King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title

SR 203 Safety Improvements and Road Reconstruction - Phase 1 Coe Clemons Creek

Transportation 2040 ID#

N/A

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Duvall

Co-Sponsoring Agency

WSDOT

Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found here.

- [ ] Yes
- [x] No

If not, which agency will serve as your CA sponsor?

WSDOT

Contact Information

Project Contact Name

Shaun Tozer

Project Contact Phone

425-939-8046

Project Contact Email

shaun.tozer@duvallwa.gov

Project Description

Project Scope

Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

This project will install pedestrian, bicycle, and general streetscape improvements along a portion of SR-203 (Main Street NE) in the City of Duvall. This project is located at the WSDOT Coe Clemons Creek Culvert crossing replacement project and will complete the first phase of the SR 203 Pedestrian and Safety Improvements project. This phase is led by WSDOT and includes installation of a 44-foot wide box culvert which will be constructed in the summer of 2015. The City is partnering with WSDOT and is responsible to fund additional embankment width and surface improvements on both sides of the 200-foot long project. This grant request will be used directly for construction costs related to the embankment wall, curb, gutter & sidewalk, bike lanes, illumination, and other elements that will integrate into the future, larger project phase(s). Design and permitting of the City portion of the project has been funded using matching services, as well as grants and local funds.

The project is part of the larger SR 203 Pedestrian and Safety Improvements project which will install sidewalks and bike lanes along an area without non-motorized improvements on State Route (SR) 203 between mile posts 13.9 and 14.6 (approximately 3700 linear feet). The project consists of bike lanes, curb, gutter & sidewalk installed on both sides of the roadway along with utility, lighting, channelization, surfacing improvements, and streetscape enhancements. Overall, the safety improvement project would connect a missing non-motorized missing link and solve existing deficiencies by creating a streetscape that is both inviting and safe for pedestrian, bicycles, and vehicles.

The current project scope is the first, and most important, phase of the larger project. The Coe Clemons Creek crossing is the critical component of completing the overall project because of technical and environmental challenges including mass excavation, tall structural earth walls, the large pre-cast culvert sections, and sensitive areas associated with the creek. Completing concurrent construction of the non-motorized and streetscape improvements will result in significant cost savings and reduce future challenges associated with the overall project.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

The goal of this project is to provide pedestrian and bicycle facilities to improve roadway safety along the SR-203 corridor in Duvall. Currently, the missing non-motorized link results in unsafe conditions for motorists and non-motorized travelers.

Local centers in Duvall include the “Historic Downtown” commercial core at the north end of the City and Safeway Plaza at the south end of the City. Due to the lack of sidewalks and other pedestrian amenities between the local centers, pedestrians are forced to travel from one end to the other along 0.7 miles of narrow roadway shoulder or in the travel lanes. Bicyclists must also travel within the roadway next to vehicles passing at posted speeds between 30 and 40 mph. The road has deficient shoulder sections (less than 1-foot wide in some areas), little or no “shy” distance, and irregular lane widths. The

lack of bicycle and pedestrian improvements is a danger for anyone traveling along this portion of the highway.

According to WSDOT's 2010 "Draft Site and Reach Assessment," the Coe Clemons Creek culvert located at MP 14.55 has been found to be a "Chronic Environmental Deficiency" which risks "catastrophic failure" of the roadway prism and would force the closure of SR 203. This crossing, and existing narrow shoulder and steep embankments, is the most challenging section with respect to sensitive areas and construction within the corridor.

The City of Duvall played a critical role by initially supporting the WSDOT project and has been actively involved in continued development of the Coe Clemons Creek project. The project eventually gained a high priority status and allocation of funds for design and construction. During this time the City began developing plans for the State Route 203 Safety Improvements and Road Reconstruction project which spans WSDOT's project limits. In 2013 WSDOT and the City began actively discussing the option to integrate the City's need for surface improvements into WSDOT's culvert replacement. The result of this partnership is the "Coe Clemons Creek CED" project which will include illumination, bicycle and pedestrian facilities, completing this section of the larger 203 corridor. This project is at the 90% design level, scheduled for advertisement in October of 2014, and will be constructed during the summer of 2015.

Project completion would immediately realize many long standing goals, address a chronic environmental deficiency, improve roadway channelization and surfacing, and make the corridor safe for pedestrians and bicyclists. The project is the first phase in completing a non-motorized missing link that will connect core local centers within city limits, improving overall safety and economic viability within the City of Duvall.

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

SR 203

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.

Crossroad/landmark nearest to the beginning of the project:

14.50

Crossroad/landmark nearest to the end of the project:

14.60

Please identify the center(s), regional and local, the project is located in or supports.

Refer to PSRC's centers page for more information on the regional centers.

This project will complete a vital phase that will ultimately connect local centers and core shopping areas located at the North and South ends of the City limits.

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Urban Functional Classification (Population over 5,000)

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

-

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to PSRC's Plan Review page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

[X] Yes

[ ] No

If yes, indicate 1) plan name 2) relevant section 3) page number.

Multiple references throughout the City of Duvall Comprehensive Plan's Transportation Element(updated in 2010) including: pages VI-44 & 45, T-6 on VI-47, T-9 on VI-49, and goals T-3 & T-4 on VI-69.

Also included in the 2012 Comp Plan Capital Facilities Update: R-2, Table CF-4, VIII-22

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

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Category Specific Questions

Select one of the following three criteria categories that best fits your project.

Regional or Locally Designated Center

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 King Countywide Project Evaluation Criteria for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

• Describe how the project will support the existing and planning housing/employment densities in the regional or local center.

• Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

SR 203 is a major route serving approximately 15,000 vehicles per day linking the mountain passes along SR-2 & I-90 and functioning as an alternate route to I-5 & I-405. Known as “Main Street” within Duvall, the highway runs through the heart of the City’s business districts. A significant portion of the roadway within the city includes two travel lanes without pedestrian or bicycle accommodations. The corridor hosts commercial development, mixed use (combined residential/commercial) and City facilities. The local centers currently in place on the north and south ends of the city include transit stops, a commuter park and ride lot, commercial shopping centers, and existing bicycle lanes and sidewalks.

This project will support housing/employment density by providing safe non-motorized connections and improved roadway safety for both existing and proposed development. The project will provide immediate safety and non-motorized improvements and subsequent housing/employment density to significant tracts of developable residential property within ½ mile of the project (see attached Map XXXXX). The proposed improvements will also directly stimulate economic development and increases development potential of mixed use and commercial parcels along SR 203. The project fulfills lofty safety and transportation goals stated in 2010 Comprehensive Transportation Plan (pages VI-44 & 45, T-6 on VI-47, T-9 on VI-49, and goals T-3 & T-4 on VI-690), 2003 City-Wide visioning (pages 13, 14, 27 & 28 and 2004 Downtown Sub-area plan (pages 6, and 23-33). Common themes of all the documents revolved around the need to connect our centers and provide corridor improvements along Main Street that would promote business development and accommodate users. While this project would certainly create temporary construction jobs, we also believe it will have a positive effect on the development potential of business, commercial, residential, mixed-use residential, and industrial property situated along the corridor. Though localized, increased development and associated positive economic effects will create, expand, and retain family-wage jobs in the community lasting for years after project completion.

A2. Project's Benefit to the Regional or Local Center

Please address the following:

• Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?

• Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

This project would remedy an existing multimodal deficiency by installing sidewalks, bike lanes, and improved channelization in an area without non-motorized improvements. Currently, only the existing narrow shoulder is provided for daily non-motorized users within the corridor creating an unsafe condition for pedestrians, bicyclist, and motor vehicles. The project will also provide accommodation for future growth and increased traffic that is anticipated with the development of the corridor. The existing deficiencies are only expected to get worse as areas adjacent to SR 203 further develop with local

housing, commercial/mixed-use residential and industrial properties.

Pedestrians, bicyclist, and motor vehicle users would all benefit from the proposed improvements. Project channelization improvements are anticipated to reduce vehicle travel time, accidents and associated costs. Project non-motorized improvements are anticipated to decrease vehicle trips, support healthy living, and provide economic, social, and environment benefits. The project is adjacent to, and would directly benefit, high-risk user groups including daycares, women's homeless shelter/transitional housing, and lower-income properties.

A3. Circulation Within the Regional or Local Center

Please address the following:

• Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.

• Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.

• Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.

• If the project has a parking component, describe how it has been designed to be compatible with a
pedestrian oriented environment, including any innovative parking management tools.

This project seeks to provide a new multimodal connection and safe & convenient access between existing local commercial and residential centers located on the north and south ends of the City. The project is the first phase to provide missing walkability, safety, bicycle mobility, safety, streetscape, and traffic calming improvements between existing local centers. The improvements will ultimately connect to existing neighborhood and residential routes providing for greatly improved circulation, particularly for pedestrians and bicyclists. Installation of multimodal and streetscape improvements will offer safe alternatives to both vehicular and non-vehicular travelers, providing citizens and visitor's greater access to transportation options and goods & services located along the corridor. Parking improvements are not included within the current project phase. However, dedicated on-street parking with delineated curb extensions (bulb-outs) are planned to provide a safe, pedestrian oriented environment along with traffic calming and reduced-length pedestrian crossings.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 King Countywide Project Evaluation Criteria for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

• Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.

• Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice,seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

-

B2. Mobility and Accessibility Benefit

Please address the following:

• Describe how the project provides and/or enhances opportunities for freight movement.

• Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.

• Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.

• Describe how the project improves access for one or more modes to major employment sites, including opportunities for active transportation.

• Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

-

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 King Countywide Project Evaluation Criteria for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

• Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

• Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

• Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.

• Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

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C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

• Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.

• Describe how this project provides a "logical segment" that links to a regional, local, or manufacturing/industrial center.

• Describe how the project fills in a missing link or removes barriers to/from a center.

• Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.

• Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

-

Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available here, in addition to the information contained in the 2014 King Countywide FHWA Project Evaluation Criteria.

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- [ ] Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- [ ] Roadway Capacity (general purpose and high occupancy lanes)
- [ ] Transit
- [x] Bicycle/Pedestrian Facilities
- [ ] Intelligent Transportation Systems (signalization, etc.)
- [ ] Alternative Fuels or Vehicle Technology
- [ ] Other

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.

- Roadway Capacity (general purpose and high occupancy lanes): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?

- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including connections to other nonmotorized facilities and to the larger nonmotorized system. Describe the expected travel shed (i.e., land use and population surrounding the project). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?

- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds,

reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes (e.g. HOVs) or types of vehicles (e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?

- Alternative Fuels or Vehicle Technology: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?

- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

This grant request included in this project phase would construct approximately 400 feet (200 feet on each side) of new bicycle lanes and pedestrian facilities. The project is the first phase to link existing bicycle lanes and sidewalks present at local centers to the north and south and ultimate completion of non-motorized improvements within the entire corridor. The facilities will generally serve the local population of 7,200 citizens and approximately 15,000 daily vehicle trips. The facilities will directly serve the approximately 2,118 existing residents within ½ mile of the project. A one-percent annual minimum vehicle trip reduction, which equates to 34,500 vehicle trip miles per year, is anticipated following completion of the non-motorized missing link.

Once future phases are completed the SR 203 corridor project will have constructed over 7,400 feet (3,700 feet on each side) of new bicycle and pedestrian facilities connecting to the much larger system of walkways within the City, as well as the regionally significant Snoqualmie Valley Trail system.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project’s readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

[X] STP

[ ] CMAQ

Phase

Construction

Year

2015

Amount Requested

$ 825,000

Total PSRC Funding Request:

$ 825,000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found here.**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available here and upload in the area below.

-

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source	Funding Status	Funding Amount

Total Planning Phase Cost:

$ 0

Actual or estimated date of completion (month and year):

N/A

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount

Total Preliminary Engineering/Design Phase Cost:

$ 0

Actual or estimated date of completion (month and year):

Sept 2014

Right of Way Phase

Funding Source	Funding Status	Funding Amount

Total Right of Way Phase Cost:

$0

Actual or estimated date of completion (month and year):

N/A

Construction Phase

Funding Source	Funding Status	Funding Amount

PSRC - This Request	Unsecured	**$** 825,000
City of Duvall	Reasonably Expected	**$** 275,000
WSDOT	Secured	**$** 1,500,000

Total Construction Phase Cost:

$ 2,600,000

Actual or estimated date of completion (month and year):

October 2015

Other Phase

Funding Source	Funding Status	Funding Amount

Total Other Phase Cost:

$ 0

Actual or estimated date of completion (month and year):

N/A

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost:

$ 2,600,000

Estimated Project Completion Date (month and year):

December 2015

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

xlODYEP3_Finance_Letter.doc

-

-

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

For more information, refer to PSRC's financial constraint guidance.

The attached document will show the 5 year average revenue and reserve balances which will contribute to the project's funding. The averages indicate that there will be more than sufficient funding available to meet our commitment.

Additionally this project phase has been presented to the City Council throughout its development with multiple discussions surrounding cost and financing. This project has the Council's wholehearted support and will receive an official budget line in 2015 when it is scheduled for construction.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

• Identify which obligation prerequisites and milestones apply to their specific project.
• Identify which of these have already been satisfied at time of application.
• Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

- [ ] Yes
- [x] No

Is preliminary engineering for the project complete?

- [ ] Yes
- [x] No

What was the date of completion (month and year)?

-

Have preliminary plans been submitted to WSDOT for approval?

- [x] Yes
- [ ] No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

-

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

90% PE/Design scheduled for May 2014, 100% scheduled for July 2014.

Project Readiness

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

- [ ] Environmental Impact Statement (EIS)
- [ ] Environmental Assessment (EA)
- [ ] Documented Categorical Exclusion (DCE)
- [x] Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- [x] Yes
- [ ] No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

February 2014

Project Readiness

Will right of way be required for the project?

[ ] Yes

[X] No

How many parcels do you need?

-

What is the zoning in the project area?

-

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

-

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

[ ] Yes

[ ] No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

-

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:

• True cost estimate of right of way
• Right of way plans (stamped)
• Relocation plan
• Right of way certification
• Right of way acquisition
• Certification audit by Washington State Department of Transportation Right of Way Analyst
• Relocation certification, if applicable

-

Project Readiness

Are funds being requested for construction?

[X] Yes

[ ] No

Do you have an engineer's estimate?

[X] Yes

[ ] No

Please upload a copy of your engineer's estimate below.

fsctn5jh_60_Construction_Estimate.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

WSDOT has prepared and submitted a JARPA and is likely to receive an HPA in May of 2014.

Are Plans, Specifications & Estimates (PS&E) approved?

☐ Yes

☒ No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

September 2014

When is the project scheduled to go to ad (month and year)?

October 2014

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

Since 2010 the City of Duvall and WSDOT have discussed, planned, coordinated, cooperated, and ultimately developed a solid mutually-beneficial project design and anticipate successful construction in the summer of 2015. It was not just a design that was developed, but also a good working relationship. Staff of both agencies have assisted one another and really taken a team effort toward the Coe Clemons project as the first phase of corridor completion.

Both the City and WSDOT have benefitted through this relationship. Through signed participation and local agency agreements both parties have agreed to exchange services in lieu of costs where possible. WSDOT is providing design services in exchange for the City operating a sewer and utility bypass during construction. WSDOT has benefitted by City facilitation of the design portion of the project and cost-sharing. The City will benefit by coordinated construction (as opposed to having to retrofit/dig-up work in the near future) and by WSDOT completed environmental permitting. Both parties benefit through the combination of the two projects and resulting economies of scale. The opportunity to complete a corridor phase by integrating into a WSDOT project is too good of an opportunity to miss.

The City has successfully leveraged existing funding to provide significant cost savings. The project is the first phase of the PSRC grant funded corridor design of the “SR 203 Safety Improvements and Road Reconstruction”. By teaming with WSDOT, PSRC grant design funds for this phase were utilized for surface and streetscape while WSDOT funds were used for foundation, wall, and culvert design. This design philosophy has resulted in efficient and reduced grant-funded design costs and we anticipate that a similar approach will result in significant construction cost reductions.

The proposed safety improvements also include an inviting streetscape. WSDOT's original recommendations for replacement of the culvert included installation of a bridge span. While a culvert design was selected instead of a bridge, the City was able to take the bridge concept and integrate those elements into the design of its surface improvements. This concept will be a fitting treatment and will serve to complete the first phase finally "bridging" the existing Historic Downtown improvements to the north and existing commercial improvements to the south.

The Coe-Clemons Creek CED project will play a vital role toward completion of the larger SR 203 corridor project. The project is not just a culvert replacement project, but instead will set the stage for the corridor's future.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

m1v7qlxZ_60_Review_Plans.pdf

Gy7beSjn_Roadway_Pics.pdf

I1zzzpug_2014_05_07_Coe_Clemons_PSRC.jpg

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

City of Duvall

Small Town. Real Life.

May 7, 2014

RE: CITY OF DUVALL – PSRC COUNTYWIDE APPLICATION

To whom it may concern,

The purpose of this letter is to provide documentation of the City's "Reasonably Expected" funding for this phase of the SR 203 Safety Improvements and Road Reconstruction project.

In our application the City indicates that it will match at 25% for a total of $275,000.00. The funding meets the definition of "Reasonably Expected" because of the existing and historic levels of funding, revenue and ending fund balances of the various utility funds and BARS that would contribute to the project. A table presenting the 5 year average revenue and fund reserve balances is presented below:

Utility	Water	Sewer	Streets	Storm
Annual Revenue	$326,931.70	$301,930.00	$317,234.55	
Reserve Balance	$628,952.08	$838,602.64	General Fund	$262,063.60

With this project as the City's top priority we are confident that existing resources and funds that are anticipated to be received prior to construction will be more than sufficient to meet our pledge. Funding for this specific phase will be identified by a BARS number in the 2015 adopted budget, prior to the estimated construction dates in the summer of 2015.

Sincerely,

Steve Leniszewski, P.E.
Public Works Director

Cc: Jill Long, *Finance Director*

14525 Main Street NE • P.O. Box 1300 • Duvall, WA 98019 • 425.788.3434 • Fax 425.788.0311
www.duvallwa.gov

DETAIL ESTIMATE SUMMARY

SR: 203
Title: SR 203/Coe-Clemons Creek - CED
XL: 4132
WIN: A20305A
PIN: 120305A

MP: 14.50
to
MP : 14.56

I4 - Chronic Environmental Deficiency				WSDOT		City of Duvall		Total	
Work Item #	Work Item	Price per Unit	Unit	Qty	Cost	Qty	Cost	Qty	Cost
	Preparation								
0040	Clearing and Grubbing	$5,000	Acre	0.10	$500	0.10	$500	0.20	$1,000
0050	Removal of Structure and Obstruction	1	LS	1	$10,000	0	$0	1.00	$10,000
	Grading								
0310	Roadway Excavation Incl Haul	$20	CY	1,440	$28,800	2,526	$50,520	3,966	$79,320
0350	Unsuitable Foundation Exacavation Incl Haul	$25	CY	140	$3,500	0	$0	140	$3,500
0431	Gravel Borrow Including Haul	$15	Ton	938	$14,070	7,722	$115,830	8,660	$129,900
0470	Embankment Compaction	$5	CY	507	$2,535	4,174	$20,870	4,681	$23,405
	Drainage								
xxxx	Creek Diversion	1	LS	1	$165,000	0	$0	1	$165,000
1040	Channel Excavation Incl Haul	$25	CY	30	$750	0	$0	30	$750
xxxx	Streambed Materials	$50	CY	300	$15,000	0	$0	300	$15,000
1086	Quarry Spalls	$30	Ton	200	$6,000	0	$0	200	$6,000
1160	Underdrain Pipe 6 In Diam	$10	LF	204	$2,040	116	$1,160	320	$3,200
1313	Plain St Culv Pipe 0.064 IN TH 18 IN Diam	$20	LF	204	$4,080	0	$0	204	$4,080
3026	Precast Reinforced Concrete Split Box Culvert	1	LS	1	$450,000	0	$0	1	$450,000
	Storm Sewer								
3091	Catch Basin Type 1	$1,500	EA	0	$0	2	$3,000	2	$3,000
3105	Catch Basin Type 2 48 IN Diam	$2,500	EA	0	$0	1	$2,500	1	$2,500
3151	Testing Storm Sewer Pipe	$7	LF	0	$0	80	$560	80	$560
3480	CL V Reinf Conc Storm Sewer Pipe 12 IN Diam	$40	LF	0	$0	32	$1,280	32	$1,280
3541	Shedule A Storm Sewer Pipe 12 IN Diam	$30	LF	0	$0	48	$1,440	48	$1,440
	Sanitary Sewer								
3152	Testing Sewer Pipe	$7	LF	102	$714	168	$1,176	270	$1,890
3725	CL V Reinf Conc Sewer Pipe 12 IN Diam	$40	LF	102	$4,080	168	$6,720	270	$10,800
	Water Lines								
3869	Ductile Iron for Water Main 12 IN Diam	$130	LF	102	$13,260	168	$21,840	270	$35,100
	Surfacing								
5100	Crushed Surfacing Base Course	$30	Ton	223	$6,699	419	$12,573	642	$19,272
	Liquid Asphalt								
5334	Anti-Stripping Additive	Calc	Est	1	$171	1	$299	1	$470
	Hot Mix Asphalt								
5767	HMA CL 1/2 IN PG	$90	Ton	171	$15,369	299	$26,921	470	$42,289
5830	Job Mix Compliance Price Adjustment	Calc	%	3%	$461	3%	$808	3%	$1,269
5835	Compaction Price Adjustment	Calc	%	2%	$307	2%	$538	2%	$846
	Erosion Control & Planting								
xxxx	Buffer/Streambank Revegetation	$115,000	Acre	0.10	$11,500	0.10	$11,500	0.20	$23,000
6403	ESC Lead	$100	Day	13	$1,300	4	$400	17	$1,700
6470	Street Cleaning	$75	HR	65	$4,875	20	$1,500	85	$6,375
6373	Silt Fence	$4	LF	3,000	$12,000	0	$0	3,000	$12,000
6490	Erosion/Water Pollution Control	1	Est	1	$30,000	0	$0	1	$30,000
6630	High Visibility Fence	$4	LF	3,000	$12,000	0	$0	3,000	$12,000
xxxx	Dewatering	1	LS	1	$30,000	0	$0	1	$30,000
	Traffic								
6700	Cement Concrete Traffic Curb and Gutter	$25	LF	0	$0	320	$8,000	320	$8,000
6806	Paint Line	$1	LF	204	$204	16	$16	220	$220
6807	Plastic Line	$1.50	LF	204	$306	116	$174	320	$480
6828	Plastic Wide Lane Line	$2	LF	0	$0	320	$640	320	$640
6833	Plastic Traffic Arrow	$150	EA	0	$0	2	$300	2	$300
6867	Plastic Bicycle Lane Symbol	$250	EA	0	$0	2	$500	2	$500
6881	Plastic Drainage Marking	$75	EA	0	$0	3	$225	3	$225
6884	Raised Pavement Marker Type Type 2	$500	HUN	0	$0	1	$500	1	$500
6888	Temporary Pavement Markings	$2	LF	204	$408	126	$252	330	$660
6904	Illumination System (Luminaires, & Associated Electrical)	1	LS	0	$0	1	$90,500	1	$90,500
6945	Conduit Pipe 2 IN Diam - *See Assumptions*	$15	LF	0	$0	1,040	$15,600	1,040	$15,600
6949	Conduit Pipe 4 IN Diam - *See Assumptions*	$15	LF	0	$0	1,560	$23,400	1,560	$23,400
xxxx	Conduit Pipe 6 IN Diam - *See Assumptions*	$20	LF	0	$0	520	$10,400	520	$10,400
6956	Sequential Arrow Sign	$4	HR	200	$800	0	$0	200	$800
6973	Other Temporary Traffic Control	1	LS	1	$25,000	0	$0	1	$25,000
6974	Traffic Control Supervisor	1	LS	1	$9,420	1	$6,660	1	$16,080
6980	Flaggers and Spotters	$55	HR	200	$11,000	0	$0	200	$11,000
6982	Construction Signing Class A	$20	SF	1,100	$22,000	0	$0	1,100	$22,000
6992	Other Traffic Control Labor	$55	HR	214	$11,770	222	$12,210	436	$23,980
6993	Portable Changeable Message Sign	$10	HR	428	$4,280	444	$4,440	872	$8,720
7447	Transportable Attenuator	$7,500	EA	2	$15,000	0	$0	2	$15,000
7449	Operation of Transportable Attenuator	$40	HR	134	$5,360	222	$8,880	356	$14,240

I4 - Chronic Environmental Deficiency				WSDOT		City of Duvall		Total	
Work Item #	Work Item	Price per Unit	Unit	Qty	Cost	Qty	Cost	Qty	Cost
7450	Repair Transportable Attenuator	$5,000	Est	1	$5,000	0	$0	1	$5,000
	Other								
xxxx	Moment Slab & Pilaster - *See Assumptions*	1	LS	0	$0	1	$160,000	1	$160,000
xxxx	Plaster Wall (Curb 4") - *See Assumptions*	$20	LF	0	$0	265	$5,300	265	$5,300
7003	Type B Progress Schedule	1	LS	1	$5,000	0	$0	1	$5,000
7006	Structure Excavation Class B Incl Haul	$15	CY	2,077	$31,155	25	$370	2,102	$31,525
7014	Gravel Backfill for Drain	$35	CY	17	$595	10	$338	27	$933
7037	Structure Surveying	1	LS	1	$10,000	0	$0	1	$10,000
7038	Roadway Surveying	1	LS	1	$5,000	0	$0	1	$5,000
7055	Cement Conc Sidewalk	$50	SY	0	$0	391	$19,556	391	$19,556
xxxx	Asphalt Curb Ramp	$300	EA	0	$0	4	$1,200	4	$1,200
xxxx	Pedestrian Hand Rail	$200	LF	0	$0	260	$52,000	260	$52,000
7480	Roadside Cleanup	1	LS	1	$15,000	0	$0	1	$15,000
7530	Construction Geotextile for Separation	$3	SY	581	$1,744	0	$0	581	$1,744
7550	Construction Geotextile for Underground Drainage	$3	SY	45	$136	26	$77	71	$213
xxxx	High Strength Geogrid	$10	SY	480	$4,800	677	$6,773	1,157	$11,573
xxxx	Fish Exculsion	1	LS	1	$3,000	0	$0	1	$3,000
xxxx	Welded Wire Retaining Wall	$17	SF	1,960	$33,320	1,790	$30,430	3,750	$63,750
7567	Gravel Borrow for Structural Earth Wall Incl Haul	$25	CY	800	$20,000	730	$18,250	1,530	$38,250
7725	Reimbursement for Third Party Damage	$1	EST	5	$5	0	$0	5	$5
7736	SPCC Plan	1	LS	1	$1,200	0	$0	1	$1,200

Subtotal for Percentages						
	Construction Subtotal:		$1,086,514	$758,926	$1,845,440	
	Construction Subtotal:		$1,086,514	$758,926	$1,845,440	
0001	Mobilization	10%	$108,651	$75,893	$184,544	
	Subtotal:		$1,195,165	$834,819	$2,029,984	
	Sales Tax	8.6%	$102,784	$71,794	$174,579	
	Subtotal:		$1,297,950	$906,613	$2,204,563	
	Construction Engineering	18%	$233,631	$163,190	$396,821	
	Construction Total:		$1,531,580	$1,069,804	$2,601,384	
	Project Costs:		$1,531,580	$1,069,804	$2,601,384	

ASSUMPTIONS:

1 Assume full roadway closure 5-7 days.
2 Assume coordination with PSE to temporarily and permanently relocate the gas line.
3 Currently, WSDOT has no ITS plan in the route/project limit. Assume no ITS cost.
4 Assume "Curb (4' x 10") is the Plaster Wall.
5 Added all Pilasters together for one LS item for Moment Slab and Pilaster of $160,000.
6 Per WSDOT Unit Bid Analysis the cost for items 6945 and 6949 are a minimum of $15. Assume 6 IN Conduit to be slightly more @ $20.
See 8-20.5 of the WSDOT Standard Specifications for information on what is inlcuded in the price per linear foot.
7 Excavation quantites are subject to change based on wall design.

60% Review Contract Plans

MARCH 2014

For construction of:

SR 203

COE-CLEMONS CREEK CED

MP 14.50 to MP 14.56

Washington State Department of Transportation

EFFECTIVE
and we enjoy what we do . . .
ORG 412348

INDEX

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8 - 9	AL1 - AL2	ALIGNMENT / RIGHT OF WAY PLAN
10 - 11	UT1 - UT2	EXISTING UTILITIES
EC1 - EC2	EC1 - EC2	ENVIRONMENTAL COMPLIANCE PLAN NOT INCLUDED IN 60% REVIEW
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SHEET NO.	PLAN REFERENCE NO.	TITLE

PLAN REFERENCE NO.

SHEET OF SHEETS

NOTE: ALL SHEET REFERENCES, FIRST NOS. OF STRUCTURE CODE DESIGNATIONS AND MATCH LINE SHEET REFERENCES, ETC., THROUGHOUT THE PLANS, REFER TO THE ENTRY IN THE PLAN REFERENCE NUMBER BOX.

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DATE	3/13/2014
PLOTTED BY	walgame
DESIGNED BY	J.ROONEY
ENTERED BY	K.F.McLEAN
CHECKED BY	V.NESS
PROJ. ENGR.	H.HUYNH
REGIONAL ADM.	L.ENG

60% REVIEW

REVISION | DATE | BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO. STPF-0203(018)

JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

DATE P.E. STAMP BOX

DATE P.E. STAMP BOX

Washington State Department of Transportation

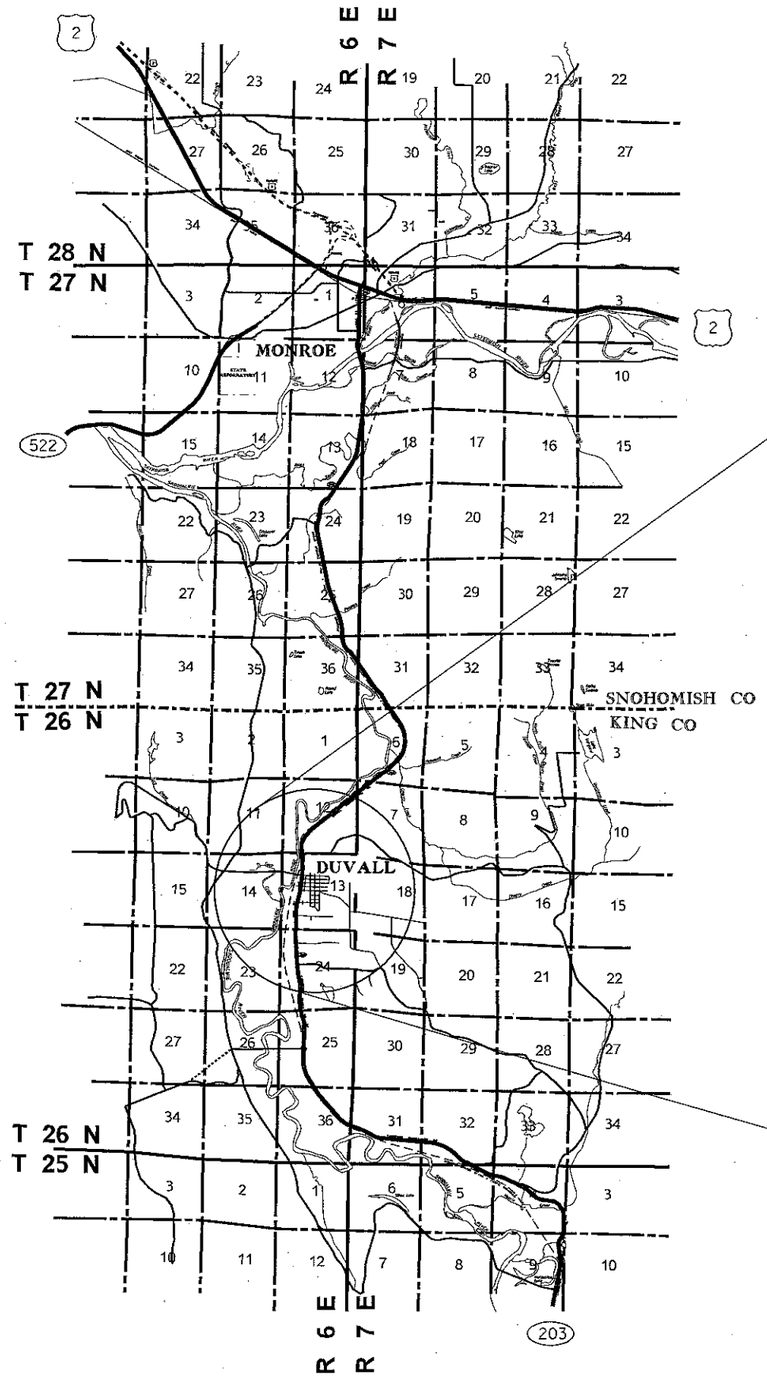
SR 203
COE-CLEMONS CREEK
CED

INDEX

Plot 1

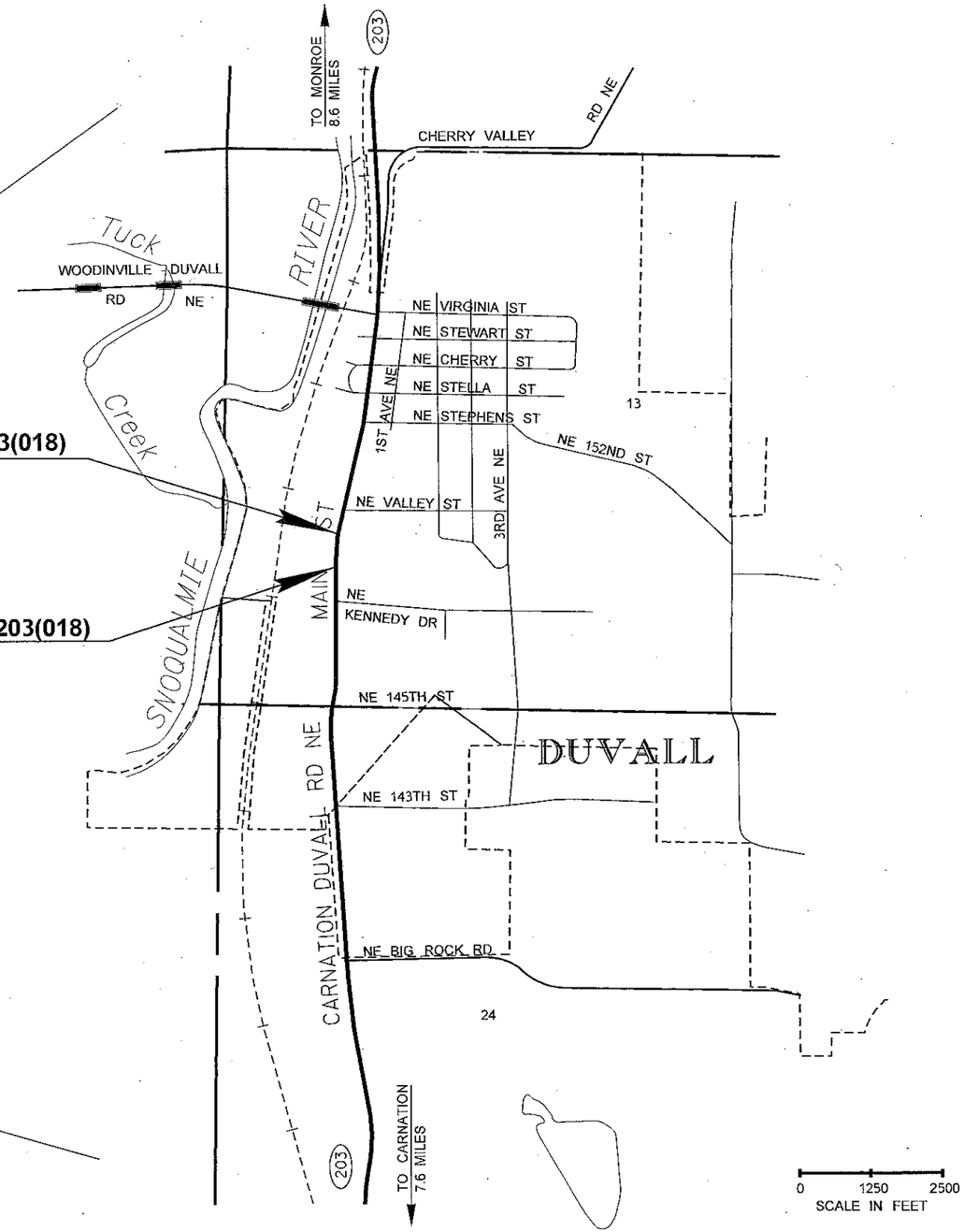
PLAN REF. NO. IN1

SHEET 1 OF 37 SHEETS



END F.A.STPF-0203(018)
END PROJECT
SR 203 MP 14.56
M 14+04.16

BEGIN F.A.STPF-0203(018)
BEGIN PROJECT
SR 203 MP 14.50
M 10+71.83



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DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	J. KIM
ENTERED BY	M. AL-AZADI
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

REVISION | DATE | BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO. STPF-0203(018)

JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

VICINITY MAP

Plot 1
PLAN REF NO. VM1
SHEET 2 OF 37 SHEETS

SUMMARY OF QUANTITIES

ITEM NO	TOTAL QUANTITY	SUB-TOTAL * SECTION I-07.2(1) OF STANDARD SPECS	SUB-TOTAL ** SECTION I-07.2(2) OF STANDARD SPECS	STD. ITEM NO.	UNIT	ITEM	GROUP 1 MP 14.50 TO MP 14.06	GROUP 2 CITY OF DUVALL AGREEMENT NO. XXXXX	GROUP 3 THIRD PARTY DAMAGES
						PREPARATION			
1	LUMP SUM	LUMP SUM		0001	L.S.	MOBILIZATION	L.S.	L.S.	
2	0.21	0.21		0025	ACRE	CLEARING AND GRUBBING	0.10	0.11	
						GRADING			
3	3966.00	3966.00		0310	C.Y.	ROADWAY EXCAVATION INCL. HAUL	1,440.00	2,526.00	
4	8660.00	8660.00		0431	TON	GRAVEL BORROW INCL. HAUL	938.00	7,722.00	
5	4681.00	4681.00		0470	C.Y.	EMBANKMENT COMPACTION	507.00	4,174.00	
						DRAINAGE			
6	30.00	30.00		1040	C.Y.	CHANNEL EXCAVATION INCL. HAUL	30.00		
7	300.00	300.00			C.Y.	STREAMBED MATERIALS	300.00		
8	200.00	200.00		1086	TON	QUARRY SPALLS	200.00		
9	LUMP SUM	LUMP SUM		3026	L.S.	PRECAST REINF. CONC. SPLIT BOX CULVERT NO. 1	L.S.		
						STORM SEWER			
10	3.00	3.00		3091	EACH	CATCH BASIN TYPE 1		3.00	
11	103.00	103.00		3151	L.F.	TESTING STORM SEWER PIPE		103.00	
12	103.00	103.00		3592	L.F.	PROFILE WALL PVC STORM SEWER PIPE 12 IN. DIAM.		103.00	
						SANITARY SEWER			
13	335.00	335.00		3152	L.F.	TESTING SEWER PIPE	102.00	233.00	
14	335.00	335.00		3769	L.F.	PVC SANITARY SEWER PIPE 12 IN. DIAM.	102.00	233.00	
						WATER LINES			
15	289.00	289.00		3869	L.F.	DUCTILE IRON PIPE FOR WATER MAIN 12 IN. DIAM.	102.00	187.00	
						STRUCTURE			
16	675.00	675.00		4006	C.Y.	STRUCTURE EXCAVATION CLASS A INCL. HAUL	675.00		
17	LUMP SUM	LUMP SUM		4013	L.S.	SHORING OR EXTRA EXCAVATION CL. A	L.S.		
18	3750.00	3750.00		7169	S.F.	STRUCTURAL EARTH WALL	1,960.00	1,790.00	
19	260.00	260.00			L.F.	PEDESTRIAN HAND RAIL		260.00	
20	LUMP SUM	LUMP SUM			L.S.	MOMENT SLAB AND PILASTER		L.S.	
21	265.00	265.00			L.F.	PLASTER WALL		265.00	
						SURFACING			
22	618.00	618.00		5100	TON	CRUSHED SURFACING BASE COURSE	223.00	395.00	
						LIQUID ASPHALT			
23	452.00	452.00		5334	DOL	ANTI-STRIPPING ADDITIVE	171.00	281.00	
						HOT MIX ASPHALT			
24	300.00	300.00		5711	S.Y.	PLANING BITUMINOUS PAVEMENT		300.00	
25	452.00	452.00		5767	TON	HMA CL. 1/2 IN. PG 64-22	171.00	281.00	
26	1221.00	1221.00		5830	DOL	JOB MIX COMPLIANCE PRICE ADJUSTMENT	462.00	759.00	
27	814.00	814.00		5835	DOL	COMPACTION PRICE ADJUSTMENT	308.00	506.00	
28				5837	DOL	ASPHALT COST PRICE ADJUSTMENT			

GROUP LEGEND :

GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
1	203	175006	*	FEDERAL SM
2	203	175006	*	CITY OF DUVALL
3	203	175006	*	STATE AA

DATE	REVISION	BY

REGION	STATE	FEDERAL AID PROJECT. NO.
10	WA	STPF-0203(018)

JOB NUMBER 14A009/1

CONTRACT NO 000000

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

SUMMARY OF QUANTITIES

SQ1

SUMMARY OF QUANTITIES

ITEM NO	TOTAL QUANTITY	SUB-TOTAL * SECTION I-07.2(1) OF STANDARD SPECS	SUB-TOTAL ** SECTION I-07.2(2) OF STANDARD SPECS	STD. ITEM NO.	UNIT	ITEM	GROUP 1 MP 14.50 TO MP 14.06	GROUP 2 CITY OF DUVALL AGREEMENT NO. XXXXX	GROUP 3 THIRD PARTY DAMAGES
						EROSION CONTROL AND ROADSIDE PLANTING			
29	30.00	30.00		6403	DAY	ESC LEAD	13.00	17.00	
30	3.00	3.00		6471	EACH	INLET PROTECTION		3.00	
31	222.00	222.00		6468	S.Y.	STABILIZED CONSTRUCTION ENTRANCE	222.00		
32	85.00	85.00		6470	HR	STREET CLEANING	65.00	20.00	
33	30.00	30.00		6500	L.F.	COMPOST SOCK	30.00		
34	130000.00	130000.00		6490	DOL	EROSION/WATER POLLUTION CONTROL	130,000.00		
35	0.20	0.20			ACRE	BUFFER/STREAMBANK REVEGETATION	0.10	0.10	
36	575.00	575.00		6635	L.F.	HIGH VISIBILITY SILT FENCE	575.00		
						TRAFFIC			
37	320.00	320.00		6700	L.F.	CEMENT CONC. TRAFFIC CURB AND GUTTER		320.00	
38	2.00	2.00		7447	EACH	TRANSPORTABLE ATTENUATOR(S)	2.00		
39	376.00	376.00		7449	HR	OPERATION OF TRANSPORTABLE ATTENUATOR(S)	134.00	242.00	
40	5000.00	5000.00		7450	DOL	REPAIR TRANSPORTABLE ATTENUATOR(S)	5,000.00		
41	400.00	400.00		6806	L.F.	PAINT LINE	204.00	196.00	
42	300.00	300.00		6807	L.F.	PLASTIC LINE	204.00	96.00	
43	300.00	300.00		6828	L.F.	PLASTIC WIDE LANE LINE		300.00	
44	2.00	2.00		6833	EACH	PLASTIC TRAFFIC ARROW		2.00	
45	2.00	2.00		6867	EACH	PLASTIC BICYCLE LANE SYMBOL		2.00	
46	3.00	3.00		6881	EACH	PLASTIC DRAINAGE MARKING		3.00	
47	1.00	1.00		6884	HUND	RAISED PAVEMENT MARKER TYPE 2		1.00	
48	400.00	400.00		6888	L.F.	TEMPORARY PAVEMENT MARKING	204.00	196.00	
49	LUMP SUM	LUMP SUM		6904	L.S.	ILLUMINATION SYSTEM		L.S.	
50	1040.00	1040.00		6945	L.F.	CONDUIT PIPE 2 IN. DIAM.		1,040.00	
51	1560.00	1560.00		6949	L.F.	CONDUIT PIPE 4 IN. DIAM.		1,560.00	
52	520.00	520.00			L.F.	CONDUIT PIPE 6 IN. DIAM.		520.00	
53	400.00	400.00		6956	HR	SEQUENTIAL ARROW SIGN	200.00	200.00	
54	1072.00	1072.00		6993	HR	PORTABLE CHANGEABLE MESSAGE SIGN	428.00	644.00	
55	LUMP SUM	LUMP SUM		6973	L.S.	OTHER TEMPORARY TRAFFIC CONTROL	L.S.		
56	400.00	400.00		6980	HR	FLAGGERS AND SPOTTERS	200.00	200.00	
57	536.00	536.00		6992	HR	OTHER TRAFFIC CONTROL LABOR	214.00	322.00	
58	LUMP SUM	LUMP SUM		6974	L.S.	TRAFFIC CONTROL SUPERVISOR	L.S.	L.S.	
59	48.00	48.00		6982	S.F.	CONSTRUCTION SIGNS CLASS A	48.00		
						OTHER ITEMS			
60	LUMP SUM	LUMP SUM		7003	L.S.	TYPE B PROGRESS SCHEDULE	L.S.		
61	2075.00	2075.00		7006	C.Y.	STRUCTURE EXCAVATION CLASS B INCL. HAUL	2,060.00	15.00	
62	LUMP SUM	LUMP SUM		7037	L.S.	STRUCTURE SURVEYING	L.S.		
63	LUMP SUM	LUMP SUM		7038	L.S.	ROADWAY SURVEYING	L.S.		
64	391.00	391.00		7055	S.Y.	CEMENT CONC. SIDEWALK		391.00	
65	4.00	4.00			EACH	ASPHALT CURB RAMP		4.00	
66	LUMP SUM	LUMP SUM			L.S.	CREEK DIVERSION	L.S.		
67	LUMP SUM	LUMP SUM			L.S.	FISH EXCLUSION	L.S.		
68	15000.00	15000.00		7480	DOL	ROADSIDE CLEANUP	15,000.00		
69	5.00	5.00		7725	DOL	REIMBURSEMENT FOR THIRD PARTY DAMAGE			5.00
70	-1.00	-1.00		7728	DOL	MINOR CHANGE	-1.00		
71	LUMP SUM	LUMP SUM		7736	L.S.	SPCC PLAN	L.S.		
72	581.00	581.00		7530	S.Y.	CONSTRUCTION GEOTEXTILE FOR SEPARATION	581.00		

GROUP LEGEND :

GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
1	203	175006	*	FEDERAL SM
2	203	175006	*	CITY OF DUVALL
3	203	175006	*	STATE AA

DATE	REVISION	BY

REGION	STATE	FEDERAL AID PROJECT. NO.
10	WA	STPF-0203(018)

JOB NUMBER 14A009/1

CONTRACT NO 000000

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

SUMMARY OF QUANTITIES

SQ2

SUMMARY OF QUANTITIES

ITEM NO	TOTAL QUANTITY	SUB-TOTAL * SECTION I-07.2(1) OF STANDARD SPECS	SUB-TOTAL ** SECTION I-07.2(2) OF STANDARD SPECS	STD. ITEM NO.	UNIT	ITEM	GROUP 1 MP 14.50 TO MP 14.06	GROUP 2 CITY OF DUVALL AGREEMENT NO. XXXXX.	GROUP 3 THIRD PARTY DAMAGES
73	1157.00	1157.00			S.Y.	HIGH STRENGTH GEOGRID	480.00	677.00	
74	1530.00	1530.00		7567	C.Y.	GRAVEL BORROW FOR STRUCTURAL EARTH WALL INCL. HAUL	800.00	730.00	

GROUP LEGEND :

GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
1	203	175006	*	FEDERAL SM
2	203	175006	*	CITY OF DUVALL
3	203	175006	*	STATE AA

DATE	REVISION	BY

REGION	STATE	FEDERAL AID PROJECT. NO.
10	WA	STPF-0203(018)

JOB NUMBER 14A009/1

CONTRACT NO 000000

Washington State Department of Transportation

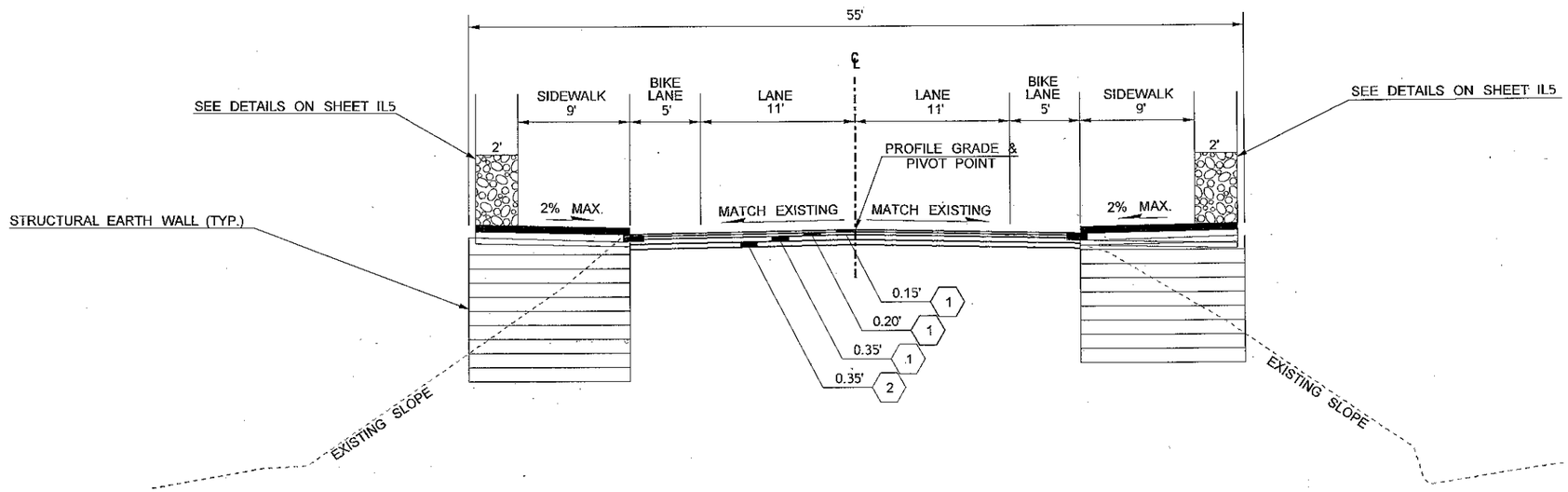
SR 203
COE-CLEMONS CREEK
CED

SUMMARY OF QUANTITIES

SQ3

1 HMA CL.1/2 IN. PG 64-22

2 CRUSHED SURFACING BASE COURSE



ROADWAY SECTION A

STA. M 11+92.00 TO STA. M 13+42.00

NOTES:

1. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS.
2. PROFILE GRADE & PIVOT POINT SHALL MATCH EXISTING (SEE SPECILA PROVISIONS XX).

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_05RS.dgn
TIME	8:28:44 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	J. KIM
ENTERED BY	J. KIM
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.	LOCATION NO.	

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

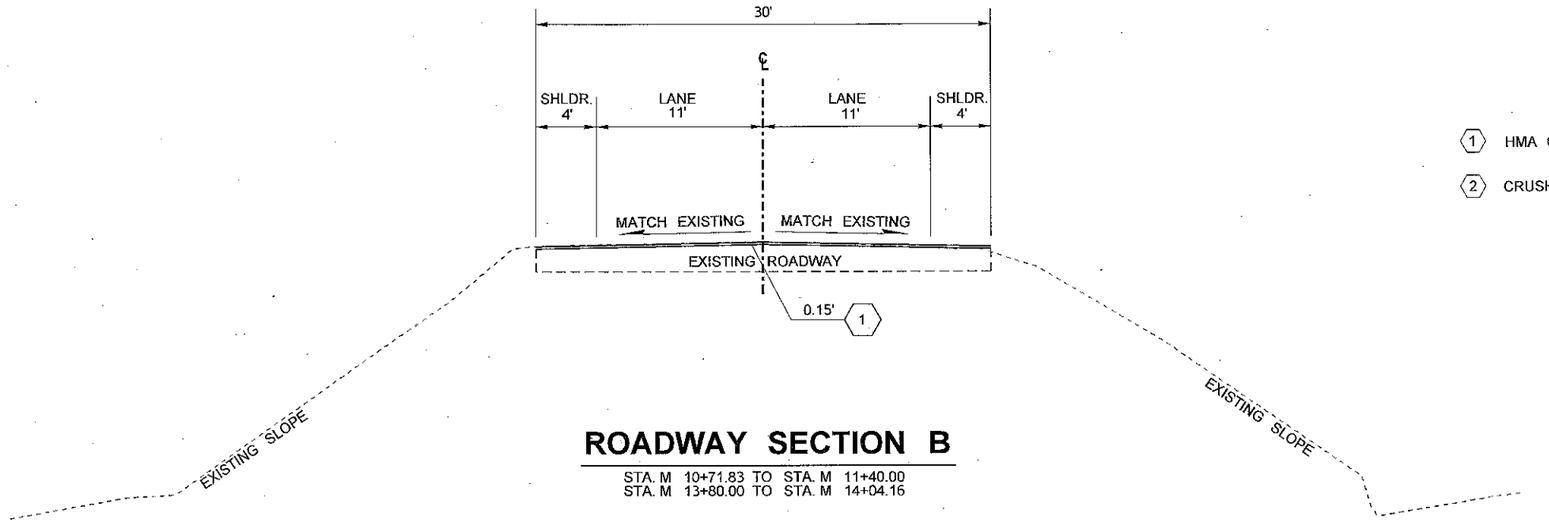
SR 203
COE-CLEMONS CREEK
CED

ROADWAY SECTIONS

Plot 1

PLAN REF NO RS1

SHEET 6 OF 37 SHEETS

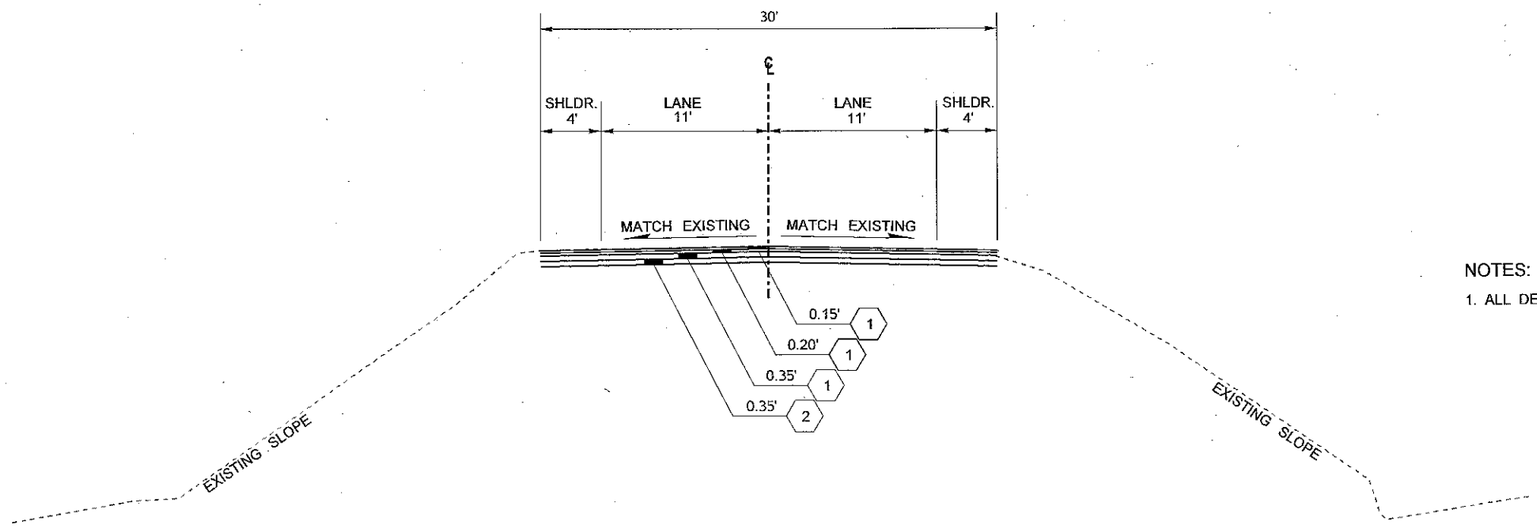


1 HMA CL.1/2 IN. PG 64-22

2 CRUSHED SURFACING BASE COURSE

ROADWAY SECTION B

STA. M 10+71.83 TO STA. M 11+40.00
STA. M 13+80.00 TO STA. M 14+04.16



NOTES:

1. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS.

ROADWAY SECTION C

STA. M 11+40.00 TO STA. M 11+92.00
STA. M 13+42.00 TO STA. M 13+80.00

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_05RS.dgn
TIME	8:26:21 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	J. KIM
ENTERED BY	J. KIM
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

REVISION | DATE | BY

REGION NO. 10 | STATE WASH | FED AID PROJ.NO.

JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

60% REVIEW

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

ROADWAY SECTIONS

Plot 2

PLAN REF NO RS2

SHEET 7 OF 37 SHEETS

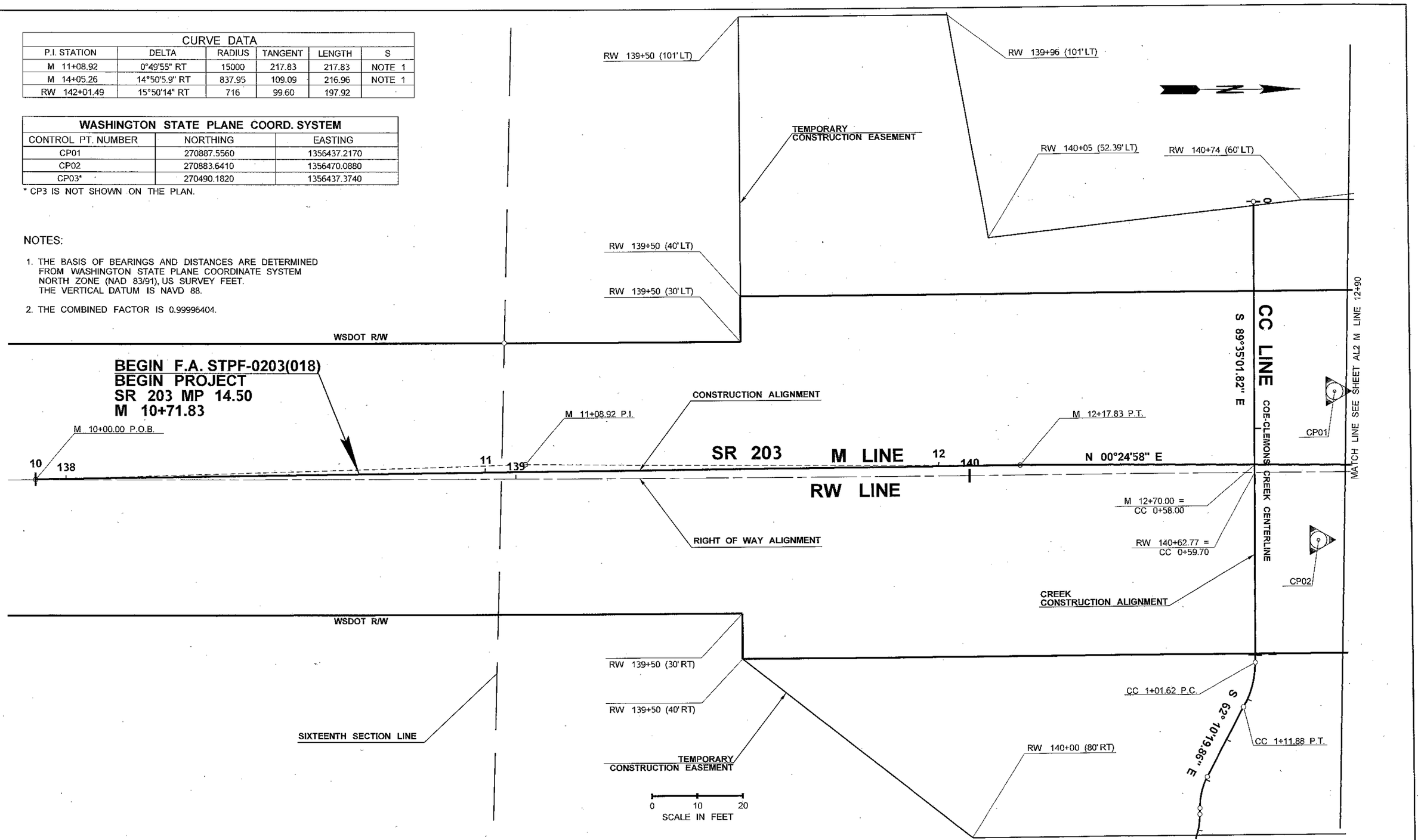
CURVE DATA					
P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	S
M 11+08.92	0°49'55" RT	15000	217.83	217.83	NOTE 1
M 14+05.26	14°50'5.9" RT	837.95	109.09	216.96	NOTE 1
RW 142+01.49	15°50'14" RT	716	99.60	197.92	

WASHINGTON STATE PLANE COORD. SYSTEM		
CONTROL PT. NUMBER	NORTHING	EASTING
CP01	270887.5560	1356437.2170
CP02	270883.6410	1356470.0880
CP03*	270490.1820	1356437.3740

* CP3 IS NOT SHOWN ON THE PLAN.

NOTES:

1. THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91), US SURVEY FEET. THE VERTICAL DATUM IS NAVD 88.
2. THE COMBINED FACTOR IS 0.99996404.



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DATE	3/13/2014				FED.AID PROJ.NO.
PLOTTED BY	walgame			JOB NUMBER 14A009	
DESIGNED BY	J. KIM				
ENTERED BY	J. KIM			CONTRACT NO.	LOCATION NO.
CHECKED BY	V. NESS				
PROJ. ENGR.	H. HUYNH				
REGIONAL ADM.	L. ENG	REVISION	DATE	BY	

60% REVIEW

P.E. STAMP BOX DATE

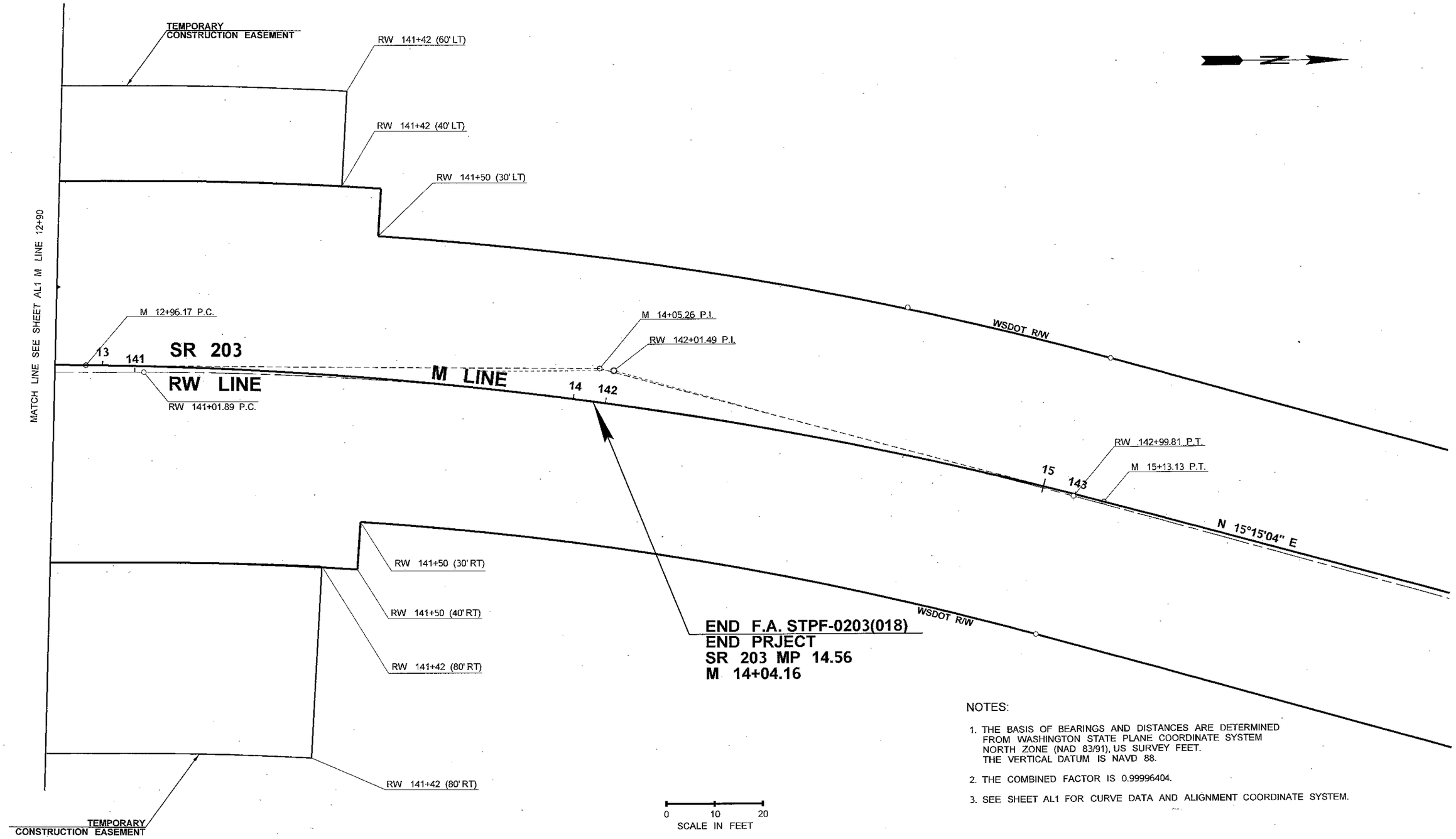
P.E. STAMP BOX DATE

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

ALIGNMENT / RIGHT OF WAY PLAN

Plot 1
PLAN REF NO AL1
SHEET 8 OF 37 SHEETS



NOTES:

1. THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91), US SURVEY FEET. THE VERTICAL DATUM IS NAVD 88.
2. THE COMBINED FACTOR IS 0.99996404.
3. SEE SHEET AL1 FOR CURVE DATA AND ALIGNMENT COORDINATE SYSTEM.

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TIME	2:40:39 PM
DATE	3/13/2014
PLOTTED BY	walgame
DESIGNED BY	J. KIM
ENTERED BY	J. KIM
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

REVISION | DATE | BY

60% REVIEW

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.

JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

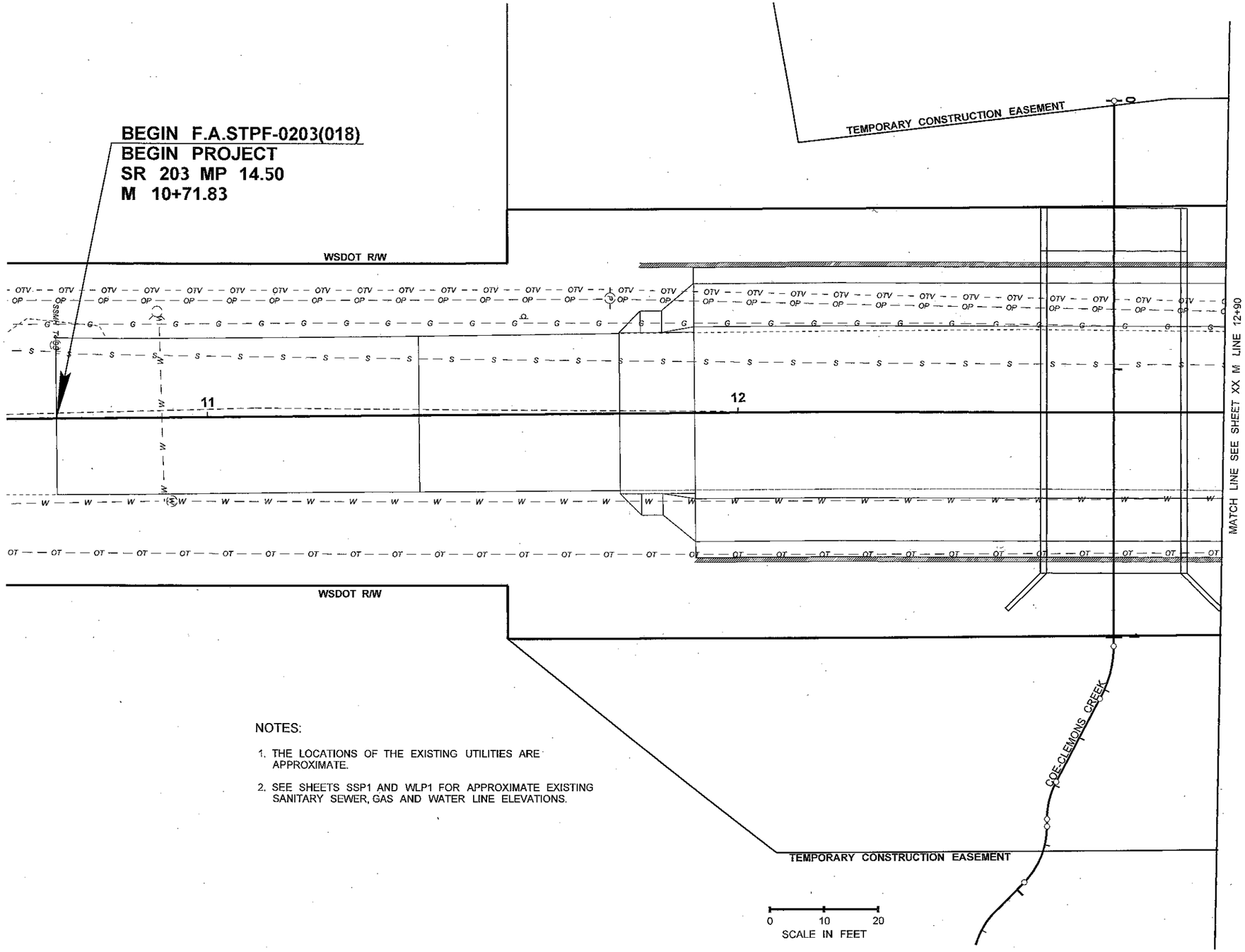
SR 203
COE-CLEMONS CREEK
CED

ALIGNMENT / RIGHT OF WAY PLAN

Plot 2

PLAN REF NO AL2

SHEET 9 OF 37 SHEETS



NOTES:

1. THE LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE.
2. SEE SHEETS SSP1 AND WLP1 FOR APPROXIMATE EXISTING SANITARY SEWER, GAS AND WATER LINE ELEVATIONS.

LEGEND

- G — — G -	EXISTING GAS LINE
- W — — W -	EXISTING WATER LINE
- S — — S -	EXISTING SANITARY SEWER
- OT — — OT -	EXISTING OVERHEAD TELEPHONE
- OP — — OP -	EXISTING OVERHEAD POWER
- OTV — — OTV -	EXISTING OVERHEAD TELEVISION
- - - - - - - - - -	EXISTING EDGE OF PAVEMENT
	EXISTING SIGN
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING SANITARY SEWER MANHOLE
	EXISTING POWER POLE
	EXISTING UTILITY POLE
	STRUCTURAL EARTH WALL
	PRECAST REINF. CONC. SPLIT BOX CULVERT

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_11UT.dgn
TIME	8:43:01 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	J. KIM
ENTERED BY	J. ROONEY
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.
JOB NUMBER 14A009
CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

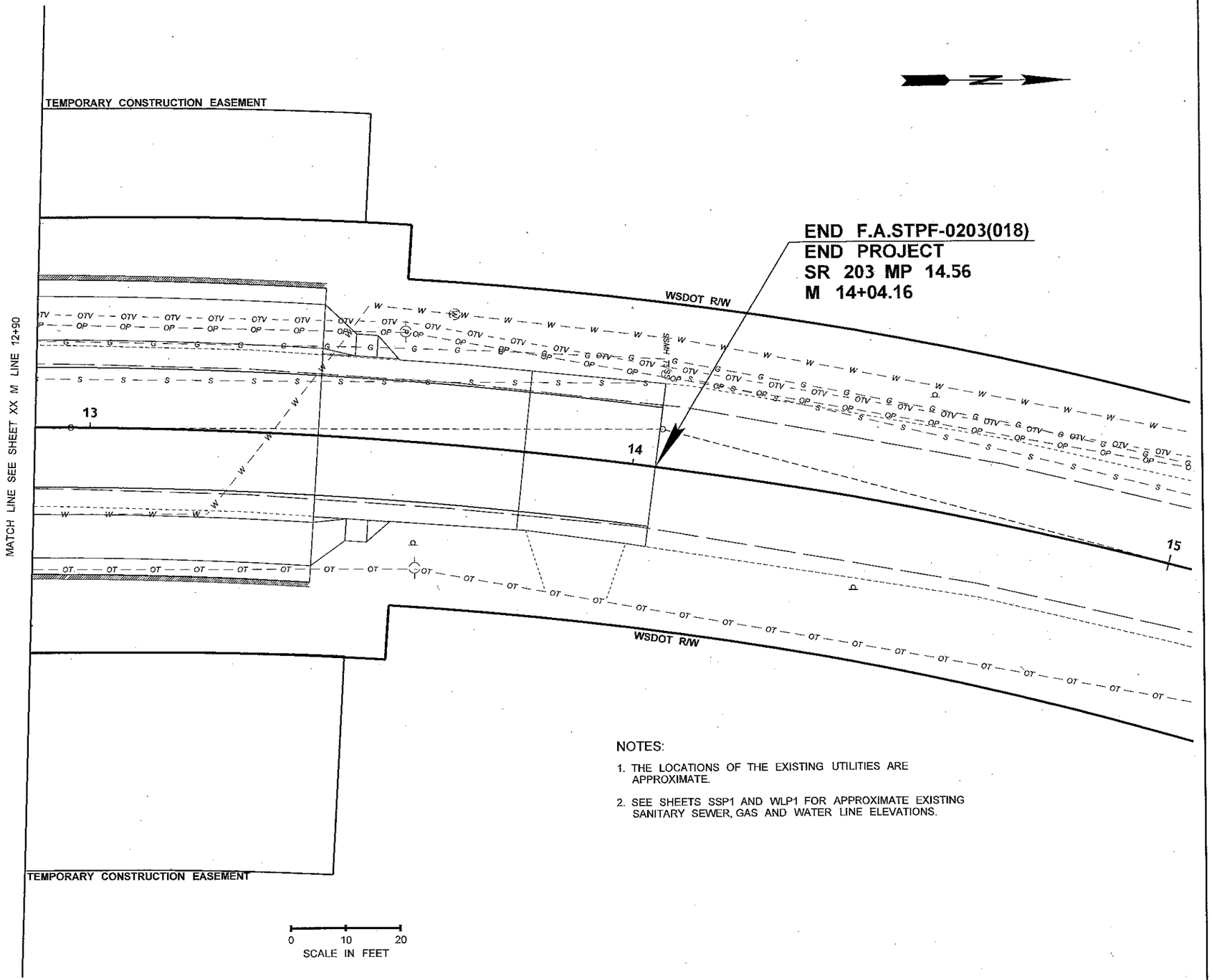
P.E. STAMP BOX DATE

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

EXISTING UTILITIES

Plot 1
PLAN REF NO UT1
SHEET 10 OF 37 SHEETS



LEGEND

- G — — G -	EXISTING GAS LINE
- W — — W -	EXISTING WATER LINE
- S — — S -	EXISTING SANITARY SEWER
- OT — — OT -	EXISTING OVERHEAD TELEPHONE
- OP — — OP -	EXISTING OVERHEAD POWER
- OTV — — OTV -	EXISTING OVERHEAD TELEVISION
- - - - - - - - - -	EXISTING EDGE OF PAVEMENT
	EXISTING SIGN
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING SANITARY SEWER MANHOLE
	EXISTING POWER POLE
	EXISTING UTILITY POLE
	STRUCTURAL EARTH WALL
	PRECAST REINF. CONC. SPLIT BOX CULVERT

NOTES:

1. THE LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE.
2. SEE SHEETS SSP1 AND WLP1 FOR APPROXIMATE EXISTING SANITARY SEWER, GAS AND WATER LINE ELEVATIONS.

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_11UT.dgn
TIME	8:43:02 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	J. KIM
ENTERED BY	J. ROONEY
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.		LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

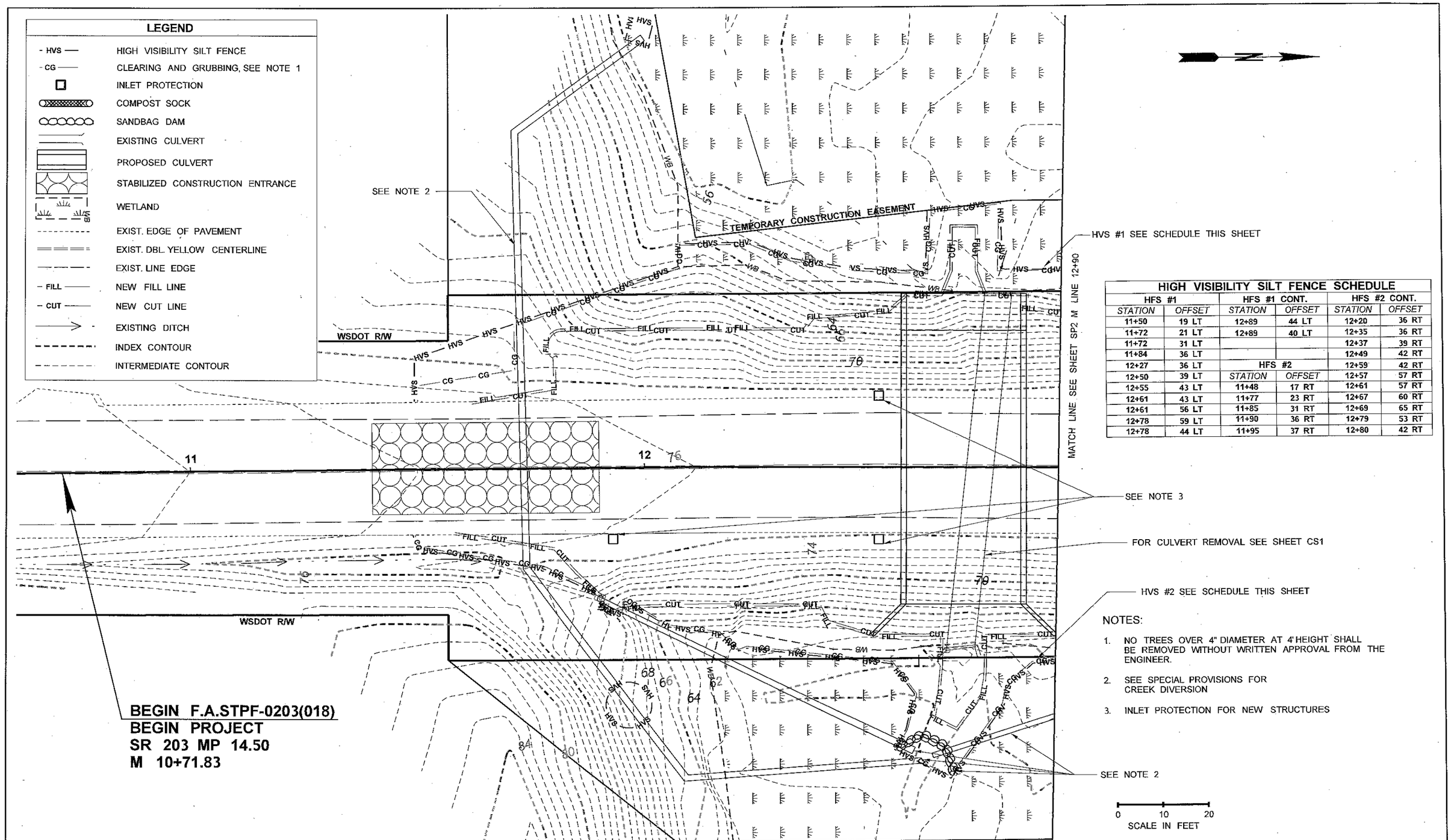
SR 203
COE-CLEMONS CREEK
CED

EXISTING UTILITIES

Plot 2
PLAN REF NO UT2
SHEET 11 OF 37 SHEETS

LEGEND

HVS	HIGH VISIBILITY SILT FENCE
CG	CLEARING AND GRUBBING, SEE NOTE 1
	INLET PROTECTION
	COMPOST SOCK
	SANDBAG DAM
	EXISTING CULVERT
	PROPOSED CULVERT
	STABILIZED CONSTRUCTION ENTRANCE
WB	WETLAND
	EXIST. EDGE OF PAVEMENT
	EXIST. DBL. YELLOW CENTERLINE
	EXIST. LINE EDGE
FILL	NEW FILL LINE
CUT	NEW CUT LINE
	EXISTING DITCH
	INDEX CONTOUR
	INTERMEDIATE CONTOUR



HIGH VISIBILITY SILT FENCE SCHEDULE

HFS #1		HFS #1 CONT.		HFS #2 CONT.	
STATION	OFFSET	STATION	OFFSET	STATION	OFFSET
11+50	19 LT	12+89	44 LT	12+20	36 RT
11+72	21 LT	12+89	40 LT	12+35	36 RT
11+72	31 LT			12+37	39 RT
11+84	36 LT			12+49	42 RT
12+27	36 LT	HFS #2		12+59	42 RT
12+50	39 LT	STATION	OFFSET	12+57	57 RT
12+55	43 LT	11+48	17 RT	12+61	57 RT
12+61	43 LT	11+77	23 RT	12+67	60 RT
12+61	56 LT	11+85	31 RT	12+69	65 RT
12+78	59 LT	11+90	36 RT	12+79	53 RT
12+78	44 LT	11+95	37 RT	12+80	42 RT

NOTES:

1. NO TREES OVER 4" DIAMETER AT 4' HEIGHT SHALL BE REMOVED WITHOUT WRITTEN APPROVAL FROM THE ENGINEER.
2. SEE SPECIAL PROVISIONS FOR CREEK DIVERSION
3. INLET PROTECTION FOR NEW STRUCTURES

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_14TESC.dgn
TIME	8:52:18 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	E. WALGAMOTT
ENTERED BY	E. WALGAMOTT
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION | DATE | BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.

JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

TESC & SITE PREP PLANS

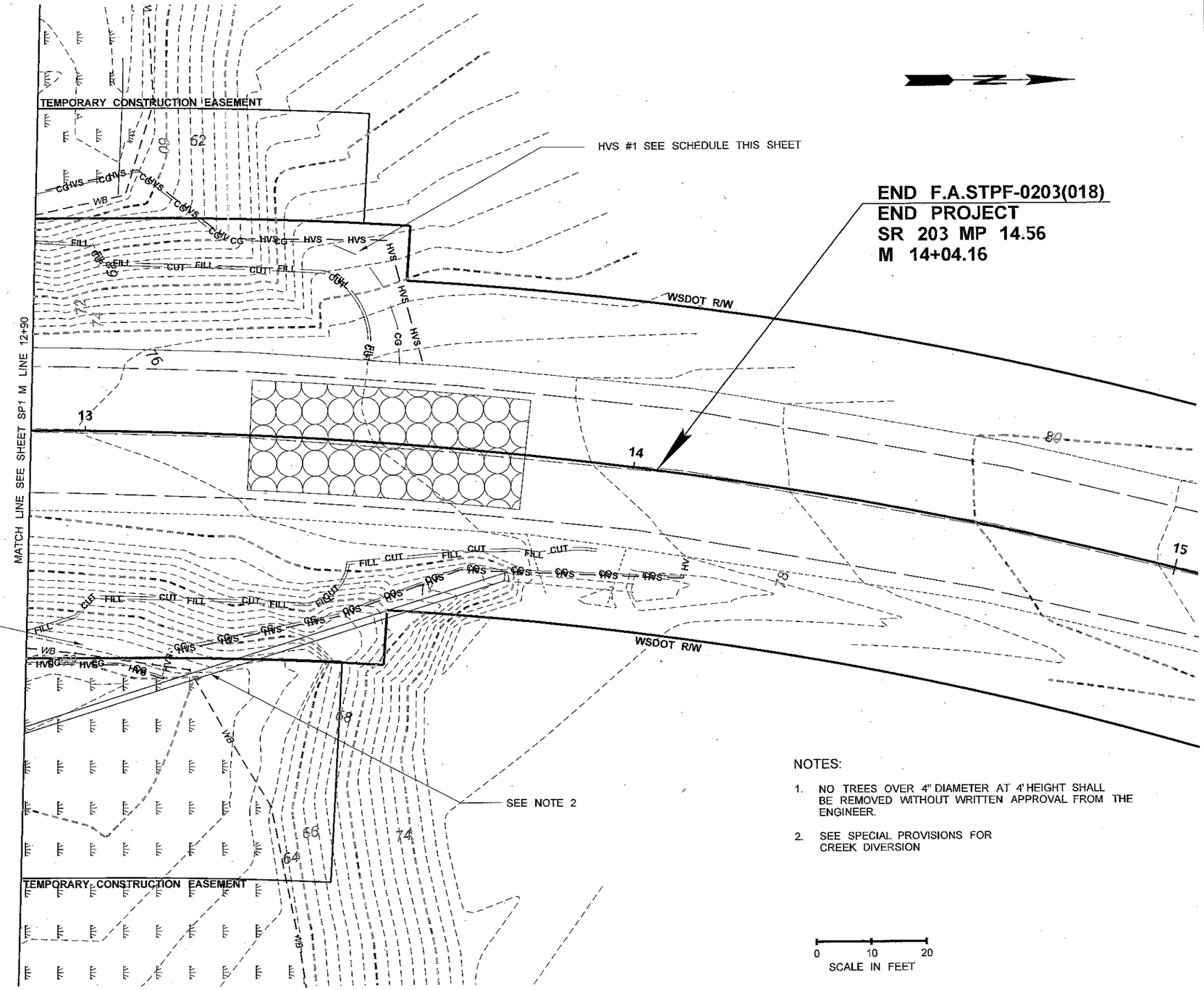
Plot 1

PLAN REF NO SP1

SHEET 12 OF 37 SHEETS

LEGEND

HVS	HIGH VISIBILITY SILT FENCE
CG	CLEARING AND GRUBBING, SEE NOTE 1
	INLET PROTECTION
	COMPOST SOCK
	SANDBAG DAM
	EXISTING CULVERT
	PROPOSED CULVERT
	STABILIZED CONSTRUCTION ENTRANCE
WB	WETLAND
	EXIST. EDGE OF PAVEMENT
	EXIST. DBL. YELLOW CENTERLINE
	EXIST. LINE EDGE
FILL	NEW FILL LINE
CUT	NEW CUT LINE
	EXISTING DITCH
	INDEX CONTOUR
	INTERMEDIATE CONTOUR



NOTES:

1. NO TREES OVER 4" DIAMETER AT 4' HEIGHT SHALL BE REMOVED WITHOUT WRITTEN APPROVAL FROM THE ENGINEER.
2. SEE SPECIAL PROVISIONS FOR CREEK DIVERSION

0 10 20
SCALE IN FEET

HIGH VISIBILITY SILT FENCE SCHEDULE

HFS #1		HFS #2	
STATION	*OFFSET*	*STATION*	*OFFSET*
13+00	40 LT	12+80	42 RT
13+07	35 LT	12+89	42 RT
13+41	36 LT	13+04	35 RT
13+53	28 LT	13+42	36 RT
13+58	15 LT	13+55	27 RT
		13+79	24 RT
		14+04	20 RT

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_14TESC.dgn
TIME	8:52:19 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	E. WALGAMOTT
ENTERED BY	E. WALGAMOTT
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION | DATE | BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.

JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

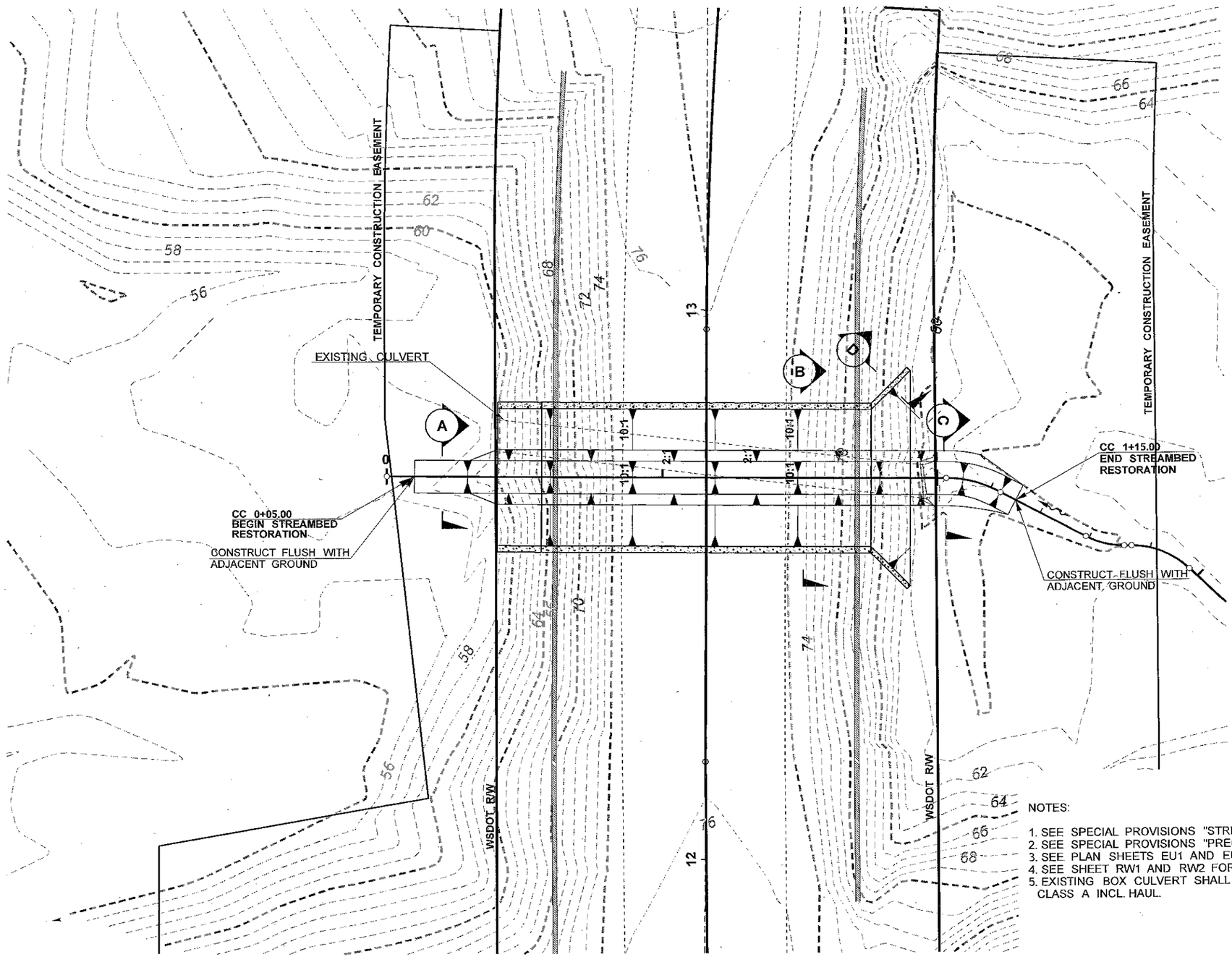
SR 203
COE-CLEMONS CREEK
CED

TESC & SITE PREP PLANS

Plot 2

PLAN REF NO SP2

SHEET 13 OF 37 SHEETS



N

0 10 20
SCALE IN FEET

LEGEND

- STRUCTURAL EARTH WALL
- PRECAST REINF. CONC. SPLIT BOX CULVERT
- STREAMBED GRADE
- STREAMBED RESTORATION
- INDEX CONTOUR
- INTERMEDIATE CONTOUR
- EXISTING EDGE OF PAVEMENT
- CROSS SECTION MARKER

NOTES:

1. SEE SPECIAL PROVISIONS "STREAMBED MATERIALS" FOR REQUIREMENTS.
2. SEE SPECIAL PROVISIONS "PRECAST REINF. CONC. SPLIT BOX CULVERT".
3. SEE PLAN SHEETS EU1 AND EU2 FOR EXISTING UTILITY INFORMATION.
4. SEE SHEET RW1 AND RW2 FOR WALL DETAILS.
5. EXISTING BOX CULVERT SHALL BE REMOVED AS STRUCTURE EXCAVATION CLASS A INCL. HAUL.

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_STREAM PROFILE.dgn
TIME	4:25:15 PM
DATE	3/13/2014
PLOTTED BY	walgame
DESIGNED BY	C. KRAMER
ENTERED BY	J. KIM
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		LOCATION NO.

CASEY M. KRAMER — STATE OF WASHINGTON — 44535 — REGISTERED PROFESSIONAL ENGINEER

DATE
P.E. STAMP BOX

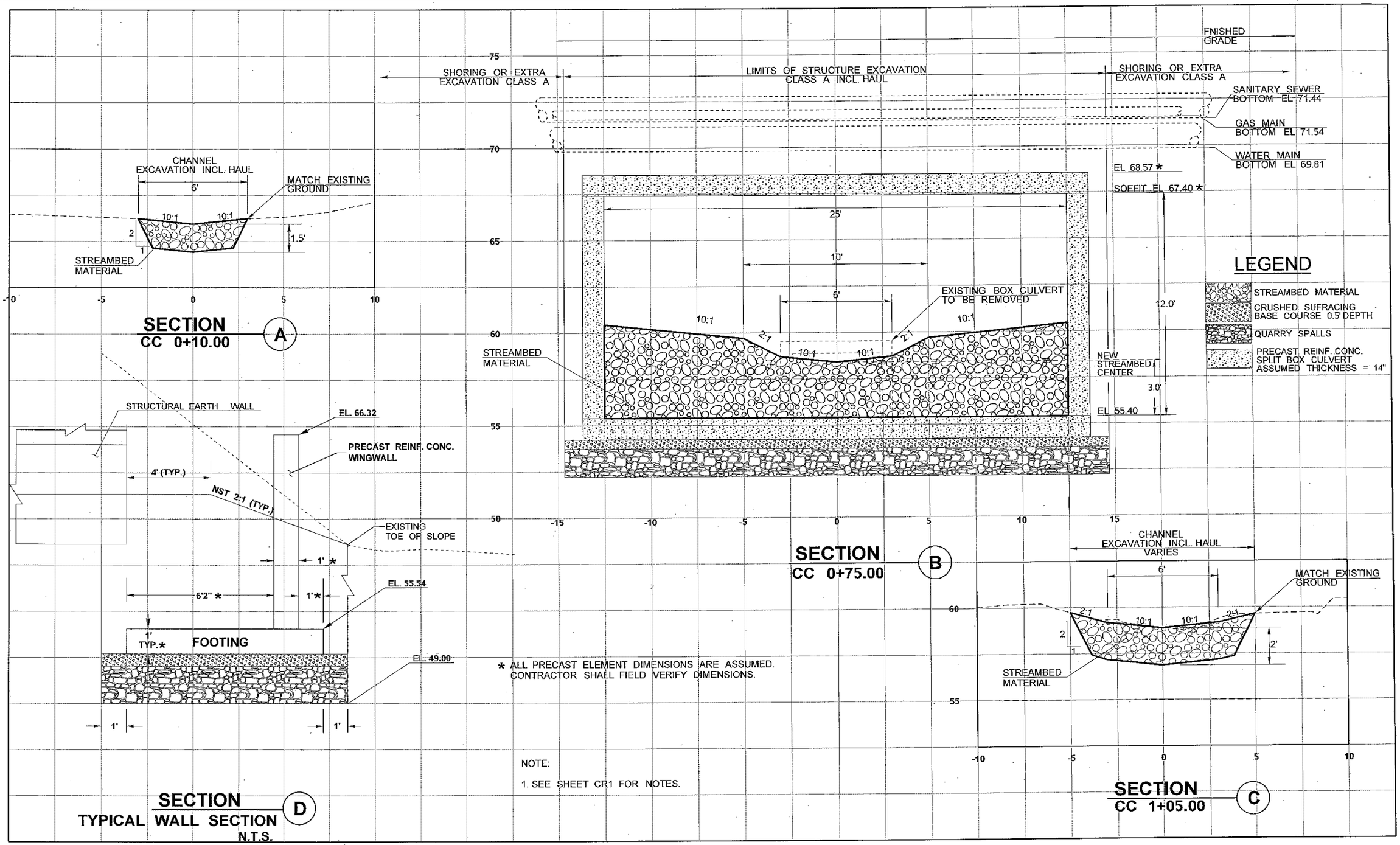
DATE
P.E. STAMP BOX

Washington State
Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

CULVERT REPLACEMENT PLAN

Plot 21
PLAN REF NO
CR1
SHEET 14 OF 37 SHEETS



NOTE:

1. SEE SHEET CR1 FOR NOTES.

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DATE	3/13/2014				
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DESIGNED BY	C. KRAMER				
ENTERED BY	J. KIM				
CHECKED BY	V. NESS				
PROJ. ENGR.	H. HUYNH				
REGIONAL ADM.	L. ENG	REVISION	DATE	BY	

60% REVIEW

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		LOCATION NO.

CASEY M. KRAMER — STATE OF WASHINGTON — 44535 — REGISTERED PROFESSIONAL ENGINEER

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

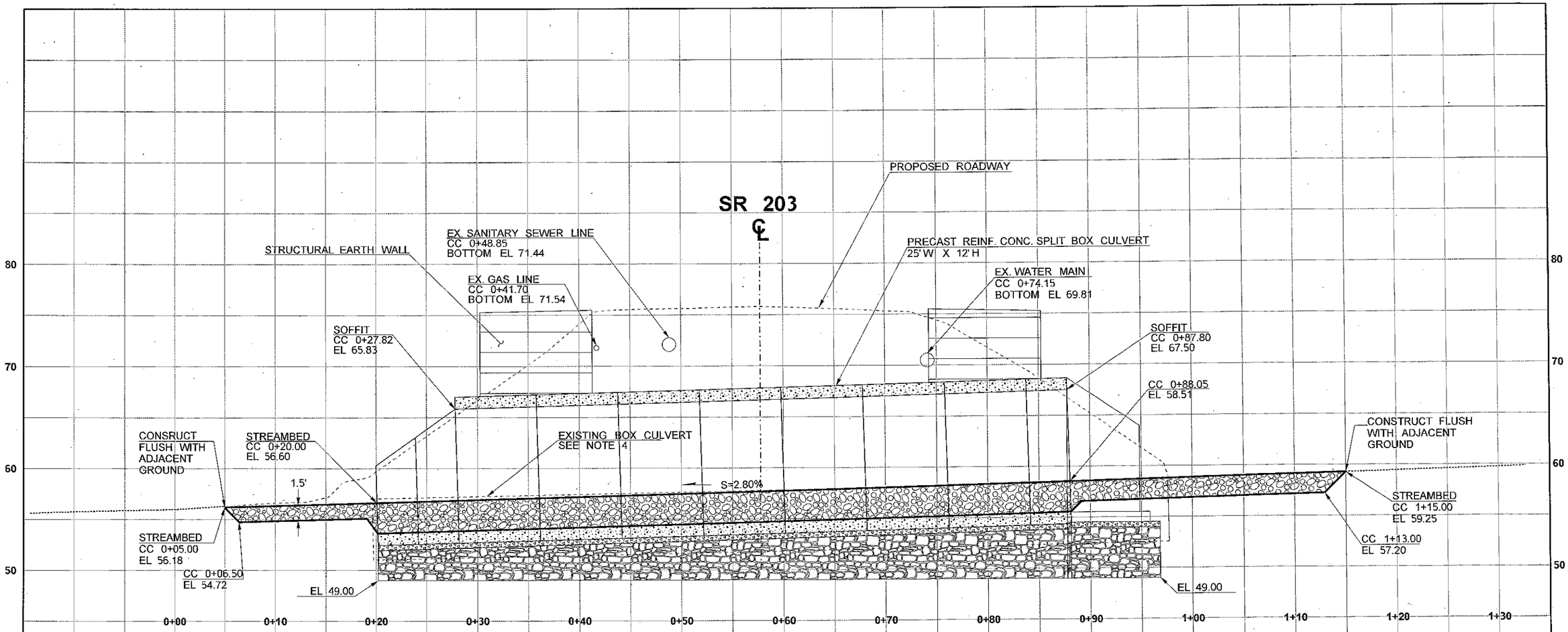
SR 203
COE-CLEMONS CREEK
CED

CULVERT SECTIONS

Plot 11

PLAN REF. NO. CS1

SHEET 15 OF 37 SHEETS



PRECAST REINF. CONC. SPLIT BOX CULVERT NO. 1
STREAMBED MATERIAL XXX TONS
CRUSHED SURFACING BASE COURSE XXX TONS
QUARRY SPALLS XXX TONS
STRUCTURE EXCAVATION CLASS A INCL. HAUL XXX CY

NOTES:

1. SEE SPECIAL PROVISIONS "STREAMBED MATERIALS" FOR REQUIREMENTS.
2. SEE SPECIAL PROVISIONS "PRECAST REINF. CONC. SPLIT BOX CULVERT".
3. ALL PRECAST ELEMENT DIMENSIONS ARE ASSUMED. CONTRACTOR SHALL VERIFY DIMENSIONS.
4. EXISTING BOX CULVERT WILL BE REMOVED AS STRUCTURE EXCAVATION CLASS A INCL. HAUL.
5. SEE SHEETS EU1 AND EU2 FOR EXISTING UTILITY INFORMATION.
6. SEE SHEETS UR1 AND UR2 FOR WATER LINE AND SANITARY SEWER RELOCATIONS
7. GAS LINES WILL BE RELOCATED BY OTHERS.

STRUCTURE PROFILE

LEGEND

- STREAMBED MATERIAL
- CRUSHED SUFRACING BASE COURSE 0.5' DEPTH
- QUARRY SPALLS
- PRECAST REINF. CONC. SPLIT BOX CULVERT ASSUMED THICKNESS = 14"

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_STREAM PROFILE.dgn
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DATE	3/13/2014
PLOTTED BY	walgame
DESIGNED BY	C. KRAMER
ENTERED BY	J. KIM
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	

JOB NUMBER

CONTRACT NO. LOCATION NO.

CASEY M. KRAMER — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

P.E. STAMP BOX DATE

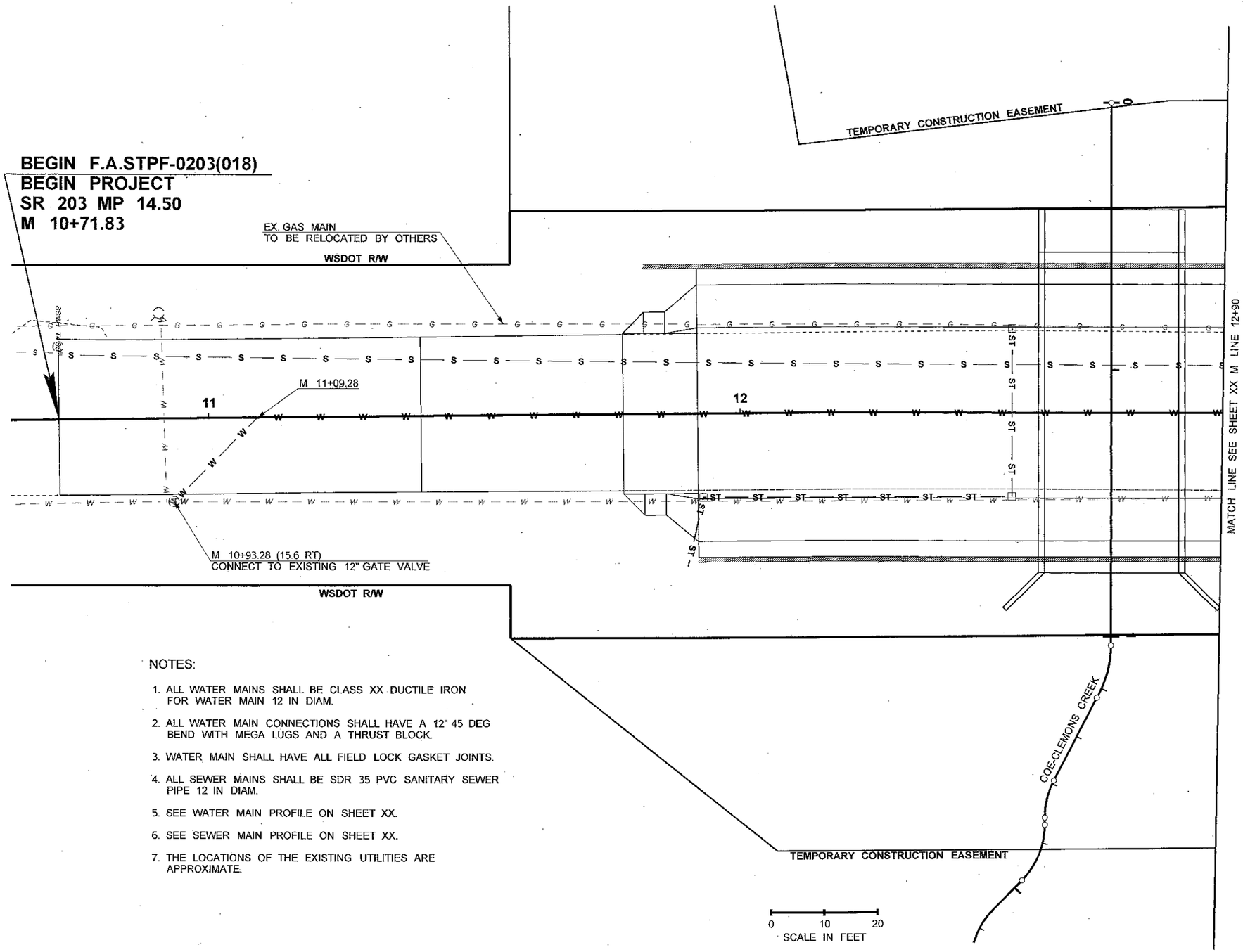
P.E. STAMP BOX DATE

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

CULVERT PROFILE

Plot 13
PLAN REF. NO. CP1
SHEET 16 OF 37 SHEETS



NOTES:

1. ALL WATER MAINS SHALL BE CLASS XX DUCTILE IRON FOR WATER MAIN 12 IN DIAM.
2. ALL WATER MAIN CONNECTIONS SHALL HAVE A 12" 45 DEG BEND WITH MEGA LUGS AND A THRUST BLOCK.
3. WATER MAIN SHALL HAVE ALL FIELD LOCK GASKET JOINTS.
4. ALL SEWER MAINS SHALL BE SDR 35 PVC SANITARY SEWER PIPE 12 IN DIAM.
5. SEE WATER MAIN PROFILE ON SHEET XX.
6. SEE SEWER MAIN PROFILE ON SHEET XX.
7. THE LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE.

LEGEND

- G — — G -	EXIST. GAS LINE
- W — — W -	EXIST. WATER LINE
- S — — S -	EXIST. SANITARY SEWER
- W —— W -	WATER LINE
- S —— S -	SANITARY SEWER
- - - - - - - - - -	EXISTING EDGE OF PAVEMENT
- ST —— ST -	STORM SEWER LINE
□	CATCH BASIN
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING SANITARY SEWER MANHOLE
	STRUCTURAL EARTH WALL
	PRECAST REINF. CONC. SPLIT BOX CULVERT

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_21UT.dgn
TIME	9:21:47 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	J. KIM
ENTERED BY	J. KIM
CHECKED BY	B. BENSON
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.		LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

UTILITY RELOCATION PLAN

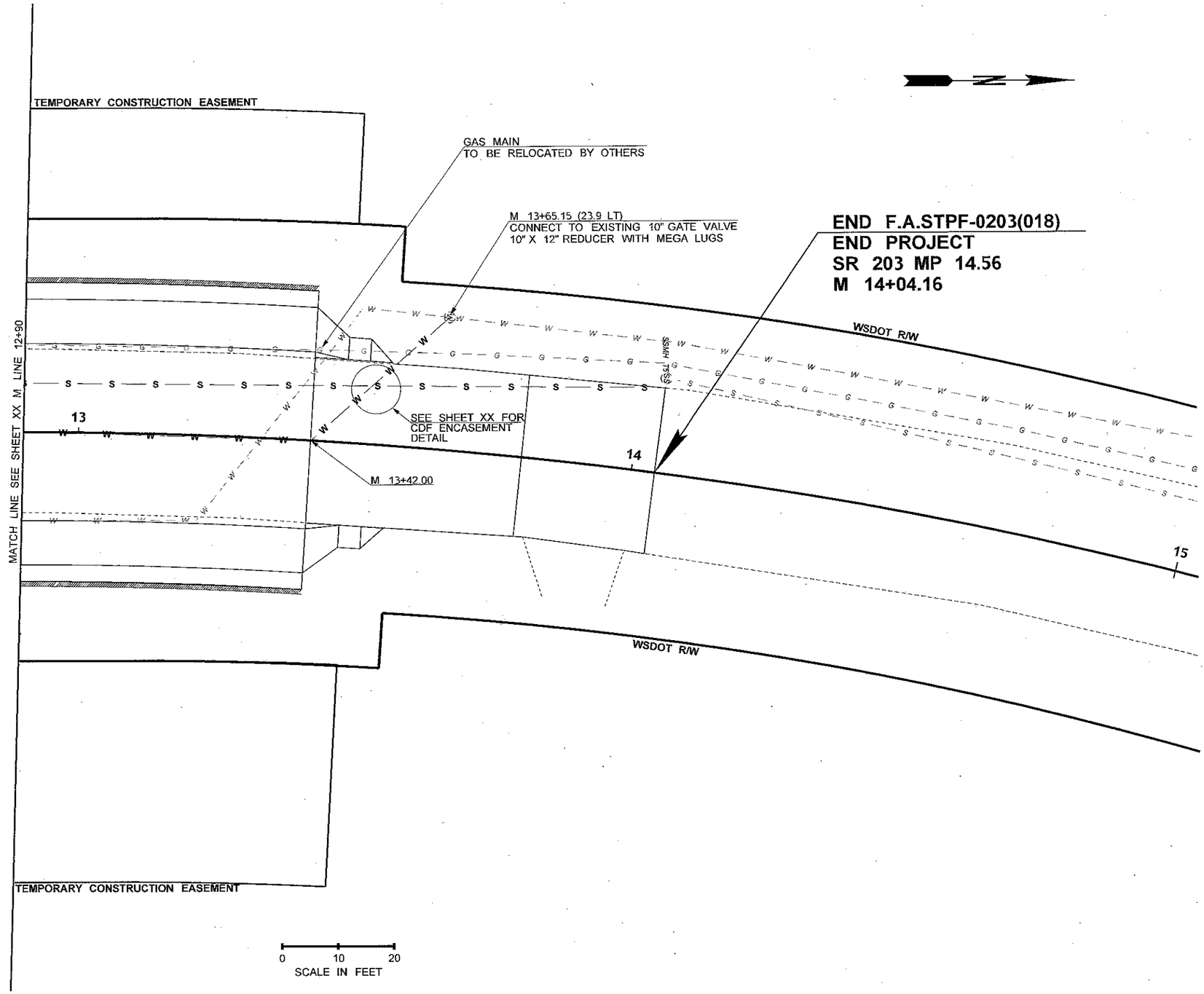
Plot 1
PLAN REF NO UR1
SHEET 17 OF 37 SHEETS

LEGEND

- EXIST. GAS LINE
- EXIST. WATER LINE
- EXIST. SANITARY SEWER
- WATER LINE
- SANITARY SEWER
- EXISTING EDGE OF PAVEMENT
- STORM SEWER LINE
- CATCH BASIN
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE BOX
- EXISTING SANITARY SEWER MANHOLE
- STRUCTURAL EARTH WALL

NOTES:

1. ALL WATER MAINS SHALL BE CLASS XX DUCTILE IRON FOR WATER MAIN 12 IN DIAM.
2. ALL WATER MAIN CONNECTIONS SHALL HAVE A 12" 45 DEG BEND WITH MEGA LUGS AND A THRUST BLOCK.
3. WATER MAIN SHALL HAVE ALL FIELD LOCK GASKET JOINTS.
4. ALL SEWER MAINS SHALL BE SDR 35 PVC SANITARY SEWER PIPE 12 IN DIAM.
5. SEE WATER MAIN PROFILE ON SHEET XX.
6. SEE SEWER MAIN PROFILE ON SHEET XX.
7. THE LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE.



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DESIGNED BY	J. KIM
ENTERED BY	J. KIM
CHECKED BY	B. BENSON
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION | DATE | BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.

JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State Department of Transportation

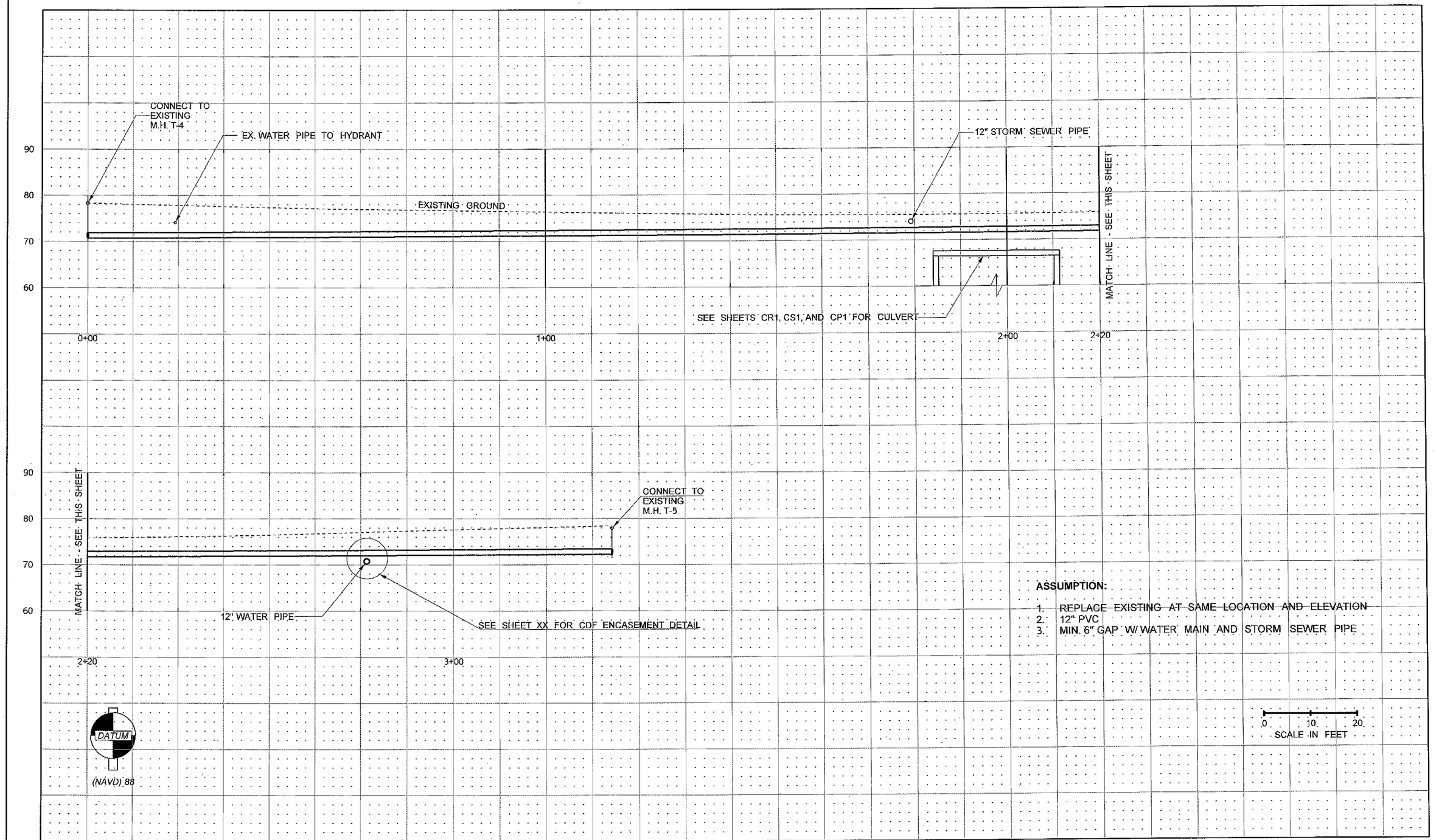
SR 203
COE-CLEMONS CREEK
CED

UTILITY RELOCATION PLAN

Plot 2

PLAN REF NO UR2

SHEET 18 OF 37 SHEETS



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DESIGNED BY	J. KIM
ENTERED BY	J. KIM
CHECKED BY	B. BENSON
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

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REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.		LOCATION NO.

P.E. STAMP BOX DATE

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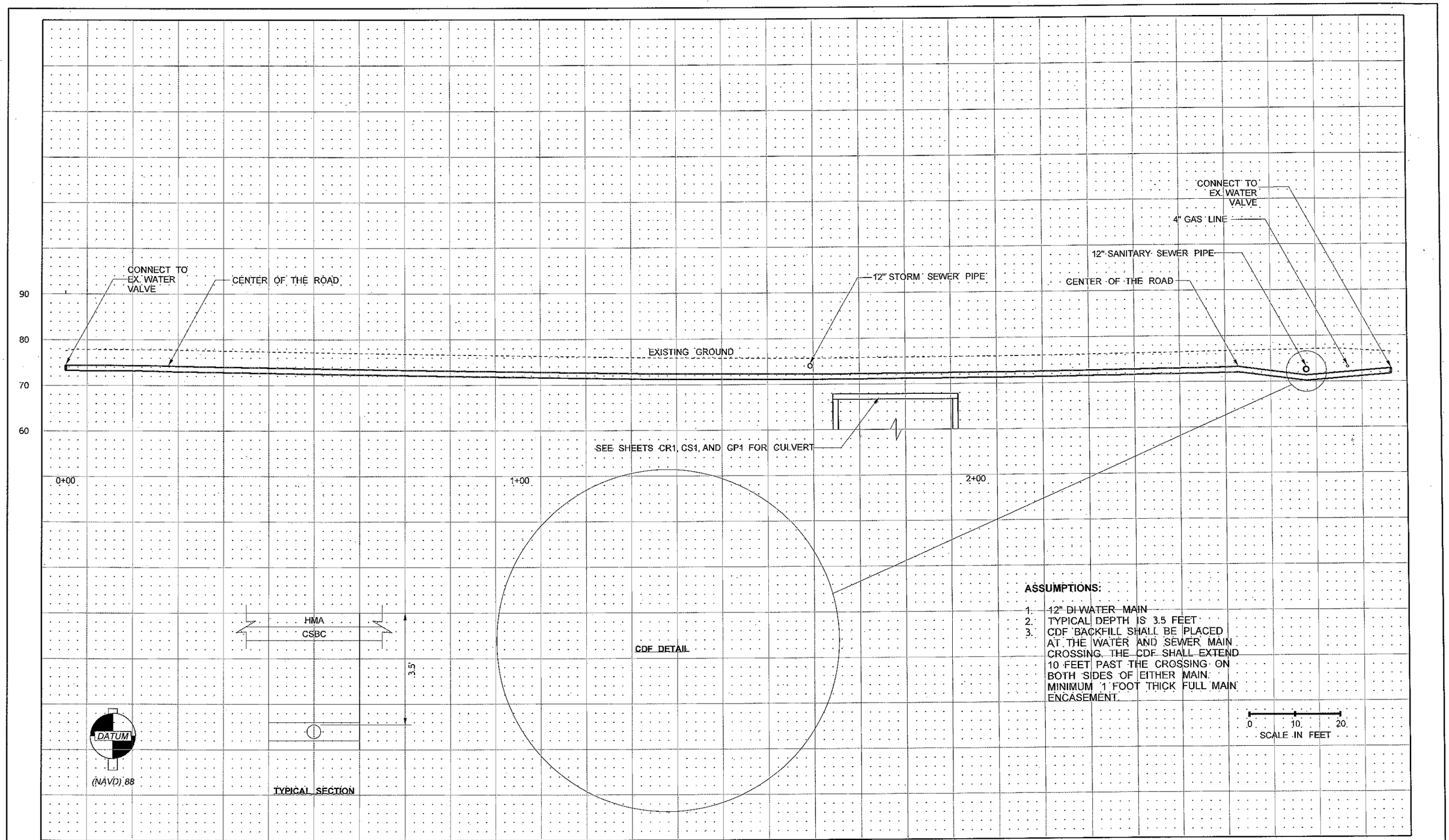
SR 203
COE-CLEMONS CREEK
CED

SANITARY SEWER RELOCATION PROFILE

Plot 3

PLAN REF. NO. SSP1

SHEET 19 OF 37 SHEETS



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DESIGNED BY	J. KIM
ENTERED BY	J. KIM
CHECKED BY	B. BENSON
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

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JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

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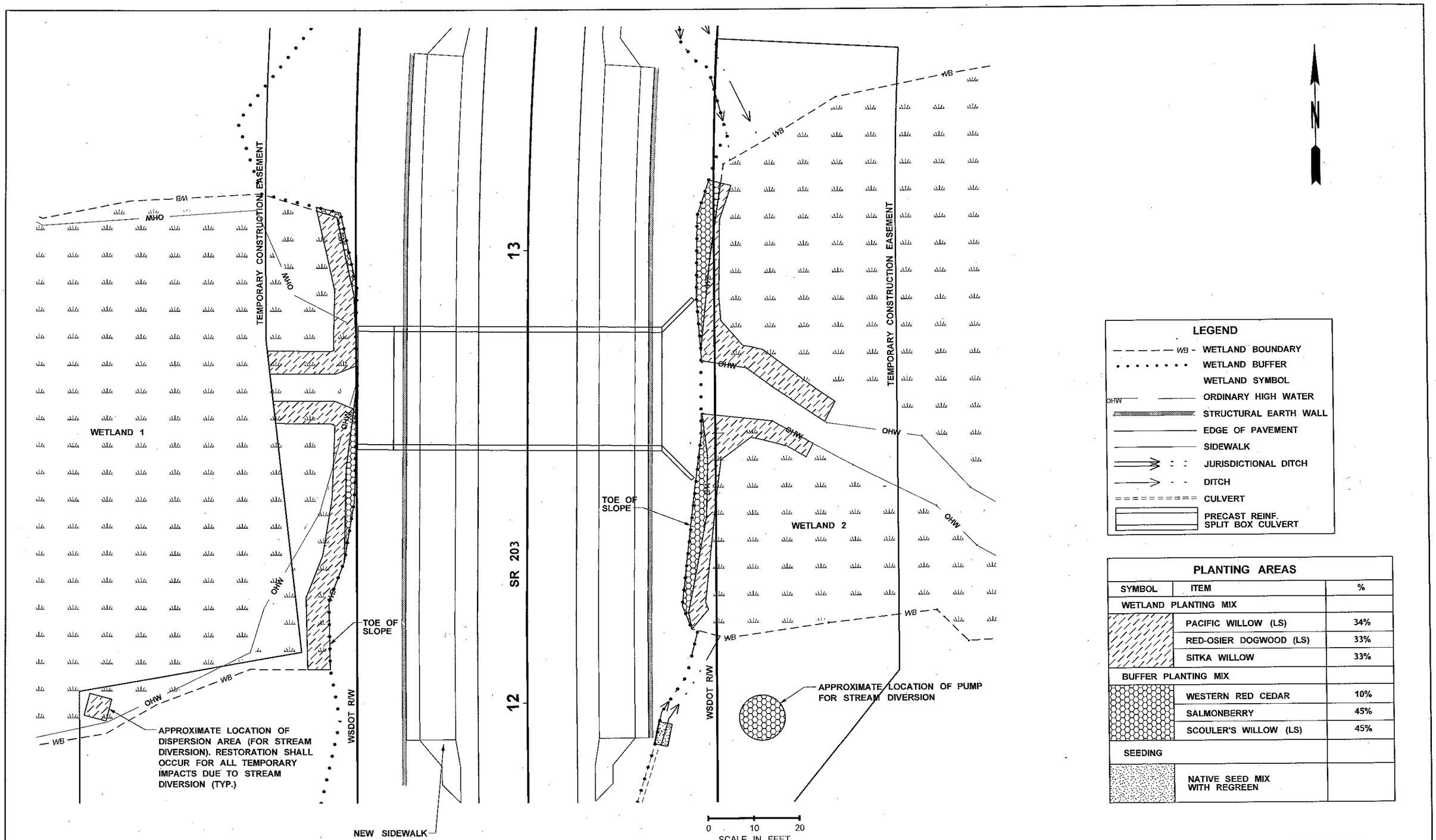
WATER LINE RELOCATION PROFILE

Plot 4

PLAN REF. NO. WLP1

SHEET 20 OF 37 SHEETS



PLANTING AREAS		
SYMBOL	ITEM	%
WETLAND PLANTING MIX		
	PACIFIC WILLOW (LS)	34%
	RED-OSIER DOGWOOD (LS)	33%
	SITKA WILLOW	33%
BUFFER PLANTING MIX		
	WESTERN RED CEDAR	10%
	SALMONBERRY	45%
	SCOULER'S WILLOW (LS)	45%
SEEDING		
	NATIVE SEED MIX WITH REGREEN	

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_LS.dgn
TIME	4:34:52 PM
DATE	3/13/2014
PLOTTED BY	walgame
DESIGNED BY	I. ARLENE
ENTERED BY	K.F.McLEAN
CHECKED BY	D. PETERS
PROJ. ENGR.	D. PETERSON
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	

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COE-CLEMONS CREEK
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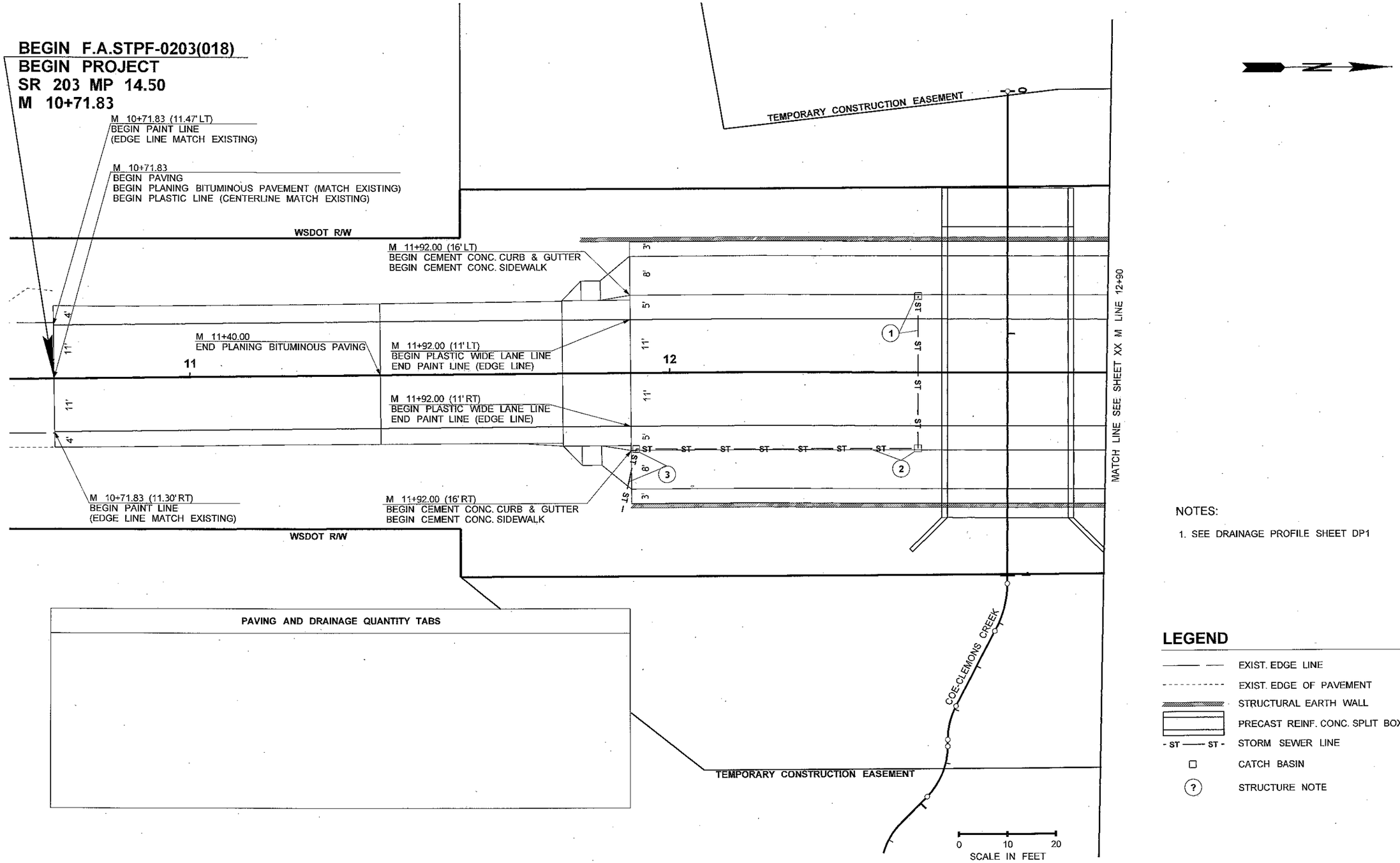
PLANTING PLAN

Plot 1
PLAN REF NO
PL1
SHEET 21 OF 37 SHEETS

BEGIN F.A.STPF-0203(018)
BEGIN PROJECT
SR 203 MP 14.50
M 10+71.83

M 10+71.83 (11.47' LT)
BEGIN PAINT LINE
(EDGE LINE MATCH EXISTING)

M 10+71.83
BEGIN PAVING
BEGIN PLANING BITUMINOUS PAVEMENT (MATCH EXISTING)
BEGIN PLASTIC LINE (CENTERLINE MATCH EXISTING)



NOTES:

1. SEE DRAINAGE PROFILE SHEET DP1

PAVING AND DRAINAGE QUANTITY TABS

LEGEND

——— ——	EXIST. EDGE LINE
- - - - - - - - - -	EXIST. EDGE OF PAVEMENT
▨	STRUCTURAL EARTH WALL
▭	PRECAST REINF. CONC. SPLIT BOX CULVERT
- ST —— ST -	STORM SEWER LINE
□	CATCH BASIN
(?)	STRUCTURE NOTE

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_28PV.dgn
TIME	9:29:43 AM
DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	J. KIM
ENTERED BY	J. ROONEY
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO. 10 | STATE WASH | FED.AID PROJ.NO.
JOB NUMBER 14A009
CONTRACT NO. | LOCATION NO.

P.E. STAMP BOX DATE

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Department of Transportation

SR 203
COE-CLEMONS CREEK
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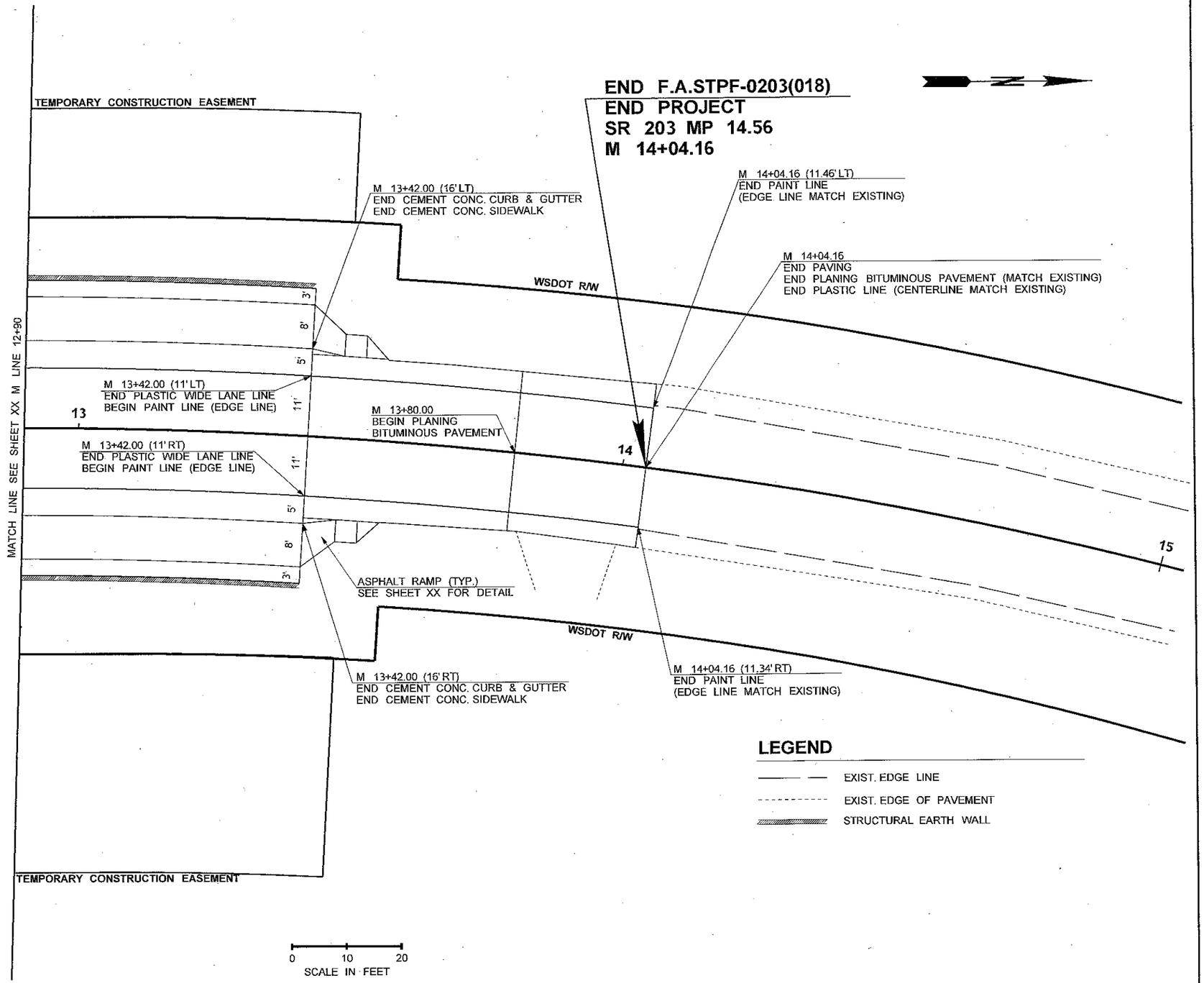
PAVING AND DRAINAGE PLAN

Plot 1
PLAN REF NO
PV1
SHEET 22 OF 37 SHEETS



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DESIGNED BY	J. KIM
ENTERED BY	J. ROONEY
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.		LOCATION NO.

P.E. STAMP BOX DATE

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Washington State Department of Transportation

SR 203
COE-CLEMONS CREEK
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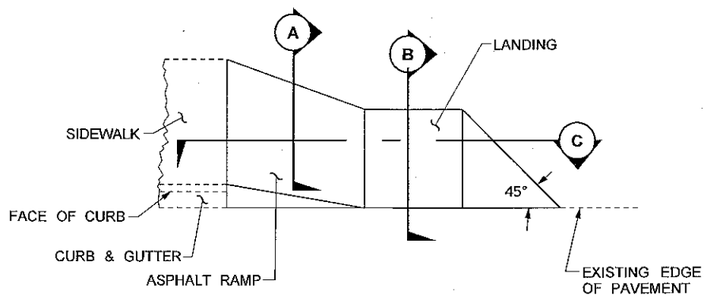
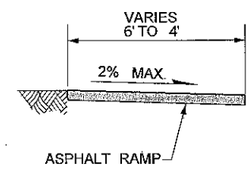
PAVING AND DRAINAGE PLAN

Plot 2
PLAN REF NO
PV2
SHEET 23 OF 37 SHEETS



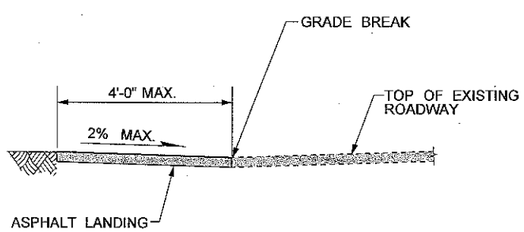
PLAN VIEW



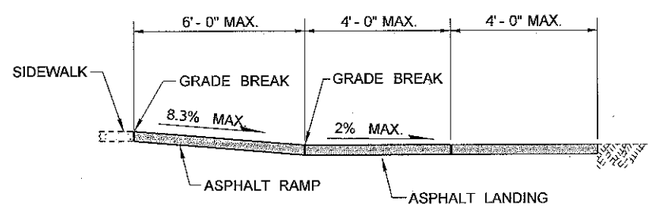
SECTION (A)

NOTES

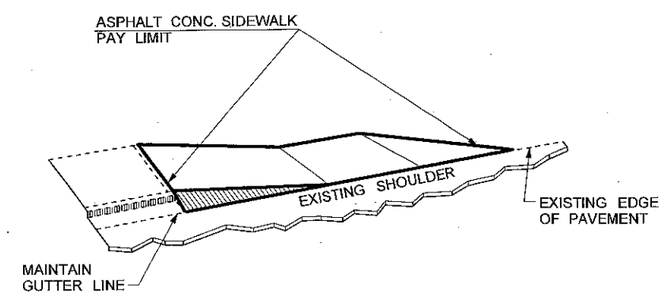
1. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
2. THE ASPHALT RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX. LENGTH, THE RUNNING SLOPE OF THE ASPHALT RAMP SHALL BE AS FLAT AS FEASIBLE.



SECTION (B)



SECTION (C)



ISOMETRIC VIEW

ASPHALT CONCRETE SIDEWALK DETAIL

NOT TO SCALE

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TIME	9:32:13 AM			REGION NO.	STATE	FED.AID PROJ.NO.	
DATE	3/14/2014			10	WASH		
PLOTTED BY	kimjc			JOB NUMBER			
DESIGNED BY	J. ROONEY			14A009			
ENTERED BY	K.F.McLEAN			CONTRACT NO.		LOCATION NO.	
CHECKED BY	V. NESS						
PROJ. ENGR.	H. HUYNH						
REGIONAL ADM.	L. ENG	REVISION	DATE	BY			

60% REVIEW

P.E. STAMP BOX DATE

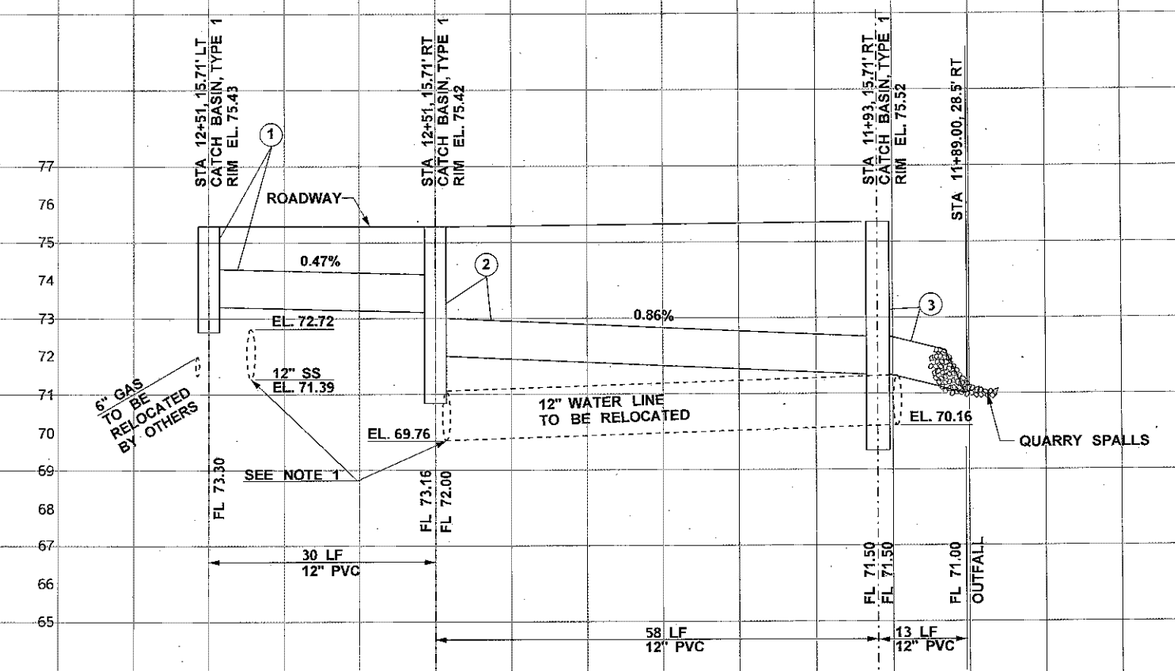
P.E. STAMP BOX DATE

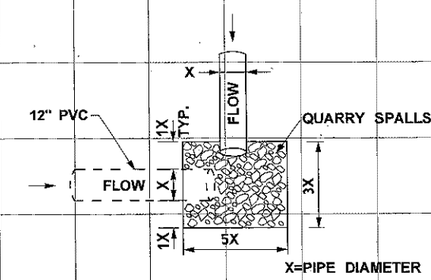
Washington State
Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

PAVING DETAILS

Plot 1
PLAN REF NO
PVD1
SHEET 24 OF 37 SHEETS





QUARRY SPALLS AT OUTFALL DETAIL
NTS

NOTES:

1. SEE SHEETS UR1 AND UR2 FOR SANITARY SEWER, GAS AND WATER LINE RELOCATIONS.
2. QUARRY SPALLS TYPICAL THICKNESS = 1 FOOT.

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DATE	3/14/2014
PLOTTED BY	kimjc
DESIGNED BY	S. JOHNSON
ENTERED BY	K. MCLEAN
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

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REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.		LOCATION NO.

P.E. STAMP BOX DATE

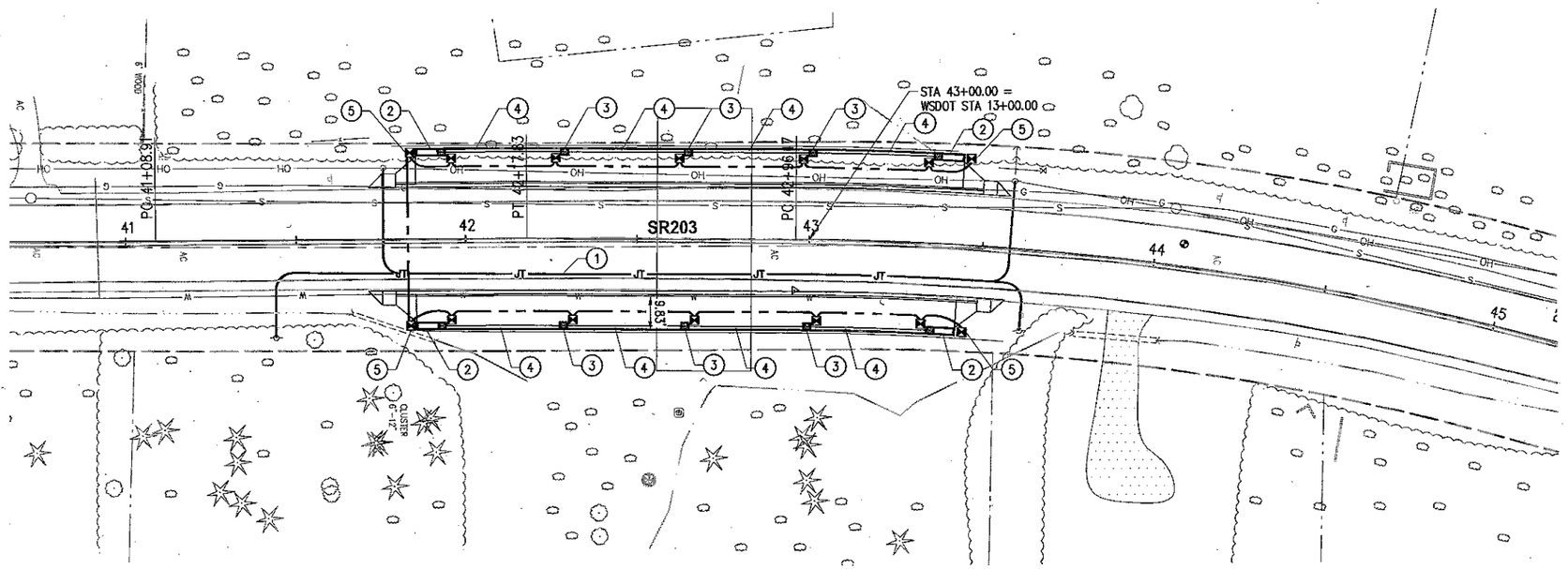
P.E. STAMP BOX DATE

Washington State
Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

DRAINAGE PROFILE

Plot 11
PLAN REF. NO.
DP1
SHEET 25 OF 37 SHEETS



PLAN

0 10 20 40 60
SCALE IN FEET

CONSTRUCTION NOTES

1. INSTALL JOINT UTILITY TRENCH PER DETAILS, SHEET D6.
2. CONSTRUCT DECORATIVE END WALL END LUMINAIRE PER DETAILS, SHEETS D3, D4 AND D5.
3. CONSTRUCT DECORATIVE PILASTER WITH JUNCTION BOX AND LUMINAIRE PER DETAILS, SHEETS D3, D4 AND D5.
4. CONSTRUCT CEMENT CONCRETE CURB AND INSTALL PEDESTRIAN HAND RAIL PER DETAILS, SHEETS D3 AND D4.
5. TERMINATE CONDUIT IN JUNCTION BOX

NOTE:
ELECTRICAL SERVICE CABINET LOCATION AND WIRING TO BE PROVIDED WITH THE NEXT SUBMITTAL.

LEGEND

EXISTING	NEW	DESCRIPTION
		JUNCTION BOX TYPE 1, 2, 8
		CONDUIT

NO.	DATE	BY	APPR.	REVISIONS

Approved By

CITY ENGINEER	DATE
PROJECT MANAGER	DATE
UTILITIES SUPERINTENDENT	DATE

13031COECLEMONS_PLN.dwg FILENAME	02/2014
DESIGNED BY	DATE 02/2014
DRAWN BY	DATE 02/2014
CHECKED BY	DATE

KPG
753 9th Ave N
Seattle, WA 98109
(206) 286-1640
www.kpg.com
2502 Jefferson Ave
Tacoma, WA 98402
(253) 627-0720

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City of Duvall
Small Town. Real Life.

SR 203 COE-CLEMONS CREEK CED

ROADWAY PLAN

KPG PROJECT No. 13031 SHT P1 OF ##

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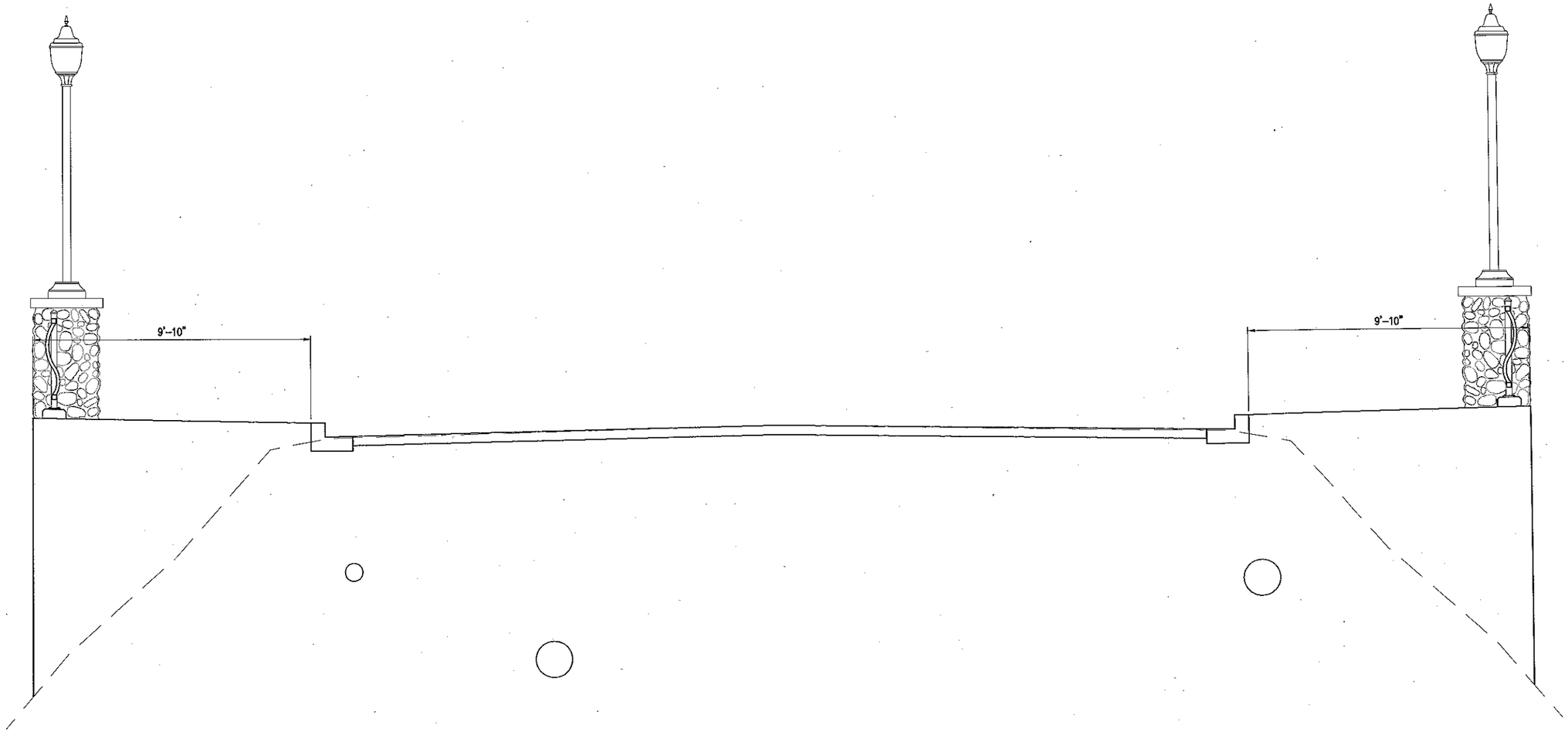

SR203 TYPICAL SECTION

LOOKING NORTH
NTS

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NO.	DATE	BY	APPR.	REVISIONS

Approved By		13031COECLEMONS_SEC.dwg	
		FILENAME	02/2014
CITY ENGINEER	DATE	DESIGNED BY	DATE 02/2014
PROJECT MANAGER	DATE	DRAWN BY	DATE 02/2014
UTILITIES SUPERINTENDENT	DATE	CHECKED BY	DATE

KPG
753 9th Ave N
Seattle, WA 98109
(206) 286-1640
www.kpg.com

2502 Jefferson Ave
Tacoma, WA 98402
(253) 627-0720

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City of Duvall
Small Town. Real Life.

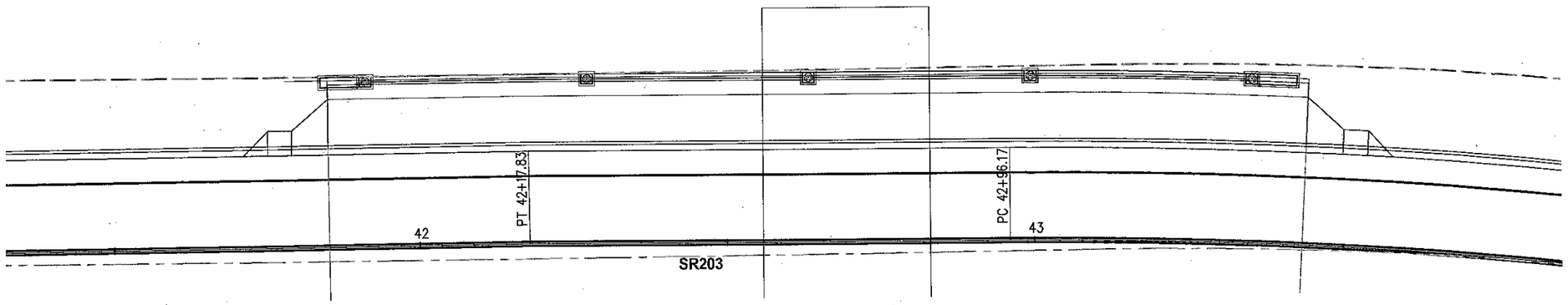
SR 203 COE-CLEMONS CREEK CED

TYPICAL ROADWAY SECTION

KPG PROJECT No. 13031 | SHT S1 OF ##

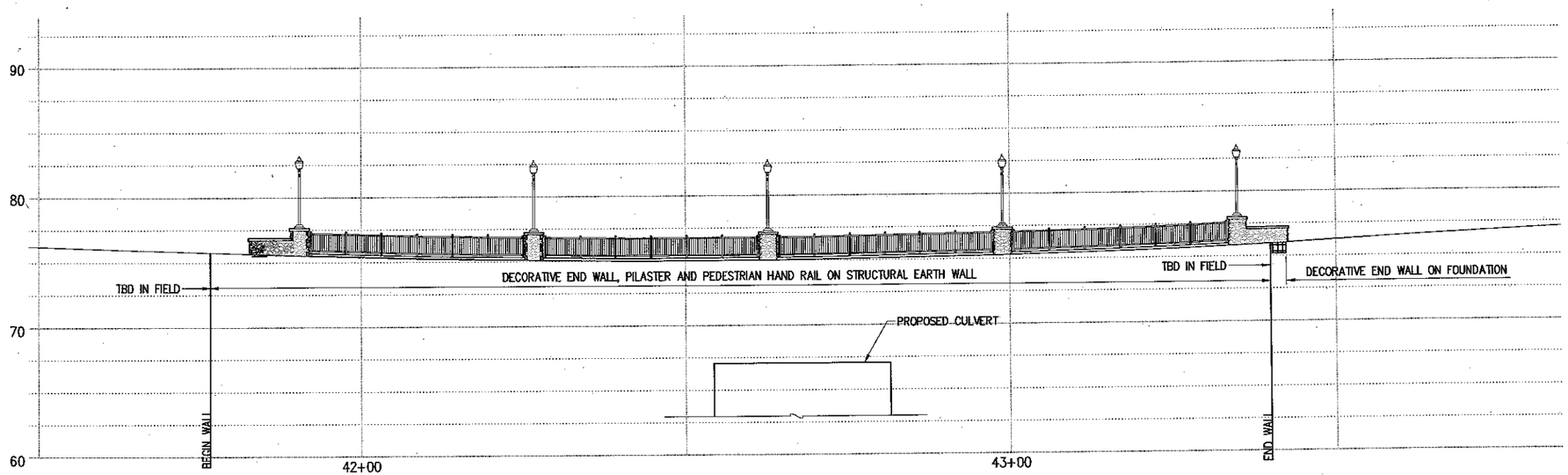
GENERAL NOTES

1. CULVERT AND RETAINING WALL ARE ILLUSTRATIVELY SHOWN. REFER TO WSDOT DETAILS FOR LOCATION AND PROFILE.



WEST WALL PLAN

0 5 10 20 30
SCALE IN FEET



WEST WALL PROFILE AND ELEVATION (LOOKING WEST)

0 5 10 20 30
SCALE IN FEET

NO.	DATE	BY	APPR.	REVISIONS

Approved By

CITY ENGINEER	DATE
PROJECT MANAGER	DATE
UTILITIES SUPERINTENDENT	DATE

13031COECLEMONS_DET.dwg	
FILENAME	
	02/2014
DESIGNED BY	DATE
	02/2014
DRAWN BY	DATE
	02/2014
CHECKED BY	DATE

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753 9th Ave N
Seattle, WA 98109
(206) 286-1640
www.kpg.com
2502 Jefferson Ave
Tacoma, WA 98402
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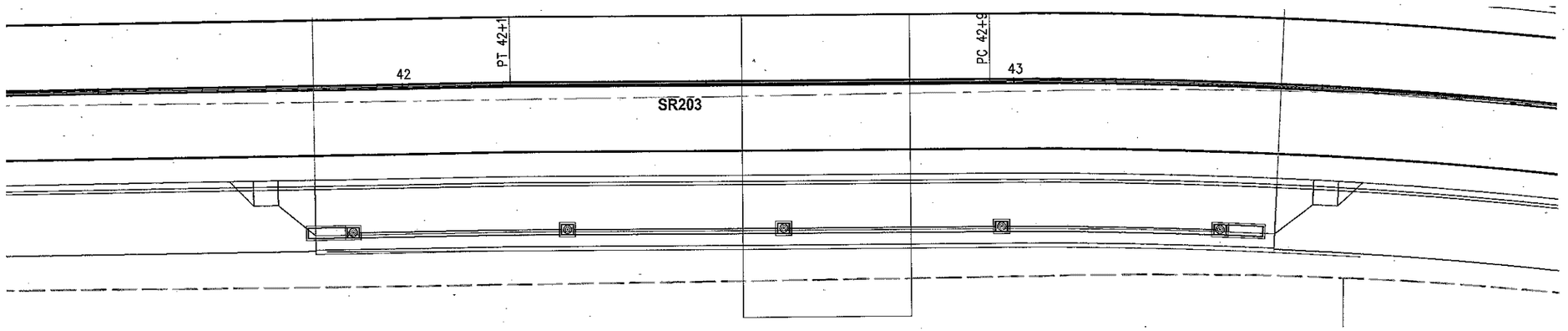
WEST WALL PLAN & PROFILE

KPG PROJECT No. 13031 | SHT D1 OF ##

K:\PROJECTS\DUVALL\13031 - SR203 Reconstruction\DESIGN\Drawings\Contract\13031COECLEMONS_DET.dwg 2/19/2014 5:34 PM

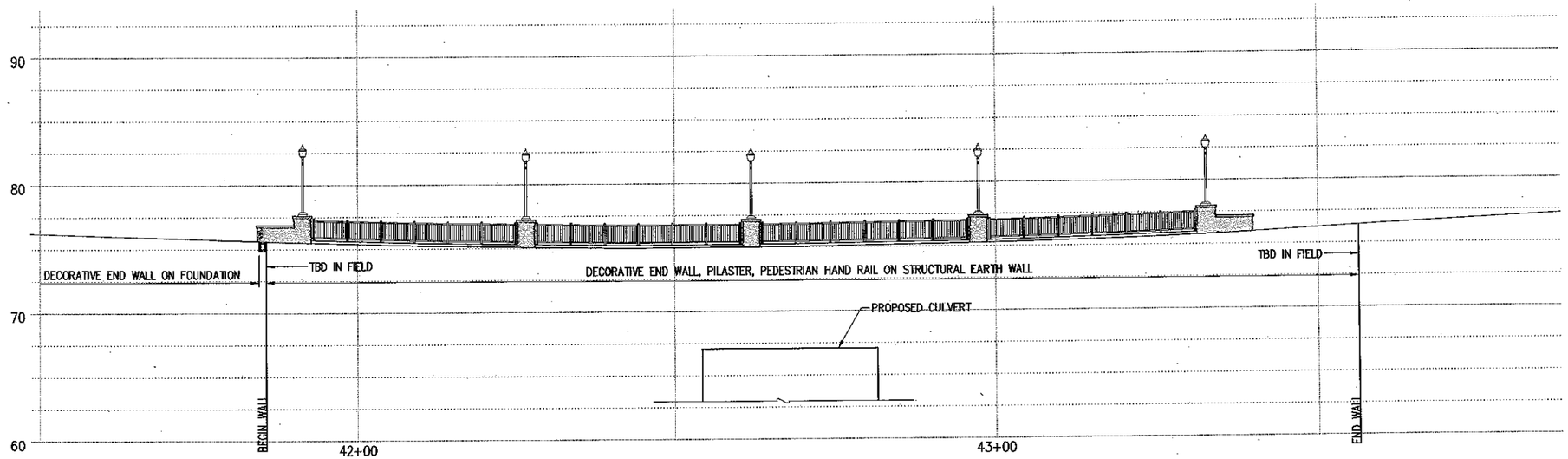
GENERAL NOTES

1. CULVERT AND RETAINING WALL ARE ILLUSTRATIVELY SHOWN. REFER TO WSDOT DETAILS FOR LOCATION AND PROFILE.



EAST WALL PLAN

0 5 10 20 30
SCALE IN FEET



EAST WALL PROFILE AND ELEVATION (LOOKING WEST)

0 5 10 20 30
SCALE IN FEET

NO.	DATE	BY	APPR.	REVISIONS

Approved By

CITY ENGINEER	DATE
PROJECT MANAGER	DATE
UTILITIES SUPERINTENDENT	DATE

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DESIGNED BY	DATE 02/2014
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EAST WALL PLAN & PROFILE

KPG PROJECT No. 13031 SHT D2 OF ##

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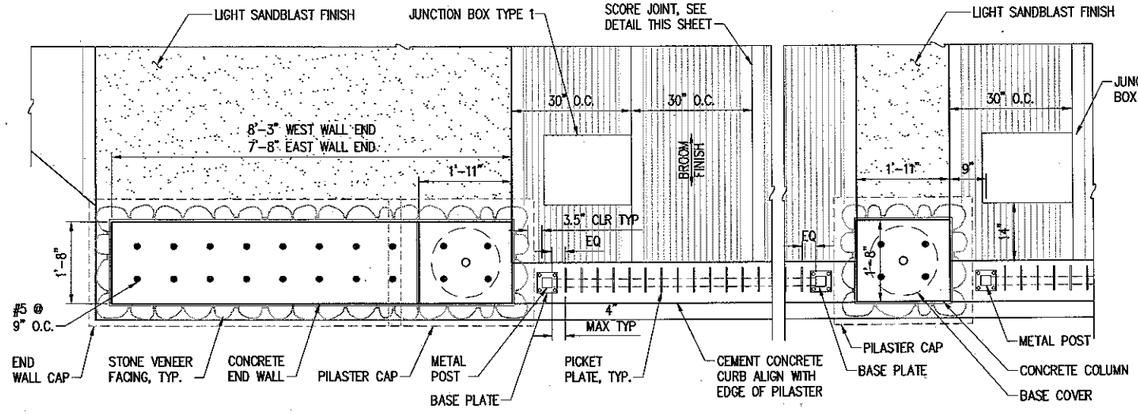
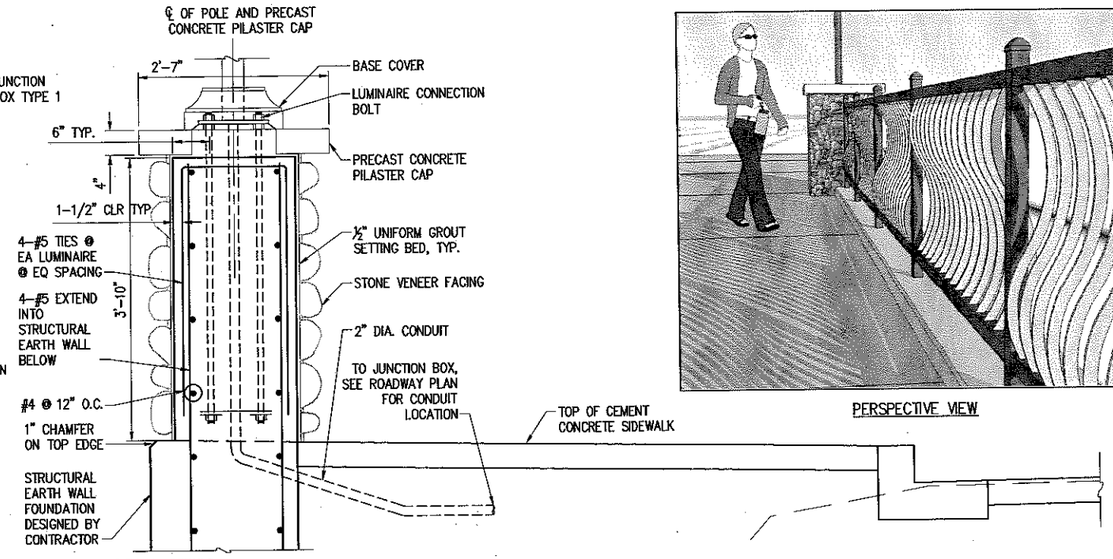


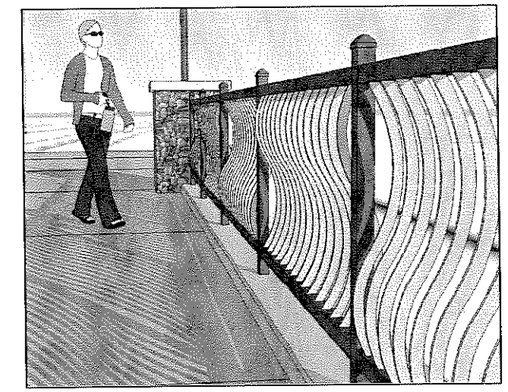
DECORATIVE END WALL PLAN

DECORATIVE PILASTER PLAN



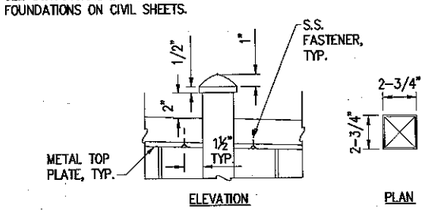
NOTE: FOR ADDITIONAL DETAILS, SEE STRUCTURAL EARTH WALL FOUNDATIONS ON CIVIL SHEETS.

SECTION A-A'



PERSPECTIVE VIEW

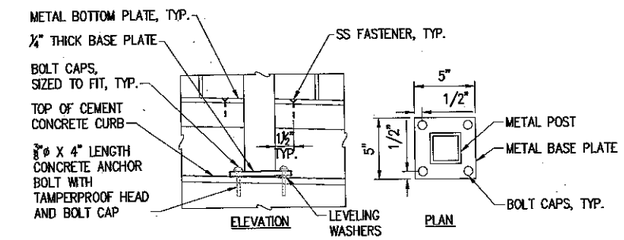
SCORE JOINT DETAIL



ELEVATION

PLAN

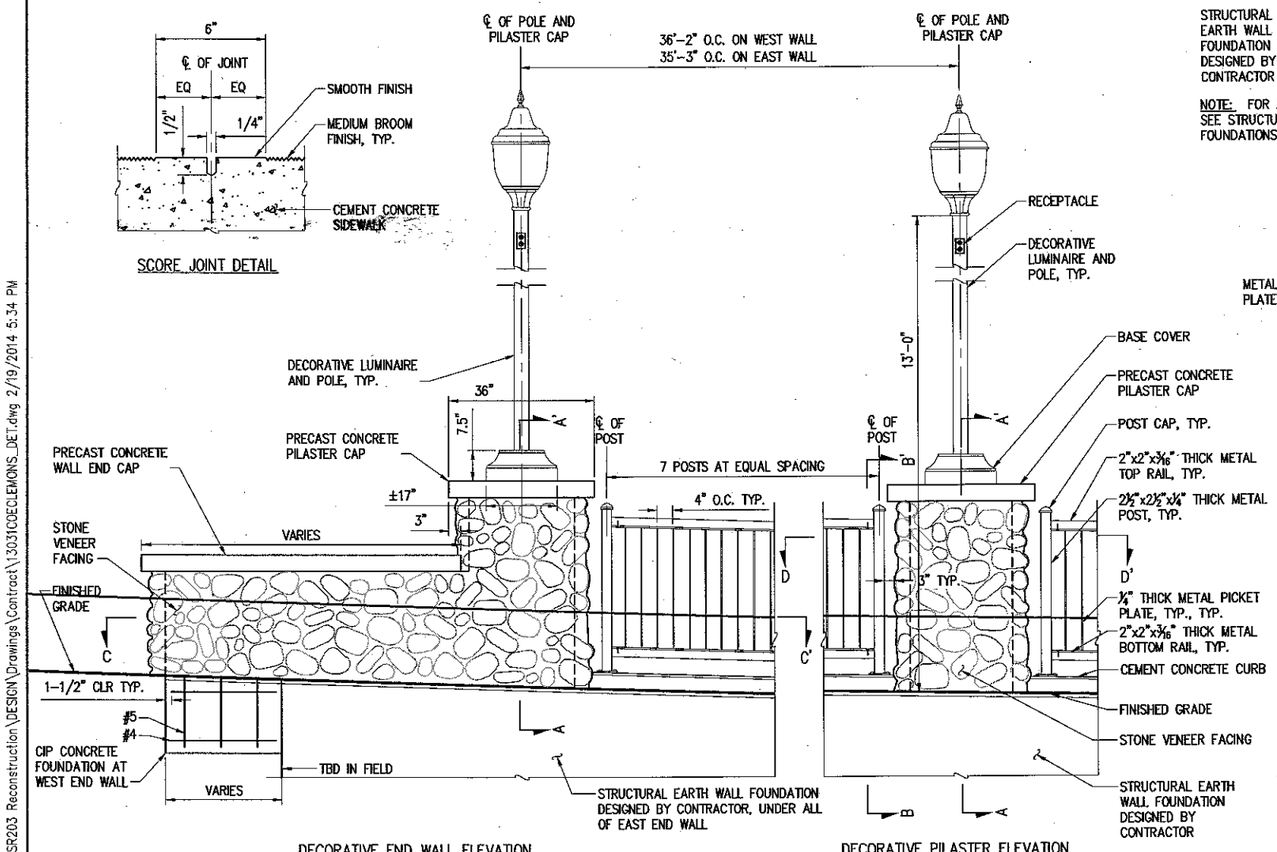
POST CAP DETAIL



ELEVATION

PLAN

BASE PLATE DETAIL

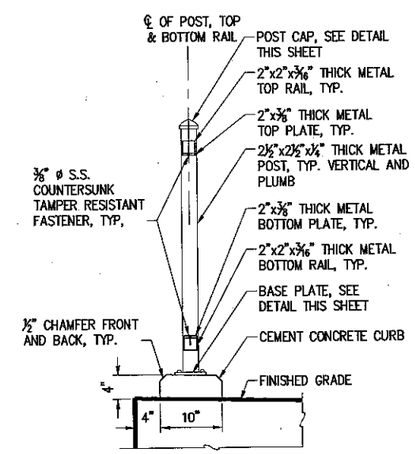


DECORATIVE END WALL ELEVATION

DECORATIVE PILASTER ELEVATION

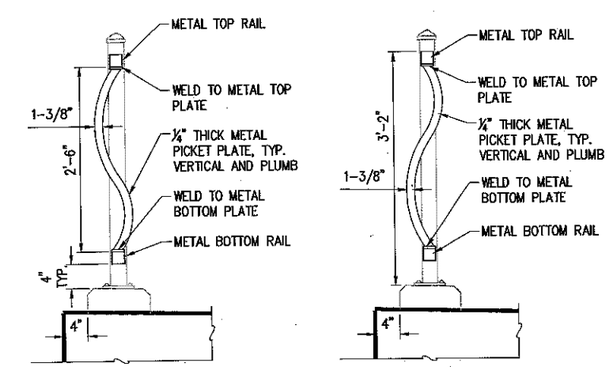
DECORATIVE END WALL, PILASTER AND SIDEWALK DETAILS

NTS



SECTION B-B'

NOTES:
1. ENGINEER SHALL PROVIDE ELECTRONIC FILE FOR LINE WORK OF PICKET PLATE PER CONTRACTOR'S REQUEST PRIOR TO FABRICATION.
2. TOP AND BOTTOM PLATE SHALL BE SET FLUSH WITH EDGE OF TOP AND BOTTOM RAIL.



VERTICAL PICKET A

VERTICAL PICKET B

PEDESTRIAN HAND RAIL DETAILS

NTS

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PROJECT MANAGER	DATE
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WALL DETAILS

KPG PROJECT No. 13031 SHT D3 OF ##

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STRUCTURAL LOADS FOR LUMINAIRE
SHALL BE PROVIDED IN NEXT SUBMITTAL

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ILLUMINATION DETAILS

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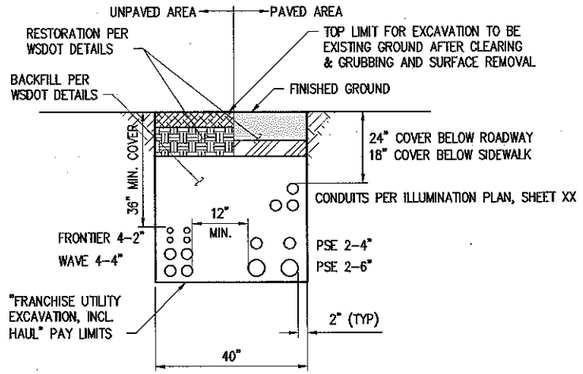
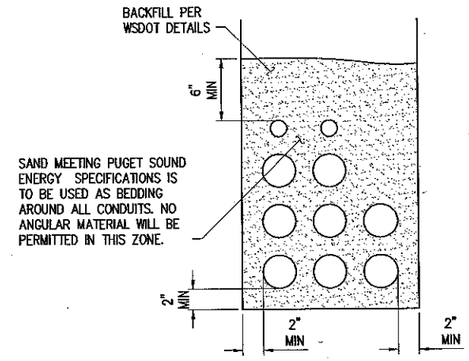


NOTES:

1. POWER CONDUITS SHALL BE SEPARATED FROM COMMUNICATION CONDUITS BY A MINIMUM HORIZONTAL DISTANCE OF 6".
2. POWER CONDUITS SHALL BE SEPARATED FROM OTHER POWER CONDUITS BY A MINIMUM OF 2" HORIZONTALLY AND VERTICALLY.
3. NON-POWER CONDUITS SHALL BE SEPARATED FROM OTHER NON-POWER CONDUITS BY A MINIMUM OF 2" HORIZONTALLY AND VERTICALLY.
4. ALL CONDUITS AND FITTINGS TO BE PVC SCHEDULE 40.
5. GAS VALVE BOX ADJUSTMENT TO BE COORDINATED WITH PUGET SOUND ENERGY.
6. ILLUMINATION CONDUITS TO BE INCORPORATED IN THE JOINT TRENCH WHERE PRACTICAL. SEE SHEET XX FOR ILLUMINATION PLANS.
7. TRENCH SECTIONS SHOWN ARE APPROXIMATE AND TYPICAL OF MANY, BUT NOT ALL, AREAS. SEE GENERAL NOTES, THIS SHEET.

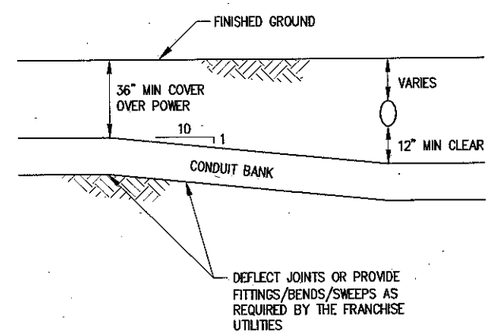
TYPICAL JOINT UTILITY TRENCH SECTION

NTS



CONDUIT BEDDING DETAIL

NTS



TYPICAL JOINT UTILITY TRENCH TRANSITION

NTS

GENERAL NOTES

1. CONDUITS SHALL BE INSTALLED FOR FUTURE CONVERSION TO THE LIMITS SHOWN. CONTRACTOR SHALL PROVIDE ALL NECESSARY COORDINATION, LAYOUT, SURVEYING, TRENCHING, EXCAVATION, BEDDING BACKFILL AND RESTORATION FOR THE FRANCHISE UTILITIES TO SUCCESSFULLY COMPLETE THE UNDERGROUNDING. THE LAYOUT SHOWN IS APPROXIMATE AND A COMPILATION OF THE DESIGNS BY PUGET SOUND ENERGY (PSE), FRONTIER, AND WAVE.
2. DUCTS SHALL BE PROOFED, HAVE STRING/MULE TAPE PULLED THROUGH AND CAPPED FOR FUTURE USE.
3. THE JOINT TRENCH LAYOUT, SWEEPS, VAULTS, AND OTHER FEATURES SHOWN ARE APPROXIMATE. ADJUST AS NECESSARY TO MEET FRANCHISE UTILITY REQUIREMENTS AND TO PROVIDE A COMPLETE, FUNCTIONING SYSTEM. ALL CONDUIT MATERIALS, BENDS, VAULTS, AND OTHER MATERIALS INSTALLED BY THE CONTRACTOR SHALL BE PER THE REQUIREMENTS AND SPECIFICATIONS OF THE FRANCHISE UTILITIES.
4. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL CONDUITS AND VAULTS EXCEPT WHERE INDICATED TO BE FURNISHED AND/OR INSTALLED BY OTHERS. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE EXCAVATED TRENCH TO ALLOW FRANCHISE UTILITIES TO INSTALL THEIR VAULTS AND CONDUITS. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY EXCAVATION, BEDDING, BACKFILL, TRAFFIC CONTROL AND UTILITY COORDINATION TO PROVIDE A COMPLETE INSTALLATION.
5. CONSTRUCT JOINT UTILITY TRENCH PER THE TYPICAL TRENCH DETAILS AND SECTIONS. ADJUST THE PROFILE AS NECESSARY TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UTILITIES, WHILE MAINTAINING 3' MINIMUM COVER OVER CONDUITS AND VERTICAL 12" MINIMUM CLEAR BETWEEN OTHER UNDERGROUND UTILITIES. THE CONTRACTOR SHALL VERTICALLY TRANSITION THE TRENCH DEPTH BY DEFLECTING JOINTS OR INSTALLING BENDS PER THE FRANCHISE UTILITY REQUIREMENTS.
6. WORK SHALL BE SEQUENCED TO ALLOW CONTINUED OPERATION OF ALL EXISTING UNDERGROUND UTILITIES UNTIL JOINT UTILITY TRENCH WORK IS COMPLETE.

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JOINT UTILITY TRENCH DETAILS

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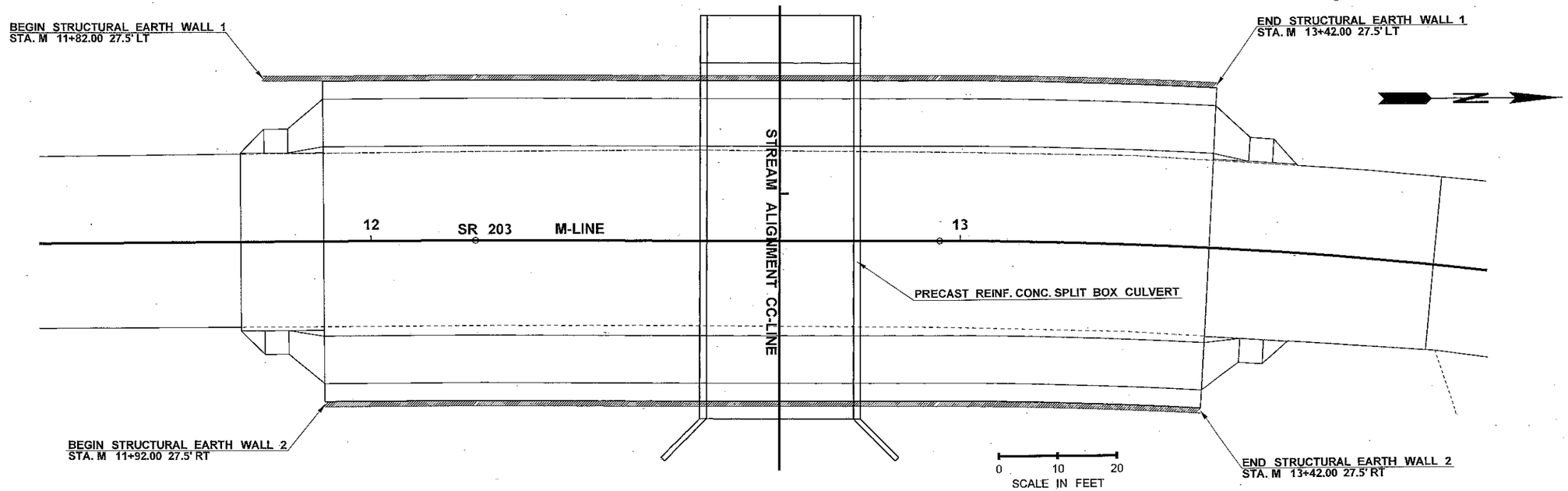
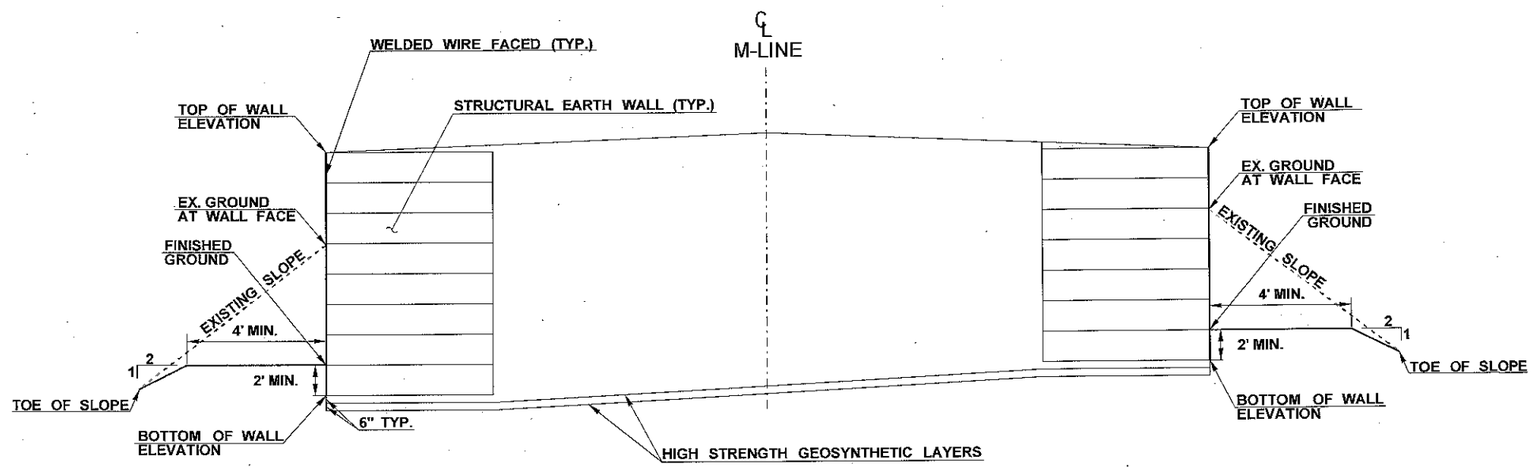


STRUCTURAL EARTH WALL PLAN



STRUCTURAL EARTH WALL SECTION

NTS

NOTE:

1. NTS = NOT TO SCALE
2. THE CONTRACTOR SHALL NOT INSTALL HIGH STRENGTH GEOSYNTHETIC LAYERS ON TOP OF THE CULVERT.

FILE NAME	T:\412348\XL4132\CAD\ContractPlans\XL4132_PS_40 WALL.dgn							Plot 11
TIME	3:54:24 PM			REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	Washington State Department of Transportation	SR 203 COE-CLEMONS CREEK CED	PLAN REF NO W1
DATE	3/13/2014							
PLOTTED BY	walgame			JOB NUMBER 14A009				
DESIGNED BY	J. KIM							
ENTERED BY	J. KIM							
CHECKED BY	V. NESS			CONTRACT NO.		LOCATION NO.		RETAINING WALL PLAN / SECTION	SHEET 33 OF 37 SHEETS
PROJ. ENGR.	H. HUYNH							
REGIONAL ADM.	L. ENG	REVISION	DATE	BY				

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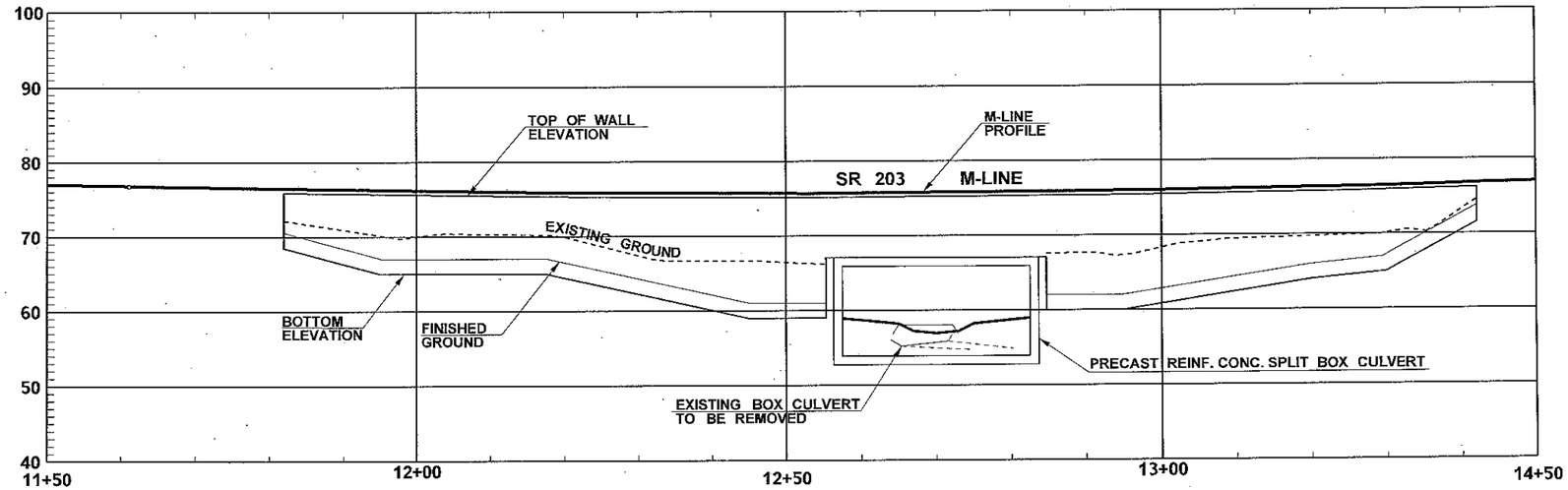
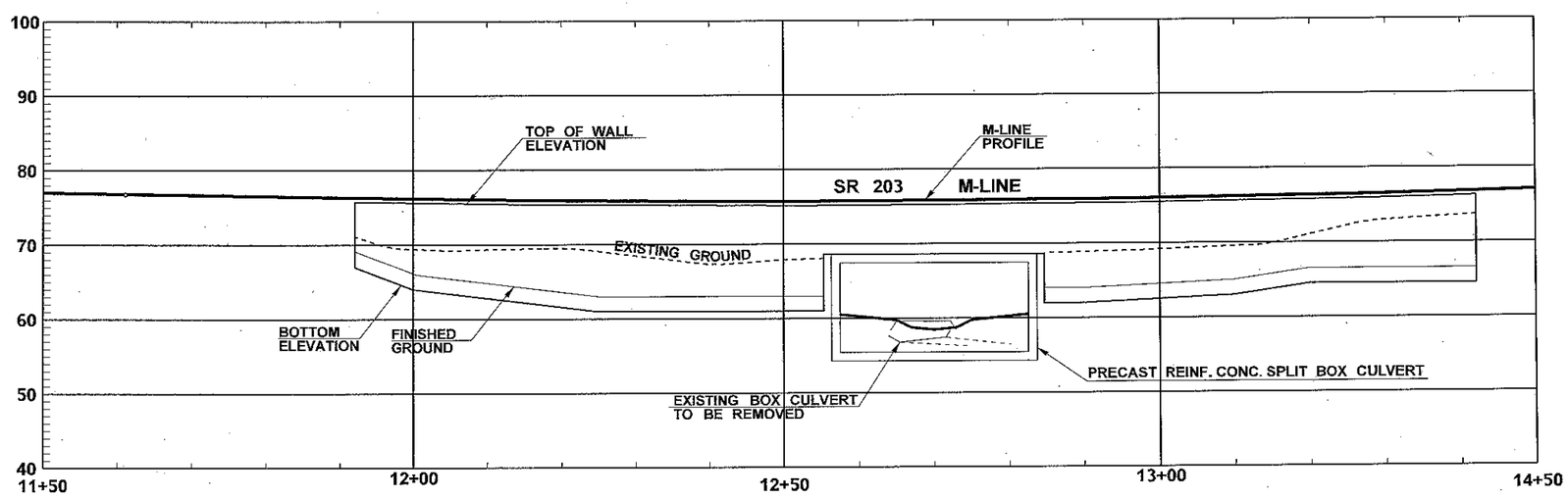


RETAINING WALL 1 (WEST)			
STATION	OFFSET	ELEVATION	
		TOP	BOTTOM
11+82	27.5 LT	75.93	68.50
11+95	27.5 LT	75.72	65.00
12+17.5	27.5 LT	75.36	65.00
12+45	27.5 LT	75.20	59.00
12+55.33	27.5 LT	75.18	59.00
12+55.33	27.5 LT	75.18	67.07
12+84.68	27.5 LT	75.37	67.07
12+84.68	27.5 LT	75.37	60.00
12+95	27.5 LT	75.43	60.00
13+20	27.5 LT	75.76	64.00
13+30	27.5 LT	75.91	65.00
13+42	27.5 LT	76.21	71.50

STRUCTURAL EARTH WALL 1 (WEST) PROFILE

NOTE:

1. THE CONTRACTOR SHALL NOT INSTALL HIGH STRENGTH GEOSYNTHETIC LAYERS ON TOP OF THE CULVERT.
2. THE CONTRACTOR SHALL FIELD VERIFY THE CULVET THICKNESS.



RETAINING WALL 2 (EAST)			
STATION	OFFSET	ELEVATION	
		TOP	BOTTOM
11+92	27.5 RT	75.77	67.00
12+00	27.5 RT	75.64	64.00
12+25	27.5 RT	75.31	61.00
12+55.33	27.5 RT	75.18	61.00
12+55.33	27.5 RT	75.18	68.61
12+84.68	27.5 RT	75.37	68.61
12+84.68	27.5 RT	75.37	62.00
12+90	27.5 RT	75.40	62.00
13+10	27.5 RT	75.63	63.00
13+20	27.5 RT	75.76	64.50
13+42	27.5 RT	76.21	64.50

0 10 20
SCALE IN FEET

STRUCTURAL EARTH WALL 2 (EAST) PROFILE

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CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

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JOB NUMBER 14A009

CONTRACT NO. | LOCATION NO.

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RETAINING WALL PROFILES

Plot 12

PLAN REF NO W2

SHEET 34 OF 37 SHEETS

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

PROTECTIVE VEHICLE WITH TMA ROLL AHEAD DISTANCE

TYPICAL PROTECTIVE VEHICLE TYPE WITH TMA	TYPICAL PROTECTIVE VEHICLE (WITH TMA) LOADED WEIGHT (LBS)	STATIONARY OPERATION (feet)
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS)	30

(1) ROLL AHEAD STOPPING SIGHT DISTANCE ASSUMES DRY PAVEMENT

* A PROTECTIVE VEHICLE IS RECOMMENDED REGARDLESS IF A TMA IS AVAILABLE. IF NO TMA IS USED, THE PROTECTIVE VEHICLE SHALL BE STRATEGICALLY LOCATED IN THE FIELD TO SHIELD WORKERS, NO ROLL AHEAD DISTANCE IS SPECIFIED.

MINIMUM TAPER LENGTH = L (feet)

LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
6	63	90	125	165	270	300	330	360	390	420
8	84	120	162	210	360	405	450	480	525	570
10	105	150	205	270	450	500	550	600	660	705
11	115	165	225	295	495	550	605	660	715	770
12	125	180	245	320	540	600	660	720	780	840

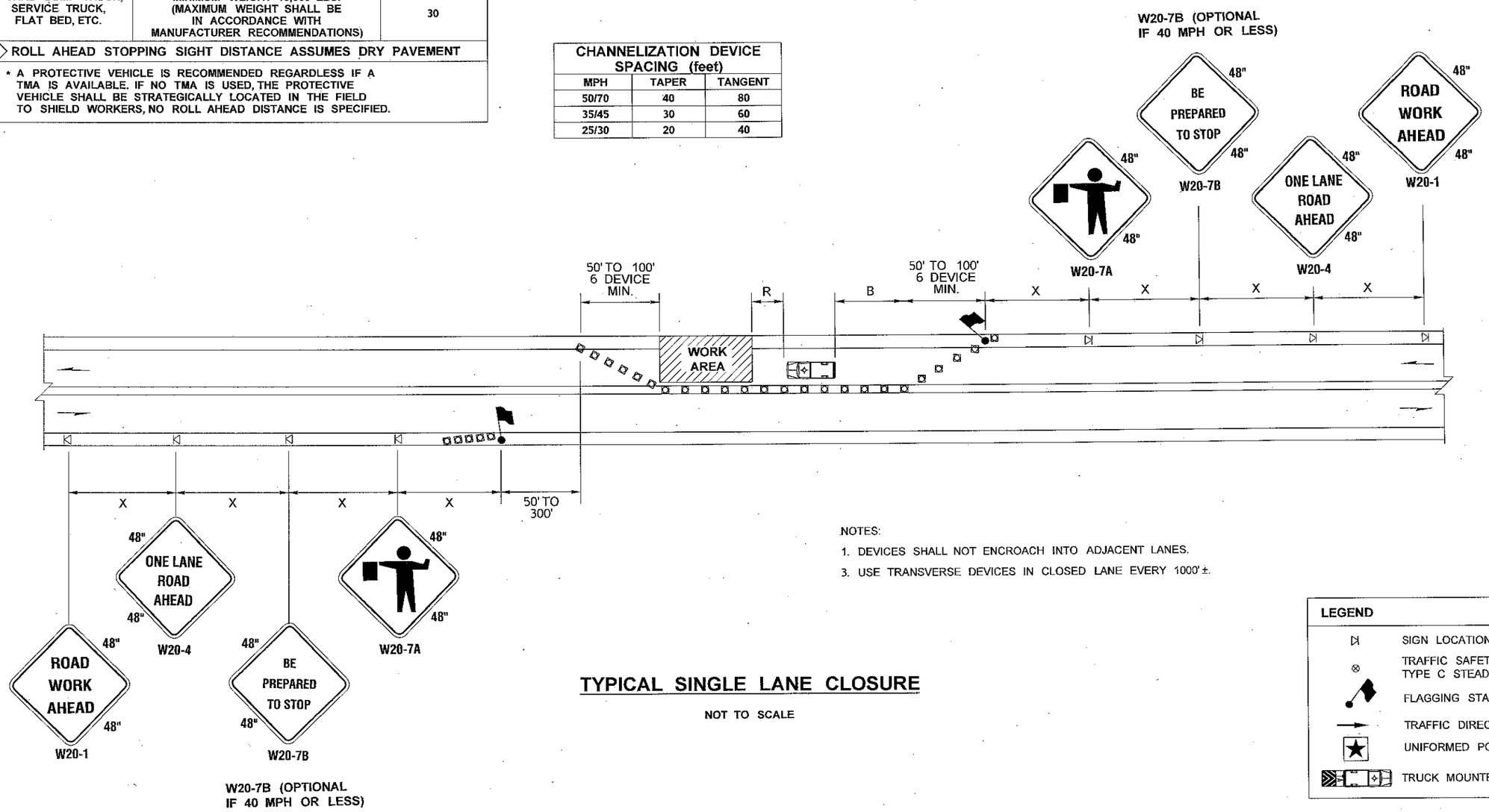
SIGN SPACING = X

RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



NOTES:

1. DEVICES SHALL NOT ENCROACH INTO ADJACENT LANES.
3. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' ±.

TYPICAL SINGLE LANE CLOSURE

NOT TO SCALE

LEGEND

- SIGN LOCATION
- TRAFFIC SAFETY DRUM WITH TYPE C STEADY BURNING LIGHT
- FLAGGING STATION
- TRAFFIC DIRECTION ARROW
- UNIFORMED POLICE OFFICER
- TRUCK MOUNTED ATTENUATOR

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REGIONAL ADM.	L. ENG

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JOB NUMBER 14A009
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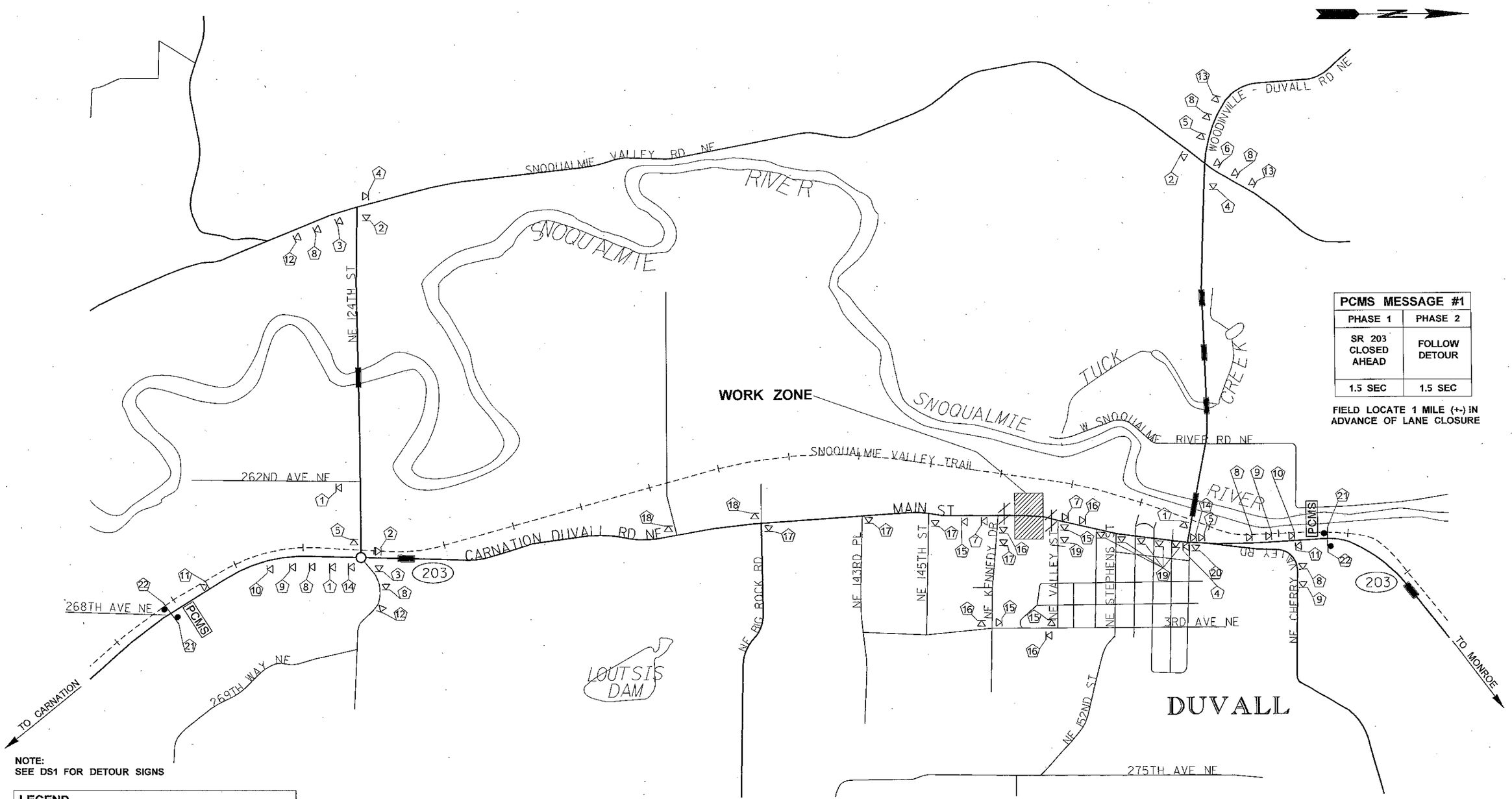
TRAFFIC CONTROL PLAN

Plot 1
PLAN REF NO TC1
SHEET 35 OF 37 SHEETS



PCMS MESSAGE #1	
PHASE 1	PHASE 2
SR 203 CLOSED AHEAD	FOLLOW DETOUR
1.5 SEC	1.5 SEC

FIELD LOCATE 1 MILE (+-) IN ADVANCE OF LANE CLOSURE

NOTE:
SEE DS1 FOR DETOUR SIGNS

LEGEND

- CLASS A SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- CLASS B SIGN
- TYPE 2 BARRICADE

SR 203 DETOUR

NOT TO SCALE

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TIME	3:55:39 PM
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REGIONAL ADM.	L. ENG

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10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.		LOCATION NO.

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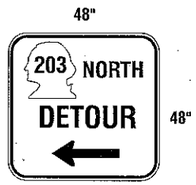
COE-CLEMONS CREEK
CED

DETOUR ROUTE

PLAN REF NO DR1

SHEET 36 OF 37 SHEETS



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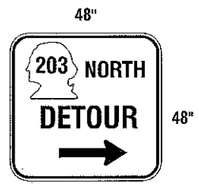

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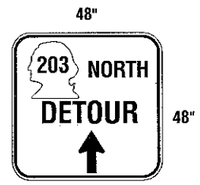

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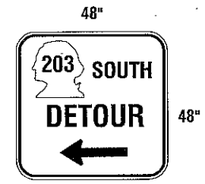

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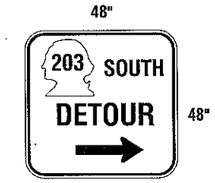

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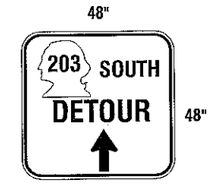

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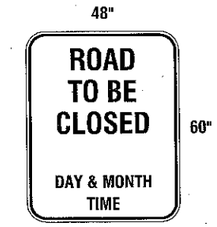

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W20-2

SIGN NO. 8

W20-3

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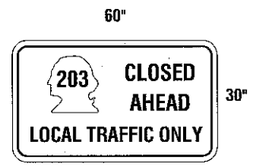

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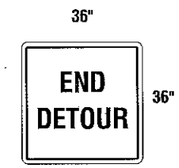

M4-8 MOD
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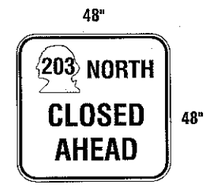

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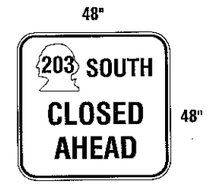

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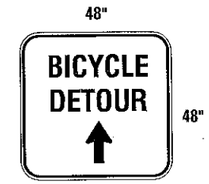

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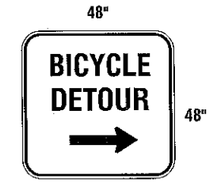

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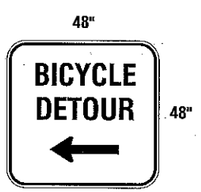

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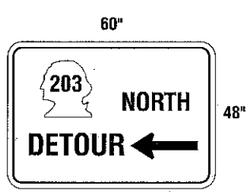

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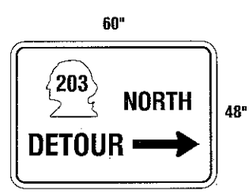

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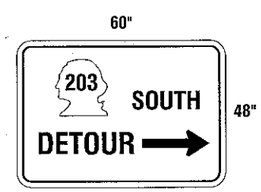

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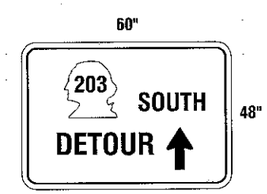
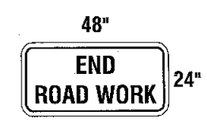


SIGN NO. 20

W20-1

SIGN NO. 21



G20-2A

SIGN NO. 22

SIGN QUANTITIES (SF)	
CLASS A SIGNS	48

NOTE:
SIGN NO. 7 SHALL BE PLACED 5 DAYS IN ADVANCE OF CLOSURE.
ACTUAL PLAQUE MESSAGES TO BE DETERMINED BY THE ENGINEER.
SIGNS TO BE REMOVED DURING CLOSURE.

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DATE	3/13/2014
PLOTTED BY	walgame
DESIGNED BY	J. ROONEY
ENTERED BY	J. ROONEY
CHECKED BY	V. NESS
PROJ. ENGR.	H. HUYNH
REGIONAL ADM.	L. ENG

60% REVIEW

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 14A009		
CONTRACT NO.		LOCATION NO.

P.E. STAMP BOX DATE

P.E. STAMP BOX DATE

Washington State
Department of Transportation

SR 203
COE-CLEMONS CREEK
CED

DETOUR AND CLASS A SIGNS

Plot 2
PLAN REF NO
DS1
SHEET 37 OF 37 SHEETS

State Route 203 Safety Improvements and Road Reconstruction
Phase 1 Coe Clemons Creek
2014 Countywide Call for Projects, WSDOT MP 13.9 to 14.6 site photographs

South project limit near Big Rock Road and commercial developments, looking both north and south. Note the pedestrian walking along the shoulder.

Near the Copper Hill Square driveway; looking south toward NE 145th Street and north toward Kennedy Street. Note some roadway and pedestrian improvements are in place on the east side of the road, but do not connect to anything.

North and South views in the vicinity of the Coe Clemmons Creek culvert crossing, note the narrow shoulders; approximately 200’ south of NE Valley Street.

North and South views near the north project limits north of Valley Street. The 08/09 project limits can be seen to the north in the distance.

Pedestrians with children and a stroller walking along the dangerously narrow SR 203 shoulder at Coe Clemons Creek between NE Valley and Kennedy streets. Note how the motorist in the above picture is driving on the centerline of the roadway and that the pedestrians are virtually in the travel lane. This is a typical situation that occurs on a daily basis.

Additional Reference Sources

The current culvert at MP 14.57 is a high priority replacement project is well documented by WSDOT on page ***23*** *of the 2012 Chronic Environmental Deficiencies* **Annual Report** (click for link)

Page 2 of WSDOT's Advance Schedule of Projects (ASOP) list:

http://www.wsdot.wa.gov/biz/contaa/ASOP.pdf

WSDOT's "Draft Site and Reach Assessment, Coe Clemmons Creek at SR 203:

http://www.duvallwa.gov/Content/Public%20Works/Appendix%20C_WSDOT%20Reach%20Assesment.pdf

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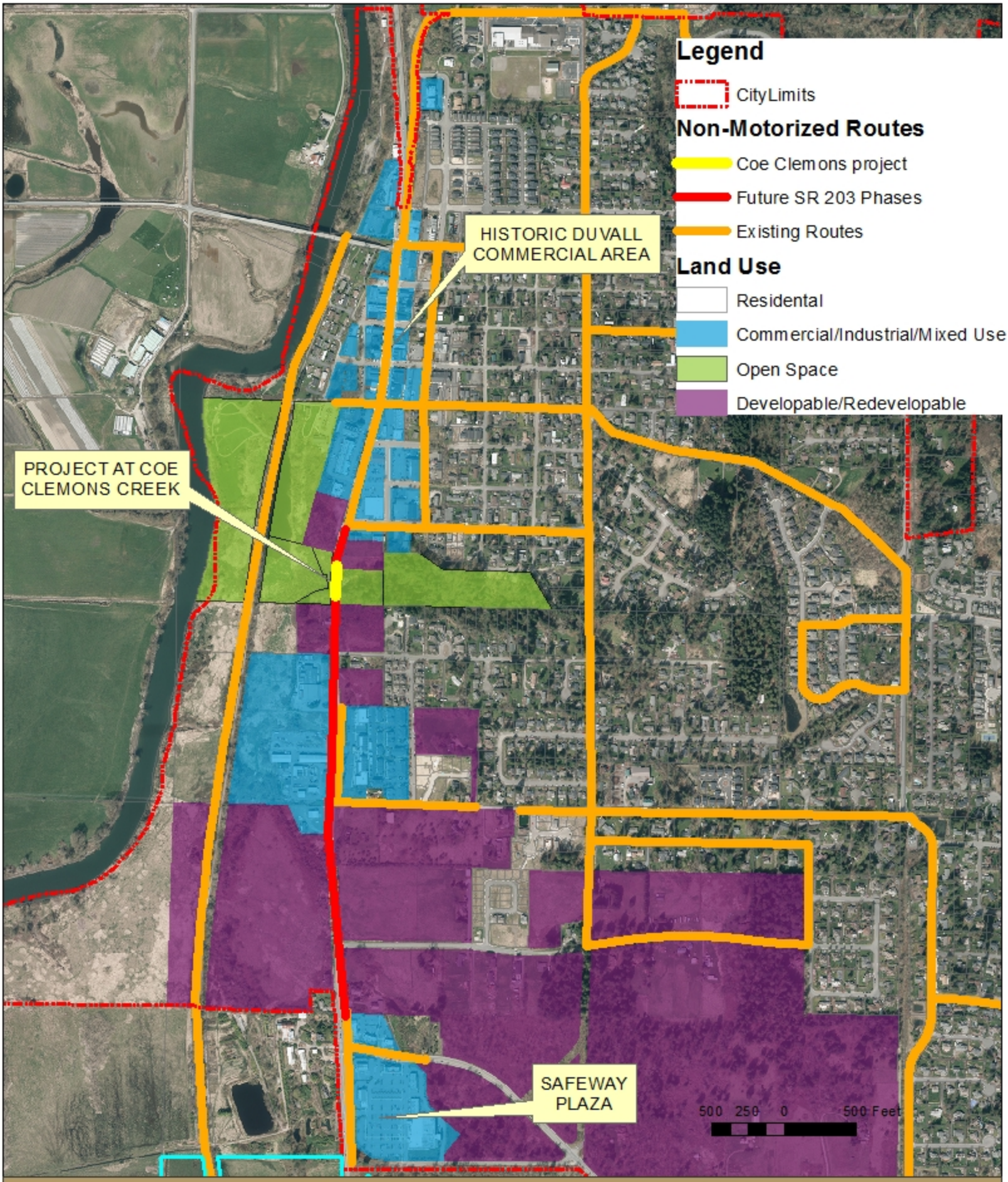
A YouTube video posted by a local Girl Scout and frequent roadway traveler:

http://www.youtube.com/watch?v=X1xbCoPzDUI&feature=related



PSRC Countywide Application: SR 203 Safety Improvement Project

May 2014

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City of Duvall