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### Notes to the Designers:

1. For any contract that consist of 30 or more plan sheets, an index is required. Also any contract with multiple volumes will have a complete index in each volume.

2. The federal aid number is required on the first sheet of the plans, whether it is the index or vicinity map.

3. Plan reference numbers shall not be repeated.

4. The limit of plan sheets per volume is 225 pages. Break volumes at the end of a plan set.
# INDEX

<table>
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<th>SHEET NO.</th>
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**Notes to the Designer:**

1) This is an example of combining the index and vicinity map on a small project.
2) For any contract that consists of 30 or more plan sheets, an index is required.
3) The Federal Aid Number is required on the first sheet of the plans, whether it is the index or vicinity map.
4) Plan reference nos. shall not be repeated.
AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.

REGISTERED ARCHITECT

AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.

NOTES:

THIS PLAN SET WAS DEVELOPED ELECTRONICALLY UNDER THE DIRECT SUPERVISION OF THE LICENSED PROFESSIONALS THAT HAVE AFFIXED THEIR SIGNATURE TO THIS PAGE.

THIS SHEET SERVES AS THE CERTIFICATION BY THE ABOVE LICENSED PROFESSIONALS OF ALL SHEETS IN THIS PLAN SET WHERE THEIR STAMPS AND SIGNATURES APPEAR.
Notes to the Designer:
1) This example uses a blow-up to show the construction limits.
2) A sheet map can be very useful on more complex contract to identify the relation between plan sheet locations.
3) Primary control points are displayed in their coordinate location and labeled with the designation ID only.
Notes to the Designer:

1) This is an example of a region wide bat project, therefore only mile posts are shown (no stationing) due to the lack of project complexity.

2) This is an example of a state funded only project, therefore no fed. aid. proj. no. is shown.
Notes to the Designer:

1) This is an alternative method of example 4-3, the same region wide bst project. Section identification is in tabular format (see table).

2) This is an example of a state funded only project, therefore no Fed. Aid. Proj. No. is shown.
Notes to the Designer:

1) This is an example of a simple paver utilizing mile posts only. If stationing is used in the plans, then stationing must be shown on the vicinity map.

2) This example shows how paving exceptions are shown on a vicinity map.

3) This example also shows how bridges are to be shown on a vicinity map when their location is within project limits.
| ITEM NO | TOTAL QUANTITY | ITEM DESCRIPTION | UNIT | UNIT QUANTITY | GR 4 | GR 5 | DOT_RGG900 | DB6 LINE | SUB-TOTAL | LUMP SUM | PREPARED | 29+85.00 | 6/16/2004 | 31+20.00 |
|---------|----------------|------------------|------|---------------|------|------|-------------|----------|-----------|-----------|----------|----------|-------|----------|----------|----------|
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| 2       |                |                  |      |               |      |      |             |          |           |           |          |          |       |          |          |          |
| 3       |                |                  |      |               |      |      |             |          |           |           |          |          |       |          |          |          |
| 4       |                |                  |      |               |      |      |             |          |           |           |          |          |       |          |          |          |
| 5       |                |                  |      |               |      |      |             |          |           |           |          |          |       |          |          |          |
| 6       |                |                  |      |               |      |      |             |          |           |           |          |          |       |          |          |          |
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| 49      |                |                  |      |               |      |      |             |          |           |           |          |          |       |          |          |          |
| 50      |                |                  |      |               |      |      |             |          |           |           |          |          |       |          |          |          |

**NOTE:** The table includes various items with their respective quantities and descriptions, along with additional details like dates and revisions. The content is related to construction activities, possibly involving excavation, drainage, and miscellaneous traffic items.
<table>
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<th>GROUP 3</th>
<th>GROUP 4</th>
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**GROUP LEGEND**

- **GROUP NO.**
- **DATE**
- **REVISION**
- **SUMMARY OF QUANTITIES**

**SUMMARY OF QUANTITIES**

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**DEPARTMENT OF TRANSPORTATION**

**WASHINGTON STATE**

Washington State Department of Transportation
## SUMMARY OF QUANTITIES

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**GROUP LEGEND**

- **GROUP NUMBER**: 1 to 5
- **DETAIL**: 1 to 5
- **TIME**: 1 to 5
- **MATERIAL**: 1 to 5
- **FINANCIAL**: 1 to 5

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### GROUP 1
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- **DETAIL**: 1
- **TIME**: 1
- **MATERIAL**: 1
- **FINANCIAL**: 1

### GROUP 2
- **GROUP 2**: 2
- **DETAIL**: 2
- **TIME**: 2
- **MATERIAL**: 2
- **FINANCIAL**: 2

### GROUP 3
- **GROUP 3**: 3
- **DETAIL**: 3
- **TIME**: 3
- **MATERIAL**: 3
- **FINANCIAL**: 3

### GROUP 4
- **GROUP 4**: 4
- **DETAIL**: 4
- **TIME**: 4
- **MATERIAL**: 4
- **FINANCIAL**: 4

### GROUP 5
- **GROUP 5**: 5
- **DETAIL**: 5
- **TIME**: 5
- **MATERIAL**: 5
- **FINANCIAL**: 5

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### OTHER ITEMS

- **GROUP 1**: 1000.00
- **DETAIL**: 1000.00
- **TIME**: 1000.00
- **MATERIAL**: 1000.00
- **FINANCIAL**: 1000.00

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### TAX SCHEDULE

- **STATE, FEDERAL AID**: 140801
- **STATE, FEDERAL AID**: 140800
- **STATE, FEDERAL AID**: 1400CT
- **STATE, FEDERAL AID**: 1400CY
- **STATE**: 140800

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**Washington State Department of Transportation**

**SUMMARY OF QUANTITIES**

**EXAMPLE 4-9**

**DOT_RG5000**

**6/16/2004**
NOTES:
1. Quarry QS-AD-112 is owned by the Washington State Department of Transportation.
2. All slope intersections shall be rounded for natural appearance.
3. No contaminants are anticipated.
4. When mining is completed in this quarry, all disturbed areas shall be seeded, fertilized, and mulched with special erosion control mix.
5. Drainage shall be towards the south end of the site.
6. Scalpings shall be used on the quarry floor and on the sides to obtain the side slopes. It may be necessary to haul additional borrow material into site to construct the side slopes for ultimate reclamation.
7. All pit boundaries shall be fenced with Type 2 wire fencing including a 20 foot wide gate at the haul road as first order of work.

1. Quarry QS-AD-112 is owned by the Washington State Department of Transportation.
2. All slope intersections shall be rounded for natural appearance.
3. No contaminants are anticipated.
4. When mining is completed in this quarry, all disturbed areas shall be seeded, fertilized, and mulched with special erosion control mix.
5. Drainage shall be towards the south end of the site.
6. Scalpings shall be used on the quarry floor and on the sides to obtain the side slopes. It may be necessary to haul additional borrow material into site to construct the side slopes for ultimate reclamation.
7. All pit boundaries shall be fenced with Type 2 wire fencing including a 20 foot wide gate at the haul road as first order of work.

Notes to the Designer:
1) Make sure that all notes are project specific.
2) The contract reclamation plan is developed from the ultimate reclamation plan on file with the regional materials laboratory.
ROADWAY SECTION A

STA L 461+50 TO STA L 465+36
STA L 468+18 TO STA L 471+61

ROADWAY SECTION B

STA L 471+61 TO STA L 473+00

CONSTRUCTION NOTES

1. MATCH EXISTING
2. ROADWAY SECTION A
3. 3' VARIES VARIES
4. PROFILE GRADE & PIVOT POINT
5. MATCH EXISTING

Notes to the Designer:
Some overlay projects do not need a profile alignment. Where a profile alignment is not needed, omit "PROFILE GRADE". The Profile Grade and Pivot Point are usually coincidental and at the centerline, but may sometimes be based on an offset roadway feature, like an offset crown.

LEGEND

1. ASPHALT CONCRETE PAVEMENT CLASS A PG 64-28
2. CRUSHED SURFACING BASE COURSE
3. PLANING BITUMINOUS PAVEMENT
4. ROADWAY EXCAVATION INCL. HAUL
5. EMBANKMENT COMPACTION
ROADWAY SECTION A

STATION TO STATION
L 10+00 L 31+11
C 318+93 C 327+23

ROADWAY SECTION B

STATION TO STATION
L 46+56 L 77+58
L 241+79 L 242+83
DEW 13+00 DEW 30+07

ROADWAY SECTION C

STATION TO STATION
L 64+38 L 77+58
L 239+15 L 241+79

ROADWAY SECTION D

STATION TO STATION
C 327+23 C 333+02
L 39+28

LEGEND
1. PLANING BITUMINOUS PAVEMENT
2. HMA CL ½ IN PG
3. SHOULDER FINISHING

NOTES:
1. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS
2. SEE PAVING PLAN FOR VARIABLE WIDTHS
3. BRIDGE 12/612 IS INCLUDED IN THIS PROJECT (STATION L 31+11 TO L 34+75)

NOT TO SCALE

EXAMPLE 4-12

ROADWAY SECTION

Notes to the Designer:

Some overlay projects do not need a profile alignment. Where a profile alignment is not needed, omit "PROFILE GRADE". The Profile Grade and Pivot Point are usually coincidental and at the centerline, but may sometimes be based on an offset roadway feature, like an offset crown.
CONSTRUCTION NOTES:

1. AUXILIARY PASSING LANE
   LANE VARIES FROM 2' AT L 669+29
   TO 12' AT L 672+24; AND
   FROM 12' AT L 702+10 TO 0' AT
   L 708+01

2. RIGHT SHOULDER
   SHOULDER VARIES FROM 4' AT L 669+29
   TO 4' AT L 672+24; AND FROM 4'
   AT L 706+04 TO 0' AT
   L 708+01

NOTES TO THE DESIGNER:

1. The auxiliary passing lane detail is shown here for your use in seeing what Roadway Section C is accomplishing without the use of a paving or channelization plan on a simple paving project.

2. The two Roadway Sections represent different ways of showing the same varying roadway configuration.

3. Even though the shoulder doesn't specify tapering exactly as shown in the plan detail it is sufficient for an overlay project where the paving in the field will be done to the existing condition and the contractor can still obtain a reasonable quantity take-off from it.
CONSTRUCTION NOTES:

DO NOT MAKE VERTICAL CUT BELOW PCCP PANEL USE 1/1

4" CORRUGATED PLASTIC UNDERGROUND PIPE TO BE REMOVED AS PART OF ROADWAY EXCAVATION INCL. HAUL.

SEE STAGING AND TEST PLANS FOR BARRIER TYPE AND PLACEMENT

SEE SHOULDER DETAILS, REFERENCE SHEET R16

SAW CUT OR GRIND EDGE TO BE WITHIN 1" OF EDGE OF EXISTING CONC. PANEL EDGE

SAW CUT OR GRIND EDGE

SEE SHOULDER SCHEDULE, REFERENCE SHEET RS15, RS16 FOR SHOULDER SLOPE

COMPACTED DEPTH OF ANY LIFT SHALL BE IN ACCORDANCE WITH SECTION 5.04 OF THE WSDOT STANDARD SPECIFICATIONS

NST = NOT STEEPER THAN

LEGEND

1. HMA CL.1/1 IN PG 70-22
2. HMA CL.1/1 IN PG 64-22
3. HMA FOR PRELEVELING CL.1/1 IN PG 64-22
4. CRUSHED SURFACING BASE COURSE
5. SPECIAL BORROW INCL. HAUL
6. ROADWAY EXCAVATION INCL. HAUL
7. PLANNING BITUMINOUS PAVEMENT
8. TOPSOIL TYPE B

ROADWAY SECTION B-1

STATION RANGE
L 1450+25 (RT) TO L 1464+01 (RT)
L 1464+41 (RT) TO L 1471+01 (RT)
L 1471+01 (RT) TO L 1504+76 (RT)
L 1504+76 (RT) TO L 1510+76 (RT)
L 1510+76 (RT) TO L 1517+26 (RT)
L 1517+26 (RT) TO L 1518+26 (RT)
L 1518+26 (RT) TO L 1520+00 (RT)

ROADWAY SECTION B-2

STATION RANGE
L 1470+20 (RT) TO L 1473+01 (RT)
L 1495+17 (RT) TO L 1504+76 (RT)

NOT TO SCALE
NOTES:

- Cross slopes vary, see super-elevation diagrams.

- Cement concrete traffic curb and gutter, see standard plan F-10.12.

- Roundabout truck apron, see standard plan F-10.12.

- Shoulder schedule, see standard plan F-30.10.

- Shoulder slope, see sheet RS15, RS16 for shoulder slope.

- Compacted depth of any lift shall be in accordance with section 5.04 of the WSDOT standard specifications.

ROADWAY SECTION I-1

Station Range: 1728+70 to 1729+92

- NST = Not Steeper Than

ROADWAY SECTION I-2

Station Range: 1730+53 to 1731+62

- NST = Not Steeper Than

NOT TO SCALE
**ROCKCUT DETAIL (TYPICAL)**

- LL 1118+92 to 1126+00 MED.
- LL 1119+75 to 1121+00 MED.
- LL 1116+50 to 1120+00 LT.
- LL 1203+50 to 1206+00 LT.

- LR 1112+30 to 1115+40 MED.
- LR 1128+10 to 1146+10 MED.
- LR 1152+70 to 1159+50 MED.
- LR 1154+50 to 1158+50 RT.
- LR 1178+00 to 1179+25 RT.
- LR 1182+00 to 1194+40 RT.

**MEDIAN BERM DETAIL (TYPICAL)**

- LL 1225+45 to 1228+50 MED.
- LL 1240+00 to 1243+20 MED.
- LL 1220+00 to 1222+50 LT.
- LL 1376+00 to 1382+50 LT.

**MEDIAN CUT DETAIL (TYPICAL)**

- LR 1274+50 to 1276+00 MED.
- LR 1332+50 to 1341+00 MED.
- LL 1276+00 MED.
- LR 1112+50 to 1192+50 MED.
- LR 1128+10 to 1152+70 MED.
- LL 1193+00 LT.
- LR 1134+50 to 1205+00 LT.
- LR 1178+00 to 1203+50 LT.
- LL 1118+92 to 1177+50 MED.
- LL 1119+75 to 1140+50 LT.
- LL 1203+50 to 1206+00 LT.

**SLOPE FLATTENING DETAIL (TYPICAL)**

- LL 1195+50 to 1203+75 MED.
- LL 1268+10 to 1268+30 MED.
- LL 1651+50 to 1710+00 MED.
- LL 1275+50 to 1281+00 MED.

**SLOPE SELECTION TABLE**

<table>
<thead>
<tr>
<th>HEIGHT OF CUT</th>
<th>SLOPE NOT STEEPER THAN</th>
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<tbody>
<tr>
<td>0-5</td>
<td>6:1</td>
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<tr>
<td>5-10</td>
<td>3:1</td>
</tr>
<tr>
<td>OVER 20</td>
<td>2:1</td>
</tr>
</tbody>
</table>

**LEGEND**

1. ROADWAY EXCAVATION INCL. HAUL
2. EMBANKMENT COMPACTION
3. CRUSHED SURFACING BASE COURSE
Example 4-17

Contour Grading

Section B-B

See Special Provisions

Waste Material (Method A Compaction)

NOT TO SCALE

NOTE:
Bituminous Material shall not be deposited at this site.

Section C-C

See Special Provisions

Waste Material (Method A Compaction)

NOT TO SCALE

NOTE:
Bituminous Material shall not be deposited at this site.
Notes to the Designer:

1) The need for this plan is to show right of way boundaries and provide data for surveying in right of way.

2) This example shows right of way as a separate plan. This was done because combining right of way with other plan information such as alignment would have made it too busy for one plan. If your project's right of way can be shown with alignment information without creating plan confusion then do so. Refer to Division 400.06(9) of the Plans Preparation Manual for information on what a right of way plan should show.

3) In this example the right of way alignment is the same as the construction alignment. When the right of way alignment is coincidental with the construction centerline, an equation is provided at the begin of project to tie right of way and construction stationing together. Construction stationing is then used to show offset distances to right of way and other contract information. Refer to Division 400.06(9) of the Plans Preparation Manual.
Note to the Designer:

1) The need for this plan is to show alignment information, right of way boundaries and provide data for surveying in right of way. When using contractor surveying, include the necessary stationing detail.

2) In most situations, alignment information will be combined with right of way information on one plan sheet unless showing both would create too much congestion on the plans, or other conditions listed in PPM DIV. 400.06(3) are met.

3) In this example the right of way alignment is the same as the construction alignment. If the right of way alignment is coincidental with the construction centerline then an equation is provided at the begin of project to tie right of way and construction stationing together. Construction stationing is then used to show offset distances to right of way and other contract information.

4) Primary control points are displayed in their coordinate location and labeled with the designation ID only. The primary control point table and basis of bearing content will be on the first sheet or the first sheet that can accommodate both without obscuring pertinent sheet information.
### QUANTITY TABULATION - SITE PREPARATION

**NOTE:**
- The first number of the "CODE" below refers to the sheet no. or the sheet reference no. showing the construction feature.
- The second number refers to the construction feature found on that sheet.

<table>
<thead>
<tr>
<th>CODE</th>
<th>DESCRIPTION</th>
<th>LOCATION</th>
<th>UNIT OF MEASURE</th>
<th>DESCRIPTION</th>
<th>UNIT OF MEASURE</th>
<th>DESCRIPTION</th>
<th>UNIT OF MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPI-1</td>
<td>L 1450+00 (RT) TO L 1457+45 (RT)</td>
<td>1457+45</td>
<td>L.F.</td>
<td>1</td>
<td>L 1450+00</td>
<td>L.F.</td>
<td>1</td>
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<tr>
<td>SPI-2</td>
<td>L 1458+11 (LT) TO L 1482+50 (RT)</td>
<td>1482+50</td>
<td>L.F.</td>
<td>1</td>
<td>L 1458+11</td>
<td>L.F.</td>
<td>1</td>
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<tr>
<td>SPI-3</td>
<td>L 1468+59 (117 RT) TO L 1483+81 (115 RT)</td>
<td>1483+81</td>
<td>L.F.</td>
<td>1522</td>
<td>L 1468+59</td>
<td>L.F.</td>
<td>1</td>
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<tr>
<td>SPI-4</td>
<td>L 1471+21 (169 RT) TO L 1472+65 (185 RT)</td>
<td>1472+65</td>
<td>L.F.</td>
<td>146</td>
<td>L 1471+21</td>
<td>L.F.</td>
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<tr>
<td>SPI-5</td>
<td>L 1475+02 (173 RT) TO L 1475+28 (147 RT)</td>
<td>1475+28</td>
<td>L.F.</td>
<td>105</td>
<td>L 1475+02</td>
<td>L.F.</td>
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<tr>
<td>SPI-6</td>
<td>L 1475+38 (185 RT) TO L 1475+74 (114 RT)</td>
<td>1475+74</td>
<td>L.F.</td>
<td>110</td>
<td>L 1475+38</td>
<td>L.F.</td>
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<tr>
<td>SPI-7</td>
<td>L 1478+79 (150 LT) TO L 1483+81 (117 LT)</td>
<td>1483+81</td>
<td>L.F.</td>
<td>510</td>
<td>L 1478+79</td>
<td>L.F.</td>
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<tr>
<td>SPI-8</td>
<td>L 1479+99 (147 LT) TO L 1490+52 (217 LT)</td>
<td>1490+52</td>
<td>L.F.</td>
<td>87</td>
<td>L 1479+99</td>
<td>L.F.</td>
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<td>SPI-9</td>
<td>L 1481+13 (175 LT)</td>
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<td>SPI-10</td>
<td>L 1486+50 (2 RT) TO L 1489+01 (2 RT)</td>
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<td>L.F.</td>
<td>301</td>
<td>L 1486+50</td>
<td>L.F.</td>
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<td>SPI-11</td>
<td>L 1486+51 (2 LT) TO L 1500+00 (2 RT)</td>
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<td>L.F.</td>
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<td>L.F.</td>
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<td>SPI-12</td>
<td>L 1478+88 (71 RT) TO L 1489+32 (80 RT)</td>
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<td>L.F.</td>
<td>150</td>
<td>L 1478+88</td>
<td>L.F.</td>
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<tr>
<td>SPI-13</td>
<td>L 122+44 (36 RT) TO L 123+77 (39 RT)</td>
<td>123+77</td>
<td>L.F.</td>
<td>125</td>
<td>L 122+44</td>
<td>L.F.</td>
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<td>SPI-14</td>
<td>L 122+44 (36 LT) TO L 123+71 (12 LT)</td>
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<td>125</td>
<td>L 122+44</td>
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<td>SPI-15</td>
<td>L 1484+24 (116 RT) TO L 1489+10 (110 RT)</td>
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<td>L.F.</td>
<td>3607</td>
<td>L 1484+24</td>
<td>L.F.</td>
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<tr>
<td>SPI-16</td>
<td>L 123+06 (254 LT) TO L 124+05 (278 LT)</td>
<td>124+05</td>
<td>L.F.</td>
<td>204</td>
<td>L 123+06</td>
<td>L.F.</td>
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<td>SPI-17</td>
<td>L 118+75 (117 RT) TO L 118+76 (118 RT)</td>
<td>118+76</td>
<td>L.F.</td>
<td>2739</td>
<td>L 118+75</td>
<td>L.F.</td>
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</tbody>
</table>

**GENERAL NOTES:**
1. See Special Provision, "FILLING OF CULVERTS AND SEWER PIPE".
2. See Special Provision, "REMOVING DRAINAGE STRUCTURE".
3. See Special Provision, "REMOVING DRAINAGE CONSTRUCTION AND OBSTRUCTIONS".
4. See Special Provision, "TEMPORARY TRAFFIC CONTROL".
5. Culverts in the median that must be filled are to remain functional until no longer needed for Stage 1 drainage.
6. Culvert must remain functional until Structure Code DRB-34 & DRB-35 are operational.
7. Remove enough of this culvert to construct shoring for Wall #1 Overexcavation.

**FILE NAME:** \file_name

**DATE:** 20/03/2022

**CHECKED:**

**REVISION DATE:**

**WASHINGTON STATE Department of TRANSPORTATION**

**QUANTITY TABULATIONS - SITE PREP**
NOTE TO DESIGNER:

REFER TO INFORMATION IN DIVISION 400.06(9) OF THE PLANS PREPARATION MANUAL FOR HELP IN PREPARING AN ALIGNMENT PLAN.

IN THIS EXAMPLE THE ALIGNMENT INFORMATION WAS COMBINED WITH THE SITE PREPARATION INFORMATION TO FORM ONE PLAN SHEET. COMBINING THIS INFORMATION IS ACCEPTABLE. REFER TO DIVISION 400.06(9) OF THE PLANS PREPARATION MANUAL AND WAS DONE BECAUSE THERE WERE EXTENSIVE CONSTRUCTION EASEMENTS AND RIGHT OF WAY REVISIONS THAT WERE BEST VIEWED ON A SEPARATE RIGHT OF WAY PLAN. IN MOST SITUATIONS, ALIGNMENT INFORMATION WILL BE COMBINED WITH RIGHT OF WAY INFORMATION ON ONE PLAN SHEET UNLESS SHOWING BOTH WOULD CREATE TOO MUCH CONGESTION ON THE PLANS, OR OTHER CONDITIONS LISTED IN SECTION 460.09 ARE MET.

WHEN USING CONTRACTOR SURVEYING, INCLUDE THE NECESSARY STATIONING DETAIL.

EXAMPLE 4-21

FILE NAME: c:\users\billy\Desktop\WSDOT\SERIAL\SP\SP\Example 4-21.dgn

TIME: 11:43:11 AM
DATE: 02/08/22

DESIGNER: P.E.

CHECKED BY: TEAM LEAD

PLOT BY: ENGINEER

REGIONAL ADMIN.: REV

DATE: 02/22

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
SITE PREPARATION PLAN

FILE: PLAN REF NO.
SHEET: SHEET REF NO.

MATCH LINE SEE SHEET SP7
LB LINE 118+00

MATCH LINE SEE SHEET SP8
LB LINE 147+00

MATCH LINE SEE SHEET SP9
LB LINE 149+00

MATCH LINE SEE SHEET SP10
LB LINE 124+00

LEGEND

- Quant. Tab Note
- Quant. Tab Note Continued
- Catchbasin
- Culvert
- Ditch Bottom
- Fence
- Guardrail
- Gravel Edge
- Paved Edge
- Bridge
- Retaining Wall
- Buildings
- Stream Edge
- Pavement Removal Boundary
- Cleaning and Grubbing Boundary

SCALE IN FEET
0 50 100
NOTE:
THE FIRST NUMBER OF THE "CODE DESIGNATION" BELOW REFERS TO THE SHEET NO. OR THE SHEET REFERENCE NO. SHOWING THE DRAINAGE FEATURE.
THE SECOND NUMBER REFERS TO THE DRAINAGE FEATURE FOUND ON THAT SHEET.

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<td>DR1-1</td>
<td>L 1445+04.87</td>
<td>(0.85 LT)</td>
<td>29</td>
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<tr>
<td>DR1-2</td>
<td>L 1463+37.17</td>
<td>(70.63 LT) TO L 1445+04.87 (132.85 LT)</td>
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<td>DR1-3</td>
<td>L 1459+98.73</td>
<td>(0.85 LT)</td>
<td>36</td>
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<td>DR1-4</td>
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<td>(82.68 LT) TO L 1459+95.44 (132.75 LT)</td>
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<td>DR2-2</td>
<td>L 1453+67.62</td>
<td>(59.69 LT) TO L 1463+97.05 (130.04 LT)</td>
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<td>DR2-3</td>
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<td>(82.67 LT) TO L 1459+03.68 (137.79 LT)</td>
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<td>(82.63 LT) TO L 1467+97.78 (8.85 LT)</td>
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<td>(0.59 RT) TO L 1467+98.97 (105.43 LT)</td>
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<td>DR2-8</td>
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<td>(86.41 LT) TO L 1473+96.06 (130.81 LT)</td>
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<td>(86.41 LT) TO L 1473+96.06 (130.81 LT)</td>
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<td>(82.67 LT) TO L 1215+95.14 (150.05 RT)</td>
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<td>(98.68 RT) TO L 1215+91.22 (98.68 RT)</td>
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<td>(98.68 RT) TO L 1215+91.22 (98.68 RT)</td>
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LOCATION v

FILE NAME: c:\user\kelly\type\west\011315192PM_Dn_4_Example 4-23.png
TIME: 11:45:15 AM
DATE: 2022-03-22
PLOTTED BY: KRC
DESIGNED BY: KRC
ENTERED BY: KRC
CHECKED BY: KRC
PREL. ENG: KRC
REGIONAL ADM: KRC
REVISION: 4-23
DATE: 2022-03-22

EXAMPLE 4-23
Washington State Department of Transportation
STRUCTURE NOTES - DRAINAGE

1. SEE PIPE ZONE BEDDING AND BACKFILL - STANDARD PLAN 8-30.20-00.
2. SEE CATCH BASIN TYPE 1 - STANDARD PLAN 9-10.20-00.
3. SEE CATCH BASIN TYPE 2 - STANDARD PLAN 9-30.20-00.
4. SEE FRAME AND DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
5. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
6. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
7. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
8. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
9. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
10. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
11. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
12. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
13. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
14. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
15. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
16. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
17. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
18. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
19. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
20. SEE FRAME DUAL VANED GRAIN TRAFFIC CONTROL - STANDARD PLAN 8-30.20-00.
Notes to the Designer:

1) When standard plans can be used to show further detail, make a note on plan directing the reader to them.

2) Use your plans and structure notes in conjunction with each other to assist the plan reader in laying out work.

3) Drainage codes on the plan sheet correspond with the code numbers on the structure notes sheet. The structure notes sheets provide the stationing and offset distances and quantity of the item, and they also provide other pertinent information in the general notes section to assist the reader.

4) In this example, the Standard Plan references are shown on the Structure Notes sheet (Example 4-23).
Notes to the Designer:

1) Notice that drainage code is used to show the drainage structure and the pipe that outflows from the structure.

2) Use structure notes to give further details, such as type of pipe, offset distances, new pipe connections, pipe alternatives, pipe treatments, and removal of existing pipe. See example sheet 4-23.
Notes to the Designer:

1) This is an example of an overlay project where the roadway sections adequately described the paving, so a strip map was adequate to show the locations of the remainder of the work.

BEGIN NH-0000(000)
BEGIN PROJECT
SR 179 M.P. 0.00
L 100+00 P.O.T.

FOR ADDITIONAL PAVEMENT MARKING AND CHANNELIZATION DETAILS, SEE SHEET P25

FOR ADDITIONAL PAVEMENT MARKING AND CHANNELIZATION DETAILS, SEE SHEET P25

Legends:
- EXISTING MONUMENT
- EXISTING OVERHEAD POWER
- EXISTING STORM SEWER
- SIGN
- CROSSWALK
- STOP BAR
- EXISTING CATCH BASIN
- QUANTITY TABULATION NOTE FLAG
- STRUCTURE NOTE FLAG
- SIGN NOTE FLAG
- SIGN REMOVAL NOTE FLAG

Washington State Department of Transportation
EXAMPLE 4-27
DRAINAGE/SIGNING/PAVEMENT MARKING

FILE NAME: c:sers\hcl\pw_ws\old\0181512P3\Div_4_Example_4-27.dgn
DATE: 2/2/2022
TIME: 11:45:24 AM
PLOTTED BY: HILLCI
DESIGNED BY: DESIGNER
ENTERED BY: CAD OPERATOR
CHECKED BY: TEAM LEADER
PROJ.ENG.: PROJECT ENGINEER
REGIONAL ADM.: REGIONAL ADM.
REVISION DATE BY:

SCALE IN FEET:
0 10 20
SR 179
110+00
120+00
MR. HUGH AVE
125+00
MC.
SR 179
115+00
LOWELL AVE
110+00
MARTIN AV
90+00
MARSHALL AVE
85+00
MYRTLE ST
80+00
SR 179
75+00
BATTERY AVE
70+00
HILLCREST
65+00
SR 179
60+00
KIBLER AVE
55+00
S 500
50+00
SR 179
45+00
SR 179
40+00
35+00
SR 179
30+00
SR 179
25+00
SR 179
20+00
SR 179
15+00
SR 179
10+00
SR 179
5+00
SR 179
0+00
SR 179
**EXAMPLE 4-28**

**STRUCTURE NOTES - UTILITY**

**FILE NAME:** C:\users\hillcl\wwsdotld0181855\PPM Div 4 Example 4-28.dgn

**DATE:** 2/2/2022 11:43:26 AM

**NOTE:**
- The first number of the CODE DESIGNATION below refers to the SHEET NO. or the SHEET REFERENCE NO.
- The second number refers to the drainage feature found on that sheet.

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**CODE LOCATION**

**UTILITY REVISION DATE**

**FILE NAME:** c:\users\hillcl\wwsdotld0181855\PPM Div 4 Example 4-28.dgn

**TIME:** 11:43:25 AM

**DAY:** 2/2/2022

**PLOTTED BY:** NRC

**DESIGNED BY:** NRC

**ENTERED BY:** NRC

**CHECKED BY:** NRC

**REGIONAL ADM.:** NRC

**REVISION DATE:** NRC

**FILE LENGTH:** 142320 bytes

**FILE SIZE:** 142320 bytes

**FILE NAME:** C:\users\hillcl\wwsdotld0181855\PPM Div 4 Example 4-28.dgn

**DATE:** 2/2/2022 11:43:26 AM

**TIME:** 11:43:26 AM

**DAY:** 2/2/2022
NEW STREAM ALIGNMENT
LIMIT OF EXCAVATION
LIMIT OF FILL
NEW STREAM GRADE BREAK
NEW STREAM MEandering Thalweg
EXISTING DITCH
EXISTING INDEX CONTOUR
EXISTING INTERMEDIATE CONTOUR
EXISTING CULVERT
EXISTING EDGE OF PAVED SHOULDER
EXISTING DRIVEWAY PAVED EDGE
EXISTING DRIVEWAY GRAVEL EDGE
EXISTING WETLAND BOUNDARY
EXISTING CONCRETE SLAB
EXISTING RR BRIDGE STRUCTURE
EXISTING BUILDING
EXISTING RAILROAD

BEGIN CHANNEL GRADING
STT 10+00

STT 10+00.3 (22.0' RT)
ELEV. 243.1'

STT 11+02.1 (32.6' RT)
ELEV. 243.5'

COARSE BAND
SEE NOTE 3

NEW STRUCTURE
12 SPAN X 8 RISE
SEE NOTE 4

SW DITCH 55+16.3 P.O.T.

POTTER ROAD

END CHANNEL GRADING
STT 12+90

NOTES:
1. SEE SHEET XX FOR COARSE BAND DETAILS AND LOCATIONS.
2. LOCATIONS AND ORIENTATION OF LARGE WOODY MATERIAL (LWM) STRUCTURES AS SHOWN ON THIS SHEET ARE APPROXIMATE EXACT LOCATIONS WILL BE STAKED BY THE ENGINEER SEE SHEET SCD4 FOR LWM DETAILS. SEE SPECIAL PROVISION "LARGE WOODY MATERIAL (LWM) STRUCTURES": LOCATIONS OF PERFORMED SCOUR POOLS AS SHOWN ON THIS SHEET ARE APPROXIMATE EXACT LOCATIONS WILL BE STAKED BY THE ENGINEER.
4. FOR STRUCTURE AND WING WALL DETAILS SEE SHEETS XX, XX, AND XX.
TRANSITION

SECTION A

SECTION B

SECTION C

SECTION D

SECTION E

SECTION F

FINISHED GROUND

EXISTING SURFACE

STREAMBED MATERIAL

SEE NOTE 1

CHANNEL EXCAVATION INC. HAUL = 340 CY

STREAMED COBBLES 10 IN. = 30 TONS

STREAMED SEGMENTS = 260 TONS

COARSE BAND STREAMBED COBBLES 10 IN. (SEE NOTES 1 AND 2)

STT LINE PROFILE

BEGIN CHANNEL GRADING

STT 0 CO.

250

SHELF GROUND

SB-SURFACE

CHANNEL EXCAVATION INC. HAUL = 440 CY

STREAMED COBBLES 10 IN. = 10 TONS

LARGE WOODY MATERIAL

LINN TYPE A = 3 EACH

NOTES:

1. SEE SPECIAL PROVISION "AGGREGATES FOR STREAMS, RIVERS, AND WATERBORNE FOR STREAMBED MATERIAL AND COARSE BANDS. FINAL INSTALLATION WILL PROVIDE A WELL GRADED MIX OF STREAMBED SEGMENTS AND STREAMBED COBBLES.

2. SEE SHEET XX FOR COARSE BAND DETAILS.

3. FOR STRUCTURE AND WING WALL DETAILS SEE SHEETS XX, XX, AND XX.
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<th>SMART GUARDIAN TYPE 31 - 4 FT. LONG POST</th>
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<th>SMART GUARDIAN ANCHOR TYPE 10</th>
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**Sheets Total:**

| LOCATION | 203.02 | 7170 | 38 | 50 | 1 | 1 | 52360 | 710 | 810 | 220 | 2.92 | 3.42 |

**Project Total:**

| LOCATION | 203.02 | 7170 | 38 | 50 | 1 | 1 | 52360 | 710 | 810 | 220 | 2.92 | 3.42 |

**General Notes:**

1. SEE STD PLAN M20.10.
2. SEE STD PLAN M20.40.
3. SEE STD PLAN M15.10.
4. SEE STD PLAN M24.60.
5. SEE STD PLAN M65.10.
7. SEE "GUARD RAIL PLAN DETAIL" SHEET.
8. SEE "TRANSITION RAIL DETAIL" SHEET.
9. SEE SPECIAL PROVISION "BALLAST AND CRUSHED SURFACES.
10. SEE PLANS C-20.10, C-22.40, AND C-23.60, AND "GUARDIAN RAIL" SHEET MD1.
11. SHOULDER FINISHING SHALL BE PLACED AT 31/2 IN. LATERAL TO THE CENTERLINE.
12. ALL PLASTIC MARKINGS SHALL BE TYPE D PLASTIC.

**QUANTITY TABULATIONS - PAVING MISC.**

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**Notes:**

- SEE SHEET Q51 FOR ADDITIONAL PAVEMENT MARKING QUANTITIES.
- SEE SHEET P11 FOR ADDITIONAL PLAINING QUANTITIES.
- ALL PLASTIC MARKING PLACEMENT SHALL BE TYPE D PLASTIC.
Designers Notes:
This plan sheet includes quantity tab notes in conjunction with Example 4-33.

1. SEE SHEET PD1 FOR PAVING AT INTERSECTIONS AND ROAD APPROACHES.
2. SEE SHEET QS1 FOR ADDITIONAL PAVEMENT MARKING QUANTITIES.
3. ALL PLASTIC PAVEMENT MARKINGS SHALL BE TYPE D PLASTIC.
56.6' LT.
REFERENCE POINT 164TH SW2, SEE PD2
PARALLEL A MODIFIED
CEMENT CONC. SIDEWALK EXISTING
RAM.P. (LT.), SEE PD NW3, SEE PD2
SR9 419+60.2 (36.2' LT.) BEGIN CEMENT CONC. CURB RAM.P. TYPE PARALLEL A MODIFIED MATCH EXISTING RADIUS
SR9 419+60.5 (36.2' LT.) END SHOULDER TAPER
REFERENCE POINT 164TH SW2, SEE PD2

SR9 418+95.0 (36.8' LT.) BEGIN CEMENT CONC. CURB TYPE PARALLEL A MATCH EXISTING RADIUS
SR9 418+95.2 (36.8' LT.) END SHOULDER TAPER
REFERENCE POINT 164TH NW1, SEE PD3

SR9 418+68.7 (39.7' RT.) BEGIN CEMENT CONC. CURB TYPE PARALLEL A MODIFIED MATCH EXISTING RADIUS
SR9 418+70.4 (39.7' RT.) END SHOULDER TAPER (29.3' RT.), SEE PD3
SR9 419+07.2 END RADIUS (29.3' RT.) END CEMENT CONC. CURB
REFERENCE POINT 164TH NE1, SEE PD2

NOTES TO THE DESIGNER:
1) These details are emphasizing ADA design for construction.
2) This design represents a mobile paving operation.
Notes to the Designer:

1) These details are emphasizing ADA design for construction.
2) Consult with your region ADA Coordinator. This design is project specific and your Region may have other requirements for constructability.
3) The "Approximate Length" schedule is for information only.
4) Note 8 was added to emphasize the use of slope versus dimensions for ADA design.
MVD QUAD

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Notes to the Designer:
1) These details are emphasizing ADA design for construction.
2) Consult with your ADA Coordinator. This design is project specific and your Region may have other requirements for constructability.

FILE NAME: c:\users\hillcl\pw_wsdotld0181855\PPM_Div_4_Example_4-37.dgn
DATE: 2/2/2022
PLOTTED BY: HillCI
DESIGNED BY: JOB NUMBER
PROJ. ENGR.
REGIONAL ADM.

Washington State Department of Transportation
EXAMPLE 4-37
CURB RAMP PLAN

GENERAL NOTES:
1. CURB RAMPS SHALL BE CONSTRUCTED NOT TO EXCEED SHOWN SLOPES.
2. SEE SHEET CRS FOR ADDITIONAL DETAILS FOR SIDEWALK/PATHWAY.
3. SEE STANDARD PLAN F-40.11 "PARALLEL CURB RAMPS" FOR ADDITIONAL DETAILS NOT SHOWN.
4. SEE SPECIAL PROVISION "SITE RESTORATION" FOR REQUIREMENTS TO RESTORE ALL DISTURBED AREAS.
5. SEE SHEETS PTC1 - PTC3 FOR PEDESTRIAN TRAFFIC CONTROL.
### QUANTITY TABULATION - PAVEMENT MARKING

**NOTE:**

The first number of the "CODE" below refers to the sheet number or the sheet reference number. The second number refers to the construction feature found on that sheet.

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**FILE NAME:** c:\users\hillcl\wwsdotld0181855\PPM Div 4 Example 4-38.dgn

**DATE:** 1/23/2022

**TIME:** 11:40:19 AM

**LOCATION NO.:** 14

**JOB NO.:** 10 WASH

**STATE:** REGIONAL ADMIN.

**DATE:** 1/23/2022
Notes to the Designer:

1) When standard plans can be used to show further detail, make a note on plan directing the reader to them.

2) Use your plans and quantity tabulations in conjunction with each other to assist the plan reader in laying out work.

3) In this example the quantity tabs along with standard plans are used to provide other pertinent information which reduces the need to duplicate the information on the plan sheet.

4) Traffic codes on the plan sheet correspond with the code numbers on the traffic quantity tabulation sheet. The quantity tabulation sheets provides the stationing and offset distances and quantity of the item, and they also provide other pertinent information in the general notes section to assist the reader.
### SIGN SPECIFICATIONS

#### SIGN DESCRIPTION

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<td>13.5'</td>
<td>11.25'</td>
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**CONSTRUCTION NOTES (CN):**

1. EDGE(S) OF SIGN SHALL BE 2' FROM FACE OF CURB. ADJUST STATION LOCATION AS NECESSARY.
2. EDGE OF SIGN SHALL BE 3' FROM FACE OF GUARDRAIL.
3. SAME AS EXISTING.
4. EDGE OF SIGN SHALL BE 12' FROM EDGE OF PAVEMENT.
5. REMOVE SIGN LIGHTS AND ALL 2.5" X 2.5" MOUNTING HARDWARE, ETC.
6. INSTALL NEW SIGN WITH NEW 2.5" X 2.5" MOUNTING HARDWARE.
7. SIGN TO BE DELIVERED TO WSDOT OFFICE AT [ADDRESS].
8. POST SHALL BE 4x4 TREATED WOOD WITH A 2'-0" EMBEDMENT DEPTH.

* SEE FHWA STANDARD HIGHWAY SIGNS MANUAL, 2012 SUPPLEMENT FOR DETAIL.

** SEE FHWA MUTCD INTERIM APPROVAL (11-15) FOR FABRICATION DETAIL.
### SIGN SPECIFICATIONS

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<tr>
<td>R-30</td>
<td>HWY 20/ &lt;GIBRALTOR RD MILLER RD&gt; STOP AHEAD</td>
<td>G 15+88 RT.</td>
<td>&quot;</td>
<td></td>
<td>III OR IV</td>
<td>SEE DETAIL</td>
<td>STEEL</td>
<td>2.5 SQ. (4)</td>
<td>10.5'</td>
<td>7' CN 1'</td>
<td>REMOVE SIGNS (4), STEEL POST &amp; CONCRETE FOUNDATION.</td>
</tr>
<tr>
<td>31</td>
<td>R6-4</td>
<td>DOUBLE CHEVRON</td>
<td>G 16+26 RT.</td>
<td>30' 24'</td>
<td>III OR IV</td>
<td>&quot;</td>
<td>STEEL</td>
<td>2.5 SQ. (4)</td>
<td>8'</td>
<td>5' CN 1'</td>
<td>REMOVE SIGNS (4), STEEL POST &amp; CONCRETE FOUNDATION.</td>
</tr>
<tr>
<td>32</td>
<td>D3-302 MOD.</td>
<td>SR 20 WEST &gt;</td>
<td>Y 35+67 LT.</td>
<td>48' 16'</td>
<td>III OR IV</td>
<td>SEE DETAIL</td>
<td>STEEL</td>
<td>2.5 SQ. (4)</td>
<td>10.5'</td>
<td>7' CN 1'</td>
<td>REMOVE SIGNS (4), STEEL POST &amp; CONCRETE FOUNDATION.</td>
</tr>
</tbody>
</table>

**CONSTRUCTION NOTES (CN):**

1. EDGE(S) OF SIGN SHALL BE 2' FROM FACE OF CURB. ADJUST STATION LOCATION AS NECESSARY.
2. EDGE OF SIGN SHALL BE 3' FROM FACE OF GUARDRAIL.
3. SAME AS EXISTING.
4. EDGE OF SIGN SHALL BE 12' FROM EDGE OF PAVEMENT.
5. REMOVE SIGN, SIGN LIGHTS AND ALL Z-BAR, WINDBEAM, VERTICAL BRACES, MOUNTING HARDWARE, ETC.
6. INSTALL NEW SIGN WITH ALL NEW Z-BAR, WINDBEAM, VERTICAL BRACES AND MOUNTING HARDWARE. NO EXISTING ITEMS SHALL BE REUSED.
7. SIGN TO BE DELIVERED TO WSDOT BELLINGHAM OFFICE AT 460 STUART RD, BELLINGHAM WA 98226. CONTACT JEFF PETERSON AT 360-739-2384 THREE (3) DAYS PRIOR TO DELIVERY.
8. POST SHALL BE 4x4 TREATED WOOD WITH A 2' - 3' EMBEDMENT DEPTH.

* SEE FHWA STANDARD HIGHWAY SIGNS MANUAL, 2012 SUPPLEMENT FOR DETAIL.

** SEE FHWA MUTCD INTERIM APPROVAL (11-15) FOR FABRICATION DETAIL.

**SIGN SPECIFICATIONS CONTRACT NO.**
Notes to the Designer:

1) These WZTC plans are emphasizing the pedestrian access through the work zone.

2) These WZTC plans represent a mobile paving operation implementing ADA accessibility.
Notes to the Designer:

1) These WZTC plans are emphasizing the pedestrian access through the work zone.

2) These WZTC plans represents a mobile paving operation implementing ADA accessibility.
**LONGITUDINAL BUFFER SPACE = B**

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
</tr>
</thead>
</table>

**LENGTH (ft) | 115 | 155 | 200 | 250 | 300 | 360 | 425 | 495 | 570 | 645 |

**MOBILE TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R**

<table>
<thead>
<tr>
<th>HOST VEHICLE WEIGHT</th>
<th>9,900 TO 22,000 lbs.</th>
</tr>
</thead>
</table>

**UP TO 40 MPH 45-55 MPH 60+ MPH**

| 100 | 112 | 122 | 130 | 150 | 170 | 172 |

**PROTECTIVE ROLL AHEAD DISTANCE = R**

<table>
<thead>
<tr>
<th>NO SPECIFIED DISTANCE REQUIRED</th>
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</thead>
</table>

**STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW.**

**HOST VEHICLE WEIGHT**

<table>
<thead>
<tr>
<th>9,900</th>
<th>100</th>
</tr>
</thead>
</table>

**TIME 11:47:07**

**PROJ. ENGR. REGIONAL**

**L - PEDESTRIAN ROLL AHEAD DISTANCE = R**

<table>
<thead>
<tr>
<th>100</th>
</tr>
</thead>
</table>

**TALL CHANNELIZING DEVICE**

- **EDGE OF PAVEMENT**
- **4' MIN**
- **PEDESTRIAN PATHWAY SPACING DETAIL (TRANSVERSE SPACING)**

**TALL CHANNELIZING DEVICE**

1. **EDGE OF PAVEMENT**
2. **4' MIN**
3. **PEDESTRIAN PATHWAY SPACING DETAIL (TRANSVERSE SPACING)**

**NOTE S: 1. FLAGGING STATIONS SHALL BE ILLUMINATED DURING HOURS OF DARKNESS. 2. EXTEND DEVICE TAPER 1/3 AROUND SHOULDER. 3. TAPER WILL BE INSTALLED WITH THE FOLLOWING CONDITIONS EXIST: STUDIED TAPER DEVICE SPACING SHALL BE 30 CC. 4. ALL SIGNS ARE CLASS B UNLESS OTHERWISE NOTED. 5. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED. 6. INCREASE DISTANCE BETWEEN WZTC (800-1,000) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: UNBROKEN PAVEMENT ABRupt LANE EDGE STEEL PLATES IN THE DIRT OR EARTH SPECIFIC SING FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH WZTC. 7. SEE SPECIAL PROVISIONS FOR ALLOWABLE LENGTH OF CLOSURE. 8. FOR SECTION LESS THAN 2,000 FEET CONTRACTOR MAY USE ADDITIONAL TAPER LENGTH. 9. FOR WZTC OPERATIONS SEPARATED MORE THAN 1000 ADDITIONAL LENgTH IS REQUIRED. 10. TRAFFIC SIGNAL SHALL BE ON "FLASHING RED."**

**LANE CLOSURE WITH PILOT CAR (TYP.) NOT TO SCALE**

**BROADWAY AVE.**

**Notes to the Designer:**

1. These WZTC plans are emphasizing pedestrian access through the work zone.
2. These WZTC plans represent a mobile paving operation implementing ADA accessibility.

**FILE NAME** c:\users\hillcl\pw wsdotld0181855\PPM Div 4 Example 4-51.dgn

**TIME** 11:47:07 AM

**DATE** 2/23/20

**WASH**

**FED.AID PROJ.NO.** 10

**JOB NO.** 521101

**LOCATION NO.**

Washington State Department of Transportation

**TRAFFIC CONTROL PLAN**

**EXAMPLE 4-51**
Notes to the Designer:

1) These WZTC plans are emphasizing the pedestrian access through the work zone.

2) These WZTC plans represent a mobile paving operation implementing ADA accessibility.

Notes:

1. Flagging stations shall be illuminated during hours of darkness.
2. Eating device tapers across shoulders shall be used.
3. When used the downstream taper device spacing shall be not less than the specified values.
4. All signs shall have a black legend on an orange background unless otherwise specified.
5. Signed use extreme caution signs (W21-1701)
6. Shall be installed with the following conditions exist:
   a) Grooved pavement
   b) A heated lane edge
   c) Steel plates or earth
   d) Cross gravel or rock of the conditions noted shall be installed along with W21-1701
7. See special provisions for allowable length of closure
8. For section less than 2,000 feet contractor may use flagging operation with prior approval from the engineer
9. All flagging stations shall be installed when the following conditions exist:
   a) Additional TMA is required.
10. Traffic signals shall be on "Flash Red"
NOTES:
1. ALL SIGNS ARE CLASS B UNLESS OTHERWISE NOTED.
2. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
3. ONLY ONE SIDEWALK DETOUR ALLOWED AT TIME UNLESS APPROVED BY THE ENGINEER.
4. SIGN SEQUENCE SHOWN NOT TO SCALE.
5. NO FLAGGERS OR SPOTTERS THIS SHEET.

Notes to the Designer:
1) These WZTC plans are emphasizing the pedestrian access through the work zone.
2) These WZTC plans represent a mobile paving operation implementing ADA accessibility.

Washington State Department of Transportation
TRAFFIC CONTROL PLAN
EXAMPLE 4-53
Notes to the Designer:

1) These WZTC plans are emphasizing the pedestrian access through the work zone.

2) These WZTC plans represent a mobile paving operation implementing ADA accessibility.

NOTES:

1. ALL SIGNS ARE CLASS B UNLESS OTHERWISE NOTED.
2. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
3. ONLY ONE SIDEWALK DETOUR ALLOWED AT TIME UNLESS APPROVED BY THE ENGINEER.
4. SEE SHEET TC18 FOR SIDEWALK RAMP DETAIL.
5. SIGN SEQUENCE SHOWN NOT TO SCALE.
6. NO FLAGGERS OR SPOTTERS THIS SHEET.
1. Flagging stations shall be illuminated during hours of darkness.
2. Extending device taper 0.5 across shoulder.
3. When used, the downstream taper device spacing shall be 200' to 300'.
4. All signs shall have a black legend on an orange background unless otherwise specified.
5. Motorcycles use extreme caution signs (W21-1701) shall be installed when the following conditions exist:
   - Abrupt lane edge
   - Steel plates
   - Loose gravel or earth
   - Reduced pavement
   - Taper tangent
   - WSDOT standard Spec. 1-10.3(3)
6. Special provisions for allowable length of closure:
   - For section less than 2,000 feet, contractor may use flagging operation with prior approval from the engineer.
7. For work operations separated more than 1,000', additional AHA is required.

Notes to the Designer:
1) These WZTC plans are emphasizing the pedestrian access through the work zone.
2) These WZTC plans represents a mobile paving operation implementing ADA accessibility.

**Lane Closure with Pilot Car (Typ)**

**Legend**
- **DX** Sign Location
- **FLG** Flagging Station
- **PC** Pedestrian Channelizing Device
- **TS** Traffic Safety Drum
- **TP** Tall Channelizing Device
- **PV** Pilot Vehicle
- **AT** Transportable Attenuator
- **SA** Motorist Vehicle
- **SA** Sequential Arrow Sign
- **PM** Portable Changeable Message Sign

**Notes**
- Speed (MPH) = 1500° +/-
- RURAL HIGHWAYS = 60-65 MPH = 800° +/-
- RURAL ROADS = 45-55 MPH = 500° +/-
- RURAL ROADS & URBAN ARTERIALS = 35-40 MPH = 350° +/-
- RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS = 25-30 MPH = 200° +/-
- URBAN STREETS = 25 MPH OR LESS = 100° +/-

**PCMS #1**
- 20 SEC
- 2.0 SEC
- FIELD LOCATE 1.5 +/- MILES PRIOR TO FIRST LANE CLOSURE TAPER
- LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)

**Example 4-55**

**Traffic Control Plan**

**Notes to the Designer:**
1) These WZTC plans are emphasizing the pedestrian access through the work zone.
2) These WZTC plans represents a mobile paving operation implementing ADA accessibility.
**Notes to the Designer:**

1) These WZTC plans are emphasizing the pedestrian access through the work zone.

2) These WZTC plans represent a mobile paving operation implementing ADA accessibility.

---

**Table:**

<table>
<thead>
<tr>
<th>Sign Spacing (feet)</th>
<th>Freeways &amp; Expressways</th>
<th>Rural Highways</th>
<th>Rural Roads</th>
<th>Urban Arterials</th>
<th>Residential &amp; Business Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>X (1)</td>
<td>50-75 MPH</td>
<td>60-65 MPH</td>
<td>45-55 MPH</td>
<td>35-40 MPH</td>
<td>25-30 MPH or less</td>
</tr>
</tbody>
</table>

**Minimum Lane Closure Taper Length:**

<table>
<thead>
<tr>
<th>Lane Speed (MPH)</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane Width (ft)</td>
<td>80</td>
<td>140</td>
<td>180</td>
<td>270</td>
<td>330</td>
<td>540</td>
<td>600</td>
<td>680</td>
<td>720</td>
<td>800</td>
</tr>
</tbody>
</table>

---

**Diagram Notes:**

- **Legend:**
  - SIGN LOCATION
  - FLAGGING STATION
  - PEDESTRIAN CHANNELIZING DEVICE
  - TRAFFIC SAFETY DRUMS
  - PEDESTRIAN CHANNELIZING DEVICES
  - PILOT VEHICLE
  - TRANSPORTABLE ATTENUATOR

- **Field Works:**
  - PREPARED TO STOP
  - ROADWAY
  - WORK ZONE

- **PCMS #1:**
  - 2 FLASHERS PREPARED TO STOP
  - 2.0 SEC

- **Traffic Control Plan (TYP.)**
  - 100' MIN. 300' MAX.
  - 100' MIN. 100' MAX.
  - 10' MIN. (Paved Surface)
  - 2 MIN.
  - 100' MIN. 200' MAX.

---

**SHEET:** TC20

**FILE NAME:** 4-56

**PLAN NO:** 4-56

---

**Washington State Department of Transportation**

**Traffic Control Plan**

**EXAMPLE 4-56**
Notes to the Designer:

1) These WZTC plans are emphasizing the pedestrian access through the work zone.

2) These WZTC plans represents a mobile paving operation implementing ADA accessibility.