T. 26 N., R. 1 E., W.M.

SR 305/VETTER ROAD IMPROVEMENTS

OWNER / APPLICANT

EDWARD ROSE AND SONS
38525 WOODWARD AVE
BLOOMFIELD HILLS, MI, 48304
CONTACT: MARK PERKOSKI
PH: (248) 539-2255

ENGINEER

CIVIL ENGINEER:
SCJ ALLIANCE
8730 TALLON LANE NE, SUITE 200
LACEY, WA 98516
CONTACT: ROBERT E. JEWELL, P.E.
PH: (360) 352-1465
FX: (360) 352-1509

GOVERNING AGENCIES

WSDOT PORT ORCHARD
PROJECT ENGINEER OFFICE
8293 SPRING CREEK ROAD SE
PORT ORCHARD, WA 98367
CONTACT: LONE MOODY, P.E.
PH: (360) 874-3000

DIRECTOR OF ENGINEERING/CITY ENGINEER
200 NE MOE STREET
POULSBO, WA 98370
CONTACT: DIANE LENIUS, P.E.
PH: (360) 394-9750

UTILITIES

ELECTRIC: PUGET SOUND ENERGY
6522 KITSAP WAY
BREMERTON, WA 98312
CONTACT: JAKE HELGESTAD
PH: (425) 463-6441

SANITARY & WATER:
CITY OF POULSBO DEPARTMENT OF PUBLIC WORKS
19050 JENSEN WAY NE
POULSBO, WA 98370
CONTACT: MIKE LUND, P.E.
PH: (360) 394-9757

TELEPHONE: LUMEN
75 THOMPSON ROAD
POULSBO, WA 98370
CONTACT: RAY JONES
PH: (253) 313-3666

GAS:
CASCADE NATURAL GAS
6522 KITSAP WAY
BREMERTON, WA 98312
CONTACT: MIKE DUNN
PH: (360) 479-3966

SIGNAL & STREET LIGHTING:
WSDOT
7407 31ST AVENUE NE
LACEY, WA 98516
CONTACT: WSDOT OLYMPIC
REGION SIGNAL SUPERINTENDENT
PH: (360) 357-2616

STORM WATER:
WSDOT
7407 31ST AVENUE NE
LACEY, WA 98516
CONTACT: JEFF SAWYER, P.E.
PH: (360) 570-6701

POULSBO,
WASHINGTON

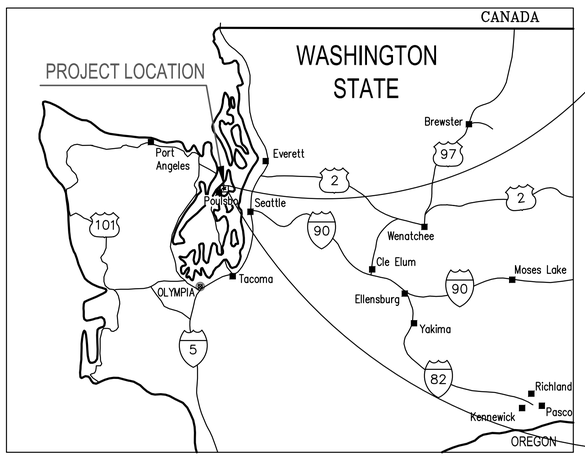
VERTICAL DATUM:

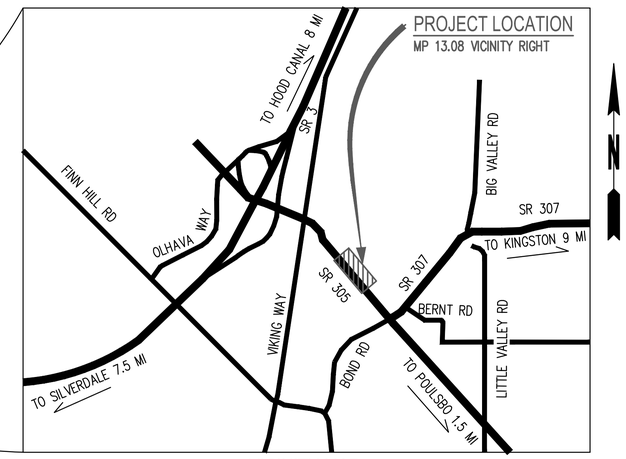
NAVD 1988 (LEICA SMARTNET NETWORK)

BASIS OF BEARING:

THE BASIS OF BEARINGS WASHINGTON STATE COORDINATES, NORTH ZONE 83

SHEET INDEX		
SHEET NO.	SHEET REF.	DESCRIPTION
1	CV-1	COVER SHEET
2	AL-1	HORIZONTAL ROADWAY ALIGNMENT PLAN
3	XS-1	ROADWAY CROSS SECTIONS
4	ER-1	EROSION CONTROL/GRADING/STORM DRAINAGE PLAN
5	RM-1	REMOVAL PLAN
6	PP-1	ROADWAY PLAN
7	PV-1	PAVING PLAN
8	PV-2	PAVING PLAN
9	CH-1	CHANNELIZATION AND SIGNING PLAN
10	IL-1	ILLUMINATION/INTERCONNECT PLAN
11	TC-1	TRAFFIC CONTROL PLAN-LOW SPEED SHOULDER CLOSURE
12	TC-2	TRAFFIC CONTROL PLAN-RIGHT LANE CLOSURE





VICINITY MAP
S. 11 T26 N., R.1E., W.M.
KITSAP COUNTY,
WASHINGTON

NOTES

1. WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE PROJECT SPECIFICATIONS, THE 2021 WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION WHICH ARE HEREBY REFERENCED AS A PART OF THESE PLANS.

2. THE DESIGN SHOWN IS BASED UPON THE ENGINEER'S UNDERSTANDING OF THE EXISTING CONDITIONS. THE EXISTING CONDITIONS SHOWN ON THIS PLAN SHEET ARE BASED UPON SURVEY, PREPARED BY TEAM 4 ENGINEERING THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING FIELD CONDITIONS PRIOR TO BIDDING THE PROPOSED WORK IMPROVEMENTS. IF CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER OR ENGINEER PRIOR TO INSTALLATION OF ANY PORTION OF THE WORK WHICH WOULD BE AFFECTED.

   CAUTION – NOTICE TO CONTRACTOR

3. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON THE PROJECT SURVEY AND OTHER RECORDS OF UTILITIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. CONTRACTOR TO CALL 1-800-424-5555 48 HOURS PRIOR TO PLANNED EXCAVATION. THE CONTRACTOR SHALL CONTACT THE WSDOT OLYMPIC REGION SIGNAL SUPERINTENDENT, JIM NEWMAN, TO OBTAIN THE LOCATIONS OF ALL WSDOT-OWNED UTILITIES WITHIN THE PROJECT LIMITS. TO REQUEST UTILITY LOCATES, CALL 360-357-2616 DURING NORMAL BUSINESS HOURS (7:30 AM TO 4:00 PM) OR 360-704-3228 (AVAILABLE 7 DAYS PER WEEK BY VOICEMAIL.)

4. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY: M. WEYRAUCH	ISSUE DATE: 08/31/2021
DRAWN BY: M. WEYRAUCH	JOB No.: 1582.10
APPROVED BY: R. JEWELL	DRAWING FILE No.: 1582.30_CV-1

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32784 — REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
SITE ACCESS I/S
MP 13.08

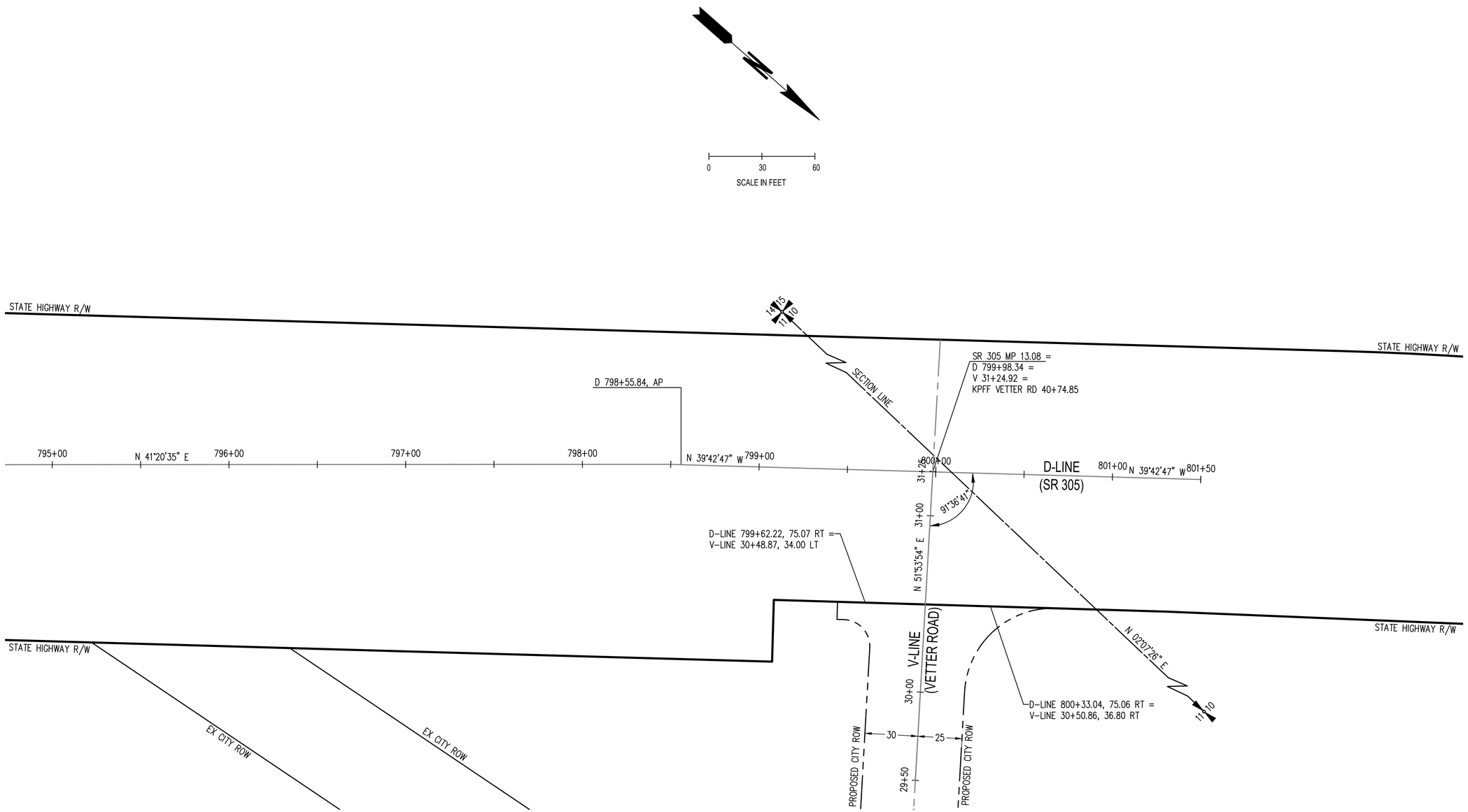
COVER SHEET

DRAWING No.: CV-1

SHEET No.: 1 OF 12

Aug 26, 2021 10:19:45am – User nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30- SR 305 DESIGN\CADD\1582.30_CV-1.DWG

T. 26 N., R. 1 E., W.M.



	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY:	ISSUE DATE:
M. WEYRAUCH	08/31/2021
DRAWN BY: M. WEYRAUCH	JOB No.: 1582.10
APPROVED BY: R. JEWELL	DRAWING FILE No.: 1582.30_AL-1

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SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
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HORIZONTAL ROADWAY ALIGNMENT PLAN

DRAWING No.: AL-1

SHEET No.: 2 OF 12

Aug 26, 2021 10:19:52am – User nick.moyfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30– SR 305 DESIGN\CADD\1582.30_AL-1.DWG

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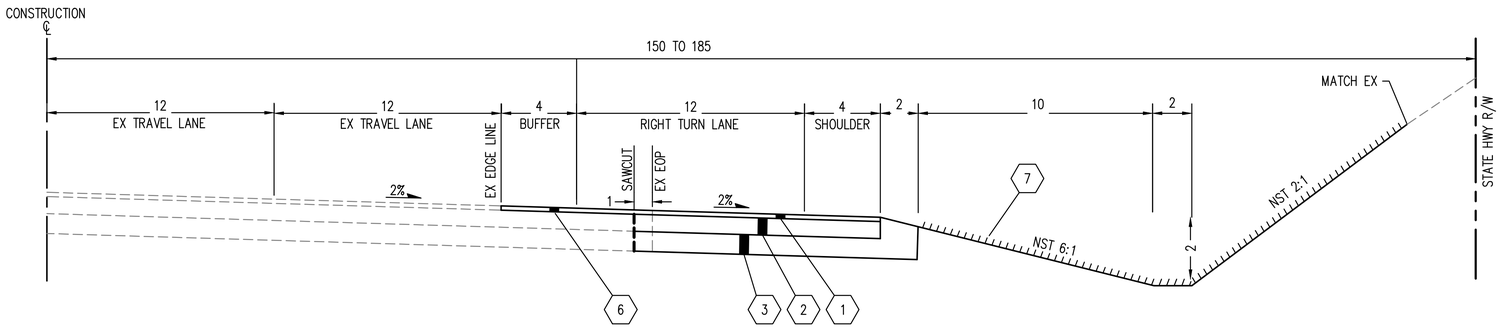


A-A TYPICAL SECTION SR 305 (D-LINE)

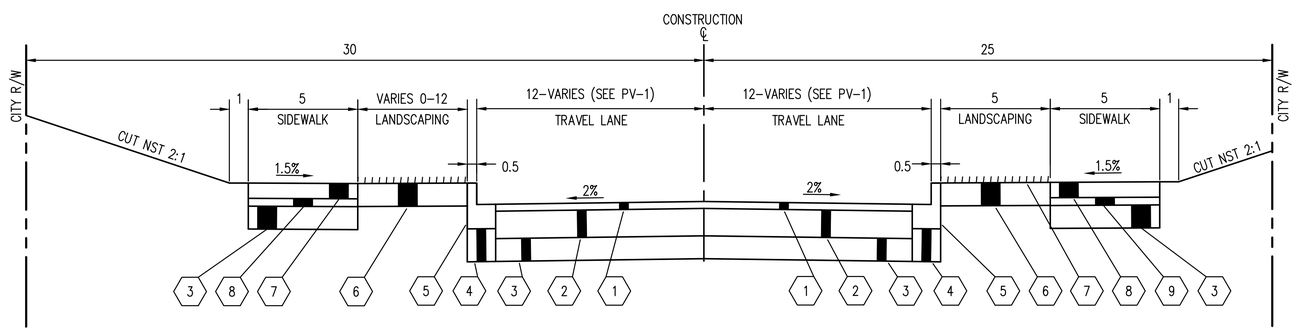
NTS

ROADWAY SECTION KEY NOTES:

1. 0.15' HMA CLASS 1/2" PG 58H-22
2. 0.50' HMA CLASS 1/2" PG 58H-22 (2 LIFTS)
3. 0.50' CRUSHED SURFACING BASE COURSE (CSBC)
4. 0.65' CRUSHED SURFACING BASE COURSE (CSBC)
5. CEMENT CONCRETE TRAFFIC CURB AND GUTTER (WSDOT STD PLAN F-10.12)
6. 0.15' HMA CLASS 1/2" PG 58H-22 AFTER PLANING BITUMINOUS PAVEMENT
7. SEEDING, FERTILIZING, AND MULCHING (SEE SHEET ER-1 FOR EROSION CONTROL BLANKET FOR SLOPES AND DITCHES)
8. CEMENT CONCRETE SIDEWALK (WSDOT STD PLAN F-30.10)
9. 0.17' CRUSHED SURFACING BASE COURSE (CSBC)

GENERAL NOTES:

1. ALL SURFACING AND PAVING DEPTHS ARE COMPACTED DEPTHS
2. COURSES SHALL NOT EXCEED DEPTH SPECIFIED IN THE STANDARD SPECIFICATIONS

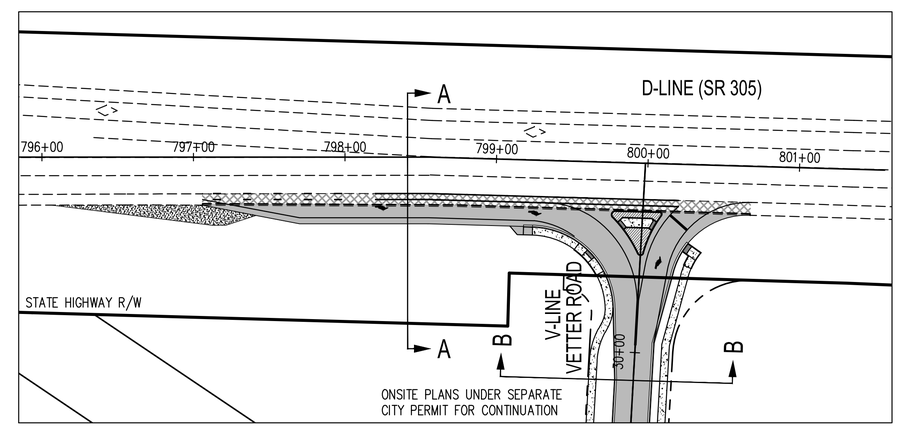


B-B TYPICAL SECTION VETTER WAY (V-LINE)

NTS

V-LINE 29+82

SEE ONSITE PLANS UNDER SEPARATE CITY PERMIT FOR CONTINUATION



△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY:	ISSUE DATE:
M. WEYRAUCH	08/31/2021
DRAWN BY:	JOB No.:
W. GOLOB	1582.10
APPROVED BY:	DRAWING FILE No.:
R. JEWELL	1582.30_XS-1

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 32784

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:

EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
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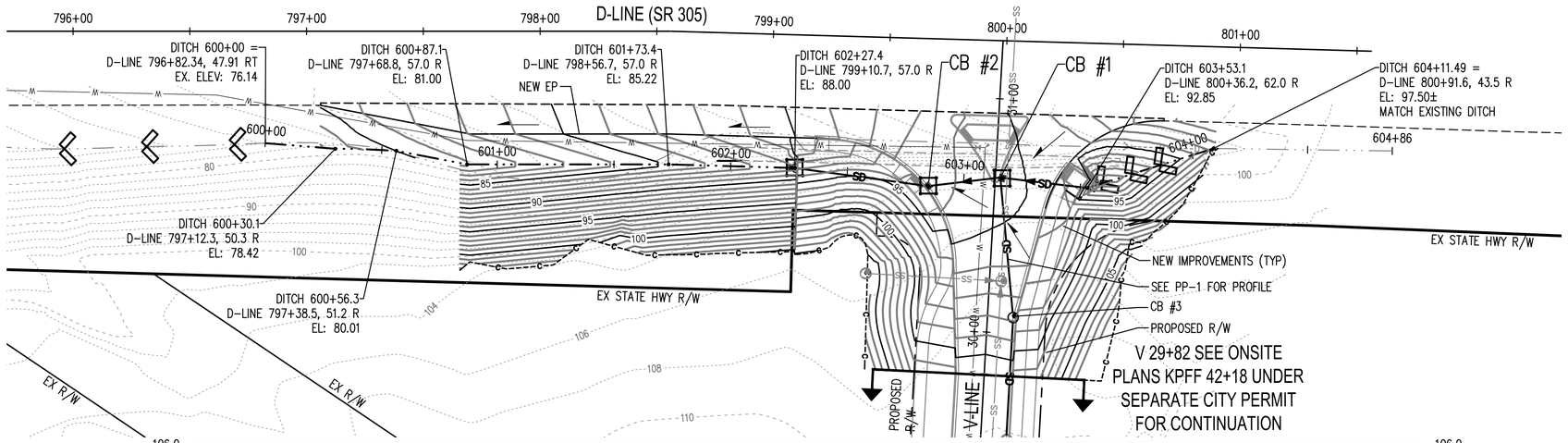
MP 13.08

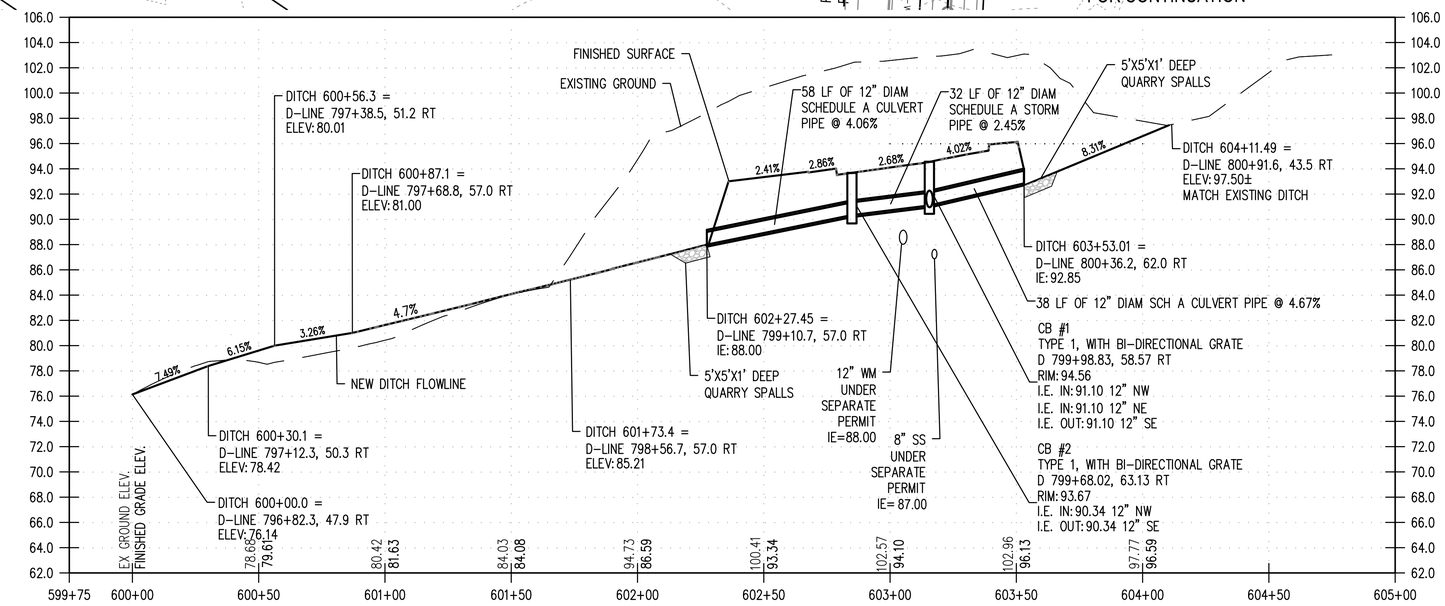
ROADWAY CROSS SECTIONS

DRAWING No.: XS-1

SHEET No.: 3 OF 12

Aug 26, 2021 10:19:59am – User nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30– SR 305 DESIGN\CADD\1582.30_XS-1.DWG





LEGEND

SD	STORM PIPE	
SD (DIRECTION OF FLOW)	SCHEDULE A CULVERT	
	TYPE 1 CATCH BASIN (WSDOT STD PLAN B-5.20)	
	TYPE 2 CATCH BASIN (WSDOT STD PLAN B-10.20)	
	DITCH	
	BIODEGRADABLE CHECK DAM	WSDOT STD PLAN I-50.20
C	EROSION CONTROL AT CULVERT END	WSDOT STD PLAN I-30.20
	STORM DRAIN INLET PROTECTION	WSDOT STD PLAN I-40.20
XX	MAJOR CONTOUR	
	MINOR CONTOUR	
XX	EXISTING MAJOR CONTOUR	
	EXISTING MINOR CONTOUR	
C	CUT LINE	
F	FILL LINE	
UP	EXISTING UNDERGROUND CONDUIT	
	FLOW DIRECTION	

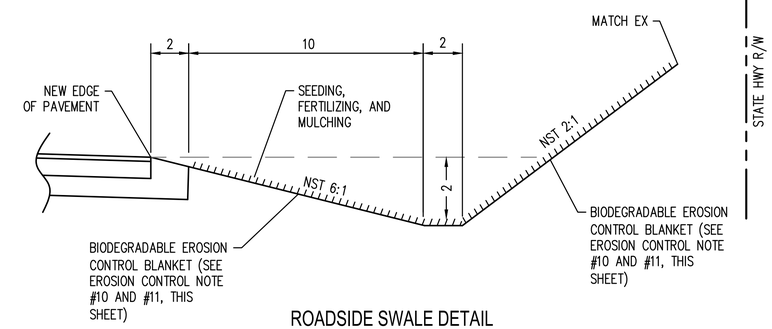
0 30 60
SCALE IN FEET

STORM DRAINAGE NOTES:

1. ALL CATCH BASINS SHALL HAVE INLET PROTECTION.
2. ALL CATCH BASIN GRATES SHALL HAVE VANED GRATES UNLESS NOTED OTHERWISE.
3. STORM CONVEYANCE TESTING SHALL ADHERE TO WSDOT SPECIFICATIONS.
4. ALL CATCH BASIN STATIONS & OFFSETS RELATE TO FLOW LINE, FACE OF CURB (BACK OF RIM) UNLESS OTHERWISE NOTED.
5. FOR PIPE ZONE BEDDING AND BACKFILL SEE WSDOT STANDARD PLAN B-55.20.
6. SEE WSDOT STANDARD PLAN B-30.10 FOR RECTANGULAR FRAMES.
7. SEE WSDOT STANDARD PLAN B-30.30 FOR RECTANGULAR VANED GRATE.
8. SEE WSDOT STANDARD PLAN B-30.40 FOR RECTANGULAR BI-DIRECTIONAL GRATE.
9. ALL ENDS OF CULVERT PIPE SHALL HAVE 3:1 BEVELED ENDS.

EROSION CONTROL NOTES

1. EROSION CONTROL MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY PROBLEMS OCCURRING BEFORE FINAL ACCEPTANCE OF THE STORM SYSTEM BY WSDOT AND KITSAP COUNTY SHALL BE CORRECTED BY THE CONTRACTOR.
2. WHEN EROSION OR SEDIMENTATION OCCURS TO ADJACENT PROPERTY OWNERS, ALL CONSTRUCTION WORK WITHIN THE DEVELOPMENT THAT AGGRAVATES THE SITUATION SHALL CEASE AND THE CONTRACTOR WILL IMMEDIATELY COMMENCE RESTORATION METHODS. RESTORATION ACTIVITY WILL CONTINUE UNTIL SUCH TIME AS THE ENGINEER DETERMINES RUN OFF HAS RETURNED TO PRE-CONSTRUCTION LEVELS.
3. ALL EROSION AND SEDIMENTATION CONTROL DEVICES SHOWN ON THIS DRAWING SHALL BE INSTALLED PRIOR TO OR AS THE FIRST STAGE OF SITE PREPARATION.
4. WHEN THE TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES AS SHOWN ON THIS DRAWING DO NOT PROVE ADEQUATE TO CONTROL EROSION AND SEDIMENTATION, THE CONTRACTOR SHALL INSTALL ADDITIONAL FACILITIES TO PROTECT ADJACENT PROPERTIES, SENSITIVE AREAS, NATURAL WATER COURSES, AND/OR STORM DRAINAGE SYSTEMS.
5. IN ANY AREA WHICH HAS BEEN STRIPPED OF VEGETATION, ALL DISTURBED AREAS MUST BE IMMEDIATELY STABILIZED WITH AN APPROVED SOIL COVERING PRACTICE IN ACCORDANCE WITH SECTION 8-01.3(1). GRASS SEEDING ALONE WILL BE ACCEPTABLE ONLY DURING THE DATES OF MARCH 1 TO MAY 15 AND SEPTEMBER 1 TO OCTOBER 1. SEEDING MAY PROCEED, WHENEVER IT IS IN THE INTEREST OF THE CONTRACTOR, BUT MUST BE AUGMENTED WITH MULCHING, NETTING, OR OTHER TREATMENT FOR THE REST OF THE MONTHS. SEE ALSO SECTION 8-01.3(2)F.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING THE CLEARING LIMITS AND ESTABLISHING THOSE BOUNDARIES WITH BRIGHT COLORED FLAGGING (I.E. COLOR SILT FENCING). THE CONTRACTOR SHALL CLEAR TO THE LIMITS AS ESTABLISHED ON THIS PLAN AND FLAGGING IN THE FIELD.
7. ALL WORK ASSOCIATED WITH STABILIZING THE DISTURBED AREAS SHALL BE IN ACCORDANCE WITH SECTION 8-01 OF THE WSDOT 2016 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, UNLESS APPROVED OTHERWISE BY WSDOT.
8. THE NECESSARY FACILITIES SHALL BE MAINTAINED ON SITE TO PREVENT DEBRIS, DUST, AND MUD FROM ACCUMULATING ON WSDOT RIGHT-OF-WAY.
9. ALL TEMPORARY EROSION SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY BMPs ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE REMOVED OR STABILIZED ON SITE. DISTURBED SOIL AREAS RESULTING FROM REMOVAL SHALL BE PERMANENTLY STABILIZED.
10. PROVIDE 2" THICK FINE COMPOST BLANKET OVER AREA TO BE SEEDED AND INCORPORATED INTO EXISTING SOIL. PLACE COMPOST AFTER FINAL GRADING AND PRIOR TO SEEDING. SEEDING FERTILIZING AND MULCHING (SEE SPECIAL PROVISIONS).
11. INSTALL BIODEGRADABLE EROSION CONTROL BLANKET FOR SLOPES PER WSDOT STANDARD PLAN I-60.10, ON ALL 2:1 SLOPES INSTALL. BIODEGRABLE EROSION CONTROL BLANKET FOR DITCHES PER WSDOT STAND PLAN I-60.20.



ROADSIDE SWALE DETAIL
NTS

△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY: M. WEYRAUCH	ISSUE DATE: 08/31/2021
DRAWN BY: M. JOHNSON	JOB No.: 1582.10
APPROVED BY: R. JEWELL	DRAWING FILE No.: 1582.30_ER-01

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32784 — REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
SITE ACCESS I/S
MP 13.08

EROSION CONTROL/GRADING/STORM DRAINAGE PLAN

DRAWING No.: ER-1

SHEET No.: 4 OF 12

Aug 26, 2021 10:33:21am - User: nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30- SR 305 DESIGN\CADD\1582.30_ER-01.DWG

T. 26 N., R. 1 E., W.M.

REMOVAL LEGEND

- SAWCUT
- REMOVAL OF PAVEMENT
- PLANING BITUMINOUS PAVEMENT (0.15' DEPTH)

EXISTING LEGEND

- UNDERGROUND CONDUIT
- CULVERT
- DITCH
- POWER POLE
- JUNCTION BOX
- EXISTING SIGN & POST
- EXISTING ROCKERY

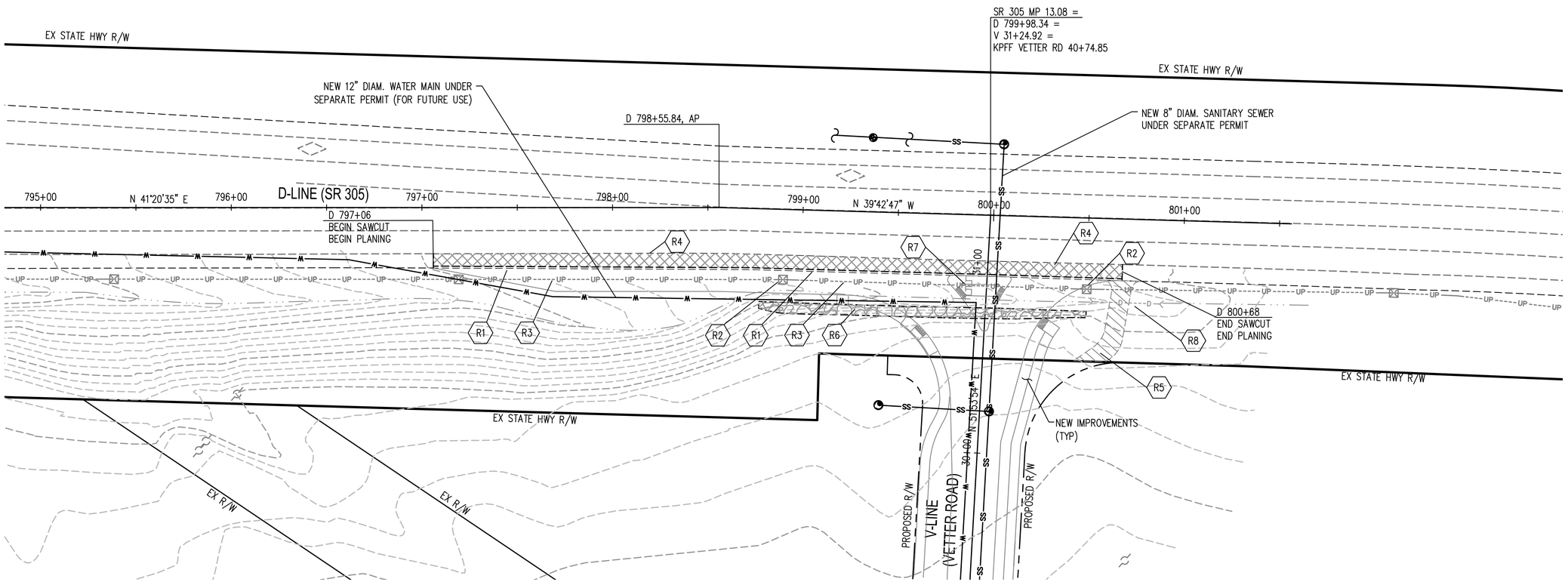
REMOVAL NOTES

- R1 SAWCUT 0.5' INSIDE EXISTING EDGE OF PAVEMENT (TYP)
- R2 REMOVE EXISTING JUNCTION BOX (SEE SHEET IL-1)
- R3 REMOVE EXISTING CONDUIT (SEE SHEET IL-1)
- R4 PLANING BITUMINOUS PAVEMENT TO EXISTING EDGE LINE
- R5 REMOVE EXISTING ASPHALT CONCRETE PAVEMENT
- R6 REMOVE EXISTING ROCKERY
- R7 RELOCATE EXISTING SIGN (SEE SHEET CH-1)
- R8 REMOVE EXISTING CULVERT

0 30 60
SCALE IN FEET

NOTES:

1. PAINT REMOVAL WILL BE BY HYDRAULIC METHOD OR APPROVED EQUAL



REVISIONS		DATE	BY
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PRELIMINARY

DESIGNED BY:	ISSUE DATE:
M. WEYRAUCH	08/31/2021
DRAWN BY: M. WEYRAUCH	JOB No.: 1582.10
APPROVED BY: R. JEWELL	DRAWING FILE No.: 1582.30_RM-01

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32784 — REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
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SR 305 /
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MP 13.08

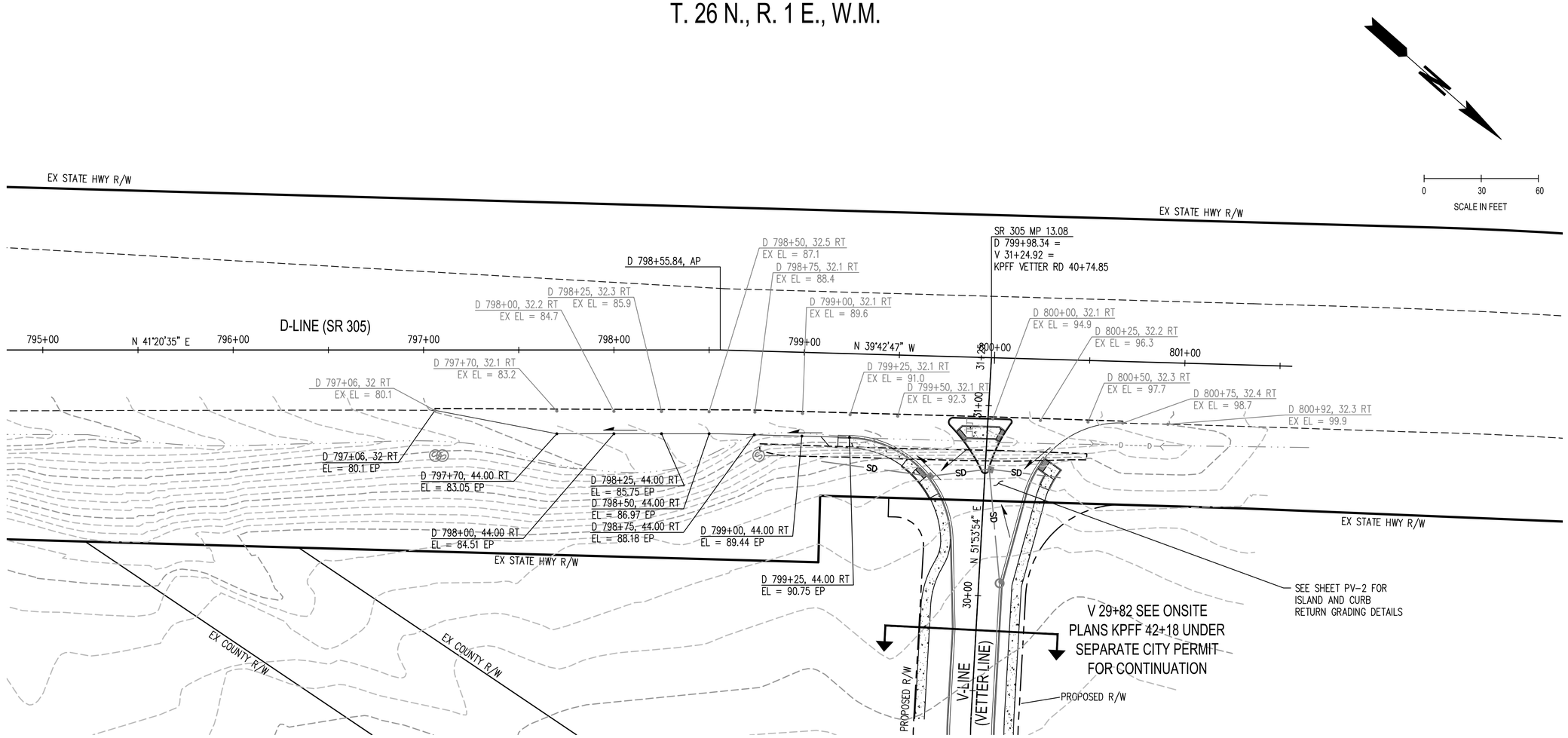
REMOVAL PLAN

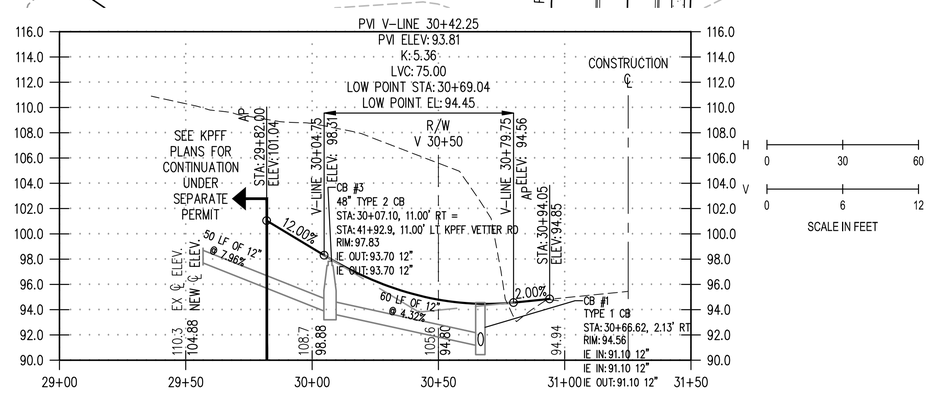
DRAWING No.: RM-1

SHEET No.: 5 OF 12

Aug 26, 2021 10:40:10am – User nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30– SR 305 DESIGN\CAD3\1582.30_RM–01.DWG

T. 26 N., R. 1 E., W.M.





V-LINE PROFILE

REVISIONS	DATE	BY
1 FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY: M. WEYRAUCH
DRAWN BY: M. WEYRAUCH
APPROVED BY: R. JEWELL
ISSUE DATE: 08/31/2021
JOB No.: 1582.10
DRAWING FILE No.: 1582.30_PP-01

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

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PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
SITE ACCESS I/S
MP 13.08

ROADWAY PLAN

DRAWING No.: PP-1

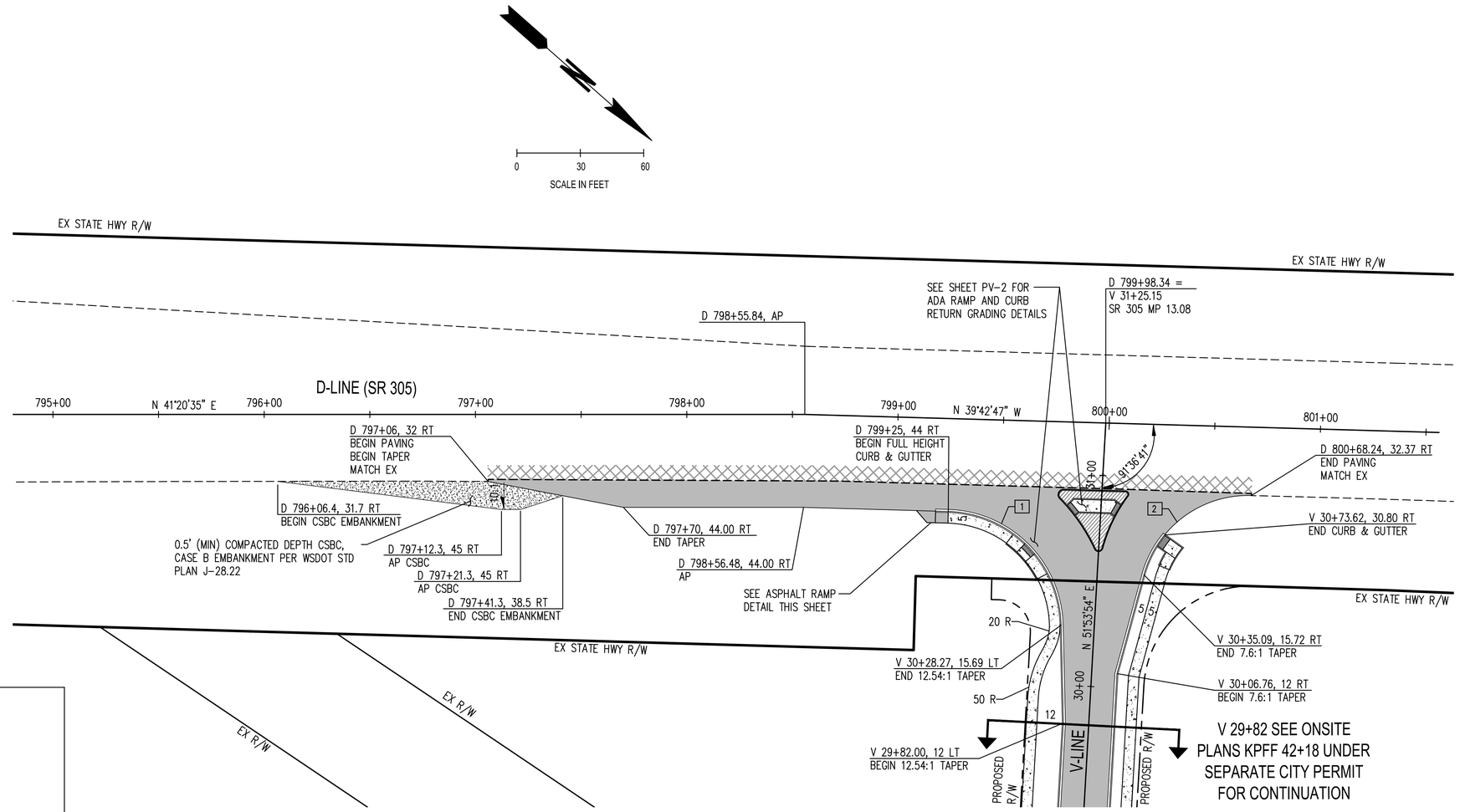
SHEET No.: 6 OF 12

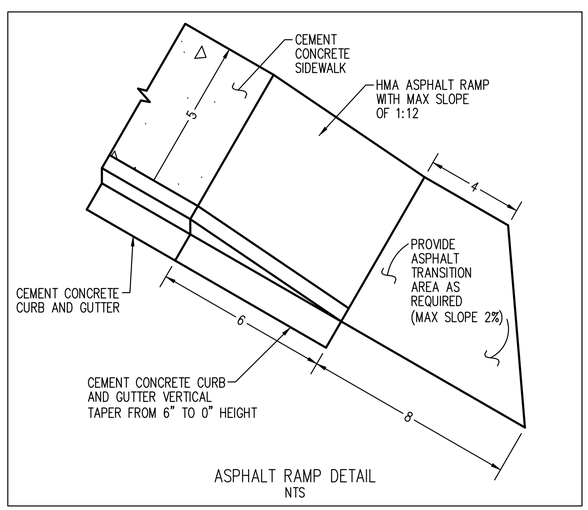
Aug 26, 2021 10:20:52am – User nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30– SR 305 DESIGN\CADD\1582.30_PP-01.DWG

T. 26 N., R. 1 E., W.M.

LEGEND

- ROADWAY SECTION – SEE SHEET XS–1
- INLAY – SEE SHEET XS–1
- ISLAND SECTION – SEE DETAIL, THIS SHEET
- CEMENT CONCRETE SIDEWALK (SEE WSDOT STD. PLAN F–30.10)
- PARALLEL CURB RAMP TYPE B (SEE WSDOT STD. PLAN F–40.12)
- DETECTABLE WARNING SURFACE (SEE WSDOT STD. PLAN F–45.10)
- ASPHALT RAMP AND TRANSITION (SEE DETAIL, THIS SHEET)
- 0.5' (MIN) COMPACTED DEPTH CSBC (SEE WSDOT STD. PLAN J–28.22)





ASPHALT RAMP DETAIL
NTS

INTERSECTION CURVE TABLE

No	LENGTH	RADIUS	DELTA
1	83.56'	55'	87°02'59"
2	68.20'	51'	76°36'55"

SEE PV–2 FOR ELEVATIONS

△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY: M. WEYRAUCH
DRAWN BY: M. JOHNSON
APPROVED BY: R. JEWELL
ISSUE DATE: 08/31/2021
JOB No.: 1582.10
DRAWING FILE No.: 1582.30_PV-01

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32784 — REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
SITE ACCESS I/S
MP 13.08

PAVING PLAN

DRAWING No.: PV-1

SHEET No.: 7 OF 12

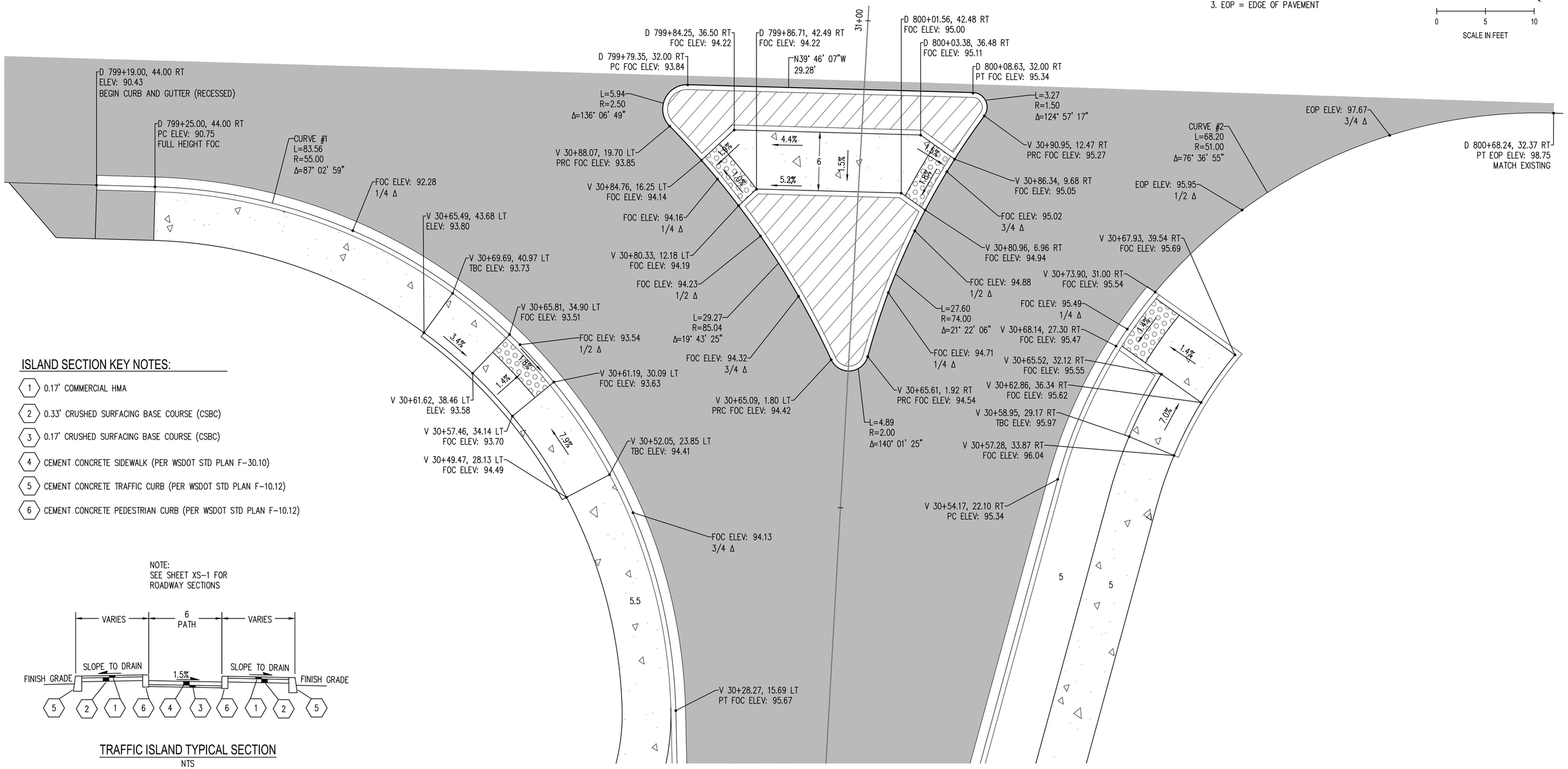
Aug 26, 2021 10:21:04am – User nickmayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30– SR 305 DESIGN\CADD\1582.30_PV–01.DWG

T. 26 N., R. 1 E., W.M.

GENERAL NOTES:

1. FOC = BOTTOM FACE OF CURB
2. TBC = TOP BACK OF CURB
3. EOP = EDGE OF PAVEMENT

0 5 10
SCALE IN FEET



ISLAND SECTION KEY NOTES:

1. 0.17' COMMERCIAL HMA
2. 0.33' CRUSHED SURFACING BASE COURSE (CSBC)
3. 0.17' CRUSHED SURFACING BASE COURSE (CSBC)
4. CEMENT CONCRETE SIDEWALK (PER WSDOT STD PLAN F-30.10)
5. CEMENT CONCRETE TRAFFIC CURB (PER WSDOT STD PLAN F-10.12)
6. CEMENT CONCRETE PEDESTRIAN CURB (PER WSDOT STD PLAN F-10.12)

NOTE:
SEE SHEET XS-1 FOR
ROADWAY SECTIONS

TRAFFIC ISLAND TYPICAL SECTION

NTS

△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY:	ISSUE DATE:
M. WEYRAUCH	08/31/2021
DRAWN BY: M. JOHNSON	JOB No.: 1582.10
APPROVED BY: R. JEWELL	DRAWING FILE No.: 1582.30_PV-02

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32784 — REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

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PAVING PLAN

DRAWING No.: PV-2

SHEET No.: 8 OF 12

Aug 26, 2021 10:21:20am – User nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30– SR 305 DESIGN\CADD\1582.30_PV-02.DWG

T. 26 N., R. 1 E., W.M.

PAVEMENT MARKING LEGEND

- TYPE 2SR PLASTIC ARROW (PER STANDARD PLAN M-24.40)
- PLASTIC STOP LINE (PER STANDARD PLAN M-24.60)
- PLASTIC WIDE LANE LINE (PER STANDARD PLAN M-20.10)
- PLASTIC WIDE DOTTED LANE LINE (PER STANDARD PLAN M-20.10)
- PLASTIC EDGE LINE (PER STANDARD PLAN M-20.10)
- PLASTIC DOUBLE YELLOW CENTERLINE (DYCL) (PER STANDARD PLAN M-20.10)

PAVEMENT MARKING NOTES

1. SEE SPECIAL PROVISIONS FOR PLASTIC.
2. ALL EDGE LINES ARE WHITE UNLESS OTHERWISE NOTED.
3. CENTER TRAFFIC ARROWS IN MIDDLE OF DESIGNATED LANE.

SIGN LEGEND

- X — SIGN NOTE
- REL X — SIGN RELOCATION NOTE (PROPOSED LOCATION / EXISTING LOCATION)
- EXISTING SIGN & DOUBLE POST
- NEW SIGN ON POST
- NEW BACK TO BACK SIGN ON POST
- RELOCATED SIGN ON DOUBLE POST

SIGN SPECIFICATIONS
ROADSIDE SIGN STRUCTURES

SIGN NO.	SIGN CODE NUMBER	SIGN DESCRIPTION	LOCATION (STATION NO.)	SIGN SIZE X (INCH)	SIGN SIZE Y (INCH)	SHEETING TYPE	LETTER SIZE OR CODE	POST MATERIAL	POST SIZE (INCH x INCH)	POST LENGTH H 1	POST LENGTH H 2	CLEARANCE V	CLEARANCE W	REMARKS
1	NOT USED													
2	R3-7R	RIGHT LANE MUST TURN RIGHT	D 798+20	30	30	III OR IV	STANDARD	STEEL	2.5 x 2.5	11.5	---	7	12	MOUNT SIGN ON NEW POST
3	R3-2	NO LEFT TURN SYMBOL	V 30+91	36	36	III OR IV	STANDARD	STEEL	2.5 x 2.5	9.5	---	7	8.5	MOUNT SIGN ON NEW POST
4	R5-1	DO NOT ENTER	V 30+91	36	36	III OR IV	STANDARD	--	--	--	---	7	--	MOUNT SIGN ON SAME POST AS #3
5	R1-1	STOP	V 30+74	36	36	III OR IV	STANDARD	STEEL	2.5 x 2.5	10	---	7	13	MOUNT SIGN ON NEW POST

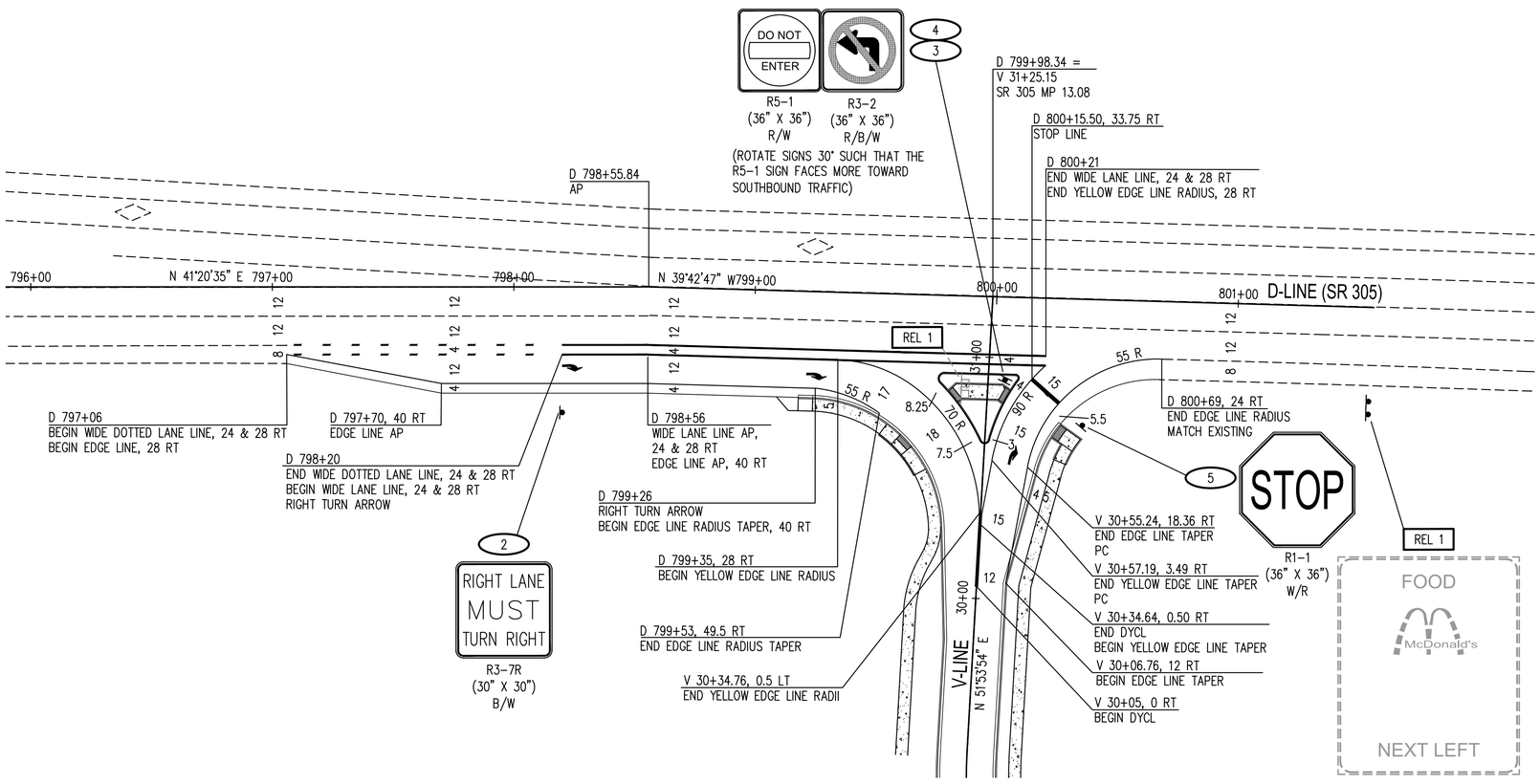
NOTES: POST DIMENSIONS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD PRIOR TO FABRICATION.
FOR MOUNTING AND INSTALLATION DETAILS SEE STANDARD PLAN SHEET SERIES G-20.10 AND G-24.50. USE TYPE ST-4 STEEL SIGN SUPPORT.
FOR CODE REFERENCES SEE WASHINGTON STATE FABRICATION MANUAL.
CONTRACTOR MAY USE COMMERCIAL CONCRETE FOR SIGN SUPPORTS.

0 30 60
SCALE IN FEET

SIGN RELOCATION SPECIFICATIONS

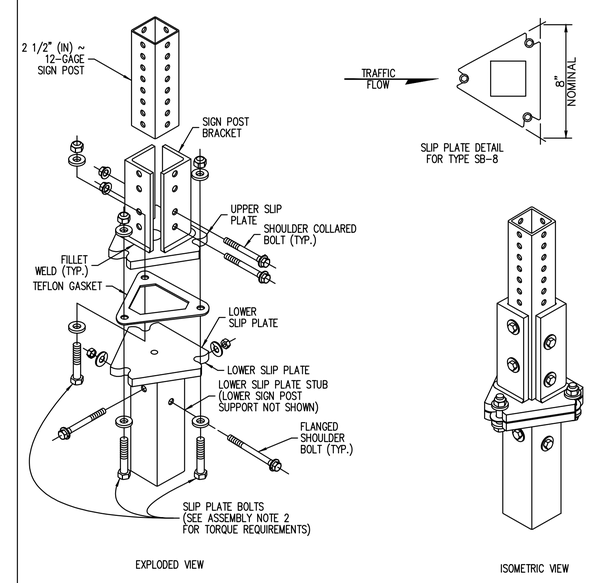
SIGN NO.	SIGN CODE NUMBER	SIGN DESCRIPTION	EXISTING LOCATION	PROPOSED LOCATION	SIGN SIZE X (INCH)	SIGN SIZE Y (INCH)	POST MATERIAL	POST SIZE (INCH x INCH)	POST LENGTH H 1	POST LENGTH H 2	CLEARANCE V	CLEARANCE W	REMARKS
REL-1	----	FOOD NEXT LEFT	D 799+88	D 801+50	60	72	STEEL	2.5 x 2.5	14	15	7	15	RELOCATE SIGN ON NEW SLIP BASE AND POSTS, SEE NOTE #1

NOTES: EXISTING SIGN LOCATIONS ARE APPROXIMATE ONLY.
POST DIMENSIONS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD PRIOR TO FABRICATION.
FOR MOUNTING AND INSTALLATION DETAILS SEE STANDARD PLAN SHEET SERIES G-20.10 AND G-24.40 USE SIGN BRACING PER G-50.10.
FOR CODE REFERENCES SEE WASHINGTON STATE FABRICATION MANUAL.
ALL STATIONS AND CLEARANCE ARE TO POST NEAREST CENTERLINE FOR SIGNS WITH MORE THAN ONE POST.
CONTRACTOR MAY USE COMMERCIAL CONCRETE FOR SIGN SUPPORTS.
1. ADD 4" SLEEVE OF 2 1/4" POST (INSIDE 2 1/2" POST) USE SIGN SUPPORT TYPE SB-8 (SEE DETAIL ON THIS SHEET).



ASSEMBLY NOTES

1. DIMENSIONS FOR THE PARTS USED TO ASSEMBLE THE BASE CONNECTIONS ARE INTENTIONALLY NOT SHOWN. BASE CONNECTIONS ARE PATENTED, MANUFACTURED PRODUCTS THAT ARE IN COMPLIANCE WITH NCHRP 350 CRASH TEST CRITERIA. THE BASE CONNECTION DETAILS ARE SHOWN ON THIS PLAN ONLY TO ILLUSTRATE HOW THE PARTS ARE ASSEMBLED.
2. DO NOT TIGHTEN ANY SINGLE SLIP PLATE BOLT TO THE RECOMMENDED TORQUE BEFORE PRETIGHTENING THE OTHER BOLTS. PROGRESSIVELY TIGHTEN THE THREE SLIP PLATE BOLTS IN 10 FT-LB INCREMENTS, ALTERNATELY, TO A FINAL TORQUE OF 40 FT-LBS ON EACH.
3. USE ONLY SLIP BASE MANUFACTURER SUPPLIED HARDWARE THAT MEETS THE REQUIREMENTS OF STANDARD SPECIFICATIONS 9-06 and 9-28.



TYPE SB-8 SLIP BASE ASSEMBLY DETAIL

△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY: M. WEYRAUCH
DRAWN BY: M. JOHNSON
APPROVED BY: R. JEWELL
ISSUE DATE: 08/31/2021
JOB No.: 1582.10
DRAWING FILE No.: 1582.30_CH-1

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER 32784

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
SITE ACCESS I/S
MP 13.08

CHANNELIZATION AND SIGNING PLAN

DRAWING No.: CH-1
SHEET No.: 9 OF 12

Aug 26, 2021 10:21:29am - User nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30- SR 305 DESIGN\CADD\1582.30_CH-1.DWG

T. 26 N., R. 1 E., W.M.

LEGEND

EXISTING	NEW	
⊠	⊠	TYPE 1 JUNCTION BOX, J-40.10
—UP—	—UP—	CONDUIT
		LIGHT STANDARD
	X	WIRE NOTE
	X	CONSTRUCTION NOTE

LIGHTING SCHEDULE

LUM NO.	SERVICE NO.	CIRCUIT NO.	TYPE-DISTRIBUTION-WATTAGE	MTG. HT. (H1)	MAST ARM LENGTH(FT)	MAST ARM TYPE	BASE STYLE	CASE	STATION, OFFSET
1	SCB 396	EX-B	LED-MC III-400W EQUIVALENT ✱	40	16	1	SLIP	J	799+64, 73 RT
2	SCB 396	EX-B	LED-MC III-400W EQUIVALENT ✱	40	16	1	SLIP	B	797+06, 40 RT

✱ SEE SPECIAL PROVISIONS

WIRING SCHEDULE

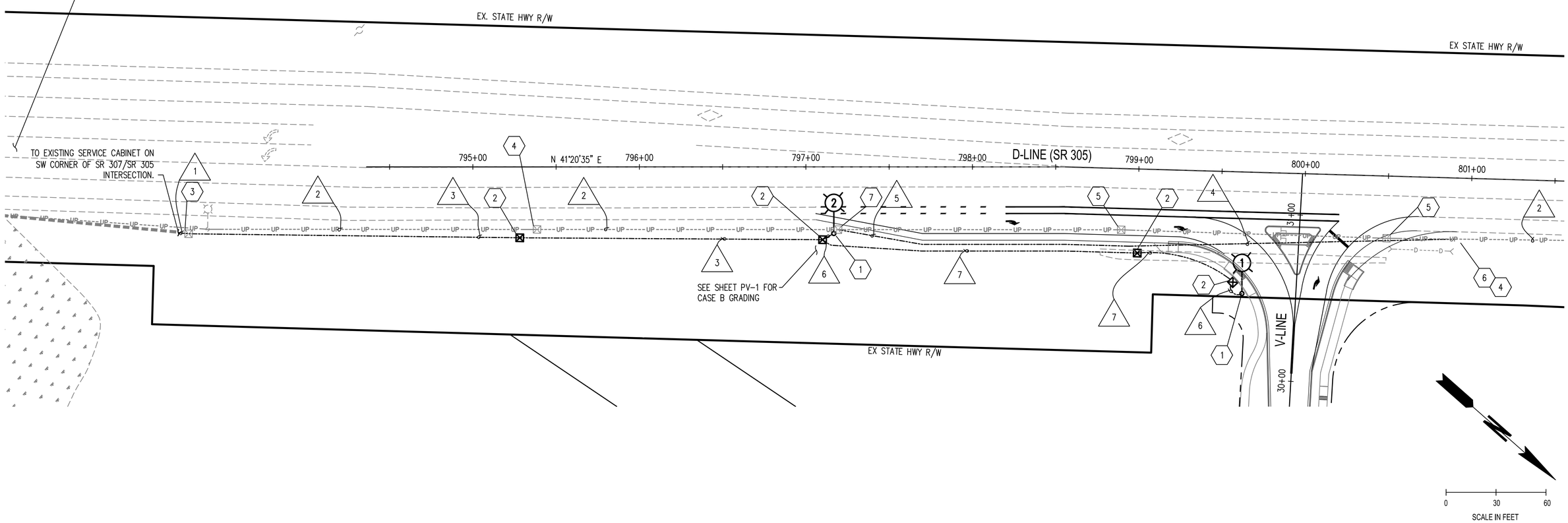
RUN NO. △	CONDUIT SIZE	WIRE/CABLE				REMARKS
		6PCC	#8 AWG GRND.	#8 AWG	#6 AWG	
1	EX 2"		EX 1	EX 2		ILLUMINATION
2	NOT USED					
3	2" PVC		1		2	ILLUMINATION
4	2" RGS	EX 1				INTERCONNECT
5	2" PVC	EX 1				INTERCONNECT
6	1" RGS			2		ILLUMINATION
7	2" PVC		1	2		ILLUMINATION

NOTES:

1. ALL CONDUIT SYSTEMS SHALL HAVE CONTINUOUS GREEN GROUND WIRE PER WSDOT STANDARD SPECIFICATION 8-20.3(9). SEE ALSO WSDOT STANDARD PLAN J-60.05.
2. ALL PVC CONDUIT SHALL BE SCHEDULE 80.

ILLUMINATION/INTERCONNECT CONSTRUCTION NOTES

1. INSTALL TYPE B FOUNDATION PER WSDOT STANDARD PLAN J-28.30. INSTALL NEW LIGHT STANDARD AND ASSOCIATED HARDWARE PER WSDOT J-SERIES STANDARD PLANS. SEE LIGHTING SCHEDULE THIS SHEET.
2. INSTALL TYPE 1 JUNCTION BOX WITH LOCKING LID PER WSDOT STANDARD PLAN J-40.10.
3. INSTALL NEW CONDUIT IN EXISTING JUNCTION BOX. SPLICE NEW ILLUMINATION CONDUCTORS TO EXISTING ILLUMINATION CONDUCTORS.
4. EXISTING INTERCONNECT CABLE TO BE REPLACED WITH FIBER, INCLUDING MODIFYING CONDUIT AND JUNCTION BOX SYSTEM. SEE SHEET CO-2 UNDER SEPARATE PERMIT.
5. REMOVE EXISTING JUNCTION BOX AND CONDUIT ELBOWS AND BACKFILL. ABANDON REMAINING CONDUIT.
6. INTERCEPT EXISTING CONDUIT.
7. PROTECT AND RETAIN EXISTING JUNCTION BOX.



REVISIONS	DATE	BY
1 FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY: M. WEYRAUCH
ISSUE DATE: 08/31/2021
DRAWN BY: M. JOHNSON
JOB No.: 1582.10
APPROVED BY: R. JEWELL
DRAWING FILE No.: 1582.30_IL-01

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32784 — REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
SITE ACCESS I/S
MP 13.08

ILLUMINATION/INTERCONNECT PLAN

DRAWING No.: IL-1
SHEET No.: 10 OF 12

Aug 26, 2021 10:21:49am - User nick.mayfield
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T. 26 N., R. 1 E., W.M.

LEGEND

- CHANNELIZING DEVICES (TRAFFIC SAFETY DRUMS)
- CLASS B SIGN LOCATION – TEMPORARY MOUNT
- DIRECTIONAL ARROW
- PCMS – PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE – REQUIRED (MAY BE A WORK VEHICLE)

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

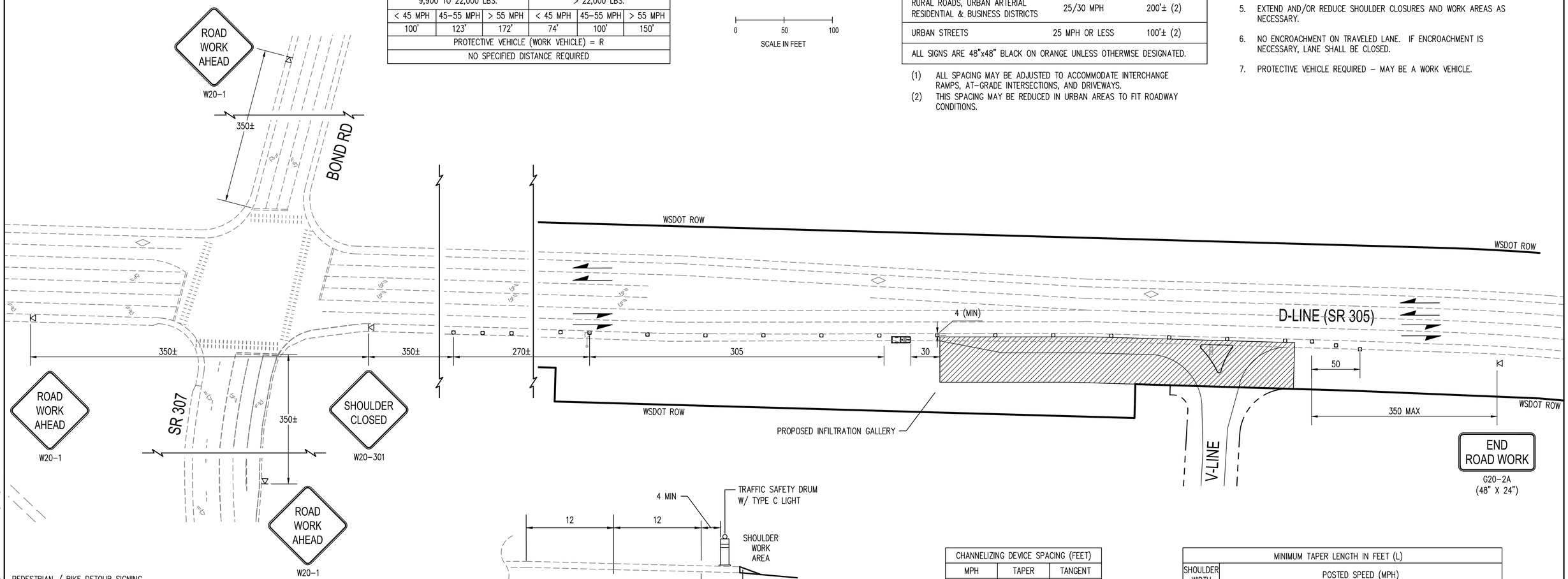
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

MOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.			MOST VEHICLE WEIGHT > 22,000 LBS.		
< 45 MPH	45–55 MPH	> 55 MPH	< 45 MPH	45–55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED



0 50 100
SCALE IN FEET

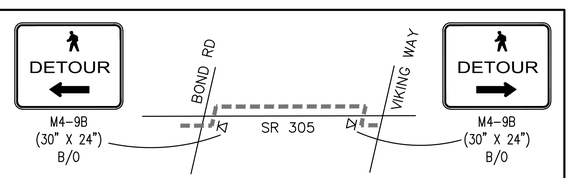
SIGN SPACING = X (FEET) (1)		
FREEWAYS & EXPRESSWAYS	55/70 MPH	1500'± (OR AS PER MUTCD)
RURAL HIGHWAYS	60/65 MPH	800'±
RURAL ROADS	45/55 MPH	500'±
RURAL ROADS, URBAN ARTERIAL	35/40 MPH	350'±
RURAL ROADS, URBAN ARTERIAL RESIDENTIAL & BUSINESS DISTRICTS	25/30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

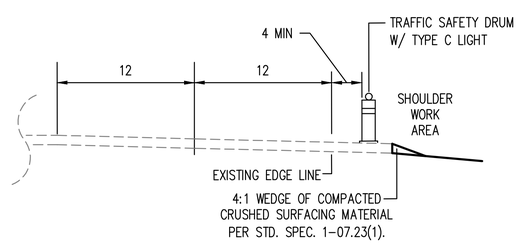
GENERAL NOTES

1. WHEN USED, THE DEVICE SPACING FOR THE DOWNSTREAM TAPER SHOULD BE 20' O.C.
2. ALL CONFLICTING EXISTING SIGNS SHALL BE COVERED, AS DETERMINED BY THE ENGINEER OR WSDOT INSPECTOR.
3. TYPICAL APPLICATION SHOWN. ADJUST SIGNS AND LOCATIONS TO FIT SITE CONDITIONS.
4. EXTEND CHANNELIZING DEVICE TAPERS ACROSS SHOULDER.
5. EXTEND AND/OR REDUCE SHOULDER CLOSURES AND WORK AREAS AS NECESSARY.
6. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
7. PROTECTIVE VEHICLE REQUIRED – MAY BE A WORK VEHICLE.

PEDESTRIAN / BIKE DETOUR SIGNING TO BE USED WHEN 4' MIN. SHOULDER CANNOT BE PROVIDED.



PLACE M4-9A SIGNS TO ROUTE BIKES AND PEDESTRIANS TO SOUTH SIDE OF SR 305 DURING SHOULDER CLOSURE.



TYPICAL ROADWAY SECTION (NON-WORKING HOURS) NTS

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/70	40	80
45/50	30	60
35/40	30	60
25/30	20	40

MINIMUM TAPER LENGTH IN FEET (L)										
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
6	–	–	–	–	270	300	330	360	390	420
8	84	120	162	210	360	405	450	480	525	570
10	105	150	205	270	450	500	550	600	660	705
11	115	165	225	295	495	550	605	660	–	–
12	125	180	245	320	540	600	660	720	780	840
3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 6 FEET										

LOW SPEED SHOULDER CLOSURE

△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY: M. WEYRAUCH
DRAWN BY: M. JOHNSON
APPROVED BY: R. JEWELL
ISSUE DATE: 08/31/2021
JOB No.: 1582.10
DRAWING FILE No.: 1582.30_TC-1

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL – STATE OF WASHINGTON – 32784 – REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

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TRAFFIC CONTROL PLAN-LOW SPEED SHOULDER CLOSURE

DRAWING No.: TC-1
SHEET No.: 11 OF 12

Aug 26, 2021 10:22:03am – User nickmayfield
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T. 26 N., R. 1 E., W.M.

LEGEND

- CHANNELIZING DEVICES (TRAFFIC SAFETY DRUMS)
- WORK AREA
- CLASS B SIGN LOCATION – TEMPORARY MOUNT
- CLASS A SIGN LOCATION – POST MOUNT
- DIRECTIONAL ARROW
- PROTECTIVE VEHICLE WITH TRANSPORTABLE ATTENUATOR – REQUIRED (MAY BE A WORK VEHICLE)
- PCMS – PORTABLE CHANGEABLE MESSAGE SIGN
- ARROW PANEL

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/40	30	60

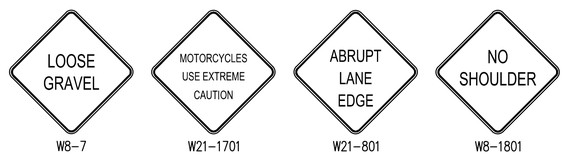
NOTES

MOTORCYCLES USE EXTREME CAUTION SIGNS SHALL BE INSTALLED THROUGHOUT THE WORKZONE (W21-1701) AND FOR EACH SIGNIFICANT INTERSECTION WHEN THE FOLLOWING ROADWAY CONDITIONS EXIST:

ABRUPT LANE EDGE (W21-801)
NO SHOULDER (W8-1801)
LOOSE GRAVEL (W8-7)

SPECIFIC SIGNS FOR EACH OF THE CONDITIONS NOTED SHALL ALSO BE INSTALLED AS REQUIRED.

PROJECT INSPECTOR IS RESPONSIBLE FOR NOTIFYING THE TRAFFIC MANAGEMENT CENTER OF TRAFFIC CONTROL AND ANY COORDINATION WITH MAINTENANCE IF NEEDED.

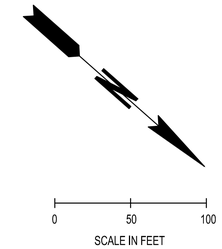


DURING WORKING AND NON-WORKING HOURS THESE SIGNS AND THE SHOULDER CLOSURE TAPERING ARE REQUIRED TO PROTECT THE DROP-OFF. COORDINATE/CONFIRM WITH WSDOT INSPECTOR WHICH SIGNS ARE NEEDED.

SIX DEVICES
PCMS PCMS DETAIL (TYP)

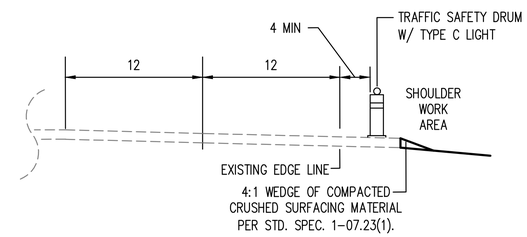
PCMS	
1	2
ROAD WORK AHEAD	RIGHT LANE CLOSED
1.5 SECONDS	1.5 SECONDS

FIELD LOCATE ON SR 305 1 MILE ± PRIOR TO W20-1 SIGN (CONCEPTUAL LOCATION SHOWN, COORDINATE W/ WSDOT FOR ACTUAL LOCATION)

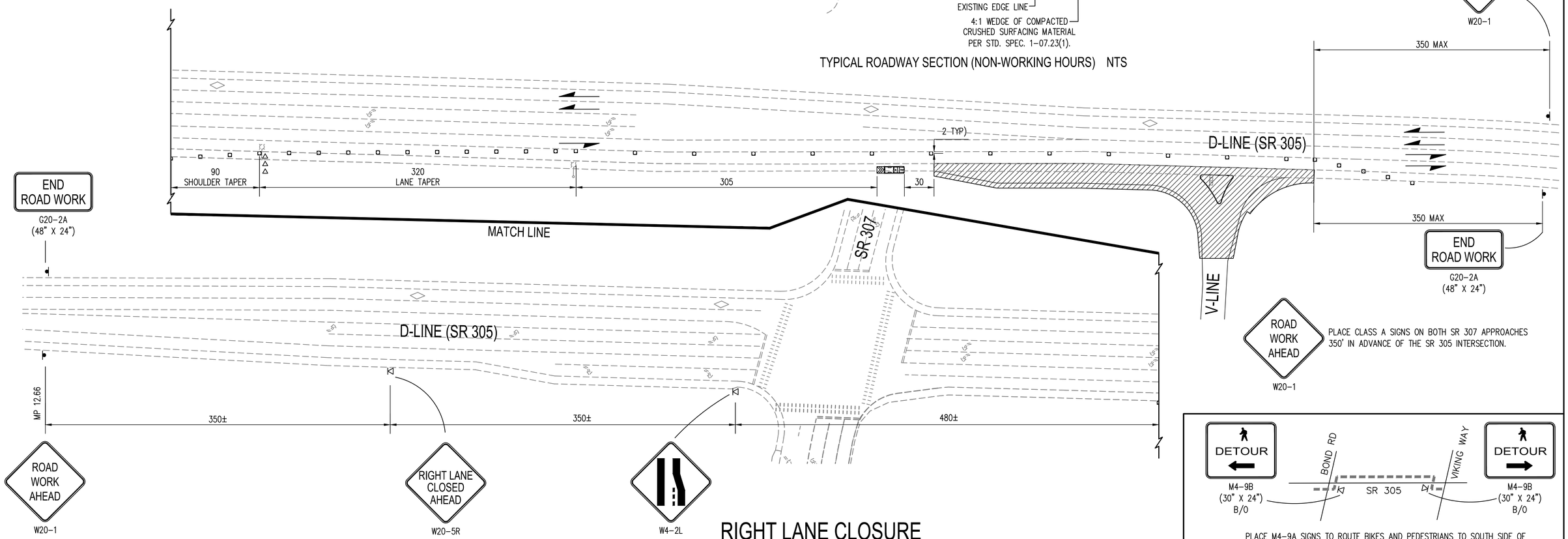


GENERAL NOTES

1. A TMA IS REQUIRED FOR ROADWAY 45 MPH OR HIGHER. FOR ROADS 40 MPH OR LESS – IF A TMA IS NOT AVAILABLE, THE PROTECTIVE VEHICLE SHALL BE STRATEGICALLY LOCATED IN THE FIELD TO SHIELD WORKERS AND NO ROLL AHEAD DISTANCE IS SPECIFIED.
2. EXTEND DEVICE TAPER ACROSS SHOULDER WHEN SHOULDER WIDTH IS 8 FT OR MORE.
3. DEVICES SHOULD NOT ENCROACH INTO ADJACENT LANES.
4. TRAFFIC SAFETY DRUMS REQUIRED FOR ALL LANE CLOSURE TAPERS ON ROADWAY 45 MPH OR HIGHER.
5. WHEN USED, DEVICE SPACING FOR THE DOWNSTREAM TAPER SHOULD BE 20' O.C.
6. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY-CONSTRUCTION UNDER TRAFFIC: FOR WORK HOUR RESTRICTIONS.
7. SEE STANDARD PLAN K-80.10 FOR CLASS A CONSTRUCTION SIGN INSTALLATION.



TYPICAL ROADWAY SECTION (NON-WORKING HOURS) NTS



RIGHT LANE CLOSURE

PLACE M4-9A SIGNS TO ROUTE BIKES AND PEDESTRIANS TO SOUTH SIDE OF SR 305 DURING RIGHT LANE & SHOULDER CLOSURE.

△	REVISIONS	DATE	BY
1	FPS #1	8/31/2021	SCJ

PRELIMINARY

DESIGNED BY:	ISSUE DATE:
M. WEYRAUCH	08/31/2021
DRAWN BY:	JOB No.:
M. JOHNSON	1582.10
APPROVED BY:	DRAWING FILE No.:
R. JEWELL	1582.30_TC-2

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL STATE OF WASHINGTON 32296 REGISTERED PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:

EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305 /
SITE ACCESS I/S
MP 13.08

TRAFFIC CONTROL PLAN-RIGHT LANE CLOSURE

DRAWING No.: TC-2

SHEET No.: 12 OF 12

Aug 26, 2021 10:22:17am – User nick.mayfield
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30– SR 305 DESIGN\CADD\1582.30_TC-2.DWG

T. 26 N., R. 1 E., W.M.

SR 305 TRAFFIC SIGNAL SYSTEM UPGRADES

OWNER / APPLICANT

EDWARD ROSE AND SONS
38525 WOODWARD AVE
BLOOMFIELD HILLS, MI, 48304
CONTACT: MARK PERKOSKI
PH: (248) 539-2255

ENGINEER

CIVIL ENGINEER:
SCJ ALLIANCE
8730 TALLON LANE NE, SUITE 200
LACEY, WA 98516
CONTACT: ROBERT E. JEWELL, P.E.
PH: (360) 352-1465
FX: (360) 352-1509

GOVERNING AGENCIES

WSDOT PORT ORCHARD
PROJECT ENGINEER OFFICE
8293 SPRING CREEK ROAD SE
PORT ORCHARD, WA 98367
CONTACT: LONE MOODY, P.E.
PH: (360) 874-3000

DIRECTOR OF ENGINEERING/CITY ENGINEER
POULSBO, WA 98370
CONTACT: DIANE LENIUS, P.E.
PH: (360) 394-9750

UTILITIES

ELECTRIC: PUGET SOUND ENERGY
6522 KITSAP WAY
BREMERTON, WA 98312
CONTACT: JAKE HELGESTAD
PH: (425) 463-6441

SANITARY & WATER:
CITY OF POULSBO DEPARTMENT
OF PUBLIC WORKS
19050 JENSEN WAY NE
POULSBO, WA 98370
CONTACT: MIKE LUND, P.E.
PH: (360) 394-9757

TELEPHONE: LUMEN
75 THOMPSON ROAD
POULSBO, WA 98370
CONTACT: RAY JONES
PH: (253) 313-3666

GAS:
CASCADE NATURAL GAS
6522 KITSAP WAY
BREMERTON, WA 98312
CONTACT: MIKE DUNN
PH: (360) 479-3966

SIGNAL & STREET LIGHTING:
WSDOT
7407 31ST AVENUE NE
LACEY, WA 98516
CONTACT: WSDOT OLYMPIC
REGION SIGNAL SUPERINTENDENT
PH: (360) 357-2616

STORMWATER:
WSDOT
7407 31ST AVENUE NE
LACEY, WA 98516
CONTACT: JEFF SAWYER, P.E.
PH: (360) 570-6701

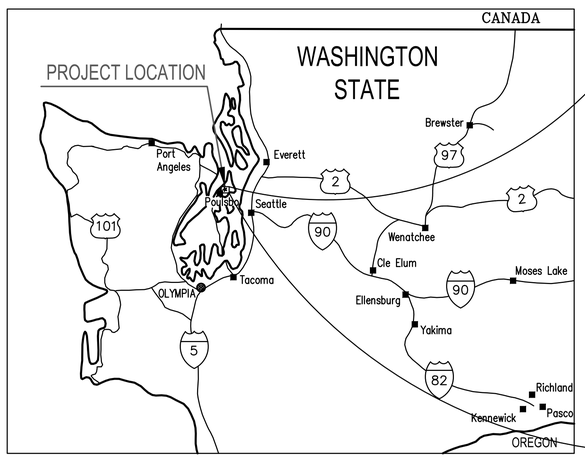
POULSBO,
WASHINGTON

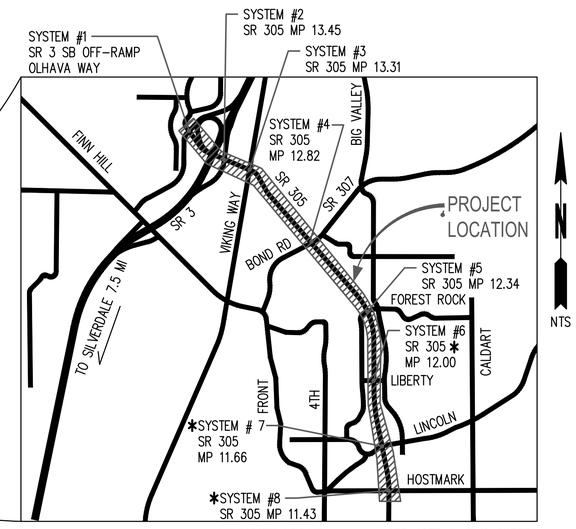
VERTICAL DATUM:

NAVD 1988 (LEICA SMARTNET NETWORK)

BASIS OF BEARING:

THE BASIS OF BEARINGS WASHINGTON STATE COORDINATES, NORTH ZONE 83





VICINITY MAP
S. 11 T26 N., R.1E., W.M.
KITSAP COUNTY,
WASHINGTON

✱SEE NOTE #4 THIS SHEET

SHEET INDEX		
SHEET NO.	SHEET REF.	DESCRIPTION
1	CV-01	COVER SHEET
2	AL-01	HORIZONTAL ALIGNMENT PLAN
3	RM-01	REMOVAL PLANS
4	SD-01	STORM DRAINAGE AND TESC PLAN
5	PV-01	PAVING PLAN
6	RD-01	RAMP DETAILS
7	RD-02	RAMP DETAILS
8	CH-01	CHANNELIZATION PLAN
9	C-01	CONTROLLER, DETECTION, AND FIBER UPGRADES
10	C-02	CONTROLLER, DETECTION, AND FIBER UPGRADES
11	C-03	CONTROLLER, DETECTION, AND FIBER UPGRADES
12	TS-01	TRAFFIC SIGNAL PLAN – SYSTEM NO. 1
13	TS-02	WIRING DIAGRAM – SYSTEM NO. 1
14	TS-03	TRAFFIC SIGNAL PLAN – SYSTEM NO. 2
15	TS-04	WIRING DIAGRAM – SYSTEM NO. 2
16	TS-05	TRAFFIC SIGNAL PLAN – SYSTEM NO. 3
17	TS-06	WIRING SCHEDULE AND NOTES – SYSTEM NO. 3
18	TS-07	WIRING DIAGRAM – SYSTEM NO. 3
19	TS-08	SIGNAL SCHEDULE DETAIL CHART – SYSTEM NO. 3
20	TS-09	TRAFFIC SIGNAL PLAN – SYSTEM NO. 4
21	TS-10	WIRING DIAGRAM – SYSTEM NO. 4
22	TS-11	TRAFFIC SIGNAL PLAN – SYSTEM NO. 5
23	TS-12	WIRING DIAGRAM – SYSTEM NO. 5
24	TC-01	ADVANCE SIGNING PLAN
25	TC-02	TRAFFIC CONTROL PLAN
26	TC-03	TRAFFIC CONTROL PLAN
27	TC-04	TRAFFIC CONTROL PLAN
28	TC-05	TRAFFIC CONTROL PLAN
29	TC-06	TRAFFIC CONTROL PLAN

NOTES

1. WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE PROJECT SPECIFICATIONS, THE 2021 WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION WHICH ARE HEREBY REFERENCED AS A PART OF THESE PLANS.

2. THE DESIGN SHOWN IS BASED UPON THE ENGINEER'S UNDERSTANDING OF THE EXISTING CONDITIONS. THE EXISTING CONDITIONS SHOWN ON THIS PLAN SHEET ARE BASED UPON SURVEY, PREPARED BY TEAM 4 ENGINEERING THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING FIELD CONDITIONS PRIOR TO BIDDING THE PROPOSED WORK IMPROVEMENTS. IF CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER OR ENGINEER PRIOR TO INSTALLATION OF ANY PORTION OF THE WORK WHICH WOULD BE AFFECTED.

   CAUTION – NOTICE TO CONTRACTOR

3. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON THE PROJECT SURVEY AND OTHER RECORDS OF UTILITIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. CONTRACTOR TO CALL 1-800-424-5555 48 HOURS PRIOR TO PLANNED EXCAVATION. THE CONTRACTOR SHALL CONTACT THE WSDOT OLYMPIC REGION SIGNAL SUPERINTENDENT TO OBTAIN THE LOCATIONS OF ALL WSDOT-OWNED UTILITIES WITHIN THE PROJECT LIMITS. TO REQUEST UTILITY LOCATES, CALL 360-357-2616 DURING NORMAL BUSINESS HOURS (7:30 AM TO 4:00 PM) OR 360-704-3228 (AVAILABLE 7 DAYS PER WEEK BY VOICEMAIL.)

4. ECONOLITE COBALT ATC CONTROLLERS SHALL REPLACE THE EXISTING TRACONEX 390 CONTROLLERS IN THE EXISTING CABINETS AT THE LIBERTY (SYSTEM #6), LINCOLN (SYSTEM #7), AND HOSTMARK (SYSTEM #8) INTERSECTIONS ALONG SR 305.

5. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 CV-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

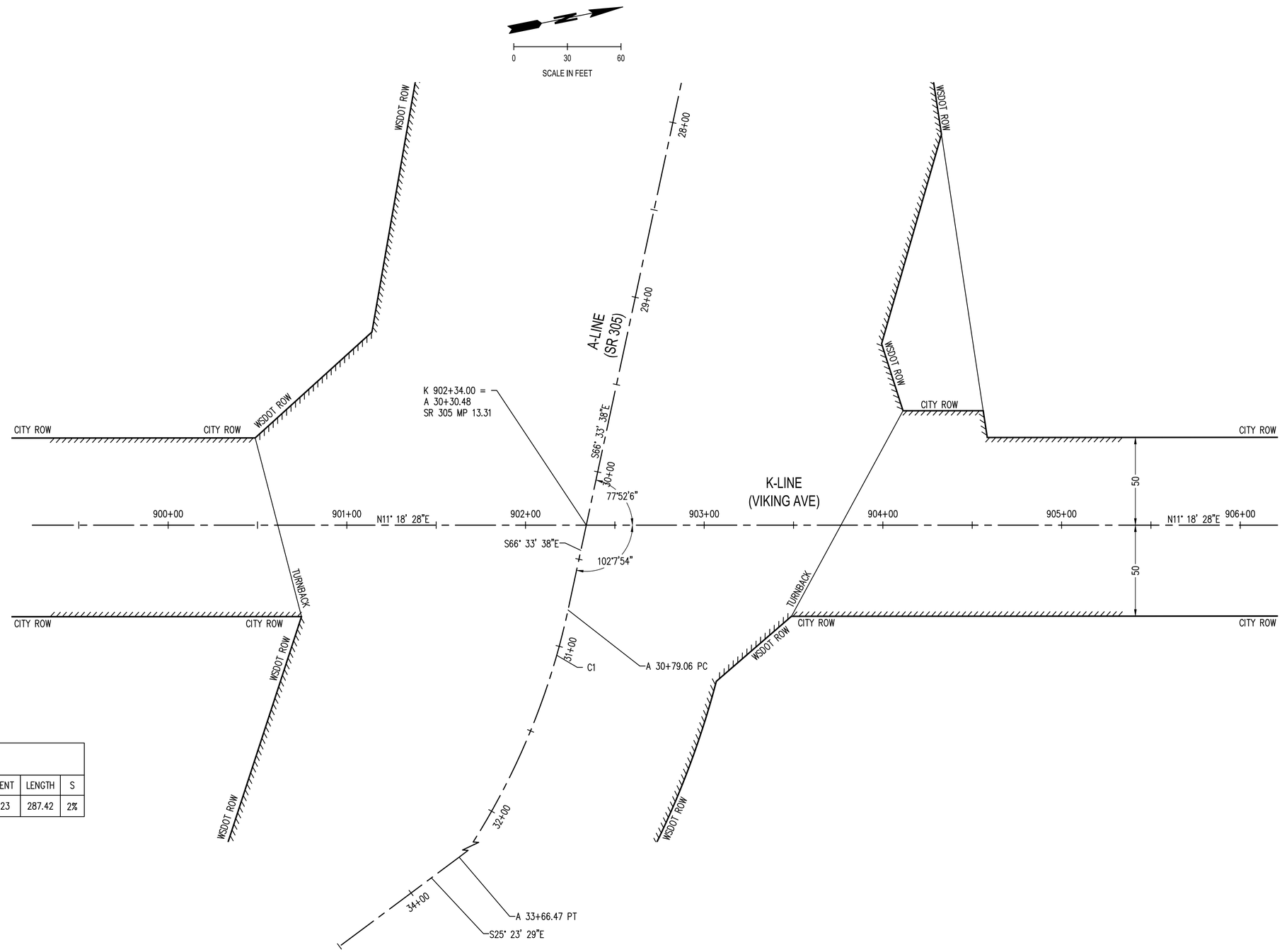
COVER SHEET

DRAWING No.: CV-01

SHEET No.: 1 OF 29

Aug 16, 2021 1:35:53pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 CV-01.DWG

T. 26 N., R. 1 E., W.M.



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△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
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4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 AL-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32794 — REGISTERED PROFESSIONAL ENGINEER
8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

HORIZONTAL ALIGNMENT PLAN

DRAWING No.: AL-01

SHEET No.: 2 OF 29

Aug 16, 2021 1:36:06pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CAD\3469.01 AL-01.DWG

T. 26 N., R. 1 E., W.M.

REMOVAL LEGEND

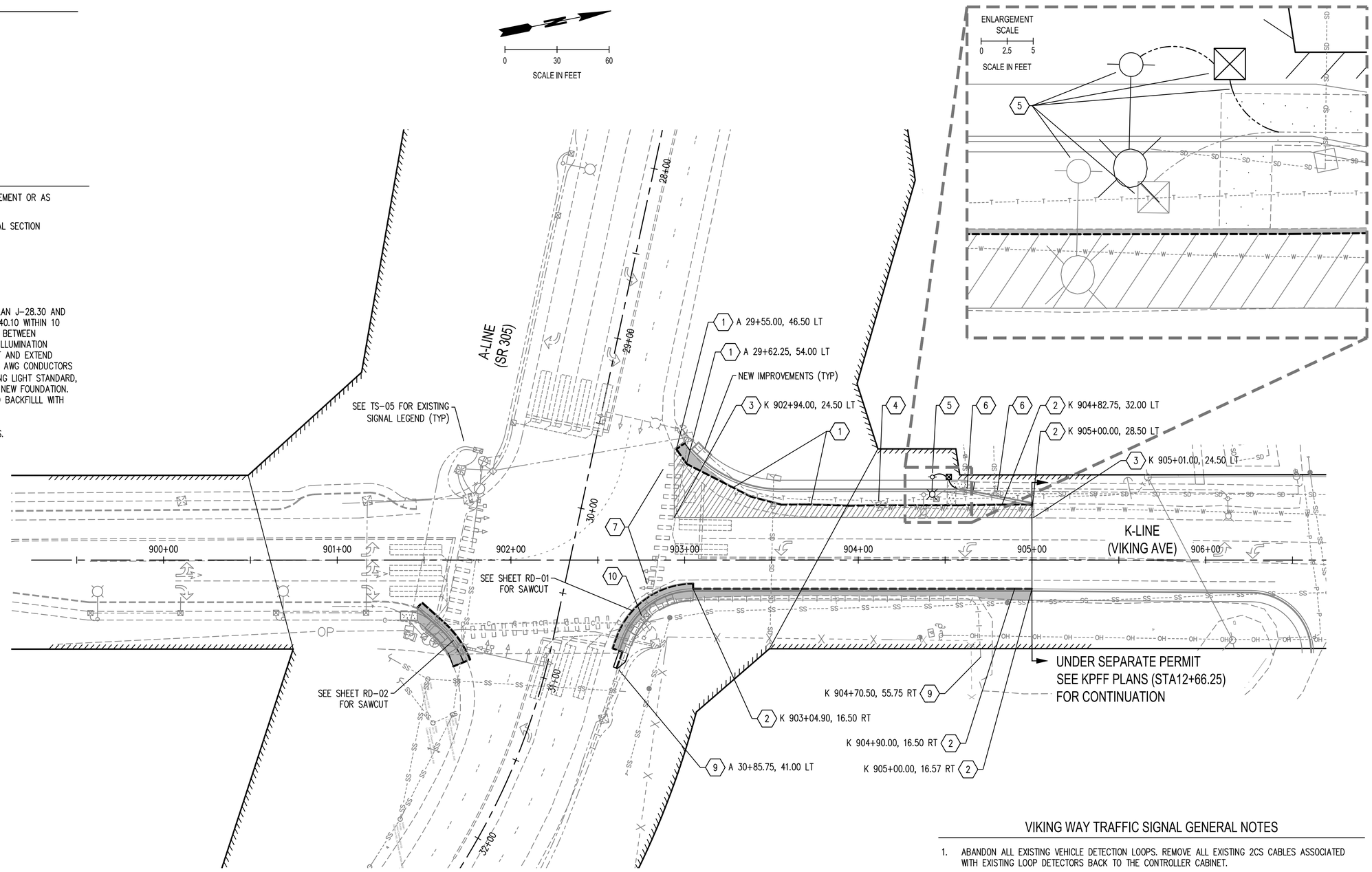
- SAWCUT (TYP)
- PLANING BITUMINOUS PAVEMENT (0.15')
- ASPHALT CONCRETE REMOVAL
- CEMENT CONCRETE SIDEWALK REMOVAL

REMOVAL NOTES

1. SAWCUT MINIMUM 0.5 FT INSIDE EXISTING EDGE OF PAVEMENT OR AS OTHERWISE NOTED.
2. SAWCUT ALONG NEW EDGE OF GUTTER PAN. SEE TYPICAL SECTION A–A ON PV–01.
3. PLANING BITUMINOUS PAVEMENT. SEE ALSO PV–01.
4. ADJUST VALVE BOX CASING TO FINISHED GRADE.
5. INSTALL TYPE A FOUNDATION PER WSDOT STANDARD PLAN J–28.30 AND TYPE 1 JUNCTION BOX PER WSDOT STANDARD PLAN J–40.10 WITHIN 10 FEET OF FOUNDATION. INSTALL 2 INCH PVC CONDUIT IN BETWEEN FOUNDATION AND JUNCTION BOX. PULL BACK EXISTING ILLUMINATION CONDUCTORS, INTERCEPT EXISTING 2 INCH PVC CONDUIT AND EXTEND CONDUIT TO NEW JUNCTION BOX AND SPLICE NEW 2 #8 AWG CONDUCTORS (WITH #8 GROUND WIRE) TO EXISTING. RELOCATE EXISTING LIGHT STANDARD, LUMINAIRE, SLIP BASE AND ASSOCIATED EQUIPMENT TO NEW FOUNDATION. REMOVE EXISTING FOUNDATION AND JUNCTION BOX, AND BACKFILLL WITH GRANULAR MATERIAL TO 95% COMPACTION.
6. SEE SHEET SD–01 FOR STORM DRAINAGE MODIFICATIONS.
7. REMOVE EXISTING PLASTIC PAVEMENT MARKINGS.
8. SEE CH–01 FOR SIGNING.
9. REMOVE AND DISPOSE OF EXISTING GUARDRAIL.
10. SEE TS–05 FOR PPB SIGNAL POLE REMOVAL.

EXISTING LEGEND

- WATER VALVE
- CATCH BASIN
- DROP INLET
- SEWER MANHOLE
- UTILITY POLES
- POWER VAULT/JUNCTION BOX
- LIGHT STANDARD
- SIGN
- STORM LINE
- SANITARY SEWER LINE
- TELEPHONE LINE
- WATER LINE
- OVERHEAD POWER LINE
- FENCE
- GUARDRAIL



VIKING WAY TRAFFIC SIGNAL GENERAL NOTES

1. ABANDON ALL EXISTING VEHICLE DETECTION LOOPS. REMOVE ALL EXISTING 2CS CABLES ASSOCIATED WITH EXISTING LOOP DETECTORS BACK TO THE CONTROLLER CABINET.
2. CONDUIT RUNS AND JUNCTION BOX LOCATIONS ARE SHOWN SCHEMATICALLY IN APPROXIMATE LOCATIONS. FINAL LOCATIONS MAY BE ADJUSTED TO AVOID CONFLICTS AND FOR EASE OF CONSTRUCTION. FINAL LOCATIONS FOR CONDUITS AND JUNCTION BOXES SHALL BE APPROVED BY THE WSDOT INSPECTOR PRIOR TO INSTALLATION.

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 RM-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32794 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

REMOVAL PLANS

DRAWING No.: RM-01

SHEET No.: 3 OF 29

Aug 16, 2021 1:36:27pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 RM-01.DWG

T. 26 N., R. 1 E., W.M.

SEE SHEET RM-01 FOR EXISTING LEGEND

STORM DRAIN / EROSION LEGEND

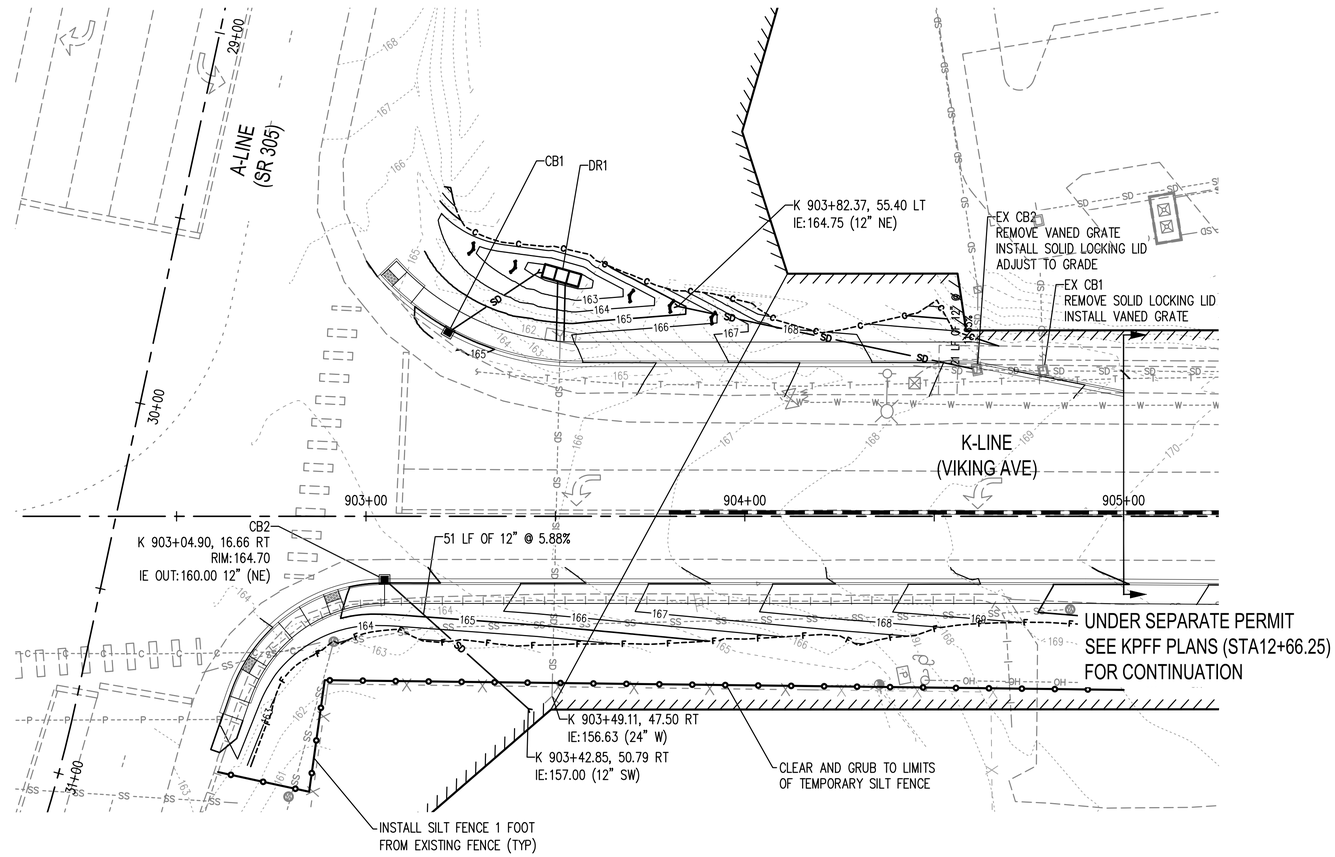
	HIGH VISIBILITY SILT FENCE	WSDOT STD PLAN I-30.17
C	CUT LINE	
F	FILL LINE	
XXX	NEW INDEX CONTOUR	
XXX	NEW INTERMEDIATE CONTOUR (1' CONTOURS SHOWN)	
XXX	EX INDEX CONTOUR	
XXX	EX INTERMEDIATE CONTOUR	
	BIODEGRADABLE CHECK DAM	WSDOT STD. PLAN I-50.20
SD	SCHEDULE A STORM PIPE	
	TYPE 1 CATCH BASIN	WSDOT STD PLAN B-5.20
	DROP INLET TYPE 2	WSDOT STD PLAN B-45.40

STORM DRAINAGE NOTES

1. ALL NEW CATCH BASINS SHALL HAVE INLET PROTECTION DURING CONSTRUCTION PER WSDOT STD. PLAN I-40.20.
2. ALL TYPE 1 CATCH BASIN GRATES SHALL BE VANED GRATES UNLESS NOTED OTHERWISE, SEE WSDOT STANDARD PLAN B-30.30
3. STORM CONVEYANCE TESTING SHALL ADHERE TO WSDOT SPECIFICATIONS.
4. ALL CATCH BASIN STATIONS & OFFSETS RELATE CENTER OF STRUCTURE.
5. FOR PIPE ZONE BEDDING AND BACKFILL SEE WSDOT STANDARD PLAN B-55.20.
6. ALL PIPE OUTLETS SHALL HAVE 3:1 BEVELED ENDS AND QUARRY SPALLED OUTLET PROTECTION.

EROSION CONTROL NOTES

1. EROSION CONTROL MEASURES SHALL BE THE RESPONSIBILITY OF THE DEVELOPER'S CONTRACTOR. ANY PROBLEMS OCCURRING BEFORE FINAL ACCEPTANCE OF THE STORM SYSTEM BY WSDOT SHALL BE CORRECTED BY THE DEVELOPER'S CONTRACTOR.
2. WHEN EROSION OR SEDIMENTATION OCCURS TO ADJACENT PROPERTY OWNERS, ALL CONSTRUCTION WORK WITHIN THE DEVELOPMENT THAT AGGRAVATES THE SITUATION SHALL CEASE AND THE OWNER/CONTRACTOR WILL IMMEDIATELY COMMENCE RESTORATION METHODS. RESTORATION ACTIVITY WILL CONTINUE UNTIL SUCH TIME AS THE AFFECTED PROPERTY OWNER IS SATISFIED.
3. ALL EROSION AND SEDIMENTATION CONTROL DEVICES SHOWN ON THIS DRAWING SHALL BE INSTALLED PRIOR TO OR AS THE FIRST STAGE OF SITE PREPARATION.
4. WHEN THE TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES AS SHOWN ON THIS DRAWING DO NOT PROVE ADEQUATE TO CONTROL EROSION AND SEDIMENTATION, THE APPLICANT/CONTRACTOR SHALL INSTALL ADDITIONAL FACILITIES AS NECESSARY TO PROTECT ADJACENT PROPERTIES, SENSITIVE AREAS, NATURAL WATER COURSES, AND/OR STORM DRAINAGE SYSTEMS.
5. IN ANY AREA WHICH HAS BEEN STRIPPED OF VEGETATION, ALL DISTURBED AREAS MUST BE IMMEDIATELY STABILIZED WITH AN APPROVED SOIL COVERING PRACTICE IN ACCORDANCE WITH SECTION 8-01.3(1). GRASS SEEDING ALONE WILL BE ACCEPTABLE ONLY DURING THE DATES OF MARCH 1 TO MAY 15 AND SEPTEMBER 1 TO OCTOBER 1. SEEDING MAY PROCEED, WHENEVER IT IS IN THE INTEREST OF THE APPLICANT/CONTRACTOR, BUT MUST BE AUGMENTED WITH MULCHING, NETTING, OR OTHER TREATMENT FOR THE REST OF THE MONTHS. SEE ALSO SECTION 8-01.3(2)F.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR FIELD LOCATING THE CLEARING LIMITS AND ESTABLISHING THOSE BOUNDARIES WITH BRIGHT COLORED FLAGGING. THE CONTRACTOR SHALL CLEAR TO THE LIMITS AS ESTABLISHED ON THIS PLAN AND FLAGGING IN THE FIELD.
7. ALL WORK ASSOCIATED WITH STABILIZING THE DISTURBED AREAS SHALL BE IN ACCORDANCE WITH SECTION 8-01 OF THE WSDOT 2021 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, THEREOF, UNLESS APPROVED OTHERWISE BY WSDOT.
8. THE NECESSARY FACILITIES SHALL BE MAINTAINED ON SITE TO PREVENT DEBRIS, DUST, AND MUD FROM ACCUMULATING ON WSDOT RIGHT-OF-WAY.
9. ALL TEMPORARY EROSION SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY BMPs ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE REMOVED OR STABILIZED ON SITE. DISTURBED SOIL AREAS RESULTING FROM REMOVAL SHALL BE PERMANENTLY STABILIZED.
10. PROVIDE 2" THICK FINE COMPOST BLANKET OVER AREA TO BE SEEDED AND INCORPORATED INTO EXISTING SOIL. PLACE COMPOST AFTER FINAL GRADING AND PRIOR TO SEEDING. SEEDING FERTILIZING AND MULCHING (SEE SPECIAL PROVISIONS).



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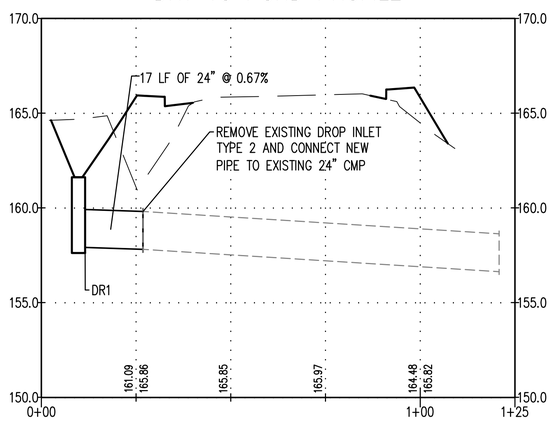

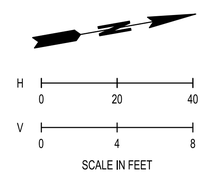

SCALE IN FEET

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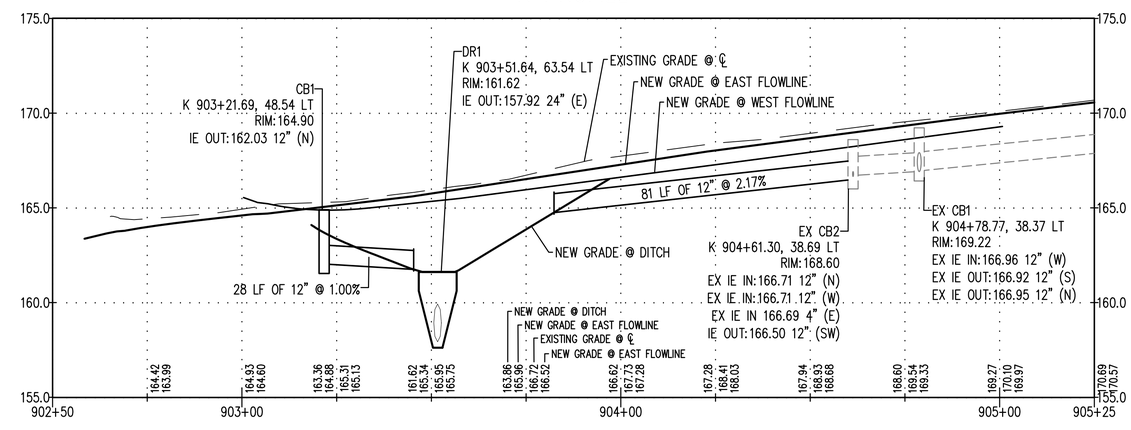

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: P HOLM
DRAWN BY: M MAYFARTH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 PP-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 33784 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
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PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

STORM DRAINAGE AND TESC PLAN

DRAWING No.: SD-01

SHEET No.: 4 OF 29

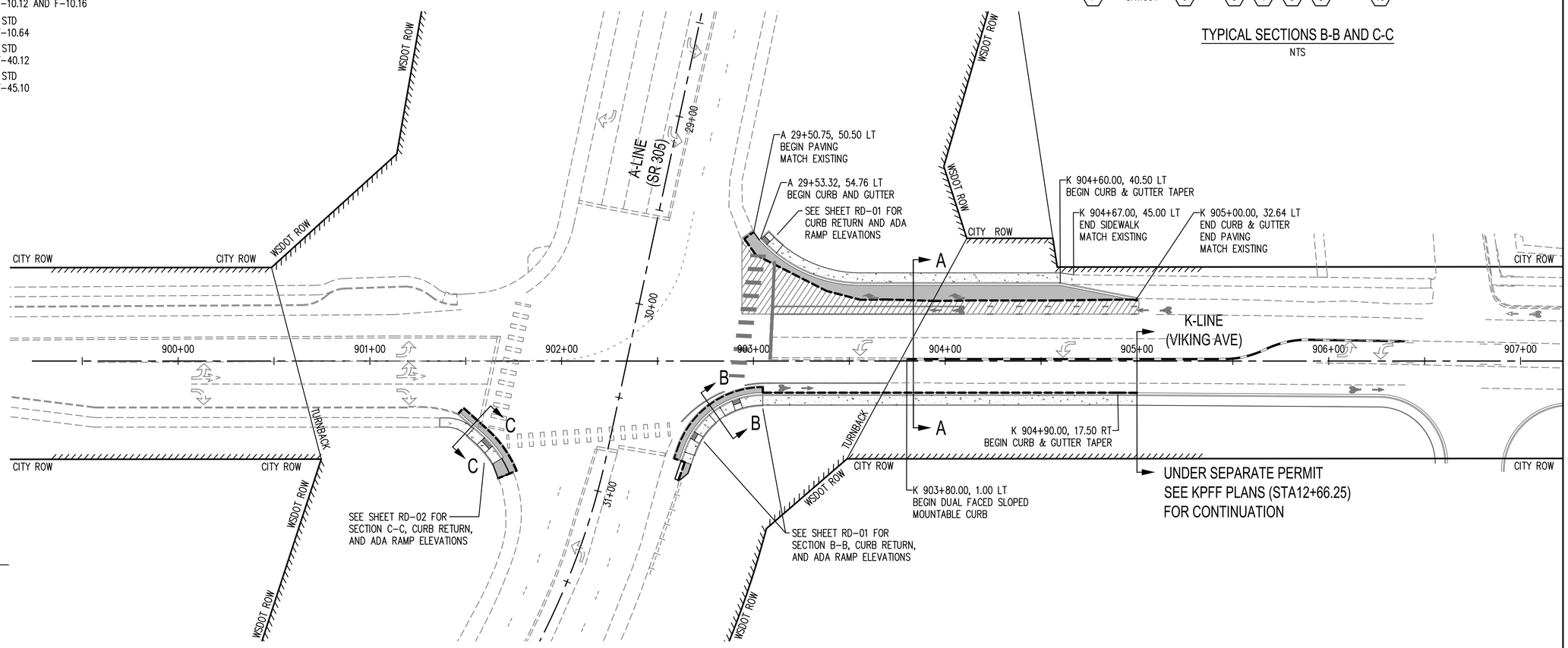
Aug 16, 2021 1:36:48pm - User matt.wayrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 PP-01.DWG

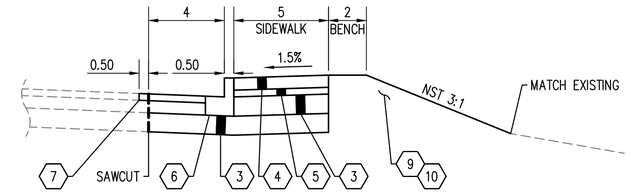
T. 26 N., R. 1 E., W.M.

PAVING LEGEND

	SAWCUT	SEE RM-1
	HMA CLASS 1/2 IN. PG 58H-22	SEE A-A
	PLANING BITUMINOUS PAVEMENT	
	CEMENT CONC. SIDEWALK	WSDOT STD PLAN F-30.10
	CEMENT CONC. TRAFFIC CURB AND GUTTER	WSDOT STD PLAN F-10.12 AND F-10.16
	PRECAST DUAL FACED SLOPED MOUNTABLE CURB	WSDOT STD PLAN F-10.64
	SIDEWALK RAMP TYPE PARALLEL A	WSDOT STD PLAN F-40.12
	DETECTABLE WARNING SURFACE	WSDOT STD PLAN F-45.10

0 30 60
SCALE IN FEET

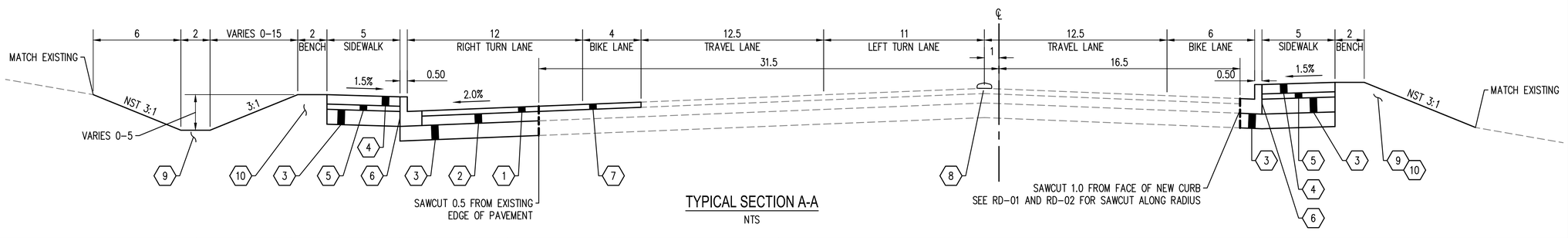




TYPICAL SECTIONS B-B AND C-C
NTS

ROADWAY SECTION KEY NOTES:

1. 0.15' HMA CLASS 1/2" PG 58H-22.
2. 0.35' HMA CLASS 1/2" PG 58H-22.
3. 0.50' CRUSHED SURFACING BASE COURSE (CSBC).
4. CEMENT CONC. SIDEWALK (PER WSDOT STANDARD PLAN F-30.10).
5. 0.17' CRUSHED SURFACING TOP COURSE (CSTC).
6. CEMENT CONC. TRAFFIC CURB AND GUTTER (PER WSDOT STANDARD PLAN F-10.16).
7. PLANING BITUMINOUS PAVEMENT AND PLACE 0.15' HMA CLASS 1/2 IN. PG 58H-22 AS PART OF FINAL WEARING COURSE.
8. 1.0' WIDE PRECAST DUAL FACED SLOPED MOUNTABLE CURB. PLACE ON EXISTING DOUBLE YELLOW CENTERLINE. (PER WSDOT STANDARD PLAN F-10.64)
9. SEEDING, FERTILIZING, AND MULCHING.
10. COMMON BORROW OR CSBC, DEPTH AS NECESSARY.



TYPICAL SECTION A-A
NTS

	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 PV-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 32794 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

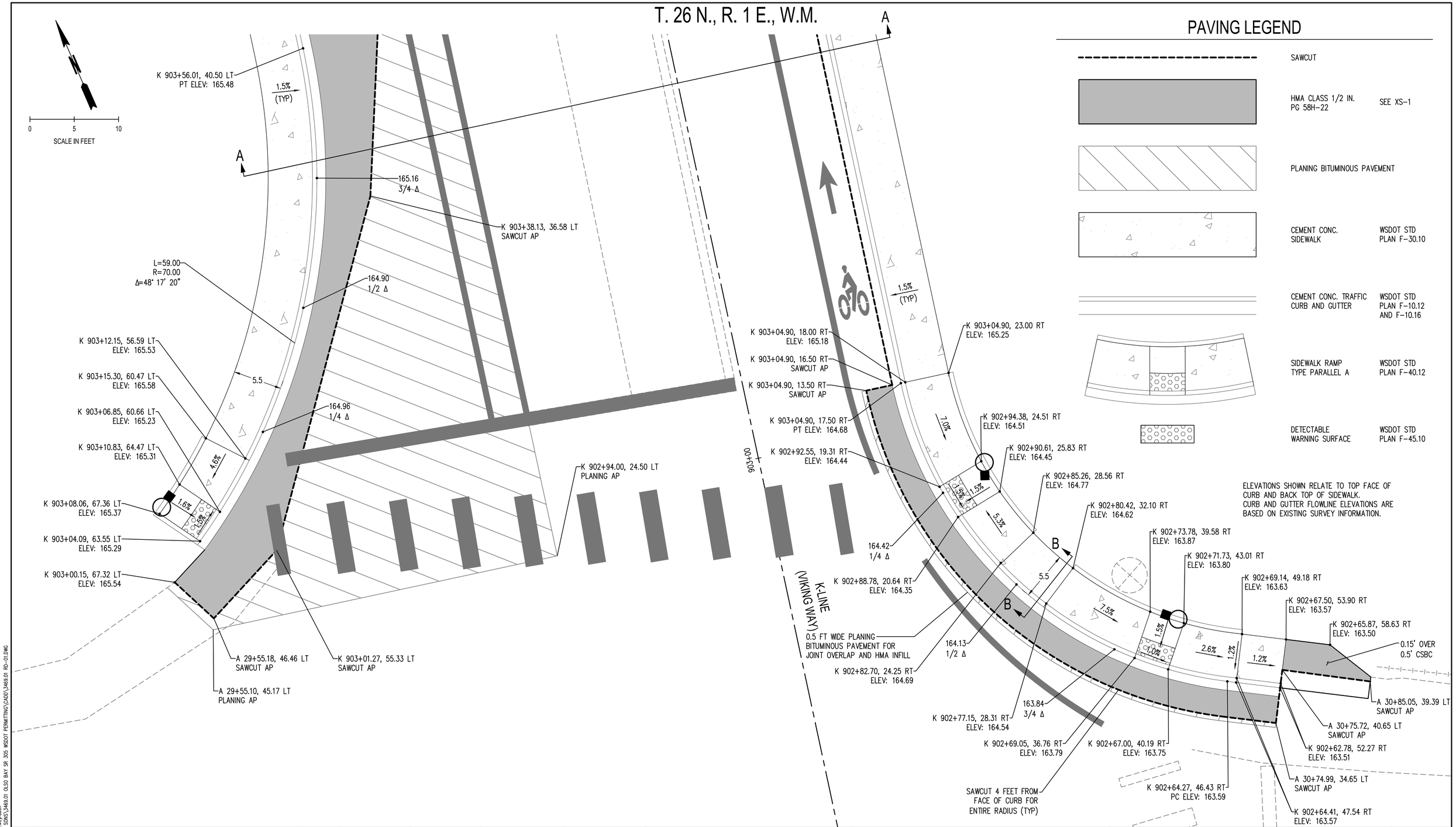
PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

PAVING PLAN

DRAWING No.: PV-01

Aug 16, 2021 1:37:03pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CAD\3469.01 PV-01.DWG



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JOB No.: 3469.01
DRAWING FILE No.: 3469.01 RD-01

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8/16/2021

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SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

RAMP DETAILS

DRAWING No.: RD-01

SHEET No.: 6 OF 29

Aug 16, 2021 1:37:16pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 0.50 BAY SR 305 WSDOT PERMITTING\CADD\3469.01 RD-01.DWG

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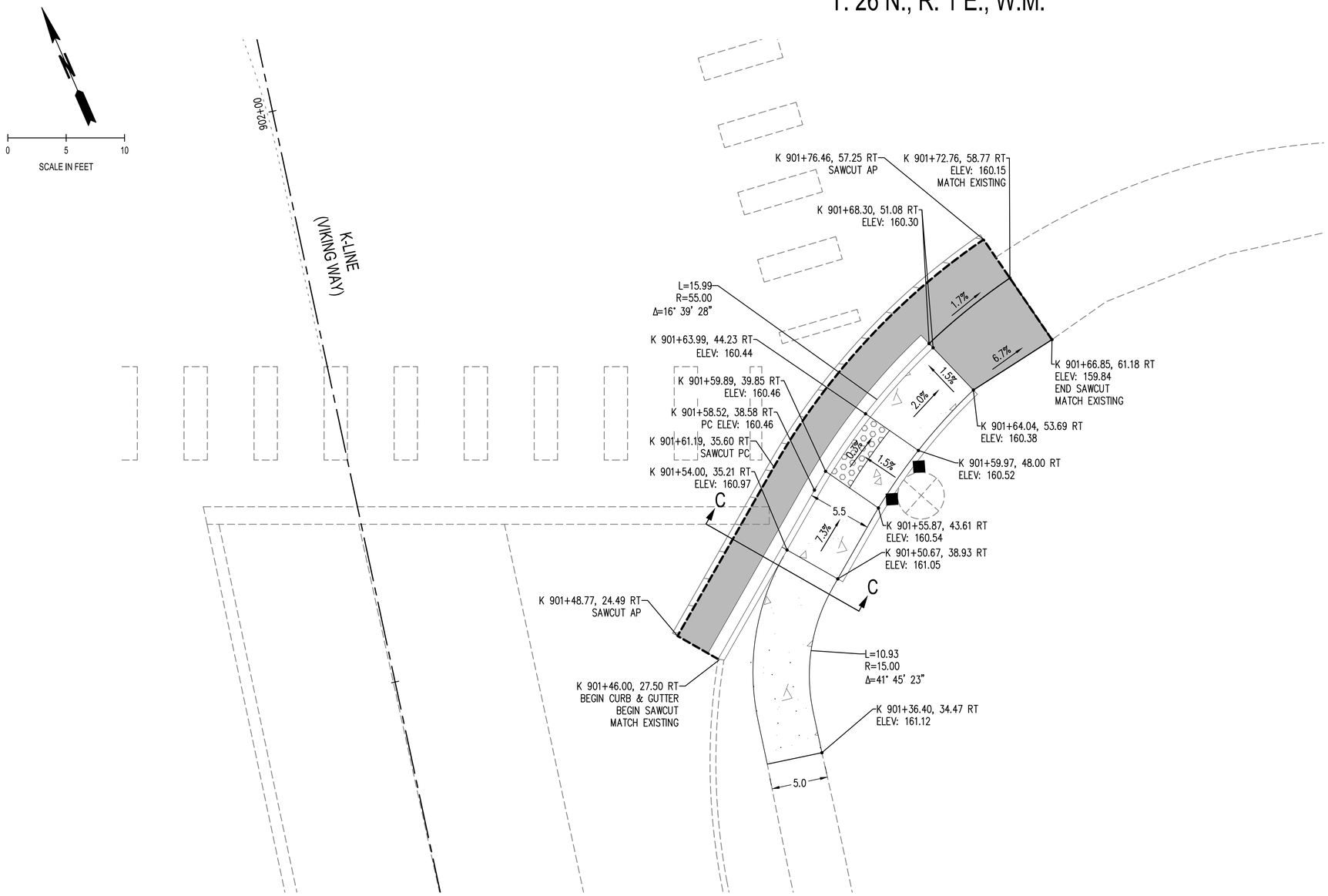

ELEVATIONS SHOWN RELATE TO TOP FACE OF CURB AND BACK TOP OF SIDEWALK. CURB AND GUTTER FLOWLINE ELEVATIONS ARE BASED ON EXISTING SURVEY INFORMATION.

PAVING LEGEND

	SAWCUT	
	HMA CLASS 1/2 IN. PG 58H-22	SEE XS-1
	PLANING BITUMINOUS PAVEMENT	
	CEMENT CONC. SIDEWALK	WSDOT STD PLAN F-30.10
	CEMENT CONC. TRAFFIC CURB AND GUTTER	WSDOT STD PLAN F-10.12 AND F-10.16
	SIDEWALK RAMP TYPE PARALLEL A	WSDOT STD PLAN F-40.12
	DETECTABLE WARNING SURFACE	WSDOT STD PLAN F-45.10

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4	FINAL	8/16/2021	SCJ

DESIGNED BY: DESIGNER NAME
DRAWN BY: DRAFTER NAME
CHECKED BY: ENGINEER NAME
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 RD-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER, 32794
8/16/2021

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P: 360.352.1465 F: 360.352.1509
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WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

RAMP DETAILS

DRAWING No.: RD-02

SHEET No.: 7 OF 29

Aug 16, 2021 1:37:23am – User matt.wenrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 RD-01.DWG

T. 26 N., R. 1 E., W.M.

PAVEMENT MARKING LEGEND

- TYPE 2SL PLASTIC ARROW (PER STANDARD PLAN M-24.40)
- PLASTIC BIKE LANE SYMBOL (PER STANDARD PLAN M-9.50)
- PLASTIC STOP LINE (PER STANDARD PLAN M-24.60)
- PLASTIC WIDE LANE LINE (PER STANDARD PLAN M-20.10)
- PAINTED WHITE EDGE LINE (PER STANDARD PLAN M-20.10)
- PLASTIC WIDE DOTTED LANE LINE (PER STANDARD PLAN M-20.10)
- PLASTIC CROSSWALK (PER STANDARD PLAN M-15.10)

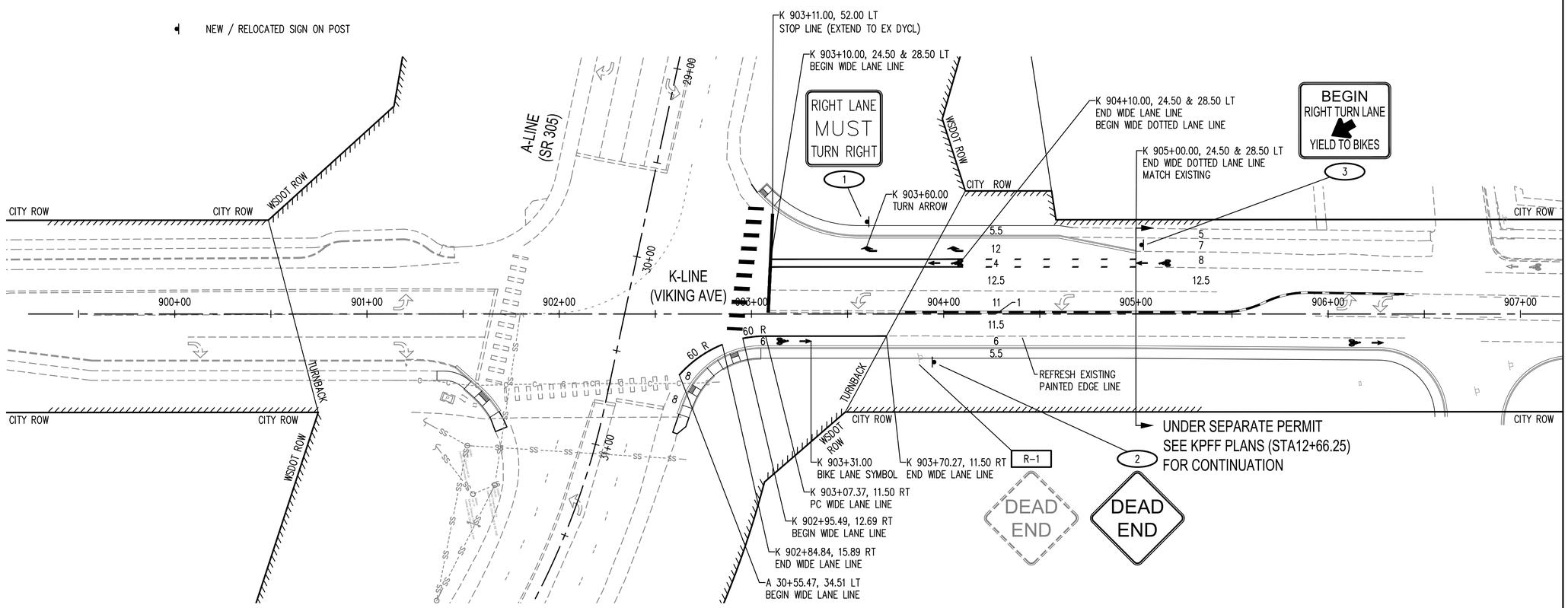
SIGN LEGEND

- X — SIGN NOTE
- R-X — SIGN REMOVAL NOTE
- REL X — SIGN RELOCATION NOTE (PROPOSED LOCATION / EXISTING LOCATION)
- EXISTING SIGN & POST
- NEW / RELOCATED SIGN ON POST

0 30 60
SCALE IN FEET

PAVEMENT MARKING NOTES

1. SEE SPECIAL PROVISIONS FOR PLASTIC.
2. ALL EDGE LINES ARE WHITE UNLESS OTHERWISE NOTED.
3. CENTER TRAFFIC ARROWS AND BIKE LANE SYMBOLS IN MIDDLE OF DESIGNATED LANE.



SIGN REMOVAL SPECIFICATIONS

SIGN NO.	SIGN CODE NUMBER	LOCATION	SIGN SIZE X (INCH)	SIGN SIZE Y (INCH)	POST MATERIAL	POST SIZE (INCH x INCH)	REMARKS
R-1	W14-1 (DEAD END)	K 903+92, RT	36	36	WOOD	4 x 4	REMOVE SIGN AND POST

SIGN SPECIFICATIONS
ROADSIDE SIGN STRUCTURES

SIGN NO.	SIGN CODE NUMBER	SIGN DESCRIPTION	LOCATION (STATION NO.)	SIGN SIZE X (INCH)	SIGN SIZE Y (INCH)	SHEETING TYPE	LETTER SIZE OR CODE	POST MATERIAL	POST SIZE (INCH x INCH)	POST LENGTH H 1	POST LENGTH H 2	CLEARANCE V	CLEARANCE W	REMARKS
1	R3-7R	RIGHT LANE MUST TURN RIGHT	K 903+60, LT	30	30	III OR IV	STANDARD	STEEL	2.5 x 2.5	11	---	7	9	MOUNT SIGN ON NEW POST
2	W14-1	DEAD END	K 903+95, RT	36	36	III OR IV	STANDARD	STEEL	2.5 x 2.5	12	---	7	14	MOUNT SIGN ON NEW POST
3	R4-4	BEGIN RIGHT TURN LANE YIELD TO BIKES	K 905+03, LT	36	30	III OR IV	STANDARD	STEEL	2.5 x 2.5	12	---	7	12	MOUNT SIGN ON NEW POST

NOTES: POST DIMENSIONS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD PRIOR TO FABRICATION.
FOR MOUNTING DETAILS SEE STANDARD PLAN SHEET SERIES G-20.10.
FOR CODE REFERENCES SEE WASHINGTON STATE FABRICATION MANUAL.
FOR INSTALLATION DETAILS SEE WSDOT STANDARD PLAN G-24.50 (ST4).

△	REVISIONS	DATE	BY
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ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 CH-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 32794 — 8/16/2021

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CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

CHANNELIZATION PLAN

DRAWING No.: CH-01

Aug 16, 2021 1:37:36pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 CH-01.DWG

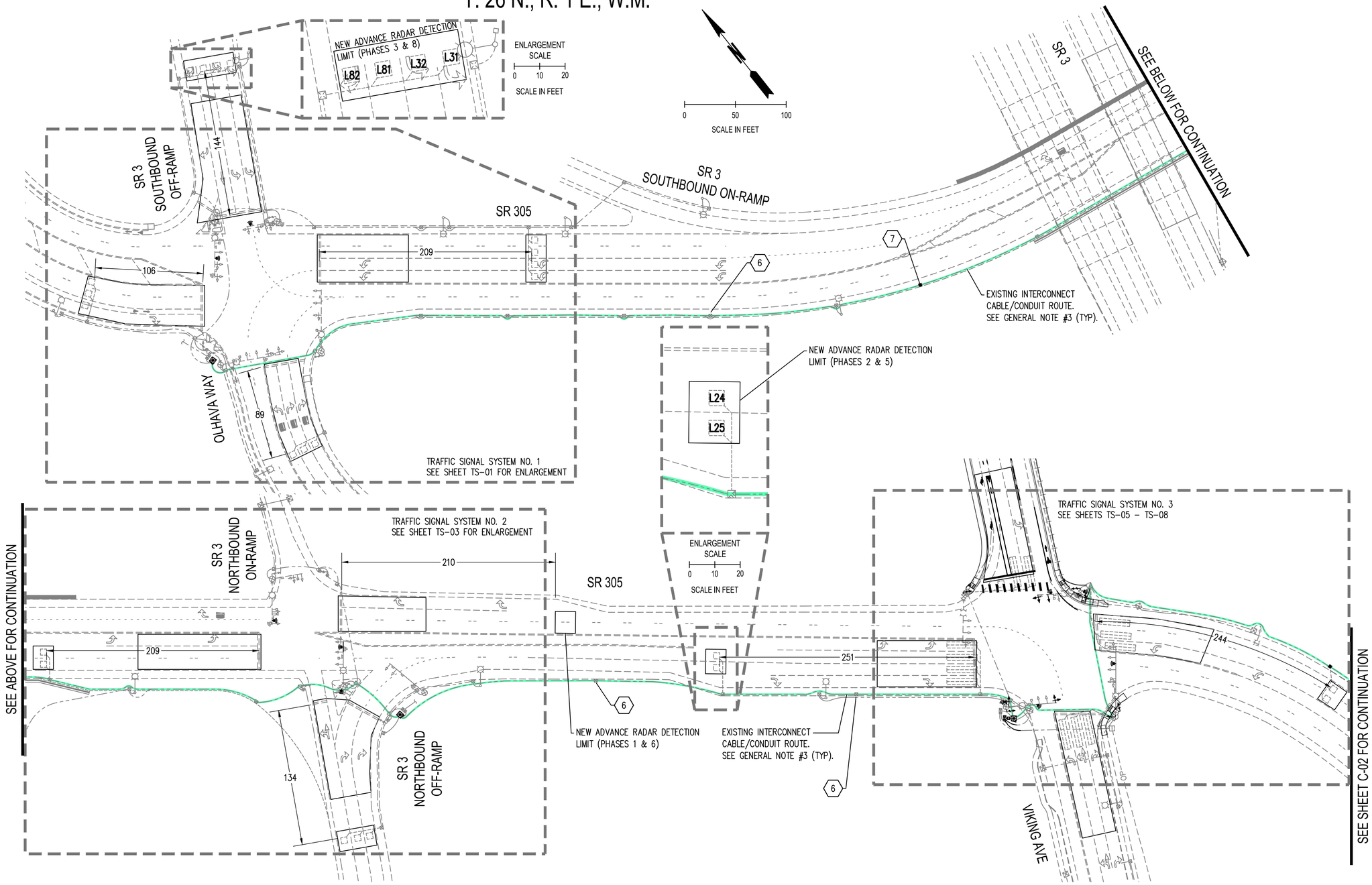
T. 26 N., R. 1 E., W.M.

LEGEND

EXISTING	NEW	
		TYPE 1 JUNCTION BOX, J-40.10
		TYPE 2 JUNCTION BOX, J-40.10
		TYPE 3 JUNCTION BOX
		TYPE 8 JUNCTION BOX, J-40.30
		PULL BOX, J-90.10
		CONDUIT
		CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		VEHICLE SIGNAL DISPLAY
		VEHICLE SIGNAL DISPLAY (PROTECTED TURN)
		PEDESTRIAN SIGNAL DISPLAY (SIDE MOUNT)
		PEDESTRIAN SIGNAL DISPLAY (TOP MOUNT)
		EMERGENCY VEHICLE PRE-EMPT DETECTOR
		VIDEO DETECTION CAMERA
		RADAR DETECTION
		APS PPB
		STREET NAME/ REGULATORY SIGN
		PEDESTRIAN PUSH BUTTON STANDARD
		PEDESTRIAN SIGNAL STANDARD
		TYPE II SIGNAL STANDARD
		TYPE III SIGNAL STANDARD
		LIGHT STANDARD
		TYPE 1 DETECTION LOOP
		TYPE 2 DETECTION LOOP

GENERAL NOTES

1. A CONTINUOUS UNDERGROUND TRAFFIC SIGNAL INTERCONNECT SYSTEM (6 PAIR COPPER WIRE) CURRENTLY EXTENDS FROM THE SR305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION SOUTH TO THE SR 305/HOSTMARK STREET INTERSECTION.
2. THESE PLANS SCHEMATICALLY SHOW THE EXISTING TRAFFIC SIGNAL AND CONDUIT SYSTEMS FROM SR 305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION TO THE SR 305/FOREST ROCK LANE INTERSECTION. AT EACH INTERSECTION THE EXISTING CONTROLLER CABINET AND CONTROLLER WILL BE REMOVED AND REPLACED ON THE EXISTING FOUNDATION TO CURRENT OLYMPIC REGION STANDARDS. SEE SPECIAL PROVISIONS.
3. THE EXISTING 6 PAIR COMMUNICATION CABLE FROM THE SR 305/SR 3 SOUTHBOUND RAMP INTERSECTION TO THE SR 305/FOREST ROCK INTERSECTION EXISTING CONDUIT SYSTEMS SHALL BE REMOVED AND REPLACED WITH 1 – 12 CT SMFO FIBER OPTIC CABLE AND TERMINATED IN THE NEW CONTROLLER CABINETS. SEE SPECIAL PROVISIONS.
4. AT THE SR 305/SR 3 SOUTHBOUND AND NORTHBOUND RAMP INTERSECTIONS, STOP LINE INDUCTION LOOP DETECTION HAS BEEN RECENTLY CONVERTED TO RADAR DETECTION. THESE PLANS SHOW EXISTING STOP LINE INDUCTION DETECTION AT VIKING WAY, SR 307/BOND ROAD AND FOREST ROCK LANE INTERSECTIONS THAT WILL BE CONVERTED TO RADAR DETECTION.
5. EXISTING ADVANCE INDUCTION LOOP DETECTION SHALL BE REPLACED WITH RADAR DETECTION. REMOVE EXISTING LOOP STOP LINE AND ADVANCE CABLES ENTIRELY AND EXISTING LOOP WIRES.
6. RADAR DETECTION SHALL BE WAVETRONIX. SEE SPECIAL PROVISIONS.
7. RADAR DETECTION ZONES ARE SHOWN FOR ILLUSTRATIVE PURPOSES. EXISTING AND NEW STOP LINE ZONES SHOWN ARE BASED ON MAXIMUM 140 FOOT DISTANCE FROM DETECTOR (TYPICAL ALL). A WAVETRONIX REPRESENTATIVE SHALL BE PRESENT FOR INSTALLATION.
8. THERE SHALL BE 50 FEET OF SLACK NEATLY COILED IN EACH PULL BOX, AND EXISTING TYPE 3 OR 8 JUNCTION BOX NEXT TO THE CONTROLLER CABINET, WITH FIBER OPTIC MARKERS EVERY 500 FEET AND EVERY BEND IN CONDUIT.



SEE SHEET TS-01 FOR CONSTRUCTION NOTES

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DESIGNED BY: M WEYRAUCH
ISSUE DATE: 08/16/2021
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JOB No.: 3469.01
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DRAWING FILE No.: 3469.01 C-01

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ROBERT E. JEWELL — STATE OF WASHINGTON — 22894 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

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OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

CONTROLLER, DETECTION, AND FIBER UPGRADES

DRAWING No.: C-01

SHEET No.: 9 OF 29

Aug 16, 2021 1:38:01pm – User: matt.weyrauch
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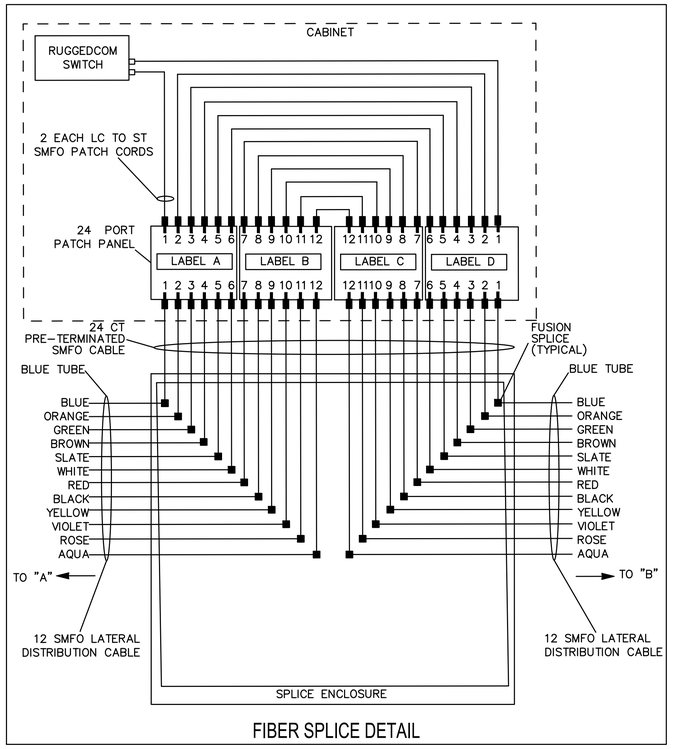
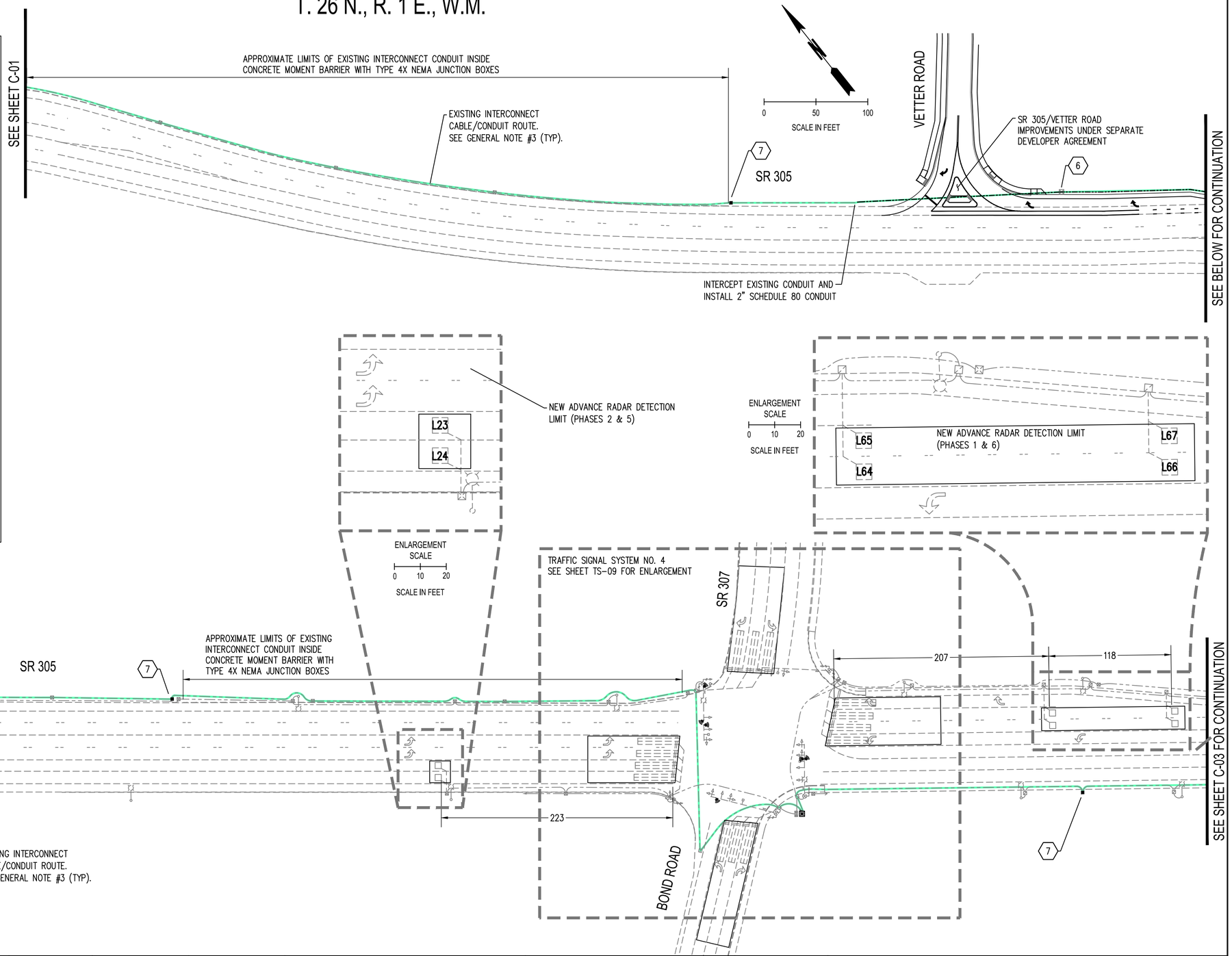


FIBER SPLICE DETAIL



SEE SHEET C-01 FOR LEGEND AND GENERAL NOTES

SEE SHEET TS-01 FOR CONSTRUCTION NOTES

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SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

CONTROLLER, DETECTION, AND FIBER UPGRADES

DRAWING No.: C-02

SHEET No.: 10 OF 29

Aug 16, 2021 1:38:11pm - User: matt.weyrauch
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T. 26 N., R. 1 E., W.M.

LEGEND

EXISTING	NEW	
		TYPE 1 JUNCTION BOX, J-40.10
		TYPE 2 JUNCTION BOX, J-40.10
		TYPE 3 JUNCTION BOX
		TYPE 8 JUNCTION BOX, J-40.30
		PULL BOX, J-90.10
		CONDUIT
		CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		VEHICLE SIGNAL DISPLAY
		VEHICLE SIGNAL DISPLAY (PROTECTED TURN)
		PEDESTRIAN SIGNAL DISPLAY (SIDE MOUNT)
		PEDESTRIAN SIGNAL DISPLAY (TOP MOUNT)
		EMERGENCY VEHICLE PRE-EMPT DETECTOR
		VIDEO DETECTION CAMERA
		RADAR DETECTION
		APS PPB
		STREET NAME/ REGULATORY SIGN
		PEDESTRIAN PUSH BUTTON STANDARD
		PEDESTRIAN SIGNAL STANDARD
		TYPE II SIGNAL STANDARD
		TYPE III SIGNAL STANDARD
		LIGHT STANDARD
		TYPE 1 DETECTION LOOP
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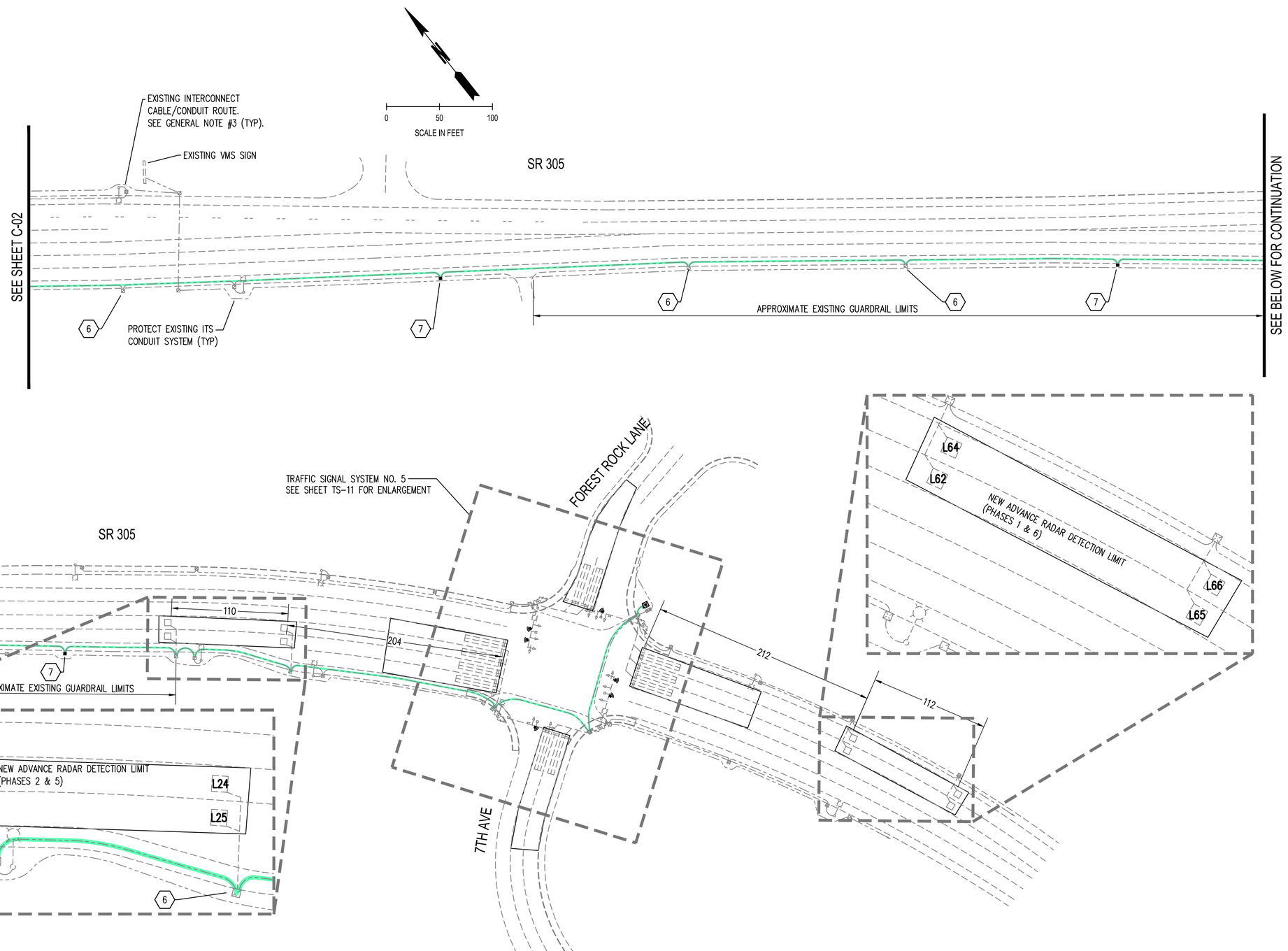

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SEE SHEET TS-01 FOR CONSTRUCTION NOTES

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WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

CONTROLLER, DETECTION, AND FIBER UPGRADES

DRAWING No.: C-03

Aug 16, 2021 1:38:22pm - User matt.weyrauch
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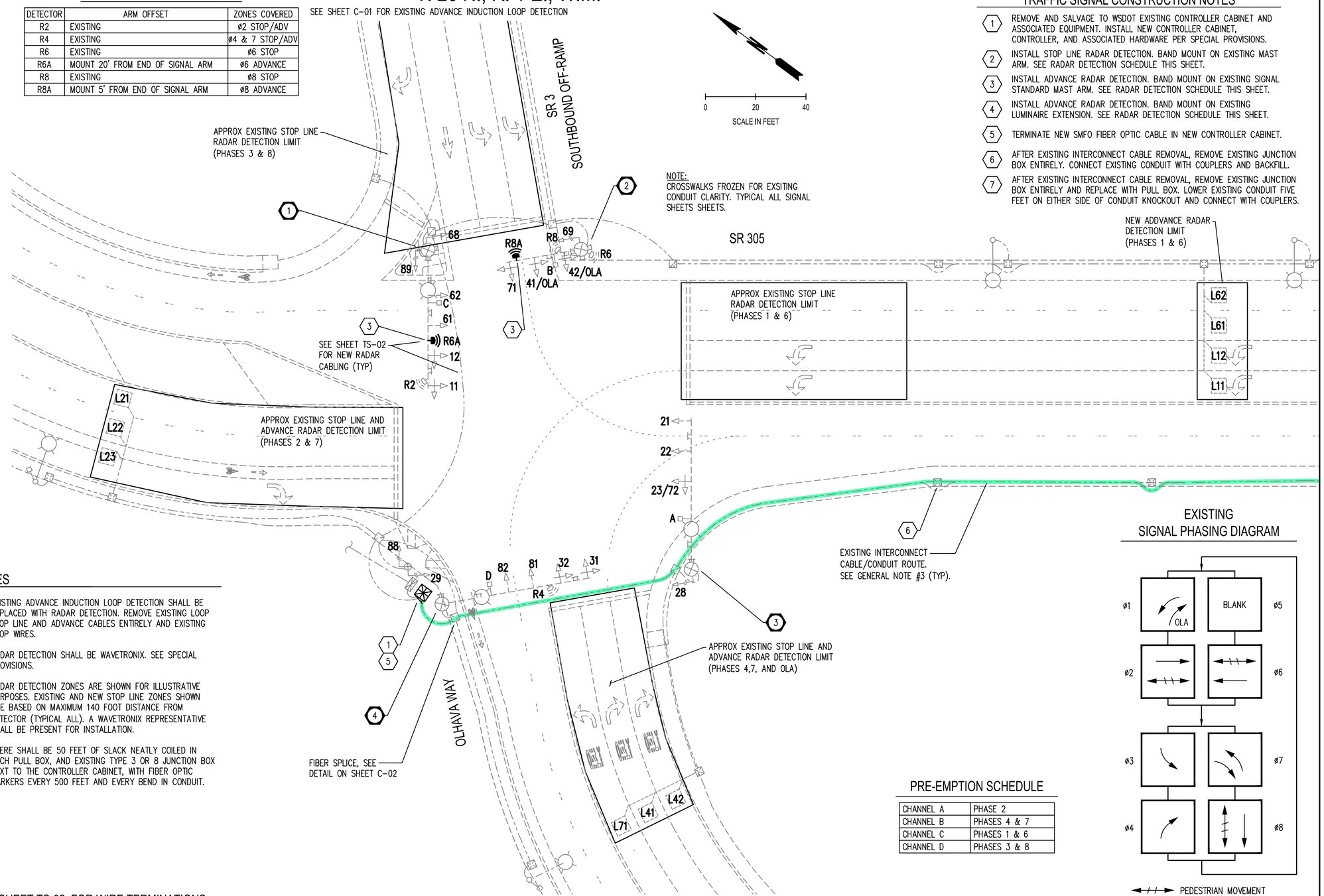
T. 26 N., R. 1 E., W.M.

LEGEND

EXISTING	NEW	
		TYPE 1 JUNCTION BOX, J-40.10
		TYPE 2 JUNCTION BOX, J-40.10
		TYPE 3 JUNCTION BOX
		TYPE 8 JUNCTION BOX, J-40.30
		PULL BOX, J-90.10
		CONDUIT
		CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		UNINTERRUPTIBLE POWER SUPPLY CABINET(UPS)
		VEHICLE SIGNAL DISPLAY
		VEHICLE SIGNAL DISPLAY (PROTECTED TURN)
		PEDESTRIAN SIGNAL DISPLAY (SIDE MOUNT)
		PEDESTRIAN SIGNAL DISPLAY (TOP MOUNT)
		EMERGENCY VEHICLE PRE-EMPT DETECTOR
		RADAR DETECTION
		APS PPB
		STREET NAME/ REGULATORY SIGN
		PEDESTRIAN PUSH BUTTON STANDARD
		PEDESTRIAN SIGNAL STANDARD
		TYPE II SIGNAL STANDARD
		TYPE III SIGNAL STANDARD
		LIGHT STANDARD
		TYPE 1 DETECTION LOOP
		TYPE 2 DETECTION LOOP
		WIRE NOTE
		CONSTRUCTION NOTE
		SIGNAL STANDARD NO.

RADAR DETECTION SCHEDULE

DETECTOR	ARM OFFSET	ZONES COVERED
R2	EXISTING	ø2 STOP/ADV
R4	EXISTING	ø4 & 7 STOP/ADV
R6	EXISTING	ø6 STOP
R6A	MOUNT 20' FROM END OF SIGNAL ARM	ø6 ADVANCE
R8	EXISTING	ø8 STOP
R8A	MOUNT 5' FROM END OF SIGNAL ARM	ø8 ADVANCE



TRAFFIC SIGNAL CONSTRUCTION NOTES

1. REMOVE AND SALVAGE TO WSDOT EXISTING CONTROLLER CABINET AND ASSOCIATED EQUIPMENT. INSTALL NEW CONTROLLER CABINET, CONTROLLER, AND ASSOCIATED HARDWARE PER SPECIAL PROVISIONS.
2. INSTALL STOP LINE RADAR DETECTION. BAND MOUNT ON EXISTING MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
3. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING SIGNAL STANDARD MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
4. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING LUMINAIRE EXTENSION. SEE RADAR DETECTION SCHEDULE THIS SHEET.
5. TERMINATE NEW SMFO FIBER OPTIC CABLE IN NEW CONTROLLER CABINET.
6. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY. CONNECT EXISTING CONDUIT WITH COUPLERS AND BACKFILL.
7. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY AND REPLACE WITH PULL BOX. LOWER EXISTING CONDUIT FIVE FEET ON EITHER SIDE OF CONDUIT KNOCKOUT AND CONNECT WITH COUPLERS.

EXISTING SIGNAL PHASING DIAGRAM

GENERAL NOTES

1. A CONTINUOUS UNDERGROUND TRAFFIC SIGNAL INTERCONNECT SYSTEM (6 PAIR COPPER WIRE) CURRENTLY EXTENDS FROM THE SR305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION SOUTH TO THE SR 305/HOSTMARK STREET INTERSECTION.
2. THESE PLANS SCHEMATICALLY SHOW THE EXISTING TRAFFIC SIGNAL AND CONDUIT SYSTEMS FROM SR 305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION TO THE SR 305/FOREST ROCK LANE INTERSECTION. AT EACH INTERSECTION THE EXISTING CONTROLLER CABINET AND CONTROLLER WILL BE REMOVED AND REPLACED ON THE EXISTING FOUNDATION TO CURRENT OLYMPIC REGION STANDARDS. SEE SPECIAL PROVISIONS.
3. THE EXISTING 6 PAIR COMMUNICATION CABLE FROM THE SR 305/SR 3 SOUTHBOUND RAMP INTERSECTION TO THE SR 305/FOREST ROCK INTERSECTION EXISTING CONDUIT SYSTEMS SHALL BE REMOVED AND REPLACED WITH 1 – 12 CT SMFO FIBER OPTIC CABLE AND TERMINATED IN THE NEW CONTROLLER CABINETS. SEE SPECIAL PROVISIONS.
4. AT THE SR 305/SR 3 SOUTHBOUND AND NORTHBOUND RAMP INTERSECTIONS, STOP LINE INDUCTION LOOP DETECTION HAS BEEN RECENTLY CONVERTED TO RADAR DETECTION. THESE PLANS SHOW EXISTING STOP LINE INDUCTION DETECTION AT VIKING WAY, SR 307/BOND ROAD AND FOREST ROCK LANE INTERSECTIONS THAT WILL BE CONVERTED TO RADAR DETECTION.
5. EXISTING ADVANCE INDUCTION LOOP DETECTION SHALL BE REPLACED WITH RADAR DETECTION. REMOVE EXISTING LOOP STOP LINE AND ADVANCE CABLES ENTIRELY AND EXISTING LOOP WIRES.
6. RADAR DETECTION SHALL BE WAVETRONIX. SEE SPECIAL PROVISIONS.
7. RADAR DETECTION ZONES ARE SHOWN FOR ILLUSTRATIVE PURPOSES. EXISTING AND NEW STOP LINE ZONES SHOWN ARE BASED ON MAXIMUM 140 FOOT DISTANCE FROM DETECTOR (TYPICAL ALL). A WAVETRONIX REPRESENTATIVE SHALL BE PRESENT FOR INSTALLATION.
8. THERE SHALL BE 50 FEET OF SLACK NEATLY COILED IN EACH PULL BOX, AND EXISTING TYPE 3 OR 8 JUNCTION BOX NEXT TO THE CONTROLLER CABINET, WITH FIBER OPTIC MARKERS EVERY 500 FEET AND EVERY BEND IN CONDUIT.

SEE SHEET TS-02 FOR WIRE TERMINATIONS

PRE-EMPTION SCHEDULE

CHANNEL A	PHASE 2
CHANNEL B	PHASES 4 & 7
CHANNEL C	PHASES 1 & 6
CHANNEL D	PHASES 3 & 8

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 33784 — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

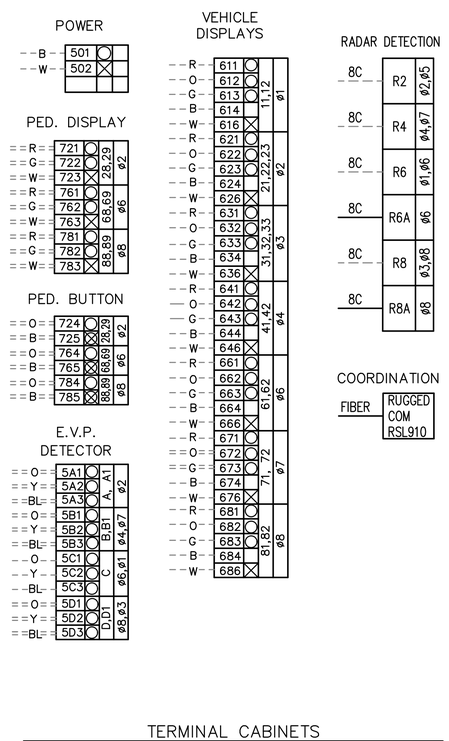
SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC SIGNAL PLAN - SYSTEM NO. 1

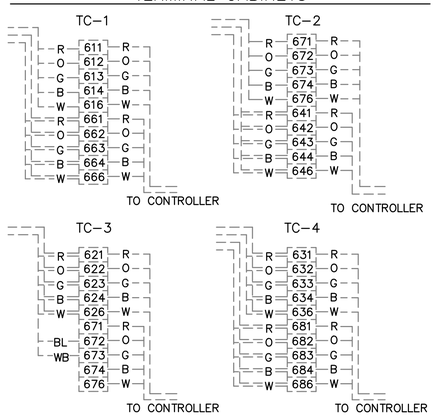
DRAWING No.: TS-01

Aug 16, 2021 1:38:43pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-01.DWG

CONTROLLER TERMINALS



TERMINAL CABINETS

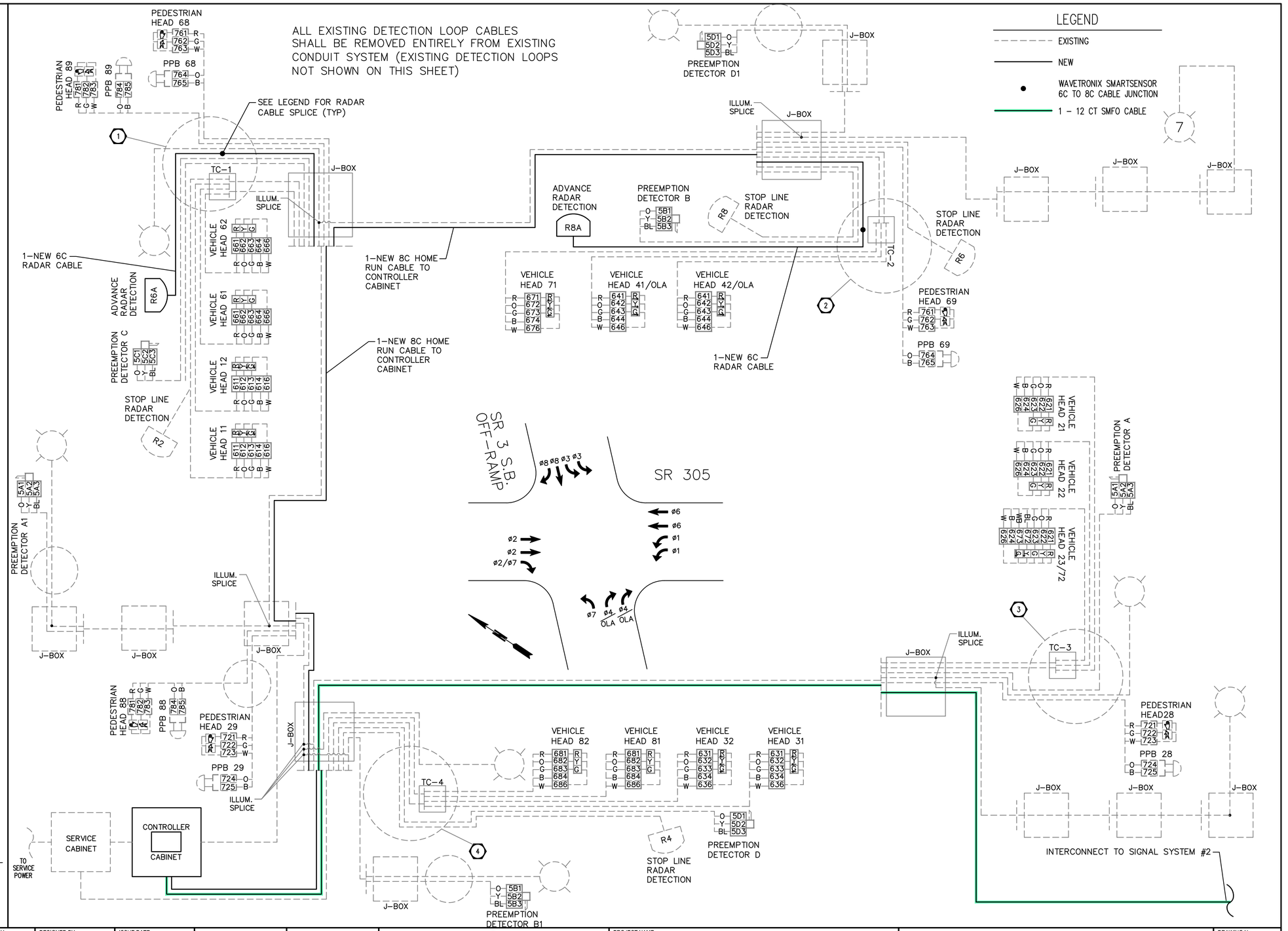


TERMINAL CODING

- ☒ CONNECT TO NEUTRAL BUSS
- ○ CONTROL SIDE TERMINAL CONNECTION
- ⊠ CONNECT TO DETECTOR COMMON BUSS
- ☐ SPARE

EMERGENCY VEHICLE PRE-EMPT WIRING CODE

ORANGE	24 VOLT
YELLOW	CALL
BLUE	GROUND



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DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-02

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 33784 — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

WIRING DIAGRAM - SYSTEM NO. 1

DRAWING No.: TS-02

SHEET No.: 13 OF 29

Aug 16, 2021 1:38:50pm - User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-02.DWG

T. 26 N., R. 1 E., W.M.

LEGEND

EXISTING	NEW	
		TYPE 1 JUNCTION BOX, J-40.10
		TYPE 2 JUNCTION BOX, J-40.10
		TYPE 3 JUNCTION BOX
		TYPE 8 JUNCTION BOX, J-40.30
		PULL BOX, J-90.10
		CONDUIT
		CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		UNINTERRUPTIBLE POWER SUPPLY CABINET(UPS)
		VEHICLE SIGNAL DISPLAY
		VEHICLE SIGNAL DISPLAY (PROTECTED TURN)
		PEDESTRIAN SIGNAL DISPLAY (SIDE MOUNT)
		PEDESTRIAN SIGNAL DISPLAY (TOP MOUNT)
		EMERGENCY VEHICLE PRE-EMPT DETECTOR
		VIDEO DETECTION CAMERA
		RADAR DETECTION
		APS PPB
		STREET NAME/ REGULATORY SIGN
		PEDESTRIAN PUSH BUTTON STANDARD
		PEDESTRIAN SIGNAL STANDARD
		TYPE II SIGNAL STANDARD
		TYPE III SIGNAL STANDARD
		LIGHT STANDARD
		TYPE 1 DETECTION LOOP
		TYPE 2 DETECTION LOOP
	X	WIRE NOTE
	X	CONSTRUCTION NOTE
	X	SIGNAL STANDARD NO.

TRAFFIC SIGNAL CONSTRUCTION NOTES

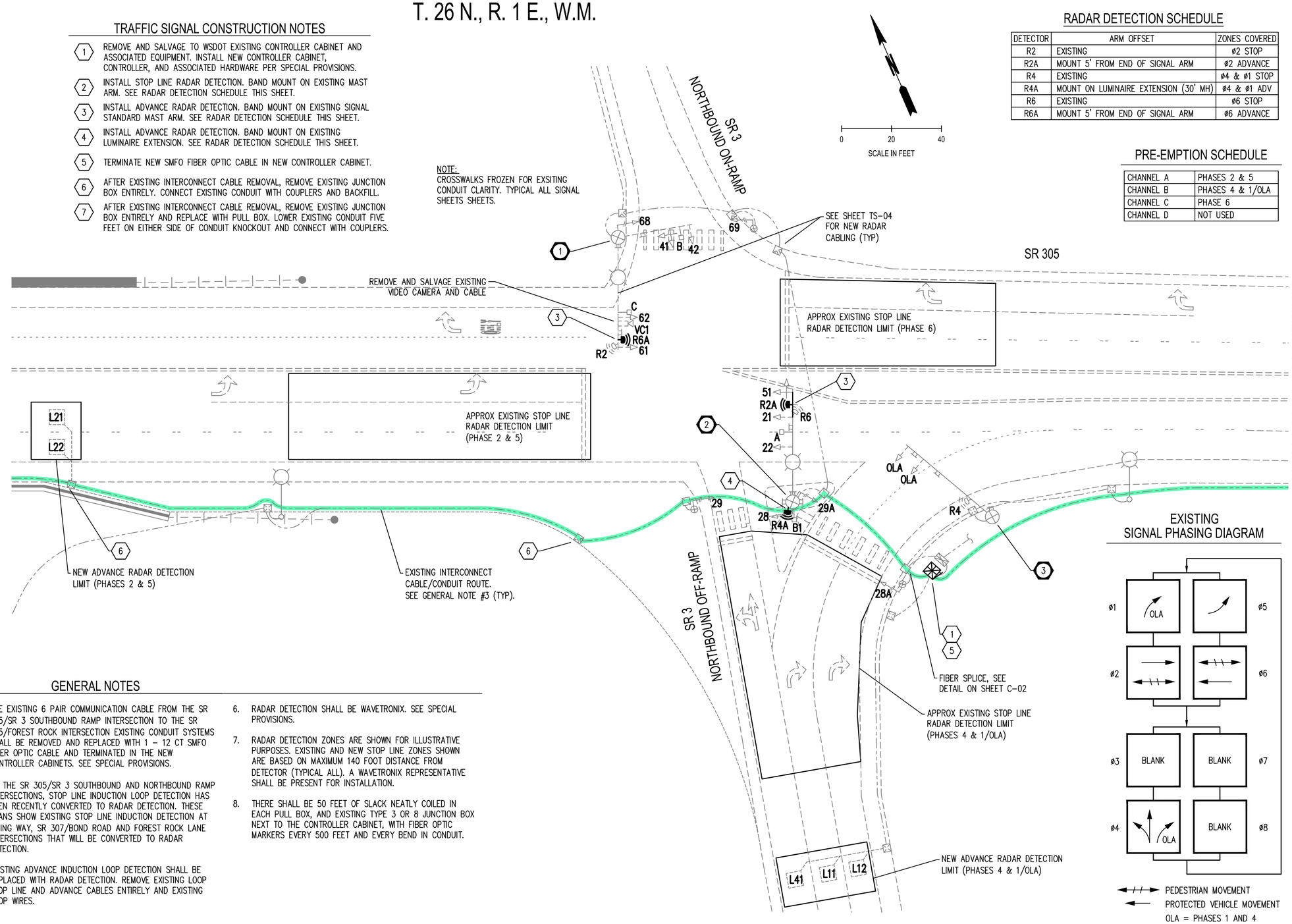
1. REMOVE AND SALVAGE TO WSDOT EXISTING CONTROLLER CABINET AND ASSOCIATED EQUIPMENT. INSTALL NEW CONTROLLER CABINET, CONTROLLER, AND ASSOCIATED HARDWARE PER SPECIAL PROVISIONS.
2. INSTALL STOP LINE RADAR DETECTION. BAND MOUNT ON EXISTING MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
3. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING SIGNAL STANDARD MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
4. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING LUMINAIRE EXTENSION. SEE RADAR DETECTION SCHEDULE THIS SHEET.
5. TERMINATE NEW SMFO FIBER OPTIC CABLE IN NEW CONTROLLER CABINET.
6. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY. CONNECT EXISTING CONDUIT WITH COUPLERS AND BACKFILL.
7. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY AND REPLACE WITH PULL BOX. LOWER EXISTING CONDUIT FIVE FEET ON EITHER SIDE OF CONDUIT KNOCKOUT AND CONNECT WITH COUPLERS.

RADAR DETECTION SCHEDULE

DETECTOR	ARM OFFSET	ZONES COVERED
R2	EXISTING	ø2 STOP
R2A	MOUNT 5' FROM END OF SIGNAL ARM	ø2 ADVANCE
R4	EXISTING	ø4 & ø1 STOP
R4A	MOUNT ON LUMINAIRE EXTENSION (30' MH)	ø4 & ø1 ADV
R6	EXISTING	ø6 STOP
R6A	MOUNT 5' FROM END OF SIGNAL ARM	ø6 ADVANCE

PRE-EMPTION SCHEDULE

CHANNEL A	PHASES 2 & 5
CHANNEL B	PHASES 4 & 1/OLA
CHANNEL C	PHASE 6
CHANNEL D	NOT USED



EXISTING SIGNAL PHASING DIAGRAM

GENERAL NOTES

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2. THESE PLANS SCHEMATICALLY SHOW THE EXISTING TRAFFIC SIGNAL AND CONDUIT SYSTEMS FROM SR 305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION TO THE SR 305/FOREST ROCK LANE INTERSECTION. AT EACH INTERSECTION THE EXISTING CONTROLLER CABINET AND CONTROLLER WILL BE REMOVED AND REPLACED ON THE EXISTING FOUNDATION TO CURRENT OLYMPIC REGION STANDARDS. SEE SPECIAL PROVISIONS.
3. THE EXISTING 6 PAIR COMMUNICATION CABLE FROM THE SR 305/SR 3 SOUTHBOUND RAMP INTERSECTION TO THE SR 305/FOREST ROCK INTERSECTION EXISTING CONDUIT SYSTEMS SHALL BE REMOVED AND REPLACED WITH 1 – 12 CT SMFO FIBER OPTIC CABLE AND TERMINATED IN THE NEW CONTROLLER CABINETS. SEE SPECIAL PROVISIONS.
4. AT THE SR 305/SR 3 SOUTHBOUND AND NORTHBOUND RAMP INTERSECTIONS, STOP LINE INDUCTION LOOP DETECTION HAS BEEN RECENTLY CONVERTED TO RADAR DETECTION. THESE PLANS SHOW EXISTING STOP LINE INDUCTION DETECTION AT VIKING WAY, SR 307/BOND ROAD AND FOREST ROCK LANE INTERSECTIONS THAT WILL BE CONVERTED TO RADAR DETECTION.
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6. RADAR DETECTION SHALL BE WAVETRONIX. SEE SPECIAL PROVISIONS.
7. RADAR DETECTION ZONES ARE SHOWN FOR ILLUSTRATIVE PURPOSES. EXISTING AND NEW STOP LINE ZONES SHOWN ARE BASED ON MAXIMUM 140 FOOT DISTANCE FROM DETECTOR (TYPICAL ALL). A WAVETRONIX REPRESENTATIVE SHALL BE PRESENT FOR INSTALLATION.
8. THERE SHALL BE 50 FEET OF SLACK NEATLY COILED IN EACH PULL BOX, AND EXISTING TYPE 3 OR 8 JUNCTION BOX NEXT TO THE CONTROLLER CABINET, WITH FIBER OPTIC MARKERS EVERY 500 FEET AND EVERY BEND IN CONDUIT.

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-03

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 22894 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

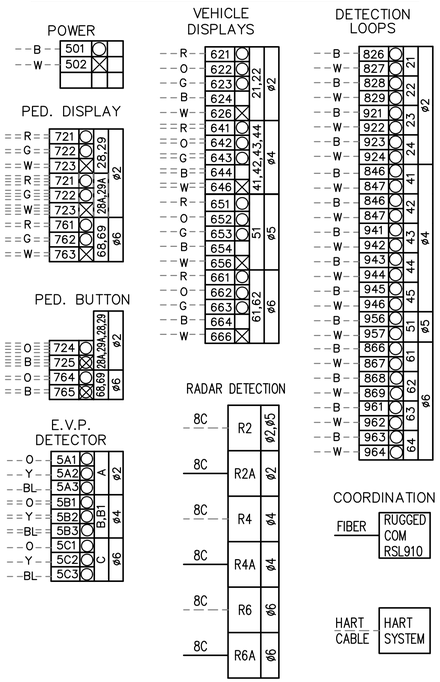
SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC SIGNAL PLAN - SYSTEM NO. 2

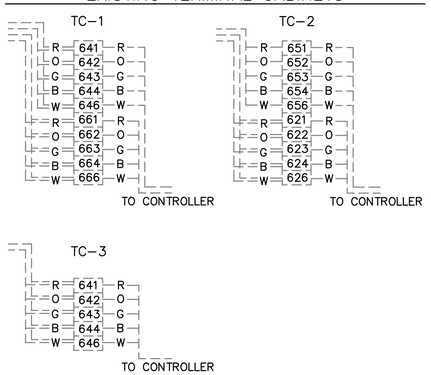
DRAWING No.: TS-03

Aug 16, 2021 1:39:13pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-03.DWG

CONTROLLER TERMINALS



EXISTING TERMINAL CABINETS

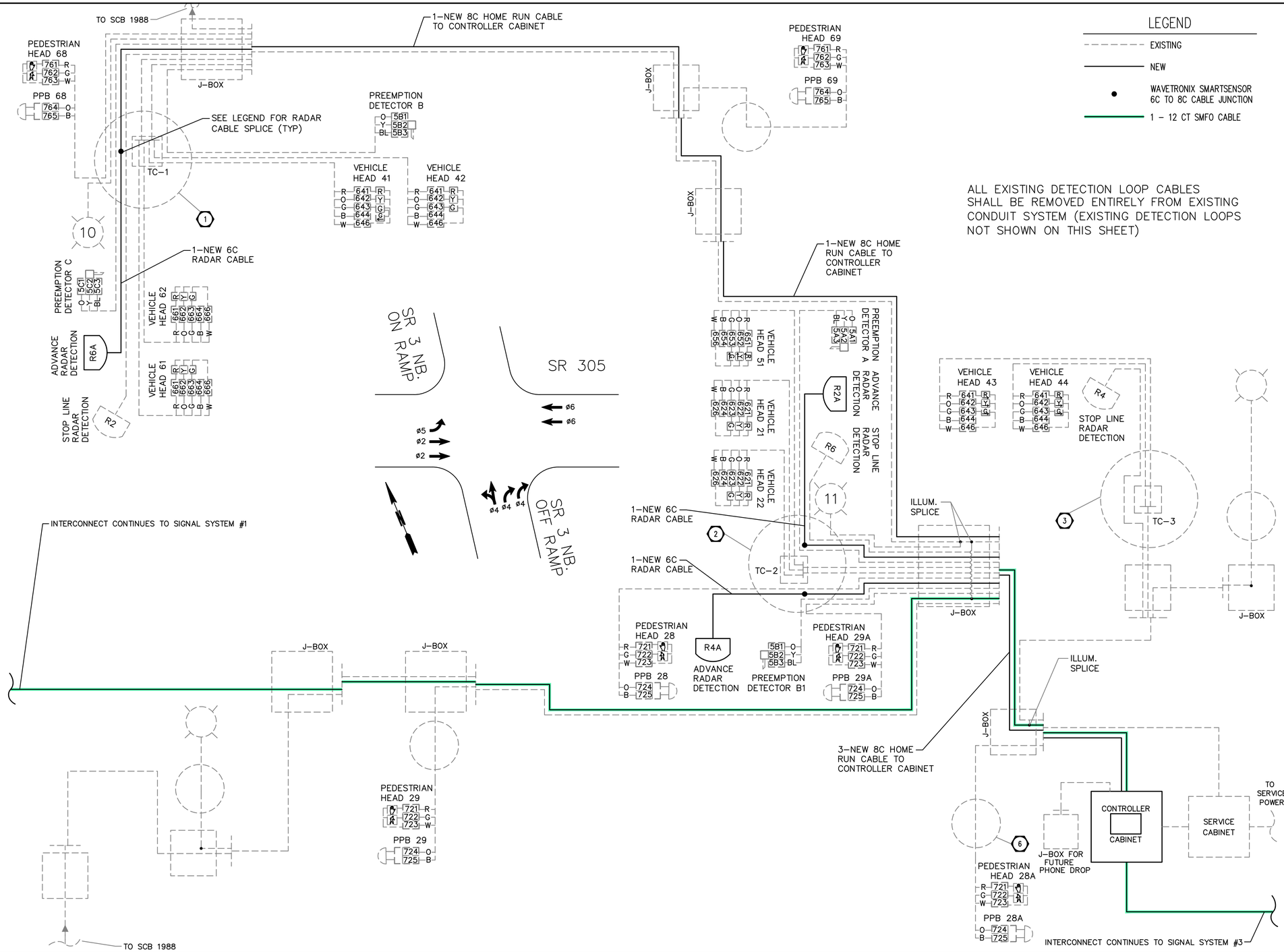


TERMINAL CODING

- ☒ CONNECT TO NEUTRAL BUSS
- ◯ CONTROL SIDE TERMINAL CONNECTION
- ⊠ CONNECT TO DETECTOR COMMON BUSS
- ☐ SPARE

EMERGENCY VEHICLE PRE-EMPT WIRING CODE

ORANGE	24 VOLT
YELLOW	CALL
BLUE	GROUND



LEGEND

- EXISTING
- NEW
- WAVETRONIX SMARTSENSOR 6C TO 8C CABLE JUNCTION
- 1 - 12 CT SMFO CABLE

ALL EXISTING DETECTION LOOP CABLES SHALL BE REMOVED ENTIRELY FROM EXISTING CONDUIT SYSTEM (EXISTING DETECTION LOOPS NOT SHOWN ON THIS SHEET)

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-04

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 38364 REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

WIRING DIAGRAM - SYSTEM NO. 2

DRAWING No.: TS-04

SHEET No.: 15 OF 29

Aug 16, 2021 1:39:20pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-04.DWG

T. 26 N., R. 1 E., W.M.

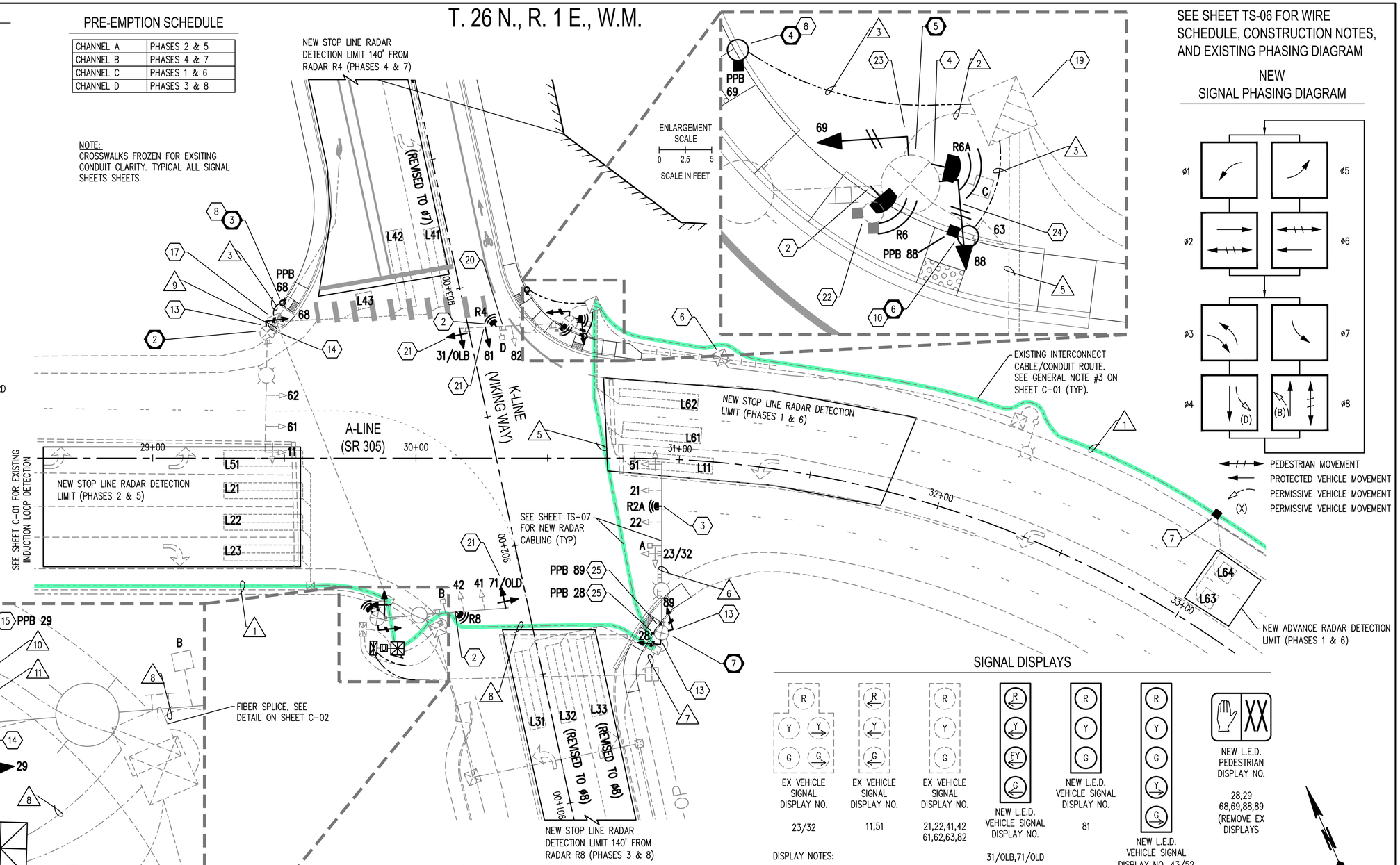
LEGEND

EXISTING	NEW	
		TYPE 1 JUNCTION BOX, J-40.10
		TYPE 2 JUNCTION BOX, J-40.10
		TYPE 3 JUNCTION BOX
		TYPE 8 JUNCTION BOX, J-40.30
		PULL BOX, J-90.10
		CONDUIT
		CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		UNINTERRUPTIBLE POWER SUPPLY CABINET(UPS)
		VEHICLE SIGNAL DISPLAY
		VEHICLE SIGNAL DISPLAY (PROTECTED TURN)
		PEDESTRIAN SIGNAL DISPLAY (SIDE MOUNT)
		EMERGENCY VEHICLE PRE-EMPT DETECTOR
		RADAR DETECTION
		APS PPB
		STREET NAME/ REGULATORY SIGN
		PEDESTRIAN PUSH BUTTON STANDARD
		PEDESTRIAN SIGNAL STANDARD
		TYPE II SIGNAL STANDARD
		TYPE III SIGNAL STANDARD
		LIGHT STANDARD
		TYPE 1 DETECTION LOOP
		TYPE 2 DETECTION LOOP
		WIRE NOTE
		CONSTRUCTION NOTE
		SIGNAL STANDARD NO.

PRE-EMPTION SCHEDULE

CHANNEL A	PHASES 2 & 5
CHANNEL B	PHASES 4 & 7
CHANNEL C	PHASES 1 & 6
CHANNEL D	PHASES 3 & 8

NOTE:
CROSSWALKS FROZEN FOR EXSITING CONDUIT CLARITY. TYPICAL ALL SIGNAL SHEETS SHEETS.



SEE SHEET TS-06 FOR WIRE SCHEDULE, CONSTRUCTION NOTES, AND EXISTING PHASING DIAGRAM

NEW SIGNAL PHASING DIAGRAM

SIGNAL DISPLAYS

EX VEHICLE SIGNAL DISPLAY NO.	EX VEHICLE SIGNAL DISPLAY NO.	EX VEHICLE SIGNAL DISPLAY NO.	NEW L.E.D. VEHICLE SIGNAL DISPLAY NO.	NEW L.E.D. VEHICLE SIGNAL DISPLAY NO.	NEW L.E.D. VEHICLE SIGNAL DISPLAY NO. 43/52	NEW L.E.D. PEDESTRIAN DISPLAY NO.
23/32	11,51	21,22,41,42 61,62,63,82	31/OLB,71/OLD	81		28,29 68,69,88,89 (REMOVE EX DISPLAYS

DISPLAY NOTES:

1. NEW VEHICLE SIGNAL DISPLAYS SHALL BE 12" L.E.D. DIALIGHT BRAND ONLY. VEHICLE DISPLAYS 81, 31/OLB, AND 71/OLB SHALL USE EXISTING TYPE "M" MOUNTING. VEHICLE DISPLAY 43/52 SHALL USE TYPE "K" MOUNTING. ALL MOUNTING SHALL BE PER STD. PLANS J-75.10 AND J-75.20.
2. ALL NEW SIGNAL DESPLAYS, TUNNEL VISORS, AND BACK PLATES SHALL BE ALUMINUM; PAINTED FLAT BLACK.
3. ALL PEDESTRIAN SIGNAL DISPLAYS SHALL BE COUNTDOWN STYLE L.E.D. DIALIGHT TYPE INSTALLED ONTO EXISTING TYPE "E" MOUNTINGS.
4. ALL EXISTING AND NEW VEHICLE SIGNAL DISPAYS SHALL HAVE A 2-INCH WIDE STRIP OF YELLOW SHEETING AROUND THE PERIMETER.

0 20 40
SCALE IN FEET

RADAR DETECTION SCHEDULE

DETECTOR	ARM OFFSET	ZONES COVERED
R2	MOUNT AT BEGINNING OF SIGNAL ARM	ø2 STOP
R2A	MOUNT 17' FROM END OF SIGNAL ARM	ø2 ADVANCE
R4	MOUNT 14' FROM END OF SIGNAL ARM	ø4 STOP
R6	MOUNT 32' FROM END OF SIGNAL ARM	ø6 STOP
R6A	MOUNT LUMINAIRE EXTENSION (30' MH)	ø6 ADVANCE
R8	MOUNT 20' FROM END OF SIGNAL ARM	ø8 STOP

△	REVISIONS	DATE	BY
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DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
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DRAWING FILE No.: 3469.01 TS-05

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ROBERT E. JEWELL — STATE OF WASHINGTON — 38394 — REGISTERED PROFESSIONAL ENGINEER
8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
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PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC SIGNAL PLAN - SYSTEM NO. 3

DRAWING No.: TS-05
SHEET No.: 16 OF 29

Aug 16, 2021 1:39:47pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-05.DWG

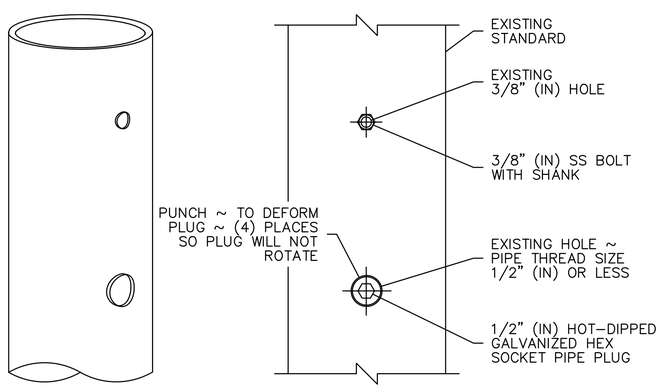
WIRING SCHEDULE

RUN NO. X	RACEWAY CONDUIT SIZE	SERVICE #2 AWG	POWER #6	RADAR CABLE 8C	PEDESTRIAN BUTTON 4C	VEHICLE HEAD 5C	12 CT SMFO	COMMENTS
1	EX 2"						1	
2	EX 2"			2	2	1		WITH EXISTING CONDUCTORS
3	1 1/2"				1			
4	NOT USED							
5	EX 2 1/2"			3		1	1	WITH EXISTING CONDUCTORS
6	2"		2					SEE NOTE #4 BELOW
7	EX 2"			1				WITH EXISTING CONDUCTORS
8	EX 2 1/2"			4		1	1	WITH EXISTING CONDUCTORS
9	EX 2"				1			
10	EX 2"			2		2		WITH EXISTING CONDUCTORS
11	EX 2"			2		2	1	WITH EXISTING CONDUCTORS

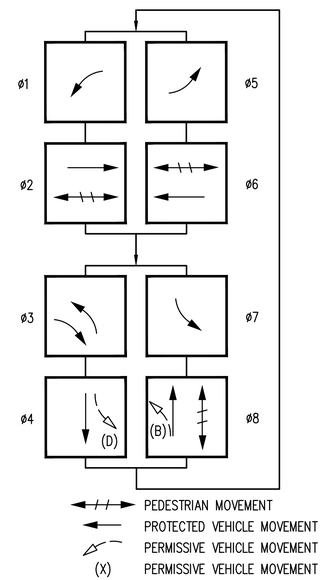
NOTES:
1. EXISTING CONDUCTORS (NOT SHOWN) TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL NEW CONDUITS SHALL BE RIGID PVC SCHEDULE 80 EXCEPT WHERE ALLOWED PER WSDOT SPECIFICATIONS.
3. PER 2021 STANDARD SPECIFICATION 8-20.3(9), ALL CONDUIT RACEWAYS SHALL INCLUDE A GROUND WIRE WITH THE EXCEPTION OF EMPTY SPARE CONDUITS (GROUND WIRE NOT SHOWN IN WIRE SCHEDULE. SEE ALSO WSDOT STANDARD PLAN J-60.05.
4. ALL CONDUIT RUNS TO AND FROM STRUT MOUNTED SERVICE CABINET SHALL BE RIGID GALVANIZED CONDUIT.

HOLE REPAIR DETAIL

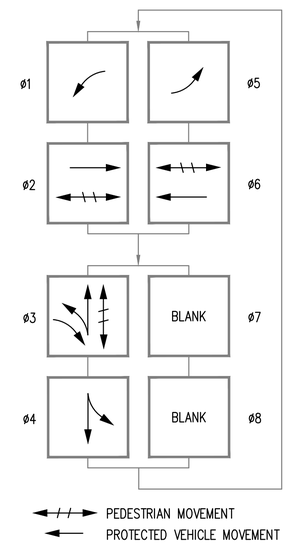
- APPLY SILICONE CAULK TO THREADS OF SS BOLT WITH SHANK.
- TIGHTEN SS BOLT UNTIL SHANK IS TIGHT AGAINST STANDARD.
- CUT OFF SS BOLT EVEN WITH STANDARD.
- FILE SS BOLT TO MATCH CONTOUR OF STANDARD.
- TREAT SS BOLT AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT MEETING THE REQUIREMENT OF STANDARD SPECIFICATION 9-08.1(2).
- APPLY TWO COATS. PAINT SHALL BE DRY BEFORE APPLYING SECOND COAT.



NEW SIGNAL PHASING DIAGRAM



EXISTING SIGNAL PHASING DIAGRAM



MODIFIED TYPE B SERVICE CABINET BREAKER SCHEDULE (120V/240V) EX. SCB 45

DESCRIPTION	BREAKER RATING
1. MAIN	- 100 AMP-2 POLE
2. SIGNAL	- 50 AMP-1 POLE
3. ILLUM CIRCUIT A	- 20 AMP-2 POLE
4. ILLUM CIRCUIT B	- 20 AMP-2 POLE
5. CONTACTOR CIRCUIT A	- 30 AMP-2 POLE
6. CONTACTOR CIRCUIT B	- 30 AMP-2 POLE

SEE WSDOT STD PLAN J-10.20 FOR OTHER BREAKER REQUIREMENTS.

VIKING WAY TRAFFIC SIGNAL GENERAL NOTES

1. ABANDON ALL EXISTING VEHICLE DETECTION LOOPS. REMOVE ALL EXISTING 2CS CABLES ASSOCIATED WITH EXISTING LOOP DETECTORS BACK TO THE CONTROLLER CABINET.
2. CONDUIT RUNS AND JUNCTION BOX LOCATIONS ARE SHOWN SCHEMATICALLY IN APPROXIMATE LOCATIONS. FINAL LOCATIONS MAY BE ADJUSTED TO AVOID CONFLICTS AND FOR EASE OF CONSTRUCTION. FINAL LOCATIONS FOR CONDUITS AND JUNCTION BOXES SHALL BE APPROVED BY THE WSDOT INSPECTOR PRIOR TO INSTALLATION.
3. THE CONTRACTOR SHALL REPLACE, AS NECESSARY, ALL EXISTING PAVEMENT, CURB, GUTTER, SIDEWALK, FENCING, AND LANDSCAPING TO INSTALL CONDUIT, JUNCTION BOXES AND SIGNAL EQUIPMENT.
4. SIGNAL TIMING AND PHASING SHALL BE PROGRAMMED BY WSDOT.
5. PEDESTRIAN PUSH BUTTONS SHALL HAVE VIBRO-TACTILE AND AUDIBLE PUSH BUTTON ASSEMBLIES PER OLYMPIC REGION STANDARD (SEE SPECIAL PROVISIONS). APS SYSTEM SHALL ACCOMMODATE FOUR WIRES.
6. INSTALL A ONE FOOT WIDE AND ONE FOOT DEEP RECTANGULAR CONCRETE COLLAR AROUND THE PERIMETER OF ALL JUNCTION BOXES OUTSIDE OF THE SIDEWALK. THE EXPOSED PORTIONS SHALL BE FORMED TO HAVE A NEAT APPEARANCE. THE TOP EDGE SHALL HAVE 3/4 INCH CHAMFER ON THE TOP EDGE OF THE FOUNDATION. USE COMMERCIAL CONCRETE PER STANDARD SPECIFICATION 6-02 3(2)B.
7. ALL EXISTING CONDUITS NOT USED IN THE SIGNALIZATION AND ILLUMINATION SYSTEMS SHALL BE ABANDONED, WITH CONDUIT ELBOWS AND CONDUCTORS REMOVED BACK TO THE CONTROLLER OR SERICE CABINET, AS NECESSARY.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DETAILED AS BUILT RECORDS FOR THE TRAFFIC SIGNAL AND ILLUMINATION SYSTEM.
9. ALL WORK SHALL BE CONSISTENT WITH THE UTILITY AGENCY REQUIREMENTS. THE CONTRACTOR SHALL CONTACT ALL PERTINENT UTILITY AGENCIES 48 HOURS BEFORE COMMENCING WORK, AND SHALL COORDINATE WITH AFFECTED UTILITY AGENCIES THROUGHOUT THE PROJECT.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY COMPANY IMMEDIATELY UPON DAMAGE.
11. SIGNAL DISPLAYS FOR PHASE 7 AND PHASE 8 ARE RENUMBERED FROM PHASE 4 AND PHASE 3, AND ALSO PEDESTRIAN PHASE 8 FROM PEDESTRIAN PHASE 3. REVISE TERMINAL CABINETS ACCORDINGLY. EVP PHASING ALSO REVISED.

SEE ALSO SHEET C-01 FOR OTHER GENERAL NOTES.

VIKING WAY TRAFFIC SIGNAL CONSTRUCTION NOTES

1. REMOVE AND SALVAGE TO WSDOT EXISTING CONTROLLER CABINET AND ASSOCIATED EQUIPMENT. INSTALL NEW CONTROLLER CABINET, CONTROLLER, AND ASSOCIATED HARDWARE PER SPECIAL PROVISIONS.
2. INSTALL STOP LINE RADAR DETECTION. BAND MOUNT ON EXISTING MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
3. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING SIGNAL STANDARD MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
4. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING LUMINAIRE EXTENSION. SEE RADAR DETECTION SCHEDULE THIS SHEET.
5. TERMINATE NEW SMFO FIBER OPTIC CABLE IN NEW CONTROLLER CABINET.
6. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY. CONNECT EXISTING CONDUIT WITH COUPLERS AND BACKFILL.
7. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY AND REPLACE WITH PULL BOX. LOWER EXISTING CONDUIT FIVE FEET ON EITHER SIDE OF CONDUIT KNOCKOUT AND CONNECT WITH COUPLERS.
8. INSTALL FOUNDATION WITH CURB AND TYPE PPB SIGNAL STANDARD 3 4 6 PER WSDOT STANDARD PLAN J-21.11. INSTALL ONE APS PEDESTRIAN PUSH-BUTTON ASSEMBLY PER WSDOT STANDARD PLAN J-20.26.
9. REMOVE AND SALVAGE EXISTING SERVICE CABINET (SCB 45) TO WSDOT.
10. INTERCEPT THE EXISTING POWER CONDUIT FROM THE EXISTING SERVICE CABINET TO THE EXISTING CONTROLLER CABINET AND CONNECT TO NEW CONDUIT FROM THE UPS CABINET.
11. INSTALL UPS CABINET ON SAME FOUNDATION AS SERVICE CABINET.
12. INSTALL TYPE B MODIFIED SERVICE CABINET WITH STRUT MOUNT, PHOTO CELL, AND METER SOCKET PER WSDOT STANDARD PLAN J-10.20. SEE BREAKER SCHEDULE THIS SHEET THE PHOTO CELL SHALL BE ORIENTED TO THE NORTH. INSTALL CABINET ON SEPARATE FOUNDATION AS THE CONTROLLER CABINET PER WSDOT STANDARD PLAN J-10.10.
13. REMOVE EXISTING PEDESTRIAN SIGNAL DISPLAY AND SALVAGE TO WSDOT. INSTALL LED COUNTDOWN STYLE PEDESTRIAN VEHICLE DISPLAY ONTO EXISTING SIGNAL STANDARD MOUNTING.
14. REMOVE EXISTING PEDESTRIAN PUSH BUTTON ASSEMBLY AND REPAIR HOLE PER DETAIL ON THIS SHEET.
15. INSTALL APS PEDESTRIAN PUSH-BUTTON ASSEMBLY, PER WSDOT STANDARD PLAN J-20.26, ONTO EXISTING SIGNAL STANDARD.
16. INSTALL VEHICLE SIGNAL DISPLAY ONTO EXISTING SIGNAL STANDARD SHAFT. SEE SIGNAL DISPLAY NOTE#1 ON TS-05 FOR "K" MOUNTING.
17. DE-ENERGIZE AND PULL EXISTING ILLUMINATION CONDUCTORS BACK TO EXISTING JUNCTION BOX. INTERCEPT EXISTING CONDUIT AND EXTEND NEW CONDUIT IN KIND TO NEW SERVICE CABINET. RE-PULL CONDUCTORS THROUGH CONDUIT AND TERMINATE IN SERVICE CABINET.
18. DE-ENERGIZE POWER AND PULL EXISTING SERVICE POWER CONDUCTORS BACK TO EXISTING TRANSFORMER ON EAST SIDE OF VIKING WAY. INTERCEPT EXISTING CONDUIT AND EXTEND NEW CONDUIT IN KIND TO NEW SERVICE CABINET. RE-PULL CONDUCTORS THROUGH CONDUIT AND TERMINATE IN SERVICE CABINET.
19. INSTALL CONDUIT INTO EXISTING JUNCTION BOX.
20. REMOVE EXISTING THROUGH-LEFT LANE USE SIGN SIGN (R3-6) AND SALVAGE TO WSDOT.
21. REMOVE EXISTING VEHICLE SIGNAL DISPLAY AND SALVAGE TO WSDOT. INSTALL VEHICLE SIGNAL DISPLAY AS SHOWN PER DISPLAY ON SHEET TS-05.
22. REMOVE EXISTING PPB STANDARD AND FOUNDATION. SALVAGE TO WSDOT. BACKFILL VOID.
23. REMOVE EXISTING PEDESTRIAN SIGNAL DISPLAY AND SALVAGE TO WSDOT. REPAIR HOLE PER DETAIL ON THIS SHEET.
24. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL DISPLAY AS SHOWN PER DISPLAY NOTES ON THIS SHEET.
25. REMOVE EXISTING PEDESTRIAN PUSH BUTTON ASSEMBLY. INSTALL APS PEDESTRIAN PUSH-BUTTON ASSEMBLY, PER WSDOT STANDARD PLAN J-20.26, ONTO EXISTING SIGNAL STANDARD.

△	REVISIONS	DATE	BY
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2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

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DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-06

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

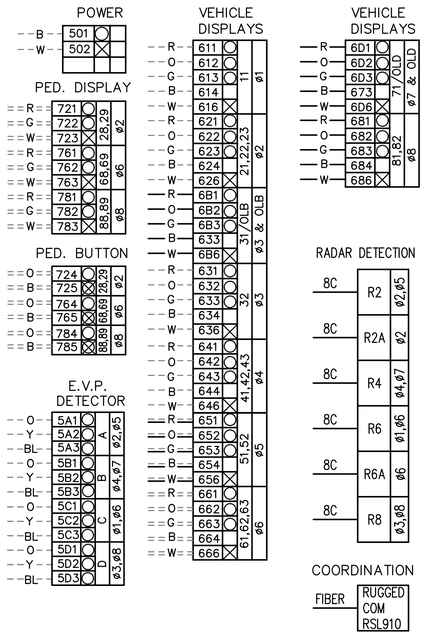
SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

WIRING SCHEDULE AND NOTES - SYSTEM NO. 3

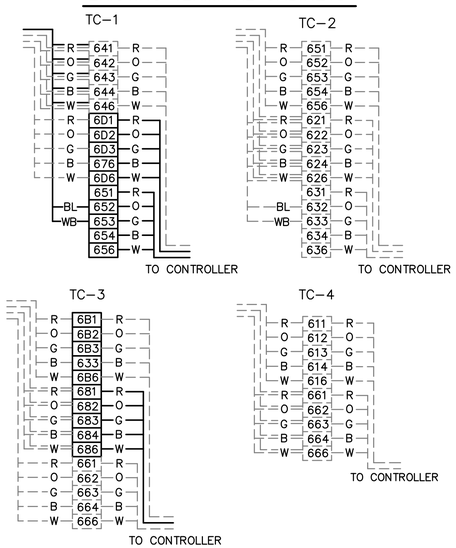
DRAWING No.: TS-06

Aug 16, 2021 1:39:58pm - User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-06.DWG

CONTROLLER TERMINALS



EXISTING TERMINAL CABINETS

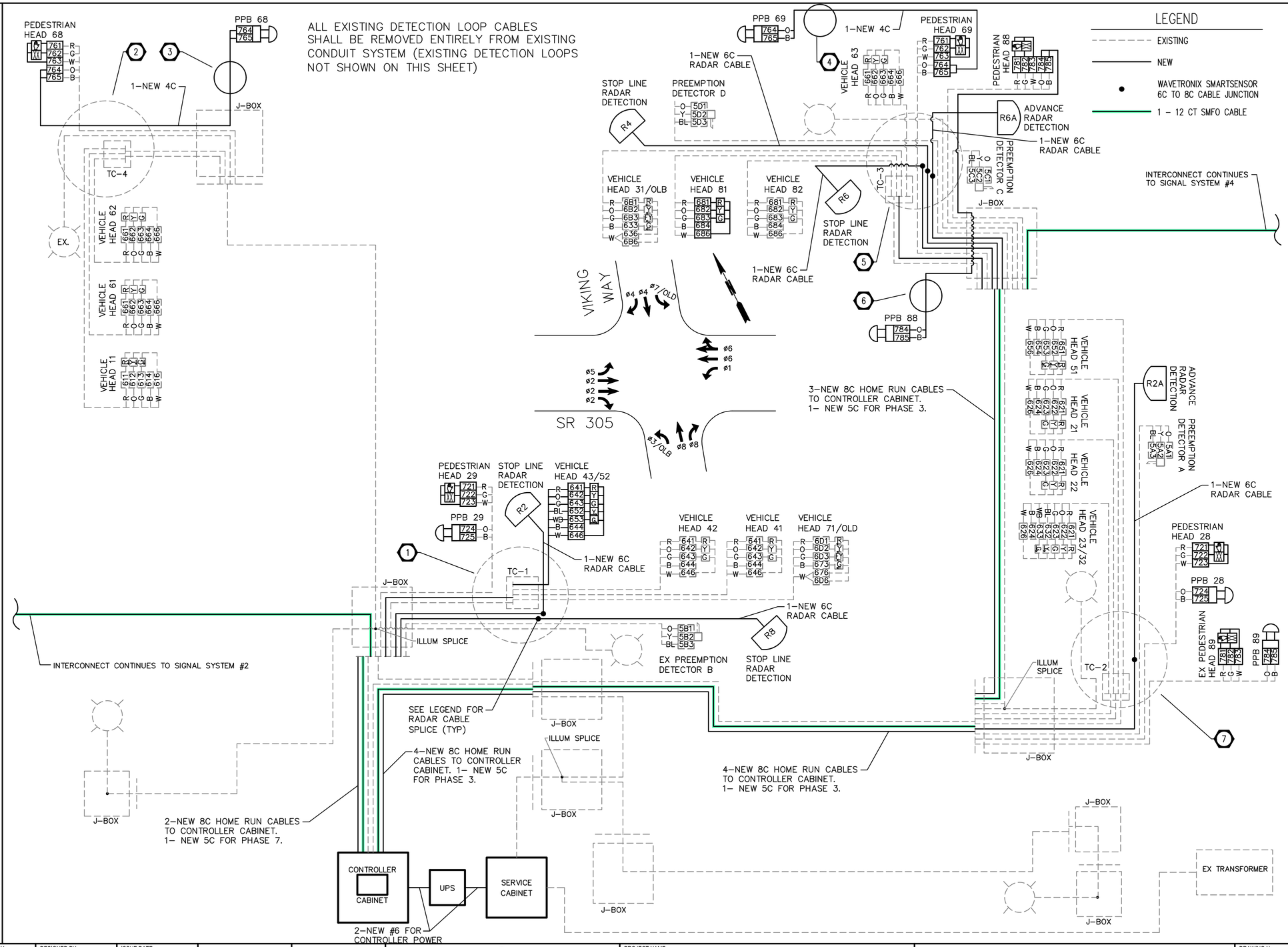


TERMINAL CODING

- CONNECT TO NEUTRAL BUSS
- CONTROL SIDE TERMINAL CONNECTION
- CONNECT TO DETECTOR COMMON BUSS
- SPARE

EMERGENCY VEHICLE PRE-EMPT WIRING CODE

ORANGE	24 VOLT
YELLOW	CALL
BLUE	GROUND



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DRAWING FILE No.: 3469.01 TS-07

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ROBERT E. JEWELL — STATE OF WASHINGTON — 32794 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

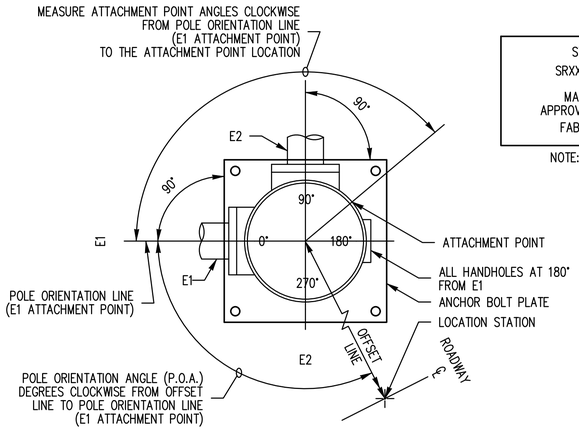
PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

WIRING DIAGRAM - SYSTEM NO. 3

DRAWING No.: TS-07

Aug 16, 2021 1:40:05pm - User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CAD\3469.01 TS-07.DWG



POLE ORIENTATION AND ATTACHMENT POINT DETAIL

NOTE:
TYPE E MOUNTS SHALL BE USED FOR PEDESTRIAN DISPLAYS ON TYPE II OR III SIGNAL STANDARDS, WITH THE FOLLOWING EXCEPTION. PEDESTRIAN DISPLAYS MOUNTED ON OCTAGONAL (8 SIDED) SIGNAL STANDARDS AT AN ANGLE OTHER THAN A 45 DEGREE INCREMENT SHALL USE A TYPE A MOUNT FOR TWO PEDESTRIAN DISPLAYS, OR A TYPE B MOUNT FOR A SINGLE PEDESTRIAN DISPLAY.

SIGNAL STANDARD IDENTIFICATION TAG DETAIL

STD. NO. XX	SIGNAL STANDARD NO.
SRXXX, MP XXX.XX	STATE ROUTE AND MILE POST NO.
MANUFACTURER APPROVED DWG. XXXXXX	APPROVED DRAWING NO.
FAB. X/XX/XXXX	FABRICATION DATE

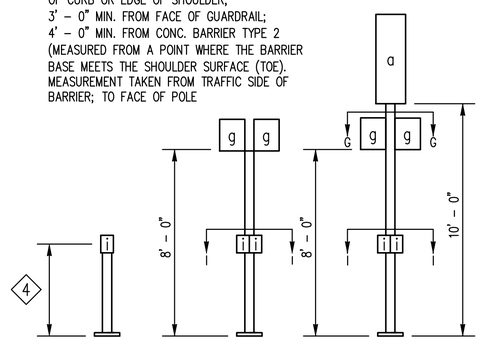
EXAMPLE

STD. NO. 02
SR97, MP 069.09
MANUFACTURER
APPROVED DWG. AB12345
FAB. 6/14/2002

NOTE:
CORROSION RESISTANT METAL TAG SECURED WITH (2) 0.125" RIVETS AS FOLLOWS: POLE SHAFT – LOCATED WITHIN 6" ABOVE HAND HOLE (TYPE II & III). SIGNAL AND LUMINAIRE MAST ARM (TYPE II & III) – LOCATED WITHIN 6" OF THE LUMINAIRE ARM AND THE POLE SHAFT CONNECTION POINT (TYPE III). TEXT SHALL BE A MINIMUM OF 3/16" HIGH, STAMPED OR EMBOSSED.

4 HEIGHT OF PEDESTRIAN PUSH BUTTON MEASURED FROM SIDEWALK SURFACE TO CENTER OF PEDESTRIAN PUSH BUTTON.
42" IS RECOMMENDED (TYPICAL)
32" MINIMUM
48" MAXIMUM

5 PLACEMENT SHALL BE 2' – 0" MIN. FROM FACE OF CURB OR EDGE OF SHOULDER;
3' – 0" MIN. FROM FACE OF GUARDRAIL;
4' – 0" MIN. FROM CONC. BARRIER TYPE 2
(MEASURED FROM A POINT WHERE THE BARRIER BASE MEETS THE SHOULDER SURFACE (TOE).
MEASUREMENT TAKEN FROM TRAFFIC SIDE OF BARRIER; TO FACE OF POLE



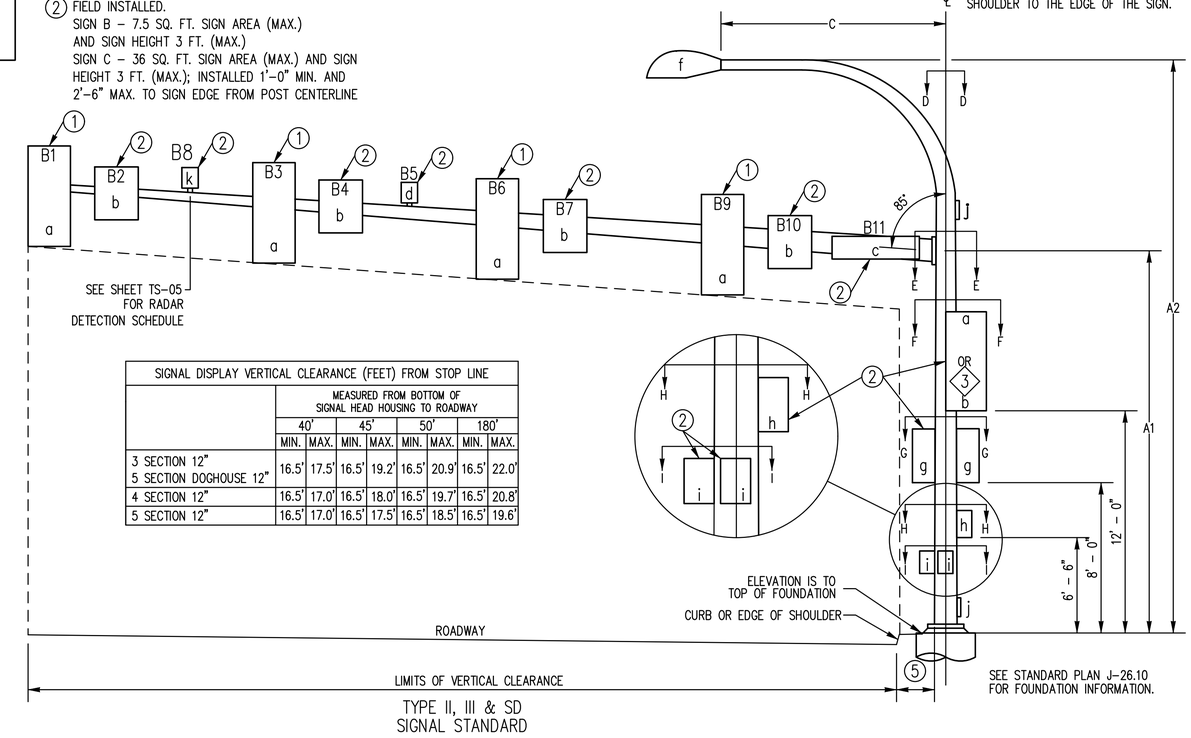
NOTES

1. MOUNTING COUPLING INSTALLED AT OFFSET DISTANCE INDICATED IN CHART.
2. FIELD INSTALLED.
SIGN B – 7.5 SQ. FT. SIGN AREA (MAX.) AND SIGN HEIGHT 3 FT. (MAX.)
SIGN C – 36 SQ. FT. SIGN AREA (MAX.) AND SIGN HEIGHT 3 FT. (MAX.); INSTALLED 1'–0" MIN. AND 2'–6" MAX. TO SIGN EDGE FROM POST CENTERLINE

ALTERNATE NOTE 1 FOR TYPE N MOUNT ONLY.

1. DRILL 1" DIAM. HOLE IN MAST ARM AND INSTALL PLASTIC SPLIT BUSHING FOR CABLE ENTRANCE.

3 FOR POST MOUNTED SIGNS THERE SHAL BE 2'–0" MIN. FROM THE FACE OF THE CURB OR THE EDGE OF THE SHOULDER TO THE EDGE OF THE SIGN.



SIGNAL DISPLAY VERTICAL CLEARANCE (FEET) FROM STOP LINE								
	MEASURED FROM BOTTOM OF SIGNAL HEAD HOUSING TO ROADWAY							
	40'		45'		50'		180'	
	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
3 SECTION 12" 5 SECTION DOGHOUSE 12"	16.5'	17.5'	16.5'	19.2'	16.5'	20.9'	16.5'	22.0'
4 SECTION 12"	16.5'	17.0'	16.5'	18.0'	16.5'	19.7'	16.5'	20.8'
5 SECTION 12"	16.5'	17.0'	16.5'	17.5'	16.5'	18.5'	16.5'	19.6'

LEGEND

a. VEHICLE DISPLAY
b. SIGN
c. STREET NAME SIGN
d. PRE–EMPT DETECTOR
e. VIDEO CAMERA
f. LUMINAIRE
g. PEDESTRIAN DISPLAY
h. CABINET
i. PPB–M
j. HANDHOLE
k. RADAR

LUMINAIRE MAST ARM X Y Z (FT^3)	
MAST ARM LENGTH	X Y Z (FT^3)
6'	19.8
8'	26.4
10'	33.0
12'	39.6
14'	46.2
16'	52.8

SIGNAL STANDARD DETAIL CHART

+TENON FOR POTENTIAL FUTURE ATTACHMENT (SPARE TENONS SHALL BE CAPPED)
SPARE TENONS SHALL BE INSTALLED ON SAME SIDE AS OTHER TENONS

STD. NO.	ROADWAY	FIELD LOCATION STATION	OFFSET	LT.	RT.	ELEV.	P.O.A.	TYPE	MOUNTING HEIGHT(FT) A1	A2	SIGNAL MAST ARM DATA: OFFSET DISTANCE (FT) (Z) (POLE ℄ TO ATTACHMENT POINT) B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	WINDLOAD AREAS (FT^2) (X)(Y) B1	B2	B3	B4	B6	B7	B9	B10	B11	LUM ARM(FT) C	CALCULATED POLE XYZ (FT^3)**	POLE ATTACHMENT POINT ANGLES (DEGREES) D	E1	E2	F	G1	G2	H	I1	I2	FOUNDATION DESIGN XYZ (FT^3)	FOUNDATION DEPTHS(FT) ALTERNATE 1 3' RD.	3' SQ.	ALTERNATE 2 4' RD.	3' RD.	4' RD.	SOIL BEARING PRESSURE(PSF)	REMARKS
1	SR 305	EXISTING	EX	X		EX	EX	III	EX	EX	NOT APPLICABLE																							EX	EX		0	EX90			270		NOT APPLICABLE							
2	SR 305	EXISTING	EX	X		EX	EX	III	EX	EX																								EX	EX		EX	EX180												
3	VIKING WAY	K 903+08.75	66.97	X		165.85*		PPB																																	315								FOUNDATION PER WSDOT STD PLAN J-20.11
4	VIKING WAY	K 902+94.18	24.83		X	165.01*		PPB																																	90								FOUNDATION PER WSDOT STD PLAN J-20.11
5	SR 305	EXISTING	EX		X	EX	EX	III	EX	EX																								EX	EX			90	EX180											
6	VIKING WAY	K 902+72.30	42.48		X	164.32*		PPB																																	30								FOUNDATION PER WSDOT STD PLAN J-20.11
7	SR 305	EXISTING	EX		X	EX	EX	III	EX	EX																								EX	EX			EX60	EX180		EX0	EX270								

*FOUNDATION TOP ELEVATION SHALL BE LEVEL WITH FINISHED GRADE OF TOP OF PEDESTRIAN CURB.

NOTE: PEDESTRIAN EQUIPMENT ORIENTATION ANGLES ARE APPROXIMATE. CONTRACTOR SHALL ORIENT IN THE FIELD FOR ALIGNMENT RELATIVE TO PEDESTRIAN CROSSING.

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1	FPS #1	4/19/2021	SCJ
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DRAWN BY: M WEYRAUCH
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ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 33784 — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

SIGNAL SCHEDULE DETAIL CHART - SYSTEM NO. 3

DRAWING No.: TS-08

Aug 16, 2021 1:40:15pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-08.DWG

T. 26 N., R. 1 E., W.M.

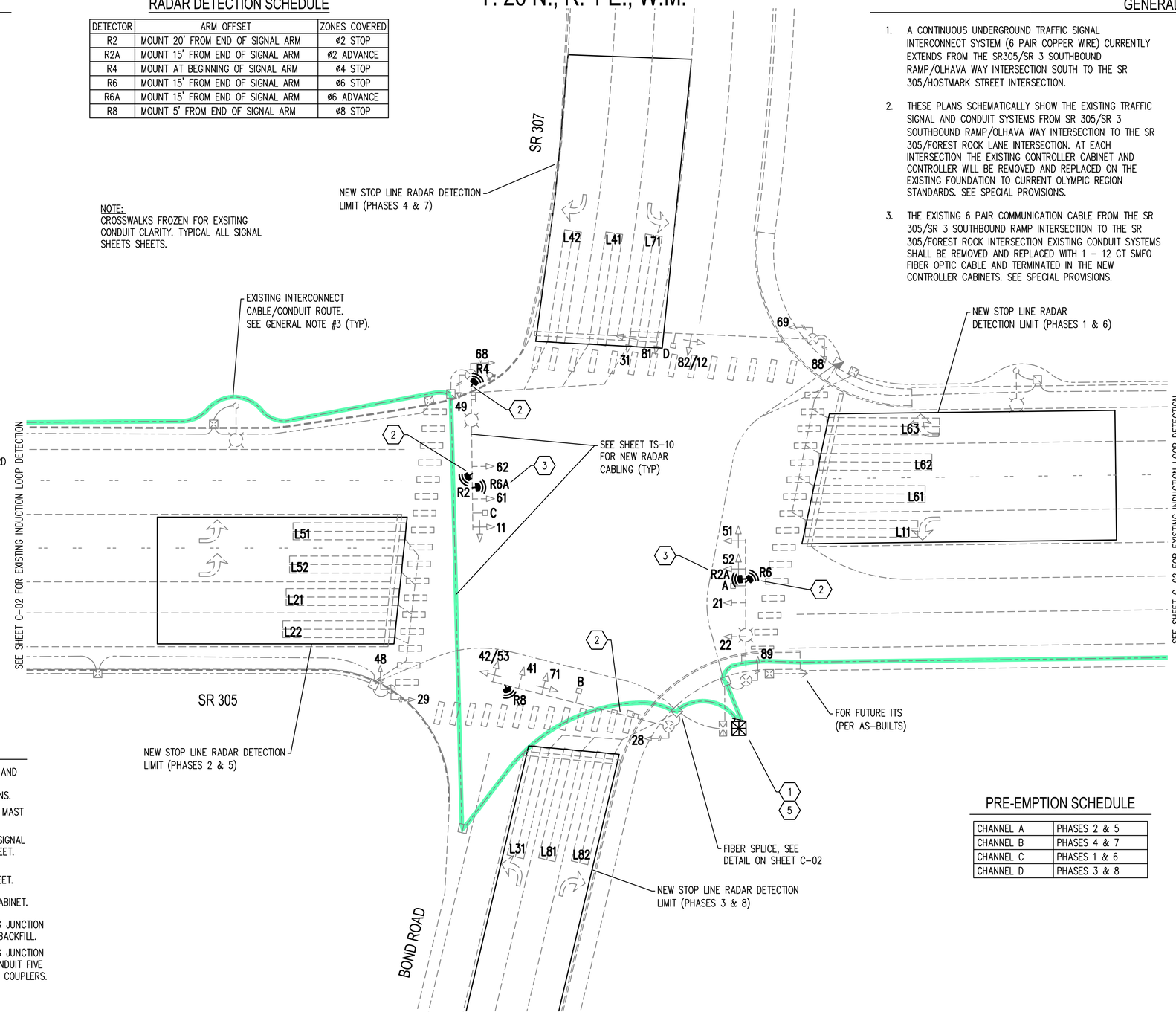
LEGEND

EXISTING	NEW	
		TYPE 1 JUNCTION BOX, J-40.10
		TYPE 2 JUNCTION BOX, J-40.10
		TYPE 3 JUNCTION BOX
		TYPE 8 JUNCTION BOX, J-40.30
		PULL BOX, J-90.10
		CONDUIT
		CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		UNINTERRUPTIBLE POWER SUPPLY CABINET(UPS)
		VEHICLE SIGNAL DISPLAY
		VEHICLE SIGNAL DISPLAY (PROTECTED TURN)
		PEDESTRIAN SIGNAL DISPLAY (SIDE MOUNT)
		PEDESTRIAN SIGNAL DISPLAY (TOP MOUNT)
		EMERGENCY VEHICLE PRE-EMPT DETECTOR
		VIDEO DETECTION CAMERA
		RADAR DETECTION
		APS PPB
		STREET NAME/ REGULATORY SIGN
		PEDESTRIAN PUSH BUTTON STANDARD
		PEDESTRIAN SIGNAL STANDARD
		TYPE II SIGNAL STANDARD
		TYPE III SIGNAL STANDARD
		LIGHT STANDARD
		TYPE 1 DETECTION LOOP
		TYPE 2 DETECTION LOOP
X		WIRE NOTE
X		CONSTRUCTION NOTE

RADAR DETECTION SCHEDULE

DETECTOR	ARM OFFSET	ZONES COVERED
R2	MOUNT 20' FROM END OF SIGNAL ARM	ø2 STOP
R2A	MOUNT 15' FROM END OF SIGNAL ARM	ø2 ADVANCE
R4	MOUNT AT BEGINNING OF SIGNAL ARM	ø4 STOP
R6	MOUNT 15' FROM END OF SIGNAL ARM	ø6 STOP
R6A	MOUNT 15' FROM END OF SIGNAL ARM	ø6 ADVANCE
R8	MOUNT 5' FROM END OF SIGNAL ARM	ø8 STOP

NOTE:
CROSSWALKS FROZEN FOR EXSITING CONDUIT CLARITY. TYPICAL ALL SIGNAL SHEETS SHEETS.

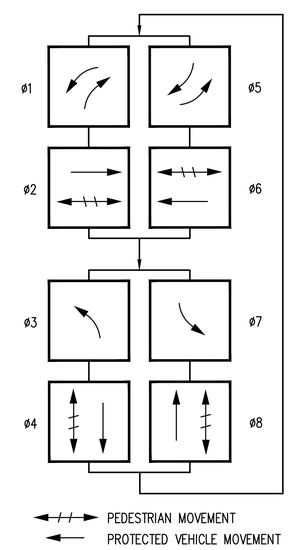


GENERAL NOTES

1. A CONTINUOUS UNDERGROUND TRAFFIC SIGNAL INTERCONNECT SYSTEM (6 PAIR COPPER WIRE) CURRENTLY EXTENDS FROM THE SR305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION SOUTH TO THE SR 305/HOSTMARK STREET INTERSECTION.
2. THESE PLANS SCHEMATICALLY SHOW THE EXISTING TRAFFIC SIGNAL AND CONDUIT SYSTEMS FROM SR 305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION TO THE SR 305/FOREST ROCK LANE INTERSECTION. AT EACH INTERSECTION THE EXISTING CONTROLLER CABINET AND CONTROLLER WILL BE REMOVED AND REPLACED ON THE EXISTING FOUNDATION TO CURRENT OLYMPIC REGION STANDARDS. SEE SPECIAL PROVISIONS.
3. THE EXISTING 6 PAIR COMMUNICATION CABLE FROM THE SR 305/SR 3 SOUTHBOUND RAMP INTERSECTION TO THE SR 305/FOREST ROCK INTERSECTION EXISTING CONDUIT SYSTEMS SHALL BE REMOVED AND REPLACED WITH 1 – 12 CT SMFO FIBER OPTIC CABLE AND TERMINATED IN THE NEW CONTROLLER CABINETS. SEE SPECIAL PROVISIONS.
4. AT THE SR 305/SR 3 SOUTHBOUND AND NORTHBOUND RAMP INTERSECTIONS, STOP LINE INDUCTION LOOP DETECTION HAS BEEN RECENTLY CONVERTED TO RADAR DETECTION. THESE PLANS SHOW EXISTING STOP LINE INDUCTION DETECTION AT VIKING WAY, SR 307/BOND ROAD AND FOREST ROCK LANE INTERSECTIONS THAT WILL BE CONVERTED TO RADAR DETECTION.
5. EXISTING ADVANCE INDUCTION LOOP DETECTION SHALL BE REPLACED WITH RADAR DETECTION. REMOVE EXISTING LOOP STOP LINE AND ADVANCE CABLES ENTIRELY AND EXISTING LOOP WIRES.
6. RADAR DETECTION SHALL BE WAVETRONIX. SEE SPECIAL PROVISIONS.
7. RADAR DETECTION ZONES ARE SHOWN FOR ILLUSTRATIVE PURPOSES. EXISTING AND NEW STOP LINE ZONES SHOWN ARE BASED ON MAXIMUM 140 FOOT DISTANCE FROM DETECTOR (TYPICAL ALL). A WAVETRONIX REPRESENTATIVE SHALL BE PRESENT FOR INSTALLATION.
8. THERE SHALL BE 50 FEET OF SLACK NEATLY COILED IN EACH PULL BOX, AND EXISTING TYPE 3 OR 8 JUNCTION BOX NEXT TO THE CONTROLLER CABINET, WITH FIBER OPTIC MARKERS EVERY 500 FEET AND EVERY BEND IN CONDUIT.

0 20 40
SCALE IN FEET

EXISTING SIGNAL PHASING DIAGRAM



TRAFFIC SIGNAL CONSTRUCTION NOTES

1. REMOVE AND SALVAGE TO WSDOT EXISTING CONTROLLER CABINET AND ASSOCIATED EQUIPMENT. INSTALL NEW CONTROLLER CABINET, CONTROLLER, AND ASSOCIATED HARDWARE PER SPECIAL PROVISIONS.
2. INSTALL STOP LINE RADAR DETECTION. BAND MOUNT ON EXISTING MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
3. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING SIGNAL STANDARD MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
4. INSTALL ADVANCE RADAR DETECTION. BAND MOUNT ON EXISTING LUMINAIRE EXTENSION. SEE RADAR DETECTION SCHEDULE THIS SHEET.
5. TERMINATE NEW SMFO FIBER OPTIC CABLE IN NEW CONTROLLER CABINET.
6. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY. CONNECT EXISTING CONDUIT WITH COUPLERS AND BACKFILL.
7. AFTER EXISTING INTERCONNECT CABLE REMOVAL, REMOVE EXISTING JUNCTION BOX ENTIRELY AND REPLACE WITH PULL BOX. LOWER EXISTING CONDUIT FIVE FEET ON EITHER SIDE OF CONDUIT KNOCKOUT AND CONNECT WITH COUPLERS.

PRE-EMPTION SCHEDULE

CHANNEL A	PHASES 2 & 5
CHANNEL B	PHASES 4 & 7
CHANNEL C	PHASES 1 & 6
CHANNEL D	PHASES 3 & 8

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-09

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

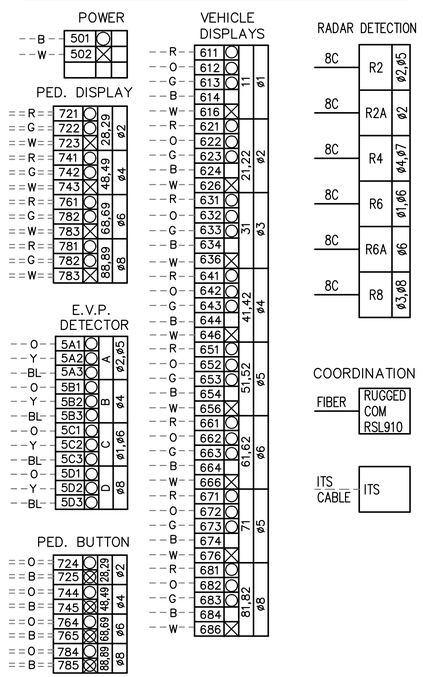
SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC SIGNAL PLAN - SYSTEM NO. 4

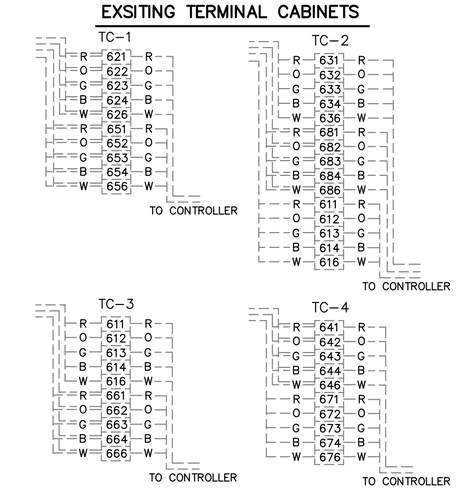
DRAWING No.: TS-09
SHEET No.: 20 OF 29

Aug 16, 2021 1:46:32am – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-09.DWG

CONTROLLER TERMINALS



EXSITING TERMINAL CABINETS

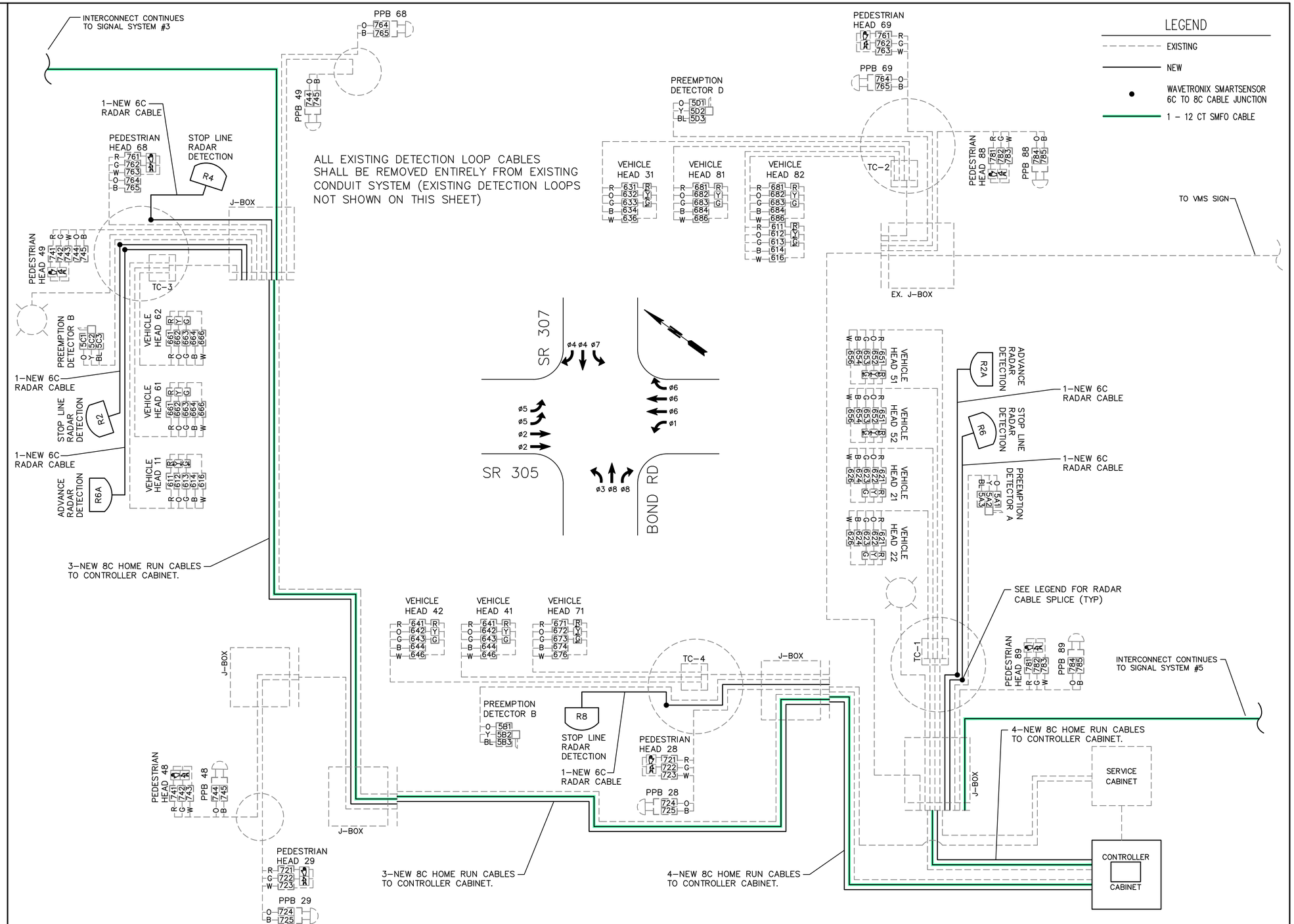


TERMINAL CODING

- ☒ CONNECT TO NEUTRAL BUSS
- ○ CONTROL SIDE TERMINAL CONNECTION
- ⊠ CONNECT TO DETECTOR COMMON BUSS
- ☐ SPARE

EMERGENCY VEHICLE PRE-EMPT WIRING CODE

ORANGE	24 VOLT
YELLOW	CALL
BLUE	GROUND



LEGEND

- EXISTING
- NEW
- WAVETRONIX SMARTSENSOR 6C TO 8C CABLE JUNCTION
- 1 - 12 CT SMFO CABLE

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-10

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 33784 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

WIRING DIAGRAM - SYSTEM NO. 4

DRAWING No.: TS-10

SHEET No.: 21 OF 29

Aug 16, 2021 1:40:41pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CAD\3469.01 TS-10.DWG

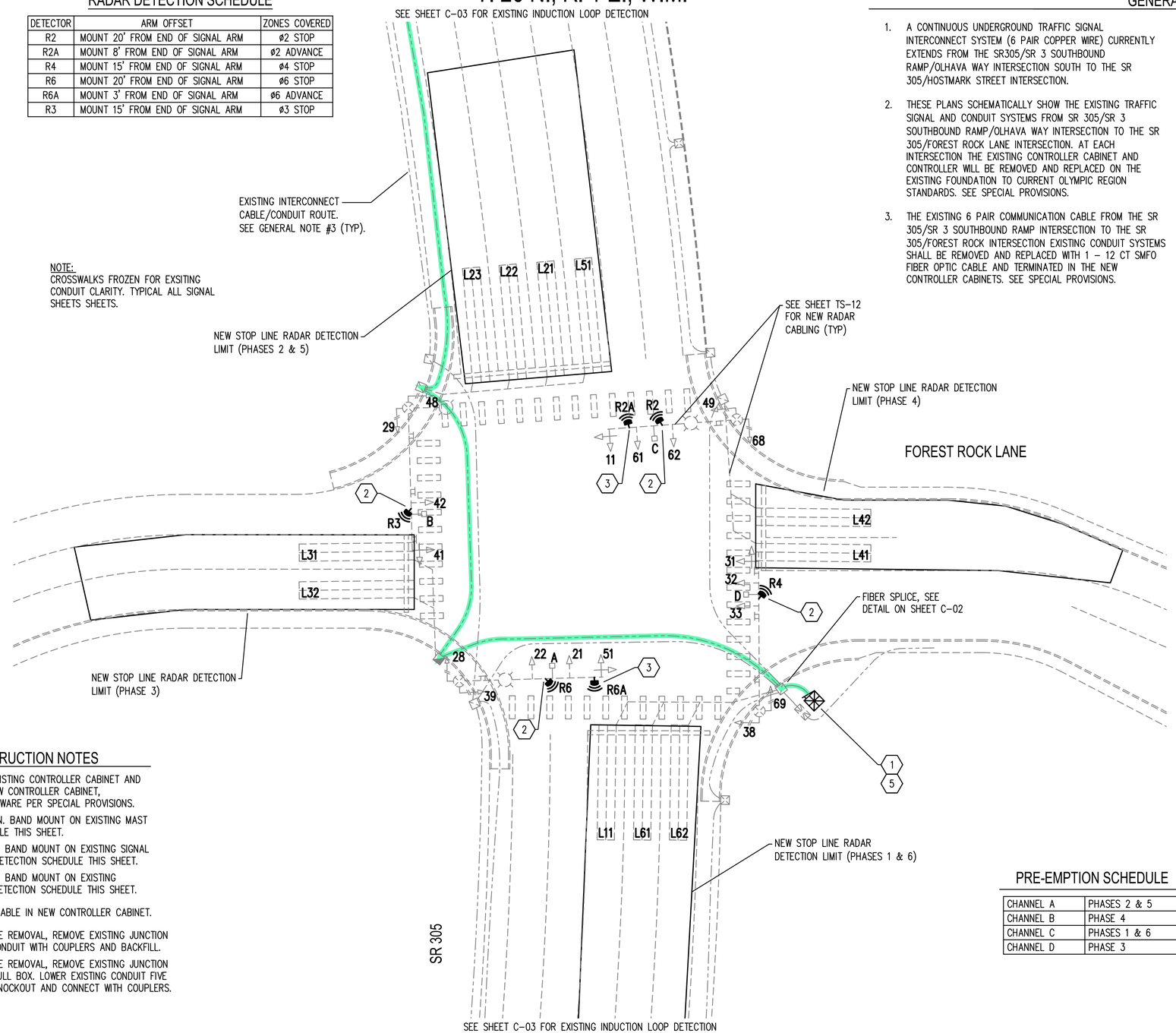
T. 26 N., R. 1 E., W.M.

LEGEND

EXISTING	NEW	
		TYPE 1 JUNCTION BOX, J-40.10
		TYPE 2 JUNCTION BOX, J-40.10
		TYPE 3 JUNCTION BOX
		TYPE 8 JUNCTION BOX, J-40.30
		PULL BOX, J-90.10
		CONDUIT
		CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		UNINTERRUPTIBLE POWER SUPPLY CABINET(UPS)
		VEHICLE SIGNAL DISPLAY
		VEHICLE SIGNAL DISPLAY (PROTECTED TURN)
		PEDESTRIAN SIGNAL DISPLAY (SIDE MOUNT)
		PEDESTRIAN SIGNAL DISPLAY (TOP MOUNT)
		EMERGENCY VEHICLE PRE-EMPT DETECTOR
		VIDEO DETECTION CAMERA
		RADAR DETECTION
		APS PPB
		STREET NAME/ REGULATORY SIGN
		PEDESTRIAN PUSH BUTTON STANDARD
		PEDESTRIAN SIGNAL STANDARD
		TYPE II SIGNAL STANDARD
		TYPE III SIGNAL STANDARD
		LIGHT STANDARD
		TYPE 1 DETECTION LOOP
		TYPE 2 DETECTION LOOP
	X	WIRE NOTE
	X	CONSTRUCTION NOTE
	X	SIGNAL STANDARD NO.

RADAR DETECTION SCHEDULE

DETECTOR	ARM OFFSET	ZONES COVERED
R2	MOUNT 20' FROM END OF SIGNAL ARM	ø2 STOP
R2A	MOUNT 8' FROM END OF SIGNAL ARM	ø2 ADVANCE
R4	MOUNT 15' FROM END OF SIGNAL ARM	ø4 STOP
R6	MOUNT 20' FROM END OF SIGNAL ARM	ø6 STOP
R6A	MOUNT 3' FROM END OF SIGNAL ARM	ø6 ADVANCE
R3	MOUNT 15' FROM END OF SIGNAL ARM	ø3 STOP



GENERAL NOTES

1. A CONTINUOUS UNDERGROUND TRAFFIC SIGNAL INTERCONNECT SYSTEM (6 PAIR COPPER WIRE) CURRENTLY EXTENDS FROM THE SR305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION SOUTH TO THE SR 305/HOSTMARK STREET INTERSECTION.
2. THESE PLANS SCHEMATICALLY SHOW THE EXISTING TRAFFIC SIGNAL AND CONDUIT SYSTEMS FROM SR 305/SR 3 SOUTHBOUND RAMP/OLHAVA WAY INTERSECTION TO THE SR 305/FOREST ROCK LANE INTERSECTION. AT EACH INTERSECTION THE EXISTING CONTROLLER CABINET AND CONTROLLER WILL BE REMOVED AND REPLACED ON THE EXISTING FOUNDATION TO CURRENT OLYMPIC REGION STANDARDS. SEE SPECIAL PROVISIONS.
3. THE EXISTING 6 PAIR COMMUNICATION CABLE FROM THE SR 305/SR 3 SOUTHBOUND RAMP INTERSECTION TO THE SR 305/FOREST ROCK INTERSECTION EXISTING CONDUIT SYSTEMS SHALL BE REMOVED AND REPLACED WITH 1 – 12 CT SMFO FIBER OPTIC CABLE AND TERMINATED IN THE NEW CONTROLLER CABINETS. SEE SPECIAL PROVISIONS.
4. AT THE SR 305/SR 3 SOUTHBOUND AND NORTHBOUND RAMP INTERSECTIONS, STOP LINE INDUCTION LOOP DETECTION HAS BEEN RECENTLY CONVERTED TO RADAR DETECTION. THESE PLANS SHOW EXISTING STOP LINE INDUCTION DETECTION AT VIKING WAY, SR 307/BOND ROAD AND FOREST ROCK LANE INTERSECTIONS THAT WILL BE CONVERTED TO RADAR DETECTION.
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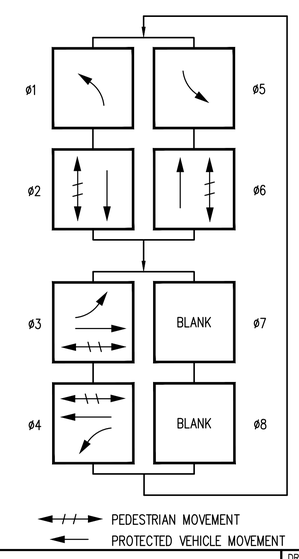
8. THERE SHALL BE 50 FEET OF SLACK NEATLY COILED IN EACH PULL BOX, AND EXISTING TYPE 3 OR 8 JUNCTION BOX NEXT TO THE CONTROLLER CABINET, WITH FIBER OPTIC MARKERS EVERY 500 FEET AND EVERY BEND IN CONDUIT.

0 20 40
SCALE IN FEET

EXISTING SIGNAL PHASING DIAGRAM



TRAFFIC SIGNAL CONSTRUCTION NOTES

1. REMOVE AND SALVAGE TO WSDOT EXISTING CONTROLLER CABINET AND ASSOCIATED EQUIPMENT. INSTALL NEW CONTROLLER CABINET, CONTROLLER, AND ASSOCIATED HARDWARE PER SPECIAL PROVISIONS.
2. INSTALL STOP LINE RADAR DETECTION. BAND MOUNT ON EXISTING MAST ARM. SEE RADAR DETECTION SCHEDULE THIS SHEET.
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PRE-EMPTION SCHEDULE

CHANNEL A	PHASES 2 & 5
CHANNEL B	PHASE 4
CHANNEL C	PHASES 1 & 6
CHANNEL D	PHASE 3

△	REVISIONS	DATE	BY
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3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-11

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 38394 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
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PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

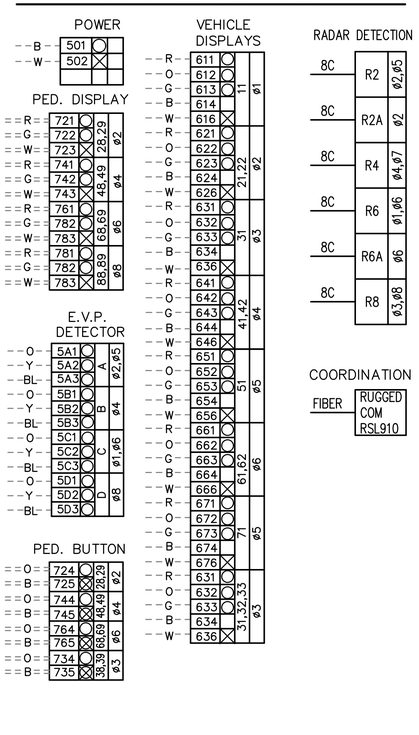
SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC SIGNAL PLAN - SYSTEM NO. 5

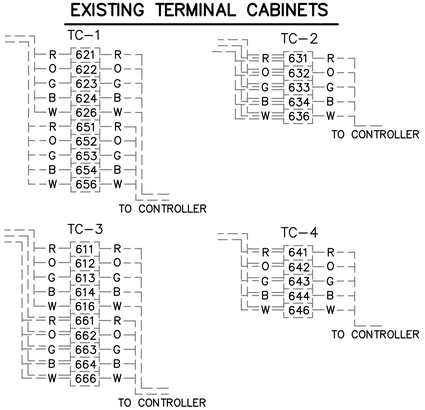
DRAWING No.: TS-11

Aug 16, 2021 1:41:02pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-11.DWG

CONTROLLER TERMINALS



EXISTING TERMINAL CABINETS

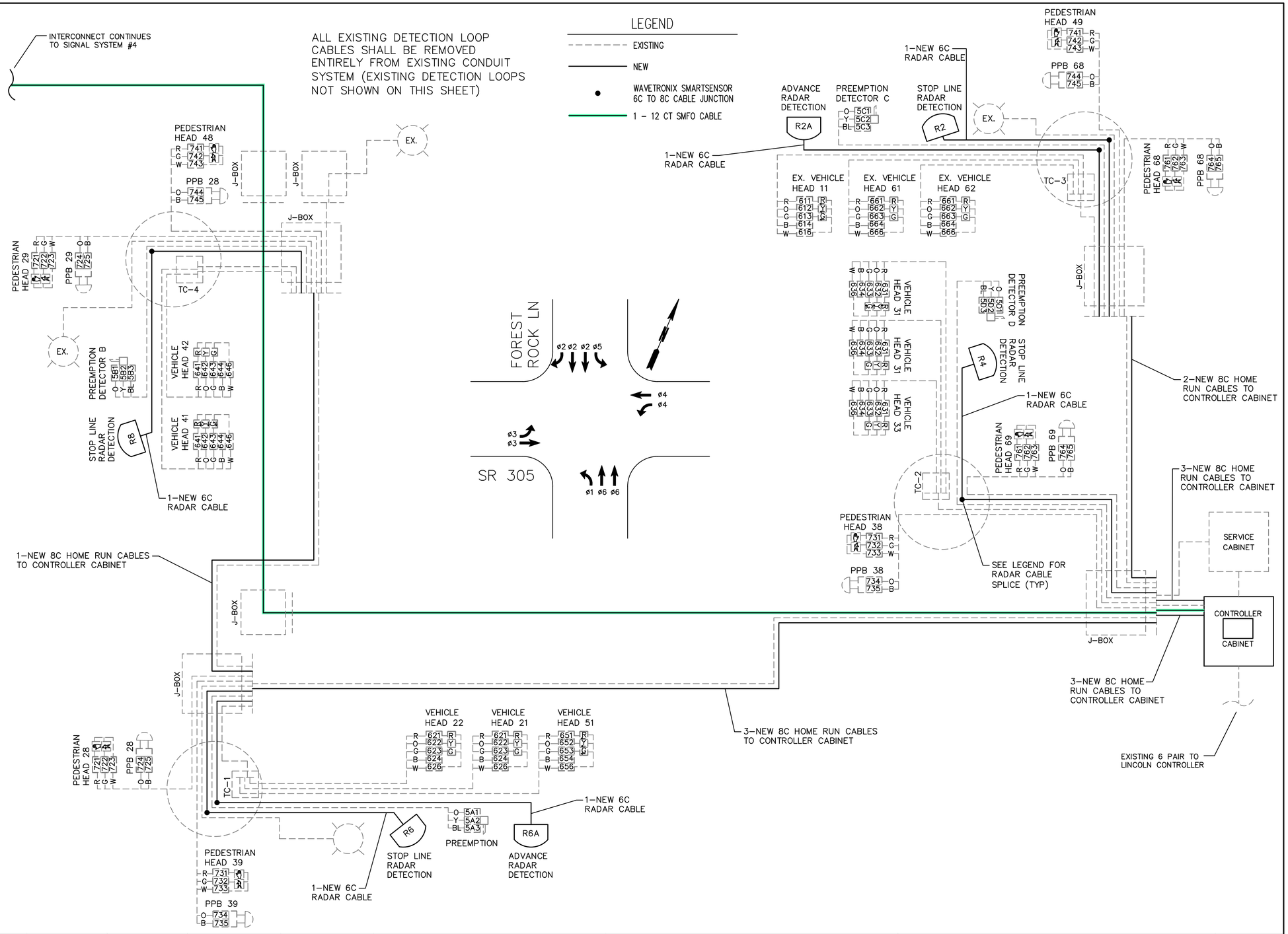


TERMINAL CODING

- ☒ CONNECT TO NEUTRAL BUSS
- ○ CONTROL SIDE TERMINAL CONNECTION
- ⊠ CONNECT TO DETECTOR COMMON BUSS
- □ SPARE

EMERGENCY VEHICLE PRE-EMPT WIRING CODE

ORANGE	24 VOLT
YELLOW	CALL
BLUE	GROUND



	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TS-12

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 33784 — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

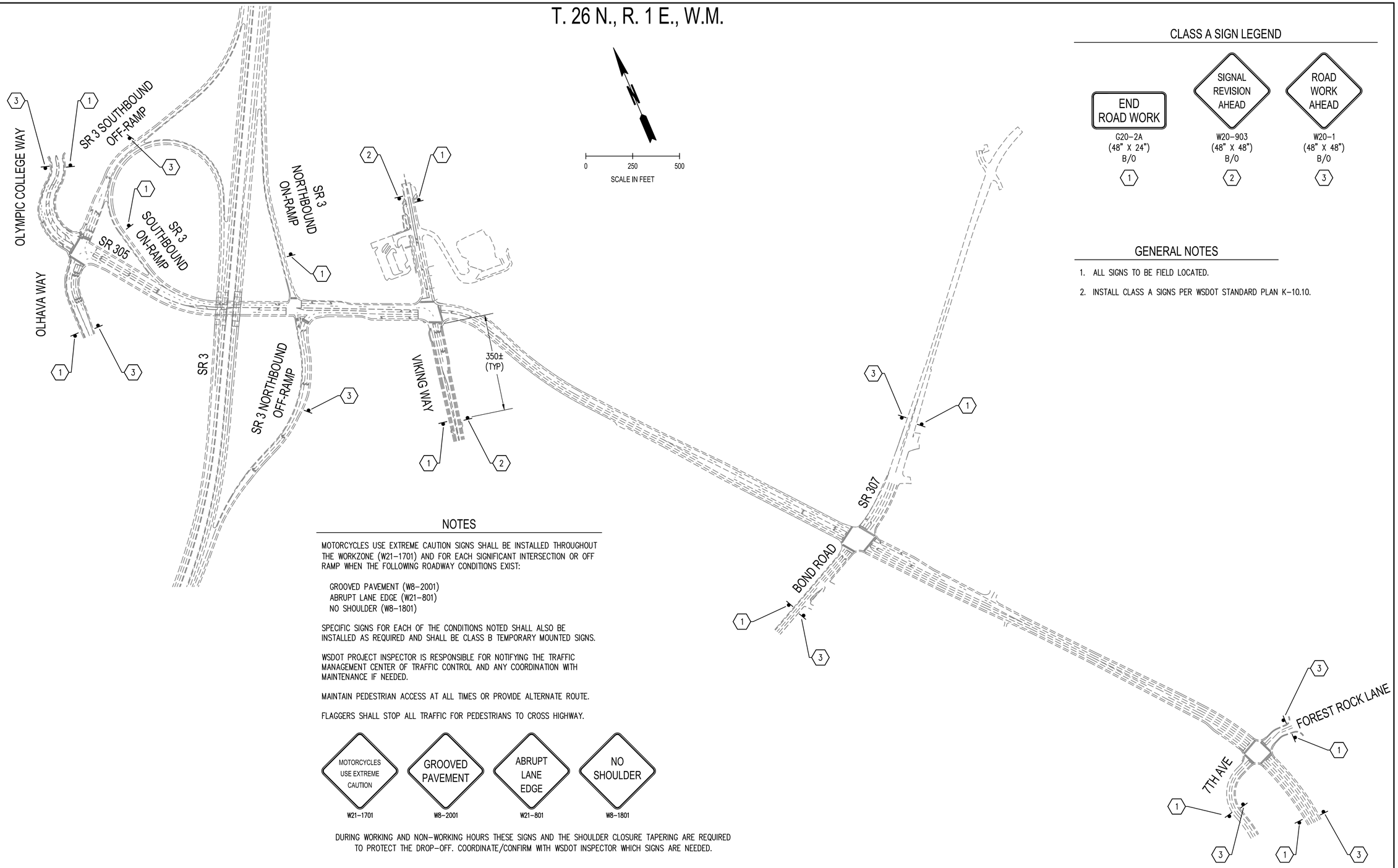
WIRING DIAGRAM - SYSTEM NO. 5

DRAWING No.: TS-12

SHEET No.: 23 OF 29

Aug 16, 2021 1:41:10pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TS-12.DWG

T. 26 N., R. 1 E., W.M.



CLASS A SIGN LEGEND

END ROAD WORK	SIGNAL REVISION AHEAD	ROAD WORK AHEAD
G20-2A (48" X 24") B/O	W20-903 (48" X 48") B/O	W20-1 (48" X 48") B/O
1	2	3

GENERAL NOTES

1. ALL SIGNS TO BE FIELD LOCATED.
2. INSTALL CLASS A SIGNS PER WSDOT STANDARD PLAN K-10.10.

NOTES

MOTORCYCLES USE EXTREME CAUTION SIGNS SHALL BE INSTALLED THROUGHOUT THE WORKZONE (W21-1701) AND FOR EACH SIGNIFICANT INTERSECTION OR OFF RAMP WHEN THE FOLLOWING ROADWAY CONDITIONS EXIST:

GROOVED PAVEMENT (W8-2001)
ABRUPT LANE EDGE (W21-801)
NO SHOULDER (W8-1801)

SPECIFIC SIGNS FOR EACH OF THE CONDITIONS NOTED SHALL ALSO BE INSTALLED AS REQUIRED AND SHALL BE CLASS B TEMPORARY MOUNTED SIGNS.

WSDOT PROJECT INSPECTOR IS RESPONSIBLE FOR NOTIFYING THE TRAFFIC MANAGEMENT CENTER OF TRAFFIC CONTROL AND ANY COORDINATION WITH MAINTENANCE IF NEEDED.

MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES OR PROVIDE ALTERNATE ROUTE.

FLAGGERS SHALL STOP ALL TRAFFIC FOR PEDESTRIANS TO CROSS HIGHWAY.

MOTORCYCLES USE EXTREME CAUTION	GROOVED PAVEMENT	ABRUPT LANE EDGE	NO SHOULDER
W21-1701	W8-2001	W21-801	W8-1801

DURING WORKING AND NON-WORKING HOURS THESE SIGNS AND THE SHOULDER CLOSURE TAPERING ARE REQUIRED TO PROTECT THE DROP-OFF. COORDINATE/CONFIRM WITH WSDOT INSPECTOR WHICH SIGNS ARE NEEDED.

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TC-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 13784 — 8/16/2021

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P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
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OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

ADVANCE SIGNING PLAN

DRAWING No.: TC-01

Aug 16, 2021 1:41:21pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TC-01.DWG

T. 26 N., R. 1 E., W.M.

NTS

LEGEND

- CHANNELIZING DEVICES (TRAFFIC SAFETY CONES)
- CHANNELIZING DEVICES (TRAFFIC SAFETY DRUMS)
- CLASS B SIGN LOCATION – TEMPORARY MOUNT
- DIRECTIONAL ARROW
- PCMS – PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE WITH TRANSPORTABLE ATTENUATOR – REQUIRED (MAY BE A WORK VEHICLE)

SIGN SPACING = X (FEET) (1)		
FREEWAYS & EXPRESSWAYS	55/70 MPH	1500'± (OR AS PER MUTCD)
RURAL HIGHWAYS	60/65 MPH	800'±
RURAL ROADS	45/55 MPH	500'±
RURAL ROADS, URBAN ARTERIAL	35/40 MPH	350'±
RURAL ROADS, URBAN ARTERIAL RESIDENTIAL & BUSINESS DISTRICTS	25/30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM TAPER LENGTH IN FEET (L)										
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
6	–	–	–	–	270	300	330	360	390	420
8	84	120	162	210	360	405	450	480	525	570
10	105	150	205	270	450	500	550	600	660	705
11	115	165	225	295	495	550	605	660	–	–
12	125	180	245	320	540	600	660	720	780	840
3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 6 FEET										

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

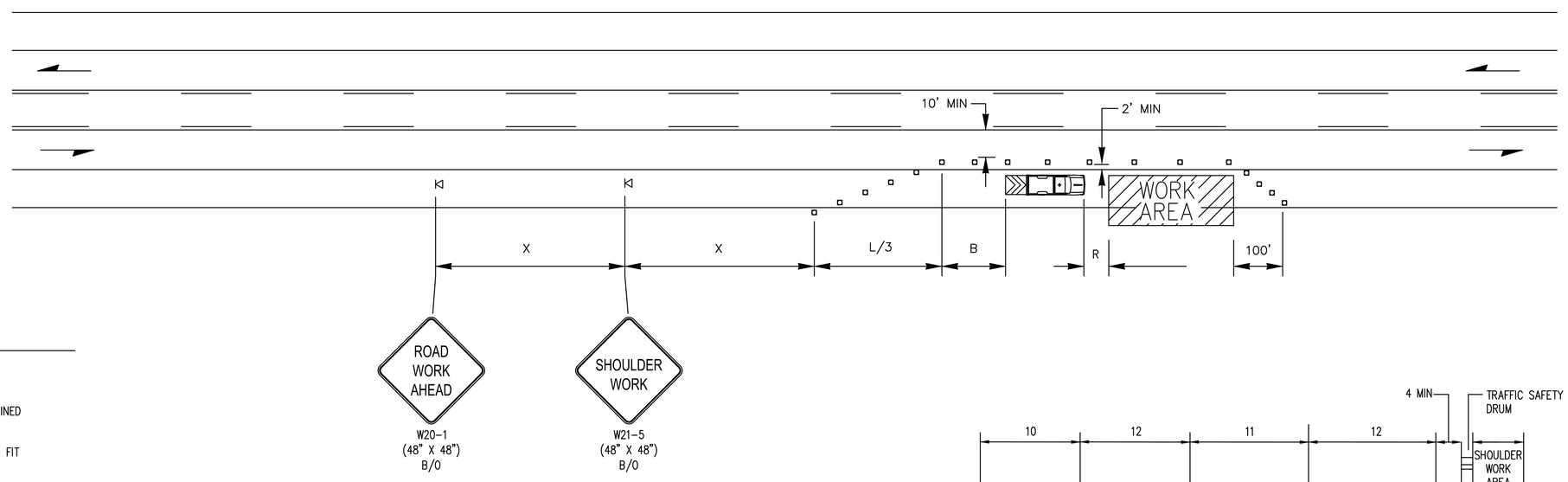
MOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.			MOST VEHICLE WEIGHT > 22,000 LBS.		
< 45 MPH	45–55 MPH	> 55 MPH	< 45 MPH	45–55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

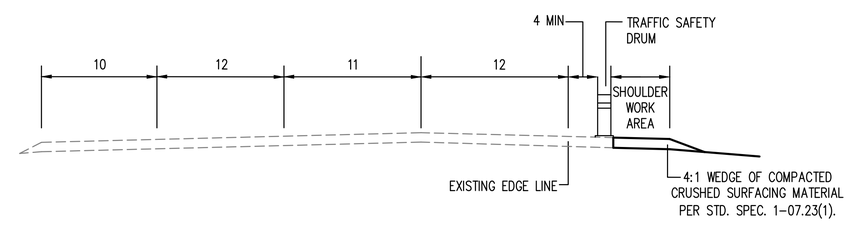
PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/70	40	80
45/50	30	60
35/40	30	60
25/30	20	40

VIKING WAY





K-LINE TYPICAL ROADWAY SECTION (NON-WORKING HOURS) NTS

DURING NON-WORKING HOURS THESE SIGNS AND THE SHOULDER CLOSURE TAPERING ARE REQUIRED TO PROTECT THE DROP-OFF.

GENERAL NOTES

1. WHEN USED, THE DEVICE SPACING FOR THE DOWNSTREAM TAPER SHOULD BE 20' O.C.
2. ALL CONFLICTING EXISTING SIGNS SHALL BE COVERED, AS DETERMINED BY THE ENGINEER OR WSDOT INSPECTOR.
3. TYPICAL APPLICATION SHOWN. ADJUST SIGNS AND LOCATIONS TO FIT SITE CONDITIONS.
4. EXTEND CHANNELIZING DEVICE TAPERS ACROSS SHOULDER.
5. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY-CONSTRUCTION UNDER TRAFFIC: FOR WORK HOUR RESTRICTIONS.
6. EXTEND AND/OR REDUCE SHOULDER CLOSURES AND WORK AREAS AS NECESSARY.
7. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
8. PROTECTIVE VEHICLE REQUIRED.
9. FOR SOUTHBOUND SHOULDER CLOSURE USE SAME SIGNING SEQUENCE EXCEPT IN REVERSE ORDER.

LOW-SPEED SHOULDER CLOSURE

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TC-02

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL – STATE OF WASHINGTON – REGISTERED PROFESSIONAL ENGINEER – 33784 – 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME: EDWARD ROSE AND SONS OSLO BAY APARTMENTS WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC CONTROL PLAN

DRAWING No.: TC-02

SHEET No.: 25 OF 29

Aug 16, 2021 1:41:31pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TC-02.DWG

LEGEND

- CHANNELIZING DEVICES (TRAFFIC SAFETY CONES)
- CHANNELIZING DEVICES (TRAFFIC SAFETY DRUMS)
- CLASS B SIGN LOCATION – TEMPORARY MOUNT
- DIRECTIONAL ARROW
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE WITH TRANSPORTABLE ATTENUATOR – REQUIRED (MAY BE A WORK VEHICLE)

SIGN SPACING = X (FEET) (1)		
FREEWAYS & EXPRESSWAYS	55/70 MPH	1500'± (OR AS PER MUTCD)
RURAL HIGHWAYS	60/65 MPH	800'±
RURAL ROADS	45/55 MPH	500'±
RURAL ROADS, URBAN ARTERIAL	35/40 MPH	350'±
RURAL ROADS, URBAN ARTERIAL RESIDENTIAL & BUSINESS DISTRICTS	25/30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

T. 26 N., R. 1 E., W.M.

NTS

MINIMUM TAPER LENGTH IN FEET (L)										
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
6	–	–	–	–	270	300	330	360	390	420
8	84	120	162	210	360	405	450	480	525	570
10	105	150	205	270	450	500	550	600	660	705
11	115	165	225	295	495	550	605	660	–	–
12	125	180	245	320	540	600	660	720	780	840
3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 6 FEET										

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

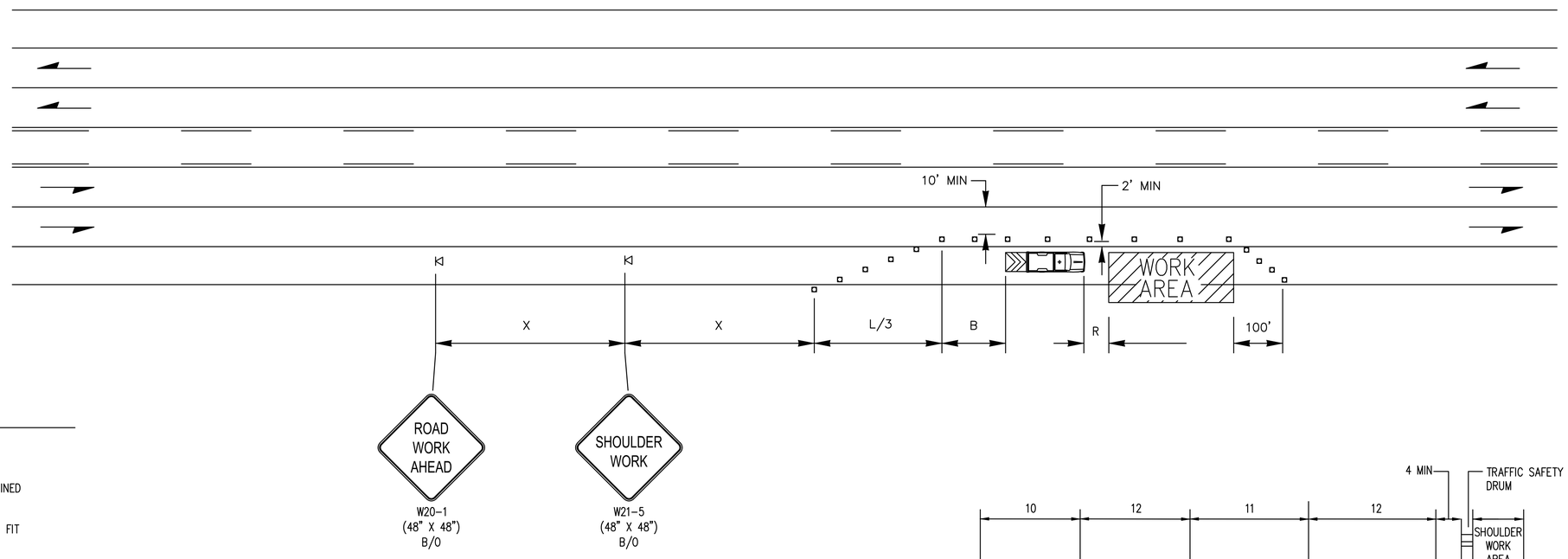
MOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.			MOST VEHICLE WEIGHT > 22,000 LBS.		
< 45 MPH	45–55 MPH	> 55 MPH	< 45 MPH	45–55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

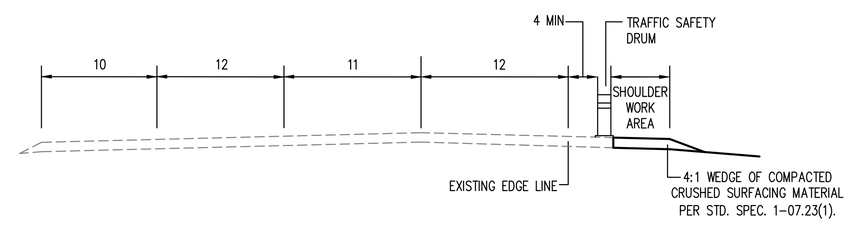
PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

SR 305

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/70	40	80
45/50	30	60
35/40	30	60
25/30	20	40





K-LINE TYPICAL ROADWAY SECTION (NON-WORKING HOURS) NTS
DURING NON-WORKING HOURS THESE SIGNS AND THE SHOULDER CLOSURE TAPERING ARE REQUIRED TO PROTECT THE DROP-OFF.

GENERAL NOTES

1. WHEN USED, THE DEVICE SPACING FOR THE DOWNSTREAM TAPER SHOULD BE 20' O.C.
2. ALL CONFLICTING EXISTING SIGNS SHALL BE COVERED, AS DETERMINED BY THE ENGINEER OR WSDOT INSPECTOR.
3. TYPICAL APPLICATION SHOWN. ADJUST SIGNS AND LOCATIONS TO FIT SITE CONDITIONS.
4. EXTEND CHANNELIZING DEVICE TAPERS ACROSS SHOULDER.
5. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY-CONSTRUCTION UNDER TRAFFIC: FOR WORK HOUR RESTRICTIONS.
6. EXTEND AND/OR REDUCE SHOULDER CLOSURES AND WORK AREAS AS NECESSARY.
7. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
8. PROTECTIVE VEHICLE REQUIRED.
9. FOR SOUTHBOUND SHOULDER CLOSURE USE SAME SIGNING SEQUENCE EXCEPT IN REVERSE ORDER.

LOW-SPEED SHOULDER CLOSURE

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TC-03

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 33784 — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC CONTROL PLAN

DRAWING No.: TC-03
SHEET No.: 26 OF 29

Aug 16, 2021 1:41:41pm – User: matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TC-03.DWG

LEGEND

- CHANNELIZING DEVICES (TRAFFIC SAFETY CONES)
- CHANNELIZING DEVICES (TRAFFIC SAFETY DRUMS)
- CLASS B SIGN LOCATION – TEMPORARY MOUNT
- DIRECTIONAL ARROW
- PCMS – PORTABLE CHANGEABLE MESSAGE SIGN
- ARROW PANEL
- PROTECTIVE VEHICLE WITH TRANSPORTABLE ATTENUATOR – REQUIRED (MAY BE A WORK VEHICLE)
- FLAGGER WITHIN 50'–100'. MINIMUM 6 DEVICES IN FRONT OF FLAGGER

T. 26 N., R. 1 E., W.M.

MINIMUM TAPER LENGTH IN FEET (L)										
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
6	–	–	–	–	270	300	330	360	390	420
8	84	120	162	210	360	405	450	480	525	570
10	105	150	205	270	450	500	550	600	660	705
11	115	165	225	295	495	550	605	660	–	–
12	125	180	245	320	540	600	660	720	780	840
3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 6 FEET										

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

MOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.			MOST VEHICLE WEIGHT > 22,000 LBS.		
< 45 MPH	45–55 MPH	> 55 MPH	< 45 MPH	45–55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

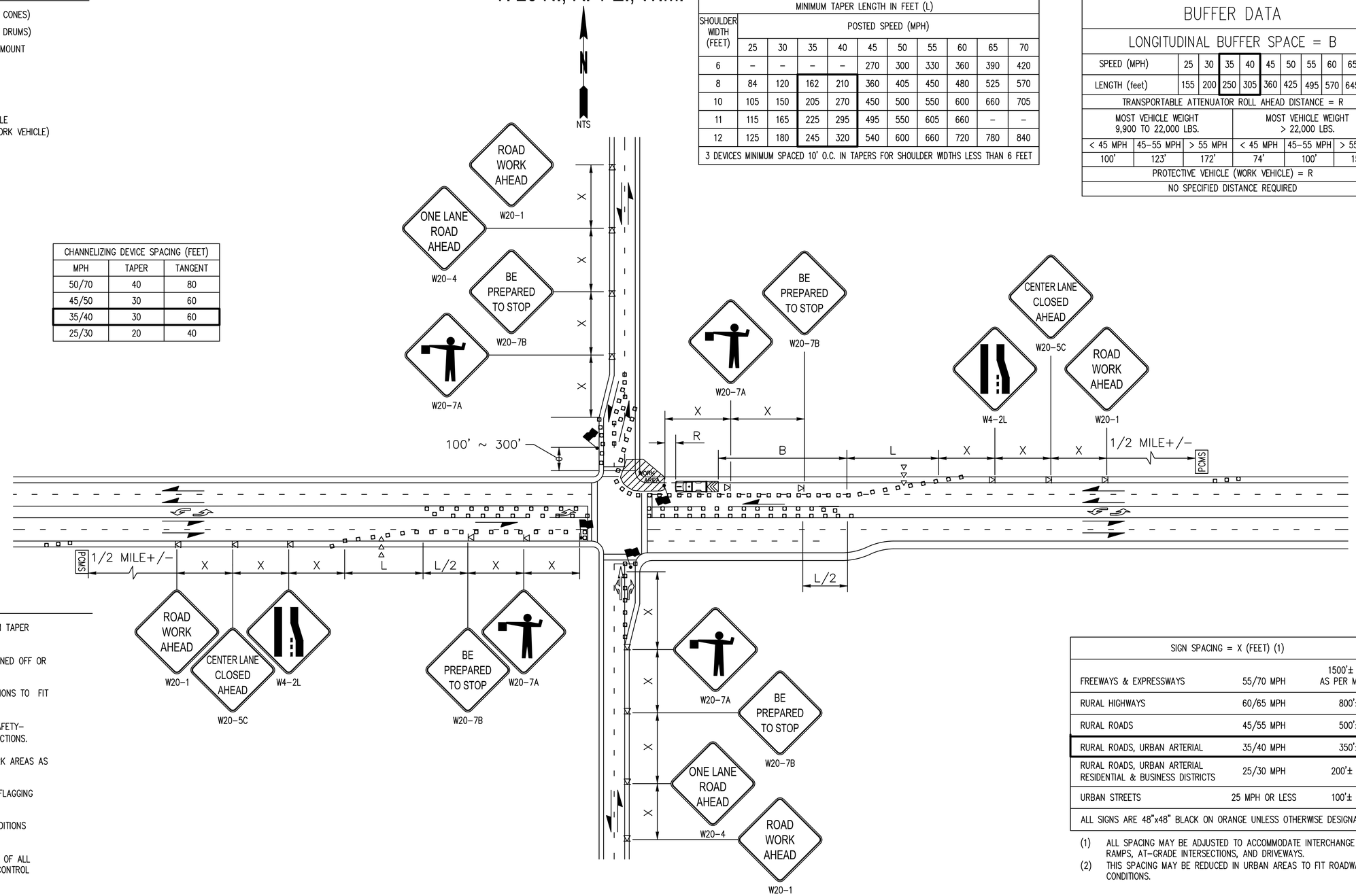
PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

PCMS	
1	2
SIGNAL REVISION AHEAD	BE PREPARED TO STOP
2.0 SECONDS	2.0 SECONDS

FIELD LOCATE PRIOR TO W20–1 SIGN (CONCEPTUAL LOCATION SHOWN, COORDINATE W/ WSDOT FOR ACTUAL LOCATION)

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/70	40	80
45/50	30	60
35/40	30	60
25/30	20	40



GENERAL NOTES

1. WHEN USED, THE DEVICE SPACING FOR THE DOWNSTREAM TAPER SHOULD BE 20' O.C.
2. SIGNALIZED INTERSECTION SHALL HAVE THE SIGNALS TURNED OFF OR SET TO FLASHING RED.
3. TYPICAL APPLICATION SHOWN. ADJUST SIGNS AND LOCATIONS TO FIT SITE CONDITIONS.
4. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY–CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
5. EXTEND AND/OR REDUCE SHOULDER CLOSURES AND WORK AREAS AS NECESSARY.
6. NIGHTTIME FLAGGING REQUIRES ADDITIONAL LIGHTING AT FLAGGING STATION.
7. MOTORCYCLE WARNING SIGNS SHALL BE PLACED AS CONDITIONS WARRANT. SEE NOTES ON SHEET TC–01.
8. PLACE A W20–1 "ROAD WORK AHEAD" SIGN IN ADVANCE OF ALL INTERSECTION APPROACHES THAT FALL WITHIN TRAFFIC CONTROL SIGNING LIMITS.

SIGN SPACING = X (FEET) (1)		
FREEWAYS & EXPRESSWAYS	55/70 MPH	1500'± (OR AS PER MUTCD)
RURAL HIGHWAYS	60/65 MPH	800'±
RURAL ROADS	45/55 MPH	500'±
RURAL ROADS, URBAN ARTERIAL	35/40 MPH	350'±
RURAL ROADS, URBAN ARTERIAL RESIDENTIAL & BUSINESS DISTRICTS	25/30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT–GRADE INTERSECTIONS, AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

INTERSECTION LANE CLOSURE - FIVE LANE ROADWAY (NIGHT TIME HOURS ONLY)

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TC-04

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL – STATE OF WASHINGTON – 32794 – REGISTERED PROFESSIONAL ENGINEER – 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC CONTROL PLAN

DRAWING No.: TC-04

Aug 16, 2021 1:41:51pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TC-04.DWG

T. 26 N., R. 1 E., W.M.

LEGEND

- CHANNELIZING DEVICES (TRAFFIC SAFETY DRUMS)
- WORK AREA
- CLASS B SIGN LOCATION – TEMPORARY MOUNT
- DIRECTIONAL ARROW
- PCMS – PORTABLE CHANGEABLE MESSAGE SIGN
- ARROW PANEL
- PROTECTIVE VEHICLE WITH TRANSPORTABLE ATTENUATOR – REQUIRED

0 50 100
SCALE IN FEET

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/70	40	80
45/50	30	60
35/40	30	60
25/30	20	40

PCMS	
1	2
RIGHT LANE CLOSED AHEAD	1 MILE AHEAD
2.0 SECONDS	2.0 SECONDS

FIELD LOCATE 1/2 MILE PRIOR TO W20-1 SIGN (CONCEPTUAL LOCATION SHOWN, COORDINATE W/ WSDOT FOR ACTUAL LOCATION)

GENERAL NOTES

1. EXTEND CHANNELIZING DEVICE TAPERS ACROSS SHOULDER.
2. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY–CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
3. EXTEND AND/OR REDUCE SHOULDER CLOSURES AND WORK AREAS AS NECESSARY.
4. FOR SOUTHBOUND RIGHT LANE CLOSURE USE THE SAME SIGNING SEQEUNCE EXCEPT IN REVERSE ORDER.

MINIMUM TAPER LENGTH IN FEET (L)										
SHOULDER WIDTH (FEET)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
6	–	–	–	–	270	300	330	360	390	420
8	84	120	162	210	360	405	450	480	525	570
10	105	150	205	270	450	500	550	600	660	705
11	115	165	225	295	495	550	605	660	–	–
12	125	180	245	320	540	600	660	720	780	840
3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 6 FEET										

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

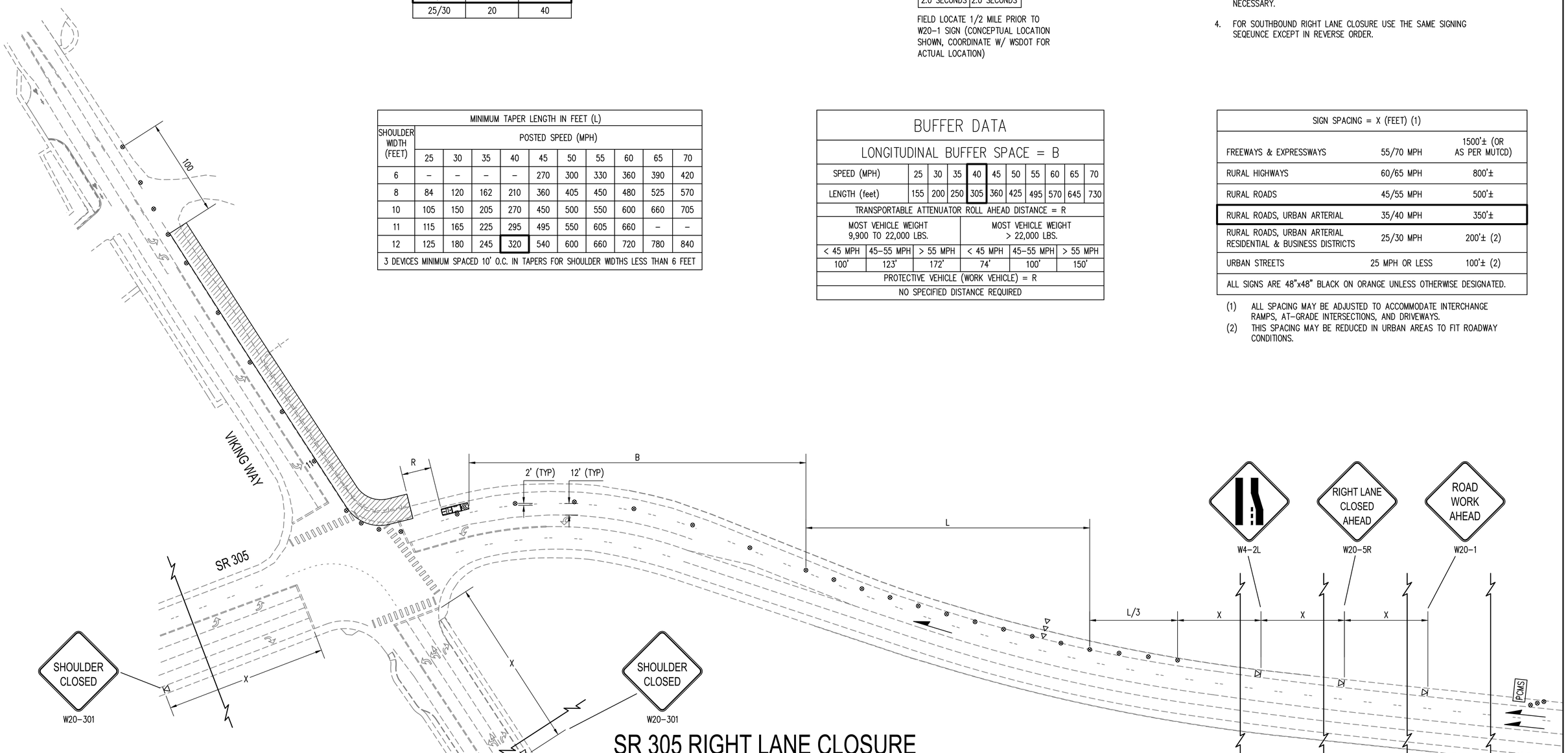
MOST VEHICLE WEIGHT 9,900 TO 22,000 LBS.			MOST VEHICLE WEIGHT > 22,000 LBS.		
< 45 MPH	45–55 MPH	> 55 MPH	< 45 MPH	45–55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (FEET) (1)		
FREEWAYS & EXPRESSWAYS	55/70 MPH	1500'± (OR AS PER MUTCD)
RURAL HIGHWAYS	60/65 MPH	800'±
RURAL ROADS	45/55 MPH	500'±
RURAL ROADS, URBAN ARTERIAL	35/40 MPH	350'±
RURAL ROADS, URBAN ARTERIAL RESIDENTIAL & BUSINESS DISTRICTS	25/30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS, AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



SR 305 RIGHT LANE CLOSURE

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TC-05

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL – STATE OF WASHINGTON – 32794 – REGISTERED PROFESSIONAL ENGINEER – 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

TRAFFIC CONTROL PLAN

DRAWING No.: TC-05

SHEET No.: 28 OF 29

Aug 16, 2021 1:42:02pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CAD\3469.01 TC-05.DWG

T. 26 N., R. 1 E., W.M.

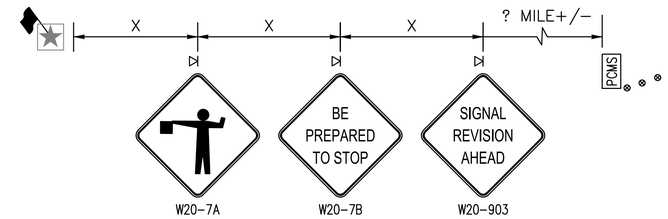
LEGEND

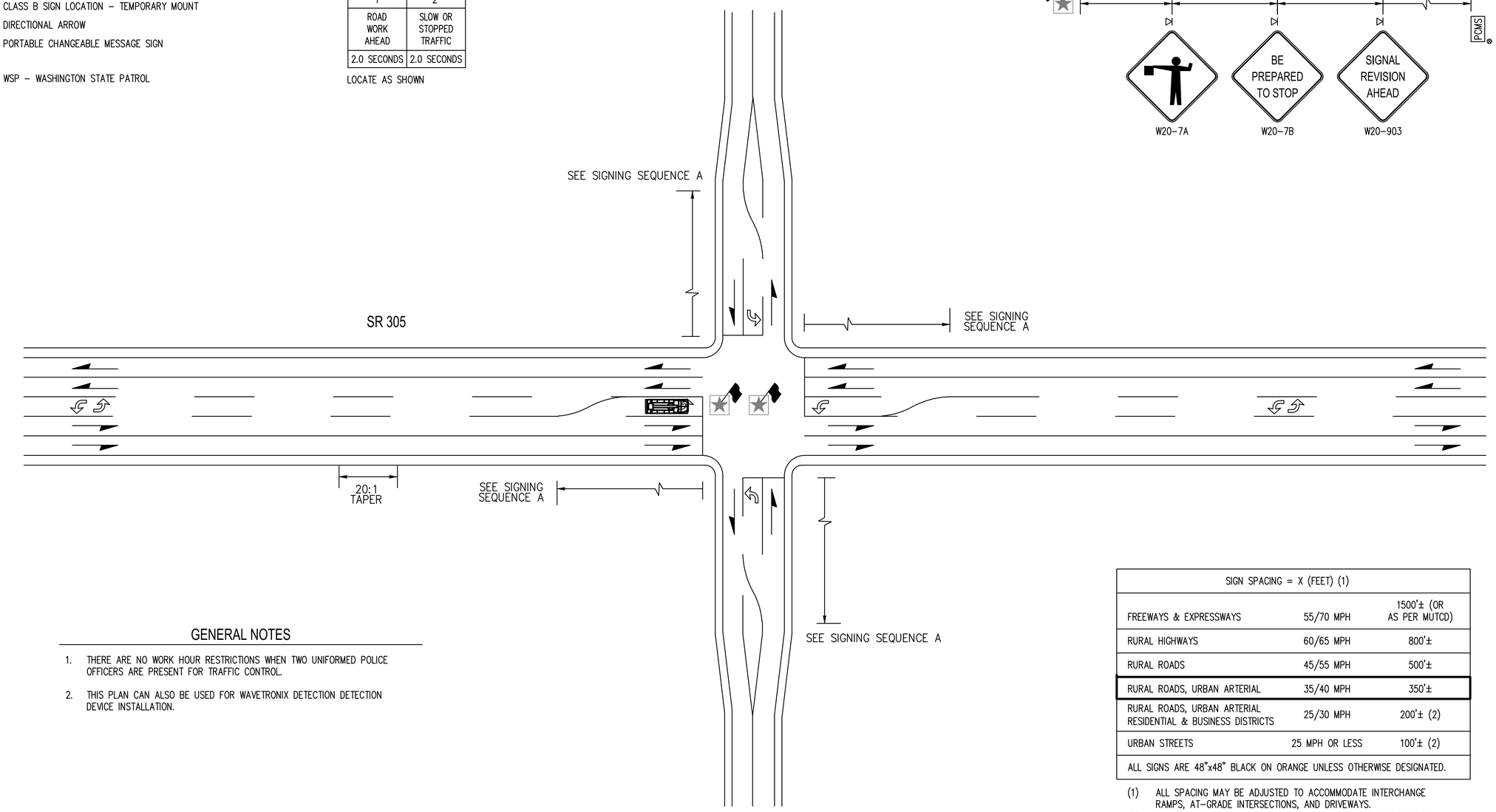
- CLASS B SIGN LOCATION – TEMPORARY MOUNT
- DIRECTIONAL ARROW
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- WSP – WASHINGTON STATE PATROL

PCMS	
1	2
ROAD WORK AHEAD	SLOW OR STOPPED TRAFFIC
2.0 SECONDS	2.0 SECONDS

LOCATE AS SHOWN

SIGNING SEQUENCE A





GENERAL NOTES

1. THERE ARE NO WORK HOUR RESTRICTIONS WHEN TWO UNIFORMED POLICE OFFICERS ARE PRESENT FOR TRAFFIC CONTROL.
2. THIS PLAN CAN ALSO BE USED FOR WAVETRONIX DETECTION DETECTION DEVICE INSTALLATION.

SIGN SPACING = X (FEET) (1)		
FREEWAYS & EXPRESSWAYS	55/70 MPH	1500'± (OR AS PER MUTCD)
RURAL HIGHWAYS	60/65 MPH	800'±
RURAL ROADS	45/55 MPH	500'±
RURAL ROADS, URBAN ARTERIAL	35/40 MPH	350'±
RURAL ROADS, URBAN ARTERIAL RESIDENTIAL & BUSINESS DISTRICTS	25/30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT–GRADE INTERSECTIONS, AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CONTROLLER CABINET REPLACEMENT AND TURN-ON (TYPICAL)

△	REVISIONS	DATE	BY
1	FPS #1	4/19/2021	SCJ
2	FPS #2	6/15/2021	SCJ
3	FPS #3	7/26/2021	SCJ
4	FINAL	8/16/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 08/16/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01 TC-06

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 22894 — REGISTERED PROFESSIONAL ENGINEER — 8/16/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS
WSDOT JC 1581 GROUP 1

SR 305
CONTROLLER, DETECTION, AND COMMUNICATION UPGRADES

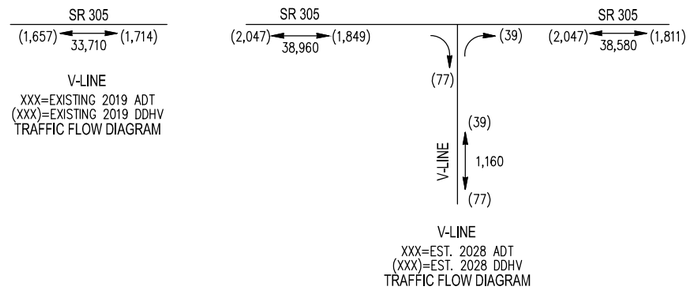
TRAFFIC CONTROL PLAN

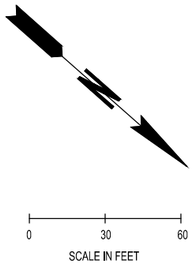
DRAWING No.: TC-06

SHEET No.: 29 OF 29

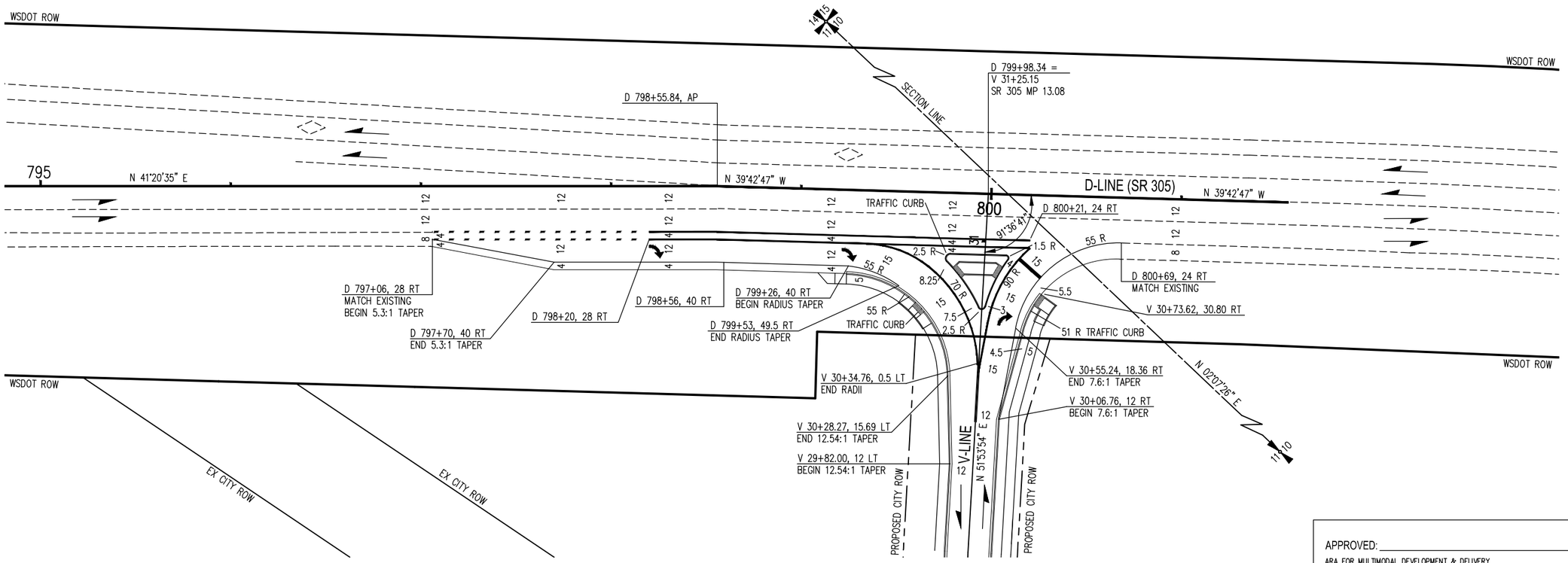
Aug 16, 2021 1:42:11pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01 TC-06.DWG

T. 26 N., R. 1 E., W.M.





DESIGN DATA FOR NHS ROUTE, NON-INTERSTATE IMPROVEMENTS		
ROADWAY	D-LINE (SR 305)	V-LINE (VETTER ROAD)
SUMMARY OF DESIGN		-----
INTERSECTION CONTROL TYPE	UNSIGNALIZED	STOP
FUNCTIONAL CLASSIFICATION	U1 – URBAN PRINCIPAL ARTERIAL	COLLECTOR
ACCESS CONTROL	MANAGED ACCESS CLASS 3	-----
TERRAIN CLASSIFICATION	ROLLING	-----
DESIGN SPEED	40 MPH	25 MPH
POSTED SPEED	40 MPH	25 MPH
DESIGN VEHICLE	WB-40	WB-40
PERCENT TRUCKS	5%	<1%



APPROVED: _____
ARA FOR MULTIMODAL DEVELOPMENT & DELIVERY

CONCUR: _____
OLYMPIC REGION TRAFFIC ENGINEER

CONCUR: _____
OLYMPIC REGION DEVELOPMENT SERVICES ENGINEER
GEOMETRICS APPROVED WITHIN STATE HIGHWAY RIGHT-OF-WAY ONLY

△	REVISIONS	DATE	BY
1	1ST SUBMITTAL	12/18/20	SCJ
2	2ND SUBMITTAL	03/03/21	SCJ
3	3RD SUBMITTAL	04/05/21	SCJ

DESIGNED BY: M. WEYRAUCH	ISSUE DATE: 04/05/2021
DRAWN BY: M. WEYRAUCH	JOB No.: 3469.01
APPROVED BY: R. JEWELL	DRAWING FILE No.: 1582.01_PFA2.DWG

ALL DIMENSIONS AND STATION OFFSETS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 38394 — REGISTERED PROFESSIONAL ENGINEER — 04/05/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516
P: 360-352-1465 F: 360-352-1509
SCJALLIANCE.COM

PROJECT NAME:

OSLO BAY APARTMENTS
SR 305 & VETTER ROAD
INTERSECTION IMPROVEMENTS

SR 305 /
SITE ACCESS I/S
MP 13.08

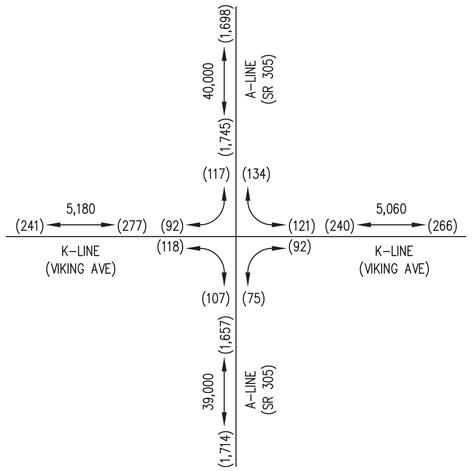
PLAN FOR APPROVAL

DRAWING No.: PFA-1

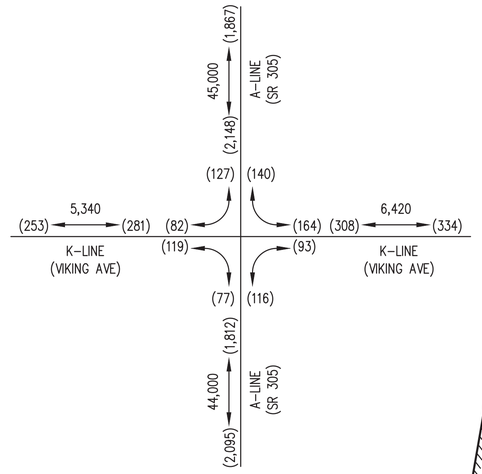
SHEET No.: 1 OF 1

Apr 05, 2021 11:07:18am – User mail:weyrauch
N:\PROJECTS\1582 EDWARD ROSE AND SONS\1582.01 SR 307 ROADWAY AND INTERSECTION IMPROVEMENTS\PHASE 30- SR 305 DESIGN\CADD\1582.01-PFA-1.DWG

T. 26 N., R. 1 E., W.M.



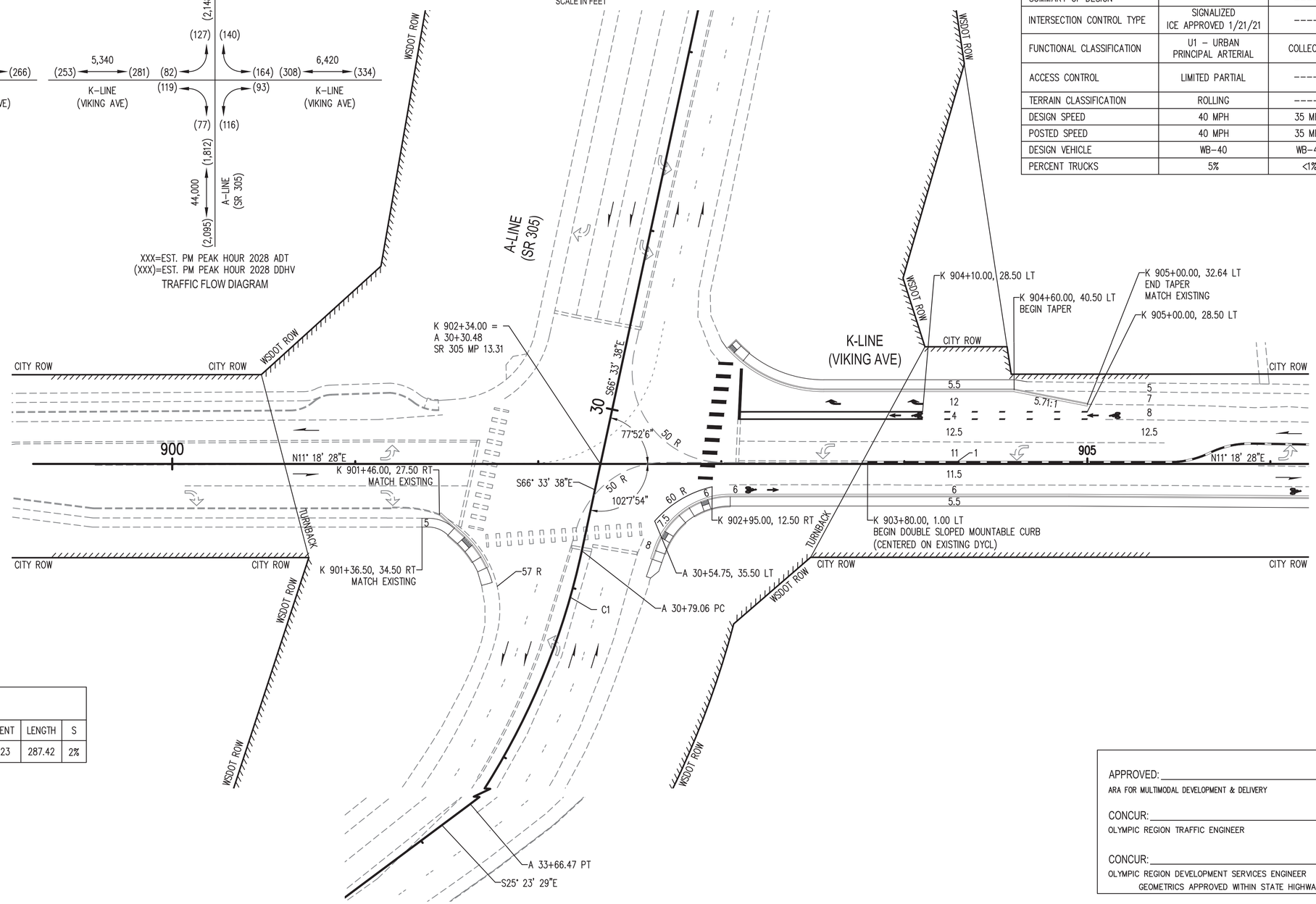
XXX=EST. PM PEAK HOUR 2019 ADT
(XXX)=EST. PM PEAK HOUR 2019 DDHV
TRAFFIC FLOW DIAGRAM



XXX=EST. PM PEAK HOUR 2028 ADT
(XXX)=EST. PM PEAK HOUR 2028 DDHV
TRAFFIC FLOW DIAGRAM

SCALE IN FEET
0 30 60

DESIGN DATA FOR NHS ROUTE, NON-INTERSTATE IMPROVEMENTS		
ROADWAY	D-LINE (SR 305)	K-LINE (VIKING AVE)
SUMMARY OF DESIGN		-----
INTERSECTION CONTROL TYPE	SIGNALIZED ICE APPROVED 1/21/21	-----
FUNCTIONAL CLASSIFICATION	U1 – URBAN PRINCIPAL ARTERIAL	COLLECTOR
ACCESS CONTROL	LIMITED PARTIAL	-----
TERRAIN CLASSIFICATION	ROLLING	-----
DESIGN SPEED	40 MPH	35 MPH
POSTED SPEED	40 MPH	35 MPH
DESIGN VEHICLE	WB-40	WB-40
PERCENT TRUCKS	5%	<1%



CURVE DATA						
	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	S
C1	A 32+29.29	41°10'09"	400.00	150.23	287.42	2%

APPROVED: _____
ARA FOR MULTIMODAL DEVELOPMENT & DELIVERY

CONCUR: _____
OLYMPIC REGION TRAFFIC ENGINEER

CONCUR: _____
OLYMPIC REGION DEVELOPMENT SERVICES ENGINEER
GEOMETRICS APPROVED WITHIN STATE HIGHWAY RIGHT-OF-WAY ONLY

△	REVISIONS	DATE	BY
1	1ST SUBMITTAL	1/28/2021	SCJ
2	2ND SUBMITTAL	3/17/2021	SCJ
3	3RD SUBMITTAL (PREMYLAR)	4/5/2021	SCJ
4	4TH SUBMITTAL	6/09/2021	SCJ

DESIGNED BY: M. WEYRAUCH
DRAWN BY: M. WEYRAUCH
CHECKED BY: R. JEWELL
ISSUE DATE: 06/09/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01_PFA-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL — STATE OF WASHINGTON — 36384 — REGISTERED PROFESSIONAL ENGINEER — 06/09/2021

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
SCJALLIANCE.COM

PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS

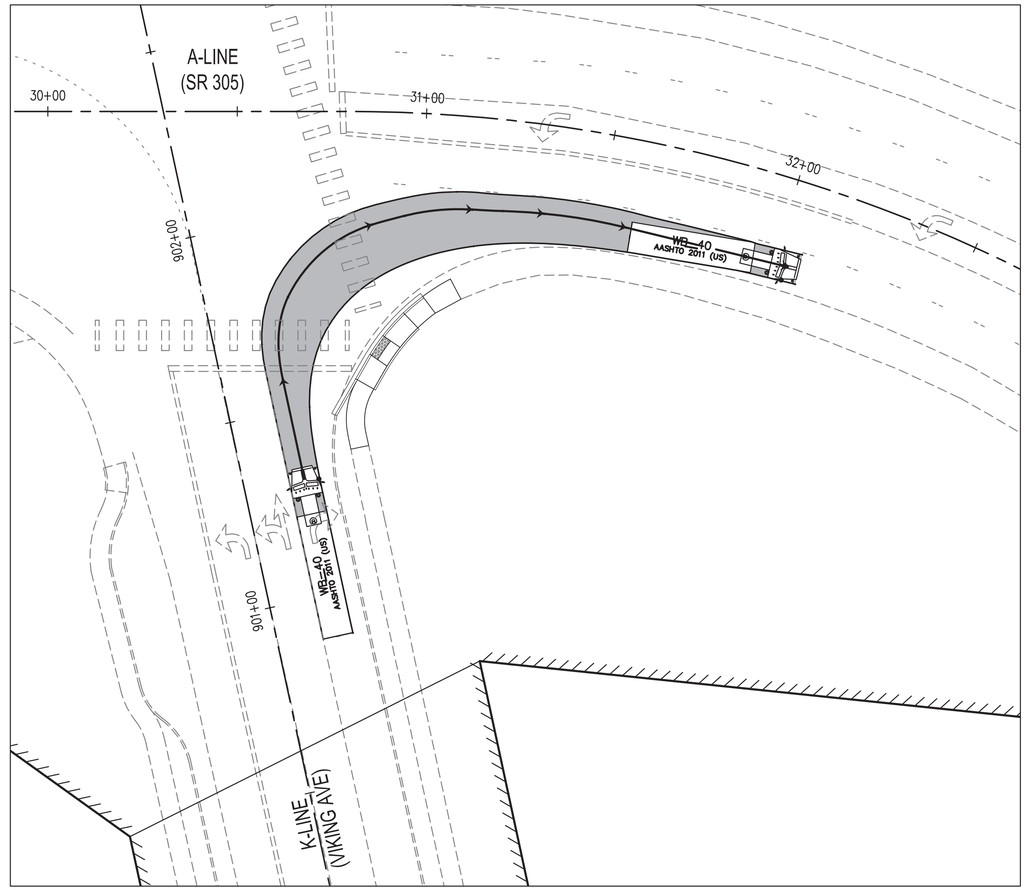
SR 305
VIKING AVENUE IMPROVEMENTS
MP 13.31

PLAN FOR APPROVAL

DRAWING No.: PFA-1
SHEET No.: 1 OF 1

Jun 09, 2021 2:08:10pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01_PFA-01.DWG

T. 26 N., R. 1 E., W.M.



0 20 40

SCALE IN FEET

△	REVISIONS	DATE	BY
1	1ST SUBMITTAL	1/28/2021	SCJ
2	2ND SUBMITTAL	3/17/2021	SCJ
3	3RD SUBMITTAL (PREMYLAR)	4/5/2021	SCJ
4	4TH SUBMITTAL	6/09/2021	SCJ

DESIGNED BY: M WEYRAUCH
DRAWN BY: M WEYRAUCH
CHECKED BY: R JEWELL
ISSUE DATE: 06/09/2021
JOB No.: 3469.01
DRAWING FILE No.: 3469.01_AT-01

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE DESIGNATED

ROBERT E. JEWELL
STATE OF WASHINGTON
32784
REGISTERED
PROFESSIONAL ENGINEER

SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1465 F: 360.352.1509
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PROJECT NAME:
EDWARD ROSE AND SONS
OSLO BAY APARTMENTS

SR 305
VIKING AVENUE IMPROVEMENTS
MP 13.31

AUTOTURN EXHIBIT - WB-40

DRAWING No.: AT-3

SHEET No.: 3 OF 3

Jun 09, 2021 2:07:34pm – User matt.weyrauch
N:\PROJECTS\3469 EDWARD ROSE AND SONS\3469.01 OLSO BAY SR 305 WSDOT PERMITTING\CADD\3469.01_AT-01.DWG