

PORTION OF THE SW 1/4 OF THE NW 1/4 OF SEC. 33, TWN. 24N., RGE. 5E., W.M.
CITY OF NEWCASTLE, WASHINGTON

NOTE:
ALL TRAFFIC SIGNS, SIGN POSTS AND RELATED INSTALLATION HARDWARE ARE TO BE FURNISHED AND INSTALLED BY THE CITY OF NEWCASTLE.



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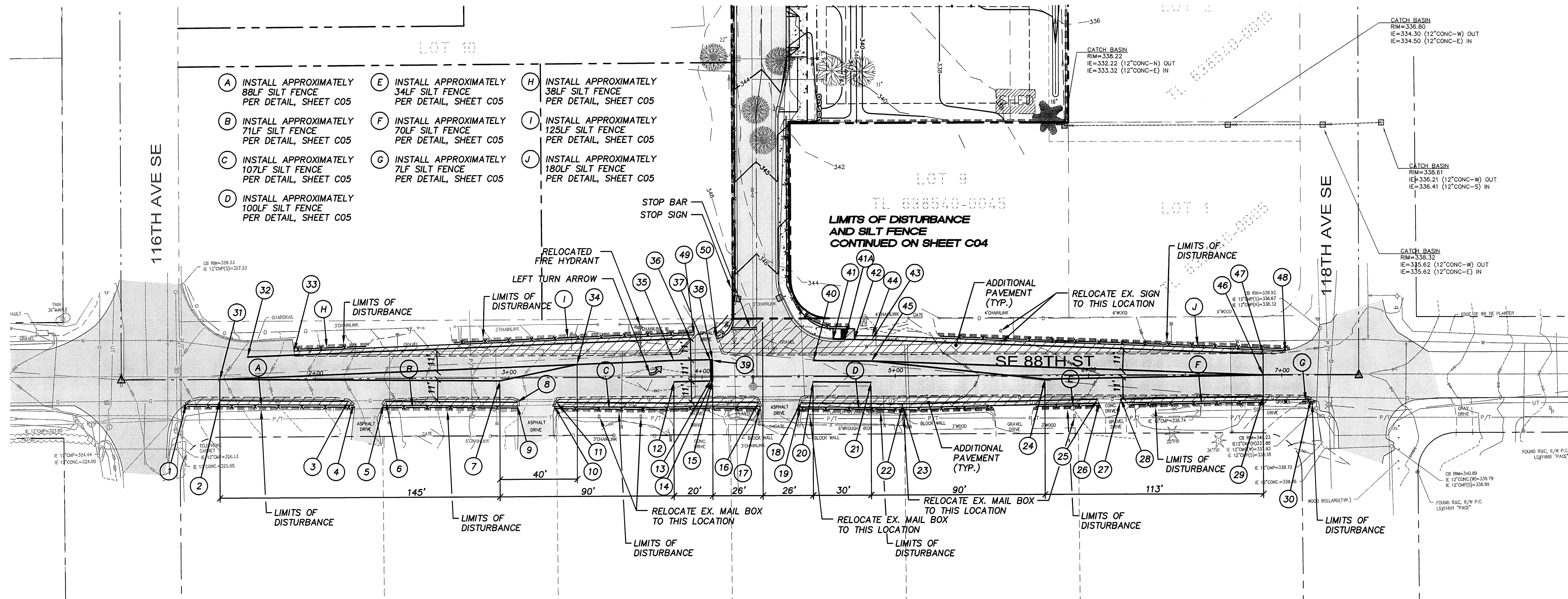
LAWRENCE PARK
CITY OF NEWCASTLE

FOR:
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PROJECT NO.: **05119**
DRAWN BY: **JGC**
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SHEET REV.: **08-22-08**

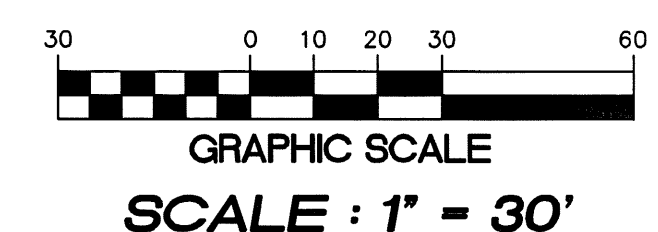
CHANNELIZATION AND TESC PLAN

051190501-C15.DWG
C15



- (A) INSTALL APPROXIMATELY 88LF SILT FENCE PER DETAIL, SHEET C05
- (B) INSTALL APPROXIMATELY 71LF SILT FENCE PER DETAIL, SHEET C05
- (C) INSTALL APPROXIMATELY 107LF SILT FENCE PER DETAIL, SHEET C05
- (D) INSTALL APPROXIMATELY 100LF SILT FENCE PER DETAIL, SHEET C05
- (E) INSTALL APPROXIMATELY 34LF SILT FENCE PER DETAIL, SHEET C05
- (F) INSTALL APPROXIMATELY 70LF SILT FENCE PER DETAIL, SHEET C05
- (G) INSTALL APPROXIMATELY 7LF SILT FENCE PER DETAIL, SHEET C05
- (H) INSTALL APPROXIMATELY 38LF SILT FENCE PER DETAIL, SHEET C05
- (I) INSTALL APPROXIMATELY 125LF SILT FENCE PER DETAIL, SHEET C05
- (J) INSTALL APPROXIMATELY 180LF SILT FENCE PER DETAIL, SHEET C05

- | | | | | | |
|--|--|---|--|---|---|
| <ul style="list-style-type: none"> (1) 1+33.4±, 12.8'± R
BEGIN CONSTRUCTION,
JOIN EXISTING ASPHALT PAVEMENT (2) 1+50.94, 11.00' R
BEGIN WHITE FOG LINE (3) 2+17.6±, 11.7'± R
END WHITE FOG LINE (4) 2+19.9±, 13.7'± R
END CONSTRUCTION,
JOIN EXISTING ASPHALT DRIVE (5) 2+35.6±, 13.9'± R
BEGIN CONSTRUCTION,
JOIN EXISTING ASPHALT DRIVE (6) 2+37.0±, 11.9'± R
BEGIN WHITE FOG LINE (7) 2+96.03, 1.46' R
YELLOW STRIPE TAPER ANGLE POINT (8) 3+04.8±, 12.6'± R
END WHITE FOG LINE (9) 3+04.9±, 14.6'± R
END CONSTRUCTION,
JOIN EXISTING ASPHALT DRIVE (10) 3+24.2±, 14.9'± R
BEGIN CONSTRUCTION,
JOIN EXISTING ASPHALT DRIVE (11) 3+25.3±, 12.8'± R
BEGIN WHITE FOG LINE | <ul style="list-style-type: none"> (12) 3+86.06, 2.43' R
BEGIN LEFT TURN POCKET (13) 4+05.05, 1.60' R
BEGIN STOP BAR (14) 4+06.06, 2.09' R
END LEFT TURN POCKET (15) 4+06.06, 1.60' R
END STOP BAR (16) 4+29.6±, 13.4'± R
END WHITE FOG LINE (17) 4+30.5±, 15.4'± R
BEGIN CONSTRUCTION,
JOIN EXISTING ASPHALT DRIVE (18) 4+51.7±, 13.7'± R
BEGIN WHITE FOG LINE (19) 4+51.8±, 15.7'± R
BEGIN CONSTRUCTION,
JOIN EXISTING ASPHALT DRIVE (20) 4+58.03, 2.77' R
BEGIN WHITE STRIPE (21) 4+88.03, 3.16' R
END WHITE STRIPE (22) 5+04.41, 16.37' R
BEGIN ASPHALT PAVEMENT TAPER (23) 5+04.44, 14.37' R
ANGLE POINT WHITE FOG LINE | <ul style="list-style-type: none"> (24) 5+78.03, 1.85' R
YELLOW STRIPE TAPER ANGLE POINT (25) 6+05.0±, 12.4'± R
END WHITE FOG LINE (26) 6+05.9±, 14.4'± R
END CONSTRUCTION,
JOIN EXISTING CONCRETE DRIVE (27) 6+16.8±, 14.2'± R
BEGIN CONSTRUCTION,
JOIN EXISTING CONCRETE DRIVE (28) 6+17.1±, 12.2'± R
BEGIN WHITE FOG LINE (29) 6+90.92, 11.00' R
END WHITE FOG LINE (30) 7+15.5±, 12.6'± R
END CONSTRUCTION,
JOIN EXISTING ASPHALT PAVEMENT | <ul style="list-style-type: none"> (31) 1+50.94, CENTERLINE SE 88TH ST.
JOIN EXISTING YELLOW STRIPE (CENTERLINE),
BEGIN CONSTRUCTION,
BEGIN TAPER (32) 1+65.37, 11.53' L
BEGIN WHITE FOG LINE (33) 1+89.4±, 14.4'± L
BEGIN CONSTRUCTION,
JOIN EXISTING ASPHALT PAVEMENT (34) 3+35.94, 6.75' L
END YELLOW STRIPE TAPER,
BEGIN DOUBLE YELLOW STRIPE (35) 3+85.87, 8.57' L
BEGIN DOUBLE YELLOW STRIPE
TAPER ANGLE POINT,
BEGIN LEFT TURN POCKET (36) 3+94.4±, 19.7'± L
END WHITE FOG LINE (37) 4+04.88, 8.40' L
BEGIN STOP BAR (38) 4+05.88, 8.91' L
END LEFT TURN POCKET (39) 4+05.88, 8.40' L
END STOP BAR | <ul style="list-style-type: none"> (40) 4+58.17, 8.23' L
BEGIN DOUBLE YELLOW STRIPE (41) 4+67+82, 19.10' L
PC,
BEGIN CEMENT CONCRETE
SIDEWALK TRANSITION TO
ASPHALT SHOULDER (RAMP) (41A) 4+73.82, 19.02' L
END CEMENT CONCRETE
SIDEWALK TRANSITION TO
ASPHALT SHOULDER (RAMP),
BEGIN ASPHALT SHOULDER (RAMP),
BEGIN WHITE FOG LINE. (42) 4+78.82, 18.96' L
END ASPHALT SHOULDER (RAMP),
20.96' L
BEGIN ASPHALT PAVING, (43) 4+88.45, 18.84' L
ANGLE POINT WHITE FOG LINE (44) 4+88.45, 20.84' L
ANGLE POINT ASPHALT PAVING (45) 4+88.17, 7.84' L
END DOUBLE YELLOW STRIPE,
BEGIN YELLOW STRIPE TAPER (46) 6+90.92, 11.00' L
END WHITE FOG LINE (47) 6+90.92, CENTERLINE SE 88TH ST.
JOIN EXISTING YELLOW STRIPE (CENTERLINE),
END TAPER,
END CONSTRUCTION | <ul style="list-style-type: none"> (48) 7+12.2±, 12.6'± L
END CONSTRUCTION,
JOIN EXISTING ASPHALT PAVEMENT (49) 3+96.5±, 21.8'± L
END CONSTRUCTION,
JOIN EXISTING ASPHALT DRIVE
END CONSTRUCTION (50) 4+07.5±, 19.7'± L
PC,
BEGIN ASPHALT PAVEMENT,
JOIN EXISTING ASPHALT PAVEMENT |
|--|--|---|--|---|---|



NOTE :
SEE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2003 EDITION) FOR STRIPING AND PAVEMENT MARKING DETAILS.