

City of Federal Way Public Works Department

LAKOTA MIDDLE SCHOOL SAFE ROUTES TO SCHOOL PROJECT

SW DASH POINT RD (21ST AVE SW TO SW 312THST)

RFB# 21-003

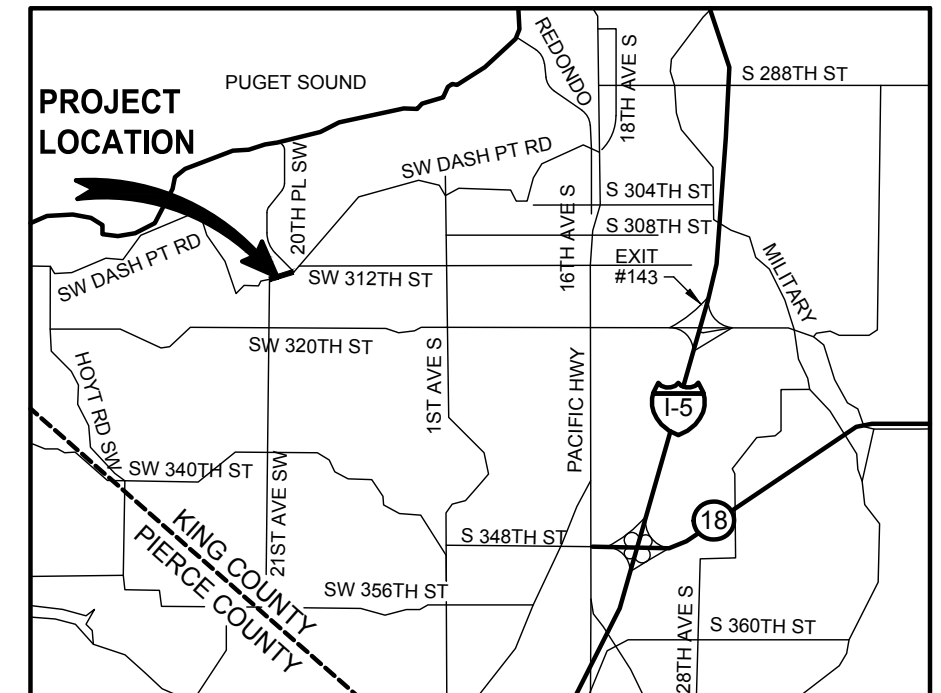
FEDERAL FUNDING #: SRTS-9917(033)

TIB FUNDING #: P-P-113 (P02)-1



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APPROVED FOR CONSTRUCTION

Desiree S. Winkler 11/10/21
DESIREE S. WINKLER P.E. DATE
DEPUTY PUBLIC WORKS DIRECTOR

85 % DESIGN



DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S. HAMEL
APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

COVER SHEET & INDEX

CITY PROJECT #:
204
SHT. 01
OF 54

LEGEND

ABBREVIATIONS

EXISTING (PER KPG)

PROPOSED

MIC	MONUMENT IN CASE	Ⓣ	TELEPHONE MANHOLE	— P —	PAINTED POWER
MON	SURFACE MONUMENT	T	TELEPHONE RISER	— P —	RECORD POWER
△	PK NAIL	Ⓣ	TELEPHONE VAULT LID	— T —	PAINTED TELEPHONE
RC	REBAR & CAP	Ⓣ	TELEPHONE POLE	— T —	RECORD TELEPHONE
⊙	SPOT SHOT (DESCRIBED)	Ⓣ	TV MANHOLE	— FD —	PAINTED FIBER OPTIC
□	CATCH BASIN	TV	TV RISER	— TV —	PAINTED TV
⊙	STORM DRAIN MANHOLE	TV	TV VAULT LID	— W —	PAINTED WATER
⊙	YARD DRAIN	Ⓣ	FIBER OPTIC MANHOLE	— W —	RECORD WATER
⊙	DOWNSPOUT	Ⓣ	FIBER OPTIC VAULT LID	— G —	PAINTED GAS
SD	STORM DRAIN CLEAN-OUT	Ⓣ	GAS VALVE	— G —	RECORD GAS
^	CULVERT	Ⓣ	GAS METER	— OH —	OVERHEAD UTILITY LINE (GENERIC)
○	SEWER MANHOLE	Ⓣ	GAS MANHOLE	— SD —	STORM
SS	SEWER CLEAN-OUT	Ⓣ	WATER VALVE	— S —	SEWER
⊙	POWER POLE	Ⓣ	WATER METER	— X —	FENCE
⊙	POWER POLE W/UNDERGROUND CONNECT	Ⓣ	WATER MANHOLE	— OH —	HEDGE (HEIGHT NOTED)
⊙	POWER POLE WITH LUMINAIRE	Ⓣ	WATER VAULT LID	— / / / / /	BUILDING
⊙	PWR POLE W/LUMINAIRE & UNDRD CONNECT	Ⓣ	FIRE HYDRANT	— / / / / /	PAINTED STRIPE
⊙	POWER MANHOLE	Ⓣ	BLOW-OFF	— / / / / /	PAINTED SKIP STRIPE
⊙	POWER RISER	Ⓣ	FIRE DEPARTMENT CONNECT	— / / / / /	RAISED-BUTTON SOLID STRIPE
⊙	POWER VAULT LID	Ⓣ	POST INDICATOR VALVE	— / / / / /	RAISED-BUTTON SKIP STRIPE
⊙	POWER TRANSFORMER	Ⓣ	HOSE BIB	— / / / / /	EDGE OF PAVEMENT
⊙	POWER METER	Ⓣ	IRRIGATION CONTROL VALVE	— / / / / /	FLOWLINE
⊙	POWER OUTLET	Ⓣ	UTILITY MANHOLE (GENERIC/UNK)	— / / / / /	CONTOUR
⊙	HIGH VOLTAGE POWER POLE	Ⓣ	UTILITY VAULT LID (GENERIC/UNK)	— / / / / /	RIGHT OF WAY LINE
⊙	HIGH VOLTAGE PWR POLE W/UNDRD CONNECT	Ⓣ	UTILITY CLEAN-OUT (GENERIC/UNK)	— / / / / /	CONCRETE
⊙	GUY POLE	Ⓣ	UTILITY RISER (GENERIC/UNK)	— / / / / /	GRAVEL
⊙	GUY ANCHOR	Ⓣ	STAND-PIPE (GENERIC/UNK)	— / / / / /	GRASS
⊙	TRAFFIC SIGNAL	Ⓣ	UTILITY ACCESS (GENERIC/UNK)	— / / / / /	ROCKERY
⊙	TRAFFIC SIGNAL WITH LUMINAIRE	Ⓣ	BORE SITE (WITH FIELD DESC)	— / / / / /	BRICK
⊙	PEDESTRIAN SIGNAL	Ⓣ	MONITORING WELL	— / / / / /	METAL GRATE
⊙	JUNCTION BOX	Ⓣ	GUARD POST	— / / / / /	ASPHALT/CONCRETE
⊙	TRAFFIC CONTROL CABINET	Ⓣ	BOULDER	— / / / / /	CHAINLINK
⊙	BACKUP POWER SUPPLY	Ⓣ	SIGN	— / / / / /	DRIVEWAY
⊙	INTERCONNECT CABINET	Ⓣ	MAILBOX (# OF BOXES)	— / / / / /	COLUMN
⊙	ELECTRICAL SERVICE CABINET	Ⓣ	SHRUB	— / / / / /	YARD DRAIN
⊙	TRAFFIC ATTENUATOR LOOP	Ⓣ	STUMP, DIAMETER	— / / / / /	STRUCTURE
⊙	STREET LIGHT (LUMINAIRE)	Ⓣ	SNAG, DIAMETER (# OF TRUNKS)	— / / / / /	FINISHED FLOOR
⊙	LOT LIGHT	Ⓣ	DECIDUOUS TREE, DIA (# OF TRUNKS)	— / / / / /	
⊙	YARD LIGHT	Ⓣ	CONIFEROUS TREE, DIA (# OF TRUNKS)	— / / / / /	
⊙	RAILROAD CROSSING ARM				
⊙	RAILROAD CROSSING SIGNAL				

⊙	MONUMENT	XXX	CONTOUR
⊙	STORMDRAIN MANHOLE	→ → →	DITCH FLOWLINE
⊙	CATCH BASIN	— — —	EDGE OF PAVEMENT
⊙	AREA DRAIN	— — —	CONCRETE CURB & GUTTER
SD	STORMDRAIN CLEAN-OUT	— — —	SAWCUT
^	CULVERT	— — —	LIMITS OF GRADING
Ⓣ	SEWER MANHOLE	— SD —	STORMDRAIN
Ⓣ	SIGN	— UD —	UNDERDRAIN
MB	MAILBOX	— SS —	SANITARY SEWER
GP	BOLLARD	— W —	WATER
+	BORE / POTHOLE LOCATION	— IRR —	IRRIGATION
⊙	SHRUB	— G —	GAS
⊙	DECIDUOUS TREE, DIA (# OF TRUNKS)	— UE —	UNDERGROUND POWER
⊙	CONIFEROUS TREE, DIA (# OF TRUNKS)	— TEL —	TELECOMMUNICATION
⊙	BOULDER	— OE —	OVERHEAD UTILITY LINE
⊙	STREET LIGHT (LUMINAIRE)	— FO —	CITY FIBER
⊙	TRAFFIC SIGNAL, POLE & MAST ARM	— C —	CUT LINE
⊙	TRAFFIC SIGNAL POLE & MAST ARM W/ LUMINAIRE ARM	— F —	FILL LINE
⊙	PEDESTRIAN PUSHBUTTON POLE	— X —	FENCE - CHAINLINK
⊙	TRAFFIC / ILLUM J-BOX	— O —	FENCE - WOOD
⊙	TRAFFIC CONTROL CABINET		
BPS	BACKUP POWER SUPPLY		
⊙	ELECTRICAL SERVICE CABINET		
⊙	TRAFFIC SIGNAL VEHICLE DETECTION		
FO	CITY FIBER OPTIC VAULT / J-BOX		
⊙	FESTIVAL OUTLET		
⊙	POWER POLE		
⊙	POWER POLE GUY ANCHOR		
⊙	POWER POLE W/ LUMINAIRE		
P	POWER VAULT LID / J-BOX		
△	POWER TRANSFORMER		
⊙	POWER METER		
T	TELECOMM VAULT / J-BOX		
PED	UTILITY PEDESTAL		
⊙	GAS VALVE		
⊙	GAS METER		
⊙	WATER VALVE		
⊙	WATER METER		
W	WATER VAULT LID		
⊙	FIRE HYDRANT		
⊙	BLOW-OFF		

ABND	ABANDONED	N	NORTHING/NORTH
AC	ASPHALT	NO	NUMBER
AC	ASBESTOS CEMENT WATER PIPE	NTS	NOT TO SCALE
ACP	ASPHALT CONCRETE PAVEMENT	OC	ON CENTER
ADA	AMERICANS WITH DISABILITIES ACT	OD	OUTSIDE DIAMETER
AP	ANGLE POINT	OH	OVERHEAD UTILITIES
AVE	AVENUE	PC	POINT OF CURVATURE
BLDG	BUILDING	PCC	POINT OF CURVE ON CURVE
BMP	BEST MANAGEMENT PRACTICE	PE	POLYETHYLENE
BOW	BACK OF WALK	PG	PERFORMANCE GRADE
CB	CATCH BASIN	PI	POINT OF INTERSECTION
CDF	CONTROLLED DENSITY FILL	PIV	POST INDICATOR VALVE
CI	CAST IRON	POB	POINT OF BEGINNING
CL	CENTERLINE	POC	POINT OF CONNECTION
CL	CLASS	POE	POINT OF ENDING
CO	CLEANOUT	PRC	POINT OF REVERSE CURVATURE
CONC	CONCRETE	PT	POINT OF TANGENCY
CONT	CONTAINER	PVC	POLYVINYL CHLORIDE
DCVA	DOUBLE CHECK VALVE ASSEMBLY	PVI	POINT OF VERTICAL INTERSECTION
DI	DUCTILE IRON	R	RADIUS
DIA #	DIAMETER	RJ	RESTRAINED JOINT
CFW	CITY OF FEDERAL WAY	RT	RIGHT
CSBC	CRUSHED SURFACING BASE COURSE	S	SLOPE/SOUTH
E	EASTING/EAST	SD	STORM DRAIN
EL	ELEVATION	SDP	STORM DRAIN PIPE
ELEV	ELEVATION	SEW	SEWER
EOP	EDGE OF PAVEMENT	SHT	SHEET
EX	EXISTING	SSMH	SANITARY SEWER MANHOLE
EXIST	EXISTING	ST	STREET
FDC	FIRE DEPARTMENT CONNECTION	STA	STATION
FL	FLANGE	STD	STANDARD
FL	FLOWLINE	T	TANGENT LENGTH
HORIZ	HORIZONTAL	T1	TYPE 1 CATCH BASIN
HMA	HOT MIX ASPHALT	T2	TYPE 2 CATCH BASIN
ICV	IRRIGATION CONTROL VALVE	TOC	TOP OF CURB
ID	INSIDE DIAMETER	TOG	TOP OF GRATE
IE	INVERT ELEVATION	TYP	TYPICAL
L	LENGTH OF CURVE	VC	VERTICAL CURVE
LT	LEFT	VERT	VERTICAL
LF	LINEAR FEET	VLT	VAULT
LP	LOW POINT	W	WEST / WITH
MAX	MAXIMUM	WAT	WATER
MIN	MINIMUM	WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
MH	MANHOLE		
MJ	MECHANICAL JOINT		
MW	MONITORING WELL		

85 % DESIGN

CITY OF Federal Way
Centered on Opportunity
33325 8TH AVE S FEDERAL WAY, WA 98003
PHONE: (253) 835-2700
WWW.CITYOFFEDERALWAY.COM

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

DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S.HAMEL
APPROVED: D.WINKLER

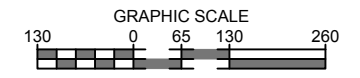
JOHN ROBERT MULKEY
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
11/12/2021

DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

LEGEND & ABBREVIATIONS

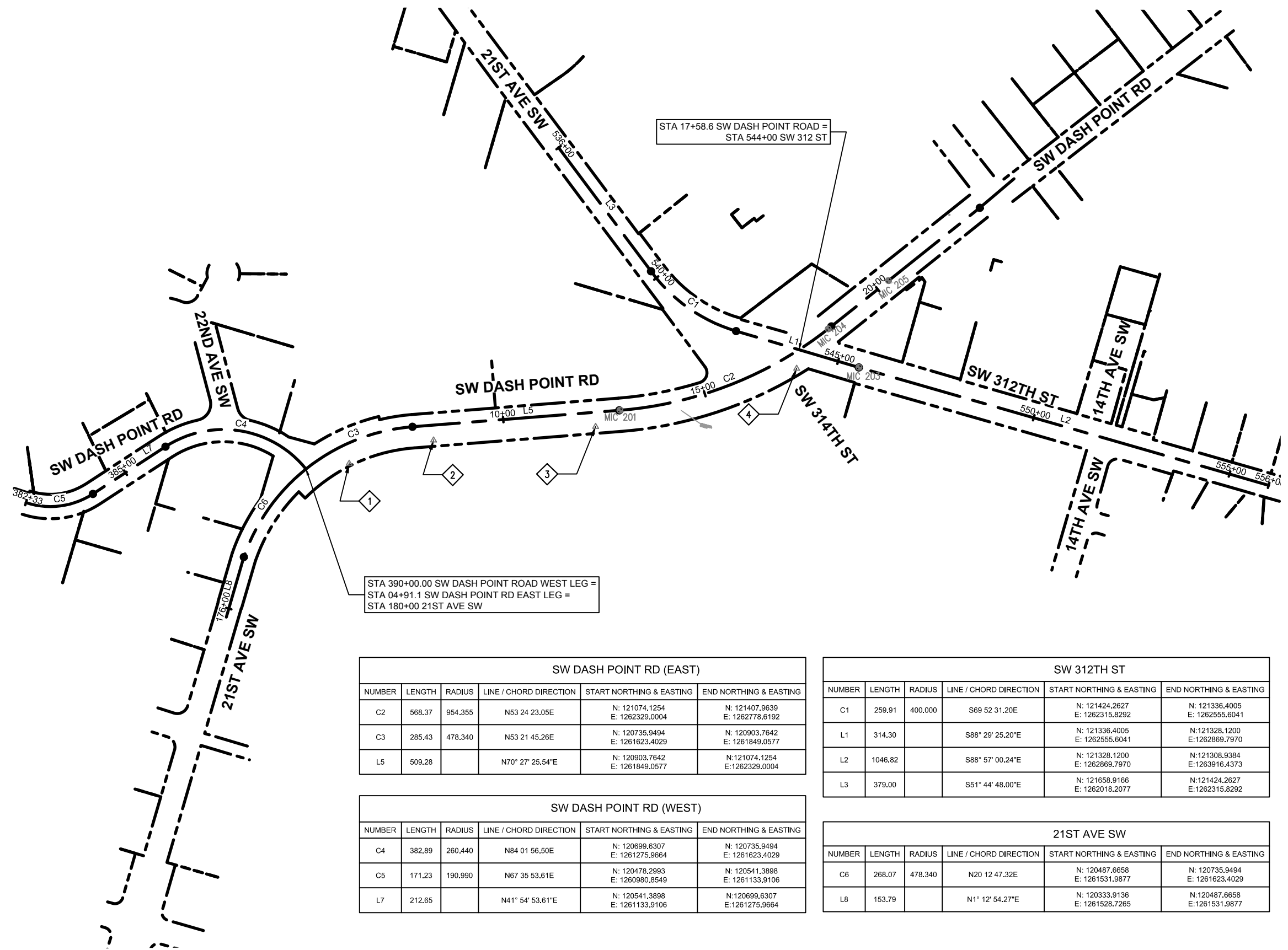
CITY PROJECT #:	204
SHT.	02
OF	54



NOTES

1. THE PURPOSE OF THIS TOPOGRAPHIC SURVEY IS FOR CIVIL ENGINEERING DESIGN. THIS IS NOT A BOUNDARY SURVEY. SOURCES OF BOUNDARY INFORMATION AS SHOWN INCLUDE FIELD-TIED MONUMENTATION, PLATS, COUNTY RECORDS OF SURVEY, AND AUDITOR INDEXING INFORMATION.
2. THE LOCATIONS OF EXISTING UNDERGROUND UTILITY SYSTEMS, AS SHOWN HEREON, ARE TAKEN FROM UTILITY LOCATE PAINT MARKS OR AS-BUILT PLANS AND ARE SHOWN IN AN APPROXIMATE WAY ONLY.

THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. ALL LOCATOR SERVICES SHOULD BE CONTACTED PRIOR TO ANY CONSTRUCTION OR SUBSURFACE EXPLORATION. CALL 1-800-424-5555.
3. FIELD SURVEY: KPG, FEBRUARY, 2020. LICENSEE MICHAEL R. BOWEN, P.L.S. NO. 29294/RONALD D. REICHEL, P.L.S. NO. 38015.
4. CONTOUR INTERVAL = 1 FOOT, ±0.5 FOOT PER NATIONAL MAPPING STANDARDS. CONTOURS DERIVED FROM DIRECT FIELD OBSERVATIONS.
5. STORM AND SEWER CONNECTIONS HAVE BEEN DRAWN FROM CENTER OF LID TO CENTER OF LID.
6. DUCTS ARE NOTED AS INDICATED IN THE FIELD BY UTILITY LOCATORS. MULTIPLE LINES AND/OR UTILITIES MAY SHARE DUCT RUNS; THIS MAY NOT BE SHOWN IN THE DRAWING.



STA 390+00.00 SW DASH POINT ROAD WEST LEG =
STA 04+91.1 SW DASH POINT RD EAST LEG =
STA 180+00 21ST AVE SW

STA 17+58.6 SW DASH POINT ROAD =
STA 544+00 SW 312 ST

SW DASH POINT RD (EAST)					
NUMBER	LENGTH	RADIUS	LINE / CHORD DIRECTION	START NORTHING & EASTING	END NORTHING & EASTING
C2	568.37	954.355	N53 24 23.05E	N: 121074.1254 E: 1262329.0004	N: 121407.9639 E: 1262778.6192
C3	285.43	478.340	N53 21 45.26E	N: 120735.9494 E: 1261623.4029	N: 120903.7642 E: 1261849.0577
L5	509.28		N70° 27' 25.54"E	N: 120903.7642 E: 1261849.0577	N:121074.1254 E:1262329.0004

SW DASH POINT RD (WEST)					
NUMBER	LENGTH	RADIUS	LINE / CHORD DIRECTION	START NORTHING & EASTING	END NORTHING & EASTING
C4	382.89	260.440	N84 01 56.50E	N: 120699.6307 E: 1261275.9664	N: 120735.9494 E: 1261623.4029
C5	171.23	190.990	N67 35 53.61E	N: 120478.2993 E: 1260980.8549	N: 120541.3898 E: 1261133.9106
L7	212.65		N41° 54' 53.61"E	N: 120541.3898 E: 1261133.9106	N:120699.6307 E:1261275.9664

SW 312TH ST					
NUMBER	LENGTH	RADIUS	LINE / CHORD DIRECTION	START NORTHING & EASTING	END NORTHING & EASTING
C1	259.91	400.000	S69 52 31.20E	N: 121424.2627 E: 1262315.8292	N: 121336.4005 E: 1262555.6041
L1	314.30		S88° 29' 25.20"E	N: 121336.4005 E: 1262555.6041	N:121328.1200 E:1262869.7970
L2	1046.82		S88° 57' 00.24"E	N: 121328.1200 E: 1262869.7970	N:121308.9384 E:1263916.4373
L3	379.00		S51° 44' 48.00"E	N: 121658.9166 E: 1262018.2077	N:121424.2627 E:1262315.8292

21ST AVE SW					
NUMBER	LENGTH	RADIUS	LINE / CHORD DIRECTION	START NORTHING & EASTING	END NORTHING & EASTING
C6	268.07	478.340	N20 12 47.32E	N: 120487.6658 E: 1261531.9877	N: 120735.9494 E: 1261623.4029
L8	153.79		N1° 12' 54.27"E	N: 120333.9136 E: 1261528.7265	N:120487.6658 E:1261531.9877

SURVEY CONTROL POINT LIST				
CP#	DESCRIPTION	NORTHING	EASTING	ELEVATION
1	PK-21	120776.53	1261722.36	259.92
2	PK-22	120885.46	1261907.56	259.08
3	PK-100	121020.69	1262283.28	258.17
4	PK-101	121286.04	1262723.26	268.98

MONUMENT IN CASE LIST				
		NORTHING	EASTING	ELEVATION
-	MIC-201	121074.64	1262330.45	-
-	MIC-203	121328.69	1262869.93	-
-	MIC-204	121399.80	1262772.61	-
-	MIC-205	121552.72	1262885.17	-

HORIZONTAL AND VERTICAL DATUM

HORIZONTAL DATUM: NAD 83/11
VERTICAL DATUM: NAVD 88

HORIZONTAL AND VERTICAL DATUMS ESTABLISHED BY RTK GPS OBSERVATION UTILIZING WSRN (WASHINGTON STATE REFERENCE NETWORK) WITH CHECKS TO WSDOT CONTROL POINTS GP17005-238 AND GP17005-133

85 % DESIGN

\\CFWFILE1\Department\PIV\CAPITAL PROJECTS\Programmed\204 - SW Dash Point Road @ Lakota M.S. PEACAD\CAD Files\Survey Plan.dwg, 3/11/2021

DRAFTED: S.ALIZAI
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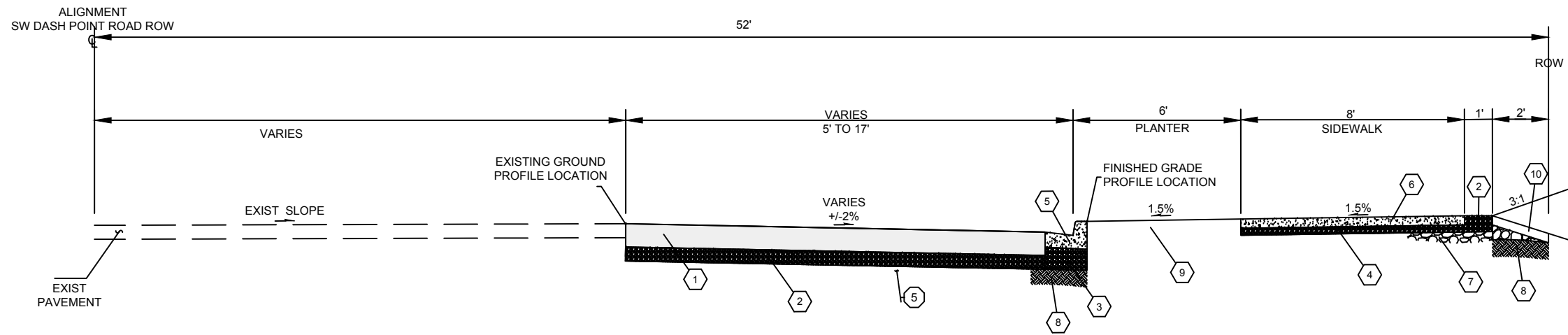
DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

SURVEY PLAN
SW DASH POINT ROAD

CITY PROJECT #:
204

SHT. **03**
OF **54**



MATERIAL CODE	
⊙	MATERIALS DESCRIPTION
1	10" HMA CL. 1/2" PG 58H-22
2	6" CRUSHED SURFACING BASE COURSE
3	8" CRUSHED SURFACING BASE COURSE
4	2" CRUSHED SURFACING TOP COURSE
5	CEMENT CONC. CURB AND GUTTER
6	4" CEMENT CONC. SIDEWALK
7	GRAVEL BORROW (WHEN NEEDED)
8	COMPACTED SUBGRADE
9	SEE LANDSCAPE PLANS FOR PLANTER AREA
10	SEE LANDSCAPE PLANS FOR BACK OF WALK

85 % DESIGN



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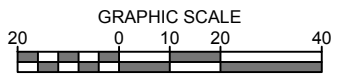
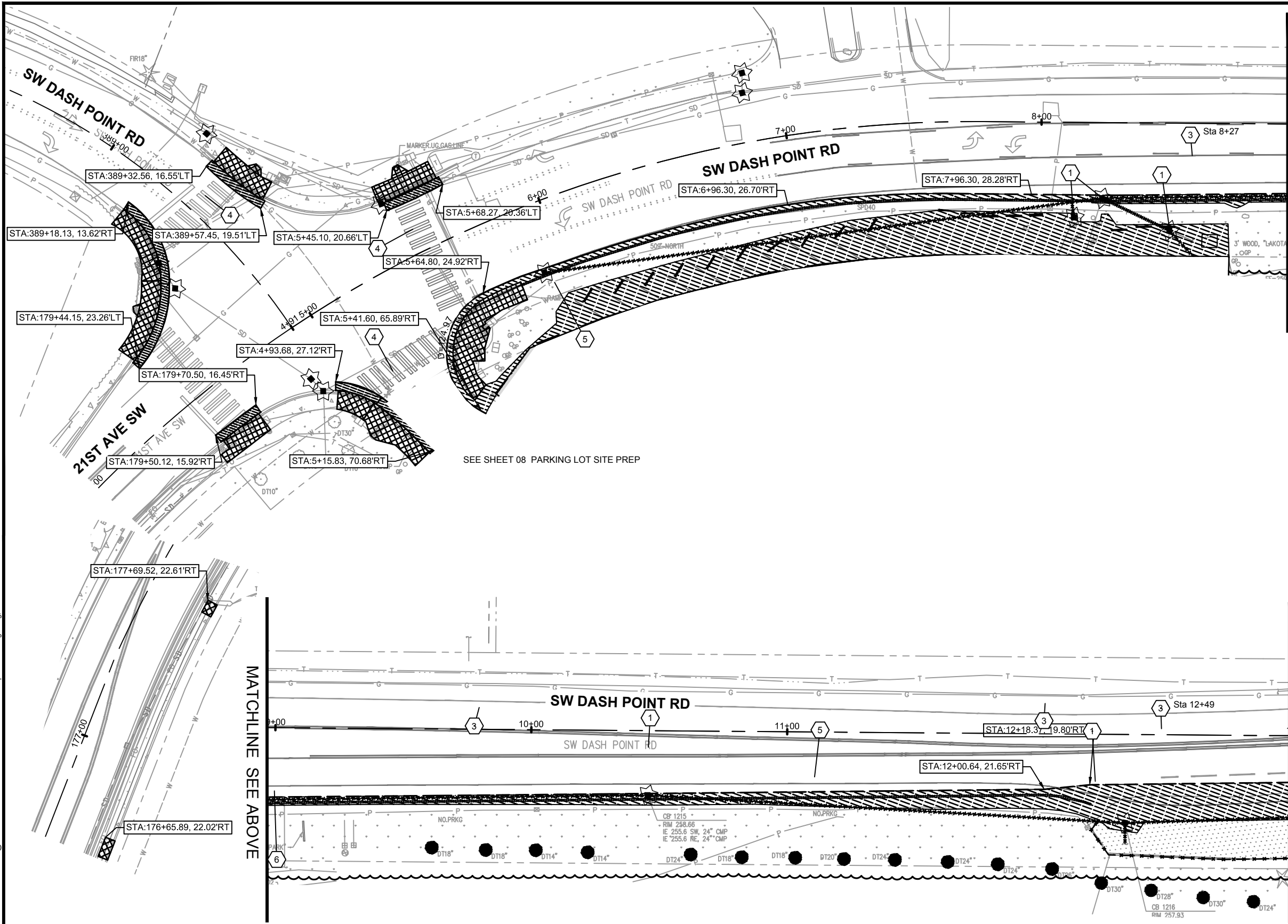
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LAKOTA M.S. SRTS PROJECT

ROADWAY SECTION SW DASH POINT ROAD

CITY PROJECT #:
 204
 SHT. 04
 OF 54

I:\CFWFILE\1\Department\PIV\CAPITAL PROJECTS\Programmed\204 - SW Dash Point Road @ Lakota MS\03 PE\ACAD\CAD Files\Details.dwg, 11/12/2021



GENERAL NOTES

- 1) CONTRACTOR SHALL PRESERVE AND PROTECT ALL ABOVE AND BELOW GRADE IMPROVEMENTS THAT ARE TO REMAIN IN PLACE. CONTRACTOR IS RESPONSIBLE FOR DAMAGES.
- 2) REMOVAL OF SIDEWALK PANELS SHALL BE BETWEEN EXPANSION JOINTS WITH NO SAWCUTTING.
- 3) SAVE AND PROTECT ALL EXISTING VEGETATION AND EXISTING IRRIGATION SYSTEMS OUTSIDE OF CLEARING AND GRUBBING LIMITS.
- 4) SAWCUT LINES ARE TYPICALLY NOT SHOWN FOR THE CONSTRUCTION OR REMOVAL OF UNDERGROUND UTILITIES.
- 5) CONTRACTOR SHALL REMOVE SIGNS AS NOTED AND STORE DURING CONSTRUCTION FOR REINSTALLATION ON NEW POST(S) IF SO NOTED ON SIGNING AND PAVEMENT MARKING PLANS.

CONSTRUCTION NOTES

- ① REMOVE DRAINAGE STRUCTURE
- ② NOT USED
- ③ REMOVE PLASTIC LINE
- ④ REMOVE PLASTIC CROSSWALK LINE
- ⑤ UTILITY TO BE REMOVED AND RELOCATED BY OTHERS
- ⑥ REMOVE SIGN

SITE PREP & TESC LEGEND

- REMOVE TREE
- PROTECT TREE
- INLET PROTECTION INSERT
- EXTRUDED CURB REMOVAL
- GUARDRAIL REMOVAL
- UTILITY TO BE ABANDONED INPLACE
- UTILITY TO BE REMOVED
- CONSTRUCTION LIMITS
- CLEARING AND GRUBBING LIMITS
- SAWCUT LINE
- HIGH VISIBILITY FENCE
- ASPHALT CONC PAVEMENT REMOVAL
- CEMENT CONC REMOVAL
- WHEEL STOPS REMOVAL

MATCHLINE SEE BELOW

MATCHLINE SEE SHEET 06

MATCHLINE SEE ABOVE

85 % DESIGN

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PHONE: (253) 835-2700
WWW.CITYOFFEDERALWAY.COM



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REVIEWED: S.HAMEL
APPROVED: D.WINKLER

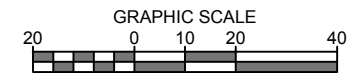


DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
ESC & SITE PREPARATION PLAN
STA 4+35 TO STA 13+00

CITY PROJECT #:
204
SHT. **05**
OF **54**

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GENERAL NOTES

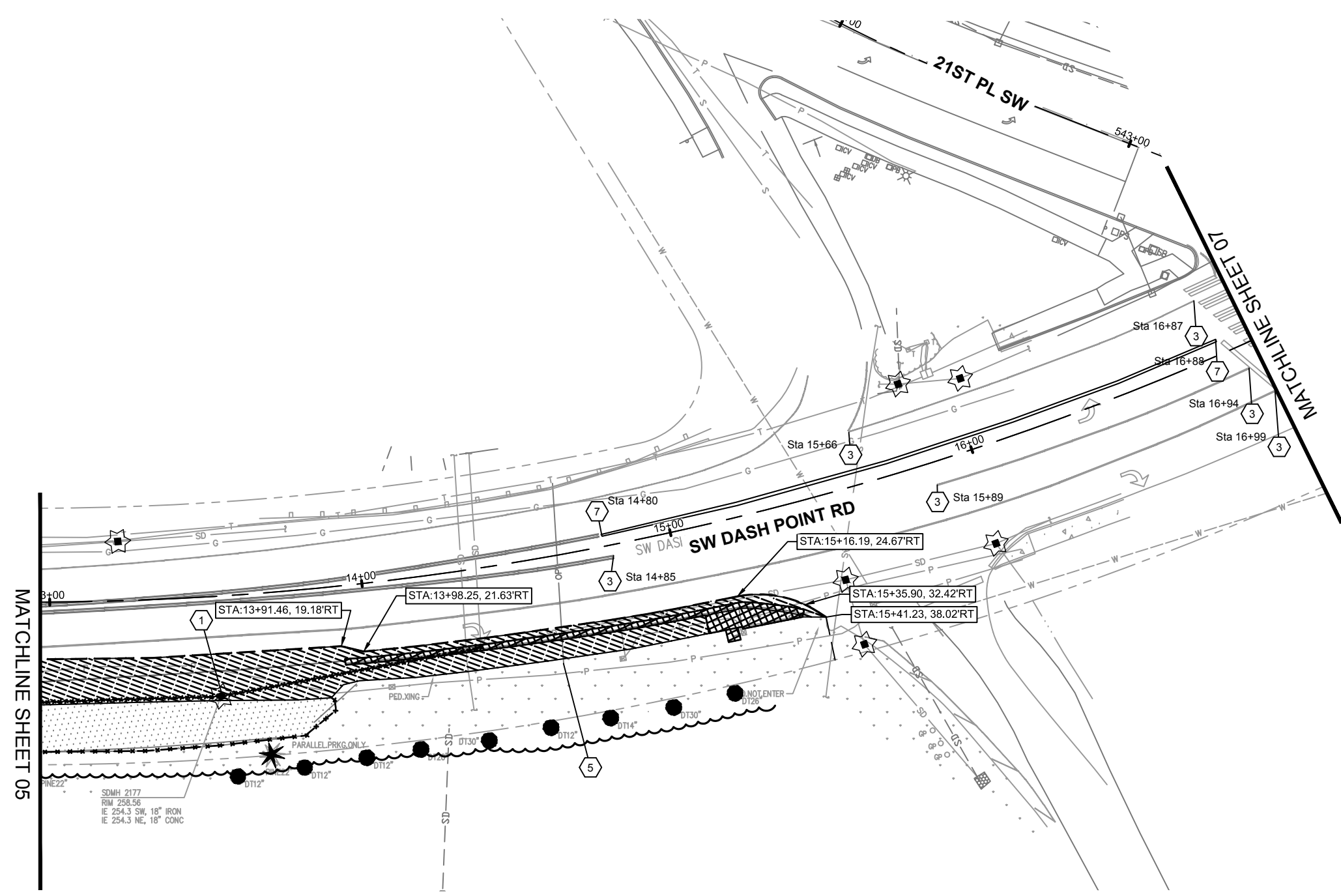
- 1) CONTRACTOR SHALL PRESERVE AND PROTECT ALL ABOVE AND BELOW GRADE IMPROVEMENTS THAT ARE TO REMAIN IN PLACE. CONTRACTOR IS RESPONSIBLE FOR DAMAGES.
- 2) REMOVAL OF SIDEWALK PANELS SHALL BE BETWEEN EXPANSION JOINTS WITH NO SAWCUTTING.
- 3) SAVE AND PROTECT ALL EXISTING VEGETATION AND EXISTING IRRIGATION SYSTEMS OUTSIDE OF CLEARING AND GRUBBING LIMITS.
- 4) SAWCUT LINES ARE TYPICALLY NOT SHOWN FOR THE CONSTRUCTION OR REMOVAL OF UNDERGROUND UTILITIES.
- 5) CONTRACTOR SHALL REMOVE SIGNS AS NOTED AND STORE DURING CONSTRUCTION FOR REINSTALLATION ON NEW POST(S) IF SO NOTED ON SIGNING AND PAVEMENT MARKING PLANS.

CONSTRUCTION NOTES

- ① REMOVE DRAINAGE STRUCTURE
- ② NOT USED
- ③ REMOVE PLASTIC LINE
- ④ REMOVE PLASTIC CROSSWALK LINE
- ⑤ UTILITY TO BE REMOVED AND RELOCATED BY OTHERS
- ⑥ REMOVE SIGN

SITE PREP & TESC LEGEND

- REMOVE TREE
- PROTECT TREE
- INLET PROTECTION INSERT
- EXTRUDED CURB REMOVAL
- GUARDRAIL REMOVAL
- UTILITY TO BE ABANDONED INPLACE
- UTILITY TO BE REMOVED
- CONSTRUCTION LIMITS
- CLEARING AND GRUBBING LIMITS
- SAWCUT LINE
- HIGH VISIBILITY FENCE
- ASPHALT CONC PAVEMENT REMOVAL
- CEMENT CONC REMOVAL



MATCHLINE SHEET 05

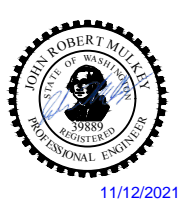
MATCHLINE SHEET 07

85 % DESIGN

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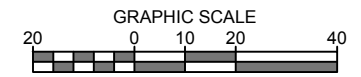
DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S.HAMEL
APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
ESC & SITE PREPARATION PLAN
STA 13+00 TO STA 17+00

CITY PROJECT #:
204
SHT. **06**
OF **54**



GENERAL NOTES

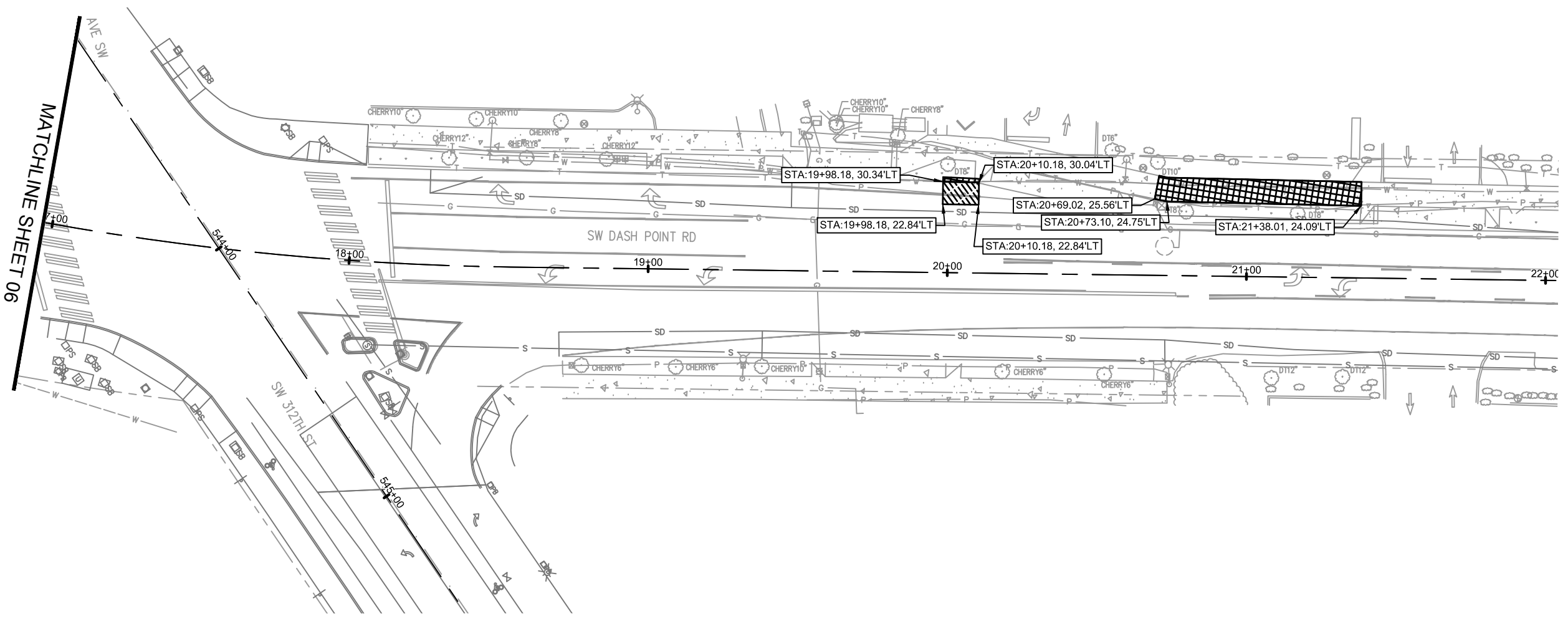
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CONSTRUCTION NOTES

- ① REMOVE DRAINAGE STRUCTURE
- ② NOT USED
- ③ REMOVE PLASTIC LINE
- ④ REMOVE PLASTIC CROSSWALK LINE
- ⑤ UTILITY TO BE REMOVED AND RELOCATED BY OTHERS
- ⑥ REMOVE SIGN

SITE PREP & TESC LEGEND

- REMOVE TREE
- PROTECT TREE
- INLET PROTECTION INSERT
- EXTRUDED CURB REMOVAL
- GUARDRAIL REMOVAL
- UTILITY TO BE ABANDONED IN PLACE
- UTILITY TO BE REMOVED
- CONSTRUCTION LIMITS
- CLEARING AND GRUBBING LIMITS
- SAWCUT LINE
- HIGH VISIBILITY FENCE
- ASPHALT CONC. REMOVAL
- CEMENT CONC. REMOVAL



MATCHLINE SHEET 06

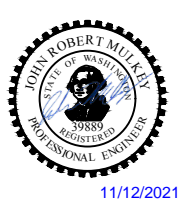
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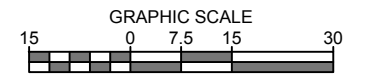
DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S.HAMEL
APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
ESC & SITE PREPARATION PLAN
STA 17+00 TO STA 22+00

CITY PROJECT #:
204
SHT. **07**
OF **54**



GENERAL NOTES

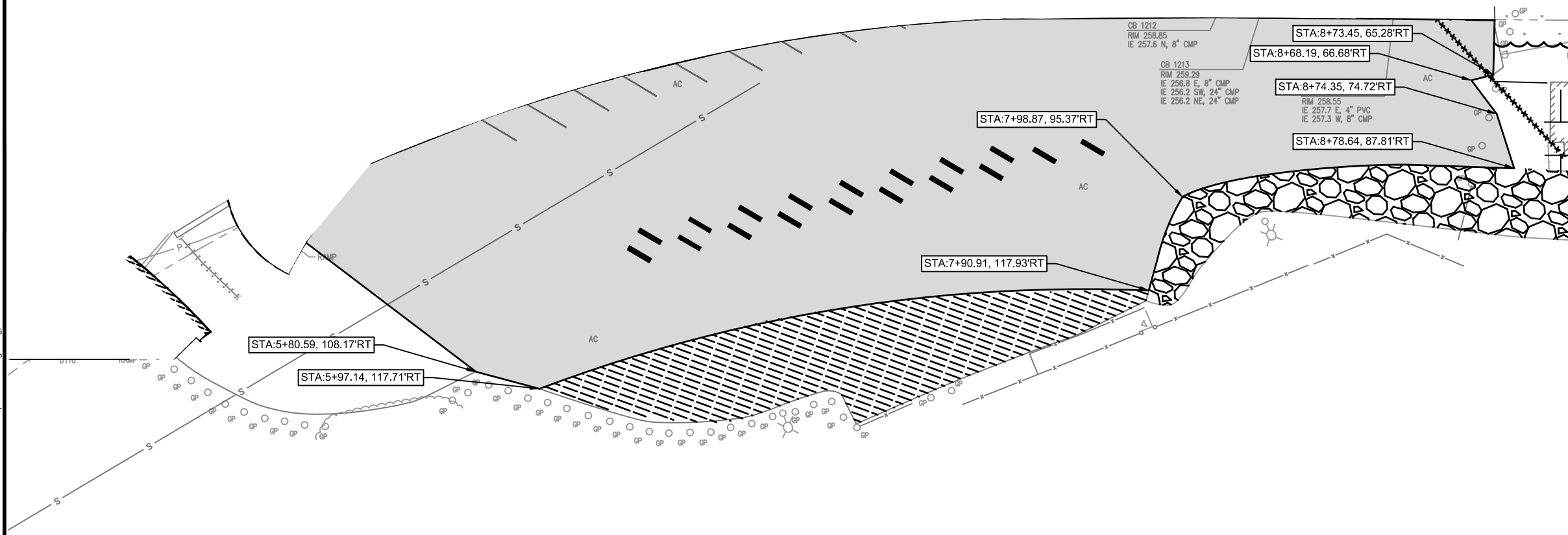
- 1) CONTRACTOR SHALL PRESERVE AND PROTECT ALL ABOVE AND BELOW GRADE IMPROVEMENTS THAT ARE TO REMAIN IN PLACE. CONTRACTOR IS RESPONSIBLE FOR DAMAGES.
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- 5) CONTRACTOR SHALL REMOVE SIGNS AS NOTED AND STORE DURING CONSTRUCTION FOR REINSTALLATION ON NEW POST(S) IF SO NOTED ON SIGNING AND PAVEMENT MARKING PLANS.

CONSTRUCTION NOTES

- ① REMOVE DRAINAGE STRUCTURE
- ⑤ UTILITY TO BE REMOVED AND RELOCATED BY OTHERS

SITE PREP & TESC LEGEND

- REMOVE TREE
- PROTECT TREE
- INLET PROTECTION INSERT
- EXTRUDED CURB REMOVAL
- GUARDRAIL TO BE REMOVED
- UTILITY TO BE ABANDONED INPLACE
- UTILITY TO BE REMOVED
- CONSTRUCTION LIMITS
- CLEARING AND GRUBBING LIMITS
- SAWCUT LINE
- HIGH VISIBILITY FENCE
- ASPHALT CONC PAVEMENT REMOVAL
- CEMENT CONC REMOVAL
- GRAVEL REMOVAL
- PLANING BITUMINOUS PAVEMENT
- WHEEL STOP REMOVAL
- Bollard Removal

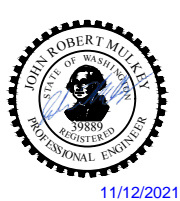


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 DESIGNED: J.MULKEY
 REVIEWED: S. HAMEL
 APPROVED: D.WINKLER

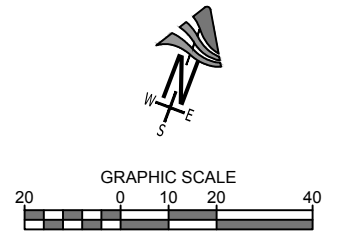
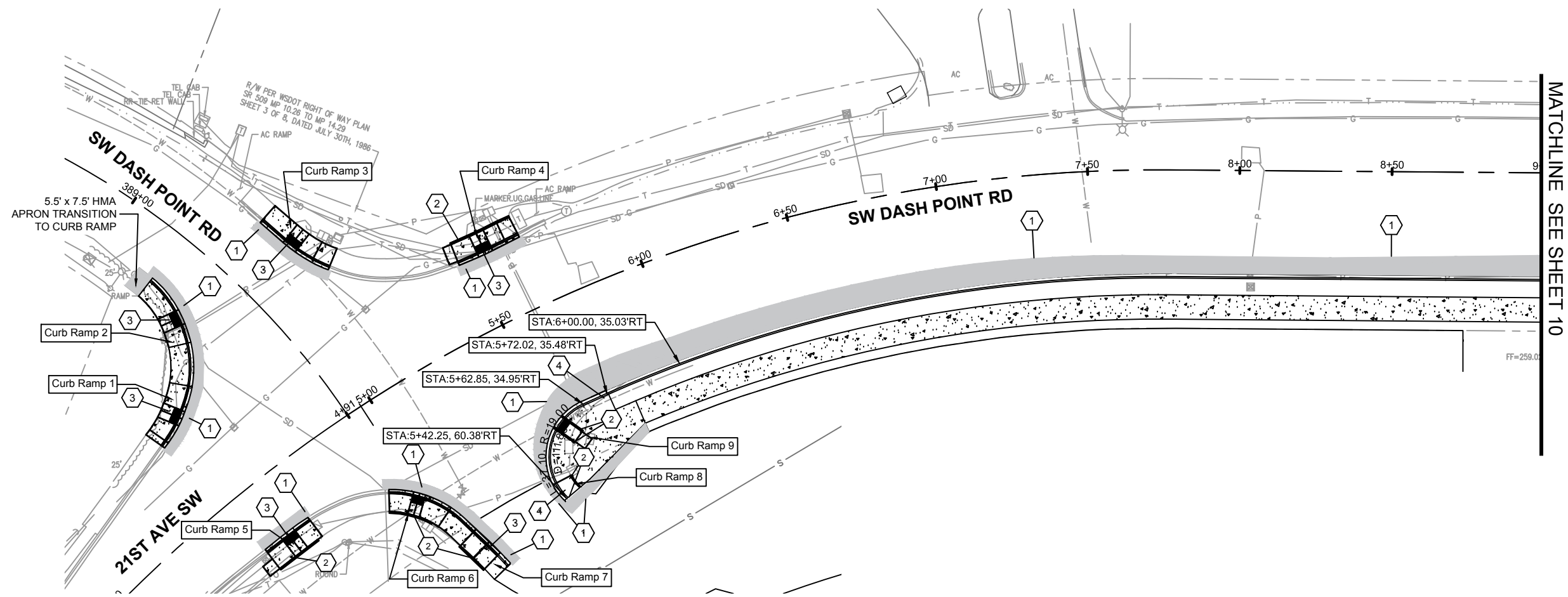


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NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
ESC & SITE PREPARATION PLAN
LAKOTA PARK PARKING LOT

CITY PROJECT #:
204
 SHT. **08**
 OF **54**

I:\CFWFILE\1\Department\PIV\CAPITAL PROJECTS\Programmed\204 - SW Dash Point Road @ Lakota M.S. SRTS PEKACAD\CAD Files\Roadway Plan & Profile.dwg, 10/25/2021



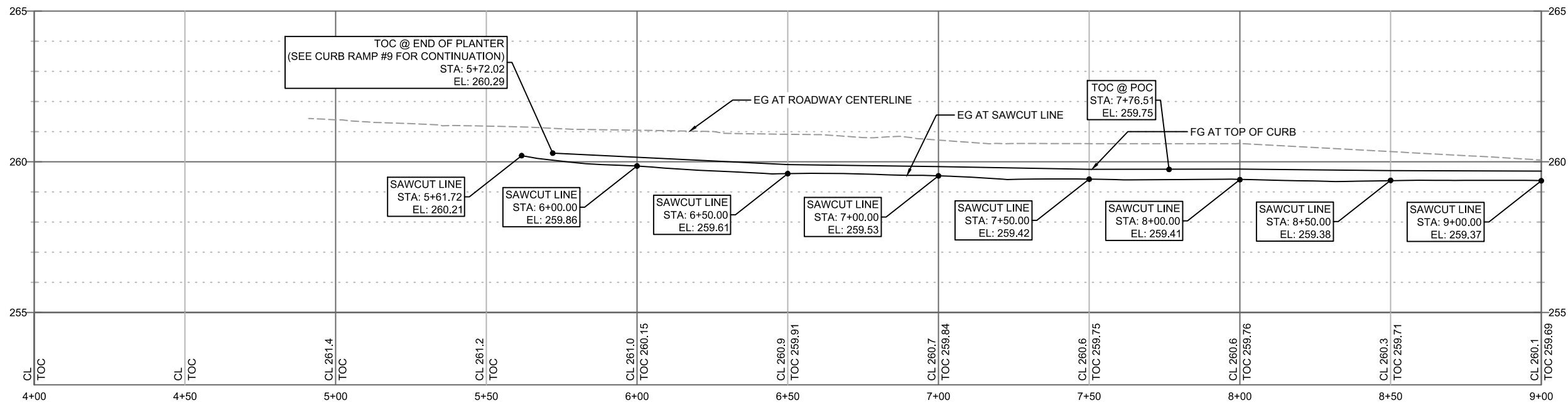
GENERAL NOTES
 1. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARLY MARKING ALL UTILITY APPURTENANCES PRIOR TO PAVING OVER THEM. ALL CASTINGS SHALL BE ADJUSTED TO FINISHED ROADWAY GRADE.

LEGEND

	CEMENT CONC. CURB AND GUTTER PER CFW STD. DETAIL 3-04
	HMA CL. 1/2 IN PG. 58H-22
	CEMENT CONC. SIDEWALK PER CFW STD. DETAIL 3-12

CONSTRUCTION NOTES

	MATCH EXISTING
	CEMENT CONC. PEDESTRIAN CURB
	CEMENT CONCRETE PARALLEL CURB RAMP PER WSDOT STD. PLAN F-40.12-03e. SEE CURB RAMP SHEETS 13-15.
	CEMENT CONCRETE SINGLE DIRECTION CURB RAMP PER WSDOT STD. PLAN F-40.16-03e. SEE SHEETS 16 AND 17.



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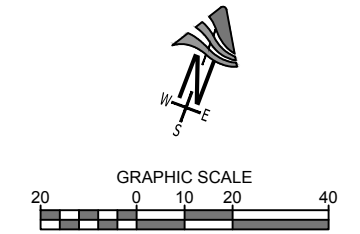
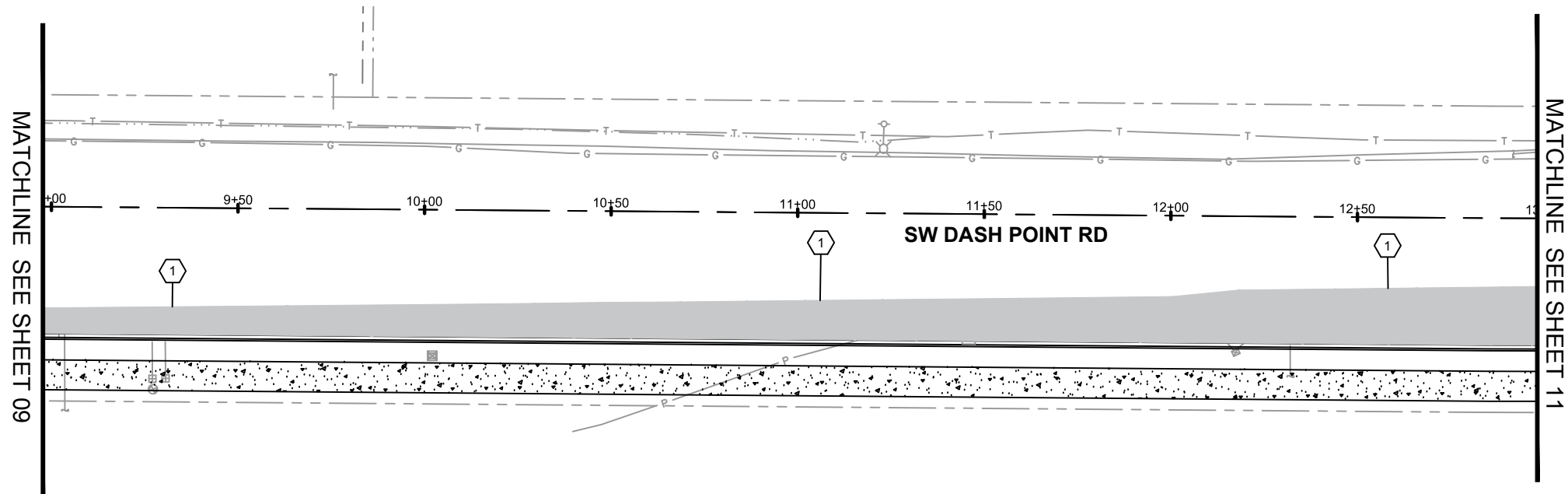
DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: S.HAMEL
 APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
ROADWAY PLAN AND PROFILE
 STA 4+35 TO STA 09+00

CITY PROJECT #:
 204
 SHT. 09
 OF 54



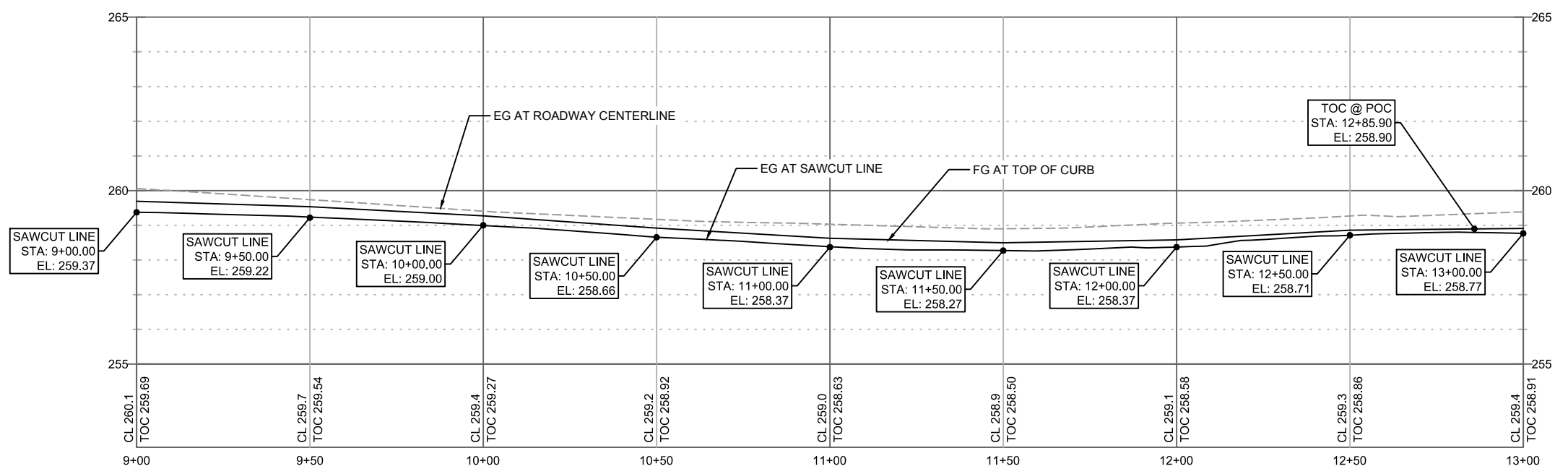
GENERAL NOTES

- CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARLY MARKING ALL UTILITY APPURTENANCES PRIOR TO PAVING OVER THEM. ALL CASTINGS SHALL BE ADJUSTED TO FINISHED ROADWAY GRADE.

- LEGEND**
- CEMENT CONC. CURB AND GUTTER PER CFW STD. DETAIL 3-04
 - HMA CL. 1/2 IN PG. 58H-22
 - CEMENT CONC. SIDEWALK PER CFW STD. DETAIL 3-12

CONSTRUCTION NOTES

- MATCH EXISTING



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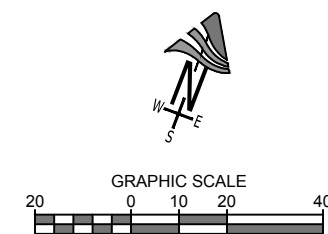
DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: S. HAMEL
 APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
ROADWAY PLAN AND PROFILE
 STA 09+00 TO STA 13+00

CITY PROJECT #:
 204
 SHT. 10
 OF 54



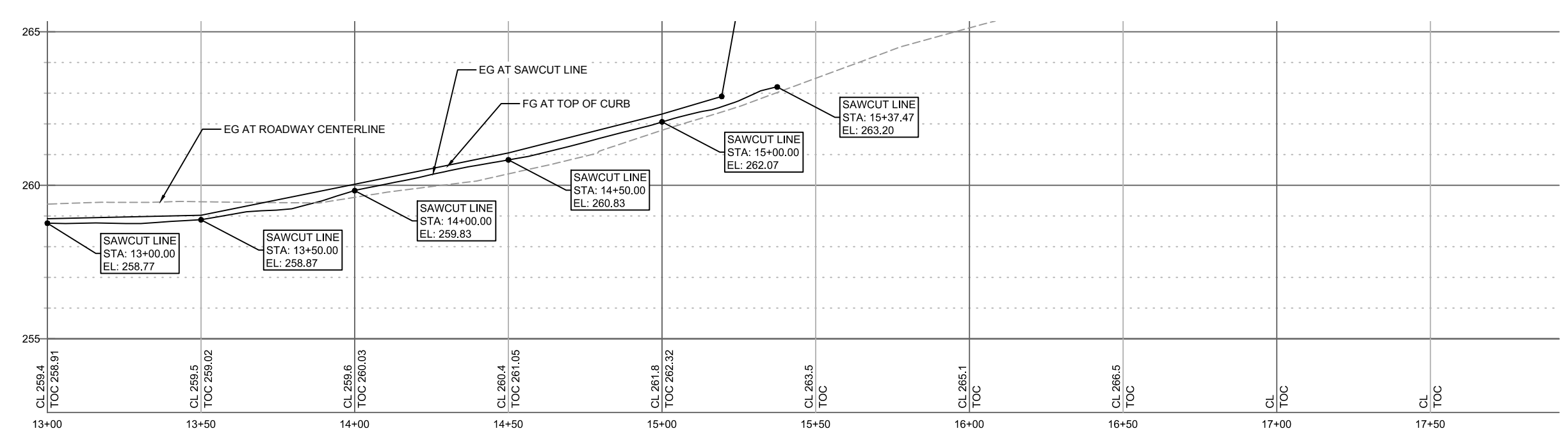
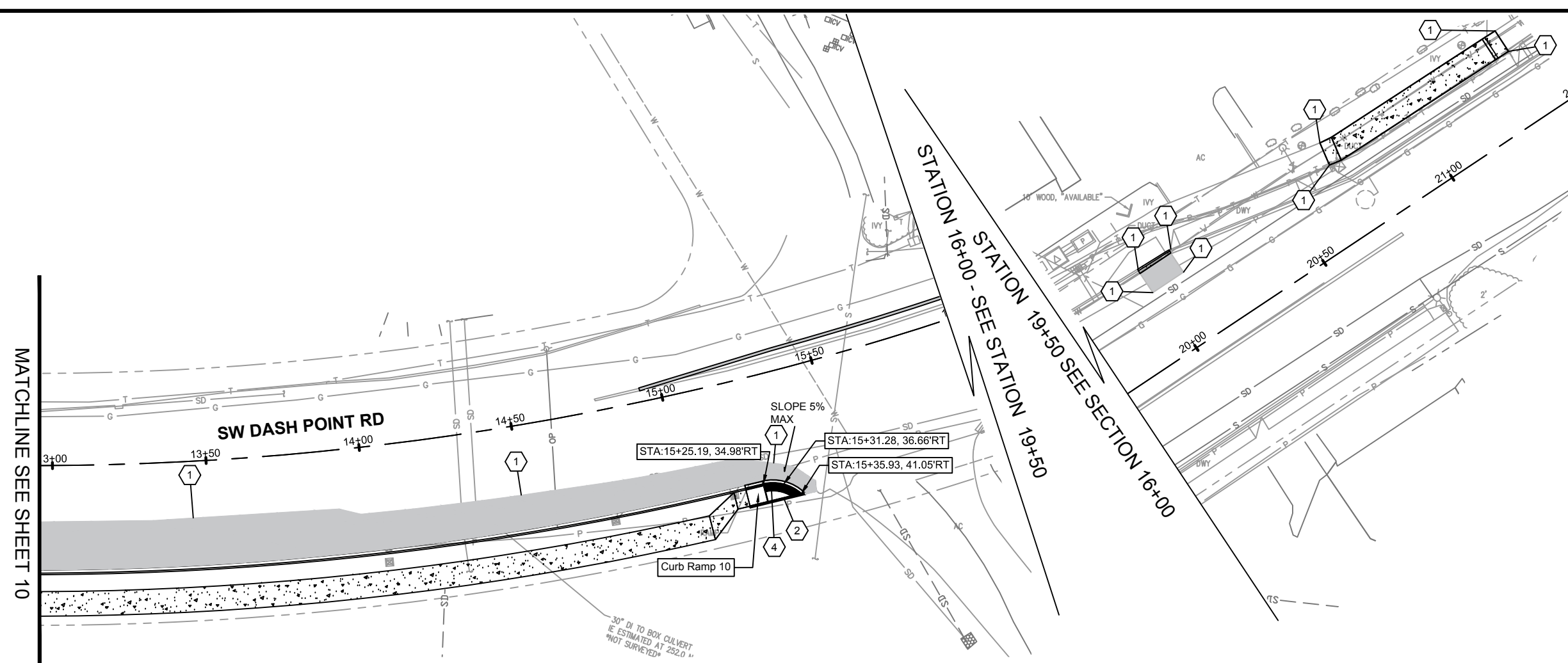
GENERAL NOTES
 1. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARLY MARKING ALL UTILITY APPURTENANCES PRIOR TO PAVING OVER THEM. ALL CASTINGS SHALL BE ADJUSTED TO FINISHED ROADWAY GRADE.

LEGEND

	CEMENT CONC. CURB AND GUTTER PER CFW STD. DETAIL 3-04
	HMA CL. 1/2 IN PG. 58H-22
	CEMENT CONC. SIDEWALK PER CFW STD. DETAIL 3-12

CONSTRUCTION NOTES

	MATCH EXISTING
	CEMENT CONC. PEDESTRIAN CURB
	CEMENT CONCRETE SINGLE DIRECTION CURB RAMP PER WSDOT STD. PLAN F-40.16-03e. SEE SHEETS 16 AND 17.

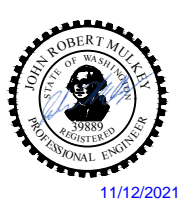


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 APPROVED: D.WINKLER

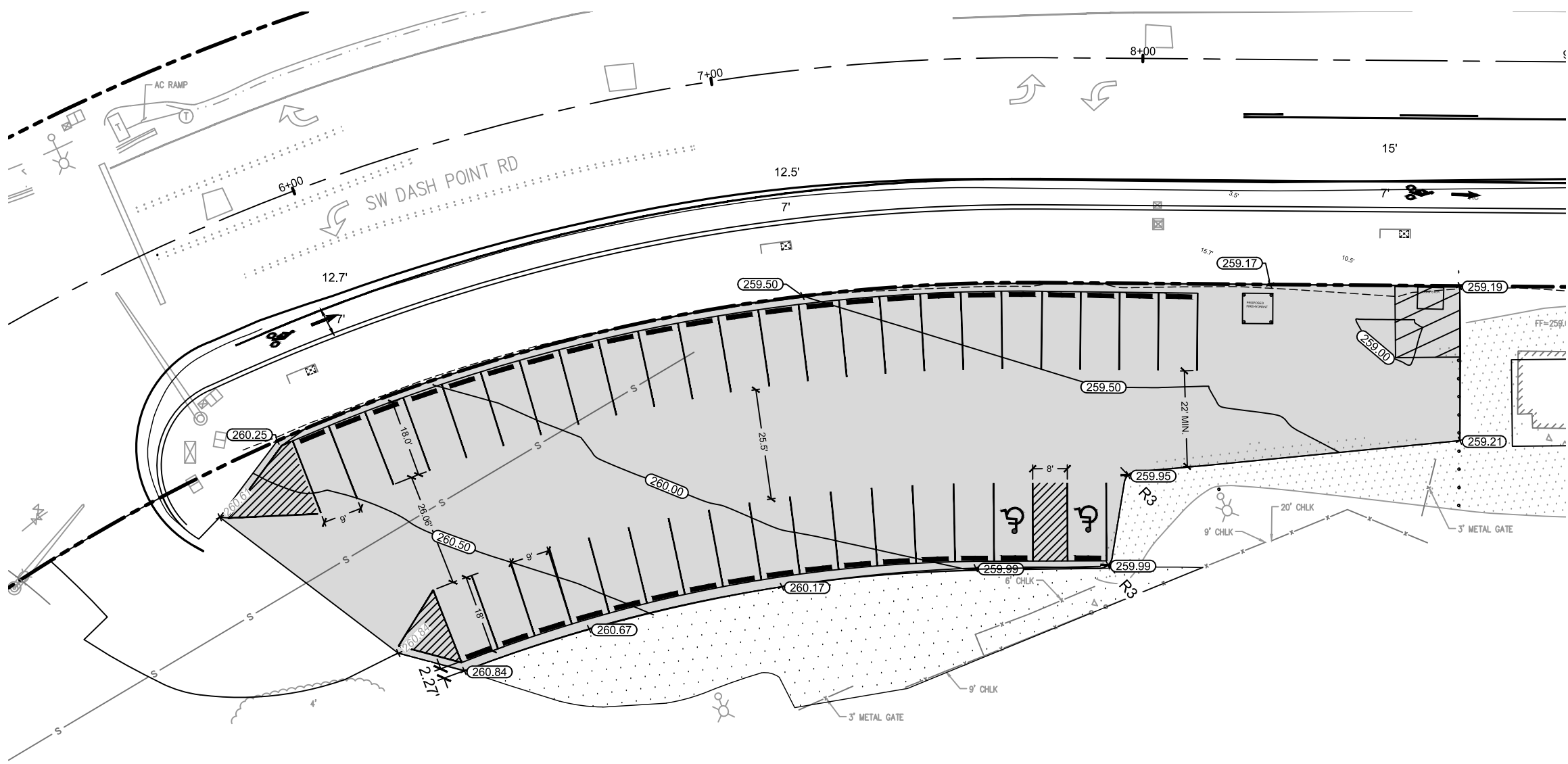
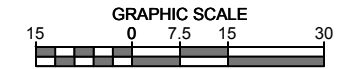


DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
ROADWAY PLAN AND PROFILE
 STA 13+00 TO STA 15+50

CITY PROJECT #:
 204
 SHT. 11
 OF 54



GENERAL NOTES
 1. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARLY MARKING ALL UTILITY APPURTENANCES PRIOR TO PAVING OVER THEM. ALL CASTINGS SHALL BE ADJUSTED TO FINISHED ROADWAY GRADE.

- LEGEND**
- CEMENT CONC. CURB AND GUTTER PER CFW STD. DETAIL 3-04
 - HMA CL. 1/2 IN PG. 58H-22
 - CEMENT CONC. SIDEWALK PER CFW STD. DETAIL 3-12

- CONSTRUCTION NOTES**
- 1 MATCH EXISTING
 - 2 CEMENT CONC. PEDESTRIAN CURB
 - 3 CEMENT CONCRETE PARALLEL CURB RAMP PER WSDOT STD. PLAN F-40.12-03e. SEE CURB RAMP SHEETS 13-15.
 - 4 CEMENT CONCRETE SINGLE DIRECTION CURB RAMP PER WSDOT STD. PLAN F-40.16-03e. SEE SHEETS 16 AND 17.

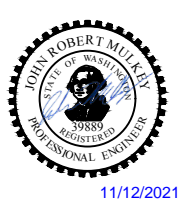
- LEGEND**
- Handi-cap
 - Wheel stop

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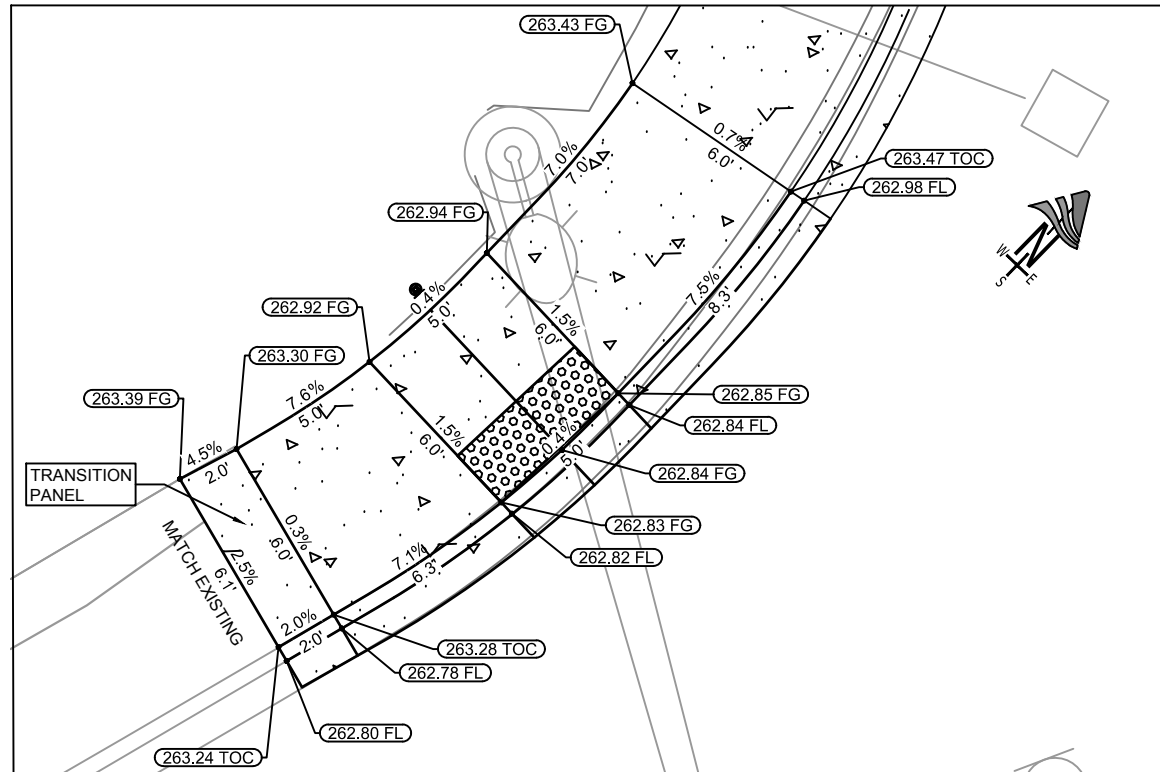
DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

PAVEMENT PLAN
LAKOTA PARK PARKING LOT

CITY PROJECT #:
 204

SHT. 12
 OF 54

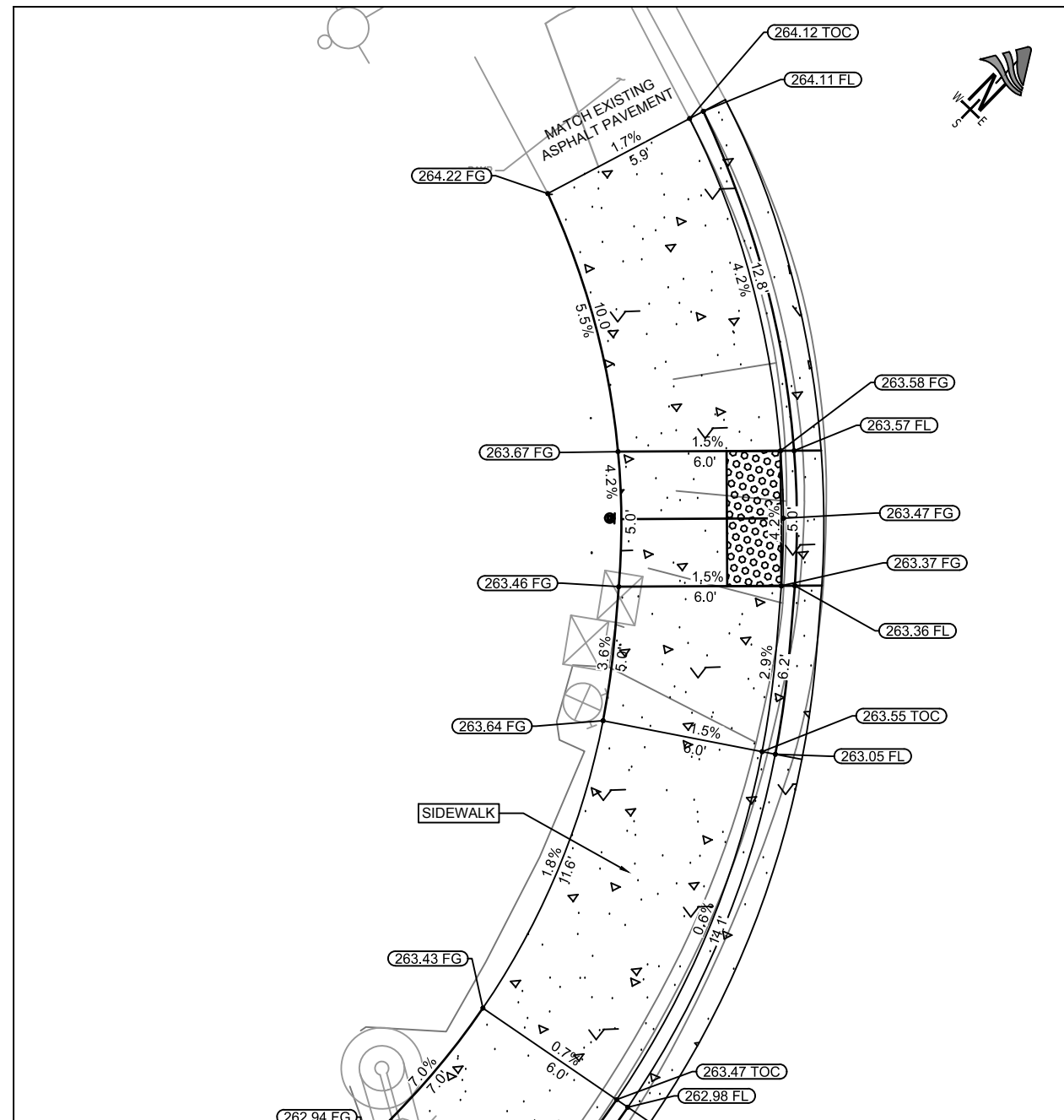


#1 21ST AVE SW 179+56.43, 32.03'LT (CENTER OF CURB RAMP, FACE OF CURB)
Scale 1:3

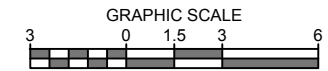
FL = GUTTER FLOW LINE
TOC = TOP OF CURB
FG = FINISH GRADE

CURB RAMP NOTES

- SLOPES SHOWN IN PLAN VIEW, RAMP LAYOUT AND RAMP LENGTH FOR REFERENCE ONLY. FIELD VERIFY EXISTING CONDITIONS AND CONSTRUCT CURB RAMPS TO MEET ADA REQUIREMENTS.
- DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ANY PART OF THE CURB RAMP OR LANDING.
- SEE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED. SEE WSDOT STD PLAN F-10.12-04 FOR DEPRESSED CURB SECTION AND CEMENT CONCRETE PEDESTRIAN CURB DETAILS. SEE CFW STD DET 3-4 FOR CURB DETAILS.
- INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02.
- CURB RAMP, LANDING, AND FLARES SHALL RECEIVE BROOM FINISH. SEE STANDARD SPECIFICATIONS 8-14.
- CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS IS INCIDENTAL TO CURB RAMP BID ITEM(S).



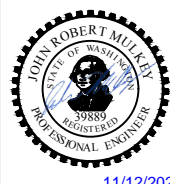
#2 SW DASH POINT RD 389+37.01, 21.12'RT (CENTER OF CURB RAMP, FACE OF CURB)
Scale 1:3



85 % DESIGN



DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S.HAMEL
APPROVED: D.WINKLER

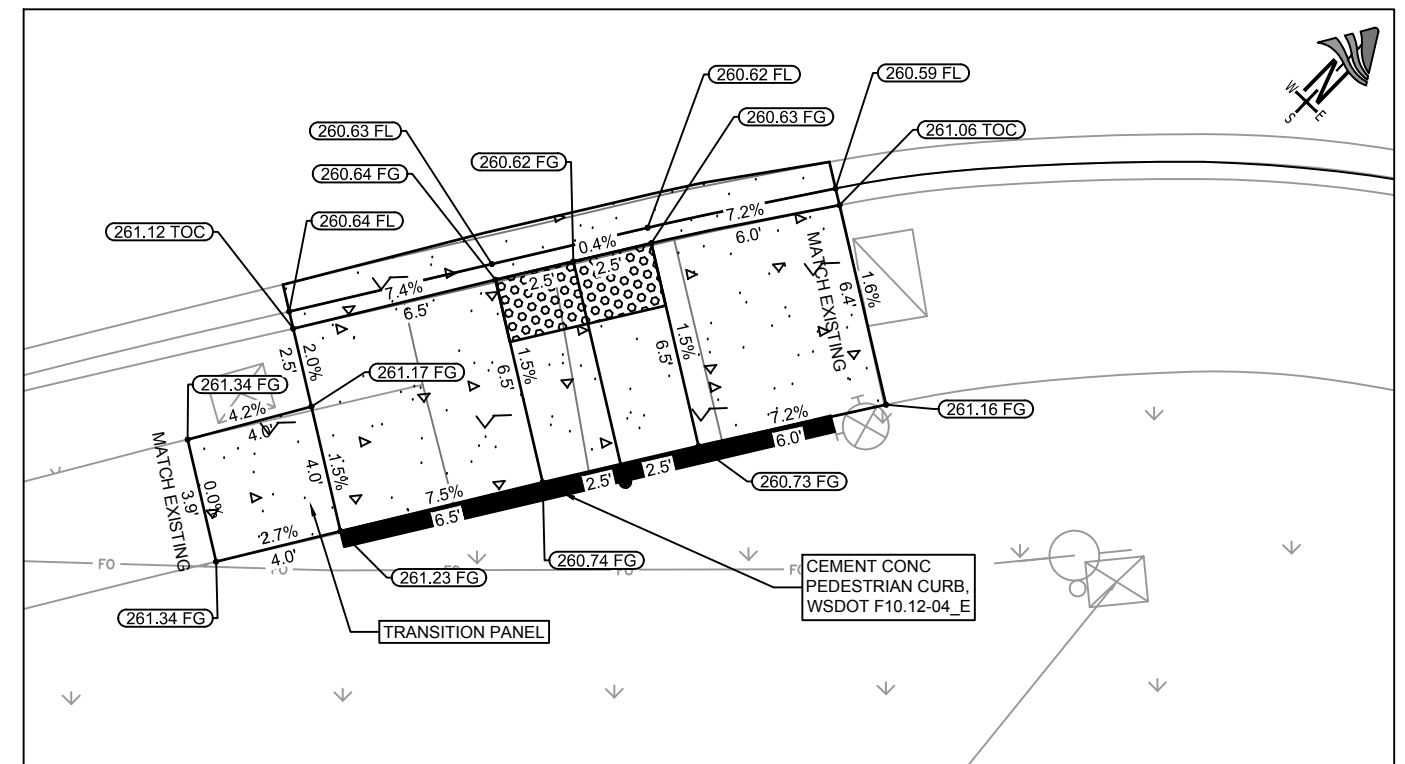
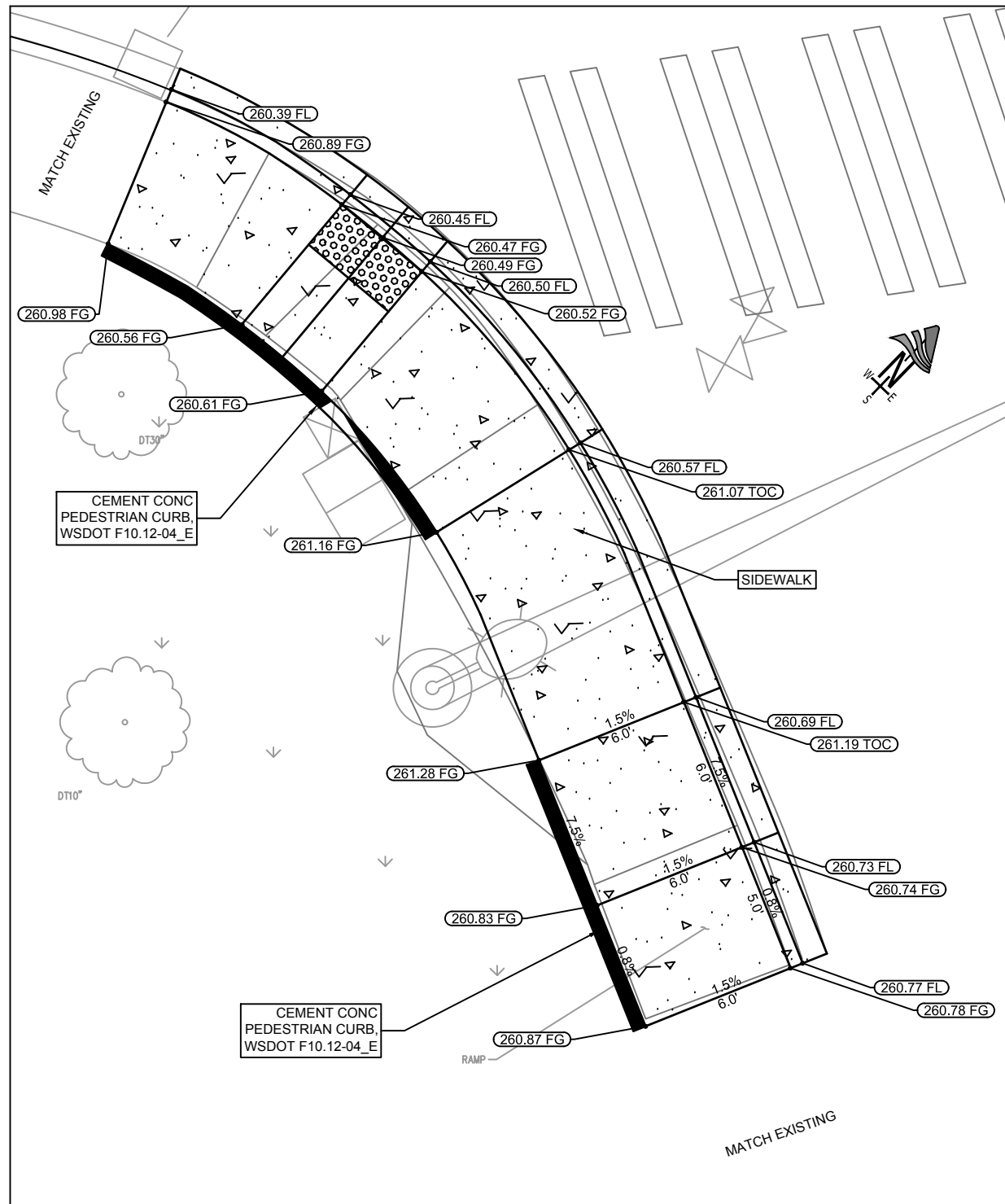
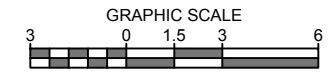


DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
RAMP 1, 2
21ST AVE SW 4+50 LT & 21ST AVE SW 4+69 LT

CITY PROJECT #:
204
SHT. 13
OF 54

#6 6 - SW DASH PT RD 4+96.15, 35.14' RT (CENTER OF CURB RAMP, FACE OF CURB)
Scale 1:3



#5 21ST AVE SW 179+60.32, 19.37' RT (CENTER OF CURB RAMP, FACE OF CURB)
Scale 1:3

FL = GUTTER FLOW LINE
TOC = TOP OF CURB
FG = FINISH GRADE

CURB RAMP NOTES

- SLOPES SHOWN IN PLAN VIEW, RAMP LAYOUT AND RAMP LENGTH FOR REFERENCE ONLY. FIELD VERIFY EXISTING CONDITIONS AND CONSTRUCT CURB RAMPS TO MEET ADA REQUIREMENTS.
- DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ANY PART OF THE CURB RAMP OR LANDING.
- SEE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED. SEE WSDOT STD PLAN F-10.12-04 FOR DEPRESSED CURB SECTION AND CEMENT CONCRETE PEDESTRIAN CURB DETAILS. SEE CFW STD DET 3-4 FOR CURB DETAILS.
- INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02.
- CURB RAMP, LANDING, AND FLARES SHALL RECEIVE BROOM FINISH. SEE STANDARD SPECIFICATIONS 8-14.
- CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS IS INCIDENTAL TO CURB RAMP BID ITEM(S).

#7 6 - SW DASH PT RD 5.06.46, 70.81' RT (CENTER OF CURB RAMP, END OF RAMP ,
Scale 1:3

85 % DESIGN

DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S.HAMEL
APPROVED: D.WINKLER

DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

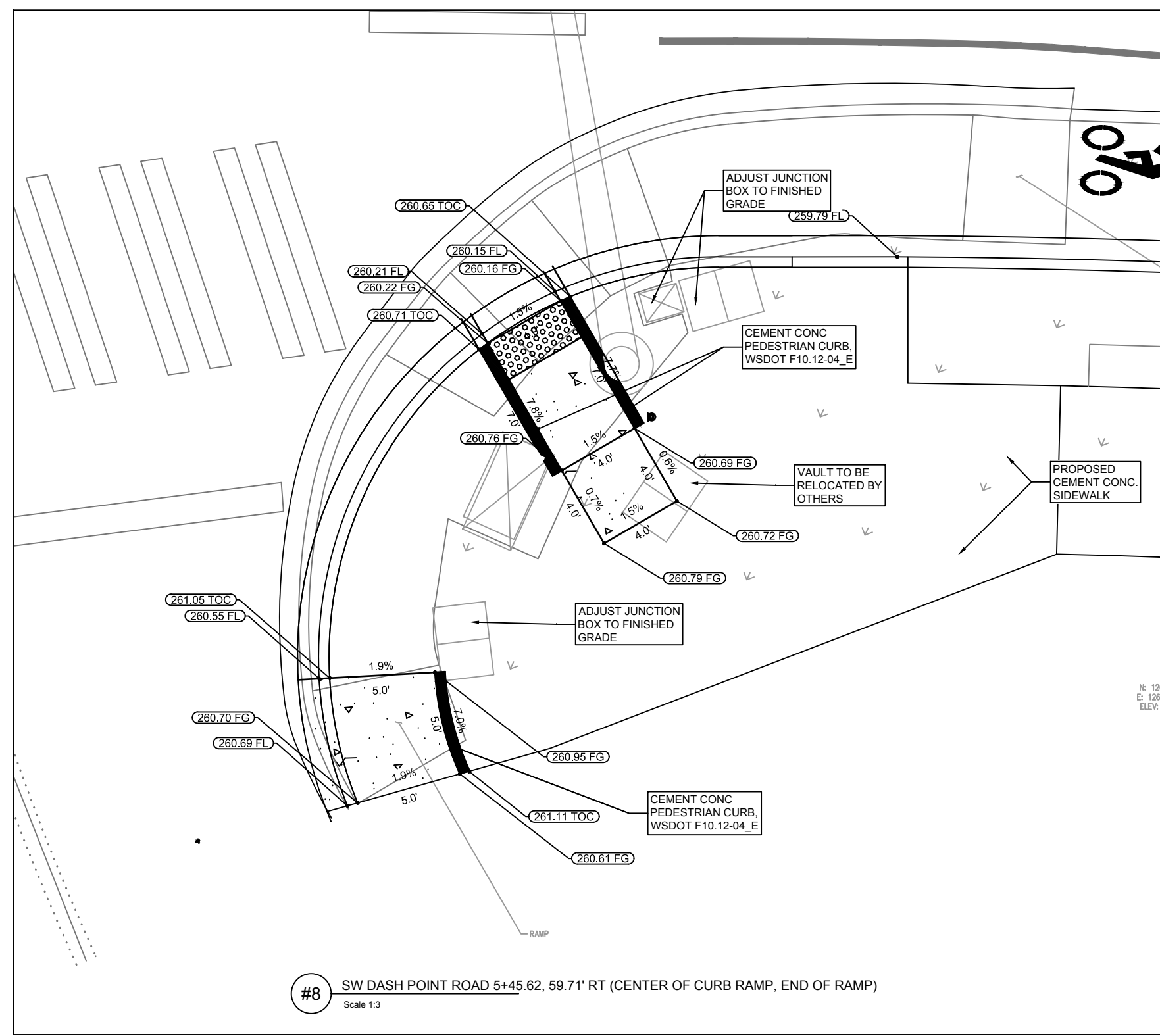
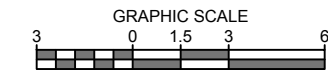
LAKOTA M.S. SRTS PROJECT

RAMP 5, 6 AND 7

21ST AVE SW 5+54 RT & SW DASH PT RD 4+96 AND 5+06 RT

CITY PROJECT #:
204

SHT. **15**
OF **54**



#9 SW DASH POINT ROAD 5+69.32, 35.00' RT (CENTER OF CURB RAMP, FACE OF CURB)
Scale 1:3

#8 SW DASH POINT ROAD 5+45.62, 59.71' RT (CENTER OF CURB RAMP, END OF RAMP)
Scale 1:3

FL = GUTTER FLOW LINE
TOC = TOP OF CURB
FG = FINISH GRADE

CURB RAMP NOTES

1. SLOPES SHOWN IN PLAN VIEW, RAMP LAYOUT AND RAMP LENGTH FOR REFERENCE ONLY. FIELD VERIFY EXISTING CONDITIONS AND CONSTRUCT CURB RAMPS TO MEET ADA REQUIREMENTS.
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4. INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02.
5. CURB RAMP, LANDING, AND FLARES SHALL RECEIVE BROOM FINISH. SEE STANDARD SPECIFICATIONS 8-14.
6. CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS IS INCIDENTAL TO CURB RAMP BID ITEM(S).

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PHONE: (253) 835-2700
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DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S.HAMEL
APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
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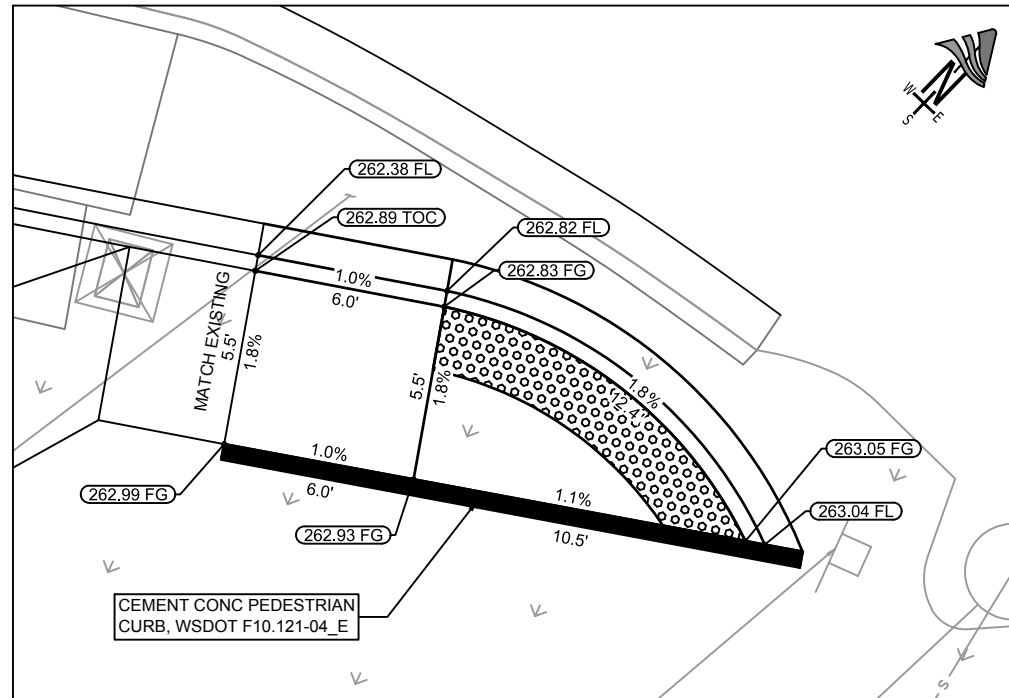
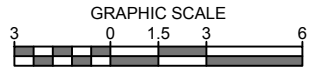
LAKOTA M.S. SRTS PROJECT

RAMP 8-9

SW DASH POINT RD 5+45 RT & SW DASH POINT RD 5+53 RT

CITY PROJECT #:
204

SHT. **16**
OF **54**



#10 SW DASH POINT ROAD 15+31.28, 36.66'RT (CENTER OF CURB RAMP, FACE OF CURB)
Scale 1:3

FL = GUTTER FLOW LINE
TOC = TOP OF CURB
FG = FINISH GRADE

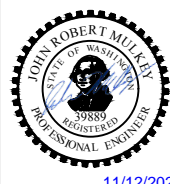
CURB RAMP NOTES

- SLOPES SHOWN IN PLAN VIEW, RAMP LAYOUT AND RAMP LENGTH FOR REFERENCE ONLY. FIELD VERIFY EXISTING CONDITIONS AND CONSTRUCT CURB RAMPS TO MEET ADA REQUIREMENTS.
- DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ANY PART OF THE CURB RAMP OR LANDING.
- SEE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED. SEE WSDOT STD PLAN F-10.12-04 FOR DEPRESSED CURB SECTION AND CEMENT CONCRETE PEDESTRIAN CURB DETAILS. SEE CFW STD DET 3-4 FOR CURB DETAILS.
- INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10-02.
- CURB RAMP, LANDING, AND FLARES SHALL RECEIVE BROOM FINISH. SEE STANDARD SPECIFICATIONS 8-14.
- CEMENT CONCRETE PEDESTRIAN CURB AT CURB RAMPS IS INCIDENTAL TO CURB RAMP BID ITEM(S).

85 % DESIGN



DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S. HAMEL
APPROVED: D.WINKLER

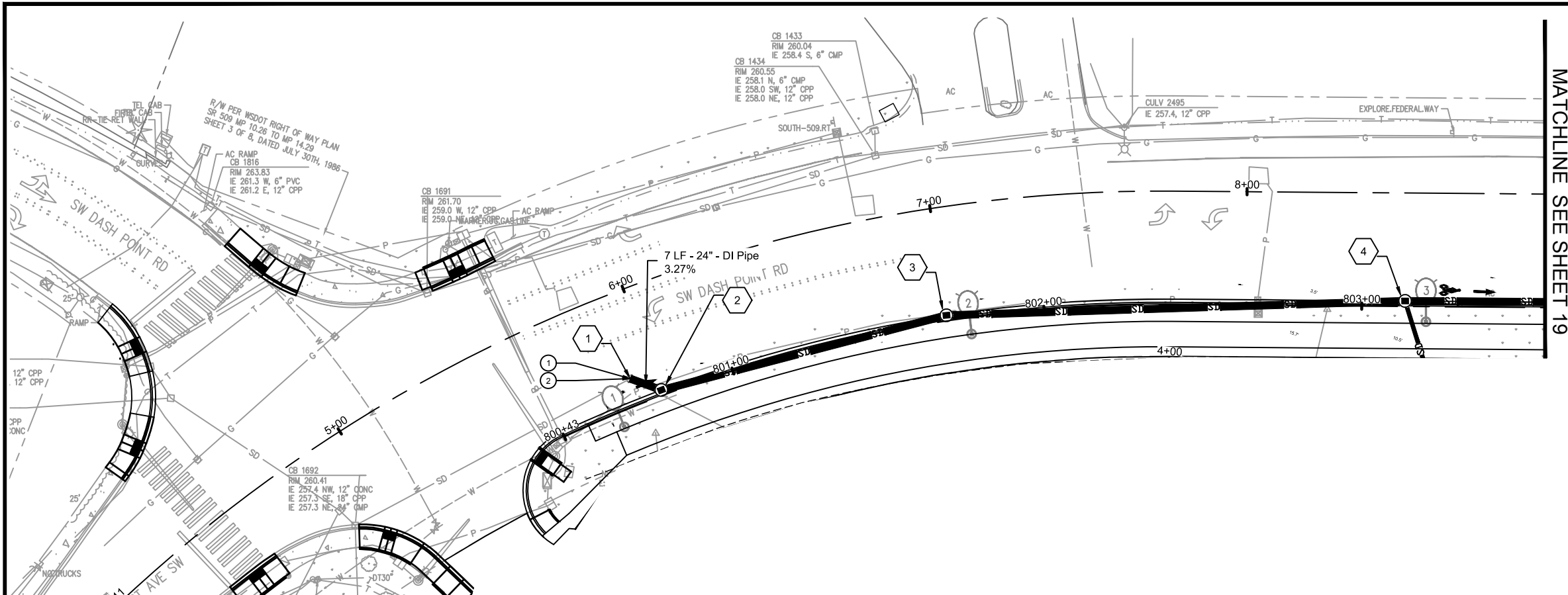


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NO.	DATE	REVISION

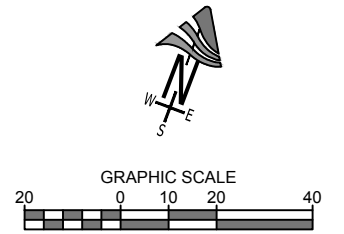
LAKOTA M.S. SRTS PROJECT

RAMP 10
SW DASH POINT RD 15+33 RT

CITY PROJECT #:
204
SHT. 17
OF 54

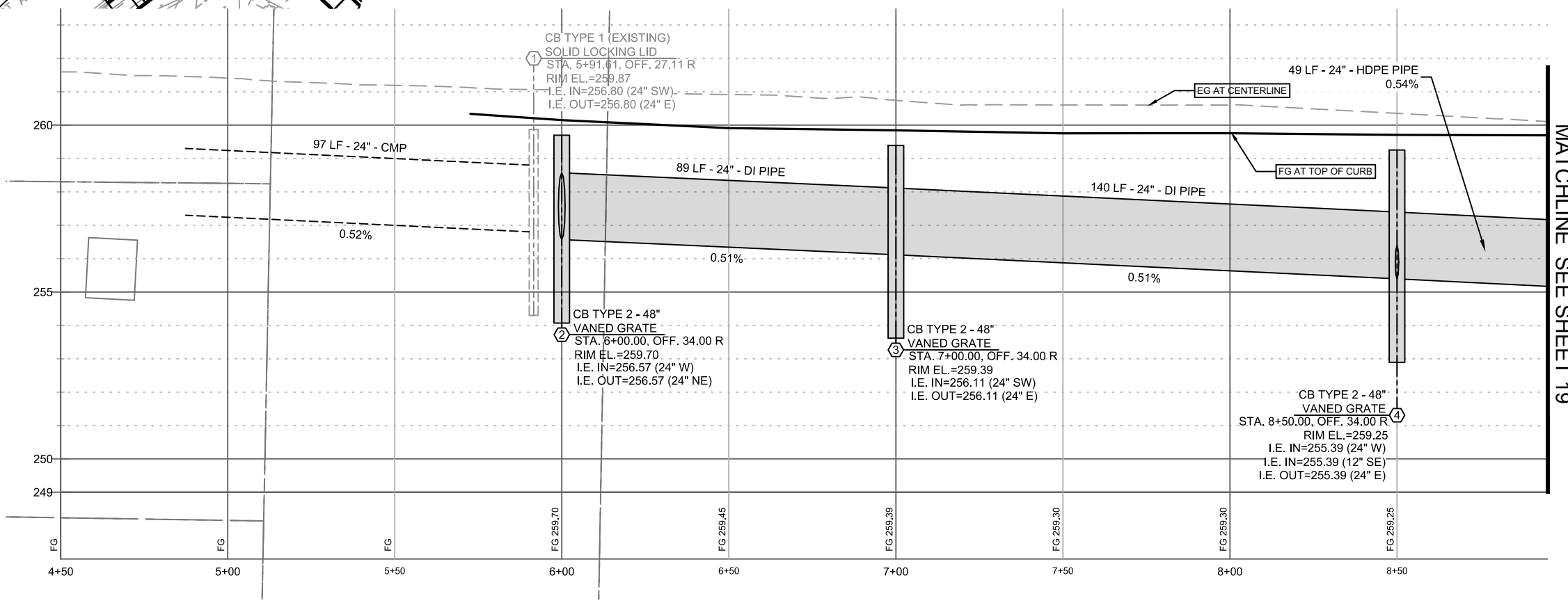


MATCHLINE SEE SHEET 19



- STORM DRAINAGE GENERAL NOTES**
- 1) LOCATION, DEPTH, AND SIZE OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY WITH POT-HOLING PRIOR TO CONSTRUCTION.
 - 2) STATION AND OFFSET LISTED IS TO CENTER OF THE STRUCTURE UNLESS OTHERWISE NOTED.

- CONSTRUCTION NOTES**
- 1) INSTALL CONVERSION RISER AND ROUND SOLID COVER ON EXISTING TYPE 1 CB AND ADJUST TO GRADE.
 - 2) CONNECTION TO DRAINAGE STRUCTURE.



MATCHLINE SEE SHEET 19

85 % DESIGN



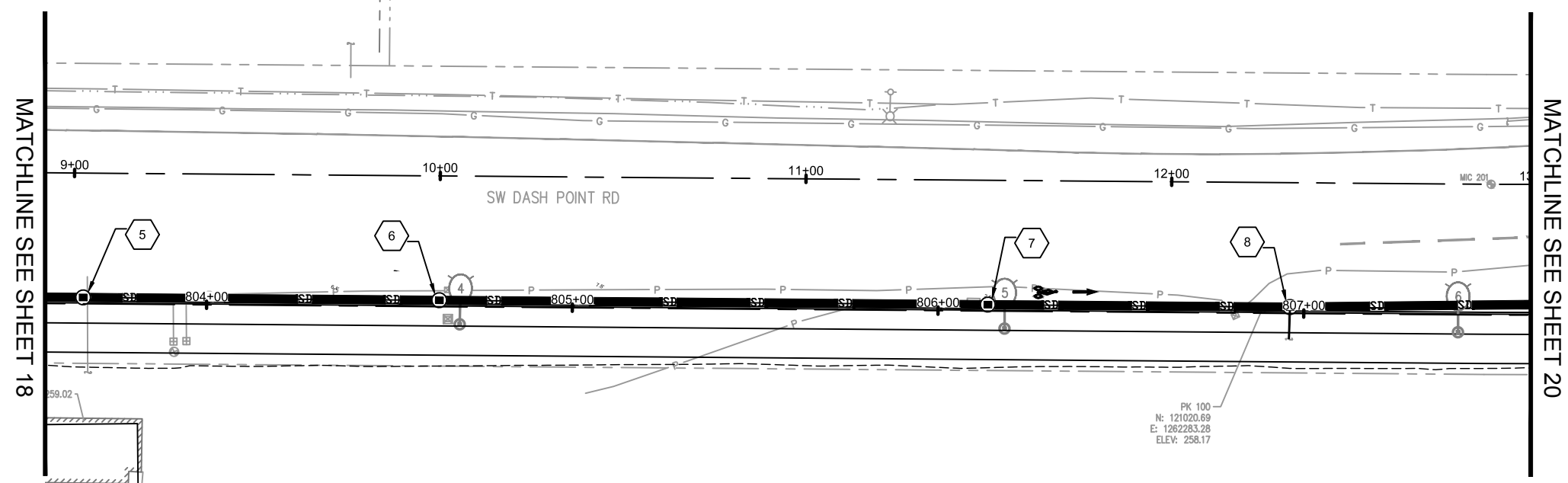
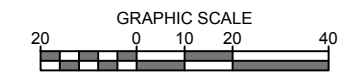
DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: S.HAMEL
 APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

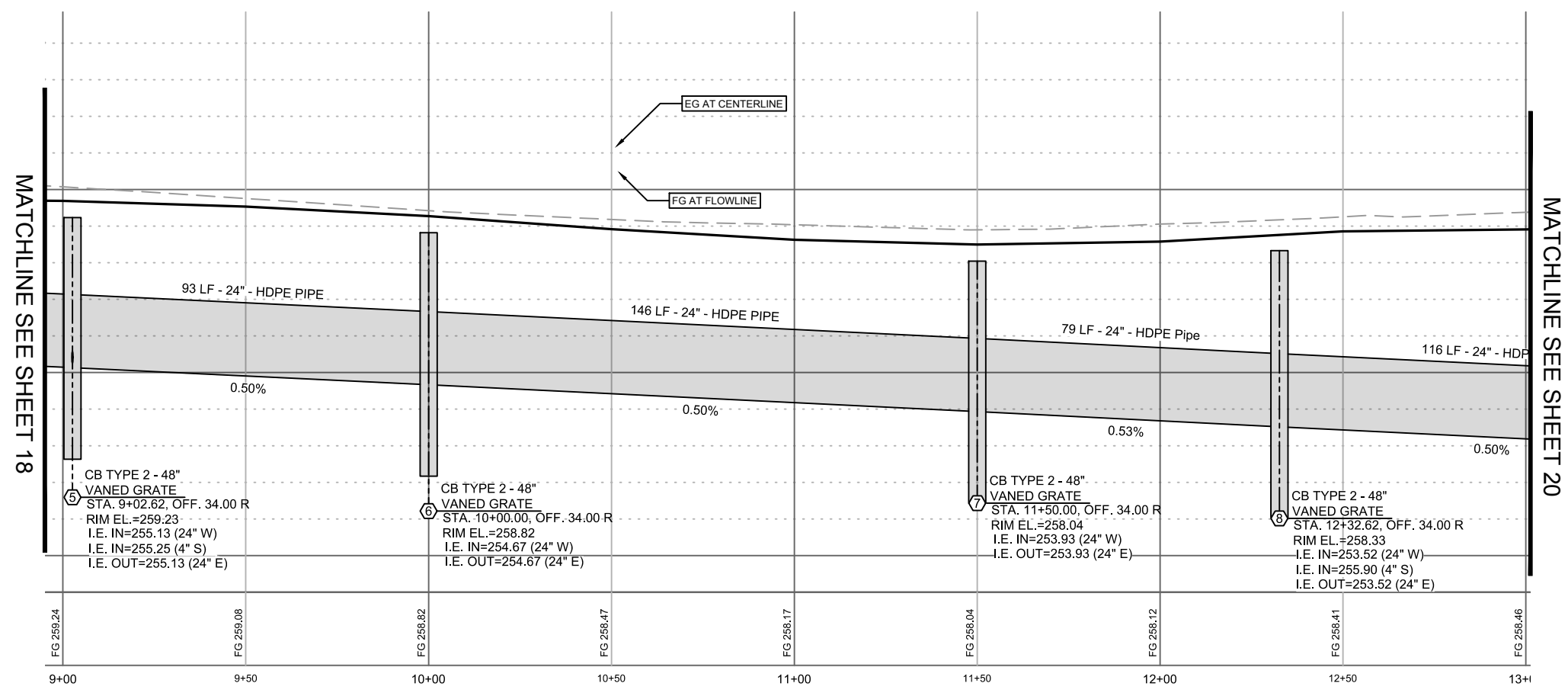
LAKOTA M.S. SRTS PROJECT
DRAINAGE PLAN & PROFILE
 STA 4+85 TO STA 9+00

CITY PROJECT #:
 204
 SHT. 18
 OF 54



- GENERAL NOTES**
1. STORM DRAINAGE STRUCTURES SHALL BE PER CITY OF FEDERAL WAY STANDARD DETAILS.
 2. INSTALL VANED GRATES WITH STANDARD FRAME ON CATCH BASINS UNLESS OTHERWISE NOTED.
 3. LOCATION, DEPTH, AND SIZE OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY WITH POTHOLDING PRIOR TO CONSTRUCTION.
 4. SEE STORM DRAINAGE PROFILES PER STRUCTURE CALLOUTS. STATION AND OFFSET USED IS TO CENTER OF THE STRUCTURE.
 5. INSTALL POLLUTION PREVENTION MARKER AT EACH CATCH BASIN PER CITY OF FEDERAL WAY STANDARD DRAWING NO. 4-11.
 6. USE CONVERSION RISER WHERE ROUND SOLID LID WILL BE INSTALLED ON EXISTING TYPE 1 OR TYPE 1L CATCH BASIN PER CITY OF FEDERAL WAY STANDARD DRAWING NO. 4-18.
 7. ALL RECTANGULAR AND SOLID FRAMES SHALL BE LOCKING PER CITY OF FEDERAL WAY STANDARD PLANS DRAWING NO. 4-07 AND NO. 4-13.

- CONSTRUCTION NOTES**
1. INSTALL CONVERSION RISER AND ROUND SOLID COVER ON EXISTING TYPE 1 CB AND ADJUST TO GRADE.
 2. CONNECTION TO DRAINAGE STRUCTURE.



85 % DESIGN



DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: S.HAMEL
 APPROVED: D.WINKLER



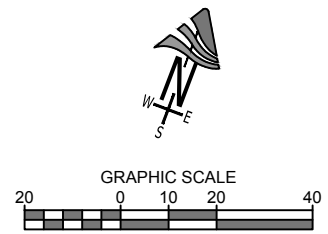
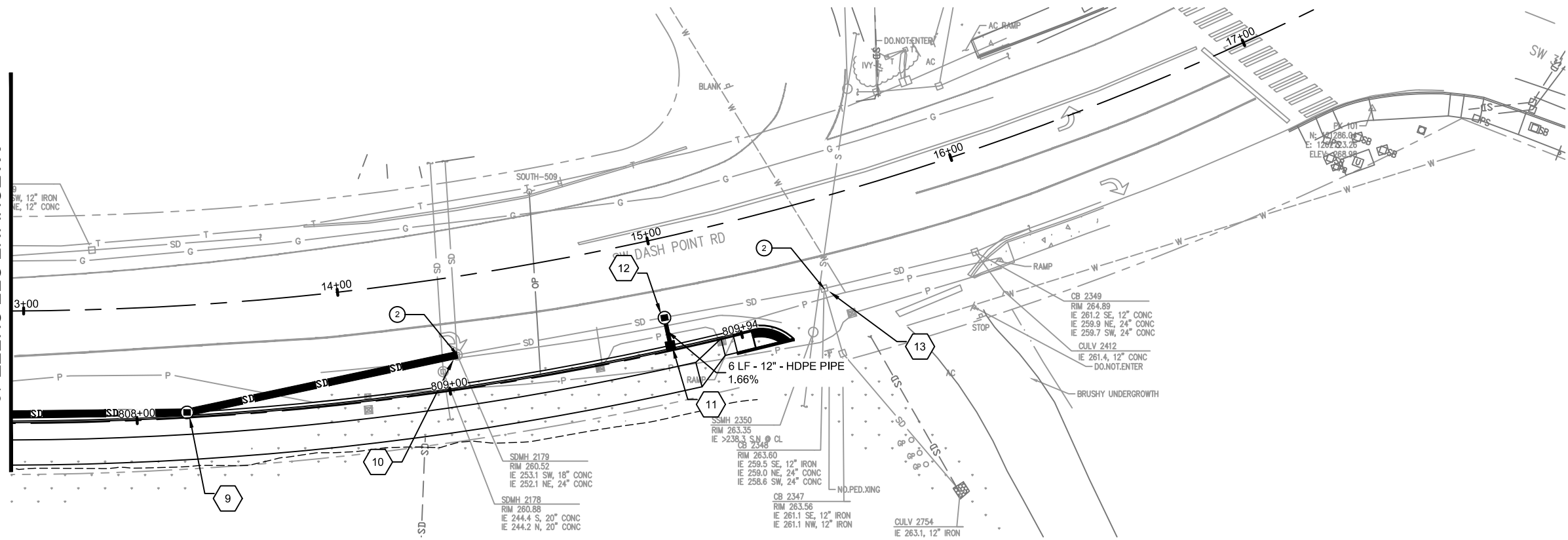
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NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
DRAINAGE PLAN & PROFILE
 STA 9+00 TO STA 13+00

CITY PROJECT #:
 204
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 OF 54

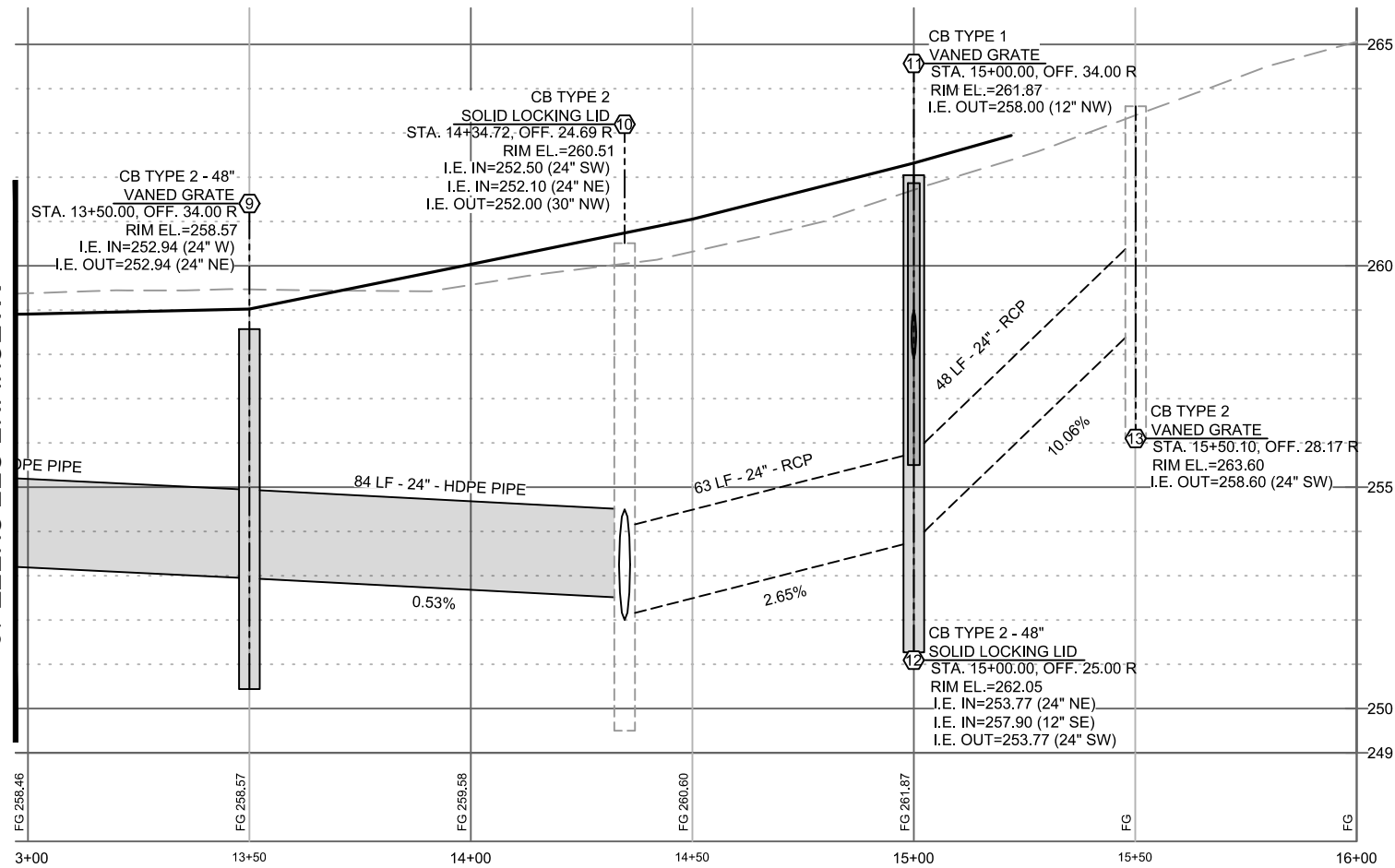
MATCHLINE SEE SHEET 19

MATCHLINE SEE SHEET 19



- GENERAL NOTES**
1. STORM DRAINAGE STRUCTURES SHALL BE PER WSDOT STANDARD DETAILS.
 2. LOCATION, DEPTH, AND SIZE OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY WITH POTHOLDING PRIOR TO CONSTRUCTION.
 3. SEE STORM DRAINAGE PROFILES PER STRUCTURE CALLOUTS. STATION AND OFFSET USED IS TO CENTER OF THE STRUCTURE.

- CONSTRUCTION NOTES**
1. INSTALL CONVERSION RISER AND ROUND SOLID COVER ON EXISTING TYPE 1 CB AND ADJUST TO GRADE.
 2. CONNECTION TO DRAINAGE STRUCTURE.



85 % DESIGN

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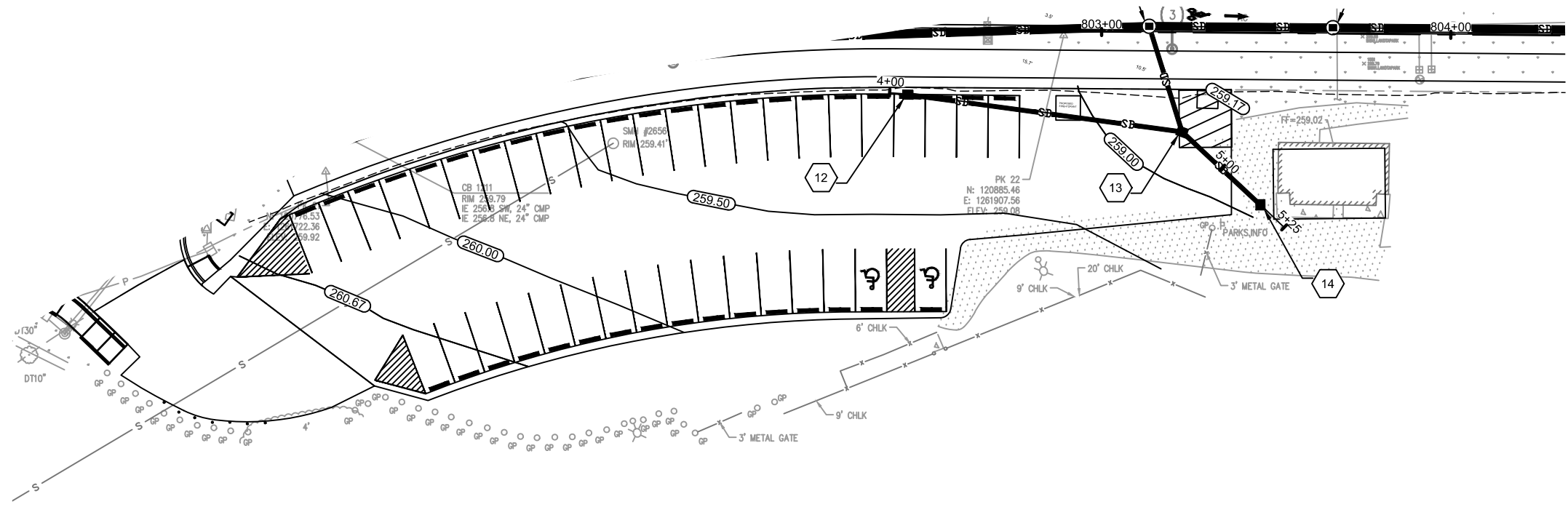
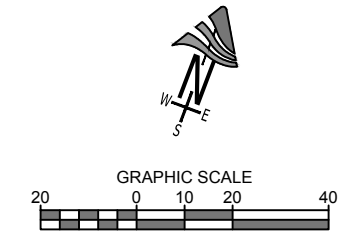
DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S.HAMEL
APPROVED: D.WINKLER



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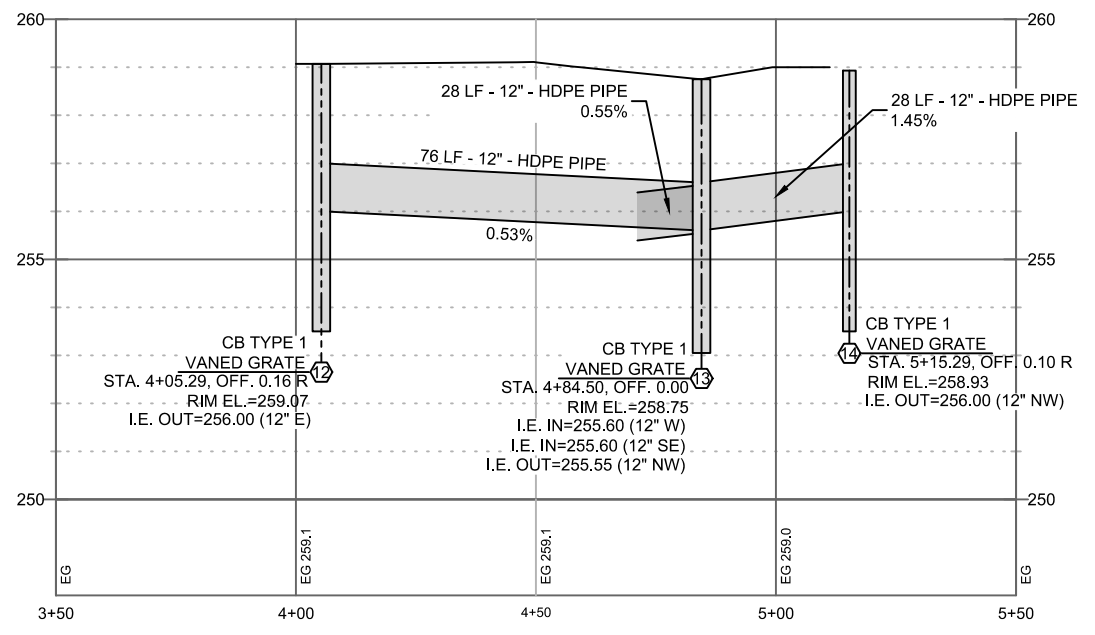
LAKOTA M.S. SRTS PROJECT
DRAINAGE PLAN & PROFILE
STA 13+00 TO STA 15+30

CITY PROJECT #:
204
SHT. **20**
OF **54**



- STORM DRAINAGE GENERAL NOTES**
- 1) LOCATION, DEPTH, AND SIZE OF EXISTING UTILITIES ARE APPROXIMATE. CONTRACTOR TO VERIFY WITH POT-HOLING PRIOR TO CONSTRUCTION.
 - 2) STATION AND OFFSET LISTED IS TO CENTER OF THE STRUCTURE UNLESS OTHERWISE NOTED.

- CONSTRUCTION NOTES**
- 1) CATCH BASIN TYPE 1
 - 2) HIGH-DENSITY POLYETHYLENE (HDPE) PIPE 12 IN. DIAM.



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 REVIEWED: S.HAMEL
 APPROVED: D.WINKLER

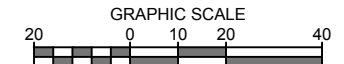
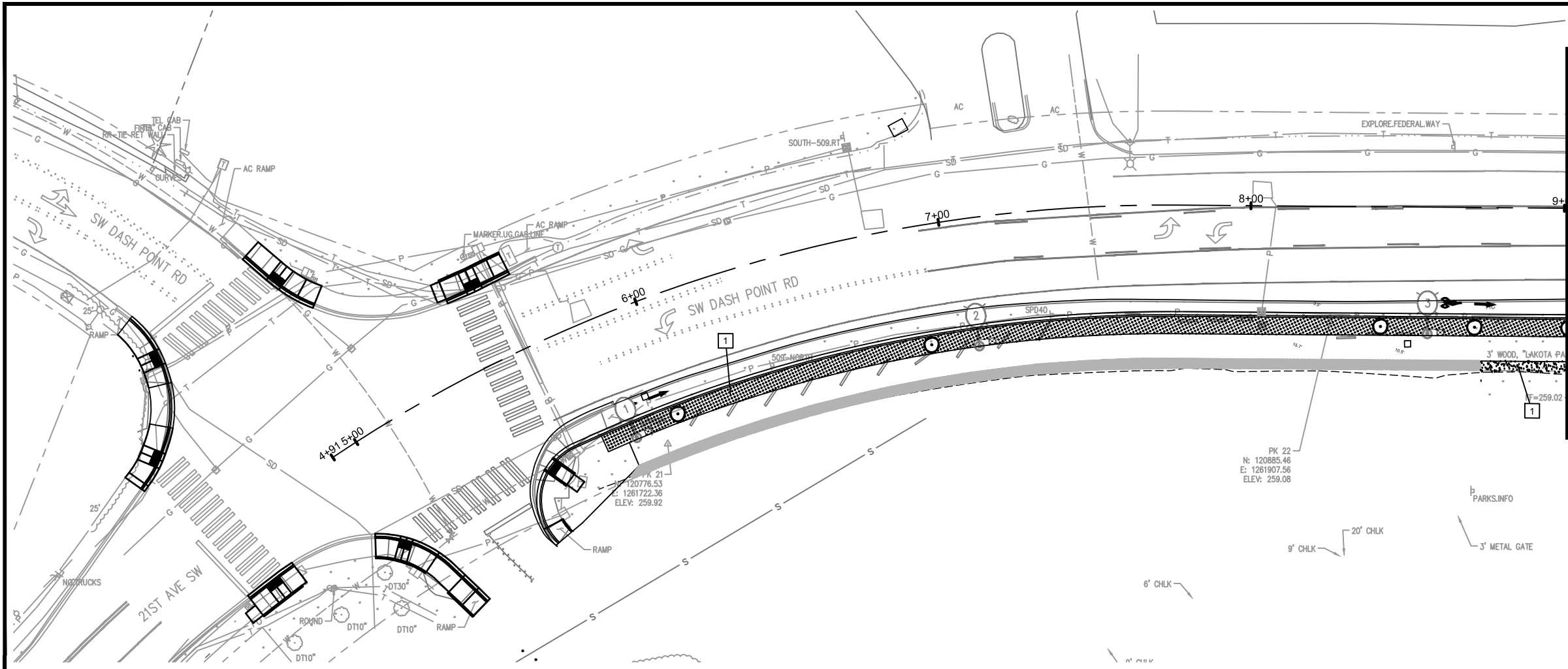


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NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
PARKING LOT DRAINAGE PLAN & PROFILE

CITY PROJECT #:
204
 SHT. **21**
 OF **54**

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- CONSTRUCTION NOTES**
- 1) BACK-OF-WALK RESTORATION AREA; INSTALL 2" TOPSOIL TYPE A AND HYDROSEED ENTIRE DISTURBED AREA.

- IRRIGATION GENERAL NOTES**
- 1) COORDINATE INSTALLATION OF IRRIGATION SYSTEM WITH INSTALLATION OF OTHER UTILITIES. LOCATE AND PROTECT ALL UNDERGROUND UTILITIES DURING INSTALLATION OF IRRIGATION SYSTEM.
 - 2) MAINLINES & LATERAL LINES TO BE LOCATED IN PLANTERS WHERE POSSIBLE. DO NOT OVER-SPRAY ONTO PAVED SURFACES.
 - 3) MAIN LINE SHALL BE BURIED TO A DEPTH OF 24" BELOW FINISH GRADE. LATERAL LINE FOR SPRAY ZONES SHALL BE BURIED TO A DEPTH OF 18" BELOW FINISH GRADE. LATERAL LINE FOR BUBBLER ZONES SHALL BE BURIED TO A DEPTH OF 12" BELOW FINISH GRADE.
 - 4) ALL IRRIGATION LINES LOCATED UNDER ASPHALT PAVEMENT SHALL BE SLEEVED IN A DUCTILE IRON SLEEVE. ALL IRRIGATION LINES LOCATED UNDER CONCRETE SURFACES SHALL BE SLEEVED IN PVC PIPE. SLEEVING SIZE SHALL BE TWO TIMES THE DIAMETER OF THE INSERT PIPE AND WIRES.
 - 5) INSTALL CONTROL VALVE BOX IN PLANTER, TIGHT TO EDGE OF SIDEWALK TO MAXIMIZE PLANTER AREA.
 - 6) CONTROLLER WIRES SHALL BE TAPED TO IRRIGATION MAINLINE WHERE POSSIBLE. IF NOT AVAILABLE, WIRES TO CONTROLLER SHALL BE PLACED IN SLEEVE.

- LANDSCAPE GENERAL NOTES**
- 1) DO NOT SUBSTITUTE SPECIES WITHOUT THE APPROVAL OF ENGINEER.
 - 2) STREET TREES SHALL MEET WSDOT STANDARD "STREET TREE GRADE" SPECIFICATION.
 - 3) ROCKS AND DEBRIS (LARGER THAN 1" IN DIAMETER) IN PLANTING AREAS SHALL BE REMOVED.

- TREE PLANTING GENERAL NOTES**
- 1) SEE TYPICAL STREET TREE PLANTING DETAILS ON SHEET 25
 - 2) TREE PIT SHALL NOT BE LESS THAN THREE TIMES ROOTBALL DIAMETER.
 - 3) CUT ALL TIES & REMOVE BURLAP FROM ROOTBALL.
 - 4) BACKFILL TOPSOIL TYPE A AROUND ROOTBALL IN 6" LIFTS & LIGHTLY COMPACT EACH LIFT. AFTER BACKFILLING, WATER IN ROOTBALL TO SETTLE THE SOIL.
 - 5) PLANT TREES WITH ROOT FLARE VISIBLE. DO NOT COVER TOP OF ROOTBALL WITH SOIL.

LANDSCAPE SCHEDULE

SYMBOL	BOTANICAL NAME/ COMMON NAME	SIZE	QTY	REMARKS
STREET TREES				
	T1 ACER X FREEMANII 'JEFFERSRED'/ AUTUMN BLAZE MAPLE	2 1/2" CAL. 12'-14' HT.	4	B&B WELL-BRANCHED
	SOD INSTALLATION (OVER 4" TOPSOIL, TYPE A)		127 SY	
	SEEDED LAWN INSTALLATION (OVER 4" TOPSOIL, TYPE A)		16 SY	
	BARK MULCH (3" DEPTH)		91 SY	

85 % DESIGN

DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: S. HAMEL
 APPROVED: D.WINKLER

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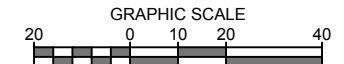
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

LANDSCAPE PLAN
 STA 4+35 TO STA 9+00

CITY PROJECT #:
 204

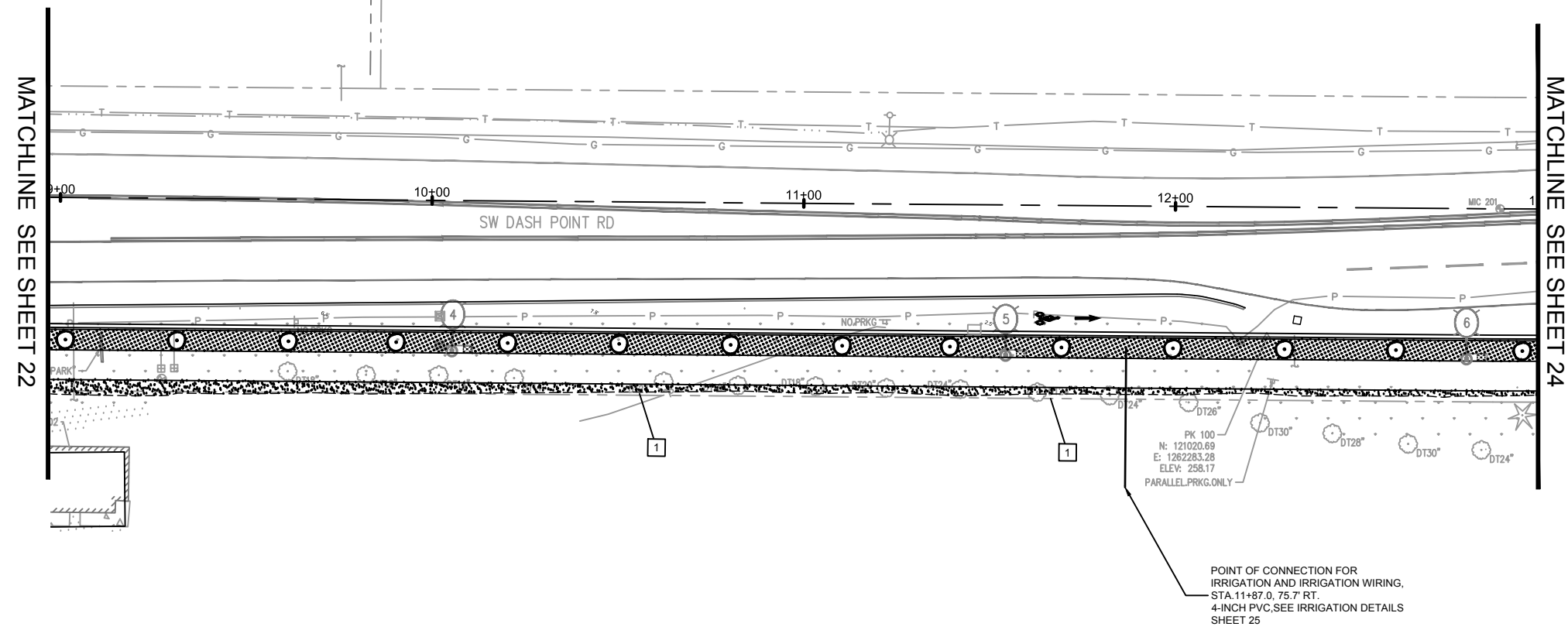
SHT. 22
 OF 54



- CONSTRUCTION NOTES**
- 1) BACK-OF-WALK RESTORATION AREA; INSTALL 2" TOPSOIL TYPE A AND HYDROSEED ENTIRE DISTURBED AREA.

IRRIGATION GENERAL NOTES

- 1) COORDINATE INSTALLATION OF IRRIGATION SYSTEM WITH INSTALLATION OF OTHER UTILITIES. LOCATE AND PROTECT ALL UNDERGROUND UTILITIES DURING INSTALLATION OF IRRIGATION SYSTEM.
- 2) MAINLINES & LATERAL LINES TO BE LOCATED IN PLANTERS WHERE POSSIBLE. DO NOT OVER-SPRAY ONTO PAVED SURFACES.
- 3) MAIN LINE SHALL BE BURIED TO A DEPTH OF 24" BELOW FINISH GRADE. LATERAL LINE FOR SPRAY ZONES SHALL BE BURIED TO A DEPTH OF 18" BELOW FINISH GRADE. LATERAL LINE FOR BUBBLER ZONES SHALL BE BURIED TO A DEPTH OF 12" BELOW FINISH GRADE.
- 4) ALL IRRIGATION LINES LOCATED UNDER ASPHALT PAVEMENT SHALL BE SLEEVED IN A DUCTILE IRON SLEEVE. ALL IRRIGATION LINES LOCATED UNDER CONCRETE SURFACES SHALL BE SLEEVED IN PVC PIPE. SLEEVING SIZE SHALL BE TWO TIMES THE DIAMETER OF THE INSERT PIPE AND WIRES.
- 5) INSTALL CONTROL VALVE BOX IN PLANTER, TIGHT TO EDGE OF SIDEWALK TO MAXIMIZE PLANTER AREA.
- 6) CONTROLLER WIRES SHALL BE TAPED TO IRRIGATION MAINLINE WHERE POSSIBLE. IF NOT AVAILABLE, WIRES TO CONTROLLER SHALL BE PLACED IN SLEEVE.



LANDSCAPE GENERAL NOTES

- 1) DO NOT SUBSTITUTE SPECIES WITHOUT THE APPROVAL OF ENGINEER.
- 2) STREET TREES SHALL MEET WSDOT STANDARD "STREET TREE GRADE" SPECIFICATION.
- 3) ROCKS AND DEBRIS (LARGER THAN 1" IN DIAMETER) IN PLANTING AREAS SHALL BE REMOVED.

TREE PLANTING GENERAL NOTES

- 1) SEE TYPICAL STREET TREE PLANTING DETAILS ON SHEET XX.
- 2) TREE PIT SHALL NOT BE LESS THAN THREE TIMES ROOTBALL DIAMETER.
- 3) CUT ALL TIES & REMOVE BURLAP FROM ROOTBALL.
- 4) BACKFILL TOPSOIL TYPE A AROUND ROOTBALL IN 6" LIFTS & LIGHTLY COMPACT EACH LIFT. AFTER BACKFILLING, WATER IN ROOTBALL TO SETTLE THE SOIL.
- 5) PLANT TREES WITH ROOT FLARE VISIBLE. DO NOT COVER TOP OF ROOTBALL WITH SOIL.

LANDSCAPE SCHEDULE

SYMBOL	BOTANICAL NAME/ COMMON NAME	SIZE	QTY	REMARKS
STREET TREES				
	T1 ACER X FREEMANII 'JEFFERSRED'/ AUTUMN BLAZE MAPLE	2 1/2" CAL. 12'-14' HT.	14	B&B WELL-BRANCHED
	SOD INSTALLATION (OVER 4" TOPSOIL, TYPE A)		264 SY	
	SEEDED LAWN INSTALLATION (OVER 4" TOPSOIL, TYPE A)		141 SY	

85 % DESIGN

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PHONE: (253) 835-2700
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811
Know what's below.
Call before you dig.

DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S. HAMEL
APPROVED: D.WINKLER

JOHN ROBERT MULKEY
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
11/12/2021

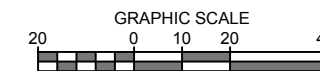
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LAKOTA M.S. SRTS PROJECT

LANDSCAPE PLAN
STA 9+00 TO STA 13+00

CITY PROJECT #:
204

SHT. **23**
OF **54**



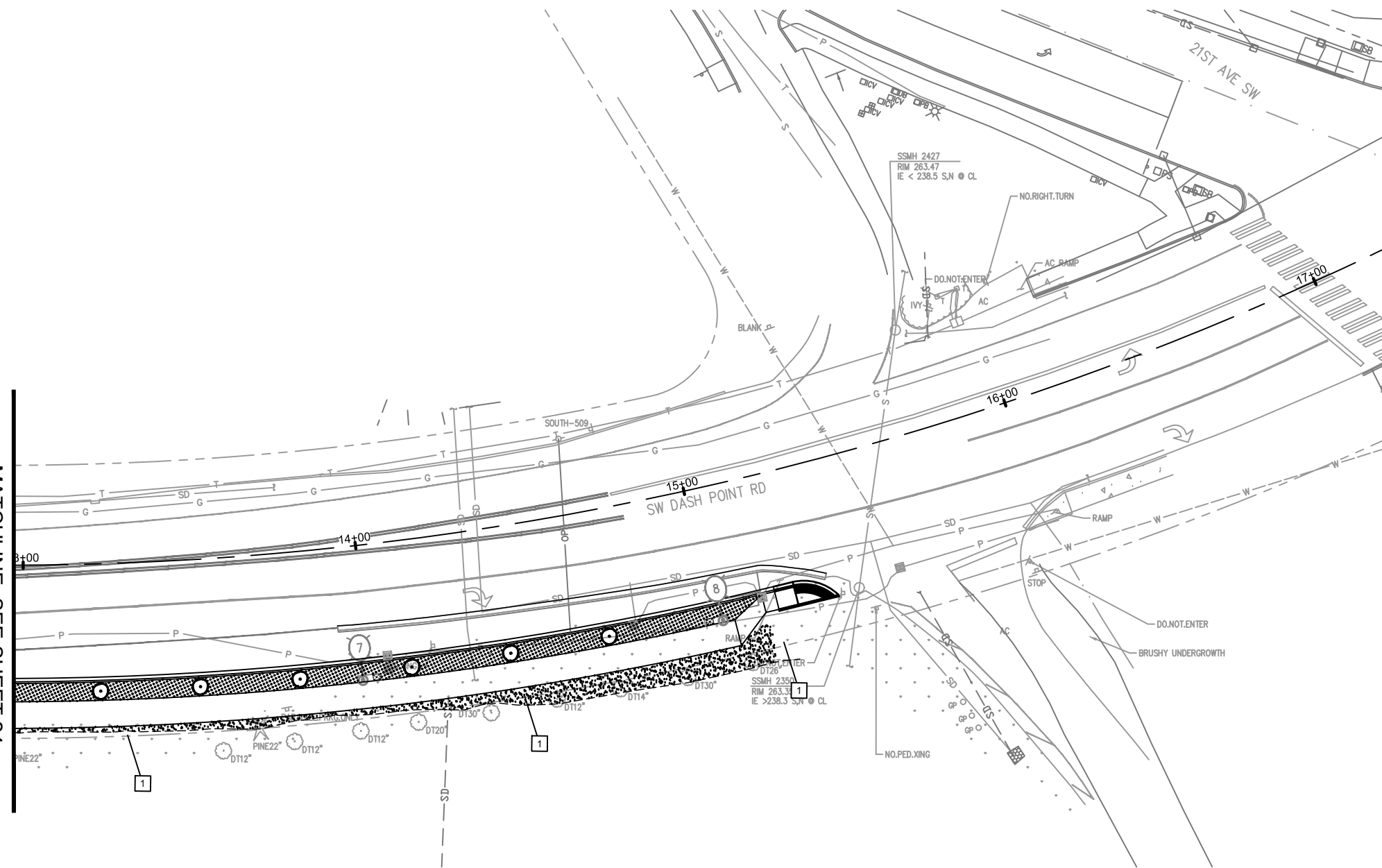
CONSTRUCTION NOTES

- 1) BACK-OF-WALK RESTORATION AREA; INSTALL 2" TOPSOIL TYPE A AND HYDROSEED ENTIRE DISTURBED AREA.

IRRIGATION GENERAL NOTES

- 1) COORDINATE INSTALLATION OF IRRIGATION SYSTEM WITH INSTALLATION OF OTHER UTILITIES. LOCATE AND PROTECT ALL UNDERGROUND UTILITIES DURING INSTALLATION OF IRRIGATION SYSTEM.
- 2) MAINLINES & LATERAL LINES TO BE LOCATED IN PLANTERS WHERE POSSIBLE. DO NOT OVER-SPRAY ONTO PAVED SURFACES.
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- 4) ALL IRRIGATION LINES LOCATED UNDER ASPHALT PAVEMENT SHALL BE SLEEVED IN A DUCTILE IRON SLEEVE. ALL IRRIGATION LINES LOCATED UNDER CONCRETE SURFACES SHALL BE SLEEVED IN PVC PIPE. SLEEVING SIZE SHALL BE TWO TIMES THE DIAMETER OF THE INSERT PIPE AND WIRES.
- 5) INSTALL CONTROL VALVE BOX IN PLANTER, TIGHT TO EDGE OF SIDEWALK TO MAXIMIZE PLANTER AREA.
- 6) CONTROLLER WIRES SHALL BE TAPED TO IRRIGATION MAINLINE WHERE POSSIBLE. IF NOT AVAILABLE, WIRES TO CONTROLLER SHALL BE PLACED IN SLEEVE.

MATCHLINE SEE SHEET 24



LANDSCAPE GENERAL NOTES

- 1) DO NOT SUBSTITUTE SPECIES WITHOUT THE APPROVAL OF ENGINEER.
- 2) STREET TREES SHALL MEET WSDOT STANDARD "STREET TREE GRADE" SPECIFICATION.
- 3) ROCKS AND DEBRIS (LARGER THAN 1" IN DIAMETER) IN PLANTING AREAS SHALL BE REMOVED.

TREE PLANTING GENERAL NOTES

- 1) SEE TYPICAL STREET TREE PLANTING DETAILS ON SHEET XX.
- 2) TREE PIT SHALL NOT BE LESS THAN THREE TIMES ROOTBALL DIAMETER.
- 3) CUT ALL TIES & REMOVE BURLAP FROM ROOTBALL.
- 4) BACKFILL TOPSOIL TYPE A AROUND ROOTBALL IN 6" LIFTS & LIGHTLY COMPACT EACH LIFT. AFTER BACKFILLING, WATER IN ROOTBALL TO SETTLE THE SOIL.
- 5) PLANT TREES WITH ROOT FLARE VISIBLE. DO NOT COVER TOP OF ROOTBALL WITH SOIL.

LANDSCAPE SCHEDULE

SYMBOL	BOTANICAL NAME/ COMMON NAME	SIZE	QTY	REMARKS
STREET TREES				
	T1 ACER X FREEMANII 'JEFFERSRED'/ AUTUMN BLAZE MAPLE	2 1/2" CAL. 12'-14' HT.	6	B&B WELL-BRANCHED
	SOD INSTALLATION (OVER 4" TOPSOIL, TYPE A)		130 SY	
	SEEDED LAWN INSTALLATION (OVER 4" TOPSOIL, TYPE A)		101 SY	

85 % DESIGN



DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: S. HAMEL
 APPROVED: D.WINKLER



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LAKOTA M.S. SRTS PROJECT

**LANDSCAPE PLAN
 STA 13+00 TO STA 15+30**

CITY PROJECT #:
204
 SHT. **24**
 OF **54**

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GENERAL NOTES

1. ALL PLANT MATERIALS SHALL MEET THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1 OR MOST CURRENT VERSION.
2. PLANT, MAINTAIN AND WARRANTY AS PER SPECIAL PROVISIONS.
3. DO NOT SUBSTITUTE SPECIES WITHOUT THE APPROVAL OF ENGINEER.
4. ALL SEEDED LAWN AREA SHALL RECEIVED 4" DEPTH TOPSOIL TYPE A TYP.; REMOVE AND DISPOSE OF SUBGRADE AS REQUIRED.
5. STREET TREES SHALL MEET WSDOT STANDARD "STREET TREE GRADE" SPECIFICATION.
6. ALL DISTURBED AREAS NOT BEING PLANTED OR SEEDED SHALL RECEIVE 2" BARK OR WOOD CHIP MULCH, TYP.

TREE PLANTING NOTES

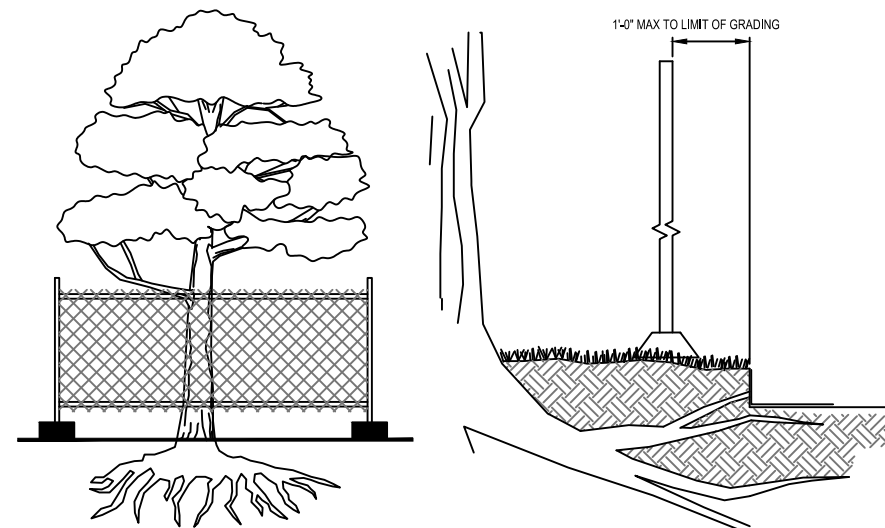
1. TREES ARE TO BE INSTALLED PER CITY OF FEDERAL WAY DETAIL 3-29..

IRRIGATION NOTES

1. IRRIGATION TO BE INSTALLED FOR THE FULL LENGTH OF THE PLANTER STRIP FOR SOD AND STREET TREES.
2. POINT OF CONNECTION FOR IRRIGATION AT STA. 11+87.2, 75.7 RT. TAP INTO EXISTING 4" MAIN LINE WITH ISOLATION VALVE. CONNECT CONTROLLER COMMUNICATION WIRES IN SAME LOCATION. COMMUNICATIONS WIRES TO BE 14-2 BILINE. ALL ELECTRICAL CONNECTIONS TO BE DBR/Y-6 CONNECTORS. NEW ZONES TO BE ADDED TO EXISTING BASELINE 3200 CONTROLLER. COORDINATE WITH CITY STAFF FOR ACCESS AND PROPER FUNCTION.
3. MAXIMUM FLOW RATE IS 100 GPM.
4. VALVES - HUNTER ICV VALVES WITH ADJUSTABLE ACCU-SYNC PRESSURE REGULATORS. EXISTING SYSTEM AT APPROXIMATELY 95 PSI. OPTIMUM PRESSURE FOR NOZZLES IS 40 PSI. ALL VALVES TO HAVE QUARTER TURN BRASS ISOLATION VALVE IN VALVE BOXES. MULTIPLE VALVES IN A SINGLE BOX CAN USE A SINGLE ISOLATION VALVE. SCHEDULE 80 UNIONS TO BE INSTALLED ON BOTH SIDES OF VALVES.
5. USE RAINBIRD 1800 SPRAY HEADS WITH MP MPSS530 ROTATOR SIDE STRIP NOZZLES.
6. BASELINE DECODERS FOR VALVES COME IN 1,2 AND STATION MODULES
7. USE SCHEDULE 40 PVC FOR ALL OTHER PIPE.
8. USE "WELD ON" BRAND GLUE.

TREE PROTECTION NOTES

1. SIX FOOT HIGH HIGH-VISIBILITY FENCE SHALL BE PLACED AT DRIPLINE OF TREE TO BE SAVED. FENCE SHALL COMPLETELY ENCIRCLE TREE(S). INSTALL FENCE POSTS USING PIER BLOCKS ONLY. AVOID DRIVING POSTS OR STAKES INTO MAJOR ROOTS.
2. TREATMENT OF ROOTS EXPOSED DURING CONSTRUCTION: FOR ROOTS OVER 1 INCH DIAMETER DAMAGED DURING CONSTRUCTION; MAKE A CLEAN, STRAIGHT CUT TO REMOVE DAMAGED PORTION OF ROOT. ALL EXPOSED ROOTS SHALL BE TEMPORARY COVERED WITH DAMP BURLAP TO PREVENT DRYING, AND COVERED WITH SOIL AS SOON AS POSSIBLE.
3. WORK WITHIN PROTECTION FENCE SHALL BE DONE MANUALLY. NO STOCKPILE OF MATERIALS, VEHICULAR TRAFFIC, OR STORAGE OF EQUIPMENT OR MACHINERY SHALL BE ALLOWED WITHIN THE LIMITS OF THE FENCING.
4. PORTIONS OF THE CHAIN LINK FENCE MAY BE MOVED $\frac{1}{2}$ INTO THE DRIP LINE IF UNABLE TO PROTECT ENTIRE DRIP LINE AREA. THIS ONLY PERMITTED FOR PORTIONS OF THE DRIP LINE AREA THAT ARE IN CONFLICT WITH CONSTRUCTION ACTIVITIES BASED UPON ENGINEER'S APPROVAL.
5. ALL TREES NOTED FOR REMOVAL SHALL BE APPROVED BY ENGINEER PRIOR TO START OF CONSTRUCTION ACTIVITIES.
6. ALL TREES TO REMAIN WITHIN CLEARING AND GRUBBING LIMITS, SHALL BE TAGGED FOR APPROVAL BY ENGINEER, PRIOR TO START OF CONSTRUCTION ACTIVITIES.
7. MAINTAIN FENCING IN PLACE UNTIL THE CITY AUTHORIZES REMOVAL OR A FINAL APPROVAL IS ISSUED.
8. SIGNS SHALL BE ATTACHED TO THE TREE PROTECTION FENCING STATING THAT THE TREE IS DESIGNATED FOR PROTECTION AND THE AREA INSIDE OF THE FENCE IS NOT TO BE DISTURBED UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE ENGINEER.



TREE PROTECTION DETAIL
NTS

85 % DESIGN

CITY OF Federal Way
Centered on Opportunity
33325 8TH AVE S FEDERAL WAY, WA 98003
PHONE: (253) 835-2700
WWW.CITYOFFEDERALWAY.COM



DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: S. HAMEL
APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG

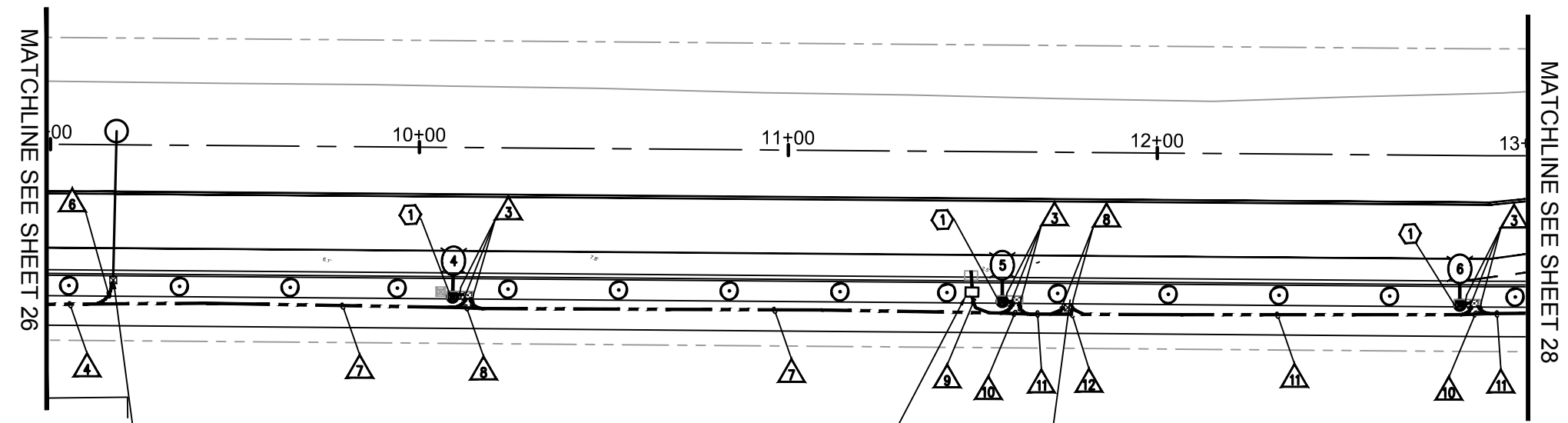
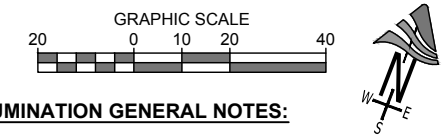
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

LANDSCAPE DETAILS
SW DASH POINT RD

CITY PROJECT #:
204

SHT. 25
OF 54



INSTALL 1 TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04 AND PULL 1-2CS CABLE THROUGH NEW 2" CONDUIT. INSTALL ADVANCED LOOP AT STA. 9+16.5 IN WESTBOUND LANE PER CFW STD. DETAIL 3-44. STA. 9+16.0, 36.7' RT.

RELOCATE EXISTING VERIZON VAULT AT APPROX STA 11+50 TO 39.0' RT (CENTERED IN LANDSCAPE STRIP) AND EXTEND CONDUIT INTO NEW VAULT LOCATION. COORDINATE WITH VERIZON FOR PULL LOCATIONS.

STA. 11+75.0, 42.0'T

SIGNALS/ILLUMINATION LEGEND

- TYPE 1 JUNCTION BOX
- TYPE 2 JUNCTION BOX
- TYPE 8 JUNCTION BOX
- CONDUIT
- SIGNAL POLE WITH LED COBRA HEAD LUMINAIRE
- STREET LIGHT ASSEMBLY
- VEHICLE SIGNAL HEAD (THROUGH)
- VEHICLE SIGNAL HEAD (TURN)
- EMERGENCY VEHICLE PRE-EMPTION
- SIGNAL POLE
- TYPE PS POLE WITH PPB
- SIGNAL CONTROLLER CABINET
- ELECTRICAL SERVICE CABINET
- SIGN ON MAST ARM
- UNINTERRUPTIBLE POWER SUPPLY (UPS)
- WIRE NOTE
- TEMPORARY VIDEO DETECTION CAMERA
- LUMINAIRE NUMBER
- PULL BOX
- TYPE I SIGNAL POLE W/ PPB
- SIGNAL POLE NUMBER

- ILLUMINATION GENERAL NOTES:**
- ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT / APWA STANDARD PLANS, STANDARD SPECIFICATIONS, THE LATEST AMENDMENTS TO STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, THESE PLANS, NEC, PSE AND CITY GUIDELINES AND STANDARDS.
 - THE LOCATION OF ALL CONDUIT, JUNCTION BOXES, AND LUMINAIRES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EQUIPMENT AND CONSTRUCTION ACTIVITIES SHALL BE LOCATED WITHIN THE CITY OF FEDERAL WAY RIGHT-OF-WAY.
 - ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.
 - ALL NEW JUNCTION BOXES INSTALLED IN SIDEWALKS SHALL HAVE SKID RESISTANT LIDS. AFTER INSTALLATION AND FINAL INSPECTION, LIDS FOR JUNCTION BOXES TYPE 1 AND 2 SHALL BE SPOT WELDED AT TWO SEPARATE LOCATIONS.
 - NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL). IF NUMBER OF BENDS EXCEEDS LISTED REQUIREMENTS, THE CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS DIRECTED BY THE ENGINEER.
 - COORDINATE ALL SIGNAL & ILLUMINATION WORK WITH KING COUNTY MAINTENANCE REPRESENTATIVE: MARK PARRETT AT (206)396-3763.
 - ALL NEW PVC CONDUITS CONTAINING CONDUCTORS SHALL CONTAIN GROUND WIRE SIZED TO MATCH THE LARGEST CONDUCTOR (MIN #8 AWG OR AS NOTED OTHERWISE IN THE WIRE NOTES). SPARE / EMPTY CONDUIT SHALL CONTAIN DETECTABLE PULL TAPE AND SHALL BE MARKED AS "CITY OF FEDERAL WAY" CONDUIT.
 - ALL CONDUIT SHALL BE RIGID PVC SCH 40, EXCEPT UNDER ROADWAYS AND FOR POWER FEEDER USED RIGID PVC SCH 80 CONDUIT.

WIRE NOTES

WIRE #	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"	2-#8 (ILL)	
2	2"	1- 6 PAIR(INT), 1-2CS (LOOP),1 FIBER	JOINT TRENCH
3	2"	1- 6 PAIR(INT), 1-2CS (LOOP),1 FIBER	JOINT TRENCH
4	2"	2-#8 (ILL)	
5	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
6	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
7	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
8	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
9	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
10	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
11	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
12	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH

ILLUMINATION CONSTRUCTION NOTES

- CONSTRUCT FOUNDATION AND FURNISH AND INSTALL ROADWAY LUMINAIRE POLE, LUMINAIRE ARM, LUMINAIRE, AND ALL ASSOCIATED EQUIPMENT. CONDUIT, AND WIRING PER LUMINAIRE SCHEDULE PER CITY OF FEDERAL WAY STANDARD DWGS 3-39, 3-39A, 3-39B, AND 3-40. COMPLETE WIRING PER WIRE NOTES.
- INSTALL 1- TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04 FOR INTERCONNECT CONDUIT PULL BOX.

LUMINAIRE SCHEDULE

LUMINAIRE #	STATION	OFFSET	LUMINAIRE TYPE	LUMINAIRE ARM	MOUNTING HEIGHT	BASE	CIRCUIT # (SERVICE #)	CITY LUMINAIRE POLE #	COMMENTS
4	10+08.0	40.5' RT	COBRA 150W, 90 LED, 530mA (M-III, B3-U0-G3) 240V	6'	35'	FIXED	1 (1650)	1650 1-1-3	
5	11+57.0	40.5' RT	COBRA 150W, 90 LED, 530mA (M-III, B3-U0-G3) 240V	6'	35'	FIXED	1 (1650)	1650 1-1-5	
6	12+81.0	40.5' RT	COBRA 150w, 90led, 530mA (M-III, B3-U0-G 3)	6'-0"	35'-0"	FIXED	1(1650)	1650 1-1-6	

85 % DESIGN

DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: R. PEREZ
APPROVED: D.WINKLER

DRAWING VERSION / REVISION LOG

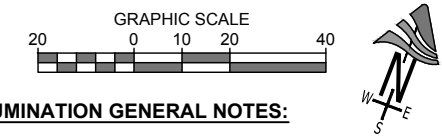
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

ILLUMINATION PLAN
STA 9+00 TO STA 13+00

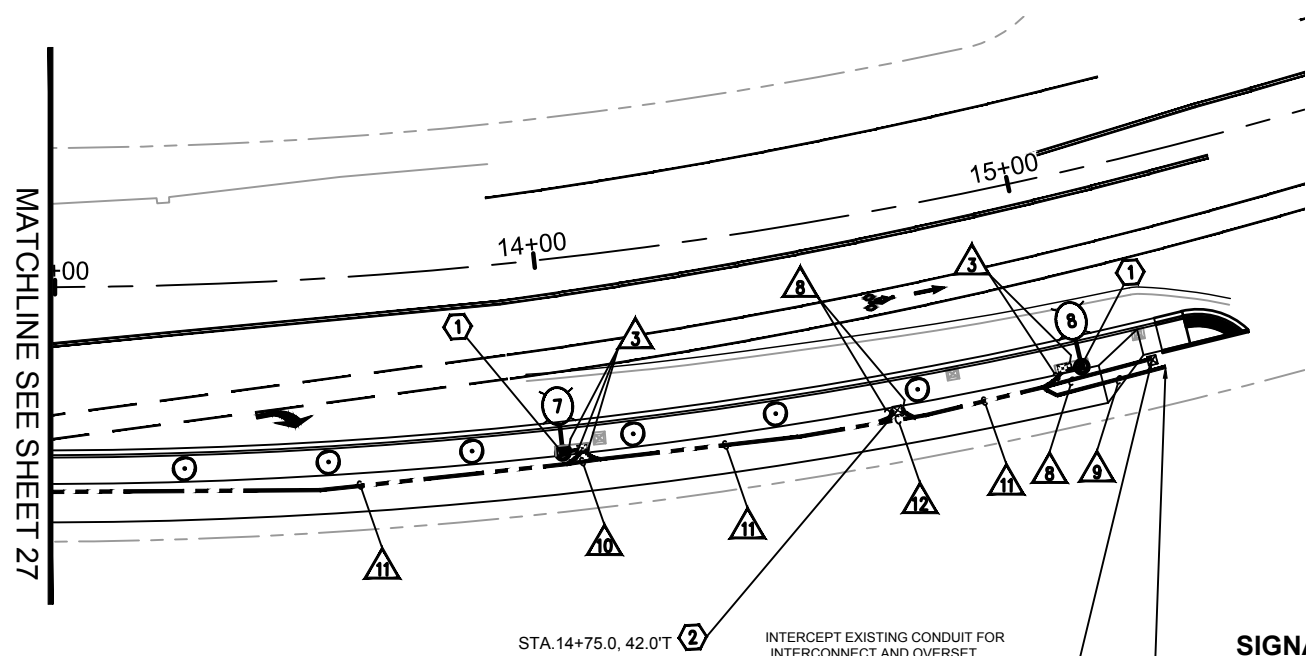
CITY PROJECT #:
204

SHT. **27**
OF **54**



ILLUMINATION GENERAL NOTES:

- ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT / APWA STANDARD PLANS, STANDARD SPECIFICATIONS, THE LATEST AMENDMENTS TO STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, THESE PLANS, NEC, PSE AND CITY GUIDELINES AND STANDARDS.
- THE LOCATION OF ALL CONDUIT, JUNCTION BOXES, AND LUMINAIRES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EQUIPMENT AND CONSTRUCTION ACTIVITIES SHALL BE LOCATED WITHIN THE CITY OF FEDERAL WAY RIGHT-OF-WAY.
- ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.
- ALL NEW JUNCTION BOXES INSTALLED IN SIDEWALKS SHALL HAVE SKID RESISTANT LIDS. AFTER INSTALLATION AND FINAL INSPECTION, LIDS FOR JUNCTION BOXES TYPE 1 AND 2 SHALL BE SPOT WELDED AT TWO SEPARATE LOCATIONS.
- NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL). IF NUMBER OF BENDS EXCEEDS LISTED REQUIREMENTS, THE CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS DIRECTED BY THE ENGINEER.
- COORDINATE ALL SIGNAL & ILLUMINATION WORK WITH KING COUNTY MAINTENANCE REPRESENTATIVE: MARK PARRETT AT (206)396-3763.
- ALL NEW PVC CONDUITS CONTAINING CONDUCTORS SHALL CONTAIN GROUND WIRE SIZED TO MATCH THE LARGEST CONDUCTOR (MIN #8 AWG OR AS NOTED OTHERWISE IN THE WIRE NOTES). SPARE / EMPTY CONDUIT SHALL CONTAIN DETECTABLE PULL TAPE AND SHALL BE MARKED AS "CITY OF FEDERAL WAY" CONDUIT.
- ALL CONDUIT SHALL BE RIGID PVC SCH 40, EXCEPT UNDER ROADWAYS AND FOR POWER FEEDER USED RIGID PVC SCH 80 CONDUIT.



INTERCEPT EXISTING CONDUIT FOR INTERCONNECT AND OVERSET TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04. PULL EXISTING 6-PAIR INTERCONNECT CABLE OUT AND RETRAIN THROUGH NEW CONDUIT BACK TO 21ST AVE SW SIGNAL CONTROLLER CABINET. KING COUNTY TO LAND INTERCONNECT. STA. 15+19.5 42.5' RT

INTERCEPT EXISTING VERIZON CONDUIT PULL EXISTING FIBER OUT AND RETRAIN THROUGH NEW CONDUIT BACK RELOCATED VAULT STA. 11+50 RT

SIGNALS/ILLUMINATION LEGEND

- TYPE 1 JUNCTION BOX
- TYPE 2 JUNCTION BOX
- TYPE 8 JUNCTION BOX
- CONDUIT
- SIGNAL POLE WITH LED COBRA HEAD LUMINAIRE
- STREET LIGHT ASSEMBLY
- VEHICLE SIGNAL HEAD (THROUGH)
- VEHICLE SIGNAL HEAD (TURN)
- EMERGENCY VEHICLE PRE-EMPTION
- SIGNAL POLE
- TYPE PS POLE WITH PPB
- SIGNAL CONTROLLER CABINET
- ELECTRICAL SERVICE CABINET
- SIGN ON MAST ARM
- UNINTERRUPTIBLE POWER SUPPLY (UPS)
- WIRE NOTE
- TEMPORARY VIDEO DETECTION CAMERA
- LUMINAIRE NUMBER
- PULL BOX
- TYPE I SIGNAL POLE W/ PPB
- SIGNAL POLE NUMBER

WIRE NOTES

#	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"	2-#8 (ILL)	
2	2"	1- 6 PAIR(INT), 1-2CS (LOOP),1 FIBER	JOINT TRENCH
3	2"	1- 6 PAIR(INT), 1-2CS (LOOP),1 FIBER	JOINT TRENCH
4	2"	2-#8 (ILL)	
5	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
6	2"	1- 6 2CS(LOOP)	
7	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
8	2"	1- 6 2CS(LOOP)	
9	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
10	2"	1- VERIZON FIBER	JOINT TRENCH
11	2"	1- 6 PAIR(INT),1 FIBER	JOINT TRENCH
12	2"	1- VERIZON FIBER	JOINT TRENCH

LUMINAIRE SCHEDULE

LUMINAIRE #	STATION	OFFSET	LUMINAIRE TYPE	LUMINAIRE ARM	MOUNTING HEIGHT	BASE	CIRCUIT # (SERVICE #)	CITY LUMINAIRE POLE #	COMMENTS
7	14+00.3	40.5' RT	COBRA 150W, 90 LED, 530mA (M-III, B3-U0-G3) 240V	6'	35'	FIXED	1 (1650)	1650 1-1-7	
8	15+05.4	40.5' RT	COBRA 150W, 90 LED, 530mA (M-III, B3-U0-G3) 240V	6'	35'	FIXED	1 (1650)	1650 1-1-8	

ILLUMINATION CONSTRUCTION NOTES

- CONSTRUCT FOUNDATION AND FURNISH AND INSTALL ROADWAY LUMINAIRE POLE, LUMINAIRE ARM, LUMINAIRE, AND ALL ASSOCIATED EQUIPMENT, CONDUIT, AND WIRING PER LUMINAIRE SCHEDULE PER CITY OF FEDERAL WAY STANDARD DWGS 3-39, 3-39A, 3-39B, AND 3-40. COMPLETE WIRING PER WIRE NOTES.
- INSTALL 1- TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04 FOR INTERCONNECT CONDUIT PULL BOX.

85 % DESIGN

DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: R.PEREZ
 APPROVED: D.WINKLER

DRAWING VERSION / REVISION LOG

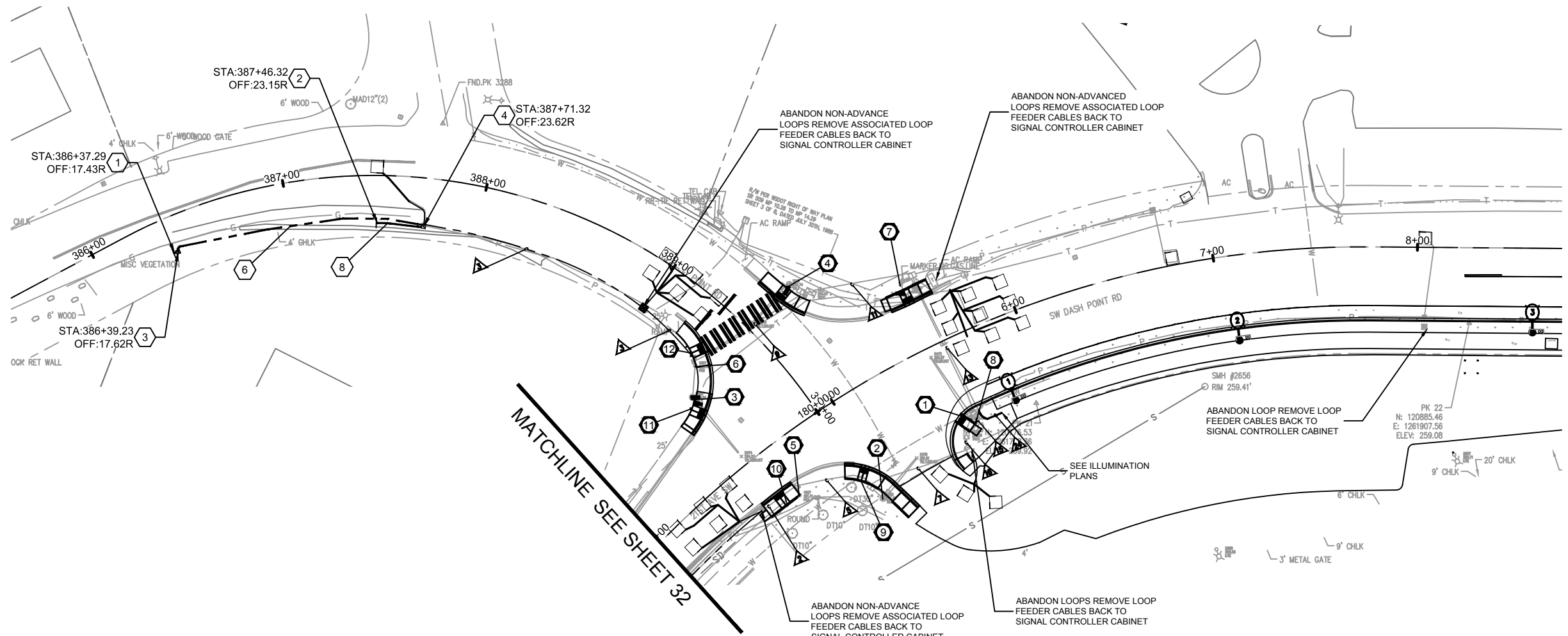
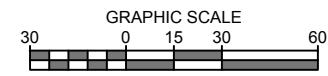
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LAKOTA M.S. SRTS PROJECT

ILLUMINATION PLAN
 STA 13+00 TO STA 15+30

CITY PROJECT #:
 204

SHT. 28
 OF 54



1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT / APWA STANDARD PLANS, STANDARD SPECIFICATIONS, THE LATEST AMENDMENTS TO STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, THESE PLANS, NEC, PSE AND CITY GUIDELINES AND STANDARDS.
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5. NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL). IF NUMBER OF BENDS EXCEEDS LISTED REQUIREMENTS, THE CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS DIRECTED BY THE ENGINEER.
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8. ALL CONDUIT SHALL BE RIGID PVC SCH 40, EXCEPT UNDER ROADWAYS AND FOR POWER FEEDER USED RIGID PVC SCH 80 CONDUIT.

SIGNAL CONSTRUCTION NOTES

- 1 INSTALL SCHOOL ZONE FLASHING BEACON PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 1 JUNCTION BOX WITH 2" CONDUIT.
- 2 INSTALL VARIABLE SPEED LIMIT SIGN PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 2 JUNCTION BOX WITH 2" CONDUIT.
- 3 INSTALL NEW WSDOT TYPE 1 JUNCTION BOX PER WSDOT STANDARD PLAN J-40.10-04
- 4 REMOVE EXISTING JUNCTION BOX AND OVERSET WITH A NEW WSDOT TYPE 2 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04.
- 5 INTERCEPT EXISTING CONDUIT AND OVERSET INTERCEPT POINT WITH A NEW WSDOT TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04.
- 6 INSTALL 2" CONDUIT AND PULL 2 #12 AND 1-#8 GND THROUGH NEW CONDUIT
- 7 INSTALL 2" CONDUIT AND PULL 3 #12 AND 1-#8 GND THROUGH NEW CONDUIT
- 8 INSTALL 2" CONDUIT AND PULL 5 #12 AND 1-#8 GND THROUGH NEW CONDUIT
- 9 PULL 2 -#12AND 1-#8 GND THROUGH EXISTING CONDUIT
- 10 PULL 3 -#12AND 1-#8 GND THROUGH EXISTING CONDUIT
- 11 PULL 6 -#12AND 2-#8 GND THROUGH EXISTING CONDUIT

○ SEE SHEET 30 FOR SIGNAL STRUCTURE NOTES.
 △ SEE SHEET 30 FOR WIRE NOTES.

85 % DESIGN

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DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: R.PEREZ
 APPROVED: D.WINKLER



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NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
SIGNAL PLAN 1

CITY PROJECT #:
 204
 SHT. 29
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SW DASH POINT ROAD AT 21ST AVE SW WIRE NOTES

Run No.	Conduit Size (inches)	2CS (Loops)	3CS (Pre-emption)	2C (Pre-emption Ind. Lights)	5C (Signal Heads)	7C (Signal Heads)	5C (Ped Head / PPB)	#14 (Photocell)	6 PR (Interconnect)	#8 Illum.	#6 Power	#2 Power	Remarks	Video Detection (VID)	#12+#8 GND (School Zone/ Variable MPH)
1A	2	1													
1	2	1													3 + 1 GD
2	2	1													3 + 1 GD
3	2	1											Adv. to Rem.		3 + 1 GD
4	2														
5	2	1											Adv. to Rem.		3 + 1 GD
6	2														
7	2	1											Adv. to Rem.		3 + 1 GD
8	2														
9	2	1											Adv. to Rem.		3 + 1 GD
10	2														
11	2	1											Adv. to Rem.		3 + 1 GD
12	2														
13	3	2											Adv. to Rem.		3 + 1 GD
14	2														
15	3	2											Adv. to Rem.		3 + 1 GD
16	2	1											Adv. to Rem.		3 + 1 GD
17	2														
18	Mast Arm														
19	Mast Arm														
20	Mast Arm														
21	Mast Arm														
22	Mast Arm														
23	2											3			
24	2	1													

CONSTRUCTION NOTES:

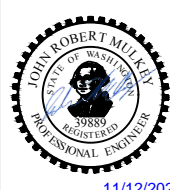
- 1 REMOVE PEDESTRIAN PUSH BUTTONS AND FILL HOLE IN POLE
- 2 REMOVE PEDESTRIAN PUSH BUTTON AND FILL HOLE IN POLE
- 3 INSTALL 2 VIDEO DETECTION CAMERAS ON THE LUMINAIRE MAST ARM. REMOVE PEDESTRIAN PUSH AND FILL HOLE IN POLE.
- 4 INSTALL 1 VIDEO DETECTION CAMERA ON THE LUMINAIRE MAST ARM. REMOVE AND REPLACE EXISTING PEDESTRIAN PUSH BUTTON WITH APS PUSH BUTTON ORIENTED CORRECTLY FOR THE APPROPRIATE CROSSWALK, PER WSDOT STD PLAN J-20.26-01
- 5 REMOVE PEDESTRIAN PUSH BUTTON AND FILL HOLE IN POLE
- 6 REMOVE PEDESTRIAN PUSH BUTTON AND FILL HOLE IN POLE
- 7 INSTALL 1 VIDEO DETECTION CAMERA ON THE LUMINAIRE MAST ARM. REMOVE AND REPLACE EXISTING PEDESTRIAN PUSH BUTTON WITH APS PUSH BUTTON ORIENTED CORRECTLY FOR THE APPROPRIATE CROSSWALK, PER WSDOT STD PLAN J-20.26-01
- 8 INSTALL NEW APS PUSH BUTTON ON TYPE PPB POLE PER WSDOT STD. PLAN J-20.10-04, EXCEPT USE 2" CONDUIT, AND J-20.26.01. ORIENTED CORRECTLY FOR THE APPROPRIATE CROSSWALK. REMOVE EXISTING PUSH BUTTON FOR THIS CROSSING AND FILL HOLES IN POLE
- 9 INSTALL NEW APS PUSH BUTTON ON TYPE PPB POLE PER WSDOT STD. PLAN J-20.10-04, EXCEPT USE 2" CONDUIT, AND J-20.26.01. ORIENTED CORRECTLY FOR THE APPROPRIATE CROSSWALK. REMOVE EXISTING PUSH BUTTON FOR THIS CROSSING AND FILL HOLES IN POLE
- 10 INSTALL NEW APS PUSH BUTTON ON TYPE PPB POLE PER WSDOT STD. PLAN J-20.11-03, EXCEPT USE 2" CONDUIT, AND J-20.26.01. ORIENTED CORRECTLY FOR THE APPROPRIATE CROSSWALK. REMOVE EXISTING PUSH BUTTON FOR THIS CROSSING AND FILL HOLES IN POLE
- 11 INSTALL NEW APS PUSH BUTTON ON TYPE PPB POLE PER WSDOT STD. PLAN J-20.10-04, EXCEPT USE 2" CONDUIT, AND J-20.26.01. ORIENTED CORRECTLY FOR THE APPROPRIATE CROSSWALK. REMOVE EXISTING PUSH BUTTON FOR THIS CROSSING AND FILL HOLES IN POLE
- 12 INSTALL NEW APS PUSH BUTTON ON TYPE PPB POLE PER WSDOT STD. PLAN J-20.10-04, EXCEPT USE 2" CONDUIT, AND J-20.26.01. ORIENTED CORRECTLY FOR THE APPROPRIATE CROSSWALK. REMOVE EXISTING PUSH BUTTON FOR THIS CROSSING AND FILL HOLES IN POLE

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85 % DESIGN



DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: R. PEREZ
 APPROVED: D.WINKLER



DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

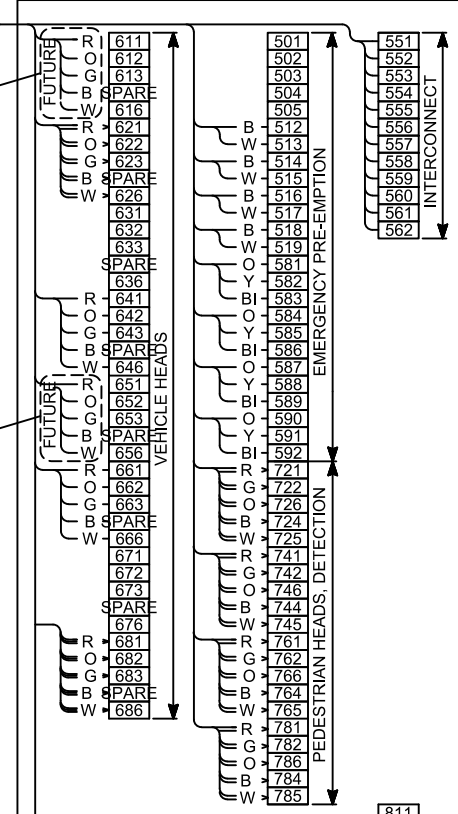
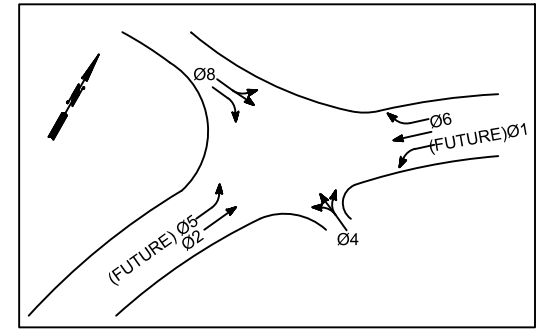
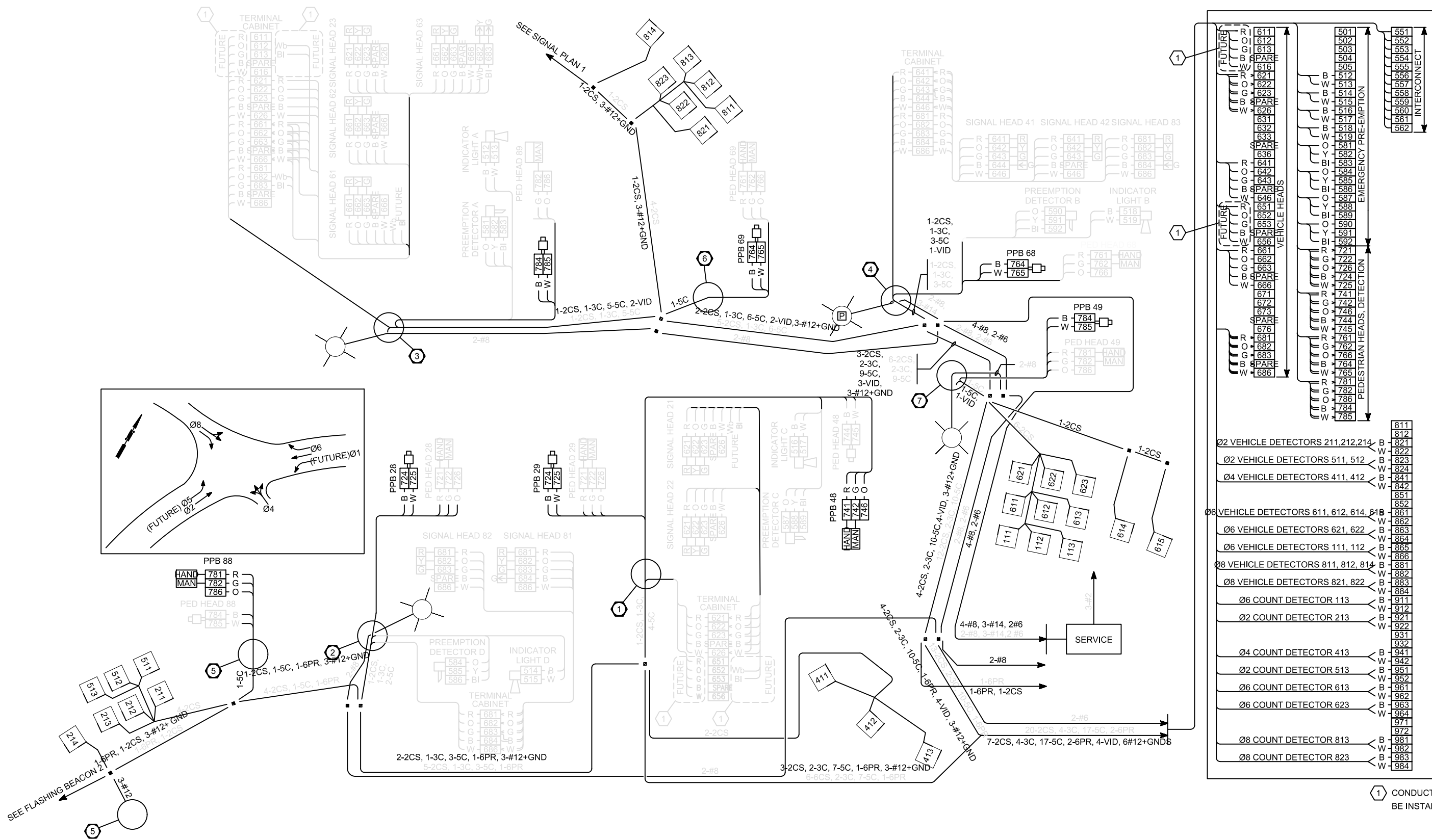
LAKOTA M.S. SRTS PROJECT

SIGNAL NOTES

CITY PROJECT #:
204

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OF 54

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Ø2 VEHICLE DETECTORS 211, 212, 214	B	811
	W	812
	B	821
Ø2 VEHICLE DETECTORS 511, 512	B	823
	W	824
Ø4 VEHICLE DETECTORS 411, 412	B	841
	W	842
	B	851
	W	852
Ø6 VEHICLE DETECTORS 611, 612, 614, 615	B	861
	W	862
	B	863
Ø6 VEHICLE DETECTORS 621, 622	B	864
	W	865
Ø6 VEHICLE DETECTORS 111, 112	B	866
	W	867
Ø8 VEHICLE DETECTORS 811, 812, 814	B	881
	W	882
	B	883
	W	884
Ø6 COUNT DETECTOR 113	B	911
	W	912
Ø2 COUNT DETECTOR 213	B	921
	W	922
	B	931
	W	932
Ø4 COUNT DETECTOR 413	B	941
	W	942
Ø2 COUNT DETECTOR 513	B	951
	W	952
Ø6 COUNT DETECTOR 613	B	961
	W	962
Ø6 COUNT DETECTOR 623	B	963
	W	964
	B	971
	W	972
Ø8 COUNT DETECTOR 813	B	981
	W	982
Ø8 COUNT DETECTOR 823	B	983
	W	984

LEGEND

C	CONDUCTOR
CS	CONDUCTOR (SHIELDED)
■	J-BOX TYPE 1
■	J-BOX TYPE 2
■	J-BOX TYPE 3
☐	PHOTOCELL

1 CONDUCTORS FOR FUTURE Ø1+Ø5 WILL BE INSTALLED BUT NOT TERMINATED.

85 % DESIGN

DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: R.PEREZ
 APPROVED: D.WINKLER

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NO.	DATE	REVISION

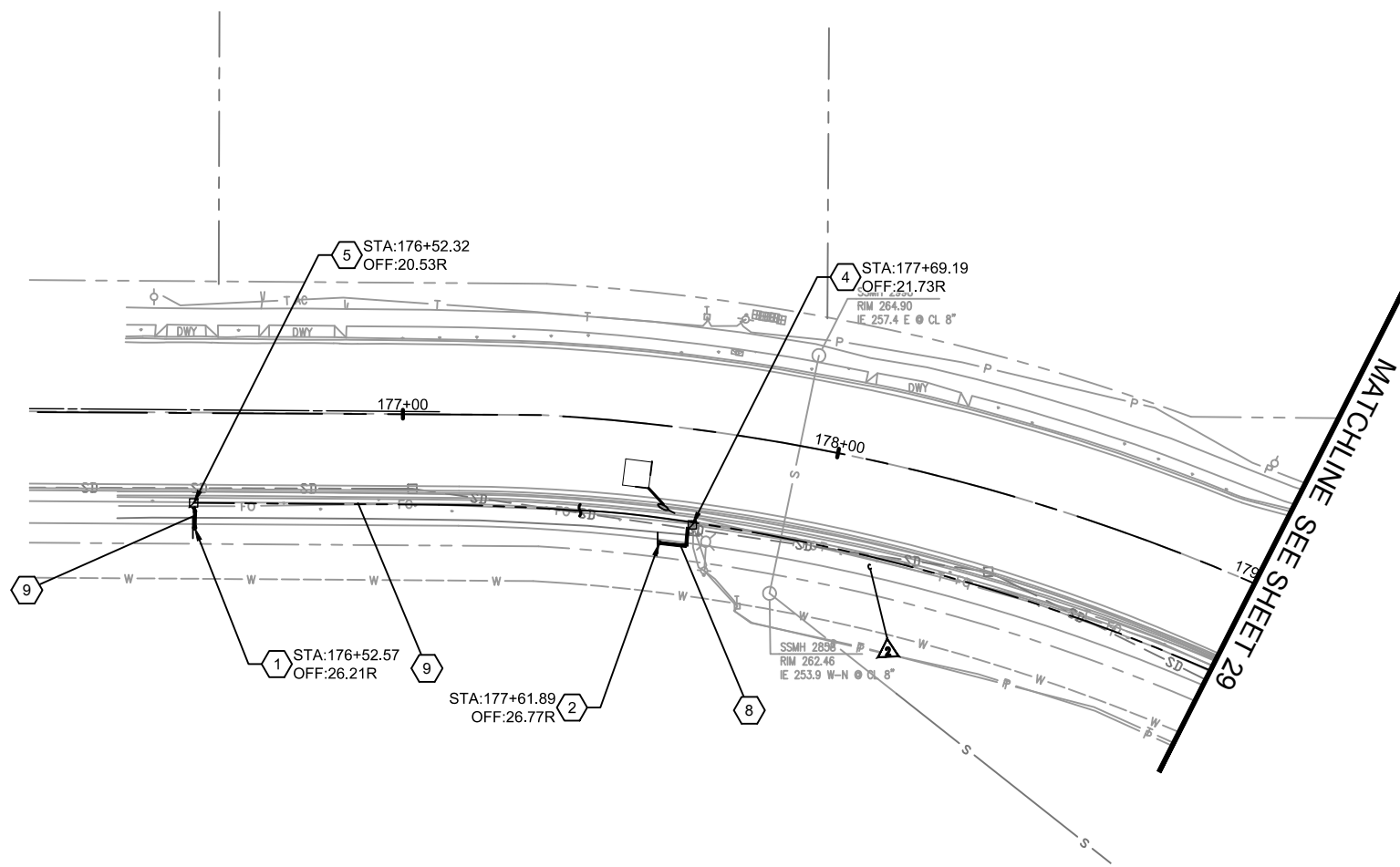
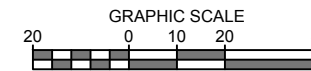
LAKOTA M.S. SRTS PROJECT

WIRING DAIGRAM

SW DASH POINT ROAD AT 21ST AVE SW

CITY PROJECT #:
204

SHT. 31
OF 54



1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT / APWA STANDARD PLANS, STANDARD SPECIFICATIONS, THE LATEST AMENDMENTS TO STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, THESE PLANS, NEC, PSE AND CITY GUIDELINES AND STANDARDS.
2. THE LOCATION OF ALL CONDUIT, JUNCTION BOXES, AND LUMINAIRES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EQUIPMENT AND CONSTRUCTION ACTIVITIES SHALL BE LOCATED WITHIN THE CITY OF FEDERAL WAY RIGHT-OF-WAY.
3. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.
4. ALL NEW JUNCTION BOXES INSTALLED IN SIDEWALKS SHALL HAVE SKID RESISTANT LIDS. AFTER INSTALLATION AND FINAL INSPECTION, LIDS FOR JUNCTION BOXES TYPE 1 AND 2 SHALL BE SPOT WELDED AT TWO SEPARATE LOCATIONS.
5. NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL). IF NUMBER OF BENDS EXCEEDS LISTED REQUIREMENTS, THE CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS DIRECTED BY THE ENGINEER.
6. COORDINATE ALL SIGNAL & ILLUMINATION WORK WITH KING COUNTY MAINTENANCE REPRESENTATIVE: MARK PARRETT AT (206)396-3763.
7. ALL NEW PVC CONDUITS CONTAINING CONDUCTORS SHALL CONTAIN GROUND WIRE SIZED TO MATCH THE LARGEST CONDUCTOR (MIN #8 AWG OR AS NOTED OTHERWISE IN THE WIRE NOTES). SPARE / EMPTY CONDUIT SHALL CONTAIN DETECTABLE PULL TAPE AND SHALL BE MARKED AS "CITY OF FEDERAL WAY" CONDUIT.
8. ALL CONDUIT SHALL BE RIGID PVC SCH 40, EXCEPT UNDER ROADWAYS AND FOR POWER FEEDER USED RIGID PVC SCH 80 CONDUIT.

SIGNAL CONSTRUCTION NOTES

1. INSTALL SCHOOL ZONE FLASHING BEACON PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 1 JUNCTION BOX WITH 2" CONDUIT.
2. INSTALL VARIABLE SPEED LIMIT SIGN PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 2 JUNCTION BOX WITH 2" CONDUIT.
3. INSTALL NEW WSDOT TYPE 1 JUNCTION BOX PER WSDOT STANDARD PLAN J-40.10-04
4. REMOVE EXISTING JUNCTION BOX AND OVERSET WITH A NEW WSDOT TYPE 2 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04.
5. INTERCEPT EXISTING CONDUIT AND OVERSET INTERCEPT POINT WITH A NEW WSDOT TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04.
6. INSTALL 2" CONDUIT AND PULL 2 #12 AND 1-#8 GND THROUGH NEW CONDUIT
7. INSTALL 2" CONDUIT AND PULL 3 #12 AND 1-#8 GND THROUGH NEW CONDUIT
8. INSTALL 2" CONDUIT AND PULL 5 #12 AND 1-#8 GND THROUGH NEW CONDUIT
9. PULL 2 -#12AND 1-#8 GND THROUGH EXISTING CONDUIT
10. PULL 3 -#12AND 1-#8 GND THROUGH EXISTING CONDUIT
11. PULL 6 -#12AND 2-#8 GND THROUGH EXISTING CONDUIT

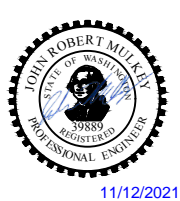
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33325 8TH AVE S FEDERAL WAY, WA 98003
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DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: R. PEREZ
APPROVED: D.WINKLER



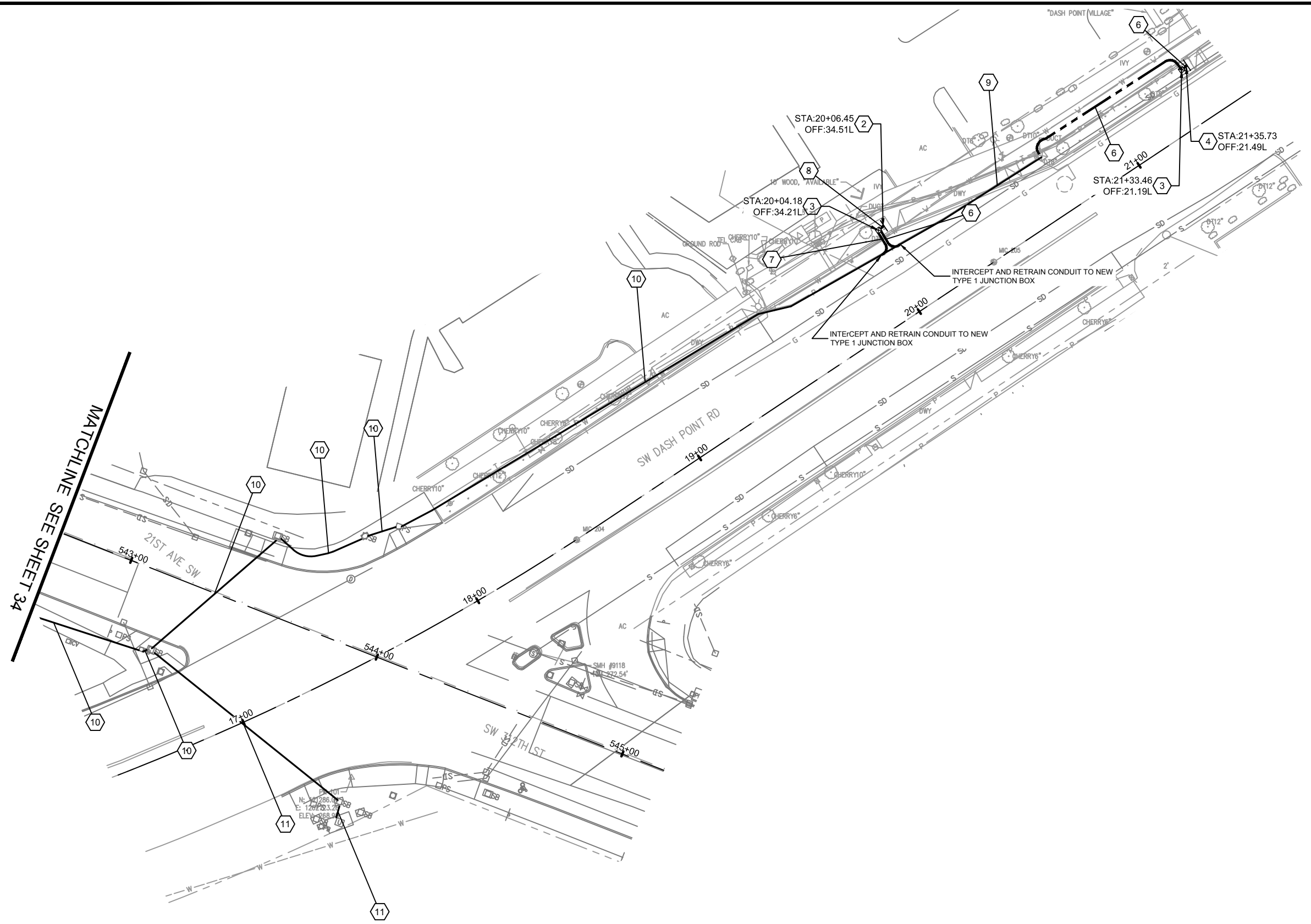
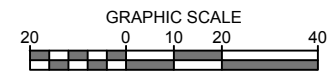
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LAKOTA M.S. SRTS PROJECT

FLASHING BEACON-2

CITY PROJECT #:
204

SHT. **32**
OF **54**



1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT / APWA STANDARD PLANS, STANDARD SPECIFICATIONS, THE LATEST AMENDMENTS TO STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, THESE PLANS, NEC, PSE AND CITY GUIDELINES AND STANDARDS.
2. THE LOCATION OF ALL CONDUIT, JUNCTION BOXES, AND LUMINAIRES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EQUIPMENT AND CONSTRUCTION ACTIVITIES SHALL BE LOCATED WITHIN THE CITY OF FEDERAL WAY RIGHT-OF-WAY.
3. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.
4. ALL NEW JUNCTION BOXES INSTALLED IN SIDEWALKS SHALL HAVE SKID RESISTANT LIDS. AFTER INSTALLATION AND FINAL INSPECTION, LIDS FOR JUNCTION BOXES TYPE 1 AND 2 SHALL BE SPOT WELDED AT TWO SEPARATE LOCATIONS.
5. NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL). IF NUMBER OF BENDS EXCEEDS LISTED REQUIREMENTS, THE CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS DIRECTED BY THE ENGINEER.
6. COORDINATE ALL SIGNAL & ILLUMINATION WORK WITH KING COUNTY MAINTENANCE REPRESENTATIVE: MARK PARRETT AT (206)396-3763.
7. ALL NEW PVC CONDUITS CONTAINING CONDUCTORS SHALL CONTAIN GROUND WIRE SIZED TO MATCH THE LARGEST CONDUCTOR (MIN #8 AWG OR AS NOTED OTHERWISE IN THE WIRE NOTES). SPARE / EMPTY CONDUIT SHALL CONTAIN DETECTABLE PULL TAPE AND SHALL BE MARKED AS "CITY OF FEDERAL WAY" CONDUIT.
8. ALL CONDUIT SHALL BE RIGID PVC SCH 40, EXCEPT UNDER ROADWAYS AND FOR POWER FEEDER USED RIGID PVC SCH 80 CONDUIT.

SIGNAL CONSTRUCTION NOTES

1. INSTALL SCHOOL ZONE FLASHING BEACON PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 1 JUNCTION BOX WITH 2" CONDUIT.
2. INSTALL VARIABLE SPEED LIMIT SIGN PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 2 JUNCTION BOX WITH 2" CONDUIT.
3. INSTALL NEW WSDOT TYPE 1 JUNCTION BOX PER WSDOT STANDARD PLAN J-40.10-04
4. REMOVE EXISTING JUNCTION BOX AND OVERSET WITH A NEW WSDOT TYPE 2 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04.
5. INTERCEPT EXISTING CONDUIT AND OVERSET INTERCEPT POINT WITH A NEW WSDOT TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10-04.
6. INSTALL 2" CONDUIT AND PULL 2 #12 AND 1-#8 GND THROUGH NEW CONDUIT
7. INSTALL 2" CONDUIT AND PULL 3 #12 AND 1-#8 GND THROUGH NEW CONDUIT
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9. PULL 2 #12 AND 1-#8 GND THROUGH EXISTING CONDUIT
10. PULL 3 #12 AND 1-#8 GND THROUGH EXISTING CONDUIT
11. PULL 6 #12 AND 2-#8 GND THROUGH EXISTING CONDUIT

85 % DESIGN



DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: R.PEREZ
 APPROVED: D.WINKLER



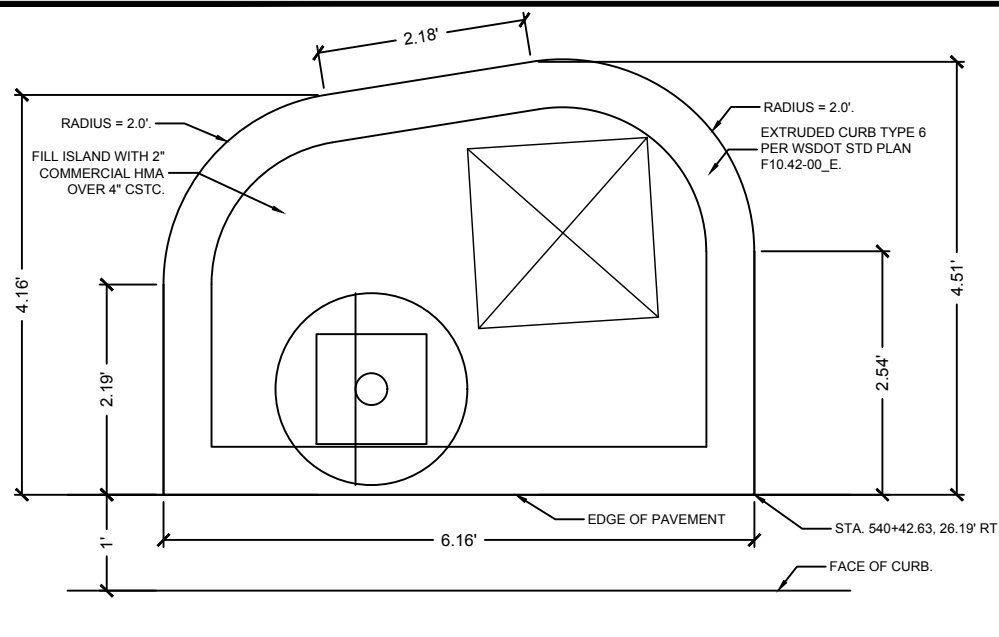
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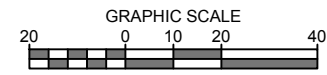
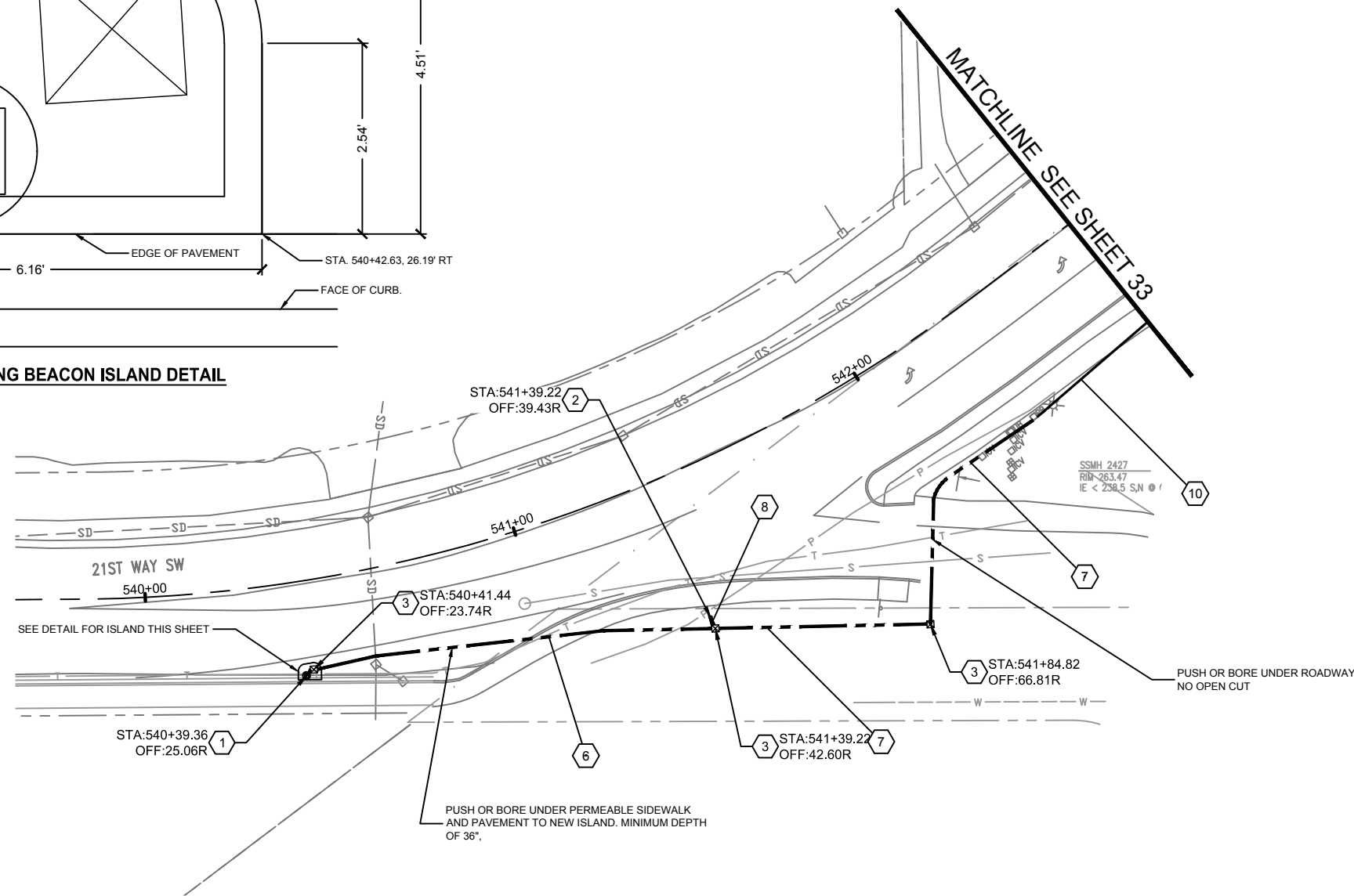
SIGNAL PLAN 2

CITY PROJECT #:
 204

SHT. 33
 OF 54



SCHOOL ZONE FLASHING BEACON ISLAND DETAIL
NTS



1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT / APWA STANDARD PLANS, STANDARD SPECIFICATIONS, THE LATEST AMENDMENTS TO STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, THESE PLANS, NEC, PSE AND CITY GUIDELINES AND STANDARDS.
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3. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.
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8. ALL CONDUIT SHALL BE RIGID PVC SCH 40, EXCEPT UNDER ROADWAYS AND FOR POWER FEEDER USED RIGID PVC SCH 80 CONDUIT.

SIGNAL CONSTRUCTION NOTES

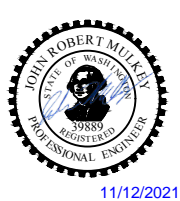
1. INSTALL SCHOOL ZONE FLASHING BEACON PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 1 JUNCTION BOX WITH 2" CONDUIT.
2. INSTALL VARIABLE SPEED LIMIT SIGN PER DETAIL SHEET xx. CONNECT TO NEW WSDOT TYPE 2 JUNCTION BOX WITH 2" CONDUIT.
3. INSTALL NEW WSDOT TYPE 1 JUNCTION BOX PER WSDOT STANDARD PLAN J-40.10-04
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6. INSTALL 2" CONDUIT AND PULL 2 #12 AND 1-#8 GND THROUGH NEW CONDUIT
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85 % DESIGN

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DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: R.PEREZ
APPROVED: D.WINKLER



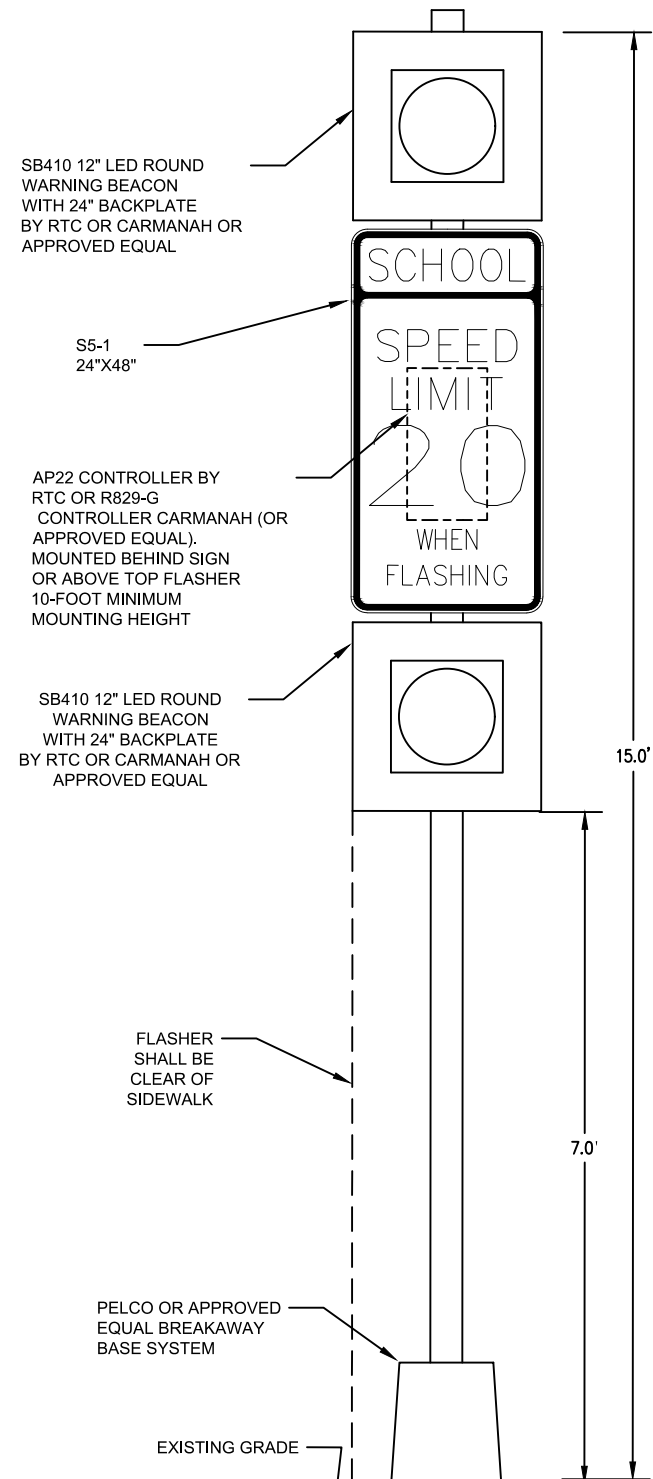
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LAKOTA M.S. SRTS PROJECT

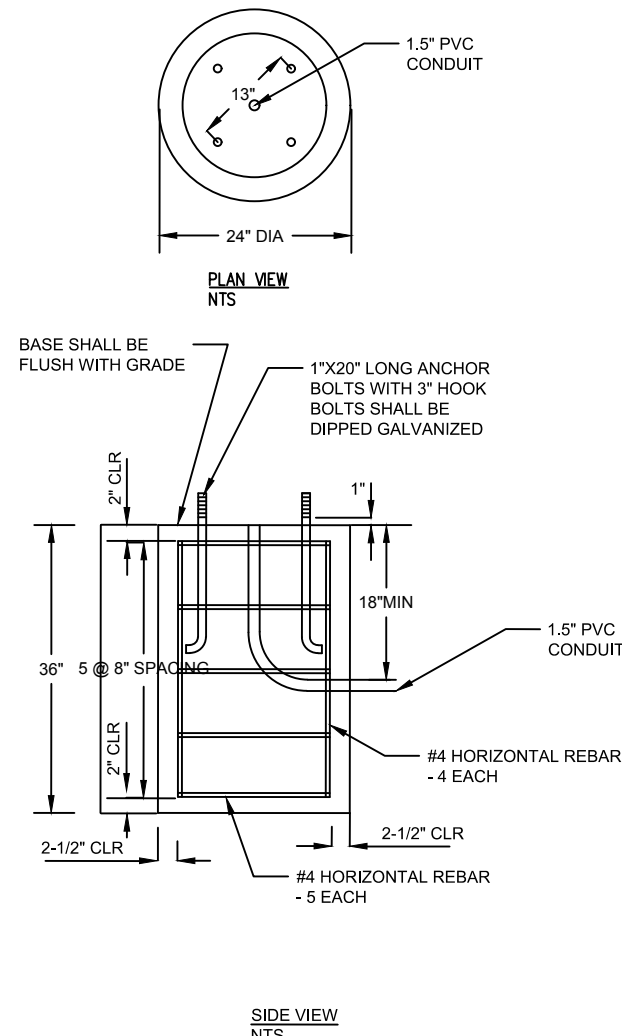
FLASHING BEACON-3

CITY PROJECT #:
204

SHT. **34**
OF **54**

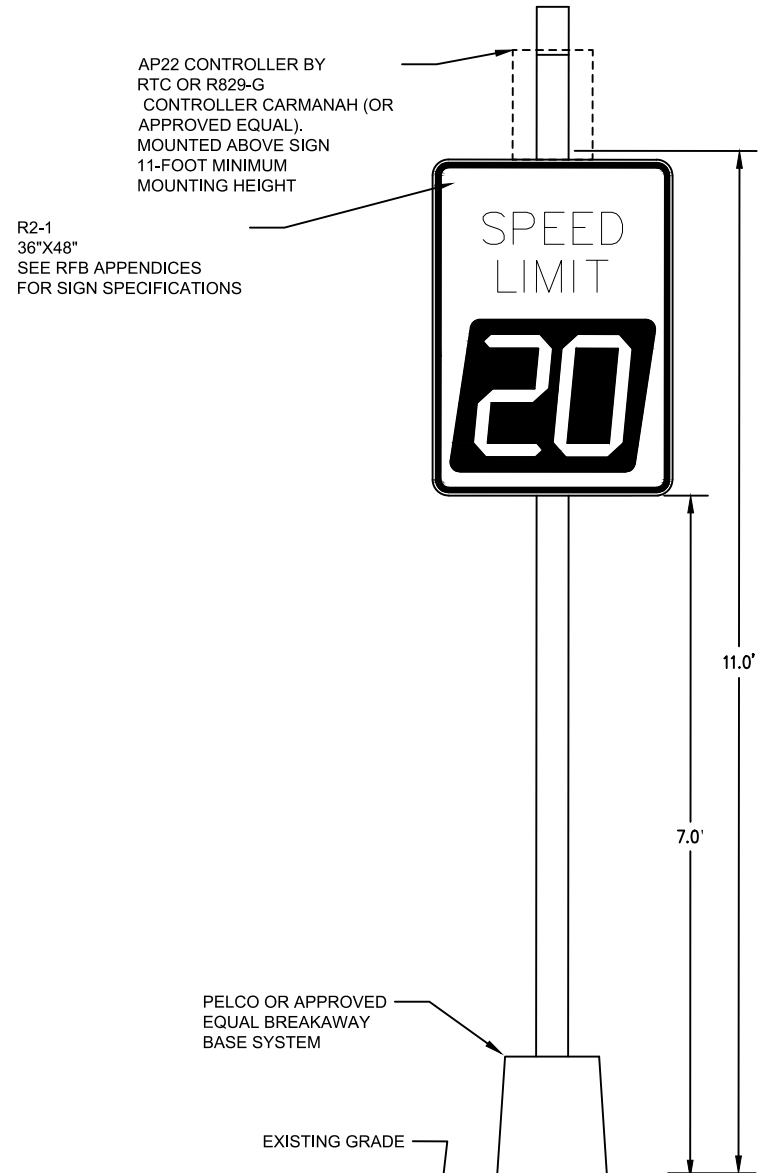


FLASHING SCHOOL ZONE SIGN ASSEMBLY DETAIL
NTS



- NOTES:**
1. TOP OF POLE FOUNDATION BASE SHALL BE FLUSH WITH GRADE.
 2. FOR FOUNDATIONS BEHIND SIDEWALK, THE CONDUIT SHALL EXIT THE FOUNDATION PARALLEL TO EDGE OF SIDEWALK, NOT UNDER SIDEWALK.
 3. FOR FOUNDATIONS BEHIND SIDEWALK, PROVIDE 3'x3' CONCRETE PAD, EXCEPT RRFB FOUNDATION AT CURB AT BACK OF RAMP MUST BE LOCATED TO ALLOW FOR ADA ACCESS.
 4. FOR BACKFILL AND COMPACTION REQUIREMENTS, SEE SPECIAL PROVISIONS

FLASHING SCHOOL ZONE AND VARIABLE SPEED LIMIT SIGN POLE FOUNDATION DETAIL
NTS



VARIABLE SPEED LIMIT SIGN ASSEMBLY DETAIL
NTS

85 % DESIGN

CITY OF Federal Way
Centered on Opportunity
33325 8TH AVE S FEDERAL WAY, WA 98003
PHONE: (253) 835-2700
WWW.CITYOFFEDERALWAY.COM

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

DRAFTED: S.ALIZAI
DESIGNED: J.MULKEY
REVIEWED: R.PEREZ
APPROVED: D.WINKLER

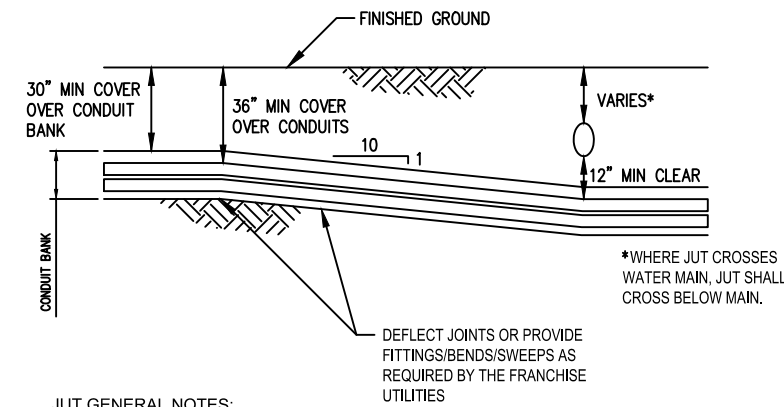
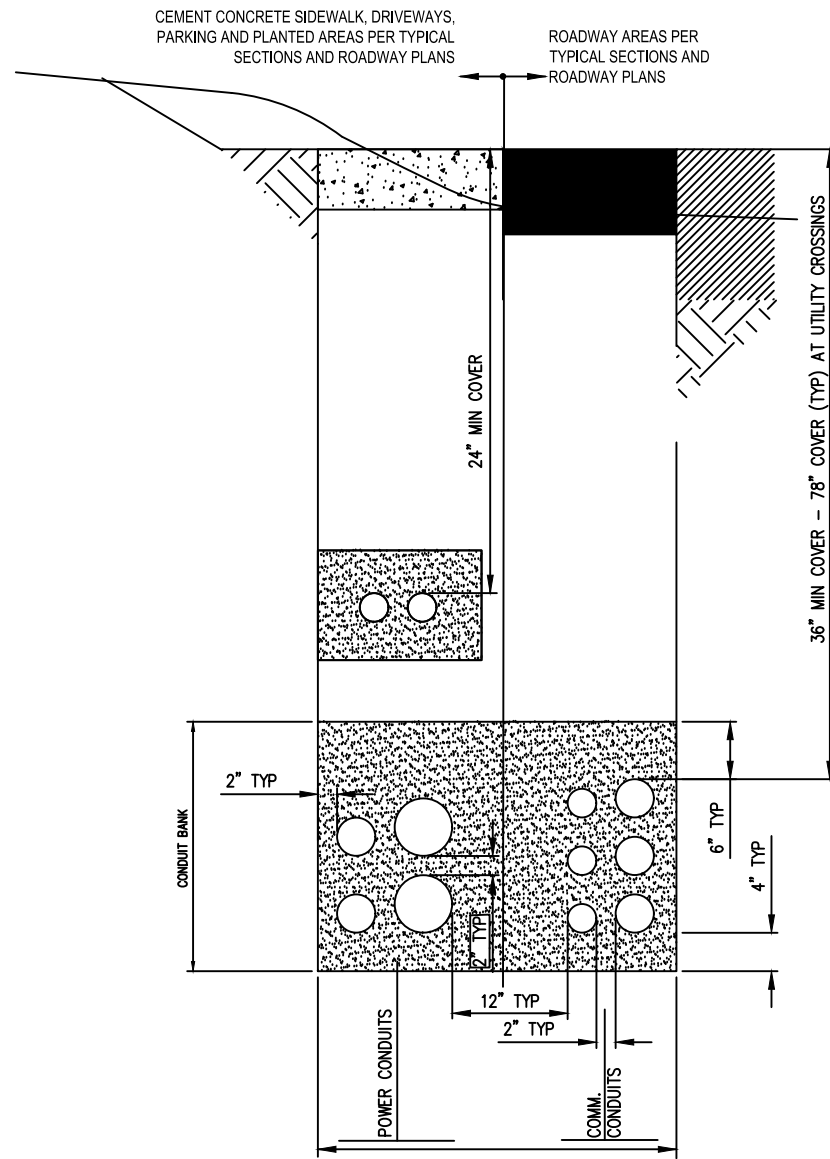
JOHN ROBERT MULKEY
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER
11/12/2021

DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT
SIGNAL DETAILS-1

CITY PROJECT #:
204
SHT. **35**
OF **54**

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- JUT GENERAL NOTES:**
- CONTRACTOR SHALL PROVIDE ALL NECESSARY COORDINATION, LAYOUT, SURVEYING, TRENCHING, EXCAVATION, BEDDING, BACKFILL, AND RESTORATION FOR THE FRANCHISE UTILITIES TO SUCCESSFULLY COMPLETE THE RELOCATION. CONTRACTOR SHALL INSTALL UTILITY FURNISHED CONDUITS FOR THE CITY AND VERIZON PER THEIR RESPECTIVE PLANS. APPROXIMATE LOCATIONS OF EACH UTILITIES' CONDUITS WITHIN THE JOINT TRENCH ARE SHOWN ON THESE PLANS. CONTRACTOR SHALL INSTALL UTILITY-FURNISHED HANDHOLES AND VAULTS AND MAKE REQUIRED CONNECTIONS TO CONDUITS PER THE UTILITY COMPANIES' RESPECTIVE PLANS. UTILITY COMPANIES ARE RESPONSIBLE FOR WIRING AND CONVERSION OF THEIR RESPECTIVE UTILITIES.
 - THE JOINT UTILITY TRENCH LAYOUT, SWEEPS, VAULTS, AND OTHER FEATURES SHOWN ARE APPROXIMATE. ADJUST AS NECESSARY TO MEET FRANCHISE UTILITY REQUIREMENTS AND TO PROVIDE A COMPLETE, FUNCTIONING SYSTEM. THE CONTRACTOR SHALL SEQUENCE CONSTRUCTION AND REROUTE THE UTILITY TRENCH AS NECESSARY TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UTILITIES AND OTHER FACILITIES.
 - ALL CONDUIT MATERIALS, BENDS, VAULTS, AND OTHER MATERIALS INSTALLED BY THE CONTRACTOR SHALL BE PER THE REQUIREMENTS AND SPECIFICATIONS OF THE FRANCHISE UTILITIES.
 - CONSTRUCT JOINT UTILITY TRENCH PER THE TYPICAL TRENCH DETAILS AND SECTIONS. SEE THIS SHEET. ADJUST THE HORIZONTAL ALIGNMENT AND VERTICAL PROFILE AS NECESSARY TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UTILITIES AND ROADWAY FEATURES. THE CONTRACTOR SHALL VERTICALLY TRANSITION THE TRENCH DEPTH BY DEFLECTING JOINTS OR INSTALLING BENDS PER THE FRANCHISE UTILITY REQUIREMENTS.
 - WORK SHALL BE SEQUENCED TO ALLOW CONTINUED OPERATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES UNTIL NEW SYSTEM IS COMPLETE. ONCE NEW SYSTEM IS COMPLETED, TESTED, APPROVED BY UTILITY OWNERS, AND FULLY OPERATIONAL, CONTRACTOR SHALL REMOVE EXISTING CONDUIT DUCT BANK AND EXISTING UTILITY STRUCTURES NO LONGER IN USE.
 - CONTRACTOR SHALL PRESERVE AND PROTECT ALL FACILITIES TO REMAIN.
 - THE LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THEIR EXACT LOCATION. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES, AS NOT ALL UTILITIES MAY BE SHOWN ON THE PLANS.

- NOTES:**
- STRUCTURE EXCAVATION CL B INCL. HAUL, SAND BEDDING, AND GRAVEL BORROW INCL. HAUL FOR CITY CONDUITS (ILLUMINATION, ITS, SIGNAL) SHALL BE INCLUDED IN THE RESPECTIVE LUMP SUM BID ITEMS AND NO SEPARATE PAYMENT SHALL BE MADE.
 - MAX PAYLIMITS FOR "FRANCHISE UTILITY TRENCH EXCAVATION, INCL. HAUL", "SAND BEDDING INCL. HAUL, FOR FRANCHISE UTILITY TRENCH" AND "GRAVEL BORROW INCL. HAUL, FOR FRANCHISE UTILITY TRENCH" PER THIS DETAIL.
 - TRENCH WIDTH INCREASES AT SWEEP LOCATIONS.
 - POWER CONDUITS SHALL BE SEPARATED FROM COMMUNICATION CONDUITS BY A MINIMUM HORIZONTAL DISTANCE OF 12"
 - NON-POWER CONDUITS SHALL BE SEPARATED FROM OTHER NON-POWER CONDUITS BY A MINIMUM OF 2" HORIZONTALLY AND VERTICALLY.
 - TRENCH SECTIONS SHOWN ARE APPROXIMATE AND TYPICAL OF MANY BUT NOT ALL AREAS.
 - ALL CONDUITS AND FITTING TO BE PVC SCHEDULE 40.
 - CITY CONDUIT SHALL BE PLACED ON THE STREET SIDE OF THE JOINT TRENCH WHERE POSSIBLE.

"JOINT UTILITY TRENCH" MAXIMUM PAY LIMITS = NEAT LINE WIDTH INCLUDING SWEEPS

85 % DESIGN

DRAFTED: S.ALIZAI
 DESIGNED: J.MULKEY
 REVIEWED: R.PEREZ
 APPROVED: D.WINKLER

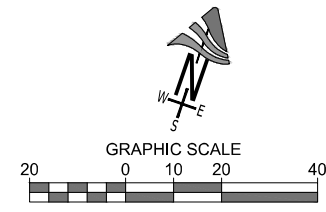
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LAKOTA M.S. SRTS PROJECT

SIGNAL DETAILS -2

CITY PROJECT #:
 204

SHT. 36
 OF 54

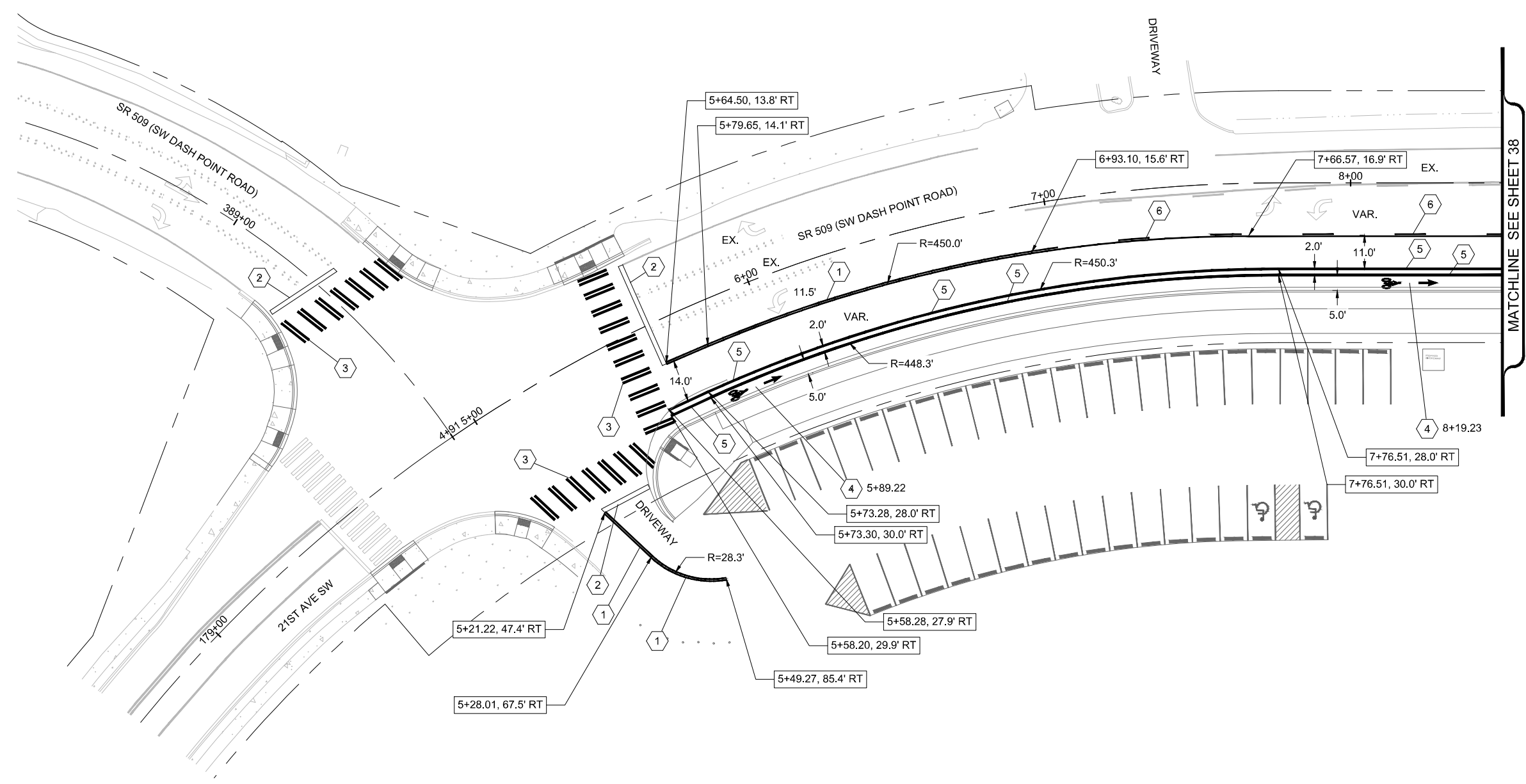


PAVEMENT MARKING GENERAL NOTES

- 1) ALL WORK SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), WSDOT STANDARDS AND SPECIFICATIONS, AND CITY OF FEDERAL WAY (COFW) STANDARD DRAWINGS AND SPECIFICATIONS.
- 2) ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS, OR AS DIRECTED BY THE ENGINEER, SHALL BE REMOVED. EXISTING PAVEMENT MARKINGS TO REMAIN THAT ARE DAMAGED OR OTHERWISE ALTERED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.
- 3) ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH COFW STANDARD DRAWINGS 3-17 THRU 3-21 UNLESS OTHERWISE NOTED.
- 4) STATIONING FOR ALL PAVEMENT MARKING SYMBOLS AND LETTERING IS MEASURED TO THE CENTER OF THE SYMBOL. ALL SYMBOLS AND LETTERING SHALL BE PERPENDICULAR TO THE ADJACENT LANE STRIPING AND CENTERED WITHIN THE LANE UNLESS OTHERWISE NOTED.
- 5) A COPY OF THE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- 6) ALL PERMITS REQUIRED FOR WORK WITHIN THE PUBLIC RIGHT-OF-WAY MUST BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.

CONSTRUCTION NOTES

- 1 4" PROFILED PLASTIC DOUBLE YELLOW CENTERLINE (TYPE D WITH BI-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG NO. 3-17.
- 2 18" WHITE PLASTIC STOP LINE (TYPE A) PER COFW STANDARD DWG. NO. 3-21 AND WSDOT STANDARD PLAN M-24.60.
- 3 WHITE PLASTIC (TYPE A) CROSSWALK PER COFW STANDARD DWG. NO. 3-21.
- 4 WHITE PLASTIC BIKE LANE SYMBOL PER WSDOT STANDARD PLAN M-9.50.
- 5 8" WHITE PROFILED PLASTIC WIDE LINE (TYPE D WITH MONO-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG. NO. 3-18.
- 6 4" YELLOW PROFILED PLASTIC NO PASS LINE (TYPE D WITH MONO-DIRECTIONAL AND BI-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG. NO. 3-18.



MATCHLINE SEE SHEET 38



12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
KIRKLAND, WASHINGTON 98034 (FAX) 425 825-8434

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Centered on Opportunity
33325 8TH AVE S FEDERAL WAY, WA 98003
PHONE: (253) 835-2700
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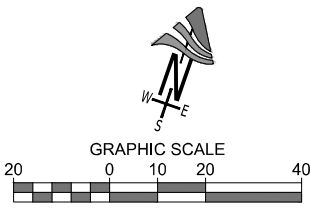
DRAFTED: T.NGUYEN
DESIGNED: T.NGUYEN
REVIEWED: C.CAVALLO
APPROVED: D.WINKLER



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LAKOTA M.S. SRTS PROJECT
PAVEMENT MARKINGS PLAN
STA 4+91 TO STA 8+50

100%
CITY PROJECT #:
204
SHT. **37**
OF **57**

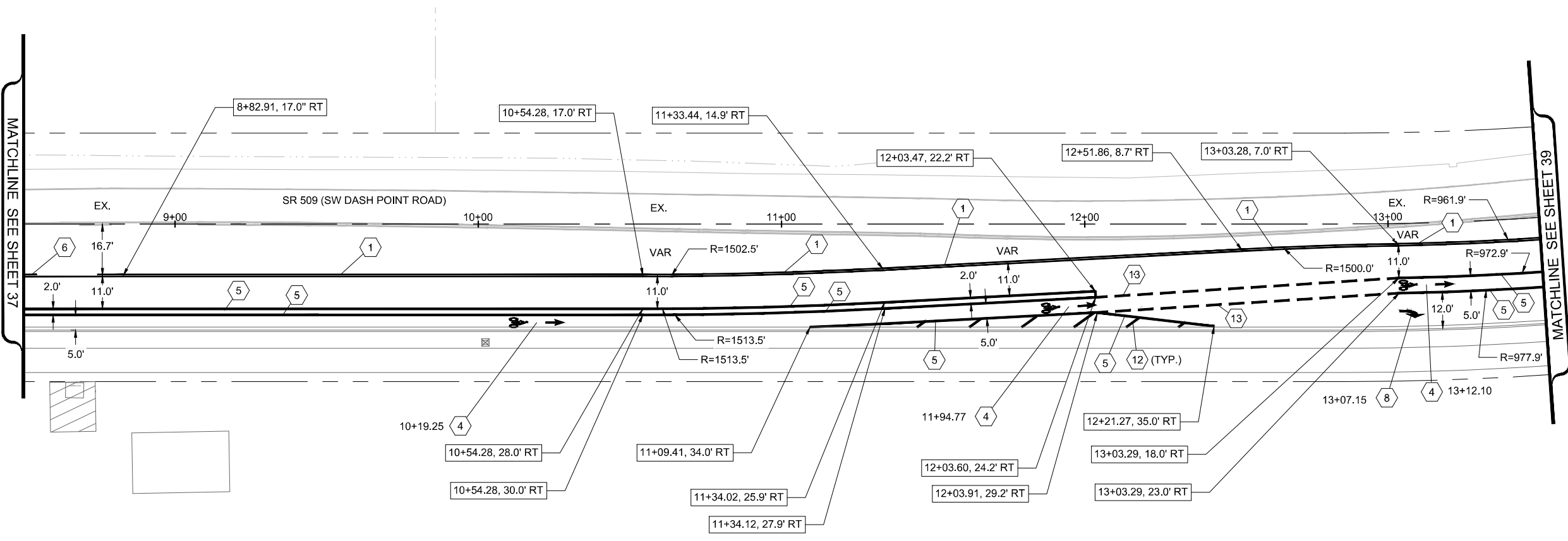


NOTES

1) SEE SHEET 37 FOR PAVEMENT MARKING GENERAL NOTES.

CONSTRUCTION NOTES

- 1) 4" PROFILED PLASTIC DOUBLE YELLOW CENTERLINE (TYPE D WITH BI-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG NO. 3-17.
- 4) WHITE PLASTIC BIKE LANE SYMBOL PER WSDOT STANDARD PLAN M-9.50.
- 5) 8" WHITE PROFILED PLASTIC WIDE LINE (TYPE D WITH MONO-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG. NO. 3-18.
- 6) 4" YELLOW PROFILED PLASTIC NO PASS LINE (TYPE D WITH MONO-DIRECTIONAL AND BI-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG. NO. 3-18.
- 8) WHITE PLASTIC TYPE 2SR (RIGHT) TRAFFIC ARROW PER COFW STANDARD DWG NO. 3-21 AND WSDOT STANDARD PLAN M-24.40.
- 12) 8" WHITE PLASTIC DIAGONAL CROSSHATCH MARKING PER WSDOT STANDARD PLAN M-24.60.
- 13) MODIFIED 8" WHITE PROFILED PLASTIC (TYPE D) DOTTED EXTENSION LINE (TYPE D) PER WSDOT STANDARD PLAN M-20.10.



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REVIEWED: C.CAVALLO
APPROVED: D.WINKLER

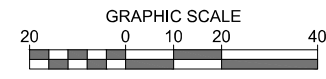


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LAKOTA M.S. SRTS PROJECT

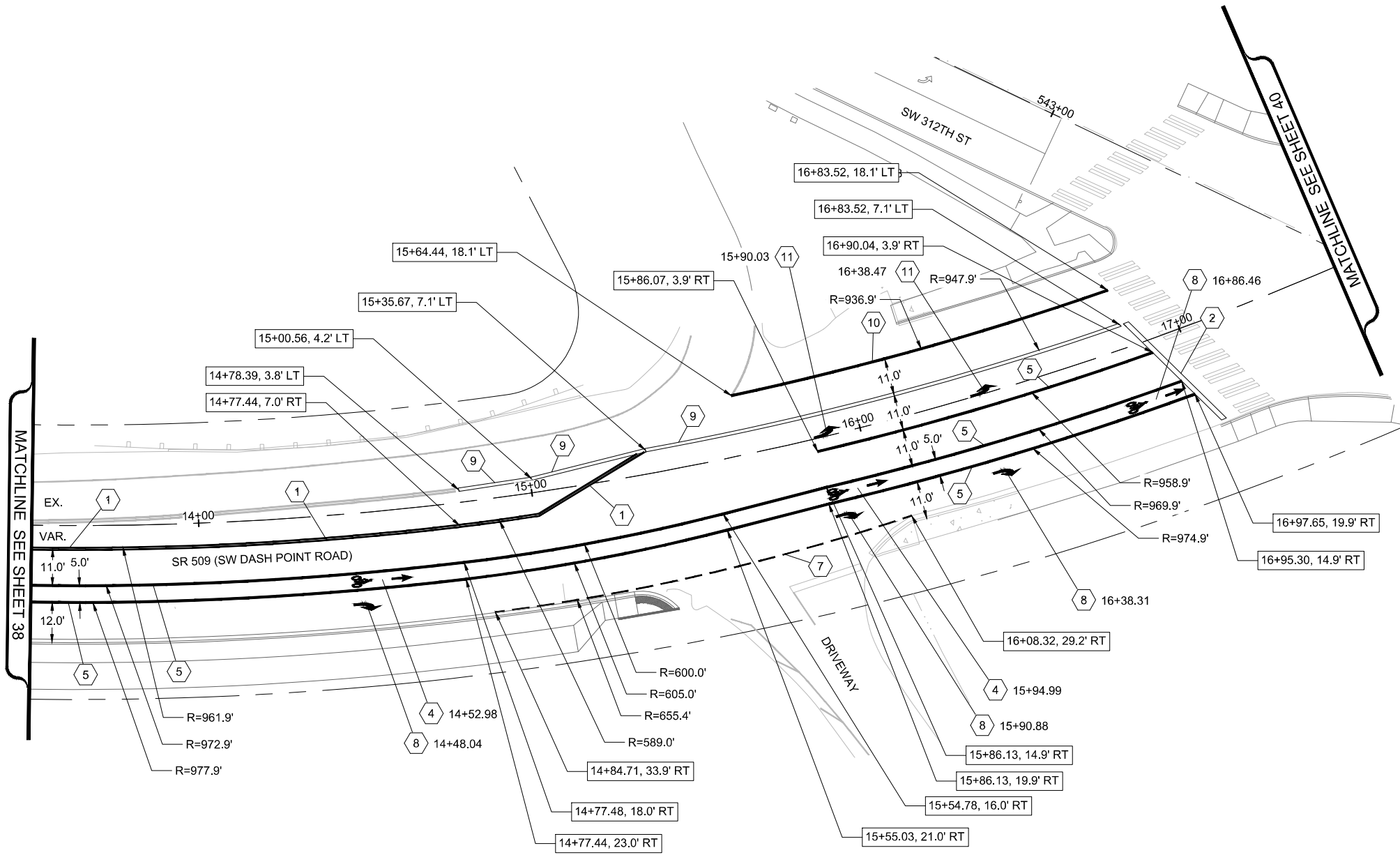
PAVEMENT MARKINGS PLAN
STA 8+50 TO STA 13+50

100%
CITY PROJECT #:
204
SHT. **38**
OF **57**



NOTES
 1) SEE SHEET 37 FOR PAVEMENT MARKING GENERAL NOTES.

- CONSTRUCTION NOTES**
- 1) 4" PROFILED PLASTIC DOUBLE YELLOW CENTERLINE (TYPE D WITH BI-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG NO. 3-17.
 - 2) 18" WHITE PLASTIC STOP LINE (TYPE A) PER COFW STANDARD DWG. NO. 3-21 AND WSDOT STANDARD PLAN M-24.60.
 - 4) WHITE PLASTIC BIKE LANE SYMBOL PER WSDOT STANDARD PLAN M-9.50.
 - 5) 8" WHITE PROFILED PLASTIC WIDE LINE (TYPE D WITH MONO-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG. NO. 3-18.
 - 6) 4" YELLOW PROFILED PLASTIC NO PASS LINE (TYPE D WITH MONO-DIRECTIONAL AND BI-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG. NO. 3-18.
 - 7) 4" WHITE PROFILED PLASTIC DOTTED EXTENSION LINE (TYPE D) PER WSDOT STANDARD PLAN M-20.10.
 - 8) WHITE PLASTIC TYPE 2SR (RIGHT) TRAFFIC ARROW PER COFW STANDARD DWG NO. 3-21 AND WSDOT STANDARD PLAN M-24.40.
 - 9) YELLOW TYPE C BLOCK TRAFFIC CURB PER COFW STANDARD DWG NO. 3-4.
 - 10) 4" WHITE PROFILED PLASTIC EDGE LINE PER COFW STANDARD DWG NO. 3-17.
 - 11) WHITE PLASTIC TYPE 2SL (LEFT) TRAFFIC ARROW PER COFW STANDARD DWG NO. 3-21 AND WSDOT STANDARD PLAN M-24.40.



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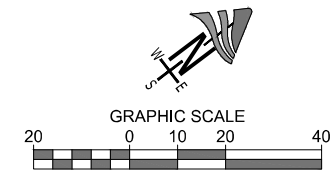
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LAKOTA M.S. SRTS PROJECT
PAVEMENT MARKINGS PLAN
 STA 13+50 TO STA 17+50

100%
 CITY PROJECT #:
 204
 SHT. 39
 OF 57

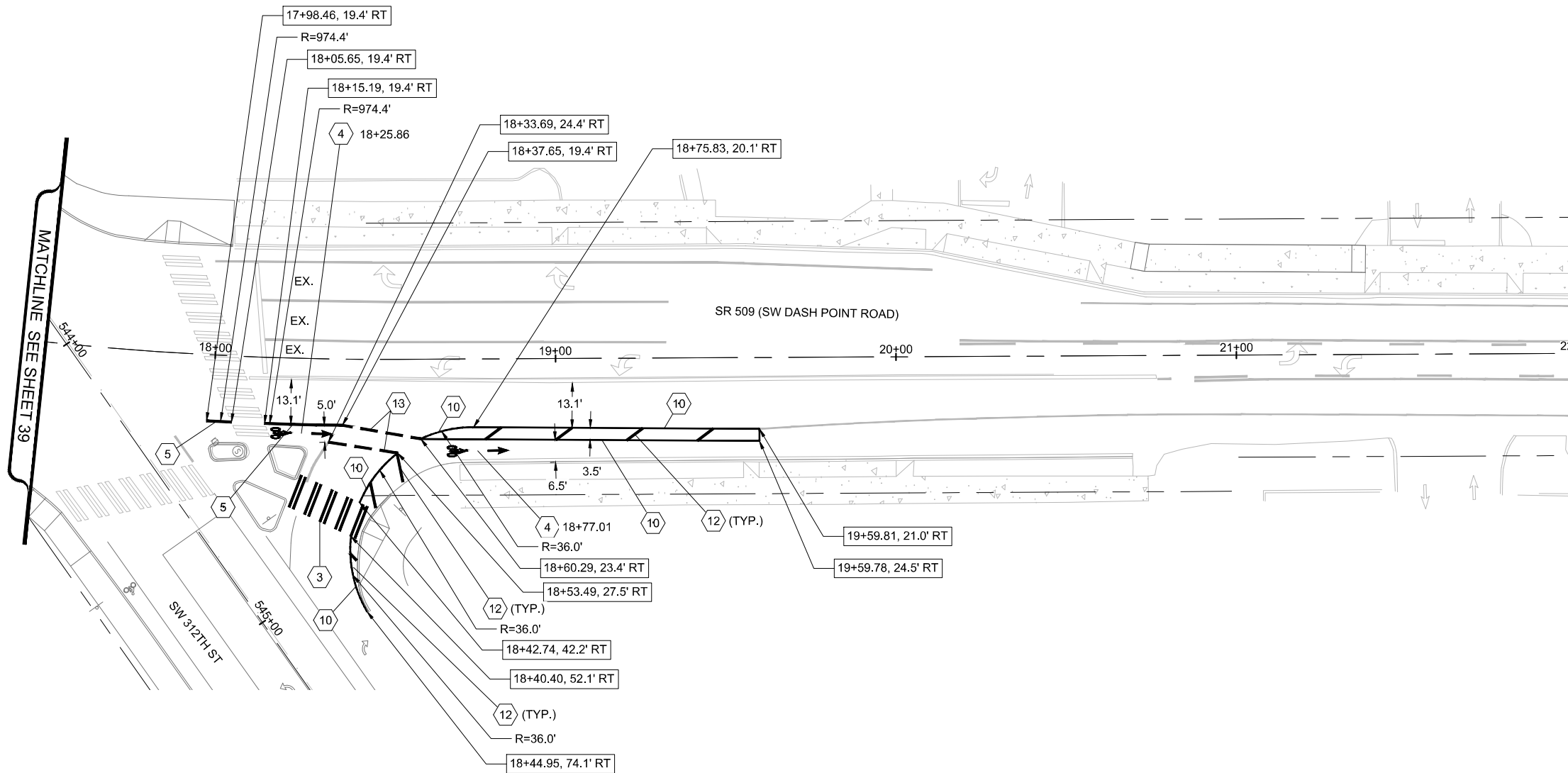


NOTES

1) SEE SHEET 37 FOR PAVEMENT MARKING GENERAL NOTES.

CONSTRUCTION NOTES

- 1) 4" PROFILED PLASTIC DOUBLE YELLOW CENTERLINE (TYPE D WITH BI-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG NO. 3-17.
- 3) WHITE PLASTIC (TYPE A) CROSSWALK PER COFW STANDARD DWG. NO. 3-21.
- 4) WHITE PLASTIC BIKE LANE SYMBOL PER WSDOT STANDARD PLAN M-9.50.
- 5) 8" WHITE PROFILED PLASTIC WIDE LINE (TYPE D WITH MONO-DIRECTIONAL TYPE 2 RPMS) PER COFW STANDARD DWG. NO. 3-18.
- 10) 4" WHITE PROFILED PLASTIC EDGE LINE PER COFW STANDARD DWG NO. 3-17.
- 12) 8" WHITE PLASTIC DIAGONAL CROSSHATCH MARKING PER WSDOT STANDARD PLAN M-24.60.
- 13) MODIFIED 8" WHITE PROFILED PLASTIC (TYPE D) DOTTED EXTENSION LINE (TYPE D) PER WSDOT STANDARD PLAN M-20.10.



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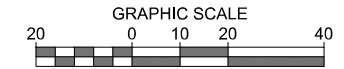
LAKOTA M.S. SRTS PROJECT

**PAVEMENT MARKINGS PLAN
STA 17+50 TO STA 22+00**

100%

CITY PROJECT #:
204

SHT. 40
OF 57

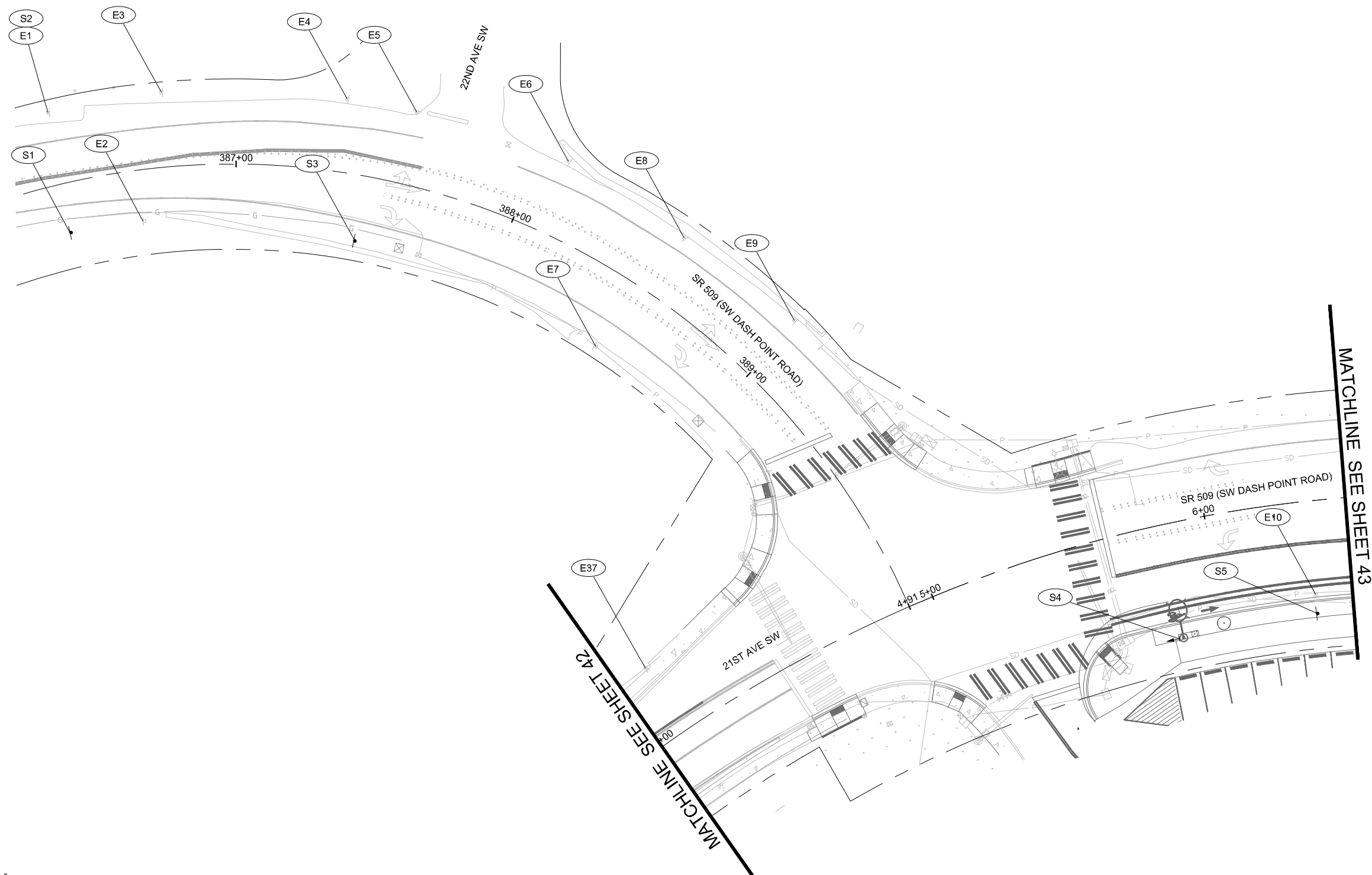


SIGNING GENERAL NOTES

- 1) ALL WORK SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARDS AND SPECIFICATIONS, AND CITY OF FEDERAL WAY (COFW) STANDARD DRAWINGS AND SPECIFICATIONS.
- 2) ALL WORK SHALL BE CONSISTENT WITH UTILITY AGENCY REQUIREMENTS. THE CONTRACTOR SHALL CONTACT UTILITY AGENCIES 48 HOURS PRIOR TO COMMENCING WORK AND SHALL COORDINATE WITH ALL AFFECTED UTILITY AGENCIES THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING UTILITIES RESULTING FROM CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY AGENCY IMMEDIATELY UPON DAMAGE AND SHALL BE RESPONSIBLE FOR REPLACING DAMAGED EQUIPMENT TO THE SATISFACTION OF THE AFFECTED UTILITY AGENCY.
- 3) EXISTING SIGNING THAT CONFLICTS WITH THE PROPOSED SIGNING, OR AS DIRECTED BY THE ENGINEER, SHALL BE REMOVED. EXISTING SIGNING TO REMAIN THAT IS DAMAGED OR OTHERWISE ALTERED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.
- 4) THE LOCATION OF EXISTING FEATURES AND UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCING SIGNING WORK. NOT ALL EXISTING FEATURES AND UTILITIES MAY BE SHOWN.
- 5) THE CONTRACTOR SHALL SALVAGE AND DELIVER ALL EXISTING SIGNING EQUIPMENT SPECIFIED FOR REMOVAL BACK TO THE CITY OF FEDERAL WAY, UNLESS OTHERWISE NOTED IN WRITING BY THE ENGINEER.
- 6) THE CONTRACTOR SHALL FIELD STAKE AND VERIFY FINAL LOCATIONS OF ALL PROPOSED SIGNS WITH THE ENGINEER PRIOR TO INSTALLATION.
- 7) RELOCATED SIGNS SHALL BE INSTALLED ON NEW POSTS PER COFW STANDARD DRAWING NO. 3-51.
- 8) OFFSET SIGN MINIMUM 2' FROM FACE OF CURB (WHEN PRESENT) UNLESS OTHERWISE NOTED.
- 9) ALL SIGN COLORS SHALL BE APPROVED BY THE CITY BEFORE INSTALLATION.
- 10) SIGNS INSTALLED AS PART OF TRAFFIC EQUIPMENT (I.E. ON SIGNAL POLES, RRFB, ELECTRONIC SPEED SIGN, FLASHING SCHOOL ZONE SIGN, ETC.) ARE INCLUDED AS A PART OF THOSE RESPECTIVE TRAFFIC BID ITEMS. THEY MAY BE SHOWN ON THE SIGN PLANS AND/OR IN THE SIGN TABLE FOR REFERENCE ONLY.
- 11) SIGNS INSTALLED ON LUMINAIRE POLES SHALL BE PER WSDOT STANDARD PLAN G-30.10.
- 12) A COPY OF THE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- 13) ALL PERMITS REQUIRED FOR WORK WITHIN THE PUBLIC RIGHT-OF-WAY MUST BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.
- 14) SEE SHEET 47 FOR SIGN TABLES.

LEGEND

- EXISTING SIGN
- NEW SIGN
- NEW LUMINAIRE POLE MOUNTED SIGN
- EXISTING SIGN NOTE
- NEW SIGN NOTE



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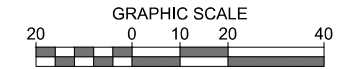


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LAKOTA M.S. SRTS PROJECT

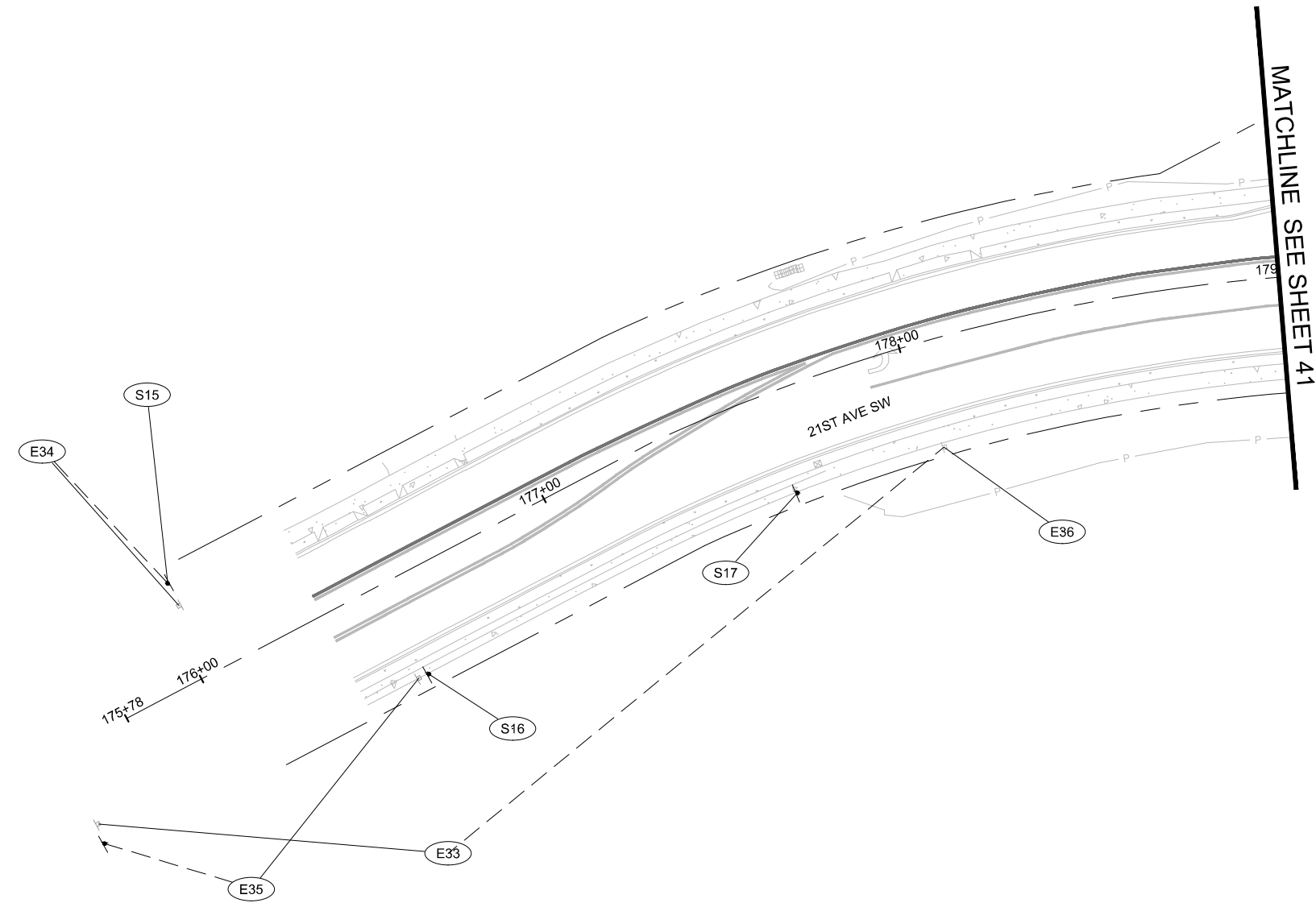
**SIGNING PLAN
STA 179+00 TO STA 6+50**

100%
CITY PROJECT #:
204
SHT. **41**
OF **57**



NOTES

- 1) SEE SHEET 41 FOR SIGNING GENERAL NOTES AND LEGEND.
- 2) SEE SHEET 47 FOR SIGN TABLES.



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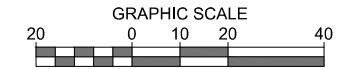


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NO.	DATE	REVISION

LAKOTA M.S. SRTS PROJECT

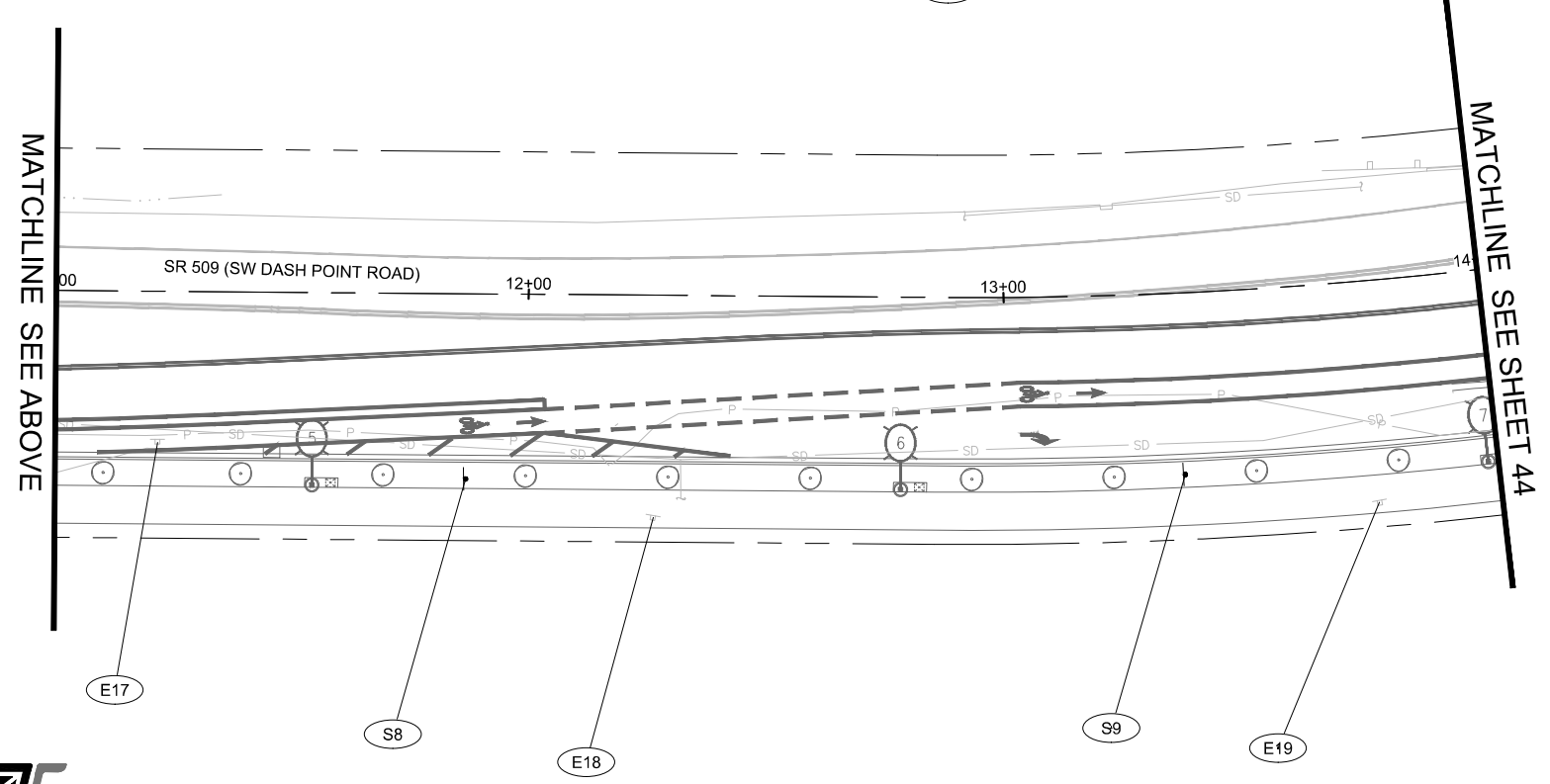
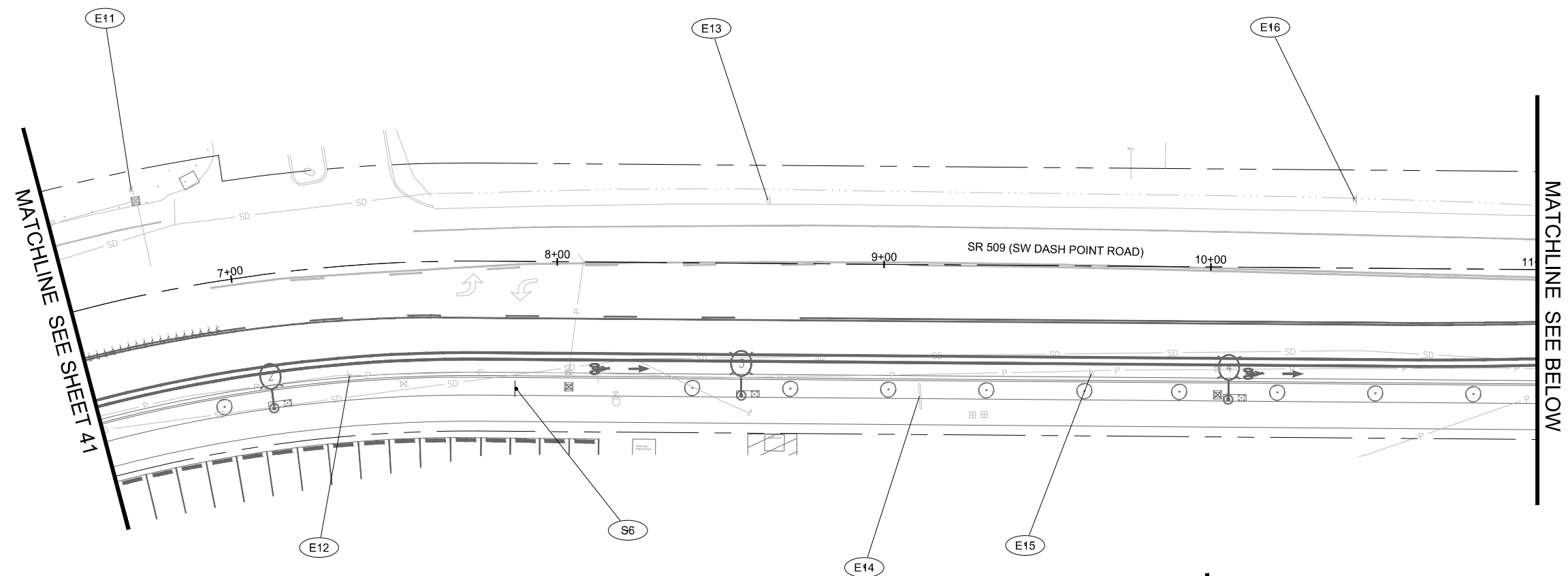
SIGNING PLAN
STA 175+78 TO 179+00

100%
CITY PROJECT #:
204
SHT. **42**
OF **57**



NOTES

- 1) SEE SHEET 41 FOR SIGNING GENERAL NOTES AND LEGEND.
- 2) SEE SHEET 47 FOR SIGN TABLES.



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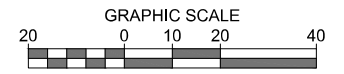
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LAKOTA M.S. SRTS PROJECT

**SIGNING PLAN
 STA 6+50 TO 14+00**

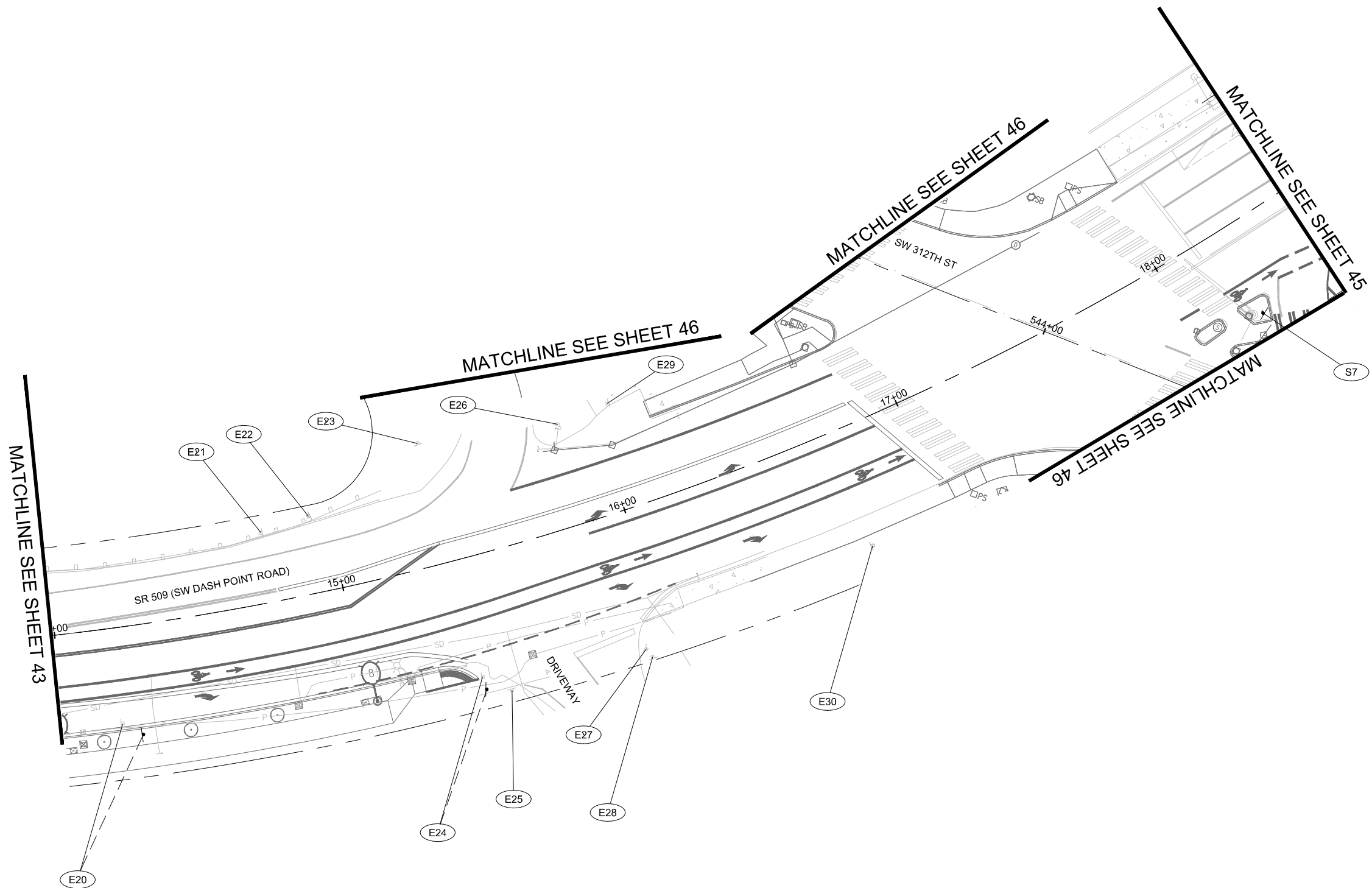
100%
 CITY PROJECT #:
 204
 SHT. 43
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NOTES

- 1) SEE SHEET 41 FOR SIGNING GENERAL NOTES AND LEGEND.
- 2) SEE SHEET 47 FOR SIGN TABLES.



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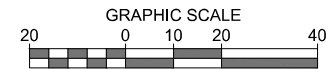
LAKOTA M.S. SRTS PROJECT

SIGNING PLAN
 STA 14+00 TO 18+50

CITY PROJECT #:
 204

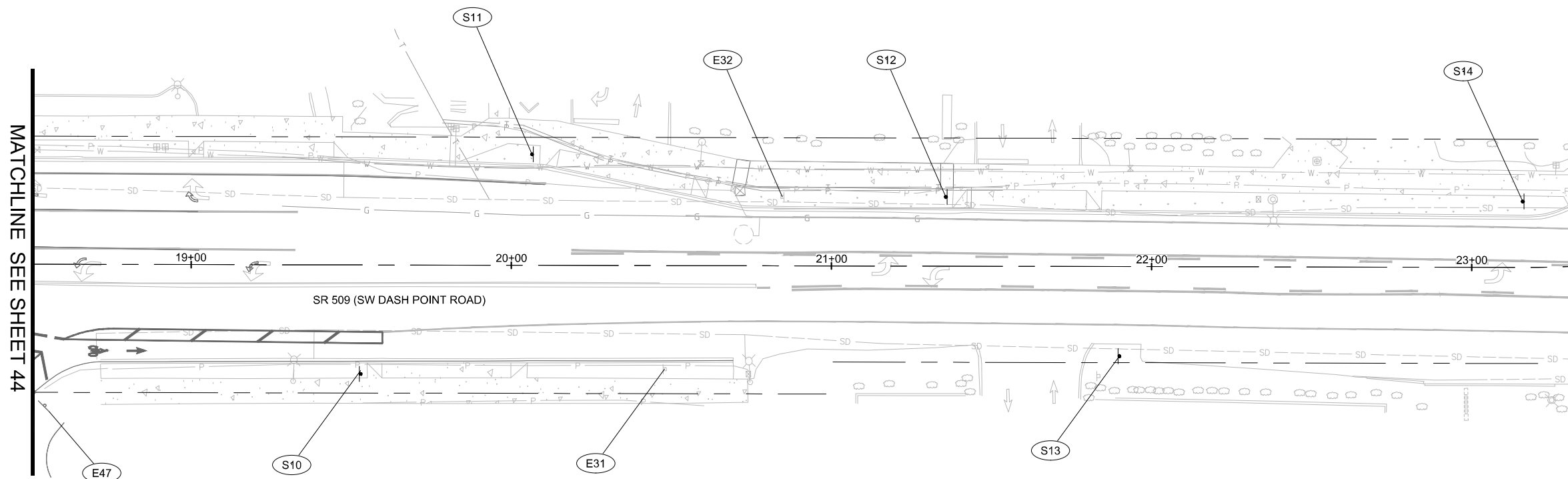
SHT. 44
 OF 57

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NOTES

- 1) SEE SHEET 41 FOR SIGNING GENERAL NOTES AND LEGEND.
- 2) SEE SHEET 47 FOR SIGN TABLES.



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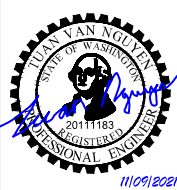


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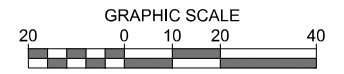


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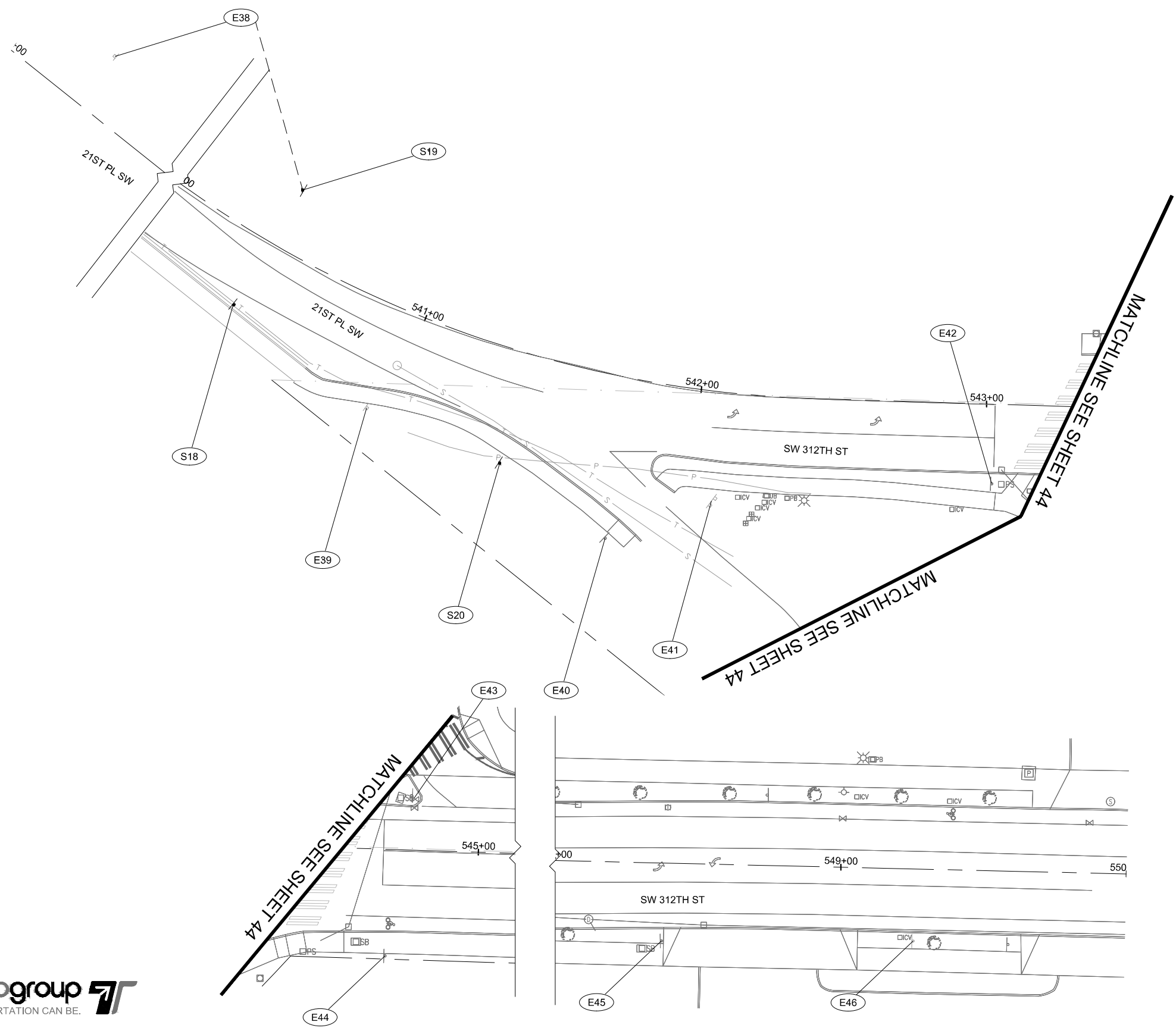
**SIGNING PLAN
STA 18+50 TO 23+50**

100%
CITY PROJECT #:
204
SHT. **45**
OF **57**



NOTES

- 1) SEE SHEET 41 FOR SIGNING GENERAL NOTES AND LEGEND.
- 2) SEE SHEET 47 FOR SIGN TABLES.



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LAKOTA M.S. SRTS PROJECT

SIGNING PLAN

STA 540+00 TO 543+30 & STA 544+40 TO 550+00

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NEW SIGNS						
SIGN NO.	SIGN CODE	DESCRIPTION	STATION	OFFSET	SIZE	NOTES
S1	S5-1	SCHOOL ZONE FLASHING BEACON	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS
S2	S5-2	END SCHOOL ZONE	386+39.01	25.48' LT	24" X 30"	MOUNT BELOW SIGN E1
S3	R2-1	VARIABLE SPEED LIMIT SIGN	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS
S4	R3-17	BIKE LANE	5+81.93	40.52' RT	30" X 24"	MOUNT ON LUMINAIRE POLE, SEE SHEET 26-28 FOR FURTHER DETAILS
S5	M1-701	509 NORTH	6+36.00	39.73' RT	24" X 36"	
S6	R7-9A	NO PARKING BIKE LANE	7+87.75	38.98' RT	12" X 18"	
S7	W11-15	BIKE/PEDESTRIAN SYMBOLS	18+23.17	31.88' RT	30" X 30"	
	W16-7PR	DOWNWARD RIGHT ARROW			24" X 12"	
S8	R4-4	BEGIN RIGHT TURN LANE YIELD TO BIKES	11+87.00	39.00' RT	36" X 30"	
S9	R3-7R	RIGHT LANE MUST TURN RIGHT	13+36.59	38.27' RT	30" X 30"	
S10	R3-17	BIKE LANE	19+53.00	34.05' RT	30" X 24"	
	R3-17C	ENDS			30" X 12"	

NEW SIGNS CONTINUED						
SIGN NO.	SIGN CODE	DESCRIPTION	STATION	OFFSET	SIZE	NOTES
S11	R2-1	VARIABLE SPEED LIMIT SIGN	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS
S12	S5-1	SCHOOL ZONE FLASHING BEACON	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS
S13	R2-1	40 MPH	21+90.00	28.00' RT	24" X 30"	
S14	R2-1	35MPH	23+15.86	20.57' RT	24" X 30"	
S15	S5-2	END SCHOOL ZONE	176+03.72	25.97' LT	24" X 30"	MOUNT BENEATH RELOCATED SIGN E34
S16	S5-1	SCHOOL ZONE FLASHING BEACON	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS
S17	R2-1	VARIABLE SPEED LIMIT SIGN	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS
S18	S5-1	SCHOOL ZONE FLASHING BEACON	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS
S19	S5-2	END SCHOOL ZONE	SEE NOTES	SEE NOTES	24" X 30"	LOCATE IN FIELD PER CITY'S DIRECTION
S20	R2-1	VARIABLE SPEED LIMIT SIGN	SEE NOTES	SEE NOTES	SEE NOTES	SEE SHEETS 29-36 FOR FURTHER DETAILS

EXISTING SIGNS						
SIGN NO.	SIGN CODE	DESCRIPTION	STATION	OFFSET	SIZE	NOTES
E1	S3-1	SCHOOL BUS STOP AHEAD - GRAPHIC	386+39.01	25.48' LT		REMAIN
E2	R3-7R	RIGHT LANE MUST TURN RIGHT	386+65.33	18.20' RT		REMAIN
E3	R2-1	35MPH	386+75.87	26.27' LT		REMAIN
E4	W11-2	PEDESTRIAN	387+35.61	25.79' LT		REMAIN
	CITY	SHARE THE ROAD				
E5	R1-1	STOP	387+58.27	25.76' LT		REMAIN
	D3-102	STREET NAMES				
E6	I6- MISC	CONTROL LITTER	388+09.47	26.54' LT		REMAIN
E7	M8-101	509 NORTH	388+49.15	26.09' RT		REMAIN
E8	CUSTOM	FEDERAL WAY DIRECTIONAL	388+54.02	22.95' LT		REMAIN
E9	W1-5L	CURVE WARNING	388+98.42	24.83' LT		REMAIN
E10	M1-601	SR 509	6+36.11	33.01' RT		REMOVE
	M3-1	NORTH				
	R7-101	NO PARKING ANY TIME				
E11	M8-101	509 SOUTH	6+75.45	32.23' LT		REMAIN
	D1-601	LAKOTA, RIGHT ARROW				
E12	R2-1	40 MPH	7+33.68	33.66' RT		REMOVE
E13	D-MISC	EXPLORE FEDERAL WAY	8+64.39	19.27' LT		REMAIN
E14	CUSTOM	LAKOTA PARK	9+11.10	40.33' RT		REMOVE
E15	R7-101	NO PARKING ANY TIME	9+63.68	32.96' RT		REMOVE
E16	W1-10L	CURVE WARNING	10+43.90	21.00' LT		REMAIN
	W13-1P-30	30 MPH				
E17	R7-102	NO PARKING	11+22.04	31.71' RT		REMOVE
E18	R7-MISC	PARALLEL PARKING ONLY	12+26.49	46.91' RT		REMOVE
E19	R7-MISC	PARALLEL PARKING ONLY	13+75.33	46.89' RT		REMOVE
E20	S1-1	SCHOOL CROSSING	14+19.12	32.72' RT		RELOCATE ON NEW POST AT STA 14+25.39, 37.46' RT
	W16-9P	AHEAD				RELOCATE ON NEW POST AT STA 14+25.39, 37.46' BENEATH SIGN S1-1
	R7-101	NO PARKING				REMOVE
E21	M1-701	509 SOUTH	14+76.06	23.97' LT		REMAIN
E22	CUSTOM	FEDERAL WAY PROTECT OUR HABITAT	14+93.53	26.32' LT		REMAIN

EXISTING SIGNS CONTINUED						
SIGN NO.	SIGN CODE	DESCRIPTION	STATION	OFFSET	SIZE	NOTES
E23	R5-1	DO NOT ENTER	15+37.21	42.01' LT		REMAIN
	R1-1	STOP				REMAIN - ON BACK SIDE
E24	R5-1	DO NOT ENTER	15+38.50	40.91' RT		RELOCATE SIGNS AND POST TO STA 15+38.83, 45.42' RT
	CUSTOM	SCHOOL BUS TIMES SIGN				
E25	R9-3A	NO PED XING	15+46.65	47.92' RT		REMAIN
	R9-3BL	USE CROSSWALK				
E26	R5-1	DO NOT ENTER	15+87.08	34.91' LT		REMAIN
	R3-2	NO LEFT TURN				REMAIN - ON BACK SIDE
E27	R5-1	DO NOT ENTER	15+92.41	47.44' RT		REMAIN
	CUSTOM	SCHOOL BUS TIMES SIGN				
E28	R1-1	STOP	15+93.57	50.76' RT		REMAIN
E29	R3-1	NO RIGHT TURN	16+06.10	36.46' LT		REMAIN
E30	R3-7R	RIGHT LANE MUST TURN RIGHT	16+73.61	41.32' RT		REMAIN
E31	M1-107	NORTH SR 509	20+48.00	32.32' RT		REMAIN
E32	S1-1	SCHOOL CROSSING	20+84.63	21.50' LT		REMAIN
	W16-9P	AHEAD				
E33	D-MISC	EXPLORE FEDERAL WAY	SEE NOTES	SEE NOTES		FIELD LOCATE. RELOCATE BELOW E36
E34	R2-1	35MPH	176+03.72	19.46' LT		RELOCATE TO NEW POST AND MOUNT ABOVE SIGN 15
E35	W1-10R	CURVE WARNING	176+49.84	25.99' RT		RELOCATE ON NEW POST PER CITY'S DIRECTION
E36	M8-101 MOD	509 MULTIPLE	178+04.16	27.75' RT		SIGN REMAINS, REPLACE WITH NEW POST. MOUNT SIGN E33 BENEATH
E37	R5-2 MOD	NO TRUCKS EXCEPT LOCAL	179+10.57	26.14' LT		REMAIN
E38	R2-1	25 MPH	SEE NOTES	SEE NOTE		FIELD LOCATE EX. SIGN. RELOCATE ABOVE NEW SIGN 19
	R7-101	NO PARKING				FIELD LOCATE EX. SIGN TO REMAIN. MOVE TO TOP OF POST
E39	D3-102	STREET NAMES	540+93.16	36.93' RT		REMAIN
E40	S1-1	SCHOOL CROSSING	541+76.59	56.74' RT		REMAIN
	W16-7PL	ARROW				REMAIN
E41	M8-201	509 NORTH SOUTH	542+07.75	38.39' RT		REMAIN
	D11-1	BIKE ROUTE				REMAIN
	M6-2L	ARROW				REMAIN
E42	R3-1	NO RIGHT TURN	543+02.68	27.87' RT		REMAIN
E43	R3-17	BIKE LANE	544+75.96	19.06' LT		REMAIN
	R3-17C	ENDS				
E44	S1-1	SCHOOL CROSSING	544+68.47	37.31' RT		REMAIN
	W16-9P	AHEAD				
E45	S5-1	SCHOOL ZONE FLASHING BEACON	548+37.80	27.26' RT		REMAIN
E46	R2-1	VARIABLE SPEED LIMIT SIGN	549+25.85	25.25' RT		REMAIN
E47	R1-2	YIELD	SEE NOTES	SEE NOTES		FIELD LOCATE. REMAIN.

NOTES

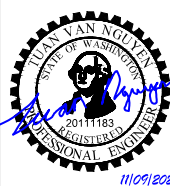
- SEE SHEET 41 FOR SIGNING GENERAL NOTES.
- SEE SHEETS 41 TO 46 FOR FOR SIGNING PLANS.



12131 113TH AVENUE NE, SUITE 203 (TEL) 425 821-3665
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APPROVED: D.WINKLER



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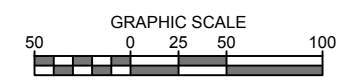
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LAKOTA M.S. SRTS PROJECT
SIGNING TABLES

100%

CITY PROJECT #:
204

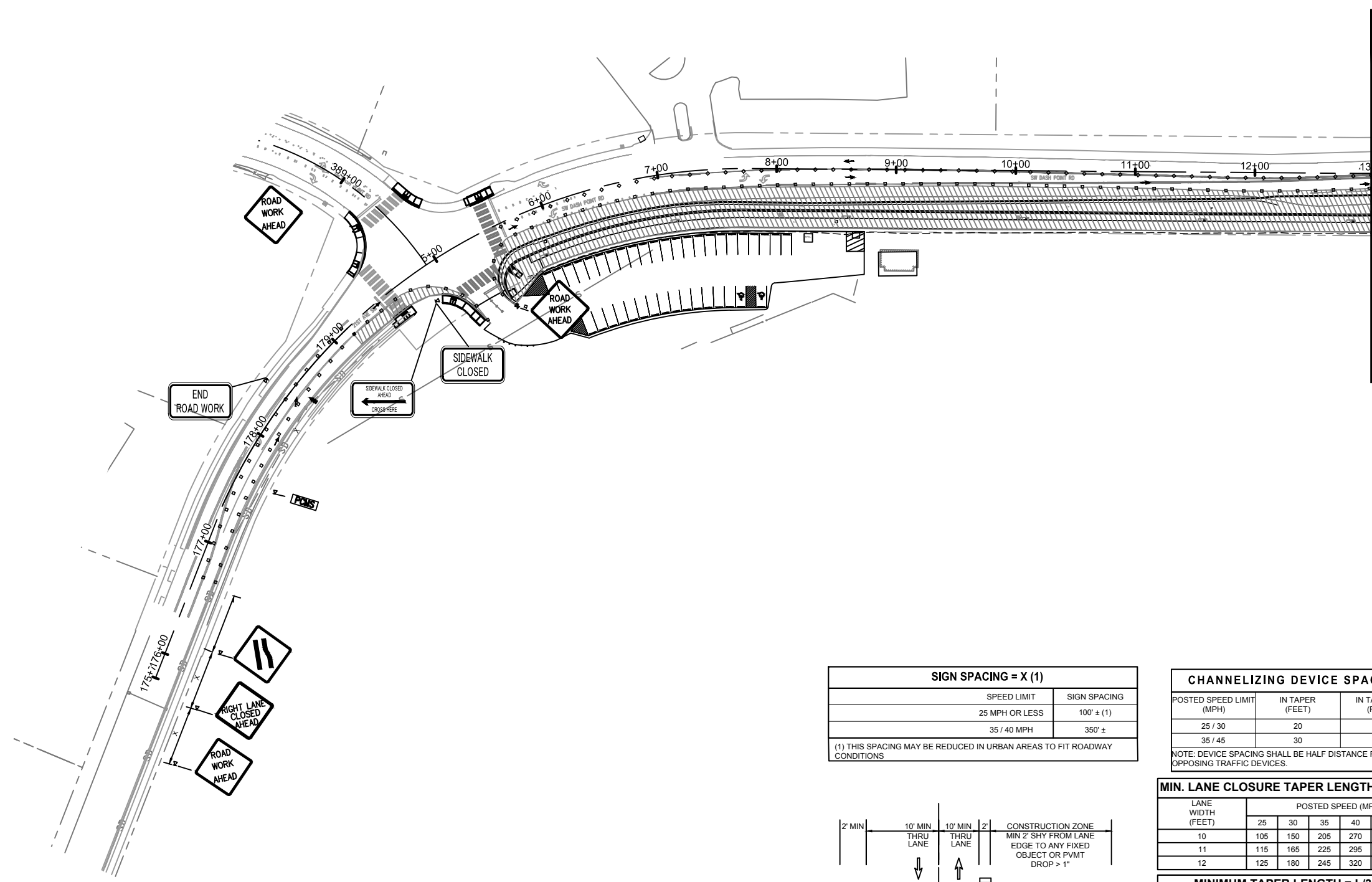
SHT. 47
OF 57



GENERAL TRAFFIC CONTROL NOTES

- ONE LANE OF TRAFFIC IN EACH DIRECTION TO REMAIN OPEN AT ALL TIMES. ANY DEVIATION SHALL REQUIRE PRIOR WRITTEN APPROVAL BY THE CONTRACTING AGENCY.
- ALL TRAFFIC CONTROL TO COMPLY WITH MUTCD REQUIREMENTS.
- MINIMUM TEMPORARY LANE WIDTHS TO BE 10'.
- SEE ALSO SPECIFICATIONS AND SPECIAL PROVISIONS, INCLUDING WSDOT STANDARD SPECIFICATION SECTION 1-07.23(1).
- ALL CONSTRUCTION SIGNS ARE CLASS A UNLESS DESIGNATED OTHERWISE.
- CONFLICTING SIGNS SHALL BE COVERED OR REMOVED.
- USE FLASHING WARNING LIGHTS (TYPE A PER MUTCD) AS NEEDED TO MARK BARRICADES AT NIGHT.
- STEADY BURNING WARNING LIGHTS (TYPE C PER MUTCD) SHALL BE USED TO MARK CHANNELIZING DEVICES AT NIGHT.
- THE CONTRACTOR IS REQUIRED TO PROVIDE PEDESTRIAN ACCESS, SEE SPECIAL PROVISIONS.
- LOCATIONS FOR SIGNS NOT DIMENSIONED SHALL BE APPROVED BY THE ENGINEER IN THE FIELD.

MATCHLINE SEE SHEET 49



SIGN SPACING = X (1)

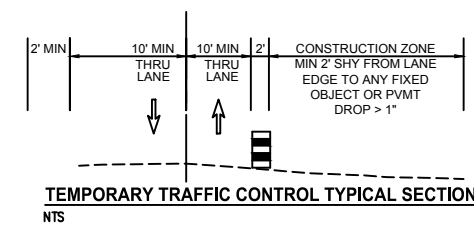
SPEED LIMIT	SIGN SPACING
25 MPH OR LESS	100' ± (1)
35 / 40 MPH	350' ±

(1) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS

CHANNELIZING DEVICE SPACING

POSTED SPEED LIMIT (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
25 / 30	20	40
35 / 45	30	60

NOTE: DEVICE SPACING SHALL BE HALF DISTANCE FOR OPPOSING TRAFFIC DEVICES.



MIN. LANE CLOSURE TAPER LENGTH = L (feet)

LANE WIDTH (FEET)	POSTED SPEED (MPH)					
	25	30	35	40	45	50
10	105	150	205	270	450	500
11	115	165	225	295	495	550
12	125	180	245	320	540	600

MINIMUM TAPER LENGTH = L/3 (feet)

SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)					
	25	30	35	40	45	50
8	40	40	60	90	120	130
10	40	60	90	90	150	170

TRAFFIC CONTROL LEGEND

- WORK ZONE
- FLAGGER
- TEMPORARY SIGN LOCATION
- CHANNELIZATION DEVICES
- TRAFFIC FLOW DIRECTION
- TRANSPORTABLE ATTENUATOR/PROTECTIVE VEHICLE
- PEDESTRIAN ACCESS ROUTE
- PORTABLE CHANGEABLE MESSAGE SIGN
- TEMPORARY RED WARNING FLAG
- TYPE 3 BARRICADE
- SEQUENTIAL ARROW SIGN
- TRAFFIC CONE

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APPROVED: D.WINKLER

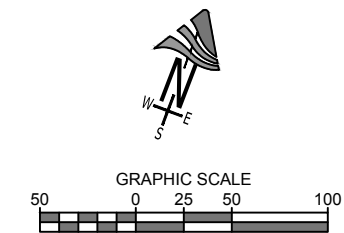


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LAKOTA M.S. SRTS PROJECT
TRAFFIC CONTROL PLAN
STA 4+35 TO STA 13+00

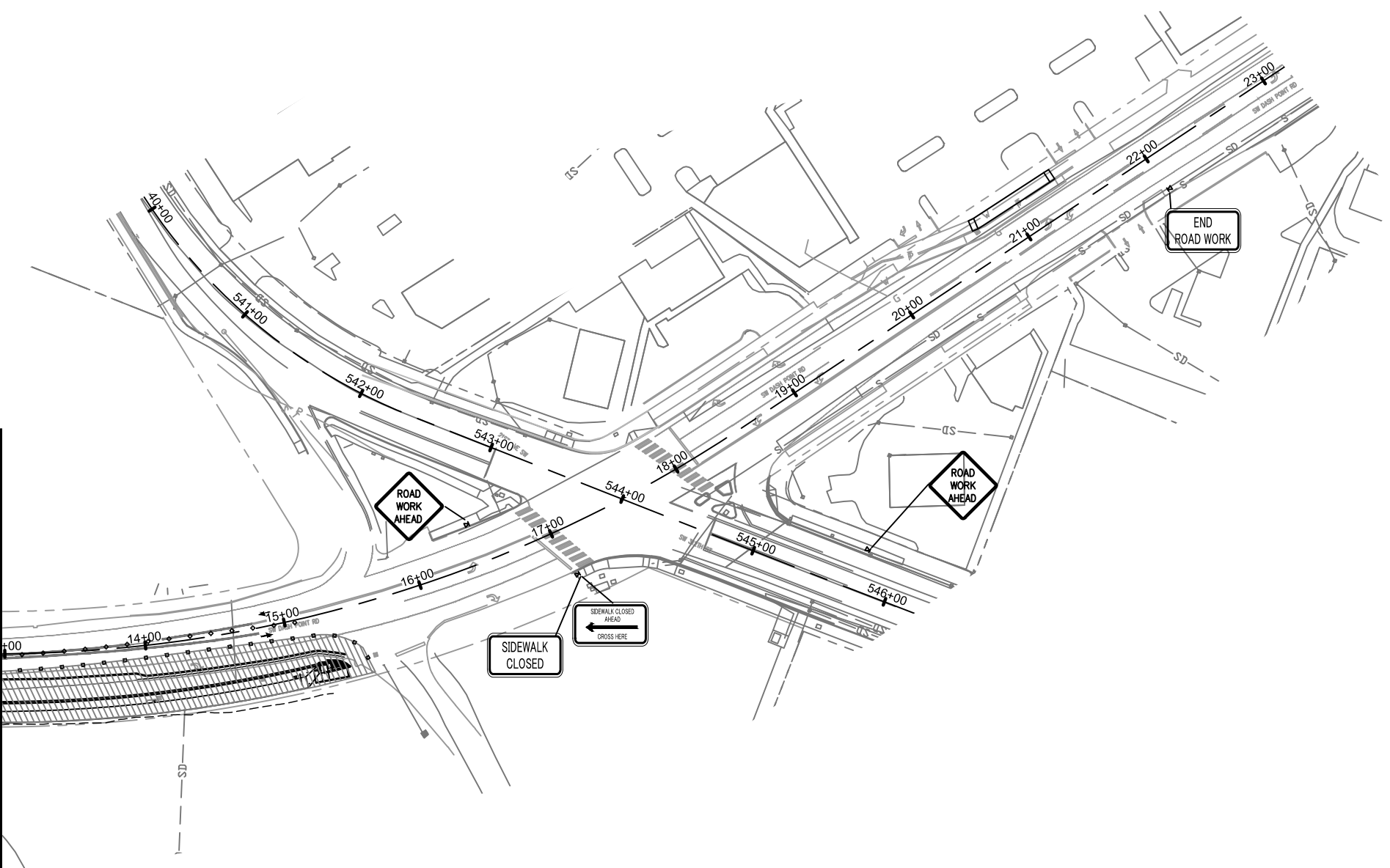
CITY PROJECT #:
204
SHT. **48**
OF **54**



GENERAL TRAFFIC CONTROL NOTES

- ONE LANE OF TRAFFIC IN EACH DIRECTION TO REMAIN OPEN AT ALL TIMES. ANY DEVIATION SHALL REQUIRE PRIOR WRITTEN APPROVAL BY THE CONTRACTING AGENCY.
- ALL TRAFFIC CONTROL TO COMPLY WITH MUTCD REQUIREMENTS.
- MINIMUM TEMPORARY LANE WIDTHS TO BE 10'.
- SEE ALSO SPECIFICATIONS AND SPECIAL PROVISIONS, INCLUDING WSDOT STANDARD SPECIFICATION SECTION 1-07.23(1).
- ALL CONSTRUCTION SIGNS ARE CLASS A UNLESS DESIGNATED OTHERWISE.
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- USE FLASHING WARNING LIGHTS (TYPE A PER MUTCD) AS NEEDED TO MARK BARRICADES AT NIGHT.
- STEADY BURNING WARNING LIGHTS (TYPE C PER MUTCD) SHALL BE USED TO MARK CHANNELIZING DEVICES AT NIGHT.
- THE CONTRACTOR IS REQUIRED TO PROVIDE PEDESTRIAN ACCESS, SEE SPECIAL PROVISIONS.
- LOCATIONS FOR SIGNS NOT DIMENSIONED SHALL BE APPROVED BY THE ENGINEER IN THE FIELD.

MATCHLINE SEE SHEET 48



TRAFFIC CONTROL LEGEND

- WORK ZONE
- FLAGGER
- TEMPORARY SIGN LOCATION
- CHANNELIZATION DEVICES
- TRAFFIC FLOW DIRECTION
- TRANSPORTABLE ATTENUATOR/PROTECTIVE VEHICLE
- PEDESTRIAN ACCESS ROUTE
- PORTABLE CHANGEABLE MESSAGE SIGN
- TEMPORARY RED WARNING FLAG
- TYPE 3 BARRICADE
- SEQUENTIAL ARROW SIGN

SIGN SPACING = X (1)		
ROAD TYPE	SPEED LIMIT	SIGN SPACING
URBAN STREETS	25 MPH OR LESS	100' ± (1)
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±

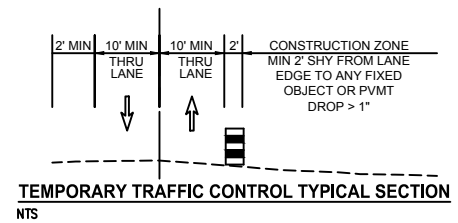
(1) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS

CHANNELIZING DEVICE SPACING		
POSTED SPEED LIMIT (MPH)	IN TAPER (FEET)	IN TANGENT (FEET)
25 / 30	20	40
35 / 45	30	60

NOTE: DEVICE SPACING SHALL BE HALF DISTANCE FOR OPPOSING TRAFFIC DEVICES.

LANE WIDTH (FEET)	MIN. LANE CLOSURE TAPER LENGTH = L (feet)					
	25	30	35	40	45	50
10	105	150	205	270	450	500
11	115	165	225	295	495	550
12	125	180	245	320	540	600

SHOULDER WIDTH (FEET)	MINIMUM TAPER LENGTH = L/3 (feet)					
	25	30	35	40	45	50
8	40	40	60	90	120	130
10	40	60	90	90	150	170

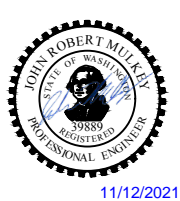


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REVIEWED: S. HAMEL
APPROVED: D.WINKLER



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LAKOTA M.S. SRTS PROJECT
TRAFFIC CONTROL PLAN
STA 13+00 TO STA 23+00

CITY PROJECT #:
204
SHT. **49**
OF **54**

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

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

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	-	-	-	-	-	-
10'	40	60	90	90	-	-	-	-	-	-

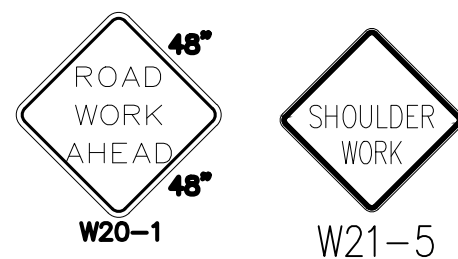
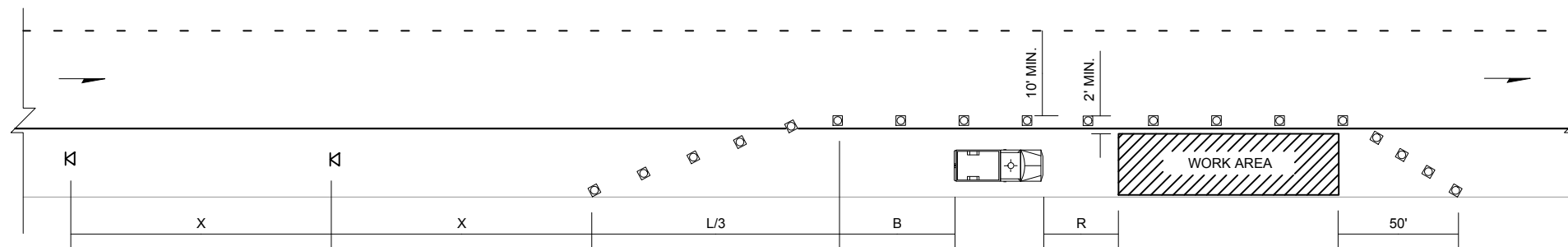
USE A 3 DEVICES TAPER FOR SHOULDERS LESS THEN 8'

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

NOTES:

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

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



SHOULDER CLOSURE - LOW SPEED

(40 MPH OR LESS)

NOT TO SCALE

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE

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REVIEWED: S. HAMEL
APPROVED: D.WINKLER

11/12/2021

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LAKOTA M.S. SRTS PROJECT

TCP-SHOULDER CLOSURE
SW DASH POINT RD

CITY PROJECT #:
204
SHT. 50
OF 54

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

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

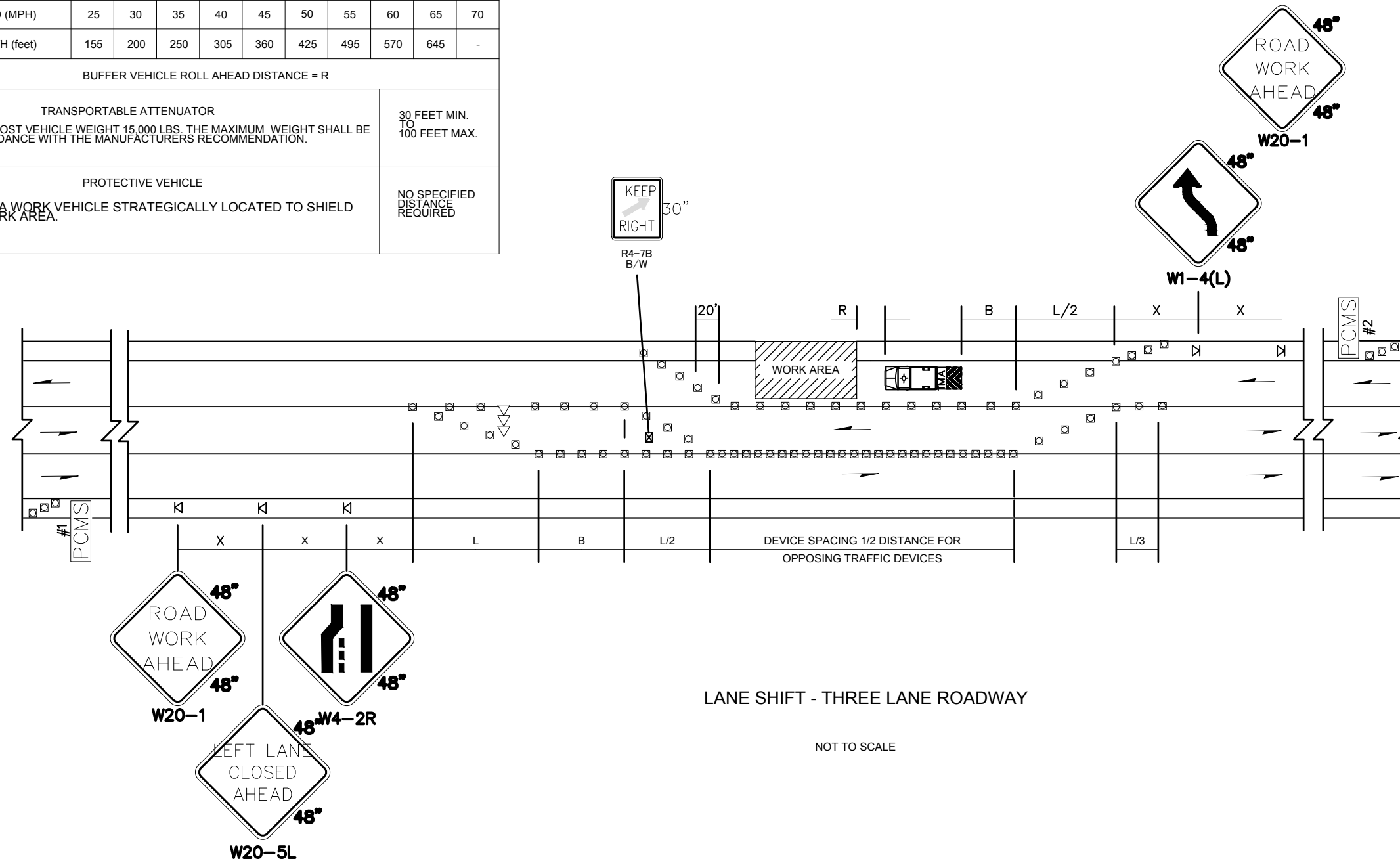
LANE WIDTH (feet)	MINIMUM TAPER LENGTH = L (feet)									
	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	-

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

NOTES

- SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
- FOR SPEED LIMIT OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
- RECOMMENDED EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
- ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

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



LANE SHIFT - THREE LANE ROADWAY

NOT TO SCALE

LEGEND

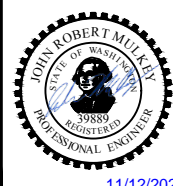
- CHANNELIZING DEVICES
- TEMPORARY SIGN LOCATION
- SEQUENTIAL ARROW SIGN
- TRANSPORTABLE ATTENUATOR
- PORTABLE CHANGEABLE MESSAGE SIGN
- TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

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REVIEWED: S.HAMEL
APPROVED: D.WINKLER



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LAKOTA M.S. SRTS PROJECT

TCP-LANE SHIFT
SW DASH POINT RD

CITY PROJECT #:
204
SHT. 51
OF 54

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

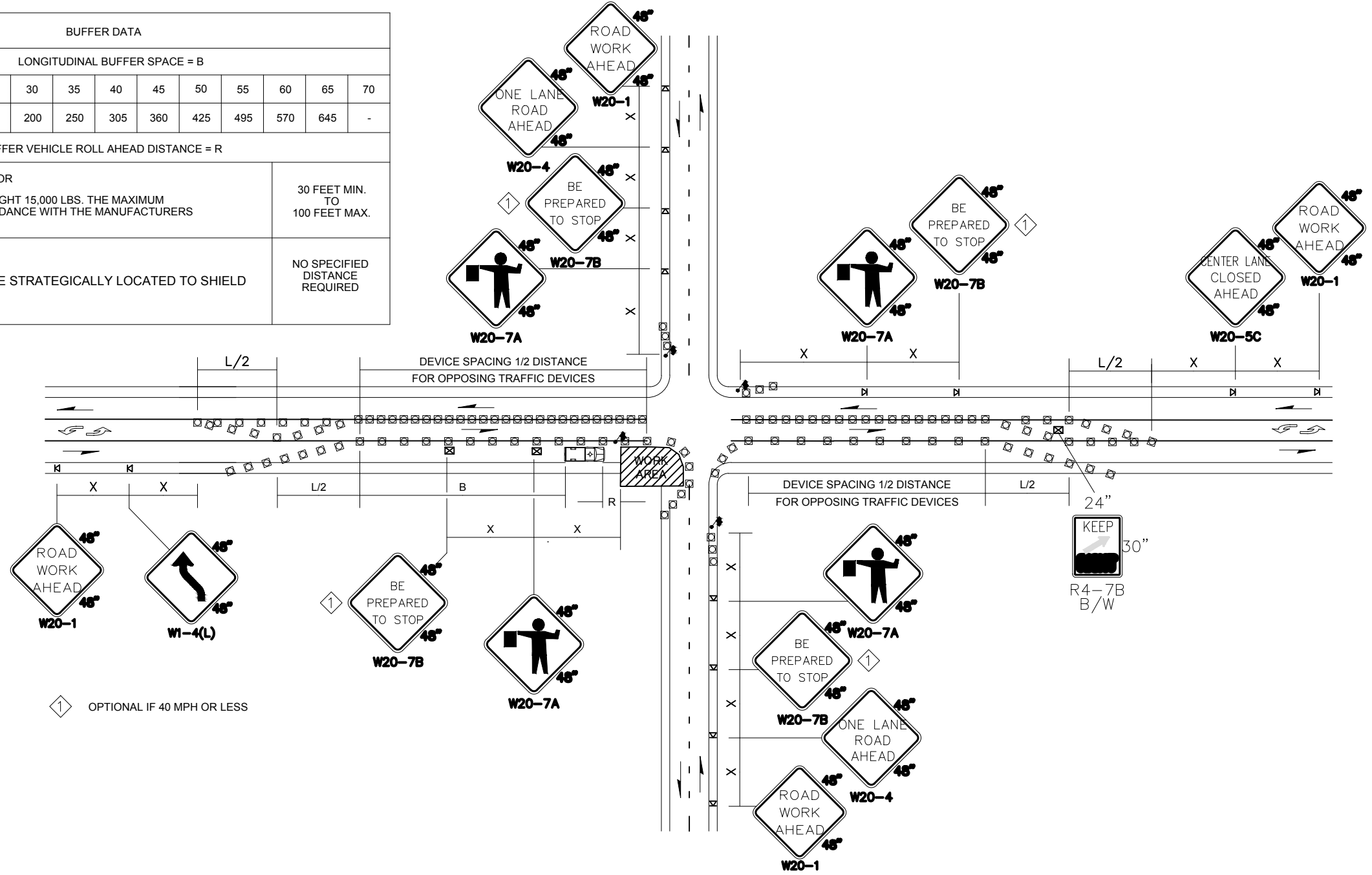
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

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

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

- NOTES
- RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
 - IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
 - FOR SPEED LIMIT OF 30 MPH OR LESS USE SIGN W1-3 IN LIEU OF SIGN W1-4.
 - MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
 - ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

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



INTERSECTION LANE CLOSURE ~ THREE LANE ROADWAY
 NOT TO SCALE

- LEGEND
- FLAGGING STATION
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - PROTECTIVE VEHICLE - RECOMMENDED
 - TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

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 APPROVED: D.WINKLER



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NO.	DATE	REVISION

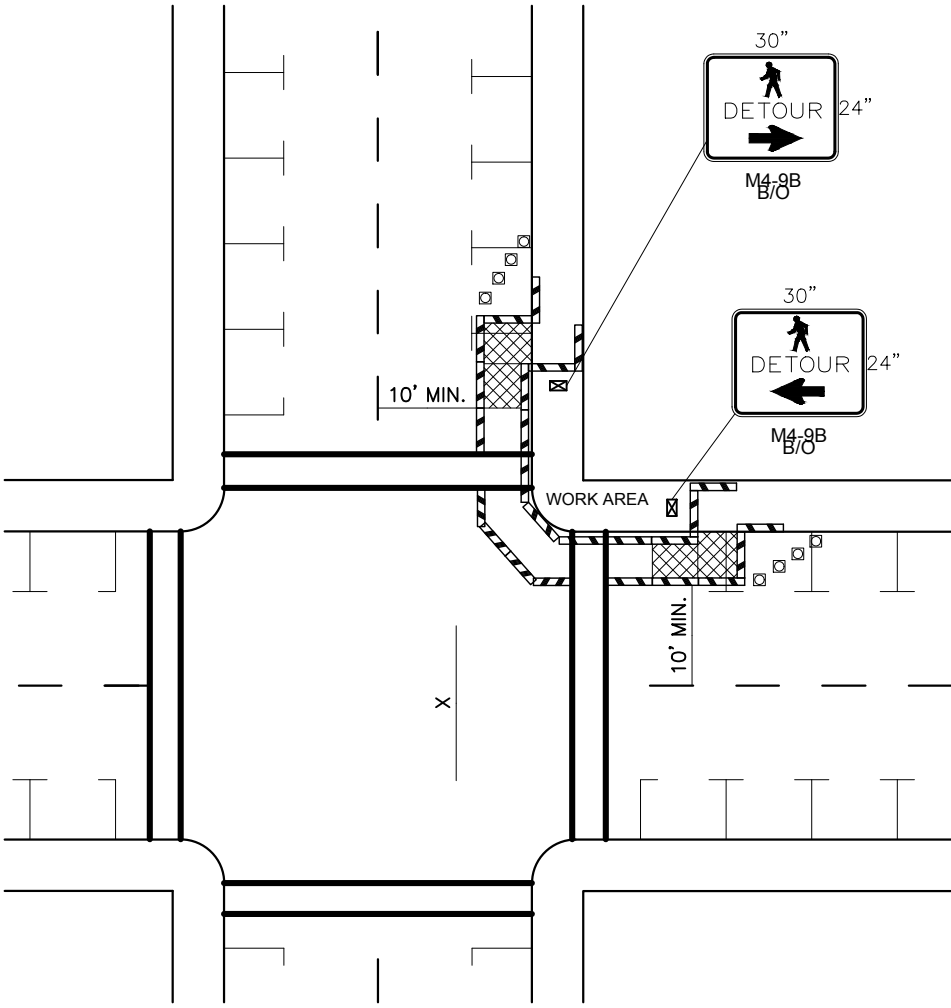
LAKOTA M.S. SRTS PROJECT
TCP-INTERSECTION LANE CLOSURE
SW DASH POINT RD

CITY PROJECT #:
 204
 SHT. 52
 OF 54

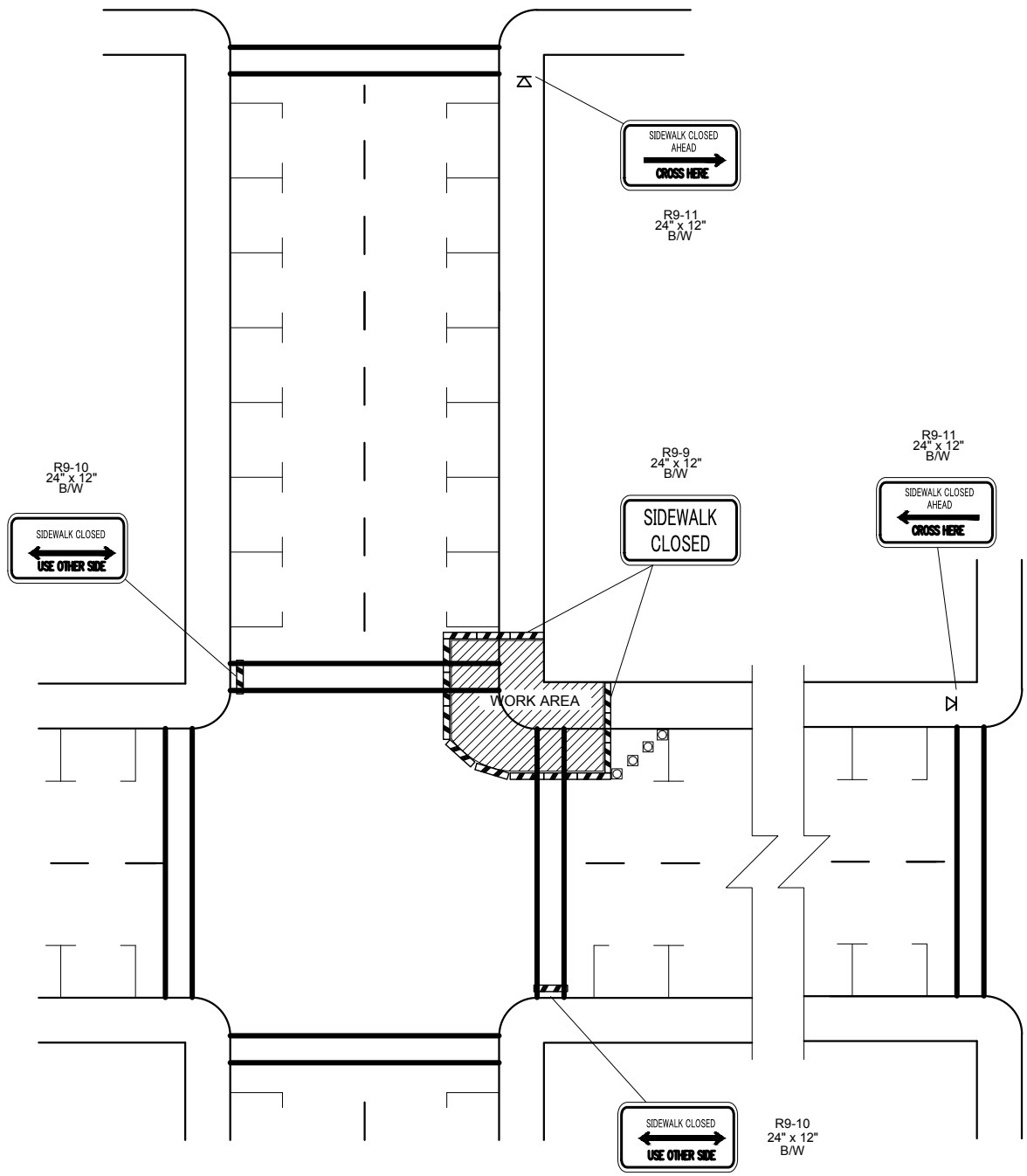
K:\CAPITAL PROJECTS\Programmed\204 - SW Dash Point Road @ Lakota MS\03 PE\CAD\CAD Files\Traffic Control Plans.dwg, 4/29/2021

NO PARKING
R8-3
24" x 30"
R/W

INSTALL ON TYPE 2 BARRICADES THROUGHOUT THE WORK AREA
24 HOURS PRIOR TO IMPLEMENTING TRAFFIC CONTROL.
PRIOR NOTIFICATION OF LOCAL LAW ENFORCEMENT REQUIRED.



SIDEWALK DIVERSION



SIDEWALK DETOUR

INTERSECTION PEDESTRIAN TRAFFIC CONTROL

NOT TO SCALE

- NOTES
1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
 2. A 60" PATH WIDTH SHOULD BE MAINTAINED (48" IS THE MINIMUM).
 3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
 4. SEE SHEET TC-52 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
 5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED. SEE STANDARD SPECIFICATION 1-10.2(1)B.
 6. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE DIVERTED PATH WHEN EXISTING BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.

- LEGEND
- ⚡ TEMPORARY SIGN LOCATION
 - ⊠ CHANNELIZING DEVICES
 - ▨ PEDESTRIAN CHANNELIZING DEVICES
 - TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

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DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

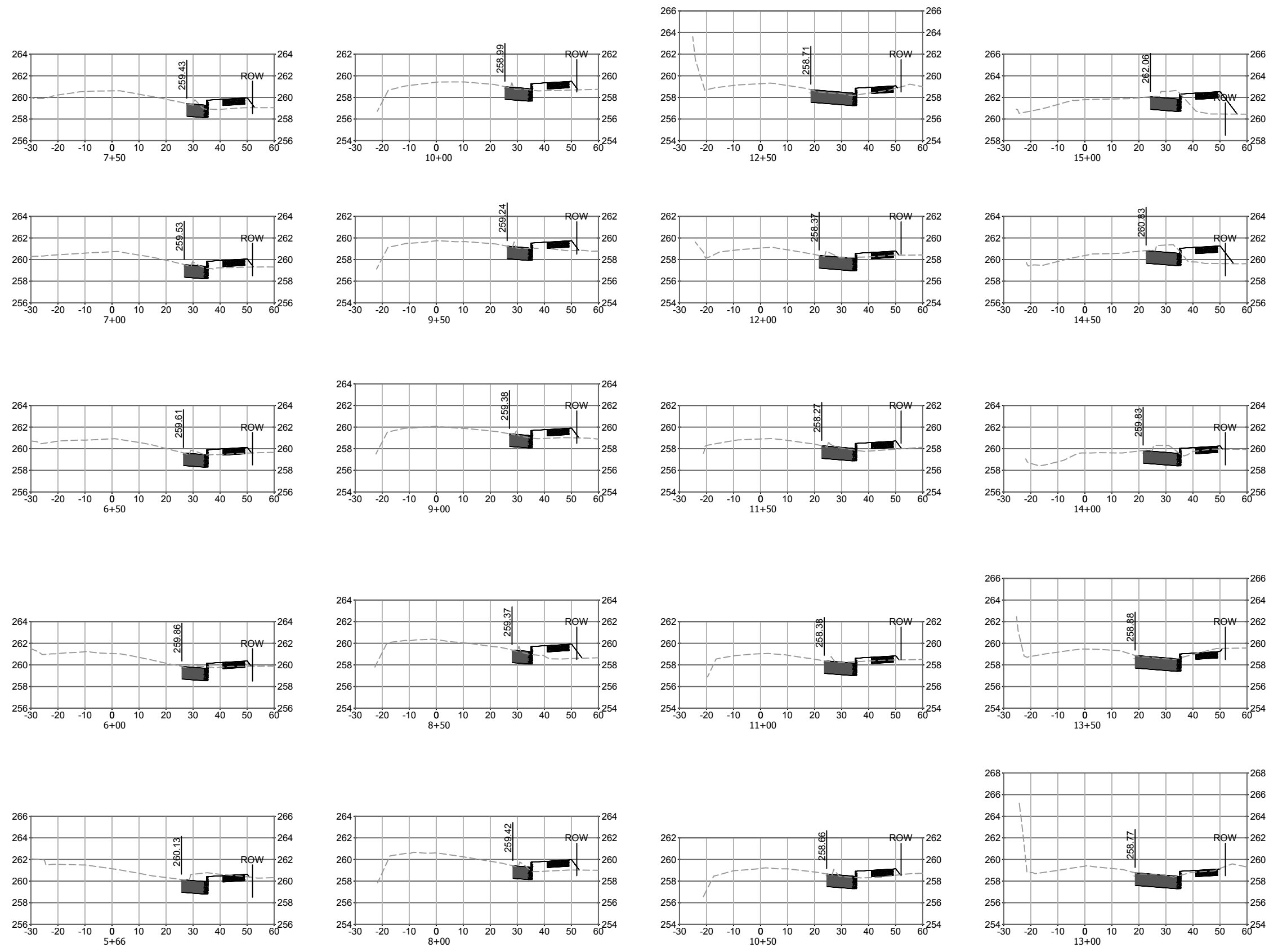
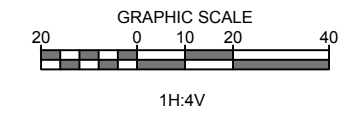
LAKOTA M.S. SRTS PROJECT

TCP-INTERSECTION PEDESTRIAN TRAFFIC CONTROL
SW DASH POINT RD

CITY PROJECT #:
204

SHT. 53
OF 54

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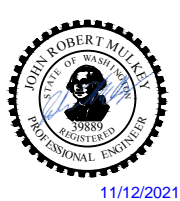
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LAKOTA M.S. SRTS PROJECT

CROSS SECTIONS SW DASH POINT RD

CITY PROJECT #:
204
SHT. **54**
OF **54**

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GENERAL WATER NOTES (SPECIFIC TO WATERMAIN IMPROVEMENTS SCHEDULE)

1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE 2021 WSDOT / APWA STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, AS AMENDED OR SUPPLEMENTED BY THE CONTRACT DOCUMENTS AND STANDARD PLANS INCLUDED IN THE CONTRACT DOCUMENTS.
2. **PROTECTION OF THE ENVIRONMENT:** NO CONSTRUCTION RELATED ACTIVITY SHALL CAUSE OR CONTRIBUTE TO DEGRADATION OF THE ENVIRONMENT, INTRODUCTION OF POLLUTANTS TO SURFACE OR GROUND WATERS, OR PARTICULATE OR OTHER EMISSIONS TO THE ATMOSPHERE WHICH EXCEED LOCAL, STATE OR FEDERAL STANDARDS. ANY ACTIVITY POTENTIALLY RESULTING IN A DISCHARGE TO STATE WATERS SHALL BE SUBJECT TO THE PRIOR APPROVAL OF THE WASHINGTON STATE DEPARTMENT OF ECOLOGY. NOISE LEVELS FROM EQUIPMENT AND CONSTRUCTION RELATED ACTIVITIES SHALL CONFORM TO FEDERAL, STATE, AND JURISDICTIONAL AGENCY REQUIREMENTS.
3. LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY, MAY NOT BE ALL INCLUSIVE, AND ARE BASED ON FIELD SURVEY OF UTILITY-LOCATE PAINT MARKS, POT HOLE LOCATES, AND OBSERVED SURFACE FACILITIES, DEPTH MEASUREMENTS (IF SHOWN AT VALVE OR POT HOLE LOCATIONS), AND AVAILABLE CONSTRUCTION RECORD DRAWINGS OR OTHER INFORMATION. THE CONTRACTOR SHALL CALL 811 A MINIMUM OF THREE BUSINESS DAYS PRIOR TO THE START OF ANY EXCAVATION, AND SHALL FIELD VERIFY ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
4. EXISTING CONDITIONS MAY VARY FROM THOSE SHOWN ON THE PLANS. THE CONTRACTOR SHALL FIELD-VERIFY EXISTING CONDITIONS, INCLUDING PERFORMING UTILITY POT HOLE AS MAY BE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, AND COORDINATE ANY NECESSARY ADJUSTMENTS IN THE WORK WITH THE ENGINEER PRIOR TO COMMENCING WORK ON TEMPORARY OR PERMANENT PROJECT IMPROVEMENTS.
5. THE CONTRACTOR SHALL PRESERVE AND PROTECT EXISTING IMPROVEMENTS NOT DESIGNATED FOR REMOVAL OR REPLACEMENT FROM DISPLACEMENT OR DAMAGE. SUCH WORK MAY INCLUDE, BUT NOT BE LIMITED TO: TEMPORARY SHORING, BRACING, REMOVAL AND REPLACEMENT AND/OR COORDINATING WITH, AND (IF NECESSARY) COMPENSATING THE OWNER(S) OF THE AFFECTED IMPROVEMENT(S) (E.G. PSE) TO STABILIZE, PRESERVE, PROTECT AND/OR REPLACE SUCH IMPROVEMENT(S).
6. THE CONTRACTOR SHALL PROVIDE PROJECT SURVEYING, CONSTRUCTION STAKING, AND MARKING IN ACCORDANCE WITH THESE PLANS AND SP SECTION 1-05.4.
7. WATER MAINS AND HYDRANT LATERALS SHALL BE DUCTILE IRON PIPE, SPECIAL THICKNESS CLASS 52, RESTRAINED JOINTS, SHALL BE INSTALLED ON ALL HYDRANT LATERALS IN ACCORDANCE WITH STANDARD PLAN 03 AND ON WATERMAINS WHERE NOTED IN THE PLANS.
8. RESTRAINED JOINTS SHALL BE MEGALUG @ 1100'. INSTALLATION OF EACH RESTRAINED JOINT SHALL BE PERFORMED IN THE PRESENCE OF THE LWSO INSPECTORS. THE LWSO INSPECTORS MAY ELECT TO FIELD MARK EACH SUCH OBSERVED COMPLETED RESTRAINED JOINT.
9. FITTINGS FOR WATER MAINS SHALL BE DUCTILE IRON PRESSURE CLASS 350 FOR PLAIN-END, PUSH-ON, MECHANICAL OR FLANGE JOINTS. ALL FITTINGS CONNECTING TO NEW WATER MAINS SHALL HAVE RESTRAINED JOINTS EXCEPT WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
10. WATER MAIN CONNECTIONS AT COUPLINGS AND FITTINGS SHALL ALIGN WITHOUT DEFLECTION. DEFLECTION AT ALL OTHER CONNECTIONS SHALL NOT EXCEED THREE (3)-DEGREES, OR THE MANUFACTURER'S RECOMMENDATION, WHICHEVER IS LESS. SEE ADDITIONAL CONNECTION DETAILS, SHEET W3.
11. **DISRUPTION OF WATER SERVICE.** ANY PROPOSED WATER SERVICE DISRUPTION IS SUBJECT TO THE ADVANCE REVIEW OF, AND CONDITIONS AS MAY BE IMPOSED BY LWSO AS SET FORTH IN SP SECTION 7-10.3, AND SHALL BE CONTROLLED BY AUTHORIZED LWSO PERSONNEL TO MINIMIZE SERVICE DISRUPTION AND ENSURE WATER SYSTEM INTEGRITY. VALVE OPERATION ON ACTIVE (CHARGED) WATER MAIN(S) SHALL BE BY AUTHORIZED LWSO PERSONNEL ONLY.
 - FOR SINGLE FAMILY RESIDENTIAL AND IRRIGATION SERVICE CONNECTIONS
 - THE CONTRACTOR SHALL COORDINATE AND CONFIRM WITH THE ENGINEER A MINIMUM OF 48-HOURS (2 BUSINESS DAYS) IN ADVANCE OF ANY ANTICIPATED WATER SERVICE DISRUPTION LESS THAN 4-HOURS DURING A CALENDAR DAY OR 24-HOUR PERIOD, AND PREPARE AND HAND-DELIVER LAKEHAVEN-FURNISHED NOTIFICATION FORMS TO EACH AFFECTED WATER SYSTEM CUSTOMER A MINIMUM OF 24-HOURS PRIOR TO SUCH DISRUPTION AS MAY BE AUTHORIZED BY LWSO.
 - THE CONTRACTOR SHALL COORDINATE AND CONFIRM WITH THE ENGINEER A MINIMUM OF 72-HOURS (3 BUSINESS DAYS) IN ADVANCE OF ANY ANTICIPATED WATER SERVICE DISRUPTION EXCEEDING 4-HOURS AND NOT EXCEEDING 8-HOURS DURING A CALENDAR DAY OR 24-HOUR PERIOD, AND PREPARE AND HAND-DELIVER LAKEHAVEN-FURNISHED NOTIFICATION FORMS TO EACH AFFECTED WATER SYSTEM CUSTOMER A MINIMUM OF 48-HOURS PRIOR TO SUCH DISRUPTION AS MAY BE AUTHORIZED BY LWSO.
 - FOR MULTI FAMILY AND COMMERCIAL PROPERTIES
 - FOR SERVICE CONNECTIONS OTHER THAN SINGLE-FAMILY RESIDENTIAL AND IRRIGATION, WATER SERVICE SHALL NOT BE DISRUPTED DURING BUSINESS HOURS UNLESS THE CONTRACTOR HAS COORDINATED WITH THE POTENTIALLY AFFECTED PROPERTY AND BUSINESS OWNERS A MINIMUM OF FIVE-(5) BUSINESS DAYS IN ADVANCE OF THE PROPOSED WATER SERVICE DISRUPTION, AND OBTAINS WRITTEN AGREEMENT TO ALLOW SUCH WATER SERVICE DISRUPTION FROM THOSE SAME PROPERTY AND BUSINESS OWNERS A MINIMUM OF (3) DAYS IN ADVANCE OF THE PROPOSED WATER SERVICE DISRUPTION.
 - WATER SERVICE DISRUPTIONS OF A MAXIMUM OF ONE (1) HOUR MAY BE ALLOWED DURING BUSINESS HOURS, EXCLUSIVE OF RESTAURANT AND FOOD PREPARATION BUSINESSES, FOR SERVICE TRANSFERS OR CONNECTIONS, AND SUBJECT TO THE FOLLOWING ADVANCE COORDINATION AND NOTIFICATIONS REQUIREMENTS. THE CONTRACTOR SHALL COORDINATE AND CONFIRM WITH THE ENGINEER A MINIMUM OF 72-HOURS (3 BUSINESS DAYS) IN ADVANCE OF WATER MAIN SHUT-OFF OR SERVICE DISRUPTION IN ACCORDANCE WITH THE SCHEDULE SUBMITTED TO AND REVIEWED BY THE ENGINEER. THE CONTRACTOR SHALL PREPARE AND HAND-DELIVER DISTRICT FURNISHED NOTIFICATION FORMS ("DOOR HANGERS") A MINIMUM 48-HOURS (2 BUSINESS DAYS) IN ADVANCE OF SUCH AUTHORIZED WATER SERVICE DISRUPTION. THE NOTICES SHALL INCLUDE THE ANTICIPATED TIMING OF THE WATER SERVICE DISRUPTION.
 - THE CONTRACTOR SHALL PROVIDE PERSONNEL TO CONTINUOUSLY AND ACTIVELY MONITOR A STRUCTURE OR STRUCTURES DURING A WATER SERVICE DISRUPTION INVOLVING A FIRE SERVICE LINE THAT WOULD OTHERWISE PROTECT THE STRUCTURE(S)
 - FOR SCHOOL DISTRICT SERVICE CONNECTION
 - WATER SERVICE TO LAKOTA MIDDLE SCHOOL (THE SCHOOL) SHALL BE MAINTAINED AT ALL TIMES MONDAY THROUGH FRIDAY. DISRUPTION OF WATER SERVICE TO THE SCHOOL SHALL ONLY OCCUR ON A SATURDAY. ANY SUCH PROPOSED DISRUPTION SHALL BE CONTINGENT ON COORDINATION WITH LWSO AND THE SCHOOL A MINIMUM OF ONE-WEEK (SEVEN CALENDAR DAYS) IN ADVANCE, AND APPROVAL BY LWSO. IF THE DISRUPTION WILL INTERFERE WITH A SCHEDULED EVENT AT THE SCHOOL, THE CONTRACTOR SHALL PROPOSE A DIFFERENT SATURDAY, AND SHALL ADJUST THE SCHEDULE OF THE WORK ACCORDINGLY. IN NO EVENT SHALL WATER SERVICE TO THE SCHOOL (INCLUDING FIRE HYDRANTS AND DOMESTIC WATER SUPPLY) BE DISRUPTED FOR MORE THAN ONE, 8-HOUR PERIOD FOR EITHER THE TEMPORARY CUT AND CAP, OR RECONNECTION, OF THE LATERAL MAINS. FOR ALLOWABLE WORKING HOURS, REFER TO SECTION 1-08.0(2) OF THE SPECIAL PROVISIONS.

FOR PROPOSED WATER SERVICE DISRUPTIONS AFFECTING WATER SERVICE CUSTOMERS THAT DO NOT MEET THE ABOVE CRITERIA, THE CONTRACTOR SHALL SUBMIT A PROPOSED PLAN FOR PROVIDING TEMPORARY WATER SERVICE IN ACCORDANCE WITH SP SECTION 7-10.

GENERAL WATER NOTES (CONT.)

12. **CONSTRUCTION SEQUENCING:** IN ACCORDANCE WITH SP SECTION 7-10, THE CONTRACTOR SHALL PREPARE AND SUBMIT A PROPOSED CONSTRUCTION SEQUENCE FOR THE ENGINEER'S REVIEW, A MINIMUM OF 3 BUSINESS DAYS PRIOR TO THE PRE CONSTRUCTION MEETING, AND PRIOR TO COMMENCING THE WORK.
13. **DRIVEWAY ACCESS:** DRIVEWAY ACCESS TO PARCELS SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING ACTIVE TRENCHING, WATER FACILITY REMOVAL AND/OR PLACEMENT, TRENCH BACKFILL, SURFACING AND/OR PAVING AT, OR IN THE IMMEDIATE VICINITY OF THE RESPECTIVE DRIVEWAY LOCATION(S). PRIOR TO THE END OF EACH WORKDAY, THE CONTRACTOR SHALL INSTALL ANCHORED TEMPORARY STEEL PLATES OR TEMPORARY PAVEMENT ACROSS ANY TRENCH SECTION CROSSING A DRIVEWAY THAT HAS NOT BEEN RESTORED TO FINISH GRADE. THE TEMPORARY STEEL PLATES, TEMPORARY PAVEMENT AND/OR COMPLETED TRENCH SECTION SHALL EXTEND THE FULL WIDTH OF THE DRIVEWAY AND PROVIDE FOR SAFE TRAFFIC MOVEMENT. THE CONTRACTOR SHALL COORDINATE ANY DRIVEWAY CLOSURES WITH THE LWSO AND THE RESPECTIVE PROPERTY OWNER(S) A MINIMUM OF 48-HOURS PRIOR TO THE SCHEDULED CLOSURE.
14. WATER FACILITIES IDENTIFIED FOR REMOVAL OR IN CONFLICT WITH NEW FACILITIES SHALL BE REMOVED AND DISPOSED, OR REMOVED AND SALVAGED TO LWSO AS NOTED ON THE PLANS OR STATED IN THE SPECIAL PROVISIONS. WORK IN THE VICINITY OF AND/OR INVOLVING ASBESTOS CEMENT PIPE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF LOCAL, STATE AND FEDERAL RULES AND REGULATIONS, INCLUDING WORKER EXPOSURE LIMITS PRESCRIBED IN WAC 296-62-07705, AND THE NOTIFICATION, PERMITTING, OFFSITE DISPOSAL AND REPORTING REQUIREMENTS, AS IS SET FORTH IN THE SPECIAL PROVISIONS AND APPENDICES.
15. PRESUMED SOIL BEARING STRENGTH FOR THRUST BLOCKS: 2,000 PSF
16. FIRE PROTECTION: SOUTH KING FIRE AND RESCUE.
17. WORK WILL BE PERFORMED PRIMARILY IN PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO COMPLY WITH THE REQUIREMENTS INCLUDING NOTIFICATIONS, SITE MANAGEMENT, AND RESTORATION IN THE APPROVED CITY OF FEDERAL WAY RIGHT-OF-WAY PERMIT, AND TO RESTORE, IF IMPACTED, PRIVATE PROPERTY IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
18. PROVIDE A MINIMUM COVER OF 42" FOR 10" AND SMALLER WATER MAINS, AND 48" FOR 12" TO 16" WATER MAINS, EXCEPT AT TRANSITIONS TO MATCH EXISTING WATER MAINS, AND AS SHOWN ON THE PLANS OR AS MAY BE DIRECTED BY THE ENGINEER. COVER SHALL BE CONSIDERED FROM TOP OF PIPE TO FINISHED GRADE. SEE SHEET W3 FOR WATER MAIN TRENCHING, BEDDING AND BACKFILL DETAIL.
19. WHEN MINIMUM UTILITY CLEARANCE CANNOT BE OBTAINED AS DETERMINED BY LWSO, INSTALL HIGH DENSITY POLYETHYLENE CLOSED-CELL FOAM PAD WITH A MINIMUM DENSITY OF 9.5 PCF WHERE SEPARATION BETWEEN UTILITIES IS LESS THAN 6".
20. CONCRETE THRUST BLOCKING AND CONCRETE THRUST RESTRAINTS, WHERE SHOWN AND CALLED OUT ON THE PLANS, SHALL BE PER WSDOT STD PLAN B-90.40-00.
21. VALVE BOX LIDS SHALL BE ADJUSTED IMMEDIATELY FOLLOWING COMPLETION OF THE SUBGRADE AND EACH SURFACING COURSE. IF A VALVE BOX RIM ELEVATION IS ABOVE AN INTERMEDIATE SURFACING COURSE GRADE, THE VALVE BOX SHALL BE PROTECTED FROM WHEEL IMPACT/PEDESTRIAN TRAFFIC BY A TEMPORARY HMA RAMP AT THE MINIMUM COMPACTED TAPER OF 10H:1V ALL AROUND AND TO THE TOP OF THE RIM OF THE VALVE BOX OR COVER. CONTRACTOR SHALL ENSURE THAT ALL VALVE BOX COVERS AND LIDS ARE VISIBLE, AT GRADE, AND ACCESSIBLE TO LWSO AT ALL TIMES EXCEPT DURING GRADING AND SURFACING IN THE VICINITY OF THE VALVE. INTERMEDIATE ADJUSTMENT OF VALVE BOXES TO GRADE OR CONSTRUCTION AND REMOVAL OF TEMPORARY HMA WEDGES ARE INCIDENTAL TO THE VARIOUS BID, ITEMS AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR SUCH INTERIM ADJUSTMENTS/PROTECTION.
22. ALL GATE VALVES SHALL BE INSTALLED PER LWSO STANDARD PLANS.
23. THIS PROJECT IS WITHIN THE JURISDICTION OF THE CITY OF FEDERAL WAY AND SHALL ADHERE TO THE CITY OF FEDERAL WAY'S STANDARD PLAN NOTES.
24. IF ANY PART OF THE COATING OR LINING OF A PIPE, FITTING, OR WATER APPURTENANCE IS DAMAGED, REPAIR THEREOF SHALL BE MADE BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO LWSO. SEE SP SECTION 7-09.3(13) FOR ADDITIONAL INFORMATION.
25. ALL MAIL DELIVERY AND GARBAGE/RECYCLING PICKUP SHALL NOT BE IMPEDED AND ACCESS SHALL BE CONTINUOUS THROUGH CONSTRUCTION. GARBAGE/ RECYCLING PICKUP IS THURSDAY OF EACH WEEK. THE CONTRACTOR SHALL COORDINATE ACTIVITIES SO THAT NO DISRUPTIONS TO GARBAGE/ RECYCLING OCCUR.

NO.	DATE	BY	APPR.	REVISIONS

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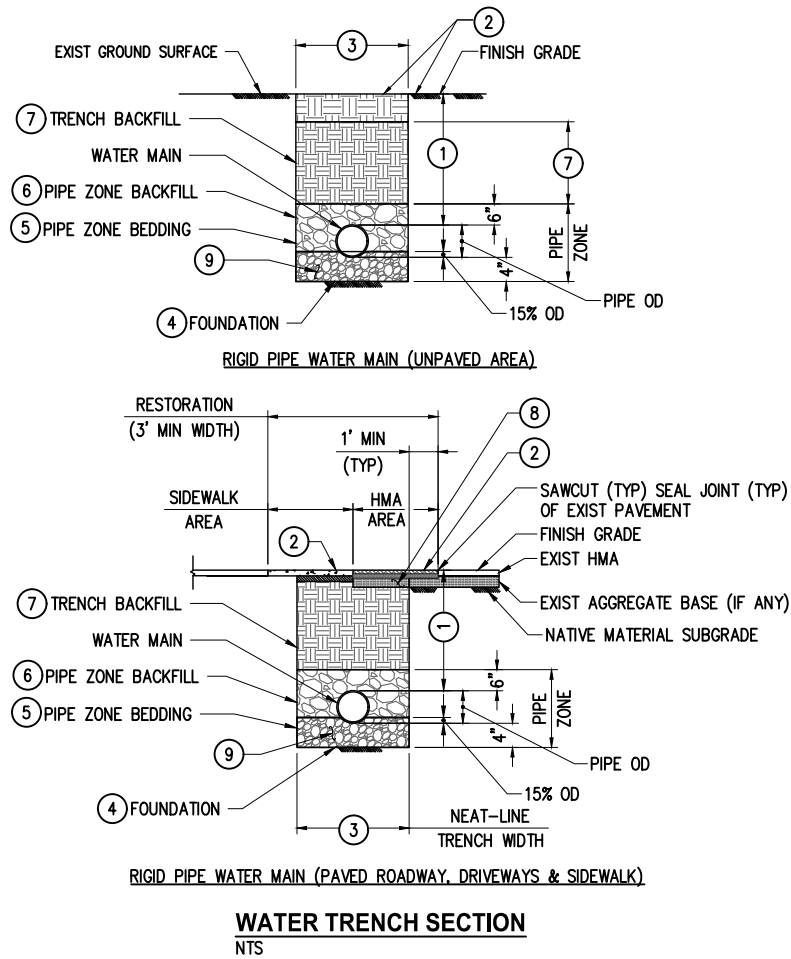


**LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT**

GENERAL WATER NOTES

KPG PROJECT No. 16114W17 SHT W1 OF W10

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WATER TRENCH SECTION CONSTRUCTION NOTES:

- 42-IN. MIN COVER FOR PIPE 10" AND SMALLER AND 48-IN. MIN COVER FOR PIPE 12" AND LARGER UNLESS OTHERWISE NOTED IN THE PLANS/PROFILES, AND EXCEPT AT TRANSITIONS / CONNECTIONS TO EXISTING WATER MAINS.
- SURFACE AND PAVEMENT RESTORATION AS SHOWN IN CITY OF FEDERAL WAY LAKOTA MIDDLE SCHOOL SAFE ROUTES TO SCHOOLS PROJECT, RFB NUMBER 19-221 EXCEPT WHERE WATERMAIN IMPROVEMENTS EXTEND OUTSIDE OF CITY OF FEDERAL WAY PROJECT EXTENTS, SEE DETAIL SHEET W3.
- SEE SECTION 7-09.3(7), AND WATER TRENCH SECTION (THIS SHEET) FOR MEASUREMENT OF NEAT LINE TRENCH WIDTH (2.5' FOR 6" DIA PIPE AND SMALLER).
- UNSUITABLE FOUNDATION MATERIAL - SEE STD SPEC. SECTION 7-09.1(1)B AND SPECIAL PROVISION SECTION 7-09.3(8)
- GRAVEL BACKFILL FOR PIPE ZONE BEDDING, COMPACTED TO 95% MAX. DENSITY. SEE SPECIAL PROVISION SECTION 7-09.3(9) AND STD SPEC. SECTION 9-03.12(3).
- GRAVEL BACKFILL FOR PIPE ZONE BACKFILL, COMPACTED TO 90% MAX. DENSITY. SEE SPECIAL PROVISION SECTION 7-09.3(10), AND STD SPEC. SECTION 9-03.12(3).
- "CRUSHED SURFACING TOP COURSE FOR TRENCH BACKFILL" COMPACTED TO 95% MAX. DENSITY IN ROADWAYS, DRIVEWAYS, SIDEWALKS, AND UNPAVED AREAS. SEE STD SPEC. SECTION 9-03.9(3).
- COMPACT AGGREGATE COURSES AS SHOWN IN CITY OF FEDERAL WAY LAKOTA MIDDLE SCHOOL SAFE ROUTES TO SCHOOLS PROJECT PROJECT, RFB NUMBER 19-221.
- EXCAVATE BELL HOLES TO PROVIDE CONTINUOUS SUPPORT UNDER PIPE.

GENERAL TRENCH SECTION NOTES:

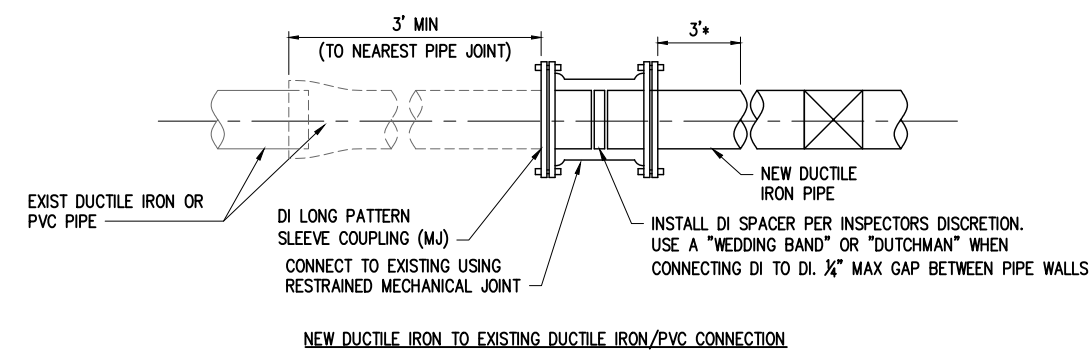
- EXCAVATION MORE THAN 4-FT. DEEP SHALL COMPLY WITH WAC 296-55, PART N.
- RECYCLED CONCRETE AGGREGATE MAY BE INCORPORATED INTO PIPE ZONE BEDDING OR TRENCH BACKFILL, HOWEVER, OTHER TYPES OF RECYCLED MATERIAL IDENTIFIED IN SECTION 9-03.21 OF THE STANDARD SPECIFICATIONS MAY NOT BE USED.
- UPPER LIMITS OF TRENCH EXCAVATION MEASUREMENT SHALL BE TO TOP OF EXISTING BASE COURSE ALSO KNOWN AS BOTTOM OF EXISTING ASPHALT PAVEMENT WHEN WITHIN ROADWAY OR SIDEWALK AND TO TOP OF EXISTING GROUND WHEN WITHIN VEGETATION. REMOVAL OF ASPHALT PAVEMENT SHALL BE INCLUDED IN "ROADWAY EXCAVATION INCL. HAUL" IN SCHEDULE A.

PIPE CONNECTION NOTES:

- CONNECTIONS:
- SEE DETAIL, THIS SHEET FOR DUCTILE IRON PIPE TO
 - ASBESTOS CEMENT PIPE
 - SEE DETAIL, THIS SHEET FOR DUCTILE IRON PIPE TO
 - DUCTILE IRON PIPE
 - CAST IRON PIPE

ABBREVIATIONS

ASPH	ASPHALT CONCRETE	MIN	MINIMUM
AC	ASBESTOS CEMENT PIPE	MJ	MECHANICAL JOINT
CB	CATCH BASIN	N	NORTH OR NORTHING
CL	CLASS OR CENTERLINE	NIC	NOT-IN-CONTRACT
COFW	CITY OF FEDERAL WAY	NTS	NOT TO SCALE
CONC	CONCRETE	OC	ON CENTER
DI	DUCTILE IRON	OD	OUTSIDE DIAMETER
DIP	DUCTILE IRON PIPE	PROP	PROPOSED
DIA	DIAMETER	PVC	POLYVINYL CHLORIDE OR RESTRAINED JOINT(S)
DW	DRIVEWAY	RJ	RESTRAINED JOINT(S)
E	EAST OR EASTING	ROW	RIGHT OF WAY
EG	EXISTING GROUND	RT	RIGHT
EA	EACH	S	SLOPE OR SOUTH
ELEV	ELEVATION	SD	STORM DRAIN
EX	EXISTING	SE	SOUTHEAST
FL	FLOW LINE OR FLANGE	SHT	SHEET
FURN	FURNISHED	SP	SPECIAL PROVISIONS
HMA	HOT MIX ASPHALT	ST	STREET
HORZ	HORIZONTAL	STA	STATION
ID	INSIDE DIAMETER	STD	STANDARD
IE	INVERT ELEVATION	STR	STRUCTURE
IN	INCH/INCHES	SW	SOUTHWEST
L	LENGTH	TWM	TEMPORARY WATER MAIN
LF	LINEAR FEET	TYP	TYPICAL
LT	LEFT	UNK	UNKNOWN
LWSD	LAKEHAVEN WATER & SEWER DISTRICT	W	WEST
MAX	MAXIMUM	W	WATER
		WM	WATER MAIN
		WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

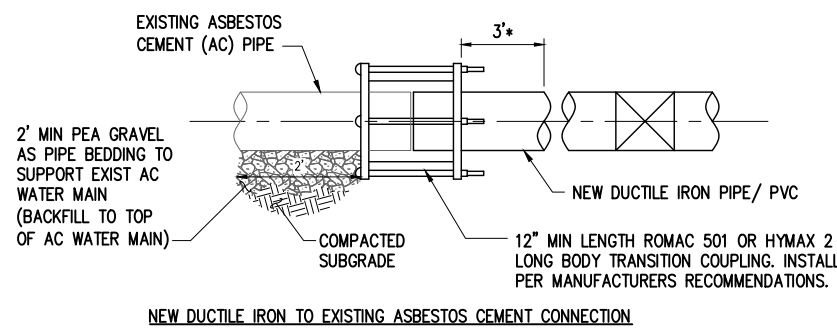


NEW DUCTILE IRON TO EXISTING DUCTILE IRON/PVC CONNECTION

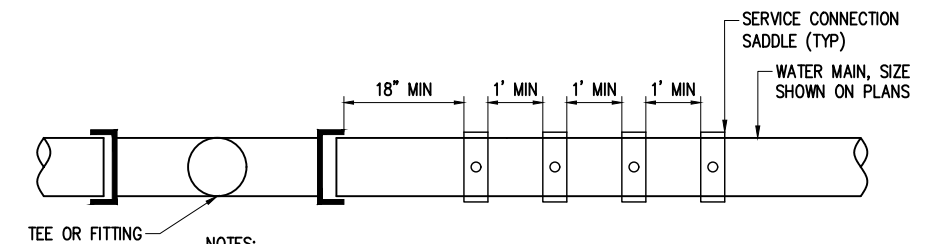
NOTE:
 *3' MIN, ADDITIONAL LENGTH MAY BE NECESSARY. TO ENSURE MINIMUM DISTANCE REQUIREMENTS ARE MET, FIELD ADJUST AS NECESSARY OR AS DIRECTED BY LWSD.

TYPICAL CONNECTION TO EXISTING WATER MAIN DETAIL

NTS



NEW DUCTILE IRON TO EXISTING ASBESTOS CEMENT CONNECTION



NOTES:
 (1) SERVICE CONNECTIONS PER LWSD STD PLAN 07.01.

MULTIPLE AND ADJACENT SERVICE CONNECTIONS

NTS

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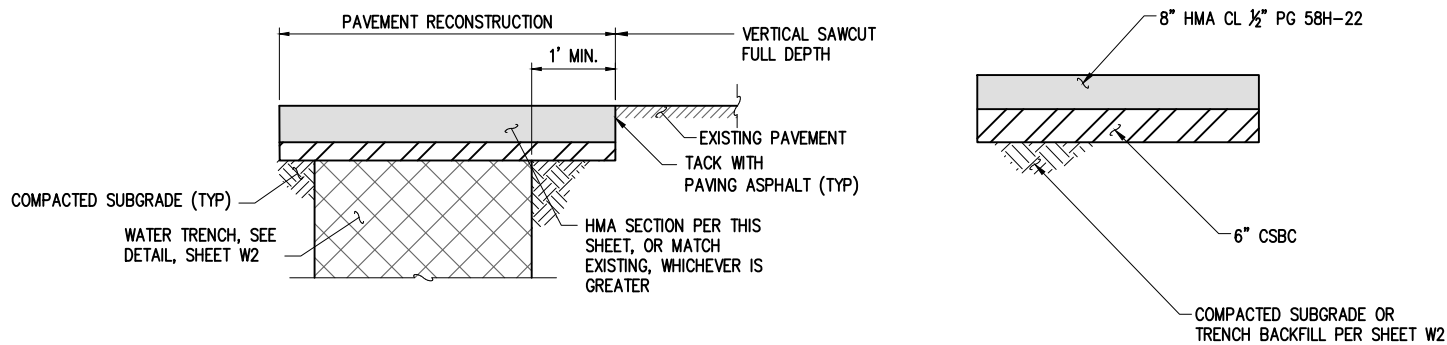
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**LAKEHAVEN WATER & SEWER DISTRICT
 LAKOTA MIDDLE SCHOOL SRTS
 AND WATER MAIN REPLACEMENT**

**WATER
 ABBREVIATIONS AND DETAILS**

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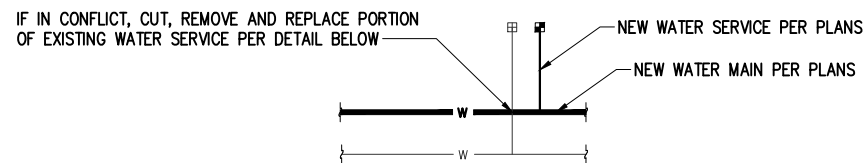


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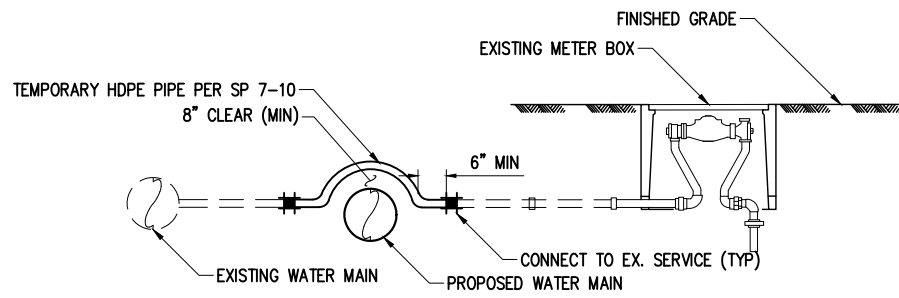
1. ASPHALT RESTORATION FOR WATERMAIN WORK SHALL BE FOR AREAS OUTSIDE OF THE CITY OF FEDERAL WAY'S PROJECT EXTENTS.

ASPHALT RESTORATION

NTS



PLAN



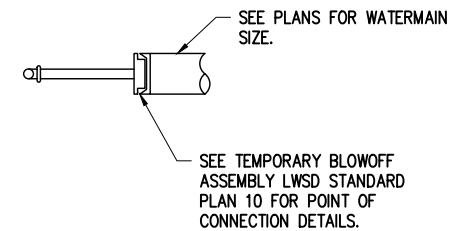
PROFILE

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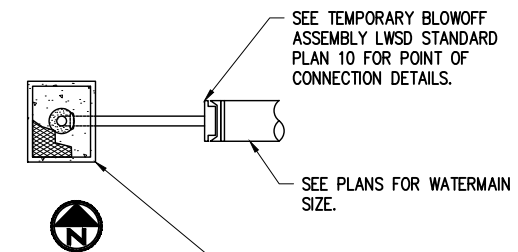
1. RELOCATE TEMPORARILY ANY EXISTING WATER SERVICE THAT IS IN CONFLICT WITH THE NEW WATER MAIN FACILITIES PER THIS DETAIL.
2. COORDINATE SHUTDOWN AND WORK WITH LWSDFIELD STAFF.
3. TEMPORARY WATER PIPE SHALL BE PRESSURE TREATED AND DISINFECTED PER THE SPECIFICATIONS.
3. WORK SHALL BE INCLUDED "RESOLUTION OF UTILITY CONFLICTS."

EXISTING WATER SERVICE RELOCATION

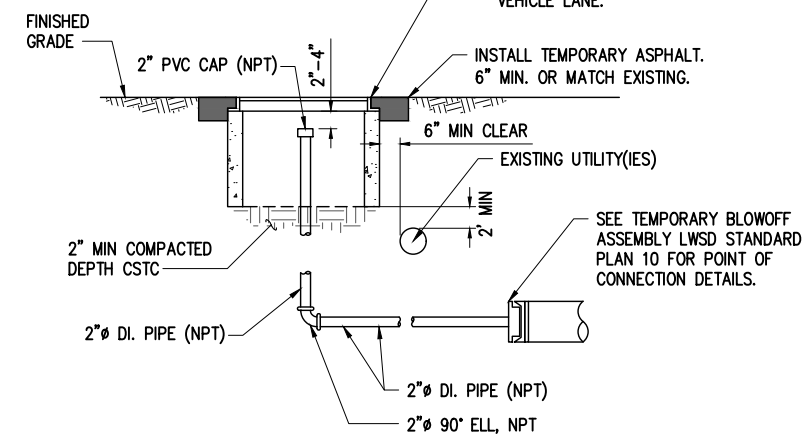
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PLAN AT MAIN



PLAN AT GRADE



ELEVATION

NOTES:

1. MODIFIED TEMPORARY BLOWOFF ASSEMBLY TO BE USED WHERE TEMPORARY BLOWOFF IS REQUIRED PER THE CONSTRUCTION SEQUENCING DOCUMENT AND WITHIN A DRIVABLE SURFACE.
2. SEE CONSTRUCTION SEQUENCING FOR INSTALL/REMOVAL TIMING.
3. PAINT PIPE THREADS WITH ASPHALT PAINT AFTER ASSEMBLY
4. ALL PIPING SHALL BE GALVANIZED STEEL
5. VALVE AND PIPING TO VALVE SHALL BE ONE SIZE NOTED ON PLAN

MODIFIED TEMPORARY BLOWOFF ASSEMBLY (2" SIZE)

NTS

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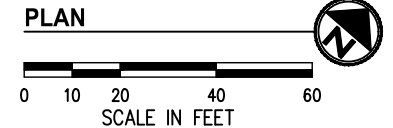
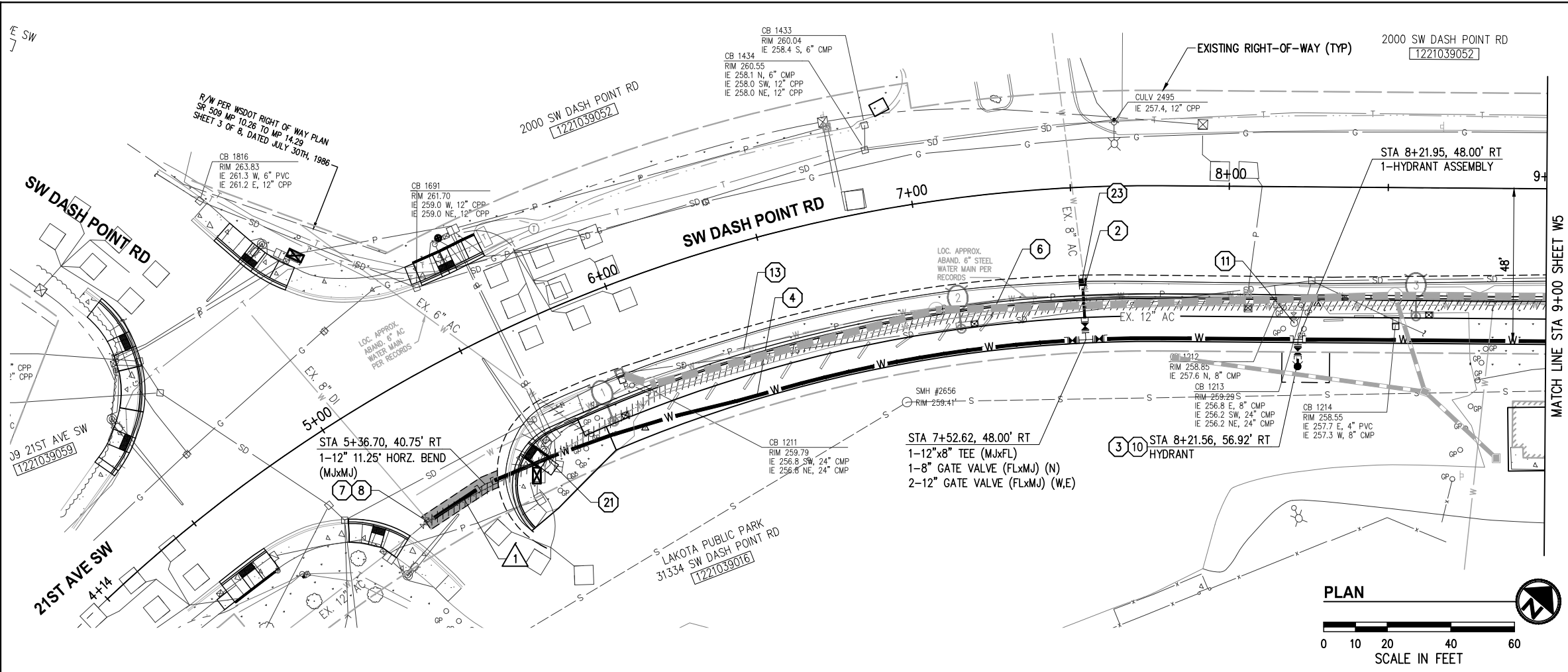
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WATER & SEWER DISTRICT

**LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT**

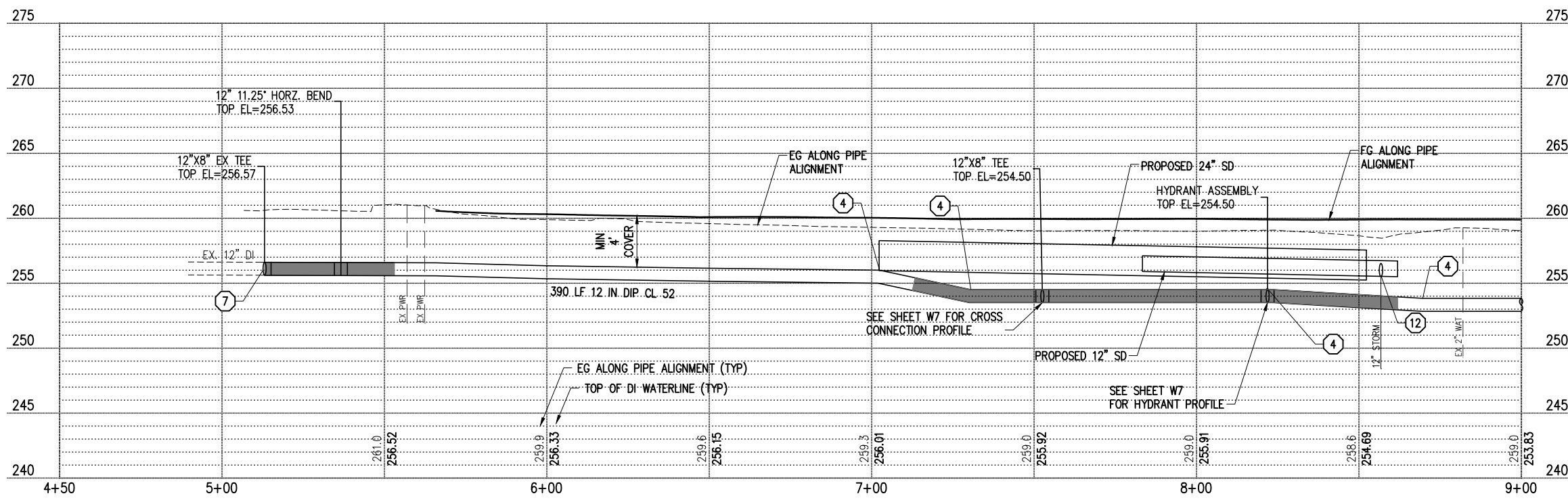
WATER DETAILS

KPG PROJECT No. 16114W17 SHT W3 OF W10

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- ### GENERAL NOTES
- SEE SHEET W1
- ### CONSTRUCTION NOTES
- CONNECT TO EXISTING DI WATER MAIN PER DETAIL, SHEET W2.
 - CONNECT TO EXISTING AC WATER MAIN WITH DI TO AC TRANSITION COUPLING PER DETAIL, SHEET W2.
 - INSTALL NEW FIRE HYDRANT ASSEMBLY PER L.W.S.D. STD PLAN 03.
 - DEFLECT PIPE JOINTS TO ACHIEVE PIPE ALIGNMENT SHOWN. SEE GENERAL WATER NOTE 10.
 - REMOVE EXISTING AC WATER MAIN. LOCATION SHOWN IS APPROXIMATE. CONTRACTOR TO VERIFY.
 - PRESERVE AND PROTECT EX. TEE AND VALVES. CONNECT PROPOSED DI PIPE END TO MJ END OF GATE VALVE ON NORTHEAST SIDE OF TEE.
 - AS PART OF TEMPORARY BLOWOFF ASSEMBLY INSTALLATION, THE CONTRACTOR SHALL CONFIRM LOCATION, SIZE, DEPTH, JOINT LOCATION/PROXIMITY AND MATERIAL TYPE OF EXISTING WATER MAIN AT CONNECTION.
 - INSTALL CEMENT CONCRETE PAD SURROUNDING HYDRANT AND/OR VALVE BOX(ES) PER LWSO STD PLAN 03, 04 & 11.01. WHERE HYDRANT AND VALVE BOX PADS ARE LESS THAN 24" APART, CONNECT AND INSTALL IN ONE CONCRETE POUR.
 - REMOVE EXISTING HYDRANT ASSEMBLY.
 - UTILITY CROSSING. PROVIDE MINIMUM 12" VERTICAL CLEARANCE EXCEPT AS MAY BE SHOWN (TYP). INSTALL POLYETHYLENE PAD PER GENERAL NOTES, SHEET W1 WHERE SEPARATION BETWEEN UTILITIES IS LESS THAN 6".
 - ABANDONED 6" STEEL WATER MAIN. RECORDS SHOW AT APPROX. 34' RIGHT (SOUTH) OF CL. WHERE IN CONFLICT, CUT, CAP AND REMOVE SECTIONS OF PIPE AS NECESSARY. SEE SP 2-02 AND APPENDIX D FOR MORE INFORMATION.
 - CONTRACTOR SHALL HYDROEXCAVATE WHEN WORK IS BETWEEN SIGNAL POLE FOUNDATION AND JUNCTION BOXES AND EXERCISE CAUTION WHEN REMOVING/INSTALLING WATER MAIN.
 - LOCATE AND POTHOLE EXISTING 8" AC WATERMAIN PRIOR TO WATERMAIN WORK. PROVIDE RESULTS TO ENGINEER.
- ### WATERMAIN RESTORATION NOTES
- WHERE WATERMAIN IMPROVEMENTS ARE OUTSIDE OF CITY OF FEDERAL WAY SAWCUT LIMITS, CONTRACTOR SHALL SAWCUT, REMOVE ASPHALT PAVEMENT SECTION AND INSTALL NEW PAVEMENT PER DETAIL, SHEET W3



- ### WATER LEGEND
- GATE VALVE (PER LWSO STD PLAN 11.01)
 - LONG SLEEVE COUPLING (DI TO DI)
 - TRANSITION COUPLING (DI TO AC)
 - 1 1/4" BEND
 - 2 1/2" BEND
 - 45" BEND
 - TEE
 - REDUCER
 - CAP
 - FLANGE JOINT (FL)
 - FIRE HYDRANT (PER LWSO STD PLAN 03 & 04)
 - WATER METER (PER LWSO STD PLAN 07.01)
 - THRUST BLOCK
 - RESTRAINED MECHANICAL JOINT (R.J, M.J)
 - EX WATER (LOCATED)
 - EX WATER (RECORD)
 - PROP WATER MAIN
 - RESTRAINED JOINT LIMITS (PROFILE VIEW)
 - REMOVE WATER MAIN

NO.	DATE	BY	APPR.	REVISIONS

Approved By		16114W7-WTR-PPR.dwg	
ENGINEERING MANAGER	DATE	FILENAME	SOD
PROJECT MANAGER	DATE	DESIGNED BY	10/21
PROJECT ENGINEER	DATE	MDD	10/21
		DRAWN BY	DATE
		NJD	10/21
		CHECKED BY	DATE
			10/21/21



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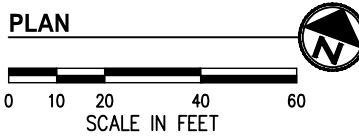
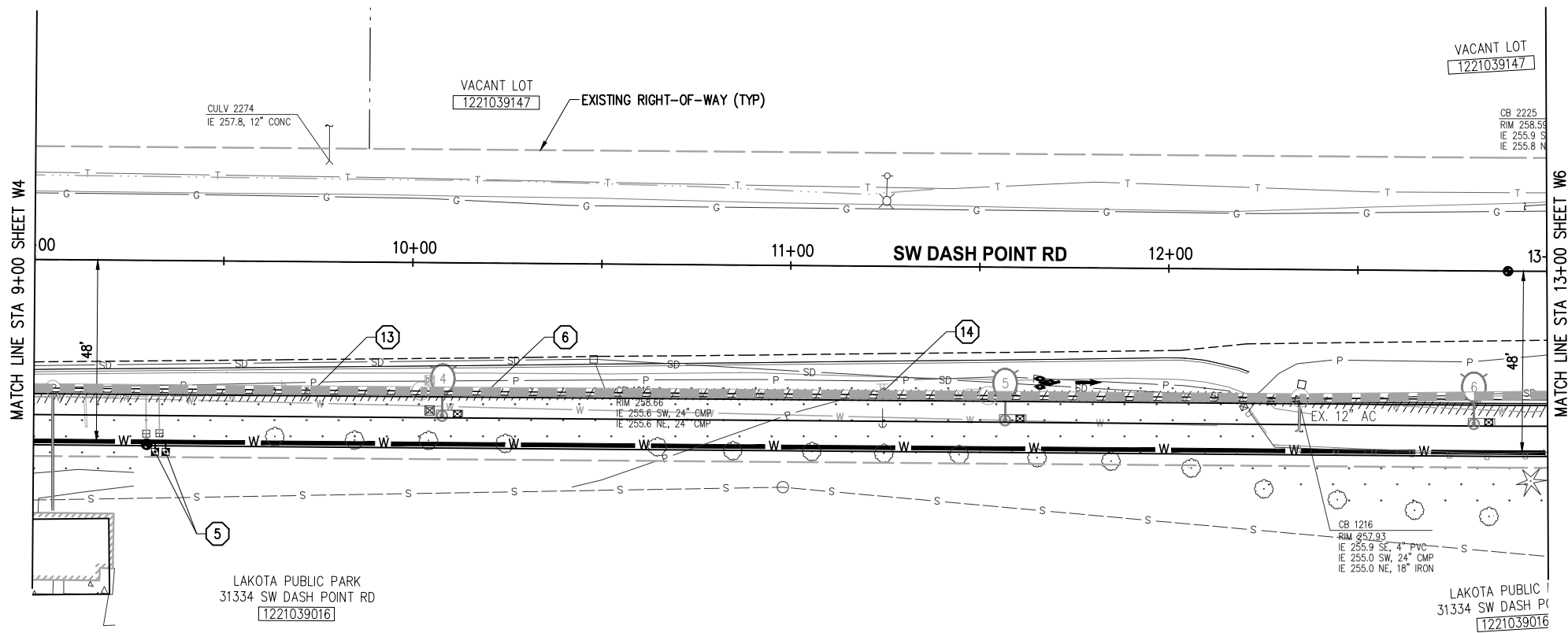


**LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT**

WATER PLAN AND PROFILE
STA 4+85 TO STA 9+00

KPG PROJECT No. 16114W17 SHT W4 OF W10

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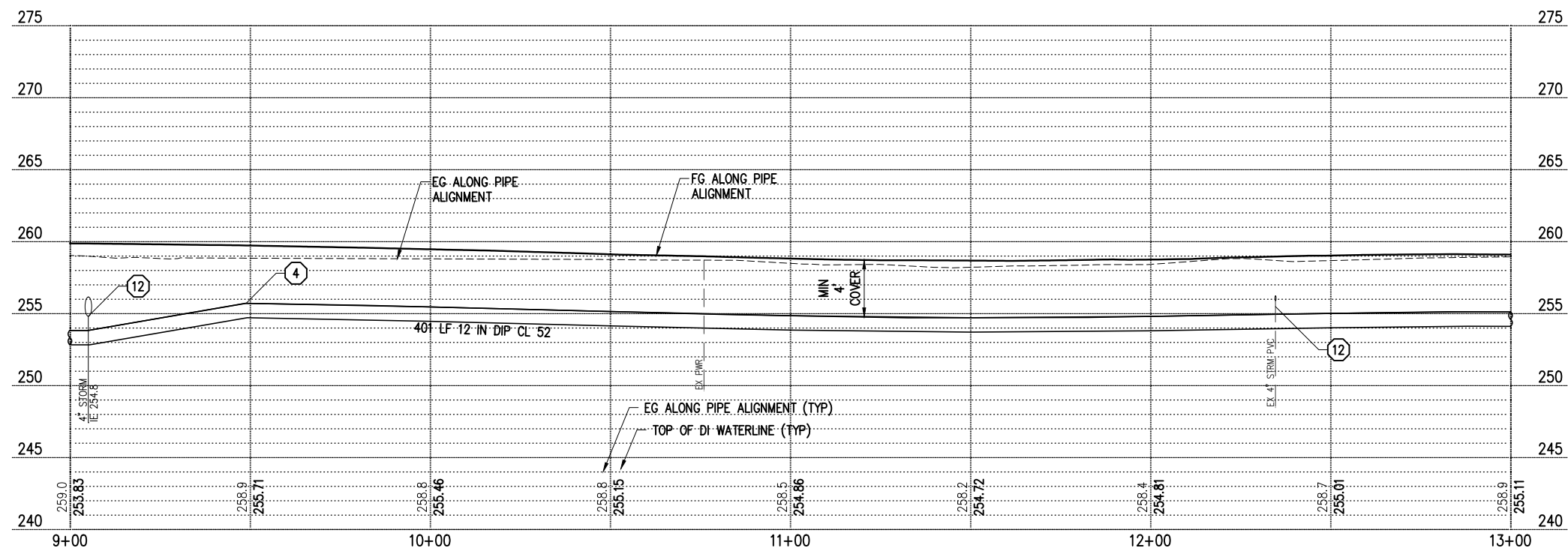


GENERAL NOTES

- SEE SHEET W1

CONSTRUCTION NOTES

- DEFLECT PIPE JOINTS TO ACHIEVE PIPE ALIGNMENT SHOWN. SEE GENERAL WATER NOTE 10.
- INSTALL NEW WATER SERVICE CONNECTION PER LWSO STD PLAN 07.01. NEW METER BOX SHALL BE INSTALLED AT EXISTING LOCATION (METER SYMBOL OFFSET ON PLAN FOR CLARITY). EXTEND CUSTOMER SUPPLY LINE FROM BACK OF METER SETTER TO CONNECT TO EXISTING CUSTOMER SUPPLY LINE. REMOVE EXISTING WATER SERVICE CONNECTIONS, WATER METERS SHALL BE REMOVED BY LWSO INSPECTOR. SEE SERVICE CONNECTION TABLE FOR LOCATIONS AND METER SIZES. FOR SERVICE SPACING, SEE MULTIPLE AND ADJACENT SERVICE CONNECTIONS DETAIL SHEET W2.
- REMOVE EXISTING AC WATER MAIN. LOCATION SHOWN IS APPROXIMATE. CONTRACTOR TO VERIFY.
- AS PART OF TEMPORARY BLOWOFF ASSEMBLY INSTALLATION, THE CONTRACTOR SHALL CONFIRM LOCATION, SIZE, DEPTH, JOINT LOCATION/PROXIMITY AND MATERIAL TYPE OF EXISTING WATER MAIN AT CONNECTION.
- UTILITY CROSSING. PROVIDE MINIMUM 12" VERTICAL CLEARANCE EXCEPT AS MAY BE SHOWN (TYP). INSTALL POLYETHYLENE PAD PER GENERAL NOTES, SHEET W1 WHERE SEPARATION BETWEEN UTILITIES IS LESS THAN 6".
- ABANDONED 6" STEEL WATER MAIN. RECORDS SHOW AT APPROX. 34' RIGHT (SOUTH) OF CL. WHERE IN CONFLICT, CUT, CAP AND REMOVE SECTIONS OF PIPE AS NECESSARY. SEE SP 2-02 AND APPENDIX D FOR MORE INFORMATION.
- UTILITY POLE TO BE RELOCATED BY OTHERS. IF WATER FACILITIES ARE INSTALLED PRIOR TO POLE RELOCATION, THE CONTRACTOR SHALL COORDINATE WITH PSE FOR SUPPORT OF UTILITY POLE DURING WATER FACILITY WORK.



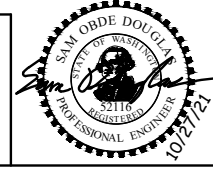
SERVICE CONNECTIONS			
PARCEL NO	STATION	OFFSET	METER SIZE
1221039016	9+32.2	50.6' RT	2"
1221039016	9+35.0	50.6' RT	1.5"

WATER LEGEND

- GATE VALVE (PER LWSO STD PLAN 11.01)
- LONG SLEEVE COUPLING (DI TO DI)
- TRANSITION COUPLING (DI TO AC)
- 11 1/4" BEND
- 22 1/2" BEND
- 45" BEND
- TEE
- REDUCER
- CAP
- FLANGE JOINT (FL)
- FIRE HYDRANT (PER LWSO STD PLAN 03 & 04)
- WATER METER (PER LWSO STD PLAN 07.01)
- THRUST BLOCK
- RESTRAINED MECHANICAL JOINT (R.J, M.J)
- EX WATER (LOCATED)
- EX WATER (RECORD)
- PROP WATER MAIN
- RESTRAINED JOINT LIMITS (PROFILE VIEW)
- REMOVE WATER MAIN

NO.	DATE	BY	APPR.	REVISIONS

Approved By		16114W17WTR-PPR.dwg
ENGINEERING MANAGER	DATE	FILENAME
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		CHECKED BY
		DATE



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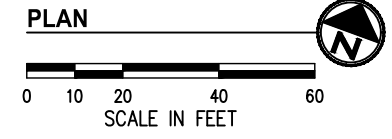
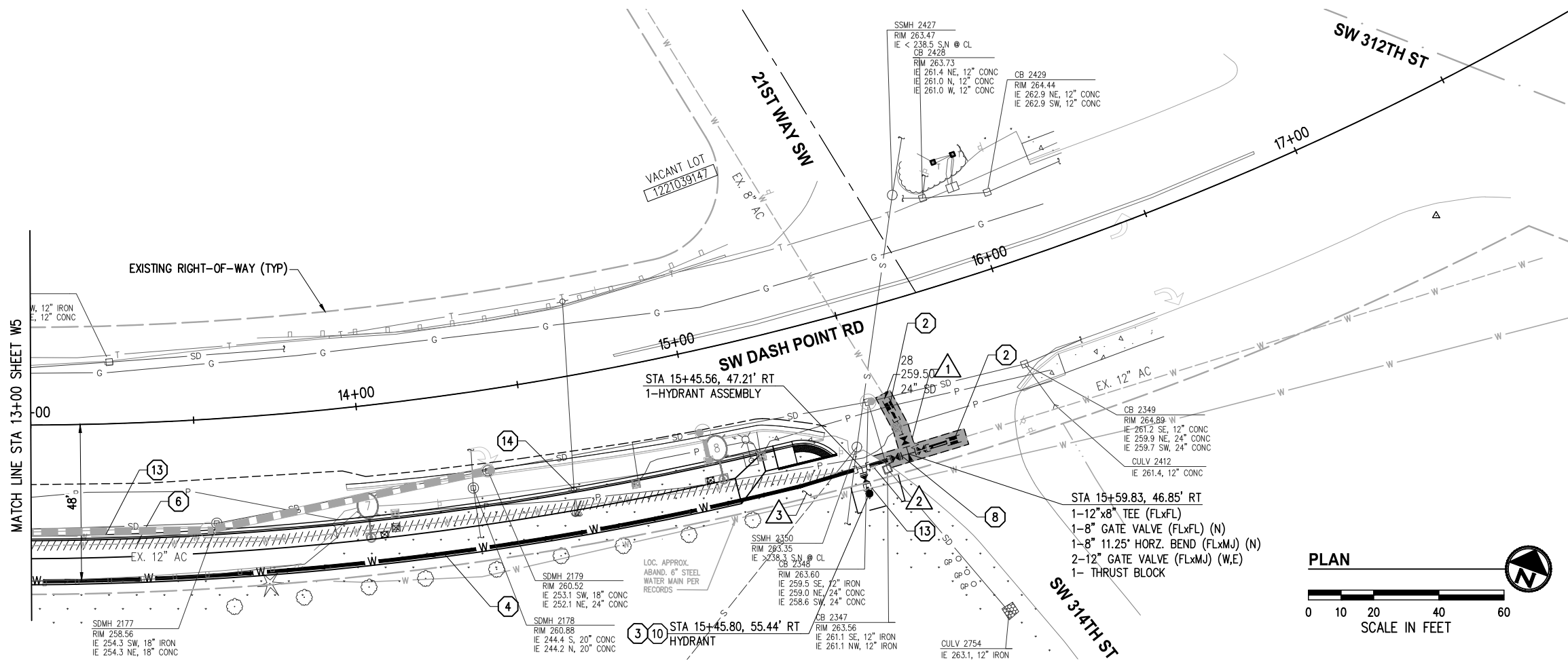
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LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT

WATER PLAN AND PROFILE STA 9+00 TO STA 13+00	
KPG PROJECT No. 16114W17	SHT <u>W5</u> OF <u>W10</u>

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GENERAL NOTES

1. SEE SHEET W1

CONSTRUCTION NOTES

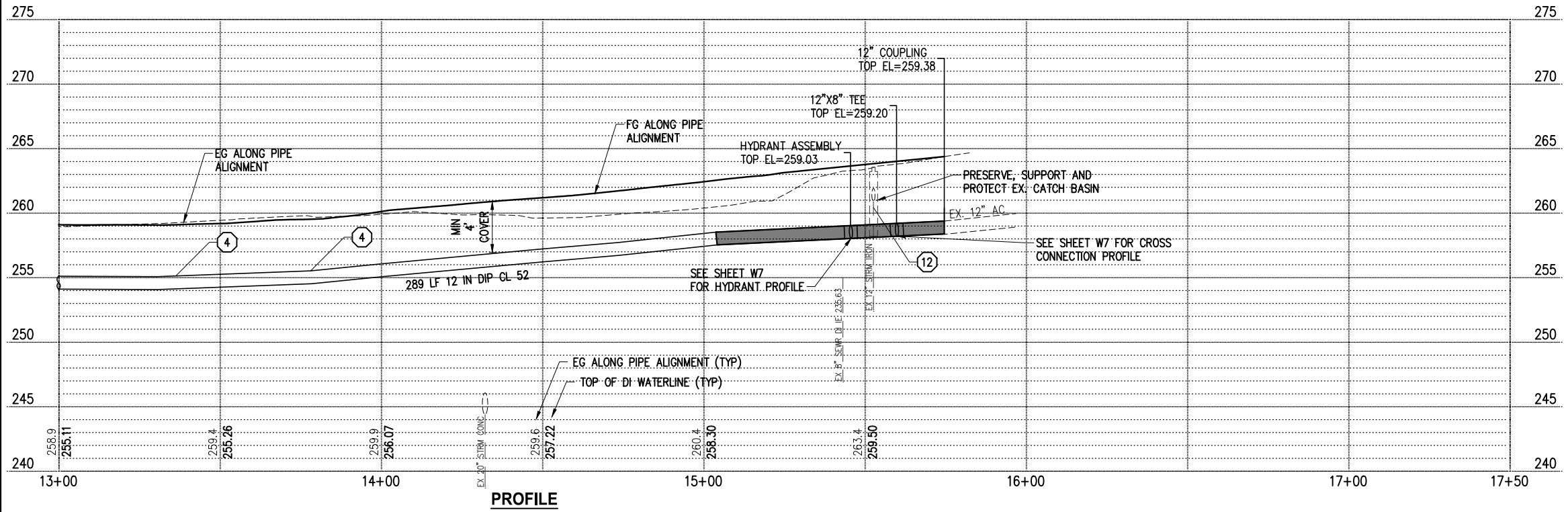
- 2. CONNECT TO EXISTING AC WATER MAIN WITH DI TO AC TRANSITION COUPLING PER DETAIL, SHEET W2.
- 3. INSTALL NEW FIRE HYDRANT ASSEMBLY PER L.W.S.D. STD PLAN 03.
- 4. DEFLECT PIPE JOINTS TO ACHIEVE PIPE ALIGNMENT SHOWN. SEE GENERAL WATER NOTE 10.
- 6. REMOVE EXISTING AC WATER MAIN. LOCATION SHOWN IS APPROXIMATE. CONTRACTOR TO VERIFY.
- 8. AS PART OF TEMPORARY BLOWOFF ASSEMBLY INSTALLATION, THE CONTRACTOR SHALL CONFIRM LOCATION, SIZE, DEPTH, JOINT LOCATION/PROXIMITY AND MATERIAL TYPE OF EXISTING WATER MAIN AT CONNECTION.
- 10. INSTALL CEMENT CONCRETE PAD SURROUNDING HYDRANT AND/OR VALVE BOX(ES) PER LWSD STD PLAN 03, 04 & 11.01. WHERE HYDRANT AND VALVE BOX PADS ARE LESS THAN 24" APART, CONNECT AND INSTALL IN ONE CONCRETE POUR.
- 12. UTILITY CROSSING. PROVIDE MINIMUM 12" VERTICAL CLEARANCE EXCEPT AS MAY BE SHOWN (TYP). INSTALL POLYETHYLENE PAD PER GENERAL NOTES, SHEET W1 WHERE SEPARATION BETWEEN UTILITIES IS LESS THAN 6".
- 13. ABANDONED 6" STEEL WATER MAIN. RECORDS SHOW AT APPROX. 34' RIGHT (SOUTH) OF CL. WHERE IN CONFLICT, CUT, CAP AND REMOVE SECTIONS OF PIPE AS NECESSARY. SEE SP 2-02 AND APPENDIX D FOR MORE INFORMATION.
- 14. UTILITY POLE TO BE RELOCATED BY OTHERS. IF WATER FACILITIES ARE INSTALLED PRIOR TO POLE RELOCATION, THE CONTRACTOR SHALL COORDINATE WITH PSE FOR SUPPORT OF UTILITY POLE DURING WATER

WATERMAIN RESTORATION NOTES

- 1. WHERE WATERMAIN IMPROVEMENTS ARE OUTSIDE OF CITY OF FEDERAL WAY SAWCUT LIMITS, CONTRACTOR SHALL SAWCUT, REMOVE ASPHALT PAVEMENT SECTION AND INSTALL NEW PAVEMENT PER DETAIL, SHEET W3
- 2. REMOVE AND RESET SIGN
- 3. WHERE WATERMAIN IMPROVEMENTS ARE OUTSIDE OF CITY OF FEDERAL WAY LANDSCAPING RESTORATION LIMITS, CONTRACTOR SHALL INSTALL 4" TOPSOIL AND GRASS SEED TO RESTORE SURFACE.

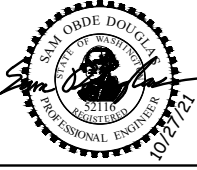
WATER LEGEND

- ⌘ GATE VALVE (PER LWSD STD PLAN 11.01)
- LONG SLEEVE COUPLING (DI TO DI)
- TRANSITION COUPLING (DI TO AC)
- 11 1/4' BEND
- 22 1/2' BEND
- 45' BEND
- TEE
- REDUCER
- CAP
- FLANGE JOINT (FL)
- FIRE HYDRANT (PER LWSD STD PLAN 03 & 04)
- WATER METER (PER LWSD STD PLAN 07.01)
- ▲ THRUST BLOCK
- RESTRAINED MECHANICAL JOINT (R.J, M.J)
- EX WATER (LOCATED)
- EX WATER (RECORD)
- PROP WATER MAIN
- RESTRAINED JOINT LIMITS (PROFILE VIEW)
- //// REMOVE WATER MAIN



NO.	DATE	BY	APPR.	REVISIONS

Approved By		16114W17WTR-PPR.dwg
ENGINEERING MANAGER	DATE	FILENAME
PROJECT MANAGER	DATE	SOD
PROJECT ENGINEER	DATE	DESIGNED BY
		MDD
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		NJD
		CHECKED BY
		DATE



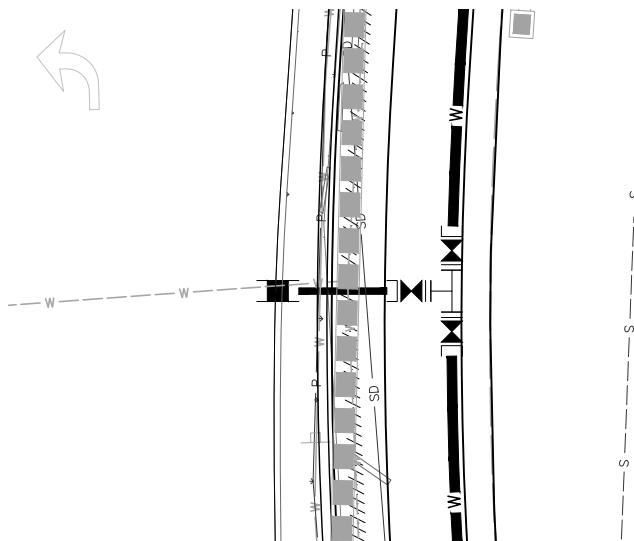
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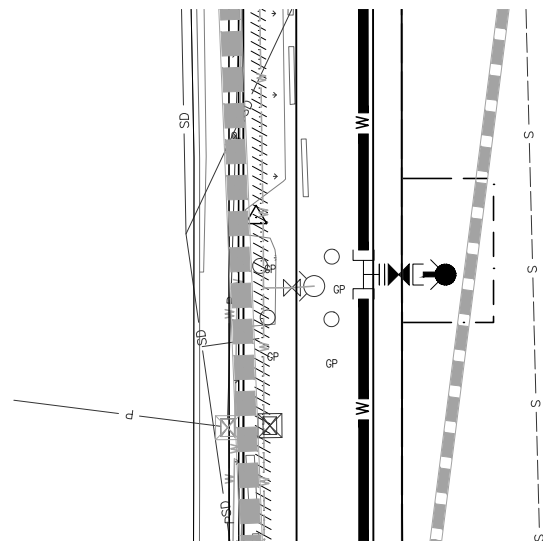
LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT

WATER PLAN AND PROFILE STA 13+00 TO STA 17+50	
KPG PROJECT No. 16114W17	SHT <u>W6</u> OF <u>W10</u>

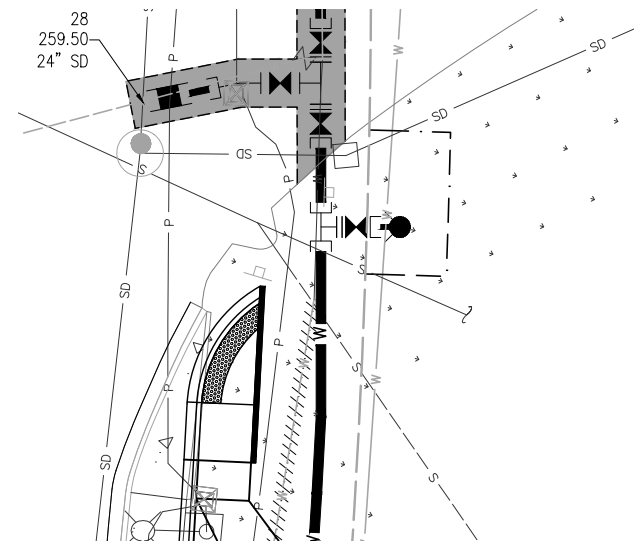
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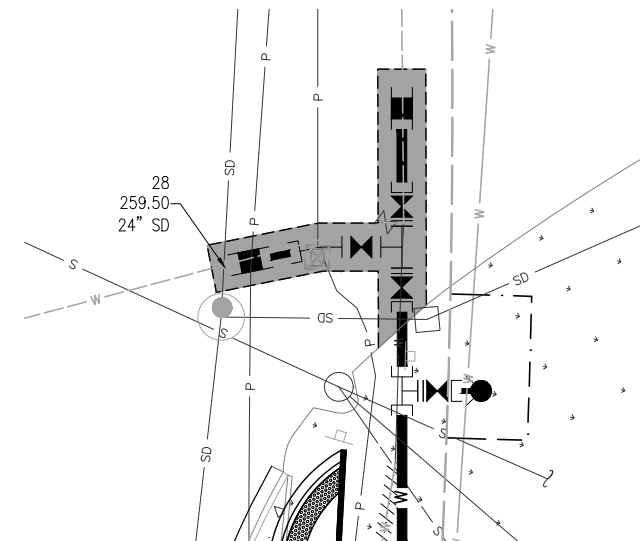
PLAN
SCALE IN FEET



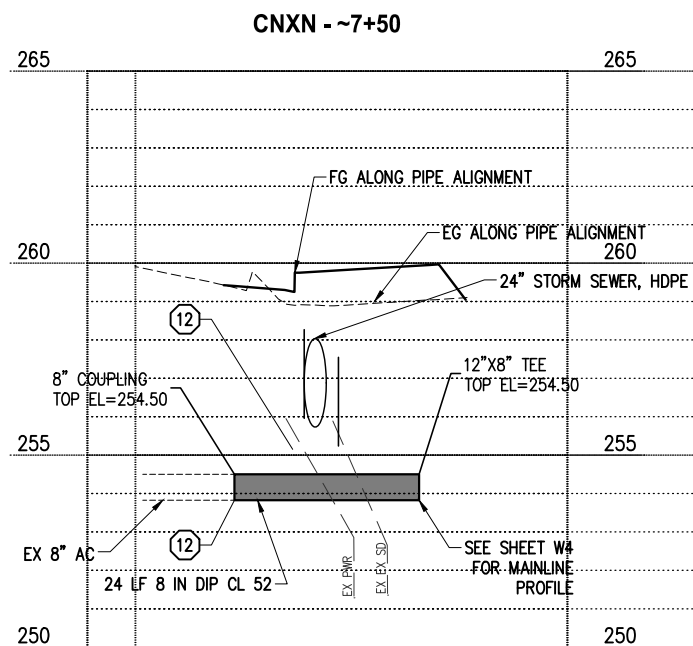
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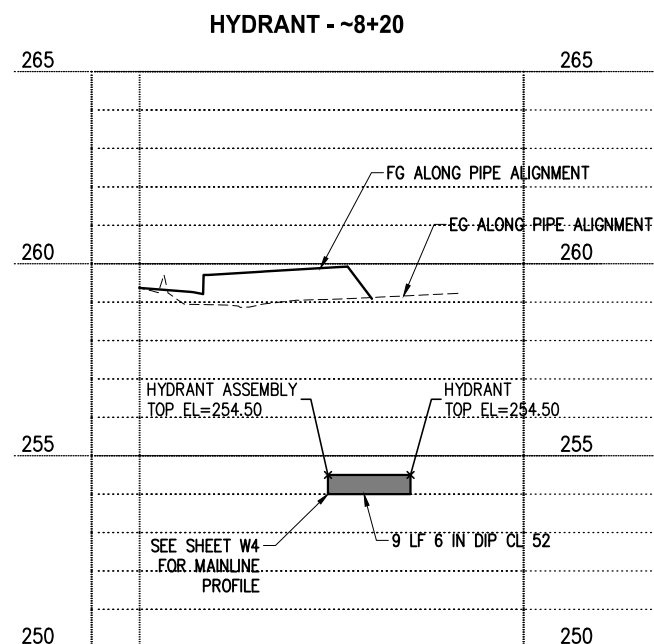
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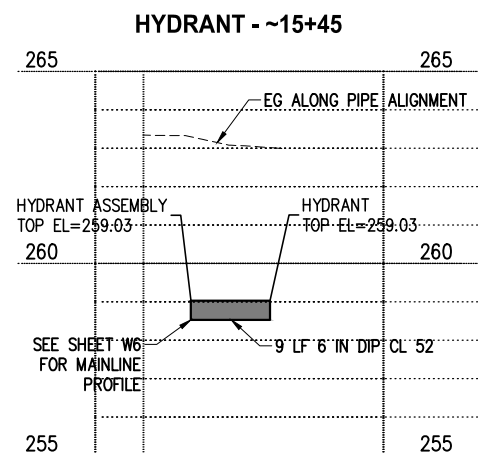
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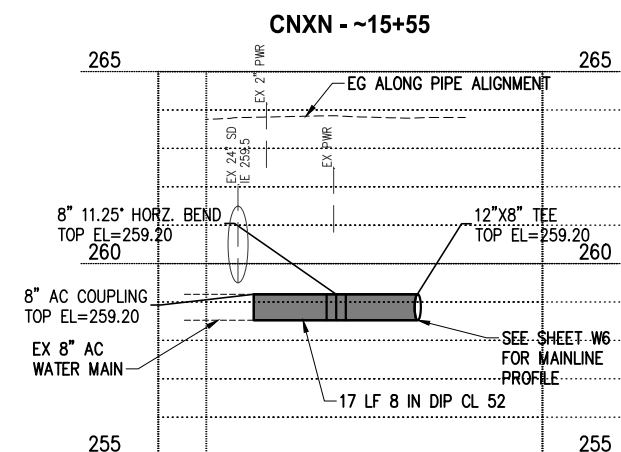
PROFILE



PROFILE



PROFILE



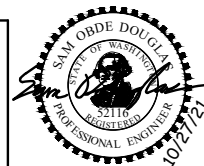
PROFILE

CONSTRUCTION NOTES

- ⑫ UTILITY CROSSING. PROVIDE MINIMUM 12" VERTICAL CLEARANCE EXCEPT AS MAY BE SHOWN (TYP). INSTALL POLYETHYLENE PAD PER GENERAL NOTES, SHEET W1 WHERE SEPARATION BETWEEN UTILITIES IS LESS THAN 6".
- ⑫ EX WATER MAIN ELEVATION UNKNOWN. CONTRACTOR SHALL POTHOLE AND VERIFY DEPTH PRIOR TO INSTALLATION.

NO.	DATE	BY	APPR.	REVISIONS

Approved By		16114W17R-PPR.dwg
ENGINEERING MANAGER	DATE	DESIGNED BY DATE
PROJECT MANAGER	DATE	MDD 10/21
PROJECT ENGINEER	DATE	DRAWN BY DATE
		NJD 10/21
		CHECKED BY DATE



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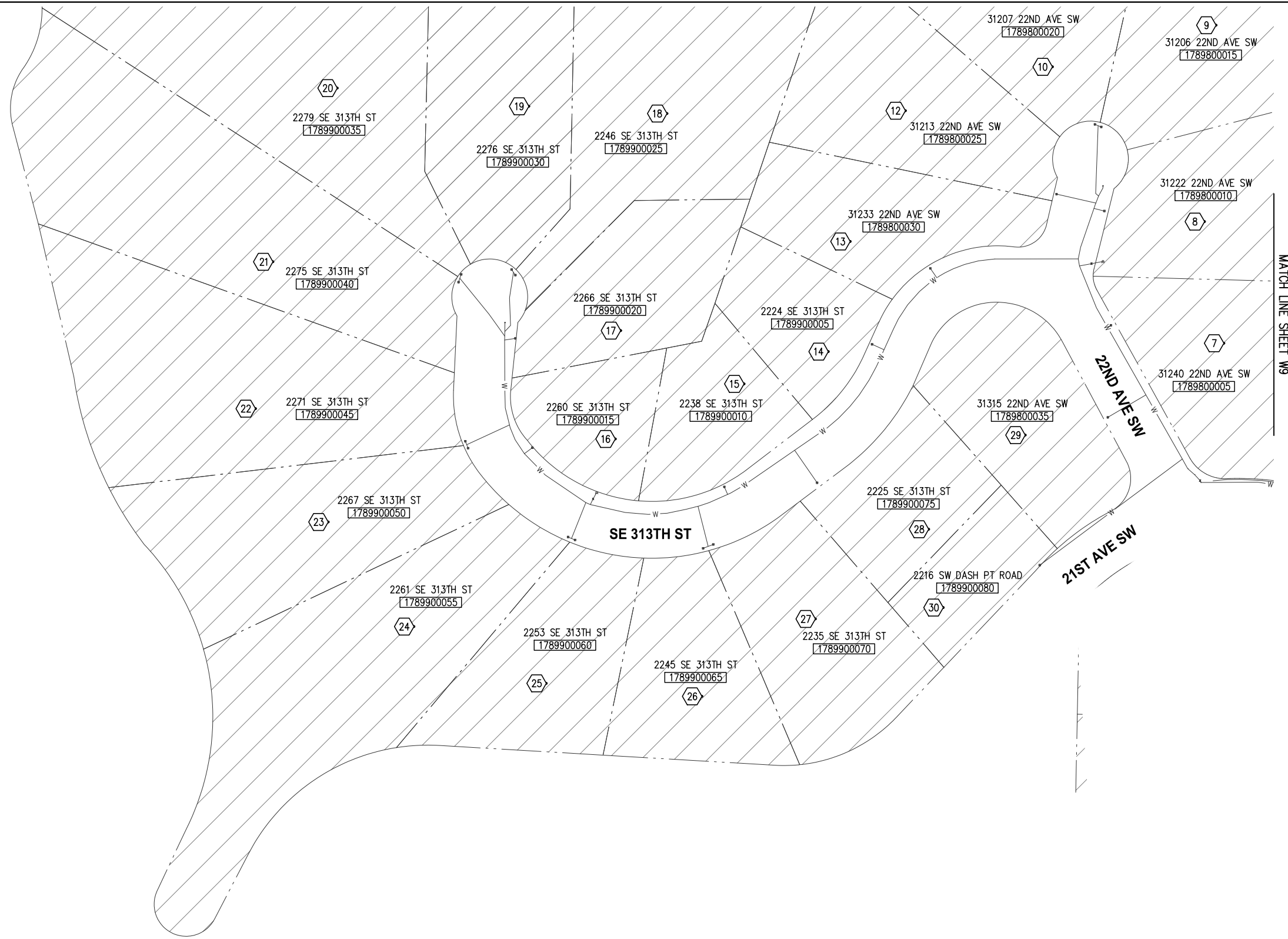
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LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT

WATER PLAN AND PROFILE CONNECTION PROFILES	
KPG PROJECT No. 16114W17	SHT <u>W7</u> OF <u>W10</u>

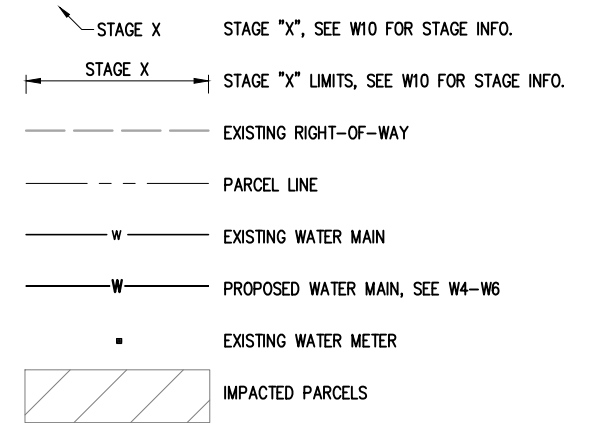
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GENERAL NOTES

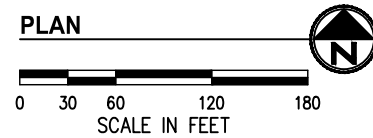
- SEE SHEET W10 FOR GENERAL NOTES AND CONSTRUCTION SEQUENCING NARRATIVE.

WATER MAIN CONSTRUCTION STAGING LEGEND



WATER OUTAGE SCHEDULE

PROP NO.	PARCEL NO.	ADDRESS
7	1789800005	31240 22ND AVE SW
8	1789800010	31222 22ND AVE SW
9	1789800015	31206 22ND AVE SW
10	1789800020	31207 22ND AVE SW
12	1789800025	31213 22ND AVE SW
13	1789800030	31233 22ND AVE SW
14	1789900005	2224 SE 313TH ST
15	1789900010	2238 SE 313TH ST
16	1789900015	2260 SE 313TH ST
17	1789900020	2266 SE 313TH ST
18	1789900025	2246 SE 313TH ST
19	1789900030	2276 SE 313TH ST
20	1789900035	2279 SE 313TH ST
21	1789900040	2275 SE 313TH ST
22	1789900045	2271 SE 313TH ST
23	1789900050	2267 SE 313TH ST
24	1789900055	2261 SE 313TH ST
25	1789900060	2253 SE 313TH ST
26	1789900065	2245 SE 313TH ST
27	1789900070	2235 SE 313TH ST
28	1789900075	2225 SE 313TH ST
29	1789800035	31315 22ND AVE SW
30	1789900080	2216 SW DASH POINT RD



NO.	DATE	BY	APPR.	REVISIONS

Approved By		16114W17WTR-CONSEQ.dwg
ENGINEERING MANAGER	DATE	SOD DESIGNED BY DATE 10/21 MDD DRAWN BY DATE 10/21 NJD CHECKED BY DATE 10/21
PROJECT MANAGER	DATE	
PROJECT ENGINEER	DATE	



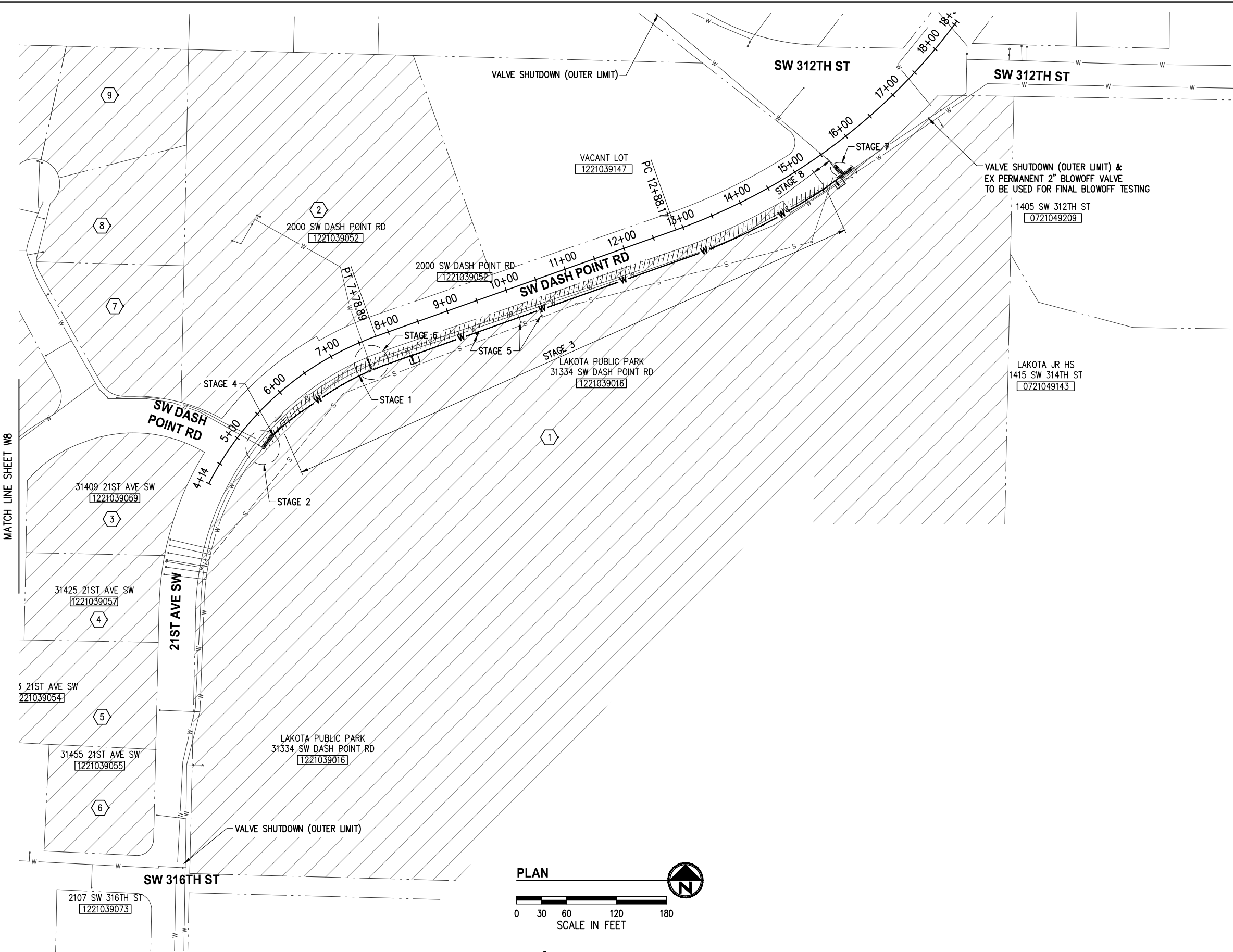
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LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT

WATER SEQUENCING PLAN GENERAL CONSTRUCTION SEQUENCING	
KPG PROJECT No. 16114W17	SHT <u>W8</u> OF <u>W10</u>

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GENERAL NOTES

- SEE SHEET W10 FOR GENERAL NOTES AND CONSTRUCTION SEQUENCING NARRATIVE.

WATER MAIN CONSTRUCTION STAGING LEGEND

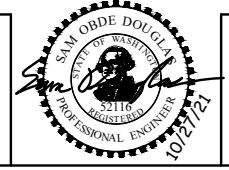
- STAGE X STAGE "X", SEE W10 FOR STAGE INFO.
- STAGE X STAGE "X" LIMITS, SEE W10 FOR STAGE INFO.
- EXISTING RIGHT-OF-WAY
- PARCEL LINE
- w— EXISTING WATER MAIN
- W— PROPOSED WATER MAIN, SEE W4-W6
- EXISTING WATER METER
- [Hatched Box] IMPACTED PARCELS

WATER OUTAGE SCHEDULE

PROP NO.	PARCEL NO.	ADDRESS
1	1221039016	31334 SW DASH POINT RD
2	1221039052	2000 SW DASH POINT RD
3	1221039059	31409 21ST AVE SW
4	1221039057	31425 21ST AVE SW
5	1221039054	31443 21ST AVE SW
6	1221039055	31455 21ST AVE SW
7	1789800005	31240 22ND AVE SW
8	1789800010	31222 22ND AVE SW
9	1789800015	312106 22ND AVE SW

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ENGINEERING MANAGER	DATE	FILENAME
PROJECT MANAGER	DATE	SOD
PROJECT ENGINEER	DATE	DESIGNED BY
		DATE
		GJW
		DRAWN BY
		DATE
		NJD
		CHECKED BY
		DATE



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LAKEHAVEN WATER & SEWER DISTRICT
LAKOTA MIDDLE SCHOOL SRTS
AND WATER MAIN REPLACEMENT

WATER SEQUENCING PLAN
GENERAL CONSTRUCTION SEQUENCING 2
KPG PROJECT No. 16114W17 | SHT W9 OF W10

SUGGESTED CONSTRUCTION SEQUENCE: SW DASH POINT RD WATER MAIN IMPROVEMENTS

NOTE: OPERATION OF VALVES CONNECTED TO LAKEHAVEN WATER AND SEWER DISTRICT'S ACTIVE WATER SYSTEM SHALL ONLY BE PERFORMED BY LAKEHAVEN WATER AND SEWER DISTRICT STAFF, WITH NO EXCEPTIONS.

ABBREVIATIONS:
 LAKEHAVEN WATER & SEWER DISTRICT (LWSD) CITY OF FEDERAL WAY (COFW)
 SOUTH KING FIRE AND RESCUE (SKFR) ASBESTOS-CEMENT (AC)
 DUCTILE IRON (DI) POLYVINYL CHLORIDE (PVC)

DEFINITIONS:
CUT AND CAP - PROCESS INCLUDING BUT NOT LIMITED TO WATER MAIN SEGMENT ISOLATION BY LWSD, EXCAVATING AND EXPOSING THE EXISTING WATER MAIN (SUFFICIENT FOR THE CUT AND CAP WITH TEMPORARY OR PERMANENT BLOWOFF ASSEMBLY, AND CONFIRMING PIPE MATERIAL, DIMENSIONS, DEPTH, ALIGNMENT, AND JOINT PROXIMITY FOR CONNECTION), CUTTING THE PIPE IF AND AS NECESSARY, DRAINING ONE OR MORE MAIN SEGMENTS, CONFIRMING ISOLATION OF THE WATER MAIN SEGMENT, CUTTING OR COMPLETING THE CUT AND DRAINING OF THE PIPE, PREPARING FOR AND PUMPING EXCESS WATER FROM EXCAVATION, REMOVING WATER MAIN, INSTALLING TEMPORARY OR PERMANENT BLOWOFF ASSEMBLY, BACKFILLING THE TRENCH WITH PERMANENT OR INTERIM (TEMPORARY) BACKFILL, PLACING TEMPORARY ANCHORED STEEL PLATES AND/OR SURFACING FOR INCOMPLETE OR TEMPORARY TRENCH/SURFACE RESTORATION, REMOVING SUCH TEMPORARY FEATURES IN CONJUNCTION WITH COMPLETION OF THE CONNECTION BETWEEN THE NEW WATER MAIN AND APPURTENANCES WITH THE EXISTING WATER SYSTEM, AND ALL WORK ASSOCIATED WITH COMPLETING THESE ITEMS OF WORK. SEE 'NOTES' BELOW.

STANDARD WATER MAIN INSTALLATION - PROCESS FOR EXTENDING OR INSTALLING WATER MAIN IMPROVEMENTS WHERE THE LENGTH OF THE PIPE RUN, AND/OR WORKING CONDITIONS PRECLUDE THE USE OF THE 'SWAB-AND-GO' PROCESS AS DETERMINED BY LWSD IN ACCORDANCE WITH LWSD STANDARDS, AND WASHINGTON STATE DEPARTMENT OF HEALTH RULES AND REGULATIONS. THE STANDARD WATER SYSTEM INSTALLATION PROCESS INCLUDES BUT IS NOT LIMITED TO INSTALLING THE NEW WATER MAIN WITH A TEMPORARY OR PERMANENT BLOWOFF ASSEMBLY AT EACH TERMINUS, OR AS INDICATED ON THE PLANS, AND/OR AS MAY BE DIRECTED BY LWSD, AND FLUSHING, FILLING AND DISINFECTING, PRESSURE TESTING, DRAINING AFTER A MINIMUM OF 24-HOURS AND MAXIMUM OF 96-HOURS OF DISINFECTING, FLUSHING, FILLING, TESTING FOR CHLORINE RESIDUAL*, AND SAMPLING TWO CONSECUTIVE DAYS FOR STANDARD 48-HOUR BACTERIOLOGICAL TESTS*. FOLLOWING SATISFACTORY COMPLETION OF ALL TESTING, THE PROCESS ALSO INCLUDES BUT IS NOT LIMITED TO ISOLATING AND DRAINING THE CONNECTING MAIN SEGMENT(S) OF THE EXISTING WATER SYSTEM*, DRAINING THE TESTED SEGMENT OF NEW MAIN, REMOVING TEMPORARY FEATURES (BLOWOFF ASSEMBLIES, BACKFILL, STEEL PLATES, SURFACING), COMPLETING THE CONNECTION(S) TO THE EXISTING WATER SYSTEM, FLUSHING*, AND ACTIVATING THE ISOLATED EXISTING AND NEW WATER MAIN SEGMENTS*. SEE 'NOTES' BELOW, AND REFER TO SECTIONS 7-09.3(23) AND (24) OF THE SPECIAL PROVISIONS FOR MORE SPECIFIC DETAILS. (* CONDUCTED BY LWSD IN COORDINATION WITH, AND WITH SUPPORT PROVIDED BY, THE CONTRACTOR).

SWAB-AND-GO - REFER TO THE 'NOTES' BELOW, AND SECTION 7-09.3(19)A OF THE SPECIAL PROVISIONS FOR MORE SPECIFIC DETAILS.

GENERAL NOTES:

- MULTIPLE CREWS MAY BE NEEDED TO COMPLETE ONE OF MORE PORTIONS OF THE WORK WITHIN THE TIME FRAMES OUTLINED IN THE SUGGESTED CONSTRUCTION SEQUENCE. ADVANCE SAWCUTTING AND PRE-EXCAVATION WITH ANCHORED TEMPORARY STEEL PLATES, AND PERFORMING SELECTED STAGES CONCURRENTLY WHEN AND WHERE VIABLE, SUCH AS INSTALLING NEW MAIN(S) WHILE REMOVING EXISTING MAINS, ARE POTENTIAL OPTIONS FOR REDUCING THE AMOUNT OF TIME TO PERFORM THE WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLANNING, SCHEDULING AND SEQUENCING THE WORK, SEE SP 1-08.4(3). THE SUGGESTED CONSTRUCTION SEQUENCE AS OUTLINED BELOW DOES NOT INCLUDE ALL DETAILS OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE TO DEVELOP AND PROPOSE A CONSTRUCTION SEQUENCE FOR LWSD REVIEW AND ACCEPTANCE IN ADVANCE OF THE WORK, AND FOR ALL THE DETAILS FOR PERFORMING AND COMPLETING THE WORK IN ACCORDANCE WITH THE CONTRACT PROVISIONS.
- WHERE FIRE HYDRANT SERVICE WILL BE DISRUPTED DUE TO PROJECT-RELATED WATER SYSTEM WORK IN NON-SINGLE FAMILY (SFR) AREAS, LWSD AND THE CONTRACTOR SHALL BE JOINTLY RESPONSIBLE TO COORDINATE WITH SKFR A MINIMUM OF THREE (3) BUSINESS DAYS IN ADVANCE OF ANY SUCH DISRUPTION TO ENSURE THAT SUFFICIENT FIREFIGHTING CAPABILITY IS AVAILABLE PENDING REACTIVATION OF THE HYDRANT(S).
- WHERE EXISTING AND LIVE SERVICE LINES CONFLICT WITH THE PROPOSED WATER MAIN, THE CONTRACTOR SHALL NOTIFY THE AFFECTED PARCEL OWNER OF A TEMPORARY SHUTDOWN PER SECTION 7-10.3 OF THE SPECIAL PROVISIONS AND RELOCATE THE EXISTING WATER SERVICE TO AVOID THE NEW WATER MAIN. THIS RELOCATION WOULD BE TEMPORARY BETWEEN WHEN THE NEW WATER MAIN GETS TRENCHED IN AND WHEN THE CONFLICTING SERVICE IS TRANSFERRED OVER TO THE LIVE NEW WATER MAIN. SEE THE PLANS FOR A TEMPORARY WATER SERVICE RELOCATION DETAIL.
- FOR ALLOWABLE WORKING HOURS, REFER TO SECTION 1-08.0(2) OF THE SPECIAL PROVISIONS.
- ALL DRAINED OR DISCHARGED WATER FROM EXISTING OR NEW WATER MAINS SHALL BE STORED AND TREATED IN A STEEL ROLL-OFF TANK (BAKER TANK OR APPROVED EQUAL). SUCH STORED AND TREATED, DRAINED AND/OR DISCHARGE WATER SHALL NOT BE DRAINED TO ANY SEWER SYSTEM WITHOUT THE WRITTEN APPROVAL OF, AND SHALL BE SUBJECT TO SUCH CONDITIONS AS MAY BE IMPOSED BY, THE COFW AND/OR LWSD.
- AS PART OF CUTS AND CAPS, THE CONTRACTOR SHALL CONFIRM PIPE MATERIAL, OUTSIDE DIAMETER, CONNECTION DEPTH, ALIGNMENT, AND PROXIMITY TO THE NEAREST PIPE JOINT OF THE EXISTING WATER MAIN(S) TO WHICH NEW MAIN OR APPURTENANCES ARE PROPOSED TO BE CONNECTED. AT THE DIRECTION OF THE LWSD INSPECTOR, THE LOCATION OF THE CUT AND CAP MAY BE ADJUSTED FORWARD OR BACK TO ENSURE SUFFICIENT SEPARATION OF THE NEW CONNECTION FROM THE NEAREST PIPE JOINT ON THE PORTION OF THE EXISTING WATER MAIN TO REMAIN IN SERVICE.
- WHERE NEW WATER SYSTEM IMPROVEMENTS CONFLICT WITH 5/8" OR 1-1/4" PE GAS SERVICES AND POWER SERVICES, THE CONTRACTOR SHALL COORDINATE RELOCATION WORK WITH PUGET SOUND ENERGY. SEE SECTION 1-05.14(A) OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.
- WHERE EXISTING UTILITY POLES ARE ADJACENT TO TRENCH-RELATED WORK, THE CONTRACTOR SHALL COORDINATE WITH PSE FOR POWER POLE SUPPORT, AND SHALL ENSURE THAT THE STRUCTURAL INTEGRITY AND FUNCTIONAL CAPABILITIES ARE PRESERVED AND PROTECTED DURING THE WORK. SEE SECTION 1-05.14(A) OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.
- PLACE TEMPORARY BACKFILL, INSTALL ANCHORED TEMPORARY STEEL PLATES, AND/OR TEMPORARY SURFACING FOR ANY TRENCH SECTIONS REMAINING OPEN OR INCOMPLETELY RESTORED TO FINISH GRADE PRIOR TO THE END OF THE WORK DAY (TYPICAL). PLACE CAUTIONARY WARNING SIGNS FOR TEMPORARY SURFACING, ESPECIALLY STEEL PLATES AS REQUIRED BY THE MUTCD, AND/OR REVIEWED TEMPORARY TRAFFIC CONTROL PLAN.
- THE CONTRACTOR SHALL INSTALL ALL TEMPORARY WATER MAINS AND SERVICE LINES (BYPASS PIPE) ABOVE GROUND EXCEPT WHERE NEEDED TO PROVIDE ROADWAY CROSSINGS. AT DRIVEWAYS OR VEHICLE TRAFFIC AREAS, CONTINUOUS

- VEHICLE ACCESS SHALL BE MAINTAINED DURING BYPASS OPERATIONS WITHOUT DAMAGE TO THE BYPASS PIPE OR DISRUPTION OF WATER SERVICE.
- ALL BYPASS PIPE INCLUDING APPURTENANCES SHALL CONFORM TO APPLICABLE AWWA STANDARDS AND BE CERTIFIED NSF 61. PIPE SHALL BE RATED FOR PRESSURE CLASS 200 OR EQUAL. TEMPORARY WATER MAINS SHALL BE SIZED AS SHOWN ON PLANS. TEMPORARY WATER MAINS SHALL BE A MINIMUM OF 1-1/2 INCH DIA. AND TEMPORARY SERVICE LINES SHALL MATCH THE SIZE OF THE METER SETTER. TEMPORARY SERVICE LINES SHALL EXTEND APPROXIMATELY PERPENDICULAR FROM THE TEMPORARY WATER MAIN TO THE BACK OF THE SETTER AT THE METER BOX.
- THE BYPASS PIPE SHALL BE PRESSURE TESTED AND DISINFECTED PER SPECIFICATIONS.
- CONTRACTOR SHALL VERIFY LOCATION AND QUANTITY OF ALL EXISTING WATER SERVICES AND, IF NECESSARY, INSTALL ADDITIONAL CONNECTIONS NOT SHOWN ON THESE PLANS.
- WATER BYPASS PIPE INCLUDING TEMPORARY BLOW-OFFS AND OTHER ASSOCIATED APPURTENANCES SHOWN ARE SCHEMATIC, NOT TO SCALE, AND PROVIDED FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND ROUTING THE WATER BYPASS PIPE TO COORDINATE WITH CONSTRUCTION ACTIVITIES, AND TO MEET ALL CONTRACT REQUIREMENTS. NO PORTION OF THE BYPASS PIPE SHALL BE LOCATED OUTSIDE CITY RIGHT-OF-WAY AND EASEMENT BOUNDARIES. RIGHT OF WAY SHOWN ON THESE PLANS IS SCHEMATIC AND BASED UPON GIS DATA, SEE SHEETS W4-W7 FOR RIGHT OF WAY.
- CONTRACTOR SHALL COORDINATE, PREPARE AND POST LWSD-FURNISHED NOTICES PRIOR TO PROPOSED WATER SERVICE DISRUPTIONS AS SHOWN ON THE REVIEWED THREE-WEEK LOOK AHEAD SCHEDULE, AND AS MORE COMPLETELY DESCRIBED IN GENERAL WATER NOTES 11 AND 12, AND IN THE SPECIAL PROVISIONS. CONTRACTOR SHALL SCHEDULE AND COORDINATE IN ADVANCE, AND PERFORM THE WORK TO MINIMIZE WATER SERVICE DISRUPTIONS.
- SEE SP 7-10 AND THE APPENDIX IN THE SPECIAL PROVISIONS FOR SUGGESTED WATER CONSTRUCTION SEQUENCE NARRATIVE CORRESPONDING TO THE CONSTRUCTION STAGING SHOWN ON THIS PLAN. FOR STAGING AND TEMPORARY WATER SERVICE DETAILS, SEE SHEET W3 AND LWSD STANDARD PLANS. FOR CONSTRUCTION OF NEW WATER MAINS, CONNECTIONS AND HYDRANTS ASSEMBLIES. SEE WATER PLANS AND PROFILES, SHEETS W4-W6.
- ALL EXISTING UTILITY, RIGHT-OF-WAY AND PROPERTY LINE INFORMATION SHOWN ON SHEET W8 ARE SCHEMATIC AND ARE SOLELY FOR THE CONTRACTOR'S REFERENCE ONLY. SEE WATERLINE PLAN AND PROFILES, SHEETS W4-W6 FOR THIS INFORMATION.
- ALL WATER DRAINED FROM WATER MAINS DURING CONSTRUCTION SEQUENCING OR PROGRESSION OF PROJECT OR SHALL BE STORED AND TREATED IN STEEL ROLL OFF TANKS (BAKER TANK OR APPROVED EQUAL). PROPOSED LOCATION(S) SHALL BE SUBJECT TO THE ADVANCE REVIEW & APPROVAL OF COFW & LWSD.

CONSTRUCTION SEQUENCE PLANS:
 A SUGGESTED CONSTRUCTION STAGING SEQUENCE AND DETAILS CORRESPONDING TO THE FOLLOWING NARRATIVE IS SHOWN ON PLAN SHEET W8.

CONSTRUCTION SEQUENCE NARRATIVE:

STAGES:

- CUT, CAP AND INSTALL TEMPORARY BLOWOFF VALVE ON WESTERLY LEG OF TEE AT STA 7+50.
 - PREPARE AND DELIVER WATER SERVICE DISRUPTION NOTIFICATION FORMS TO THE PARCELS SHOWN PER THE STAGING PLANS SHEET W8-W9.
 - CLOSE (VALVE OPERATION BY LWSD STAFF ONLY) THE FOLLOWING GATE VALVES: 1 VALVE ON THE EASTERLY SIDE OF THE TEE AT SW DASH PT RD AND 21ST AVE SW (STA 5+25 RT), 1 VALVE ON THE NORTHERLY SIDE OF THE TEE AT STA 7+50 RT AND 1 VALVE ON THE WESTERLY LEG OF THE HYDRANT TEE AT STA 8+25 RT
 - CUT OUT 10' OF WATERMAIN WEST OF THE TEE AT STA 7+50 RT, CAP AND INSTALL TEMPORARY BLOW OFF VALVES ON BOTH OF THE EXPOSED ENDS.
 - IN COORDINATION WITH LWSD, FLUSH EXISTING WATER MAINS THROUGH THE EXISTING HYDRANT AS NECESSARY TO ENSURE SAFE POTABLE WATER, AND NO ENTRAINED OR POCKETS OF AIR.
 - RESTORE EXISTING WATER MAINS AND WATER SERVICES TO FULL SERVICE.
- INSTALL 40' OF 12" WATER MAIN AND TEMPORARY BLOW-OFF ON EAST LEG OF THE TEE AT SW DASH POINT RD AND 21ST AVE SW
 - PREPARE AND DELIVER WATER SERVICE DISRUPTION NOTIFICATION FORMS TO THE PARCELS SHOWN PER THE STAGING PLANS SHEET W8-W9.
 - CLOSE (VALVE OPERATION BY LWSD STAFF ONLY) THE FOLLOWING GATE VALVES: 1 VALVE ON THE NORTHERLY SIDE OF THE TEE AT SW DASH PT RD AND SW 316TH ST, 1 VALVE ON THE WESTERLY SIDE AND 1 VALVE ON THE NORTHERLY SIDE OF THE TEE AT THE INTERSECTION OF SW DASH PT RD AND 21ST AVE SW (STA 5+25 RT).
 - INSTALL 40' OF 12" DIP ON EASTERLY BRANCH OF TEE AT STA 5+25. CAP AND INSTALL TEMPORARY BLOW-OFF ON NEW 12" DIP MAIN. THIS PORTION OF THE WATER MAIN WILL BE CONNECTED UNDER THE 'SWAB AND GO' PROCESS SUBJECT TO THE DIRECTION OF AND REVIEW BY LWSD.
 - IN COORDINATION WITH LWSD, FLUSH NEW AND EXISTING WATER MAINS THROUGH THE TEMPORARY BLOWOFF AS NECESSARY TO ENSURE SAFE POTABLE WATER, AND NO ENTRAINED OR POCKETS OF AIR.
 - RESTORE NEW AND EXISTING WATER MAINS AND WATER SERVICES TO FULL SERVICE.
- INSTALLATION OF NEW 12" DI WATERMAIN FROM STA 5+70 TO STA 15+25
 - UNDER THE STANDARD WATER MAIN INSTALLATION PROCESS, INSTALL NEW 12 IN. DI WATER MAIN ALONG SW DASH POINT RD FROM STATION 5+70 TO STATION 15+25 AS SHOWN ON THE PLANS, INCLUDING VALVES, FIRE HYDRANT TEES, SERVICE CONNECTION STUBS, AND TEMPORARY AND MODIFIED TEMPORARY BLOWOFF ASSEMBLIES AT EACH OF THE LATERAL TEE BRANCHES (CONNECTIONS AND HYDRANTS). INSTALL MODIFIED TEMPORARY BLOWOFF(S) ON WEST AND EAST ENDS OF NEWLY INSTALLED WATER MAIN.
 - IN COORDINATION WITH LWSD, AND USING THE TEMPORARY BLOWOFF NEAR STA 7+25 INSTALLED IN PREVIOUS STAGE, FILL, DISINFECT, PRESSURE TEST, AND SAMPLE FOR PURITY TESTS THE NEW 12 IN. DI WATER MAIN, AND FLUSH THROUGH THE NEW HYDRANT, AND/OR TEMPORARY AND MODIFIED TEMPORARY BLOWOFFS AS NECESSARY TO ENSURE SAFE POTABLE WATER, AND NO ENTRAINED OR POCKETS OF AIR.
- CONNECT NEW MAIN INSTALLED IN STAGE 2 TO NEW MAIN INSTALLED IN STAGE 3 AT 21ST AVE SW / SW DASH PT ROAD INTERSECTION NEAR STA 5+50 RT UNDER SWAB & GO.
 - CLOSE (VALVE OPERATION BY LWSD STAFF ONLY) THE FOLLOWING GATE VALVE: 1 VALVE ON THE EASTERLY SIDE OF THE TEE AT SW DASH PT RD AND 21ST AVE SW.
 - REMOVE TEMPORARY BLOWOFF ON THE EAST END OF THE 40' OF NEW MAIN INSTALLED IN STAGE 2 AND CONNECT

- RESTORE NEW AND EXISTING WATER MAINS AND WATER SERVICES TO FULL SERVICE.
- REMOVE SERVICE METERS FROM EXISTING MAIN AND INSTALL 2 NEW METERS FROM MAIN INSTALLED IN STAGE 3.
 - PREPARE AND DELIVER WATER SERVICE DISRUPTION NOTIFICATION FORMS TO THE PARCELS SHOWN PER THE STAGING PLANS SHEET W8-W9.
 - REMOVE EXISTING SERVICES AND WATER METERS AND INSTALL NEW SERVICE CONNECTIONS AND METERS TO THE PARCELS LISTED ON THE PLANS. RETURN ALL PARCELS TO FULL SERVICE.
 - BACKFILL AROUND SERVICE CONNECTIONS, AND EITHER COMPLETE SURFACE RESTORATION, OR INSTALL ANCHORED TEMPORARY STEEL PLATE(S), AND/OR TEMPORARY SURFACING.
- CONNECT NEW MAIN TO EXISTING 8" MAIN AT STA 7+50 RT TO THE WAYSIDE UNITED CHURCH OF CHRIST UNDER SWAB AND GO.
 - POTHOLE EXISTING WATERMAIN AND VERIFY DEPTH, MATERIAL AND IF A STEEL CASING IS PRESENT A MINIMUM 10 DAYS PRIOR TO STAGE.
 - PREPARE AND DELIVER WATER SERVICE DISRUPTION NOTIFICATION FORMS TO THE PARCELS SHOWN PER THE STAGING PLANS SHEET W8-W9.
 - CLOSE (VALVE OPERATION BY LWSD STAFF ONLY) THE FOLLOWING GATE VALVES: 1 VALVE ON THE EASTERLY LEG OF THE TEE AT SW DASH PT RD AND 21ST AVE SW (STA 5+25 RT), 1 VALVE ON THE NORTHERLY SIDE OF THE TEE AT STA 7+50 RT AND 1 VALVE AT STA 8+20 RT.
 - CONNECT EXISTING 8 IN DI WATERMAIN CROSSING DASH POINT WAY AT STA 7+50 RT TO NEW 12" X 8" TEE. THIS PORTION OF THE WATER MAIN WILL BE CONNECTED UNDER THE 'SWAB AND GO' PROCESS SUBJECT TO THE DIRECTION OF AND REVIEW BY LWSD. IN COORDINATION WITH LWSD, FLUSH NEW AND EXISTING WATER MAINS THROUGH THE NEW HYDRANT, AND ADDITIONAL HYDRANTS AS NECESSARY TO ENSURE SAFE POTABLE WATER, AND NO ENTRAINED OR POCKETS OF AIR.
 - RESTORE NEW AND EXISTING WATER MAINS AND WATER SERVICES TO FULL SERVICE.
- REMOVE AND INSTALL TEE CONNECTION NEAR STA 15+60 RT EXCLUDING HYDRANT AND CONNECTION TO NEW MAIN INSTALLED IN STAGE 3 UNDER SWAB AND GO.
 - PREPARE AND DELIVER WATER SERVICE DISRUPTION NOTIFICATION FORMS TO THE PARCELS SHOWN PER THE STAGING PLANS SHEET W8-W9.
 - CLOSE (VALVE OPERATION BY LWSD STAFF ONLY) THE FOLLOWING GATE VALVES: 1 VALVE ON THE NORTHERLY SIDE OF THE TEE AT STA 15+60 RT AND 1 VALVE AT APPROXIMATELY STA 17+15 RT
 - DISCONNECT EXISTING 8 IN DI WATER MAIN ON THE NORTHERLY LEG AND 12 IN AC WATER MAIN ON THE EASTERLY LEG.
 - CONNECT NORTHERLY AND EASTERLY LEGS. CAP WESTERLY LEG AND INSTALL TEMP BLOWOFF. THIS PORTION OF THE WATER MAIN WILL BE CONNECTED UNDER THE 'SWAB AND GO' PROCESS SUBJECT TO THE DIRECTION OF AND REVIEW BY LWSD. IN COORDINATION WITH LWSD, FLUSH NEW AND EXISTING WATER MAINS THROUGH THE NEW HYDRANT, AND ADDITIONAL HYDRANTS AS NECESSARY TO ENSURE SAFE POTABLE WATER, AND NO ENTRAINED OR POCKETS OF AIR.
 - RESTORE NEW AND EXISTING WATER MAINS AND WATER SERVICES TO FULL SERVICE.
- INSTALL NEW MAIN TO CONNECT MAIN INSTALLED IN STAGE 3 AND TEE INSTALLED IN STAGE 7 UNDER SWAB AND GO INCLUDING HYDRANT. BLOW-OFF MAIN THROUGH NEW HYDRANT.
 - PREPARE AND DELIVER WATER SERVICE DISRUPTION NOTIFICATION FORMS TO THE PARCELS SHOWN PER THE STAGING PLANS SHEET W8-W9.
 - CLOSE (VALVE OPERATION BY LWSD STAFF ONLY) THE FOLLOWING GATE VALVES: 1 VALVE ON THE WESTERLY SIDE OF THE TEE AT STA 15+60 RT AND 1 VALVE ON THE EASTERLY SIDE OF THE TEE AT STA 7+50 RT
 - REMOVE TEMPORARY BLOWOFF VALVE AND CONNECT 12" DI WATER MAIN INSTALLED IN STAGE 3 TO THE TEE INSTALLED IN STAGE 7.
 - THIS PORTION OF THE WATER MAIN WILL BE CONNECTED UNDER THE 'SWAB AND GO' PROCESS SUBJECT TO THE DIRECTION OF AND REVIEW BY LWSD. IN COORDINATION WITH LWSD, FLUSH NEW AND EXISTING WATER MAINS THROUGH THE NEW HYDRANT, AND ADDITIONAL HYDRANTS AS NECESSARY TO ENSURE SAFE POTABLE WATER, AND NO ENTRAINED OR POCKETS OF AIR.
 - RESTORE NEW AND EXISTING WATER MAINS AND WATER SERVICES TO FULL SERVICE.
- REMOVE UNUSED EXISTING AC WATER MAINS, HYDRANTS, AND AS REQUIRED ABANDONED STEEL MAIN ALONG SW DASH PT RD.
- PERFORM TEMPORARY OR FINAL RESTORATION AS REQUIRED TO CONTINUE REMAINING PROJECT WORK.

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Approved By		16114W17WTR-CONSEQ.dwg
ENGINEERING MANAGER	DATE	FILENAME
PROJECT MANAGER	DATE	SOD 10/21
PROJECT ENGINEER	DATE	DESIGNED BY DATE 10/21
		MDD 10/21
		DRAWN BY DATE 10/21
		NJD 10/21
		CHECKED BY DATE



LAKEHAVEN WATER & SEWER DISTRICT
 LAKOTA MIDDLE SCHOOL SRTS
 AND WATER MAIN REPLACEMENT

WATER SEQUENCING PLAN SEQUENCING NARRATIVE	
KPG PROJECT No. 16114W17	SHT <u>W10</u> OF <u>W10</u>