

GENERAL NOTES

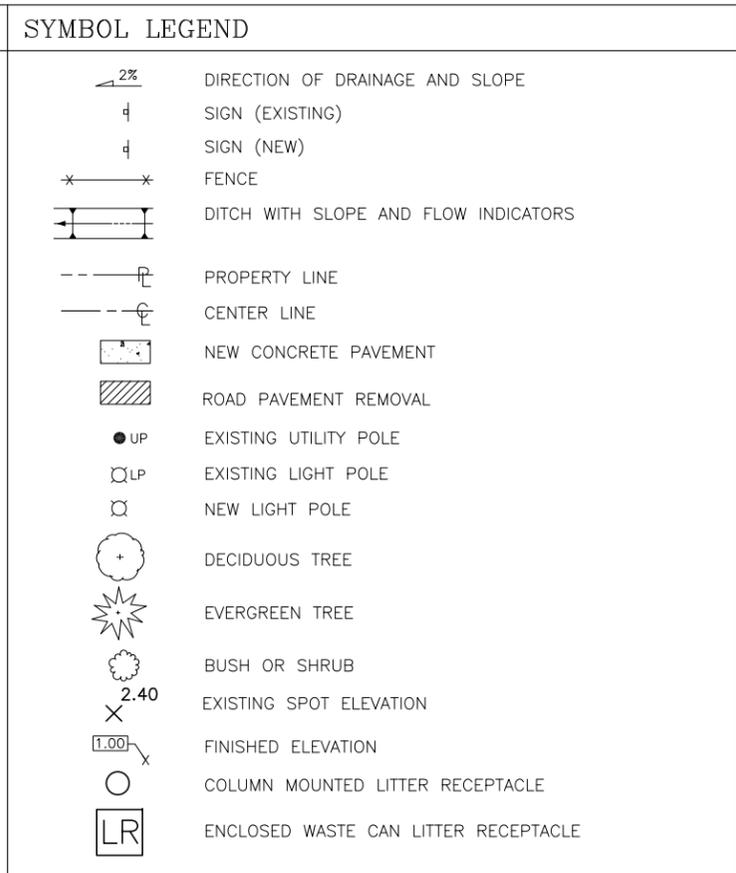
- THE D100 DRAWING SERIES ARE STANDARD CONSTRUCTION DETAILS FOR TRANSIT PASSENGER FACILITIES. REFER TO SITE PLANS FOR APPLICABLE DETAILS.
- DETAILS MAY BE MODIFIED TO FIT EXISTING SITE CONDITIONS. REFER TO NOTES ON PROPOSED SITE PLAN FOR MODIFICATIONS.
- SPOT ELEVATIONS SHOWN IN THE DRAWINGS ARE NOT TIED TO ANY VERTICAL DATUM. ELEVATIONS SHOWN ARE SPECIFIC TO THAT BUS ZONE ONLY.
- CURB RAMPS SHALL LINE UP WITHIN MARKED CROSSWALK IF NOT SPECIFIED ON PLANS. PROJECT REPRESENTATIVE TO FIELD LOCATE CENTER OF CURB RAMPS PRIOR TO CONSTRUCTION. PROVIDE PROJECT REPRESENTATIVE WITH 48 HOURS NOTICE OF REQUIRING RAMPS TO BE FIELD LOCATED.

STRUCTURAL NOTES

- CODES & STANDARDS**
INTERNATIONAL BUILDING CODE (IBC)
2006 BUILDING CODE
- REQUIREMENTS FOR REINFORCED CONCRETE**
ACI 318 (REVISED 2002)
- ASPHALT PAVEMENT**
REFER TO TECHNICAL SPECIFICATIONS
SECTION 02500
- STRUCTURAL FILLS**
REFER TO TECHNICAL SPECIFICATIONS
SECTION 02273
- ROCKERY WALL**
REFER TO TECHNICAL SPECIFICATIONS
SECTION 02278
- REINFORCED CONCRETE RETAINING WALL**
REFER TO TECHNICAL SPECIFICATIONS
SECTION 02273
- CAST-IN-PLACE CONCRETE**
REFER TO TECHNICAL SPECIFICATIONS
SECTION 03300
- REINFORCED CONCRETE - SUPERVISED**
PRECAST CONCRETE PLANK - $f'c = 4,000$ psi @ 28 DAYS
(ULTIMATE STRENGTH DESIGN)
6.5 SACKS/C.Y. & 5.0 GAL. WATER/SACK-
RE-STEEL - GRADE 60 - $f_y = 60,000$ PSI
- PRECAST PRESTRESSED CONCRETE PILING (DESIGN BY SUPPLIER)**
 $f'c = 5,000$ psi MIN. @ 28 DAYS
SUBMIT DESIGN MIX FOR APPROVAL
SUBMIT CALCULATIONS FOR PILING TO MEET DESIGN
REQUIREMENTS OF A LATERAL PRESSURE OF 1920#/L.F.
(NO VERTICAL DESIGN LOAD)
DESIGN DRAWINGS TO BE STAMPED AND SIGNED BY
REGISTERED STRUCTURAL ENGINEER,
STATE OF WASHINGTON
- PORTLAND CEMENT CONCRETE PAVEMENT**
 $f'c = 3,000$ psi @ 3 DAYS
 $f'c = 4,000$ psi @ 7 DAYS
MAXIMUM SLUMP 3"
- ALL OTHER CONCRETE**
 $f'c = 3,000$ psi - (ULTIMATE STRENGTH DESIGN)
6 SACKS/C.Y., 6 GAL WATER/SACK
RE-STL GRADE 40 - $f_y = 60,000$ psi
- MINIMUM COVER ON REINFORCING STEEL**
WALLS EXPOSED TO EARTH - 2"
WALLS EXPOSED TO WEATHER - 1 1/2" (#5 & SMALLER)
WALLS NOT EXPOSED TO EARTH OR WEATHER - 3/4"
- SLABS ON GRADE & FOUNDATION**
EXPOSED TO EARTH - 3"
EXPOSED TO WEATHER - 1 1/2"
- DETAILING OF REINFORCING STEEL**
DETAIL IN ACCORD WITH ACI-318 (REVISED 2002)
SUBMIT DETAILS FOR APPROVAL PRIOR TO
FABRICATION AND PLACEMENT
SUBMIT SHOP FABRICATION DRAWINGS ON ALL PRECAST
CONCRETE TO PROJECT REPRESENTATIVE FOR APPROVAL
PRIOR TO FABRICATION

ABBREVIATIONS

ACP	ASPHALT	#	NUMBER
@	AT	OC	ON CENTER
APPROX	APPROXIMATELY	PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
APWA	AMERICAN PUBLIC WORKS ASSOCIATION	PL	PLACE
AVE	AVENUE	PP	POWER POLE
CB	CATCH BASIN	PSI	POUNDS PER SQUARE INCH
CL	CLEAR	PVC	POLYVINYLCHLORIDE
CO	CEAN OUT	R	RADIUS
CONC	CONCRETE	RD	ROAD
DWG	DRAWING	REF	FOR REFERENCE ONLY
IE	INVERT ELEVATION	R/W	RIGHT OF WAY
E	EAST	S	SOUTH
E.J.	EXPANSION JOINT	SEC	SECTION
EH	ELECTRIC HANDHOLE	SB	SIGN-BUS SIGN
EXIST	EXISTING	SW	SOUTHWEST
EV	ELECTRIC VALVE	SS	SQUARE
EW	EACH WAY	STL	STAINLESS STEEL
FH	FIRE HYDRANT	ST	STEEL
GA	GUY ANCHOR	STD	STREET
GV	GAS VALVE	STS	STANDARD
HORIZ	HORIZONTAL	TOP	STREET SIGN
HT	HEIGHT	TP	TOP OF WALL
HWY	HIGHWAY	TPD	TOP OF PAD
L.F.	LINEAR FOOT	TRH	TELEPHONE PEDESTAL
LP	LIGHT POLE	TSP	TRAFFIC HANDHOLE
LR	LITTER RECEPTACLE	TW	TRAFFIC SIGNAL POLE
MAX	MAXIMUM	TYP	TOP OF WALL
MH	MANHOLE	VERT	TYPICAL
MIN	MINIMUM	W	WEST
MIC	MOMUMENT IN CASE	W/	WITH
MON	SURFACE MONUMENT	WM	WATER METER
N	NORTH	W/O	WITH OUT
NE	NORTHEAST	WV	WATER VALVE
N.I.C.	NOT IN CONTRACT		
NO.	NUMBER		



INDEX TO DRAWINGS

SHEET NO.	DRAWING NO.	DRAWING TITLE
1	D101	GENERAL NOTES, STRUCTURAL NOTES, SYMBOL LEGEND & ABBREVIATIONS
2	D102	PAVEMENT, LANDING PAD, FOOTING SECTIONS & DETAILS
3	D103	FOOTING PLANS, SECTIONS, DETAILS, NOTES & SCHEDULE
4	D104	FOOTING SECTIONS & COUNTERFORT SECTIONS & DETAILS
5	D105	SHELTER FOOTING / LANDING PAD SECTIONS
6	D106	LANDING PADS WITH CURBS & PEDESTRIAN GUARDRAILS, LIGHT POLE FOUNDATION
7	D107	DEMOLITION & TEMPORARY EROSION CONTROL PLAN
8	D108	DEMOLITION, GRADING & TEMPORARY EROSION CONTROL PLAN
9	D109	PAVEMENT, LANDING PAD, FOOTING SECTIONS & DETAILS
10	D110	INTERNAL BUS SHELTER LIGHTING
11	D111	INTERNAL SOLAR BUS SHELTER LIGHTING
12	D112	SOLAR LIGHTING GROUNDING RETROFIT DETAILS

TYPICAL ELEVATION, SECTION AND DETAIL NUMBERING CONVENTIONS

ELEVATIONS

SECTIONS

DETAILS

DETAIL & SECTION LABELS

No.	REVISION	BY	APP'D	DATE

NOT FOR CONSTRUCTION

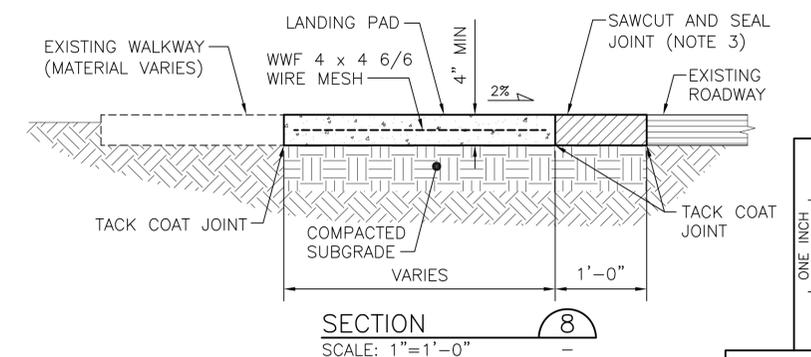
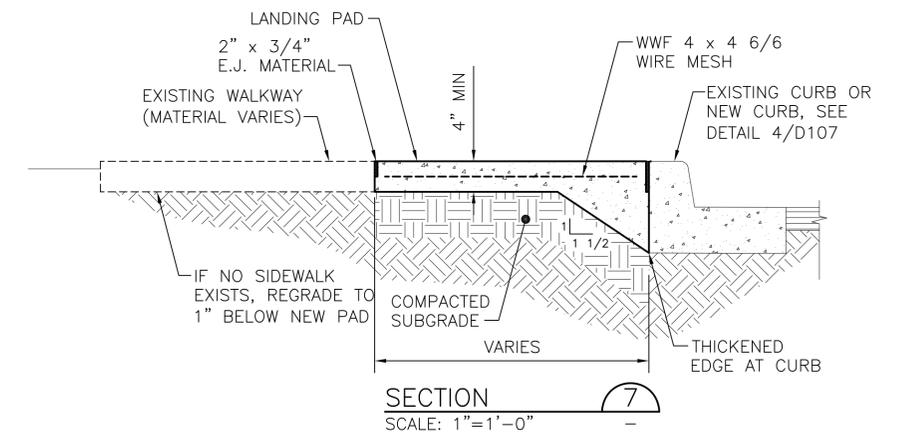
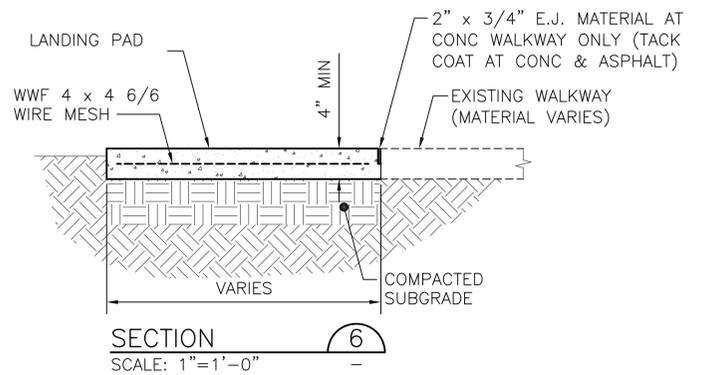
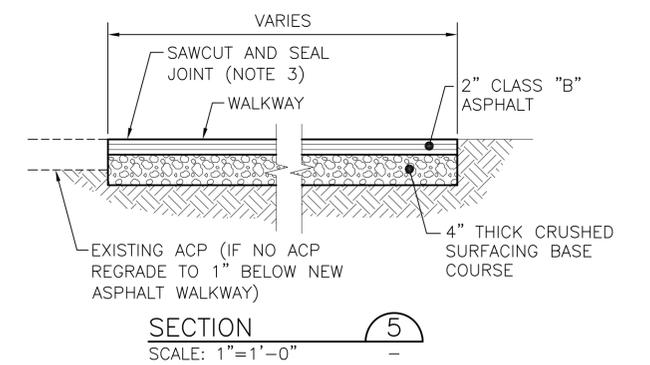
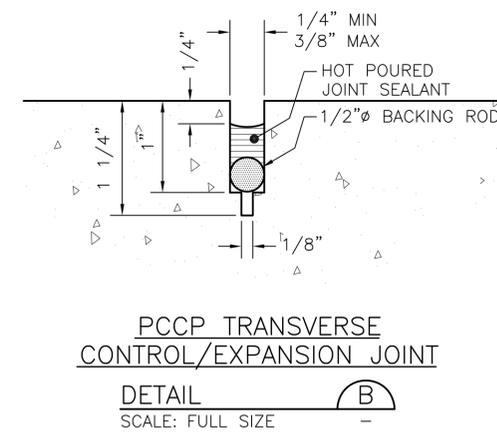
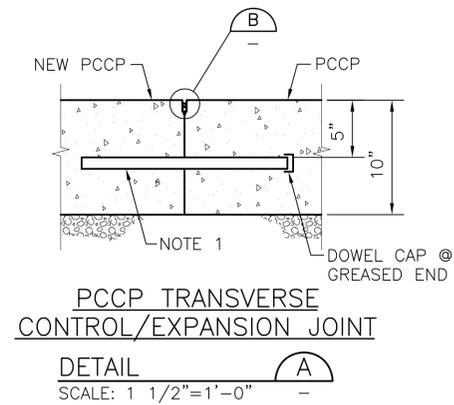
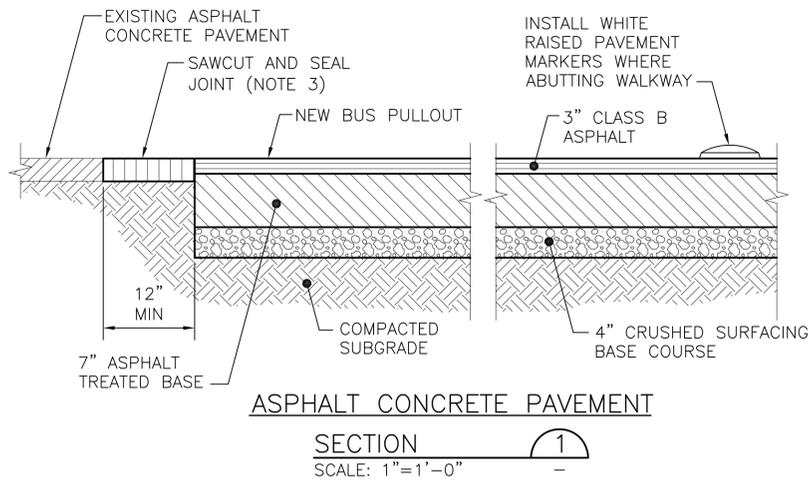
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APPROVED:	
R ISLER	

Department of Transportation - Transit Division

STANDARDS FOR CONSTRUCTION OF TRANSIT PASSENGER FACILITIES

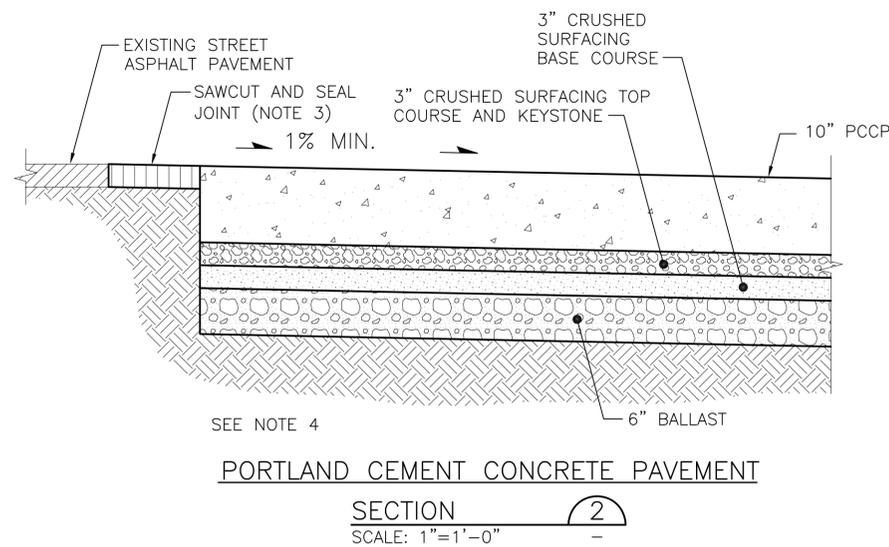
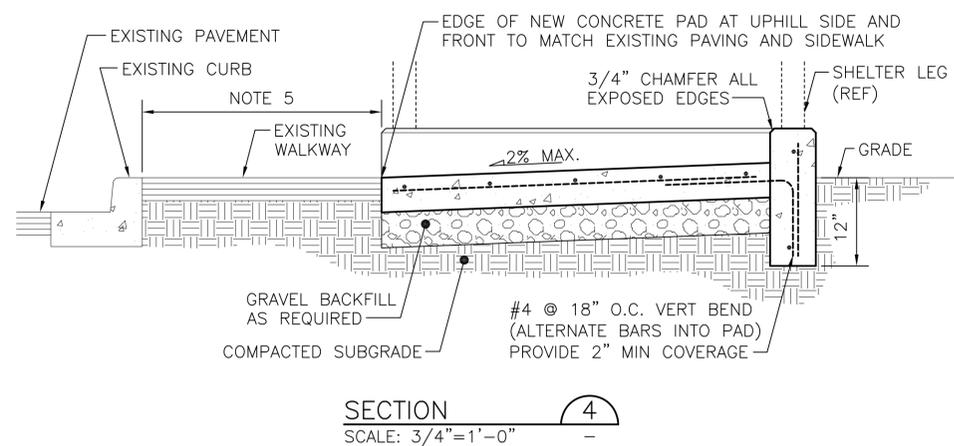
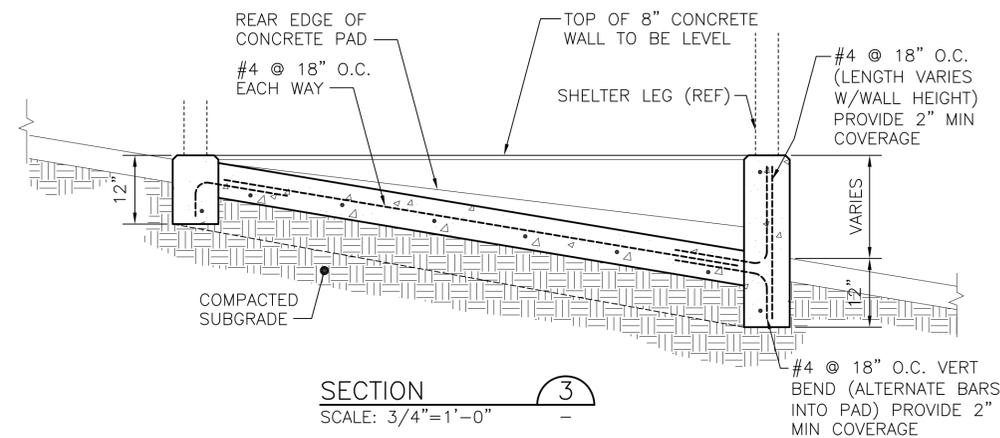
GENERAL NOTES, STRUCTURAL NOTES, SYMBOL LEGEND & ABBREVIATIONS

DATE:	JAN 08
FILE NO:	D101C
DRAWING NO:	D101
SHEET NO: OF	1 12



- NOTES:**
- NEW PULLOUTS, WALKWAYS, AND LANDING PADS SHALL BE BUILT TO MATCH WITH EXISTING SURFACE TO MAINTAIN NATURAL DRAINAGE COURSES. WALKWAY AND LANDING PAD CROSS SLOPES SHALL MEET OR EXCEED "ADA" REQUIREMENTS, i.e. 2% MAX SLOPE. TYPICAL LANDING PAD DIMENSIONS: 10' WIDE AND 8' (MIN) 9' (PREFERRED) DEEP.
 - ALL DEPTHS SHOWN ARE COMPACTED DEPTHS.
 - SAWCUT AND REMOVE SECTION OF PAVEMENT UPON COMPLETION OF PULLOUT. RESTORE ASPHALT PAVEMENT TO MATCH EXISTING. SEAL JOINT WITH APPROVED SEALANT AS PER WSDOT SPECS. 5.04.3(5)E.
 - TRANSVERSE CONTROL/EXPANSION JOINT SHALL BE PLACED TO MATCH CURB JOINTS OR 12'-0" O.C. MAX, WHICHEVER IS LESS. SEE A/D102 & B/102 FOR PCCP TRANSVERSE/EXPANSION JOINT DETAILS.
 - MINIMUM CLEARANCE BETWEEN FACE OF CURB AND OUTSIDE FACE OF WALL: B31 (SINGLE UNIT) = 2 FEET B32 (DOUBLE UNIT) = 3 FEET

- JOINT NOTES:**
- 1 1/4" ϕ x 18" @ 12" O.C. SMOOTH DOWEL. GREASE HALF THE DOWEL. SET DOWELS IN DOWEL CAGE, LEVEL AND PERPENDICULAR TO PAVEMENT JOINT.
 - MAXIMUM SPACING OF PCCP CONTROL JOINTS SHALL NOT EXCEED 12'-0".



NOT FOR CONSTRUCTION

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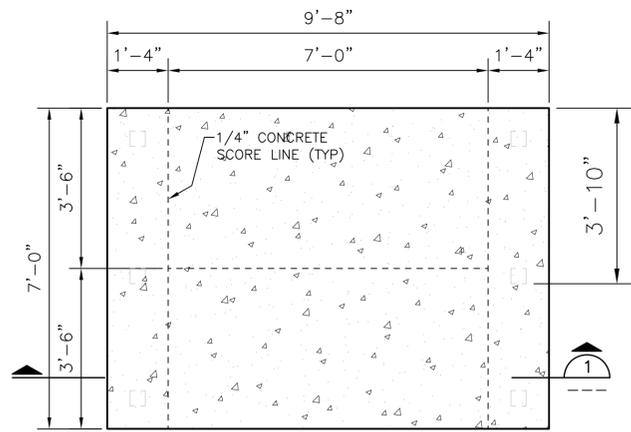
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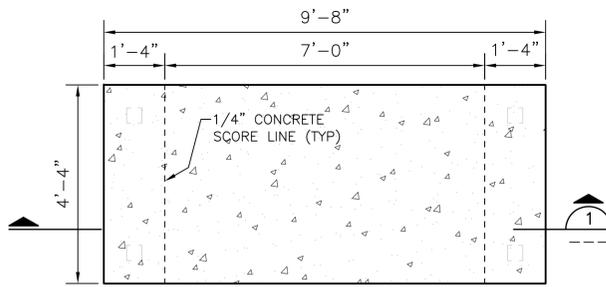
King County

Department of Transportation - Transit Division
 STANDARDS FOR CONSTRUCTION
 OF TRANSIT PASSENGER FACILITIES
**PAVEMENT, LANDING PAD,
 FOOTING SECTIONS
 & DETAILS**

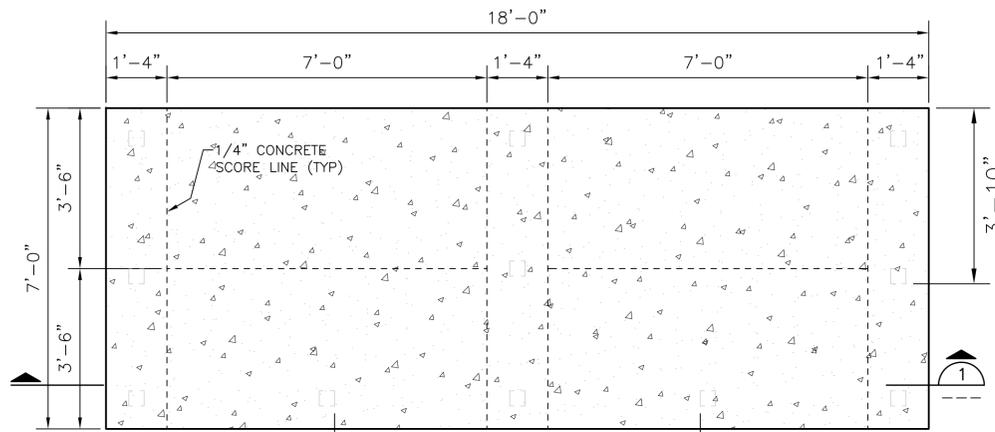
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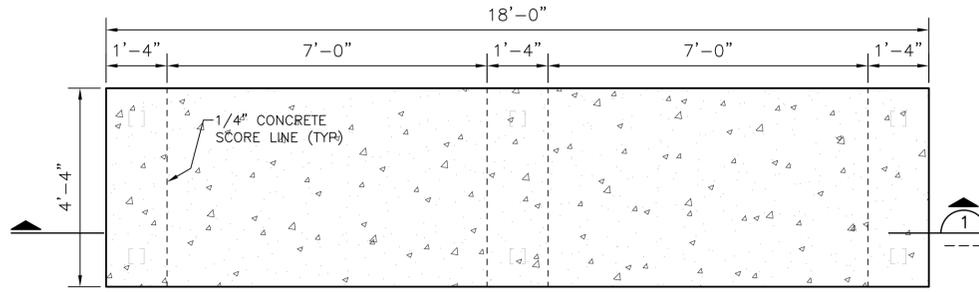
B11 FOOTING
SCALE: 1/2" = 1'-0"



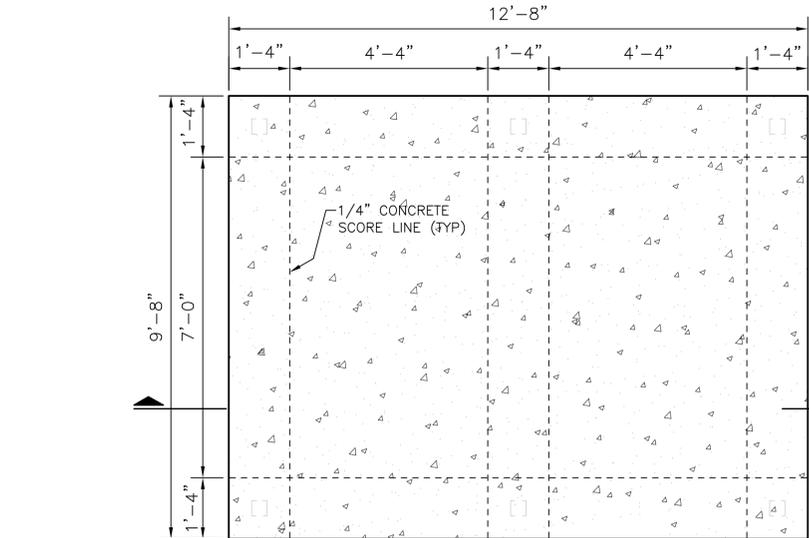
B21 FOOTING
SCALE: 1/2" = 1'-0"



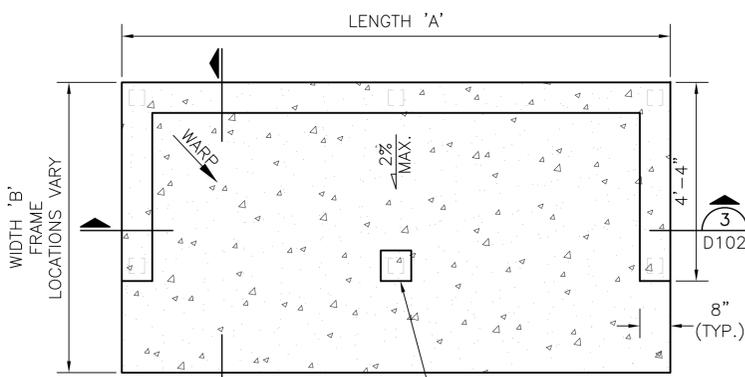
B12 FOOTING
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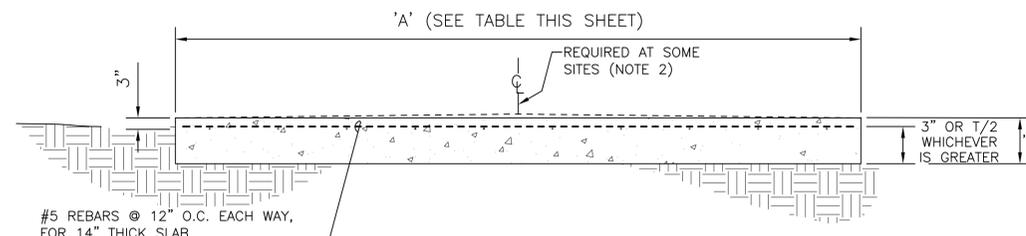
B22 FOOTING
SCALE: 1/2" = 1'-0"



B13 FOOTING
SCALE: 1/2" = 1'-0"



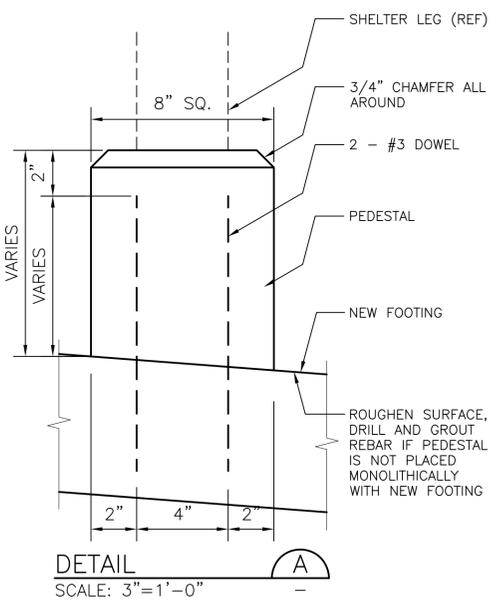
B30 FOOTING
SCALE: 1/2" = 1'-0"



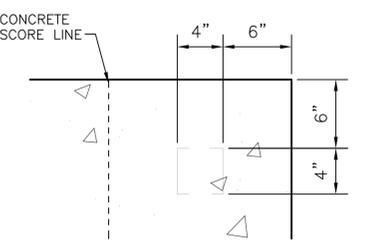
LONGITUDINAL SECTION
SCALE: 1/2" = 1'-0"

FOOTING DIMENSIONS				
FOOTING TYPE	SHELTER FRAME TYPE	LENGTH 'A'	WIDTH 'B'	SLAB THICKNESS 'T'
B11	PER PLAN	9'-8"	7'-0"	7 1/2"
B12	PER PLAN	18'-0"	7'-0"	7 1/2"
B13	PER PLAN	12'-8"	9'-8"	7 1/2"
B21	PER PLAN	9'-8"	4'-4"	14"
B22	PER PLAN	18'-0"	4'-4"	14"
B31	F11	9'-0"	6'-4"	7 1/2"
B31	F21	9'-0"	4'-4"	14"
B31	F31 OR F51	9'-0"	4'-4"	14"
B32	F12	17'-4"	6'-4"	7 1/2"
B32	F13	12'-0"	9'-0"	7 1/2"
B32	F14	17'-4"	6'-4"	7 1/2"
B32	F22 OR F52	17'-4"	4'-4"	14"
B32	F32	17'-4"	4'-4"	14"

- NOTES:**
- "□" INDICATES AREAS FOR FUTURE SHELTER LEGS. AVOID PLACING REINFORCEMENT IN THESE AREAS.
 - FOR SITES WITH SLOPES LESS THAN 0.5% IN 'A' DIMENSION, INCREASE DIMENSION AT MIDDLE OF FOOTING BY 1" TO ASSURE PROPER DRAINAGE OF SURFACE WATER.
 - WHEN USING B-32 FOOTING WITH DOUBLE FRAMES, SUPPORT FRONT MIDDLE LEG OR LEGS OF FRAME AS REQUIRED TO PROVIDE THE SAME TOP ELEVATION AS THE PERIMETER WALL.



DETAIL A
SCALE: 3" = 1'-0"



TYPICAL LEG DETAIL @ CORNER
SCALE: 1 1/2" = 1'-0"

TYPICAL CONDITION FOR ALL EXCEPT B30, B31, AND B32 SERIES FOOTING

ONE INCH AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

NOT FOR CONSTRUCTION

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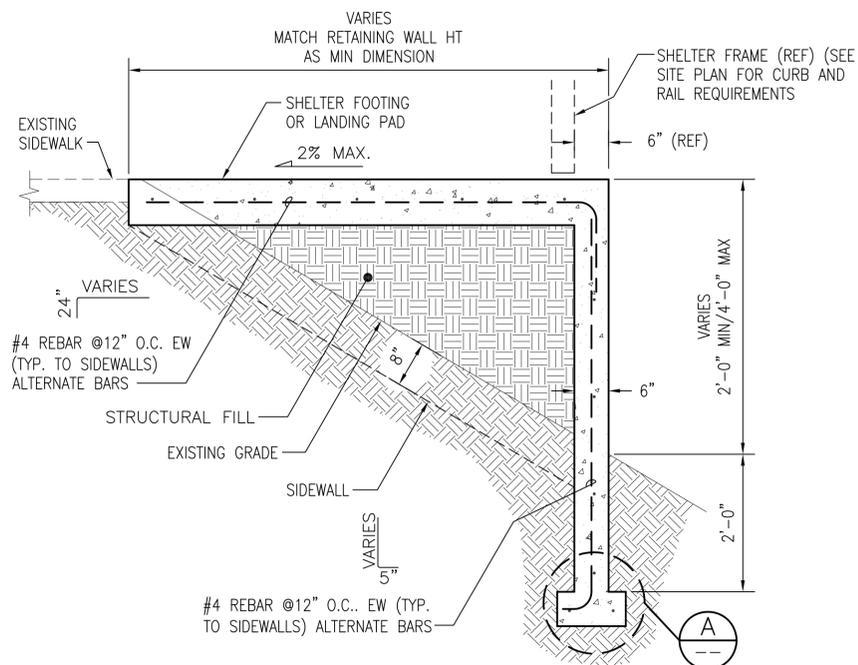
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APPROVED: R ISLER	



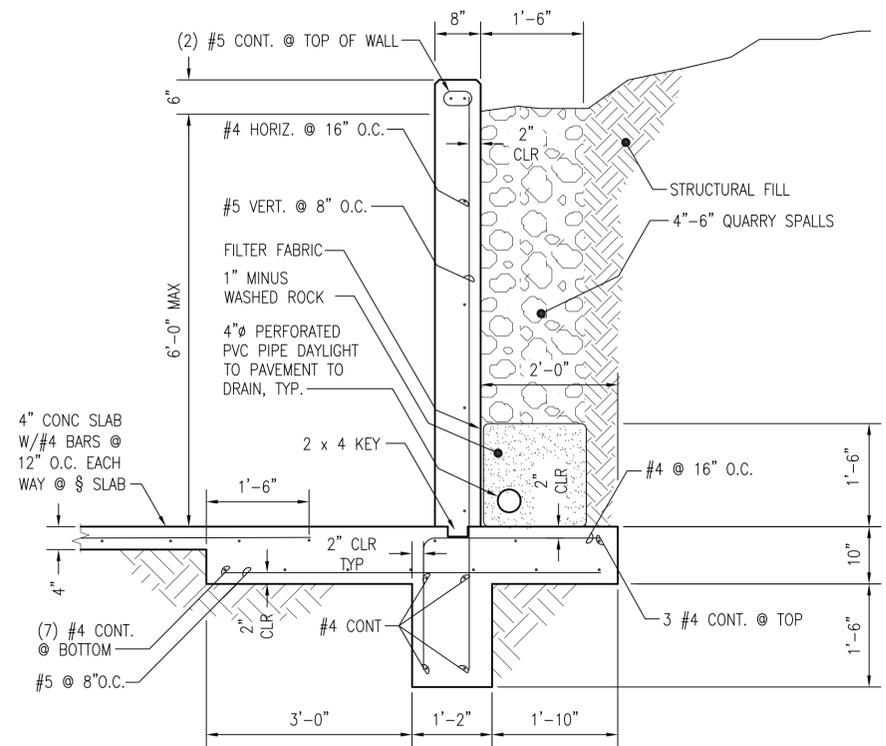
Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION OF TRANSIT PASSENGER FACILITIES
FOOTING PLANS, SECTION, DETAILS, NOTES, AND SCHEDULE

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DRAWING NO: D103
SHEET NO: 3 OF 12

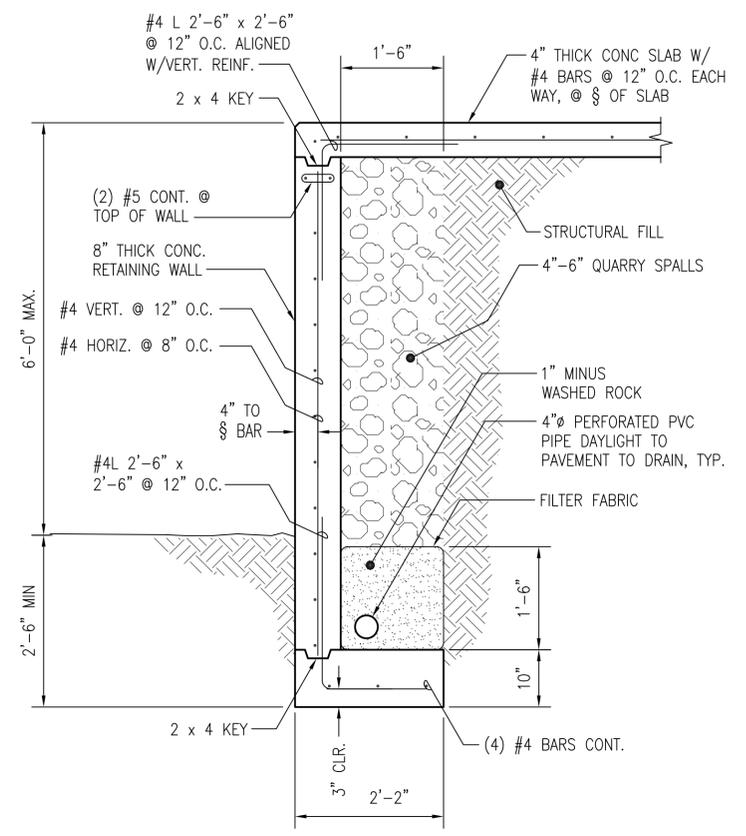
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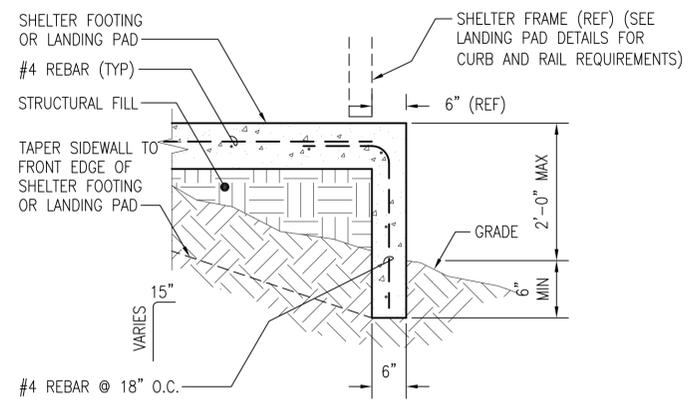
**FILL WALL
OVER 2' HIGH**
SECTION 1
SCALE: 3/4"=1'-0"



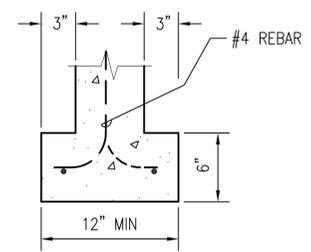
TYPICAL COUNTERFORT WALL
SECTION 3
SCALE: 3/4"=1'-0"



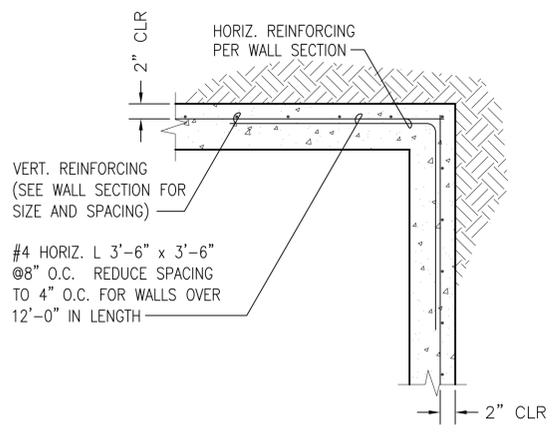
TYPICAL COUNTERFORT WALL
SECTION 5
SCALE: 3/4"=1'-0"



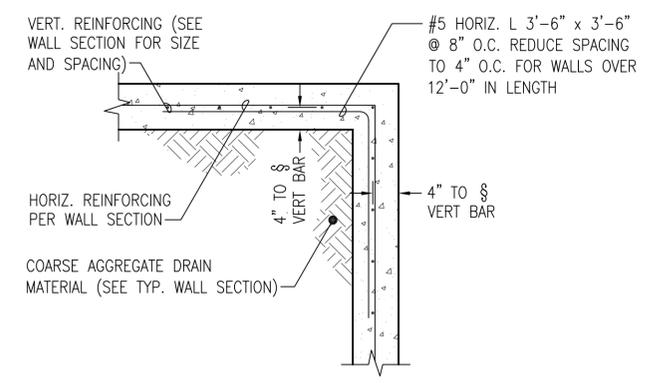
**FILL WALL
2' HIGH MAX**
SECTION 2
SCALE: 3/4"=1'-0"



DETAIL A
SCALE: 1 1/2"=1'-0"



**TYPICAL COUNTERFORT
WALL CORNER**
SECTION 4
SCALE: 3/4"=1'-0"



**TYPICAL COUNTERFORT
WALL CORNER**
SECTION 1
SCALE: 3/4"=1'-0"

ONE INCH
AT FULL SIZE, IF NOT ONE
INCH SCALE ACCORDINGLY

**NOT FOR
CONSTRUCTION**

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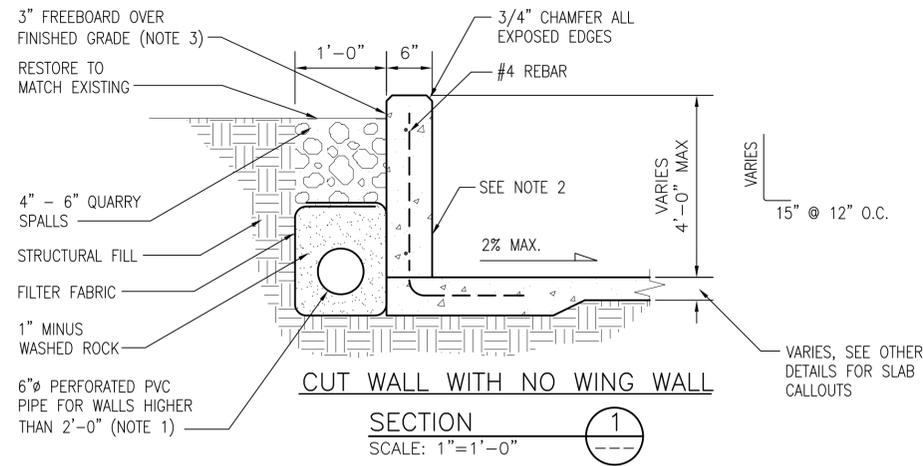
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APPROVED: R ISLER	



Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION
OF TRANSIT PASSENGER FACILITIES
**FOOTING SECTIONS AND
COUNTERFORT SECTIONS
AND DETAILS**

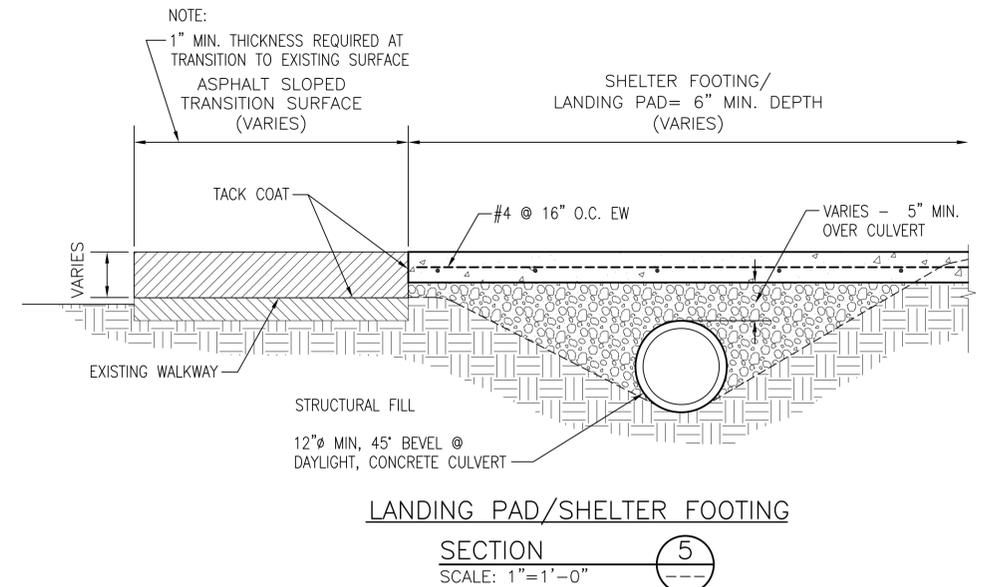
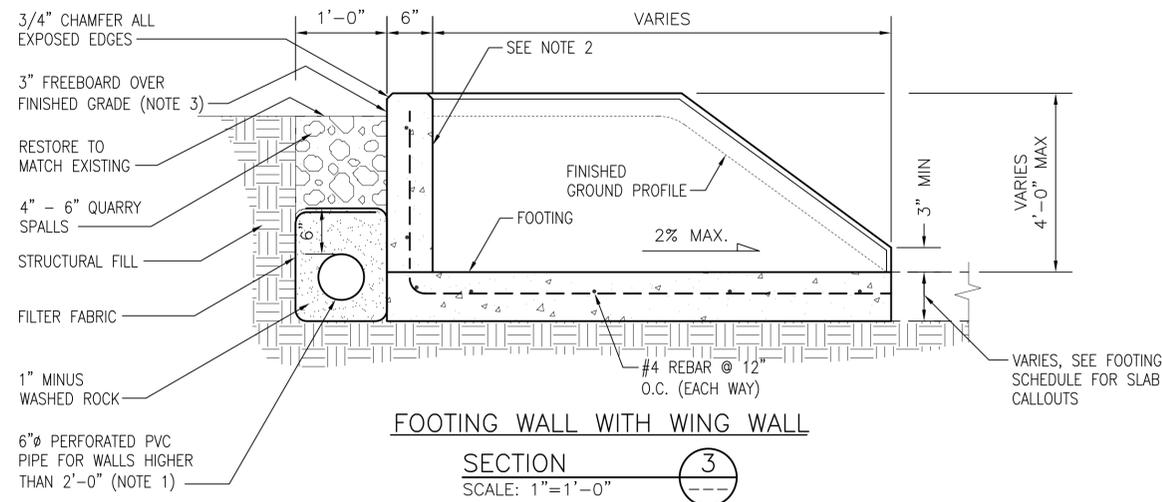
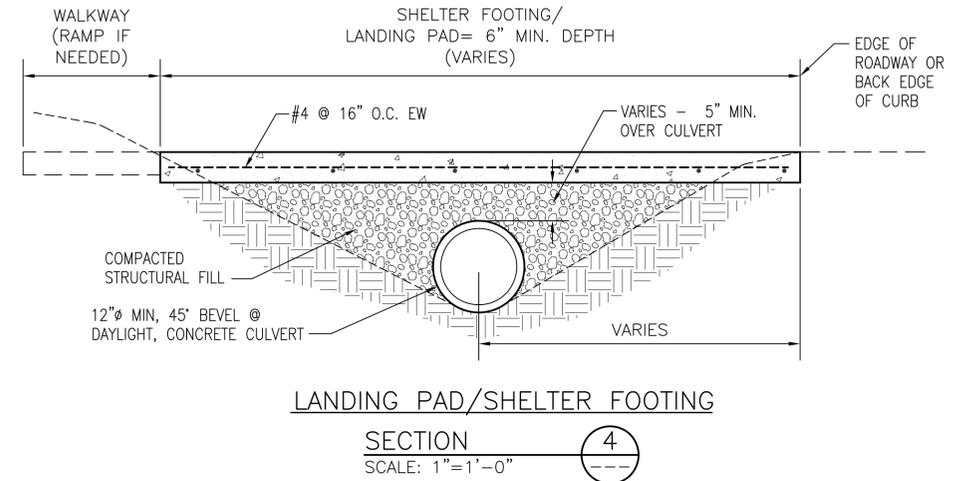
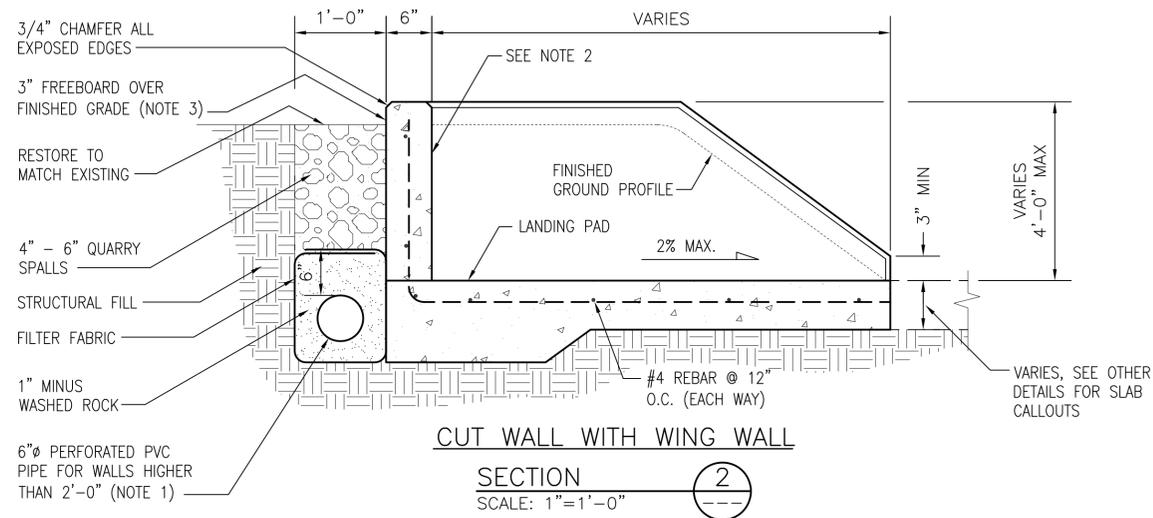
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GENERAL WALL NOTES

1. NO DRAINAGE REQUIRED IF WALL IS UNDER 2 FEET HIGH. CONNECT TO EXISTING DRAIN PIPE, IF APPLICABLE. OTHERWISE DAYLIGHT AT FACE OF CURB
2. CONSTRUCT REAR WALL LEVEL FULL LENGTH OF SHELTER FOOTING OR LANDING PAD. TAPER SIDEWALLS TO MEET SITE SLOPE AS SHOWN ON SITE PLAN.
3. RESTORE LANDSCAPING OR SPREAD BEAUTY BARK TO MATCH EXISTING.
4. FLATTER SLOPE MAY BE REQUIRED IN UNSTABLE SOILS AS DIRECTED BY PROJECT REPRESENTATIVE.



NOT FOR CONSTRUCTION

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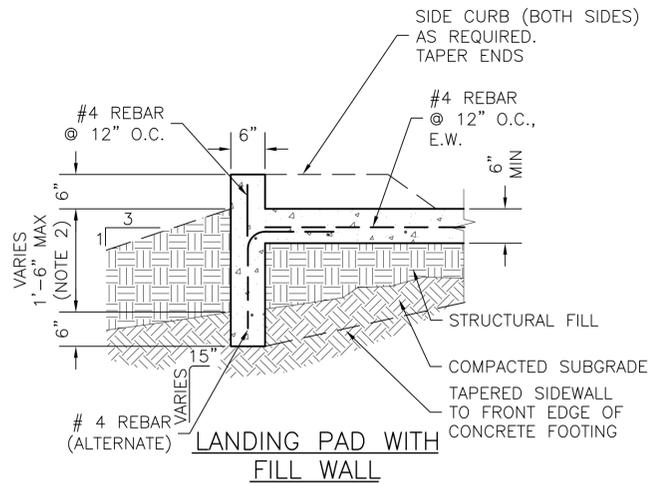


Department of Transportation - Transit Division
 STANDARDS FOR CONSTRUCTION
 OF TRANSIT PASSENGER FACILITIES
**SHELTER FOOTING /
 LANDING PAD
 SECTIONS**

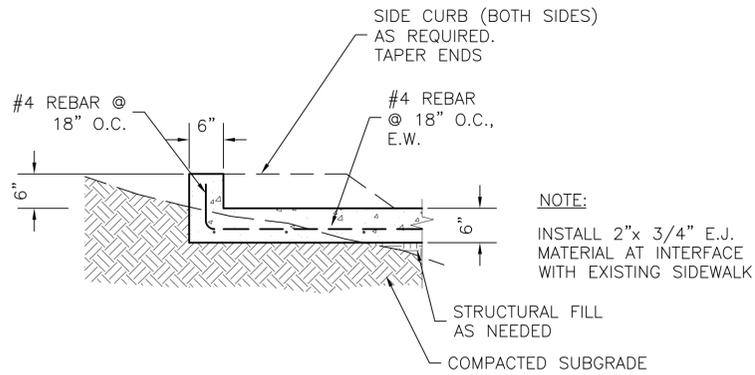
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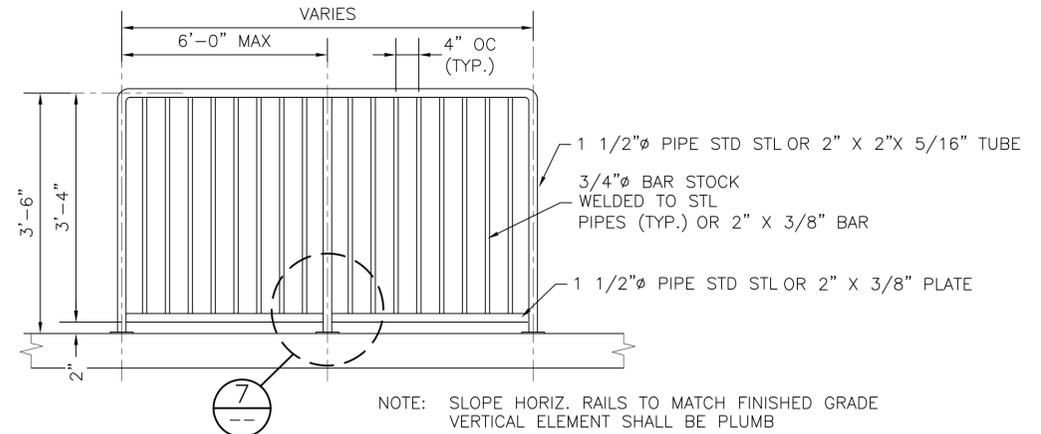
ONE INCH
 AT FULL SIZE, IF NOT ONE
 INCH SCALE ACCORDINGLY



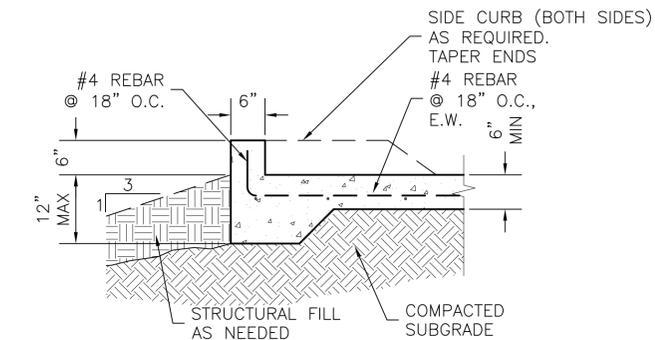
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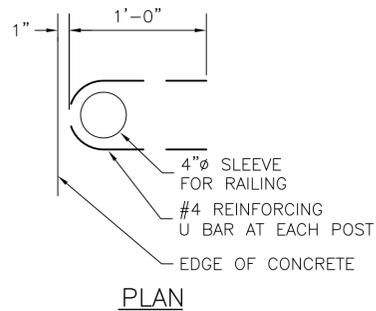
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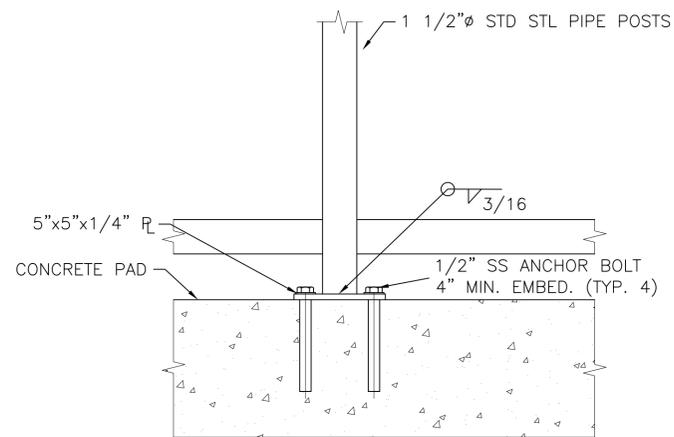
DETAIL 6
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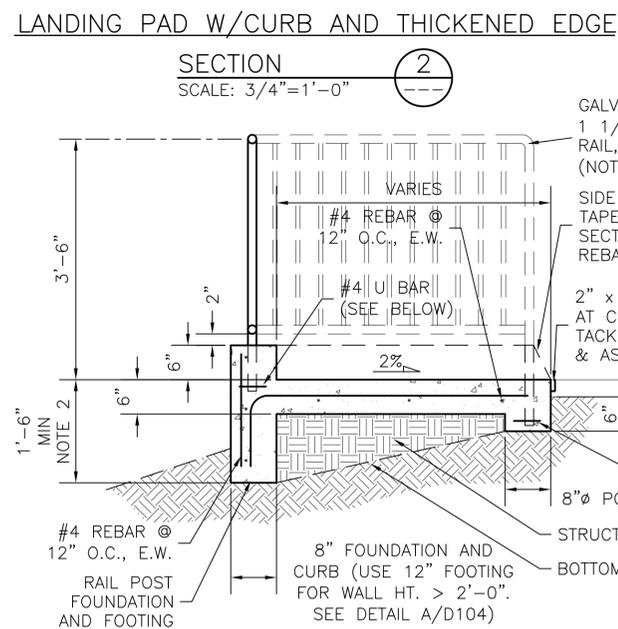
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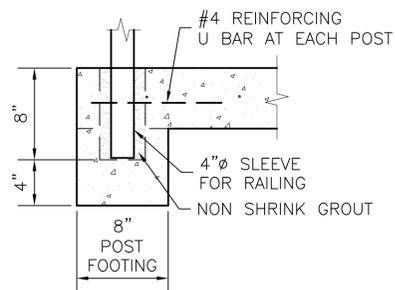
PLAN



DETAIL 7
SCALE: 3"=1'-0"



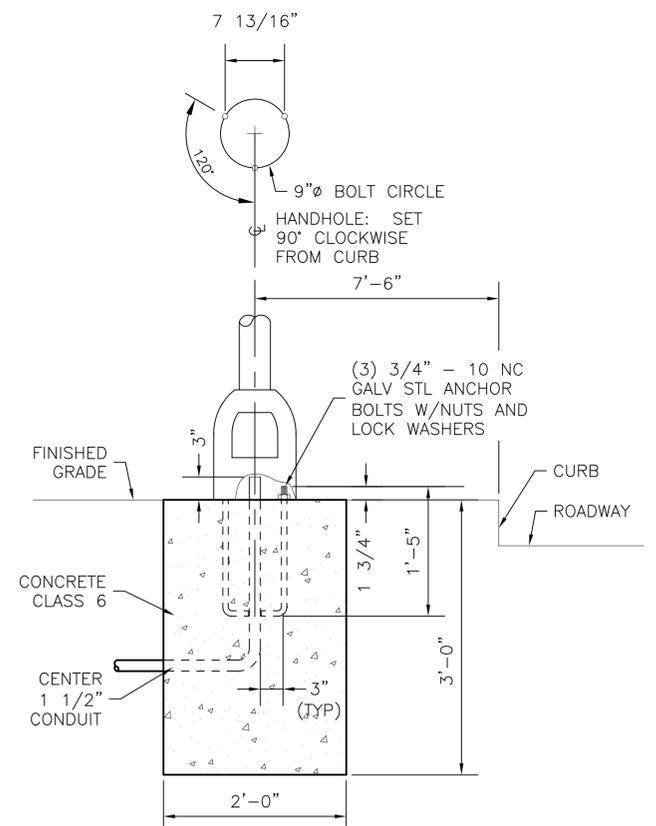
SECTION 3
SCALE: 3/4"=1'-0"



SECTION 5

DETAIL 5
SCALE: 1 1/2"=1'-0"

- NOTES:
1. RAILING SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION.
 2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO GRADE.
 3. PIPE MATERIAL SHALL CONFORM TO ASTM A53.
 4. ANCHOR BOLTS SHALL BE 1/2" Ø STAINLESS STEEL.
 5. MAINTAIN RAIL @ 6" OC FROM EDGE OF CONCRETE.



SECTION 8
SCALE: 1"=1'-0"

- NOTES:
1. INSTALL RAILING PER LOCAL JURISDICTION STANDARDS WHEN SLOPE AT BASE OF PAD IS STEEPER THAN 1:3 AND VERTICAL DROP WITHIN 3' FROM PAD IS MORE THAN 18". SAME APPLIES TO SIDES OF LANDING PAD.
 2. USE SPREAD FOOTING FOR HEIGHT OF WALL GREATER THAN 18". SEE DET. A/D104.

NOT FOR CONSTRUCTION

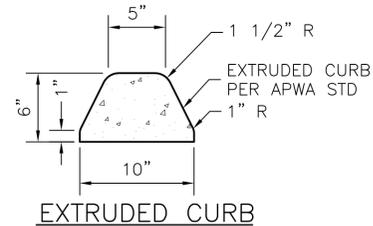
No.	REVISION	BY	APP'D	DATE

DESIGNED:	CHECKED:
C ASQUITH	P ENG
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H SCHMITT	NOTED
RECOMMENDED:	CONTRACT NO:
D CRIPPEN	C00256C07
APPROVED:	
R ISLER	

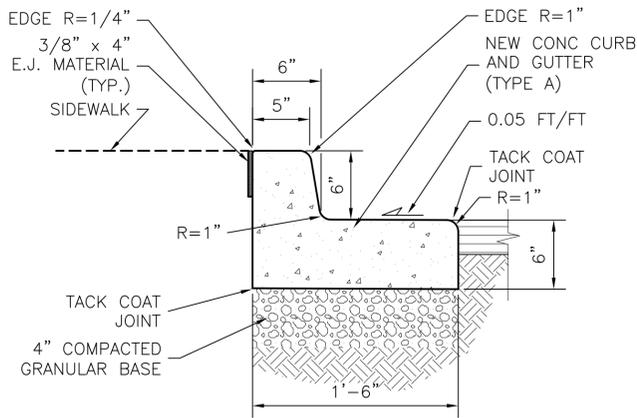


Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION
OF TRANSIT PASSENGER FACILITIES
**LANDING PADS WITH CURBS AND
PEDESTRIAN GUARDRAILS,
LIGHT POLE FOUNDATION**

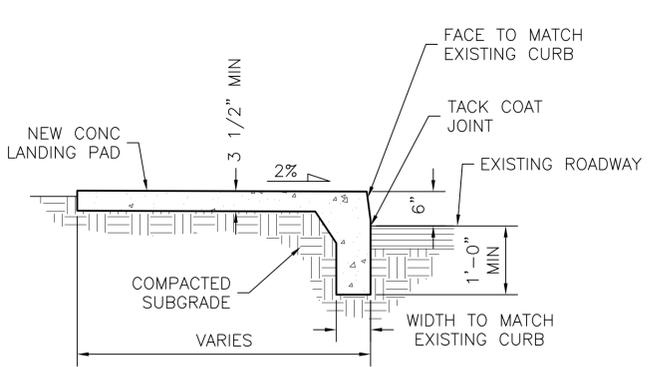
DATE:	JAN 08
FILE NO:	D106C
DRAWING NO:	D106
SHEET NO:	6 OF 12



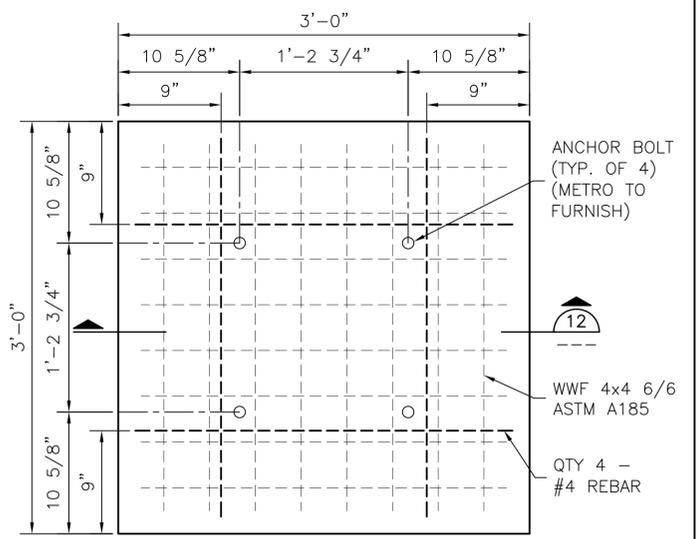
EXTRUDED CURB
DETAIL A
SCALE: 1 1/2"=1'-0"



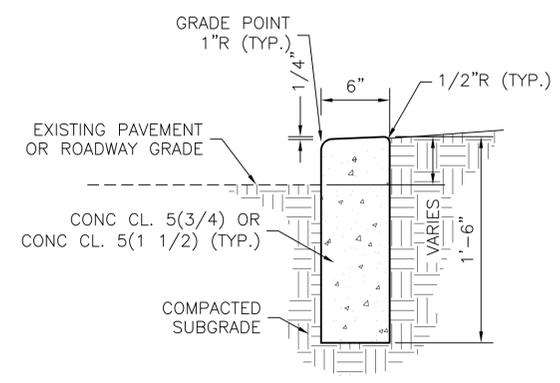
TYPE A CURB
SECTION 4
SCALE: 1 1/2"=1'-0"



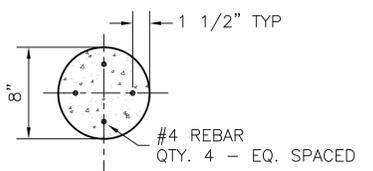
**MONOLITHIC SIDEWALK/
LANDING PAD CURB**
SECTION 7
SCALE: 3/4"=1'-0"



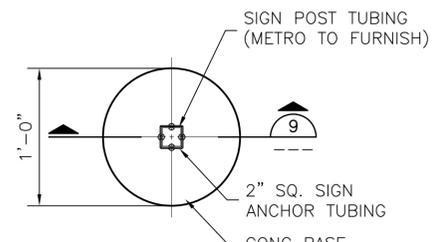
LITTER RECEPTACLE PAD
PLAN 11
SCALE: 1 1/2"=1'-0"



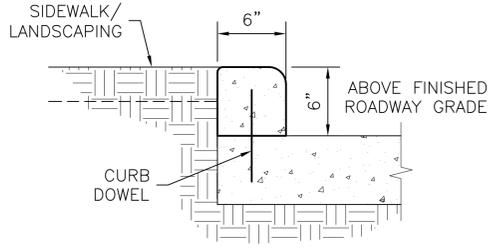
DEEP CURB
SECTION 1
SCALE: 1 1/2"=1'-0"



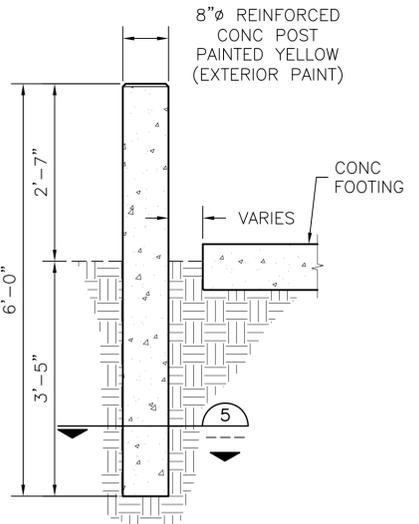
CONCRETE BOLLARD
SECTION 5
SCALE: 1 1/2"=1'-0"



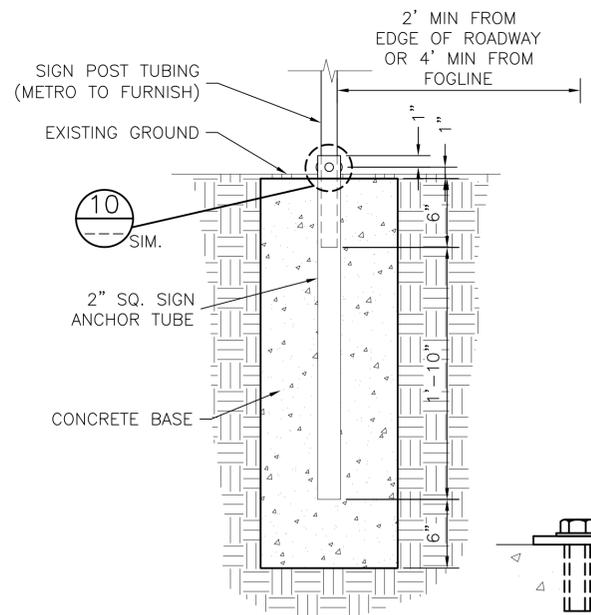
BUS SIGN FOUNDATION
PLAN 8
SCALE: 1 1/2"=1'-0"



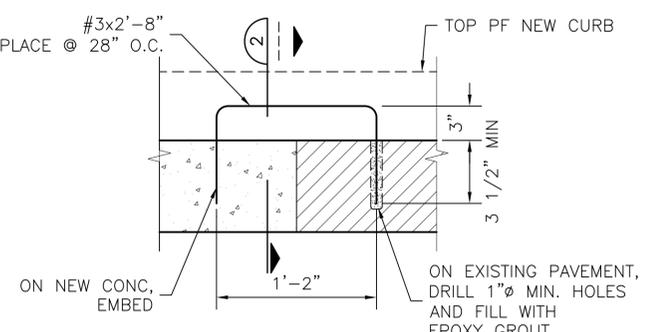
DOWELED CURB
SECTION 2
SCALE: 1 1/2"=1'-0"



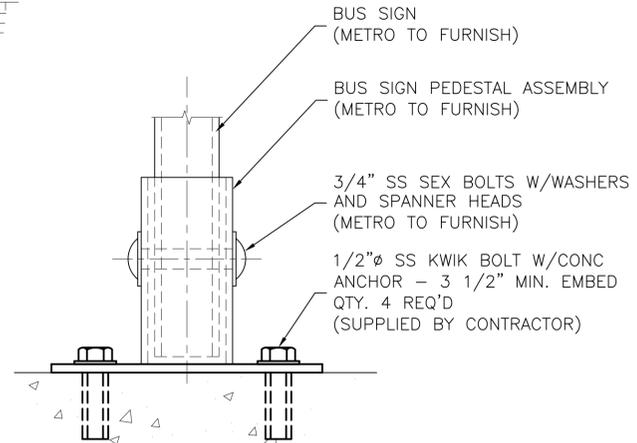
CONCRETE BOLLARD
SECTION 6
SCALE: 3/4"=1'-0"



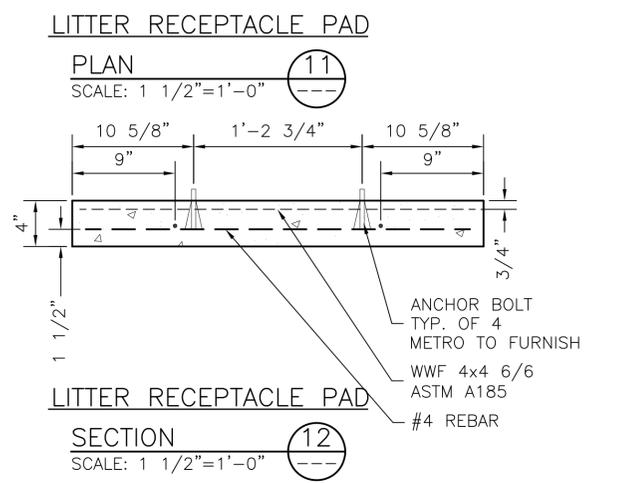
BUS SIGN FOUNDATION
SECTION 9
SCALE: 1 1/2"=1'-0"



DOWELED CURB
SECTION 3
SCALE: 1 1/2"=1'-0"



BUS SIGN PEDESTAL MOUNT
SECTION 10
SCALE: HALF SIZE



LITTER RECEPTACLE PAD
SECTION 12
SCALE: 1 1/2"=1'-0"

- LITTER RECEPTACLE PAD NOTES**
1. SAWCUT ASPHALT PAVEMENT, AS REQUIRED, FOR THE CONCRETE PAD.
 2. CONCRETE PAD TO BE CAST IN PLACE.
 3. CONCRETE PAD TO BE INSTALLED LEVEL AND PARALLEL WITH THE SHELTER FOOTING OR LANDING PAD.

- SIGN POLE NOTES**
1. CONCRETE MIX TO BE PER SPECIFICATIONS.
 2. METRO WILL PROVIDE NEW ANCHOR TUBING AND DRIVE RIVETS.
 3. RESTORE AREA TO ORIGINAL CONDITION.
 4. INSTALLATION DETAILS FOR RELOCATION OF STREET SIGNS AND SIGNS OTHER THAN BUS SIGNS SHALL MATCH THE EXISTING INSTALLATION AND STANDARDS.

ONE INCH
AT FULL SIZE, IF NOT ONE
INCH SCALE ACCORDINGLY

**NOT FOR
CONSTRUCTION**

No.	REVISION	BY	APP'D	DATE

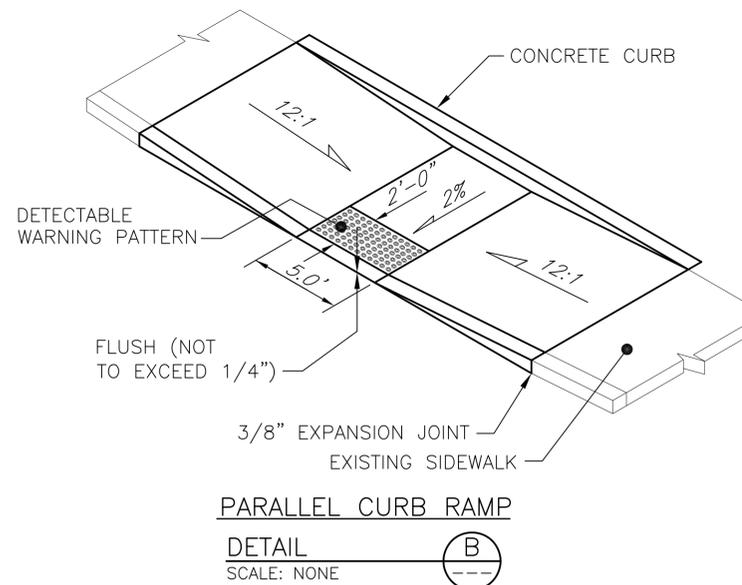
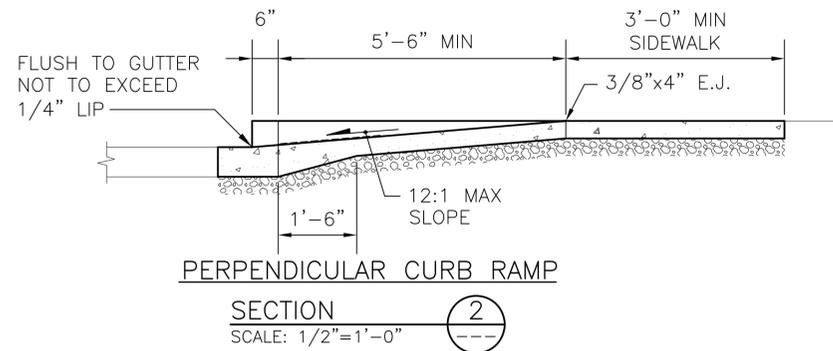
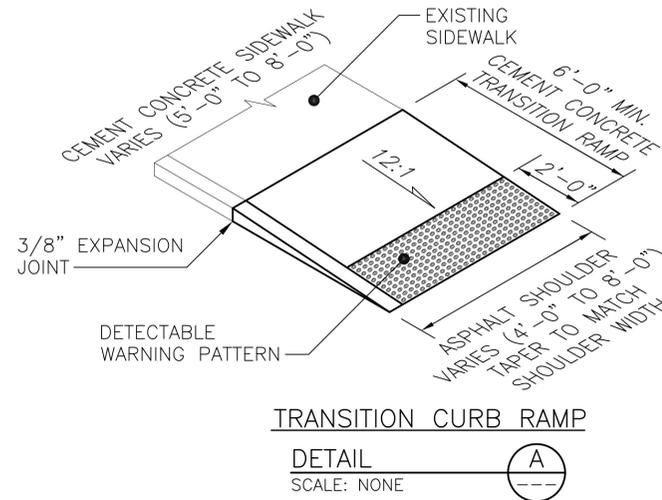
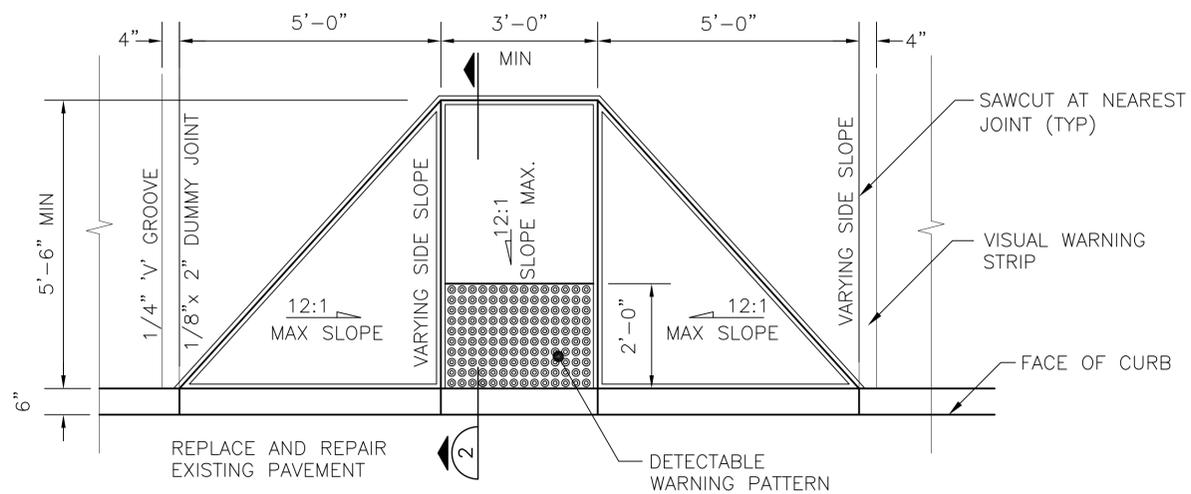
DESIGNED: C ASQUITH	CHECKED: P ENG
DRAWN: H SCHMITT	SCALE: NOTED
RECOMMENDED: D CRIPPEN	CONTRACT NO: C00256C07
APPROVED: R ISLER	



Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION
OF TRANSIT PASSENGER FACILITIES
**CURB DETAILS, BUS SIGN DETAILS,
LITTER RECEPTACLE
PAD DETAILS**

DATE: JAN 08
FILE NO: D107C
DRAWING NO: D107
SHEET NO: 7 OF 12

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IMAGES:



NOTES:

- RAMP AND APPROACHES SHALL BE CLEAR OF OBSTACLES INCLUDING HYDRANTS, POLES, AND INLETS.
- RAMP SHALL HAVE DETECTABLE WARNING AREA. SEE KING COUNTY ROAD SERVICES DIVISION STANDARD CURB RAMP PLAN FOR DETAILS.
- RAMP C SHALL BE PERPENDICULAR TO OR RADIAL TO CURB RETURNS UNLESS OTHERWISE APPROVED BY ENGINEER.
- WHERE REQUIRED BY CITY OR COUNTY STANDARDS, 4" WIDE VISUAL WARNING STRIP SHALL BE PROVIDED BETWEEN EXPANSION AND SCORED (CONTRACTION) JOINTS.
- REMOVAL OF EXISTING CURB RAMPS OR SIDEWALK FOR CONSTRUCTION OF NEW CURB RAMPS SHALL BE TO THE NEAREST JOINT. SAWCUT AT EXPANSION JOINT AS REQUIRED. REMOVE SIDEWALK AND CURB AND GUTTER AS REQUIRED TO OBTAIN ADEQUATE SPACING FOR NEW CURB RAMP TRANSITION AND WARNING STRIP(WHERE REQUIRED).
- WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF THE STREET, RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING SIDEWALK LOCATIONS ON OPPOSITE SIDE OF STREET.
- CURB RAMP LOCATION AND CONSTRUCTION ON ARTERIAL AND RESIDENTIAL STREETS SHALL BE IN ACCORDANCE WITH THE STANDARDS OF THE CITY OR COUNTY IN WHICH CONSTRUCTION IS TO BE DONE.

ONE INCH
AT FULL SIZE, IF NOT ONE
INCH SCALE ACCORDINGLY

NOT FOR
CONSTRUCTION

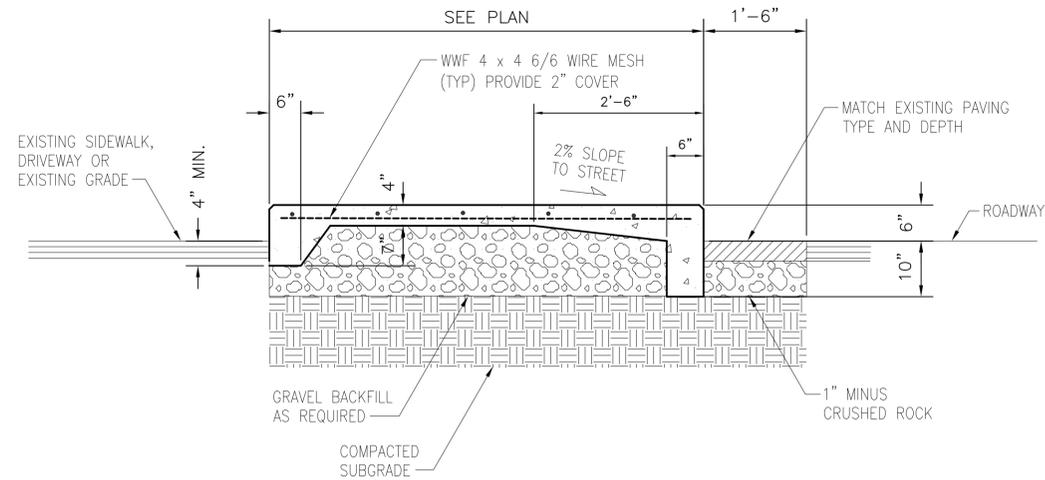
No.	REVISION	BY	APP'D	DATE

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C ASQUITH	P ENG
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H SCHMITT	NOTED
RECOMMENDED:	CONTRACT NO:
D CRIPPEN	C00256C07
APPROVED:	
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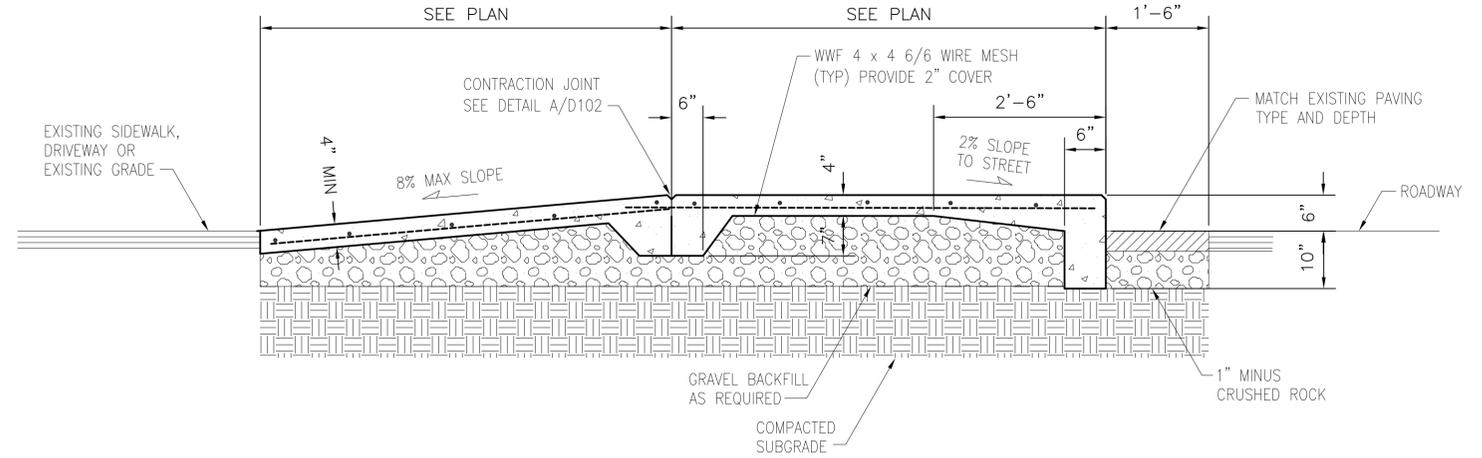
Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION
OF TRANSIT PASSENGER FACILITIES
**CURB RAMP
CONSTRUCTION DETAILS**

DATE:	JAN 08
FILE NO:	D108C
DRAWING NO:	D108
SHEET NO: OF	8 12



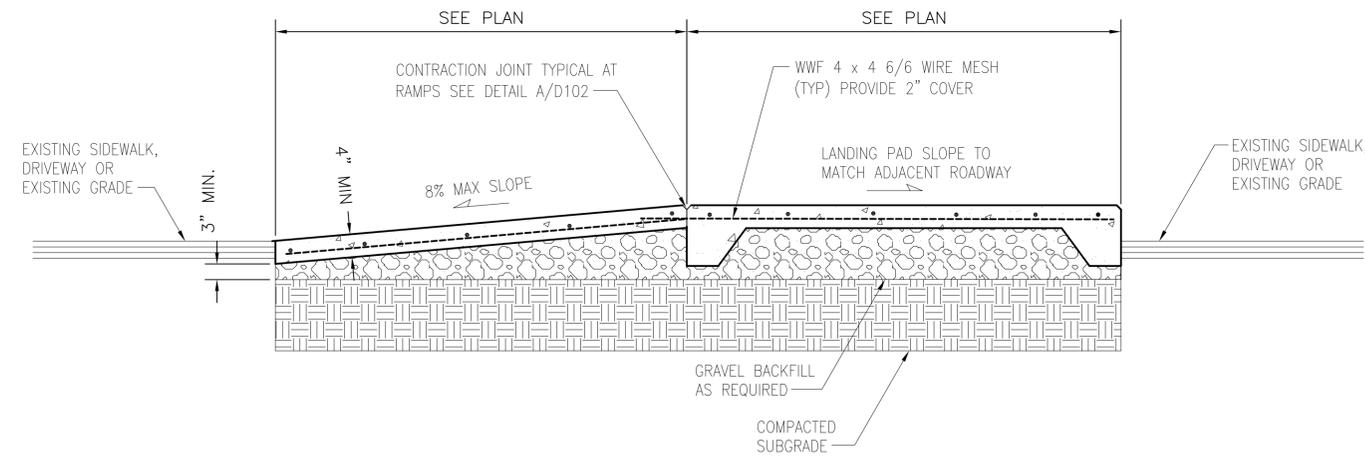
LOW FLOOR BUS LANDING PAD

SECTION 1
SCALE: 1"=1'-0"



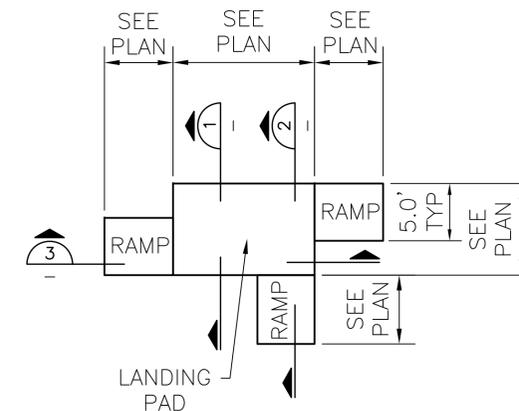
LOW FLOOR BUS LANDING PAD WITH ADA ACCESS RAMP AT REAR

SECTION 2
SCALE: 1"=1'-0"



LOW FLOOR BUS LANDING PAD WITH ADA ACCESS RAMP AT SIDE

SECTION 3
SCALE: 1"=1'-0"



LOW FLOOR BUS LANDING PAD KEY PLAN FOR SECTION VIEWS

SCALE: NTS

NOTES:

1. NEW PULLOUTS, WALKWAYS, AND LANDING PADS SHALL BE BUILT TO MATCH WITH EXISTING SURFACE TO MAINTAIN NATURAL DRAINAGE COURSES. WALKWAY AND LANDING PAD CROSS SLOPES SHALL MEET OR EXCEED "ADA" REQUIREMENTS, I.E. 2% MAX. SLOPE. TYPICAL LANDING PAD DIMENSIONS: 10' WIDE AND 8' (MIN.) 9' (PREFERRED) DEEP.
2. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS.
3. SAWCUT AND REMOVE SECTION OF PAVEMENT. RESTORE ASPHALT PAVEMENT TO MATCH EXISTING. SEAL JOINT WITH APPROVED SEALANT AS PER WSDOT SPECS. 5.04.3(5)E.
4. TRANSVERSE CONTROL/EXPANSION JOINT SHALL BE PLACED TO MATCH CURB JOINTS OR 12'-0" O.C. MAX, WHICHEVER IS LESS. SEE A/D102 & B/102 FOR PCCP TRANSVERSE/EXPANSION JOINT DETAILS.

ONE INCH AT FULL SIZE. IF NOT ONE INCH SCALE ACCORDINGLY

NOT FOR CONSTRUCTION

No.	REVISION	BY	APP'D	DATE

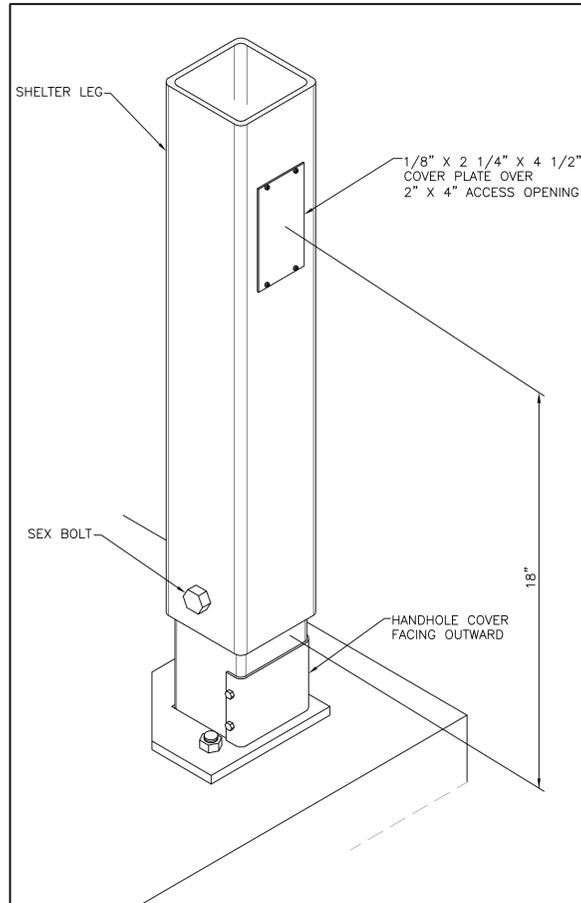
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DRAWN: J BROWN	SCALE: NOTED
RECOMMENDED: D CRIPPEN	CONTRACT NO: C00256C07
APPROVED: R ISLER	



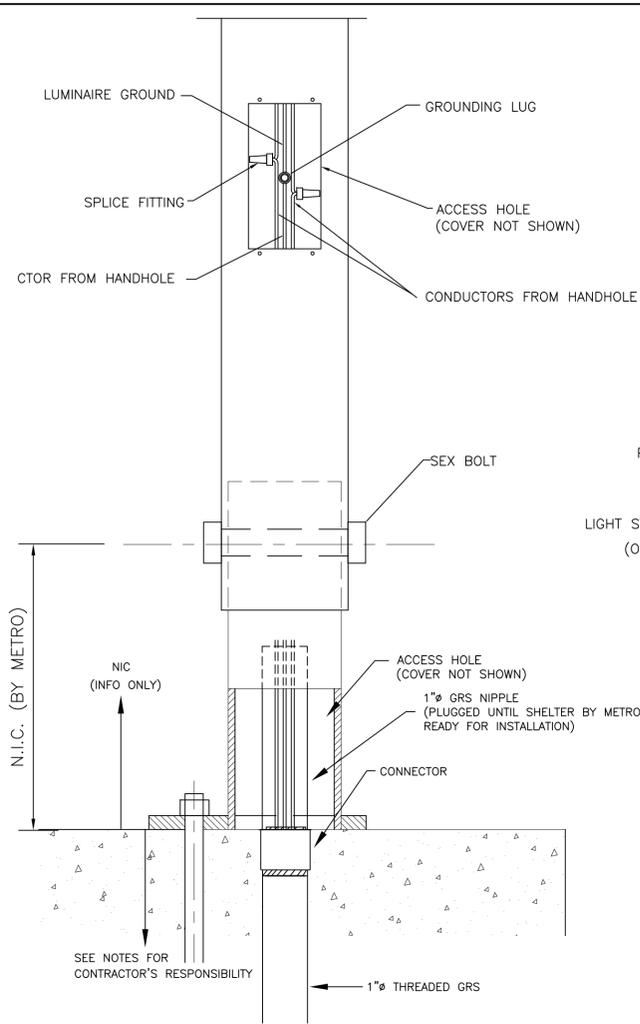
King County

Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION OF TRANSIT PASSENGER FACILITIES
PAVEMENT, LANDING PAD, FOOTING SECTIONS & DETAILS

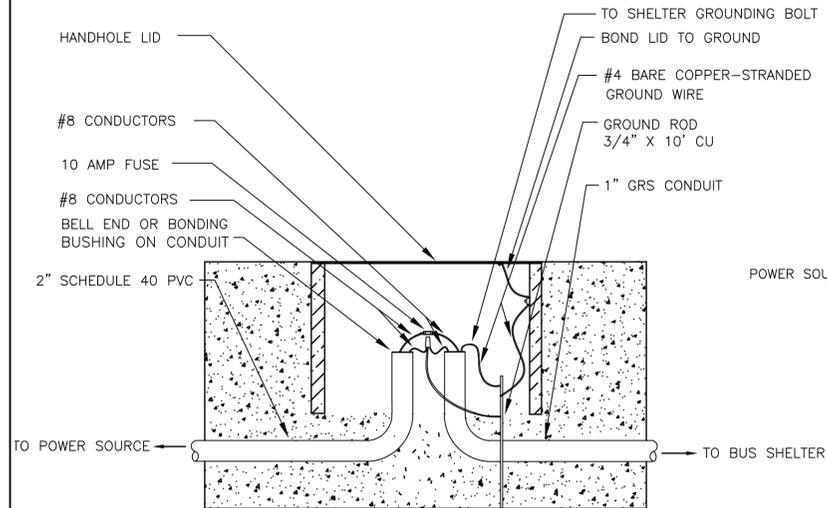
DATE: JAN 08
FILE NO: D109C
DRAWING NO: D109
SHEET NO: 9 OF 12



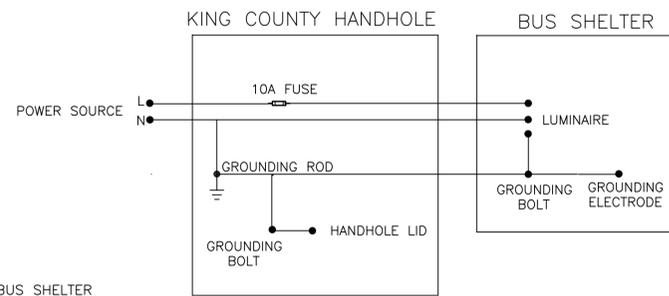
INTERNAL SHELTER LIGHTING SPECIAL BEARING SHOE INSTALLATION (FOR INFORMATION ONLY)



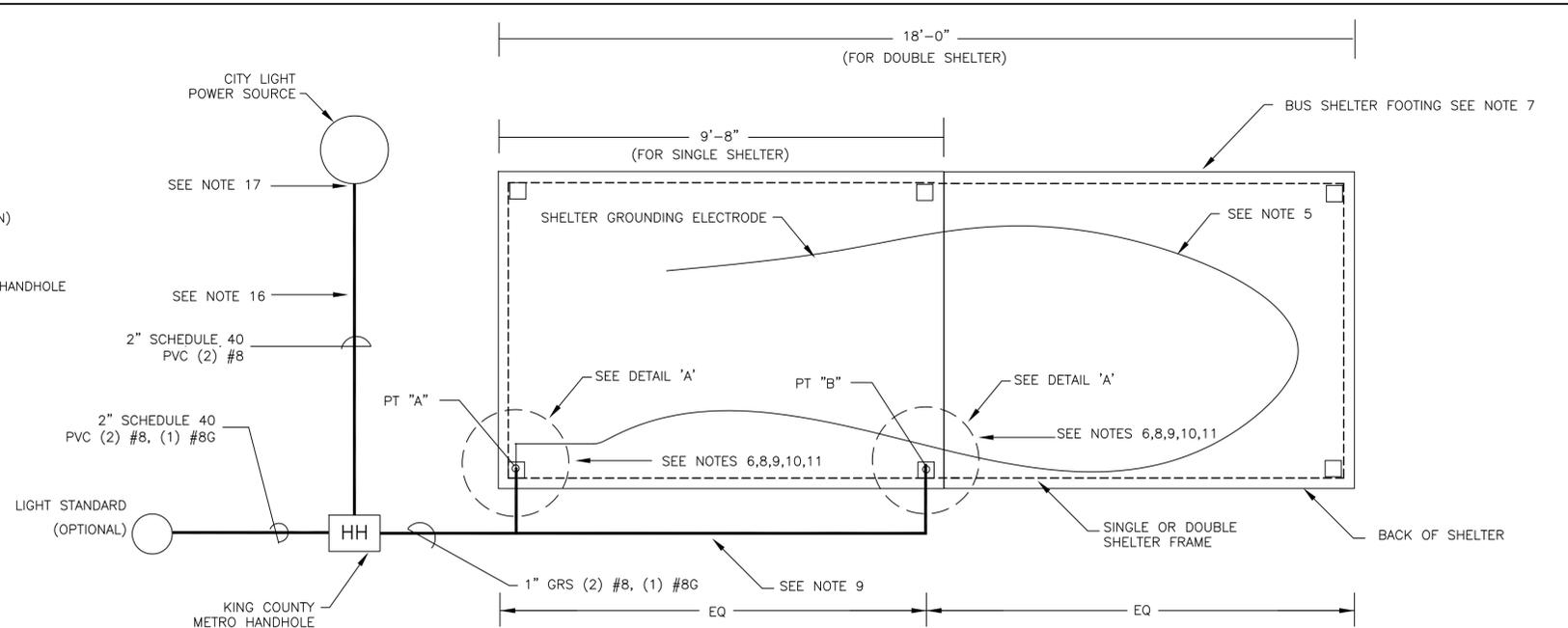
DETAIL "A" INTERNAL SHELTER LIGHTING SPECIAL BEARING SHOE INSTALLATION WIRING DETAILS



HANDHOLE CONNECTION



LIGHTING SCHEMATIC



INTERNAL BUS SHELTER LIGHTING DIAGRAM

NOTES:

- ALL NEW CONDUIT INSTALLED UNDERGROUND SHALL HAVE A MINIMUM COVER OF 24 INCHES.
- THE CONTRACTOR SHALL PLACE 6 INCH WIDE MAGNETEK WARNING TAPE, 12 INCHES BELOW GRADE OVER ALL CONDUIT RUNS.
- THE CONTRACTOR SHALL PLACE THE NEW J11 TYPE 1 KING COUNTY METRO HANDHOLE IN APPROXIMATION TO THE POWER CONNECTION AND THE LOCATION OF THE BACK SHELTER LEG OF HIGHEST ELEVATION. (THIS WILL NOT ALWAYS BE THE SAME SHELTER LEG).
- THE CONTRACTOR SHALL PLACE A GROUNDING ROD IN THE KING COUNTY METRO HANDHOLE IN ACCORDANCE WITH NEC 250.53 (G) AND 250.66 (A) AND INSTALL A BELL END OR BONDING BUSHING ON THE CONDUIT. THE CONTRACTOR SHALL BOND ALL METAL PARTS OF THE HANDHOLE TO THE GROUND ROD, PROVIDE SUFFICIENT SLACK IN GROUNDING THE LID TO ALLOW REMOVAL. THE GROUNDED SERVICE CONDUCTOR (NEUTRAL) SHALL ALSO BE BONDED TO THE GROUND ROD. SEE HANDHOLE CONNECTION DETAIL.
- THE CONTRACTOR SHALL TIE A 23 FOOT #4 COPPER GROUNDING ELECTRODE TO THE SHELTER PAD REBAR.
- AT THE SHELTER LEG OF HIGHEST ELEVATION THE CONTRACTOR SHALL LEAVE 2 FEET OF THE GROUNDING ELECTRODE ABOVE GROUND AND TUCKED DOWN INTO THE 1" GRS CONDUIT.
- REFER TO CIVIL SITE PLAN(S) FOR SHELTER FOOTING DIMENSIONS.
- THE CONTRACTOR SHALL RUN THE CONDUIT FROM THE KING COUNTY METRO HANDHOLE TO THE SHELTER LEG (POINT "A" OR "B") OF HIGHEST ELEVATION. SEE SCHEMATIC DETAIL.
- ELECTRICAL CONDUIT SHALL ENTER AT ONE OF TWO LEGS (POINT "A" OR "B") AT THE BACK OF THE SHELTER WHERE GROUND ELEVATION IS HIGHER. AT POINT "A", ENTER AT 8 INCHES O.C. FROM FOOTING EDGE. AT POINT "B" ENTER AT 8 INCHES FROM BACK OF SHELTER FOOTING AND FROM THE SIDES.
- THE CONTRACTOR SHALL STUB UP THE CONDUIT AT THE CENTER OF THE INDICATED SHELTER LEG, WITH A FEMALE THREADED NIPPLE INSTALLED ON THE STUBBED UP END WITH THE TOP OF THE FEMALE THREADED NIPPLE FLUSH WITH FINISHED SURFACE. A THREADED PLUG SHALL BE INSTALLED IN THE TOP OF THE THREADED NIPPLE AT THE TIME OF THE SHELTER PLACEMENT. KING COUNTY FACILITES CREW SHALL REMOVE THE PLUG AND ATTACH A CONNECTOR TO THE CONDUIT EXTENDING UP 2" FROM THE CONNECTION.
- EPOXY ALL JOINTS TO ENSURE WATER CANNOT ENTER THE CONDUIT THROUGH THE CONNECTION. DO NOT EPOXY THE PLUG.
- THE CONTRACTOR SHALL LEAVE IN THE KING COUNTY METRO HANDHOLE THE APPROPRIATE LENGTH OF CONDUCTORS TO REACH THE SHELTER LEG OF HIGHEST ELEVATION.
- KING COUNTY METRO SHALL INSTALL THE FUSE IN THE KING COUNTY METRO HANDHOLE AND CONNECT THE TWO SETS OF CONDUCTORS AT THE 2 INCH BY 4 INCH ACCESS HOLE ON THE SHELTER LEG.
- KING COUNTY METRO SHALL RUN (2) #8 CONDUCTORS TYPE XHHW THROUGH THE SHELTER FRAME CONNECTING TO THE FIXTURE.
- KING COUNTY METRO SHALL CONNECT THE FIXTURE GROUND, THE #8 GROUND AND THE GROUNDING ELECTRODE TO THE GROUNDING LUG IN THE SHELTER LEG.
- THE CONTRACTOR SHALL RUN THE CONDUIT FROM THE KING COUNTY HANDHOLE TO THE CITY LIGHT POWER SOURCE LEAVING 3 FEET OF COILED WIRE AT POWER SOURCE.
- SEATTLE CITY LIGHT SHALL MAKE THE CONNECTION FOR POWER AT THE SCL HANDHOLE OR POWER POLE, ALL OTHER CONNECTIONS BY THE METRO CREW.

THE CONTRACTOR SHALL CONTACT CONSTRUCTION MANAGEMENT FOR INSPECTION (206) 684-2224 OR (206) 947-1574

NOT FOR CONSTRUCTION

DESIGNED:	CHECKED:
K. WATKINS	C. REYNOLDS
DRAWN:	SCALE:
K. WATKINS	NOT TO SCALE
RECOMMENDED:	CONTRACT NO.:
C. REYNOLDS	C00256C07
APPROVED:	
D. CRIPPEN	



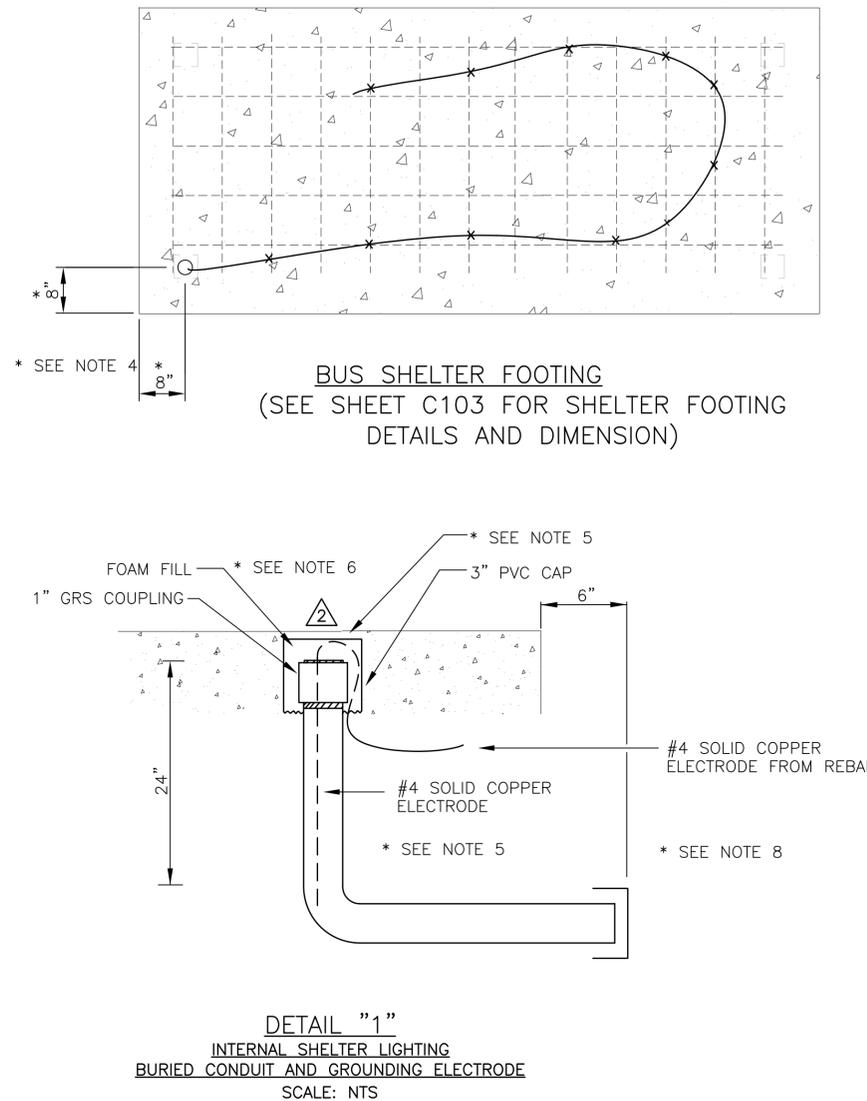
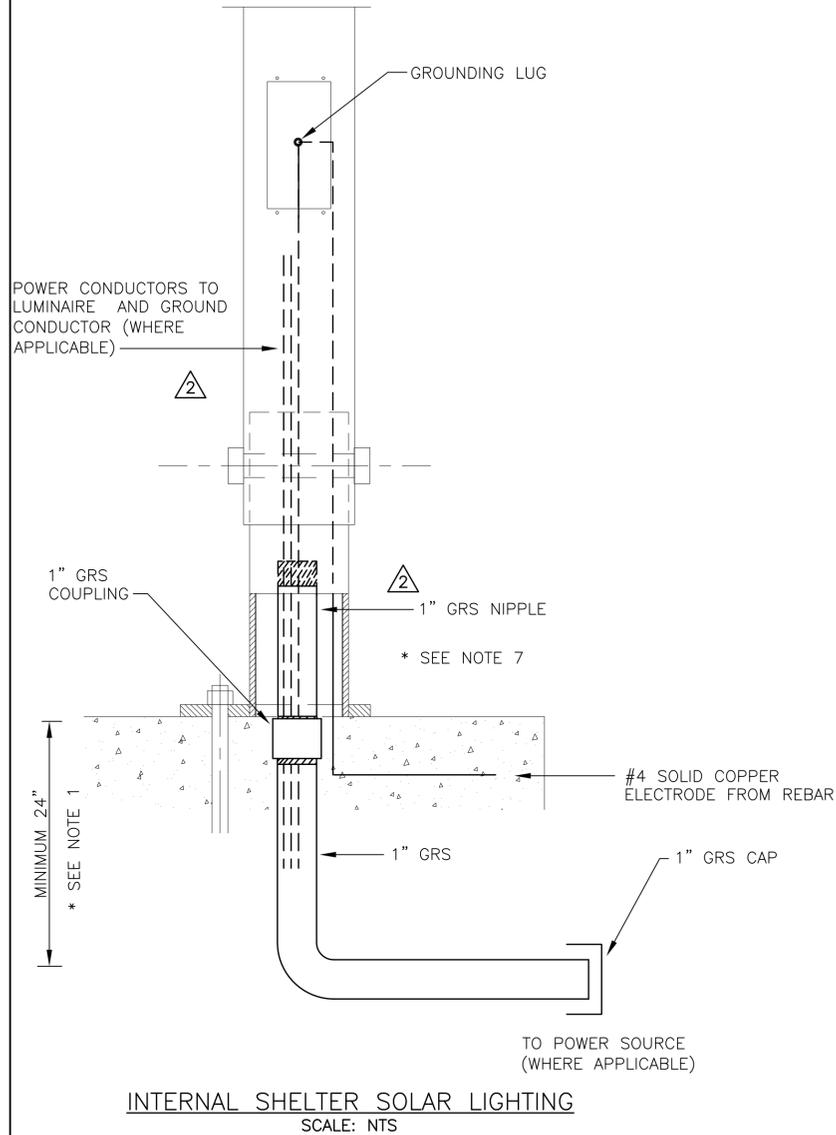
Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION OF TRANSIT PASSENGER FACILITIES
INTERNAL BUS SHELTER LIGHTING

DATE:	OCT 04
FILE NO.:	D110C
DRAWING NO.:	D110
SHEET NO. OF	10 12

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ONE INCH AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

No.	REVISION	BY	APP'D	DATE



NOTES:

**THE CONTRACTOR SHALL GROUND THE 12 VOLT SOLAR LIGHTING SYSTEM BY THE FOLLOWING:

- *1. ALL NEW CONDUIT UNDERGROUND SHALL HAVE A MINIMUM COVER OF 24 INCHES FROM FINISHED GRADE OR 30 INCHES FROM TOP OF THE SHELTER PAD.
- *2. USING TIE-WIRE THE CONTRACTOR SHALL TIE 23 FEET OF THE #4 SOLID COPPER GROUNDING ELECTRODE TO THE SHELTER PAD REBAR, LEAVING 2 FEET FROM GRADE LEVEL TO ATTACH TO THE GROUNDING LUG IN THE SHELTER LEG.
- *3. THE #4 SOLID COPPER GROUNDING ELECTRODE SHALL BE ENCLOSED BY AT LEAST 2" OF CONCRETE IN ACCORDANCE WITH NEC 250.52 (A) (3).
- *4. AT THE BACK SHELTER LEG OF HIGHEST ELEVATION THE CONTRACTOR SHALL INSTALL THE 1 INCH GRS CONDUIT AND THE #4 SOLID COPPER ELECTRODE.
- *5. THE CONTRACTOR SHALL LEAVE THE #4 SOLID COPPER ELECTRODE AND THE CONDUIT CAPPED AND BURIED APPROXIMATELY 1/4" BENEATH THE CONCRETE SURFACE. PLACE TWO FEET OF THE #4 SOLID COPPER ELECTRODE INSIDE CONDUIT LEAVING A SMALL ARC AT THE TOP OF THE ENTRANCE INTO THE CONDUIT. (SEE DETAIL 1)
- *6. TO KEEP CONCRETE FROM ENTERING THE CONDUIT AND CAP SPACE, THE CONTRACTOR AFTER PLACING THE 2 FEET OF #4 SOLID COPPER ELECTRODE IN THE CONDUIT, SHALL USE A FOAM FILL OR MATERIAL INSIDE THE 3 INCH PVC CAP, ALLOWING THE INSTRUCTED TIME TO DRY BEFORE POURING THE CONCRETE.
- *7. KING COUNTY METRO SHALL REMOVE 3 INCH PVC CAP, PULL OUT THE #4 SOLID COPPER ELECTRODE, INSTALL A 1 INCH THREADED GRS NIPPLE AND CONNECT THE #4 SOLID COPPER ELECTRODE (AND FIXTURE GROUND IF APPLICABLE) TO THE GROUNDING LUG IN THE SHELTER LEG.
- *8. IF THERE IS NO SPECIFIED CONNECTION TO A POWER SOURCE, 1" GRS CONDUIT SHALL BE EXTENDED 6 INCHES BEYOND THE EDGE OF SHELTER FOOTING AND CAPPED. OTHERWISE THE CONTRACTOR SHALL RUN THE CONDUIT TO THE SPECIFIED LOCATION.
- *9. THE CONTRACTOR SHALL PREPARE AN AS-BUILT DRAWING FOR EACH SHELTER LOCATION. A COPY OF THE AS-BUILT DRAWING SHALL BE DELIVERED TO THE KING COUNTY METRO TRANSIT PROJECT REPRESENTATIVE FOR EACH SHELTER PAD LOCATION.

EQUIPMENT:

1. 1-INCH GRS CONDUIT
2. #4 SOLID COPPER ELECTRODE
3. 1-INCH GRS CAP
4. 1-INCH GRS PLUG
5. 1-INCH GRS NIPPLE
6. 1-INCH GRS COUPLING
7. 4-INCH PVC CAP
8. FOAM FILL

ONE INCH
AT FULL SIZE. IF NOT ONE
INCH SCALE ACCORDINGLY

△				
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△	ADDENDA	KLW	CDR	8/15/05
△	ADDENDA	KLW	CDR	5/4/05
No.	REVISION	BY	APP'D	DATE

**NOT FOR
CONSTRUCTION**

DESIGNED: K WATKINS	CHECKED: C REYNOLDS
DRAWN: K WATKINS	SCALE: NOT TO SCALE
RECOMMENDED: C REYNOLDS	CONTRACT NO: C00256C07
APPROVED:	



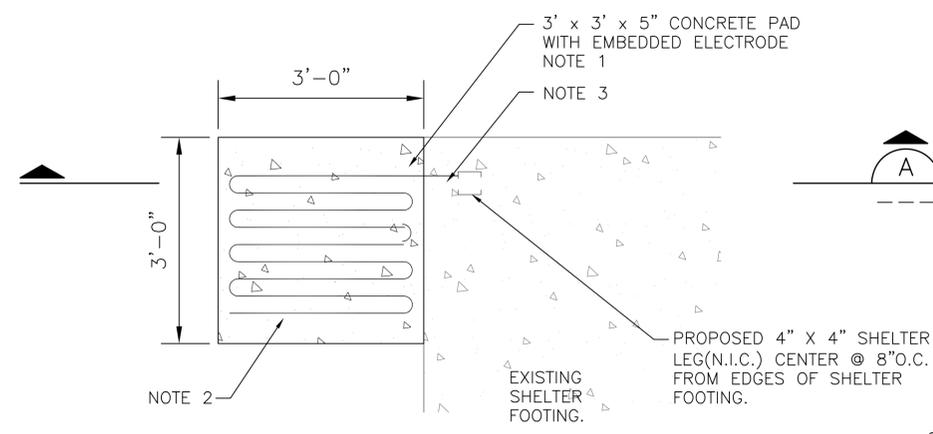
Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION
OF TRANSIT PASSENGER FACILITIES
**INTERNAL SOLAR BUS SHELTER
LIGHTING**

DATE: JAN 08
FILE NO: C111C
DRAWING NO: D111
SHEET NO: 11 OF 12

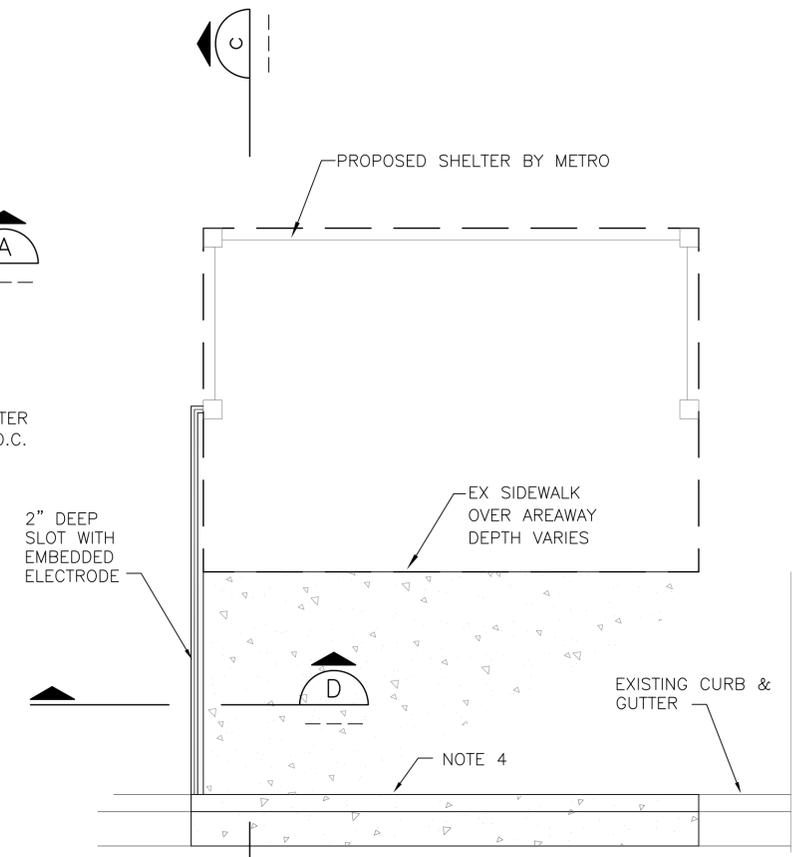
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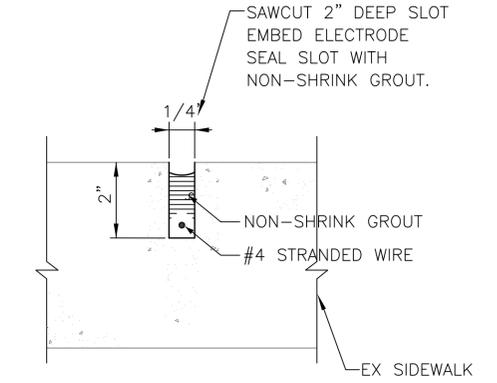
1. SAWCUT TO REMOVE EXISTING ASPHALT/CONCRETE SIDEWALK FOR CONSTRUCTION OF NEW GROUNDING PAD. CONSTRUCT 5" DEPTH CONCRETE PAD WITH EMBEDDED COPPER ELECTRODE. CONSTRUCT PAD FLUSH WITH SHELTER FOOTING AND ADJACENT HARD SURFACE.
2. EMBED 23' #4 COPPER GROUNDING ELECTRODE 2" FROM THE BOTTOM AND 2" MIN FROM THE EDGES OF THE CONCRETE PAD, IN PARALLEL ROWS AT 3" APART. EXTEND COPPER ELECTRODE FROM LOOP TO PROPOSED LOCATION OF SHELTER LEG. LEAVE 6" OF COPPER ELECTRODE EXPOSED UPON COMPLETION OF CONCRETE PAD. PROVIDE TRAFFIC CONE ON SITE FOR USE IN COVERING THE EXPOSED WIRE UNTIL REINSTALLATION OF SHELTER.
3. SAWCUT 8" x 2" x 1/4" GROOVE IN EXISTING SHELTER FOOTING. CLEAN THE GROOVE AND EMBED COPPER ELECTRODE LEAVING 6" EXPOSED ABOVE SURFACE. FILL GROOVE WITH NON-SHRINK GROUT.
4. REMOVE A 10' SECTION OF CURB/GUTTER FROM THE NEAREST JOINT. REPLACE WITH SDOT STANDARD CURB OR CURB/GUTTER THAT HAS BEEN EMBEDDED WITH A GROUNDING ELECTRODE (NEC 250.52(A)(3)). MATCH TO EXISTING. SEE SEC B/D113 AND SEC. C/D113
5. LEAVE 6" STRAND OF WIRE EXPOSED. TAPE WIRE ONTO SIDEWALK WITH DUCT TAPE. PAINT DUCT TAPE WITH ORANGE PAINT. PLACE A TRAFFIC CONE OVER PAINTED AREA UNTIL REINSTALLATION OF SHELTER BY METRO.
6. IMPLEMENTATION OF GROUNDING RETROFIT OVER AREAWAY SHALL BE REVIEWED AND APPROVED BY A STRUCTURAL ENGINEER ON A CASE BY CASE BASIS.



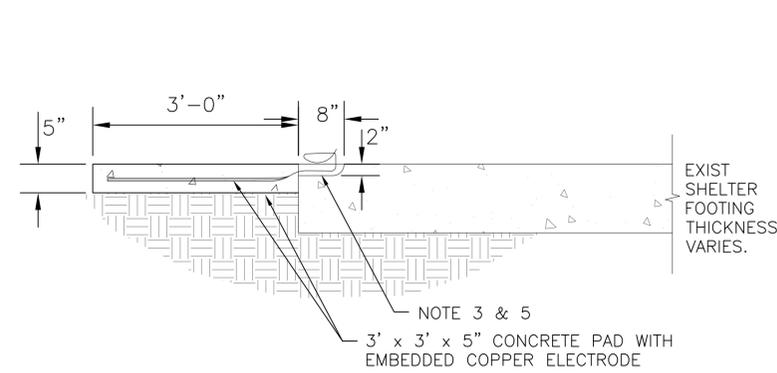
GROUNDING PAD DETAIL
SCALE: 3/4"=1'-0"



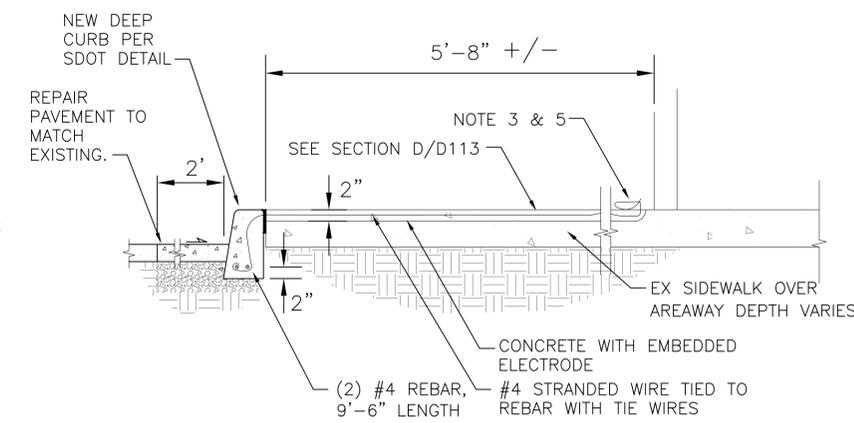
GROUNDING RETROFIT FOR AREA OVER WALKWAY (NOTE 6) DETAIL
SCALE: 3/8"=1'-0"



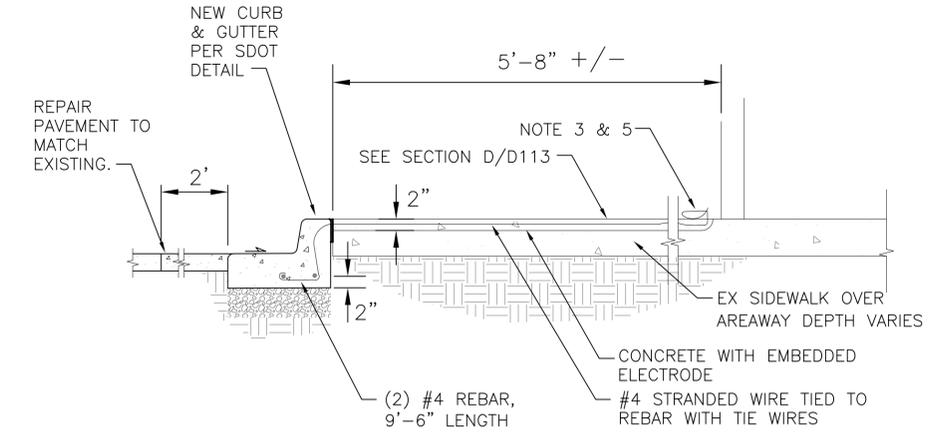
SECTION D
SCALE: 3/4"=1'-0"



SECTION A
SCALE: 3/4"=1'-0"



SECTION B
SCALE: 3/4"=1'-0"



SECTION C
SCALE: 3/4"=1'-0"

ONE INCH
AT FULL SIZE. IF NOT ONE
INCH SCALE ACCORDINGLY

NOT FOR CONSTRUCTION

No.	REVISION	BY	APP'D	DATE

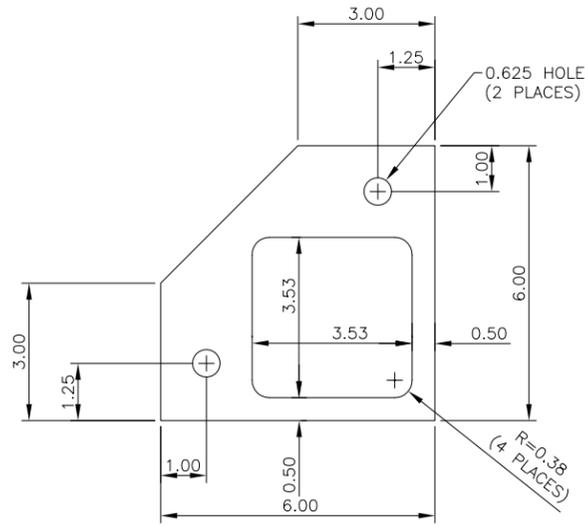
DESIGNED: P ENG	CHECKED: C REYNOLDS
DRAWN: LSA	SCALE:
RECOMMENDED: D CRIPPEN	NOTED
APPROVED: R ISLER	CONTRACT NO: C00256C07



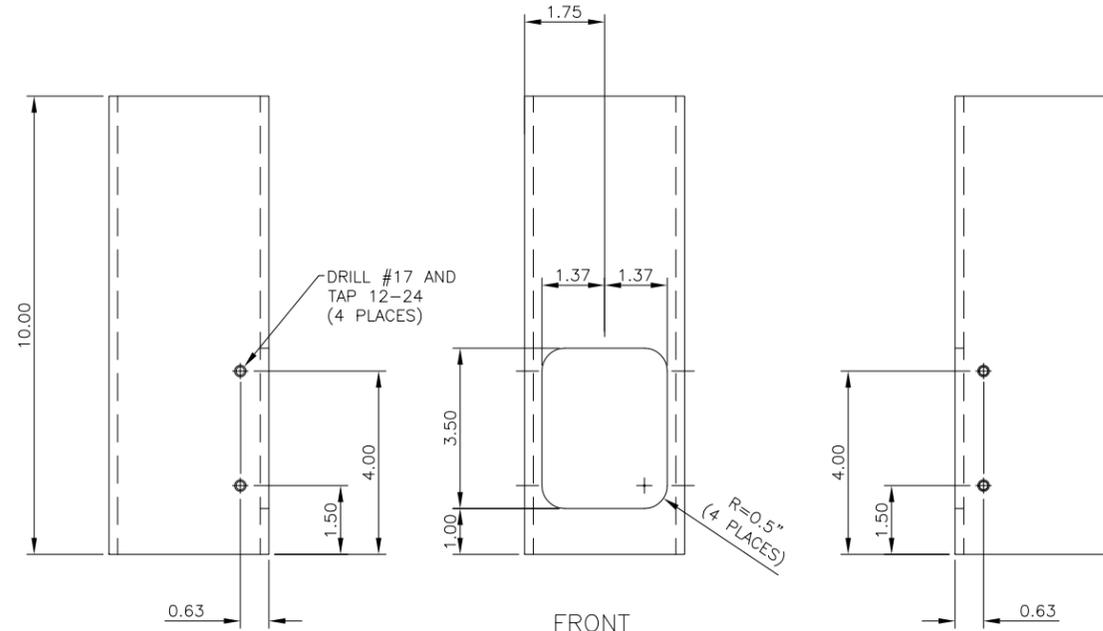
Department of Transportation - Transit Division
STANDARDS FOR CONSTRUCTION
OF TRANSIT PASSENGER FACILITIES
**SOLAR LIGHTING GROUNDING
RETROFIT DETAILS**

DATE: JAN 08
FILE NO: D112C
DRAWING NO: D112
SHEET NO: 12 OF 12

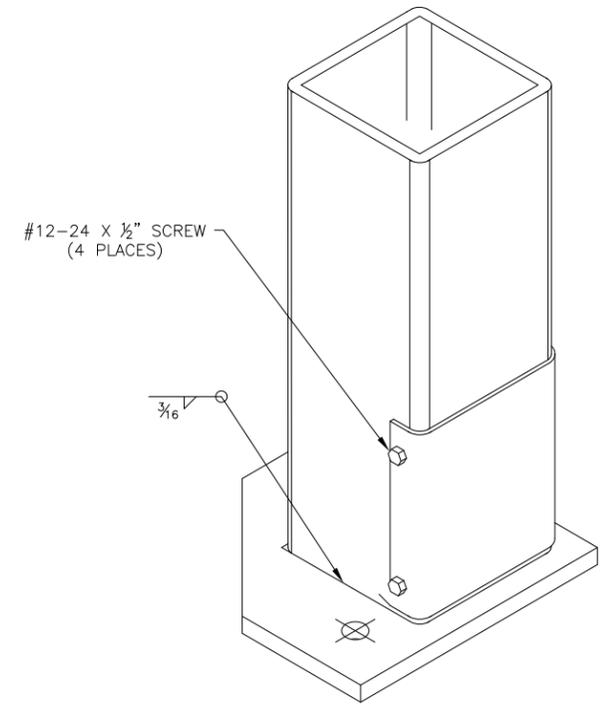
V:\Library & Standards\Standards\PFPMetro\PPF Standard Construction Set\D112C.dwg | Layout: D112
PLOT: Jan 02, 2008-09:32:43am By: suterj
XREFS:
IMAGES:



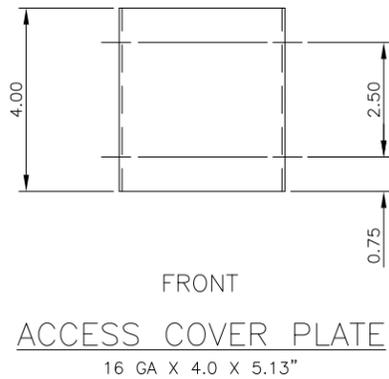
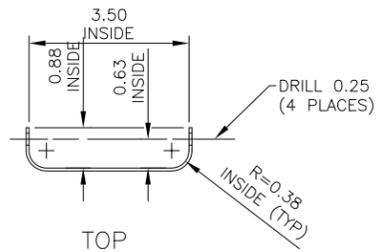
TOP
BASE PLATE
 PL 6.0 X 6.0 X 3/8



LEFT END
 FRONT
 RIGHT END
VERTICAL TUBE
 TS 3.5 x 3.5 x 3/16 X 10.00"



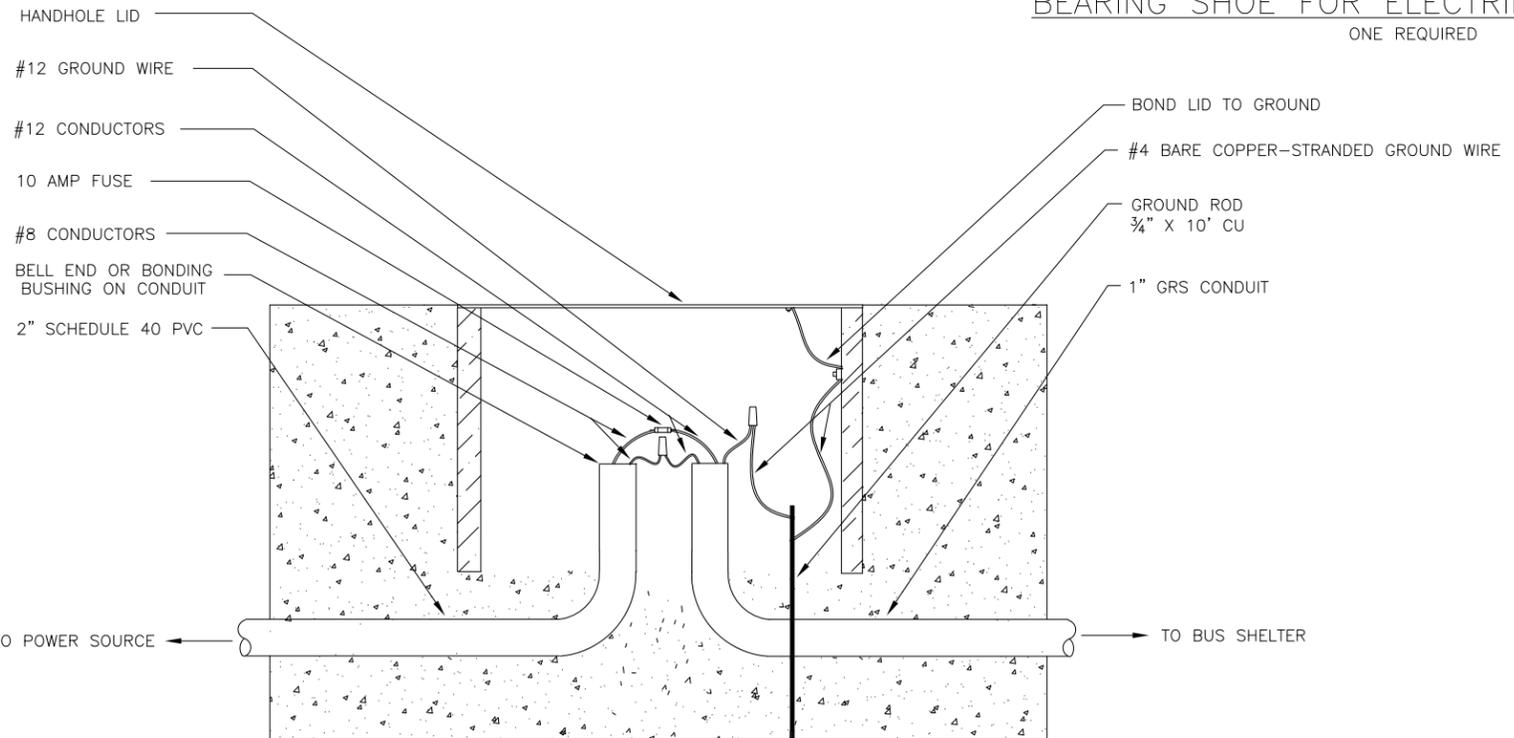
BEARING SHOE FOR ELECTRIFIED ENCLOSURE
 ONE REQUIRED



TOP
 FRONT
ACCESS COVER PLATE
 16 GA X 4.0 X 5.13"



END



HANDHOLE CONNECTION

ONE INCH
 AT FULL SIZE, IF NOT ONE
 INCH SCALE ACCORDINGLY

V:\Library & Standards\Standards\PP\Metro\PPP Standard Construction Set\D113C.dwg | Layout: D113
 PLOTTED: Jan 02, 2008-09:35:18am By: suterj
 XREFS:
 IMAGES:

No.	REVISION	BY	APP'D	DATE

**NOT FOR
 CONSTRUCTION**

DESIGNED: K WATKINS	CHECKED: C REYNOLDS
DRAWN: J BROWN	SCALE: 3" = 1'-0"
RECOMMENDED: C REYNOLDS	CONTRACT NO: C00170C07
APPROVED:	



Department of Transportation - Transit Division
 STANDARDS FOR CONSTRUCTION
 OF TRANSIT PASSENGER FACILITIES
**INTERNAL BUS SHELTER
 LIGHTING**

DATE: JAN 08
FILE NO: D113C
DRAWING NO: D113
SHEET NO: 13 OF 13