

City of Chehalis

Main St Improvements

Chehalis, Washington

TIB PROJECT #: 3-W-193(003)-1



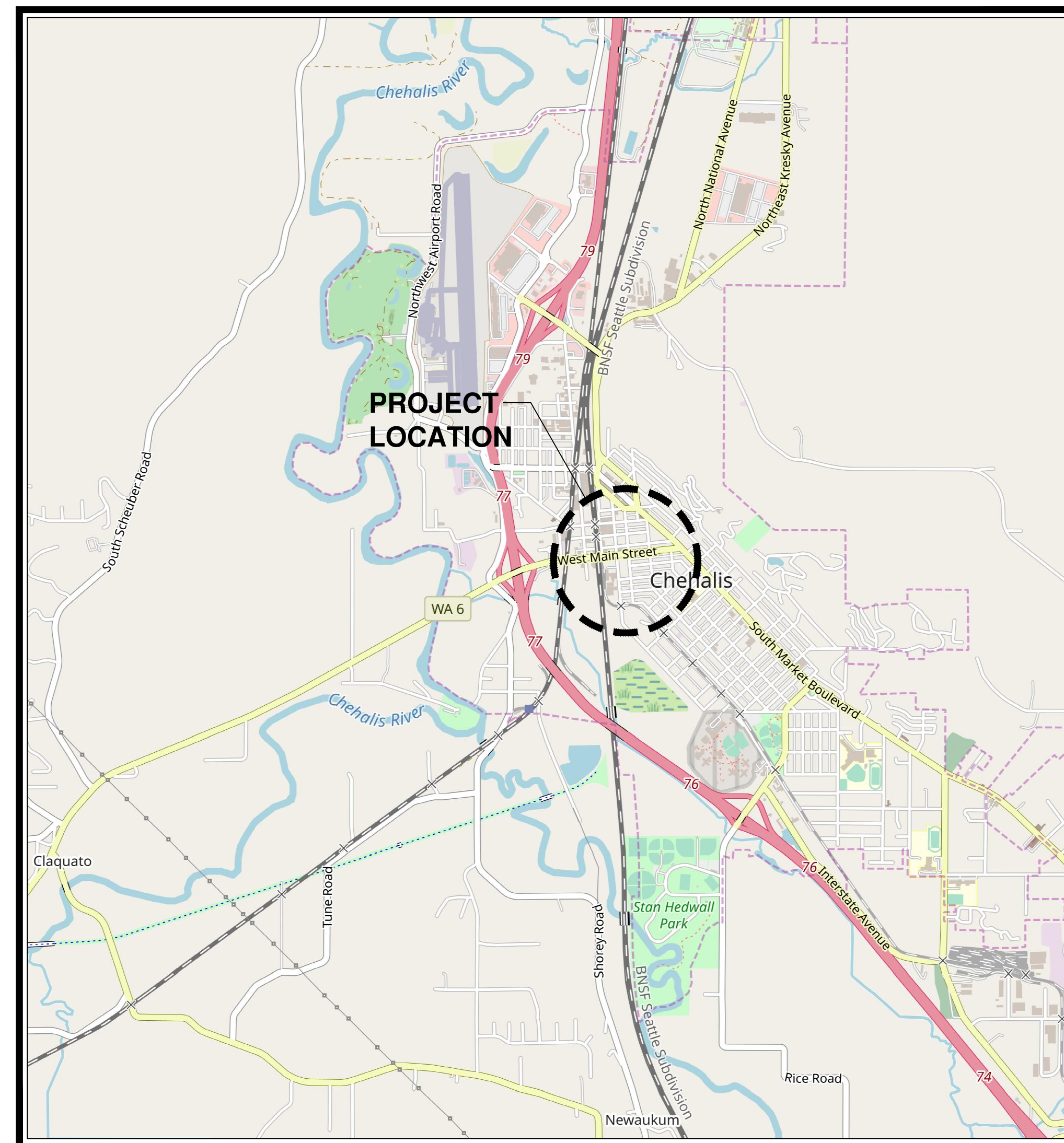
Project Directory

Owner:

City of Chehalis
Public Works Director
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Vicinity Map

City of Chehalis

Mayor
Dennis Dawes

Mayor Pro-tem
Chad Taylor

City Council
Tony Ketchum
Jerry Lord
Daryl Lund
Dr. Isaac Pope
Robert Spahr

City Manager
T. Jill Anderson

Public Works Director
Trent Lougheed, P.E.

Funded by:
Transportation
Improvement Board

Main St Improvements
 City of Chehalis
 General
 Cover Sheet

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850

Project Milestone: **100%**
 Date: **3/1/2021**



Project Manager: **CLR**
 Designed by: **TJG**
 CAD by: **KAR**
 Checked by: **KWB**
 Approved by: **CLR**

Project Number:
0155.1081

Drawing Number:
G1

Sheet Number:
1 of 22

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Abbreviations

ADJ	Adjust	MJ	Mechanical Joint
AC	Asphalt Concrete	NAVD	North American Vertical Datum
ASPH	Asphalt	(N)	North
ASSY	Assembly	(NE)	Northeast
AVE	Avenue	(NW)	Northwest
BC	Back of Curb	NTS	Not to Scale
BV	Butterfly Valve	OD	Outside Diameter
BLKG	Blocking	O/S	Offset
BLDG	Building	PC	Point of Curvature
BVC	Begin Vertical Curve	PE	Professional Engineer
BVCE	Begin Vertical Curve Elevation	PERF	Perforated
BVCS	Begin Vertical Curve Station	PERM	Permanent
CARV	Combination Air Release Valve	PL	Property Line
CB	Catch Basin	PT	Point of Tangency
CD	Control Density Fill	PVC	Polyvinyl Chloride
CI	Cast Iron	PVMT	Pavement
CL	Centerline	PKG	Parking
CL	Class	PRV	Pressure Reducing Valve
CMP	Corrugated Metal Pipe	PT	Point of Tangency
CO	Clean Out	PVI	Point of Vertical Intersection
CONC	Concrete	PVIE	Point of Vertical Intersection Elevation
CONST	Construction	PVIS	Point of Vertical Intersection Station
CONTR	Contractor	R	Radius
CPEP	Corrugated Polyethylene Pipe	RBC	Rebar and Cap
CPLG	Coupling	REQ'D	Required
CSBC	Crushed Surfacing Base Course	RPBA	Reduced Pressure Backflow Assembly
CSTC	Crushed Surfacing Top Course	RT	Right
DI	Ductile Iron	ROW	Right-of-Way
DIA	Diameter	S	Slope
DL	Daylight Earthwork	(S)	South
DS	Downspout	SD	Storm Drain
DTL	Detail	SDCB	Storm Drain Catch Basin
DWG	Drawing	SDMH	Storm Drain Manhole
DWY	Driveway	SDR	Sidewalk Dimension Ratio
(E)	East	(SE)	Southeast
EC	Erosion Control	SHT	Sheet
EG	Existing Grade	SS	Sanitary Sewer
EGC	Existing Grade at Centerline	SSCO	Sanitary Sewer Clean Out
ELEV	Elevation	SSMH	Sanitary Sewer Manhole
EP	Edge of Pavement	SST	Stainless Steel
EVC	End Vertical Curve	ST	Street
EVCE	End Vertical Curve Elevation	STA	Station
EVCS	End Vertical Curve Station	STD	Standard
EX	Existing	STRUCT	Structure
FCA	Flange Coupling Adapter	SW	Sidewalk
FDC	Fire Department Connection	(SW)	Southwest
FG	Finish Grade	TC	Top of Curb
FGC	Finish Grade at Centerline	TELE	Telephone
FH	Fire Hydrant	TEMP	Temporary
FL	Flow Line	TESC	Temporary Erosion and Sediment Control
FLG	Flange	THRU	Through
FND	Found	TP	Top of Pipe
FOC	Face of Curb	TRANS	Transition
GV	Gate Valve	TYP	Typical
HDPE	High Density Polyethylene	UNO	Unless Noted Otherwise
HMA	Hot Mix Asphalt	V	Vertical
HORIZ	Horizontal	VC	Vertical Curve
HYD	Hydrant	VERT	Vertical
ILLUM	Illumination	W/	With
INV	Invert	(W)	West
IE	Invert Elevation	WSE	Water Surface Elevation
INT	Intersection		
IP	Iron Pipe		
JUNCT	Junction		
LT	Left	SYMBOLS	
LF	Lineal Feet	Δ	Delta
LS	Landscaped Surface	#	Number
MAX	Maximum	&	And
MD	Measure Down	@	At
MG/L	Milligrams per Liter	Ø	Diameter
MIN	Minimum		
MH	Manhole		

Legends

Existing Line Types

	Existing Building
	Existing Cable TV - Buried
	Existing Centerline Road
	Existing Concrete, Curb, Gutter and Sidewalk
	Existing Creek/Ditch
	Existing Fence
	Existing Gas
	Existing Guardrail
	Existing Gravel
	Existing Pavement Edge
	Existing Power - Aerial
	Existing Power - Buried
	Existing Right-Of-Way
	Existing Sanitary Sewer
	Existing Storm Drain
	Existing Telephone - Buried
	Existing Traffic Signal
	Existing Toe of Slope
	Existing Top of Slope
	Existing Brush Line
	Existing Water
	Existing Wetland Boundary
	Existing Wetland Buffer

Existing Symbols

	Existing Yard Light
	Existing Hydrant
	Existing Water Meter
	Existing Gate Valve
	Existing Water Vault
	Existing Mail Box
	Existing Sign
	Existing Conifer Tree
	Existing Deciduous Tree
	Existing Shrub
	Existing Power Pole
	Existing Power Pole Anchor
	Existing Power Transformer
	Existing Power Vault
	Existing Sewer Cleanout
	Existing Sewer Manhole
	Existing Storm Culvert
	Existing SDCB
	Existing SDMB
	Existing Telephone Pole
	Existing Telephone Pole Anchor
	Existing Telephone Riser
	Existing Street Light
	Existing Traffic Signal
	Existing Junction Box
	Existing Gas Valve
	Existing Traffic Signal Cabinet

General Notes

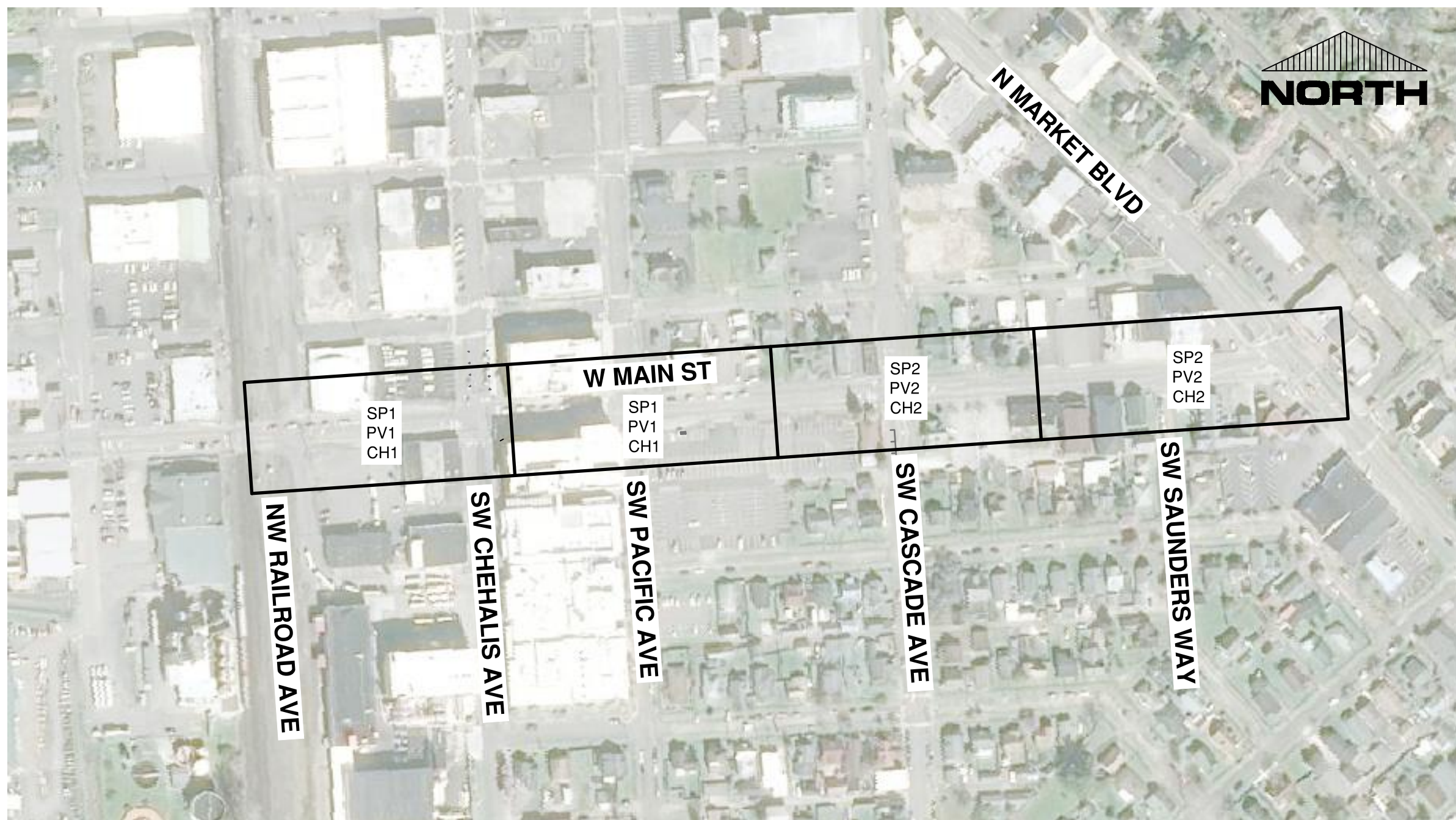
- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS OF THESE CONTRACT DOCUMENTS, THE CITY'S STANDARDS AND THE MOST CURRENT STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION (WSDOT/APWA).
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE A COPY OF THESE PLANS AND SPECIFICATIONS ON THE CONSTRUCTION SITE AT ALL TIMES.
- ANY CHANGES TO THE DESIGN SHALL FIRST BE REVIEWED AND APPROVED BY THE CONTRACTING AGENCY.
- APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF TWO FULL WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION.
- ALL EXISTING DRIVEWAYS MUST HAVE ACCESS DURING CONSTRUCTION EXCEPT WHEN ACTIVELY WORKING DIRECTLY IN FRONT OF THE DRIVEWAY. NO MORE THAN ONE DRIVEWAY FOR EACH BUSINESS WILL BE IMPACTED DURING CONSTRUCTION. ACCESS TO ALL DRIVEWAYS SHALL BE PROVIDED DURING NON-WORKING HOURS.
- DURING CONSTRUCTION CONTRACTOR NEEDS TO COORDINATE WITH BUSINESSES AND PROVIDE PEDESTRIAN AND VEHICULAR ACCESS THROUGHOUT THE CONSTRUCTION ZONE. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH GARBAGE SERVICES AND PROVIDE ACCESS TO ENSURE UNINTERRUPTED GARBAGE COLLECTION FOR THE BUSINESSES.
- A DOUBLE SAWCUT LINE SHALL BE USED WHERE EXISTING CONCRETE STREET PANELS AND SIDEWALK ARE TO BE SAWCUT ABUTTING CONCRETE PANELS AND CURBS TO REMAIN. THE CONTRACTOR SHALL LEAVE A 6" WIDE STRIP OF CONCRETE AROUND THE PERIMETER OF THE PANEL / SIDEWALK DURING REMOVAL OF THE CONCRETE. THE STRIP SHALL BE REMOVED PRIOR TO EXCAVATION.
- CONTRACTOR SHALL NOTIFY AND COORDINATE WITH UTILITIES AS NEEDED FOR THE DURATION OF THE PROJECT.
- CONTRACTOR TO COORDINATE WITH LEWIS COUNTY PUD FOR SUPPORT OF POWER POLES DURING CONSTRUCTION.

Sheet Index

Sheet No.	Drawing No.	Sheet Title
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2	G2	Notes, Legend, Abbreviations, Sheet Index
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6	SP3	Site Preparation & TESC Details
7	RS1	Typical Roadway Sections
8-9	PV1 - PV2	Paving Plan
10-13	PV3 - PV6	Paving Details
14-18	IP1 - IP5	Intersection Plan
19-20	CH1 - CH2	Channelization Plan
21-22	CH3 - CH4	Channelization Details



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Drawing Index
Scale: 1" = 200'

Main St Improvements
City of Chehalis
General
Notes, Legend, Abbreviations, Sheet Index

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Survey Book: 1849 & 1850
Project Milestone: 100%
Date: 3/1/2021

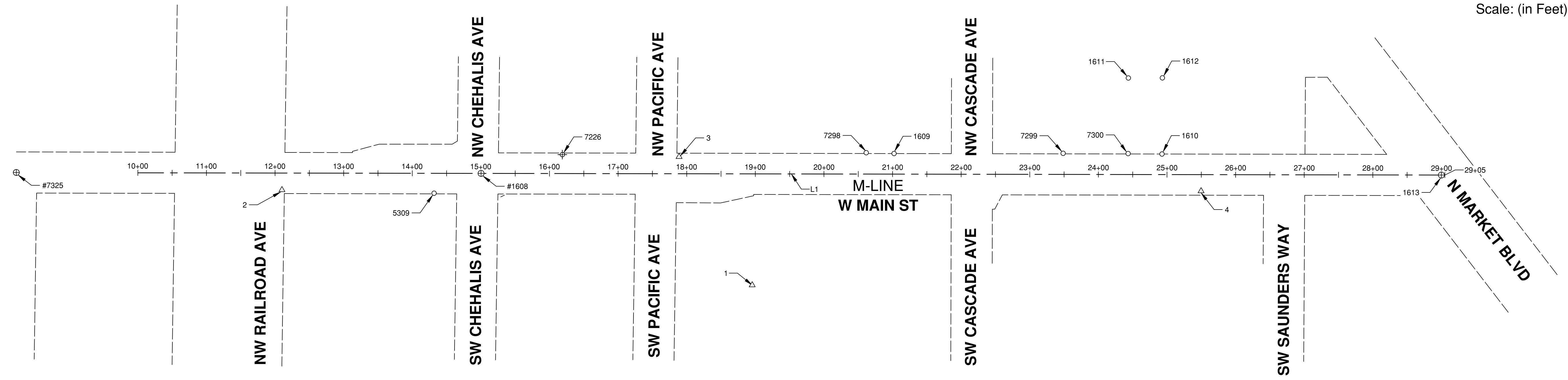
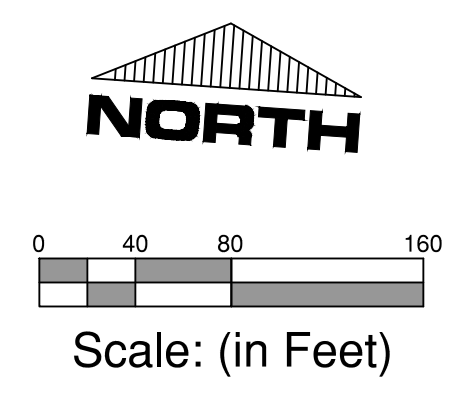


Project Manager: CLR
Designed by: T.JG
CAD by: KAR
Checked by: KWB
Approved by: CLR

Project Number:
0155.1081
Drawing Number:
G2
Sheet Number:
2 of 22

**Know what's below.
Call 811 before you dig.**

CAUTION: LOCATION OF EXISTING UTILITIES SHOWN IS APPROXIMATE AND MAY NOT BE ACCURATE OR ALL INCLUSIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY LOCATION AND DEPTH OF UTILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION.



Survey Control & Monument Data

Point No.	Station & Offset	Northing	Easting	Elevation	Description
1	18+96, 163' RT	493893.43	1020807.38	189.83	SET MAG NAIL IN ASPH PARKING LOT 8' +/- N.E. FROM LIGHTPOLE
2	12+10, 25' RT	493984.55	1020113.61	191.38	SET MAG NAIL IN CURB SEAM @ PC OF SE QUAD OF MAIN ST & RAILROAD AVE
3	17+89, 25' LT	494073.19	1020687.65	189.56	SET MAG NAIL IN CURB SEAM @ PC OF NE QUAD OF MAIN ST & PACIFIC AVE
4	25+49, 25' RT	494076.38	1021450.13	209.10	SET MAG NAIL IN CURB SEAM @ THE NW CORNER OF MASONIC TEMPLE
1608	15+00, 0'	494028.87	1020401.42	187.20	FOUND 2" Ø BRASS DISK SURVEY MONUMENT IN CASE
1609	21+02, 30' LT	494099.86	1020999.90	195.10	FOUND 1" I.D.I.P. BENT - SHOT AT BEND SURVEY PROPERTY CORNER
1610	24+93, 30' LT	494126.23	1021389.52	207.21	FOUND 1/2 REBAR & CAP, "PLS 36792 - 86894 PLS" SURVEY PROPERTY CORNER
1611	24+43, 141' LT	494233.59	1021332.89	208.78	FOUND 1/2 REBAR & CAP, "PLS 36792 - 86894 PLS" SURVEY PROPERTY CORNER
1612	24+93, 141' LT	494237.24	1021382.32	210.84	FOUND 1/2 REBAR & CAP, "PLS 36792 - 86894 PLS" SURVEY PROPERTY CORNER
1613	29+00, 0'	494124.12	1021797.96	223.60	FOUND 2" Ø BRASS DISK SURVEY MONUMENT IN CASE
5309	14+32, 29' RT	493995.30	1020335.07	186.51	FOUND "NAIL & WASHER, "KL FRAZIER LS 16908"
7226	16+19, 28' LT	494064.48	1020517.71	188.87	FOUND 3-1/2" BRASS DISK AT SIDEWALK SURFACE "US COAST GEODETIC SURVEY BENCHMARK" "ELEV 185.32 FEET ABOVE MEAN SEA LEVEL EX 9" "1982" SURVEY BENCHMARK
7298	20+62, 31' LT	494098.14	1020959.35	194.41	FOUND 1" I.D.I.P. @ GRADE SURVEY PROPERTY CORNER
7299	23+49, 31' LT	494117.29	1021245.71	201.87	FOUND 1/2" REBAR @ GRADE SURVEY PROPERTY CORNER
7300	24+43, 31' LT	494123.55	1021340.25	205.25	FOUND 5/8" REBAR & CAP, "PLS 36792 - 86894 PLS" SURVEY PROPERTY CORNER
7325	8+22, 0.18' LT	493982.96	1019725.60	189.48	FOUND 2" Ø BRASS CAP W/PUNCH MARK IN MON CASE

Survey Control Notes:

- IN ACCORDANCE WITH THE PROVISIONS OF WASHINGTON ADMINISTRATIVE CODE (WAC) CHAPTER 332-120 AND THE REVISED CODE OF WASHINGTON (RCW) TITLE 58; ANY MONUMENT SHOWN ON THIS PLAN SET OR FOUND IN THE FIELD WHICH CANNOT BE PROTECTED AND WILL BE DISTURBED OR DESTROYED BY CONSTRUCTION, SHALL BE REFERENCED BY A LICENSED SURVEYOR, AND AN APPLICATION FILED WITH THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES (DNR), PER WAC 322-120-050 PRIOR TO THE MONUMENT BEING DISTURBED OR DESTROYED.
- THE CONTRACTOR SHALL NOTIFY THE CITY AND A COPY OF EACH DNR APPLICATION SUBMITTED SHALL BE PROVIDED TO THE CITY ENGINEER.
- WHEN CONSTRUCTION WORK IS COMPLETE, THE CONTRACTOR'S CONSTRUCTION SURVEYOR SHALL VERIFY THE MONUMENTS SHOWN ON THIS PLAN SET ARE STILL IN PLACE AND SUBMIT A STAMPED AND SIGNED REPORT TO THE CITY DOCUMENTING THEIR CONDITION. ANY MONUMENTS DISTURBED OR DESTROYED SHALL BE REPLACED BY THE CONTRACTOR'S SURVEYOR IN ACCORDANCE WITH WAC CHAPTER 332-120.
- NO PART OF THIS STATEMENT SHALL RELIEVE THE CONTRACTOR OR THEIR SURVEYOR OF ANY OTHER PROVISIONS OF THE WAC OR RCW WITH REGARDS TO DUTIES AND RESPONSIBILITIES RELATED TO SURVEY MONUMENTATION AND ITS PRESERVATION OR REPLACEMENT.

M-LINE, W Main St Alignment Control

SEGMENT	START STATION	END STATION	BEARING	BEGIN NORTHING	BEGIN EASTING	END NORTHING	END EASTING	LENGTH
L1	10+00.00	29+05.00	N86° 05' 54"E	493994.83	1019902.36	494124.46	1021802.95	1905.00

RIGHT-OF-WAY DISCLAIMER

THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE

Main St Improvements
City of Chehalis
Alignment & Survey Control Plan

Datum: **NAD83/91 NAVD 88**
Survey Book: **1849 & 1850**
Project Milestone: **100%**
Date: **3/1/2021**

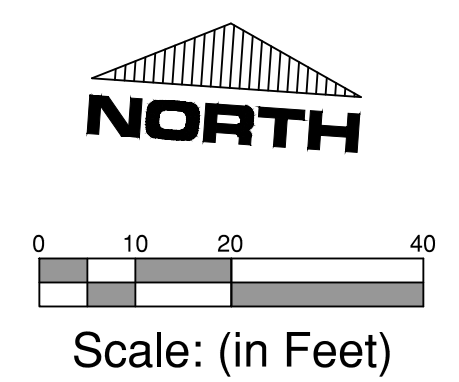
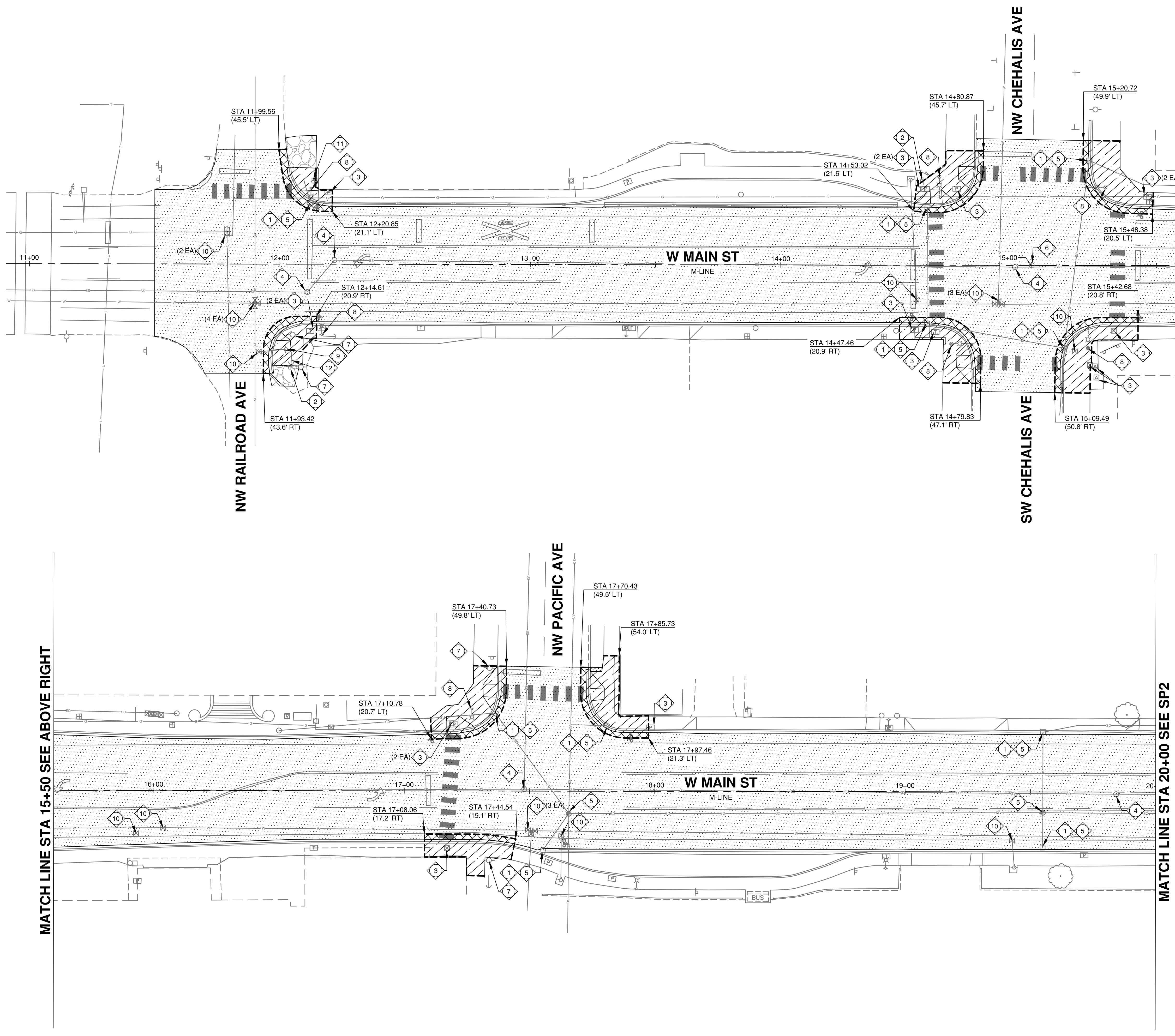


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- LEGEND:**
- SAWCUT
 - PLANING BITUMINOUS PAVEMENT, 2" DEPTH
 - REMOVE SIDEWALK, CURB AND GUTTER
 - REMOVE PAVEMENT FULL DEPTH 2' FROM EDGE OF EX GUTTER PAN PER PAVEMENT REPAIR SECTION ON DWG PV3
 - REMOVE GRAVEL
 - CLEARING AND GRUBBING

- SITE PREPARATION & DEMOLITION NOTES:**
1. INSTALL STORM DRAIN INLET PROTECTION PER WSDOT STD PLAN I-40.20
 2. REMOVE AND RESET EXISTING SIGN AND POST. SEE PV FOR PROPOSED SIGN LOCATIONS
 3. PROTECT EXISTING ELECTRICAL BOX, VAULT, OR CABINET
 4. PROTECT EXISTING SANITARY SEWER MANHOLE
 5. PROTECT EXISTING DRAINAGE STRUCTURE
 6. PROTECT EXISTING MONUMENT CASE AND COVER
 7. PROTECT EXISTING UTILITY POLE
 8. PROTECT EXISTING SIGNAL OR ILLUMINATION POLE AND POLE FOUNDATION
 9. PROTECT EXISTING HYDRANT
 10. PROTECT EXISTING VALVE BOX
 11. PROTECT EXISTING WATER METER
 12. RELOCATE GUY WIRE (BY OTHERS)

- GENERAL SITE PREPARATION NOTES:**
1. ALL UNDERGROUND UTILITY PIPES AND APPURTENANCES SHALL BE PROTECTED.
 2. CASCADE NATURAL GAS TO BE ONSITE FOR MONITORING DURING EXCAVATION WITHIN 10 FEET OF GAS MAIN.
 3. REMOVAL OF EXISTING CURB, GUTTER, AND SIDEWALK SHALL BE TO THE NEAREST JOINT OR SCORE LINE.

MATCH LINE STA 15+60 SEE BELOW LEFT

MATCH LINE STA 20+00 SEE SP2

MATCH LINE STA 15+50 SEE ABOVE RIGHT



Main St Improvements
 City of Chehalis
 Site Preparation & TESC Plan
 Main St STA 11+00 to STA 20+00

Datum: NAD83/91 NAVD 88
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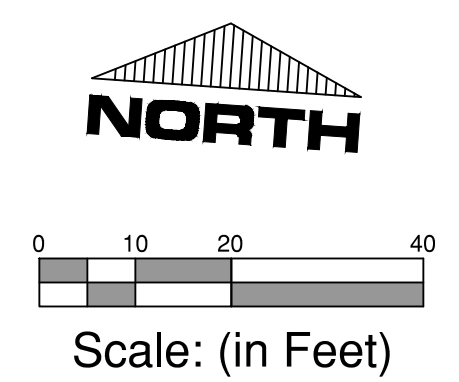
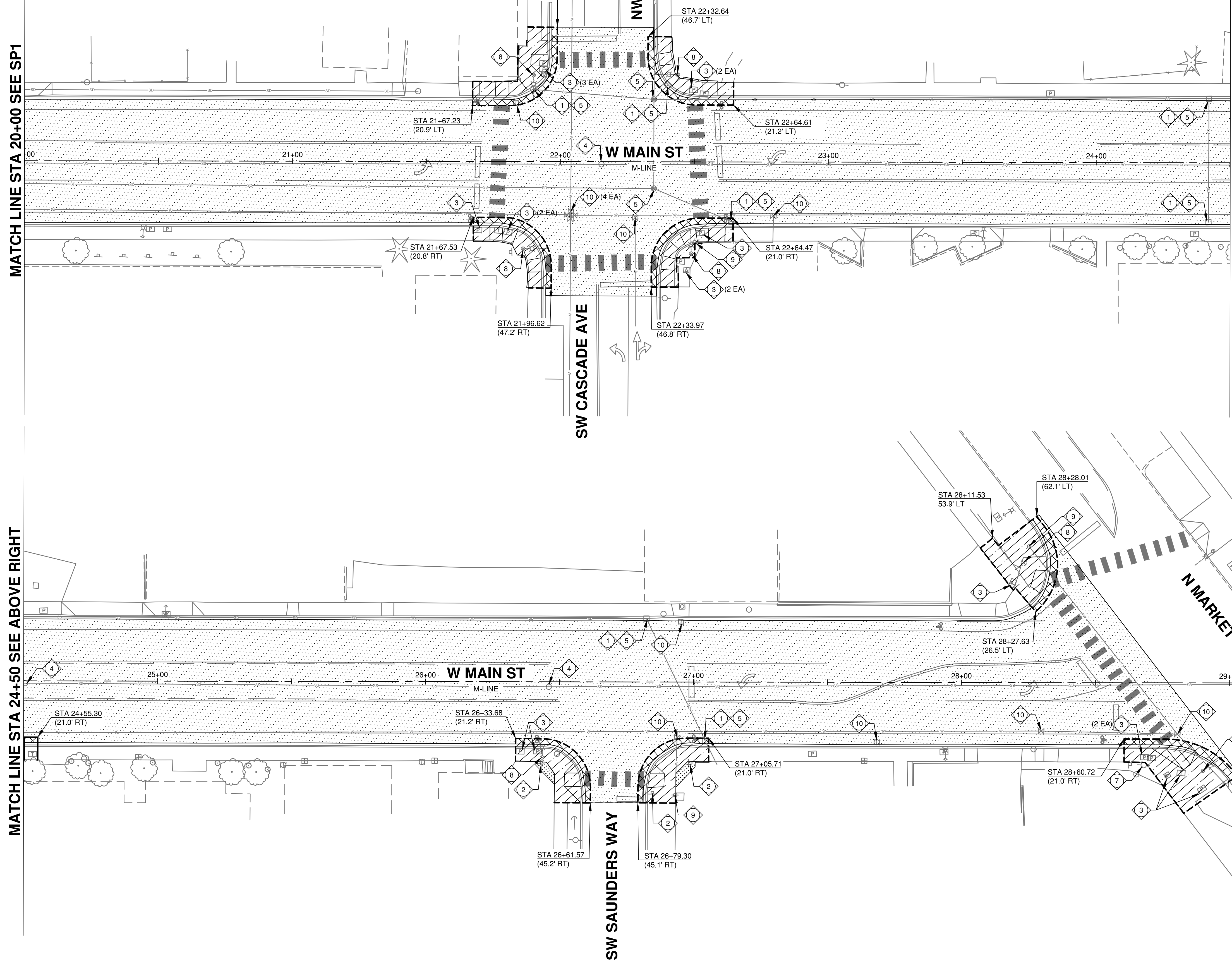
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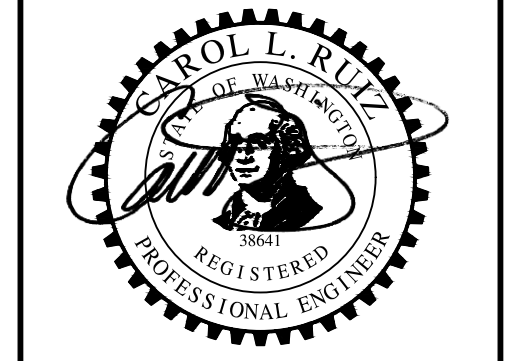


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Main St Improvements
 City of Chehalis
 Site Preparation & TESC Plan
 Main St STA 20+00 to STA 29+00

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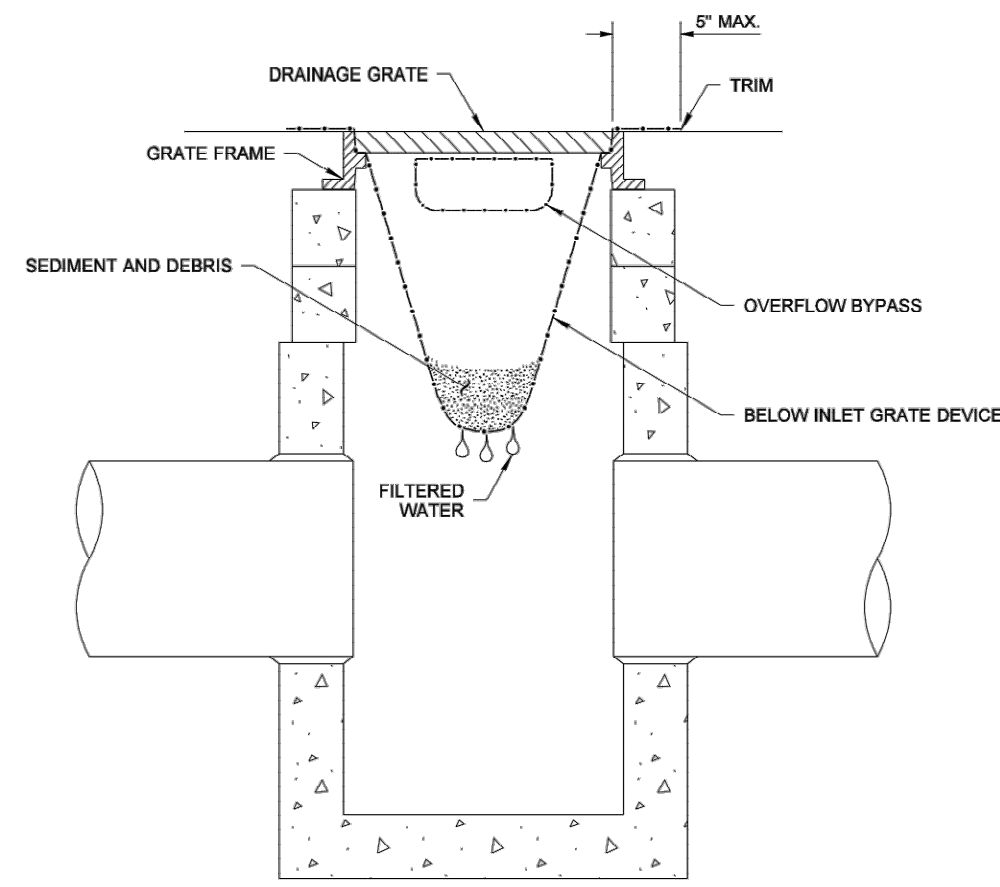
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5 of 22

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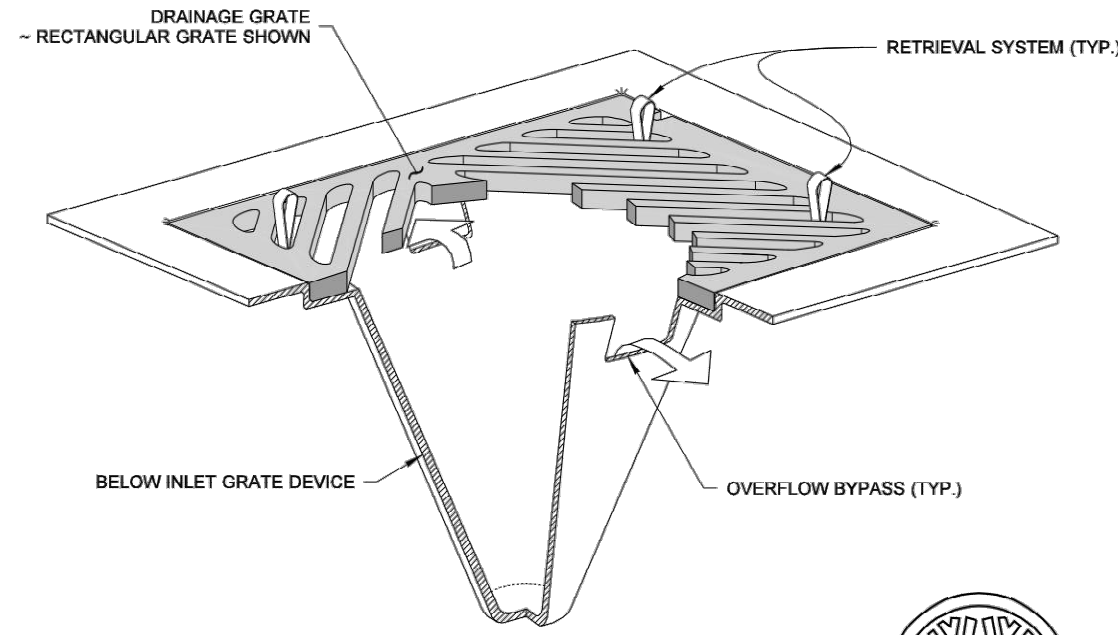
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DRAWN BY: LISA CYFORD



SECTION VIEW
NOT TO SCALE



ISOMETRIC VIEW

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



**STORM DRAIN
INLET PROTECTION
STANDARD PLAN I-40.20-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 09-20-07
STATE OF WASHINGTON



Main St Improvements
 City of Chehalis
 Site Preparation & TESC Details
 WSDOT Standard Plans

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850

Project Milestone: **100%**
 Date: **3/1/2021**

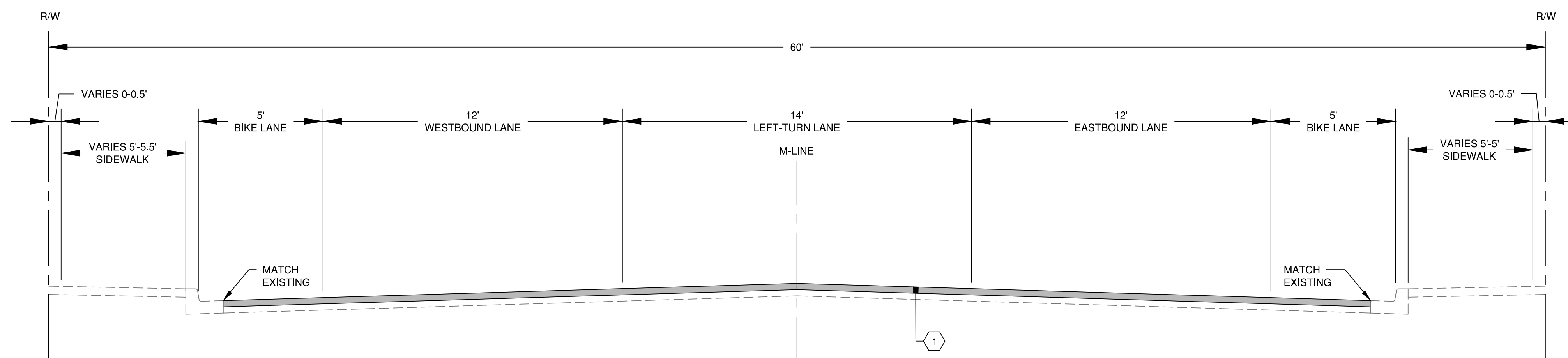


Project Manager: **CLR**
 Designed by: **TJG**
 CAD by: **KAR**
 Checked by: **KWB**
 Approved by: **CLR**

Project Number:
0155.1081

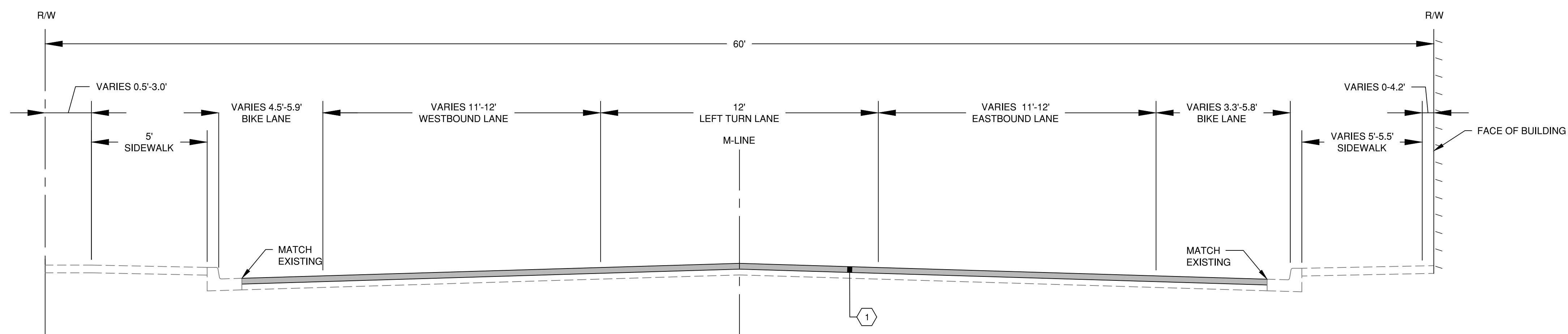
Drawing Number:
SP3

Sheet Number:
6 of **22**



W MAIN ST - TYPICAL SECTION A

STA 12+15 TO STA 15+00
 STA 17+25 TO STA 28+70
 LOOKING EAST
 NTS



W MAIN ST - TYPICAL SECTION B

STA 15+00 TO STA 17+25
 LOOKING EAST
 NTS

CONSTRUCTION NOTES:

- 1 2" HMA OVERLAY CL 1/2 IN PG 58H-22

DRAWING: T:\PROJECTS\0155 CHEHALIS\081 MAIN ST\CONTRACT DRAWINGS\0155\081 TYPICAL ROADWAY SECTION.DWG, LAYOUT TAB: RS1, PLOT DATE: 3/1/2021 1:43:43 PM, DRAWING SAVE DATE: 3/1/2021 1:21:24 PM, PLOTTED BY: KROGERS
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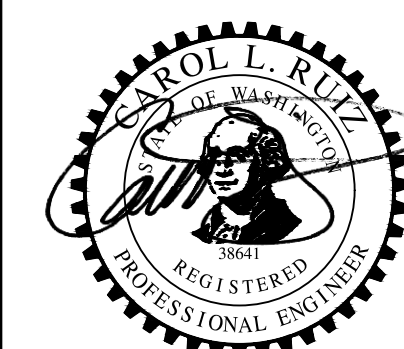
Main St Improvements
 City of Chehalis
 Typical Roadway Sections

Datum: NAD83/91 NAVD 88

Survey Book: 1849 & 1850

Project Milestone: 100%

Date: 3/1/2021



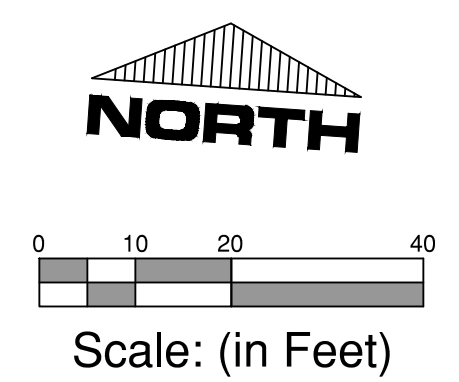
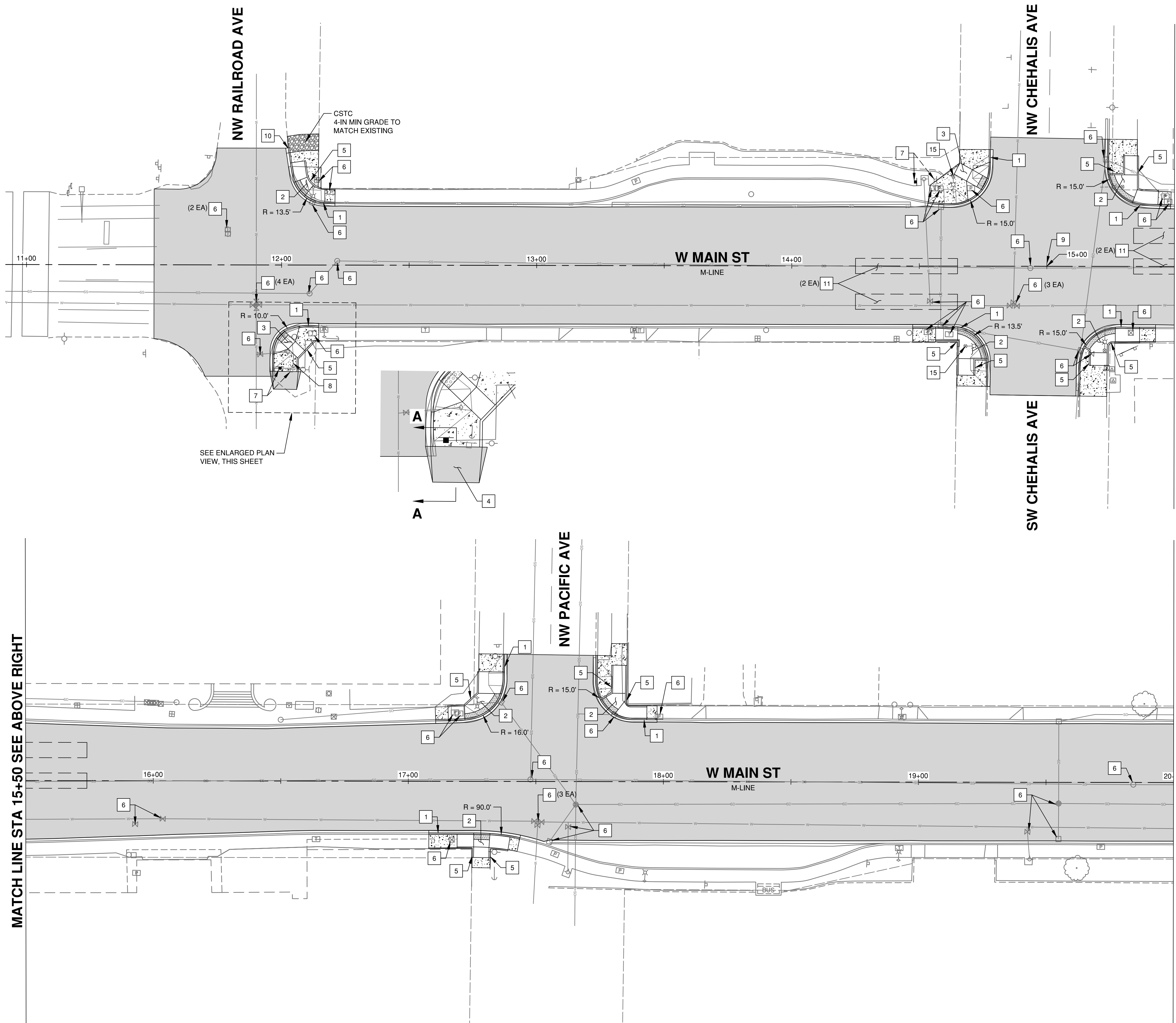
Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081

Drawing Number:
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Sheet Number:
7 of 22

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LEGEND:

- 2" GRIND AND OVERLAY, HMA CL 1/2 IN PG 58H-22 PER TYPICAL ROADWAY SECTIONS
- CEMENT CONC SIDEWALK PER CITY OF CHEHALIS STD PLAN 2-9 & 2-10

ROAD CONSTRUCTION NOTES:

- 1 CONSTRUCT CEMENT CONC TRAFFIC CURB AND GUTTER TYPE A PER CITY OF CHEHALIS STD PLAN 2-7
- 2 CONSTRUCT CEMENT CONC CURB RAMP TYPE PARALLEL PER WSDOT STD PLAN F-40.12-03
- 3 CONSTRUCT CEMENT CONC CURB RAMP TYPE PERPENDICULAR PER WSDOT STD PLAN F-40.15-03
- 4 CONSTRUCT HMA RAMP PER DTL, DWG PV3
- 5 CONSTRUCT CEMENT CONC PEDESTRIAN CURB PER WSDOT STD PLAN F-10.12-03
- 6 ADJUST EXISTING UTILITY STRUCTURE, CASTING OR BOX
- 7 RESET EXISTING SIGN AND POST W/ NEW STEEL SIGN SUPPORT TYPE ST PER WSDOT STD PLAN G-20.10-02 & G-24.50-05
- 8 RELOCATE GUY WIRE (BY OTHERS), CONTRACTOR TO COORDINATE W/ UTILITY OWNER
- 9 ADJUST MONUMENT CASE AND COVER
- 10 TAPER CURB FROM 6-IN HEIGHT TO 0-IN HEIGHT OVER 2 LINEAR FEET
- 11 REPLACE EXISTING TRAFFIC DETECTION LOOPS PER WSDOT STD PLAN J-50.10-01
- 12 RESET EXISTING SIGN ON EXISTING LIGHT POLE PER WSDOT STD PLAN G-30.10-04
- 13 INSTALL ACCESSIBLE PEDESTRIAN PUSH BUTTON POST AND FOUNDATION PER WSDOT STD PLAN J-20.10-04 & J-20.11-03
- 14 RELOCATE EXISTING EAST CROSSING PEDESTRIAN PUSH BUTTON TO PROPOSED PEDESTRIAN PUSH BUTTON
- 15 ADJUST EXISTING PEDESTRIAN PUSH BUTTONS ON EXISTING POLE PER WSDOT STD PLAN J-20.10-04. PUSH BUTTONS SHALL BE ADJUSTED VERTICALLY AND/OR ROTATED TO MAINTAIN 10-IN MAXIMUM HORIZONTAL REACH DISTANCE AND MAXIMUM 48-IN AND MINIMUM 15-IN VERTICAL HEIGHT FROM PROPOSED CURB RAMP LANDING.

MATCH LINE STA 15+50 SEE ABOVE RIGHT

MATCH LINE STA 20+00 SEE PV2

Main St Improvements
 City of Chehalis
 Paving Plan
 Main St STA 11+00 to STA 20+00

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850
 Project Milestone: 100%
 Date: 3/1/2021



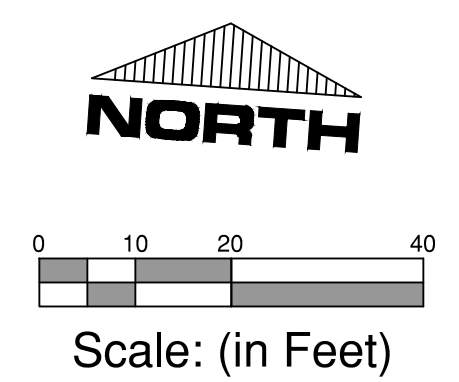
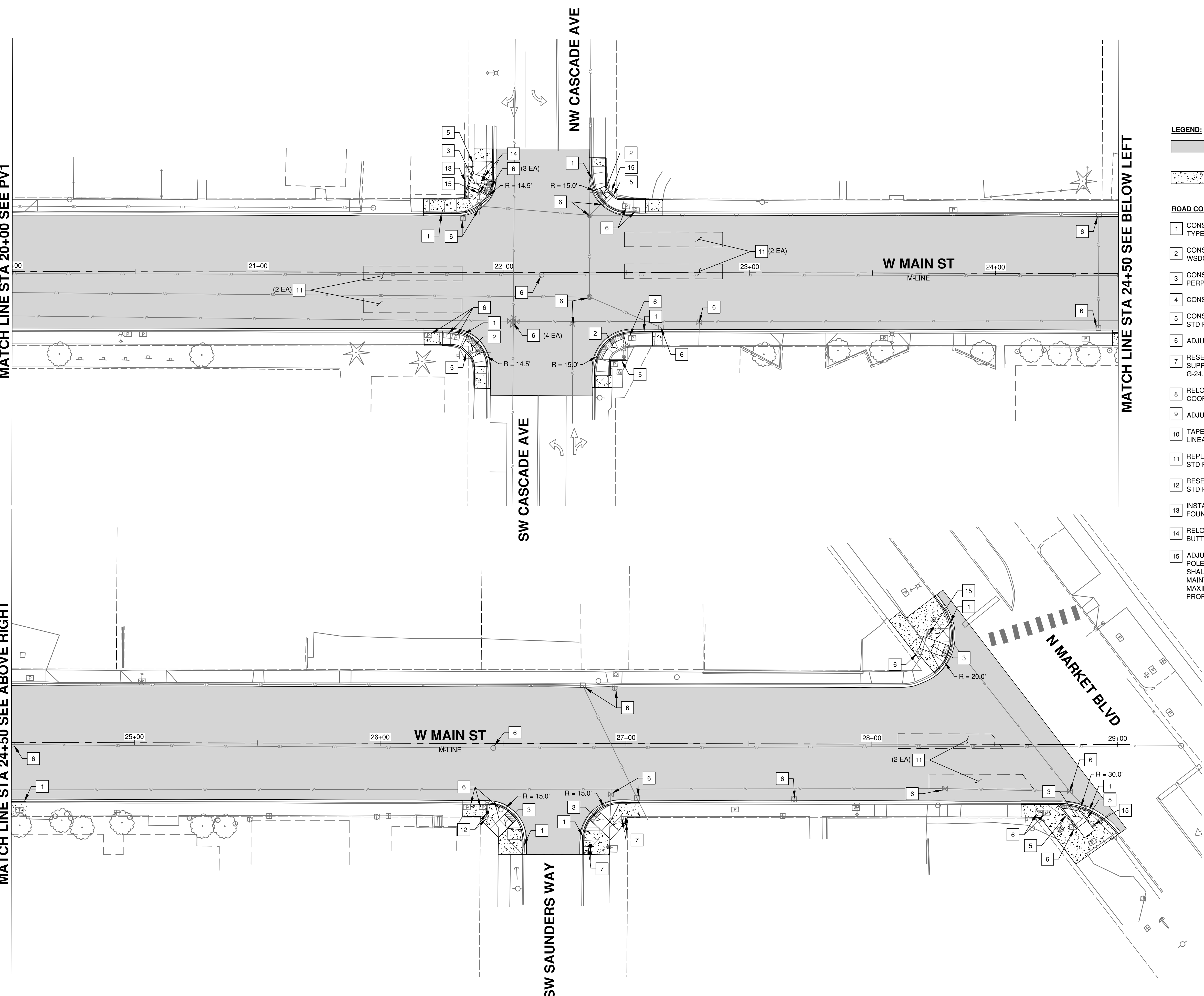
Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081
 Drawing Number:
PV1
 Sheet Number:
8 of 22

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MATCH LINE STA 24+50 SEE ABOVE RIGHT

MATCH LINE STA 20+00 SEE PV1



- LEGEND:**
- 2" GRIND AND OVERLAY, HMA CL 1/2 IN PG 58H-22 PER TYPICAL ROADWAY SECTIONS
 - CEMENT CONC SIDEWALK PER CITY OF CHEHALIS STD PLAN 2-9 & 2-10
- ROAD CONSTRUCTION NOTES:**
- 1 CONSTRUCT CEMENT CONC TRAFFIC CURB AND GUTTER TYPE A PER CITY OF CHEHALIS STD PLAN 2-7
 - 2 CONSTRUCT CEMENT CONC CURB RAMP TYPE PARALLEL PER WSDOT STD PLAN F-40.12-03
 - 3 CONSTRUCT CEMENT CONC CURB RAMP TYPE PERPENDICULAR PER WSDOT STD PLAN F-40.15-03
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 - 8 RELOCATE GUY WIRE (BY OTHERS), CONTRACTOR TO COORDINATE W/ UTILITY OWNER
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 - 10 TAPER CURB FROM 6-IN HEIGHT TO 0-IN HEIGHT OVER 2 LINEAR FEET
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 - 14 RELOCATE EXISTING EAST CROSSING PEDESTRIAN PUSH BUTTON TO PROPOSED PEDESTRIAN PUSH BUTTON POST
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Main St Improvements

City of Chehalis
Paving Plan
Main St STA 20+00 to STA 29+00

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850
 Project Milestone: 100%
 Date: 3/1/2021

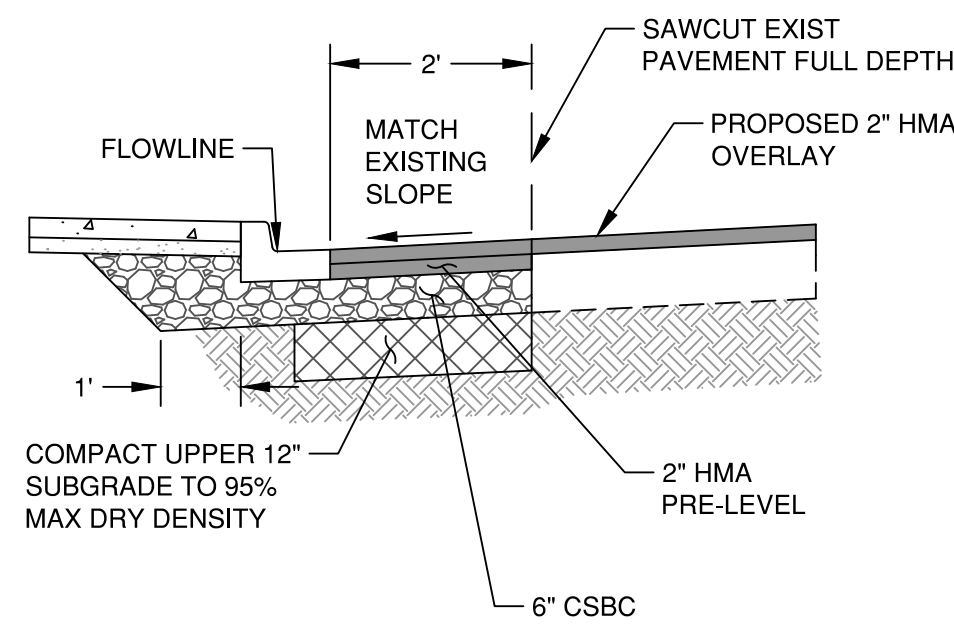


Project Manager: CLR
 Designed by: CLR
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

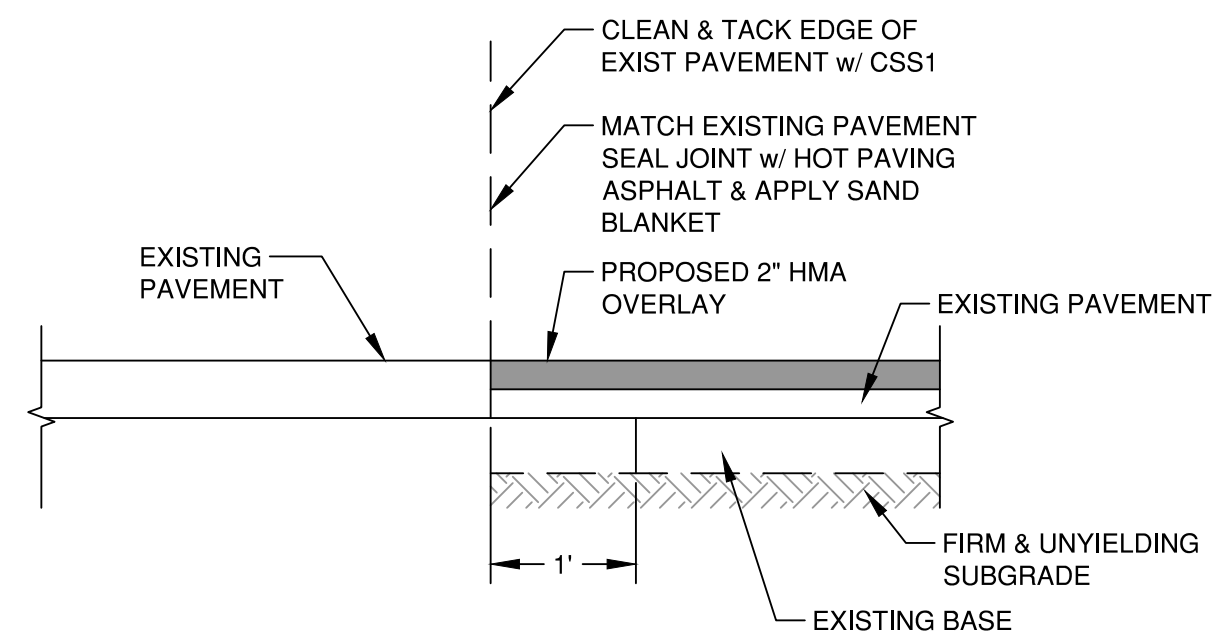
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Drawing Number:
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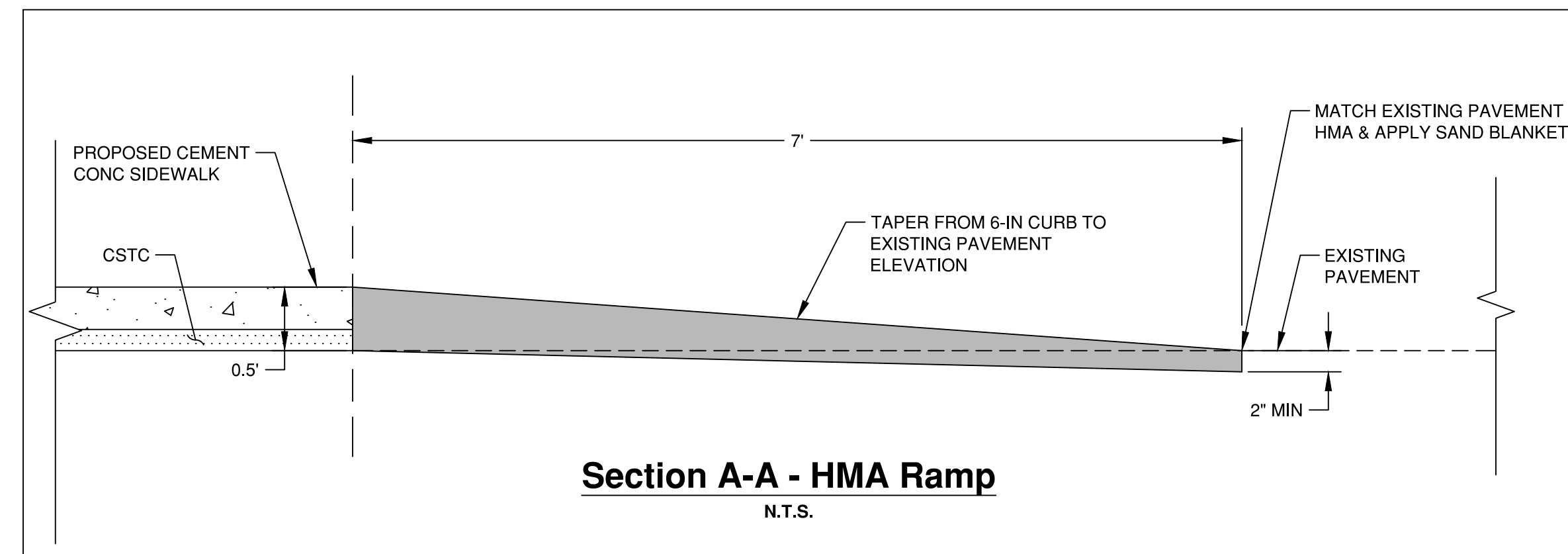
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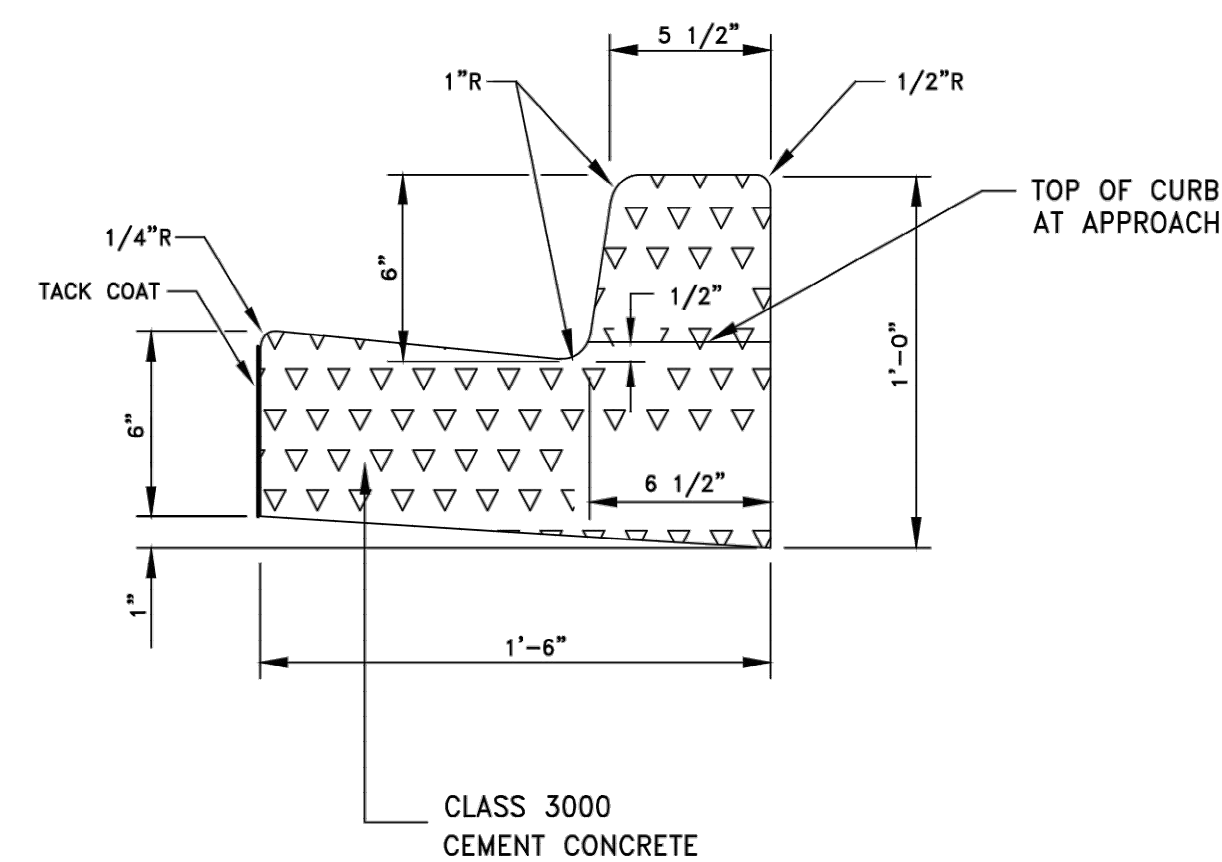
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N.T.S.



Butt Joint Detail
N.T.S.



Section A-A - HMA Ramp
N.T.S.

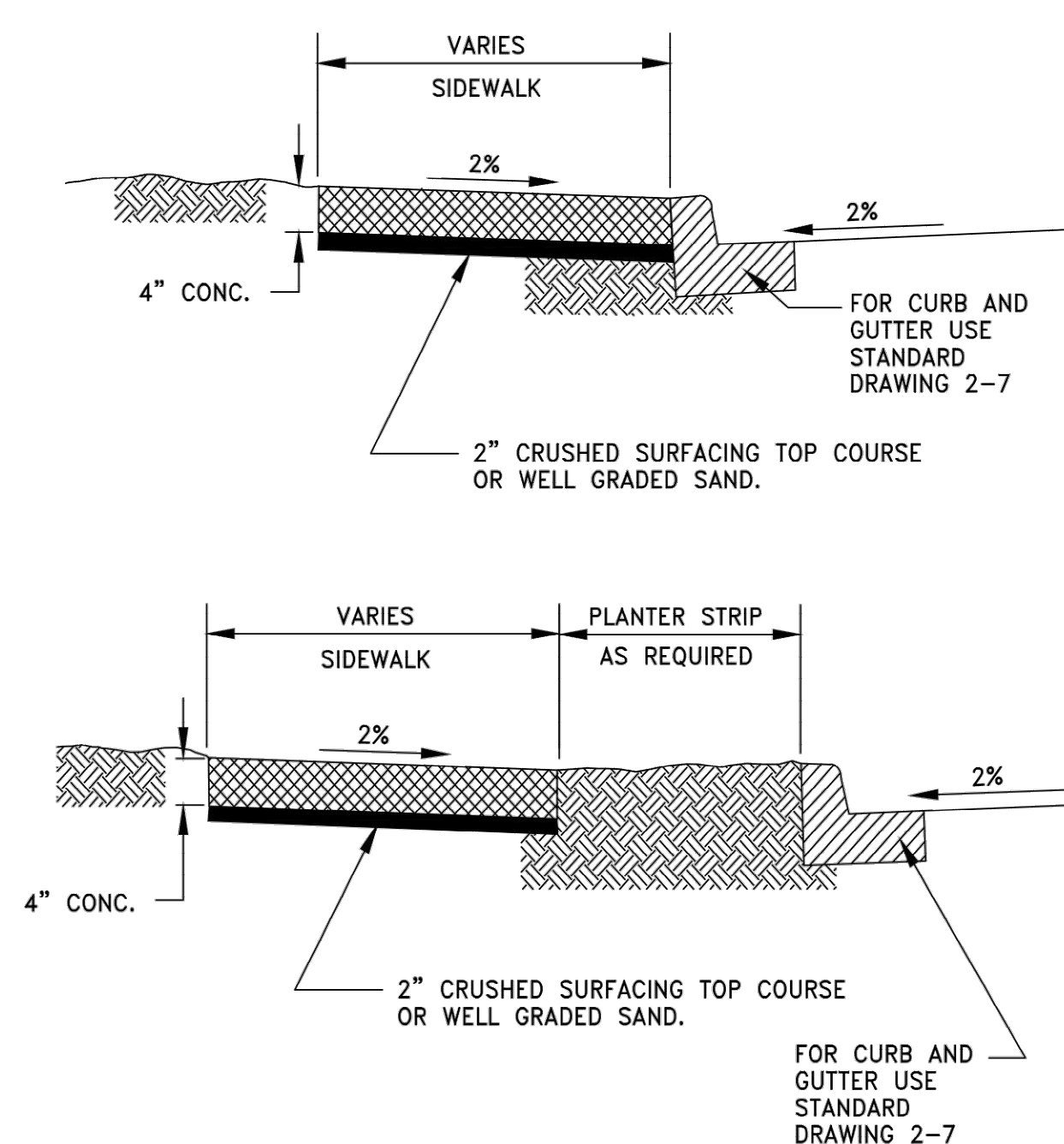


GENERAL NOTES:

1. EXPANSION JOINT MATERIAL TO BE 3/8" THICK PREMOLDED JOINT FILLER FULL THICKNESS OF CONCRETE.
2. FORM AND SUBGRADE INSPECTION REQUIRED BEFORE POURING CONCRETE.
3. SUBGRADE AND BASE REQUIREMENTS SHALL BE THE SAME AS FOR PAVEMENT RESTORATION.

<i>City of Chehalis</i>	
CEMENT CONCRETE CURB & GUTTER	
APPROVED BY	DWG. NO.
<i>James R Nichols</i>	2-7
REVISOR	REVISED DATE
CITY ENGINEER	1/02/2003

Drawing Not to Scale

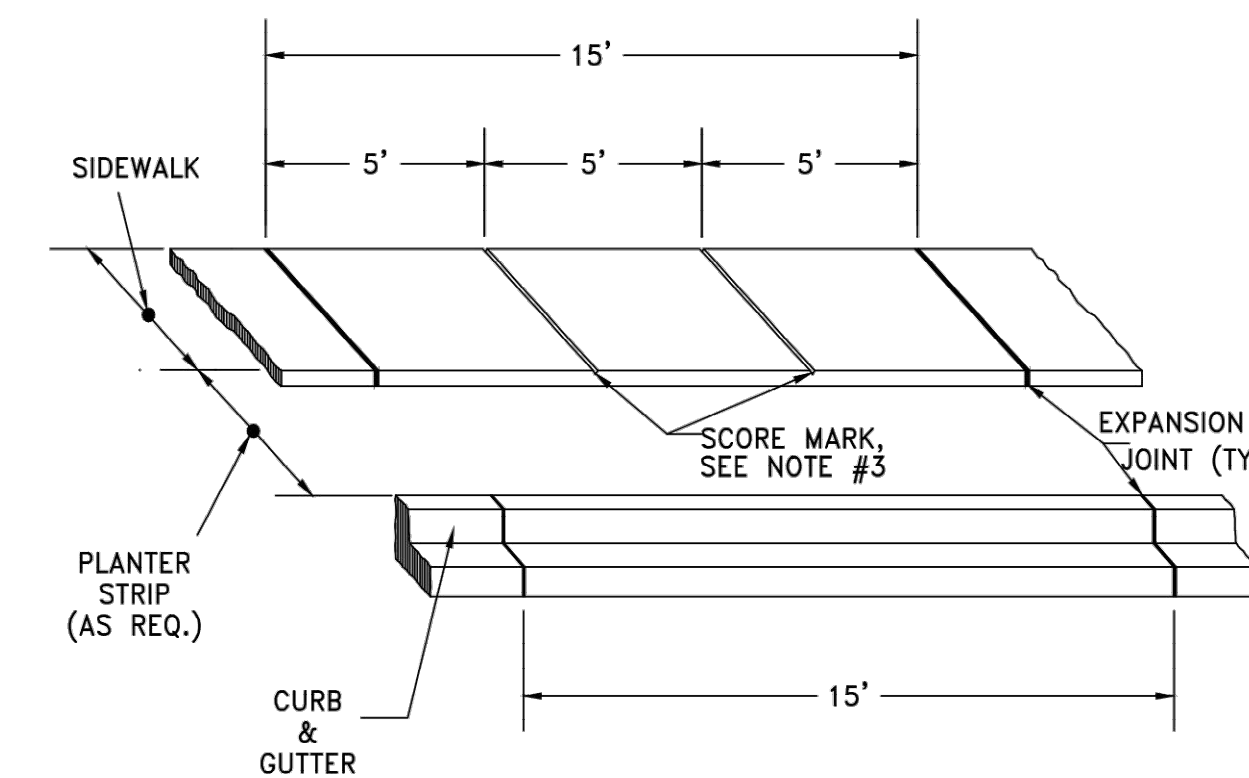


GENERAL NOTES:

1. REFER TO STANDARD DRAWING 2-10 FOR INFORMATION ON JOINTS AND SCORING.
2. SIDEWALK ACROSS CONCRETE DRIVEWAYS REQUIRE A MINIMUM DEPTH OF 6" FOR RESIDENTIAL DRIVES & 8" FOR ALL OTHER DRIVES.
3. WHEN CHECKED WITH A 10' STRAIGHTEDGE, GRADE SHALL NOT DEVIATE MORE THAN 1/8 INCH & ALIGNMENT SHALL NOT VARY MORE THAN 1/4 INCH.

<i>City of Chehalis</i>	
SIDEWALK	
APPROVED BY	DWG. NO.
<i>James R Nichols</i>	2-9
REVISOR	REVISED DATE
CITY ENGINEER	1/02/2003

Drawing Not to Scale



GENERAL NOTES:

1. EXPANSION JOINT MATERIAL TO BE 3/8" THICK PREMOLDED JOINT FILLER FULL THICKNESS OF CONCRETE.
2. FORM AND SUBGRADE INSPECTION REQUIRED BEFORE POURING CONCRETE.
3. SCORE MARKS SHALL BE ±1/8" WIDE BY ±1/4" DEEP. FOR SIDEWALKS OVER 8' IN WIDTH, A LONGITUDINAL SCORE MARK SHALL BE MADE ALONG CENTER OF WALK.
4. EXPANSION JOINTS SHALL BE INSTALLED IN CURB AND GUTTER AND IN SIDEWALK AT PC AND PT AT ALL CURB RETURNS. EXPANSION JOINTS SHALL BE PLACED IN SIDEWALK AT SAME LOCATIONS AS THOSE IN CURB AND GUTTER WHEN SIDEWALK IS ADJACENT TO CURB AND GUTTER, UNLESS OTHERWISE DIRECTED BY ENGINEER.

<i>City of Chehalis</i>	
SIDEWALK SPACING EXPANSION JOINTS & SCORE MARKS	
APPROVED BY	DWG. NO.
<i>James R Nichols</i>	2-10
REVISOR	REVISED DATE
CITY ENGINEER	1/02/2003

Main St Improvements
City of Chehalis
Paving Details
City of Chehalis Standard Details

Datum: NAD83/91 NAVD 88
Survey Book: 1849 & 1850

Project Milestone: 100%

Date: 3/1/2021



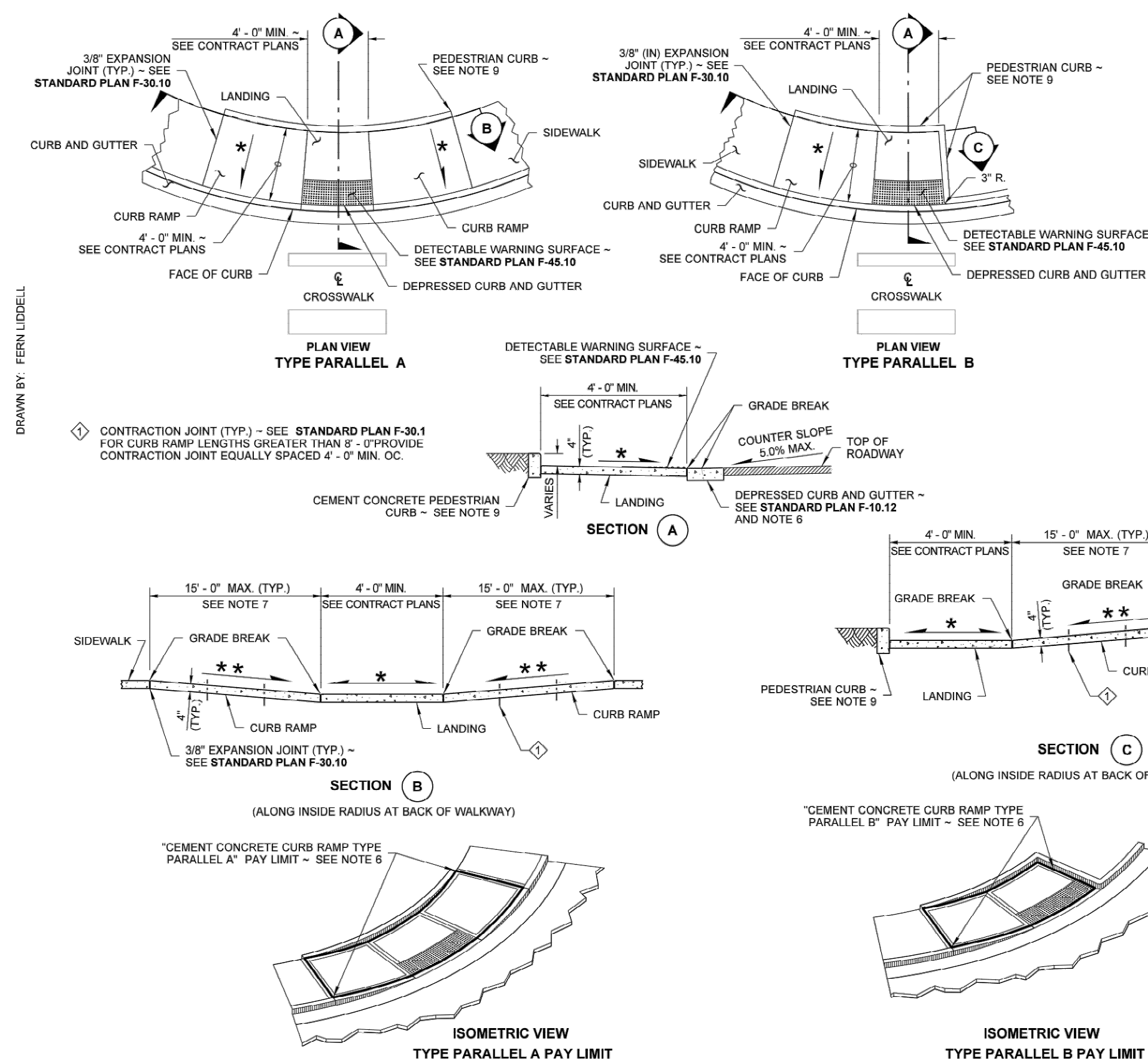
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Designed by: TJG
CAD by: KAR
Checked by: KWB
Approved by: CLR

Project Number:
0155.1081

Drawing Number:
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Sheet Number:
10 of 22

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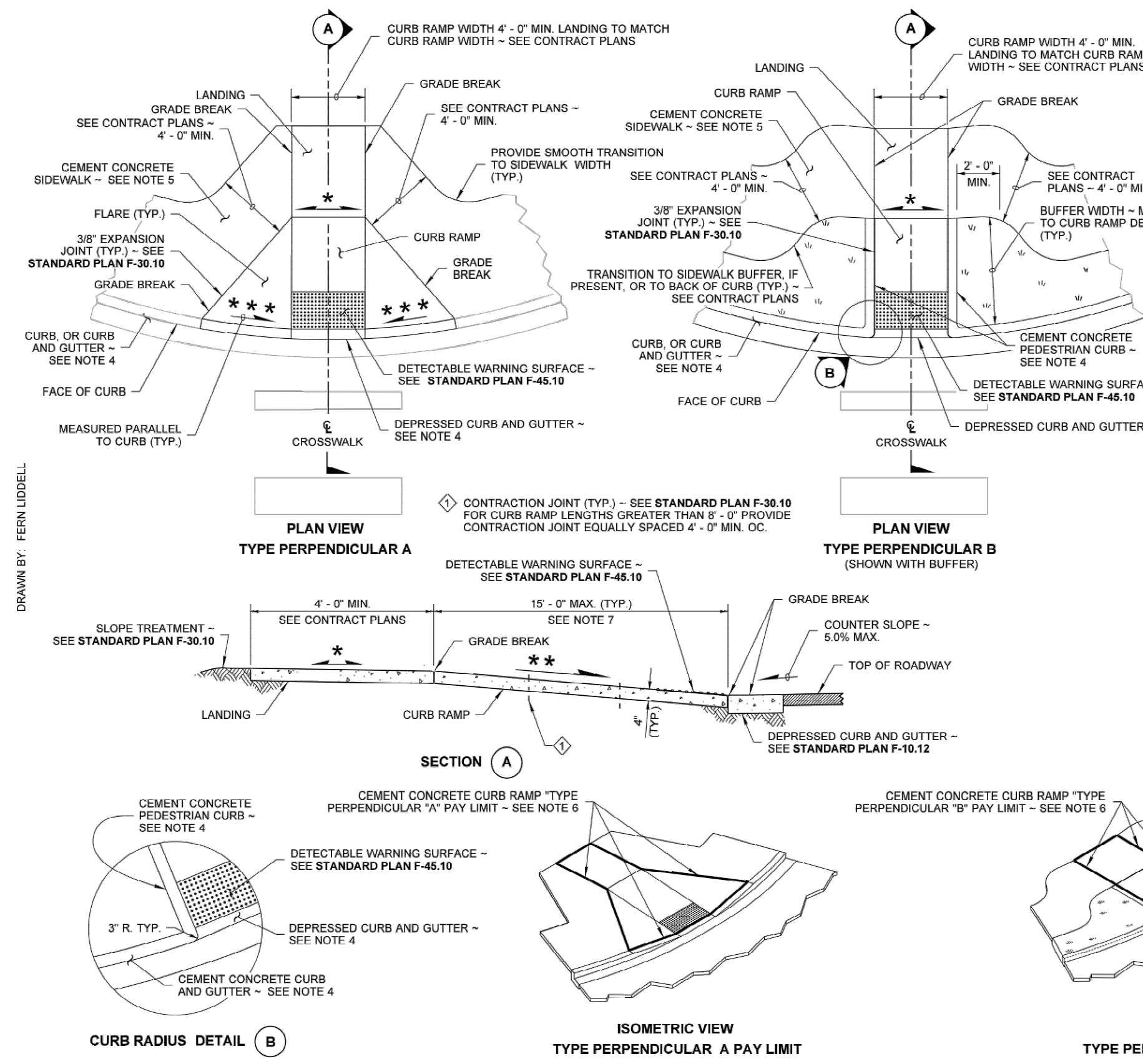
NOTES

- 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 of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk on 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

PROFESSIONAL ENGINEER
 R. SCOTT ZALLER
 STATE OF WASHINGTON
 REGISTERED PROFESSIONAL ENGINEER
 No. 35194
 Zeller, Scott
 Jun 24 2016 7:19 AM
PARALLEL CURB RAMP
STANDARD PLAN F-40.12-03
 SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
 Carpenter, Jeff
 Jun 23 2016 2:27 PM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



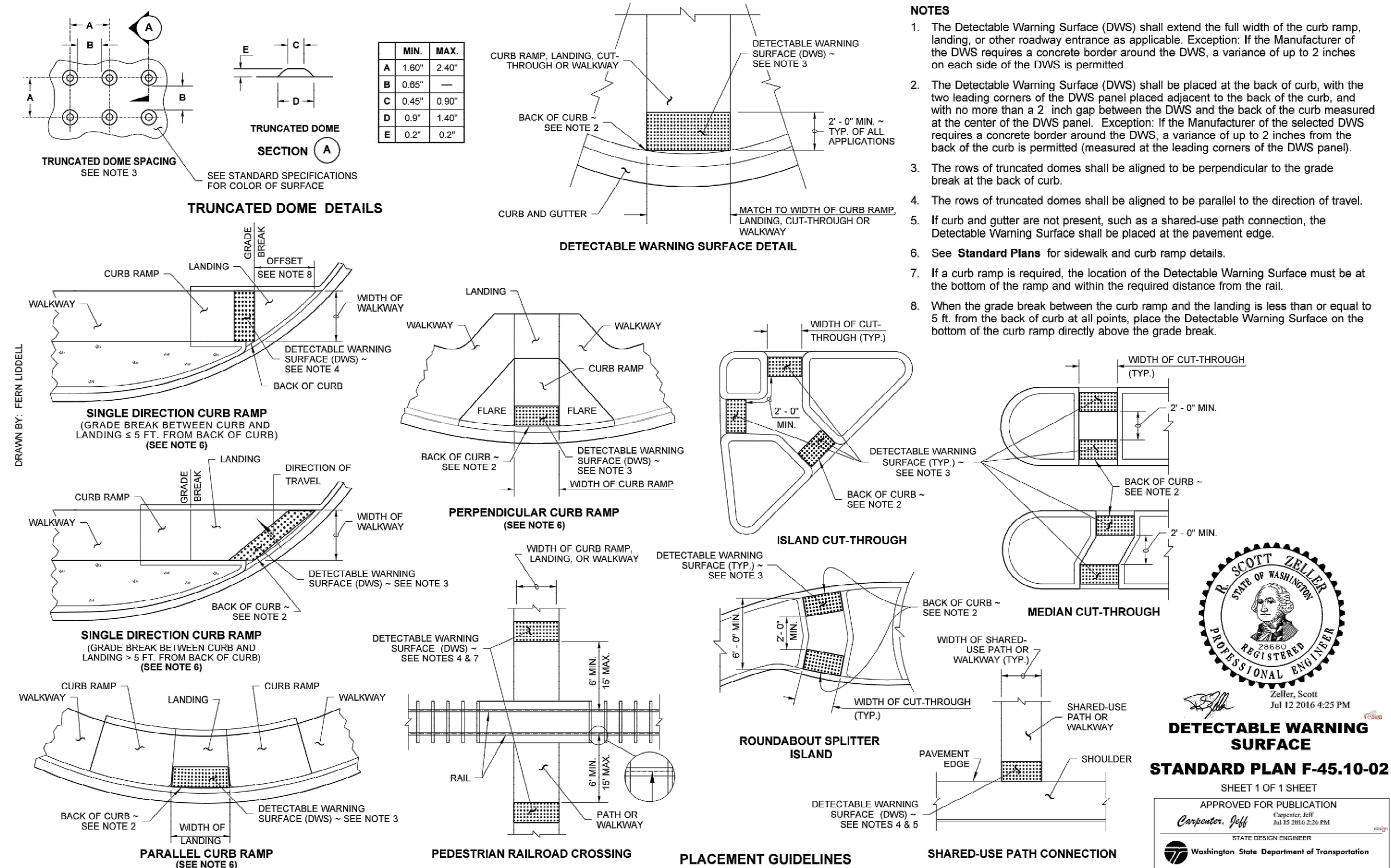
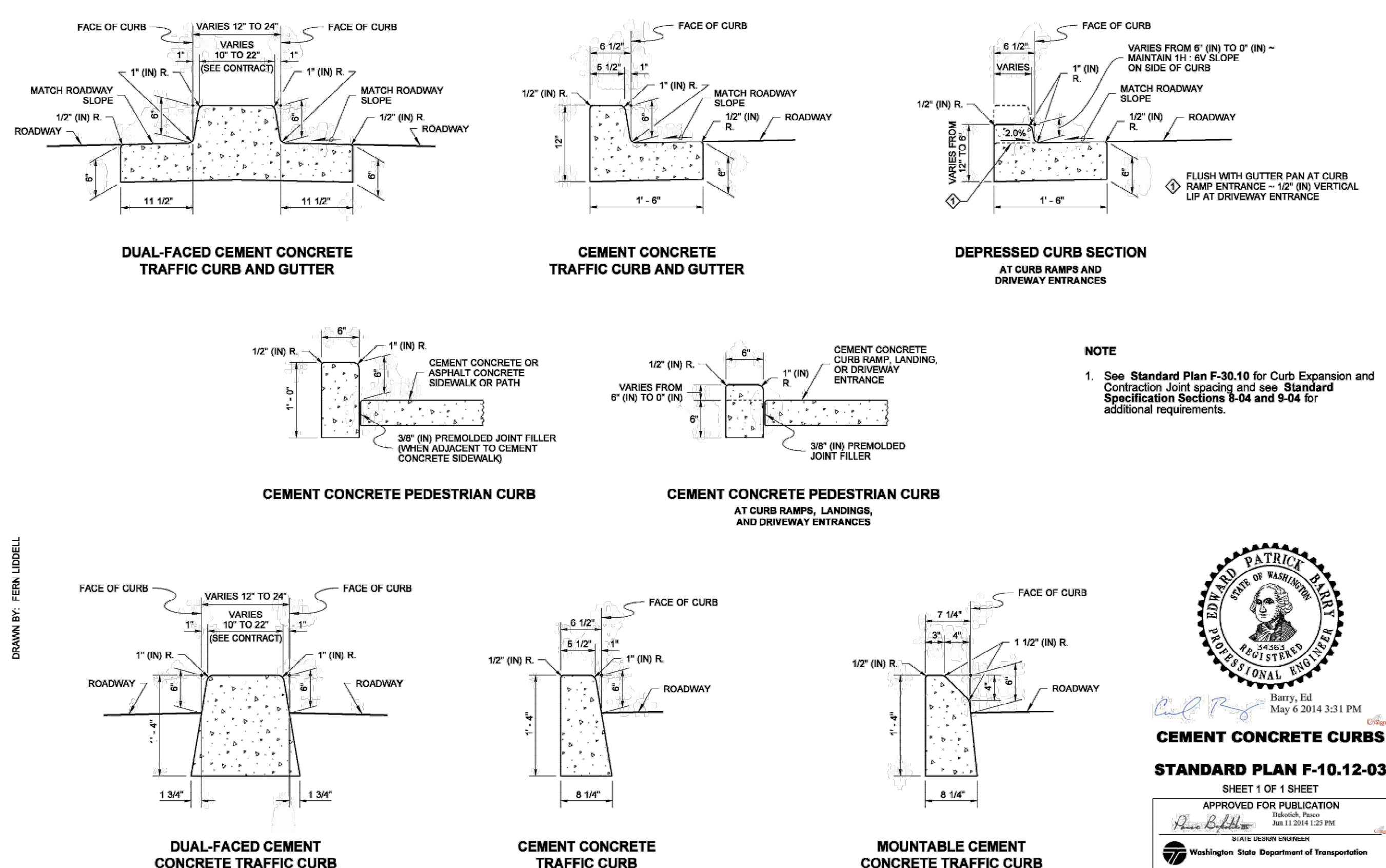
NOTES

- At marked crosswalks, the connection between the curb ramp and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in front of the Curb Ramp where it connects to the roadway.
- See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
- See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the landing over a horizontal distance of 15 feet. Do not include the abutting landing in the 15-foot max. measurement.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
- Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will 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.)
- 9.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (10% MAX.)

PROFESSIONAL ENGINEER
 R. SCOTT ZALLER
 STATE OF WASHINGTON
 REGISTERED PROFESSIONAL ENGINEER
 No. 35194
 Zeller, Scott
 Jun 24 2016 7:20 AM
PERPENDICULAR CURB RAMP
STANDARD PLAN F-40.15-03
 SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
 Carpenter, Jeff
 Jun 23 2016 2:28 PM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



NOTE

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

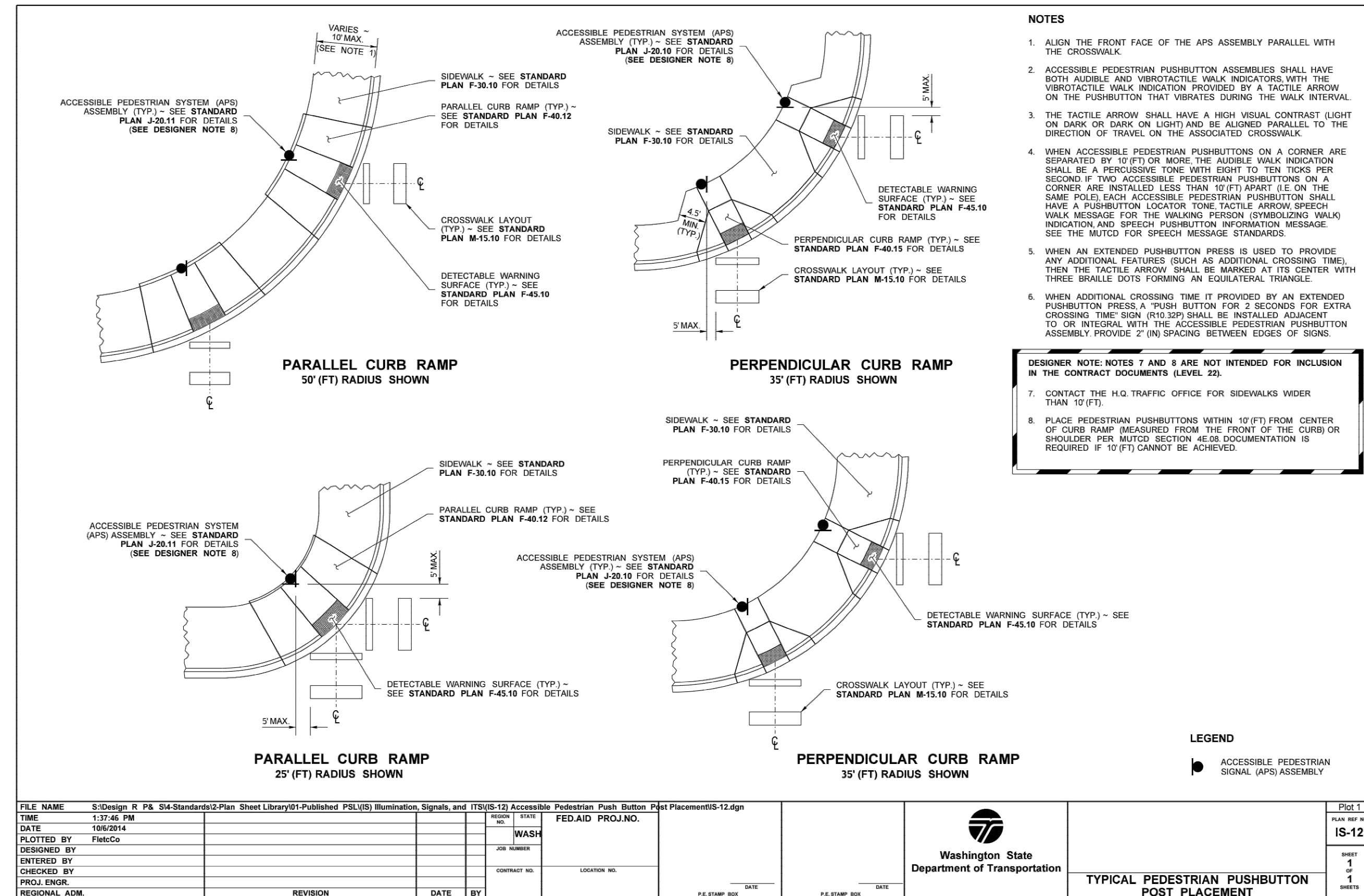
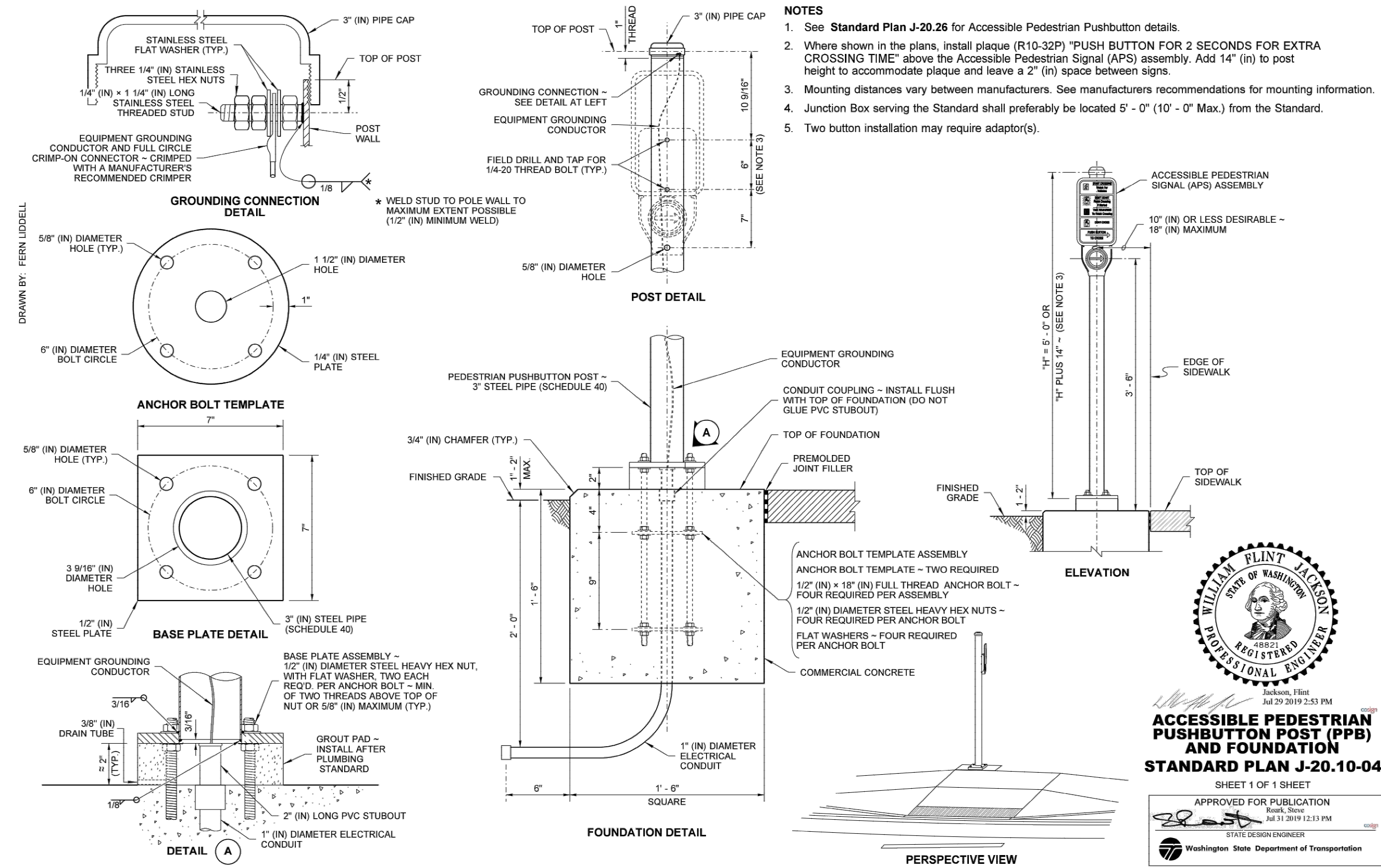
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 R. SCOTT ZALLER
 STATE OF WASHINGTON
 REGISTERED PROFESSIONAL ENGINEER
 No. 35194
 Zeller, Scott
 Jul 12 2016 4:23 PM
DETECTABLE WARNING SURFACE
STANDARD PLAN F-45.10-02
 SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
 Carpenter, Jeff
 Jun 14 2016 2:28 PM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



Main St Improvements
 City of Chehalis
 Paving Details
 WSDOT Standard Plans

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850
 Project Milestone: **100%**
 Date: **3/1/2021**
 Project Manager: CLR
 Designed by: CLR
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR
 Project Number: **0155.1081**
 Drawing Number: **PV4**
 Sheet Number: **11 of 22**

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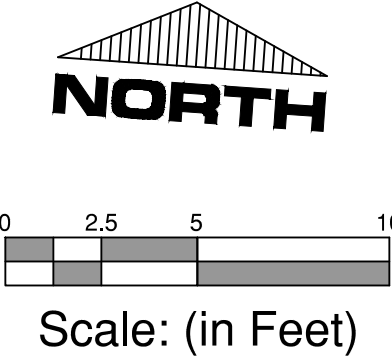
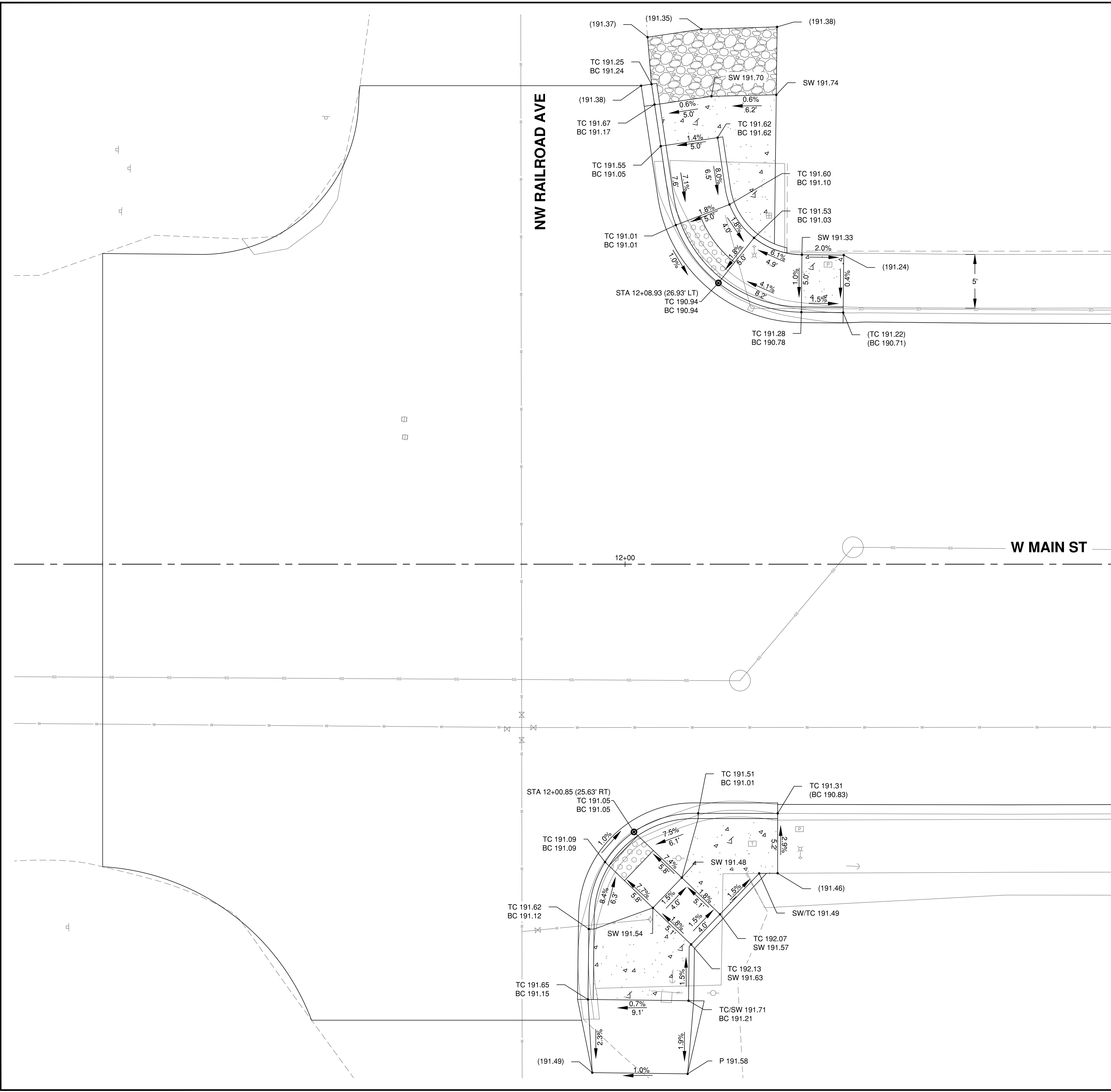
Main St Improvements
 City of Chehalis
 Paving Details
 WSDOT Standard Plans

Datum: NAD83/91 NAVD 88
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 Date: 3/1/2021

Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081
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PV6
 Sheet Number:
13 of 22

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- LEGEND:**
- CEMENT CONC SIDEWALK
 - CEMENT CONC TRAFFIC CURB AND GUTTER
 - CEMENT CONC PEDESTRIAN CURB
 - DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02, CUT TO FIT
 - GRADING SLOPE & DIRECTION (DOWNHILL)
 - P XX.XX PAVEMENT ELEVATION
 - TC XX.XX TOP OF CURB ELEVATION
 - BC XX.XX BOTTOM OF CURB ELEVATION
 - SW XX.XX SIDEWALK ELEVATION
 - GRADE BREAK

- GENERAL CONSTRUCTION NOTES:**
- CONTRACTOR IS RESPONSIBLE TO ENSURE EACH RAMP IS CONSTRUCTED TO MEET ADA REQUIREMENTS FOR SLOPES (BOTH LONGITUDINAL AND CROSS SLOPES), DIMENSIONS AND OTHER CRITERIA.
 - ELEVATIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY ELEVATIONS AND MODIFY AS NECESSARY TO MEET ADA CRITERIA AND MATCH EXISTING.
 - CONTRACTOR TO CONST SIDEWALK AND RAMPS AS NEEDED TO AVOID EXIST UTILITIES, WALLS, FENCES & VEGETATION AS SHOWN. CONSULT W/ ENGINEER PRIOR TO ALTERING PROPOSED SIDEWALK LAYOUT.
 - CONTRACTOR TO RESTORE ALL DISTURBED AREAS PER THE PROJECT SPECIAL PROVISIONS AND MATCH ADJACENT SURFACES AS DIRECTED BY THE ENGINEER
 - THE DETECTABLE WARNING SURFACE SHALL BE PLACED IN THE CURB RAMP LANDING, CURB TIGHT AND CUT TO FIT. THE GAP BETWEEN THE DETECTABLE WARNING SURFACE AND THE BACK OF TRAFFIC CURB SHALL BE 2 INCHES MAX.

Main St Improvements

City of Chehalis
 Intersection Plan
 Main St & Railroad Ave

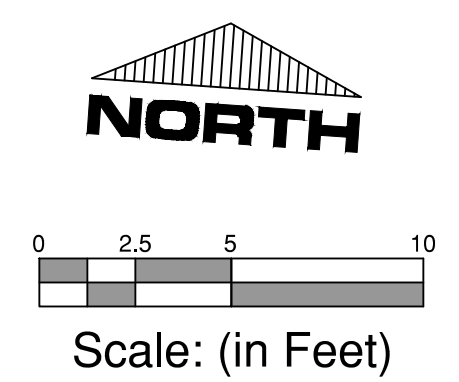
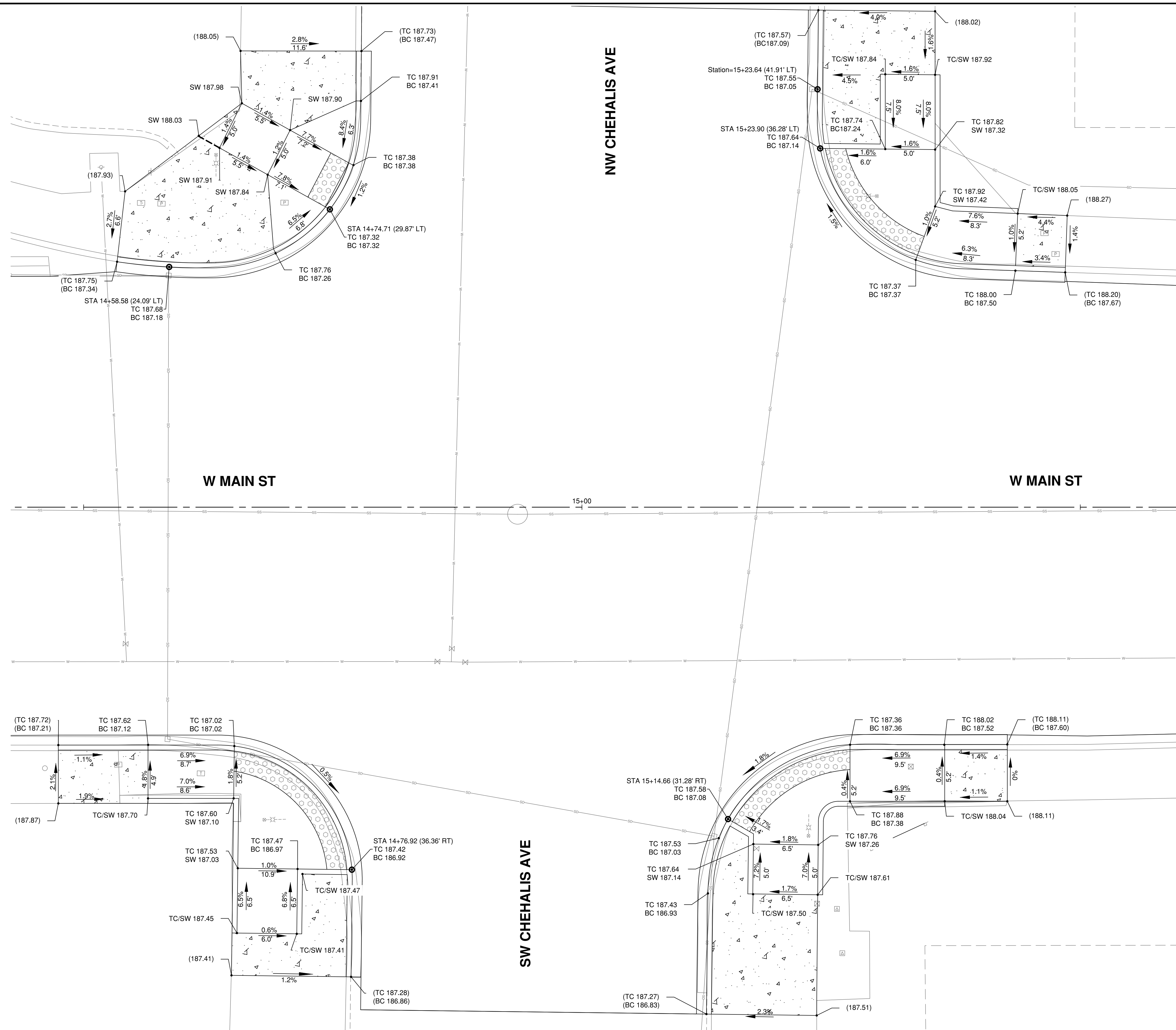
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 Survey Book: **1849 & 1850**
 Project Milestone: **100%**
 Date: **3/1/2021**



Project Manager: **CLR**
 Designed by: **TJG**
 CAD by: **KAR**
 Checked by: **KWB**
 Approved by: **CLR**

Project Number:
0155.1081
 Drawing Number:
IP1
 Sheet Number:
14 of 22

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- LEGEND:**
- CEMENT CONC SIDEWALK
 - CEMENT CONC TRAFFIC CURB AND GUTTER
 - CEMENT CONC PEDESTRIAN CURB
 - DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02, CUT TO FIT
 - GRADING SLOPE & DIRECTION (DOWNHILL)
 - P XX.XX PAVEMENT ELEVATION
 - TC XX.XX TOP OF CURB ELEVATION
 - BC XX.XX BOTTOM OF CURB ELEVATION
 - SW XX.XX SIDEWALK ELEVATION
 - GRADE BREAK

- GENERAL CONSTRUCTION NOTES:**
- CONTRACTOR IS RESPONSIBLE TO ENSURE EACH RAMP IS CONSTRUCTED TO MEET ADA REQUIREMENTS FOR SLOPES (BOTH LONGITUDINAL AND CROSS SLOPES), DIMENSIONS AND OTHER CRITERIA.
 - ELEVATIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY ELEVATIONS AND MODIFY AS NECESSARY TO MEET ADA CRITERIA AND MATCH EXISTING.
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Main St Improvements
 City of Chehalis
 Intersection Plan
 Main St & Chehalis Ave

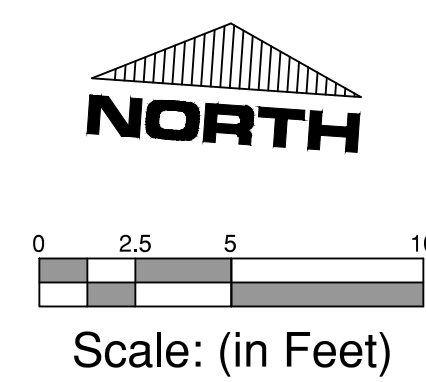
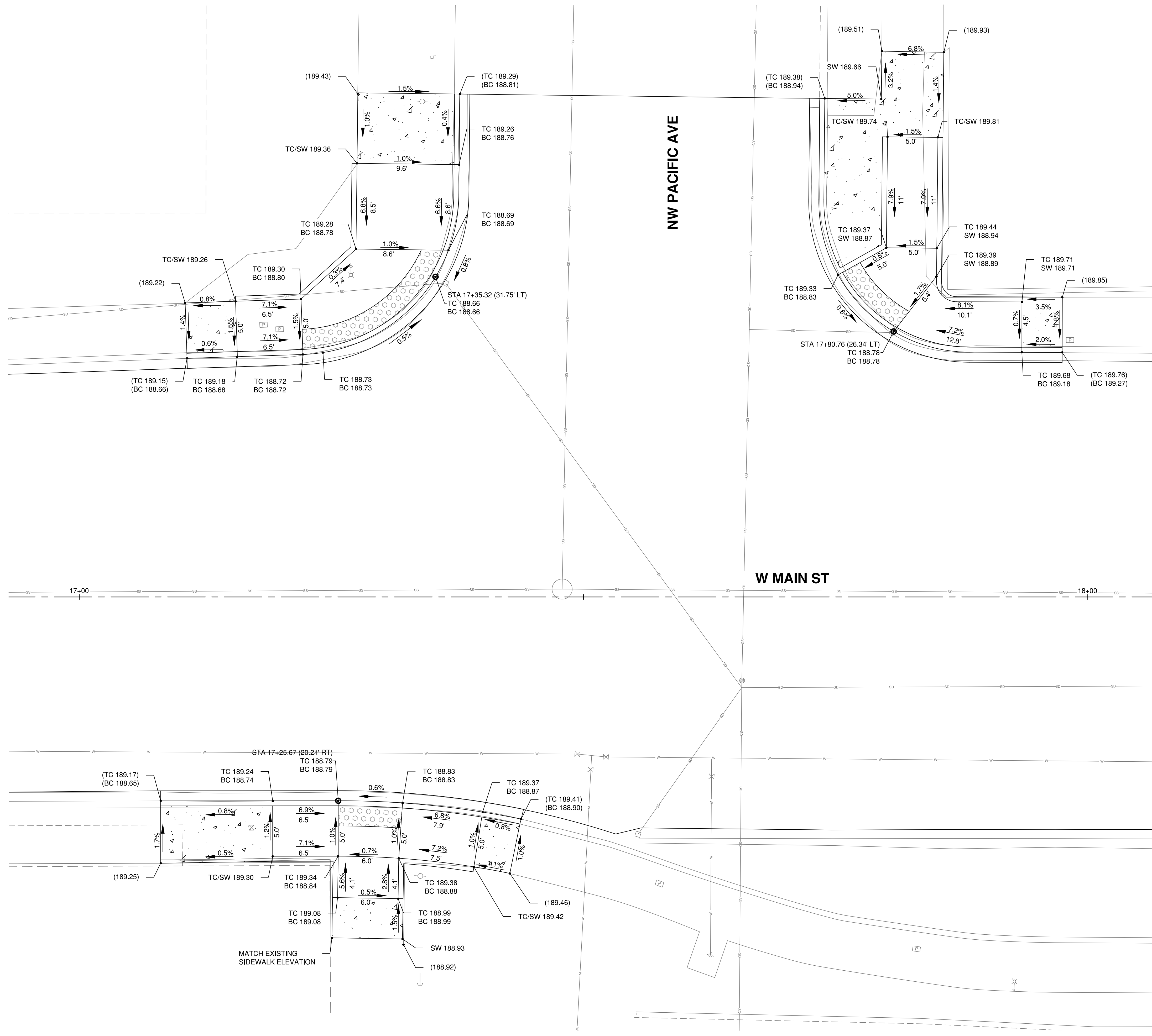
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 Survey Book: 1849 & 1850
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 Date: 3/1/2021



Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081
 Drawing Number:
IP2
 Sheet Number:
15 of 22

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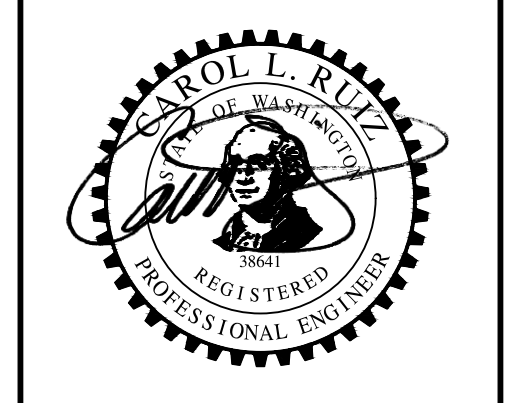
- LEGEND:**
- CEMENT CONC SIDEWALK
 - CEMENT CONC TRAFFIC CURB AND GUTTER
 - CEMENT CONC PEDESTRIAN CURB
 - DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02, CUT TO FIT
 - 0.5% GRADING SLOPE & DIRECTION (DOWNHILL)
 - P XX.XX PAVEMENT ELEVATION
 - TC XX.XX TOP OF CURB ELEVATION
 - BC XX.XX BOTTOM OF CURB ELEVATION
 - SW XX.XX SIDEWALK ELEVATION
 - GRADE BREAK

- GENERAL CONSTRUCTION NOTES:**
- CONTRACTOR IS RESPONSIBLE TO ENSURE EACH RAMP IS CONSTRUCTED TO MEET ADA REQUIREMENTS FOR SLOPES (BOTH LONGITUDINAL AND CROSS SLOPES), DIMENSIONS AND OTHER CRITERIA.
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Main St Improvements
 City of Chehalis
 Intersection Plan
 Main St & Pacific Ave

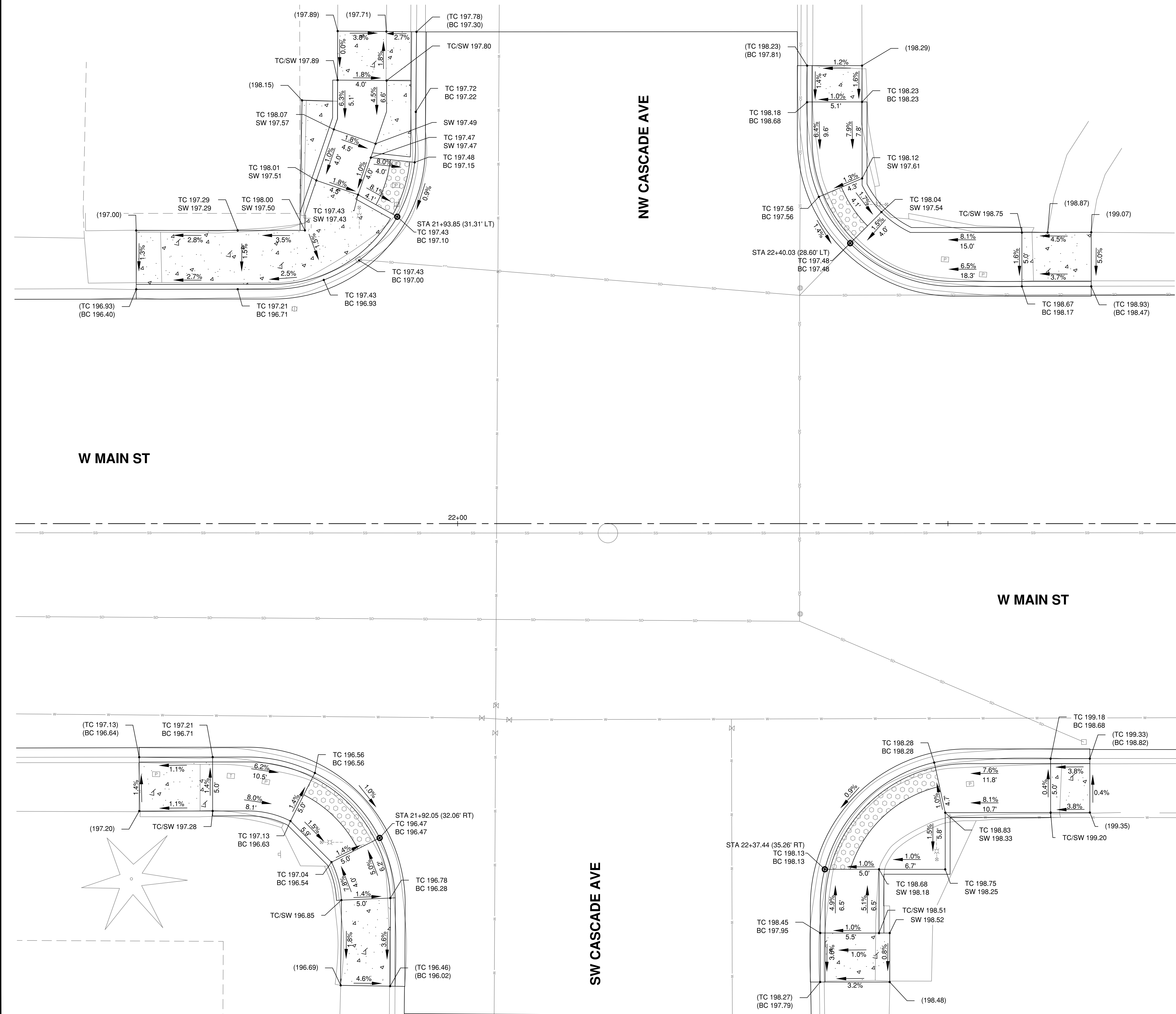
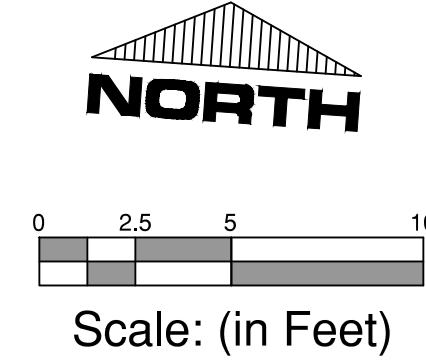
Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850
 Project Milestone: 100%
 Date: 3/1/2021



Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081
 Drawing Number:
IP3
 Sheet Number:
16 of 22

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- LEGEND:**
- CEMENT CONC SIDEWALK
 - CEMENT CONC TRAFFIC CURB AND GUTTER
 - CEMENT CONC PEDESTRIAN CURB
 - DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02, CUT TO FIT
 - GRADING SLOPE & DIRECTION (DOWNHILL)
 - P XX.XX PAVEMENT ELEVATION
 - TC XX.XX TOP OF CURB ELEVATION
 - BC XX.XX BOTTOM OF CURB ELEVATION
 - SW XX.XX SIDEWALK ELEVATION
 - GRADE BREAK

GENERAL CONSTRUCTION NOTES:

1. CONTRACTOR IS RESPONSIBLE TO ENSURE EACH RAMP IS CONSTRUCTED TO MEET ADA REQUIREMENTS FOR SLOPES (BOTH LONGITUDINAL AND CROSS SLOPES), DIMENSIONS AND OTHER CRITERIA.
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Main St Improvements
 City of Chehalis
 Intersection Plan
 Main St & Cascade Ave

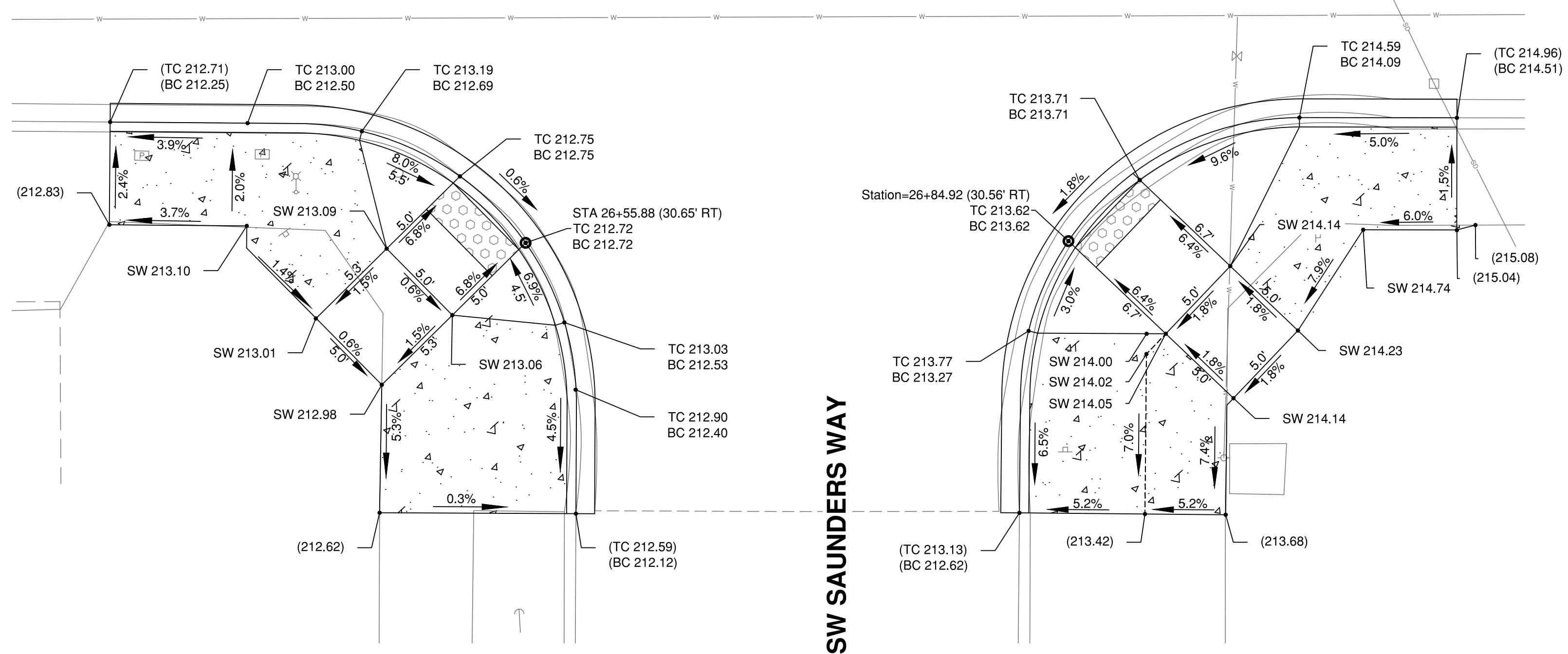
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Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081
 Drawing Number:
IP4
 Sheet Number:
17 of 22

W MAIN ST



LEGEND:

- CEMENT CONC SIDEWALK
- CEMENT CONC TRAFFIC CURB AND GUTTER
- CEMENT CONC PEDESTRIAN CURB
- DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02, CUT TO FIT
- GRADING SLOPE & DIRECTION (DOWNHILL)
- P XX.XX PAVEMENT ELEVATION
- TC XX.XX TOP OF CURB ELEVATION
- BC XX.XX BOTTOM OF CURB ELEVATION
- SW XX.XX SIDEWALK ELEVATION
- GRADE BREAK

GENERAL CONSTRUCTION NOTES:

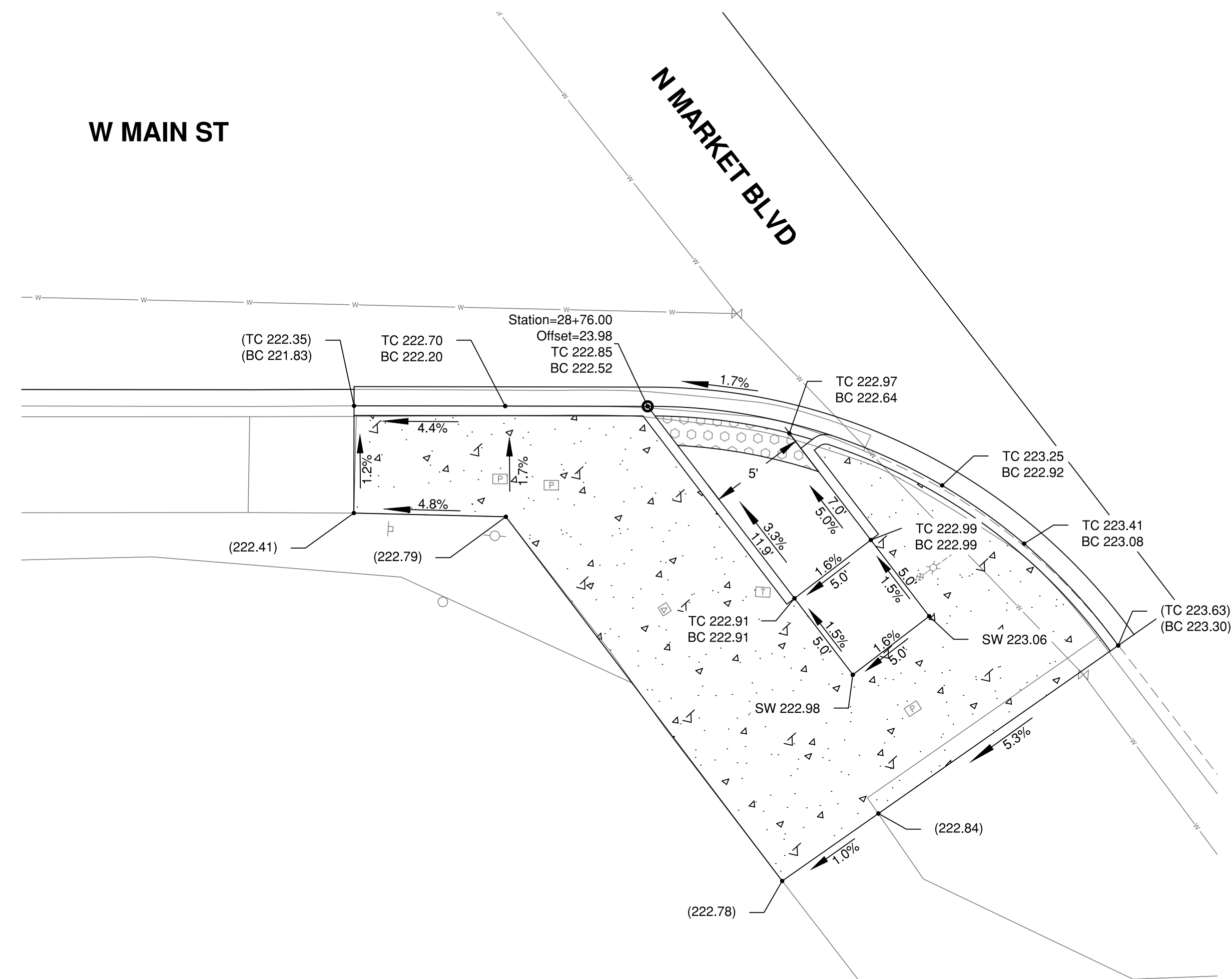
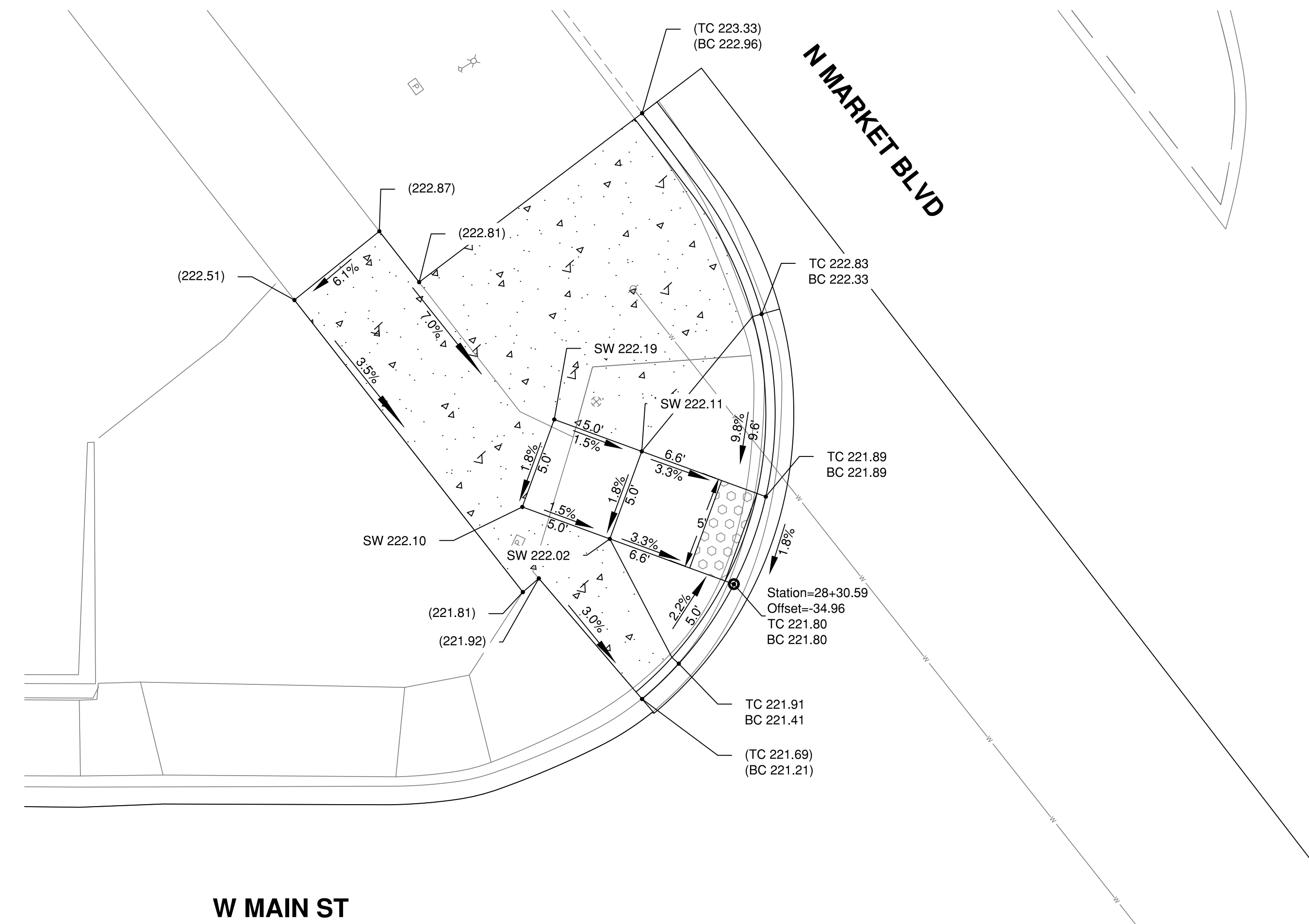
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SW SAUNDERS WAY

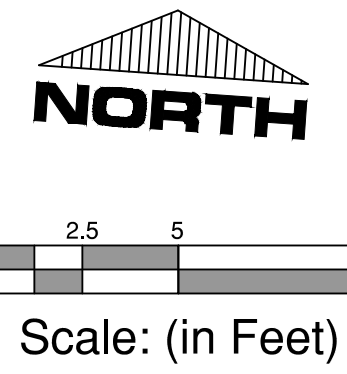
N MARKET BLVD

W MAIN ST

N MARKET BLVD



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Main St Improvements
City of Chehalis
Intersection Plan
Main St., Saunders Way & Market Blvd

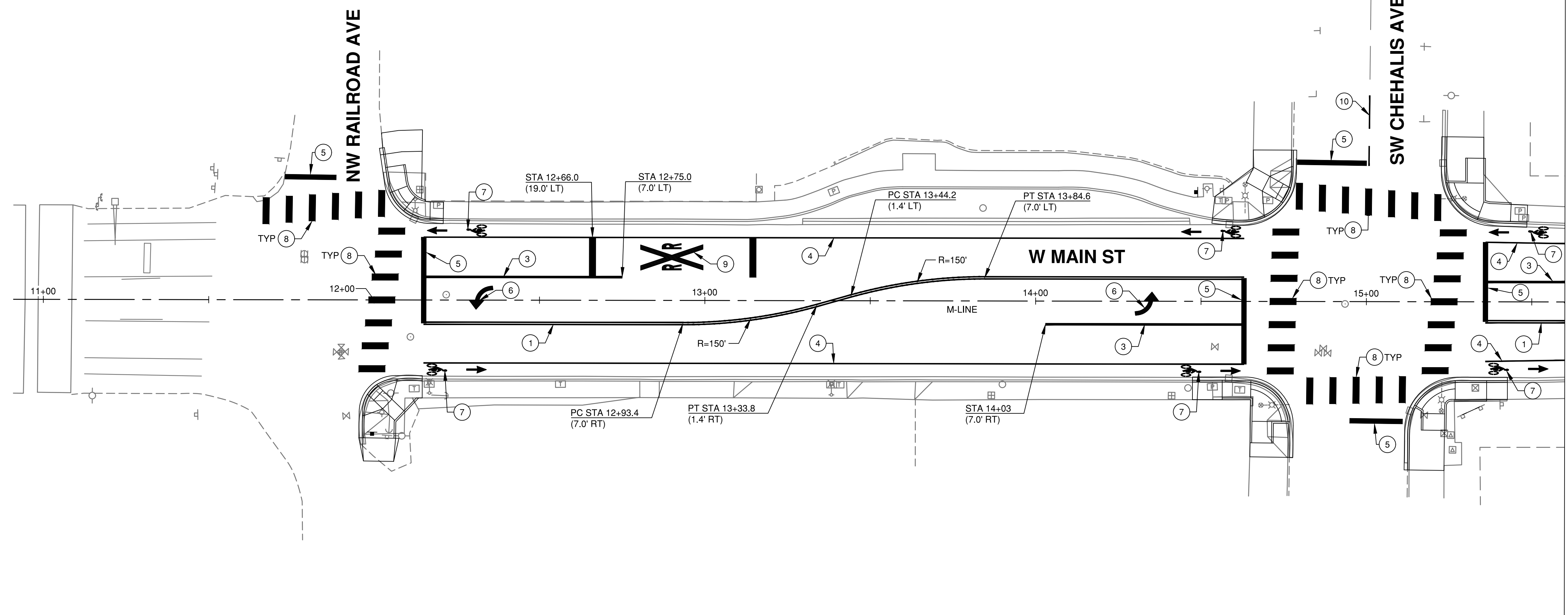
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Survey Book: 1849 & 1850
Project Milestone: **100%**
Date: **3/1/2021**



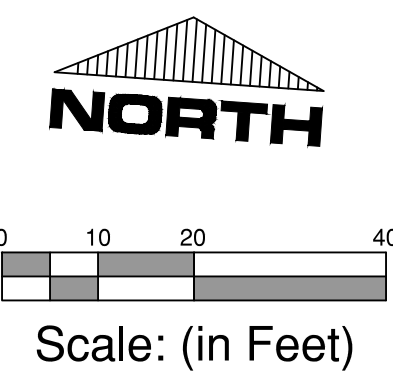
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Designed by: TJG
CAD by: KAR
Checked by: KWB
Approved by: CLR

Project Number:
0155.1081
Drawing Number:
IP5
Sheet Number:
18 of 22

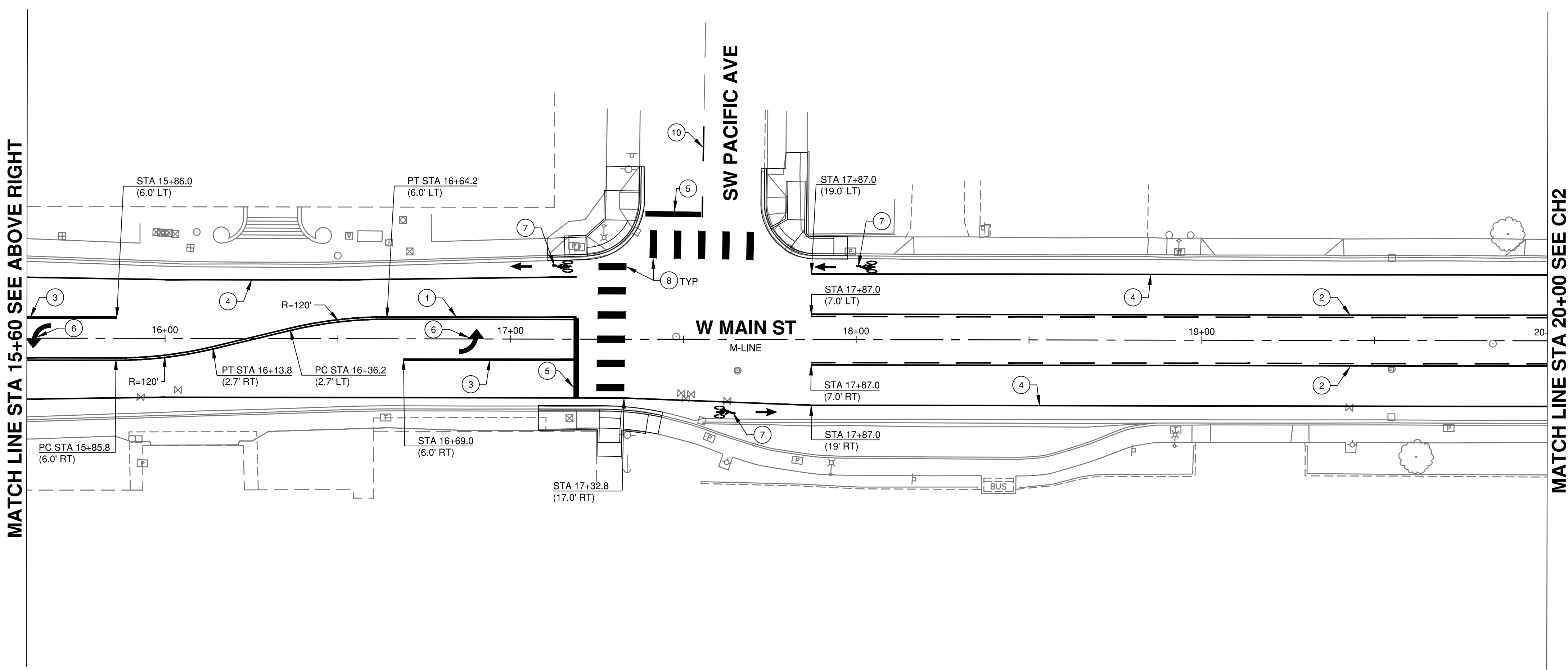
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MATCH LINE STA 15+60 SEE BELOW LEFT



- CHANNELIZATION NOTES:**
- 1 INSTALL PLASTIC (MMA) YELLOW DOUBLE CENTERLINE PER WSDOT STD PLAN M-20.10-03
 - 2 INSTALL PLASTIC (MMA) YELLOW TWO WAY LEFT TURN CENTERLINE PER WSDOT STD PLAN M-20.10-03
 - 3 INSTALL PLASTIC (MMA) WHITE WIDE SOLID LANE LINE PER WSDOT STD PLAN M-20.10-03
 - 4 INSTALL PLASTIC (MMA) WHITE SOLID LANE LINE PER WSDOT STD PLAN M-20.10-03
 - 5 INSTALL WHITE PLASTIC STOP LINE PER WSDOT STD PLAN M-24.60-04
 - 6 INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW TYPE 2SL PER WSDOT STD PLAN M-24.40-02
 - 7 INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
 - 8 INSTALL WHITE PLASTIC CROSSWALK PER WSDOT STD PLAN M-15.10-01
 - 9 INSTALL WHITE PLASTIC RAILROAD CROSSING LAYOUT PER WSDOT STD PLAN M-11.10-03
 - 10 INSTALL PLASTIC (MMA) YELLOW CENTERLINE PER WSDOT STD PLAN M-20.10-03
- GENERAL NOTES:**
1. INSTALL TYPE 2W RAISED PAVEMENT MARKERS (20 LF MIN SPACING, INCLUDING BEGINNING AND END OF LINE) ADJACENT TO THE TURN LANE SIDE OF THE WHITE WIDE SOLID LANE LINE
 2. INSTALL TYPE 2YY RAISED PAVEMENT MARKERS (40 LF MIN SPACING INCLUDING BEGINNING AND END OF LINE) FOR ALL CENTERLINES



MATCH LINE STA 20+00 SEE CH2

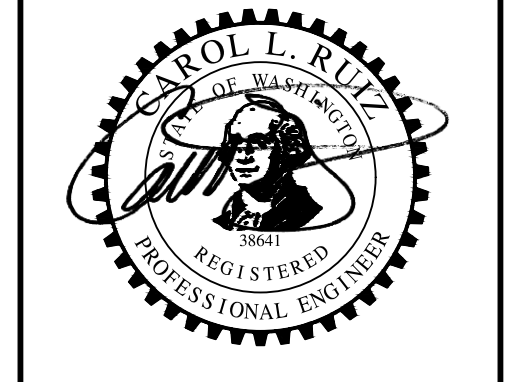
STOP BAR SCHEDULE			
BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET
11+73.0	37.2' LT	11+88.5	37.0' LT
12+15.0	19.0' LT	12+15.0	7.0' RT
14+63.0	7.0' LT	14+63.0	19.0' LT
14+79.0	41.6' LT	15+00.0	41.3' LT
14+95.0	36.0' RT	15+11.0	36.2' RT
15+36.0	19.0' LT	15+36.0	7.0' RT
17+19.0	6.0' LT	17+19.0	17.0' RT
17+39.0	36.3' LT	17+55.0	36.1' LT

PAVEMENT MARKING SYMBOL SCHEDULE		
SYMBOL	STATION	OFFSET
	12+31.0	CL
	14+35.0	CL
	15+62.0	CL
	16+90.0	CL
	12+25.0	21.0' LT
	12+25.0	21.0' RT
	14+53.0	21.0' LT
	14+53.0	21.0' RT
	15+46.0	21.0' LT
	15+46.0	20.25' RT
	17+09.0	21.0' LT
	17+68.0	21.0' RT
	17+97.0	21.0' LT



Main St Improvements
 City of Chehalis
 Channelization Plan
 Main St STA 11+00 to STA 20+00

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850
 Project Milestone: 100%
 Date: 3/1/2021



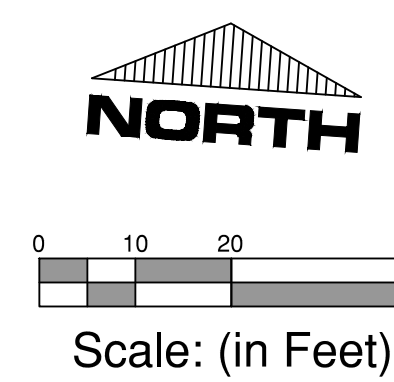
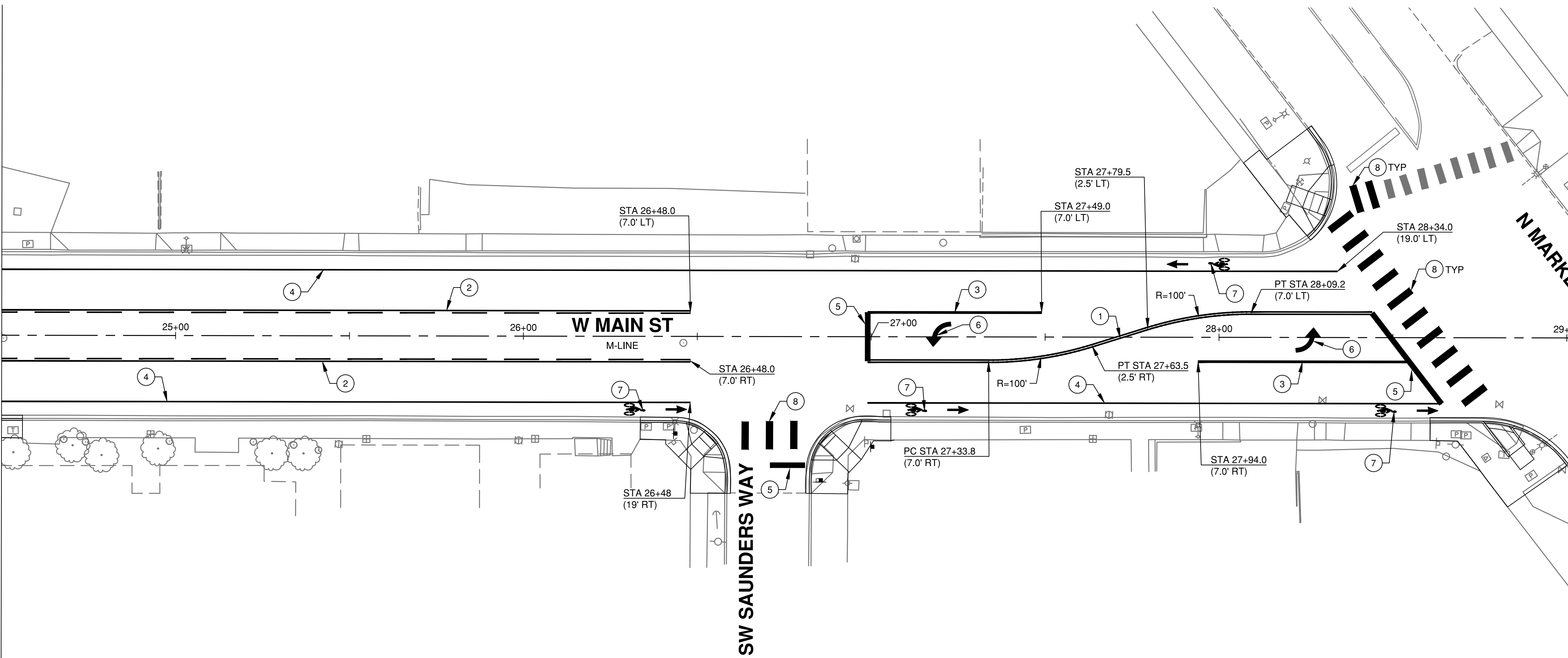
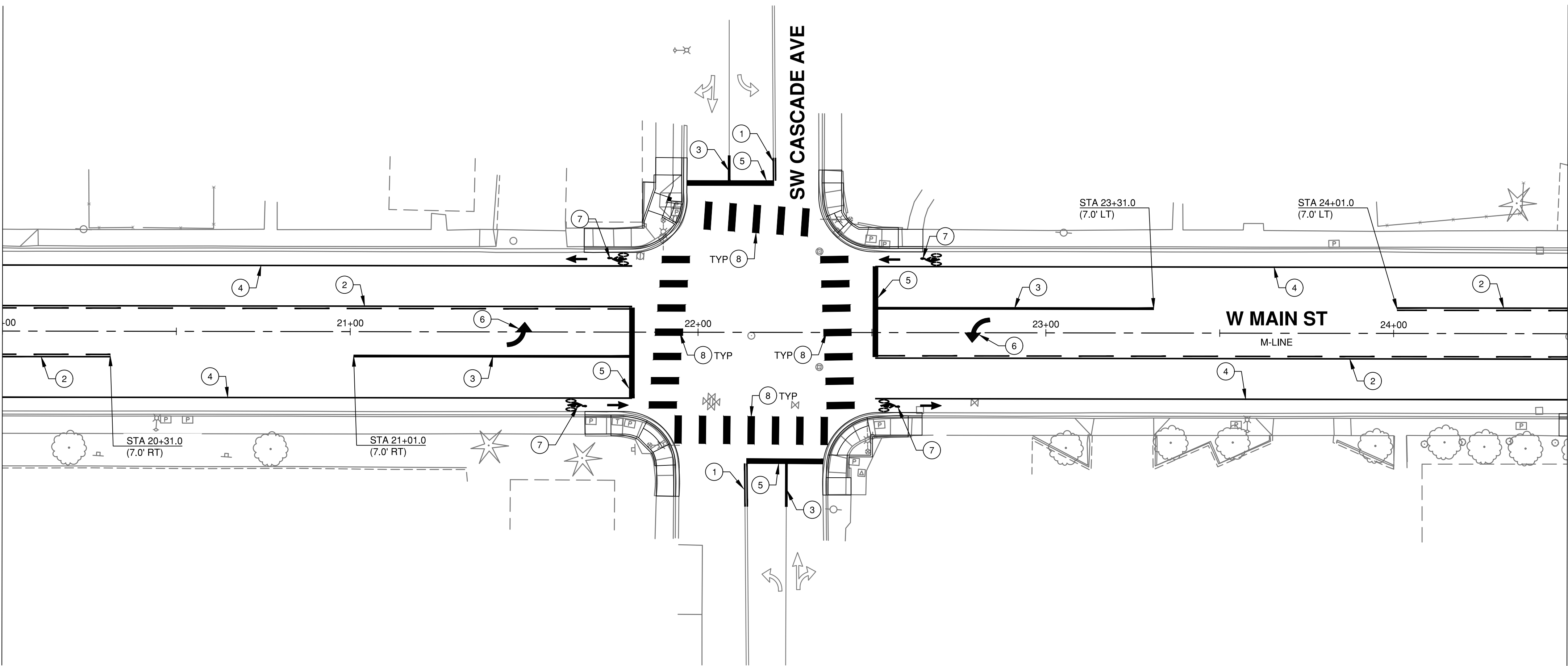
Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081
 Drawing Number:
CH1
 Sheet Number:
19 of 22

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MATCH LINE STA 20+00 SEE CH1

MATCH LINE STA 24+50 SEE ABOVE RIGHT



CHANNELIZATION NOTES:

- 1 INSTALL PLASTIC (MMA) YELLOW DOUBLE CENTERLINE PER WSDOT STD PLAN M-20.10-03
- 2 INSTALL PLASTIC (MMA) YELLOW TWO WAY LEFT TURN CENTERLINE PER WSDOT STD PLAN M-20.10-03
- 3 INSTALL PLASTIC (MMA) WHITE WIDE SOLID LANE LINE PER WSDOT STD PLAN M-20.10-03
- 4 INSTALL PLASTIC (MMA) WHITE SOLID LANE LINE PER WSDOT STD PLAN M-20.10-03
- 5 INSTALL WHITE PLASTIC STOP LINE PER WSDOT STD PLAN M-24.60-04
- 6 INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW TYPE 2SL PER WSDOT STD PLAN M-24.40-02
- 7 INSTALL WHITE THERMOPLASTIC BICYCLE LANE SYMBOL PER WSDOT STD PLAN M-9.50-02
- 8 INSTALL WHITE PLASTIC CROSSWALK PER WSDOT STD PLAN M-15.10-01
- 9 INSTALL WHITE PLASTIC RAILROAD CROSSING LAYOUT PER WSDOT STD PLAN M-11.10-03
- 10 INSTALL PLASTIC (MMA) YELLOW CENTERLINE PER WSDOT STD PLAN M-20.10-03

GENERAL NOTES:

1. INSTALL TYPE 2W RAISED PAVEMENT MARKERS (20 LF MIN SPACING, INCLUDING BEGINNING AND END OF LINE) ADJACENT TO THE TURN LANE SIDE OF THE WHITE WIDE SOLID LANE LINE
2. INSTALL TYPE 2YY RAISED PAVEMENT MARKERS (40 LF MIN SPACING INCLUDING BEGINNING AND END OF LINE) FOR ALL CENTERLINES

STOP BAR SCHEDULE			
BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET
21+81.0	7.0' LT	21+81.0	19.0' RT
21+96.5	36.0' LT	22+21.5	36.0' LT
22+14.0	37.0' RT	22+36.0	37.1' RT
22+51.0	19.0' LT	22+51.0	7.0' RT
26+71.0	37.0' RT	26+81.0	37.0' RT
26+99.0	7.0' LT	26+99.0	7.0' RT
28+44.0	7.0' LT	28+64.0	19.0' RT

PAVEMENT MARKING SYMBOL SCHEDULE		
SYMBOL	STATION	OFFSET
↩	21+50.0	CL
	22+79.0	CL
	27+18.0	CL
	28+27.0	CL
↑	21+71.0	21.0' LT
	21+71.0	21.0' RT
🚲	22+61.0	21.0' LT
	22+61.0	21.0' RT
	26+38.0	21.0' RT
	27+19.0	21.0' RT
	27+94.0	21.0' LT
	28+54.0	21.0' RT



Main St Improvements
 City of Chehalis
 Channelization Plan
 Main St STA 20+00 to STA 29+00

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850

Project Milestone: **100%**

Date: **3/1/2021**



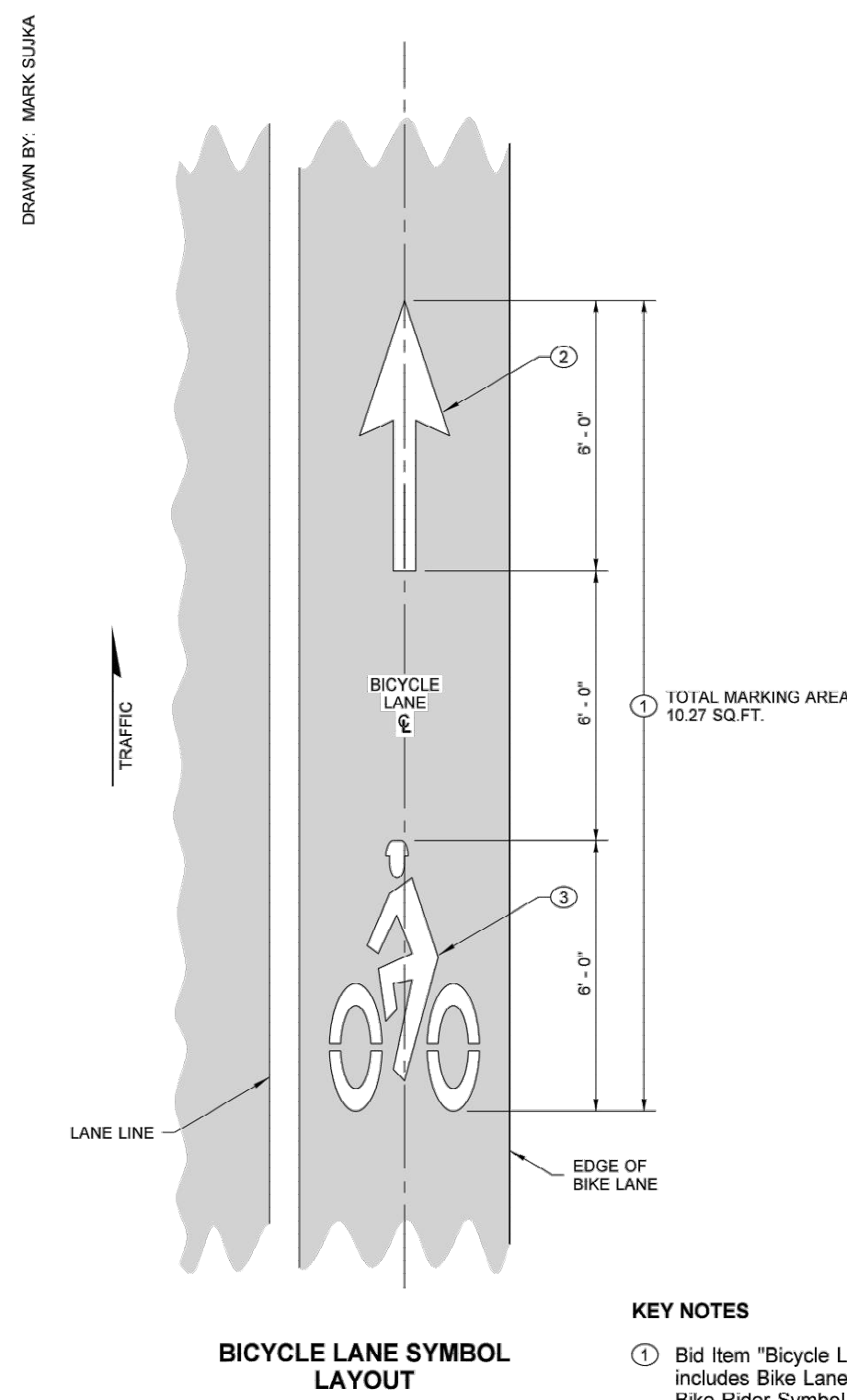
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 Designed by: **TJG**
 CAD by: **KAR**
 Checked by: **KWB**
 Approved by: **CLR**

Project Number:
0155.1081

Drawing Number:
CH2

Sheet Number:
20 of 22

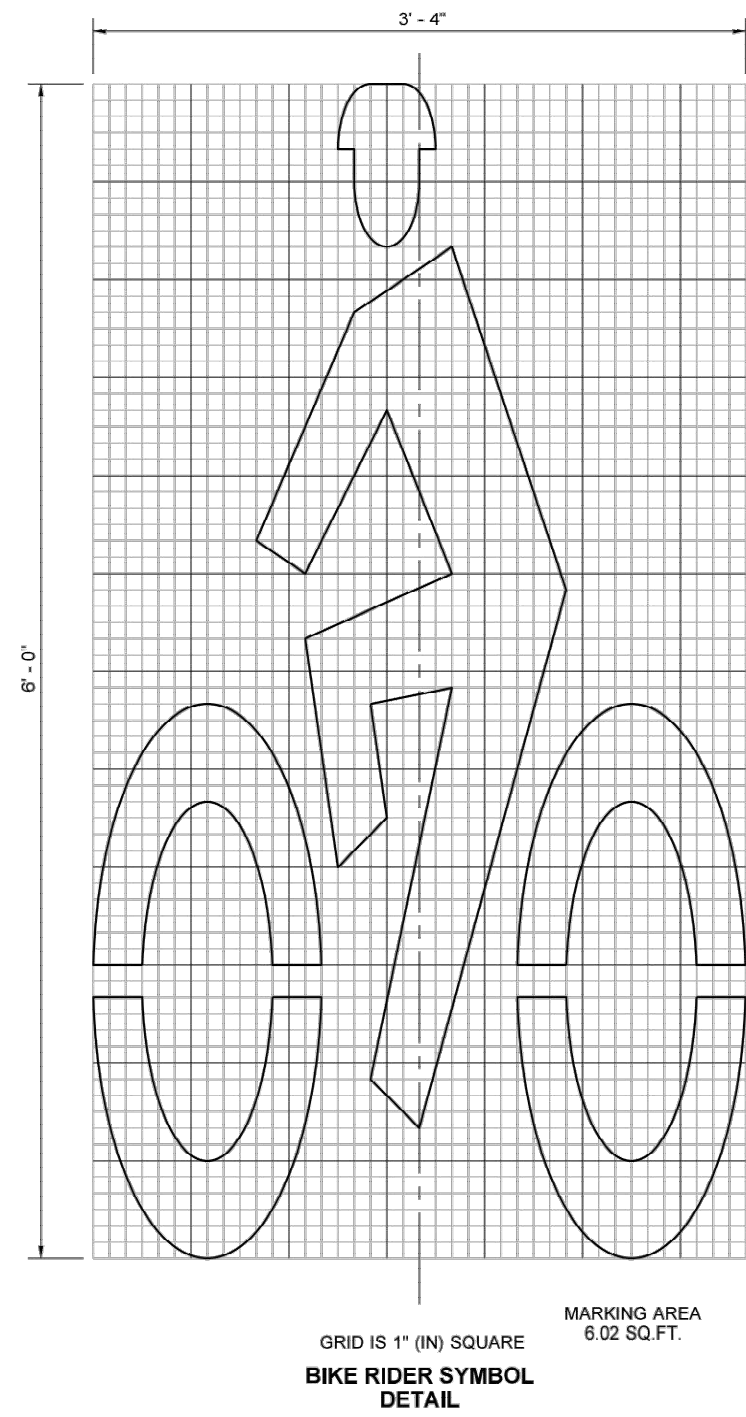
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BICYCLE LANE SYMBOL LAYOUT

KEY NOTES

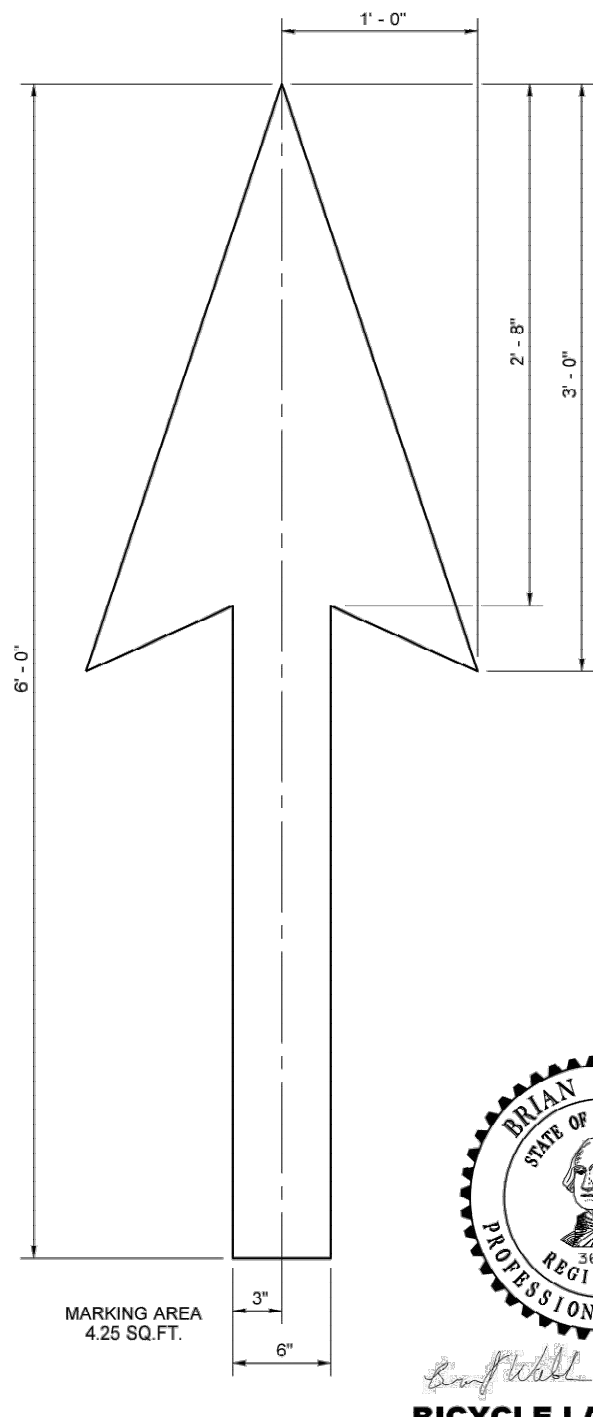
- 1 Bid Item "Bicycle Lane Symbol" includes Bike Lane Arrow and Bike Rider Symbol.
- 2 2' (ft) x 6' (ft) White Bike Lane Arrow.
- 3 Bike Rider Symbol.



BIKE RIDER SYMBOL DETAIL

GENERAL NOTE

See Contract for location and material requirements.



BIKE LANE ARROW DETAIL



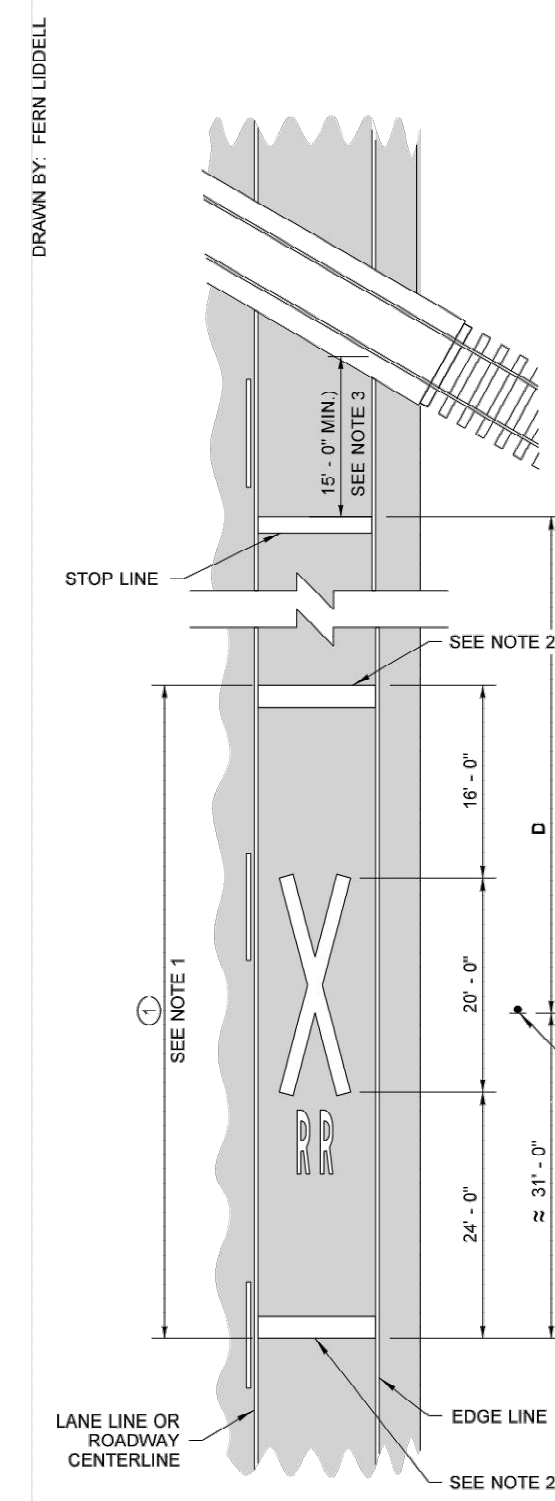
BRIAN J. WALSER
 STATE OF WASHINGTON
 REGISTERED PROFESSIONAL ENGINEER
 No. 21914 Exp. 8/15/21

BICYCLE LANE LAYOUT

STANDARD PLAN M-9.50-02

SHEET 1 OF 1 SHEET

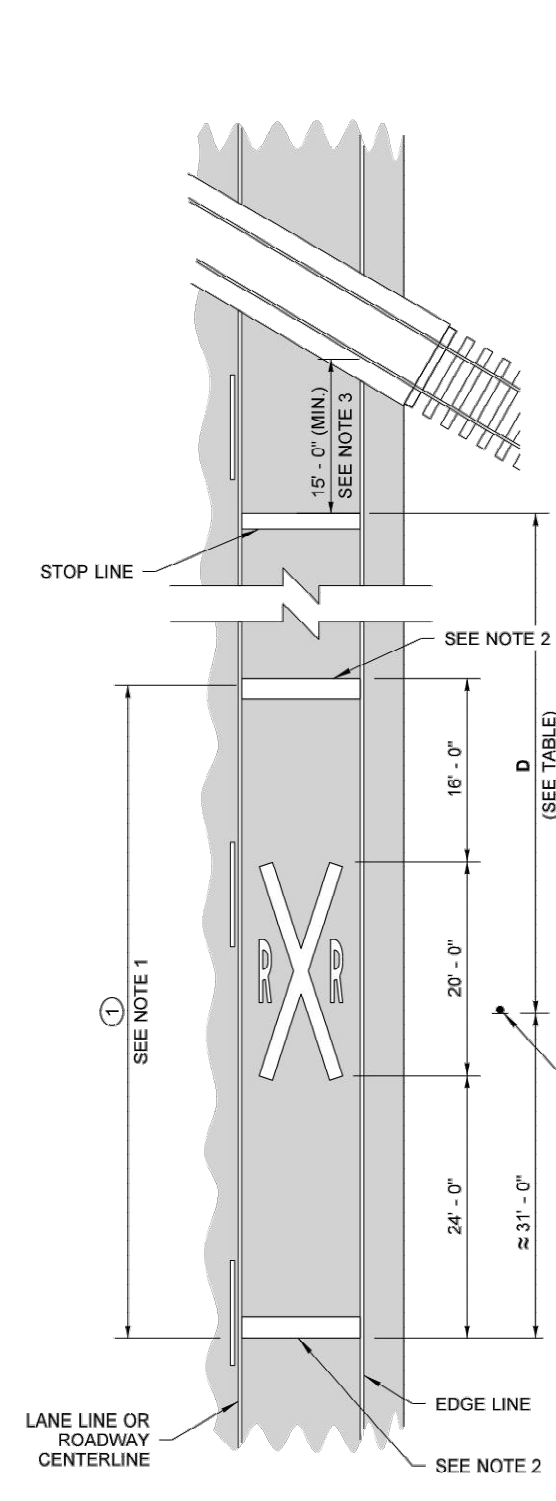
APPROVED FOR PUBLICATION
 Mark Steve
 Aug 3 2019 8:15 AM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



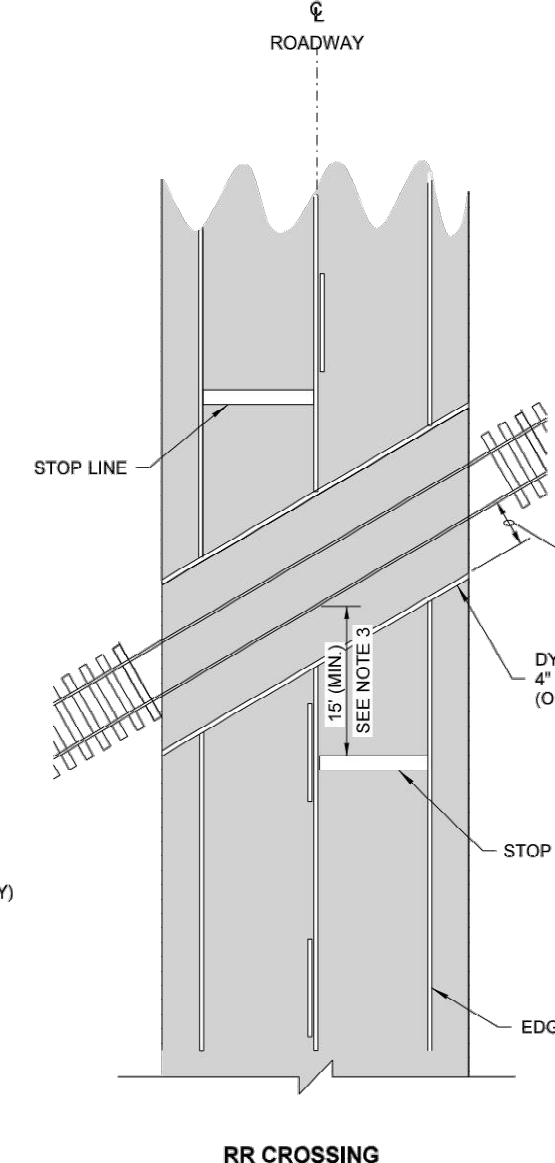
STANDARD SYMBOL LAYOUT

MPH	D*
25	50 FL
30	100 FL
35	150 FL
40	225 FL
45	300 FL
50	375 FL
55	450 FL
60	550 FL
65	650 FL

* DIMENSIONS SHOWN ARE APPROXIMATE (SEE CONTRACT)



ALTERNATIVE SYMBOL LAYOUT



RR CROSSING DETAIL

GENERAL NOTES

1. Bid Item "Railroad Crossing Symbol" includes "X" symbol, letters, and two 24" (in) white transverse lines.
2. 24" (in) white transverse line.
3. Place Stop Line 15' (ft) minimum from nearest rail. If gate is present, place stop line approximately 5' (ft) from RR gate.
4. See contract for location, material requirements, and W10-1 sign information.



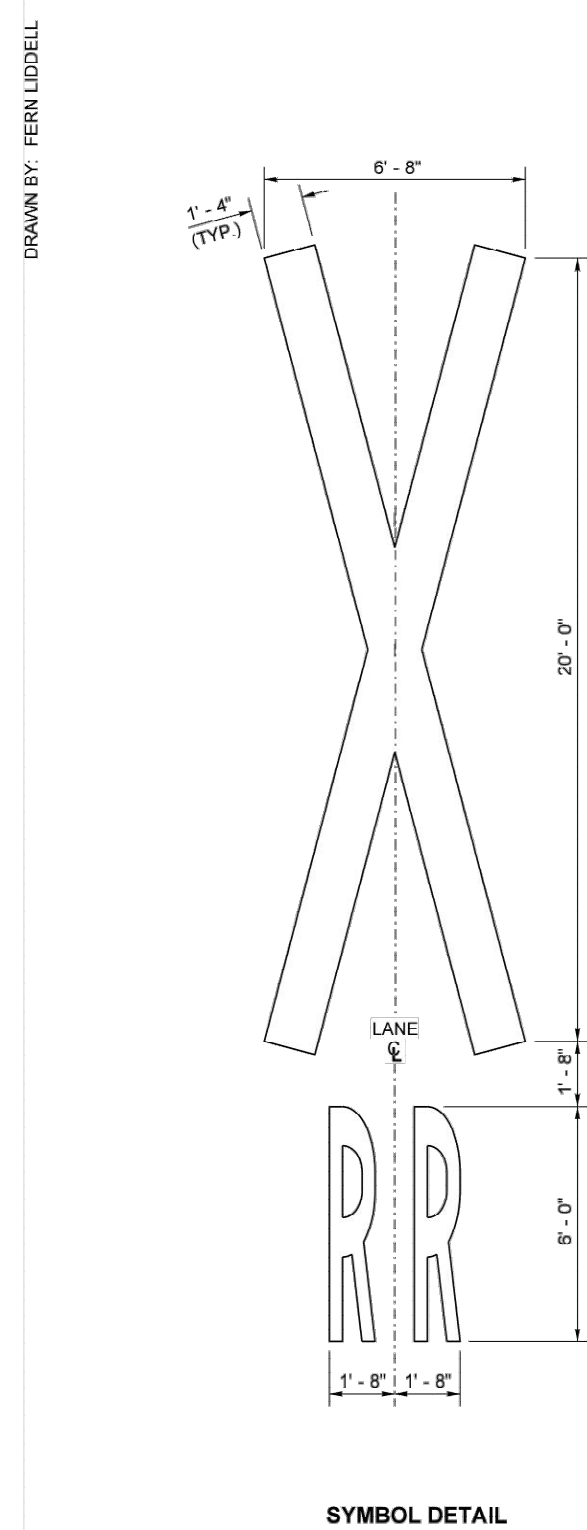
BRIAN J. WALSER
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 No. 21914 Exp. 8/15/21

RAILROAD CROSSING LAYOUT

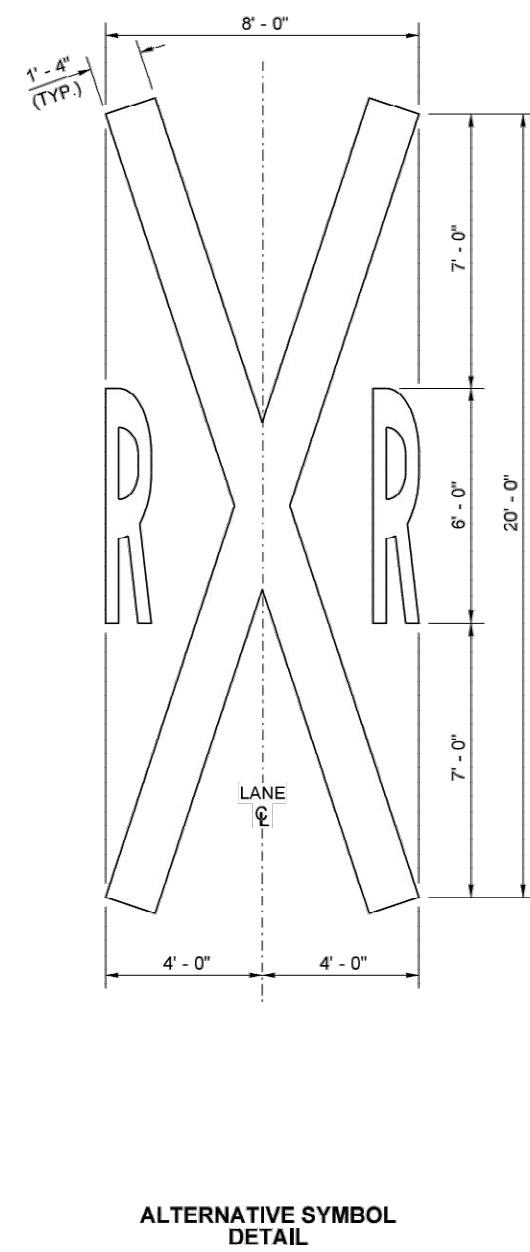
STANDARD PLAN M-11.10-03

SHEET 1 OF 2 SHEETS

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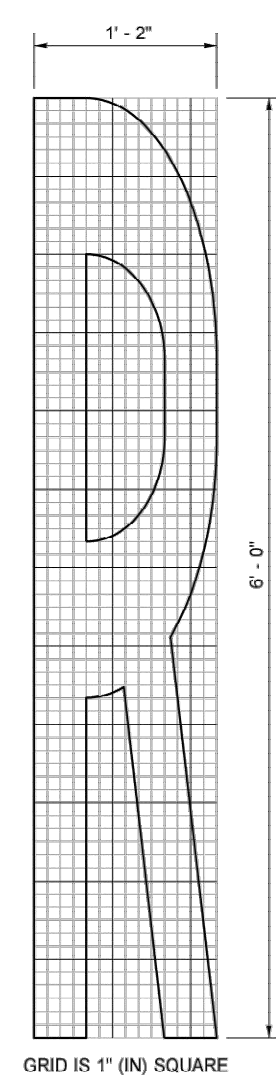


SYMBOL DETAIL



ALTERNATIVE SYMBOL DETAIL

STANDARD SYMBOL DETAILS



"R" DETAIL



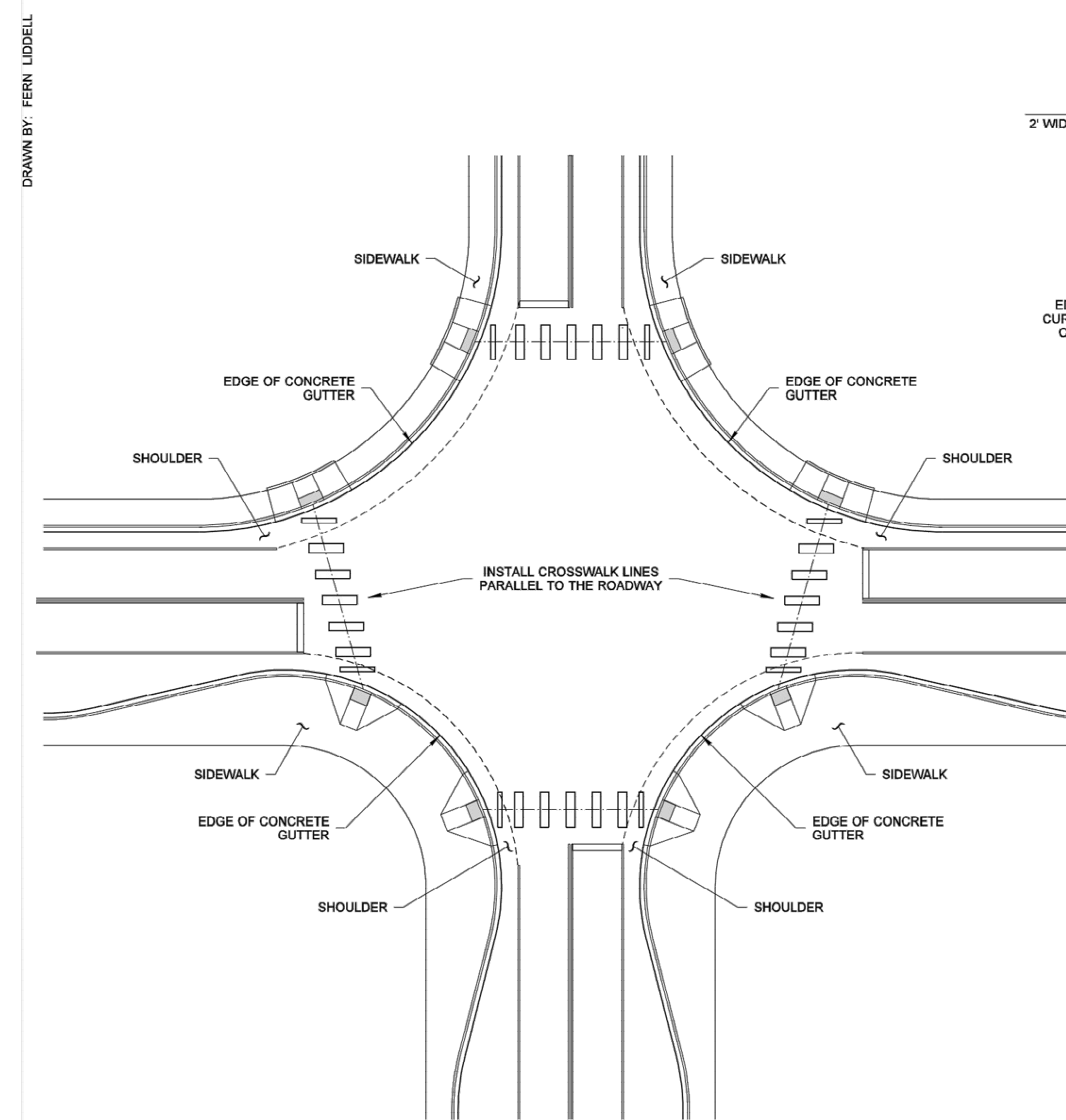
THEODORE J. THERIOT
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 No. 21914 Exp. 8/15/21

RAILROAD CROSSING LAYOUT

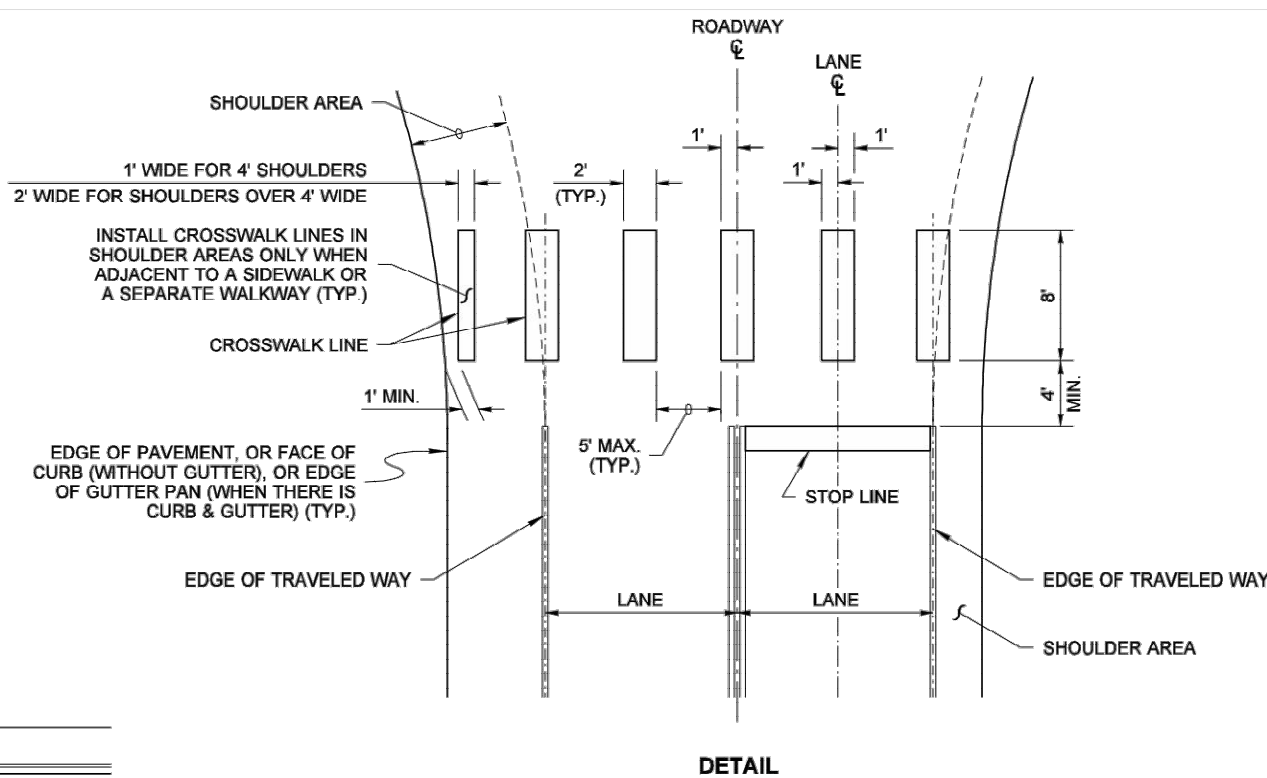
STANDARD PLAN M-11.10-03

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
 Mark Steve
 Aug 3 2019 8:15 AM
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 Washington State Department of Transportation



TYPICAL APPLICATIONS



DETAIL

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.



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CROSSWALK LAYOUT

STANDARD PLAN M-11.10-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
 Ken L. Smith
 02-06-07
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



Main St Improvements
 City of Chehalis
 Channelization Details
 WSDOT Standard Plans

Datum: NAD83/91 NAVD 88
 Survey Book: 1849 & 1850
 Project Milestone: 100%
 Date: 3/1/2021

Project Manager: CLR
 Designed by: TJG
 CAD by: KAR
 Checked by: KWB
 Approved by: CLR

Project Number:
0155.1081

Drawing Number:
CH3

Sheet Number:
21 of 22

DRAWING: T:\PROJECTS\0155 CHEHALIS\0155\0181 CHANNELIZATION DETAILS.DWG, LAYOUT TAB: CH4, PLOT DATE: 3/1/2021 1:46:50 PM, DRAWING SAVE DATE: 3/1/2021 1:41:21 PM, PLOTTED BY: KROGERS
 PROFILE: GIBBS & OLSON STANDARD - DWG TO PDF.PLOT, PLOT DEVICE: GIBBS & OLSON - DWG TO PDF.PLOT, PLOT STYLE TABLE: GIBBS-OLSON STANDARD MONOCHROME.ctb, PAPER SIZE: 34.500 X 22.000 INCHES

NOTES

- Dotted Extension Line shall be the same color as the line it is extending.
- Edge Line shall be white on the right edge of traveled way, and yellow on the left edge of traveled way (on one-way roadways). Solid Lane Line shall be white.
- The distance between the lines of the Double Centerline shall be 12" everywhere, except 4" for left-turn channelization and narrow roadways with lane widths of 10 feet or less. Local Agencies (on non-state routes) may specify a 4" distance for all locations. The distance between the lines of the Double Lane Line shall be 4".

LONGITUDINAL MARKING PATTERNS
 STANDARD PLAN M-20.10-03
 SHEET 1 OF 2 SHEETS
 APPROVED FOR PUBLICATION Date: 2020.09.25 14:58:51
 Washington State Department of Transportation

NOTES

- Raised Pavement Markers Types 2YY and 2W shall be spaced at 80' (ft) intervals on tangents and on horizontal curves with a radius of 1500' (ft) or more, and at 40' (ft) intervals on horizontal curves having radii of less than 1500' (ft). Center the RPMs in the gaps between the pavement marking lines.
- Type 2Y RPMs, when specified, shall be placed outside the left Edge Line at 80' (ft) intervals. See "LEFT EDGE OF LANE PLACEMENT DETAIL."
- Recessed pavement markers, when specified, shall be installed at the locations shown for Type 2W RPMs on multilane one-way roadways, and Type 2YY RPMs on two-lane two-way roadways.
- The Type 2W RPMs placed on multilane one-way roadways and all RPMs set in recesses shall have an abrasion-resistant coating.
- Do not recess side-to-side RPMs on Wide Dotted Lane Lines.

TYPE 2 RPM RAISED FACE COLORS	
TYPE 2YY	YELLOW AND YELLOW
TYPE 2W	WHITE - ONE SIDE ONLY
TYPE 2Y	YELLOW - ONE SIDE ONLY

LONGITUDINAL MARKING PATTERNS
 STANDARD PLAN M-20.30-04
 SHEET 1 OF 2 SHEETS
 APPROVED FOR PUBLICATION Date: 2016.10.18 10:18 AM
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NOTE

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

SYMBOL MARKINGS ~ TRAFFIC ARROWS FOR LOW-SPEED ROADWAYS
 STANDARD PLAN M-24.40-02
 SHEET 1 OF 2 SHEETS
 APPROVED FOR PUBLICATION Date: 2015.12.21 2:21 PM
 Washington State Department of Transportation

NOTE

- If Rumble Strips are present, install marking outside of the Rumble Strip.

SYMBOL MARKINGS MISCELLANEOUS
 STANDARD PLAN M-24.60-04
 SHEET 1 OF 2 SHEETS
 APPROVED FOR PUBLICATION Date: 2014.04.03 12:39 PM
 Washington State Department of Transportation



Main St Improvements
 City of Chehalis
 Channelization Details
 WSDOT Standard Plans

Datum: NAD83/91 NAVD 88
Survey Book: 1849 & 1850
Project Milestone: 100%
Date: 3/1/2021
Project Manager: CLR
Designed by: TJG
CAD by: KAR
Checked by: KWB
Approved by: CLR
Project Number: 0155.1081
Drawing Number: CH4
Sheet Number: 22 of 22