

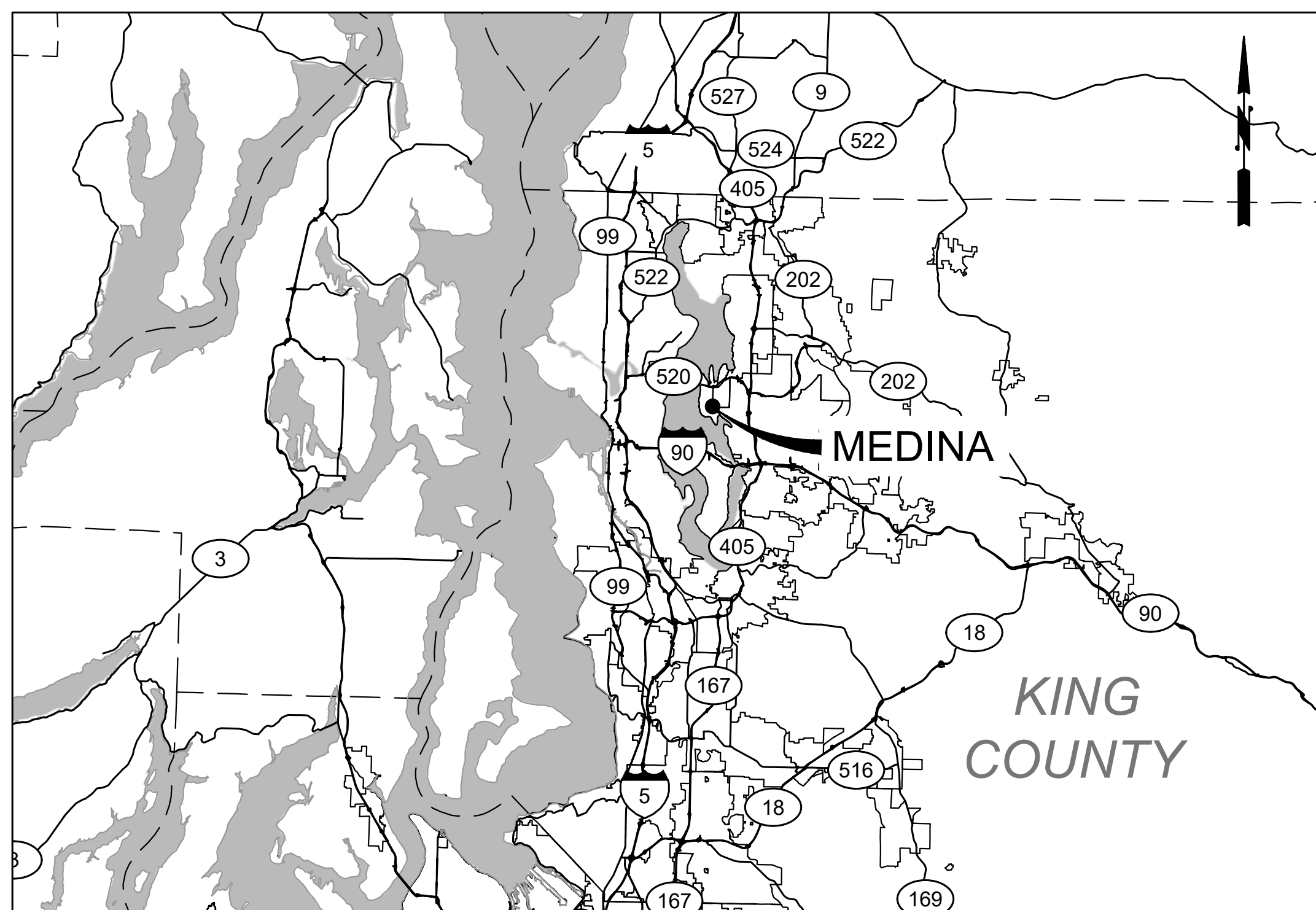
CITY OF MEDINA

KING COUNTY

WASHINGTON

2024 ADA IMPROVEMENTS & OVERLAY

TIB PROJECT NO. P-P-109(P05)-1 & NO. 2-P-109(007)-1



VICINITY MAP
NOT TO SCALE



CITY OFFICIALS

JESSICA ROSSMAN

Mayor

JENNIFER GARONE

MICHAEL LUIS

City Council

HARINI GOKUL

MAC JOHNSTON

City Council

JOSEPH BRAZEN

STEVE BURNS

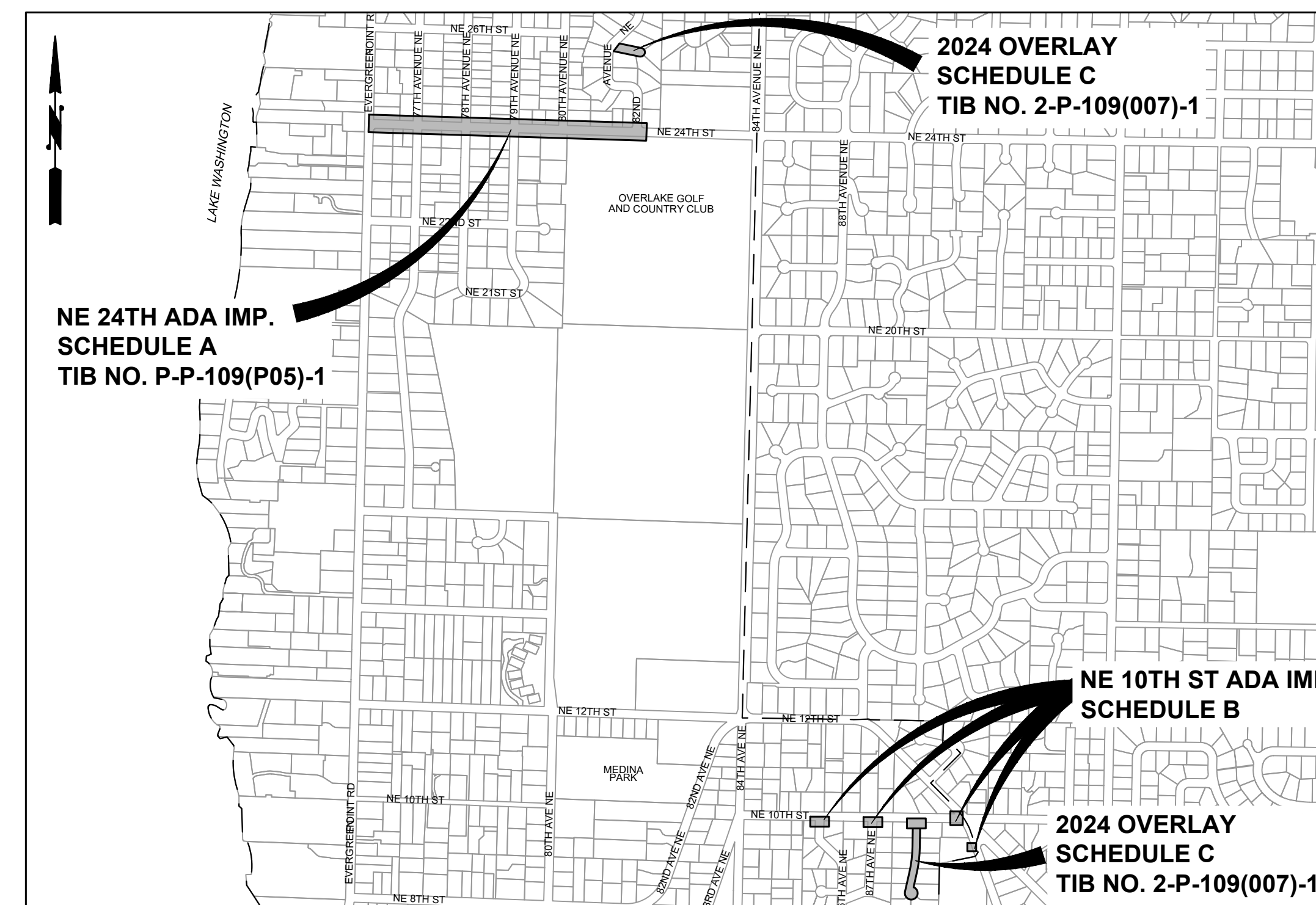
CITY MANAGER

RANDY REEVES

DEPUTY MAYOR

RYAN OSADA

PUBLIC WORKS DIRECTOR



PROJECT LOCATION MAP
NOT TO SCALE



APRIL 2024
G&O #24432, #24435, #24436

ABBREVIATIONS

| | |
|-------|---|
| AC | ASBESTOS CEMENT PIPE |
| ADJ | ADJUST |
| ALT | ALTERNATE |
| ALUM | ALUMINUM |
| ANSI | AMERICAN NATIONAL STANDARDS INSTITUTE |
| AP | ANGLE POINT |
| ASPH | ASPHALT |
| ASSY | ASSEMBLY |
| ASTM | AMERICAN SOCIETY OF TESTING AND MATERIALS |
| AVE | AVENUE |
| BF | BLIND FLANGE |
| BLDG | BUILDING |
| BLK | BLOCK |
| BO | BLOW OFF |
| BOP | BEGINNING OF PROJECT |
| BVCE | BEGIN VERTICAL CURVE ELEVATION |
| BVCS | BEGIN VERTICAL CURVE STATION |
| C | CONDUIT |
| CAP | CORRUGATED ALUMINUM PIPE |
| CB | CATCH BASIN |
| CF | CUBIC FEET |
| CFS | CUBIC FEET PER SECOND |
| CICL | CAST IRON CLASS |
| CLR | CLEARANCE |
| CMP | CORRUGATED METAL PIPE |
| CO | CLEANOUT |
| CONC | CONCRETE |
| CONN | CONNECTION |
| CONT | CONTINUED/CONTINUOUS |
| CPEP | CORRUGATED POLYETHYLENE PIPE |
| CPLG | COUPLING |
| CTY | CENTER |
| CY | CUBIC YARD |
| + | CENTER LINE |
| D | DRAIN |
| DC | DEGREE OF CURVATURE |
| DI | DUCTILE IRON |
| DIA | DIAMETER |
| DIM | DIMENSION |
| DOT | DEPARTMENT OF TRANSPORTATION |
| DWGS | DRAWING(S) |
| E | EAST |
| EA | EACH |
| EL | ELEVATION |
| ELEC | ELECTRICAL |
| EOA | EDGE OF ASPHALT |
| EOP | END OF PROJECT |
| EVCE | END VERTICAL CURVE ELEVATION |
| EVCS | END VERTICAL CURVE STATION |
| EXIST | EXISTING |
| FIG | FIGURE |
| FIN | FINISHED |
| FL | FLANGE |
| FT | FEET |
| GA | GALVE |
| GALV | GALVANIZED |
| GI | GALVANIZED IRON |
| GV | GATE VALVE |
| HDPE | HIGH DENSITY POLYETHYLENE PIPE |
| ID | INSIDE DIAMETER |
| IE | INVERT ELEVATION |
| IN | INCH |
| INV | INVERT |
| L | LENGTH |
| LB | POUND |
| LF | LINEAR FEET |
| MAX | MAXIMUM |
| MFR | MANUFACTURER |
| MH | MANHOLE |
| MIN | MINIMUM |
| MISC | MISCELLANEOUS |
| MJ | MECHANICAL JOINT |
| N | NORTH |
| NO | NUMBER |
| NTS | NOT TO SCALE |
| OC | ON CENTER |
| OD | OUTSIDE DIAMETER |
| PC | POINT OF CURVATURE |
| PE | PLAIN END |
| PERF | PERFORATED |
| PI | POINT OF INTERSECTION |
| PP | POWER POLE |
| PT | POINT OF TANGENCY |
| PVC | POLYVINYL CHLORIDE |
| PVI | POINT OF VERTICAL INTERSECTION |
| PVMT | PAVEMENT |
| PVT | POINT OF VERTICAL TANGENT |
| QTY | QUANTITY |
| R | RADIUS |
| R/W | RIGHT-OF-WAY |
| RED | REDUCER |
| REINF | REINFORCE |
| REQD | REQUIRED |
| RET | RETAINING |
| RR | RAILROAD |
| S | SOUTH |
| SCH | SCHEDULE |
| SF | SQUARE FEET |
| SHT | SHEET |
| SL | SLOPE |
| SPECS | SPECIFICATIONS |
| SO | SQUARE |
| STA | STATION |
| STD | STANDARD |
| TB | THRUST BLOCK |
| TC | TOP OF CURB |
| TEL | TELEPHONE |
| TESC | TEMPORARY EROSION AND SEDIMENT CONTROL |
| THRD | THREADED |
| THRU | THROUGH |
| TYP | TYPICAL |
| VERT | VERTICAL |
| W | WEST |
| W/ | WITH |
| W/O | WITHOUT |
| WSDOT | WASHINGTON STATE DEPARTMENT OF TRANSPORTATION |

LINETYPES

| EXISTING | PROPOSED | DESCRIPTION |
|-------------------------|----------|-------------------------------------|
| SURFACE FEATURES | | |
| | | CURB (TYPE AS NOTED) |
| | | CURB & GUTTER |
| | | ASPHALT PAVEMENT |
| | | GRAVEL SURFACING |
| | | CONCRETE SURFACING |
| | | CEMENT CONC. SIDEWALK |
| | | SUBGRADE REPAIR |
| | | PAVEMENT PLANING |
| | | FENCE/RAILING (TYPE AS NOTED) |
| | | SHRUB/TREE/VEGETATION LINE |
| | | EDGE OF LANDSCAPING/RESTORATION |
| | | RIGHT-OF-WAY LINE |
| | | CENTERLINE OF CONSTRUCTION |
| | | PROPERTY LINE |
| | | CONTOUR LINE |
| | | SAWCUT LINE (APPROXIMATE LOCATION) |
| | | OVERHEAD UTILITIES |
| | | BURIED ELECTRICAL |
| | | BURIED TELEPHONE/COMMUNICATIONS |
| | | BURIED COMMUNICATIONS |
| | | BURIED CABLE TELEVISION |
| | | GAS MAIN (SIZE AS NOTED) |
| | | WATER MAIN (SIZE AS NOTED) |
| | | SANITARY SEWER MAIN (SIZE AS NOTED) |
| | | STORM DRAIN (SIZE AS NOTED) |
| | | CULVERT (SIZE & TYPE AS NOTED) |
| | | DITCH CENTERLINE/THALWEG |

SIGNALIZATION/ILLUMINATION SYMBOLS

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|---------------------------------|
| | | JUNCTION BOX (TYPE I, II, VIII) |
| | | LIGHT/LUMINAIRE POLE W/ARM |
| | | POLE MOUNTED LIGHT |

WATER SYMBOLS

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|---------------------------|
| | | GUARD POST / BOLLARD |
| | | WATER METER |
| | | WATER VAULT (SIZE VARIES) |
| | | FIRE HYDRANT (3-NOZZLE) |
| | | GATE VALVE |

GAS/POWER/TELEPHONE SYMBOLS

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|---------------------------------|
| | | GAS VALVE |
| | | PAD MOUNT TRANSFORMER |
| | | POWER VAULT (SIZE VARIES) |
| | | UTILITY POLE |
| | | UTILITY POLE ANCHOR |
| | | UTILITY PEDESTAL |
| | | TELEPHONE VAULT (SIZE VARIES) |
| | | TELEPHONE MANHOLE (SIZE VARIES) |

SURVEY SYMBOLS

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|--------------------|
| | | CONTROL POINT |
| | | MONUMENT (IN CASE) |
| | | MONUMENT (SURFACE) |
| | | BENCH MARK |

SANITARY/STORM SEWER SYMBOLS

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|---|
| | | STORM DRAIN MANHOLE/TYPE 2 CATCH BASIN (ACTUAL DIMENSION SHOWN FOR PROPOSED) |
| | | STORM DRAIN CATCH BASIN, CONCRETE INLET, OR YARD/AREA DRAIN (ACTUAL DIMENSION SHOWN FOR PROPOSED) |
| | | SANITARY SEWER MANHOLE (ACTUAL DIMENSION SHOWN FOR PROPOSED) |
| | | CLEAN OUT (SAN. SEWER OR STORM) |

SURFACE FEATURES/LANDSCAPING

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|------------------|
| | | MAIL BOX (NOTED) |
| | | SIGN |
| | | ROCK WALL |
| | | SHRUB |
| | | TREE (CONIFER) |
| | | TREE (DECIDUOUS) |
| | | ROCK/BOULDER |

CHANNELIZATION SYMBOLS

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|--------------------|
| | | CENTER LANE LINE |
| | | CROSS WALK MARKING |
| | | STOP BAR |

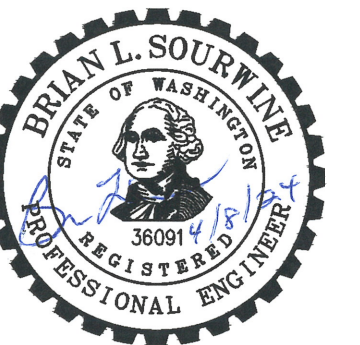
GENERAL NOTES:

- ALL MATERIALS AND WORKMANSHIP SHALL BE FURNISHED AND SUPPLIED IN ACCORDANCE WITH THE 2024 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AND CITY OF MEDINA PUBLIC WORKS STANDARDS, AND THESE CONTRACT DOCUMENTS UNLESS OTHERWISE SPECIFICALLY NOTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT AND COORDINATE WITH ALL UTILITY COMPANIES IN ORDER TO ASSURE THAT ALL LINES, PIPES, POLES AND OTHER APPURTENANCES ARE PROPERLY LOCATED, SECURED, AND/OR PROTECTED. BURIED UTILITIES (WHERE KNOWN) ARE SHOWN IN THEIR APPROXIMATE LOCATION. THE CONTRACTOR SHALL HAVE UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. NOTIFY THE UNDERGROUND UTILITIES LOCATE CENTER: CALL #811.
- THE CONTRACTOR SHALL HAVE A COPY OF THESE PLANS, ANY ADDENDA, CHANGE ORDERS AND THE CONTRACT SPECIFICATIONS ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IN THE EVENT OF DISCOVERY OF UNSUITABLE SOILS OR HIGH GROUND WATER CONDITIONS OR DISCREPANCIES FROM THE PLANS.
- WHEREVER PLANS REFER TO "SAWCUT" OF ASPHALT CONCRETE PAVEMENT OR OIL MAT, OR CONCRETE SURFACE, THE CONTRACTOR SHALL PERFORM A "NEAT LINE CUT" PER SPECIFICATIONS.
- THE CONTRACTOR SHALL MAINTAIN A CLEAN LEGIBLE SET OF RECORD DRAWINGS AND PROVIDE A SET TO THE OWNER PRIOR TO DEMOBILIZATION OF THE SITE. SEE SPECIFICATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD. PRIOR TO DISRUPTION OF ANY TRAFFIC, TRAFFIC CONTROL PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.
- PROTECTION OF THE ENVIRONMENT:** NO CONSTRUCTION RELATED ACTIVITY SHALL CONTRIBUTE TO THE DEGRADATION OF THE ENVIRONMENT. ALLOW MATERIAL TO ENTER SURFACE OR GROUND WATERS, OR ALLOW PARTICULATE EMISSIONS TO THE ATMOSPHERE, WHICH EXCEED STATE OR FEDERAL STANDARDS. ANY ACTIONS THAT POTENTIALLY ALLOW A DISCHARGE TO STATE WATERS MUST HAVE PRIOR APPROVAL OF THE WASHINGTON STATE DEPARTMENT OF ECOLOGY.

SHEET INDEX

| SHEET NO. | DESCRIPTION |
|---------------|--|
| COVER | - |
| SHEET 1 | ABBREVIATIONS, SYMBOL LEGEND AND GENERAL NOTES |
| SHEET 2 | SURVEY AND ALIGNMENT CONTROL TABLES |
| SHEET 3 - 4 | TEMPORARY EROSION AND SEDIMENT CONTROL DETAILS |
| SHEET 5 - 10 | CURB RAMP PLANS (SCHEDULE A) |
| SHEET 11 - 14 | CURB RAMP PLANS (SCHEDULE B) |
| SHEET 15 | CURB RAMP PLANS (SCHEDULE C) |
| SHEET 16 - 17 | OVERLAY PLANS (SCHEDULE C) |
| SHEET 18 - 19 | CURB RAMP DETAILS |
| SHEET 20 - 22 | ROADWAY DETAILS |
| SHEET 23 - 25 | STORM DETAILS |
| SHEET 26 - 27 | CHANNELIZATION AND SIGNING DETAILS |
| SHEET 28 - 29 | TRAFFIC CONTROL DETAILS |

Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH,
SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860



CITY OF MEDINA
WASHINGTON
2024 ADA
IMPROVEMENTS &
OVERLAY

| No. | DATE | REVISION |
|-----|------|----------|
| | | |

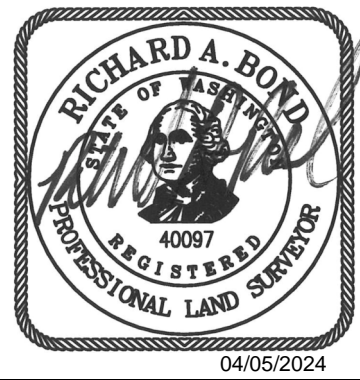
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| CHECKED BY: | BLS |
| DRAWN BY: | MAN |
| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | LEGEND.DWG |



ABBREVIATIONS, SYMBOL
LEGEND AND GENERAL
NOTES



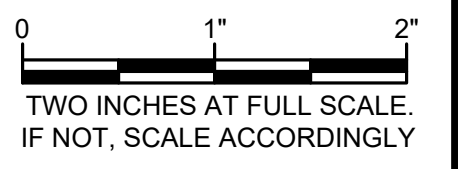
CITY OF MEDINA
2024 ADA
IMPROVEMENTS &
OVERLAY

| No. | DATE | REVISION |
|-----|------|----------|
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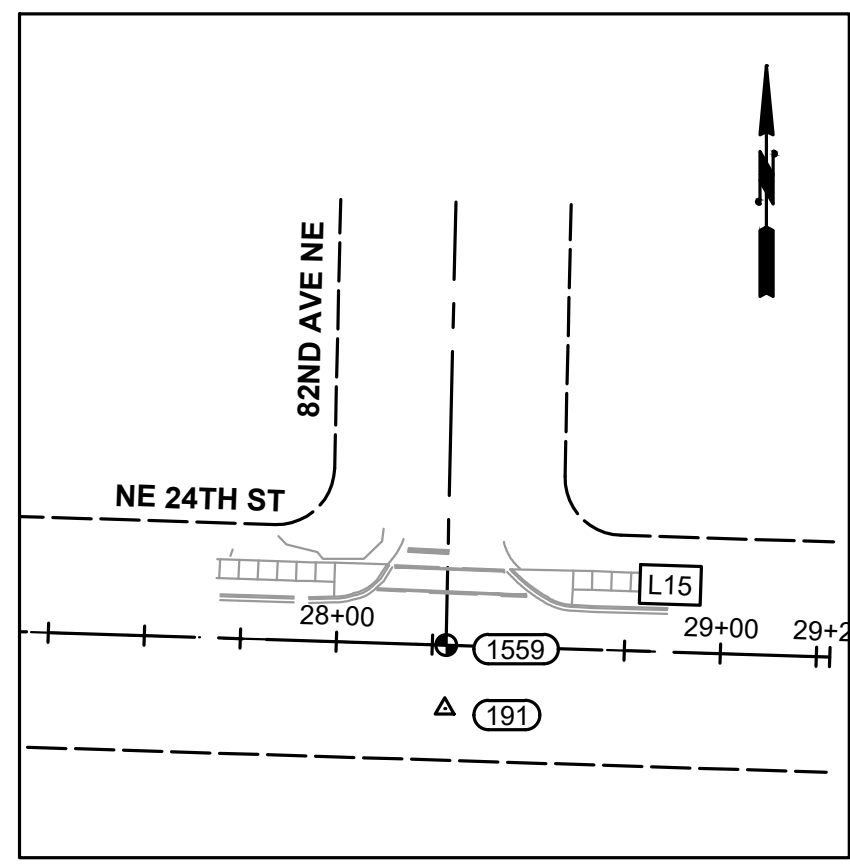
BID SET

| | |
|----------------|--------------------|
| ISSUE DATE: | APR 2024 |
| APPROVED BY: | BLS |
| CHECKED BY: | RAB |
| DRAWN BY: | BPH |
| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | SURVEY CONTROL.DWG |

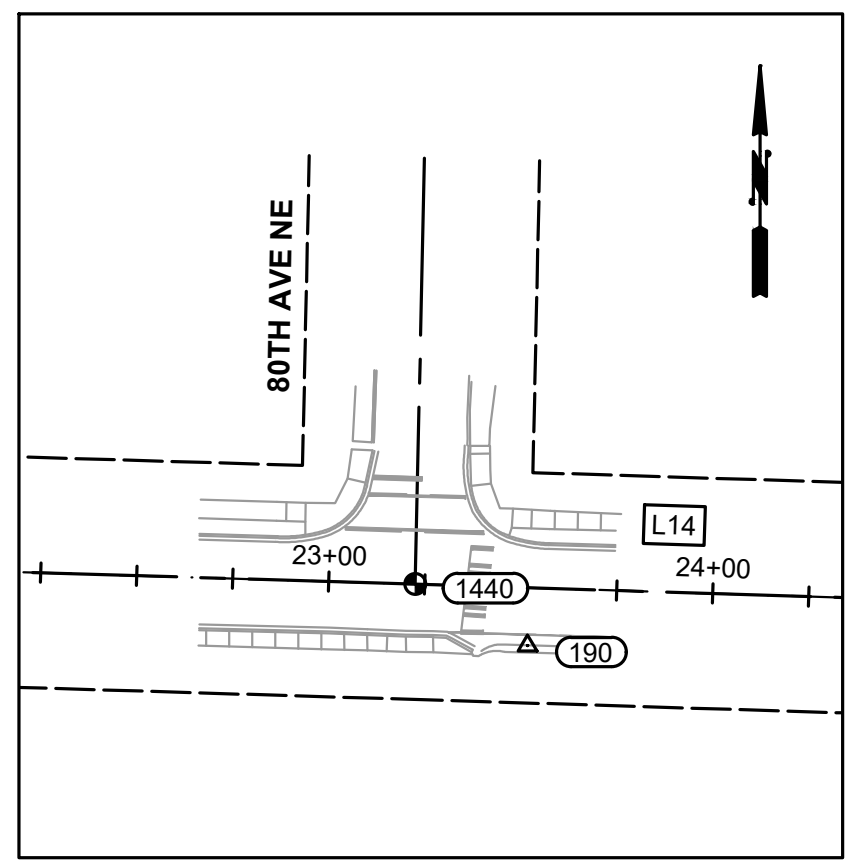


GENERAL

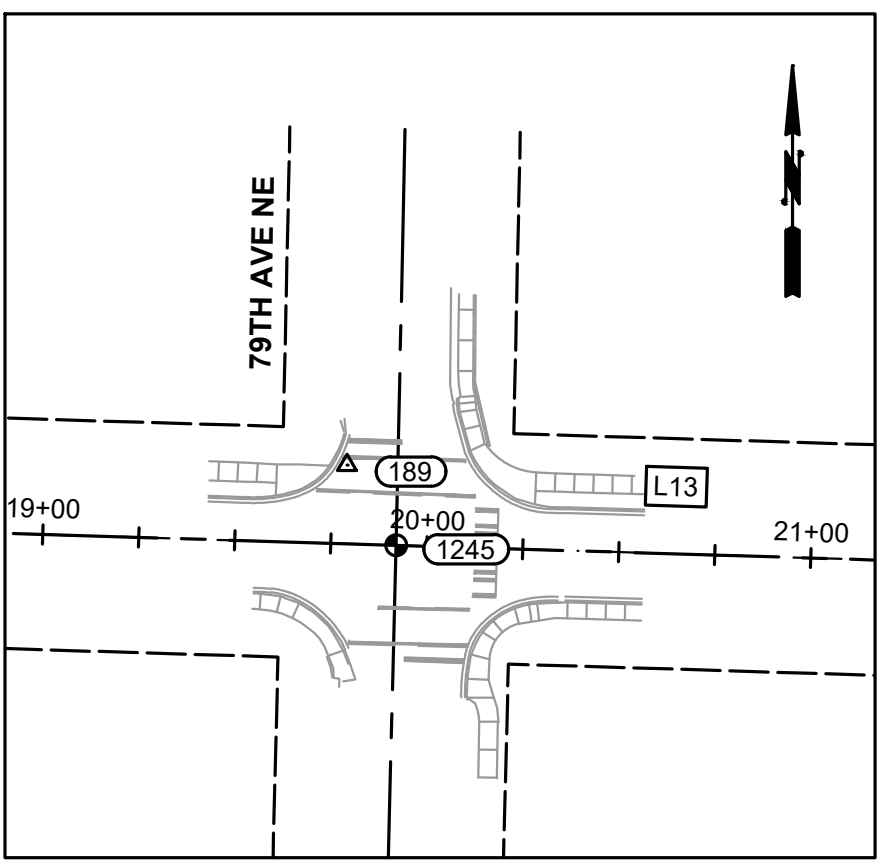
SURVEY AND
ALIGNMENT CONTROL
TABLES



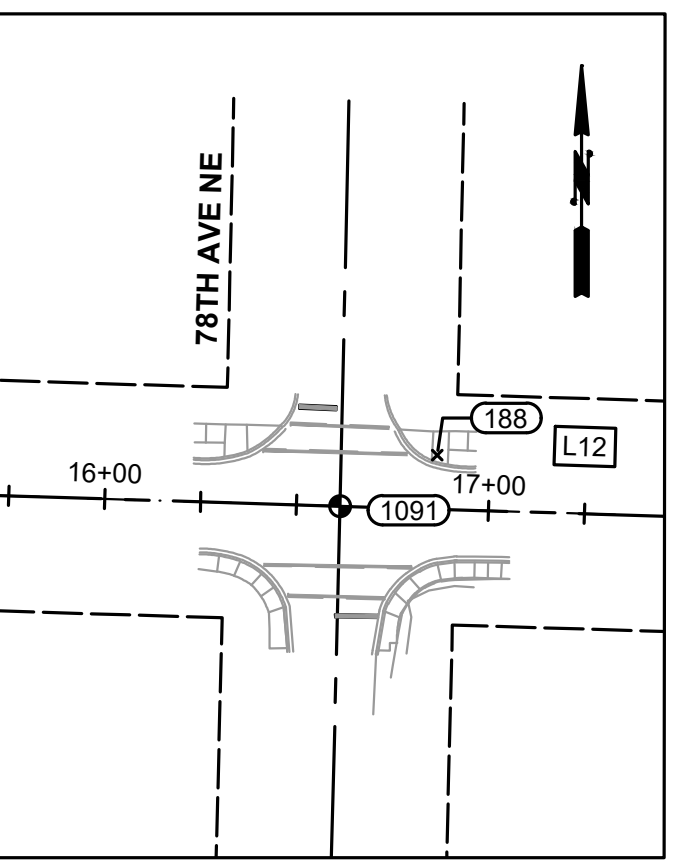
SITE MAP 5
SCALE: 1"=50'



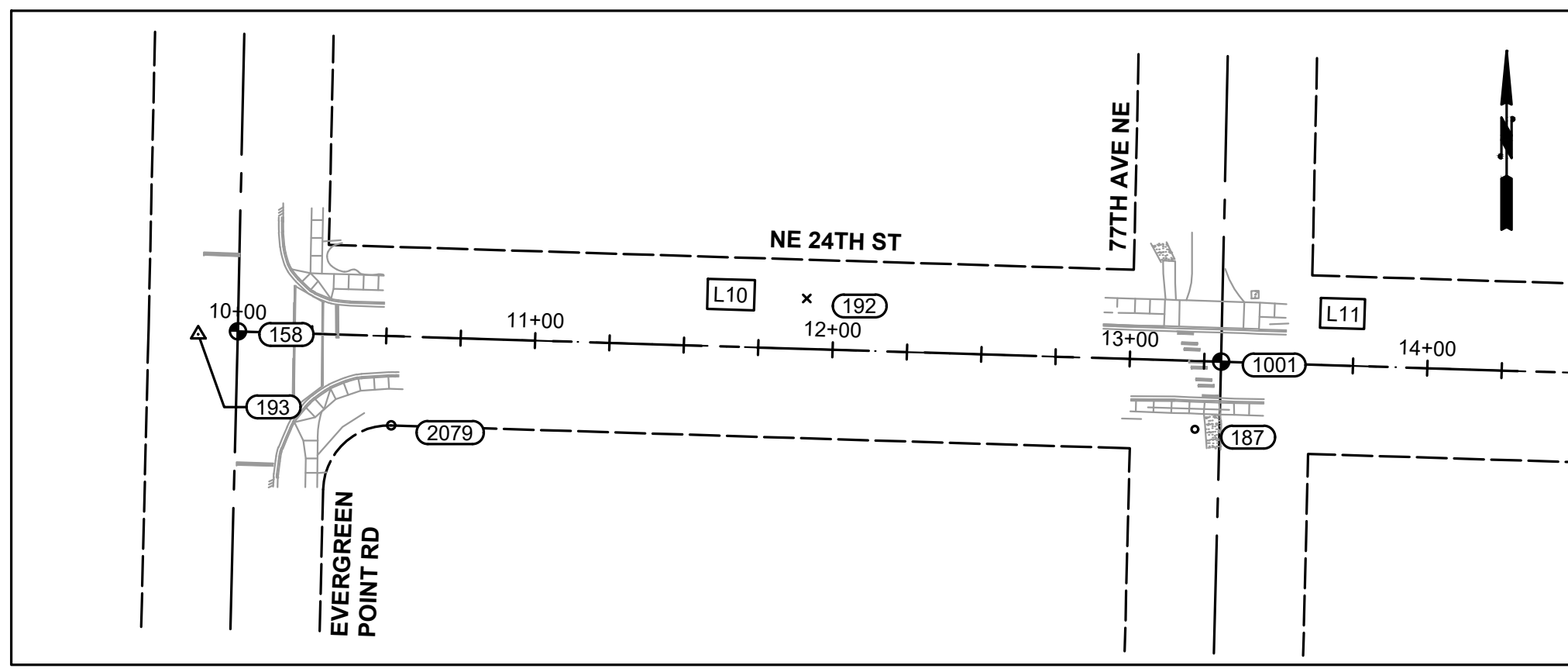
SITE MAP 4
SCALE: 1"=50'



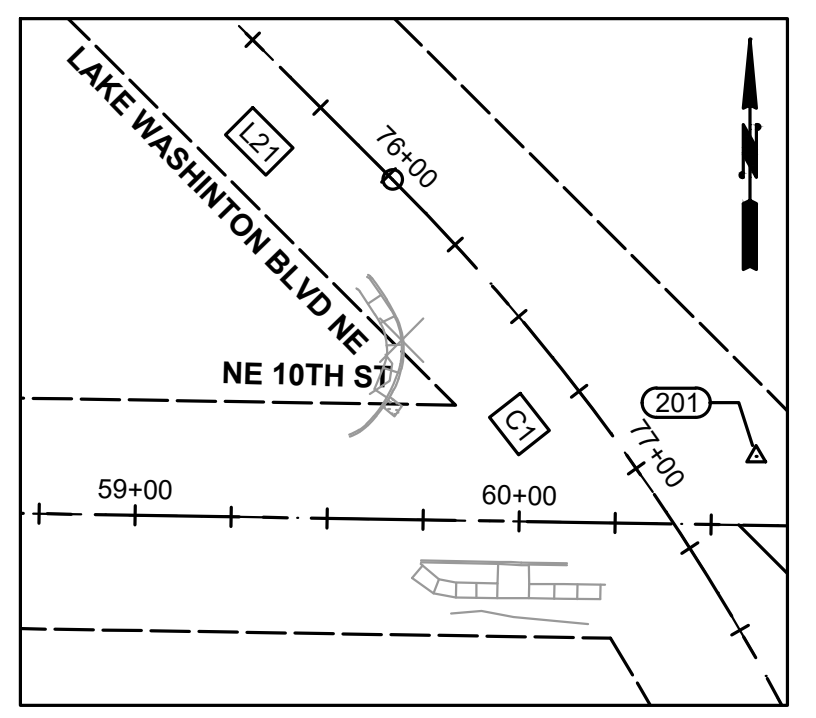
SITE MAP 3
SCALE: 1"=50'



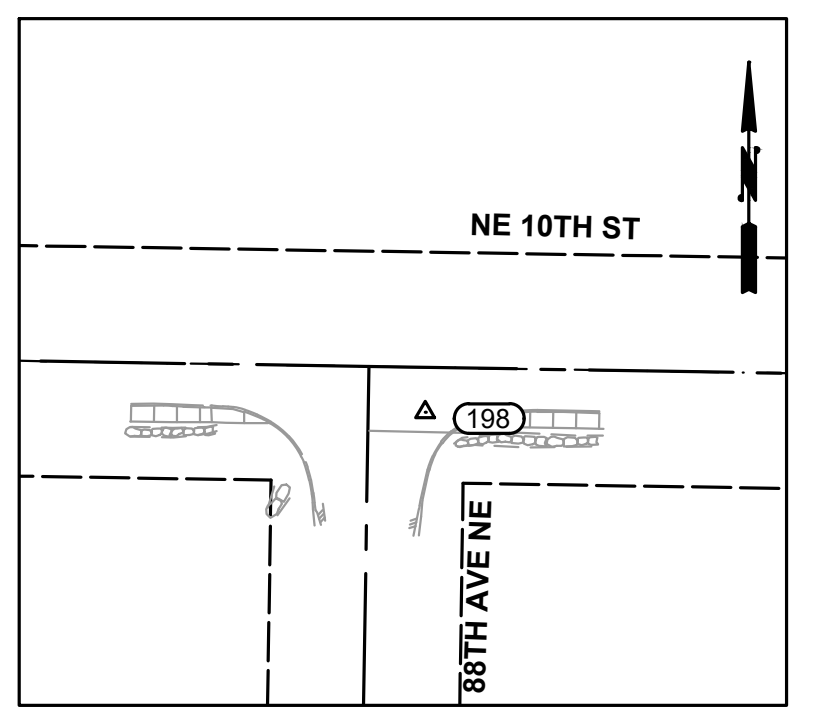
SITE MAP 2
SCALE: 1"=50'



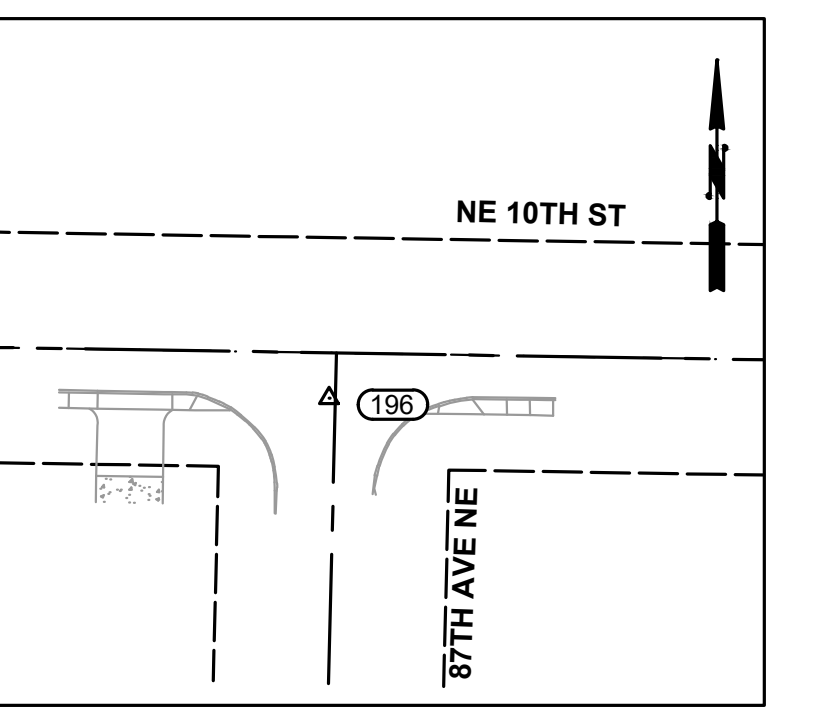
SITE MAP 1
SCALE: 1"=50'



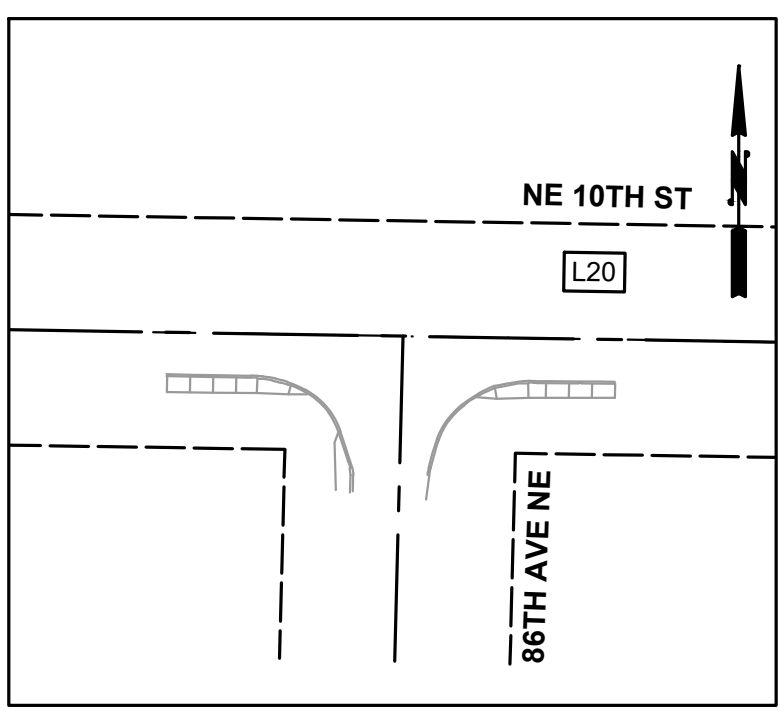
SITE MAP 9
SCALE: 1"=50'



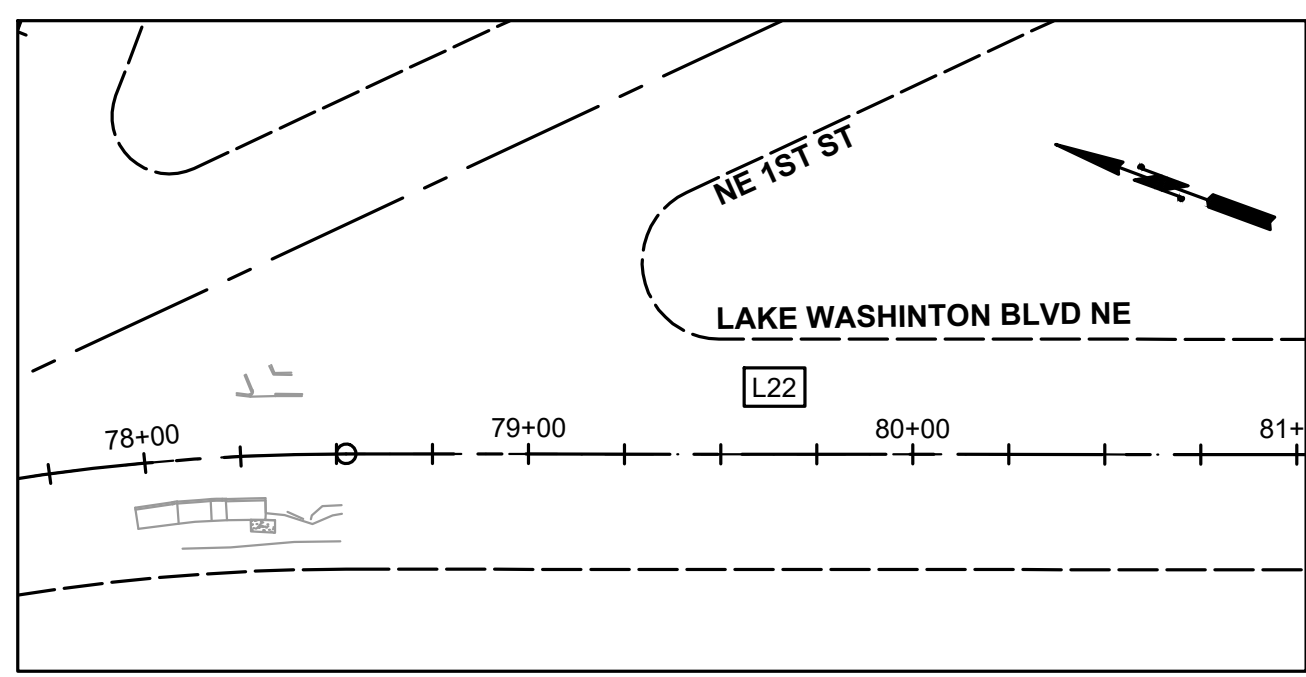
SITE MAP 8
SCALE: 1"=50'



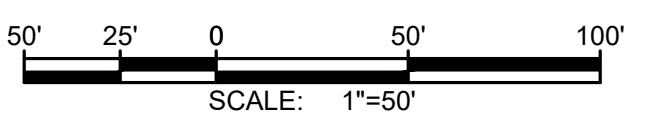
SITE MAP 7
SCALE: 1"=50'



SITE MAP 6
SCALE: 1"=50'



SITE MAP 10
SCALE: 1"=50'



RIGHT-OF-WAY DISCLAIMER
The right-of-way and/or property lines shown hereon are based on available information, not on a surveyed location and are only approximate.

CITY OF MEDINA - NE 24TH ST ADA UPGRADES

| POINT | NORTHING | EASTING | ELEV. | DESCRIPTION |
|-------|-----------|------------|--------|---|
| 102 | 228425.30 | 1293811.75 | 77.50 | SFMC=FOUND MONUMENT IN CASE, 2" BRASS DISC WITH LARGE "X", DOWN 0.55' IN CASE. CENTER OF INTX EVERGREEN POINT RD & NE 8TH ST. CITY OF BELLEVUE #H0074. |
| 147 | 231065.63 | 1293876.66 | 172.49 | SFMC, 2" BRASS DISC W/ LARGE "X" SET IN CONC. DOWN 0.6' IN CASE. CENTER OF INTX EVERGREEN POINT RD & NE 16TH ST. C.O.B. H0368-V293. |
| 155 | 232698.50 | 1294257.94 | 110.61 | SSNT=SET LARGE MAG NAIL W/ "G&O CONTROL" TAG, 8" W OF N END OF E CURB AT CENTERLINE EXTENDED OF WALKWAY N OF 2022 77TH AVE NE. |
| 156 | 233031.67 | 1294254.42 | 118.46 | SSN=SET NAIL, LARGE MAG NAIL W/ SMALL WASHER AND ORANGE FLAGGING. CENTER OF INTX 77TH AVE NE & 22ND ST NE. 5.5' W OF MANHOLE W/ "SEWER" LID. |
| 157 | 233045.81 | 1293925.21 | 140.52 | SFMC, LEAD W/ TACK OR BRASS PIN IN CONC. DOWN 0.5' IN CASE. CENTER OF INTX NE 22ND ST & EVERGREEN POINT RD. NO LID. |
| 158 | 233705.94 | 1293941.40 | 131.24 | SFMC, 2" BRASS DISC W/ "X" IN CONC. DOWN 0.77' IN CASE. CENTER OF INTX EVERGREEN POINT RD & NE 24TH ST. CITY OF BELLEVUE #H0052-V294.* |
| 186 | 233024.78 | 1294586.14 | 124.90 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONCRETE. DID NOT GET MEASURE DOWN. CENTER OF INTX NE 22ND ST & 78TH AVE NE. |
| 187 | 233673.03 | 1294263.07 | 126.42 | SSRC=SET 5/8" REBAR W/ RED "G&O CONTROL" CAP, DOWN 0.15' BELOW F/G. W OF TRAIL, S OF S BACK OF WALK OF NE 24TH ST. INTX NE 24TH ST & 77TH AVE NE. 2.4' N OF NW CORNER OF "INDIAN TRAIL" POST. 16' WSW OF "25 MPH SPEED LIMIT" SIGN. |
| 188 | 233698.74 | 1294627.68 | 129.24 | SFNT=FOUND NAIL W/ TAG, W/ "1 ALLIANCE GEOMATICS" TAG. NE QUADRANT INTX NE 24TH ST & 77TH AVE NE. IN SIDEWALK. 3.2' WSW OF 90° ANGLE POINT IN FRONT OF WALK. |
| 189 | 233696.14 | 1294920.15 | 112.64 | SSNT, 4' E OF W CURB FLOW LINE IN CURB RETURN. NW QUADRANT OF NE 24TH ST & 79TH AVE NE. N BACK OF SIDEWALK NE 24TH ST EXTENDED TO E. |
| 190 | 233649.13 | 1295292.56 | 82.04 | SSNT, IN S WEDGE CURB FLOW LINE OF NE 24TH ST. SE QUADRANT INTX NE 24TH ST & 80TH AVE NE. NORTH TO SOUTH WALL EXTENDED N AT NW PROPERTY CORNER OF GOLF COURSE. |
| 191 | 233632.76 | 1295768.74 | 50.95 | SSNT, 1' N OF S BACK OF WEDGE CURB ALONG NE 24TH ST. INTX NE 24TH ST & 82ND AVE NE. AT 82ND CENTERLINE EXTENDED TO S. |
| 192 | 233717.00 | 1294133.00 | 129.00 | SFNT, NAIL W/ "TERRANE" TAG. N SIDEWALK OF NE 24TH ST. ACROSS FROM #7617. 8' W OF HYDRANT. 1.75' N OF S EDGE OF SIDEWALK. |
| 193 | 233704.90 | 1293928.00 | 131.90 | SSNT, W SIDE TOP OF WEDGE CURB AT INTX NE 24TH ST & EVERGREEN POINT RD. AT CENTERLINE NE 24TH ST EXTENDED. |
| 1001 | 233695.70 | 1294271.92 | 125.69 | SFMC, 3/8" BRASS PLUG, DOWN 1.2' IN CASE. INTX NE 24TH ST & 77TH AVE NE. |
| 1091 | 233685.44 | 1294602.42 | 127.66 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONC. DOWN 1.8' IN CASE. INTX NE 24TH ST & 78TH AVE NE. |
| 1245 | 233675.26 | 1294932.92 | 110.82 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONC. DOWN 1.45' IN CASE. INTX NE 24TH ST & 79TH AVE NE. |
| 1246 | 233014.30 | 1294916.48 | 110.96 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONC. DOWN 0.7' IN CASE. INTX NE 22ND ST & 79TH AVE NE. |
| 1440 | 233665.14 | 1295263.31 | 83.74 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONC. DOWN 1.2' IN CASE. INTX NE 24TH ST & 80TH AVE NE. |
| 1559 | 233649.29 | 1295769.05 | 50.10 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONC. DOWN 1.2' IN CASE. INTX NE 24TH ST & 82TH AVE NE. |
| 2079 | 233674.30 | 1293993.00 | 131.25 | SFRC, 1/2" REBAR W/ ORANGE PLASTIC "TERRANE 1502" CAP. |

CITY OF MEDINA - NE 10TH ST ADA UPGRADES

| POINT | NORTHING | EASTING | ELEV. | DESCRIPTION |
|-------|-----------|------------|--------|--|
| 102 | 228425.30 | 1293811.75 | 77.50 | SFMC=FOUND MONUMENT IN CASE, 2" BRASS DISC WITH LARGE "X", DOWN 0.55' IN CASE. CENTER OF INTX EVERGREEN POINT RD & NE 8TH ST. CITY OF BELLEVUE #H0074. |
| 111 | 228721.49 | 1296478.16 | 104.82 | SSN=SET NAIL, MAG NAIL, 1" W OF E BACK OF SIDEWALK, NW CORNER OF LOT 826 84TH AVE NE. |
| 112 | 228325.38 | 1296452.64 | 113.48 | SFMC, CENTERLINE OF 84TH AVE NE. CITY OF BELLEVUE #0075. NAIL W/ PUNCH SET IN CONC. DOWN 0.95' IN CASE. |
| 194 | 228979.54 | 1296454.32 | 93.99 | SSNT=SET MAG NAIL W/ "G&O CONTROL" TAG, AT W TOP OF WEDGE CURB, SW QUADRANT INTX 84TH AVE NE & NE 10TH ST. S END OF HEDGE ROW AT EAST FACE OF 1015 84TH AVE NE. |
| 195 | 229003.98 | 1296804.13 | 109.30 | SSN, 60-D NAIL W/ BLUE WHISKERS, DOWN 0.1' IN GRASS. 2' E OF FACE OF BRICK WALL AT S END, SE CORNER OF 8420 NE 10TH ST. |
| 196 | 228961.46 | 1297368.06 | 121.92 | SSNT, CENTERLINE OF 87TH AVE NE AT N CROSSWALK BAR. INTX NE 10TH ST & 87TH AVE NE. |
| 197 | 228474.80 | 1297344.06 | 143.72 | SFMC, TACK IN LEAD. SET IN CONCRETE. DOWN 0.8' IN CASE. INTX 87TH AVE NE & NE 9TH ST. |
| 198 | 228956.51 | 1297685.86 | 104.35 | SSNT, SE QUADRANT OF INTX NE 10TH ST & 88TH AVE NE. IN S LINE OF N CROSSWALK BAR. 9.5' NW OF CAMERA POLE. |
| 199 | 228668.44 | 1297666.56 | 130.35 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONCRETE. DOWN 1.05' IN CASE. AT CENTERLINE 88TH AVE NE, AT 934 88TH AVE NE. |
| 200 | 228456.37 | 1297620.95 | 139.62 | SFMC, 3/8" BRASS PLUG W/ PUNCH SET IN CONCRETE. DOWN 1.95' IN CASE. AT CENTER OF 88TH AVE NE CULDESAC. |
| 201 | 228980.84 | 1298013.04 | 94.12 | SSNT, NE QUADRANT NE 10TH ST & NE 1ST ST. IN N LINE OF S CROSSWALK BAR BETWEEN NE & NW QUADRANTS OF INTX. 6' SW OF FACE OF EASTERLY CURB AT TOP RAMP OF DRIVEWAY CUT FOR 1020 LAKE WASHINGTON BLVD NE. |
| 202 | 228323.04 | 1298646.83 | 101.98 | SFM=FOUND SURFACE MONUMENT, 2" BRASS CITY OF BELLEVUE MON W/ PUNCH. TOP OF S CURB OF NE 1ST ST. W OF DRIVEWAY TO 9027 NE 1ST ST. CITY OF BELLEVUE: HORIZONTAL "H2450"; VERTICAL "V615." |
| 1582 | 229637.64 | 1297307.92 | 92.58 | SFMC, 1/4" BRASS PIN SET IN CONCRETE. DOWN 1.25' IN CASE. AT INTX LAKE WASHINGTON BLVD NE & NE 12TH ST. CITY OF BELLEVUE: HORIZONTAL "H2452"; VERTICAL "V617." |

NE 24TH STREET - CONSTRUCTION CENTERLINE ALIGNMENT

| SEGMENT | BEGIN STATION | BEGIN NORTHING | BEGIN EASTING | END STATION | END NORTHING | END EASTING | DISTANCE | BEARING | RADIUS | TANGENT | CURVE LENGTH | DELTA |
|---------|---------------|----------------|---------------|-------------|--------------|--------------|----------|-------------|--------|---------|--------------|-------|
| L10 | 10+00.00 | 233,705.94 | 1,293,941.40 | 13+30.68 | 233,695.70 | 1,294,271.92 | 330.68 | S88°13'33"E | | | | |
| L11 | 13+30.68 | 233,695.70 | 1,294,271.92 | 16+61.35 | 233,685.44 | 1,294,602.42 | 330.66 | S88°13'18"E | | | | |
| L12 | 16+61.35 | 233,685.44 | 1,294,602.42 | 19+92.00 | 233,675.26 | 1,294,932.92 | 330.65 | S88°14'08"E | | | | |
| L13 | 19+92.00 | 233,675.26 | 1,294,932.92 | 23+22.54 | 233,665.14 | 1,295,263.31 | 330.54 | S88°14'45"E | | | | |
| L14 | 23+22.54 | 233,665.14 | 1,295,263.31 | 28+28.53 | 233,649.29 | 1,295,769.05 | 505.99 | S88°12'17"E | | | | |
| L15 | 28+28.53 | 233,649.29 | 1,295,769.05 | 29+28.53 | 233,646.16 | 1,295,869.00 | 100.00 | S88°12'17"E | | | | |

NE 10TH ST - CONSTRUCTION CENTERLINE ALIGNMENT

| SEGMENT | BEGIN STATION | BEGIN NORTHING | BEGIN EASTING | END STATION | END NORTHING | END EASTING | DISTANCE | BEARING | RADIUS | TANGENT | CURVE LENGTH | DELTA |
|---------|---------------|----------------|---------------|-------------|--------------|--------------|----------|-------------|--------|---------|--------------|-------|
| L20 | 50+00.00 | 228,980.00 | 1,296,951.41 | 62+09.46 | 228,960.53 | 1,298,160.71 | 1,209.46 | S89°04'39"E | | | | |

LAKE WASHINGTON BOULEVARD - CONSTRUCTION CENTERLINE ALIGNMENT

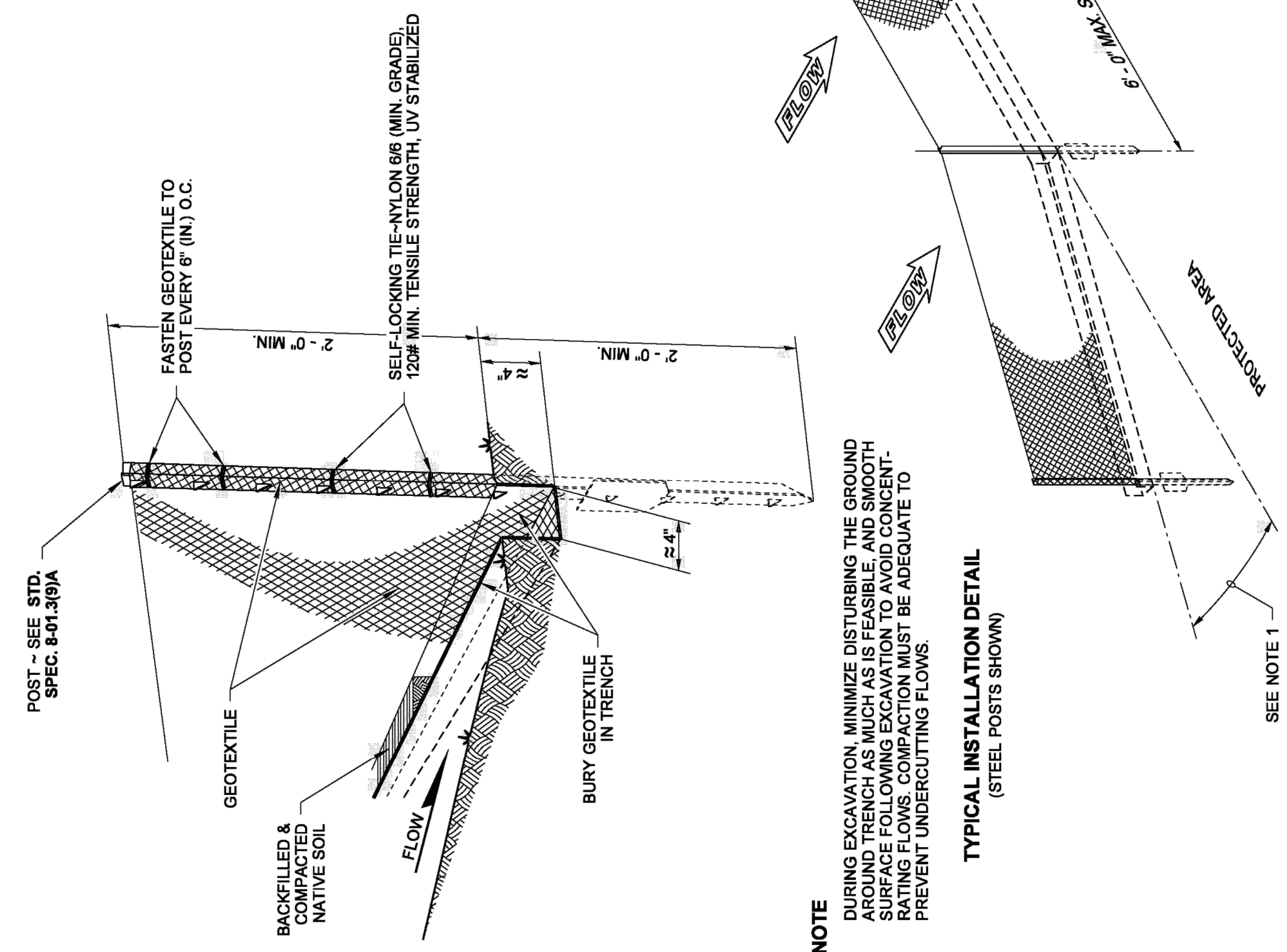
| SEGMENT | BEGIN STATION | BEGIN NORTHING | BEGIN EASTING | END STATION | END NORTHING | END EASTING | DISTANCE | BEARING | RADIUS | TANGENT | CURVE LENGTH | DELTA |
|---------|---------------|----------------|---------------|-------------|--------------|--------------|----------|-------------|--------|---------|--------------|-----------|
| L21 | 75+00.00 | 229,124.58 | 1,297,846.52 | 76+01.48 | 229,052.90 | 1,297,918.37 | 101.48 | S45°04'08"E | | | | |
| C1 | 76+01.48 | 229,052.90 | 1,297,918.37 | 78+52.51 | 228,842.92 | 1,298,052.23 | | | 572.96 | 127.56 | 251.03 | 25°06'10" |
| L22 | 78+52.51 | 228,842.92 | 1,298,052.23 | 81+52.37 | 228,561.08 | 1,298,154.62 | 299.86 | S19°57'58"E | | | | |

STANDARD EROSION AND SEDIMENT CONTROL (TESC) NOTES

- ALL REQUIRED SEDIMENTATION/EROSION CONTROL FACILITIES MUST BE IN OPERATION PRIOR TO LAND CLEARING AND/OR OTHER CONSTRUCTION TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE NATURAL DRAINAGE SYSTEM. ALL EROSION AND SEDIMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED. THE IMPLEMENTATION, MAINTENANCE, REPLACEMENT AND ADDITIONS TO EROSION/SEDIMENTATION CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHOULD ANTICIPATE THAT EROSION AND SEDIMENTATION CONTROL FACILITIES WILL BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE PROPOSED SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES AND THE WATER QUALITY OF THE RECEIVING DRAINAGE SYSTEM.
- AT NO TIME SHALL MORE THAN SIX INCHES OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF THE SEDIMENT. ALL CATCH BASINS, CONVEYANCE LINES AND DITCHES SHALL BE CLEANED PRIOR TO PAVING.
- THE CONTRACTOR SHALL REMOVE AND WASTEHAUL MATERIAL DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO THE TOWN RIGHT-OF-WAY OR INTO THE EXISTING STORM DRAINAGE SYSTEM. DEBRIS SHALL NOT BE WASHED INTO THE STORM DRAINAGE SYSTEM.
- TEMPORARY EROSION CONTROL FACILITIES SHALL BE INSPECTED WEEKLY AND MAINTAINED WITHIN 24 HOURS FOLLOWING A STORM EVENT. SEDIMENT SHALL BE REMOVED TO INSURE THE FACILITIES WILL FUNCTION PROPERLY. THE FACILITIES SHALL BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED.
- ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT STORMWATER RUNOFF SHALL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- NO DISTURBED SOIL SHALL REMAIN UNSTABILIZED FOR MORE THAN TWO DAYS.

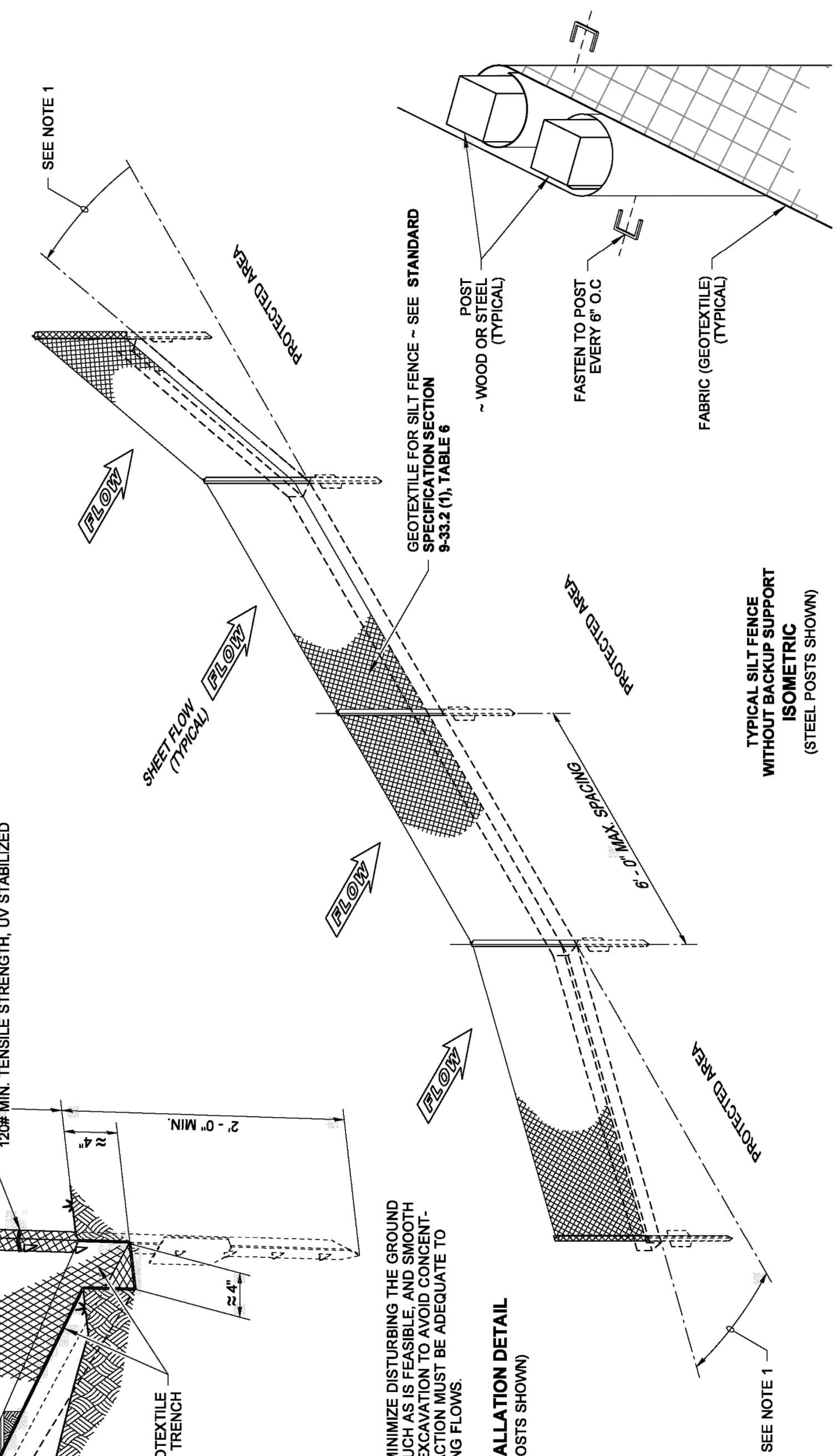
- NOTES**
- Install the ends of the silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.
 - Perform maintenance in accordance with **Standard Specifications 8-01.3(9)A and 8-01.3(15)**.
 - Splices shall never be placed in low spots or sump locations. If splices are located in low or sump areas, the fence may need to be reinstated unless the Project Engineer approves the installation.
 - Install silt fencing parallel to mapped contour lines.

DRAWN BY: BILL BERRENS



NOTE
DURING EXCAVATION, MINIMIZE DISTURBING THE GROUND AROUND TRENCH AS MUCH AS IS FEASIBLE, AND SMOOTH SURFACE FOLLOWING EXCAVATION TO AVOID CONCENTRATING FLOWS. COMPACTION MUST BE ADEQUATE TO PREVENT UNDERCUTTING FLOWS.

TYPICAL INSTALLATION DETAIL
(STEEL POSTS SHOWN)



TYPICAL SILT FENCE WITHOUT BACKUP SUPPORT ISOMETRIC
(STEEL POSTS SHOWN)

SPLICED FENCE SECTIONS SHALL BE CLOSE ENOUGH TOGETHER TO PREVENT SILT LADEN WATER FROM ESCAPING THROUGH THE FENCE AT THE OVERLAP.

SPLICE DETAIL
(WOOD POSTS SHOWN)

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
SANDRA L. SALISBURY
CERTIFICATE NO. 000860

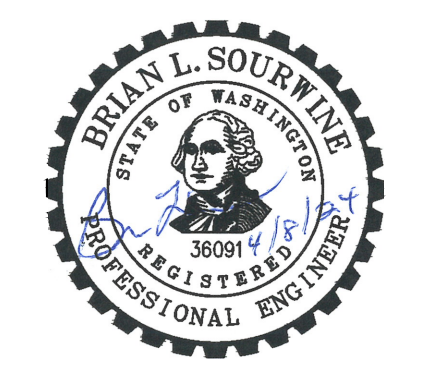
NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT. IT IS NOT TO BE USED FOR ANY PURPOSES REQUIRING PROFESSIONAL ENGINEERING OR ARCHITECTURAL SEALS OR APPROVED FOR REGULATION OR SEALS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED FROM PERMITS.

SILT FENCE

STANDARD PLAN I-30.15-02
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Pasco Bakofich III 3/22/13
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation

Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860



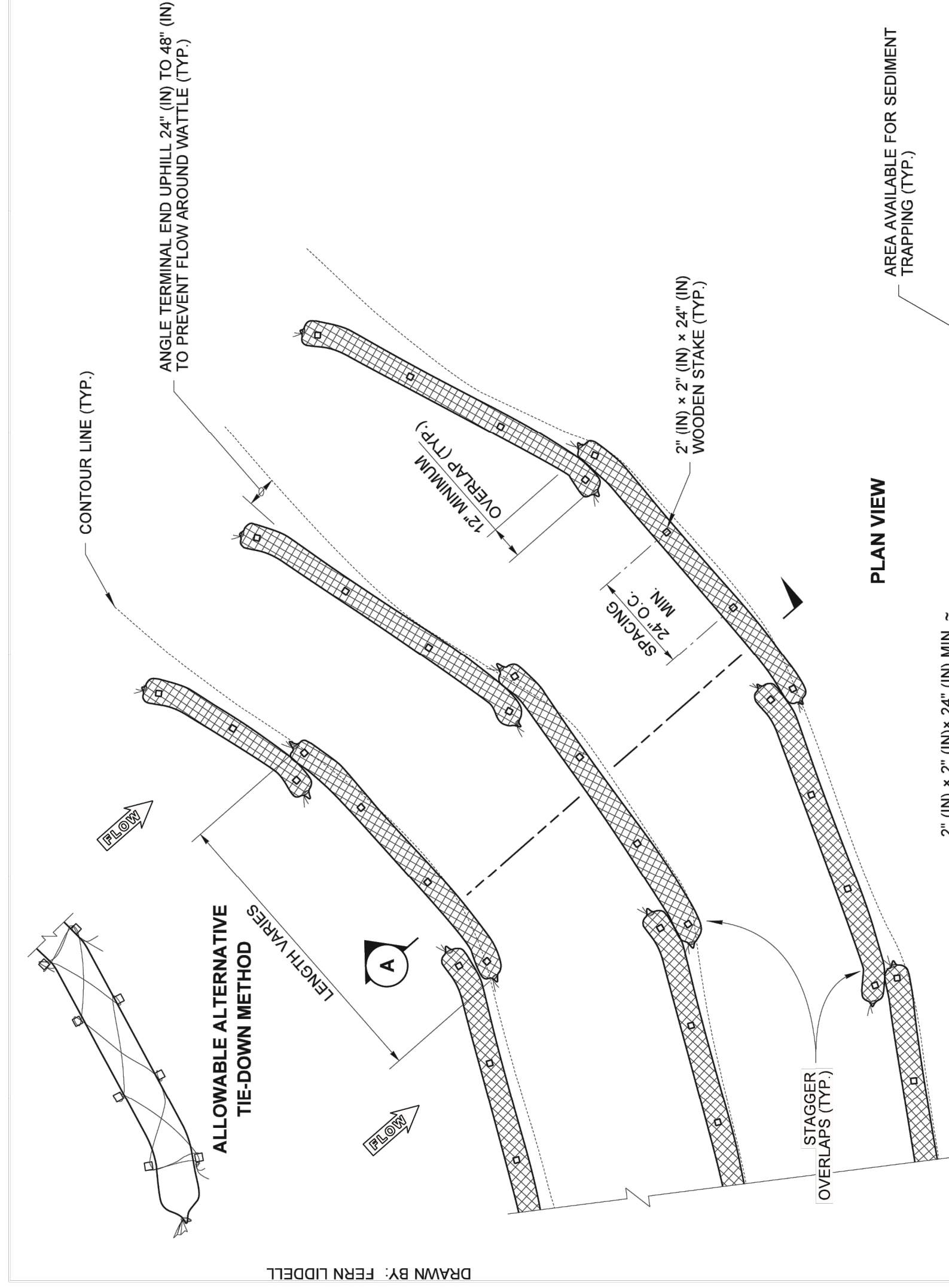
City of MEDINA
WASHINGTON

CITY OF MEDINA
2024 ADA
IMPROVEMENTS &
OVERLAY

| No. | DATE | REVISION |
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| ISSUED FOR: | | |
| BID SET | | |
| ISSUE DATE: | APR 2024 | |
| APPROVED BY: | BLS | |
| CHECKED BY: | BLS | |
| DRAWN BY: | MAN | |
| DESIGNER: | MAN | |
| G & O JOB NO.: | 24432.00 | |
| FILE: | EROSION CONTROL.DWG | |

TEMPORARY EROSION AND SEDIMENT CONTROL DETAILS

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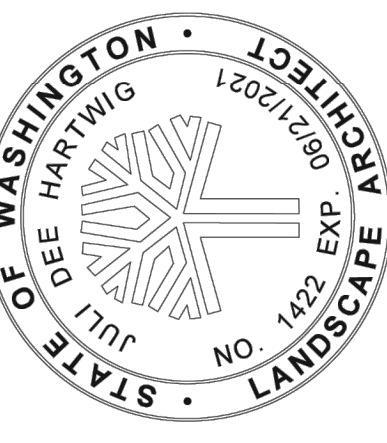


NOTES

1. Wattles shall be in accordance with **Standard Specification, Section 9-14.5(5)**. Install Wattles along contours. Installation shall be in accordance with **Standard Specification, Section 8-01.3(10)**.
2. Securely knot each end of Wattle. Overlap adjacent Wattle ends 12" (in) behind one another and securely tie together.
3. Compact excavated soil and trenches to prevent undercutting. Additional staking may be necessary to prevent undercutting.
4. Install Wattle perpendicular to flow along contours.
5. Wattles shall be inspected regularly, and immediately after a rainfall produces runoff, to ensure they remain thoroughly entrenched and in contact with the soil.
6. Perform maintenance in accordance with **Standard Specification, Section 8-01.3(15)**.
7. Refer to **Standard Specification, Section 8-01.3(16)** for removal.

| WATTLE SPACING TABLE | | |
|-----------------------------|-----------------|--------------|
| TEMPORARY | PERMANENT | |
| 8" - 10" OR 10" - 12" DIAM. | 10" - 12" DIAM. | |
| SLOPE | MAX. SPACING | MAX. SPACING |
| 1H : 1V | 5' - 0" | - |
| 2H : 1V | 10' - 0" | 5' - 0" |
| 3H : 1V | 15' - 0" | 10' - 0" |
| 4H : 1V | 20' - 0" | 15' - 0" |

PLAN VIEW



Hartwig, Jill
Jun 4, 2019 8:05 AM
WATTLE INSTALLATION ON SLOPE

STANDARD PLAN I-30.30-02

SHEET 1 OF 1 SHEET

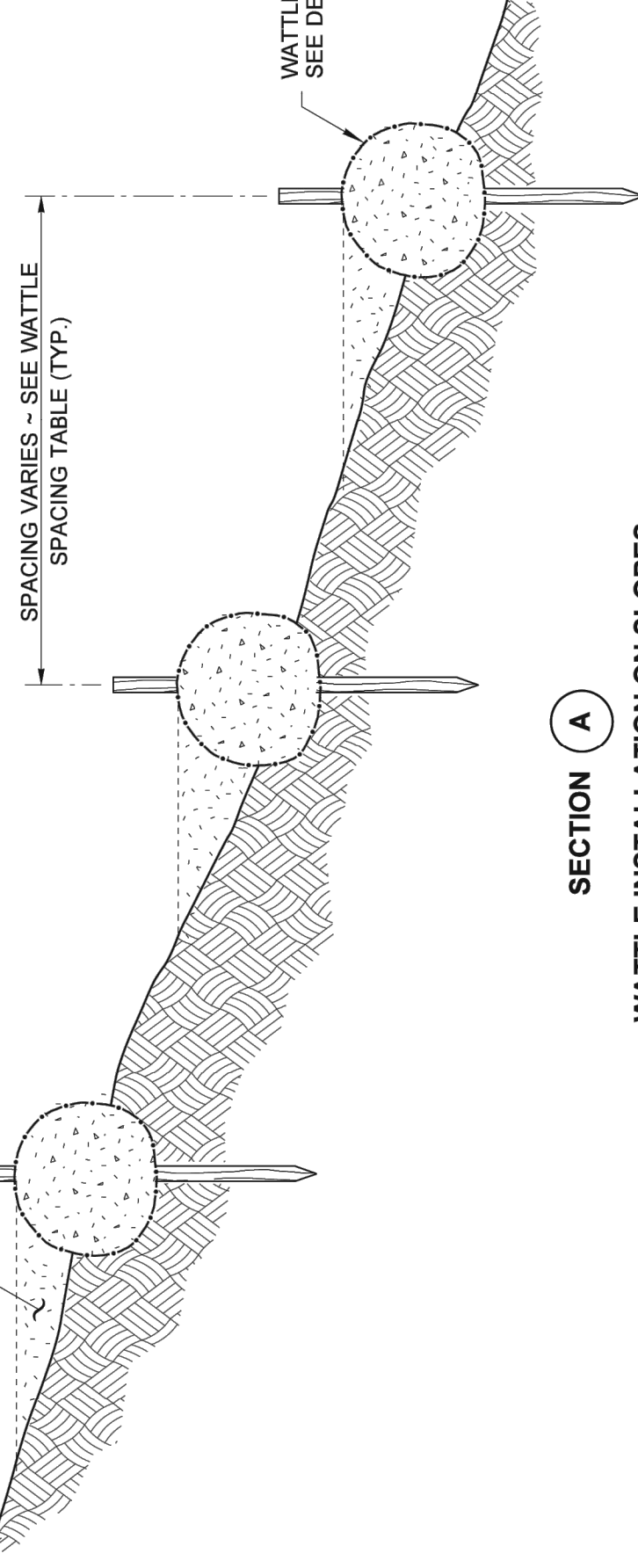
APPROVED FOR PUBLICATION

Mark W. Maurer
Jun 12, 2017 9:41 AM

STATE DESIGN ENGINEER

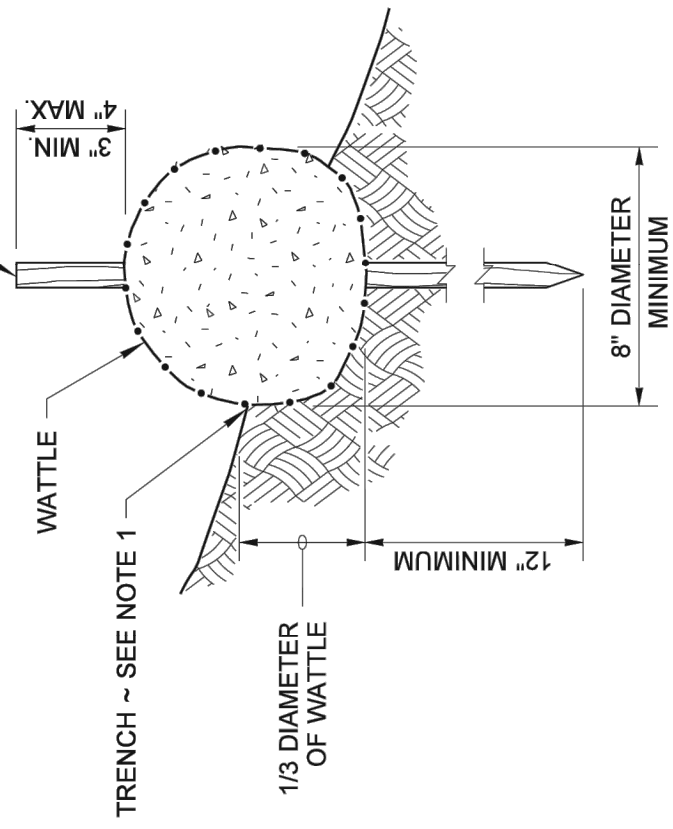
Washington State Department of Transportation

WATTLE (TYP.) - SEE DETAIL



SECTION A

WATTLE INSTALLATION ON SLOPES

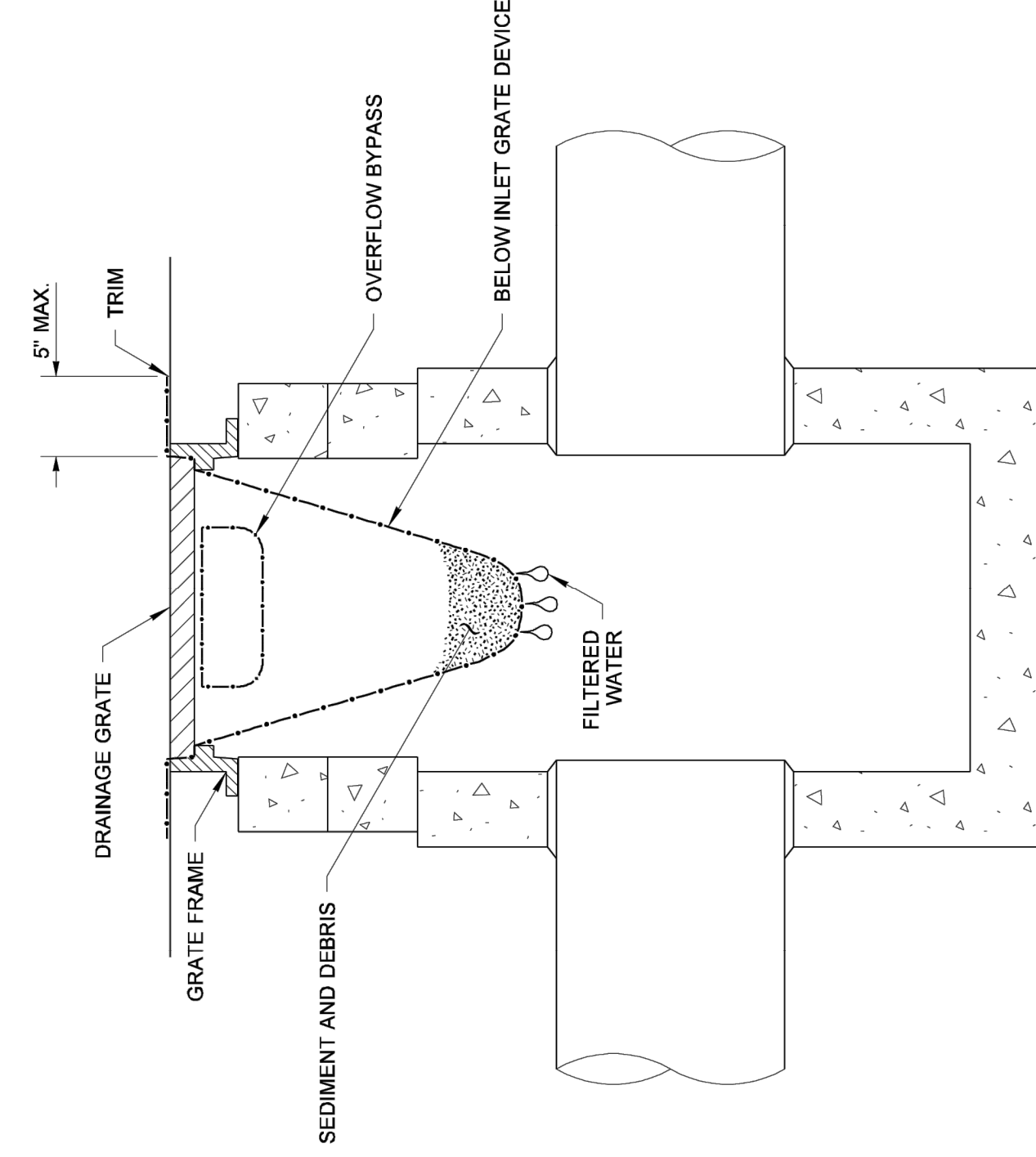


WATTLE DETAIL

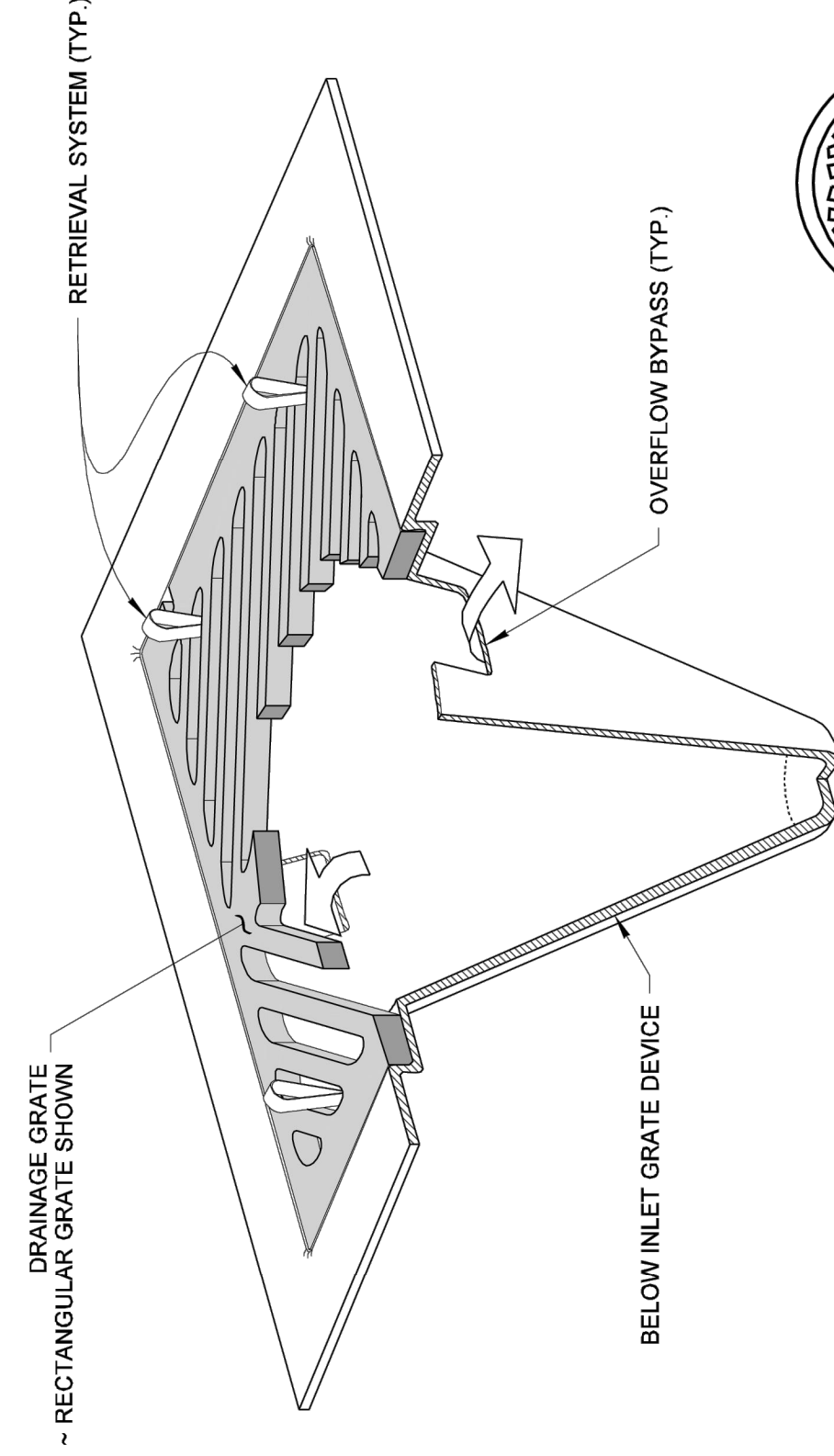
NOTES

1. Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.
2. The BIGD shall have a built-in high-flow relief system (overflow bypass).
3. The retrieval system must allow removal of the BIGD without spilling the collected material.
4. Perform maintenance in accordance with Standard Specification 8-01.3(15).

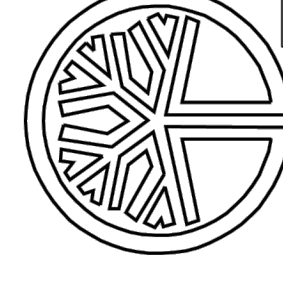
DRAWN BY: LISA CYFORD



SECTION VIEW
NOT TO SCALE



ISOMETRIC VIEW



STATE OF WASHINGTON
LANDSCAPE ARCHITECT

MARK W. MAURER
CERTIFICATE NO. 000698

APPROVED FOR PUBLICATION

Mark W. Maurer
Jun 12, 2017 9:41 AM

STATE DESIGN ENGINEER

Washington State Department of Transportation

STORM DRAIN INLET PROTECTION

STANDARD PLAN I-40.20-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

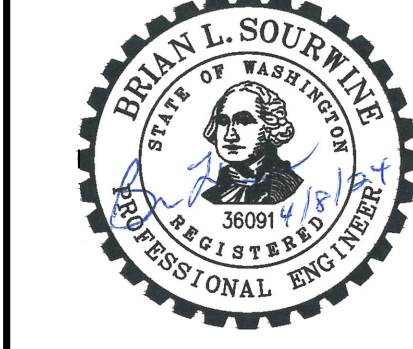
Pasco Bakotich III

09-20-07

DATE

STATE DESIGN ENGINEER

Washington State Department of Transportation



CITY OF MEDINA
2024 ADA
IMPROVEMENTS &
OVERLAY

| No. | DATE | REVISION |
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BID SET

ISSUE DATE: APR 2024

APPROVED BY: BLS

CHECKED BY: BLS

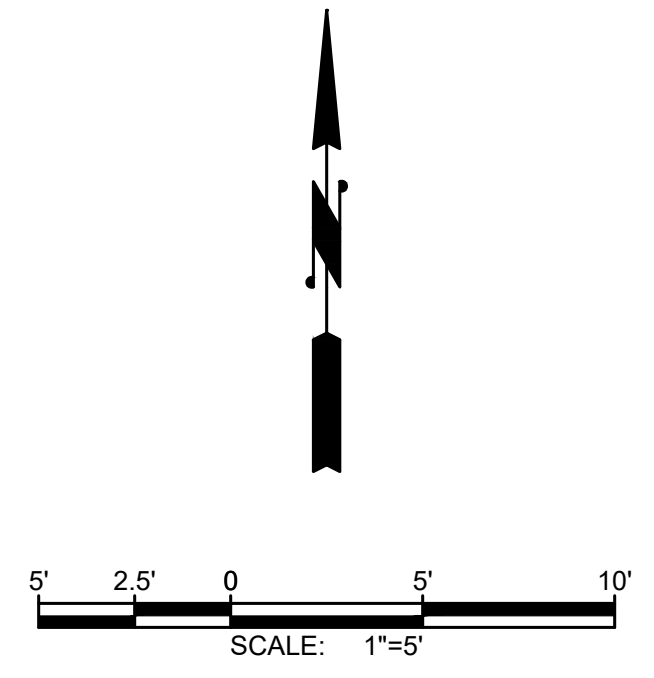
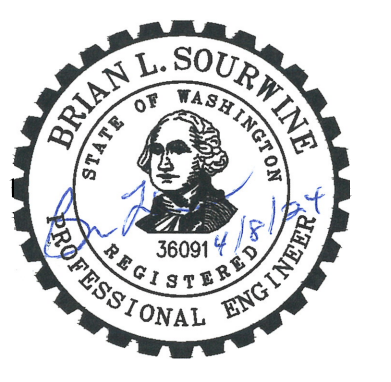
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DESIGNER: MAN

G & O JOB NO.: 24432.00

FILE: EROSION CONTROL.DWG

TEMPORARY EROSION AND SEDIMENT CONTROL DETAILS



GENERAL NOTES

- PAVEMENT REPAIR PER TYPICAL ROADWAY CROSS SECTION AND DETAILS, SHEETS 21.
- CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
- SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
- SEE CURB RAMPS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 18 AND 19.
- MATCH EXISTING SIDEWALK WIDTH UNLESS INDICATED OTHERWISE.
- ONCE CURB STRING LINES AND/OR FORMS HAVE BEEN SET BY THE CONTRACTOR, THE CONTRACTING AGENCY WILL REVIEW AND APPROVE THE CURB LINES PRIOR TO POURING. THE CONTRACTOR SHALL ANTICIPATE MINOR FIELD ADJUSTMENTS WILL BE REQUIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL STRUCTURE HIS BID ACCORDINGLY.

CONSTRUCTION NOTES

- CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
- CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 2.0%, LONGITUDINAL SLOPE SHALL NOT EXCEED 8.33%.
- LANDING. CROSS SLOPES SHALL NOT EXCEED 2.0%.
- DETECTABLE WARNING SURFACE. 2' MIN. ALONG DIRECTION OF TRAVEL, TYP. FOR ALL APPLICATIONS.
- SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.

CHANNELIZATION & SIGNING NOTES

- REMOVE EXISTING PAVEMENT MARKINGS/LINES.
- FURNISH AND INSTALL 24" PLASTIC STOP LINE PER DETAIL SHEET 27.
- FURNISH AND INSTALL 8'-0" PLASTIC CROSSWALK LINE PER DETAIL SHEET 27.
- RELOCATE EXISTING SIGNS. FURNISH AND INSTALL NEW HARDWARE AND POST TYPE ST-2 PER DETAIL SHEET 26. WASTEHAUL EXISTING POST AND FOUNDATION.

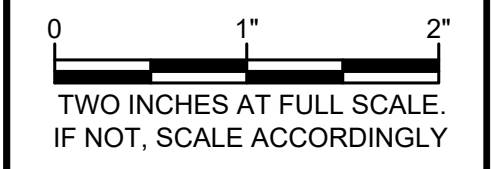
| CURB RAMPS 1 & 2 | | | | | | | |
|------------------|----------------------|----------|-----------|----------------|--------------|---------------------------------------|-----------------------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 1 | PC / MATCH EXISTING | 10+15.69 | 39.09' RT | 131.99 | 6.0" | L=36.87' R=35.00' Δ=60° 21' 17" | 10+49.52 48.05 RT |
| 2 | LANDING | 10+22.64 | 25.63' RT | 131.66 | 0.0" | | |
| 3 | LANDING | 10+28.09 | 20.38' RT | 131.32 | 0.0" | | |
| 4 | RAMP TOP | 10+36.30 | 15.64' RT | 130.94 | 6.0" | | |
| 5 | MATCH EXISTING | 10+40.57 | 14.21' RT | 130.80 | 6.0" | | |
| 6 | MATCH EXISTING | 10+13.70 | 33.70' LT | 131.08 | 6.0" | L=34.68' R=22.50' Δ=88° 18' 02" | 10+36.23 -33.21 LT |
| 7 | PC | 10+13.74 | 32.54' LT | 131.10 | 6.0" | | |
| 8 | LANDING / HIGH POINT | 10+21.34 | 16.34' LT | 131.25 | 0.0" / 6.0" | | |
| 9 | LANDING | 10+27.27 | 12.57' LT | 131.13 | 0.0" / 6.0" | | |
| 10 | PT | 10+36.23 | 10.71' LT | 130.92 | 6.0" | | |
| 11 | MATCH EXISTING | 10+41.86 | 10.71' LT | 130.80 | 6.0" | | |

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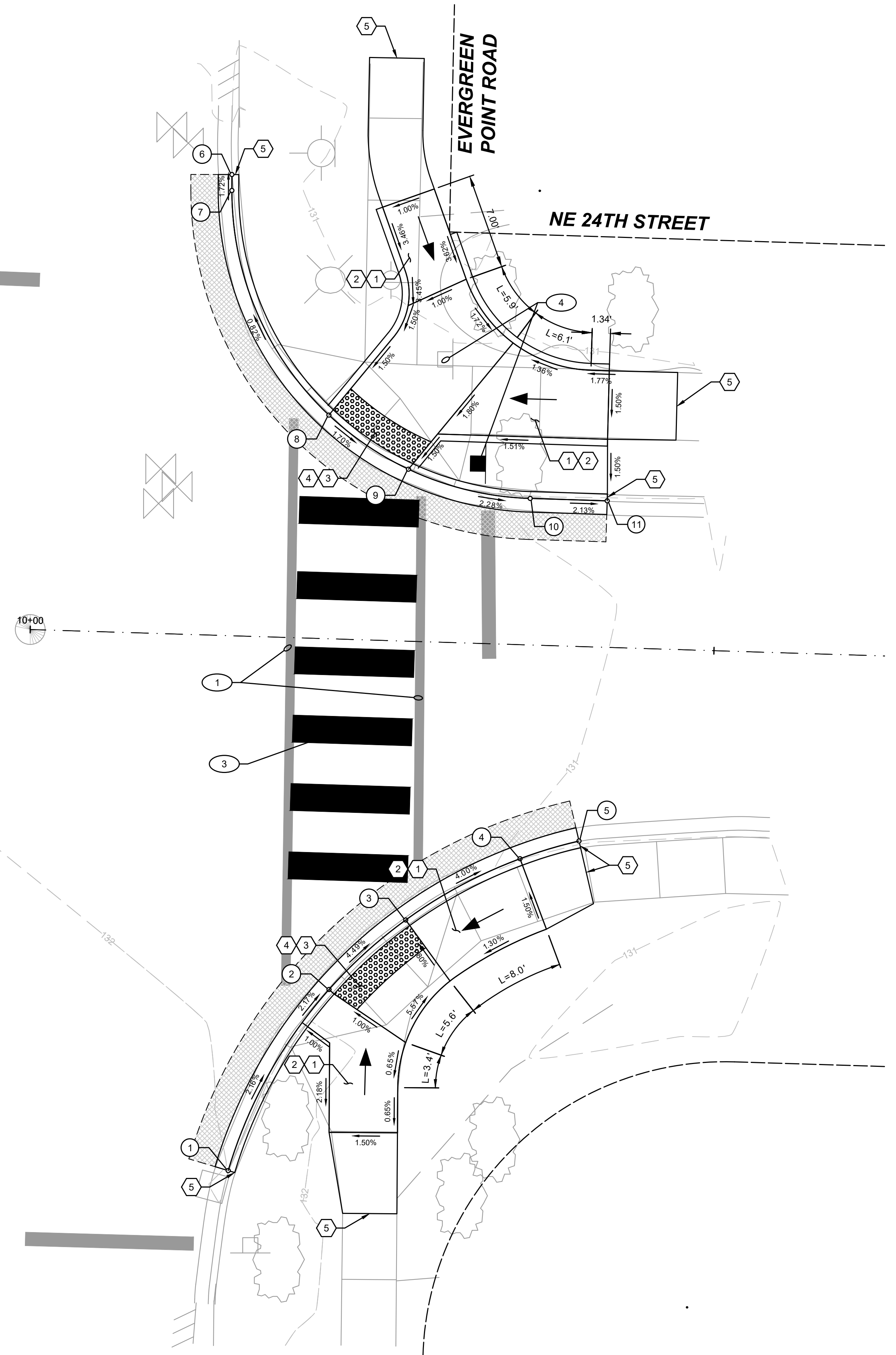
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BID SET

ISSUE DATE: APR 2024
 APPROVED BY: BLS
 CHECKED BY: BLS
 DRAWN BY: PGM
 DESIGNER: MAN
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 FILE: RAMPS.DWG



CURB RAMP PLANS
(SCHEDULE A)



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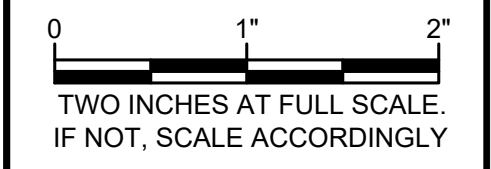


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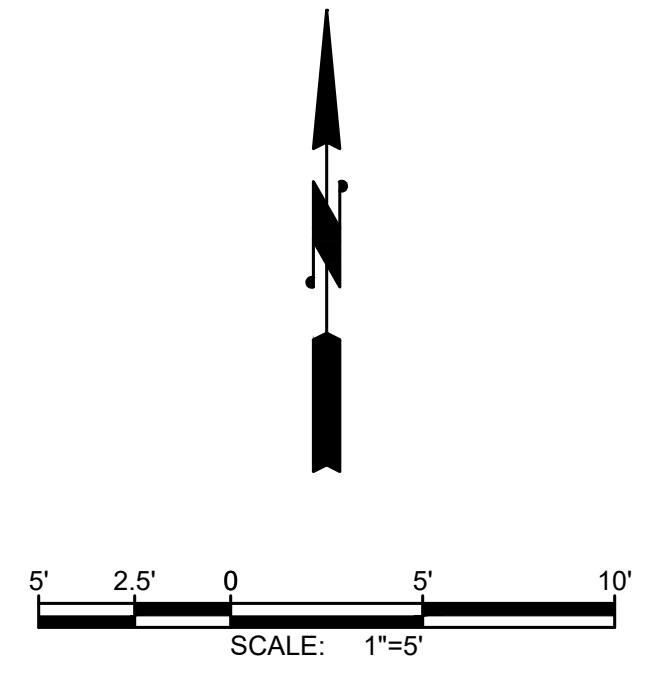
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| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | RAMPS.DWG |



CURB RAMP PLANS
(SCHEDULE A)



GENERAL NOTES

- PAVEMENT REPAIR PER TYPICAL ROADWAY CROSS SECTION AND DETAILS, SHEETS 21.
- CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
- SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
- SEE CURB RAMPS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 18 AND 19.
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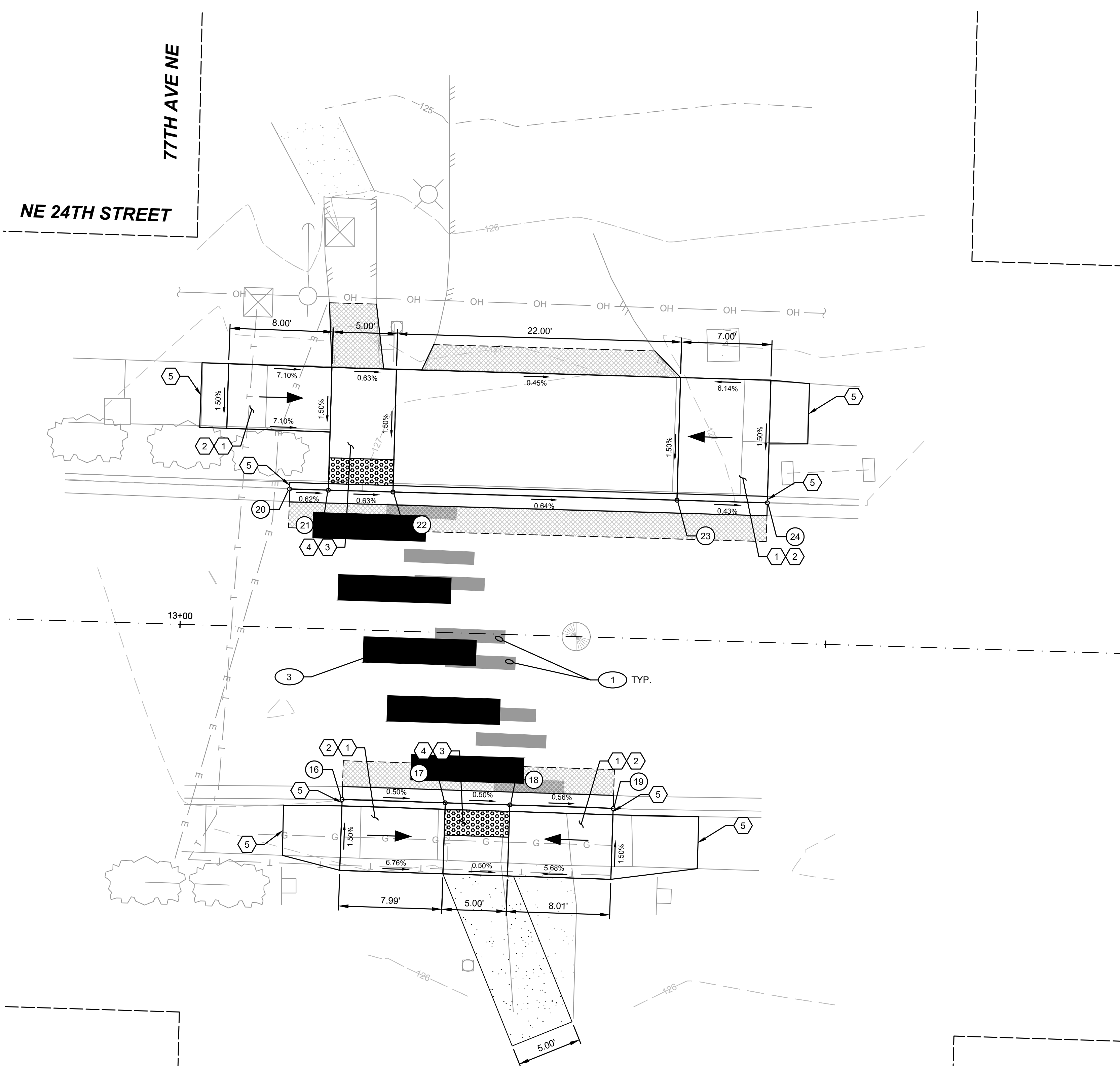
CONSTRUCTION NOTES

- CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
- CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 2.0%, LONGITUDINAL SLOPE SHALL NOT EXCEED 8.33%.
- LANDING. CROSS SLOPES SHALL NOT EXCEED 2.0%.
- DETECTABLE WARNING SURFACE. 2' MIN. ALONG DIRECTION OF TRAVEL, TYP. FOR ALL APPLICATIONS.
- SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.

CHANNELIZATION & SIGNING NOTES

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- FURNISH AND INSTALL 8'-0" PLASTIC CROSSWALK LINE PER DETAIL SHEET 27.
- RELOCATE EXISTING SIGNS. FURNISH AND INSTALL NEW HARDWARE AND POST TYPE ST-2 PER DETAIL SHEET 26. WASTEHAUL EXISTING POST AND FOUNDATION.

| CURB RAMPS 3 & 4 | | | | | | | |
|------------------|---------------------------|----------|-----------|----------------|--------------|--------------------|---------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 16 | RAMP TOP / MATCH EXISTING | 13+12.96 | 13.16' RT | 126.57 | 6.0" | | |
| 17 | LANDING | 13+20.95 | 13.18' RT | 126.53 | 0.0" | | |
| 18 | LANDING | 13+25.95 | 13.18' RT | 126.50 | 0.0" | | |
| 19 | RAMP TOP / MATCH EXISTING | 13+33.96 | 13.22' RT | 126.48 | 6.0" | | |
| 20 | MATCH EXISTING | 13+08.15 | 10.73' LT | 126.75 | 6.0" | | |
| 21 | LANDING | 13+11.16 | 10.74' LT | 126.73 | 0.0" | | |
| 22 | LANDING | 13+16.16 | 10.75' LT | 126.70 | 0.0" | | |
| 23 | RAMP BOTTOM / DRIVEWAY | 13+38.16 | 10.80' LT | 126.56 | 0.5" | | |
| 24 | RAMP TOP / MATCH EXISTING | 13+45.16 | 10.81' LT | 126.53 | 6.0" | | |



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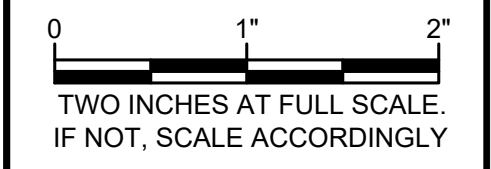
CITY OF MEDINA
2024 ADA
IMPROVEMENTS &
OVERLAY

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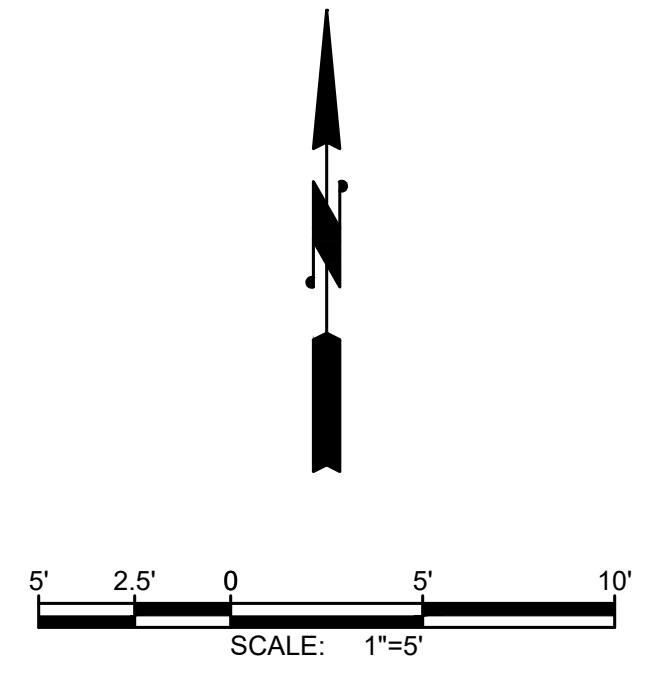
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| CHECKED BY: | BLS |
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| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | RAMPS.DWG |



CURB RAMP PLANS
(SCHEDULE A)



GENERAL NOTES

- PAVEMENT REPAIR PER TYPICAL ROADWAY CROSS SECTION AND DETAILS, SHEETS 21.
- CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
- SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
- SEE CURB RAMPS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 18 AND 19.
- MATCH EXISTING SIDEWALK WIDTH UNLESS INDICATED OTHERWISE.
- ONCE CURB STRING LINES AND/OR FORMS HAVE BEEN SET BY THE CONTRACTOR, THE CONTRACTING AGENCY WILL REVIEW AND APPROVE THE CURB LINES PRIOR TO POURING. THE CONTRACTOR SHALL ANTICIPATE MINOR FIELD ADJUSTMENTS WILL BE REQUIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL STRUCTURE HIS BID ACCORDINGLY.

CONSTRUCTION NOTES

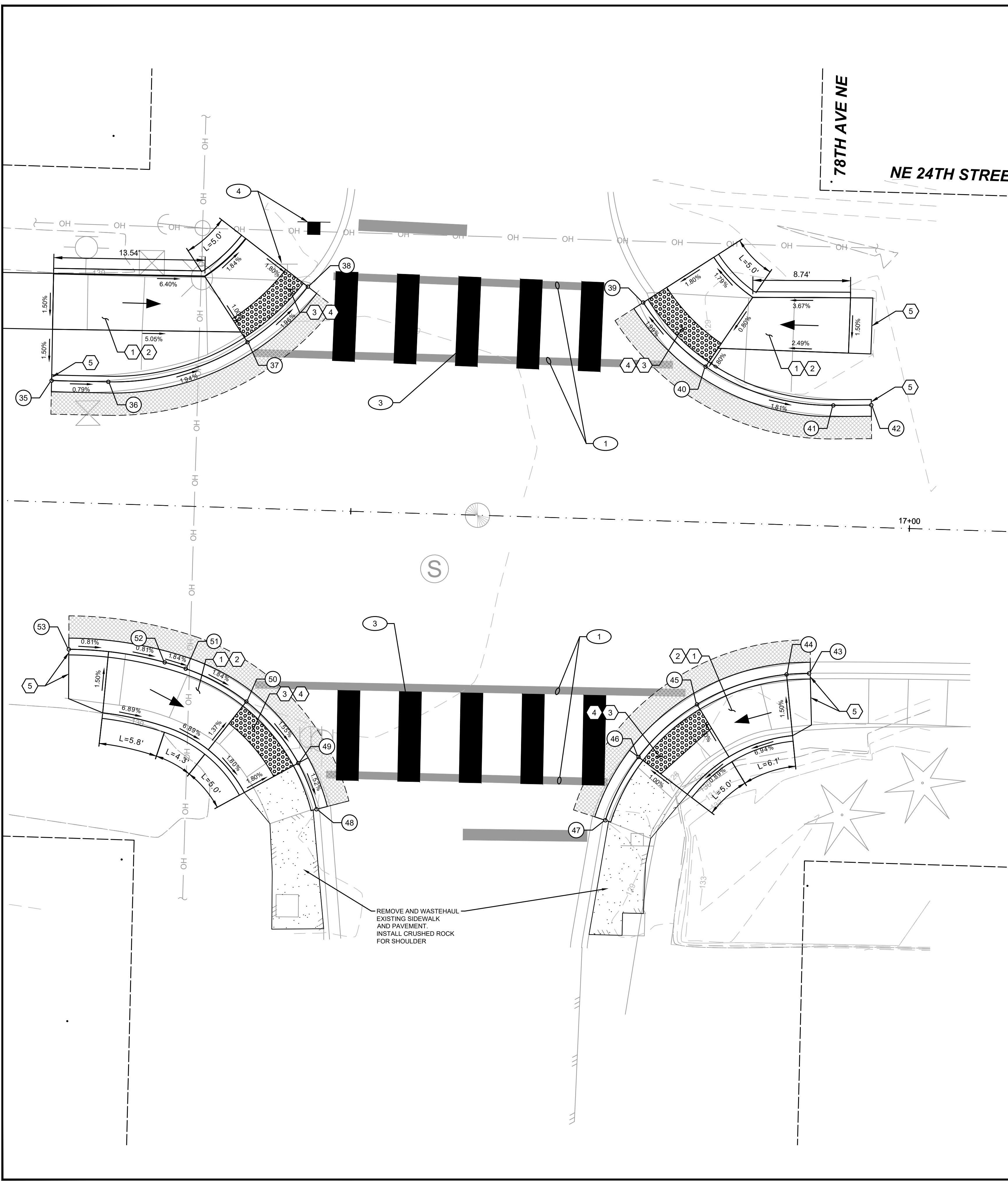
- CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
- CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 2.0%, LONGITUDINAL SLOPE SHALL NOT EXCEED 8.33%.
- LANDING. CROSS SLOPES SHALL NOT EXCEED 2.0%.
- DETECTABLE WARNING SURFACE. 2' MIN. ALONG DIRECTION OF TRAVEL, TYP. FOR ALL APPLICATIONS.
- SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.

CHANNELIZATION & SIGNING NOTES

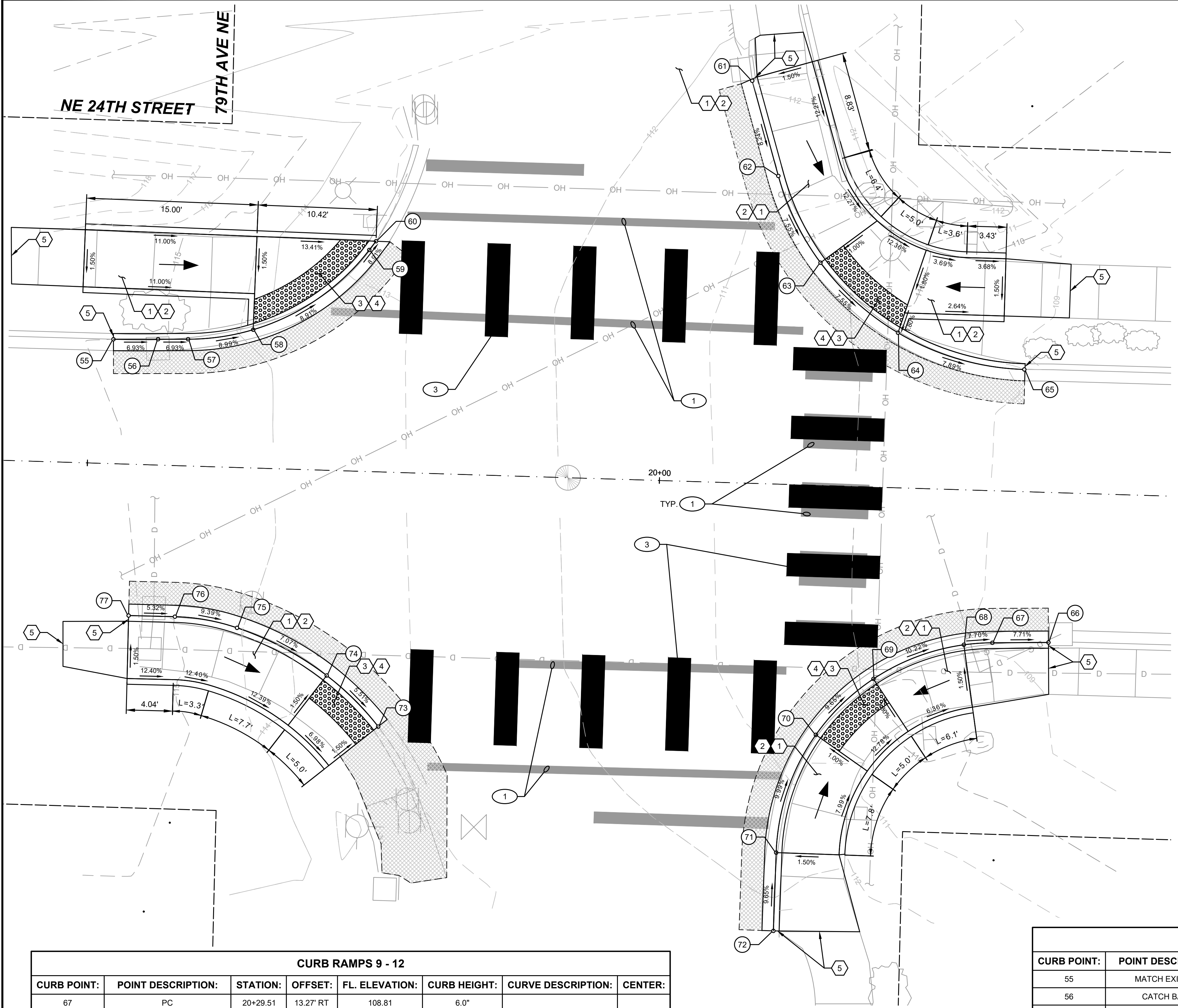
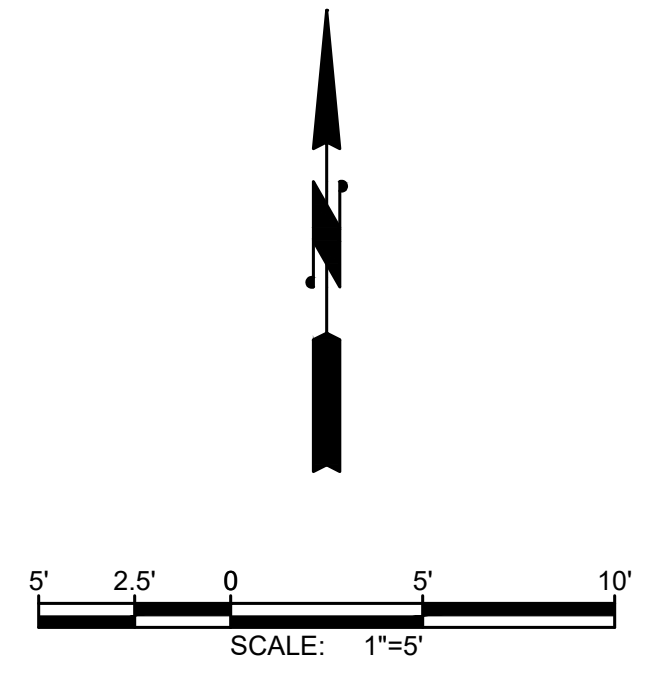
- REMOVE EXISTING PAVEMENT MARKINGS/LINES.
- FURNISH AND INSTALL 24" PLASTIC STOP LINE PER DETAIL SHEET 27.
- FURNISH AND INSTALL 8'-0" PLASTIC CROSSWALK LINE PER DETAIL SHEET 27.
- RELOCATE EXISTING SIGNS. FURNISH AND INSTALL NEW HARDWARE AND POST TYPE ST-2 PER DETAIL SHEET 26. WASTEHAUL EXISTING POST AND FOUNDATION.

| CURB RAMPS 5 - 8 | | | | | | | |
|------------------|--------------------------|----------|-----------|----------------|--------------|---------------------------------------|-----------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 35 | MATCH EXISTING | 16+22.88 | 10.85' LT | 129.30 | 6.0" | | |
| 36 | PC | 16+27.96 | 10.90' LT | 129.26 | 6.0" | L=20.51' R=22.00' Δ=53° 24' 23" | 16+27.74 |
| 37 | LANDING | 16+40.29 | 14.83' LT | 129.00 | 0.0" | | -32.90 LT |
| 38 | LANDING | 16+45.53 | 19.96' LT | 128.86 | 0.0" | | |
| 39 | LANDING / MATCH EXISTING | 16+75.58 | 19.47' LT | 128.59 | 0.0" | | |
| 40 | LANDING / HIGH POINT | 16+81.33 | 13.91' LT | 128.75 | 0.0" | L=20.18' R=20.00' Δ=57° 48' 43" | 16+92.07 |
| 41 | PT | 16+92.86 | 10.80' LT | 128.53 | 6.0" | | -30.78 LT |
| 42 | MATCH EXISTING | 16+96.25 | 10.93' LT | 128.42 | 6.0" | | |
| 43 | PT / MATCH EXISTING | 16+91.43 | 13.23' RT | 128.50 | 6.0" | | |
| 44 | RAMP TOP | 16+89.41 | 13.38' RT | 128.55 | 6.0" | L=22.01' R=19.00' Δ=66° 23' 02" | 16+91.86 |
| 45 | LANDING / HIGH POINT | 16+81.49 | 16.31' RT | 128.63 | 0.0" | | 32.22 RT |
| 46 | LANDING | 16+76.41 | 21.17' RT | 128.61 | 0.0" | | |
| 47 | MATCH EXISTING | 16+73.62 | 26.92' RT | 128.51 | 6.0" | | |
| 48 | MATCH EXISTING | 16+47.75 | 26.73' RT | 128.83 | 6.0" | | |
| 49 | LANDING | 16+46.00 | 22.66' RT | 128.90 | 0.0" | L=17.84' R=18.00' Δ=56° 47' 12" | 16+30.47 |
| 50 | LANDING | 16+41.19 | 17.30' RT | 129.01 | 0.0" | | 31.76 RT |
| 51 | PCC | 16+35.68 | 14.53' RT | 129.12 | 5.0" | L=10.65' R=33.89' Δ=18° 00' 23" | 16+26.06 |
| 52 | RAMP TOP | 16+33.78 | 14.02' RT | 129.16 | 6.0" | | 46.37 RT |
| 53 | MATCH EXISTING | 16+25.17 | 13.12' RT | 129.23 | 6.0" | | |

78TH AVE NE
NE 24TH STREET



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GENERAL NOTES

1. PAVEMENT REPAIR PER TYPICAL ROADWAY CROSS SECTION AND DETAILS, SHEETS 21.
2. CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
3. SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
4. SEE CURB RAMPS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 18 AND 19.
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CONSTRUCTION NOTES

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2. CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 2.0%, LONGITUDINAL SLOPE SHALL NOT EXCEED 8.33%.
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5. SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.

CHANNELIZATION & SIGNING NOTES

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2. FURNISH AND INSTALL 24" PLASTIC STOP LINE PER DETAIL SHEET 27.
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CURB RAMPS 9 - 12

| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
|-------------|---------------------------|----------|-----------|----------------|--------------|---------------------------------------|----------------------|
| 67 | PC | 20+29.51 | 13.27' RT | 108.81 | 6.0" | L=29.08' R=19.00' Δ=87° 40' 58" | 20+30.19 32.26 RT |
| 68 | RAMP TOP | 20+27.02 | 13.53' RT | 109.00 | 6.0" | | |
| 69 | LANDING | 20+19.22 | 16.75' RT | 109.87 | 0.0" | | |
| 70 | LANDING | 20+14.34 | 21.78' RT | 110.55 | 0.0" | | |
| 71 | PC / RAMP TOP | 20+11.19 | 32.17' RT | 111.65 | 6.0" | L=15.26' R=26.09' Δ=33° 31' 12" | 19+58.16 31.19 RT |
| 72 | MATCH EXISTING | 20+11.16 | 39.01' RT | 112.31 | 6.0" | | |
| 73 | LANDING | 19+76.10 | 22.24' RT | 113.07 | 0.0" | | |
| 74 | LANDING | 19+71.47 | 17.92' RT | 113.42 | 0.0" | | |
| 75 | PCC | 19+63.51 | 14.00' RT | 114.05 | 6.0" | L=5.54' R=18.13' Δ=17° 30' 04" | 19+56.12 39.02 RT |
| 76 | PT | 19+58.05 | 13.19' RT | 114.57 | 6.0" | | |
| 77 | RAMP TOP / MATCH EXISTING | 19+54.01 | 13.22' RT | 114.79 | 6.0" | | |

CURB RAMPS 9 - 12

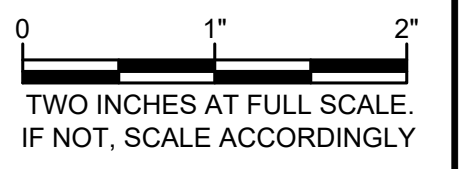
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|-------------|---------------------------|----------|-----------|----------------|--------------|---------------------------------------|-----------------------|
| 55 | MATCH EXISTING | 19+51.94 | 10.87' LT | 114.87 | 6.0" | L=18.27' R=20.00' Δ=52° 21' 07" | 19+57.83 -31.06 LT |
| 56 | CATCH BASIN | 19+55.84 | 10.99' LT | 114.60 | 6.0" | | |
| 57 | PC | 19+58.46 | 11.07' LT | 114.42 | 6.0" | | |
| 58 | LANDING | 19+64.12 | 12.08' LT | 113.90 | 0.0" | | |
| 59 | PT | 19+74.04 | 19.35' LT | 112.79 | 0.0" | L=29.33' R=22.99' Δ=73° 06' 53" | 20+31.55 -33.68 LT |
| 60 | LANDING / MATCH EXISTING | 19+74.61 | 20.13' LT | 112.70 | 0.0" | | |
| 61 | RAMP TOP / MATCH EXISTING | 20+07.04 | 35.15' LT | 111.60 | 6.0" | | |
| 62 | PC | 20+09.57 | 26.91' LT | 110.89 | 3.0" | | |
| 63 | LANDING | 20+13.48 | 19.45' LT | 110.25 | 0.0" | L=18.27' R=20.00' Δ=52° 21' 07" | 19+57.83 -31.06 LT |
| 64 | LANDING | 20+20.44 | 13.54' LT | 109.56 | 0.0" | | |
| 65 | PT / MATCH EXISTING | 20+31.57 | 10.67' LT | 108.64 | 6.0" | | |
| 66 | MATCH EXISTING | 20+34.40 | 13.10' RT | 108.43 | 6.0" | | |

| No. | DATE | REVISION |
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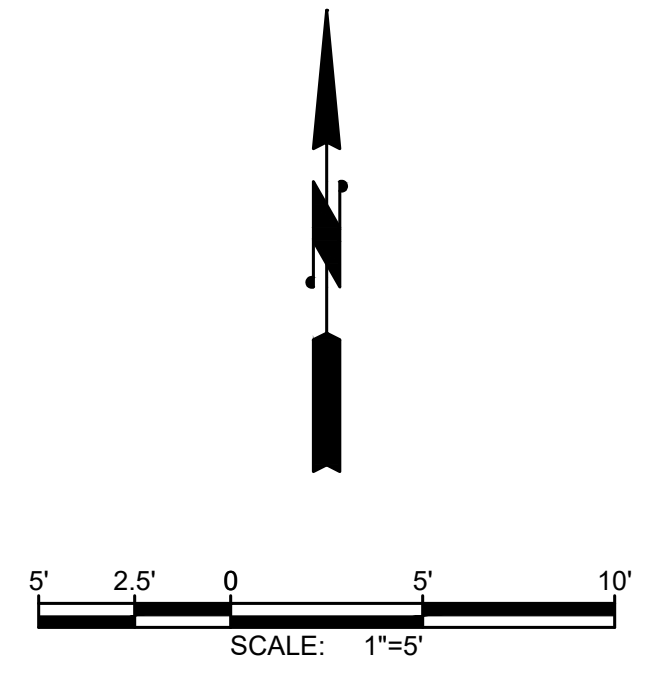
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| ISSUE DATE: | APR 2024 |
| APPROVED BY: | BLS |
| CHECKED BY: | BLS |
| DRAWN BY: | PGM |
| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | RAMPS.DWG |



**CURB RAMP PLANS
 (SCHEDULE A)**

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GENERAL NOTES

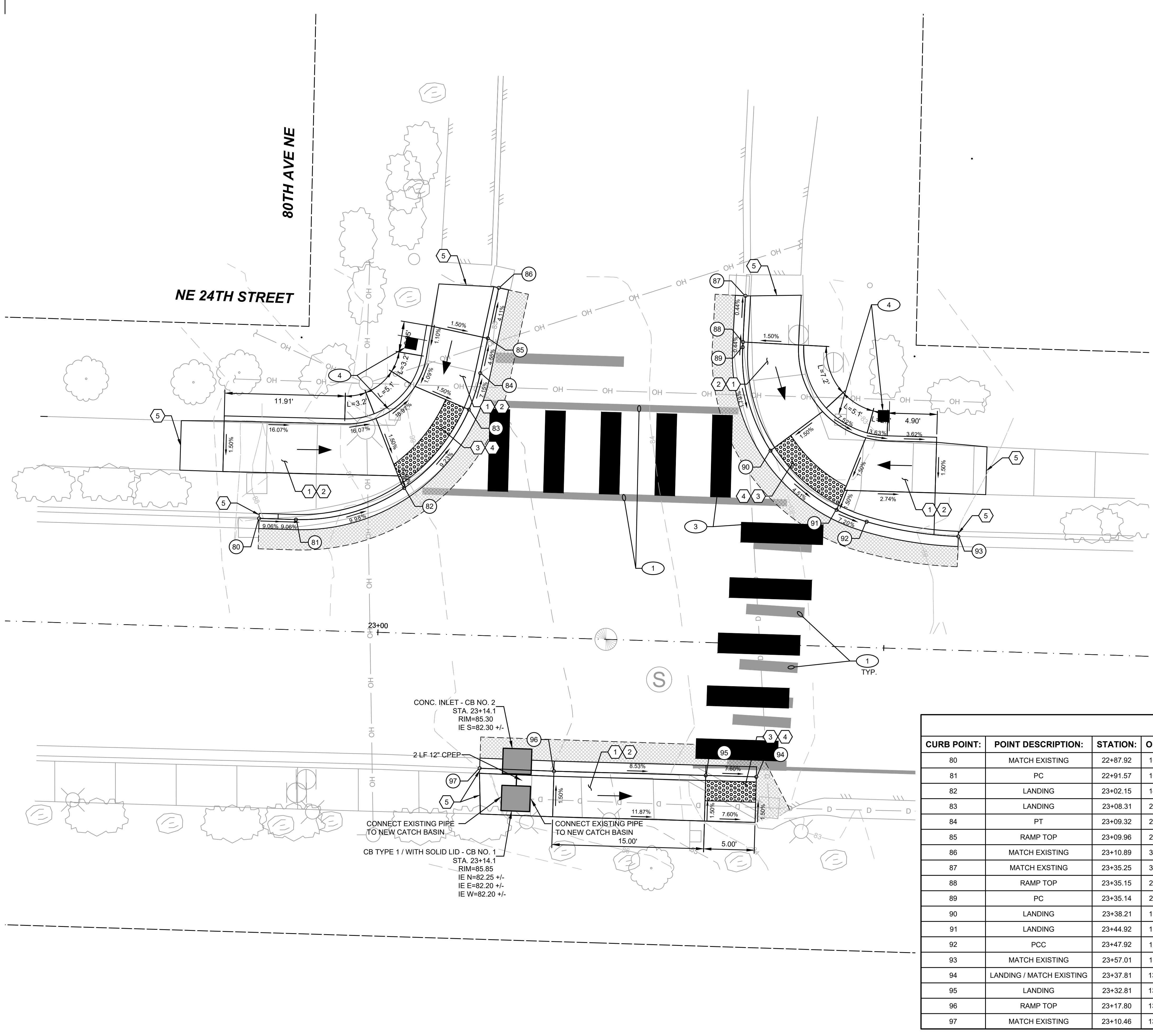
- PAVEMENT REPAIR PER TYPICAL ROADWAY CROSS SECTION AND DETAILS, SHEETS 21.
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CHANNELIZATION & SIGNING NOTES

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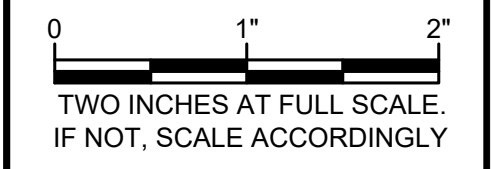
| CURB RAMPS 13-15 | | | | | | | |
|------------------|--------------------------|----------|-----------|----------------|--------------|---------------------------------------|-----------------------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 80 | MATCH EXISTING | 22+87.92 | 10.89' LT | 87.54 | 6.0" | | |
| 81 | PC | 22+91.57 | 10.89' LT | 87.21 | 6.0" | L=25.28' R=18.00' Δ=80° 26' 34" | 22+91.57 -28.89 LT |
| 82 | LANDING | 23+02.15 | 14.33' LT | 86.08 | 0.0" | | |
| 83 | LANDING | 23+08.31 | 22.27' LT | 85.14 | 0.0" | | |
| 84 | PT | 23+09.32 | 25.90' LT | 84.87 | 3.0" | | |
| 85 | RAMP TOP | 23+09.96 | 29.36' LT | 84.71 | 6.0" | | |
| 86 | MATCH EXISTING | 23+10.89 | 34.38' LT | 84.50 | 6.0" | | |
| 87 | MATCH EXSTING | 23+35.25 | 34.35' LT | 83.20 | 6.0" | | |
| 88 | RAMP TOP | 23+35.15 | 29.78' LT | 83.22 | 6.0" | | |
| 89 | PC | 23+35.14 | 29.27' LT | 83.22 | 5.9" | L=22.82' R=17.00' Δ=76° 53' 46" | 23+52.13 -28.89 LT |
| 90 | LANDING | 23+38.21 | 19.14' LT | 83.03 | 0.0" | | |
| 91 | LANDING | 23+44.92 | 13.50' LT | 82.63 | 0.0" | | |
| 92 | PCC | 23+47.92 | 12.42' LT | 82.40 | 6.0" | L=9.20' R=37.34' Δ=14° 07' 03" | 23+57.19 -48.59 LT |
| 93 | MATCH EXISTING | 23+57.01 | 11.25' LT | 81.66 | 6.0" | | |
| 94 | LANDING / MATCH EXISTING | 23+37.81 | 13.12' RT | 83.31 | 0.0" | | |
| 95 | LANDING | 23+32.81 | 13.13' RT | 83.69 | 0.0" | | |
| 96 | RAMP TOP | 23+17.80 | 13.18' RT | 84.97 | 6.0" | | |
| 97 | MATCH EXISTING | 23+10.46 | 13.11' RT | 85.57 | 6.0" | | |

| No. | DATE | REVISION |
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ISSUED FOR:

BID SET

ISSUE DATE: APR 2024
APPROVED BY: BLS
CHECKED BY: BLS
DRAWN BY: PGM
DESIGNER: MAN
G & O JOB NO.: 24432.00
FILE: RAMPS.DWG

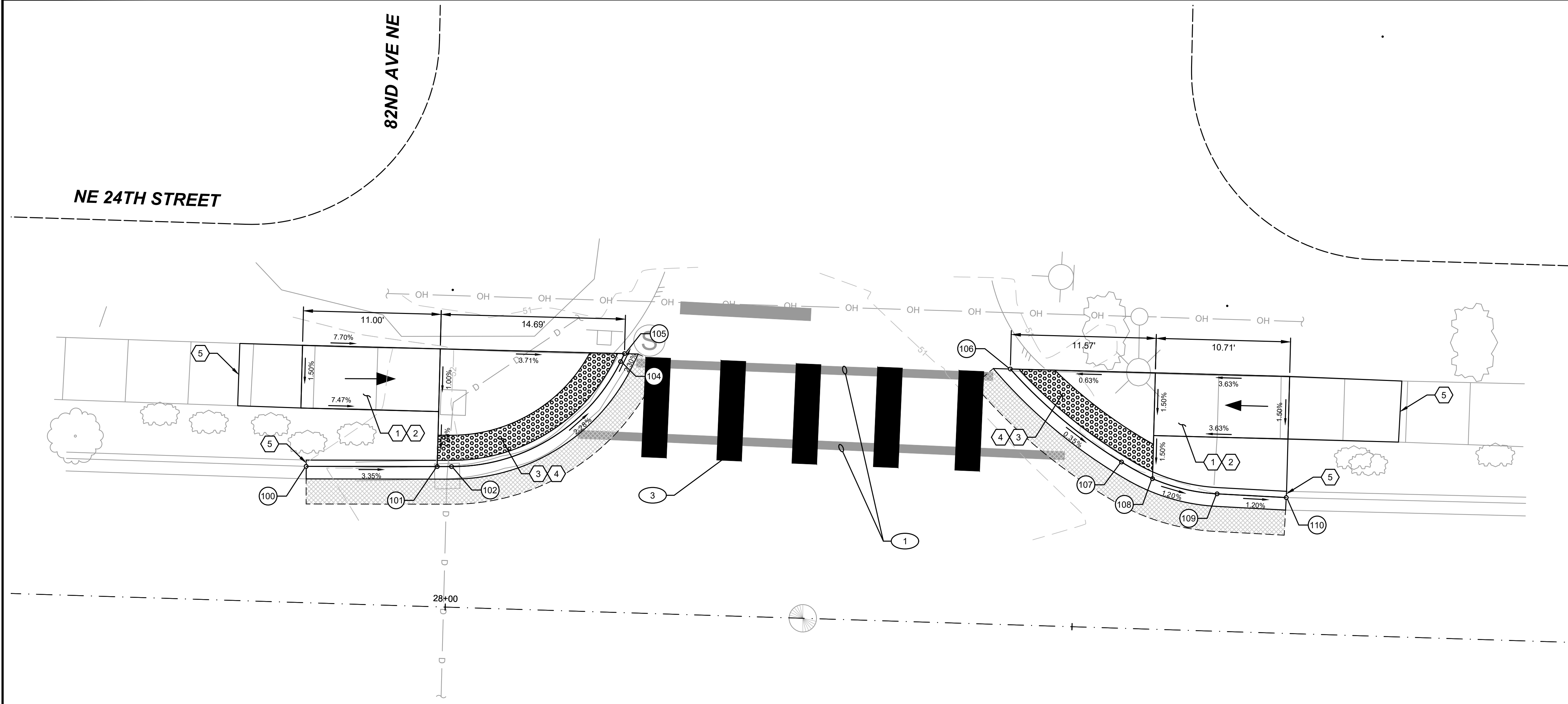
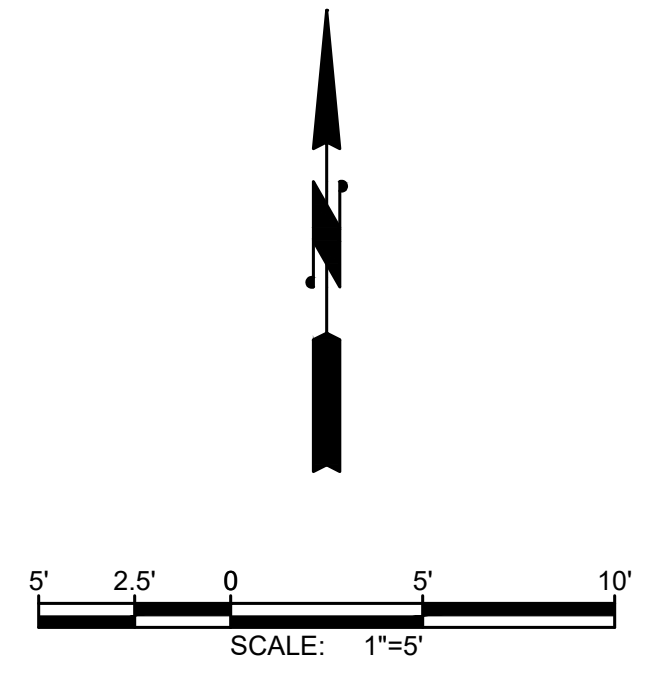


**CURB RAMP PLANS
(SCHEDULE A)**

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CITY OF MEDINA
 2024 ADA
 IMPROVEMENTS &
 OVERLAY



28+00

CURB RAMPS 16 & 17

| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
|-------------|--------------------------|----------|-----------|----------------|--------------|---------------------------------------|-----------------------|
| 100 | MATCH EXISTING | 27+88.57 | 10.86' LT | 51.97 | 6.0" | | |
| 101 | LANDING | 27+99.01 | 11.17' LT | 51.62 | 0.0" | | |
| 102 | PC / CATCH BASIN | 28+00.15 | 11.21' LT | 51.58 | 0.0" | | |
| 104 | PT | 28+13.36 | 20.00' LT | 51.20 | 0.0" | L=13.63' R=14.00' Δ=55° 46' 27" | 27+99.81 -25.29 LT |
| 105 | LANDING | 28+13.65 | 20.64' LT | 51.18 | 0.0" | | |
| 106 | LANDING / MATCH EXISTING | 28+44.44 | 20.38' LT | 50.85 | 0.0" | | |
| 107 | PCC | 28+53.54 | 13.25' LT | 50.81 | 0.0" | L=11.60' R=39.79' Δ=16° 42' 08" | 28+61.57 -25.95 LT |
| 108 | LANDING | 28+56.05 | 12.00' LT | 50.80 | 0.0" | | |
| 109 | PT | 28+61.23 | 10.95' LT | 50.74 | 6.0" | L=8.13' R=15.15' Δ=30° 44' 02" | 28+73.28 -47.79 LT |
| 110 | MATCH EXISTING | 28+66.75 | 10.83' LT | 50.67 | 0.0" | | |

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CHANNELIZATION & SIGNING NOTES

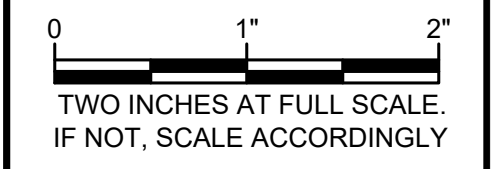
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| No. | DATE | REVISION |
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ISSUED FOR:

BID SET

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| ISSUE DATE: | APR 2024 |
| APPROVED BY: | BLS |
| CHECKED BY: | BLS |
| DRAWN BY: | PGM |
| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | RAMPS.DWG |

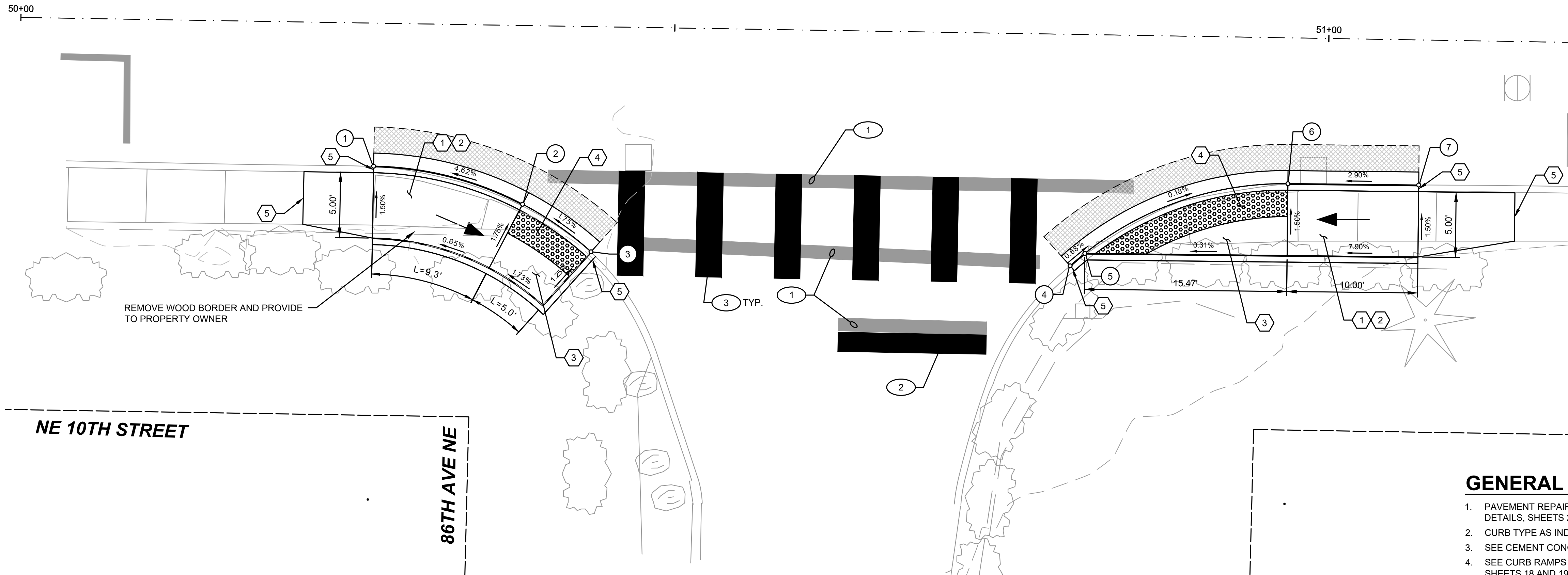
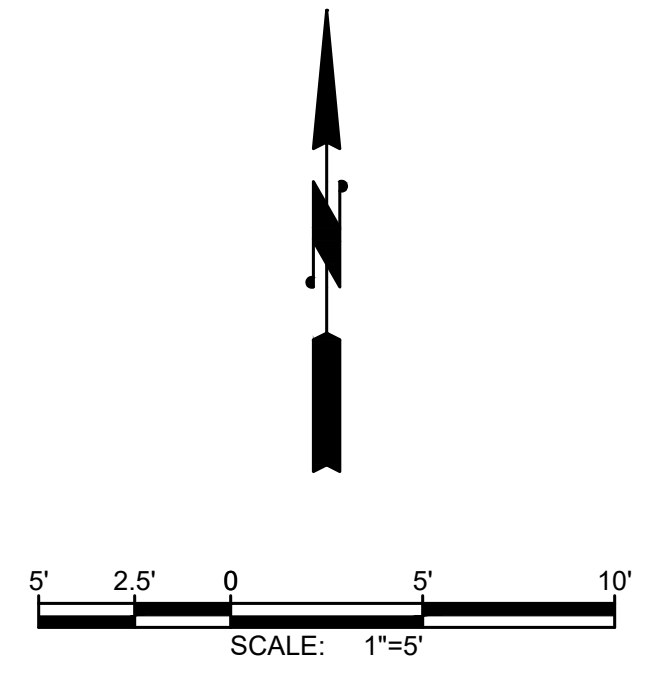


**CURB RAMP PLANS
 (SCHEDULE A)**

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CITY OF MEDINA
2024 ADA
IMPROVEMENTS &
OVERLAY



REMOVE WOOD BORDER AND PROVIDE TO PROPERTY OWNER

GENERAL NOTES

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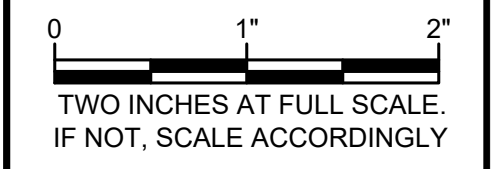
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| No. | DATE | REVISION |
|----------------|------|-----------|
| ISSUED FOR: | | |
| BID SET | | |
| ISSUE DATE: | | APR 2024 |
| APPROVED BY: | | BLS |
| CHECKED BY: | | BLS |
| DRAWN BY: | | PGM |
| DESIGNER: | | BJB |
| G & O JOB NO.: | | 24432.00 |
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| FILE: | RAMPS.DWG |



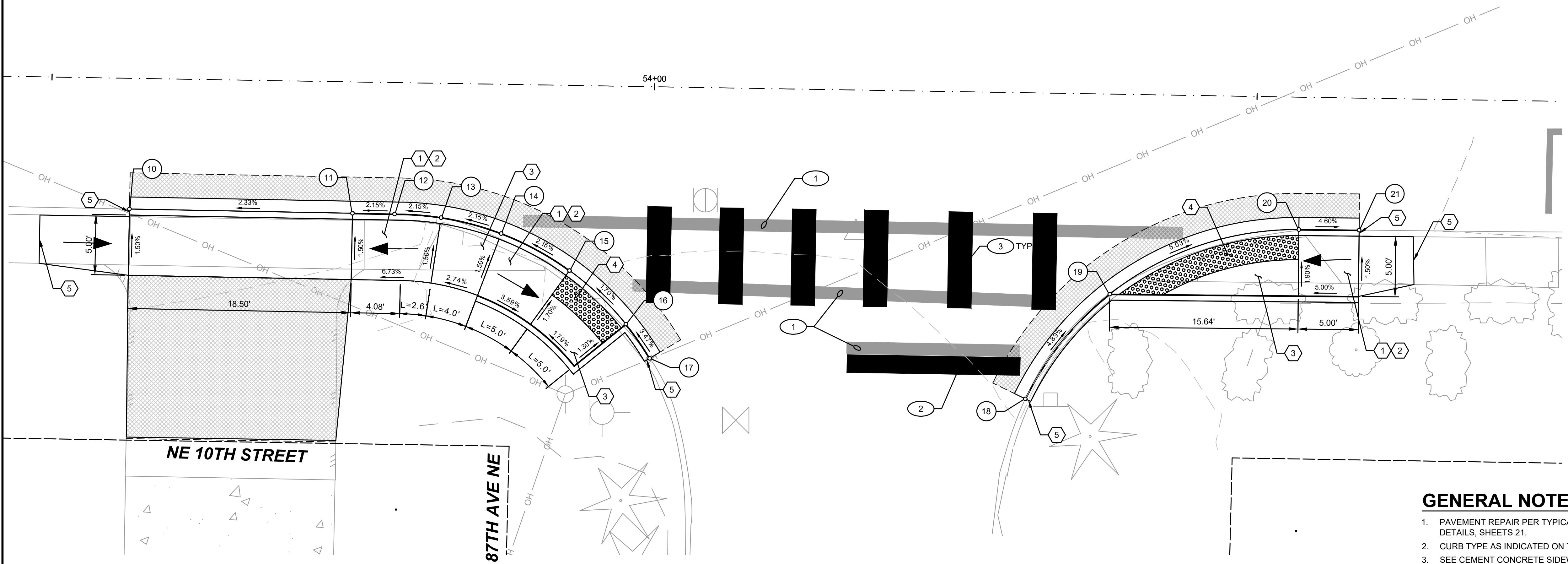
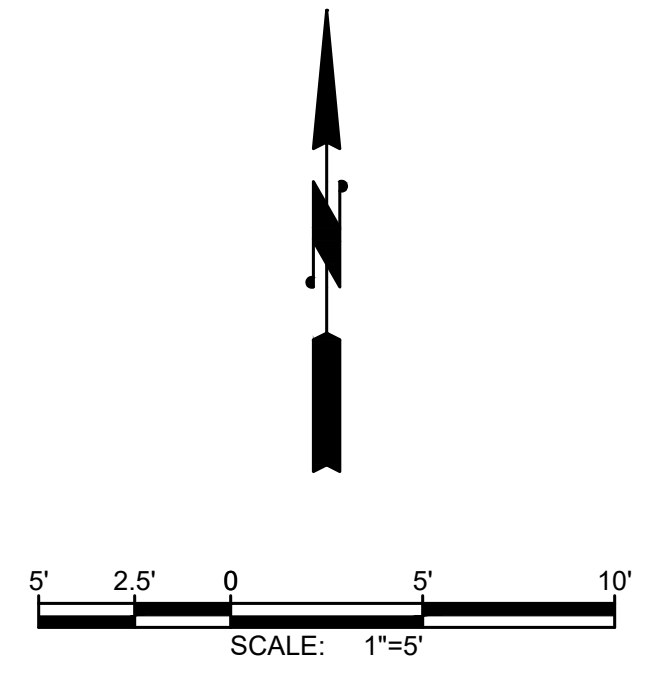
CURB RAMP PLANS
(SCHEDULE B)

| CURB RAMPS 1 & 2 | | | | | | | |
|------------------|--------------------------------|----------|-----------|----------------|--------------|-----------------------------------|----------------------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 1 | PC / TOP RAMP / MATCH EXISTING | 50+27.14 | 10.94' RT | 107.25 | 6.0" | L=18.25', R=25.50' Δ=41°00'01" | 50+27.11 36.44 RT |
| 2 | LANDING | 50+38.57 | 13.67' RT | 107.80 | 0.0" | | |
| 3 | LANDING / MATCH EXISTING | 50+43.86 | 17.22' RT | 107.91 | 0.0" / 6.0" | | |
| 4 | PC / MATCH EXISTING | 50+80.50 | 17.71' RT | 108.71 | 6.0" | L=18.21', R=24.50' Δ=42°35'14" | 50+97.18 35.65 RT |
| 5 | LANDING | 50+81.61 | 16.74' RT | 108.70 | 0.0" / 6.0" | | |
| 6 | PT / LANDING | 50+97.05 | 11.16' RT | 108.67 | 0.0" | | |
| 7 | TOP RAMP / MATCH EXISTING | 51+07.05 | 11.10' RT | 108.96 | 6.0" | | |

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CITY OF MEDINA
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GENERAL NOTES

1. PAVEMENT REPAIR PER TYPICAL ROADWAY CROSS SECTION AND DETAILS, SHEETS 21.
2. CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
3. SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
4. SEE CURB RAMPS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 18 AND 19.
5. MATCH EXISTING SIDEWALK WIDTH UNLESS INDICATED OTHERWISE.
6. ONCE CURB STRING LINES AND/OR FORMS HAVE BEEN SET BY THE CONTRACTOR, THE CONTRACTING AGENCY WILL REVIEW AND APPROVE THE CURB LINES PRIOR TO POURING. THE CONTRACTOR SHALL ANTICIPATE MINOR FIELD ADJUSTMENTS WILL BE REQUIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL STRUCTURE HIS BID ACCORDINGLY.

CONSTRUCTION NOTES

1. CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
2. CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 2.0%, LONGITUDINAL SLOPE SHALL NOT EXCEED 8.33%.
3. LANDING. CROSS SLOPES SHALL NOT EXCEED 2.0%.
4. DETECTABLE WARNING SURFACE. 2" MIN. ALONG DIRECTION OF TRAVEL, TYP. FOR ALL APPLICATIONS.
5. SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.

CHANNELIZATION & SIGNING NOTES

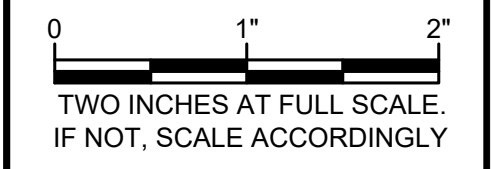
1. REMOVE EXISTING PAVEMENT MARKINGS/LINES.
2. FURNISH AND INSTALL 24" PLASTIC STOP LINE PER DETAIL SHEET 27.
3. FURNISH AND INSTALL 8'-0" PLASTIC CROSSWALK LINE PER DETAIL SHEET 27.
4. RELOCATE EXISTING SIGNS. FURNISH AND INSTALL NEW HARDWARE AND POST TYPE ST-2 PER DETAIL SHEET 26. WASTEHAUL EXISTING POST AND FOUNDATION.

| No. | DATE | REVISION |
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| CHECKED BY: | BLS |
| DRAWN BY: | PGM |
| DESIGNER: | BJB |
| G & O JOB NO.: | 24432.00 |
| FILE: | RAMPS.DWG |



CURB RAMP PLANS (SCHEDULE B)

| CURB RAMPS 3 & 4 | | | | | | | | | |
|------------------|---------------------------------|----------|-----------|----------------|--------------|-----------------------------------|----------------------|-----------------------------------|----------------------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: | | |
| 10 | BEGIN DRIVEWAY / MATCH EXISTING | 53+56.60 | 10.84' RT | 121.10 | 0.5" | L=25.44', R=24.52' Δ=59°25'34" | 53+79.11 35.40 RT | | |
| 11 | END DRIVEWAY / BOTTOM RAMP | 53+75.11 | 10.89' RT | 121.53 | 0.5" | | | | |
| 12 | PC | 53+78.60 | 10.90' RT | 121.61 | 2.0" | | | | |
| 13 | TOP RAMP | 53+82.46 | 11.13' RT | 121.69 | 4.0" | | | | |
| 14 | TOP RAMP | 53+87.47 | 12.37' RT | 121.80 | 4.0" | | | | |
| 15 | LANDING / BOTTOM RAMP | 53+93.19 | 15.35' RT | 121.94 | 0.0" | | | | |
| 16 | LANDING | 53+97.93 | 19.72' RT | 122.05 | 0.0" / 6.0" | | | | |
| 17 | MATCH EXISTING | 53+99.95 | 22.52' RT | 122.17 | 6.0" | | | | |
| 18 | MATCH EXISTING | 54+31.17 | 25.38' RT | 121.89 | 0.0" | | | L=28.16', R=25.00' Δ=64°31'42" | 54+53.82 35.98 RT |
| 19 | LANDING | 54+38.04 | 16.58' RT | 121.34 | 0.0" / 6.0" | | | | |
| 20 | PT / LANDING / BOTTOM RAMP | 54+53.65 | 10.98' RT | 120.49 | 0.0" | | | | |
| 21 | TOP RAMP / MATCH EXISTING | 54+58.65 | 10.94' RT | 120.26 | 6.0" | | | | |

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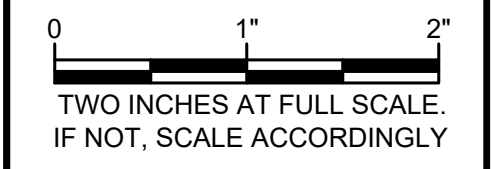
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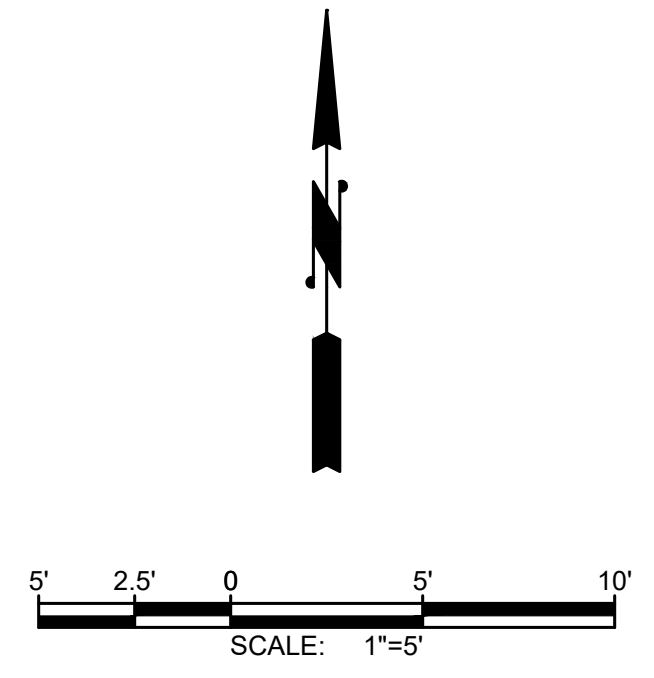
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| G & O JOB NO.: | 24432.00 |
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**CURB RAMP PLANS
 (SCHEDULE B)**



| CURB RAMPS 7 & 8 | | | | | | | |
|------------------|-----------------------|----------|-----------|----------------|--------------|-----------------------------------|----------------------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 40 | MATCH EXISTING | 59+65.78 | 31.86' LT | 94.60 | 6.0" | L=23.94', R=21.07' Δ=65°04'55" | 76+21.77 44.03 RT |
| 41 | PC | 59+66.25 | 32.64' LT | 94.61 | 6.0" | | |
| 42 | LANDING | 59+67.67 | 35.40' LT | 94.66 | 0.0" / 6.0" | | |
| 43 | LANDING / RAMP BOTTOM | 59+69.27 | 44.75' LT | 94.75 | 0.0" | | |
| 44 | PT / RAMP TOP | 59+66.21 | 54.53' LT | 94.81 | 6.0" | | |
| 45 | MATCH EXISTING | 59+65.16 | 56.23' LT | 94.82 | 6.0" | L=7.55', R=60.00' Δ=7°12'33" | 77+61.55 66.84 RT |
| 46 | MATCH EXISTING | 59+94.26 | 10.64' RT | 94.29 | 6.0" | | |
| 47 | RAMP LANDING | 60+04.99 | 10.68' RT | 94.06 | 0.0" / 6.0" | | |
| 48 | PC | 60+06.19 | 10.69' RT | 94.04 | 0.0" | | |
| 49 | RAMP LANDING | 60+09.98 | 10.82' RT | 93.96 | 0.0" / 6.0" | | |
| 50 | MATCH EXISTING | 60+13.72 | 11.19' RT | 93.89 | 6.0" | | |

GENERAL NOTES

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- CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
- SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
- SEE CURB RAMPS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 18 AND 19.
- MATCH EXISTING SIDEWALK WIDTH UNLESS INDICATED OTHERWISE.
- ONCE CURB STRING LINES AND/OR FORMS HAVE BEEN SET BY THE CONTRACTOR, THE CONTRACTING AGENCY WILL REVIEW AND APPROVE THE CURB LINES PRIOR TO POURING. THE CONTRACTOR SHALL ANTICIPATE MINOR FIELD ADJUSTMENTS WILL BE REQUIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL STRUCTURE HIS BID ACCORDINGLY.

CONSTRUCTION NOTES

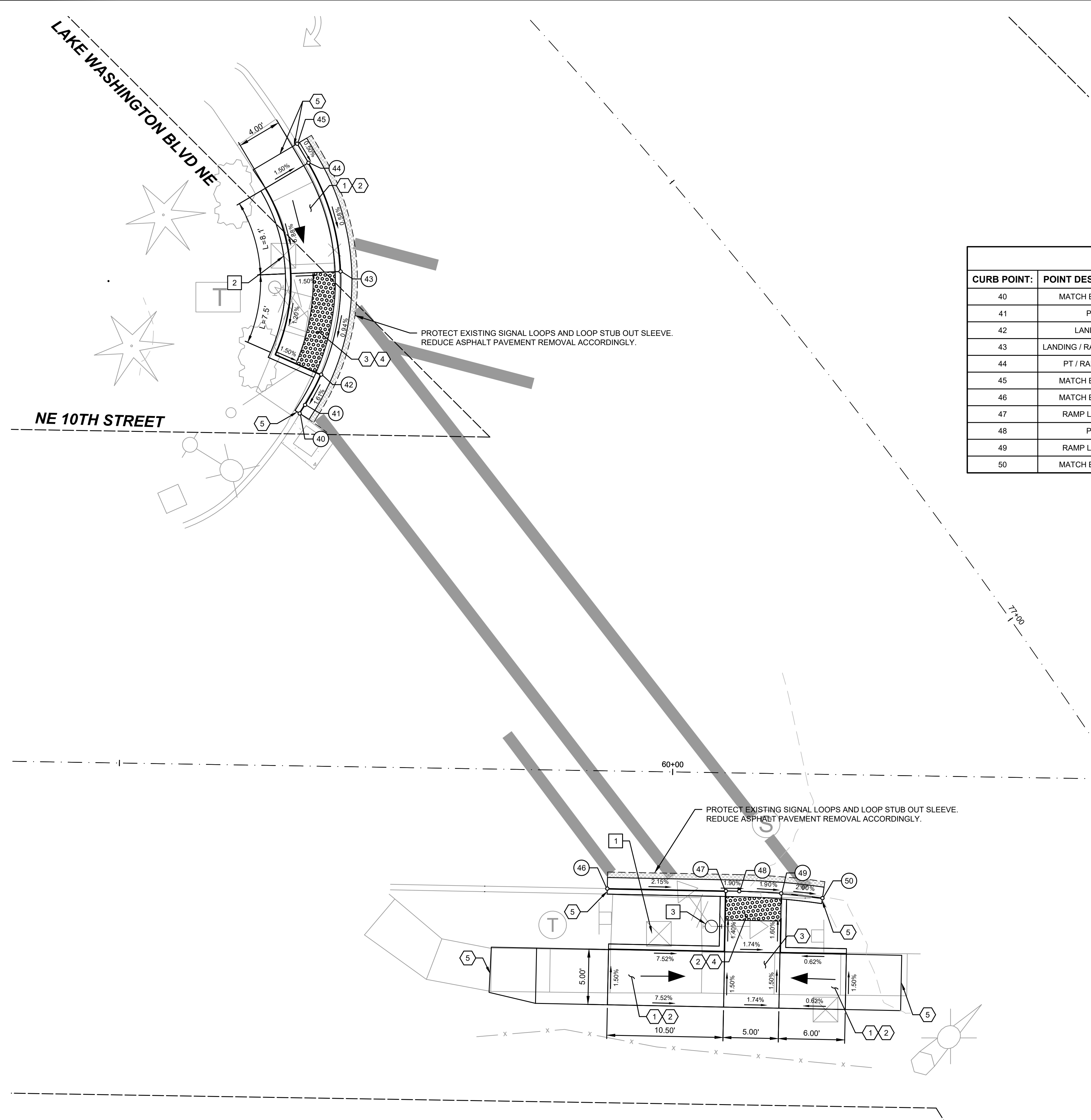
- CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
- CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 2.0%, LONGITUDINAL SLOPE SHALL NOT EXCEED 8.33%.
- LANDING. CROSS SLOPES SHALL NOT EXCEED 2.0%.
- DETECTABLE WARNING SURFACE. 2' MIN. ALONG DIRECTION OF TRAVEL, TYP. FOR ALL APPLICATIONS.
- SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.

CHANNELIZATION & SIGNING NOTES

- REMOVE EXISTING PAVEMENT MARKINGS/LINES.
- FURNISH AND INSTALL 24" PLASTIC STOP LINE PER DETAIL SHEET 27.
- FURNISH AND INSTALL 8'-0" PLASTIC CROSSWALK LINE PER DETAIL SHEET 27.
- RELOCATE EXISTING SIGNS. FURNISH AND INSTALL NEW HARDWARE AND POST TYPE ST-2 PER DETAIL SHEET 26. WASTEHAUL EXISTING POST AND FOUNDATION.

TRAFFIC SIGNAL NOTES

- REMOVE AND WASTEHAUL EXISTING JUNCTION BOX. FURNISH AND INSTALL TYPE 1 JUNCTION BOX TO NEW FINISHED GRADE.
- REMOVE AND WASTEHAUL EXISTING TRAFFIC SIGNAL JUNCTION BOX. FURNISH AND INSTALL NEW TYPE 8 JUNCTION BOX BEHIND NEW SIDEWALK. EXTEND EXISTING CONDUITS TO NEW JUNCTION BOX. NO NEW CABLES REQUIRED. COORDINATE WITH CITY OF BELLEVUE SIGNAL DEPARTMENT.
- REMOVE AND REINSTALL EXISTING PEDESTRIAN PUSH BUTTON ASSEMBLY TO OPPOSITE SIDE OF POLE AND FURNISH AND INSTALL NEW PUSH BUTTON SIGN. PLUG HOLES.



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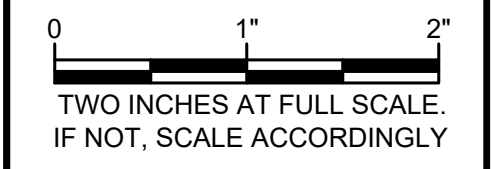
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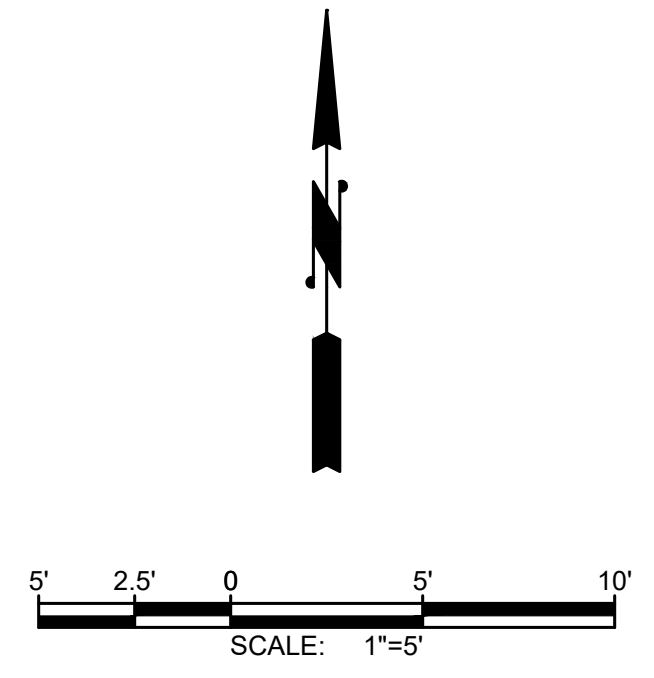
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| DESIGNER: | BJB |
| G & O JOB NO.: | 24432.00 |
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**CURB RAMP PLANS
 (SCHEDULE B)**



| CURB RAMP 9 | | | | | | | |
|-------------|---------------------------|----------|-----------|----------------|--------------|--------------------|---------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 55 | RAMP TOP / MATCH EXISTING | 78+14.41 | 10.71' RT | 91.09 | 6.0" | | |
| 56 | RAMP BOTTOM / LANDING | 78+27.15 | 11.13' RT | 90.67 | 0.0" | | |
| 57 | LANDING / MATCH EXISTING | 78+33.27 | 11.23' RT | 90.40 | 0.0" | | |

GENERAL NOTES

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- CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
- SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
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CONSTRUCTION NOTES

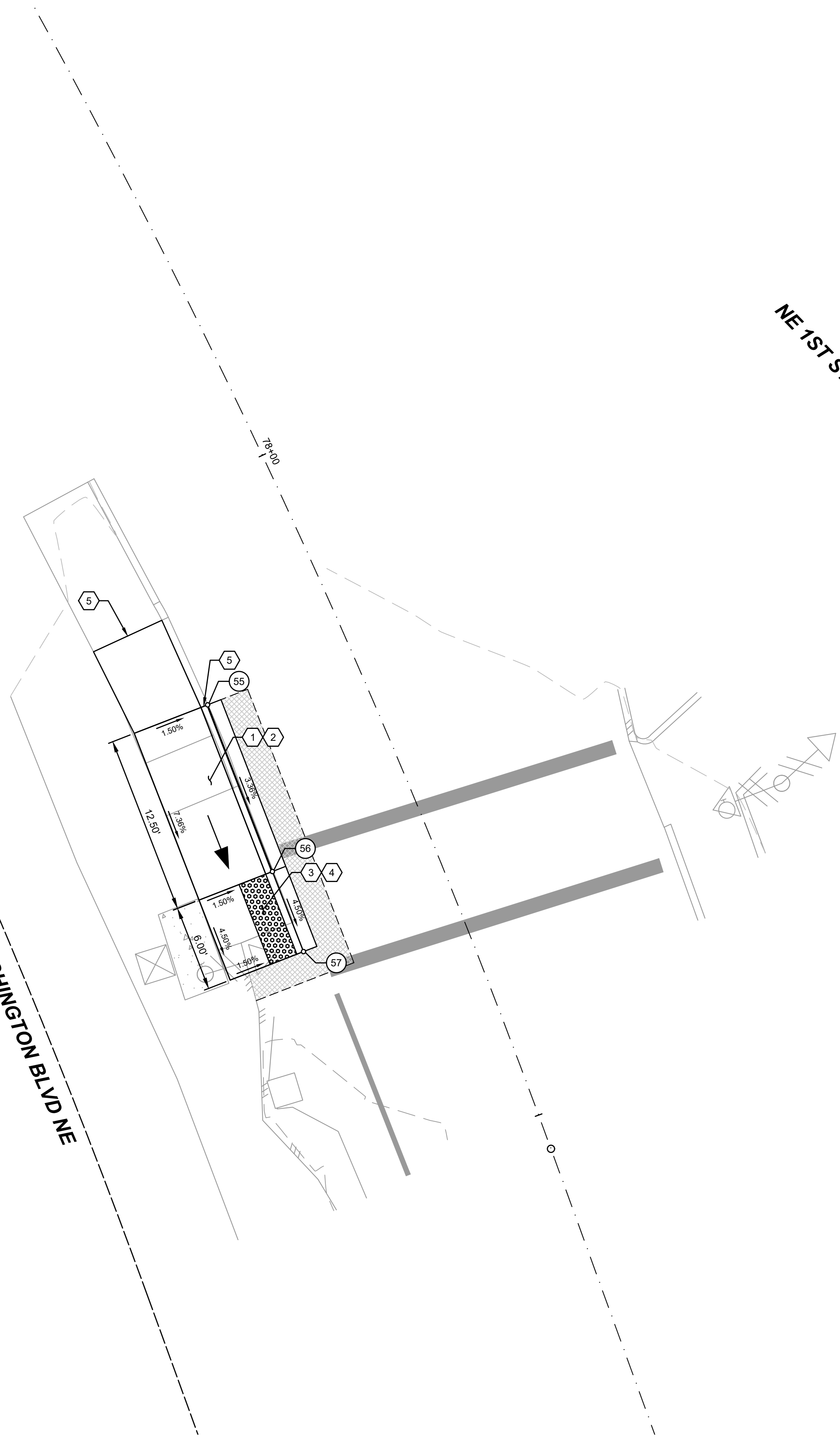
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CHANNELIZATION & SIGNING NOTES

- REMOVE EXISTING PAVEMENT MARKINGS/LINES.
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- FURNISH AND INSTALL 8'-0" PLASTIC CROSSWALK LINE PER DETAIL SHEET 27.
- RELOCATE EXISTING SIGNS. FURNISH AND INSTALL NEW HARDWARE AND POST TYPE ST-2 PER DETAIL SHEET 26. WASTEHAUL EXISTING POST AND FOUNDATION.

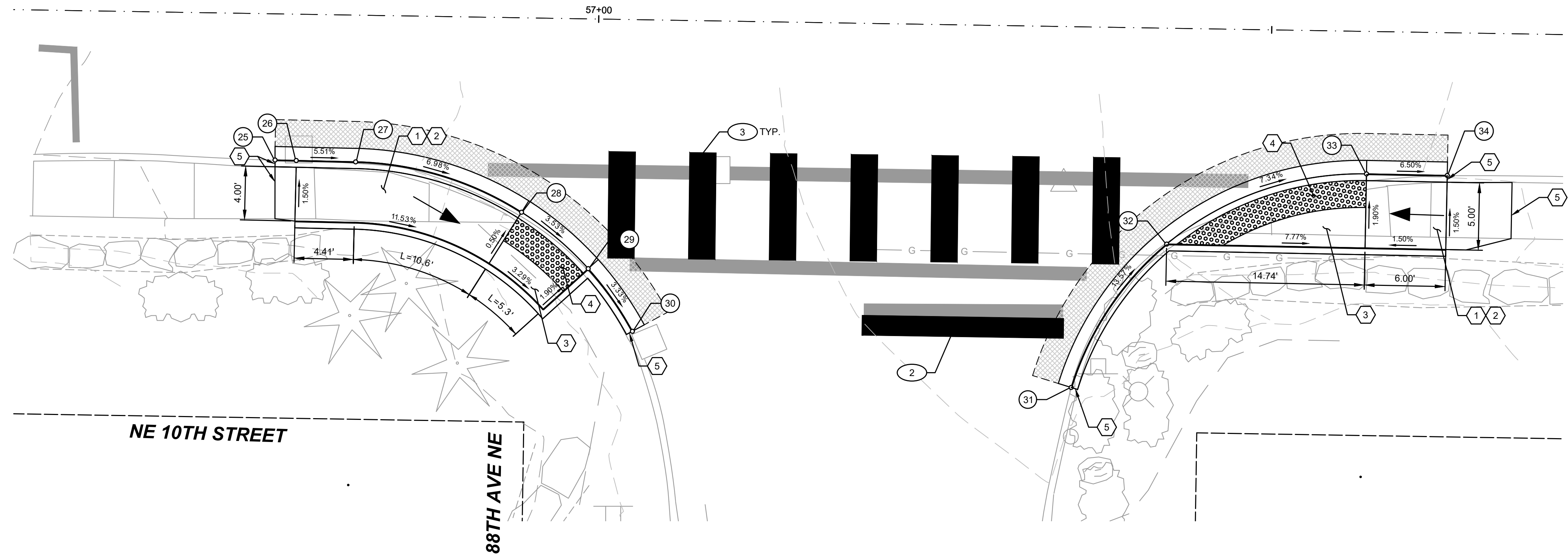
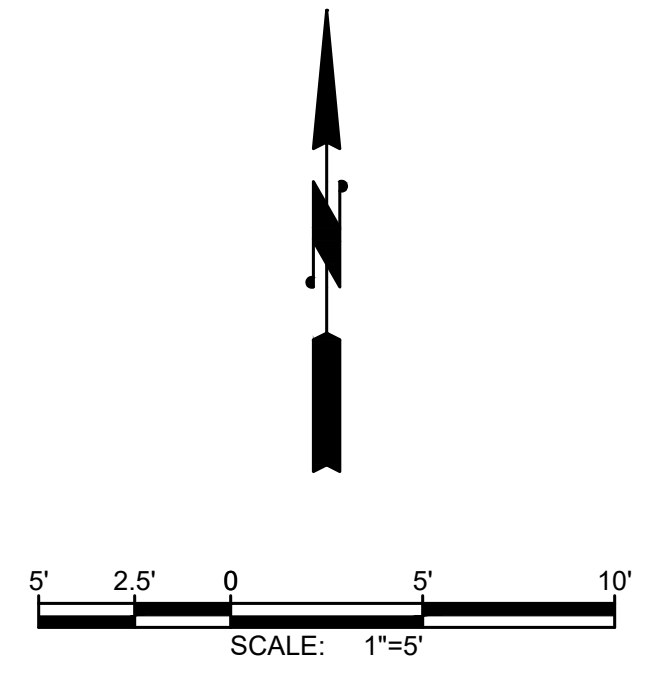
NE 1ST STREET

LAKE WASHINGTON BLVD NE





CITY OF MEDINA
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 OVERLAY



GENERAL NOTES

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- CURB TYPE AS INDICATED ON THE PLAN. SEE DETAILS, SHEET 22.
- SEE CEMENT CONCRETE SIDEWALK AND JOINTS DETAIL, SHEET 22.
- SEE CURB RAMPS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 18 AND 19.
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CHANNELIZATION & SIGNING NOTES

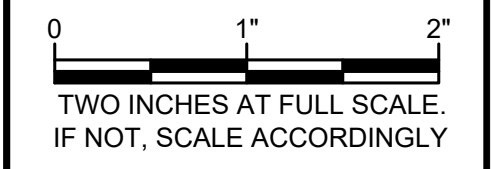
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- RELOCATE EXISTING SIGNS. FURNISH AND INSTALL NEW HARDWARE AND POST TYPE ST-2 PER DETAIL SHEET 26. WASTEHAUL EXISTING POST AND FOUNDATION.

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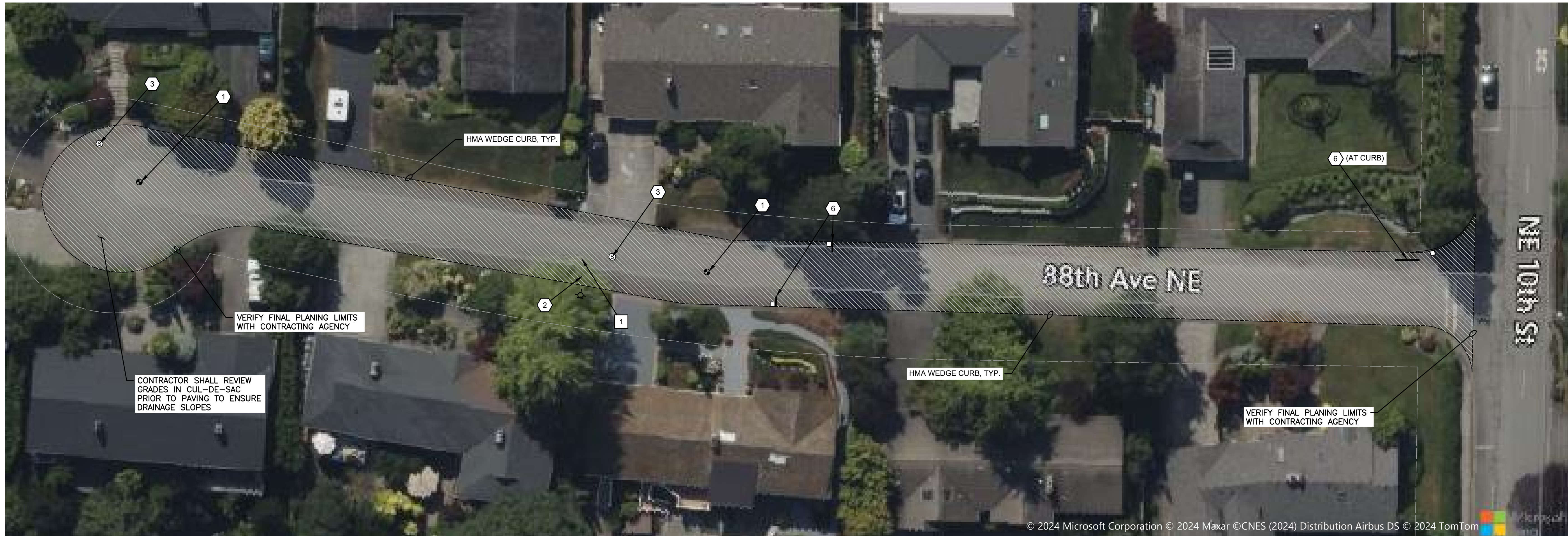
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| G & O JOB NO.: | 24432.00 |
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**CURB RAMP PLANS
 (SCHEDULE C)**

| CURB RAMPS 5 & 6 | | | | | | | |
|------------------|----------------------------|----------|-----------|----------------|--------------|-----------------------------------|----------------------|
| CURB POINT: | POINT DESCRIPTION: | STATION: | OFFSET: | FL. ELEVATION: | CURB HEIGHT: | CURVE DESCRIPTION: | CENTER: |
| 25 | MATCH EXISTING | 56+76.12 | 10.85' RT | 108.69 | 6.0" | L=25.25', R=24.00' Δ=60°16'44" | 56+81.95 34.89 RT |
| 26 | TOP RAMP / CATCH BASIN | 56+77.70 | 10.86' RT | 108.60 | 6.0" | | |
| 27 | PC | 56+82.11 | 10.89' RT | 108.36 | 5.0" | | |
| 28 | LANDING / BOTTOM RAMP | 56+94.50 | 14.43' RT | 107.45 | 0.0" | | |
| 29 | LANDING | 56+99.52 | 18.54' RT | 107.22 | 0.0" / 6.0" | | |
| 30 | MATCH EXISTING | 57+02.87 | 23.14' RT | 107.03 | 0.0" | L=29.04', R=22.50' Δ=73°57'01" | 57+57.13 33.08 RT |
| 31 | MATCH EXISTING | 57+35.53 | 26.78' RT | 105.20 | 6.0" | | |
| 32 | LANDING | 57+42.45 | 16.02' RT | 103.44 | 0.0" / 6.0" | | |
| 33 | PT / LANDING / BOTTOM RAMP | 57+57.21 | 10.58' RT | 102.26 | 0.0" | | |
| 34 | RAMP TOP / MATCH EXISTING | 57+63.21 | 10.60' RT | 101.87 | 0.0" | | |

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OVERLAY NOTES

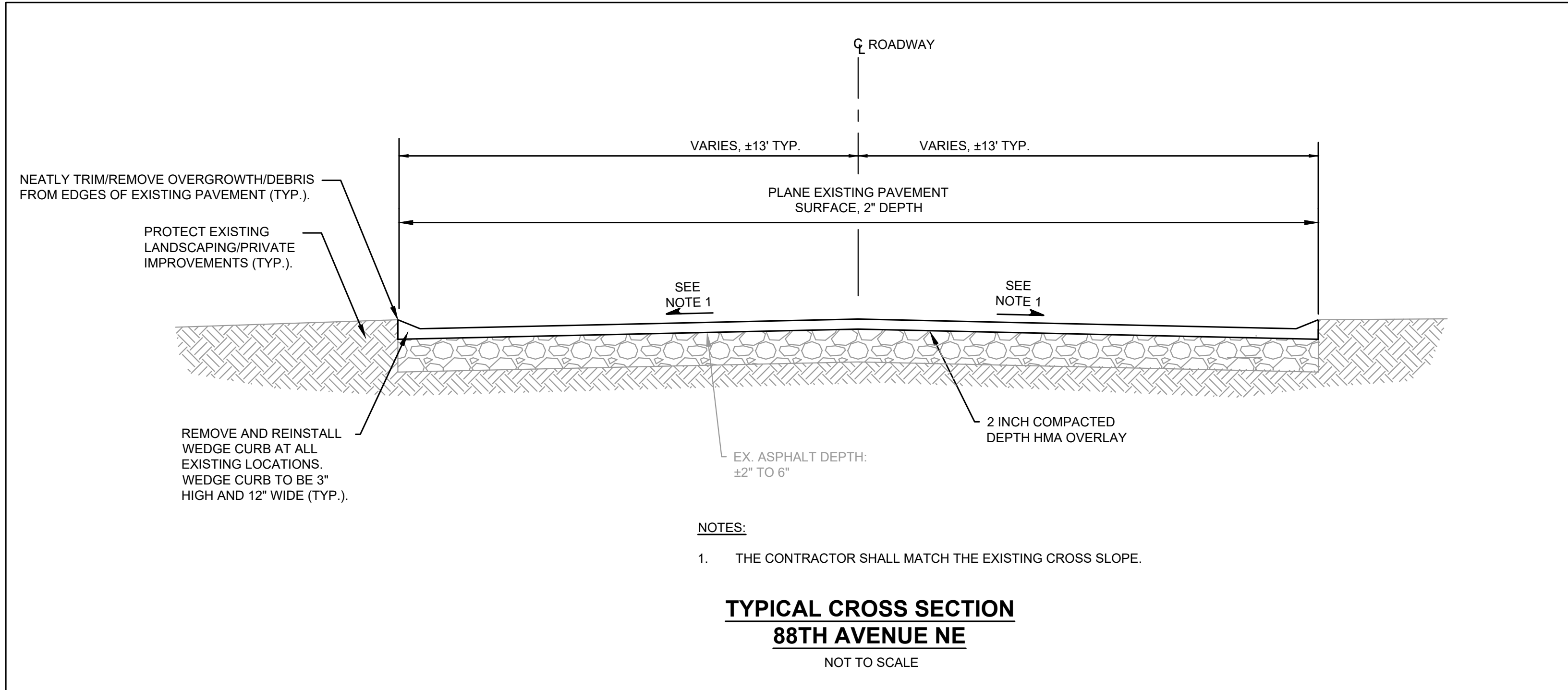
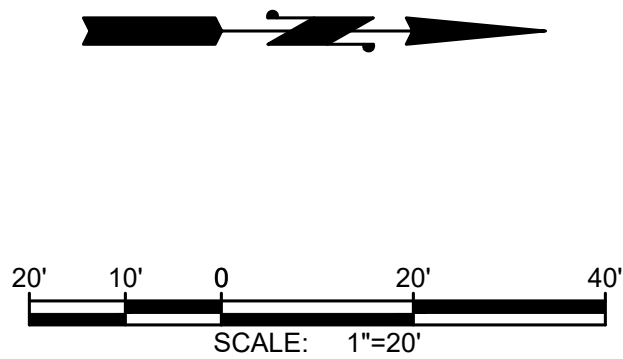
1. PROTECT MONUMENT. ADJUST MONUMENT CASE AND COVER TO GRADE.
2. ADJUST WATER VALVE BOX TO GRADE PER DETAIL SHEET 21. CONTRACTOR SHALL COORDINATE WITH UTILITY REPRESENTATIVE.
3. ADJUST SEWER MANHOLE TO GRADE PER DETAIL SHEET 21. CONTRACTOR SHALL COORDINATE WITH UTILITY REPRESENTATIVE.
4. ADJUST CATCH BASIN TO GRADE PER DETAIL SHEET 21.
5. ADJUST WATER METER BOX TO GRADE. CONTRACTOR SHALL COORDINATE WITH UTILITY REPRESENTATIVE.
6. REPLACE EXISTING HMA "WATER BAR" TO MAINTAIN EXISTING RUNOFF PATTERN.
7. SAWCUT EXISTING CEMENT CONCRETE DRIVEWAY AND REMOVE AND WASTEHAUL.

PAVEMENT MARKING NOTES:

1. FURNISH AND INSTALL A BLUE TYPE 2 RPM, MATCH EXISTING LOCATION.

GENERAL NOTES:

1. ALL PLASTIC PAVEMENT MARKINGS SHALL BE TYPE D-1 MMA UNLESS INDICATED OTHERWISE.
2. FURNISH AND INSTALL TEMPORARY PAVEMENT MARKINGS IMMEDIATELY FOLLOWING PAVING.



- NOTES:**
1. THE CONTRACTOR SHALL MATCH THE EXISTING CROSS SLOPE.

**TYPICAL CROSS SECTION
 88TH AVENUE NE**
 NOT TO SCALE

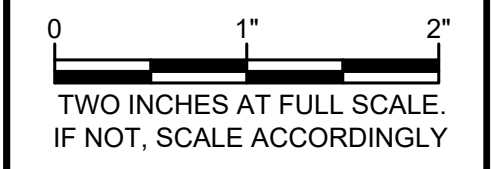
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**88TH AVE NE
 OVERLAY
 (SCHEDULE C)**



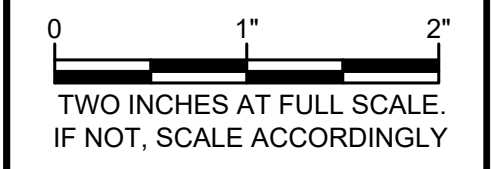
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2024 ADA
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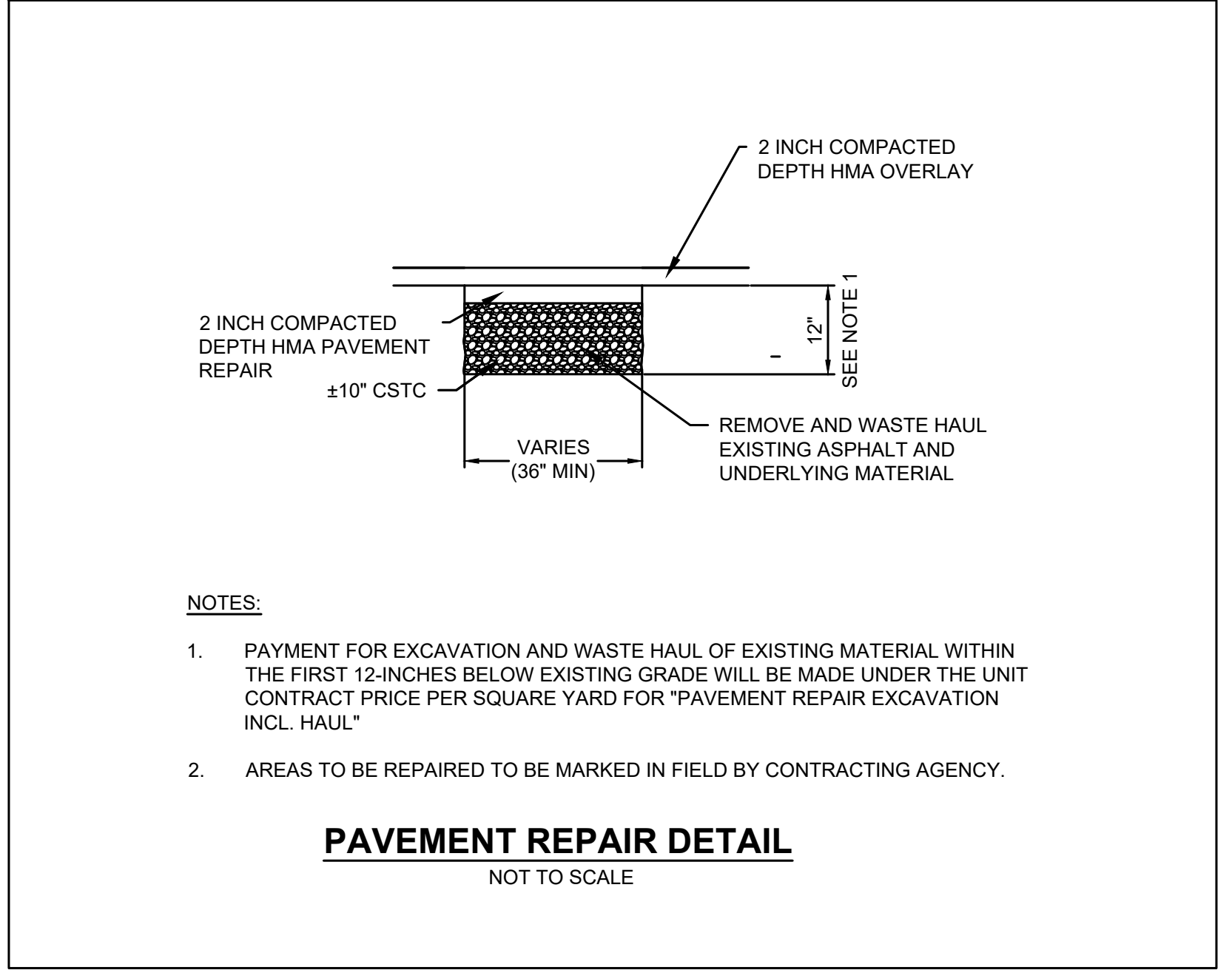
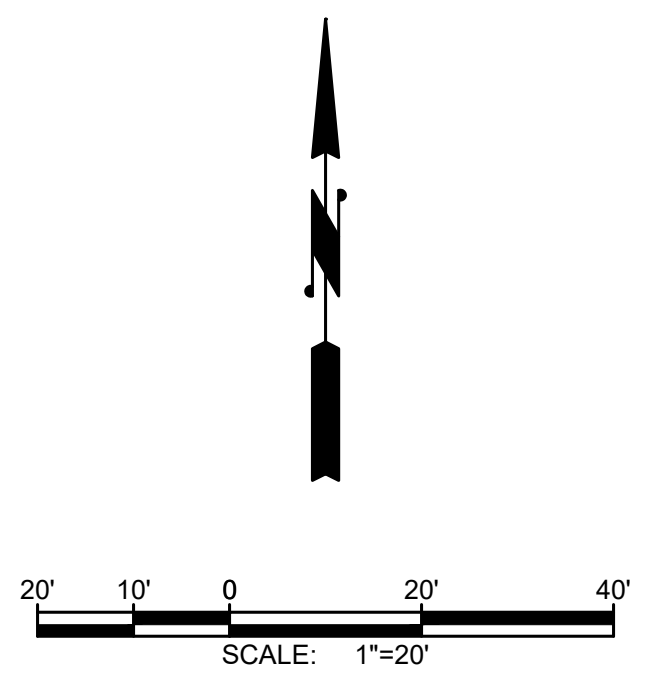
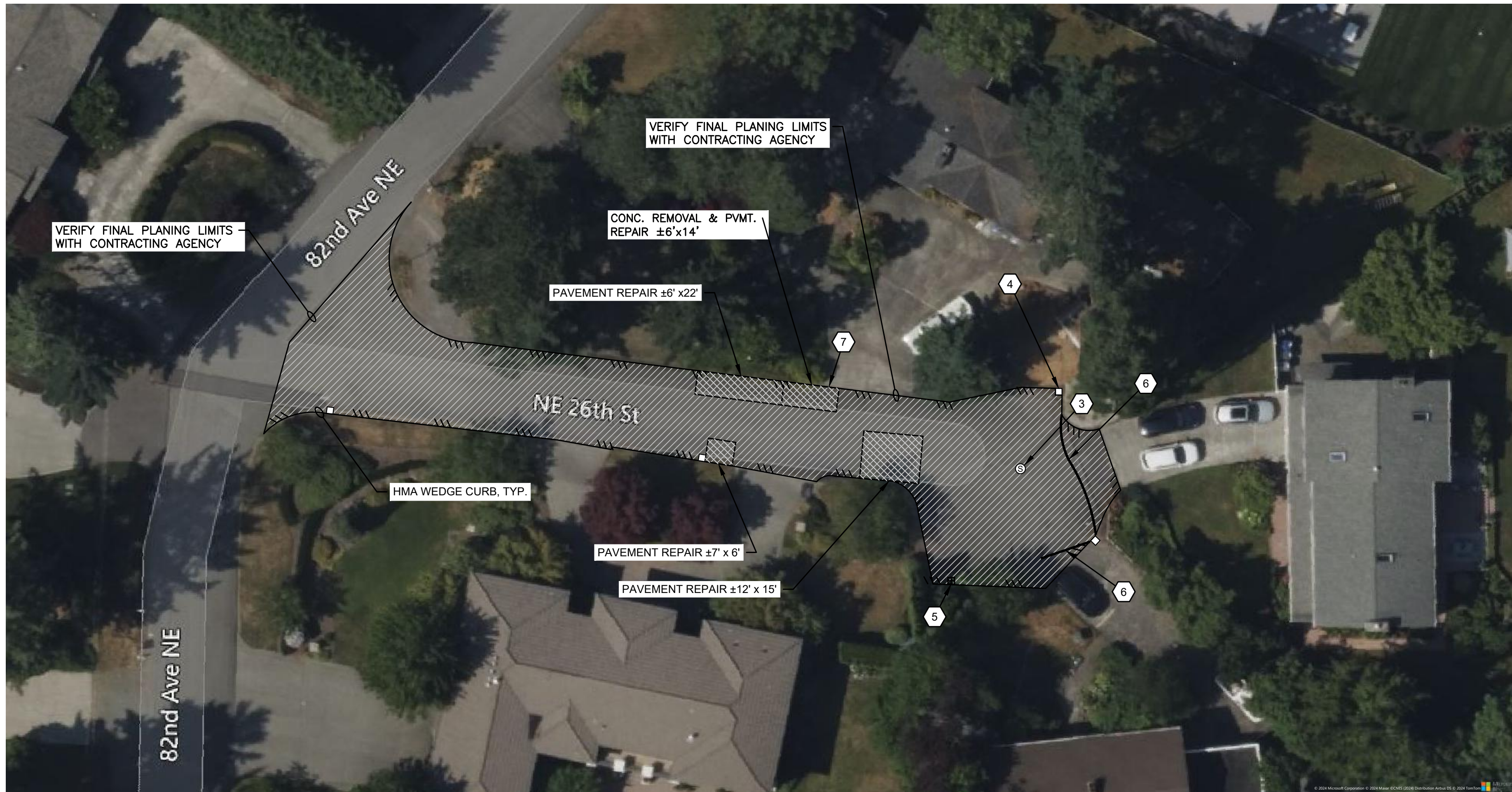
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| DESIGNER: | BLS |
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NE 26TH ST OVERLAY
(SCHEDULE C)



OVERLAY NOTES

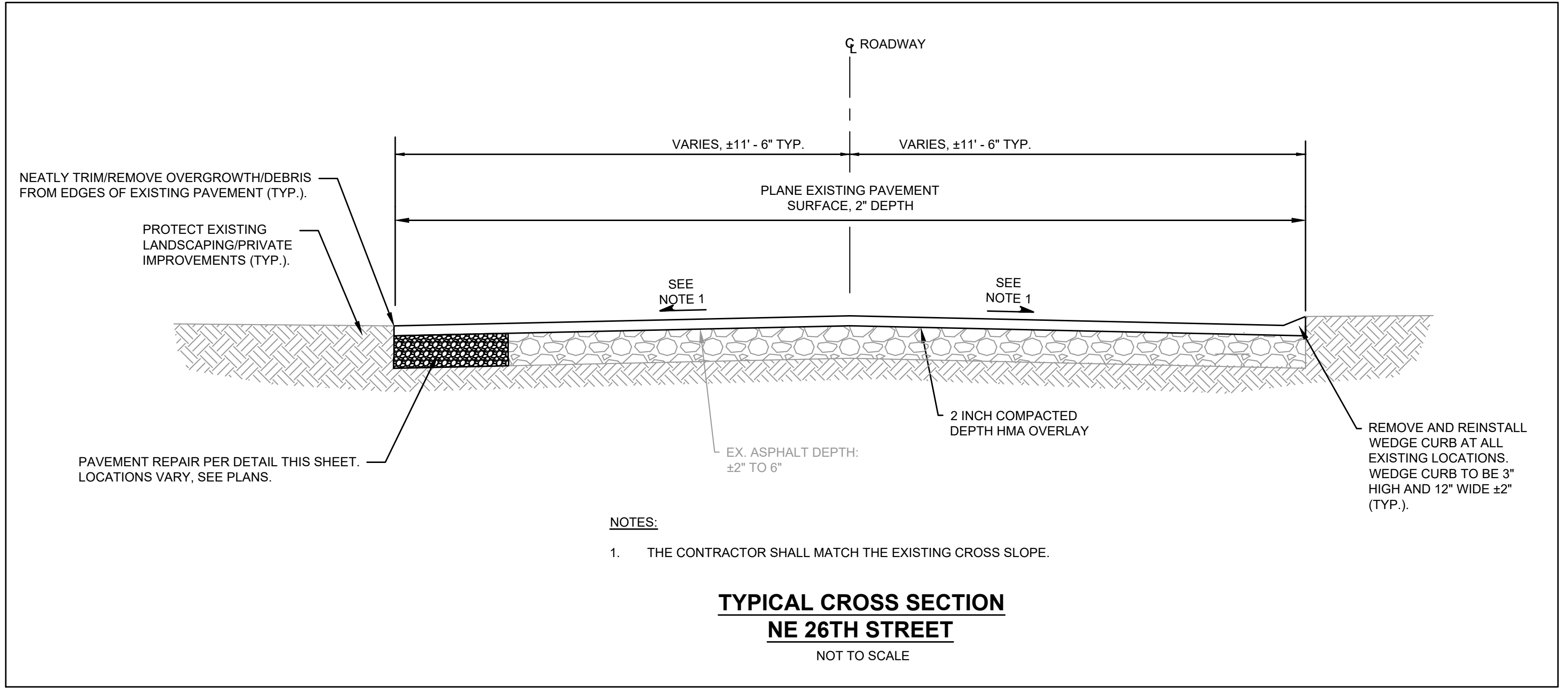
- PROTECT MONUMENT. ADJUST MONUMENT CASE AND COVER TO GRADE.
- ADJUST WATER VALVE BOX TO GRADE PER DETAIL SHEET 21. CONTRACTOR SHALL COORDINATE WITH UTILITY REPRESENTATIVE.
- ADJUST SEWER MANHOLE TO GRADE PER DETAIL SHEET 21. CONTRACTOR SHALL COORDINATE WITH UTILITY REPRESENTATIVE.
- ADJUST CATCH BASIN TO GRADE PER DETAIL SHEET 21.
- ADJUST WATER METER BOX TO GRADE. CONTRACTOR SHALL COORDINATE WITH UTILITY REPRESENTATIVE.
- REPLACE EXISTING HMA "WATER BAR" TO MAINTAIN EXISTING RUNOFF PATTERN.
- SAWCUT EXISTING CEMENT CONCRETE DRIVEWAY AND REMOVE AND WASTEHAUL.

PAVEMENT MARKING NOTES:

- FURNISH AND INSTALL A BLUE TYPE 2 RPM, MATCH EXISTING LOCATION.

GENERAL NOTES:

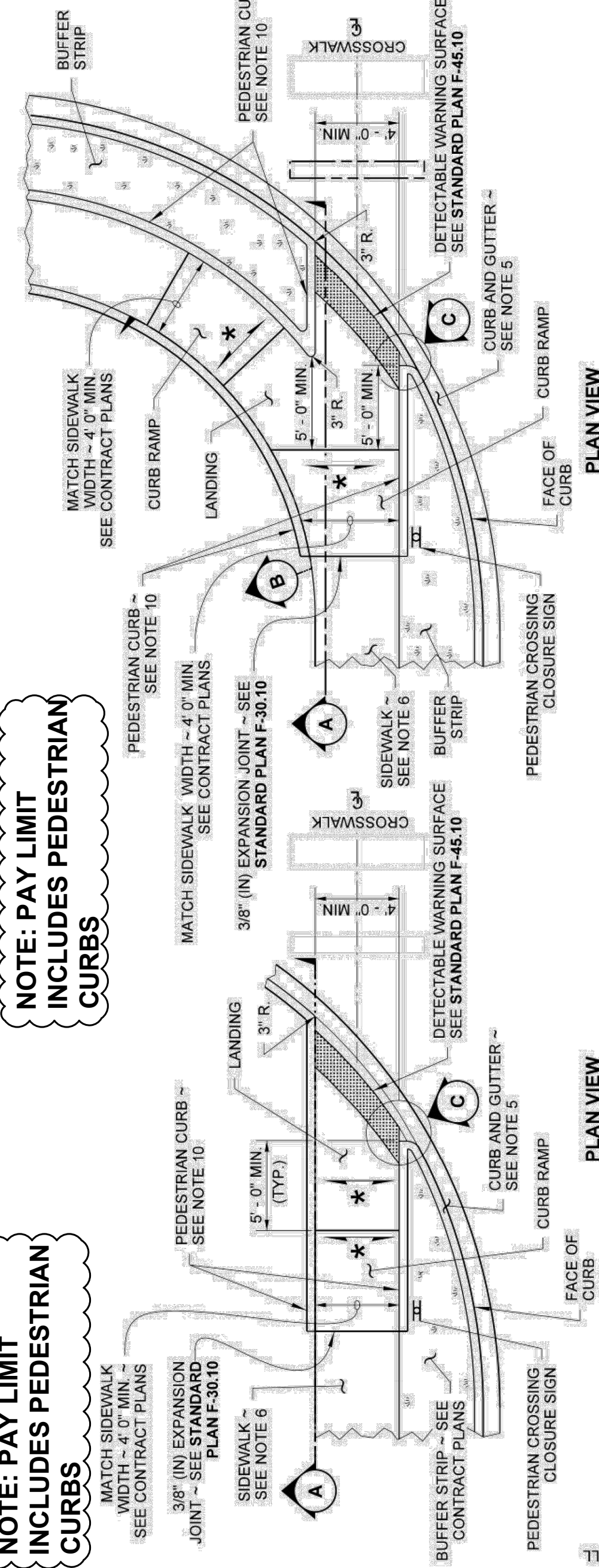
- ALL PLASTIC PAVEMENT MARKINGS SHALL BE TYPE D-1 MMA UNLESS INDICATED OTHERWISE.
- FURNISH AND INSTALL TEMPORARY PAVEMENT MARKINGS IMMEDIATELY FOLLOWING PAVING.



m:\Medina\24432\00 2024 Overlay\01 Design\PLANSET\CIVIL_C_PLAN.dwg, 4/8/2024, 10:31 AM, BRIAN BOLLEN

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

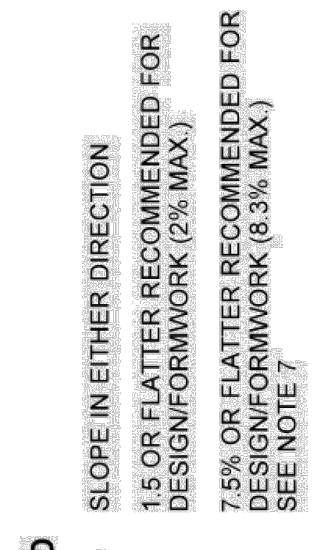


PLAN VIEW TYPE SINGLE DIRECTION A

PLAN VIEW TYPE SINGLE DIRECTION B

NOTES

- This plan is to be used where pedestrian crossing in one direction is not permitted.
- At marked crosswalks, the connection between the Landing and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing or in the Depressed Curb and Gutter where the Landing connects to the roadway.
- See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb, Gutter and Pedestrian Curb details.
- See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
- Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.



LEGEND

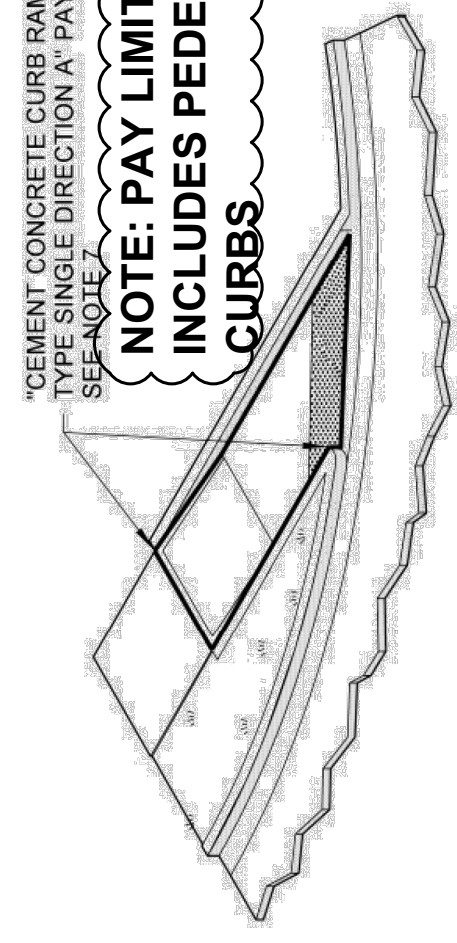
- SLOPE IN EITHER DIRECTION
- 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)
- SEE NOTE 7

DRAWN BY: FERN LIDELLE

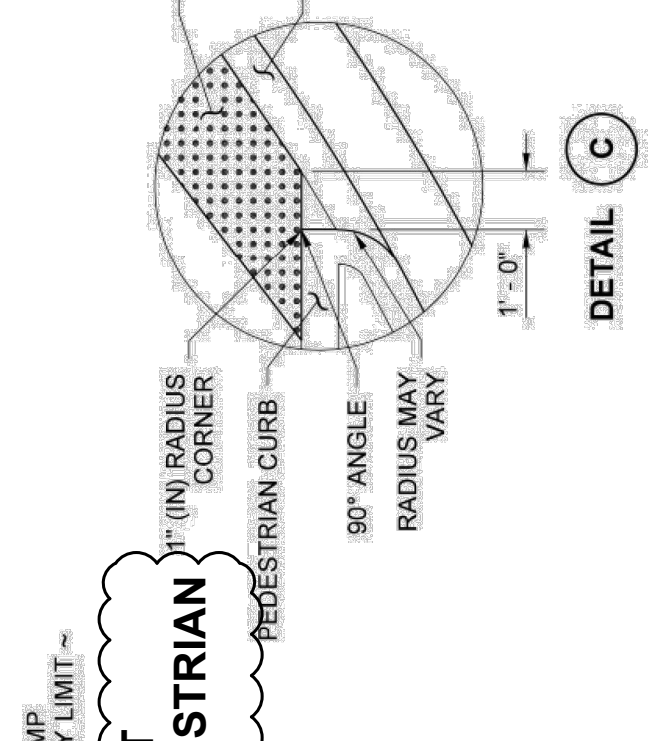
SECTION A

CONTRACTION JOINT (TYP.) - SEE STANDARD PLAN F-30.10 FOR CURB RAMP LENGTHS GREATER THAN 8'-0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4'-0" MIN. OC.

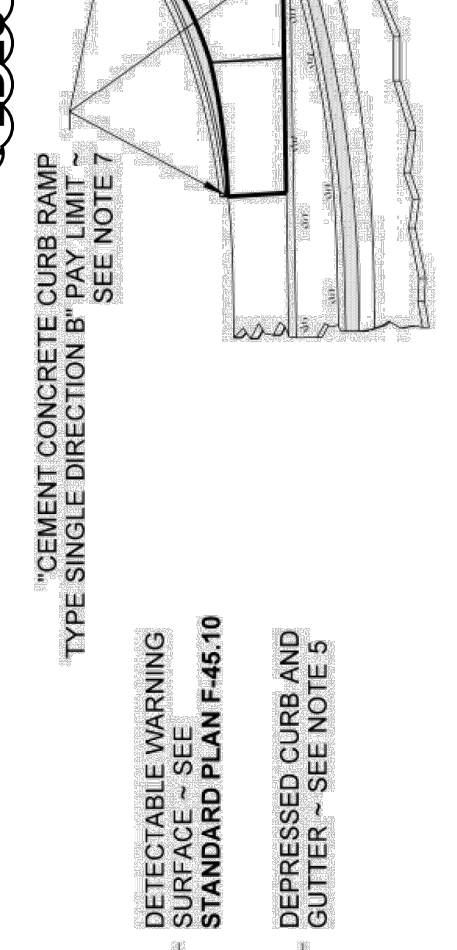
NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS



ISOMETRIC VIEW TYPE SINGLE DIRECTION A PAY LIMIT



DETAIL C



CEMENT CONCRETE CURB RAMP TYPE SINGLE DIRECTION B PAY LIMIT - SEE NOTE 7

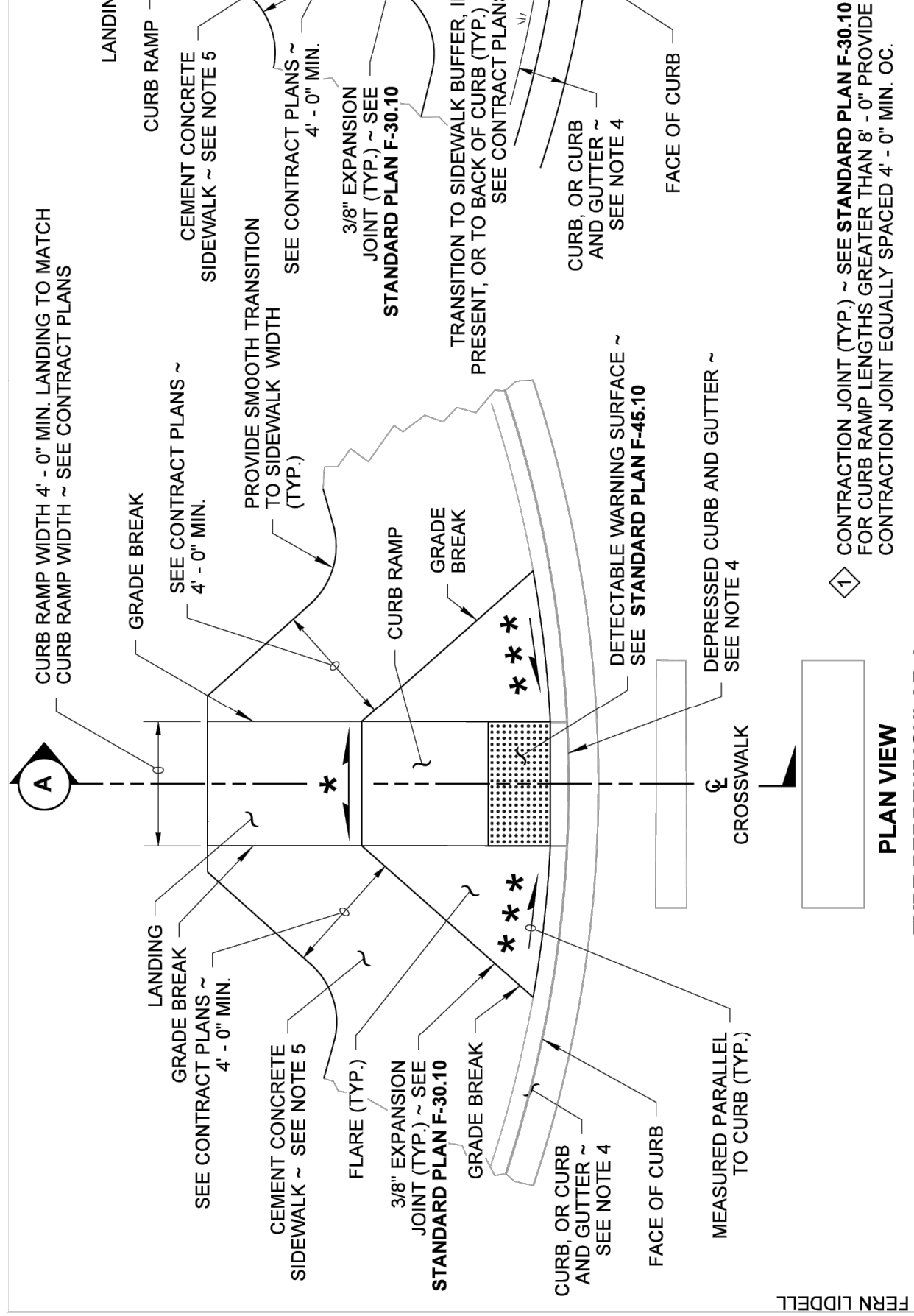
NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

NOTE: CONTRACTOR SHALL PLACE 2" CSTC (COMPACTED DEPTH) BENEATH ALL RAMPS.

MODIFIED SINGLE DIRECTION CURB RAMP

STANDARD PLAN F-40.16-03

SECTION A

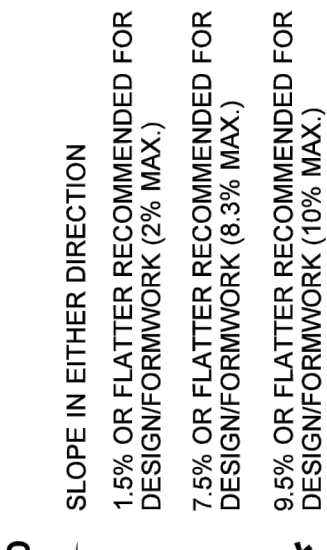


PLAN VIEW TYPE PERPENDICULAR A

PLAN VIEW TYPE PERPENDICULAR B (SHOWN WITH BUFFER)

NOTES

- At marked crosswalks, the connection between the curb ramp and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in front of the Curb Ramp where it connects to the roadway.
- See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
- See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length, the running slope of the Curb Ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the landing over a horizontal distance of 15 feet. Do not include the abutting landing in the 15-foot max. measurement.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
- Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.



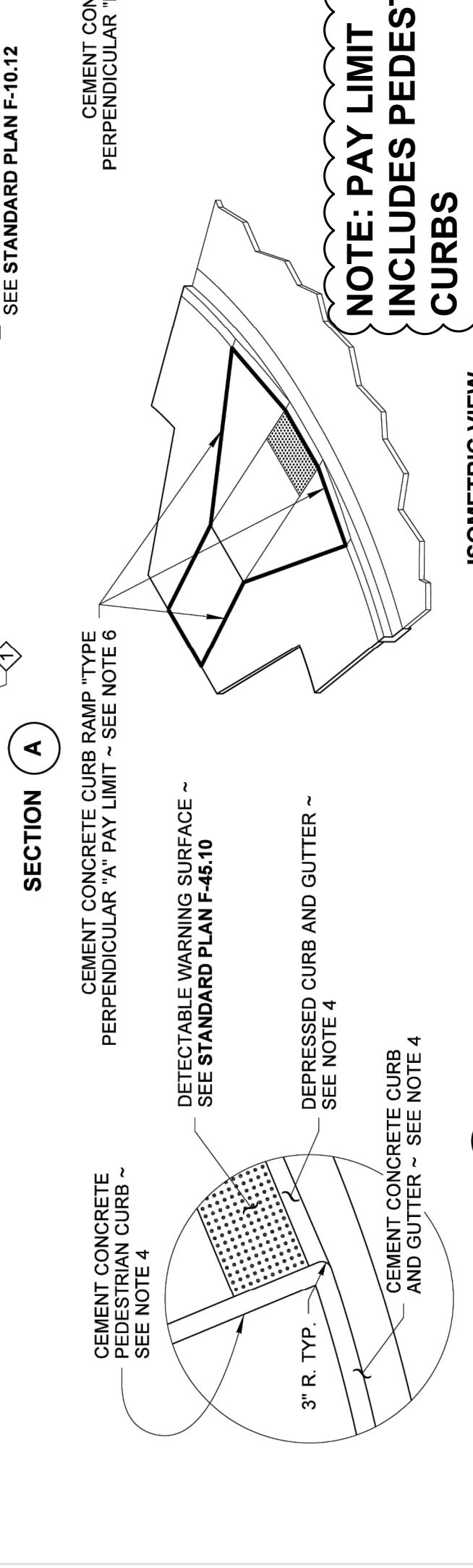
LEGEND

- SLOPE IN EITHER DIRECTION
- 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)
- 9.8% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (10% MAX.)

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

NOTE: CONTRACTOR SHALL PLACE 2" CSTC (COMPACTED DEPTH) BENEATH ALL RAMPS.

SECTION A



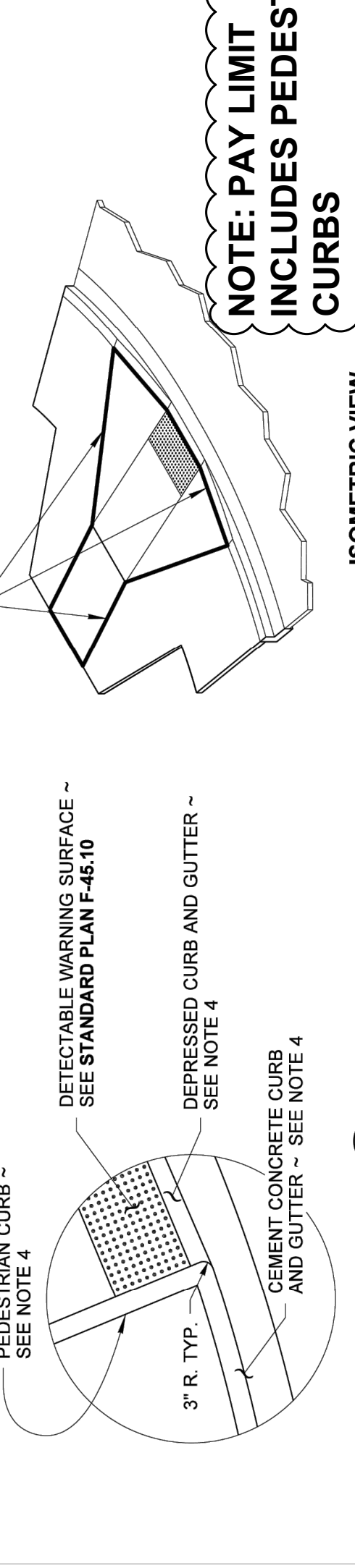
ISOMETRIC VIEW TYPE PERPENDICULAR A PAY LIMIT

ISOMETRIC VIEW TYPE PERPENDICULAR B PAY LIMIT

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

NOTE: CONTRACTOR SHALL PLACE 2" CSTC (COMPACTED DEPTH) BENEATH ALL RAMPS.

SECTION B



ISOMETRIC VIEW TYPE PERPENDICULAR B PAY LIMIT

ISOMETRIC VIEW TYPE PERPENDICULAR B PAY LIMIT

MODIFIED PERPENDICULAR CURB RAMP

STANDARD PLAN F-40.15-04

SHEET 1 OF 1 SHEET

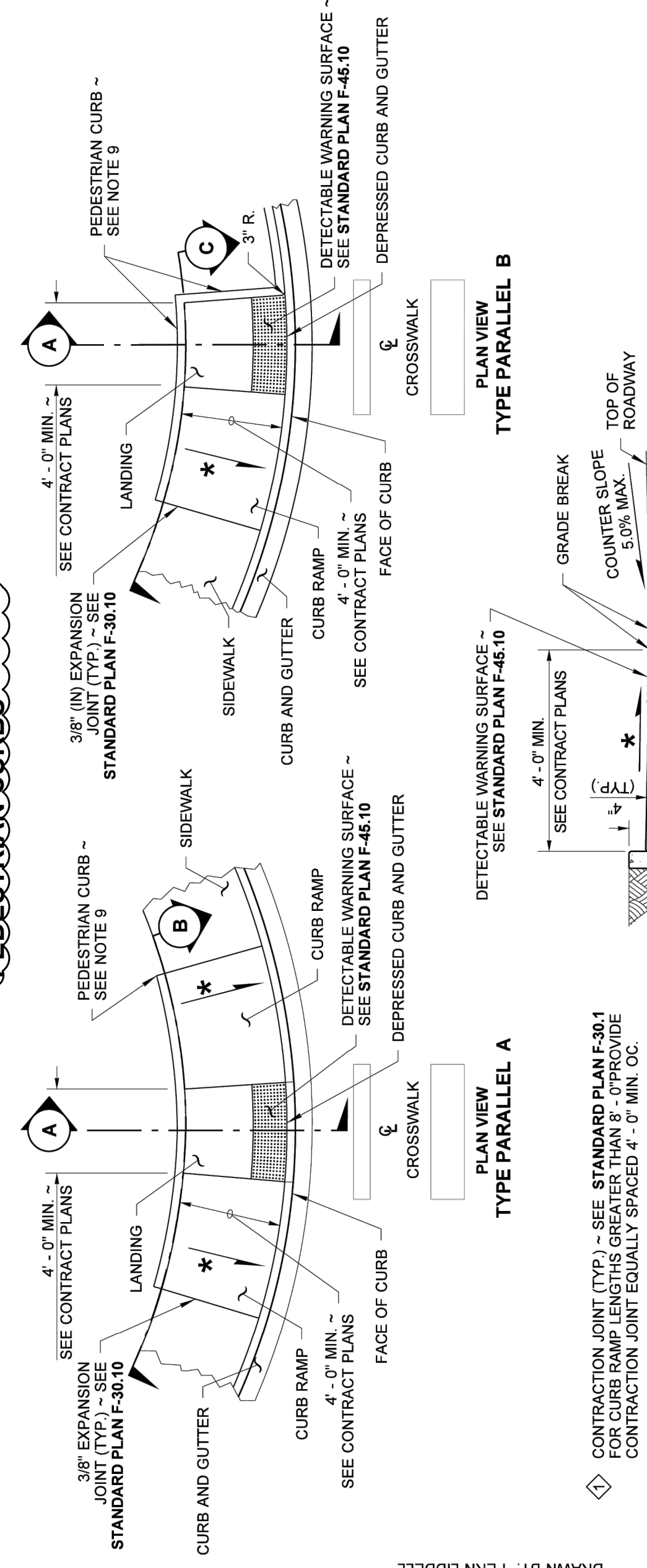
CURB RAMP DETAILS

| No. | DATE | REVISION |
|----------------|------|------------------|
| ISSUED FOR: | | |
| BID SET | | |
| ISSUE DATE: | | APR 2024 |
| APPROVED BY: | | BLS |
| CHECKED BY: | | BLS |
| DRAWN BY: | | MAN |
| DESIGNER: | | MAN |
| G & O JOB NO.: | | 24432.00 |
| FILE: | | RAMP DETAILS.DWG |

CITY OF MEDINA
2024 ADA IMPROVEMENTS & OVERLAY

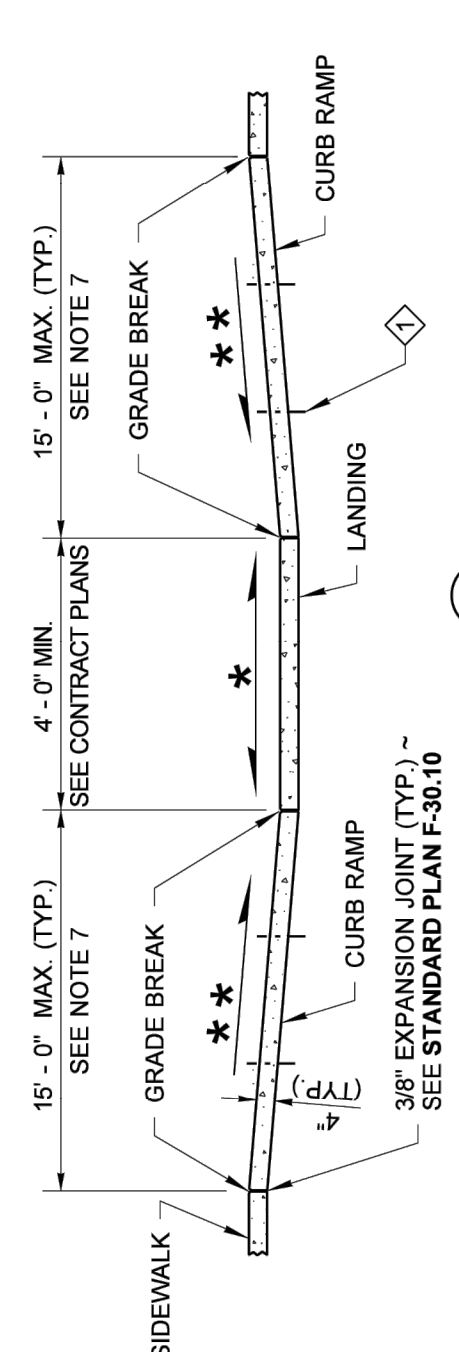


NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

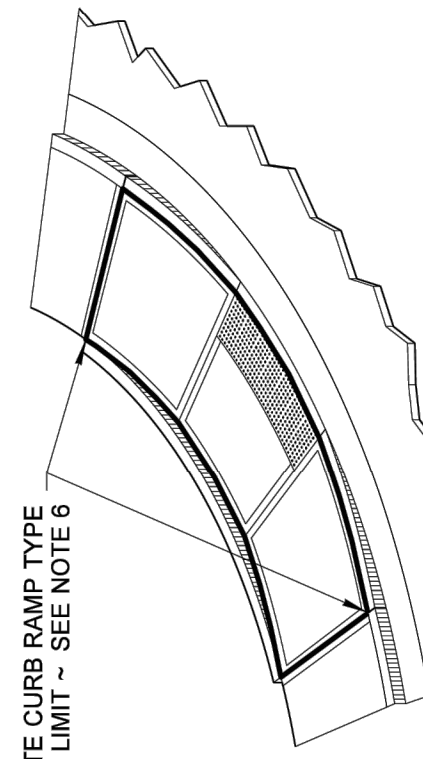


DRAWN BY: FRN LIDDELL

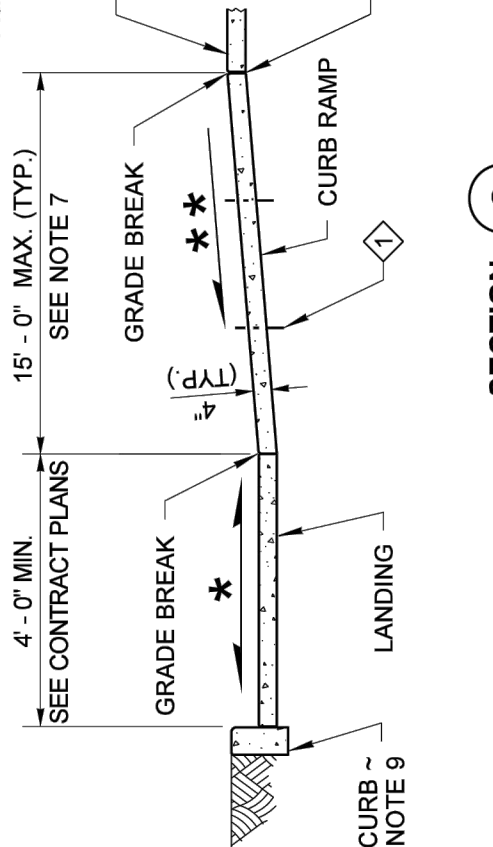
CONTRACTION JOINT (TYP.) - SEE STANDARD PLAN F-30.1 OR CURB RAMP LENGTHS GREATER THAN 5' PROVIDE CONTRACTION JOINT EQUALLY SPACED 4'-0" MAX. O.C.



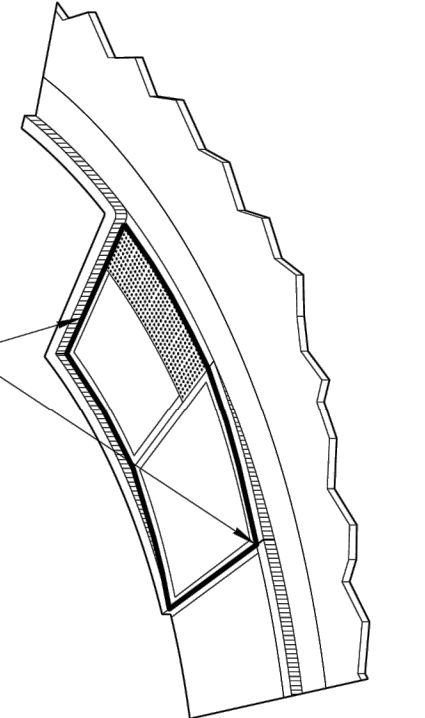
SECTION A
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)



CEMENT CONCRETE CURB RAMP TYPE PARALLEL A - PAY LIMIT - SEE NOTE 5



SECTION B
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)



CEMENT CONCRETE CURB RAMP TYPE PARALLEL B - PAY LIMIT - SEE NOTE 6

NOTE: PAY LIMIT INCLUDES PEDESTRIAN CURBS

- 7. The Curb Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 6.3%. Use a single consistent slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet. Do not include adjoining landing(s) in the 15-foot max. measurement. When a ramp is constructed on a radius, the 15-foot max. length is measured on the inside radius along the back of the walkway.
- 8. Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
- 9. Pedestrian Curbs may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.

LEGEND

- ★ SLOPE IN EITHER DIRECTION
- ★ 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- ★★ 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) - SEE NOTE 7

NOTE: CONTRACTOR SHALL PLACE 2" CSTC (COMPACTED DEPTH) BENEATH ALL RAMPS.

MODIFIED PARALLEL CURB RAMP

STANDARD PLAN F-40.12-03
SHEET 1 OF 1 SHEET

Jun 29 2016 2:27 PM

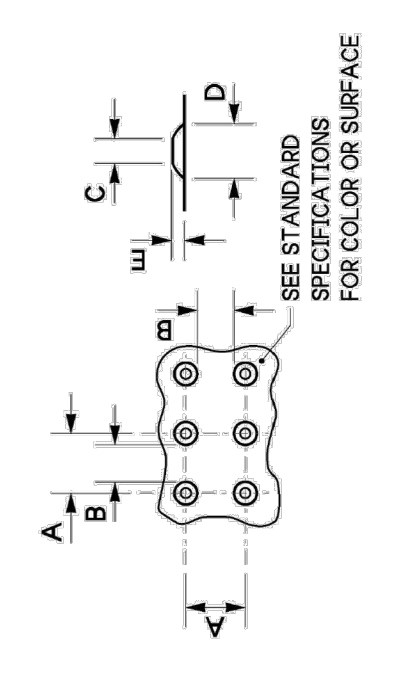
NOTES

- At marked crosswalks, the connection between the landing and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in the Depressed Curb and Gutter where the Landing connects to the roadway.
- See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
- See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.

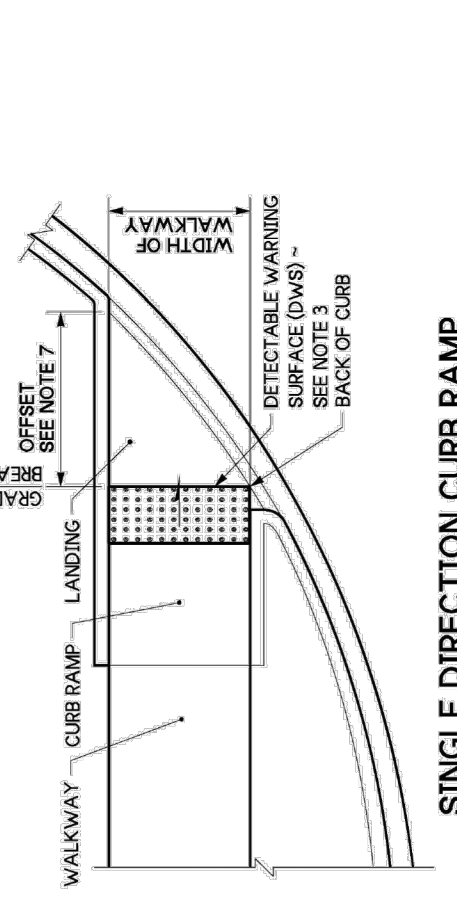
NOTES

- Permanent Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2" (in) on each side of the DWS is permitted.
- Permanent Detectable Warning Surfaces (DWS) shall be placed on a minimum 4" (in) thick concrete pad. The DWS panel shall be placed adjacent to the back of the curb and with no more than a 2" (in) gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: If the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2" (in) from the back of the curb is permitted (measured at the leading corners of the DWS panel).
- The rows of truncated domes shall be aligned to be parallel to the direction of travel, and perpendicular to the grade break at the back of curb.
- If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
- See **Standard Plans** for sidewalk and curb ramp details.
- If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail crossing.
- When the grade break between the curb ramp and the landing is less than or equal to 5 feet from the back or curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.
- Glued or stick down Detectable Warning Surfaces are allowed only for temporary work zone applications.

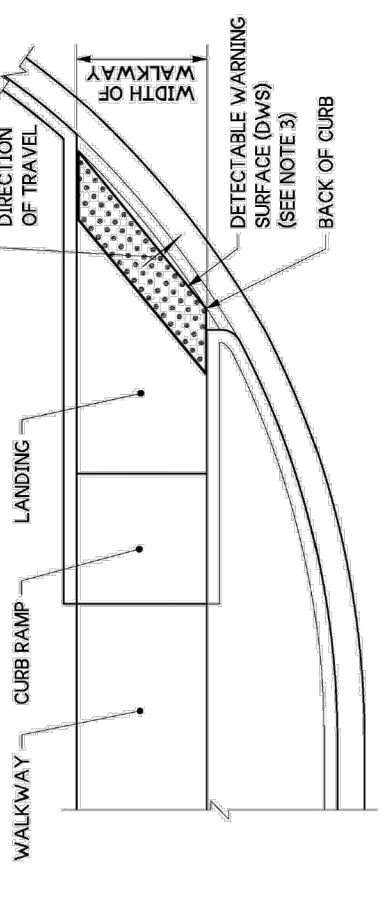
| | MIN. | MAX. |
|---|-------|-------|
| A | 1:60" | 2:40" |
| B | 0:65" | 0:90" |
| C | 0:45" | 0:90" |
| D | 0:30" | 1:10" |
| E | 0:20" | 0:20" |



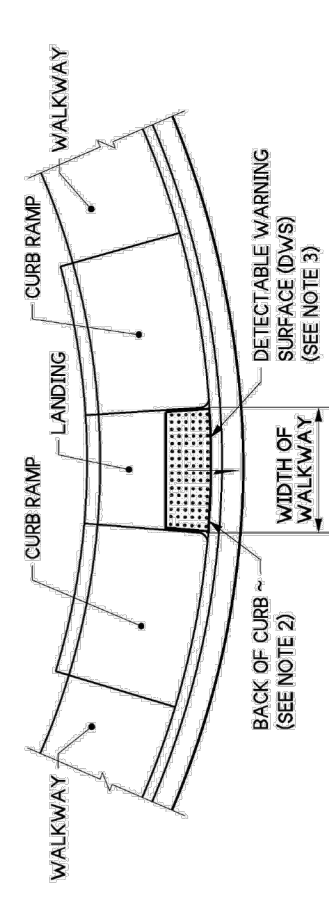
TRUNCATED DOME DETAILS
SEE NOTE 3



SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING < 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



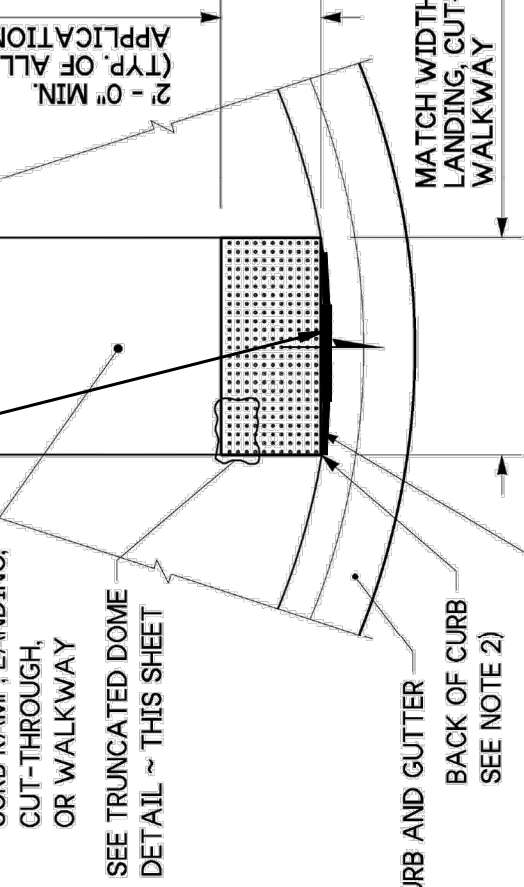
SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING > 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



PARALLEL CURB RAMP
(SEE NOTE 6)

NOTES

- Permanent Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2" (in) on each side of the DWS is permitted.
- Permanent Detectable Warning Surfaces (DWS) shall be placed on a minimum 4" (in) thick concrete pad. The DWS panel shall be placed adjacent to the back of the curb and with no more than a 2" (in) gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: If the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2" (in) from the back of the curb is permitted (measured at the leading corners of the DWS panel).
- The rows of truncated domes shall be aligned to be parallel to the direction of travel, and perpendicular to the grade break at the back of curb.
- If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
- See **Standard Plans** for sidewalk and curb ramp details.
- If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail crossing.
- When the grade break between the curb ramp and the landing is less than or equal to 5 feet from the back or curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.
- Glued or stick down Detectable Warning Surfaces are allowed only for temporary work zone applications.

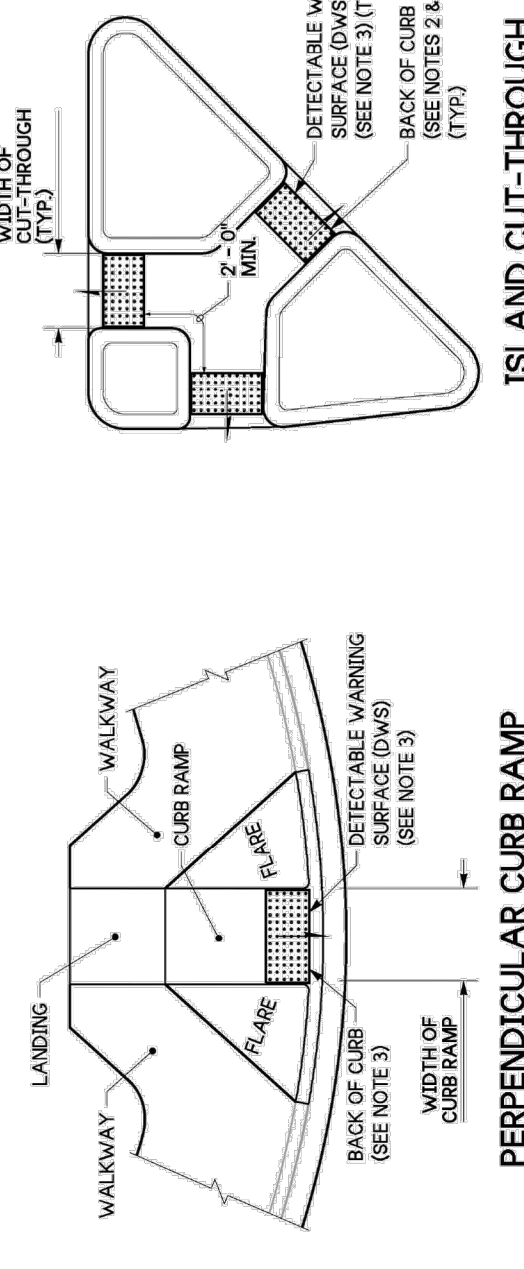


CONTRACTOR SHALL MODIFY DEPRESSED CURB WIDTH TO MATCH DETECTABLE WARNING STRIP (TYP)

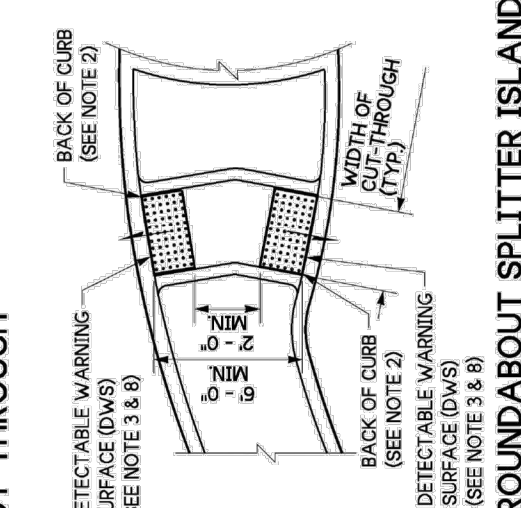
NOTES

- Permanent Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2" (in) on each side of the DWS is permitted.
- Permanent Detectable Warning Surfaces (DWS) shall be placed on a minimum 4" (in) thick concrete pad. The DWS panel shall be placed adjacent to the back of the curb and with no more than a 2" (in) gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: If the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2" (in) from the back of the curb is permitted (measured at the leading corners of the DWS panel).
- The rows of truncated domes shall be aligned to be parallel to the direction of travel, and perpendicular to the grade break at the back of curb.
- If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
- See **Standard Plans** for sidewalk and curb ramp details.
- If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail crossing.
- When the grade break between the curb ramp and the landing is less than or equal to 5 feet from the back or curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.
- Glued or stick down Detectable Warning Surfaces are allowed only for temporary work zone applications.

DETECTABLE WARNING SURFACE DETAIL

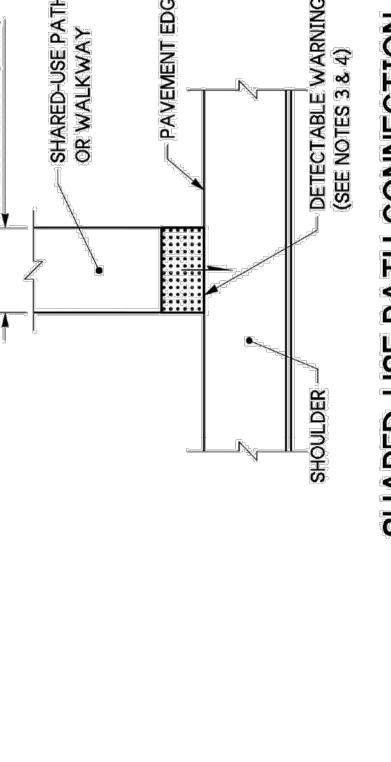


ISLAND CUT-THROUGH
(SEE NOTES 3 & 6)



MEDIAN CUT-THROUGH
(SEE NOTES 3 & 6)

ROUNDABOUT SPLITTER ISLAND



SHARED-USE PATH CONNECTION
(SEE NOTES 3 & 4)

NOTE: ADA DOMES SHALL BE BLACK

MODIFIED

DETECTABLE WARNING SURFACE
STANDARD PLAN F-45.10-04

Oct 16, 2023

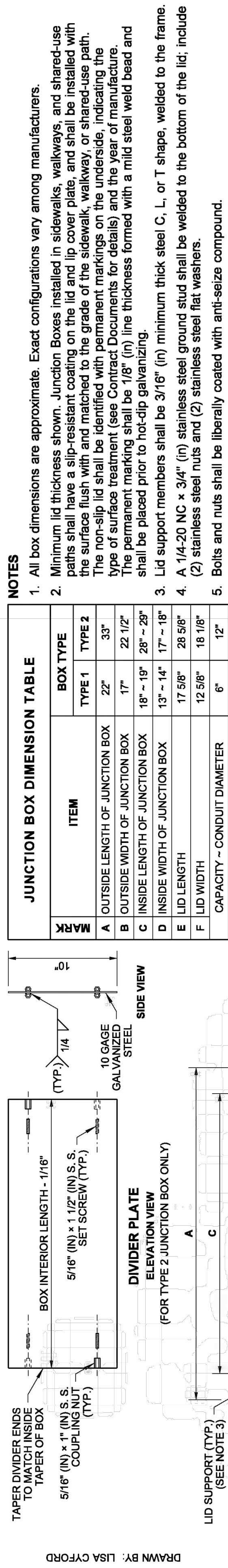
Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH,
SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860

BRIAN L. SOURVINE
STATE OF WASHINGTON
36091
PROFESSIONAL ENGINEER

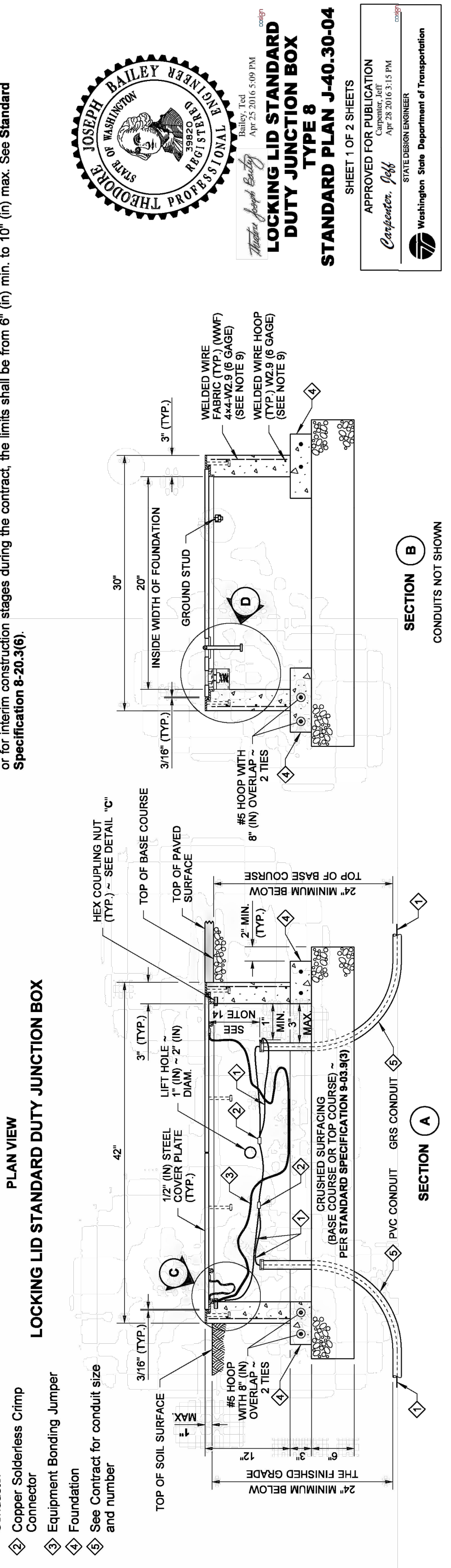
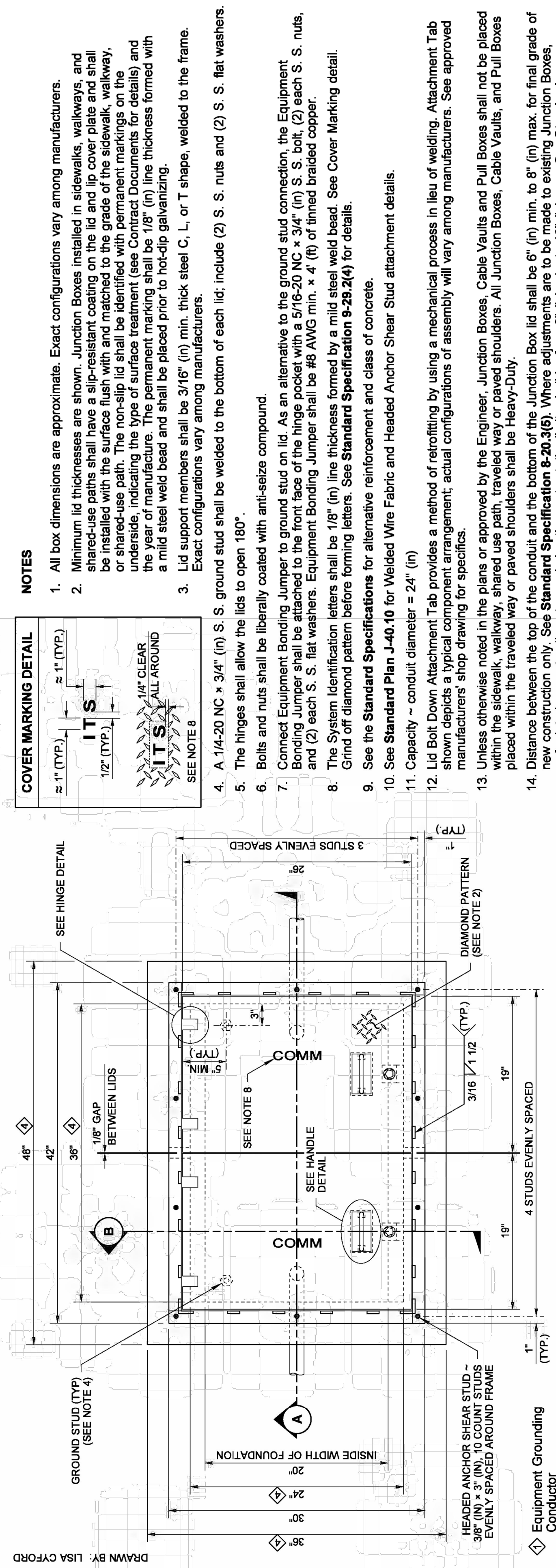
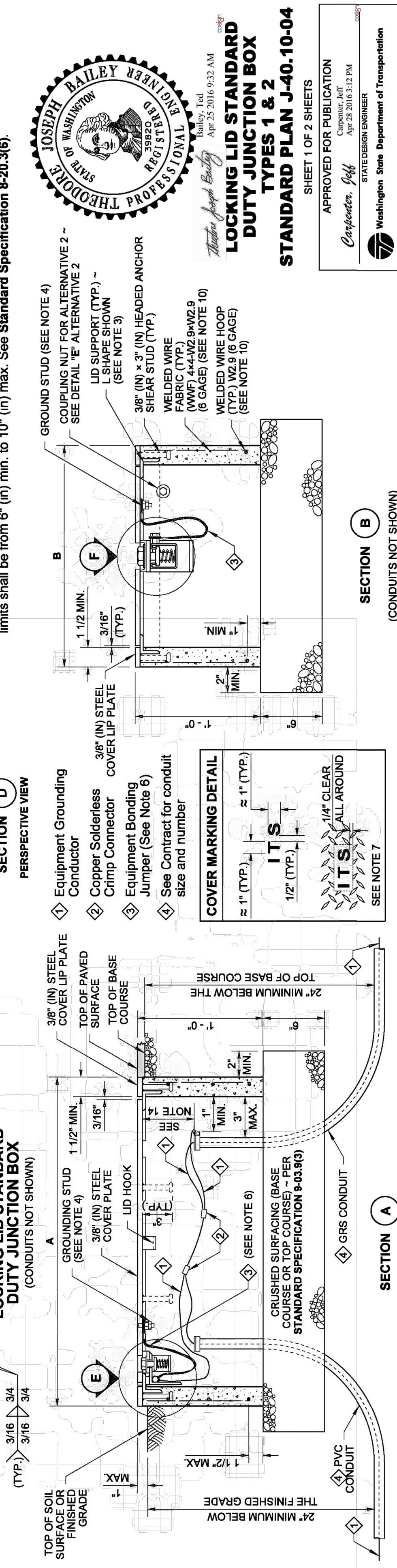
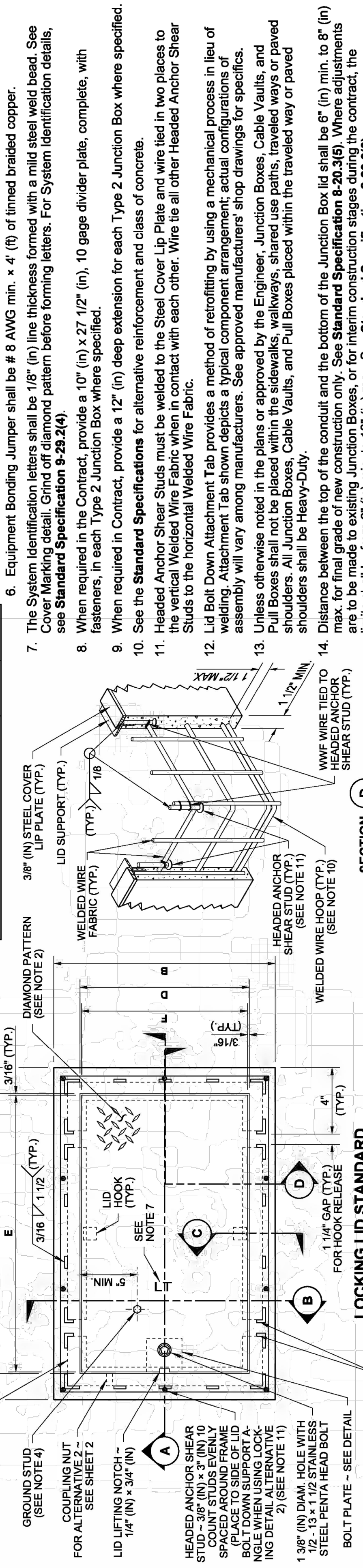
CITY OF MEDINA WASHINGTON
2024 ADA IMPROVEMENTS & OVERLAY

| No. | DATE | REVISION |
|-------------------------------|------|----------|
| ISSUED FOR: BID SET | | |
| ISSUE DATE: APR 2024 | | |
| APPROVED BY: BLS | | |
| CHECKED BY: BLS | | |
| DRAWN BY: MAN | | |
| DESIGNER: MAN | | |
| G & O JOB NO.: 24432.00 | | |
| FILE: RAMP DETAILS.DWG | | |

CURB RAMP DETAILS

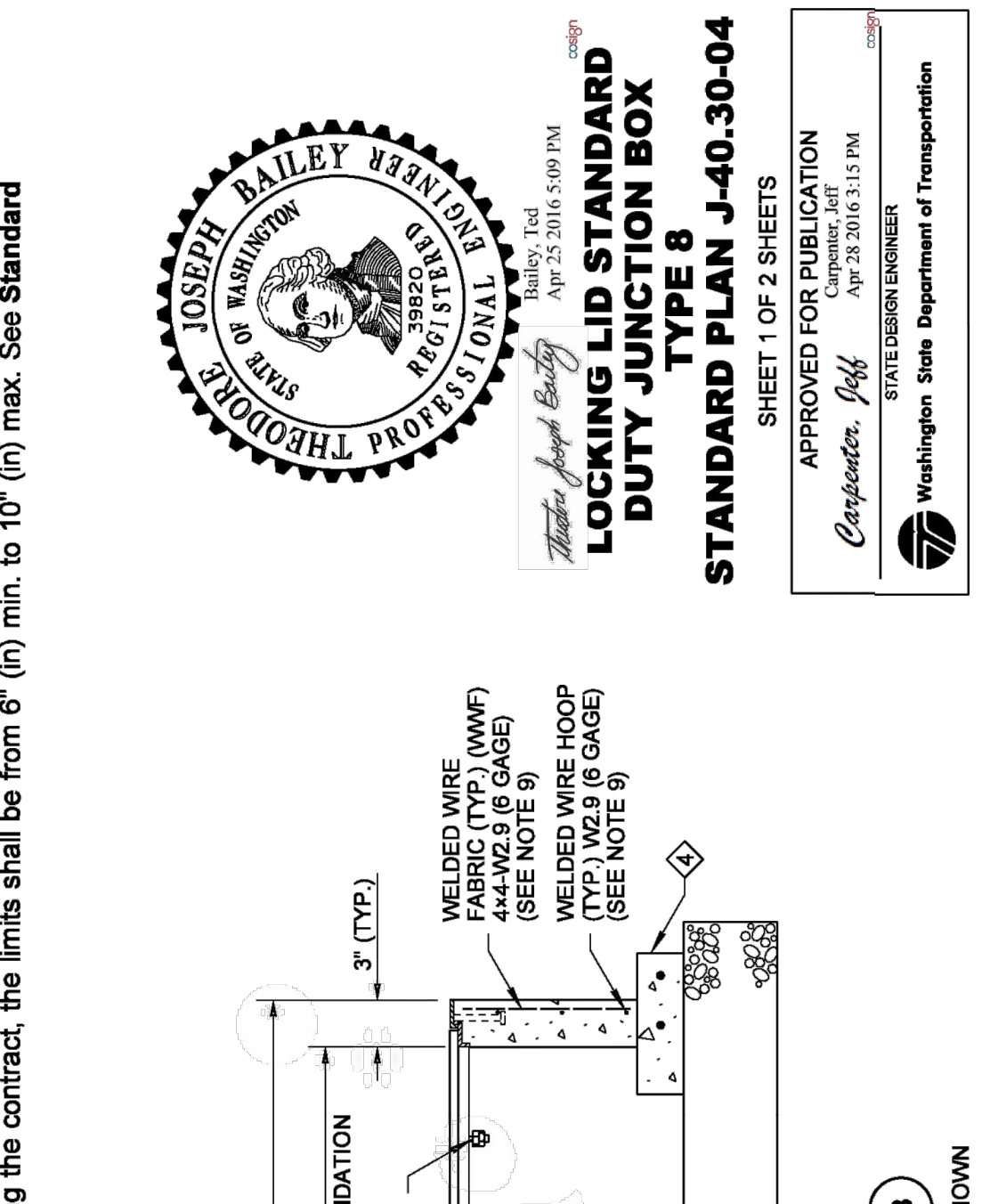
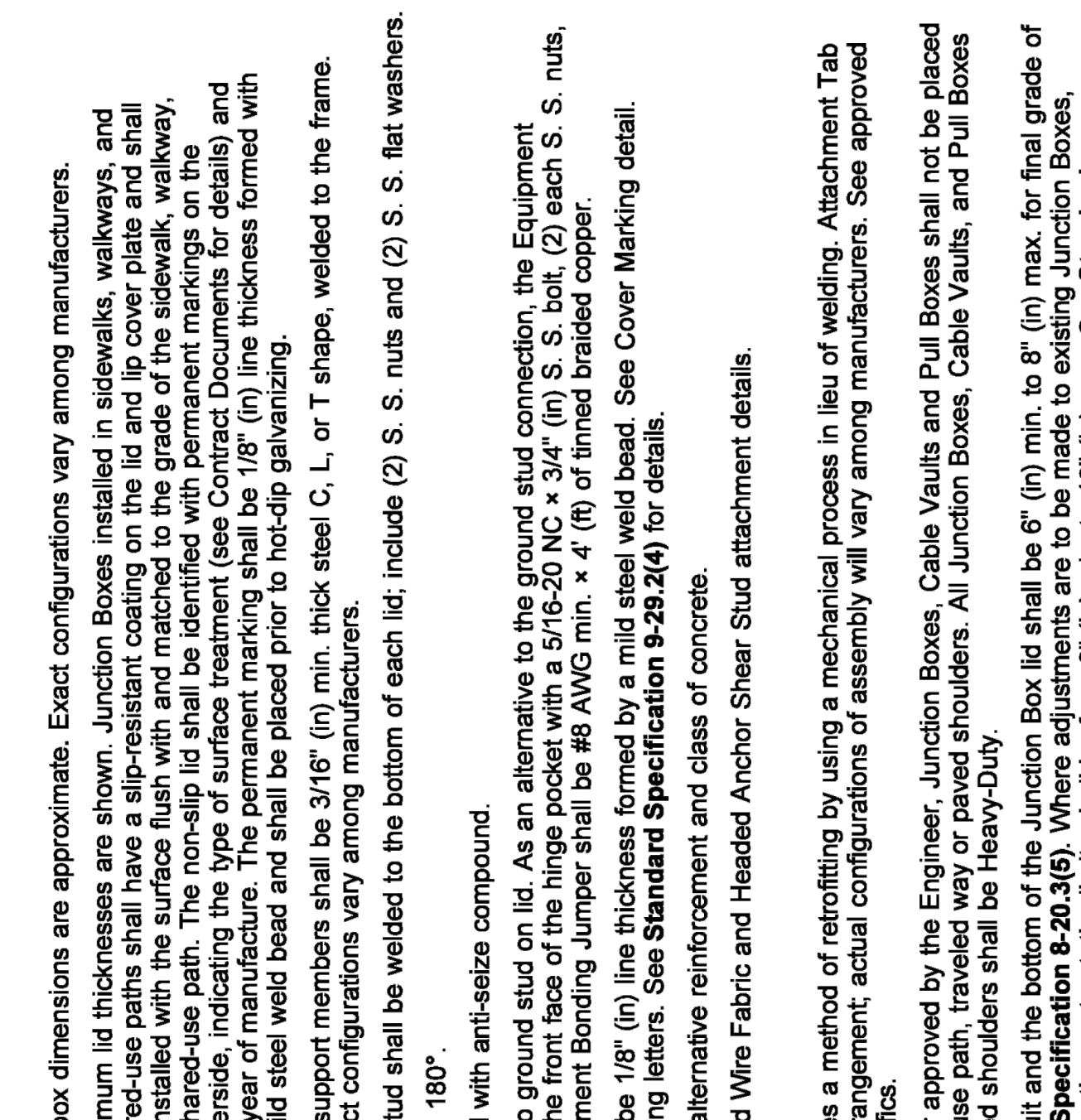
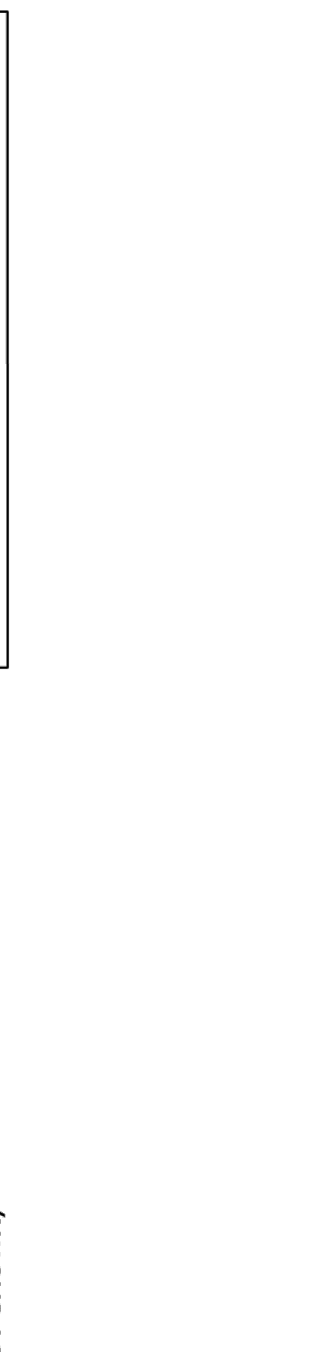
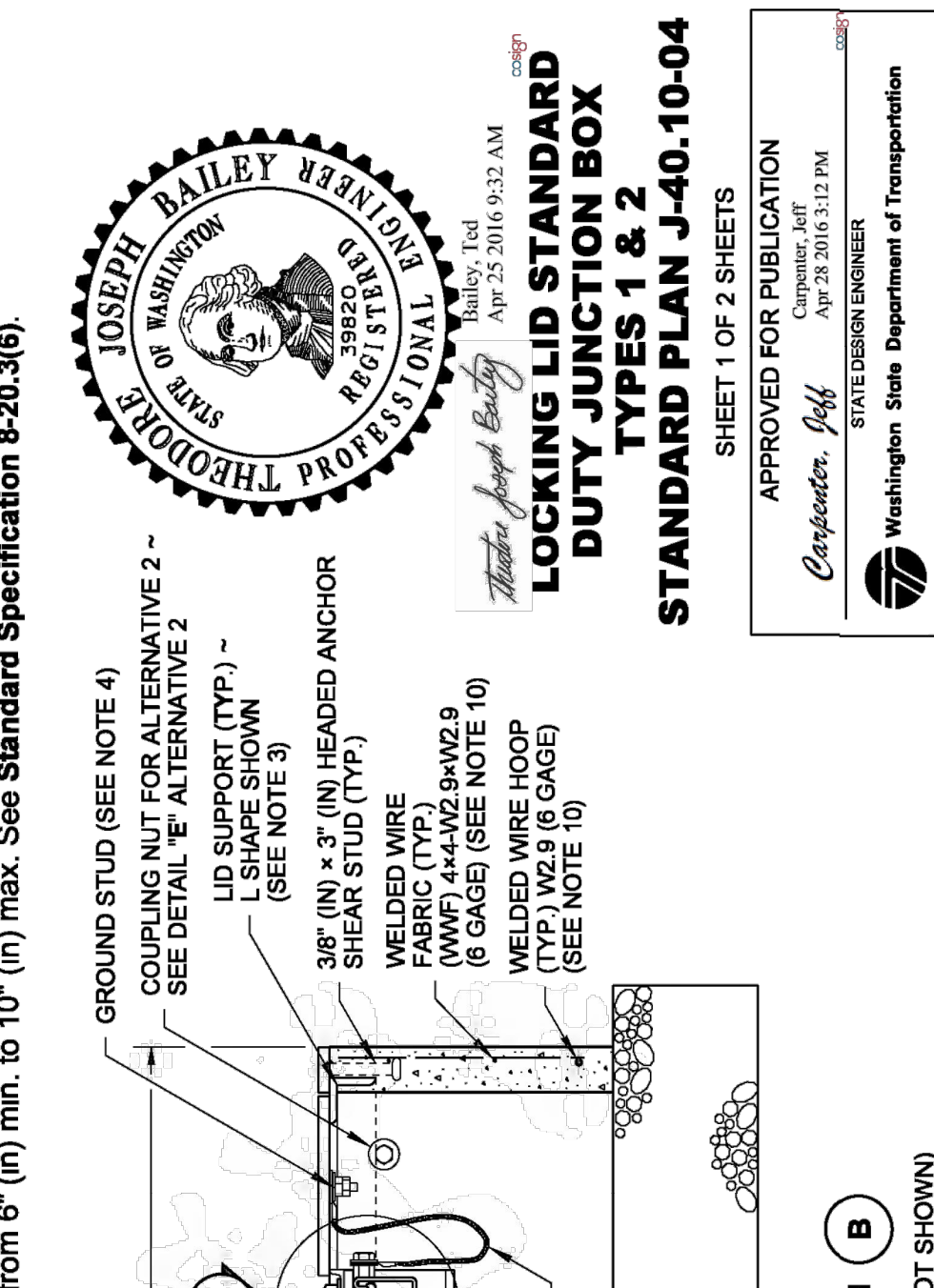


| JUNCTION BOX DIMENSION TABLE | | |
|------------------------------|--------------------------------|---------------------|
| ITEM | BOX TYPE | TYPE 2 |
| A | OUTSIDE LENGTH OF JUNCTION BOX | 22" |
| B | OUTSIDE WIDTH OF JUNCTION BOX | 17" |
| C | INSIDE LENGTH OF JUNCTION BOX | 18" - 19" 28" - 29" |
| D | INSIDE WIDTH OF JUNCTION BOX | 13" - 14" 17" - 18" |
| E | LID LENGTH | 17 5/8" 28 5/8" |
| F | LID WIDTH | 12 5/8" 18 1/8" |
| CAPACITY - CONDUIT DIAMETER | | 6" |



NOTES

- All box dimensions are approximate. Exact configurations vary among manufacturers.
- Minimum lid thickness shown. Junction Boxes installed in sidewalks, walkways, and shared-use paths shall have a slip-resistant coating on the lid and lip cover plate, and shall be installed with the surface flush with and matched to the grade of the sidewalk, walkway, or shared-use path. The non-slip lid shall be identified with permanent markings on the underside, indicating the type of surface treatment (see Contract Documents for details) and the year of manufacture. The permanent marking shall be 1/8" (in) line thickness formed with a mild steel weld bead and shall be placed prior to hot-dip galvanizing.
- Lid support members shall be 3/16" (in) minimum thick steel C, L, or T shape, welded to the frame.
- A 1/4-20 NC x 3/4" (in) stainless steel ground stud shall be welded to the bottom of the lid; include (2) stainless steel nuts and (2) stainless steel flat washers.
- Bolts and nuts shall be liberally coated with anti-seize compound.
- Equipment Bonding Jumper shall be # 8 AWG min. x 4' (ft) of tinned braided copper.
- The System Identification letters shall be 1/8" (in) line thickness formed with a mild steel weld bead. See Cover Marking detail. Grind off diamond pattern before forming letters. For System Identification details, see Standard Specification 9-23.2(4).
- When required in the Contract, provide a 10" (in) x 27 1/2" (in), 10 gage divider plate, complete, with fasteners, in each Type 2 Junction Box where specified.
- When required in Contract, provide a 12" (in) deep extension for each Type 2 Junction Box where specified.
- See the Standard Specifications for alternative reinforcement and class of concrete.
- Headed Anchor Shear Studs must be welded to the Steel Cover Lip Plate and wire tied in two places to the vertical Welded Wire Fabric when in contact with each other. Wire tie all other Headed Anchor Shear Studs to the horizontal Welded Wire Fabric.
- Lid Bolt Down Attachment Tab provides a method of retrofitting by using a mechanical process in lieu of welding. Attachment Tab shown depicts a typical component arrangement; actual configurations or assembly will vary among manufacturers. See approved manufacturers' shop drawings for specifics.
- Unless otherwise noted in the plans or approved by the Engineer, Junction Boxes, Cable Vaults, and Pull Boxes shall not be placed within the sidewalks, walkways, shared use paths, traveled ways or paved shoulders. All Junction Boxes, Cable Vaults, and Pull Boxes placed within the traveled way or paved shoulders shall be Heavy-Duty.
- Distance between the top of the conduit and the bottom of the Junction Box lid shall be 6" (in) min. to 8" (in) max. for final grade of new construction only. See Standard Specification 8-20.3(6). Where adjustments are to be made to existing Junction Boxes, or for interim construction stages during the contract, the limits shall be from 6" (in) min. to 10" (in) max. See Standard Specification 8-20.3(6).



DRAWN BY: LISA CYFORD

LOCKING LID STANDARD DUTY JUNCTION BOX (CONDUITS NOT SHOWN)

LOCKING LID STANDARD DUTY JUNCTION BOX (CONDUITS NOT SHOWN)

LOCKING LID STANDARD DUTY JUNCTION BOX (CONDUITS NOT SHOWN)

LOCKING LID STANDARD DUTY JUNCTION BOX (CONDUITS NOT SHOWN)

LOCKING LID STANDARD DUTY JUNCTION BOX (CONDUITS NOT SHOWN)

THEOPHILE JOSEPH BAILEY
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF WASHINGTON
 No. 35820
 Exp. 25/2016-03/25 AM

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 Washington State Department of Transportation

LOCKING LID STANDARD DUTY JUNCTION BOX TYPES 1 & 2
STANDARD PLAN J-40.10-04
 SHEET 1 OF 2 SHEETS

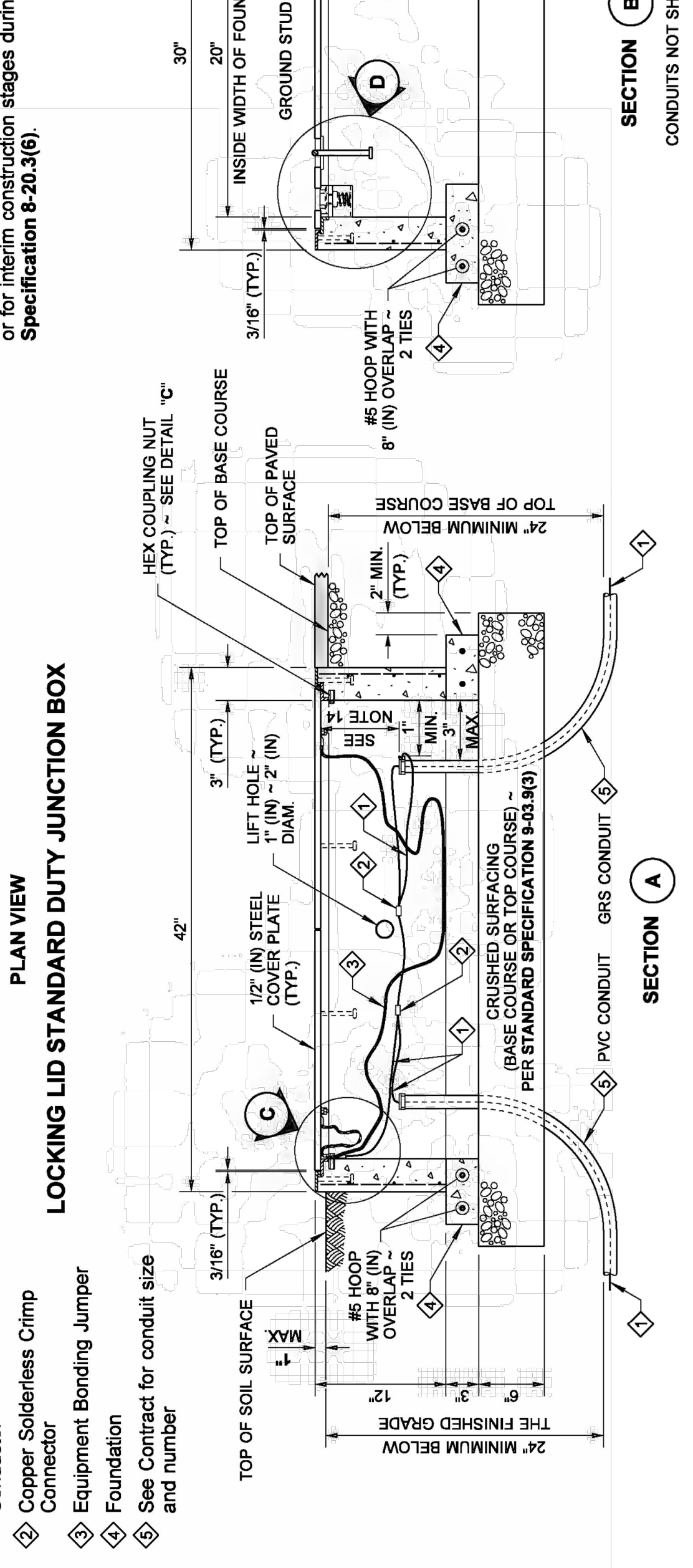
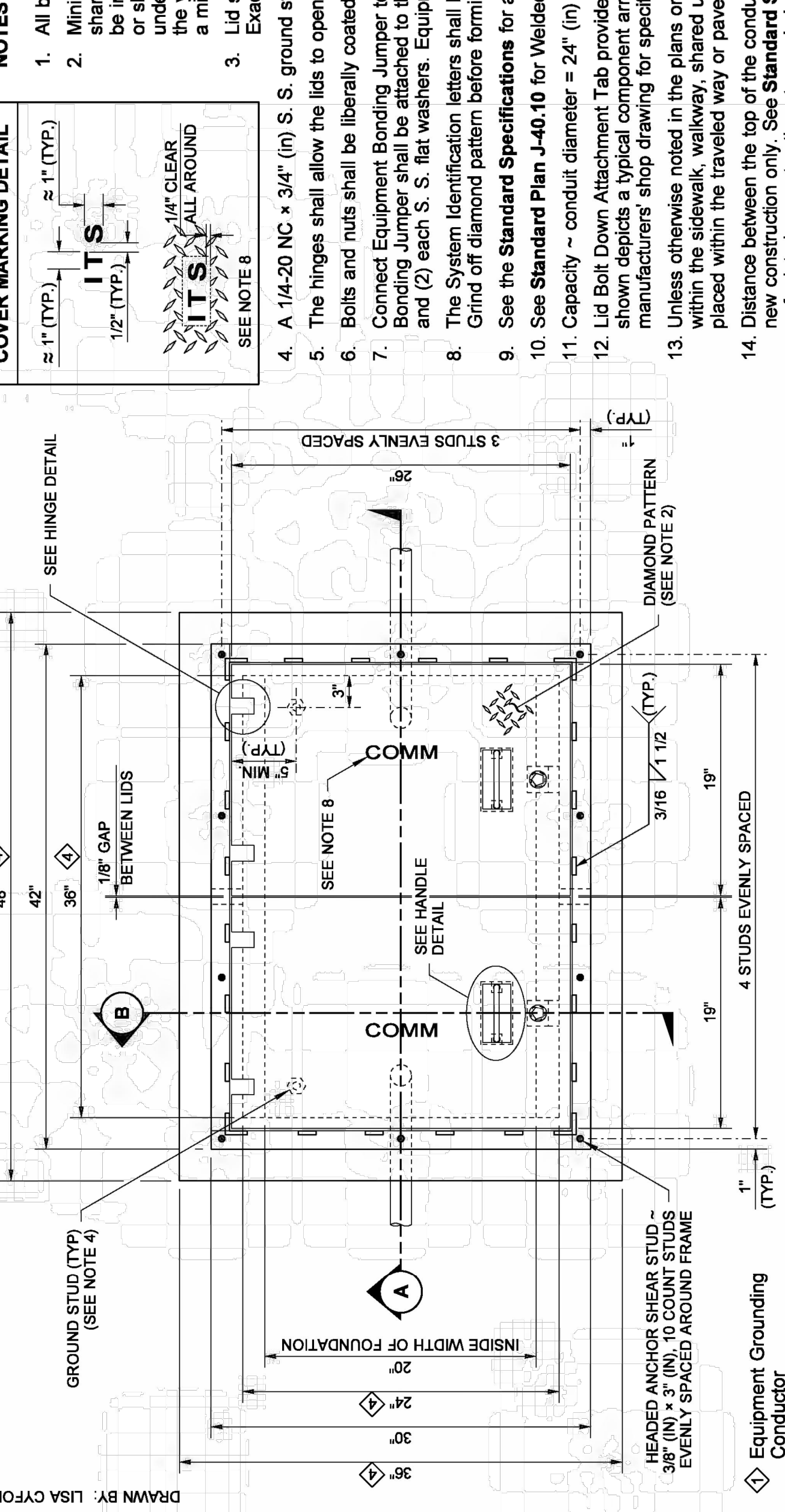
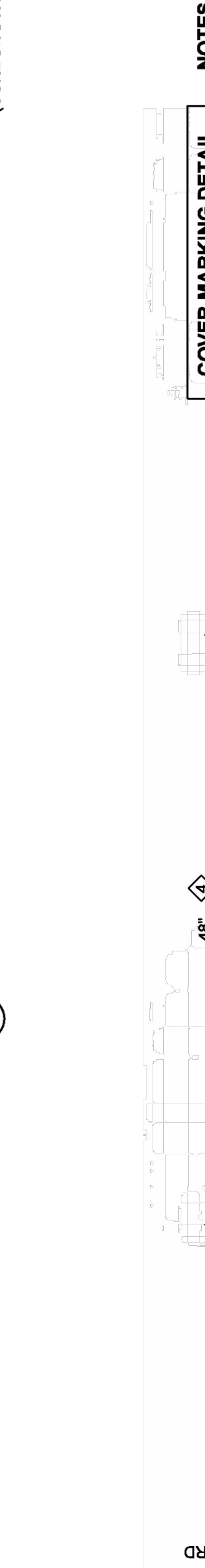
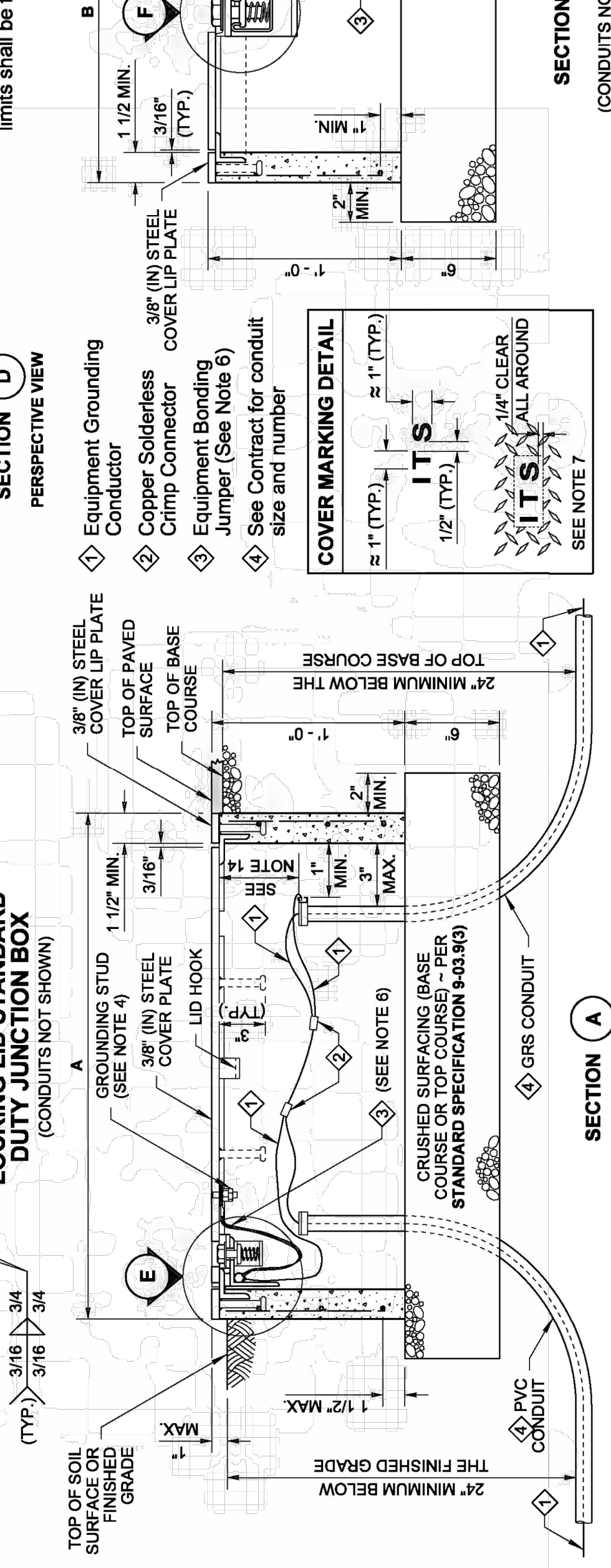
THEOPHILE JOSEPH BAILEY
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF WASHINGTON
 No. 35820
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LOCKING LID STANDARD DUTY JUNCTION BOX TYPE 8
STANDARD PLAN J-40.30-04
 SHEET 1 OF 2 SHEETS

NOTES

- All box dimensions are approximate. Exact configurations vary among manufacturers.
- Minimum lid thicknesses are shown. Junction Boxes installed in sidewalks, walkways, and shared-use paths shall have a slip-resistant coating on the lid and lip cover plate and shall be installed with the surface flush with and matched to the grade of the sidewalk, walkway, or shared-use path. The non-slip lid shall be identified with permanent markings on the underside, indicating the type of surface treatment (see Contract Documents for details) and the year of manufacture. The permanent marking shall be 1/8" (in) line thickness formed with a mild steel weld bead and shall be placed prior to hot-dip galvanizing.
- Lid support members shall be 3/16" (in) min. thick steel C, L, or T shape, welded to the frame.
- A 1/4-20 NC x 3/4" (in) S. S. ground stud shall be welded to the bottom of each lid; include (2) S. S. nuts and (2) S. S. flat washers.
- The hinges shall allow the lids to open 180°.
- Bolts and nuts shall be liberally coated with anti-seize compound.
- Connect Equipment Bonding Jumper to ground stud on lid. As an alternative to the ground stud connection, the Equipment Bonding Jumper shall be attached to the front face of the hinge pocket with a 5/16-20 NC x 3/4" (in) S. S. bolt, (2) each S. S. nuts, and (2) each S. S. flat washers. Equipment Bonding Jumper shall be #8 AWG min. x 4' (ft) of tinned braided copper.
- The System Identification letters shall be 1/8" (in) line thickness formed by a mild steel weld bead. See Cover Marking detail.
- Grind off diamond pattern before forming letters. See Standard Specification 9-23.2(4) for details.
- See the Standard Specifications for alternative reinforcement and class of concrete.
- Capacity - conduit diameter = 24" (in)
- Lid Bolt Down Attachment Tab provides a method of retrofitting by using a mechanical process in lieu of welding. Attachment Tab shown depicts a typical component arrangement; actual configurations of assembly will vary among manufacturers. See approved manufacturers' shop drawing for specifics.
- Unless otherwise noted in the plans or approved by the Engineer, Junction Boxes, Cable Vaults and Pull Boxes shall not be placed within the sidewalk, walkway, shared use path, traveled way or paved shoulders. All Junction Boxes, Cable Vaults, and Pull Boxes placed within the traveled way or paved shoulders shall be Heavy-Duty.
- Distance between the top of the conduit and the bottom of the Junction Box lid shall be 6" (in) min. to 8" (in) max. for final grade of new construction only. See Standard Specification 8-20.3(6). Where adjustments are to be made to existing Junction Boxes, or for interim construction stages during the contract, the limits shall be from 6" (in) min. to 10" (in) max. See Standard Specification 8-20.3(6).



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BRIAN L. SOURWINE
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF WASHINGTON
 No. 36091
 Exp. 03/2016-03/2016

CITY OF MEDINA
 WASHINGTON

2024 ADA IMPROVEMENTS & OVERLAY

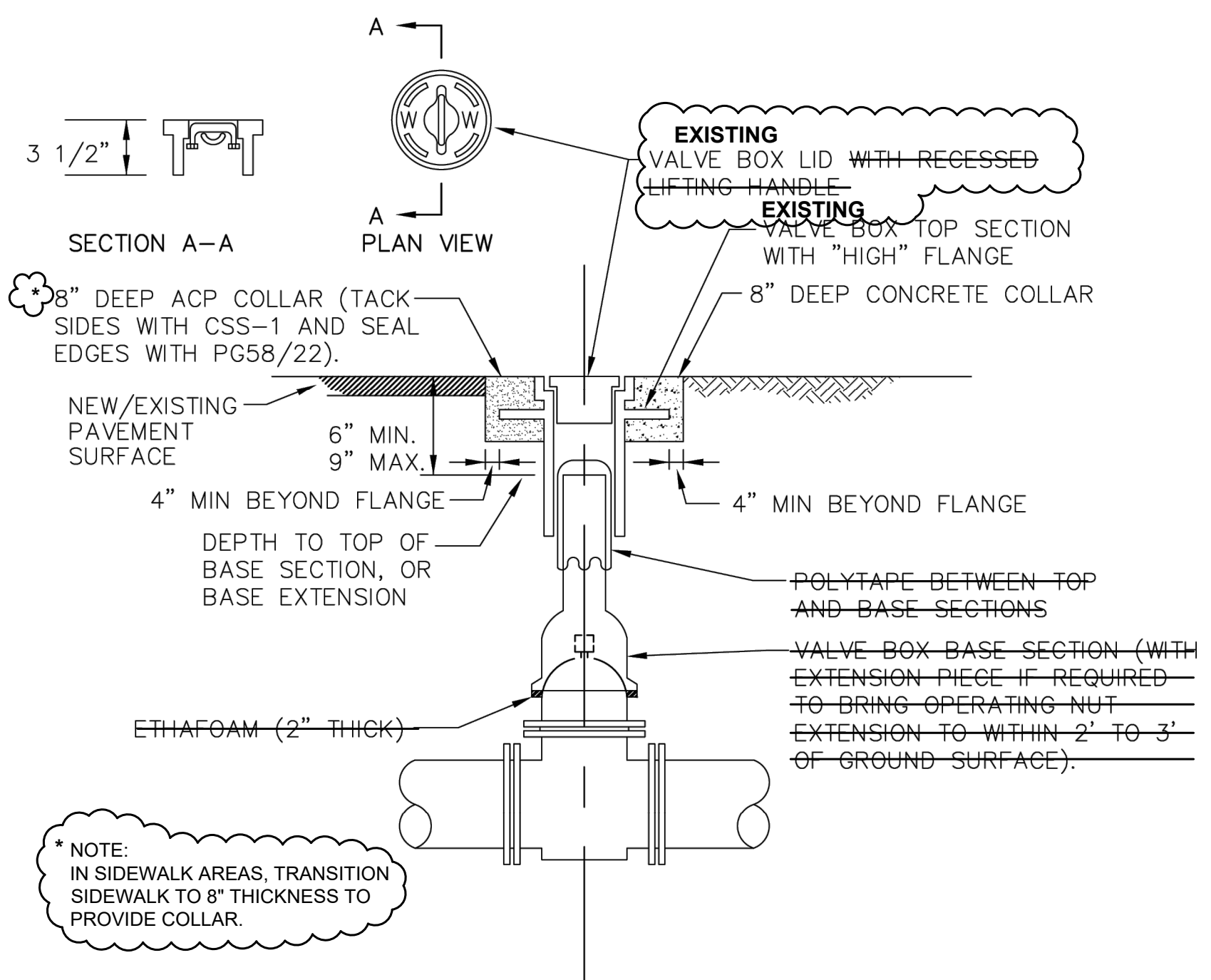
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BID SET

ISSUE DATE: APR 2024
 APPROVED BY: BLS
 CHECKED BY: BLS
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 DESIGNER: MAN
 G & O JOB NO.: 24432.00
 FILE: XSEC.DWG

ROADWAY DETAILS

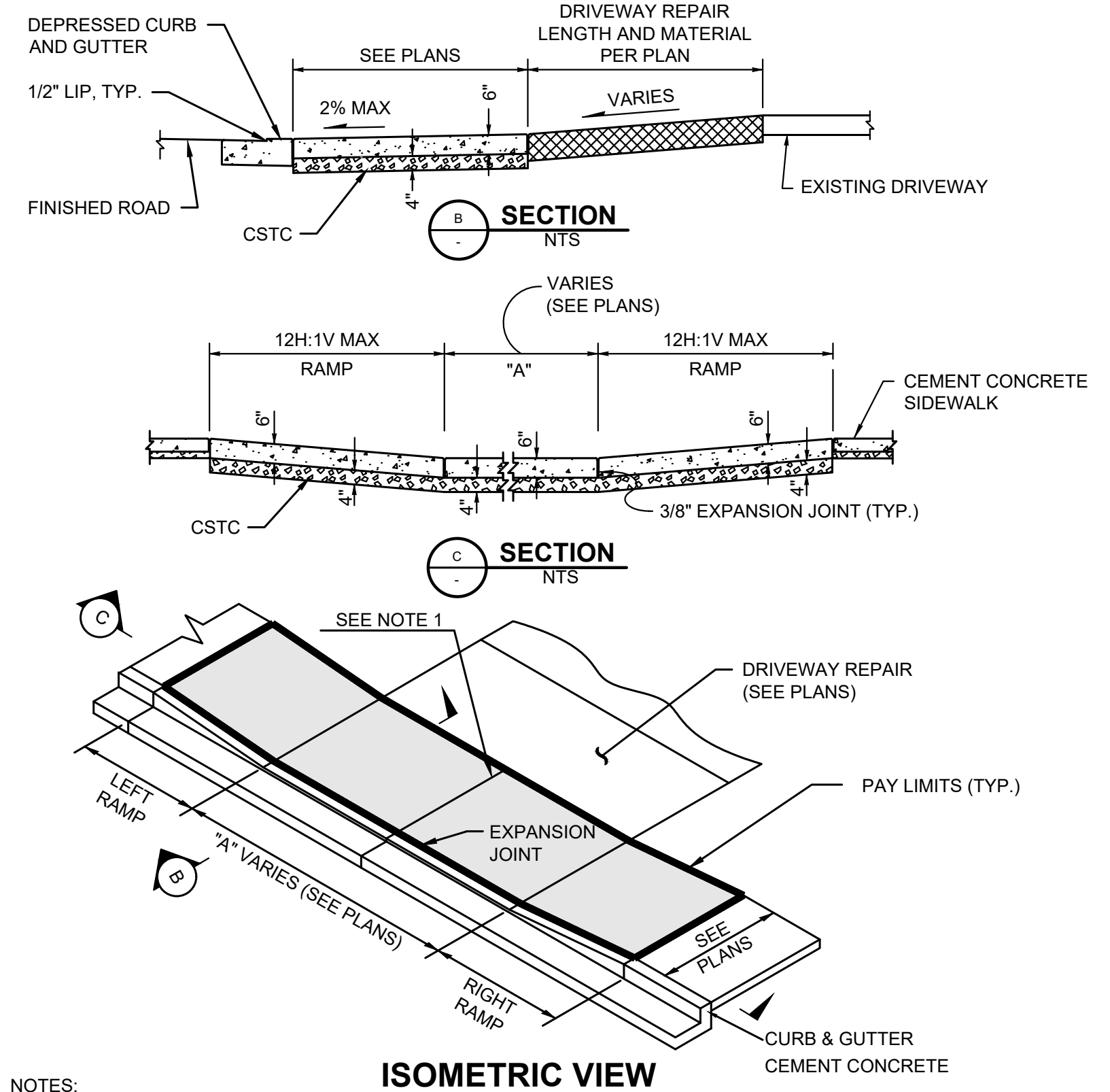


PAVED AREAS **UNPAVED AREAS**

- NOTES:**
- ALL PARTS SHALL BE CAST OR DUCTILE IRON AND COATED WITH ASPHALTIC VARNISH.
 - OLYMPIC FOUNDRY INC: #VB045 LID, TOP AND BASE SECTION.
 - RICH (VANRICH CASTING CORP.): TOP SECTION AND LID #045 WITH RICH STANDARD BASE.
 - 12" ADJUSTING SLEEVE #044A.

| | | |
|--|--|---------------|
| | | WATER UTILITY |
| City of Bellevue | | |
| TITLE: VALVE BOX INSTALLATION ADJUSTMENT | | |
| (MODIFIED) | | NO. W-11 |

JANUARY 2019 NO SCALE



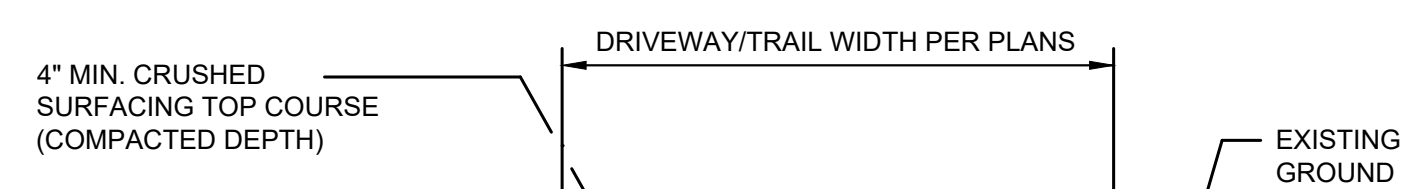
- NOTES:**
- WHEN THE DRIVEWAY WIDTH EXCEEDS 15 FEET, CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
 - CEMENT CONCRETE DRIVEWAY SHALL BE CL 4000.

CEMENT CONCRETE DRIVEWAY ENTRANCE
NOT TO SCALE

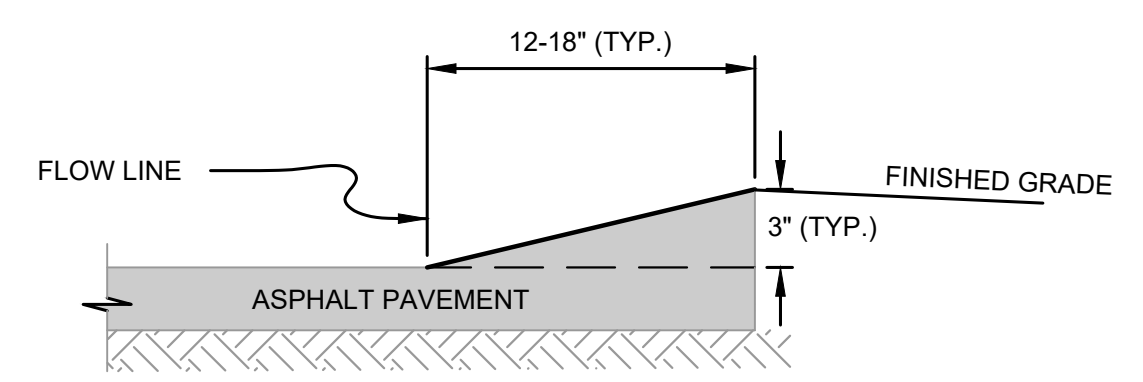
DRIVEWAY SCHEDULE

| STREET | DRIVEWAY # | LOCATION | CONCRETE DRIVEWAY ENTRANCE | | | | DRIVEWAY REPAIR (BEYOND ENTRANCE) | | | |
|------------|------------|----------|----------------------------|-------|-----------|-----------|-----------------------------------|-------|----------|-----------|
| | | | CENTER STATION | SIDE | WIDTH "A" | AREA (SY) | RAMP LENGTH (FT) | | MATERIAL | AREA (SY) |
| | | | | | | | LEFT | RIGHT | | |
| NE 24TH ST | 1 | 13+27.2 | LEFT | 22' | 22.0 | 5 | 5 | HMA | 4.1 | |
| NE 10TH ST | 2 | 53+85.9 | RIGHT | 18.5" | 10.5 | 7.5 | 6.5 | HMA | 26.7 | |

NOTE: CONTRACTOR SHALL CONFIRM ALL DRIVEWAY APPROACH STATIONS AND WIDTHS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.

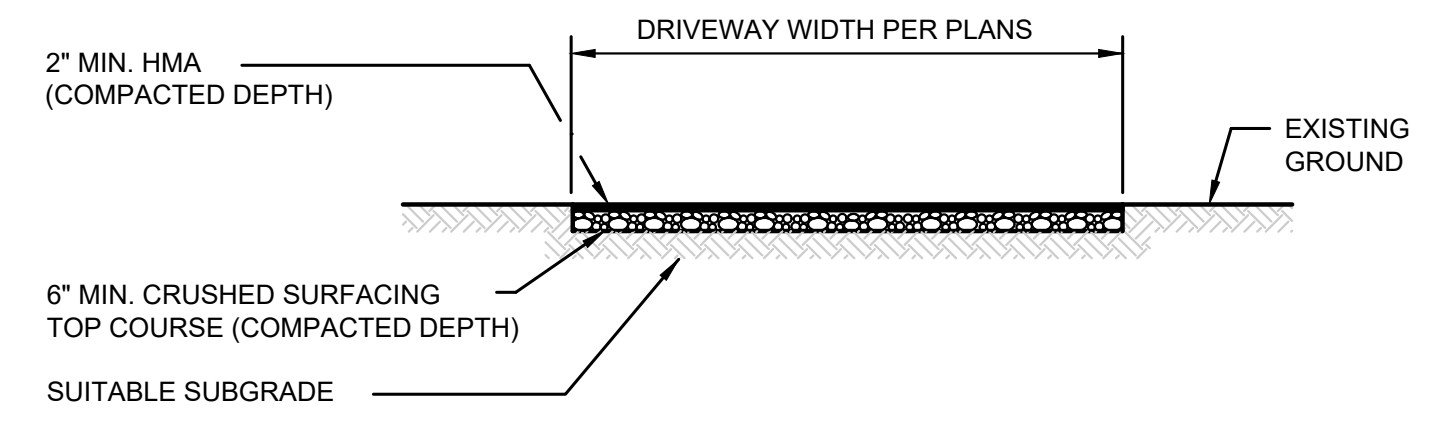


CRUSHED ROCK DRIVEWAY/TRAIL REPAIR
NOT TO SCALE

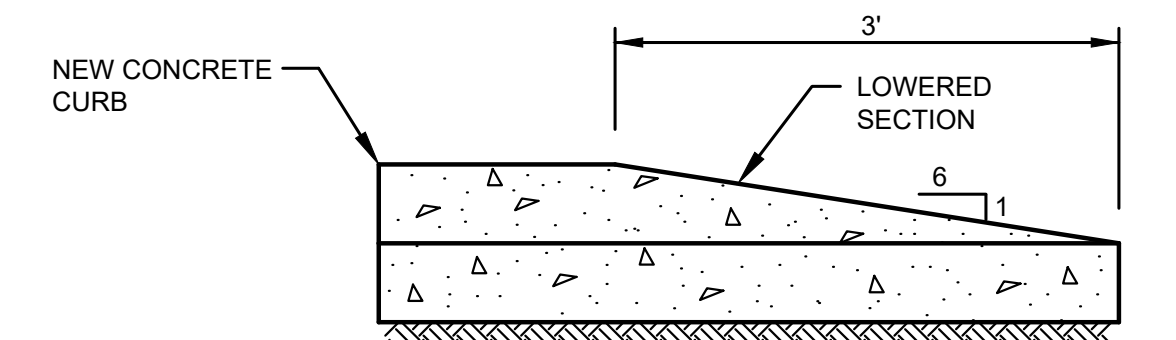


NOTE: MATCH EXISTING WEDGE CURB DIMENSIONS.

HMA WEDGE CURB DETAIL
NOT TO SCALE

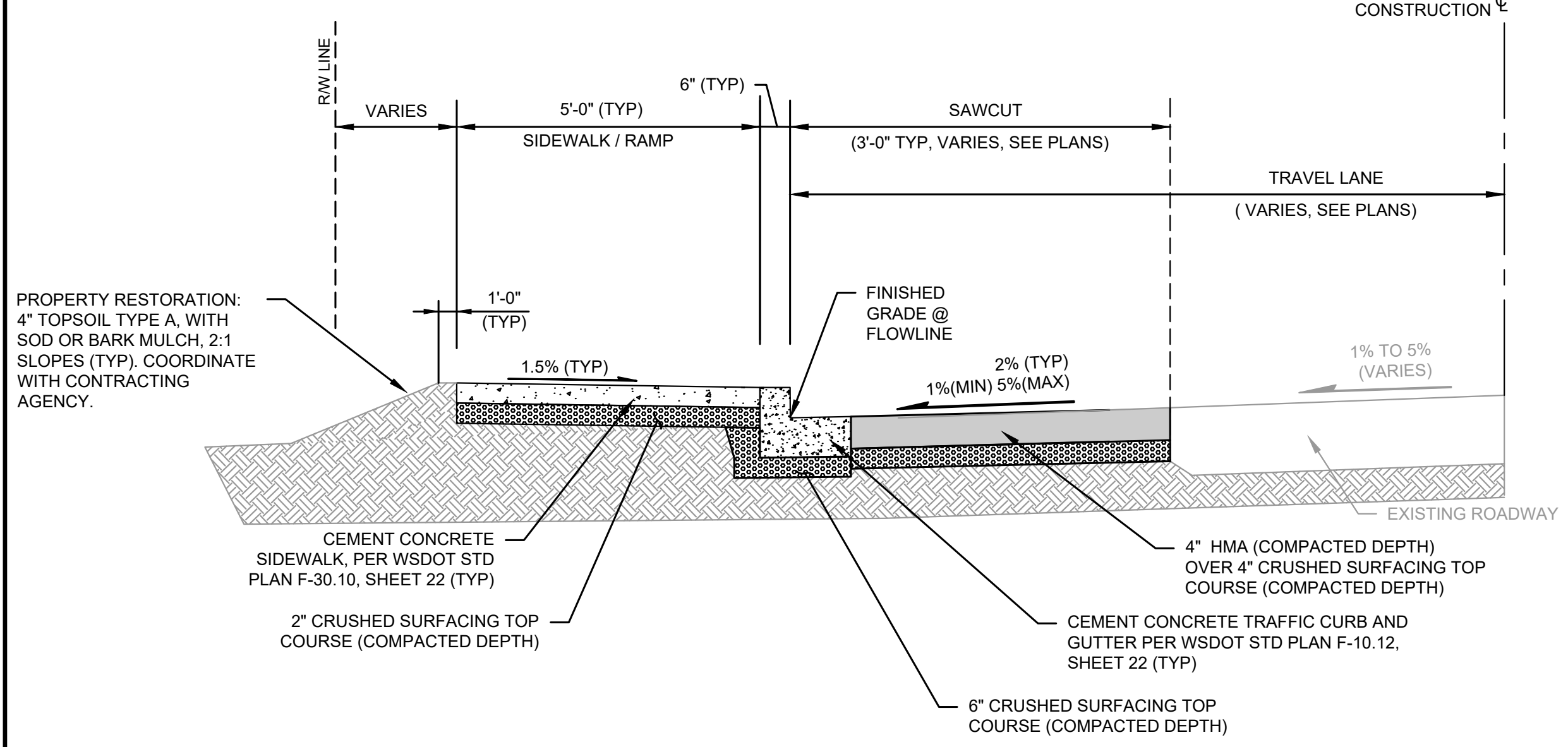


HMA DRIVEWAY REPAIR
NOT TO SCALE

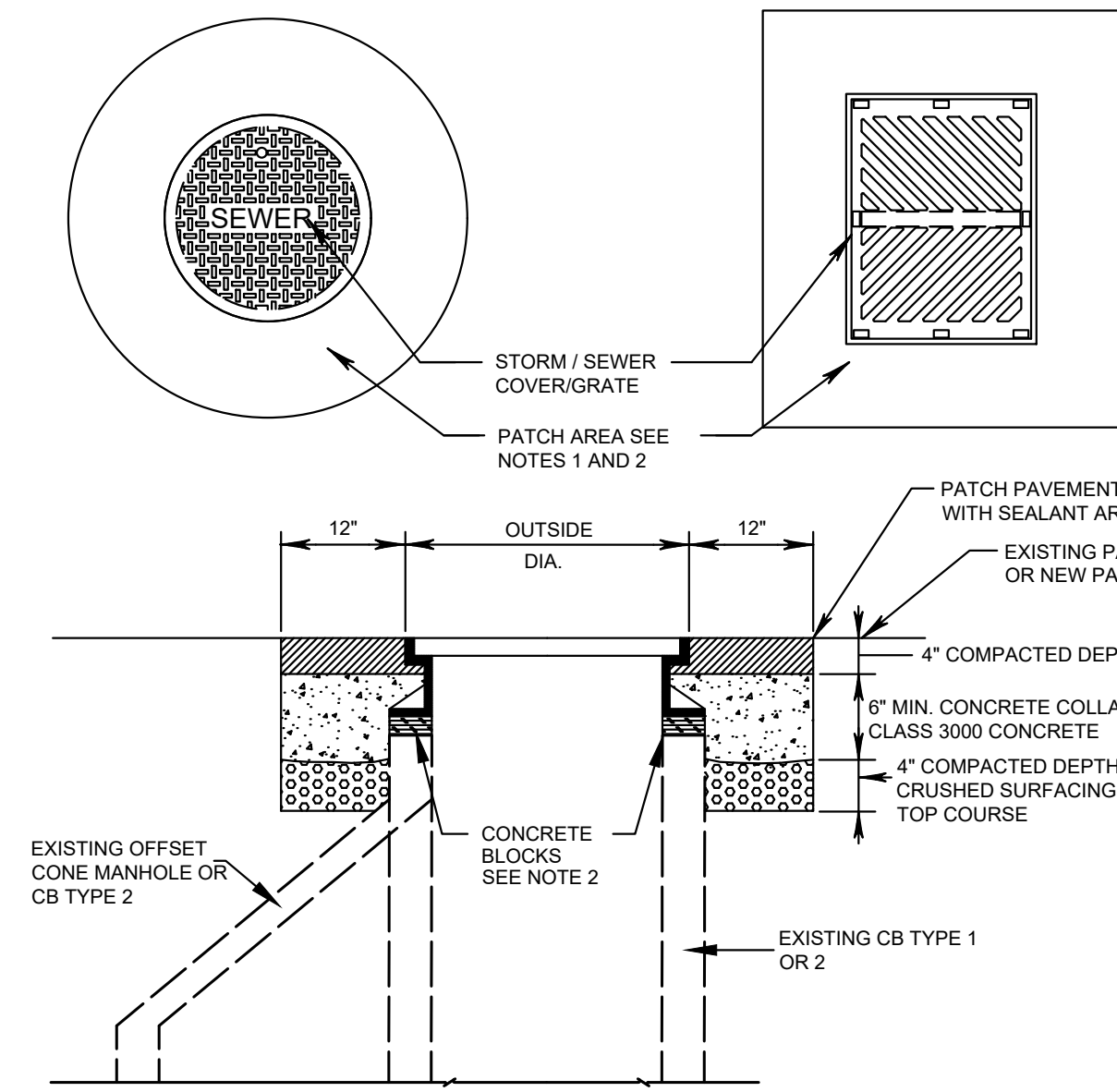


NOTE: CONCRETE CURB END SECTION TO BE USED AT ALL LOCATIONS WHERE NEW CURB DOES NOT MEET EXISTING CURB. AT SIDEWALK TRANSITION SECTIONS AND/OR AS REQUIRED IN THE FIELD BY THE ENGINEER.

CONCRETE CURB END SECTION
NOT TO SCALE

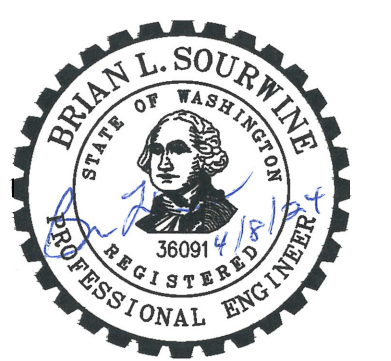


TYPICAL CROSS-SECTION
NOT TO SCALE



- NOTES:**
- REMOVE PAVEMENT AND BASE MATERIALS FOR A DISTANCE WHICH IS EQUAL TO THE DIAMETER OF THE FRAME PLUS TWO FEET. ADJUST CASTING FRAME TO NEW PAVEMENT SURFACE USING CONCRETE BLOCKS & CONCRETE GROUT.
 - 2"x4"x8" SOLID BRICK USED FOR FINAL ADJUSTMENT TO GRADE. 6" HIGH MAX.

MANHOLE / CATCH BASIN - FRAME AND COVER ADJUSTMENT DETAIL
NOT TO SCALE



CITY OF MEDINA
2024 ADA IMPROVEMENTS & OVERLAY

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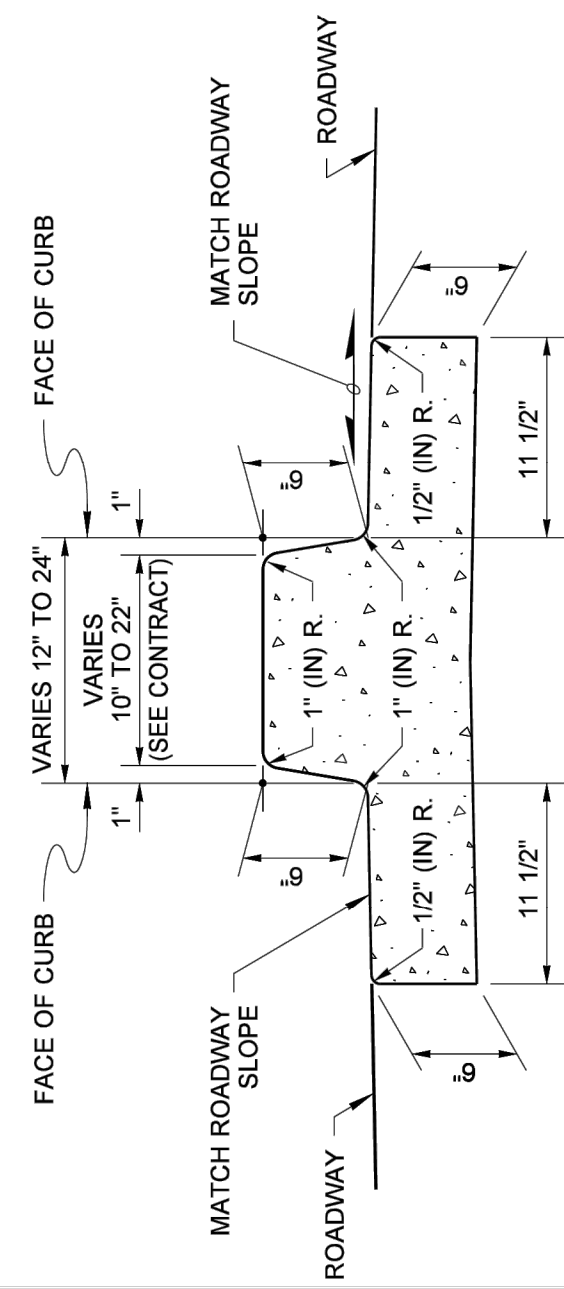
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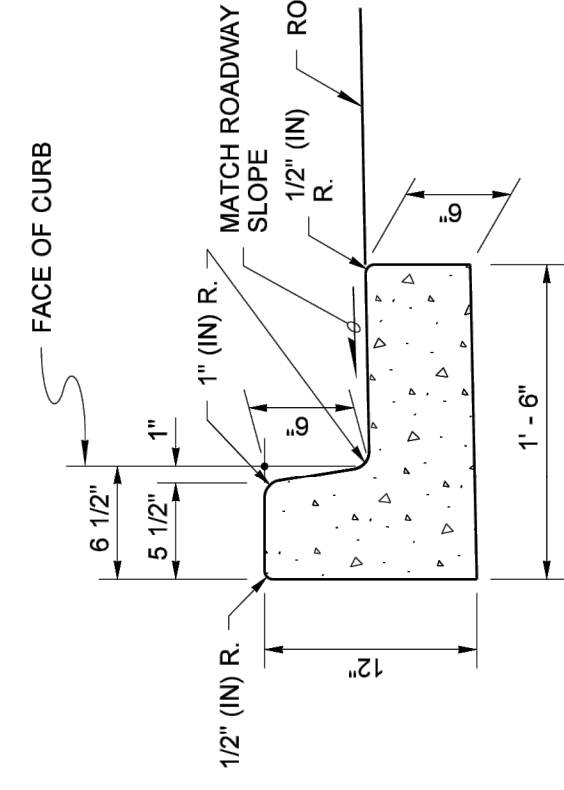
ROADWAY DETAILS

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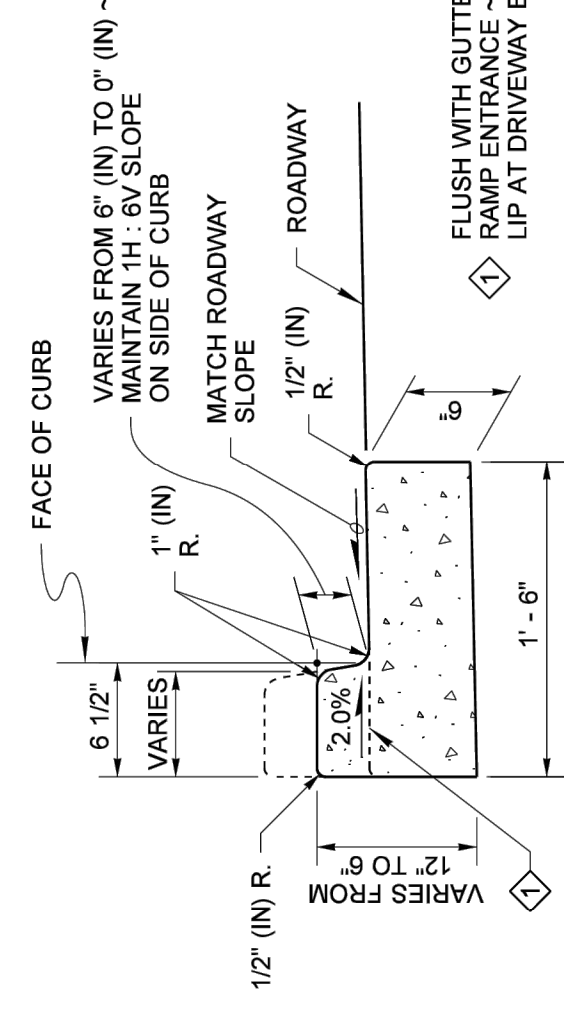


DUAL-FACED CEMENT CONCRETE TRAFFIC CURB AND GUTTER

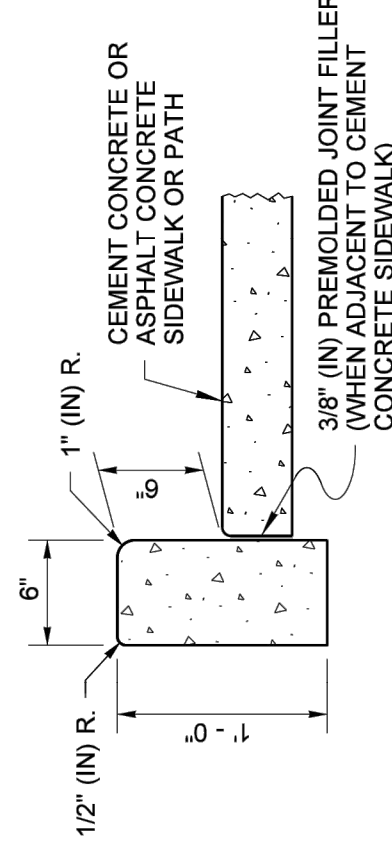
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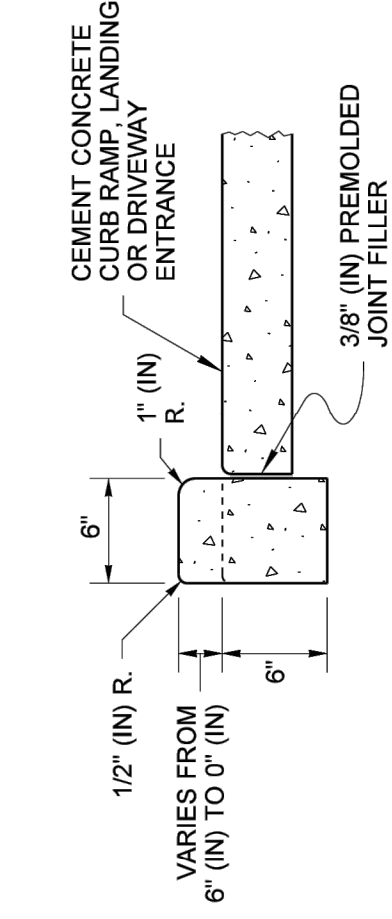
CEMENT CONCRETE TRAFFIC CURB AND GUTTER



DEPRESSED CURB AND GUTTER SECTION AT CURB RAMPS AND DRIVEWAY ENTRANCES



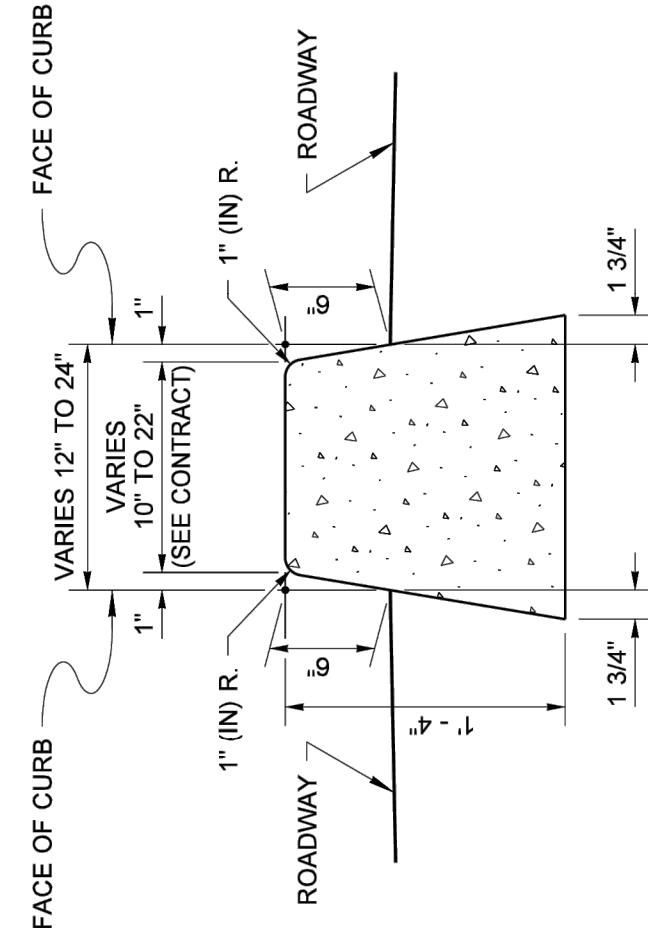
CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES



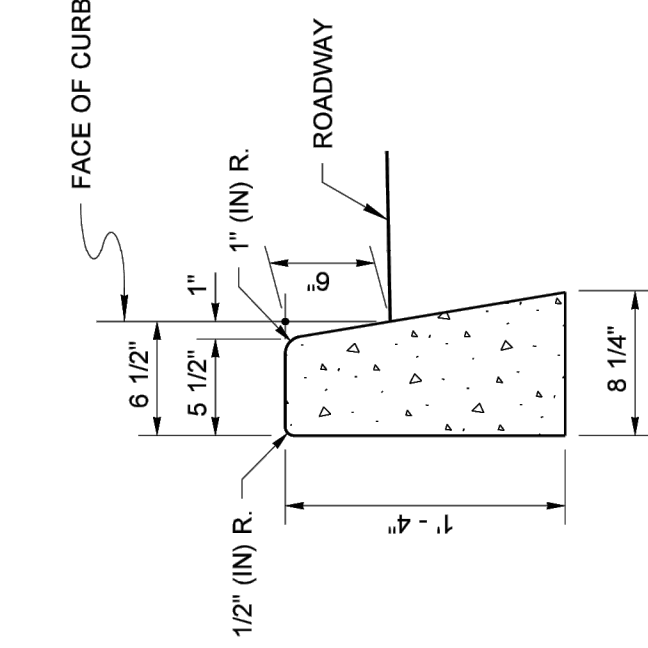
CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES

NOTE

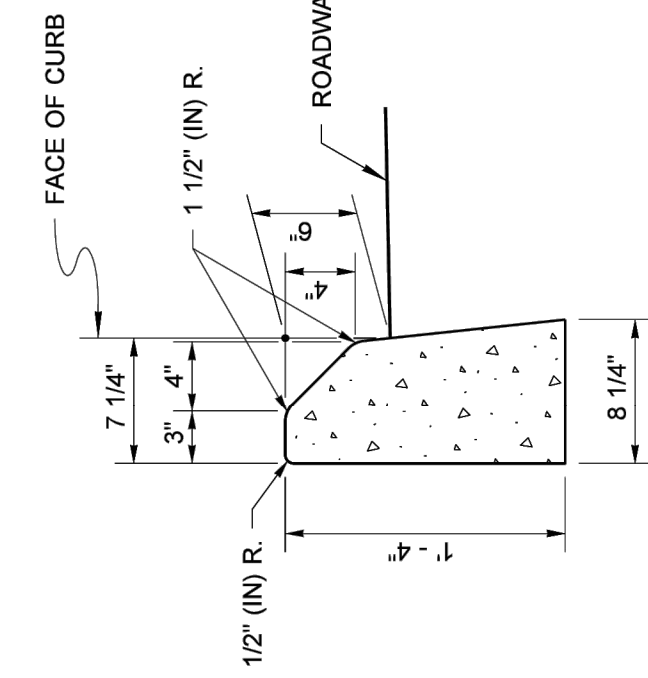
- See Standard Plan F-30.10 for Curb, Expansion and Contraction Joint Spacing. See Standard Plan F-30.10 for additional requirements.



DUAL-FACED CEMENT CONCRETE TRAFFIC CURB



CEMENT CONCRETE TRAFFIC CURB

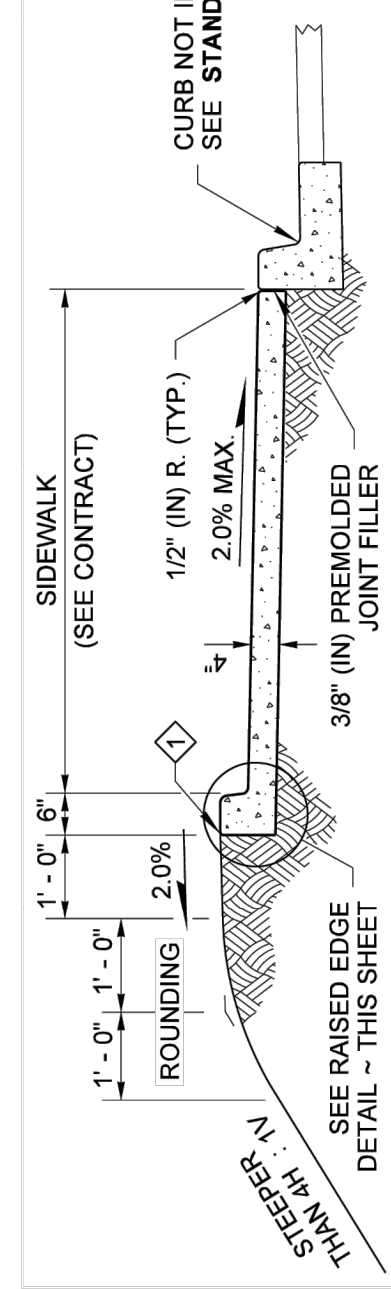


MOUNTABLE CEMENT CONCRETE TRAFFIC CURB

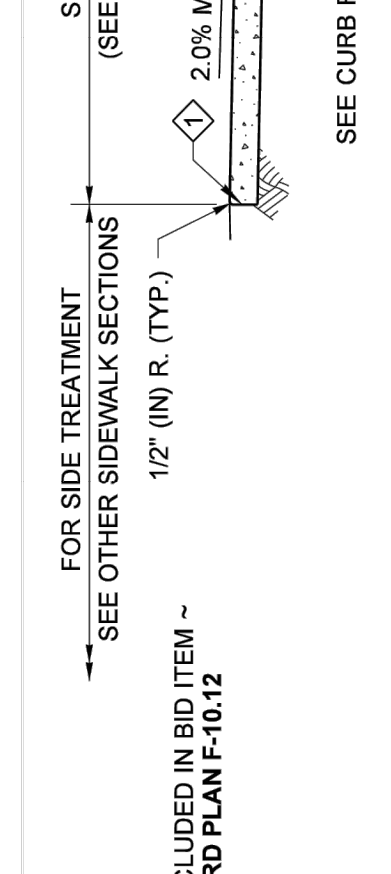


Michael S. Fleming
 Digitally signed by Michael S. Fleming
 Date: 2020.09.24 07:57:43 -0700
CEMENT CONCRETE CURBS
STANDARD PLAN F-10.12-04

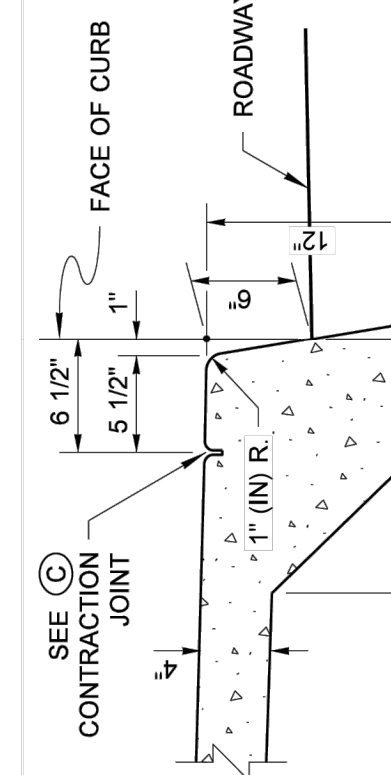
SHEET 1 OF 1 SHEET
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 Washington State Department of Transportation



WITH RAISED EDGE



MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

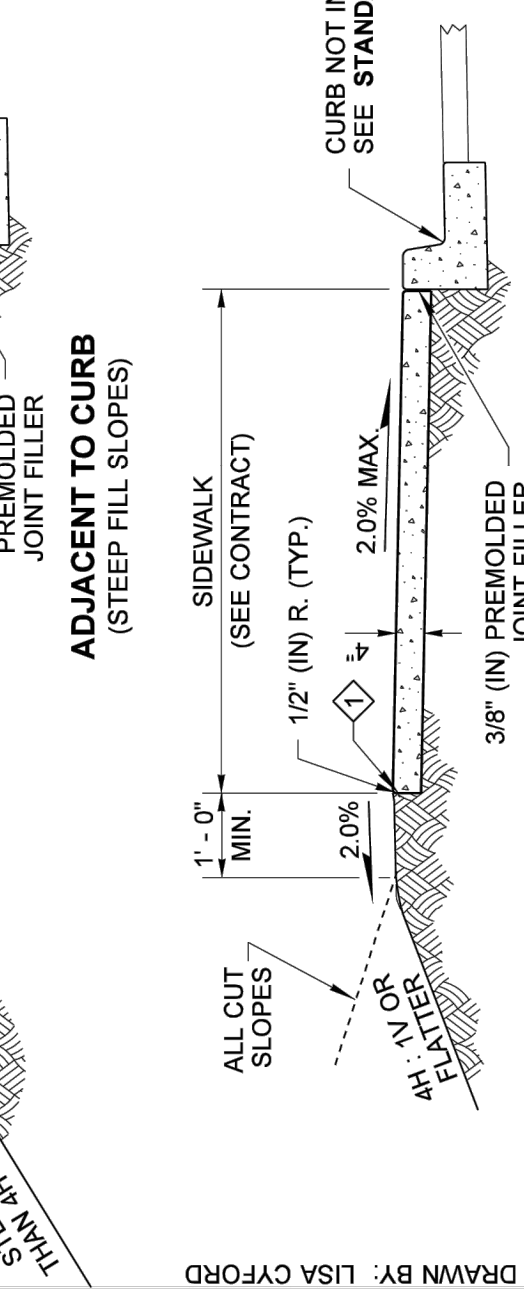


CURB FACE DETAIL

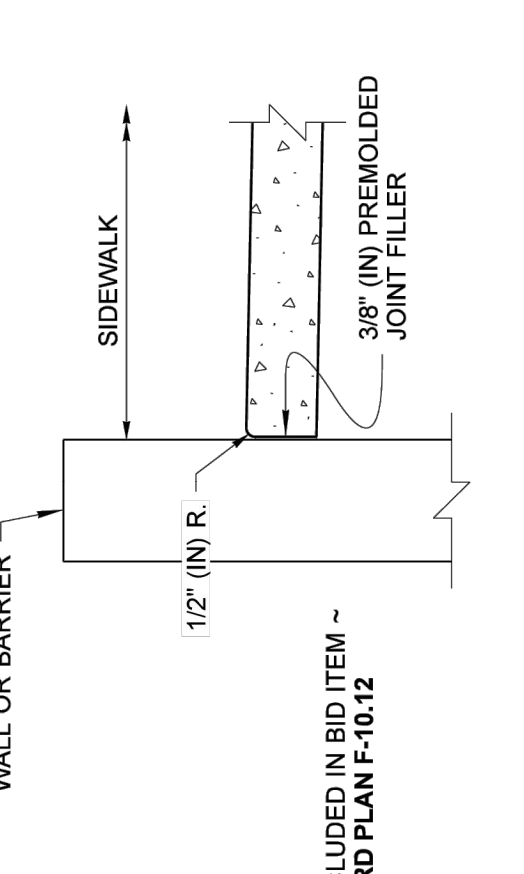
EXTENDS SIDEWALK TRANSVERSE EXPANSION JOINTS TO INCLUDE CURB (FULL DEPTH)

NOTE

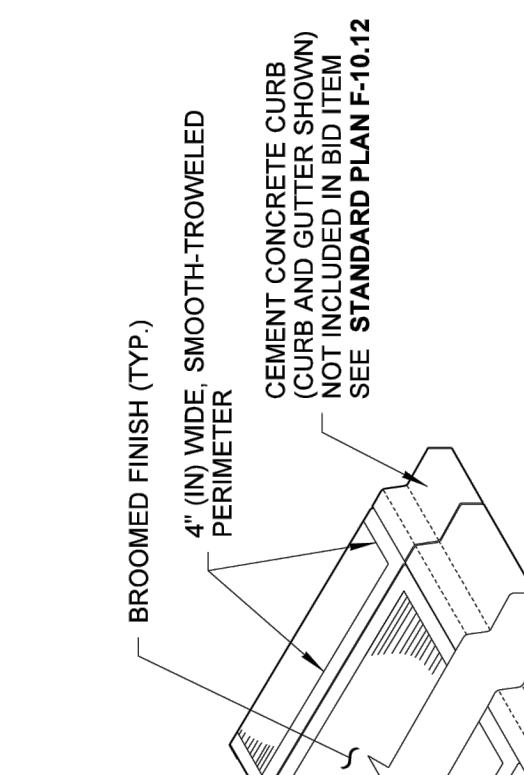
- Gratings, Access Covers, Junction Boxes, Cable Vaults, Pull Boxes and other appurtenances within the sidewalk must have slip resistant surfaces, be flush with surface, and match grade of the sidewalk.



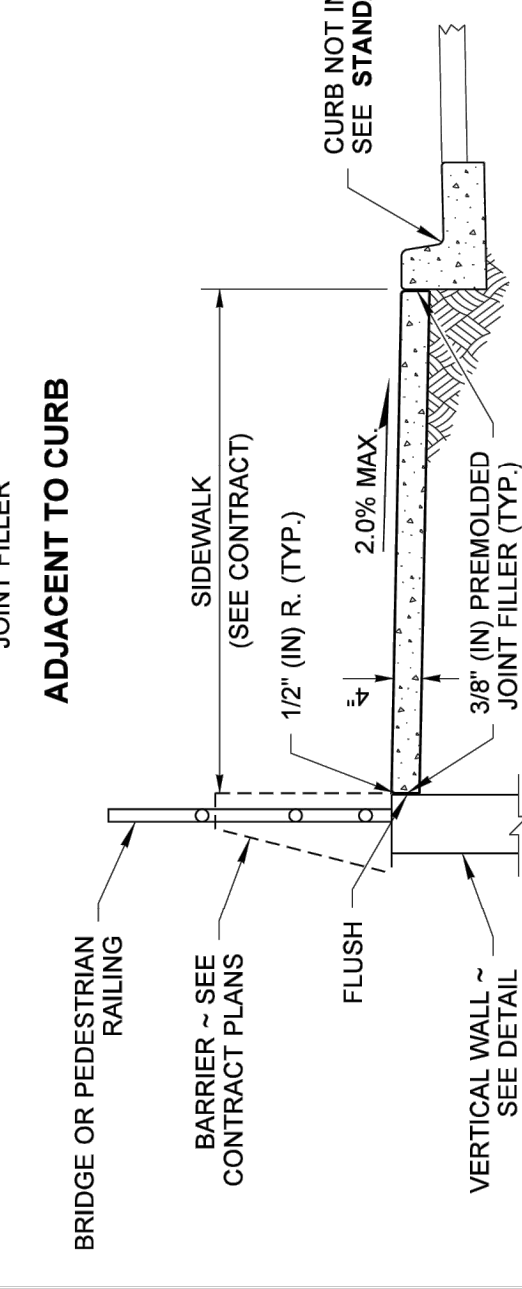
ADJACENT TO CURB (STEEP FILL SLOPES)



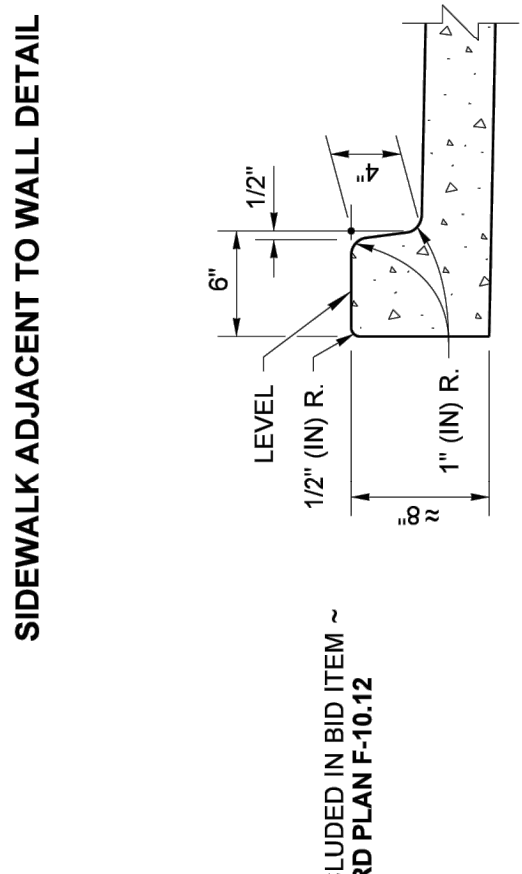
SIDEWALK ADJACENT TO WALL DETAIL



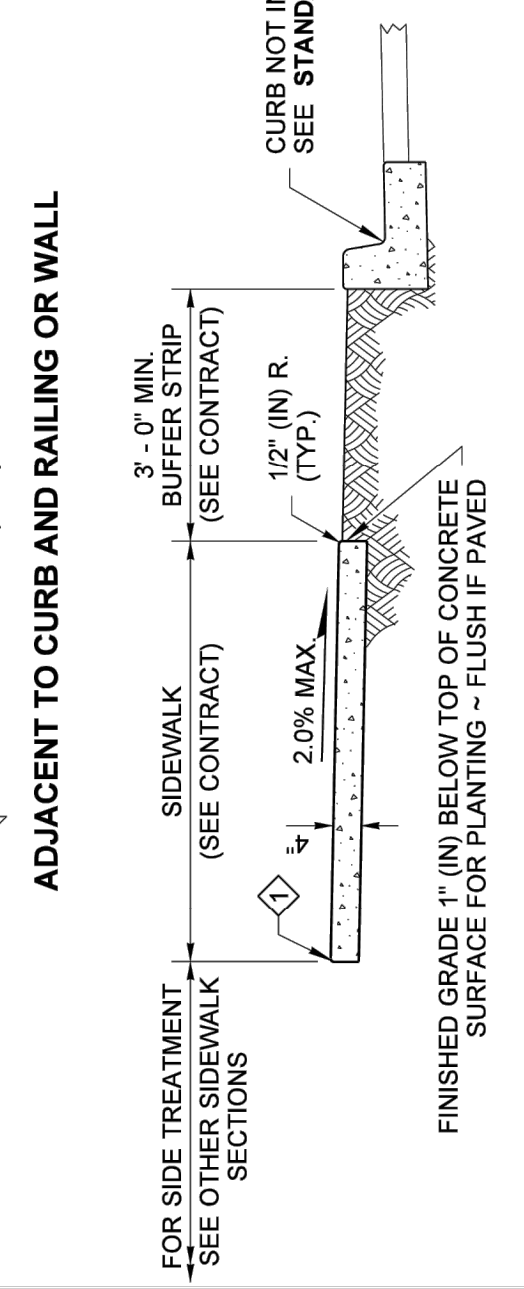
ISOMETRIC VIEW JOINT AND FINISH DETAIL



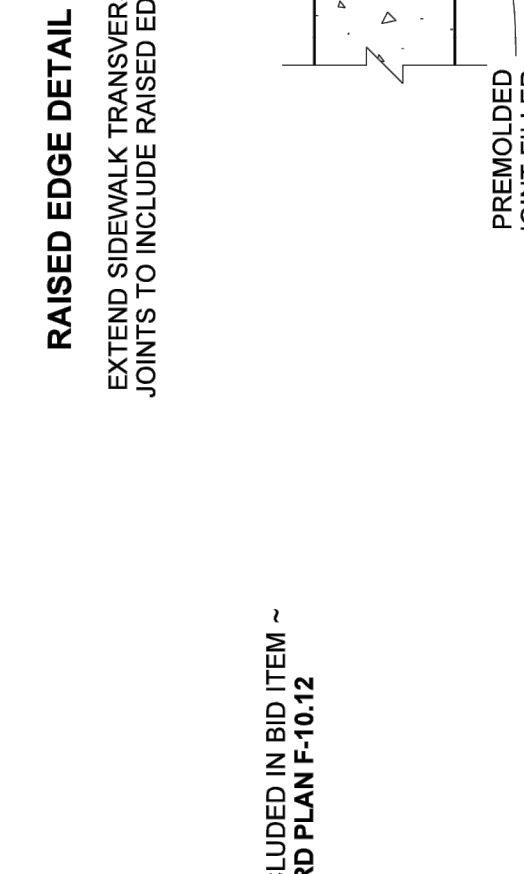
ADJACENT TO CURB



ADJACENT TO CURB

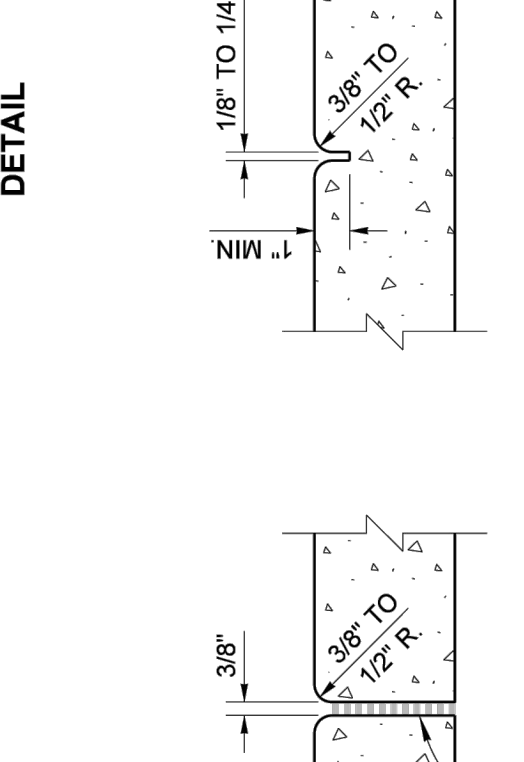


ADJACENT TO BUFFER STRIP

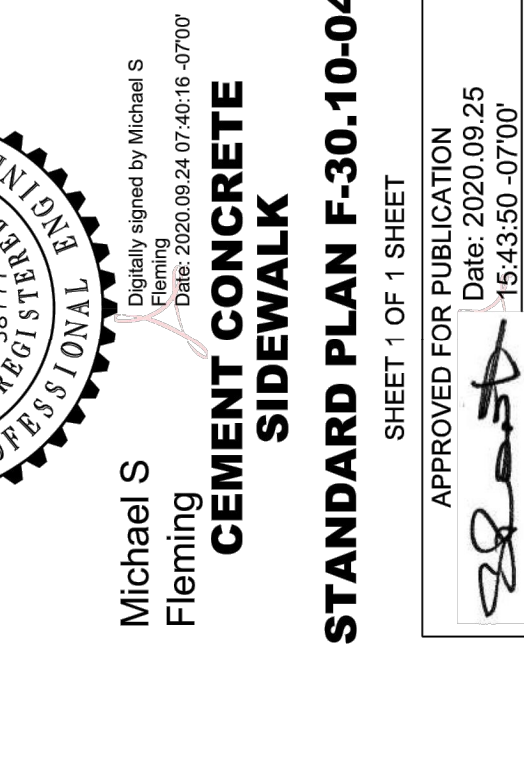


RAISED EDGE DETAIL

EXTEND SIDEWALK TRANSVERSE JOINTS TO INCLUDE RAISED EDGE



EXPANSION JOINT



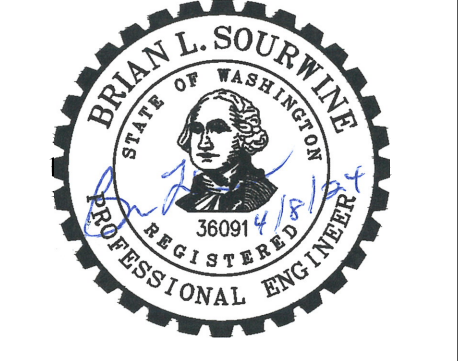
CONTRACTION JOINT



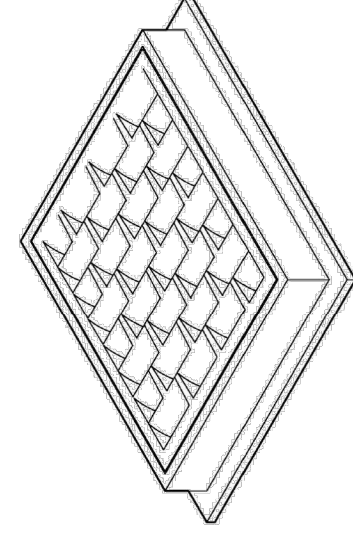
Michael S. Fleming
 Digitally signed by Michael S. Fleming
 Date: 2020.09.24 07:40:16 -0700
CEMENT CONCRETE SIDEWALK
STANDARD PLAN F-30.10-04

SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
 Date: 2020.09.25
 10:56:59 -0700
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

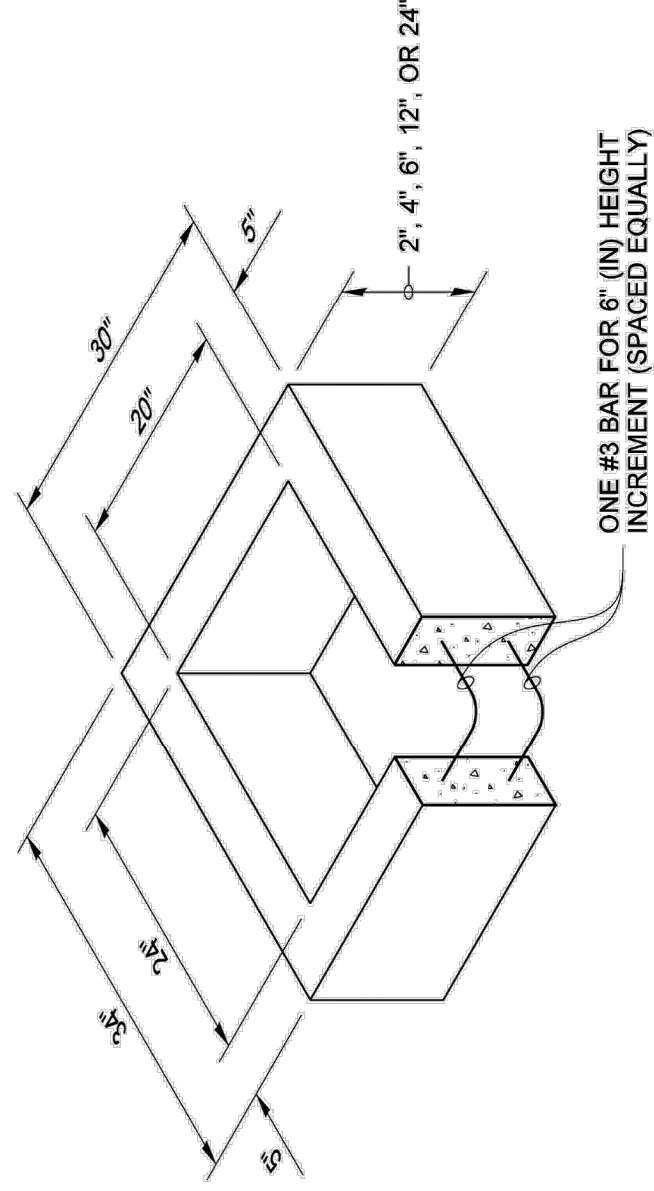
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| CHECKED BY: | | BLS |
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| DESIGNER: | | MAN |
| G & O JOB NO.: | | 24432.00 |
| FILE: | | RD-SD.DWG |



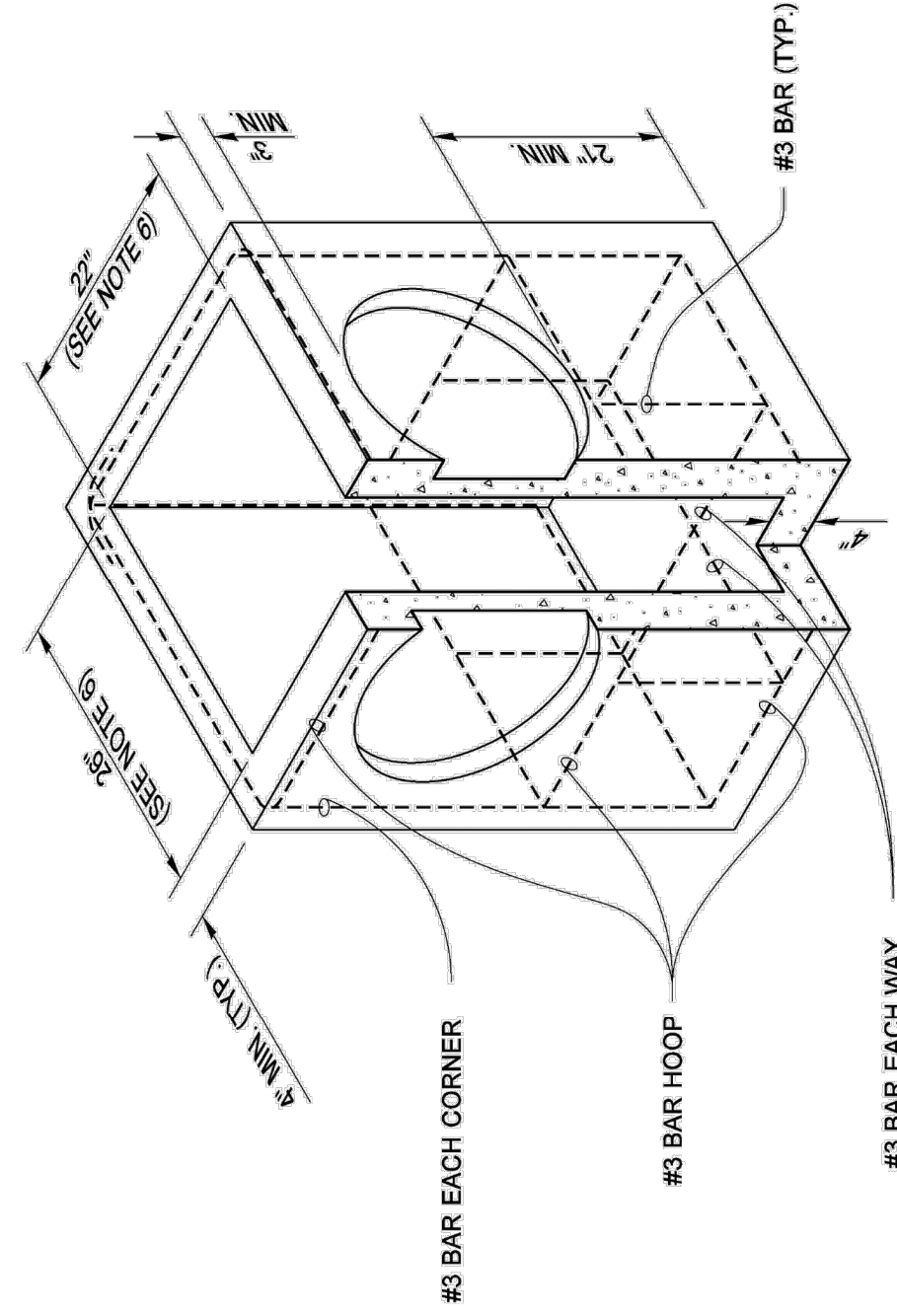
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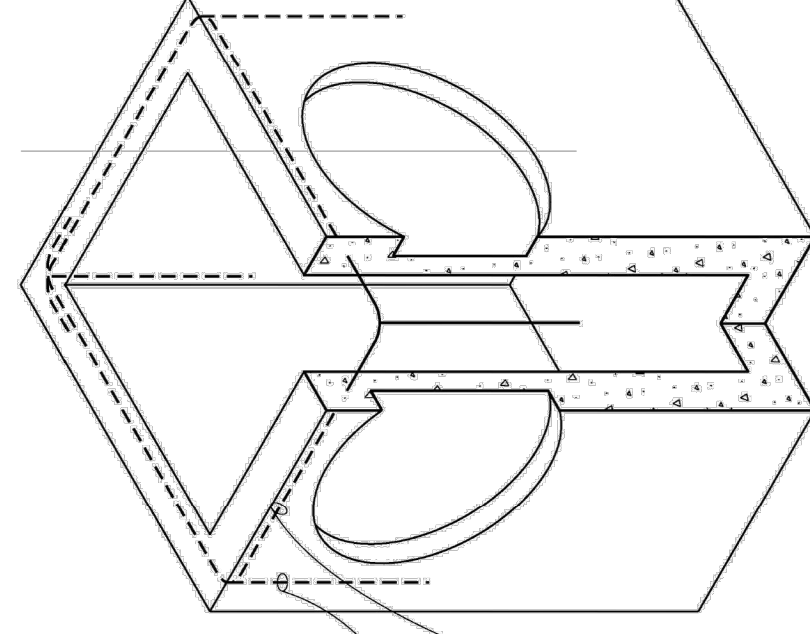
FRAME AND VANED GRATE



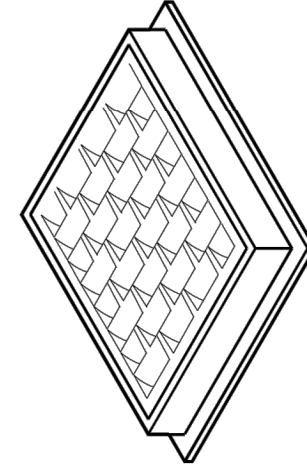
RECTANGULAR ADJUSTMENT SECTION



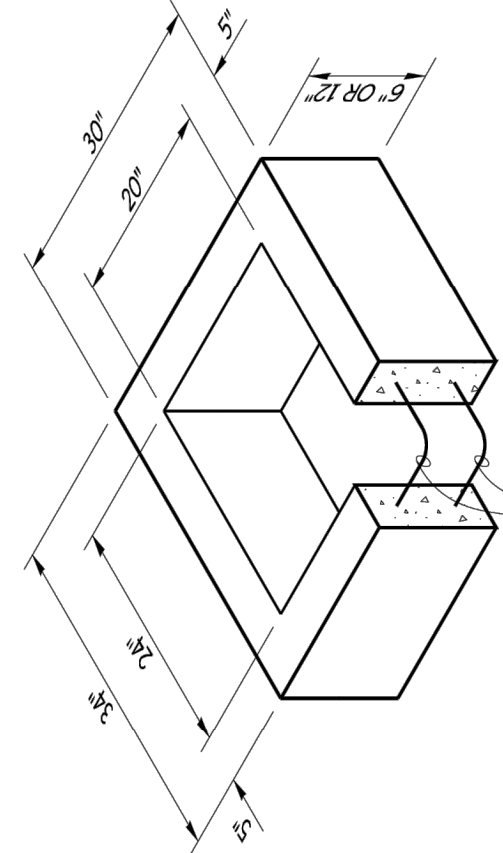
PRECAST BASE SECTION



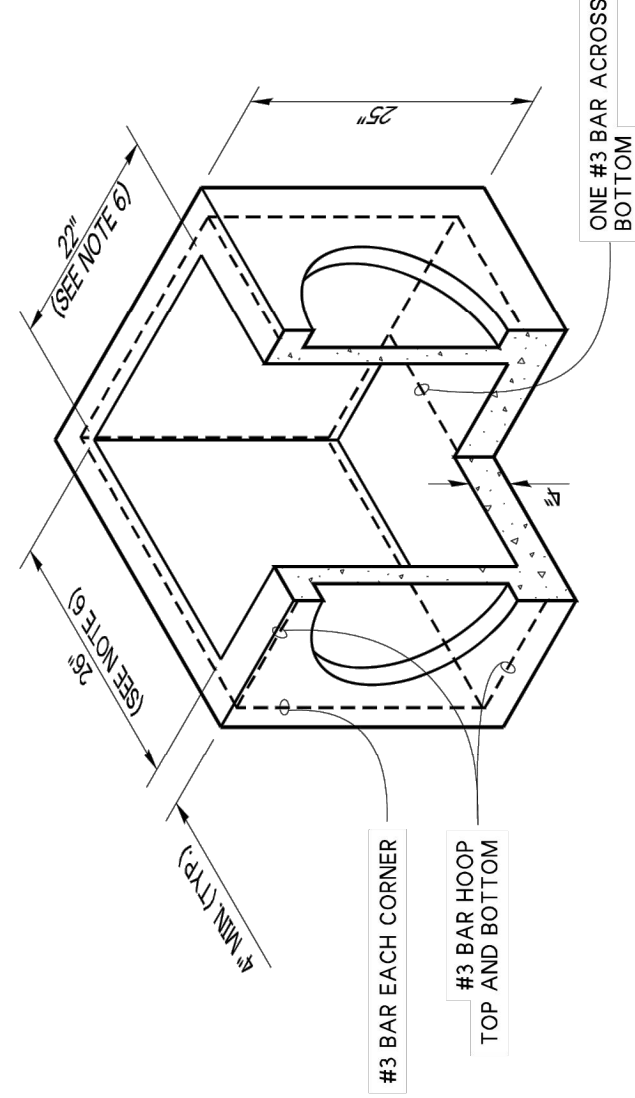
ALTERNATIVE PRECAST BASE SECTION (SEE NOTE 1)



FRAME AND VANED GRATE



RECTANGULAR ADJUSTMENT SECTION



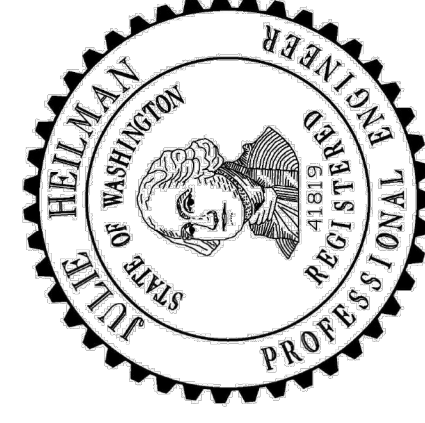
PRECAST BASE SECTION

| PIPE ALLOWANCES | |
|--|----------------------------------|
| PIPE MATERIAL | MAXIMUM INSIDE DIAMETER (INCHES) |
| REINFORCED OR PLAIN CONCRETE | 12" |
| ALL METAL PIPE | 15" |
| CPSSP* (STD. SPEC. SECT. 9-05.20) | 12" |
| SOLID WALL PVC (STD. SPEC. SECT. 9-05.12(1)) | 15" |
| PROFILE WALL PVC (STD. SPEC. SECT. 9-05.12(2)) | 15" |

* CORRUGATED POLYETHYLENE STORM SEWER PIPE

NOTES

- As acceptable alternatives to the rebar shown in the **PRECAST BASE SECTION**, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the **ALTERNATIVE PRECAST BASE SECTION**. Wire mesh shall not be placed in the knockouts.
- The knockout diameter shall not be greater than 20" (in). Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with **Standard Specification Section 9-04.3**.
- The maximum depth from the finished grade to the lowest pipe invert shall be 5' (ft).
- The frame and grate may be installed with the flange down, or integrally cast into the adjustment section with flange up.
- The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1 : 24 or steeper.
- The opening shall be measured at the top of the **Precast Base Section**.
- All pickup holes shall be grouted full after the basin has been placed.



Julie Heilman
2020.09.01 07:52:50 -0700

CATCH BASIN TYPE 1

STANDARD PLAN B-5.20-03

SHEET 1 OF 1 SHEET

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 Digitally signed by Roark, Steve
 Date: 2020.09.09 09:45:23 -0700
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

NOTES

- As acceptable alternatives to the rebar shown in the **PRECAST BASE SECTION**, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the **ALTERNATIVE PRECAST BASE SECTION**. Wire mesh shall not be placed in the knockouts.
- The knockout diameter shall not be greater than 18" (in). Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification Section 9-04.3.
- The maximum depth from the finished grade to the lowest pipe invert shall be 5' (ft).
- The frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.
- The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1 : 24 or steeper.
- The opening shall be measured at the top of the precast base section.
- All pickup holes shall be grouted full after the inlet has been placed.
- Pipe allowances will vary depending on pipe material used. Contact the Region Hydraulic Engineer for assistance.

| PIPE ALLOWANCES | |
|--|----------------------------------|
| PIPE MATERIAL | MAXIMUM INSIDE DIAMETER (INCHES) |
| REINFORCED OR PLAIN CONCRETE | 12" |
| ALL METAL PIPE | 15" |
| CPSSP* (STD. SPEC. SECT. 9-05.20) | 12" |
| POLYPROPYLENE (STD. SPEC. SECT. 9-05.24) | 12" |
| SOLID WALL PVC (STD. SPEC. SECT. 9-05.12(1)) | 15" |
| PROFILE WALL PVC (STD. SPEC. SECT. 9-05.12(2)) | 15" |

* CORRUGATED POLYETHYLENE STORM SEWER PIPE



Aug 23, 2023

CONCRETE INLET

STANDARD PLAN B-25.60-03

SHEET 1 OF 1 SHEET

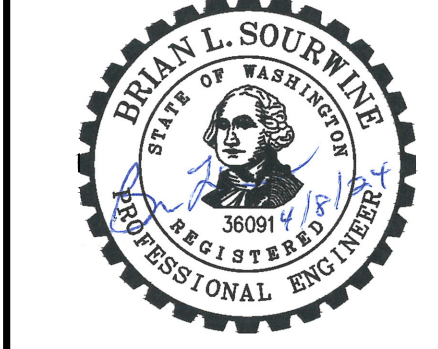
APPROVED FOR PUBLICATION
 Digitally signed by Mark A. Powers
 Date: 2023.08.23 10:00:00 -0700
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

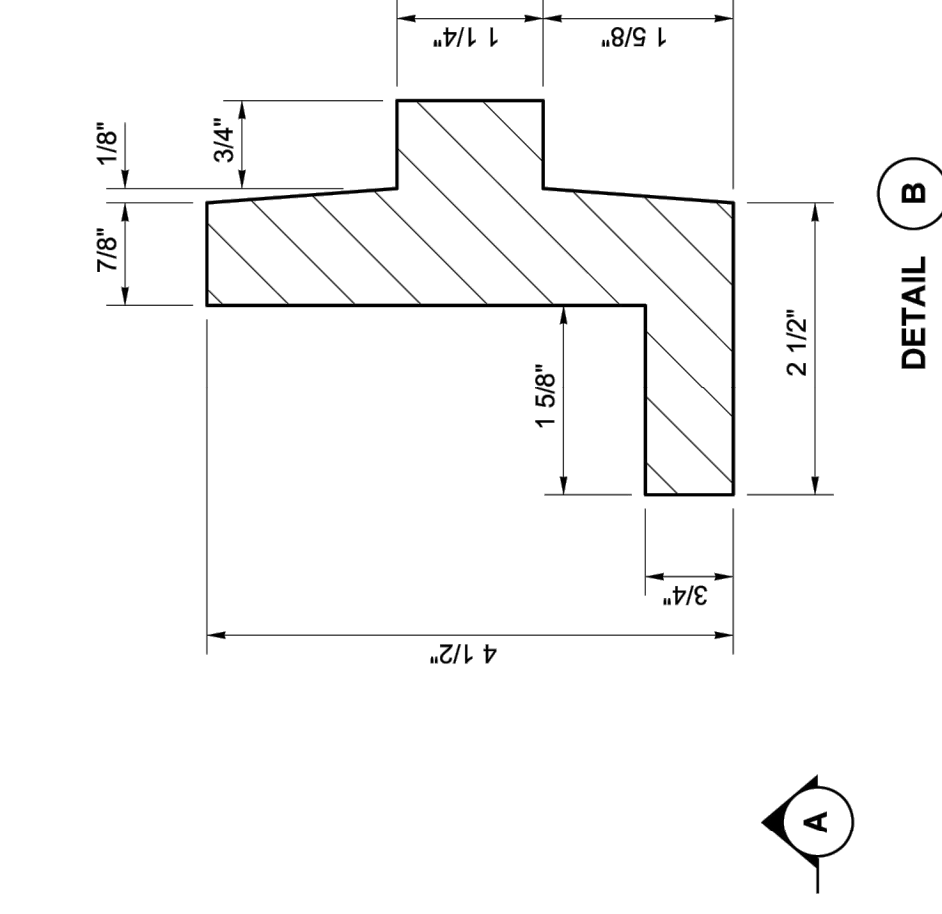
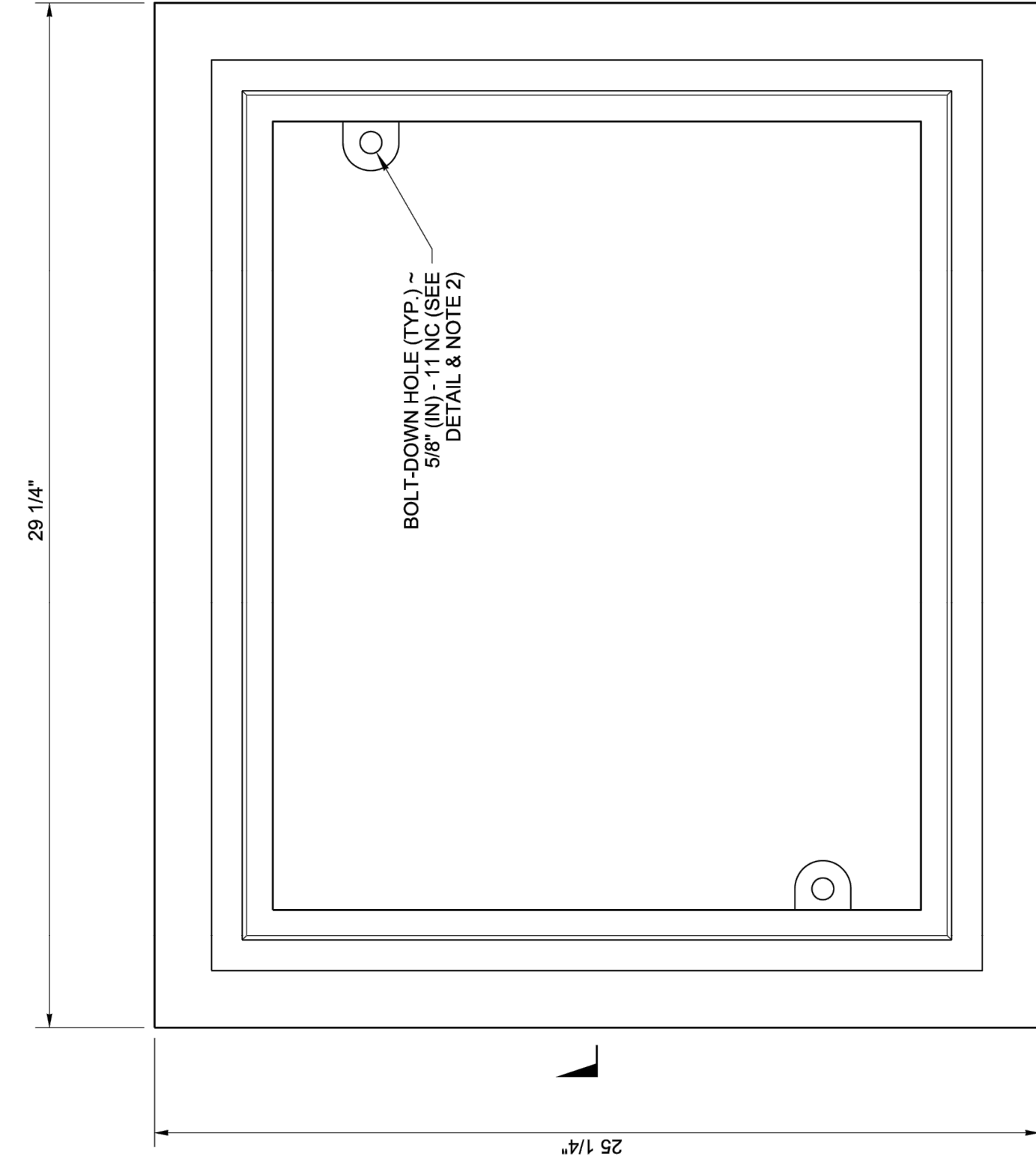
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| CHECKED BY: | BLS |
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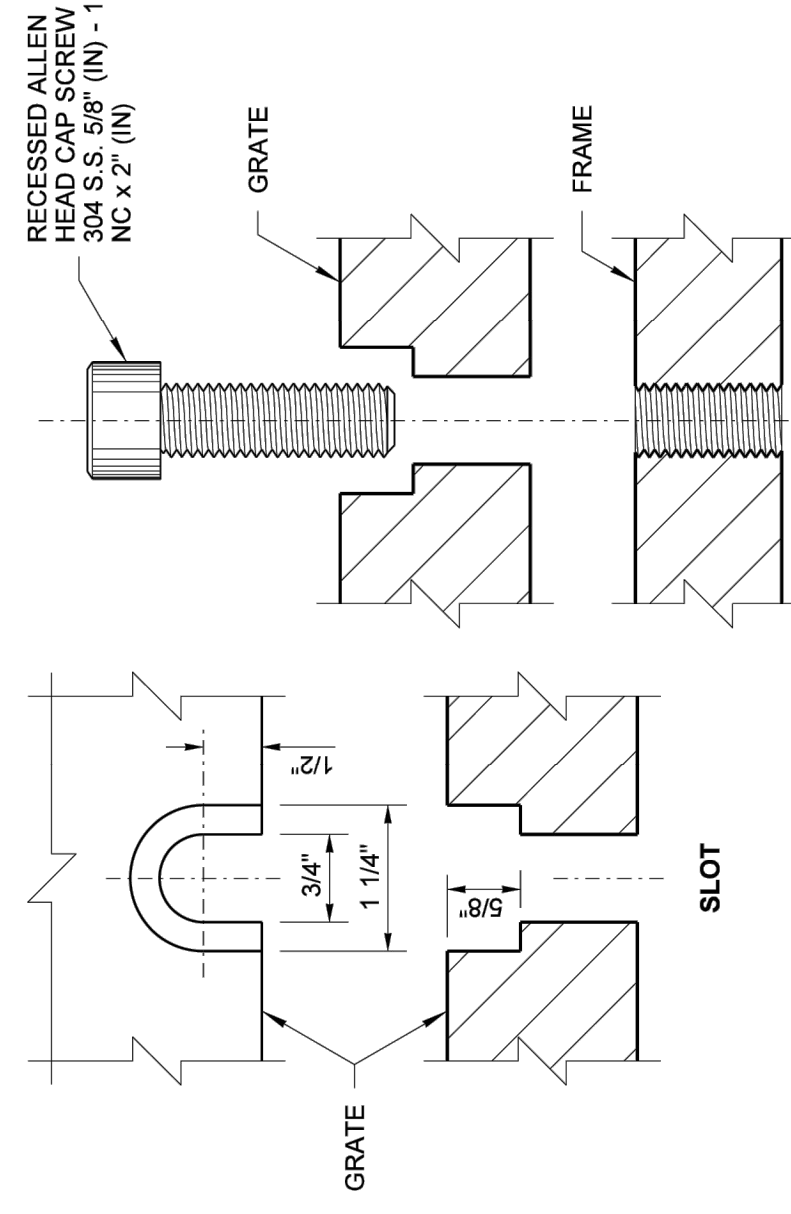
CITY OF MEDINA
2024 ADA
IMPROVEMENTS &
OVERLAY



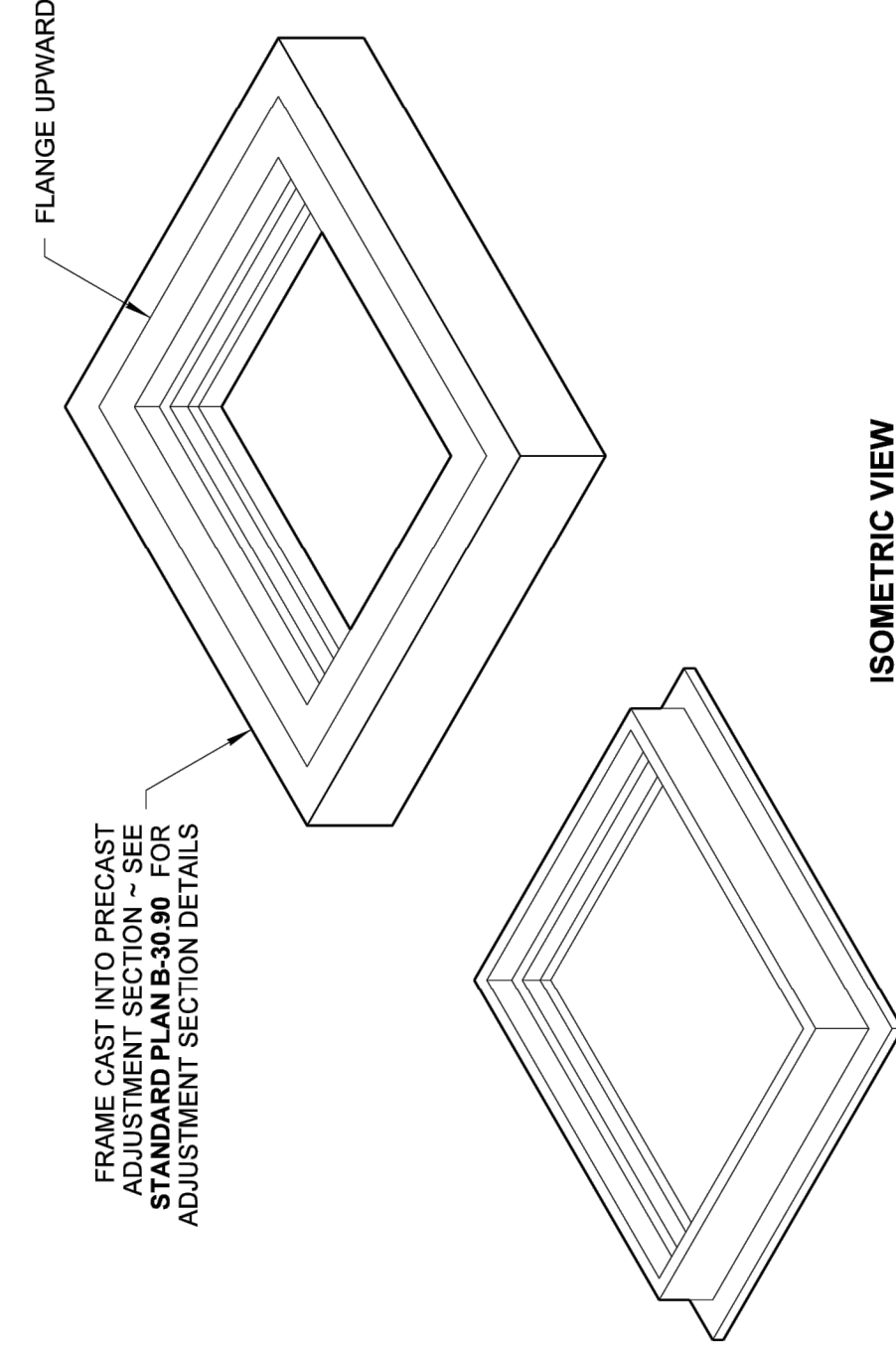


NOTES

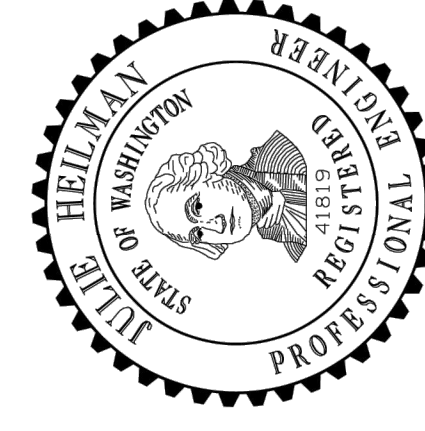
1. This frame is designed to accommodate 20" (in) x 24" (in) grates or covers as shown on **Standard Plans B-30.20, B-30.40, B-30.40, and B-30.50.**
2. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
3. Refer to **Standard Specification Section 9-05.15 and 9-05.15(2)** for additional requirements.



TOP



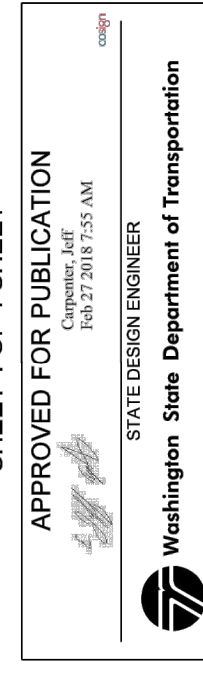
DRAWN BY: FERN LIDDELL



Julie Helman
Helman, Julie
Feb 20, 2018 12:52 PM
RECTANGULAR FRAME (REVERSIBLE)

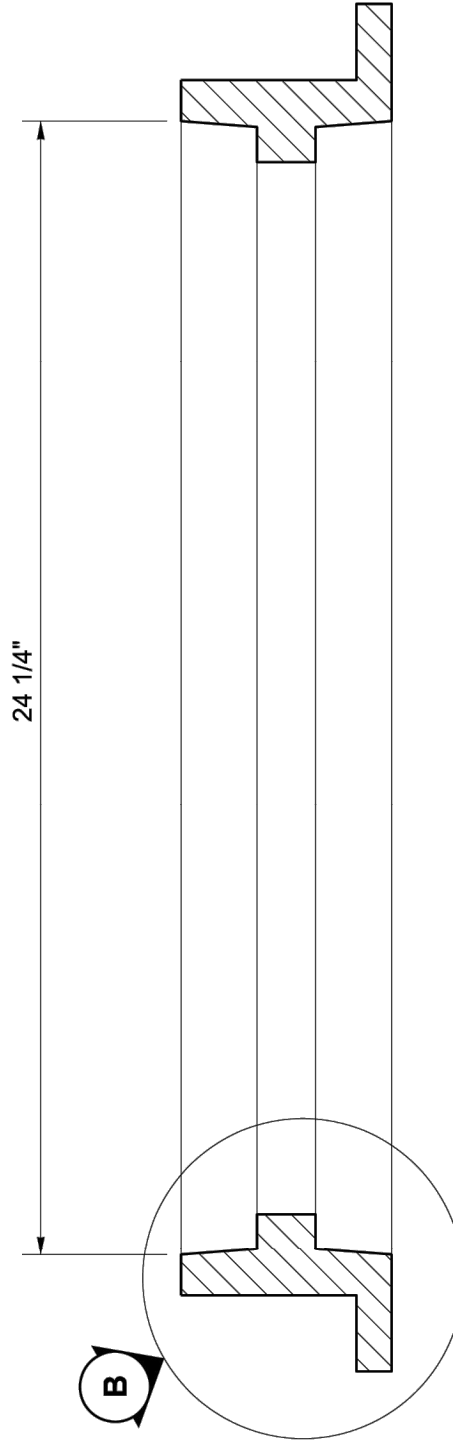
STANDARD PLAN B-30.10-03

SHEET 1 OF 1 SHEET



ISOMETRIC VIEW
SHOWING THE VARIATIONS

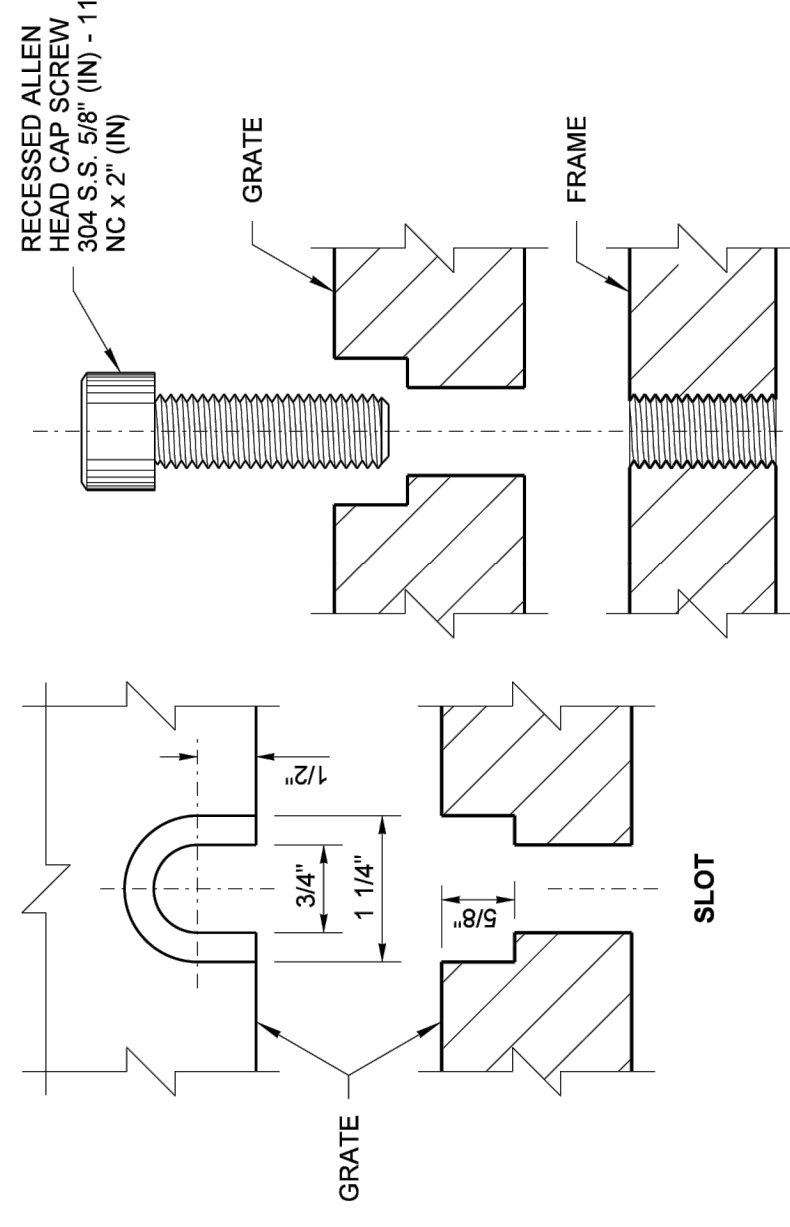
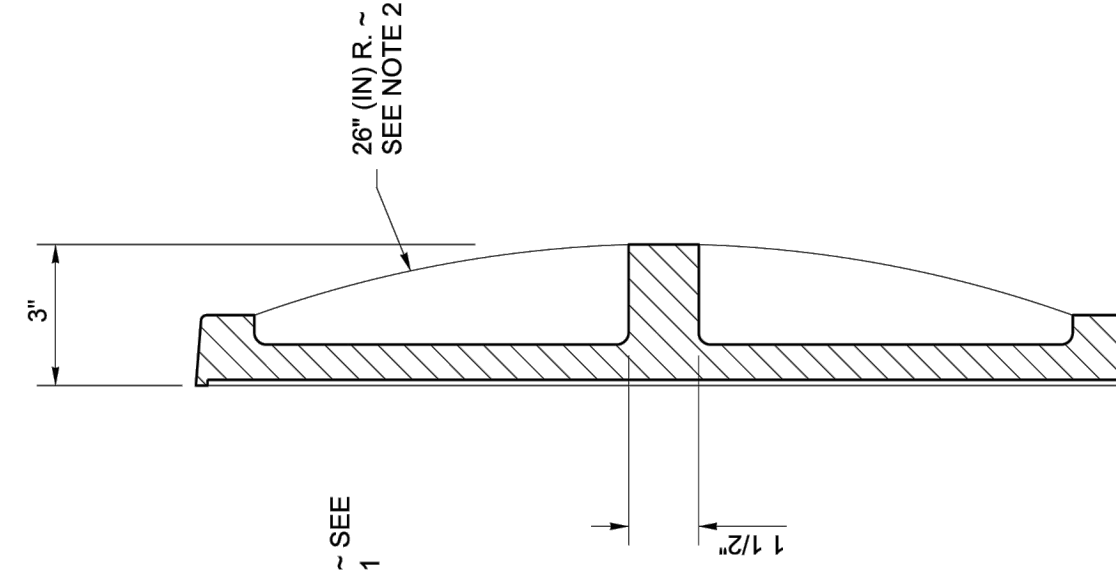
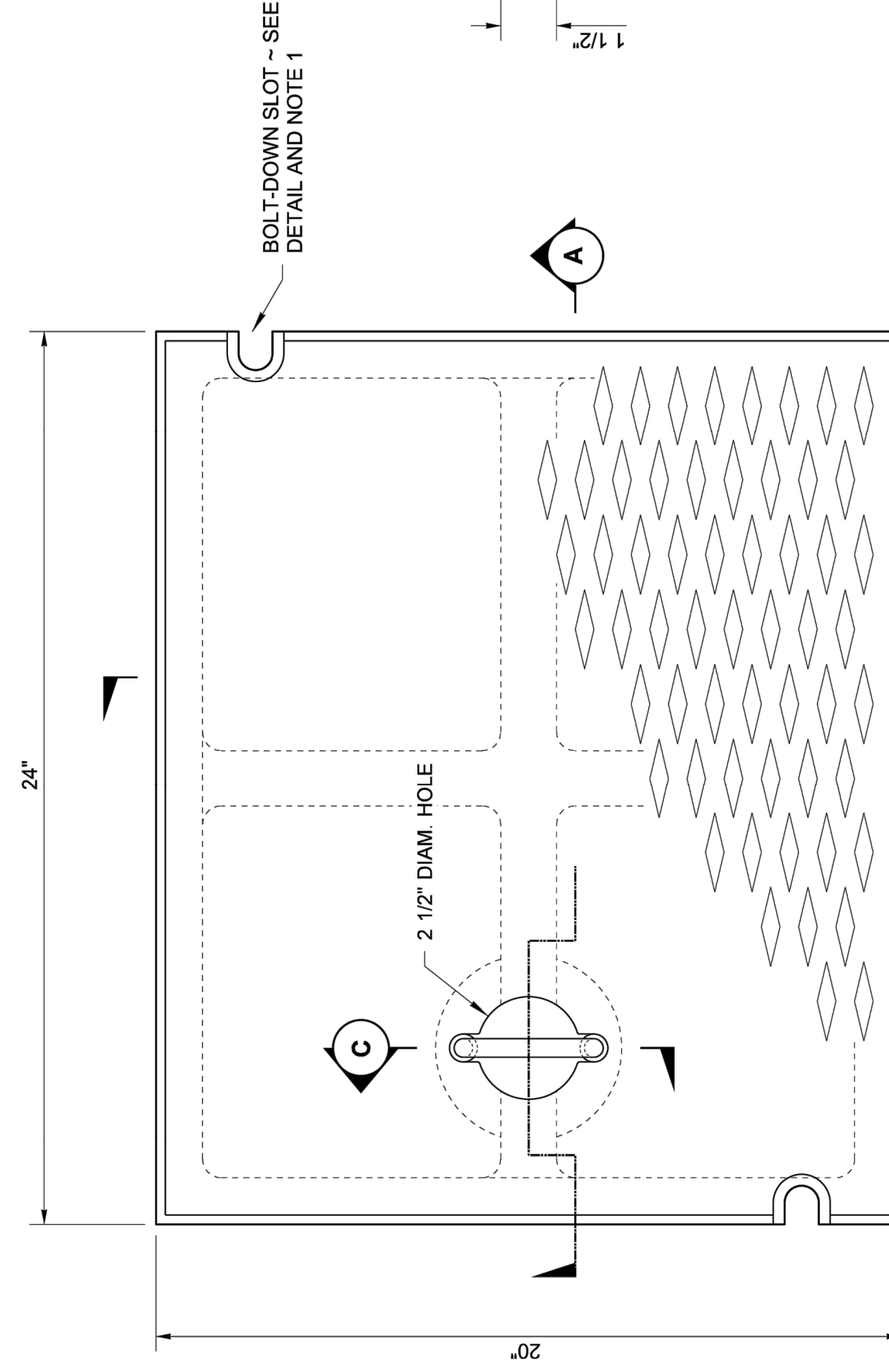
SECTION A



DRAWN BY: FERN LIDDELL

NOTES

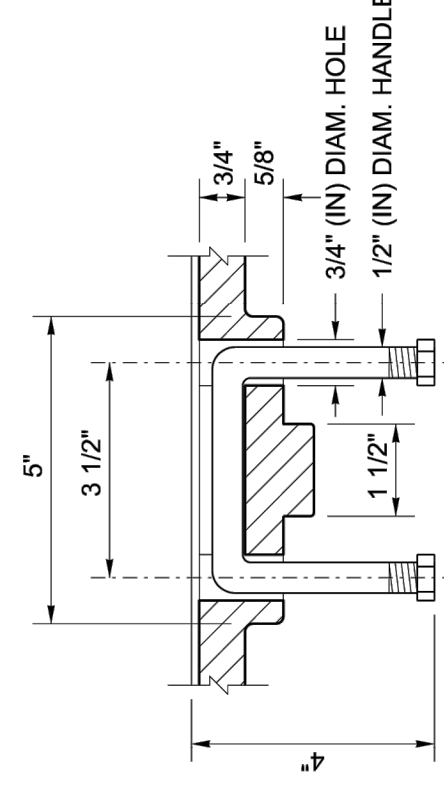
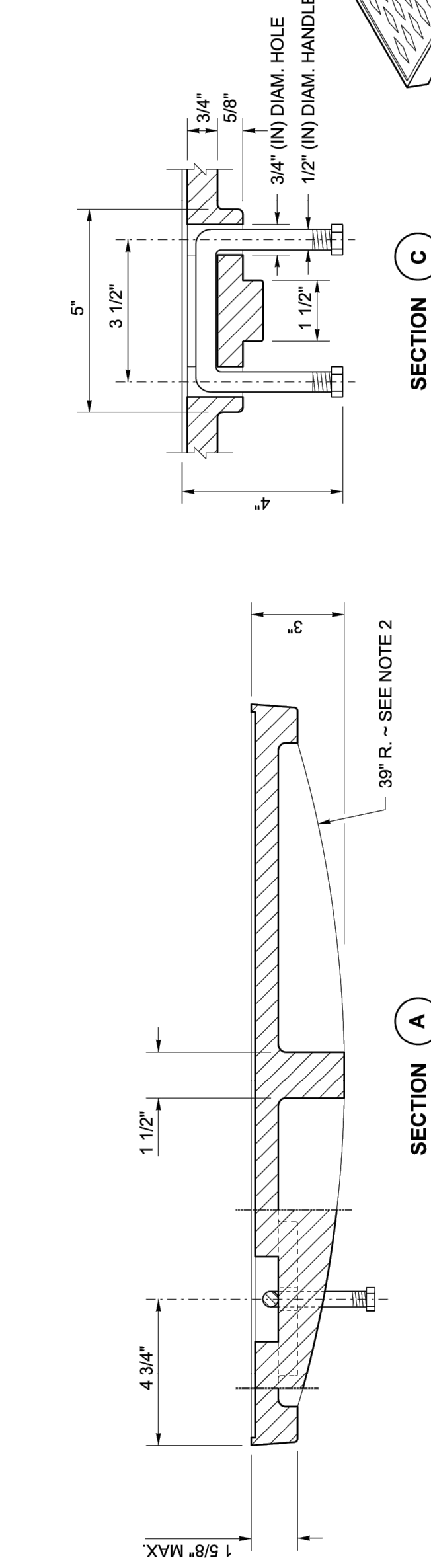
1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
2. Alternative reinforcing designs are acceptable in lieu of the rib design.
3. Refer to **Standard Specification Section 9-05.15 and 9-05.15(2)** for additional requirements.
4. For frame details, see **Standard Plan B-30.10.**



TOP

SECTION B

BOLT-DOWN DETAILS
SEE NOTE 1



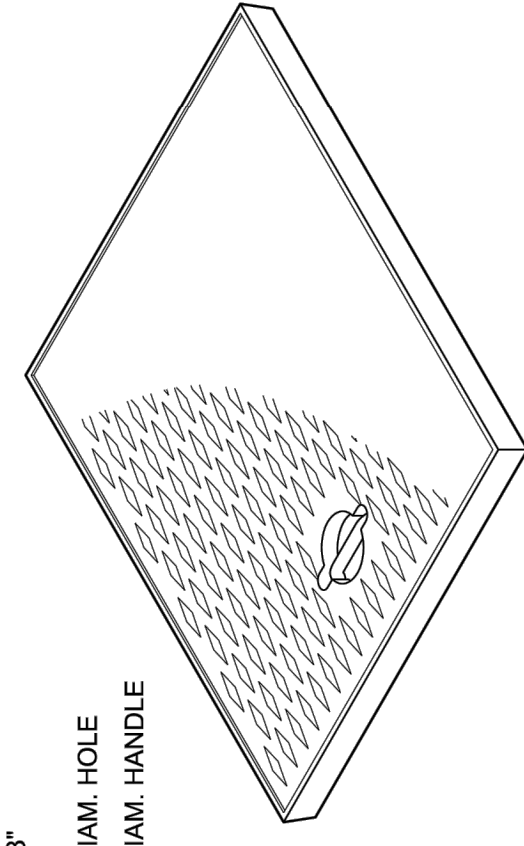
Julie Helman
Helman, Julie
Feb 20, 2018 12:53 PM
RECTANGULAR SOLID METAL COVER

STANDARD PLAN B-30.20-04

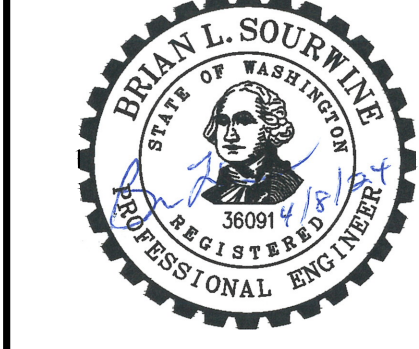
SHEET 1 OF 1 SHEET



ISOMETRIC



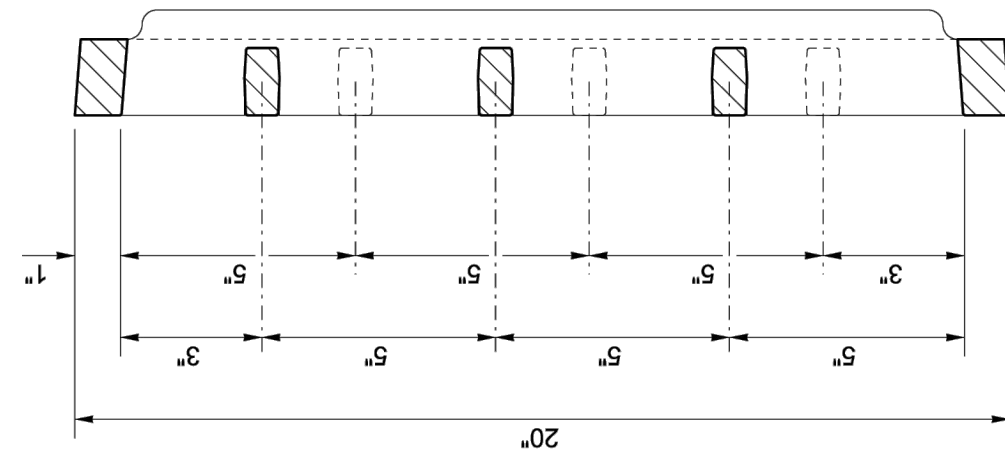
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| CHECKED BY: | BLS | |
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| DESIGNER: | MAN | |
| G & O JOB NO.: | 24432.00 | |
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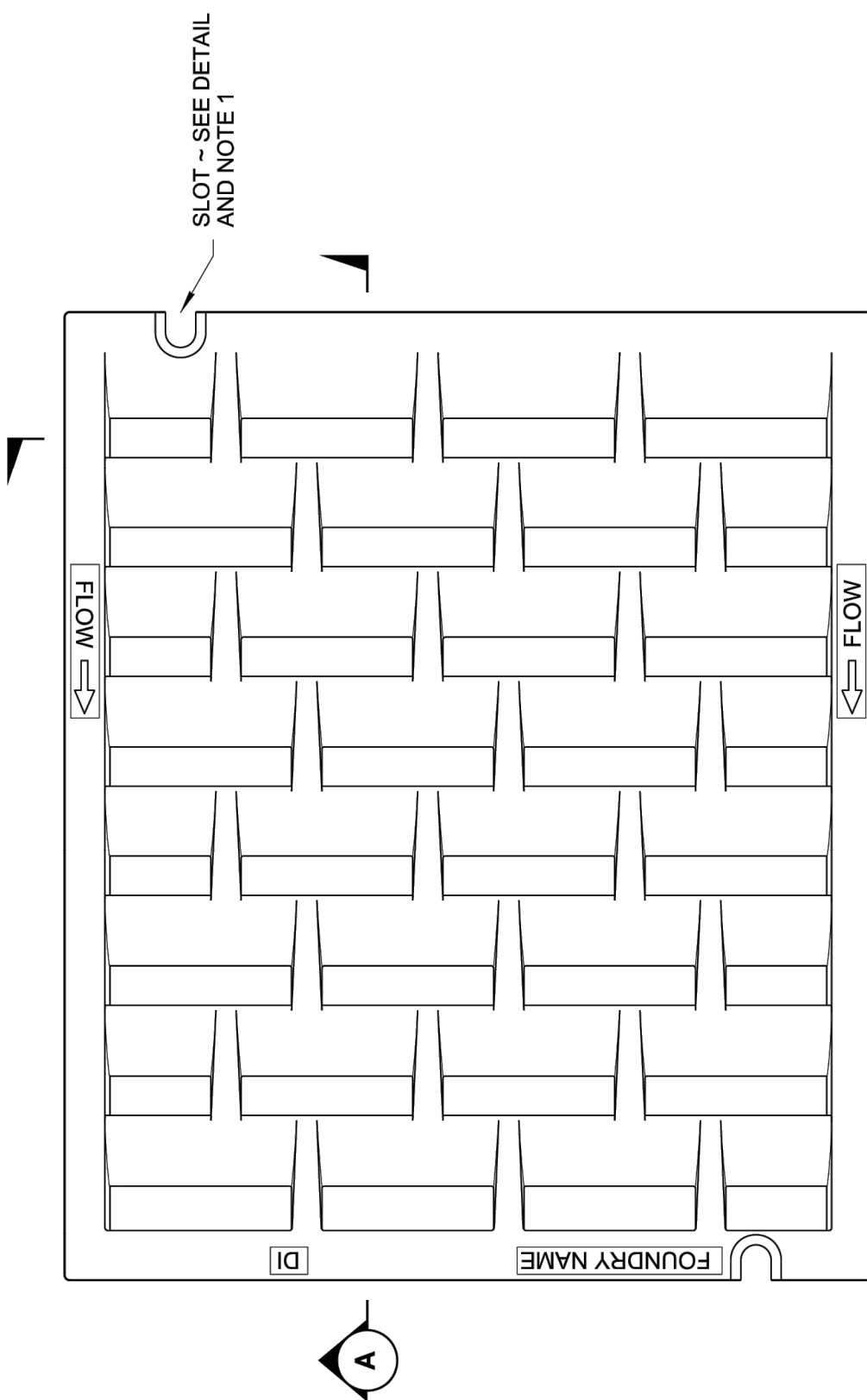
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NOTES

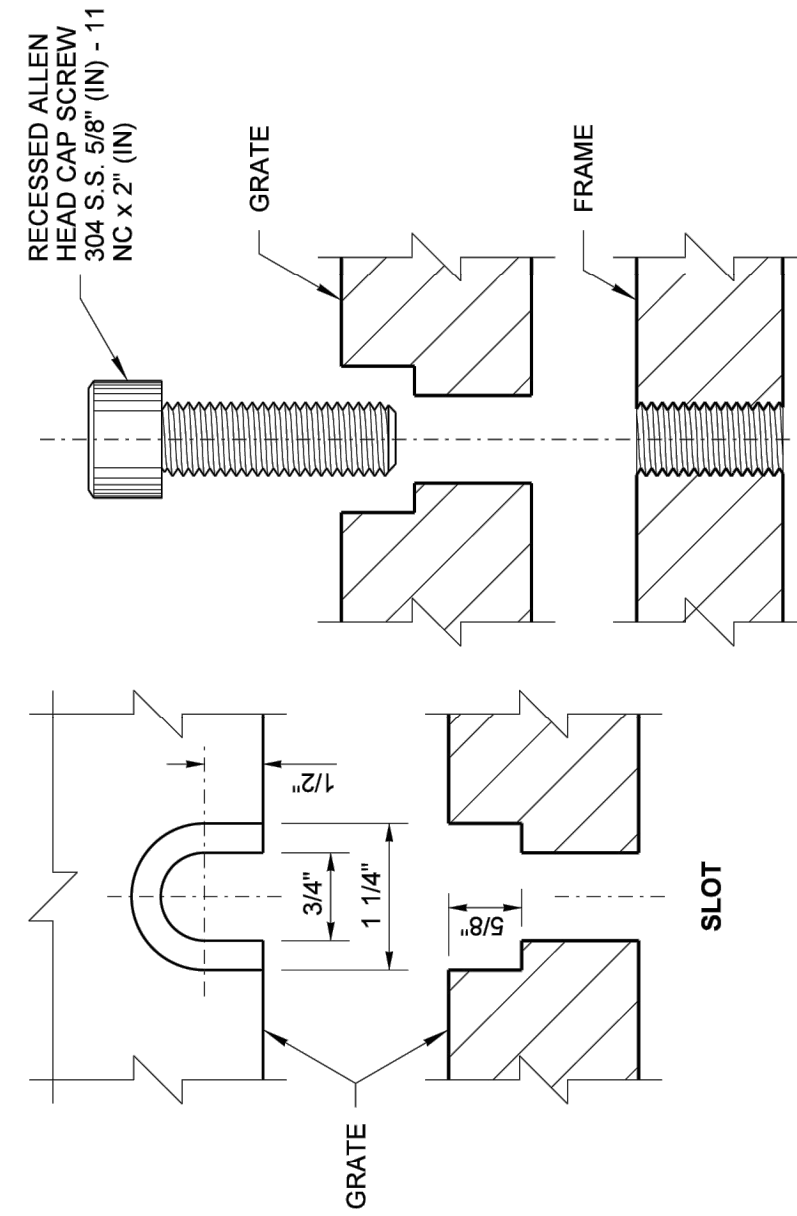
1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
2. Refer to **Standard Specification Section 9-05.15** and **9-05.15(2)** for additional requirements.
3. For frame details, see **Standard Plan B-30.10**.



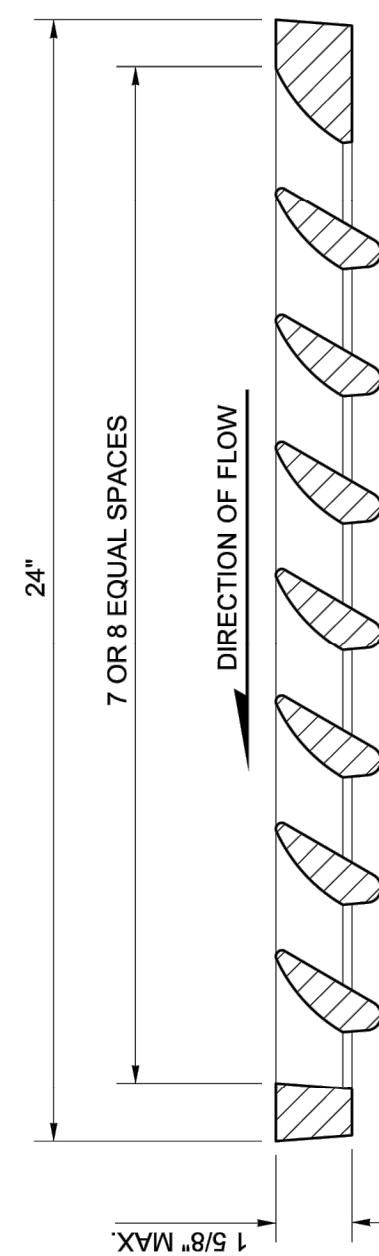
SECTION B



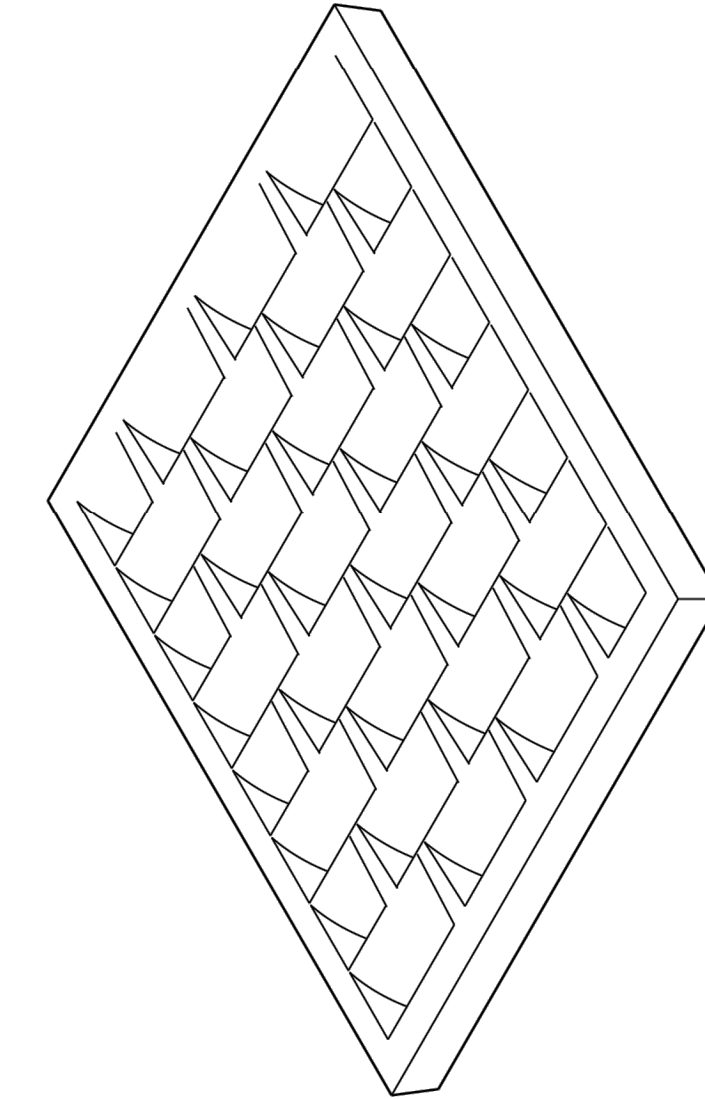
TOP



BOLT-DOWN DETAILS
SEE NOTE 1



SECTION A



ISOMETRIC



Julie Helman
Professional Engineer
Feb 20 2018 12:54 PM

RECTANGULAR VANED GRATE

STANDARD PLAN B-30.30-03

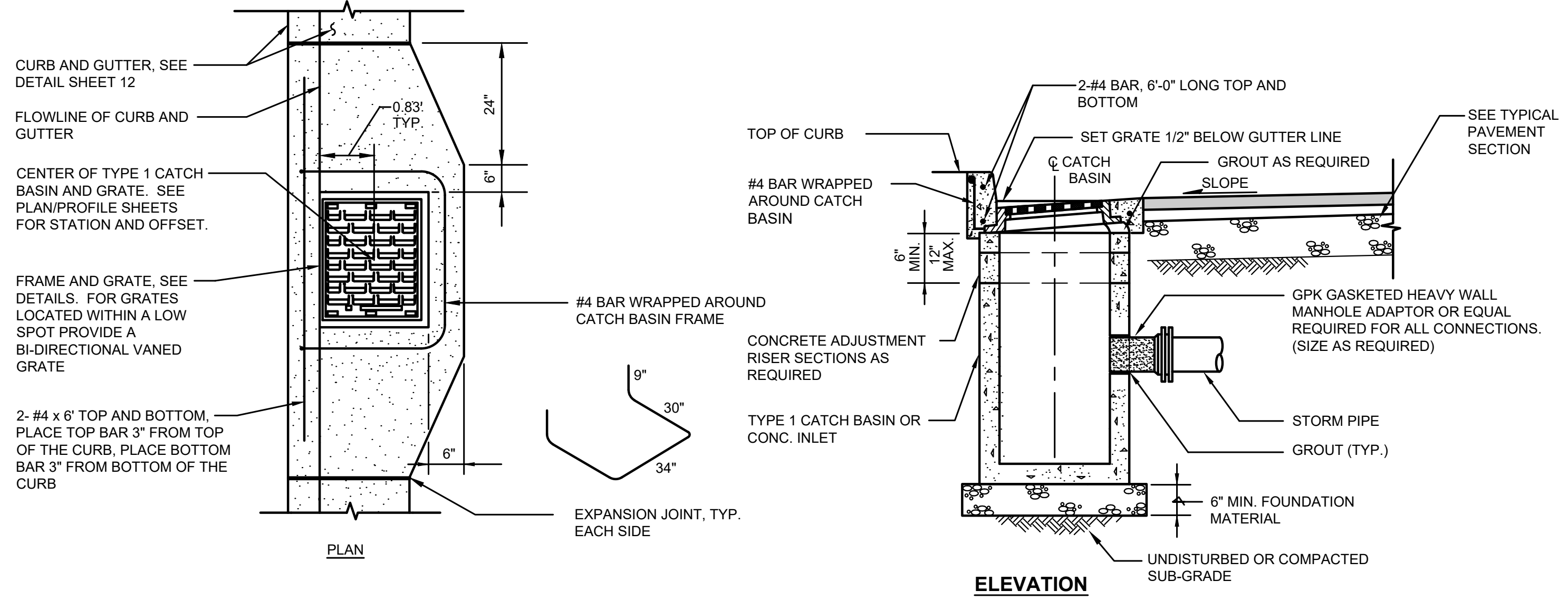
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

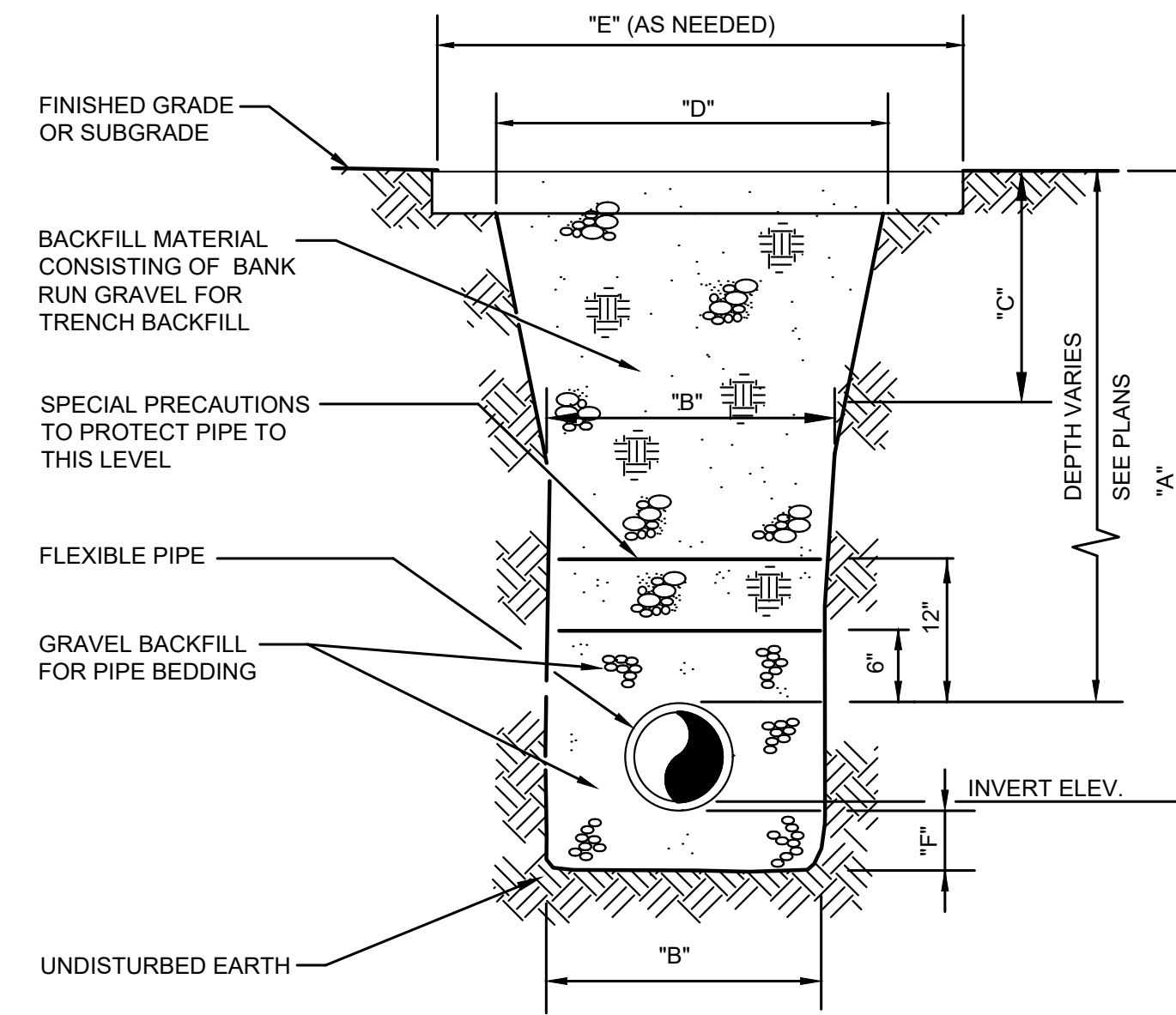
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STATE DESIGN ENGINEER

Washington State Department of Transportation



TYPE 1 CATCH BASIN INSTALLATION DETAIL
W/ CURB AND GUTTER
NOT TO SCALE



TRENCH SECTION - FLEXIBLE PIPE
NOT TO SCALE

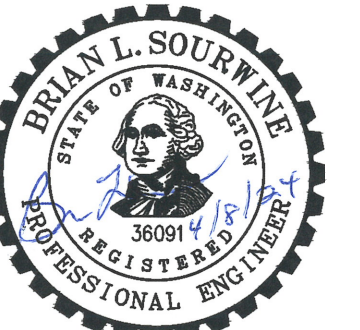
NOTES:

1. THE TRENCH SECTIONS SHOWN ON THE PLANS ARE FOR THE PAYMENT LIMITS FOR BANK RUN GRAVEL FOR TRENCH BACKFILL. PAYMENT FOR ALL BANK RUN GRAVEL FOR TRENCH BACKFILL SHALL BE COMPUTED FROM THE MEASUREMENT OF THE CONSTRUCTED TRENCH SECTION, TO THE MAXIMUM LIMITS AS INDICATED IN THE TABLES.
2. WHERE A "NEW ROADWAY SECTION" OR PAVEMENT REPAIR IS PROPOSED, THE TRENCH SECTION PAYMENT LIMIT LINE WILL BE BOUNDED AT THE TOP BY PAVEMENT SUBGRADE, PER TYPICAL ROADWAY SECTION DETAILS.

12" DIAMETER PIPES

| A | 6' OR LESS | 8' | 10' | 12' | 14' | 16' | 18' | 20' | 22' | 24' | 26' | 28' |
|---|------------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| B | | | | | | 3.00' | | | | | | |
| C | 1.50' | 1.50' | 1.75' | 2.25' | 2.75' | 3.25' | 3.75' | 4.25' | 4.75' | 5.25' | 5.75' | 6.25' |
| D | 6.00' | 6.00' | 6.50' | 7.50' | 8.50' | 9.50' | 10.50' | 11.50' | 12.50' | 13.50' | 14.50' | 15.50' |
| E | 7.00' | 7.00' | 7.50' | 8.50' | 9.50' | 10.50' | 11.50' | 12.50' | 13.50' | 14.50' | 15.50' | 16.50' |
| F | | | | | | 4 in | | | | | | |

TYPICAL TRENCH EXCAVATION LIMITS
STORM SEWER PIPE



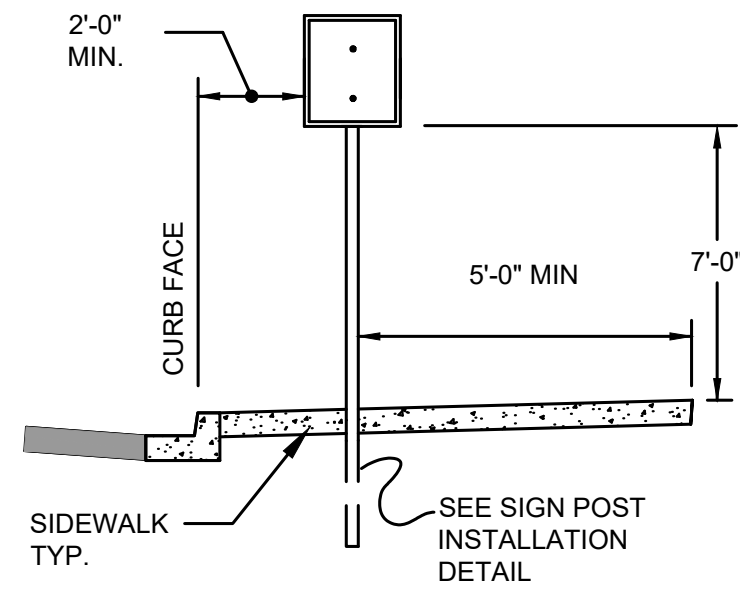
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ISSUED FOR:

BID SET

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| ISSUE DATE: | APR 2024 |
| APPROVED BY: | BLS |
| CHECKED BY: | BLS |
| DRAWN BY: | MAN |
| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | RD-SD.DWG |

STORM DETAILS



CASE 1
SIGN LOCATION DETAIL
NOT TO SCALE

NOTES

- Dimensions for the parts used to assemble the base connections are intentionally not shown. Base connections are purchased from manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are shown on this plan only to illustrate how the parts are assembled.
- For "H1", refer to the Sign Specification Sheet in the Contract.
- A 2" (in) post with a 2 1/4" (in) PSST anchor or a 2 1/4" (in) post with a 2 1/2" (in) PSST anchor may be substituted. See Contract Plans.
- Perforated square steel post shall meet the requirements of **Standard Specification, Section 9-06**.
- Use only base connection manufacturer supplied hardware that meets the requirements of **Standard Specification, Sections 9-06 and 9-28**.

TYPE ST-1 SIGN SUPPORT

ELEVATION

Labels: FINISHED GROUND LINE, 3'-6", 7'-0" MIN., SEE STD. PLAN G-20.10, "H1" - POST HEIGHT, TOP OF LOWER SQUARE TUBE, 4" MAX., BOLT STOP FOR SIGN POST LOWER SIGN POST SUPPORT - 2 1/2" (IN) SQUARE, 12-GAGE STEEL TUBE, 12" DIAM., COMPACTED NATIVE BACKFILL MATERIAL, 9" DIAM.

TYPE ST-2 SIGN SUPPORT

ELEVATION

Labels: FINISHED GROUND LINE, 3'-0", 3'-6", 7'-0" MIN., SEE STD. PLAN G-20.10, "H1" - POST HEIGHT, TOP OF LOWER SQUARE TUBE, 4" MAX., BOLT STOP FOR SIGN POST LOWER SIGN POST SUPPORT - 2 1/2" (IN) SQUARE, 12-GAGE STEEL TUBE, 12" DIAM., COMPACTED NATIVE BACKFILL MATERIAL, 9" DIAM.

TYPE ST-3 SIGN SUPPORT

ELEVATION

Labels: FINISHED GROUND LINE, 3'-0", 3'-6", 7'-0" MIN., SEE STD. PLAN G-20.10, "H1" - POST HEIGHT, TOP OF LOWER SQUARE TUBE, 4" MAX., BOLT STOP FOR SIGN POST LOWER SIGN POST SUPPORT - 2 1/2" (IN) SQUARE, 12-GAGE STEEL TUBE, 12" DIAM., COMPACTED NATIVE BACKFILL MATERIAL, 9" DIAM., CLEAN-OUT BAR, ANCHOR LEG ANGLE, STABILIZER FIN, WEDGE, SIGN POST.

TYPE ST-4 SIGN SUPPORT

ELEVATION

Labels: FINISHED GROUND LINE, 3'-0", 3'-6", 7'-0" MIN., SEE STD. PLAN G-20.10, "H1" - POST HEIGHT, TOP OF LOWER SQUARE TUBE, 4" MAX., BOLT STOP FOR SIGN POST LOWER SIGN POST SUPPORT - 2 1/2" (IN) SQUARE, 12-GAGE STEEL TUBE, 12" DIAM., COMMERCIAL CONCRETE, 12" DIAM., NYLON WASHER, 7/16" (IN) INSIDE DIAMETER (I.D.) STEEL FLAT WASHER, 3/8" (IN) HEX HEAD NUT, 7/16" (IN) I.D. STEEL LOCK WASHER, SIGN PANEL, 3/8" (IN) DIAM. x 7/16" (IN) LONG HEX HEAD BOLT, SIGN POST, LOWER SIGN POST SUPPORT - 3" (IN) 7-GAGE, HOT-DIP GALV. HEAVY-DUTY ANCHOR, FLANGED SHOULDER BOLT WITH NUT AND WASHERS - 2 REQUIRED (TYP.), BOLT STOP FOR SIGN POST.

DETAIL (B)

Labels: 3/8" (IN) HEX HEAD NUT, 7/16" (IN) I.D. STEEL LOCK WASHER, SIGN PANEL, 3/8" (IN) DIAM. x 7/16" (IN) LONG HEX HEAD BOLT, NYLON WASHER, 7/16" (IN) INSIDE DIAMETER (I.D.) STEEL FLAT WASHER.

VIEW (A)

Labels: TOP OF SIGN POST, SIGN POST, SIGN PANEL, VARIES, BOTTOM OF SIGN.

VIEW (B)

Labels: TOP OF SIGN POST, SIGN POST, SIGN PANEL, VARIES, BOTTOM OF SIGN.

TABLE

| POST SIZE | BURIED DEPTH |
|------------|--------------|
| 2", 2 1/4" | 2' - 6" |
| 2 1/2" | 3' - 0" |

APPROVED FOR PUBLICATION
Aug 7, 2019 11:54 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation

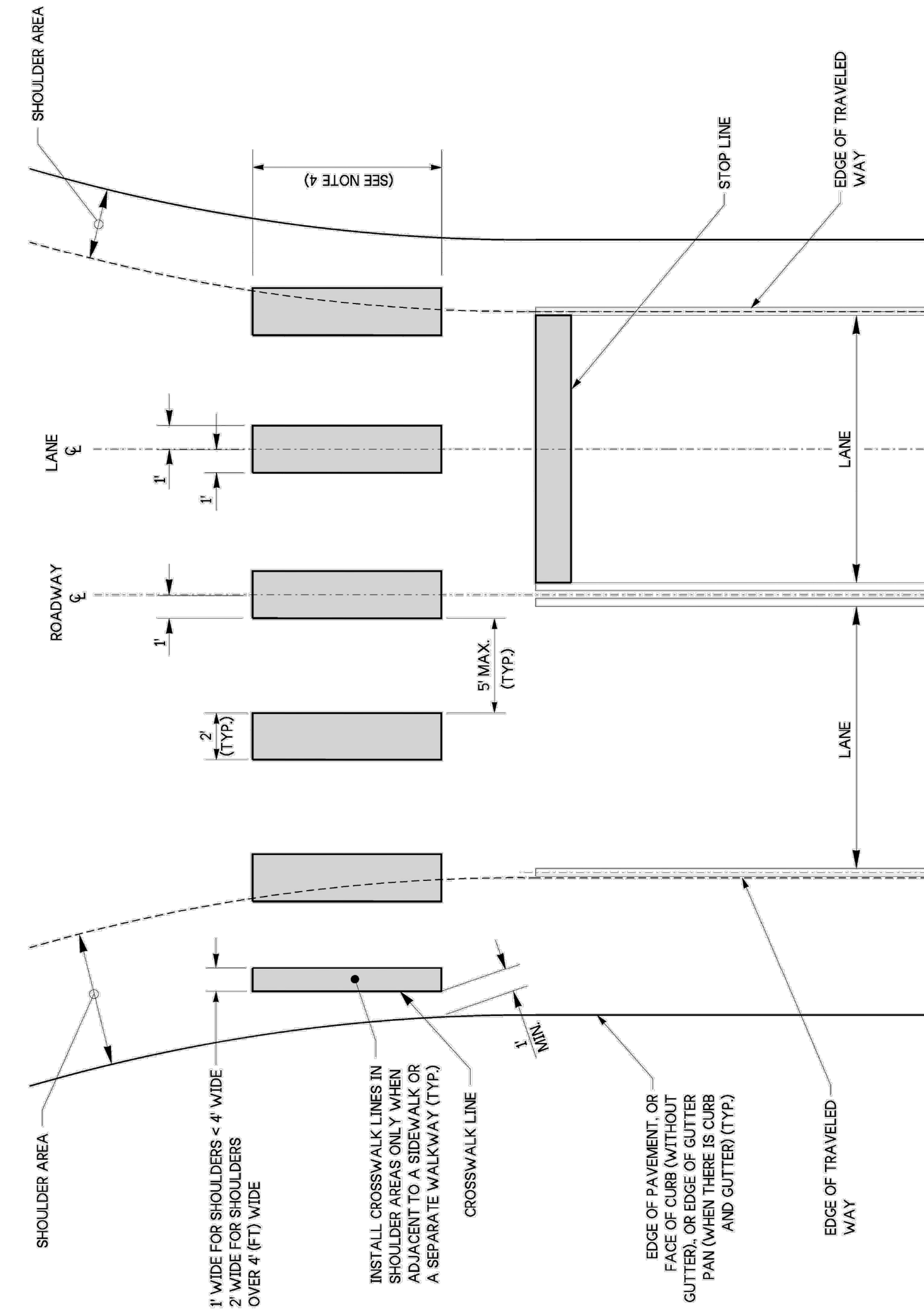
STEEL SIGN SUPPORT TYPES ST-1 - ST-4 INSTALLATION DETAILS STANDARD PLAN G-24.50-05
SHEET 1 OF 1 SHEET

JOHN C. NISBETT
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
No. 23915
Aug 5, 2019 1:46 PM

DRAWN BY: FERN LIDDELL

m:\Medina\24432 no 24th street ada01 design\PLANSET\CHAN-DET.dwg, 4/8/2024 10:31 AM, BRIAN BOLLEN

| No. | DATE | REVISION |
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| BID SET | | |
| ISSUE DATE: | APR 2024 | |
| APPROVED BY: | BLS | |
| CHECKED BY: | BLS | |
| DRAWN BY: | MAN | |
| DESIGNER: | MAN | |
| G & O JOB NO.: | 24432.00 | |
| FILE: | CHAN-DET.DWG | |



CROSSWALK DETAIL

NOTES:

1. See Contract Plans for crosswalk locations.
2. To the maximum extent possible, curb ramp centerline should be perpendicular to the crosswalk centerline.
3. To the maximum extent possible, crosswalks should be perpendicular to the traveled way centerline.
4. See Contract plans for crosswalk width.
5. To maximum extent possible, place crosswalk bars out of the wheel paths.



Jul 17, 2023

CROSSWALK LAYOUT

STANDARD PLAN M-15.10-02

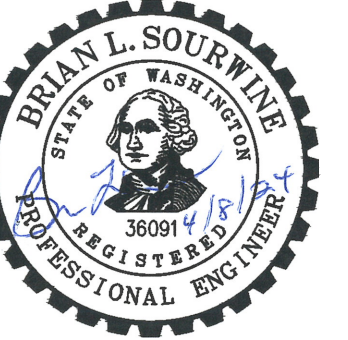
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Jul 17, 2023

Mark A. Hockett

STATE DESIGN ENGINEER



CITY OF MEDINA
2024 ADA
IMPROVEMENTS &
OVERLAY

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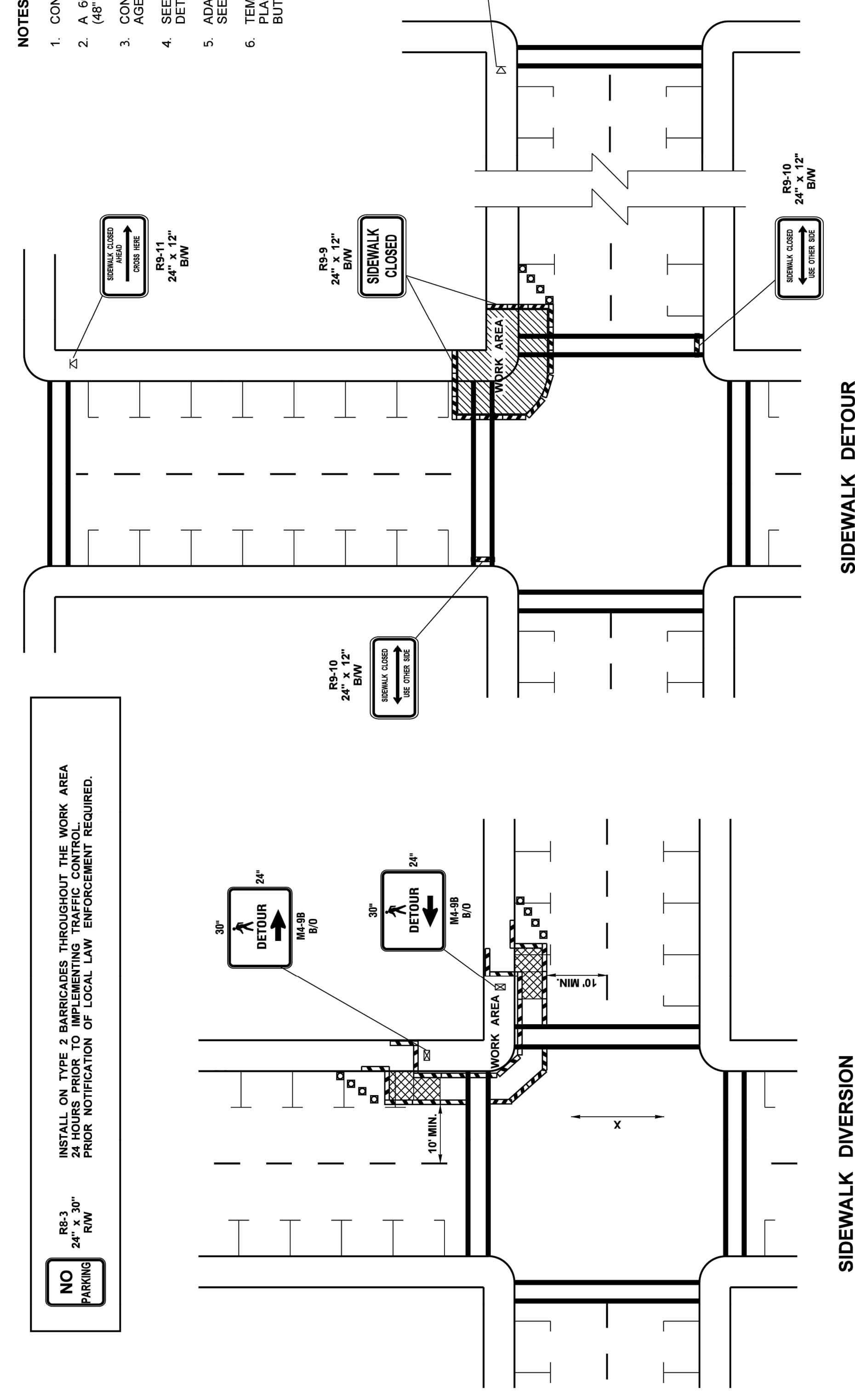
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| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | CHAN-DET.DWG |

**CHANNELIZATION AND
SIGNING DETAILS**

m:\Medina\24432 no 24th street ada01 design\PLANSET\TC\TC-DET.dwg, 4/8/2024 10:32 AM, BRIAN BOLLEN

GENERAL TRAFFIC CONTROL NOTES

1. APPROPRIATE METHODS OF PEDESTRIAN AND VEHICULAR TRAFFIC CONTROL, INCLUDING FLAGGERS, SHALL BE EMPLOYED BY THE CONTRACTOR TO THE EXTENT DEEMED NECESSARY BY THE TRAFFIC CONTROL SUPERVISOR AND AS REQUIRED BY THE APPLICABLE AGENCY TO PROTECT WORKERS OR THIRD PARTIES.
2. THE CONTRACTOR AND/OR HIS AGENTS SHALL NOT PARK IN ANY PRIVATE PARKING LOTS / DRIVEWAYS WITHOUT WRITTEN PERMISSION FROM THE PROPERTY OWNER.
3. SEE ALSO SPECIFICATIONS AND SPECIAL PROVISIONS, INCLUDING WSDOT STANDARD SPECIFICATION SECTION 1-07.23(1).
4. ALL WARNING SIGNS SHALL BE 48" X 48". FOR OTHER SIGN SIZES REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WSDOT SIGN FABRICATION MANUAL M55-05.



NOTES

1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. A 60" (IN) PATH WIDTH SHOULD BE MAINTAINED (48" (IN) IS THE MINIMUM).
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE SHEET TC-52 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED. SEE STANDARD SPECIFICATION 1-10.2(1B).
6. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE SIDEWALK AT THE INTERSECTION. PUSH BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.

NO PARKING
RS-3
24" x 30"
R/W

INSTALL ON TYPE 2 BARRICADES THROUGHOUT THE WORK AREA 24 HOURS PRIOR TO IMPLEMENTING TRAFFIC CONTROL. PRIOR NOTIFICATION OF LOCAL LAW ENFORCEMENT REQUIRED.

- LEGEND**
- TEMPORARY SIGN LOCATION
 - ▣ CHANNELIZING DEVICES
 - ▨ PEDESTRIAN CHANNELIZING DEVICES
 - ▧ TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

SIDEWALK DIVERSION

SIDEWALK DETOUR

INTERSECTION PEDESTRIAN TRAFFIC CONTROL

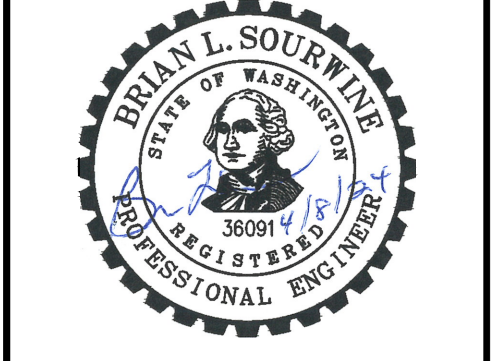
NOT TO SCALE

| | | | |
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| DATE: 1/9/2018 | JOB NUMBER: MASH | CONTRACT NO. | DATE |
| DESIGNED BY: liddefr | LOCATION NO. | DATE | DATE |
| ENTERED BY: | REVISION | DATE | BY |
| CHECKED BY: | | | |
| PROJ. ENGR: | | | |
| REGIONAL ADM. | | | |



| | |
|---------------|-------|
| PLAN REF. NO. | TC-16 |
| SHEET | 29 |
| OF | 29 |
| SHEETS | |

Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH,
SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860



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WASHINGTON
2024 ADA IMPROVEMENTS & OVERLAY

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| ISSUE DATE: | APR 2024 |
| APPROVED BY: | BLS |
| CHECKED BY: | BLS |
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| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
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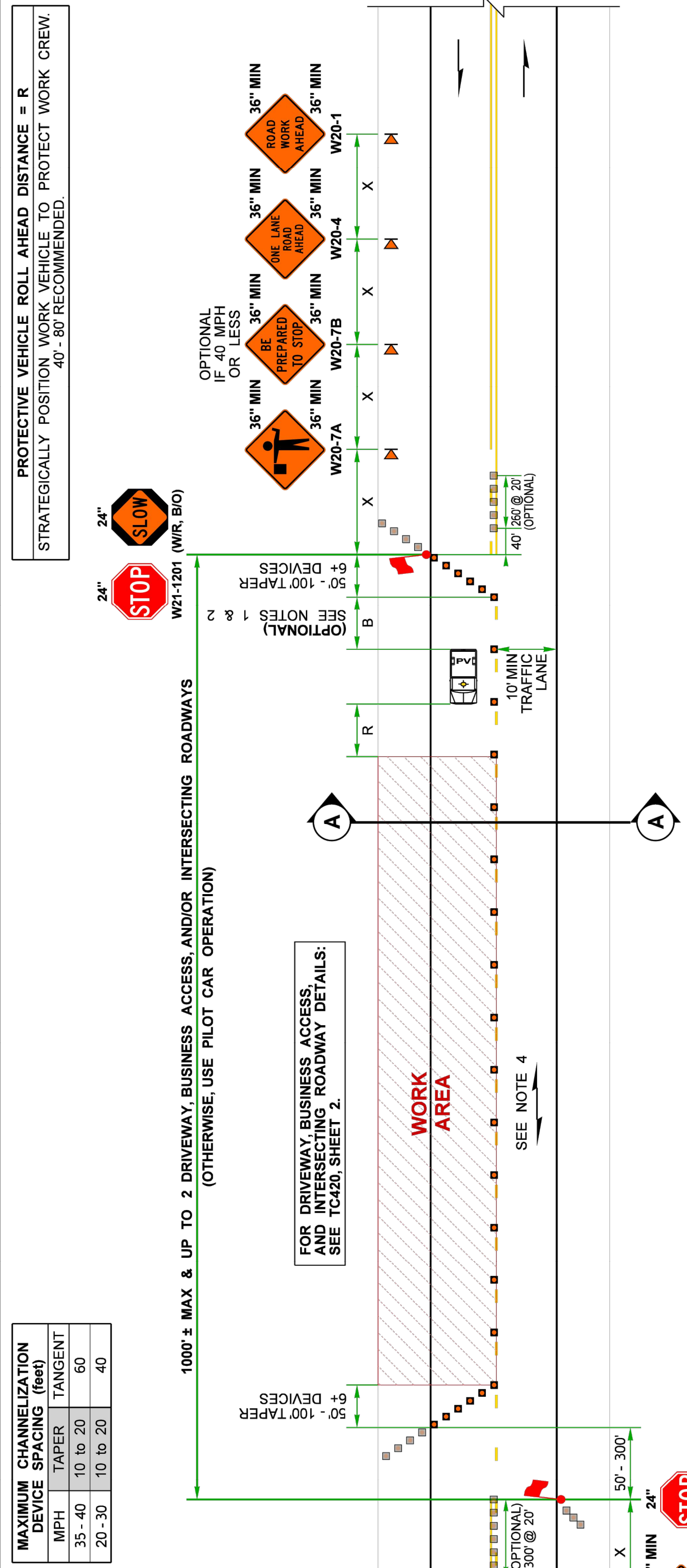
TRAFFIC CONTROL DETAILS

| RECOMMENDED SIGN SPACING = X (1) | 350 ± |
|----------------------------------|----------------|
| RURAL ROADS & URBAN ARTERIALS | 35-40 MPH |
| COLLECTOR ARTERIALS | 25-30 MPH |
| RESIDENTIAL & BUSINESS DISTRICTS | 200 ± (2) |
| URBAN STREETS | 25 MPH OR LESS |
| | 100 ± (2) |

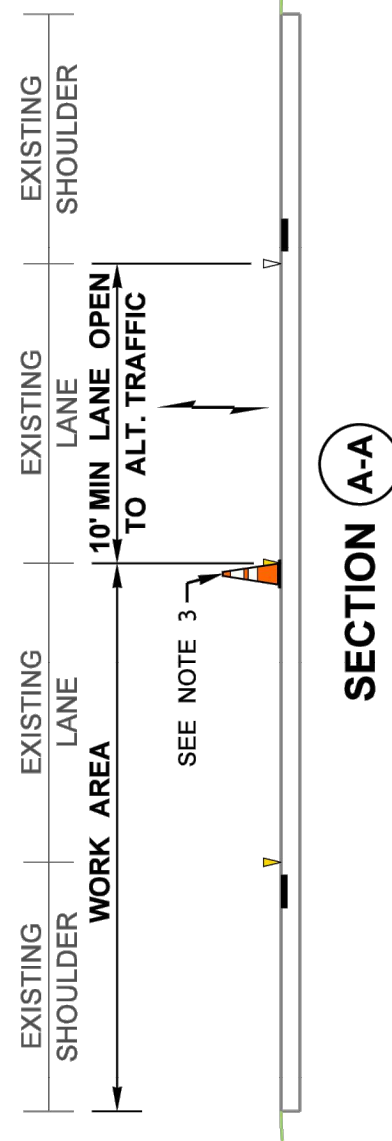
| MAXIMUM CHANNELIZATION DEVICE SPACING (feet) | TAPER | TANGENT |
|--|----------|---------|
| MPH | | |
| 35 - 40 | 10 to 20 | 60 |
| 20 - 30 | 10 to 20 | 40 |

| OPTIONAL LONGITUDINAL BUFFER SPACE = B | 35 | 40 |
|--|-----|-----|
| SPEED (MPH) | 20 | 25 |
| B (feet) | 115 | 155 |
| | 200 | 250 |
| | 305 | 305 |

Buffer space may be adjusted (3) based on field conditions.



- NOTES:**
1. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE.
 2. PROTECTIVE VEHICLE MAY ALWAYS BE USED ON ROADWAYS 40 MPH OR LESS, EVEN IF THE LONGITUDINAL BUFFER SPACE IS REDUCED OR ELIMINATED. ADDITIONAL PVS MAY BE ADDED AT SEPARATE WORK CREWS.
 3. MAY SHIFT LATERALLY 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
 4. PEDESTRIAN & BICYCLIST ACCOMMODATIONS: ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES:
 - (A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA
 - (B) COMBINE BIKES & VEHICULAR TRAFFIC PRIOR TO CLEARING PRIOR TO RELEASING ONCOMING TRAFFIC
 - (C) PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS MAY BE USED)
 5. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
 - 1-10.3(1) HIGH-VISIBILITY APPAREL
 - 1-10.3(1)A FLAGGERS AND NIGHTTIME ILLUMINATION
 - 1-10.3(2)A TRAFFIC CONTROL PROCEDURES
 - 9-35.1 24-INCH STOP/SLOW PADDLE SIZE
 6. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
 7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
 8. ACTUAL CENTERLINE PAVEMENT MARKINGS MAY VARY.



ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (HIGHWAYS, 40 MPH OR LESS)
NOT TO SCALE

- LEGEND:**
- TEMPORARY SIGN LOCATION
 - 28" REFLECTIVE TRAFFIC CONE (SEE NOTE 3)
 - OPTIONAL CHANNELIZATION DEVICE
 - PROTECTIVE VEHICLE (SEE NOTE 2)
 - FLAGGER

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| TIME | 6:58:21 AM | DATE | 7/18/2023 | JOB NUMBER | | |
| PLOTTED BY | LinF | CONTRACT NO. | | LOCATION NO. | | |
| DESIGNED BY | | DATE | | BY | | |
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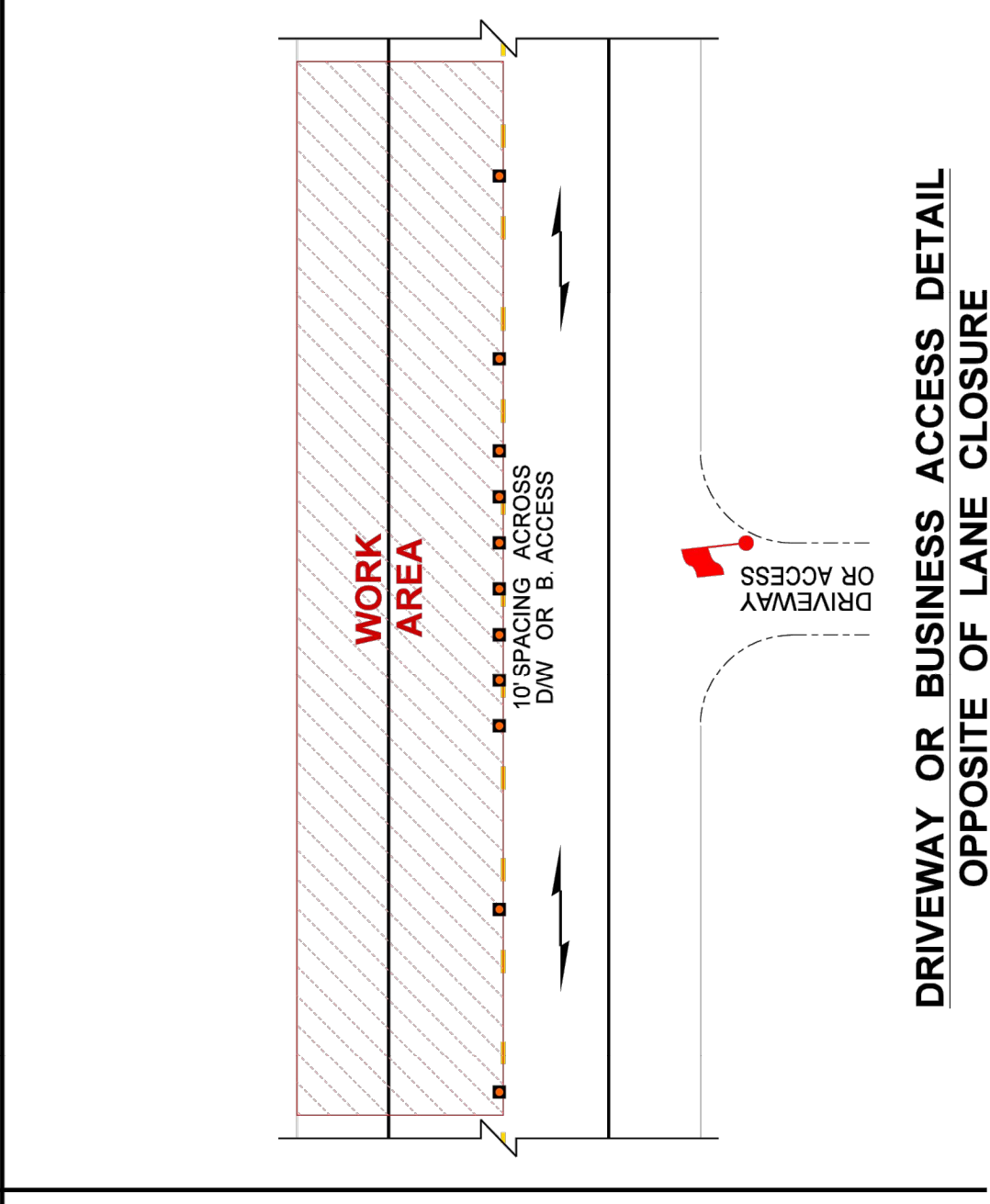
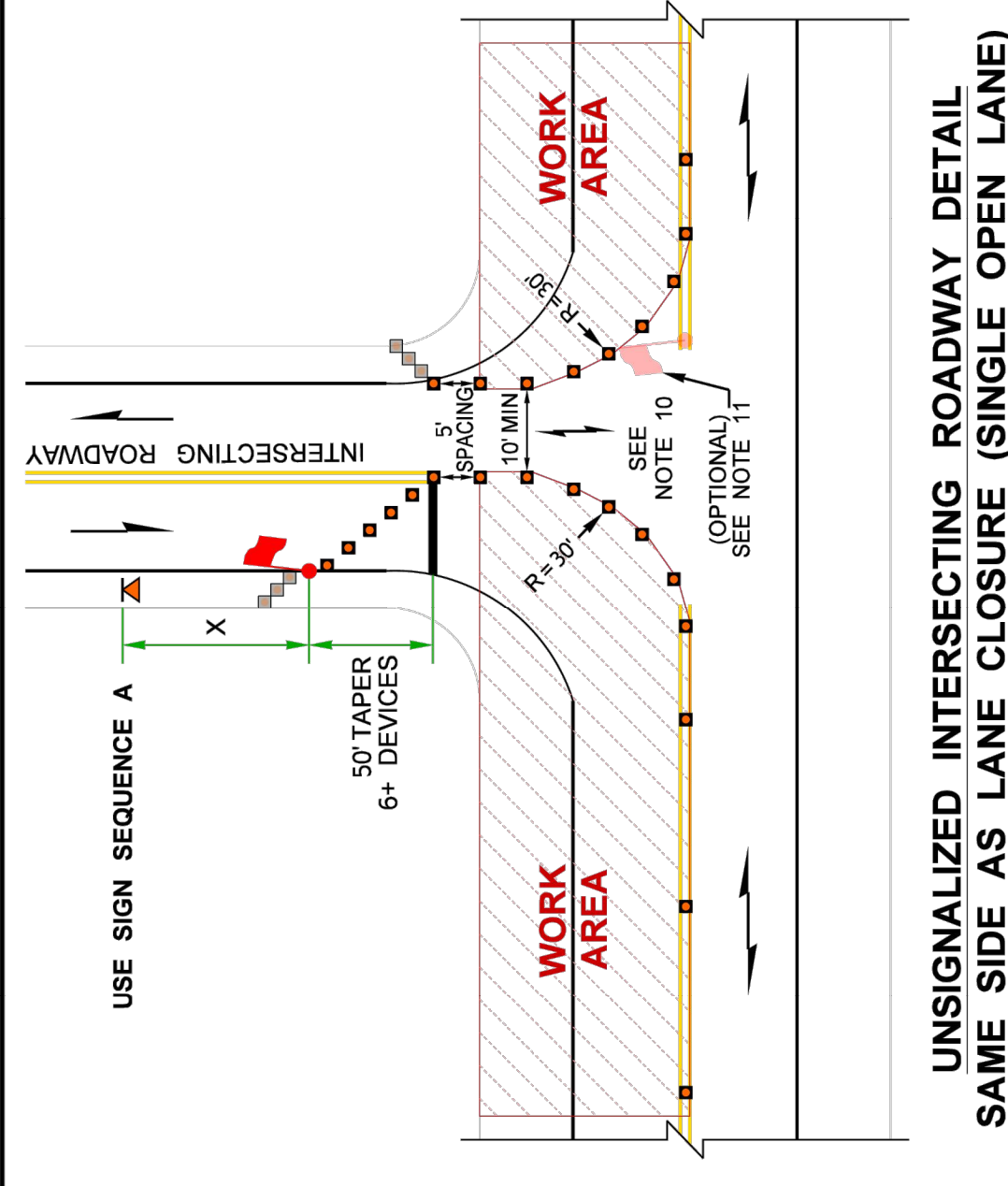
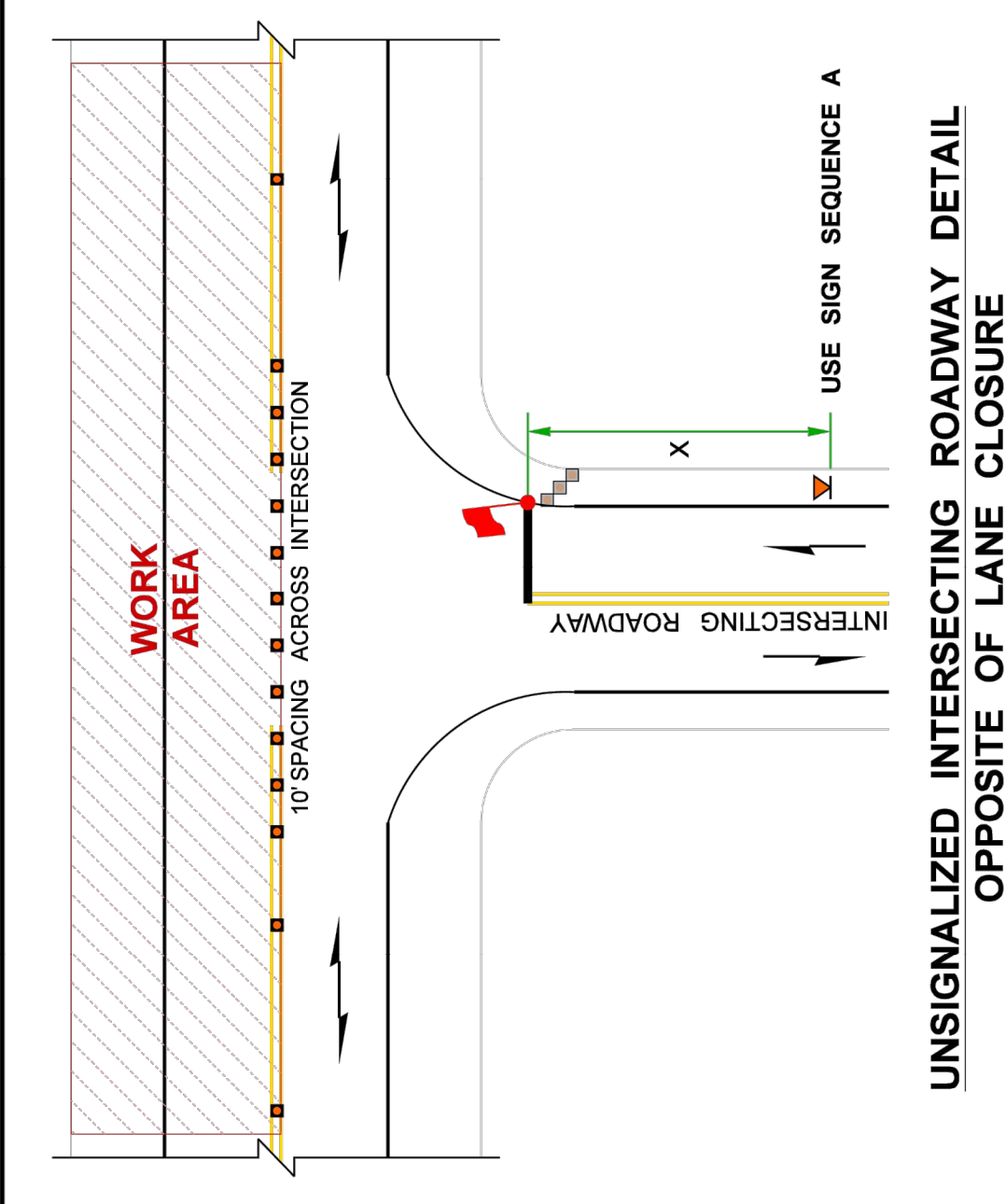
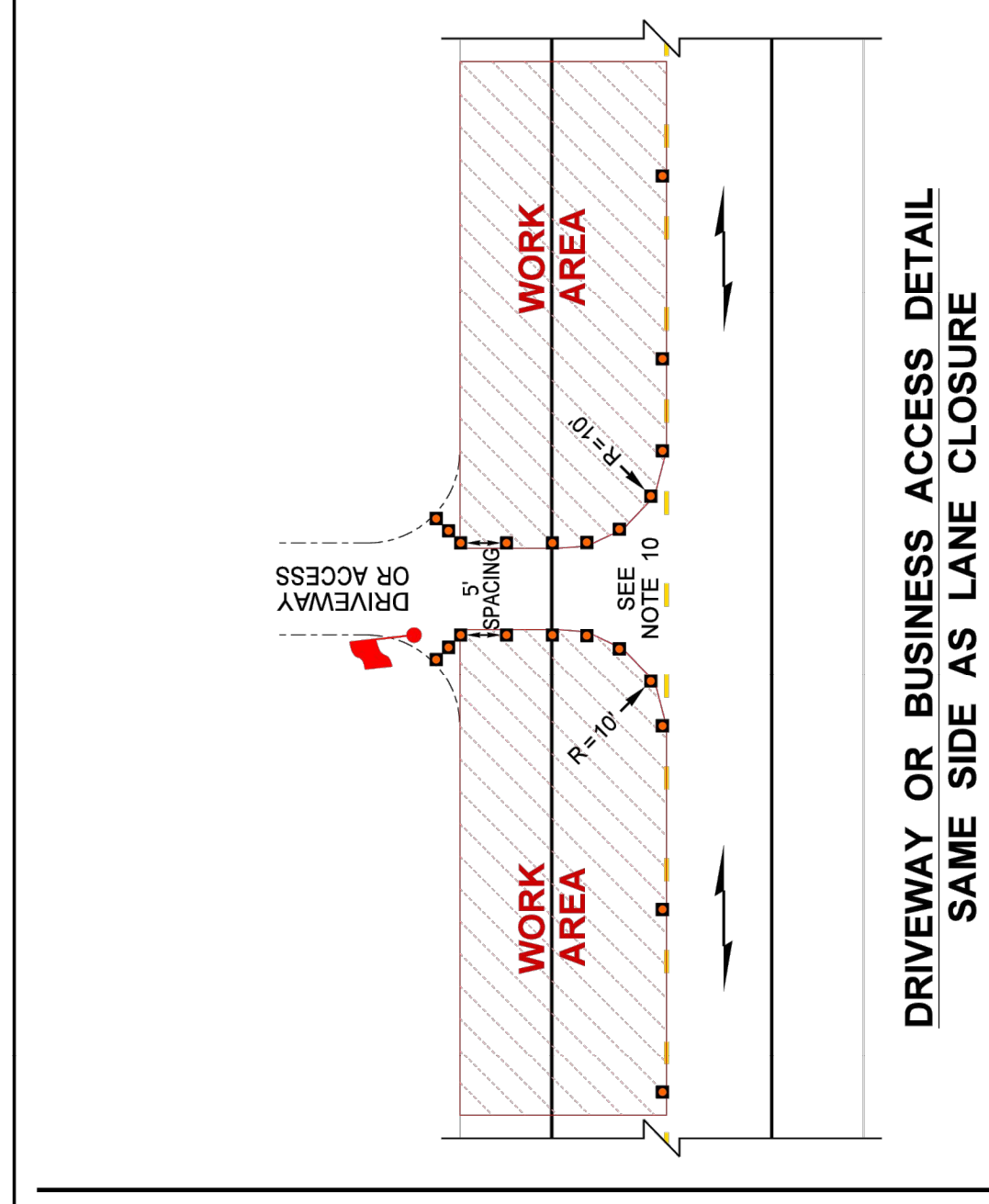
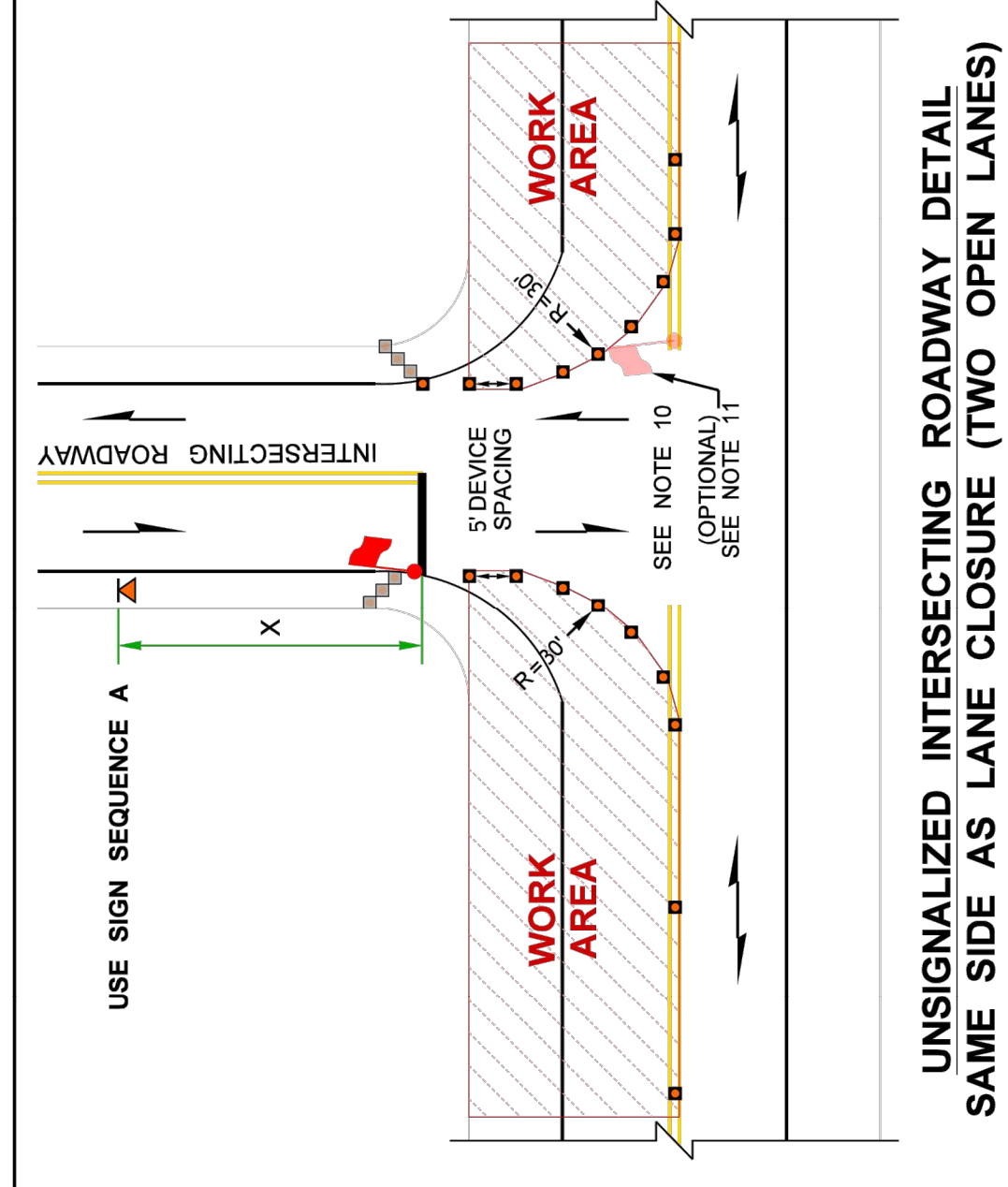
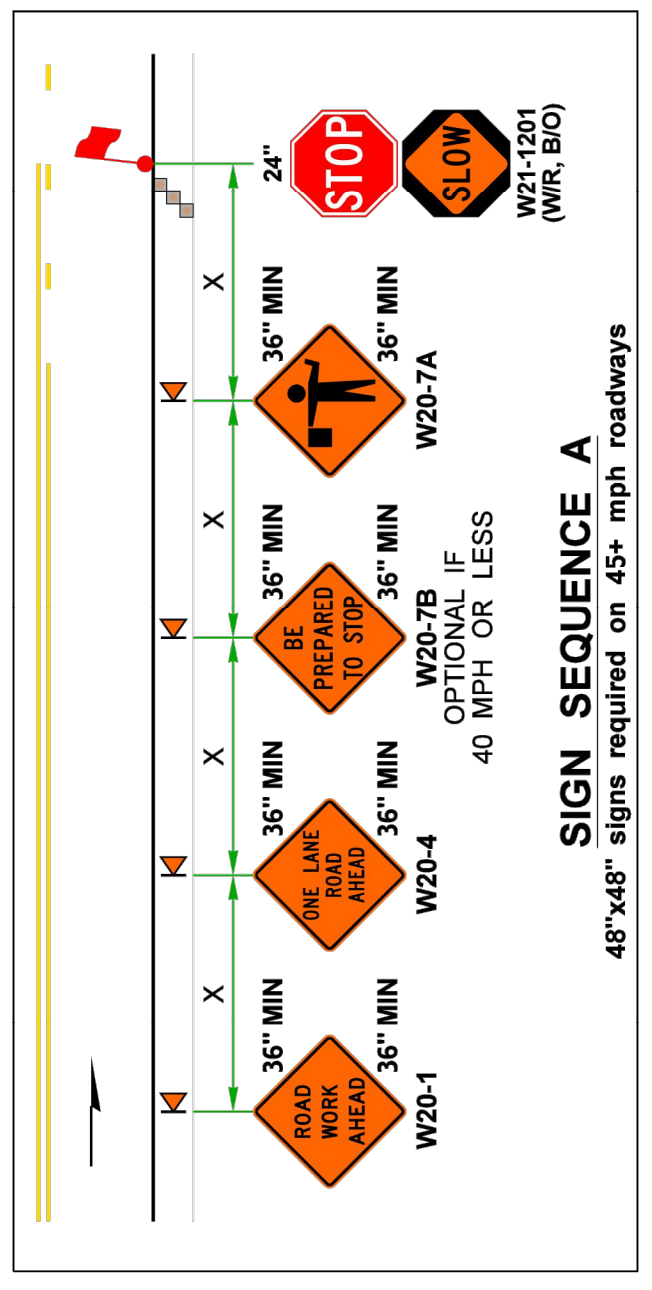
Washington State
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PICT 1
PLAN REF NO
TC420
SHEET 1
4

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PICT 2
PLAN REF NO
TC420
SHEET 2
4

- NOTES:**
9. FOR LEGEND, TABLES, AND ADDITIONAL NOTES, SEE TC420, SHEET 1.
 10. WORK MAY BRIEFLY OCCUR WITHIN LANE CLOSURE ACROSS INTERSECTING ROADWAY APPROACHES, BUSINESS ACCESSES, DRIVEWAYS, OR ACCESS TRAFFIC FOR 5 MINUTES OR LESS. ENGINEER MAY ACCEPT HOLDS UP TO 10 MINUTES WHILE RESTRICTING TURNS FROM MAINLINE CHANNELIZATION DEVICES DELINEATING APPROACH OR ACCESS MAY BE REMOVED OR RELOCATED AS NEEDED.
 11. SINGLE FLAGGER (WITH RED FLAG/RED GLOW CONE FLASHLIGHT) MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING & TURNING TRAFFIC.



ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (HIGHWAYS, 40 MPH OR LESS)
NOT TO SCALE

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TRAFFIC CONTROL DETAILS

| | |
|----------------|------------|
| ISSUE DATE: | APR 2024 |
| APPROVED BY: | BLS |
| CHECKED BY: | BLS |
| DRAWN BY: | MAN |
| DESIGNER: | MAN |
| G & O JOB NO.: | 24432.00 |
| FILE: | TC-DET.DWG |

BID SET

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| No. | DATE | REVISION |
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CITY OF MEDINA
2024 ADA IMPROVEMENTS & OVERLAY

BRIAN L. SOURWINE
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
36091

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