Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

Draft July 2023

Appendix B3

Snoqualmie Parkway Rehabilitation Project (2023)
Prepared by KPG PSOMAS

and Maximum Extent Feasible (MEF) Documentation
Prepared by KPG PSOMAS

Prepared by

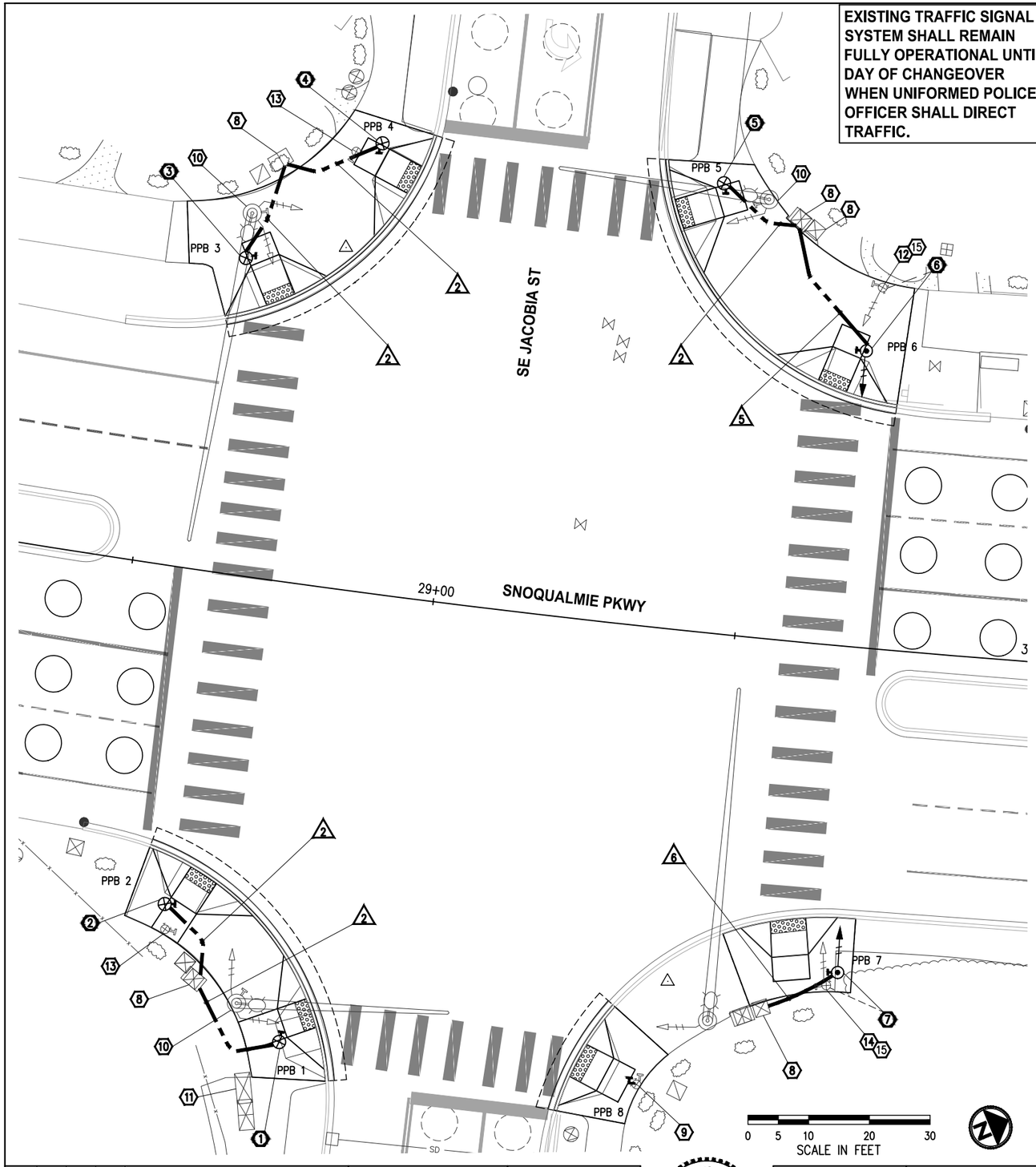
Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Snoqualmie Parkway Rehabilitation Project (2023) Prepared by KPG PSOMAS

Maximum Extent Feasible (MEF) Documentation Prepared by KPG PSOMAS

SNOQUALMIE PARKWAY REHABILITATION PROJECT (20230)
PREPARED BY KPG PSOMAS

EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.



LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	⊙	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
•	•	STUB OUT
○	○	LOOP
	△	WIRE NOTE
	⬡	CONSTRUCTION NOTE
	⬢	POLE NOTE

SIGNAL GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF SNOQUALMIE STANDARDS, KING COUNTY TRAFFIC REQUIREMENTS, THESE PLANS, AND SPECIAL PROVISIONS.
2. UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
3. THE LOCATIONS OF ALL CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHICAL PRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER IN THE FIELD.
4. ALL NEW JUNCTION BOXES PLACED IN THE SIDEWALKS SHALL HAVE SKID RESISTANT LIDS AND FRAMES. JUNCTION BOXES AND VAULTS SHALL NOT BE PLACED IN ADA CURB RAMPS OR ADA CURB RAMP LANDINGS.
5. ALL NEW CONDUIT SHALL BE INSTALLED IN CITY OF SNOQUALMIE RIGHT-OF-WAY.
6. FOR SIGNAL SYSTEMS COORDINATION WITH THE CITY OF SNOQUALMIE, CONTRACTOR SHALL CONTACT KING COUNTY SIGNAL MAINTENANCE DEPARTMENT REPRESENTATIVE MARK PARRETT AT (206) 396-3763.
7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

CONSTRUCTION NOTES

1.
2. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
3.
4.
5.
6. CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
7. CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
8. INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.
9. REMOVE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN AND RE-INSTALL WITH 8" PUSH BUTTON EXTENSION PER WSDOT STD DETAIL IS-2 ON EXISTING PPB POLE. PUSH BUTTON EXTENSION ORIENTATION AND LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. COVER EXISTING UNUSED POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
10. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
11. LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE
12. REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REMOVE EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
13. REMOVE AND SALVAGE EXISTING TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY. REMOVE EXISTING 2CS PPB WIRING TO THE CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
14. REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REROUTE EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO POLE AT NEW LOCATION PER WIRE SCHEDULE, THIS SHEET. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
15. REMOVE AND SALVAGE EXISTING HORSE PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REMOVE EXISTING WIRING TO THE CONTROLLER.COVER EXISTING UNUSED POLE HOLES PER DETAILS, SHEET 24.

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	28+84	75.2' RT	PPB	1	LEFT
2	28+63	55.3' RT	PPB	2	RIGHT
3	28+61	51.9' LT	PPB	3	LEFT
4	28+82	73.7' LT	PPB	4	RIGHT
5	29+40	73.9' LT	PPB	5	LEFT
6	29+67	48.8' LT	PS	6	RIGHT
7	29+72	53.6' RT	PS	7	LEFT

WIRE NOTES

#	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

SIGNAL DETAILS.dwg	
FILENAME	
EH	2/23
DESIGNED BY	DATE
EH	2/23
DRAWN BY	DATE
JC	2/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 23532 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

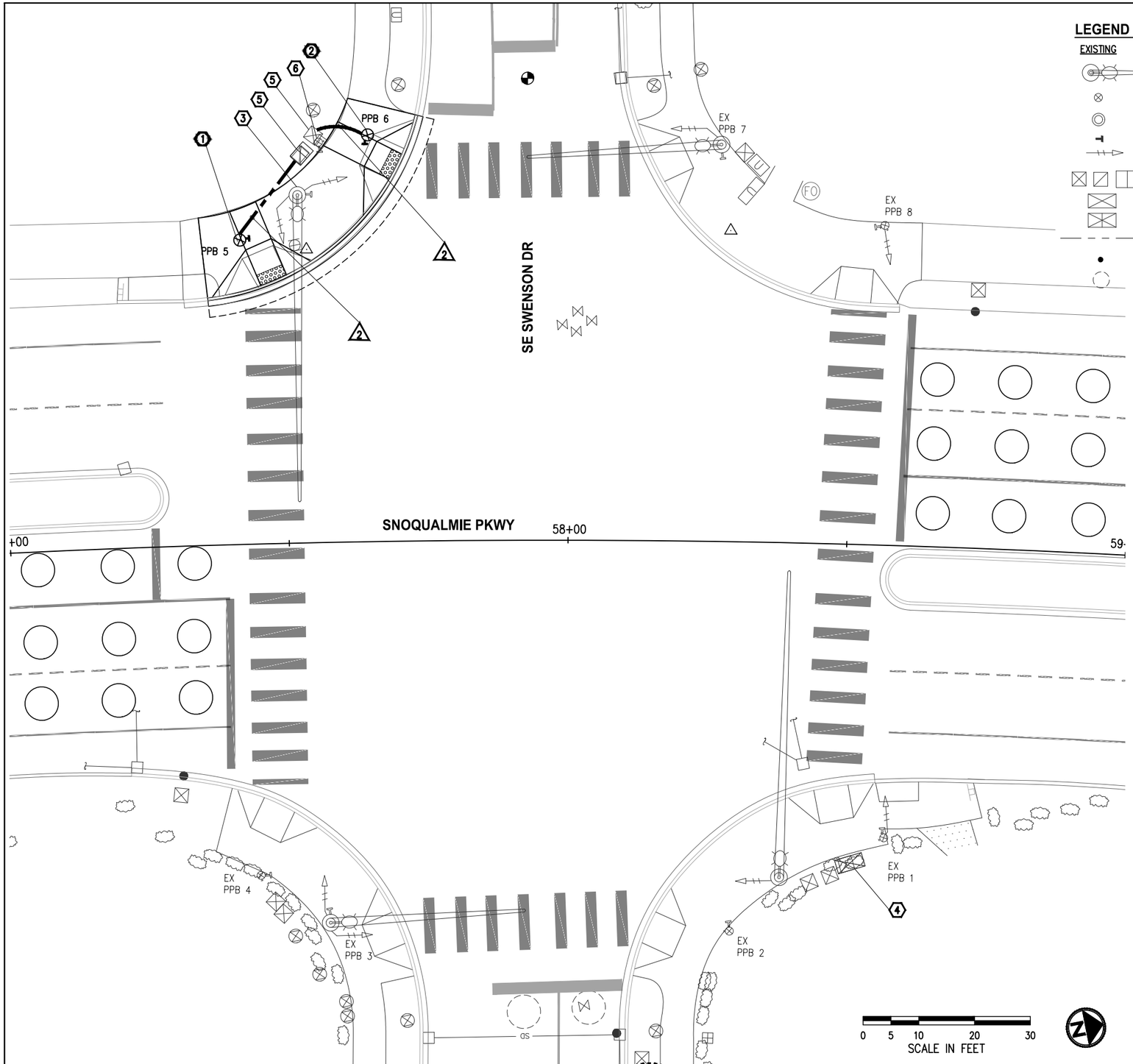
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SE JACOBIA ST

KPG PROJECT No. 9SNO0101.00 SHT 20 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO0101.00 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\SIGNAL DETAILS.dwg 3/29/2023 12:21 PM



LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	◉	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
		STUB OUT
		LOOP
		WIRE NOTE
		CONSTRUCTION NOTE
		POLE NOTE

SIGNAL GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF SNOQUALMIE STANDARDS, KING COUNTY TRAFFIC REQUIREMENTS, THESE PLANS, AND SPECIAL PROVISIONS.
2. UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
3. THE LOCATIONS OF ALL CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHICAL PRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER IN THE FIELD.
4. ALL NEW JUNCTION BOXES PLACED IN THE SIDEWALKS SHALL HAVE SKID RESISTANT LIDS AND FRAMES. JUNCTION BOXES AND VAULTS SHALL NOT BE PLACED IN ADA CURB RAMPS OR ADA CURB RAMP LANDINGS.
5. ALL NEW CONDUIT SHALL BE INSTALLED IN CITY OF SNOQUALMIE RIGHT-OF-WAY.
6. FOR SIGNAL SYSTEMS COORDINATION WITH THE CITY OF SNOQUALMIE, CONTRACTOR SHALL CONTACT KING COUNTY SIGNAL MAINTENANCE DEPARTMENT REPRESENTATIVE MARK PARRETT AT (206) 396-3763.
7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

CONSTRUCTION NOTES

1. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
2. (same as 1)
3. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
4. LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE
5. INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.
6. REMOVE AND SALVAGE EXISTING TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY. REMOVE EXISTING 2CS PPB WIRING TO THE CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	57+42	54.5' LT	PPB	5	LEFT
2	57+65	72.9' LT	PPB	6	RIGHT

EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.

WIRE NOTES

#	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

PROJECT ENGINEER DATE

SIGNAL DETAILS.dwg	
FILENAME	
EH	03/23
DESIGNED BY	DATE
EH	03/23
DRAWN BY	DATE
JC	03/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 19324 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

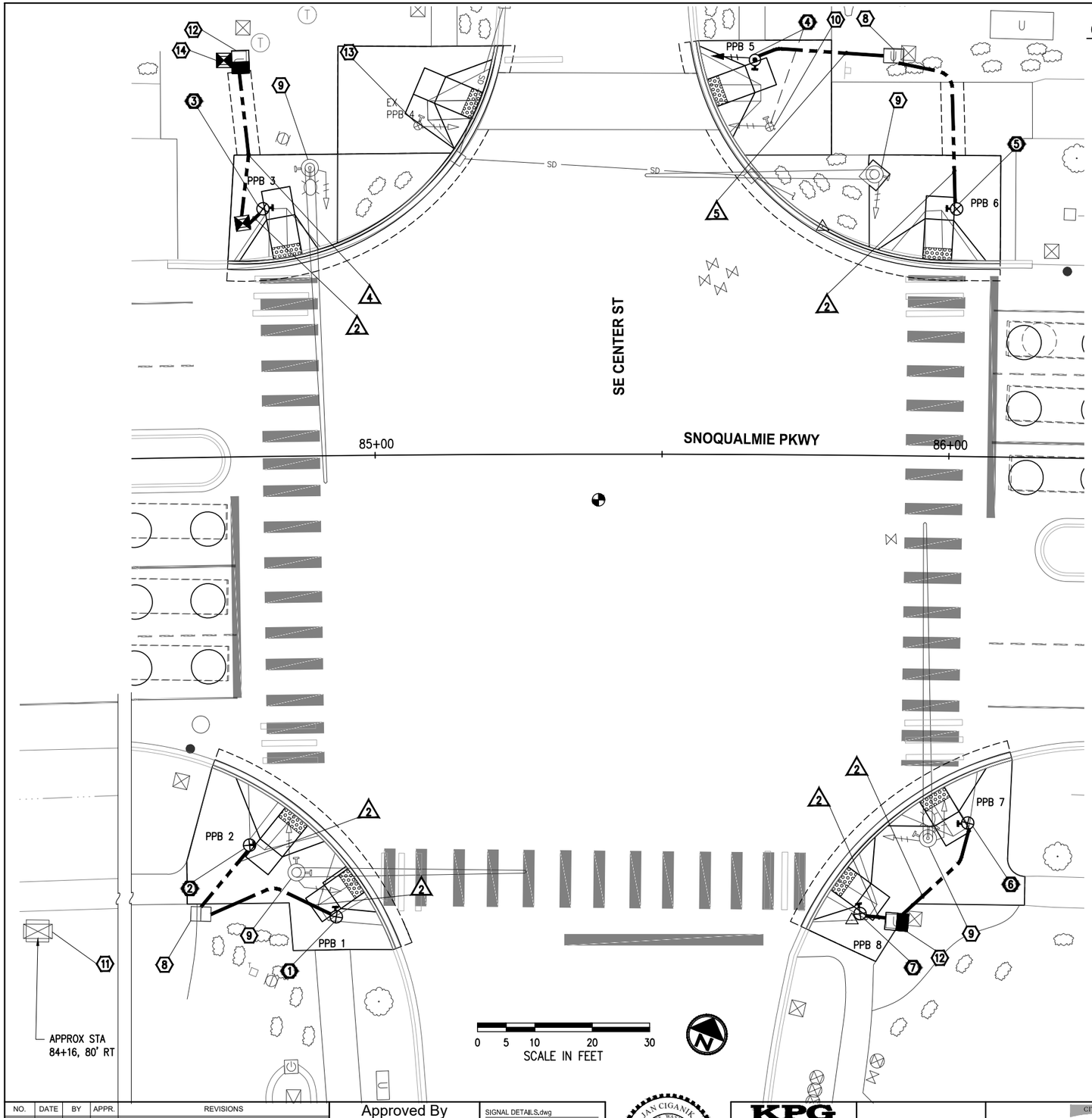
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SE SWENSON DR

KPG PROJECT No. 9SNO010100 SHT 21 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\SIGNAL DETAILS.dwg 3/29/2023 12:21 PM



CONSTRUCTION NOTES

1 2 3 5 6 7 CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.

4 CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. REROUTE EXISTING 5C PED HEAD WIRING AND REMOVE EXISTING 2CS PPB WIRING TO CONTROLLER. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE TO CONTROLELR. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.

8 INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.

9 PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON(S) AND ASSOCIATED SIGN(S). DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.

10 REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REMOVE EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.

11 LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE

12 REPLACE EXISTING JUNCTION BOX WITH TYPE 8 JUNCTION BOX WITH SLIP RESISTANT LID AND FRAME PER WSDOT STD PLAN J-40.30. PRESERVE AND PROTECT EXISTING CONDUIT/WIRING CONNECTIVITY DURING CONSTRUCTION.

13 PROTECT EXISTING SIGNAL POLE AND ALL ASSOCIATED EQUIPMENT/WIRING/CONDUIT.

14 REPLACE EXISTING JUNCTION BOX WITH TYPE 1 JUNCTION BOX WITH SLIP RESISTANT LID AND FRAME PER WSDOT STD PLAN J-40.30. PRESERVE AND PROTECT EXISTING CONDUIT/WIRING CONNECTIVITY DURING CONSTRUCTION.

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	84+92	80.3' RT	PPB	1	LEFT
2	84+77	67.7' RT	PPB	2	RIGHT
3	84+81	43.2' LT	PPB	3	LEFT
4	85+66	68.7' LT	PS	5	LEFT
5	86+01	43.1' LT	PPB	6	RIGHT
6	86+04	63.9' RT	PPB	7	LEFT
7	85+85	79.9' RT	PPB	8	RIGHT

WIRE NOTES

#	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

SIGNAL GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF SNOQUALMIE STANDARDS, KING COUNTY TRAFFIC REQUIREMENTS, THESE PLANS, AND SPECIAL PROVISIONS.
2. UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
3. THE LOCATIONS OF ALL CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHICAL PRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER IN THE FIELD.
4. ALL NEW JUNCTION BOXES PLACED IN THE SIDEWALKS SHALL HAVE SKID RESISTANT LIDS AND FRAMES. JUNCTION BOXES AND VAULTS SHALL NOT BE PLACED IN ADA CURB RAMPS OR ADA CURB RAMP LANDINGS.
5. ALL NEW CONDUIT SHALL BE INSTALLED IN CITY OF SNOQUALMIE RIGHT-OF-WAY.
6. FOR SIGNAL SYSTEMS COORDINATION WITH THE CITY OF SNOQUALMIE, CONTRACTOR SHALL CONTACT KING COUNTY SIGNAL MAINTENANCE DEPARTMENT REPRESENTATIVE MARK PARRETT AT (206) 396-3763.
7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	⊙	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
•	•	STUB OUT
◯	◯	LOOP
	△	WIRE NOTE
	⬡	CONSTRUCTION NOTE
	⬢	POLE NOTE

EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

SIGNAL DETAILS.dwg	
FILENAME	
EH	03/23
DESIGNED BY	DATE
EH	03/23
DRAWN BY	DATE
JC	03/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 23324 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

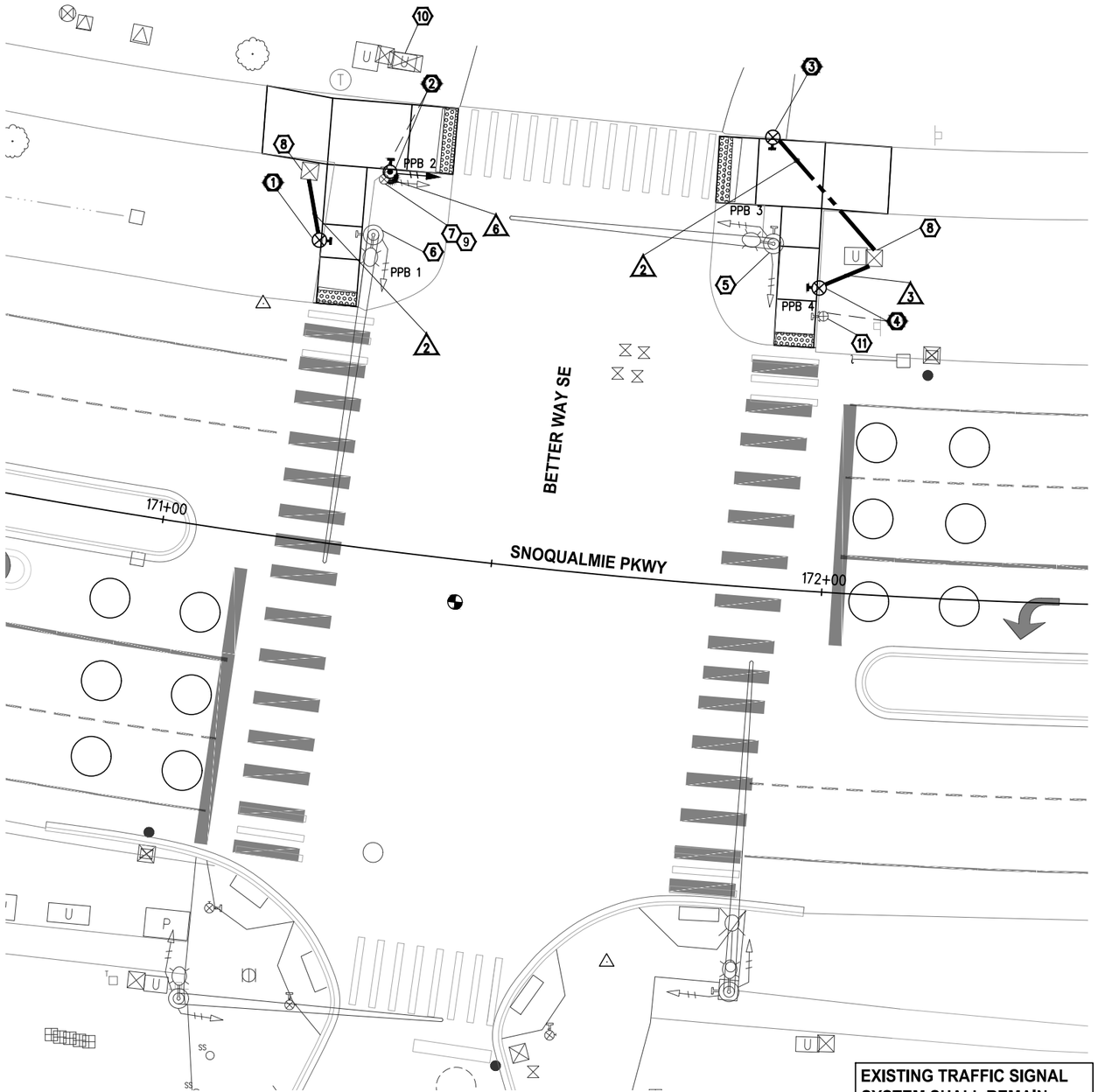
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SE CENTER ST

KPG PROJECT No. 9SNO010100 SHT 22 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\SIGNAL DETAILS.dwg 3/29/2023 12:21 PM



EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.

CONSTRUCTION NOTES

1. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND REFEED 2CS PPB WIRING TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
2. CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. REFEED EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO NEW POLE. COMPLETE WIRING PER WIRE NOTES, THIS SHEET. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
3. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
4. CONSTRUCT BREAKAWAY TYPE PPB SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET AND INSTALL SALVAGED BREAKAWAY TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON AND ASSOCIATED EQUIPMENT. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
5. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
6. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. REFEED EXISTING 2CS PPB WIRING TO NEW PPB POLE PER WIRE NOTES, THIS SHEET. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
7. REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REFEED EXISTING 5C PED HEAD WIRING AND 2CS PPB WIRING TO RELOCATED POLE AND COMPLETE WIRING PER WIRE SCHEDULE, THIS SHEET. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
8. INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.
9. INTERCEPT EXISTING CONDUIT FROM POLE FOUNDATION AND SPLICE IN NEW CONDUIT TO RE-ROUTE TO NEW POLE PER THE PLANS. COMPLETE WIRING PER WIRE SCHEDULE, THIS SHEET.
10. LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE.
11. REMOVE AND SALVAGE EXISTING TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY. REMOVE EXISTING 2CS PPB WIRING TO THE NEAREST JUNCTION BOX. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.

SIGNAL GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF SNOQUALMIE STANDARDS, KING COUNTY TRAFFIC REQUIREMENTS, THESE PLANS, AND SPECIAL PROVISIONS.
2. UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
3. THE LOCATIONS OF ALL CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHICAL PRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER IN THE FIELD.
4. ALL NEW JUNCTION BOXES PLACED IN THE SIDEWALKS SHALL HAVE SKID RESISTANT LIDS AND FRAMES. JUNCTION BOXES AND VAULTS SHALL NOT BE PLACED IN ADA CURB RAMPS OR ADA CURB RAMP LANDINGS.
5. ALL NEW CONDUIT SHALL BE INSTALLED IN CITY OF SNOQUALMIE RIGHT-OF-WAY.
6. FOR SIGNAL SYSTEMS COORDINATION WITH THE CITY OF SNOQUALMIE, CONTRACTOR SHALL CONTACT KING COUNTY SIGNAL MAINTENANCE DEPARTMENT REPRESENTATIVE MARK PARRETT AT (206) 396-3763.
7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	⊙	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
•	•	STUB OUT
◌	○	LOOP
	△	WIRE NOTE
	⬡	CONSTRUCTION NOTE
	⬡	POLE NOTE

WIRE NOTES

⚠	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	171+17	45.1' LT	PPB	1	LEFT
2	171+27	56.8' LT	PS	2	LEFT
3	171+87	67.9' LT	PPB	3	LEFT
4	171+97	45.7' LT	PPB	4	RIGHT

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

SIGNAL DETAILS.dwg	
FILENAME	
EH	03/23
DESIGNED BY	DATE
EH	03/23
DRAWN BY	DATE
JC	03/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 39324 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

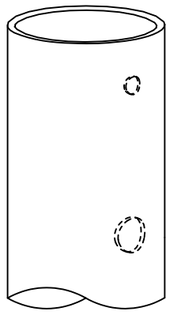
CITY OF SNOQUALMIE

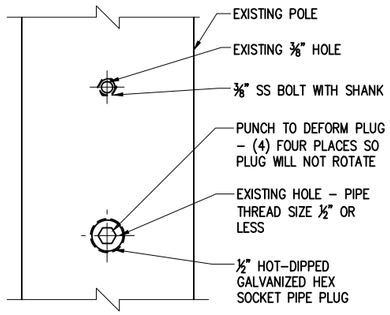
SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
BETTER WAY SE

KPG PROJECT No. 9SNO0101.00 SHT 23 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO0101.00 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\SIGNAL DETAILS.dwg 3/29/2023 12:21 PM





ISOMETRIC VIEW

ELEVATION VIEW

EXAMPLE OF REPAIR FROM PPB LOCATION –
½" AND ⅜" DIAMETER HOLES SHOWN

FOR UNC OR UNF THREADS:

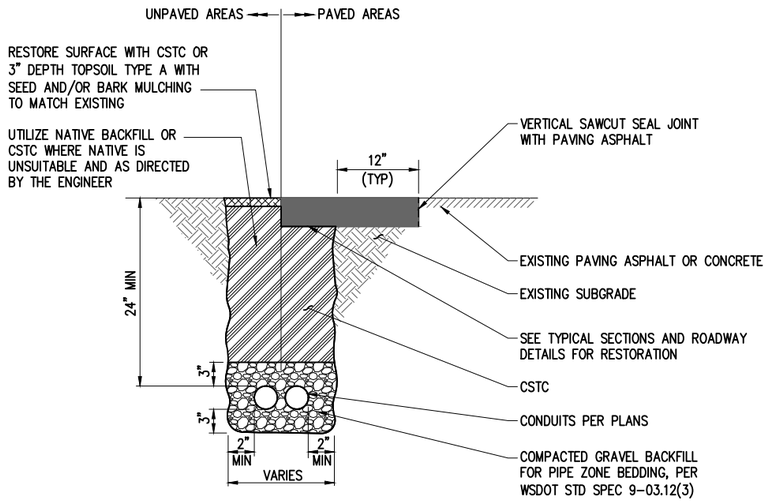
1. APPLY SILICONE CAULK TO THREADS OF SS BOLT WITH SHANK.
2. TIGHTEN SS BOLT UNTIL SHANK IS TIGHT AGAINST STANDARD.
3. CUT OFF SS BOLT EVEN WITH STANDARD.
4. FILE SS BOLT TO MATCH CONTOUR OF STANDARD.
5. TREAT SS BOLT AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT MEETING THE REQUIREMENT OF STANDARD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

FOR NATIONAL PIPE THREADS:

1. APPLY SILICONE CAULK TO THREADS OF HOT–DIPPED GALVANIZED HEX SOCKET PIPE PLUG.
2. TIGHTEN PLUG UNTIL FLUSH WITH STANDARD.
3. FILE PLUG TO MATCH CONTOUR OF STANDARD.
4. FILL HEX SOCKET WITH PAINTABLE SILICONE CAULK.
5. TREAT PLUG AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT MEETING THE REQUIREMENT OF STANDARD SPECIFICATION 9–08.1(2).
6. APPLY TWO COATS. PAINT SHALL BE DRY BEFORE APPLYING SECOND COAT.

HOLE REPAIR PROCEDURE - BOLT HOLE SIZE 1/2 INCH DIAMETER OR LESS

NTS



NOTES:

1. EXISTING ASPHALT PAVEMENT MUST BE SAWCUT TO PROVIDE A CLEAN STRAIGHT EDGE BEFORE CONDUIT PLACEMENT.
2. EXISTING MATERIAL DISTURBED UNDER THE CONDUIT SHALL BE REPLACED WITH BEDDING MATERIAL AND COMPACTED TO 95% MAX DENSITY (MODIFIED PROCTOR).
3. BACKFILL MATERIAL SHALL BE INSTALLED IN AN APPROVED MANNER TO INSURE NO DAMAGES TO THE CONDUIT.
4. IF NATIVE MATERIAL IS DETERMINED UNSATISFACTORY BY THE ENGINEER, USE CRUSHED SURFACING TOP COURSE, PER WSDOT STD SPEC 9–03.9(3).

TRENCH SECTION FOR ELECTRICAL CONDUIT

NTS

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

PROJECT ENGINEER DATE

SIGNAL DETAILS.dwg

FILENAME	
EH	03/23
DESIGNED BY	DATE
EH	03/23
DRAWN BY	DATE
JC	03/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 39329 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

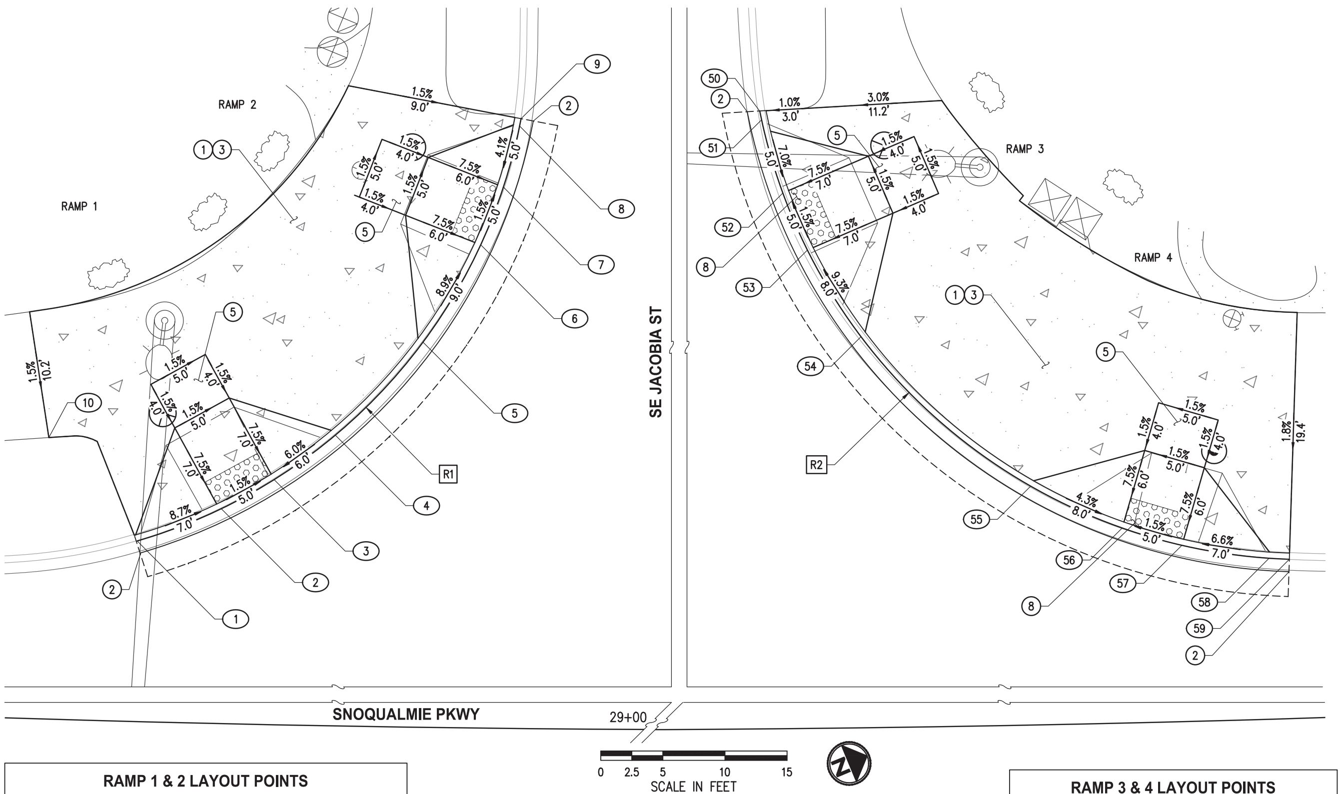
BID DOCUMENT

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SIGNAL DETAILS

KPG PROJECT No. 9SNO0101000 SHT 24 OF 46



CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

RAMP 1 & 2 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
1	28+59.50	41.60' LT	1050.16	MATCH EXISTING, FLARE, TOC=1050.65
2	28+66.35	44.35' LT	1050.05	RAMP
3	28+70.65	46.79' LT	1049.97	RAMP
4	28+75.63	50.47' LT	1049.84	FLARE, TOC=1050.34
5	28+82.76	58.07' LT	1049.67	FLARE, TOC=1050.17
6	28+87.44	65.98' LT	1049.37	RAMP
7	28+89.28	70.65' LT	1049.29	RAMP
8	28+90.58	75.58' LT	1049.17	FLARE, TOC=4" HEIGHT
9	28+90.69	76.17' LT	1049.17	MATCH EXISTING
10	28+51.98	49.72' LT	1050.73	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R1	62°57'17"	44.00'	26.94'	48.35'
R2	73°45'15"	45.00'	33.76'	57.92'

RAMP 3 & 4 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
50	29+30.05	76.81' LT	1049.35	MATCH EXISTING
51	29+30.20	76.11' LT	1049.36	FLARE, TOC=5" HEIGHT
52	29+31.92	70.20' LT	1049.53	RAMP
53	29+33.92	65.58' LT	1049.61	RAMP
54	29+38.28	58.55' LT	1049.85	FLARE, TOC=1050.35
55	29+52.10	46.29' LT	1050.31	FLARE, TOC=1050.81
56	29+59.57	42.76' LT	1050.47	RAMP
57	29+64.43	41.25' LT	1050.54	RAMP
58	29+71.57	40.00' LT	1050.59	FLARE, TOC=5" HEIGHT
59	29+73.23	39.87' LT	1050.58	MATCH EXISTING

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:23 PM

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE
PROJECT MANAGER DATE
PROJECT ENGINEER DATE

FILENAME 9SNO010100CURBRAMP01.dwg
DPY 01/23
DESIGNED BY AAE 01/23
DRAWN BY KDA 01/23
CHECKED BY DATE

KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

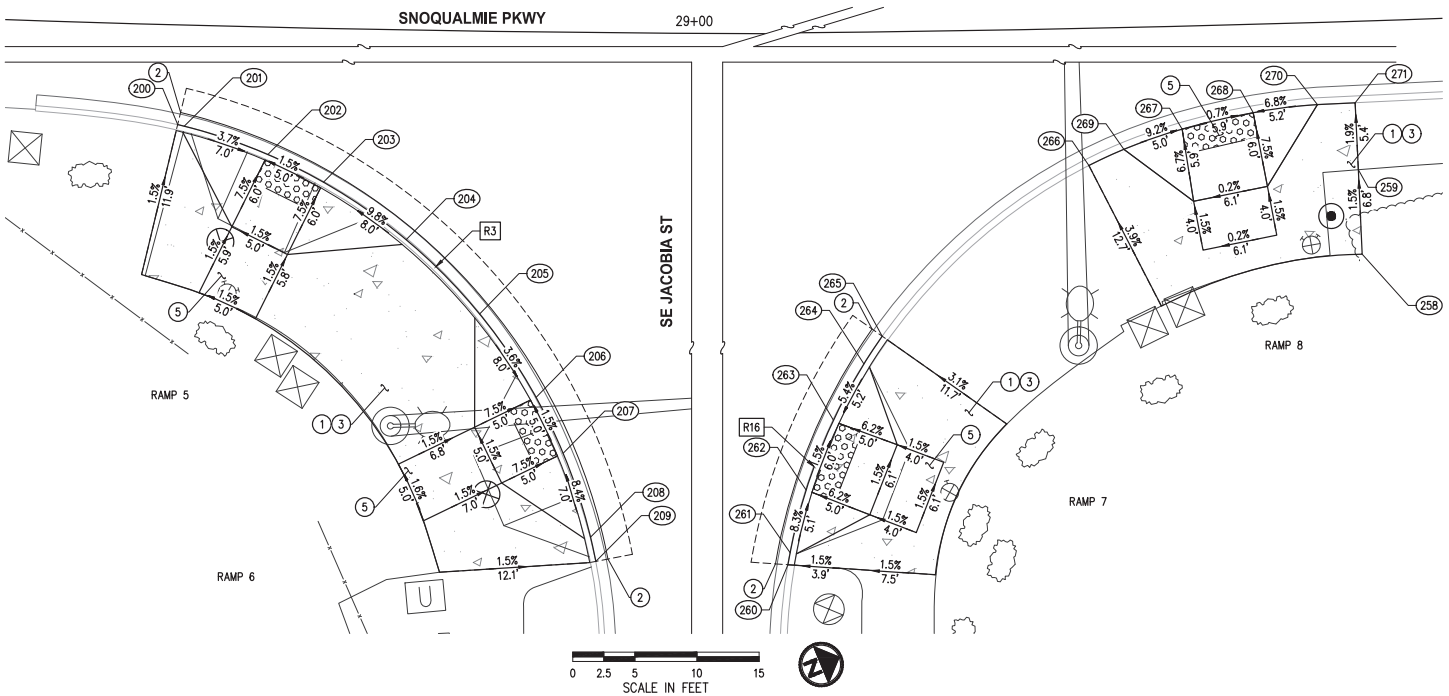
BID DOCUMENT

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
SE JACOBIA ST
RAMPS 1-4

KPG PROJECT No. 9SNO010100 SHT 25 OF 46



CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

RAMP 5 & 6 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
200	28+59.75	45.91' RT	1053.72	MATCH EXISTING
201	28+60.27	46.03' RT	1053.71	FLARE, TOC=5" HEIGHT
202	28+66.89	48.15' RT	1053.86	RAMP
203	28+71.30	50.28' RT	1053.94	RAMP
204	28+77.87	54.78' RT	1054.22	FLARE, TOC=1054.94
205	28+83.71	60.67' RT	1054.44	FLARE, TOC=1054.94
206	28+88.20	67.32' RT	1054.66	RAMP
207	28+90.35	71.79' RT	1054.73	RAMP
208	28+92.54	78.52' RT	1054.91	FLARE, TOC=5" HEIGHT
209	28+92.97	80.47' RT	1054.90	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R3	62°13'42"	45.00'	27.16'	48.87'
R16	20°39'07"	45.50'	8.29'	16.40'

RAMP 7 & 8 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
258	29+74.13	56.75' RT	1054.86	AP
259	29+74.03	49.94' RT	1054.76	MATCH EXISTING
260	29+28.97	80.83' RT	1055.31	MATCH EXISTING
261	29+29.15	79.86' RT	1055.32	FLARE, TOC=4" HEIGHT
262	29+30.43	74.83' RT	1054.90	RAMP
263	29+32.61	69.24' RT	1054.83	RAMP
264	29+35.03	64.73' RT	1055.06	FLARE, TOC=5" HEIGHT
265	29+36.48	62.52' RT	1054.87	MATCH EXISTING
266	29+52.88	49.05' RT	1054.51	MATCH EXISTING
267	29+60.27	46.29' RT	1054.36	RAMP, MATCH EXISTING
268	29+65.90	45.12' RT	1054.32	RAMP, MATCH EXISTING
269	29+55.65	47.81' RT	1054.82	FLARE, TOC=1055.32
270	29+70.97	44.61' RT	1054.68	FLARE, TOC=1055.18
271	29+73.94	44.55' RT	1054.65	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

PROJECT ENGINEER DATE

9SNO010100CURBRAMP01.dwg
FILENAME
DPY 01/23
DESIGNED BY DATE
AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

JEREY D. ANDERSON — 3-28-2023

KPG
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

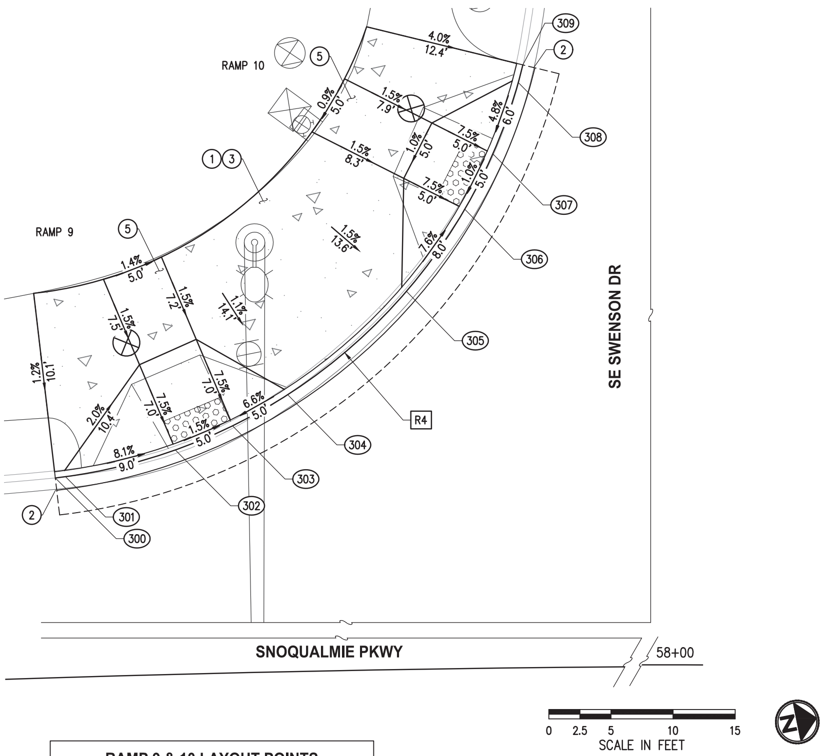
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
SE JACOBIA ST
RAMPS 5-8

KPG PROJECT No. 9SNO010100HT 26 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:23 PM



CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

(1) REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
(2) INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
(3) INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
(5) INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

RAMP 9 & 10 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
300	57+36.70	43.85' LT	900.76	MATCH EXISTING
301	57+37.51	43.93' LT	900.70	FLARE, TOC=4" HEIGHT
302	57+46.24	45.80' LT	900.30	RAMP
303	57+50.79	47.64' LT	900.23	RAMP
304	57+55.14	50.08' LT	900.06	FLARE, TOC=900.56
305	57+64.59	58.23' LT	899.79	FLARE, TOC=890.29
306	57+69.24	64.77' LT	899.68	RAMP
307	57+71.48	69.20' LT	899.64	RAMP
308	57+73.52	74.91' LT	899.69	FLARE, TOC=4" HEIGHT
309	57+73.90	76.33' LT	899.70	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R4	66°36'43"	44.00'	28.91'	51.15'

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:24 PM

NO.	DATE	BY	APPR.	REVISIONS

Approved By
ENGINEERING MANAGER DATE
PROJECT MANAGER DATE
PROJECT ENGINEER DATE

9SNO010100CURBRAMP01.dwg
FILENAME
DPY 01/23
DESIGNED BY DATE
AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

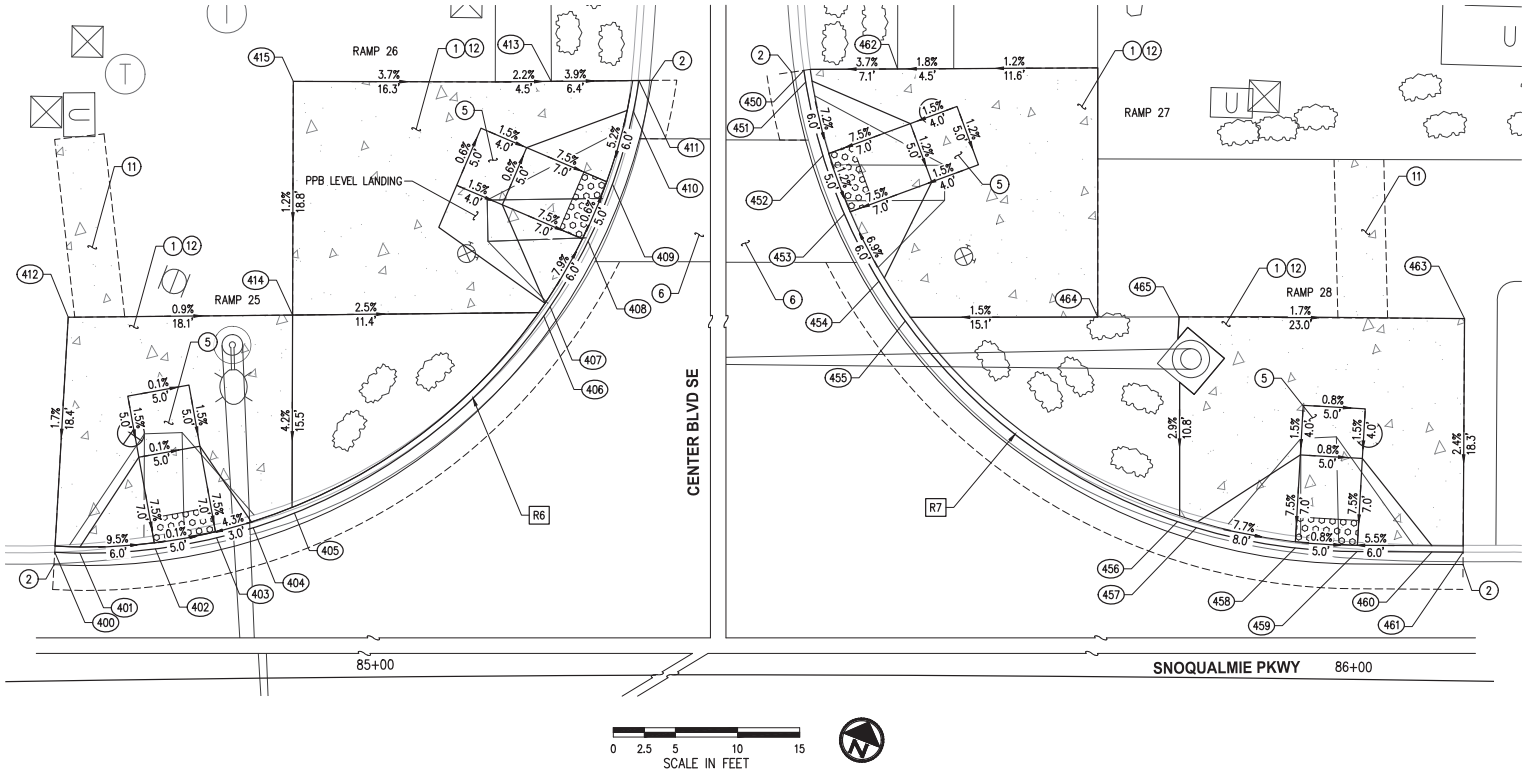
BID DOCUMENT

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
SE SWENSON DR
RAMPS 9 & 10

KPG PROJECT No. 9SNO010100 SHT 27 OF 46



CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

(1) REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.

(2) INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.

(5) INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

(6) PROTECT EXISTING CEMENT CONC. CROSSWALK DURING RECONSTRUCTION OF CEMENT CONC. CURB AND GUTTER AND ADA RAMP.

(11) REMOVE AND REPLACE EXISTING CONCRETE PANEL.

(12) CONSTRUCT CEMENT CONCRETE SIDEWALK, PER WSDOT STD PLAN F-30.10. MATCH EXISTING SIDEWALK SCORING PATTERN.

RAMP 25 & 26 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
400	84+74.81	33.68' LT	887.00	MATCH EXISTING
401	84+76.81	33.58' LT	886.91	FLARE, TOC=887.41
402	84+82.85	33.83' LT	886.84	RAMP
403	84+87.75	34.66' LT	886.84	RAMP
404	84+90.69	35.44' LT	886.91	FLARE, TOC=887.41
405	84+93.99	36.58' LT	886.88	MATCH EXISTING
406	85+13.99	52.28' LT	886.55	MATCH EXISTING
407	85+14.51	53.03' LT	886.56	FLARE, TOC=887.06
408	85+17.55	58.28' LT	886.52	RAMP
409	85+19.51	62.87' LT	886.49	RAMP

RAMP 25 & 26 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
410	85+21.19	68.71' LT	886.47	FLARE, TOC=4" HEIGHT
411	85+21.66	71.20' LT	886.46	MATCH EXISTING
412	84+76.15	52.58' LT	887.72	MATCH EXISTING
413	85+14.71	71.14' LT	887.06	MATCH EXISTING
414	84+94.01	52.53' LT	887.55	MATCH EXISTING
415	84+94.26	71.34' LT	887.77	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R6	84°23'11"	45.00'	40.79'	66.28'
R7	80°43'31"	45.00'	38.25'	63.40'

RAMP 27 & 28 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
450	85+55.67	72.00' LT	886.46	MATCH EXISTING
451	85+55.81	71.06' LT	886.47	FLARE, TOC=5" HEIGHT
452	85+57.19	65.13' LT	886.46	RAMP
453	85+58.91	60.45' LT	886.40	RAMP
454	85+61.68	55.04' LT	886.31	FLARE, TOC=886.81
455	85+63.79	51.85' LT	886.26	MATCH EXISTING
456	85+85.61	35.86' LT	885.86	MATCH EXISTING
457	85+87.12	35.39' LT	885.84	FLARE, TOC=886.35
458	85+95.04	33.84' LT	885.73	RAMP
459	85+99.98	33.62' LT	885.69	RAMP

RAMP 27 & 28 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
460	86+05.96	33.67' LT	885.60	FLARE, TOC=5" HEIGHT
461	86+08.45	33.69' LT	885.59	MATCH EXISTING
462	85+63.09	72.14' LT	887.12	MATCH EXISTING
463	86+08.29	52.49' LT	886.44	MATCH EXISTING
464	85+79.11	52.28' LT	886.83	MATCH EXISTING
465	85+85.58	52.35' LT	886.83	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

PROJECT ENGINEER DATE

9SNO010100CURBRAMP01.dwg
FILENAME
DPY 01/23
DESIGNED BY DATE
AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

JEREY D. ANDERSON — 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

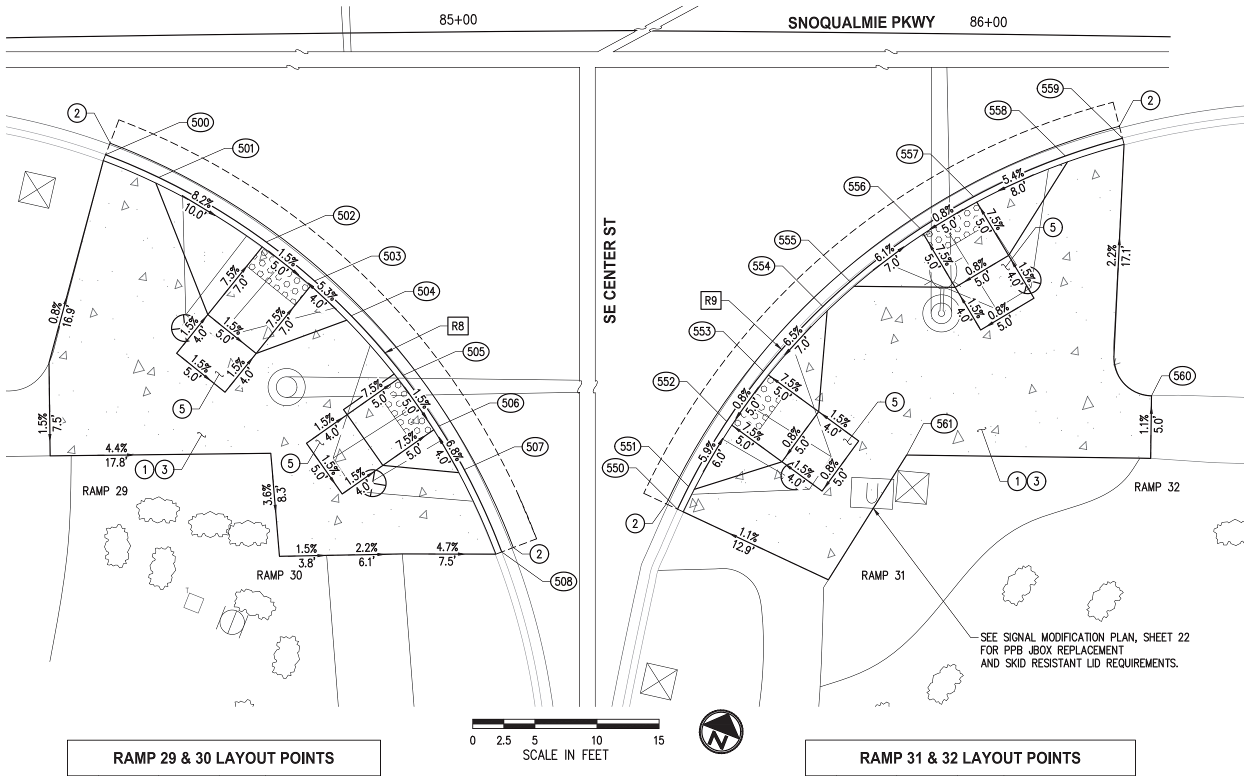
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
CENTER BLVD SE
RAMPS 25-28

KPG PROJECT No. 9SNO010100HT 28 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:24 PM



CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

(1) REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.

(2) INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.

(3) INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.

(5) INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

RAMP 29 & 30 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
500	84+70.89	53.62' RT	885.23	MATCH EXISTING
501	84+75.18	55.52' RT	885.10	FLARE, TOC=885.60
502	84+83.88	60.83' RT	884.68	RAMP
503	84+87.79	64.01' RT	884.60	RAMP
504	84+90.75	66.85' RT	884.41	FLARE, TOC=884.91
505	84+94.93	71.69' RT	884.18	RAMP
506	84+97.81	75.81' RT	884.10	RAMP
507	84+99.87	79.33' RT	883.88	FLARE, TOC=884.38
508	85+02.88	85.98' RT	883.61	MATCH EXISTING

RAMP 31 & 32 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
550	85+75.72	82.57' RT	884.06	MATCH EXISTING
551	85+76.61	80.75' RT	883.68	FLARE, TOC=5" HEIGHT
552	85+79.70	75.48' RT	883.79	RAMP
553	85+82.66	71.42' RT	883.87	RAMP
554	85+87.46	66.15' RT	883.97	FLARE, TOC=884.47
555	85+89.66	64.13' RT	884.01	FLARE, TOC=884.51
556	85+95.34	59.80' RT	884.10	RAMP
557	85+99.66	57.18' RT	884.15	RAMP
558	86+07.09	53.80' RT	884.22	FLARE, TOC=884.72
559	86+11.72	52.31' RT	884.25	MATCH EXISTING
560	86+14.42	73.00' RT	884.73	AP, MATCH EXISTING
561	85+94.45	78.04' RT	884.31	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R8	48°28'42"	55.00'	24.76'	46.54'
R9	48°03'00"	55.00'	24.51'	46.12'

NO.	DATE	BY	APPR.	REVISIONS

Approved By
ENGINEERING MANAGER DATE
PROJECT MANAGER DATE
PROJECT ENGINEER DATE

9SNO010100CURBRAMP01.dwg
FILENAME
DPY 01/23
DESIGNED BY DATE
AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

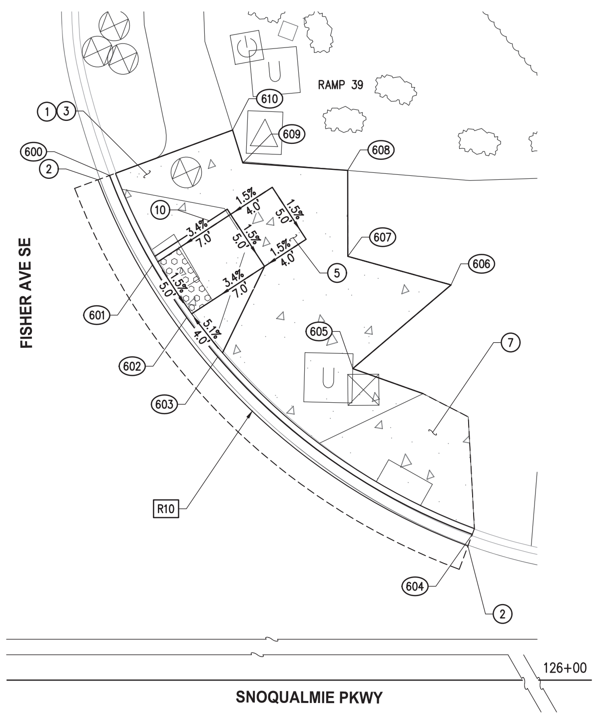
BID DOCUMENT

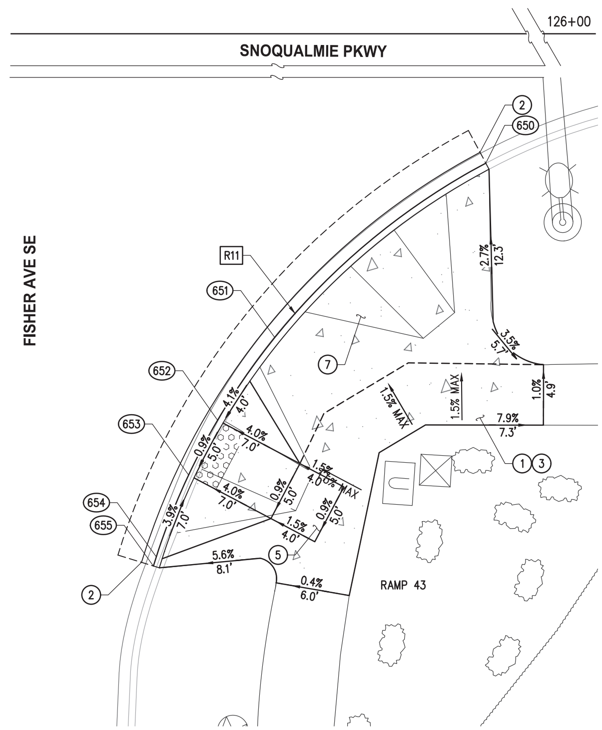
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
SE CENTER ST
RAMPS 29-32

KPG PROJECT No. 9SNO010100 SHT 29 OF 46





0 2.5 5 10 15
SCALE IN FEET

CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

(1) REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.

(2) INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.

(3) INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.

(5) INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

(7) REMOVE EXISTING NON-COMPLIANT ABANDONED ADA RAMP WITH FULL HEIGHT CURB AND GUTTER AND CEMENT CONC. SIDEWALK.

(10) INSTALL PEDESTRIAN CURB PER WSDOT STD PLAN F-10.12.

RAMP 39 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
600	125+25.29	68.33' LT	658.09	MATCH EXISTING
601	125+28.75	61.13' LT	657.79	RAMP
602	125+31.50	56.90' LT	657.71	RAMP
603	125+34.01	53.73' LT	657.42	FLARE, TOC=657.92
604	125+54.51	39.42' LT	656.21	MATCH EXISTING
605	125+44.88	52.78' LT	657.56	MATCH EXISTING
606	125+52.80	59.52' LT	657.29	MATCH EXISTING
607	125+44.48	61.81' LT	657.79	MATCH EXISTING
608	125+44.47	68.74' LT	657.87	MATCH EXISTING
609	125+36.02	69.34' LT	658.48	MATCH EXISTING
610	125+35.19	71.99' LT	658.58	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R10	28°56'54"	51.00'	13.16'	25.77'
R11	44°09'25"	55.00'	22.31'	42.39'

RAMP 43 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
650	125+55.32	54.31' RT	656.02	MATCH EXISTING
651	125+38.32	68.36' RT	657.40	FLARE, TOC=657.90
652	125+33.72	75.01' RT	657.46	RAMP
653	125+31.38	79.43' RT	657.42	RAMP
654	125+28.78	86.02' RT	657.36	FLARE, TOC=4" HEIGHT
655	125+28.55	86.76' RT	657.35	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

Approved By
ENGINEERING MANAGER DATE
PROJECT MANAGER DATE
PROJECT ENGINEER DATE

9SNO010100CURBRAMP01.dwg
FILENAME
DPY 01/23
DESIGNED BY DATE
AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

KELSEY D. ANDERSON — STATE OF WASHINGTON — 53701 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

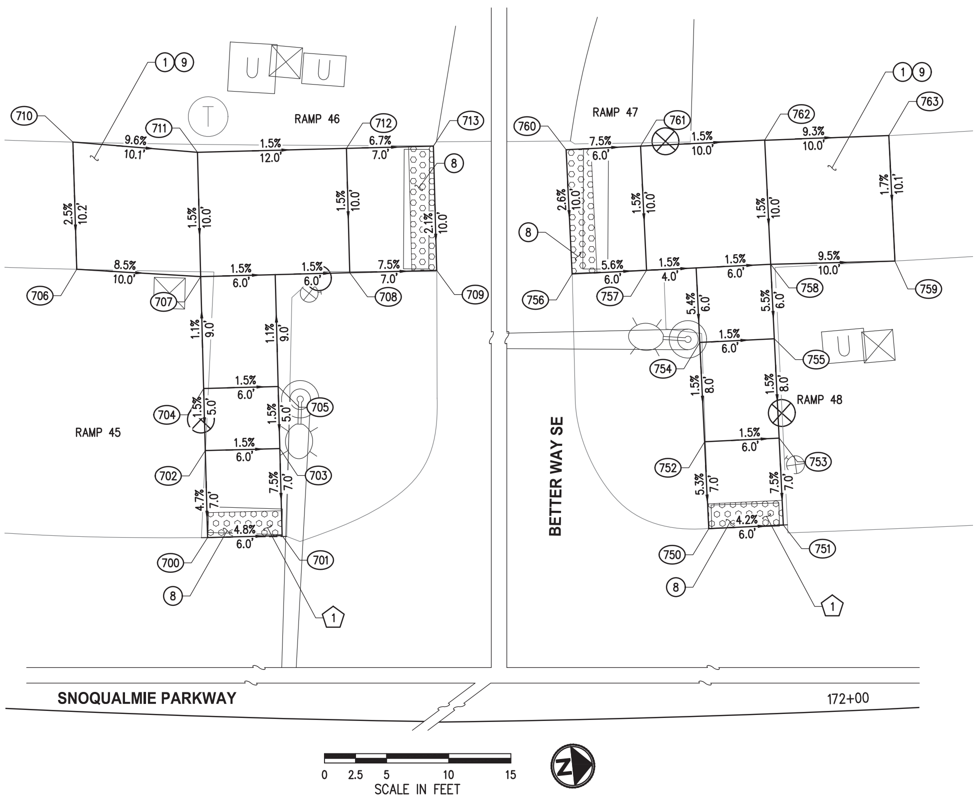
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
FISHER AVE SE
RAMPS 39, 40, & 43

KPG PROJECT No. 9SNO010100 SHT 30 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:25 PM



RAMP 45 & 46 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
700	171+18.38	35.68' LT	463.91	RAMP
701	171+24.58	36.02' LT	463.62	RAMP
702	171+17.95	42.67' LT	464.24	LANDING
703	171+24.19	43.01' LT	464.15	LANDING
704	171+17.64	47.66' LT	464.31	LANDING
705	171+23.91	48.00' LT	464.22	LANDING
706	171+06.53	56.85' LT	465.07	MATCH EXISTING
707	171+17.07	56.65' LT	464.22	LANDING
708	171+29.72	57.30' LT	464.04	LANDING
709	171+37.10	57.61' LT	463.51	RAMP
710	171+05.72	67.05' LT	465.33	MATCH EXISTING
711	171+16.43	66.63' LT	464.37	LANDING
712	171+29.20	67.29' LT	464.19	LANDING
713	171+36.66	67.61' LT	463.72	RAMP

RAMP 47 & 48 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
750	171+90.09	36.66' LT	460.05	RAMP
751	171+96.31	36.74' LT	459.79	RAMP
752	171+89.98	43.66' LT	460.41	LANDING
753	171+96.24	43.74' LT	460.32	LANDING
754	171+89.85	51.66' LT	460.53	LANDING
755	171+96.16	51.73' LT	460.44	LANDING
756	171+79.21	57.46' LT	461.25	RAMP
757	171+85.53	57.59' LT	460.92	LANDING
758	171+96.10	57.73' LT	460.77	LANDING
759	172+06.66	57.55' LT	459.82	MATCH EXISTING
760	171+78.94	67.45' LT	461.52	RAMP
761	171+85.33	67.59' LT	461.07	LANDING
762	171+96.00	67.73' LT	460.92	LANDING
763	172+06.66	67.66' LT	459.99	MATCH EXISTING

CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
8. INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10.
9. INSTALL HMA WALKWAY PER HMA WALKWAY TYPICAL SECTION, SHEET 8.

MAXIMUM EXTENTS FEASIBLE NOTES

1. EXISTING ROADWAY PROFILE IS OVER 2%. DESIGN DECREASED PROFILE SLOPE AS MUCH AS POSSIBLE WITHOUT GOING BEYOND SCOPE OF PROJECT. HOWEVER, IN GENERAL, SLOPE IS FOLLOWING ROADWAY SLOPE.

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:26 PM

NO.	DATE	BY	APPR.	REVISIONS

Approved By
ENGINEERING MANAGER DATE
PROJECT MANAGER DATE
PROJECT ENGINEER DATE

FILENAME 9SNO010100CURBRAMP01.dwg
DPY 01/23
DESIGNED BY DATE AAE 01/23
DRAWN BY DATE KDA 01/23
CHECKED BY DATE

KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

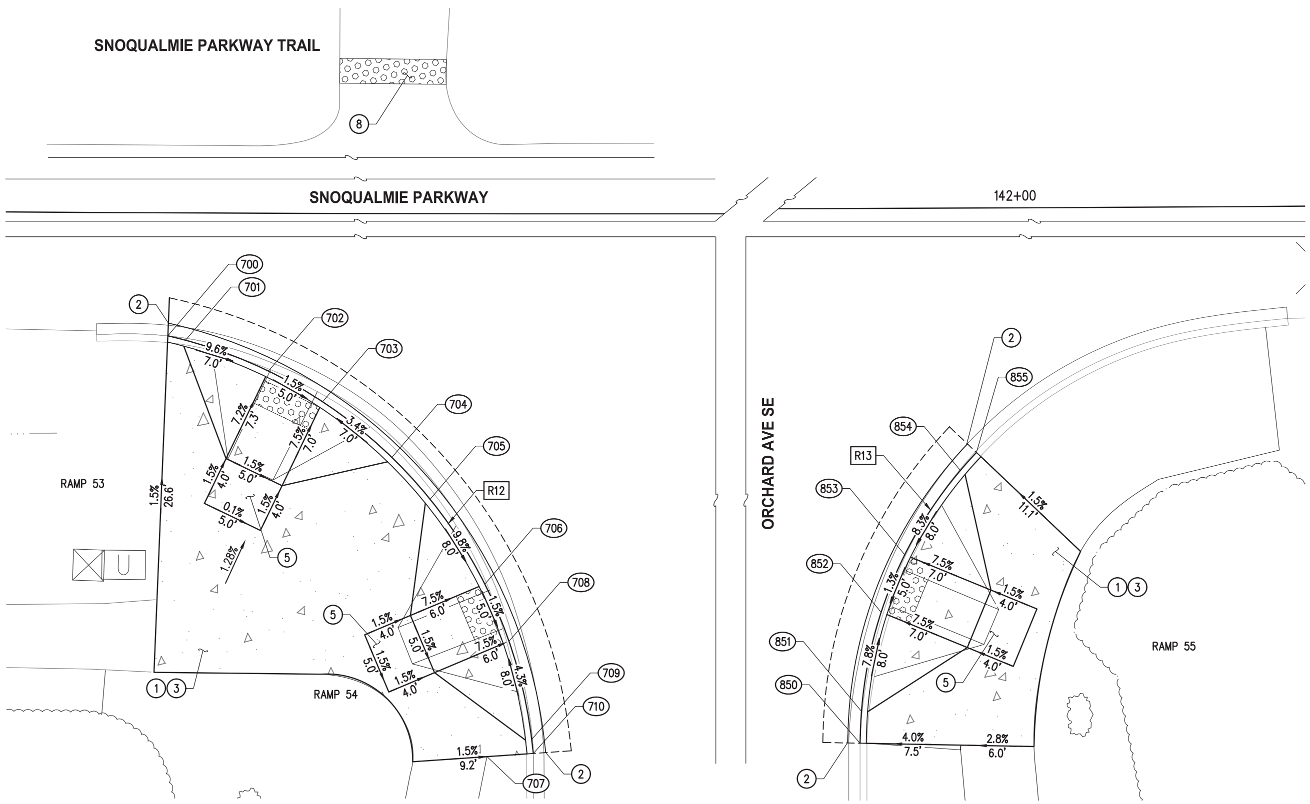
BID DOCUMENT

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
BETTER WAY SE
RAMPS 45-48

KPG PROJECT No. 9SNO010100 SHT 31 OF 46



0 2.5 5 10 15
SCALE IN FEET

CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.
8. INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10.

RAMP 53 & 54 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
700	141+22.38	47.17' RT	595.31	MATCH EXISTING
701	141+23.79	47.52' RT	595.31	FLARE, TOC=595.81
702	141+30.44	49.98' RT	595.14	RAMP
703	141+34.78	52.44' RT	595.06	RAMP
704	141+40.33	56.90' RT	594.80	FLARE, TOC=595.30
705	141+43.40	60.27' RT	594.53	MATCH EXISTING, FLARE, TOC=595.03
706	141+47.78	67.09' RT	594.25	RAMP
707	141+47.97	80.99' RT	594.49	MATCH EXISTING
708	141+49.72	71.69' RT	594.17	RAMP
709	141+51.53	79.59' RT	594.01	FLARE, TOC=594.47
710	141+51.67	80.73' RT	593.97	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R12	68°04'43"	38.00'	25.67'	45.15'
R13	39°11'26"	34.00'	12.10'	23.26'

RAMP 55 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
850	141+87.32	80.69' RT	593.93	MATCH EXISTING
851	141+87.43	78.12' RT	594.30	FLARE, TOC=5" HEIGHT
852	141+89.03	70.14' RT	594.09	RAMP
853	141+90.93	65.52' RT	594.16	RAMP
854	141+95.40	58.75' RT	594.38	FLARE, TOC=594.88
855	141+96.69	57.31' RT	594.49	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE
PROJECT MANAGER DATE
PROJECT ENGINEER DATE

9SNO010100CURBRAMP01.dwg
FILENAME
DPY 01/23
DESIGNED BY DATE
AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

KELSEY D. ANDERSON
STATE OF WASHINGTON
55701
REGISTERED PROFESSIONAL ENGINEER
3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

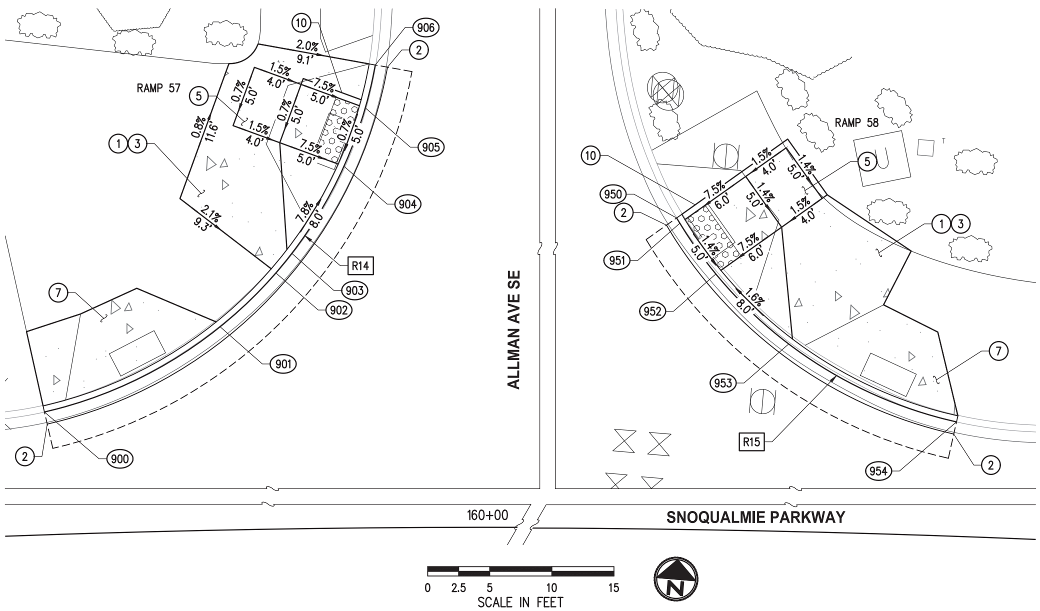
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
ORCHARD AVE SE
RAMPS 54 & 55

KPG PROJECT No. 9SNO010100 SHT 32 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:27 PM



CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

(1) REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.

(2) INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.

(3) INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.

(4) INSTALL CEMENT CONCRETE PEDESTRIAN CURB PER WSDOT STD PLAN F-10.12.

(5) INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

(6) PROTECT EXISTING CEMENT CONC. CROSSWALK DURING RECONSTRUCTION OF CEMENT CONC. CURB AND GUTTER AND ADA RAMP.

(7) REMOVE EXISTING NON-COMPLIANT ABANDONED ADA RAMP WITH FULL HEIGHT CURB AND GUTTER AND CEMENT CONC. SIDEWALK.

(10) INSTALL PEDESTRIAN CURB PER WSDOT STD PLAN F-10.12.

RAMP 57 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
900	159+65.65	36.95' LT	514.96	MATCH EXISTING
901	159+79.44	43.44' LT	514.63	MATCH EXISTING
902	159+83.83	47.70' LT	514.50	MATCH EXISTING
903	159+85.08	49.25' LT	514.48	FLARE, TOC=514.98
904	159+89.16	56.21' LT	514.36	RAMP
905	159+90.84	60.89' LT	514.39	RAMP
906	159+91.62	64.33' LT	514.52	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R14	66°53'57"	35.00'	23.12'	40.87'
R15	46°05'27"	35.00'	14.89'	28.16'

RAMP 58 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
950	160+15.98	52.14' LT	513.98	MATCH EXISTING
951	160+16.23	51.72' LT	514.00	RAMP
952	160+19.06	47.68' LT	513.93	RAMP
953	160+24.79	42.16' LT	513.57	FLARE, TOC=514.07
954	160+37.99	36.28' LT	513.10	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE
PROJECT MANAGER DATE
PROJECT ENGINEER DATE

9SNO010100CURBRAMP01.dwg
FILENAME
DPY 01/23
DESIGNED BY DATE
AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

BID DOCUMENT

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
ALLMAN AVE SE
RAMP 57 & 58

KPG PROJECT No. 9SNO010100 SHT 33 OF 46

K:\PROJECTS\SNOQUALMIE\9SNO010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Contract\9SNO010100CURBRAMP01.dwg 3/29/2023 12:27 PM

MAXIMUM EXTENT FEASIBLE (MEF) DOCUMENTATION
PREPARED BY KPG PSOMAS

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

Maximum Extent Feasible Documentation for ADA Guidelines Compliance

March 2023

Prepared by:

KPG
PSOMAS

CITY OF SNOQUALMIE

Snoqualmie Parkway Rehabilitation Project

Maximum Extent Feasible Documentation for ADA Guidelines Compliance

March 2023

3/23/23

Prepared By: _____

Kelsey Anderson, P.E.

Approved By: _____ _____

Jeff Hamlin, P.E. – City of Snoqualmie Date:

Contents

APPENDICES

INTRODUCTION

The purpose of this document is to provide a record of Americans with Disabilities Act (ADA) accessibility compliance for pedestrian facilities within the Snoqualmie Parkway Rehabilitation Project footprint. The affected pedestrian facilities for this project have been designed to meet accessibility guidelines for pedestrians with disabilities to the maximum extent feasible, given the existing site conditions.

PROJECT DESCRIPTION

The purpose of the project is to grind and inlay the existing travel lanes of Snoqualmie Parkway from SE 99th St to SR 202 (Railroad Ave SE) to extend the life of the travel way while improving the pedestrian facilities. In this case, the overlay is considered an improvement to the roadway crossings and the proposed project improvements necessitate evaluation of the pedestrian access route, curb ramps, pedestrian push buttons and pedestrian signals through the project limits. Improvements include grind and overlay pavement rehabilitation, loop replacements, ADA improvements including ramps and pedestrian push buttons at signalized and non-signalized intersections, channelization; and other related improvements all while keeping Snoqualmie Parkway open and passable to traffic.

EXISTING CONDITIONS

The existing corridor of Snoqualmie Parkway within the project limits is typically a five-lane roadway section, which includes a planted median in the center lane throughout most of the corridor with turn pockets at the intersections. The topography of Snoqualmie Parkway and the cross streets connecting into this arterial are hilly in nature.

ADA COMPLIANCE DESIGN GUIDELINES

The design criteria guidance for ADA compliance for this project is the Revised Draft Guidelines for Accessible Public Rights-of-Way, February 13, 2013 (the 2013 version of the PROWAG). Based on these guidelines, the following determinations have been made for this project:

- Where existing elements are altered, each altered pedestrian element within the limits or scope of the project shall comply with the requirements for new construction to the maximum extent feasible (section R202.3 Alterations).
- The accessibility requirements are to be applied to all areas of a facility within the scope or limits of the planned project (Advisory R201.1 Scope). Specific to this project, where the pedestrian circulation path is not being altered, the pedestrian circulation path is not required to be made compliant — i.e., it is not required to be upgraded with this project to meet guidelines.

PEDESTRIAN FACILITIES – COMPLIANCE DETERMINATION

CROSSWALKS

Crosswalk Design and Analysis – PROWAG - R302.6.1

Crosswalk redesign is not included in the project scope. Crosswalks will be replaced in-kind to match existing roadway conditions.

CURB RAMPS

Curb Ramp Design and Analysis PROWAG - R304

Given that the scope of the project does not include roadway improvements outside of the curb returns, there is limited opportunity to chance the slope of the roadway grades and the associated gutter line and sidewalk slopes. Reducing the existing steep roadway grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersection in order to flatten the roadway and gutter slopes to meet the 2013 PROWAG Guidelines. Roadway reconstruction will be a significant effort and is not within the original scope of the project.

The proposed curb ramps have been designed to the maximum extent feasible to meet ADA compliance guidelines and match into the existing site conditions.

SIDEWALKS

Sidewalk Design and Analysis – PROWAG - R302

Portions of existing sidewalk segments will be replaced as a result of the project improvements, including the installation of signal conduit under existing sidewalk and areas associated with the proposed curb ramp construction.

All new sidewalks will be constructed with a cross slope of 2% or less. The transition segments between the new and existing sidewalks to match the new sidewalk cross slopes to the existing sidewalk conditions may exceed 2%. The curb return sidewalk areas may also have cross slopes greater than 2%. This is due to the combination of steep existing roadway grades (up to 10%) and existing steep sidewalk running slopes (up to 11.1%). To fully eliminate sidewalk cross slopes greater than 2%, lengths of sidewalk well beyond the project limits would have to be replaced, which is outside of the original project scope. The sidewalk segments have been designed to the maximum extent feasible to meet ADA compliance guidelines.

Pedestrian Push Button (PPB) Clear Space Design and Analysis – PROWAG - R209

References MUTCD 4E.08 through 4E.13 for accessible pedestrian signals and pedestrian pushbuttons.

The PPB criteria for compliance includes level clear space, push button height, maximum distance from curb to push button, location of button within envelope of crosswalk, and audible/vibrotactile indications. Similar to the curb ramp analysis, given the existing topography of the roadway and intersections, full reconstruction of the roadway profile would be necessary to meet the guidelines for level clear space around these existing PPB associated with the curb ramps.

MEF DOCUMENTATION

There are seven signalized intersections and two non-signalized intersections within the grind and overlay limits that were analyzed for current ADA compliance. The existing conditions of each ramp that requires a Maximum Extent feasible (MEF) is documented and noted in the Appendices. Each ramp was assigned a ramp number.

MEF Ramps with Proposed Improvements

The following ramps noted below are proposed for ramp replacement on this Snoqualmie Parkway Rehabilitation project, however there are several ADA components that will remain outside compliance due to surrounding existing conditions of travel lanes and topography of the adjacent sidewalk and

pedestrian access route (PAR). The ramp components that do not meet ADA requirements are indicated on the Construction Plans and will be constructed to the maximum extent feasible. See the ADA Compliance Checklist in Appendix A specific for each ramp.

- Better Way SE & Snoqualmie Parkway – Ramps #
  - SW – 45 & 46
  - NW – 47 & 48

MEF ramps without Proposed Improvements

The following ramps noted below will not be modified with this project. They have ADA components outside compliance due to surrounding existing conditions of travel lanes and topography of the adjacent sidewalk and PAR. These ramps have been included in the City of Snoqualmie ADA Transition Master Plan and will be addressed in the future for modification. For the specific standards that could not be met with this project, see the ADA Compliance Checklist in Appendix A specific for each ramp.

- SE Swenson Dr and Snoqualmie Parkway – Ramps #
  - NW – 11 & 12
  - SE - 13 & 14
  - NE – 15 & 16

- Better Way SE & Snoqualmie Parkway – Ramps #
  - SE – 49 & 50
  - NE – 52

MEF ramps without Proposed Improvements with Previous MEF Documentation

The following ramps noted below have been documented with the City during the design on separate projects within the current project limits. These ramps will not be modified with this project. These ramps have been included in the City of Snoqualmie ADA Transition Master Plan and will be addressed in the future for modification. For the specific standards that could not be met with this project, see the MEF Documentation in Appendix B specific for each ramp.

- Douglas Ave SE & Snoqualmie Parkway – Ramps #
  - W – 17 & 18
  - N – 19 & 20
  - S – 21 & 22
  - E – 23 & 24

- Fairway Ave SE & Snoqualmie Parkway – Ramps #
  - NW – 33
  - NE – 34 & 35
  - SE – 36

- Fisher Ave SE & Snoqualmie Parkway – Ramps #
    - NW – 37 & 38
    - SW – 41 & 42

SUMMARY

The City of Snoqualmie prioritized the top 33 of 59 ramps within the project limits for ADA revisions by identifying ramps that when modified could be brought to full ADA compliance except for the curb ramp running slope which is dictated by existing roadway grades. The determination for curb ramp replacement for this project also took into consideration the age of the ramp and signalized intersection. There are ramps built within the last 10 years along the Snoqualmie Parkway that have already been analyzed for ADA compliance to the maximum extent feasible following the allowed ADA guidelines and variances at the time.

Providing clear spaces that are level in all directions at all of the ramps within the project limits would require re-grading of the Snoqualmie parkway intersections which is outside the scope of this project. The clear spaces provided meet the PROWAG requirements to the maximum extent feasible, given the existing conditions and the overall scope of the project.

APPENDIX A

ADA COMPLIANCE CHECKLISTS

RAMP EXISTING CONDITIONS STREET VIEW

(SE 99TH ST TO SR 202 / RAILROAD AVE)

Project Name: Snoqualmie Parkway Rehabilitation Project	**RAMP 11**
Perpendicular Curb Ramp Criteria (2013 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Northwest Corner	
Crossing: SE Swenson Dr	

RAMP

Criteria– 3.04.2	**Compliant?**	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 9.2% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.0% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 8.1% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	**Compliant?**	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ min. unless constrained it is 4.0’ x 5.0’ min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 8.1% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

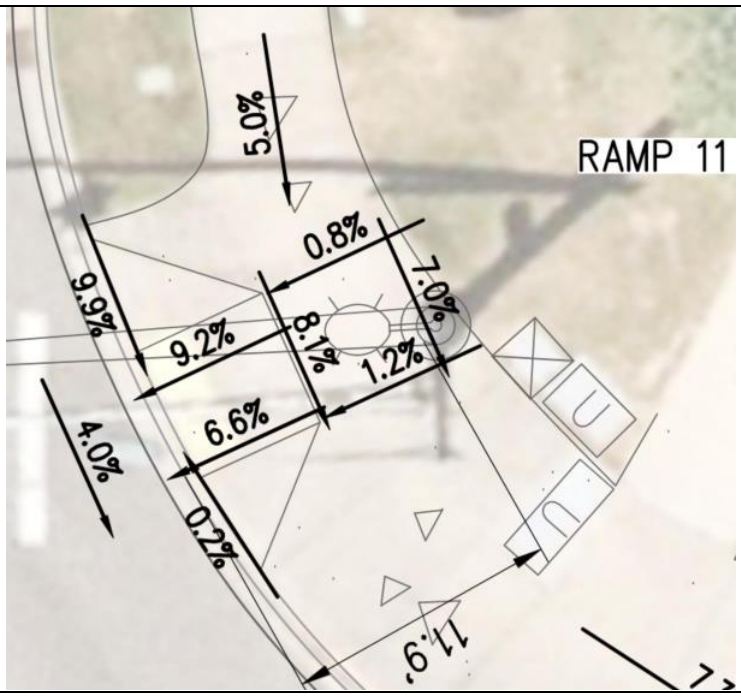
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum. Not enough space to relocate PPB and meet minimum pedestrian access route.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	**RAMP 12**
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Northwest Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	**Compliant?**	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.3% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 4.2% See Comment #1
Left Flare Slope is 10% Maximum	☐ Yes	☒ No 11.8% See Comment #1
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	**Compliant?**	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 4.2% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

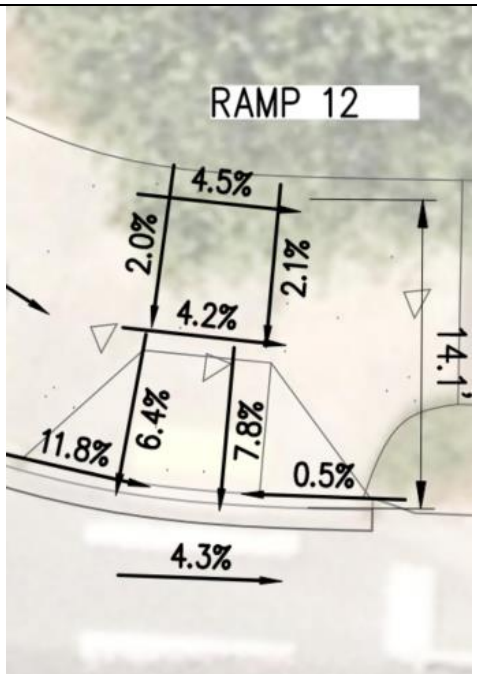
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 13
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Southeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 9.5% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 7.2% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 10.0% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #1
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 14.7% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0” x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 10.0% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

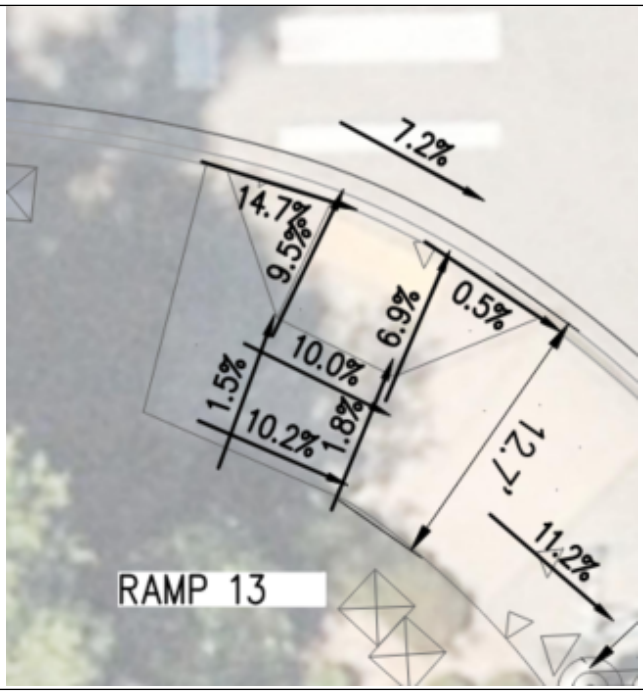
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 14
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Southeast Corner	
Crossing: SE Swenson Dr	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 9.1% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 7.4% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 9.0% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 15.5% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min unless Constrained it is 4.0’ x 5.0’ Min.)	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 9.1% See Comment #2
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS

RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 15
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Northeast Corner	
Crossing: SE Swenson Dr	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No 8.7% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☐ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

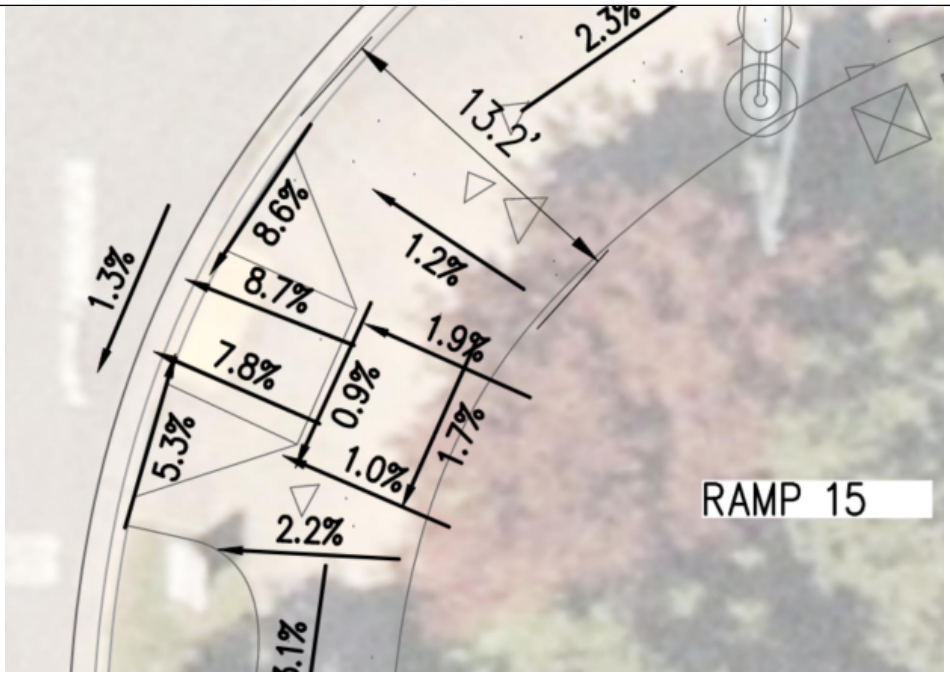
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #2
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 16
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Southeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 8.1% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 3.1% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 3.4% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 10.5% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 3.4% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

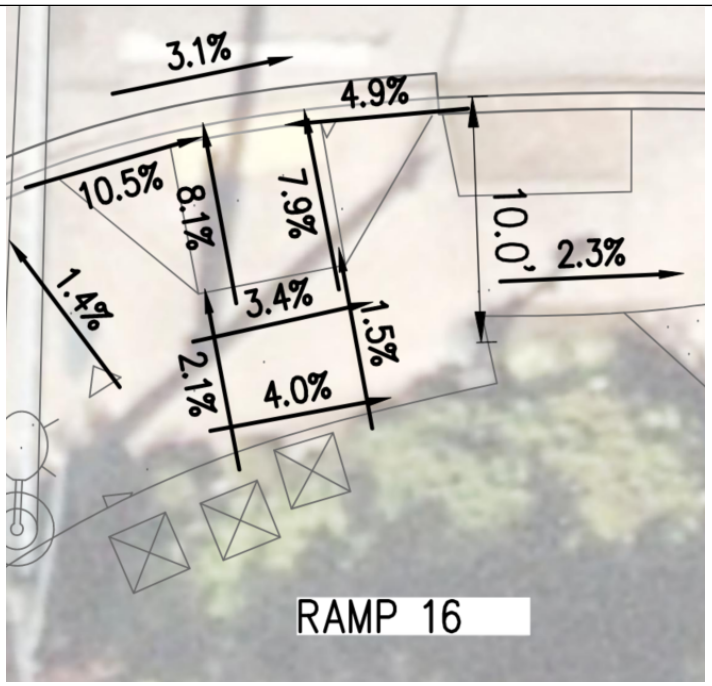
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

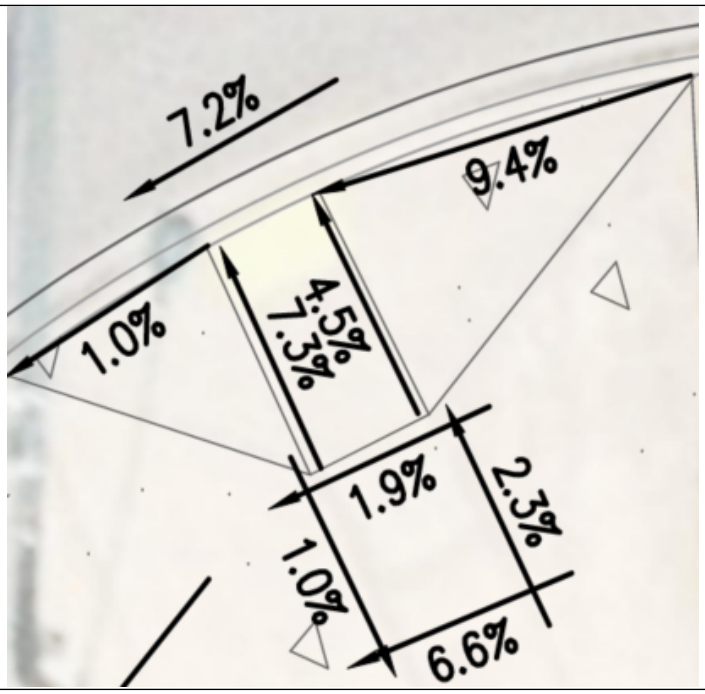
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation	RAMP 45
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southwest Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.6% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

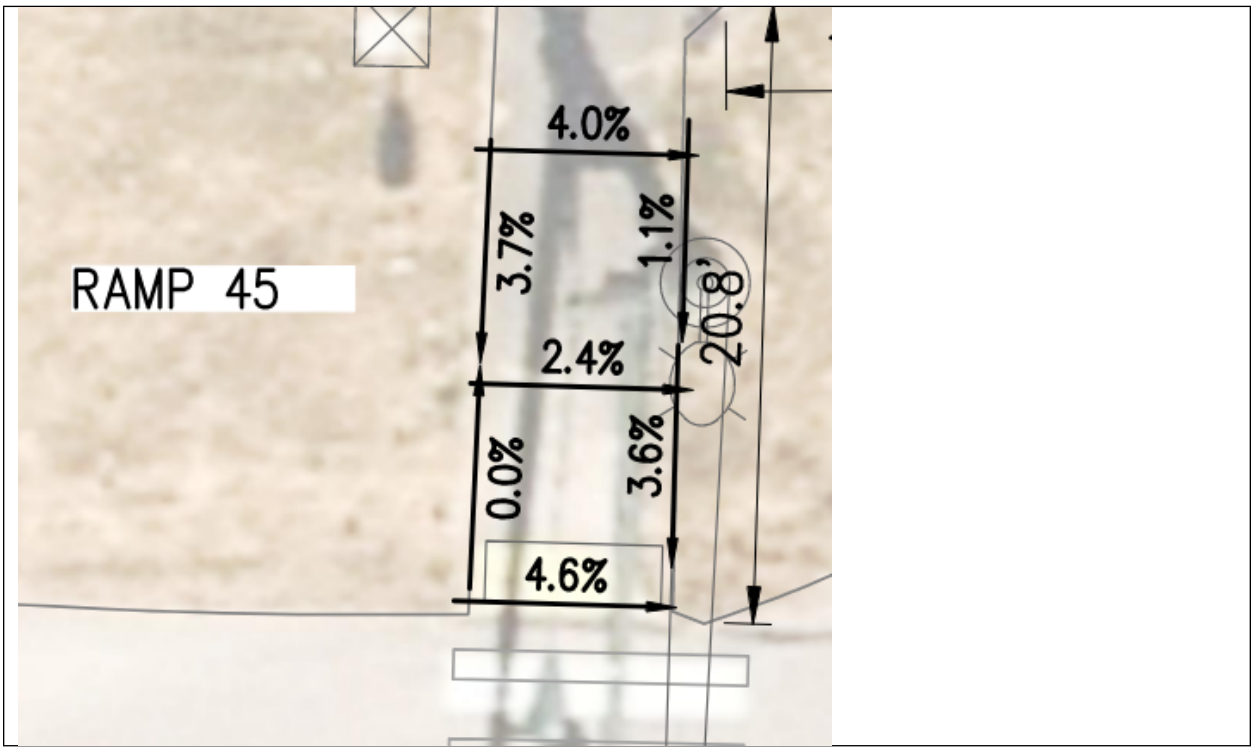
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation	RAMP 46
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 0/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southwest Corner	
Crossing: Better Way SE	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 2.1% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

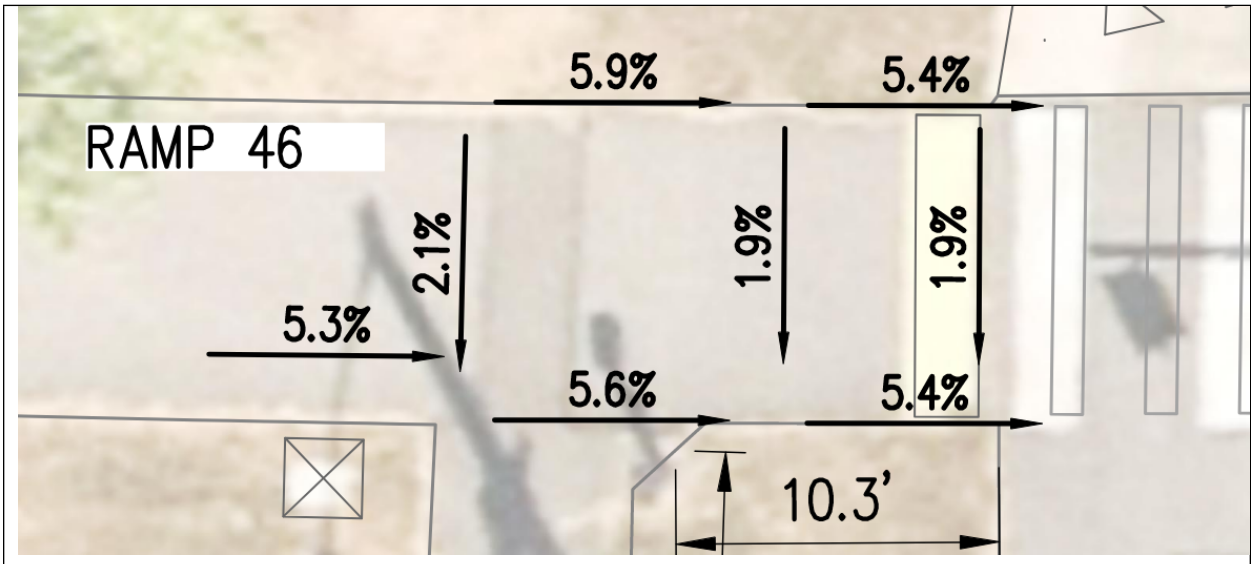
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation	RAMP 47
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Northwest Corner	
Crossing: Better Way SE	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 2.6% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

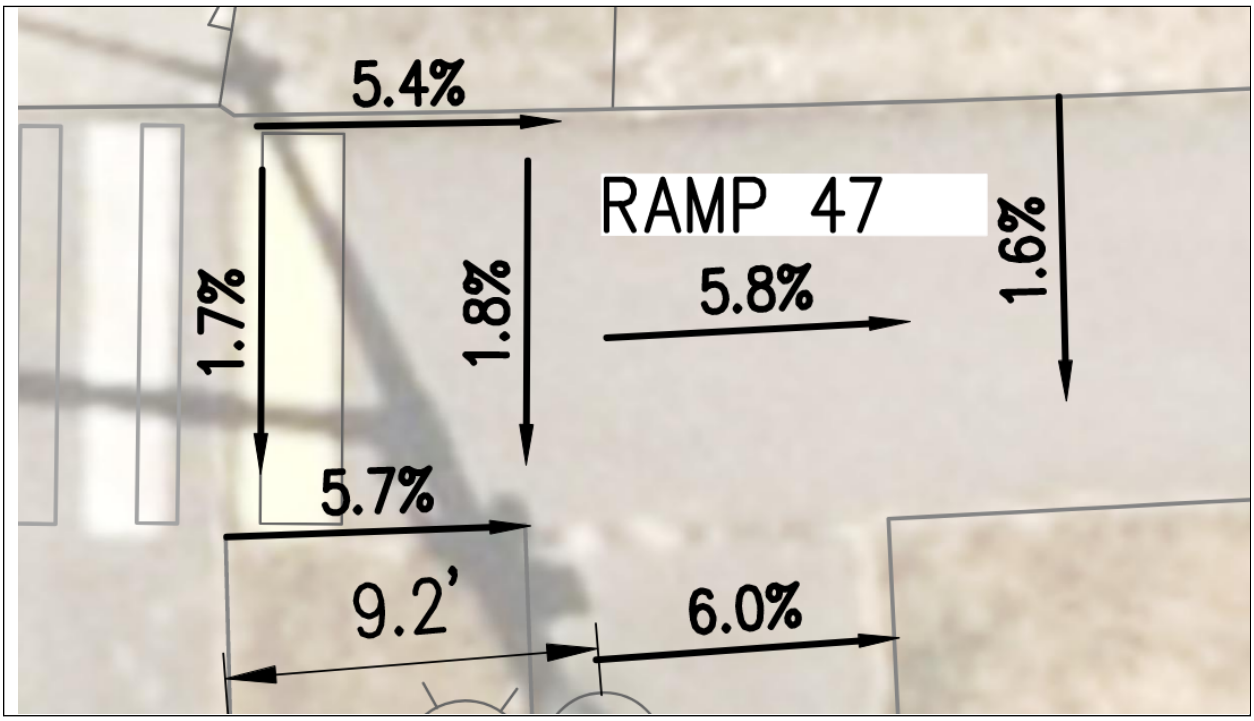
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 48
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Northwest Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.2% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

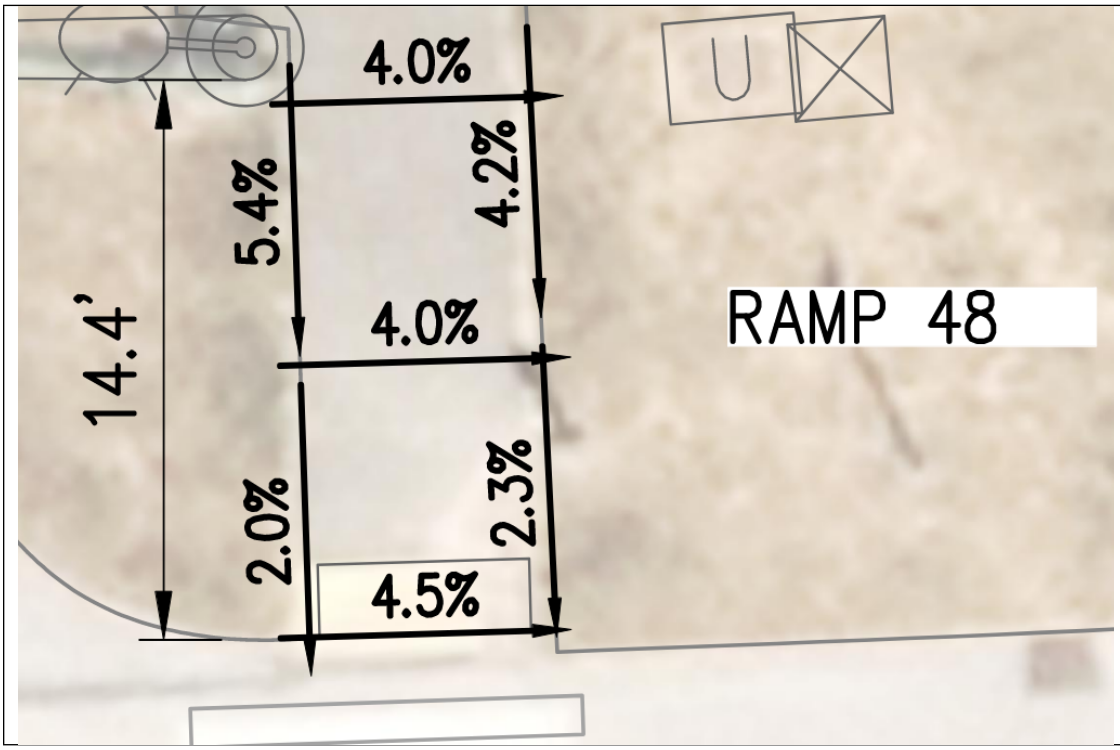
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 49
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No ____% See Comment #___
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 7.0% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 2.7% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #___
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 16.0% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #___
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #___
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0” Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 2.7% See Comment #1
Running Slope is 2% Maximum	☐ Yes	☒ No 4.8% See Comment #1
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

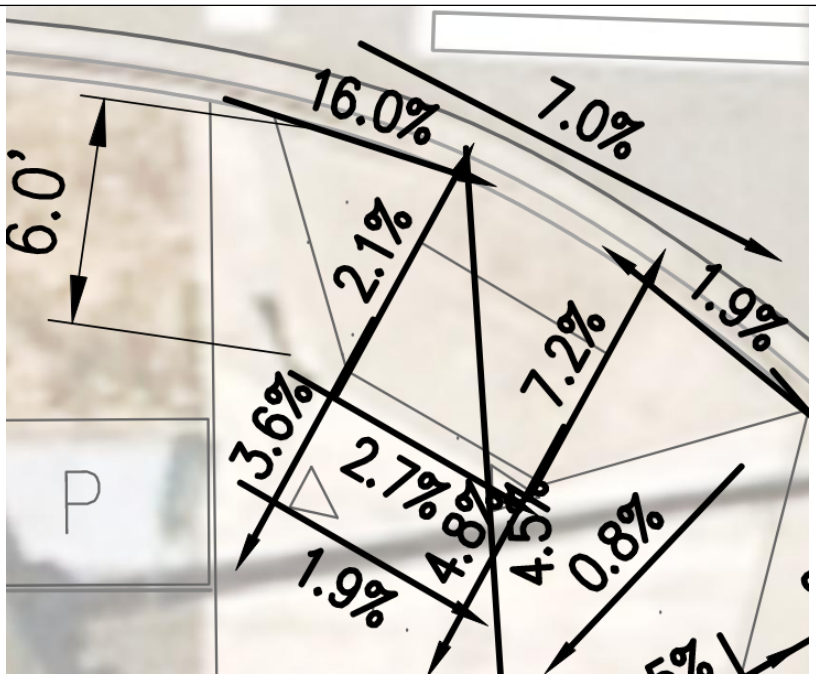
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 50
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southeast Corner	
Crossing: Better Way SE	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 8.5% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 5.7% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 6.3% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #___
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 14.1% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #___
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #___
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 7.9% See Comment #1
Running Slope is 2% Maximum	☐ Yes	☒ No 2.1% See Comment #1
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

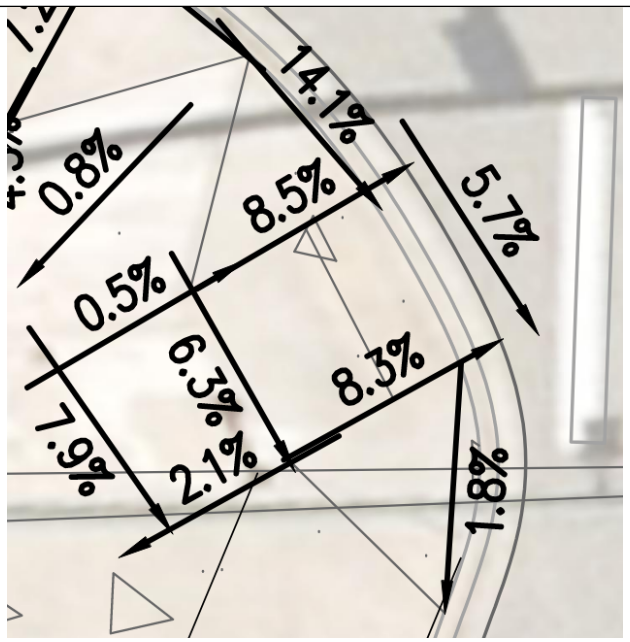
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 52
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Northeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No ____% See Comment #___
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.1% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☐ No ____% See Comment #___
Left Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #___
Right Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #____
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #___
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #___
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

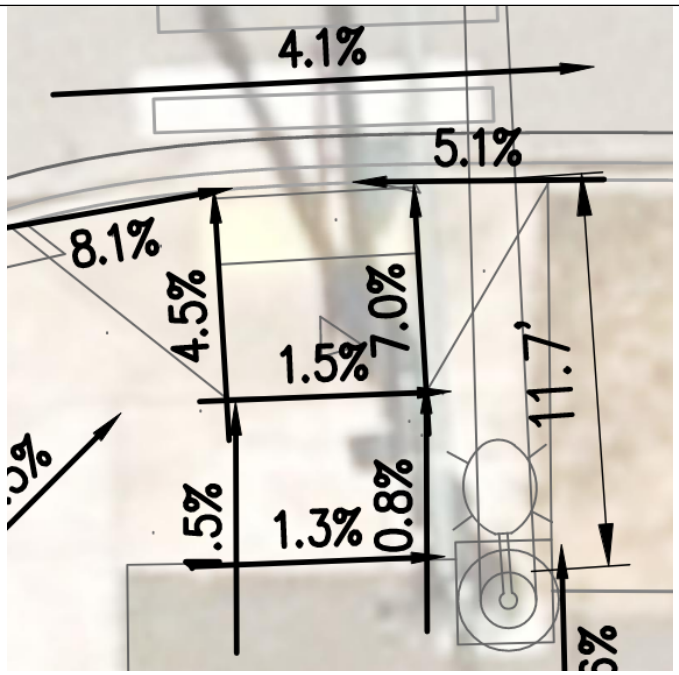
PEDESTRIAN PUSH BUTTON

Criteria - 209	**Compliant?**		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #____
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

APPENDIX B

PREVIOUS MEF DOCUMENTATION WITHIN

SNOQUALMIE PARKWAY REHABILITATION PROJECT LIMITS

DOUGLAS AVE SE, FAIRWAY AVE SE, FISHER AVE SE

(SE 99TH ST TO SR 202 / RAILROAD AVE)

City of Snoqualmie

Maximum Extent Feasible Documentation for ADA Guidelines Compliancy – Designed Conditions

Snoqualmie Parkway Intersection Improvements

September 2014

Perteet
2707 Colby Avenue, Suite 900
Everett, Washington 98201
1-800-615-9900 / 425-252-7700

MAXIMUM EXTENT FEASIBLE DOCUMENTATION
ADA ACCESSIBILITY

for
Snoqualmie Parkway Intersection Improvements – Designed Conditions

City of Snoqualmie Project No. 20120171
Federal Aid No. STPUS-17W2(001)

September 2014

Prepared for:
City of Snoqualmie

Prepared by:
Perteet, Inc.

Maximum Extent Feasible Approval :

Dan Thomason
ADA Coordinator

9/04/2014
Date

TABLE OF CONTENTS

LIST OF TABLES

LIST OF APPENDICES

INTRODUCTION

The purpose of this documentation is to provide a record of the newly constructed curb ramps, crosswalks, sidewalk repair areas, accessible pedestrian signals and pedestrian push buttons for the City of Snoqualmie Snoqualmie Parkway Intersection Improvements project. Pavement overlay projects are required to include upgrades to affected pedestrian facilities to meet the Americans with Disabilities Act (ADA) requirements and guidelines. The affected pedestrian facilities have been constructed to meet accessibility guidelines by pedestrians with disabilities to the maximum extent feasible, given the existing site conditions.

PROJECT DESCRIPTION

This project includes restoration of two intersections of the Snoqualmie Parkway SE corridor and is funded with federal funds. Select design plan sheets showing project limits and proposed improvements are in Appendix A. The first intersection is Douglas Ave SE and the second intersection is Fairway Ave SE. The restoration work includes grind and overlay of the existing asphalt concrete pavement in the intersections. The project includes upgrading existing curb ramps, where crosswalks will be altered by the pavement overlay, to meet ADA guidelines.

EXISTING CONDITIONS

The existing corridor of Snoqualmie Parkway within the project limits is typically a five lane roadway section, which includes a planted median in the center lane throughout most of the corridor. The project corridor includes two signalized intersections.

ADA DESIGN GUIDELINES

The design and construction guidance for this project is the Revised Draft Guidelines for Accessible Public Rights-of-Way, November 23, 2005 (The 2005 version of the PROWAG), as specified by WSDOT. Based on these guidelines, the following determinations have been made for this project:

- A pavement resurfacing project is classified as an Alteration (Advisory section R202.1 General).
- Where existing elements are altered, each altered pedestrian element within the limits or scope of the project shall comply with the requirements for new construction to the maximum extent feasible (section R202.3 Alterations). For a roadway overlay project, the altered element would be part of the pedestrian circulation path – this would specifically be the crosswalk (marked or unmarked) zone, which in turn would include the assessment and potential upgrades to crosswalks, pedestrian refuge islands, and curb ramps adjacent to the crosswalk.
- The accessibility requirements are to be applied to all areas of a facility within the scope or limits of the planned project (Advisory R201.1 Scope). Specific to this project, where the pedestrian circulation path is <u>not</u> being altered because it is outside the overlay limits of the planned project, the pedestrian circulation path is <u>not</u> required to comply – i.e. it is not required to be upgraded with this project to meet guidelines.

PEDESTRIAN FACILITIES – ASSESSMENT AND DESIGN

The overlay limits of this project are the intersections of Douglas Ave SE and Fairway Ave SE. In general, this project does not include the overlay of cross streets.

The intent of this overlay project is to keep the overlay limits within the intersection from curb to curb of Douglas Ave SE and Fairway Ave SE. For this project, the City of Snoqualmie has included the replacement of the existing curb ramps that are in the intersections.

Crosswalks

Existing Crosswalk Analysis and Evaluation

The criteria for the cross slope of the crosswalk is 2% maximum where there is yield or stop control, and 5% maximum where there is no yield or stop control (e.g., a signalized intersection). The roadway running grade is also the cross slope of the crosswalk zones, thus the cross slope is generally dictated by the profile grade of the roadway and curb return grading.

The existing crosswalk cross slopes at the applicable intersections range as shown in the table below.

Table 1: Existing Street Crossings – Cross Slopes

Crossing Location (Cross Street)	Intersection Leg	Existing Cross Slope Range
Douglas Ave SE	North Leg	3.3%** to 2.0%
Douglas Ave SE	East Leg	4.3%** to 7.0%**
Douglas Ave SE	South Leg	6.0%** to 0.0%
Douglas Ave SE	West Leg	1.5% to 3.5%**
Fairway Ave SE	North Leg	8.8%** to 10.3%**
Fairway Ave SE	East Leg	9.8%** to 11.0%**

*N/A = Not Applicable ** = Non-compliant*

The crosswalk locations are shown in the Design Plan Sheets in Appendix A.

The relatively steeper cross slopes of the existing crosswalks are due to the relatively steeper roadway grades of the cross streets and/or to accommodate surface stormwater conveyance. The majority of the existing crosswalk cross slopes meet the 2005 PROWAG guidelines and are compliant, with the exceptions noted in Table 1, above.

Crosswalk Design

Because this project is an overlay, the existing cross slopes of the crosswalks will generally remain the same. Reducing the existing relatively steeper grades or re-grading and re-directing surface stormwater would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to table top the intersection legs in order to meet the 2005 PROWAG guidelines. This type of reconstruction would have been a very significant effort and was not within the original scope of the project.

Curb Ramps

The curb ramps within the project area are summarized below:

- 12 existing curb ramps within the project area

- 12 curb ramps will be upgraded

The Design Plan Sheets in Appendix A show the curb ramp locations and the project paving limits.

Existing Curb Ramp Analysis and Evaluation

Existing curb ramp features assessed include the slopes and dimensions of ramps and landings, slopes of flares, clear space, and detectable warning materials, placement, and dimensions. Dimensions and slopes were taken in the field using a tape measure and 4-foot smart level, and recorded for each ramp. Multiple slope measurements were taken for each ramp in various spots, and the maximum slope reading was used as the evaluation slope.

The placement of the pedestrian street crossing and the number of ramps serving the crossing was also evaluated. Curb ramps shall connect the pedestrian access route to each pedestrian street crossing within the width of the each crosswalk (2005 PROWAG Section R207 Curb Ramps and Blended Transitions). Typical crosswalk placement at intersections usually results in two curb ramps at each curb return.

Table 2 identifies all curb ramps along the project area that were identified as potential replacements, and summarizes whether or not the curb ramp is being upgraded; and if the proposed curb ramp will be fully compliant to the 2005 PROWAG; or if it has been designed to the maximum extent feasible. Detailed information identifying each curb ramp, design criteria, existing conditions for each curb ramp, status of compliancy or non-compliancy, and the proposed design is provided in Appendix B of this document.

Table 2: Existing Curb Ramp Compliancy and Summary of Proposed Design

APPENDIX C REFERENCE	IDENTIFIER	CATEGORY		
	Location (Cross Street)	Non-Compliant / Retrofit to Full Compliance	Non-Compliant / Retrofit to MEE	Existing Curb Ramp is Compliant
RAMP 17	Douglas Ave SE (NW Corner, Southbound Crossing)	X		
RAMP 18	Douglas Ave SE (NW Corner, Eastbound Crossing)	X		
RAMP 24	Douglas Ave SE (NE Corner, Westbound Crossing)	X		
RAMP 23	Douglas Ave SE (NE Corner, Southbound Crossing)	X		
RAMP 22	Douglas Ave SE (SE Corner, Northbound Crossing)	X		
RAMP 21	Douglas Ave SE (SE Corner, Westbound Crossing)	X		
RAMP 17	Douglas Ave SE (SW Corner, Eastbound Crossing)	X		
RAMP 18	Douglas Ave SE (SW Corner, Northbound Crossing)	X		
RAMP 33	Fairway Ave SE (NW Corner, Eastbound Crossing)	X		
RAMP 34	Fairway Ave SE (NE Corner, Westbound Crossing)		X	
RAMP 35	Fairway Ave SE (NE Corner, Southbound Crossing)		X	
RAMP 36	Fairway Ave SE (SE Corner, Northbound Crossing)	X		

Curb Ramp Design

Detailed information identifying each curb ramp, design criteria, existing conditions for each ramp, status of compliancy or non-compliancy, and the proposed design is provided in Appendix B of this document.

Some of the proposed curb ramps have cross slopes of the ramp or landing along the gutter line that are greater than 2% (2% is the maximum allowable cross slope of a ramp to meet accessibility standards) due to existing roadway grades that are steeper than 2%. Given that this is a pavement overlay project, there is limited opportunity to change the slope of the gutter line, and several of the proposed ramps (for perpendicular ramps) and landings (for parallel ramps) will continue to have cross slopes along the gutter line that exceed 2%. Reducing the existing steeper grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to table top some of the intersection legs to meet the 2005 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project. The curb ramps have been designed to the maximum extent feasible to fit the existing site conditions.

There are steep roadway grades at the intersection of Snoqualmie Parkway and Fairway Ave. SE. Curb ramps at this intersection have been designed to meet maximum running slope grades. The landings and pedestrian access route will be non-compliant due to the steep grades. With gutter grades ranging from 9.3% to 10.3% the cross slopes on the landings closely mimic the gutter grades in an effort to minimize slopes and the severity of grade breaks along the pedestrian route between the ramps and connections to adjacent sidewalks. The resulting cross slope for the east-west pedestrian access route is 3.5%. This slope is a result of grading limitations of the ramp and the close proximity of the existing right-of-way at the back of walk. Given the existing steep slopes, these areas have been designed towards meeting compliancy to the maximum extent feasible.

Sidewalks

Portions of existing sidewalk segments will be replaced as a result of the various project improvements, or as specified by the City. Segments of sidewalks will be replaced associated with curb ramp reconstruction areas.

The sidewalk segments are shown in the plans in Appendix A. All sidewalk is intended to be constructed with a cross slope of 2% or less, with the exception of new transition segments (roughly 5-feet) which will be used to match the new sidewalk areas to the existing sidewalk cross slopes. Due to the steep slopes on the northeast corner of Fairway Ave SE the cross slopes of the sidewalk exceed the 2% minimum, and given the steep slopes these areas have been designed towards meeting compliancy to the maximum extent feasible.

Pedestrian Push Buttons

Existing Pedestrian Signal Analysis and Evaluation

Pedestrian push buttons are not being relocated or upgraded to APS as part of this project. While the landings or clear spaces that access the pedestrian push buttons are being altered, access to the buttons will be the same or will be improved. Reconstruction will result in similar access and grades. Grades may vary slightly from existing as a result of grade adjustments to improve curb ramp grading.

Appendix A

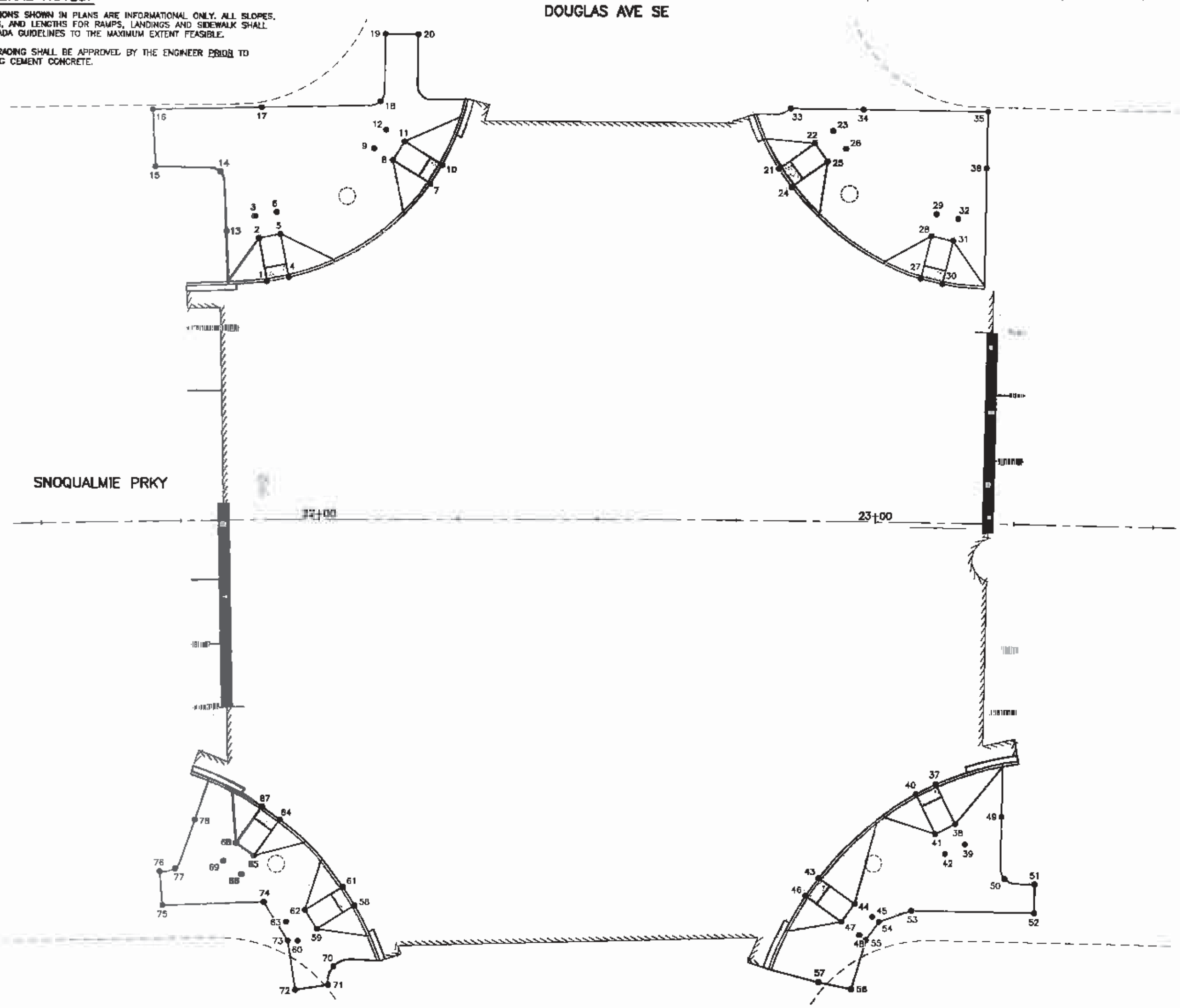
Curb Ramp Design Plan Sheets

GENERAL NOTES:

1. ELEVATIONS SHOWN IN PLANS ARE INFORMATIONAL ONLY. ALL SLOPES, WIDTHS, AND LENGTHS FOR RAMPS, LANDINGS AND SIDEWALK SHALL MEET ADA GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE.
2. ALL GRADING SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.

NW 1/4 & NE 1/4 SEC. 35. T. 24 N., R. 7 E., W.M., SE 1/4 SEC. 26. T. 24 N., R. 7 E., W.M.

FEDERAL AID NO. STPUS-17W2(001)



POINT TABLE	
POINT NO.	ELEVATION
1	855.48
2	856.12
3	856.20
4	855.62
5	856.20
6	856.28
7	856.70
8	857.34
9	857.42
10	856.83
11	857.42
12	857.50
13	855.85
14	856.02
15	855.24
16	855.38
17	856.50
18	857.76
19	858.29
20	858.25
21	857.70
22	858.34
23	858.42
24	857.78
25	858.42
26	858.50
27	858.97
28	859.61
29	859.69
30	859.14
31	859.69
32	859.77
33	858.28
34	858.73
35	860.24

POINT TABLE	
POINT NO.	ELEVATION
36	860.20
37	857.21
38	857.65
39	857.73
40	856.93
41	857.57
42	857.66
43	855.44
44	855.78
45	855.86
46	855.20
47	855.70
48	855.78
49	856.19
50	857.96
51	858.21
52	856.19
53	856.61
54	855.93
55	855.80
56	855.35
57	855.23
58	854.05
59	854.69
60	854.77
61	854.05
62	854.61
63	854.69
64	853.88
65	854.43
66	854.35
67	853.82
68	854.35
69	854.27
70	854.68
71	854.76
72	854.86
73	854.80
74	854.67
75	853.62
76	853.66
77	853.86
78	853.94

SCALE 10 0 10 20 FEET

No.	Date	Revision	By	Appr.

Perteet
206-436-0515 | 1-800-615-9900
505 5th Avenue S. Suite 300
Seattle, Washington 98104

JESSE A. THOMSEN, STATE OF WASHINGTON, 41875, REGISTERED PROFESSIONAL ENGINEER

Drawn By KWC | Designed By JJO | Checked By JAT | Approved By | Date

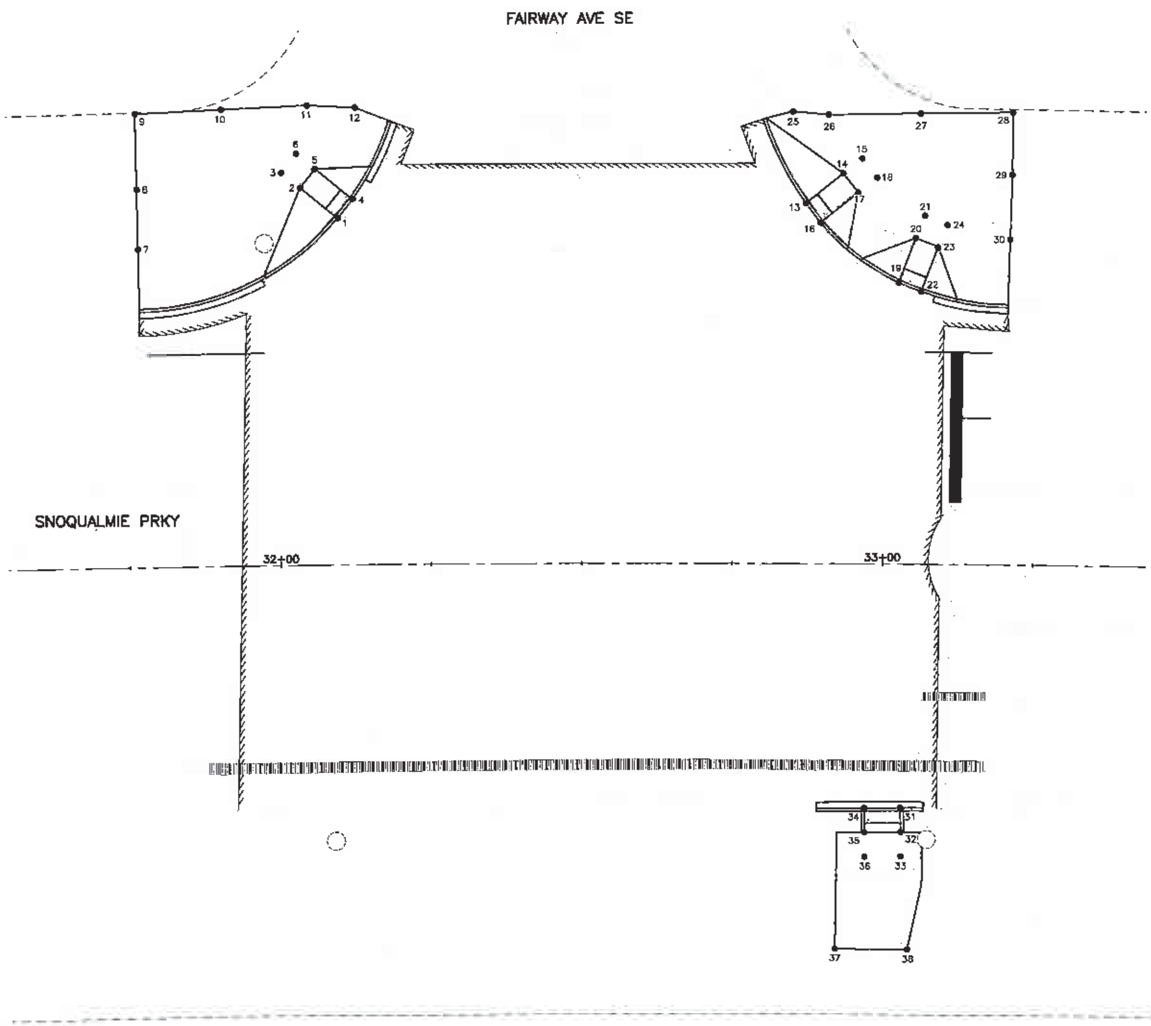
SCALE Horiz 1"=20' Vert NONE | Project Number 20120171

CITY OF SNOQUALMIE
DOUGLAS AVE & FAIRWAY AVE INTERSECTION IMPROVEMENTS
GRADING PLAN

Drawing No. GR1
Sheet No. 9 of Total 19

FEDERAL AID NO. STPUS-17W2(001)

NW 1/4 & NE 1/4 SEC. 35. T. 24 N., R. 7 E., W.M., SE 1/4 SEC. 26. T. 24 N., R. 7 E., W.M.



GENERAL NOTES:

1. ELEVATIONS SHOWN IN PLANS ARE INFORMATIONAL ONLY. ALL SLOPES, WIDTHS, AND LENGTHS FOR RAMPS, LANDINGS AND SIDEWALK SHALL MEET ADA GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE.
2. ALL GRADING SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.

POINT TABLE

POINT NO.	ELEVATION
1	843.43
2	843.80
3	843.88
4	843.08
5	843.72
6	843.80
7	847.31
8	847.28
9	847.37
10	845.67
11	843.98
12	843.31
13	840.16
14	840.16
15	840.24
16	839.75
17	839.84
18	839.82
19	838.02
20	838.66
21	838.74
22	837.63
23	838.27
24	838.42
25	841.63
26	841.15
27	839.33
28	837.51
29	837.31
30	837.07
31	835.86
32	836.14
33	836.18
34	836.30
35	836.26
36	836.30
37	836.87
38	835.99

SCALE
10 0 10 20
FEET

No.	Date	Revision	By	Appr.

Perteet
206-436-0515 | 1-800-615-9900
505 5th Avenue S, Suite 300
Seattle, Washington 98104

JESSE A. THOMSEN, STATE OF WASHINGTON, 41673, REGISTERED PROFESSIONAL ENGINEER

Drawn By KWE
Designed By AJD
Checked By JAT
Approved By
Date

SCALE
Horiz 1"=20'
Vert NONE
Project Number 20120171

CITY OF SNOQUALMIE
DOUGLAS AVE & FAIRWAY AVE
INTERSECTION IMPROVEMENTS
GRADING PLAN

Drawing No. GR2
Sheet No. 10 of Total 19

Appendix B

Curb Ramp Analysis and Proposed Design

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NW Corner
Crossing
Direction: SB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.17'	8.35	5.6%	1.90%	3.5%	YES	11.4%	7.2%
Proposed	4'	7.5'	8.0%	3.5%	3.5%	YES	8.9%	4.3%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							8.5'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.6%		N/A	NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

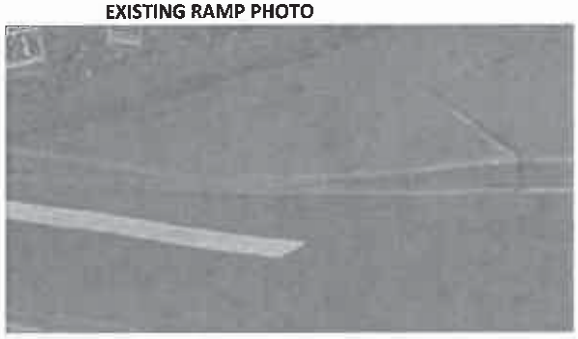
Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NW Corner
Crossing
Direction: EB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.11'	8.18'	5.9%	5.8%	4.2%	YES	10.1%	2.7%
Proposed	4'	8'	8.0%	3.3%	3.3%	YES	9.6%	3.4%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							9'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	6.0%		N/A	NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NE Corner
Crossing
Direction: WB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	5.8'	8.12'	7.0%	0.9%	1.8%	YES	8.0%	11.4%
Proposed	4'	8'	8.0%	2.0%	2.0%	YES	9.4%	7.8%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	6'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.7%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

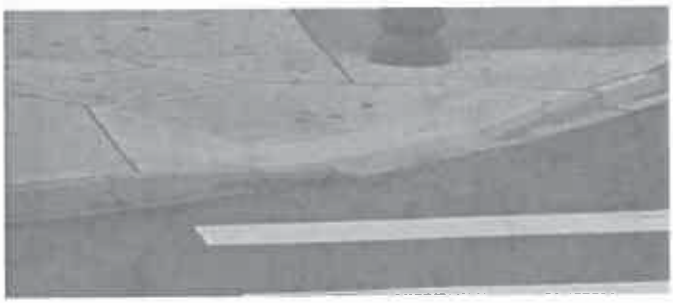
Existing Conditions: This ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NE Corner
Crossing Direction: SB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.21'	8.12'	7.8%	5.6%	1.1%	YES	14.3%	2.6%
Proposed	4'	8'	8.0%	4.3%	4.3%	YES	11.5%	2.5%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

CURB RAMP LANDING CRITERIA							
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	4.5%		N/A	NO	NO
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

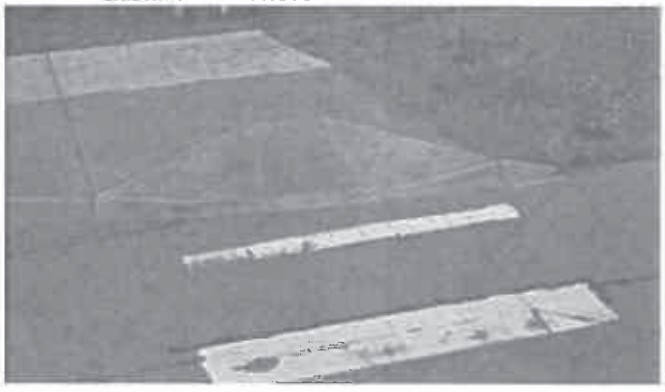
Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SE Corner
Crossing Direction: NB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	2.95'	8.08'	7.1%	4.0%	3.9%	YES	0.3%	14.8%
Proposed	4'	7.5'	8.0%	7.0%	7.0%	YES	0.3%	10.0%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	12'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3.5'x4'	5.4%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SE Corner
Crossing
Direction: WB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	5.98'	7.49'	4.1%	4.6%	4.6%	YES	2.1%	14.9%
Proposed	4'	8'	6.3%	6.0%	6.0%	YES	1.6%	9.9%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	14'
As-Built							~~7'~~	~~7'~~
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	7'

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	4.7%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

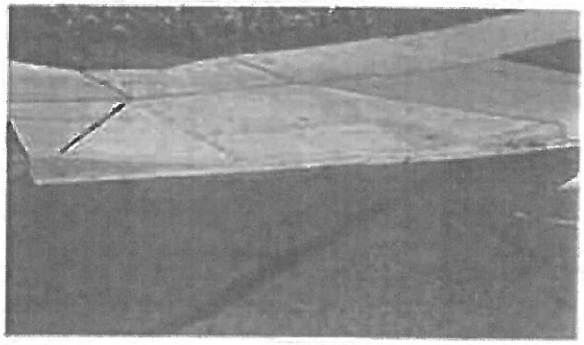
Existing Conditions: This ramp does not meet slope requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



As-built: Right flare length was reduced from 14' to 7' to provide better access to adjacent pedestrian push buttons. Resulting flare slope is non-compliant. Push button access is equal to or better than existing condition.

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SW Corner
Crossing
Direction: EB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.14'	8.12'	7.0%	1.3%	1.7%	YES	8.6%	8.4%
Proposed	4'	8'	6.9%	2.00%	1.5%	YES	7.5%	8.2%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	6'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	3.8%			NO	YES
Proposed	YES	4'x4'	2.00%	2.00%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

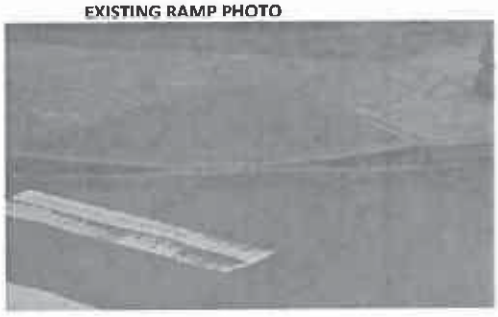
Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SW Corner
Crossing
Direction: NB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.03'	8.16'	6.1%	0.3%	1.7%	YES	6.6%	9.5%
Proposed	4'	8'	6.9%	2.00%	1.5%	YES	6.7%	9.6%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	6'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	3.8%			NO	YES
Proposed	YES	4'x4'	2.00%	2.00%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NW Corner
Crossing
Direction: EB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	2.86'	7.81	7.9%	5.20%		YES	0.2%	17.5%
Proposed	4'	8'	8.0%	8.8%	8.8%	YES	0.5%	13.1%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	15'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	11'

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.6%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *Insert justificotion for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

As-built: Right flare length was reduced from 15' to 11' to provide better access to pedestrian push button. This will provide more clear space around the signal pole without placing pedestrians into the ramp flare. Flare slope will be non-compliant.

Curb ramp landing cross slope was increased to match gutter slope. This was done in order to reduce the severity of grade breaks and sidewalk slopes approaching the ramp. Landing cross slope is non-compliant.

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NE Corner
Crossing
Direction: WB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.05'	8.06'	4.5%	8.20%		YES	4.1%	18.3%
Proposed	4'	8'	1.1%	10.3%	10.3%	NO	2.8%	11.6%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	15'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.6%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

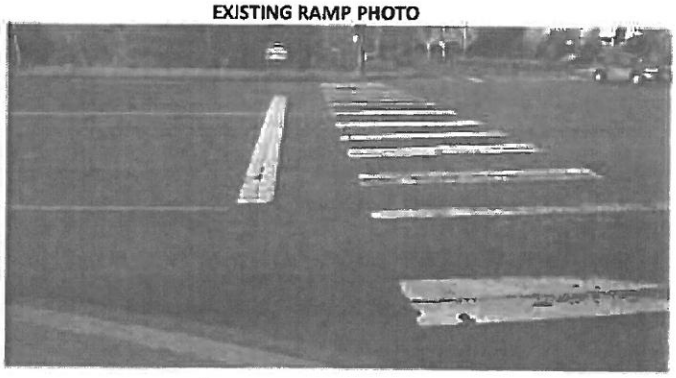
Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: Due to steep slopes of the roadway and side street the ramp cannot be placed in compliance with 2005 PROWAG guidelines.

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



As-built: Curb ramp landing cross slope was increased to match gutter slope. This was done in order to reduce severity of grade breaks and slope of sidewalk between the two curb ramps. This change will also provide more moderate slope at ped buttons. Cross slope of ramp landing is non-compliant.

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NE Corner
Crossing
Direction: SB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.04'	7.88'	8.5%	6.3%	4.2%	YES	1.6%	17.9%
Proposed	4'	8'	8.0%	9.8%	9.8%	NO	1.3%	17.8%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

CURB RAMP LANDING CRITERIA							
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	6.0%			NO	YES
Proposed	YES	4'x4'	3.8%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

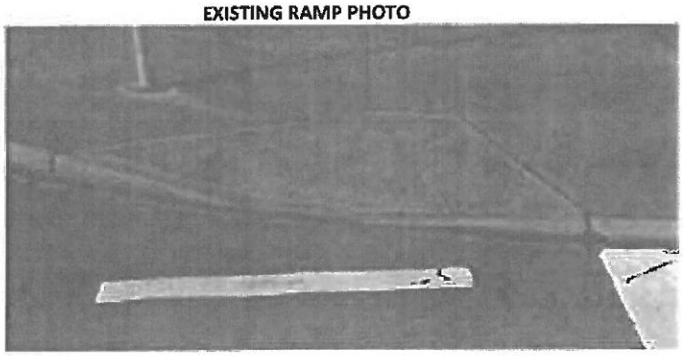
Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: Due to steep slopes of the roadway and side street the ramp cannot be placed in compliance with 2005 PROWAG guidelines.

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



As-built: Curb ramp landing cross slope was increased to match gutter slope. This was done in order to reduce severity of grade breaks and slope of sidewalk between the two curb ramps. This change will also provide more moderate slope at ped buttons. Cross slope of ramp landing is non-compliant.

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NW Corner
Crossing
Direction: SE

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3'					YES	N/A	N/A
Proposed	4'	6'	3.5%	11 0%	11 0%	YES	N/A	N/A
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	5'x4'	2.6%			NO	YES
Proposed	YES	4'x4'	1.0%		N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

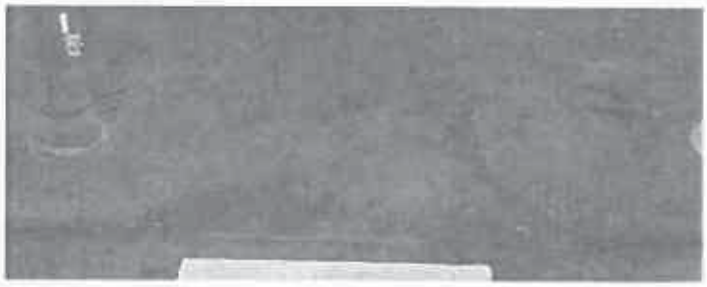
Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Maximum Extent Feasible Documentation
for ADA Guidelines Compliance—
As Constructed

September 10, 2019

Snoqualmie Parkway/Fisher Avenue HAWK Signal

MAXIMUM EXTENT FEASIBLE DOCUMENTATION FOR ADA GUIDELINES COMPLIANCE

CONDITIONS AS CONSTRUCTED

Snoqualmie Parkway/Fisher Avenue HAWK Signal

September 10, 2019

City of Snoqualmie

Prepared by:
Perteet Inc.

Maximum Extent Feasible Approval:

Project Engineer

9-10-19

Date

TABLE OF CONTENTS

LIST OF TABLES

LIST OF APPENDICES

INTRODUCTION

The purpose of this document is to provide a record of Americans with Disabilities Act (ADA) accessibility compliance for pedestrian facilities, for the proposed curb ramps and associated elements for the City of Snoqualmie, Snoqualmie Parkway/Fisher Avenue HAWK Signal project. Where sidewalk will be replaced to install the new signal poles and pedestrian push buttons, it is required to upgrade the affected pedestrian facilities to meet the requirements and guidelines for accessibility associated with the ADA. The affected pedestrian facilities for this project have been designed to meet accessibility guidelines for pedestrians with disabilities to the maximum extent feasible, given the existing site conditions.

PROJECT DESCRIPTION

This project includes the installation of a HAWK signal system and associated pedestrian facility upgrades at the intersection of Snoqualmie Parkway and Fisher Avenue. The curb ramps located at the two corners where the pedestrian push buttons will be installed will be replaced (the northwest and southwest corners). A marked crosswalk and stop bars across Snoqualmie Parkway will also be installed. Design plan sheets showing project limits and proposed improvements are in Appendix A.

EXISTING CONDITIONS

The existing corridor of Snoqualmie Parkway within the project limits is typically a five lane roadway section, which includes a planted median in the center lane throughout most of the corridor. The intersection of Snoqualmie Parkway and Fisher Avenue is currently a non-signalized, two-way stop controlled intersection. The intersection topography is hilly in nature, going downhill along Snoqualmie Parkway from west to east and downhill along Fisher Avenue from north to south.

ADA COMPLIANCE DESIGN GUIDELINES

The design criteria guidance for ADA compliance for this project is the Revised Draft Guidelines for Accessible Public Rights-of-Way, November 23, 2005 (the 2005 version of the PROWAG). Based on these guidelines, the following determinations have been made for this project:

- Where existing elements are altered, each altered pedestrian element within the limits or scope of the project shall comply with the requirements for new construction to the maximum extent feasible (section R202.3 Alterations).
- The accessibility requirements are to be applied to all areas of a facility within the scope or limits of the planned project (Advisory R201.1 Scope). Specific to this project, where the pedestrian circulation path is not being altered, the pedestrian circulation path is not required to be made compliant — i.e., it is not required to be upgraded with this project to meet guidelines.

PEDESTRIAN FACILITIES - COMPLIANCE DETERMINATION

The pedestrian facility improvements within the project area include the following:

- One crosswalk will be striped.
- Four existing curb ramps will be replaced.
- Two pedestrian push buttons (PPBs) will be installed.

Crosswalks

Crosswalk Design and Analysis

The criteria for the cross slope of a crosswalk is 2% maximum where there is yield or stop control, and 5% maximum where there is no yield or stop control. The crosswalk being striped as part of this project is across Snoqualmie Parkway which is not yield or stop controlled at the intersection of Fisher Avenue. The roadway running grade is also the cross slope of the crosswalk zones, thus the cross slope is generally dictated by the profile grade of the roadway and curb return grading. The roadway running grade is ranges from 3.6% to 4.6% at the location of the crosswalk, therefore the cross slope of the crosswalk does not exceed 5%. Since Snoqualmie Parkway is not yield or stop controlled at this location, per the 2005 PROWAG, this is a compliant situation.

The 2005 PROWAG states that the pedestrian access route shall be firm, stable, and slip resistant and the crosswalk is considered part of the pedestrian access route. Certain utility lids including drainage catch basin lids are not considered slip resistant. Therefore, if they are located within the pedestrian access route, it is a noncompliant condition. There is a catch basin solid lid located within the proposed crosswalk that is not slip resistant and is therefore non-compliant. The existing stormwater utility system would have to be relocated to move it out of the crosswalk and stormwater utility relocation is not within the original scope of the project. Since stormwater utility relocation is not within the original scope of the project, the crosswalk would have to be moved to avoid the existing catch basin. Moving the crosswalk would require removing and replacing a portion of the planted median. As no work within the roadway outside of the curb returns is being completed, replacing the planted median is not within the original scope of the project. The crosswalk was designed to avoid the catch basin to the maximum extent feasible to fit the existing site conditions.

Curb Ramps

Curb Ramp Design and Analysis

It should be noted that there are two non-compliant elements in this project for most of the curb ramps. The ramp portions of the perpendicular ramps have a cross slope at the gutter line that will be greater than 2%. This is due to existing roadway grades that range from 2.8% to 8.3%. The corresponding landing within the curb ramp could be warped to achieve less than a 2% cross slope; however, in three out of the four proposed curb ramps, this would result in a severe grade break between the landing and the adjacent sidewalk since the adjacent sidewalk slopes are approximately 8%-12%. To reduce this severe grade break, three of the four curb ramp landings were designed to have cross slopes of 4%. These will be non-compliant elements of the curb ramps.

Given that the scope of this project does not include roadway improvements outside of the curb returns, there is limited opportunity to change the slope of the roadway grades and the associated gutter line slopes and sidewalk slopes. Reducing the existing steep roadway grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersection in order to flatten some of the intersection legs to meet the 2005 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project.

The curb ramps have been designed to the maximum extent feasible to meet ADA compliance guidelines and fit the existing site conditions. These, along with other non-compliant elements, are noted in the matrix (Table 1) on the following page.

Table 1. Curb Ramp Non-Compliant Elements and Summary of Justification.

Identifier	Category			Proposed Non-Compliant Elements	Comments/Justification
Location, Direction Type of Ramp	*Non-Compliant/ Retrofit to Full Compliance*	*Non-Compliant/ Retrofit to MEF*	*Existing Curb Ramp is Compliant*		
NW Corner, Southbound Perpendicular Ramp		X		• Ramp cross slope • Landing cross slope	The cross slope of the ramp and landing will be non-compliant, as they will exceed 2%. The slopes are due to the existing grade of the road (6.3% at the gutter).
NW Corner, Eastbound Perpendicular Ramp		X		• Ramp cross slope • Landing cross slope • Left flare slope	The cross slope of the ramp and landing will be non-compliant, as they will exceed 2%. The left flare will be non-compliant with a slope of 10.5%. The slopes are due to the existing grade of the road (4.2% at the gutter across the ramp and 7.2% at the gutter across the flare). The left flare has been extended to 15' to minimize the slope but cannot be extended further due to the proximity of the southbound ramp.
SW Corner, Northbound Perpendicular Ramp		X		• Ramp cross slope • Landing cross slope	The cross slope of the ramp and landing will be non-compliant, as they will exceed 2%. The slopes are due to the existing grade of the road (8.3% at the gutter).
SW Corner, Eastbound Perpendicular Ramp		X		• Ramp cross slope • Right flare slope	The cross slope of the ramp will be noncompliant, as it will exceed 2%. The right flare will be non-compliant with a slope of 10.1%. The slopes are due to the existing grade of the road (2.8% at the gutter across the ramp and 6.8% at the gutter across the flare). The right flare has been extended to 15' to minimize the slope but cannot be extended further due to the proximity of the northbound ramp.

Sidewalks

Sidewalk Design and Analysis

Portions of existing sidewalk segments will be replaced as a result of the project improvements, including the installation of signal conduit under existing sidewalk and areas associated with the curb ramp reconstruction. The sidewalk segments are shown in the plans in Appendix A.

All sidewalk is intended to be constructed with a cross slope of 2% or less. However, there will be transition segments between the new and existing sidewalks which will be used to match the new sidewalk cross slopes to the existing sidewalk cross slopes which may be greater than 2%. In addition to these sidewalk transition areas, the curb return sidewalk areas may also have cross slopes greater than 2%. This is due to the combination of

steep gutter slopes (up to 8.3%) and existing steep sidewalk slopes (up to 16.4%). In order to eliminate sidewalk cross slopes greater than 2%, lengths of sidewalk well beyond the project limits would have to be replaced. This type of reconstruction and replacement of sidewalks is not within the original scope of the project. The sidewalk segments have been designed to the maximum extent feasible to meet ADA compliance guidelines and fit the existing site conditions.

Pedestrian Push Buttons

Pedestrian Push Button (PPB) Clear Space Design and Analysis

Two pedestrian push buttons will be installed as part of the HAWK Signal system. These PPBs will be far the northbound and southbound crossing of the west leg of the Snoqualmie Parkway/Fisher Avenue intersection. As such, the PPBs will be placed at the proposed northbound and southbound curb ramps. The curb ramp landings will serve as the access space required for PPBs. However, the two curb ramp landings adjacent to PPBs are noncompliant due to the cross slope (see the Curb Ramps section of this document). All other elements of the PPBs have been designed to full compliance. **The** table below identifies the location of the PPBs and the non-compliant elements.

Table 2 — Pedestrian Push Button Non-Compliant Elements and Summary of Justification

Location, Direction	Proposed Non-Compliant Elements	Comments/justification
NW Corner, Southbound	• Clear space cross slope	The cross slope of the clear space will be non-compliant as it will exceed 2%. The slope is due to the existing grade of the road.
SW Corner, Northbound	• Clear space cross slope	The cross slope of the clear space will be non-compliant as it will exceed 2%. The slope is due to the existing grade of the road.

APPENDIX A

ADA Compliance Checklists and Ramp As-Builts

APPENDIX C REFERNCE: RAMP 42

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: SW Corner East Ramp
Crossing Direction: Eastbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ___% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☐ signal ☒ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 3.5–1.4% See comment #1
Left Flare Slope is 10% maximum	☐ Yes	☒ No ___% See comment #2
Right Flare Slope is 10% maximum	☐ Yes	☒ No 9.4-11.5% See comment #3
Width is 4.0' minimum	☒ Yes	☐ No ___ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ___% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☒ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 7.0 Ft.	Gutter Slope: 5.8%	

38579 SE River Street, Suite I, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE			
Criteria	Compliant?		
Turning space is present	☒ Yes	☐ No	See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No ____	See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ____%	See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No	See comment #___

For Construction Review Only:

Criteria			
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No	See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No	See comment #___

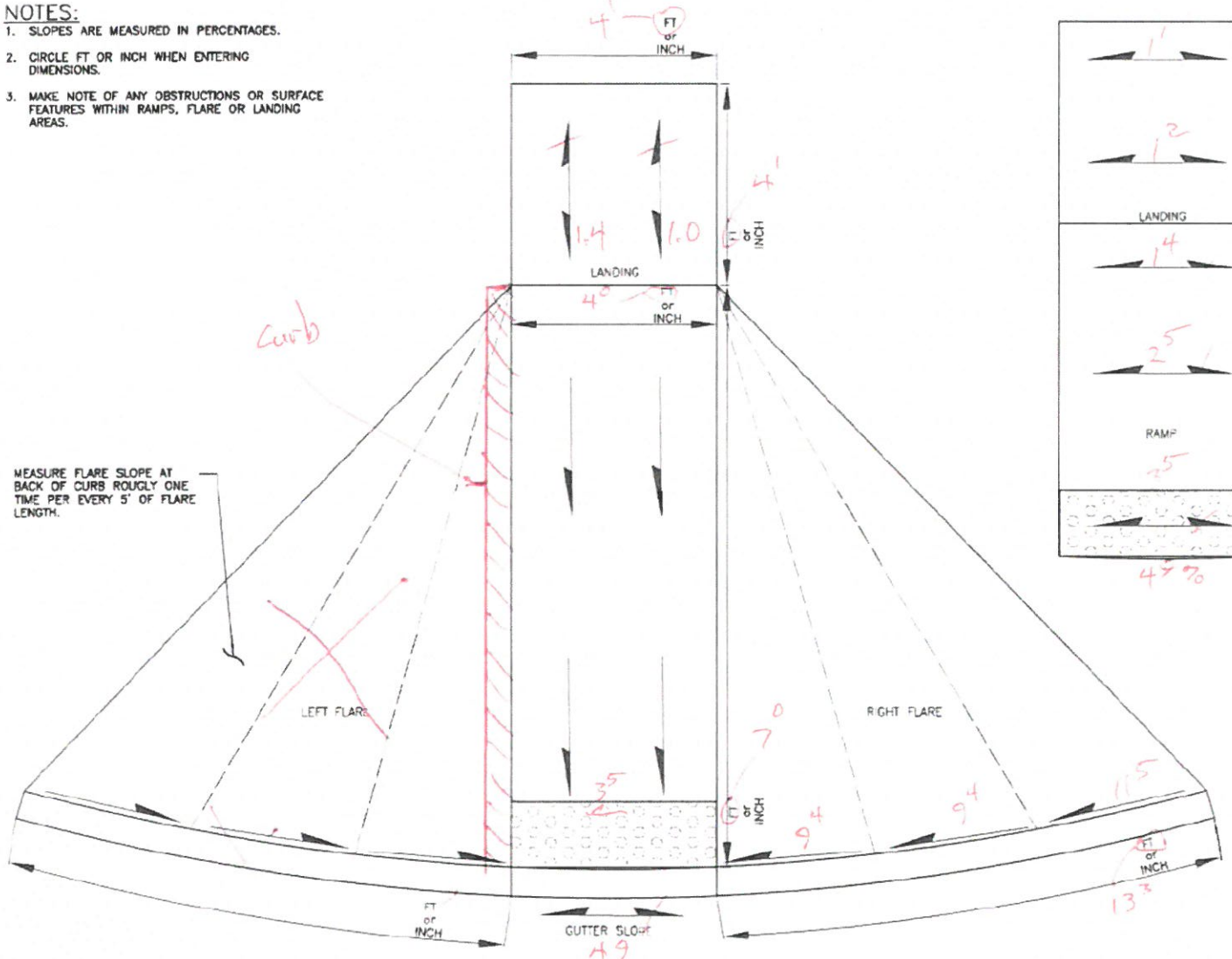
SW-EB

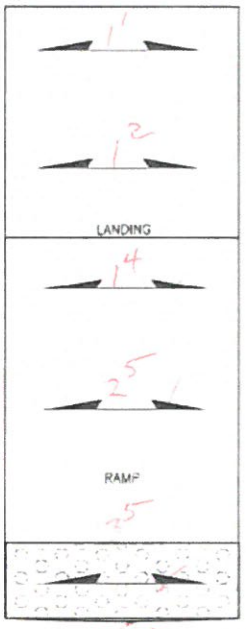
Comments/Justification:

1. For roadway crossings that are yield or stop controlled, the slope may not exceed 2%. Because this project is signal retrofit, the existing cross slopes of the crosswalks and gutter line slopes will remain the same as the existing and exceed 2%. Reducing the existing relatively steeper grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to flatten the intersection legs to meet the 2011 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project. Therefore, the cross slopes of the ramps will be non-compliant, and the curb ramps have been constructed to meet the ADA compliance guidelines to the maximum extent feasible, while matching into the existing site conditions.
2. Has curb – no flare.
3. The slope of the right flare will be non-compliant as it exceeds 10% (11.5%) at the upper end of the flare. This is due to the gutter line slopes which exceed 2%, and which generally follow the steep grade of the roadway. The flare is on the uphill side and cannot be lengthened to be made compliant within a reasonable length. The flare is not part of the pedestrian access route (PAR), and therefore the non-compliance of the flare slope will be accepted by the City of Snoqualmie.

NOTES:

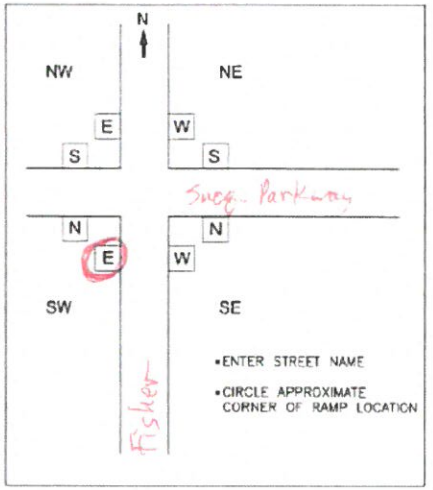
1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.





PERPENDICULAR CURB RAMP

LOCATION:



Perteet 425-252-7700 1-800-615-9600 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: MK	PROJECT NAME: Snoqualmie Parkway / Fisher Signal SW - East

APPENDIX C REFERNCE: RAMP 37

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: NW Corner South Ramp
Crossing Direction: Southbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ___% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☒ signal (HAWK) ☐ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 6.2 - 1.2% See comment #1
Left Flare Slope is 10% maximum	☒ Yes	☐ No ___% See comment #___
Right Flare Slope is 10% maximum	☒ Yes	☐ No ___% See comment #___
Width is 4.0' minimum	☒ Yes	☐ No ___ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ___% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☒ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 6.0 Ft	Gutter Slope: 6.2%	

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE			
Criteria	Compliant?		
Turning space is present	☒ Yes	☐ No	See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No __x__	See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ___%	See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No	See comment #___

For Construction Review Only:

Criteria			
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No	See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No	See comment #___

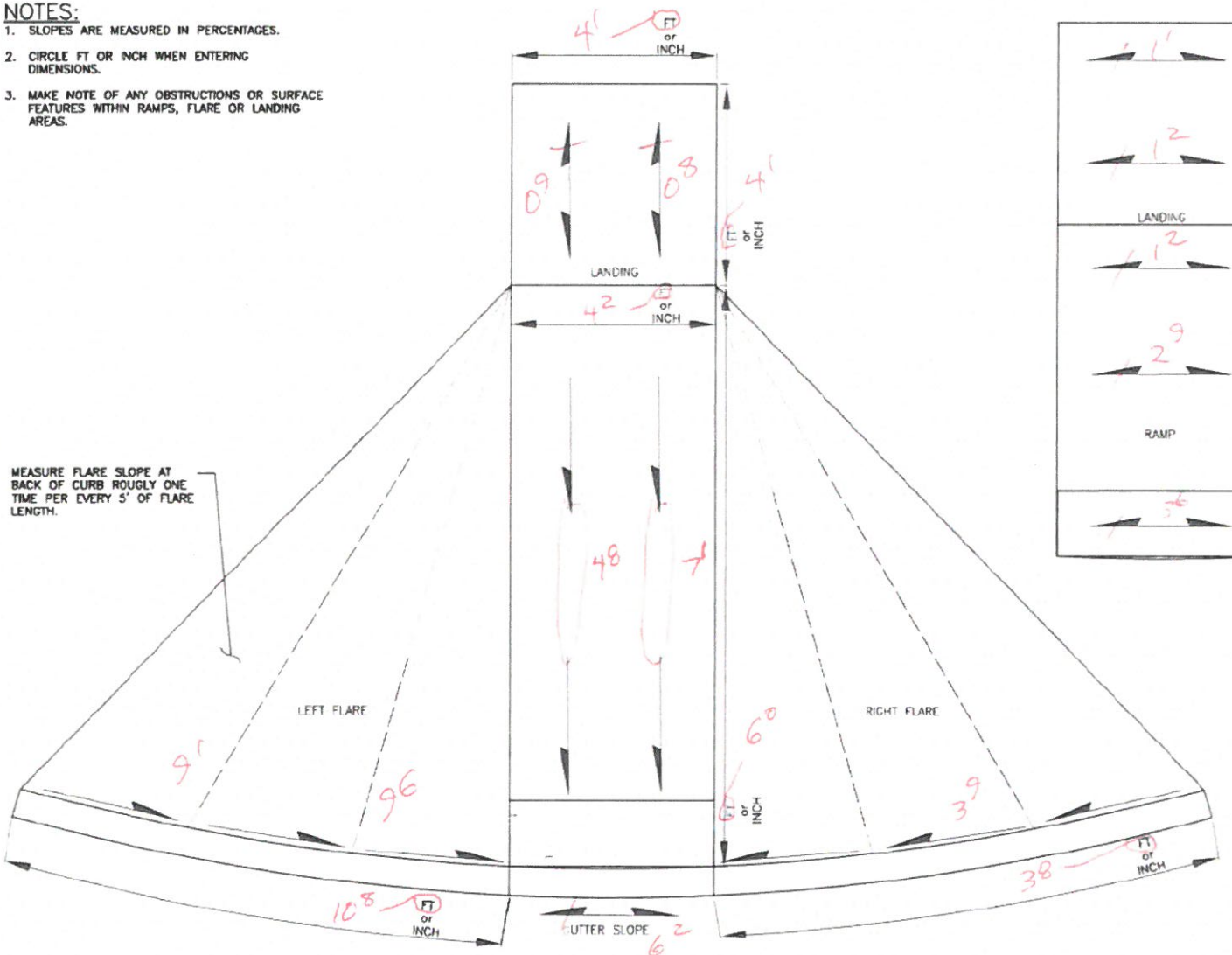
NW-SB

Comments/Justification:

1. The cross slope of the ramp will be greater than 2%, but because this curb ramp serves a non-stop controlled crossing, the slope is allowed to equal the grade of the roadway, per the 2011 PROWAG, Section R304.5.3, and is therefore considered compliant.

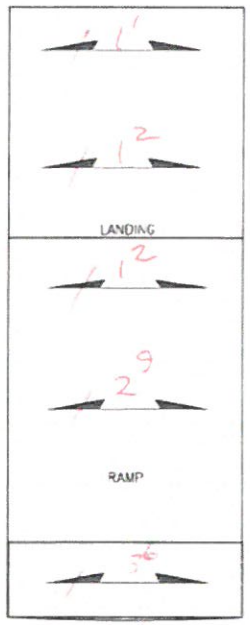
NOTES:

1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.



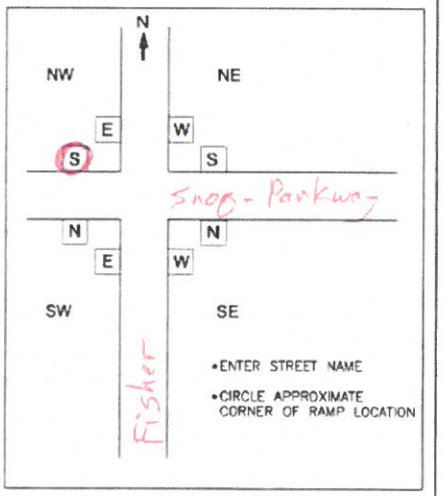
Rd → 6.0

PERPENDICULAR CURB RAMP



5% Typ.

LOCATION:



Perteet 425-252-7700 1-800-615-9900 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: JHR	PROJECT NAME: Snoqualmie Parkway / Fisher Signal NW - South

APPENDIX C REFERNCE: RAMP 41

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: SW Corner North Ramp
Crossing Direction: Northbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ___% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☒ signal (HAWK) ☐ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 6.2–1.8% See comment #1
Left Flare Slope is 10% maximum	☒ Yes	☐ No ___% See comment #___
Right Flare Slope is 10% maximum	☐ Yes	☒ No ___% See comment #2
Width is 4.0' minimum	☒ Yes	☐ No ___ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ___% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☒ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 7.2 Ft.	Gutter Slope: 7.4%	

38579 SE River Street, Suite I, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE			
Criteria	Compliant?		
Turning space is present	☒ Yes	☐ No	See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No __x__	See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ____%	See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No	See comment #___

For Construction Review Only:

Criteria			
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No	See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No	See comment #___

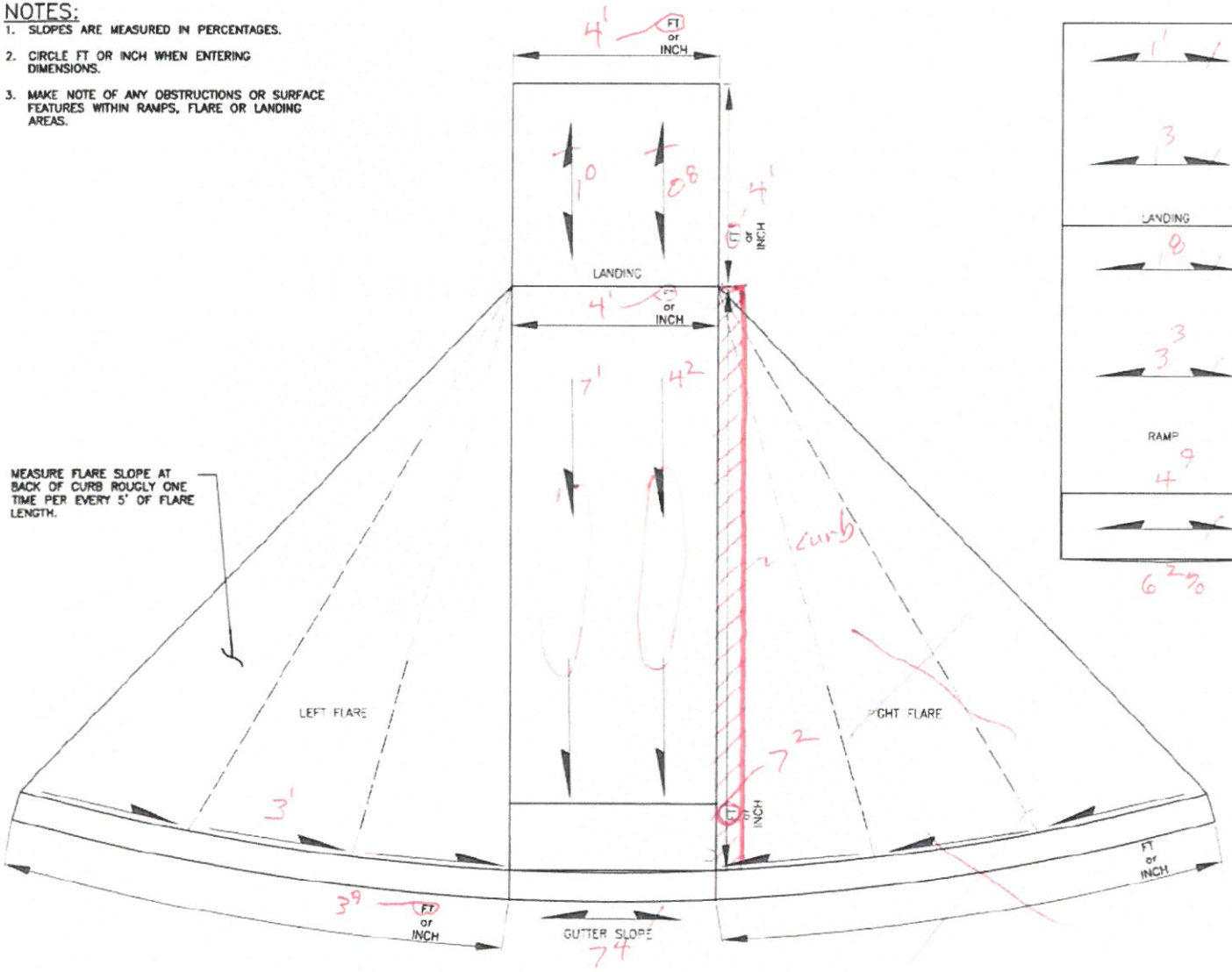
SW-NB

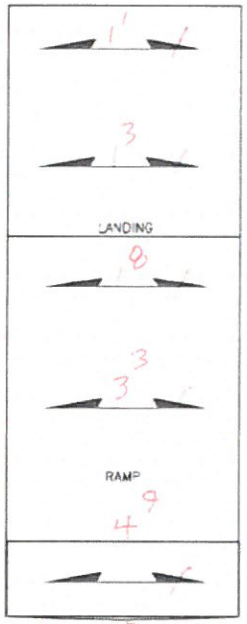
Comments/Justification:

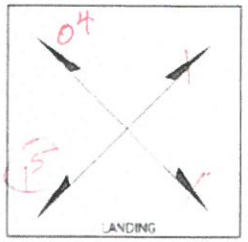
1. The cross slope of the ramp will be greater than 2%, but because this curb ramp serves a non-stop controlled crossing, the slope is allowed to equal the grade of the roadway, per the 2011 PROWAG, Section R304.5.3, and is therefore considered compliant.
2. Has curb – no flare.

NOTES:

1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.

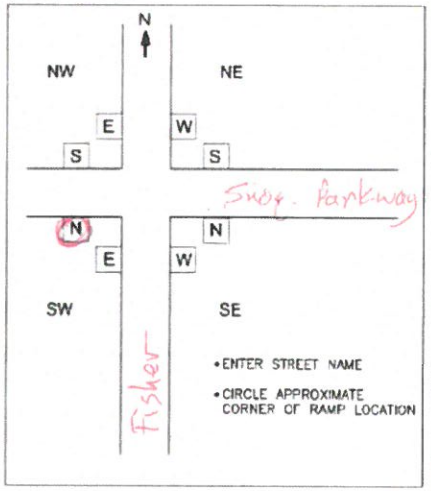






Slope %
(Typ)

LOCATION:



PERPENDICULAR CURB RAMP

Perteet 425-252-7700 | 1-800-815-9900 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: JHK	PROJECT NAME: Snoqualmie Parkway / Fisher Signal SW-North

APPENDIX C REFERNCE: RAMP 38

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: NW Corner East Ramp
Crossing Direction: Eastbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ____% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☐ signal ☒ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 5.2 – 1/4% See comment #1
Left Flare Slope is 10% maximum	☒ Yes	☒ No 8.5 – 10.9 - 10.3% See comment #2
Right Flare Slope is 10% maximum	☒ Yes	☐ No ____% See comment #___
Width is 4.0' minimum	☒ Yes	☐ No ____ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ____% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☐ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 7.5 Ft.	Gutter Slope: 5.2%	

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE		
Criteria	Compliant?	
Turning space is present	☒ Yes	☐ No See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No ___x___ See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ____% See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___

For Construction Review Only:

Criteria		
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No See comment #___

NW-EB

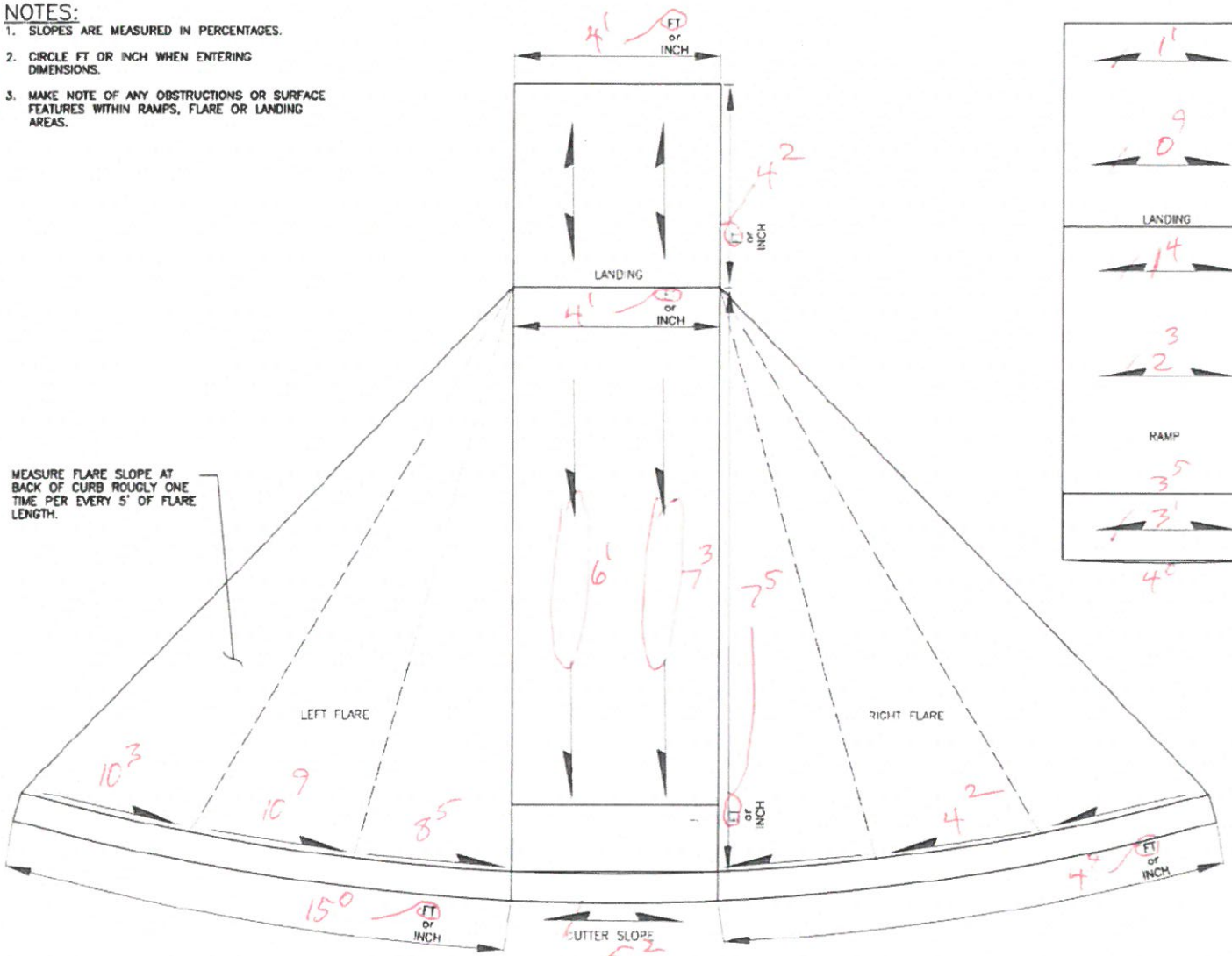
Comments/Justification:

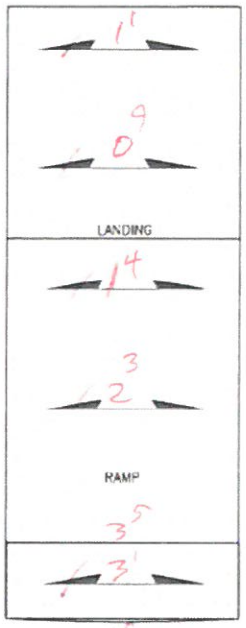
1. For roadway crossings that are yield or stop controlled, the slope may not exceed 2%. Because this project is signal retrofit, the existing cross slopes of the crosswalks and gutter line slopes will remain the same as the existing and exceed 2%. Reducing the existing relatively steeper grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to flatten the intersection legs to meet the 2011 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project. Therefore, the cross slopes of the ramps will be non-compliant, and the curb ramps have been constructed to meet the ADA compliance guidelines to the maximum extent feasible, while matching into the existing site conditions.
2. The slope of the left flare will be non-compliant as it exceeds 10% (10.3 – 10.9%) at the upper end of the flare. This is due to the gutter line slopes which exceed 2%, and which generally follow the steep grade of the roadway. The flare is on the uphill side and cannot be lengthened to be made compliant within a reasonable length. The flare is not part of the pedestrian access route (PAR), and therefore the non-compliance of the flare slope will be accepted by the City of Snoqualmie.

EXPIRES 9/26/ 20

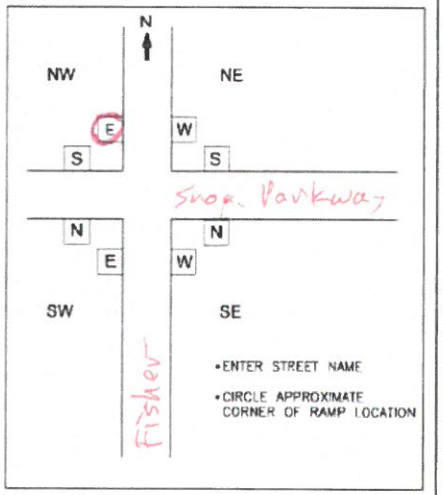
NOTES:

1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.





LOCATION:



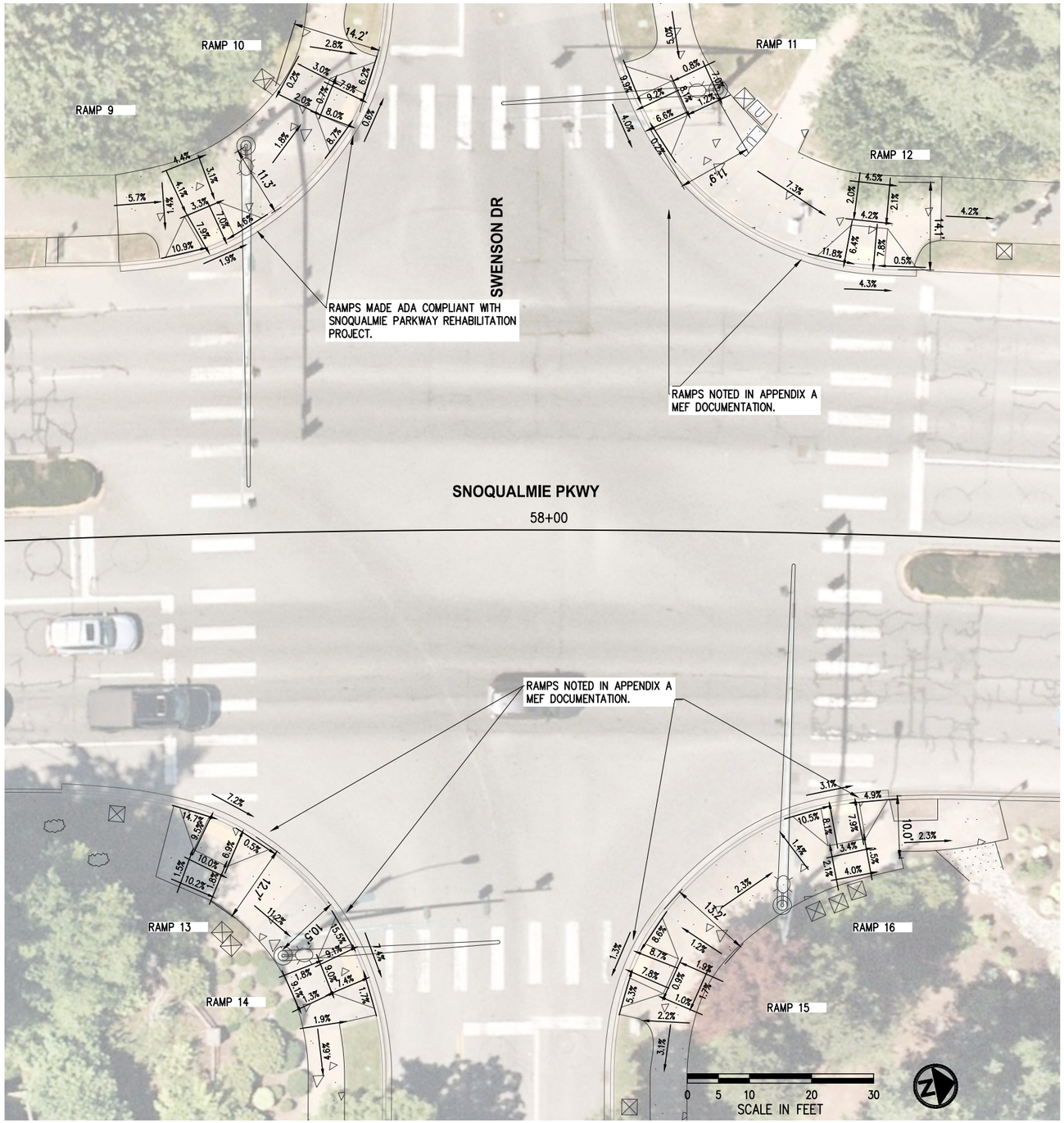
PERPENDICULAR CURB RAMP

Perteet 425-252-7700 | 1-800-815-9300 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: JMM	PROJECT NAME: Snoqualmie Parkway / Fisher Signal NW-East

APPENDIX C

SNOQUALMIE PARKWAY REHABILITATION PROJECT EXISTING RAMP MEF PLANS

(SE 99TH ST TO SR 202 / RAILROAD AVE)



APPENDIX A - MEF DOCUMENTATION

SE SWENSON DR & SNOQUALMIE PARKWAY: RAMPS 9–16

- SW: NONE
- NW: RAMPS 11 & 12
- SE: RAMPS 13 & 14
- NE: RAMPS 15 & 16

K:\PROJECTS\SNOQUALMIE\9SN0010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Working\DPY\2023-01-25 MEF Exhibit\Exhibit-9SN0010100CURBRAMP01.dwg 3/23/2023 3:43 PM

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

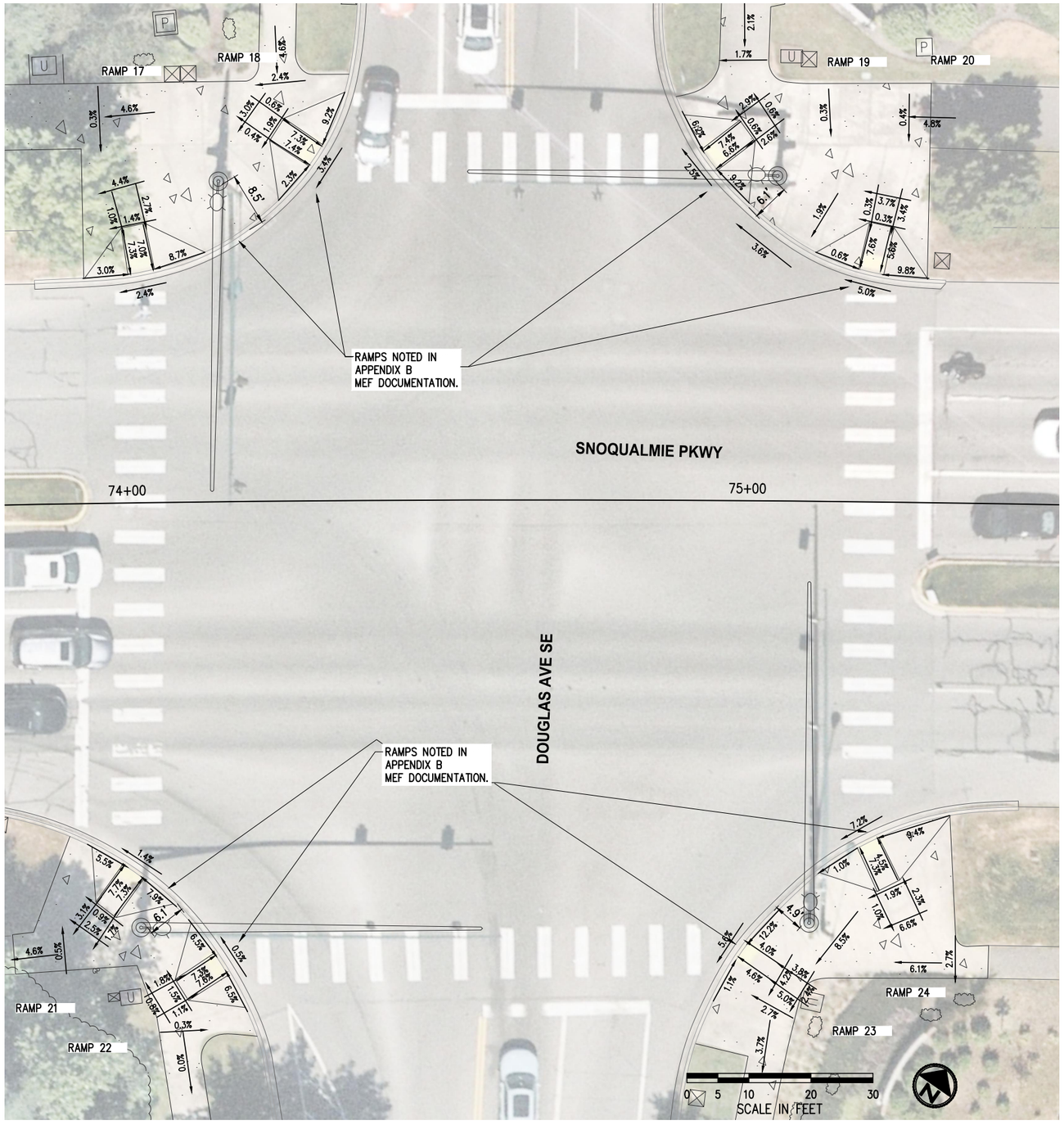
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
SE SWENSON DR

KPG PROJECT No.

SHT 1 OF 5



APPENDIX A - MEF DOCUMENTATION

DOUGLAS AVE SE & SNOQUALMIE PARKWAY: RAMPS 17–24

- NW: NONE
- NE: NONE
- SW: NONE
- SE: NONE

APPENDIX B - MEF DOCUMENTATION

DOUGLAS AVE SE & SNOQUALMIE PARKWAY: RAMPS 17–24

- NW: RAMPS 17 & 18
- NE: RAMPS 19 & 20
- SW: RAMPS 21 & 22
- SE: RAMPS 23 & 24

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

K:\PROJECTS\SNOQUALMIE\9SNO0010100 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Working\DPY\2023-01-25 MEF Exhibit\Exhibit-9SNO0010100CURBRAMP01.dwg 3/23/2023 3:43 PM

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

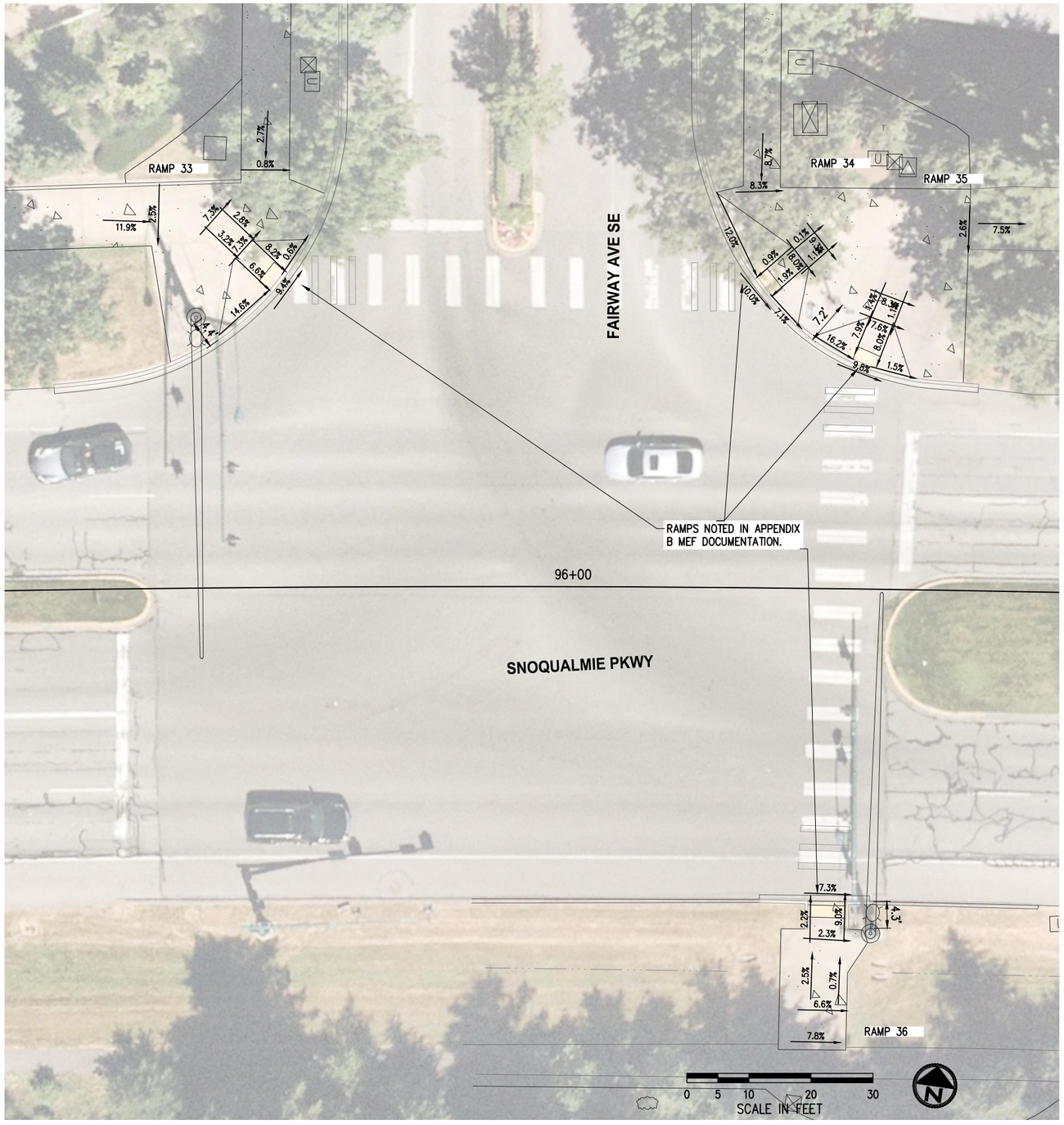
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
DOUGLAS AVE SE

KPG PROJECT No.

SHT 2 OF 5



APPENDIX A - MEF DOCUMENTATION

FAIRWAY AVE SE & SNOQUALMIE PARKWAY: RAMPS 33-36

- NW: NONE
- NE: NONE
- SW: NONE
- SE: NONE

APPENDIX B - MEF DOCUMENTATION

FAIRWAY AVE SE & SNOQUALMIE PARKWAY: RAMPS 33-36

- NW: RAMP 33
- NE: RAMPS 34 & 35
- SW: NONE
- SE: RAMP 36

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

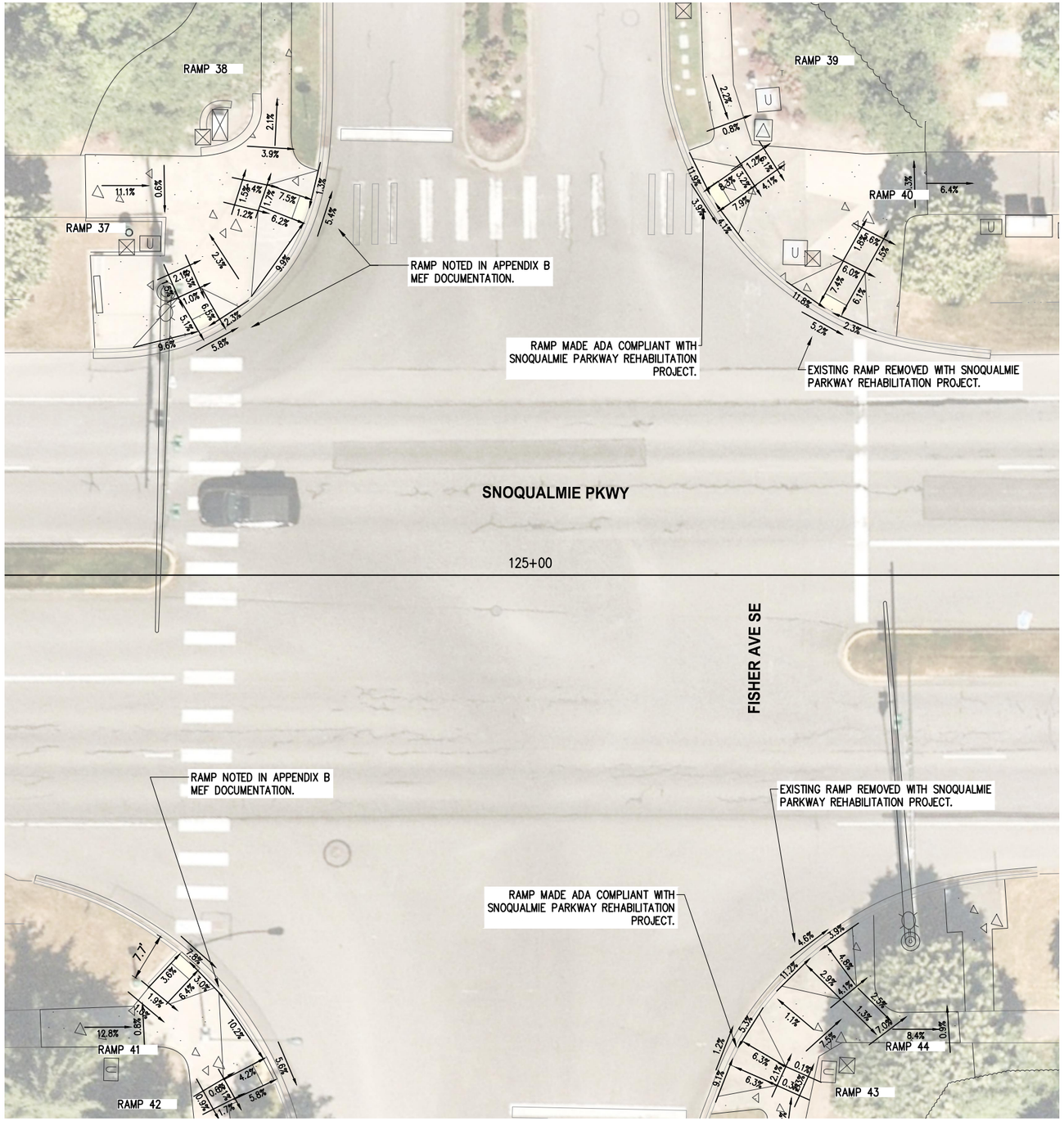
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
FAIRWAY AVE SE

KPG PROJECT No.

SHT 3 OF 5



APPENDIX A - MEF DOCUMENTATION

FISHER AVE SE & SNOQUALMIE PARKWAY: RAMPS 37–44
- NW: NONE
- NE: NONE
- SW: NONE
- SE: NONE

APPENDIX B - MEF DOCUMENTATION

FISHER AVE SE & SNOQUALMIE PARKWAY: RAMPS 37–44
- NW: RAMPS 37 & 38
- NE: RAMPS NONE
- SW: RAMPS 41 & 42
- SE: RAMPS NONE

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

0 5 10 20 30
SCALE IN FEET

K:\PROJECTS\SNOQUALMIE\9SNO0101000 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Working\DPY\2023-01-25 MEF Exhibit\Exhibit-9SNO0101000CURBRAMP01.dwg 3/23/2023 3:44 PM

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

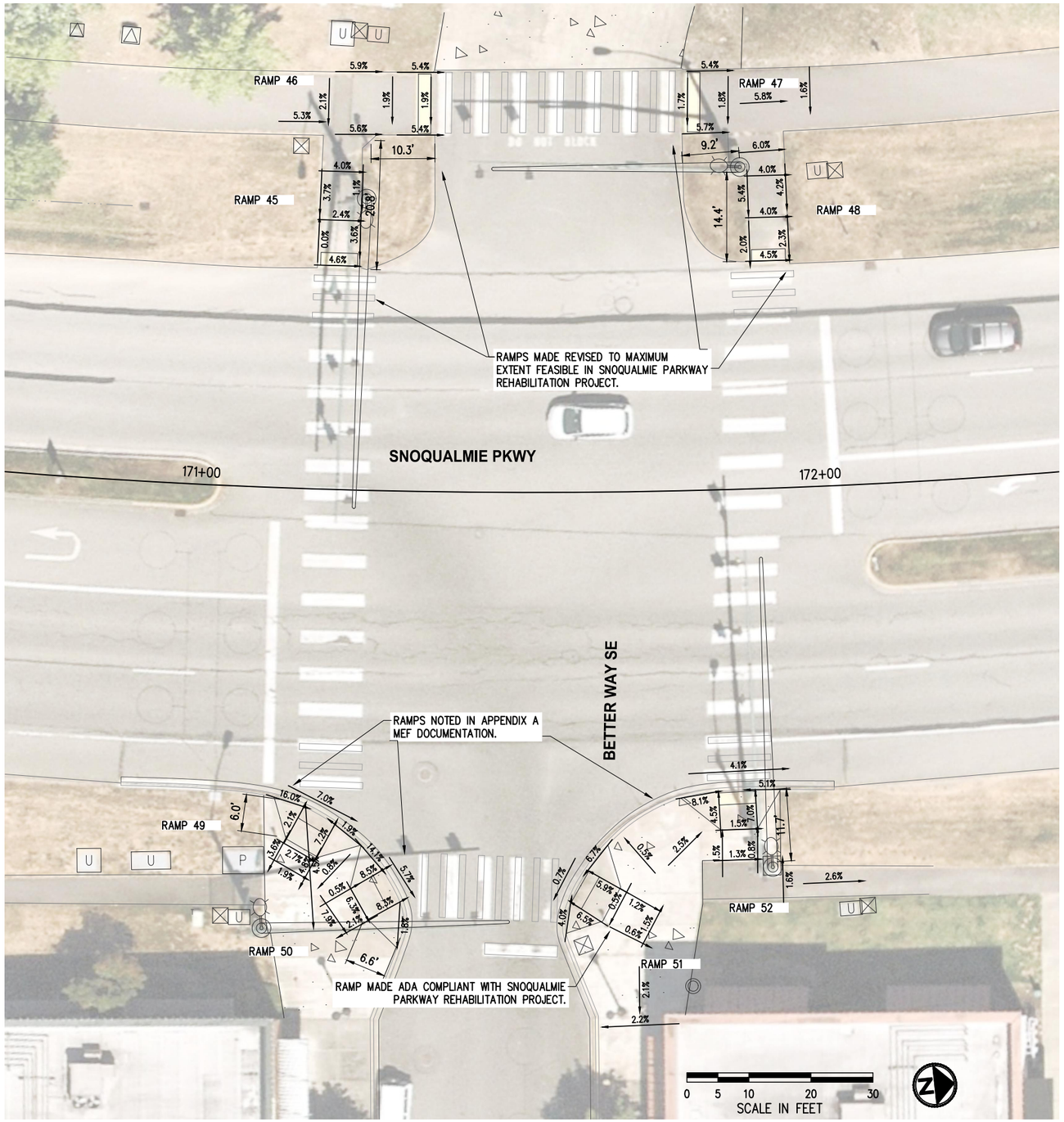
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
FISHER AVE SE

KPG PROJECT No.

SHT 4 OF 5



APPENDIX A - MEF DOCUMENTATION

BETTER WAY SE & SNOQUALMIE PARKWAY: RAMPS 45–52

- SW: RAMPS 45 & 46
- NW: RAMPS 47 & 48
- SE: RAMPS 49 & 50
- NE: RAMP 52

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

K:\PROJECTS\SNOQUALMIE\9SN00101000 - Snoqualmie Parkway Rehab\DESIGN\Drawings\Working\DPY\2023-01-25 MEF Exhibit\Exhibit-9SN00101000CURBRAMP01.dwg 3/23/2023 3:44 PM

KPG PSOMAS
Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION BETTER WAY SE

KPG PROJECT No.

SHT 5 OF 5