

Figure 4-1 September 2005

Standard Design Cross Section



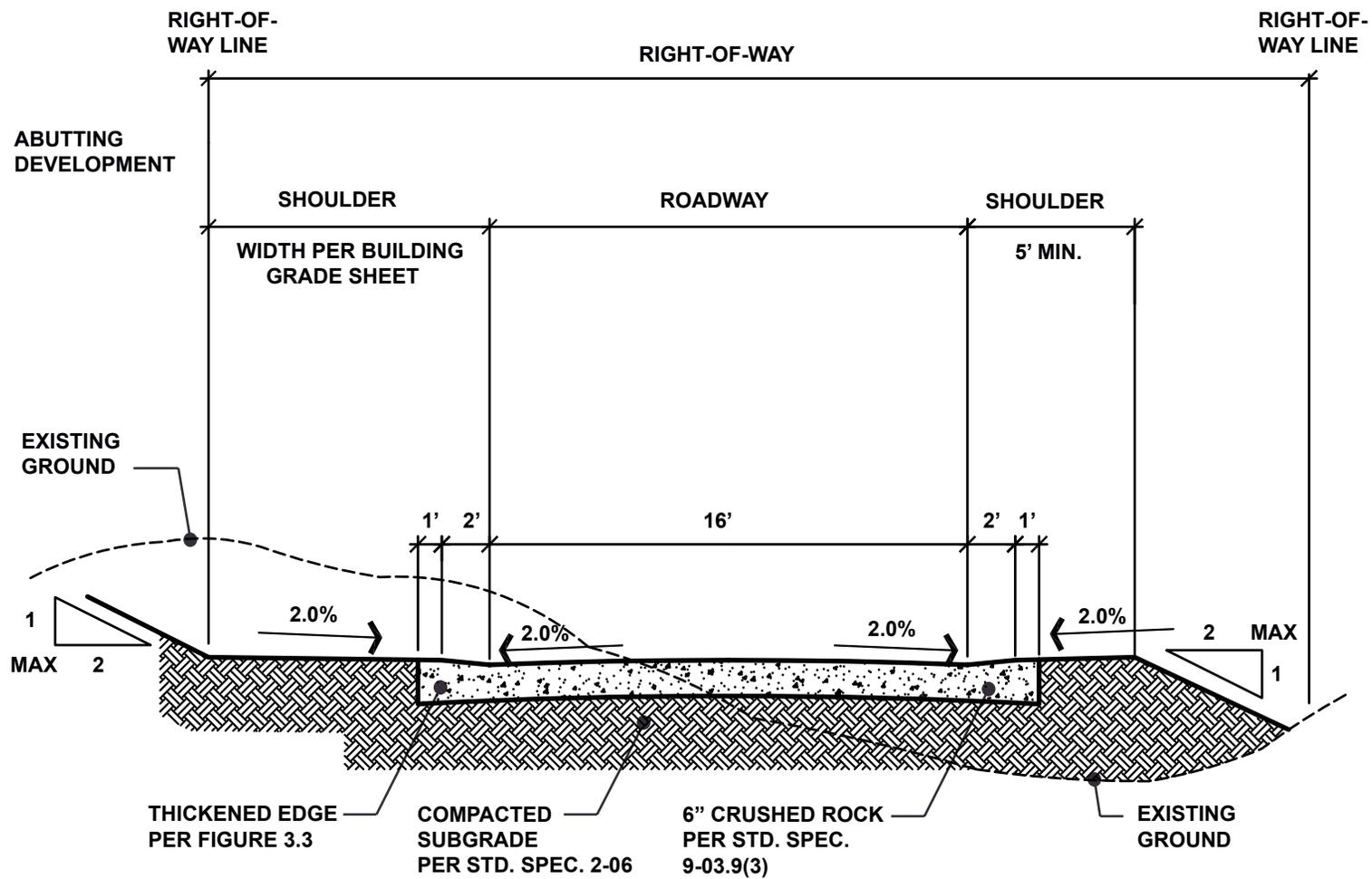


Figure 4-2 September 2005

Crushed Rock Improvement



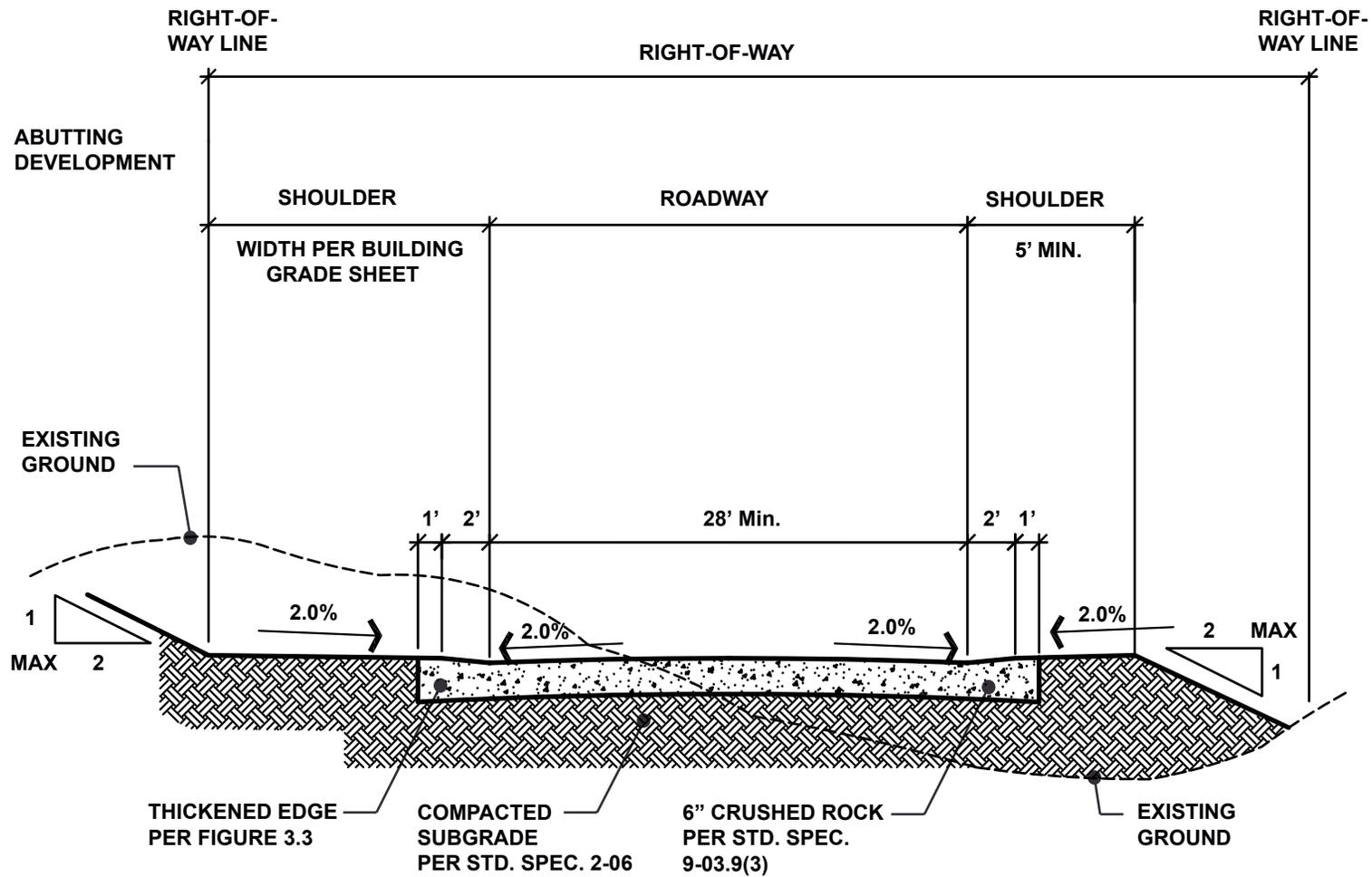


Figure 4-3 September 2005

Crushed Rock Improvement  
Industrial Zones



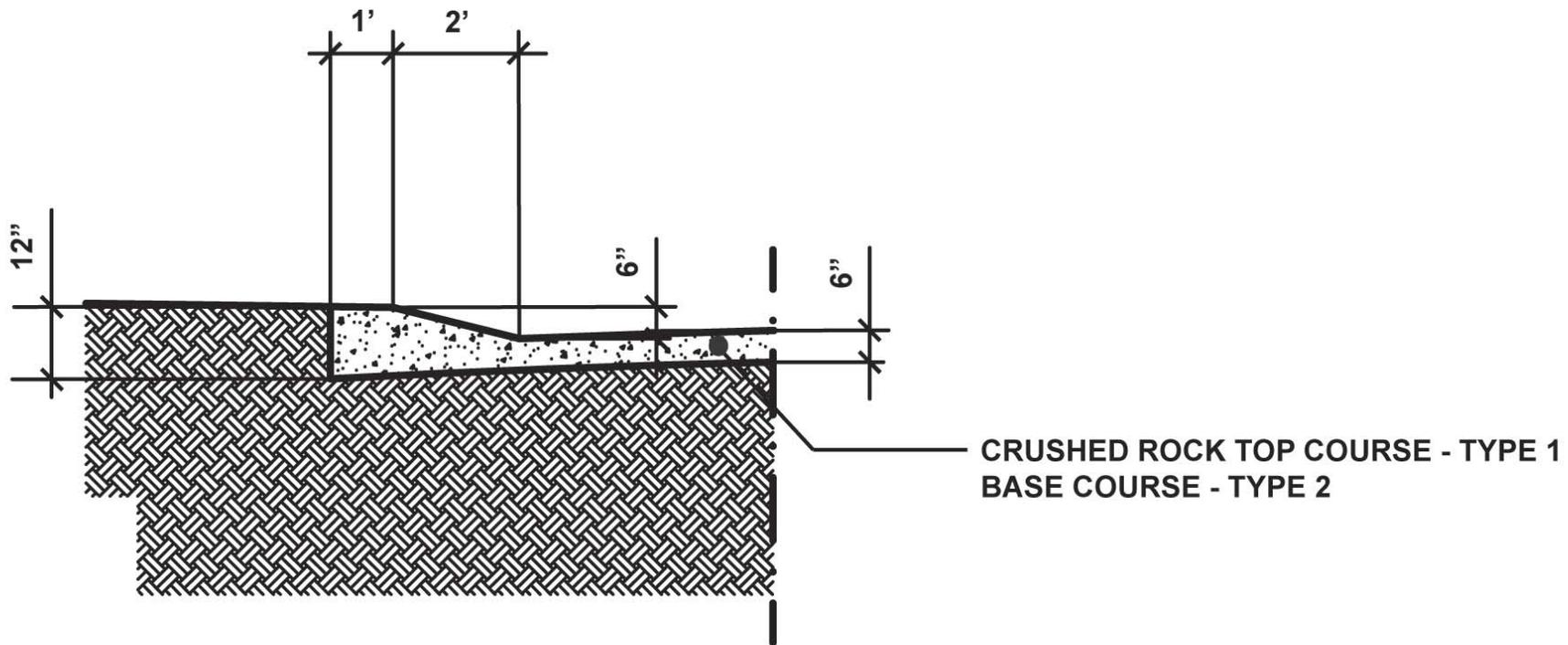


Figure 4-4 September 2005

Crushed Rock Improvement  
Edged Detail



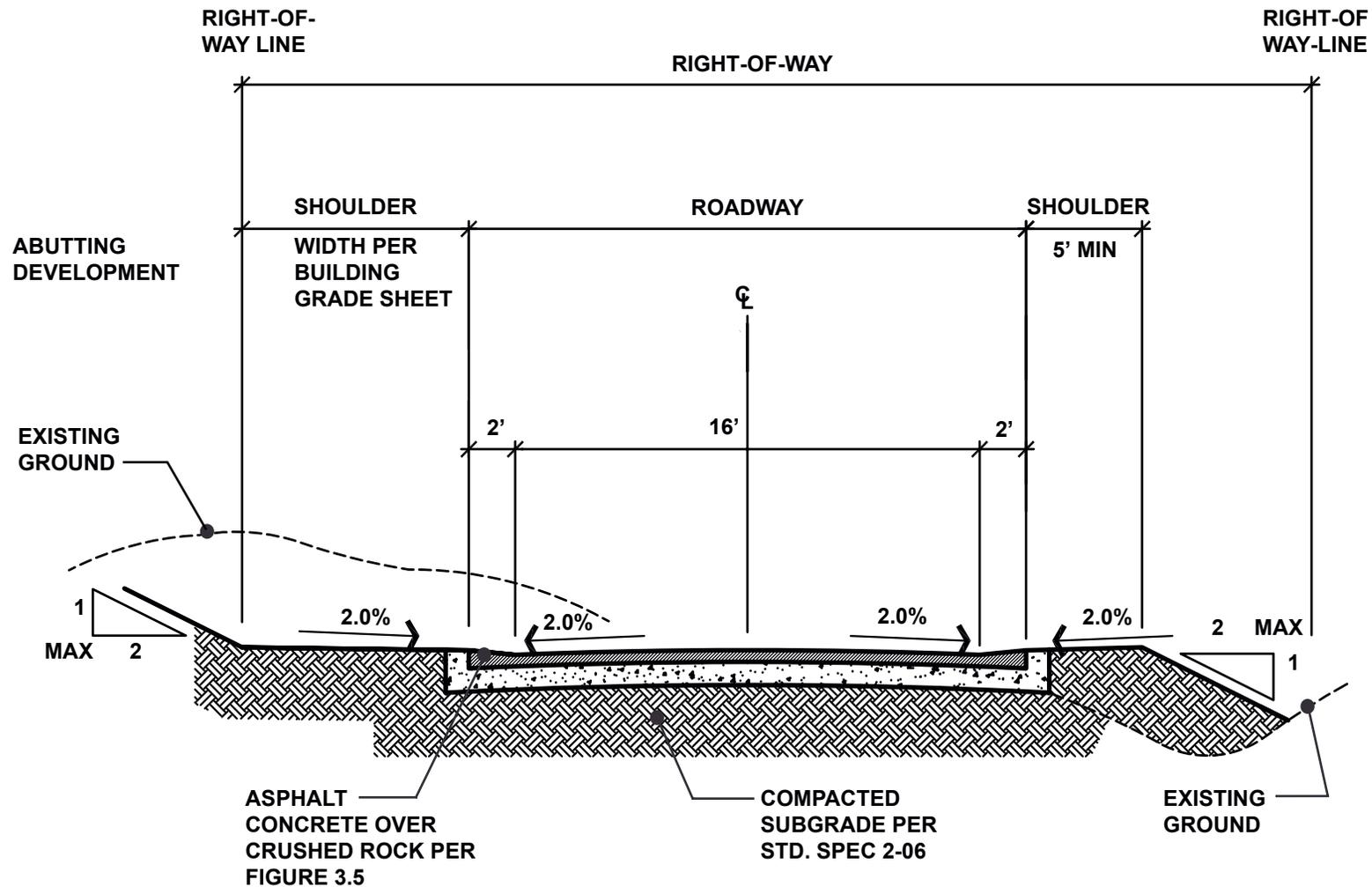


Figure 4-5 September 2005

Asphalt Concrete Pavement: New Pavement For Streets without Existing Hard Surface



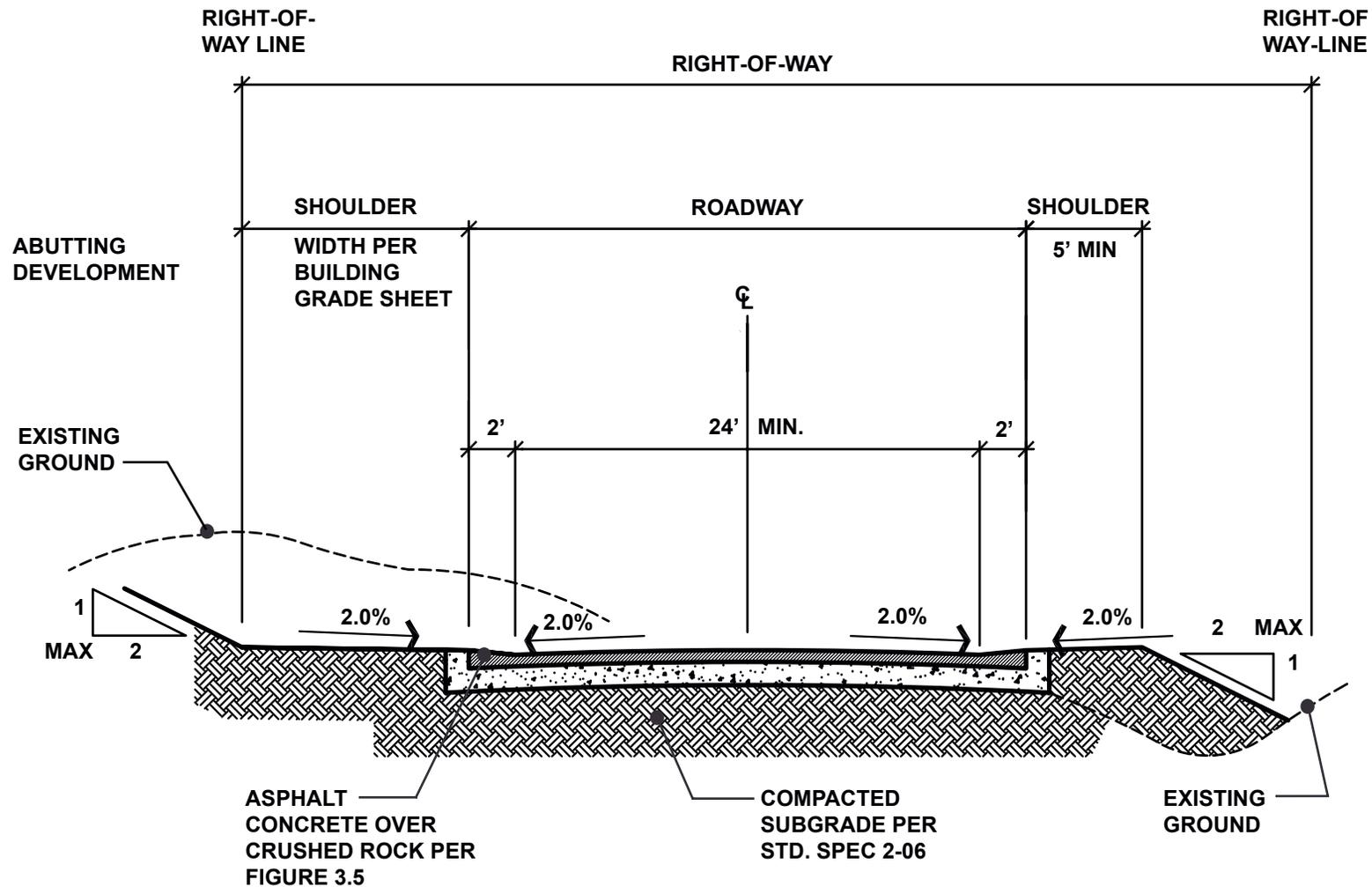
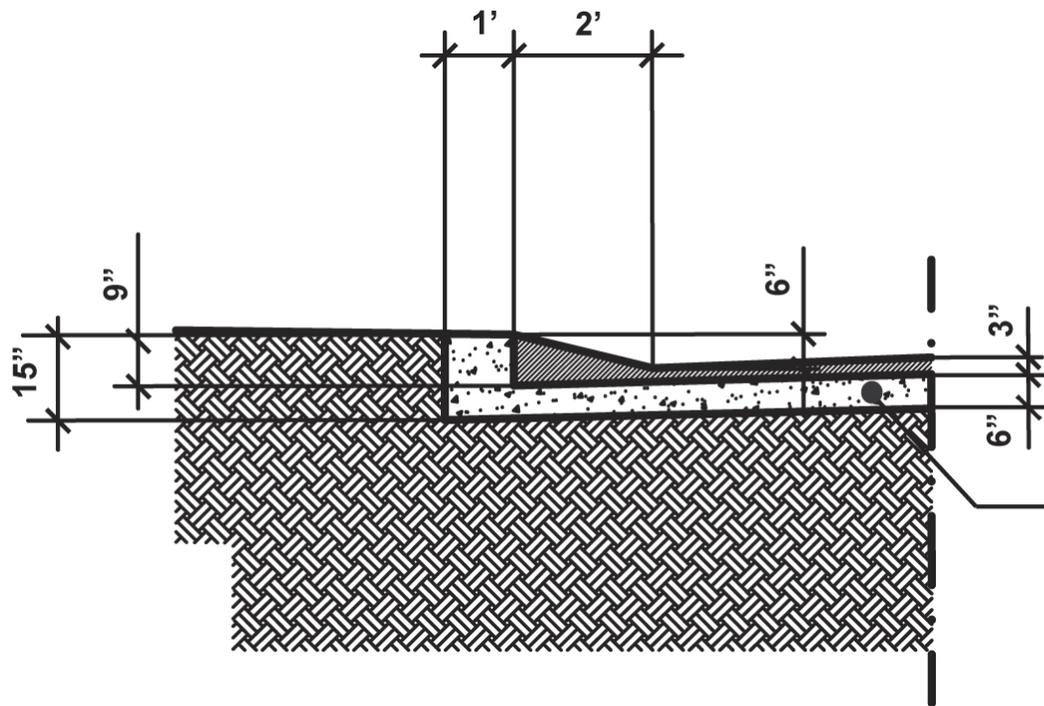


Figure 4-6 September 2005

Asphalt Concrete Pavement: New Pavement For Streets without Existing Hard Surface in Industrial Zones





CRUSHED ROCK TOP COURSE - TYPE 1  
 BASE COURSE - TYPE 2

Figure 4-7 September 2005

Asphalt Thickened Edge Detail



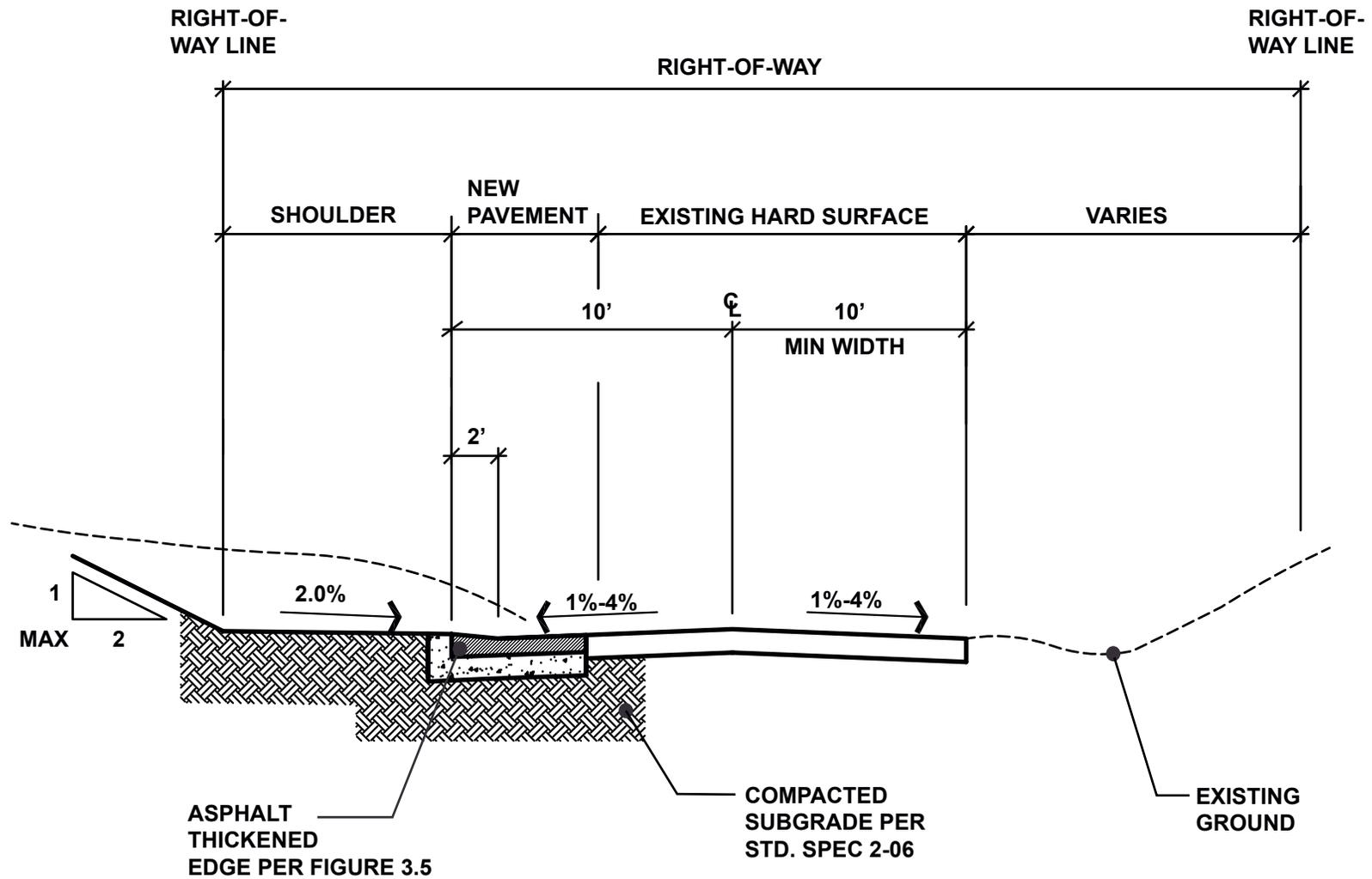


Figure 4-8 September 2005

Asphalt Concrete Pavement: Pavement Widening  
For Existing Hard Surface Streets



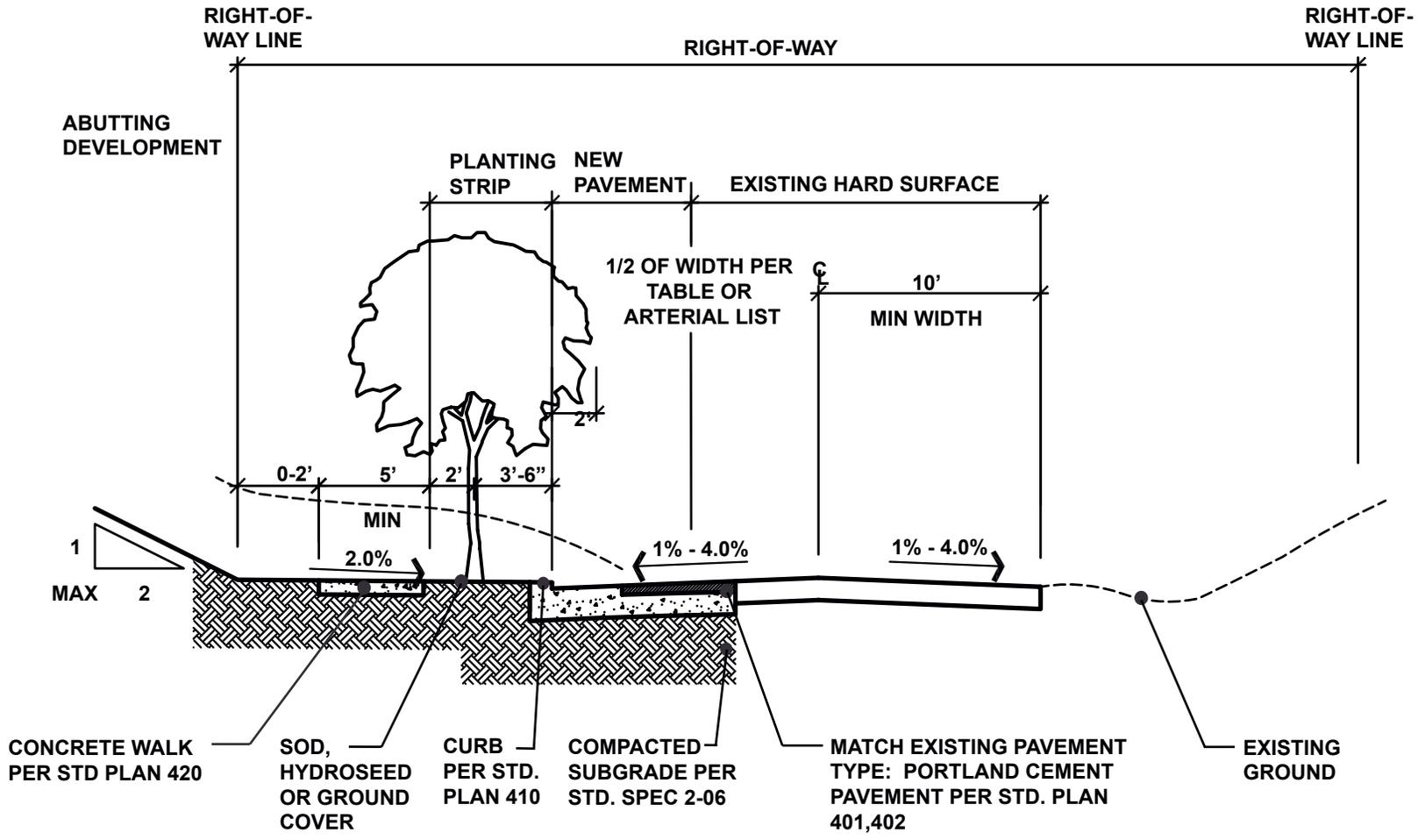


Figure 4-9 September 2005

Pavement Widening For Existing Hard Surface Streets



\*REFER TO XXX

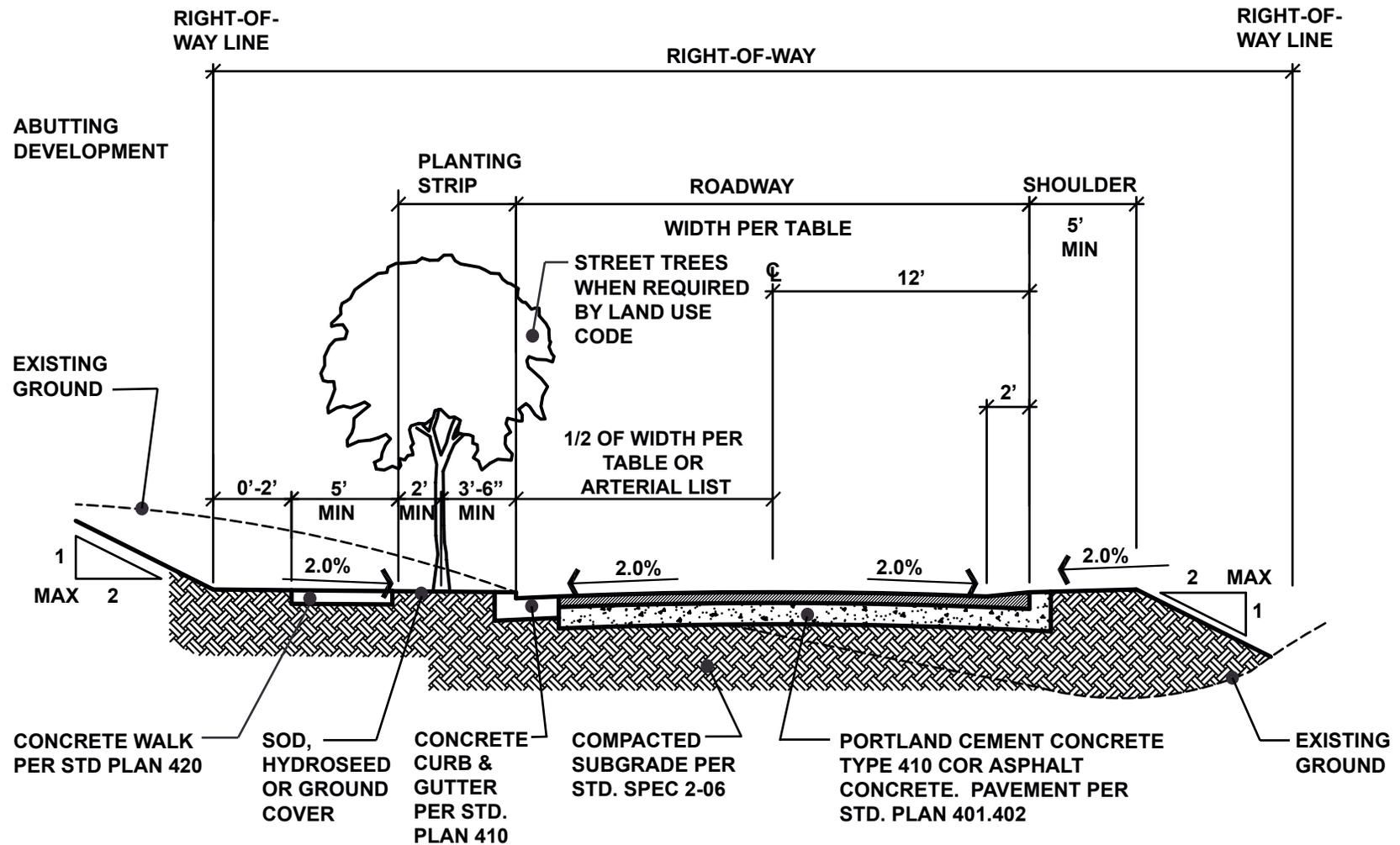


Figure 4-10 September 2005

Curb and Sidewalk Improvement: New Pavement For Streets without Existing Hard Surface



\*REFER TO XXX

NOT TO SCALE

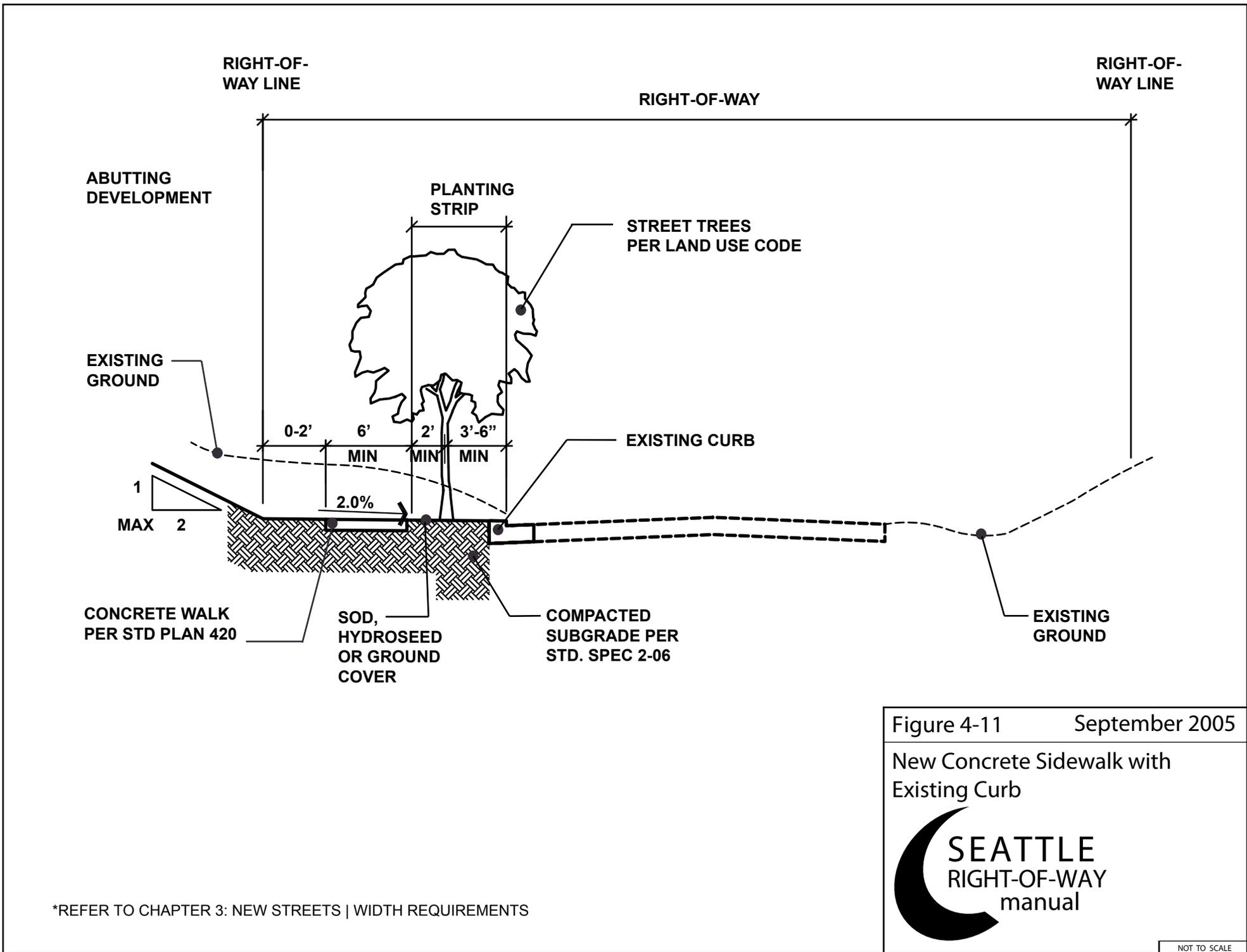


Figure 4-11 September 2005

New Concrete Sidewalk with Existing Curb



\*REFER TO CHAPTER 3: NEW STREETS | WIDTH REQUIREMENTS

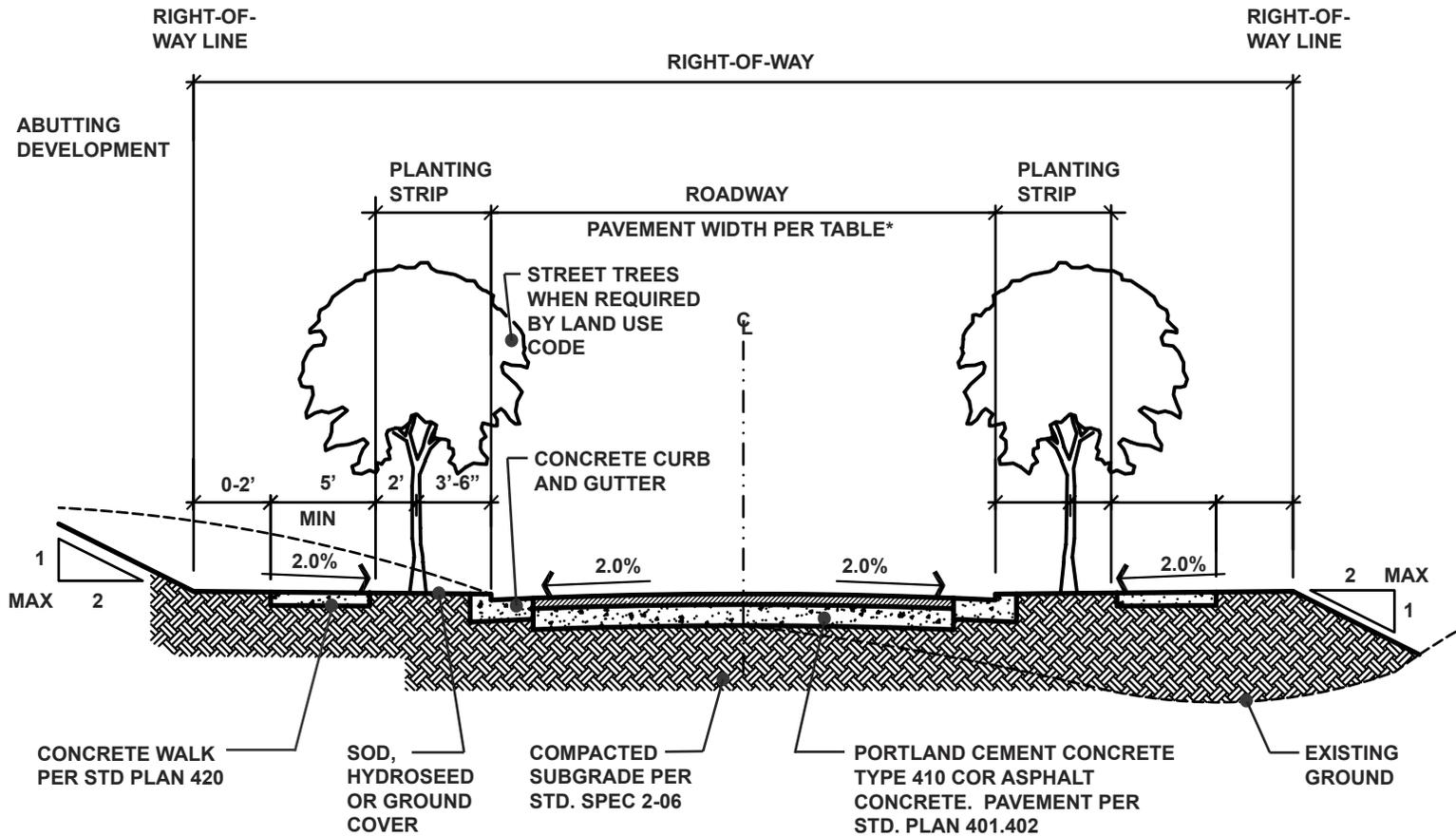
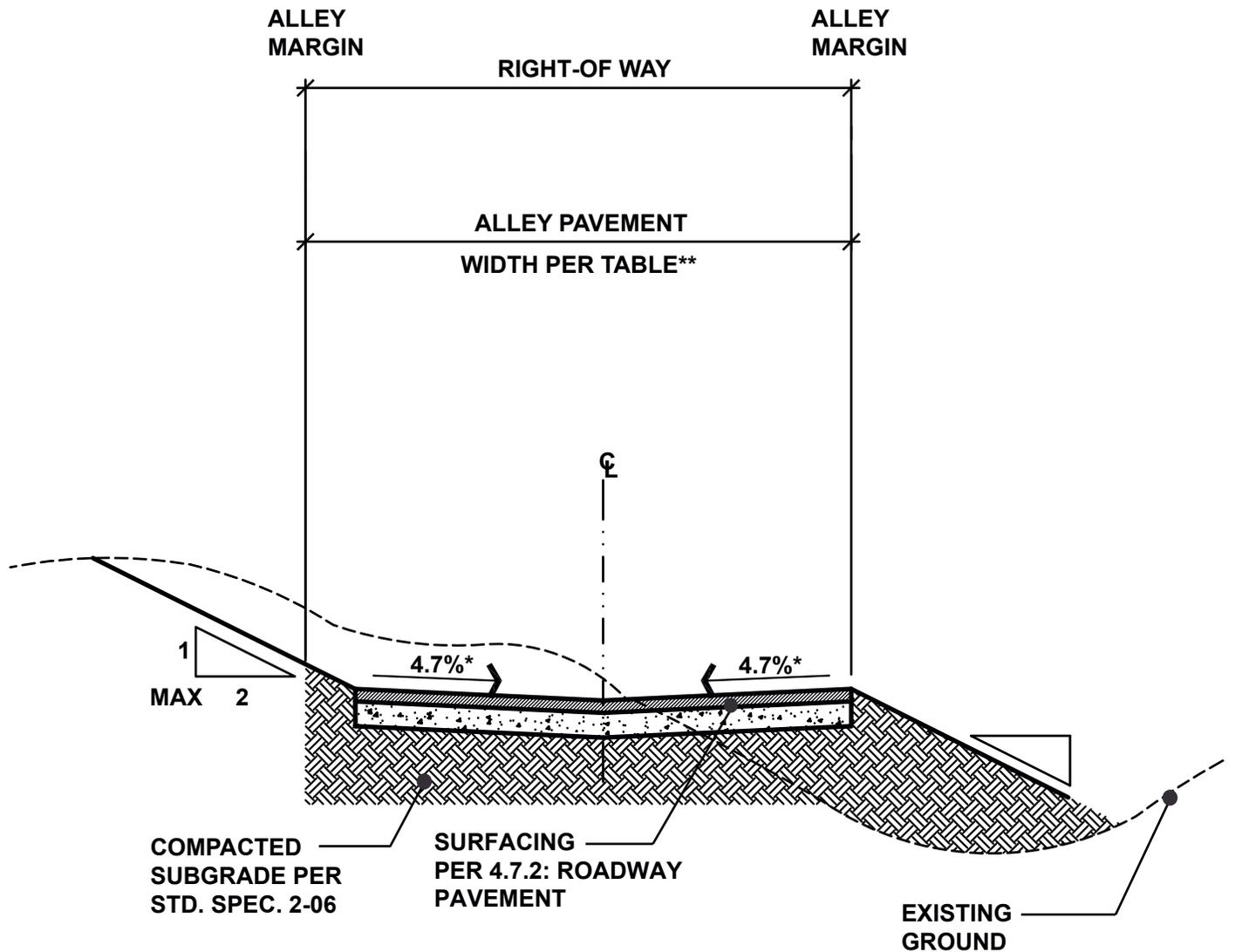


Figure 4-12 September 2005

Full Improvements for Newly Dedicated Streets



\*REFER TO CHAPTER 3: NEW STREETS | WIDTH REQUIREMENTS



\* SEE STD PLAN 403.  
 ALLEY IMPROVEMENTS SHALL CONSIDER AN ADA ACCESSIBLE ROUTE FOR THE ENTIRE ALLEY.

\*\*REFER TO CHAPTER 3: NEW STREETS | WIDTH REQUIREMENTS

Figure 4-13 September 2005

Alley Improvement



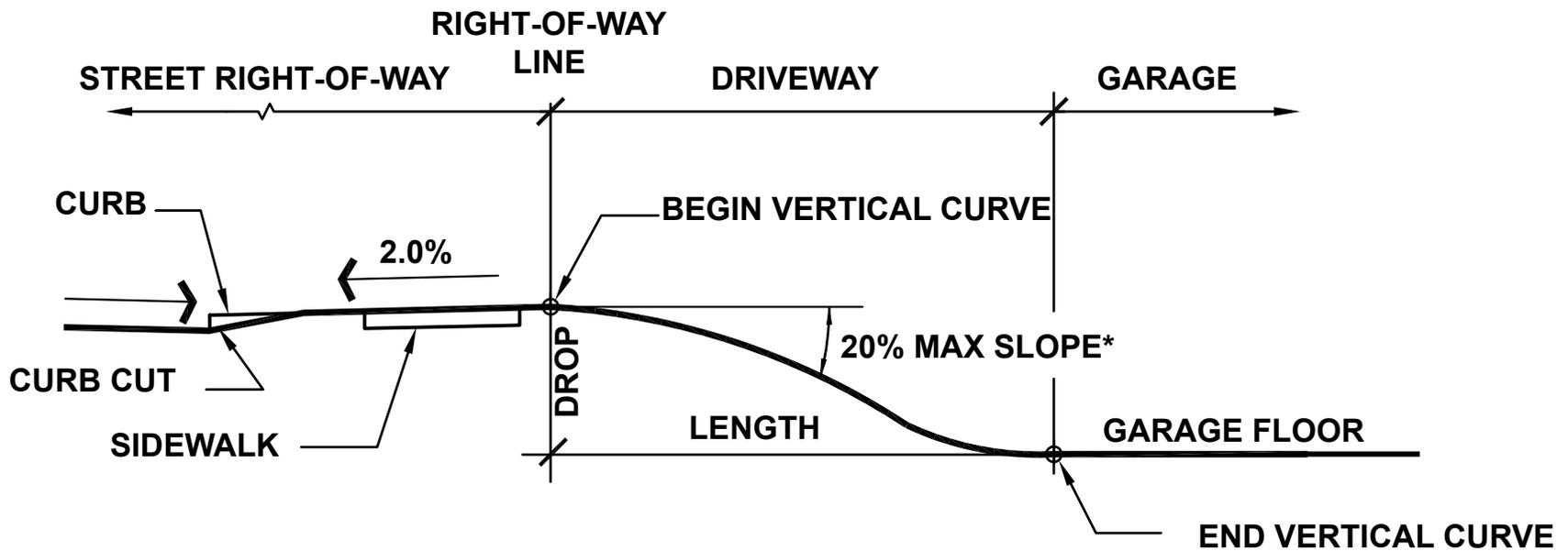


Figure 4-14 September 2005

Driveway Slope



\*FOR BACK-IN ACCESS ONLY, MAX SLOPE IS 10%

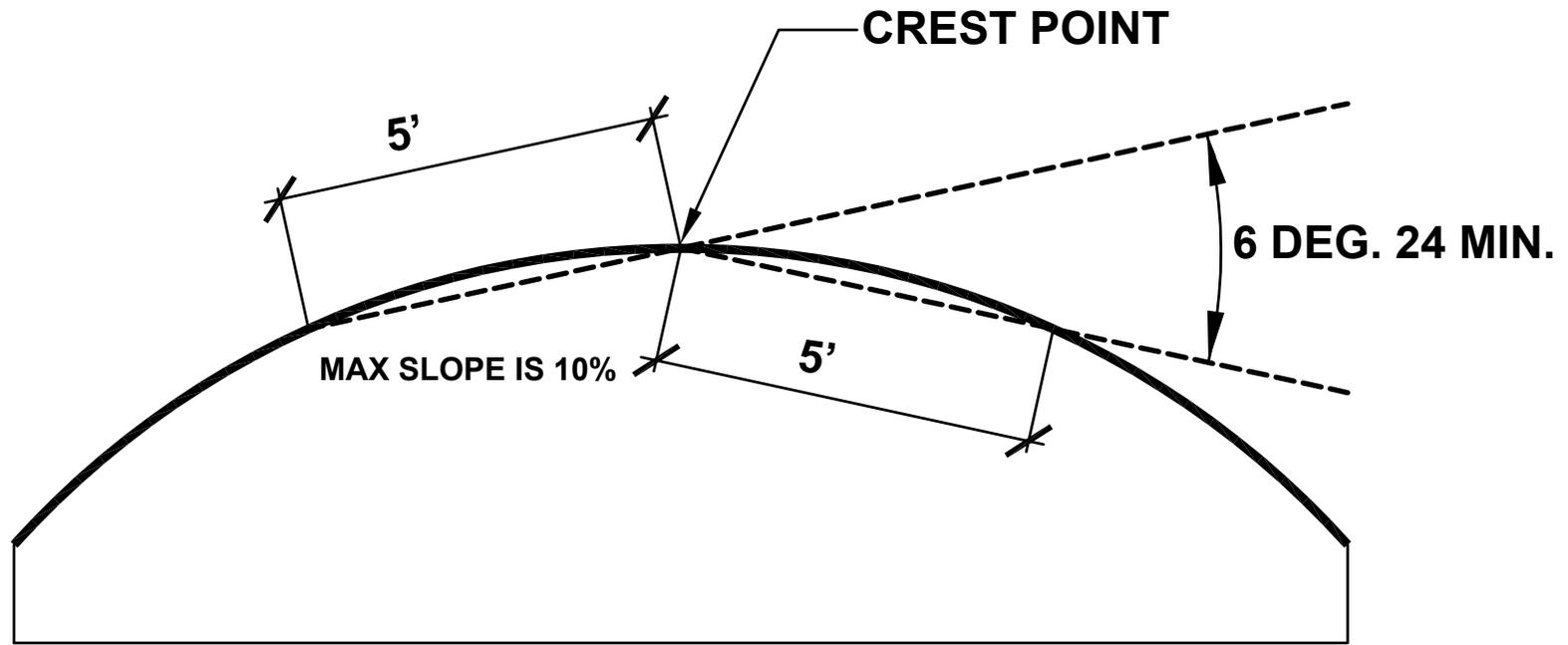


Figure 4-15 September 2005

Maximum Grade Curvatures for  
Driveways: Crest Vertical Curve



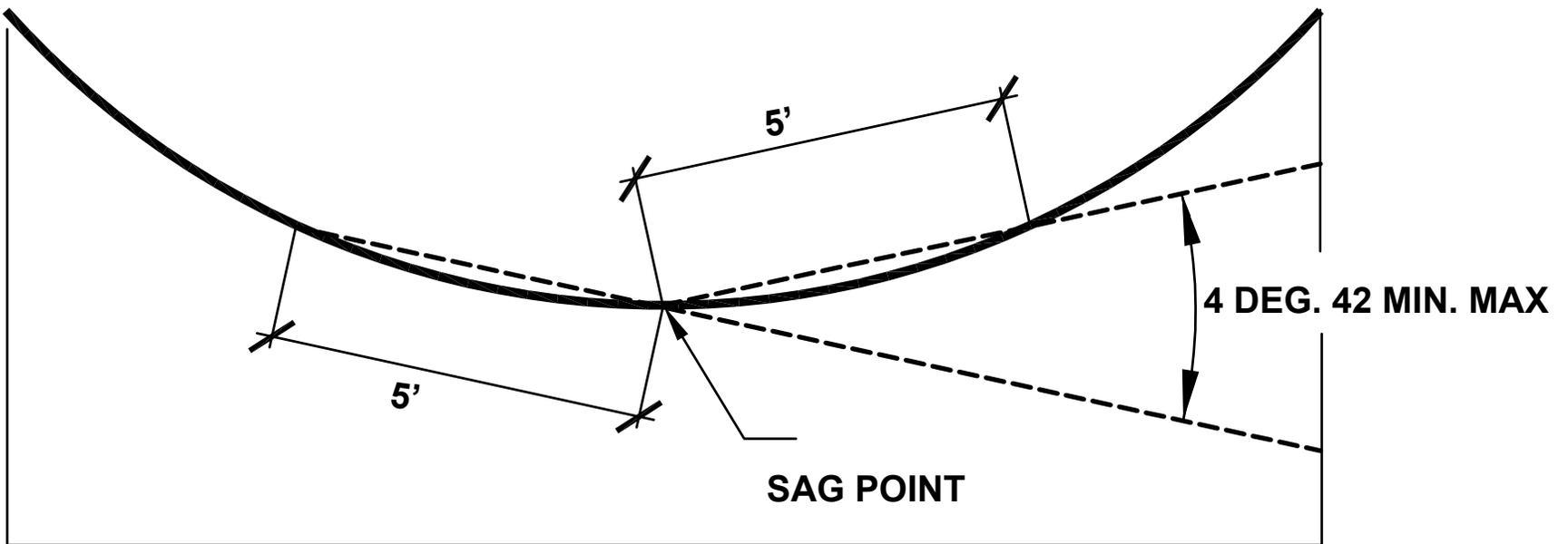


Figure 4-16 September 2005

Maximum Grade Curvatures for  
Driveways: Sag Vertical Curve



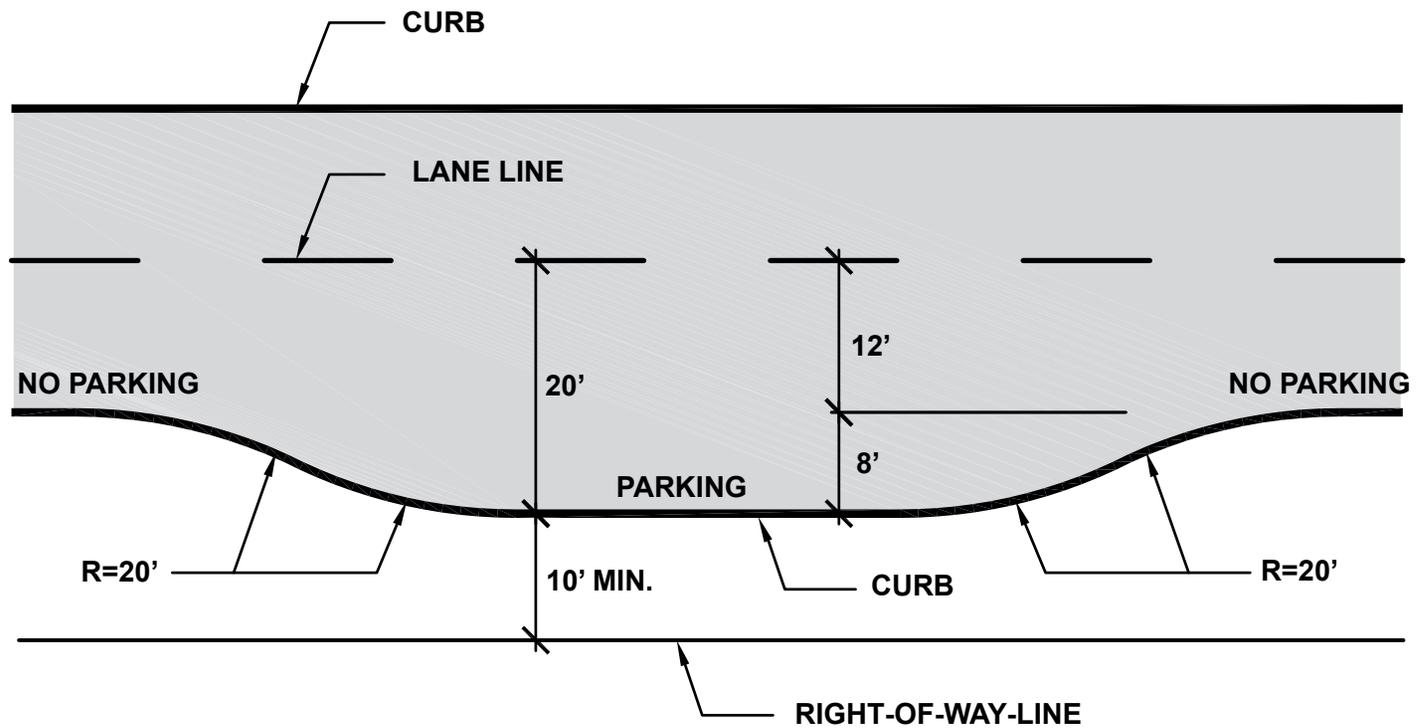


Figure 4-17 September 2005

Parking Curb Setback



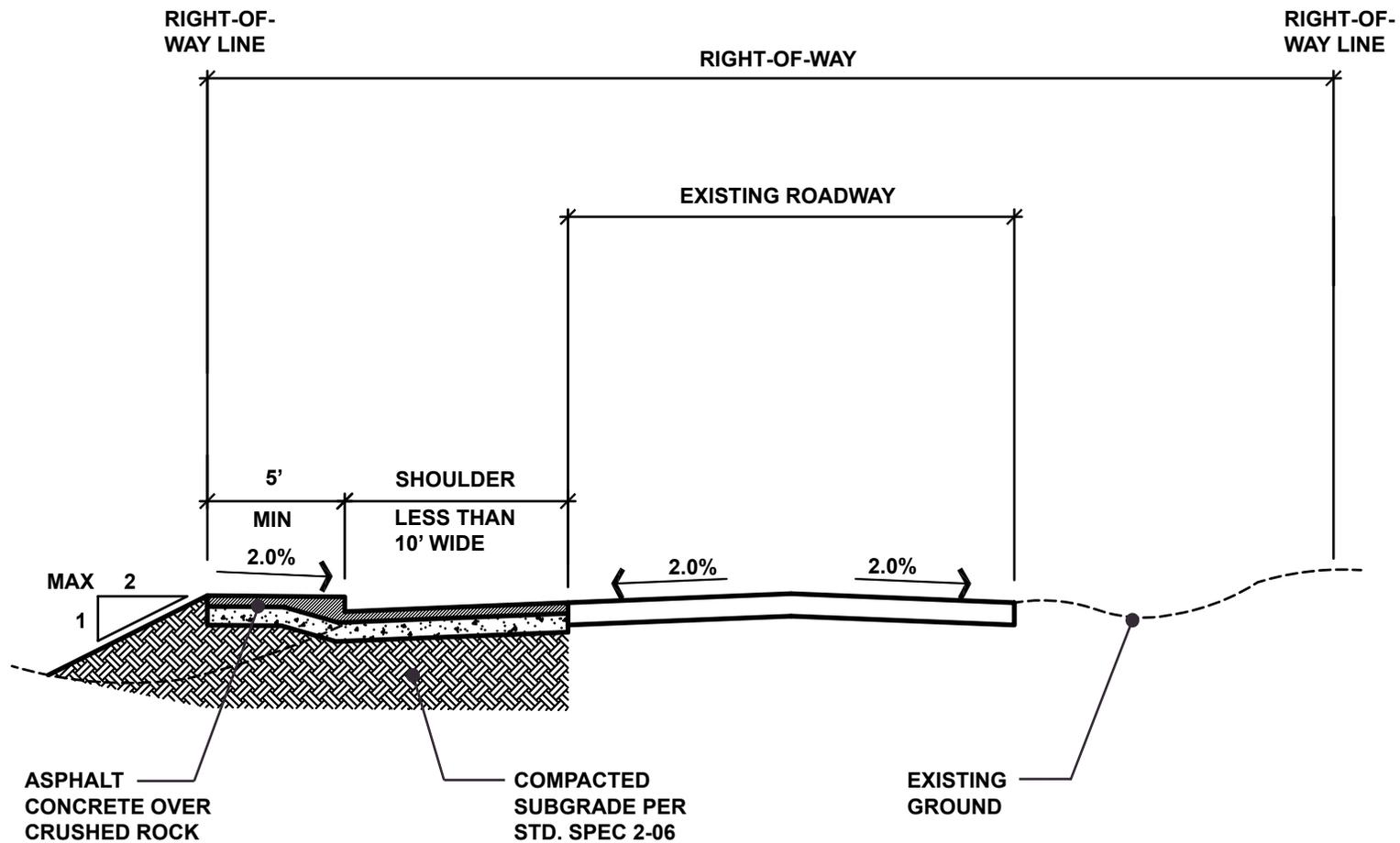


Figure 4-18 September 2005

Asphalt Pedestrian Walkway



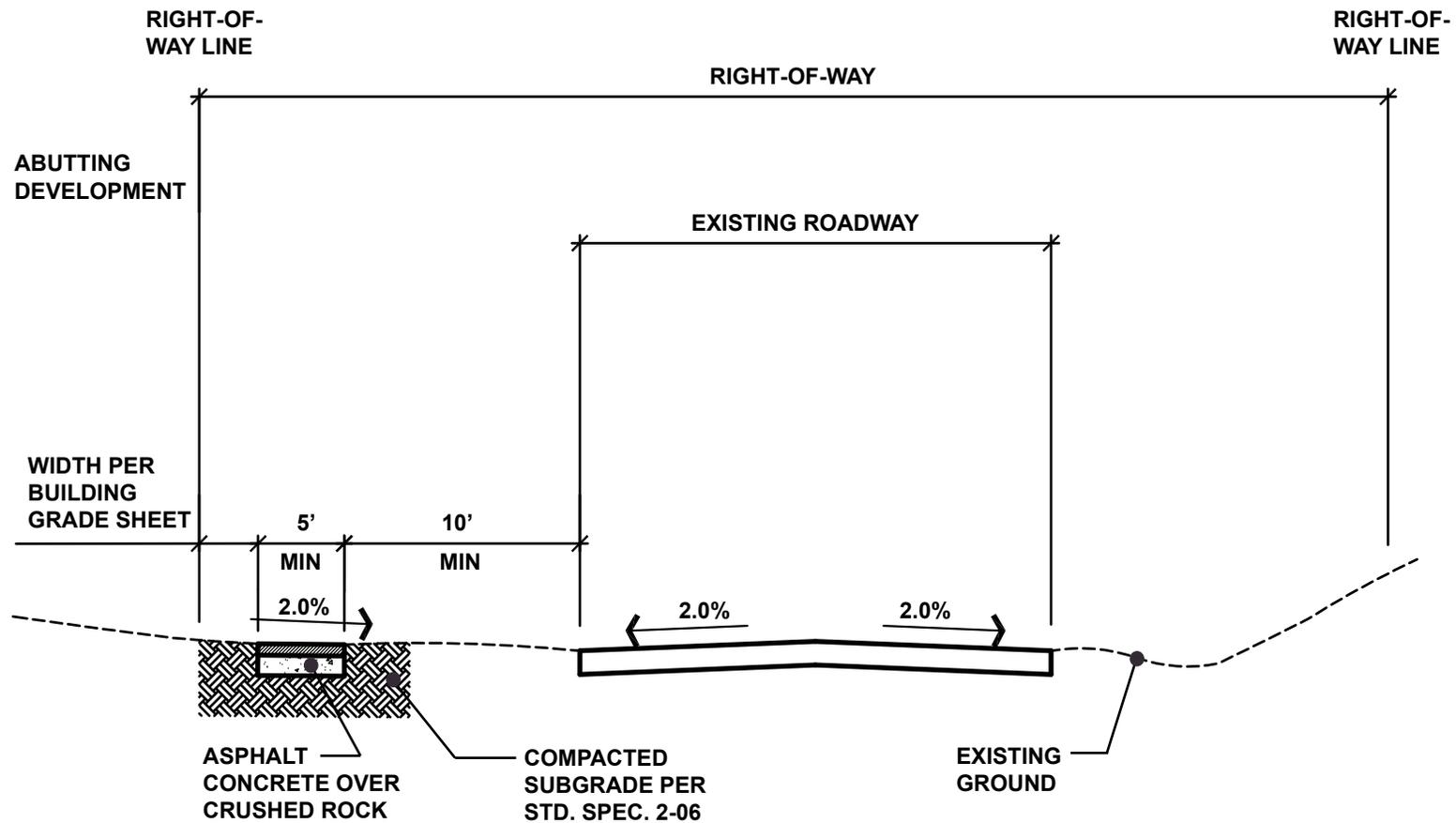
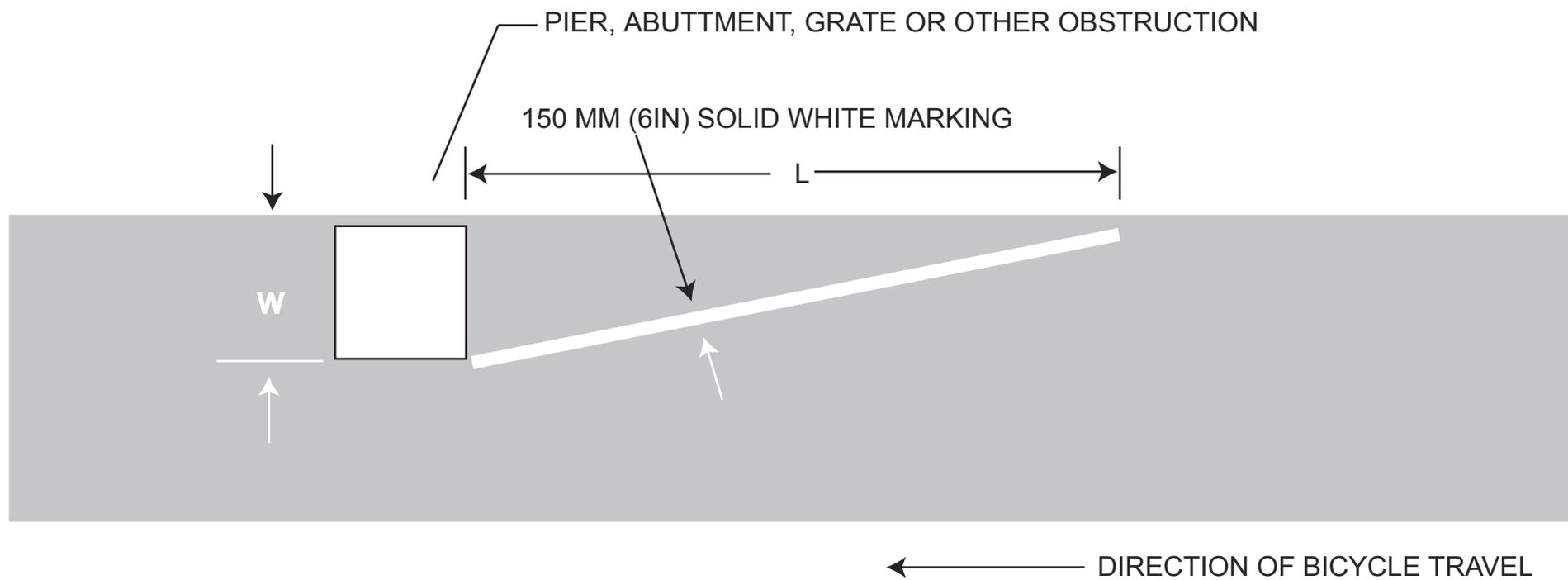


Figure 4-19 September 2005  
 Asphalt Pedestrian Walkway 10 Feet  
 or More From Existing Roadway





FOR METRIC UNITS:  
 $L = 0.62 WV$ , WHERE  $V$  IS BICYCLE APPROACH SPEED (KM/H)

FOR ENGLISH UNITS:  
 $L: WV$ , WHERE  $V$  IS BICYCLE APPROACH SPEED (MPH)

Figure 4-20

September 2005

Obstruction Warning Pavement Marking



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Z11



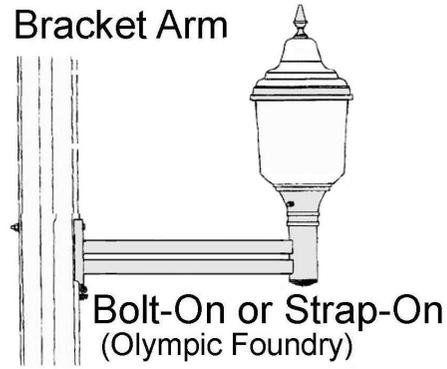
Z15



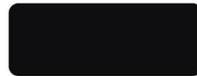
Z40



Z47A



Colors



BKTX, Textured Black



GYTX, Textured Grey

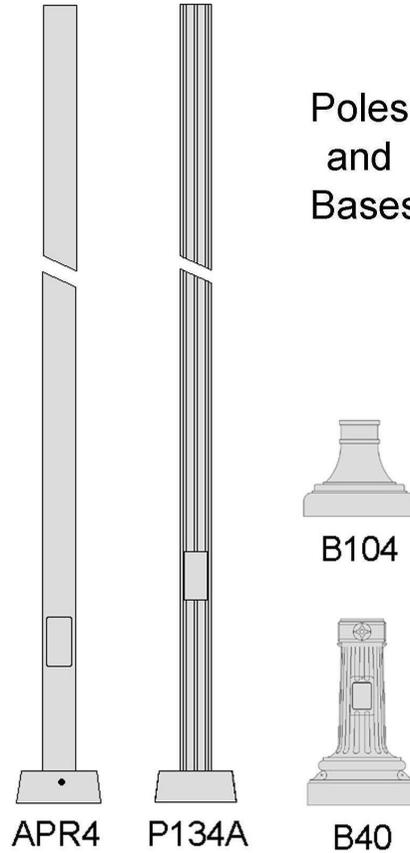


GN8TX, Textured Dark Green



BRTX, Textured Bronze

Poles and Bases



Preapproved Manufacturer - Lumec

Figure 4-21

September 2005

Pedestrian Lighting Sections



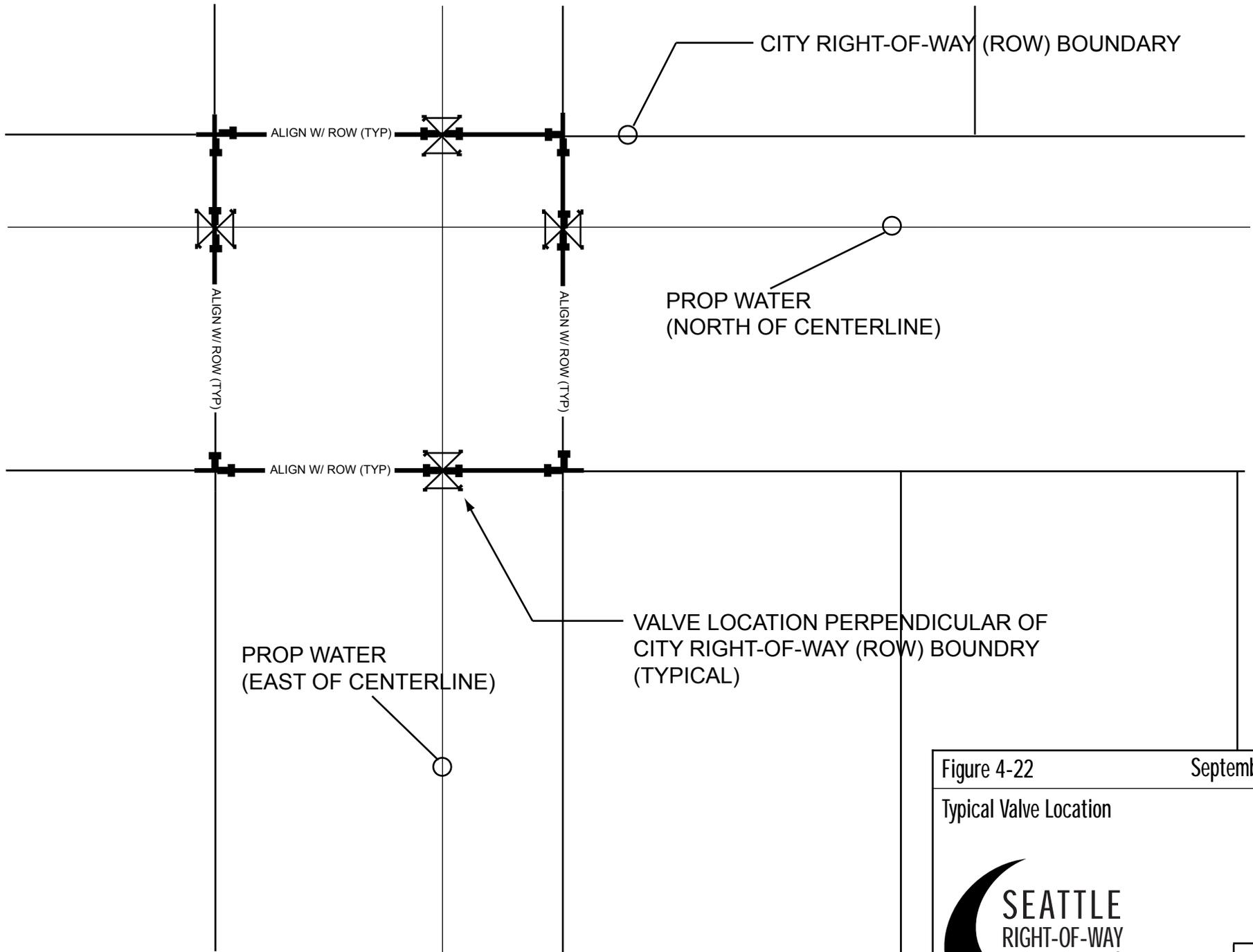
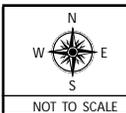


Figure 4-22

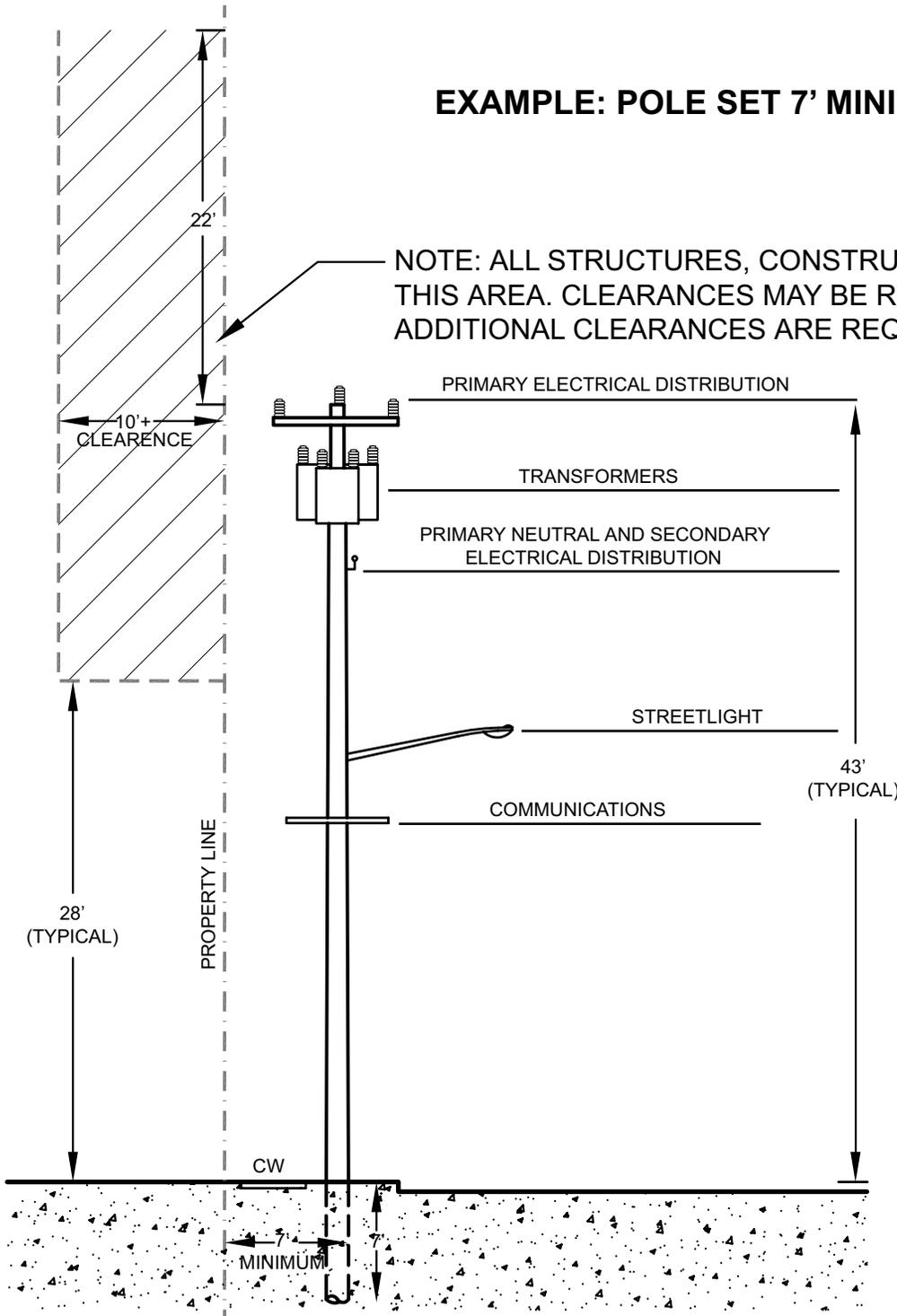
September 2005

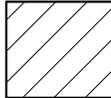
Typical Valve Location



NOT TO SCALE

## EXAMPLE: POLE SET 7' MINIMUM TO PROPERTY LINE



 =MINIMUM SETBACK OF FINISHED BUILDING OR STRUCTURE REQUIRED FOR UTILITY CLEARANCE FROM SCL ELECTRICAL OVERHEAD UTILITY.

### TYPICAL SCL CONSTRUCTION

THE SEATTLE CITY LIGHT (SCL) 26KV OVERHEAD POWER DISTRIBUTION REQUIRES A MINIMUM HORIZONTAL AND VERTICAL CLEARANCE FROM BUILDINGS AND STRUCTURES PER THE MOST RESTRICTIVE ELEMENTS AMONGST CURRENT WASHINGTON ADMINISTRATIVE CODE (WAC 296-155-428, WAC 296-24-960), NATIONAL ELECTRIC SAFETY CODE (NEC-2002, RULES 236/237), AND SCL CONSTRUCTION GUIDELINE (D2-3).

POLE LOCATION WITHIN STREET RIGHT-OF-WAY MUST HAVE SDOT APPROVAL.

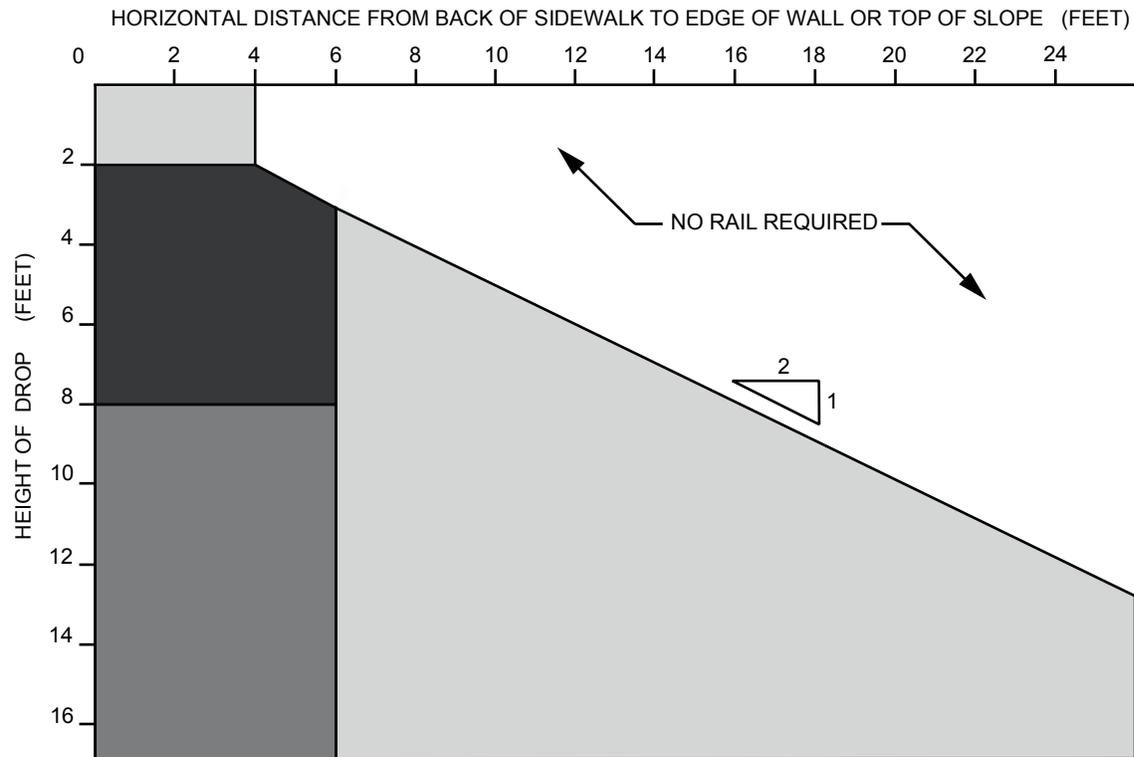
Figure 4-23

September 2005

Seattle City Light Utility Clearance



NOT TO SCALE



RAILINGS SHALL BE DESIGNATED AS "HANDRAILS" OR "PEDESTRIAN RAILS" AND THEIR USAGE SHALL BE AS DETERMINED BY THE DIAGRAM.

HANDRAILS SHALL BE DESIGNED IN ACCORDANCE WITH SEATTLE STANDARD PLAN 441 OR 443, AS APPROPRIATE.

PEDESTRIAN RAILINGS SHALL BE DESIGNED IN ACCORDANCE WITH INSTRUCTIONS PROVIDED BY THE ENGINEERING SERVICES DIVISION OF THE ENGINEERING DEPARTMENT OR RULES DEVELOPED FOR THIS PURPOSE BY THE DIRECTOR OF ENGINEERING.

Figure 4-24

September 2005

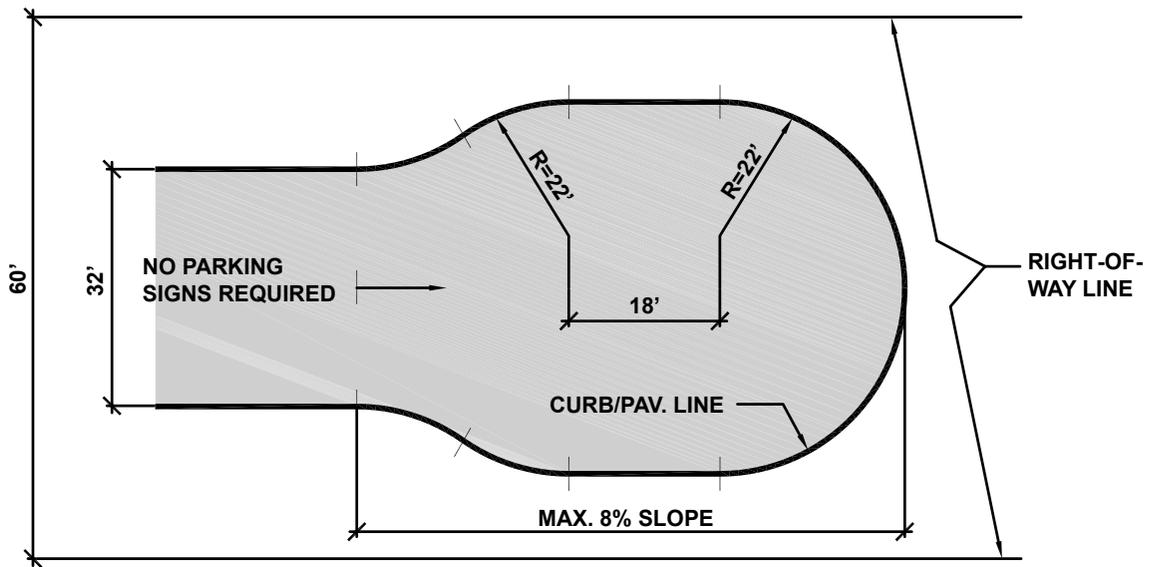
Determination of Handrails vs. Pedestrian Rails

LEGEND

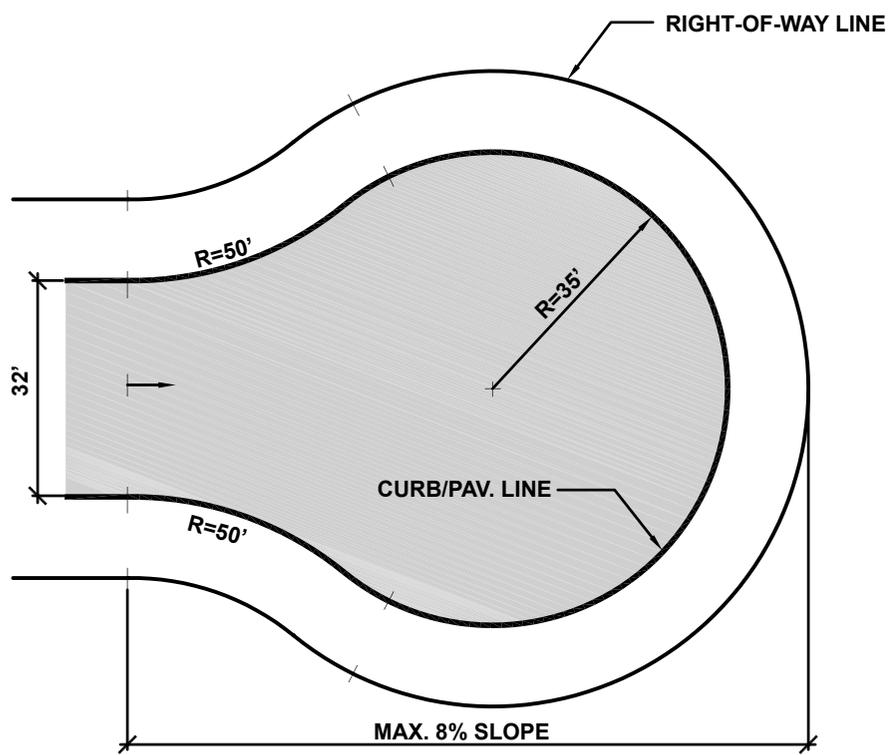
-  Railing requirements to be determined by SDOT
-  Handrail or other barrier device as approved by SDOT
-  Pedestrian rail



NOT TO SCALE



WITHIN EXISTING 60' RIGHT-OF-WAY



NEW PLATTED STREET

Figure 4-25

September 2005

Cul de Sacs



