

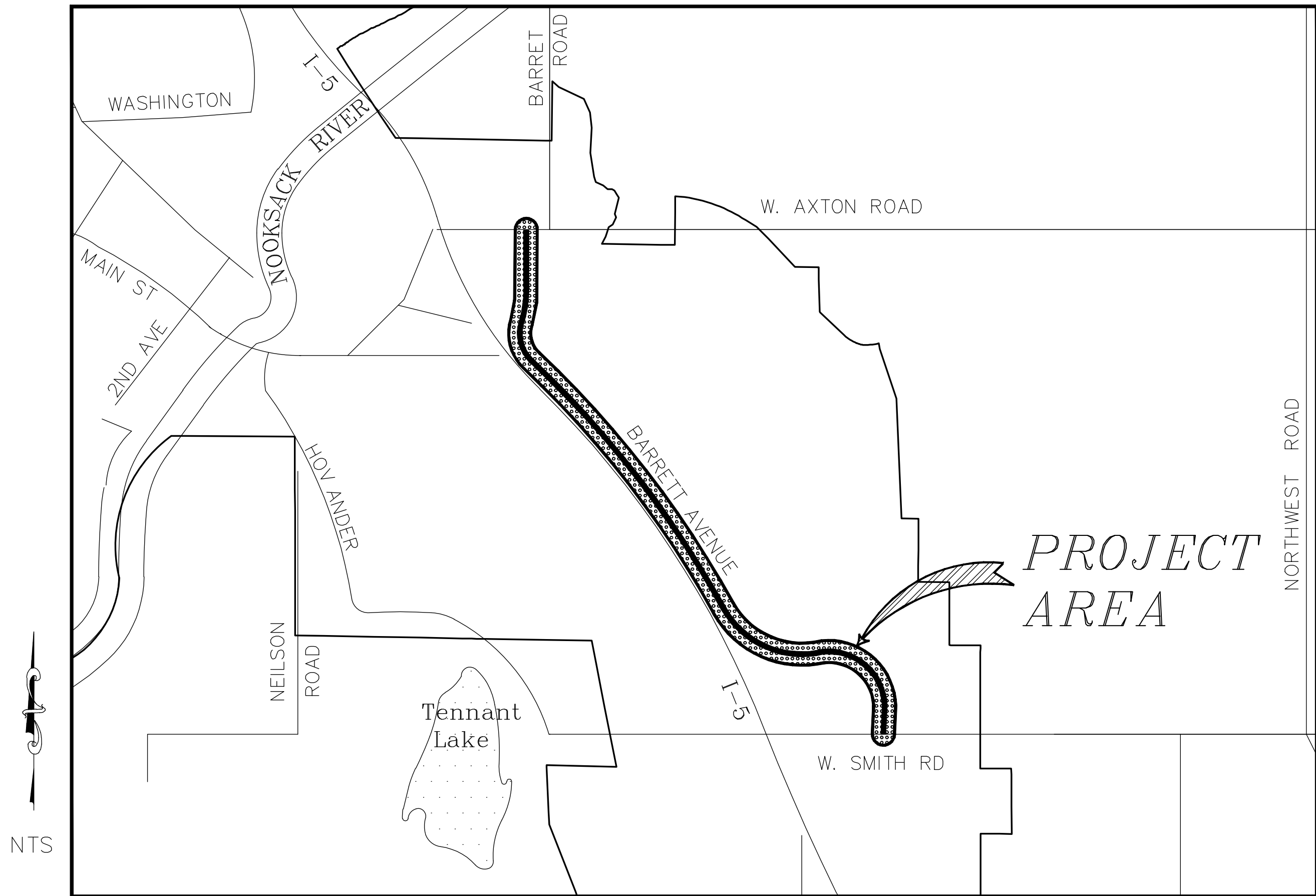
BARRETT AVENUE OVERLAY

MAIN STREET TO WEST SMITH ROAD

CITY OF FERNDALE - PROJECT NO. ST 2014-01
TIB PROJECT NO. 3-W-985(002)-1

VICINITY MAP

PROJECT LOCATED IN SECTION 28/29, TOWNSHIP 39 N, RANGE 2 E, W.M.



SHEET SERIES INDEX

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15	CONSTRUCTION DETAILS



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ENGINEERING INC
P.O. Box 978 | 423 Front Street, Lynden, WA 98264 (360) 354-3687
813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713

NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
COVER, VICINITY MAP, AND SHEET INDEX

DWG

JOB#

13053

SCALE

H: N/A

V: N/A

DATE

7/16/2014

SHEET

1 of 15

LEGEND

EXISTING		
-----TB-----TB-----	=	EXISTING TOP OF BANK
-----BB-----BB-----	=	EXISTING BOTTOM OF BANK
-----BB-----BB-----	=	EXISTING DITCH ☿
-----95-----	=	EXISTING GRADE BREAK
-----95-----	=	EXISTING MAJOR CONTOUR
-----95-----	=	EXISTING MINOR CONTOUR
-----X-----X-----	=	EXISTING GUARDRAIL
-----X-----X-----	=	EXISTING FENCE
-----X-----X-----	=	EXISTING GRAVEL
-----X-----X-----	=	EXISTING WALL
-----X-----X-----	=	EXISTING BUILDING
-----X-----X-----	=	EXISTING PROPERTY BOUNDARY
-----X-----X-----	=	EXISTING RIGHT OF WAY
-----X-----X-----	=	EXISTING RIGHT OF WAY ☿
-----X-----X-----	=	EXISTING EASEMENT
-----X-----X-----	=	EXISTING WETLANDS BOUNDARY
-----X-----X-----	=	EXISTING ROAD ☿
-----X-----X-----	=	EXISTING TRAFFIC STRIPING
-----X-----X-----	=	EXISTING EDGE OF PAVEMENT
-----X-----X-----	=	EXISTING FLOWLINE
-----X-----X-----	=	EXISTING TOP BACK OF CURB
-----X-----X-----	=	EXISTING SIDEWALK
-----X-----X-----	=	EXISTING POWER BURIED
-----X-----X-----	=	EXISTING COMMUNICATIONS BURIED
-----X-----X-----	=	EXISTING OVERHEAD POWER
-----X-----X-----	=	EXISTING OVERHEAD COMMUNICATIONS
-----X-----X-----	=	EXISTING FIBER OPTICS BURIED
-----X-----X-----	=	EXISTING TELEPHONE BURIED
-----X-----X-----	=	EXISTING TV BURIED
-----X-----X-----	=	EXISTING CONDUIT
-----X-----X-----	=	EXISTING GAS MAIN
-----X-----X-----	=	EXISTING ORDINARY HIGH WATER
-----X-----X-----	=	EXISTING WATER MAIN
-----X-----X-----	=	EXISTING SANITARY SEWER FORCE MAIN
-----X-----X-----	=	EXISTING SANITARY SEWER
-----X-----X-----	=	EXISTING STORM DRAIN
-----X-----X-----	=	EXISTING UNDERDRAIN
-----X-----X-----	=	EXISTING CULVERT
-----X-----X-----	=	EXISTING TREE LINE
-----X-----X-----	=	EXISTING CONCRETE
-----X-----X-----	=	EXISTING RR TRACKS
-----X-----X-----	=	EXISTING SIGNAL POLE AND ARM W/ LUMINAIRE
-----X-----X-----	=	EXISTING STREET LIGHT ASSEMBLY
-----X-----X-----	=	EXISTING GUY WIRE
-----X-----X-----	=	EXISTING GAS METER
-----X-----X-----	=	EXISTING TRANSFORMER PAD
-----X-----X-----	=	EXISTING POWER VAULT
-----X-----X-----	=	EXISTING JBOX
-----X-----X-----	=	EXISTING SOIL BORING LOCATION
-----X-----X-----	=	EXISTING MAIL BOX
-----X-----X-----	=	EXISTING WATER SPIGOT
-----X-----X-----	=	EXISTING WATER METER
-----X-----X-----	=	EXISTING WATER VALVE
-----X-----X-----	=	EXISTING FIRE HYDRANT
-----X-----X-----	=	EXISTING TRAFFIC SIGNAL VAULT
-----X-----X-----	=	EXISTING SEWER MANHOLE
-----X-----X-----	=	EXISTING STORM DRAIN CATCH BASIN TYPE I
-----X-----X-----	=	EXISTING STORM DRAIN CATCH BASIN TYPE II
-----X-----X-----	=	EXISTING UTILITY POLE
-----X-----X-----	=	EXISTING MONITORING WELL
-----X-----X-----	=	EXISTING STORM CLEANOUT
-----X-----X-----	=	EXISTING SEWER CLEANOUT
-----X-----X-----	=	EXISTING SIGN
-----X-----X-----	=	EXISTING TELEPHONE PEDESTAL
-----X-----X-----	=	EXISTING TREE
-----X-----X-----	=	EXISTING VEGETATION

PROPOSED		
-----TB-----TB-----	=	PROPOSED TOP OF BANK
-----BB-----BB-----	=	PROPOSED TOE OF BANK
-----BB-----BB-----	=	PROPOSED SAWCUT
-----SD-----	=	PROPOSED FIELD STORM DRAIN
-----95-----	=	PROPOSED MAJOR CONTOUR
-----95-----	=	PROPOSED MINOR CONTOUR
-----X-----X-----	=	PROPOSED PAVEMENT VALLEY
-----X-----X-----	=	PROPOSED DITCH ☿
-----X-----X-----	=	PROPOSED FENCE
-----FO-----FO-----	=	PROPOSED FIBER OPTICS
-----FO-----FO-----	=	PROPOSED HANDRAIL
-----FO-----FO-----	=	PROPOSED GUARDRAIL
-----FO-----FO-----	=	PROPOSED GRAVEL
-----FO-----FO-----	=	PROPOSED PATH
-----FO-----FO-----	=	PROPOSED AUTOTURN
-----FO-----FO-----	=	PROPOSED ROAD ☿
-----FO-----FO-----	=	PROPOSED ROAD EDGE OF PAVEMENT
-----FO-----FO-----	=	PROPOSED ROCK WALL
-----FO-----FO-----	=	PROPOSED RIGHT OF WAY
-----FO-----FO-----	=	PROPOSED TREE LINE
-----FO-----FO-----	=	PROPOSED STORM DRAIN
-----TS-----TS-----	=	PROPOSED TRAFFIC SIGNAL CONDUCTOR
-----SS-----	=	PROPOSED SANITARY SEWER
-----SS-----	=	PROPOSED TRAFFIC STRIPE
-----SS-----	=	PROPOSED PARKING STRIPE
-----SS-----	=	PROPOSED CURB AND GUTTER
-----PR-----	=	PROPOSED POWER LINE
-----W-----	=	PROPOSED WATER MAIN
-----W-----	=	PROPOSED SIDEWALK
-----X-----X-----	=	PROPOSED SILT FENCE
-----X-----X-----	=	PROPOSED CONSTRUCTION EASEMENT
-----FM-----FM-----	=	PROPOSED GRADE BREAK
-----FM-----FM-----	=	PROPOSED SANITARY SEWER FORCE MAIN
-----UD-----	=	PROPOSED UNDERDRAIN
-----C-----	=	PROPOSED CONDUIT
-----C-----	=	PROPOSED BUILDING
-----C-----	=	PROPOSED GRAVEL
-----C-----	=	PROPOSED CONC. SIDEWALK/DRIVEWAY
-----C-----	=	PROPOSED INFILTRATION TRENCH
-----C-----	=	PROPOSED INFILTRATION FILTER MEDIA
-----C-----	=	PROPOSED PLANING
-----C-----	=	PROPOSED DEMOLITION AREA
-----C-----	=	PROPOSED ASPHALT
-----C-----	=	PROPOSED RIGHT OF WAY TAKE
-----C-----	=	PROPOSED STORM DRAIN INLET
-----C-----	=	PROPOSED COUPLER
-----C-----	=	PROPOSED WATER METER
-----C-----	=	PROPOSED WATER VALVE
-----C-----	=	PROPOSED HYDRANT
-----C-----	=	PROPOSED SANITARY SEWER MANHOLE
-----C-----	=	PROPOSED STORM DRAIN CATCH BASIN TYPE I
-----C-----	=	PROPOSED STORM DRAIN CATCH BASIN TYPE II
-----C-----	=	PROPOSED UTILITY POLE
-----C-----	=	PROPOSED MONITORING WELL
-----C-----	=	PROP STORM CLEANOUT
-----C-----	=	PROPOSED SANITARY SEWER CLEAN OUT
-----C-----	=	PROPOSED SIGN
-----C-----	=	FLOW ARROW
-----C-----	=	PROPOSED TREE

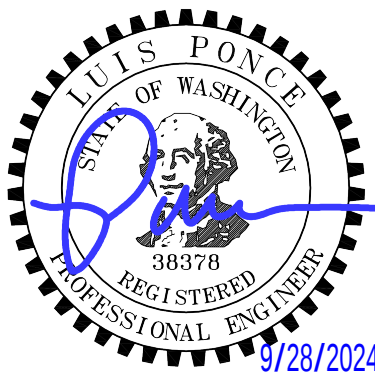
AC	=	ASBESTOS CEMENT
AD	=	ALGEBRAIC DIFFERENCE
ASPH	=	ASPHALT
BLDG	=	BUILDING
BVCE	=	BEGIN VERTICAL CURVE ELEVATION
BVCS	=	BEGIN VERTICAL CURVE STATION
CATV	=	CABLE TELEVISION
CDF	=	CONTROLLED DENSITY FILL
CL	=	CLASS, CENTERLINE
CMP	=	CORRUGATED METAL PIPE
CMU	=	CONCRETE MASONRY UNIT
COMP	=	COMPACTED
CONC	=	CONCRETE
CONT	=	CONTOUR
C & G	=	CURB & GUTTER
CPSSP	=	CORRUGATED POLYETHYLENE STORM SEWER PIPE
CULV	=	CULVERT
ø	=	DIAMETER
DI	=	DUCTILE IRON
D/W	=	DRIVEWAY
E	=	EAST
EOP, EP	=	EDGE OF PAVEMENT
EQUIV	=	EQUIVALENT
EVCE	=	END VERTICAL CURVE ELEVATION

EVLS	=	END VERTICAL CURVE STATION
EX, EXIST	=	EXISTING
IR	=	EXISTING IRRIGATION
SN	=	EXISTING SIGN
FT	=	FEET
FL	=	FLOW LINE
FF	=	FINISHED FLOOR
FG	=	FINISHED GRADE
FT/FT	=	FEET PER FOOT
F&C	=	FRAME AND COVER
F&G	=	FRAME AND GRATE
R&C	=	RING AND COVER
GALV	=	GALVANIZED
GRVL	=	GRAVEL
GV	=	GATE VALVE
HDPE	=	HIGH DENSITY POLYETHYLENE
HMA	=	HOT MIX ASPHALT
HP	=	HIGH POINT
HYD	=	HYDRANT
IW	=	INJECTION WELL
IE, INV	=	INVERT ELEVATION
L	=	LENGTH
LF	=	LINEAR FEET
LP	=	LOW POINT
LOC	=	LOCATION

MAX	=	MAXIMUM
MPOC	=	MID-POINT ON CURVE
MIN	=	MINIMUM
MOD	=	MODIFIED
MW	=	MONITORING WELL
MON	=	MONUMENT
MTR	=	METER
N	=	NORTH
OC	=	ON CENTER
PVMT	=	PAVEMENT
PED	=	PEDESTAL
PCC	=	POINT OF COMPOUND CURVATURE
PC	=	POINT OF CURVATURE
PRC	=	POINT OF REVERSE CURVE
PT	=	POINT OF TANGENCY
POC	=	POINT ON CURVE
PVC	=	POLYVINYL CHLORIDE
PCC	=	PORTLAND CEMENT CONCRETE
POSS	=	POSSIBLE
PROP	=	PROPOSED
PVI	=	POINT OF VERTICAL INTERSECTION
PWR	=	POWER
R	=	RADIUS
RET	=	RETAINING
ROW	=	RIGHT OF WAY

R&C	=	RING AND COVER
SSMH	=	SANITARY SEWER MANHOLE
SCH	=	SCHEDULE
S	=	SOUTH
SD	=	STORM DRAIN
STD	=	STANDARD
SP	=	STANDARD PLAN
STA	=	STATION
SDCB	=	STORM DRAIN CATCH BASIN
SDMH	=	STORM DRAIN MANHOLE
TEL	=	TELEPHONE
TL	=	TRAFFIC LOOP
TYP	=	TYPICAL
UP	=	UTILITY POLE
UTIL	=	UTILITY
VC	=	VERTICAL CURVE
VLT	=	VAULT
VPC	=	VERTICAL POINT OF CURVATURE
VPI	=	VERTICAL POINT OF INTERSECTION
VPT	=	VERTICAL POINT OF TANGENCY
WSDOT	=	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
W	=	WEST
WM	=	WATER METER
XEOA	=	EXISTING EDGE OF ASPHALT

ABBREVIATIONS



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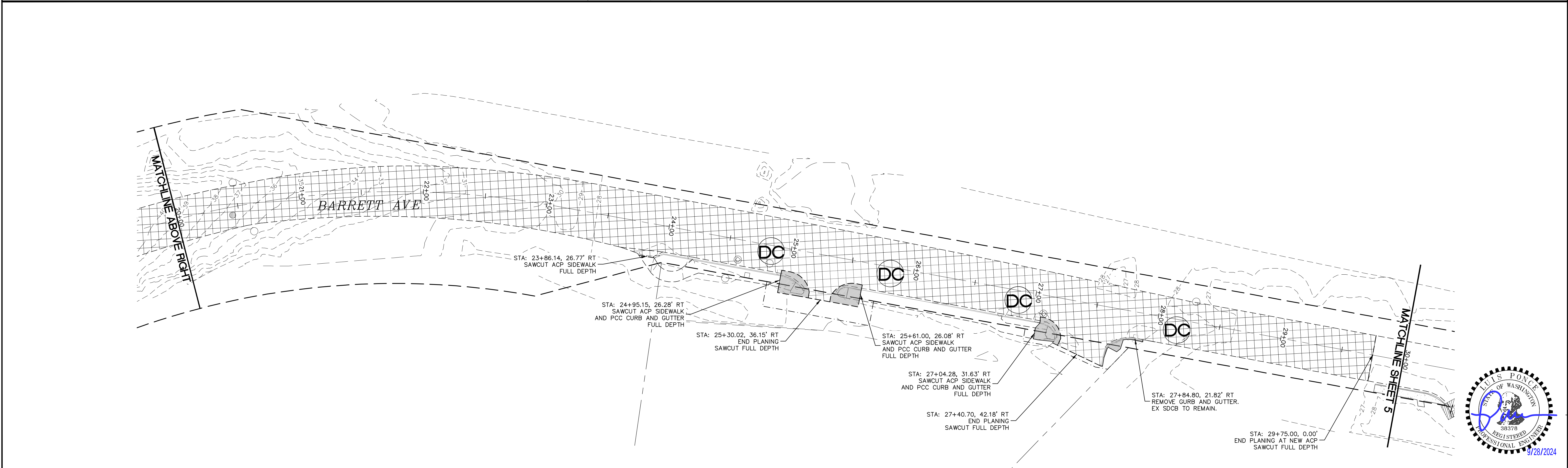
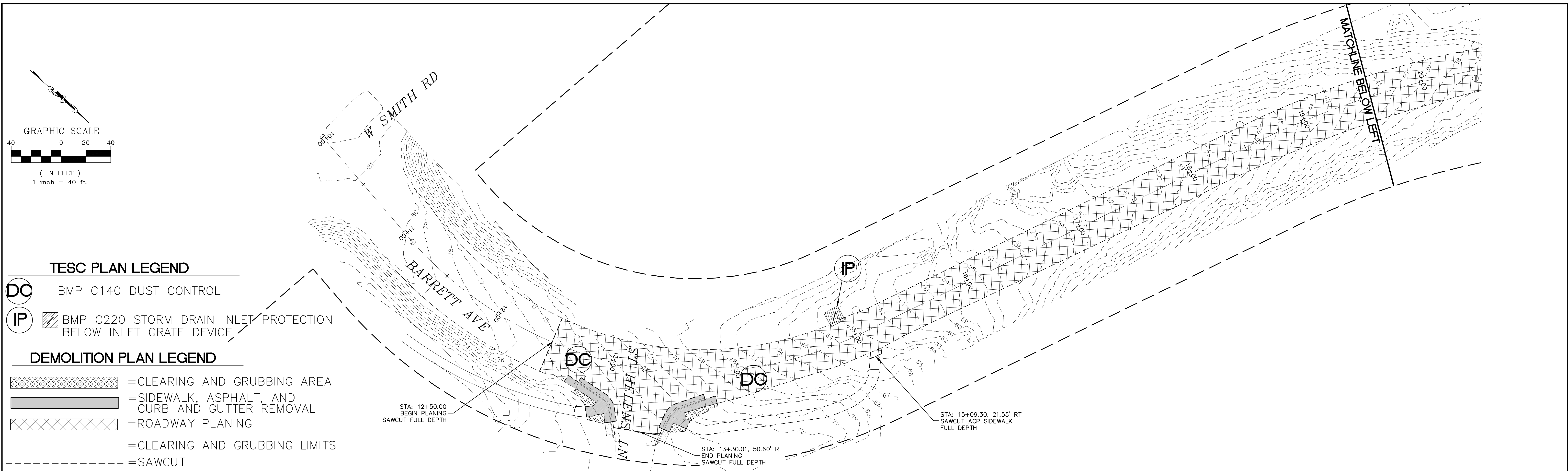
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NO.	DATE	DESCRIPTION	BY	

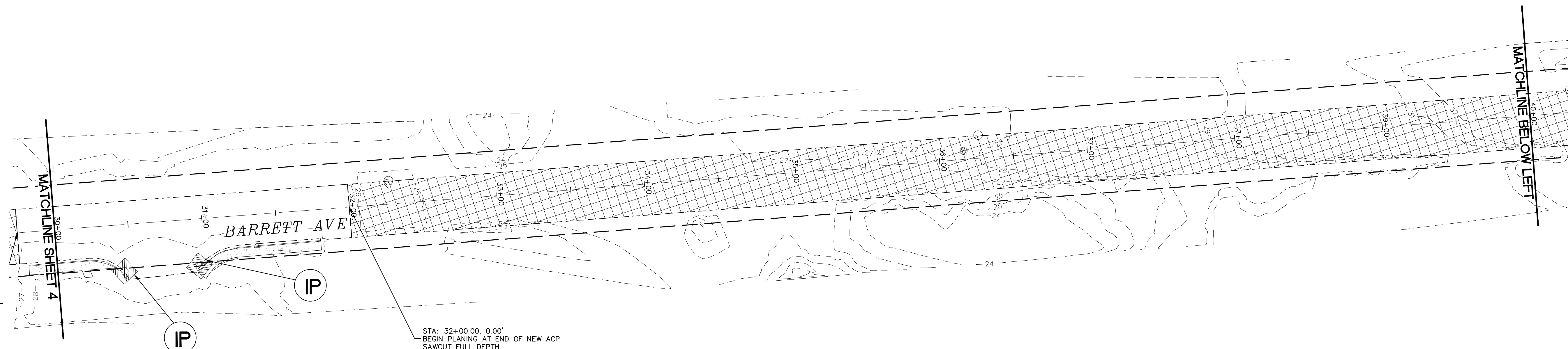
CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
LEGEND AND ABBREVIATIONS

DWG	DATE	
JOB #	SCALE	SHEET
13053	H: 1"=20' V: N/A	2 of 15

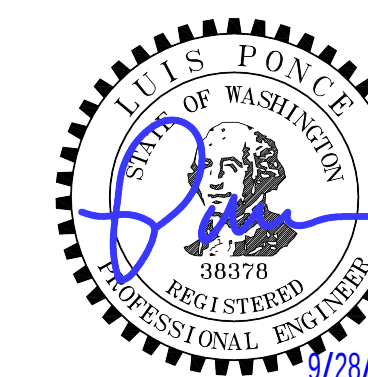
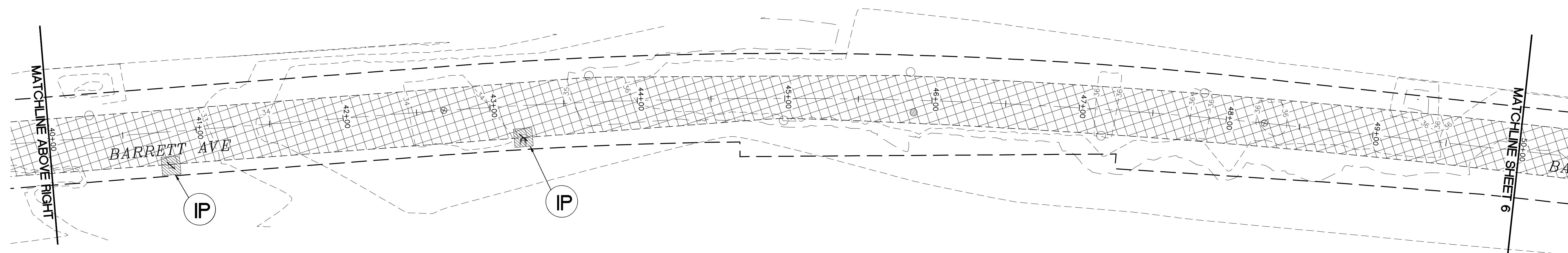


9/20/24 AS-BUILT	DESIGNED BY KJK/CMS	R&E Reichhardt & Ebe ENGINEERING INC P.O. Box 978 423 Front Street, Lynden, WA 98264 (360) 354-3687 813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713					CITY OF FERNDAL 2095 MAIN STREET FERNDAL, WA 98248	BARRETT AVENUE OVERLAY MAIN STREET TO WEST SMITH ROAD EXISTING CONDITIONS, TESC, AND DEMOLITION PLANS STA 10+00 TO 30+00			DWG		DATE 7/16/2014
	DRAWN BY KJK/CMS								JOB# 13053	SCALE H: 1"=40' V: N/A	SHEET 4 of 15		
	CHECKED BY LP												
					NO.	DATE		DESCRIPTION	BY				



 BMP C140 DUST CONTROL
   BMP C220 STORM DRAIN INLET PROTECTION BELOW INLET GRATE DEVICE

 = CLEARING AND GRUBBING AREA
 = SIDEWALK, ASPHALT, AND CURB AND GUTTER REMOVAL
 = ROADWAY PLANING
 = CLEARING AND GRUBBING LIMITS
 = SAWCUT



01/20/24 AS-BUILT

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DRAWN BY	KJK/CMS
CHECKED BY	IP



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813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713

NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
EXISTING CONDITIONS, TESC, AND DEMOLITION PLANS
STA 30+00 TO 50+00

DWG

JOB #

13053

SCALE

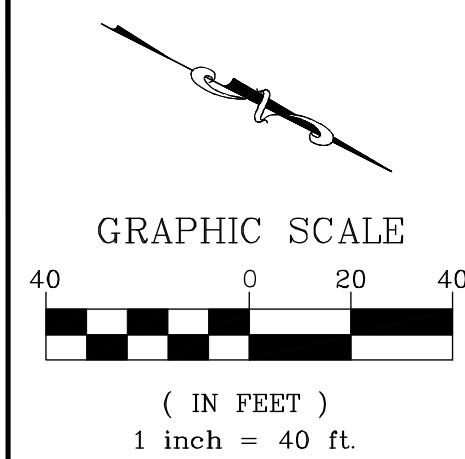
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v: N/A

DATE	7/16/2014
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SHEET

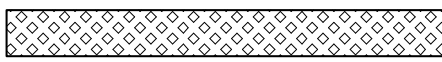
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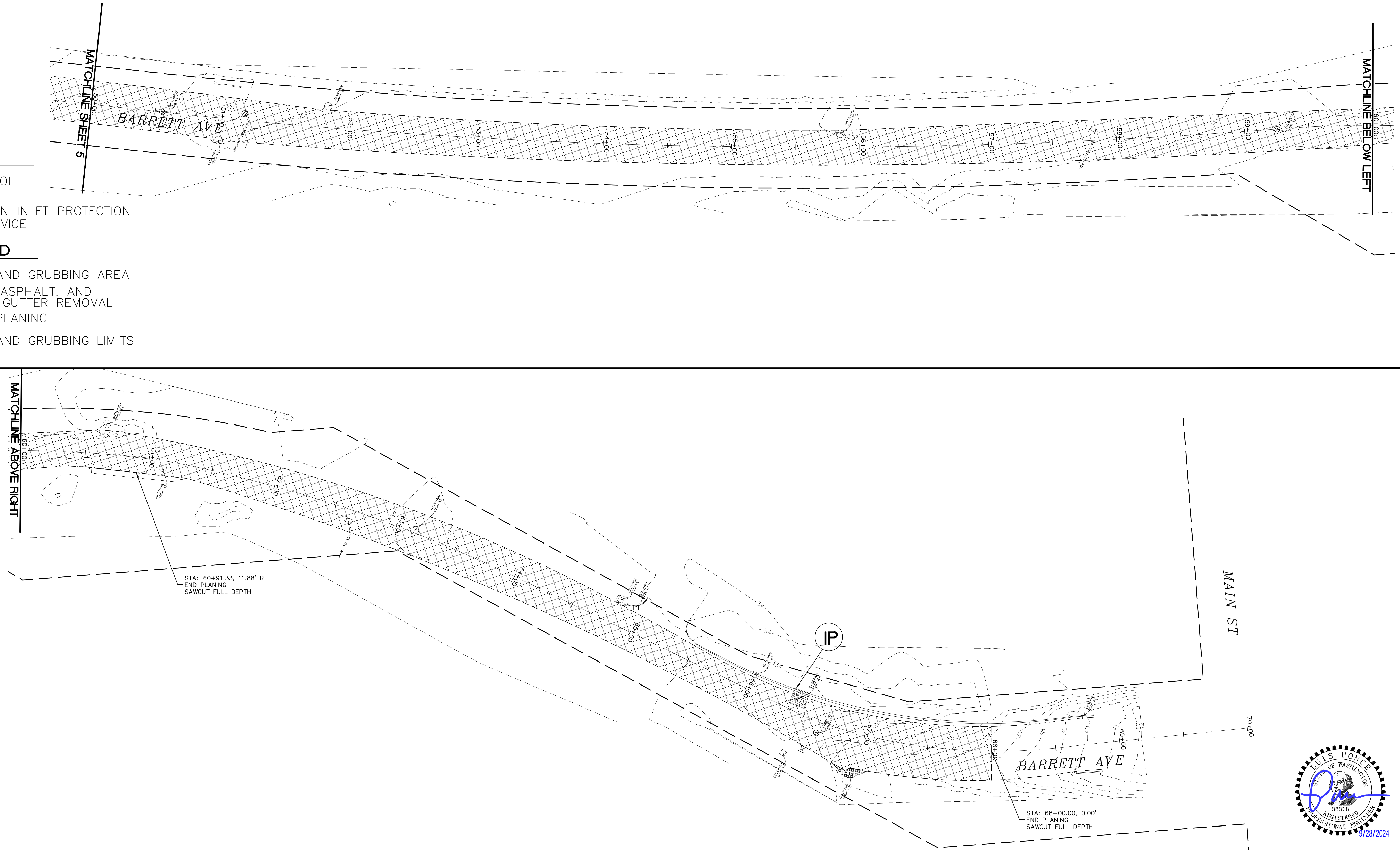


TESC PLAN LEGEND

- DC** BMP C140 DUST CONTROL
- IP**  BMP C220 STORM DRAIN INLET PROTECTION BELOW INLET GRATE DEVICE

DEMOLITION PLAN LEGEND

-  =CLEARING AND GRUBBING AREA
-  =SIDEWALK, ASPHALT, AND CURB AND GUTTER REMOVAL
-  =ROADWAY PLANING
- =CLEARING AND GRUBBING LIMITS
- =SAWCUT



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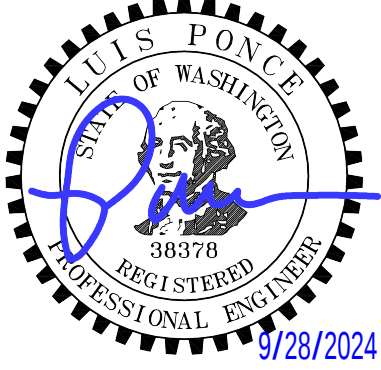
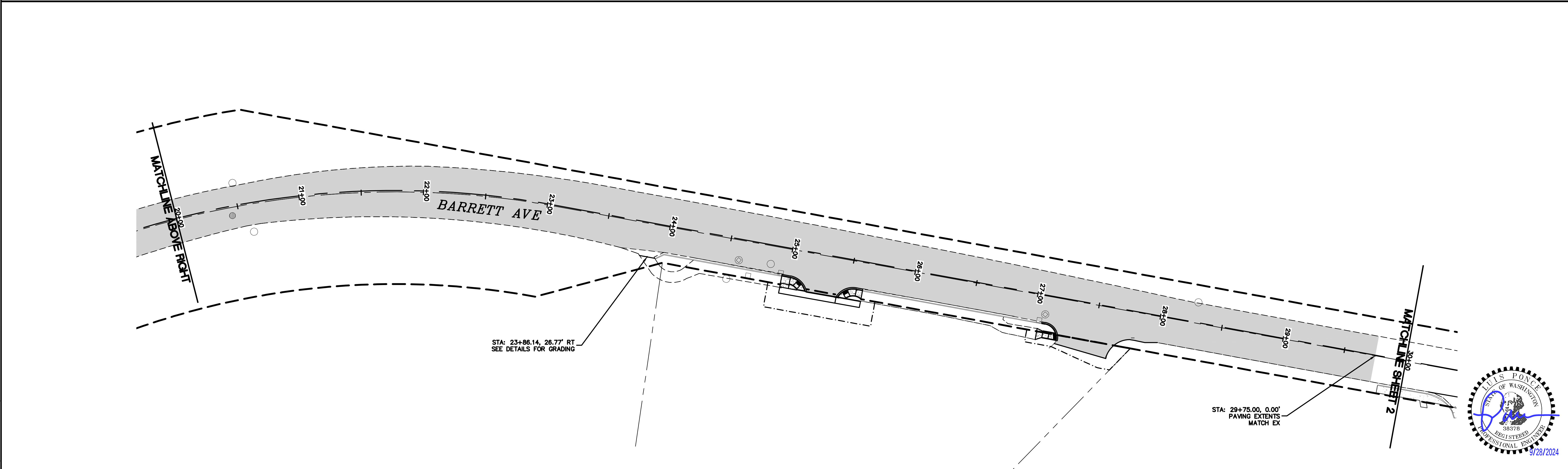
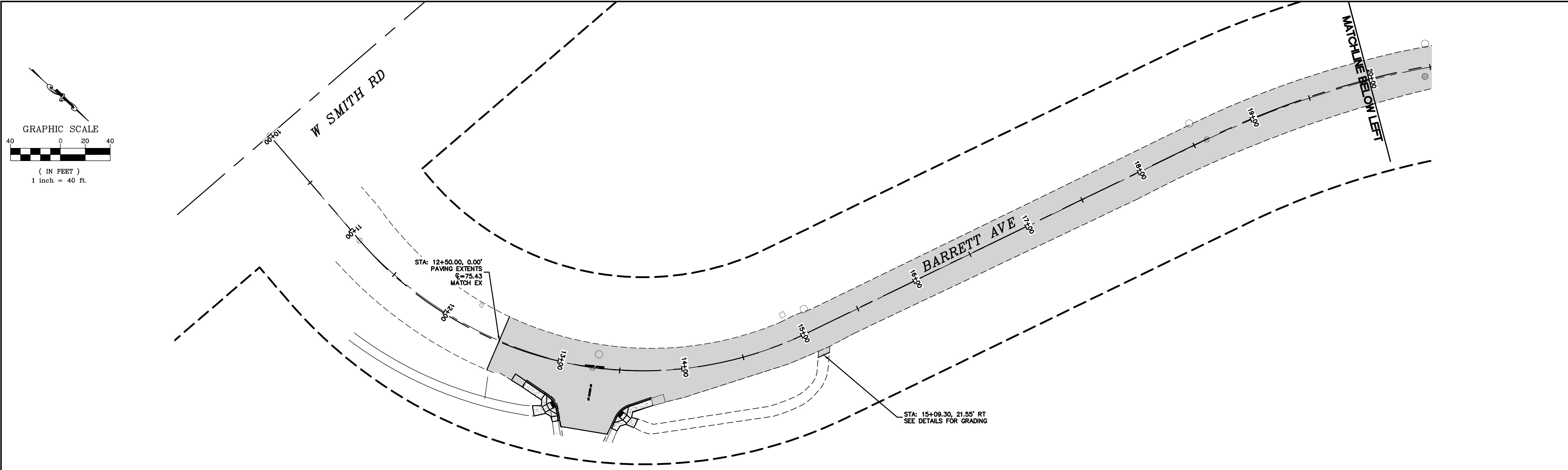
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NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
EXISTING CONDITIONS, TESC, AND DEMOLITION PLANS
STA 50+00 TO 70+00

DWG	DATE	7/16/2014
JOB #	SCALE	SHEET
13053	H: 1"=40' V: N/A	6 of 15



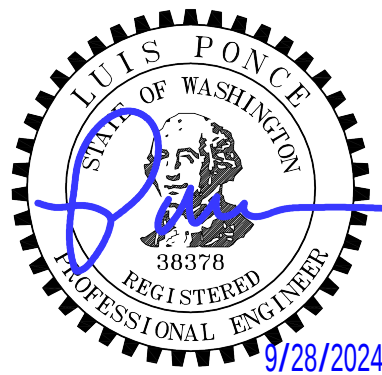
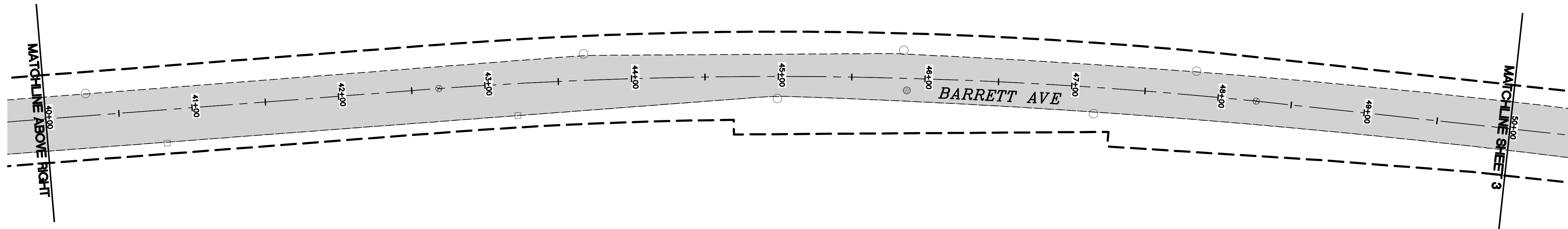
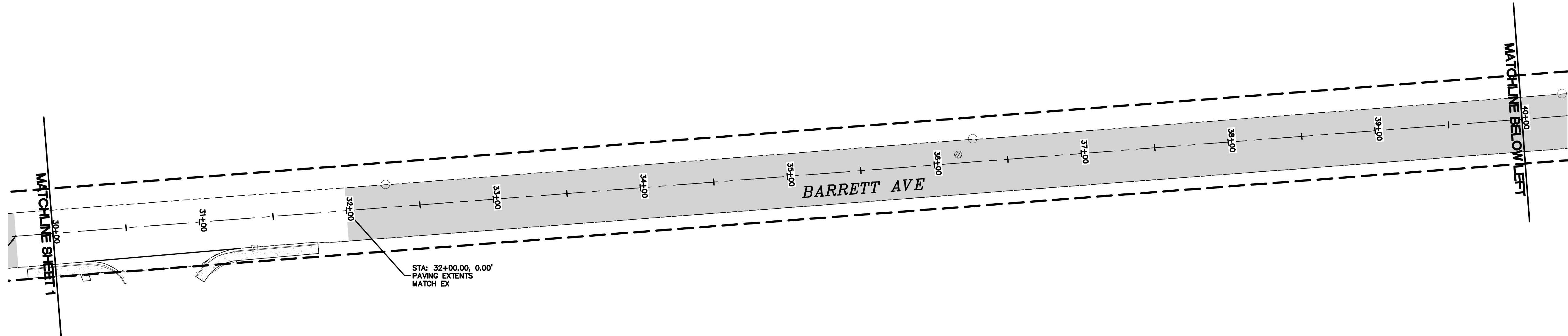
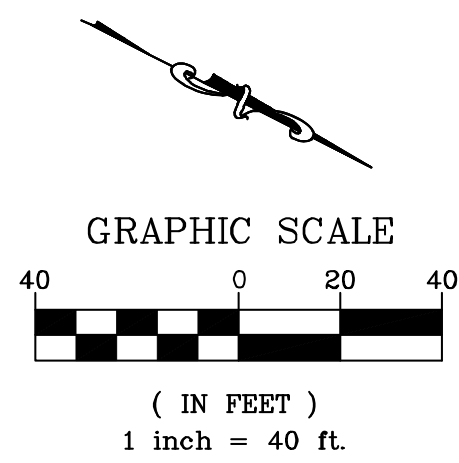
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9/20/24
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NO.	DATE	DESCRIPTION	BY	

CITY OF FERNDAL 2095 MAIN STREET FERNDAL, WA 98248	BARRETT AVENUE OVERLAY MAIN STREET TO WEST SMITH ROAD GRADING AND SITE PLANS - STA 10+00 TO 30+00	DWG	DATE
		JOB#	7/16/2014
		SCALE	SHEET
		H: 1"=40' V: N/A	7 of 15



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813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713

NO.	DATE	DESCRIPTION	BY	

CITY OF FERNDAL
2095 MAIN STREET
FERNDAL, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
GRADING AND SITE PLANS - STA 30+00 TO 50+00

DWG

JOB#

13053

SCALE

H: 1"=40'

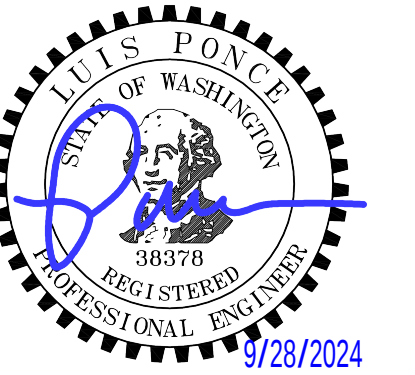
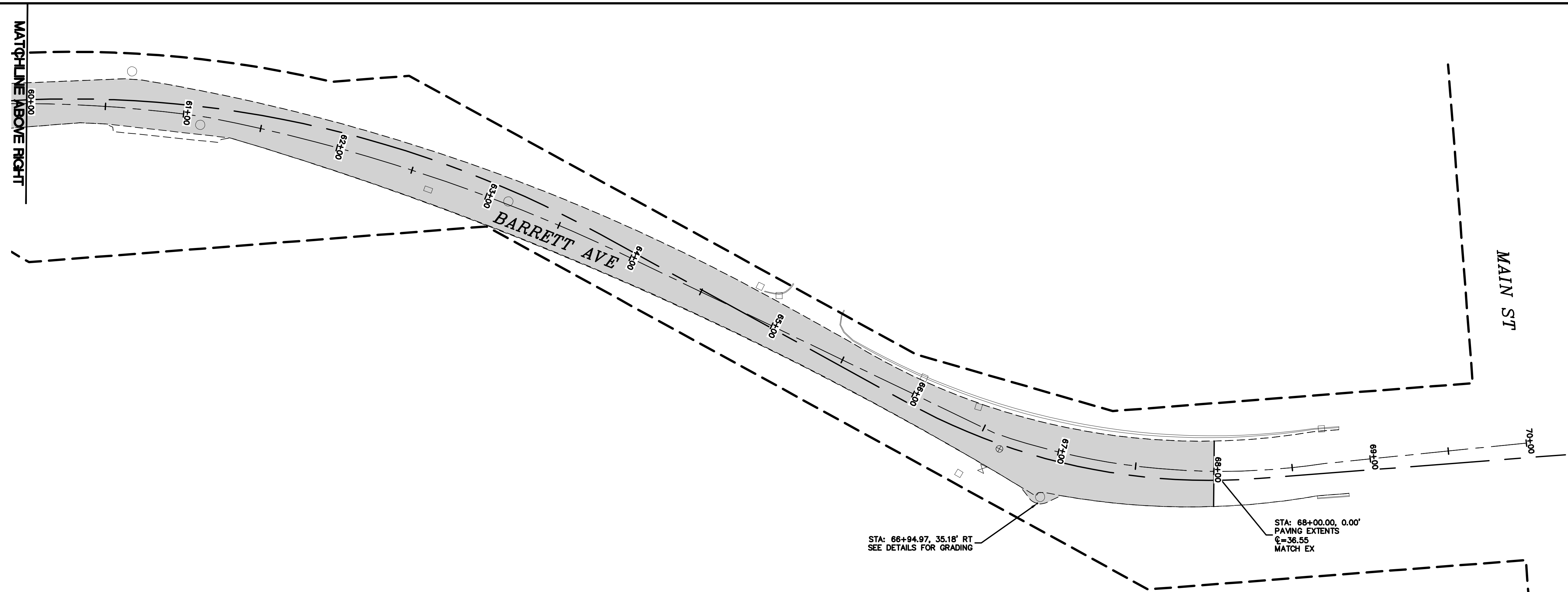
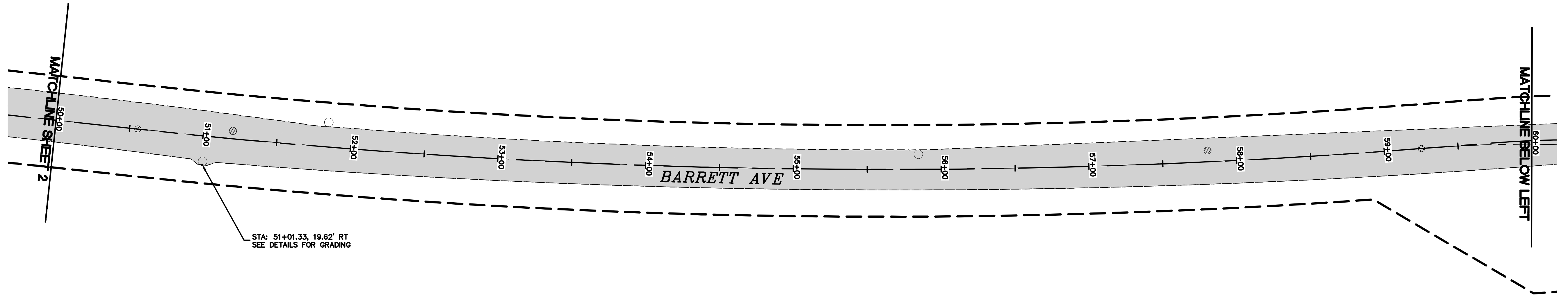
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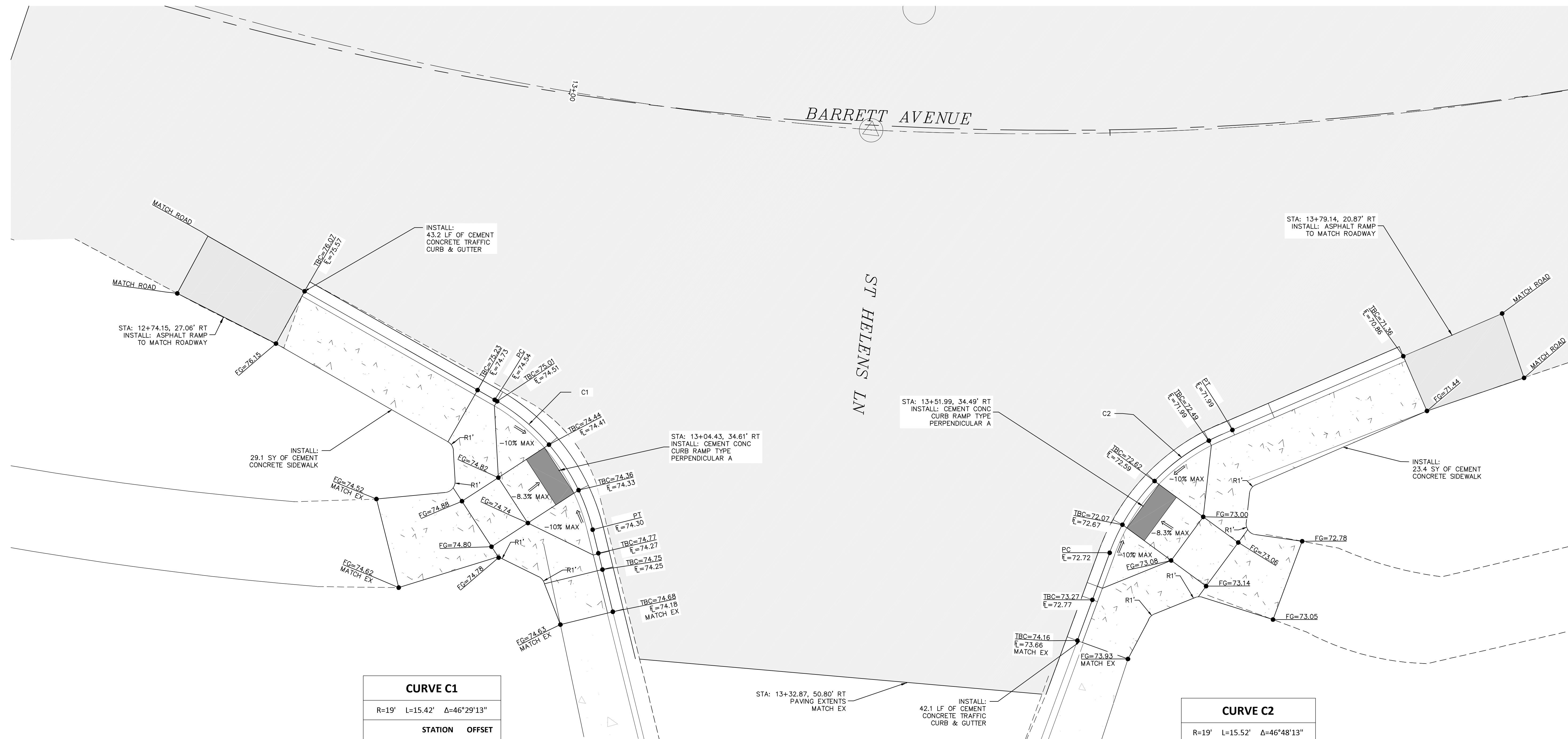
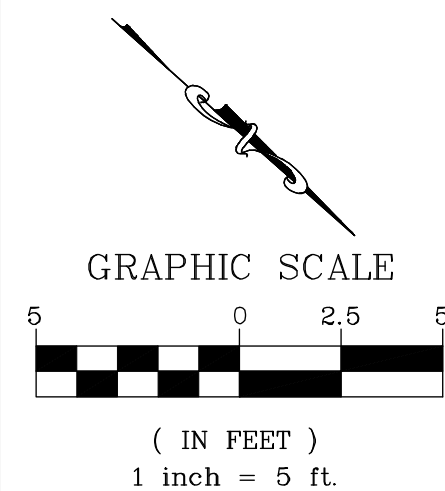
7/16/2014

SHEET

8 of 15



9 of 15



CURVE C1			
R=19' L=15.42' Δ=46°29'13"			
	STATION	OFFSET	
PC	12+98.12	29.18'R	
PT	13+07.90	39.56'R	

CURVE C2			
R=19' L=15.52' Δ=46°48'13"			
	STATION	OFFSET	
PC	13+49.15	38.71'R	
PT	13+58.54	27.30'R	



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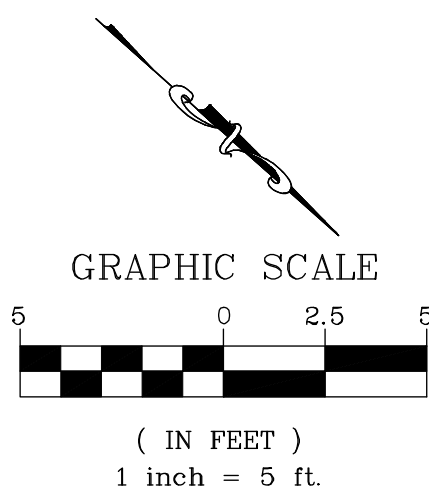
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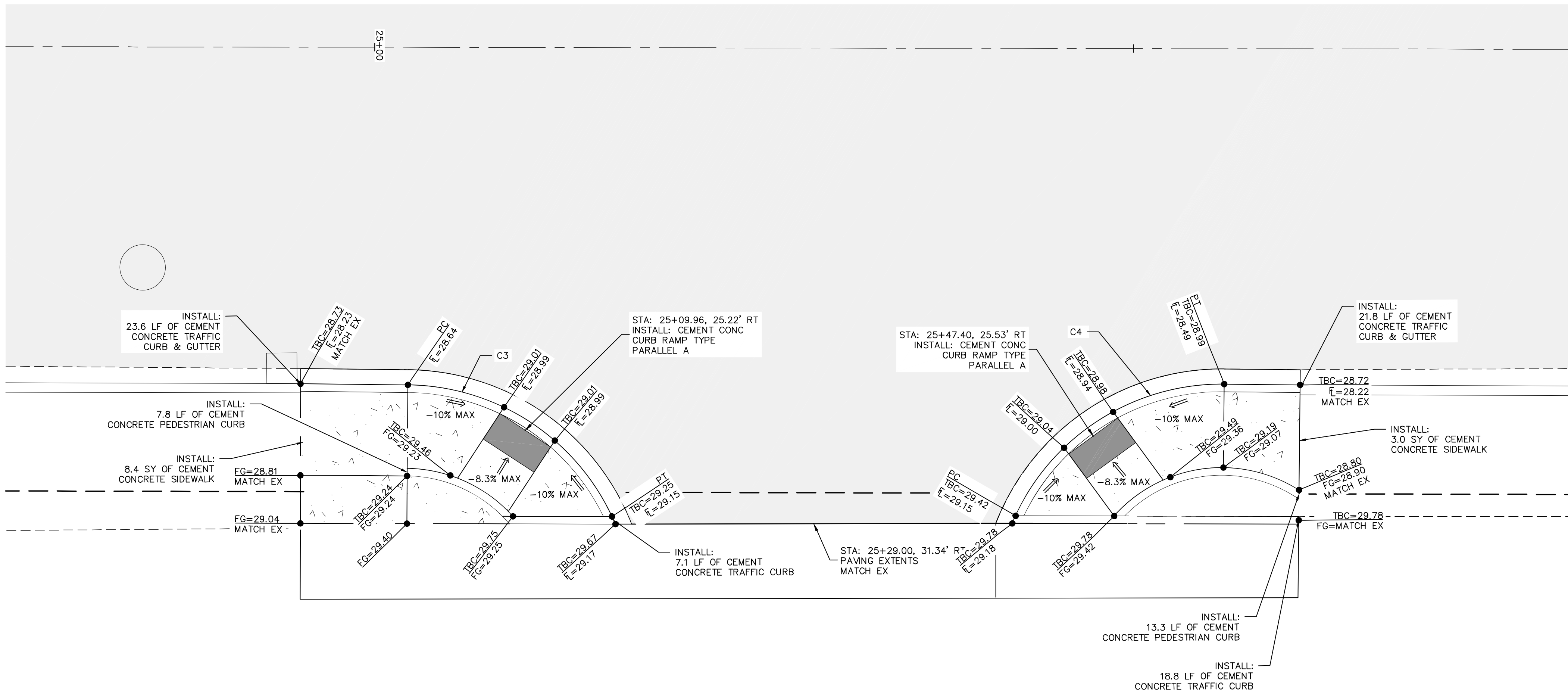
CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
GRADING AND SITE PLANS - RAMPS AT STA 12+50 TO 13+92

DWG	DATE	
JOB#	SCALE	SHEET
13053	H: 1"=5' V: N/A	10 of 15
7/16/2014		

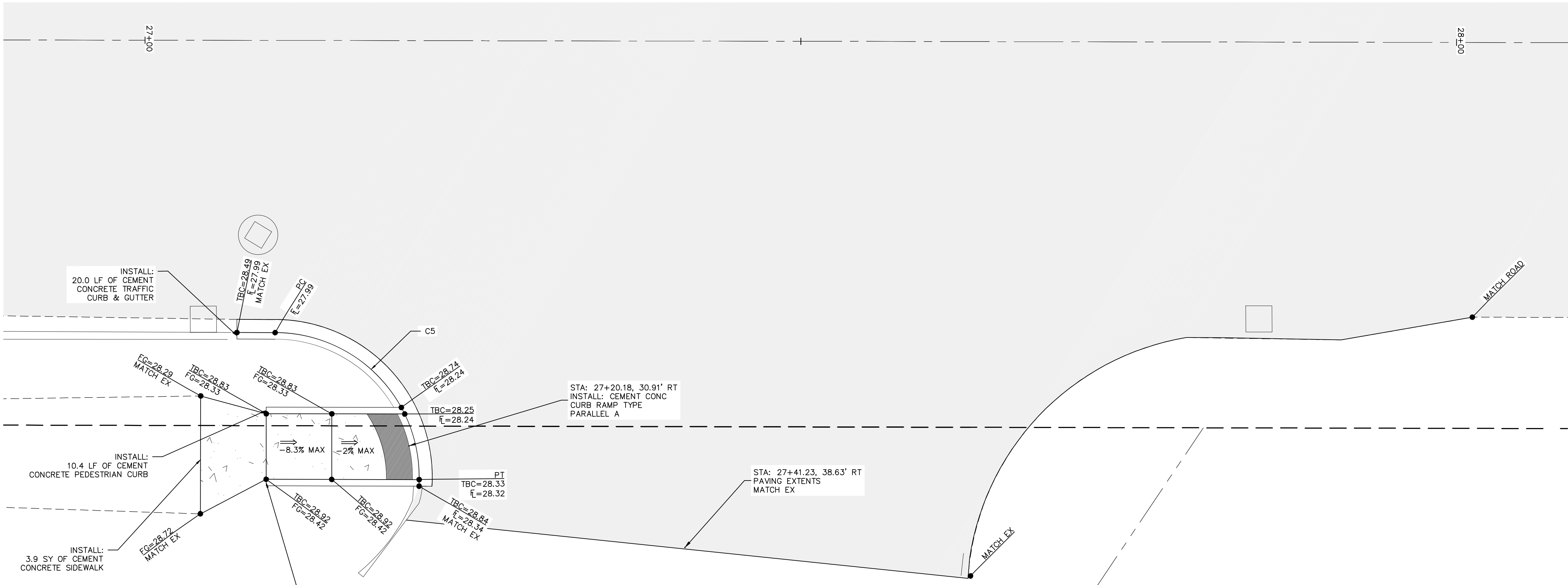


CURVE C2		
R=15'	L=17.43'	$\Delta=66^{\circ}35'16''$
STATION	OFFSET	
PC	25+02.23	22.24'R
PT	25+15.69	30.89'R



CURVE C3		
R=15'	L=17.73'	$\Delta=67^{\circ}44'00''$
STATION	OFFSET	
PC	25+42.29	30.80'R
PT	25+56.03	22.10'R

CURVE C5		
R=11'	L=17.47'	$\Delta=90^{\circ}59'48''$
STATION	OFFSET	
PC	27+09.95	22.29'R
PT	27+20.95	33.49'R



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AS-BUILT

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813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713

NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
GRADING AND SITE PLANS - RAMPS AT STA 24+95 TO 25+60
AND 27+05 TO 28+00

DWG

JOB#

13053

SCALE

H: 1"=5'

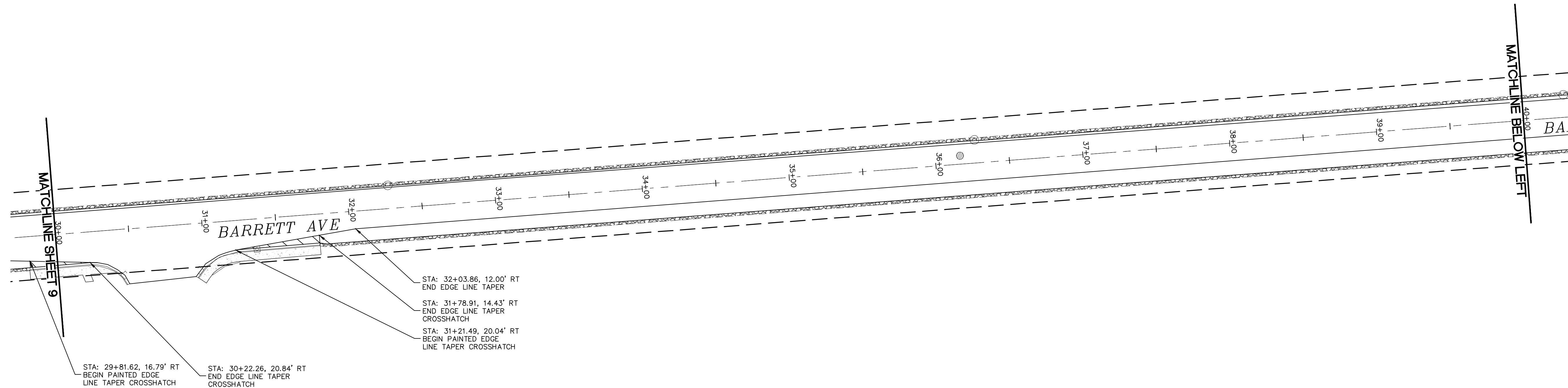
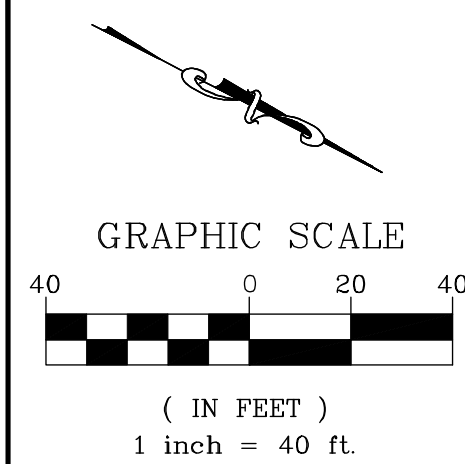
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DATE

7/16/2014

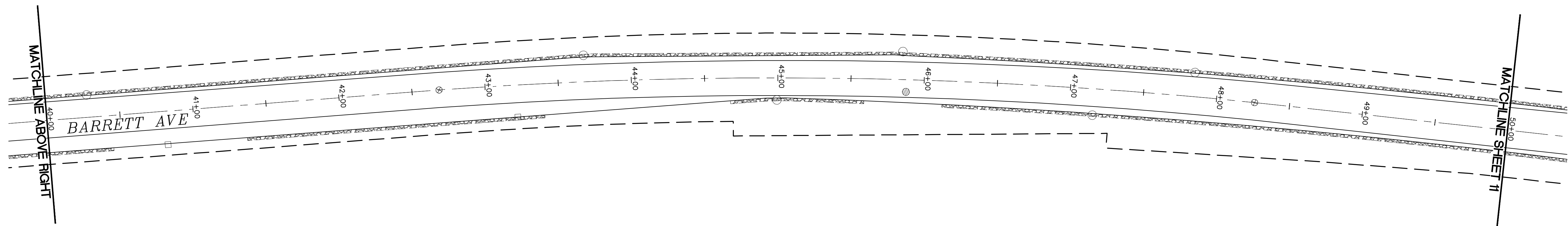
SHEET

11 of 15

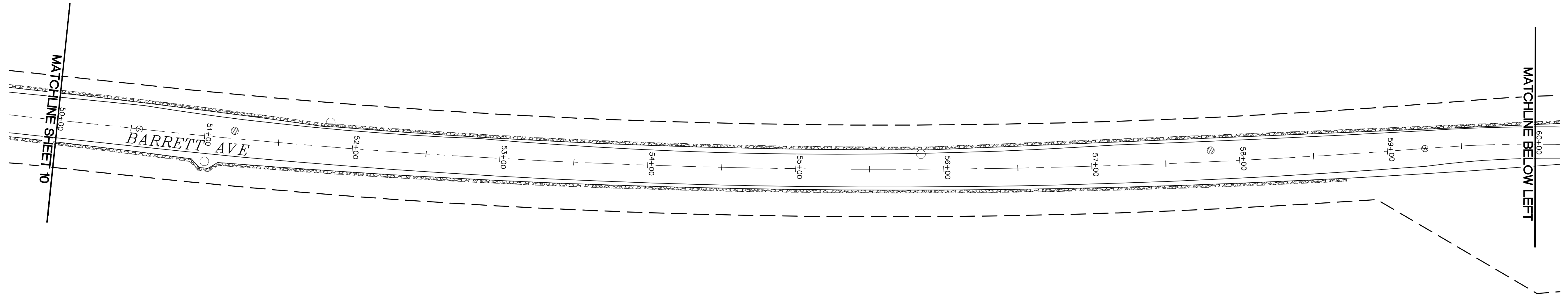
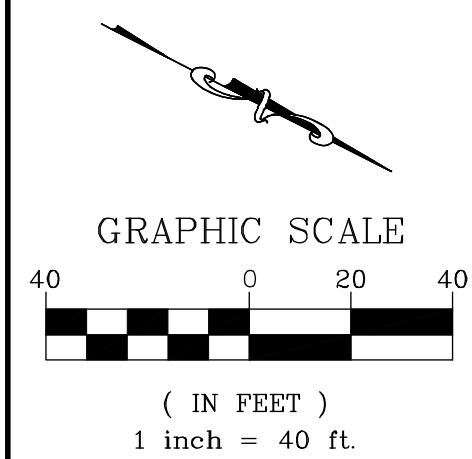


RESTORATION PLAN LEGEND

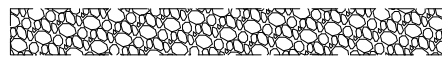
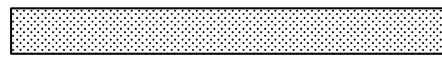
- = PROPOSED CSTC SHOULDER
SEE DETAILS
- = SEEDDED LAWN

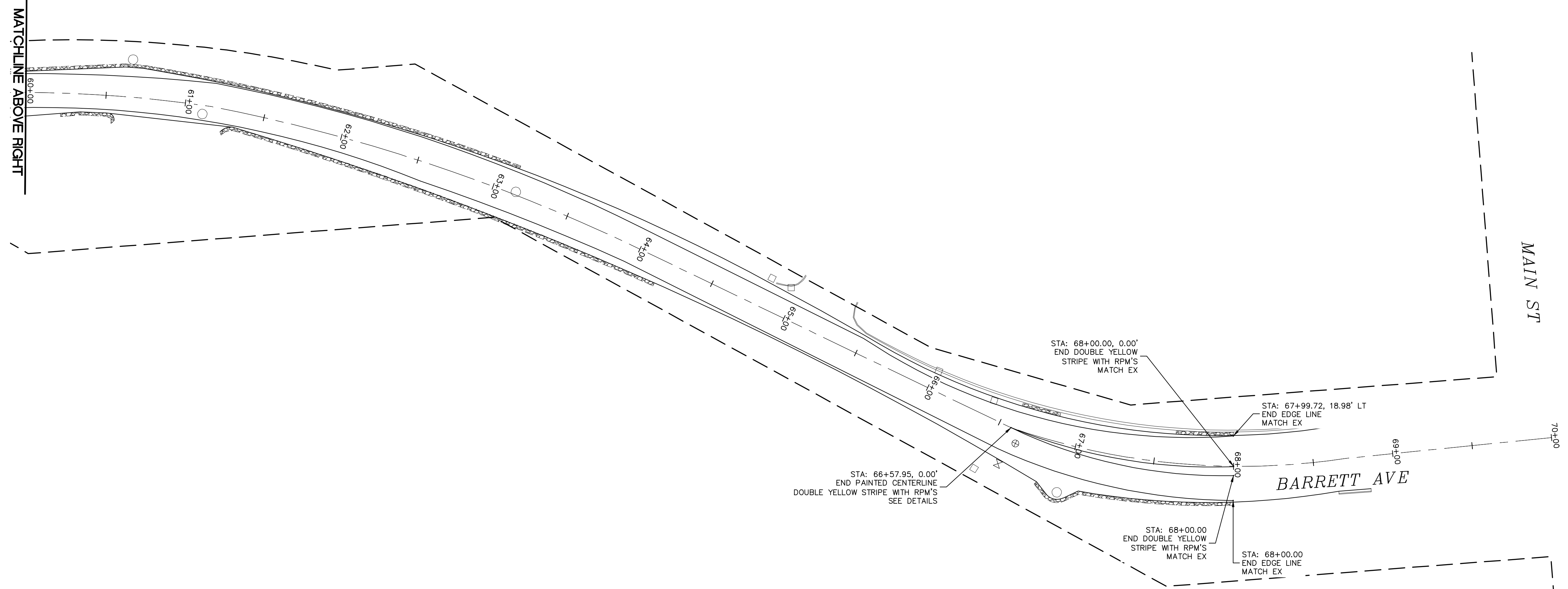


9/20/24 AS-BUILT	DESIGNED BY CMS	Reichhardt & Ebe ENGINEERING INC P.O. Box 978 423 Front Street, Lynden, WA 98264 (360) 354-3687 813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713					CITY OF FERNDALE 2095 MAIN STREET FERNDAL, WA 98248	BARRETT AVENUE OVERLAY MAIN STREET TO WEST SMITH ROAD CHANNELIZATION AND RESTORATION PLANS STA 30+00 TO 50+00	DWG JOB # 13053	SCALE H: 1"=40' V: N/A	DATE 7/16/2014 SHEET 13 of 15
	DRAWN BY CMS										
	CHECKED BY LP		NO.	DATE	DESCRIPTION	BY					



RESTORATION PLAN LEGEND

-  = PROPOSED CSTC SHOULDER
SEE DETAILS
-  = SEEDED LAWN



9/20/24
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NO.	DATE	DESCRIPTION	BY

CITY OF FERNDAL
2095 MAIN STREET
FERNDAL, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
CHANNELIZATION AND RESTORATION PLANS
STA 50+00 TO 70+00

DWG

JOB #

13053

SCALE

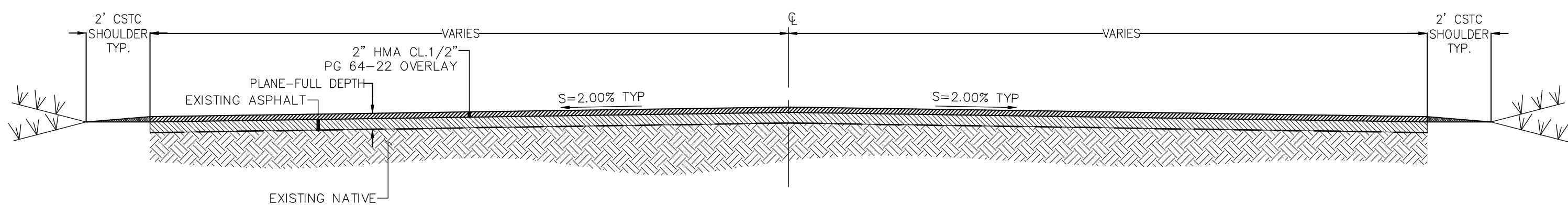
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V: N/A

DATE
7/16/2014

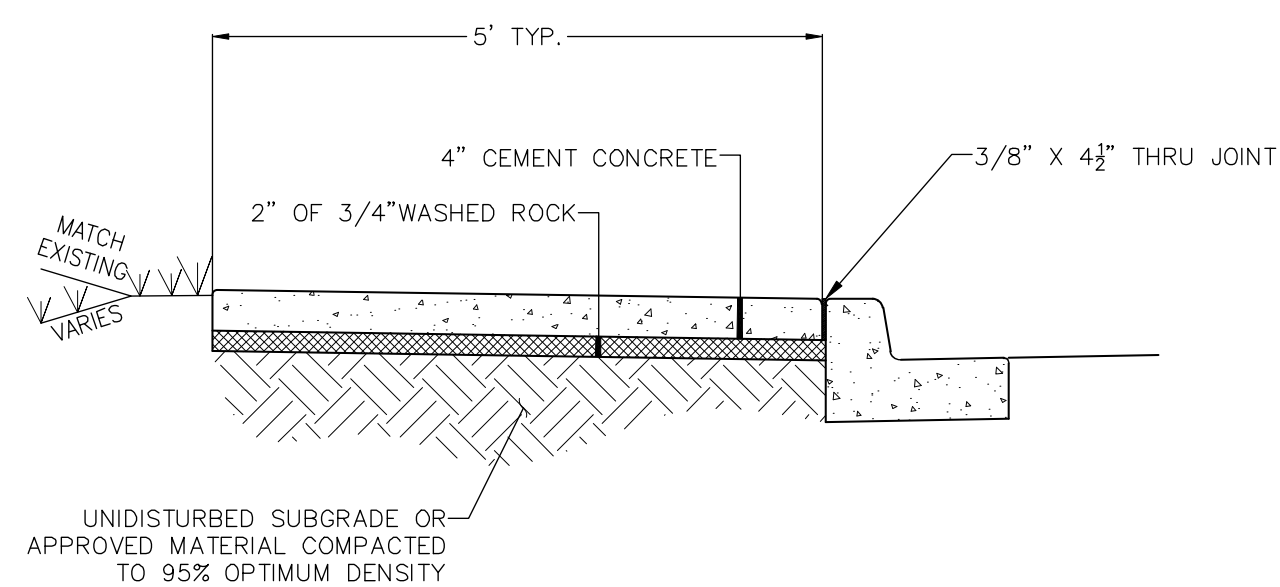
SHEET

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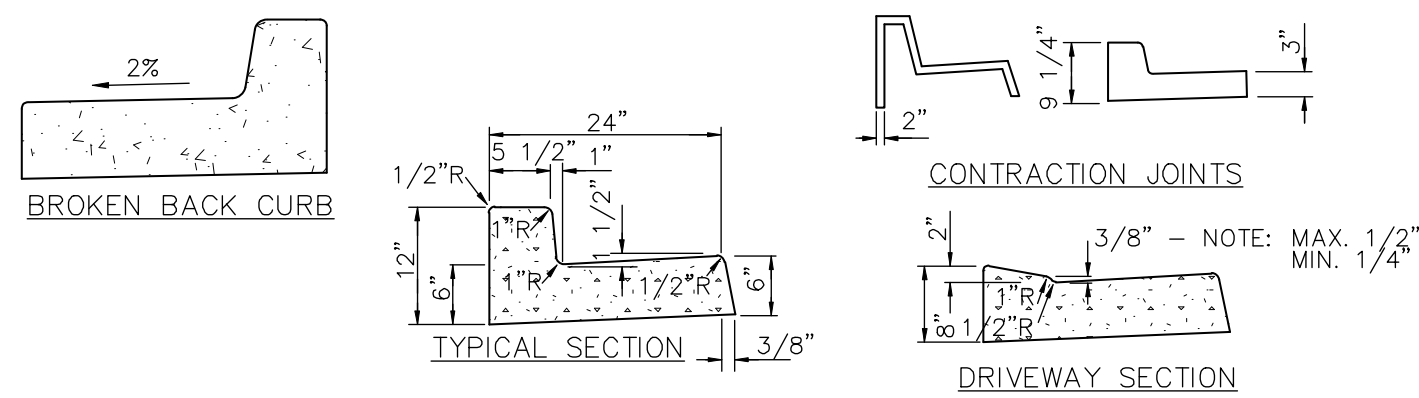
TYPICAL ROAD SECTION: BARRETT

NTS



TYPICAL SIDEWALK SECTION

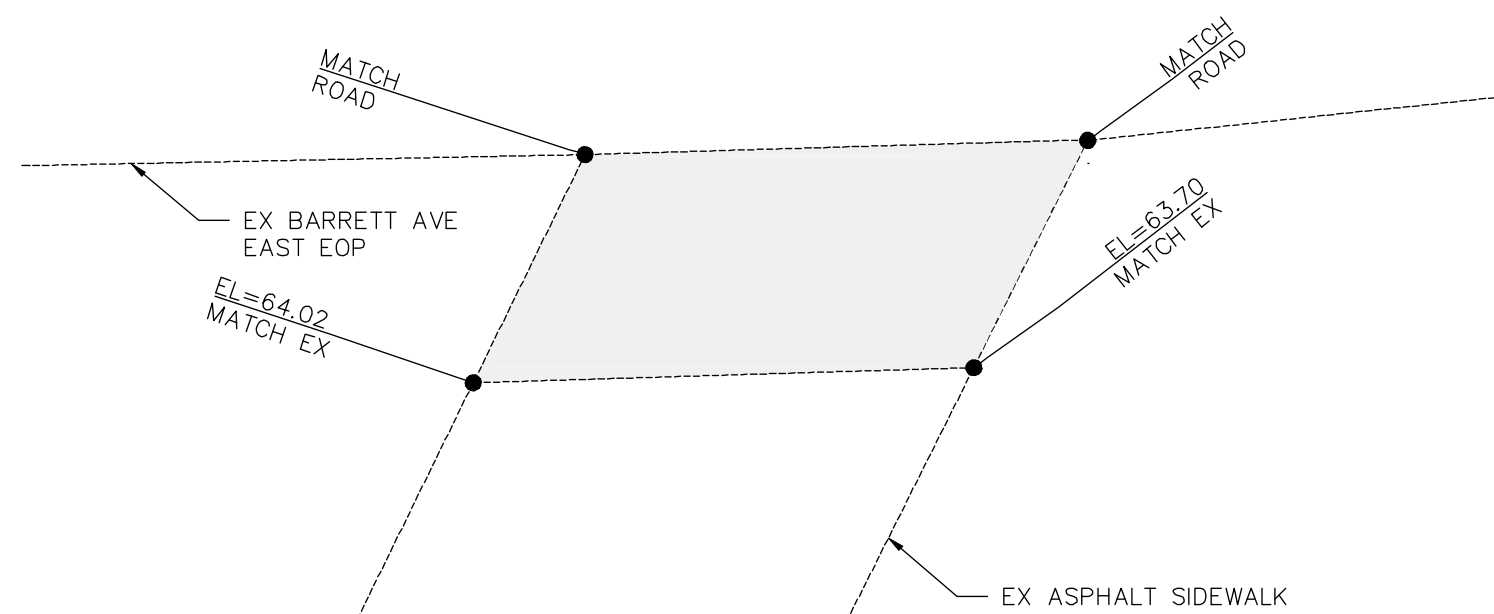
NTS



NOTES:
CONTRACTION JOINTS OF ONE OF THE TYPES SHOWN ABOVE, TO BE PLACED 10' C/C JOINTS COMPLETELY SEVER THE STRUCTURE TO THE POINTS SHOWN. JOINTS MAY BE MADE BY INSERTING MIN 3/16" BITUMINOUS FILLER DUMMY JOINTS. JOINTS SHALL BE CLEANED AND EGGED.
3/4" EXPANSION JOINTS TO BE PLACED AT DRIVEWAY SECTIONS, CURB RETURNS, CURB RAMPS, AND COLD JOINTS OR A MAX. 80' C/C. EXPANSION JOINTS SHALL PROTRUDE 1" BELOW THE BOTTOM OF THE GUTTER.
CURB DRAINS SHALL BE CONSTRUCTED OF 2" PVC PIPE OR OTHER MATERIAL SUBJECT TO APPROVAL OF THE ENGINEER, CUT TO LENGTH TO PASS FROM THE BACK OF CURB THROUGH THE CURB TO THE FACE OF CURB AT THE GUTTER LINE. SPACING WILL BE MAXIMUM OF 50 FEET, CENTER TO CENTER, AND/OR EACH SIDE OF THE DRIVEWAYS AND AT SUCH LOCATIONS AS DESIGNATED BY THE ENGINEER.

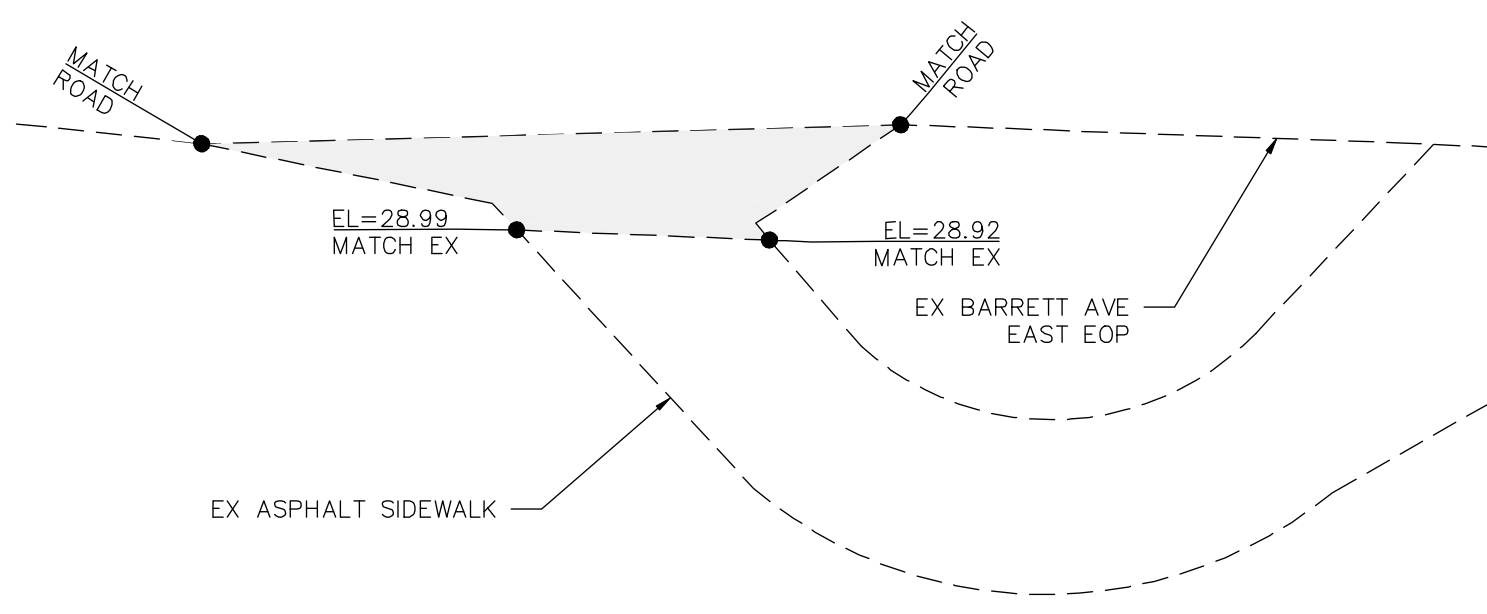
CURB AND GUTTER DETAILS

NTS



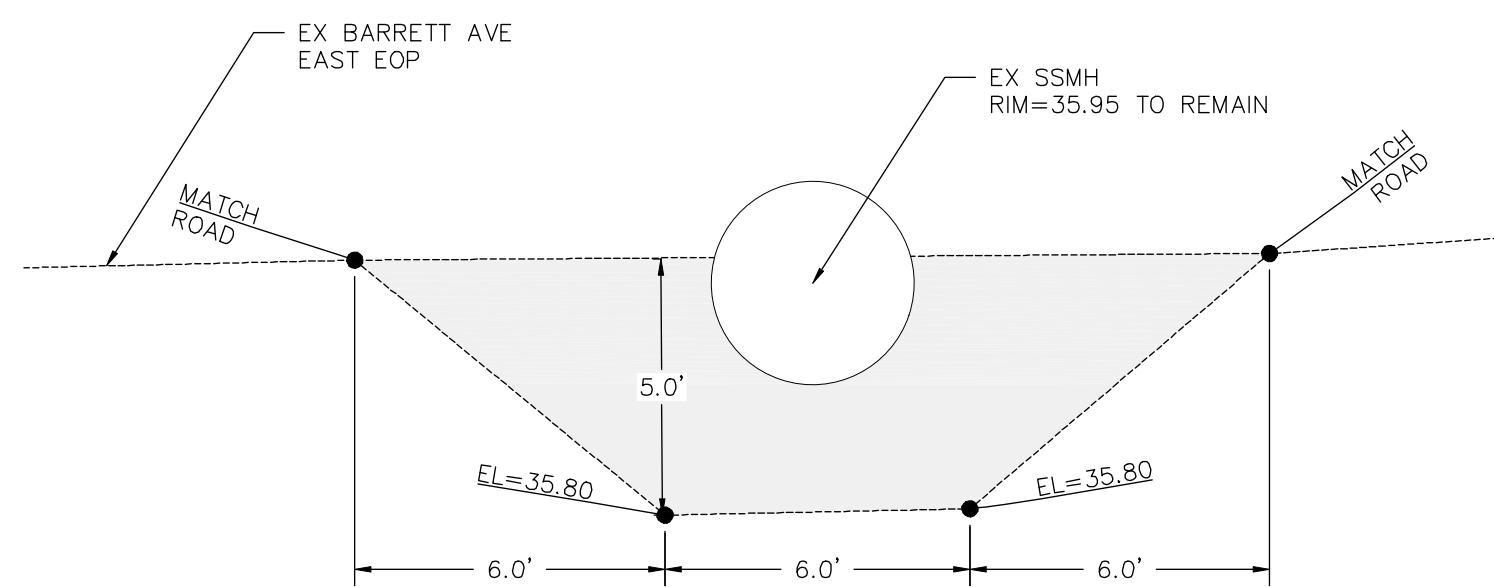
ACP SIDEWALK CONNECTION
GRADING STA 15+07 TO 15+17

NTS



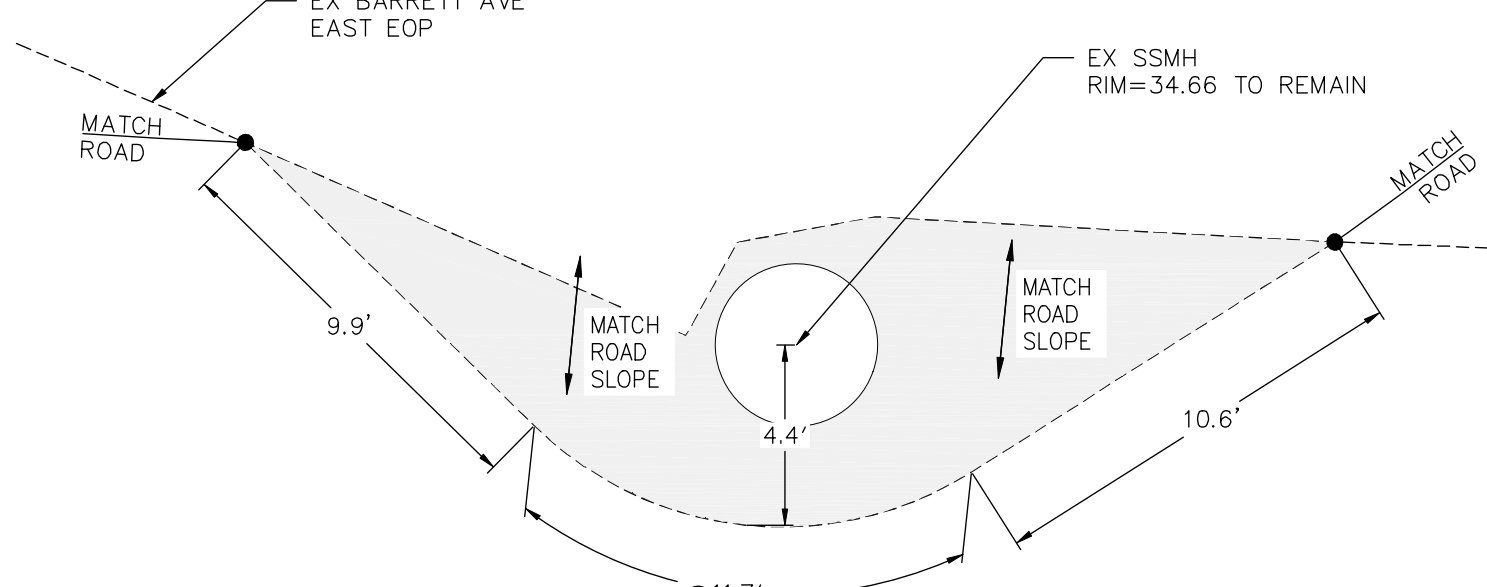
ACP SIDEWALK CONNECTION
GRADING STA 23+64 TO 23+98

NTS



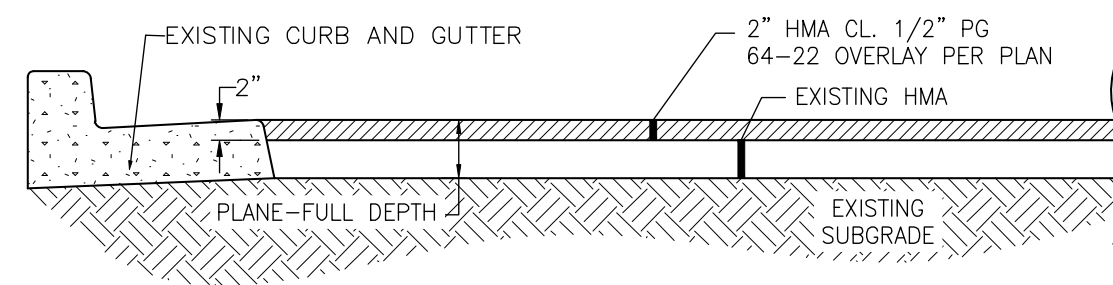
PROPOSED EOP GRADING
STA 50+93 TO 51+10

NTS



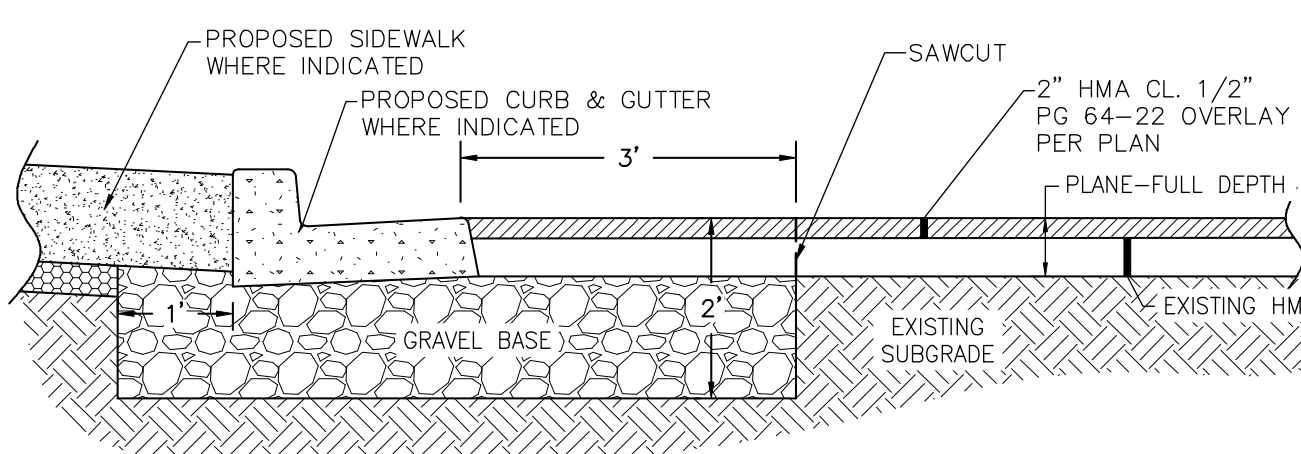
PROPOSED EOP GRADING
STA 66+82 TO 67+08

NTS



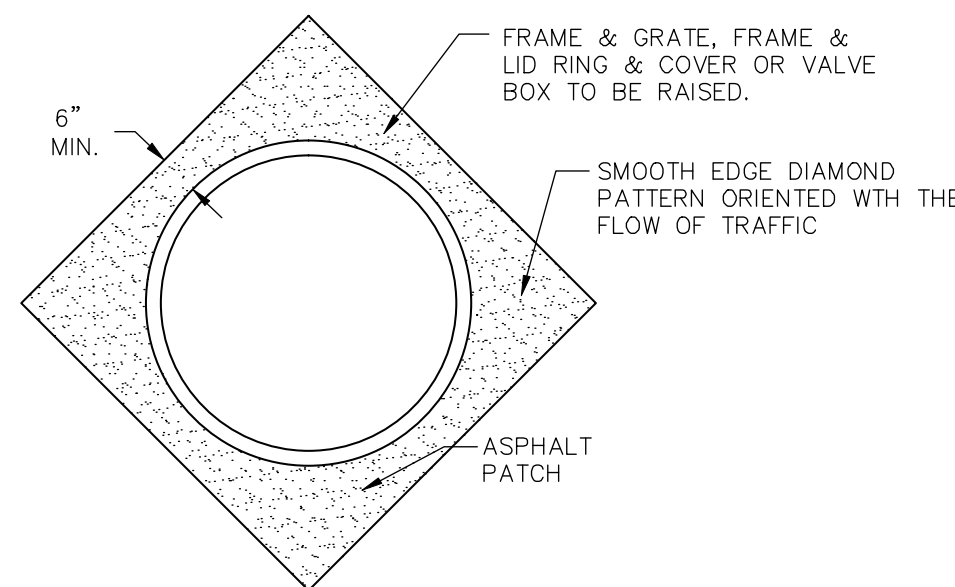
PLANING BITUMINOUS PAVEMENT AT
EXISTING CURB, LT AND RT

NTS

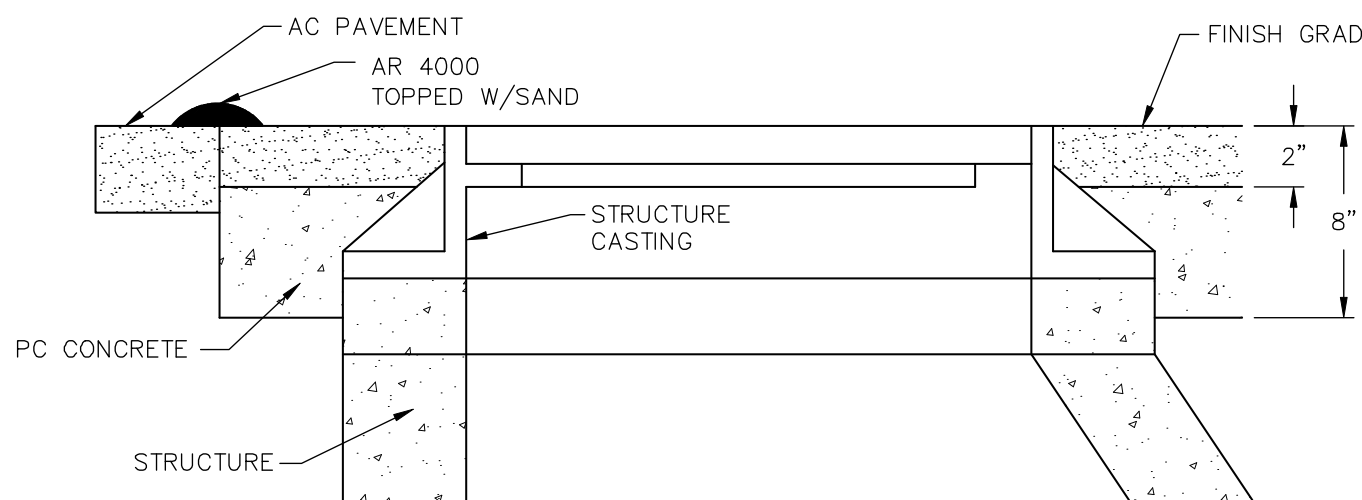


TYPICAL CURB, GUTTER, AND SIDEWALK
REMOVAL/REPLACEMENT SECTION

NTS



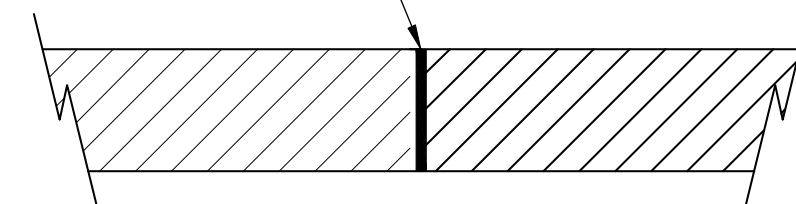
NOTES:
ALL FRAMES, COVERS AND VALVE BOXES SHALL BE ADJUSTED TO FINISHED GRADE AFTER THE FINAL LIFT OF PAVING HAS BEEN COMPLETED. THE FOLLOWING PROCEDURE SHALL BE USED:
1. CUT THE ASPHALT IN A DIAMOND AROUND THE STRUCTURE CASTING TO BE ADJUSTED.
2. REMOVE THE FILL MATERIAL WITHIN THE CUT PAVEMENT AREA TO 8 INCHES MIN. BELOW FINISH GRADE.
3. PLACE THE CASTING AT FINISH GRADE.
4. PLACE PORTLAND CEMENT CONCRETE TO WITHIN THE TOP 2 INCHES OF FINISH GRADE.
5. APPLY TACK TO THE STRUCTURE CASTING, CUT PAVEMENT, AND PC CONCRETE.
6. PLACE AND COMPACT 2 INCHES OF COMMERCIAL HMA TO FINISH GRADE.
7. SEAL PAVEMENT JOINTS WITH HOT AR4000 AND TOP WITH SAND.



ADJUSTING CASTINGS
TO FINISHED GRADE

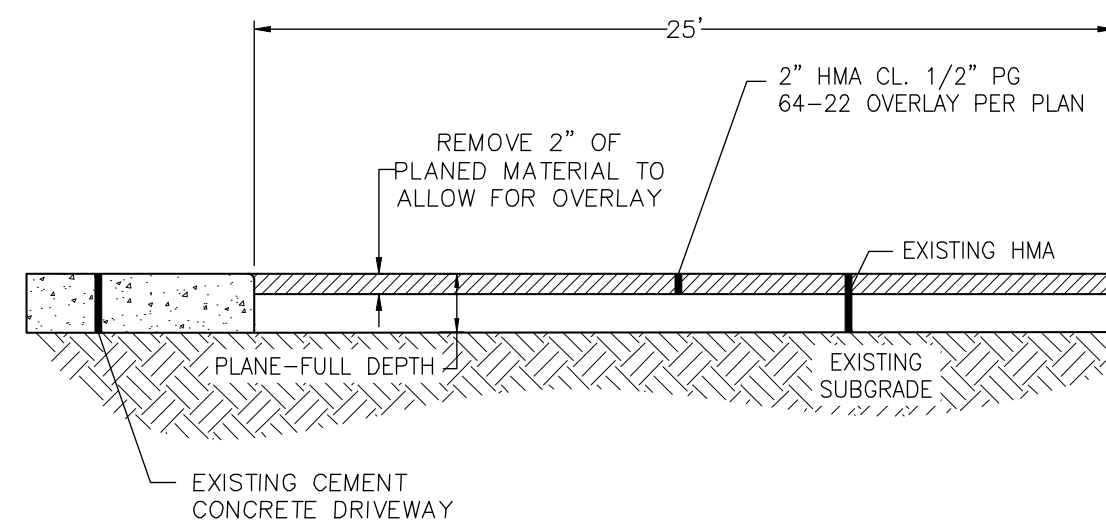
NTS

NOTE:
SAWCUT:
INSTALL 3/8" PREMOLDED JOINT
FILLER BETWEEN PROPOSED
SIDEWALK AND EXISTING SIDEWALK.



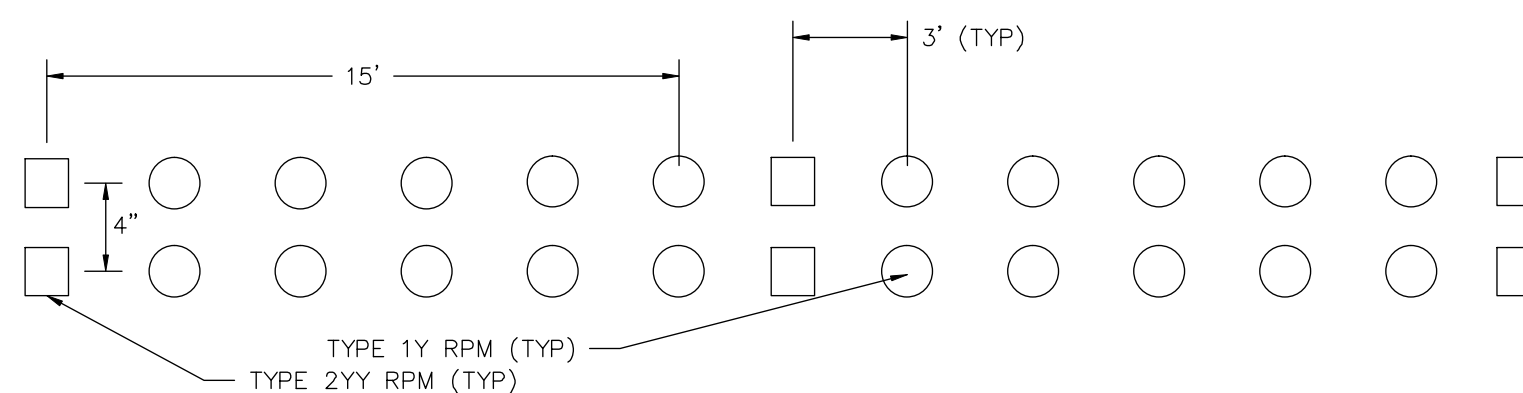
SIDEWALK PANEL SAWCUT DETAIL

NTS



PLANING BITUMINOUS PAVEMENT AT
EXISTING CONCRETE DRIVEWAY

NTS



DOUBLE YELLOW STRIPE WITH
RAISED PAVEMENT MARKERS

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NO.	DATE	DESCRIPTION	BY

CITY OF FERNDAL
2095 MAIN STREET
FERNDAL, WA 98248

BARRETT AVENUE OVERLAY
MAIN STREET TO WEST SMITH ROAD
CONSTRUCTION DETAILS

DWG

JOB#

13053

SCALE

H: N/A

V: N/A

DATE

7/16/2014

SHEET

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