Figure 4-1  September 2005
Standard Design Cross Section

RIGHT-OF-WAY LINE
CATCH LINE  SLOPE LINE
RIGHT-OF-WAY LINE

1.0% 1.0% 1.0%

STREET TREE  6" CURB  GUTTER
PAVEMENT  CROWN

SIDEWALK PLANTING STRIP ROADWAY PLANTING STRIP SIDEWALK

3.5' MIN SETBACK  2.0%

EXISTING GRADE  NEW GRADE

NOT TO SCALE
Figure 4-2  September 2005
Crushed Rock Improvement

**RIGHT-OF-WAY LINE**

**ABUTTING DEVELOPMENT**

**EXISTING GROUND**

**SHOULDER**

**ROADWAY**

**SHOULDER**

**WIDTH PER BUILDING GRADE SHEET**

**1'**  **2'**  **16'**  **5' MIN.**

**THICKENED EDGE PER FIGURE 3.3**

**COMPACTED SUBGRADE PER STD. SPEC. 2-06**

**6" CRUSHED ROCK PER STD. SPEC. 9-03.9(3)**

**EXISTING GROUND**
Figure 4-3  September 2005

Crushed Rock Improvement Industrial Zones

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NOT TO SCALE
Figure 4-4
September 2005
Crushed Rock Improvement
Edged Detail

CRUSHED ROCK TOP COURSE - TYPE 1
BASE COURSE - TYPE 2
Asphalt Concrete Pavement: New Pavement
For Streets without Existing Hard Surface

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

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Figure 4-6

NOT TO SCALE

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Figure 4-7  September 2005
Asphalt Thickened Edge Detail

CRUSHED ROCK TOP COURSE - TYPE 1
BASE COURSE - TYPE 2
Asphalt Concrete Pavement: Pavement Widening

For Existing Hard Surface Streets

1 MAX

2.0%

1% - 4% 1% - 4%

LC

SHOULDER

NEW PAVEMENT

EXISTING HARD SURFACE

VARIES

MIN WIDTH

10'

2'

ASPHALT THICKENED EDGE PER FIGURE 3.5

COMPACTED SUBGRADE PER STD. SPEC 2-06

EXISTING GROUND

RIGHT-OF-WAY LINE

RIGHT-OF-WAY

RIGHT-OF-WAY LINE

Figure 4-8

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Asphalt Concrete Pavement: Pavement Widening
For Existing Hard Surface Streets

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RIGHT-OF-WAY manual
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
ABUTTING DEVELOPMENT

EXISTING GROUND

CONCRETE WALK PER STD PLAN 420

SOD, HYDROSEED OR GROUND COVER

COMPACTED SUBGRADE PER STD. SPEC 2-06

STREET TREES PER LAND USE CODE

PLANTING STRIP

EXISTING CURB

Figure 4-11
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

SEATTLE RIGHT-OF-WAY manual
RIGHT-OF-WAY LINE

STREET RIGHT-OF-WAY

DRIVEWAY

GARAGE

CURB

CURB CUT

SIDEWALK

BEGIN VERTICAL CURVE

DROP

LENGTH

20% MAX SLOPE*

GARAGE FLOOR

END VERTICAL CURVE

*FOR BACK-IN ACCESS ONLY, MAX SLOPE IS 10%
Figure 4-15

Maximum Grade Curvatures for Driveways: Crest Vertical Curve

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CREST POINT

MAX SLOPE IS 10%

5’

6 DEG. 24 MIN.

5’
Figure 4-16

Maximum Grade Curvatures for Driveways: Sag Vertical Curve
EXISTING GROUND
ASPHALT CONCRETE OVER CRUSHED ROCK
COMPACTED SUBGRADE PER STD. SPEC 2-06
EXISTING ROADWAY
SHOULDER
LESS THAN 10' WIDE
RIGHT-OF-WAY LINE
RIGHT-OF-WAY
RIGHT-OF-WAY LINE

Figure 4-18
Asphalt Pedestrian Walkway

NOT TO SCALE

SEA TTLE RIGHT-OF-WAY manual
Figure 4-19  
Asphalt Pedestrian Walkway 10 Feet or More From Existing Roadway
PIER, ABUTMENT, GRATE OR OTHER OBSTRUCTION

150 MM (6 IN) SOLID WHITE MARKING

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 4-21  
Pedestrian Lighting Sections

Bracket Arm
Bolt-On or Strap-On (Olympic Foundry)

Colors
- BKTX, Textured Black
- GYTX, Textured Grey
- GN8TX, Textured Dark Green
- BRTX, Textured Bronze

Poles and Bases
- APR4
- P134A
- B40

Preapproved Manufacturer - Lumec
EXAMPLE: POLE SET 7' MINIMUM TO PROPERTY LINE

NOTE: ALL STRUCTURES, CONSTRUCTION AND MAINTENANCE ACTIVITIES PROHIBITED IN THIS AREA. CLEARANCES MAY BE REQUIRED IF POLES AND WIRES ARE NOT PRESENT. ADDITIONAL CLEARANCES ARE REQUIRED FOR BUILDING MAINTENANCE ACTIVITY.

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

TYPICAL SCL CONSTRUCTION

POLE LOCATION WITHIN STREET RIGHT-OF-WAY MUST HAVE SDOT APPROVAL.
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.
NO PARKING SIGNS REQUIRED

CURB/PAV. LINE

MAX. 8% SLOPE

WITHIN EXISTING 60' RIGHT-OF-WAY

R=22'

R=22'

18'

R=50'

R=35'

NEW PLATTED STREET

MAX. 8% SLOPE

CURB/PAV. LINE

R=50'

R=50'

RIGHT-OF-WAY LINE

Figure 4-25

Cul de Sacs

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NOT TO SCALE
FENCE SETBACK LINE
NO VERTICAL OBSTRUCTIONS
HIGHER THAN 6' IN THIS ZONE

PAVEMENT

RIGHT OF WAY

A = PER ALLEY OR
EASEMENT WIDTH
STANDARDS

Figure 4-26
September 2005
Alley and Easement Turnarounds