GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION METHODS SHALL BE IN CONFORMANCE WITH THE CITY OF BATTLE GROUND STANDARDS AND SPECIFICATIONS AND THE "LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE & MUNICIPAL CONSTRUCTION" AS PREPARED BY WSDOT AND THE WASHINGTON STATE CHAPTER OF THE APWA.

2. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR TWO WORKING DAYS PRIOR TO THE START OF CONSTRUCTION. APPROVAL OF THE CONSTRUCTION WILL BE BY THE CITY PUBLIC WORKS DEPARTMENT.

3. APPROVED TRAFFIC CONTROL PLAN WILL BE REQUIRED PRIOR TO THE START OF CONSTRUCTION WITHIN A CITY OR COUNTY RIGHT-OF-WAY.

4. COMPACTION SHALL BE AS FOLLOWS:
   - SUBGRADE SHALL BE COMPACTED TO A DEPTH OF 6" AT 95% OF THE RELATIVE DRY DENSITY.
   - ASPHALT CONCRETE SHALL BE COMPACTED TO 91% OF THE MAXIMUM RELATIVE DENSITY.
   - CRUSHED ROCK SHALL BE COMPACTED TO 95% STANDARD DENSITY.

5. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE COST OF THE STREET LIGHT INSTALLATION.

6. MAIL BOXES SHALL HAVE 18" MINIMUM CLEARANCE FROM FACE OF THE CURB.

7. A PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED WITH THE CITY PRIOR TO BEGINNING OF CONSTRUCTION.

8. PRIOR TO THE CONSTRUCTION OF ANY SIDEWALKS OR CURBS OR ANY REPLACEMENT THEREOF SHALL APPLY FOR A RIGHT-OF-WAY PERMIT, AS REQUIRED PER BATTLE GROUND MUNICIPAL CODE 12.118.

TRANSPORTATION GENERAL NOTES					PLAN #
THE CITY OF BATTLE GROUND	CITY OF BATTLE GROUND APPROVED 5/30/08 CITY ENGINEER DATE	REVISIONS:	DATE:	DRAWN:	DESIGNED:
		1	5/30/08	JMH	MCH
					TR-1.00

GENERAL NOTES

SIGNING GENERAL NOTES:

1. SIGNS SHALL BE MADE OF VIP GRADE REFLECTIVE SHEETING.
2. SIZING AND MATERIALS OF SIGNS SHALL BE PER THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

STRIPNG GENERAL NOTES:

1. ALL PERMANENT STRIPING SHALL BE THERMOPLASTIC MATERIAL UNLESS INDICATED ON THE PLANS.
2. ALL LONG LANE STRIPING SHALL BE TYPE A OR B MATERIAL PER WSDOT STANDARD SPECIFICATIONS SECTION 9-34.
3. TURN ARROWS, CROSSWALKS, STOP BARS, TRAFFIC CALMING MARKINGS, AND BIKE SYMBOLS SHALL BE TYPE B MATERIAL PER WSDOT STANDARD SPECIFICATIONS SECTION 9-34.
4. PERMANENT STRIPING ON ACTIVE ROADS SHALL BE WITHIN 24-HOURS OF ASPHALT LIFT, WEATHER PERMITTING. TEMPORARY STRIPING MUST BE INSTALLED IN THIS TIME FRAME ON MAJOR ROADS IF PERMANENT STRIPING CAN NOT BE INSTALLED WITHIN THIS 24-HOUR PERIOD.
5. TYPE A THERMOPLASTIC MATERIAL MAY ONLY BE USED WHEN THE TEMPERATURE IS 55° OR GREATER.
6. REMOVAL OF STRIPING SHALL BE WITH AN ABRASION METHOD.

SIGNING & STRIPING GENERAL NOTES:

1. ALL SIGNING AND STRIPING TO BE INSTALLED PER THE LATEST EDITION OF THE MUTCD.
2. STREET SIGNS SHALL BE FURNISHED AND INSTALLED BY THE DEVELOPER/CONTRACTOR.
3. HYDRANT MARKERS, INLET STENCIL, AND STORM POND SIGNING SHALL BE INSTALLED PER APPLICABLE DETAILS.

N.T.S.

SIGNING & STRIPING GENERAL NOTES					PLAN #
THE CITY OF BATTLE GROUND	CITY OF BATTLE GROUND APPROVED 5/30/08 CITY ENGINEER DATE	REVISIONS:	DATE:	DRAWN:	DESIGNED:	TR-1.01
		1	1/31/08	JMH	MCH	
		2	5/30/08	JMH	MCH	

GENERAL NOTES

SIGNING GENERAL NOTES:

1. SIGNS SHALL BE MADE OF VIP GRADE REFLECTIVE SHEETING.
2. SIZING AND MATERIALS OF SIGNS SHALL BE PER THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

STRIPNG GENERAL NOTES:

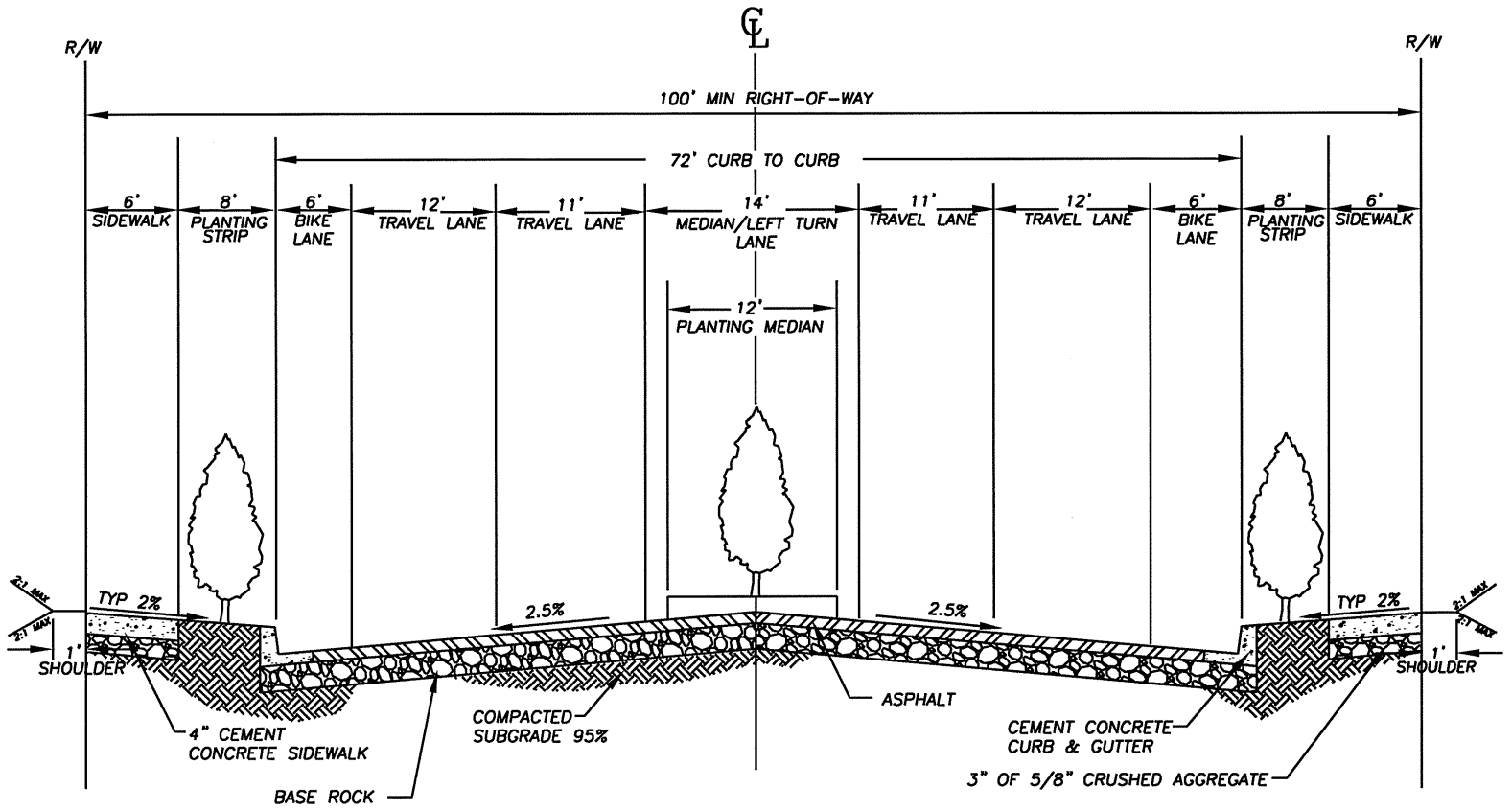
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2. ALL LONG LANE STRIPING SHALL BE TYPE A OR B MATERIAL PER WSDOT STANDARD SPECIFICATIONS SECTION 9-34.
3. TURN ARROWS, CROSSWALKS, STOP BARS, TRAFFIC CALMING MARKINGS, AND BIKE SYMBOLS SHALL BE TYPE B MATERIAL PER WSDOT STANDARD SPECIFICATIONS SECTION 9-34.
4. PERMANENT STRIPING ON ACTIVE ROADS SHALL BE WITHIN 24-HOURS OF ASPHALT LIFT, WEATHER PERMITTING. TEMPORARY STRIPING MUST BE INSTALLED IN THIS TIME FRAME ON MAJOR ROADS IF PERMANENT STRIPING CAN NOT BE INSTALLED WITHIN THIS 24-HOUR PERIOD.
5. TYPE A THERMOPLASTIC MATERIAL MAY ONLY BE USED WHEN THE TEMPERATURE IS 55° OR GREATER.
6. REMOVAL OF STRIPING SHALL BE WITH AN ABRASION METHOD.

SIGNING & STRIPING GENERAL NOTES:

1. ALL SIGNING AND STRIPING TO BE INSTALLED PER THE LATEST EDITION OF THE MUTCD.
2. STREET SIGNS SHALL BE FURNISHED AND INSTALLED BY THE DEVELOPER/CONTRACTOR.
3. HYDRANT MARKERS, INLET STENCIL, AND STORM POND SIGNING SHALL BE INSTALLED PER APPLICABLE DETAILS.

N.T.S.

SIGNING & STRIPING GENERAL NOTES					PLAN #
THE CITY OF BATTLE GROUND	CITY OF BATTLE GROUND APPROVED 5/30/08 CITY ENGINEER DATE	REVISIONS:	DATE:	DRAWN:	DESIGNED:	TR-1.01
		1	1/31/08	JMH	MCH	
		2	5/30/08	JMH	MCH	



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 7 INCHES AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 14 INCHES. THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

7. WHEN A MEDIAN IS INSTALLED THE WIDTH IS 12' FROM FACE OF CURB TO FACE OF CURB. YELLOW STRIPING IS TO BE PLACED 1' ON EACH SIDE OF THE CURB.

THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

CITY ENGINEER

5/30/08
DATE

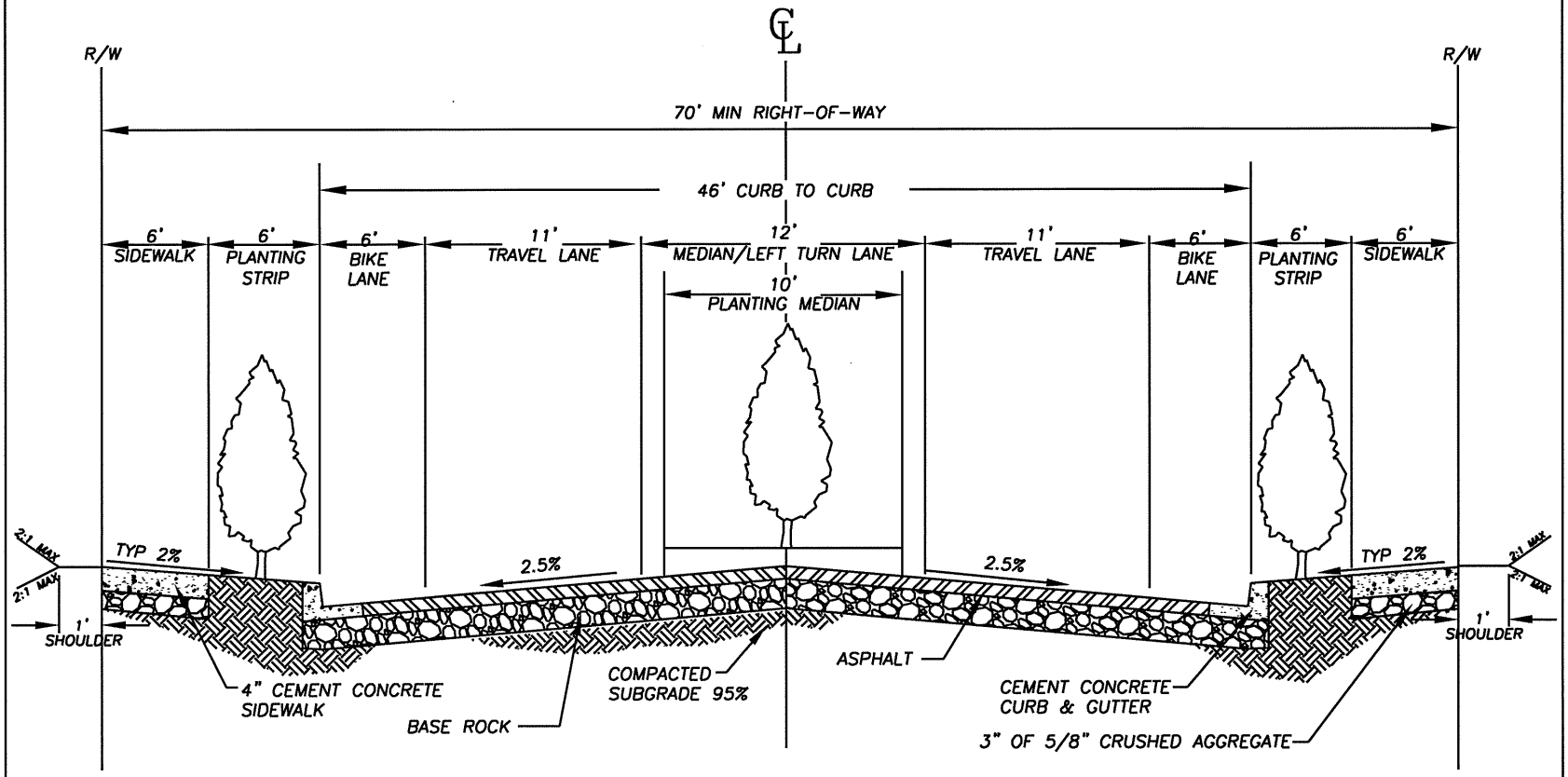
PRINCIPAL ARTERIAL

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	5/30/08	JMH	MCH

PLAN # TR-2.00

N.T.S.

MINOR ARTERIAL



N.T.S.

NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 7 INCHES AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 14 INCHES. THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

7. WHEN A MEDIAN IS INSTALLED THE WIDTH IS 10' FROM FACE OF CURB TO FACE OF CURB. YELLOW STRIPING IS TO BE PLACED 1' ON EACH SIDE OF THE CURB.

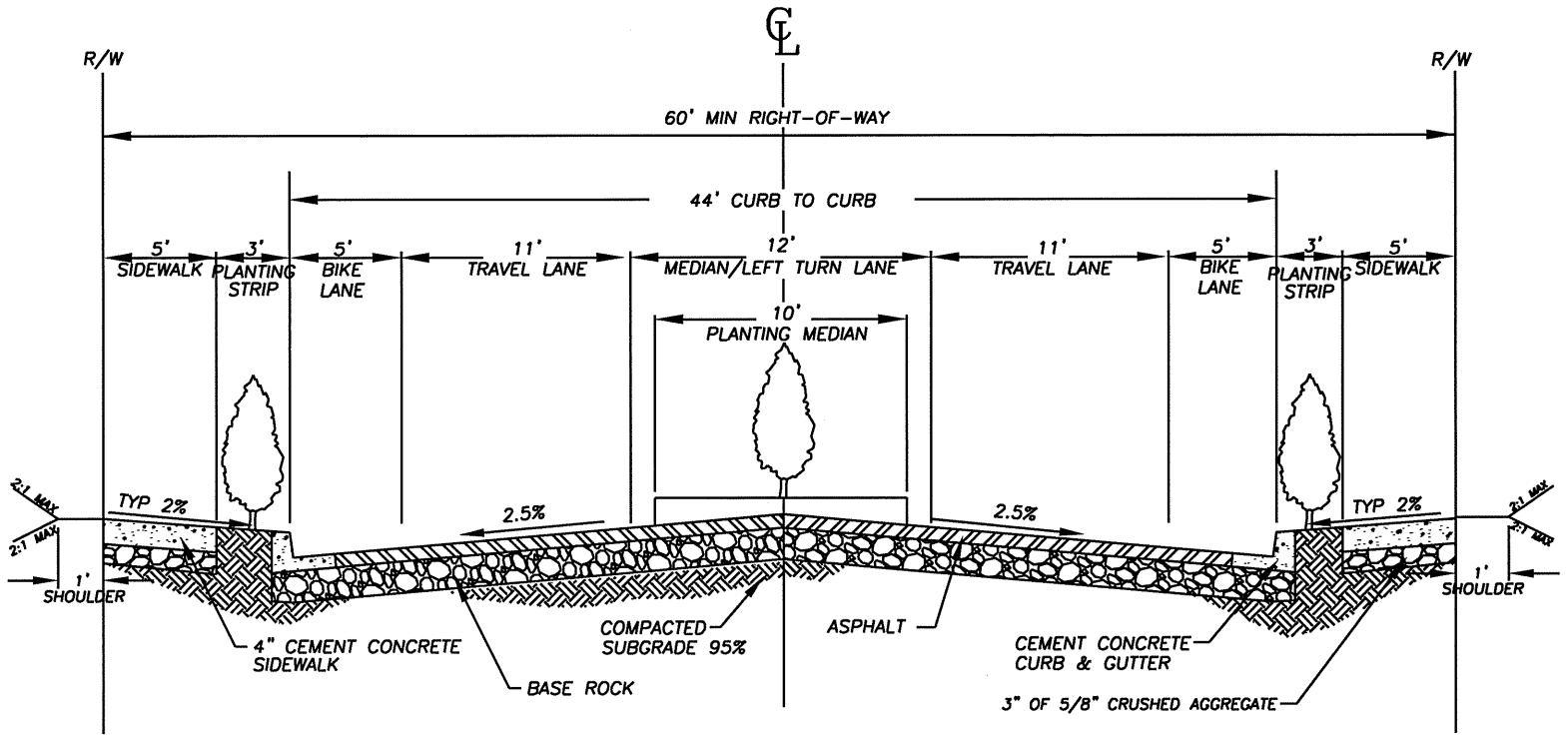
CITY OF BATTLE GROUND
APPROVED

CITY ENGINEER — DATE 6/2/08

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	8/30/05	ALL	MCH
3	6/2/08	MCH	MCH

PLAN # TR-2.01

MINOR ARTERIAL (60' ROW ALTERNATIVE)



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 7 INCHES AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 14 INCHES. THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

7. WHEN A MEDIAN IS INSTALLED THE WIDTH IS 10' FROM FACE OF CURB TO FACE OF CURB. YELLOW STRIPING IS TO BE PLACED 1' ON EACH SIDE OF THE CURB.

8. MAY ONLY BE USED IN AREAS WITH EXISTING RIGHT-OF-WAY AND WHEN APPROVED BY CITY ENGINEER.

CITY OF BATTLE GROUND
APPROVED

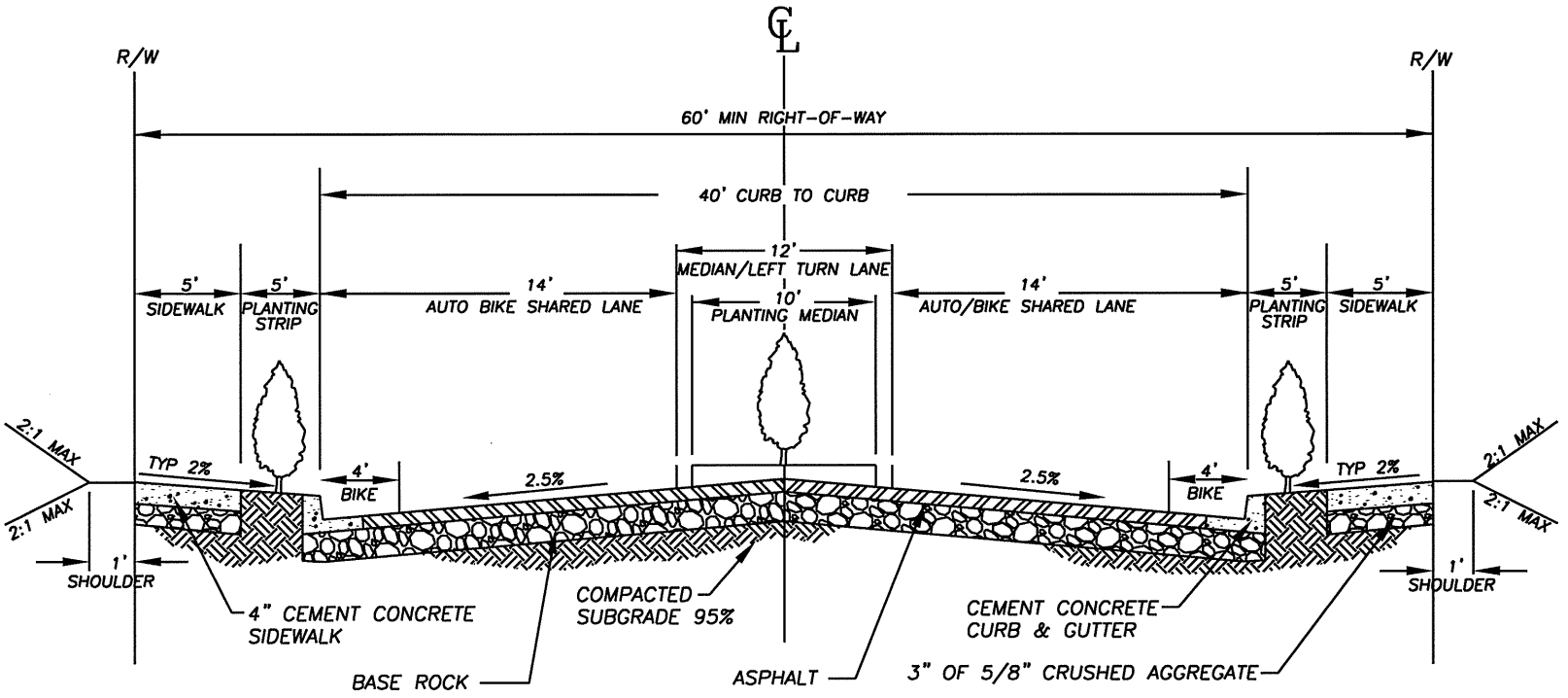
CITY ENGINEER — DATE 6/2/08

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	11/1/07	JMH	MCH
2	6/2/08	JMH	MCH

PLAN # TR-2.02

N.T.S.

MAJOR COLLECTOR



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 14 INCHES. THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

7. WHEN A MEDIAN IS INSTALLED THE WIDTH IS 10' FROM FACE OF CURB TO FACE OF CURB. YELLOW STRIPING IS TO BE PLACED 1' ON EACH SIDE OF THE CURB.

CITY OF BATTLE GROUND
APPROVED

CITY ENGINEER

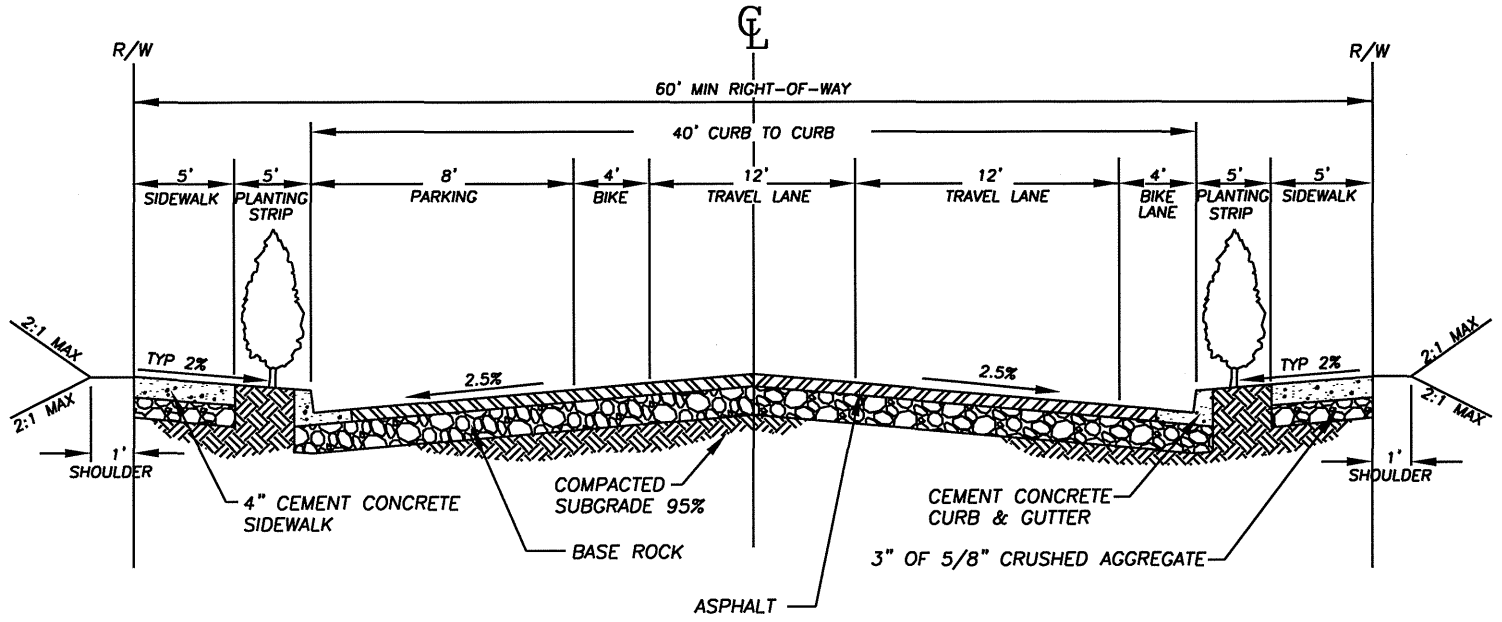
6/2/08
DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	6/2/08	MCH	MCH

PLAN # TR-2.03

N.T.S.

MODIFIED MAJOR COLLECTOR (OPTION "A")



N.T.S.

NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 14 INCHES. THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

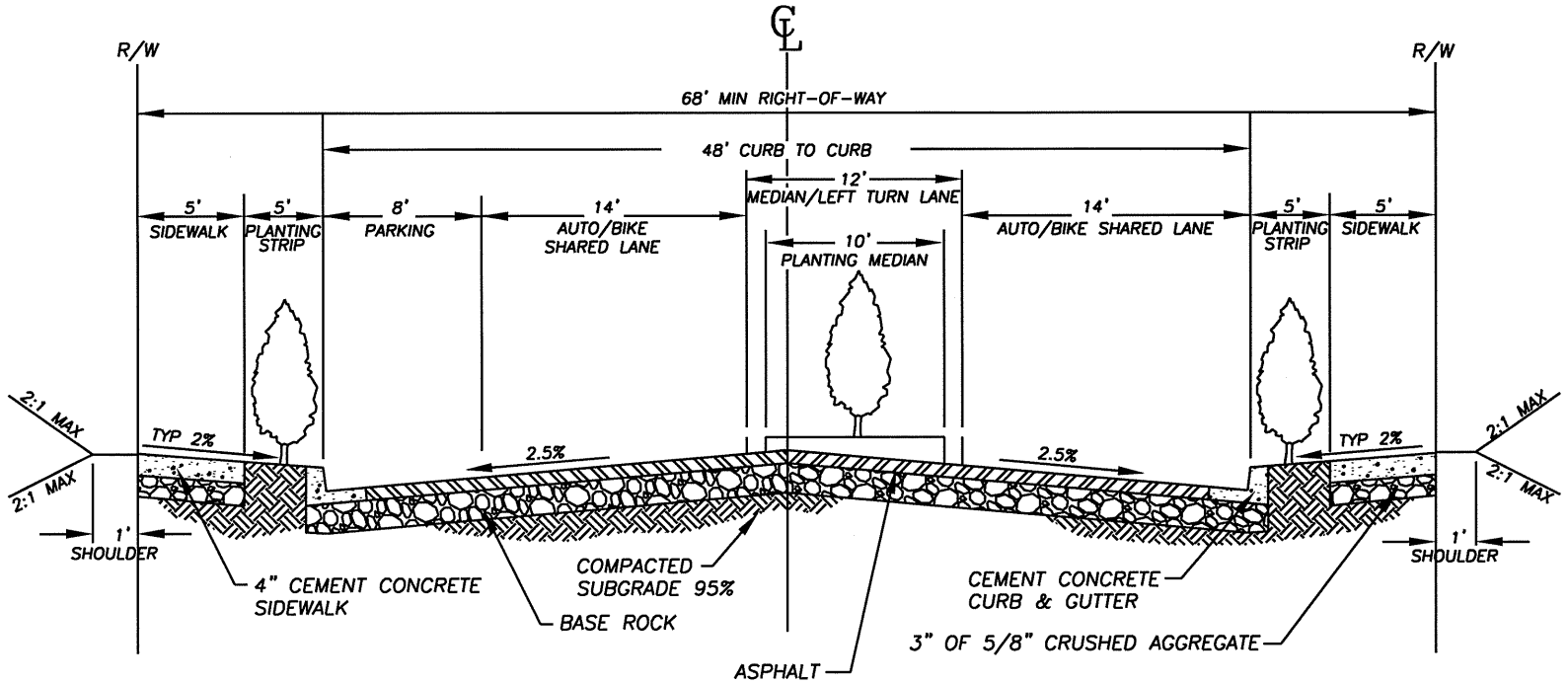
CITY OF BATTLE GROUND
APPROVED

CITY ENGINEER — DATE 6/2/08

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/2/08	JMH	MCH

TR-2.04

MODIFIED MAJOR COLLECTOR (OPTION "B")



N.T.S.

NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 14 INCHES. THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

7. WHEN A MEDIAN IS INSTALLED THE WIDTH IS 10' FROM FACE OF CURB TO FACE OF CURB. YELLOW STRIPING IS TO BE PLACED 1' ON EACH SIDE OF THE CURB.

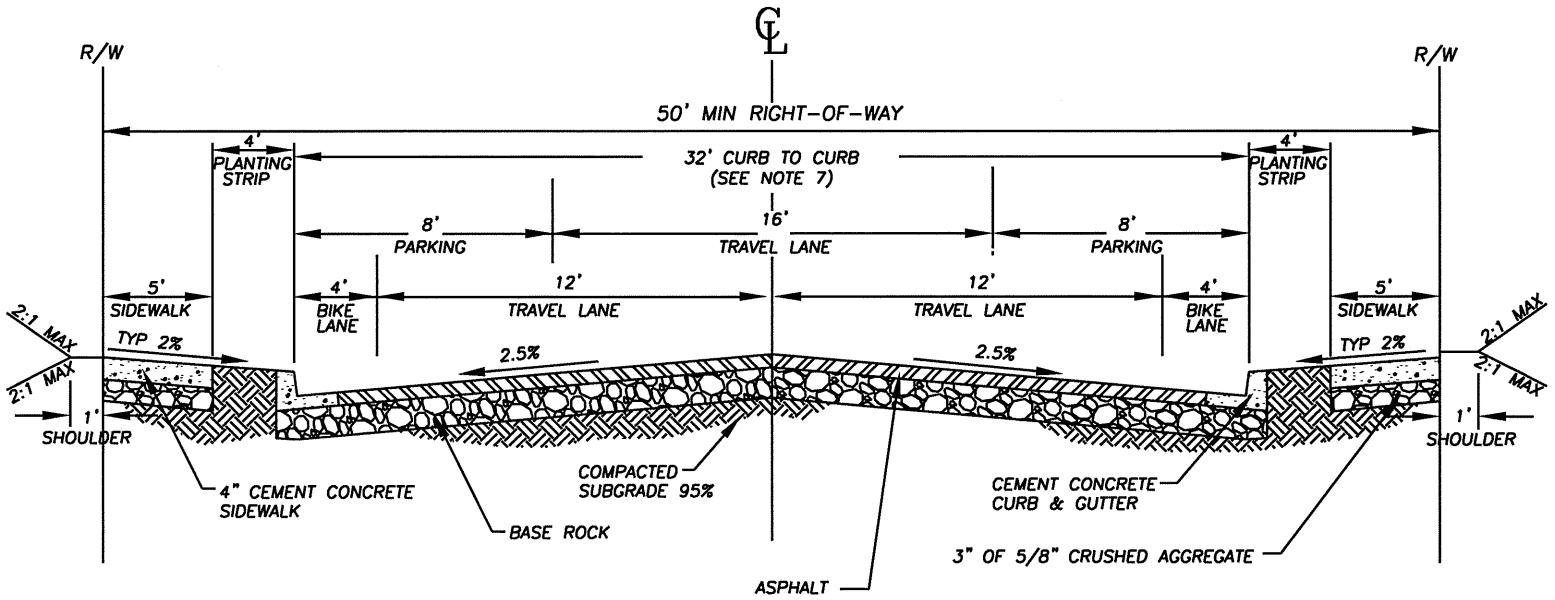
CITY OF BATTLE GROUND
APPROVED

CITY ENGINEER — DATE 6/2/08

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	6/2/08	MCH	MCH

PLAN # TR-2.05

NEIGHBORHOOD COLLECTOR



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 5.4 INCHES (0.45 FEET) AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 12 INCHES (1 FOOT). THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

7. WHEN USING BIKE LANE LAYOUT, BIKE LANES ARE TO BE STRIPED. SEE PLANS FOR LAYOUT TO BE USED.

N.T.S.

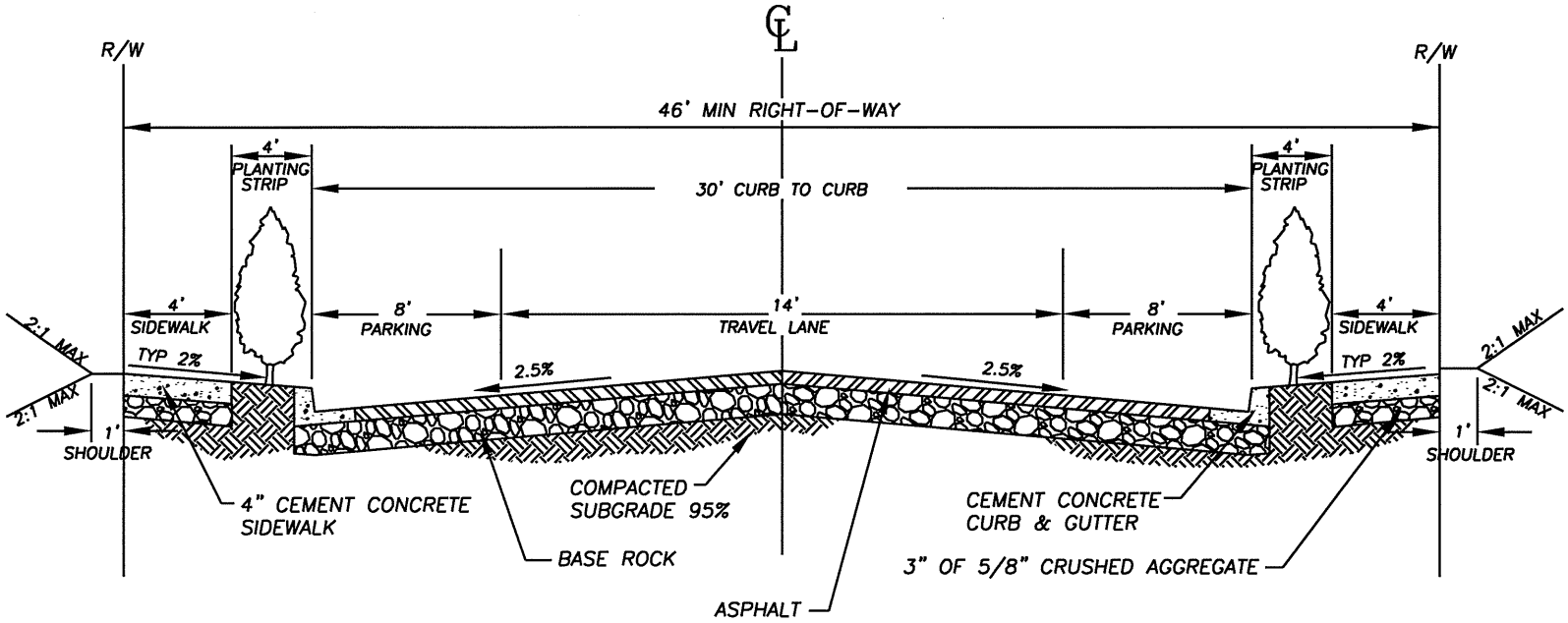
CITY OF BATTLE GROUND
APPROVED

CITY ENGINEER — DATE 6/2/08

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	6/2/08	MCH	MCH

PLAN # TR-2.06

LOCAL A



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 4 INCHES AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 10 INCHES. THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

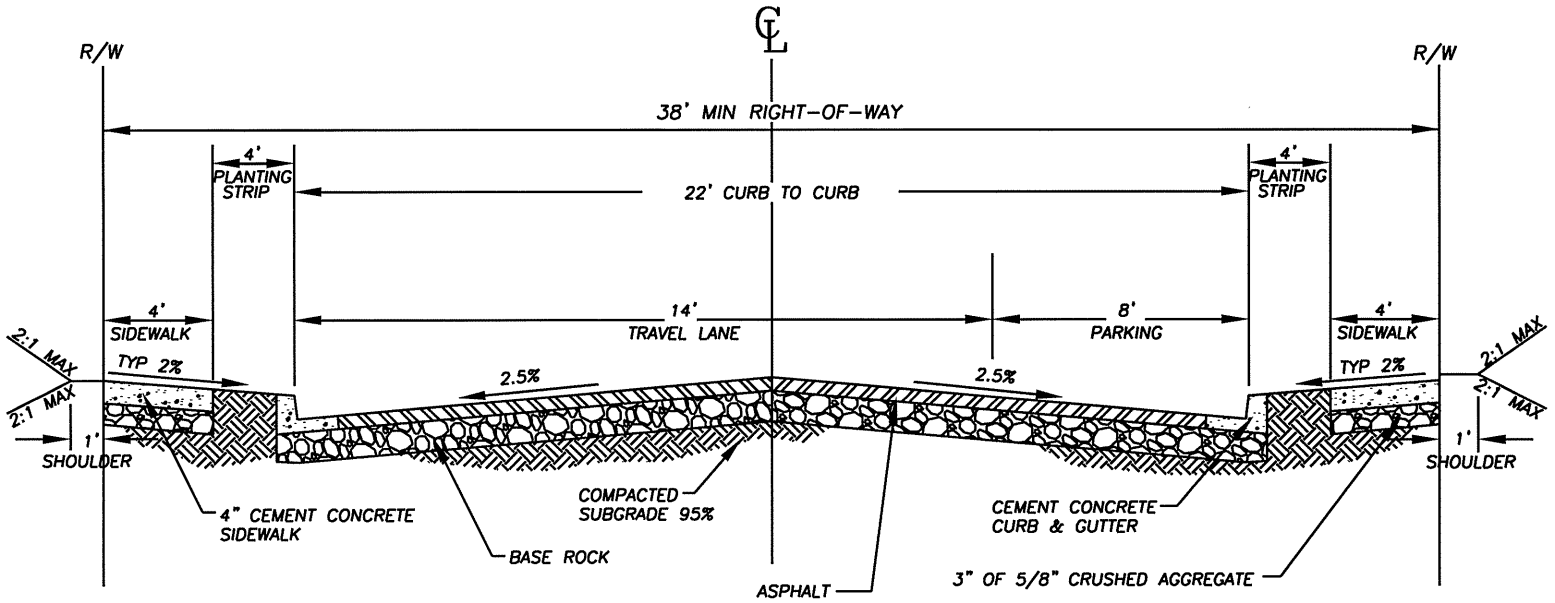
CITY OF BATTLE GROUND
APPROVED

CITY ENGINEER — DATE 6/2/08

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	8/30/05	ALL	MCH
3	6/2/08	JMH	MCH

PLAN # TR-2.07

N.T.S.



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 3.6 INCHES (0.30 FEET) AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 9.6 INCHES (0.80 FEET). THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.

7. NO PARKING SIGNS TO BE INSTALLED ON NO PARKING SIDE OF STREET.

THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

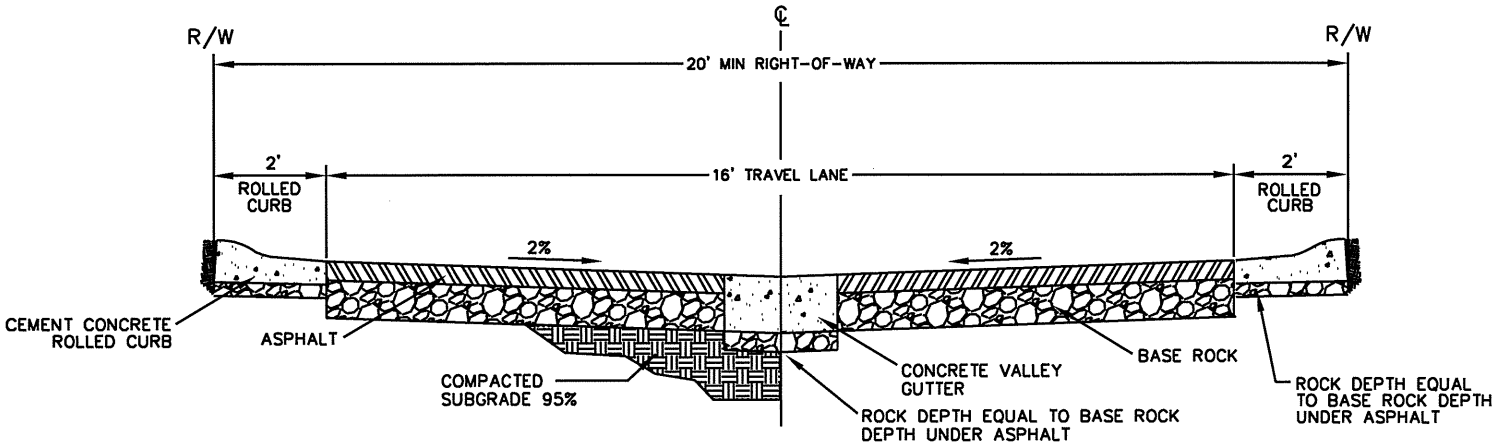
CITY ENGINEER — DATE 6/2/08

LOCAL B

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	8/30/05	ALL	MCH
3	6/2/08	JMH	MCH

PLAN # TR-2.08

N.T.S.



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

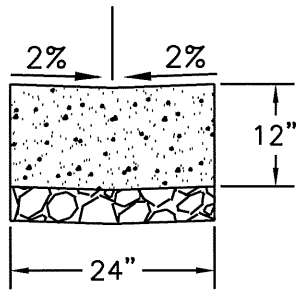
2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 3.6 INCHES (0.30 FEET) AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 9.6 INCHES (0.80 FEET). THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.



VALLEY GUTTER DETAIL

N.T.S.

ALLEY – TWO-WAY

PLAN #

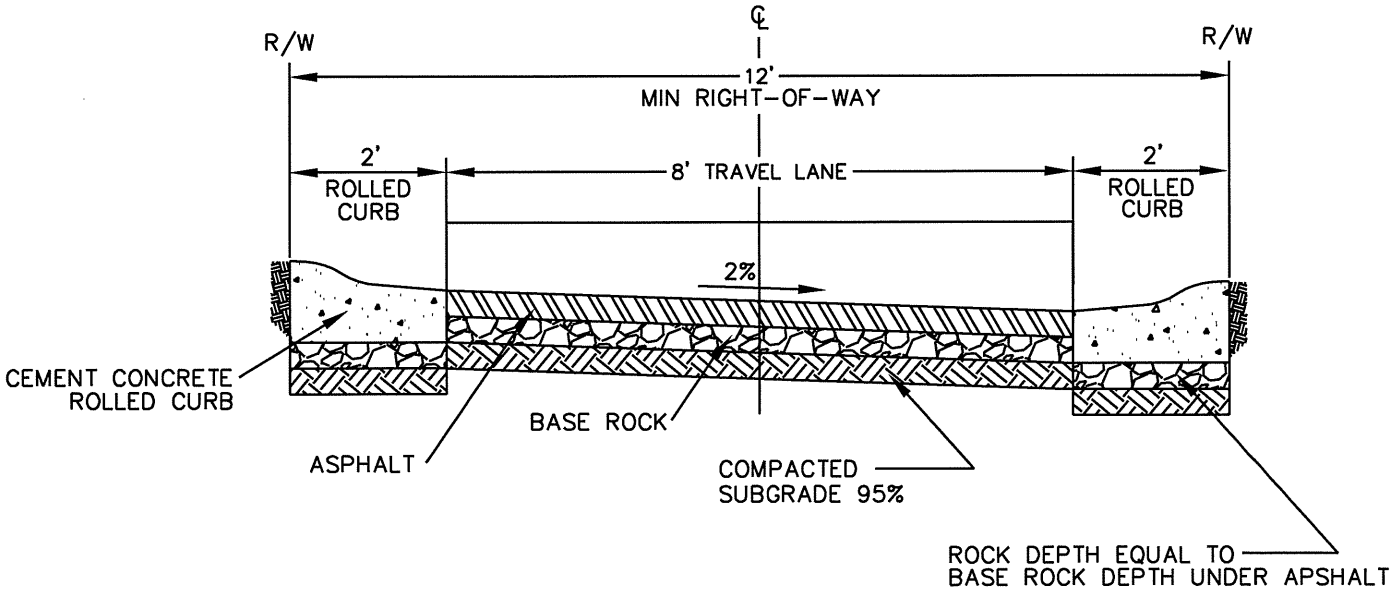
CITY OF BATTLE GROUND APPROVED

6/2/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/2/08	JMH	MCH

TR-2.09



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.

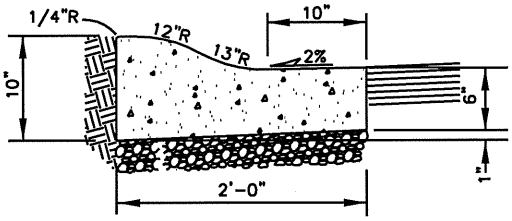
2. ASPHALT CONCRETE FOR ALL ROADS SHALL BE WSDOT CLASS A, PLACED IN LIFTS, AS SPECIFIED IN THE STANDARD SPECIFICATIONS. TIMING OF EACH LIFT SHALL BE APPROVED BY CITY ENGINEER.

3. ASPHALT SHALL HAVE A MINIMUM THICKNESS OF 3.6 INCHES (0.30 FEET) AND THE BASE ROCK SHALL HAVE A MINIMUM THICKNESS OF 9.6 INCHES (0.80 FEET). THESE MINIMUMS DO NOT RELIEVE THE ENGINEER OF DETERMINING THE APPROPRIATE THICKNESSES.

4. ROAD CONSTRUCTION BETWEEN OCTOBER 1 AND APRIL 1 SHALL REQUIRE A WET WEATHER PLAN. PLAN SHALL BE SUBMITTED TO THE CITY INSPECTOR.

5. THE APPLICABLE WSDOT STANDARD SPECIFICATIONS APPLY TO PAVING IN THE CITY OF BATTLE GROUND.

6. STREET LIGHTING, SIGNING, LANDSCAPING, AND WATER METERS SHALL BE INSTALLED IN THE PLANTER STRIP.



ROLLED CURB AND GUTTER

USE OF ROLLED CURB AND GUTTER PERMITTED IN CUL-DE-SAC BULBS ROAD MODIFICATION REQUIRED FOR OTHER USES.

N.T.S.

ALLEY - ONE-WAY

PLAN #

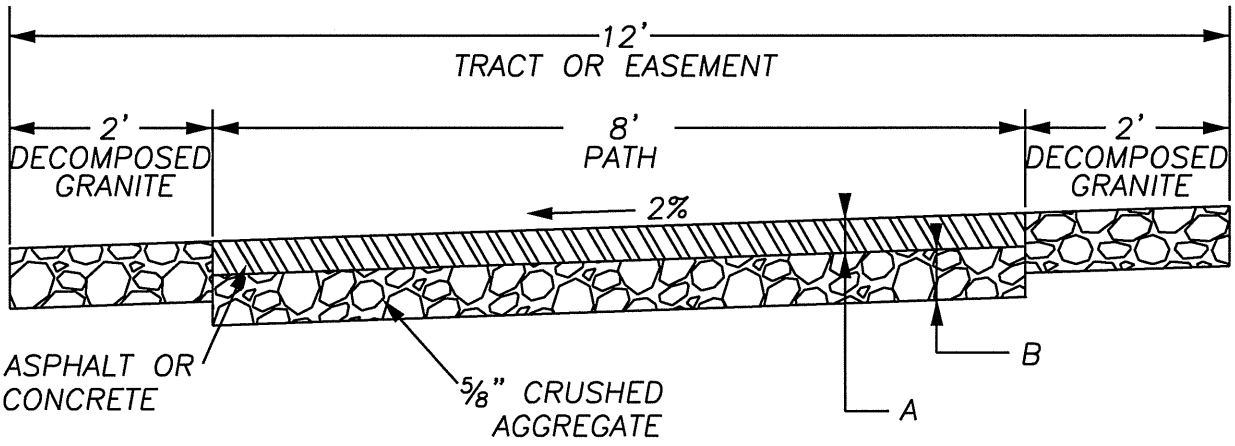
CITY OF BATTLE GROUND
APPROVED

5/31/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	5/31/08	JMH	MCH

TR-2.10



NOTES:

1. SUBGRADE GEOTEXTILE FABRIC GTF-200 OR APPROVED EQUAL SHALL BE INSTALLED OVER SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING. FABRIC SHALL BE PLACED UNDER BOTH THE PATH AND THE GRANITE EDGES.
2. ASPHALT SHALL BE WSDOT CLASS A. CONCRETE SHALL BE 3000 PSI MIN, 3-1/2" SLUMP MAX, MEETING WSDOT STANDARD SPECIFICATIONS 5-05.
3. THICKNESS SHALL BE PER TABLE 1 DEPENDENT ON MATERIAL CALLED OUT ON PLANS.
4. DECOMPOSED GRANITE TO BE 4" THICK.
5. ALTERNATES TO CONCRETE OR ASPHALT SURFACE MAY BE APPROVED BY THE CITY ENGINEER.
6. IN PARKS THE TOP OF THE PATH SHALL BE 2" ABOVE GRADE.
7. IN PARKS THE DECOMPOSED GRANITE EDGES CAN BE REDUCED TO 6" WIDE.

TABLE 1

MATERIAL	A	B
ASPHALT	2"	4"
CONCRETE	4"	4"
DRIVABLE ASPHALT	3"	6"
DRIVABLE CONCRETE	6"	6"

N.T.S.

PEDESTRIAN/BIKE PATH - ASPHALT/CONCRETE

PLAN #

THE CITY OF BATTLE GROUND

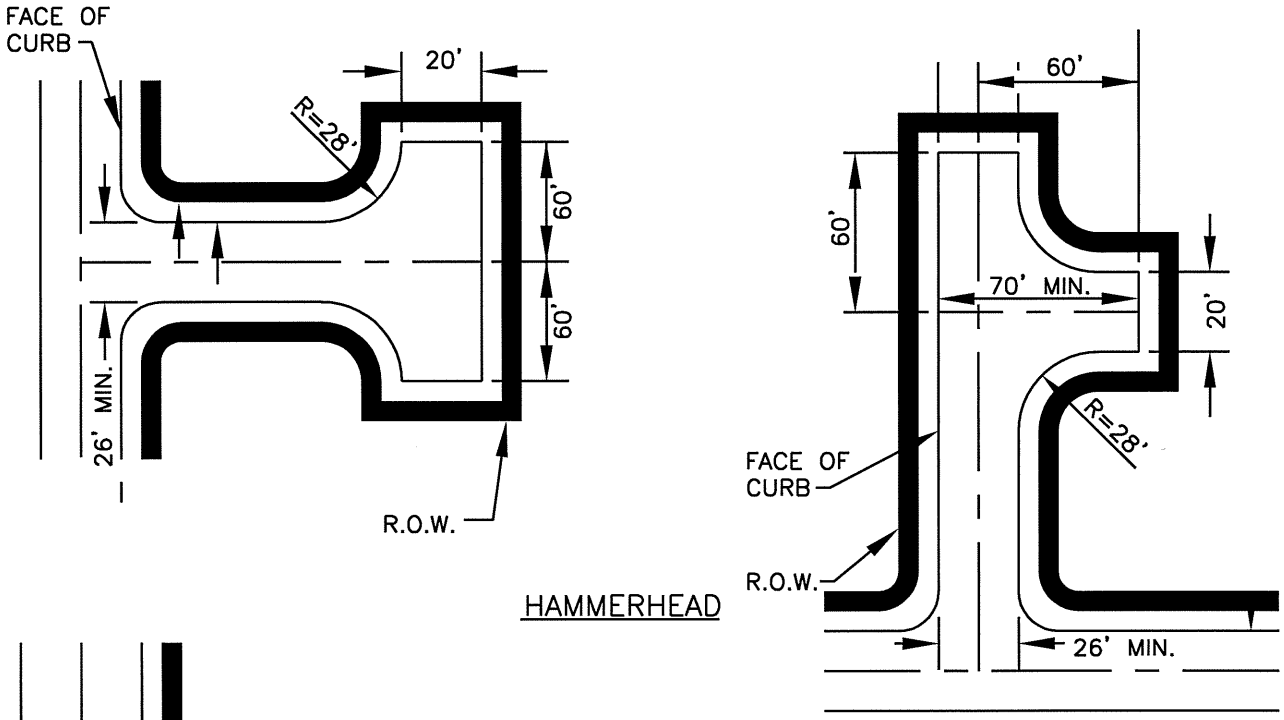
CITY OF BATTLE GROUND
APPROVED

6/2/08

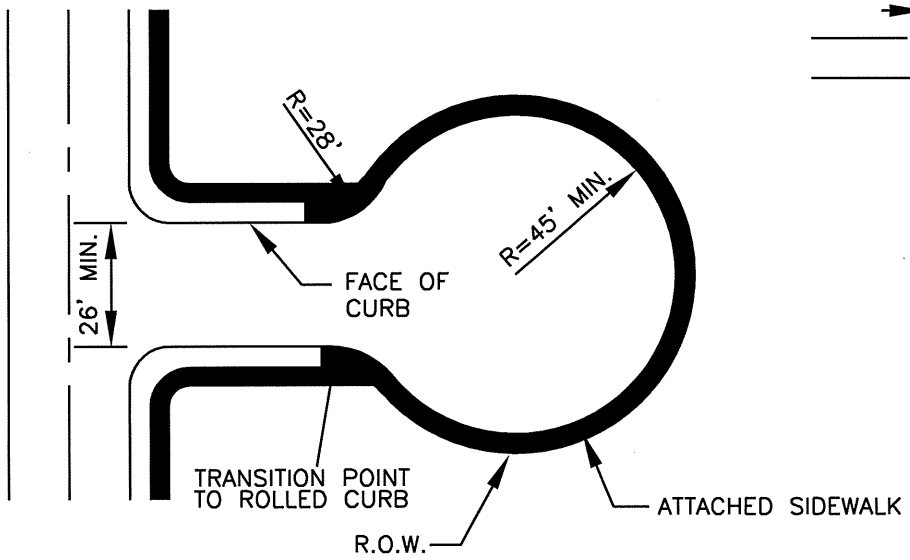
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/2/08	JMH	MCH

TR-2.11



HAMMERHEAD



CUL-DE-SACS

NOTES:

1. SIDEWALKS ARE REQUIRED ON BOTH SIDES AND THE ENDS OF PUBLIC STREETS THAT ARE TERMINATED OR AS SHOWN ON THE APPROVED PLANS.
2. THE PAVEMENT DESIGN SHALL BE THE SAME AS THE CONNECTING STREET.
3. ROLLED CURB AND ATTACHED SIDEWALK IS REQUIRED IN A CUL-DE-SAC BULB.
4. ATTACHED SIDEWALK IN CUL-DE-SACS SHALL BE THICKENED (MIN. 6" DEPTH).
5. STREET TERMINATIONS MAY ONLY BE USED WHEN ALLOWED IN BATTLE GROUND MUNICIPAL CODE.

N.T.S.

STREET TERMINATIONS

PLAN #

THE CITY OF BATTLE GROUND

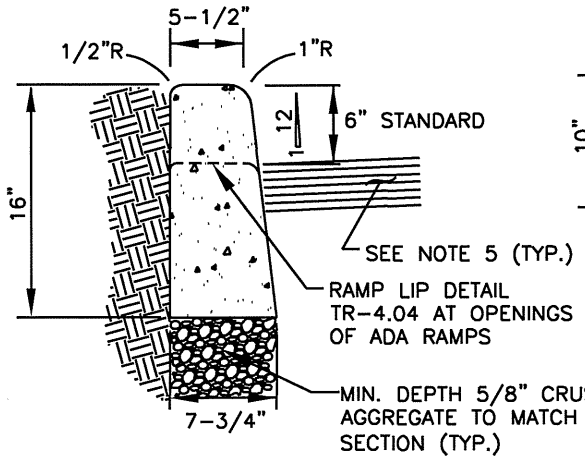
CITY OF BATTLE GROUND
APPROVED

6/2/08

CITY ENGINEER DATE

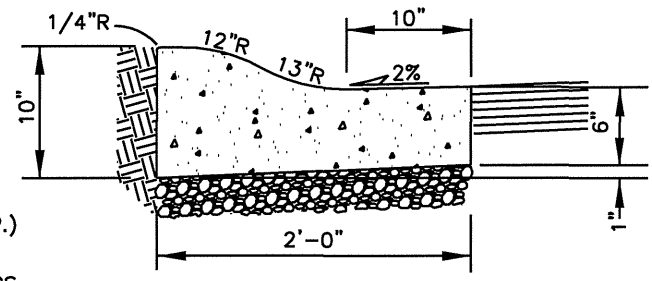
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/2/08	JMH	MCH

TR-2.12



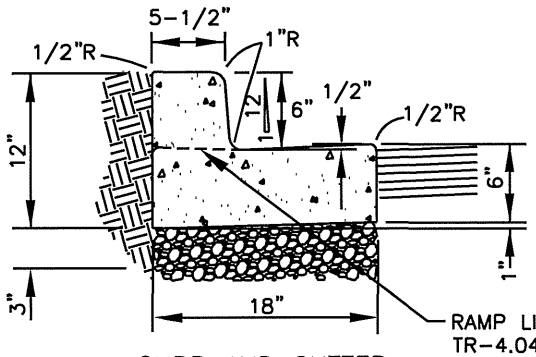
VERTICAL CURB

USE OF VERTICAL CURB IS PERMITTED FOR MEDIANS AND APPLICABLE TRAFFIC CALMING DEVICES.

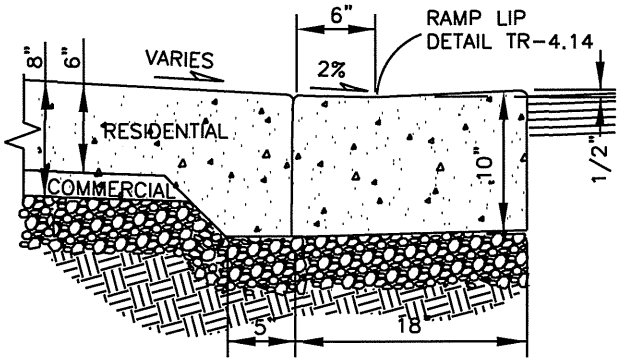


ROLLED CURB AND GUTTER

USE OF ROLLED CURB AND GUTTER IS PERMITTED FOR CUL-DE-SACS, PRIVATE STREETS, AND ALLEYS.



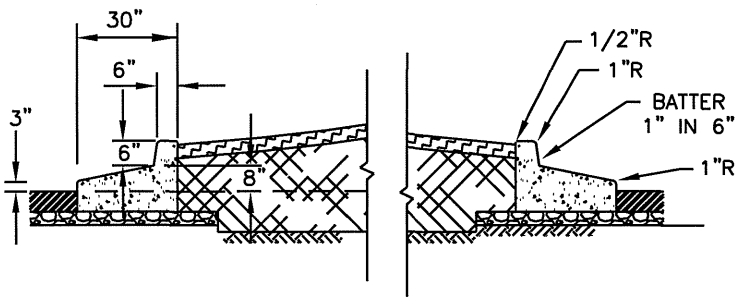
CURB AND GUTTER



CURB AND GUTTER AT DRIVEWAY DROP

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B.
2. 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.
3. FOR CURB DROPS AT ADA RAMPS, SEE RAMP LIP DETAIL TR-4.04.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% MAXIMUM DRY DENSITY (ROAD SECTION).
5. SEE PAVEMENT RESTORATION AT CURBS DETAIL TR-5.00.
6. CURB TO BE MEDIUM BROOM FINISHED, PARALLEL TO GUTTER LINE.
7. WHERE MATCHING EXISTING CURBS, ALL EXISTING EDGES SHALL BE SAWCUT.
8. WHEN ATTACHED SIDEWALKS ARE USED WITH ROLLED CURB AND GUTTER, THICKENED SIDEWALKS (6" MIN.) SHALL BE CONSTRUCTED UNDER THE SAME CONSTRUCTION CONTRACT.



TRAFFIC CIRCLE/ROUNDABOUT CURB

N.T.S.

CONCRETE CURBS

PLAN #

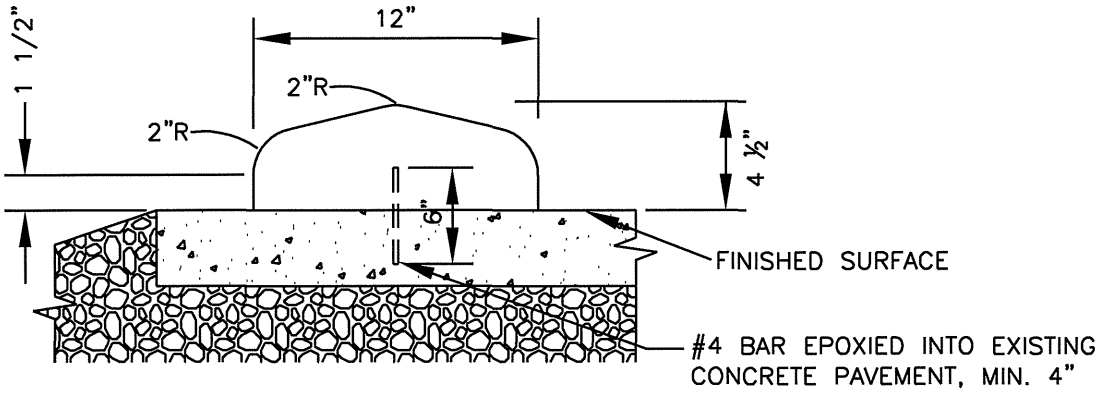
CITY OF BATTLE GROUND APPROVED

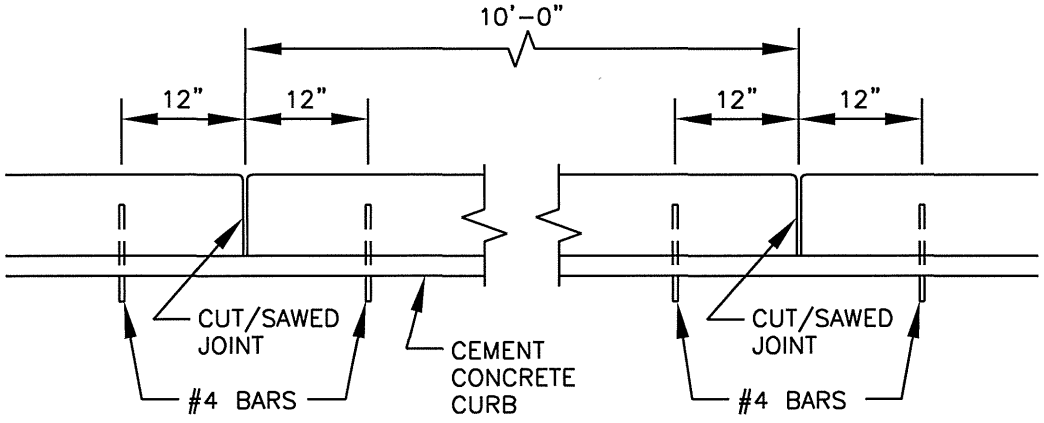
6/3/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/3/08	JMH	MCH

TR-3.00





SPACING OF ANCHOR BARS

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B.
2. FOR CONCRETE CURBS, 3/8" EXPANSION JOINTS SHALL BE PLACED ON BOTH SIDES OF CATCH BASINS, AT TOPS OF DRIVEWAYS, ALL CHANGES IN DIRECTION, OR AS DIRECTED BY INSPECTOR. 1½" CONTRACTION JOINTS TO BE PLACED AT 10' INTERVALS. SEE CONCRETE JOINTS DETAIL TR-5.01.
3. THE PAVEMENT SHALL BE DRY AND CLEANED OF LOOSE MATERIAL PRIOR TO PLACEMENT.
4. MAY ONLY BE USED WHEN APPROVED BY THE CITY ENGINEER.

N.T.S.

EXTRUDED CURB

PLAN #

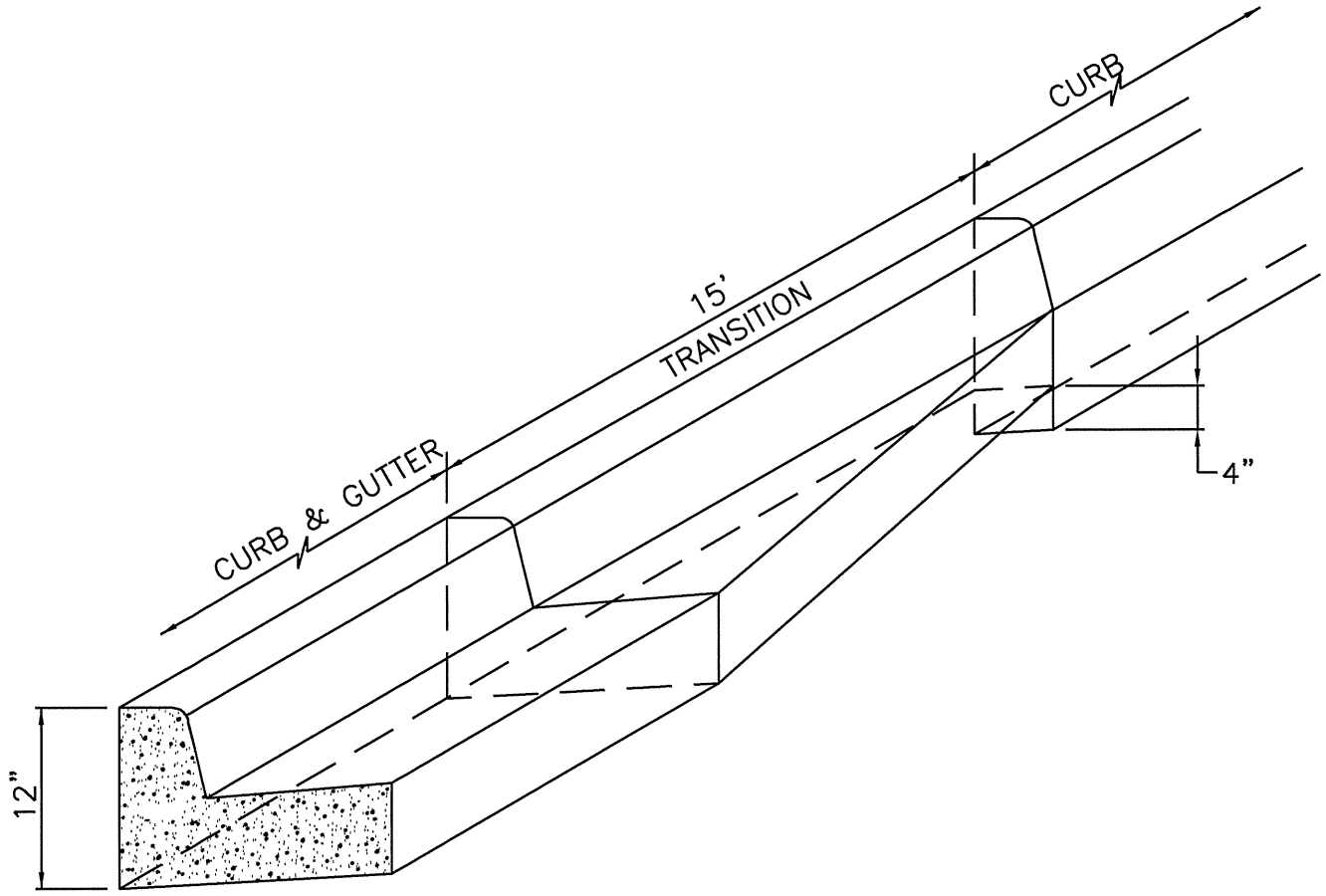
CITY OF BATTLE GROUND
APPROVED

6/2/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	1/31/08	JMH	MCH
3	6/2/08	JMH	MCH

TR-3.01



NOTE:

1. CURB & GUTTER, SEE CONCRETE CURBS DETAIL TR-3.00, IS TO BE USED ON ALL STREETS, EXCEPT WHERE INDICATED.

N.T.S.

CURB & GUTTER TRANSITION TO EXISTING CURB

PLAN #

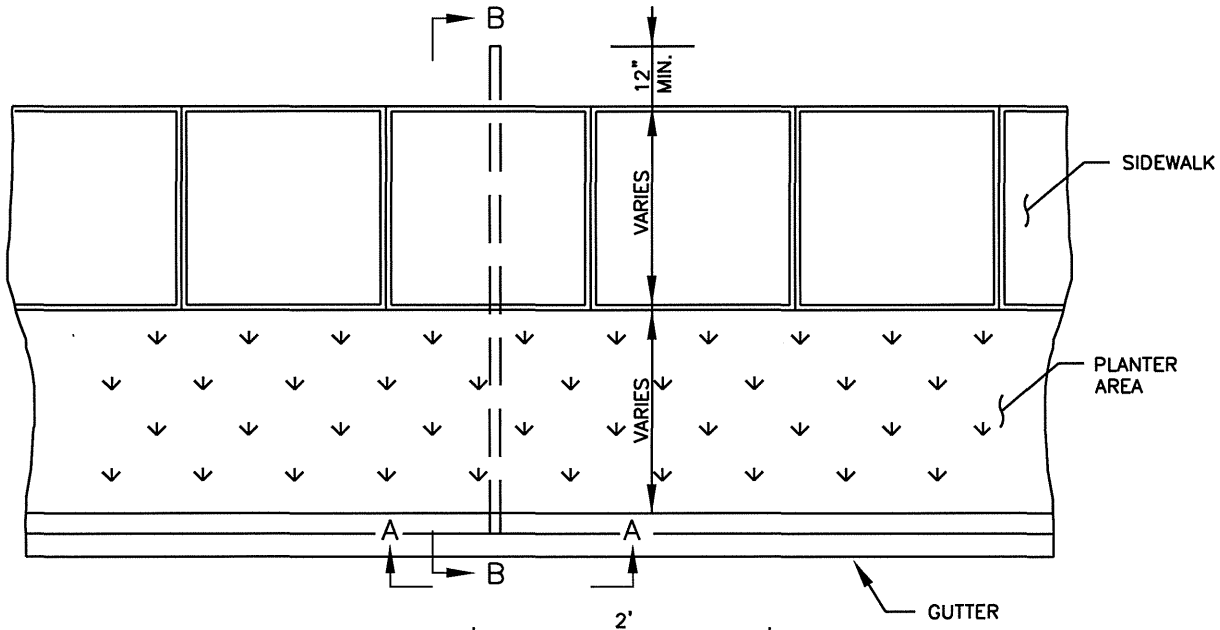
CITY OF BATTLE GROUND
APPROVED

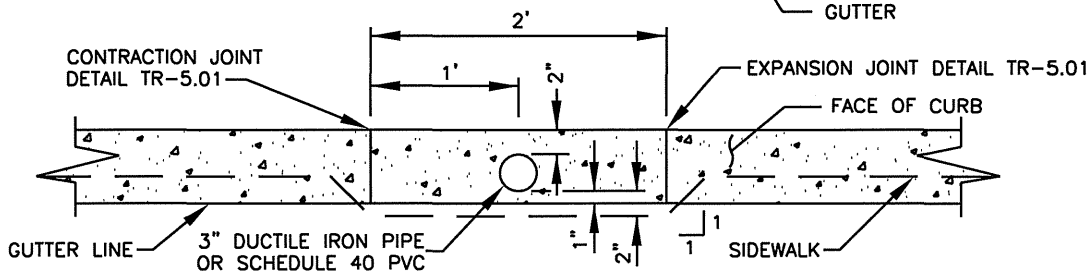
6/2/08

CITY ENGINEER DATE

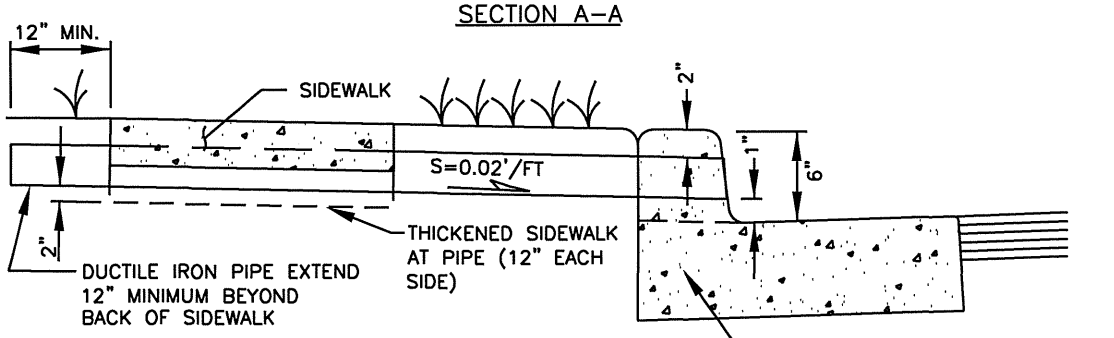
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	6/2/08	JMH	MCH

TR-3.02





SECTION A-A



SECTION B-B

NOTE:

1. WHEN CURB DRAINS ARE USED, DRAINAGE FACILITIES MUST BE SIZED FOR BOTH QUANTITY AND QUALITY STORM WATER TREATMENT.
2. FINISH PIPE END FLUSH WITH FACE OF CURB.
3. GROUT ANY VOIDS IN CONCRETE SURROUNDING PIPE.
4. SHOW LOCATION ON PLAN TO AVOID CONFLICT'S WITH STREET LIGHTS, WATER METERS AND OTHER UTILITIES.
5. CURB DRAINS NOT ALLOWED IN ROLLED CURBS. PRIVATE DRAINAGE SYSTEMS IN FRONT YARD OR BACK YARD REQUIRED.
6. WHOLE PANEL MUST BE REPLACED AFTER INSTALLATION.

N.T.S.

CURB DRAIN

PLAN #

THE CITY OF BATTLE GROUND

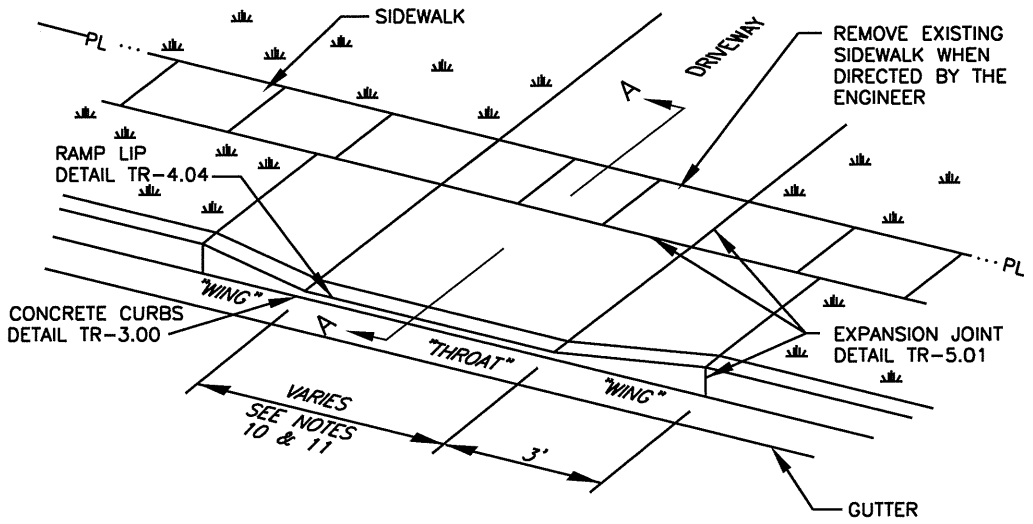
CITY OF BATTLE GROUND
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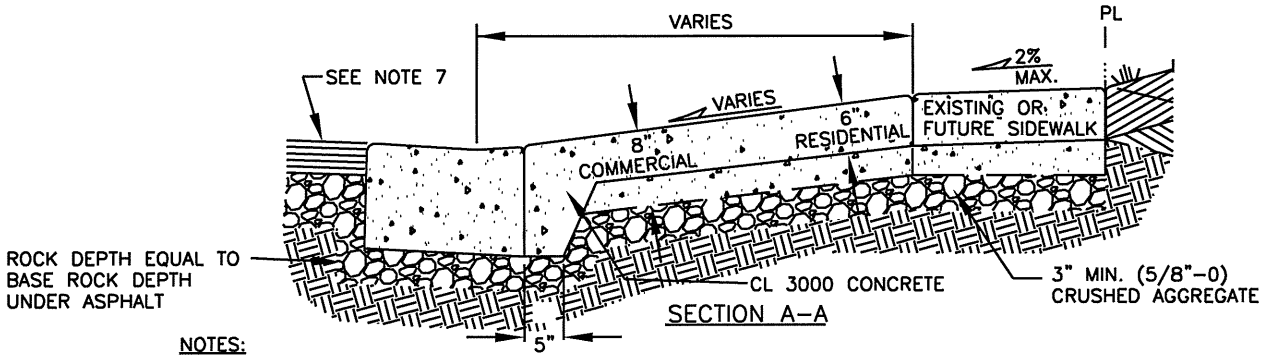
6/2/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/2/08	JMH	MCH

TR-3.03





NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B, MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. TO BE USED WHERE CURB AND SIDEWALK ARE SEPARATED BY A PLANTER STRIP.
3. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6x6 – W2.9xW2.9 WWF, MIN.), 1½" COVER FROM BOTTOM OF SLAB. RESIDENTIAL DRIVEWAYS REQUIRE 6" CONCRETE.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
5. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL TR-5.01.
6. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
7. SEE PAVEMENT RESTORATION AT CURBS DETAIL TR-5.00 WHEN CUTTING EXISTING CURB.
8. ALL EXISTING EDGES SHALL BE SAWCUT.
9. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA INCLUDING THROAT AND WINGS.
10. RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM WIDTH OF 25' FOR 2 CAR GARAGES/35' FOR 3 CAR GARAGES OR 50% OF THE LOT FRONTAGE, WHICHEVER IS SMALLEST.
11. COMMERCIAL DRIVEWAYS SHALL BE PER THE WIDTH INDICATED ON THE PLANS.
12. THE EDGE OF THE THROAT MUST BE A MINIMUM OF 5' FROM THE PROPERTY LINE EXCEPT IN THE CASE OF A SHARED DRIVEWAY.

N.T.S.

DRIVEWAY – DETACHED SIDEWALK

PLAN #

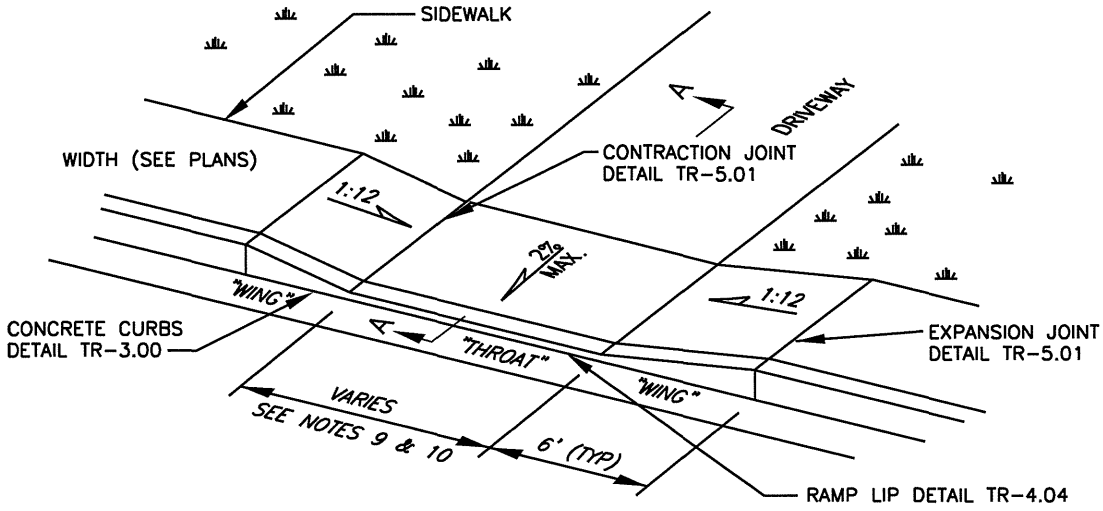
CITY OF BATTLE GROUND
APPROVED

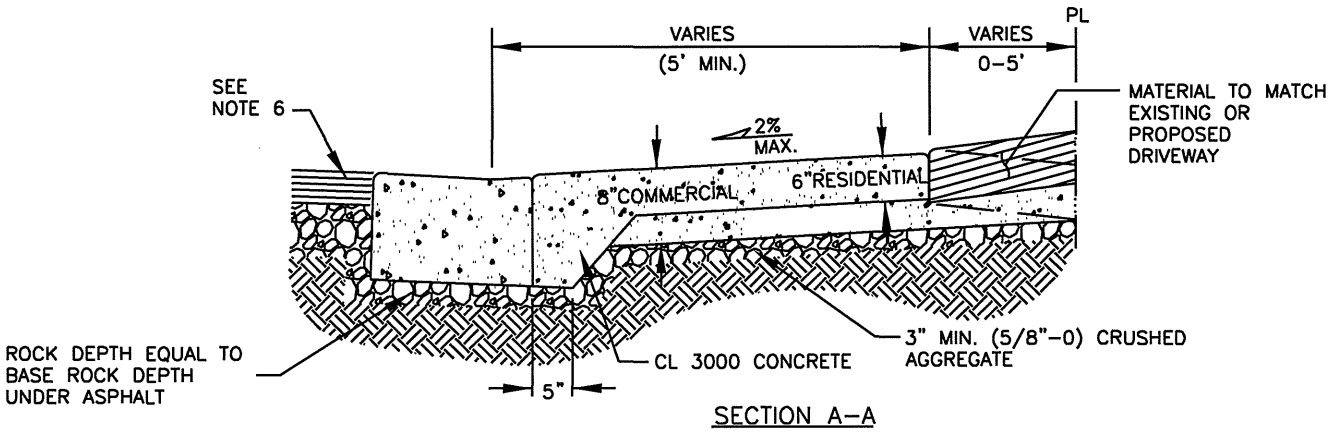
6/2/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	11/7/07	CMS	MCH
3	6/2/08	JMH	MCH

TR-3.04





SECTION A-A

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B, MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6x6 – W2.9xW2.9 WWF, MIN.), 1½" COVER FROM BOTTOM OF SLAB. RESIDENTIAL DRIVEWAYS REQUIRE 6" CONCRETE.
3. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL TR-5.01.
5. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
6. SEE PAVEMENT RESTORATION AT CURBS DETAIL TR-5.00 WHEN CUTTING EXISTING CURB.
7. ALL EXISTING EDGES SHALL BE SAWCUT.
8. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
9. RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM WIDTH OF 25' FOR 2 CAR GARAGES/35' FOR 3 CAR GARAGES OR 50% OF THE LOT FRONTAGE WHICHEVER IS SMALLEST.
10. COMMERCIAL DRIVEWAYS SHALL BE PER THE WIDTH INDICATED ON THE PLANS.
11. THE EDGE OF THE THROAT MUST BE A MINIMUM OF 5' FROM THE PROPERTY LINE EXCEPT IN THE CASE OF A SHARED DRIVEWAY.

N.T.S.

DRIVEWAY – ATTACHED SIDEWALK

PLAN #

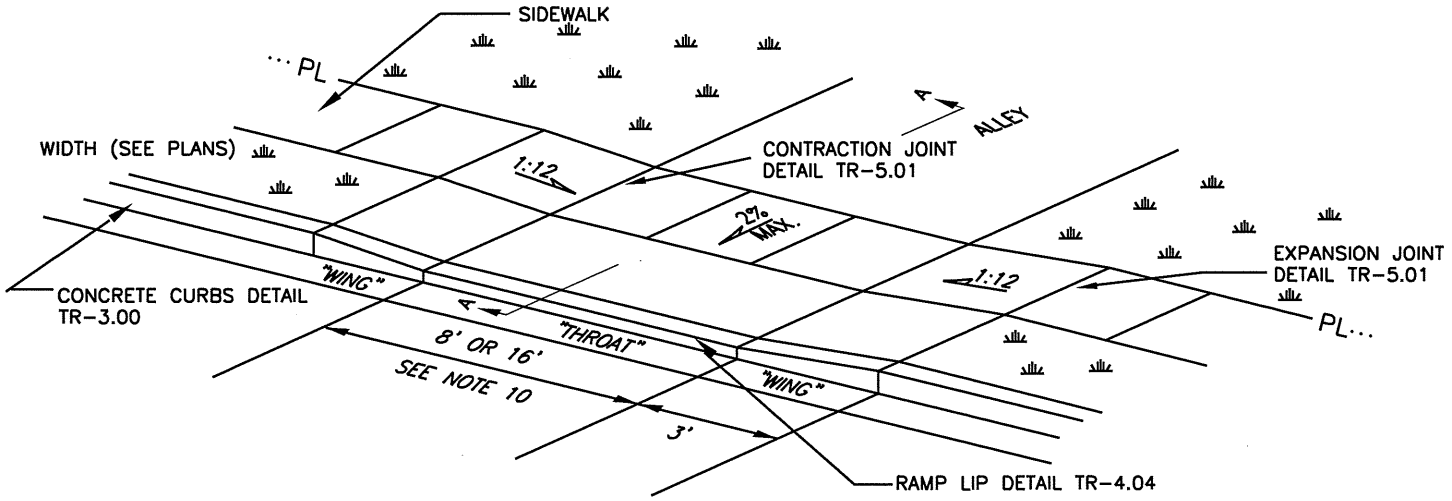
CITY OF BATTLE GROUND
APPROVED

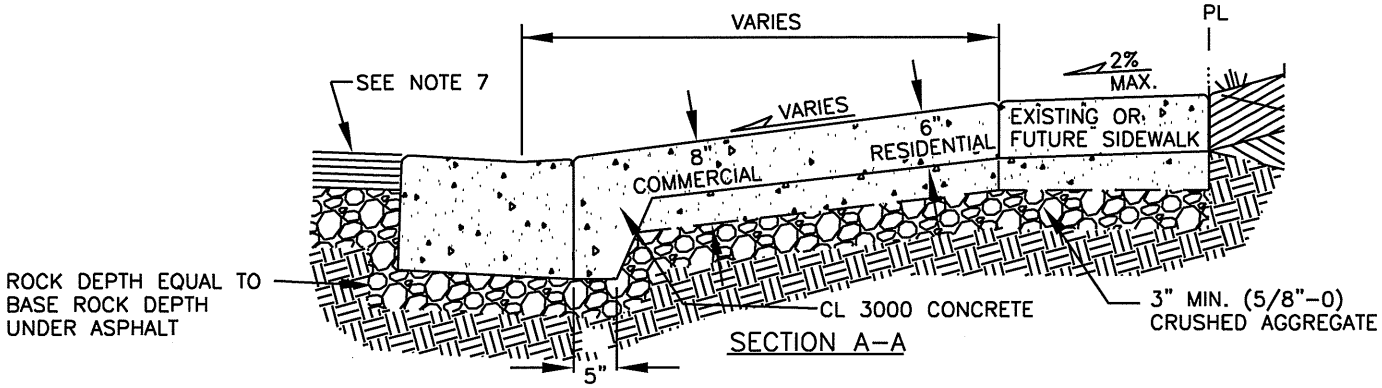
6/2/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	6/2/08	JMH	MCH

TR-3.05





NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B, MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. TO BE USED WHERE CURB AND SIDEWALK ARE SEPARATED BY A PLANTER STRIP. MAY ONLY BE USED FOR EXISTING LOTS AND WHEN APPROVED BY THE CITY ENGINEER.
3. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6x6 – W2.9xW2.9 WWF, MIN.), 1½" COVER FROM BOTTOM OF SLAB. RESIDENTIAL DRIVEWAYS REQUIRE 6" CONCRETE.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
5. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL TR-5.01.
6. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
7. SEE PAVEMENT RESTORATION AT CURBS DETAIL TR-5.00 WHEN CUTTING EXISTING CURB.
8. ALL EXISTING EDGES SHALL BE SAWCUT.
9. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
10. 8' FOR A ONE-WAY ALLEY. 16' FOR A TWO-WAY ALLEY.
11. MAY ONLY BE USED FOR ALLEYS OR WHEN APPROVED BY THE CITY ENGINEER.

N.T.S.

ALLEY DRIVEWAY

PLAN #

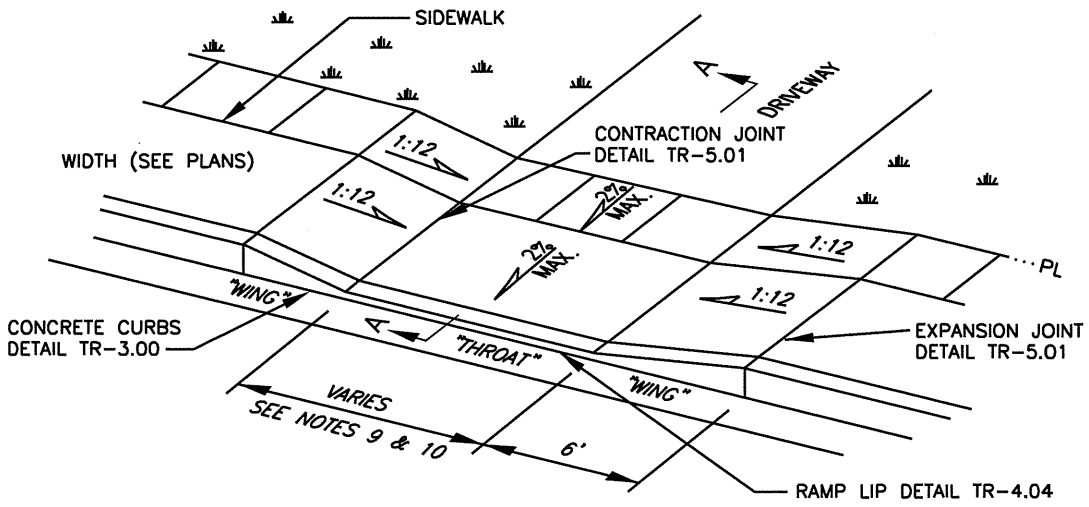
CITY OF BATTLE GROUND
APPROVED

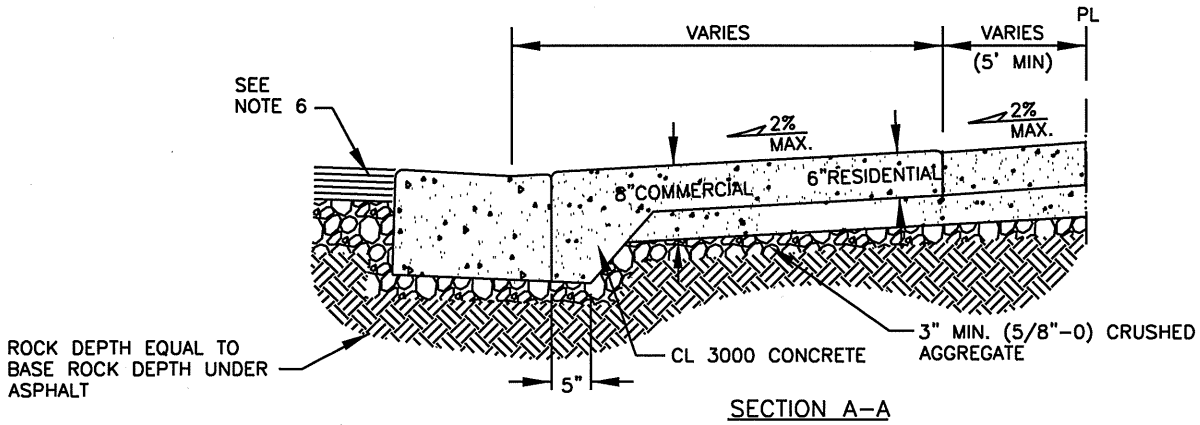
5/31/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	5/31/08	JMH	MCH

TR-3.06





SECTION A-A

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B, MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6x6 – W2.9xW2.9 WWF, MIN.), 1½" COVER FROM BOTTOM OF SLAB. RESIDENTIAL DRIVEWAYS REQUIRE 6" CONCRETE.
3. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL TR-5.01.
5. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
6. SEE PAVEMENT RESTORATION AT CURBS DETAIL TR-5.00 WHEN CUTTING EXISTING CURB.
7. ALL EXISTING EDGES SHALL BE SAWCUT.
8. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
9. RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM WIDTH OF 25' FOR 2 CAR GARAGES/35' FOR 3 CAR GARAGES OR 50% OF THE LOT FRONTAGE WHICHEVER IS SMALLEST.
10. COMMERCIAL DRIVEWAYS SHALL BE PER THE WIDTH INDICATED ON THE PLANS.
11. THE EDGE OF THE THROAT MUST BE A MINIMUM OF 8' FROM THE PROPERTY LINE EXCEPT IN THE CASE OF A SHARED DRIVEWAY.
12. MAY ONLY BE USED ON EXISTING LOTS AND WHEN APPROVED BY THE CITY ENGINEER.

N.T.S.

LOW PROFILE DRIVEWAY

PLAN #

THE CITY OF BATTLE GROUND

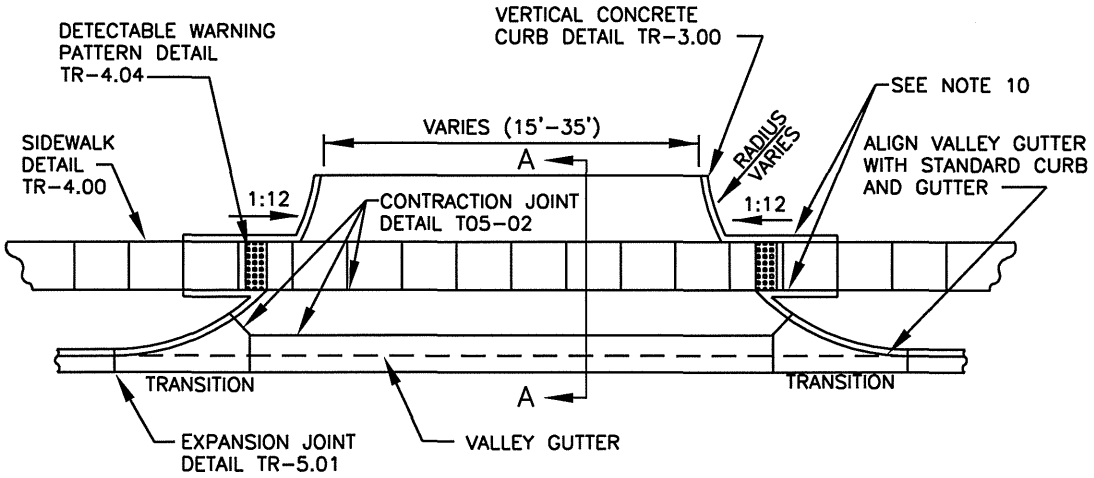
CITY OF BATTLE GROUND
APPROVED

6/2/08

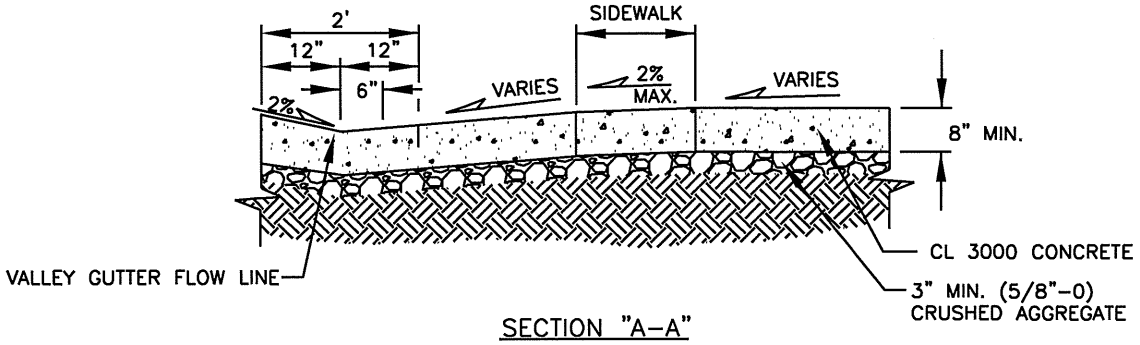
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	6/2/08	JMH	MCH

TR-3.07



PLAN VIEW



SECTION "A-A"

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE MEETING WSDOT STANDARD SPECIFICATION 6-02.3(2)B.
2. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6x6 - W2.9xW2.9 WWF, MIN.), 1½" COVER FROM BOTTOM OF SLAB. RESIDENTIAL DRIVEWAYS REQUIRE 6" CONCRETE.
3. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL TR-5.01.
5. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
6. SEE PAVEMENT RESTORATION AT CURBS DETAIL TR-5.00 WHEN CUTTING EXISTING CURB.
7. ALL EXISTING EDGES SHALL BE SAWCUT.
8. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
9. DRIVEWAYS SHALL BE PER THE WIDTH INDICATED ON THE PLANS.
10. TRANSITION CURB FROM FULL 6" EXPOSURE TO 0" OVER THE FIRST 6' FROM CORNER.
11. MAY ONLY BE USED FOR COMMERCIAL PROPERTIES EXCEEDING 1000 ADT AND MUST BE APPROVED BY CITY ENGINEER.
12. MAXIMUM 2% CROSS SLOPE ACROSS PEDESTRIAN CROSSING.

N.T.S.

MAJOR COMMERCIAL DRIVEWAY - DETACHED SIDEWALK

PLAN #

THE CITY OF BATTLE GROUND

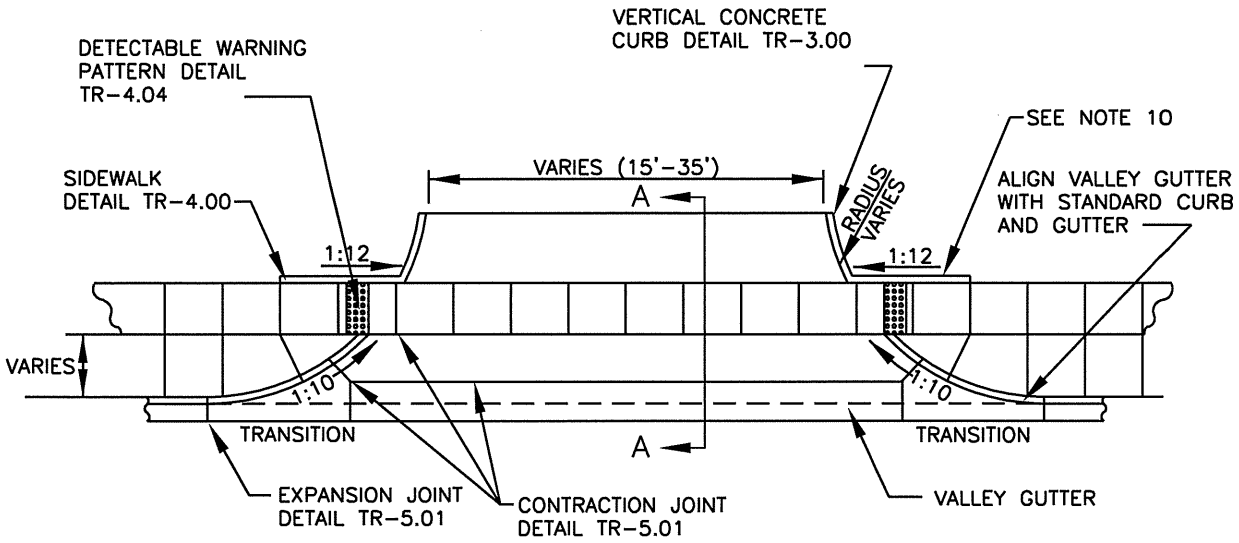
CITY OF BATTLE GROUND
APPROVED

6/3/08

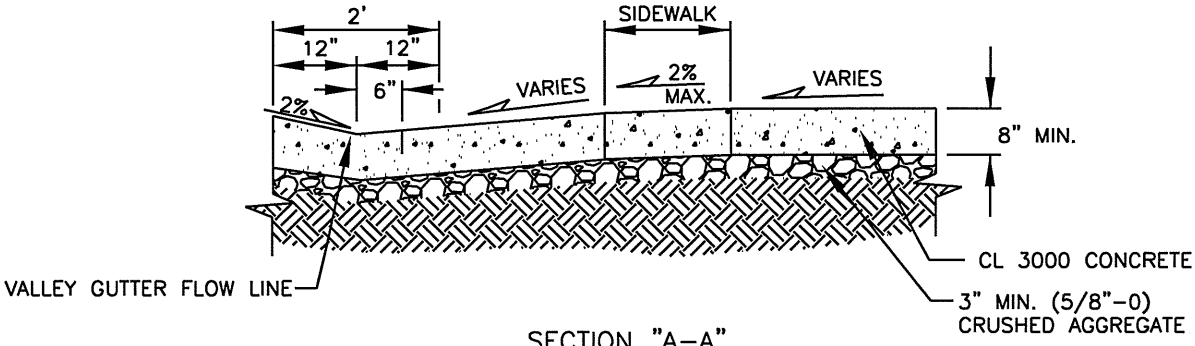
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/3/08	JMH	MCH

TR-3.08



PLAN VIEW



SECTION "A-A"

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN., MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B, MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6X6 - W2.9Xw2.9 WWF, MIN.).1½" COVER FROM BOTTOM OF SLAB. RESIDENTAL DRIVEWAYS REQUIRE 6" CONCRETE.
3. COMPACT SUBGRADE TO 95% OF MAXIMUM DRY DENSITY. (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. CONTROL JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL TR-5.01.
5. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
6. SEE PAVEMENT RESTORATION AT CURBS DETAIL TR-5.00 WHEN CUTTING EXISTING CURB.
7. ALL EXISTING EDGES SHALL BE SAWCUT.
8. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
9. DRIVEWAYS SHALL BE PER THE WIDTH INDICATED ON THE PLANS.
10. TRANSITION CURB FROM FULL 6" EXPOSURE TO 0" OVER THE DISTANCE REQUIRED FOR THE RAMP TO MEET THE 1:12 SLOPE REQUIREMENT.
11. MAY ONLY BE USED FOR COMMERCIAL PROPERTIES EXCEEDING 1000 ADT AND MUST BE APPROVED BY THE CITY ENGINEER.
12. MAXIMUM 2% CROSS SLOPE ACROSS PEDESTRIAN CROSSING.

N.T.S.

MAJOR COMMERCIAL DRIVEWAY - ATTACHED SIDEWALK

PLAN #

THE CITY OF BATTLE GROUND

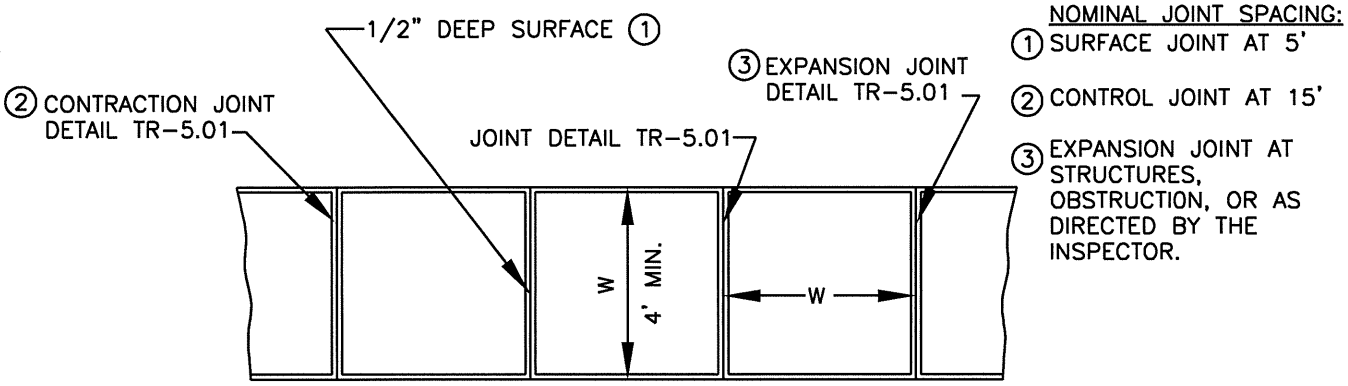
CITY OF BATTLE GROUND
APPROVED

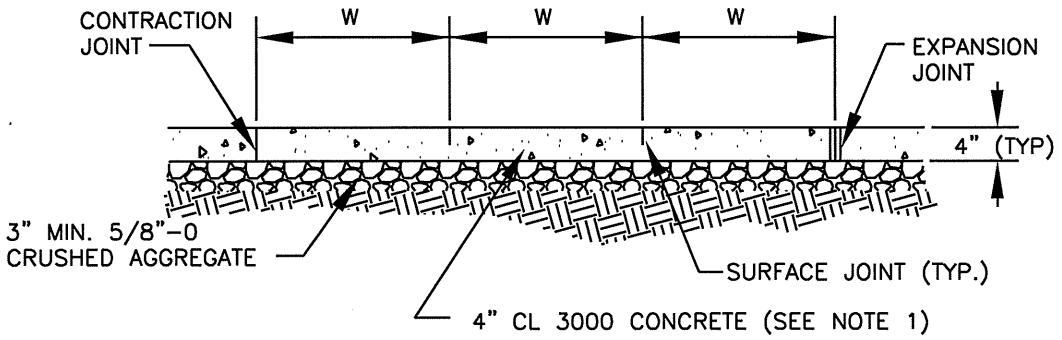
6/3/08

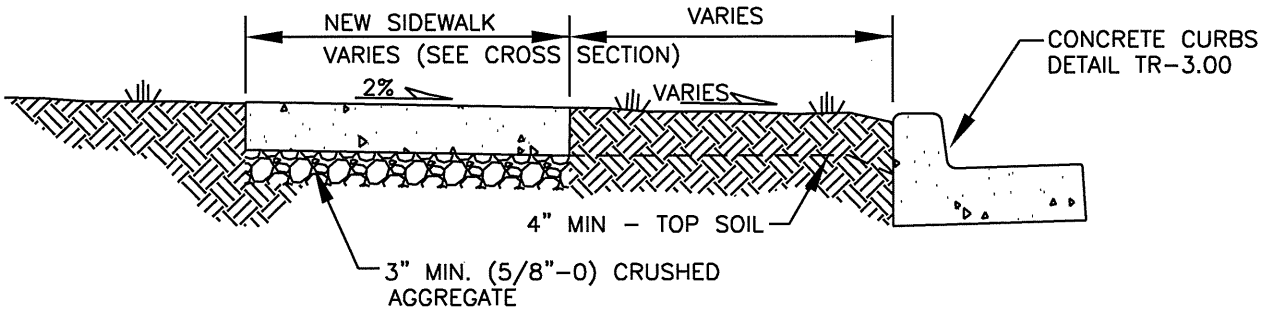
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	6/3/08	JMH	MCH

TR-3.09







NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B.
2. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN.).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. 2" SMOOTH FINISH BORDER AROUND EACH SIDEWALK PANEL OR MATCH EXISTING BORDER.
5. SEE CONCRETE JOINTS DETAIL TR-5.01 FOR SURFACE, CONTRACTION, AND EXPANSION JOINTS.
6. ALL EXISTING EDGES SHALL BE SAWCUT.
7. CROSS SLOPE OF PLANTER STRIP SHALL BE 2% (TYP.).

N.T.S.

TYPICAL SIDEWALK

PLAN #

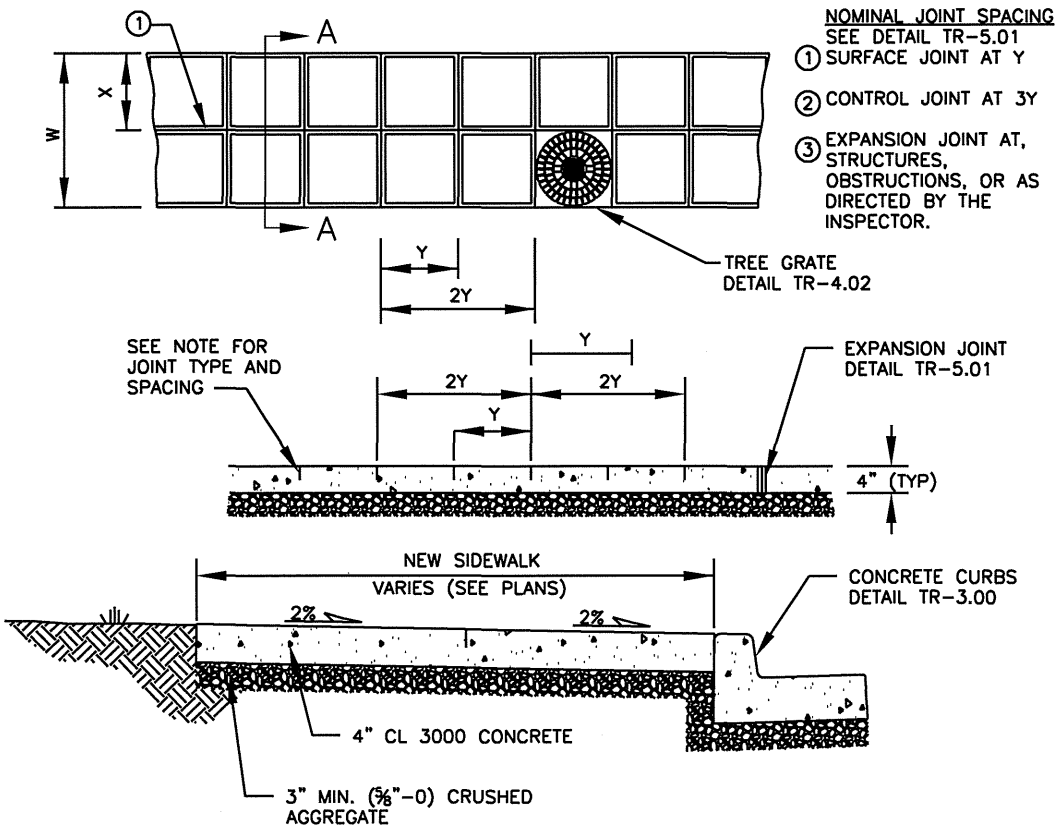
CITY OF BATTLE GROUND
APPROVED

6/3/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/3/08	JMH	MCH

TR-4.00



SECTION A-A

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B.
2. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN.).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. SIDEWALK PANEL TO MATCH EXISTING BORDER AND SCORING OR 2" SMOOTH FINISH BORDER AROUND EACH SIDE.
5. SEE CONCRETE JOINTS DETAIL TR-5.01. SAWCUT OF JOINTS MAY BE ALLOWED WHEN APPROVED BY INSPECTOR.
6. UTILITY RISERS SHALL BE KEPT ADJACENT TO THE CURB TO CREATE A STRAIGHT PATH FREE OF OBSTRUCTIONS FOR PEDESTRIAN TRAVEL.
7. SIDEWALK PATTERN SHALL BE USED FOR ALL COMMERCIALLY ZONED PROPERTIES.
8. TREE WELLS TO BE SPACED PER PLANS, BUT TYPICALLY 30' ON CENTER.
9. WIDTHS BASED ON ROAD CLASSIFICATION PER TABLE 1.
10. GRATE REQUIRED IS YxY BASED ON THE ROAD CLASSIFICATION.

TABLE 1

ROAD CLASSIFICATION	W	X	Y
PRINCIPAL ARTERIAL	13.5'	7.5'	6'
MINOR ARTERIAL	11.5'	6.5'	5'
MINOR ARTERIAL (60' ROW ALTERNATIVE)	7.5'	4'	3.5'
MAJOR COLLECTOR (ANY)	9.5'	5.5'	4'
NEIGHBORHOOD COLLECTOR	8.5'	5'	3.5'
LOCAL A OR B	7.5'	4'	3.5'

N.T.S.

TYPICAL COMMERCIAL SIDEWALK

PLAN #

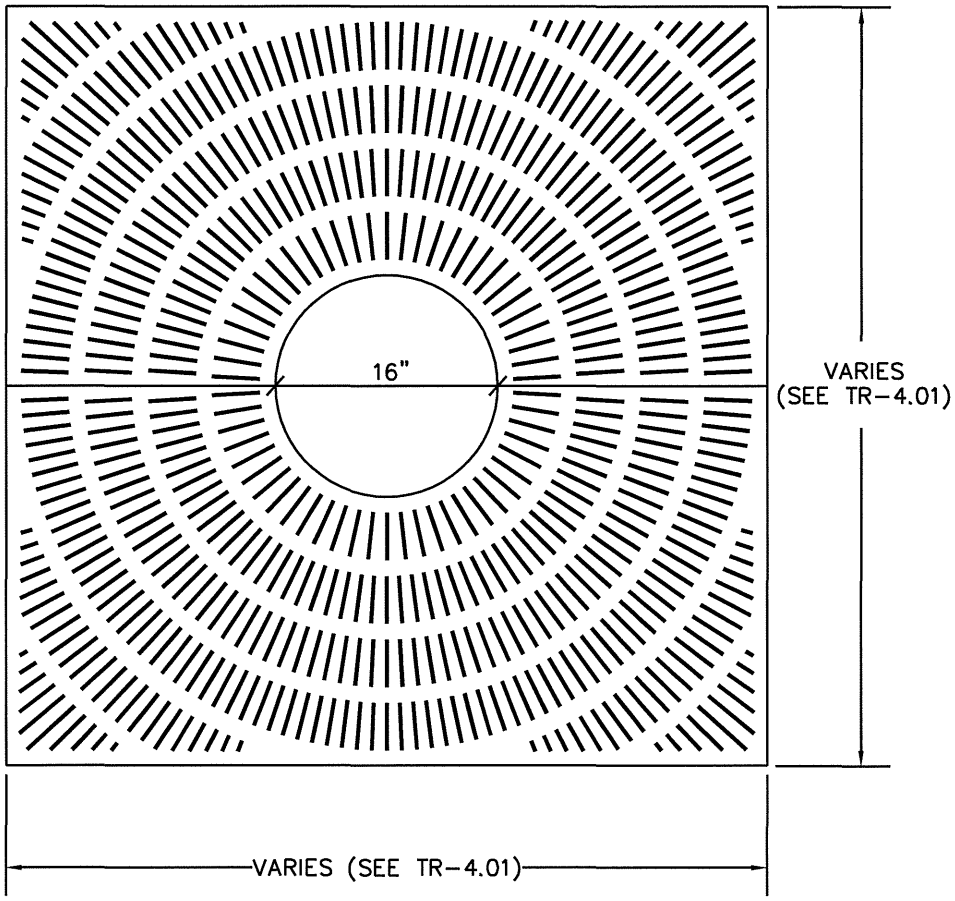
CITY OF BATTLE GROUND
APPROVED

6/6/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/6/08	JMH	MCH

TR-4.01



NOTES:

1. INSTALL URBAN ACCESSORIES KIVU TREE GRATE OR APPROVED EQUAL AT ALL TREE WELLS.
2. CITY ENGINEER MUST APPROVE EQUALS.
3. GRATES MUST BE CAST IN A MINIMUM OF 2 PIECES.
4. NO OPENINGS GREATER THAN 3/8".
5. CAST IRON PER ASTM A-48 CLASS 35B OR BETTER.
6. MINIMUM THICKNESS 3/4".
7. BREAKOUT RINGS AT 22" AND 33".
8. FINISH: NATURAL CAST IRON.
9. INSTALL PER MANUFACTURER'S SPECIFICATIONS. TOP OF GRATE SHALL BE FLUSH WITH SIDEWALK.
10. GRATES WILL VARY BETWEEN 42" MINIMUM AND 72" MAXIMUM.

N.T.S.

TREE GRATE

PLAN #

THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

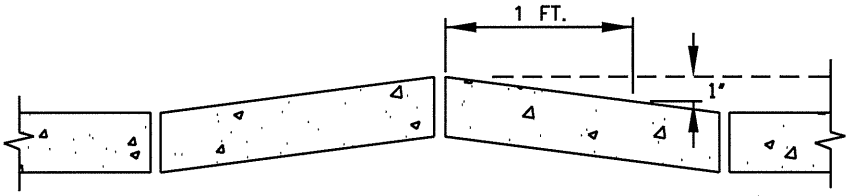
6/6/08

CITY ENGINEER DATE

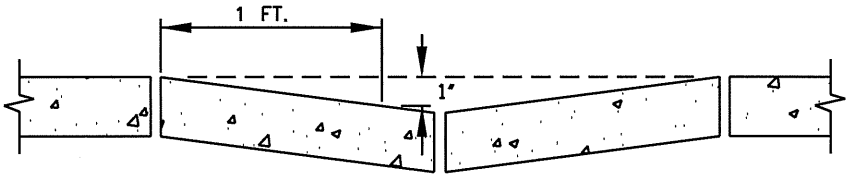
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1	3/18/06	CMS	SMK
2	6/6/08	JMH	MCH

TR-4.02

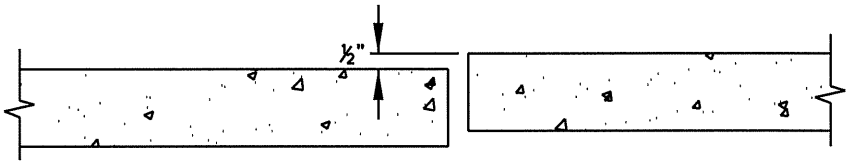
1) RAISED SIDEWALK



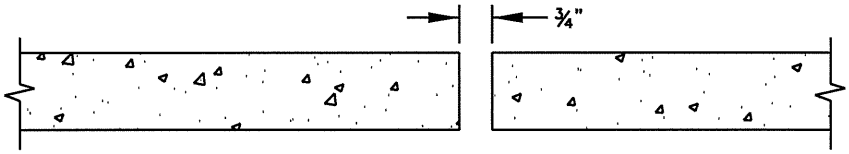
2) SUNKEN SIDEWALK



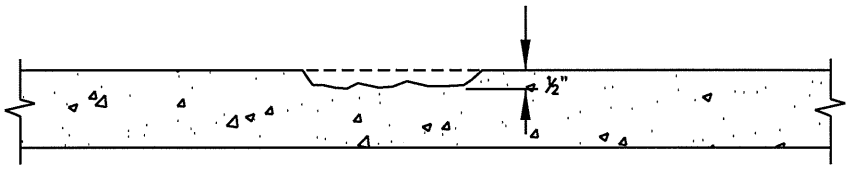
3) STEP SEPARATIONS



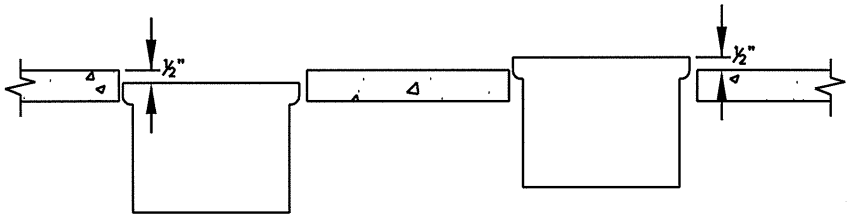
4) OPENING IN SIDEWALK



5) SPALLING OF SIDEWALK



6) METER BOXES



7) BROKEN CURB

8) OTHER HAZARD

NOTE:

PAVERS SHALL FOLLOW THE SAME CRITERIA AS CONCRETE SIDEWALKS.

N.T.S.

SIDEWALK REPLACEMENT CRITERIA

PLAN #

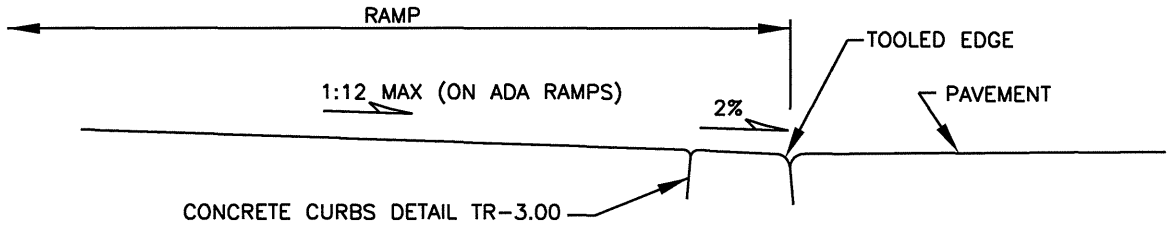
CITY OF BATTLE GROUND
APPROVED

6/6/08

CITY ENGINEER DATE

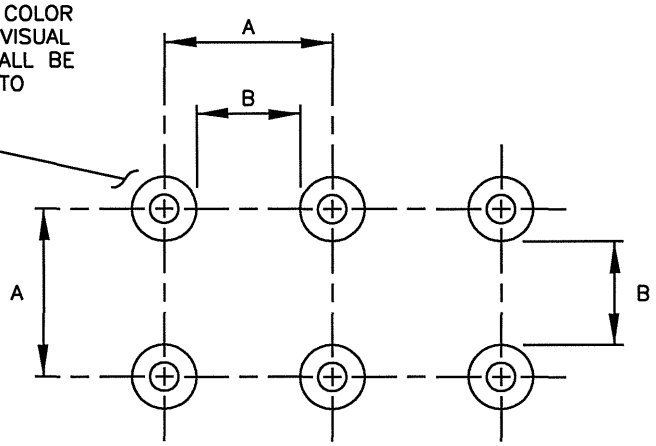
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/6/08	JMH	MCH

TR-4.03



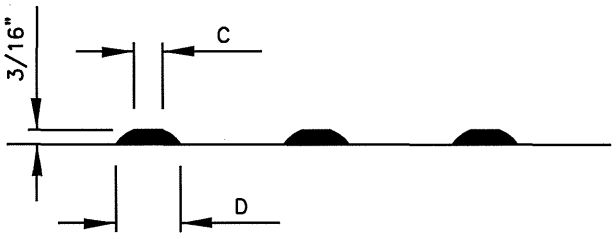
RAMP LIP DETAIL

DETECTABLE WARNING PATTERN AREA COLOR SHALL BE IN COMPLIANCE WITH ADA VISUAL CONTRAST REQUIREMENTS. COLOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.



PLAN

	MIN.	MAX.
A	1 5/8"	2 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"



ELEVATION

NOTES:

1. TRUNCATED DOMES SHALL BE CAST IN PLACE PLASTIC WITH THE DOME DIMENSIONS AND SPACING SHOWN. SURFACE APPLIED SYSTEMS ARE NOT ALLOWED.
2. DETECTABLE WARNINGS SHALL MATCH THE WIDTH OF THE THROAT AND BE 2' DEEP.
3. DETECTABLE WARNINGS SHALL BE INSTALLED PER MANUFACTURES RECOMMENDED PROCEDURES.
4. DETECTABLE WARNINGS SHALL BE YELLOW IN COLOR. ALTERNATE COLORS MAY BE APPROVED BY THE CITY ENGINEER.

N.T.S.

RAMP LIP & DETECTABLE WARNING PATTERN

PLAN #

CITY OF BATTLE GROUND
APPROVED

6/6/08

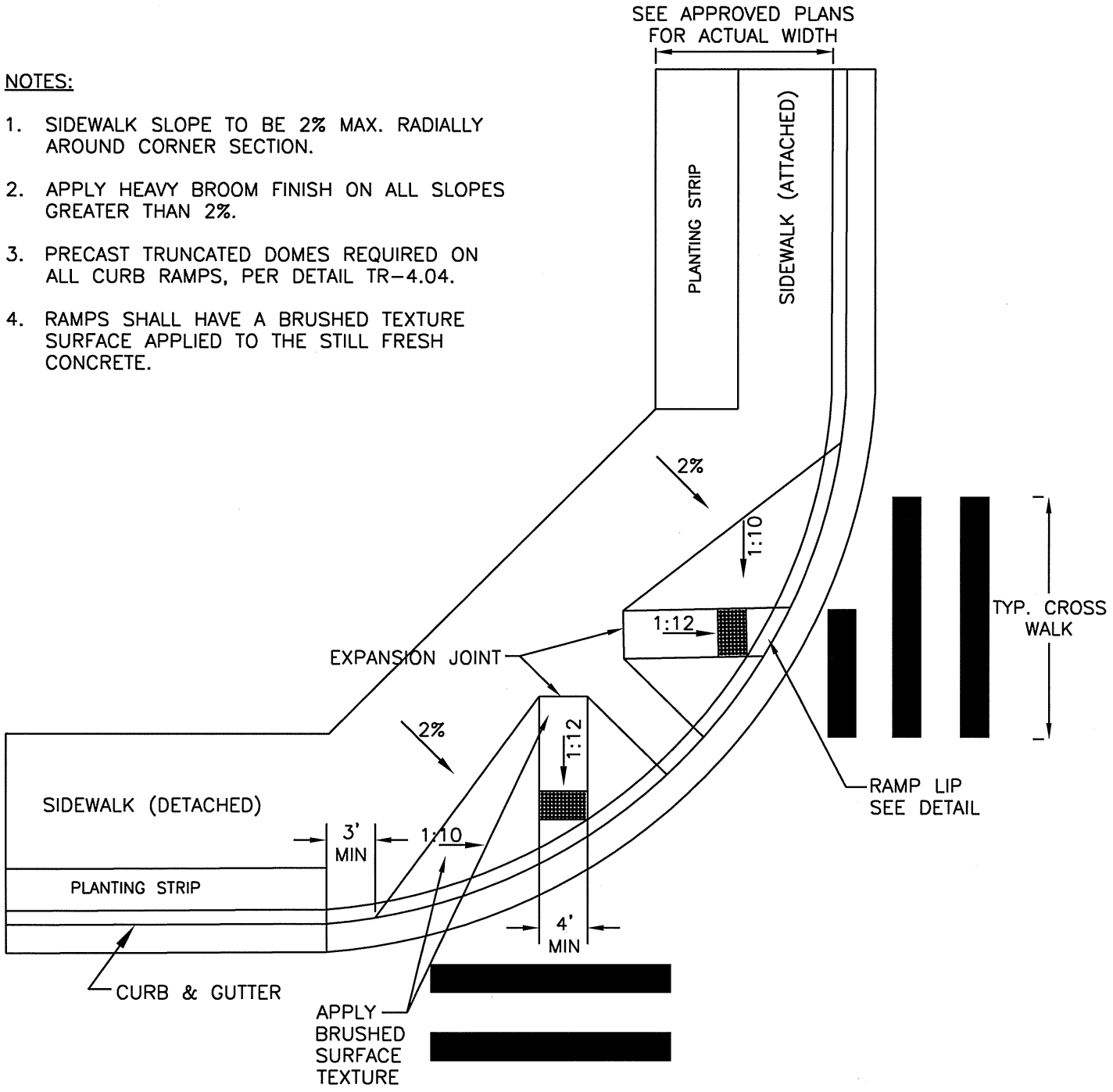
CITY ENGINEER — DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/6/08	JMH	MCH

TR-4.04

NOTES:

1. SIDEWALK SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.
2. APPLY HEAVY BROOM FINISH ON ALL SLOPES GREATER THAN 2%.
3. PRECAST TRUNCATED DOMES REQUIRED ON ALL CURB RAMPS, PER DETAIL TR-4.04.
4. RAMPS SHALL HAVE A BRUSHED TEXTURE SURFACE APPLIED TO THE STILL FRESH CONCRETE.



N.T.S.

TYPE 1A CURB RAMP

PLAN #

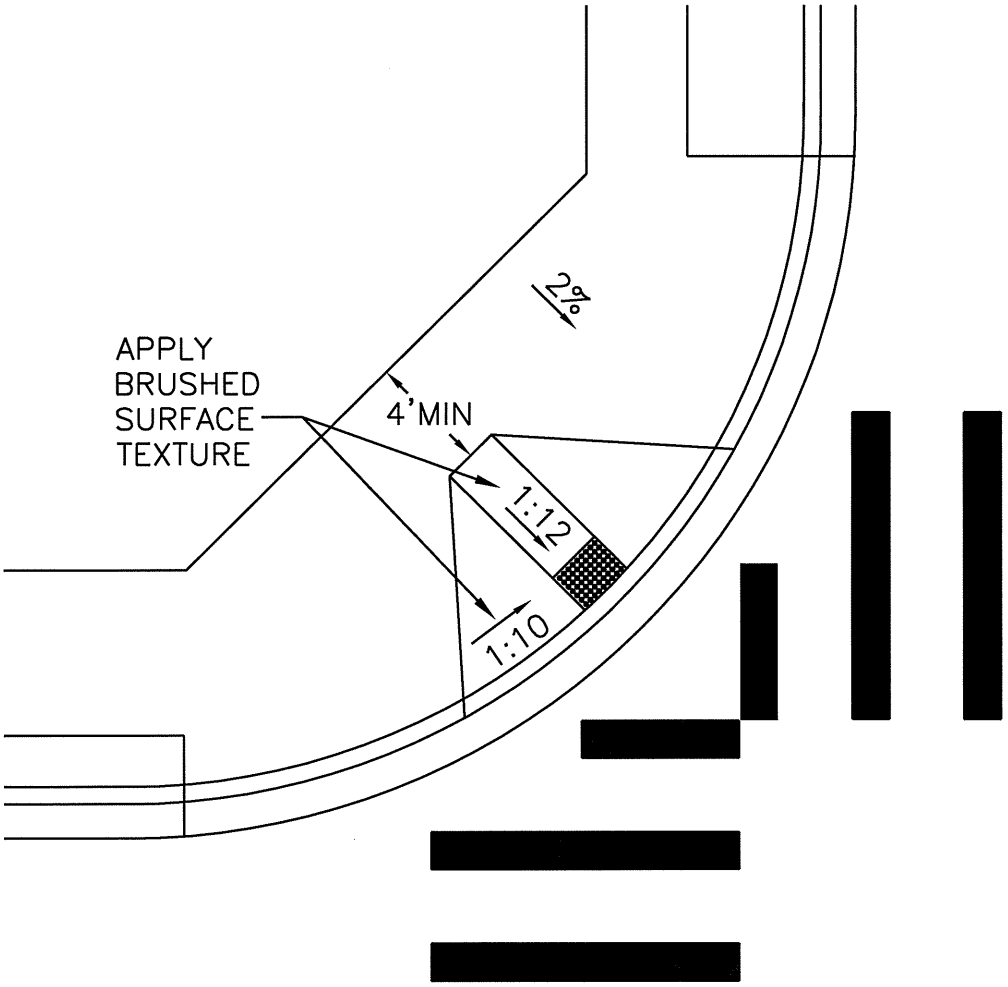
CITY OF BATTLE GROUND
APPROVED

6/6/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	6/6/08	ALL	MCH

TR-4.05



NOTES:

1. SIDEWALK SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.
2. APPLY HEAVY BROOM FINISH ON ALL SLOPES GREATER THAN 2%.
3. PRECAST TRUNCATED DOMES REQUIRED ON ALL CURB RAMPS, PER DETAIL TR-4.04.
4. RAMPS SHALL HAVE A BRUSHED TEXTURE SURFACE APPLIED TO THE STILL FRESH CONCRETE.
5. THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING ROAD LOCATIONS WHERE THE TYPE 1A CURB RAMP CAN NOT BE USED AND WHEN APPROVED BY THE CITY ENGINEER.

N.T.S.

TYPE 1B CURB RAMP

PLAN #

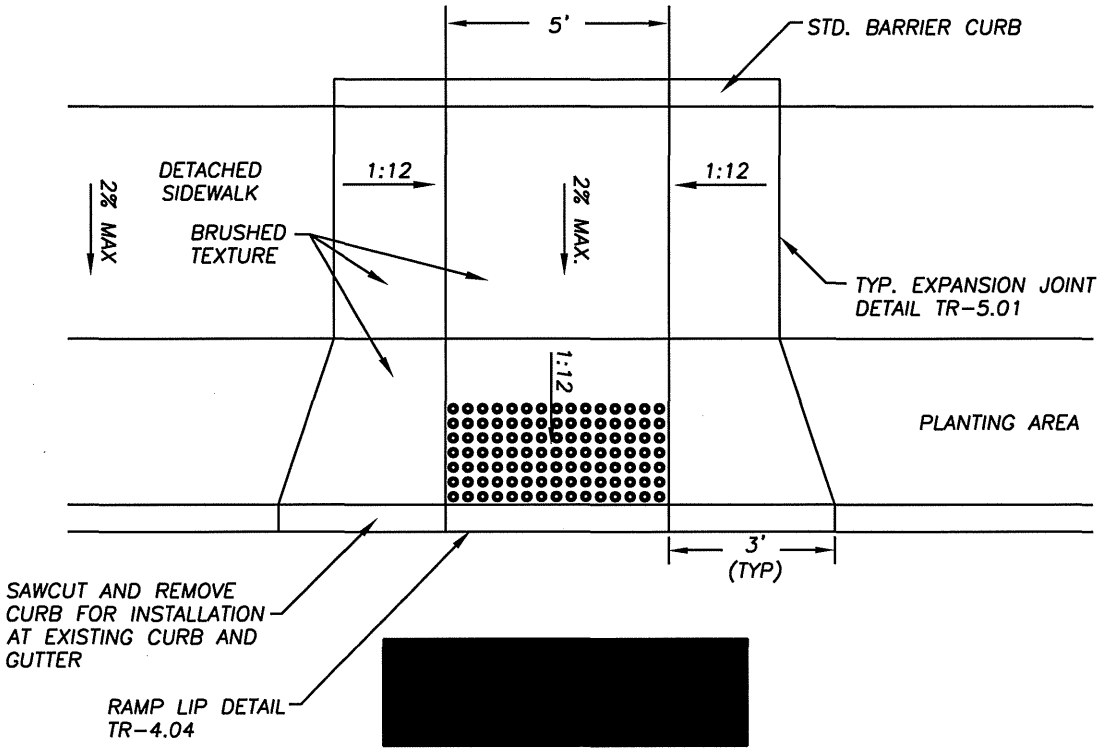
CITY OF BATTLE GROUND
APPROVED

6/6/08

CITY ENGINEER DATE

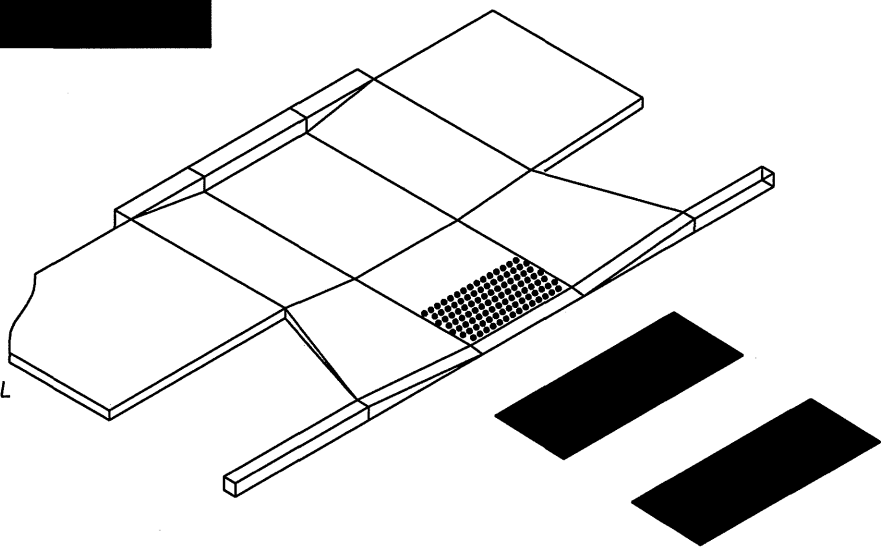
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	8/30/05	ALL	MCH
3	6/6/08	JMH	MCH

TR-4.06



[redacted]

[redacted]



NOTES:

1. CURB RAMPS TO BE CENTERED WITHIN CROSSWALK.
2. APPLY HEAVY BROOM FINISH ON ALL SLOPES GREATHER THAN 2%.
3. PRECAST TRUNCATED DOMES REQUIRED ON ALL CURB RAMPS, PER DETAIL TR-4.04.
4. RAMPS SHALL HAVE A BRUSHED TEXTURE SURFACE APPLIED TO THE STILL FRESH CONCRETE.

N.T.S.

TYPE 2A CURB RAMP

PLAN #

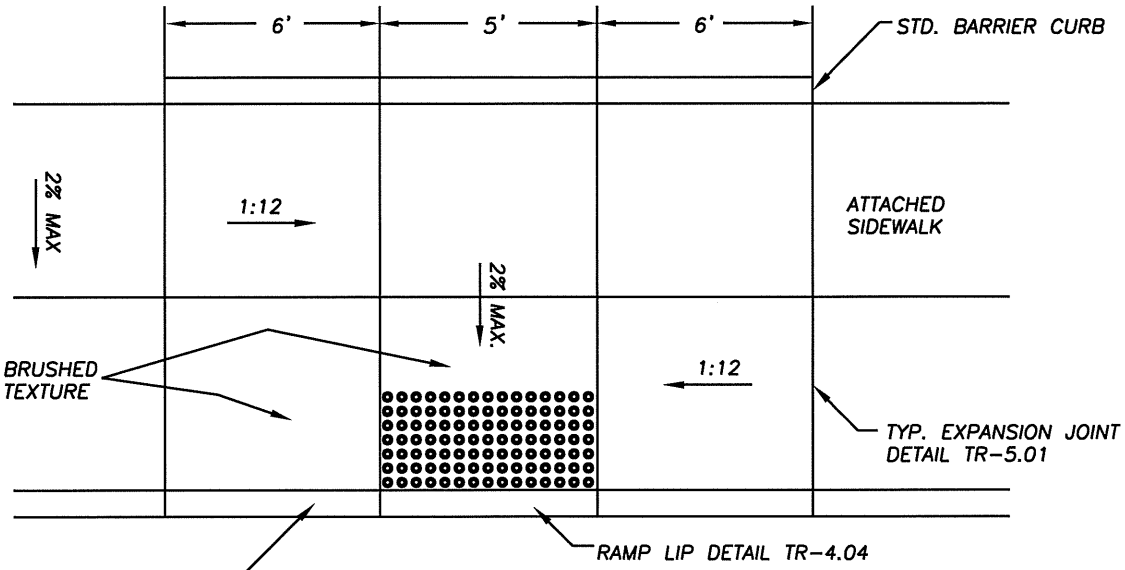
CITY OF BATTLE GROUND APPROVED

6/6/08

CITY ENGINEER DATE

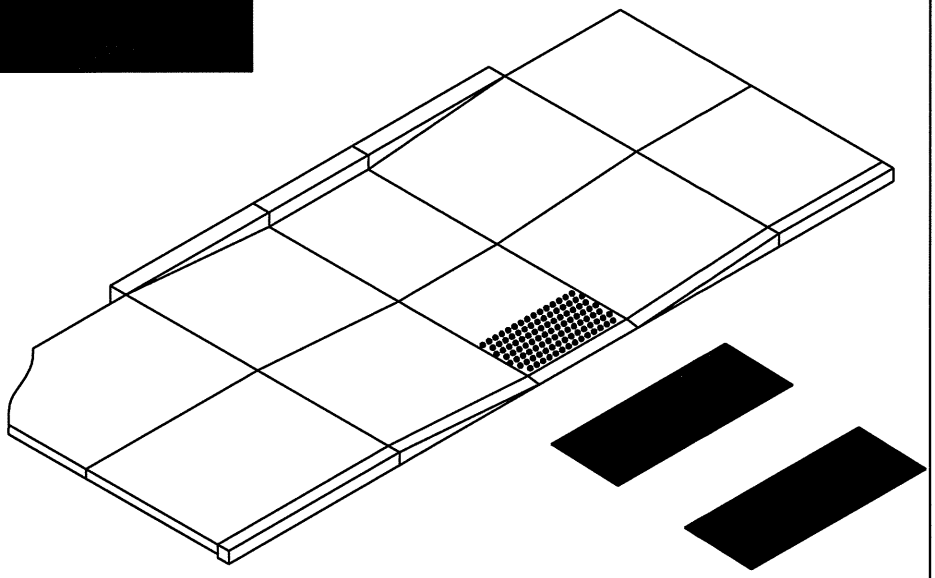
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	8/30/05	ALL	MCH
3	6/6/08	MCH	MCH

TR-4.07



[redacted]

[redacted]



NOTES:

1. CURB RAMPS TO BE CENTERED WITHIN CROSSWALK.
2. APPLY HEAVY BROOM FINISH ON ALL SLOPES GREATHER THAN 2%.
3. PRECAST TRUNCATED DOMES REQUIRED ON ALL CURB RAMPS, PER DETAIL TR-4.04.
4. RAMPS SHALL HAVE A BRUSHED TEXTURE SURFACE APPLIED TO THE STILL FRESH CONCRETE.

N.T.S.

TYPE 2B CURB RAMP

PLAN #

THE CITY OF BATTLE GROUND

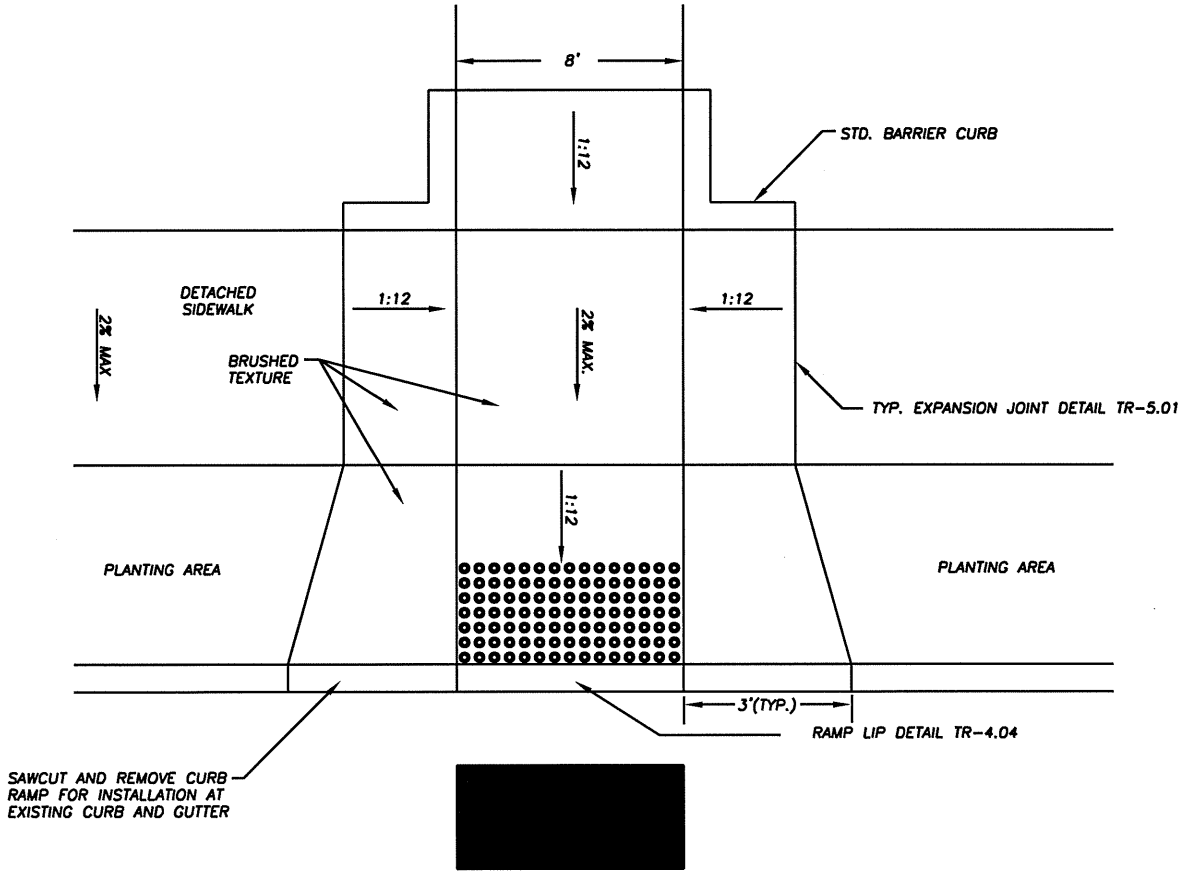
CITY OF BATTLE GROUND
APPROVED

6/6/08

CITY ENGINEER DATE

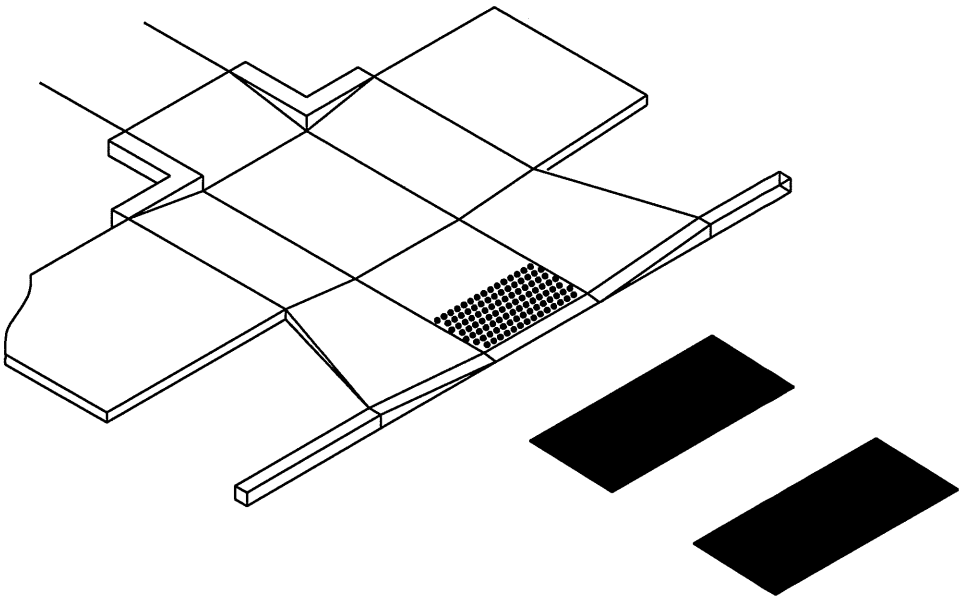
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	8/30/05	ALL	MCH
3	6/6/08	JMH	MCH

TR-4.08



NOTES:

1. CURB RAMPS TO BE CENTERED WITHIN CROSSWALK.
2. APPLY HEAVY BROOM FINISH ON ALL SLOPES GREATER THAN 2%.
3. PRECAST TRUNCATED DOMES REQUIRED ON ALL CURB RAMPS, PER DETAIL TR-4.04.
4. RAMPS SHALL HAVE A BRUSHED TEXTURE SURFACE APPLIED TO THE STILL FRESH CONCRETE.



N.T.S.

TYPE 2C CURB RAMP

PLAN #

CITY OF BATTLE GROUND
APPROVED

6/6/08

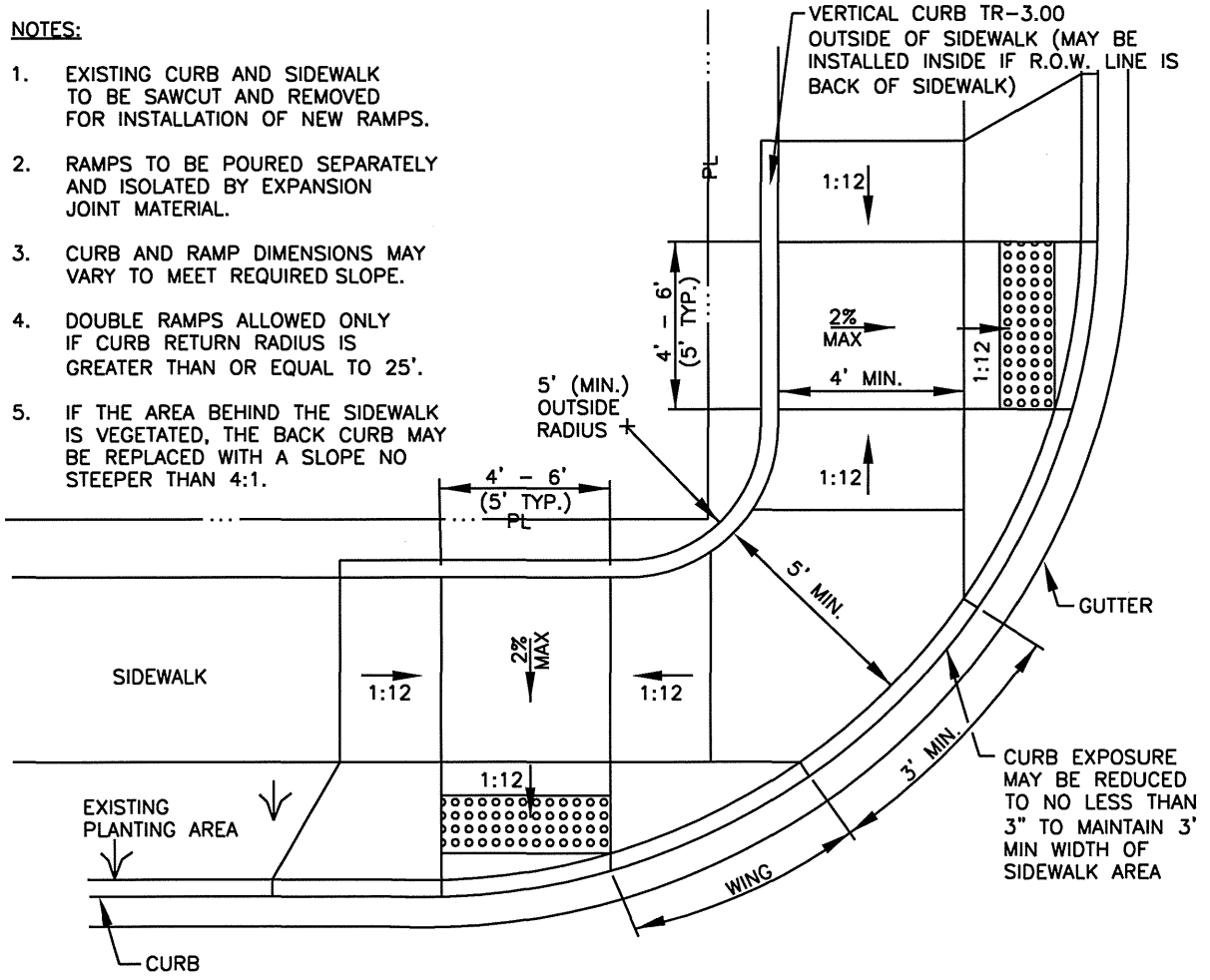
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/24/06	CMS	MCH
2	1/17/08	JMH	MCH
3	6/6/08	JMH	MCH

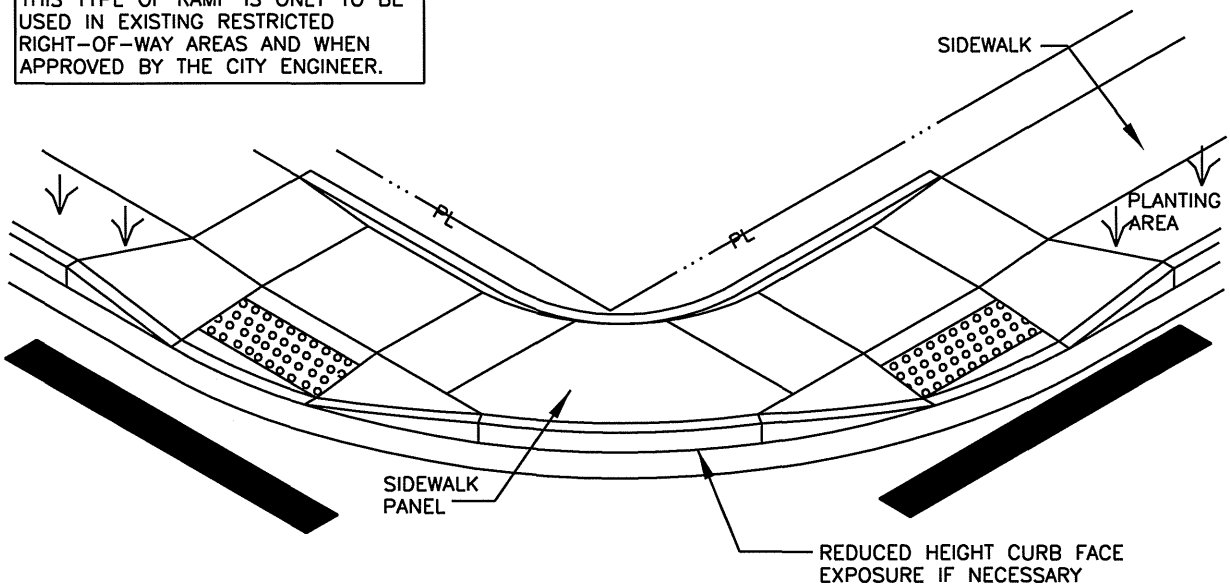
TR-4.09

NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. CURB AND RAMP DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF CURB RETURN RADIUS IS GREATER THAN OR EQUAL TO 25'.
5. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.



THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT-OF-WAY AREAS AND WHEN APPROVED BY THE CITY ENGINEER.



N.T.S.

TYPE 3A CURB RAMP

PLAN #

CITY OF BATTLE GROUND
APPROVED

6/6/08

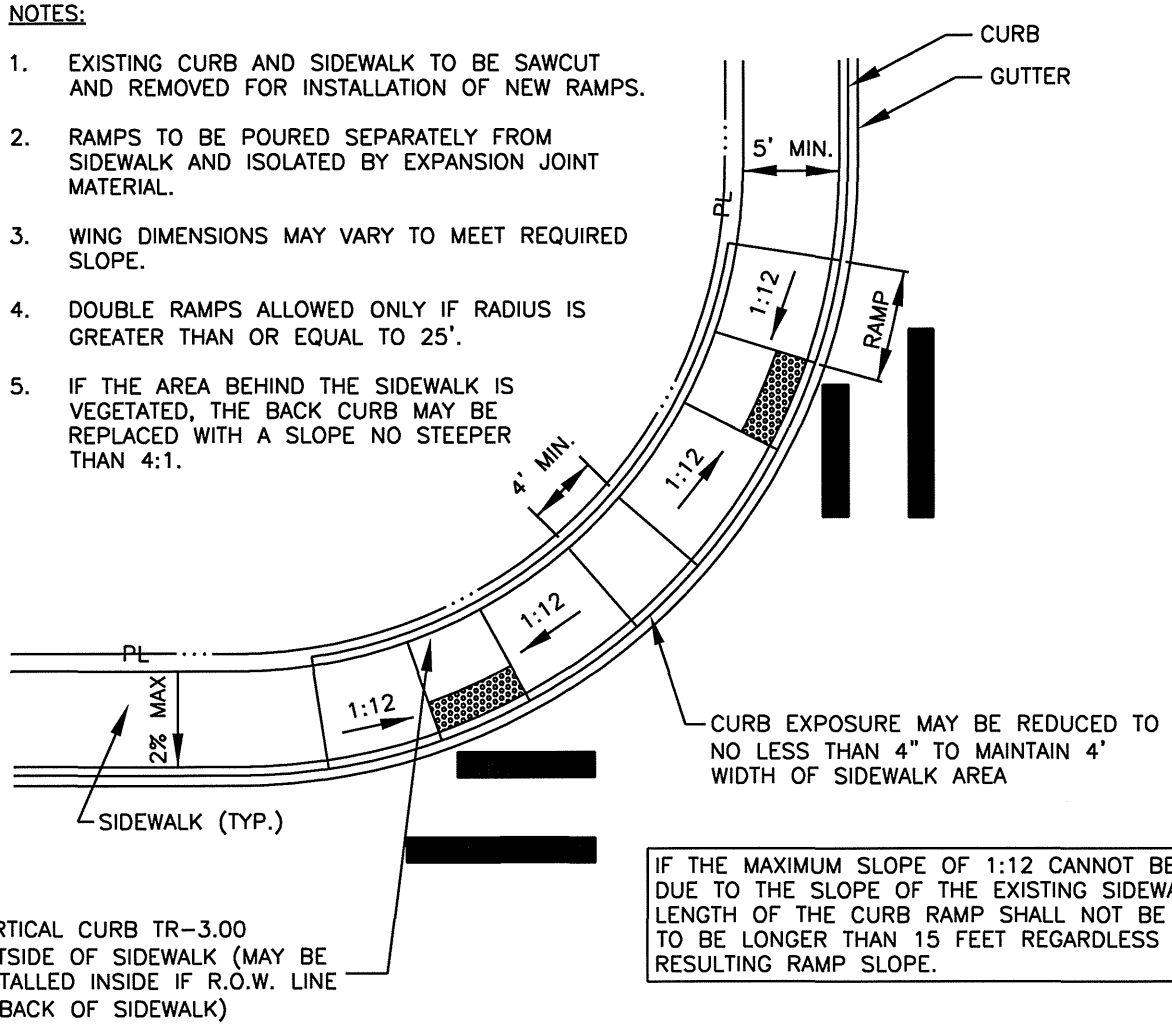
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	6/6/08	JMH	MCH

TR-4.10

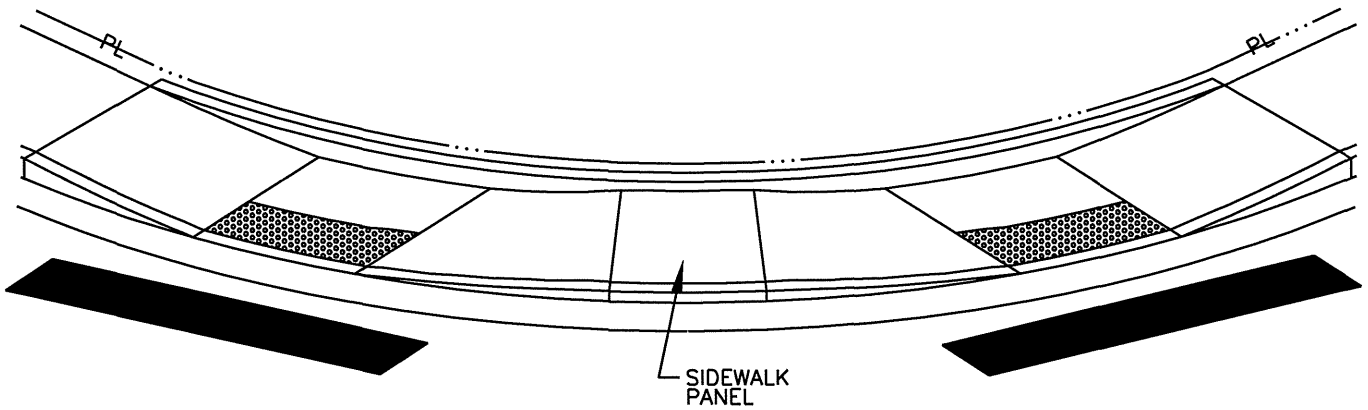
NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF RADIUS IS GREATER THAN OR EQUAL TO 25'.
5. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.



IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.

THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT-OF-WAY AREAS AND WHEN APPROVED BY THE CITY ENGINEER.



N.T.S.

TYPE 3B CURB RAMP

PLAN #

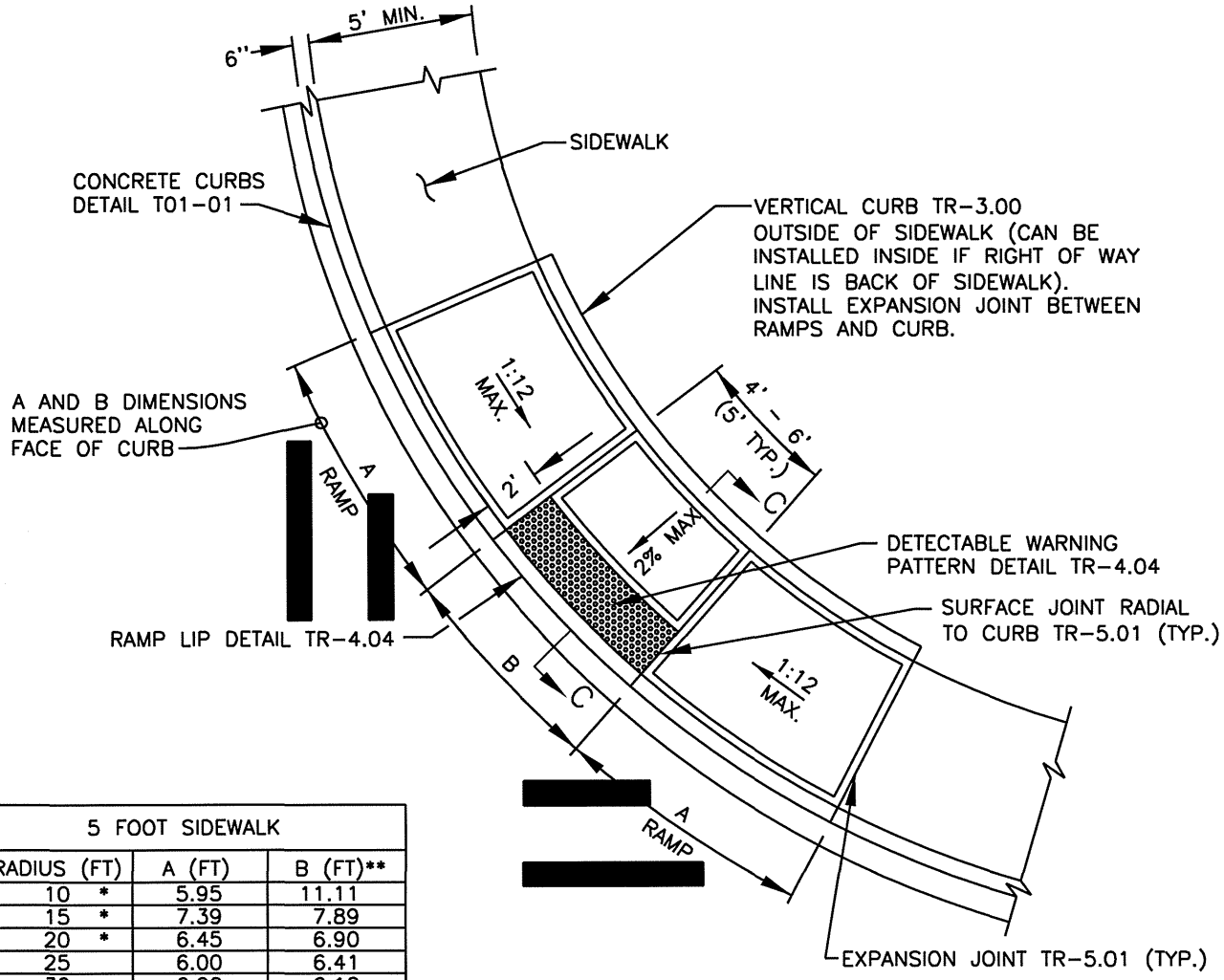
CITY OF BATTLE GROUND APPROVED

6/6/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	5/31/08	JMH	MCH
2	6/6/08	JMH	MCH

TR-4.11



5 FOOT SIDEWALK		
RADIUS (FT)	A (FT)	B (FT)**
10 *	5.95	11.11
15 *	7.39	7.89
20 *	6.45	6.90
25	6.00	6.41
30	6.00	6.12
35	6.00	5.93
40	6.00	5.80
45	6.00	5.63
∞	6.00	5.00

6 FOOT SIDEWALK		
RADIUS (FT)	A (FT)	B (FT)**
10 *	4.90	14.29
15 *	7.63	8.82
20 *	6.58	7.41
25	6.00	6.76
30	6.00	6.38
35	6.00	6.14
40	6.00	5.97
45	6.00	5.84
∞	6.00	5.00

* DOUBLE ATTACHED RAMPS NOT ALLOWED

** ASSUMED 5' TOP OF RAMP WIDTH

NOTES:

1. RAMPS SHALL HAVE A MAXIMUM 1:12 SLOPE.
2. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
6. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.
7. THIS TYPE OF RAMP IS ONLY TO BE USED IN RESTRICTED RIGHT-OF-WAY AREAS AND WHEN APPROVED BY THE CITY ENGINEER.

N.T.S.

TYPE 3C CURB RAMP

PLAN #

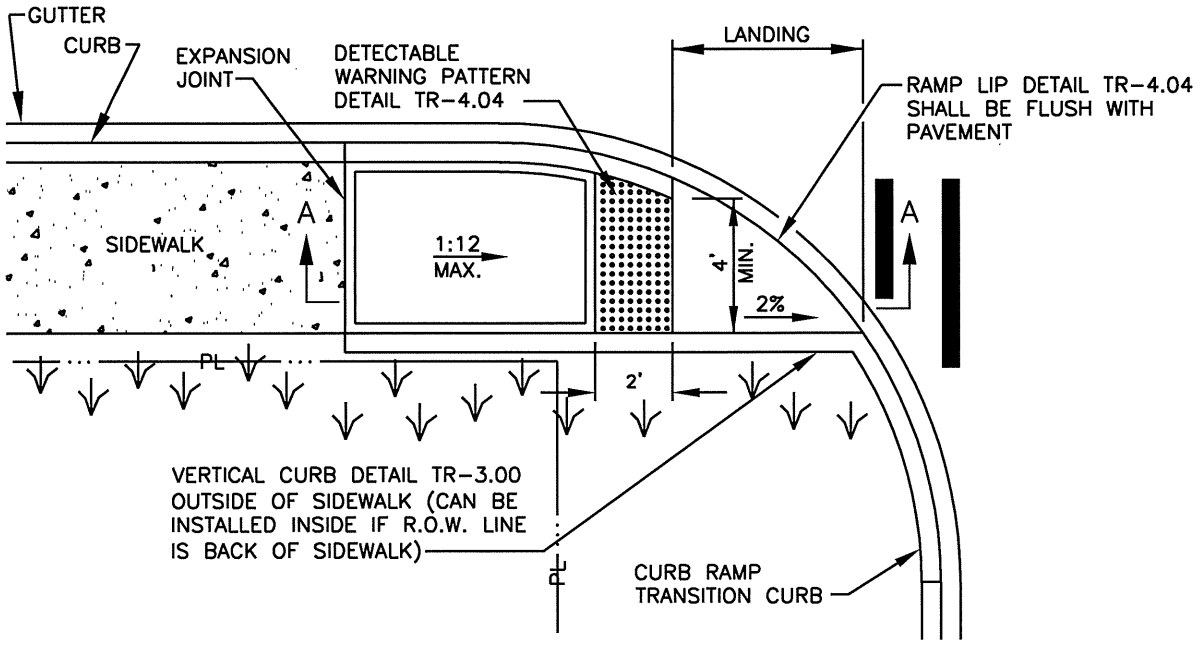
CITY OF BATTLE GROUND
APPROVED

6/6/08

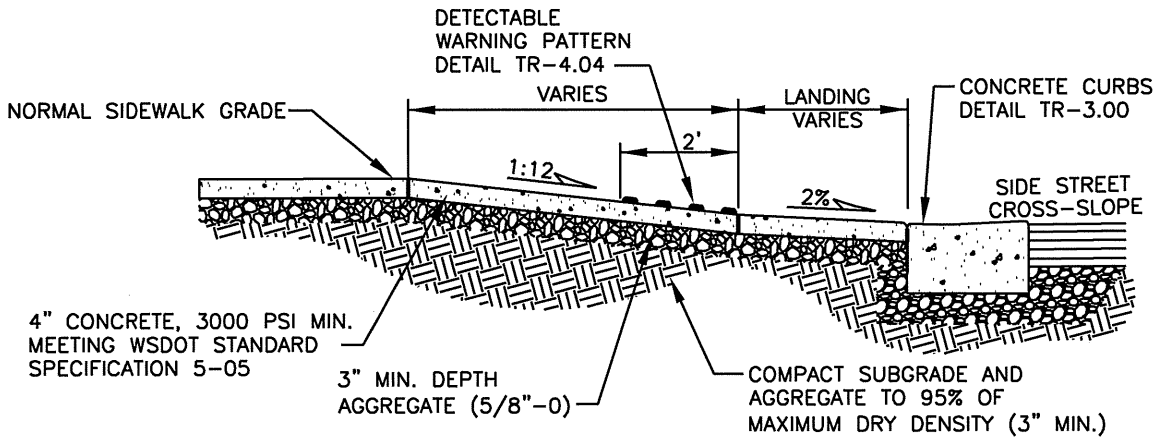
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	6/6/08	JMH	MCH

TR-4.12



PLAN



SECTION A-A

NOTES:

1. THIS DETAIL IS TO BE USED ONLY FOR RETROFIT PROJECTS WHEN RIGHT-OF-WAY IS LIMITED TO BACK OF SIDEWALK AND WHEN APPROVED BY THE CITY ENGINEER.
2. RAMP TO BE CENTERED IN CROSSWALK.
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 4' SHALL BE MAINTAINED.
4. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.

N.T.S.

TYPE 4A CURB RAMP

PLAN #

THE CITY OF BATTLE GROUND

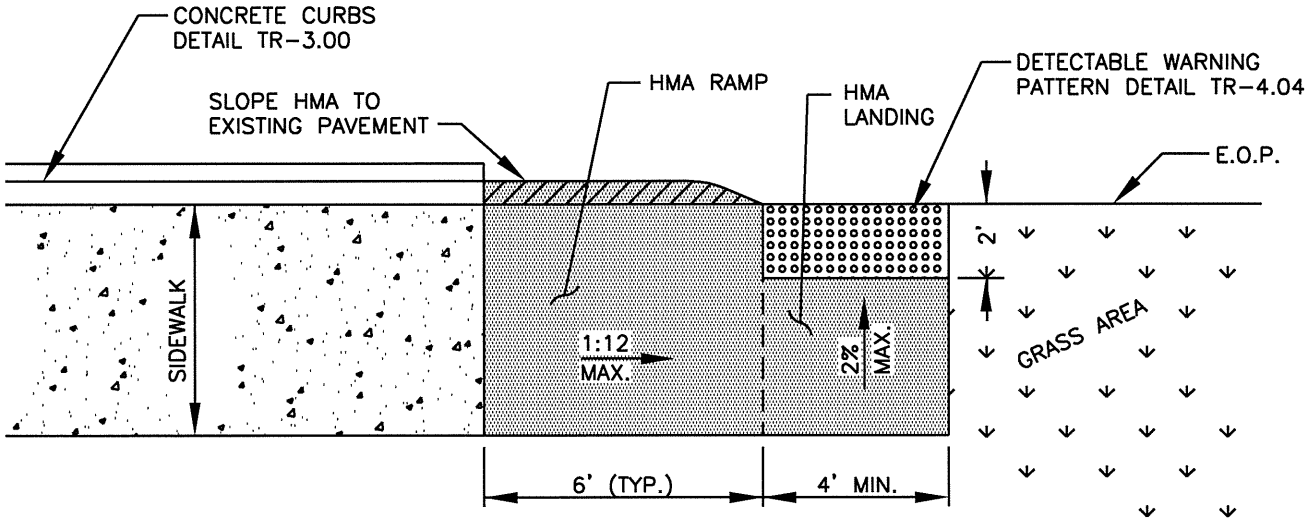
CITY OF BATTLE GROUND
APPROVED

6/6/08

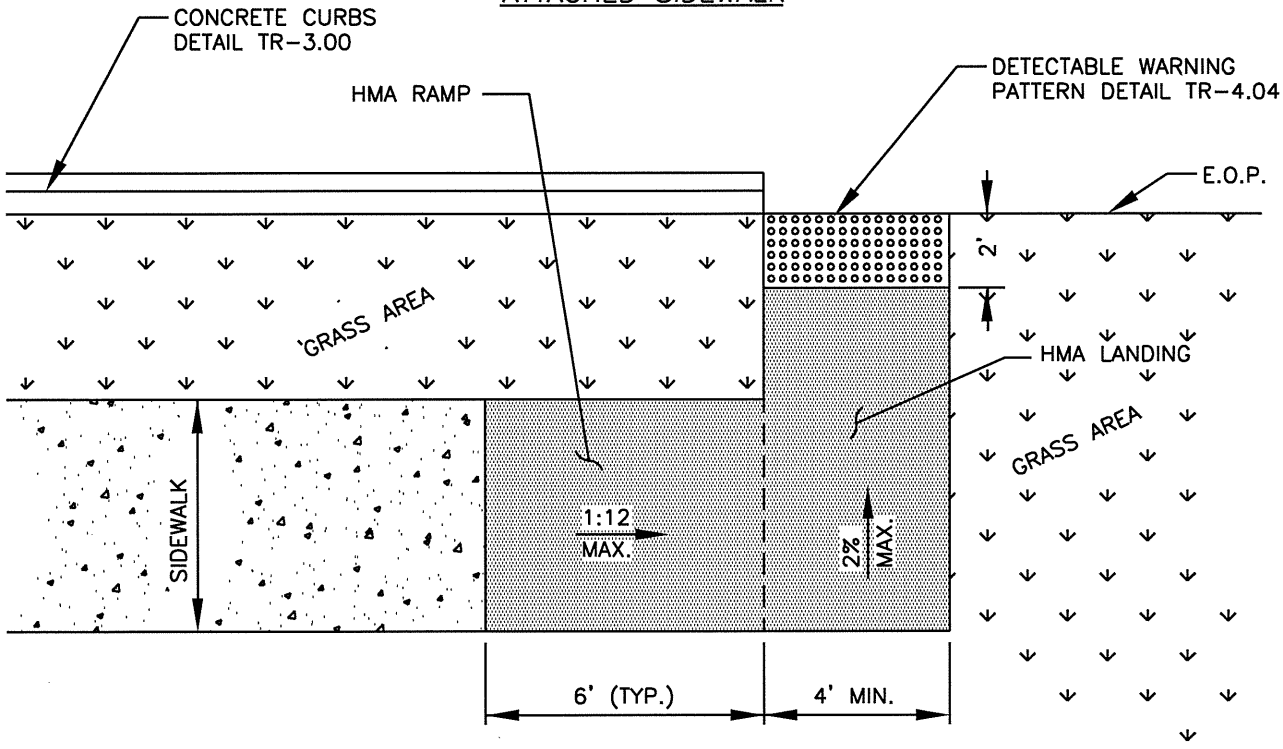
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/6/08	JMH	MCH

TR-4.13



ATTACHED SIDEWALK



DETACHED SIDEWALK

NOTES:

1. CLASS "G" HOT MIX ASPHALT (HMA) SHALL BE A MINIMUM OF 0.20' DEEP, OVER 3" MIN. DEPTH OF AGGREGATE (5/8"-0).
2. HMA LANDINGS SHALL BE AT A SLOPE NO GREATER THAN 2%.
3. BEGIN HMA RAMP AT NEAREST SIDEWALK JOINT.

N.T.S.

TEMPORARY ASPHALT CURB RAMP

PLAN #

THE CITY OF BATTLE GROUND

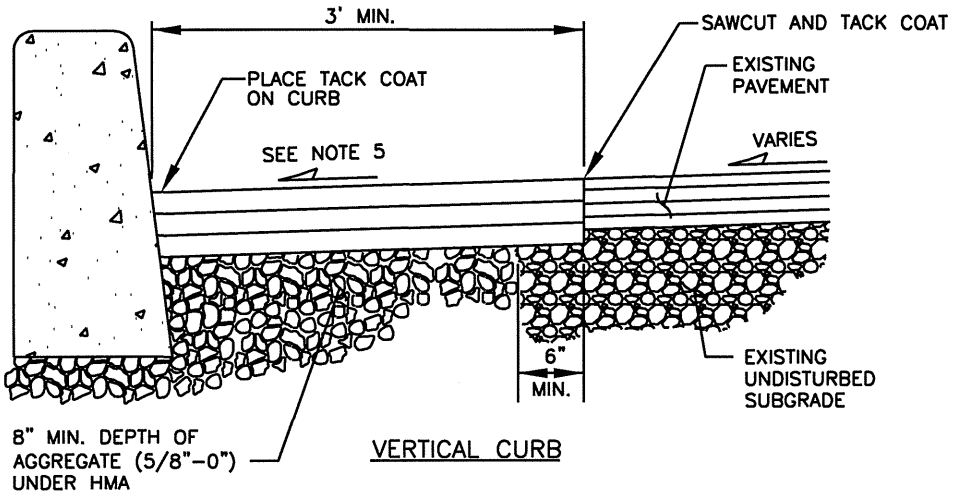
CITY OF BATTLE GROUND
APPROVED

6/9/08

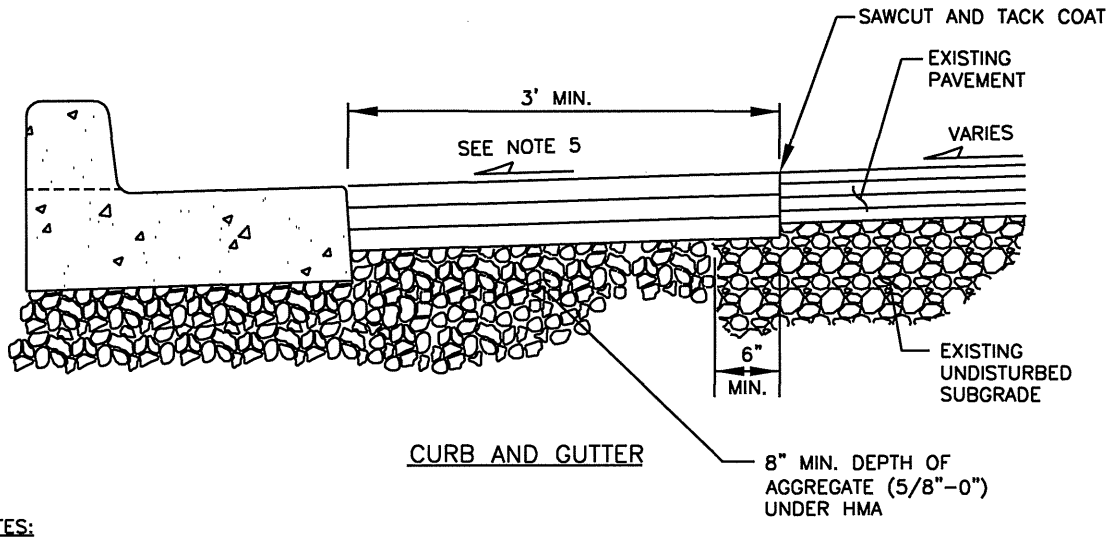
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

TR-4.14



VERTICAL CURB



CURB AND GUTTER

NOTES:

1. SEE CONCRETE CURBS DETAIL TR-3.00 FOR CURBS.
2. SEE STREET SECTION DETAILS TR-2.00 TO TR-2.10 FOR ASPHALT AND BASEROCK THICKNESS CHARTS.
3. THE EDGES OF ALL EXISTING ASPHALT SURFACES SHALL BE CLEANED AND A TACK COAT SHALL BE APPLIED PER THE STANDARD SPECIFICATIONS. ALL JOINTS SHALL BE SEALED WITH CRS-1 AND SANDED.
4. COMPACT SUBGRADE, CRUSHED AGGREGATE AND PAVEMENT TO 95% OF MAXIMUM DRY DENSITY.
5. DEPTH OF HOT MIX ASPHALT CLASS A PER TYPICAL ROADWAY SECTION. MINIMUM LIFT THICKNESS TO MATCH EXISTING OR 0.30' ON LOCAL STREETS AND 0.45' ON COLLECTORS AND ARTERIALS WHICHEVER IS GREATER.
6. MATCH EXISTING PAVEMENT SLOPE. NO STEEPER THAN 2.5% WITHOUT SPECIFIC CITY APPROVAL.
7. SAWCUT AND REMOVE EXISTING FAILING ASPHALT CONCRETE PAVEMENT.
8. SAWCUT AND REMOVE EXISTING ASPHALT CONCRETE PAVEMENT. NEW ASPHALT SHALL OVERLAP EXISTING BASE ROCK 6" MINIMUM.
9. HMA (CLASS A) IN LIFTS OF 3" MAXIMUM OR AS DIRECTED.
10. 3' MIN. PAVEMENT RESTORATION AROUND MANHOLE IS REQUIRED.

N.T.S.

PAVEMENT RESTORATION AT CURBS

PLAN #

THE CITY OF BATTLE GROUND

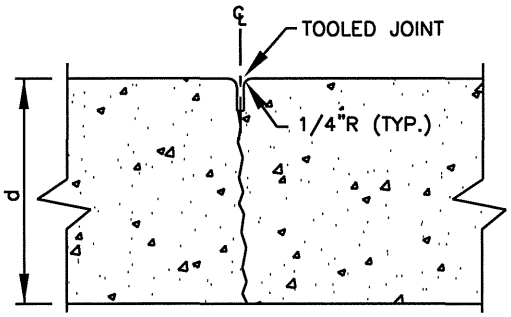
CITY OF BATTLE GROUND
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6/9/08

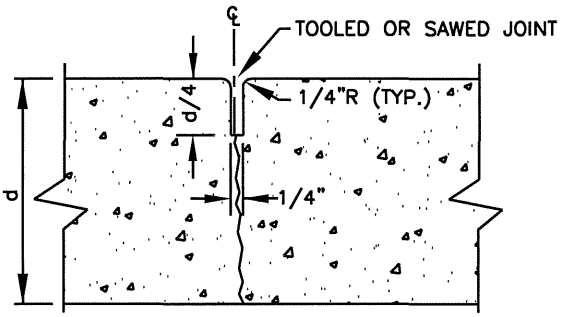
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

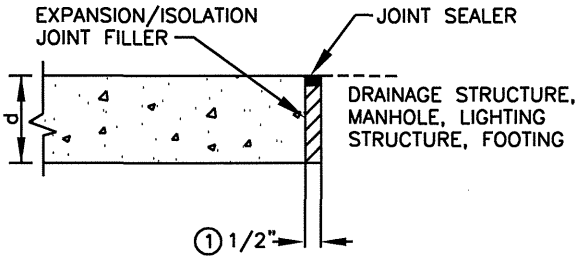
TR-5.00



SURFACE JOINT

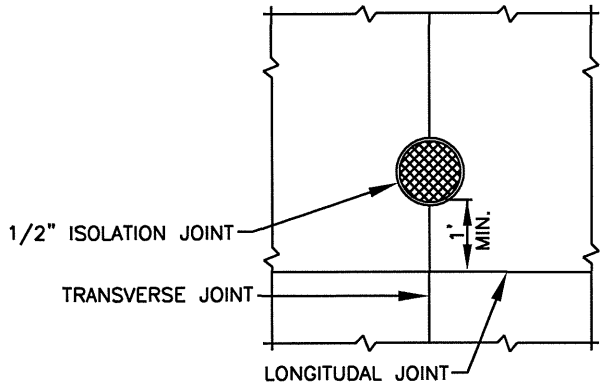


CONTRACTION JOINT

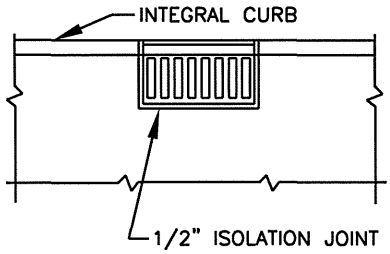


EXPANSION/ISOLATION JOINT DETAIL

① 3/8" JOINT FILLER FOR SIDEWALKS, ADA RAMPS, AND DRIVEWAYS



MANHOLES



CATCH BASINS

NOTES:

1. CONTRACTION JOINTS MAY BE USED IN PLACE OF SURFACE JOINTS.
2. CONSTRUCTION COLD JOINTS MAY BE USED IN PLACE OF CONTRACTION JOINTS.
3. CONCRETE PAVEMENT LOAD TRANSFER REQUIREMENTS ACROSS JOINTS SHALL BE DETERMINED BY PCC PAVEMENT DESIGN.
4. PARALLEL JOINTS SHALL BE SEPARATED BY A MINIMUM OF 2'.

N.T.S.

CONCRETE JOINTS

PLAN #

THE CITY OF BATTLE GROUND

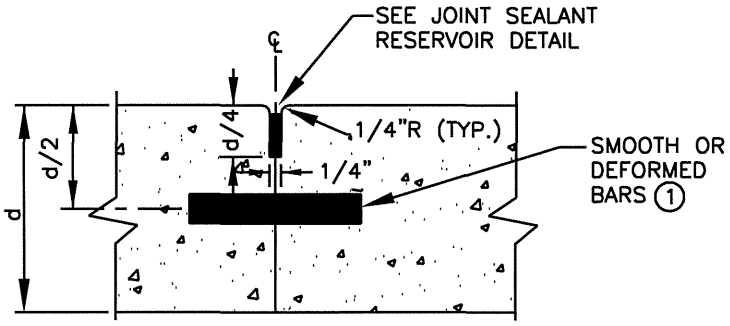
CITY OF BATTLE GROUND
APPROVED

6/9/08

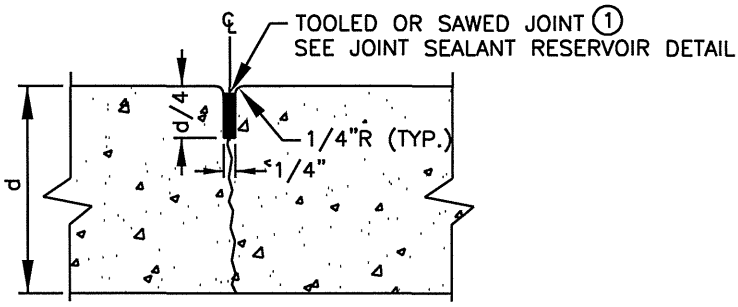
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/9/08	JMH	MCH

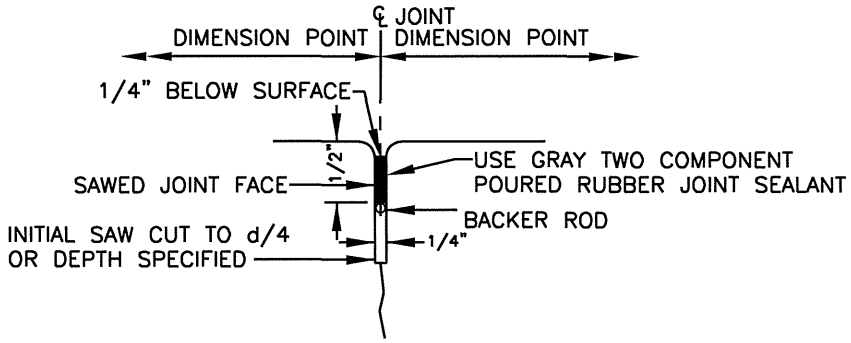
TR-5.01



FIXED AND WORKING
CONSTRUCTION JOINT DETAIL



SEALED CONTRACTION JOINT



JOINT SEALANT RESERVOIR

NOTE:

(1) CONCRETE PAVEMENT LOAD TRANSFER REQUIREMENTS ACROSS JOINTS SHALL BE DETERMINED BY PCC PAVEMENT DESIGN.

N.T.S.

CONCRETE PATCH JOINTS

PLAN #

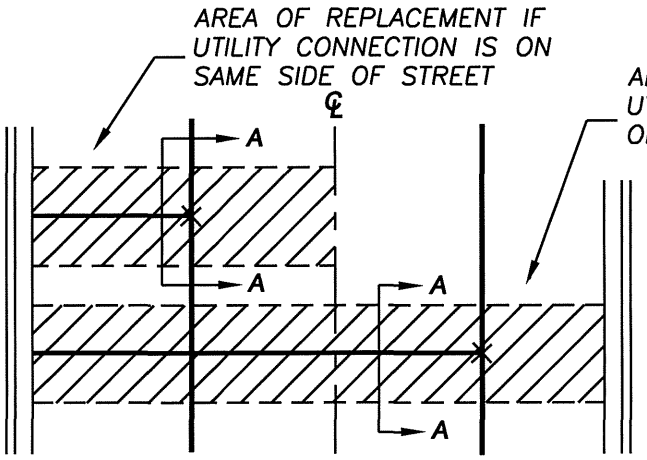
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	6/9/08	JMH	MCH

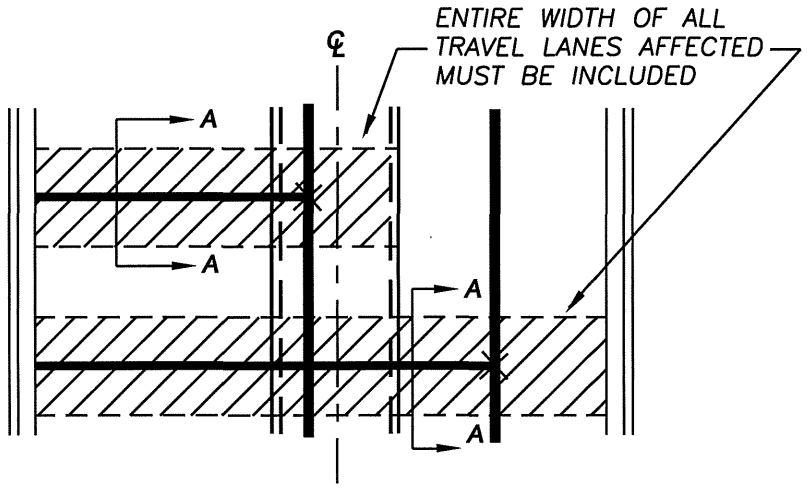
TR-5.02



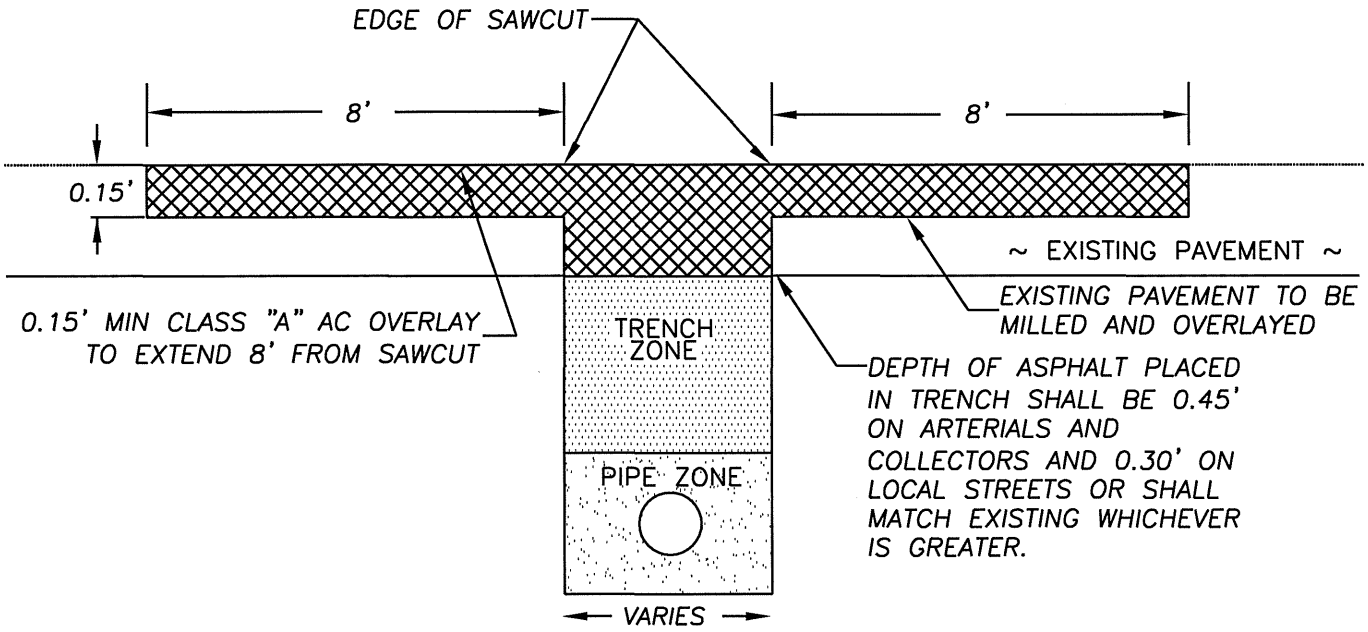
LOCAL STREET

OR

NEIGHBORHOOD COLLECTOR



MAJOR COLLECTOR OR ARTERIAL



SECTION A–A

NOTES:

1. THIS DETAIL IS TO BE USED ON PAVEMENT SURFACE RECONSTRUCTION WHEN THE EXISTING PAVEMENT IS LESS THAN 5 YEARS OLD. SEE DETAIL TR–5.07A & B FOR TRENCH AND PIPE ZONE.

N.T.S.

PAVEMENT SURFACE RECONSTRUCTION – 5–YEAR MORATORIUM TRANSVERSE CUTS	PLAN #

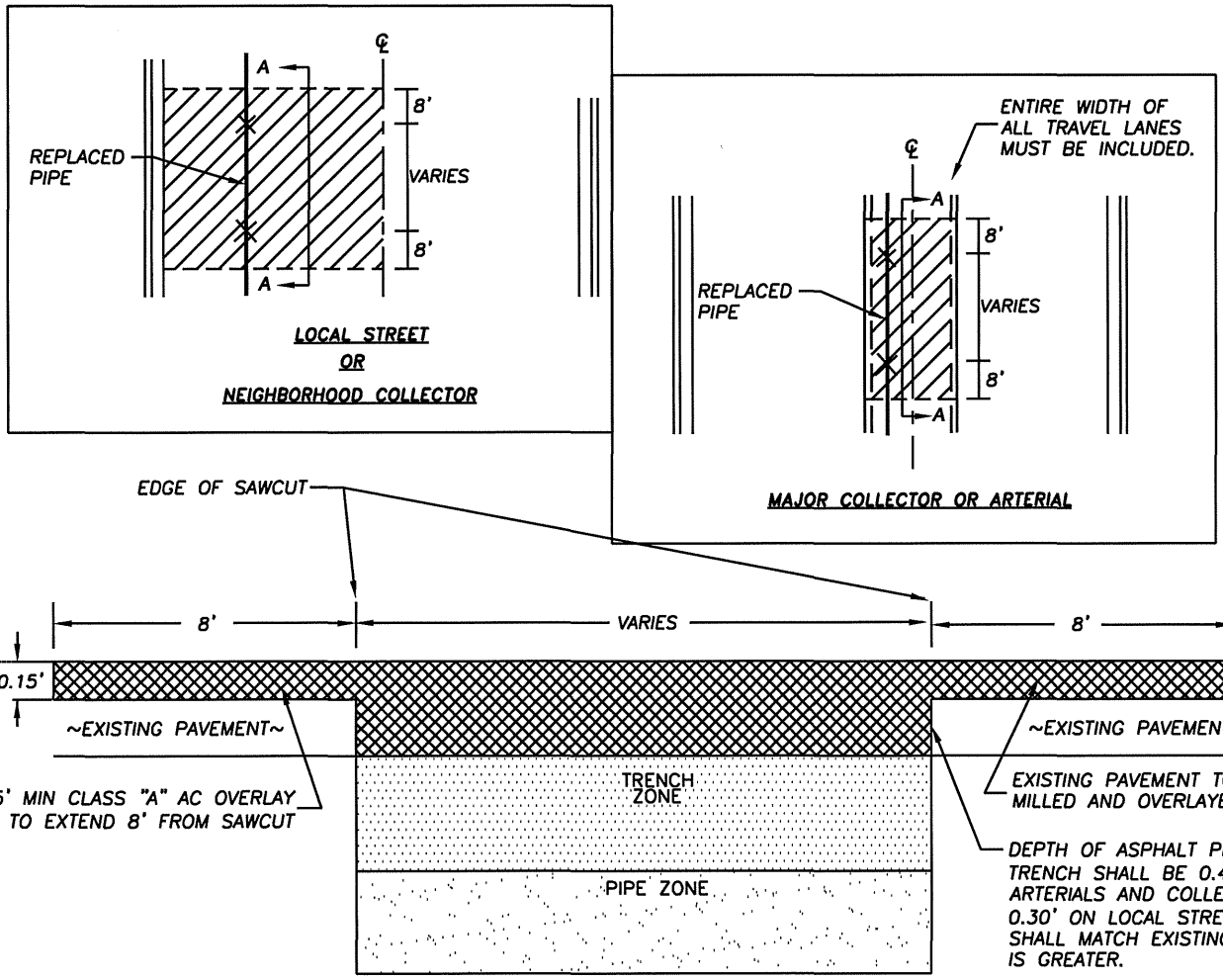
CITY OF BATTLE GROUND APPROVED

6/9/08

CITY ENGINEER — DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

TR–5.03



SECTION A-A

NOTES:

1. THIS DETAIL IS TO BE USED ON PAVEMENT SURFACE RECONSTRUCTION WHEN THE EXISTING PAVEMENT IS LESS THAN 5 YEARS OLD. SEE DETAIL TR-5.07A & B FOR TRENCH AND PIPE ZONE.

N.T.S.

PAVEMENT SURFACE RECONSTRUCTION – 5-YEAR MORATORIUM LONGITUDINAL CUTS	PLAN #

THE CITY OF BATTLE GROUND

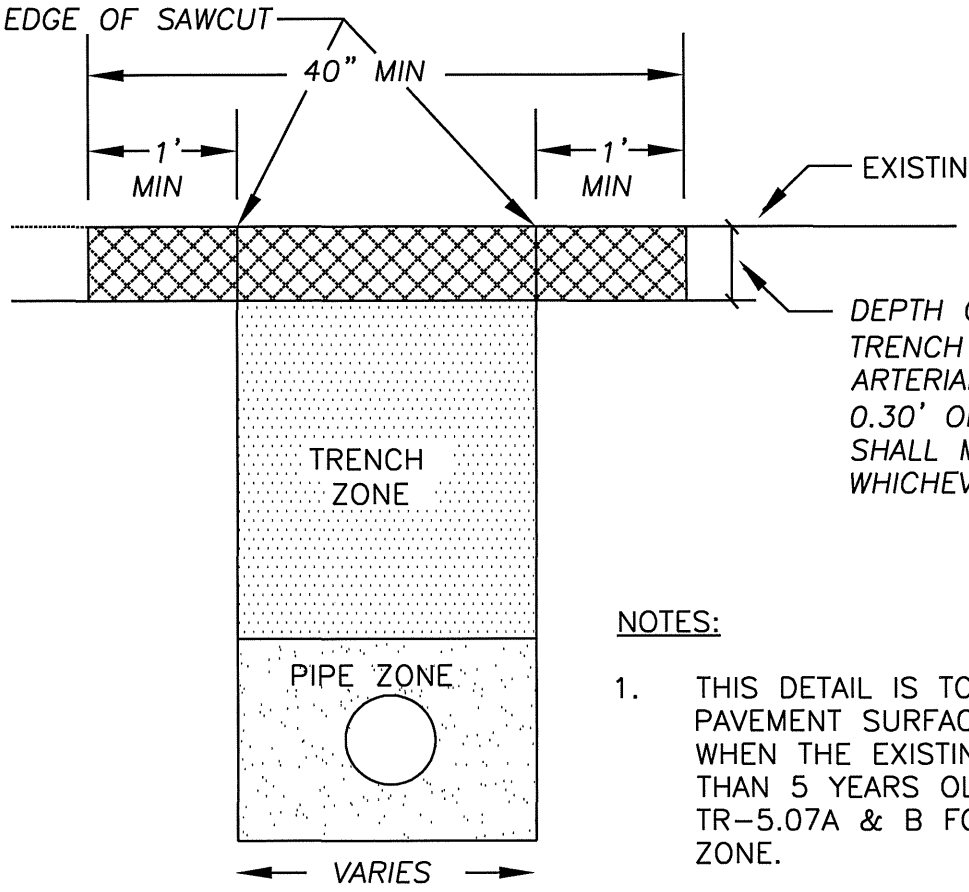
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/9/08	JMH	MCH

TR-5.04



SECTION A–A

NOTES:

1. THIS DETAIL IS TO BE USED ON PAVEMENT SURFACE RECONSTRUCTION WHEN THE EXISTING PAVEMENT IS MORE THAN 5 YEARS OLD. SEE DETAIL TR–5.07A & B FOR TRENCH AND PIPE ZONE.

N.T.S.

PAVEMENT SURFACE RECONSTRUCTION – NON–MORATORIUM CUTS

PLAN #

THE CITY OF BATTLE GROUND

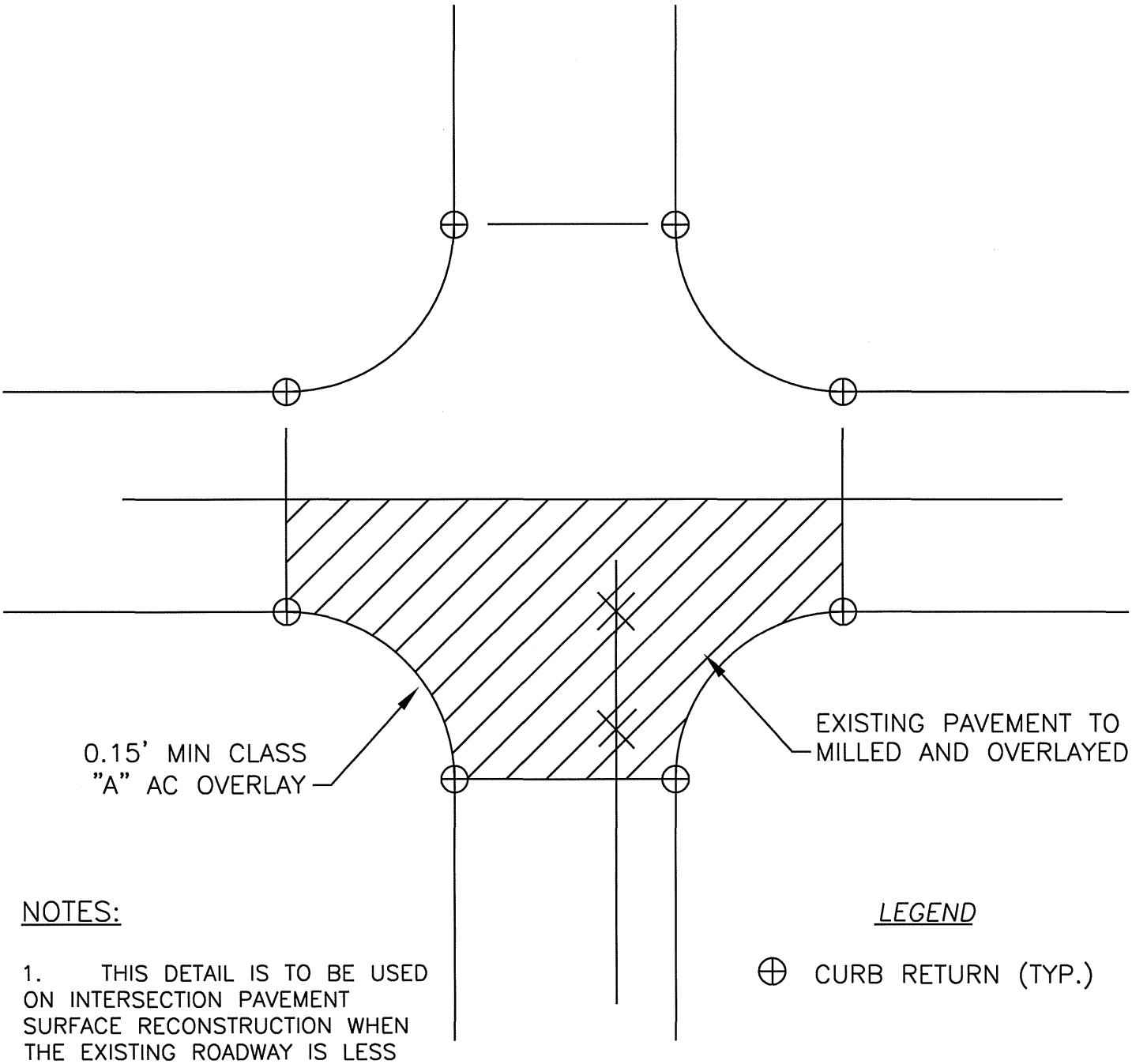
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/9/08	JMH	MCH

TR–5.05



NOTES:

1. THIS DETAIL IS TO BE USED ON INTERSECTION PAVEMENT SURFACE RECONSTRUCTION WHEN THE EXISTING ROADWAY IS LESS THAN 5 YEARS OLD.

LEGEND

⊕ CURB RETURN (TYP.)

N.T.S.

PAVEMENT SURFACE RECONSTRUCTION – 5-YEAR MORATORIUM INTERSECTIONS

PLAN #

THE CITY OF BATTLE GROUND

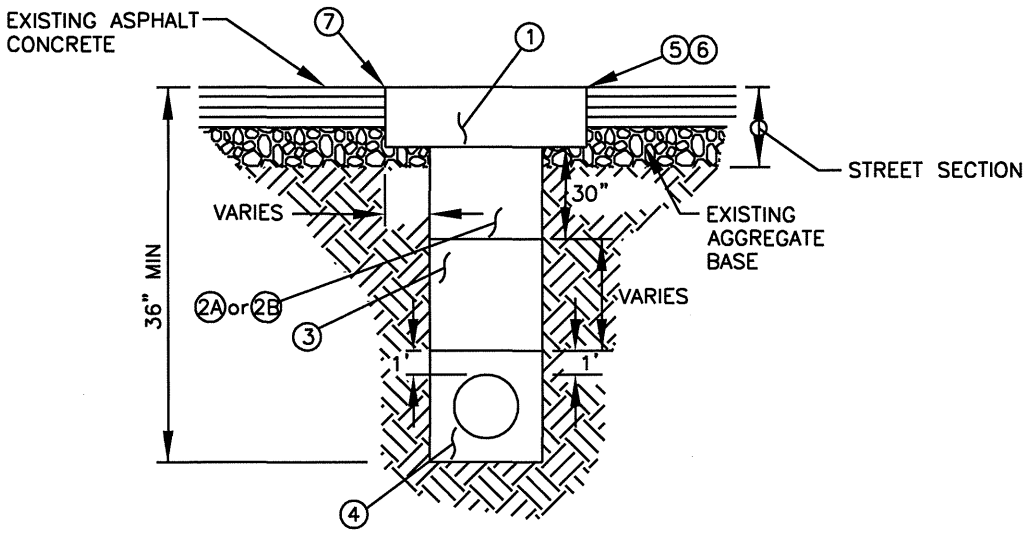
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER *DATE*

REVISIONS:	*DATE:*	*DRAWN:*	*DESIGNED:*
1	1/31/08	JMH	MCH
2	6/9/08	JMH	MCH

TR-5.06



① ASPHALT CONCRETE PER DETAIL TR-5.03, TR-5.04 OR TR-5.05.

THE MIX TEMPERATURE SHALL BE 325 DEGREE MAXIMUM AT THE TIME OF PLANT DISCHARGE. AT THE TIME OF PLACEMENT, THE MIX TEMPERATURE SHALL BE 250 DEGREE MINIMUM.

2A (LOCAL STREETS ONLY) BASE COURSE SHALL CONSIST OF CRUSHED AGGREGATE BASE COURSE, MEETING THE REQUIREMENTS OF SECTION 4-04 OF THE WSDOT STANDARD SPECIFICATIONS. COMPACTION SHALL BE TO 95% MAXIMUM DENSITY AS DESCRIBED IN SECTION 2-03 OF THE WSDOT STANDARD SPECIFICATIONS. EACH LIFT SHALL NOT EXCEED 0.5'. AN EQUIVALENT DEPTH OF ASPHALT TREATED BASE (ATB) MAY BE SUBSTITUTED. ATB LIFTS SHALL NOT EXCEED 0.35'.

2B (COLLECTORS AND ARTERIALS ONLY) BACKFILL SHALL CONSIST OF CONTROL DENSITY FILL (CDF), A MIXTURE OF PORTLAND CEMENT, FLY ASH, AGGREGATES, WATER AND ADMIXTURES PROPORTIONED TO PROVIDE A NON-SEGREGATING, SELF-CONSOLIDATING, FREE-FLOWING MATERIAL WHICH WILL RESULT IN A HARDENED, DENSE, NON-SETTLING FILL PRODUCING UNCONFINED COMPRESSIVE 28 DAY STRENGTHS FROM 50 PSI TO A MAXIMUM OF 150 PSI.

a) THE CONTROLLED DENSITY FILL (CDF) MIX DESIGN SHALL BE FROM AN APPROVED SOURCE.

b) 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.

c) THE CONTRACTOR WILL 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 FLYASH: 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.

N.T.S.

PAVEMENT SURFACE RECONSTRUCTION – TRENCH & PIPE ZONE

PLAN #

THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/9/08	JMH	MCH

TR-5.07A

(2B) CONTINUED

e) 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 F AND RISING. EACH FILLING STAGE SHALL BE AS CONTINUOUS AN OPERATION AS POSSIBLE.

f) AT THE TIME OF PLACEMENT, CDF MUST HAVE A TEMPERATURE OF AT LEAST 40-DEGREES F. EACH FILLING STAGE SHALL BE AS CONTINUOUS AN OPERATION AS POSSIBLE.

g) TRENCH SECTIONS TO BE FILLED WITH CDF SHALL BE CONTAINED AT EITHER END OF THE TRENCH SECTION BY BULKHEADS OR EARTH FILL.

h) DURING CDF CURE TIME CONTRACTOR SHALL INSTALL STEEL STREET PLATES OR OTHER PROTECTIVE DEVICES WHICH WILL ALLOW FOR THE PASSAGE AND SAFETY OF TRAFFIC WITH NO LOAD TRANSFERRED TO THE CDF.

i) CONTRACTOR SHALL ALLOW FOR A MINIMUM 48 HOUR CURE TIME FOR CDF PRIOR TO PLACING ASPHALT.

j) 30-INCH DEPTH OF CDF MAY BE REDUCED IF CONFLICTING WITH PIPE ZONE BACKFILL.

(3) TRENCH ZONE - GRANULAR BACKFILL AS APPROVED BY LOCAL AGENCY OR WSDOT SPECIFICATIONS FOR GRANULAR BACKFILL. COMPACTED TO 95% OF MAXIMUM DENSITY IN THE TRENCH ZONE USING METHOD C COMPACTION AS PER SECTION 2-03.3 (14). CDF MAY BE USED IN LIEU OF GRANULAR BACKFILL. ALTERNATIVE BACKFILL MAY BE APPROVED BY CITY ENGINEER BASED ON A GEOTECH REPORT.

TRENCH ZONE WIDTH -- SEE BELOW.

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

(4) PIPE BEDDING AND PIPE ZONE BACKFILL MATERIALS SHALL BE PER WSDOT 7-09.3(9) FOR WATER AND WSDOT 9-03.12(3) FOR SANITARY AND STORM SEWER.

(5) SAWCUTTING WILL BE REQUIRED AROUND THE PERIMETER OF ALL EXCAVATIONS TO PROVIDE CLEAN, STRAIGHT, VERTICAL SIDES. THE CUT LINE SHALL BE ONE CONTINUOUS STRAIGHT LINE FROM THE OUTER EXCAVATION LIMITS OF MANHOLE, VALVE BOX, ETC. TO MANHOLE, VALVE BOX, ETC.

(6) 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.

(7) ALL JOINTS SHALL BE SEALED USING HEATED PAVING ASPHALT AR4000W, AND SANDED WITH DRY SAND.

N.T.S.

PAVEMENT SURFACE RECONSTRUCTION - TRENCH & PIPE ZONE

PLAN #

THE CITY OF BATTLE GROUND

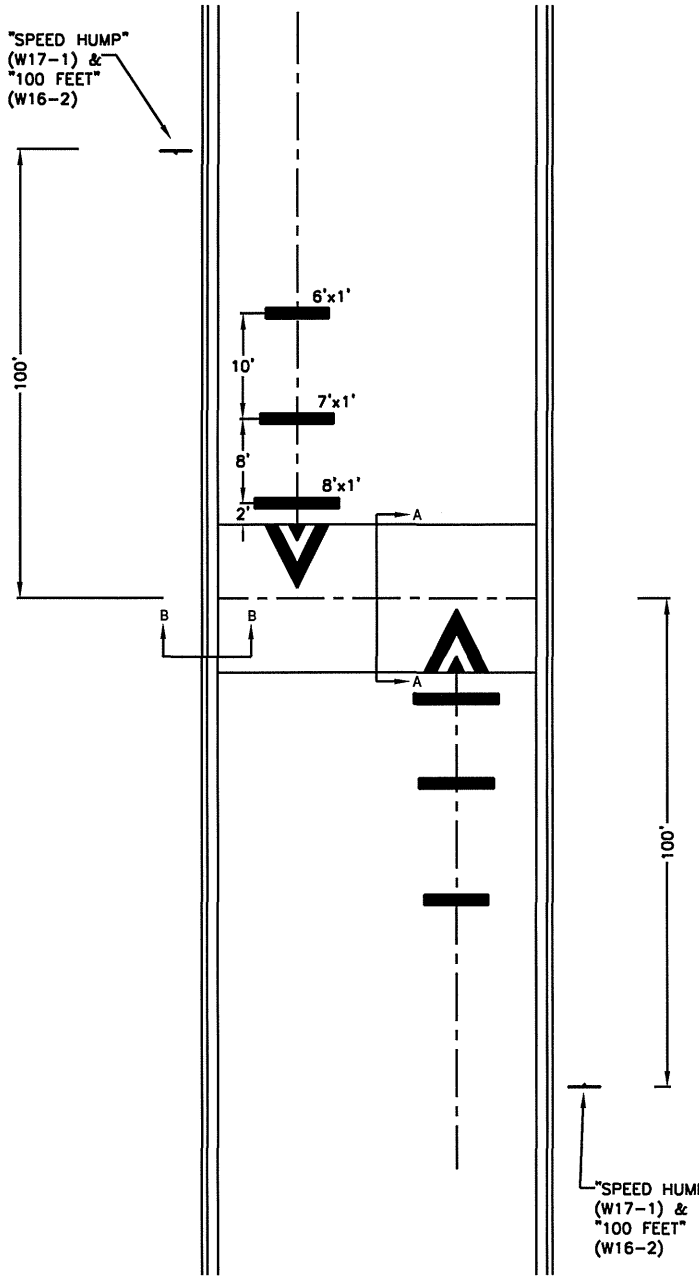
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

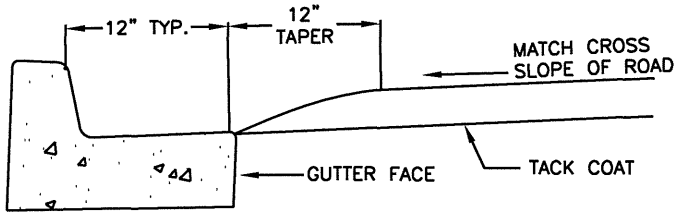
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1	1/31/08	JMH	MCH
2	6/9/08	JMH	MCH

TR-5.07B

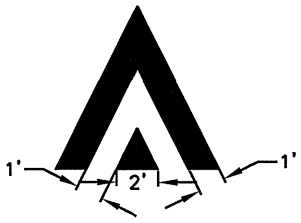


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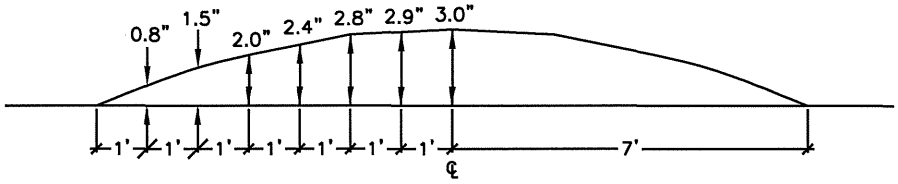
1. ALL STRIPING TO BE WSDOT TYPE B THERMOPLASTIC MATERIAL.
2. SIGNAGE PER LATEST EDITION OF MUTCD.
3. SPEED HUMP TO BE CLASS "A" ASPHALT.
4. SIGN MOUNTING PER DETAIL TR-7.02.
5. MAY ONLY BE USED WHEN APPROVED BY THE CITY ENGINEER.



SECTION B-B
TAPER TO CURB AND GUTTER



PAVEMENT MARKING DETAIL



SECTION A-A
PARABOLIC CROWN

N.T.S.

SPEED HUMP

PLAN #

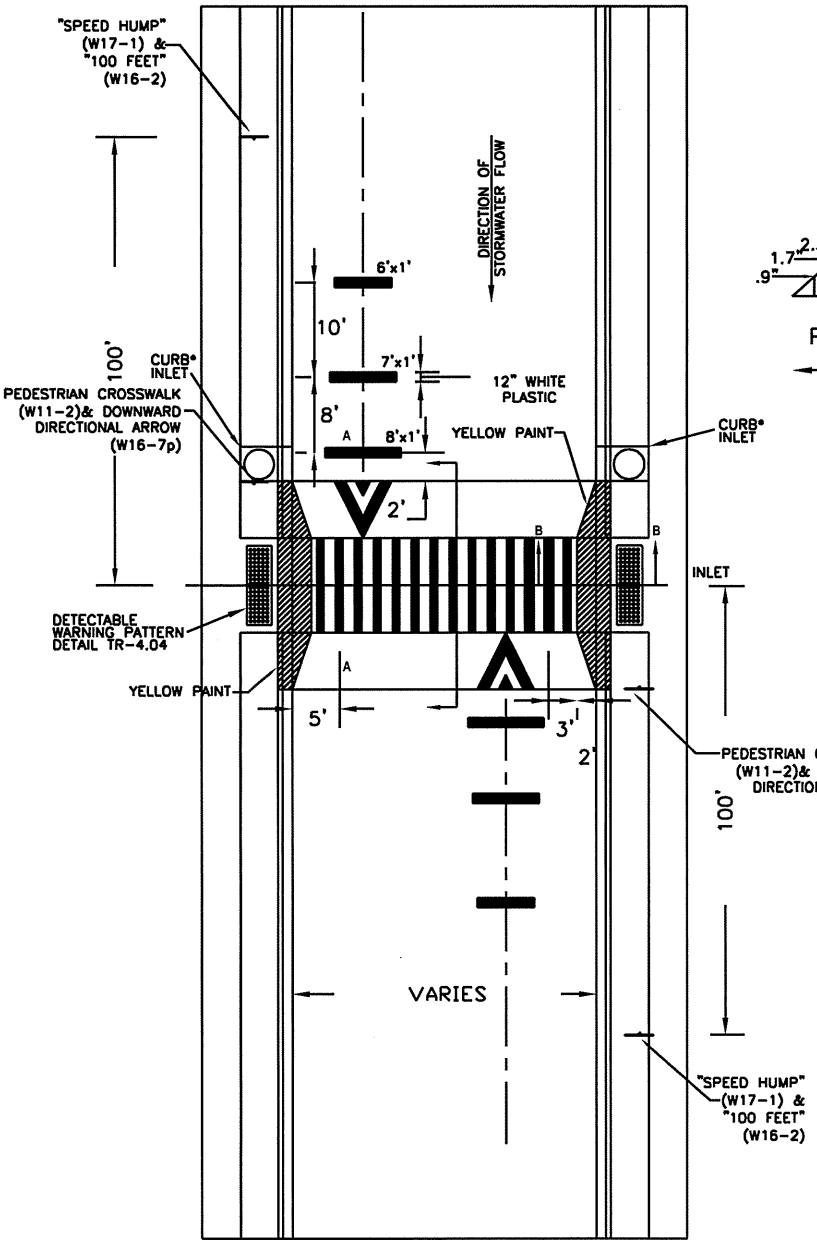
CITY OF BATTLE GROUND
APPROVED

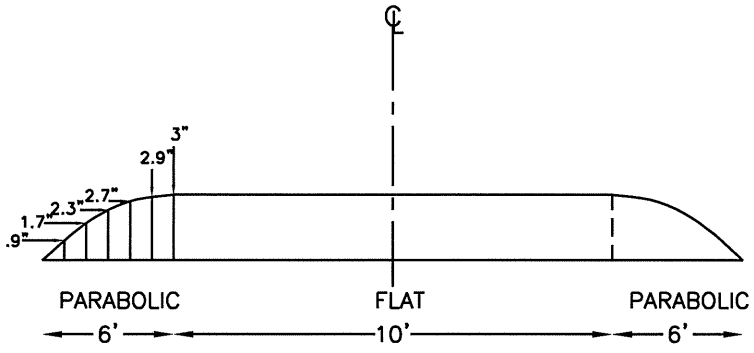
6/9/08

CITY ENGINEER DATE

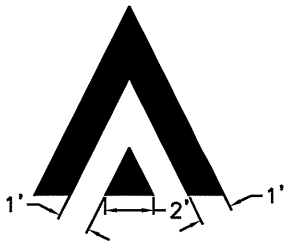
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/9/08	JMH	MCH

TR-6.00





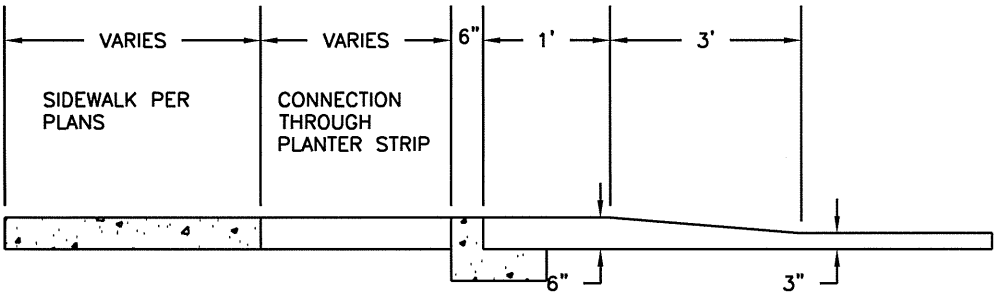
SECTION A–A



PAVEMENT MARKING DETAIL

NOTES:

1. ALL STRIPING TO BE WSDOT TYPE B THERMOPLASTIC MATERIAL.
2. SIGNAGE PER LATEST EDITION OF MUTCD.
3. SPEED TABLE TO BE 3000 PSI CONCRETE MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B.
4. SIGN MOUNTING PER DETAIL TR-7.02.
5. MAY ONLY BE USED WHEN APPROVED BY THE CITY ENGINEER.



SECTION B–B

* IF NEEDED FOR DRAINAGE

SPEED TABLE

PLAN #

CITY OF BATTLE GROUND
APPROVED

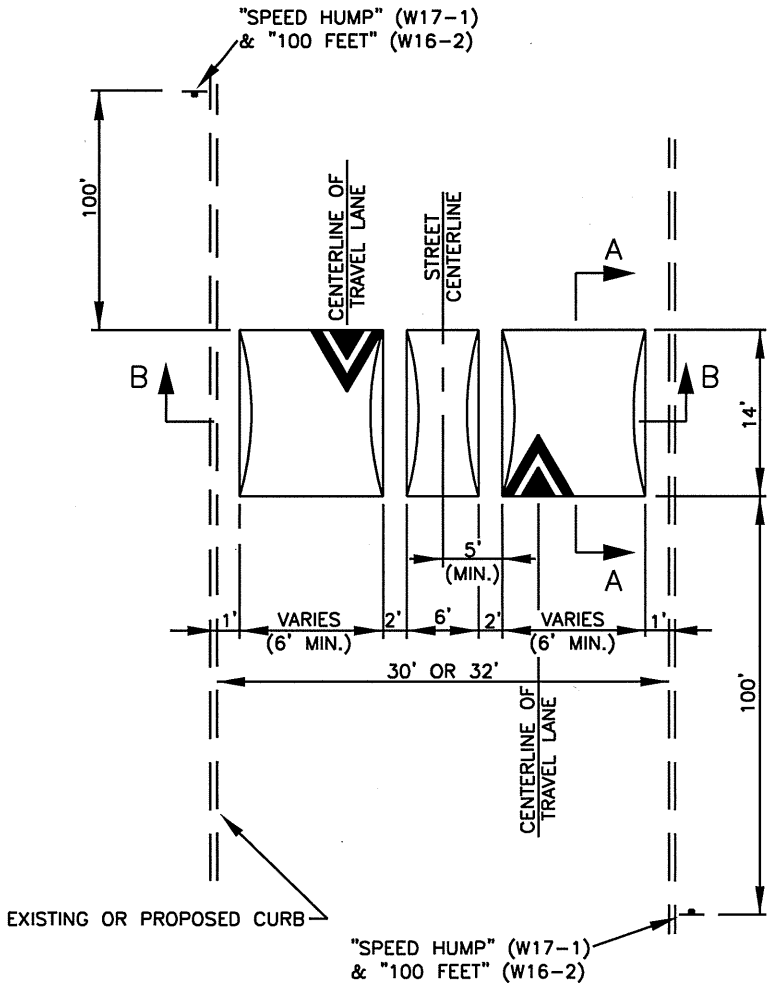
6/9/08

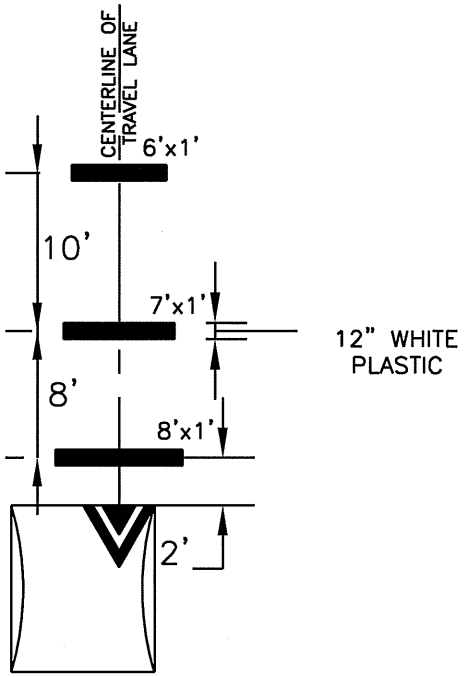
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/11/08	JMH	MCH
2	6/9/08	JMH	MCH

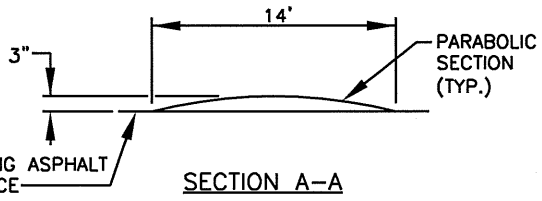
TR–6.01

NOTES:
1. ALL STRIPING TO BE WSDOT TYPE B THERMOPLASTIC MATERIAL AND IS REQUIRED IN BOTH DIRECTIONS.
2. SIGNAGE PER LATEST EDITION OF MUTCD.
3. SPEED HUMP TO BE CLASS "A" ASPHALT.
4. SIGN MOUNTING PER DETAIL TR-7.02.
5. MAY BE USED ON LOCAL "A" OR NEIGHBORHOOD COLLECTOR CLASSIFIED STREET.
6. MAY BE USED ONLY WHEN APPROVED BY THE CITY ENGINEER.

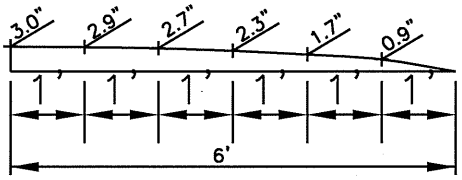




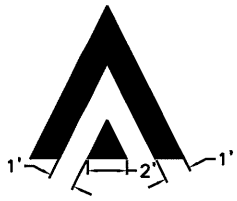
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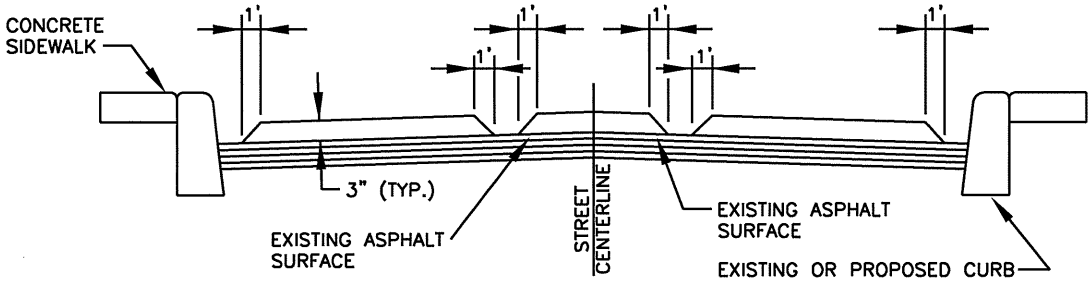
SECTION A-A



PARABOLIC SECTION



PAVEMENT MARKING DETAIL



SECTION B-B

N.T.S.

SPEED CUSHION - TYPE I

PLAN #

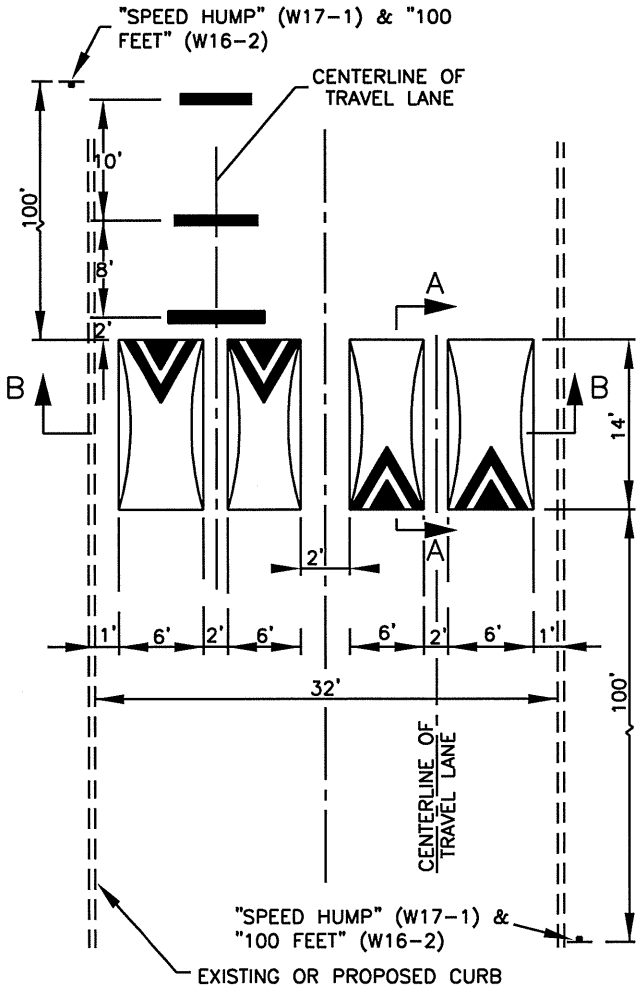
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

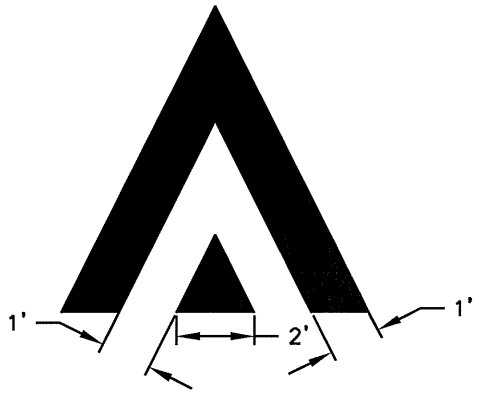
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/14/07	JMH	MCH
2	6/9/08	JMH	MCH

TR-6.02

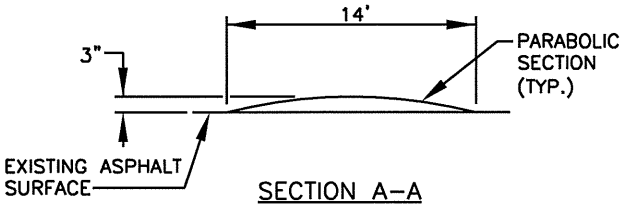


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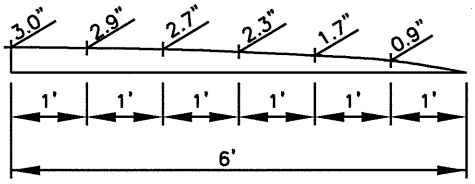
1. ALL STRIPING TO BE WSDOT TYPE B THERMOPLASTIC MATERIAL AND IS REQUIRED IN BOTH DIRECTIONS.
2. SIGNAGE PER LATEST EDITION OF MUTCD.
3. SPEED HUMP TO BE CLASS "A" ASPHALT.
4. SIGN MOUNTING PER DETAIL TR-7.02.
5. MAY ONLY BE USED ON A NEIGHBORHOOD COLLECTOR CLASSIFIED STREET.
6. MAY ONLY BE USED WHEN APPROVED BY THE CITY ENGINEER.



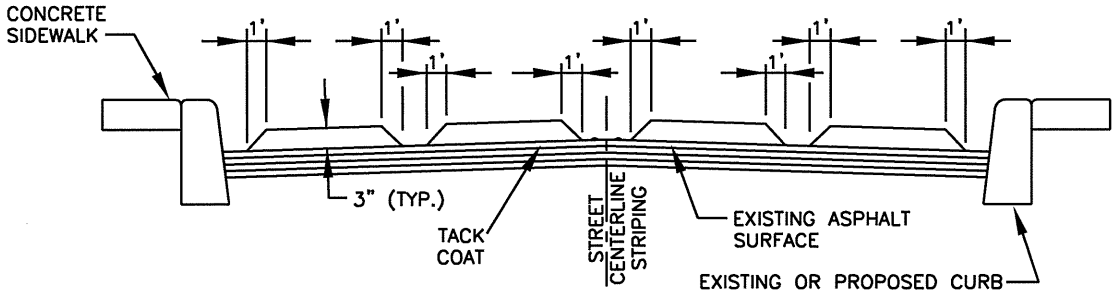
PAVEMENT MARKING DETAIL



SECTION A-A



PARABOLIC SECTION



SECTION B-B

N.T.S.

SPEED CUSHION - TYPE II

PLAN #

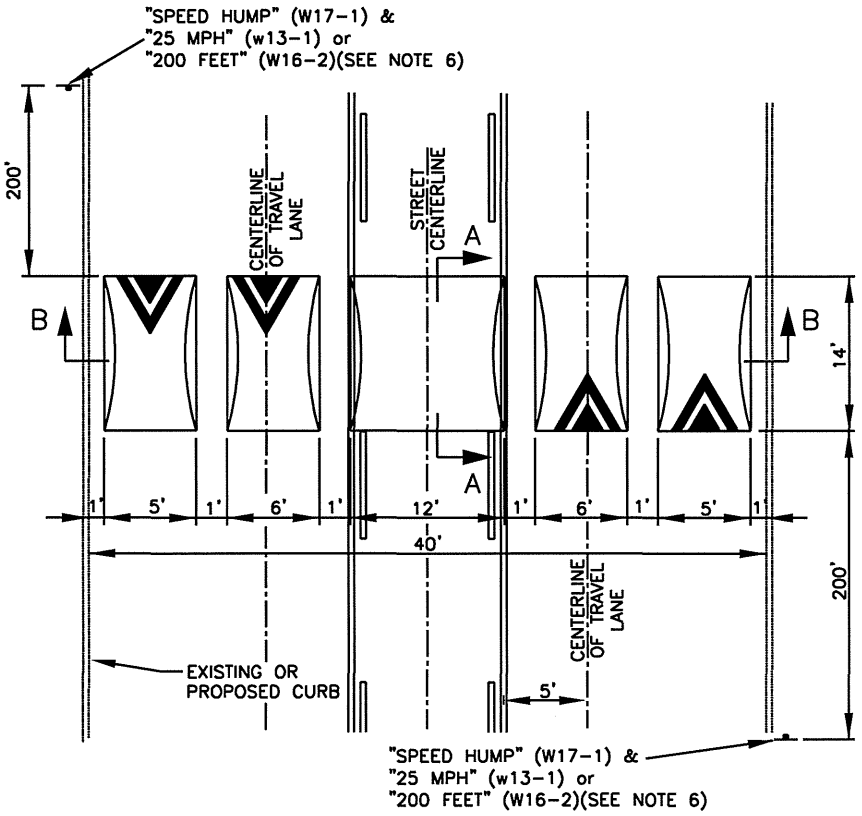
CITY OF BATTLE GROUND
APPROVED

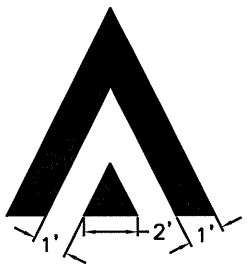
6/9/08

CITY ENGINEER DATE

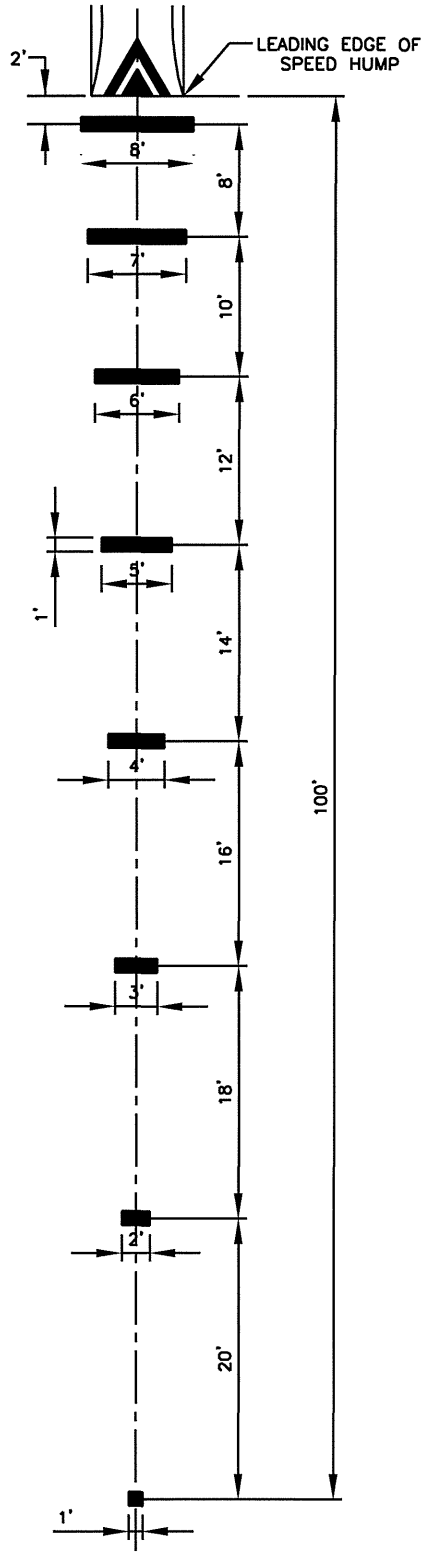
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

TR-6.03





PAVEMENT MARKING DETAIL



SPEED HUMP
ADVANCE WARNING MARKINGS

N.T.S.

SPEED CUSHION – TYPE III

PLAN #

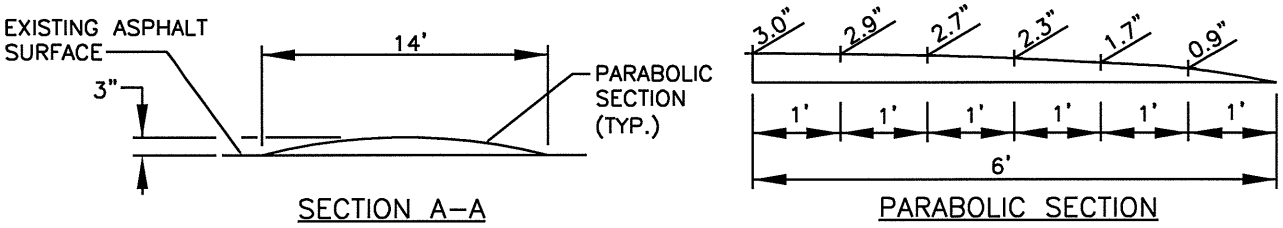
CITY OF BATTLE GROUND
APPROVED

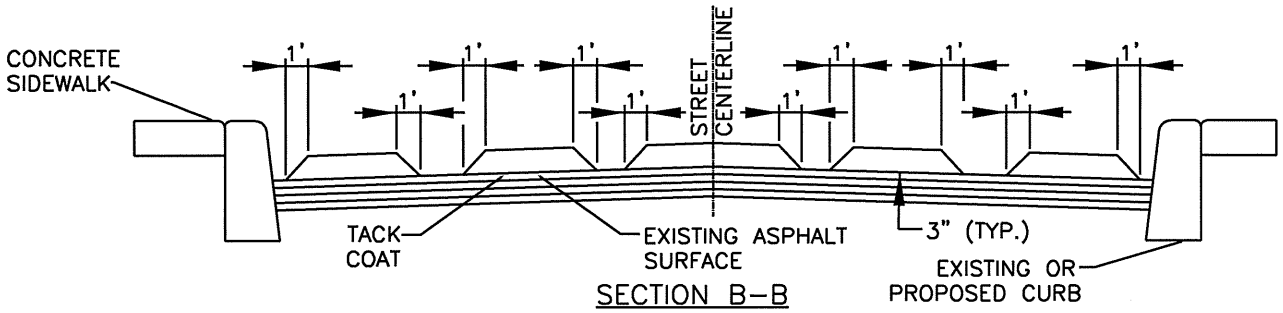
6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

TR-6.04A





NOTES:

1. ALL STRIPING TO BE WSDOT TYPE B THERMOPLASTIC MATERIAL AND IS REQUIRED IN BOTH DIRECTIONS.
2. IF SPEED LIMIT IS GREATER THAN 25 MPH USE W13–1 SIGN, IF NOT USE W16–2 SIGN.
3. SIGNAGE PER LATEST EDITION OF MUTCD.
4. SIGN MOUNTING PER DETAIL TR–7.02.
5. SPEED HUMP TO BE CLASS A ASHPALT.
6. MAY BE USED ONLY WHEN APPROVED BY THE CITY ENGINEER.
7. MAY BE USED ONLY ON MAJOR COLLECTOR CLASSIFIED STREETS.

N.T.S.

SPEED CUSHION – TYPE III

PLAN #

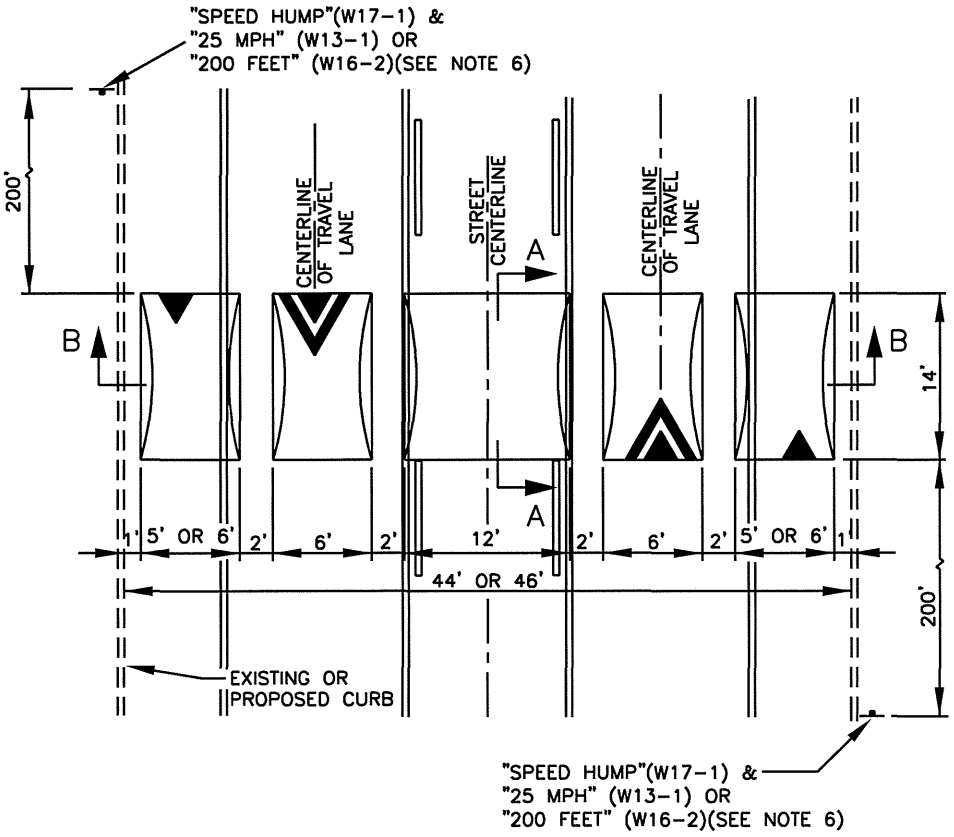
CITY OF BATTLE GROUND
APPROVED

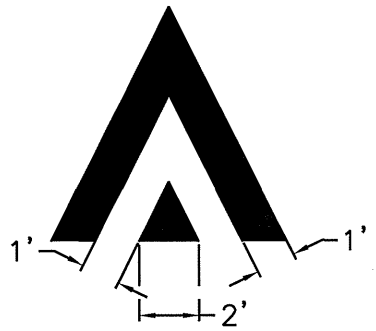
6/9/08

CITY ENGINEER DATE

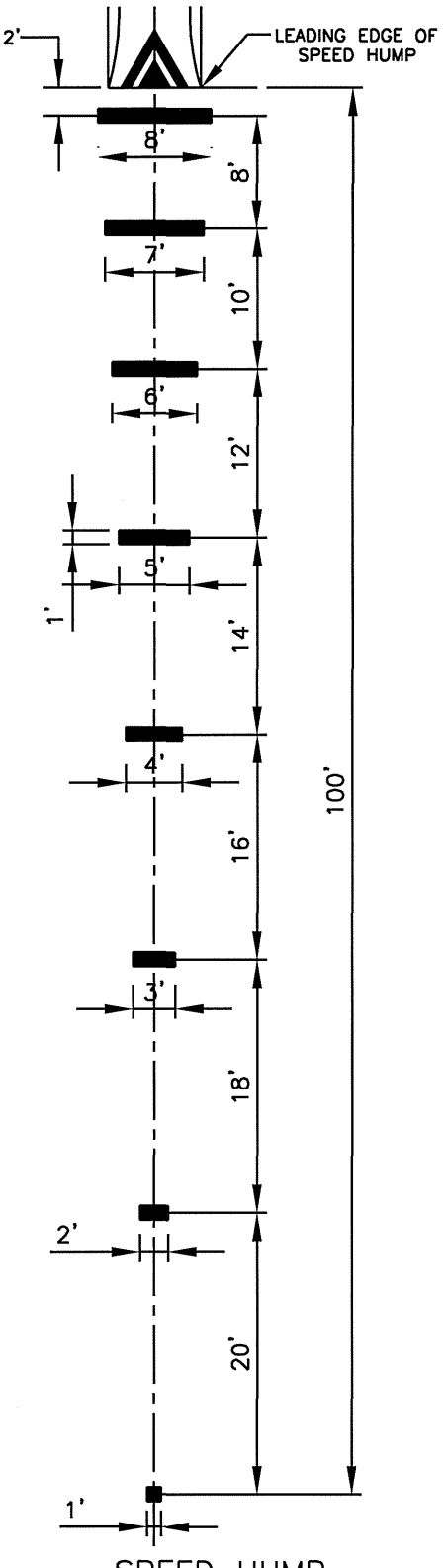
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

TR–6.04B





PAVEMENT MARKING DETAIL



SPEED HUMP
ADVANCE WARNING MARKINGS

N.T.S.

SPEED CUSHION – TYPE IV

PLAN #

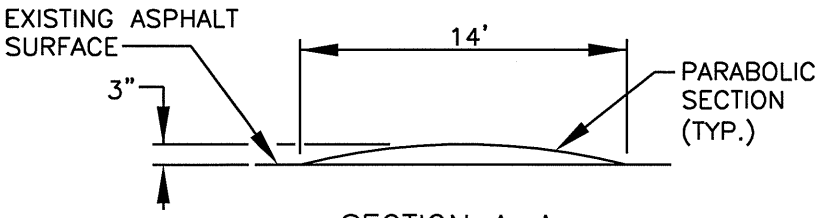
CITY OF BATTLE GROUND
APPROVED

6/9/08

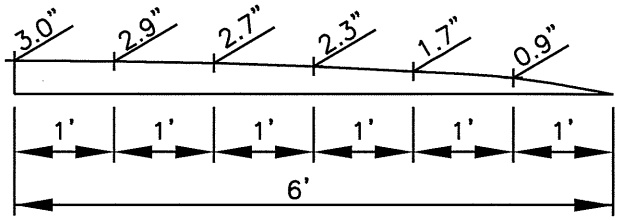
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
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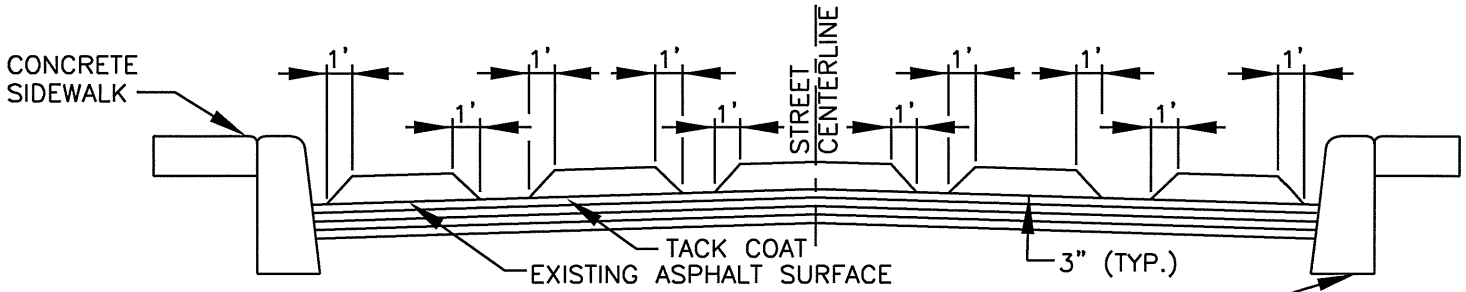
TR-6.05A



SECTION A–A



PARABOLIC SECTION



SECTION B–B

NOTES:

1. ALL STRIPING TO BE WSDOT TYPE B THERMOPLASTIC MATERIAL AND IS REQUIRED IN BOTH DIRECTIONS.
2. SIGNAGE PER LATEST EDITION OF MUTCD.
3. IF SPEED LIMIT IS GREATER THAN 25 MPH USE W13–1 SIGN IF NOT USE W16–2 SIGN.
4. SPEED HUMP TO BE CLASS "A" ASPHALT.
5. SIGN MOUNTING PER DETAIL TR–7.02.
6. MAY ONLY BE USED ON MINOR ARTERIAL CLASSIFIED STREETS.
7. MAY ONLY BE USED WHEN APPROVED BY THE CITY ENGINEER.

N.T.S.

SPEED CUSHION – TYPE IV

PLAN #

THE CITY OF BATTLE GROUND

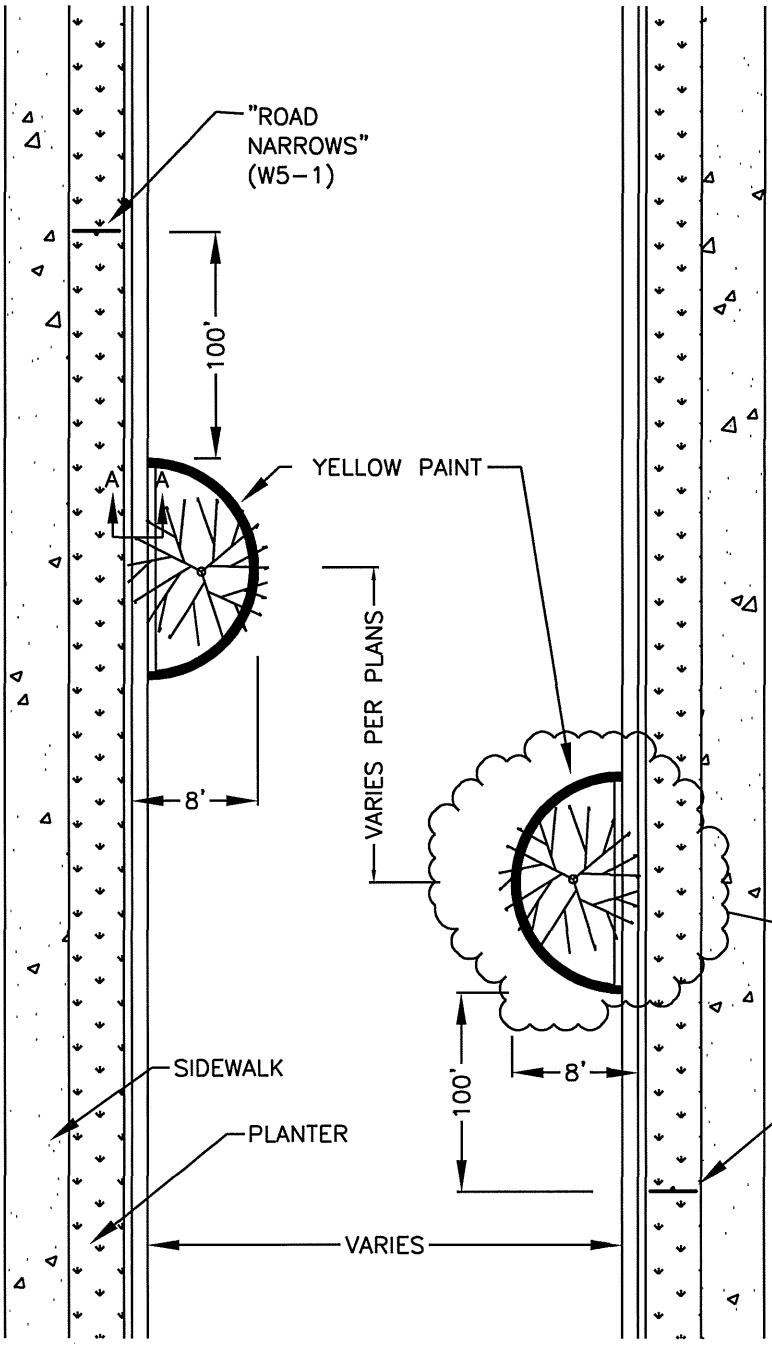
CITY OF BATTLE GROUND
APPROVED

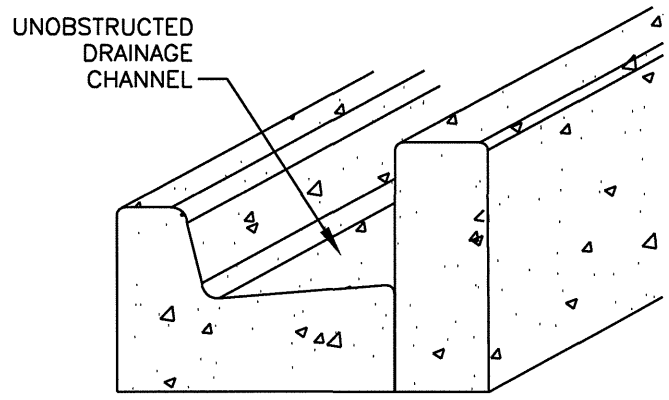
6/9/08

CITY ENGINEER — DATE

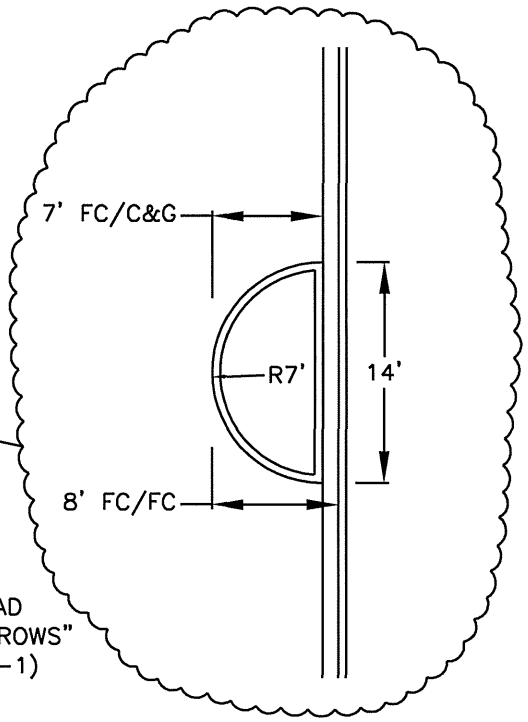
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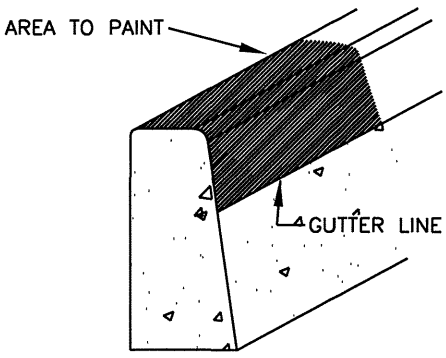
TR–6.05B





SECTION A–A
VERTICAL CURB ABUTTING CURB AND GUTTER





VERTICAL CURB

N.T.S.

NOTES:

1. EACH CURB EXTENSION TO HAVE ONE (1) TREE AND BE FILLED W/BARKDUST.
2. SIGNAGE PER LATEST EDITION OF THE MUTCD.
3. CURB PER DETAIL TR–3.00.
4. SIGN MOUNTING PER DETAIL TR–7.02.

CURB EXTENSIONS

PLAN #

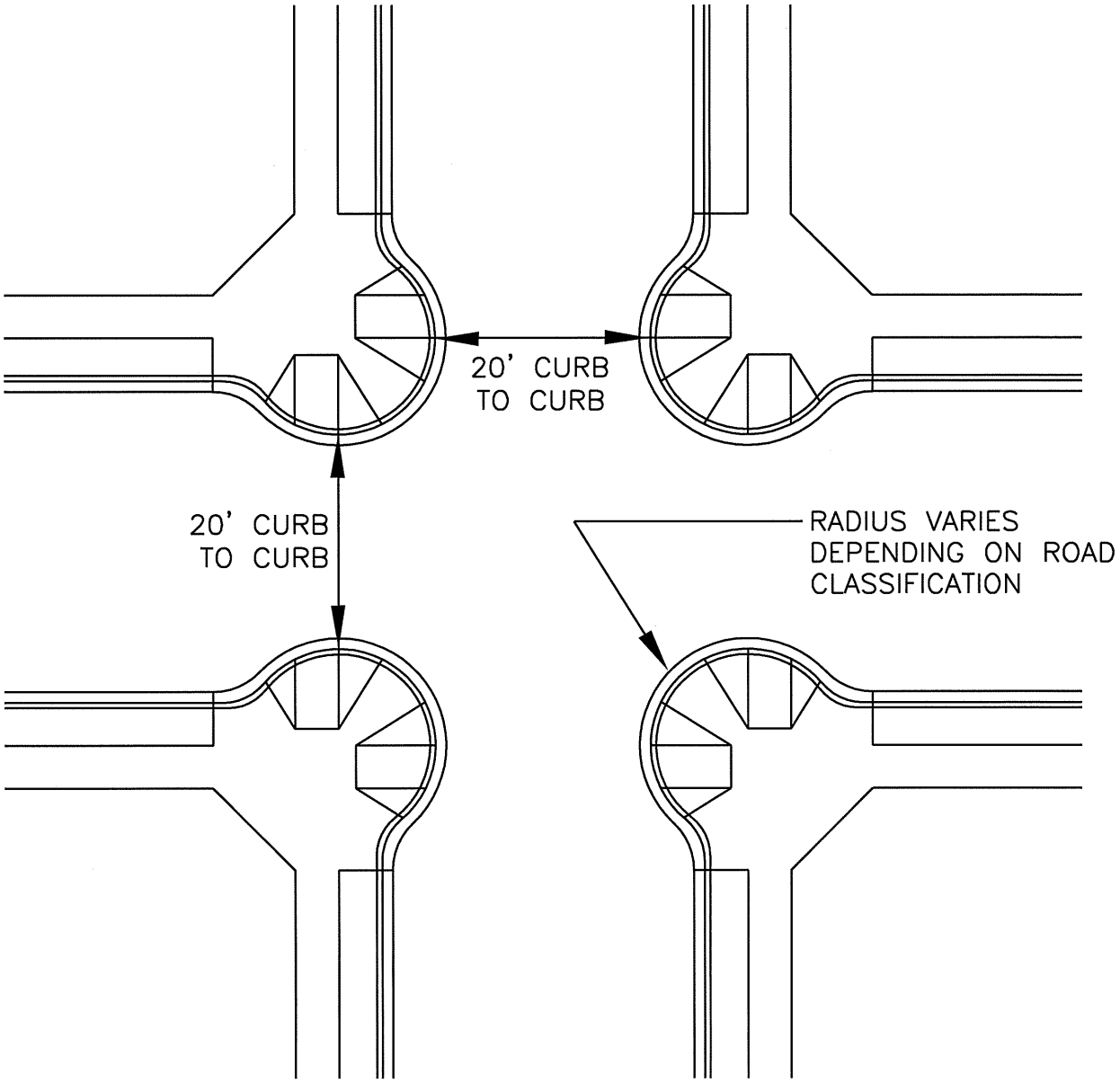
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/12/08	JMH	MCH
2	6/9/08	JMH	MCH

TR–6.06



NOTES:

1. CURB REVEAL BETWEEN RAMPS MAY BE LOWERED UP TO 3 INCHES TO MEET ADA REQUIREMENTS.
2. ADA RAMPS MUST MEET ALL SLOPE AND DETECTABLE WARNING REQUIREMENTS PER DETAILS TR-4.04 AND TR-4.05.

N.T.S.

BULBOUTS

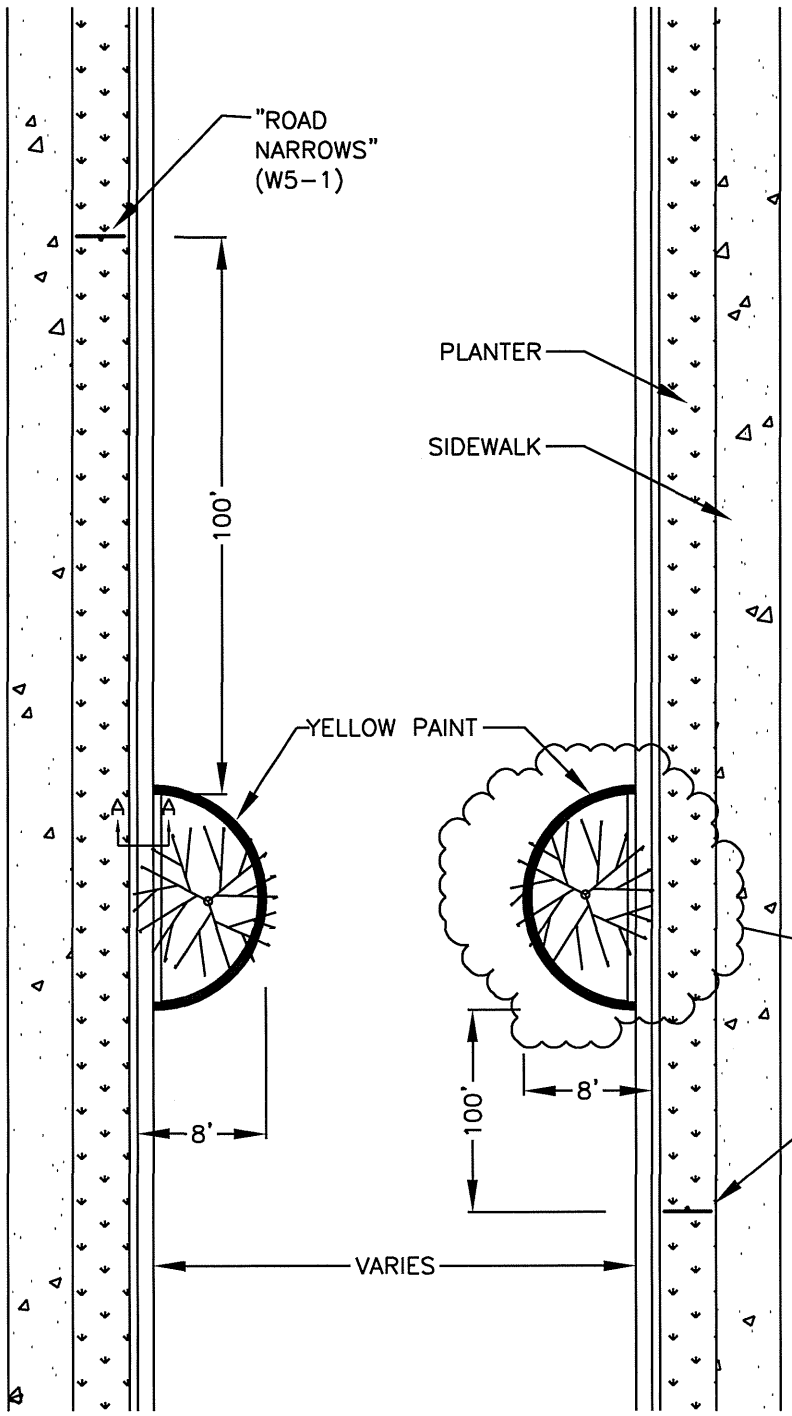
PLAN #

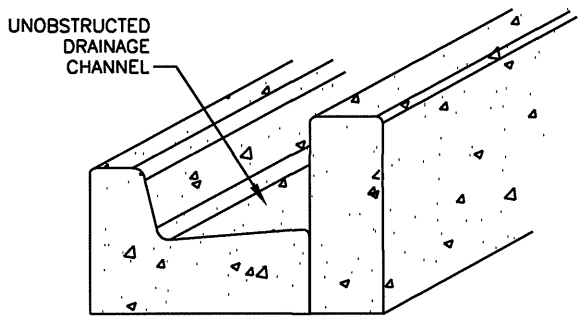
CITY OF BATTLE GROUND
APPROVED

6/9/08
CITY ENGINEER DATE

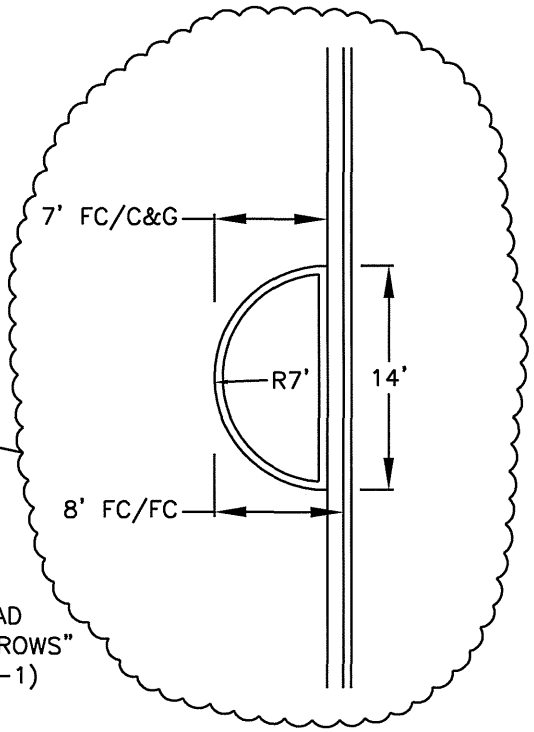
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

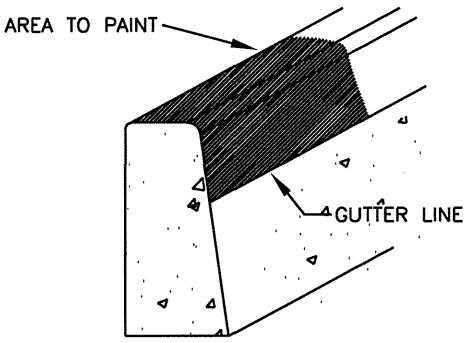
TR-6.07





SECTION A–A
VERTICAL CURB ABUTTING CURB AND GUTTER





VERTICAL CURB

N.T.S.

NOTES:

1. EACH CURB EXTENSION TO HAVE ONE (1) TREE AND BE FILLED W/BARKDUST.
2. SIGNAGE PER LATEST EDITION OF THE MUTCD.
3. CURB PER DETAIL TR–3.00.
4. SIGN MOUNTING PER DETAIL TR–7.02.

CHOKER

PLAN #

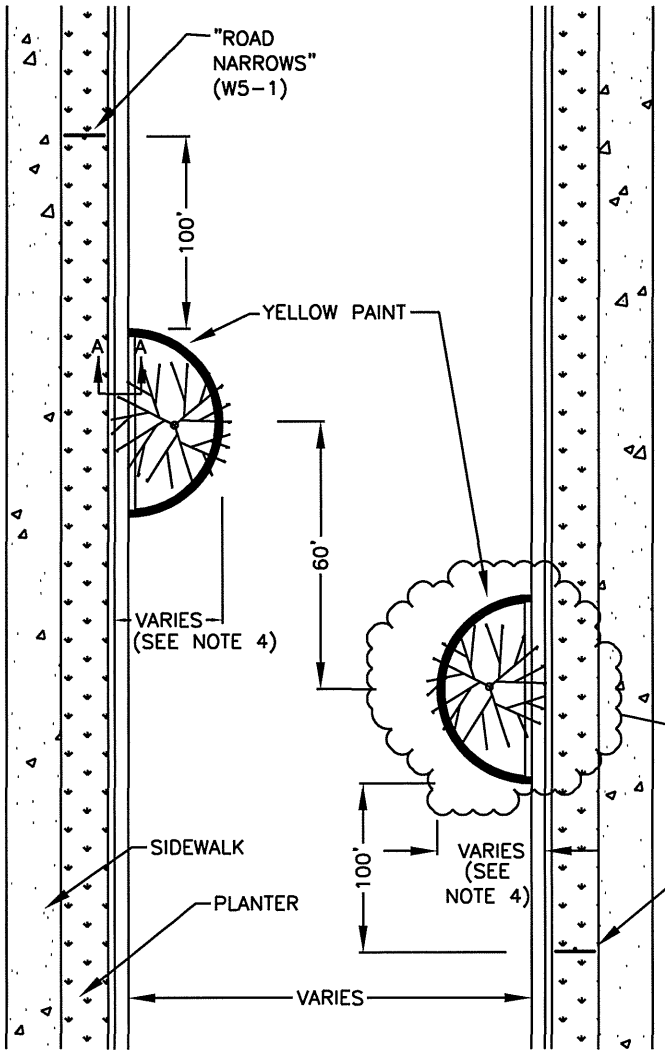
CITY OF BATTLE GROUND
APPROVED

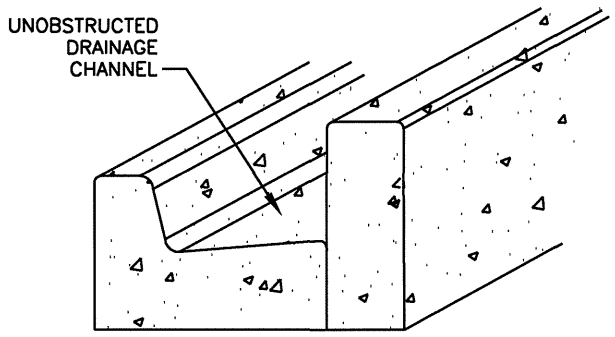
6/9/08

CITY ENGINEER DATE

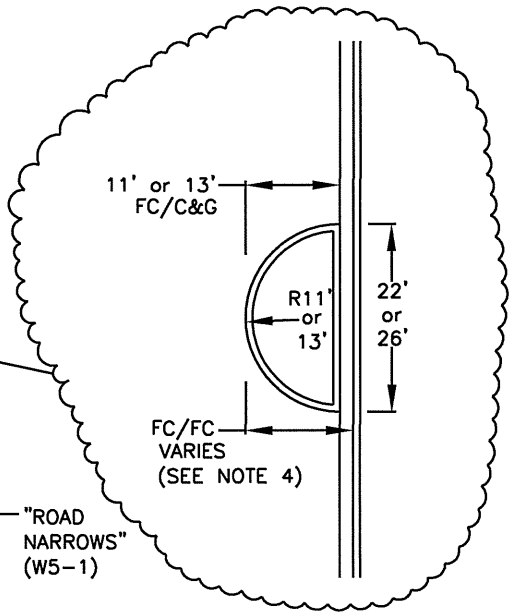
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

TR–6.08



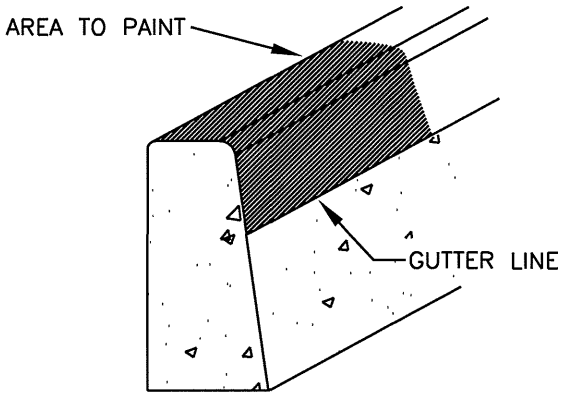


SECTION A–A
VERTICAL CURB ABUTTING CURB AND GUTTER



NOTES:

1. EACH CURB EXTENSION TO HAVE ONE (1) TREE AND BE FILLED W/ BARKDUST.
2. SIGNAGE PER LATEST EDITION OF THE MUTCD.
3. CURB PER DETAIL TR–3.00.
4. 12' ON A LOCAL A CLASSIFIED STREET AND 14' ON A NEIGHBORHOOD COLLECTOR CLASSIFIED STREET.
5. SIGN MOUNTING PER DETAIL TR–7.02.
6. MAY ONLY BE USED WHEN APPROVED BY THE CITY ENGINEER.



VERTICAL CURB

N.T.S.

CHICANE

PLAN #

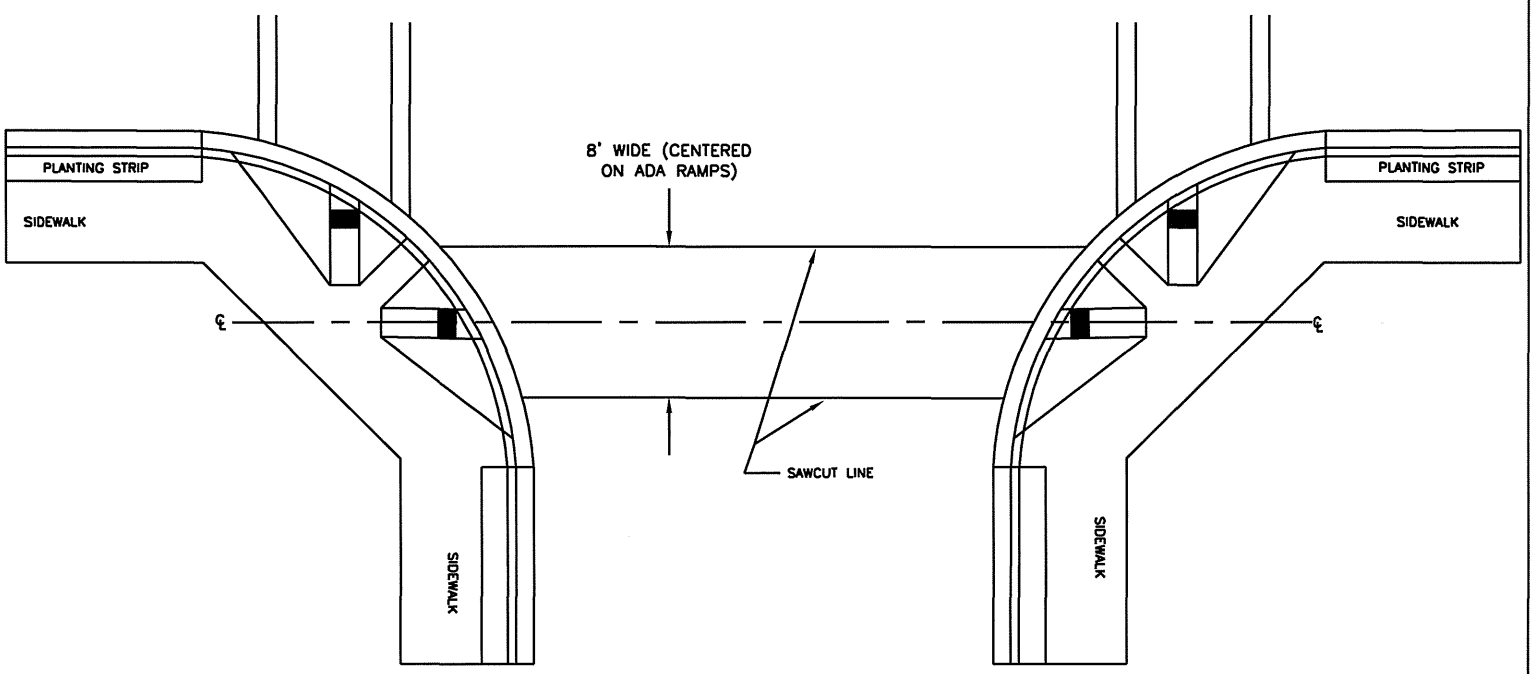
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/12/08	JMH	MCH
2	6/9/08	JMH	MCH

TR–6.09



NOTES:

1. CONCRETE TO BE PLACED AT FINAL GRADE.
2. CONCRETE TO BE 3000 PSI MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B AND A MINIMUM OF 8" THICK WITH THICKNESS OF BASE ROCK EQUAL TO THE THICKNESS OF BASE ROCK UNDER THE ASPHALT.
3. INSTALL #3 REBAR AT 18" MAX SPACING IN BOTH DIRECTIONS.

N.T.S.

CONCRETE CROSSWALK

PLAN #

THE CITY OF BATTLE GROUND

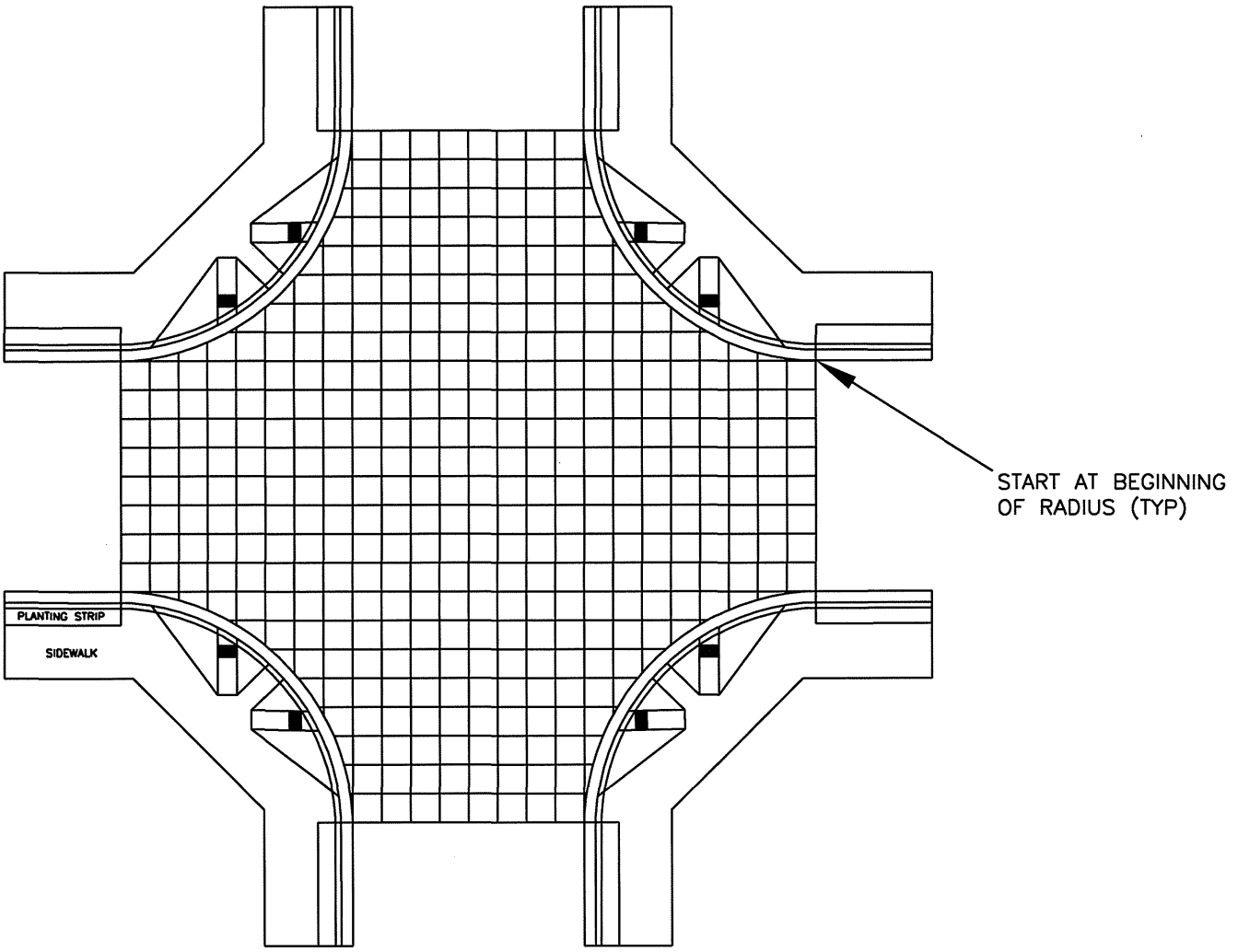
CITY OF BATTLE GROUND
APPROVED

6/9/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/9/08	JMH	MCH

TR-6.10



NOTES:

1. CONCRETE TO BE PLACED AT FINAL GRADE.
2. CONCRETE TO BE 3000 PSI MEETING WSDOT STANDARD SPECIFICATIONS 6-02.3(2)B AND A MINIMUM OF 8" THICK WITH THICKNESS OF BASE ROCK EQUAL TO BASE ROCK UNDER THE ASPHALT.
3. INSTALL #3 REBAR AT 18" MAX. SPACING IN BOTH DIRECTIONS.
4. SCORE CONCRETE AT 5' INTERVALS WITH SET OF PANELS CENTERED ON THE CENTERLINE OF THE ADA RAMPS.
5. PROVIDE CONTROL JOINTS AT 15' INTERVALS, DETAIL TR-5.01.

N.T.S.

CONCRETE INTERSECTION

PLAN #

THE CITY OF BATTLE GROUND

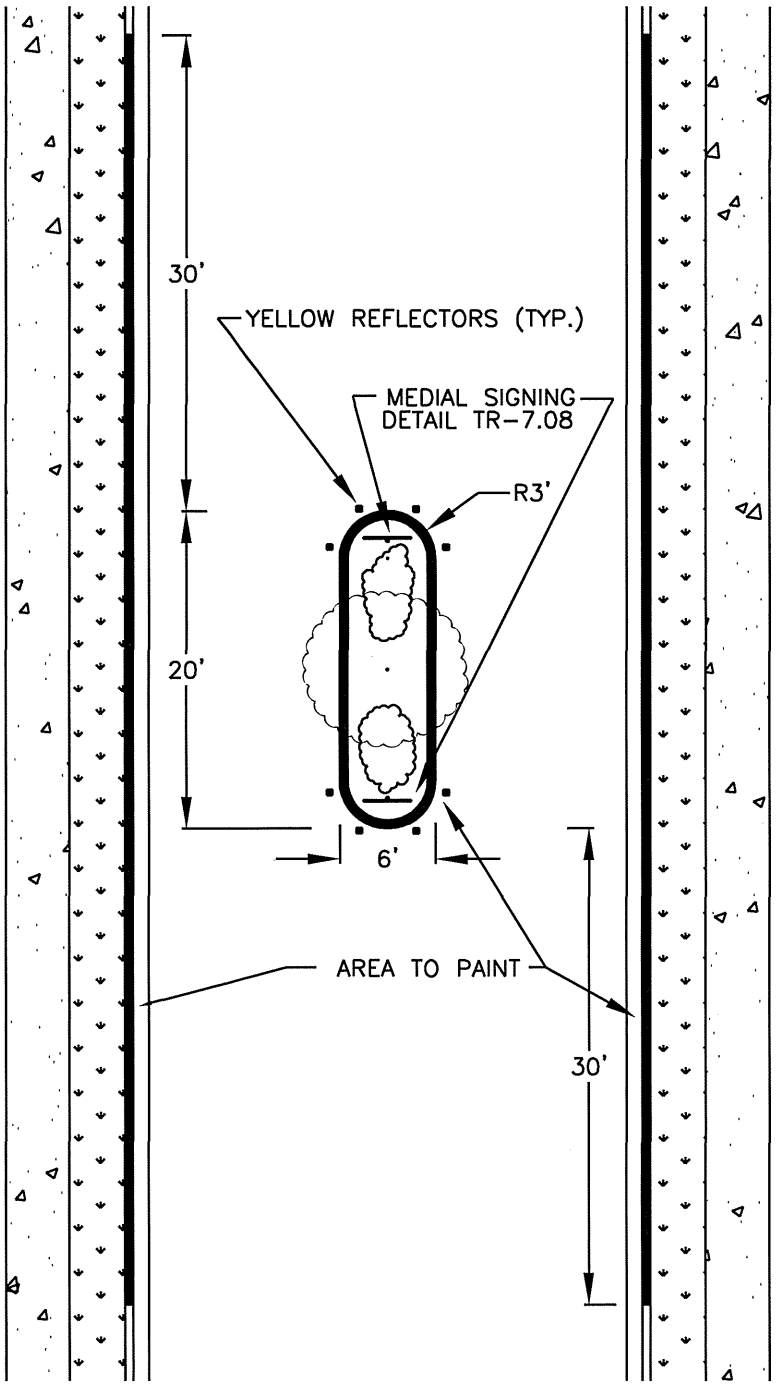
CITY OF BATTLE GROUND
APPROVED

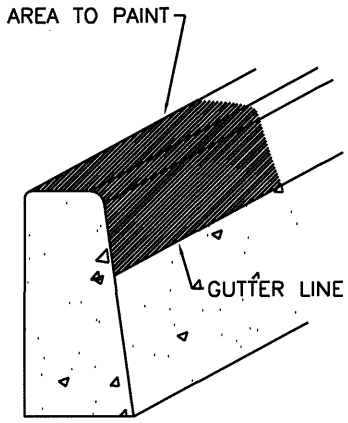
6/10/08

CITY ENGINEER DATE

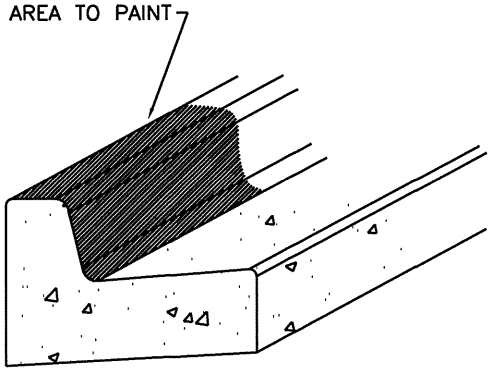
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/10/08	JMH	MCH

TR-6.11





VERTICAL CURB (MEDIAN)



CURB AND GUTTER

NOTES:
1. 1 TREE, 2 LOW GROWING SHRUBS, AND BARKDUST TO BE PLACED IN MEDIAN.
2. SIGNAGE PER LATEST EDITION OF THE MUTCD.
3. CURB PER DETAIL TR-3.00.
4. DRIVEWAY DROPS WITHIN AREA TO BE PAINTED DO NOT NEED TO BE PAINTED.

N.T.S.

NEIGHBORHOOD MEDIAN

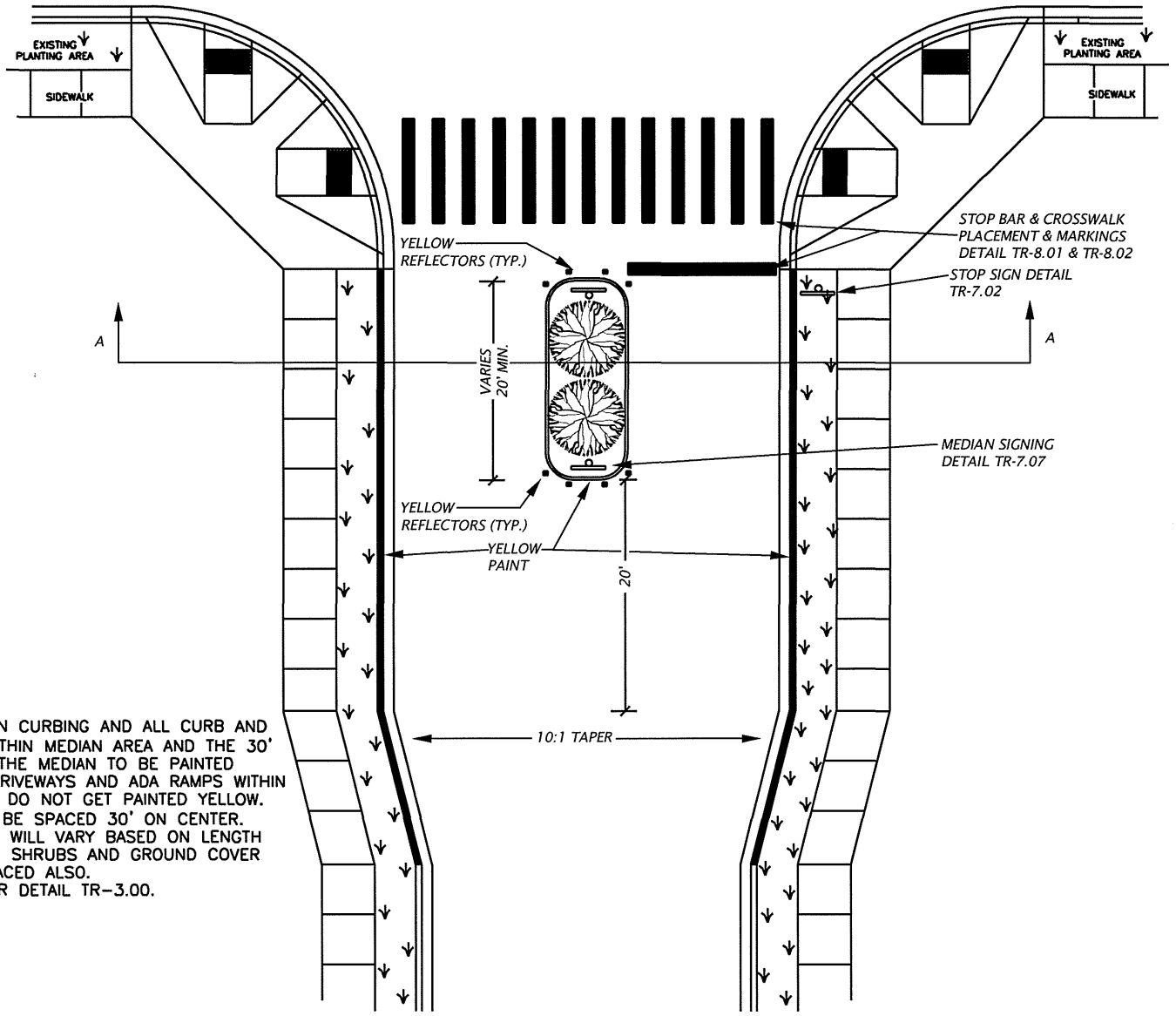
PLAN #

CITY OF BATTLE GROUND
APPROVED

6/10/08
CITY ENGINEER DATE

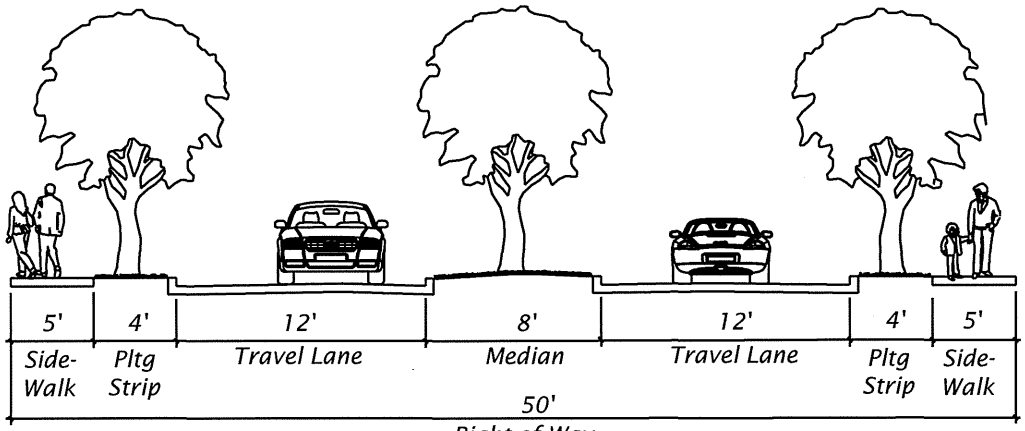
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/10/08	JMH	MCH

TR-6.12



NOTES:

1. ALL MEDIAN CURBING AND ALL CURB AND GUTTER WITHIN MEDIAN AREA AND THE 30' ABUTTING THE MEDIAN TO BE PAINTED YELLOW. DRIVEWAYS AND ADA RAMPS WITHIN THIS AREA DO NOT GET PAINTED YELLOW.
2. TREES TO BE SPACED 30' ON CENTER. QUANTITIES WILL VARY BASED ON LENGTH OF MEDIAN SHRUBS AND GROUND COVER TO BE PLACED ALSO.
3. CURBS PER DETAIL TR-3.00.



CROSS-SECTION A-A

N.T.S.

NEIGHBORHOOD ENTRY

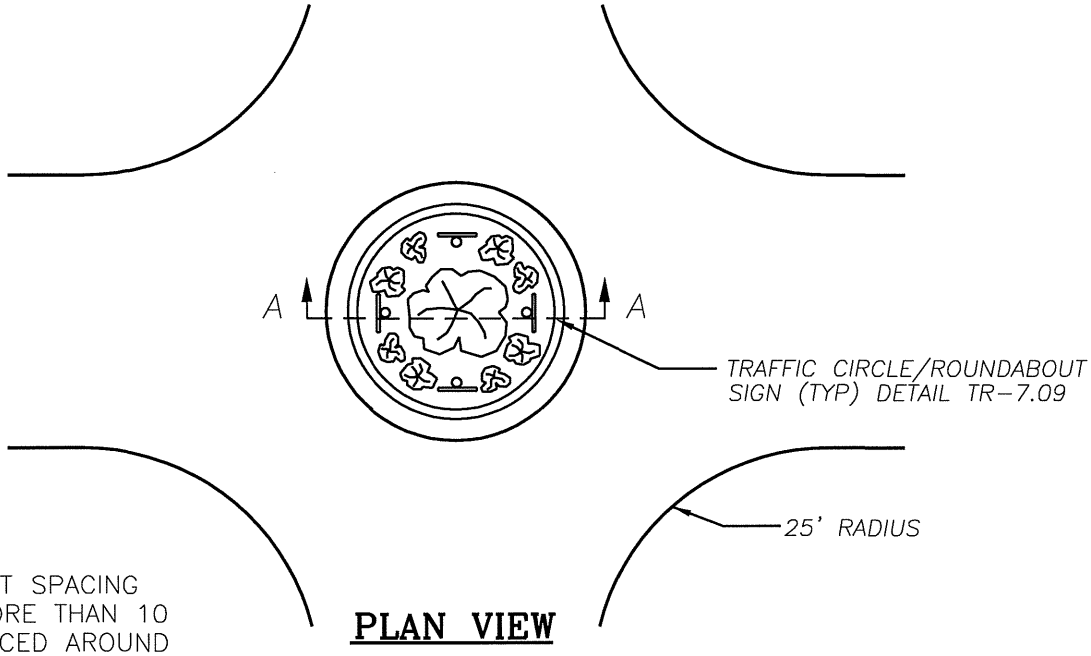
PLAN #

CITY OF BATTLE GROUND
APPROVED

6/10/08
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/10/08	JMH	MCH

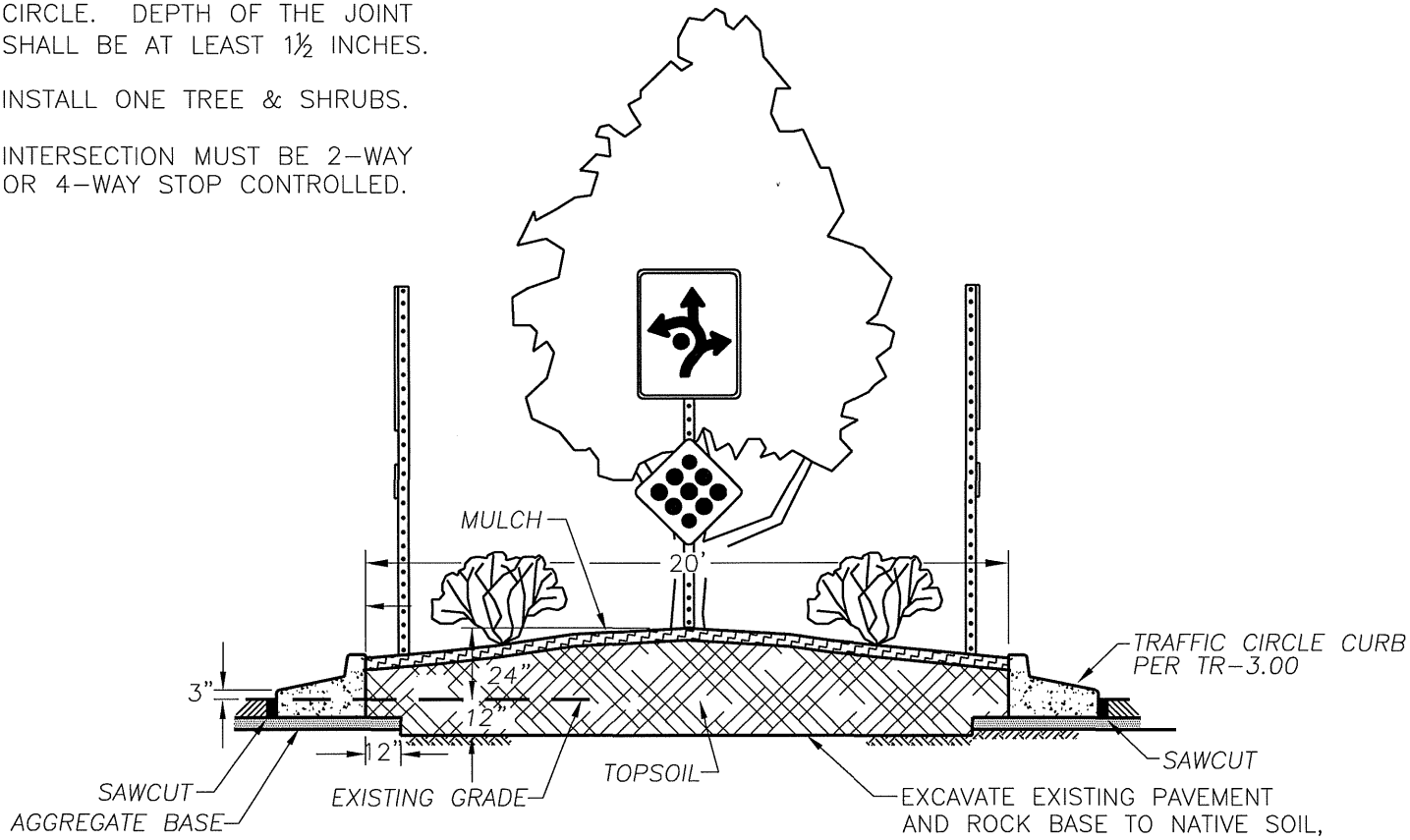
TR-6.13



PLAN VIEW

NOTES:

1. CONTRACTION JOINT SPACING SHALL BE NOT MORE THAN 10 FEET EQUALLY SPACED AROUND CIRCLE. DEPTH OF THE JOINT SHALL BE AT LEAST 1½ INCHES.
2. INSTALL ONE TREE & SHRUBS.
3. INTERSECTION MUST BE 2-WAY OR 4-WAY STOP CONTROLLED.



SECTION A-A

N.T.S.

TRAFFIC CIRCLE

PLAN #

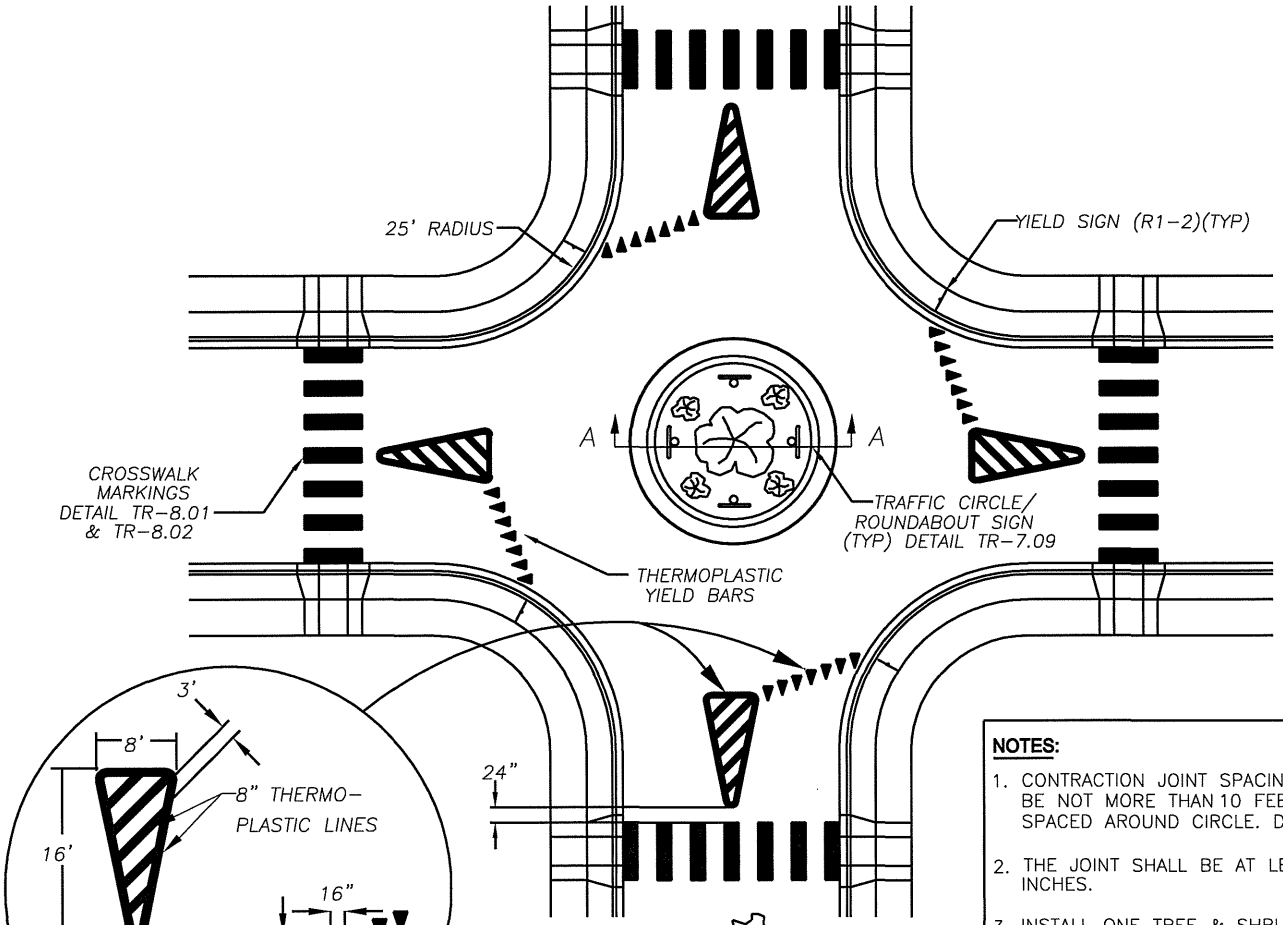
CITY OF BATTLE GROUND
APPROVED

6/10/08

CITY ENGINEER DATE

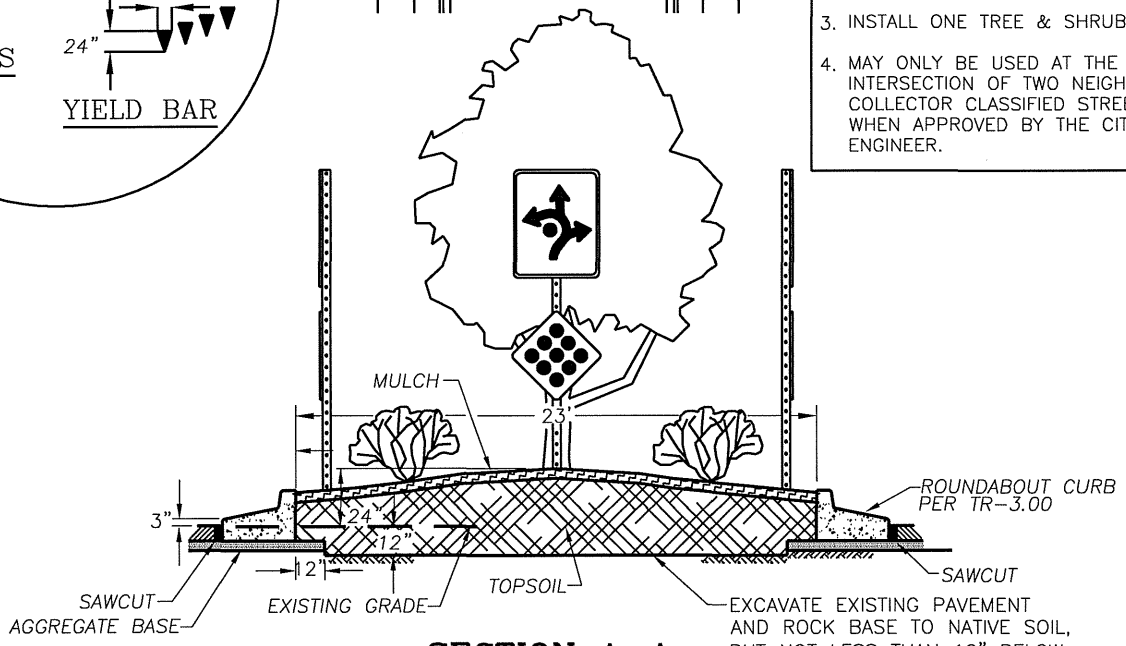
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/13/08	JMH	MCH
2	6/10/08	JMH	MCH

TR-6.14



NOTES:

1. CONTRACTION JOINT SPACING SHALL BE NOT MORE THAN 10 FEET EQUALLY SPACED AROUND CIRCLE. DEPTH OF
2. THE JOINT SHALL BE AT LEAST 1½ INCHES.
3. INSTALL ONE TREE & SHRUBS.
4. MAY ONLY BE USED AT THE INTERSECTION OF TWO NEIGHBORHOOD COLLECTOR CLASSIFIED STREETS AND WHEN APPROVED BY THE CITY ENGINEER.



SECTION A-A

N.T.S.

MINI ROUNDABOUT

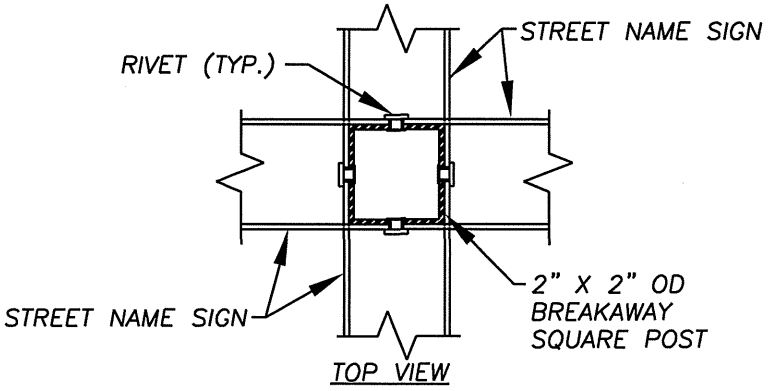
PLAN #

CITY OF BATTLE GROUND
APPROVED

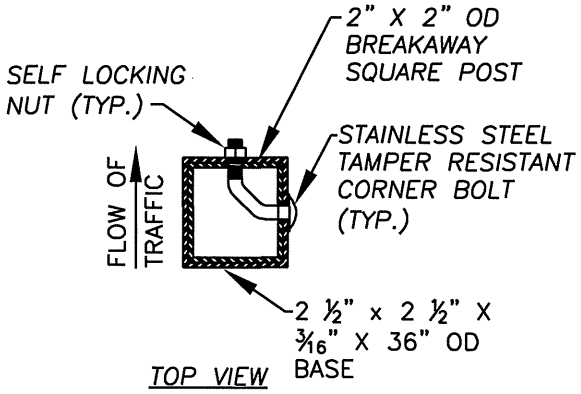
6/10/08
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/10/08	JMH	MCH

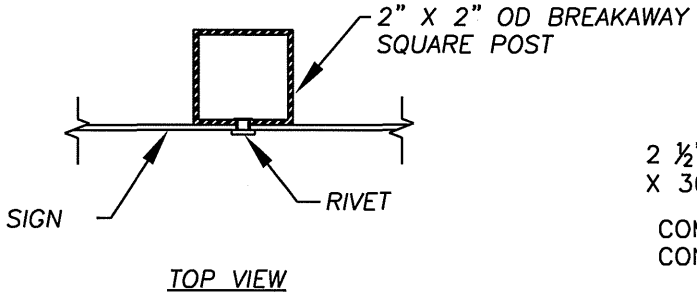
TR-6.15



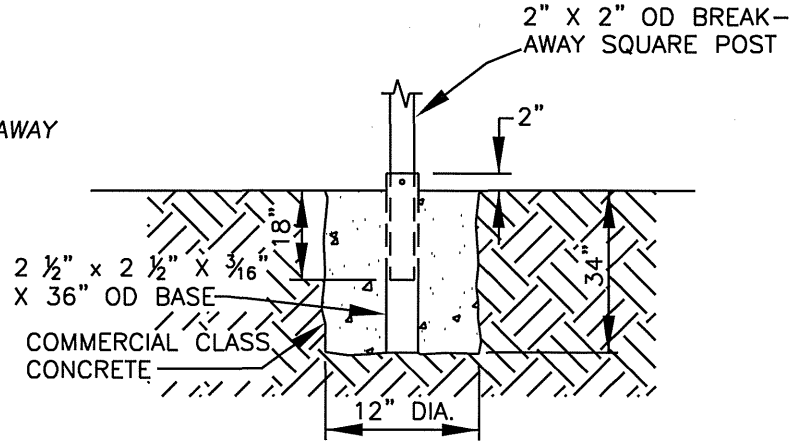
DOUBLE SIDED SIGN MOUNTING DETAIL



ANCHOR DETAIL



SIGN MOUNTING DETAIL



ANCHOR INSTALLATION DETAIL

NOTES:

1. ALL SIGN POSTS SHALL BE 2"x2" OD BREAKAWAY SQUARE POST.
2 BREAKAWAY SIGN POSTS ARE TO BE "QUICK-PUNCH" WITH KNOCK OUTS IN PLACE.

N.T.S.

STREET SIGN STANDARD POST

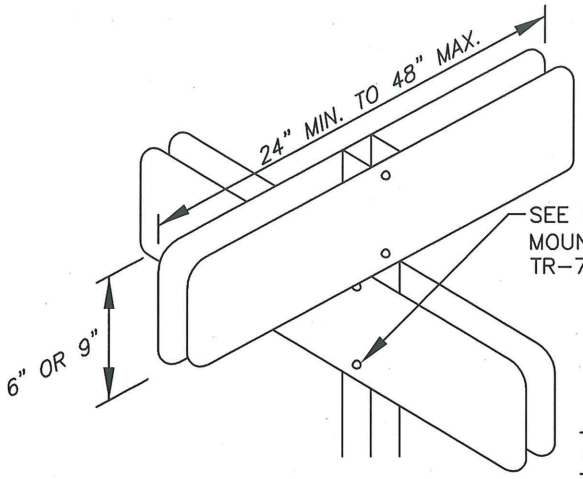
PLAN #

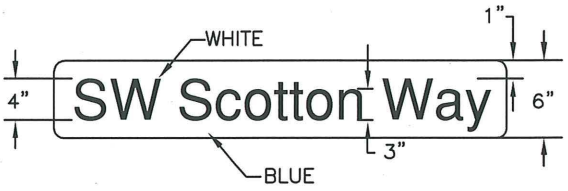
CITY OF BATTLE GROUND
APPROVED

6/11/08
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/11/08	JMH	MCH

TR-7.00

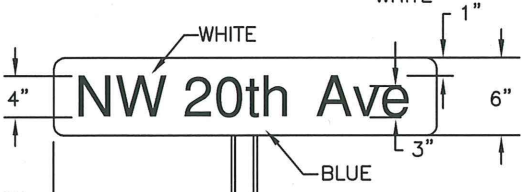


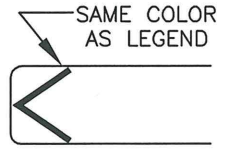


STANDARD STREET SIGN ABBREVIATIONS

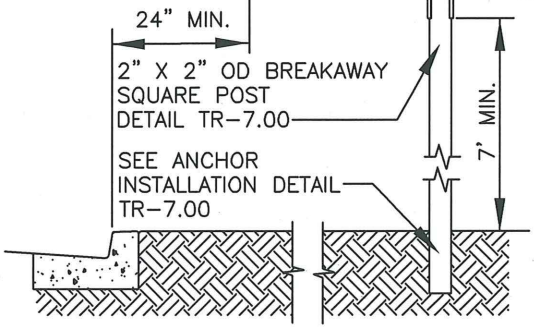
STREET	ST
AVENUE	AVE
WAY	WAY
PLACE	PL
CIRCLE	CIR
COURT	CT
DRIVE	DR
ROAD	RD
PATH	PATH
PRIVATE	PVT
COMMON	COM
BOULEVARD	BLVD







DIRECTIONAL ARROW
(SEE NOTE 5)



NOTES:

1. SIGN TO BE 6" WITH 4" AND 3" LETTERS.
2. SIGN FACE SHALL BE FABRICATED FROM CUBED CORNERED LENS (VIP, TYPE A DIAMOND GRADE) REFLECTIVE MATERIAL. FACE LEGEND SHALL BE WHITE ON A BLUE BACKGROUND, EXCEPT FOR PRIVATE STREETS, WHICH SHALL HAVE A BLUE FACE LEGEND ON A WHITE BACKGROUND.
3. LETTERING SHALL BE UPPER CASE LETTERS PER FHWA STANDARDS IN ALL CASES. 4" LETTERS SHALL BE HIGHWAY FONT B SERIES. 2" AND 3" LETTERS SHALL BE HIGHWAY FONT C SERIES.
4. ALL SIGN MATERIALS AND ATTACHMENT HARDWARE SHALL CONFORM TO MUTCD AND WSDOT STANDARD SPECIFICATIONS.
5. WHEN THE STREET EXTENDS IN ONLY ONE DIRECTION FROM THE SIGN AN ARROW SHALL BE ADDED POINTING IN THE DIRECTION OF THE STREET.

N.T.S.

STREET NAME SIGNS

PLAN #

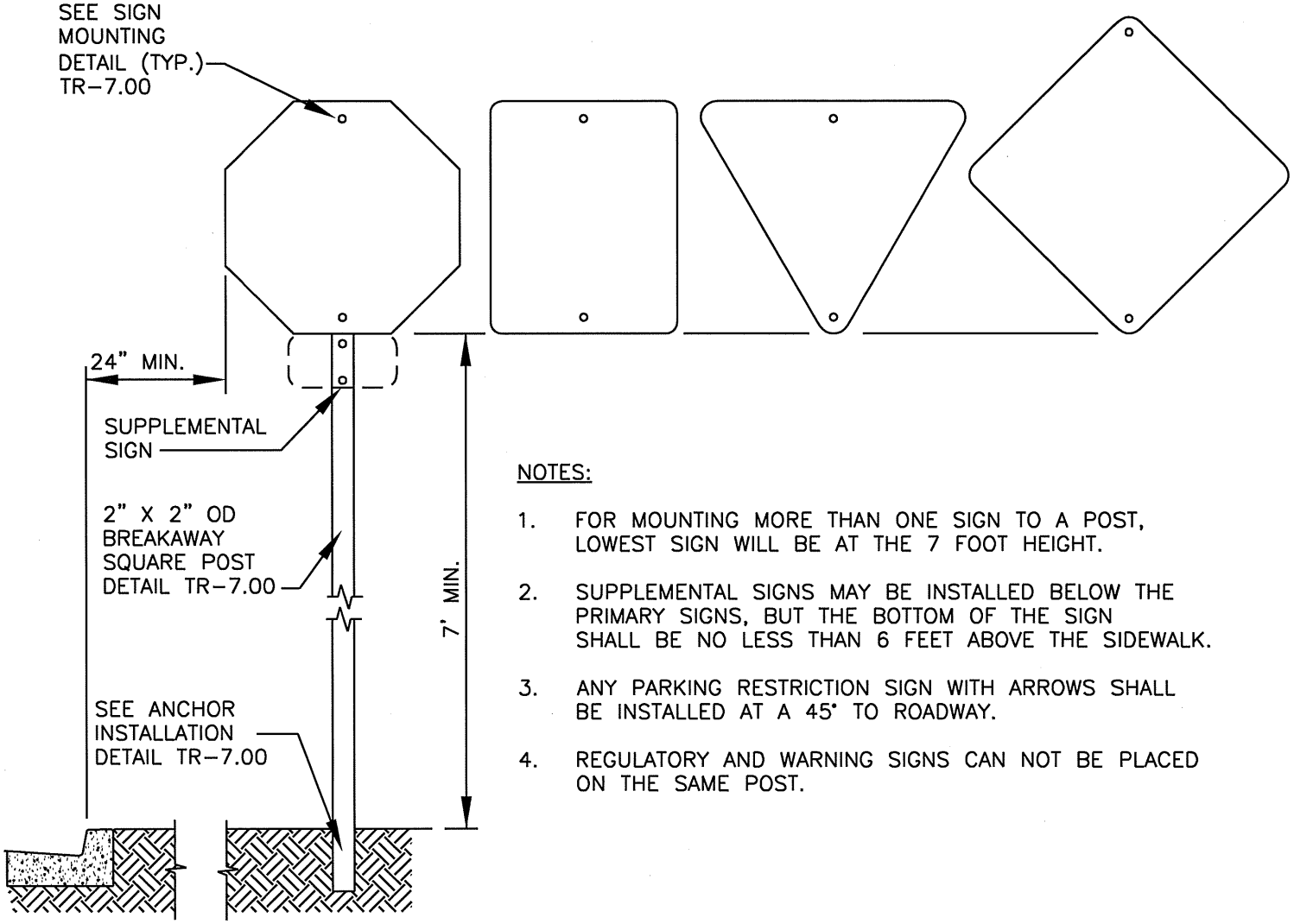
THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

Scott P. Sanger 12/13/11
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/11/08	JMH	MCH
3	12/13/11	cms	MCH

TR-7.01



NOTES:

1. FOR MOUNTING MORE THAN ONE SIGN TO A POST, LOWEST SIGN WILL BE AT THE 7 FOOT HEIGHT.
2. SUPPLEMENTAL SIGNS MAY BE INSTALLED BELOW THE PRIMARY SIGNS, BUT THE BOTTOM OF THE SIGN SHALL BE NO LESS THAN 6 FEET ABOVE THE SIDEWALK.
3. ANY PARKING RESTRICTION SIGN WITH ARROWS SHALL BE INSTALLED AT A 45° TO ROADWAY.
4. REGULATORY AND WARNING SIGNS CAN NOT BE PLACED ON THE SAME POST.

N.T.S.

GROUND MOUNTED SIGNS

PLAN #

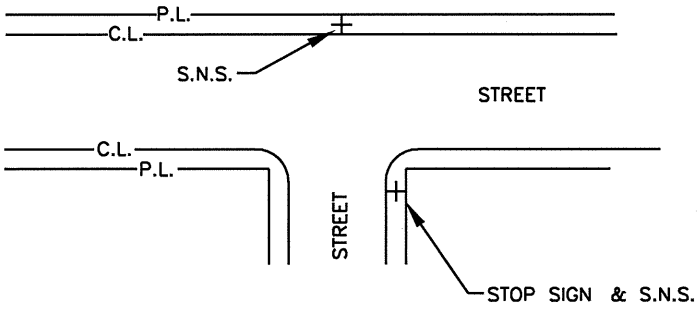
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER — DATE

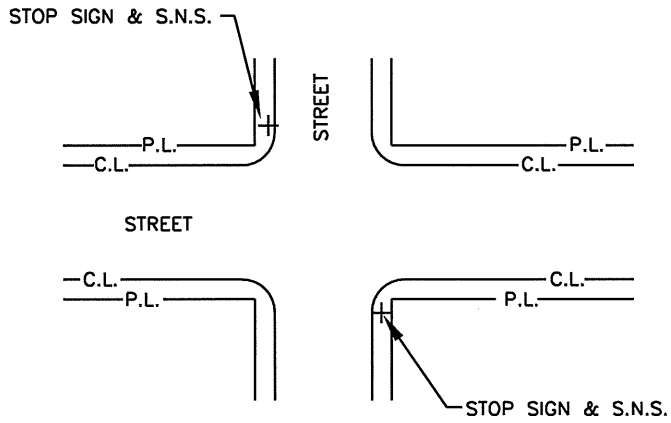
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	11/1/07	JMH	MCH
2	6/11/08	JMH	MCH

TR-7.02



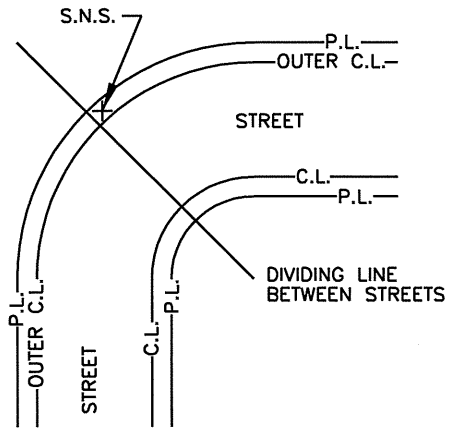
"T" INTERSECTIONS

FOR ADDITIONAL SIGN INFORMATION SEE STREET NAME SIGNS, TR-7.01 AND GROUND MOUNTED SIGNS, TR-7.02.



"4-WAY" INTERSECTIONS

IF INTERSECTION IS 4-WAY STOP, STREET NAME SIGNS ARE ONLY NEEDED IN TWO LOCATIONS, NW AND SE OR NE AND SW CORNERS. FOR ADDITIONAL SIGN INFORMATION SEE STREET NAME SIGNS, TR-7.01 AND GROUND MOUNTED SIGNS, TR-7.02.



"CURVED" INTERSECTIONS

FOR ADDITIONAL SIGN INFORMATION SEE STREET NAME SIGNS, TR-7.01 AND GROUND MOUNTED SIGNS, TR-7.02.

N.T.S.

STREET NAME & STOP SIGN PLACEMENT

PLAN #

THE CITY OF BATTLE GROUND

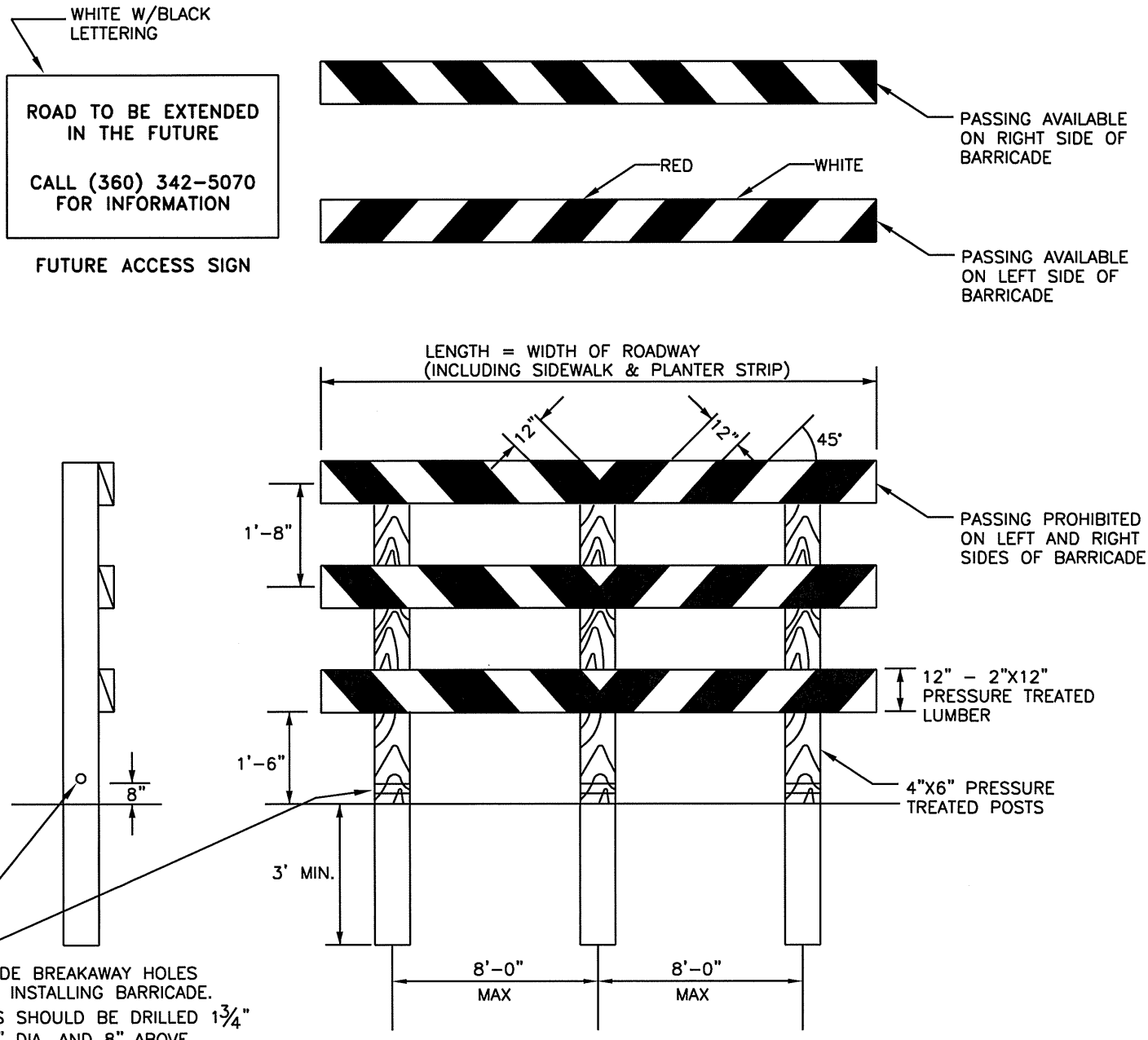
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER *DATE*

REVISIONS:	*DATE:*	*DRAWN:*	*DESIGNED:*
1	*11/1/07*	*JMH*	*MCH*
2	*6/11/08*	*JMH*	*MCH*

TR-7.03



NOTES:

1. FUTURE ACCESS SIGN TO BE INSTALLED ON ALL TYPE III BARRICADES AT END OF STREETS AND ALLEYS.
2. TO BE INSTALLED WHEN ROAD OR ALLEY MAY BE EXTENDED IN THE FUTURE. FOR PERMANENT INSTALLATIONS SEE END OF ROAD MARKERS, DETAIL TR-7.06.

N.T.S.

TYPE III BARACADE

PLAN #

THE CITY OF BATTLE GROUND

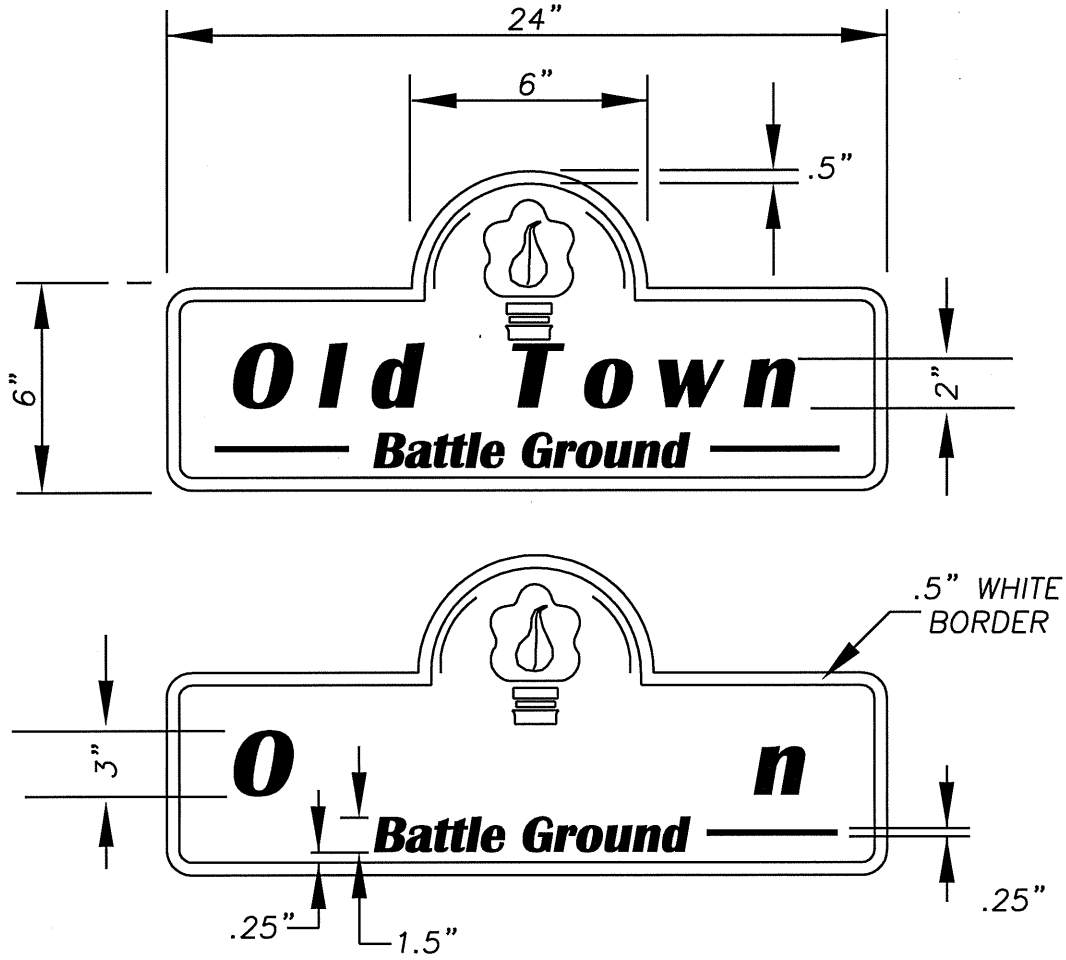
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	6/11/08	JMH	MCH

TR-7.04



NOTES:

1. FACE LEGEND AND BORDER SHALL BE WHITE, BACKGROUND SHALL BE BROWN.
2. LETTERING SHALL BE BRITANNIC BOLD.
3. CITY ENGINEER SHALL APPROVE SIGN PRIOR TO FABRICATION.
4. ALL SIGN MATERIALS AND ATTACHMENT HARDWARE SHALL CONFORM TO MUTCD AND WSDOT STANDARD SPECIFICATIONS.

N.T.S.

OLD TOWN SIGN TOPPER

PLAN #

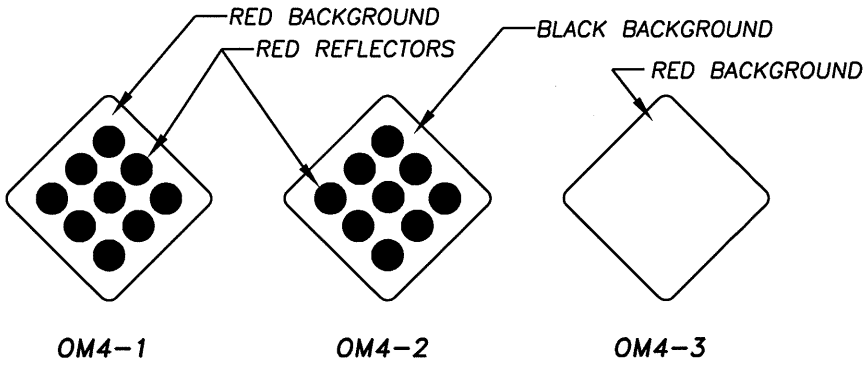
CITY OF BATTLE GROUND
APPROVED

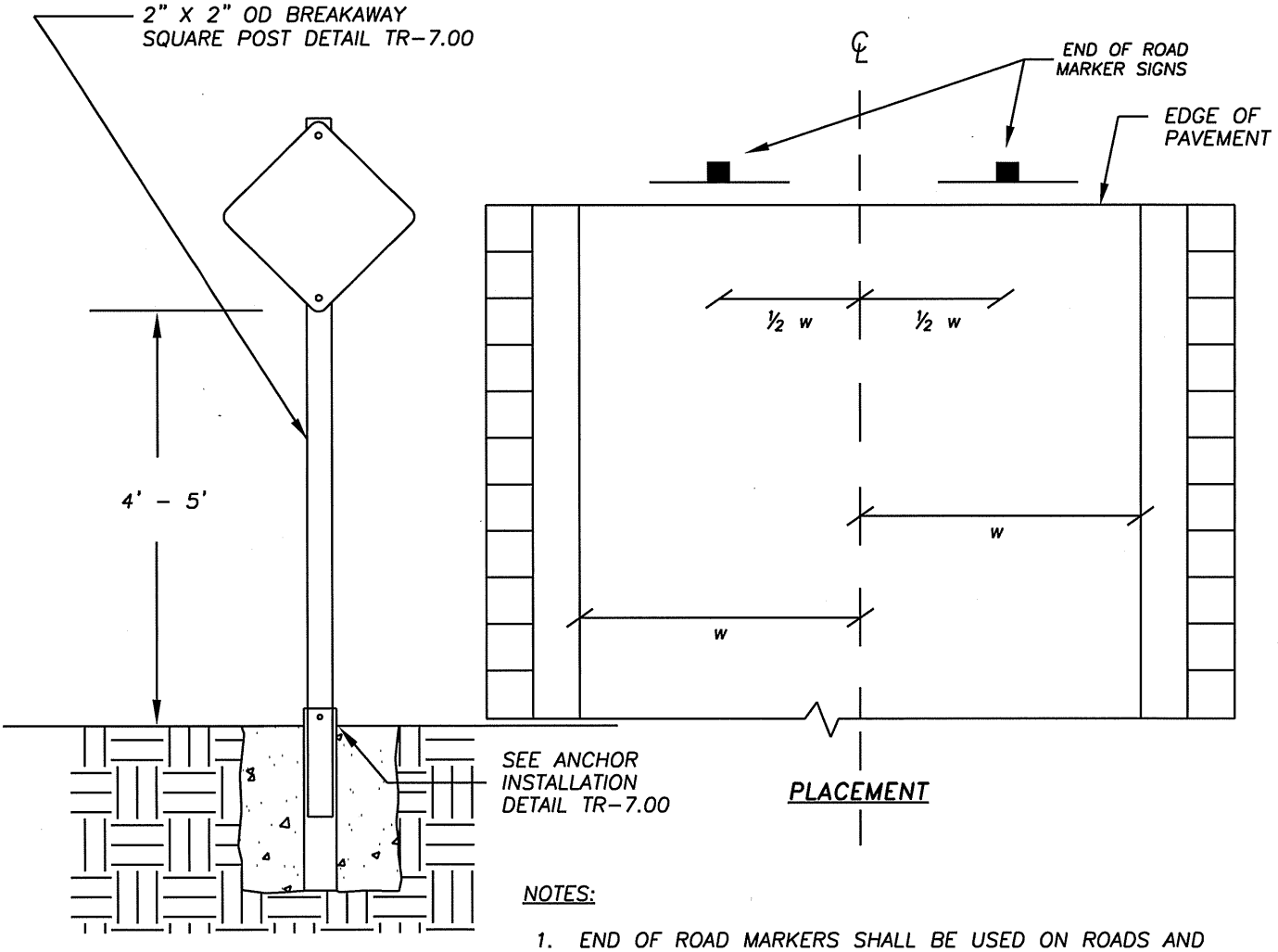
6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-7.05





NOTES:

1. END OF ROAD MARKERS SHALL BE USED ON ROADS AND ALLEYS THAT WILL DEAD END PERMANENTLY. TYPE III BARRICADES, TR-7.03, SHALL BE USED ON DEAD END ROADS AND ALLEY THAT WILL BE EXTENDED IN THE FUTURE.
2. ANY OF THE THREE SIGNS MAY BE USED, BUT BOTH SIGNS MUST BE THE SAME TYPE.
3. BOTH SIGNS MUST BE PLACED AT THE SAME HEIGHT.

N.T.S.

END OF ROAD MARKERS

PLAN #

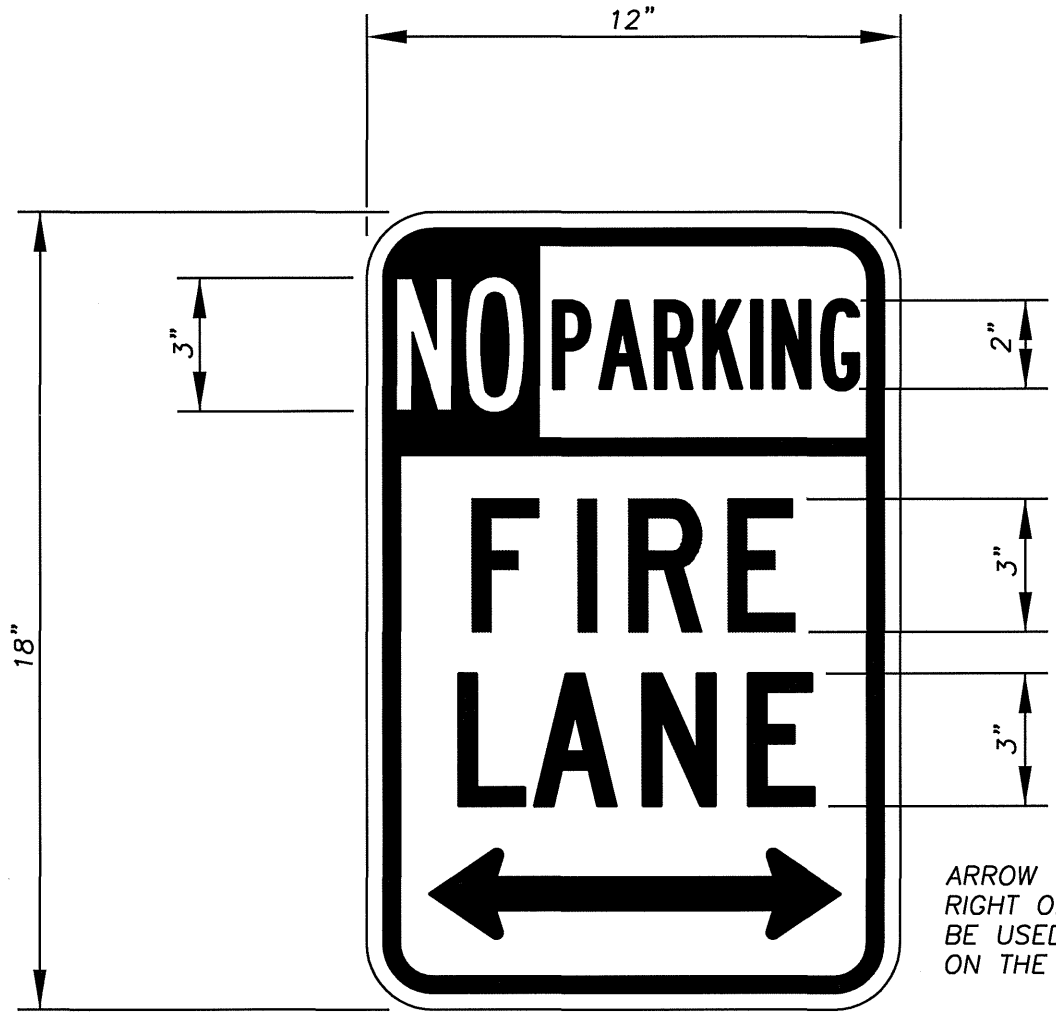
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-7.06



ARROW TO DESIGNATE LEFT, RIGHT OR BOTH ARE ONLY TO BE USED WHEN CALLED OUT ON THE PLANS

(MODIFIED R7-107)

NOTES:

1. "NO PARKING FIRE LANE" SHALL BE POSTED WHERE CALLED OUT ON PLANS.

N.T.S.

NO PARKING FIRE LANE SIGN

PLAN #

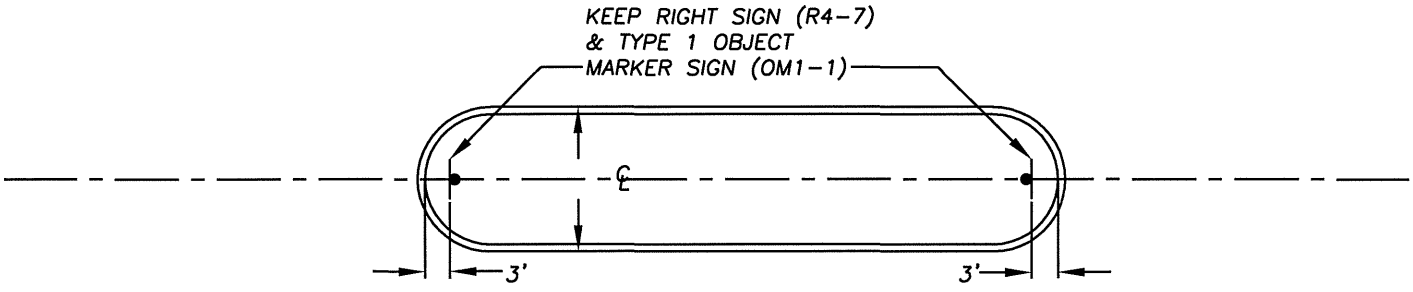
CITY OF BATTLE GROUND APPROVED

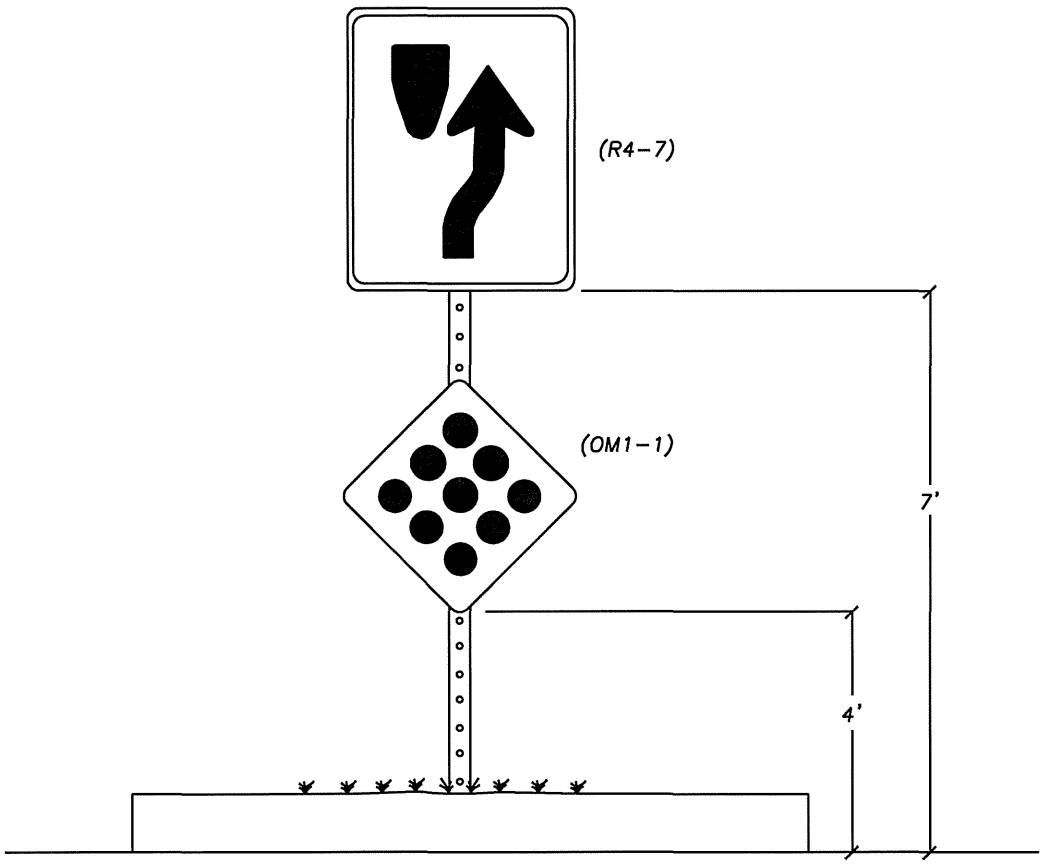
6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-7.07





NOTES:

1. SIGN POST MOUNTING PER DETAIL TR-7.00.

N.T.S.

MEDIAN SIGNING

PLAN #

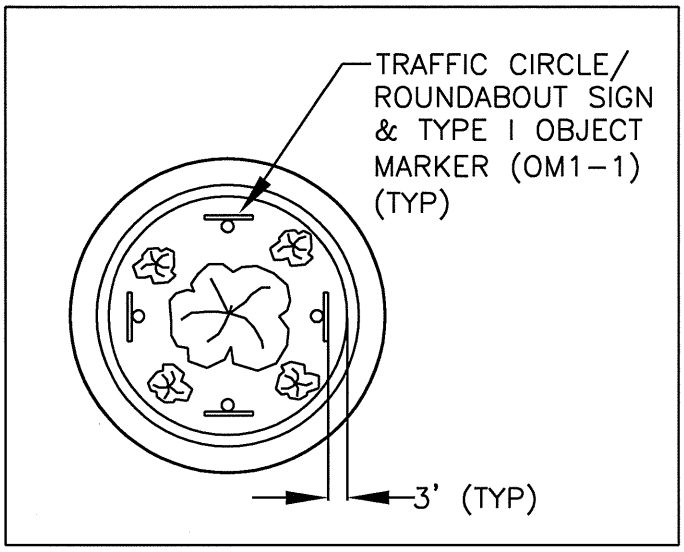
CITY OF BATTLE GROUND
APPROVED

6/11/08

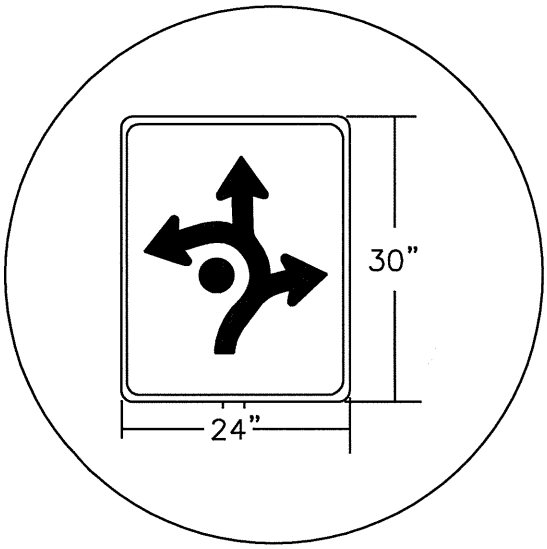
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/11/08	JMH	MCH

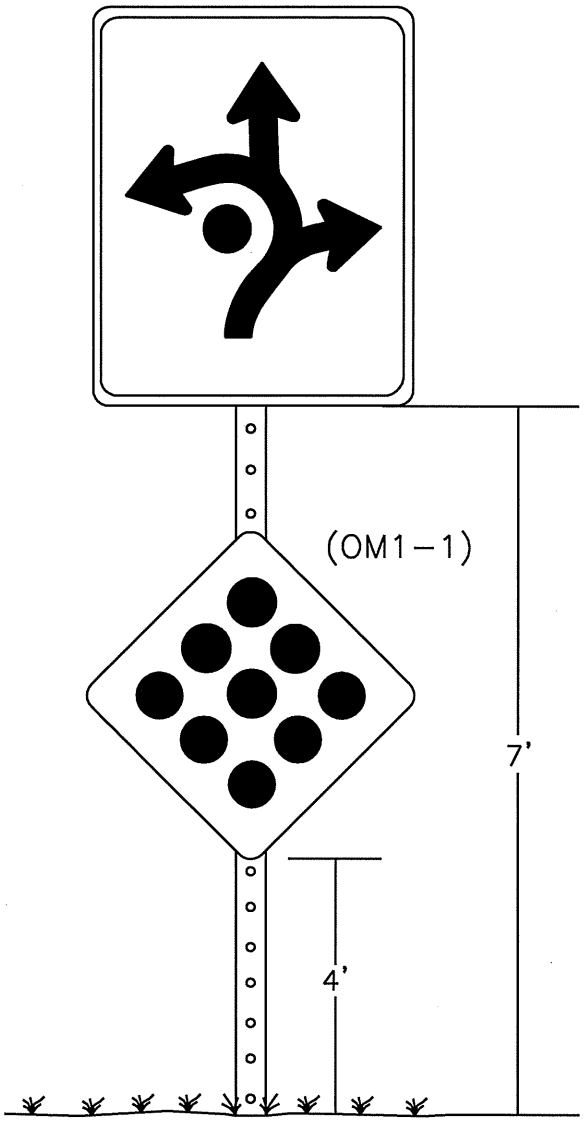
TR-7.08



PLACEMENT



SIGN



N.T.S.

TRAFFIC CIRCLE/ROUNDABOUT SIGN & PLACEMENT

PLAN #

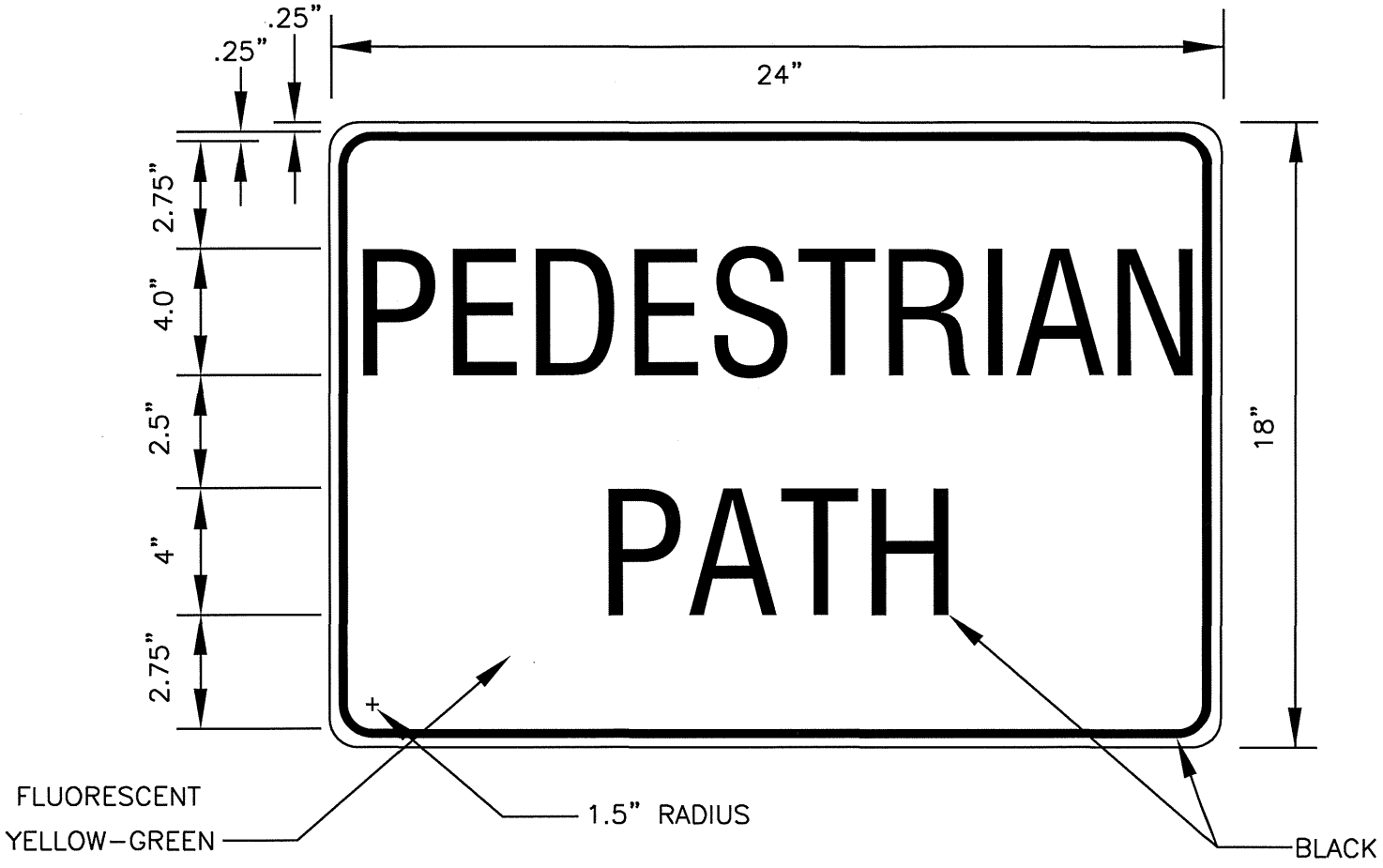
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-7.09

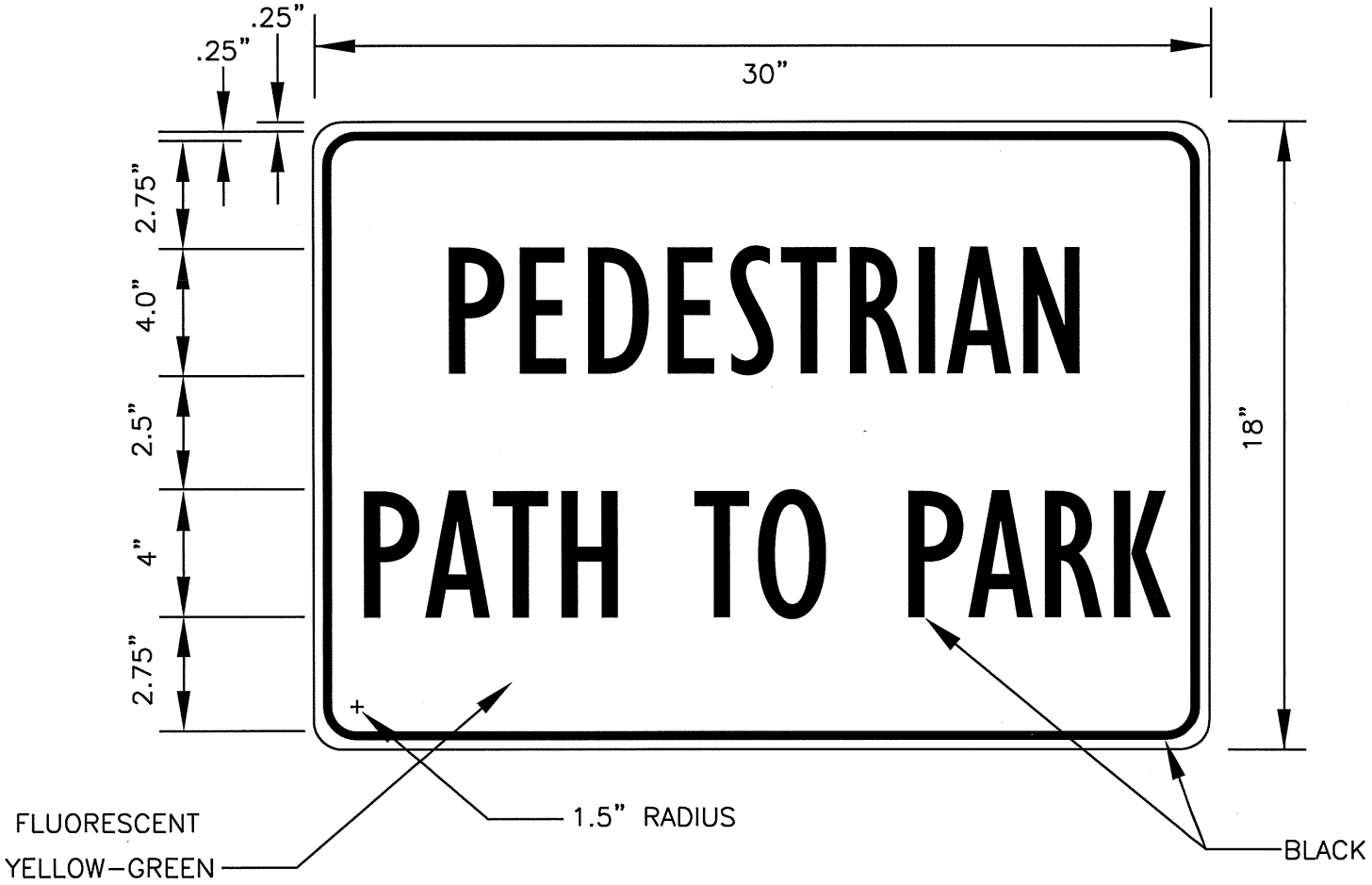


NOTES:

1. MOUNTING HEIGHT IS 4' ABOVE THE GROUND TO BOTTOM OF THE SIGN.
2. SIGN POST MOUNTING PER DETAIL TR–7.00.

N.T.S.

PEDESTRIAN PATH SIGN					PLAN #
CITY OF BATTLE GROUND APPROVED 6/11/08 CITY ENGINEER DATE	REVISIONS:	DATE:	DRAWN:	DESIGNED:	TR–7.10
	1	3/31/08	JMH	MCH	
	2	6/11/08	JMH	MCH	

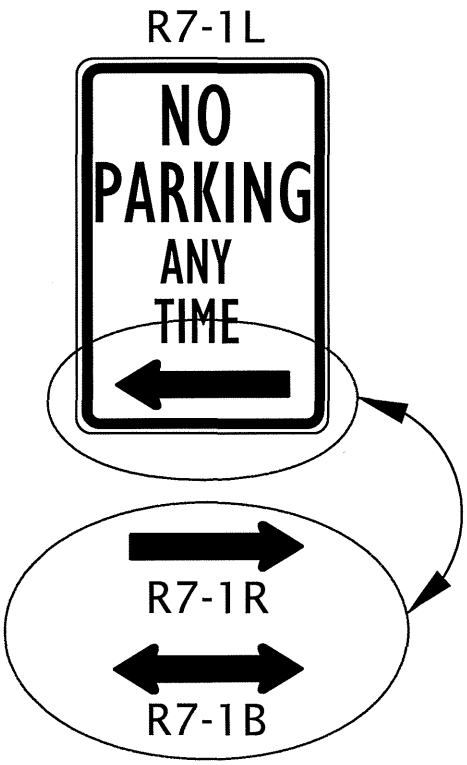


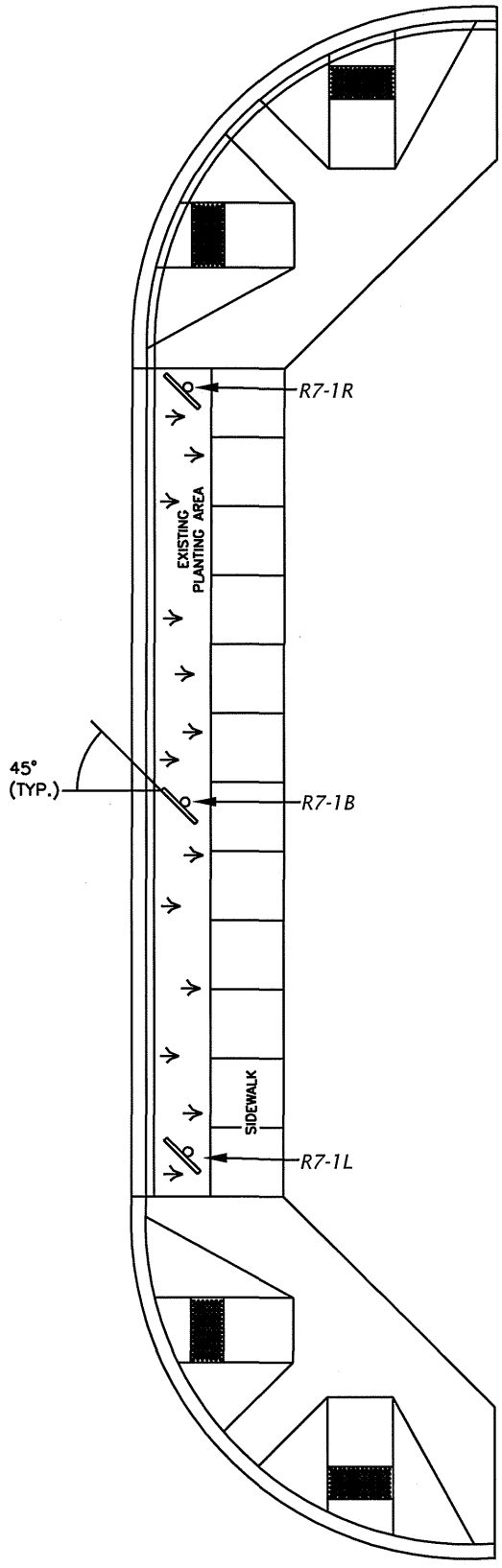
NOTES:

1. MOUNTING HEIGHT IS 4' ABOVE THE GROUND TO BOTTOM OF THE SIGN.
2. SIGN POST MOUNTING PER DETAIL TR–7.00.

N.T.S.

PEDESTRIAN PATH TO PARK SIGN					PLAN #
THE CITY OF BATTLE GROUND	CITY OF BATTLE GROUND APPROVED 6/11/08 CITY ENGINEER DATE	REVISIONS:	DATE:	DRAWN:	DESIGNED:
		1	6/11/08	JMH	MCH
					TR–7.11





NOTES:

1. NO PARKING SIGNS WITH ARROWS MUST BE INSTALLED 45° TO STREET.
2. SIGN R7-1B ONLY REQUIRED IF SPACING FROM R7-1R AND R7-1L IS MORE THAN 250 FEET.
3. THE NUMBER OF R7-1B SIGNS IS DEPENDENT ON BLOCK LENGTH WITH A MAXIMUM OF 250 FEET BETWEEN SIGNS.
4. SIGN POST MOUNTING PER DETAIL TR-7.00 AND TR-7.02.

N.T.S.

NO PARKING ANY TIME SIGN & PLACEMENT

PLAN #

THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

6/11/08
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	6/11/08	JMH	MCH

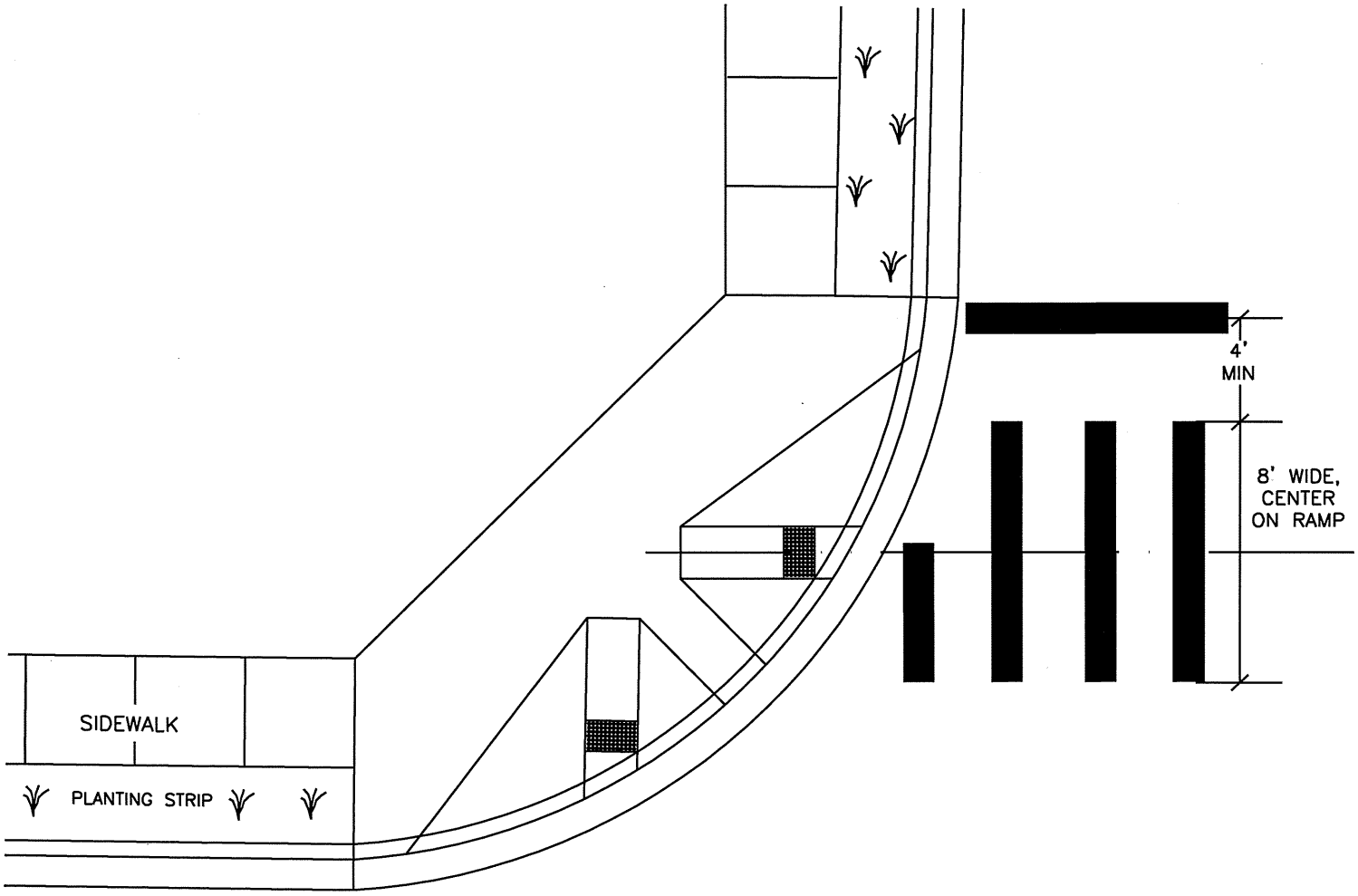
TR-7.12



NOTES:
1. MOUNT TO FENCE AROUND STORMWATER FACILITY.
2. SPACE EVERY 50 FEET

N.T.S.

STORMWATER FACILITY PROTECTION SIGN					PLAN #
THE CITY OF BATTLE GROUND	CITY OF BATTLE GROUND APPROVED 6/11/08 CITY ENGINEER DATE	REVISIONS:	DATE:	DRAWN: / DESIGNED:	TR-7.13
		1	6/11/08	JMH / MCH	



NOTES:

1. STOP BAR SHALL EXTEND FROM THE EDGE OF THE GUTTER TO THE CENTERLINE OR ACROSS ALL LANES IN WHICH THE DIRECTION OF TRAVEL IS INTO THE INTERSECTION, DEPENDING ON THE TYPE OF ROAD.
2. CROSSWALKS ARE ONLY TO BE MARKED WHEN CALLED FOR ON THE PLANS.
3. STOP BARS ARE REQUIRED ANYWHERE A STOP SIGN IS PLACED.
4. SEE STOP BAR & CROSSWALK MARKINGS DETAIL TR-8.01 FOR STRIPING DIMENSIONS.

N.T.S.

STOP BAR & CROSSWALK PLACEMENT

PLAN #

THE CITY OF BATTLE GROUND

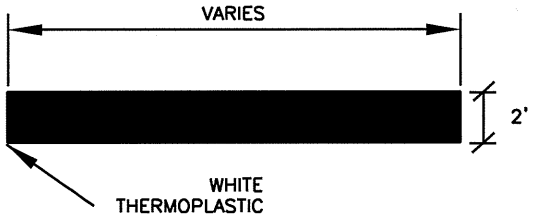
CITY OF BATTLE GROUND
APPROVED

6/11/08

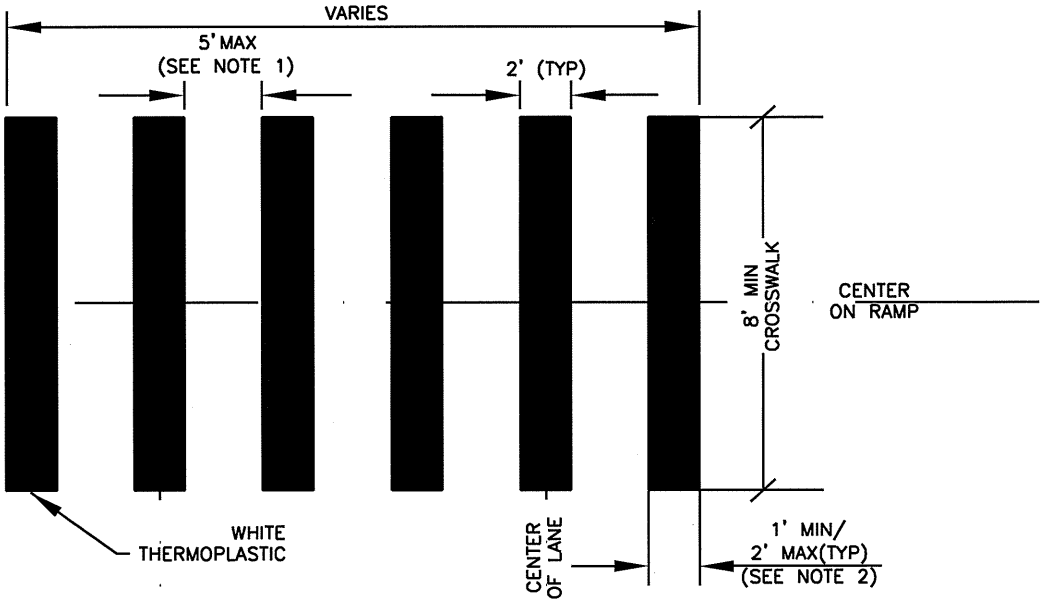
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-8.00



STOP BAR



LADDER STRIPE CROSSWALK

NOTES:

1. BARS TO BE SPACED TO AVOID WHEEL PATH BUT NO MORE THAN 5'.
2. APPLIES TO LAST BAR PRIOR TO CURB RAMP ONLY.
3. SEE STOP BAR & CROSSWALK PLACEMENT DETAIL TR-8.00 FOR PLACEMENT.

NOTES:
ALL MARKINGS WILL BE THERMOPLASTIC UNLESS OTHERWISE NOTED ON PLANS.

N.T.S.

STOP BAR & CROSSWALK MARKINGS

PLAN #

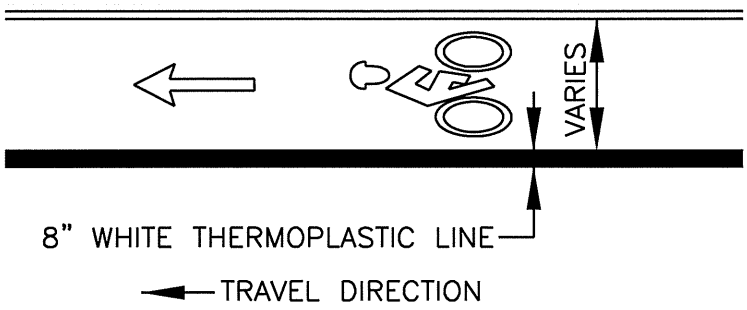
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

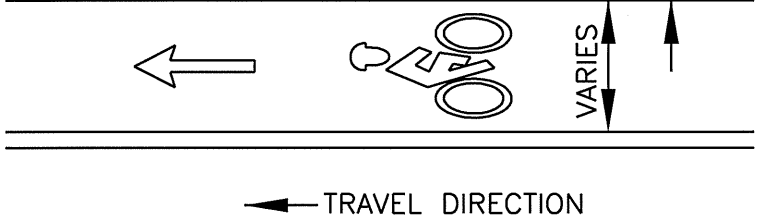
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-8.01

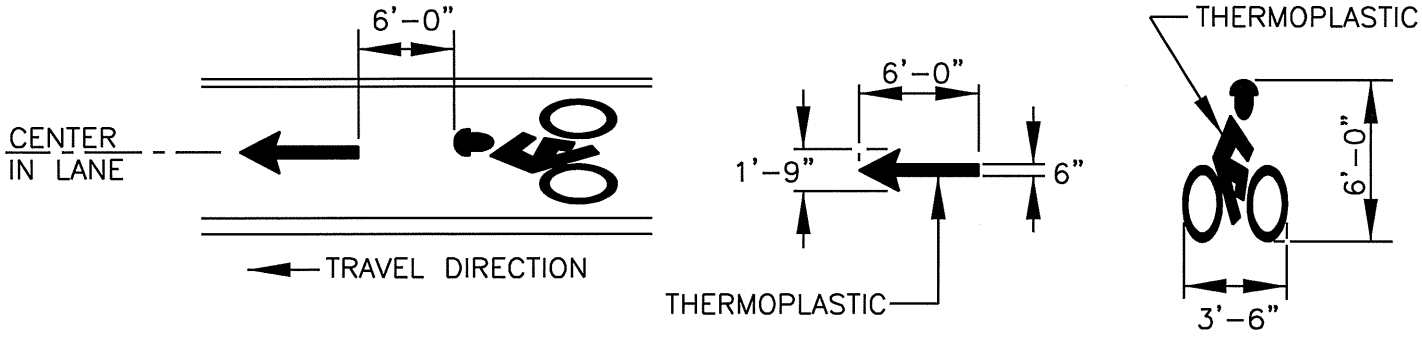


BIKE LANE LINE

4" WHITE THERMOPLASTIC LINE ALONG PARKING
8" WHITE THERMOPLASTIC LINE ALONG RIGHT TURN LANE



BIKE EDGE LINE



BICYCLE LANE MARKING

N.T.S.

BIKE LANE MARKINGS

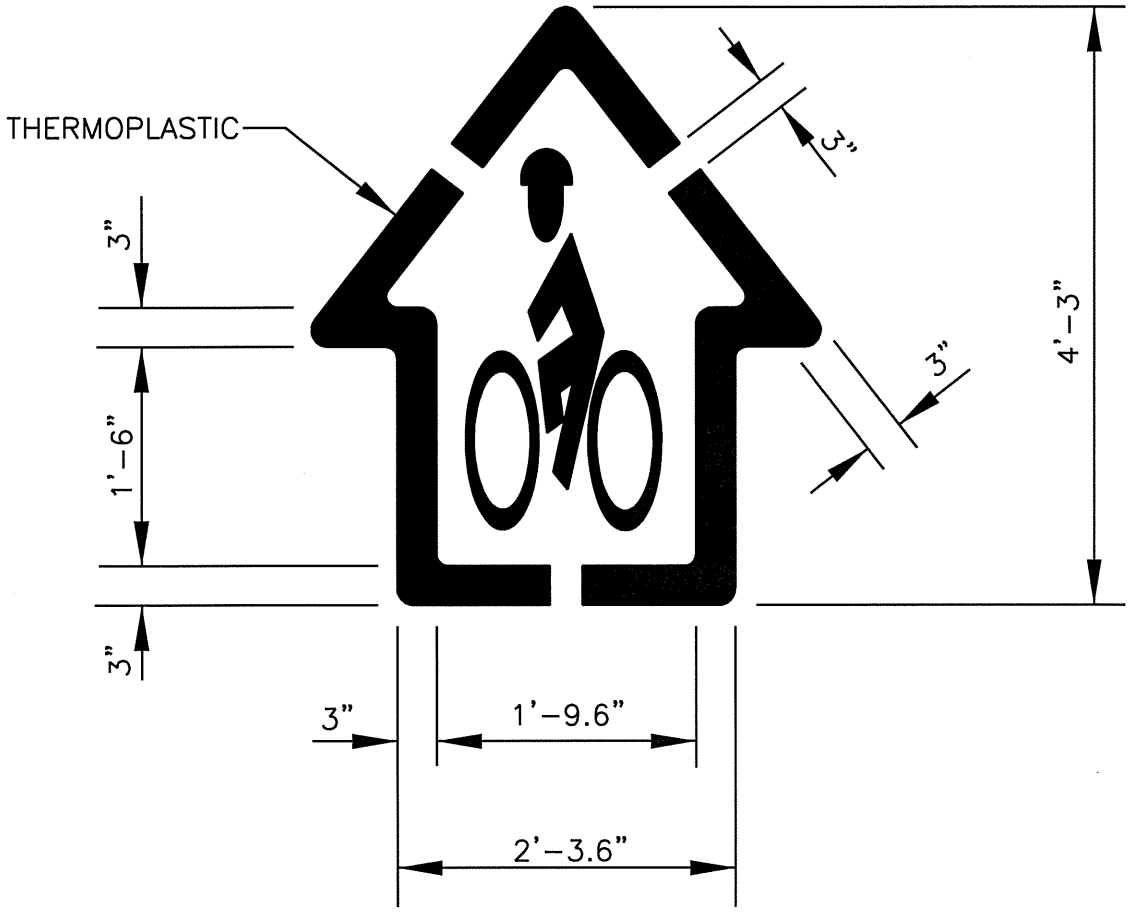
PLAN #

CITY OF BATTLE GROUND
APPROVED

6/11/08
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

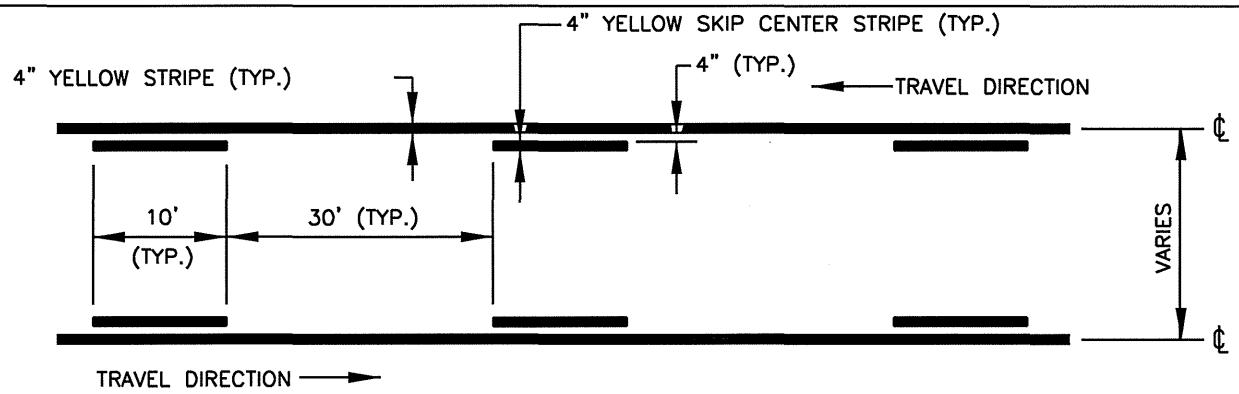
TR-8.02



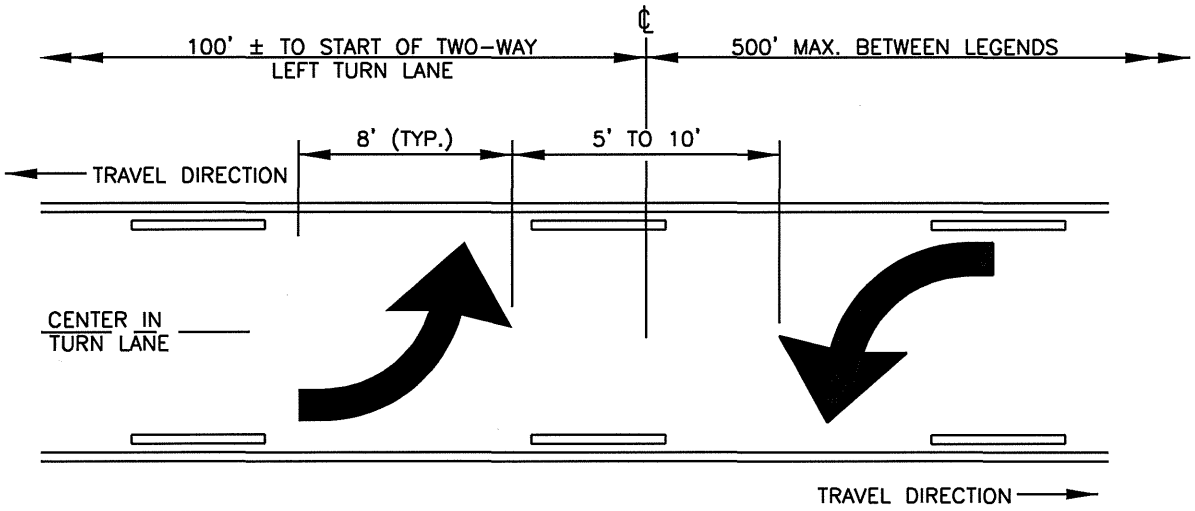
BICYCLE STENCIL FOR SHARED USE ROADWAYS

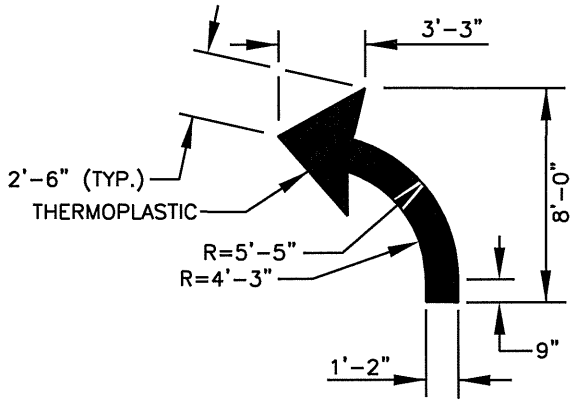
N.T.S.

SHARED BIKE/TRAVEL LANE MARKING					PLAN #
CITY OF BATTLE GROUND APPROVED	REVISIONS:	DATE:	DRAWN:	DESIGNED:	
	1	3/31/08	JMH	MCH	
	2	6/11/08	JMH	MCH	TR-8.03
6/11/08					
CITY ENGINEER DATE					



TWO-WAY LEFT TURN LANE MARKINGS





TWO-WAY LEFT TURN LANE LEGEND

ALL MARKINGS TO BE THERMOPLASTIC UNLESS OTHERWISE INDICATED ON PLANS.

N.T.S.

TWO-WAY LEFT TURN LANE MARKINGS

PLAN #

CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-8.04

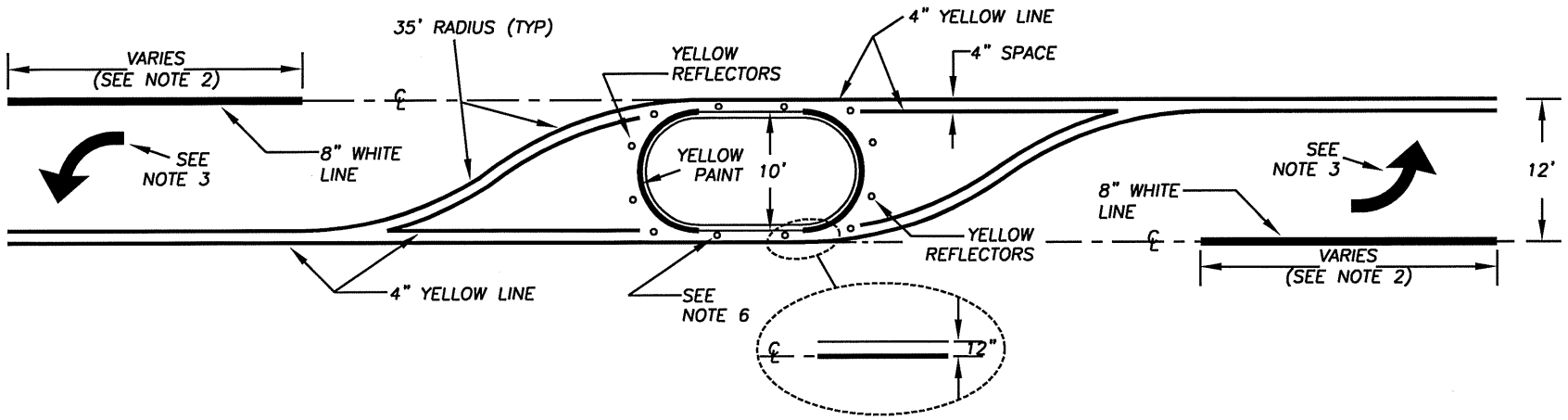
LEFT TURN MARKINGS

CITY OF BATTLE GROUND
APPROVED

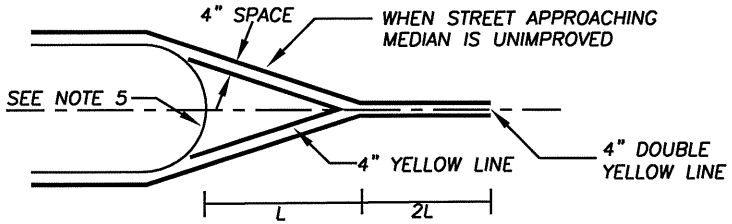
CITY ENGINEER — DATE 6/11/08

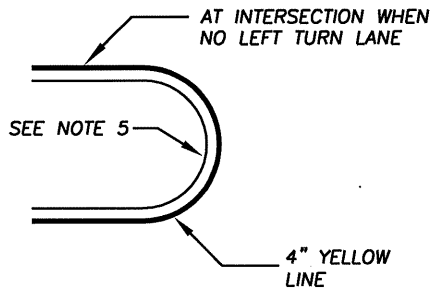
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	1/31/08	JMH	MCH
2	6/11/08	JMH	MCH

PLAN # TR-8.05

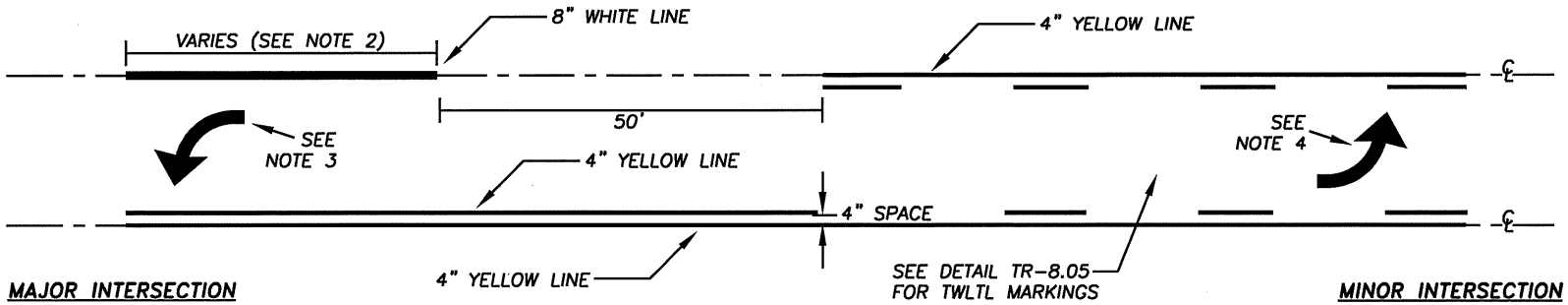


SPEED (MPH)	L
25	100'
30	100'
35	123'
40	160'
45	270'
50	300'





LEFT TURN LANE WITH MEDIAN



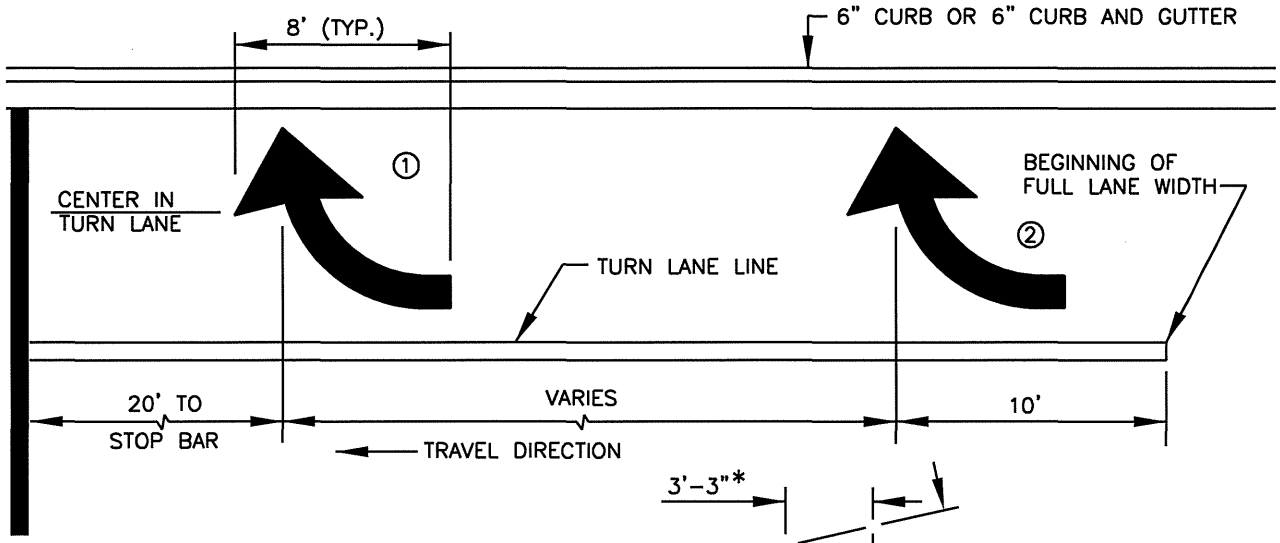
MAJOR INTERSECTION — **MINOR INTERSECTION**

LEFT TURN LANE IN TWO WAY LEFT TURN LANE (TWLTL)

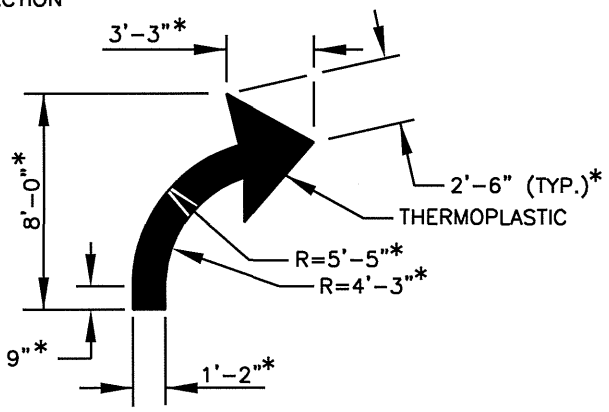
NOTES:

1. ALL MARKINGS TO BE THERMOPLASTIC UNLESS OTHERWISE INDICATED ON THE PLANS.
2. SEE PLANS, 50' MIN.
3. PLACEMENT OF ARROWS PER DETAIL TR-8.06.
4. PLACEMENT OF ARROWS PER DETAIL TR-8.04.
5. ALL MEDIANS REQUIRE YELLOW PAINT AND REFLECTORS AT THE ENDS.
6. YELLOW REFLECTORS TO BE PLACED AT 20' INTERVALS ALONG LENGTH OF MEDIAN.

N.T.S.

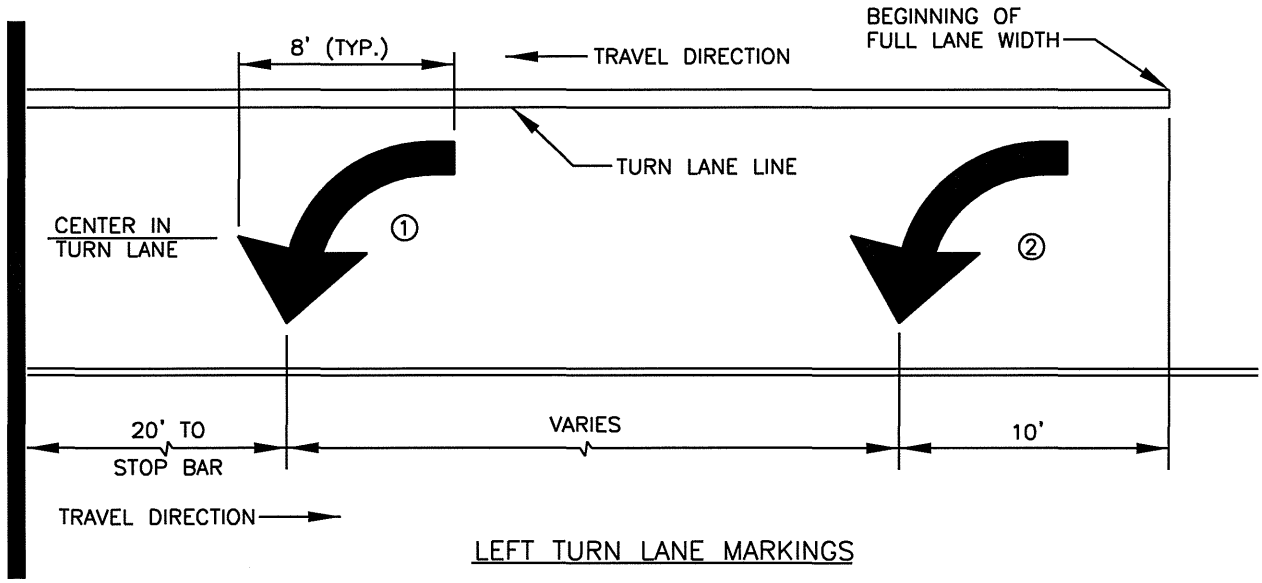


TURN LANE LENGTH (FT)	ARROWS
50–75	1 ONLY
75–150	1 & 2
150 & LARGER	3RD ARROW IN BETWEEN 1 & 2



*ARROW DIMENSIONS FOR BOTH RIGHT AND LEFT TURN ARROWS.

RIGHT TURN LANE MARKINGS



LEFT TURN LANE MARKINGS

N.T.S.

RIGHT TURN & LEFT TURN ARROW MARKINGS

PLAN #

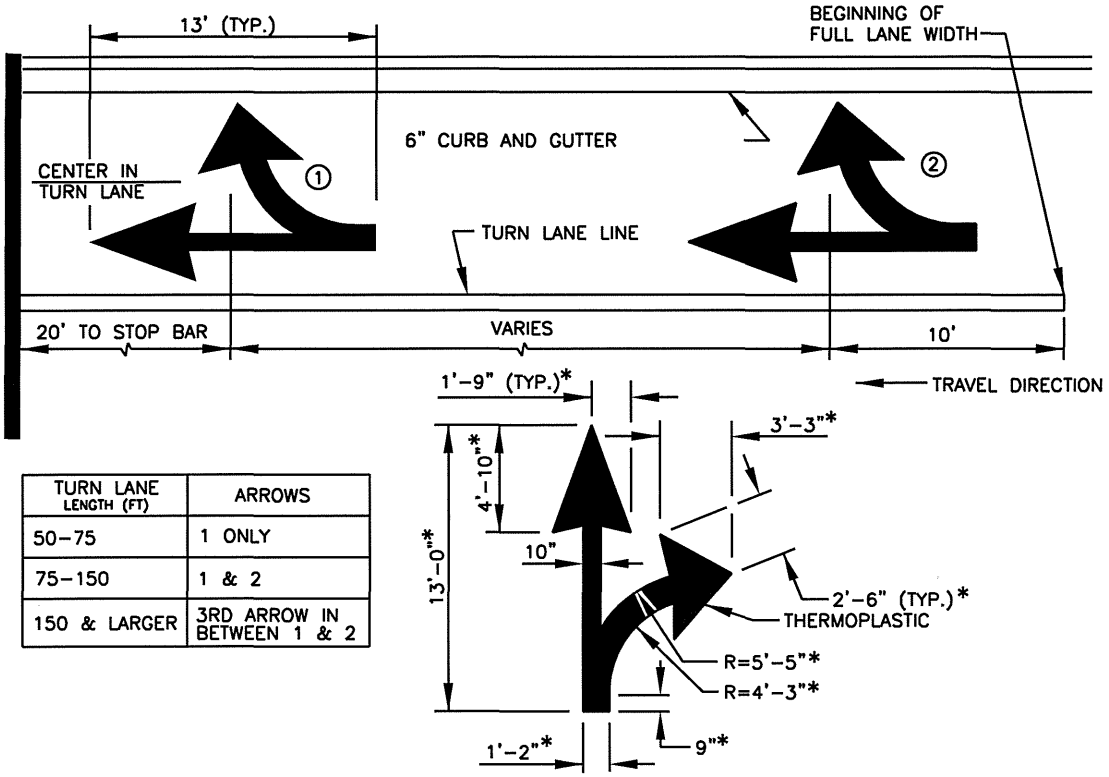
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

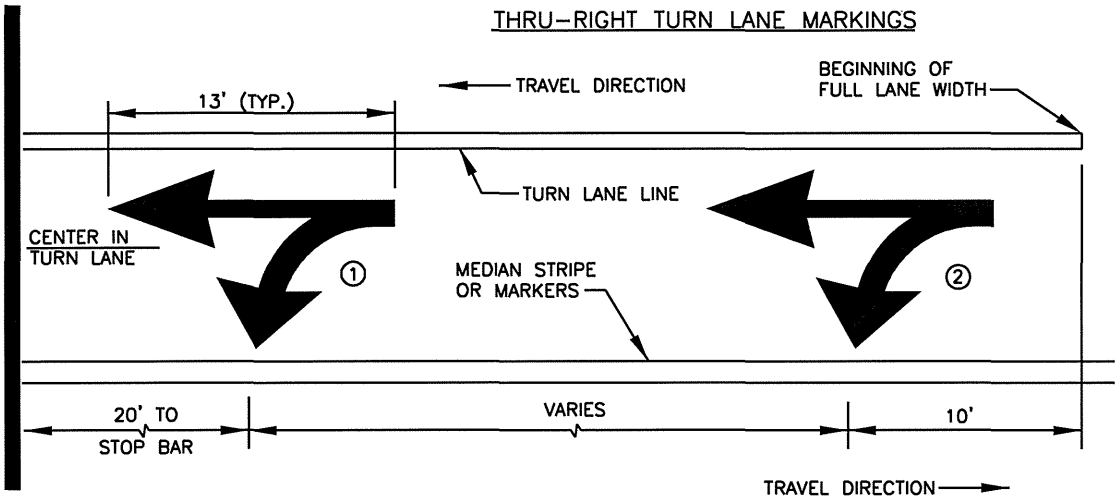
TR-8.06



TURN LANE LENGTH (FT)	ARROWS
50–75	1 ONLY
75–150	1 & 2
150 & LARGER	3RD ARROW IN BETWEEN 1 & 2

*ARROW DIMENSIONS FOR BOTH THRU-RIGHT AND THRU-LEFT TURN ARROWS.

THRU–RIGHT TURN LANE MARKINGS



THRU–LEFT TURN LANE MARKINGS

N.T.S.

THRU–RIGHT & THRU–LEFT ARROW MARKINGS

PLAN #

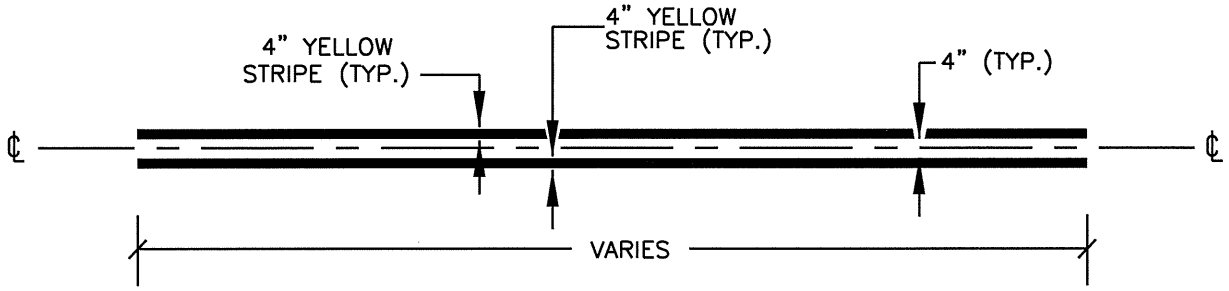
CITY OF BATTLE GROUND
APPROVED

6/11/08

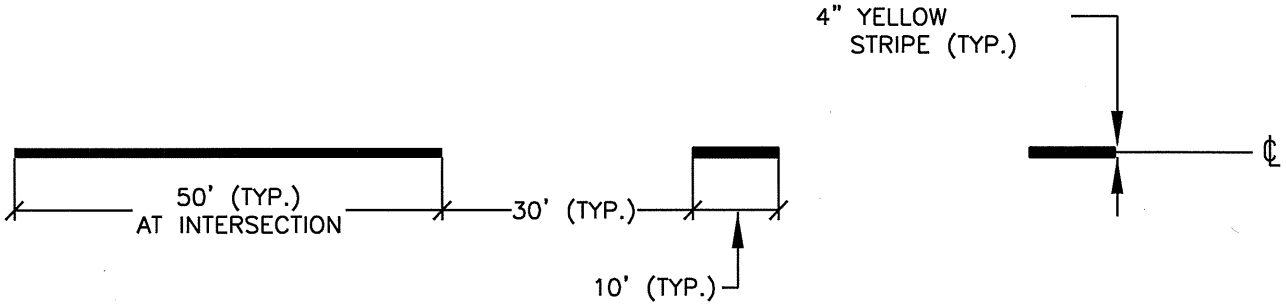
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR–8.07



DOUBLE YELLOW CENTERLINE



SKIPPED CENTERLINE

ALL MARKINGS TO BE THERMOPLASTIC UNLESS OTHERWISE INDICATED ON PLANS.

N.T.S.

CENTERLINE MARKINGS

PLAN #

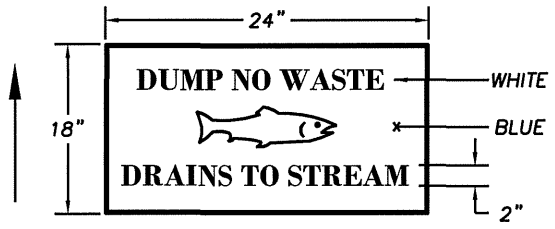
CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/31/08	JMH	MCH
2	6/11/08	JMH	MCH

TR-8.08

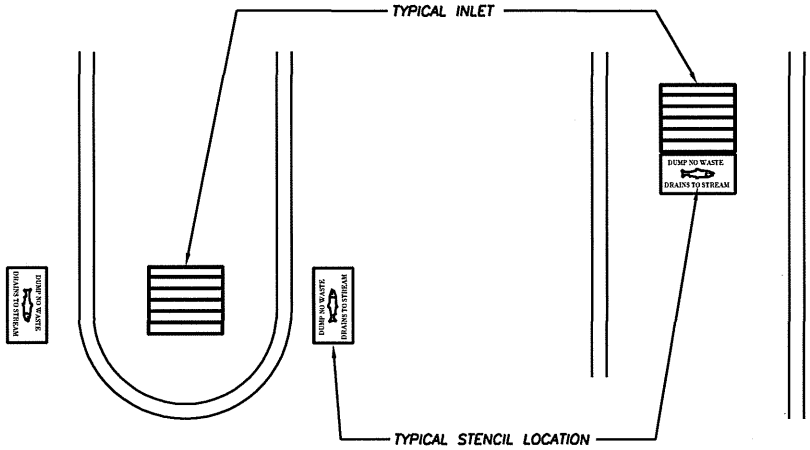


NOTES:

1. USE WEATHER RESISTANT BLUE & WHITE PAINT.
2. CLEAN SURFACE THOROUGHLY BEFORE APPLYING.

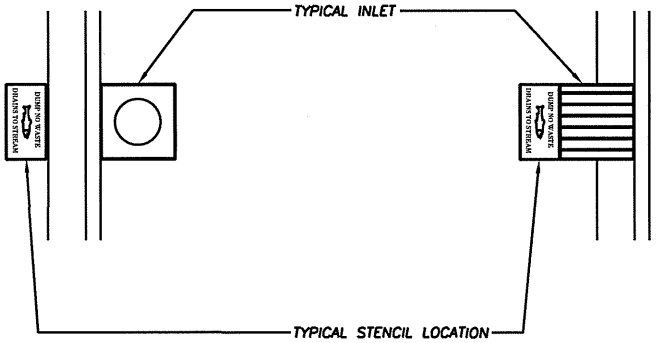
CENTER MEDIAN

ALLEY



CURB INLET

CATCH BASIN



N.T.S.

INLET STENCIL

PLAN #

THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

6/11/08

CITY ENGINEER DATE

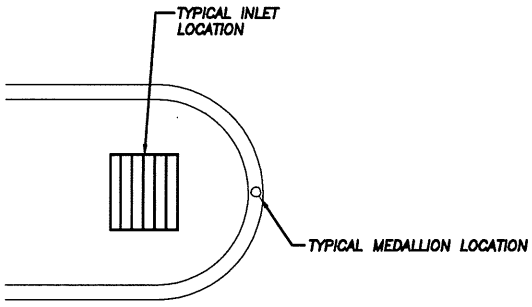
REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	BSG	GGH
2	8/30/05	ALL	MCH
3	6/11/08	JMH	MCH

TR-8.09

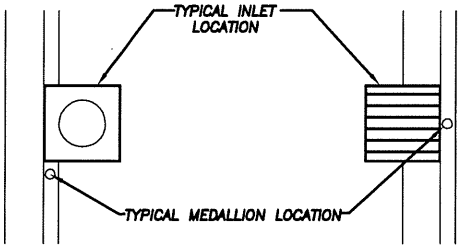


1. USE CITY APPROVED MEDALLION
2. SET LIP OF MEDALLION INTO CONCRETE
3. SECURE MEDIAN WITH RIVET IN SET CONCRETE, OR CARRIAGE BOLT PRESSED INTO WET CONCRETE

CENTER MEDIAN



CURB INLET **CATCH BASIN**



N.T.S.

INLET MEDALLION

PLAN #

THE CITY OF BATTLE GROUND

CITY OF BATTLE GROUND
APPROVED

Scott P. Sawyer 11/15/2011
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	8/12/98	CMS	BGK

TR-8.10