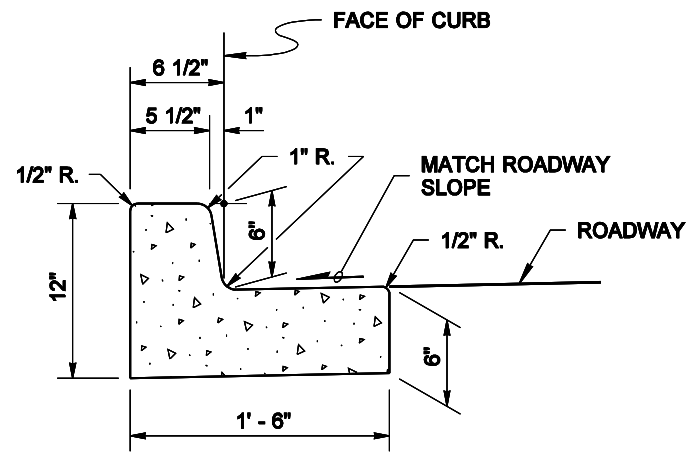
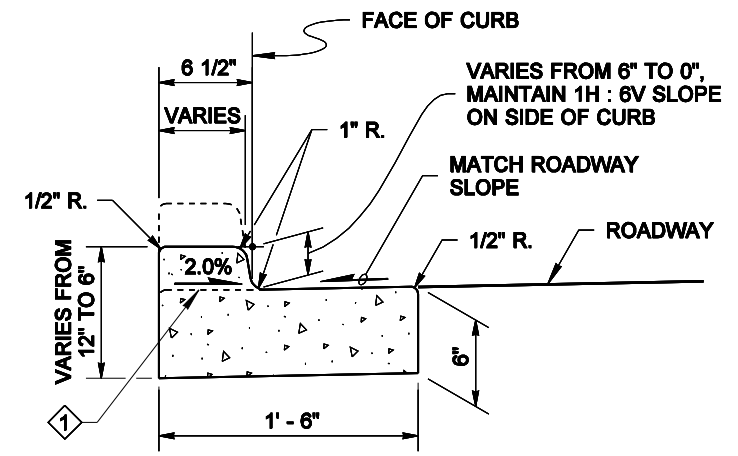


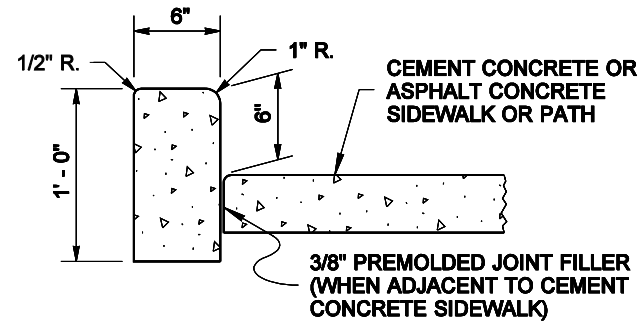
DUAL-FACED CEMENT CONCRETE TRAFFIC CURB AND GUTTER



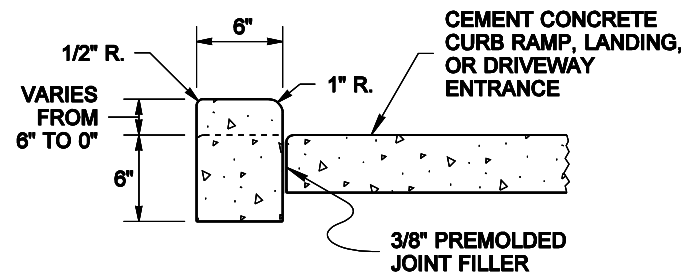
CEMENT CONCRETE TRAFFIC CURB AND GUTTER



DEPRESSED CURB SECTION AT CURB RAMPS AND DRIVEWAY ENTRANCES



CEMENT CONCRETE PEDESTRIAN CURB



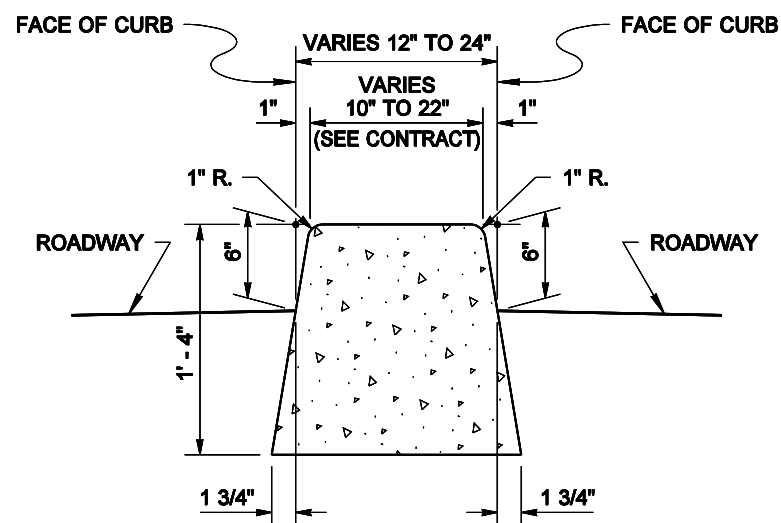
CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES

NOTE

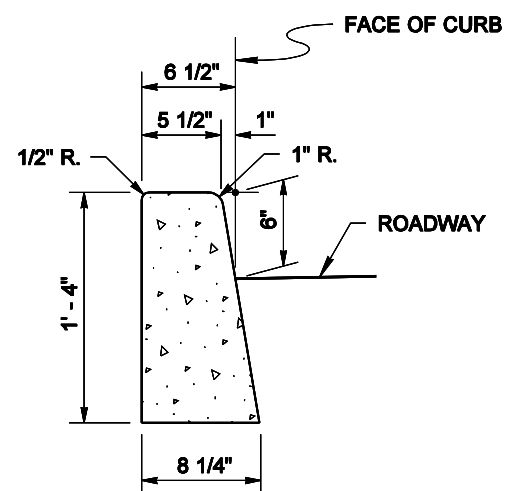
1. See Standard Plan F-30.10 for Curb Expansion and Contraction Joint spacing.

1 FLUSH WITH GUTTER PAN AT CURB RAMP ENTRANCE ~ 1/2" VERTICAL LIP AT DRIVEWAY ENTRANCE

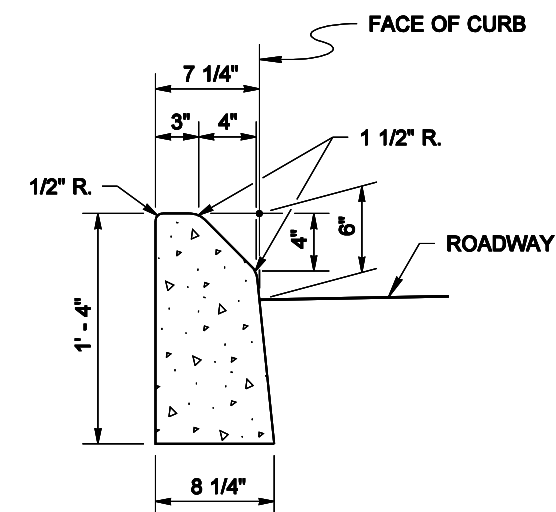
DRAWN BY: FERN LIDDELL



DUAL-FACED CEMENT CONCRETE TRAFFIC CURB



CEMENT CONCRETE TRAFFIC CURB



MOUNTABLE CEMENT CONCRETE TRAFFIC CURB



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CEMENT CONCRETE CURBS

STANDARD PLAN F-10.12-02

SHEET 1 OF 1 SHEET

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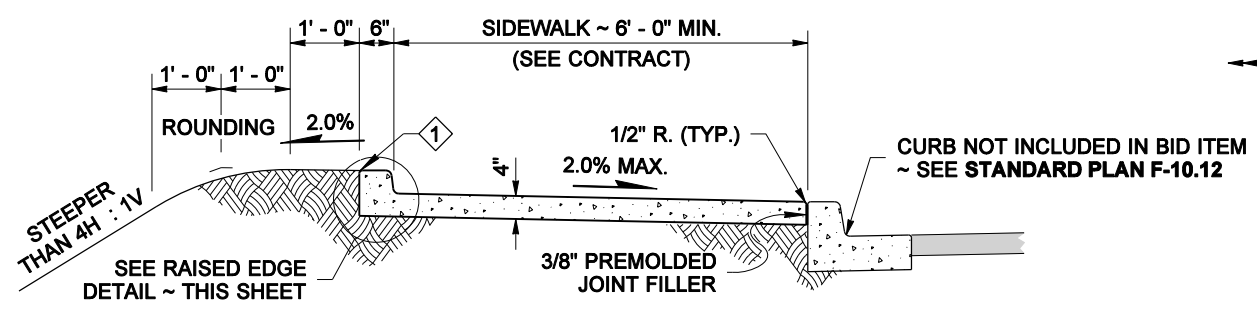
STATE DESIGN ENGINEER

DATE

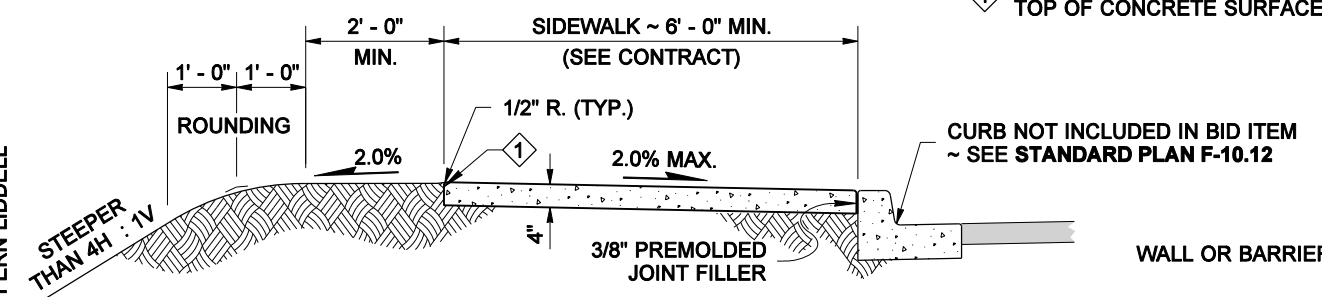


Washington State Department of Transportation

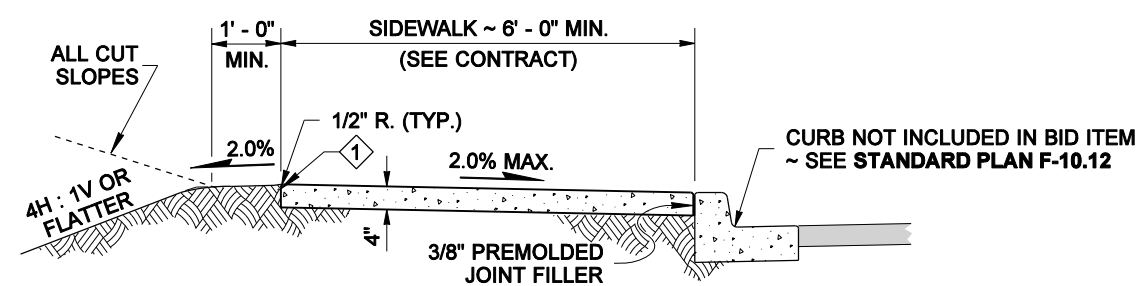
DRAWN BY: FERN LIDDELL



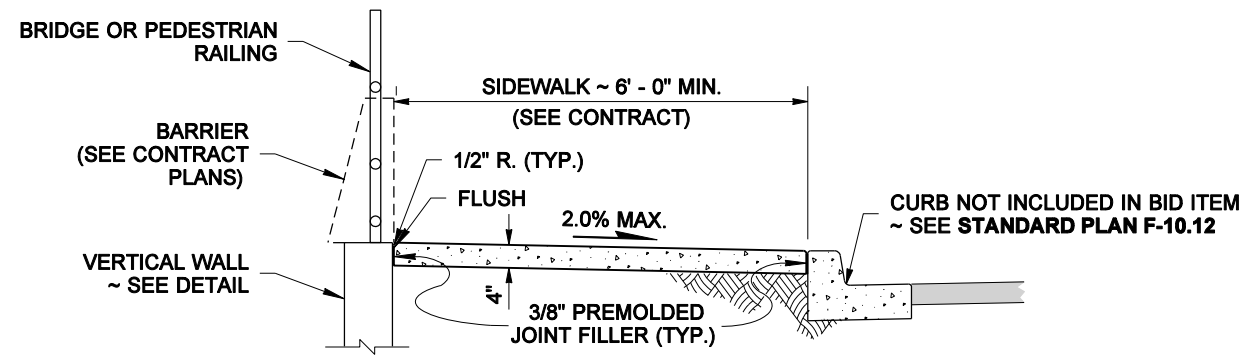
WITH RAISED EDGE



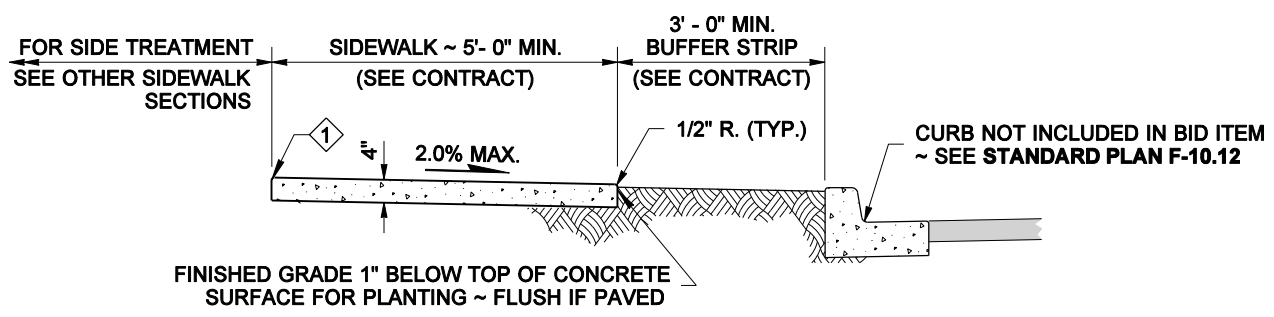
ADJACENT TO CURB (STEEP FILL SLOPES)



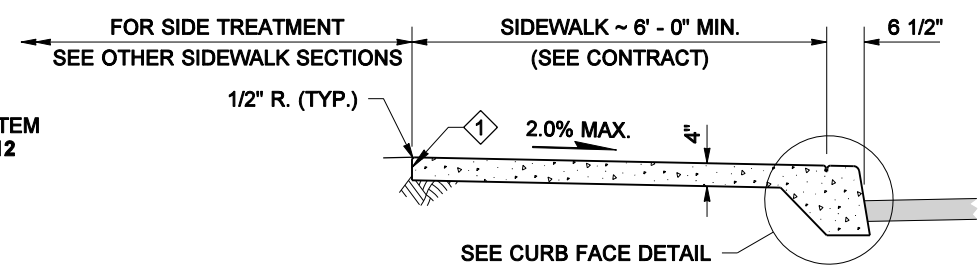
ADJACENT TO CURB



ADJACENT TO CURB AND RAILING OR WALL



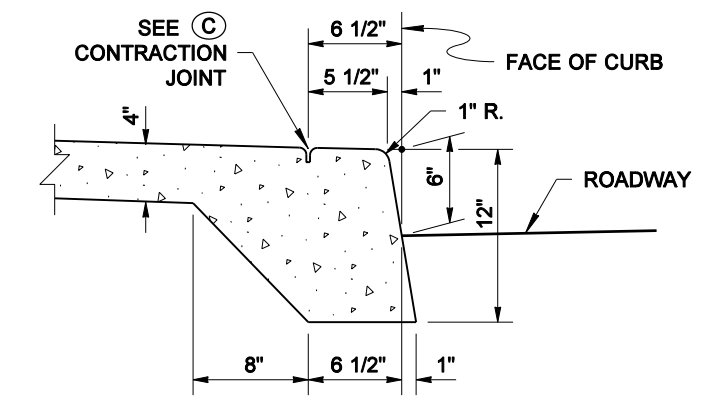
ADJACENT TO BUFFER STRIP



MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

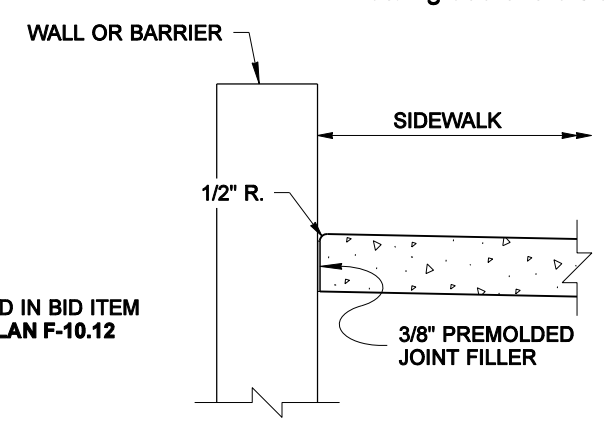
NOTE

- Four feet of the sidewalk width shall be the minimum pedestrian accessible route free of vertical and horizontal obstructions. Gratings, access covers, junction boxes, cable vaults, pull boxes and other appurtenances within the sidewalk must have slip resistant surfaces and be flush with surface and match grade of the sidewalk.

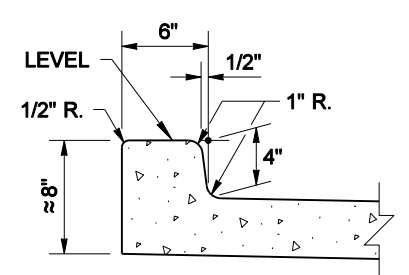


NOTE: Extend sidewalk transverse expansion joints to include curb (full depth).

CURB FACE DETAIL

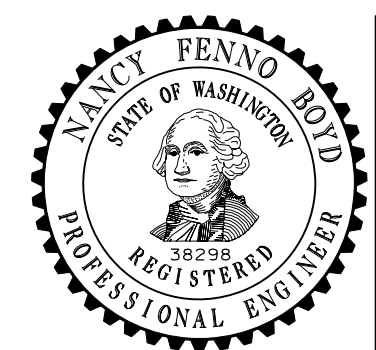
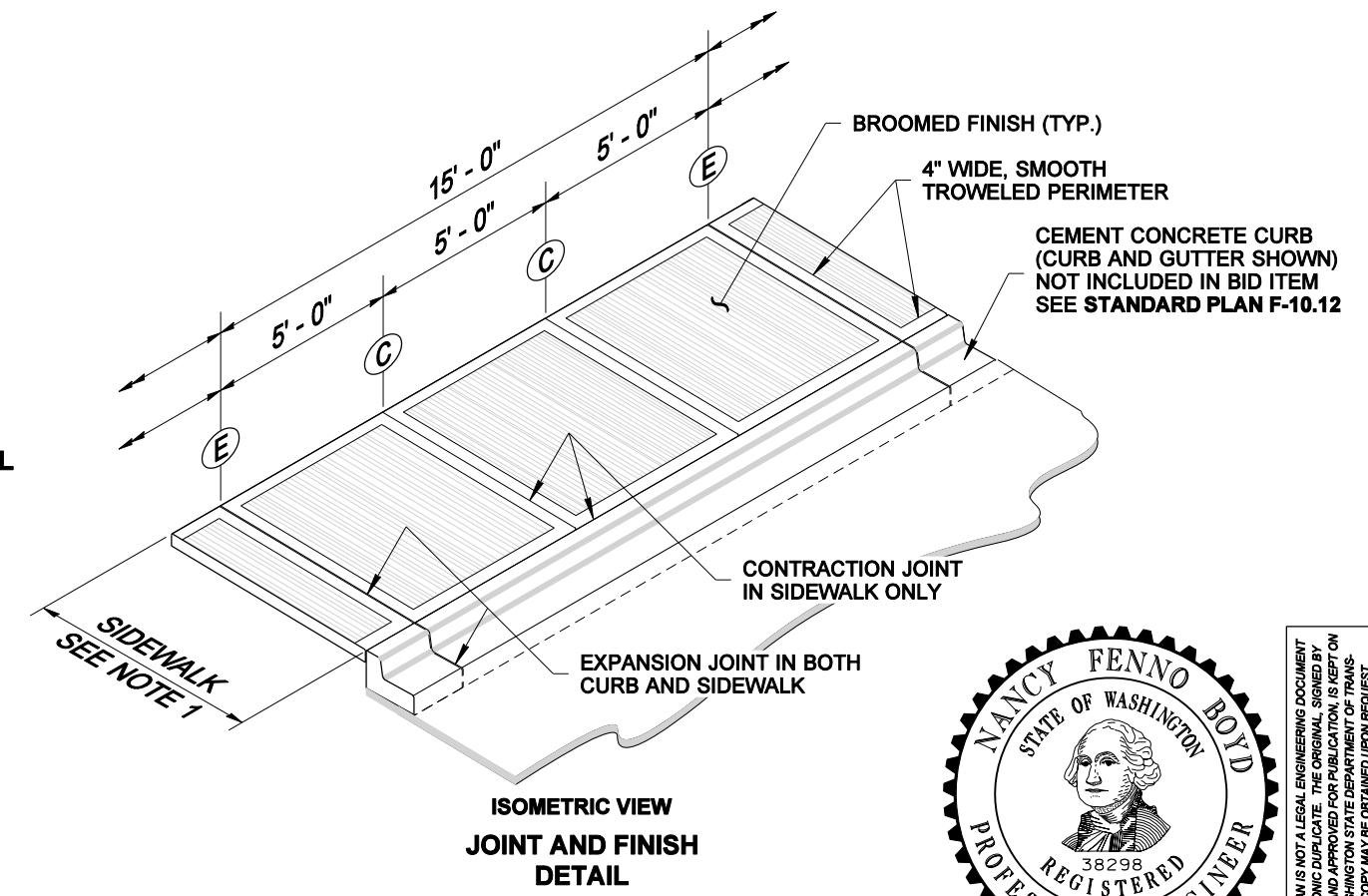


SIDEWALK ADJACENT TO WALL DETAIL



NOTE: EXTEND SIDEWALK TRANSVERSE JOINTS TO INCLUDE RAISED EDGE

RAISED EDGE DETAIL



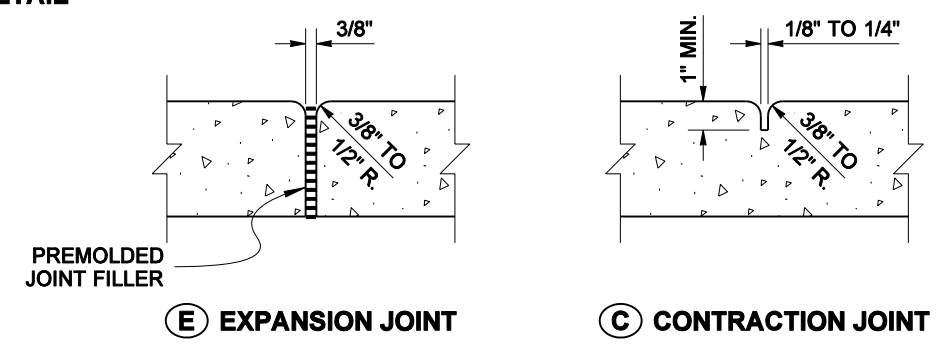
NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNTIL IT IS APPROVED BY THE ENGINEER AND APPROVED BY THE CONTRACTOR. THE ENGINEER'S APPROVAL OF THIS PLAN IS FILED AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

CEMENT CONCRETE SIDEWALK
STANDARD PLAN F-30.10-01

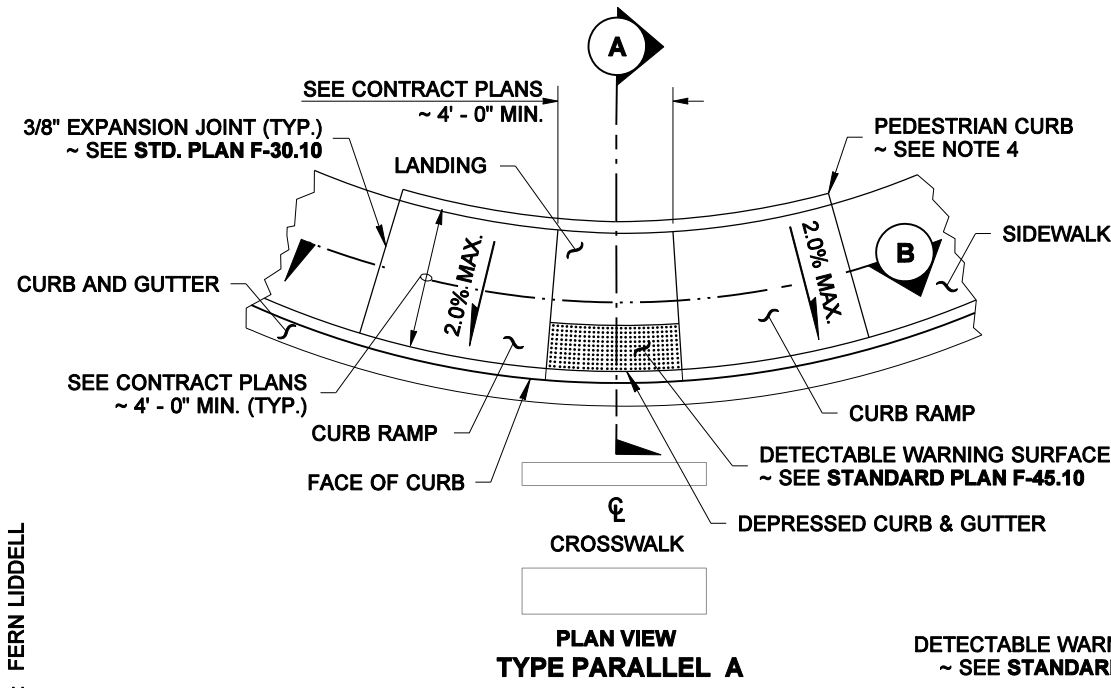
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

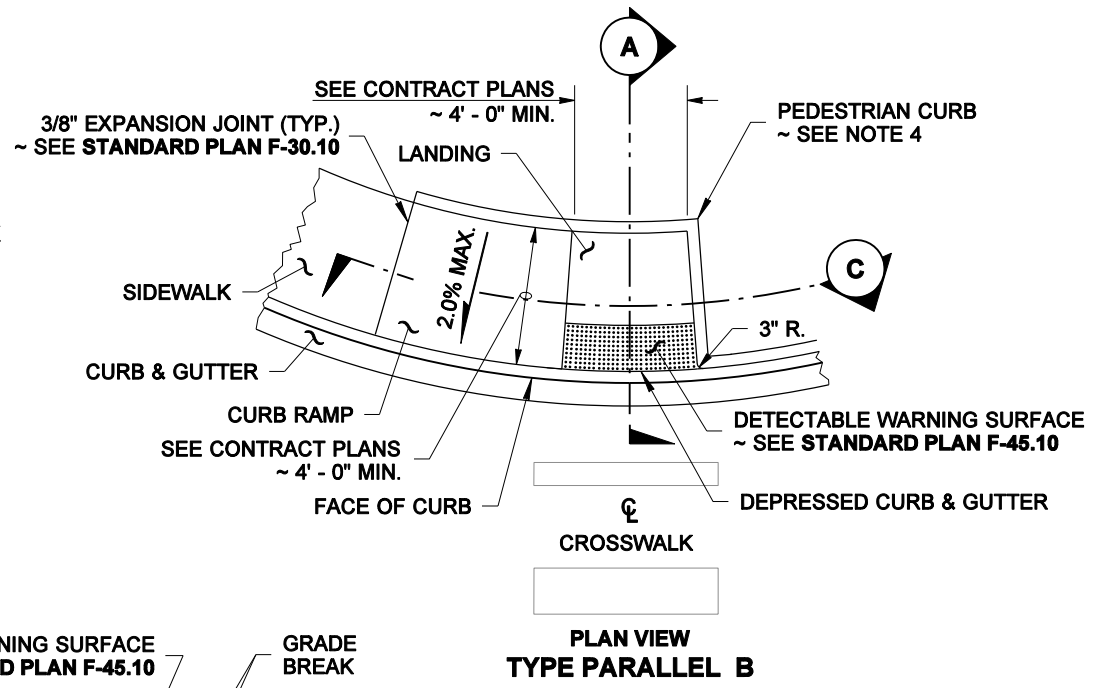
Pasco Bakotich III 06-03-10
 STATE DESIGN ENGINEER DATE



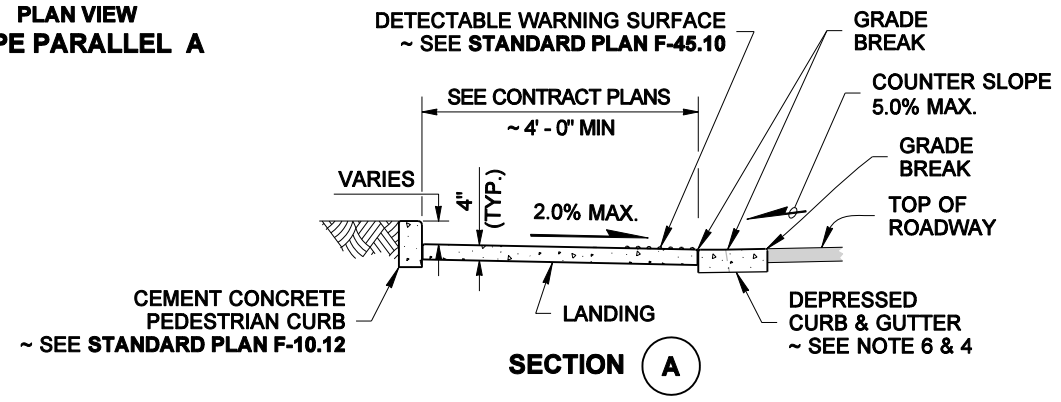
DRAWN BY: FERN LIDDELL



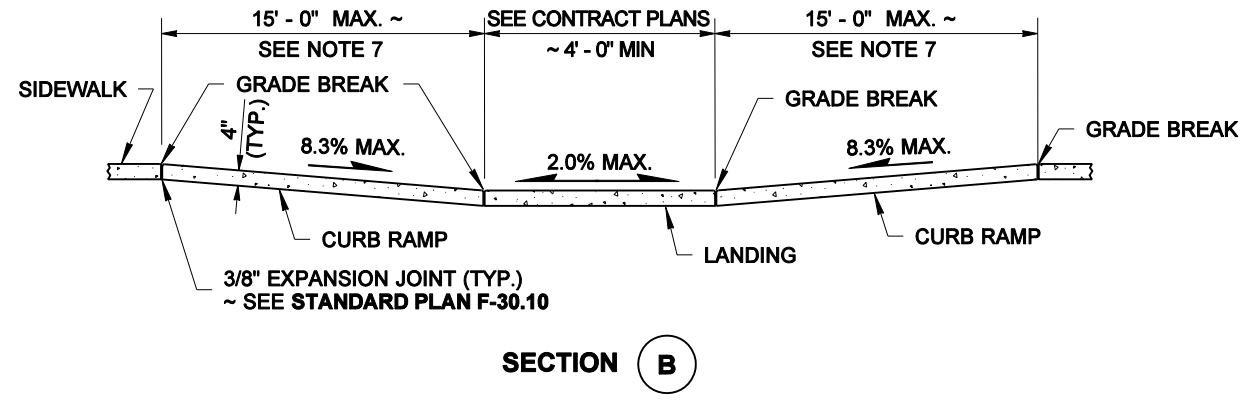
**PLAN VIEW
TYPE PARALLEL A**



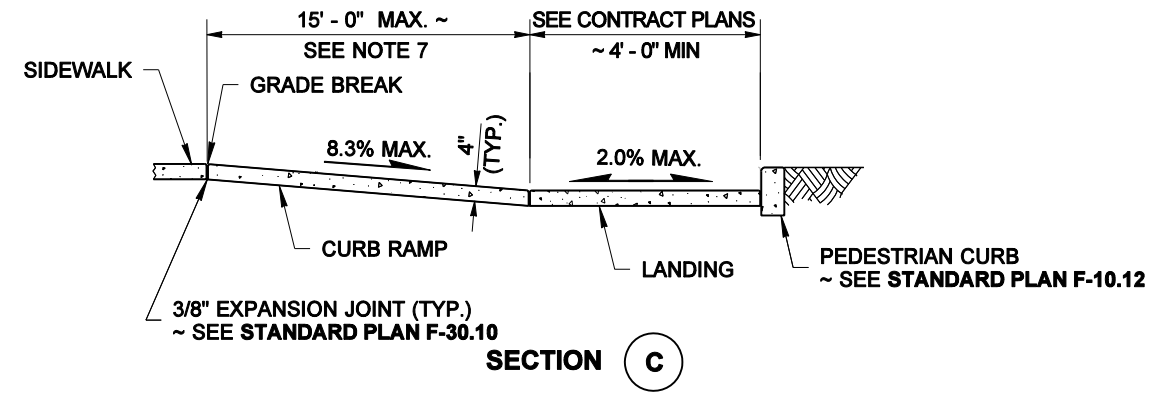
**PLAN VIEW
TYPE PARALLEL B**



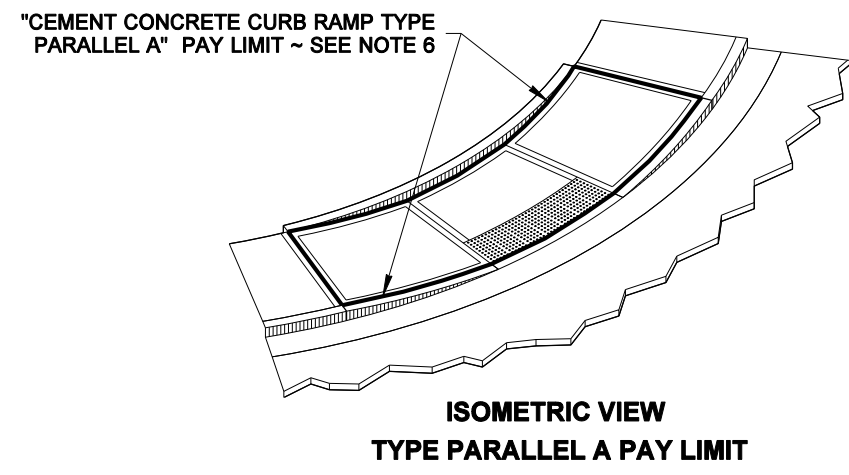
SECTION A



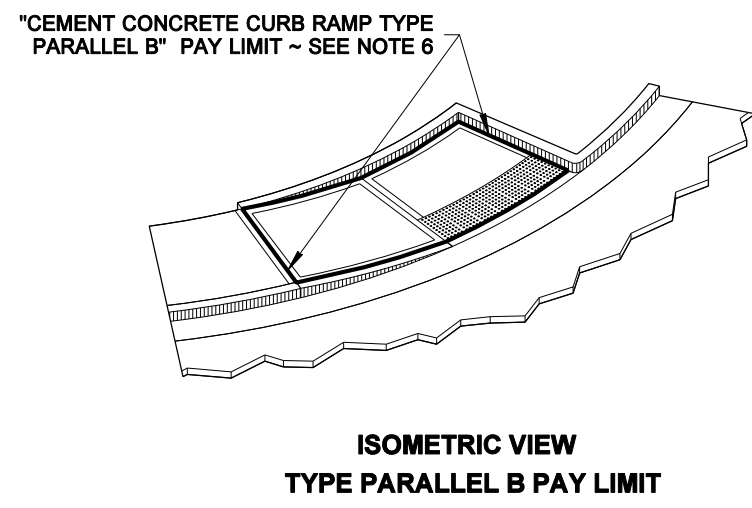
SECTION B



SECTION C



**ISOMETRIC VIEW
TYPE PARALLEL A PAY LIMIT**



**ISOMETRIC VIEW
TYPE PARALLEL B PAY LIMIT**

NOTES

1. Provide a separate curb ramp for each marked or unmarked crosswalk. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place gratings, junction boxes, access covers, or other appurtenances in front of the curb ramp or on any part of the curb ramp or landing.
4. See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, and Pedestrian Curb Details.
5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb, Curb and Gutter, Pedestrian Curb or Sidewalks.
7. The curb ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15 foot max. length, the running slope of the curb ramp shall be as flat as feasible.
8. Curb ramp, landing, & flares shall receive broom finish. See **Standard Specifications 8-14**.

LEGEND



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**PARALLEL
CURB RAMP
STANDARD PLAN F-40.12-01**

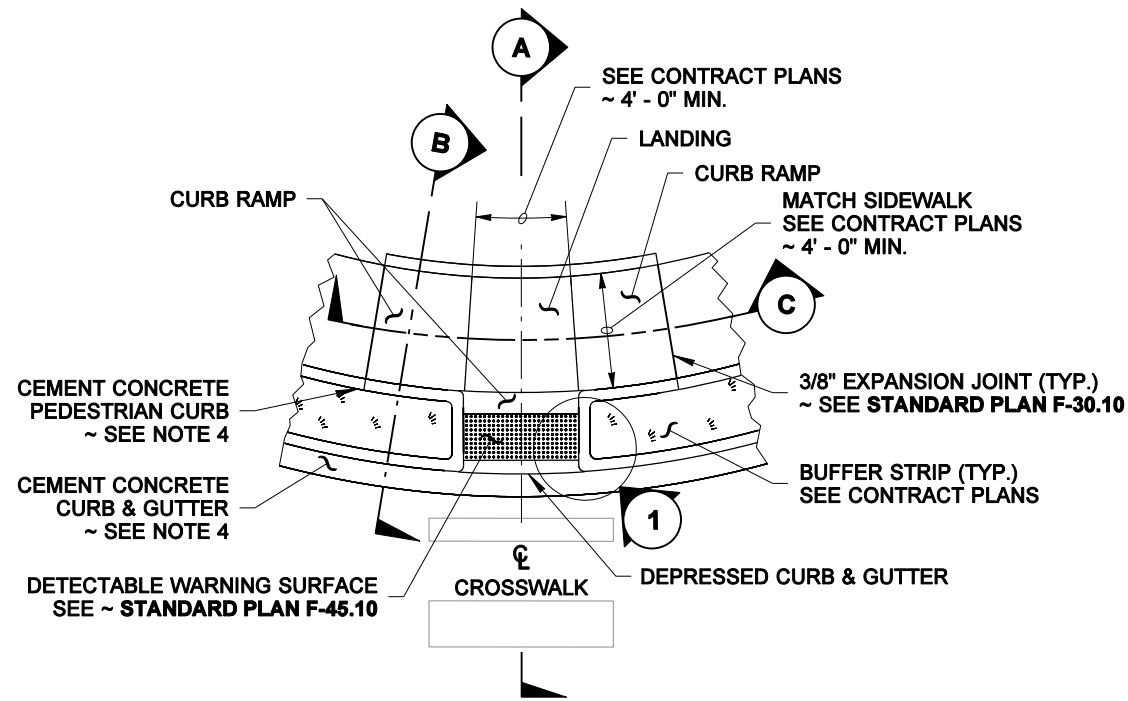
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

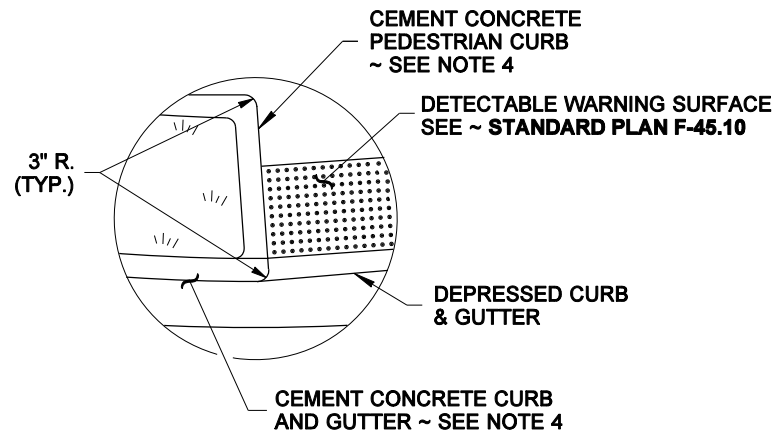
Pasco Bakotich III 06-03-10
STATE DESIGN ENGINEER DATE

Washington State Department of Transportation

DRAWN BY: FERN LIDDELL



**PLAN VIEW
TYPE COMBINATION
WITH BUFFER**

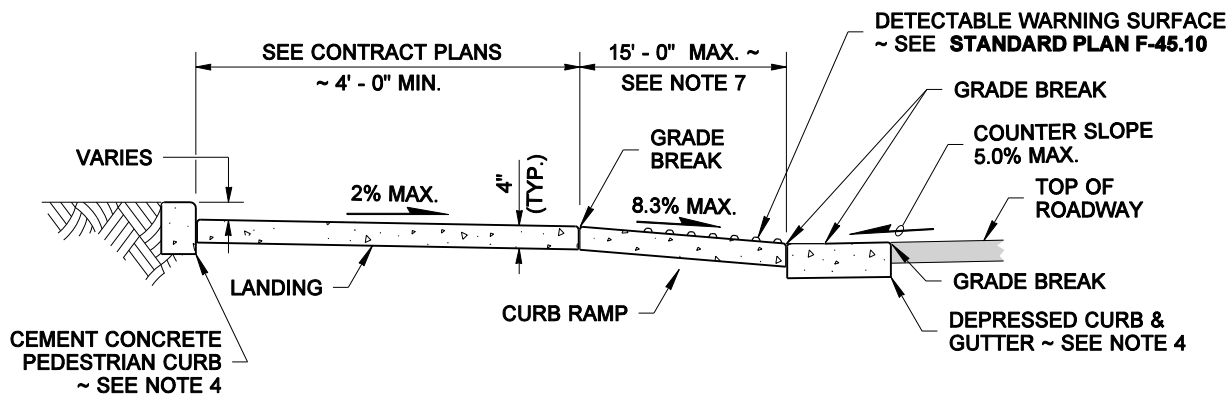


CURB RADIUS DETAIL 1

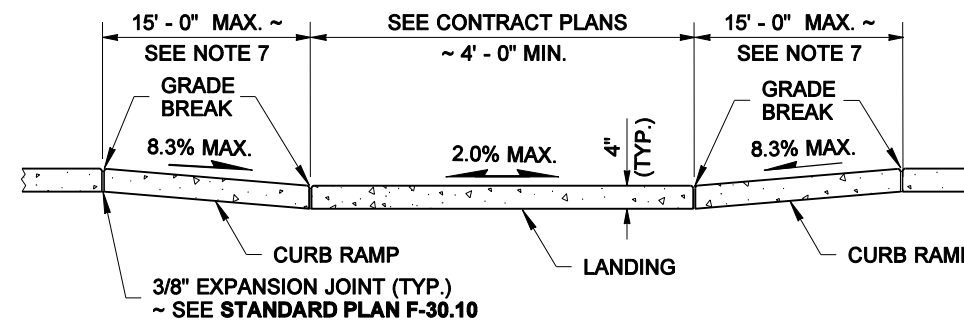
NOTES

1. Provide a separate curb ramp for each marked or unmarked crosswalk. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
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8. Curb ramp, landing & flares shall receive broom finish. See **Standard Specifications 8-14**.

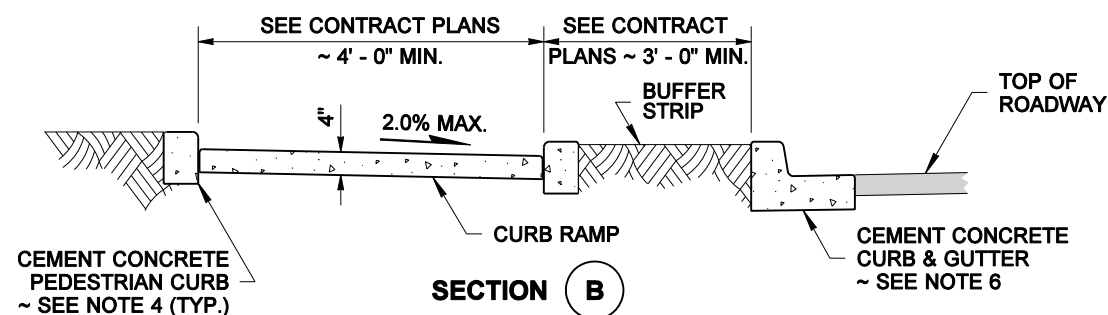
LEGEND



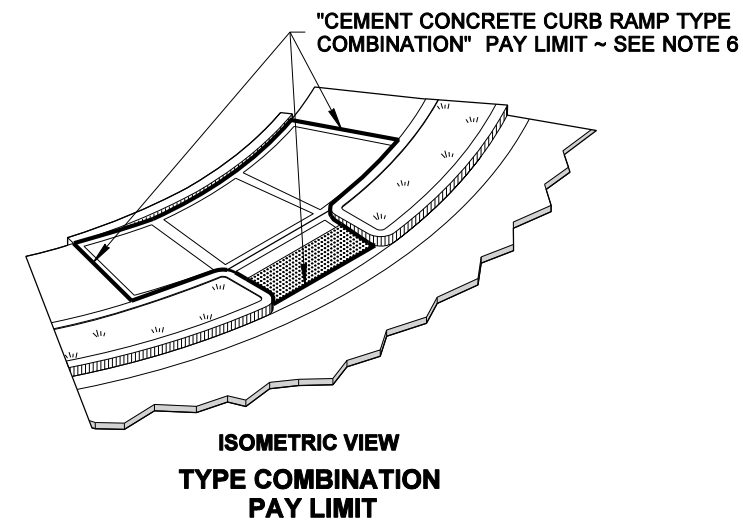
SECTION A



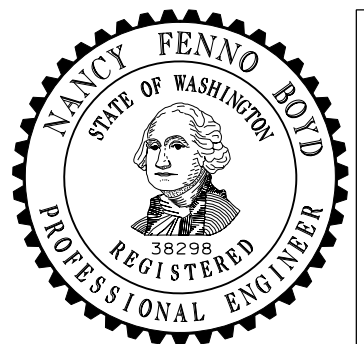
SECTION C



SECTION B



**ISOMETRIC VIEW
TYPE COMBINATION
PAY LIMIT**



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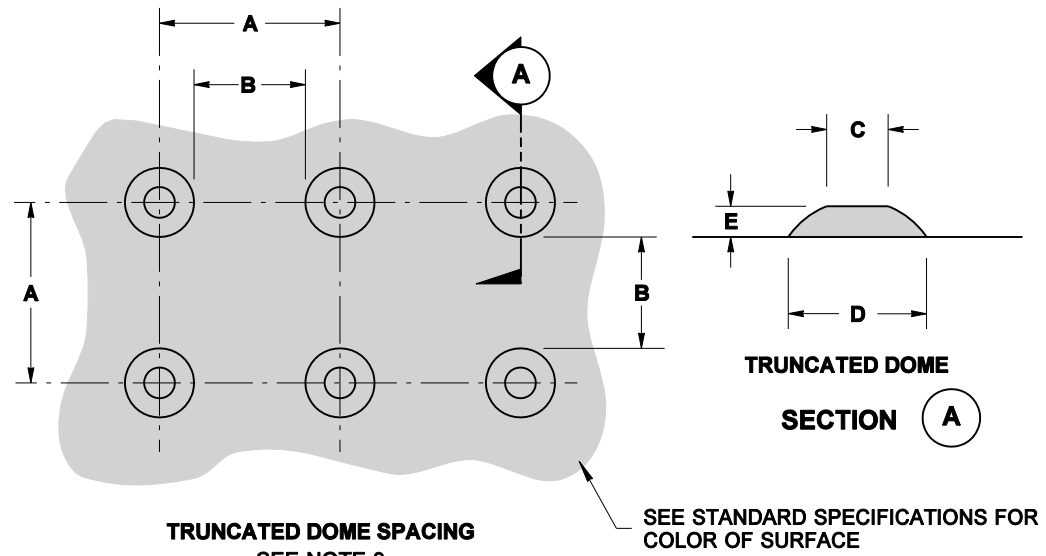
**COMBINATION
CURB RAMP
STANDARD PLAN F-40.14-01**

SHEET 1 OF 1 SHEET

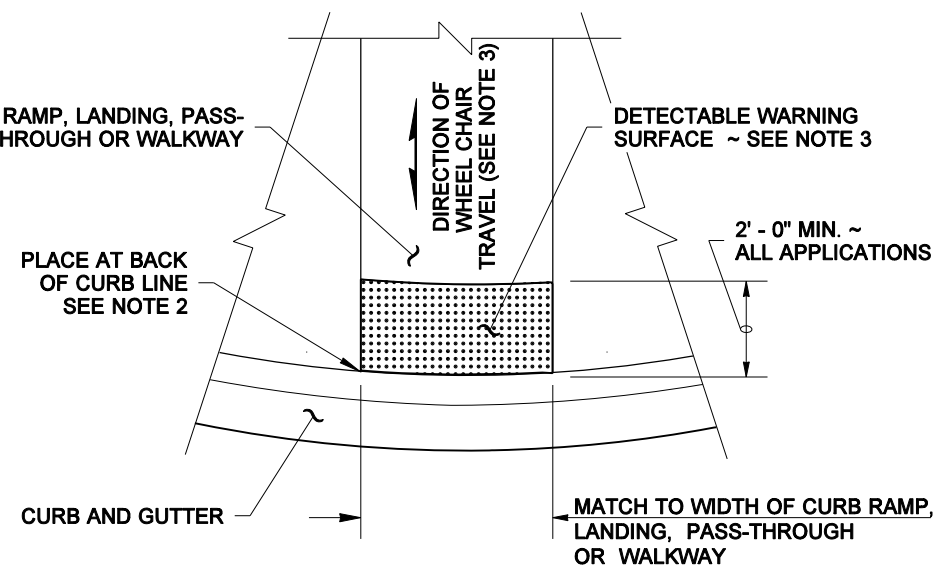
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Pasco Bakotich III 06-03-10
STATE DESIGN ENGINEER DATE





	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	—
C	0.45"	0.90"
D	0.9"	1.40"
E	0.2"	0.2"

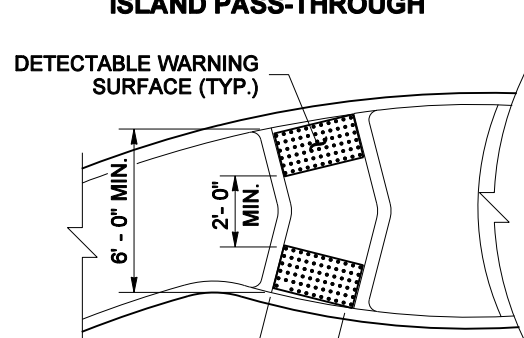
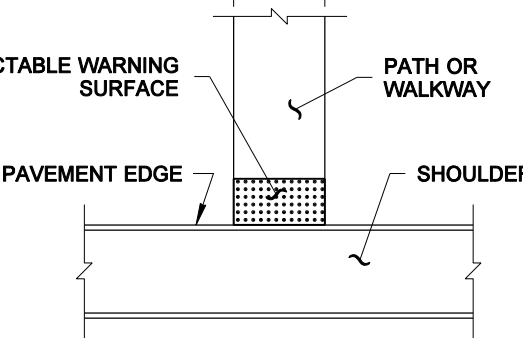
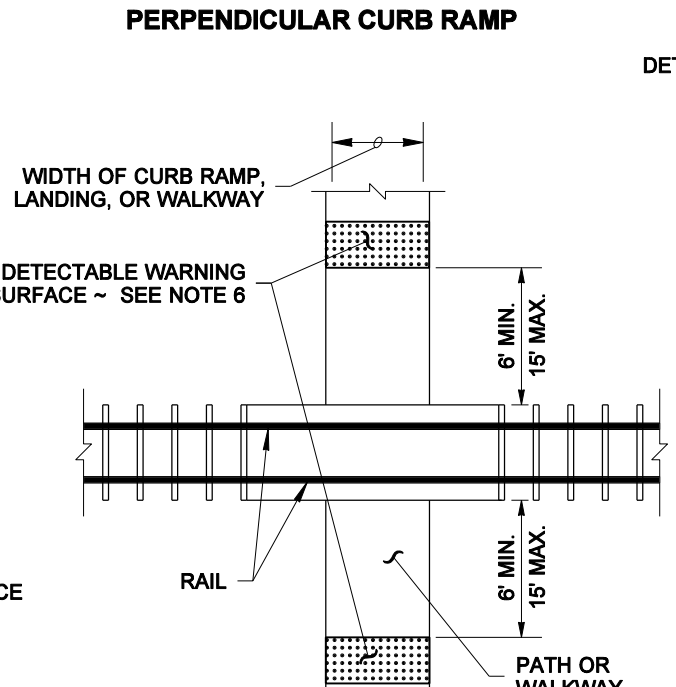
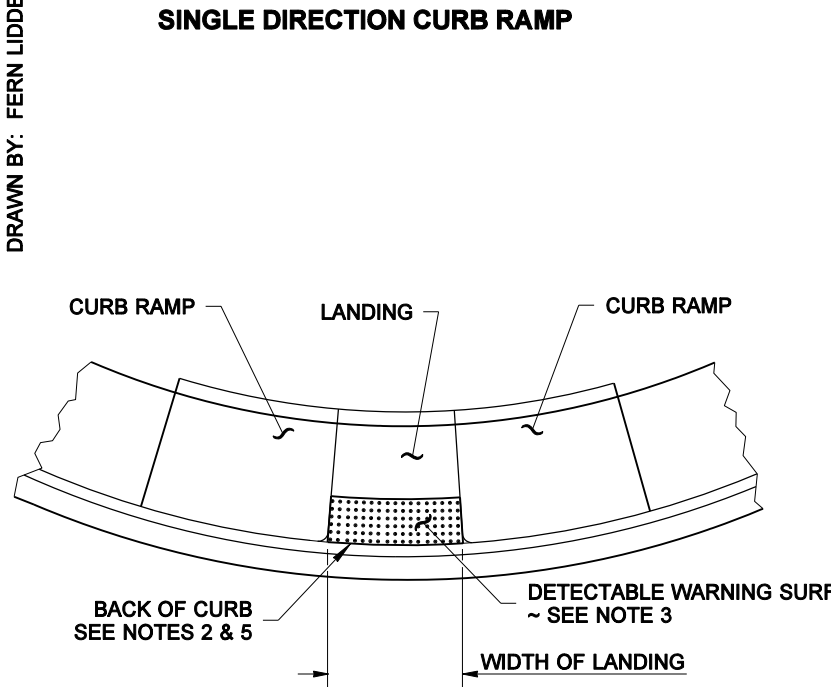
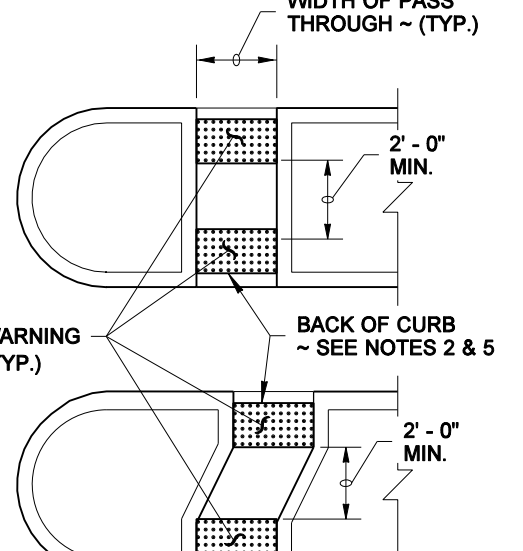
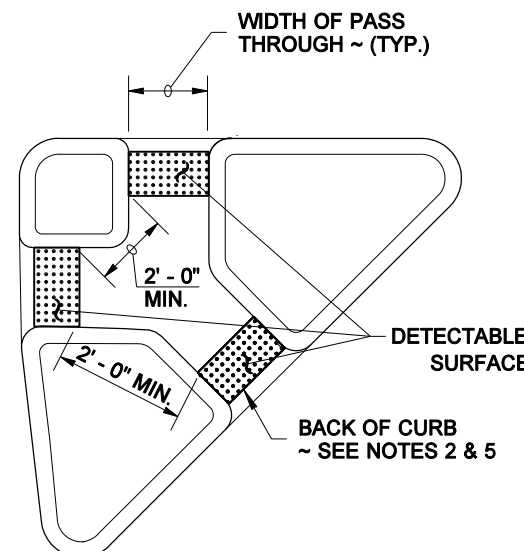
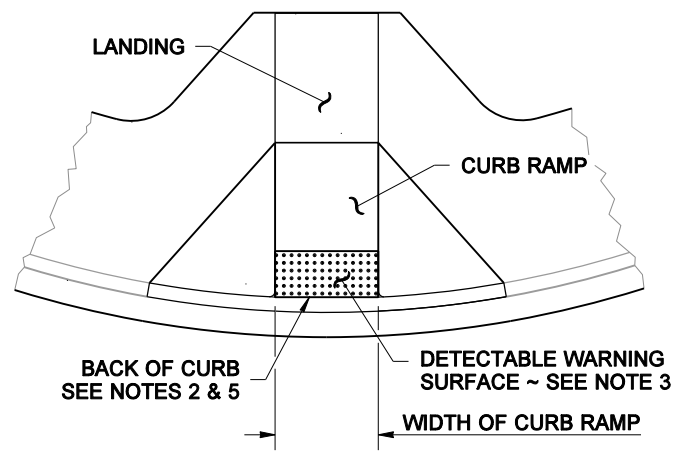
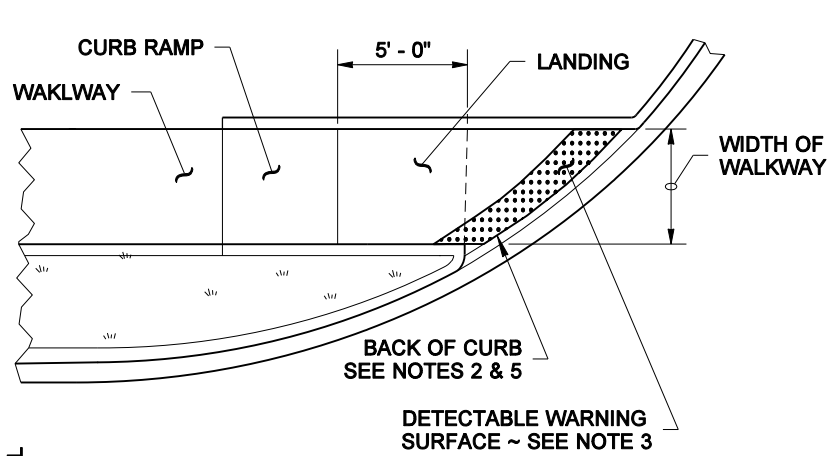


NOTES

1. The Detectable Warning Surface shall extend the full width of the curb ramp (exclusive of flares) or the landing.
2. The edge of the Detectable Warning Surface shall be placed along the back of the curb line.
3. The rows of truncated domes in a Detectable Warning Surface shall be parallel with the direction of wheel chair travel.
4. See **Standard Plans** for sidewalk and curb ramp details.
5. If a curb is not present, place the Detectable Warning Surface at the edge of the pavement.
6. 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 rail.

TRUNCATED DOME DETAILS

DETECTABLE WARNING SURFACE DETAIL



PLACEMENT GUIDELINES



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DETECTABLE WARNING SURFACE
STANDARD PLAN F-45.10-00

SHEET 1 OF 1 SHEET

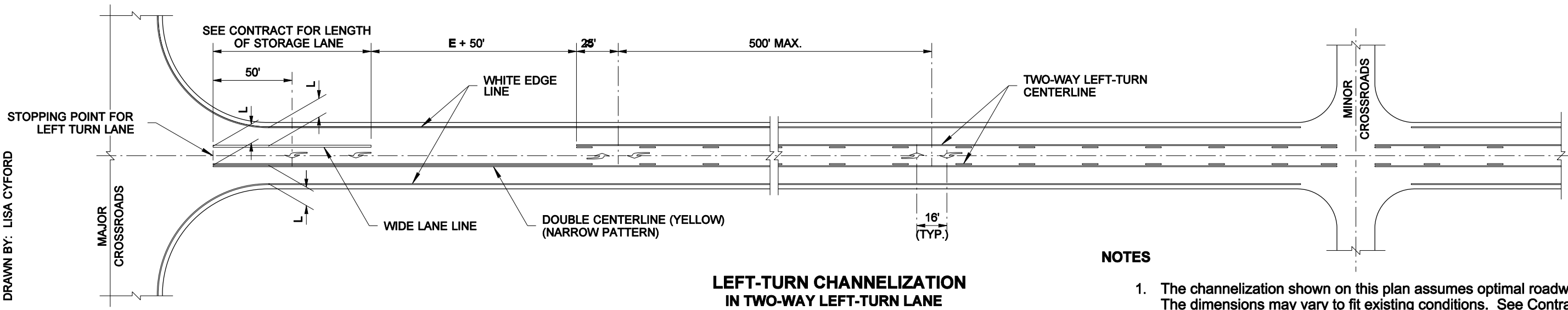
APPROVED FOR PUBLICATION

Pasco Bakotich III 06-03-10
STATE DESIGN ENGINEER DATE

Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

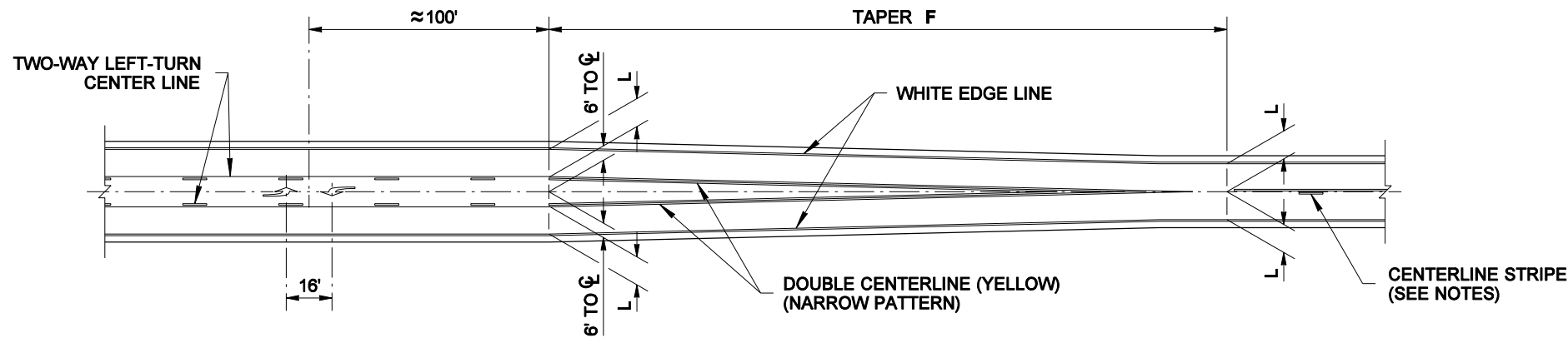
DRAWN BY: LISA CYFORD



**LEFT-TURN CHANNELIZATION
IN TWO-WAY LEFT-TURN LANE**

NOTES

1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.
2. The channelization shown on this plan is for a two-lane highway. The channelization plan may be used on four-lane undivided highways with the appropriate considerations.
3. Centerline striping on the approach to raised channelization shall be No Pass in accordance with MUTCD figure 3B-15. Centerline striping on the departure from raised channelization shall be determined by an engineering study.
4. Centerline striping on the approach to and departure from painted channelization shall be determined by an engineering study.
5. Centerline striping on four-lane undivided highways shall be a double centerline.
6. The two Type 2L (SL) Traffic Arrows shown in the left-turn storage lane are optional, but recommended. Arrows may be added for longer storage lanes or deleted for shorter storage lanes. See Contract Plans.



TWO-WAY LEFT-TURN LANE TRANSITION

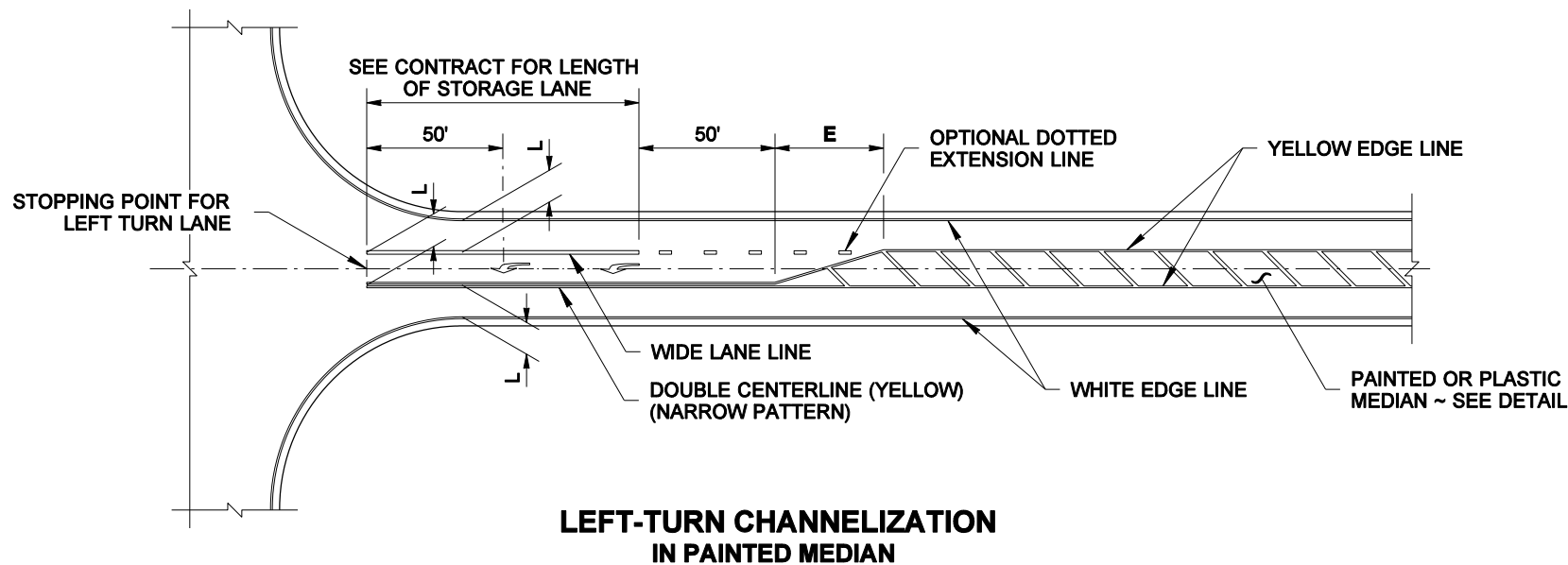
POSTED SPEED	DIMENSION E ¹	APPROACH TAPER F
HIGH SPEED		
60 MPH	180'	360'
55 MPH	180'	330'
50 MPH	180'	300'
45 MPH	180'	270'
LOW SPEED		
40 MPH	120'	240'
35 MPH	120'	210'
30 MPH	120'	180'
25 MPH	120'	150'
20 MPH	120'	120'

¹ Can be reduced to a minimum of 50' to increase storage capacity.

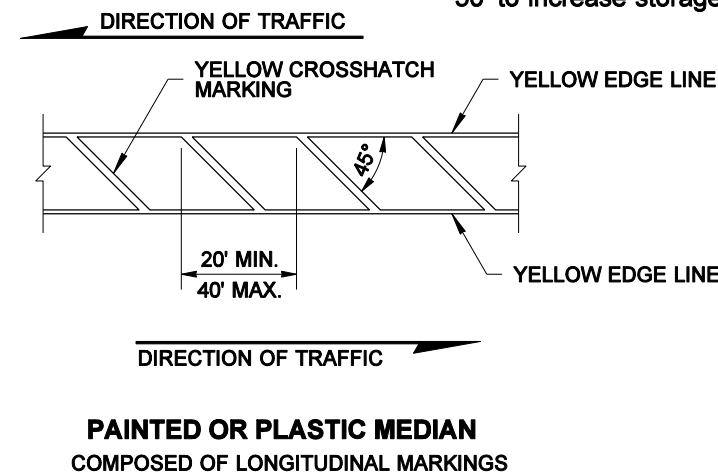
LEGEND

L = 12' Typical Lane Width. See Contract for specified lane widths.

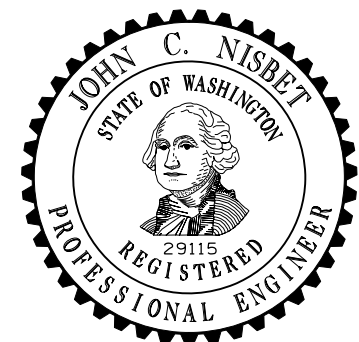
Type 2L (SL) Traffic Arrow



**LEFT-TURN CHANNELIZATION
IN PAINTED MEDIAN**



**PAINTED OR PLASTIC MEDIAN
COMPOSED OF LONGITUDINAL MARKINGS**



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**TWO-WAY LEFT-TURN
AND MEDIAN
CHANNELIZATION
STANDARD PLAN M-3.40-03**

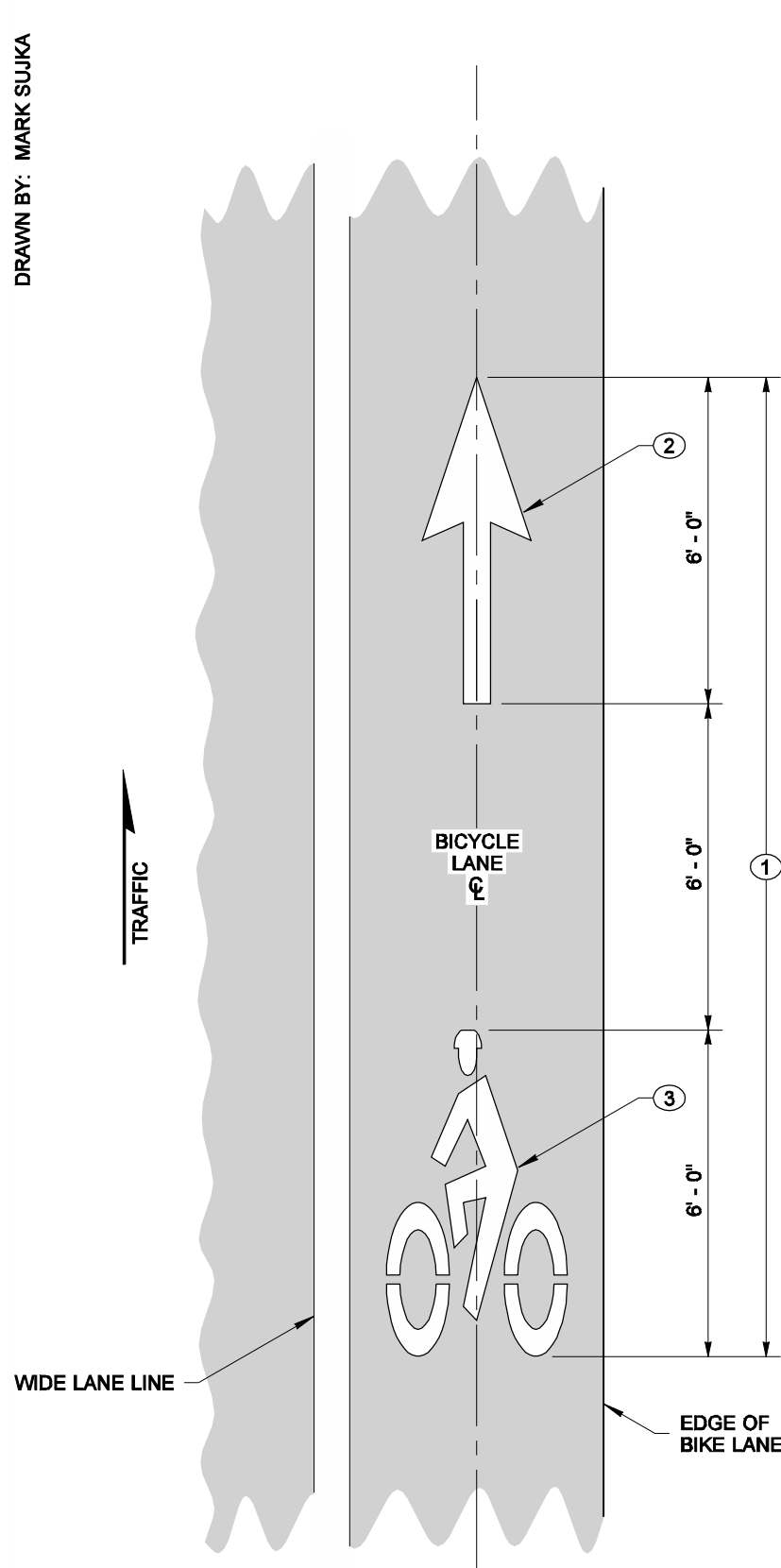
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 06-03-11

STATE DESIGN ENGINEER DATE

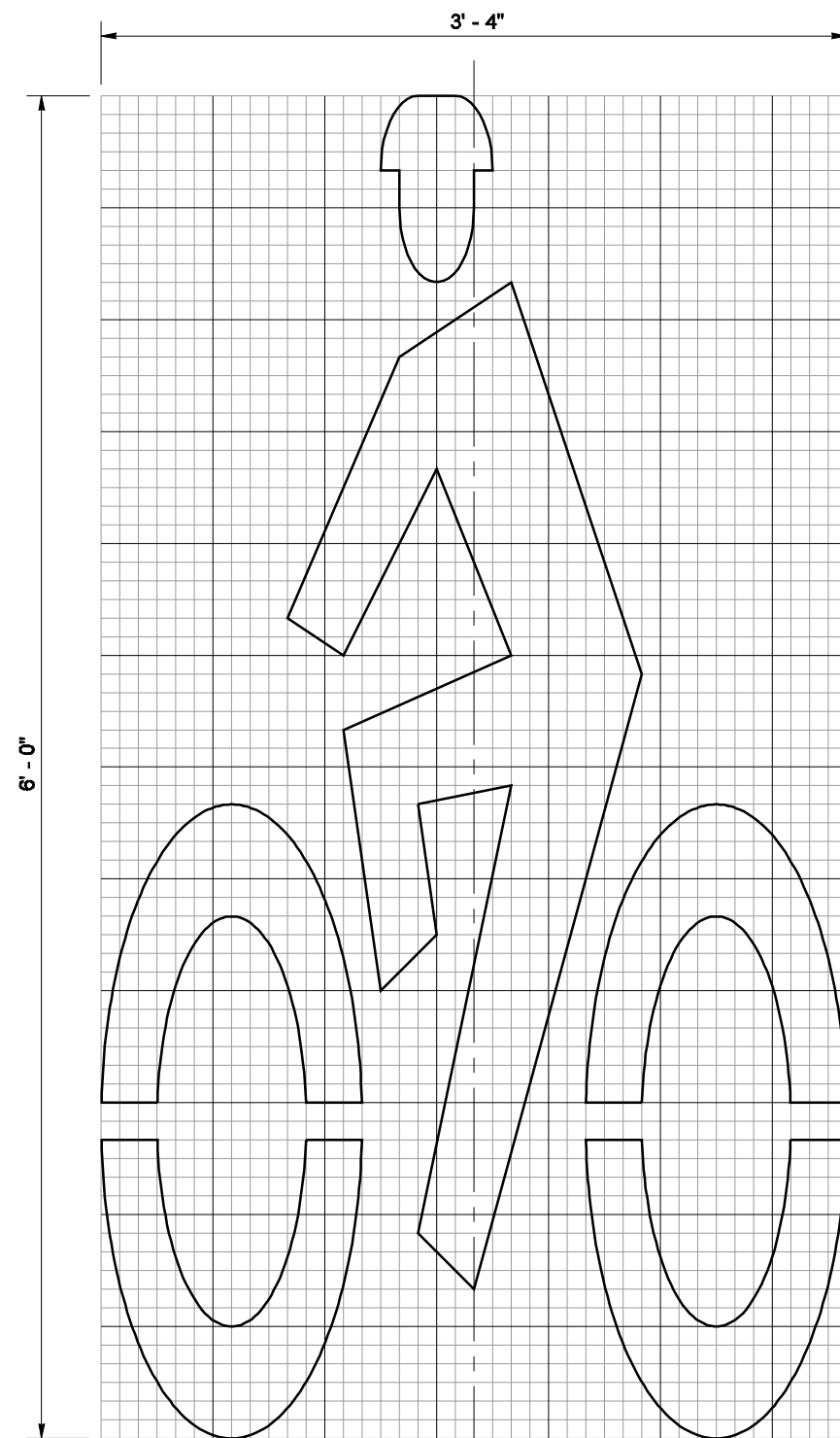




BICYCLE LANE SYMBOL LAYOUT

KEY NOTES

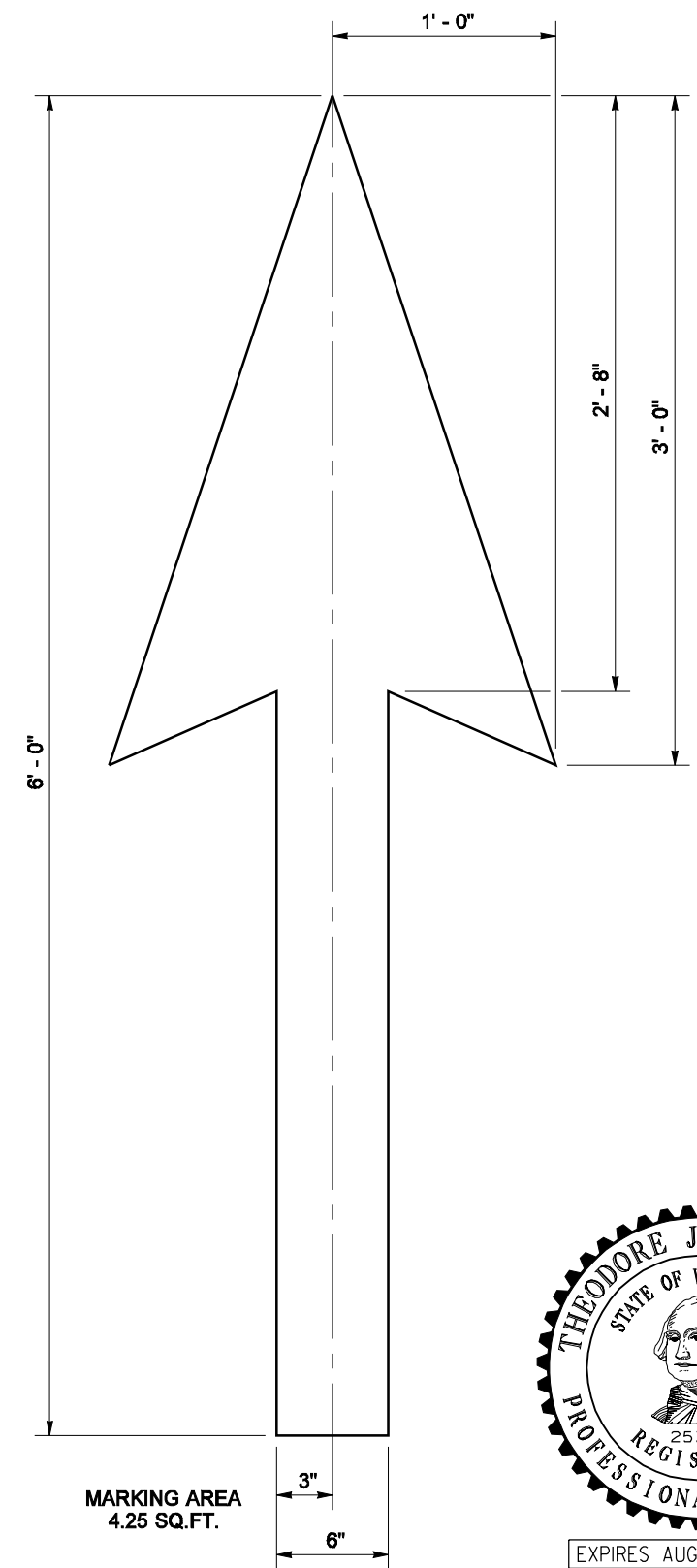
- ① Bid Item "Bicycle Lane Symbol" includes Bike Lane Arrow and Bike Rider Symbol.
- ② 2' x 6' White Bike Lane Arrow
- ③ Bike Rider Symbol



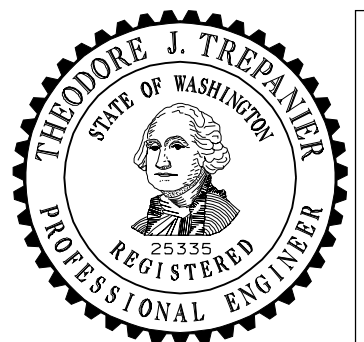
BIKE RIDER SYMBOL DETAIL

GENERAL NOTE

See contract for location and material requirements.



BIKE LANE ARROW DETAIL



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BICYCLE LANE SYMBOL LAYOUT

STANDARD PLAN M-9.50-01

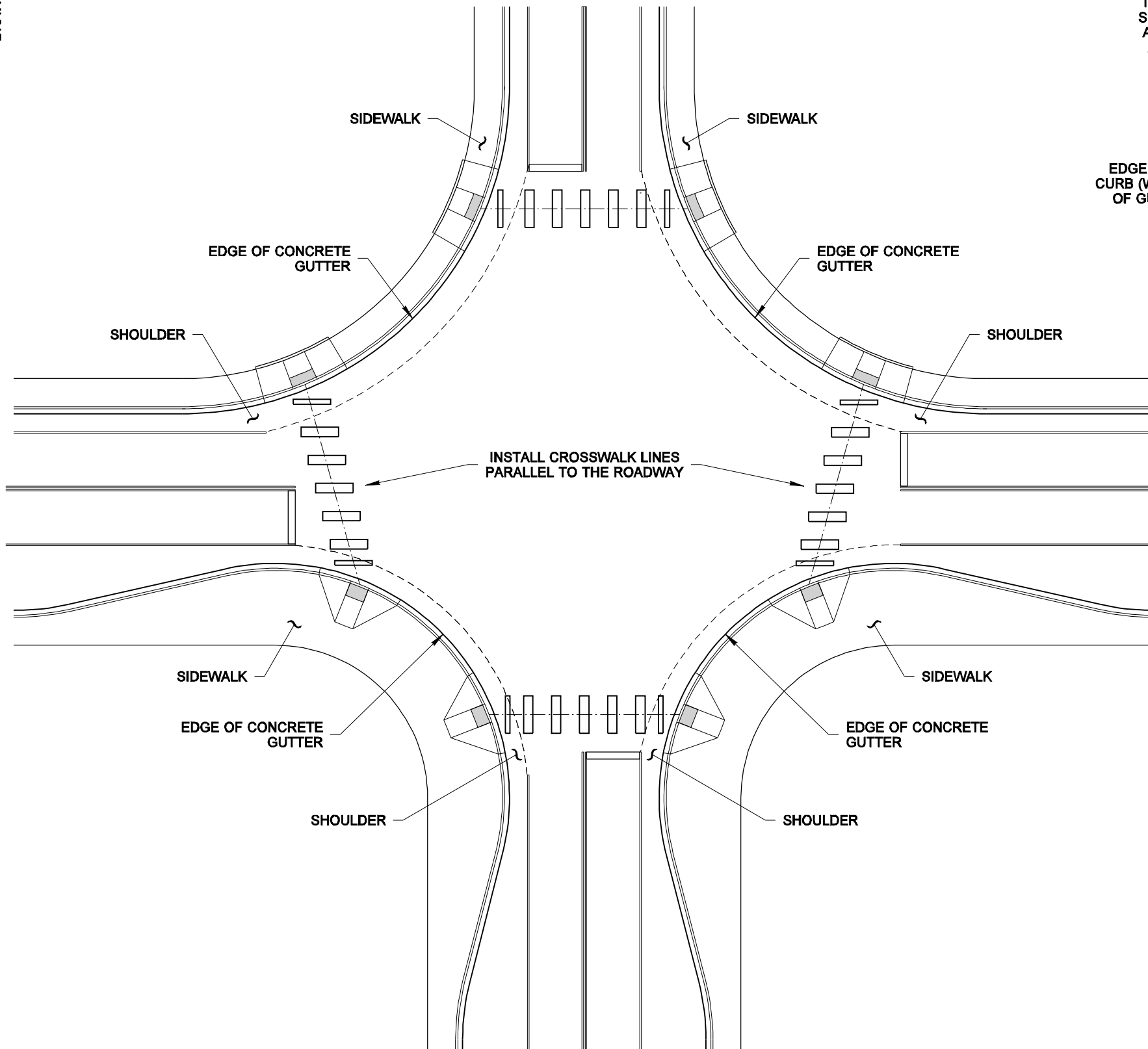
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

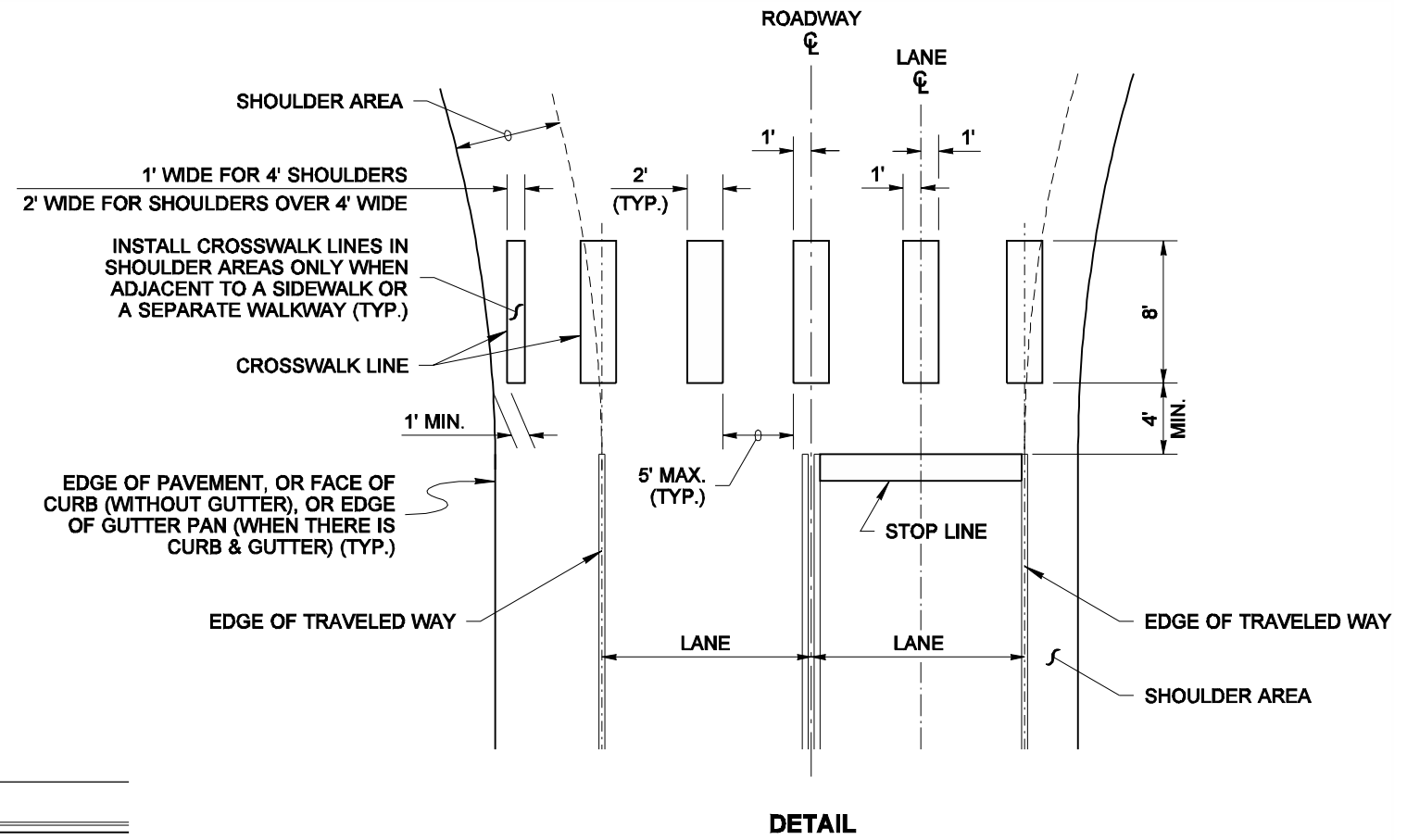
Ken L. Smith
STATE DESIGN ENGINEER

01-30-07
DATE



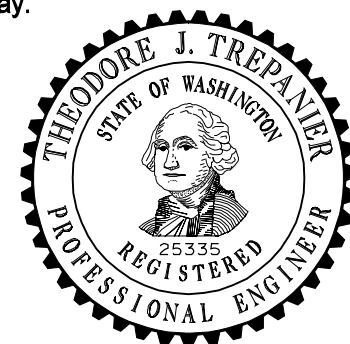


TYPICAL APPLICATIONS



NOTES

1. See the Contract Plans for locations of crosswalk centerlines.
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 centerline of the traveled way.



EXPIRES AUGUST 9, 2007

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CROSSWALK LAYOUT

STANDARD PLAN M-15.10-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

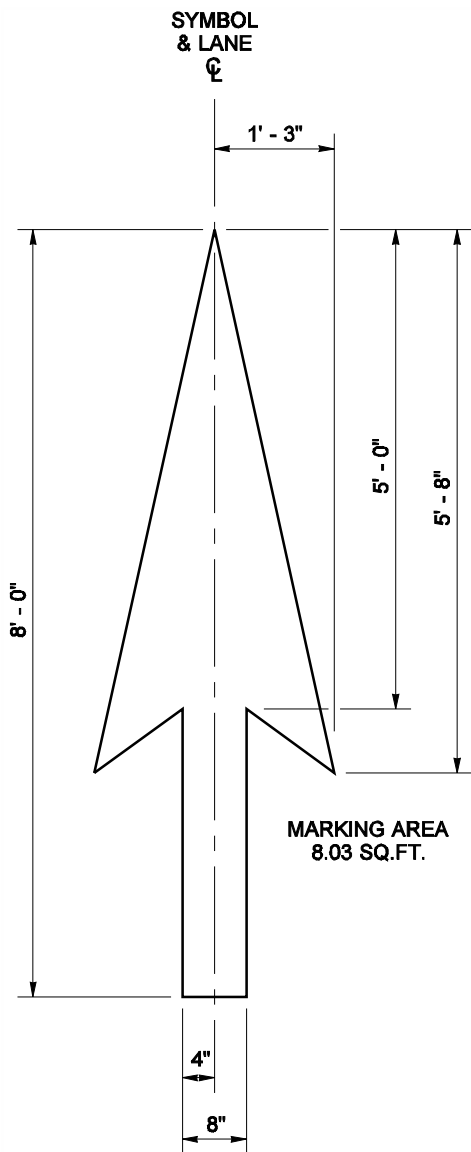
Ken L. Smith 02-06-07

STATE DESIGN ENGINEER

DATE

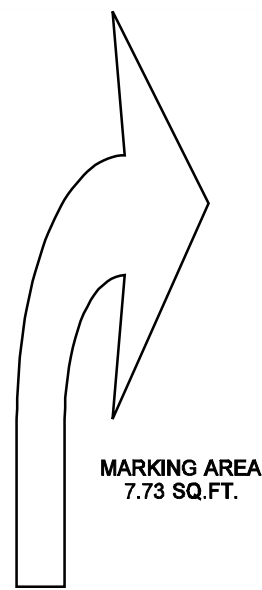


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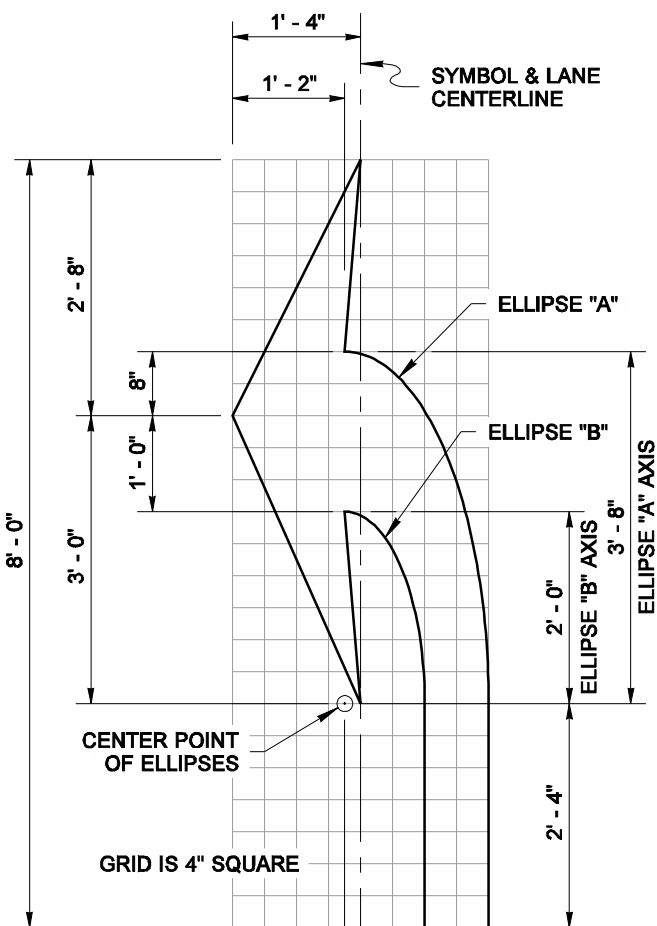
**TYPE 1S
TRAFFIC ARROW**

MARKING AREA
8.03 SQ.FT.



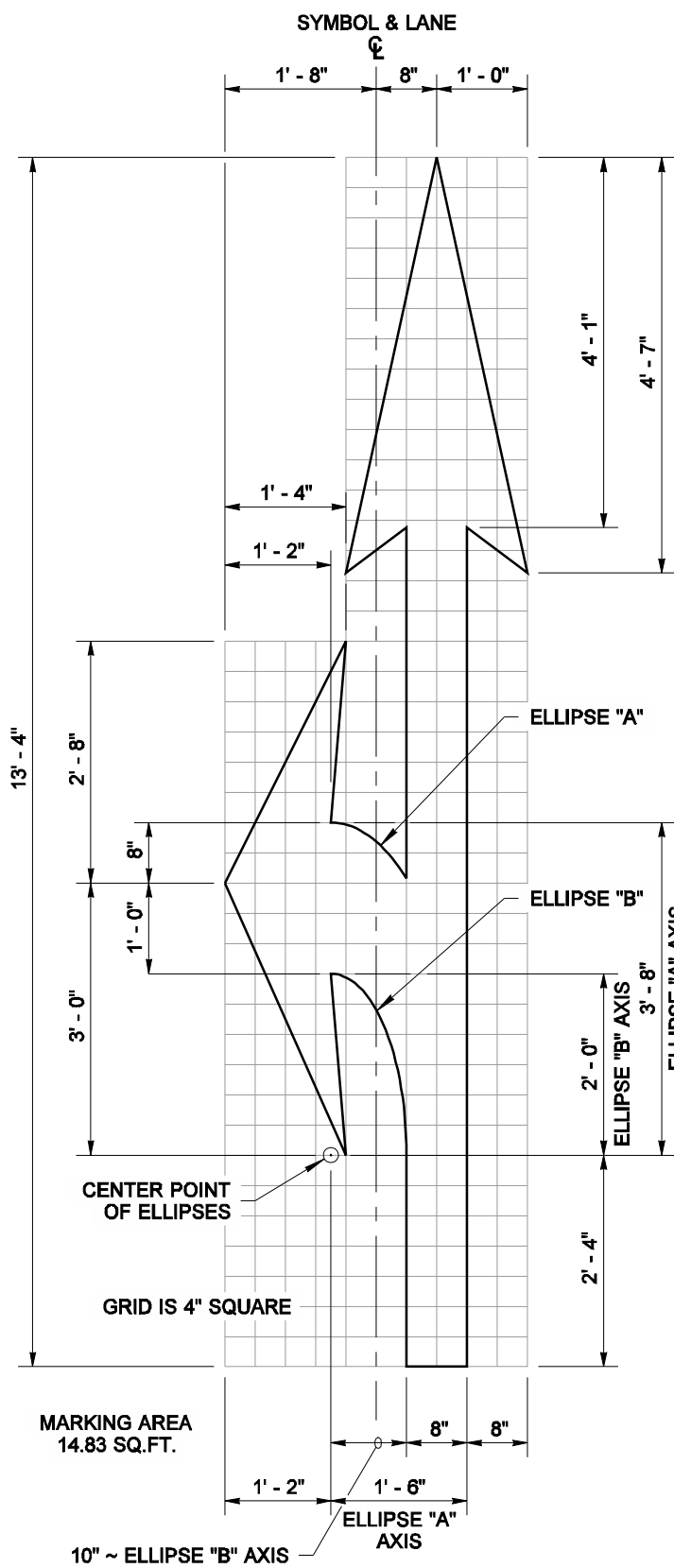
MARKING AREA
7.73 SQ.FT.

**TYPE 2SR (RIGHT)
TRAFFIC ARROW**
MIRROR IMAGE OF
TYPE 2SL TRAFFIC ARROW
(SHOWN AT REDUCED SCALE)



MARKING AREA
7.73 SQ.FT.

TYPE 2SL (LEFT) TRAFFIC ARROW

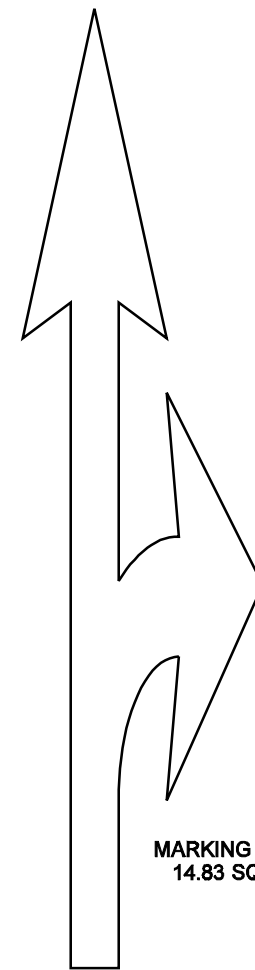


MARKING AREA
14.83 SQ.FT.

TYPE 3SL (LEFT) TRAFFIC ARROW

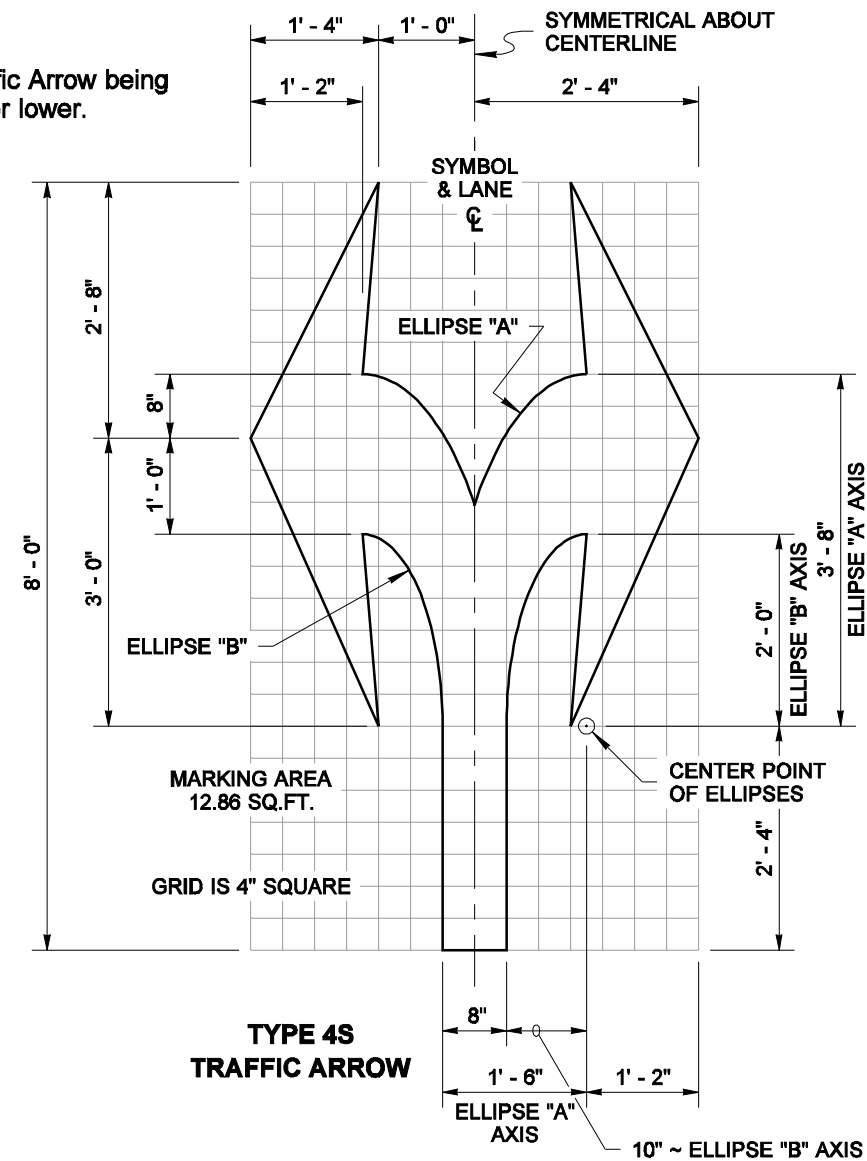
NOTE

Use the dimensions shown on this plan for each type Traffic Arrow being placed on roadways with a posted speed limit of 40 mph or lower.



MARKING AREA
14.83 SQ.FT.

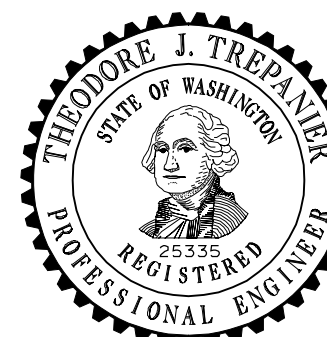
**TYPE 3SR (RIGHT)
TRAFFIC ARROW**
MIRROR IMAGE OF
TYPE 3SL TRAFFIC ARROW
(SHOWN AT REDUCED SCALE)



MARKING AREA
12.86 SQ.FT.

**TYPE 4S
TRAFFIC ARROW**

DRAWN BY: MARK SUJKA



EXPIRES AUGUST 9, 2007

**SYMBOL MARKINGS
TRAFFIC ARROWS FOR
LOW SPEED ROADWAYS
STANDARD PLAN M-24.40-01**

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

Harold J. Peterfeso 05-31-06

STATE DESIGN ENGINEER

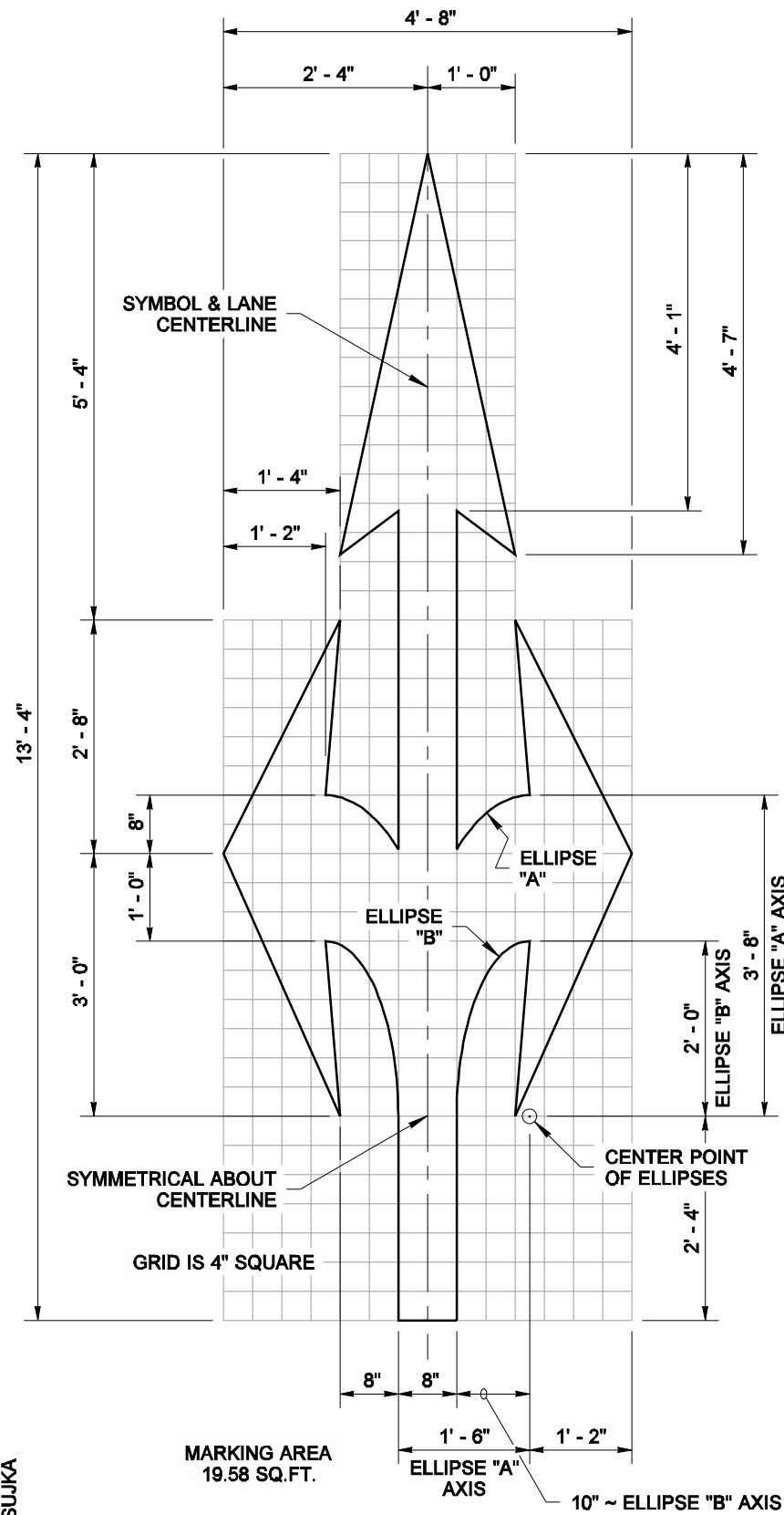
DATE



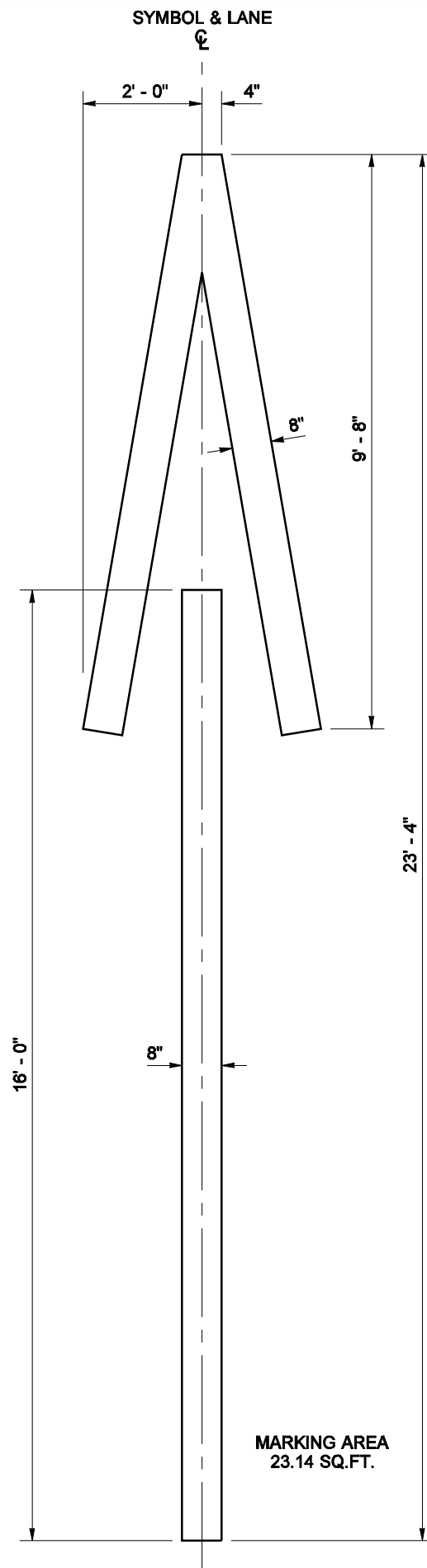
Washington State Department of Transportation

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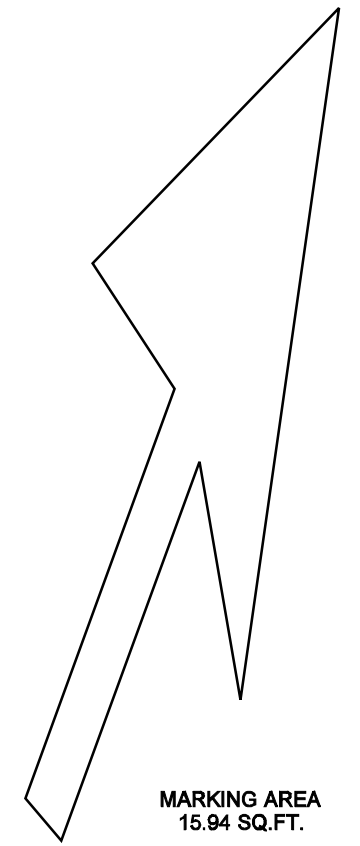
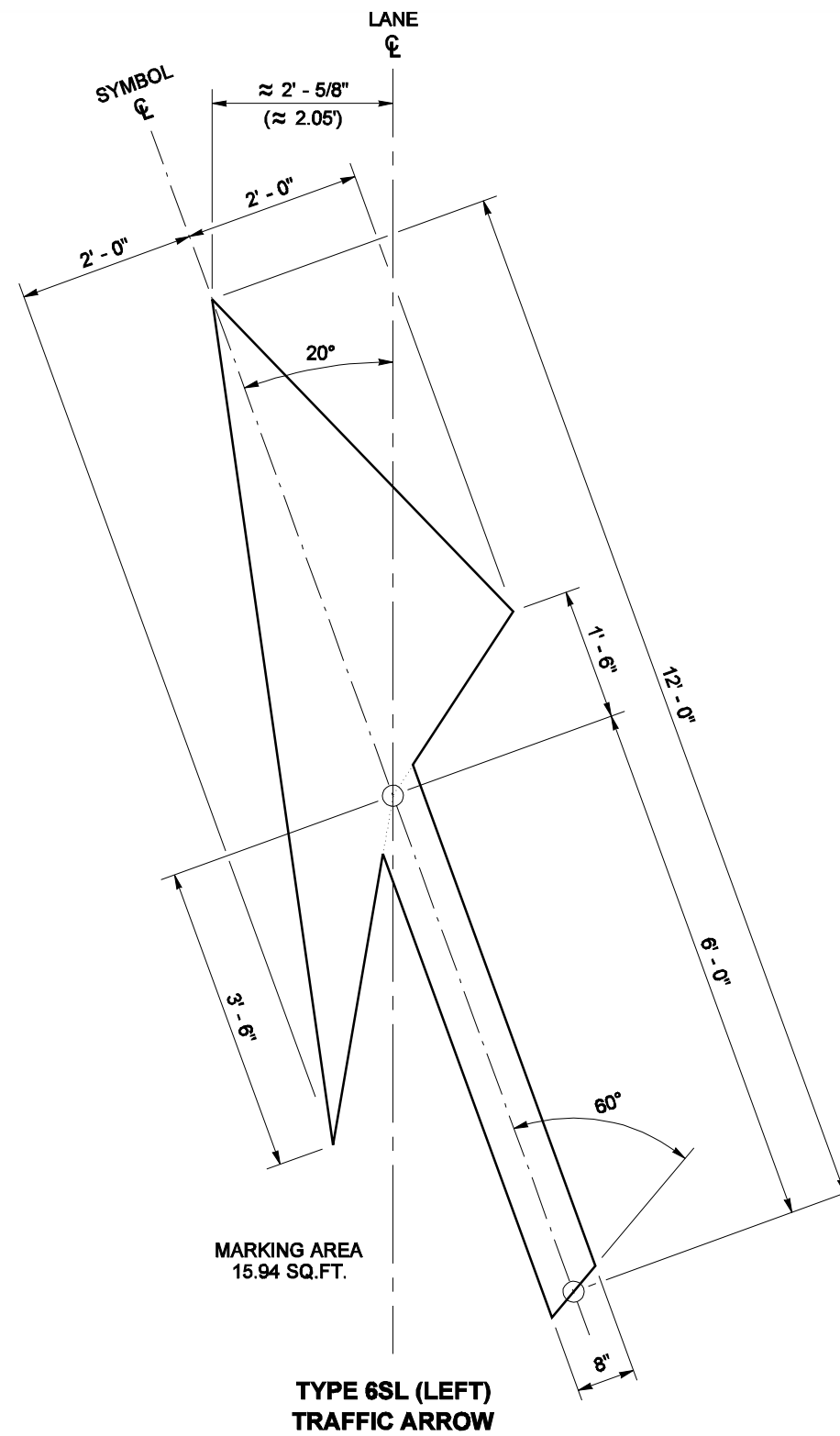
DRAWN BY: MARK SUJKA



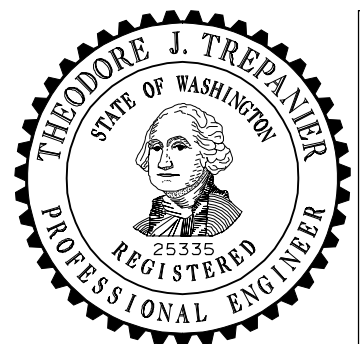
TYPE 7S TRAFFIC ARROW



TYPE 5 TRAFFIC ARROW



TYPE 6SR (RIGHT) TRAFFIC ARROW
MIRROR IMAGE OF TYPE 6SL (MIRRORED ABOUT LANE CENTERLINE) (SHOWN AT REDUCED SCALE)



EXPIRES AUGUST 9, 2007

**SYMBOL MARKINGS
TRAFFIC ARROWS FOR
LOW SPEED ROADWAYS
STANDARD PLAN M-24.40-01**

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

Harold J. Peterfeso 05-31-06
STATE DESIGN ENGINEER DATE



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