401A—CEMENT CONCRETE PAVEMENT WITH INTEGRAL CURB

401B—CEMENT CONCRETE PAVEMENT WITH EXISTING CURB & GUTTER

401C—HOT MIX ASPHALT ON CEMENT CONCRETE BASE

401D—HOT MIX ASPHALT OVER CRUSHED ROCK BASE

NOTES:
1. CONC CL 6 (1½) UNLESS OTHERWISE SPECIFIED ON DRAWINGS
2. FOR JOINT DETAILS, SEE STD PLAN NO 405
3. 3 MILLION EASL'S UNLESS OTHERWISE SPECIFIED ON DRAWINGS
4. USE ASPHALT PG 64-22 UNLESS OTHERWISE SPECIFIED ON DRAWINGS

REF STD SPEC SEC 4-04, 5-04, 5-05 & 8-04

City of Seattle
NOT TO SCALE
RESIDENTIAL PAVEMENT SECTIONS
402A—CEMENT CONCRETE PAVEMENT ON CRUSHED ROCK

402B—HOT MIX ASPHALT ON CEMENT CONCRETE ON CRUSHED ROCK

402D—HOT MIX ASPHALT ON CRUSHED ROCK BASE

NOTES:
1. PAVEMENT WIDTH AND THICKNESS AS SPECIFIED ON DRAWINGS
2. CONC CL 6.5 (11/2) UNLESS OTHERWISE SPECIFIED ON DRAWINGS
3. TIE BARS AND DOWELL BARS ARE REQUIRED FOR CEMENT CONCRETE PAVEMENT AND BASE (SEE STD PLAN NO 405)
4. FOR THICKENED EDGE AND JOINT DETAILS, SEE STD PLAN NO 405
5. 10 MILLION ESAL'S UNLESS OTHERWISE SPECIFIED ON DRAWINGS
6. USE ASPHALT PG 64-22 UNLESS OTHERWISE SPECIFIED ON DRAWINGS

REF STD SPEC SEC 4-04, 5-04, 5-05 & 8-04
CEMENT CONCRETE ALLEY PAVEMENT
403B—FOR SHALLOW EMBANKMENT AREA

NOTES:
1. WHEN ALLEY PAVEMENT IS 16'-0" OR WIDER
   PLACE CONSTRUCTION JOINT TYPE B PER
   STD PLAN NO 405 ALONG CENTERLINE OF ALLEY
2. CONC CL 6(1/2)
3. SPECIFIC APPLICATION OF THIS STANDARD PLAN
   SHALL CONSIDER ADA ACCESSIBLE ROUTE
   FOR ENTIRE ALLEY

REF STD SPEC SEC 5-05
**HALF SECTION**
RIGID PAVEMENT WITH ASPHALT CONCRETE SURFACE

SAWCUT ASPHALT CONC (REMOVE LOOSENED AREAS)

EXISTING ASPHALT PAVEMENT

MIN WIDTH FOR RESTORATION**

HMA (CL 3/4’)**

CONC CLASS 6.5 (1/2”) HES (CL 6.0 FOR RESIDENTIAL STREETS)**

EXISTING RIGID BASE

SAWCUT CONCRETE (1/2 TO 3/4”)

STEP EXCAVATION TO AVOID UNDERMINING EX PAVEMENT (TYP)

TYPICAL PATCH FOR RIGID PAVEMENT

COMPACT BACKFILL

**HALF SECTION**
CEMENT CONCRETE PAVEMENT

SAWCUT CONCRETE (1/2 TO 3/4”)

EXISTING CONCRETE PAVEMENT

STEP EXCAVATION TO AVOID UNDERMINING EX PAVEMENT (TYP)

COMPACT MINERAL AGGREGATE TYPE 2 FOR ARTERIAL AND COMMERCIAL ACCESS STREETS.

TYPICAL PATCH FOR FLEXIBLE PAVEMENT

COMPACT BACKFILL

**HALF SECTION**
FLEXIBLE PAVEMENT RESTORATION FOR RESIDENTIAL STREETS

EXISTING OIL MAT

EXISTING EARTH OR GRANULAR BASE

COMPACT MINERAL AGGREGATE TYPE 2

MIN WIDTH FOR RESTORATION**

HMA (CL 3/4’)**

SAWCUT ASPHALT CONC

EXISTING FLEXIBLE BASE

HMA (CL 1’)**

STEP EXCAVATION TO AVOID UNDERMINING EX PAVEMENT (TYP)

COMPACT MINERAL AGGREGATE TYPE 2

COMPACT BACKFILL

TYPICAL PATCH FOR FLEXIBLE PAVEMENT

* TRENCH WIDTH SHALL MEET THE MAX PAY TRENCH WIDTH AS CALLED OUT ON STD PLAN NOS 284 & 350

** MIN WIDTH AND DEPTH OF RESTORATION SHALL BE INCREASED TO MEET THE REQUIREMENTS OF "STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION RULES"

REF STD SPEC SEC 2-02, 5-04 & 5-05

City of Seattle | NOT TO SCALE | PAVEMENT PATCHING
**NOTES:**

1. WHEN A STONE OR BRICK PAVEMENT IS OVERLAYERED WITH HMA, THE STREET SURFACE PAVEMENT BECOMES AN ASPHALT CONC STREET OVER RIGID BASE

2. IF A STONE OR BRICK PAVEMENT IS NOT OVERLAYERED, THE METHOD OF RESTORATION IS IN KIND

**MIN. TRENCH WIDTH SHALL MEET THE MAX PAY TRENCH WIDTH AS CALLED OUT ON STD PLAN NOS. 264 & 350**

**ACTUAL WIDTH AND DEPTH OF RESTORATION SHALL MEET REQUIREMENTS OF "STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION RULES"**
NOTES:
1. WHERE REQUIRED AT LONGITUDINAL JOINTS, TIE BARS SHALL BE 5/8"X2"-6" @ 3'-0", DEFORMED GRADE 40 OR BETTER, EPOXY COATED. WHERE REQUIRED AT TRANSVERSE JOINTS, DOWEL BARS SHALL BE SIZED AS SHOWN IN THE TABLE, SMOOTH ROUND GRADE 60 OR BETTER, EPOXY COATED AND GREASED
2. LONGITUDINAL JOINT SPACING SHOULD NOT EXCEED 15'-6" (TO BACK OF CURB). TRANSVERSE JOINT SPACE SHALL NOT EXCEED 15'-0". THE AREA OF THE PANEL SHALL NOT EXCEED 225 SQUARE FEET
3. JOINT OFFSETS AT RADIUS POINTS SHOULD BE AT LEAST 11'-6" LONG
4. JOINT INTERSECTION ANGLES OF LESS THAN 60 DEGREES SHALL BE USED
5. WHEN A JOINT IS CLOSER THAN 1'-0" TO A CASTING, THEN A MINOR ADJUSTMENT IN THE JOINT LOCATION SHOULD BE MADE BY SKewing OR SHIFTING THE JOINT ALIGNMENT TO MEET THE CASTING AT 90° OR NORMAL TO THE CASTING.
6. WHERE POSSIBLE, LONGITUDINAL JOINTS SHOULD MATCH LANE MARKINGS
7. LONGITUDINAL JOINTS ARE TO BE CONSTRUCTION JOINTS UNLESS PAVED BY MACHINE CAPABLE OF PLACING AND FINISHING CONCRETE FOR TWO OR MORE PANEL WIDTHS (IN WHICH CASE A CONTRACTION JOINT IS ALLOWED)
8. DOWEL BARS SHALL NOT BE PLACED WITHIN 1'-0" OF THE EDGE OF PAVEMENT OR A PARALLEL JOINT

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<th>PAVEMENT THICKNESS</th>
<th>DOWEL BAR SIZE</th>
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<tr>
<td>6&quot; TO 8&quot;</td>
<td>1&quot;X18&quot; @12&quot;</td>
</tr>
<tr>
<td>9&quot; TO 11&quot;</td>
<td>1 1/4&quot;X18&quot; @12&quot;</td>
</tr>
<tr>
<td>12&quot; &amp; OVER</td>
<td>1 1/2&quot;X18&quot; @12&quot;</td>
</tr>
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</table>

REF STD SPEC SEC 5-05 & 6-02
410B CURB & GUTTER

NOTES:
1. "H" SHALL BE 6" FROM FINISHED ROADWAY GRADE UNLESS OTHERWISE SHOWN ON DRAWINGS.
2. GUTTER SHALL BE SLOPED THE SAME AS ADJACENT PAVEMENT OR 2% MIN, WHICHEVER IS GREATER.
3. SEE STD PLAN NO 411 FOR CURB DOWELS.
CONTRACTION JOINT FOR CURB OR CURB & GUTTER

TO MATCHING PAVEMENT JOINT

NOTE:
J oint and joint filler for curb or for curb & gutter, not

1/4" PREMOLDED
JOINT FILLER

1/4"

1/2"

THROUGH JOINT FOR CURB OR CURB & GUTTER

#3x2'-.8'

PLACE AT 2'-4" OC

#3 DOWEL PINS

DRILL 3/4" MIN. DIA

HOLES FILL WITH

EPoxy GROUT

TOP OF PROPOSED CURB

COLD JOINT

COMPACTED

SUBGRADE

Curb Dowel Pins on Existing Pavement

1'-6"

DOWELS FOR DOWELED CURB CONSTRUCTION

CURB DOWEL ON NEW PAVEMENT
EXTRUDED ASPHALT CONCRETE CURB

EXTRUDED CEMENT CONCRETE CURB

NOTE:
ALTERNATELY, THE USE OF EPOXY BONDING AGENT,
IN PLACE OF #3 DEFORMED BARS, WILL BE ALLOWED.
413C CURB PLAN

SECTION C-C

SECTION D-D

413C NOSING

SECTION B-B

SECTION A-A

INSTALLATION DETAIL FOR STRAIGHT 413C CURB
NOTE: INSTALL 8" #4 REBAR IN EVERY OTHER HOLE AND FILL HOLE WITH GROUT

8" #4 REBAR IN 1" GROUT FILLED HOLE

½" GROUT PAD

SECTION E-E

REF STD SPEC SEC 8-07

City of Seattle

NOT TO SCALE

TRAFFIC CURB PRECAST CEMENT CONCRETE 3' AND 4' SECTIONS
NOTES:
1. WHEN PLANTING STRIP PAVEMENT IS APPROVED, JOINT MATERIAL WILL BE REQUIRED AT THE PERIMETER OF THE PLANTING STRIP PAVEMENT
2. WHEN EXISTING PARKING METERS ARE TO BE REMOVED FOR NEW SIDEWALK CONSTRUCTION, CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION A MINIMUM OF 2 WORKING DAYS PRIOR TO SCHEDULED WORK TO COORDINATE REMOVAL OF METER HEADS

REF STD SPEC SEC 8-14
NOTES:
1. "H" SHALL BE 6" FROM FINISHED GRADE UNLESS OTHERWISE SPECIFIED
2. VERTICAL BACKFACE OF CURB SHALL BE FORMED AGAINST NATIVE EARTH WHERE PRACTICAL, OTHERWISE BY BACKFORM LEFT IN PLACE

REF STD SPEC SEC 8-14

City of Seattle
NOT TO SCALE
SIDEWALK WITH MONOLITHIC CURB
NOTES:
1. TWO CURB RAMPS SHALL BE INSTALLED AT EACH CORNER UNLESS DIRECTED OTHERWISE BY SDOT. SEE STD PLAN NO 422b.
2. CURB RAMPS SHALL BE CONSTRUCTED WITH COMPANION RAMPS ON OPPOSITE SIDES OF THE STREET UNLESS DIRECTED OTHERWISE BY SDOT.
3. WHERE CURB IS INSTALLED AT A LOCATION WITH NO SIDEWALK, CURB SHALL BE DEPRESSED FOR FUTURE CURB RAMP INSTALLATION.
4. TYPE 422a CURB RAMP SHALL BE USED. HOWEVER IF NOT FEASIBLE, THEN TYPE 422b CURB RAMP MAY BE INSTALLED WITH THE APPROVAL OF SDOT.
5. NEW PAVEMENT SHALL BE BLOCKED OUT FULL DEPTH. EXISTING PAVEMENT SHALL BE REMOVED AT THE FACE OF THE CURB.
6. MIN DISTANCE BETWEEN ADJACENT CURB RAMPS SHOULD BE 3' - 0". 
7. CURB RAMPS SHALL BE ISOLATED FROM ALL OTHER CONCRETE BY THROUGH JOINTS.
9. ADDITIONAL SIDEWALK PAVING MAY BE NECESSARY IN THE PLANTING STRIP OR AT THE BACK OF SIDEWALK TO ACCOMODATE ACCESS TO THE RAMP. A MINIMUM 4' - 0" X 4' - 0" 2% GRADE LANDING SHALL BE PROVIDED AT THE TOP OF RAMP ON TYPE 422a.
10. THE SIDEWALK THICKENED EDGE SHALL BE CONTINUED THROUGH BOTH WINGS ON TYPE 422a AND BOTH RAMPS ON TYPE 422b. SEE STD. PLAN NO 420.
11. THE WINGS ON TYPE 422a SHALL HAVE A SLIGHTLY BRUSHED FINISH PARALLEL TO THE CURB.
12. MIN LATERAL CLEARANCE FROM INLETS, POLES, HYDRANTS AND OTHER ABOVE GROUND OBSTACLES SHALL BE 1' - 0" MINIMUM FROM THE SCORED AND THE DETECTABLE WARNING PORTIONS OF THE CURB RAMP.
13. INLETS SHALL BE SO LOCATED THAT GUTTER FLOW DOES NOT FLOW PAST THE CURB RAMP.
15. CURB RAMP SHALL BE PERPENDICULAR TO THE CURB.
16. THE RAMP PORTION OF THE TYPE 422a CURB RAMP SHALL BE WHOLLY CONTAINED WITHIN THE MARKED CROSSING (SEE STD PLAN NO. 422b)

REF STD SPEC SEC 8-14
THE LANDING PORTION OF THE TYPE 422b CURB RAMP SHALL BE WHOLLY CONTAINED WITHIN THE MARKED CROSSING.

SEE STD PLAN NO 422a FOR NOTES

SECTION A-A
CURB MONOLITHIC WITH RAMP. NEW PAVEMENT BLOCKED OUT FULL DEPTH. EXISTING PAVEMENT REMOVED AT FACE OF CURB

SECTION B-B

SEE NOTES 15 & 16

TYPICAL CURB RAMP LOCATIONS

REF STD SPEC SEC 8-14
NOTE:
CONCRETE SHALL
BE 3000 PSI MIN
Φ28 DAYS, STEEL
TROWEL SURFACE
W/ BROOM FINISH

4 BARS Φ1"-6" OC EACH WAY
OR WWF 6X6-W29X29

1/4" SCORE LINE (TYP)

SECTION A-A

SECTION B-B

FLUSH WITH ADJACENT SURFACES ON ALL SIDES

1' CROWN REQUIRED AT SOME SITES

1' CROWN REQUIRED AT SOME SITES

REF STD SPEC SEC 8-14
TREE PIT DIMENSIONAL REQUIREMENTS:
- 24 SQ FT MIN TREE PIT SIZE
- 3'-6" MIN REQ'D BETWEEN TREE & FACE OF CURB
- 2'-0" MIN REQ'D BETWEEN TREE & CONC SIDEWALK
- 5'-0" MIN CONC WALKING SURFACE

NOTE:
INSTALLATIONS REQUIRING LESS THAN STANDARD MIN CLEARANCES SHALL BE ALLOWED ONLY WITH SPECIFIC APPROVAL BY SEATTLE TRANSPORTATION

FOR ADDITIONAL SIDEWALK SCORING REQUIREMENTS SEE STD PLAN NO 420
NOTES:
1. CONCRETE SHALL BE CL 6 (1/2) OR CL 6 (3/4) AT CONTRACTOR'S OPTION
2. ON ARTERIAL STREETS WHERE TRAVELED LANE IS NEXT TO CURB, THIS DISTANCE SHALL BE 5'-0"
3. WHEN EXISTING PARKING METERS ARE TO BE REMOVED FOR NEW DRIVEWAY CONSTRUCTION, CONTACT SDOT A MINIMUM OF 2 WORKING DAYS PRIOR TO SCHEDULED WORK TO COORDINATE REMOVAL OF METER HEADS
4. REF STD PLAN NO 431 FOR CONCRETE DRIVEWAY PLACED WITH SIDEWALK CONSTRUCTION
6. DRIVEWAY WIDTH GREATER THAN 15'-0" SHALL HAVE A TRANSVERSE CONTRACTION JOINT AT OR NEAR CENTER
7. THIS DISTANCE IS 1'-0", HOWEVER ON ARTERIALS AND COMMERCIAL, STREETS WHERE THE LANE OF TRAVEL IS ADJACENT TO CURB THIS DISTANCE SHALL BE 3'-6"

DETAIL B
DRIVEWAY W/ MONOLITHIC CURB & APPROACH
SECTION A–A

NOTES:
1. DRIVeway WIDTH GREATER THAN 15'-0" SHALL HAVE TRANSVERSE CONTRACTION JOINT AT ITS CENTER
2. DRIVeway CONCRETE SHALL BE CLASS 6(3/4) OR 6(1/2) AT CONTRACTORS OPTION
3. SIDEWALK CONCRETE SHALL BE CLASS 5(3/4)

REFERENCES:
STD SPEC SEC 8-14 & 8-19

City of Seattle
NOT TO SCALE
CONCRETE DRIVEWAY PLACED WITH SIDEWALK CONSTRUCTION
NOTES:
1. FLIGHTS OF STAIRS SHOULD BE SHORT (MAX 20 STEPS PER FLIGHT
   BEFORE A LANDING IS REQUIRED)
2. AVOID FEWER THAN 2 STEPS PER FLIGHT
3. STEPS IN FLIGHT MUST HAVE UNIFORM TREAD RUNS AND UNIFORM
   RISER HEIGHTS WITH TOLERANCE OF ± 3/8".
4. TREADS SHALL BE 11" MIN, 12" MAX. RISERS SHALL BE 5" MIN, 7" MAX.
5. LANDINGS BETWEEN FLIGHTS OF STEPS MUST HAVE SAME WIDTH AS STEPS
   AND A MIN LENGTH OF 4'-0".
6. FLIGHTS OF 4 OR MORE STEPS SHALL HAVE HANDRAILS ON BOTH SIDES
7. HANDRAILS SHALL BE CONTINUOUS ACROSS LANDINGS BETWEEN FLIGHTS
   OF STEPS
8. HANDRAILS SHALL BE GALVANIZED AFTER FABRICATION
9. PIPE MATERIAL SHALL BE ASTM A53
10. REINFORCING STEEL SHALL BE ASTM A615 OR 60
11. FOR FORMAL DRAINAGE PICK-UP SEE DETAIL E ON STD PLAN NO. 440b
    (THIS IS OPTIONAL AND MUST BE CALLED OUT ON DRAWINGS)
12. PIPE DIAMETERS SHOWN ARE "NOMINAL" DIAMETERS AS GIVEN IN AMERICAN
    INSTITUTE OF STEEL CONSTRUCTION MANUAL
13. CONCRETE CLASS CL6(3/4)

REF STD SPEC SEC 8-18
NOTES:
1. CEMENT CONCRETE SHALL BE
   CL 6 (3/4") TROWEL FINISH
2. NUMBER OF STEPS SHALL SUIT
   INDIVIDUAL CONDITIONS WITH UNIFORM
   TREAD AND RISER DIMENSIONS
   AS FOLLOWS:
   TREADS SHALL BE 11" MIN - 11'-0" MAX
   RISERS SHALL BE 5" MIN - 7" MAX
3. STEP WIDTH SHALL MATCH WIDTH
   OF EXISTING WALK, BUT SHALL
   BE NO LESS THAN 2'-6" WIDE
4. STEPS WITH 4 OR MORE RISERS
   MUST INCLUDE HANDRAIL
   SEE STD PLAN NO 440
5. REINFORCING STEEL ASTM A 615 GR60
6. TREAD SLOPES OUTWARD @1%
NOTES:
1. RAILING SHALL BE HOT DIP GALVANIZED AFTER FABRICATION
2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO THE GROUND
3. PIPE MATERIAL SHALL CONFORM TO ASTM A 53
4. REINFORCING STEEL ASTM A 615 OR 60
5. IF THE CONCRETE WALK SLOPE IS 5% OR GREATER A GRIPPING HANDRAIL IS REQUIRED
6. PIPE DIAMETERS SHOWN ARE "NOMINAL" DIAMETERS AS GIVEN IN AMERICAN INSTITUTE OF STEEL CONSTRUCTION MANUAL

SECTION A-A

#4 REINFORCING U BAR AT EACH POST SEE DETAIL BELOW

4"16GA GALV STEEL SLEEVE (TYP)

NON-SHRINK GROUT

MOUND FOR DRAINAGE (TYP)

SECTION B-B

DETAIL C

4" 2" STEEL PIPE POST OR 3/4" 2" EXTRA STRONG STEEL PIPE POST

GRIPPING HANDRAIL (1" STEEL PIPE) SEE NOTE 5

SECTION C-C

DETAIL D

4" 2" STD STEEL PIPE POST OR 3/4" 2" EXTRA STRONG STEEL PIPE POST

GRIPPING HANDRAIL (1" STD STEEL PIPE) SEE NOTE 5

DETAIL B

2" STD STEEL PIPE POST OR 3/4" STD STEEL PIPE

GRIPPING HANDRAIL (1" STD STEEL PIPE) SEE NOTE 5

SECTION A-A

OVER 6'-0" TO 7'-9" MAX

2" STD STEEL PIPE - WELDED JOINTS

SEE DETAIL C

TYPICAL AT RAIL ENDS

1 1/2" STD STEEL PIPE

SEE DETAIL B

CW - CONC CL 6 (3/4)

COLD JOINT WHEN NOT CONSTRUCTED INTEGRAL WITH CW (TYP)

COMPACTED SUBGRADE

1'-0"

TOP OF GRIPPING RAIL

CW WIDTH AS SPECIFIED

COMPACTED SUBGRADE

1'-0"

REF STD SPEC SEC 8-14 & 8-18

DETAL A

3'-0"
NOTES:
1. RAILING SHALL BE HOT DIP GALVANIZED AFTER FABRICATION
2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO GRADE
3. PIPE MATERIAL SHALL CONFORM TO ASTM A53
4. REINFORCING STEEL ASTM A615 OR 60
5. IF THE CONCRETE WALK SLOPE IS 5% OR GREATER A GRIPPING HANDRAIL IS REQUIRED
6. PIPE DIAMETERS SHOWN ARE "NOMINAL" DIAMETERS AS GIVEN IN AMERICAN INSTITUTE OF STEEL CONSTRUCTION MANUAL
ROLL FORMED SECTIONS

MEMBER

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<th>BRACE RAIL &amp; TOP RAIL</th>
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MEMBER

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NOTES:
1. ALL CONCRETE POST BASES SHALL BE 10" MINIMUM DIAMETER, CL 5 (1/2")
2. POSTS SHALL BE SPACED AT 10'-0" MAXIMUM INTERVALS UNLESS OTHERWISE DIRECTED BY THE ENGINEER
3. TOP OR BOTTOM TENSION WIRE SHALL BE PLACED WITHIN THE LIMITS OF THE FIRST FULL FABRIC WEAVE
4. THE ILLUSTRATIVE DETAIL SHOWN HEREIN SHALL NOT BE CONSTRUED AS LIMITING TO HARDWARE DESIGN OR POST SELECTION FOR ANY PARTICULAR FENCE TYPE
5. CONCRETE OR GROUT AROUND POST AT GROUND LINE SHALL BE MOUNDED FOR DRAINAGE

REF STD SPEC SEC 8-12

City of Seattle

NOT TO SCALE

CHAIN LINK FENCE
NOTES:
1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG TOP EDGE FOR TYPES 1&3 CHAIN LINK FENCE INSTALLATIONS
2. MINIMUM POST LENGTH:
   TYPES 1&3: 8'-8"
   TYPES 4&6: 5'-6"
3. CONCRETE OR GROUT AROUND POST AT GROUND LINE SHALL BE MOUNDED FOR DRAINAGE
NOTE:
1. IF THE SLOPE OF THE TEMPORARY CROSSING IS 5% OR GREATER, A GRIPPING HANDRAIL SHALL BE ADDED THAT COMPLIES WITH ADA STANDARDS
2. ENDS OF THE TEMPORARY CROSSING SHALL BE SLOPED TO ALLOW ADA ACCESS
3. SURFACE OF WALKWAY SHALL BE SKID RESISTANT

SECTION A-A

TABLE

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<th>BRIDGE LENGTH</th>
<th>PLANK SIZE</th>
<th>NAIL SIZE</th>
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<tr>
<td>10'-0&quot; OR LESS</td>
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<td>3&quot;x12&quot;</td>
<td>40 PENNY</td>
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<tr>
<td>15'-0&quot; TO 20'-0&quot;</td>
<td>4&quot;x12&quot;</td>
<td>60 PENNY</td>
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LUMBER: DOUGLAS FIR #2 OR BETTER
POSTS & RAILS 4x4
PLANKS ~ ROUGH