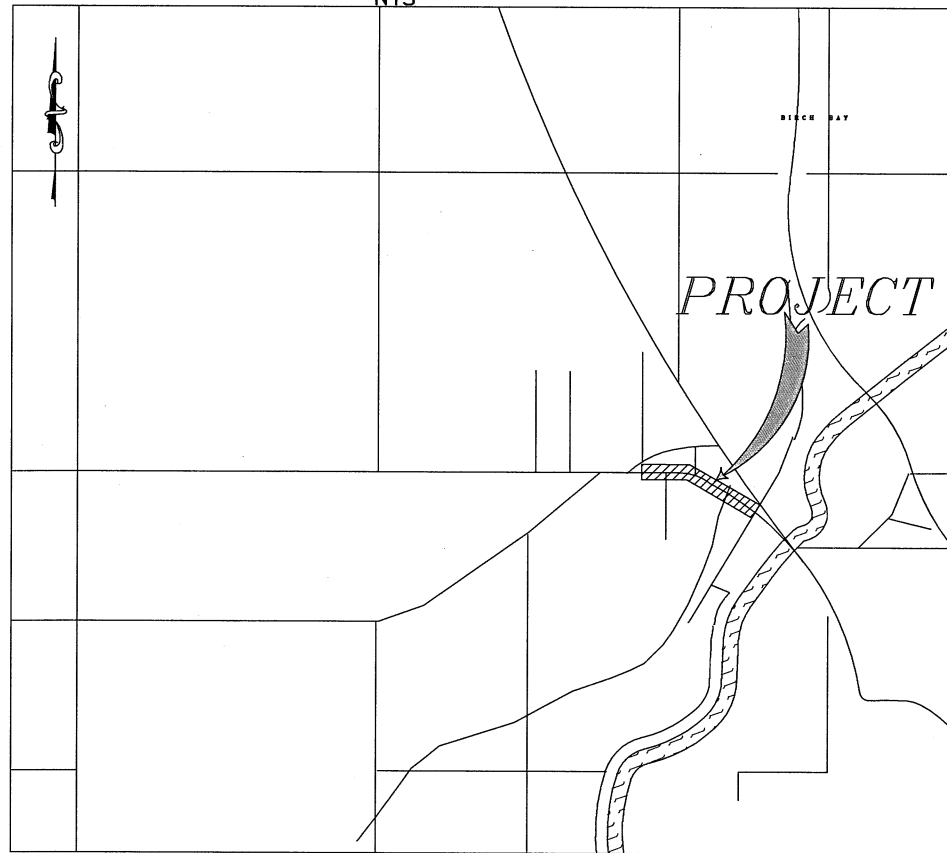


MAIN STREET PHASE 2a PROJECT WASHINGTON ST. TO THIRD AVE.

CITY OF FERNDALE
FEDERAL AID #STPUS 8030(005)

SHEET INDEX

VICINITY MAP
NTS



| | | |
|---------------------------------------------|-----------------------------------------|-----------------------------------------------|
| 1 COVER SHEET | 13 PLAN & PROFILE STA 52+50 TO 58+00 | 25 EROSION CONTROL PLAN DETAILS |
| 2 LEGEND | 14 PLAN & PROFILE STA 58+00 TO 60+25 | 26 EROSION CONTROL PLAN STA 37+00 TO 48+50 |
| 3 EXISTING CONDITIONS STA 35+50 TO 41+50 | 15 WALL PLAN & PROFILE ALTERNATE A1 | 27 EROSION CONTROL PLAN STA 48+50 TO 60+25 |
| 4 EXISTING CONDITIONS STA 41+50 TO 47+50 | 16 WALL SECTIONS, ALT A1 | 28 CHANNELIZATION PLAN STA 34+00 TO 60+25 |
| 5 EXISTING CONDITIONS STA 47+50 TO 52+50 | 17 WALL PLAN & PROFILE ALTERNATE A2 | 29 DETAIL SHEET |
| 6 EXISTING CONDITIONS STA 52+50 TO 58+00 | 18 WALL SECTIONS, ALT A2 | 30 DETAIL SHEET |
| 7 EXISTING CONDITIONS STA 58+00 TO 60+25 | 19 WALL DETAILS | 31 DETAIL SHEET |
| 8 DEMOLITION PLAN STA 36+50 TO 48+50 | 20 GRADING PLAN STA 37+00 TO 48+75 | 32 DETAIL SHEET |
| 9 DEMOLITION PLAN STA 48+50 TO 60+25 | 21 GRADING PLAN STA 48+75 TO 60+25 | 33 DETAIL SHEET |
| 10 PLAN & PROFILE STA 35+50 TO 41+50 | 22 GRINDING PLAN STA 37+00 TO 48+75 | 34 DETAIL SHEET |
| 11 PLAN & PROFILE STA 41+50 TO 47+50 | 23 GRINDING PLAN STA 48+75 TO 60+25 | 35 TYPICAL SECTIONS |
| 12 PLAN & PROFILE STA 47+50 TO 52+50 | 24 4th AVE & MAIN ST TRAFFIC LOOPS | 36 TYPICAL SECTIONS |
| | | 37 TRAFFIC CONTROL PLAN |
| | | 38 TRAFFIC CONTROL PLAN |
| | | 39 LANDSCAPE PLAN |
| | | 40 LANDSCAPE PLAN |
| | | 41 LANDSCAPE DETAILS |



P:\Projects\08018\dwg\08018_SP1.dwg, P&P, 7/22/2010 8:58:17 AM

DESIGNED BY
LP
DRAWN BY
LMC
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS

PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERNDALE
PO BOX 936
FERNDALE, WA 98248

MAIN STREET
STREET IMPROVEMENTS
COVER SHEET

| | | | |
|------------|-----------------|-------|---------|
| JOB# / DWG | 08018 08018_SP1 | DATE | 7-21-10 |
| SCALE | n/a n/a | SHEET | 1 |

P:\Projects\08018\dwg\08018_SP1.dwg, P&P, 7/21/2010 3:30:59 PM

LEGEND

| EXISTING | PROPOSED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------|--------------|--------------|--------------|------------------------|-------------|---------------|---|----------------|-------------|---------------------|-------------|-----------------|---|-------------------|---|------------------|---|------------------|---|-------------------|---|-------------------------|----|---------------|---|-----------|---|-----------|---|------------------|---|---------------|---|-------------------|---|------------------|---|-----------|--------------|---------------------|---|--------------------|---|---------------------|---|--------------------------|--------------|------------------|---|---------------------|---|---------------------|-------------|------------|---|---------------|---|--------------|-------|-----------------------|--------------|------------------|-----|-----------------------|-----|---------------|-----|-----------------------|-----|---------------|-----|-----------------|---|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|--------------------|-----------------|---|--------------------------------|--------------|--------------------|---|-----------------------|---|----------------------------|--------------|-----------------------|---|----------------------|---|-----------------------|-------------|------------------|---|----------------|---|--------------------|---|--------------------|---|-----------------------|--------------|--------------|---|-----------------|-------|-------------------------|-------|-------------------------|-------|-------------------------|-------|---------------------|---|--------------------------|---|---------------------------|--------------|-----------------|--------------|------------------|-------|-------------------|-------|------------------------|-------|---------------|-------|-------------|-------|--------------|-------|-----------|-------|-----------|-------|-----------|
| <table border="0" style="width: 100%;"> <tr> <td style="width: 30px;">-----FM-----</td> <td>= EX FORCE MAIN</td> </tr> <tr> <td>-----TV-----</td> <td>= EX TV LINE</td> </tr> <tr> <td>-----FO-----</td> <td>= EX FIBER OPTICS LINE</td> </tr> <tr> <td>-----G-----</td> <td>= EX GAS MAIN</td> </tr> <tr> <td style="text-align: center;">☒</td> <td>= EX GAS METER</td> </tr> <tr> <td>-----T-----</td> <td>= EX TELEPHONE LINE</td> </tr> <tr> <td>-----W-----</td> <td>= EX WATER MAIN</td> </tr> <tr> <td style="text-align: center;">☒</td> <td>= EX FIRE HYDRANT</td> </tr> <tr> <td style="text-align: center;">☒</td> <td>= EX WATER METER</td> </tr> <tr> <td style="text-align: center;">⊗</td> <td>= EX WATER VALVE</td> </tr> <tr> <td style="text-align: center;">○</td> <td>= EX UTILITY POLE</td> </tr> <tr> <td style="text-align: center;">□</td> <td>= EX TELEPHONE PEDESTAL</td> </tr> <tr> <td style="text-align: center;">MB</td> <td>= EX MAIL BOX</td> </tr> <tr> <td style="text-align: center;">P</td> <td>= EX SIGN</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= EX TREE</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= EX LANDSCAPING</td> </tr> <tr> <td style="text-align: center;">⤴</td> <td>= EX GUY WIRE</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= EX STREET LIGHT</td> </tr> <tr> <td style="text-align: center;">P</td> <td>= EX POWER VAULT</td> </tr> <tr> <td style="text-align: center;">☒</td> <td>= EX JBOX</td> </tr> <tr> <td>-----SS-----</td> <td>= EX SANITARY SEWER</td> </tr> <tr> <td style="text-align: center;">○</td> <td>= EX SEWER MANHOLE</td> </tr> <tr> <td style="text-align: center;">○</td> <td>= EX SEWER CLEANOUT</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= EX STORM DRAIN MANHOLE</td> </tr> <tr> <td>-----SD-----</td> <td>= EX STORM DRAIN</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= EX STORM CLEANOUT</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= EX SD CATCH BASIN</td> </tr> <tr> <td>-----x-----</td> <td>= EX FENCE</td> </tr> <tr> <td style="text-align: center;">⤴</td> <td>= EX DITCH CL</td> </tr> <tr> <td style="text-align: center;">⤴</td> <td>= EX CULVERT</td> </tr> <tr> <td>-----</td> <td>= EX EDGE OF PAVEMENT</td> </tr> <tr> <td>-----TB-----</td> <td>= EX TOP OF BANK</td> </tr> <tr> <td style="text-align: center;">---</td> <td>= EX TRAFFIC STRIPING</td> </tr> <tr> <td style="text-align: center;">---</td> <td>= EX CONCRETE</td> </tr> <tr> <td style="text-align: center;">---</td> <td>= EX TOP BACK OF CURB</td> </tr> <tr> <td style="text-align: center;">---</td> <td>= EX FLOWLINE</td> </tr> <tr> <td style="text-align: center;">---</td> <td>= EX GRADEBREAK</td> </tr> <tr> <td style="text-align: center;">○</td> <td>= EX GUARDRAIL</td> </tr> </table> | -----FM----- | = EX FORCE MAIN | -----TV----- | = EX TV LINE | -----FO----- | = EX FIBER OPTICS LINE | -----G----- | = EX GAS MAIN | ☒ | = EX GAS METER | -----T----- | = EX TELEPHONE LINE | -----W----- | = EX WATER MAIN | ☒ | = EX FIRE HYDRANT | ☒ | = EX WATER METER | ⊗ | = EX WATER VALVE | ○ | = EX UTILITY POLE | □ | = EX TELEPHONE PEDESTAL | MB | = EX MAIL BOX | P | = EX SIGN | ☐ | = EX TREE | ☐ | = EX LANDSCAPING | ⤴ | = EX GUY WIRE | ☐ | = EX STREET LIGHT | P | = EX POWER VAULT | ☒ | = EX JBOX | -----SS----- | = EX SANITARY SEWER | ○ | = EX SEWER MANHOLE | ○ | = EX SEWER CLEANOUT | ☐ | = EX STORM DRAIN MANHOLE | -----SD----- | = EX STORM DRAIN | ☐ | = EX STORM CLEANOUT | ☐ | = EX SD CATCH BASIN | -----x----- | = EX FENCE | ⤴ | = EX DITCH CL | ⤴ | = EX CULVERT | ----- | = EX EDGE OF PAVEMENT | -----TB----- | = EX TOP OF BANK | --- | = EX TRAFFIC STRIPING | --- | = EX CONCRETE | --- | = EX TOP BACK OF CURB | --- | = EX FLOWLINE | --- | = EX GRADEBREAK | ○ | = EX GUARDRAIL | <table border="0" style="width: 100%;"> <tr> <td>-----</td> <td>= PROP SAWCUT</td> </tr> <tr> <td>○○○○○○○○○○○○○○○○○○</td> <td>= PROP ROCKWALL</td> </tr> <tr> <td style="text-align: center;">■</td> <td>= PROP STORM DRAIN CATCH BASIN</td> </tr> <tr> <td>-----SD-----</td> <td>= PROP STORM DRAIN</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= PROP STORM CLEANOUT</td> </tr> <tr> <td style="text-align: center;">☐</td> <td>= PROP CATCH BASIN TYPE II</td> </tr> <tr> <td>-----SS-----</td> <td>= PROP SANITARY SEWER</td> </tr> <tr> <td style="text-align: center;">●</td> <td>= PROP SEWER MANHOLE</td> </tr> <tr> <td style="text-align: center;">●</td> <td>= PROP SEWER CLEANOUT</td> </tr> <tr> <td>-----W-----</td> <td>= PROP WATERMAIN</td> </tr> <tr> <td style="text-align: center;">⊗</td> <td>= PROP HYDRANT</td> </tr> <tr> <td style="text-align: center;">☒</td> <td>= PROP WATER METER</td> </tr> <tr> <td style="text-align: center;">⊗</td> <td>= PROP WATER VALVE</td> </tr> <tr> <td style="text-align: center;">⊗</td> <td>= PROP REPAIR COUPLER</td> </tr> <tr> <td>-----53-----</td> <td>= EX CONTOUR</td> </tr> <tr> <td style="text-align: center;">○</td> <td>= EX IRRIGATION</td> </tr> <tr> <td>-----</td> <td>= PROPOSED RIGHT-OF-WAY</td> </tr> <tr> <td>-----</td> <td>= PROPOSED BACK OF CURB</td> </tr> <tr> <td>-----</td> <td>= PROPOSED FACE OF CURB</td> </tr> <tr> <td>-----</td> <td>= PROPOSED SIDEWALK</td> </tr> <tr> <td style="text-align: center;">▨</td> <td>= EX STORM PROFILE, LEFT</td> </tr> <tr> <td style="text-align: center;">▨</td> <td>= EX STORM PROFILE, RIGHT</td> </tr> <tr> <td>-----PR-----</td> <td>= EX POWER LINE</td> </tr> <tr> <td>-----BB-----</td> <td>= EX TOE OF BANK</td> </tr> <tr> <td>-----</td> <td>= EX RIGHT OF WAY</td> </tr> <tr> <td>-----</td> <td>= EX PROPERTY BOUNDARY</td> </tr> <tr> <td>-----</td> <td>= EX EASEMENT</td> </tr> <tr> <td>-----</td> <td>= EX GRAVEL</td> </tr> <tr> <td>-----</td> <td>= EX ROAD CL</td> </tr> <tr> <td>-----</td> <td>= EX BLDG</td> </tr> <tr> <td>-----</td> <td>= EX WALK</td> </tr> <tr> <td>-----</td> <td>= EX WALL</td> </tr> </table> | ----- | = PROP SAWCUT | ○○○○○○○○○○○○○○○○○○ | = PROP ROCKWALL | ■ | = PROP STORM DRAIN CATCH BASIN | -----SD----- | = PROP STORM DRAIN | ☐ | = PROP STORM CLEANOUT | ☐ | = PROP CATCH BASIN TYPE II | -----SS----- | = PROP SANITARY SEWER | ● | = PROP SEWER MANHOLE | ● | = PROP SEWER CLEANOUT | -----W----- | = PROP WATERMAIN | ⊗ | = PROP HYDRANT | ☒ | = PROP WATER METER | ⊗ | = PROP WATER VALVE | ⊗ | = PROP REPAIR COUPLER | -----53----- | = EX CONTOUR | ○ | = EX IRRIGATION | ----- | = PROPOSED RIGHT-OF-WAY | ----- | = PROPOSED BACK OF CURB | ----- | = PROPOSED FACE OF CURB | ----- | = PROPOSED SIDEWALK | ▨ | = EX STORM PROFILE, LEFT | ▨ | = EX STORM PROFILE, RIGHT | -----PR----- | = EX POWER LINE | -----BB----- | = EX TOE OF BANK | ----- | = EX RIGHT OF WAY | ----- | = EX PROPERTY BOUNDARY | ----- | = EX EASEMENT | ----- | = EX GRAVEL | ----- | = EX ROAD CL | ----- | = EX BLDG | ----- | = EX WALK | ----- | = EX WALL |
| -----FM----- | = EX FORCE MAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----TV----- | = EX TV LINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----FO----- | = EX FIBER OPTICS LINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----G----- | = EX GAS MAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☒ | = EX GAS METER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----T----- | = EX TELEPHONE LINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----W----- | = EX WATER MAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☒ | = EX FIRE HYDRANT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☒ | = EX WATER METER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⊗ | = EX WATER VALVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ○ | = EX UTILITY POLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| □ | = EX TELEPHONE PEDESTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MB | = EX MAIL BOX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | = EX SIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = EX TREE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = EX LANDSCAPING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⤴ | = EX GUY WIRE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = EX STREET LIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | = EX POWER VAULT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☒ | = EX JBOX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----SS----- | = EX SANITARY SEWER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ○ | = EX SEWER MANHOLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ○ | = EX SEWER CLEANOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = EX STORM DRAIN MANHOLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----SD----- | = EX STORM DRAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = EX STORM CLEANOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = EX SD CATCH BASIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----x----- | = EX FENCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⤴ | = EX DITCH CL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⤴ | = EX CULVERT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX EDGE OF PAVEMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----TB----- | = EX TOP OF BANK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| --- | = EX TRAFFIC STRIPING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| --- | = EX CONCRETE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| --- | = EX TOP BACK OF CURB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| --- | = EX FLOWLINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| --- | = EX GRADEBREAK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ○ | = EX GUARDRAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = PROP SAWCUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ○○○○○○○○○○○○○○○○○○ | = PROP ROCKWALL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ■ | = PROP STORM DRAIN CATCH BASIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----SD----- | = PROP STORM DRAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = PROP STORM CLEANOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☐ | = PROP CATCH BASIN TYPE II | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----SS----- | = PROP SANITARY SEWER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ● | = PROP SEWER MANHOLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ● | = PROP SEWER CLEANOUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----W----- | = PROP WATERMAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⊗ | = PROP HYDRANT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ☒ | = PROP WATER METER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⊗ | = PROP WATER VALVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⊗ | = PROP REPAIR COUPLER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----53----- | = EX CONTOUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ○ | = EX IRRIGATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = PROPOSED RIGHT-OF-WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = PROPOSED BACK OF CURB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = PROPOSED FACE OF CURB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = PROPOSED SIDEWALK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ▨ | = EX STORM PROFILE, LEFT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ▨ | = EX STORM PROFILE, RIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----PR----- | = EX POWER LINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -----BB----- | = EX TOE OF BANK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX RIGHT OF WAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX PROPERTY BOUNDARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX EASEMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX GRAVEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX ROAD CL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX BLDG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX WALK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ----- | = EX WALL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DESIGNED BY
LP
DRAWN BY
LMC
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERNDALE
PO BOX 936
FERNDALE, WA 98248

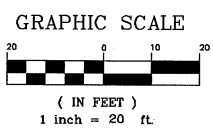
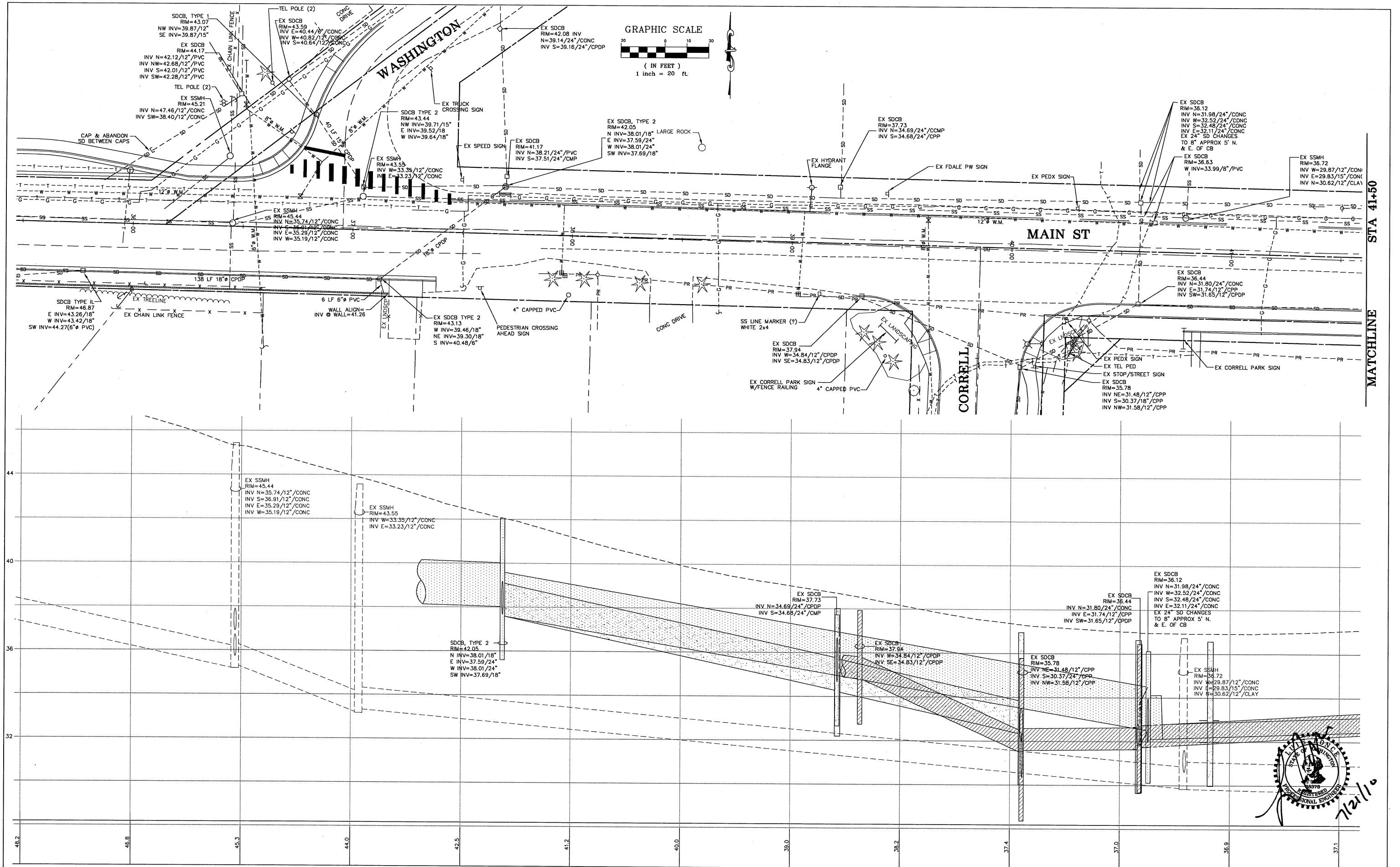
**MAIN STREET
STREET IMPROVEMENTS
LEGEND**

| | |
|-------------------------------|-----------------|
| JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| SCALE H:n/a v:n/a | SHEET 2 |



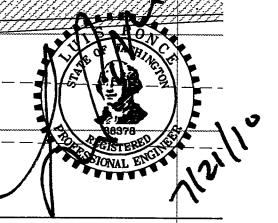
7/21/10

P:\Projects\08018\dwg\08018_SP1.dwg, EX COND, 7/21/2010 2:57:33 PM



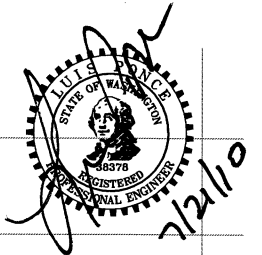
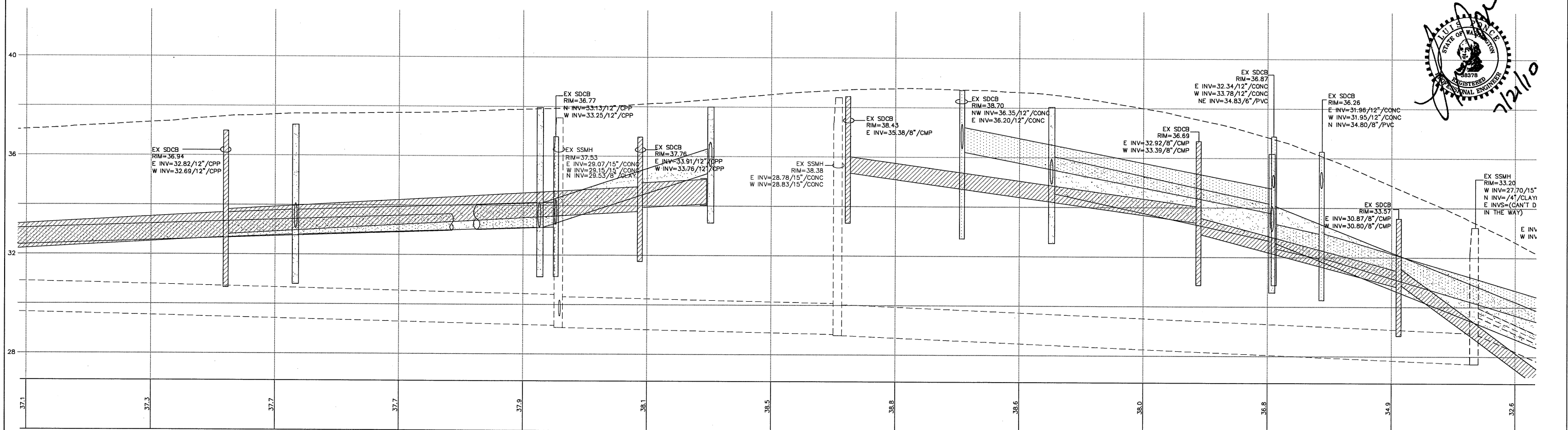
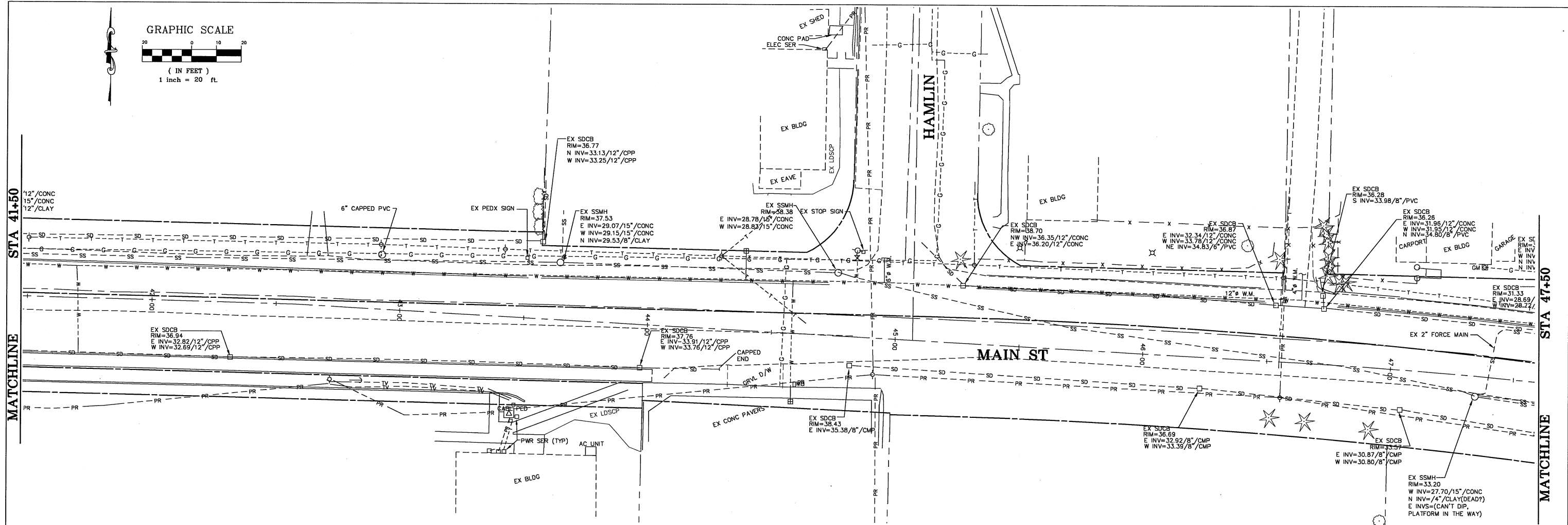
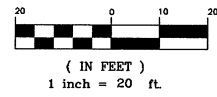
MATCHLINE
STA 41+50

| | | | | | | | | | |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|----------|----|----------------------------------------------------|------------------------------------------------------------------------|-------------------------------|-----------------|
| DESIGNED BY LP | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687 Lynden, Washington 98264 Fax (360) 354-0407 | NO. | DATE | REVISION | BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET EXISTING CONDITIONS STA 35+50 TO 41+50 | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY LMC | | | | | | | | SCALE H:1"=20' V:1"=2' | SHEET 3 |
| CHECKED BY | | | | | | | | | |



P:\Projects\08018\dwg\08018_SP1.dwg, EX COND, 7/21/2010 2:57:48 PM

GRAPHIC SCALE



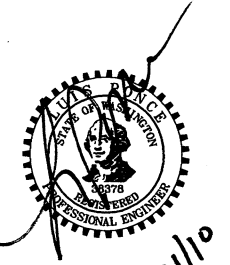
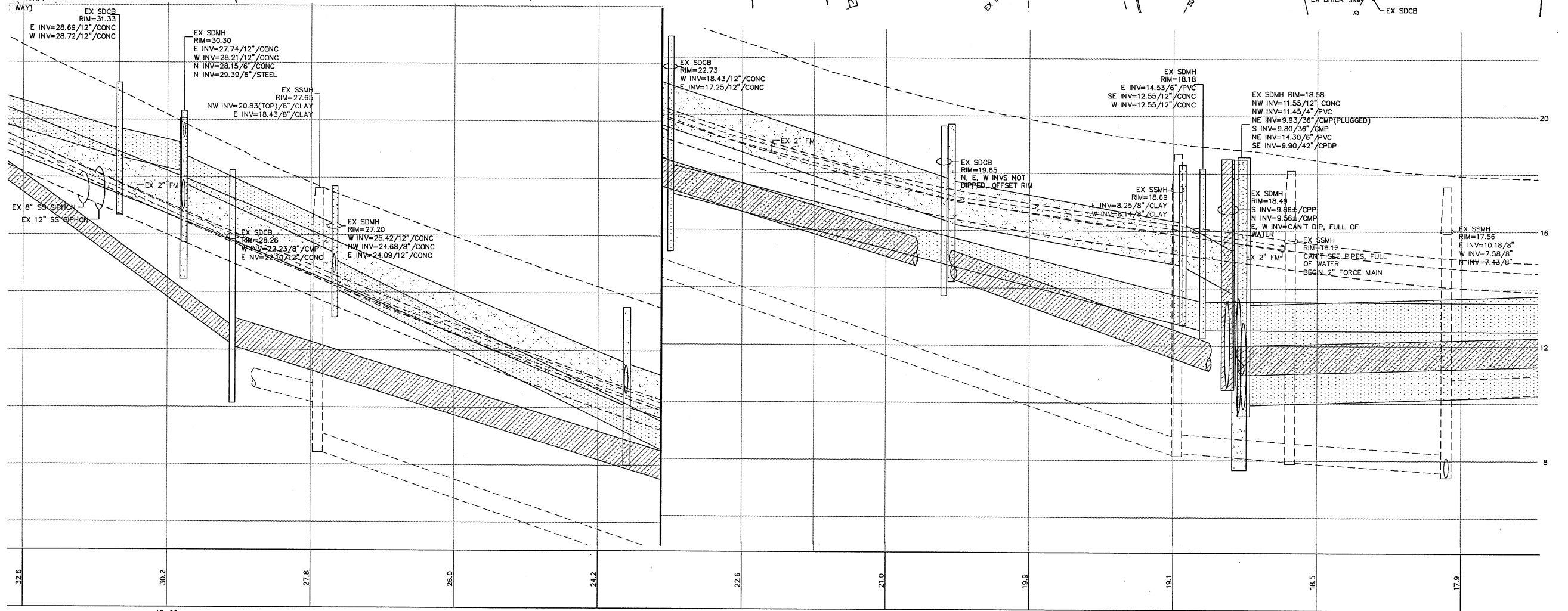
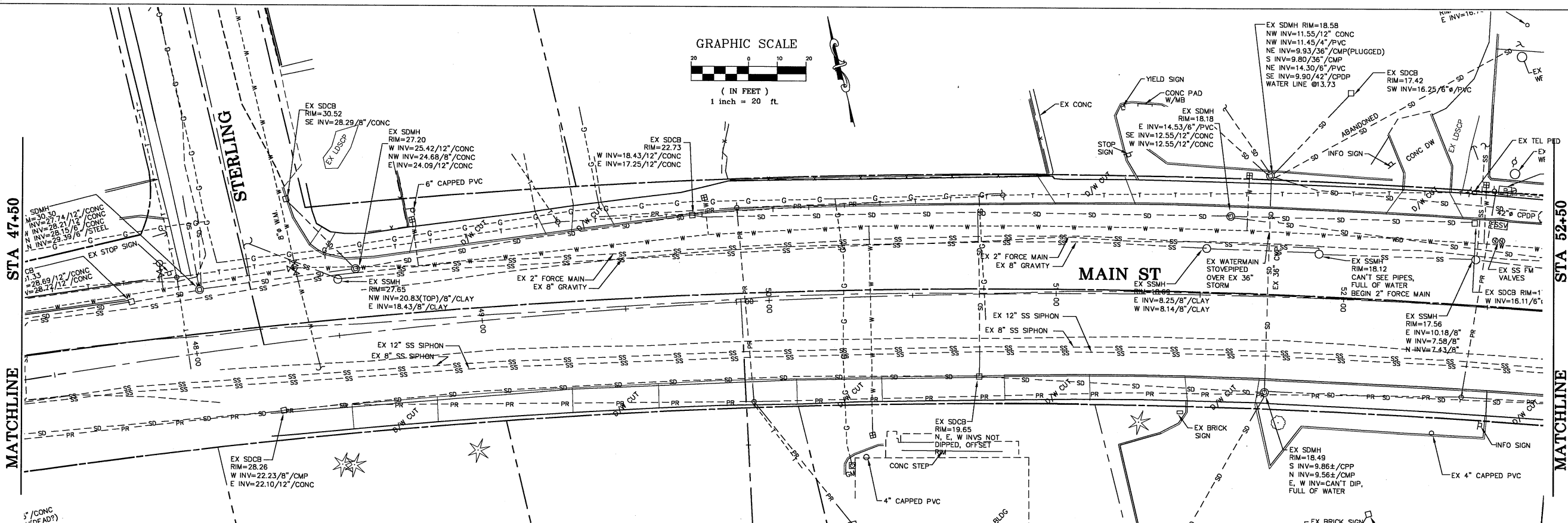
| | | | | | | | | | |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------|----------|----|-----------------------------------------------------------|-----------------------------------------------------------------|-------------------------------|-----------------|
| DESIGNED BY LP | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687 Lynden, Washington 98284 Fax (360) 354-0407 | NO. | DATE | REVISION | BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET EXISTING CONDITIONS STA 41+50 TO 47+50 | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY LMC | | SCALE H: 1" = 20' V: 1" = 2' | SHEET 4 | | | | | | |
| CHECKED BY | | | | | | | | | |

P:\Projects\08018\dwg\08018_SP1.dwg, EX COND, 7/21/2010 2:58:02 PM

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.



7/21/10

DESIGNED BY
LP
DRAWN BY
LMC
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

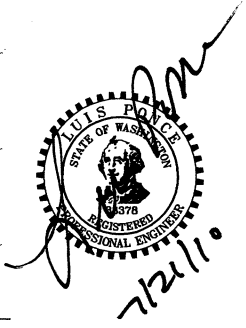
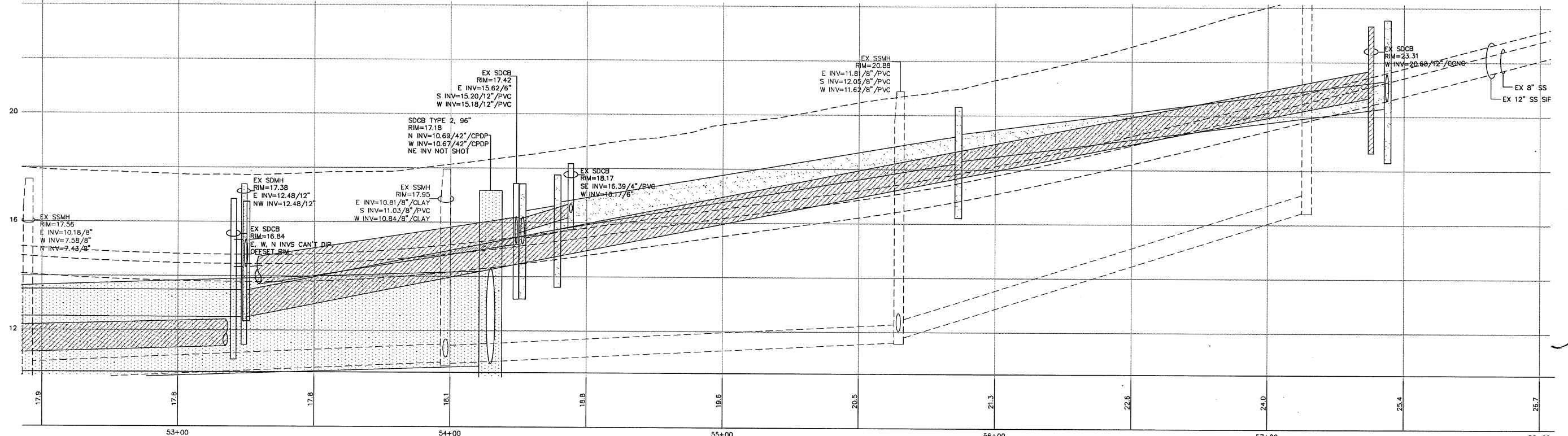
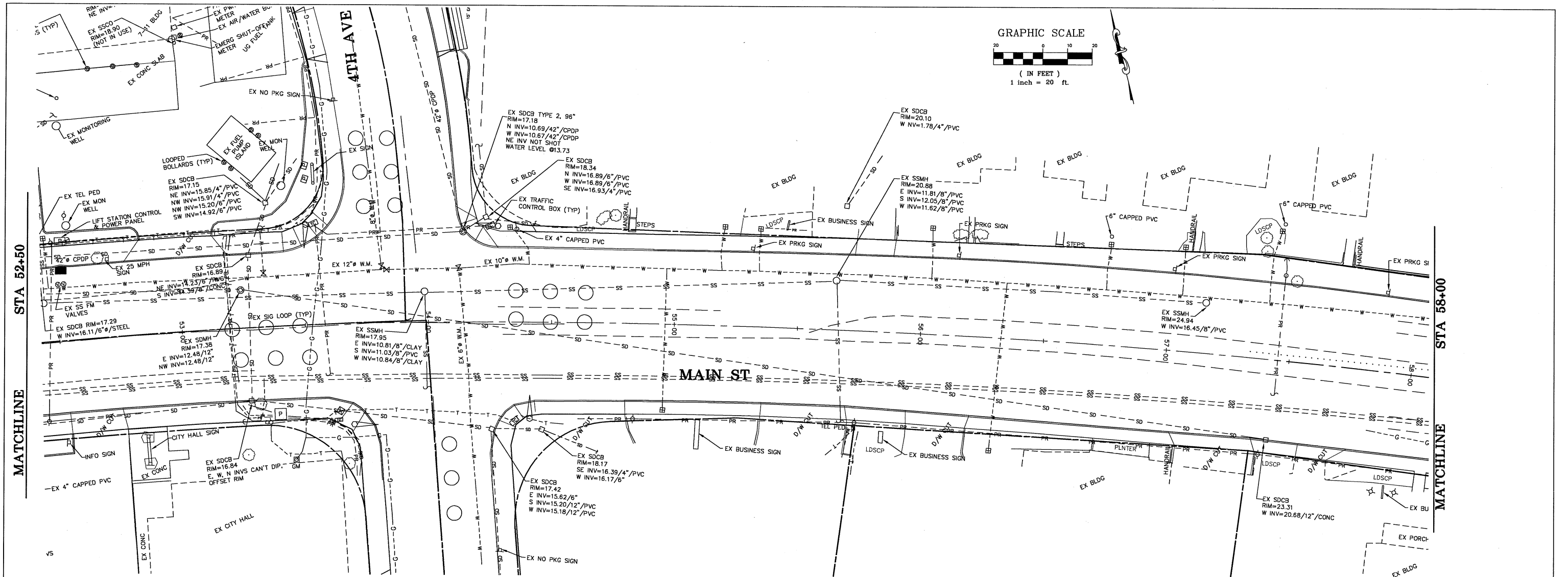
CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

MAIN STREET
EXISTING CONDITIONS
STA 47+50 TO 52+50

JOB# / DWG
08018 08018_SP1
SCALE
H: 1"=20' V: 1"=2'

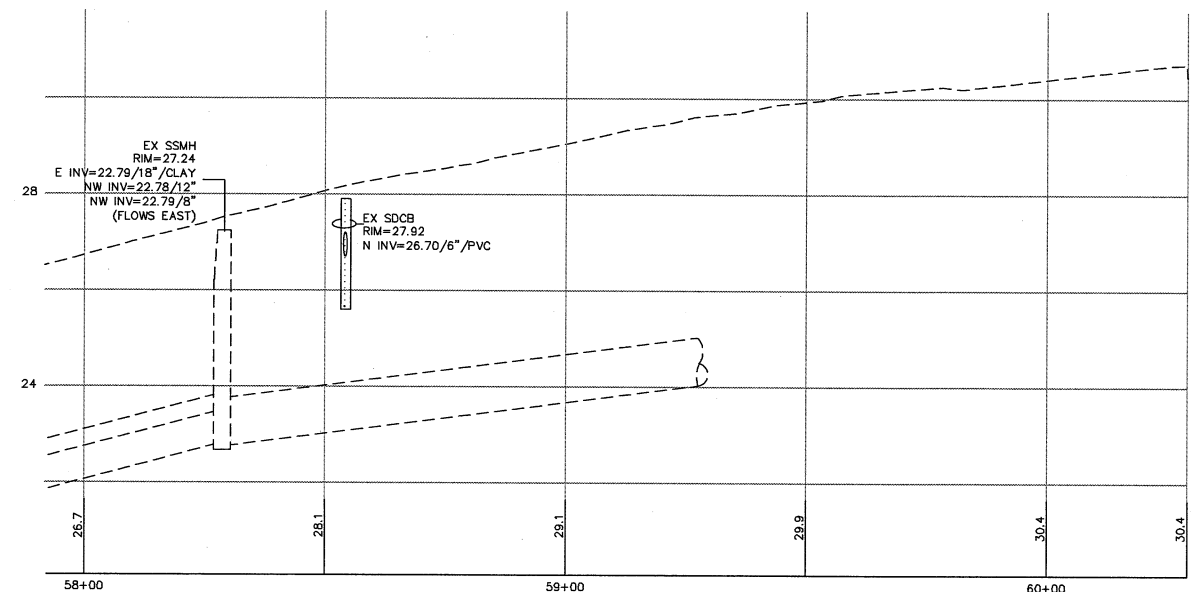
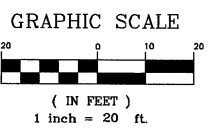
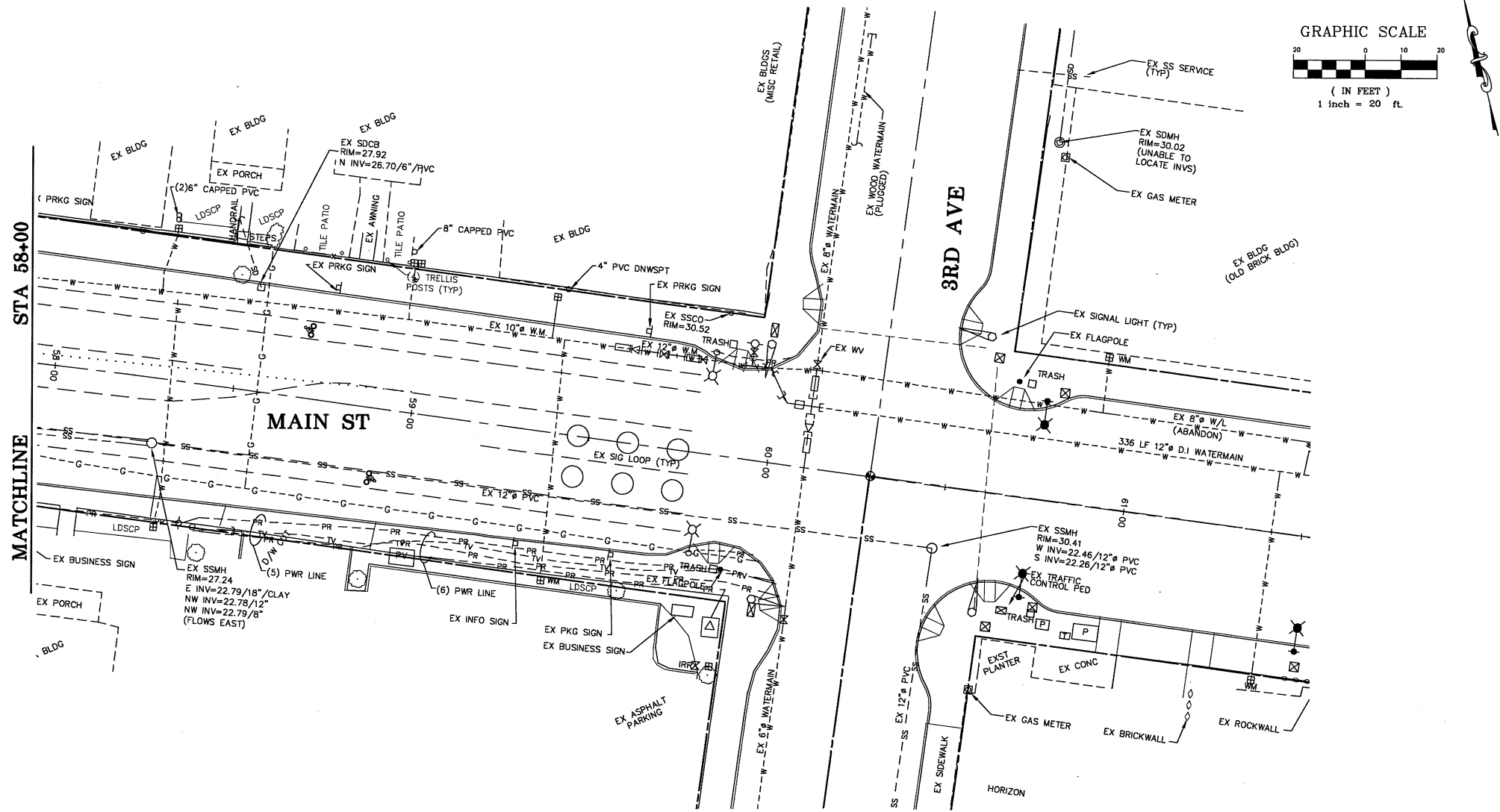
DATE
7-21-10
SHEET
5

P:\Projects\08018\dwg\08018_SP1.dwg, EX COND, 7/21/2010 2:58:15 PM



| | | | | | | | | | |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|----------|----|----------------------------------------------------|----------------------------------------------------------|-------------------------------|-----------------|
| DESIGNED BY LP | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687 Lynden, Washington 98264 Fax (360) 354-0407 | NO. | DATE | REVISION | BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET EXISTING CONDITIONS STA 52+50 TO 58+00 | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY LMC | | | | | | | | SCALE H:1"=20' v:1"=2' | SHEET 6 |
| CHECKED BY | | | | | | | | | |

P:\Projects\08018\dwg\08018_SP1.dwg, EX COND, 7/22/2010 7:52:45 AM



DESIGNED BY LP
DRAWN BY LMC
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

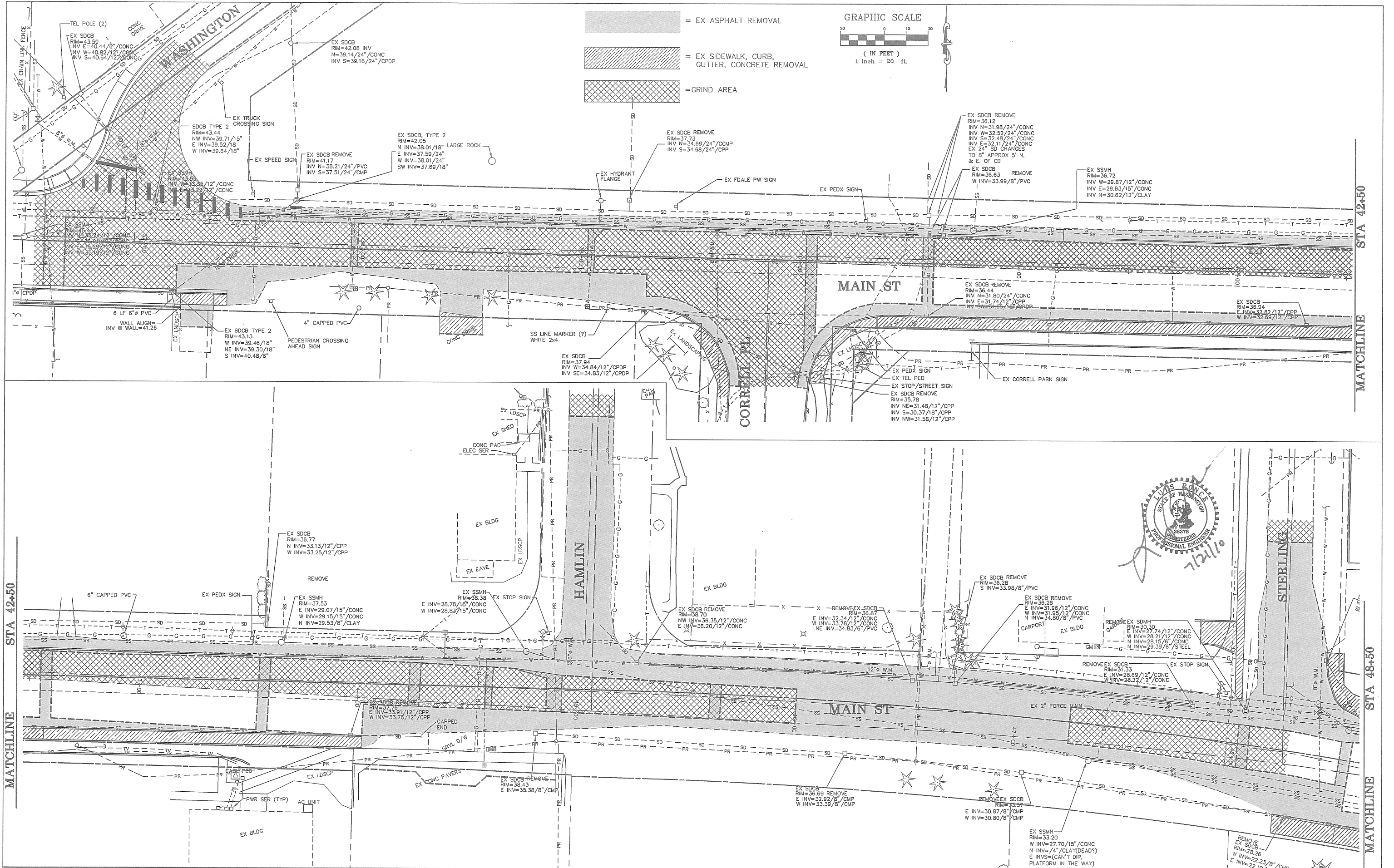
| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

MAIN STREET
EXISTING CONDITIONS
STA 58+00 TO 60+25

| | | | |
|------------|--------------------|-------|---------|
| JOB# / DWG | 08018 08018_SP1 | DATE | 7-21-10 |
| SCALE | H: 1"=20' v: 1"=2' | SHEET | 7 |

P:\Projects\08018\dwg\08018_SP1.dwg, DEMO, 7/21/2010 4:33:48 PM



DESIGNED BY LP
 DRAWN BY LMC
 CHECKED BY

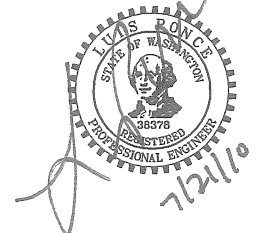
REICHHARDT & EBE
 ENGINEERING, INC.
 CONSULTING ENGINEERS
 PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
 Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
 PO BOX 936
 FERDALE, WA 98248

**MAIN STREET
 DEMOLITION PLAN**
 STA 36+50 TO 48+50

| | | | |
|------------|-----------------|-------|---------|
| JOB# / DWG | 08018 08018_SP1 | DATE | 7-21-10 |
| SCALE | H:1"=20' v:n/a | SHEET | 8 |

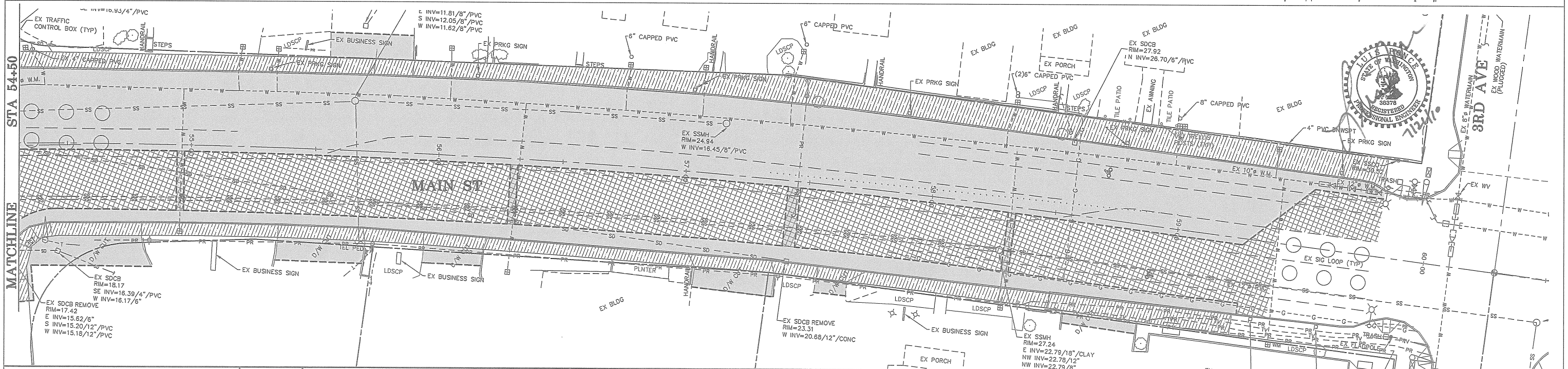
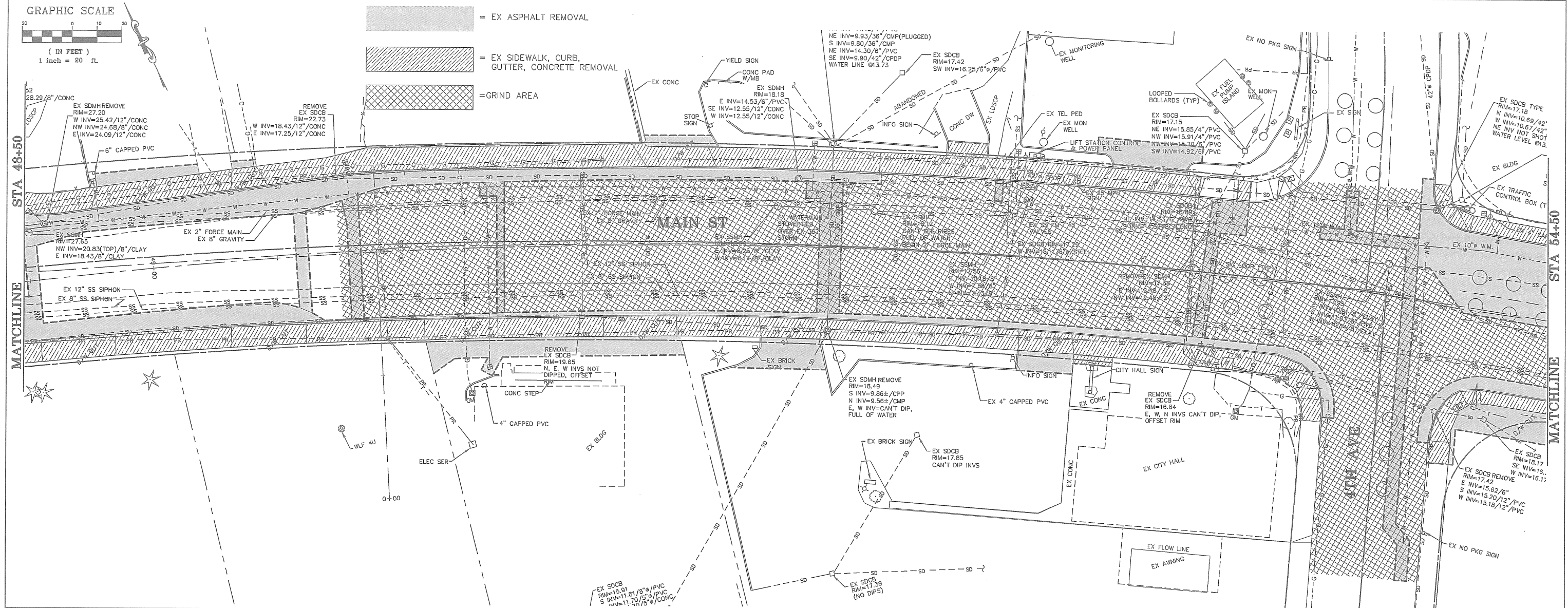


GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft

- = EX ASPHALT REMOVAL
- = EX SIDEWALK, CURB, GUTTER, CONCRETE REMOVAL
- = GRIND AREA



DESIGNED BY LP
DRAWN BY LMC
CHECKED BY



REICHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

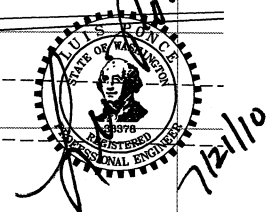
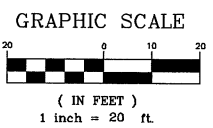
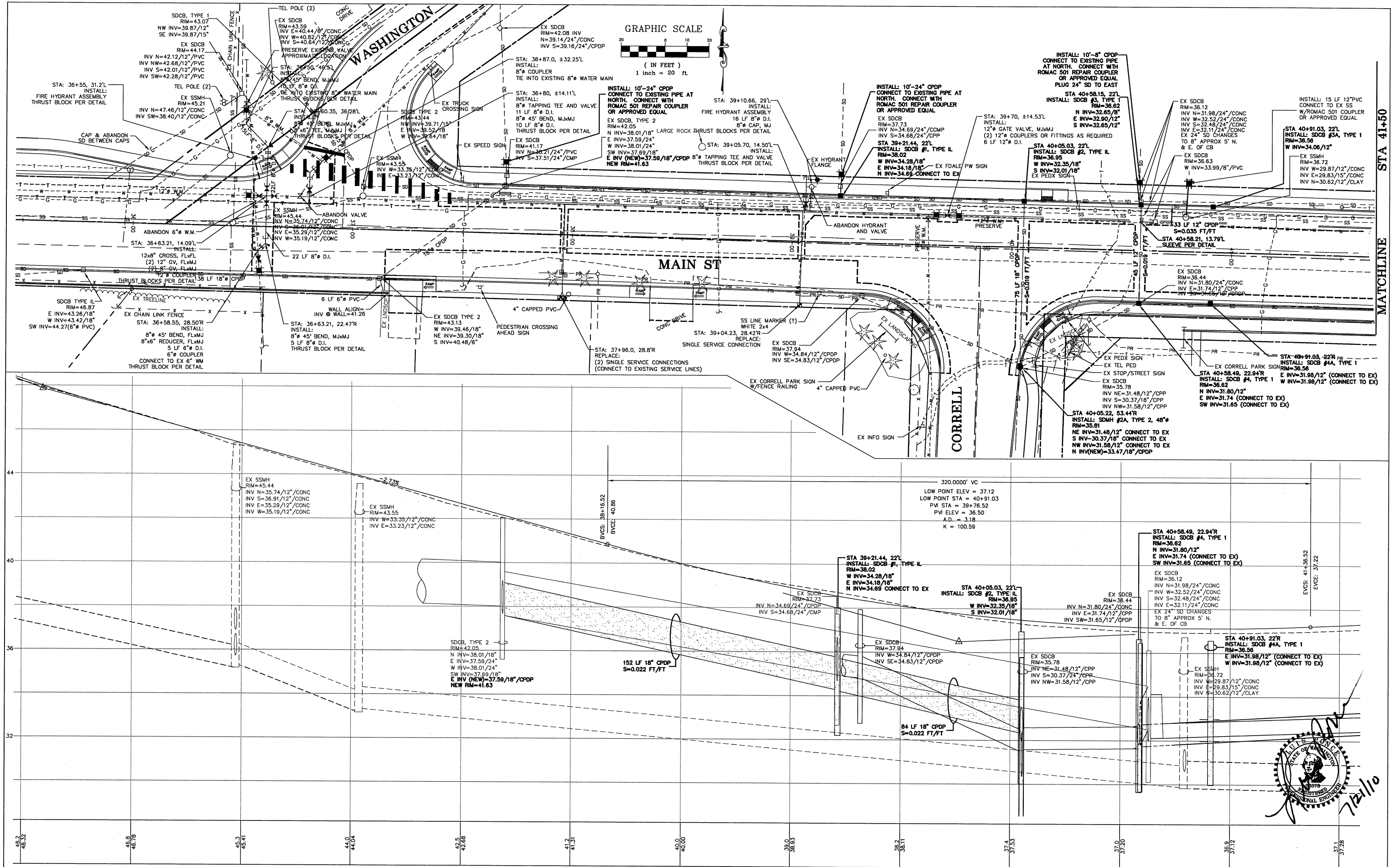
CITY OF FERDALE
PO BOX 938
FERDALE, WA 98248

MAIN STREET
DEMOLITION PLAN
STA 48+50 TO 60+25

| | | | |
|------------|-------------------|-------|---------|
| JOB# / DWG | 08018 / 08018_SP1 | DATE | 7-21-10 |
| SCALE | H:1"=20' v:n/a | SHEET | 9 |

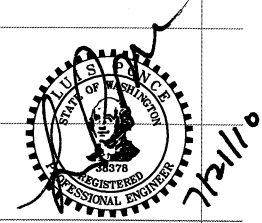
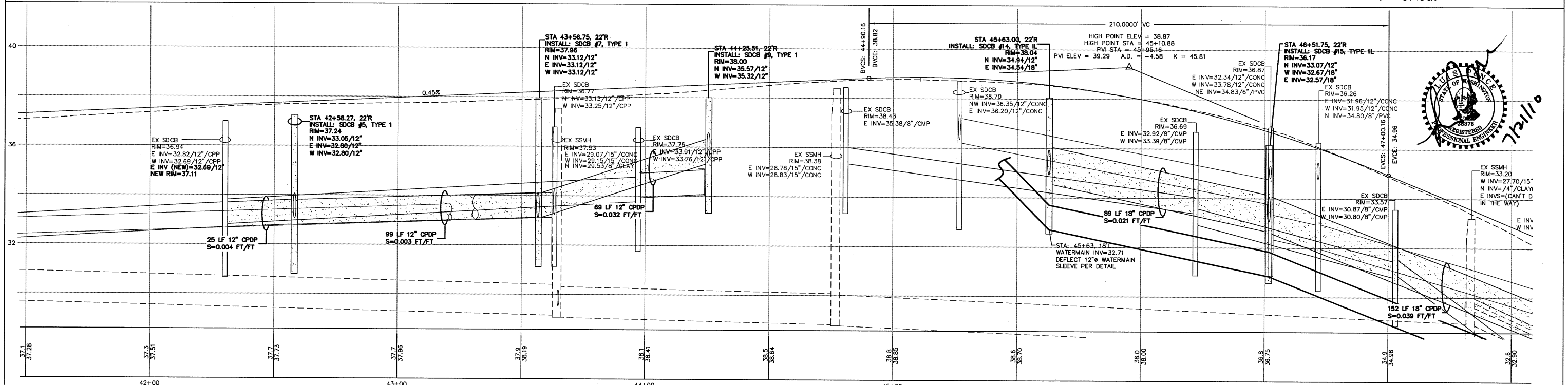
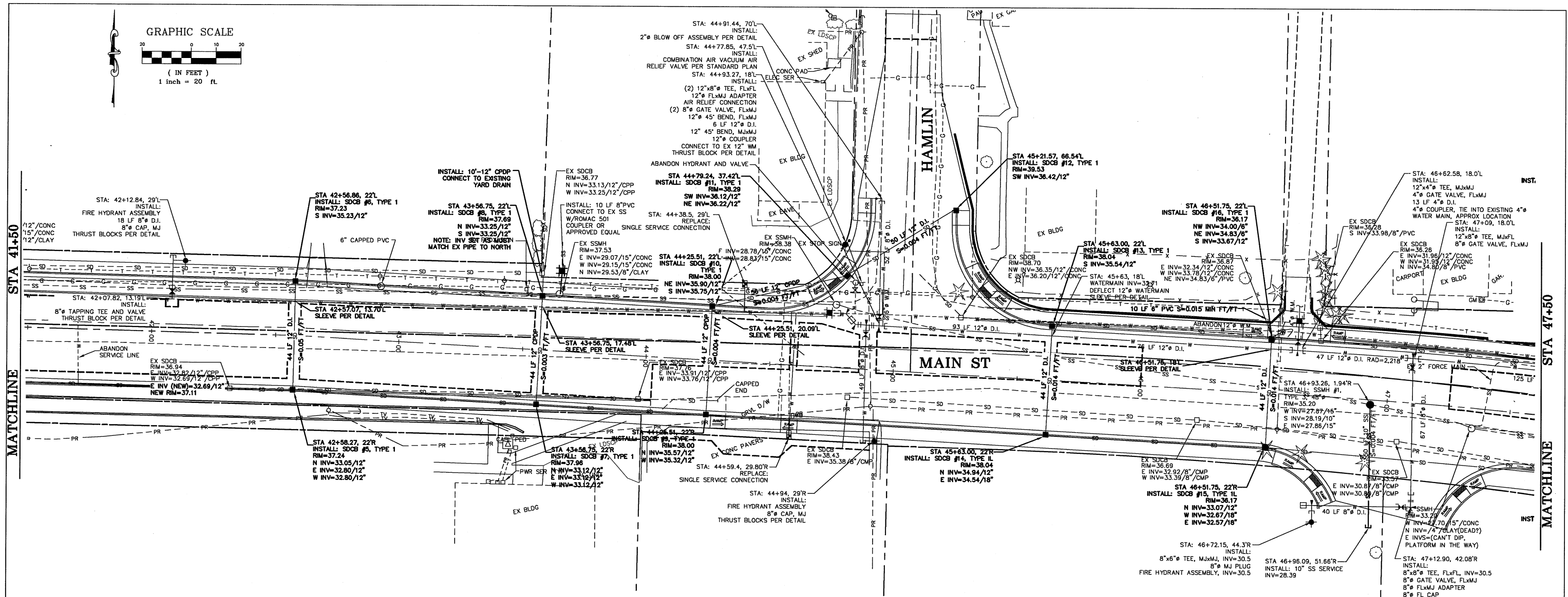
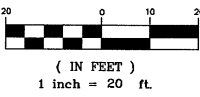
P:\Projects\08018\dwg\08018_SP1.dwg, DEMO, 7/21/2010 3:14:52 PM

P:\Projects\08018\dwg\08018_SP1.dwg, P&P, 7/21/2010 3:32:52 PM



| | | | | | | | |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|------|------------------------------------------------------------------------|----|-------------------------------|-----------------|
| DESIGNED BY LP | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687 Lynden, Washington 98264 Fax (360) 354-0407 | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | | MAIN STREET STREET IMPROVEMENTS STA 35+50 TO 41+50 | | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY LMC | | NO. | DATE | REVISION | BY | SCALE H:1"=20' V:1"=2' | SHEET 10 |
| CHECKED BY | | | | | | | |

GRAPHIC SCALE



DESIGNED BY
LP
DRAWN BY
LMC
CHECKED BY

REICHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

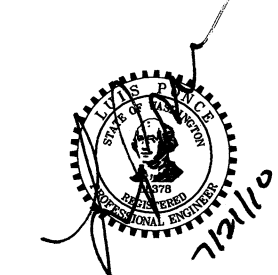
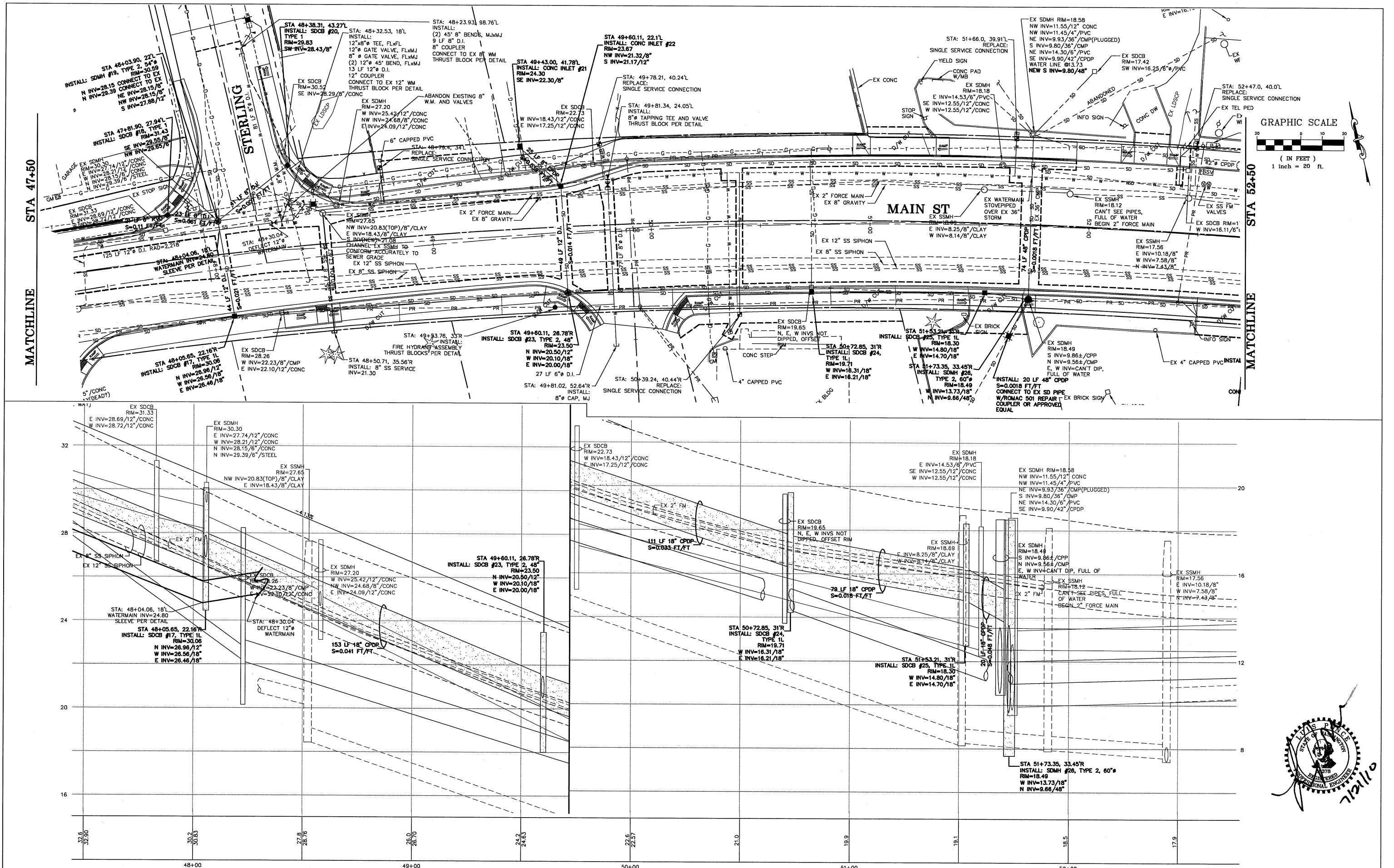
CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

MAIN STREET
STREET IMPROVEMENTS
STA 41+50 TO 47+50

| JOB# / DWG | DATE |
|------------------------|---------|
| 08018 08018_SP1 | 7-21-10 |
| SCALE | SHEET |
| H: 1" = 20' V: 1" = 2' | 11 |

P:\Projects\08018\dwg\08018_SP1.dwg, P&P, 7/21/2010 3:33:07 PM

P:\Projects\08018\dwg\08018_SP1.dwg, P&P, 7/21/2010 3:33:28 PM



DESIGNED BY
LP
DRAWN BY
LMC
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

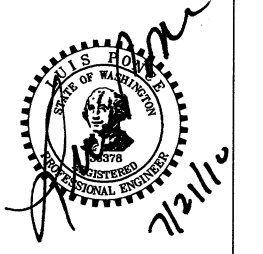
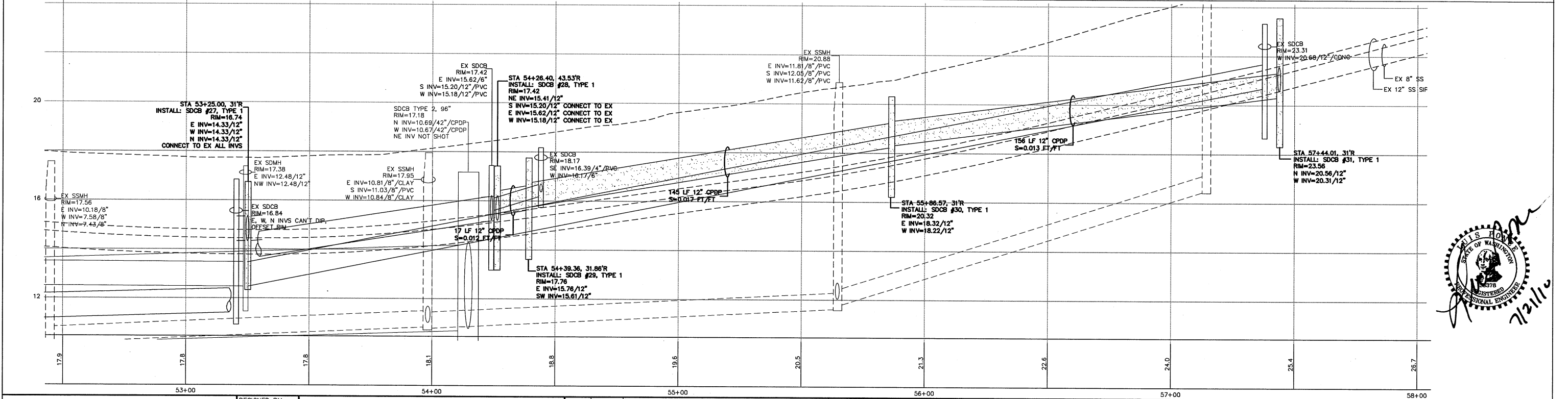
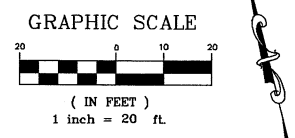
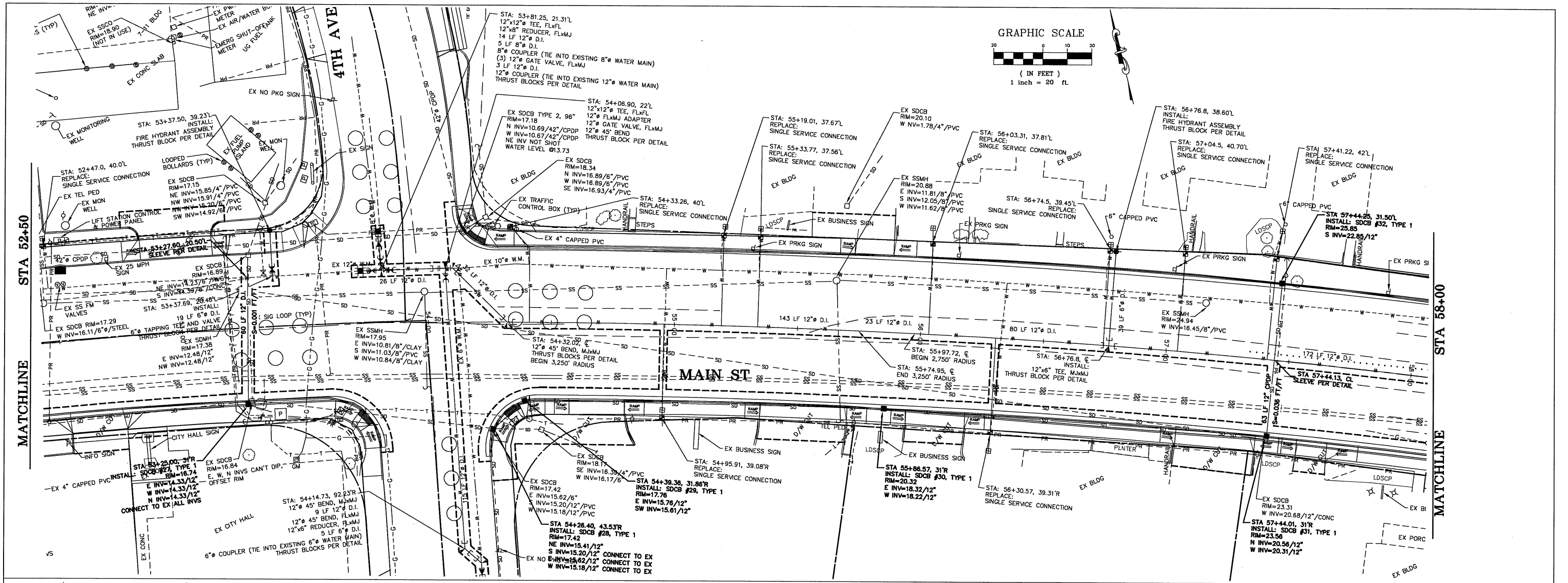
| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

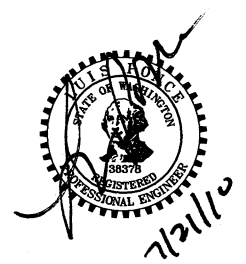
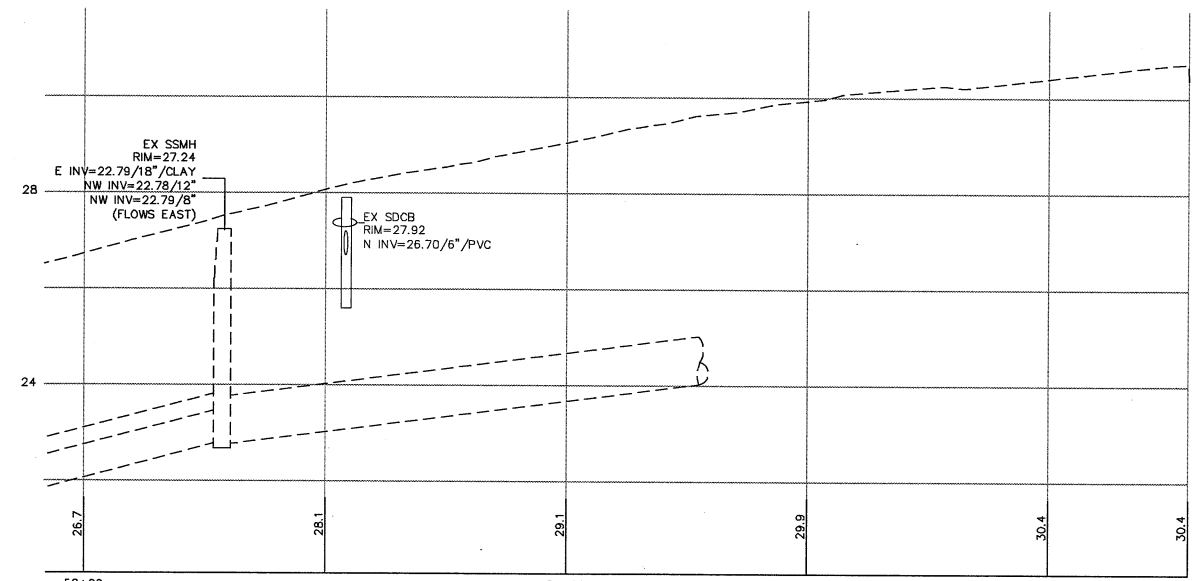
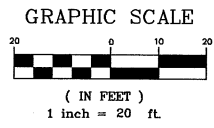
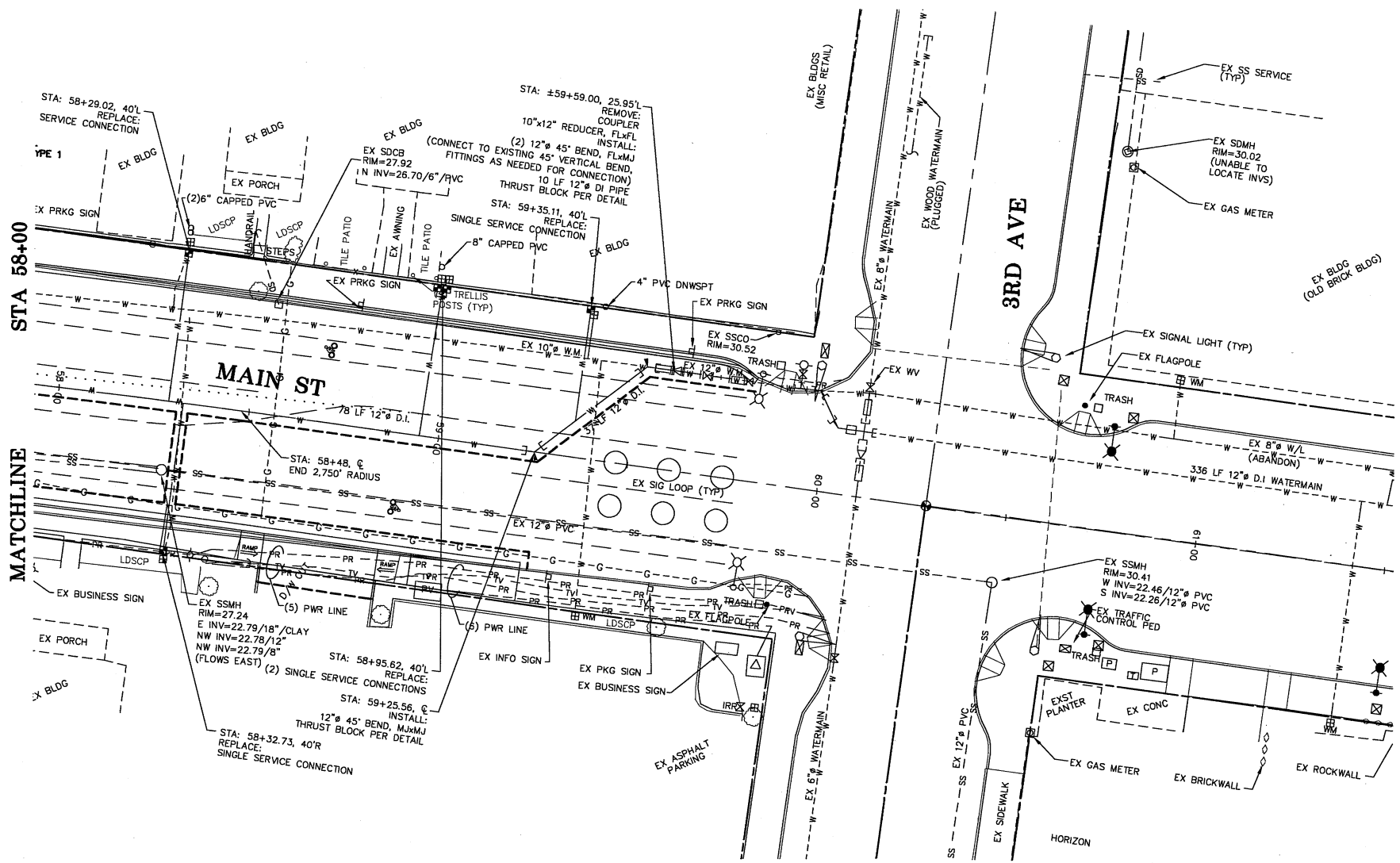
MAIN STREET
STREET IMPROVEMENTS
STA 47+50 TO 52+50

| | | | |
|------------|------------------|-------|---------|
| JOB# / DWG | 08018 08018_SP1 | DATE | 7-21-10 |
| SCALE | H:1"=20' v:1"=2' | SHEET | 12 |


P:\Projects\08018\dwg\08018_SP1.dwg, P&P, 7/21/2010 3:33:49 PM



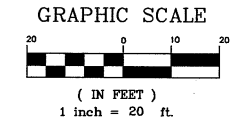
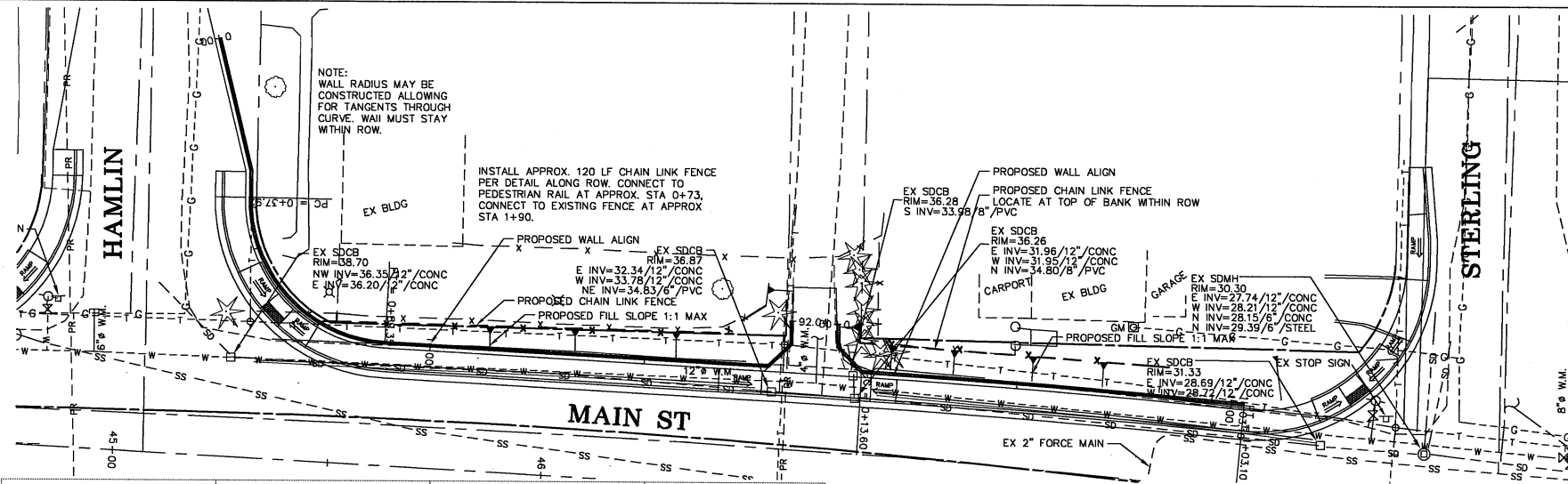
| | | | | | | |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------------------------------------------|------------------------------------------------------------------------|--------------------------------------------------------------|--------------------------------|
| DESIGNED BY LP DRAWN BY LMC CHECKED BY | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Lynden, Washington 98264 Ph (360) 354-3687 Fax (360) 354-0407 | NO. DATE REVISION BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET STREET IMPROVEMENTS STA 52+50 TO 58+00 | JOB# / DWG 08018 08018_SP1 SCALE H: 1"=20' v: 1"=2' | DATE 7-21-10 SHEET 13 |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------------------------------------------|------------------------------------------------------------------------|--------------------------------------------------------------|--------------------------------|



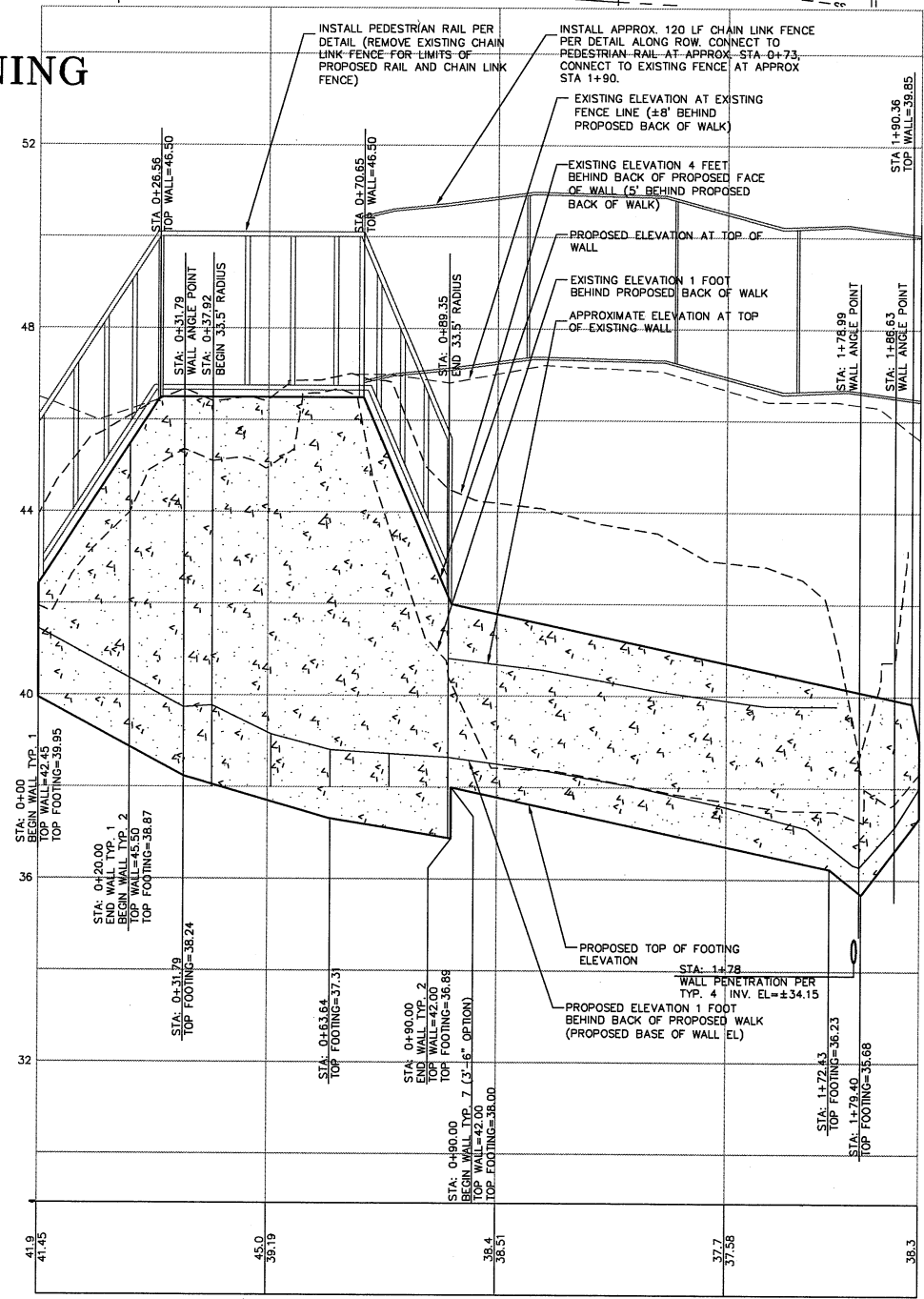
P:\Projects\08018\dwg\08018_SP1.dwg, P&P, 7/21/2010 3:34:07 PM

| | | | | | | | | | |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------|----------|----|----------------------------------------------------|------------------------------------------------------------------------|-------------------------------|-----------------|
| DESIGNED BY LP |  REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St, Ste 201 Ph (360) 354-3687 Lynden, Washington 98264 Fax (360) 354-0407 | NO. | DATE | REVISION | BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET STREET IMPROVEMENTS STA 58+00 TO 60+25 | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY LMC | | SCALE H: 1" = 20' v: 1" = 2' | SHEET | | 14 | | | | |
| CHECKED BY | | | | | | | | | |

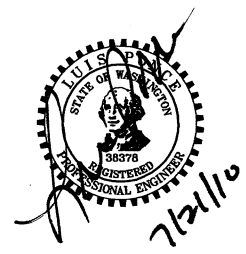
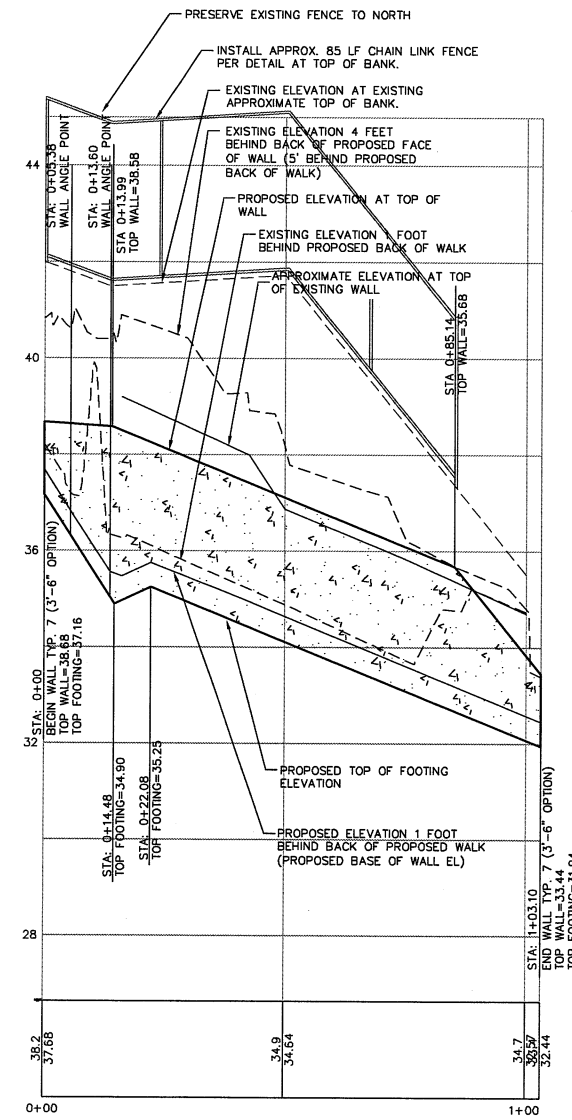
ALTERNATE A1



ALT A1 RETAINING WALL WEST



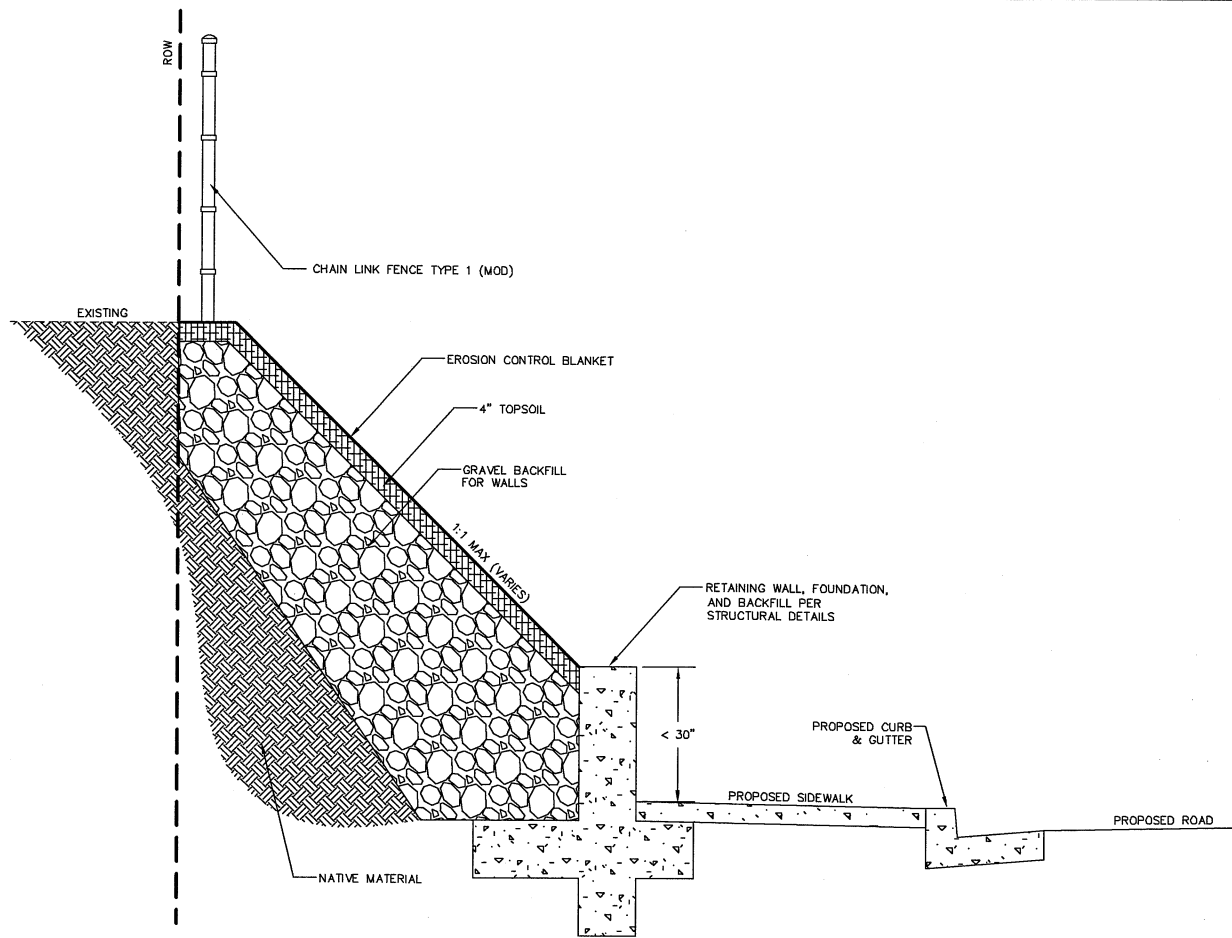
ALT A1 RETAINING WALL EAST



P:\Projects\08018\dwg\08018_SP1.dwg WALL P&P, 7/22/2010 7:57:12 AM

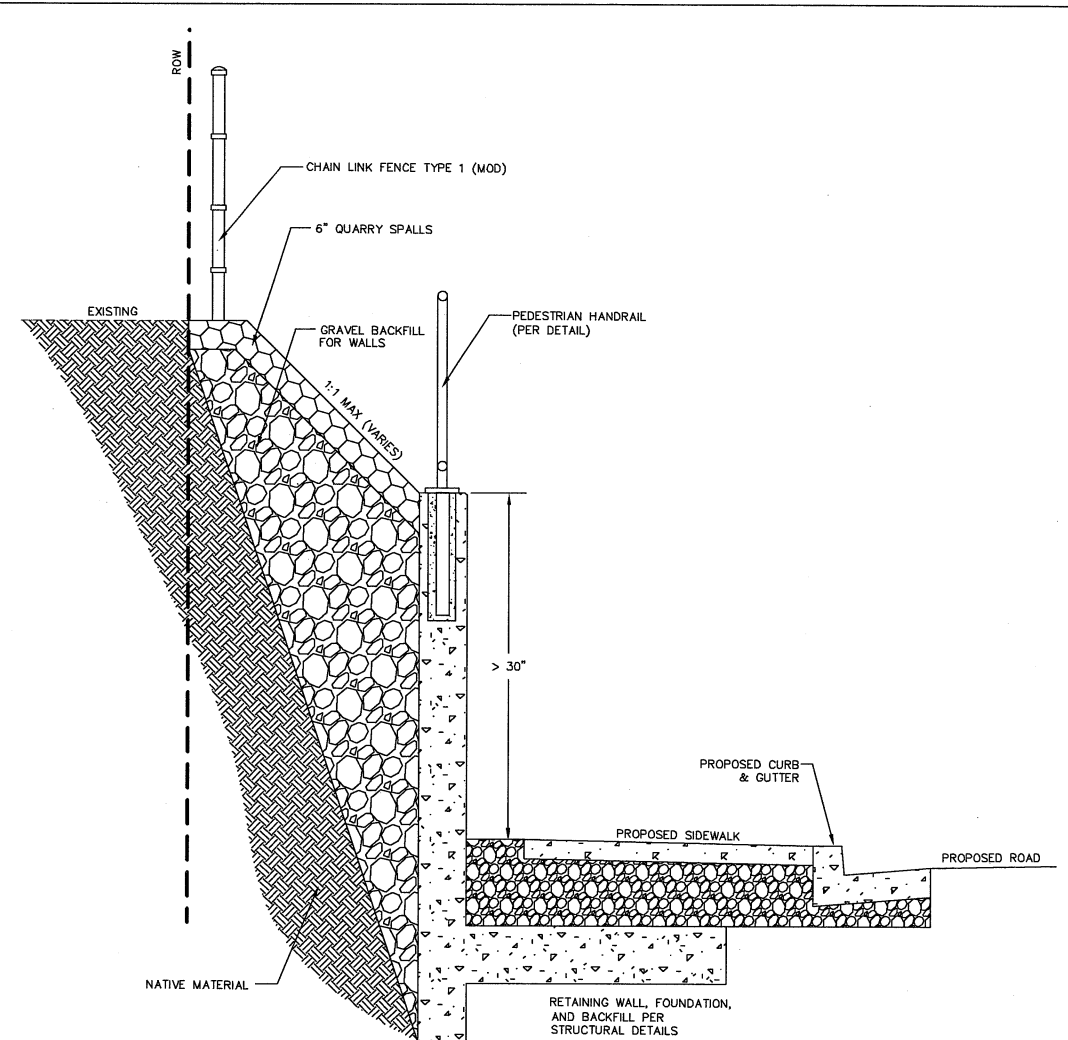
| | | | | | | | | | |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------|----------|----|----------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------|-----------------|
| DESIGNED BY LP | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687 Lynden, Washington 98264 Fax (360) 354-0407 | NO. | DATE | REVISION | BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET STREET IMPROVEMENTS WALL PLAN AND PROFILE, ALT A1 | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY MLK | | SCALE H:1"=20' V:1"=2' | | | | | | SHEET 15 | |
| CHECKED BY | | | | | | | | | |

P:\Projects\08018\dwg\08018_SP1.dwg, WALL P&P, 7/21/2010 4:11:30 PM



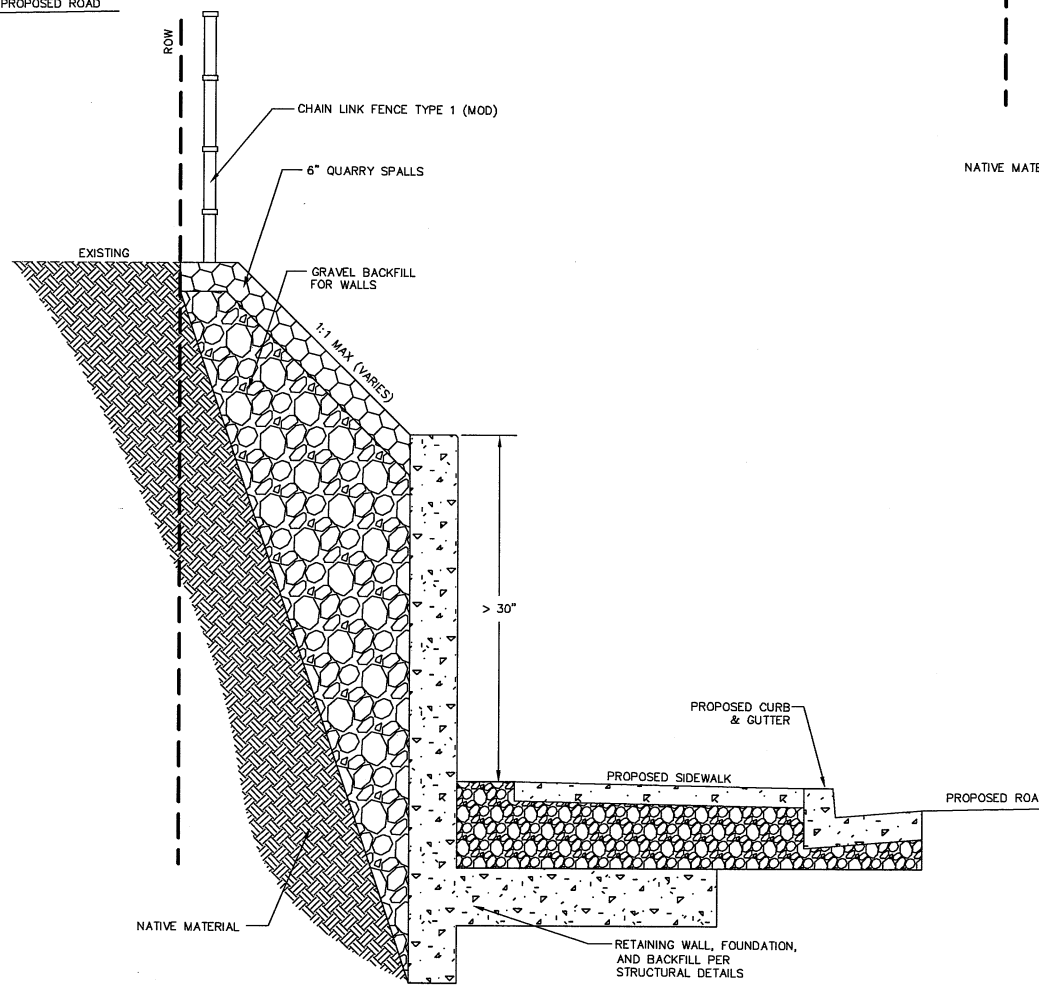
ALT. A1 RETAINING WALL EAST (STA: 0+00 - 0+85)

NTS



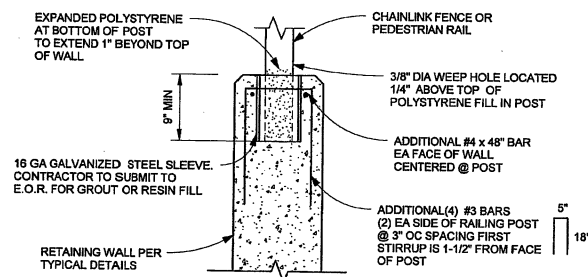
ALT. A1 RETAINING WALL WEST (STA: 0+73 - 0+90)

NTS



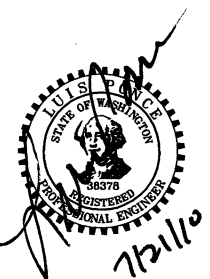
ALT. A1 RETAINING WALL WEST (STA: 0+90 - 1+90)

NTS



kingworks
CONSULTING ENGINEERS, PLLC
200 FRANKLIN STREET
SELENAWASH WA 98225
360-714-0000
WWW.KINGWORKS.US

| CHAINLINK POST DETAIL | |
|------------------------------------|--------------------|
| Ferdale Main Street Retaining wall | |
| Project number | 10028 |
| Date | 7/20/10 |
| Drawn by | KQH |
| Checked by | JRK |
| Scale | 1 1/2" = 1'-0" |
| | 10/08/08 243.25 PM |



ALTERNATE A1

DESIGNED BY LP
DRAWN BY MLK
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS

PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

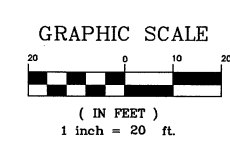
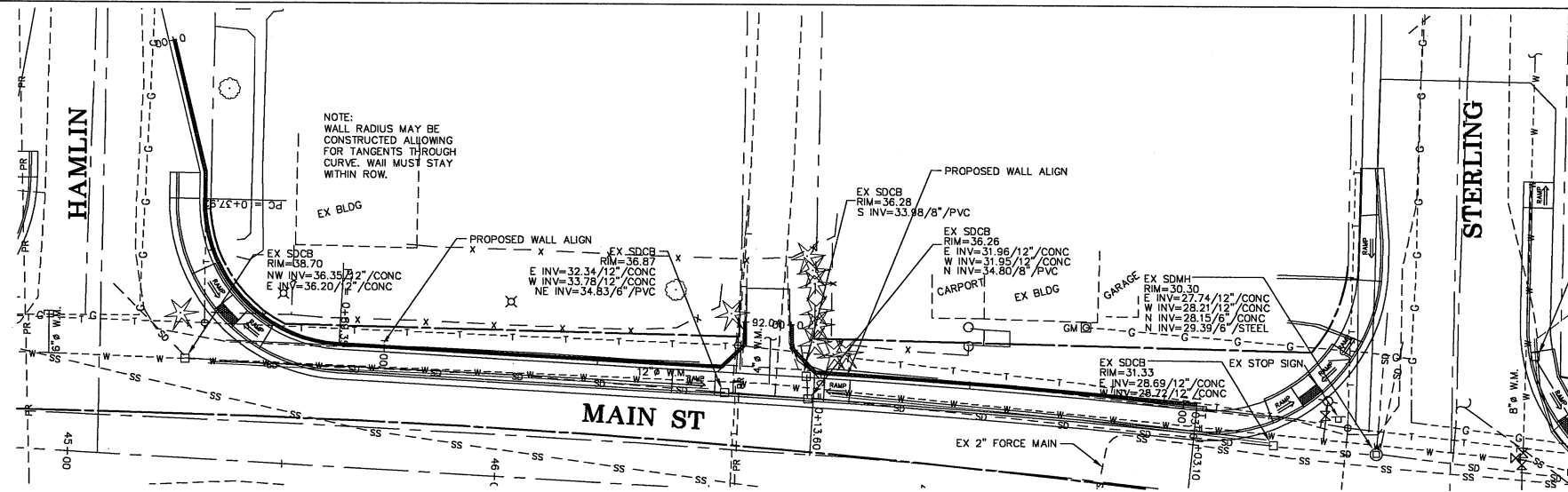
| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

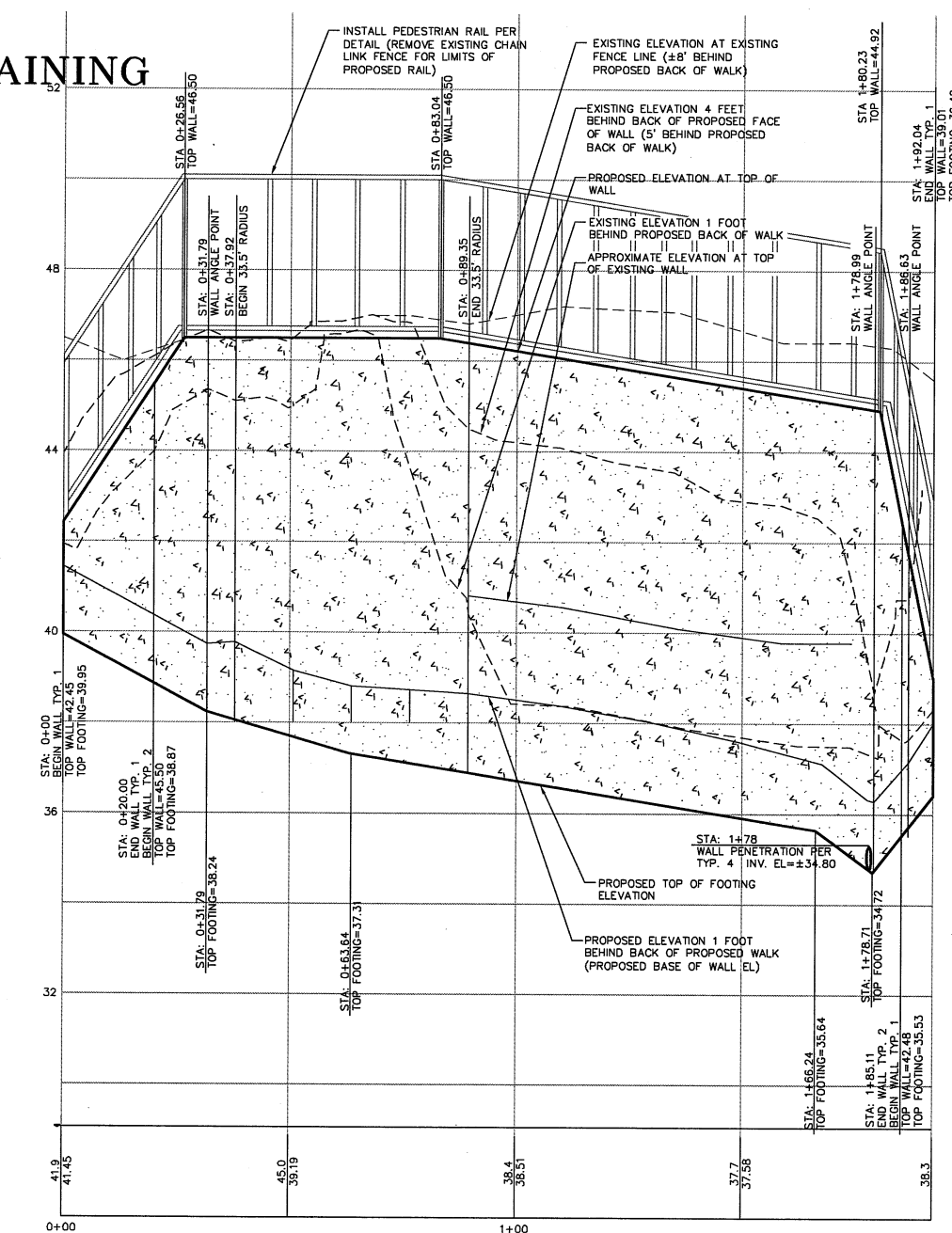
MAIN STREET
STREET IMPROVEMENTS
WALL SECTIONS, ALT A1

| JOB# / DWG | DATE |
|-----------------|---------|
| 08018 08018_SP1 | 7-21-10 |
| SCALE | SHEET |
| H:n/a v:n/a | 16 |

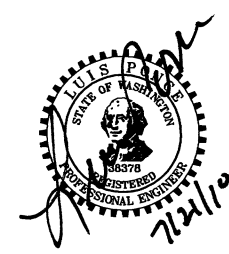
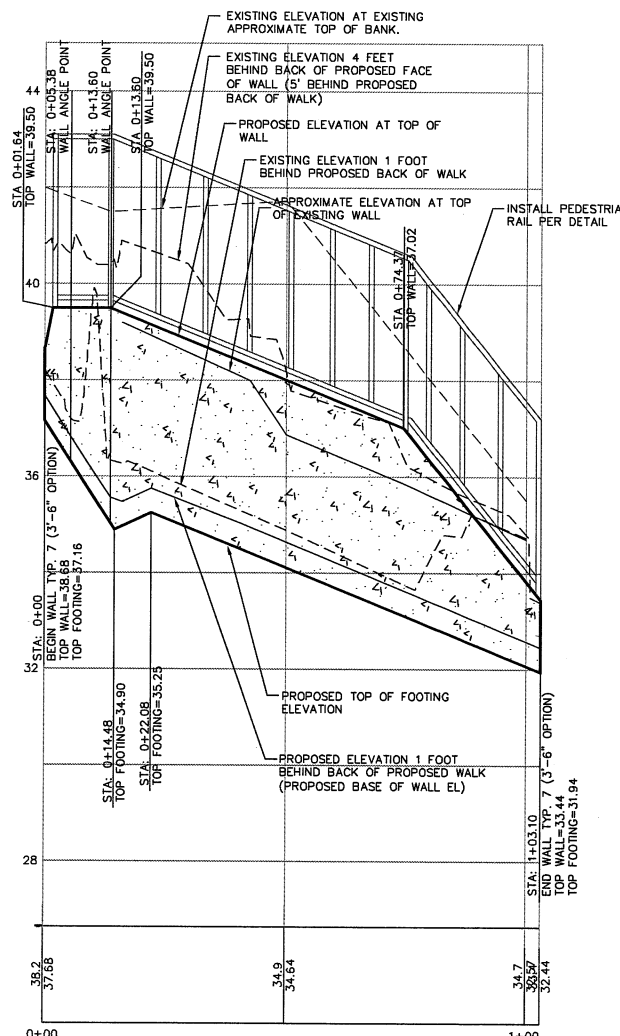
ALTERNATE A2



ALT A2 RETAINING WALL WEST

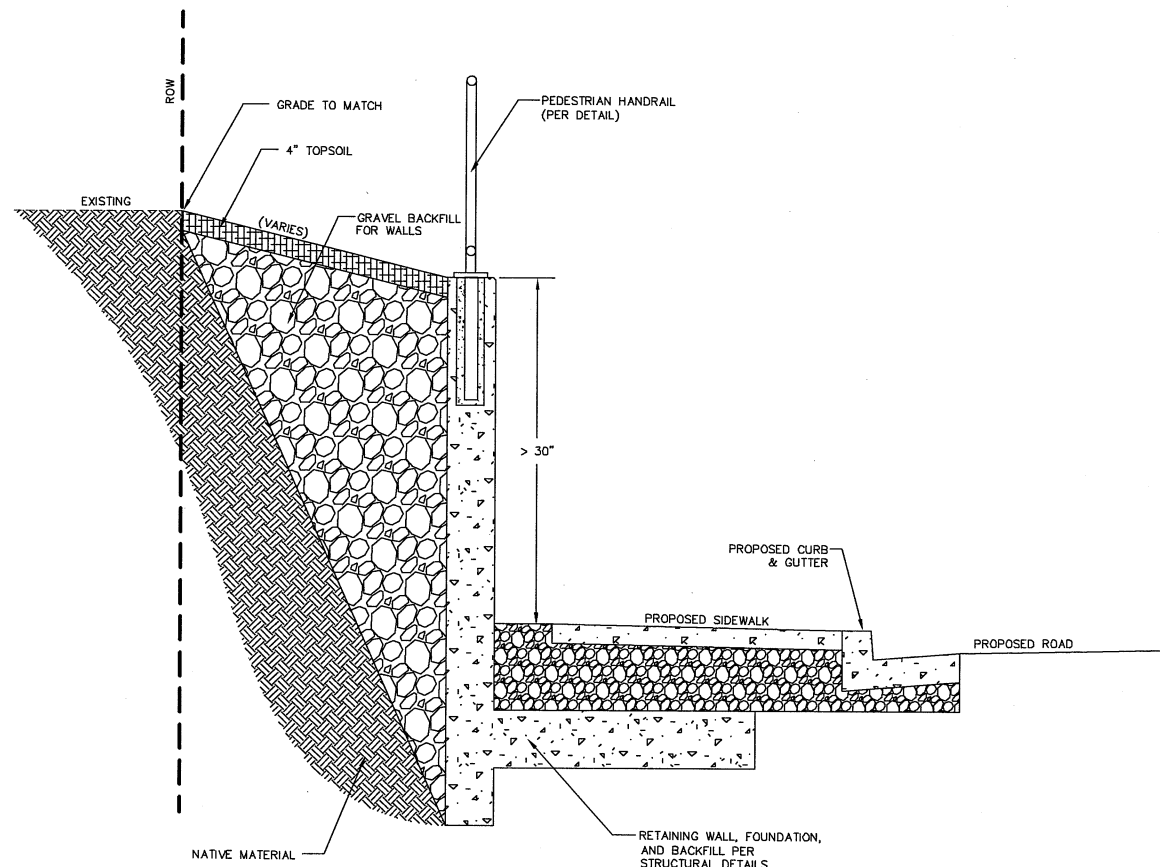


ALT A2 RETAINING WALL EAST

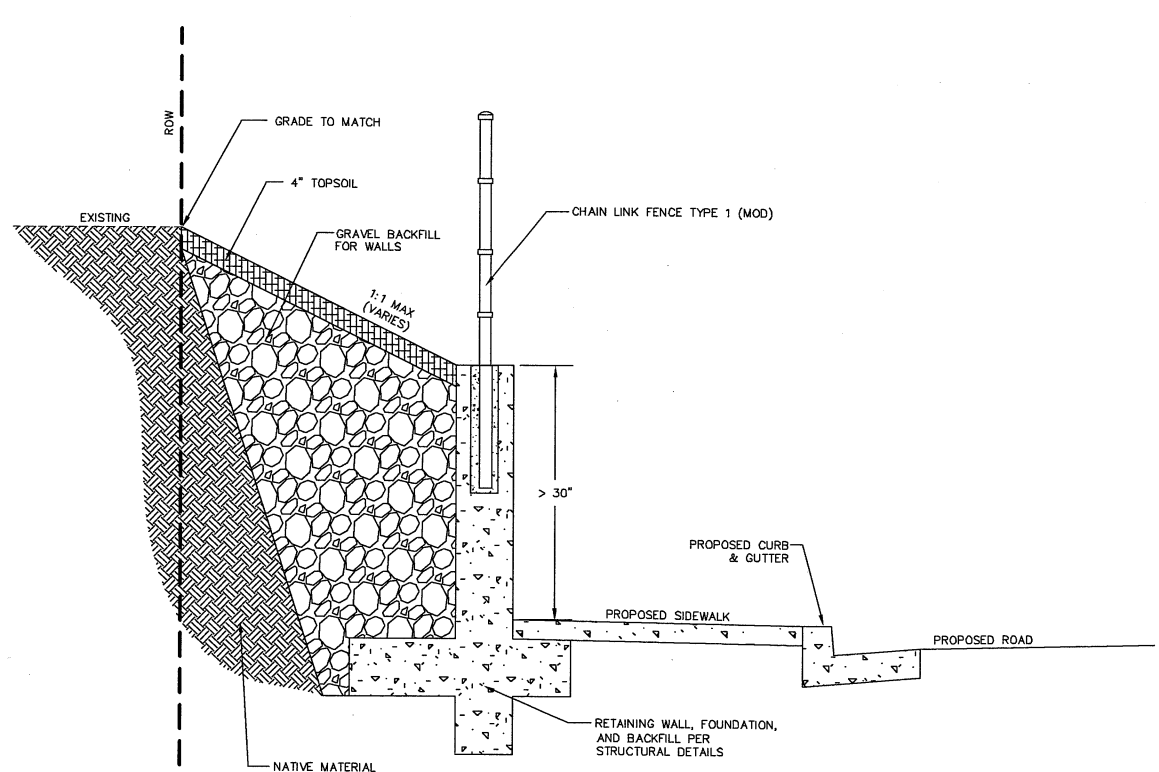


P:\Projects\08018\dwg\08018_SP1.dwg, WALL P&P, 7/22/2010 7:57:29 AM

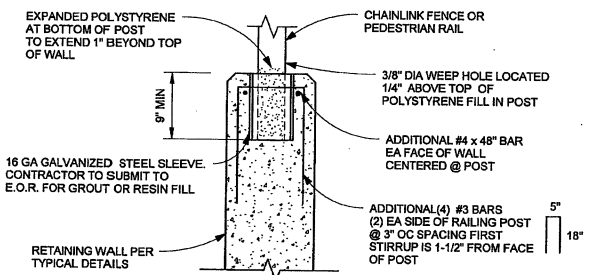
| | | | | | | | | | |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------|----------|----|----------------------------------------------------|---------------------------------------------------------------------|-------------------------------|-----------------|
| DESIGNED BY LP | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Lynden, Washington 98264 Ph (360) 354-3687 Fax (360) 354-0407 | NO. | DATE | REVISION | BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET STREET IMPROVEMENTS WALL PLAN AND PROFILE, ALT A2 | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY MLK | | SCALE H: 1" = 20' V: 1" = 2' | SHEET | | 17 | | | | |
| CHECKED BY | | | | | | | | | |



ALT. A2 RETAINING WALL WEST (STA: 0+00 - 1+92)
NTS



ALT. A2 RETAINING WALL EAST (STA: 0+01.64 - 1+03.10)
NTS



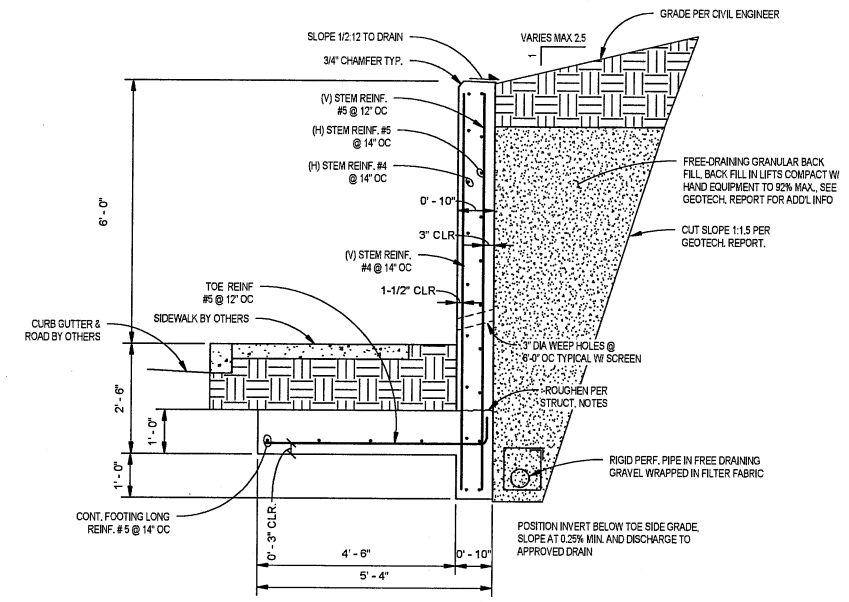
| | | |
|-------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------|
| kingworks CONSULTING ENGINEERS, PLLC 200 FRANKLIN ST. STE 10 BELLEVUE, WA 98005 206-714-8200 www.kingworks.us | CHAINLINK POST DETAIL Ferndale Main Street Retaining wall | |
| | Project number: 10026 Date: 7/20/10 Drawn by: KGH Checked by: JPK | S-2 Scale: 1/2" = 1'-0" 7/21/10 3:42:39 PM |



ALTERNATE A2

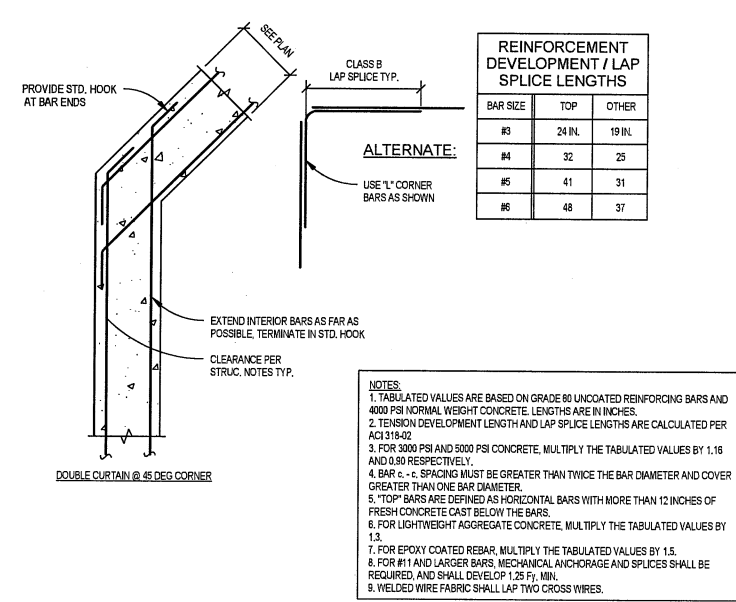
P:\Projects\08018\dwg\08018_SP1.dwg, WALL P&P, 7/21/2010 4:11:46 PM

| | | | | |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------|
| DESIGNED BY: LP DRAWN BY: MLK CHECKED BY: | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Lynden, Washington 98264 Ph (360) 354-3687 Fax (360) 354-0407 | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET STREET IMPROVEMENTS WALL SECTIONS, ALT A2 | JOB# / DWG: 08018 08018_SP1 SCALE: n/a v.n/a DATE: 7-21-10 SHEET: 18 |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------|

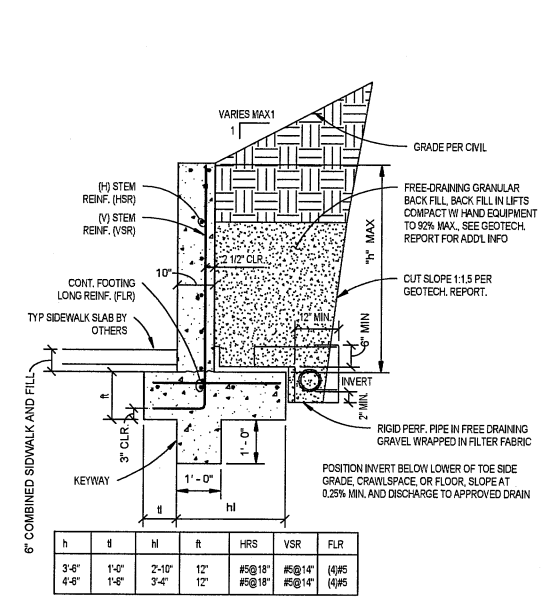


NOTE: FOOTING SHALL BE PLACED ON A 4:1 SLOPE MAXIMUM OTHERWISE NOTIFY E.O.R. FOR STEP FOOTING DETAIL

1 TYPICAL RETAINING WALL 6'-0" HEIGHT N.T.S.

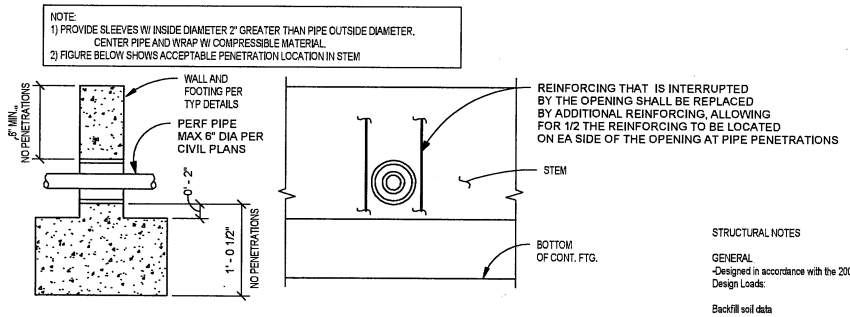


2 TYP. BARRIER WALL CORNER REINFORCING DETAIL 1 N.T.S.

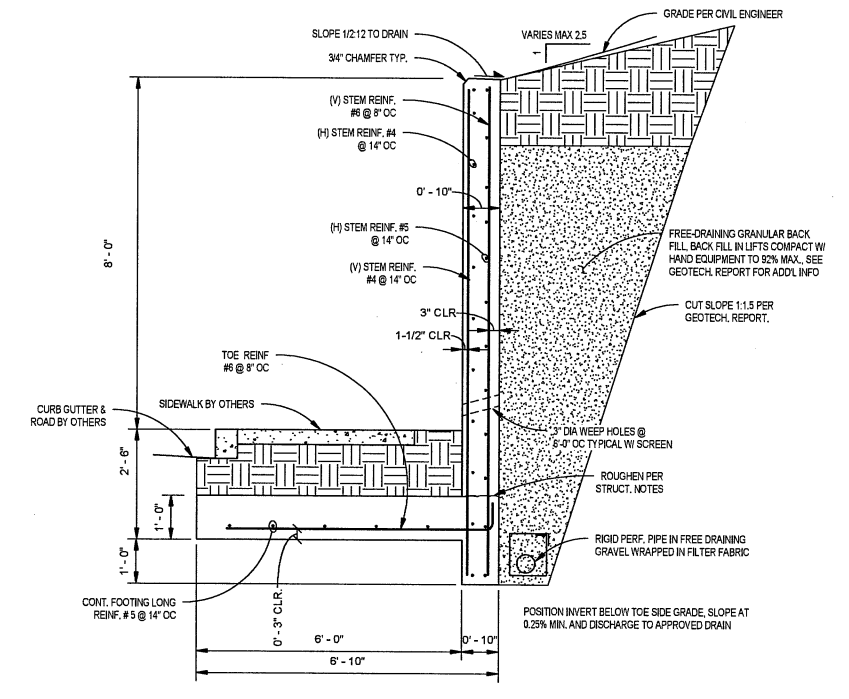


NOTE: FOOTING SHALL BE PLACED ON A 4:1 SLOPE MAXIMUM OTHERWISE NOTIFY E.O.R. FOR STEP FOOTING DETAIL

3 TYPICAL RETAINING WALL MAX HEIGHT 4'-6" N.T.S.



4 TYPICAL PIPE AND CONDUIT PENETRATIONS THRU. FOOTING N.T.S.



NOTE: FOOTING SHALL BE PLACED ON A 4:1 SLOPE MAXIMUM OTHERWISE NOTIFY E.O.R. FOR STEP FOOTING DETAIL

5 TYPICAL RETAINING WALL 8'-0" HEIGHT N.T.S.

STRUCTURAL NOTES

GENERAL
Designed in accordance with the 2006 International Building Code (IBC)
Design Loads:
Backfill soil data
Soil Unit Weight = 115 pcf
K_o = 0.5
Surcharge load applied as 30% of 150 pcf as a lateral pressure on back of retaining wall
Allowable coefficient of base friction = 0.25

FOUNDATION AND SUBGRADE
-Soil Allowable Bearing Pressure: 2500 PSF (no increase when subjected to wind or seismic loadings).
-See Test geotechnical report dated March 31, 2010 for subgrade preparation, backfill, compaction. All provisions of the geotechnical report shall be enacted by the Contractor.
-Verify sizes, slopes and locations of tunnels, electrical cells, pits, pipes, floor drains, trenches and floor recesses with architectural, mechanical and electrical contractors.
-Pipes are not to pass through or beneath footings except as shown in specific details.
-All footings shall be centered below columns and walls, unless dimensioned otherwise.

REINFORCED CONCRETE
-Materials
-Concrete @ 28 days (56 days OK for fly ash or slag concrete):
f_c w/cm COARSE AGG. FLY ASH SLAG TOTAL FLY ASH + SLAG
(psi) (max) (max) (% substituted, by mass)
Footings 4000 0.42 1-1/2" 0-25% 20-40% 45% MAX.
Walls 4000 0.42 1-1/2" 0-25% 20-40% 45% MAX.


-Cement Type I or II per ASTM C150 (Type III OK for precast)
-Fly Ash, Class F per ASTM C618.
-Slag: GGBF Slag per ASTM C689 Grade 100 minimum.
-Concrete exposed to weather shall have air entrainment as follows:
COARSE AGG. AIR CONTENT (+/-1.5%)
3/4" - 1" 6.0%
-Reinforcing Steel ASTM A615, Grade 60 typical

6 STRUCTURAL NOTES N.T.S.

-All reinforcing steel lap splices are to be Class B per typical schedule unless noted otherwise.
-Horizontal reinforcing steel in walls and wall footings shall be continuous around corners, same size and spacing. At intersections of walls or footings, extend all bars as far as possible into continuous element and terminate with standard hook.
-Provide clear cover from outermost reinforcing to surface of concrete in accordance with following schedule:
EXPOSURE/ELEMENTS BAR SIZE CLEAR COVER
All Elements Cast against and permanently exposed to earth/Wall #6 to #18 3"
All Elements Formed, exposed to earth or weather #6 to #18 2"
#5 or smaller 1-1/2"
#11, #18 1-1/2"
#5 or smaller 3/4"
Slabs, Walls, Joists Not exposed to weather or in contact w/ ground #5 to #18 1-1/2"
#11 or smaller 3/4"
Beams, Columns (longitudinal, hoops, ties, stirrups, spirals) All 1-1/2"

- Provide all accessories, chains, spacer bars and supports necessary to secure steel in accordance with ACI Code of Standard Practice.
- Chamfer all exposed corners and edges above grade per the architect.
- Do not strip forms until concrete has reached adequate strength.
- Furnish and place all sleeves and openings as shown on the drawings or as specified.
- All reinforcing shall be shop fabricated, except #3 or #4 bars may be field bent. Bend bars only one time in any location, do not rebound.
- All hooked bars shall be a standard ACI shop fabricated hook unless noted otherwise.
- All concrete work shall conform to ACI 301 unless noted otherwise.

| Revision Schedule | | |
|-------------------|-----|-------------|
| Date | No. | Description |
| | | |

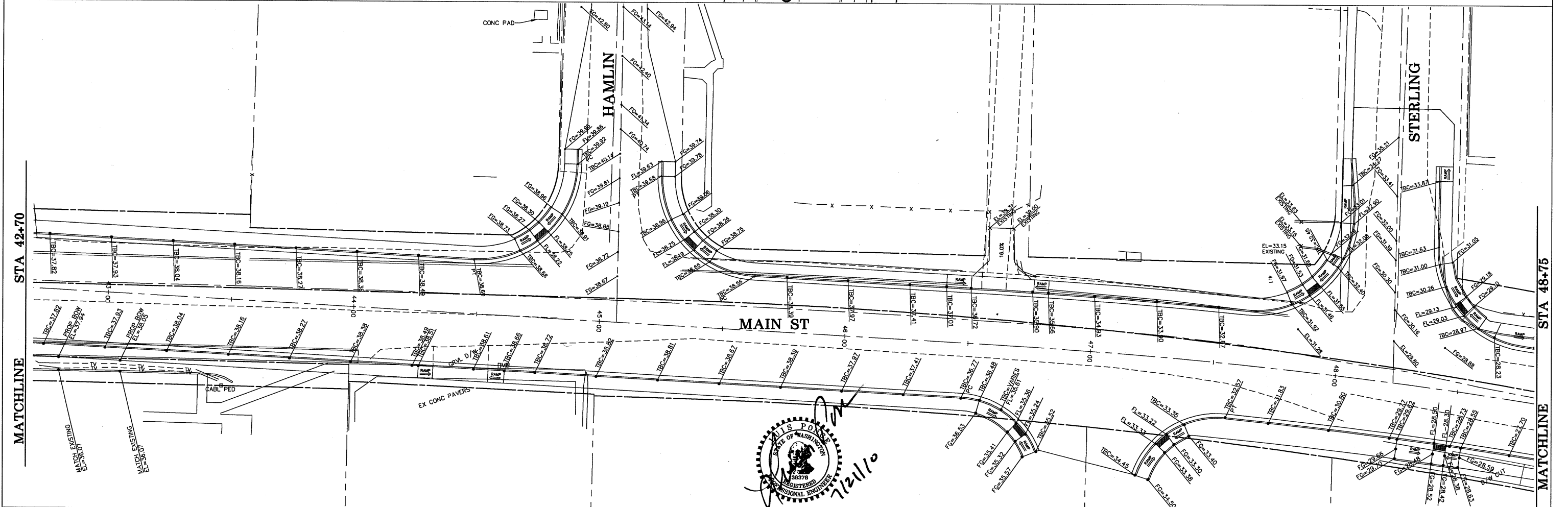
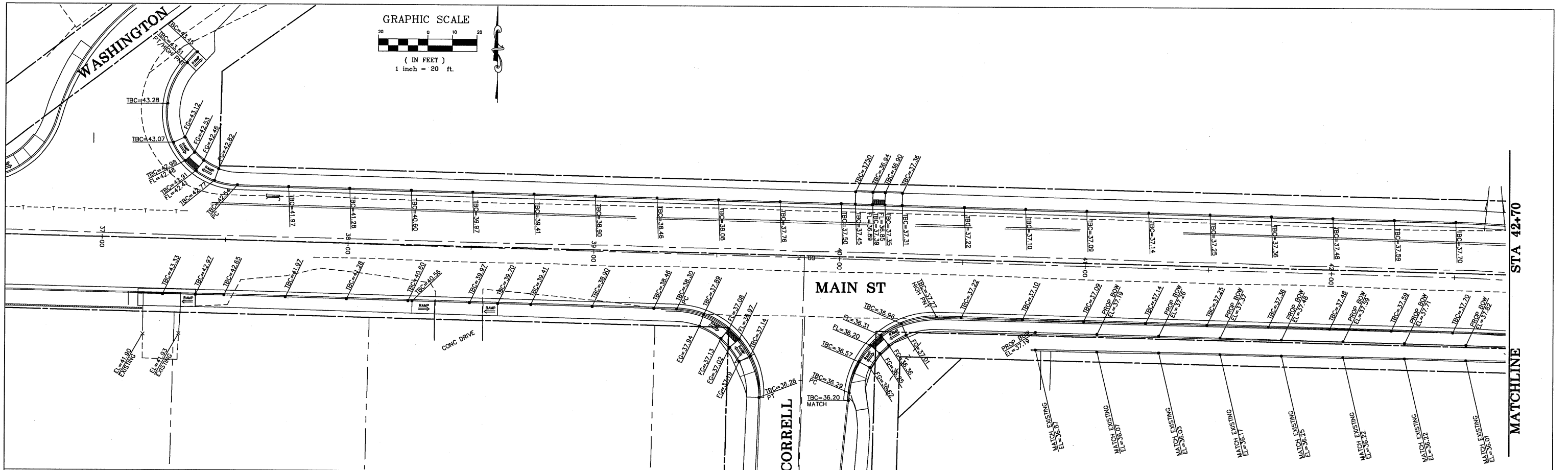


Femdale Main Street Retaining wall
FEMDALE WA MAIN STREET BETWEEN HAMILIN & STEELING IN CITY ROW
WALL SECTIONS & DETAILS

JOB No: 10026
DATE: 7/20/10
DRAWN BY: KQH
CHECKED BY: KQH

SHEET: S-1
© copyright King 2009

P:\Projects\08018\dwg\08018_SP1.dwg, GRADING, 7/22/2010 8:03:20 AM



DESIGNED BY
LP
DRAWN BY
MLK
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

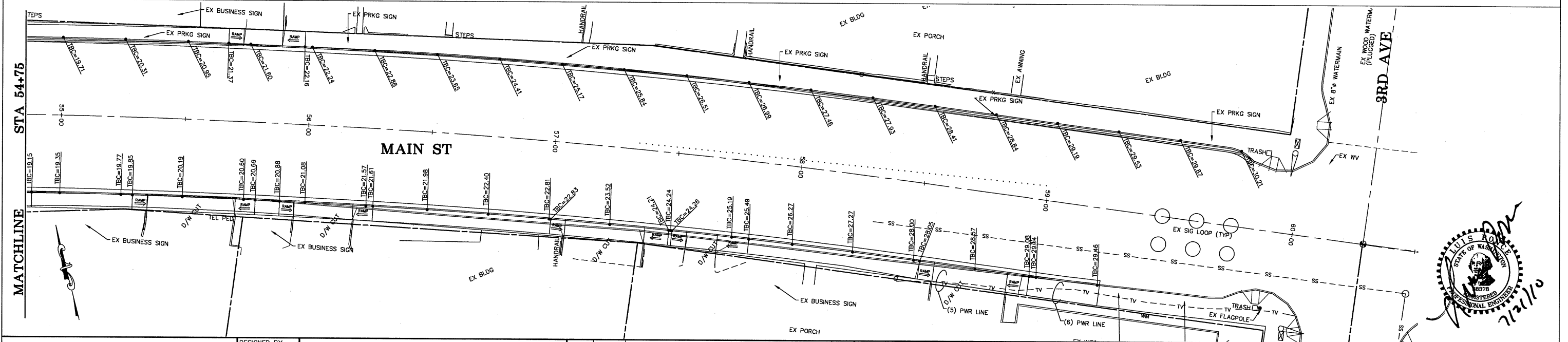
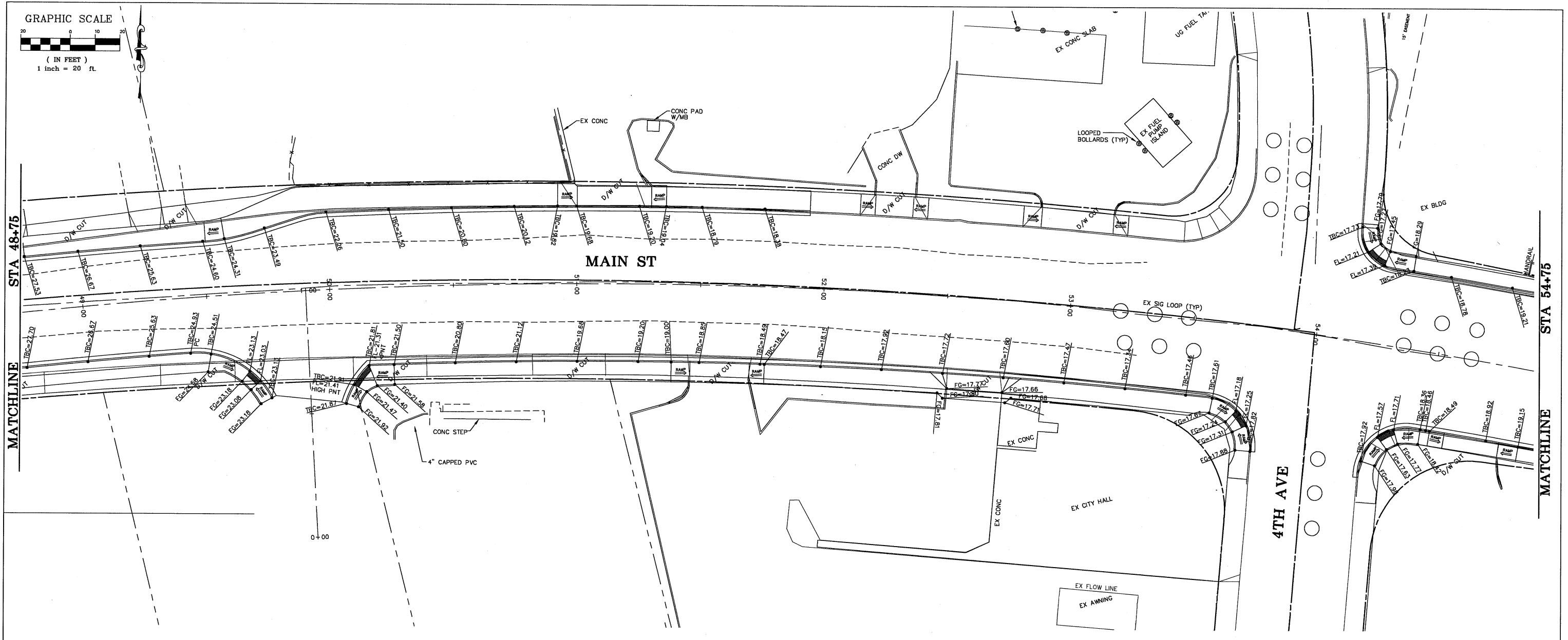
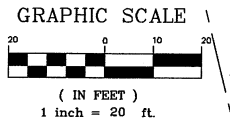
| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

MAIN STREET
STREET IMPROVEMENTS
GRADING PLAN STA 37+00 TO 48+75

JOB # / DWG
08018 08018_SP1
SCALE
1/4" = 20' v n/a

DATE
7-21-10
SHEET
20



P:\Projects\08018\dwg\08018_SP1.dwg, GRADING, 7/22/2010 8:03:35 AM

DESIGNED BY
LP
DRAWN BY
MLK
CHECKED BY



REICHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

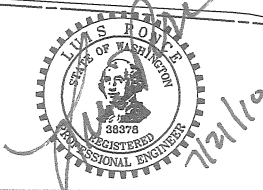
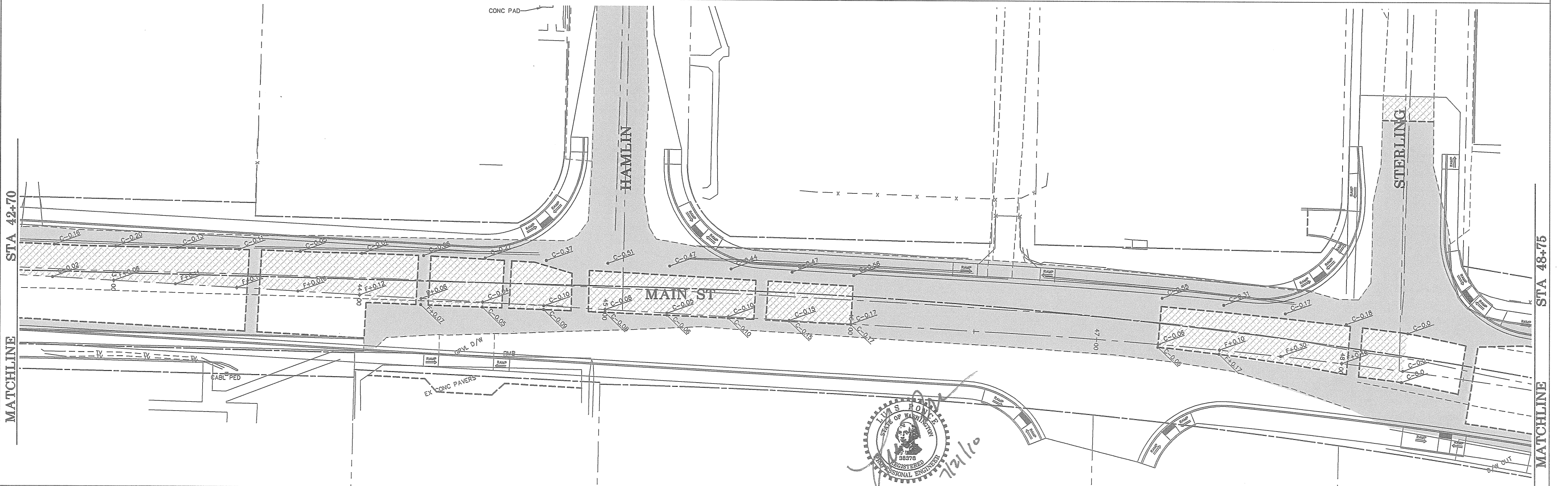
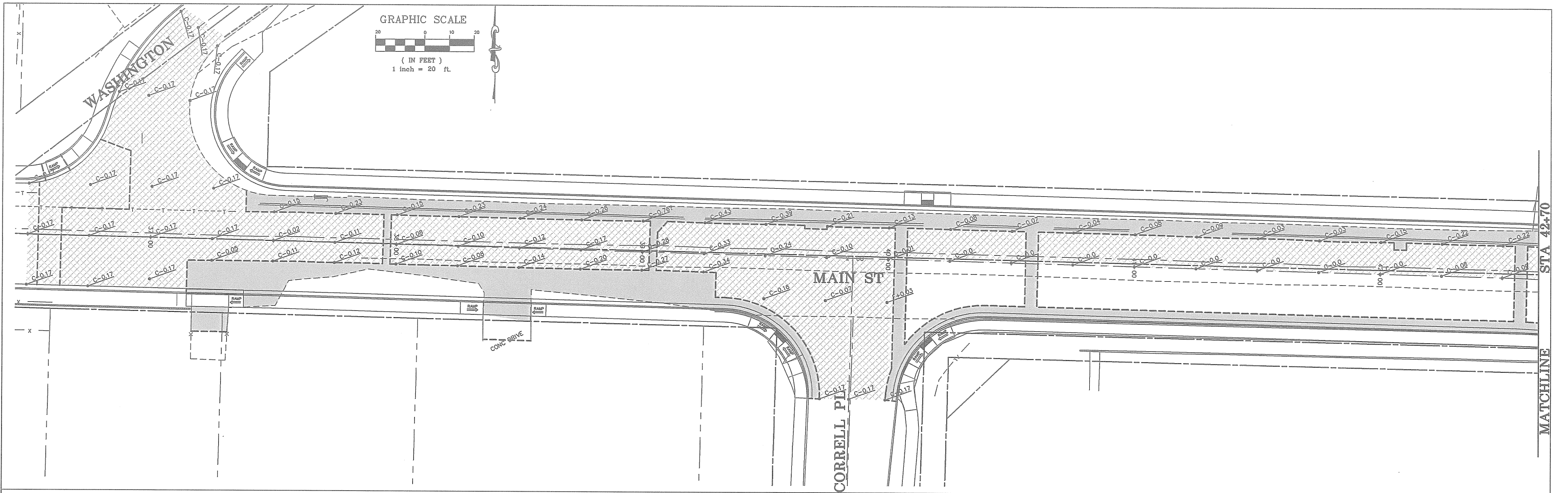
CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248


MAIN STREET
STREET IMPROVEMENTS
GRADING PLAN STA 48+75 TO 60+25

| | | | |
|-------------|-----------------|-------|---------|
| JOB # / DWG | 08018 08018_SP1 | DATE | 7-21-10 |
| SCALE | H:1"=20' v:n/a | SHEET | 21 |

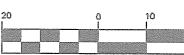


P:\Projects\08018\dwg\08018_SP1.dwg, GRIND-GRADE, 7/22/2010 7:45:02 AM

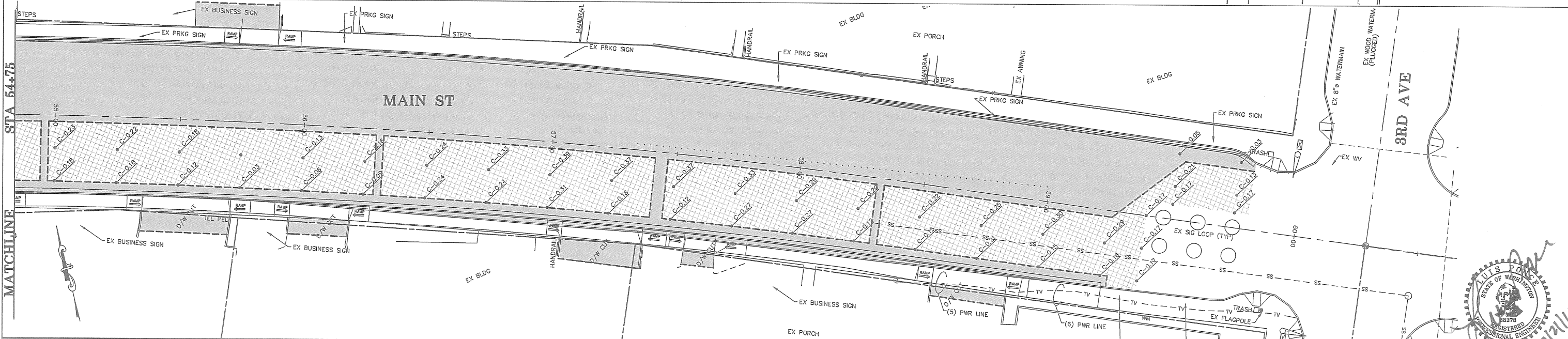
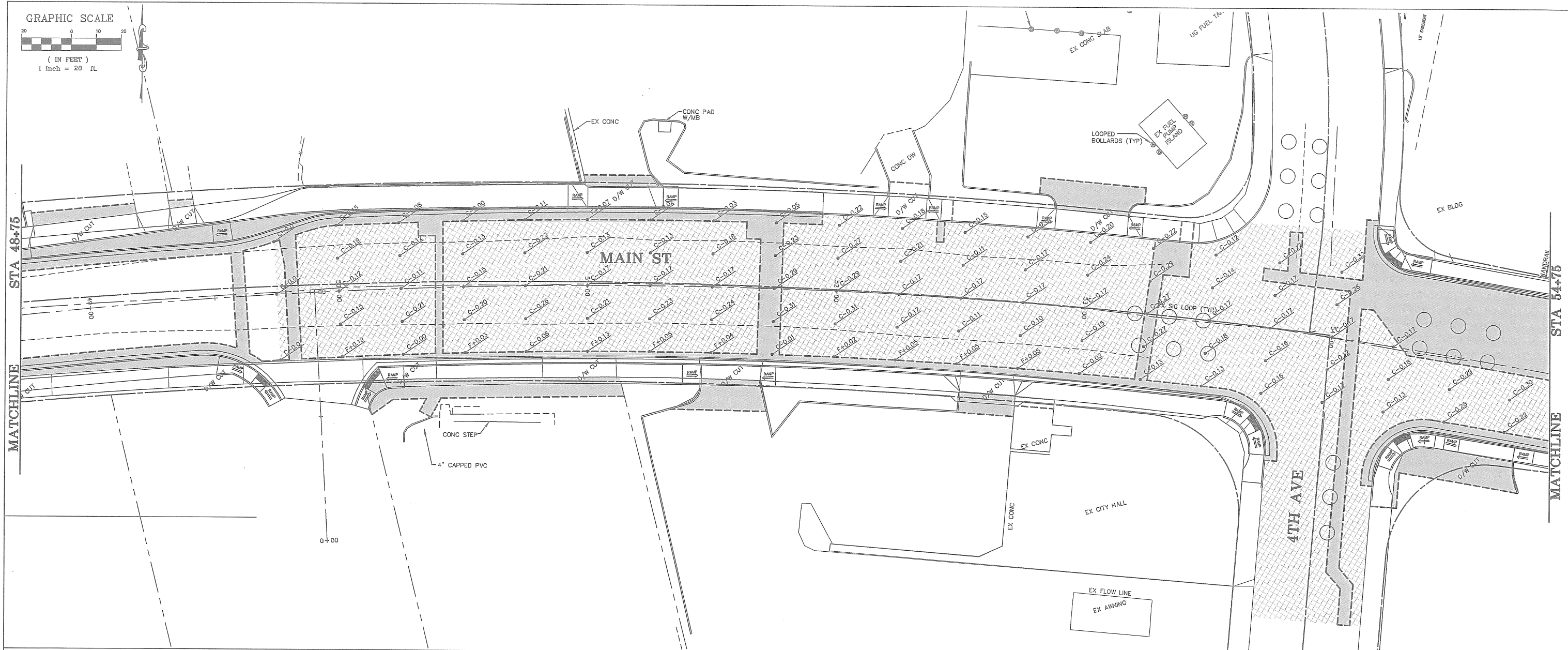


| | | | | | | | | | |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------|----------|----|----------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------|-----------------|
| DESIGNED BY LP |  REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687 Lynden, Washington 98264 Fax (360) 354-0407 | NO. | DATE | REVISION | BY | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET STREET IMPROVEMENTS GRINDING PLAN STA 37+00 TO 48+75 | JOB# / DWG 08018 08018_SP1 | DATE 7-21-10 |
| DRAWN BY NZ | | SCALE 1"=20' v.n/a | | | | | | SHEET | |
| CHECKED BY | | | | | | | | 22 | |

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft



DESIGNED BY
LP
DRAWN BY
NZ
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS

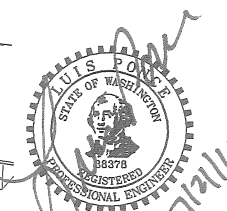
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

MAIN STREET
STREET IMPROVEMENTS
GRINDING PLAN STA 48+75 TO 60+25

| | | | |
|------------|-----------------|-------|---------|
| JOB# / DWG | 08018 08018_SP1 | DATE | 7-21-10 |
| SCALE | H:1"=20' v:n/a | SHEET | 23 |



GRAPHIC SCALE



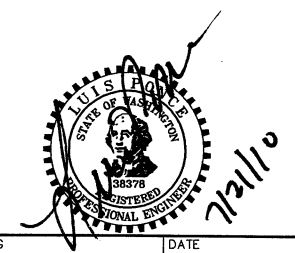
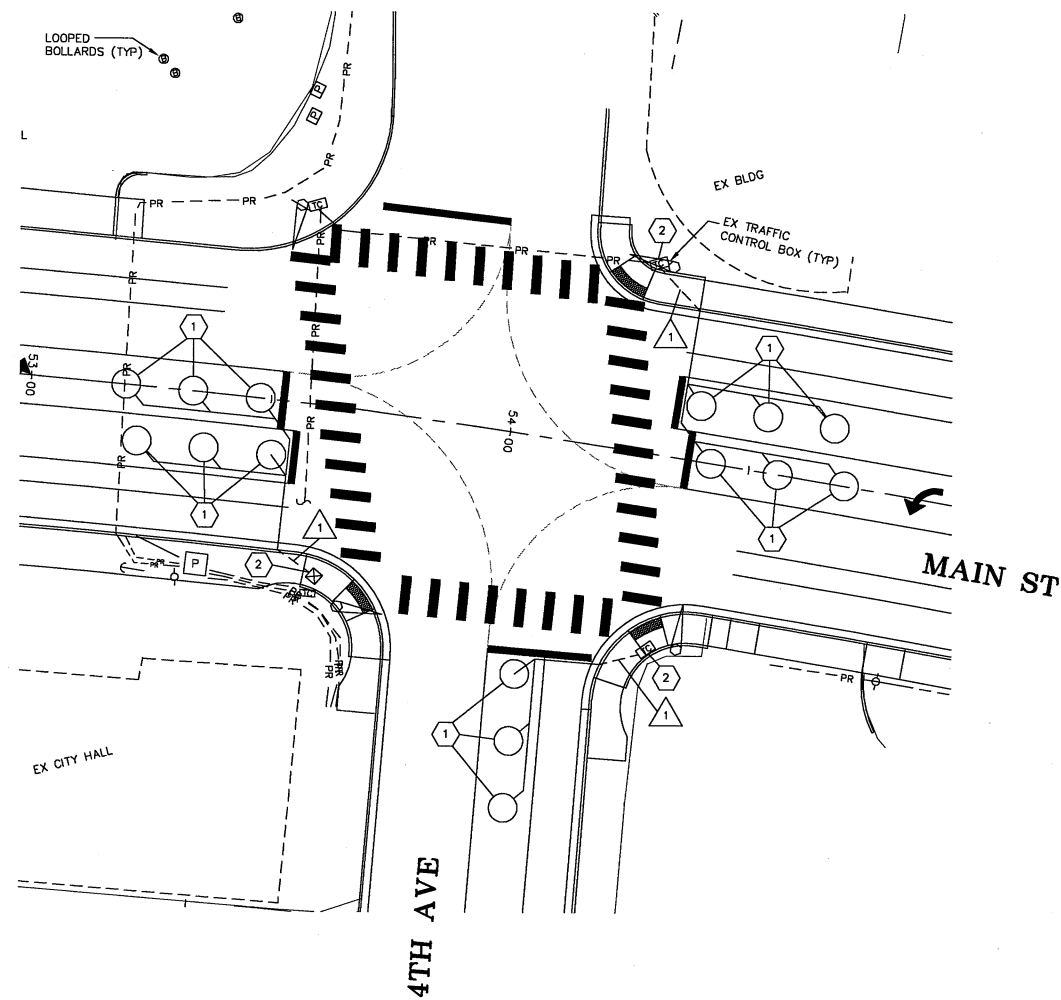
(IN FEET)
1 inch = 20 ft

CONSTRUCTION NOTES:

- 1 INSTALL TYPE 3A INDUCTION LOOP VEHICLE DETECTOR. USE WSDOT STANDARD PLANS J-8c AND J-8d.
- 2 ROUTE NEW LOOP STUBOUT CONDUIT TO EXISTING JUNCTION BOX OR USE EXISTING CONDUIT IF UNDAMAGED. SPLICE NEW LOOP WIRES TO EXISTING LEAD-IN CABLES INSIDE JUNCTION BOX.

WIRING SCHEDULE

| CONDUIT RUN | CONDUIT SIZE | NEW CONDUCTORS #12 TWISTED PAIRS | NOTES: |
|-------------|--------------|-------------------------------------|--------------------------------------------|
| 1 | 2" | 6 | EXISTING CONDUITS MAY BE USED IF UNDAMAGED |



DESIGNED BY
LP
DRAWN BY
NZ
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS

PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

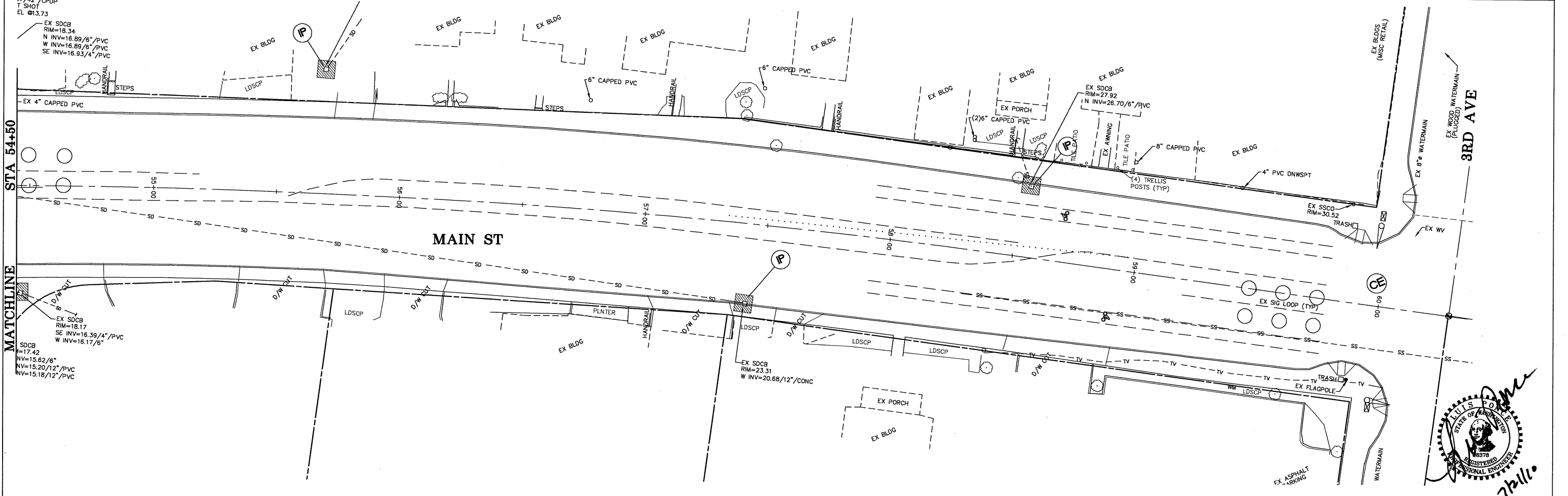
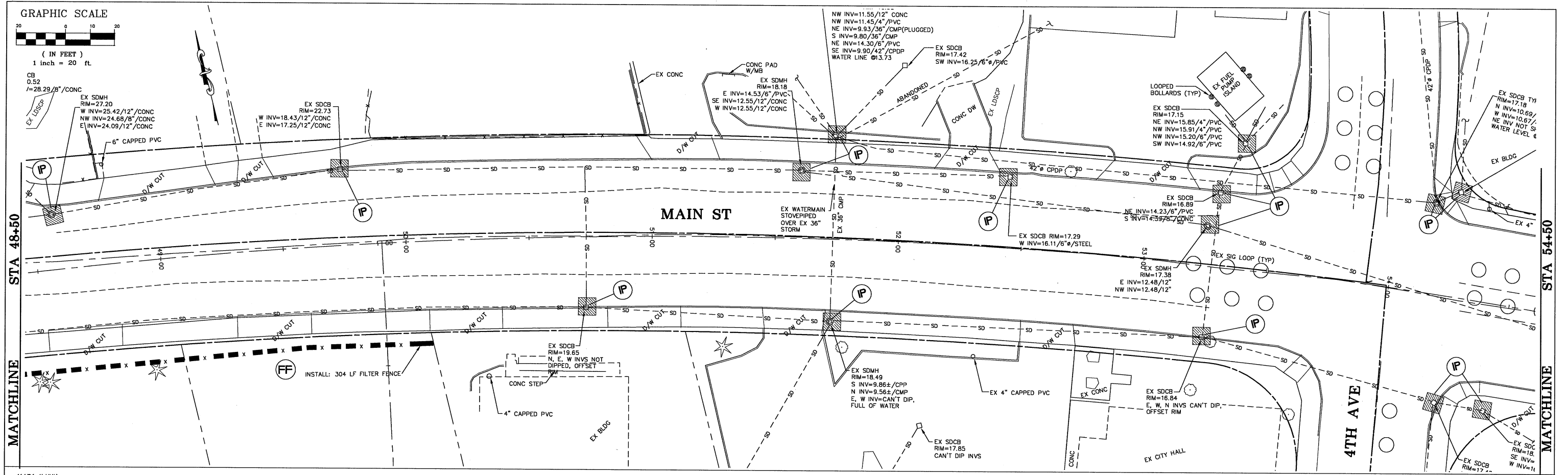
MAIN STREET
STREET IMPROVEMENTS
4th AVE AND MAIN ST. TRAFFIC LOOPS

| | | | |
|------------|------------------|-------|---------|
| JOB# / DWG | 08018 08018_ELEC | DATE | 7-21-10 |
| SCALE | H:1"=20' v:n/a | SHEET | 24 |

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft



P:\Projects\08018.dwg\08018_SP1.dwg, EC, 7/21/2010 3:03:59 PM

DESIGNED BY LP
DRAWN BY LMC
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

MAIN STREET
EROSION CONTROL PLAN
STA 48+50 TO 60+25

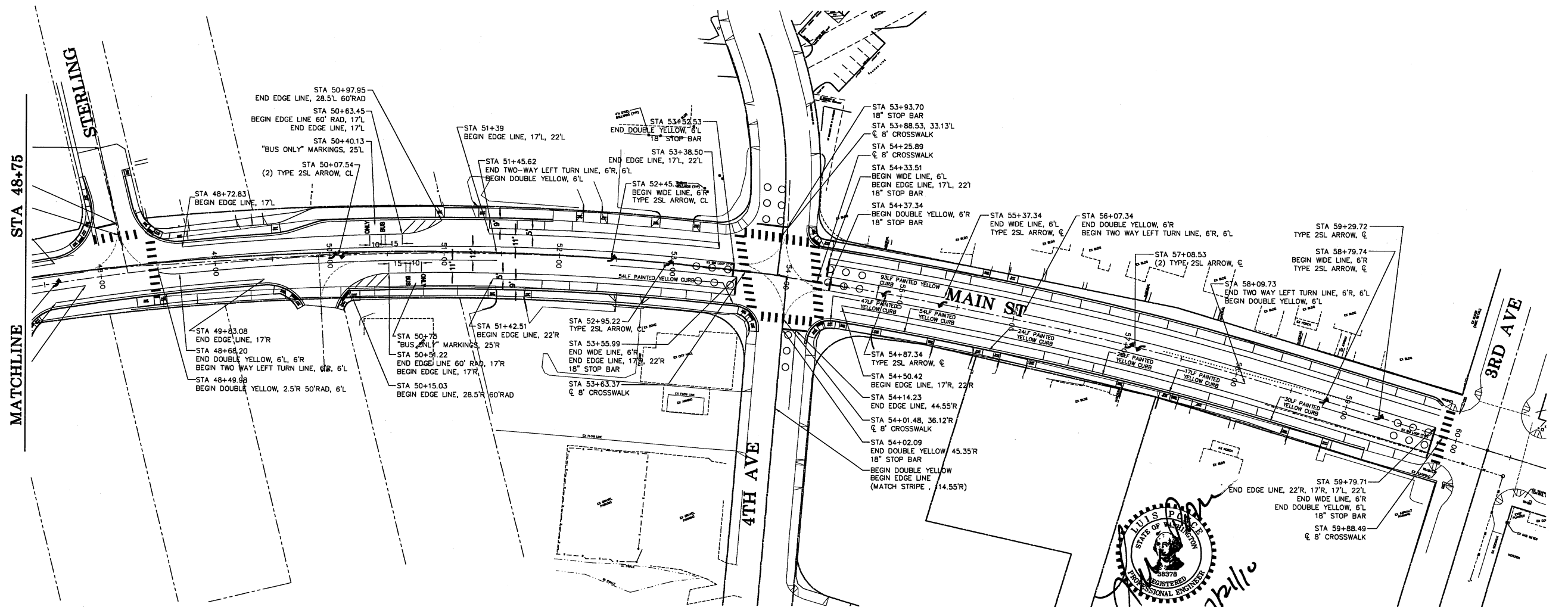
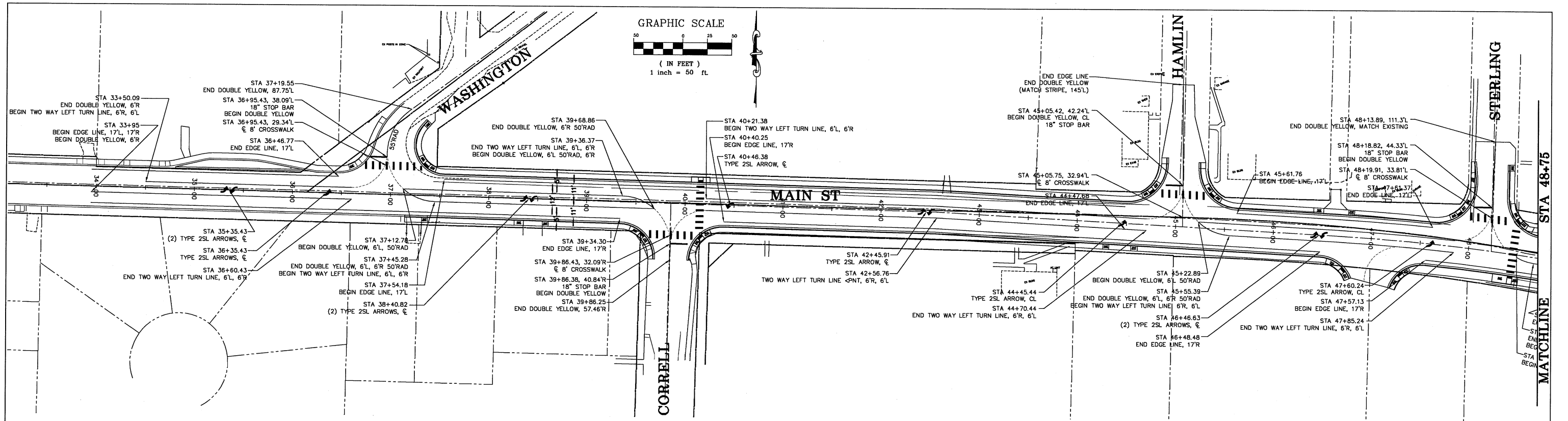
JOB# / DWG 08018 08018_SP1
SCALE H:1"=20' v:n/a

DATE 7-21-10
SHEET 27



7/21/10

P:\Projects\08018\dwg\08018_SP1.dwg, CHAN, 7/22/2010 7:28:18 AM



DESIGNED BY
LP
DRAWN BY
MLK
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS

PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

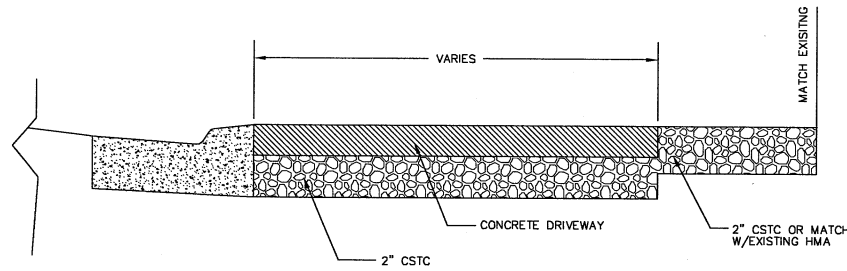
CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248



MAIN STREET
CHANNELIZATION PLANS
STA 34+00 TO 60+25

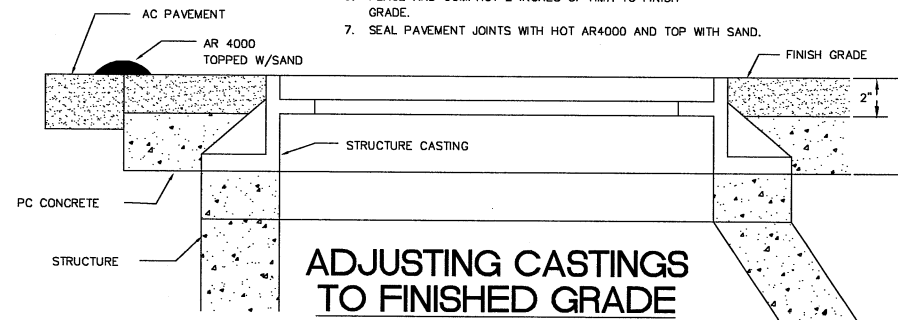
| JOB # / DWG | DATE | SHEET |
|-----------------|---------|-------|
| 08018 08018_SP1 | 7-21-10 | 28 |

SCALE: H:1"=50' v:NA



PROPOSED DRIVEWAY SECTION

NTS

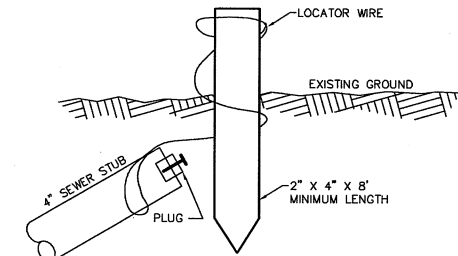


ADJUSTING CASTINGS TO FINISHED GRADE

NTS

NOTES:

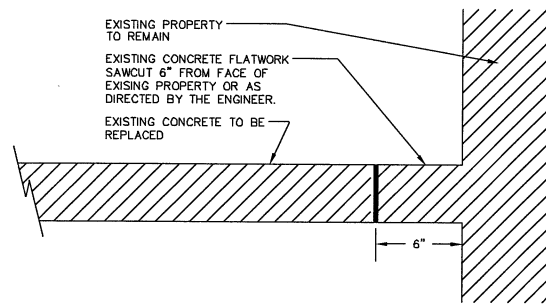
- ALL FRAMES, COVERS AND VALVE BOXES SHALL BE ADJUSTED TO FINISHED GRADE AFTER THE FINAL LIFT OF PAVING HAS BEEN COMPLETED. THE FOLLOWING PROCEDURE SHALL BE USED:
- CUT THE ASPHALT IN AN EVEN CIRCLE AROUND THE STRUCTURE CASTING TO BE ADJUSTED.
- REMOVE THE FILL MATERIAL WITHIN THE CUT PAVEMENT AREA TO 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 HMA TO FINISH GRADE.
- SEAL PAVEMENT JOINTS WITH HOT AR4000 AND TOP WITH SAND.



NOTE:
STAKE SHALL BE PAINTED GREEN WITH DEPTH TO INVERT LABELED IN WHITE PAINT.

SEWER SERVICE STAKE

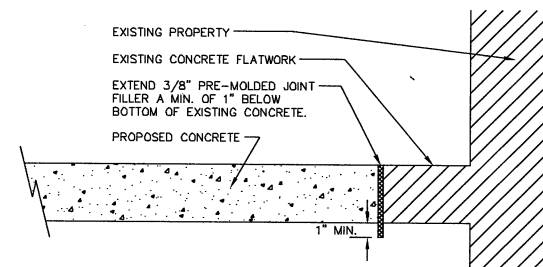
NTS



SAWCUT DETAIL WHERE EXISTING PROPERTY TO REMAIN

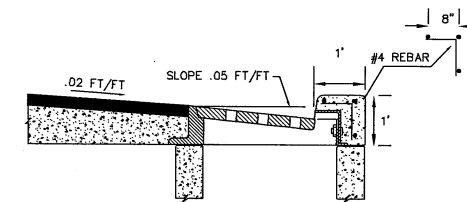
DETAIL 'A'

NTS

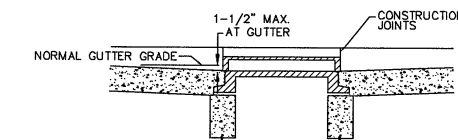


PROPOSED CONCRETE AT EXISTING CONCRETE FLATWORK WHERE EXISTING PROPERTY TO REMAIN

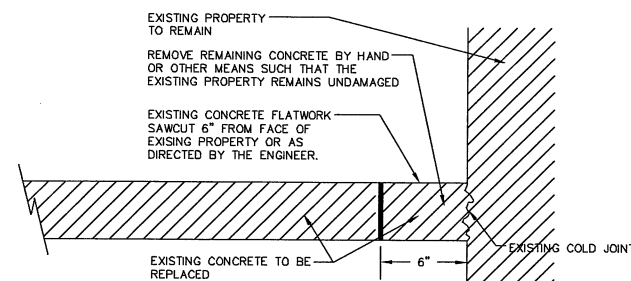
NTS



SECTION A-A



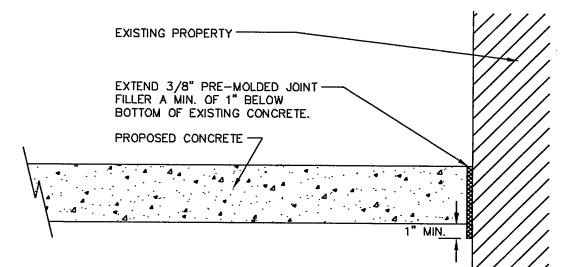
SECTION B-B



REMOVAL DETAIL WHERE ALL EXISTING FLATWORK REMOVED

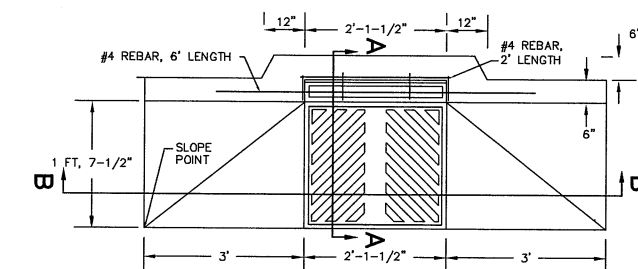
DETAIL 'B'

NTS



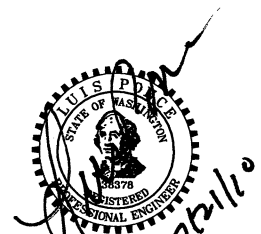
PROPOSED CONCRETE WHERE ALL EXISTING FLATWORK REMOVED

NTS



THRU CURB INLET DETAIL

NTS



DESIGNED BY
LP
DRAWN BY
LMC
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS

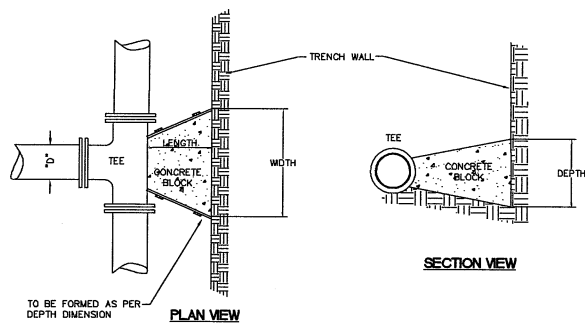
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

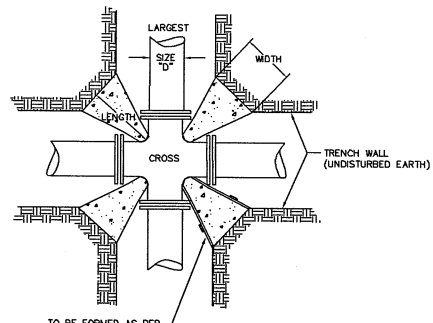
MAIN STREET
DETAILS

| JOB# / DWG | DET | DATE |
|------------|-----|---------|
| 08018 | DET | 7-21-10 |
| SCALE | | SHEET |
| n/a | n/a | 30 |



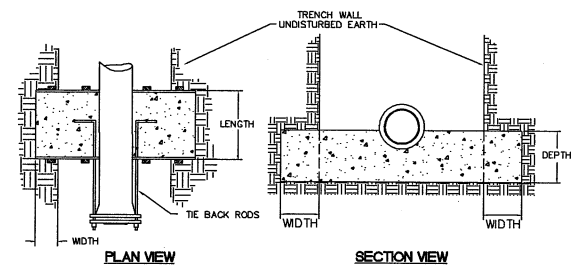
| "D" | WIDTH | DEPTH | LENGTH | VOL. |
|-----|-------|-------|--------|------|
| 6" | 1'-6" | 1'-6" | 12" | 3.0 |
| 8" | 2'-0" | 2'-0" | 12" | 4.5 |
| 10" | 2'-6" | 2'-6" | 12" | 7.0 |
| 12" | 3'-0" | 3'-0" | 18" | 14.0 |

VOL. = Approx. Volume of Blocking Material Required in cu. ft.
 SOIL BEARING CAPACITY 1500 PSF MINIMUM
 100 P.S.I. OPERATING PRESSURE



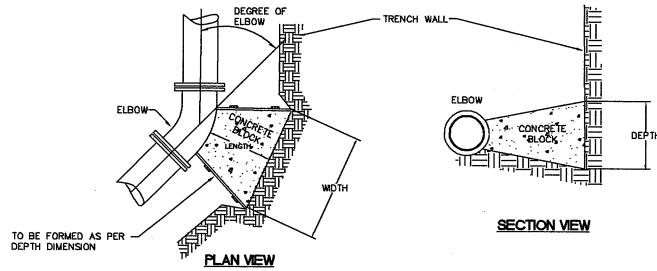
| "D" | WIDTH | DEPTH | LENGTH | VOL. | X4 blocks/joint |
|-----|-------|-------|--------|------|-----------------|
| 6" | 1'-0" | 1'-0" | 12" | 0.63 | 2.50 cu ft. |
| 8" | 1'-3" | 1'-3" | 12" | 1.00 | 4.01 cu ft. |
| 10" | 1'-6" | 1'-6" | 12" | 1.63 | 6.50 cu ft. |
| 12" | 1'-9" | 1'-9" | 18" | 3.05 | 12.19 cu ft. |

VOL. = Approx. Volume of Blocking Material Required in cu. ft.



| "D" | WIDTH | DEPTH | LENGTH | *VOL. | # OF RODS | ROD DIA. |
|-----|-------|-------|--------|-------|-----------|----------|
| 6" | 1'-6" | 1'-6" | 12" | 7.5 | 2 | 1/2" |
| 8" | 2'-0" | 2'-0" | 18" | 20.0 | 2 | 5/8" |
| 10" | 2'-6" | 2'-6" | 24" | 37.5 | 2 | 3/4" |
| 12" | 2'-9" | 2'-9" | 24" | 44.0 | 4 | 3/4" |

*VOL. = Approx. Volume of Blocking Material Required in cu. ft.
 RODS: A36 STEEL MINIMUM

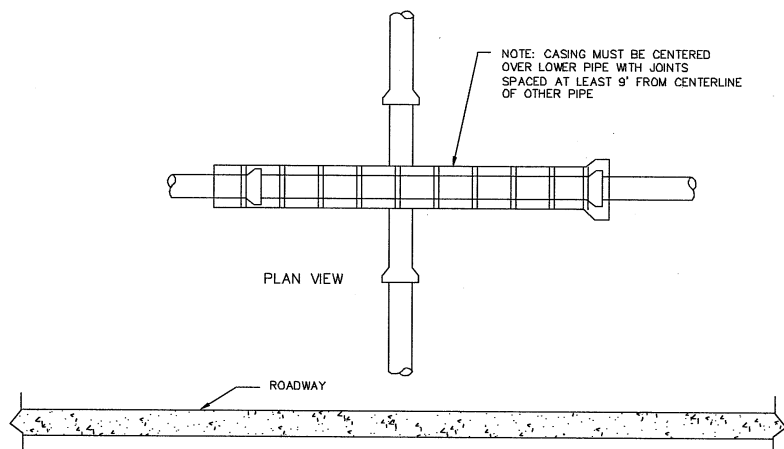


| SIZE | LENGTH | 11 1/4" | 22 1/2" | 45" | 90" |
|------|--------|---------|---------|------|-------|
| 6" | 1'-0" | 0.63 | 1.26 | 2.52 | 5.04 |
| 8" | 1'-3" | 1.00 | 2.00 | 4.00 | 8.00 |
| 10" | 1'-6" | 1.63 | 3.26 | 6.52 | 13.04 |
| 12" | 1'-9" | 2.48 | 4.96 | 9.92 | 19.84 |

VOL. = Approx. Volume of Blocking Material Required in cu. ft.

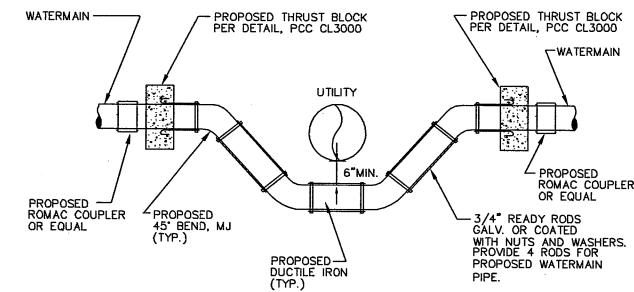
THRUST BLOCKING

NTS



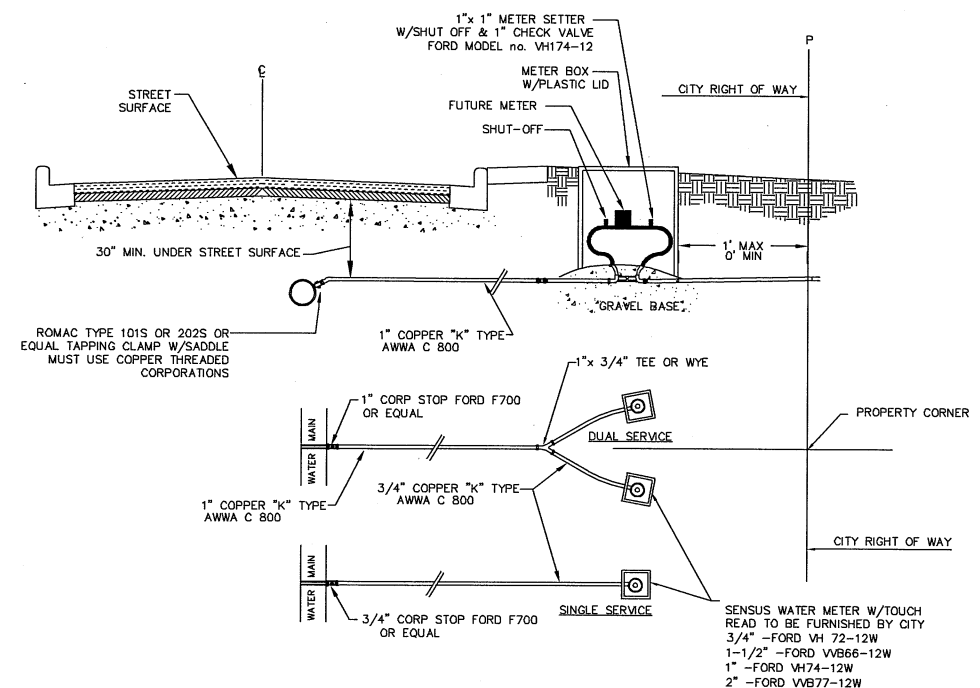
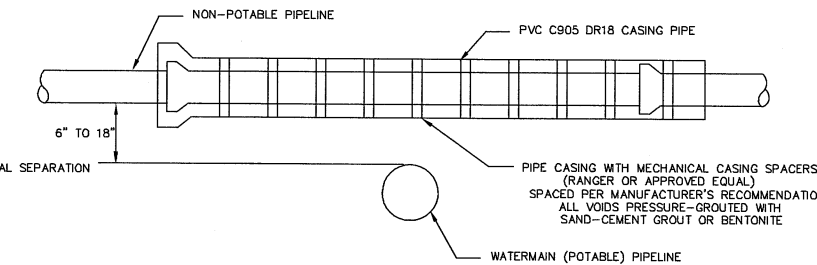
NON-POTABLE WATER MAIN ABOVE NONPOTABLE PIPELINE PIPE SEPARATION DETAIL

NTS



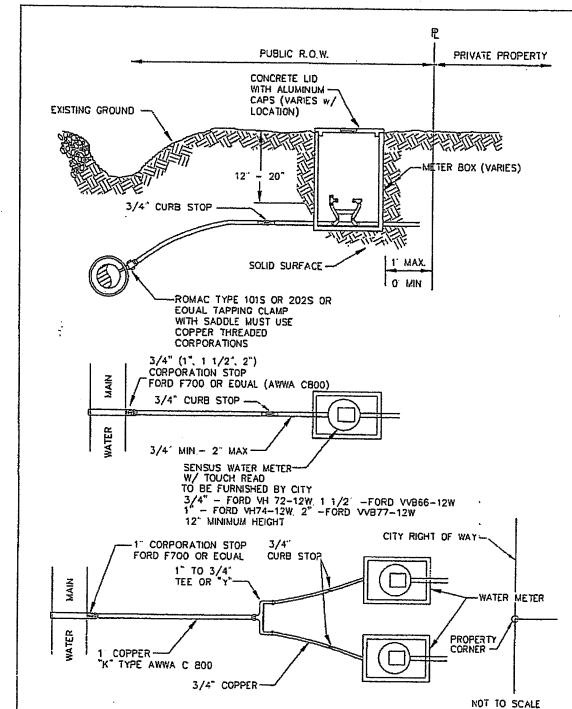
WATERMAIN STOVEPIPE

NTS

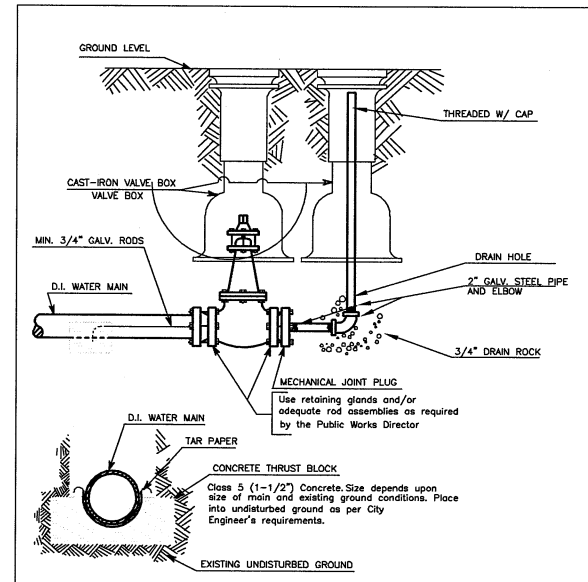


WATER SERVICE CONNECTION DETAIL

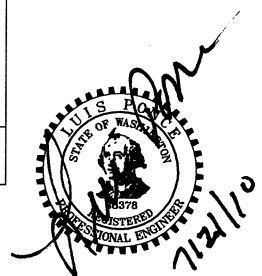
NTS



APPROVED: *John A. Ebeling*
 Public Works Director Date
 CITY OF FERDALE
 TYPICAL WATER SERVICE (3/4" TO 2")
 DRAWING W-5
 JUNE 1995 2091WA1A/W-5



APPROVED: _____
 Public Works Director Date
 CITY OF FERDALE
 2" BLOW-OFF WATER MAIN EXTENSION
 DRAWING W-9
 NOT TO SCALE



P:\Projects\08018.dwg\DET.dwg, DET, 7/21/2010 4:19:10 PM

DESIGNED BY LP
 DRAWN BY LMC
 CHECKED BY _____

REICHHARDT & EBE
 ENGINEERING, INC.
 CONSULTING ENGINEERS
 PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
 Lynden, Washington 98264 Fax (360) 354-0407

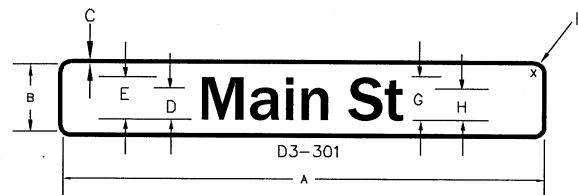
| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
 PO BOX 936
 FERDALE, WA 98248

MAIN STREET DETAILS

| JOB# / DWG | DET | DATE |
|------------|-------------|---------|
| 08018 | DET | 7-21-10 |
| SCALE | h:n/a v:n/a | SHEET |
| | | 31 |

P:\Projects\08018\dwg\DET.dwg, DET, 7/21/2010 4:19:19 PM



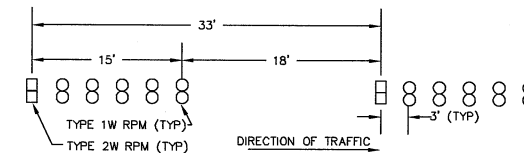
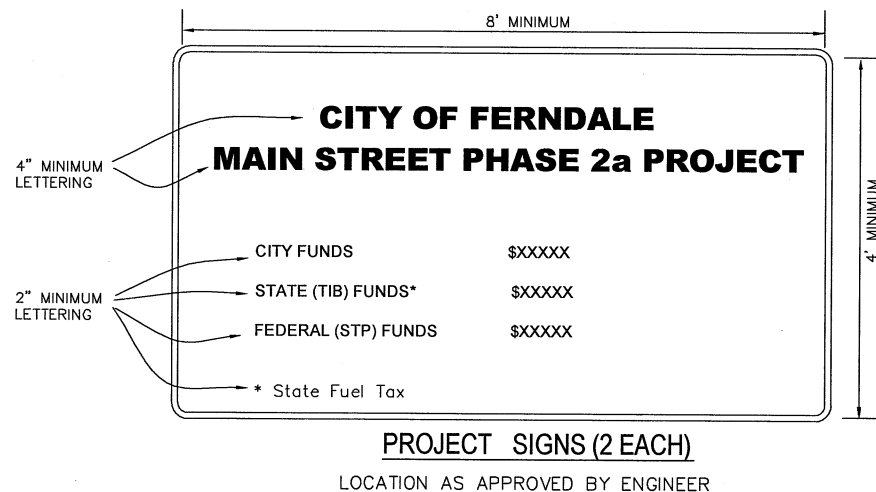
SIGNING DETAILS (TYP)

| DIMENSIONS (INCHES) | | | | | | | |
|---------------------|---|-----|---|---|-------|---|-------|
| A | B | C | D | E | F | G | H |
| VA | 6 | 5/8 | 3 | 4 | 1 1/2 | 3 | 2 1/4 |

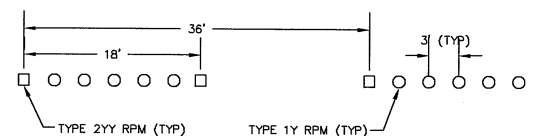
COLORS

LEGEND - WHITE (REFL)
BACKGROUND - GREEN (REFL)

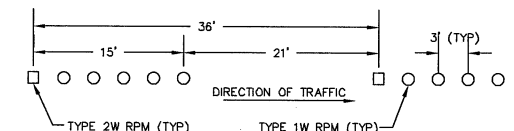
TYPICAL SIGN DETAIL



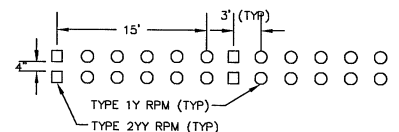
SKIP GORE STRIPE DETAIL
NTS
RAISED PAVEMENT MARKER SUBSTITUTION PER CITY OF FERDALE



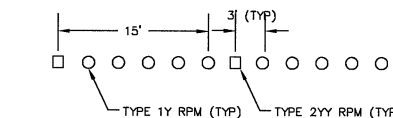
SKIP CENTER STRIPE DETAIL
NTS
RAISED PAVEMENT MARKER SUBSTITUTION PER CITY OF FERDALE



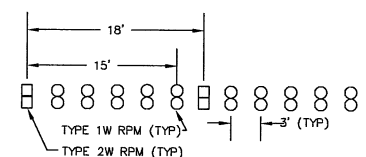
LANE STRIPE DETAIL
NTS
RAISED PAVEMENT MARKER SUBSTITUTION PER CITY OF FERDALE



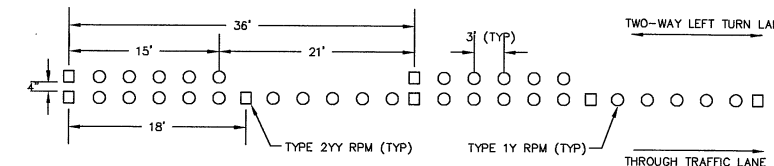
DOUBLE YELLOW STRIPE DETAIL
NTS
RAISED PAVEMENT MARKER SUBSTITUTION PER CITY OF FERDALE



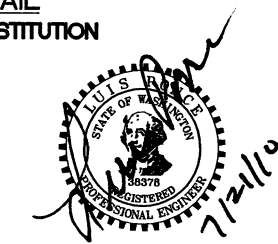
NO PASS STRIPE
NTS
RAISED PAVEMENT MARKER SUBSTITUTION PER CITY OF FERDALE



GORE STRIPE DETAIL
NTS
RAISED PAVEMENT MARKER SUBSTITUTION PER CITY OF FERDALE



TWO-WAY LEFT TURN STRIPE DETAIL
NTS
RAISED PAVEMENT MARKER SUBSTITUTION PER CITY OF FERDALE



DESIGNED BY LP
DRAWN BY LMC
CHECKED BY



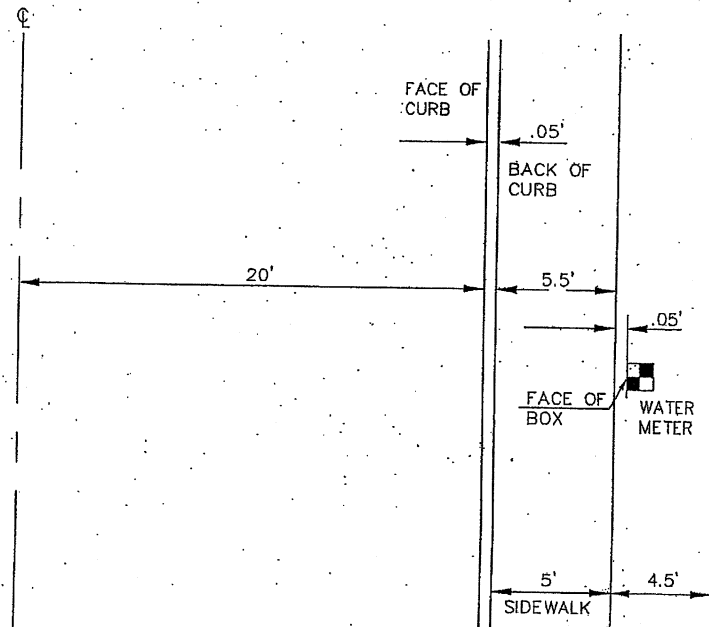
REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

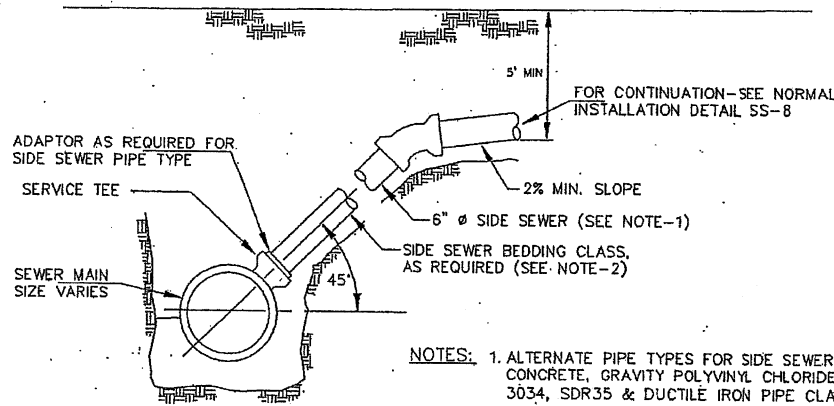
**MAIN STREET
DETAILS**

| JOB# / DWG | DET | DATE |
|------------|-----|---------|
| 08018 | DET | 7-21-10 |
| SCALE | | SHEET |
| n/a | n/a | 32 |



WATERMETER LOCATION DETAIL

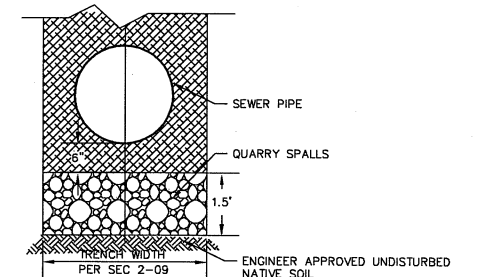
NTS



15" AND LARGER SEWER INSTALLATION

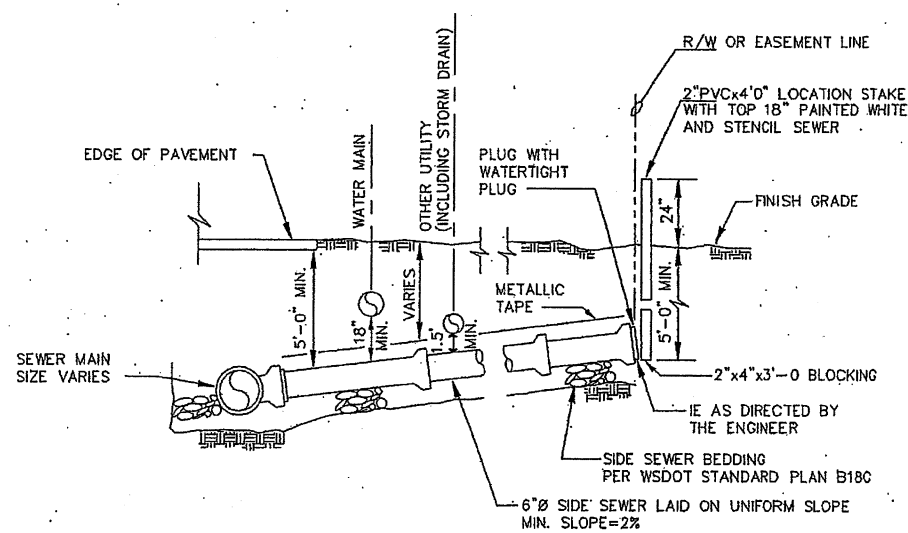
NTS

- NOTES:
1. ALTERNATE PIPE TYPES FOR SIDE SEWERS ARE CONCRETE, GRAVITY POLYVINYL CHLORIDE-ASTM 3034, SDR35 & DUCTILE IRON PIPE CLASS 50
 2. BEDDING FOR CONCRETE SHALL BE CLASS-B, BEDDING FOR POLYVINYL SHALL BE CLASS-B, BEDDING FOR DUCTILE IRON SHALL BE CLASS-B



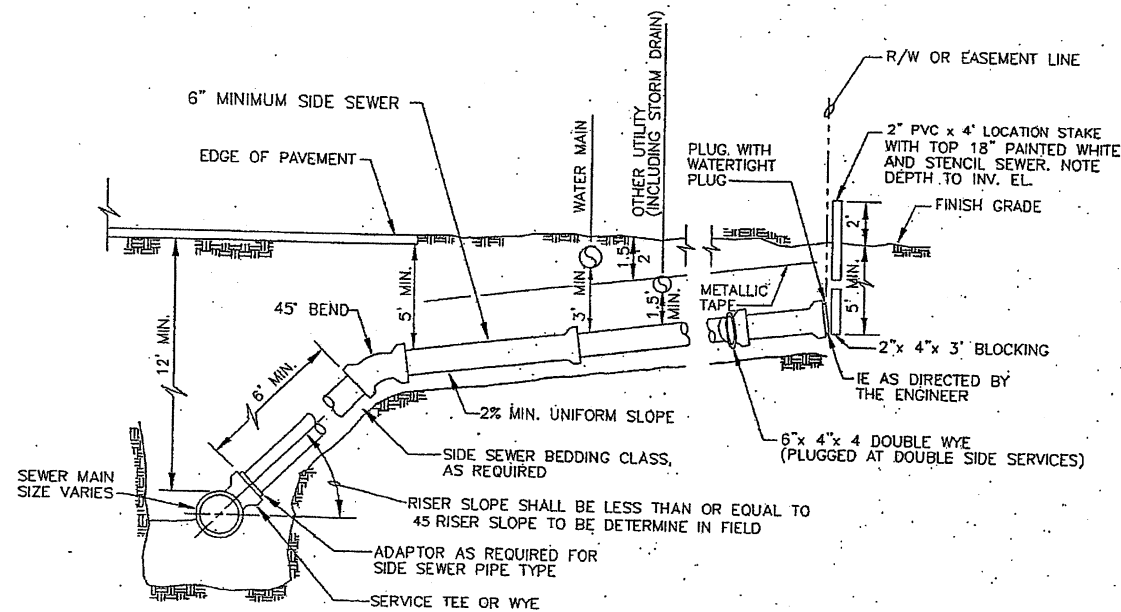
REMOVAL OF UNSUITABLE MATERIAL INCLUDING HAUL TYPICAL SECTION

NTS



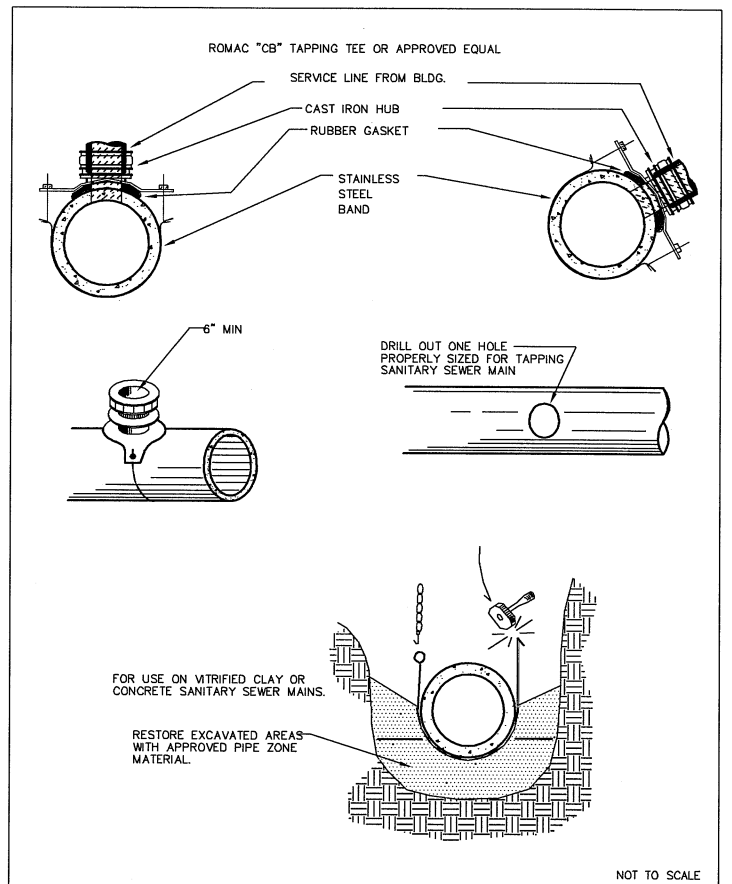
15" AND SMALLER SEWER INSTALLATION

NTS



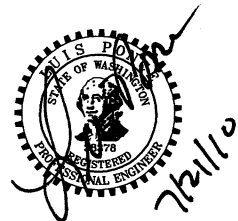
SANITARY SEWER SIDE SERVICE INSTALLATION, DEEP MAINS

NTS



NOT TO SCALE

| | | |
|-----------------------|---------------------------------------------------------|------------------|
| APPROVED | CITY OF FERDALE SANITARY SEWER BANDED TAPPING TEE | DRAWING SS-12 |
| Public Works Director | Date | |



P:\Projects\08018\dwg\DET.dwg, DET, 7/21/2010 4:19:29 PM

| | | |
|-------------------|----------------|--------------------------------------------------------------------------|
| DESIGNED BY LP | R&E | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS |
| DRAWN BY LMC | | |
| CHECKED BY | | |

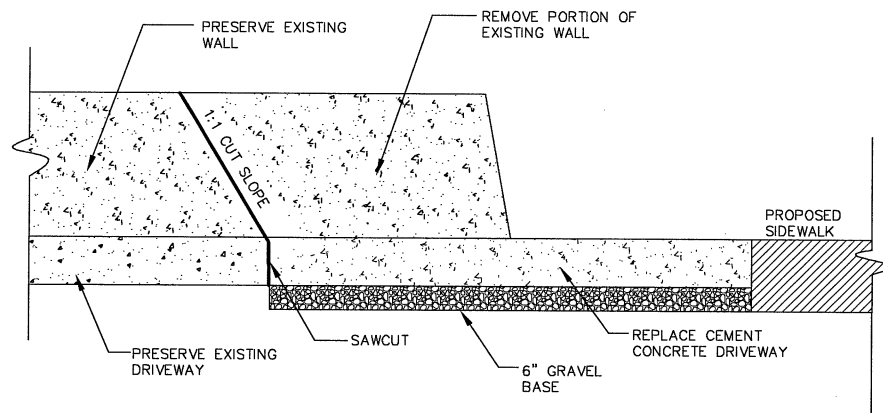
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248

MAIN STREET
DETAILS

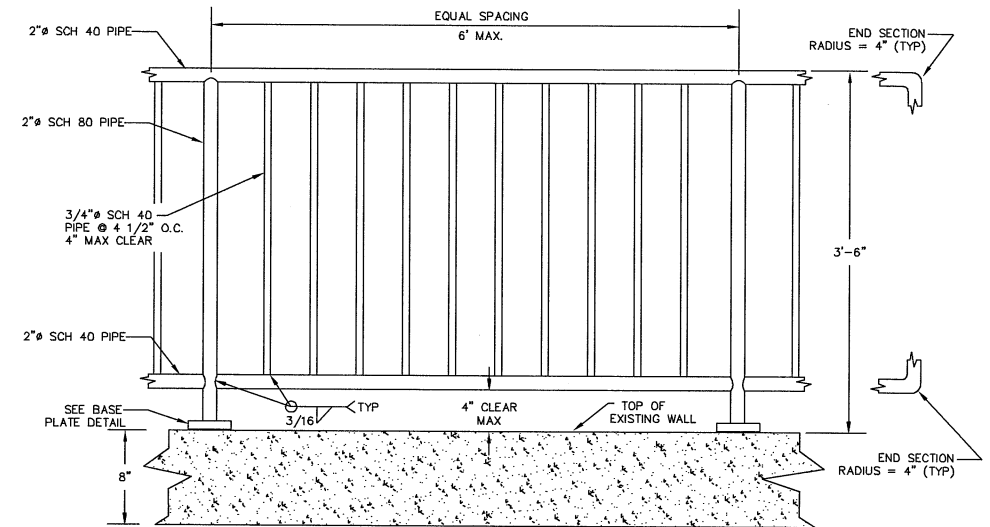
| | |
|-------------------------|-----------------|
| JOB# / DWG 08018 DET | DATE 7-21-10 |
| SCALE n/a | SHEET 33 |



SAWCUT WALL TYPICAL DETAIL
STA 47+50, 50'L AND 60'L

NTS

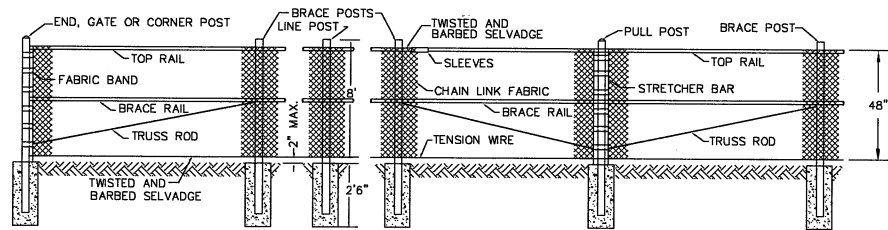
- NOTES:
 1. HANDRAIL SHALL BE HOT DIPPED GALVANIZED.
 2. COLD GALVANIZED COMPOUND SHALL BE APPLIED TO ALL FIELD WELDS AND BLEMMISHES.
 3. PIPES SHALL BE ASTM A53 GRADE B.



PEDESTRIAN RAIL DETAIL
APPROX STA 49+85 TO 51+00 LT (MAIN ST)

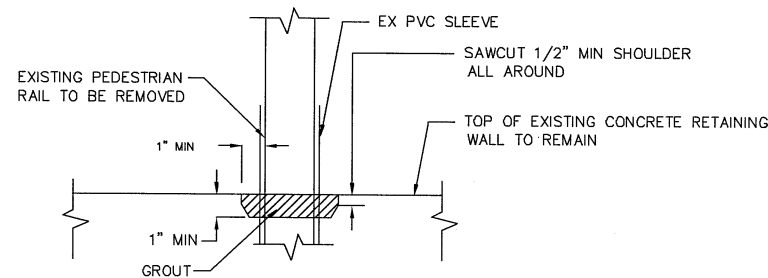
NTS

| TYPE | MEMBER | | | | | | | | | | | | | | | | | | |
|--------|-----------------------|------|---------------|------|---------------|------|-------------------|------|----------|-----|---------------|------|-------------------------|------|---------------|-----------|--------|-----------|-----|
| | BRACE RAIL & TOP RAIL | | | | | | LINE & BRACE POST | | | | | | END, CORNER & PULL POST | | | GATE POST | | ALL POSTS | |
| | ROUND | | H-COLUMN | | ROLL FORMED | | ROUND | | H-COLUMN | | ROLL FORMED | | ROUND | | ROLL FORMED | | LENGTH | | |
| 1(MOD) | 1 1/4 | 2.27 | 1 1/4 x 1 5/8 | 1.35 | 1 5/8 x 1 1/4 | 1.35 | 2 | 3.65 | 2 1/4 | 4.0 | 1 5/8 x 1 7/8 | 2.34 | 2 1/2 | 5.79 | 3 1/2 x 3 1/2 | 5.14 | | 3 1/2 | 9.1 |



CHAIN LINK FENCE TYPE 1 (MOD)

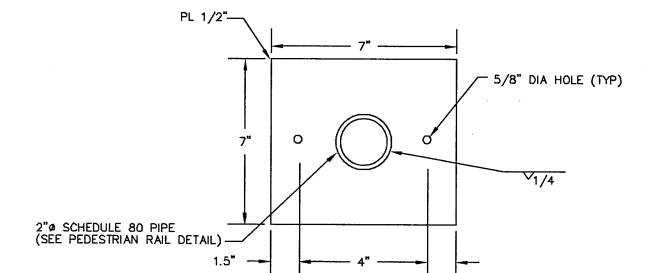
NTS



- NOTES:
 1. CHIP AND REMOVE CONCRETE AND PEDESTRIAN RAIL AS SHOWN.
 2. ROUGHEN EXPOSED CONCRETE.
 3. GROUT REMOVED CONCRETE AREA.

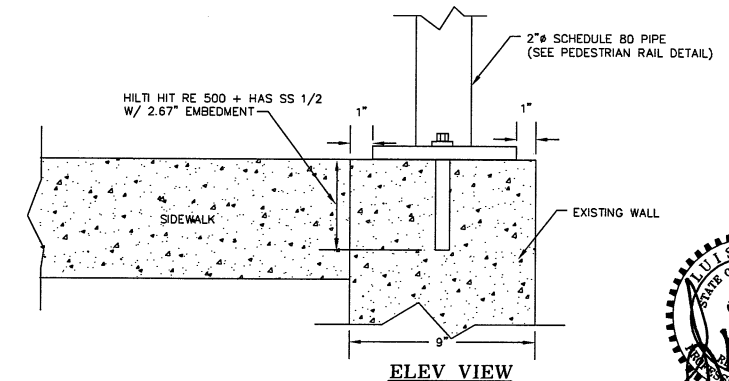
REMOVAL AND REPAIR OF EXISTING PEDESTRIAN RAIL DETAIL
STA 49+85 LT TO 51+00 LT (MAIN STREET)

NTS



PLAN VIEW

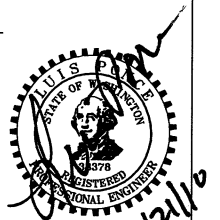
NTS



ELEV VIEW

PEDESTRIAN RAIL BASE PLATE
APPROX STA 49+85 TO 51+00 LT (MAIN ST)

NTS



7/21/10

P:\Projects\08018.dwg\DET.dwg, DET, 7/21/2010 4:19:39 PM

DESIGNED BY LP
 DRAWN BY LMC
 CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
 CONSULTING ENGINEERS

PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
 Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

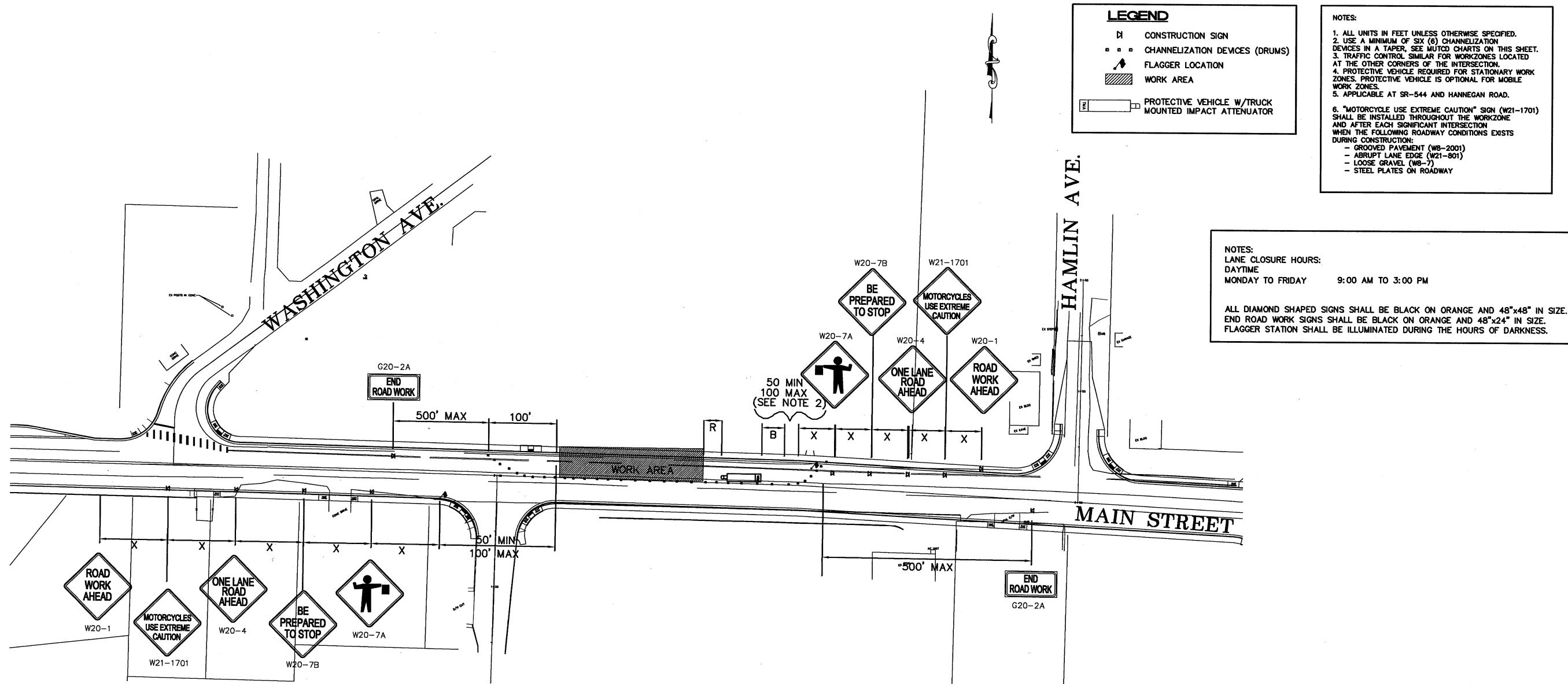
CITY OF FERDALE
 PO BOX 936
 FERDALE, WA 98248

MAIN STREET
DETAILS

JOB# / DWG 08018 DET
 SCALE h:n/a v:n/a

DATE 7-21-10
 SHEET 34

P:\Projects\08018.dwg\08018_SP1.dwg, TRAFFIC CONTROL, 7/21/2010 2:49:46 PM



LEGEND

- ⓧ CONSTRUCTION SIGN
- CHANNELIZING DEVICES (DRUMS)
- ⚡ FLAGGER LOCATION
- ▨ WORK AREA
- Ⓜ PROTECTIVE VEHICLE W/TRUCK MOUNTED IMPACT ATTENUATOR

NOTES:

- ALL UNITS IN FEET UNLESS OTHERWISE SPECIFIED.
- USE A MINIMUM OF SIX (6) CHANNELIZING DEVICES IN A TAPER, SEE MUTCD CHARTS ON THIS SHEET.
- TRAFFIC CONTROL SIMILAR FOR WORKZONES LOCATED AT THE OTHER CORNERS OF THE INTERSECTION.
- PROTECTIVE VEHICLE REQUIRED FOR STATIONARY WORK ZONES. PROTECTIVE VEHICLE IS OPTIONAL FOR MOBILE WORK ZONES.
- APPLICABLE AT SR-544 AND HANNEGAN ROAD.
- "MOTORCYCLE USE EXTREME CAUTION" SIGN (W21-1701) SHALL BE INSTALLED THROUGHOUT THE WORKZONE AND AFTER EACH SIGNIFICANT INTERSECTION WHEN THE FOLLOWING ROADWAY CONDITIONS EXISTS DURING CONSTRUCTION:
 - GROOVED PAVEMENT (WB-2001)
 - ABRUPT LANE EDGE (W21-801)
 - LOOSE GRAVEL (WB-7)
 - STEEL PLATES ON ROADWAY

NOTES:

LANE CLOSURE HOURS:
 DAYTIME
 MONDAY TO FRIDAY 9:00 AM TO 3:00 PM

ALL DIAMOND SHAPED SIGNS SHALL BE BLACK ON ORANGE AND 48"x48" IN SIZE. END ROAD WORK SIGNS SHALL BE BLACK ON ORANGE AND 48"x24" IN SIZE. FLAGGER STATION SHALL BE ILLUMINATED DURING THE HOURS OF DARKNESS.

SIGN SPACING = X (FEET)

| | | |
|--------------------------------------------------------------|-----------|---------------------------------|
| FREEWAYS & EXPRESSWAYS | 55/70 MPH | 1500± (OR AS DIRECTED BY MUTCD) |
| RURAL ROADS | 45/55 MPH | 500± |
| URBAN ARTERIALS & RURAL ROADS | 35/40 MPH | 350± |
| RURAL ROADS, URBAN STREETS, RESIDENTIAL & BUSINESS DISTRICTS | 25/30 MPH | 200± |

BUFFER DATA

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 | 730 |

PROTECTIVE VEHICLE WITH TMA ROLL AHEAD DISTANCE

| TYPICAL PROTECTIVE VEHICLE TYPE WITH TMA | TYPICAL PROTECTIVE VEHICLE (WITH TMA) LOADED WEIGHT (LBS.) | STATIONARY OPERATION (FEET) |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------|
| 4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC | MINIMUM WEIGHT 15,000 LBS. MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. | 30 MIN. |

ROLL AHEAD STOPPING DISTANCE ASSUMES DRY PAVEMENT

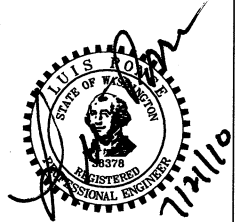
* A PROTECTIVE VEHICLE IS RECOMMENDED REGARDLESS IF TMA IS AVAILABLE. IF NO TMA IS USED, THE PROTECTIVE VEHICLE SHALL BE STRATEGICALLY LOCATED IN THE FIELD TO SHIELD WORKERS AND NO ROLL AHEAD DISTANCE IS SPECIFIED.

CHANNELIZING DEVICE SPACING (FEET)

| MPH | TAPER | TANGENT |
|-------|-------|---------|
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

MINIMUM TAPER LENGTH (L) IN FEET

| LANE WIDTH (FEET) | POSTED SPEED LIMIT (MPH) | | | | | | | | | |
|-------------------|--------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 |
| 10 | 105 | 150 | 205 | 265 | 450 | 500 | 550 | - | - | - |
| 11 | 115 | 165 | 225 | 295 | 495 | 550 | 605 | 660 | - | - |
| 12 | 125 | 180 | 245 | 320 | 540 | 600 | 660 | 720 | 780 | 840 |



| | | | | | | | |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|----------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------------|
| DESIGNED BY LP DRAWN BY MLK CHECKED BY | REICHHARDT & EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687 Lynden, Washington 98264 Fax (360) 354-0407 | | | CITY OF FERDALE PO BOX 936 FERDALE, WA 98248 | MAIN STREET STREET IMPROVEMENTS TYPICAL MAINLINE SINGLE LANE CLOSURE | JOB# / DWG 08018 08018_SP1 SCALE H:N/A v:N/A | DATE 7-21-10 SHEET 37 |
| | | NO. | DATE | REVISION | BY | | |

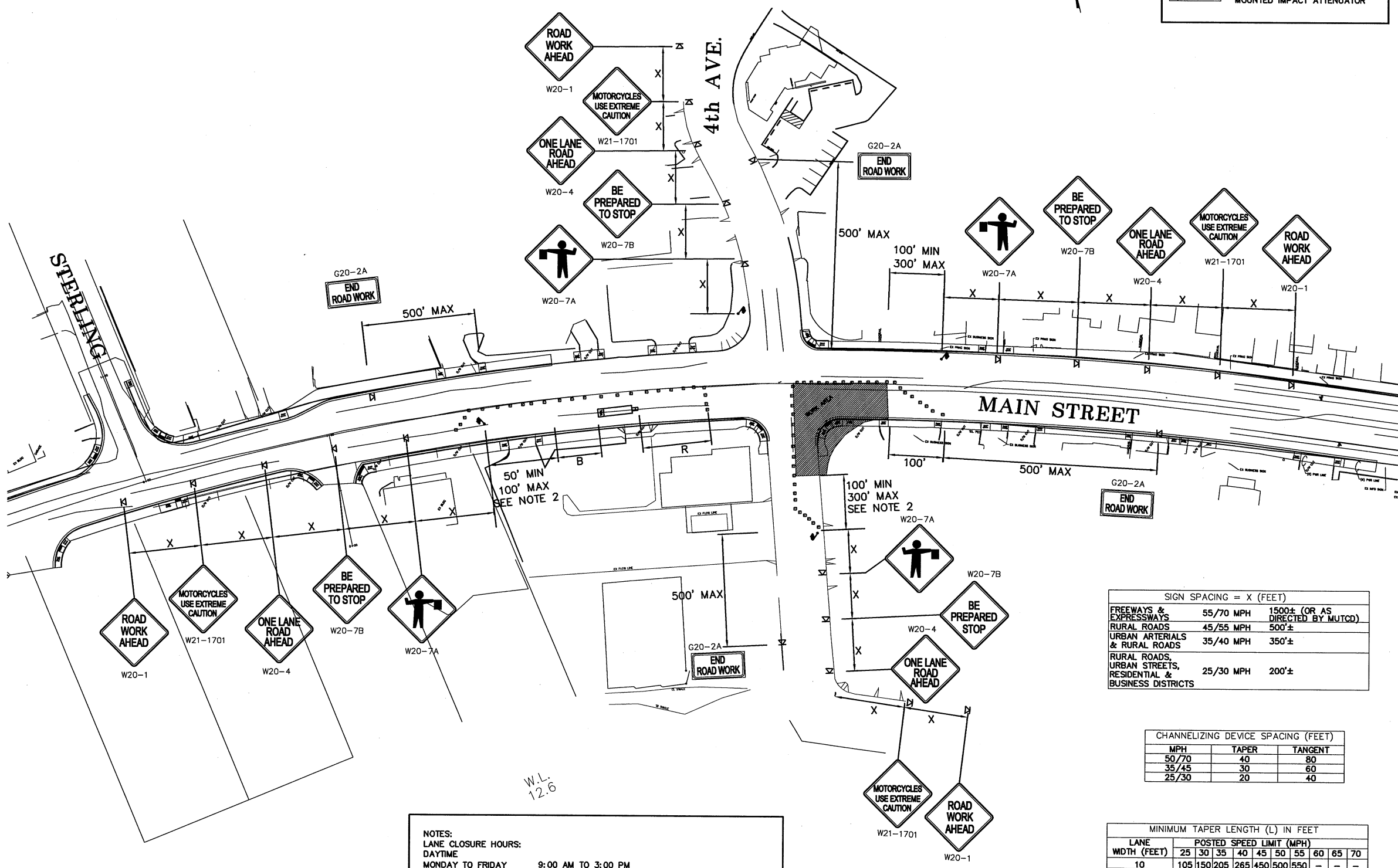
P:\Projects\08018\dwg\08018_SP1.dwg, TRAFFIC CONTROL, 7/21/2010 2:50:01 PM

LEGEND

- ⊠ CONSTRUCTION SIGN
- CHANNELIZATION DEVICES (DRUMS)
- ▲ FLAGGER LOCATION
- ▨ WORK AREA
- ☐ PROTECTIVE VEHICLE W/TRUCK MOUNTED IMPACT ATTENUATOR

NOTES:

- ALL UNITS IN FEET UNLESS OTHERWISE SPECIFIED.
- USE A MINIMUM OF SIX (6) CHANNELIZATION DEVICES IN A TAPER, SEE MUTCD CHARTS ON THIS SHEET.
- TRAFFIC CONTROL SIMILAR FOR WORKZONES LOCATED AT THE OTHER CORNERS OF THE INTERSECTION.
- PROTECTIVE VEHICLE REQUIRED FOR STATIONARY WORK ZONES. PROTECTIVE VEHICLE IS OPTIONAL FOR MOBILE WORK ZONES.
- APPLICABLE AT SR-544 AND HANNEGAN ROAD.
- "MOTORCYCLE USE EXTREME CAUTION" SIGN (W21-1701) SHALL BE INSTALLED THROUGHOUT THE WORKZONE AND AFTER EACH SIGNIFICANT INTERSECTION WHEN THE FOLLOWING ROADWAY CONDITIONS EXISTS DURING CONSTRUCTION:
 - GROOVED PAVEMENT (WB-2001)
 - ABRUPT LANE EDGE (W21-801)
 - LOOSE GRAVEL (WB-7)
 - STEEL PLATES ON ROADWAY



NOTES:
 LANE CLOSURE HOURS:
 DAYTIME
 MONDAY TO FRIDAY 9:00 AM TO 3:00 PM

ALL DIAMOND SHAPED SIGNS SHALL BE BLACK ON ORANGE AND 48"x48" IN SIZE.
 END ROAD WORK SIGNS SHALL BE BLACK ON ORANGE AND 48"x24" IN SIZE.
 FLAGGER STATION SHALL BE ILLUMINATED DURING THE HOURS OF DARKNESS.

SIGN SPACING = X (FEET)

| | | |
|--------------------------------------------------------------|-----------|---------------------------------|
| FREWAYS & EXPRESSWAYS | 55/70 MPH | 1500± (OR AS DIRECTED BY MUTCD) |
| RURAL ROADS | 45/55 MPH | 500± |
| URBAN ARTERIALS & RURAL ROADS | 35/40 MPH | 350± |
| RURAL ROADS, URBAN STREETS, RESIDENTIAL & BUSINESS DISTRICTS | 25/30 MPH | 200± |

CHANNELIZING DEVICE SPACING (FEET)

| MPH | TAPER | TANGENT |
|-------|-------|---------|
| 50/70 | 40 | 80 |
| 35/45 | 30 | 60 |
| 25/30 | 20 | 40 |

MINIMUM TAPER LENGTH (L) IN FEET

| LANE WIDTH (FEET) | POSTED SPEED LIMIT (MPH) | | | | | | | | | |
|-------------------|--------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 |
| 10 | 105 | 150 | 205 | 265 | 450 | 500 | 550 | - | - | - |
| 11 | 115 | 165 | 225 | 295 | 495 | 550 | 605 | 660 | - | - |
| 12 | 125 | 180 | 245 | 320 | 540 | 600 | 660 | 720 | 780 | 840 |

BUFFER DATA

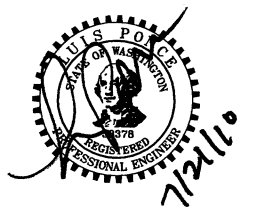
| SPEED (MPH) | BUFFER SPACE = B | | | | | | | | | |
|---------------|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 |
| LENGTH (feet) | 155 | 200 | 250 | 305 | 360 | 425 | 495 | 570 | 645 | 730 |

PROTECTIVE VEHICLE WITH TMA ROLL AHEAD DISTANCE

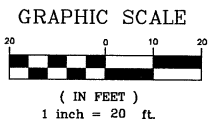
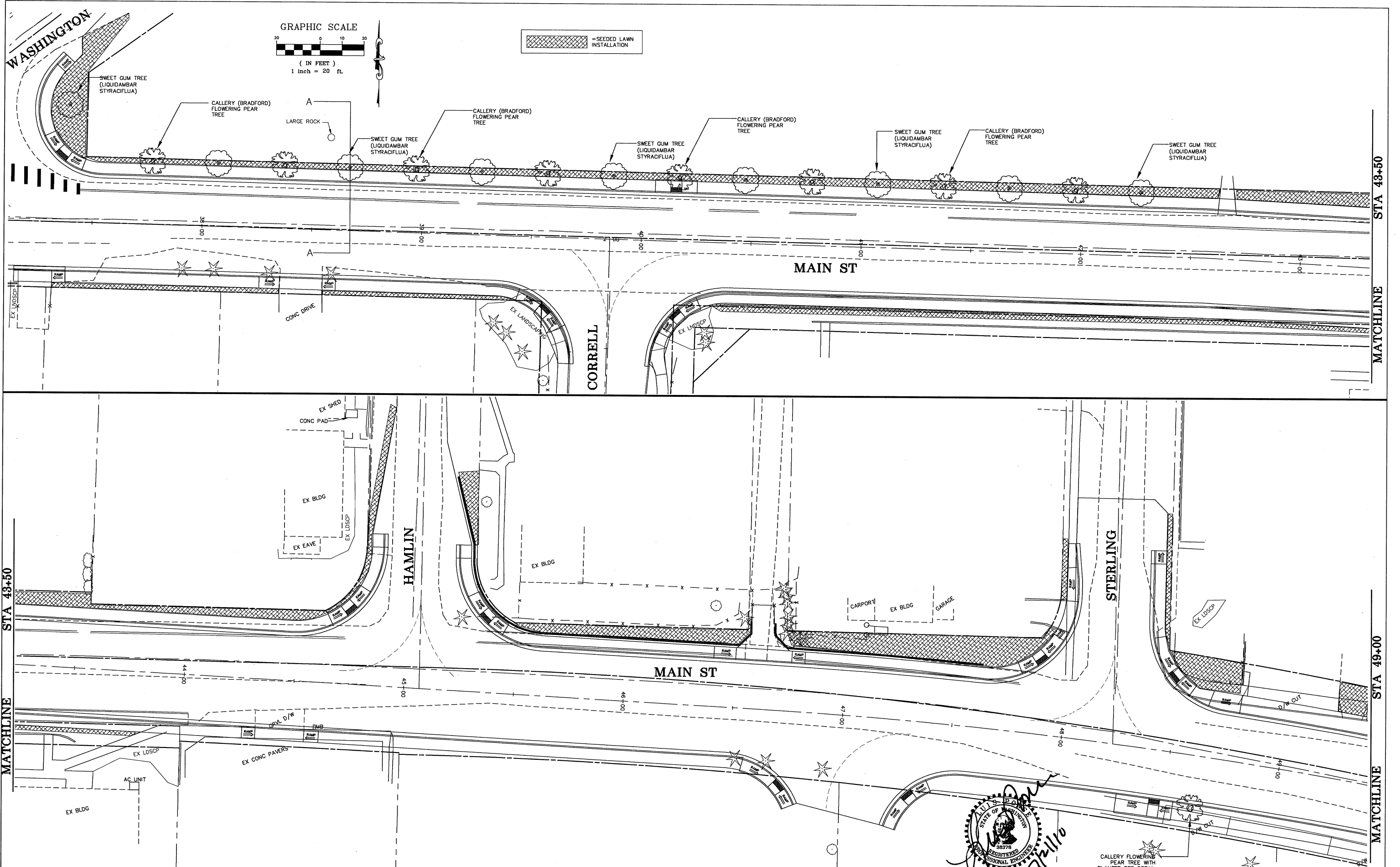
| TYPICAL PROTECTIVE VEHICLE TYPE WITH TMA | TYPICAL PROTECTIVE VEHICLE (WITH TMA) LOADED WEIGHT (LBS.) | STATIONARY OPERATION (FEET) |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------|
| 4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC | MINIMUM WEIGHT 15,000 LBS. MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. | 30 MIN. |

ROLL AHEAD STOPPING DISTANCE ASSUMES DRY PAVEMENT

* A PROTECTIVE VEHICLE IS RECOMMENDED REGARDLESS IF TMA IS AVAILABLE. IF NO TMA IS USED, THE PROTECTIVE VEHICLE SHALL BE STRATEGICALLY LOCATED IN THE FIELD TO SHIELD WORKERS AND NO ROLL AHEAD DISTANCE IS SPECIFIED.



P:\Projects\08018\dwg\08018_LANDSCAPE.dwg, LandscapePlan, 7/21/2010 4:22:02 PM



SEEDED LAWN INSTALLATION

MATCHLINE STA 48+50

STA 49+50 MATCHLINE

MATCHLINE STA 49+50

STA 49+00 MATCHLINE

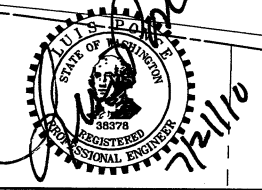
DESIGNED BY LP
DRAWN BY BENM
CHECKED BY



REICHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

| NO. | DATE | REVISION | BY |
|-----|------|----------|----|
| | | | |

CITY OF FERDALE
PO BOX 936
FERDALE, WA 98248



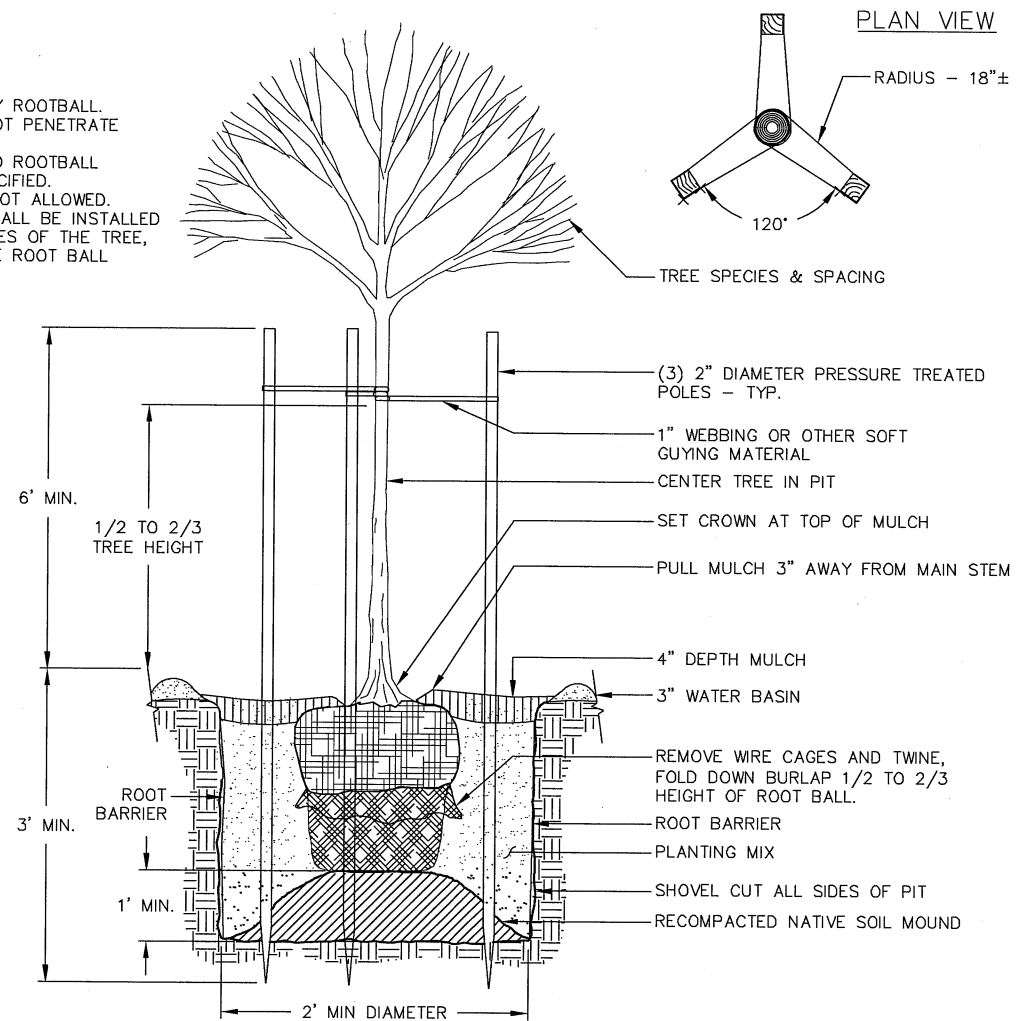
MAIN STREET
LANDSCAPE PLAN
STA 36+50 TO 49+00

JOB# / DWG 08018 08018_LDSCP
SCALE 1/4" = 20' v.NA

DATE 7-21-10
SHEET 39

CALLERY FLOWERING PEAR TREE WITH PLANTER PER DETAIL

- NOTES:**
- HANDLE TREES BY ROOTBALL.
 - STAKES SHALL NOT PENETRATE ROOT BALL.
 - AVOID DAMAGE TO ROOTBALL
 - FERTILIZE AS SPECIFIED.
 - WIRE GUYING IS NOT ALLOWED.
 - ROOT BARRIER SHALL BE INSTALLED ON ALL FOUR SIDES OF THE TREE, SURROUNDING THE ROOT BALL



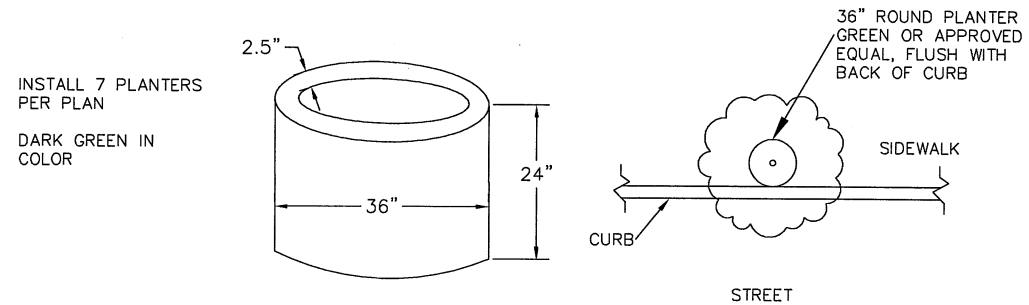
TREE PLANTING DETAIL
NTS

PLANT LIST

| QTY | SCIENTIFIC NAME | COMMON NAME | SIZE |
|-----|-------------------------|-----------------------------------|---------------------------|
| 12 | LIQUIDAMBER STYRACIFLUA | SWEET GUM | 15 GAL, 1" TRUNK, 8' TALL |
| 12 | PYRUS CALLERYANA | CALLERY 'BRADFORD' FLOWERING PEAR | 15 GAL, 1" TRUNK, 8' TALL |

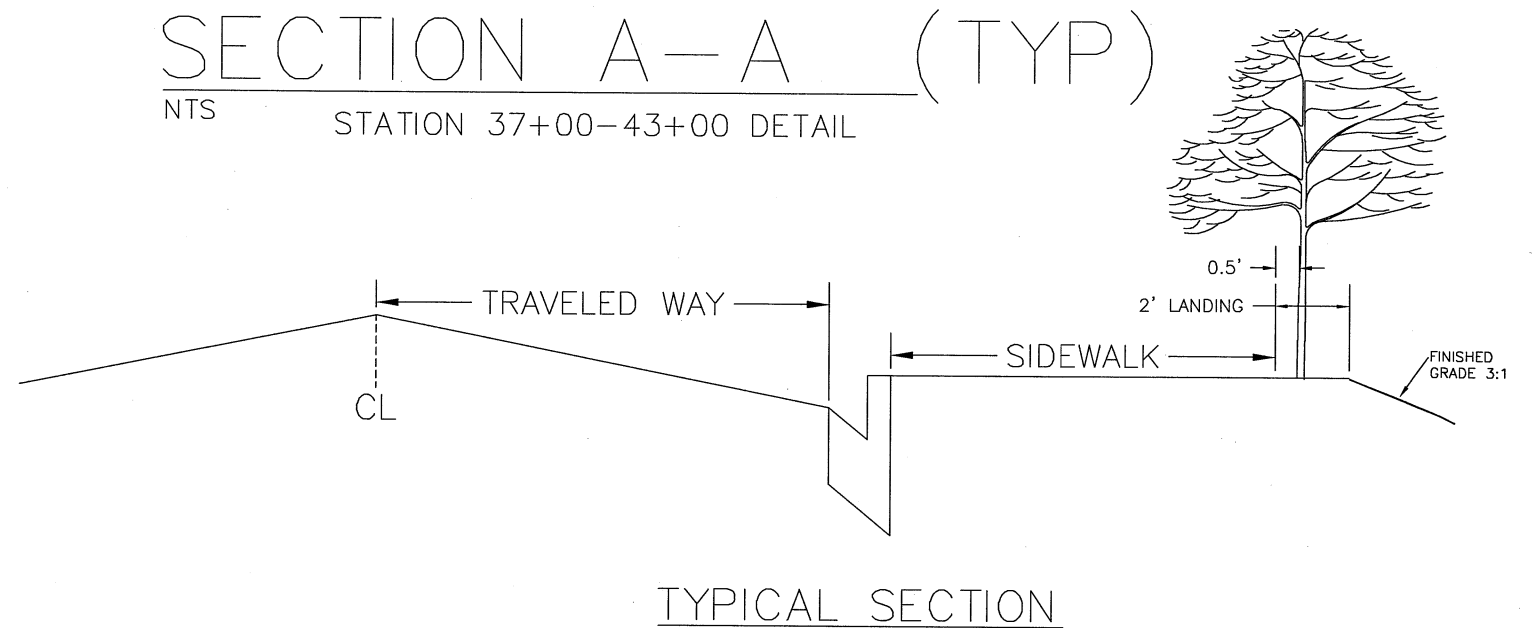
PLANTER DETAIL
NTS

STATION 39+00-60+00

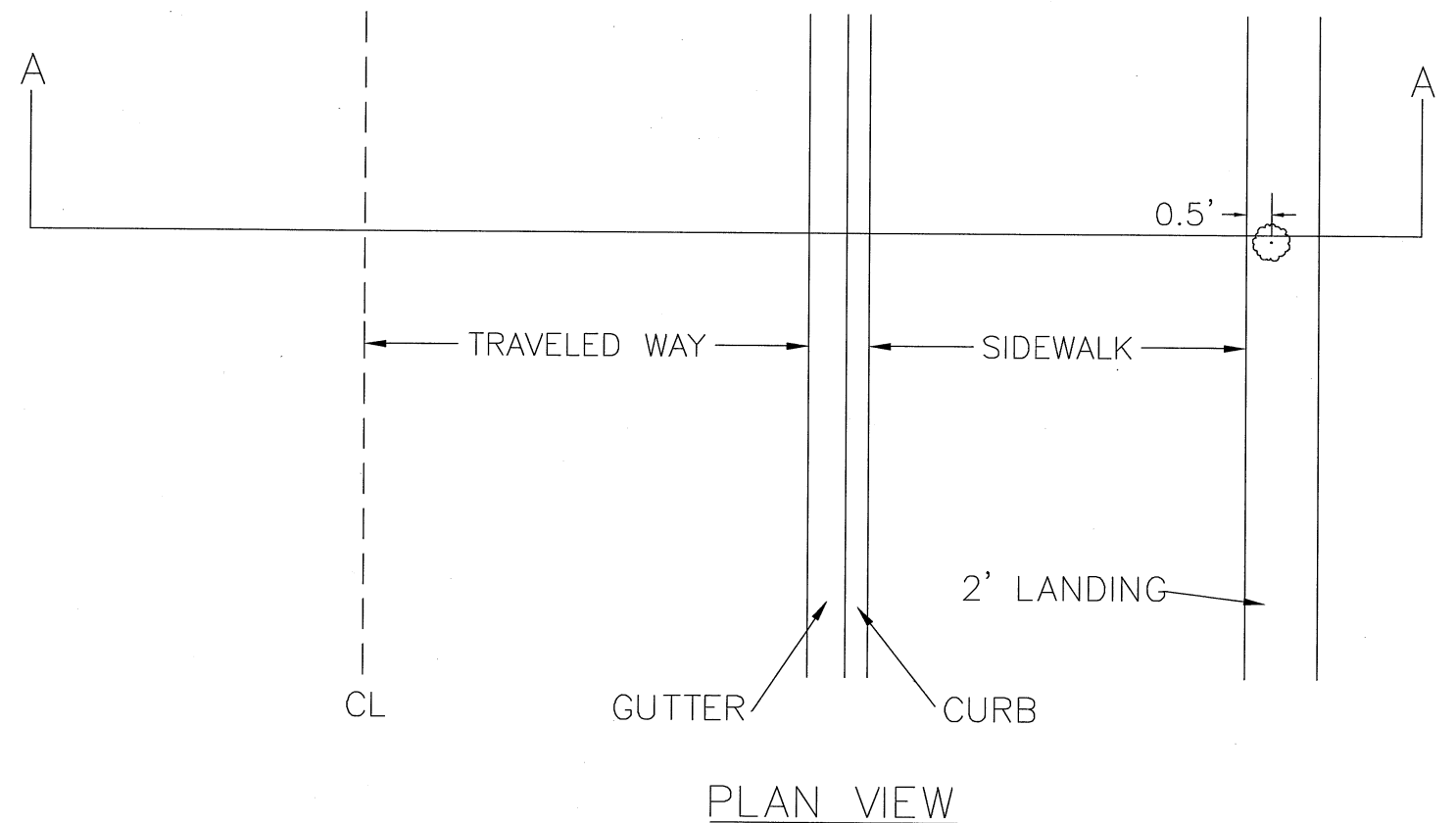


SECTION A-A (TYP)

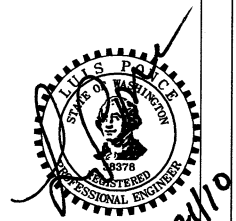
NTS STATION 37+00-43+00 DETAIL



TYPICAL SECTION



PLAN VIEW



DESIGNED BY
LP
DRAWN BY
BENM
CHECKED BY



REICHHARDT & EBE
ENGINEERING, INC.
CONSULTING ENGINEERS
PO Box 978 423 Front St., Ste 201 Ph (360) 354-3687
Lynden, Washington 98264 Fax (360) 354-0407

NO. DATE REVISION BY

CITY OF FERNDALE
PO BOX 936
FERNDALE, WA 98248

MAIN STREET
LANDSCAPE PLAN
DETAILS

JOB# / DWG
08018 08018_LDSCP
SCALE
H:NA V:NA
DATE
7-21-10
SHEET
41