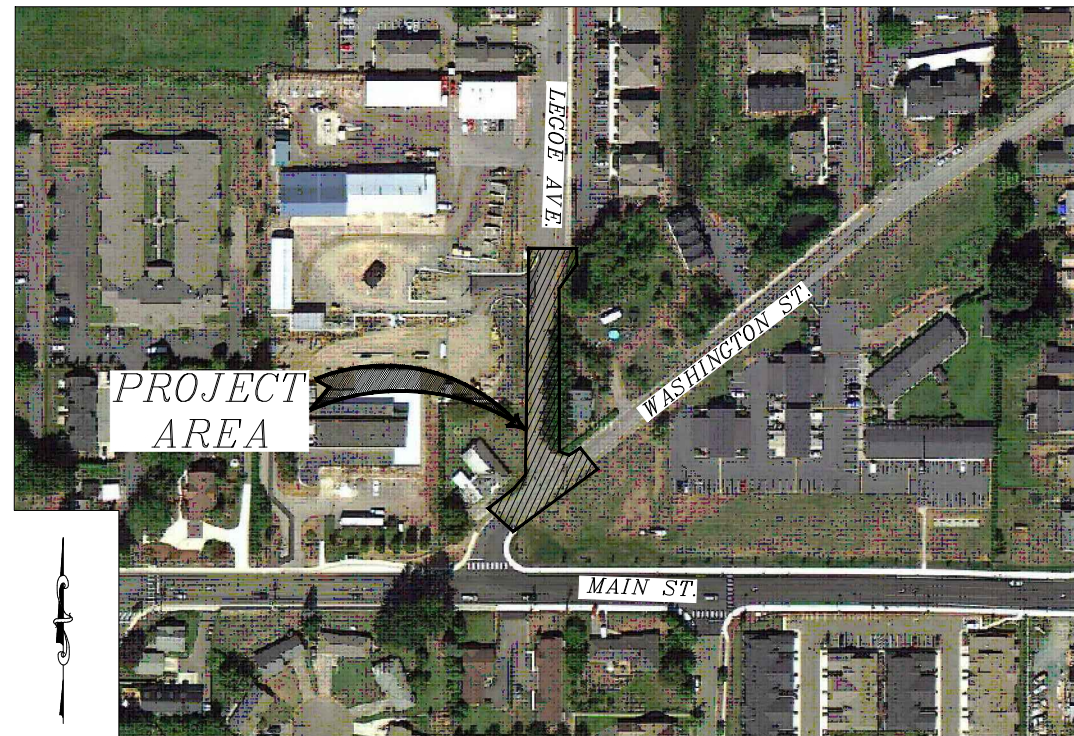


LEGOE AND WASHINGTON INTERSECTION IMPROVEMENTS

CITY OF FERNDALE

PROJECT NO. ST2013-03

VICINITY MAP



SHEET INDEX

- 001 COVER
- 002 LEGEND AND ABBREVIATIONS
- 003 EXISTING CONDITIONS
- 004 DEMOLITION AND TESC PLAN
- 005 SITE AND GRADING PLAN
- 006 CHANNELIZATION PLAN
- 007 DETAILS

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R&E Reichhardt & Ebe
ENGINEERING INC

P.O. Box 978 | 423 Front Street, Lynden, WA 98264 (360) 354-3687
813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713

NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN ST
FERNDALE, WA 98248

LEGOE AND WASHINGTON
INTERSECTION IMPROVEMENTS

DWG COVER SHEET

DATE
10/11/13

JOB#
13041

SCALE
H: N/A

V: N/A

SHEET
001

LEGEND

EXISTING	
--- OHW --- OHW ---	= EXISTING ORDINARY HIGH WATER
--- BB --- BB ---	= EXISTING TOE OF BANK
--- OH --- OH ---	= EXISTING OVERHEAD POWER
=====	= EXISTING CONCRETE
----- 95 -----	= EXISTING MAJOR CONTOUR
----- 95 -----	= EXISTING MINOR CONTOUR
<----->	= EXISTING CULVERT
.....	= EXISTING DITCH
--- X --- X ---	= EXISTING FENCE
--- FO --- FO ---	= EXISTING FIBER OPTICS LINE
--- G --- G ---	= EXISTING GAS MAIN
--- G --- G ---	= EXISTING GUARDRAIL
--- G --- G ---	= EXISTING GRAVEL
-----	= EXISTING PROPERTY BOUNDARY
--- PR --- PR ---	= EXISTING POWER BURIED
-----	= EXISTING ROAD
-----	= EXISTING EDGE OF PAVEMENT
-----	= EXISTING WALL
-----	= EXISTING RIGHT OF WAY
-----	= EXISTING TREE LINE
--- SD --- SD ---	= EXISTING STORM DRAIN
--- TS --- TS ---	= EXISTING TRAFFIC SIGNAL CONDUCTOR
--- SS --- SS ---	= EXISTING SANITARY SEWER
-----	= EXISTING TRAFFIC STRIPING
-----	= EXISTING PARKING STRIPING
--- TB --- TB ---	= EXISTING TOP OF BANK
--- T --- T ---	= EXISTING TELEPHONE LINE
--- OT --- OT ---	= EXISTING OVERHEAD TELEPHONE
--- TV --- TV ---	= EXISTING TV LINE
--- W --- W ---	= EXISTING WATER MAIN
-----	= EXISTING SIDEWALK
-----	= EXISTING WETLANDS BOUNDARY
-----	= EXISTING EASEMENT
-----	= EXISTING GRADE BREAK
--- FM --- FM ---	= EXISTING SANITARY SEWER FORCE MAIN
-----	= EXISTING FLOWLINE
--- C --- C ---	= EXISTING CONDUIT
--- UD --- UD ---	= EXISTING UNDERDRAIN
-----	= EXISTING BUILDING
-----	= EXISTING CONCRETE
-----	= EXISTING RR TRACKS
-----	= EXISTING SIGNAL POLE AND ARM W/ LUMINAIRE
-----	= EXISTING STREET LIGHT
-----	= EXISTING GUY WIRE
-----	= EXISTING GAS METER
-----	= EXISTING TRANSFORMER PAD
-----	= EXISTING POWER VAULT
-----	= EXISTING JBOX
-----	= EXISTING SOIL BORING LOCATION
-----	= EXISTING MAIL BOX
-----	= EXISTING WATER SPIGOT
-----	= EXISTING WATER METER
-----	= EXISTING WATER VALVE
-----	= EXISTING FIRE HYDRANT
-----	= EXISTING TRAFFIC SIGNAL VAULT
-----	= EXISTING SEWER MANHOLE
-----	= EXISTING STORM DRAIN CATCH BASIN TYPE I
-----	= EXISTING STORM DRAIN CATCH BASIN TYPE II
-----	= EXISTING UTILITY POLE
-----	= EXISTING MONITORING WELL
-----	= EXISTING STORM CLEANOUT
-----	= EXISTING SEWER CLEANOUT
-----	= EXISTING SIGN
-----	= EXISTING TELEPHONE PEDESTAL
-----	= EXISTING TREE
-----	= EXISTING VEGETATION

PROPOSED	
--- BB --- BB ---	= PROPOSED TOE OF BANK
-----	= PROPOSED SAWCUT
--- SD ---	= PROPOSED FIELD STORM DRAIN
----- 95 -----	= PROPOSED MAJOR CONTOUR
----- 95 -----	= PROPOSED MINOR CONTOUR
-----	= PROPOSED PAVEMENT VALLEY
.....	= PROPOSED DITCH
--- X --- X ---	= PROPOSED FENCE
--- FO --- FO ---	= PROPOSED FIBER OPTICS
-----	= PROPOSED HANDRAIL
--- G --- G ---	= PROPOSED GUARDRAIL
-----	= PROPOSED GRAVEL
-----	= PROPOSED PATH
-----	= PROPOSED AUTOTURN
-----	= PROPOSED ROAD
-----	= PROPOSED ROAD EDGE OF PAVEMENT
-----	= PROPOSED ROCK WALL
-----	= PROPOSED RIGHT OF WAY
-----	= PROPOSED TREE LINE
--- SD ---	= PROPOSED STORM DRAIN
--- TS --- TS ---	= PROPOSED TRAFFIC SIGNAL CONDUCTOR
--- SS ---	= PROPOSED SANITARY SEWER
-----	= PROPOSED TRAFFIC STRIPE
-----	= PROPOSED PARKING STRIPE
--- TB --- TB ---	= PROPOSED TOP OF BANK
--- T --- T ---	= PROPOSED BACK OF CURB
-----	= PROPOSED ROAD FACE OF CURB
-----	= PROPOSED ROAD LIP OF GUTTER
--- W ---	= PROPOSED WATER MAIN
-----	= PROPOSED SIDEWALK
--- X --- X ---	= PROPOSED SILT FENCE
-----	= PROPOSED CONSTRUCTION EASEMENT
-----	= PROPOSED GRADE BREAK
--- FM --- FM ---	= PROPOSED SANITARY SEWER FORCE MAIN
--- UD ---	= PROPOSED UNDERDRAIN
--- C ---	= PROPOSED CONDUIT
-----	= PROPOSED BUILDING
-----	= PROPOSED BUILDING
-----	= PROPOSED CONC. SIDEWALK/DRIVEWAY
-----	= PROPOSED INFILTRATION TRENCH
-----	= PROPOSED INFILTRATION FILTER MEDIA
-----	= PROPOSED GRIND
-----	= PROPOSED DEMOLITION AREA
-----	= PROPOSED ASPHALT APRON
-----	= PROPOSED RIGHT OF WAY TAKE
-----	= PROPOSED STORM DRAIN INLET
-----	= PROPOSED COUPLER
-----	= PROPOSED WATER METER
-----	= PROPOSED WATER VALVE
-----	= PROPOSED HYDRANT
-----	= PROPOSED SANITARY SEWER MANHOLE
-----	= PROPOSED SANITARY SEWER MANHOLE
-----	= PROPOSED STORM DRAIN CATCH BASIN TYPE I
-----	= PROPOSED STORM DRAIN CATCH BASIN TYPE II
-----	= PROPOSED UTILITY POLE
-----	= PROPOSED MONITORING WELL
-----	= PROP STORM CLEANOUT
-----	= PROPOSED SANITARY SEWER CLEAN OUT
-----	= PROPOSED SIGN
-----	= FLOW ARROW
-----	= PROPOSED TREE

ABBREVIATIONS

AC	= ASBESTOS CEMENT	FL	= FLOW LINE	N	= NORTH	SCH	= SCHEDULE
ASPH	= ASPHALT	FF	= FINISHED FLOOR	OC	= ON CENTER	S	= SOUTH
BLDG	= BUILDING	FG	= FINISHED GRADE	PVMNT	= PAVEMENT	STD	= STANDARD
CATV	= CABLE TELEVISION	FT/FT	= FEET PER FOOT	PED	= PEDESTAL	SP	= STANDARD PLAN
CL	= CLASS, CENTERLINE	F&C	= FRAME AND COVER	PCC	= POINT OF COMPOUND CURVATURE	STA	= STATION
COMP	= COMPACTED	F&G	= FRAME AND GRATE	PC	= POINT OF CURVATURE	SDCB	= STORM DRAIN CATCH BASIN
CONC	= CONCRETE	IW	= INJECTION WELL	PRC	= POINT OF REVERSE CURVE	SDMH	= STORM DRAIN MANHOLE
C & G	= CURB & GUTTER	IE, INV	= INVERT ELEVATION	PT	= POINT OF TANGENCY	TEL	= TELEPHONE
CPDP	= CORRUGATED POLYETHYLENE DRAIN PIPE	L	= LENGTH	POC	= POINT ON CURVE	TL	= TRAFFIC LOOP
Ø	= DIAMETER	LF	= LINEAR FEET	PVC	= POLYVINYL CHLORIDE	TYP	= TYPICAL
DI	= DUCTILE IRON	LOC	= LOCATION	PCC	= PORTLAND CEMENT CONCRETE	UP	= UTILITY POLE
E	= EAST	MAX	= MAXIMUM	POSS	= POSSIBLE	VL	= VAULT
EOP, EP	= EDGE OF PAVEMENT	MPOC	= MID-POINT ON CURVE	PROP	= PROPOSED	WSDOT	= WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
EX, EXIST	= EXISTING	MIN	= MINIMUM	R	= RADIUS	W	= WEST
IR	= EXISTING IRRIGATION	MOD	= MODIFIED	ROW	= RIGHT OF WAY	WM	= WATER METER
SN	= EXISTING SIGN	MW	= MONITORING WELL	R&C	= RING AND COVER		
FT	= FEET	MON	= MONUMENT	SSMH	= SANITARY SEWER MANHOLE		

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CITY OF FERNDALE
2095 MAIN ST
FERNDALE, WA 98248

LEGOE AND WASHINGTON
INTERSECTION IMPROVEMENTS

DWG LEGEND AND ABBREVIATIONS

DATE 10/11/13

JOB#

SCALE

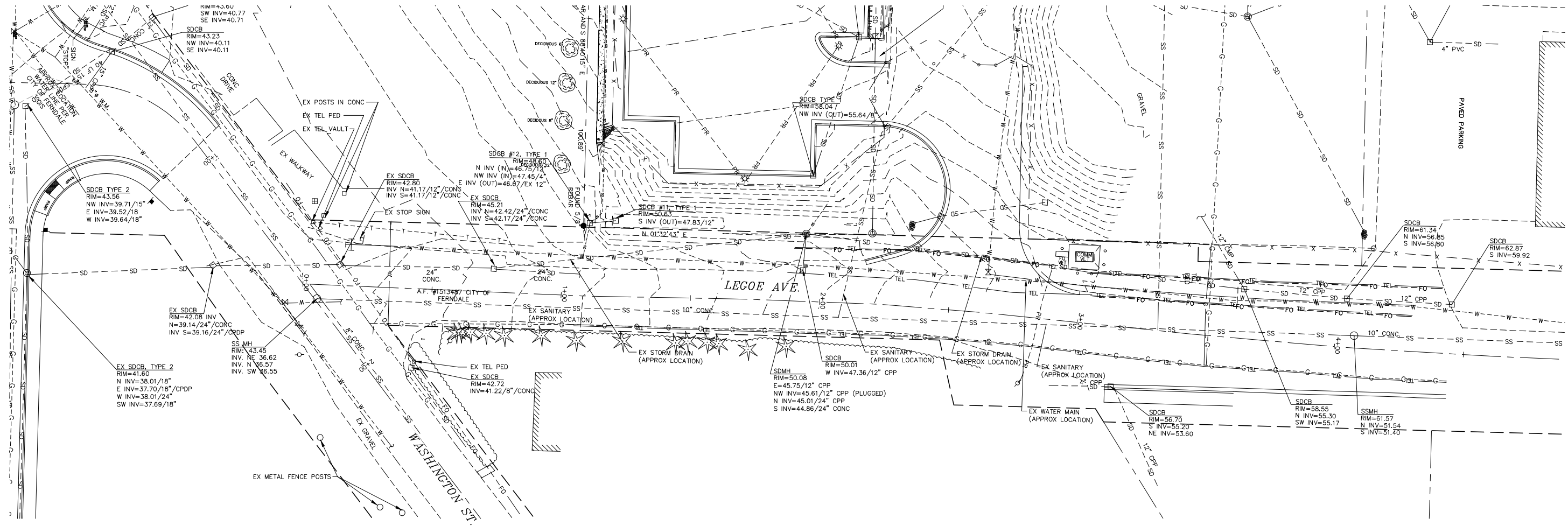
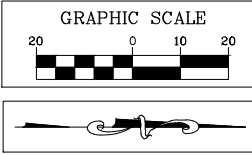
SHEET

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H: N/A

V: N/A

002



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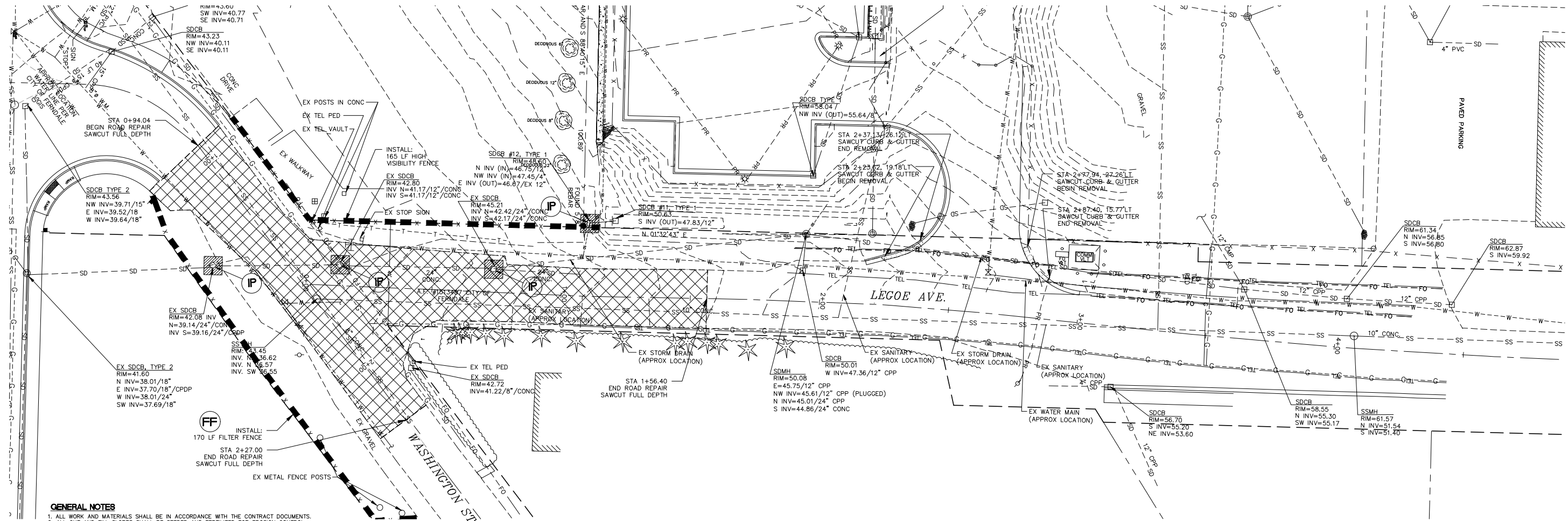
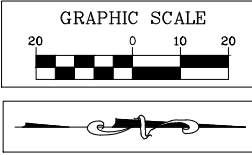
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CITY OF FERDALE
 2095 MAIN ST
 FERDALE, WA 98248

**LEGOE AND WASHINGTON
 INTERSECTION IMPROVEMENTS**

DWG EXISTING CONDITIONS		DATE
JOB#	SCALE	10/18/13
13041	H: 1"=20' V: N.A.	SHEET
		003



GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
2. ALL CUT AND FILL SLOPES SHALL BE SEEDED AND FERTILIZED FOR EROSION CONTROL. CONTRACTOR SHALL BE RESPONSIBLE FOR SLOPE EROSION UNTIL VEGETATION IS FIRMLY ESTABLISHED.
3. CONTRACTOR SHALL INFORM THE ENGINEER AND OBTAIN APPROVAL FROM THE ENGINEER OF ANY PROPOSED CHANGES IN PLAN PRIOR TO CONSTRUCTION OF THAT CHANGE. CONTRACTOR SHALL KEEP RECORD OF DEVIATIONS AND FORWARD TO THE ENGINEER.
4. CONTRACTOR WILL HAVE A WATER TRUCK AVAILABLE ON SITE AT ALL TIMES. CONTRACTOR WILL WATER SURFACES OFTEN ENOUGH TO ABATE DUST AS APPROVED BY THE ENGINEER. WATERING WILL INCLUDE WEEKENDS AND HOLIDAYS.
5. ALL DISTURBED AREAS SHALL BE HYDROSEEDED. GRASS SEEDING SHALL BE BROADCAST IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE SEDIMENTATION AND EROSION CONTROL MEASURES AS SHOWN.
7. THE CONSTRUCTED EROSION CONTROL AND SEDIMENTATION PLAN SHALL BE APPROVED BY THE ENGINEER PRIOR TO PERFORMING ANY SITE GRADING OR CLEARING.
8. MAINTENANCE AND OPERATION OF THE EROSION CONTROL AND SEDIMENTATION SYSTEM SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE SEDIMENTATION AND EROSION CONTROL MEASURES.
9. ANY VEGETATION NOT IN THE CONSTRUCTION AREA SHALL BE LEFT UNDISTURBED.
10. ALL CLEARING LIMITS SHALL BE VISIBLY MARKED PRIOR TO CLEARING.
11. ALL STORM DRAIN FACILITIES WITHIN THE PROJECT BOUNDARY, OR WHICH ARE IMPACTED BY THE PROJECT ARE TO BE CLEARED OF SEDIMENT AND DEBRIS PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.
12. THIS PLAN REPRESENTS THE MINIMUM REQUIREMENTS FOR THIS PROJECT. ADDITIONAL EROSION CONTROL MAY BE REQUIRED BY THE ENGINEER AS ARE FOUND NECESSARY.
13. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED PRIOR TO ALL OTHER SITE CONSTRUCTION.

DEMOLITION PLAN LEGEND

- PROPOSED FULL DEPTH ROAD REMOVAL
- PROPOSED CONCRETE CURB & GUTTER REMOVAL

TESC PLAN LEGEND

- SYMBOL**
- BMP C233 FILTER FENCE
 - BMP C220 INLET PROTECTION - PLACE SEDIMENT FILTER AROUND OR OVER CATCH BASINS
- WASHINGTON STATE DEPT. OF ECOLOGY
BEST MANAGEMENT PRACTICES (BMP)
REF.: STORMWATER MANAGEMENT MANUAL
FOR WESTERN WASHINGTON, 2012

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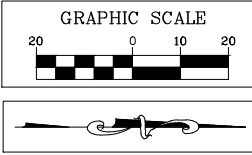
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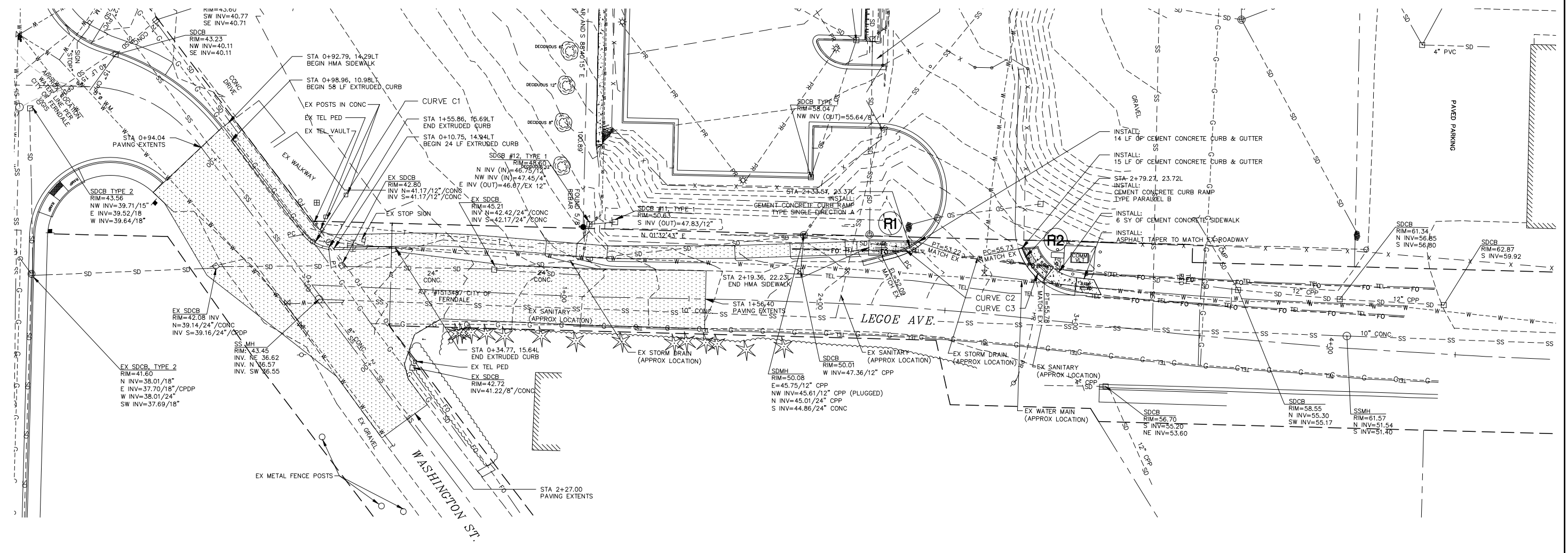
LEGOE AND WASHINGTON
INTERSECTION IMPROVEMENTS

DWG DEMO AND TESC PLAN		DATE 10/18/13
JOB# 13041	SCALE H: 1"=20'	SHEET 004
v. N.A.		



WASHINGTON C1, NORTH CURB	LEGOE C2, SOUTH CURB	LEGOE C3, NORTH CURB
R=15' L=11.99' Δ=45°48'07"	R=25' L=10.00' Δ=22°55'19"	R=25' L=15.23' Δ=34°47'11"
STA/OFFSET	STA/OFFSET	STA/OFFSET
PC=1+45.12, 11.11'L	PC=2+29.06, 20.64'L	PC=2+77.52, 26.99'L
PT=1+55.86, 15.69'L	PT=2+37.52, 25.82'L	PT=2+87.40, 15.77'L

NOTE: (R1) (TYPICAL) - SEE DETAILS



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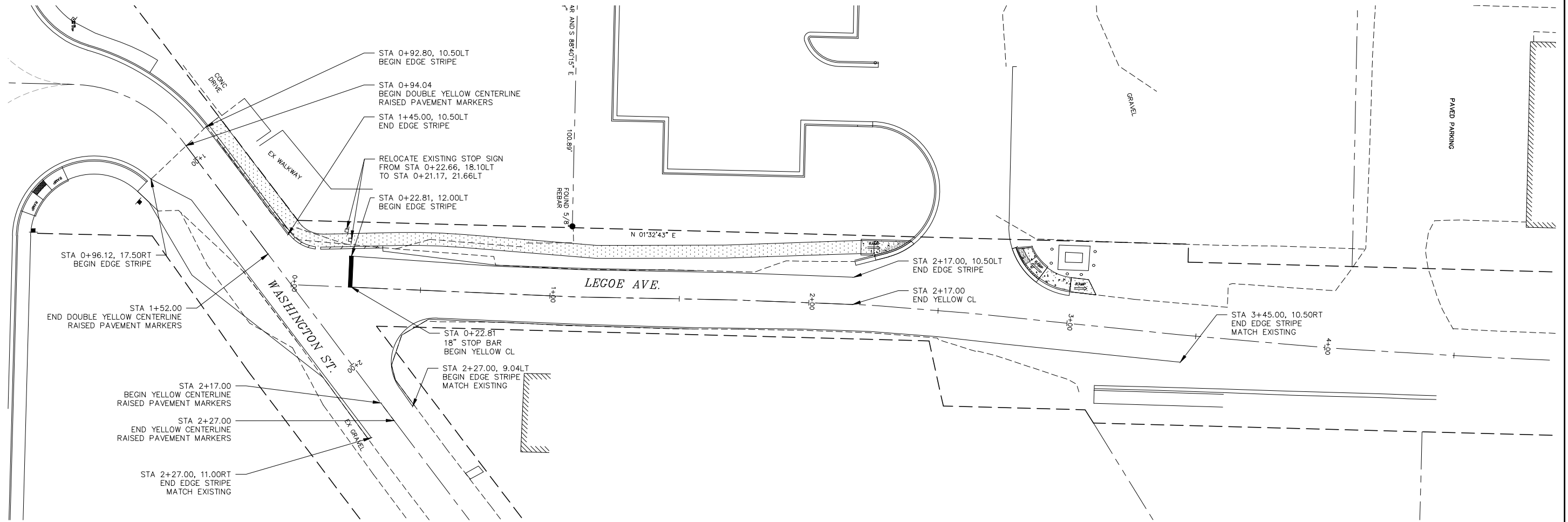
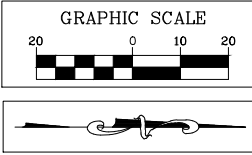
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LEGEOE AND WASHINGTON
INTERSECTION IMPROVEMENTS

DWG SITE AND GRADING PLAN		DATE
JOB#	SCALE	10/18/13
13041	H: 1"=20' v: N.A.	SHEET
		005



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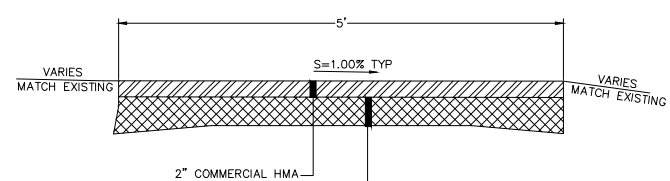
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2095 MAIN ST
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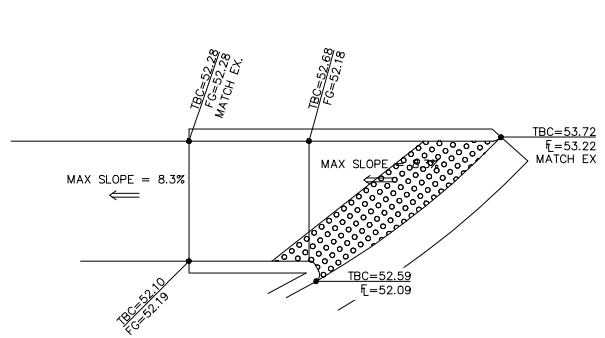
**LEGOE AND WASHINGTON
INTERSECTION IMPROVEMENTS**

DWG CHANNELIZATION PLAN		DATE
JOB#		10/18/13
13041	SCALE	SHEET
	H: 1"=20' V: N.A.	007



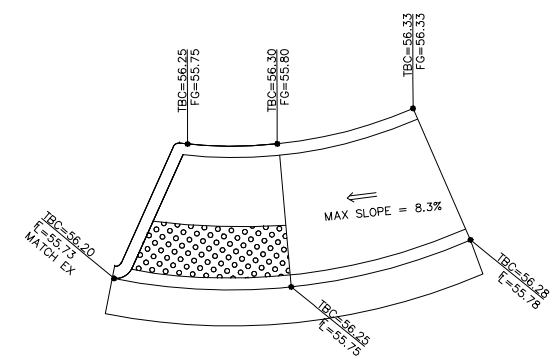
SIDEWALK SECTION

NTS



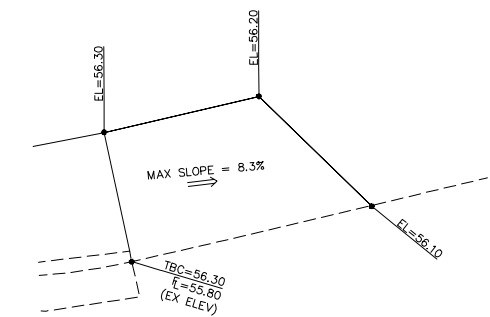
SIDEWALK RAMP TYPE SINGLE DIRECTION A

R1 SCALE: 1"=4'



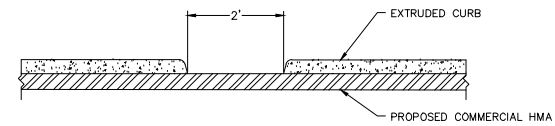
SIDEWALK RAMP TYPE PARALLEL B

R2 SCALE: 1"=4'



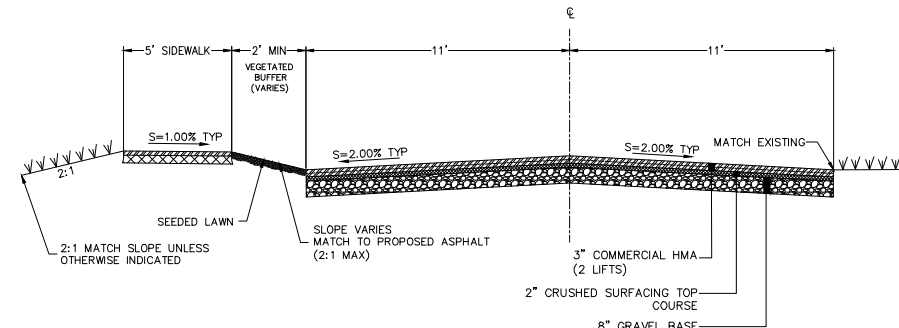
HMA ASPHALT TAPER

SCALE: 1"=4'



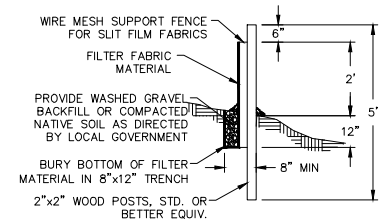
EXTRUDED CURB BREAK

NTS



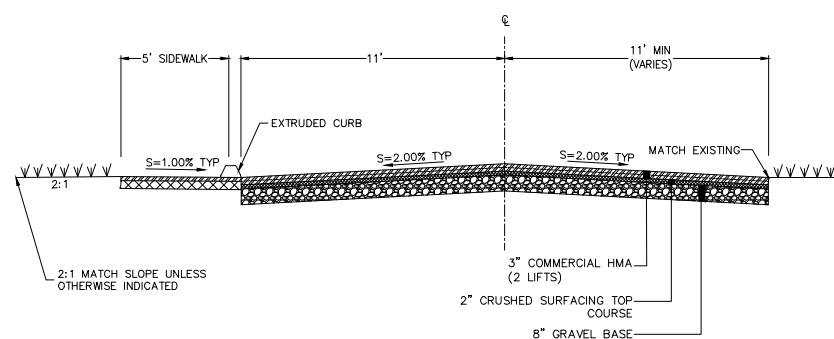
TYPICAL CROSS SECTION: LEGOE

NTS

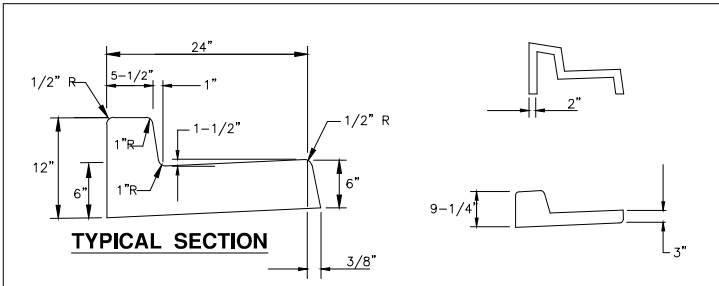


SILT FENCE DETAIL

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TYPICAL CROSS SECTION: WASHINGTON



TYPICAL SECTION

CONTRACT JOINTS

CURB RAMP/DRIVEWAY SECTION

DUMP CURB

GENERAL NOTES

CONTRACTION JOINTS OF ONE OF THE TYPES SHOWN ABOVE TO BE PLACED 10° C/C. JOINTS MUST COMPLETELY SEVER THE STRUCTURE TO THE POINTS SHOWN. JOINTS MAY BE MADE BY INSERTING MIN. 3/16" BITUMINOUS FILLER DUMMY JOINTS. JOINTS SHALL BE CLEANED AND EDGED.

2" WEEP HOLES TO BE PLACED ON EACH SIDE OF DRIVEWAY SECTION & A MAX. 60' C/C IN CUT SECTIONS WHERE SIDEWALK DRAIN NOT REQUIRED BY PUBLIC WORKS DIRECTOR.

3/4" EXPANSION JOINTS TO BE PLACED AT DRIVEWAY SECTIONS, CURB RETURNS, CURB RAMPS, & COLD JOINTS OR A MAX. OF 80' C/C. EXPANSION JOINTS SHALL PROTRUDE 1" BELOW THE BOTTOM OF GUTTER.

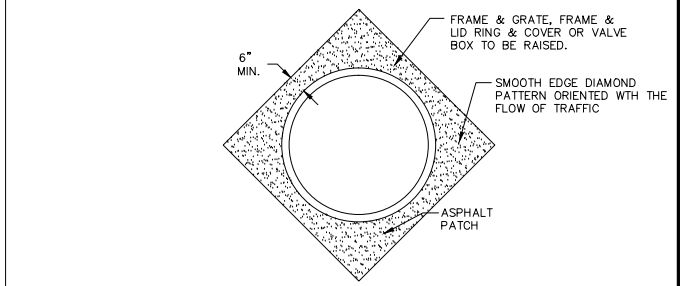
CONCRETE SHALL BE CEMENT CONCRETE "CLASS 3000".

FINISHED WORK SHALL NOT VARY MORE THAN 1/8" IN GRADE AND 1/4" IN ALIGNMENT WHEN CHECKED WITH A 10" STRAIGHT EDGE.

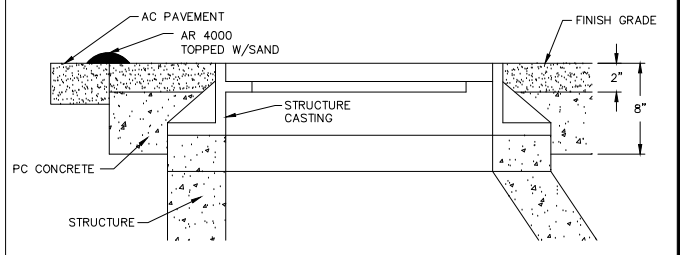
EXPOSED SURFACES SHALL BE BRUSHED WITH A FIBER HAIR BRUSH.

WHITE PIGMENTED OR TRANSPARENT CURING COMPOUND SHALL BE APPLIED AS OUTLINED IN THE STANDARD SPECIFICATIONS.

FURTHER REQUIREMENTS SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS.



- NOTES:**
- CUT THE ASPHALT IN A DIAMOND AROUND THE STRUCTURE CASTING TO BE ADJUSTED.
 - REMOVE THE FILL MATERIAL WITHIN THE CUT PAVEMENT AREA TO 8 INCHES MIN. BELOW FINISH GRADE.
 - PLACE THE CASTING AT FINISH GRADE.
 - PLACE PORTLAND CEMENT CONCRETE TO WITHIN THE TOP 2 INCHES OF FINISH GRADE.
 - APPLY TACK TO THE STRUCTURE CASTING, CUT PAVEMENT, AND PC CONCRETE.
 - PLACE AND COMPACT 2 INCHES OF COMMERCIAL HMA TO FINISH GRADE.
 - SEAL PAVEMENT JOINTS WITH HOT AR4000 AND TOP WITH SAND.



ADJUSTING CASTINGS TO FINISHED GRADE

NTS

APPROVED	CITY OF FERNDALÉ	DRAWING
Public Works Director	CURB AND GUTTER	R-9
Date		

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