

CONSULTANT

PROJECT NUMBER: Clark County Elections Office TI

*1408 FRANKLIN ST* VANCOUVER, WA 98660

SHEET TITLE: **PUBLIC** STREET **DETAILS** 

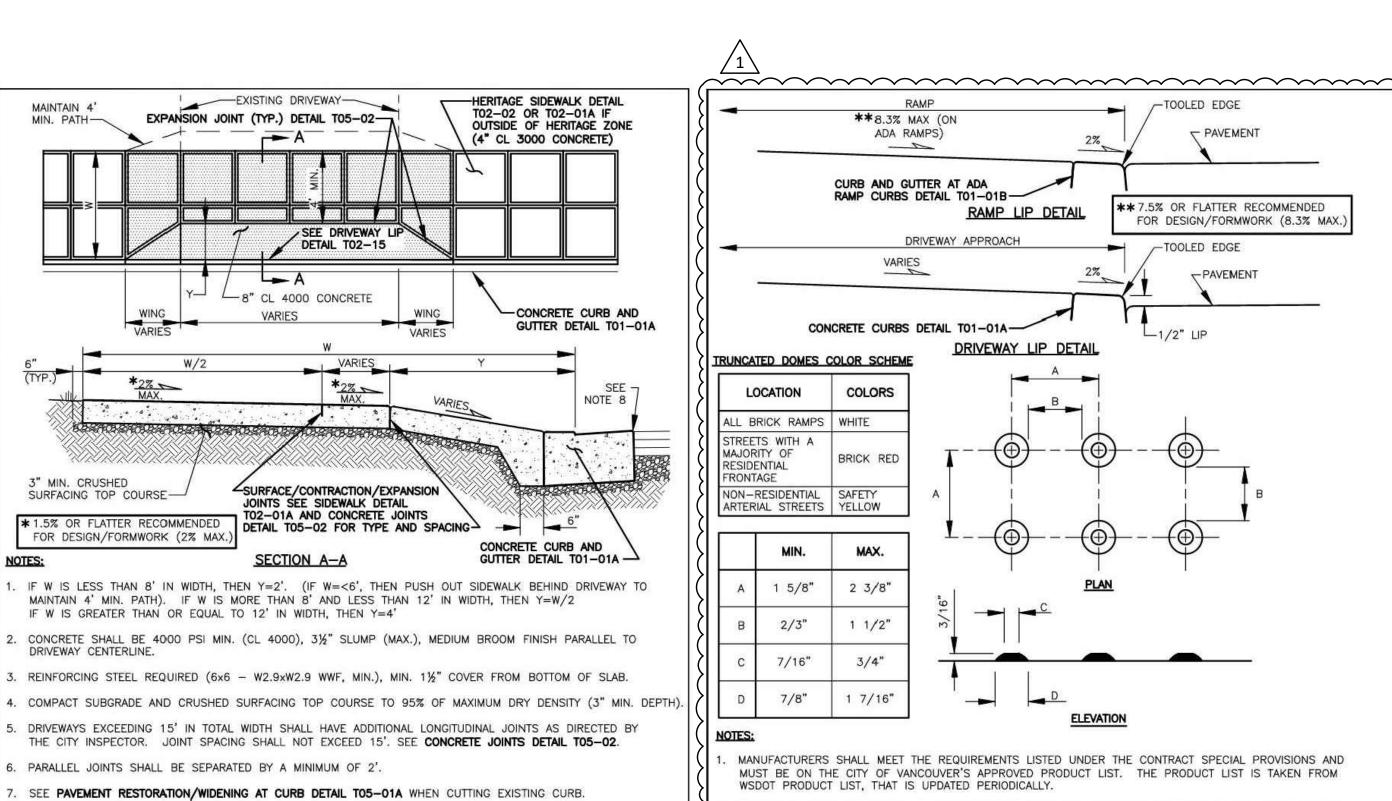
DRAWN BY: DATE ISSUED: REVIEW SET PERMIT SET

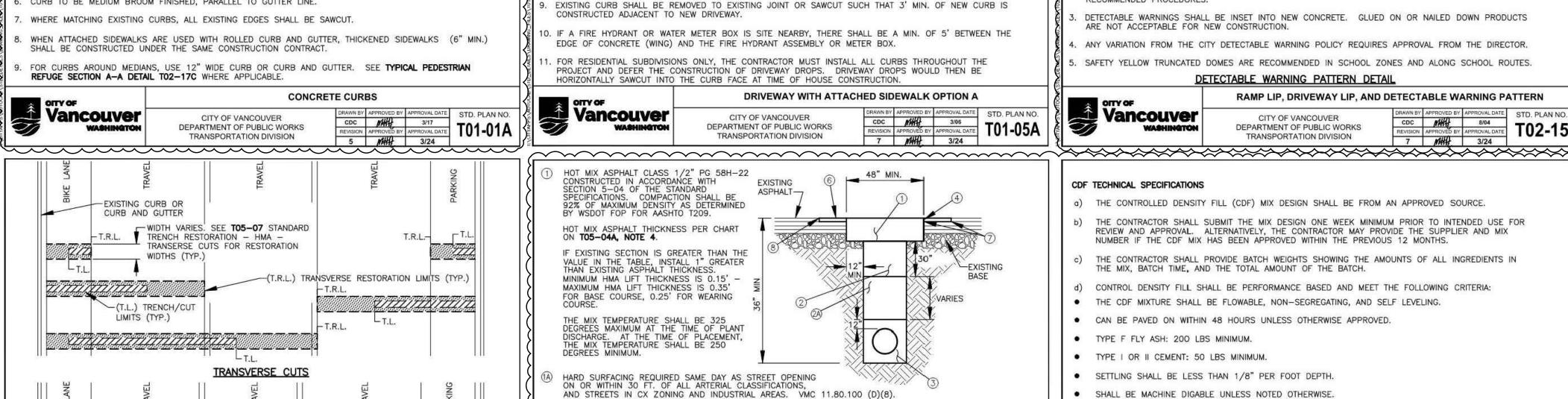
05/03/24 ADDENDUM #1 06/20/24

KDB/JDB

04/15/24







ALL EXISTING EDGES SHALL BE SAWCUT.

SEE SIDEWALK DETAILS

COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% MAXIMUM DRY DENSITY (3" MIN. DEPTH).

LONGITUDINAL CUTS

APPLIES TO ARTERIALS, COLLECTOR ARTERIALS, INDUSTRIAL STREETS AND STREETS IN THE CX ZONE. IT WILL BE REQUIRED ON RESIDENTIAL STREETS WITH A PCI LESS THAN 50 OR GREATER THAN 70 OR AS DIRECTED BY THE

AREAS OUTSIDE OF T-CUT OF TRENCH OR OTHER STREET CUTS SHALL BE PLANED AND PAVED TO NEAREST LANE

PAVEMENT RESTORATION LIMITS

LINE REGARDLESS OF WHERE CUT FALLS WITHIN THE LANE. DEPTH OF PLANE AND INLAY TO MATCH DEPTH OF

THE RESTORATION REQUIREMENTS SHOWN ARE MINIMUMS. ADDITIONAL RESTORATION MAY BE REQUIRED BY THE

EXISTING TOP LIFT PLUS 1/4". DEPTH TO BE NO LESS THAN 0.25' OR AS DIRECTED BY ENGINEER.

ENGINEER. FULL DEPTH REMOVAL AND REPLACEMENT OF ACP IN LIEU OF GRIND MAY BE ALLOWED PER

. NO REMNANT ASPHALT 4' OR LESS PER NOTE 5 ON STANDARD TRENCH RESTORATION - NOTES T05-04A.

CITY OF VANCOUVER

DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

ROLLED CURB AND GUTTER

BULBS ROAD MODIFICATION REQUIRED FOR OTHER USES.

CURB AND GUTTER AT DRIVEWAY DROP

4 4

世[18]

FLAT CURB EDGE DETAIL FOR NARROW

ALLEY WAYS

(SEE DETAILS T10-25A AND T10-25B)

Participation of the Control of the

varantaan kantuuri k

T.L.¬

DRAWN BY APPROVED BY APPROVAL DATE

CDC 8/08

REVISION APPROVED BY APPROVAL DATE

T05-01B

LT.L.

FOR ADDITIONAL

INFORMATION —

SEE NOTE 5 (TYP.)

-SEE NOTE 3

-3" MIN. DEPTH CRUSHED

SURFACING TOP COURSE

TYPE E-1 CURE

TYPE A-1 CURB AND GUTTER

CONCRETE CURBS SHALL BE 3000 PSI MIN.

(CL 3000), 3-1/2" SLUMP (MAX.), DRIVEWAY

OPENINGS SHALL BE 4000 PSI MIN. (CL 4000).

CURBS ADJACENT TO PAVEMENT OR SIDEWALK SHALL

HAVE EXPANSION AND/OR CONSTRUCTION JOINTS TO

MATCH EXISTING PATTERNS. 3/8" EXPANSION JOINTS SHALL BE PLACED ON BOTH SIDES OF CATCH BASINS,

AT TOPS OF DRIVEWAYS, ALL CHANGES IN DIRECTION, AND AS DIRECTED BY THE INSPECTOR. CONTRACTION

JOINTS TO BE PLACED AT 15' MAXIMUM SPACING.

A 1/2" TOOLED EDGE, SEE RAMP LIP, DRIVEWAY LIP AND DETECTABLE WARNING PATTERN DETAIL TO2-15.

-R.L. - RESTORATION

-FXISTING CURB OR

CURB AND GUTTER

LIMIT (TYP.)

DIRECTION OF ENGINEER.

Vancouver

SEE PAVEMENT RESTORATION/WIDENING AT CURBS DETAIL TO5-01A

6. CURB TO BE MEDIUM BROOM FINISHED, PARALLEL TO GUTTER LINE.

3. FOR CURB DROPS AT DRIVEWAYS 1/2" LIP WITH

(TYP. ALL CURB DETAILS)

BACKFILL SHALL CONSIST OF CONTROL DENSITY FILL (CDF), SEE T05-06B FOR CDF TECHNICAL SPECIFICATIONS. GRANULAR BACKFILL MAY BE USE IN LIEU OF CDF IN TRENCHES IF APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TESTING OF THE TOP 30" OF GRANULAR BACKFILL WILL BE REQUIRED AS PER STANDARD TRENCH RESTORATION TO5-04A (6) AND TO5-05 (2).

DENSITY TESTING SHALL BE PERFORMED BY A LAB PRE-APPROVED BY THE CITY'S CONSTRUCTION DIVISION WITH THE RESULTS BEING SUPPLIED TO THE ENGINEER.

TRENCH ZONE - GRANULAR BACKFILL AS APPROVED BY LOCAL AGENCY OR WSDOT SPECIFICATION SECTION 9-03.14 FOR SELECT BORROW. COMPACT TO 95% OF MAXIMUM DENSITY IN THE TRENCH ZONE USING METHOD C COMPACTION PER SECTION 2-03.3 (14). CDF MAY BE USED IN LIEU OF GRANULAR BACKFILL. NATIVE MATERIAL MAY BE USED IF APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.

## PIPE 8 IN. OR MORE = PIPE O.D. +2 FT. OR AS DIRECTED BY THE ENGINEER PIPE 6 IN. OR LESS = PIPE O.D. +1 FT. OR AS DIRECTED BY THE ENGINEER

PIPE BEDDING AND PIPE ZONE BACKFILL MATERIALS SHALL BE PER UTILITY OWNERS AND/OR CITY SPECIFICATIONS. DEPTH OF COVER MAY BE ADJUSTED PER UTILITY OWNERS, AND/OR CITY SPECIFICATIONS. 90% COMPACTION PER SECTION 7-08.3(I)C OF THE STANDARD SPECIFICATIONS.

THE EXISTING ROAD SURFACE SHALL BE CUT IN A NEAT LINE PRIOR TO PAVEMENT REPLACEMENT BY SAWCUTTING, WHEEL CUTTER, OR PLANING EQUIPMENT. THIS WILL BE REQUIRED AROUND THE PERIMETER OF ALL EXCAVATIONS TO PROVIDE CLEAN, STRAIGHT, VERTICAL SIDES. THE CUT LINE SHALL BE ONE CONTINUOUS, FULL ASPHALT DEPTH, STRAIGHT LINE 1FT FROM THE OUTER EXCAVATION LIMITS OR OF ANY SLOUGHING OF THE STREET CUT.

ALL STREET CUTS SHALL BE 12" MIN. FROM EXISTING CURB TO ALLOW FOR CONSTRUCTION OF T-CUT SECTION. REMNANT ASPHALT SHALL BE REMOVED AND REPLACED PER NOTE 5 ON STANDARD TRENCH RESTORATION - NOTES T05-04A.

THE MINIMUM WEARING COURSE WIDTH SHALL BE EXPANDED TO LANE LINES PER STANDARD PLAN TO5-01B PAVEMENT RESTORATION LIMITS, TO5-07 STANDARD TRENCH RESTORATION - HMA - TRANSVERSE CUTS OR AS DIRECTED BY THE ENGINEER.

THE EDGES OF ALL EXISTING ASPHALT SURFACES SHALL BE CLEANED AND A TACK COAT SHALL BE APPLIED PER SECTION 5-04 OF THE STANDARD SPECIFICATIONS. ALL JOINTS SHALL BE SEALED USING HEATED PAVING ASPHALT AND SANDED SAME DAY AS PAVING.

Vancouver WASHINGTON	STANDARD TRENCH RESTORATION - HMA - CONTROLLED DENSITY FILL					
	CITY OF VANCOUVER DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION	DRAWN BY	APPROVED BY	APPROVAL DATE	ROVAL DATE STD. PLAN NO.	
		CDC	MHH	8/04	T05-06A	
		REVISION	APPROVED BY	APPROVAL DATE		
		7	MHH	3/24		



CDF TECHNICAL SPECIFICATIONS

RECOMMENDED PROCEDURES.

ARE NOT ACCEPTABLE FOR NEW CONSTRUCTION.

- a) THE CONTROLLED DENSITY FILL (CDF) MIX DESIGN SHALL BE FROM AN APPROVED SOURCE.
- THE CONTRACTOR SHALL SUBMIT THE MIX DESIGN ONE WEEK MINIMUM PRIOR TO INTENDED USE FOR REVIEW AND APPROVAL. ALTERNATIVELY, THE CONTRACTOR MAY PROVIDE THE SUPPLIER AND MIX NUMBER IF THE CDF MIX HAS BEEN APPROVED WITHIN THE PREVIOUS 12 MONTHS.

DETECTABLE WARNINGS SHALL BE MANUFACTURED USING THE MATERIALS SPECIFIED ON THE PLAN SHEETS

DETECTABLE WARNINGS SHALL BE INSET INTO NEW CONCRETE. GLUED ON OR NAILED DOWN PRODUCTS

ANY VARIATION FROM THE CITY DETECTABLE WARNING POLICY REQUIRES APPROVAL FROM THE DIRECTOR.

SAFETY YELLOW TRUNCATED DOMES ARE RECOMMENDED IN SCHOOL ZONES AND ALONG SCHOOL ROUTES.

RAMP LIP, DRIVEWAY LIP, AND DETECTABLE WARNING PATTERN

ETECTABLE WARNING PATTERN DETAIL

CITY OF VANCOUVER

DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

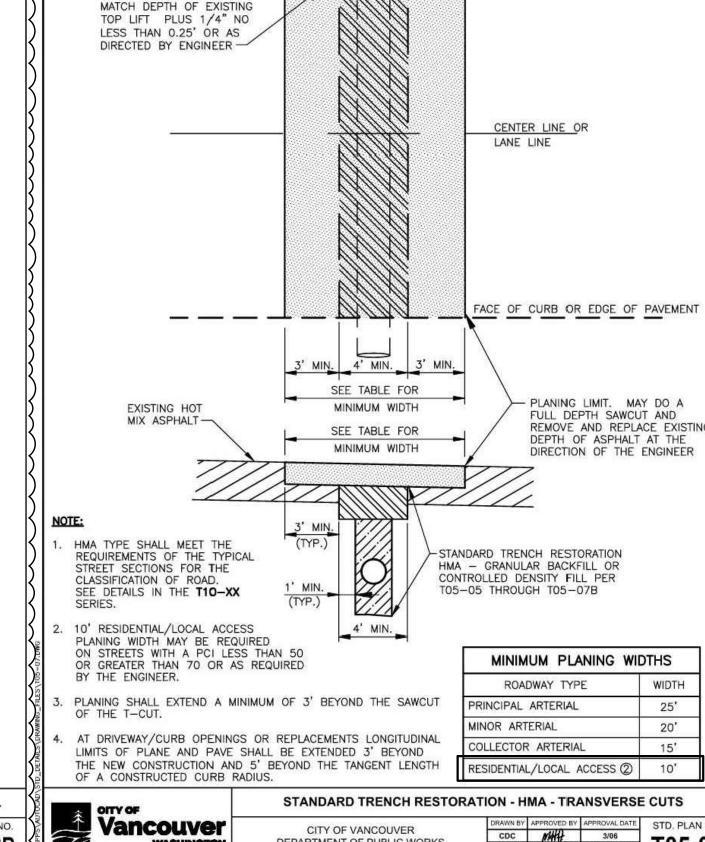
WITH THE DOME DIMENSIONS AND SPACING SHOWN AND INSTALLED PER THE MANUFACTURER'S

─ PAVEMENT

PAVEMENT

- THE CONTRACTOR SHALL PROVIDE BATCH WEIGHTS SHOWING THE AMOUNTS OF ALL INGREDIENTS IN THE MIX, BATCH TIME, AND THE TOTAL AMOUNT OF THE BATCH.
- d) CONTROL DENSITY FILL SHALL BE PERFORMANCE BASED AND MEET THE FOLLOWING CRITERIA:
- THE CDF MIXTURE SHALL BE FLOWABLE, NON-SEGREGATING, AND SELF LEVELING.
- CAN BE PAVED ON WITHIN 48 HOURS UNLESS OTHERWISE APPROVED.
- TYPE F FLY ASH: 200 LBS MINIMUM.
- TYPE I OR II CEMENT: 50 LBS MINIMUM.
- SETTLING SHALL BE LESS THAN 1/8" PER FOOT DEPTH.
- SHALL BE MACHINE DIGABLE UNLESS NOTED OTHERWISE.
- FINE AGGREGATE (LESS THAN 3/8") SHALL BE USED UNLESS OTHERWISE APPROVED.
- CONCRETE UNIT WEIGHT SHALL BE 100 PCF MINIMUM.
- COMPRESSIVE 28 DAY STRENGTHS FROM MIN. 50 PSI TO MAX. 150 PSI.
- CDF SHALL NOT BE PLACED ON FROZEN GROUND. CDF PATCHING, MIXING AND PLACING MAY BE STARTED IF WEATHER CONDITIONS ARE FAVORABLE, WHEN THE TEMPERATURE IS AT 34-DEGREES I AND RISING. AT THE TIME OF PLACEMENT, CDF MUST HAVE A TEMPERATURE OF AT LEAST 40-DEGREES F. MIXING AND PLACING SHALL STOP WHEN THE TEMPERATURE IS 38 DEGREES F OR LESS AND FALLING. EACH FILLING STAGE SHALL BE AS CONTINUOUS AN OPERATION AS
- TRENCH SECTIONS TO BE FILLED WITH CDF SHALL BE CONTAINED AT EITHER END OF THE TRENCH SECTION BY BULKHEADS OR EARTH FILL.
- DURING CDF CURE TIME, THE CONTRACTOR SHALL INSTALL STEEL STREET PLATES OR OTHER PROTECTIVE DEVICES WHICH WILL ALLOW FOR THE PASSAGE AND SAFETY OF TRAFFIC WITH NO LOAD
- CONTRACTOR SHALL ALLOW FOR A MINIMUM 48 HOUR CURE TIME FOR CDF PRIOR TO PLACING
- 30-INCH DEPTH OF CDF MAY BE REDUCED WITH ENGINEER'S APPROVAL IF CONFLICTING WITH PIPE ZONE BACKFILL.





CITY OF VANCOUVER

DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

PLANE AND PAVE.

FACE OF CURB OR EDGE OF PAVEMENT

PLANING LIMIT. MAY DO A

FULL DEPTH SAWCUT AND

DEPTH OF ASPHALT AT THE

DIRECTION OF THE ENGINEER

REMOVE AND REPLACE EXISTING

WIDTH

20'

CDC MHL 3/06

EPIVISION APPROVED BY APPROVAL DATE

T05-07

LRS Architects, Inc. © 2024