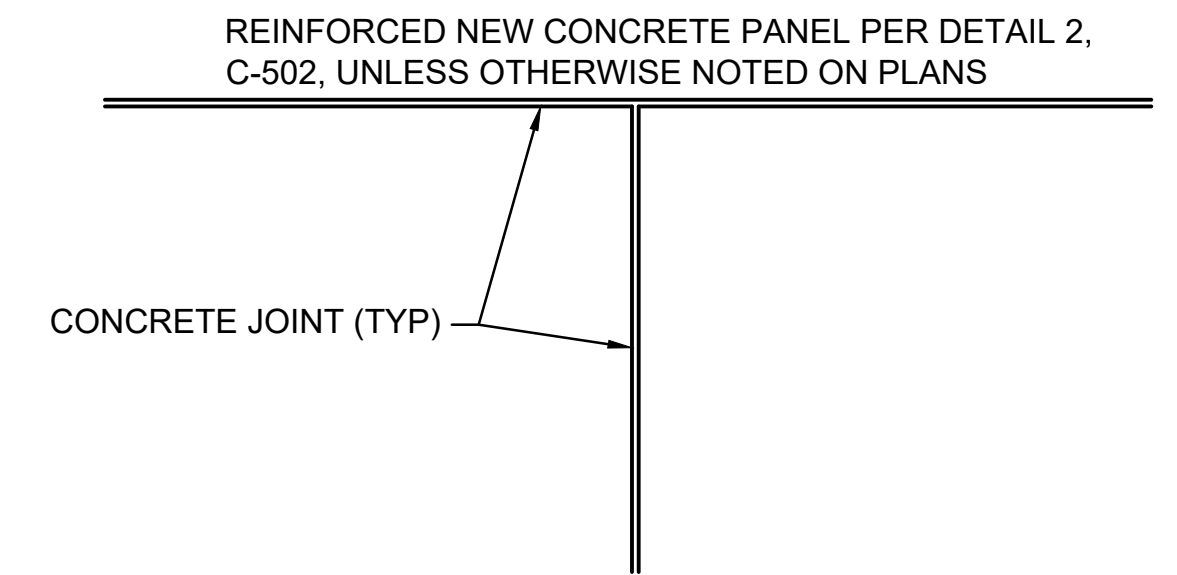
DETAIL 2  
SCALE: NTS C-502

NOTE:  
USE THIS DETAIL FOR PANELS THAT CONTAIN  
STRUCTURES. (CATCH BASINS, MANHOLES,  
VAULTS ETC.)



REINFORCED PCCP WITH  
WELDED WIRE FABRIC

DETAIL 3  
SCALE: NTS C-502



T-JOINT

DETAIL 4  
SCALE: NTS C-502

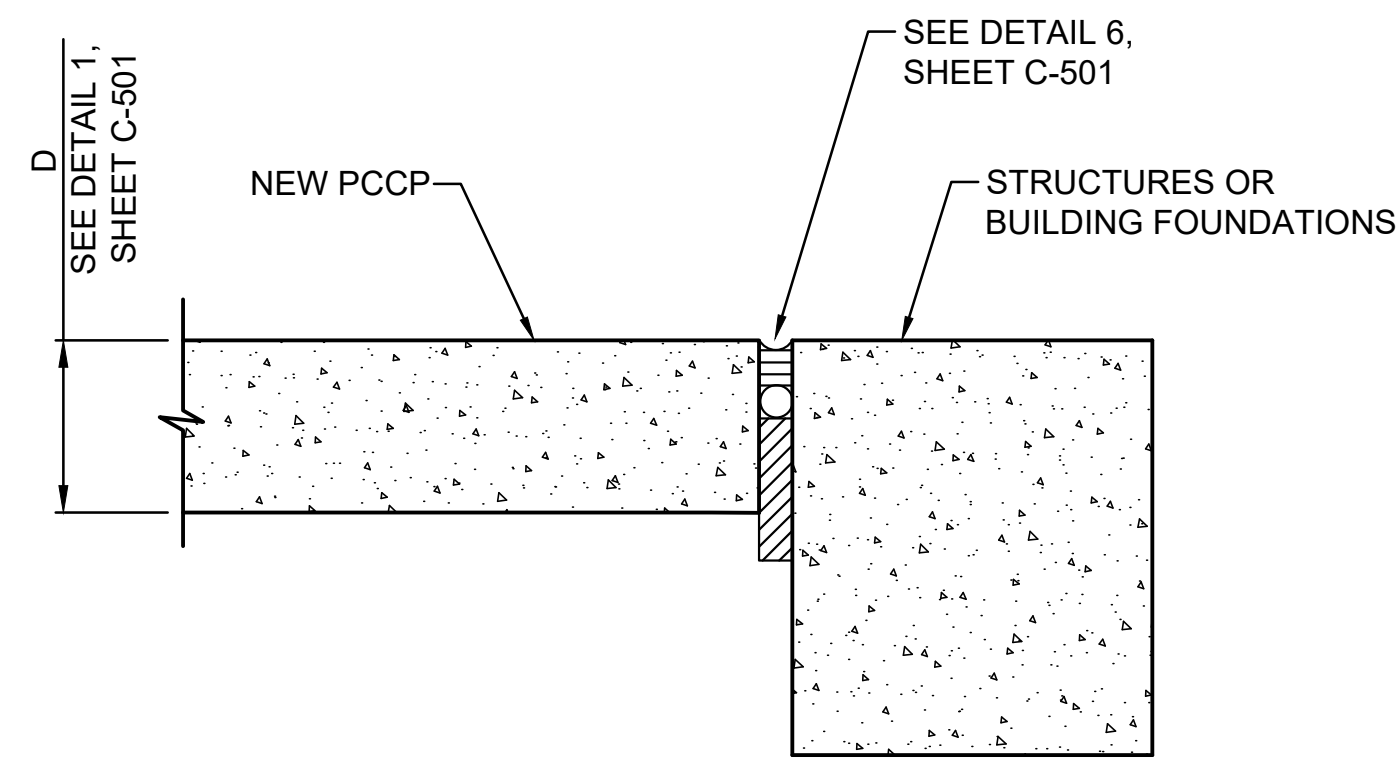
KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
No.	REVISION	BY	APP'D	DATE

DESIGNED: G. FRANCO	APPROVED: G. FRANCO
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CHECKED: M. LAWSON	CONTRACT NO:
CHECKED: C. ASQUITH	

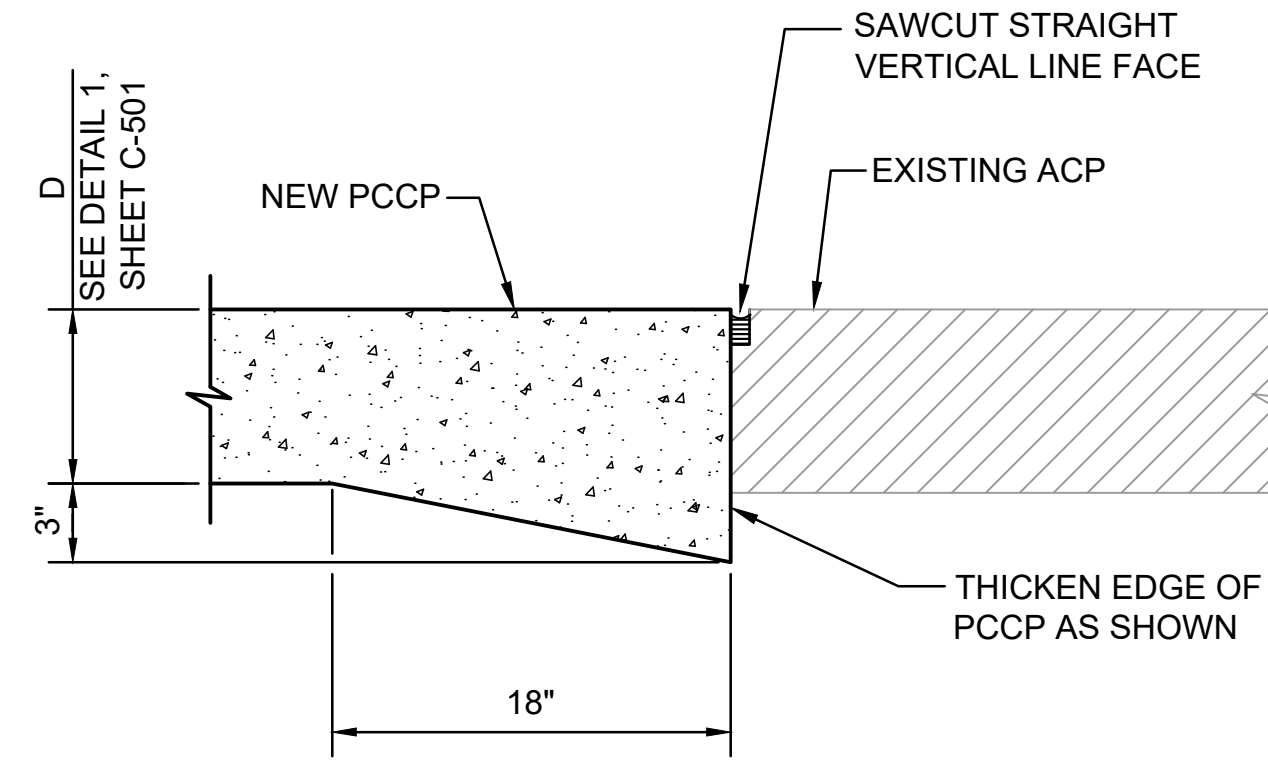


METRO TRANSIT CAPITAL DIVISION  
CONSTRUCTION PLANS  
PAVEMENT STANDARD DETAILS  
CONCRETE PAVEMENT  
REINFORCING DETAILS

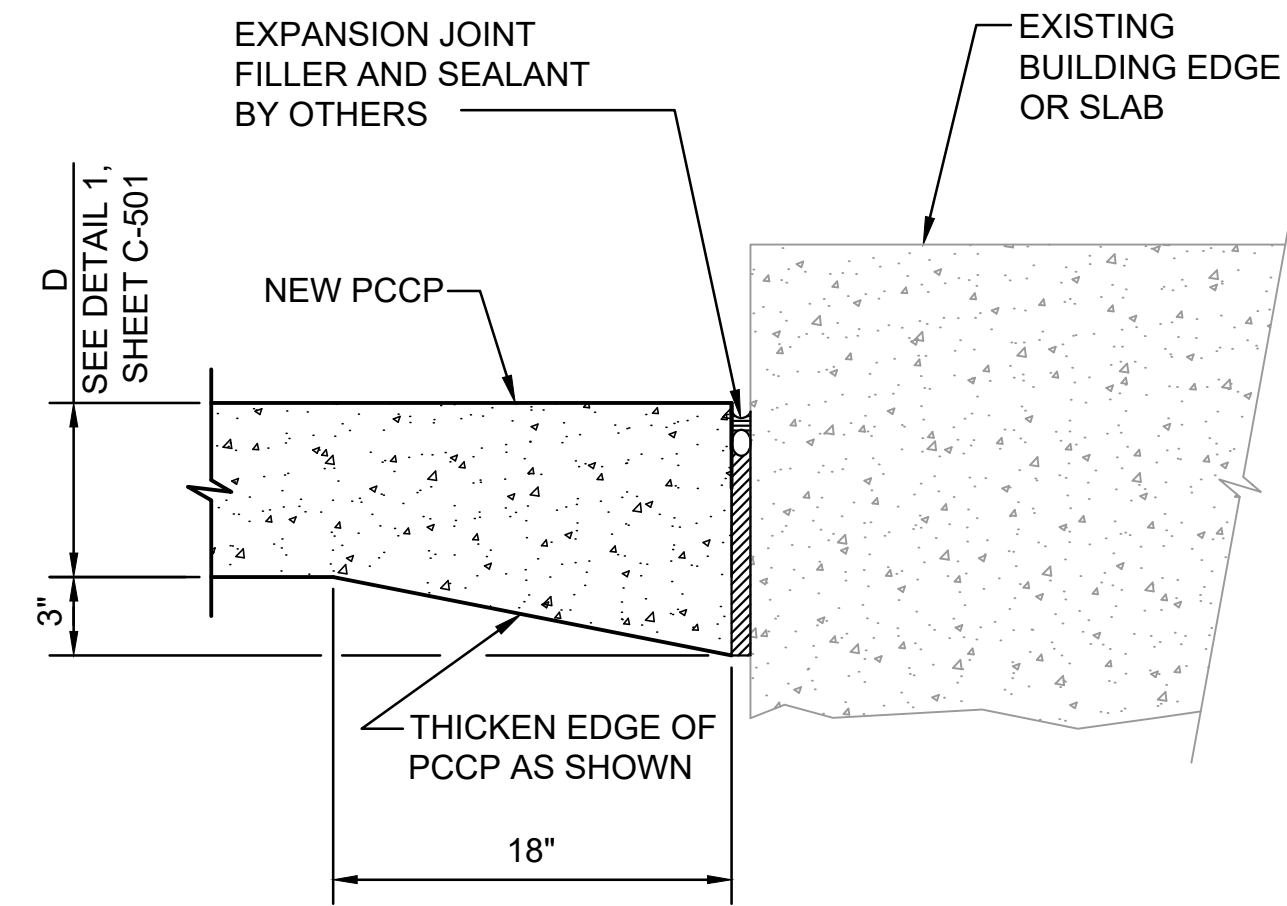
DATE: 2026
DRAWING NO: C-502
SHEET NO: OF - -



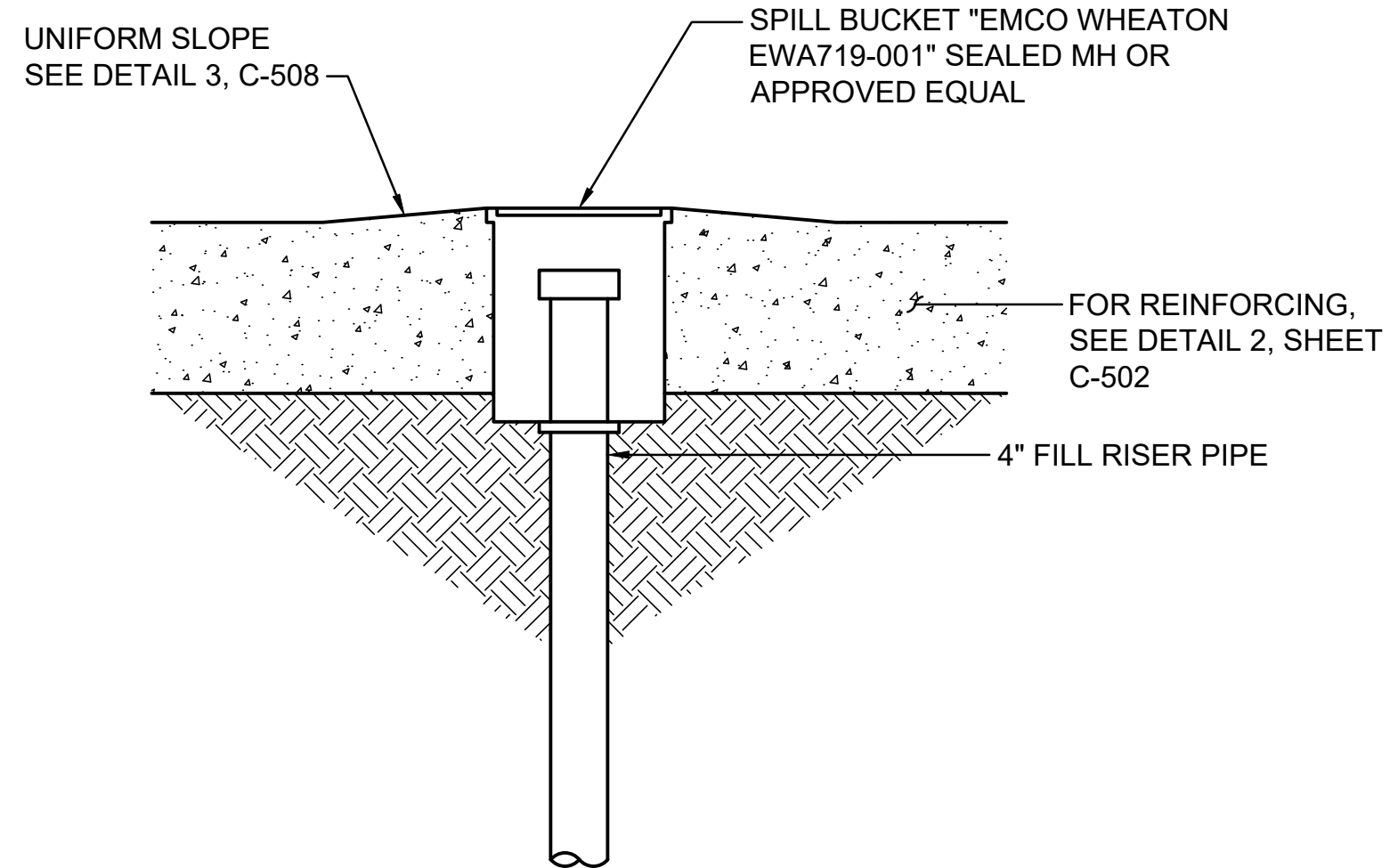
ISOLATION JOINT  
 DETAIL 1  
 SCALE: NTS C-503



ISOLATION JOINT  
 (ADJACENT TO ACP)  
 DETAIL 2  
 SCALE: NTS C-503



ISOLATION JOINT  
 (ADJACENT TO STRUCTURE)  
 DETAIL 3  
 SCALE: NTS C-503



SPILL BUCKET AND  
 FILL RISER  
 DETAIL 4  
 SCALE: NTS C-503

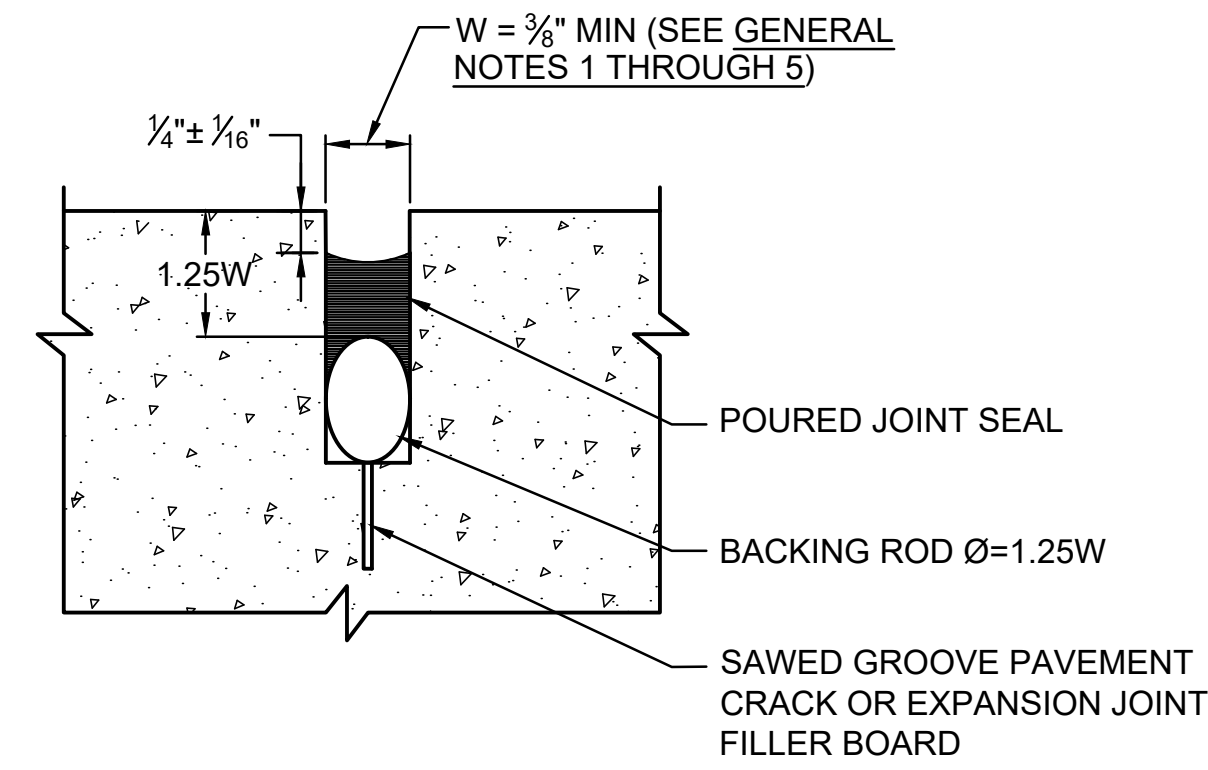
KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
No.	REVISION	BY	APP'D	DATE

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DRAWN: A. LAMPA	PROJECT NO: -
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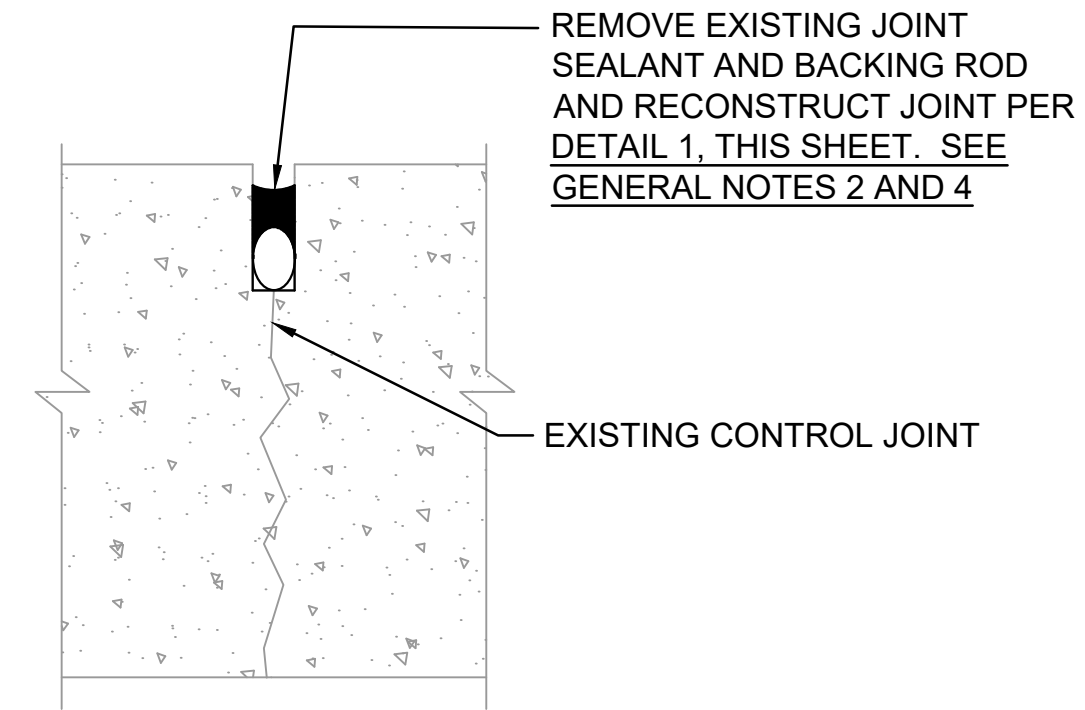


METRO TRANSIT CAPITAL DIVISION  
 CONSTRUCTION PLANS  
 PAVEMENT STANDARD DETAILS  
 CONCRETE  
 PAVEMENT DETAILS

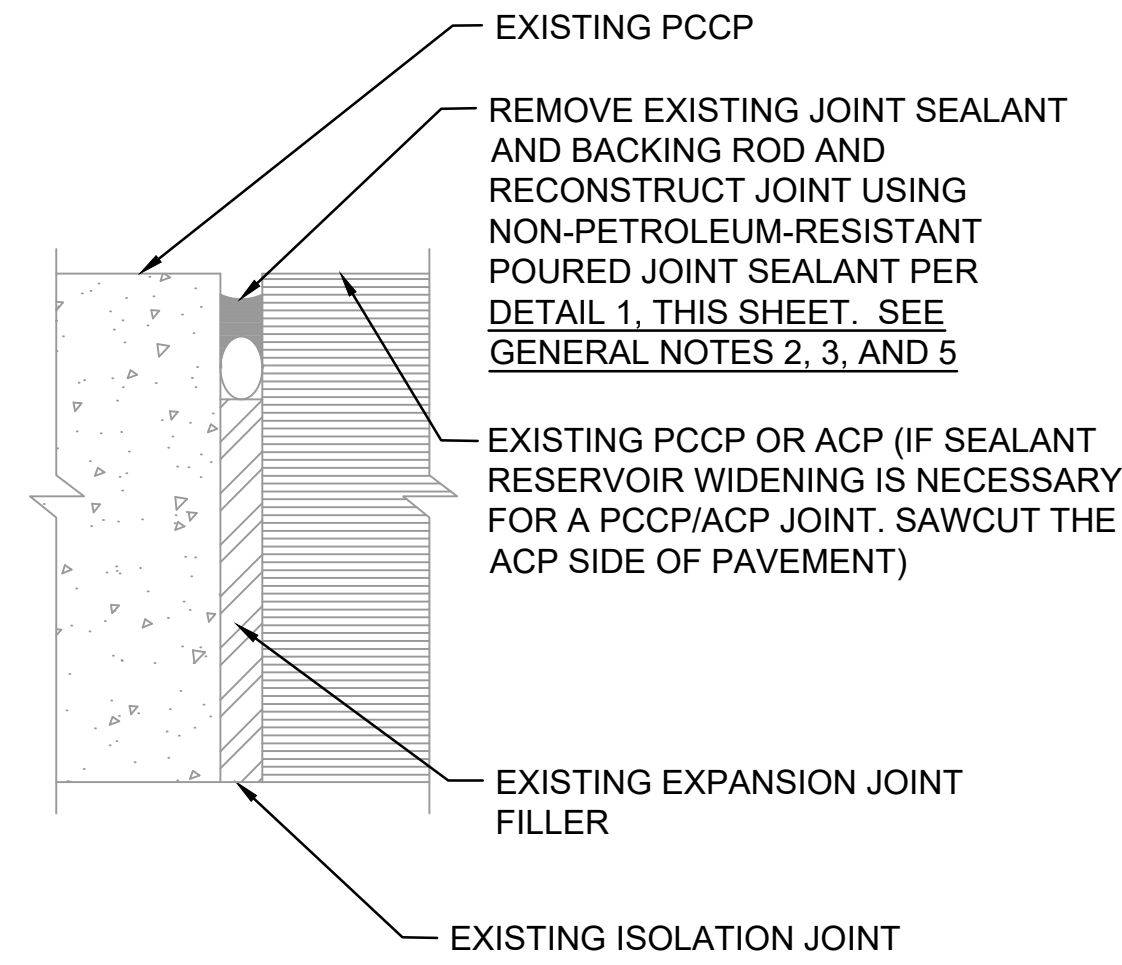
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DRAWING NO: C-503
SHEET NO: OF - -



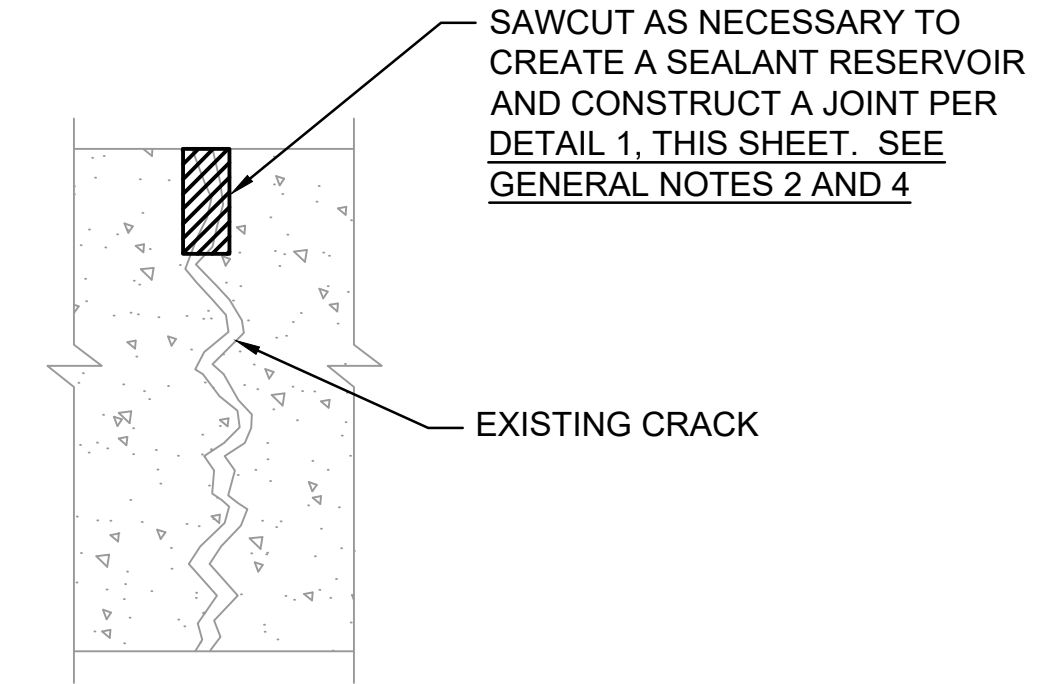
**JOINT SEAL TYPE 1**  
**DETAIL 1**  
 SCALE: NTS C-504



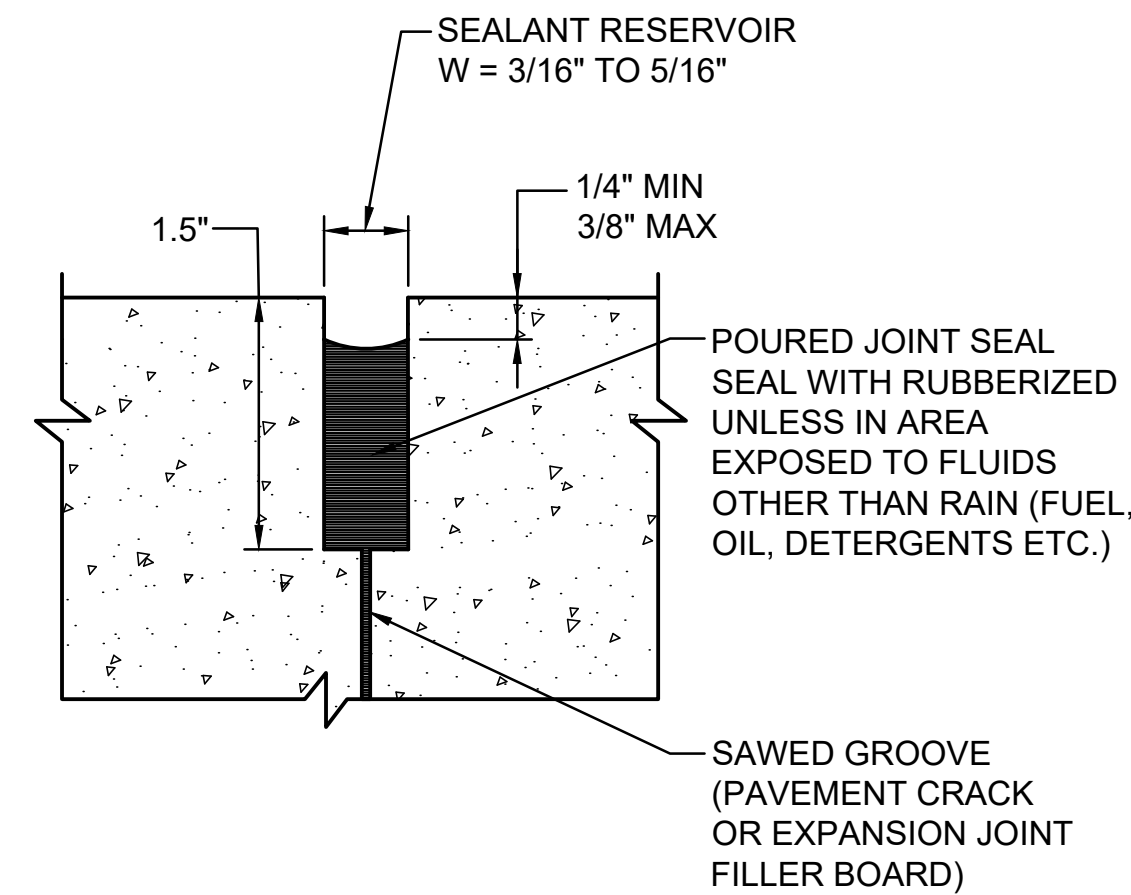
**PCCP CONTROL JOINT SEAL REPAIR**  
**DETAIL 2**  
 SCALE: NTS C-504



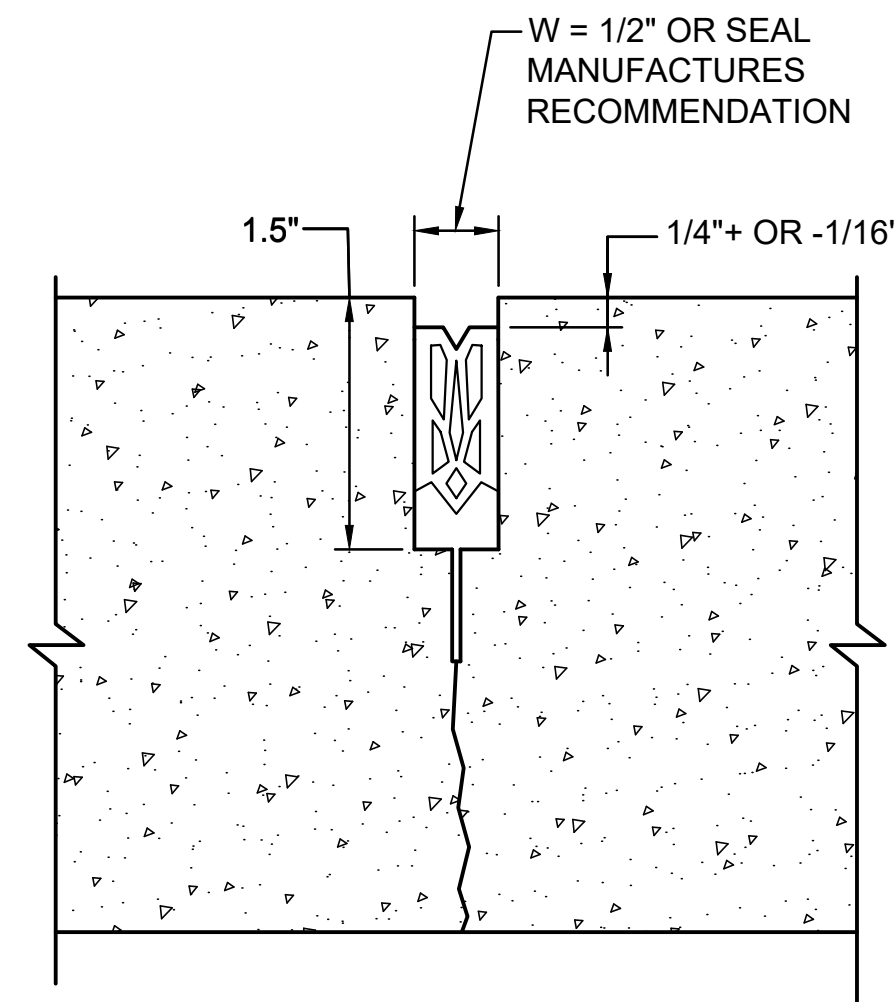
**PCCP OR PCCP/ACP ISOLATION JOINT REPAIR**  
**DETAIL 3**  
 SCALE: NTS C-504



**PCCP RANDOM CRACK REPAIR**  
**DETAIL 4**  
 SCALE: NTS C-504



**RUBBERIZED JOINT SEAL**  
**DETAIL 5**  
 SCALE: NTS C-504



**COMPRESSION SEAL**  
**DETAIL 6**  
 SCALE: NTS C-504

**GENERAL NOTES**

1. USE JOINT SEALING PRODUCTS IN STRICT CONFORMANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MAINTAIN MANUFACTURER'S RECOMMENDATION LITERATURE AT THE WORK SITE READY FOR REVIEW BY THE PROJECT REPRESENTATIVE AT ALL TIMES.
2. PRIOR TO APPLYING NEW SEALANT, CLEAN AND DRY ALL FACES OF THE SEALANT RESERVOIR IN CONFORMANCE WITH THE SPECIFICATIONS AND THE SEALANT MANUFACTURER'S RECOMMENDATIONS. OBTAIN PROJECT REPRESENTATIVE'S APPROVAL ON RESERVOIR CONDITION PRIOR TO APPLYING SEALANT PRODUCTS.
3. USE FUEL-RESISTANT OR NON-FUEL-RESISTANT SEALANT AS SHOWN ON PLANS. REFER TO THE CONTRACT SPECIFICATIONS FOR ACCEPTABLE JOINT SEALANT PRODUCTS.
4. THE JOINT SEALANT RESERVOIR DIMENSIONS SHOWN ARE THE MINIMUM ACCEPTABLE. SAWCUT A LARGER RESERVOIR IF RECOMMENDED BY THE SEALANT MANUFACTURER. MAINTAIN THE DIMENSIONAL PROPORTIONS SHOWN.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE WORK AGAINST DAMAGE BY TRAFFIC OR WEATHER DURING THE SEALANT CURING PERIOD. WORK DAMAGED AS RESULT OF CONTRACTOR'S FAILURE TO PROVIDE ADEQUATE PROTECTION SHALL BE REPAIRED AS DIRECTED BY THE PROJECT REPRESENTATIVE AND AT NO COST TO KING COUNTY.

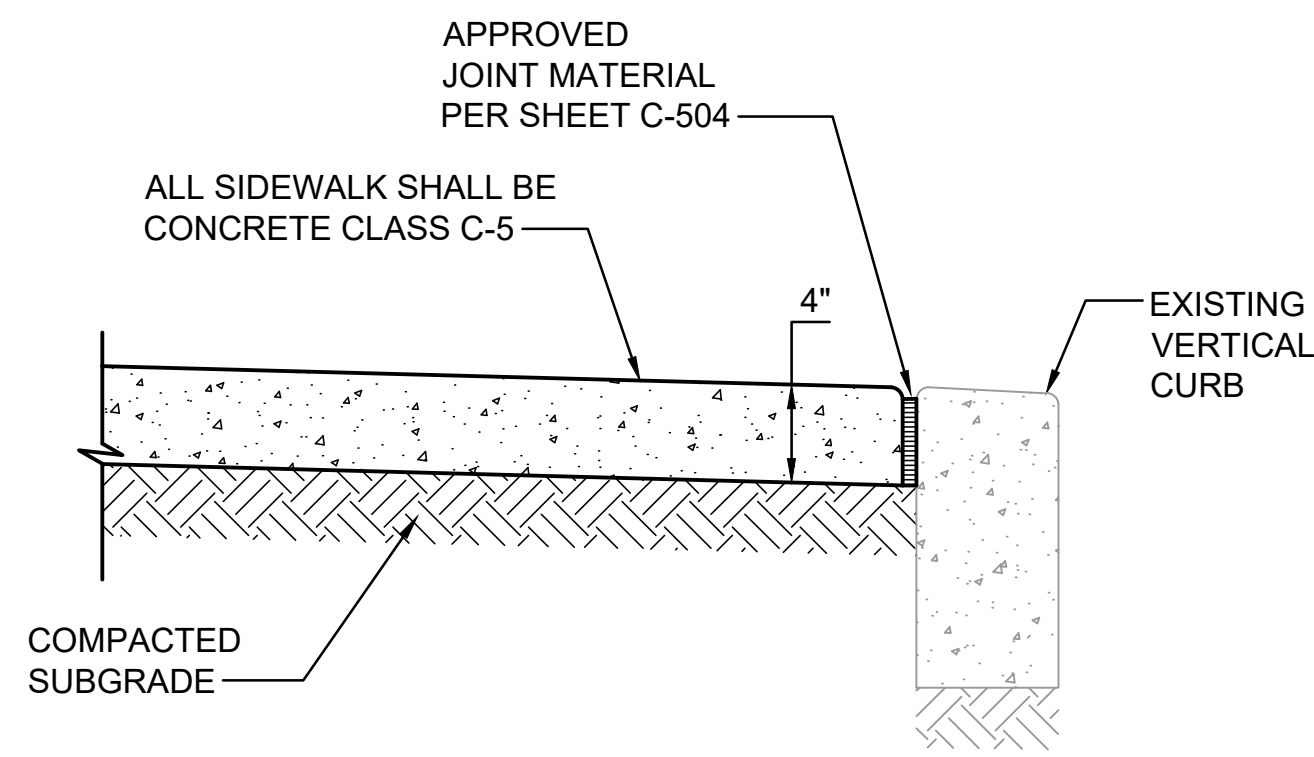
KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
No.	REVISION	BY	APP'D	DATE

DESIGNED: G. FRANCO	APPROVED: G. FRANCO
DRAWN: A. LAMPA	PROJECT NO: -
CHECKED: M. LAWSON	CONTRACT NO: -
CHECKED: C. ASQUITH	



METRO TRANSIT CAPITAL DIVISION  
 CONSTRUCTION PLANS  
 PAVEMENT STANDARD DETAILS  
 PAVEMENT PANEL  
 JOINT DETAILS

DATE: 2026
DRAWING NO: C-504
SHEET NO: OF - -

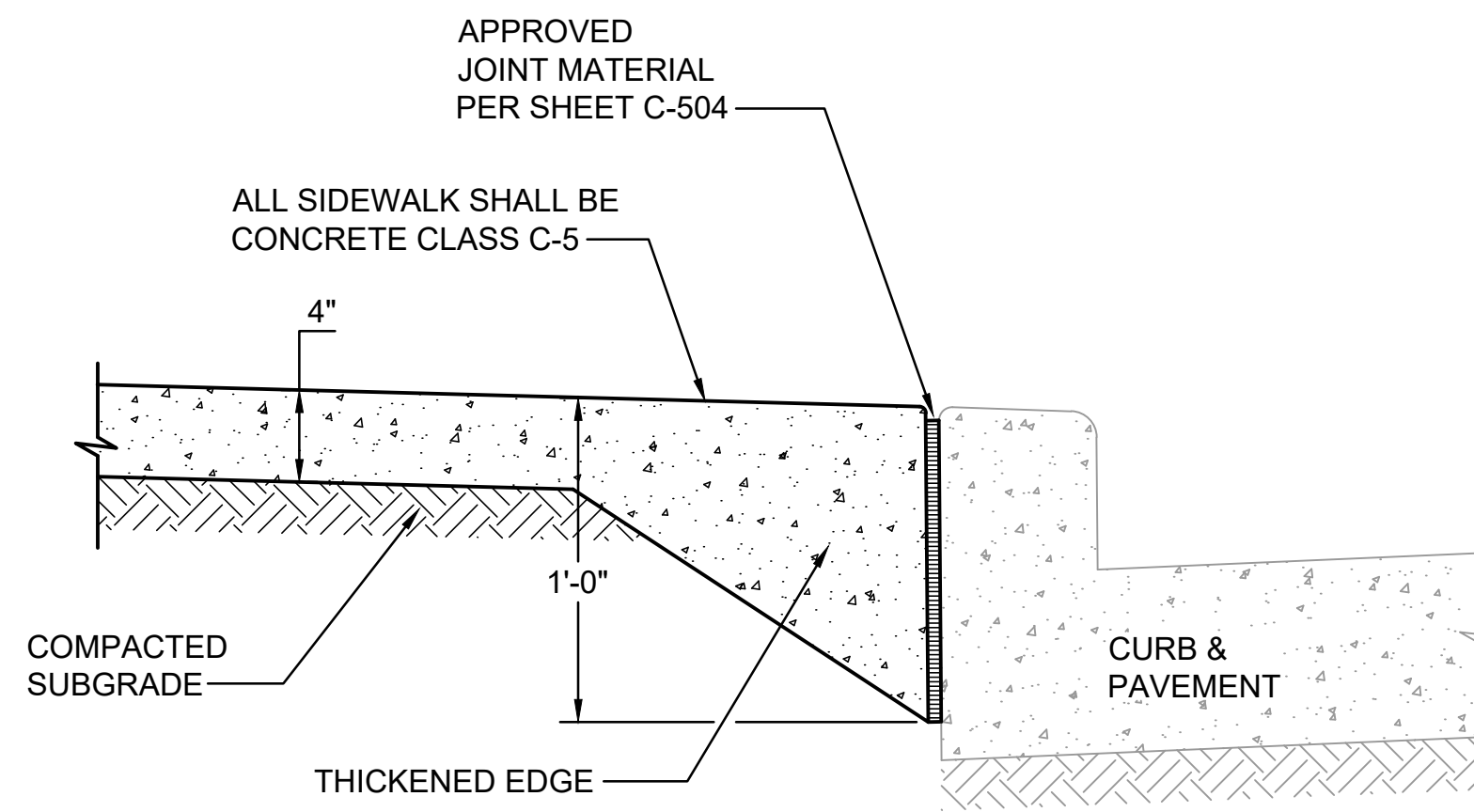


**SIDEWALK NOTES**

- "V" GROOVE SCORING SHALL MATCH PATTERN IN ADJACENT EXISTING SIDEWALK.

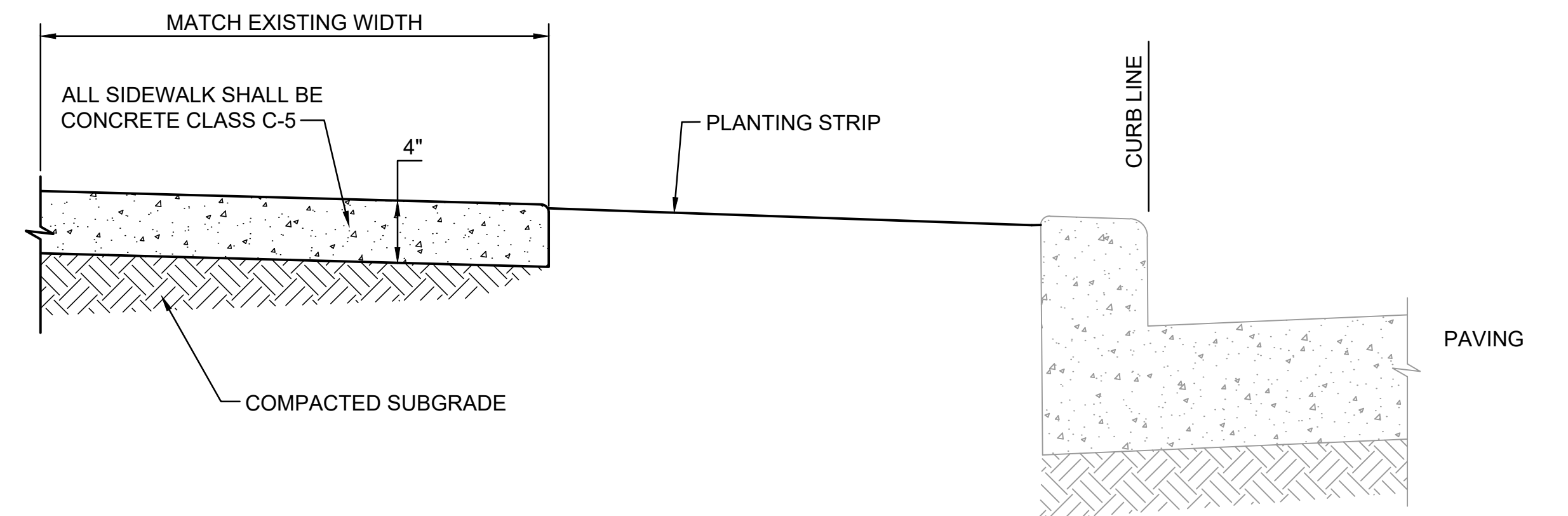
**STANDARD SIDEWALK**

DETAIL 1  
SCALE: NTS C-505



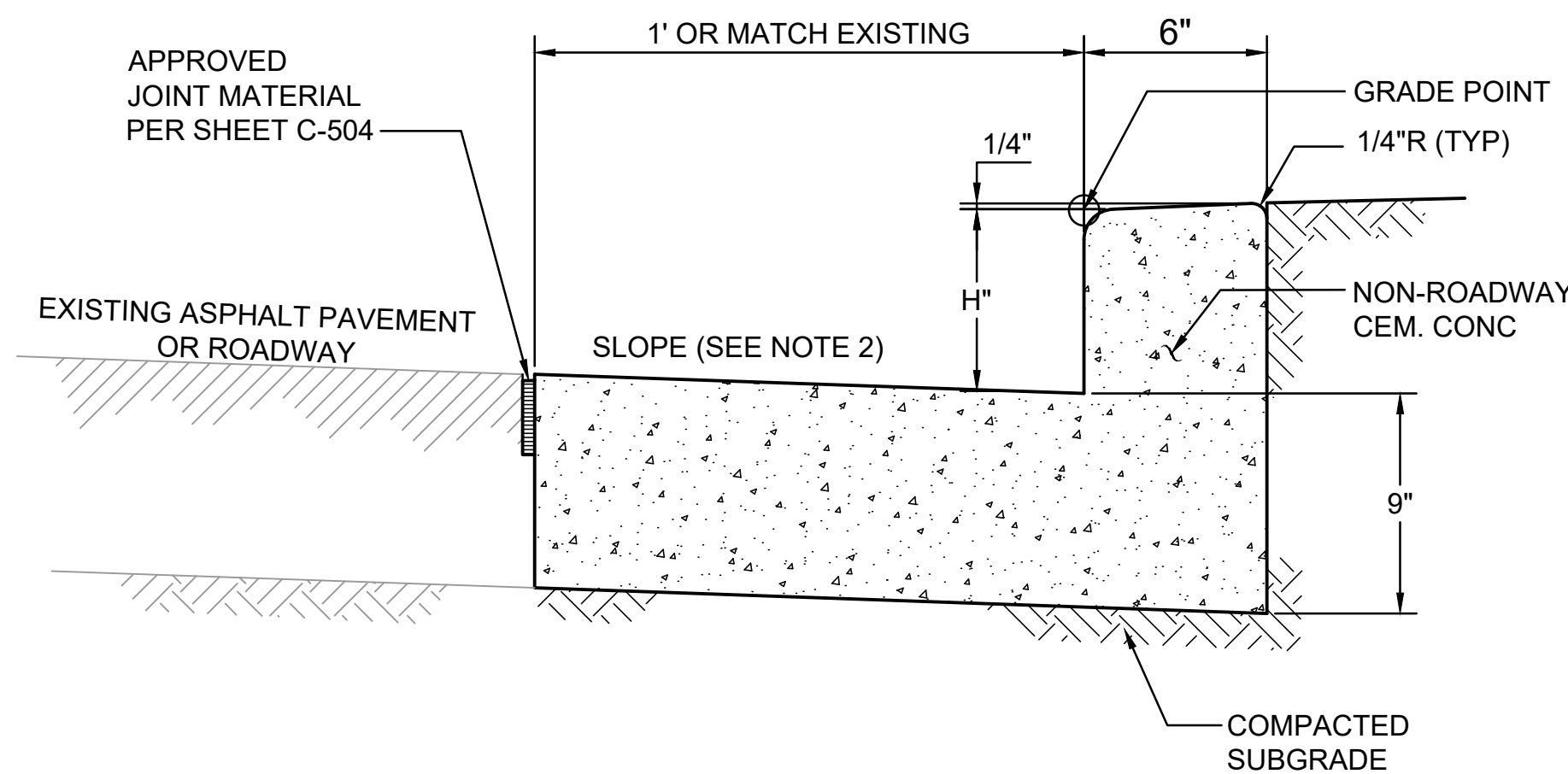
**SIDEWALK WITH THICKENED EDGE**

DETAIL 2  
SCALE: NTS C-505



**SIDEWALK WITH PLANTING STRIP**

DETAIL 3  
SCALE: NTS C-505

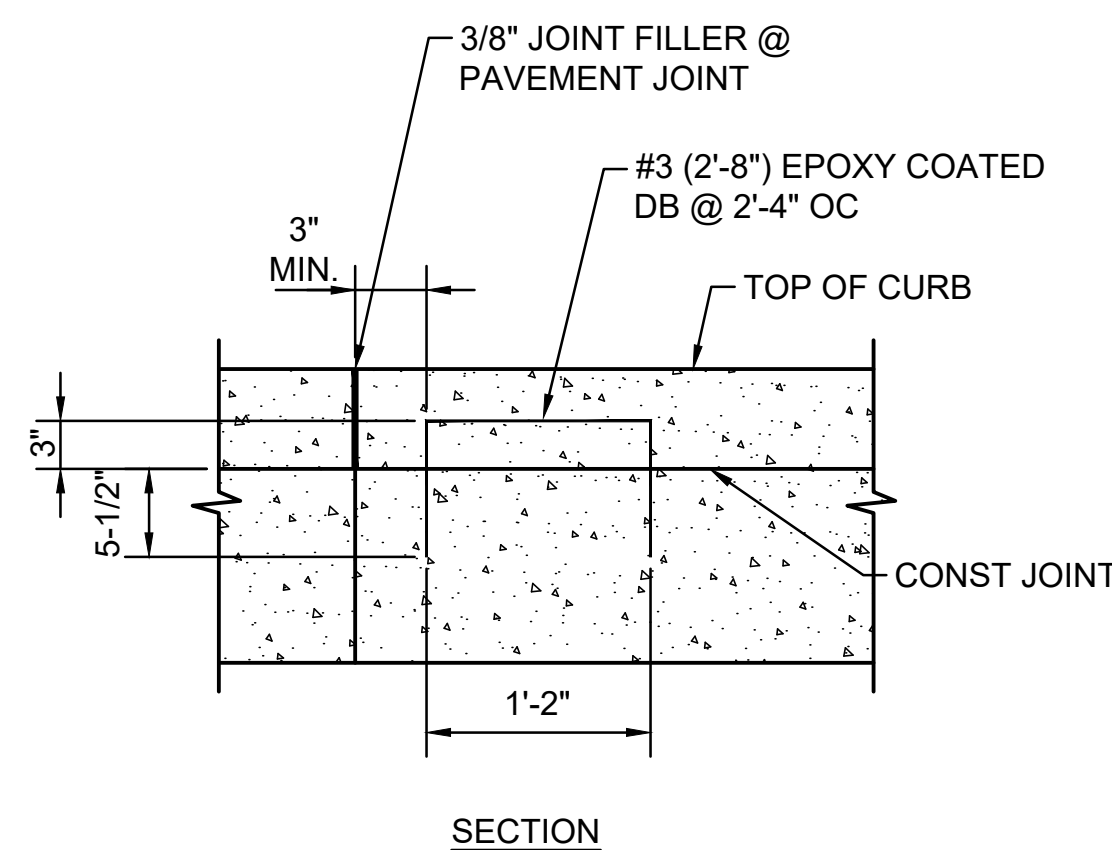


**CURB AND GUTTER**

DETAIL 4  
SCALE: NTS C-505

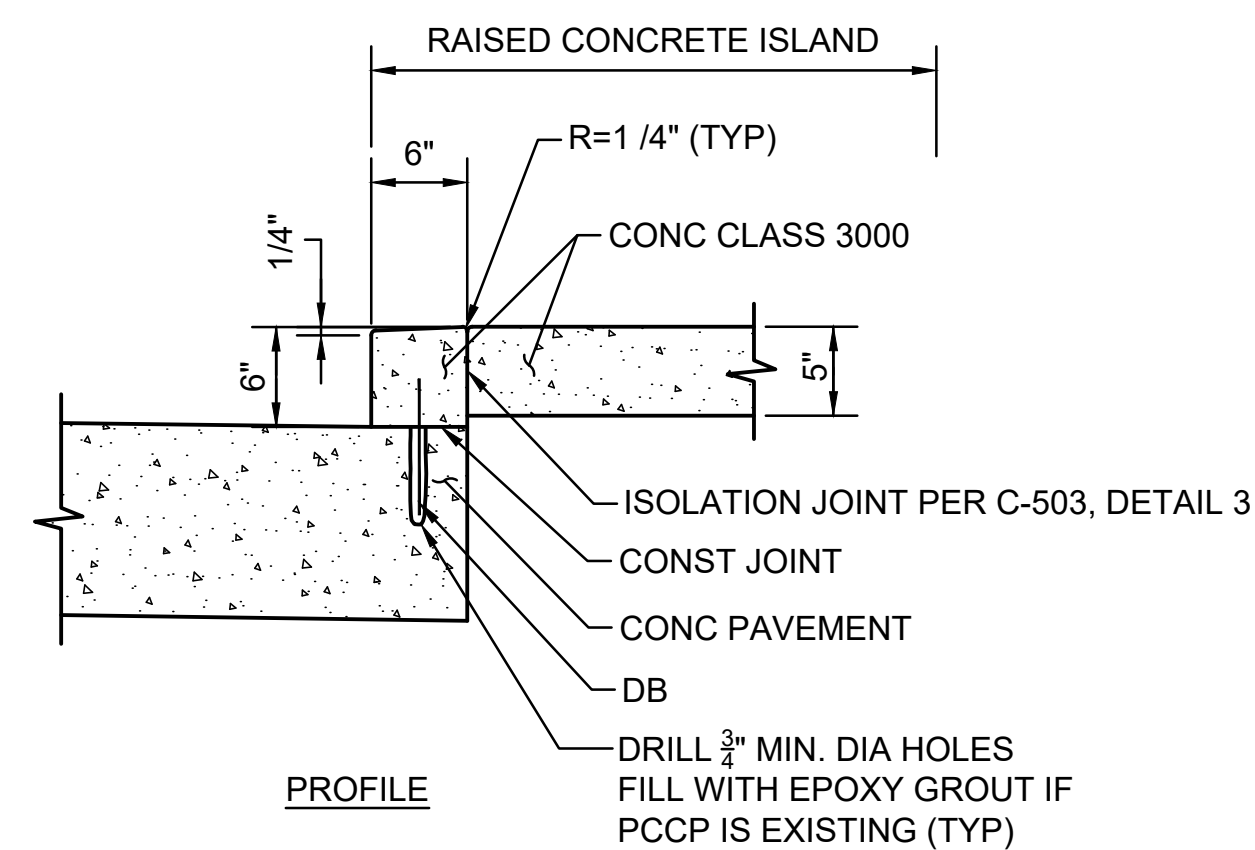
**CURB NOTES:**

- "H" SHALL BE 6" FROM FINISHED ROADWAY GRADE UNLESS OTHERWISE SHOWN ON DRAWINGS.
- GUTTER SHALL BE SLOPED THE SAME AS ADJACENT PAVEMENT OR 2% MAX.
- CURB AND GUTTER TO BE USED WITH ASPHALT ONLY (NOT IN CONCRETE PAVING).
- PRIOR TO INSTALLING NEW CONCRETE PAVING IN A BUS LANE, ANY EXISTING CURB AND GUTTER WITHIN THE PAVING LIMITS MUST BE REMOVED.



**CONCRETE DOWELED CURB**

DETAIL 5  
SCALE: NTS C-505



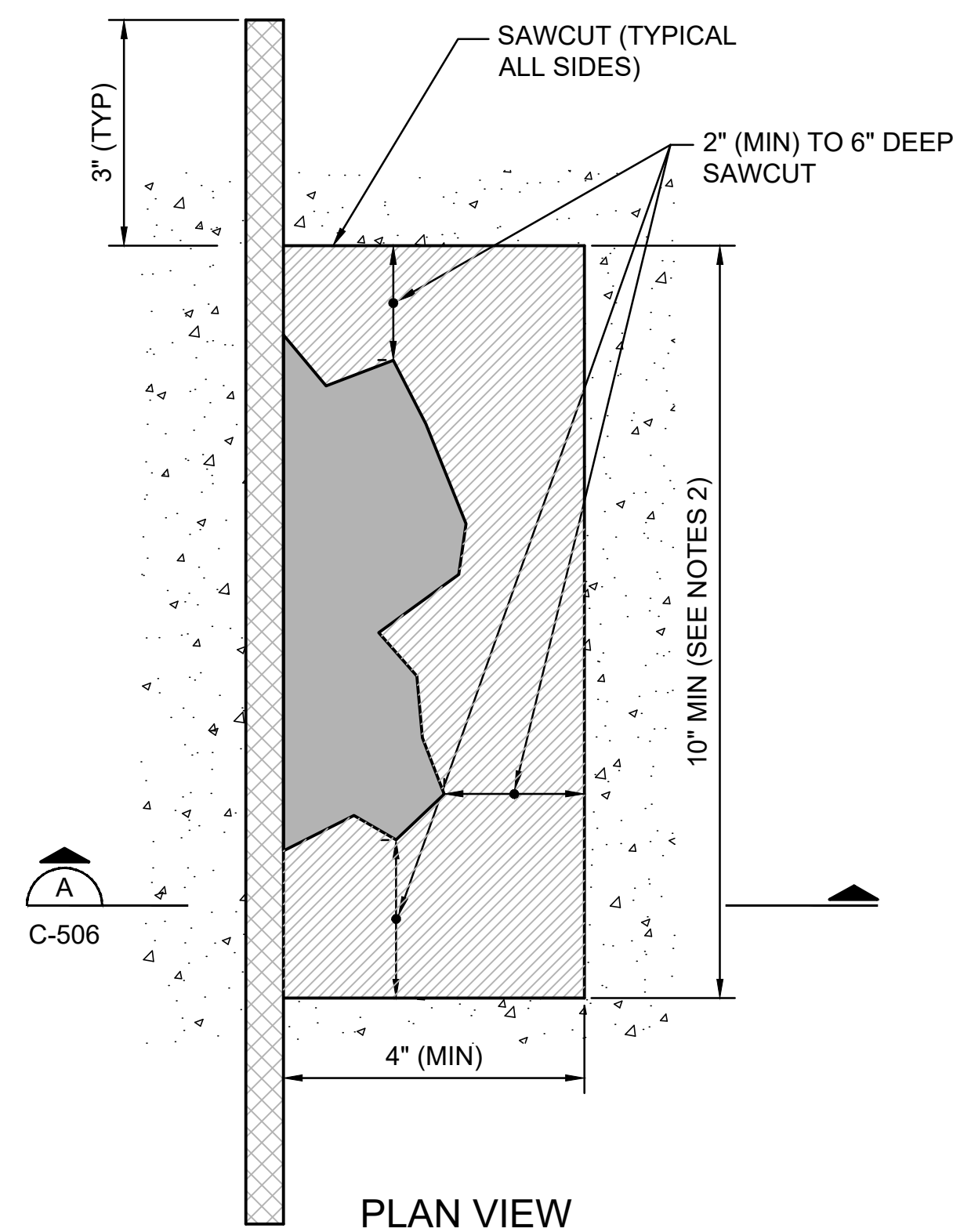
KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
No.	REVISION	BY	APP'D	DATE

DESIGNED: G. FRANCO	APPROVED: G. FRANCO
DRAWN: A. LAMPA	PROJECT NO: -
CHECKED: M. LAWSON	CONTRACT NO: -
CHECKED: C. ASQUITH	

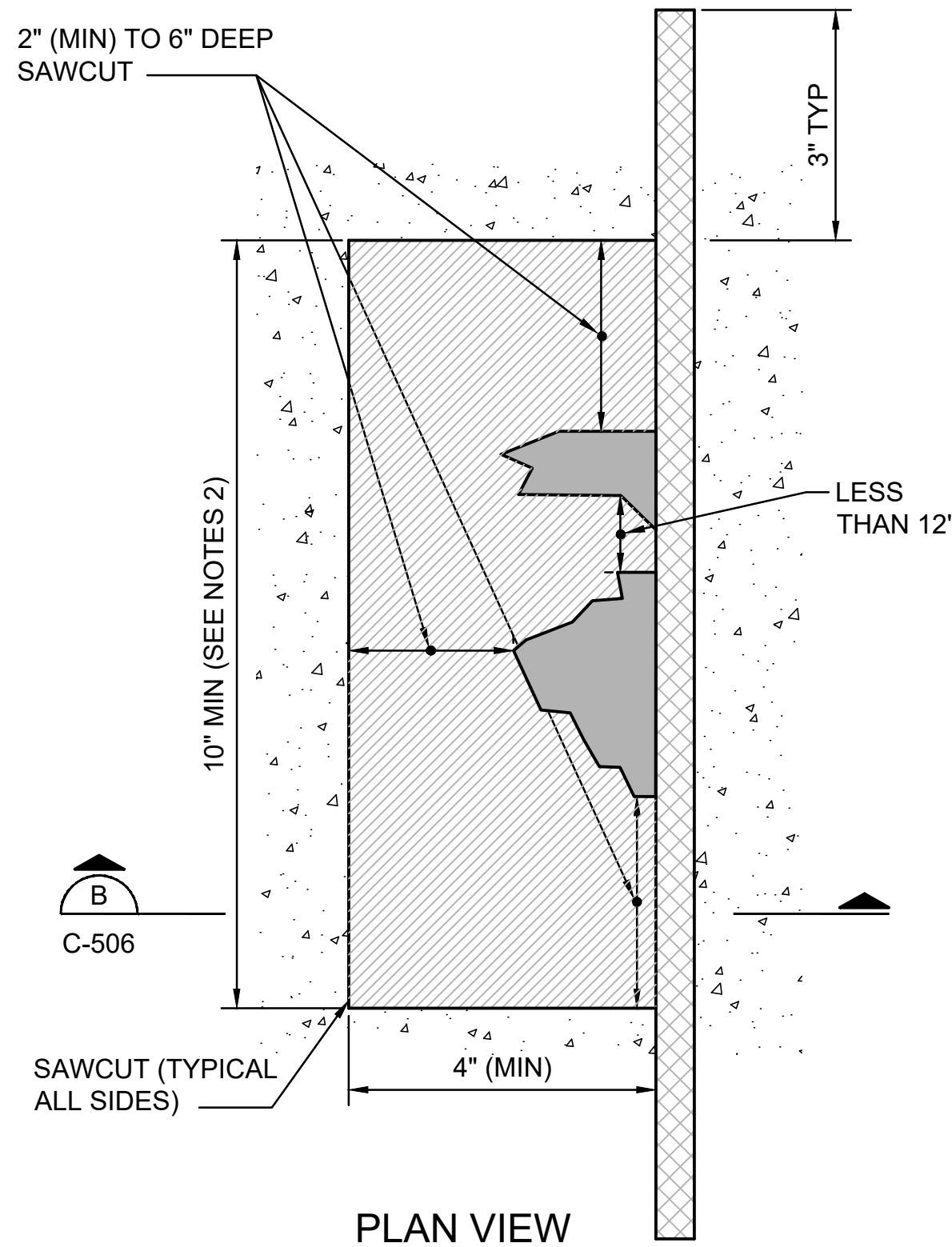


METRO TRANSIT CAPITAL DIVISION  
CONSTRUCTION PLANS  
PAVEMENT STANDARD DETAILS  
CONCRETE PAVING CURB  
AND SIDEWALK DETAILS

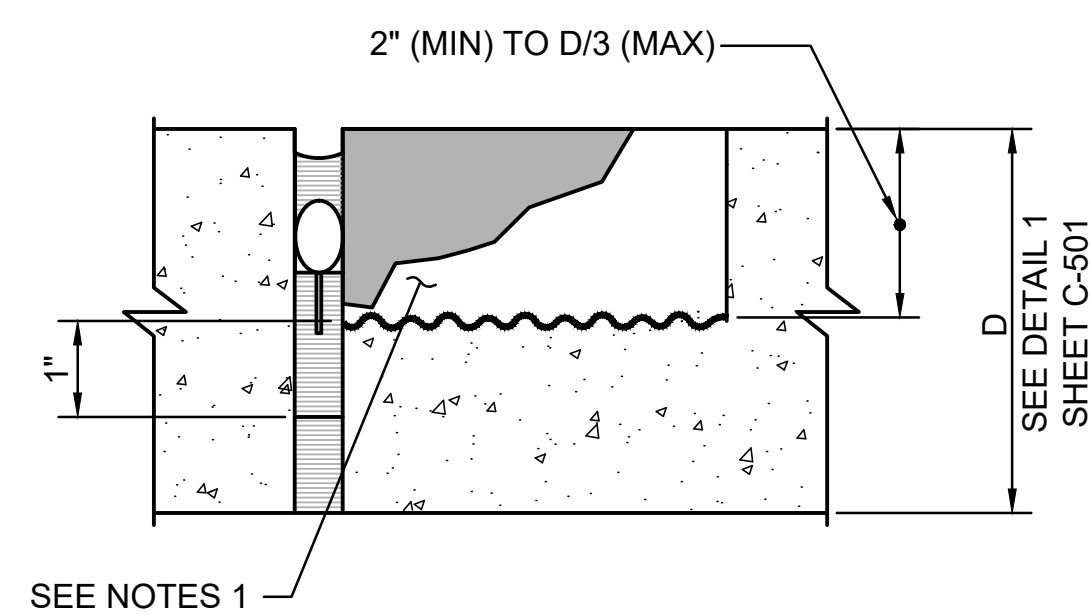
DATE: 2026
DRAWING NO: C-505
SHEET NO: OF - -



PLAN VIEW



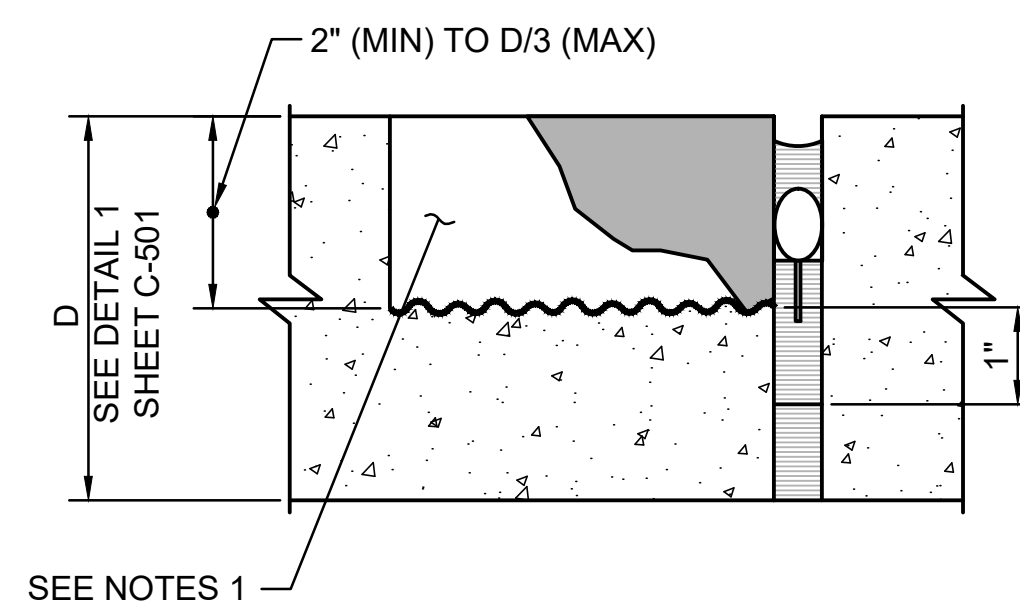
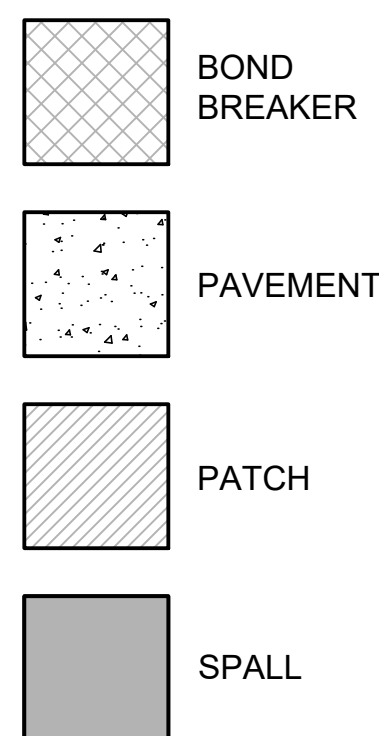
PLAN VIEW



SECTION VIEW - A

TYP SPALLED AREA PATCH AT JOINTS

DETAIL 1  
SCALE: NTS C-506



SECTION VIEW - B

TYP SPALLED AREA PATCH AT JOINTS  
SPALLS LESS THAN 12" APART

DETAIL 2  
SCALE: NTS C-506

**NOTES:**

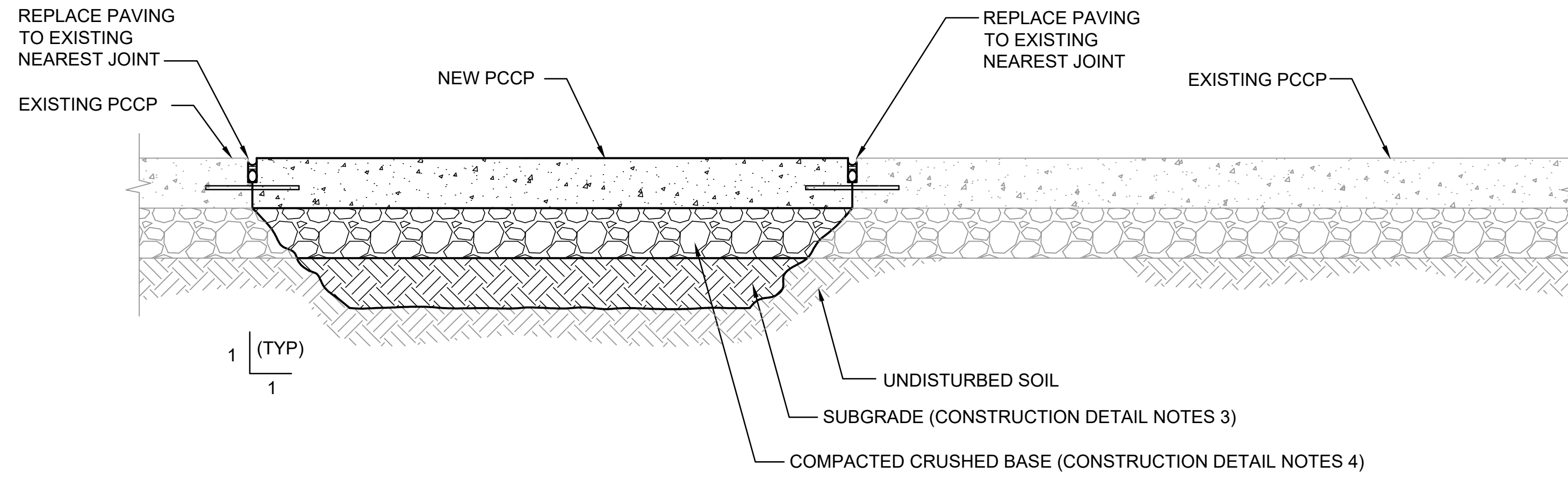
1. USE PATCHING MATERIAL IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION FOR BOTH AMBIENT WEATHER CONDITIONS AND SEALANT RESERVOIR CROSS-SECTIONAL GEOMETRY.
2. WIDTH MAY VARY, MAINTAIN PROPORTIONS AS RECOMMENDED BY THE PATCHING MATERIAL MANUFACTURER'S RECOMMENDATIONS.
  - A. SAWCUT AROUND PERIMETER OF THE SPALL TO DEPTH AS SHOWN.
  - B. BREAK OUT CONCRETE WITHIN THE PATCH AREA TO MINIMUM DEPTH AS SHOWN WITH PNEUMATIC TOOLS AND UNTIL SOUND CLEAN CONCRETE IS EXPOSED. MAXIMUM SIZE OF PNEUMATIC HAMMER SHALL BE 30 POUNDS. IT IS THE INTENT OF THIS SPECIFICATION, THAT PROPER SIZE TOOLS BE USED WHICH WILL NOT FRACTURE THE CONCRETE BELOW.
  - C. CLEAN EXPOSED FACES OF CONCRETE TO REMOVE ALL LOOSE PARTICLES OR DUST AND CONTAMINATES JUST PRIOR TO PLACEMENT OF PATCHING MATERIAL. PRIME SURFACES PER MANUFACTURERS RECOMMENDATIONS.
  - D. PRIOR TO PLACING PATCH MATERIAL FILL THE JOINT WITH A SCORED FOAM BOARD OR OTHER MATERIAL APPROVED BY THE PROJECT REPRESENTATIVE. KEEP THE ENTIRE BOARD IN PLACE UNTIL THE PATCHING MATERIAL HAS CONSOLIDATED.
  - E. PLACE AND CONSOLIDATE THE PATCHING MATERIAL TO ELIMINATE ALL VOIDS STRICTLY FOLLOW THE MANUFACTURER'S RECOMMENDATIONS FOR BONDING, PLACING AND CURING.
  - F. WHENEVER THE RATIO OF THE LENGTH AND WIDTH OF A PATCH IS GREATER THAN 1.2:1, AND WHEN SO DIRECTED BY THE PROJECT REPRESENTATIVE, SCORE THE PATCH WITH A "V" GROOVE 1/4" DEEP, TO INDUCE A CONTROLLED CRACK. SCORE PERPENDICULAR TO THE LONGEST DIMENSION AND AS NECESSARY TO DIVIDE THE PATCH IN EQUAL SEGMENTS. PERFORM THE SCORING AS SOON AS THE PATCH MATERIAL IS FIRM ENOUGH TO BE WORKED ON BUT BEFORE IT HAS FULLY SET.
  - G. AFTER THE PATCH MATERIAL HAS CONSOLIDATED REMOVE THE SCORED TOP PORTION OF THE BOARD AND CONSTRUCT A SEAL ACCORDING TO THE PROJECT REPRESENTATIVE.
  - H. PROTECT THE WORK FROM DAMAGE DUE TO TRAFFIC OR WEATHER DURING CURING. REMOVE AND REPLACE DAMAGED WORK AT NO COST TO THE COUNTY.
3. ACCEPTABLE SPALL PATCHING PRODUCTS:
  - A. HI-MOD 2 COMPONENTS MOISTURE-TOLERANT STRUCTURAL EPOXY BONDING/GROUTING AGENT. CONFORM TO ASTM C-881 AND AASHTO M-235 SPECIFICATION. OTHER PRODUCTS THAT CAN REACH 24-HOUR FLEXURAL STRENGTHS OF 725 PSI AND HIGHER, AND THAT HAVE BEEN LISTED AS ACCEPTABLE PRODUCTS BY WSDOT, MAY BE USED.
  - B. SUBMIT PRODUCT SPECIFICATIONS TO PROJECT REP FOR APPROVAL AT LEAST 72 HRS PRIOR TO SITE WORK.

KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
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DRAWN: A. LAMPA	PROJECT NO: -
CHECKED: M. LAWSON	CONTRACT NO: -
CHECKED: C. ASQUITH	

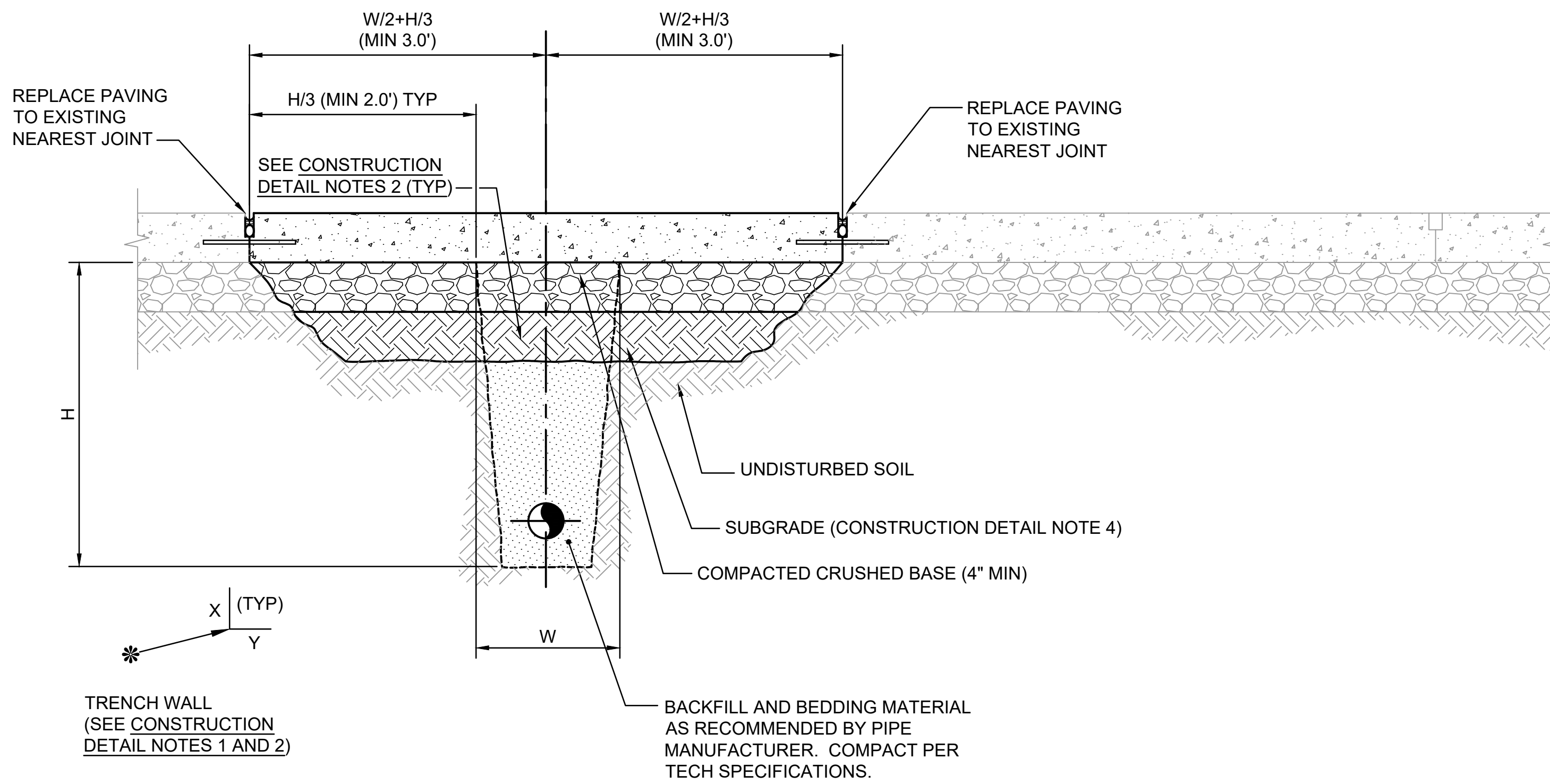


METRO TRANSIT CAPITAL DIVISION CONSTRUCTION PLANS PAVEMENT STANDARD DETAILS CONCRETE PAVING SPALL REPAIR DETAILS	
DATE: 2026	DRAWING NO: C-506
SHEET NO: OF	



**PCCP REPAIR**

DETAIL 1  
SCALE: NTS C-507



**PCCP REPAIR OVER TRENCH**

DETAIL 2  
SCALE: NTS C-507

**CONSTRUCTION DETAIL NOTES**

1. REMOVE BASE MATERIAL AND REPLACE.
2. IF DETERMINED NECESSARY BY THE PROJECT REPRESENTATIVE, REMOVE AND REPLACE THE SUBGRADE MATERIAL AND COMPACT.
3. SCARIFY SUBGRADE TO 0.5' MINIMUM DEPTH AND RECOMPACT.
4. AFTER OBTAINING COMPACTION APPROVAL FROM THE PROJECT REPRESENTATIVE, PLACE AND COMPACT 1 1/4" MINUS COMPACTED CRUSHED BASE. (4" MIN)
5. CONSTRUCT NEW PCCP OF THE CLASS AND THICKNESS SHOWN, AND/OR SPECIFIED (10" MIN. FOR PAVING IN BUS AREAS).
6. PROVIDE PROTECTION AGAINST TRAFFIC OVER NEWLY PAVED AREAS.
7. ALL PAVING SHALL BE REPLACED TO NEAREST JOINTS. (FULL PANEL REPLACEMENTS ONLY)

**CONSTRUCTION DETAIL NOTES**

1. EXCAVATE TRENCH TO THE MINIMUM WIDTH REQUIRED TO INSTALL UTILITY.
  2. AFTER COMPLETING UTILITY INSTALLATION, BACKFILL TRENCH TO 0.5' BELOW SUBGRADE ELEVATION AND COMPACT TO 95%.
  3. AFTER OBTAINING COMPACTION APPROVAL FROM THE PROJECT REPRESENTATIVE, BACKFILL REMAINDER OF TRENCH TO SUBGRADE LEVEL.
  4. SCARIFY SUBGRADE TO 0.5' MINIMUM DEPTH AND RECOMPACT TO 95%.
  5. AFTER OBTAINING COMPACTION APPROVAL FROM THE PROJECT REPRESENTATIVE, PLACE AND COMPACT 1 1/4" MINUS COMPACTED CRUSHED BASE (MIN 4").
  6. CONSTRUCT NEW PCCP OF THE CLASS AND THICKNESS SHOWN, AND/OR SPECIFIED (10" MIN. FOR PAVING IN BUS AREAS).
  7. PROVIDE PROTECTION AGAINST TRAFFIC OVER NEWLY PAVED AREAS.
  8. ALL PAVING SHALL BE REPLACED TO NEAREST JOINTS. (FULL PANEL REPLACEMENTS ONLY)
- \* (PROJECT REPRESENTATIVE SHALL CONTACT KCM ENGINEER TO DETERMINE SLOPE RATIO IF DEVIATION FROM THE RATIOS SPECIFIED CAN'T BE OBTAINED TO ENSURE THAT BASE, SUB-BASE, AND SUBGRADE UNDER THE EXISTING PAVEMENT DOES NOT LOSE COMPACTION)

KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
No.	REVISION	BY	APP'D	DATE

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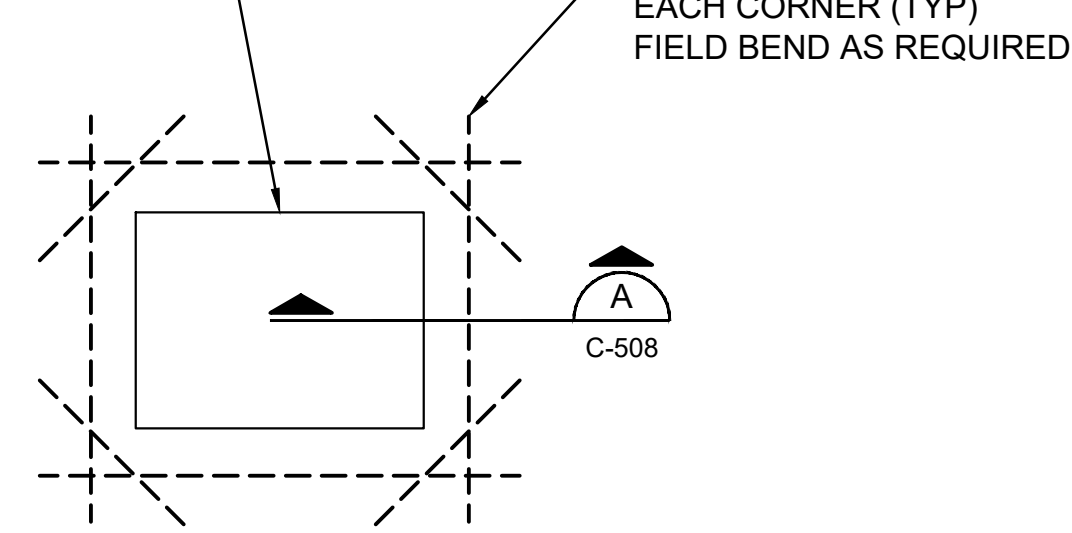
DESIGNED: G. FRANCO	APPROVED: G. FRANCO
DRAWN: A. LAMPA	PROJECT NO: -
CHECKED: M. LAWSON	CONTRACT NO: -
CHECKED: C. ASQUITH	



METRO TRANSIT CAPITAL DIVISION  
CONSTRUCTION PLANS  
PAVEMENT STANDARD DETAILS  
CONCRETE PAVEMENT  
TRENCH DETAILS

DATE: 2026
DRAWING NO: C-507
SHEET NO: OF - -

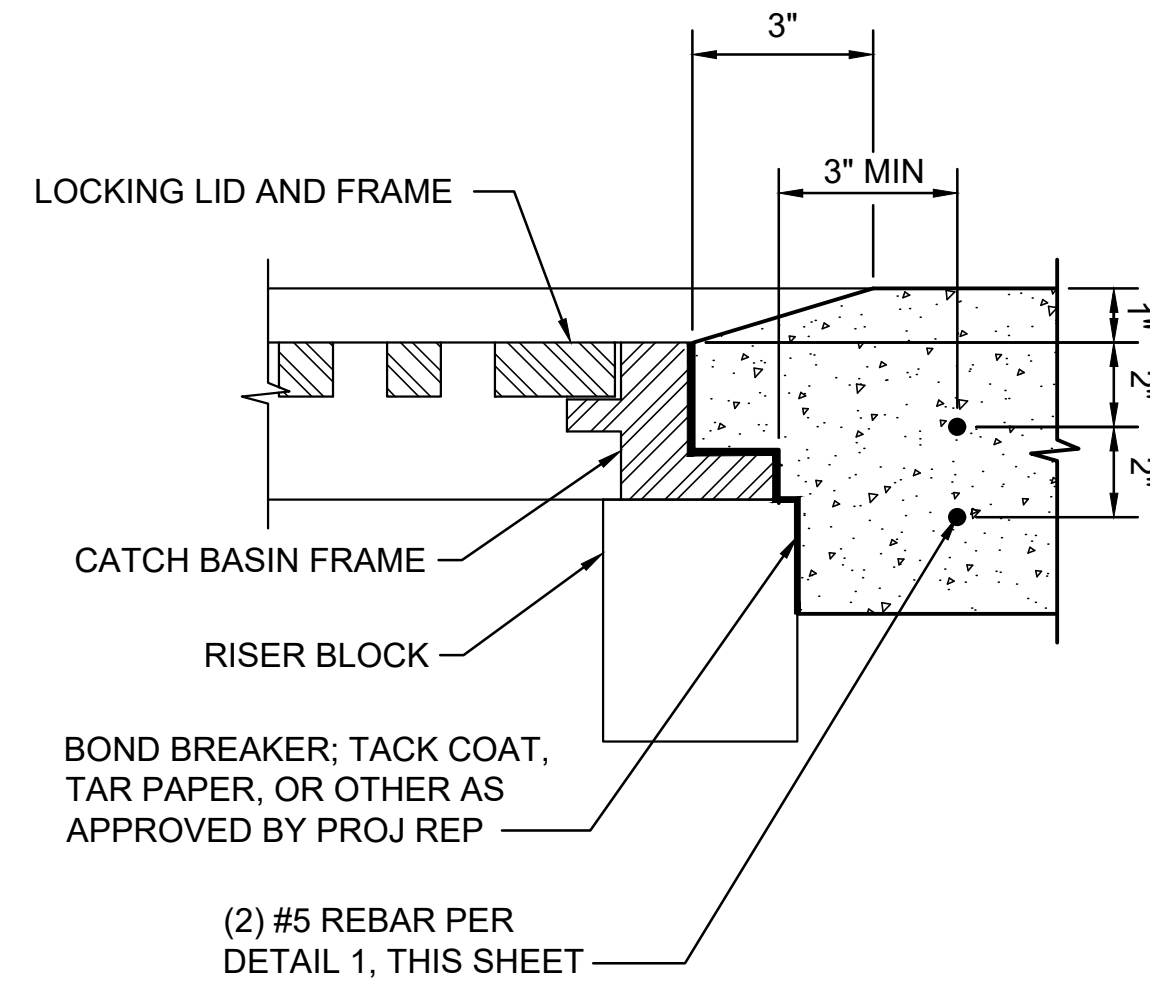
CATCH BASIN, MANHOLE, VALVE BOX, OR OTHER STRUCTURE



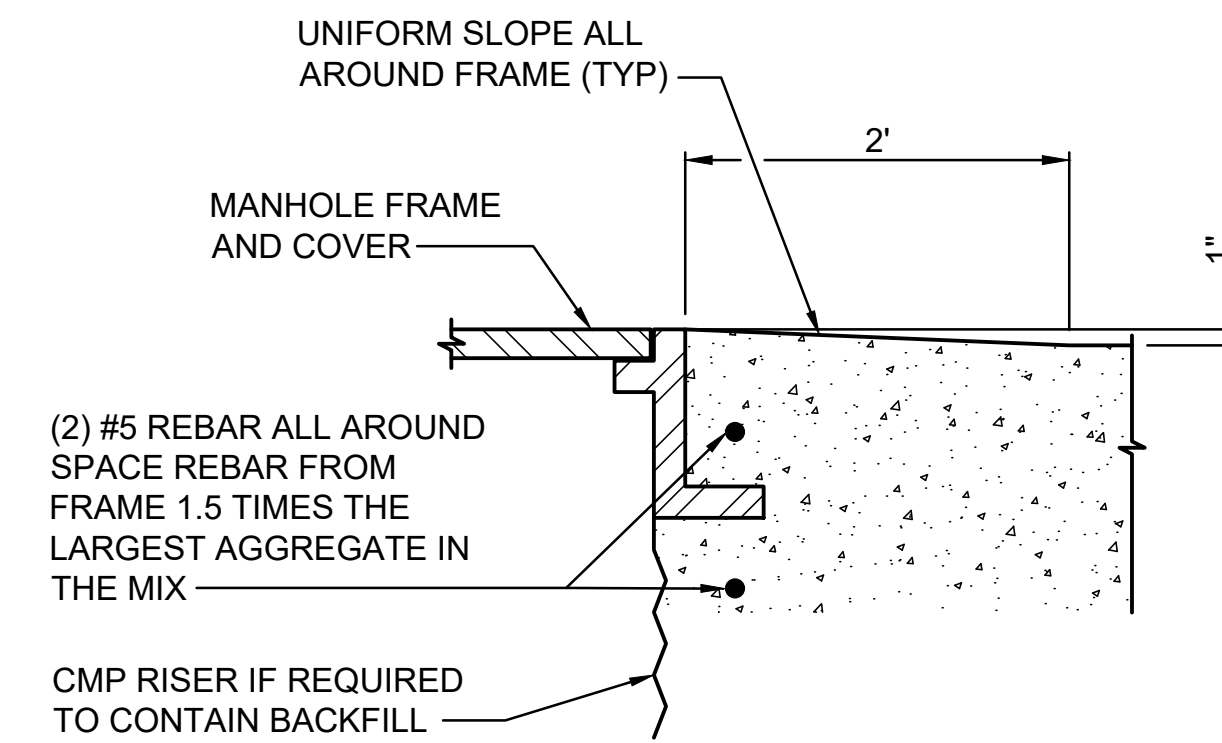
PLACE REBAR AS SHOWN ON ALL SIDES NOT ABUTTED BY ASPHALT

TYPICAL REINFORCING STEEL AT CATCH BASIN, MANHOLE, VALVE BOX, OR OTHER STRUCTURE

DETAIL 1  
SCALE: NTS  
C-508  
ABYR



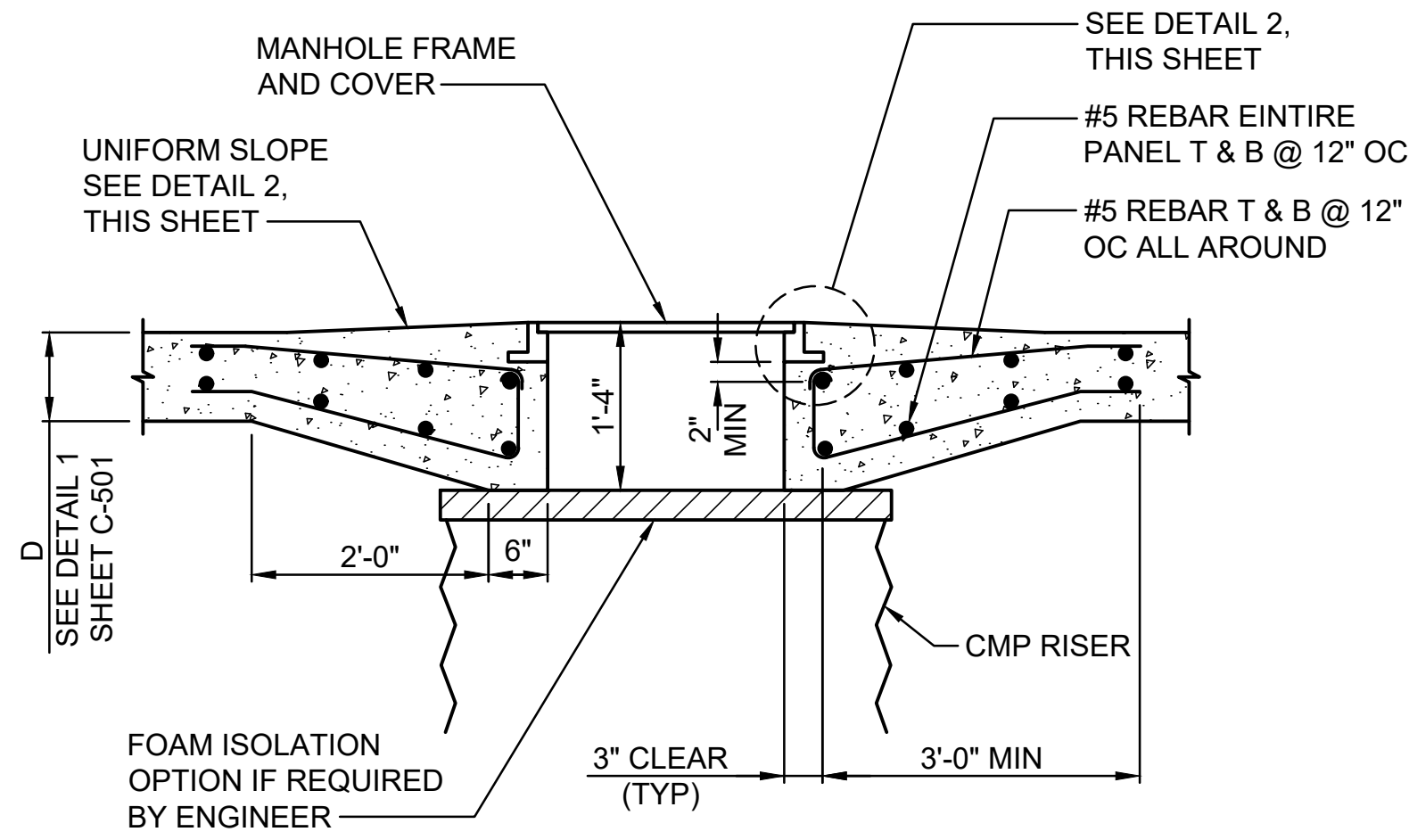
SECTION A  
SCALE: NTS  
C-508



TYPICAL ACCESS MANHOLE  
DETAIL 2  
SCALE: NTS  
C-508

GENERAL NOTE:

- PANEL REINFORCING FOR STRUCTURES SEE DETAIL 2, SHEET C-502.



CANTILEVER MANHOLE  
DETAIL 3  
SCALE: NTS  
C-508

KCMT 2026-2027 PAVEMENT STANDARD DETAILS				
No.	REVISION	BY	APP'D	DATE

DESIGNED: G. FRANCO	APPROVED: G. FRANCO
DRAWN: A. LAMPA	PROJECT NO: -
CHECKED: M. LAWSON	CONTRACT NO: -
CHECKED: C. ASQUITH	



METRO TRANSIT CAPITAL DIVISION  
CONSTRUCTION PLANS  
PAVEMENT STANDARD DETAILS

DETAILS

DATE: 2026
DRAWING NO: C-508
SHEET NO: OF -