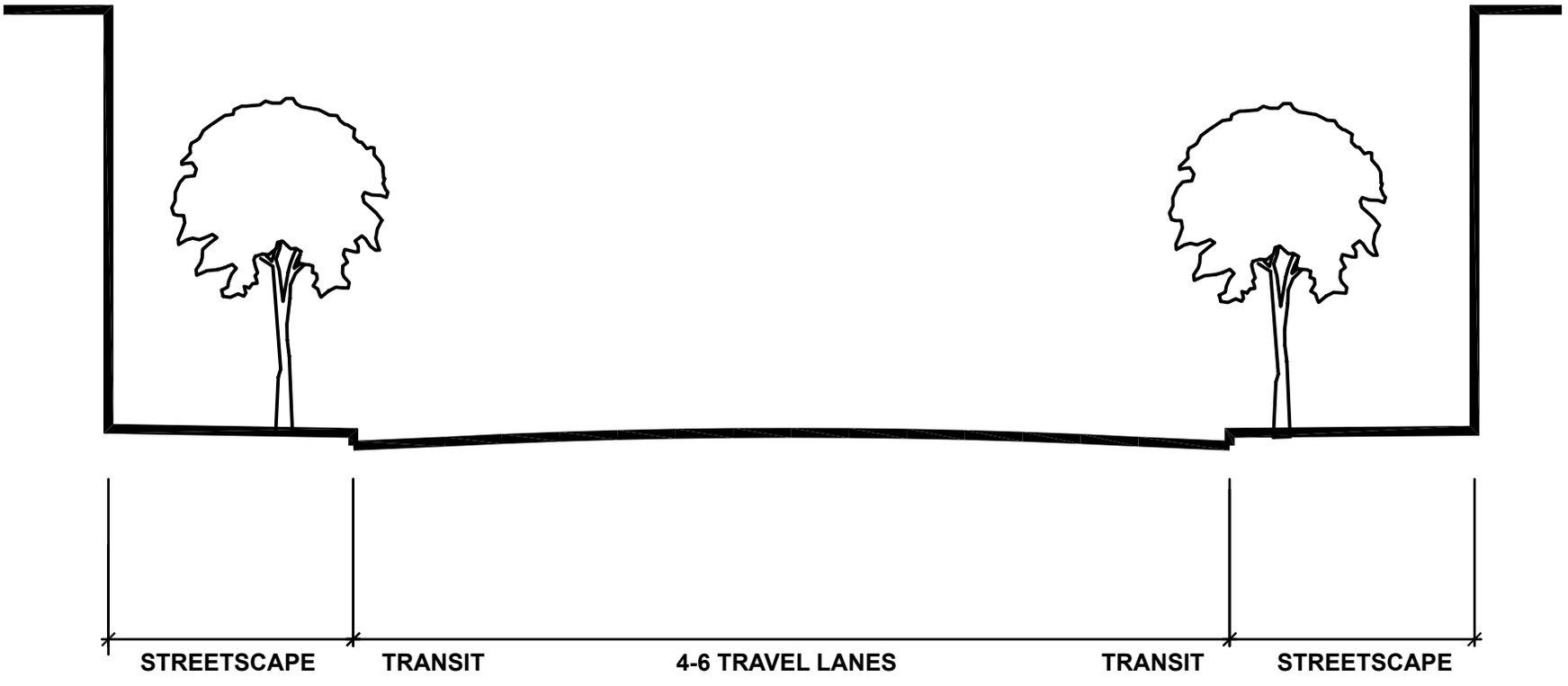


Figure 4-1 September 2005

Regional Connector

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

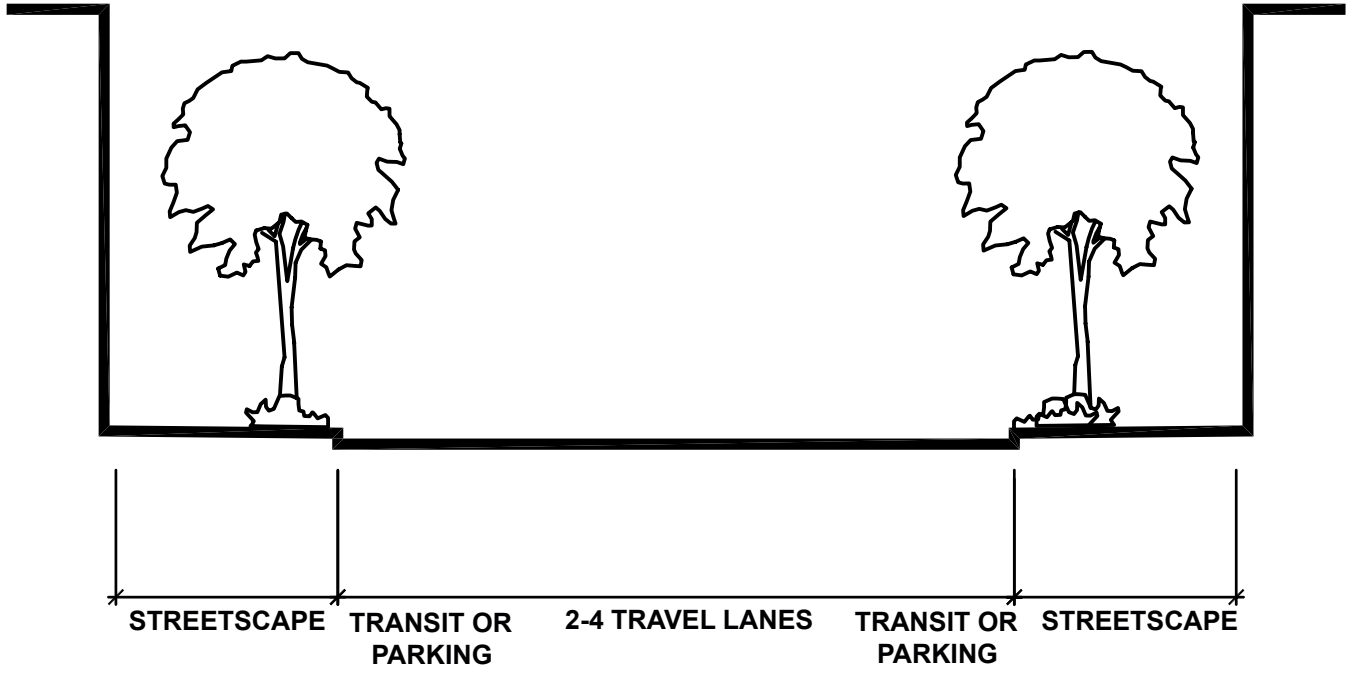


Figure 4-2 September 2005

Commercial Connector

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

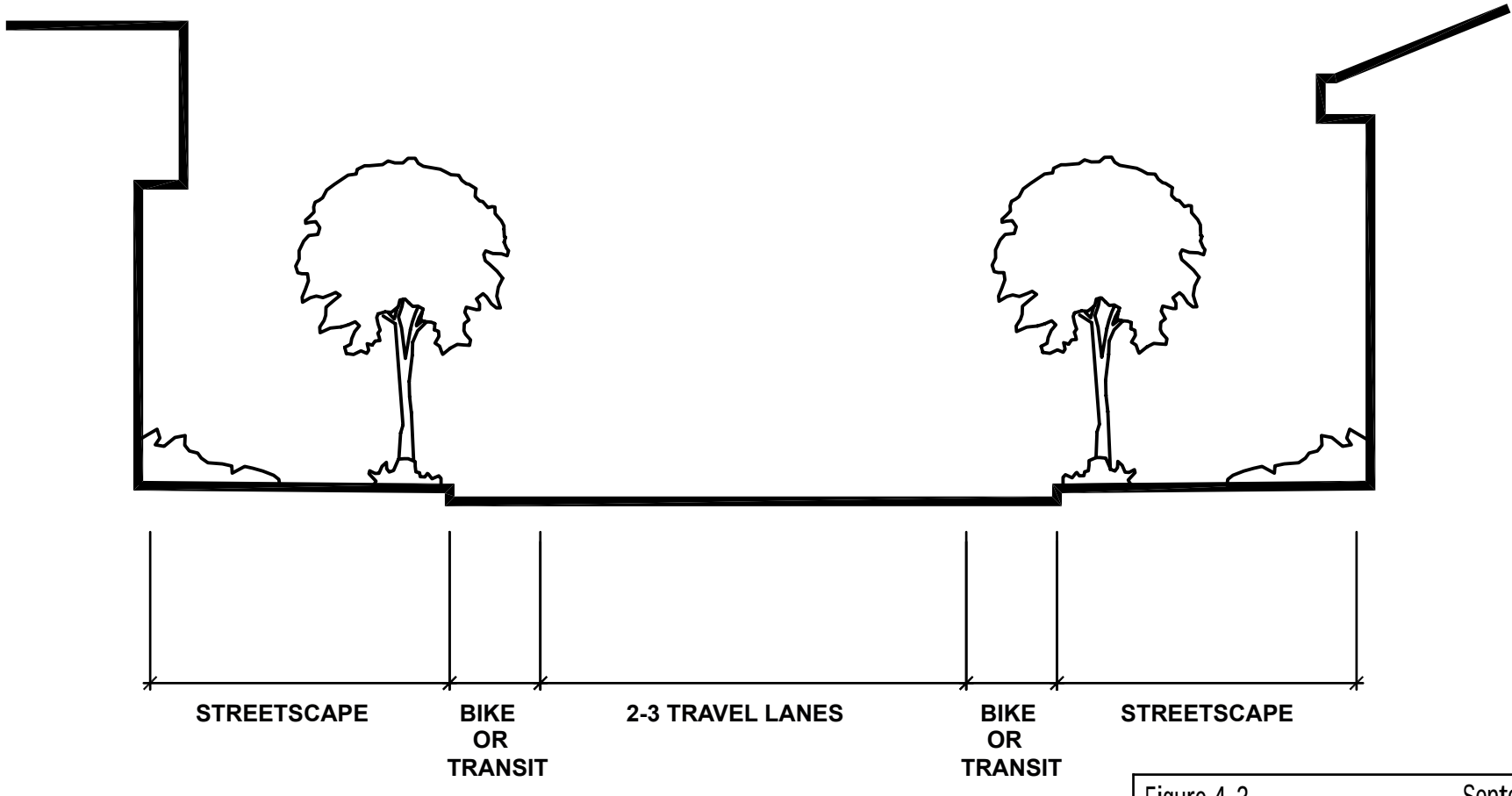


Figure 4-3 September 2005

Local Connector

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

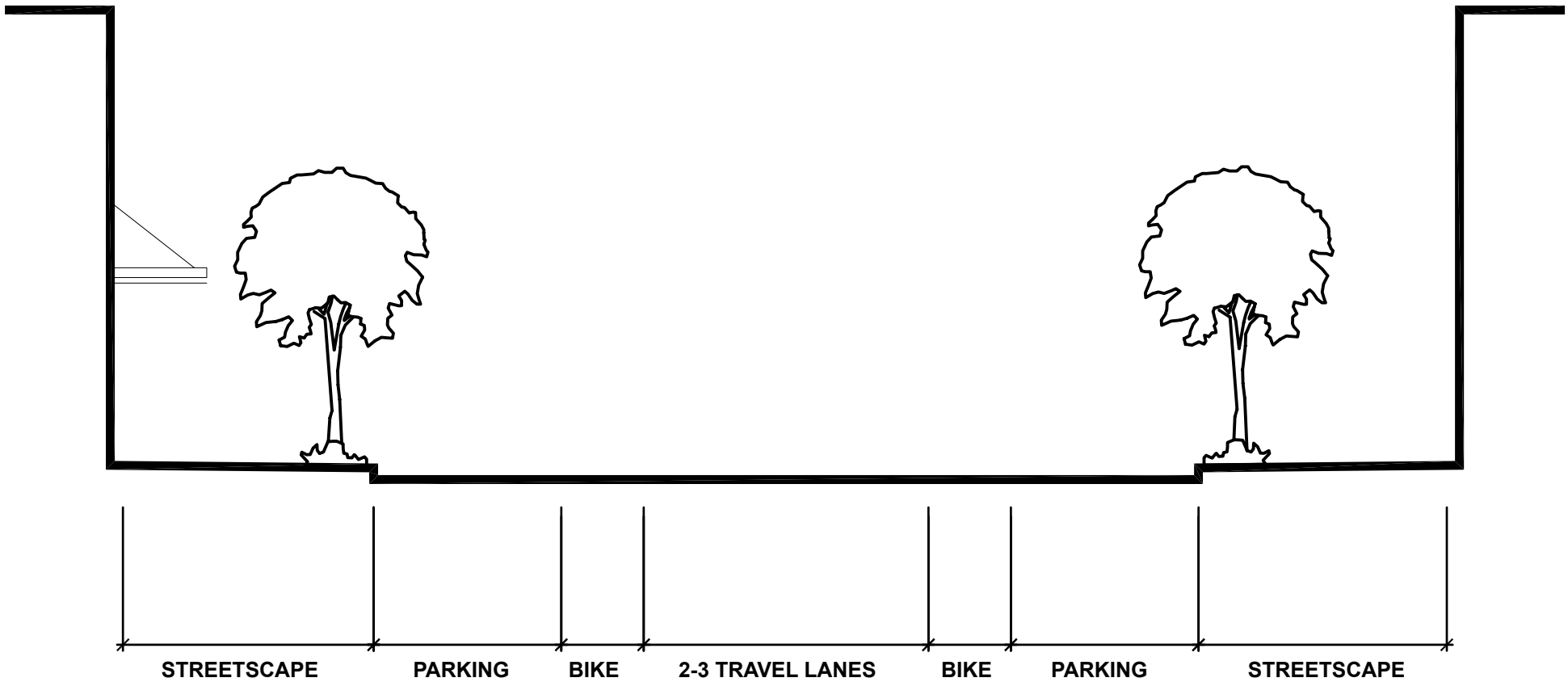


Figure 4-5

Mixed Use Street

September 2005

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

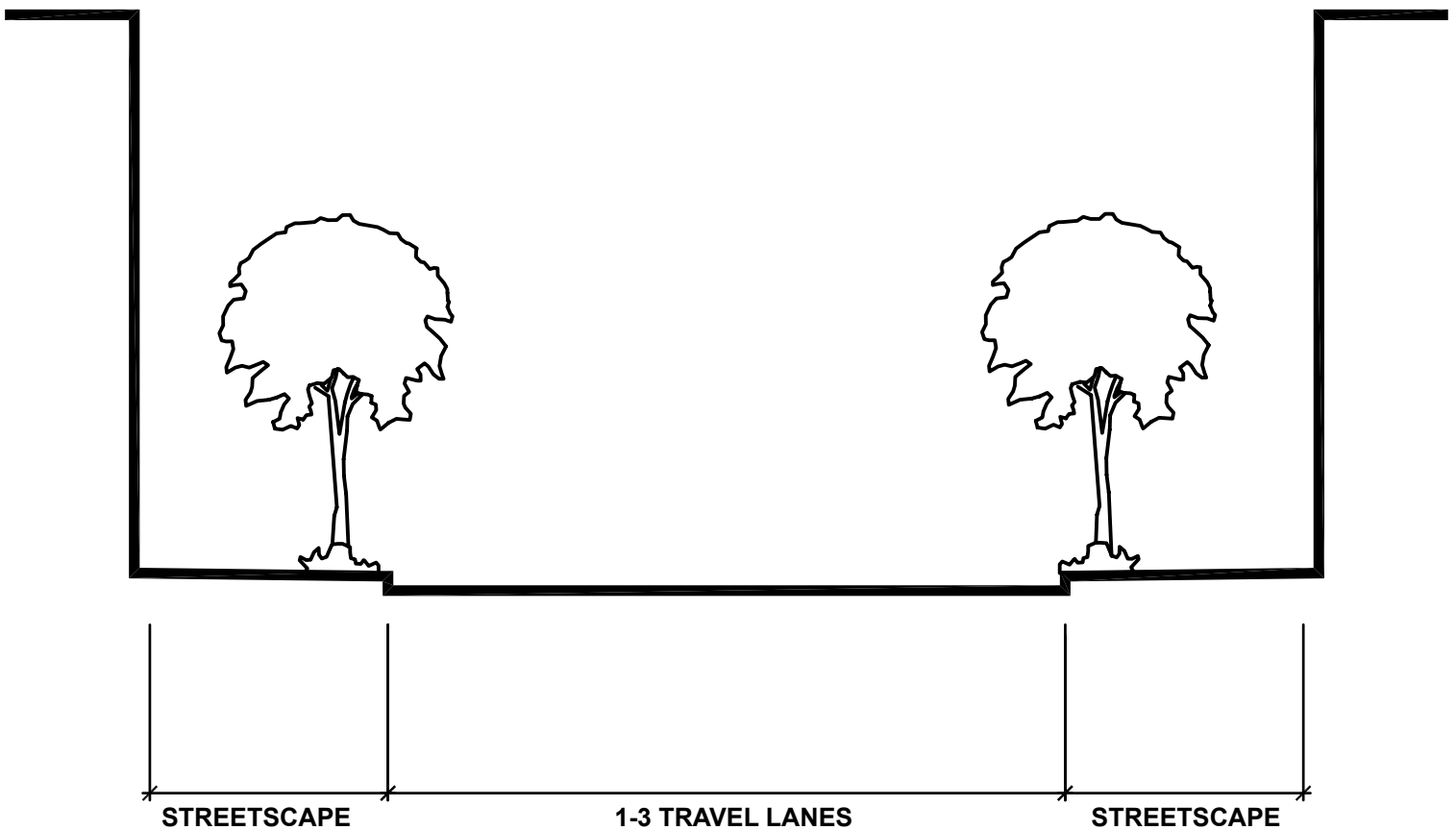


Figure 4-6 September 2005

Industrial Access

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

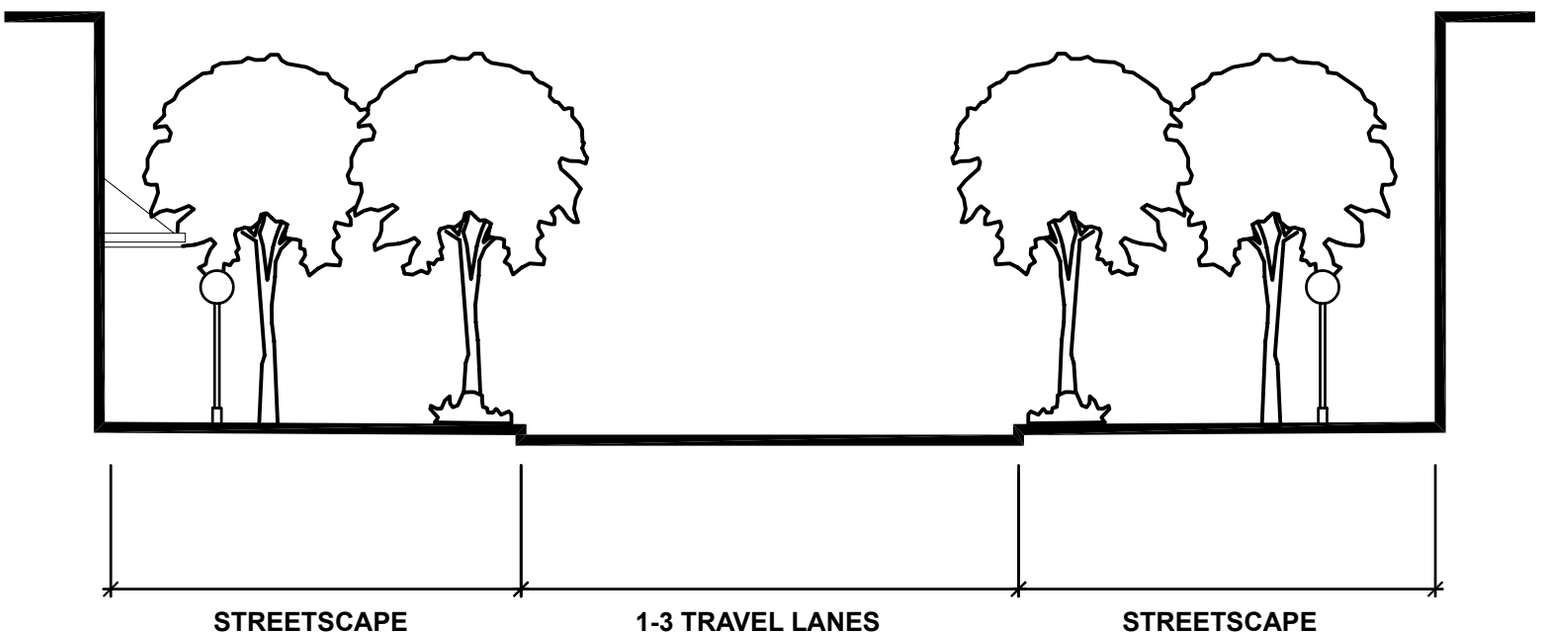


Figure 4-7 September 2005

Green Street

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

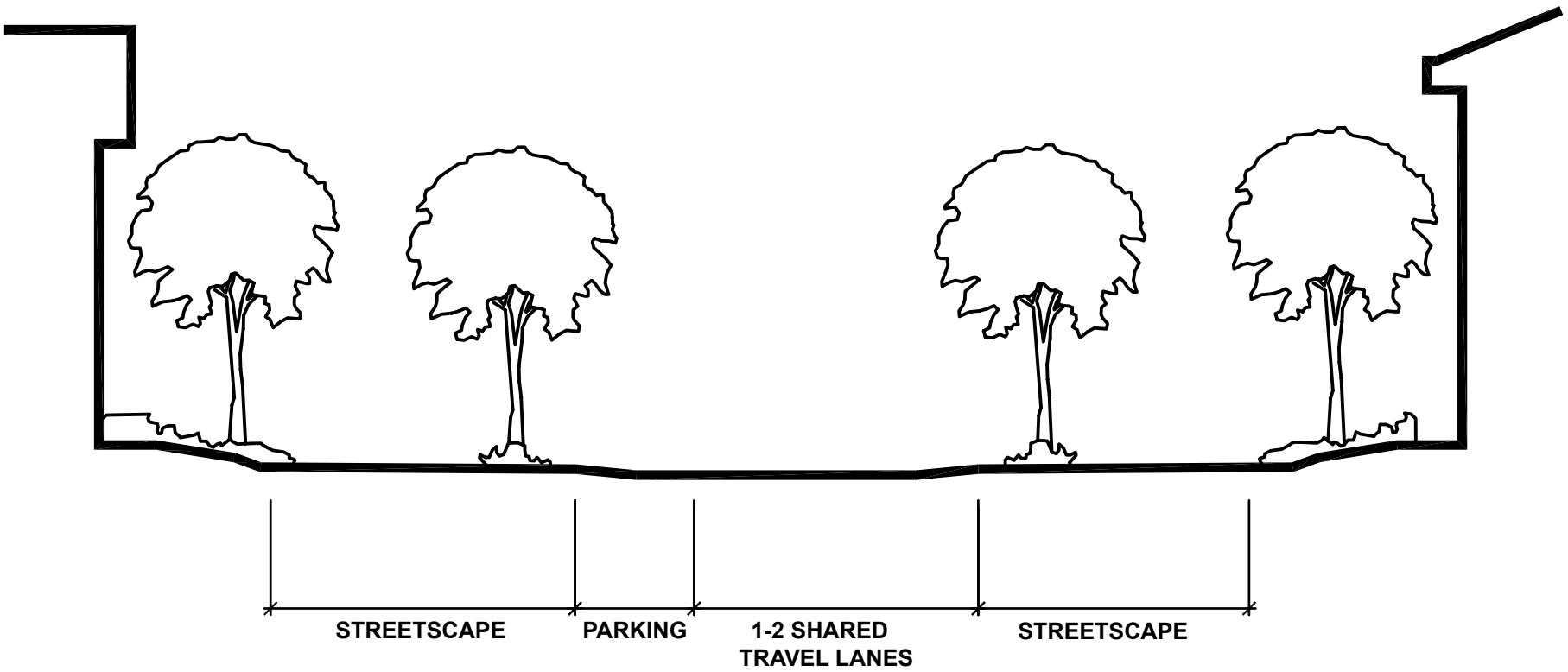


Figure 4-8 September 2005

Neighborhood Green Street without Curb

SEATTLE
RIGHT-OF-WAY
manual

NOT TO SCALE

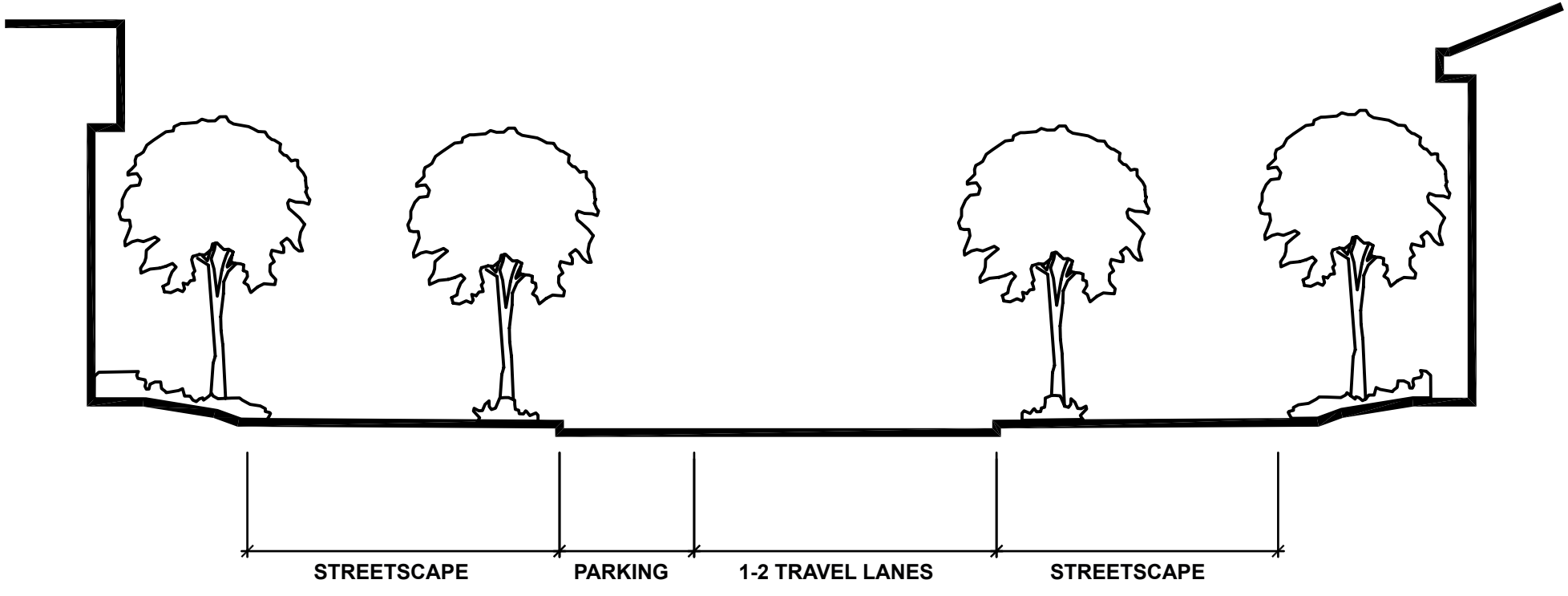


Figure 4-9 September 2005

Neighborhood Green Street with Curb

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

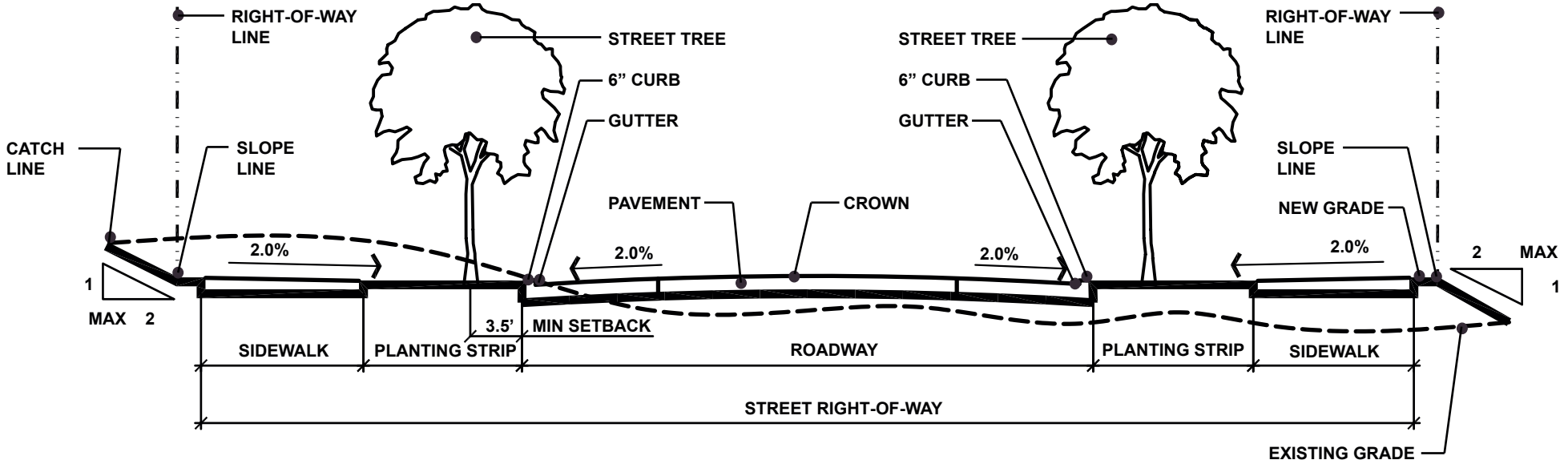


Figure 4-10 September 2005

Standard Design Cross Section

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

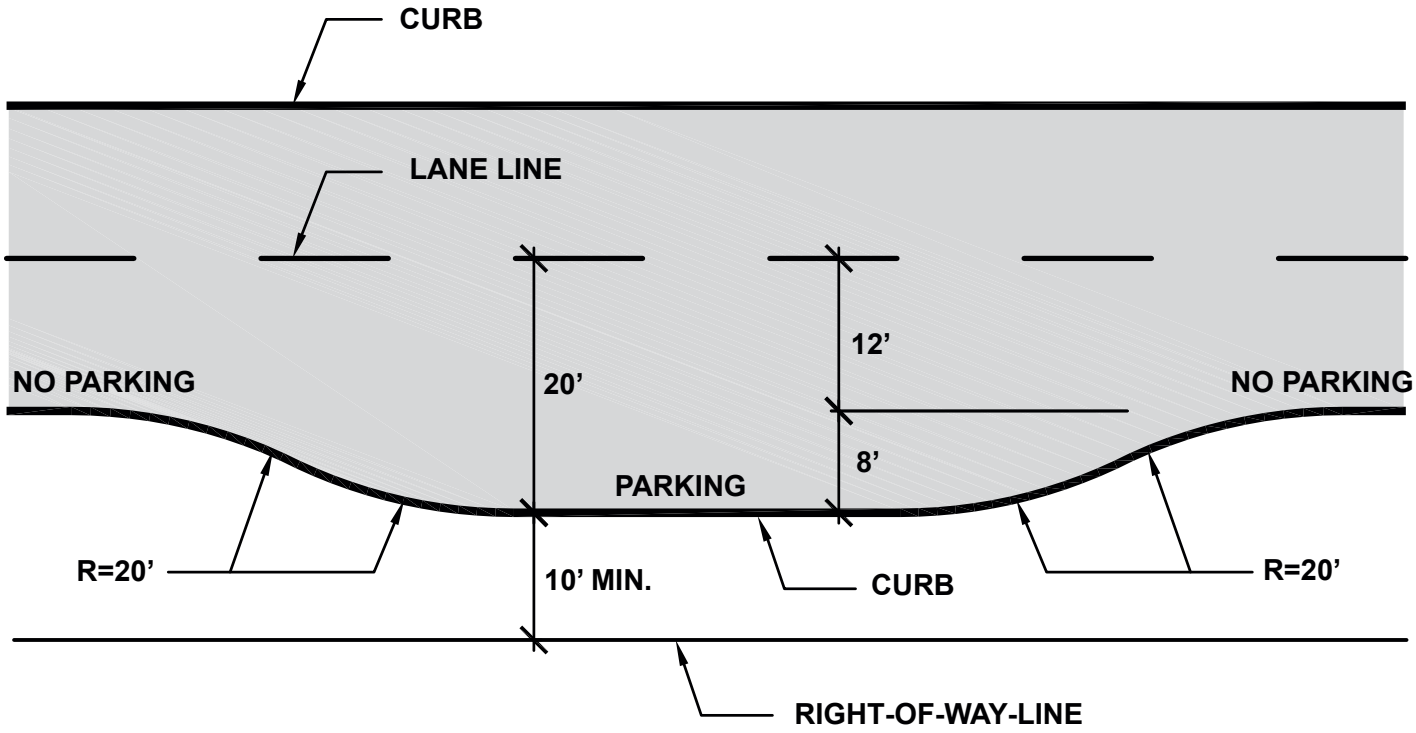


Figure 4-14

Parking Curb Setback

September 2005

SEATTLE
RIGHT-OF-WAY
manual

NOT TO SCALE

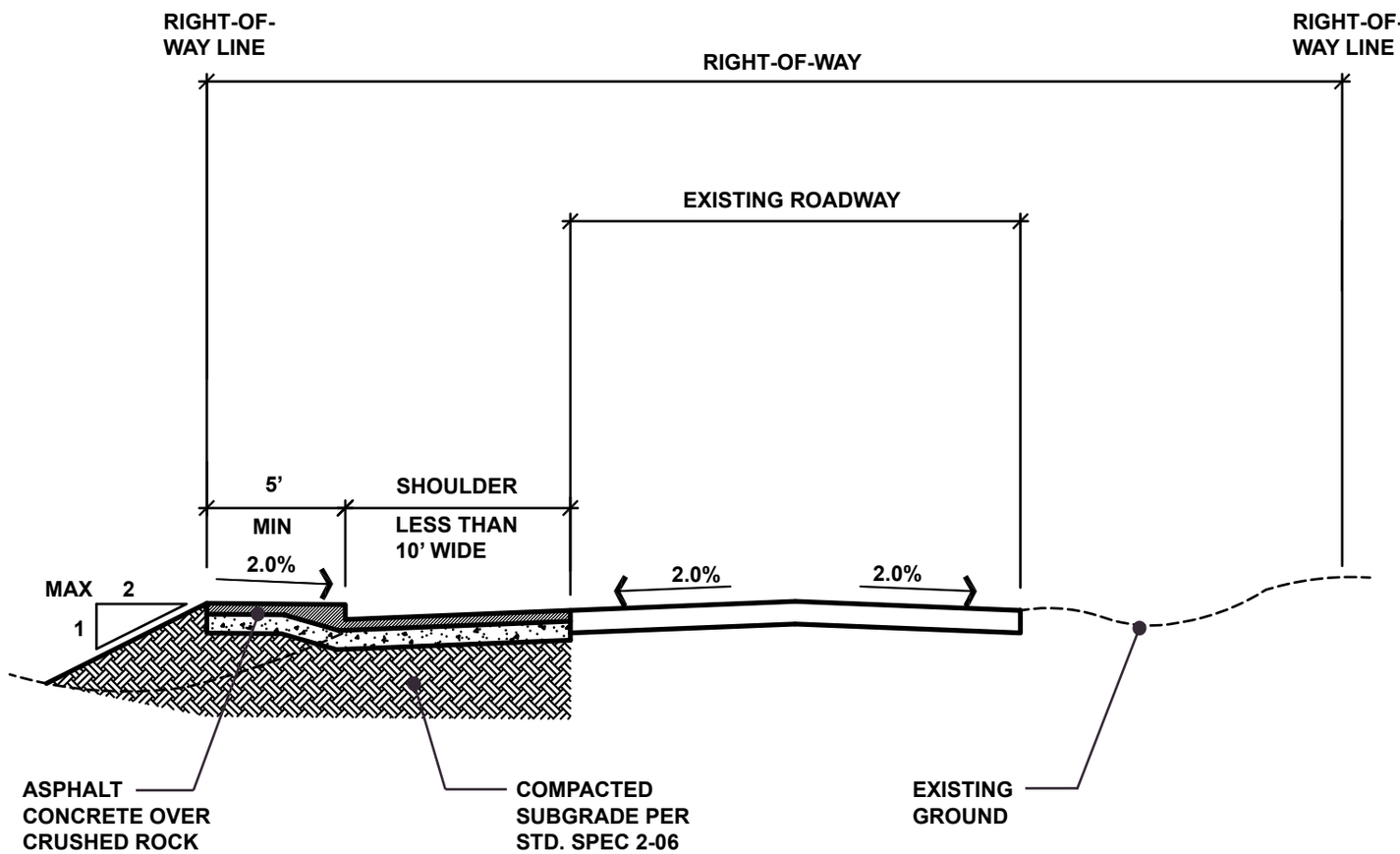


Figure 4-15 September 2005

Asphalt Pedestrian Walkway

SEATTLE
RIGHT-OF-WAY
manual

NOT TO SCALE

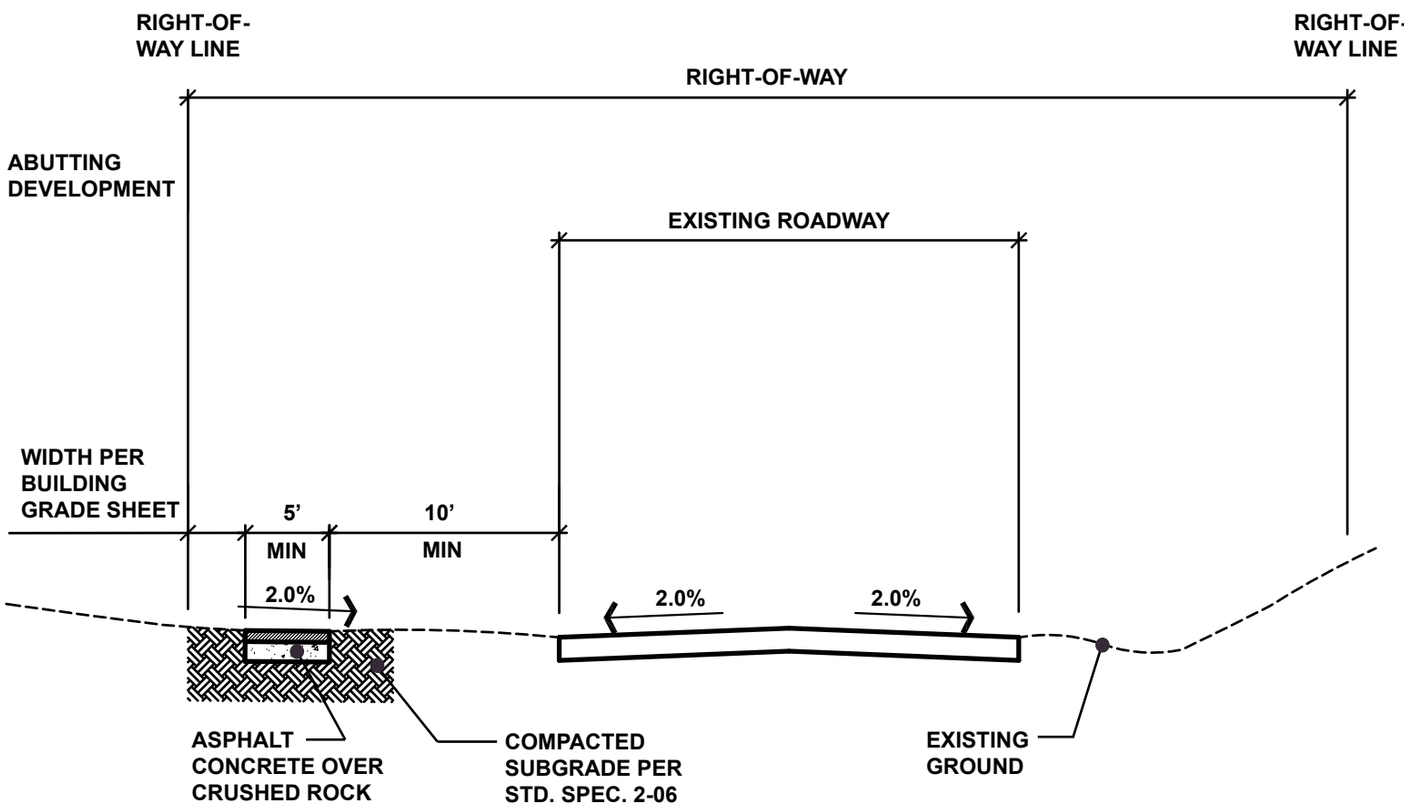


Figure 4-16 September 2005

Asphalt Pedestrian Walkway 10 Feet or More From Existing Roadway

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

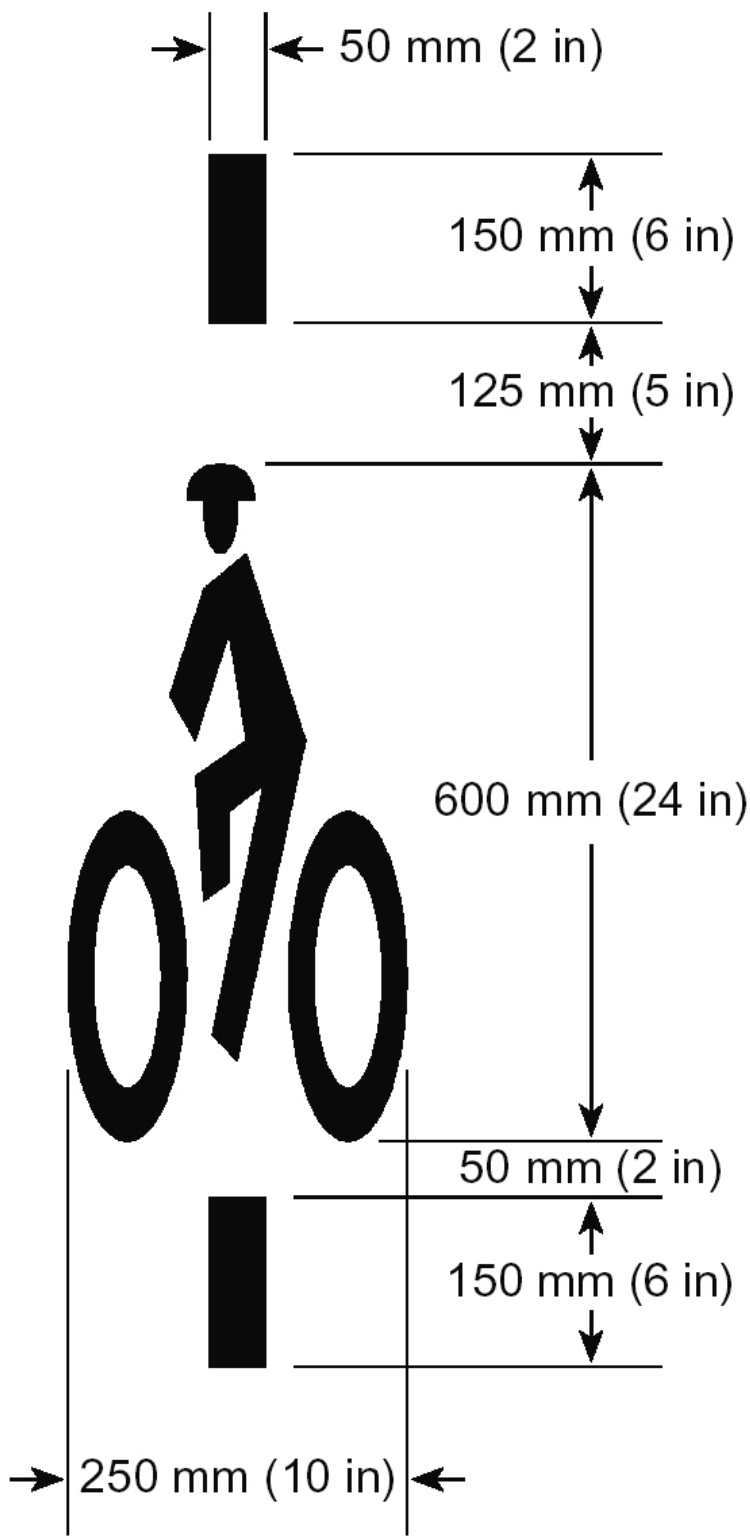
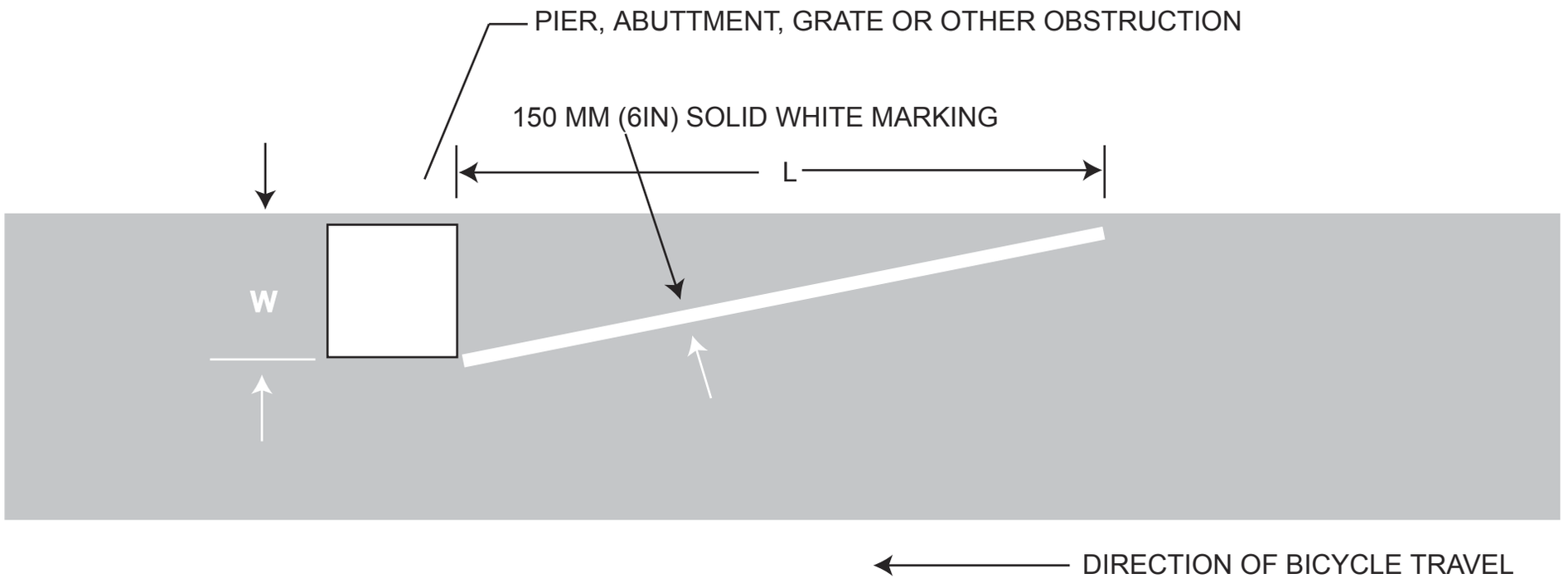


Figure 4-17 September 2005

Pavement Markings for Loop Detector Systems

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE



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

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

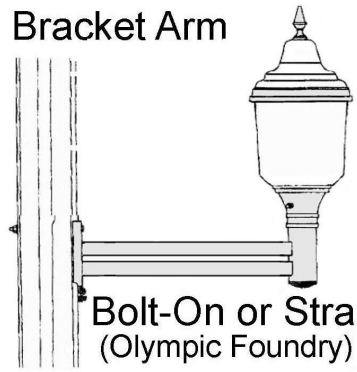
Z11

Z15

Z40

Z47A

Bracket Arm



Bolt-On or Strap-On
(Olympic Foundry)

Colors

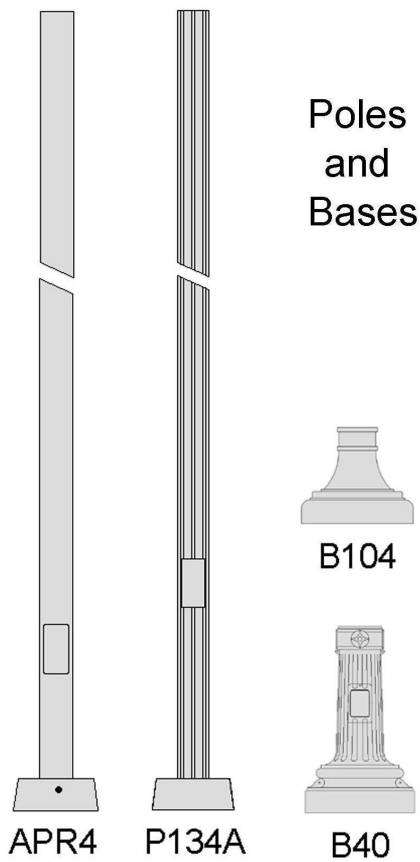
BKTX, Textured Black

GYTX, Textured Grey

GN8TX, Textured Dark Green

BRTX, Textured Bronze

Poles and Bases



APR4 P134A B40

Preapproved Manufacturer - Lumec

Figure 4-21 September 2005

Pedestrian Lighting Sections

SEATTLE RIGHT-OF-WAY manual

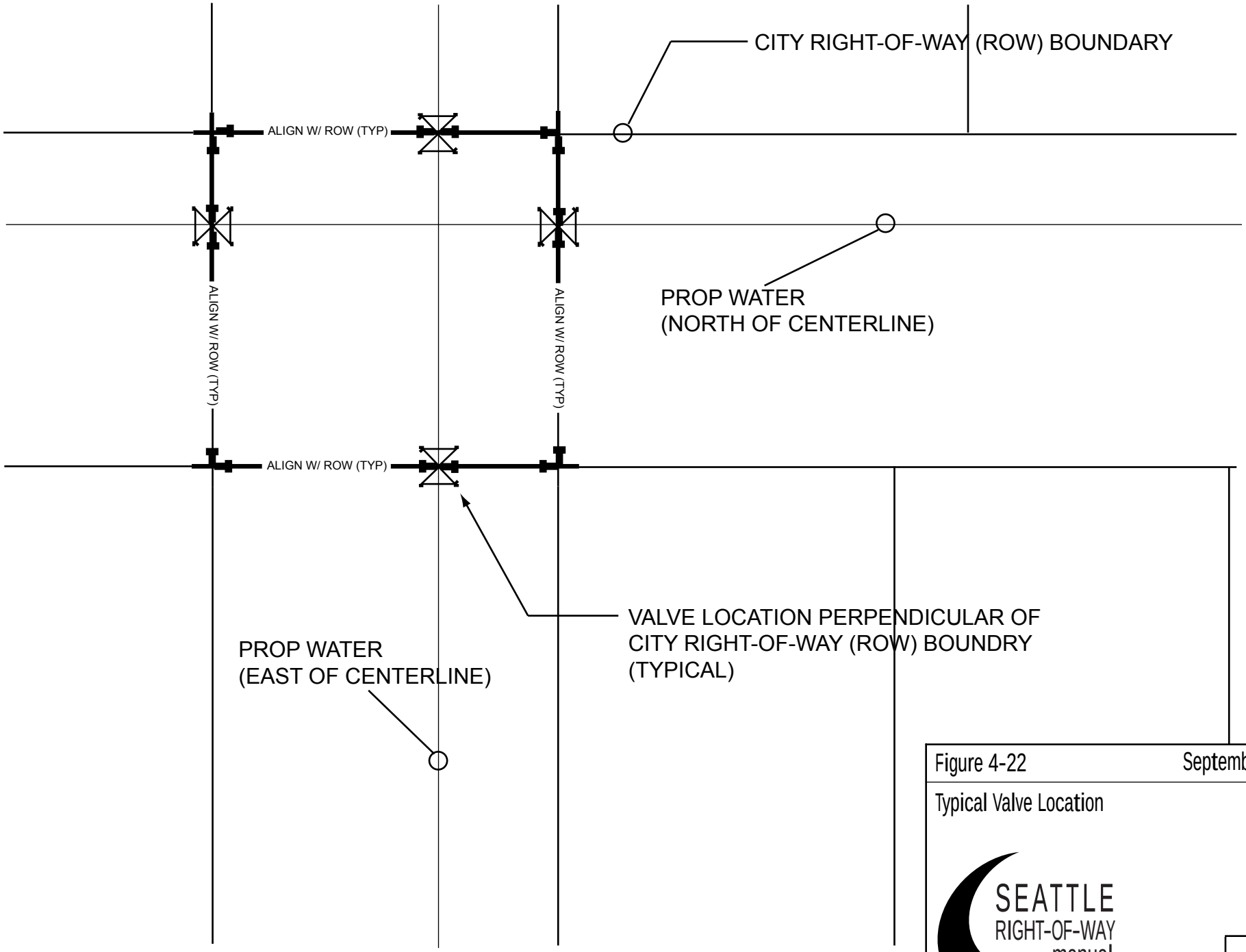


Figure 4-22 September 2005

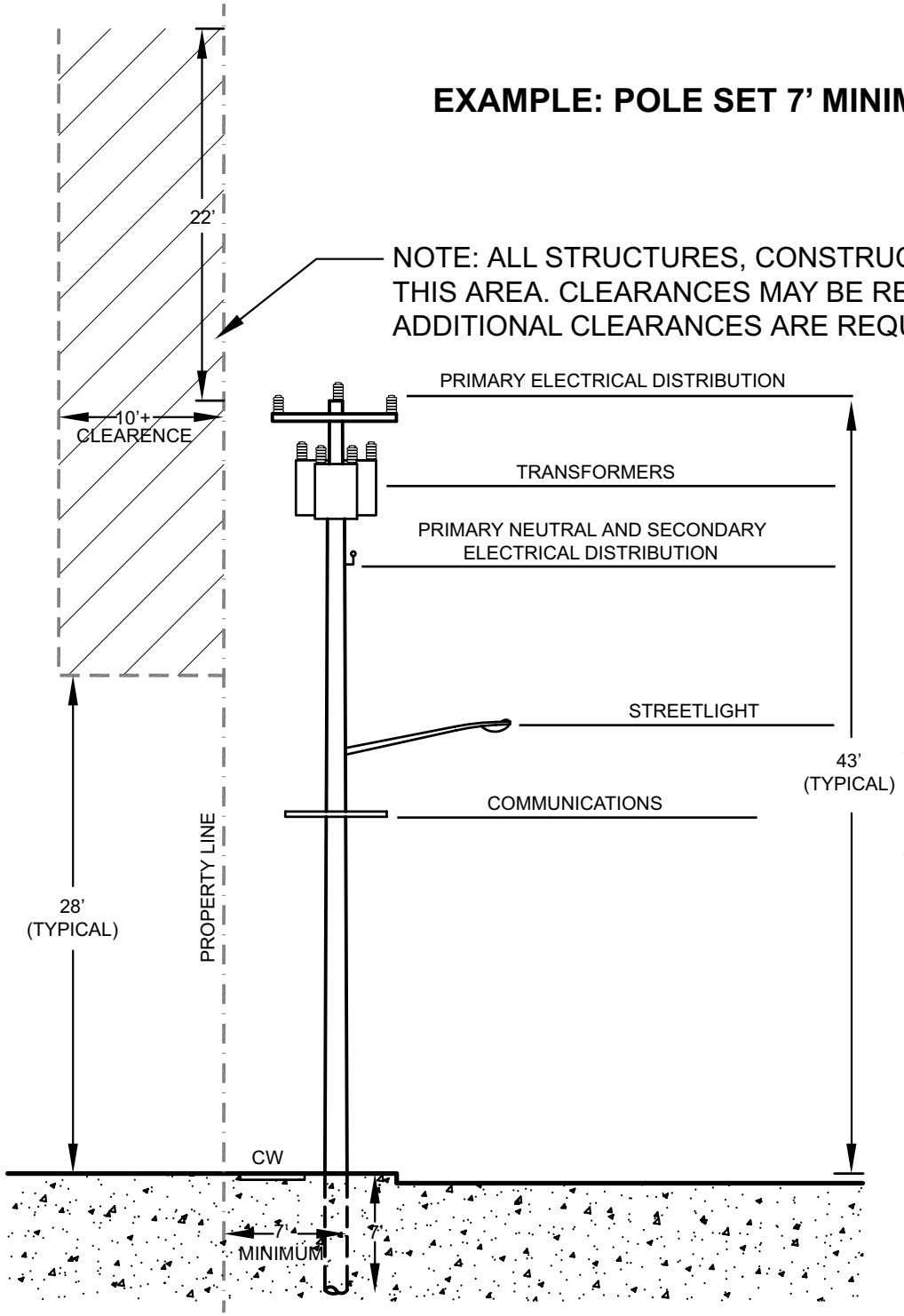
Typical Valve Location

SEATTLE
RIGHT-OF-WAY
manual

N
W E
S

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 (NESC-2002, RULES 236/237), AND SCL CONSTRUCTION GUIDELINE (D2-3).

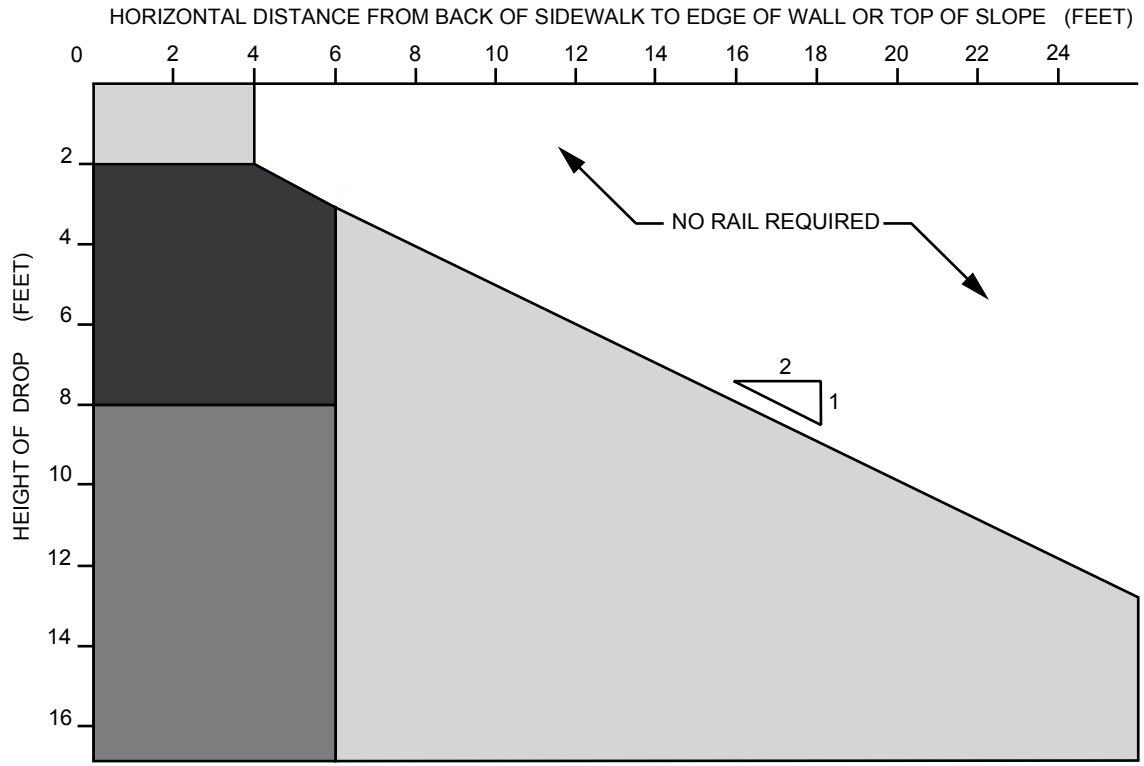
POLE LOCATION WITHIN STREET RIGHT-OF-WAY MUST HAVE SDOT APPROVAL.

Figure 4-23 September 2005

Seattle City Light Utility Clearance

SEATTLE RIGHT-OF-WAY manual

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

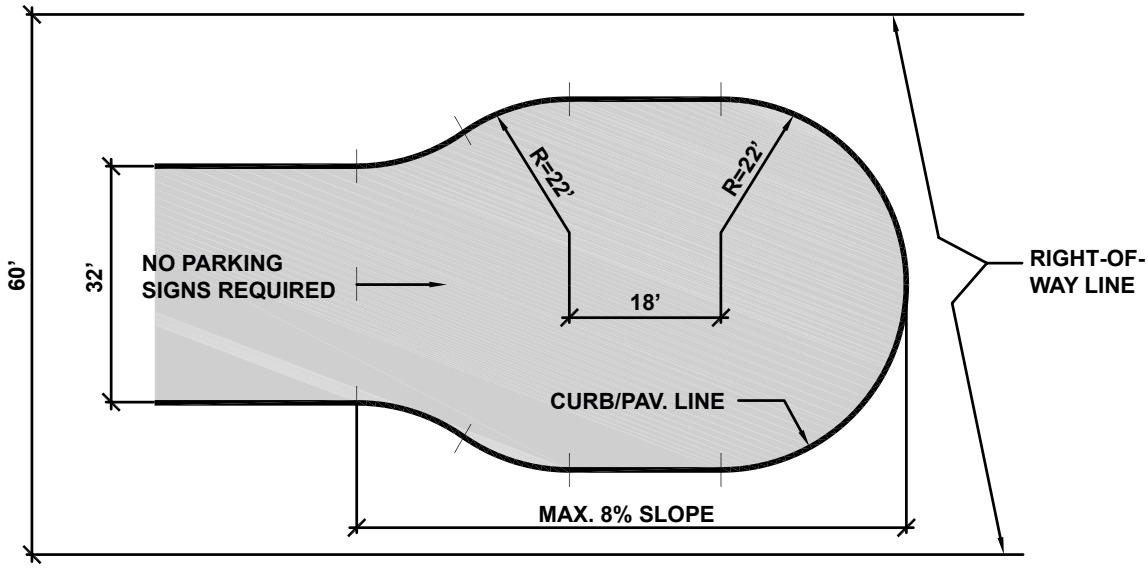
Determination of Handrails vs. Pedestrian Rails

LEGEND

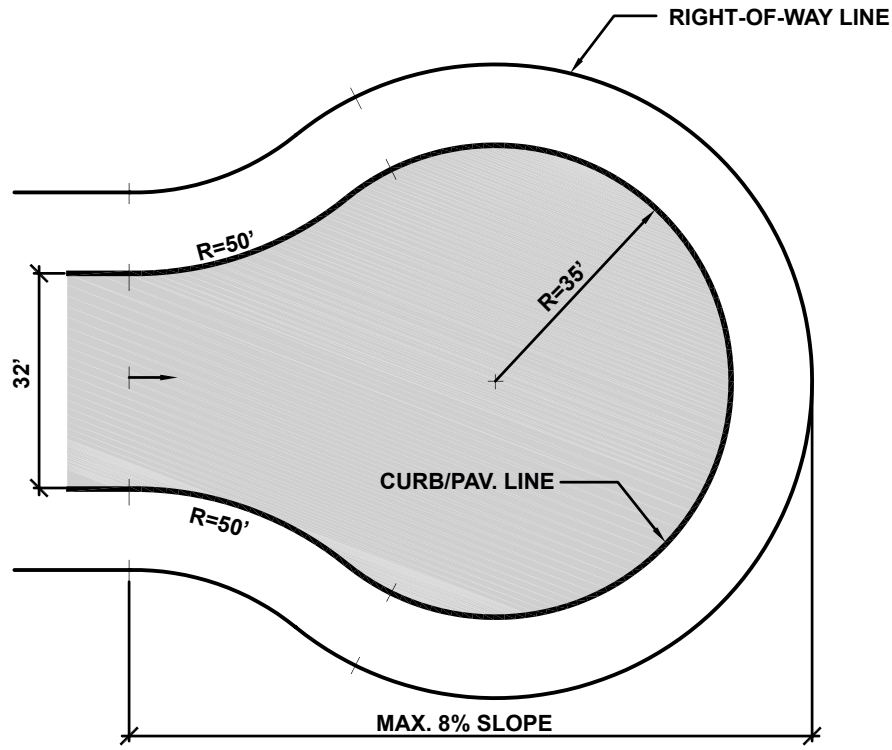
- Railing requirements to be determined by SDOT
- Handrail or other barrier device as approved by SDOT
- Pedestrian rail

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE



WITHIN EXISTING 60' RIGHT-OF-WAY

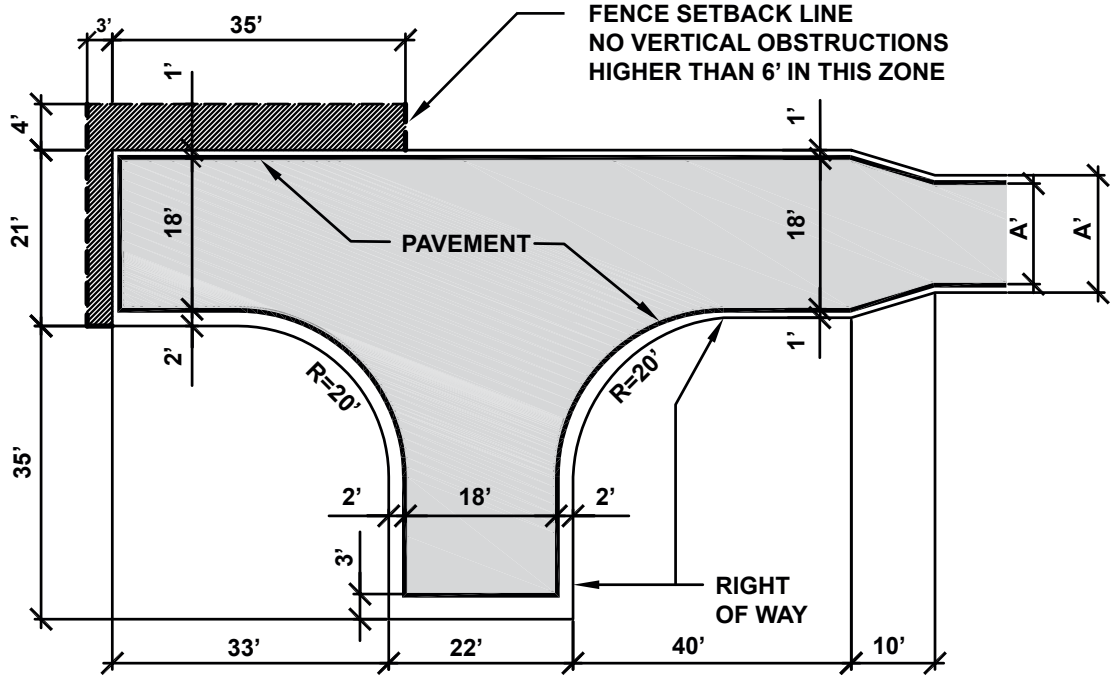


NEW PLATTED STREET

Figure 4-25	September 2005
Cul de Sacs	

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE



A = PER ALLEY OR EASEMENT WIDTH STANDARDS

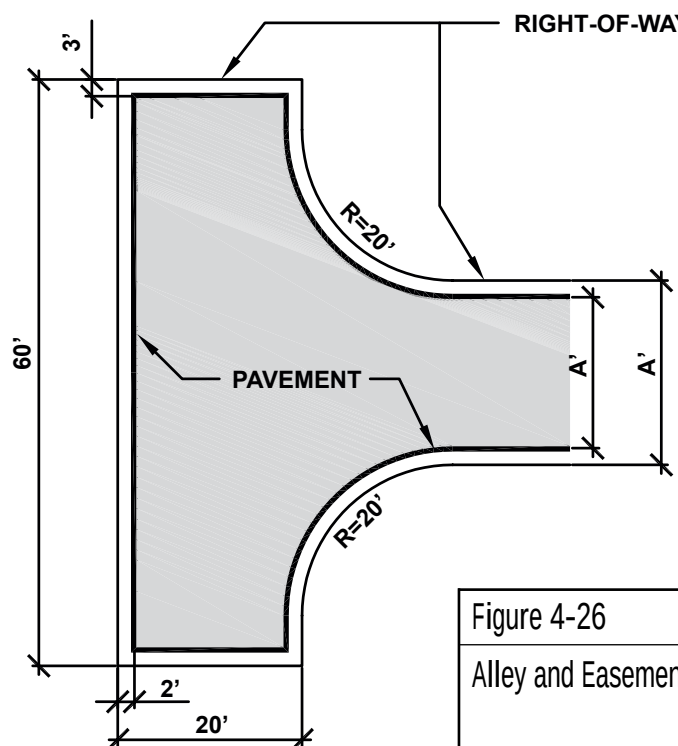


Figure 4-26 September 2005

Alley and Easement Turnarounds

SEATTLE RIGHT-OF-WAY manual

NOT TO SCALE

GENERAL REQUIREMENTS:

- ☐ Use the latest updates of the Manual on Uniform Traffic Control Devices (MUTCD). Use terminology specified in the SDOT Standard Specifications for Road, Bridge, and Municipal Construction and the City-County Design standards. Use plan scale of 1 inch = 50 feet′.
- ☐ Show entire roadway width with all elements listed below. On city streets, where the proposed channelization matches the existing street sections, show no less than 200 feet of the existing street section beyond the match line(s) with all elements listed below. On intersecting roads and commercia and multi-residential driveways, show no less than 100′ of the existing section beyond the match line(s) with all elements listed below.
- ☐ Show both the existing channelization on the base layer of the plan and the proposed channelization in bold with call outs consistent with the City of Seattle Standard Specifications (Section 8-22). Include dimensions of all channelization features where proposed improvement ties in with existing roadway, including any necessary transitions, even if they are proposed to be on a different side of an intersection.
- ☐ Provide an electronic copy of the CAD drawing, in *.dwg format, one full size (22 inch x 34 inch) and two half size (11 inch x 17 inch) white paper copies of the channelization plan(s). Full size mylar is required for final approval.
- ☐ Submit signing and channelization related design deviation(s) and/or evaluate upgrades (EU) requests for review and approval. Signing and Channelization Plan cannot be approved until these deviations and/or EU's are approved.

REQUIRED ELEMENTS TO BE INCLUDED ON A SIGNING AND CHANNELIZATION PLAN:

- ☐ Project Title with a north arrow the date and page number in the title block.
- ☐ Street and highway names.
- ☐ Right of way lines (City, County, and/or WSDOT).
- ☐ Posted speed, design speed, and design vehicle. NOTE: The minimum design vehicle is a single unit truck (SU-30), but the design vehicle will be determined by SDOT.
- ☐ Street classification.
- ☐ Edge of traveled way and edge of pavement lines.
- ☐ Intersecting streets, alleys and driveways - at least 100′ and identify business name.
- ☐ Widths of through lanes, turn lanes, and shoulders.
- ☐ Lengths of right and left turn storage lanes (Indicate recommended storage lengths in Traffic Analysis)
- ☐ Lengths of all channelization tapers and stripes (with callouts as per COS Standard Specification 8-22).
- ☐ Curb radii for all corners at intersections, and commercial and multi-residential driveways.
- ☐ Typical roadway sections showing all channelization features with dimensions (i.e. travel lanes, turn lanes, medians, shoulders, curb and gutter, bike lane, sidewalk etc.).
- ☐ Existing and proposed raised curbing
- ☐ Raised and painted islands. Separate sketch showing detail of islands including offsets of key locations from reference lines. Also indicate square footage of islands.
- ☐ All existing and proposed signage within the project area.
- ☐ Signature block for SDOT approval.
- ☐ P.E. stamp / seal signed and dated.