

CITY OF WHITE SALMON

NW GARFIELD AVE. RE-CONSTRUCTION 2022 STREET IMPROVEMENT PROJECT

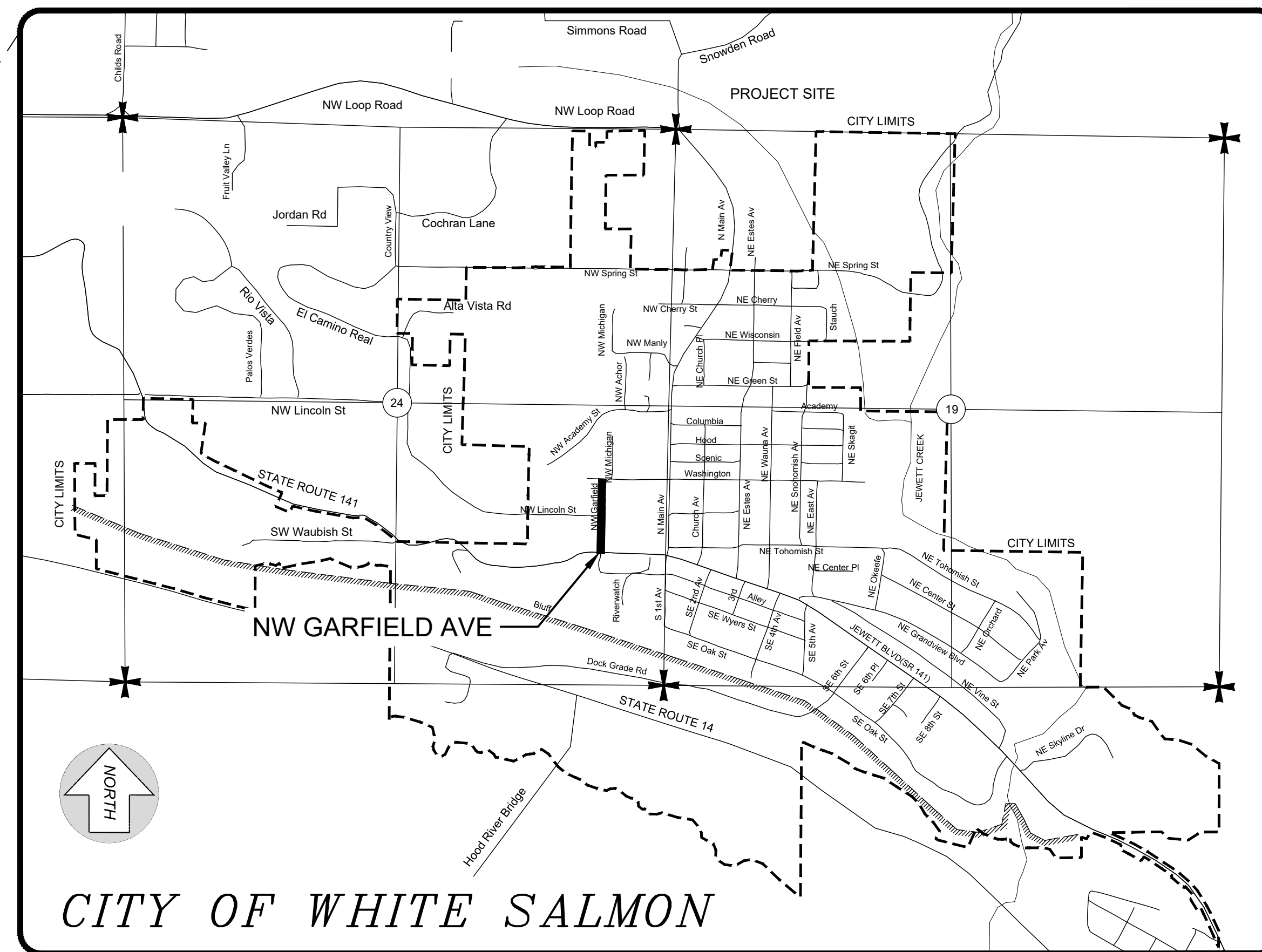
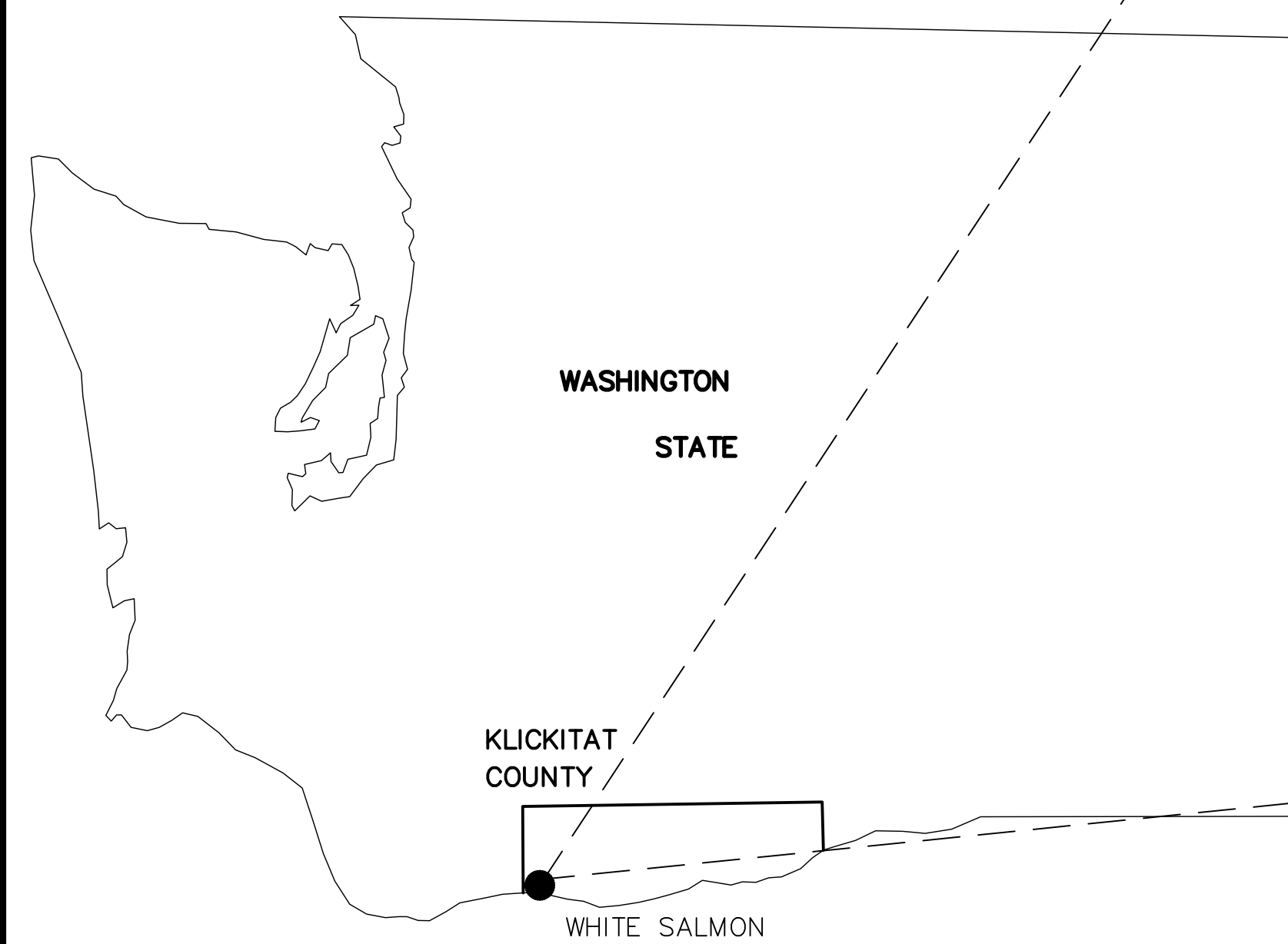
WHITE SALMON OFFICIALS

MAYOR:
COUNCIL:

MARLA KEETHLER
ASHLEY POST
DAVID LINDLEY
JASON HARTMANN
JIM RANSIER
BEN GIANT
JAN BRENDING

CITY TREASURER:

SECTION'S: 24, T 3 N, R 10 E,
19, T 3 N, R 11 E, WM CITY
OF WHITE SALMON KLIICKITAT
COUNTY, WASHINGTON



VICINITY MAP
NOT TO SCALE

CALL BEFORE YOU DIG 1-800-424-5555

NEW	LEGEND	EXISTING
NEW 8" PVC WATER LINE	WATER LINE(NEW 2009LINE)	8" PVC WATERLINE
NEW 8" PVC SEWER LINE	SEWER LINE	8" SEWER
NEW 12" STORM LINE	STORM DRAIN LINE	12" STORM
■	CATCH BASIN	□ C.B.
⊙	STORM MANHOLE	⊙
⊙	SEWER MANHOLE	⊙
⊕	WATER VALVE	⊕ or ⊕
⊕	WATER METER	⊕ or ⊕
⊕	FIRE HYDRANT	⊕ or ⊕
⊕	SURVEY MONUMENT	⊕ or ⊕
⊕	MAILBOX CABINET	□
□	MAILBOX	□
□	UTILITY POLE	□
□	UTILITY POLE W/STREET LIGHT	□
□	ELECTRICAL VAULT	□
□	TELEPHONE PEDESTAL	□
□	UNDERGROUND POWER	UG POWER
□	UNDERGROUND TELEPHONE	UG TELEPHONE
□	GAS	GAS LINE
□	FENCE LINE	□
□	ASPHALT	□
□	SIDEWALK	□
□	ROUNDABOUT	□

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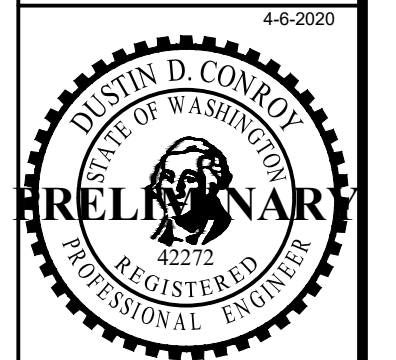
SPECIFICATIONS

ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE CURRENT EDITION OF THE WSDOT/APWA STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION AND THE CURRENT EDITION OF THE WSDOT STANDARD PLANS.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY INFORMATION & EXISTING DRAWINGS. THE ENGINEER MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN EXACT LOCATION INDICATED, ALTHOUGH THEY HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

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GARFIELD AVENUE
WHITE SALMON, WA
COVER

No.	Date	Revisions
2.0	9-25-2021	SUBMITTED FOR REVIEW
1.0	12-29-2020	SUBMITTED FOR REVIEW

SHEET NO.
0.0
SCALE: AS NOTED
JOB NO. REV.
20-XX

GENERAL NOTES:

1. THE CONTRACTOR SHALL PROCURE AND CONFORM TO ALL CONSTRUCTION PERMITS REQUIRED BY THE CITY. THE CONTRACTOR SHALL PAY FOR ALL PROJECT PERMIT COSTS.
2. ALL MATERIALS AND WORKMANSHIP FOR FACILITIES IN STREET RIGHT OF WAY OR EASEMENTS SHALL CONFORM TO THE APPROVING AGENCY'S CONSTRUCTION SPECIFICATION WHEREIN EACH HAS JURISDICTION INCLUDING, BUT NOT LIMITED TO THE CITY OF WHITE SALMON, KLICKITAT COUNTY ROAD DEPARTMENT, WASHINGTON DEPARTMENT OF HEALTH(DOH), WASHINGTON DEPARTMENT OF ECOLOGY (DOE), AND THE WASHINGTON DEPARTMENT OF TRANSPORTATION (WSDOT).
3. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DRAWINGS AND SPECIFICATIONS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND PROVIDE A COMPLETED PROJECT.
4. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES A MINIMUM OF 48 BUSINESS HOURS (2 BUSINESS DAYS) PRIOR TO START OF CONSTRUCTION AND COMPLY WITH ALL OTHER REQUIREMENTS OF THE SERVING UTILITIES.
5. ANY INSPECTION BY THE CITY OR OTHER AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH THE CONTRACT DOCUMENTS, APPLICABLE CODES AND AGENCY REQUIREMENTS.
6. THE CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER CITY REQUIREMENTS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH WASHINGTON AMENDMENTS. ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.

EXISTING UTILITIES AND FACILITIES:

1. THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE DRAWING ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER, THE CITY OF WHITE SALMON AND UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF SUCH RECORDS. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND SIZES OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AT NO EXPENSE TO THE CITY OF WHITE SALMON.
2. THE CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHERE NEW FACILITIES CROSS. CONTRACTOR SHALL BE RESPONSIBLE FOR EXPOSING POTENTIAL UTILITY CONFLICTS FAR ENOUGH AHEAD OF CONSTRUCTION TO MAKE NECESSARY GRADE OR ALIGNMENT MODIFICATIONS WITHOUT DELAYING THE WORK. IF GRADE OR ALIGNMENT MODIFICATIONS ARE NECESSARY THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE ENGINEER SHALL OBTAIN APPROVAL FROM THE CITY PRIOR TO CONSTRUCTION. ALL UTILITY CROSSINGS SHALL BE POTHoled AS NECESSARY PRIOR TO EXCAVATING OR BORING TO ALLOW THE CONTRACTOR TO PREVENT GRADE OR ALIGNMENT CONFLICTS.
3. ALL FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR IS TO LEAVE EXISTING UTILITIES IN AN EQUAL OR BETTER THAN ORIGINAL CONDITION AND TO THE SATISFACTION OF THE CITY.
4. UTILITIES OR INTERFERING PORTIONS OF UTILITIES THAT ARE TO BE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE EXPOSED ENDS OF ALL ABANDONED UTILITIES WITH A MANUFACTURED PLUG OR CONCRETE.
5. THE CONTRACTOR SHALL REMOVE ALL SIGNS, MAILBOXES, FENCES, LANDSCAPING, ETC. AS REQUIRED TO AVOID DAMAGE DURING CONSTRUCTION AND REPLACE THEM TO EXISTING OR BETTER CONDITION.
6. IF ANY SEPTIC TANKS ARE ENCOUNTERED DURING CONSTRUCTION THE CONTRACTOR SHALL NOTIFY THE CITY UPON DISCOVERY OF TANKS. OBTAIN CONCURRENCE FROM THE CITY PRIOR TO PROCEEDING WITH THE WORK. REALIGNMENT OR CASING MAY BE REQUIRED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING CONSTRUCTION ACTIVITIES TO ENSURE THAT PUBLIC STREETS AND RIGHT OF WAYS ARE KEPT CLEAN OF MUD, DUST OR DEBRIS. DUST ABATEMENT SHALL BE MAINTAINED BY ADEQUATE WATERING OF THE SITE BY THE CONTRACTOR. STREETS SHALL BE SWEEPED BY THE CONTRACTOR AS NECESSARY TO KEEP CLEAN.
8. ALL EXISTING OR CONSTRUCTED MANHOLES, CLEANOUTS, MONUMENTS, GAS VALVES, WATER VALVES, METER BOXES, AND SIMILAR STRUCTURES SHALL BE ADJUSTED TO MATCH FINISH GRADES OF THE PAVEMENT, SIDEWALK, LANDSCAPE AREA OR MEDIAN STRIP WHEREIN THEY LIE. VERIFY THAT ALL VALVE BOXES AND RISERS ARE CLEAN AND CENTERED OVER THE OPERATION NUT. ADJUSTMENT AFTER PLACEMENT OF THE FINAL ASPHALT COURSE WILL NOT BE ALLOWED.

UNLOCATED OR MISLOCATED UTILITIES:

1. ANY COST INCURRED BY THE CONTRACTOR DUE TO UNLOCATED OR MISLOCATED UTILITIES, INCLUDING BUT NOT LIMITED TO CITY WATERLINES (MANS AND SERVICES), CITY SEWER LINES (MANS AND SIDE SEWERS), CITY STORM DRAINS, ELECTRICAL LINES, GAS LINES, TELEPHONE LINES, AND CABLE TELEVISION LINES SHALL NOT BE THE RESPONSIBILITY OF THE CITY AND NO PAYMENT FROM THE CITY SHALL BE FORTHCOMING FOR ANY WORK RELATED TO THESE UNLOCATED OR MISLOCATED UTILITIES. THE CONTRACTOR SHALL INCLUDE ANY COST ASSOCIATED WITH THIS ITEM IN OTHER ITEMS OF WORK.

**FLEXIBLE PAVEMENT PATCH SECTION
TRENCH TYPE A NOTES:**

1. ASPHALT CONCRETE OR CONCRETE SHALL BE CUT WITH AN ASPHALT OR CONCRETE CUTTING SAW.
2. NO MATERIAL SHALL BE PLACED ON THE DRIVING SURFACE DURING EXCAVATION OR DURING THE BACKFILL PROCESS. USE EITHER THE BACKSIDE OR THE DITCH OR DIRECT FILL INTO OR FROM A DUMP TRUCK. ANY MUD OR DEBRIS TRACKED OR DROPPED ONTO THE ROADWAY SURFACE SHALL BE BROOMED OR WASHED OFF DAILY.
3. REMOVE ALL ASPHALT FROM JOB SITE, NONE SHALL BE ALLOWED AS BACKFILL. ALL ASPHALT PRODUCTS SHALL BE DISPOSED OF USING REGULATED REQUIREMENTS.
4. REPLACE MATERIALS IN 6" LIFTS, USING AN APPROVED COMPACTOR ON EACH LIFT. RUBBER TIRE ROLLING OR A BACKHOE BUCKET WILL NOT BE SUITABLE. SOME APPLICATIONS WILL REQUIRE CONTROLLED DENSITY FILL.
5. NO UTILITY CUTS SHALL BE LEFT OPEN OVERNIGHT WITHOUT BARRICADES AND OPERATIONAL LIGHTS ATTACHED. NO OPEN DITCHES ALLOWED OVERNIGHT IN THE TRAVELED WAY. ANCHORED STEEL PLATES WILL BE AUTHORIZED FOR PERIODS OF LESS THAN 24 HOURS.
6. MAINTENANCE BETWEEN COMPLETION OF BACKFILL AND SURFACING SHALL BE MONITORED AND REPAIRED AS NEEDED TO KEEP THE TRAVELED WAY IN AS SAFE OF CONDITION AS POSSIBLE. ANY COST ASSOCIATED WITH THIS ITEM SHALL BE INCLUDED IN OTHER ITEMS OF WORK.
7. ALL LOOSE MATERIAL SHALL BE BROOMED OR WASHED OFF THE ROADWAY SURFACE PRIOR TO PATCHING. ALL OVERSIZED MATERIAL (OVER 3") THAT WAS EXPOSED DURING EXCAVATION, SHALL BE REMOVED FROM THE JOB SITE UPON COMPLETION.
8. PAVING PREP SHALL INCLUDE: CRUSHED ROCK FLOOR SHALL BE UNIFORM IN DEPTH TO ENSURE EVEN COMPACTION OF ASPHALT BEING PLACED. ASPHALT EDGES SHALL BE SAW CUT BACK FROM THE ORIGINAL "WORKING" CUT, (6" MINIMUM, EACH SIDE), CLEANED AND AN APPROVED TACK COAT APPLIED, PRIOR TO PLACING THE NEW ASPHALT CONCRETE PAVEMENT. ALL SECTIONS 3" THICK OR LESS MAY BE COMPACTED IN ONE LIFT. SECTIONS OVER 3" THICK SHALL BE COMPACTED IN 2" THICK MINIMUM LIFTS.
9. ALL ASPHALT PATCHES AND JOINTS SHALL BE FOG SEALED WITH AN APPROVED ASPHALT EMULSION AFTER PATCH HAS BEEN COMPLETED.
10. ALL GRANULAR MATERIAL TO BE COMPACTED TO 95% MAX. DENSITY. ALL AC TO BE COMPACTED TO REQUIREMENTS OF STANDARD SPECIFICATIONS.
11. FINAL PAVING SHALL ONLY BE ALLOWED IF THE TEMPERATURE AND WETNESS RESTRICTIONS DEFINED IN SECTION 5-04.3(16) OF THE WSDOT STANDARD SPECIFICATIONS MAY BE MET.
12. THE MAXIMUM PAY WIDTH FOR HMA SURFACING SHALL BE 3.00' EACH SIDE OF THE PIPE CENTERLINE EXCEPT FOR AREAS SHOWN ON SHEETS 19 AND 31.

**CONCRETE SIDEWALK & DRIVEWAYS SECTION
TRENCH TYPE B NOTES:**

1. NO EXCAVATED MATERIAL SHALL BE PLACED ON THE ROADWAY SURFACE. USE EITHER THE BACKSIDE OF THE DITCH OR DIRECT FILL INTO OR FROM A DUMP TRUCK. ANY MUD OR DEBRIS TRACKED OR DROPPED ON THE ROADWAY SURFACE SHALL BE REMOVED, BROOMED, OR WASHED OFF DAILY.
2. NO DITCH SHALL BE LEFT OPEN OVERNIGHT WITHOUT BARRICADES AND OPERATIONAL FLASHING LIGHTS ATTACHED. NO OPEN DITCH ALLOWED OVERNIGHT IN THE TRAVELED WAY. STEEL PLATES WILL BE AUTHORIZED AND MUST BE SECURED OVER THE DITCH SO THAT SHOING AND SLIDING CANNOT TAKE PLACE. COLD MIX OR EQUIVALENT WILL BE REQUIRED AROUND ALL EDGES OF THE PLATES.
3. REPLACE MATERIALS IN 6" LIFTS, USING A RAMMER-TYPE COMPACTOR ON EACH LIFT. A BACKHOE AND/OR BUCKET WILL NOT BE SUITABLE.
4. COMPACTION REQUIREMENTS ARE TO 95% DENSITY.
5. MAINTENANCE WILL BE REQUIRED AT CONTRACTORS EXPENSE TO MAINTAIN A SMOOTH DRIVING SURFACE THROUGHOUT THE PROJECT.
6. IF EDGES ARE BROKEN, SAW CUT BACK 6". ASPHALT EDGES SHALL BE SAW CUT BACK FROM THE ORIGINAL "WORKING" CUT, (6" MINIMUM, EACH SIDE), CLEANED AND AN APPROVED TACK COAT APPLIED, PRIOR TO PLACING THE NEW ASPHALT CONCRETE PAVEMENT.

**GRASS SECTION
TRENCH TYPE C NOTES:**

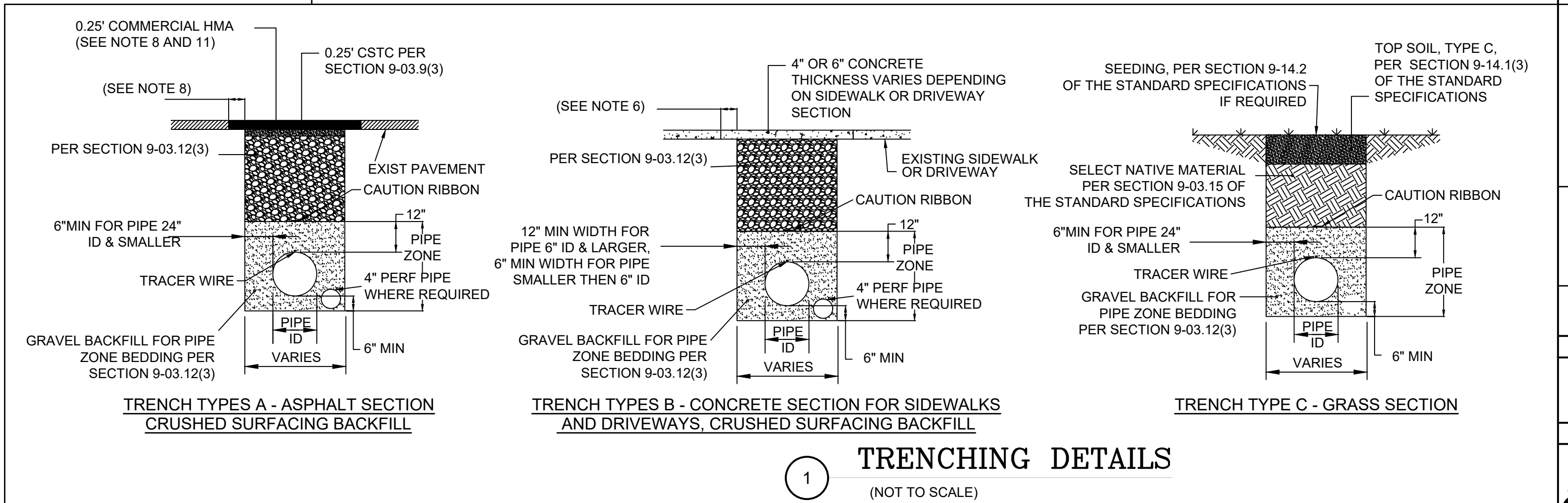
1. THIS STANDARD APPLIES TO ALL AREAS WITH EXISTING GRASS OR NATIVE SURFACING.
2. COMPACTION REQUIREMENTS ARE TO 95% DENSITY.
3. CONTRACTOR SHALL WATER AND OTHERWISE MAINTAIN THE GRASS TO ENSURE IT'S SURVIVAL.
4. CONTRACTOR SHALL MAINTAIN GRASS SURFACING AND RE-SEED AS NECESSARY THROUGH END OF CONSTRUCTION.
5. CONTRACTOR SHALL REMOVE AND REPLACE SOD ON ALL MAINTAINED LAWNS.

GENERAL TRENCHING NOTES:

1. NEW SEWER LINES SHALL HAVE A 36" MINIMUM COVER. IN AREAS OF ROCK OR PIPE CONFLICTS, COVER MAY BE REDUCED TO 30" WITH PRIOR APPROVAL FROM ENGINEER, IF NOT UNDER THE ROADWAY.
2. WIDTH FOR SERVICE LINES MAY BE REDUCED TO 12".
3. SERVICE LINE TRENCHES ARE TO BE BACKFILLED WITHIN 7 DAYS FROM THE TIME OF EXCAVATION.
4. THE CONTRACTOR HAS THE OPTION OF USING CDF IN LIEU OF COMPACTING CRUSHED SURFACING BACKFILL TO 95%. AT CONTRACTOR'S EXPENSE
5. FOR MULTIPLE PIPES IN COMMON TRENCH, PLACE PIPE WITH A MINIMUM CLEARANCE OF 6" BETWEEN PIPES. COMPACT THOROUGHLY BETWEEN PIPES.
6. CRUSHED ROCK SHALL CONFORM TO THE LATEST WSDOT STANDARD SPECIFICATIONS AND SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 TEST METHOD (STANDARD PROCTOR). WRITTEN COMPACTION TEST RESULTS FROM AN INDEPENDENT TESTING LABORATORY MUST BE RECEIVED PRIOR TO PLACING ASPHALT PAVEMENT.

SPECIFICATIONS FOR WASTEWATER PIPING SYSTEM:

1. GENERAL
CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE CURRENT EDITION OF THE WSDOT/APWA STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, THE WSDOT STANDARD PLANS AND THESE PLANS AND SPECIFICATIONS.
2. PIPE INSTALLATION
THE GENERAL REQUIREMENTS FOR INSTALLATION OF SANITARY SEWERS SHALL CONFORM TO THE STANDARD SPECIFICATIONS AS MODIFIED HEREIN. TRENCH EXCAVATION SHALL BE UNCLASSIFIED, INCLUDING BOTH COMMON AND ROCK EXCAVATION. ROCK EXCAVATION IS EXPECTED ON THIS PROJECT. THE BIDDER SHALL INVESTIGATE THE SITE THOROUGHLY PRIOR TO BIDDING. BEDDING MATERIAL SHALL CONFORM TO SECTION 9-03.12(3), GRAVEL BACKFILL FOR PIPE ZONE BEDDING EXCEPT THAT THE MAXIMUM SIZE MATERIAL SHALL BE 3/4".
3. SANITARY SEWERS
CONSTRUCTION OF SANITARY SEWERS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. PVC SANITARY SEWER PIPE SHALL CONFORM TO ASTM D3034, SDR35. SIDE SEWERS SHALL BE IN ACCORDANCE WITH SECTION 7-18. EXISTING SANITARY SEWERS ARE CURRENTLY AND CONTINUOUSLY CARRYING RAW SEWAGE. THESE FLOWS SHALL BE INTERRUPTED ONLY AS REQUIRED DURING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER, AND THE CITIES OF WHITE SALMON TWO DAYS PRIOR TO BEGINNING CONSTRUCTION OF ANY REPLACEMENT SEWER SECTION. OVERFLOWING OF UNTREATED OR PARTIALLY TREATED SEWAGE TO SURFACE WATERS OR DRAINAGE COURSES IS PROHIBITED DURING CONSTRUCTION. IN THE EVENT ACCIDENTAL BYPASSING IS CAUSED BY THE CONTRACTOR'S OPERATIONS, THE OWNER SHALL IMMEDIATELY BE ENTITLED TO EMPLOY OTHERS TO STOP THE BYPASSING. COSTS IMPOSED ON OR INCURRED BY THE OWNER AS A RESULT OF ANY OVERFLOW CAUSED BY THE ACTIONS OF THE CONTRACTOR, HIS EMPLOYEES OR SUBCONTRACTORS SHALL BE BORNE IN FULL BY THE CONTRACTOR, INCLUDING LEGAL FEES AND OTHER EXPENSES, RESULTING DIRECTLY OR INDIRECTLY FROM THE OVERFLOW. THE PRICE PER LINEAR FOOT FOR SEWER PIPE AND SIDE SEWER SHALL INCLUDE TRENCH EXCAVATION, BEDDING, BACKFILL, TESTING AS WELL AS THOSE ITEMS LISTED IN THE STANDARD SPECIFICATIONS.



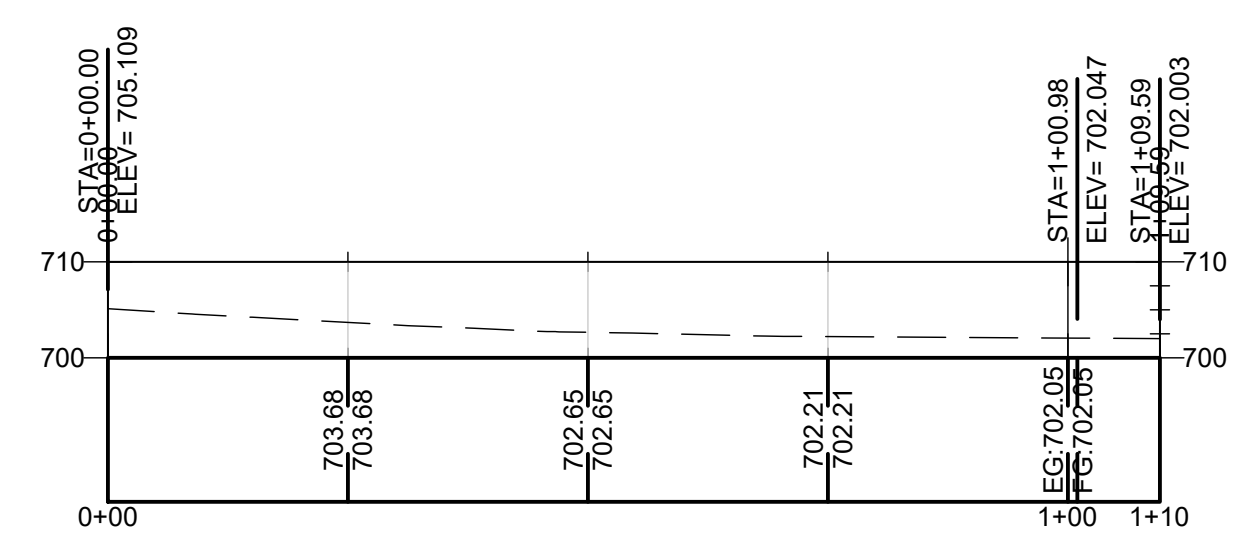
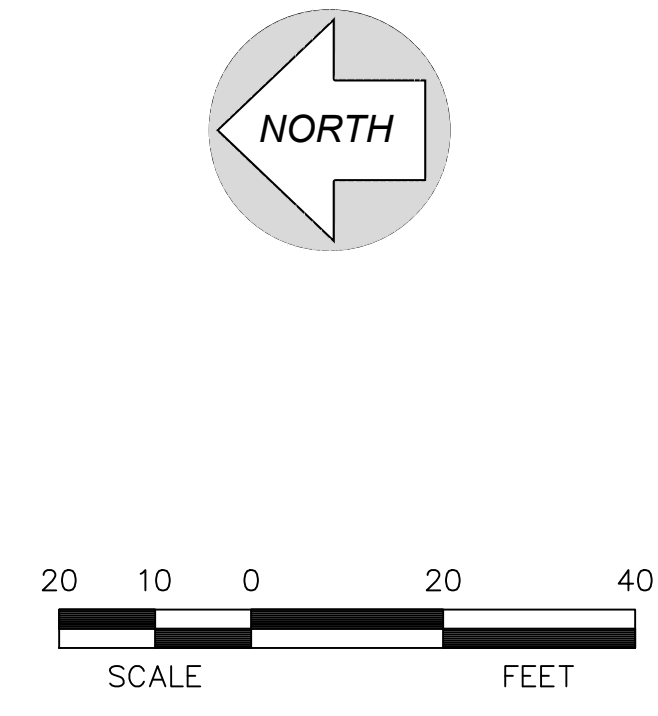
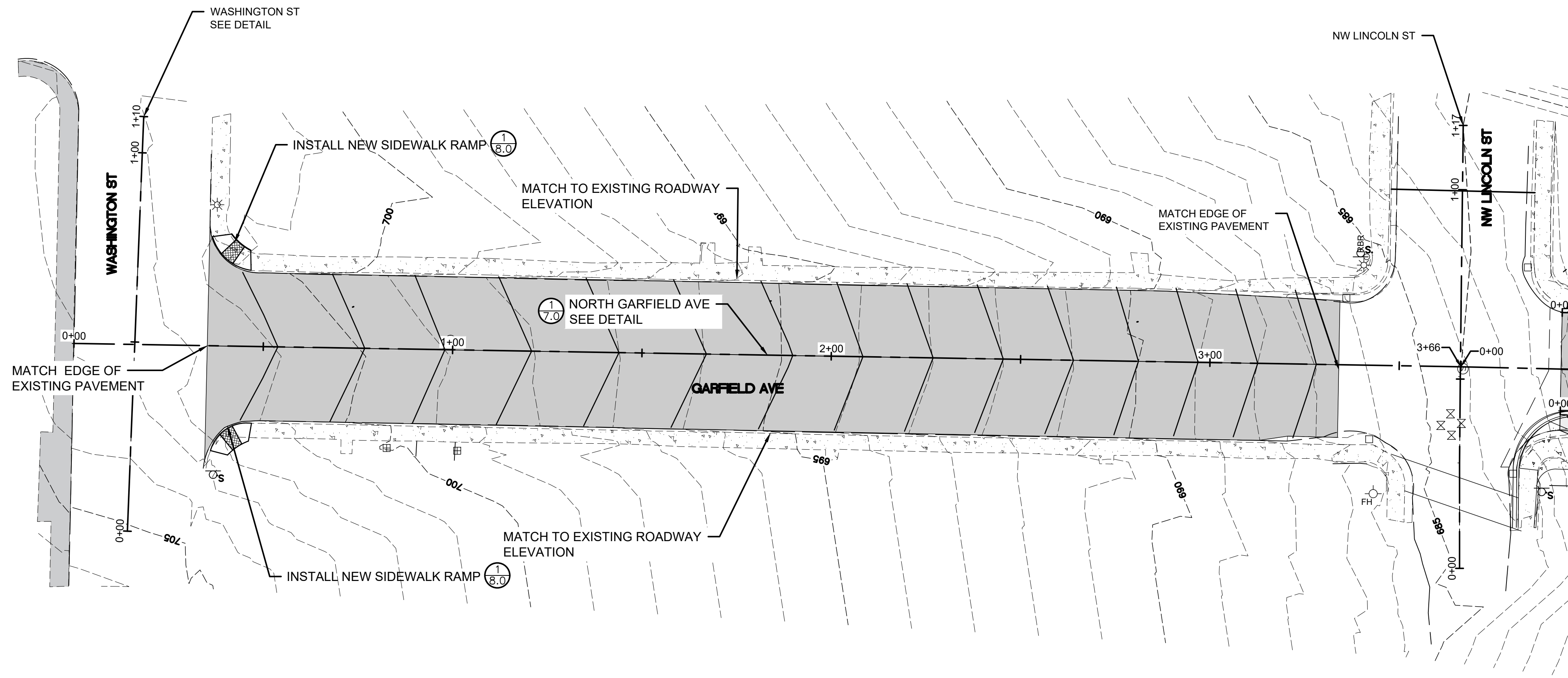
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4-6-2020
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REGISTERED PROFESSIONAL ENGINEER
RELINAR
1212

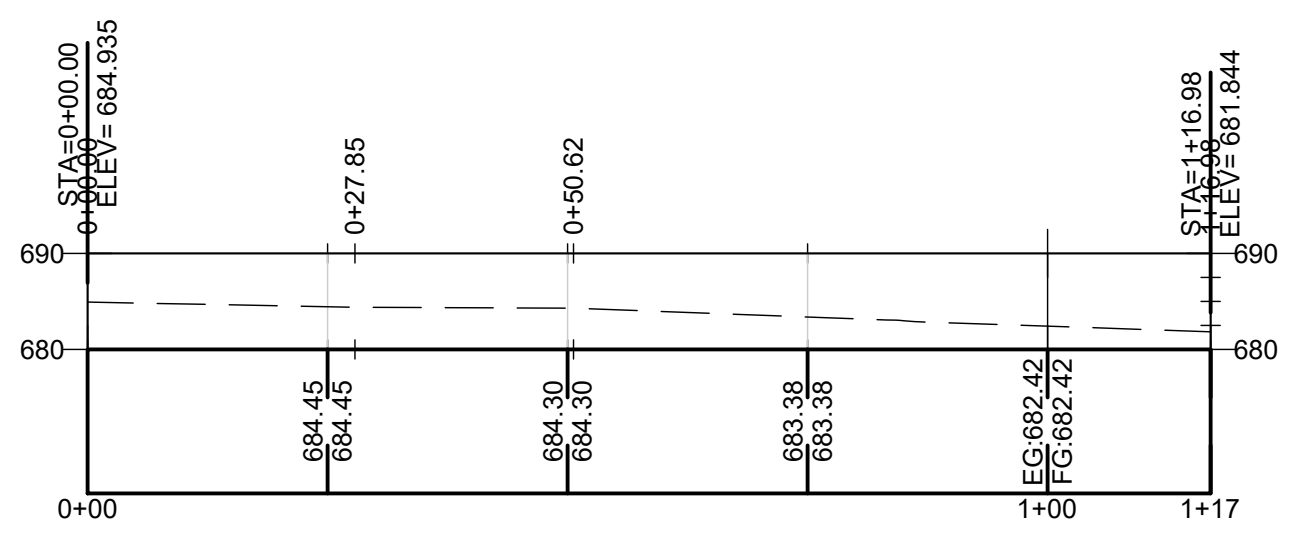
GARFIELD AVENUE
WHITE SALMON, WA
NOTES

No.	Date	Revisions	Submitted for Review	Submitted for Review
2.0	9-25-2021		SUBMITTED FOR REVIEW	
1.0	12-15-2020		SUBMITTED FOR REVIEW	

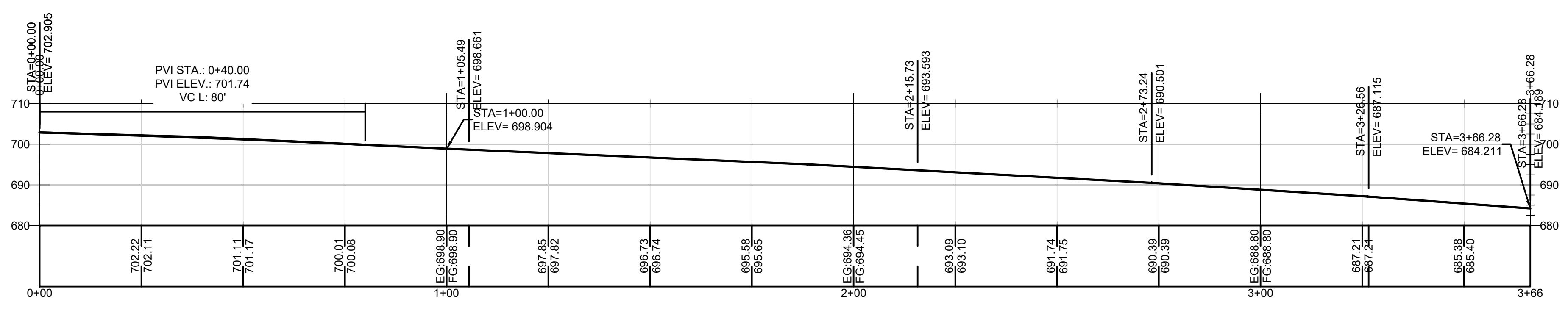
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1 WASHINGTON ST CL
SCALE: 1"=20' 0+00-1+10



3 LINCOLN ST CL
SCALE: 1"=20' 0+00-1+17



2 GARFIELD AVENUE CL (LINCOLN TO WASHINGTON)
SCALE: 1"=20' 0+00-3+66

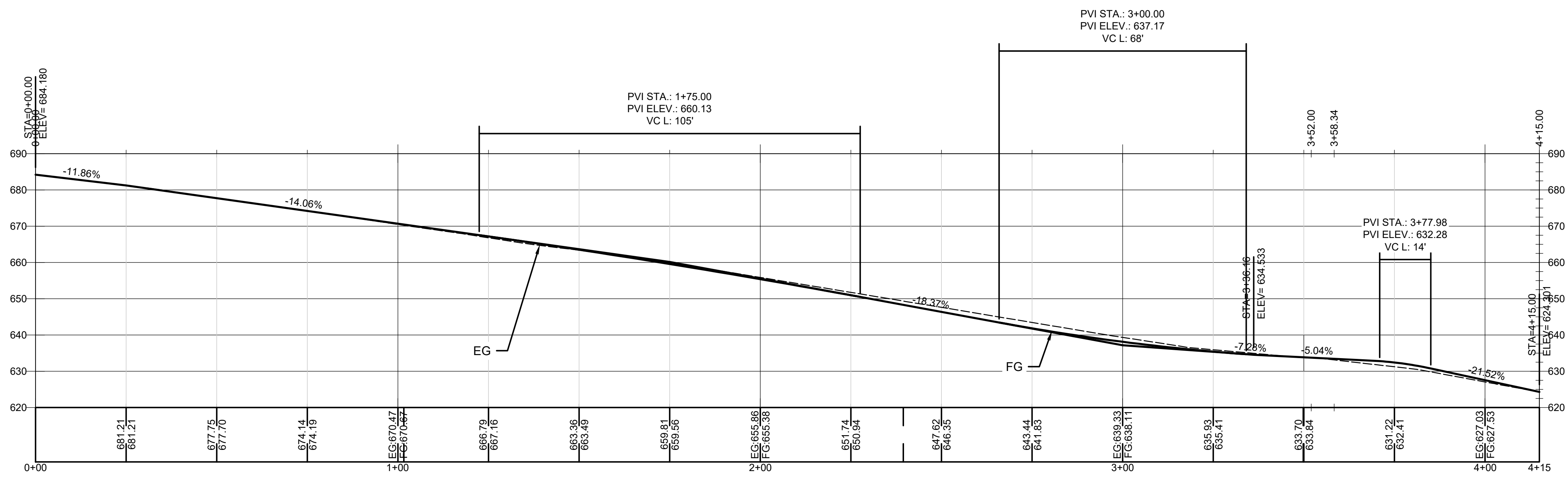
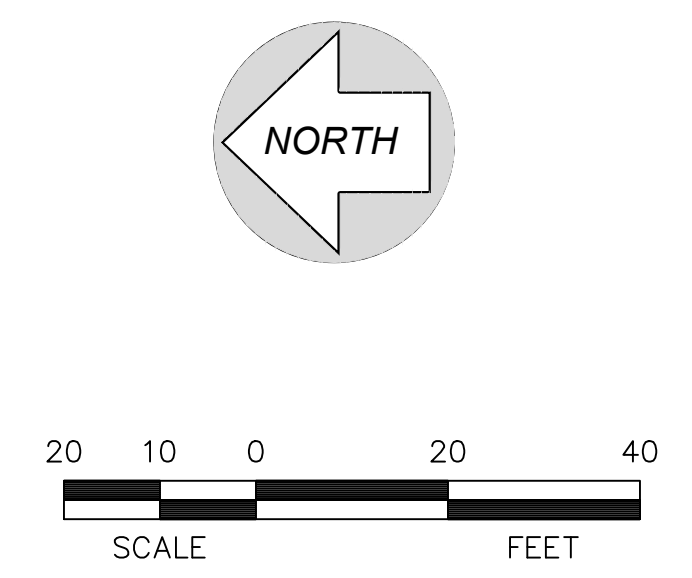
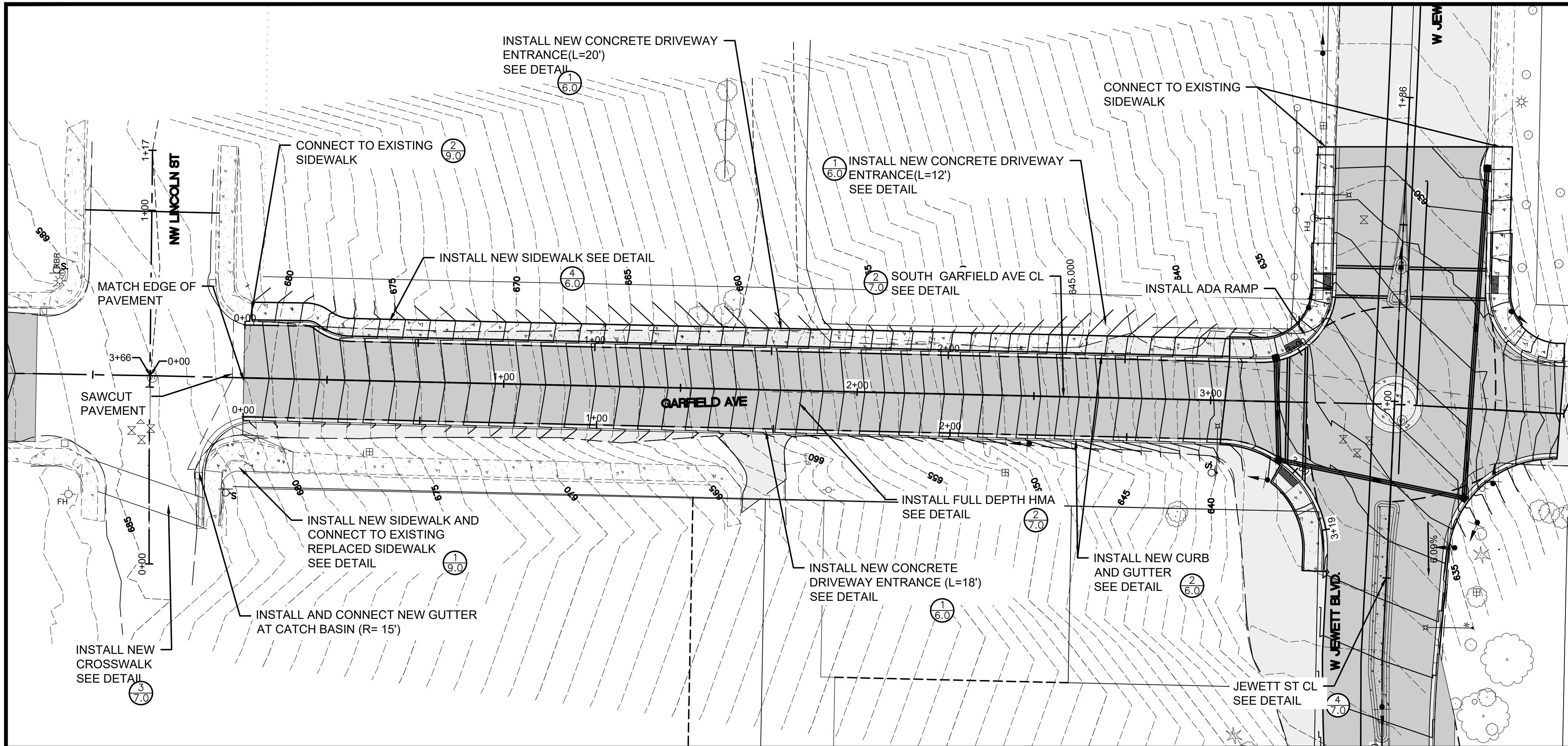
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GARFIELD AVENUE
WHITE SALMON, WA
GARFIELD AVE(WASHINGTON TO LINCOLN)

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1 GARFIELD AVENUE CL (JEWETT TO LINCOLN)
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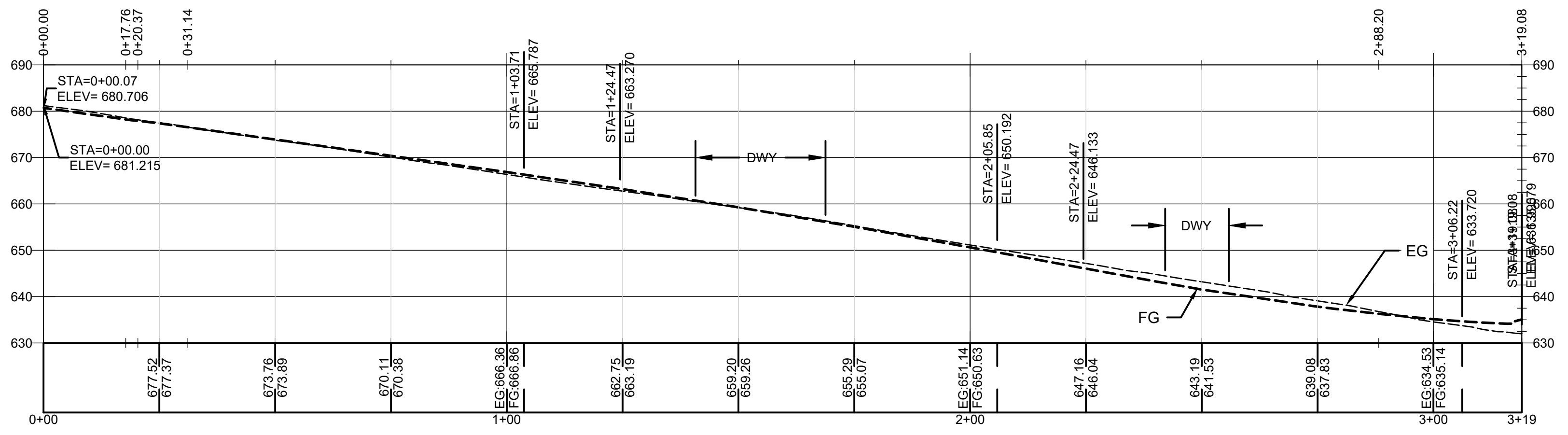
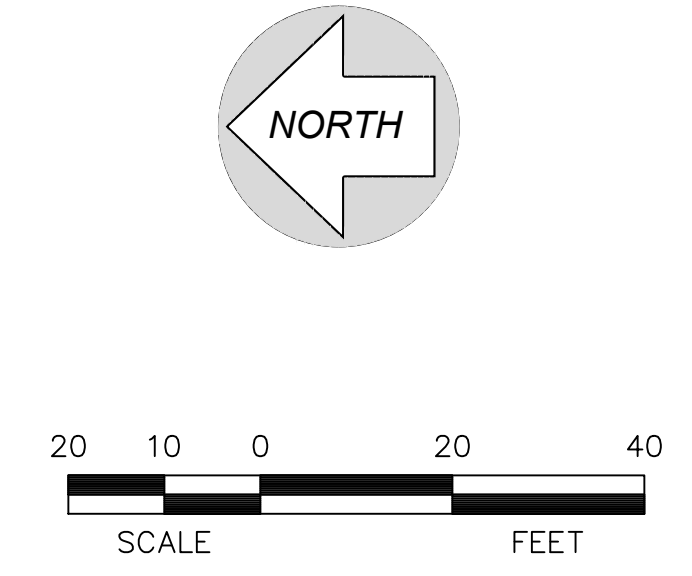
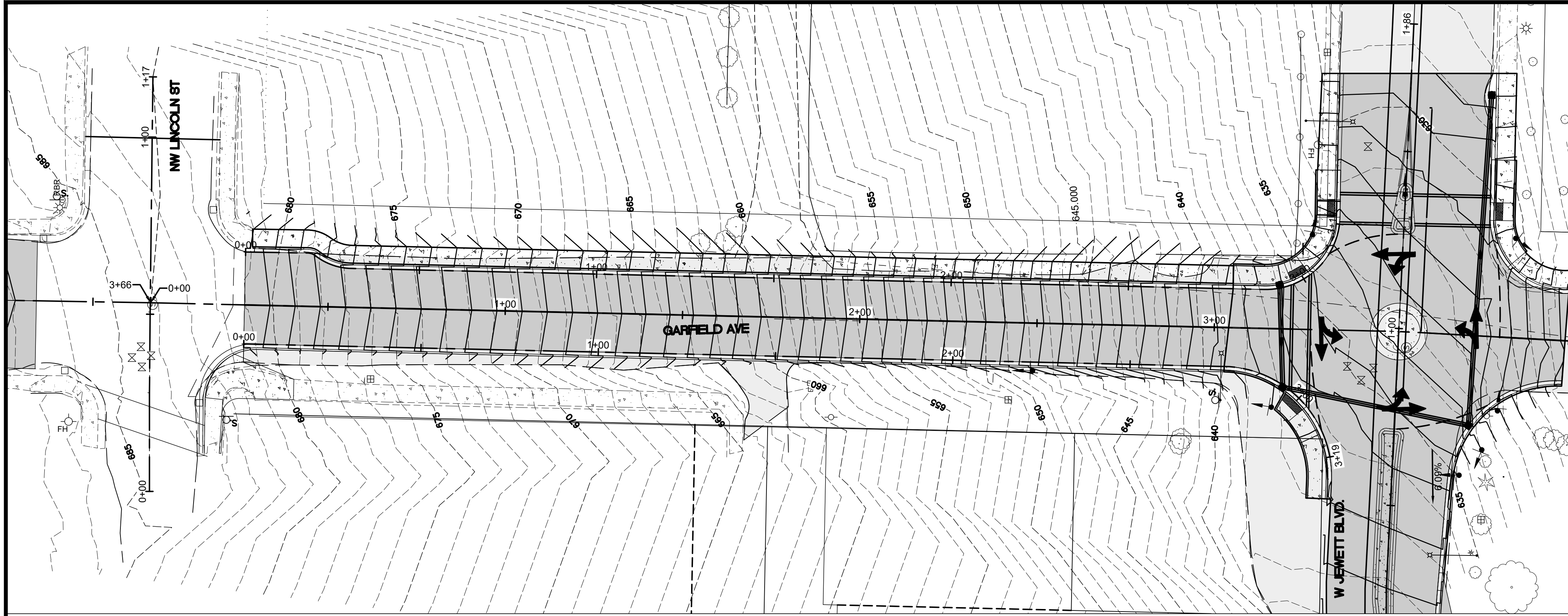
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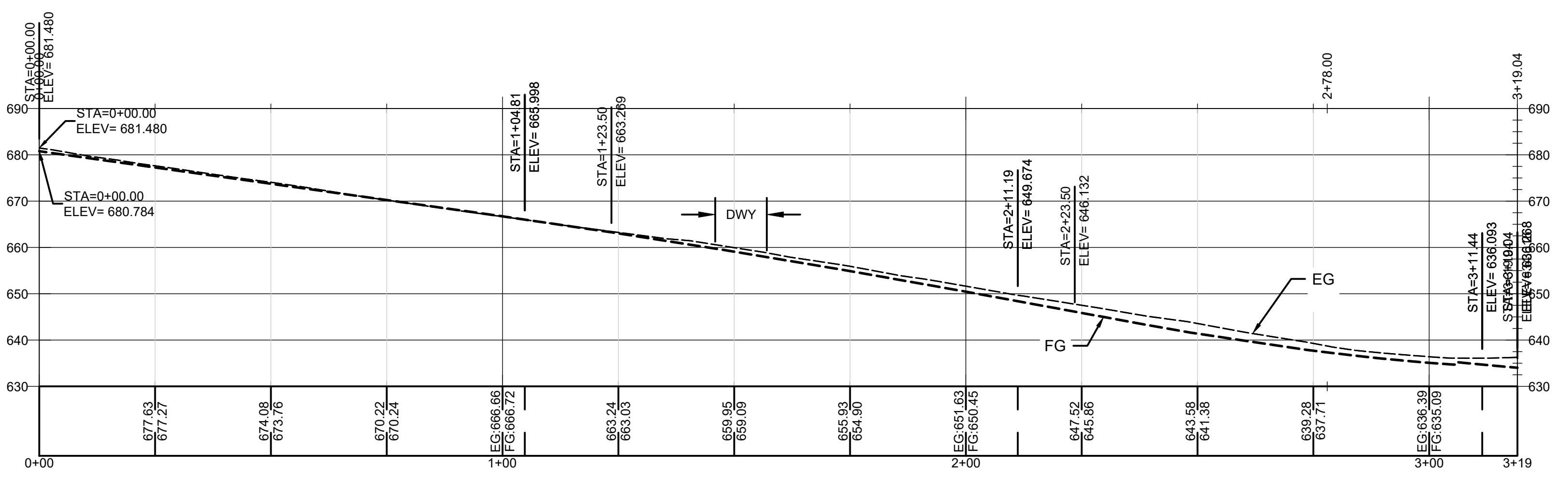
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WHITE SALMON, WA
GARFIELD AVE (LINCOLN TO JEWETT)

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6 SOUTH GARFIELD EAST EDGE OF PAVEMENT
SCALE: 1"=20' 0+00-2+97



7 SOUTH GARFIELD WEST EDGE OF PAVEMENT
SCALE: 1"=20' 0+00-2+96

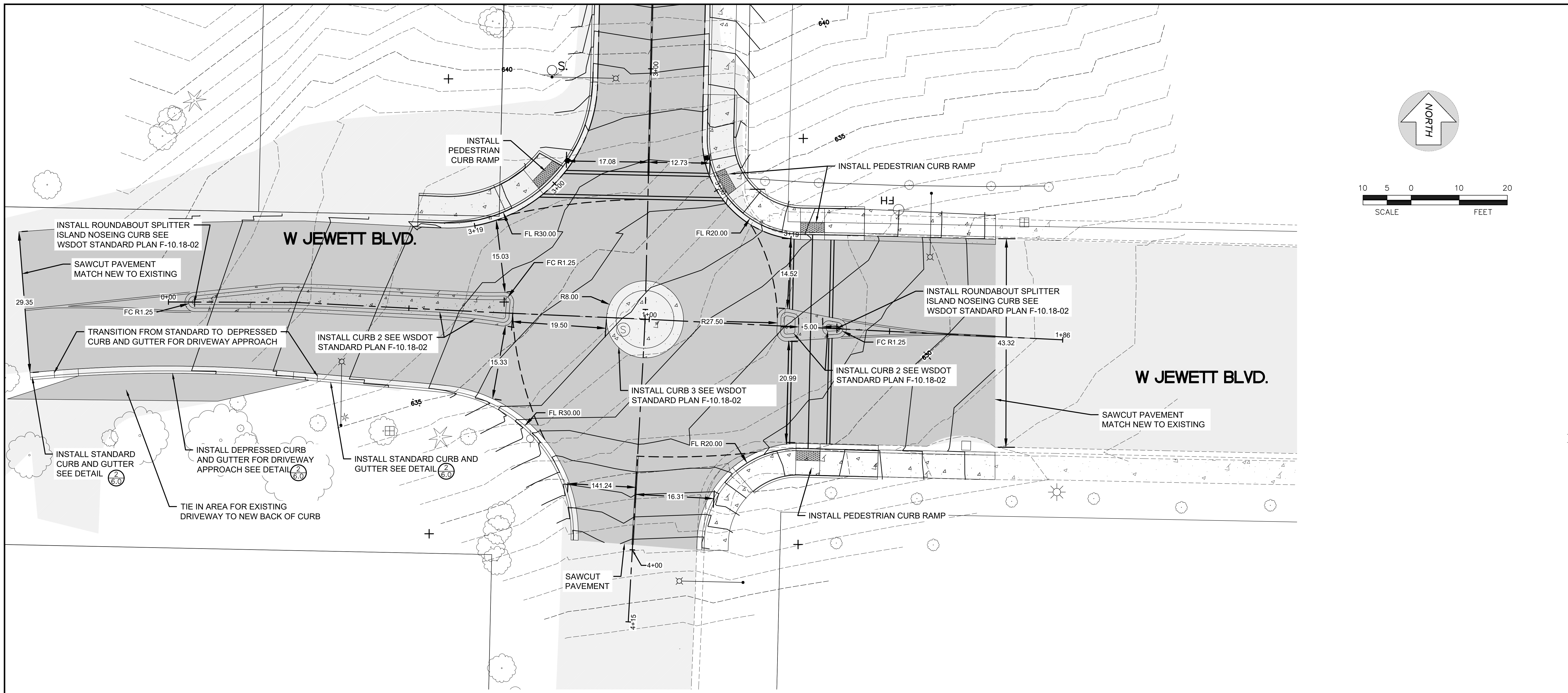
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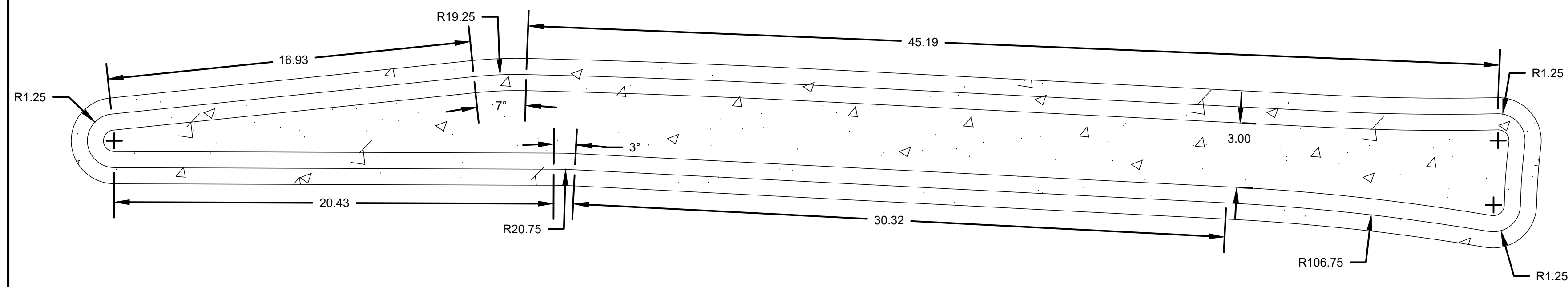
GARFIELD AVENUE
WHITE SALMON, WA
S. GARFIELD AVE EDGES OF PAVEMENT

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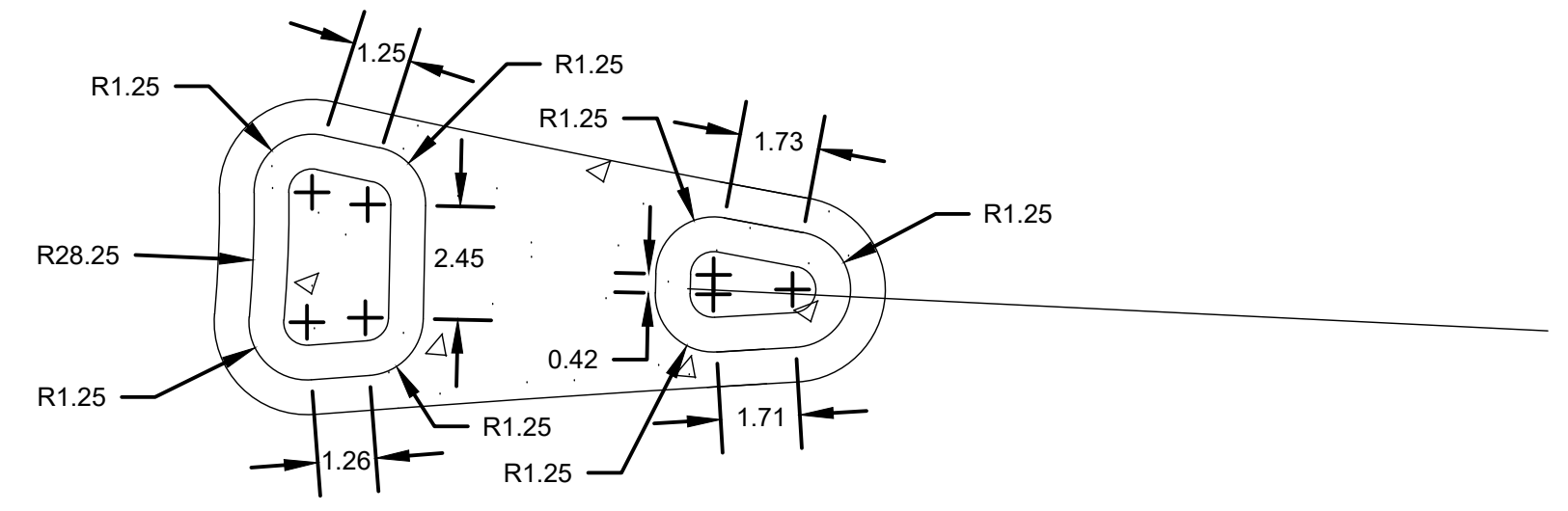
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WEST SPLITTER ISLAND



EAST SPLITTER ISLAND



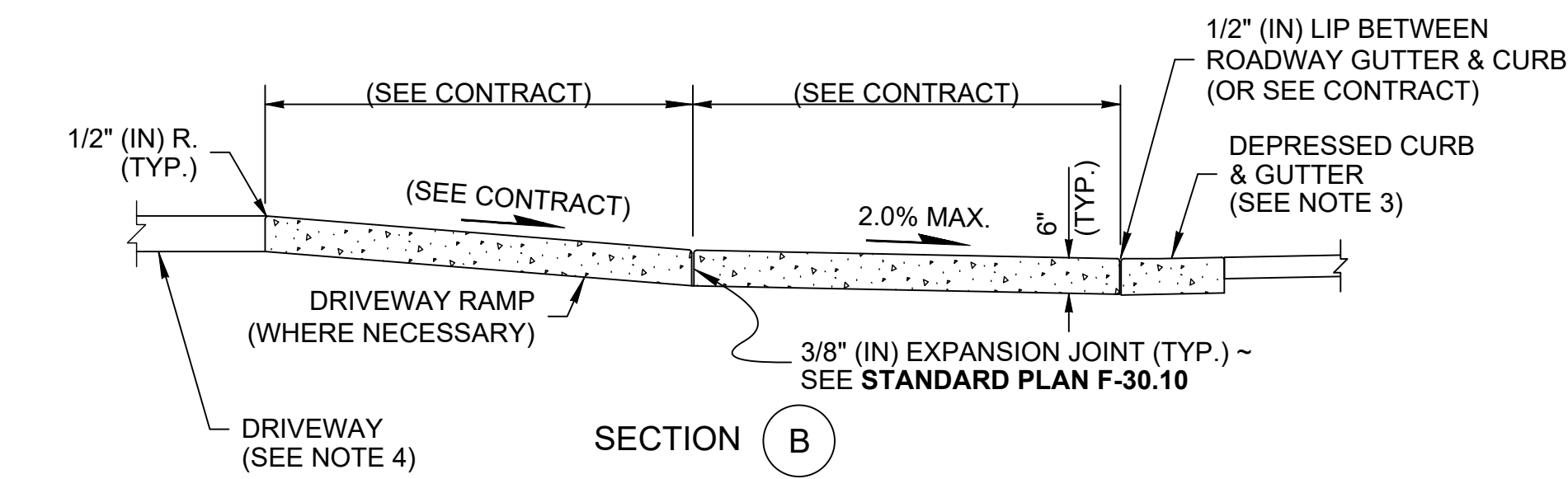
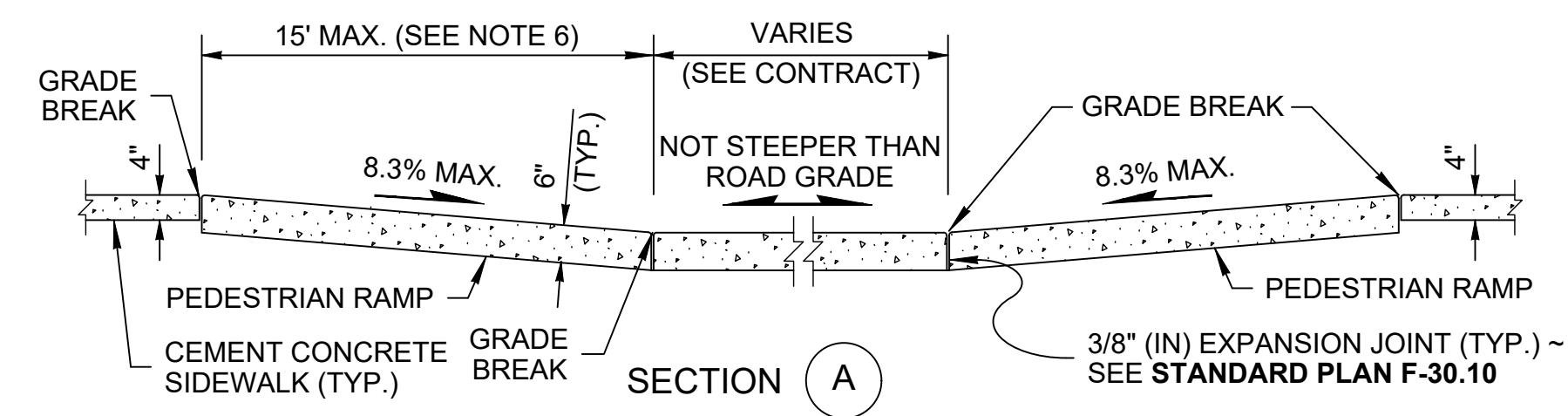
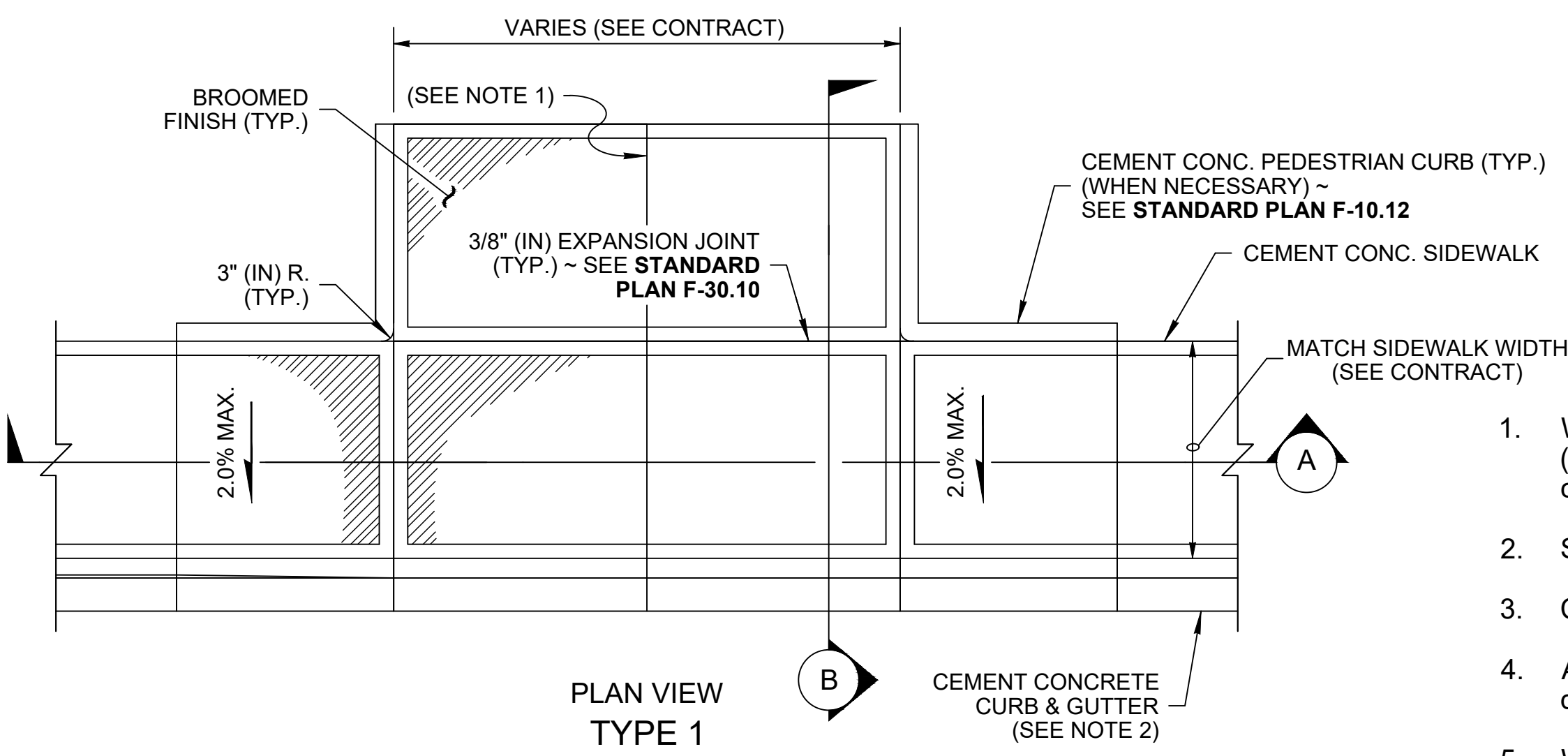
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 Phone (509) 773-4945, Fax (509) 773-5888, E-Mail pse@gorge.net.



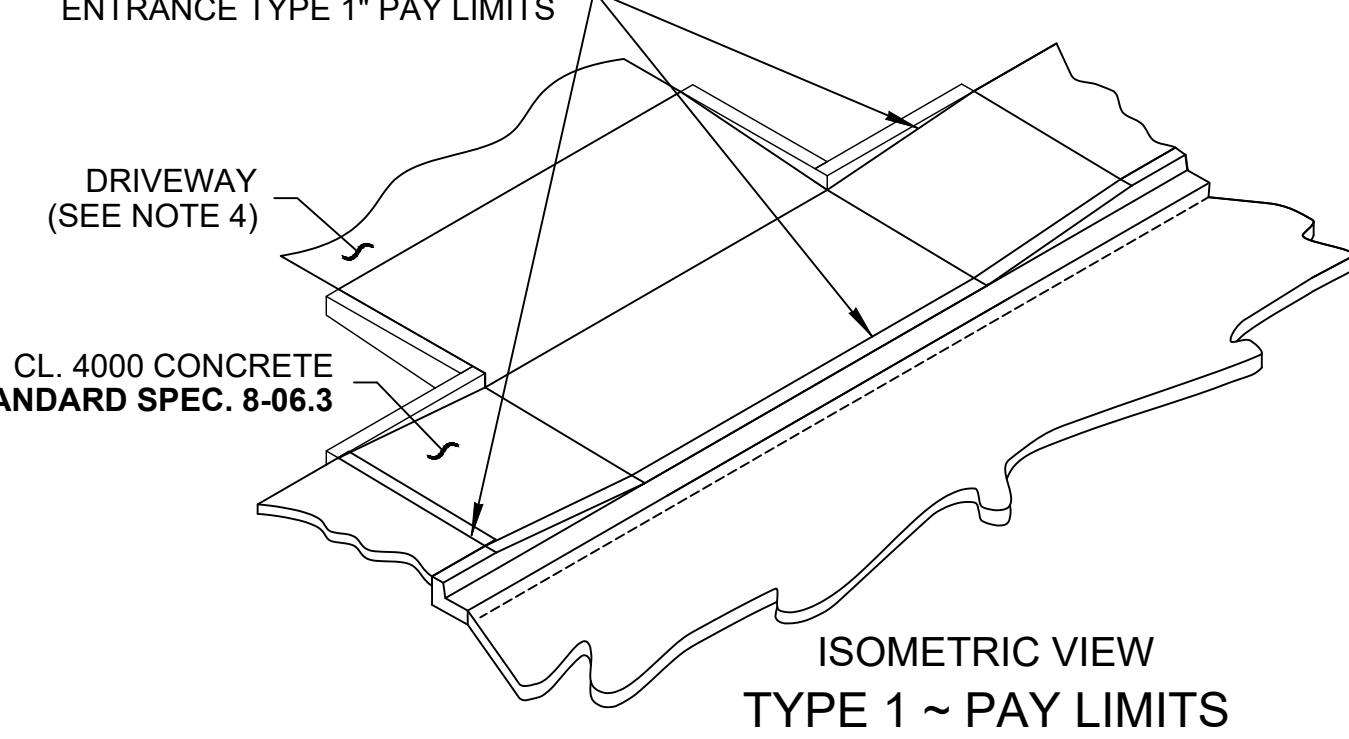
GARFIELD AVENUE
 WHITE SALMON, WA
 ROUNDABOUT PLAN

No.	Date	Revisions
2.0	3-25-2021	SUBMITTED FOR REVIEW
1.0	1-23-2020	SUBMITTED FOR REVIEW

SHEET NO.
5.0
 SCALE: AS NOTED
 JOB NO. **20-XX** REV. **0**



"CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 1" PAY LIMITS

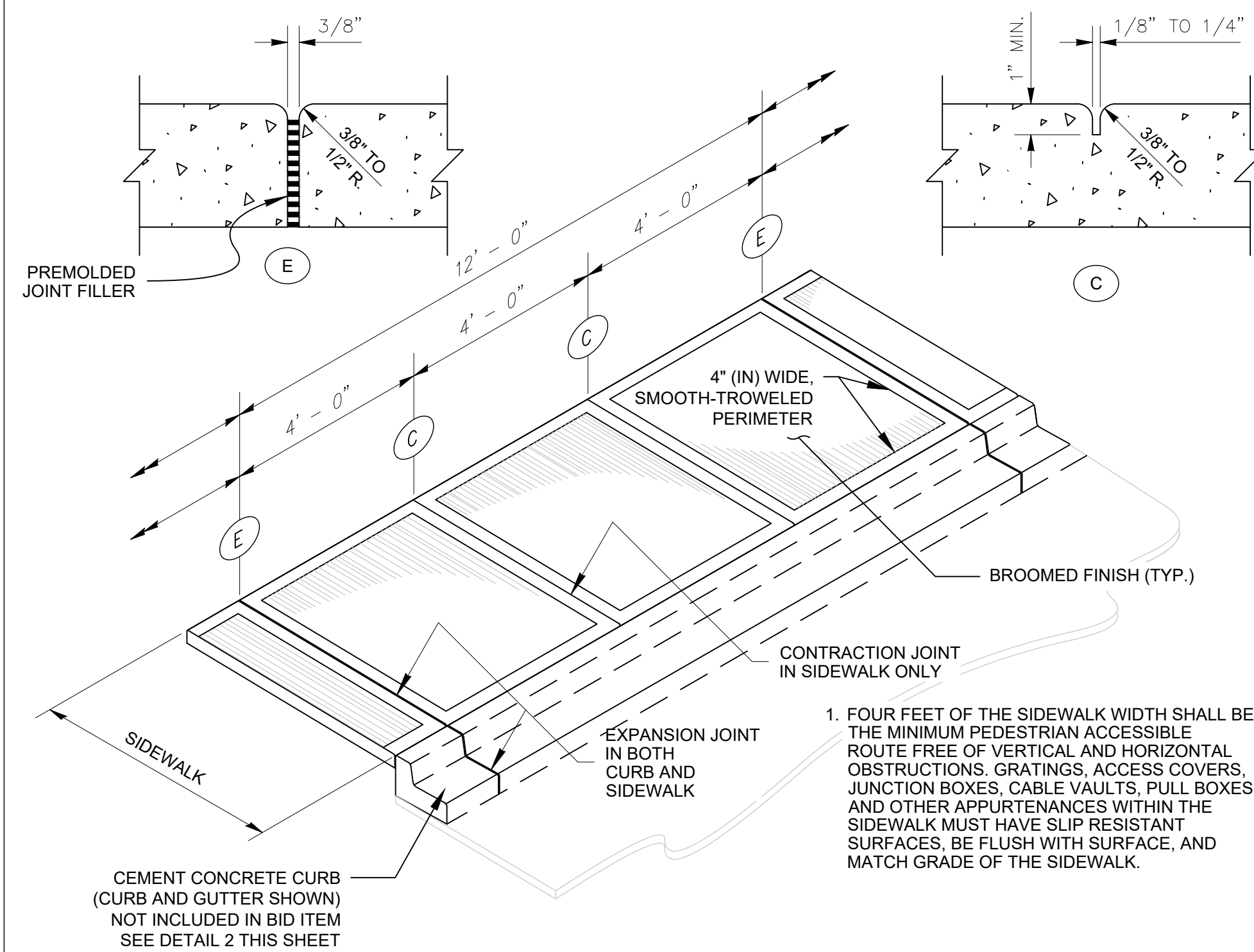


1 CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 1
(NOT TO SCALE)

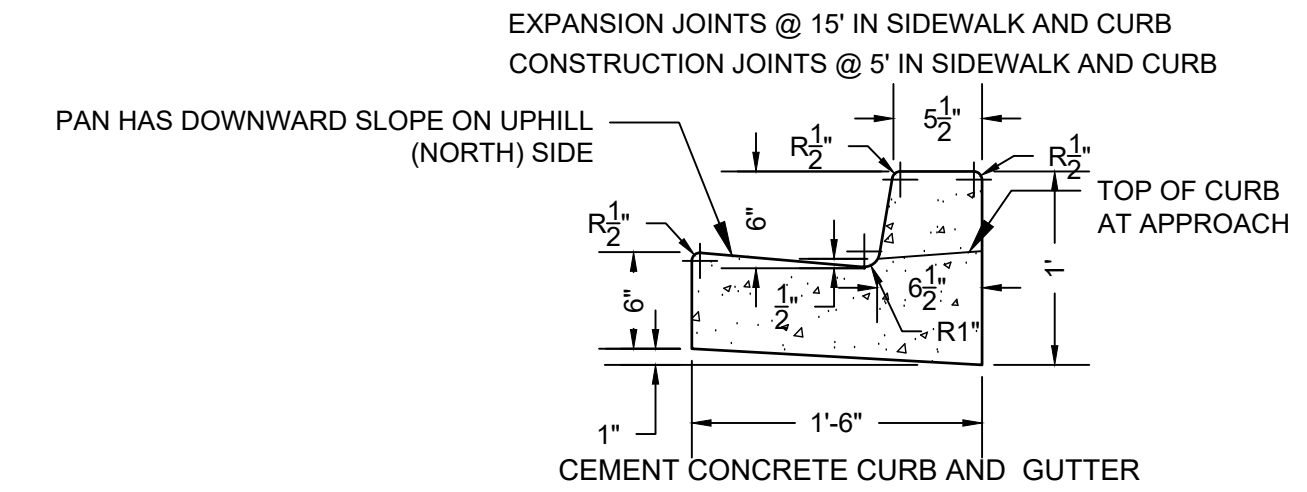
LEGEND
SLOPE IN EITHER DIRECTION

NOTES

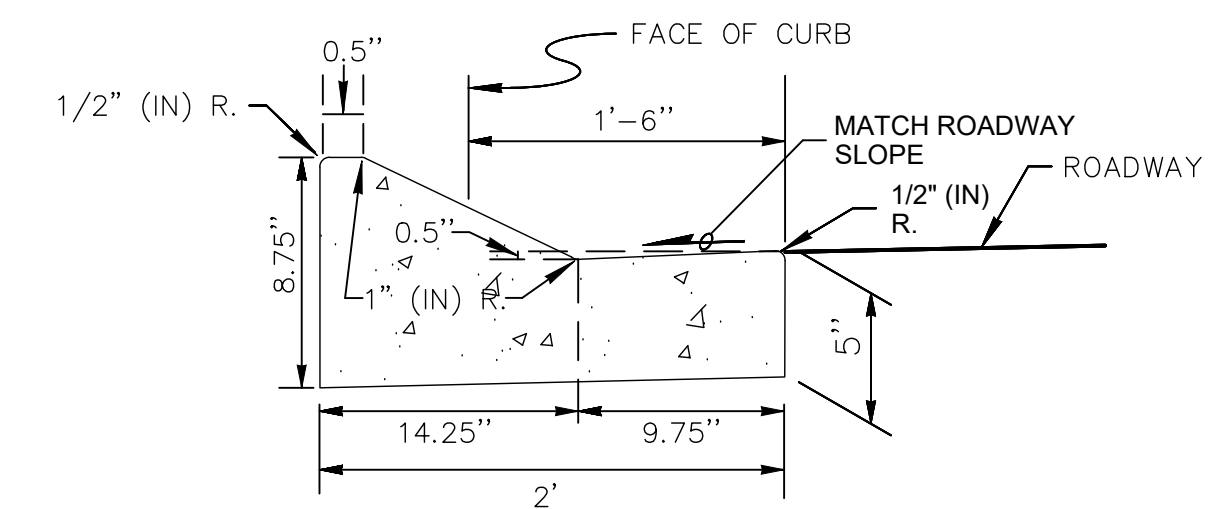
- When the driveway width exceeds 15' (ft), construct a full depth expansion joint with 3/8" (in) joint filler along the driveway centerline. Construct expansion joints parallel with the centerline as required at 15' (ft) maximum spacing when driveway widths exceed 30' (ft).
- See detail 4/6 for sidewalk details.
- Curb and gutter shown; see detail 2/6 for the curb design.
- Avoid placing drainage structures, junction boxes or other obstructions in front of driveway entrances.
- Where "GRADE BREAK" is called out, the entire length of the line between the two adjacent surface planes shall be flush.
- The curb ramp maximum running slope shall not require the ramp length to exceed 15' (ft) to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15' (ft) max. length, the running slope of the curb ramp shall be as flat as feasible.
- Beyond limits shown. Pay item does not include driveway. See Contract Plans.



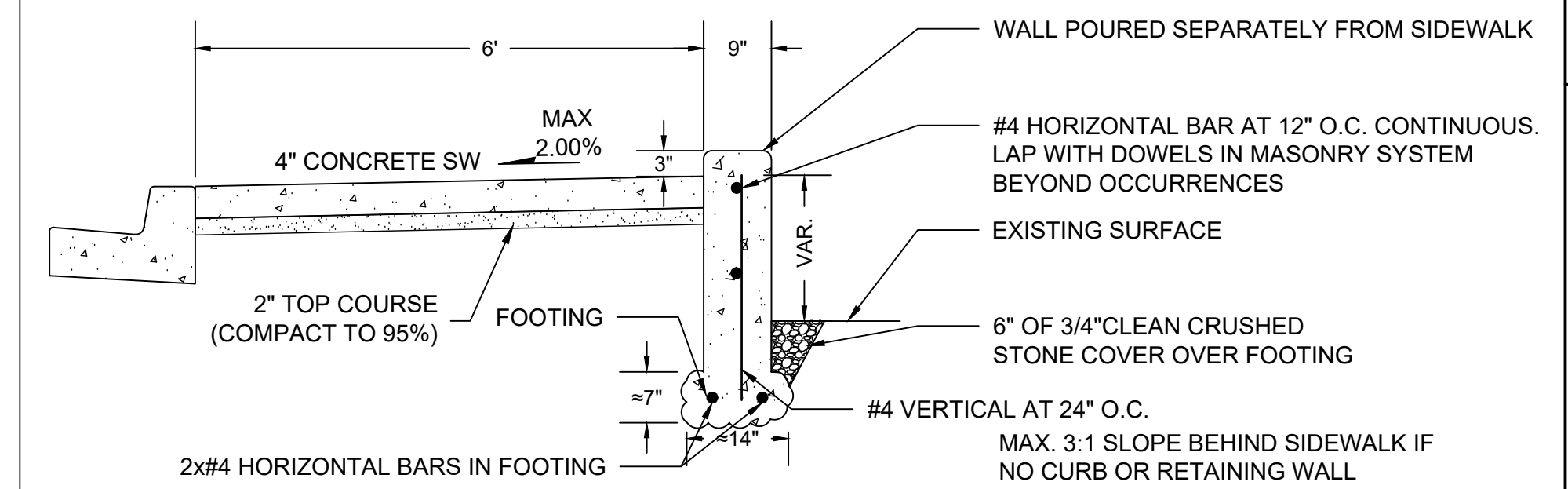
4 CEMENT CONCRETE SIDEWALK
(NOT TO SCALE)



2 CURB AND GUTTER SECTION
(NOT TO SCALE)



3 ROLLED CURB AND GUTTER
(NOT TO SCALE)

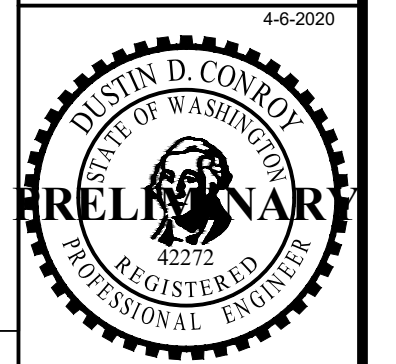


5 SIDEWALK AND PEDESTRIAN CURB WALL
(NOT TO SCALE)
LINCOLN ST CL STA 0 + 10.76 - 0 + 21.56

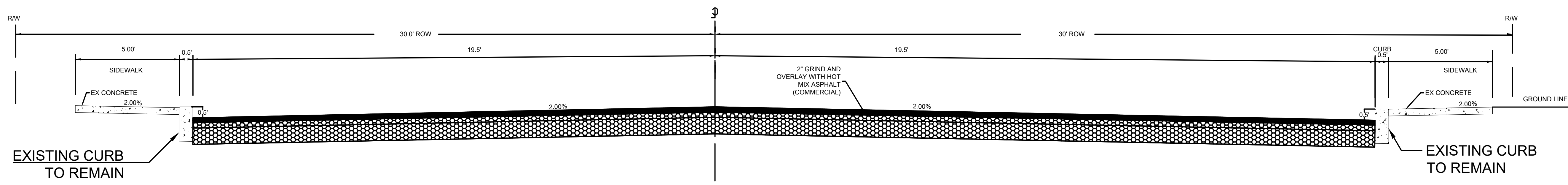
No.	Date	Revisions
2.0	3-25-2021	SUBMITTED FOR REVIEW
1.0	12-29-2020	SUBMITTED FOR REVIEW

SHEET NO.	
6.0	
SCALE: AS NOTED	
JOB NO.	REV.
20-XX	△

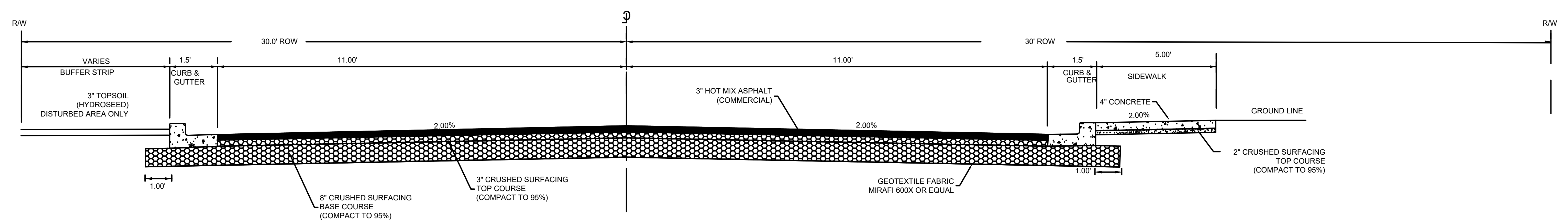
Pioneer Surveying & Engineering, Inc.
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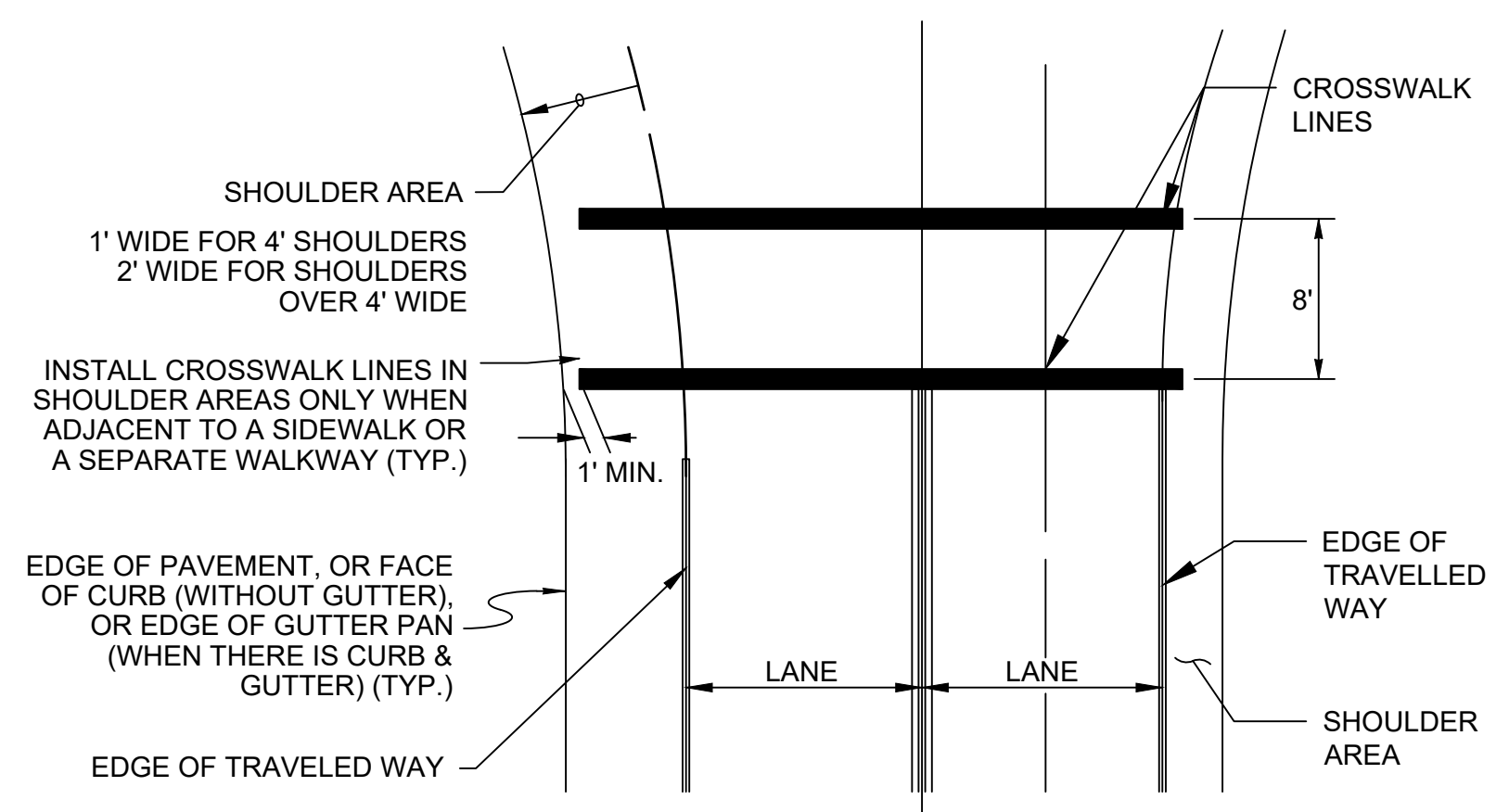
GARFIELD AVENUE
WHITE SALMON, WA
CONSTRUCTION DETAILS



① **NW GARFIELD AVE. (LINCOLN TO WASHINGTON)**
(NOT TO SCALE)

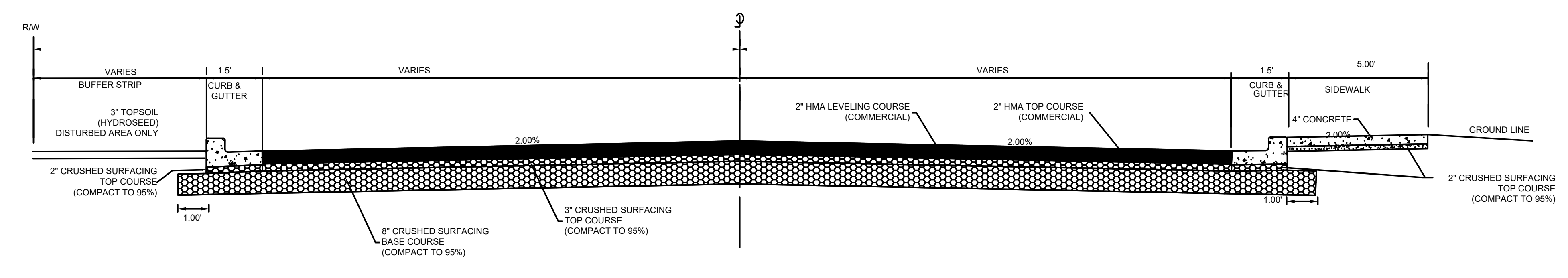


② **NW GARFIELD AVE. (JEWETT TO LINCOLN)**
(NOT TO SCALE)



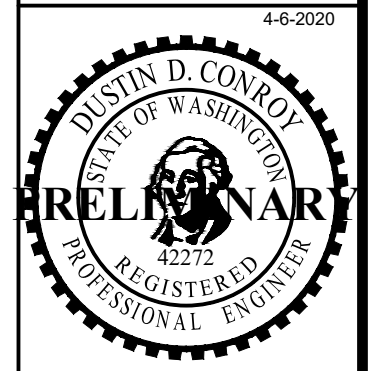
- SEE THE CONTRACT PLANS FOR LOCATIONS OF CROSSWALK CENTERLINES.
- TO THE MAXIMUM EXTENT POSSIBLE, CURB RAMP CENTERLINE SHOULD BE PERPENDICULAR TO THE CROSSWALK CENTERLINE.
- TO THE MAXIMUM EXTENT POSSIBLE, CROSSWALKS SHOULD BE PERPENDICULAR TO THE CENTERLINE OF THE TRAVELED WAY.

③ **CROSSWALK DETAIL**
(NOT TO SCALE)



④ **JEWETT BLVD (HWY 141) TYPICAL CROSS SECTION**
(NOT TO SCALE)

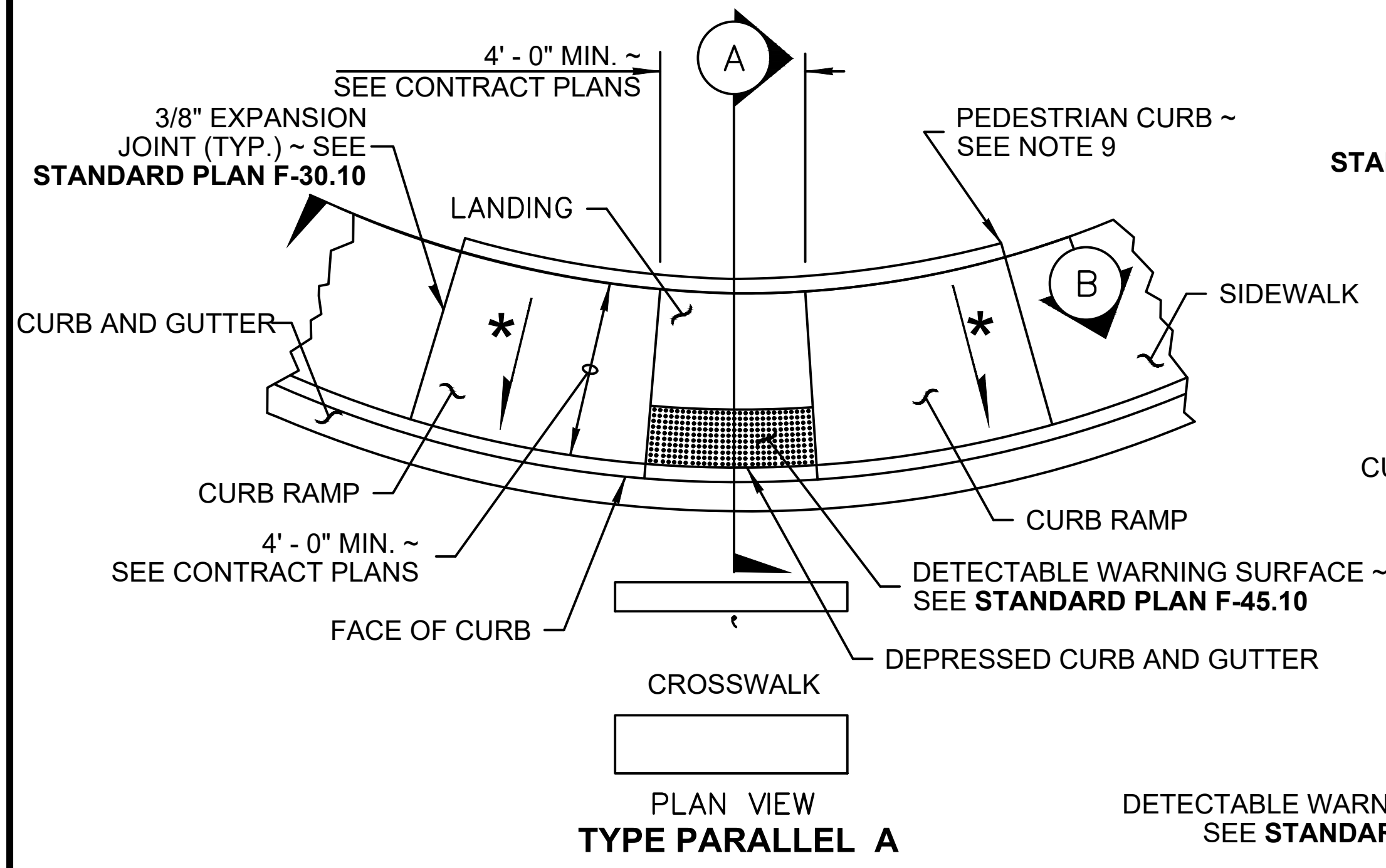
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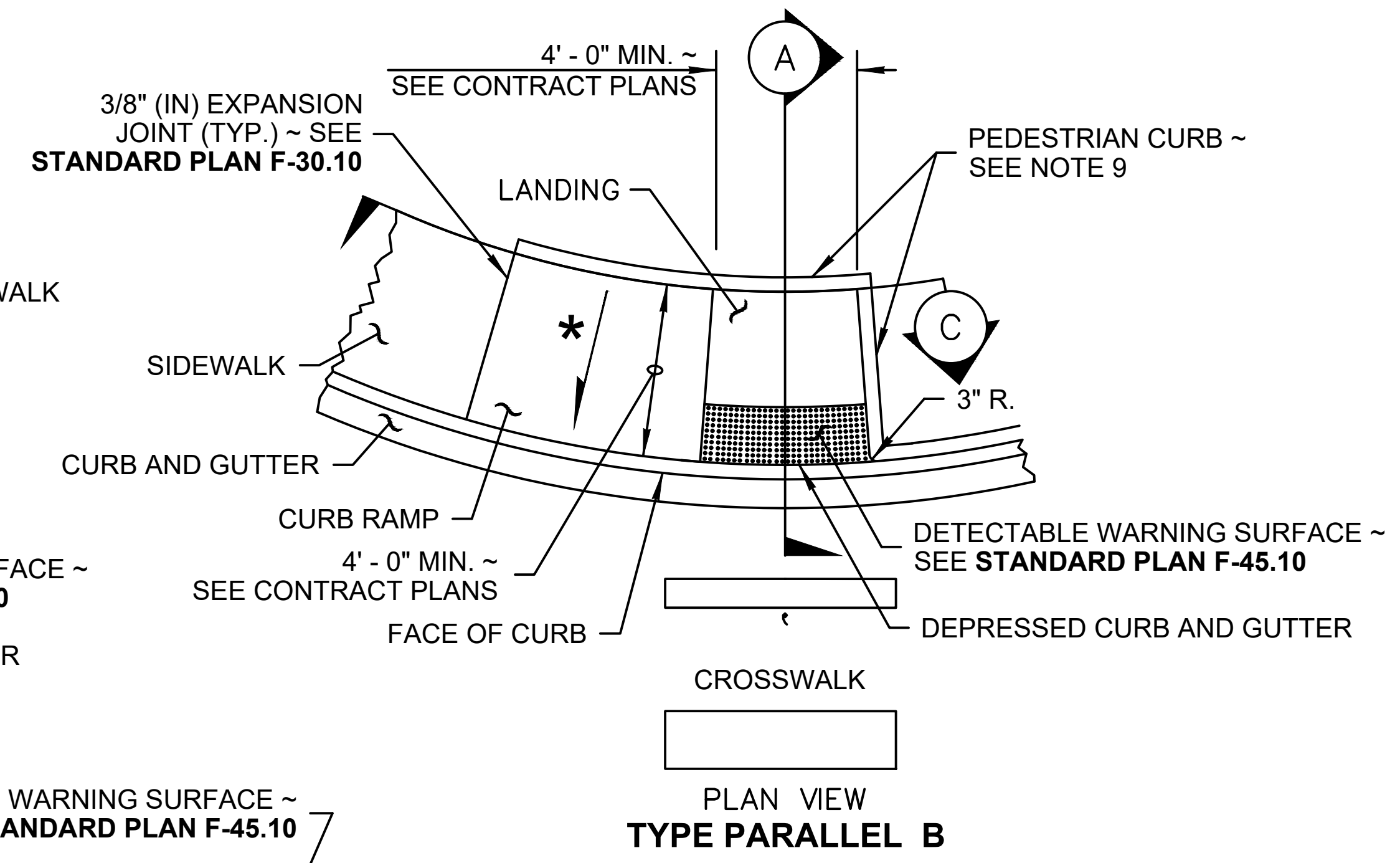
GARFIELD AVENUE
WHITE SALMON, WA
ROAD SECTIONS AND DETAILS

No.	Date	Revisions
2.0	3-25-2021	SUBMITTED FOR REVIEW
1.0	12-29-2020	SUBMITTED FOR REVIEW

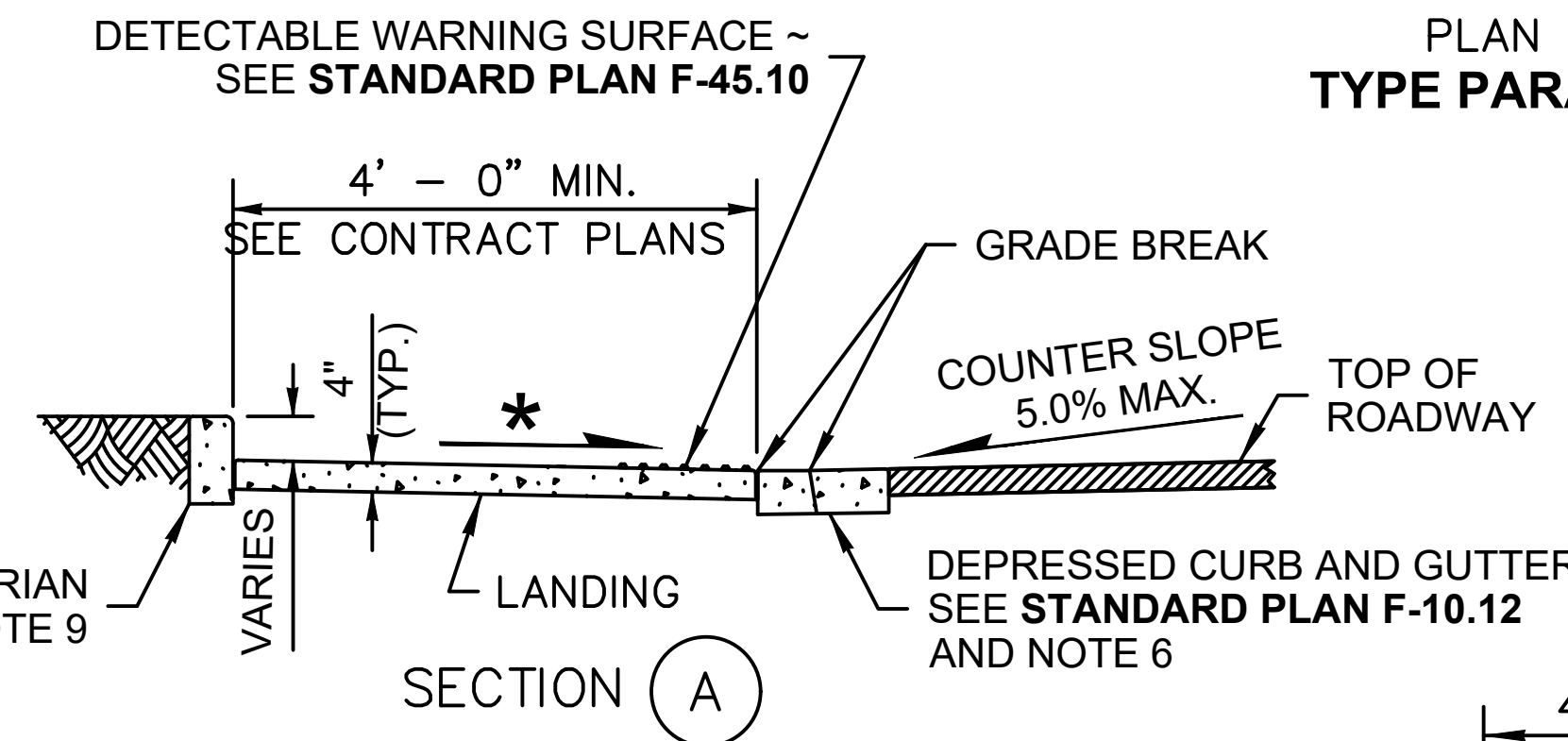
SHEET NO.
7.0
SCALE: AS NOTED
JOB NO. REV.
20-XX



PLAN VIEW
TYPE PARALLEL A

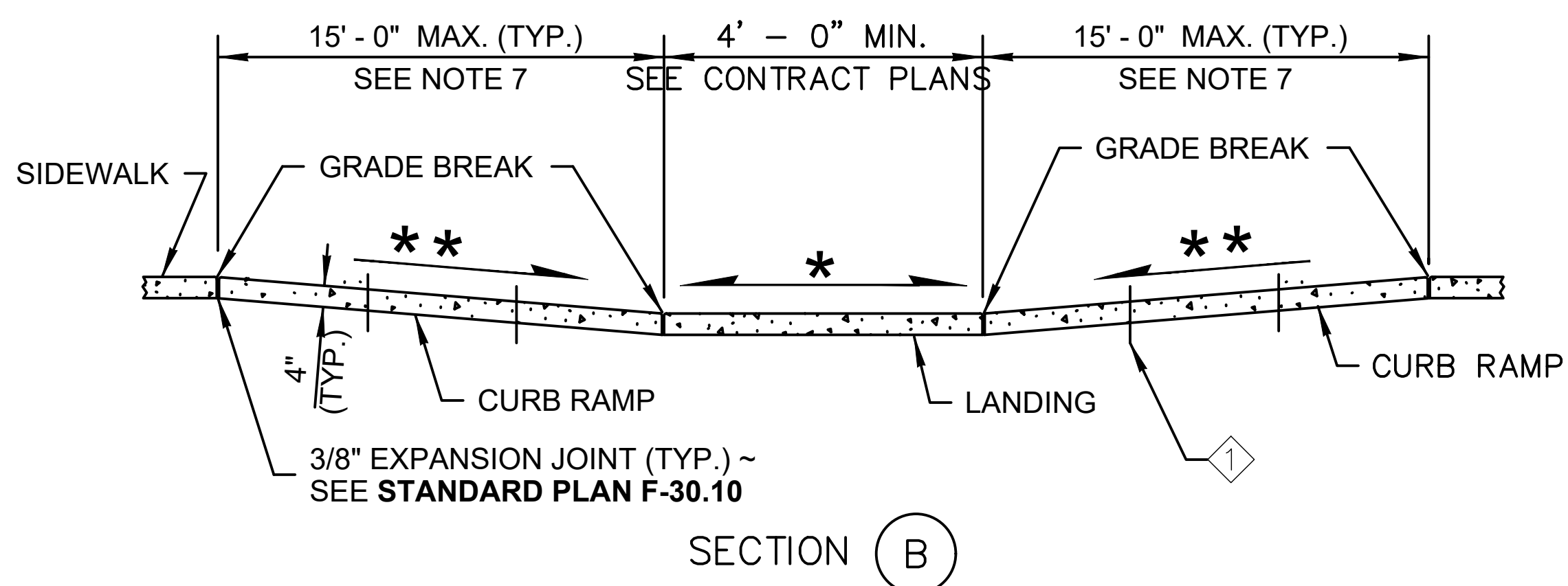


PLAN VIEW
TYPE PARALLEL B



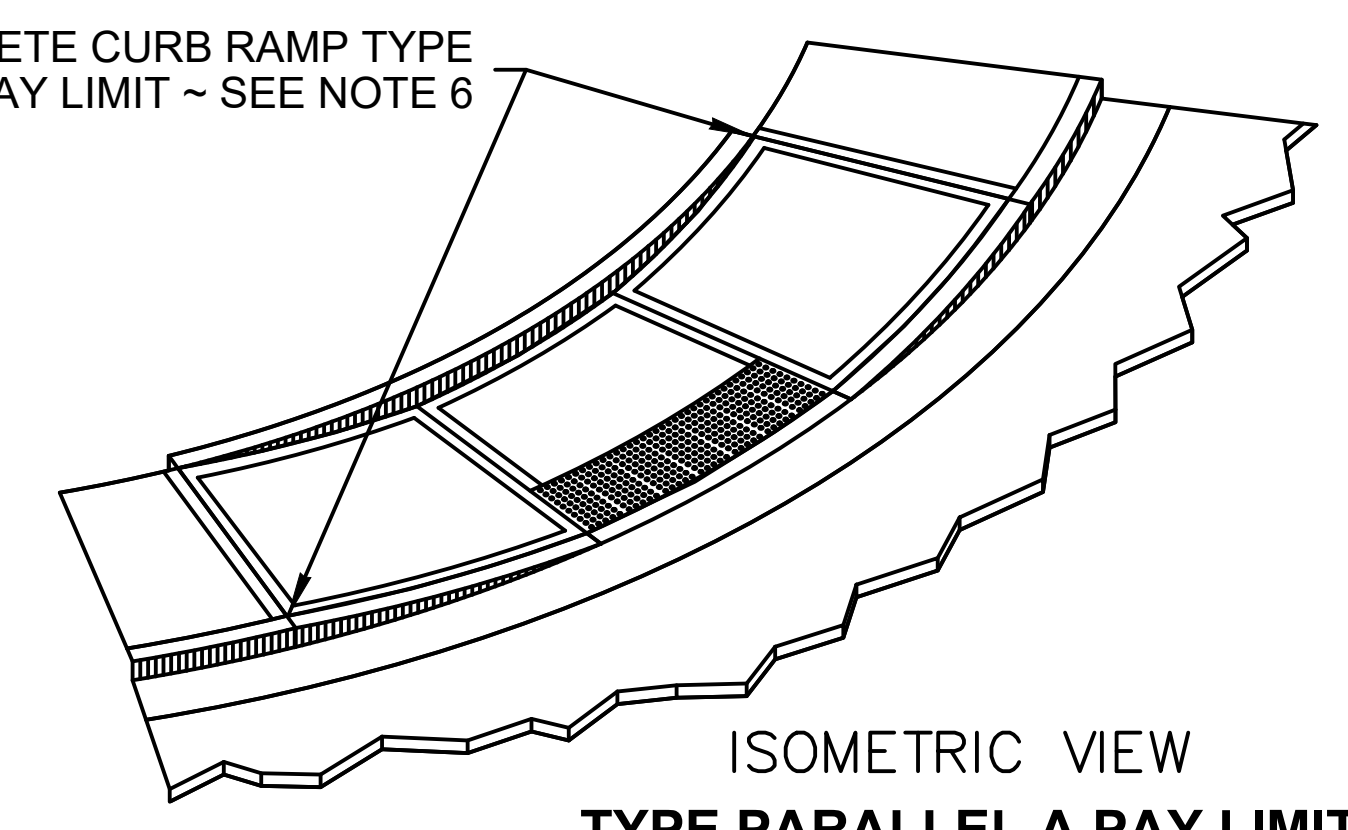
SECTION A

◇ CONTRACTION JOINT (TYP.) ~ SEE STANDARD PLAN F-30.1 FOR CURB RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.

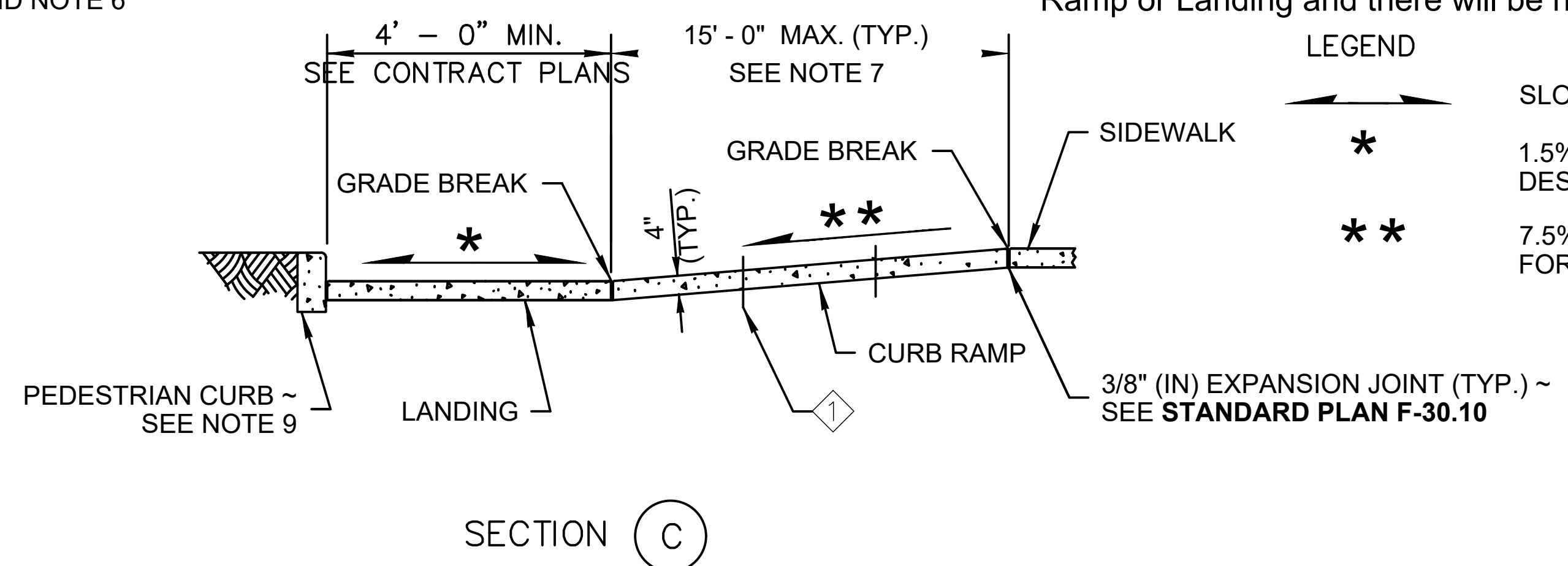


SECTION B
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)

"CEMENT CONCRETE CURB RAMP TYPE PARALLEL A" PAY LIMIT ~ SEE NOTE 6

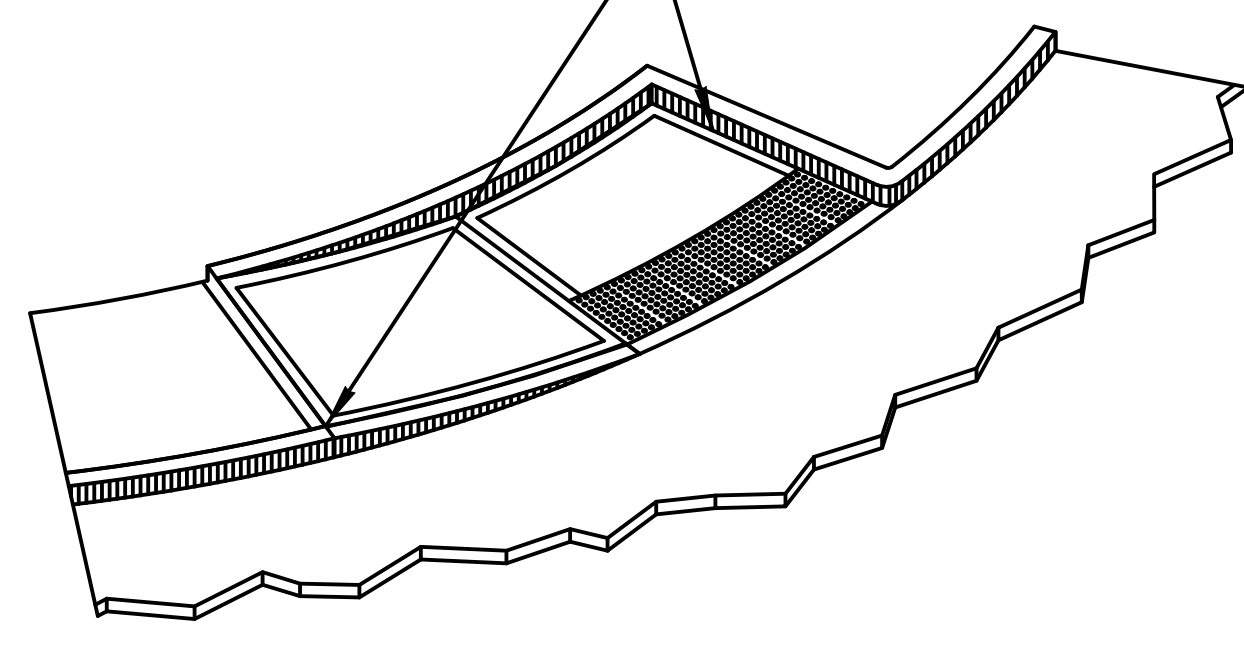


ISOMETRIC VIEW
TYPE PARALLEL A PAY LIMIT



SECTION C
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)

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



ISOMETRIC VIEW
TYPE PARALLEL B PAY LIMIT

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.
- 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 from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet. Do not include abutting 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.
- 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 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

1 PARALLEL CURB RAMP STANDARD PLAN
(NOT TO SCALE)

06/29/16

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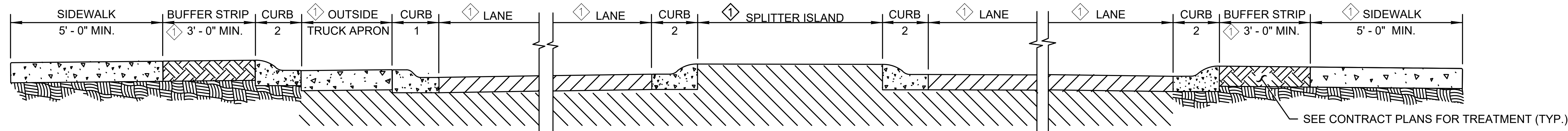
GARFIELD AVENUE
ROAD SECTIONS AND DETAILS
WHITE SALMON, WA
WSDOT STANDARD CURB RAMP PLAN

Revisions	
No.	Date
2.0	3-25-2021
1.0	1-23-2020

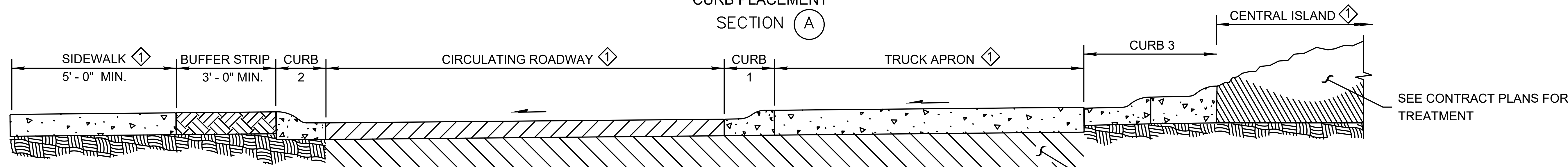
SUBMITTED FOR REVIEW	
SUBMITTED FOR REVIEW	

SHEET NO.	
8.0	
SCALE: AS NOTED	
JOB NO.	REV.
20-XX	0

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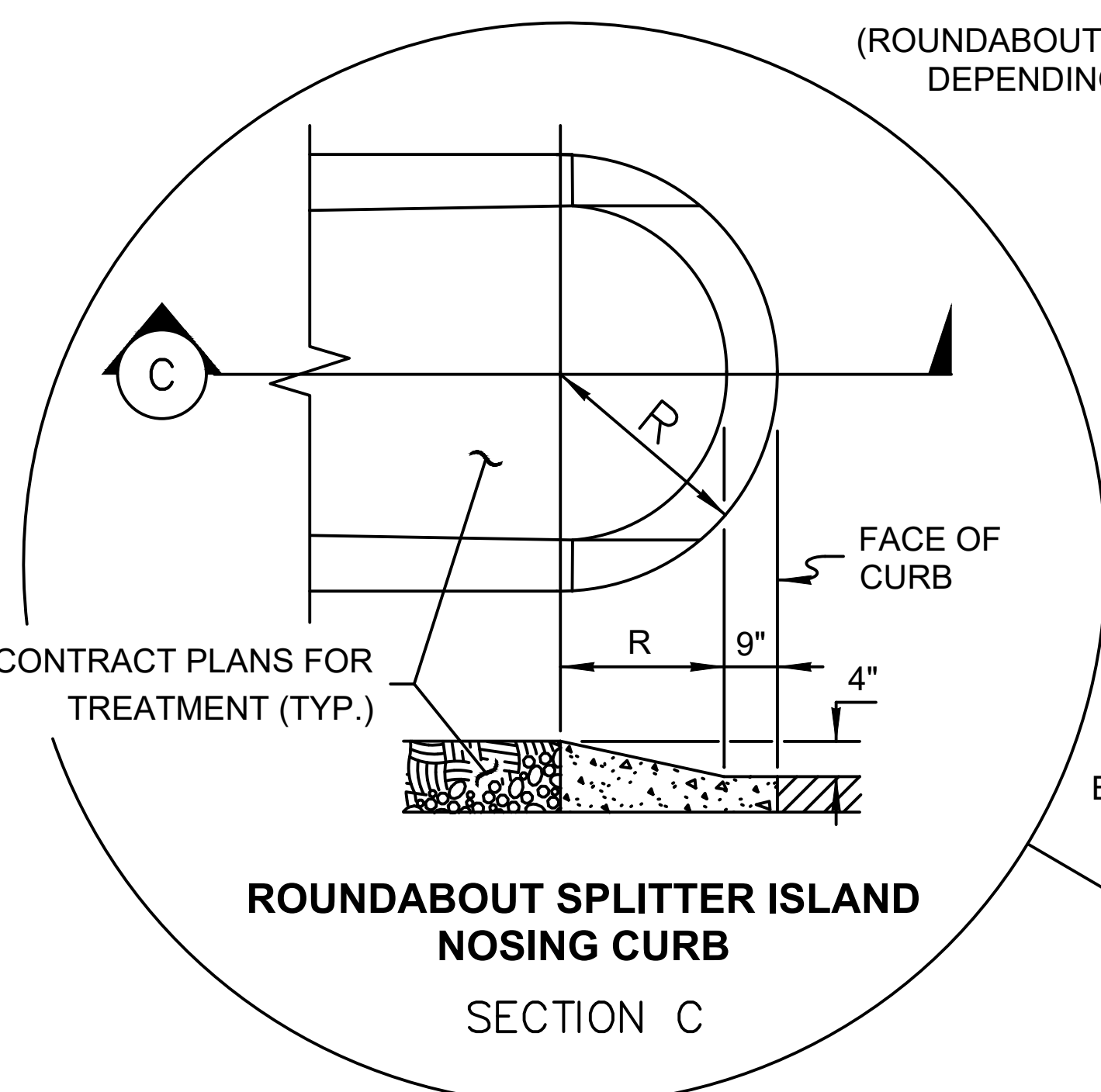


CURB PLACEMENT SECTION (A)



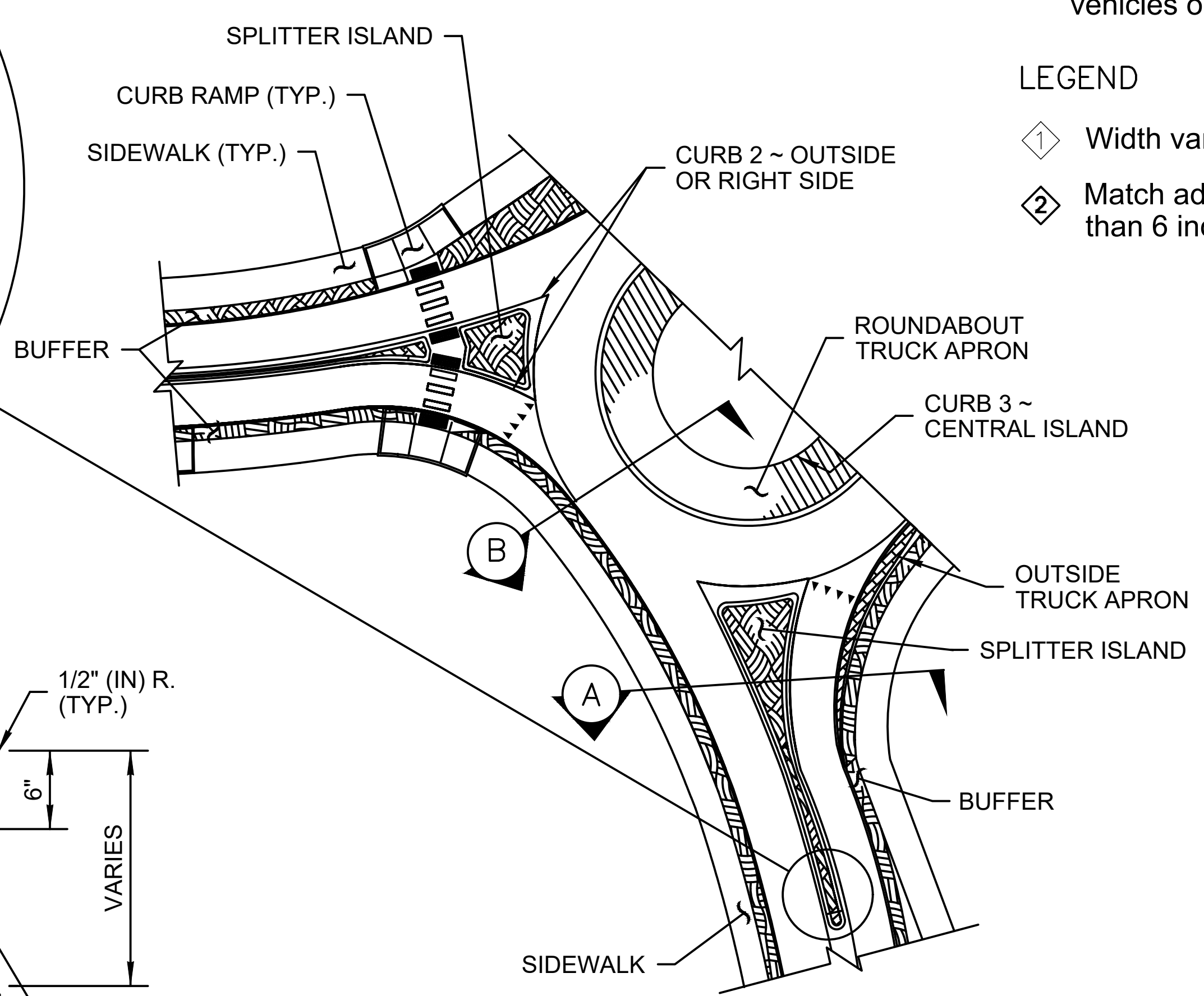
CURB PLACEMENT SECTION (B)

(ROUNDBOULT CONFIGURATION WILL VARY DEPENDING ON CONTRACT PLANS)

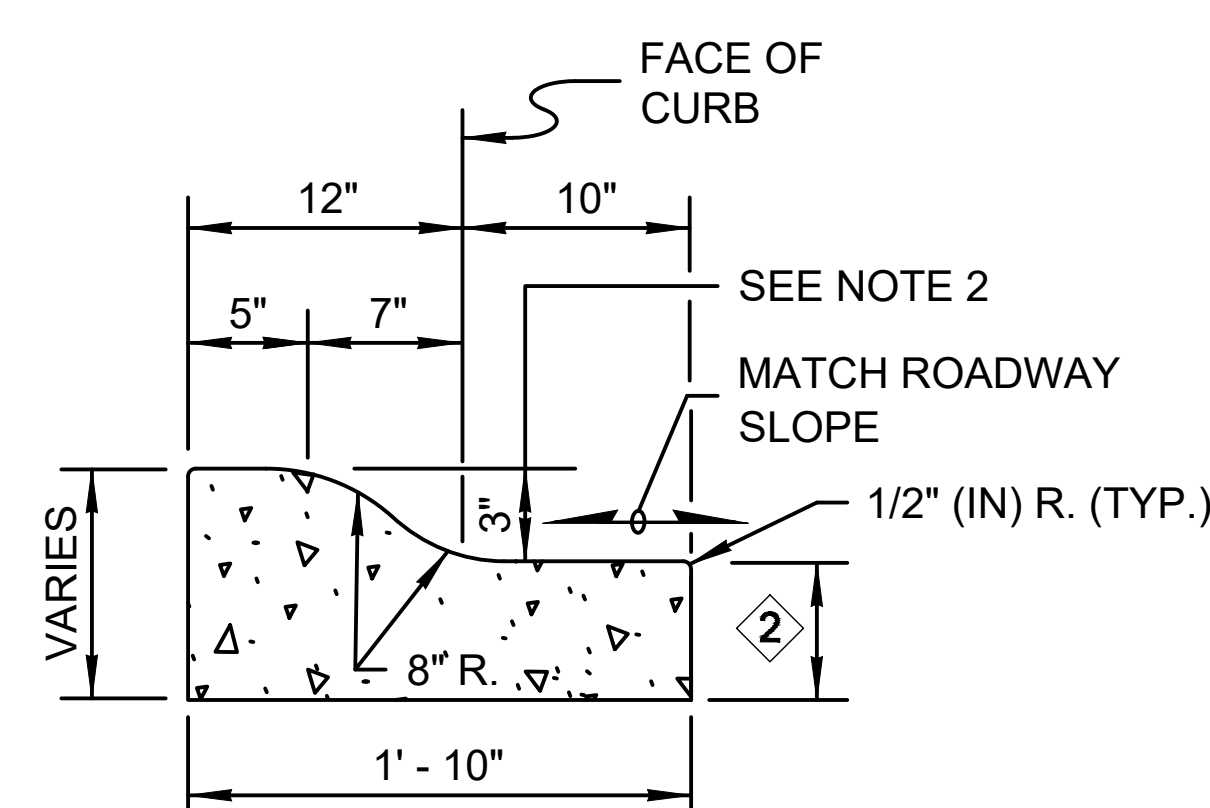


ROUNDABOUT SPLITTER ISLAND NOSING CURB SECTION C

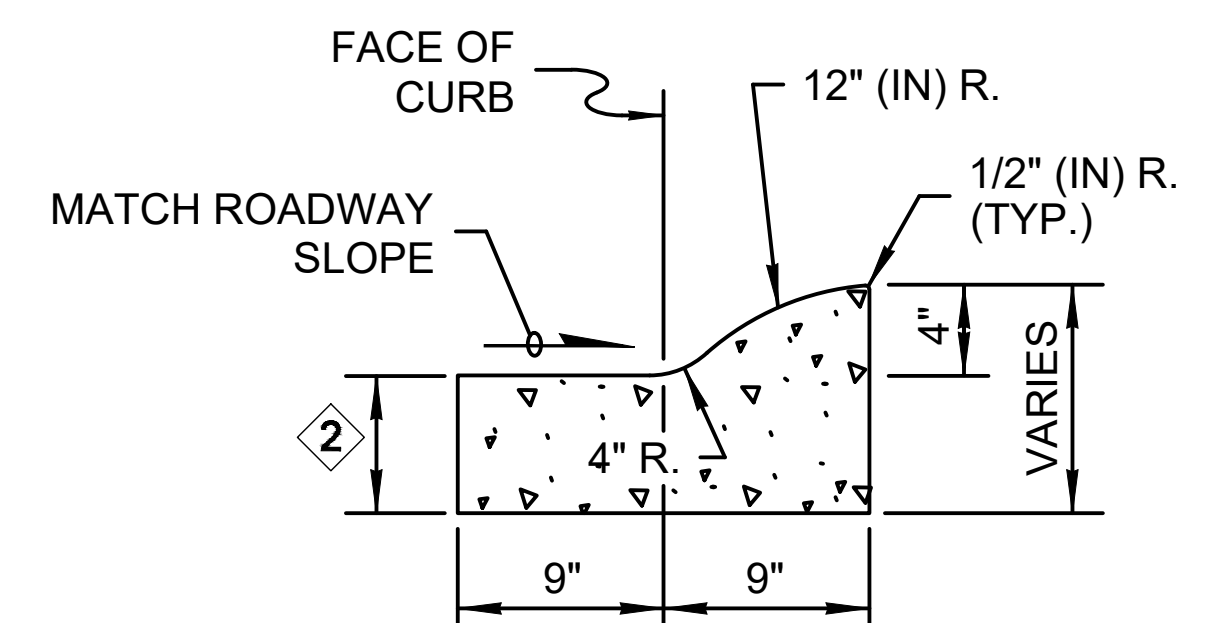
DETAIL (SEE CONTRACT PLANS FOR R)



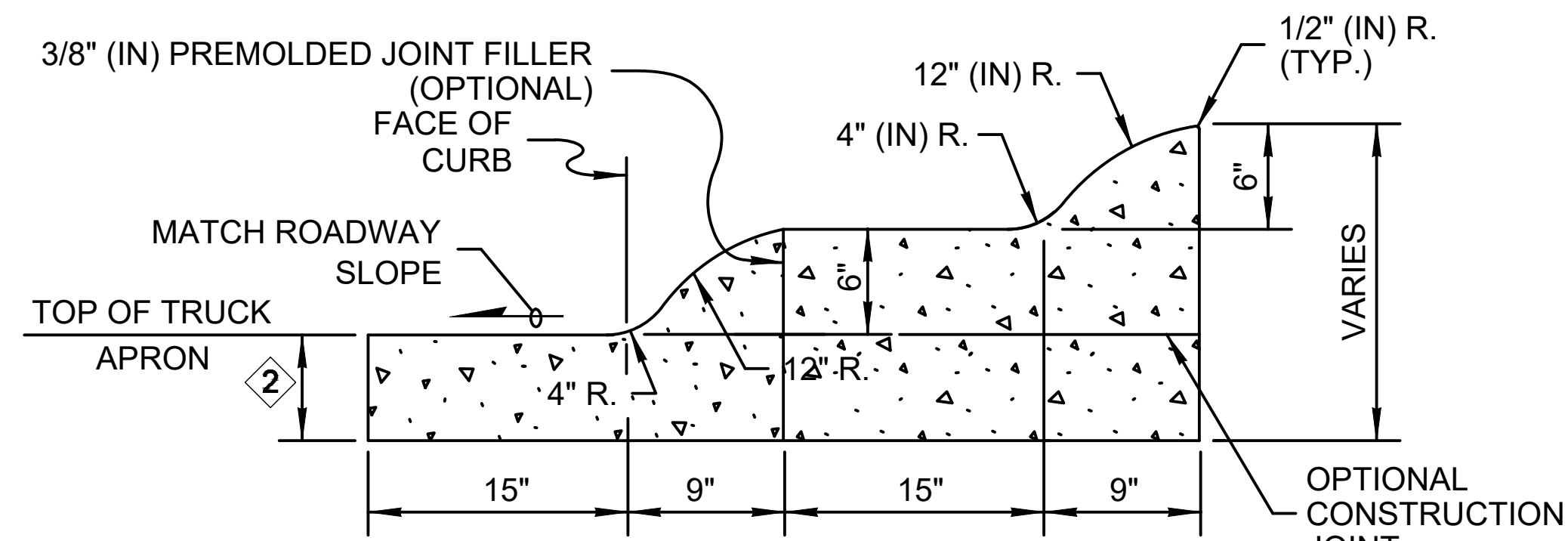
PARTIAL PLAN



CURB 1
ROUNDABOUT TRUCK APRON
CEMENT CONCRETE CURB & GUTTER
(ROLLED CURB)



CURB 2
(OUTSIDE, RIGHT SIDE OR SPLITTER ISLAND)
ROUNDABOUT CEMENT CONCRETE CURB AND GUTTER
(ROLLED CURB)



CURB 3
ROUNDABOUT CENTRAL ISLAND
CEMENT CONCRETE CURB
(ROLLED CURB)

NOTES

1. Construct curb joints at cement concrete pavement transverse joint locations. If all adjacent pavement is HMA, see **Standard Plan F-30.10** for Curb Expansion and Contraction Joint Spacing.
2. A 2 inch vertical curb may be used where low clearance vehicles or trucks are present.

LEGEND

- ① Width varies ~ See Contract Plans.
- ② Match adjacent pavement thickness but not less than 6 inches.

ROUNDABOUT CEMENT CONCRETE CURBS

SHEET 1 OF 1 SHEET

09/24/20

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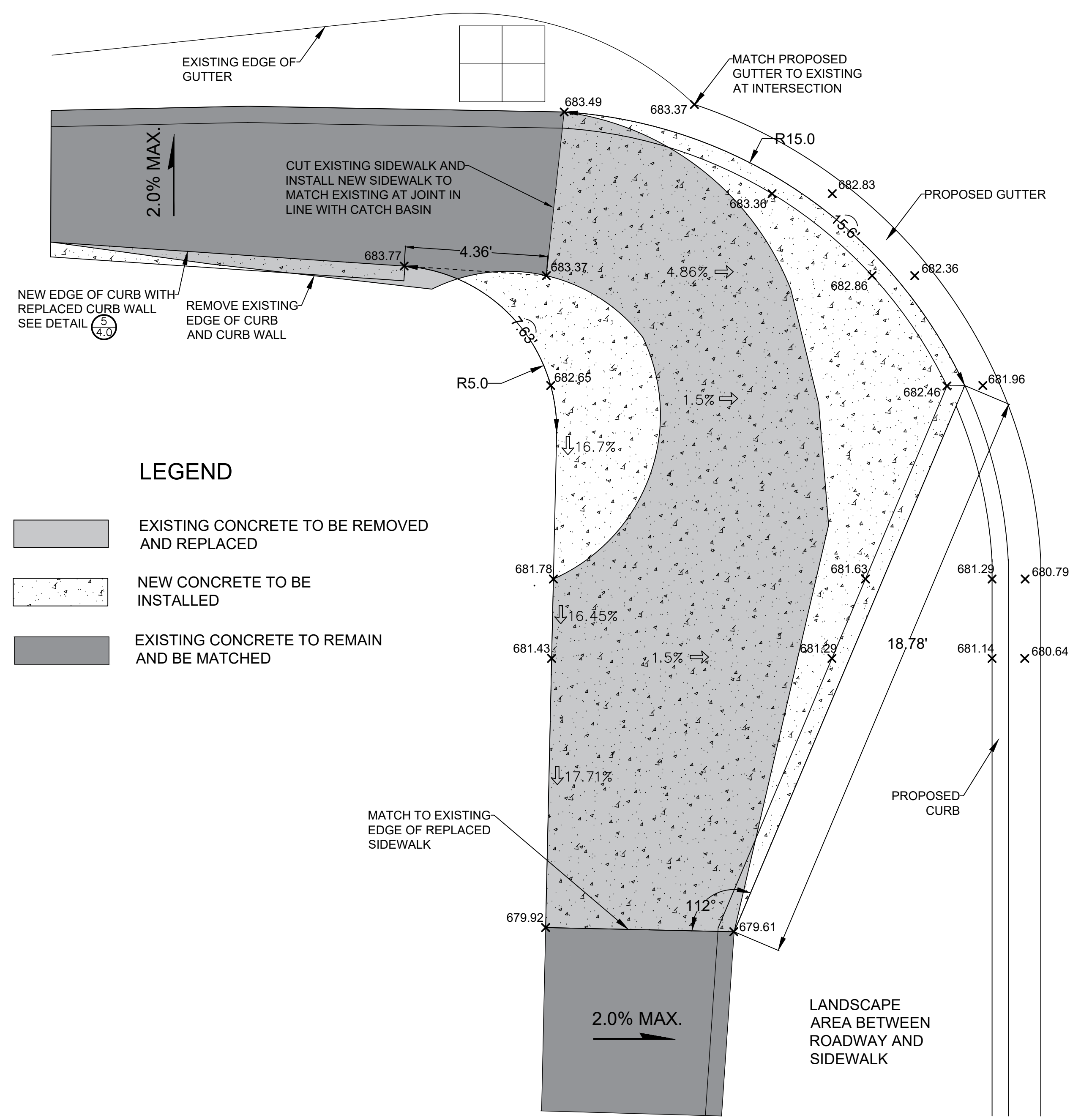


GARFIELD AVENUE
ROAD SECTIONS AND DETAILS
WHITE SALMON, WA
WSDOT STANDARD PLAN F10-18.02


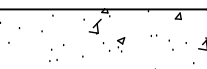

No.	Date	Revisions
2.0	3-25-2021	SUBMITTED FOR REVIEW
1.0	1-23-2020	SUBMITTED FOR REVIEW

SHEET NO. **8.1**
SCALE: AS NOTED
JOB NO. **20-XX**

A PLAN VIEW

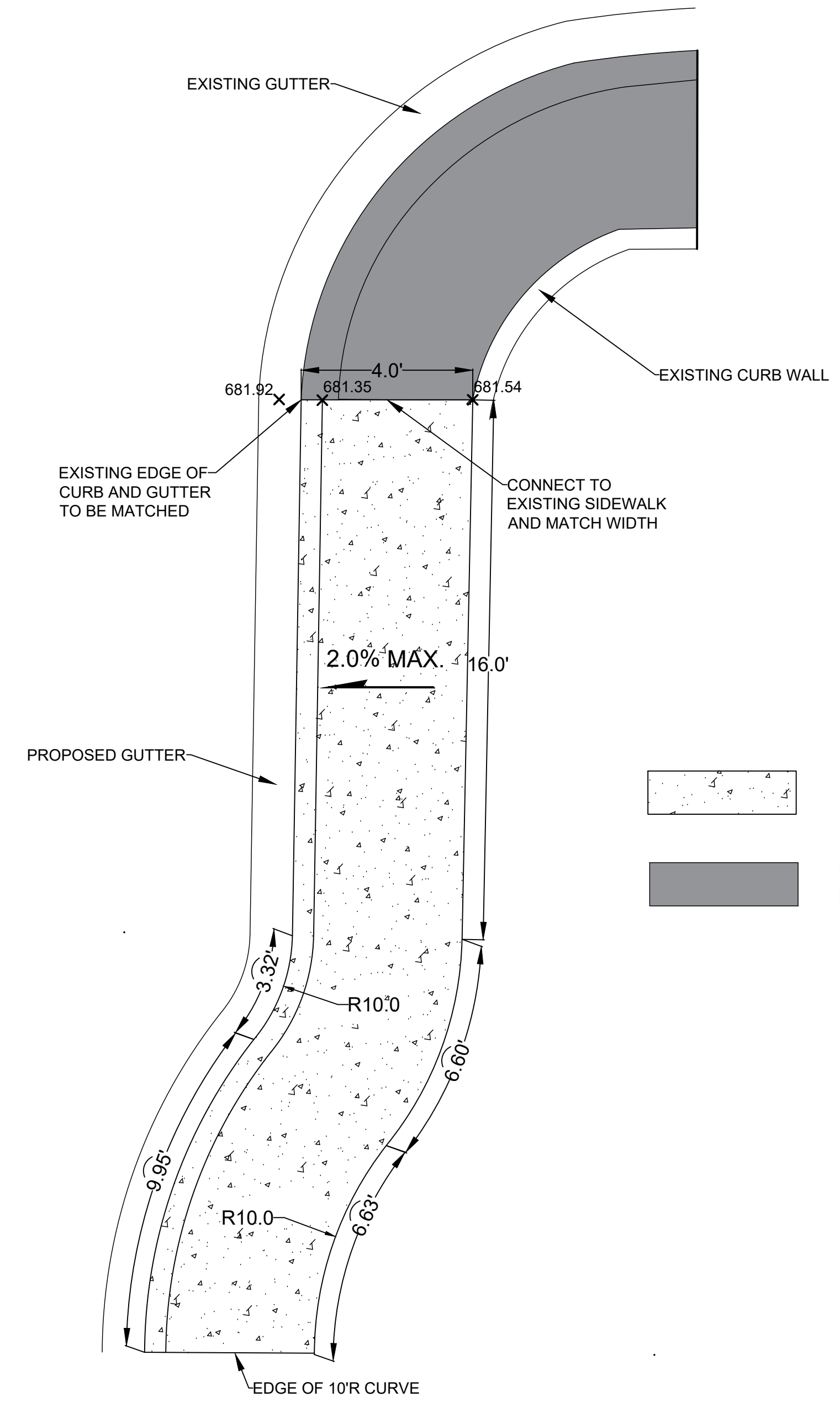


LEGEND

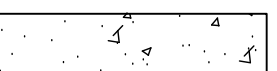

-  EXISTING CONCRETE TO BE REMOVED AND REPLACED
-  NEW CONCRETE TO BE INSTALLED
-  EXISTING CONCRETE TO REMAIN AND BE MATCHED

1 GARFIELD-LINCOLN INTERSECTION SW CURB REPLACEMENT
(NOT TO SCALE)

A PLAN VIEW



LEGEND

-  NEW CONCRETE TO BE INSTALLED
-  EXISTING CONCRETE TO REMAIN AND BE MATCHED

2 SOUTH GARFIELD NORTH EASTERN SIDEWALK CONNECTION
(NOT TO SCALE)

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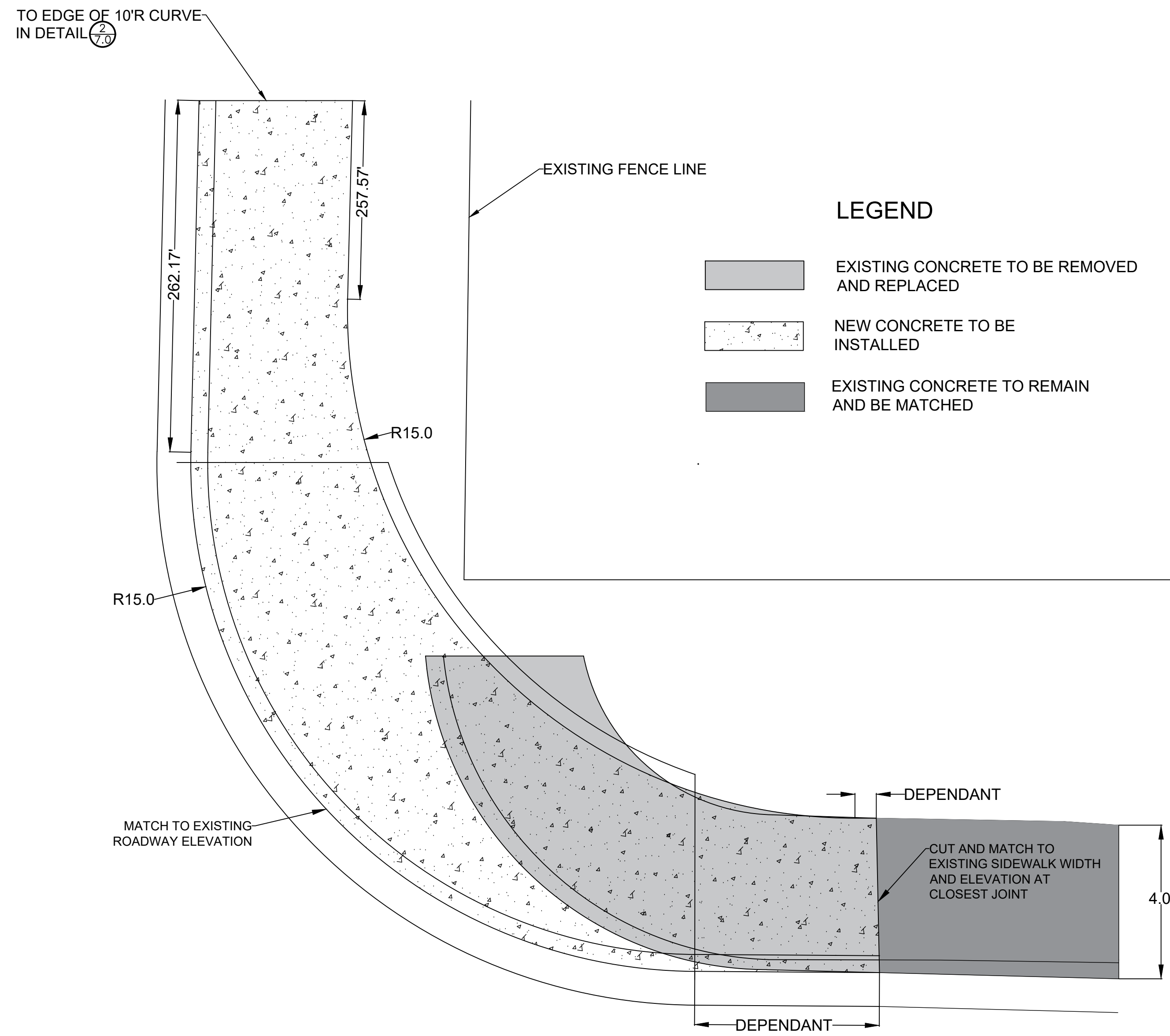


GARFIELD AVENUE
ROAD SECTIONS AND DETAILS
WHITE SALMON, WA
SIDEWALK CONNECTION DETAILS


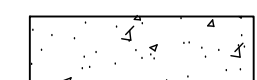

No.	Date	Revisions
2.0	3-25-2021	SUBMITTED FOR REVIEW
1.0	1-23-2020	SUBMITTED FOR REVIEW

SHEET NO.	
9.0	
SCALE: AS NOTED	
JOB NO.	REV.
20-XX	0

A PLAN VIEW



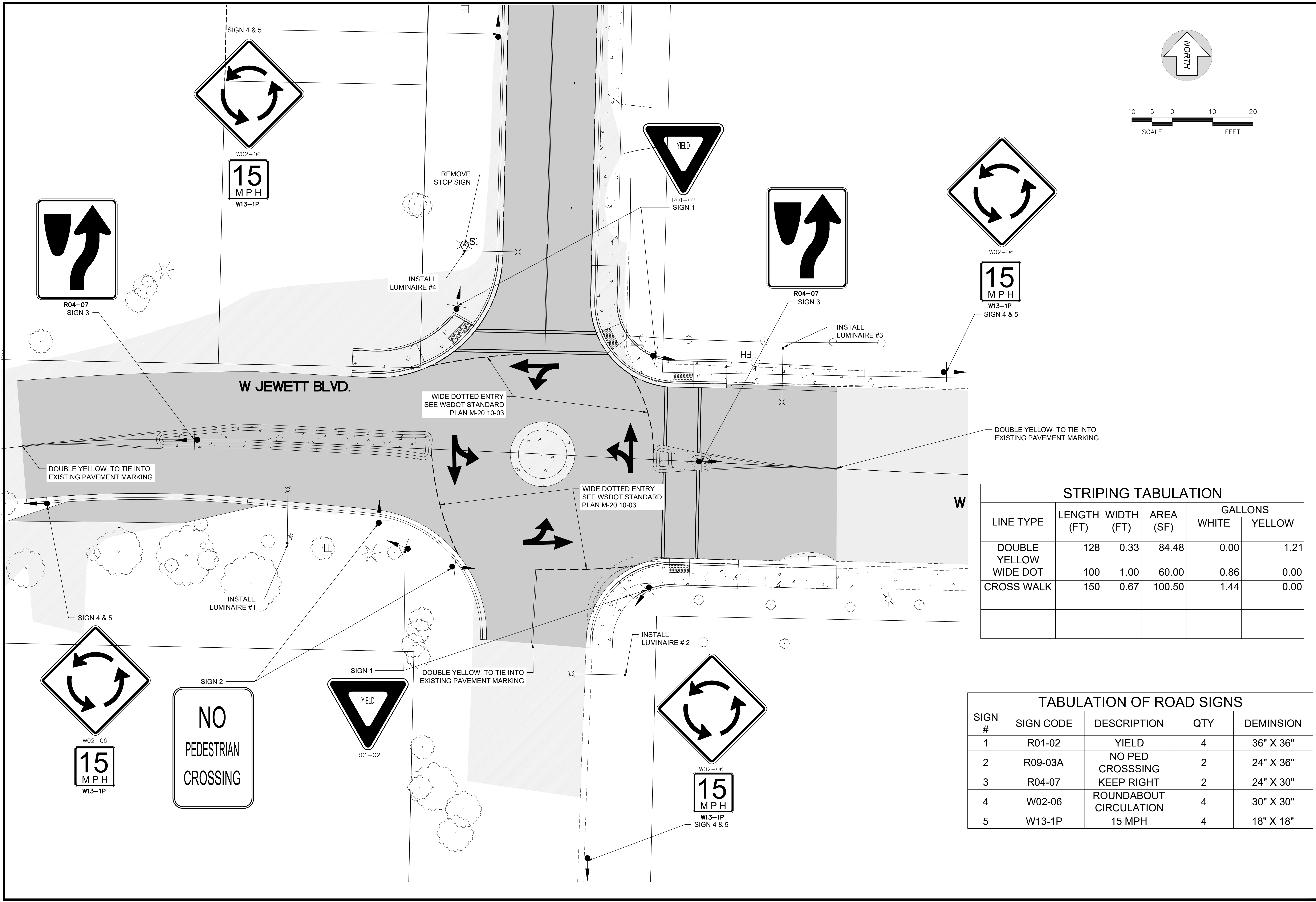
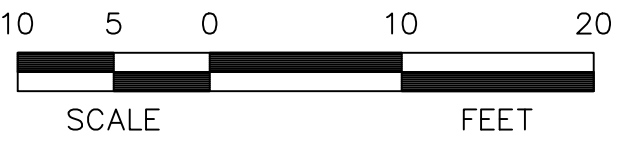
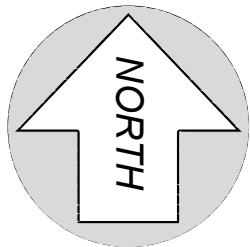
LEGEND

-  EXISTING CONCRETE TO BE REMOVED AND REPLACED
-  NEW CONCRETE TO BE INSTALLED
-  EXISTING CONCRETE TO REMAIN AND BE MATCHED

1 SOUTH GARFIELD SOUTH EASTERN SIDEWALK CONNECTION
(NOT TO SCALE)



No.	Date	Revisions
2.0	3-25-2021	SUBMITTED FOR REVIEW
1.0	1-23-2020	SUBMITTED FOR REVIEW



STRIPING TABULATION					
LINE TYPE	LENGTH (FT)	WIDTH (FT)	AREA (SF)	GALLONS	
				WHITE	YELLOW
DOUBLE YELLOW	128	0.33	84.48	0.00	1.21
WIDE DOT	100	1.00	60.00	0.86	0.00
CROSS WALK	150	0.67	100.50	1.44	0.00

TABULATION OF ROAD SIGNS				
SIGN #	SIGN CODE	DESCRIPTION	QTY	DEMINSION
1	R01-02	YIELD	4	36" X 36"
2	R09-03A	NO PED CROSSING	2	24" X 36"
3	R04-07	KEEP RIGHT	2	24" X 30"
4	W02-06	ROUNDAABOUT CIRCULATION	4	30" X 30"
5	W13-1P	15 MPH	4	18" X 18"

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GARFIELD AVENUE
 WHITE SALMON, WA
 ROUNDAABOUT SIGNING PLAN

No.	Date	Revisions

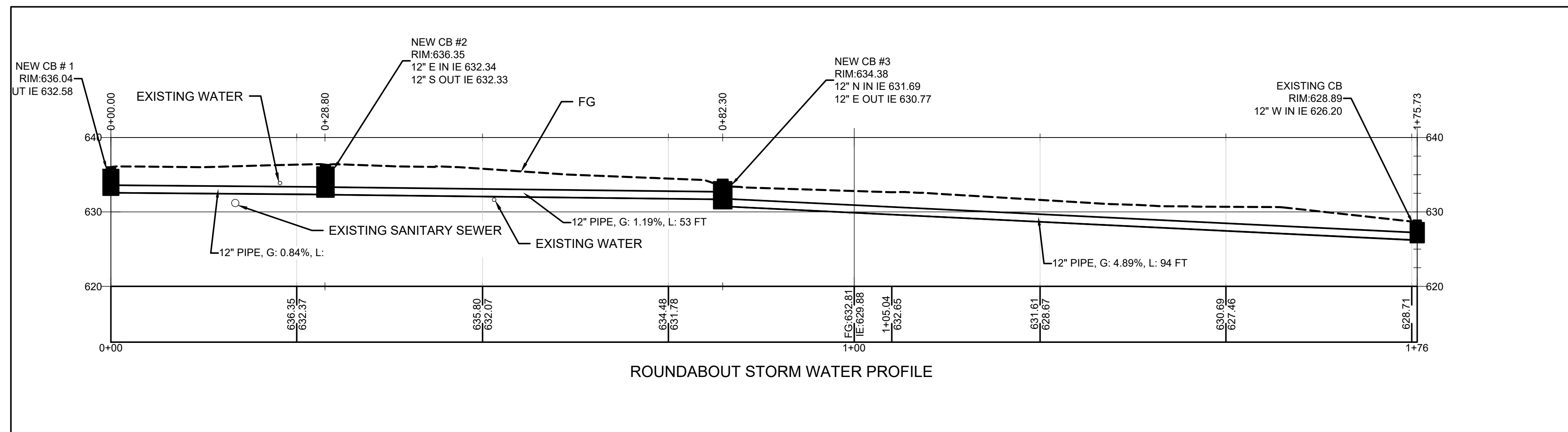
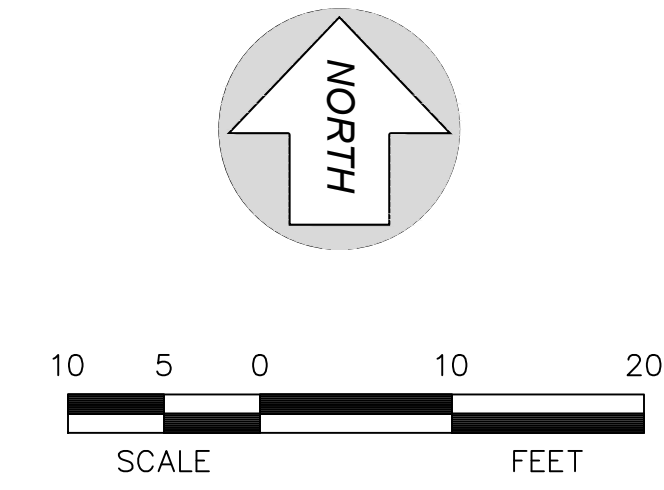
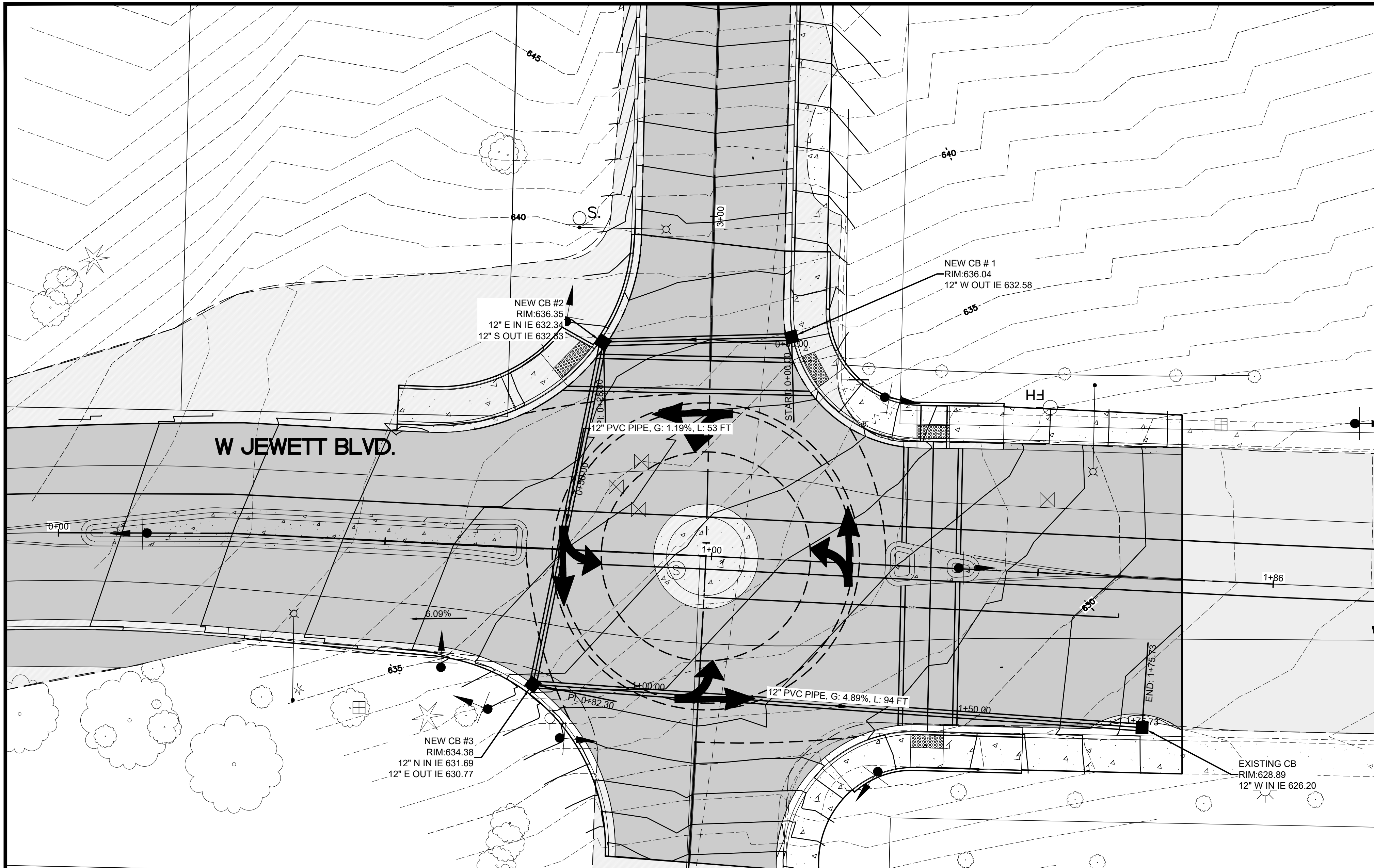
3-25-2021
 12-9-2020

SUBMITTED FOR REVIEW
 SUBMITTED FOR REVIEW

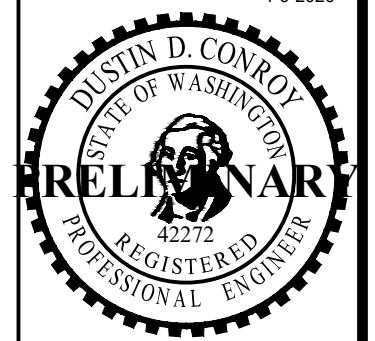
SHEET NO.
11.0

SCALE: AS NOTED

JOB NO. REV.
20-XX



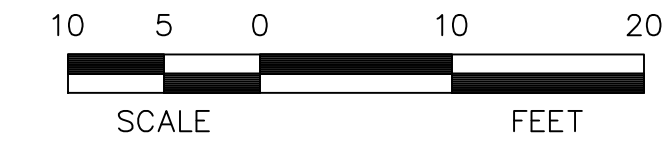
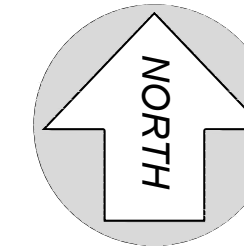
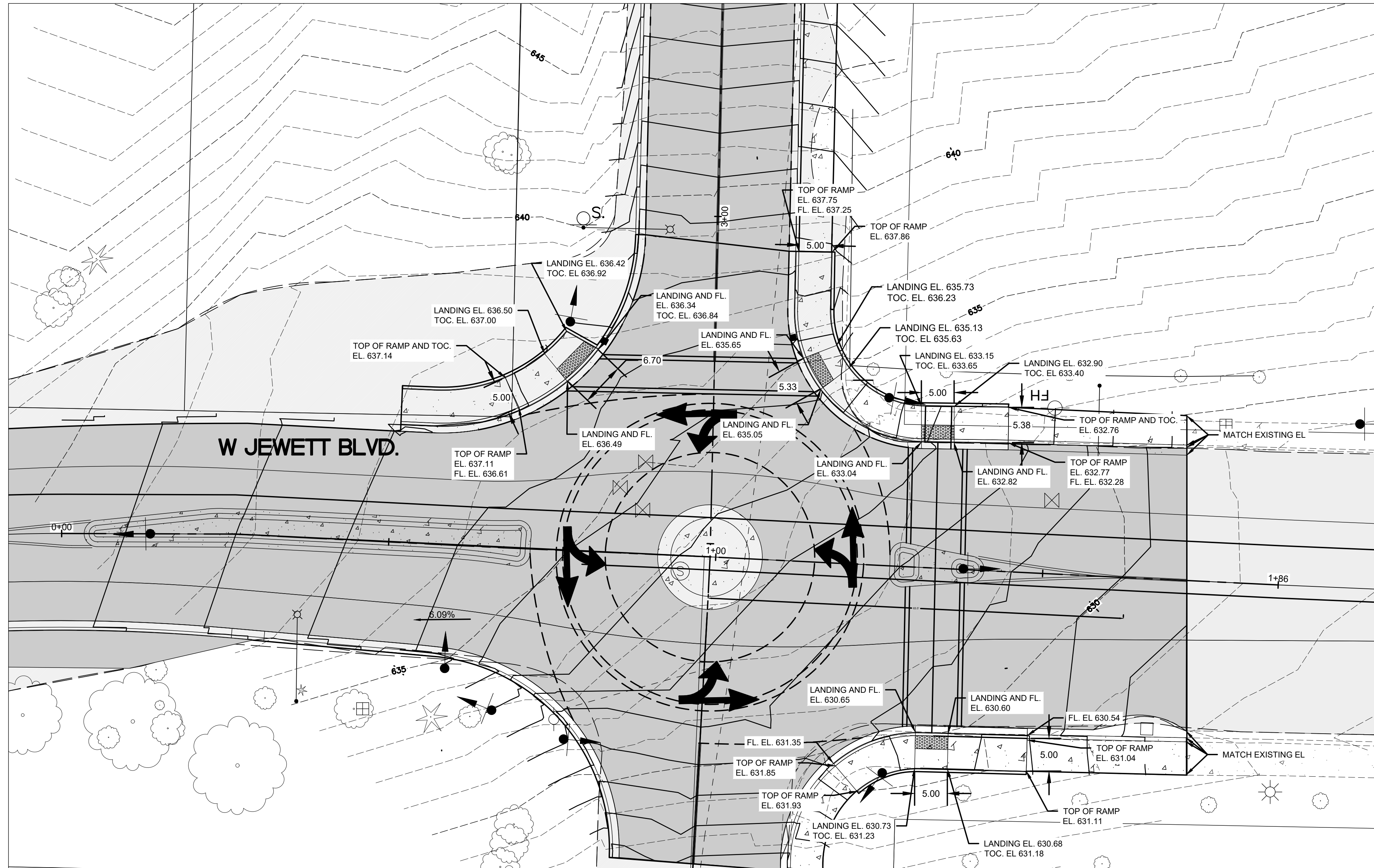
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GARFIELD AVENUE
 WHITE SALMON, WA
 ROUNDABOUT STORM WATER

No.	Date	Revisions
2.0	3-25-2021	SUBMITTED FOR REVIEW
1.0	12-29-2020	SUBMITTED FOR REVIEW

SHEET NO.
12.0
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20-XX 0



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GARFIELD AVENUE
 WHITE SALMON, WA
 PEDESTRIAN CURB RAMP

No.	Date	Revisions

SHEET NO.
13.0
 SCALE: AS NOTED
 JOB NO. REV.
 20-XX 0