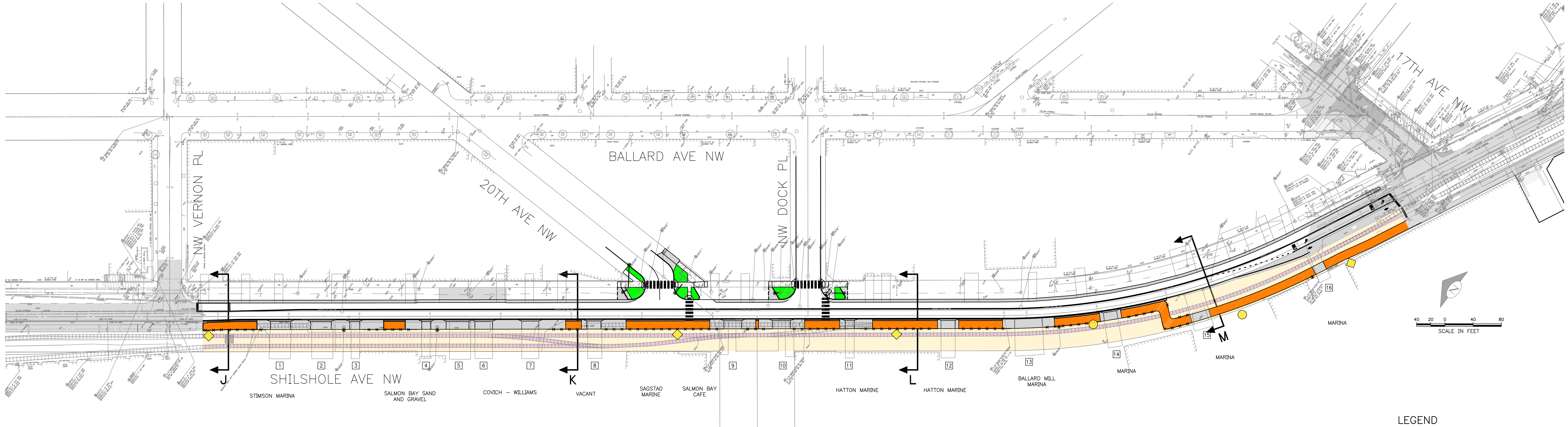


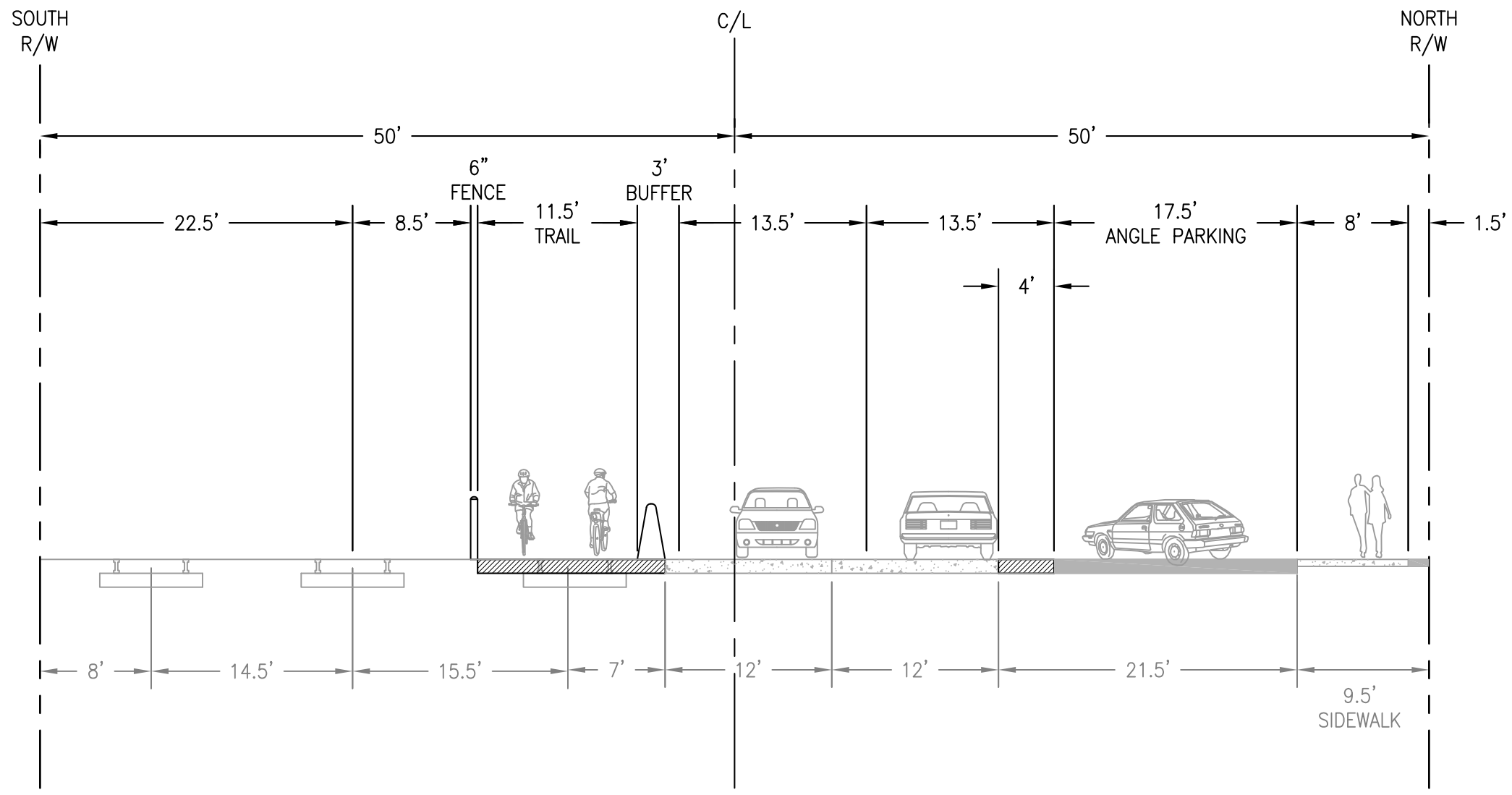
BURKE GILMAN TRAIL - CONCEPTUAL TRAIL LAYOUT: SHILSHOLE - 17TH AVE NW TO VERNON PL

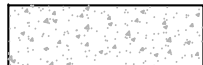




[Grey Box]	EXISTING PAVEMENT/DRIVE LANE
[Orange Box]	BIKE/PEDESTRIAN TRAIL
[Hatched Box]	NEW CONCRETE PAVEMENT
[Yellow Box]	GRAVEL/ASPHALT
[Stippled Box]	SIDEWALK
[Green Box]	LANDSCAPE
[Pink Box]	RR TO REMAIN
[X-X-X-X]	FENCE
[Thick Line]	BARRIER
[Yellow Diamond]	DRIVEWAY WARNING SIGN LOCATIONS
[Yellow Circle]	RAILROAD CROSSING SIGN LOCATIONS
[City of Seattle Logo]	CITY OF SEATTLE TYPE 430A STD DRIVEWAY
[Numbered Box]	DRIVEWAY NUMBER

Project No. 1515 - 1515-01-01 - 1515-01-01 - 1515-01-01 - 1515-01-01 - 1515-01-01
File: C:\Users\151515\Documents\1515-01-01\1515-01-01-01.dwg Date Plotted: 11/17/2015 10:00:00 AM

Plotted: Apr 19, 2012 - 3:44:27pm By teresad
 File: G:\06c\06031c-BGT\Current\17-Vernon-Color\bg_17-Vernon-Section.dwg Layout: SECTION J



PAVEMENT LEGEND	
	EXISTING CONCRETE
	EXISTING ASPHALT
	PROPOSED PAVING

TYPICAL CROSS-SECTION J
TRAIL NORTH OF RR TRACKS

Not to Scale

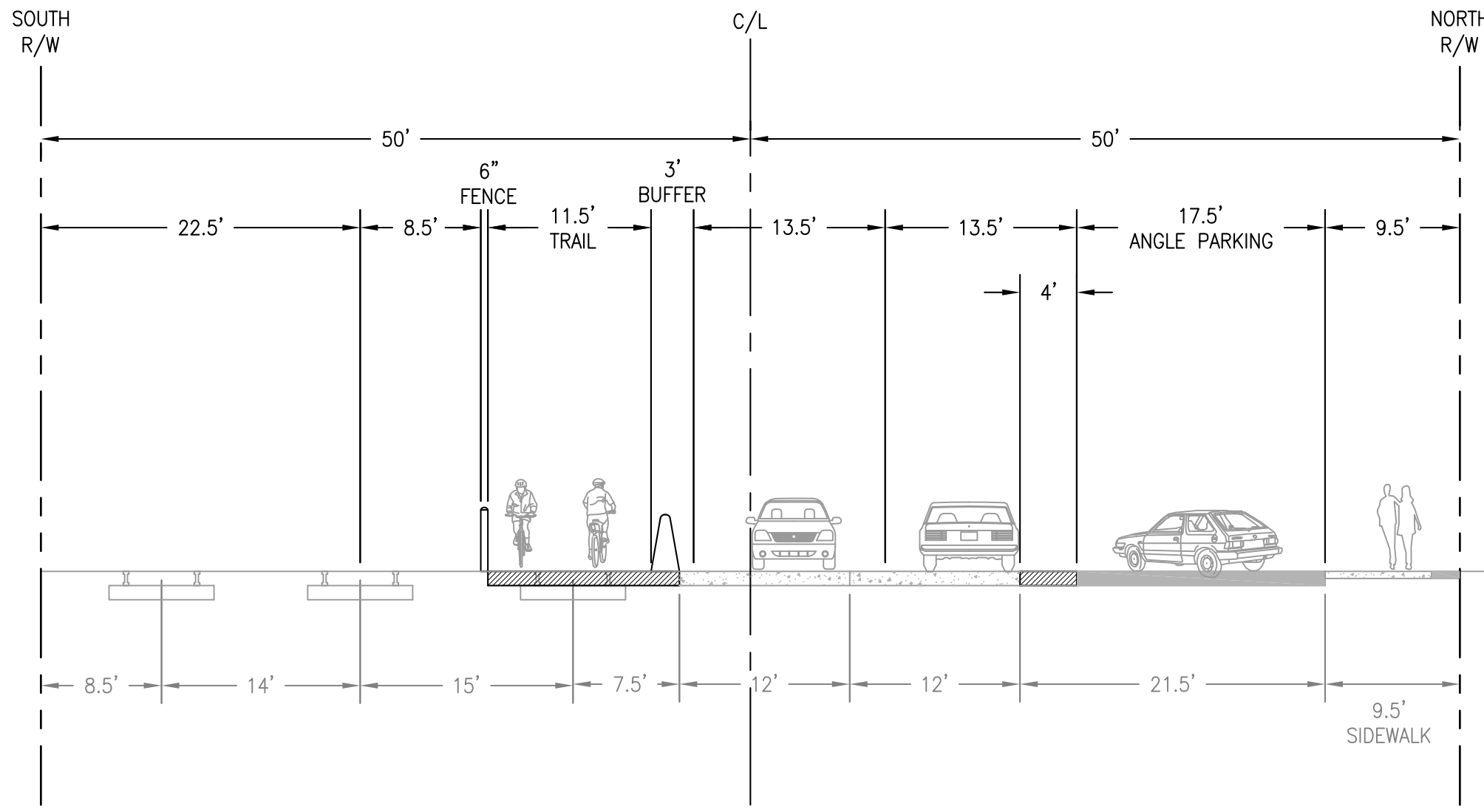

DESIGN COMPANY
 1205 SECOND AVE. SUITE 200
 SEATTLE, WA 98101
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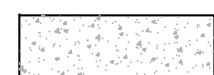


BURKE-GILMAN TRAIL
SHILSHOLE AVE NW
FROM 17TH AVE NW TO VERNON PL
SvR # 06031

APRIL 2012

Plotted: Apr 19, 2012 - 3:43:14pm By teresad
File: G:\06c\06031c BGT\Current\17-Vernon Color\bg_17-Vernon-Section.dwg Layout: SECTION K



PAVEMENT LEGEND

-  EXISTING CONCRETE
-  EXISTING ASPHALT
-  PROPOSED PAVING

TYPICAL CROSS-SECTION K
TRAIL NORTH OF RR TRACKS

Not to Scale

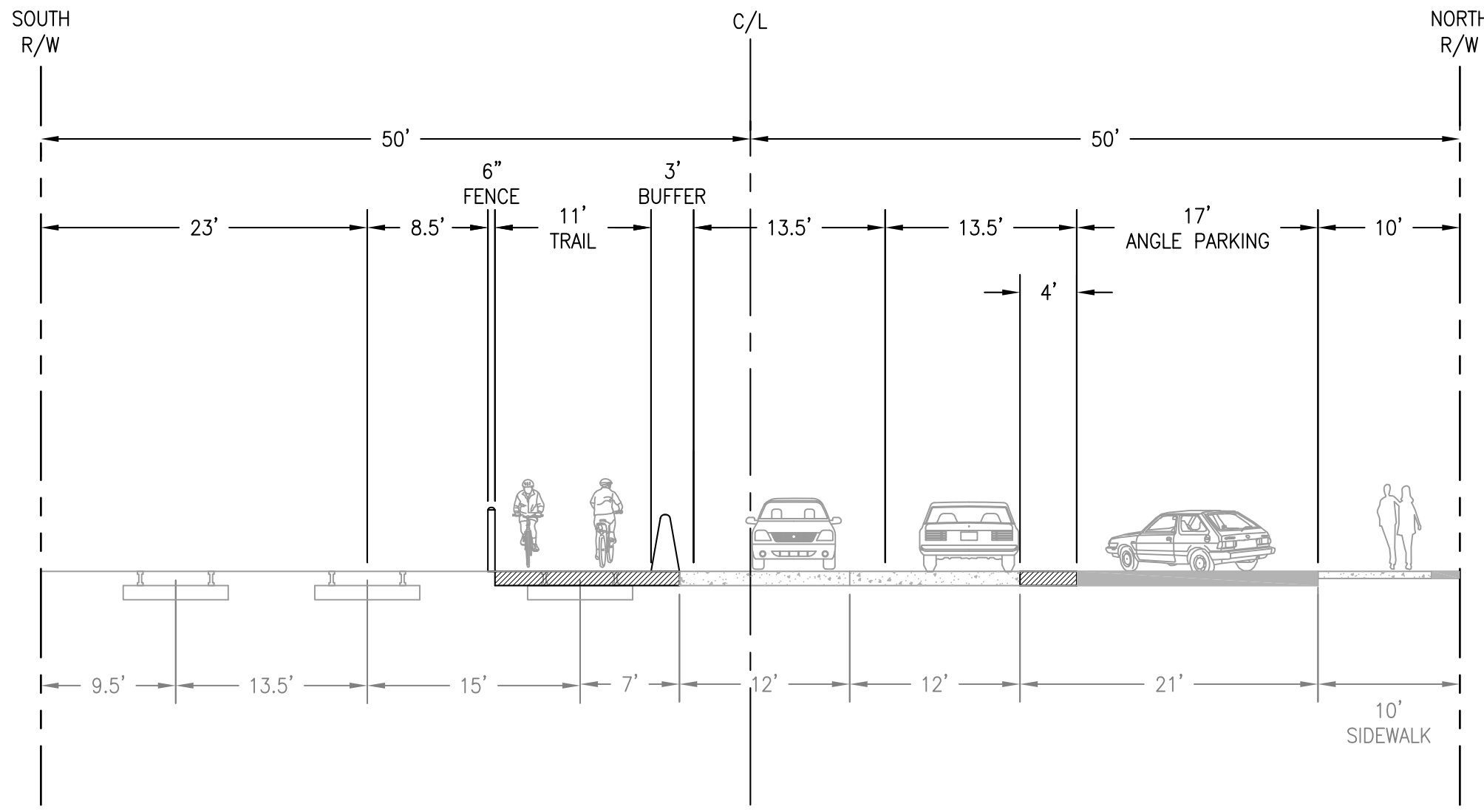
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of Transportation**

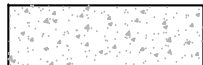


BURKE-GILMAN TRAIL
SHILSHOLE AVE NW
FROM 17TH AVE NW TO VERNON PL
SvR # 06031

APRIL 2012

Plotted: Apr 19, 2012 - 3:42:44pm By teresad
 File: G:\06c\06031c BGT\Current\17-Vernon Color\bg_L_17-Vernon-Section.dwg Layout: SECTION L



PAVEMENT LEGEND

	EXISTING CONCRETE
	EXISTING ASPHALT
	PROPOSED PAVING

TYPICAL CROSS-SECTION L
TRAIL NORTH OF RR TRACKS

Not to Scale

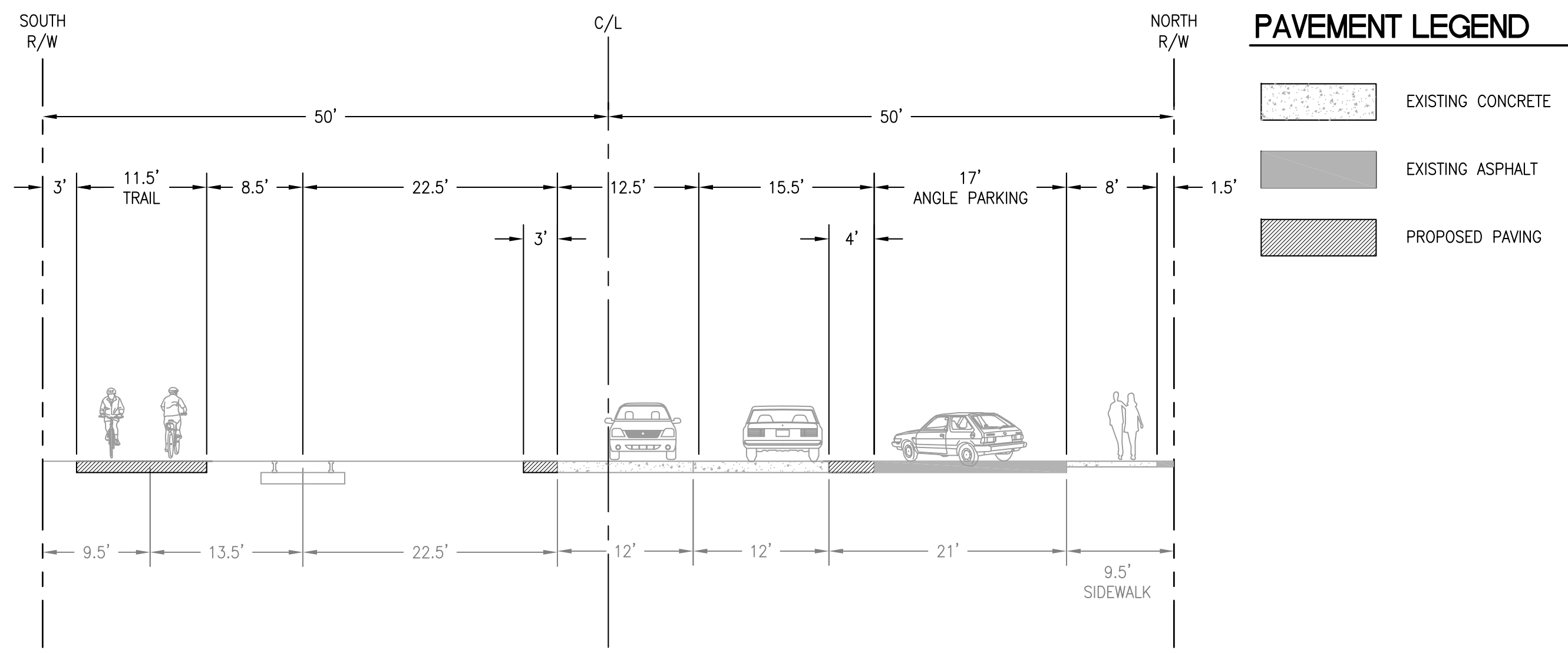
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City of Seattle
Seattle Department
of Transportation

BURKE-GILMAN TRAIL
SHILSHOLE AVE NW
FROM 17TH AVE NW TO VERNON PL
SvR # 06031

APRIL 2012

Plotted: Apr 19, 2012 - 3:42:28pm By teresad
 File: G:\06c\06031c-BGT\Current\17-Vernon Color\bg_17-Vernon-xSection.dwg Layout: SECTION M



TYPICAL CROSS-SECTION M
TRAIL SOUTH OF RR TRACKS

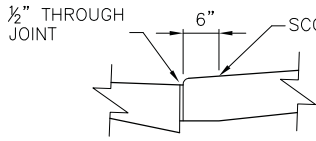
Not to Scale

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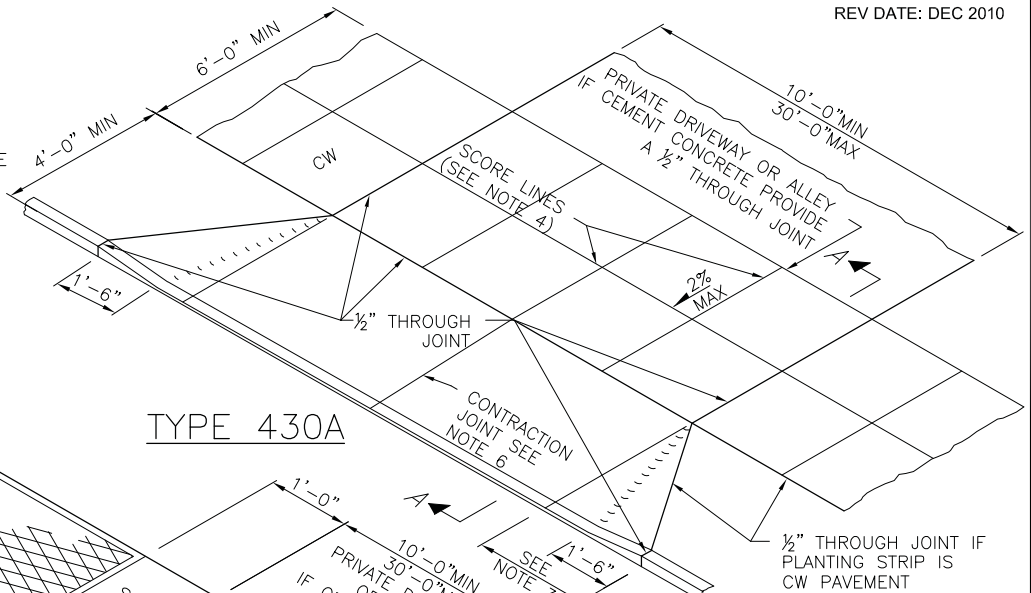
City of Seattle
Seattle Department
of Transportation

BURKE-GILMAN TRAIL
SHILSHOLE AVE NW
FROM 17TH AVE NW TO VERNON PL
SvR # 06031

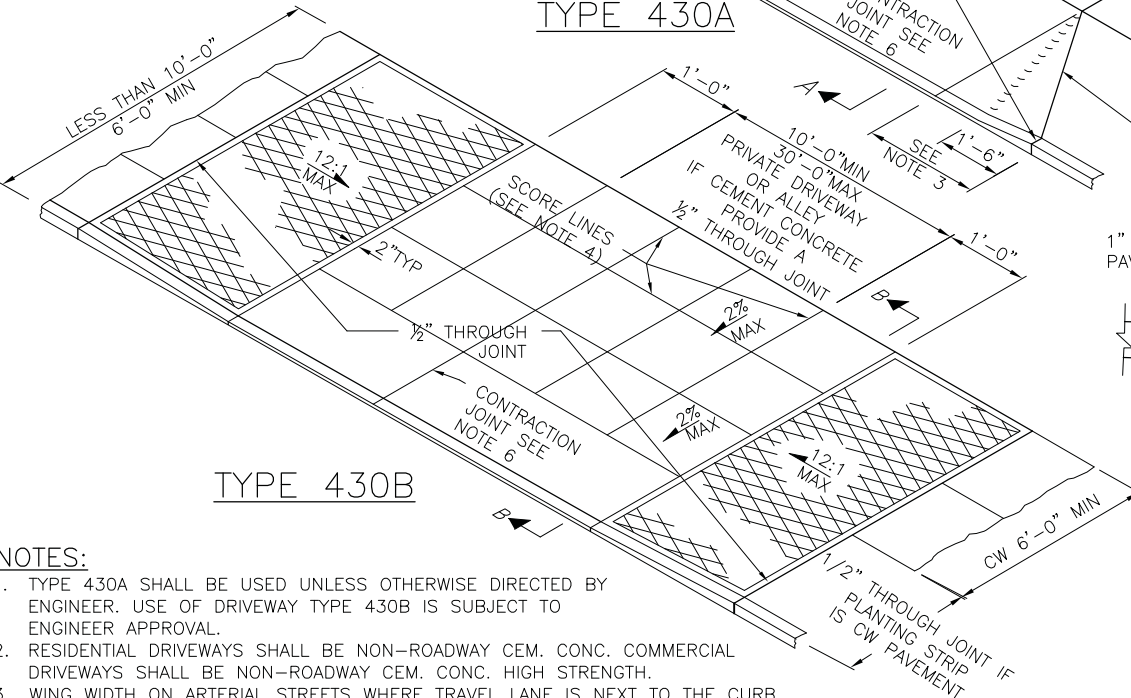
APRIL 2012



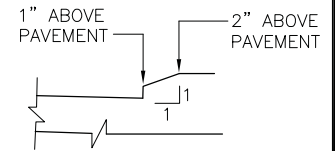
DETAIL B
DRIVEWAY W/ MONOLITHIC CURB & APPROACH



TYPE 430A



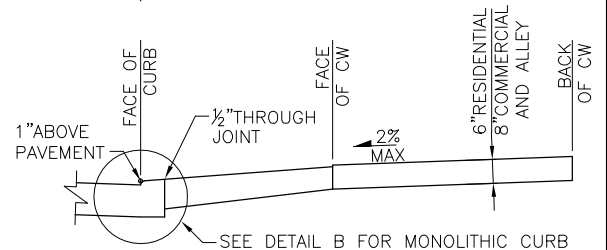
TYPE 430B



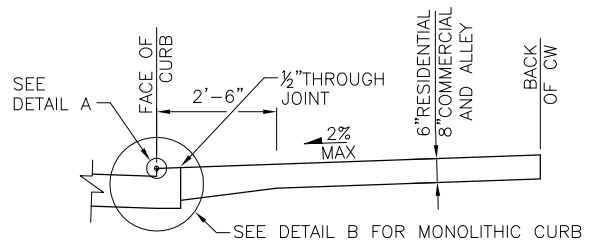
DETAIL A

NOTES:

1. TYPE 430A SHALL BE USED UNLESS OTHERWISE DIRECTED BY ENGINEER. USE OF DRIVEWAY TYPE 430B IS SUBJECT TO ENGINEER APPROVAL.
2. RESIDENTIAL DRIVEWAYS SHALL BE NON-ROADWAY CEM. CONC. COMMERCIAL DRIVEWAYS SHALL BE NON-ROADWAY CEM. CONC. HIGH STRENGTH.
3. WING WIDTH ON ARTERIAL STREETS WHERE TRAVEL LANE IS NEXT TO THE CURB SHALL BE 5'-0". OTHERWISE, WING WIDTH SHALL BE 2'-0".
4. "V" GROOVE SCORING SHALL MATCH PATTERN IN ADJACENT EXISTING SIDEWALK. IN BUSINESS DISTRICT, USE 2' SQUARE SCORING PATTERN. WHERE THERE IS NO ADJACENT EXISTING SIDEWALK, USE 5'-0" SCORING SHOWN IN TYPICAL SIDEWALK DETAIL STANDARD PLAN 420.
5. FOR CONCRETE DRIVEWAY CONSTRUCTED WITH CONCRETE SIDEWALK, SEE STANDARD PLAN 431.
6. CONCRETE DRIVEWAYS WITH A WIDTH GREATER THAN 15'-0" SHALL HAVE A 3/8" TRANSVERSE CONTRACTION JOINT NEAR THE CENTERLINE OF DRIVEWAY. SEE DETAIL SECTION C-C STANDARD PLAN 420.
7. FOR TYPE 430A SLOPE IN THE 6'-0" MINIMUM WIDE AREA CONNECTING TO CW ON EACH SIDE OF THE DRIVEWAY SHALL BE MAXIMUM 2% AND MINIMUM 0.5%. FOR TYPE 430B, SLOPE OF THE DRIVEWAY BETWEEN THE TWO RAMP SECTIONS SHALL BE MAXIMUM 2% AND MINIMUM 0.5%. DRIVEWAY ON THE PRIVATE SIDE OF THE CW MAY BE SLOPED AS NEEDED TO MATCH EXISTING SITE CONDITIONS.
8. RAMP SURFACE FOR DRIVEWAY 430B SHALL HAVE MAXIMUM SLOPE 12H:1V AND HAVE A TEXTURED SURFACE OBTAINED WITH A FLATTENED EXPANDED METAL 3/4"-9-11 mesh pressed into the still fresh concrete. LONG AXIS OF THE DIAMOND SHALL BE PARALLEL TO THE CURB.
9. ALL CHANGES IN LEVEL ACROSS JOINTS SHALL BE FLUSH WITH A MAXIMUM DIFFERENCE IN ELEVATION OF 3/16 INCH.
10. ALL SLOPE GRADES SHALL BE MEASURED OFF THE HORIZON-LINE. IF EXISTING SITE CONDITIONS CONFLICT WITH OBTAINING GRADES SHOWN, THE CONTRACTOR SHALL MAKE MINIMUM ADJUSTMENTS TO THE GRADES TO ACCOMMODATE EXISTING SITE CONDITIONS, ADJUSTMENTS ARE SUBJECT TO ENGINEER APPROVAL.



SECTION A-A



SECTION B-B

REF STD SPEC SEC 8-19



City of Seattle

NOT TO SCALE

TYPE 430 DRIVEWAY

