

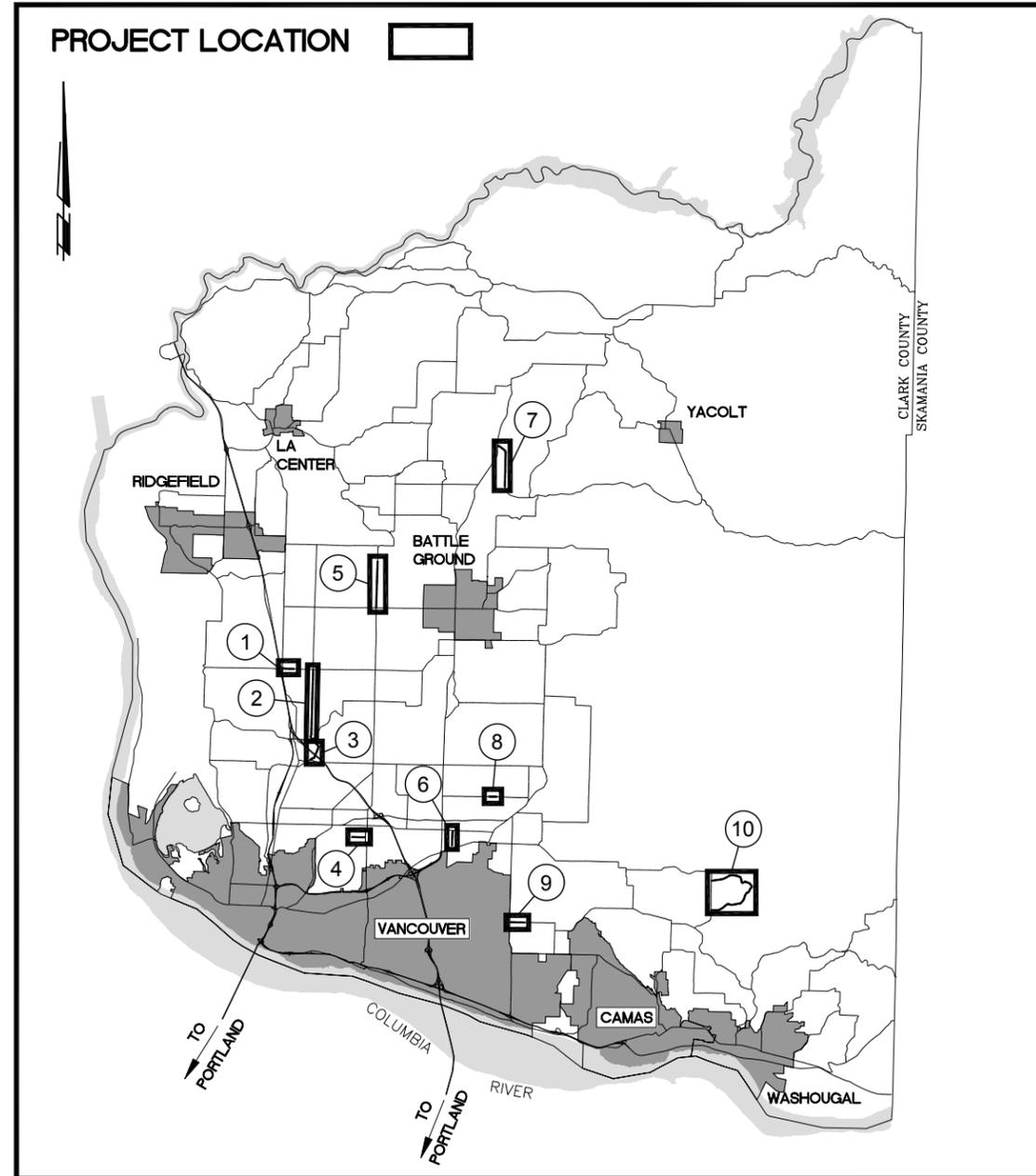
**2016 HMA OVERLAYS**  
 Various Locations

PLANS FOR HOT MIX ASPHALT

**HMA ROADWAY LOCATIONS**

- ① HMA1 NE 179TH STREET
- ② HMA2 NE 29TH AVENUE
- ③ HMA3 NE SALMON CREEK AVENUE
- ④ HMA4 NE 70TH STREET
- ⑤ HMA5 NE 72ND AVENUE
- ⑥ HMA6 NE 124TH AVENUE
- ⑦ HMA7 NE 152ND AVENUE/NE ROCK CREEK ROAD
- ⑧ HMA8 NE 99TH STREET
- ⑨ HMA9 NE 18TH STREET
- ⑩ HMA10 NE STAUFFER ROAD/NE IRELAND ROAD

**PRELIMINARY**  
 50% SET  
 10/14/15



**BOARD OF COUNTY COUNCILORS:**

DAVID MADORE, Chair  
 JEANNE E. STEWART, Councilor  
 TOM MIELKE, Councilor



DEPARTMENT OF  
 PUBLIC WORKS

**ENGINEERING AND CONSTRUCTION DIVISION**

Quality Assurance	Project Manager	PW Director/ County Engineer
Mike Emrick P.E. <small>DATE:</small>	Troy Pierce, P.E. <small>DATE:</small>	Heath Henderson, P.E. <small>DATE:</small>

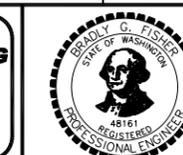
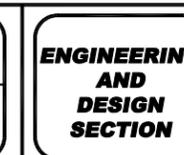
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## GENERAL OVERLAY NOTES

1. ALL QUANTITIES ARE APPROXIMATE.
2. A PILOT CAR MAY BE REQUIRED FOR THIS PROJECT THROUGHOUT THE HMA PROCESS.
3. A MATERIAL TRANSFER VEHICLE SHALL BE USED FOR MAINLINE PAVING UNLESS APPROVED BY THE ENGINEER.
4. A NOTCHED WEDGE SHALL BE CONSTRUCTED ALONG ALL LONGITUDINAL JOINTS IN THE WEARING SURFACE OF NEW HMA.
5. SEE STANDARD SPECIFICATION 5-04 FOR REQUIREMENTS RELATED TO HMA PAVING FOR MAINLINE, APPROACHES AND INTERSECTING SIDE STREETS.
6. ALL PRE-LEVELING, LOCATIONS OF PAVEMENT REPAIR AND OVER EXCAVATION SHALL BE COMPLETED PRIOR TO THE DAY OF MAINLINE PAVING.
7. AREAS THAT REQUIRE PRE-LEVELING ARE MARKED IN THE FIELD WITH THE LETTERS "PL".
8. PAVEMENT REPAIR EXCAVATION AREAS REQUIRE REMOVING THE TOP 3 INCHES OF MATERIAL, HAVE A MINIMUM WIDTH OF 4 FEET AND ARE MARKED IN THE FIELD WITH THE LETTERS "PR".
9. AREAS THAT REQUIRE OVER EXCAVATION FOR PAVEMENT REPAIR ARE MARKED IN THE FIELD WITH THE LETTERS "OE" AND HAVE A MINIMUM WIDTH OF 4 FEET.
10. IF ANY CULTURAL RESOURCES AND/OR HUMAN REMAINS ARE DISCOVERED IN THE COURSE OF UNDERTAKING THE DEVELOPMENT ACTIVITY, THE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION IN OLYMPIA AND THE CLARK COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES SHALL BE NOTIFIED. FAILURE TO COMPLY WITH THESE STATE REQUIREMENTS MAY CONSTITUTE A CLASS C FELONY, SUBJECT TO IMPRISONMENT AND/OR FINES.

**LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE**



**50% PRELIMINARY**

2016 HMA OVERLAYS CRP #352522

**SHEET INDEX AND CONSTRUCTION NOTES**

DATE 10/14/15
IDX1
2 OF 35

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



TRANSPORTATION PROGRAM

**PUBLIC WORKS**  
ENGINEERING & CONSTRUCTION DIVISION

**ENGINEERING AND DESIGN SECTION**



50% PRELIMINARY

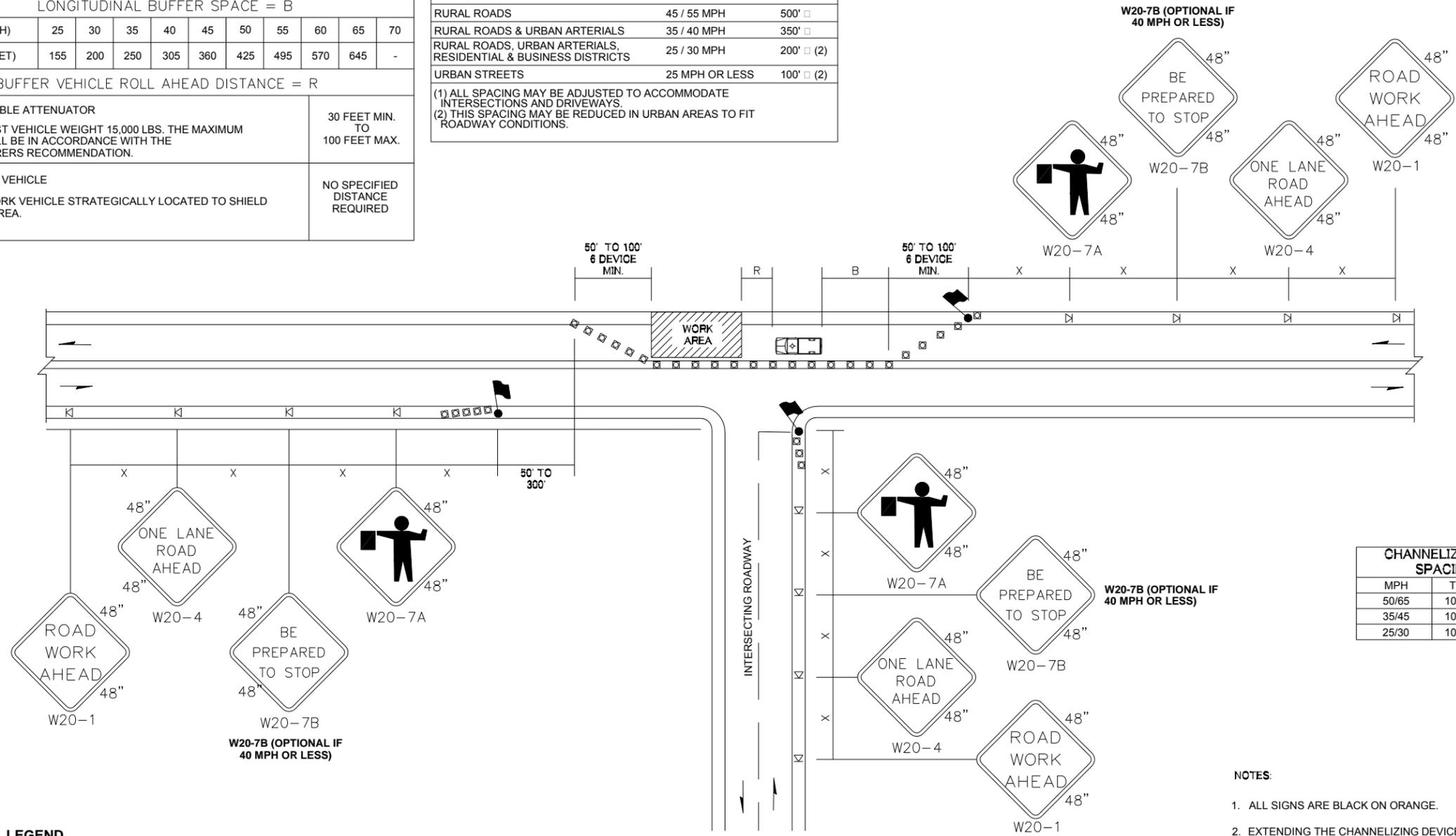
2016 HMA OVERLAYS CRP #352522  
**SUMMARY OF QUANTITIES**  
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DATE 10/14/15  
SQ1  
3 OF 35

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FEET)	155	200	250	305	360	425	495	570	645	-
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.										NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)		
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' □ (2)
URBAN STREETS	25 MPH OR LESS	100' □ (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.  
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/65	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40

- LEGEND**
- FLAGGING STATION
  - TEMPORARY SIGN LOCATION
  - CHANNELIZING DEVICES
  - PROTECTIVE VEHICLE

**ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS**

NOT TO SCALE

- NOTES:**
- ALL SIGNS ARE BLACK ON ORANGE.
  - EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER IS RECOMMENDED.
  - NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
  - SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



30% PRELIMINARY

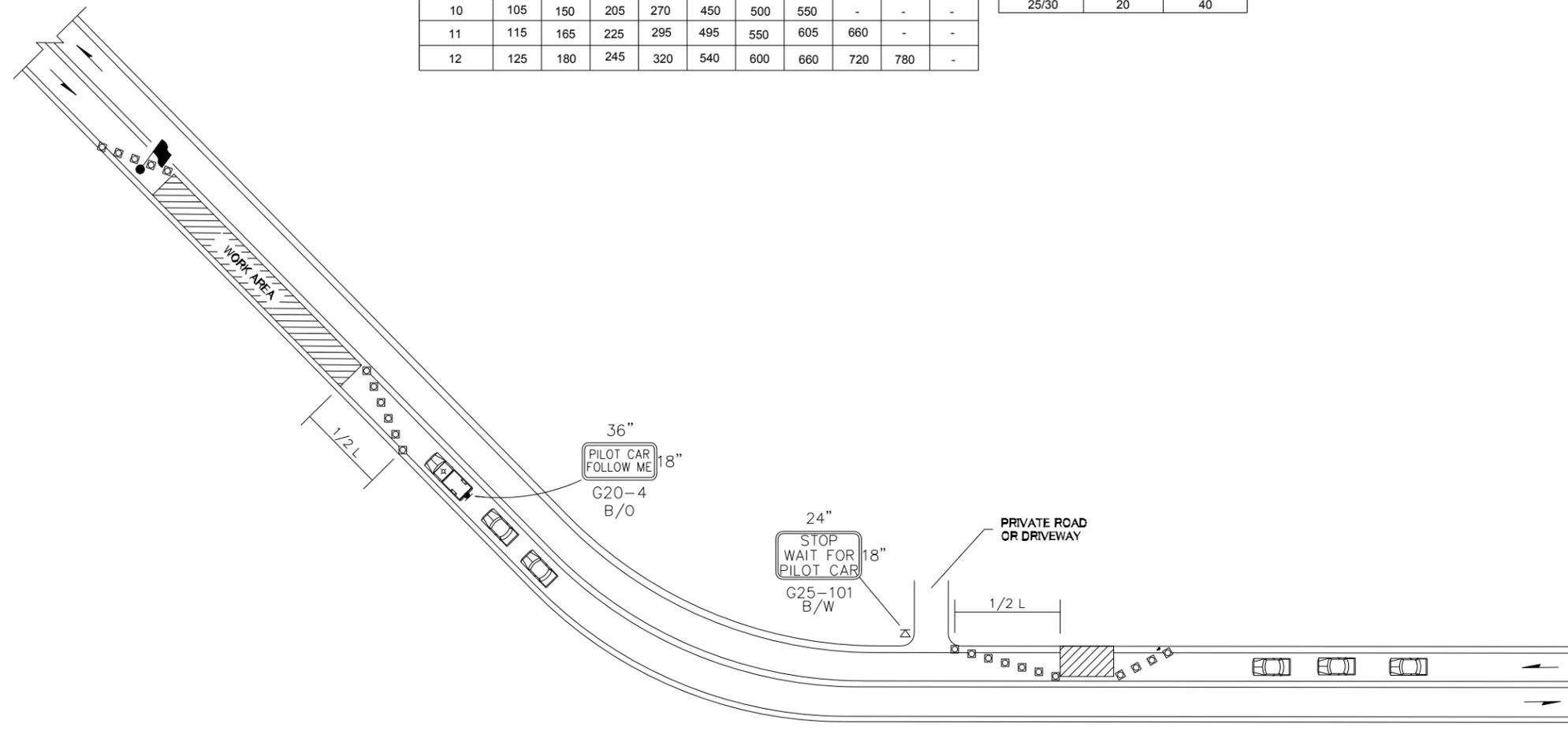
2016 HMA OVERLAYS CRP #352522

**STANDARD WSDOT TRAFFIC CONTROL PLANS**

**SHEET 1 OF 7**

LANE WIDTH (feet)	MINIMUM TAPER LENGTH = L (feet)									
	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	-

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/65	40	80
35/45	30	60
25/30	20	40



- LEGEND**
- FLAGGING STATION
  - TEMPORARY SIGN LOCATION
  - CHANNELIZING DEVICES
  - PILOT VEHICLE
  - MOTORIST VEHICLE

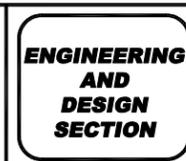
### PILOT CAR OPERATION

NOT TO SCALE

**NOTES:**

1. REFER TO SHEET TC1 FOR ADDITIONAL SIGNING AND FLAGGING DETAILS NOT SHOWN.
2. CHANNELIZING DEVICES ARE RECOMMENDED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



2016 HMA OVERLAYS CRP #352522

**STANDARD WSDOT TRAFFIC CONTROL PLANS**

**SHEET 2 OF 7**

DATE	09/23/15
TC2	
6	OF 37

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 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	25 / 30 MPH	200' □ (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' □ (2)

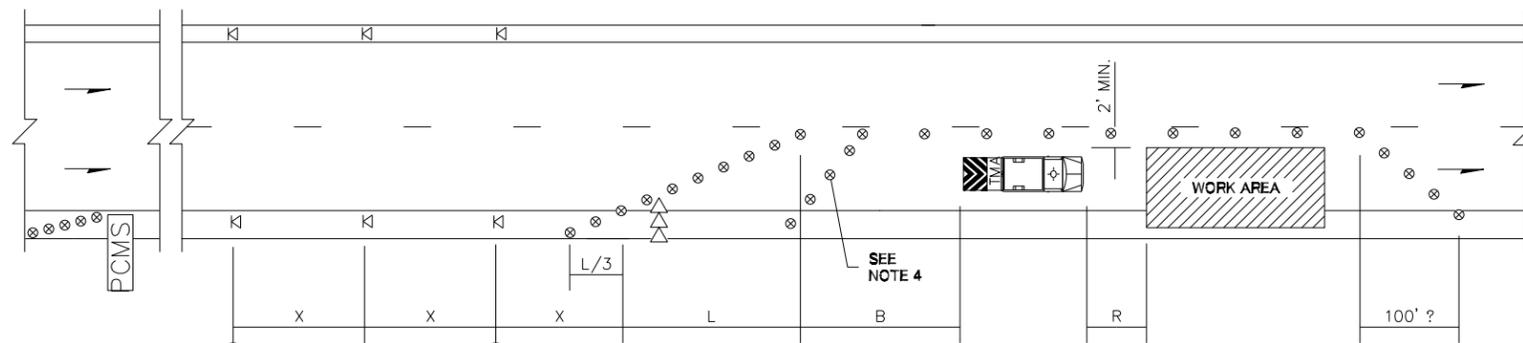
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.  
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
LENGTH (feet)	25	30	35	40	45	50	55	60	65	70
	155	200	250	305	360	425	495	570	645	730

BUFFER VEHICLE ROLL AHEAD DISTANCE = R

TRANSPORTABLE ATTENUATOR	30 FEET MIN. TO 100 FEET MAX. RECOMMENDATION.
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PCMS	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE 1 MILE □ IN ADVANCE OF LANE CLOSURE SIGNING.

**LEGEND**

- ⊠ TEMPORARY SIGN LOCATION
- ⊗ TRAFFIC SAFETY DRUM
- ⇨⇨ SEQUENTIAL ARROW SIGN
- ▬ TRANSPORTABLE ATTENUATOR
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

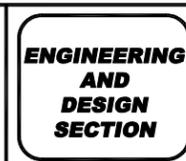
**SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS**

NOT TO SCALE

**NOTES:**

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (FT) (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
6. ALL SIGNS ARE BLACK ON ORANGE.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



30% PRELIMINARY

2016 HMA OVERLAYS CRP #352522

**STANDARD WSDOT TRAFFIC CONTROL PLANS**

**SHEET 3 OF 7**

DATE 09/23/15
TC3
7 of 37

SIGN SPACING = X (1)		
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' □
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' □ (2)
URBAN STREETS	25 MPH OR LESS	100' □ (2)

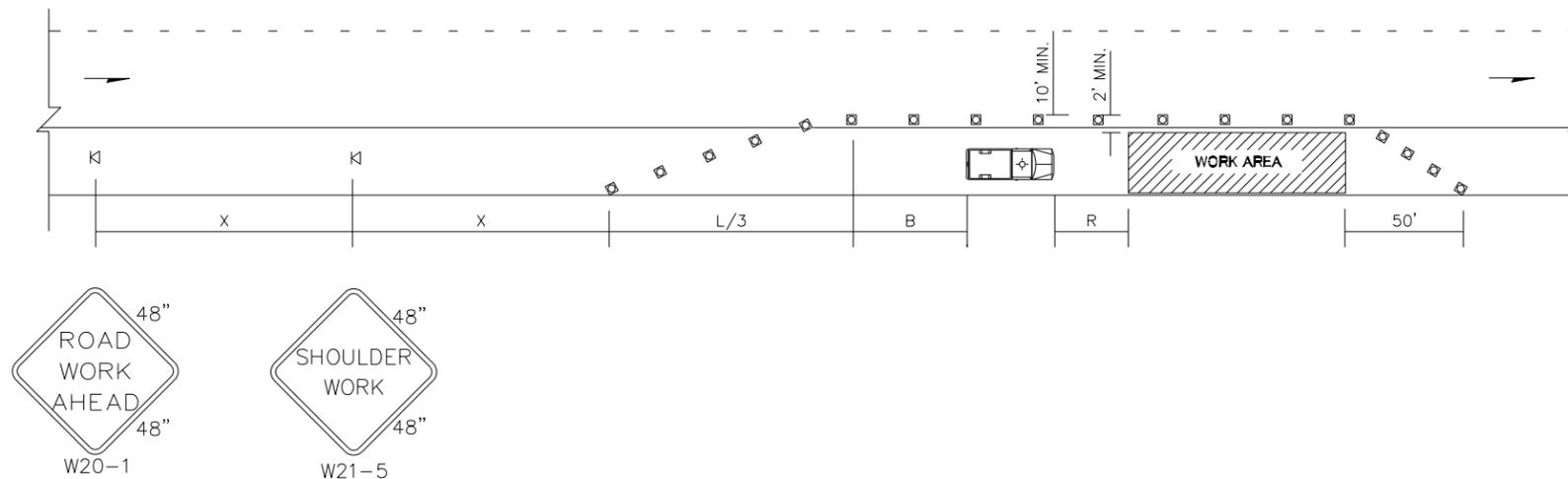
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.  
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
		25	30	35	40	45	50	55	60	65
8'	40	40	60	90	-	-	-	-	-	-
10'	40	60	90	90	-	-	-	-	-	-

USE A 3 DEVICES TAPER FOR SHOULDERS LESS THEN 8'

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
35/40	30	60
25/30	20	40

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305						
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.								30 FEET MIN. TO 100 FEET MAX.		
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.								NO SPECIFIED DISTANCE REQUIRED		



- LEGEND**
- ⊓ TEMPORARY SIGN LOCATION
  - CHANNELIZING DEVICES
  - 🚚 PROTECTIVE VEHICLE

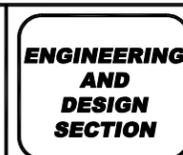
**SHOULDER CLOSURE - LOW SPEED**  
(40 MPH OR LESS)

NOT TO SCALE

**NOTES:**

1. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
2. ALL SIGNS ARE BLACK ON ORANGE.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



30% PRELIMINARY

2016 HMA OVERLAYS CRP #352522

**STANDARD WSDOT TRAFFIC CONTROL PLANS**

**SHEET 4 OF 7**

DATE	09/23/15
TC4	
8	OF 37

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' □
RURAL HIGHWAYS	60 / 65 MPH	800' □
RURAL ROADS	45 / 55 MPH	500' □

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	-	-	-	-	120	130	150	160	170	190
10'	-	-	-	-	150	170	190	200	220	240

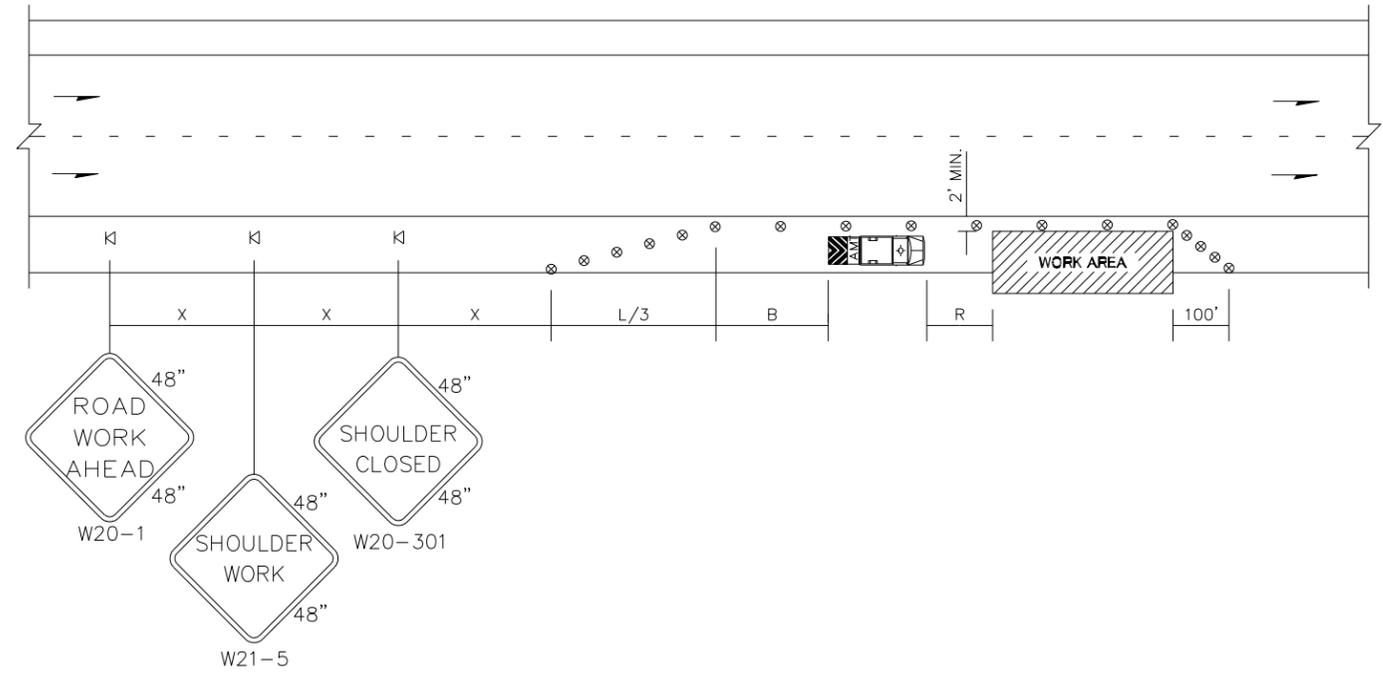
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	-	-	-	-	360	425	495	570	645	730

BUFFER VEHICLE ROLL AHEAD DISTANCE = R

TRANSPORTABLE ATTENUATOR	30 FEET MIN. TO 100 FEET MAX.
MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.	



- LEGEND**
- K| TEMPORARY SIGN LOCATION
  - ⊗ TRAFFIC SAFETY DRUM
  - TRANSPORTABLE ATTENUATOR

**SHOULDER CLOSURE - HIGH SPEED**

NOT TO SCALE

- NOTES:**
- NO ENCROACHMENT IN TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
  - DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT) O.C.
  - ALL SIGNS ARE BLACK ON ORANGE.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE

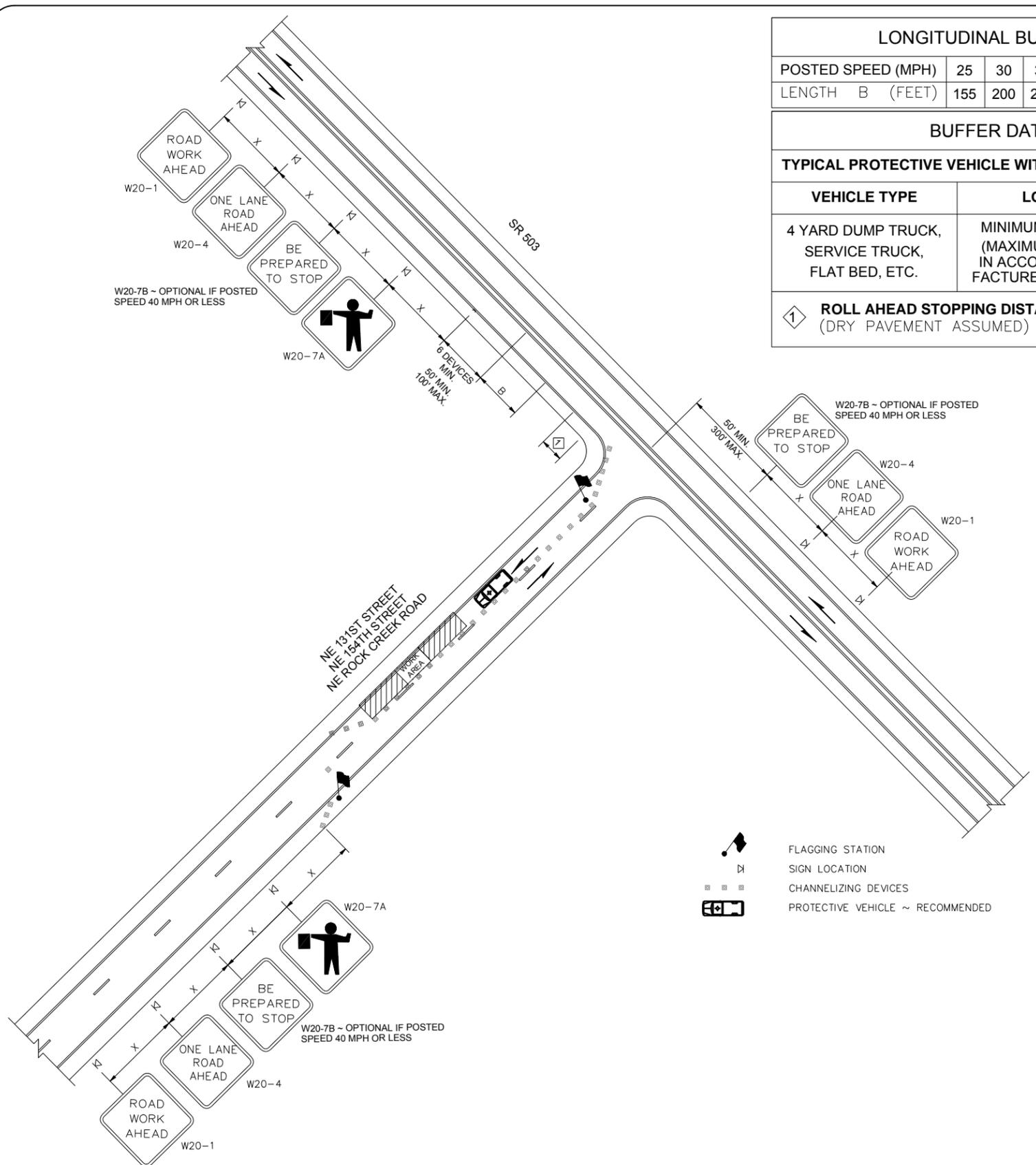


30% PRELIMINARY

2016 HMA OVERLAYS CRP #352522

**STANDARD WSDOT TRAFFIC CONTROL PLANS**

**SHEET 5 OF 7**



**LONGITUDINAL BUFFER SPACE = B**

POSTED SPEED (MPH)	25	30	35	40	45	50	55	60	65
LENGTH B (FEET)	155	200	250	305	360	425	495	570	645

BUFFER DATA	
<b>TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1)</b>	
VEHICLE TYPE	LOADED WEIGHT
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANU- FACTURER RECOMMENDATION)
<b>1 ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN.</b> (DRY PAVEMENT ASSUMED)	

**NOTES**

1. A Protective Vehicle is recommended regardless if a Truck Mounted Attenuator (TMA) is available; a work vehicle may be used. When no TMA is used, the Protective Vehicle shall be strategically located to shield workers, with no specific Roll-Ahead distance.
2. Night work requires additional roadway lighting at flagging stations. See WSDOT Standard Specifications for additional details.
3. Extend Channelizing Device taper across shoulder ~ recommended.
4. Sign sequence is the same for both directions of travel on the roadway.
5. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
6. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

SIGN SPACING = X (1)		
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' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

- (1) ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
- (2) THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

*SITE SPECIFIC FOR:*

- NE 131ST STREET
- NE 154TH STREET
- NE ROCK CREEK ROAD

**LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE**

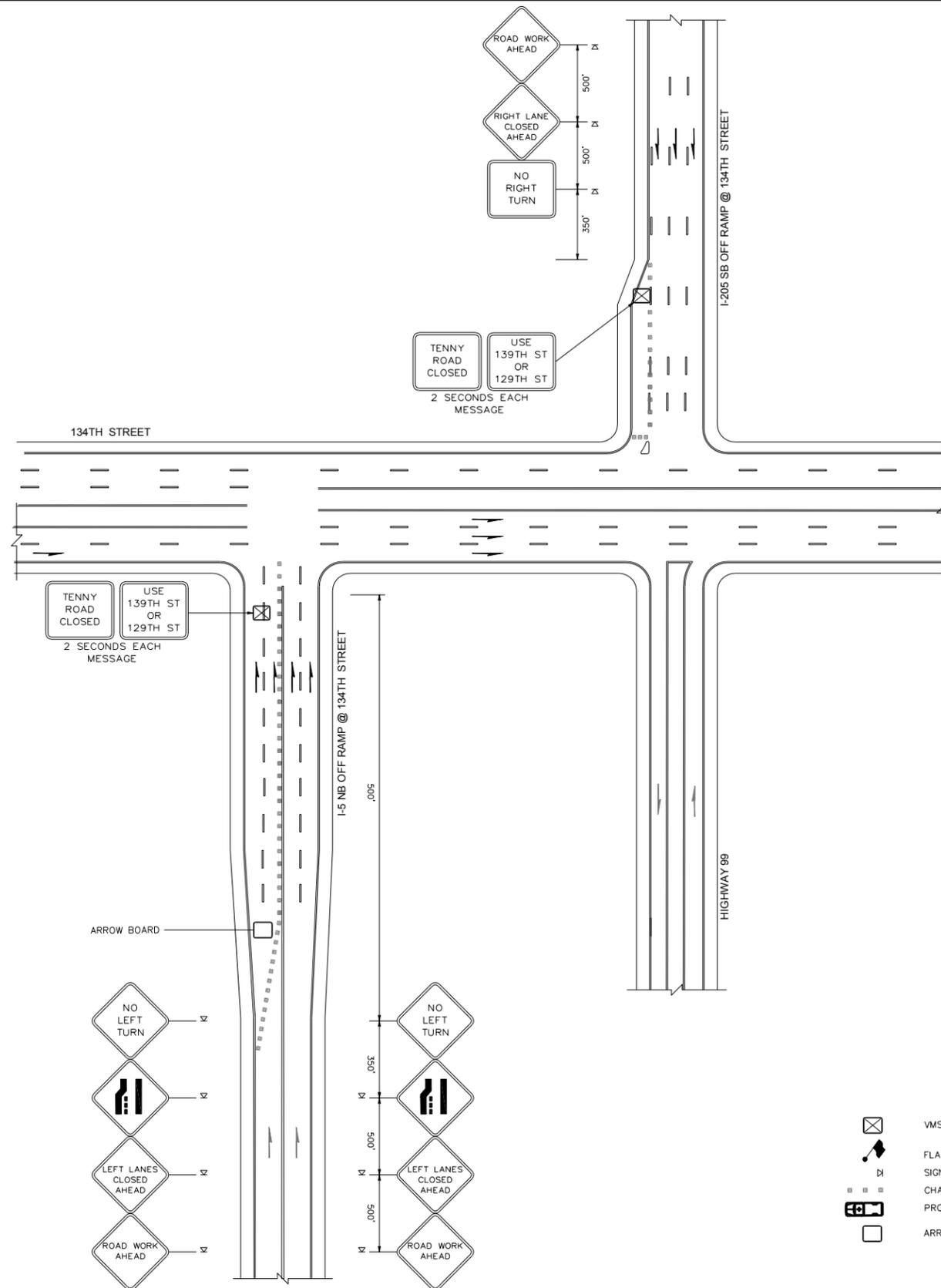


**30% PRELIMINARY**

2016 HMA OVERLAYS CRP #352522

**STANDARD WSDOT TRAFFIC CONTROL PLANS**

**SHEET 6 OF 7**



LONGITUDINAL BUFFER SPACE = B									
POSTED SPEED (MPH)	25	30	35	40	45	50	55	60	65
LENGTH B (FEET)	155	200	250	305	360	425	495	570	645

BUFFER DATA	
TYPICAL PROTECTIVE VEHICLE WITH TMA (SEE NOTE 1)	
VEHICLE TYPE	LOADED WEIGHT
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION)
① ROLL AHEAD STOPPING DISTANCE = 30 FEET MIN. (DRY PAVEMENT ASSUMED)	

**NOTES**

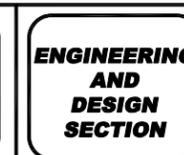
1. A Protective Vehicle is recommended regardless if a Truck Mounted Attenuator (TMA) is available; a work vehicle may be used. When no TMA is used, the Protective Vehicle shall be strategically located to shield workers, with no specific Roll-Ahead distance.
2. Night work requires additional roadway lighting at flagging stations. See WSDOT Standard Specifications for additional details.
3. Extend Channelizing Device taper across shoulder ~ recommended.
4. Sign sequence is the same for both directions of travel on the roadway.
5. Channelizing Device spacing for the downstream taper option shall be 20' O.C.
6. For signs size refer to Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Sign Fabrication Manual M55-05.

SIGN SPACING = X (1)		
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' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)
ALL SIGNS ARE BLACK ON ORANGE UNLESS DESIGNATED OTHERWISE		

- (1) ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
- (2) THIS SIGN SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



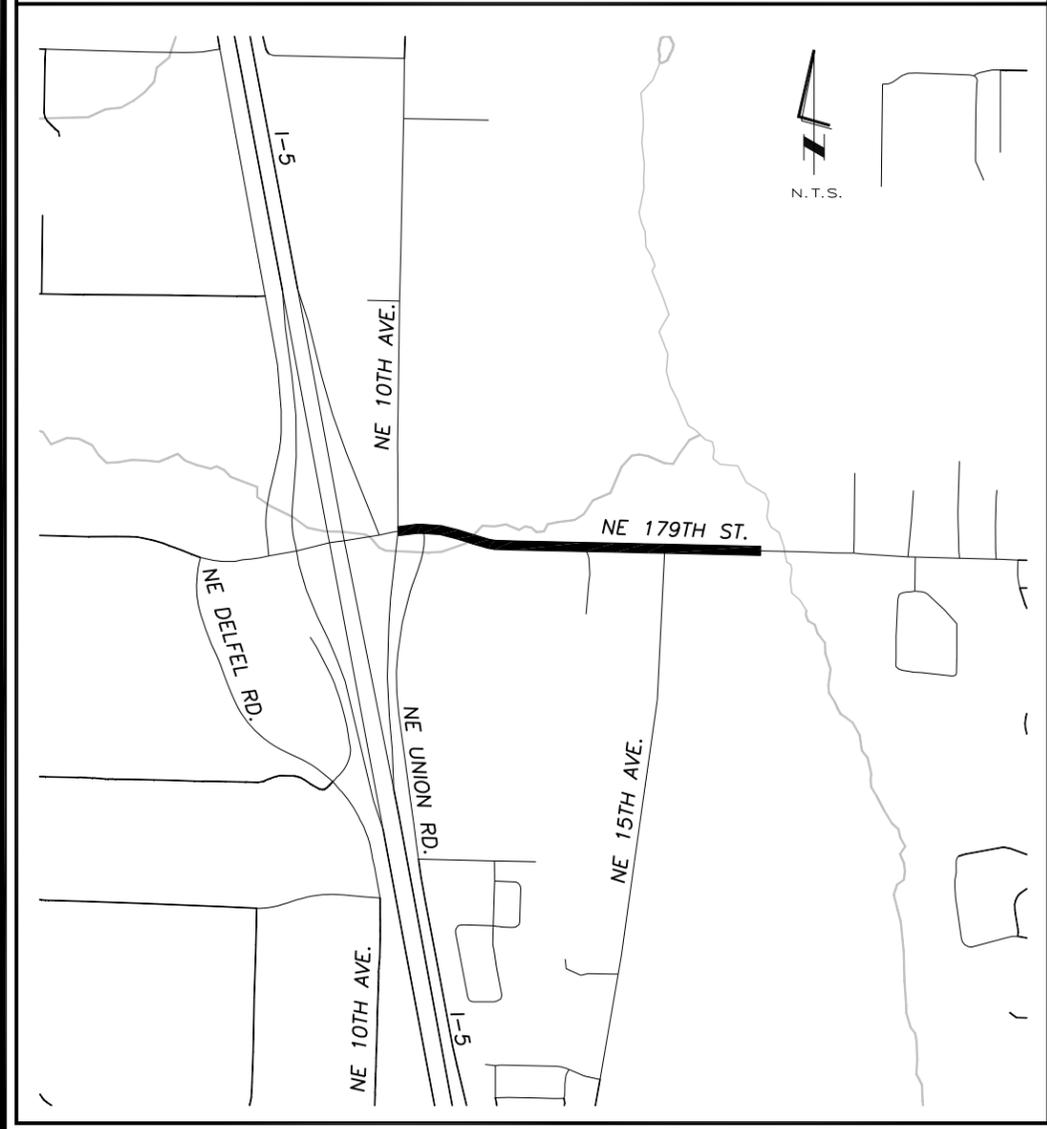
30% PRELIMINARY

2016 HMA OVERLAYS CRP #352522

STANDARD WSDOT TRAFFIC CONTROL PLANS

SHEET 7 OF 7

**NE 179TH STREET**  
 NE 10TH AVENUE TO  
 525 FEET EAST OF NE 15TH AVENUE CL  
 VICINITY MAP



**Construction Notes**

Reference No.: HMA 1  
 Roadway Name (s): NE 179th Street  
 Road Log: 94360  
 Section(s): 1

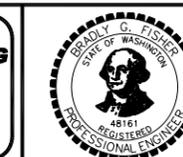
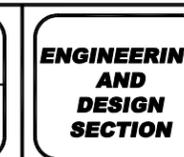
**General Overlay Information**

Overlay Type: HMA CL. ½ IN. PG 64-22  
 Overlay Depth: 2 in  
 Approximate Length: 1954 ft  
 Average Widths:

**Project Notes**

1. None.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



**50%  
PRELIMINARY**

2016 HMA OVERLAYS CRP #352522  
 NE 179TH STREET  
 SHEET 1 OF 2

DATE 10/14/15  
 HMA1  
 11 OF 35

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



TRANSPORTATION PROGRAM

**PUBLIC WORKS**  
ENGINEERING & CONSTRUCTION DIVISION

**ENGINEERING AND DESIGN SECTION**

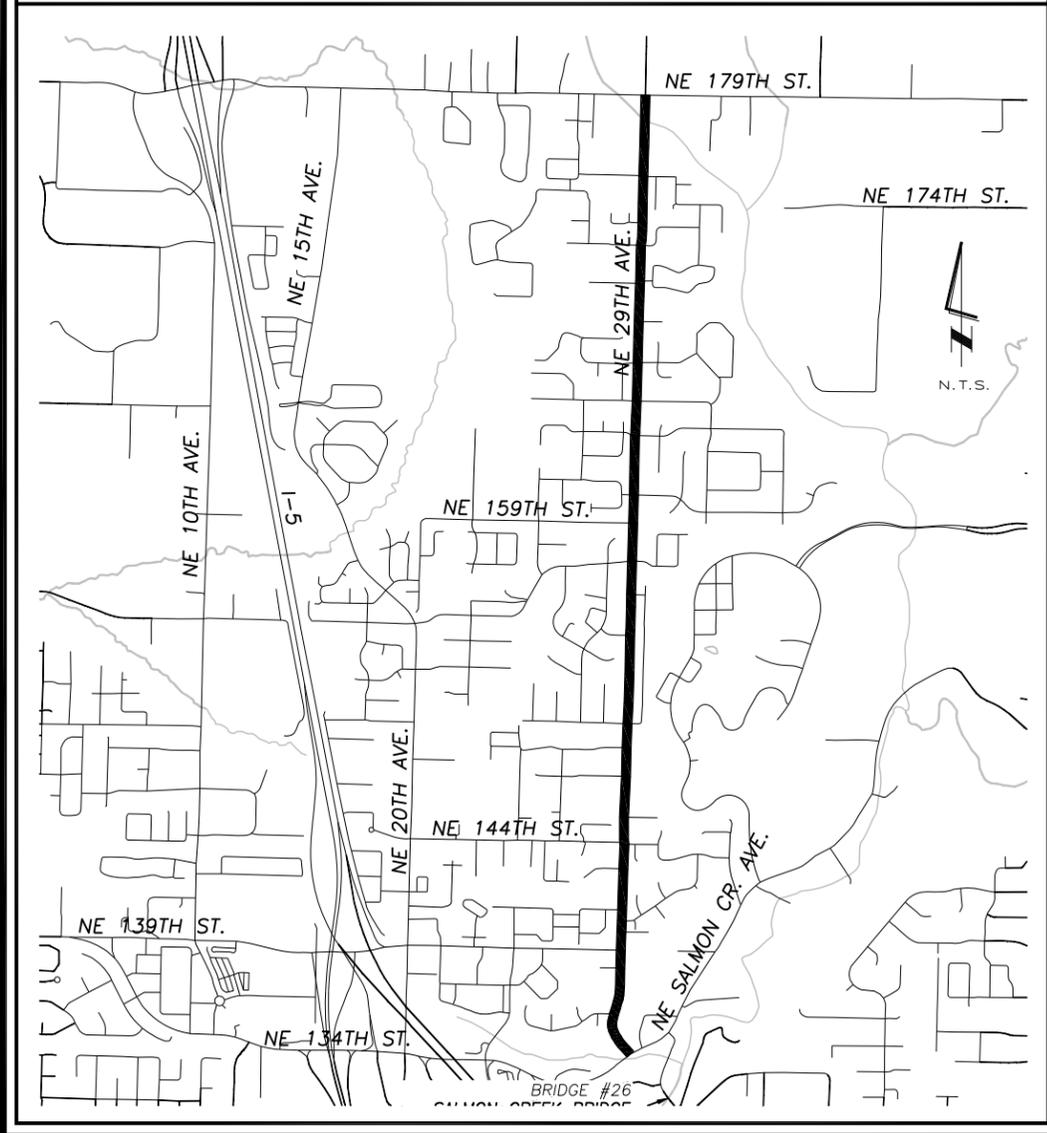


50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE 179TH STREET  
SHEET 2 OF 2

DATE 10/14/15  
HMA1A  
12 OF 35

**NE 29TH AVENUE**  
NE 134TH STREET TO NE 179TH STREET  
VICINITY MAP



**Construction Notes**

Reference No.: HMA 2  
Roadway Name (s): NE 29th Avenue  
Road Log: 43330  
Section(s): 1

**General Overlay Information**

Overlay Type: HMA CL. ½ IN. PG 64-22  
Overlay Depth: 2 in  
Approximate Length: 11,845 ft  
Average Widths:

**Project Notes**

1. Handwork may be required to remove all asphalt around irregular shapes when performing edge grinding operations.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
**NE 29TH AVENUE**  
**SHEET 1 OF 2**

DATE 10/14/15  
HMA2  
13 OF 35

# NE 29th Avenue

PAVEMENT REPAIR SCHEDULE			
SEGMENT	WIDTH [FT]	LENGTH [FT]	HMA [TON]
NE 134th STREET to NE 139th STREET	7	9	1.20
	8	23	3.49
	5	10	0.95
	7	168	22.32
	4	47	3.57
	5	30	2.85
	12	20	4.56
	6	13	1.48
	4	8	0.61
	4	12	0.91
	4	24	1.82
	11	15	3.13
	4	5	0.38
	4	5	0.38
	4	5	0.38
	4	5	0.38
	4	5	0.38
	4	5	0.38
	4	5	0.38
	4	5	0.38
NE 139th STREET to NE 144th STREET	4	68	5.16
	4	11	0.84
	4	6	0.46
	4	8	0.61
	7	230	30.56
	4	9	0.68
	4	17	1.29
	4	6	0.46
	4	4	0.30
	4	32	2.43
NE 144th STREET to NE 154th STREET	4	19	1.44
	4	15	1.14
	4	23	1.75
	4	55	4.18
	8	8	1.21
	4	6	0.46
	9	11	1.88
	7	18	2.39
	4	12	0.91
	6	16	1.82
5	7	0.66	
4	87	6.61	
4	14	1.06	
18	17	4.19	
4	18	1.37	
6	7	0.80	
9	11	1.88	
14	48	12.76	
17	21	6.78	
4	18	1.37	
5	11	1.04	
5	13	1.23	
4	5	0.38	
35	46	30.56	
12	12	2.73	
4	49	3.72	
2	5	0.19	
13	9	2.22	
12	12	2.73	
4	10	0.76	
4	8	0.61	
5	9	0.85	
6	26	2.96	
4	12	0.91	
4	22	1.67	
6	12	1.37	
12	45	10.25	
6	24	2.28	
6	33	3.13	
4	9	0.68	
4	5	0.38	
4	38	2.89	
6	14	1.33	
6	17	1.61	
6	14	1.33	
TOTAL			132.47

PAVEMENT REPAIR SCHEDULE			
SEGMENT	WIDTH [FT]	LENGTH [FT]	HMA [TON]
NE 154th STREET to NE 163rd COURT	4	19	1.44
	4	15	1.14
	4	23	1.75
	4	55	4.18
	8	8	1.21
	4	6	0.46
	9	11	1.88
	7	18	2.39
	4	12	0.91
	6	16	1.82
	5	7	0.66
	4	87	6.61
	4	14	1.06
	18	17	4.19
	4	18	1.37
	6	7	0.80
	9	11	1.88
	14	48	12.76
	17	21	6.78
	4	18	1.37
5	11	1.04	
5	13	1.23	
4	5	0.38	
35	46	30.56	
12	12	2.73	
4	49	3.72	
2	5	0.19	
13	9	2.22	
12	12	2.73	
4	10	0.76	
4	8	0.61	
5	9	0.85	
6	26	2.96	
4	12	0.91	
4	22	1.67	
6	12	1.37	
12	45	10.25	
6	24	2.28	
6	33	3.13	
4	9	0.68	
4	5	0.38	
4	38	2.89	
6	14	1.33	
6	17	1.61	
6	14	1.33	
TOTAL			132.47

PRELEVELING SCHEDULE					
SEGMENT	WIDTH [FT]	LENGTH [FT]	AREA [SF]	DEPTH [IN]	HMA [TON]
NE 134th STREET to NE 144th STREET	13	36	468		5.92
	5	55	275		1.74
	16	88	1,408		13.36
	12	42	504		4.78
	12	35	420		3.99
	8	36	288		1.82
	14	10	140		0.89
	11	22	242		1.53
	10	24	240		1.52
	9	21	189		1.20
	8	88	528		5.01
	8	28	156		0.99
	12	40	480		6.07
	5	12	60		0.57
	14	58	812		5.14
	16	29	464		4.40
	7	17	119		0.75
	5	17	85		0.54
	8	9	54		0.51
	11	27	297		1.88
13	22	286		2.71	
5	8	40		0.25	
13	8	104		0.66	
8	54	324		2.05	
8	9	54		0.34	
6	11	66		0.42	
5	20	100		0.63	
15	30	450		4.27	
10	13	130		0.82	
9	11	99		0.63	
8	15	90		0.57	
18	18	324		2.05	
9	40	360		2.28	
11	82	682		4.32	
8	31	186		1.18	
12	22	264		1.67	
4	8	32		0.20	
11	21	231		1.46	
12	148	1,776		11.24	
13	18	234		1.48	
5	28	140		0.89	
18	107	1,926		18.28	
9	24	216		2.05	
9	11	99		0.63	
10	20	200		1.27	
8	340	2,040		12.91	
8	110	660		6.26	
Total					144.12

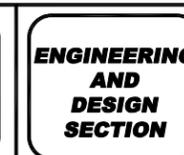
TRANSVERSE PLANING SCHEDULE				
LOCATION	SIDE	WIDTH [FT]	LENGTH [FT]	AREA [SY]
NE 134th STREET	LONGITUDINAL	30	47	157
NE 143th STREET	WEST	5	27	15
NE 148th STREET	WEST	20	37	82
NE 147th STREET	WEST	18	33	66
NE 150th STREET	EAST	15	38	60
NE 156th STREET	EAST	13	25	36
NE 157th STREET	EAST	13	40	58
NE 160th STREET	EAST	13	43	62
NE 163rd STREET	WEST	13	43	62
NE 164th STREET	WEST	14	38	56
NE 166th STREET	WEST	16	38	64
NE 166th Way	EAST	16	35	62
NE 170th STREET	WEST	10	37	41
NE 174th STREET	WEST	18	24	48
NE 179th STREET	LONGITUDINAL	24	28	69
TOTAL				939

EDGE GRIND SCHEDULE		
SIDE	Length [FT]	AREA [SY]
WEST	7,717	6,002
EAST	8,277	6,438
TOTAL		12,440

**NOTES:**

- PAVEMENT REPAIR LOCATIONS ARE BEING PROVIDED FOR BIDDING PURPOSES ONLY. ENGINEER WILL STAKE ACTUAL LOCATIONS.
- PAVEMENT REPAIR AND PRELEVELING MAY EXTEND ACROSS CENTERLINE.
- ALL TRANSVERSE PLANING FOR SIDE STREETS SHALL BE GROUND FROM 0 TO 1.5 INCHES EXCEPT JOINTS ACROSS NE 29TH AVENUE WHICH SHALL BE GROUND FROM 0 TO 2 INCHES.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



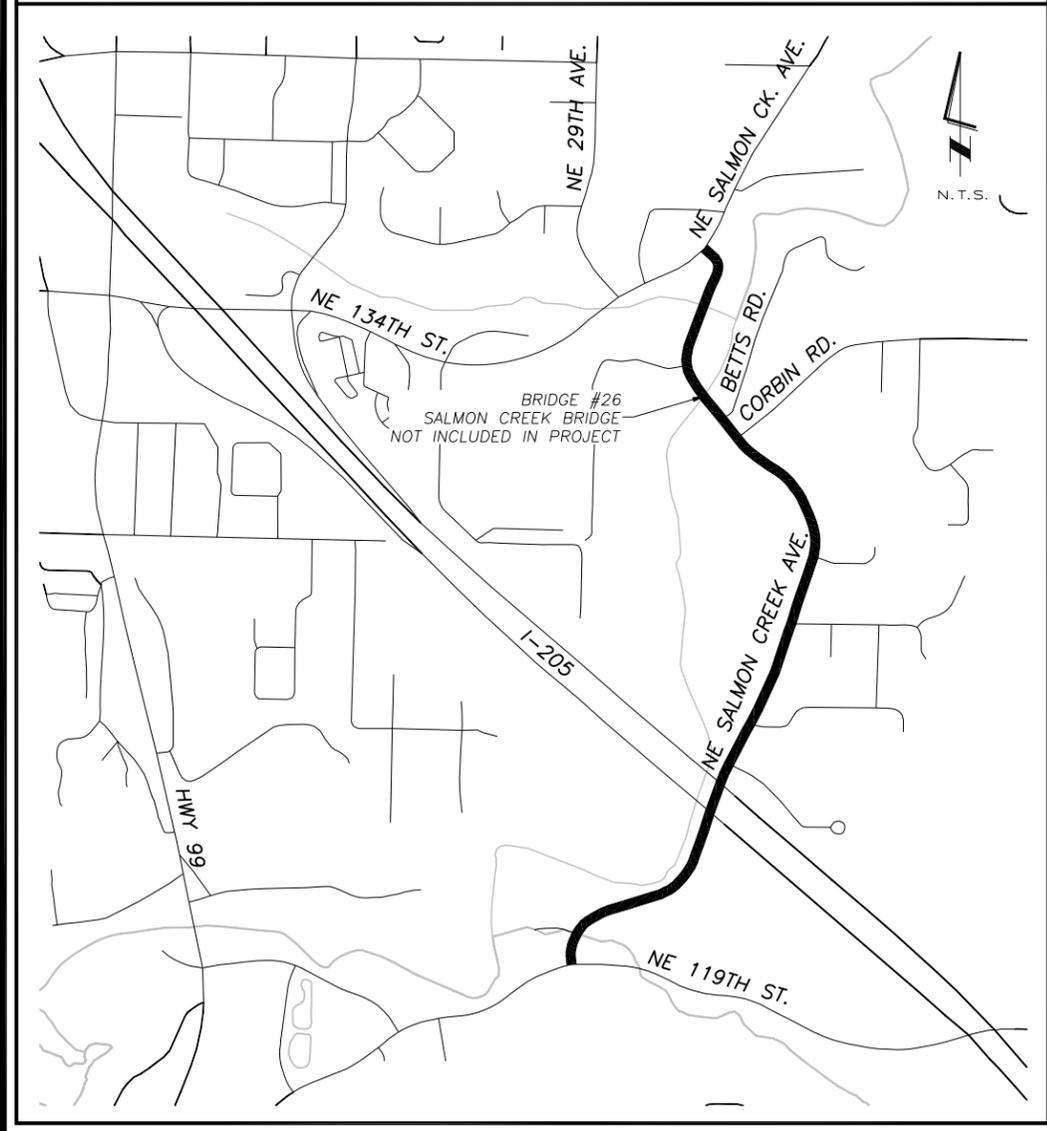
50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE 29TH AVENUE  
SHEET 2 OF 2

DATE 10/14/15  
HMA2A  
14 OF 35

# NE SALMON CREEK AVENUE

NE 119TH STREET TO  
NE SALMON CREEK AVENUE / NE 134TH STREET  
VICINITY MAP



### Construction Notes

Reference No.: HMA 3  
Roadway Name (s): NE Salmon Creek Avenue  
Road Log: 94130  
Section(s): 1

### General Overlay Information

Overlay Type: HMA CL. ½ IN. PG 64-22  
Overlay Depth: 2 in  
Approximate Length: 4,805 ft  
Average Widths:

### Project Notes

1. Handwork may be required to remove all asphalt around irregular shapes when performing edge grinding operations.
2. See Standard Plan A-40.20, detail #4 for bridge transverse joint seal. Seal to be installed on both sides of .

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE SALMON CREEK AVENUE  
SHEET 1 OF 2

DATE 10/14/15  
HMA3  
15 OF 35

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



TRANSPORTATION PROGRAM

**PUBLIC WORKS**  
ENGINEERING & CONSTRUCTION DIVISION

**ENGINEERING AND DESIGN SECTION**

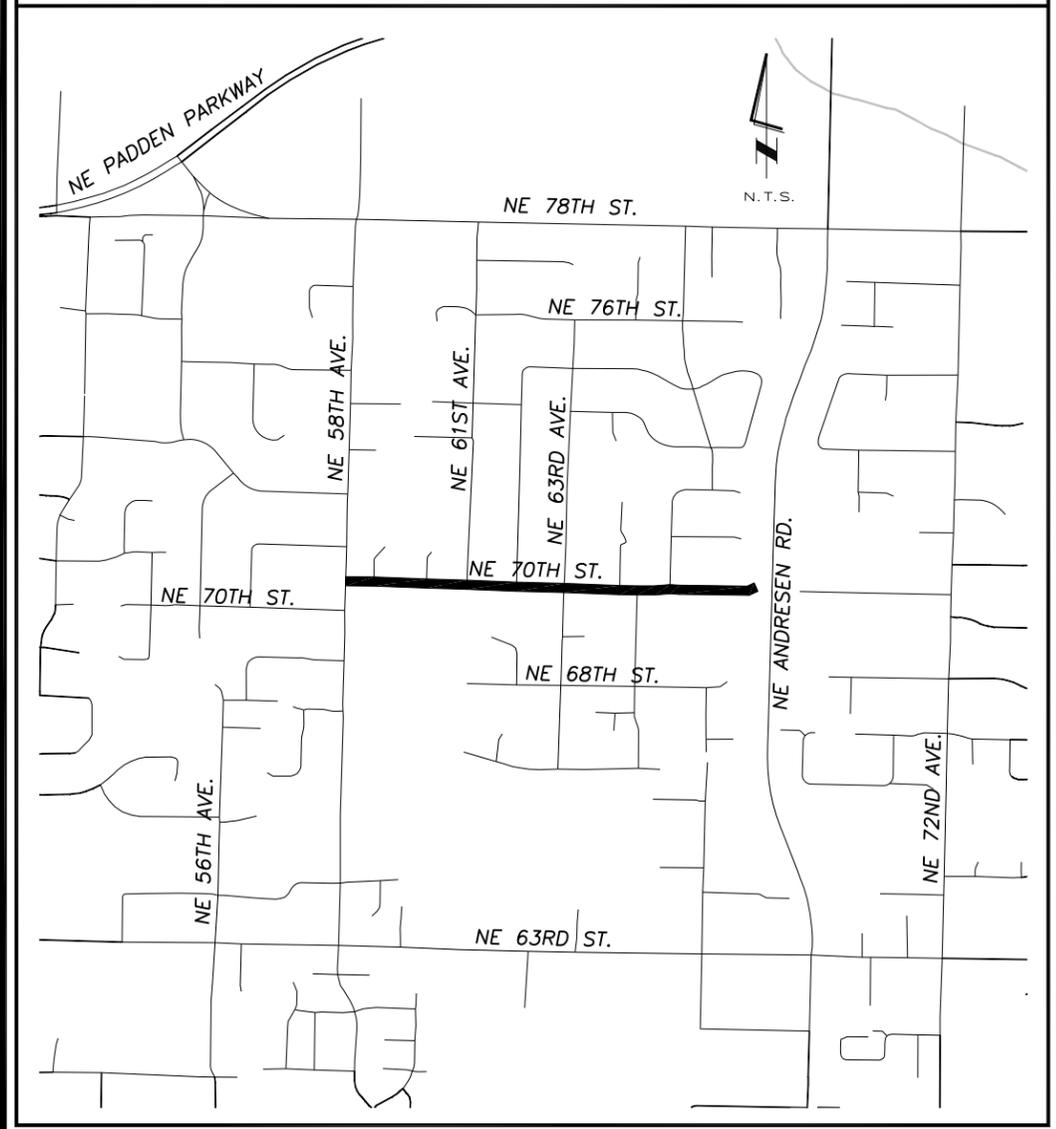


50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE SALMON CREEK AVENUE  
SHEET 2 OF 2

DATE 10/14/15  
HMA3A  
16 OF 35

**NE 70TH AVENUE**  
 NE 58TH AVENUE TO  
 740 FEET EAST OF NE 65TH AVENUE  
 VICINITY MAP



Construction Notes

Reference No.: HMA 4  
 Roadway Name (s): NE 70th Street  
 Road Log: 22240  
 Section(s): 1

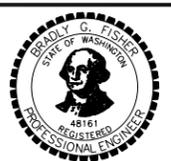
General Overlay Information

Overlay Type: HMA CL. ½ IN. PG 64-22  
 Overlay Depth: 2.5 in  
 Approximate Length: 2,270 ft  
 Average Widths:

Project Notes

1. Handwork may be required to remove all asphalt around irregular shapes when performing edge grinding operations.
2. There are concrete driveways on this project that require removal of a segment of the existing concrete apron. See Special Provision 2-02 Removal of Structures and Obstructions. The removed section shall be paved back with HMA. This work shall take place after Mainline paving and shall be coordinated with the Engineer and the affected property owners.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
 NE 70TH STREET  
 SHEET 1 OF 2

DATE 10/14/15  
 HMA4  
 17 OF 35

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE

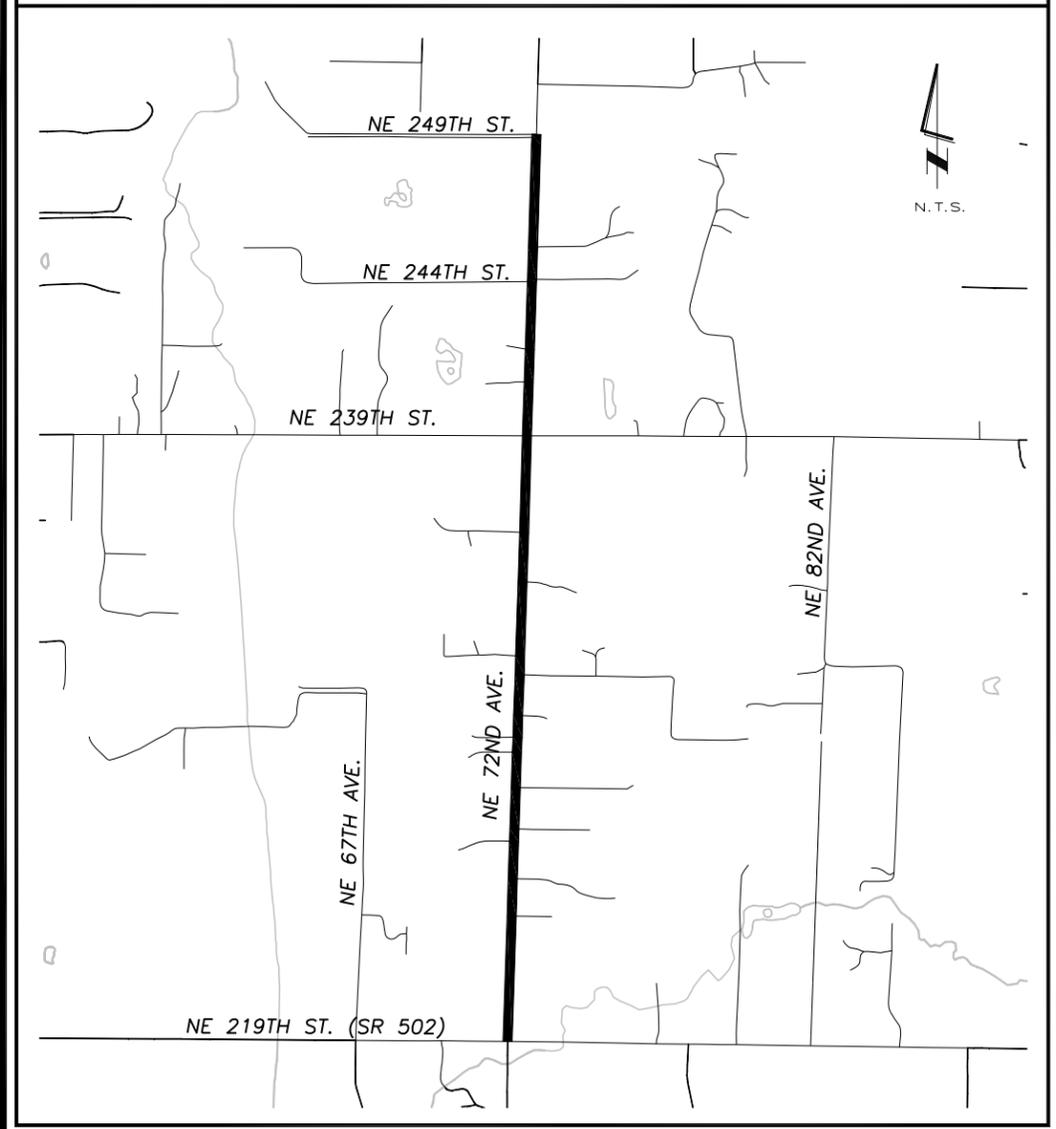


50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522
NE 70TH STREET
SHEET 2 OF 2

DATE 10/14/15
HMA4A
18 OF 35

**NE 72ND AVENUE**  
 NE 219TH STREET (SR 502) TO  
 NE 249TH STREET  
 VICINITY MAP



Construction Notes

Reference No.: HMA 5  
 Roadway Name (s): NE 72nd Avenue  
 Road Log: 91250  
 Section(s): 10

General Overlay Information

Overlay Type: HMA CL. ½ IN. PG 64-22  
 Overlay Depth: 2 in  
 Approximate Length: 7,793 ft  
 Average Widths:

Project Notes

1. See Special Provision 1-05.14 Cooperation With Other Contractors.
2. Refer to the Plans for the site-specific Traffic Control Plan applicable to this roadway.
3. The Contractor shall not allow vehicles to queue onto SR502 during work on this roadway.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50%  
 PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
 NE 72ND AVENUE  
 SHEET 1 OF 2

DATE 10/14/15  
 HMA5  
 19 OF 35

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



TRANSPORTATION PROGRAM

**PUBLIC WORKS**  
ENGINEERING & CONSTRUCTION DIVISION

**ENGINEERING AND DESIGN SECTION**



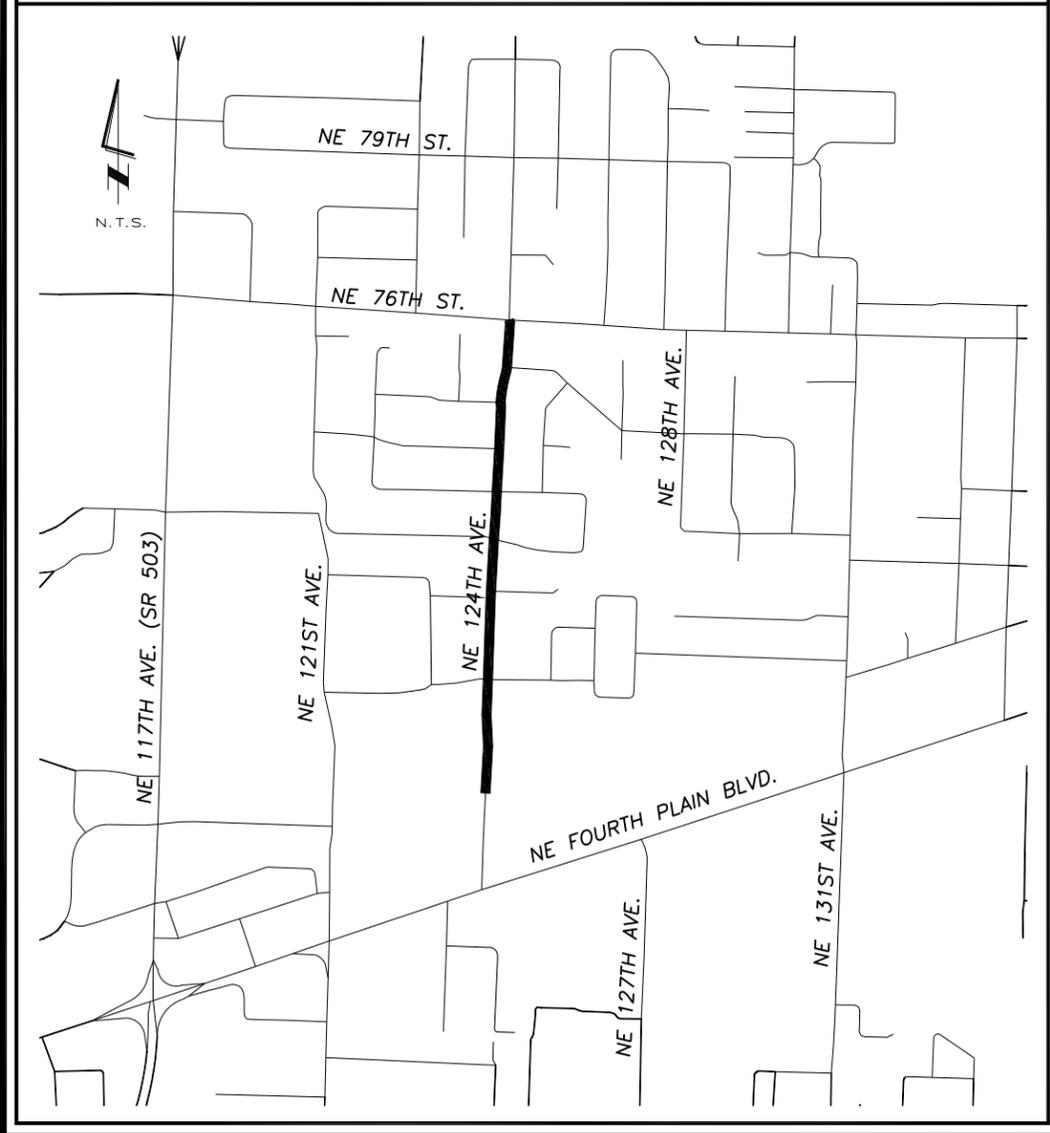
50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE 72ND AVENUE  
SHEET 2 OF 2

DATE 10/14/15  
HMA5A  
20 OF 35

# NE 124TH AVENUE

530 FEET NORTH OF NE FOURTH PLAIN BLVD. TO  
NE 76TH STREET  
VICINITY MAP



### Construction Notes

Reference No.: HMA 6  
Roadway Name (s): NE 124th Avenue  
Road Log: 23850  
Section(s): 1 & 2

### General Overlay Information

Overlay Type: HMA CL. ½ IN. PG 64-22  
Overlay Depth: 2 in  
Approximate Length: 3,168 ft  
Average Widths:

### Project Notes

1. Handwork may be required to remove all asphalt around irregular shapes when performing edge grinding operations.
2. This roadway requires the removal and replacement of speed humps.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE 124TH AVENUE  
SHEET 1 OF 2

DATE 10/14/15  
HMA6  
21 OF 35

# NE 124th Avenue

PAVEMENT REPAIR SCHEDULE			
SEGMENT	WIDTH [FT]	LENGTH [FT]	HMA [TON]
	15	6	1.71
	6	8	0.91
	4	21	1.59
	5	78	7.40
	5	47	4.46
	4	7	0.53
	4	4	0.30
	4	26	1.97
	5	11	1.04
	6	22	2.51
	4	4	0.30
	8	6	0.91
	5	12	1.14
	4	4	0.30
	4	45	3.42
	4	89	6.76
	13	30	7.40
	4	45	3.42
	4	12	0.91
	6	10	1.14
	4	12	0.91
	6	9	1.03
	6	20	2.28
	6	17	1.94
	4	4	0.30
	4	4	0.30
	4	100	7.59
	5	12	1.14
	4	12	0.91
	9	30	5.13
	4	15	1.14
	9	7	1.20
	8	9	1.37
	4	28	2.13
	7	12	1.59
	4	4	0.30
	8	30	4.56
	18	56	19.13
	18	28	9.57
<b>TOTAL</b>			<b>110.64</b>

\* OE

PAVEMENT REPAIR SCHEDULE			
SEGMENT	WIDTH [FT]	LENGTH [FT]	HMA [TON]
	30	42	23.92
	9	17	2.90
	15	20	5.69
	10	27	5.13
	4	4	0.30
	4	7	0.53
	8	50	7.59
	4	26	1.97
	13	18	4.44
	18	18	6.15
	15	27	7.69
	7	15	1.99
	6	12	1.37
	5	7	0.66
	9	9	1.54
	5	17	1.61
	5	41	3.89
	10	10	1.90
	4	17	1.29
	4	4	0.30
	4	4	0.30
<b>TOTAL</b>			<b>81.18</b>

\* OE

\* OE

\* OE

\* OE

TRANSVERSE PLANING SCHEDULE				
LOCATION	SIDE	WIDTH [FT]	LENGTH [FT]	AREA [SY]
NE 124th AVENUE	LONGITUDINAL	28	80	156
NE 71st STREET	WEST	10	57	63
NE 71st STREET	EAST	10	80	56
NE 72nd STREET	EAST	10	80	56
NE 72nd STREET	WEST	10	50	56
NE 73rd STREET	WEST	10	50	56
NE 74th STREET	WEST	10	43	48
NE 75th STREET	EAST	10	49	54
NE 76th STREET	LONGITUDINAL	40	50	222
				<b>766</b>

PRELEVELING SCHEDULE					
Segment	Width [FT]	Length [FT]	AREA [SF]	DEPTH [IN]	HMA [TON]
	4	56	224	1	1.42
	6	139	834	1	5.28
			<b>Total</b>		<b>6.69</b>

EDGE GRIND SCHEDULE		
SIDE	Length [FT]	AREA [SY]
WEST	1850	1,439
EAST	1500	1,167
	<b>TOTAL</b>	<b>2,606</b>

SPEED HUMP SCHEDULE		
Width [FT]	Length [FT]	AREA [SY]
40	23	102
40	23	102
40	23	102
	<b>TOTAL</b>	<b>307</b>

**NOTES:**

- PAVEMENT REPAIR LOCATIONS ARE BEING PROVIDED FOR BIDDING PURPOSES ONLY. ENGINEER WILL STAKE ACTUAL LOCATIONS.
- PAVEMENT REPAIR AND PRELEVELING MAY EXTEND ACROSS CENTERLINE.
- DEPTH FOR OVER EXCATATION SHALL BE 6 INCHES. SEE DETAIL ON SHEET ???.
- ALL TRANSVERSE PLANING FOR SIDE STREETS SHALL BE GROUND FROM 0 TO 2 INCHES.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



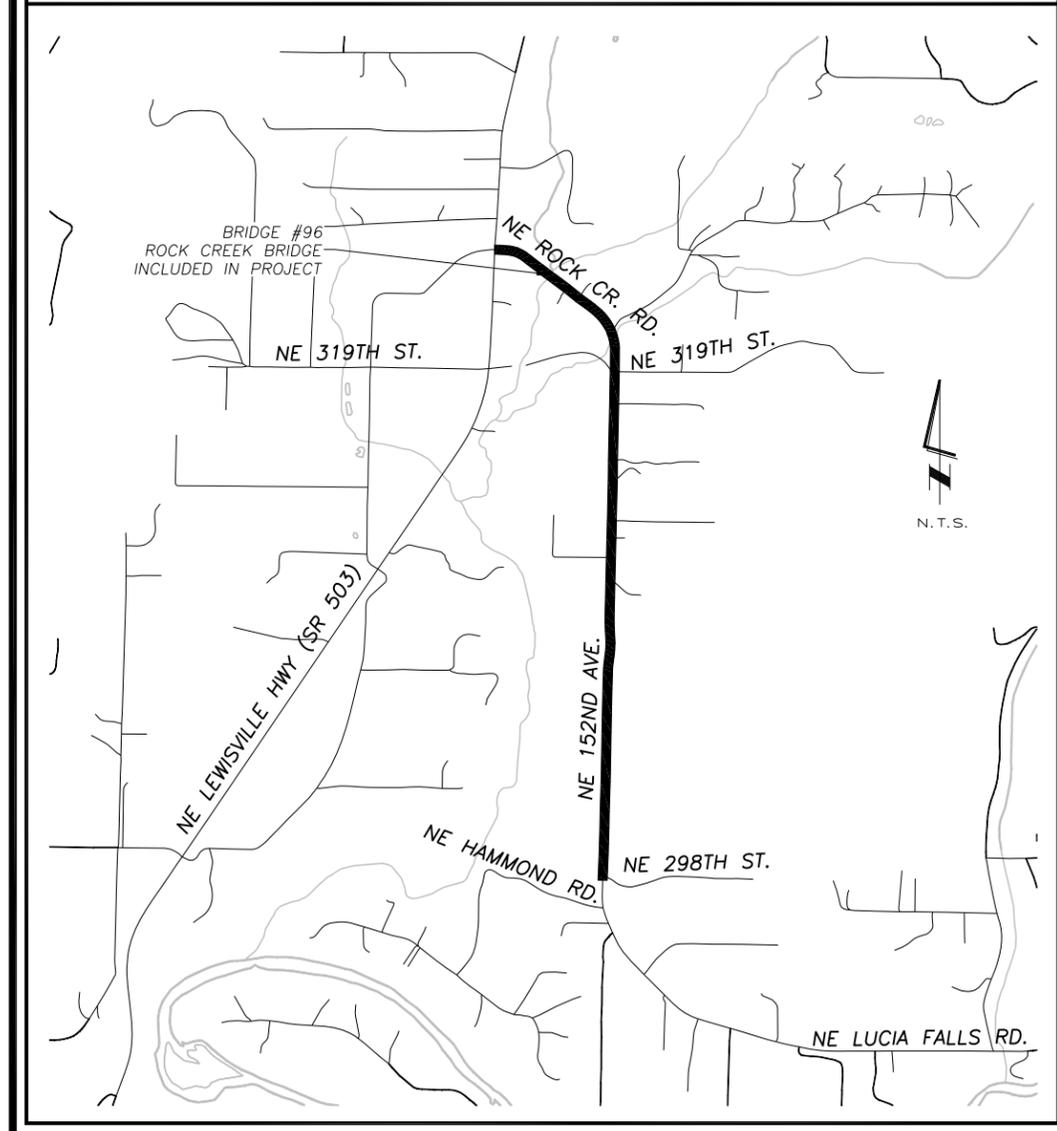
50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
**NE 124TH AVENUE**  
**SHEET 2 OF 2**

DATE 10/14/15  
HMA6A  
22 OF 35

# NE 152ND AVENUE / NE ROCK CREEK ROAD

300 FEET NORTH OF NE HAMMOND ROAD TO  
NE LEWISVILLE HWY (SR 503)  
VICINITY MAP



**Construction Notes**

Reference No.: HMA 7  
 Roadway Name (s): NE 152nd Avenue & Rock Creek Road  
 Road Log: 95100  
 Section(s): 7

**General Overlay Information**

Overlay Type: HMA CL. 1/2 IN. PG 64-22  
 Overlay Depth: 2 in  
 Approximate Length: 7,557 ft  
 Average Widths:

**Project Notes**

1. Rock Creek Bridge No. 96 falls within the limits of this roadway.
2. Refer to the Plans for the site-specific Traffic Control Plan applicable to this roadway.
3. The Contractor shall not allow vehicles to queue onto SR503 during work on this roadway.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
 NE 152ND AVE - NE ROCK CREEK ROAD  
 SHEET 1 OF 2

DATE 10/14/15  
 HMA7  
 23 OF 35

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



TRANSPORTATION PROGRAM

**PUBLIC WORKS**  
ENGINEERING & CONSTRUCTION DIVISION

**ENGINEERING AND DESIGN SECTION**

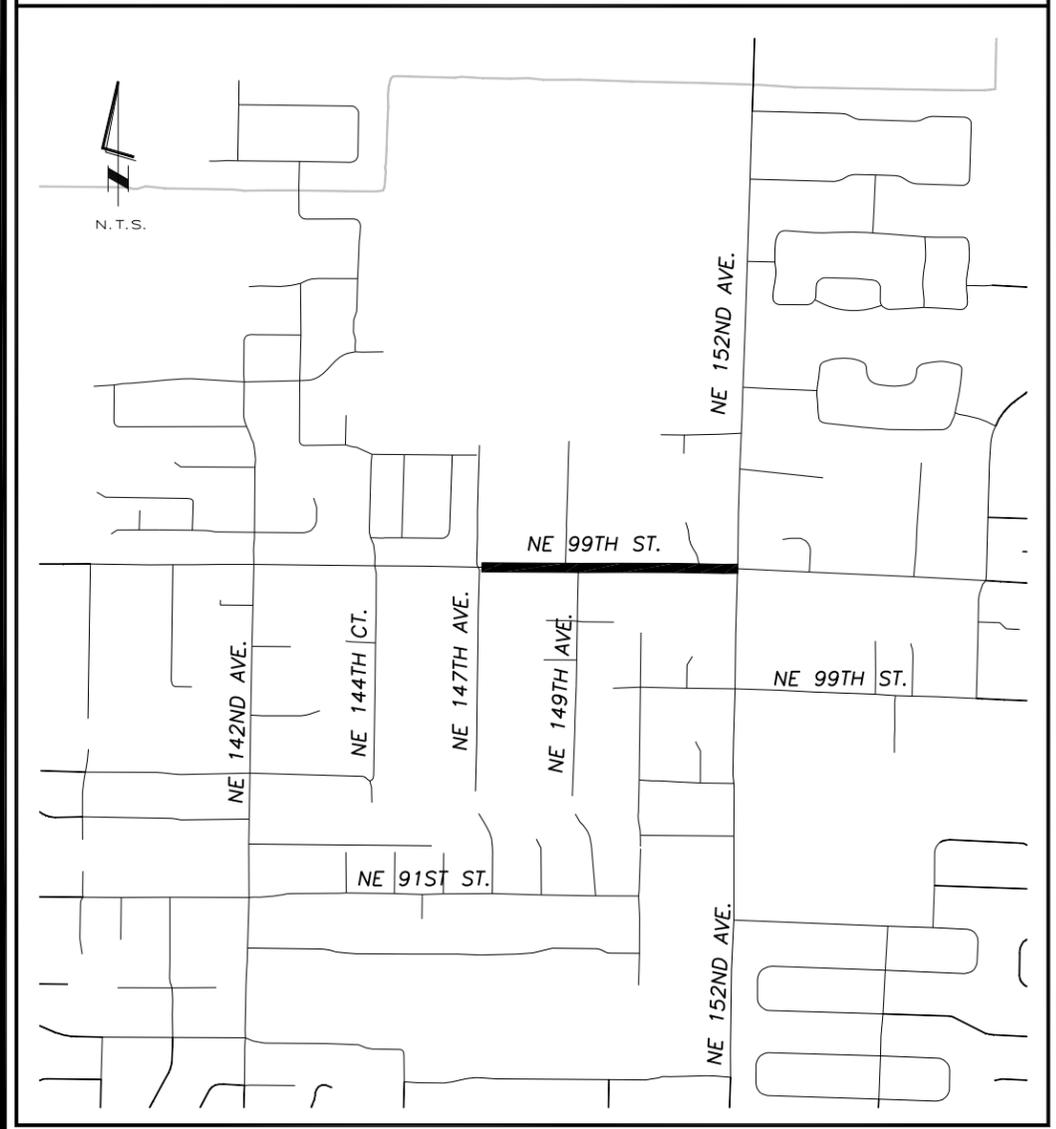


50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE 152ND AVE - NE ROCK CREEK ROAD  
SHEET 2 OF 2

DATE 10/14/15  
HMA7A  
24 OF 35

**NE 99TH STREET**  
 NE 152ND AVENUE TO  
 0.10 MILES WEST OF NE 149TH AVENUE  
 VICINITY MAP



**Construction Notes**

Reference No.: HMA 8  
 Roadway Name (s): NE 99th Street  
 Road Log: 23940  
 Section(s): 3

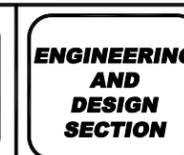
**General Overlay Information**

Overlay Type: HMA CL. ½ IN. PG 64-22  
 Overlay Depth: 2 in  
 Approximate Length: 3,168 ft  
 Average Widths:

**Project Notes**

1. Handwork may be required to remove all asphalt around irregular shapes when performing edge grinding operations.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50%  
 PRELIMINARY

2016 HMA OVERLAYS CRP #352522

**NE 99TH STREET**  
**SHEET 1 OF 2**

DATE 10/14/15
HMA8
25 OF 35

## NE 99th Street

PAVEMENT REPAIR SCHEDULE			
SEGMENT	WIDTH [FT]	LENGTH [FT]	HMA [TON]
99th STREET	4	23	1.75
	4	12	0.91
	4	22	1.67
	4	12	0.91
	6	25	2.85
	4	28	2.13
	4	28	2.13
	4	29	2.20
	4	9	0.68
	4	38	2.89
	4	28	2.13
4	52	3.95	
<b>TOTAL</b>			<b>24.18</b>

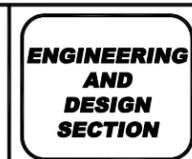
TRANSVERSE PLANING SCHEDULE				
LOCATION	SIDE	WIDTH [FT]	LENGTH [FT]	AREA [SY]
NE 99th STREET	LONGITUDINAL	25	100	278
NE 149th AVENUE	SOUTH	40	5	22
NE 152nd STREET	LONGITUDINAL	36	100	400
				700

EDGE GRIND SCHEDULE		
SIDE	Length [FT]	AREA [SY]
SOUTH	390	303
<b>TOTAL</b>		<b>303</b>

**NOTES:**

1. PAVEMENT REPAIR LOCATIONS ARE BEING PROVIDED FOR BIDDING PURPOSES ONLY. ENGINEER WILL STAKE ACTUAL LOCATIONS.
2. PAVEMENT REPAIR AND PRELEVELING MAY EXTEND ACROSS CENTERLINE.
3. ALL TRANSVERSE PLANING FOR SIDE STREETS SHALL BE GROUND FROM 0 TO 2 INCHES.

**LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE**



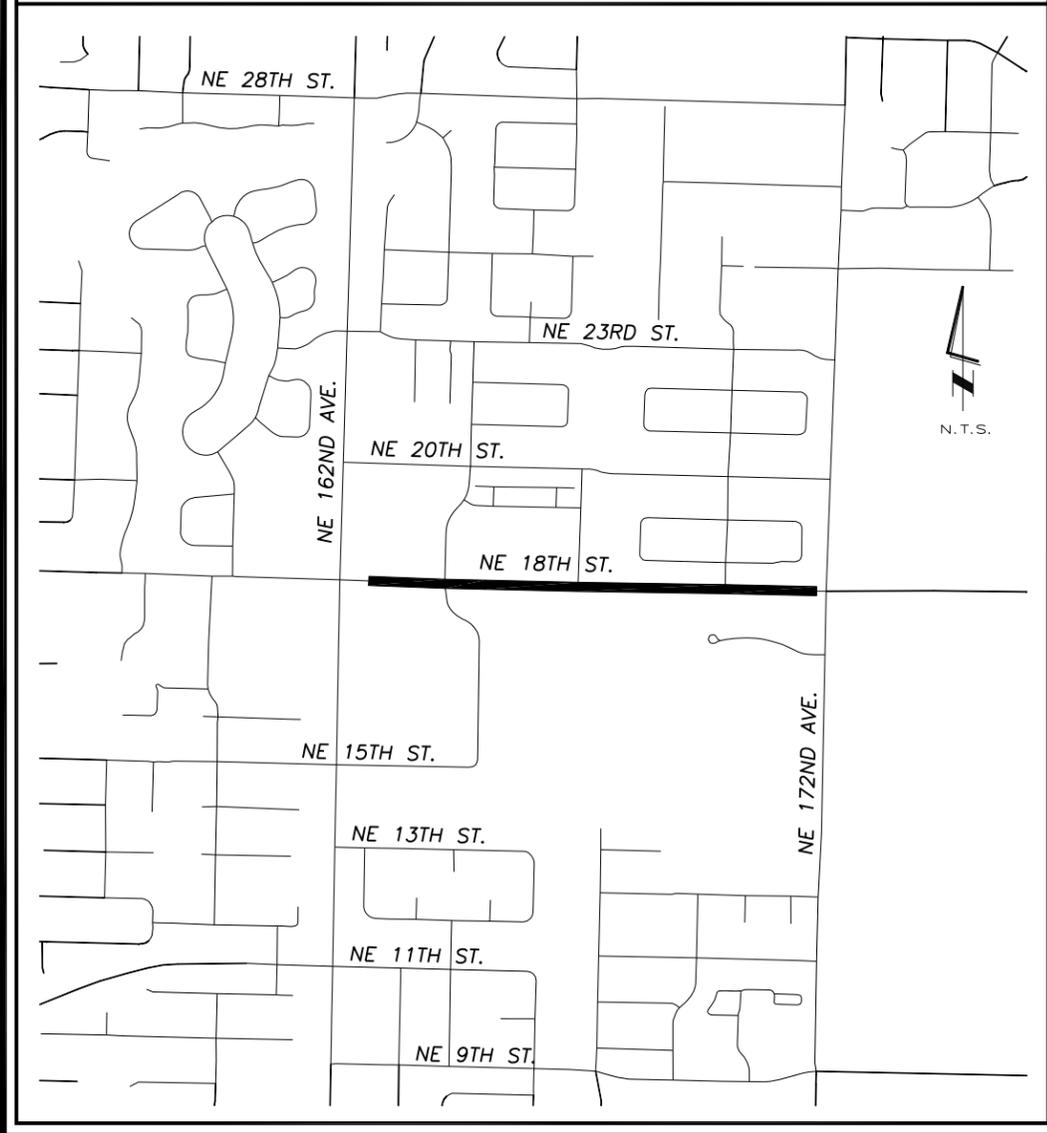
**50% PRELIMINARY**

2016 HMA OVERLAYS CRP #352522
<b>NE 99TH STREET</b>
<b>SHEET 2 OF 2</b>

DATE 10/14/15
HMA8A
26 OF 35

# NE 18TH STREET

52 FEET WEST OF NE 172ND AVENUE TO  
158 FEET EAST OF NE 162ND AVENUE  
VICINITY MAP



**Construction Notes**

Reference No.: HMA 9  
Roadway Name (s): NE 18th Street  
Road Log: 30620  
Section(s): 1

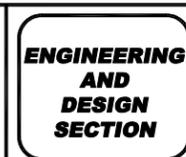
**General Overlay Information**

Overlay Type: HMA CL. ½ IN. PG 64-22  
Overlay Depth: 2 in  
Approximate Length: 1,848 ft  
Average Widths:

**Project Notes**

1. Handwork may be required to remove all asphalt around irregular shapes when performing edge grinding operations.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522

**NE 18TH STREET**  
**SHEET 1 OF 2**

DATE 10/14/15  
HMA9  
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## NE 18th Street

PAVEMENT REPAIR SCHEDULE			
SEGMENT	WIDTH [FT]	LENGTH [FT]	HMA [TON]
NE 18th STREET	8	13	1.97
	8	10	1.52
	5	7	0.66
	9	22	3.76
	9	28	4.78
	4	19	1.44
	8	32	4.86
	10	16	3.04
	8	43	6.53
	5	12	1.14
	4	8	0.61
	4	11	0.84
	4	15	1.14
	11	24	5.01
	4	8	0.61
	5	21	1.99
	8	31	4.71
	15	14	3.99
	8	26	3.95
	6	12	1.37
	4	36	2.73
	7	24	3.19
	4	4	0.30
	7	12	1.59
	4	15	1.14
	4	6	0.46
	4	10	0.76
	8	10	1.52
	10	400	75.93
	10	30	5.69
12	39	8.88	
6	44	5.01	
8	30	4.56	
9	73	12.47	
<b>TOTAL</b>			<b>178.14</b>

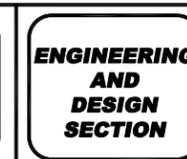
TRANSVERSE PLANING SCHEDULE				
LOCATION	SIDE	WIDTH [FT]	LENGTH [FT]	AREA [SY]
NE 18th STREET	LONGITUDINAL	58	100	644
NE 170th AVENUE	NORTH	26	66	191
NE 172nd AVENUE	LONGITUDINAL	48	100	533
			<b>TOTAL</b>	<b>1,368</b>

EDGE GRIND SCHEDULE		
SIDE	Length [FT]	AREA [SY]
NORTH	1813	1,410
SOUTH	162	126
	<b>TOTAL</b>	<b>1,536</b>

**NOTES:**

- PAVEMENT REPAIR LOCATIONS ARE BEING PROVIDED FOR BIDDING PURPOSES ONLY. ENGINEER WILL STAKE ACTUAL LOCATIONS.
- PAVEMENT REPAIR AND PRELEVELING MAY EXTEND ACROSS CENTERLINE.
- ALL TRANSVERSE PLANING FOR SIDE STREETS SHALL BE GROUND FROM 0 TO 2 INCHES.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



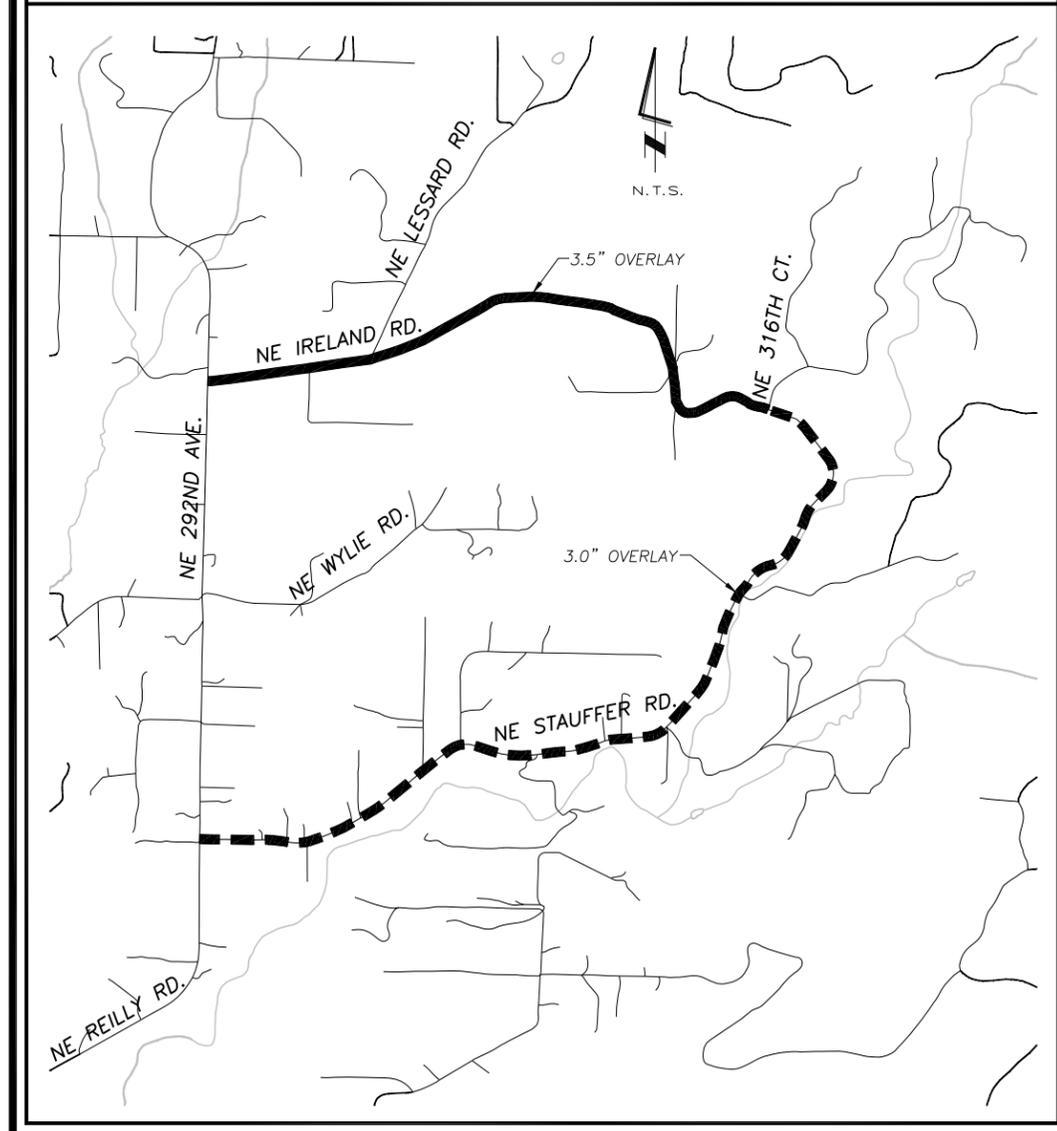
50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522
<b>NE 18TH STREET</b>
<b>SHEET 2 OF 2</b>

DATE 10/14/15
HMA9A
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**NE STAUFFER ROAD /  
NE IRELAND ROAD**

NE 292ND AVENUE (NORTH) TO  
NE 292ND AVENUE (SOUTH)  
VICINITY MAP



**Construction Notes**

Reference No.: HMA 10  
Roadway Name (s): NE Stauffer Road & Ireland Road  
Road Log: 32560  
Section(s): 1 & 2

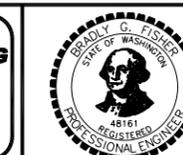
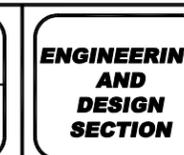
**General Overlay Information**

Overlay Type:	HMA CL. ½ IN. PG 64-22	
	<u>Section 1</u>	<u>Section 2</u>
Overlay Depth	3 in	3.5 in
Approximate Length:	6,811 ft	10,243 ft
Average Widths:		

**Project Notes**

1. There are concrete driveways on this project that require removal of a segment of the existing concrete apron. See Special Provision 2-02 Removal of Structures and Obstructions. The removed section shall be paved back with HMA. This work shall take place after Mainline paving and shall be coordinated with the Engineer and the affected property owners.

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



50%  
PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
NE STAUFFER ROAD - NE IRELAND ROAD  
SHEET 1 OF 2

DATE 10/14/15  
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LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



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ENGINEERING & CONSTRUCTION DIVISION

**ENGINEERING AND DESIGN SECTION**



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2016 HMA OVERLAYS CRP #352522  
NE STAUFFER ROAD - NE IRELAND ROAD  
SHEET 2 OF 2

DATE 10/14/15  
HMA10A  
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**BRIDGE NOTES (ALL):**

1. CONSTRUCT TRANSVERSE JOINT SEAL AT ALL BRIDGE ENDS (7) ONCE PAVING IS COMPLETE. SEE DETAIL ON SHEET RD2.

**BRIDGE #96-ROCK CREEK BRIDGE NOTES:**

1. CONTRACTOR SHALL REMOVE ALL EXISTING ASPHALT ON THE BRIDGE DECK BEFORE COMPLETING PAVEMENT REPAIR WORK OFF THE BRIDGE. SEE BID ITEM "REMOVING BRIDGE PAVEMENT".
2. PAVING DEPTH REQUIRED ON THE BRIDGE DECK DURING THE OVERLAY SHALL BE DETERMINED BY THE ENGINEER AFTER ALL EXISTING DECK ASPHALT IS REMOVED. THE BRIDGE MEMBRANE USE OR NON-USE WILL ALSO BE DETERMINED AFTER INVESTIGATION OF THE EXPOSED DECK BY THE ENGINEER. SEE SPECIAL PROVISIONS 2-02.3(3) AND 1-04.6
3. FINISH GRADE (FG) AT BRIDGE BUTT JOINT SHALL BE DETERMINED BY OVERLAID DEPTH OF ASPHALT ON BRIDGE DECK AFTER ANY ACP REMOVAL.

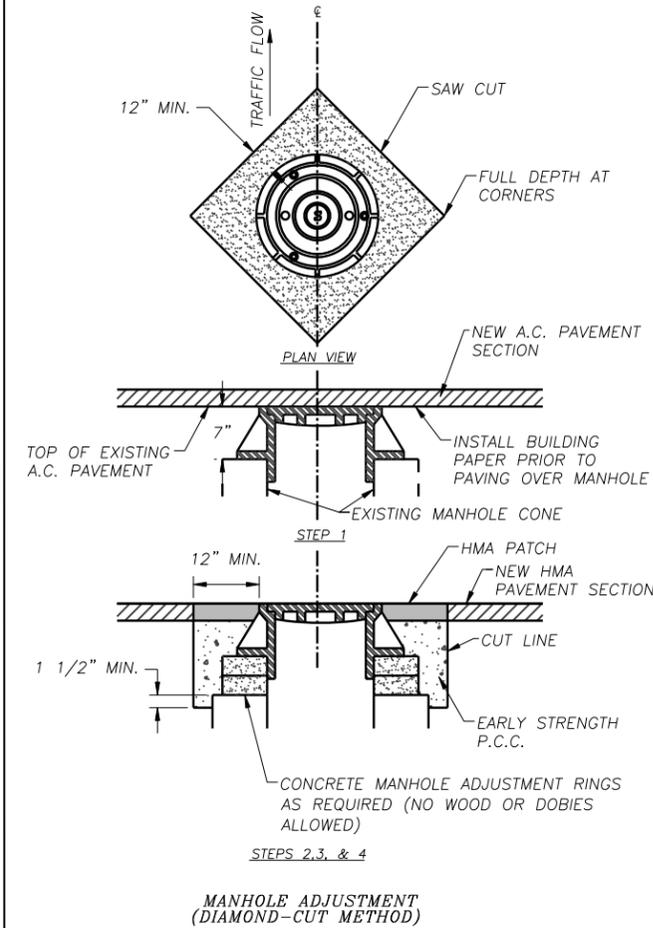
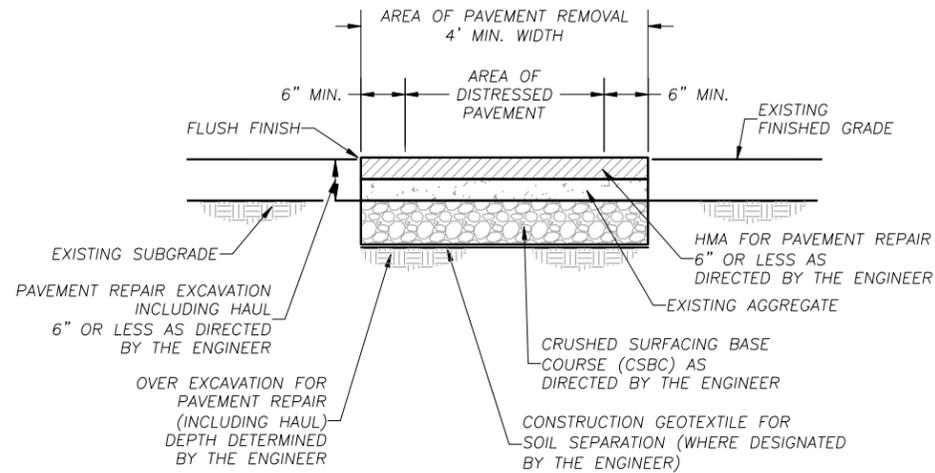
**BRIDGE #26-SALMON CREEK BRIDGE NOTES:**

1. CONTRACTOR SHALL PROTECT THE CONCRETE BRIDGE DECK SURFACE DURING CONSTRUCTION OF ROADWAY.

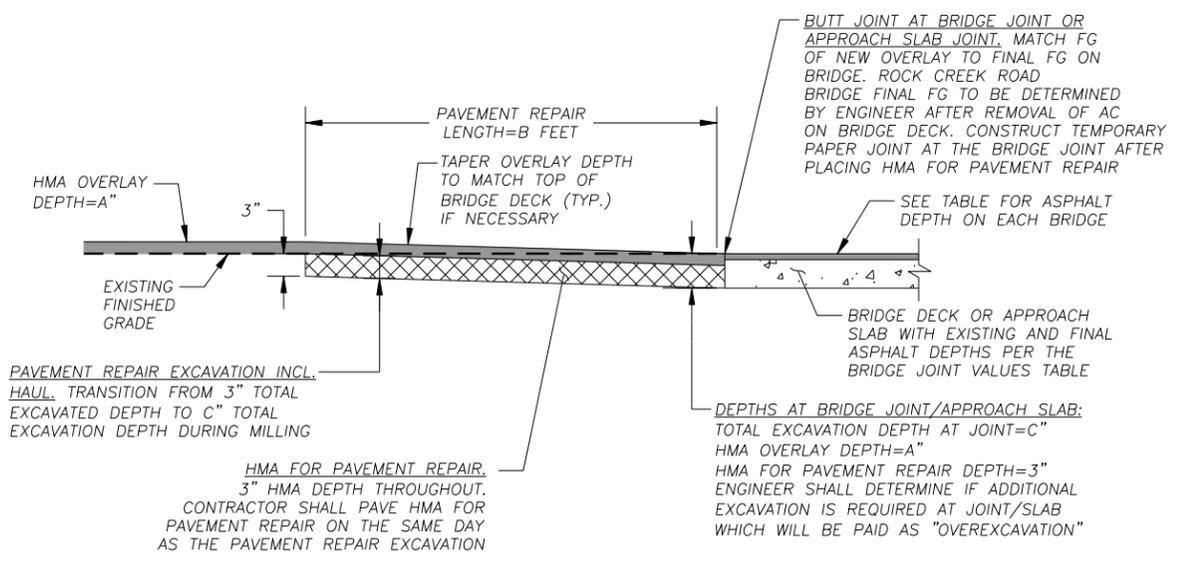
**PAVEMENT REPAIR EXCAVATION AND OVER EXCAVATION DETAIL**

SEE SPECIAL PROVISIONS "PAVEMENT REPAIR" EXCAVATION AND OVER EXCAVATION FOR PAVEMENT REPAIRS.

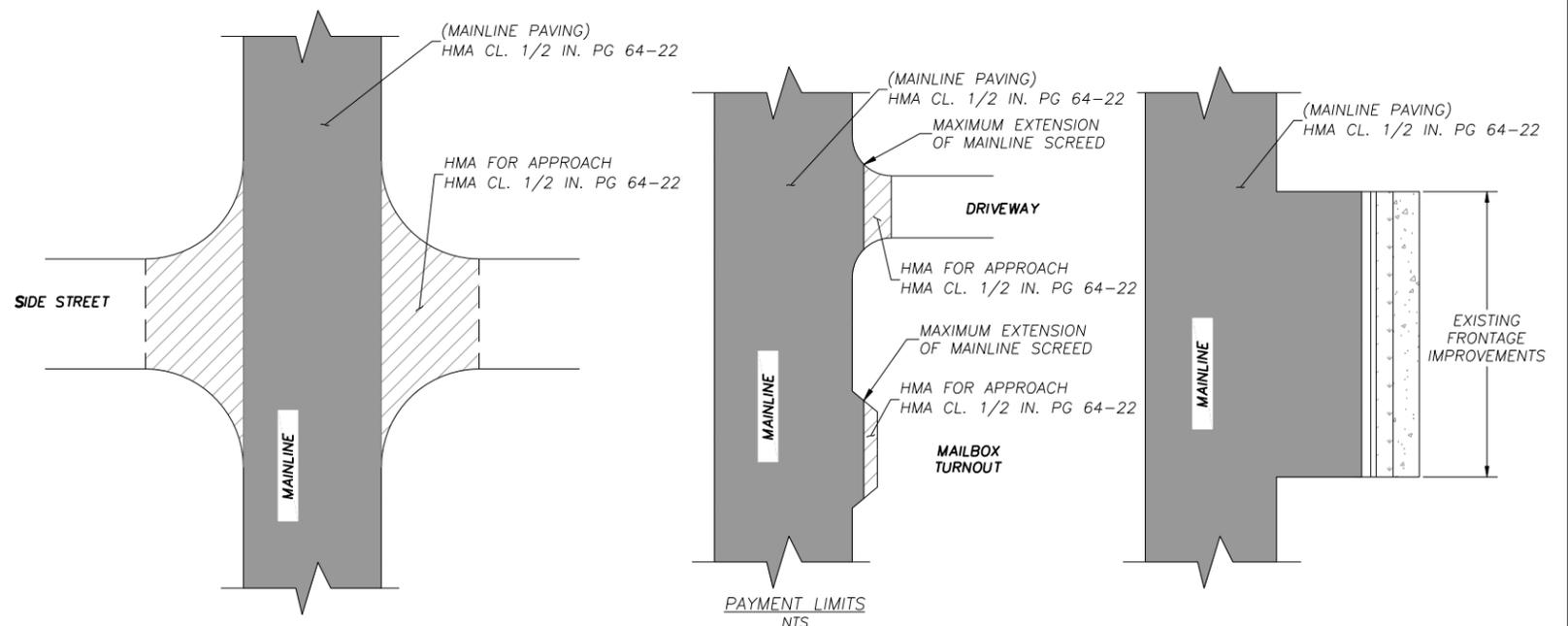
SAWCUT OR GRIND - LENGTH AND WIDTH AS MARKED BY THE ENGINEER.



- STEP 1 COVER EXISTING MANHOLE WITH BUILDING PAPER AND CONSTRUCT HMA PAVEMENT OVER TOP OF MANHOLE.
- STEP 2 SAW CUT AND REMOVE PAVEMENT AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME AND COVER USING CONCRETE RINGS AND COUNTY APPROVED MECHANICAL ADJUSTMENT DEVICES TO FINISH GRADE MATCHING PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. AND A.C. TO DEPTHS AS DIRECTED.



PAVEMENT REPAIR AT BRIDGE DECK OR APPROACH SLAB  
CROSS SECTION  
N.T.S



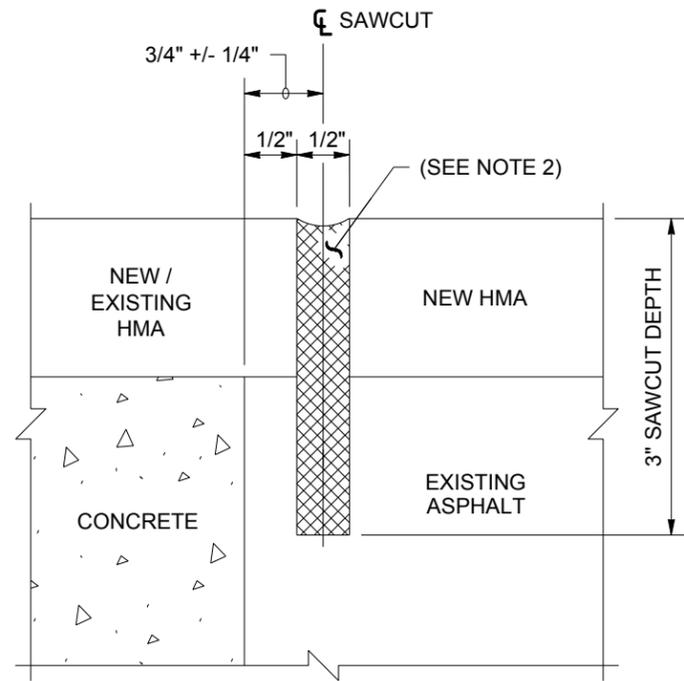
LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



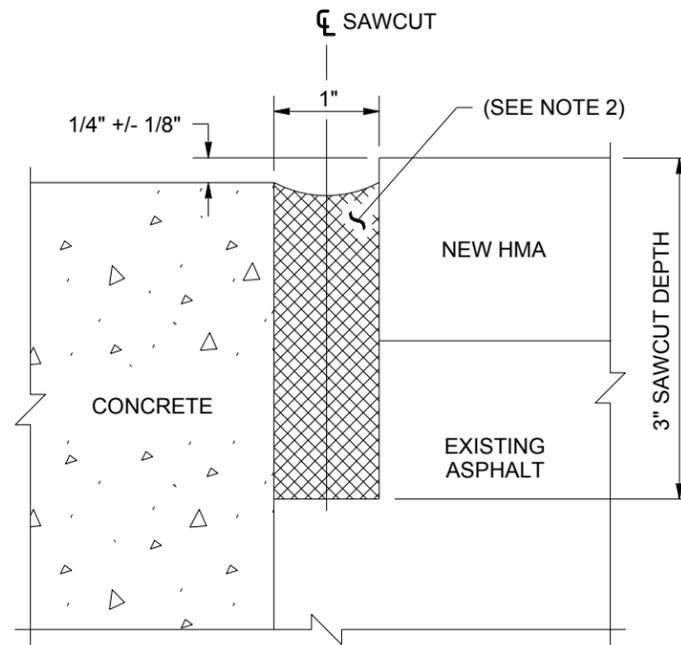
50% PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
ROADWAY DETAILS  
SHEET 1 OF 2

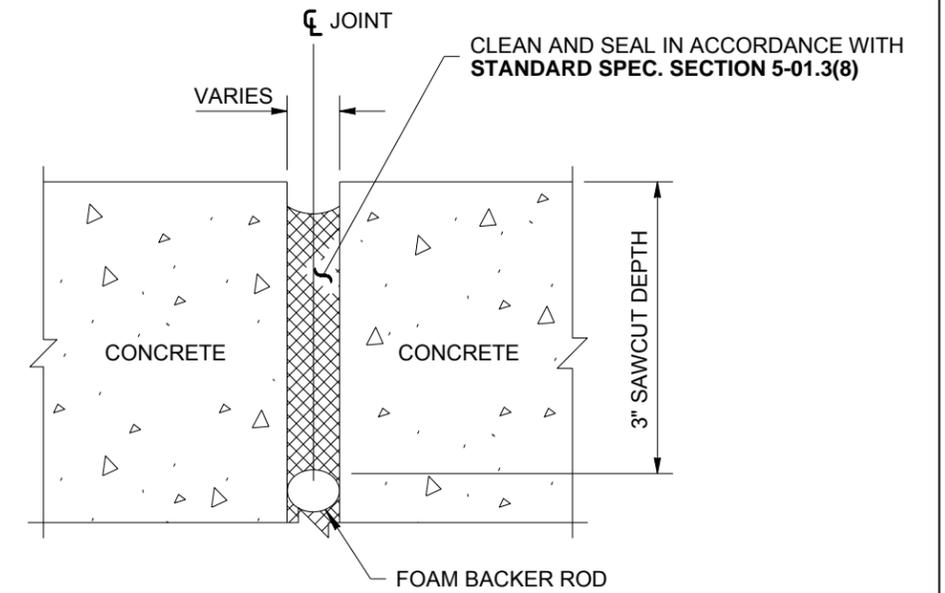
DATE 10/14/15  
RD1  
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BRIDGE #96 - ROCK CREEK



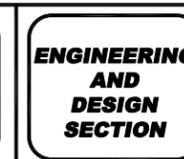
BRIDGE #26 - SALMON CREEK



1. Sawcut shall be as described in **Standard Specification 5-05.3(8)** and sealed in accordance with **Standard Specification 5-05.3(8)B**.
2. The Contractor shall avoid sawcutting concrete at all locations.

BRIDGE PAVING  
JOINT SEALS

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



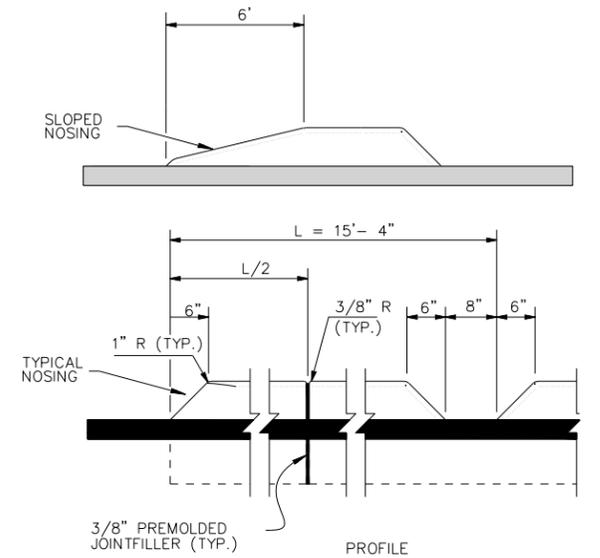
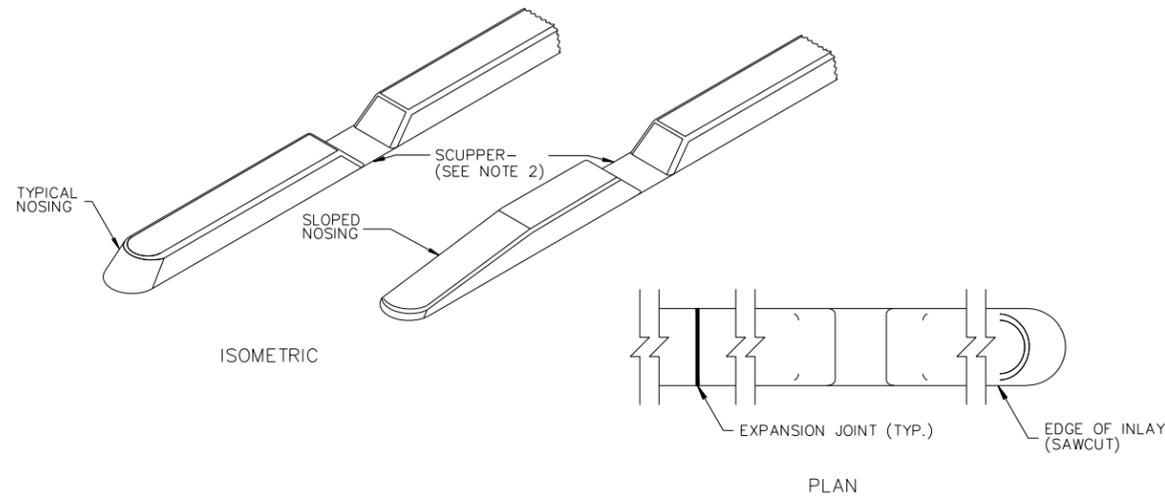
50%  
PRELIMINARY

2016 HMA OVERLAYS CRP #352522  
ROADWAY DETAILS  
SHEET 2 OF 2

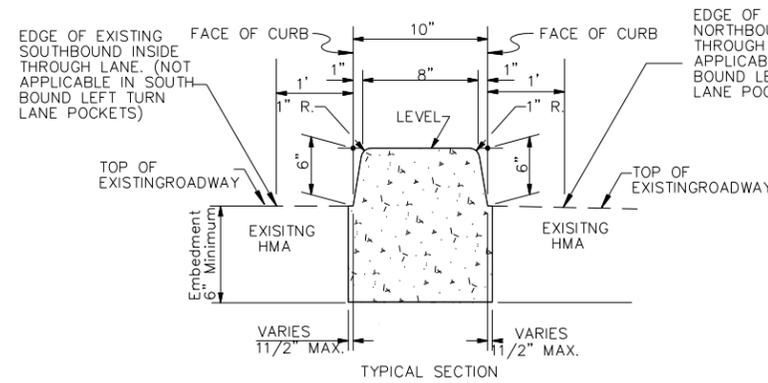
DATE 10/14/15  
RD2  
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**GENERAL NOTES**

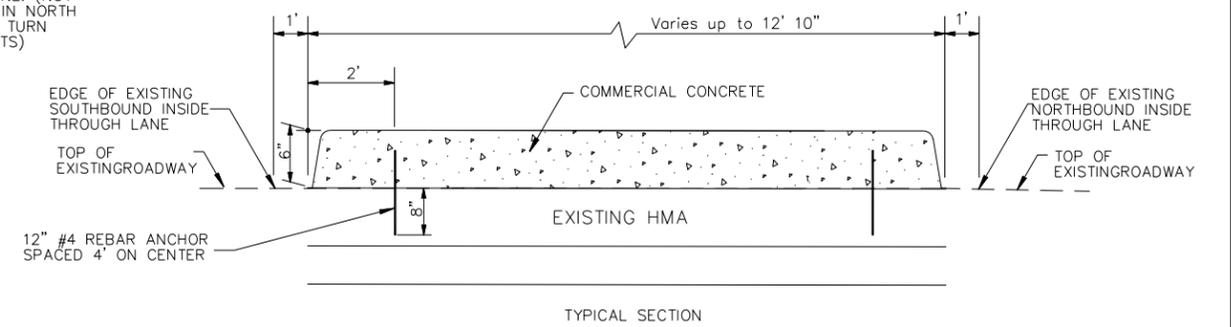
1. THE GENERAL LIMITS OF STRIPING REMOVAL ARE SHOWN ON THE PLAN SHEETS. THE CONTRACTOR SHALL REMOVE PERMANENT STRIPING WHERE THE PAVEMENT IS NOT BEING OVERLAID, AND THE FINAL PAVEMENT MARKINGS CONFLICT WITH THE EXISTING STRIPING.
2. THE STRIPING AND PAVEMENT MARKING REMOVAL PROCESS SHALL CONFORM TO SECTION 8-22.3(6) OF THE SPECIFICATIONS. THE COUNTY'S ACCEPTED PRACTICE OF REMOVAL OF EXISTING PAINTED PAVEMENT MARKING IS BY SHOT BLASTING. ALL OTHER MARKINGS ARE TO BE REMOVED BY GRINDING. THE CONTRACTOR SHALL HAVE WRITTEN APPROVAL BY THE ENGINEER FOR ANY OTHER METHOD OF REMOVAL.
3. THE CONTRACTOR SHALL MAINTAIN EXISTING PERMANENT SIGNING IN ACCORDANCE WITH SECTION 1-07.23(1) OF THE SPECIFICATIONS.
4. THE CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH SECTION 8.23 OF THE SPECIFICATIONS.



**MODIFIED DUAL-FACED CEMENT CONC. TRAFFIC CURB**  
LONGITUDINAL DETAILS



**MODIFIED DUAL-FACED CEMENT CONC. TRAFFIC CURB**  
(RETROFIT IN EXISTING HMA PAVEMENT)

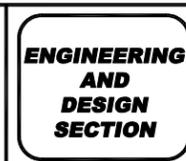


**MONOLITHIC POUR**  
**MEDIAN ISLAND WITH CEMENT CONC. TRAFFIC CURB**  
(SEE NOTE 2)

- NOTES:**
1. MODIFIED DUAL-FACED CEMENT CONC. TRAFFIC CURB SHALL BE PAINTED YELLOW PER STANDARD SPEC. 8-07.3(2)
  2. IN THE VICINITY OF THE MEDIAN ISLAND DO NOT CONSTRUCT SCUPPERS IN CURB

**MODIFIED DUAL-FACED CEMENT CONCRETE TRAFFIC CURB**

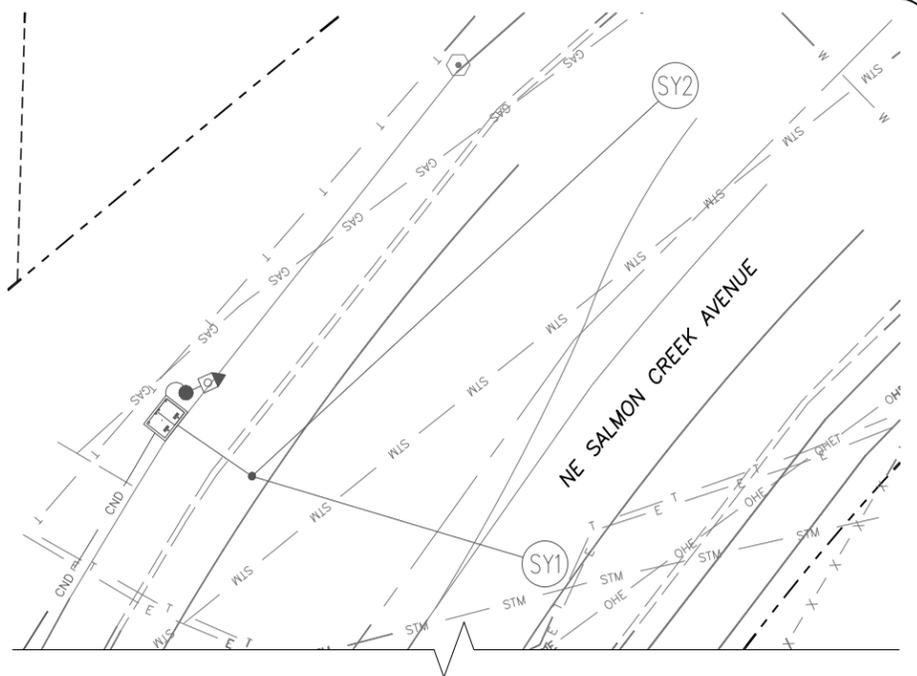
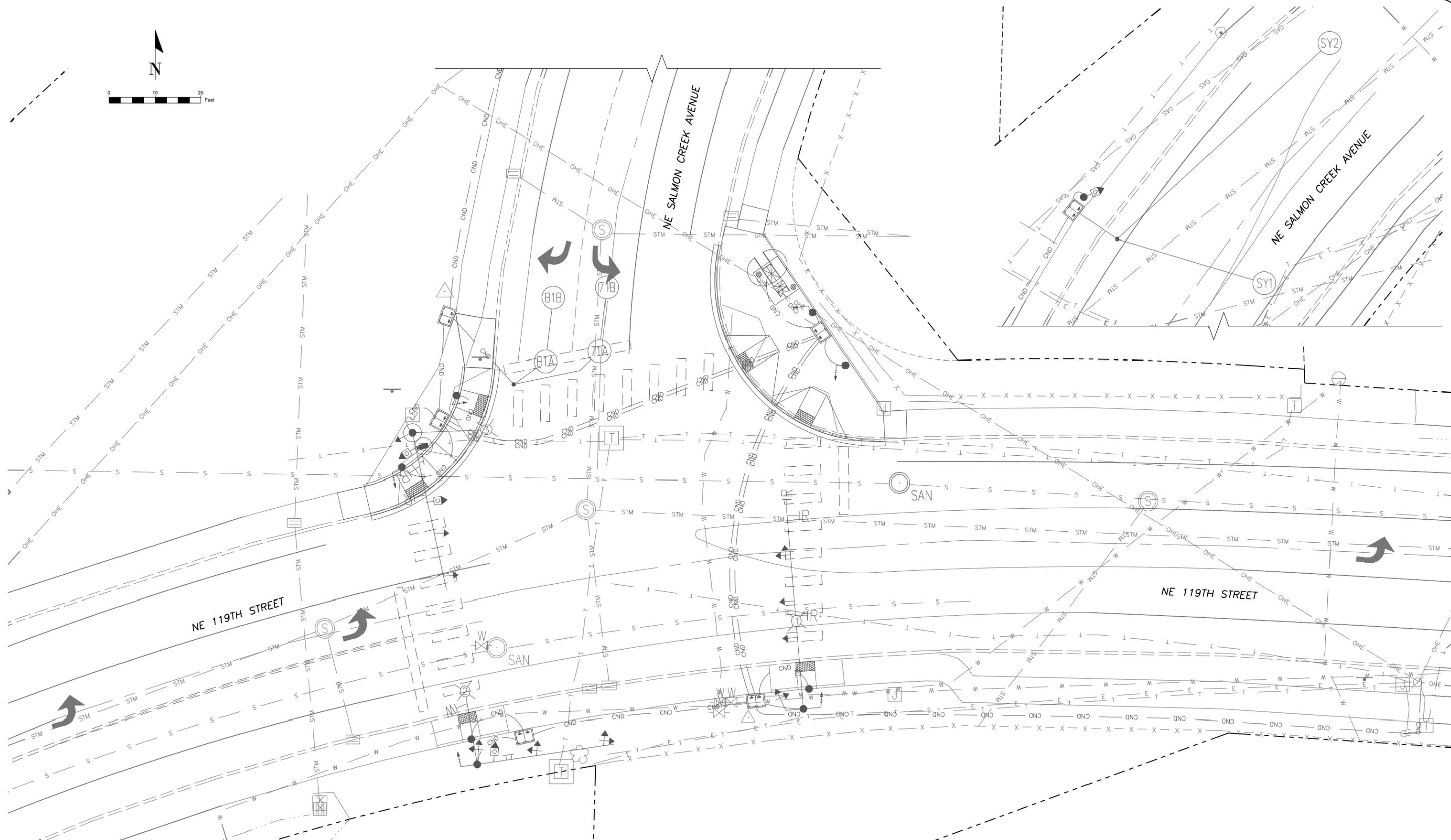
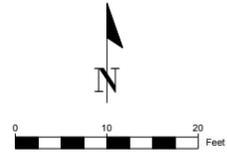
LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



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2016 HMA OVERLAYS CRP #352522  
**SIGNING AND STRIPING DETAILS**  
SHEET 1 OF 1

DATE 10/14/15  
SSD1  
33 OF 35



LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE

CALL 48 HOURS BEFORE YOU DIG  
1-800-424-5555  
"It's the Law"  
NORTHWEST UTILITIES NOTIFICATION CENTER



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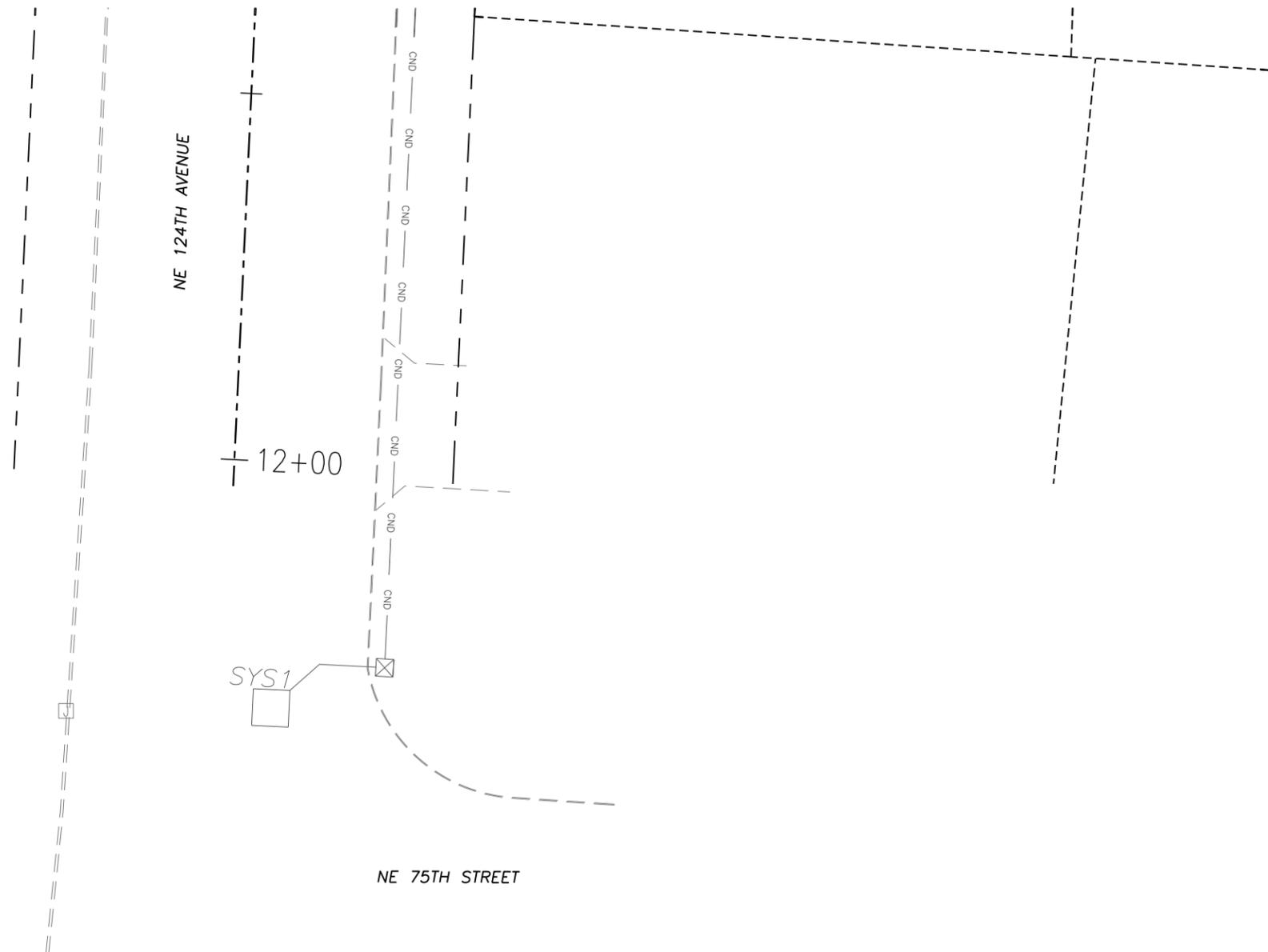
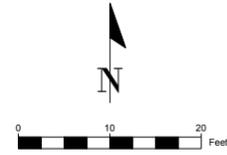
ENGINEERING AND DESIGN SECTION



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2016 HMA OVERLAYS CRP #352522  
**TRAFFIC LOOP RECONSTRUCTION**  
**NE SALMON CREEK AVENUE**

DATE 01/01/01  
TS1  
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LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE



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ENGINEERING AND DESIGN SECTION



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2016 HMA OVERLAYS CRP #352522  
TRAFFIC LOOP RECONSTRUCTION  
NE 124TH AVENUE

DATE 01/01/01  
TS2  
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