



City of Black Diamond

JONES LAKE ROAD OVERLAY

WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD PROJECT #2-P-800-(004)-1

CITY OFFICIALS

MAYOR:
CAROL BENSON

COUNCIL MEMBERS:

TAMIE DEADY
ERIKA MORGAN
JANIE EDELMAN
BRIAN WEBER
PAT PEPPER

PROJECT DESCRIPTION

THE PROPOSED PROJECT PRIMARILY CONSISTS OF PATCHING PORTIONS OF JONES LAKE ROAD ALONG WITH SHOULDER WIDENING AND A COMPLETE ASPHALT OVERLAY. THE PROJECT STRETCHES APPROXIMATELY 1,343 LF BETWEEN STATE ROUTE 169 AND RAILROAD AVENUE.

OWNER:

CITY OF BLACK DIAMOND PUBLIC WORKS DEPARTMENT
24301 ROBERTS DRIVE (DELIVERY)
PO BOX 599 (MAILING)
BLACK DIAMOND, WA 98010

PUBLIC WORKS DIRECTOR:

SETH BOETTCHER, P.E.

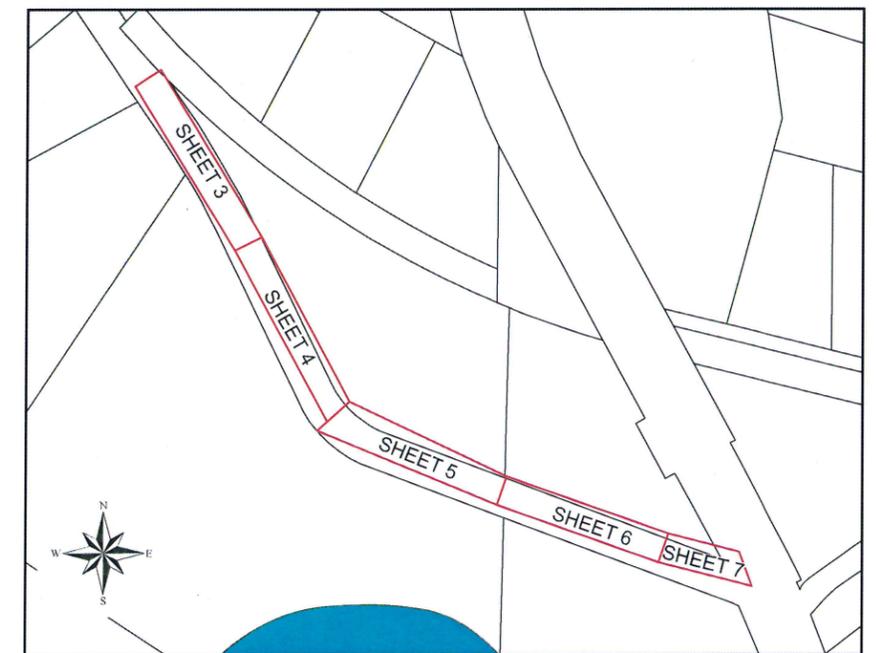
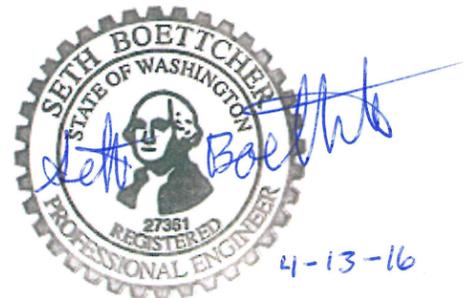
PROJECT MANAGER:

SCOTT HANIS, CAPITAL PROJECT/PROGRAM MANAGER
360-886-5713
shanis@ci.blackdiamond.wa.us

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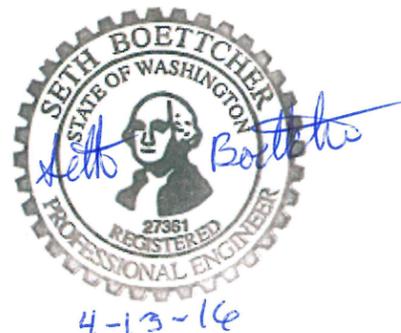
VICINITY MAP



SHEET INDEX MAP

PROJECT GENERAL NOTES:

1. Unless specifically identified as a duty of the City or Project Representative, on the drawings or in the specifications, all work shown or described on the drawings shall be performed by the Contractor and the Contractor shall furnish all labor, materials, equipment, tools, consumables (including water and power) and incidentals needed to accomplish the work.
2. A pre-construction meeting with City staff and Contractor shall be conducted prior to site mobilization and start of construction.
3. Temporary Erosion and Sediment Control (TESC) facilities shall be installed before any site excavation or soil disturbance, if necessary (as determined by weather conditions by the City). Contractor shall ensure that silt-laden (turbid) water does not enter the stormwater drainage system or waters of the State of Washington.
4. All construction shall be in accordance with:
 - A. The project drawings and specifications, including any amendments.
 - B. The City of Black Diamond Engineering Design and Construction Standards.
 - C. The current WSDOT Standard Specifications for Road, Bridge, and Municipal Construction, M41-10 (referred to in the project drawings and specifications as the Standard Specifications" or as "WSDOT Std. Specs").
5. In the event of conflicts with these standards, precedence shall be given in the order listed in Item 4 above.
6. Construction truck traffic shall be routed as per the City of Black Diamond Public Works Department. Construction vehicle track-out of dust, dirt or mud may trigger violations of the City of Black Diamond Municipal Code, or other applicable regulations requiring fee penalty or street sweeping at the Contractor's expense.
7. Construction activities shall be limited to daytime hours (7:00 AM to 8:00 PM). There shall be no construction on Saturdays, Sundays, and City-observed holidays. Additionally, at such times when the weather conditions adversely impact the Erosion Control Plan, the City shall have the authority to close construction activities on the site and/or orient these activities to eliminate erosion impact.
8. Locations of existing manholes are shown for design purposes and may not be accurate or complete. It shall be the responsibility of the Contractor to verify existing exposed manholes that may need to be raised. Contractor shall notify utilities and mark location of any buried manholes.
9. A copy of the approved Plans and Specifications must be on-site whenever construction is in progress.
10. Once mobilized on site, the Contractor shall proceed with the work in a manner that minimizes the duration of the Project and minimizes adverse impacts to property owners, businesses, and the general public.
11. Contractor is solely responsible for developing and submitting a Traffic Control Plan and furnishing traffic control devices and flaggers. Contractor will be allowed to completely close down Jones Lake Road but will be required to provide all devices for detour routing. Jones Lake Road shall be completely reopened each night, if determined feasible by the City.
12. All traffic and pedestrian control and signage shall comply with the latest version of the Manual of Uniform Traffic Control Devices (MUTCD).
13. Overhead electrical power and service lines are not located on the Plans. The Contractor is solely responsible for determining the extent of any hazard created by overhead electrical power in all areas and shall follow procedures during construction as required by law and regulation. Prior to construction, the Contractor shall meet with utility owners, as necessary, to determine the extent of hazard and remedial measures and shall take whatever precautions may be required.
14. City shall mark in the field all patch locations. Patch locations may be changed by the City upon consultation from the Contractor. Contractor shall protect existing survey monuments and shall perpetuate all monuments in accordance with State regulations; and shall develop and submit required reports, if necessary.
15. The Contractor shall restore the public Right-of-Way, including private improvements within the public Right-of-Way, and restore private property, after construction, to a condition equal or better than the condition prior to entry or to start of work.
16. Archaeology: In the event that archaeological or historic materials (including human remains) are discovered during project activities, work in the immediate vicinity shall stop, the area secured, and the City, State Department of Archaeology & Historic Preservation, and concerned tribes notified, and any related issues shall be resolved before construction work continues.

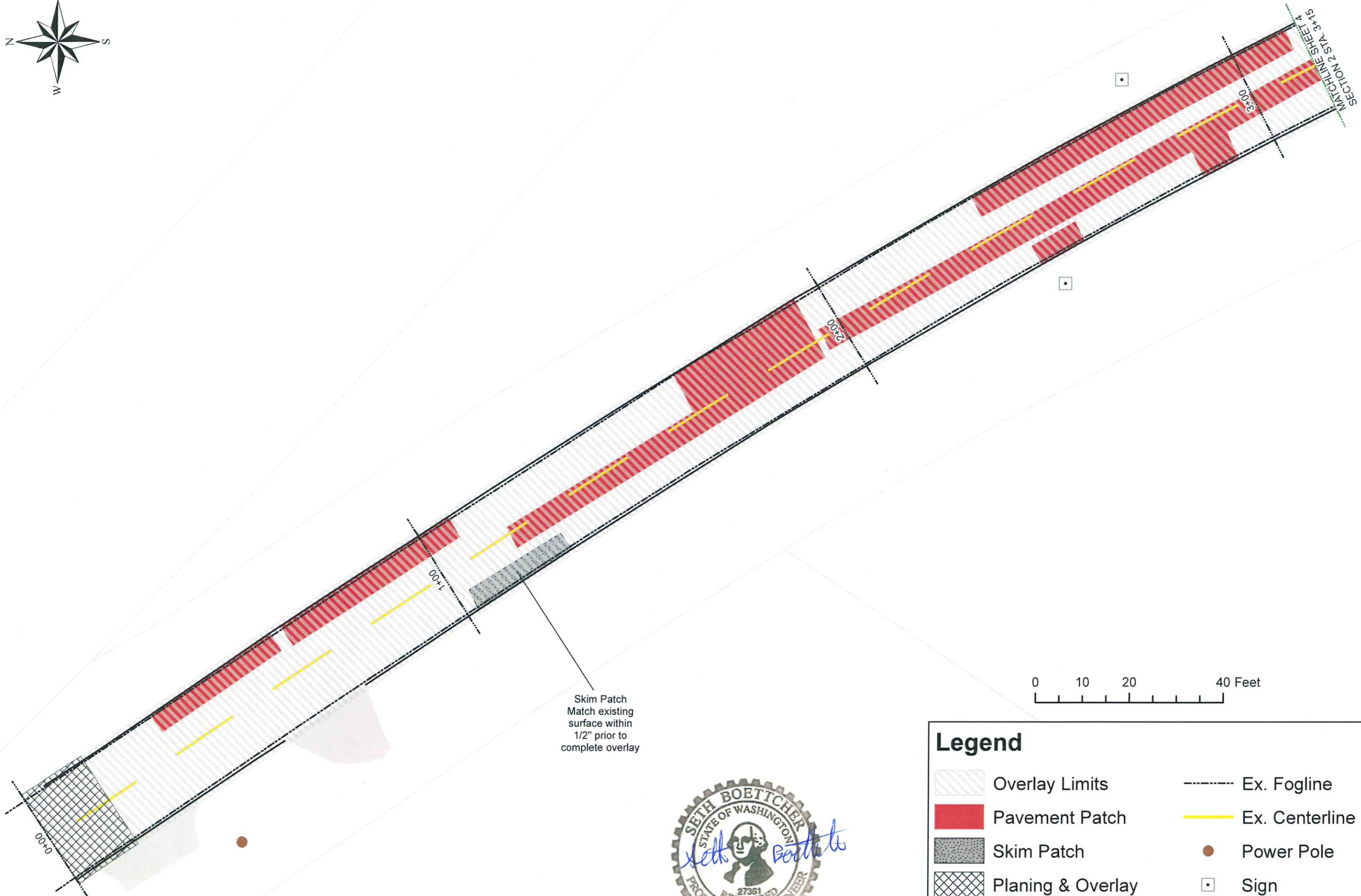
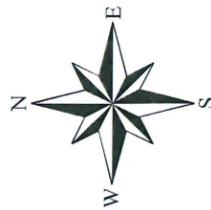


PROJECT
NOTES

Jones Lake Road Overlay

Author: Scott Hanis
Date: April 12, 2016

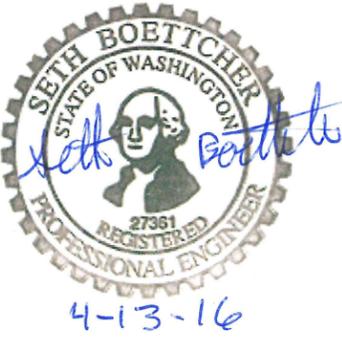




Skim Patch
Match existing
surface within
1/2" prior to
complete overlay



Legend			
	Overlay Limits		Ex. Fogline
	Pavement Patch		Ex. Centerline
	Skim Patch		Power Pole
	Planing & Overlay		Sign
	Ex. Edge of Pavement		Ex. Driveway

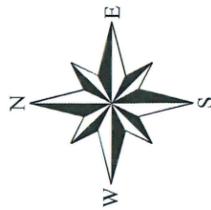


ROADWAY PLAN
SECTION 1
STA. 0+00 to STA. 3+15

Jones Lake Road Overlay

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Date: April 12, 2016

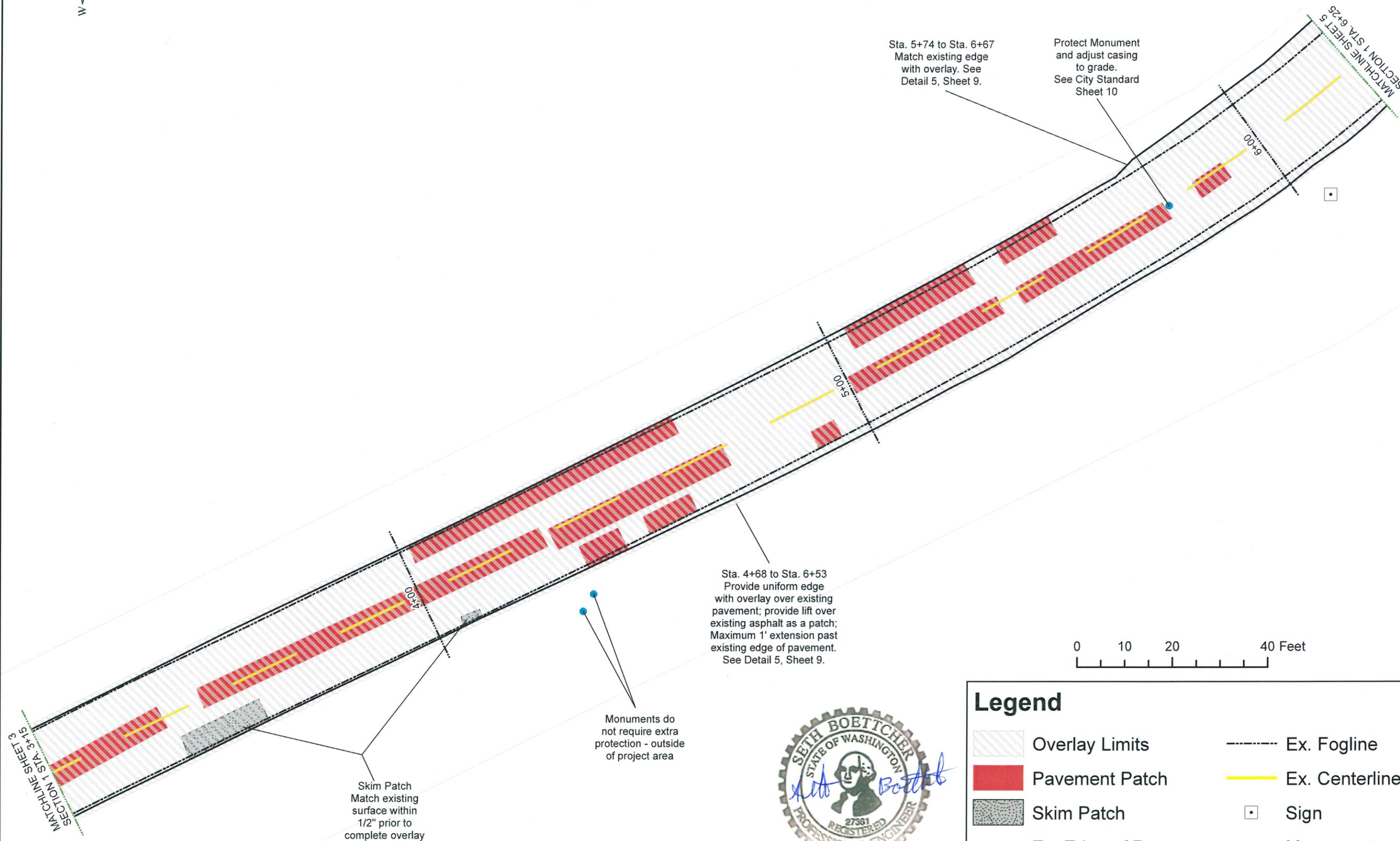




**ROADWAY PLAN
SECTION 2
STA. 3+15 to STA. 6+25**

Jones Lake Road Overlay

Author: Scott Hanis
Date: April 12, 2016



Sta. 5+74 to Sta. 6+67
Match existing edge
with overlay. See
Detail 5, Sheet 9.

Protect Monument
and adjust casing
to grade.
See City Standard
Sheet 10

Sta. 4+68 to Sta. 6+53
Provide uniform edge
with overlay over existing
pavement; provide lift over
existing asphalt as a patch;
Maximum 1' extension past
existing edge of pavement.
See Detail 5, Sheet 9.

Monuments do
not require extra
protection - outside
of project area

Skim Patch
Match existing
surface within
1/2" prior to
complete overlay



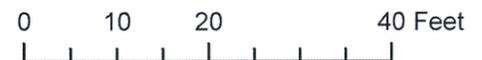
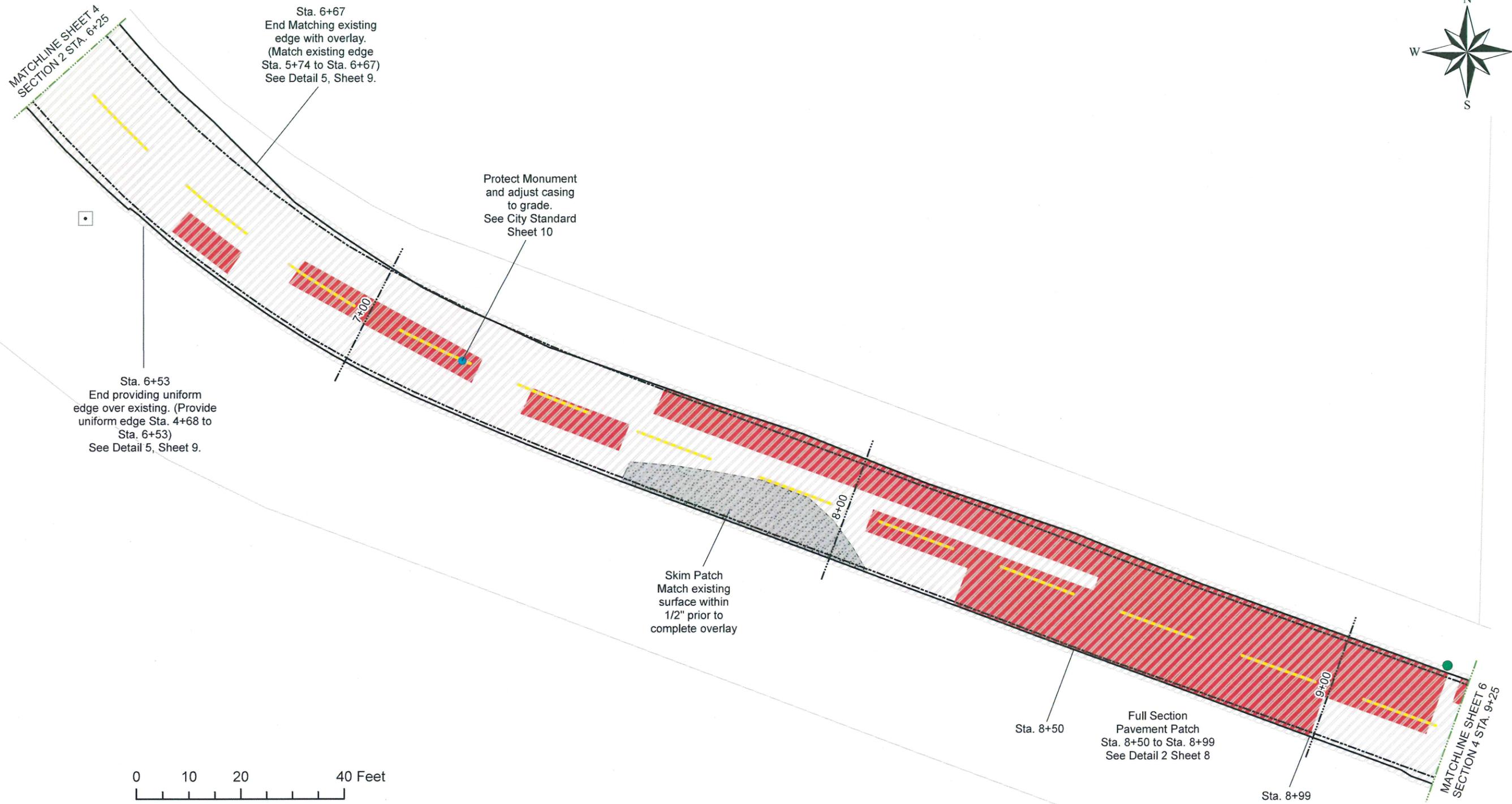
Legend

- Overlay Limits
- Pavement Patch
- Skim Patch
- Ex. Fogline
- Ex. Centerline
- Sign
- Ex. Edge of Pavement
- Monument



Jones Lake Road Overlay

Author: Scott Hanis
Date: April 12, 2016



Legend

Overlay Limits	Ex. Centerline
Pavement Patch	Sign
Skim Patch	Sewer Manhole
Ex. Edge of Pavement	Monument
Ex. Fogline	

Seth Boettcher
SETH BOETTCHER
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
27361
4-13-16



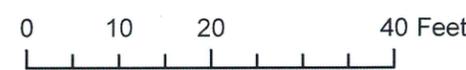
Jones Lake Road Overlay

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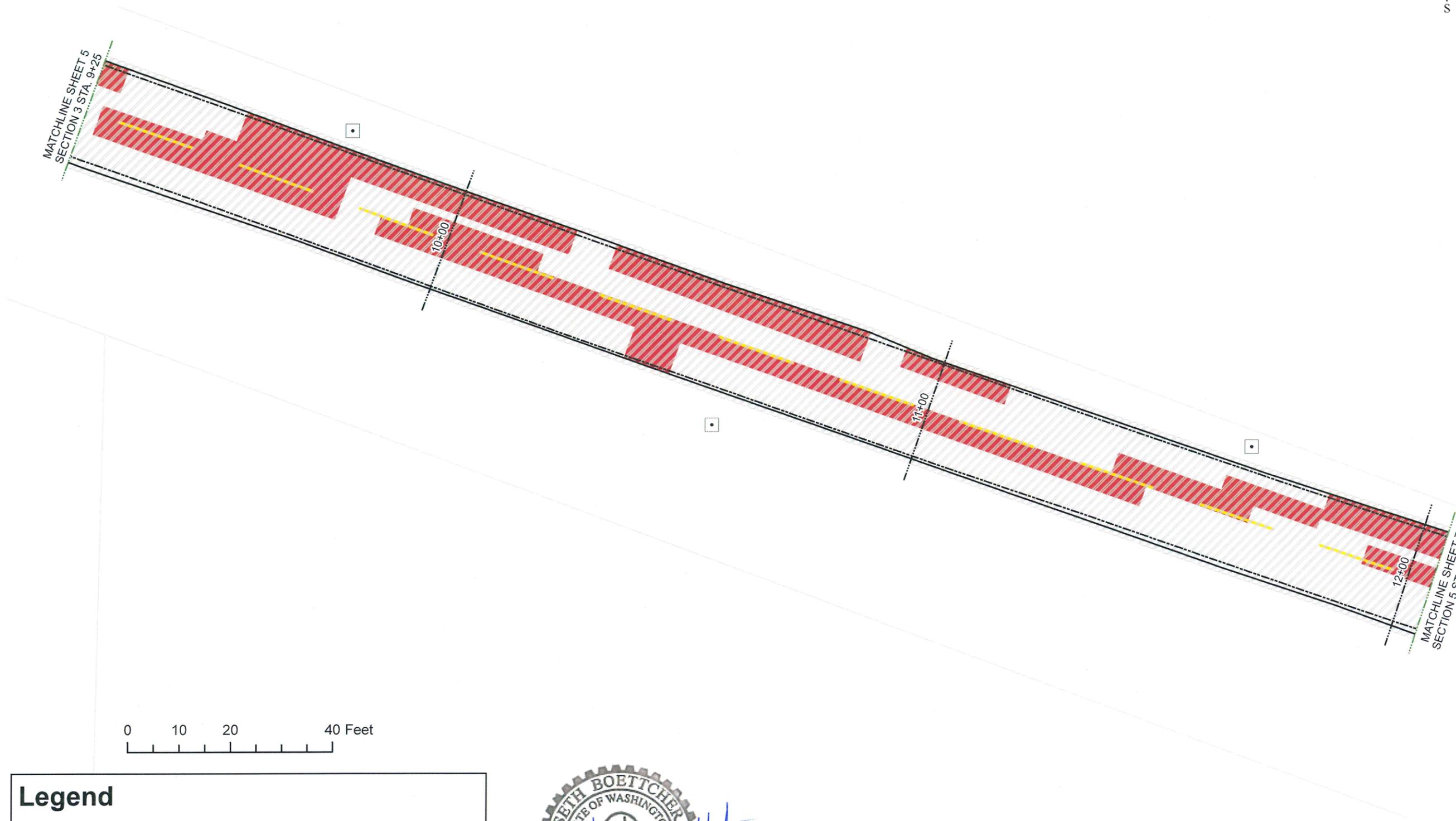
MATCHLINE SHEET 5
SECTION 3 STA. 9+25

MATCHLINE SHEET 7
SECTION 5 STA. 12+05



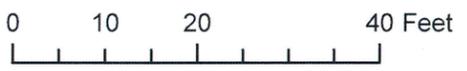
Legend	
	Overlay Limits
	Pavement Patch
	Ex. Fogline
	Ex. Centerline
	Ex. Edge of Pavement
	Sign

Seth Boettcher
SETH BOETTCHER
STATE OF WASHINGTON
27361
REGISTERED
PROFESSIONAL ENGINEER
4-13-16



Jones Lake Road Overlay

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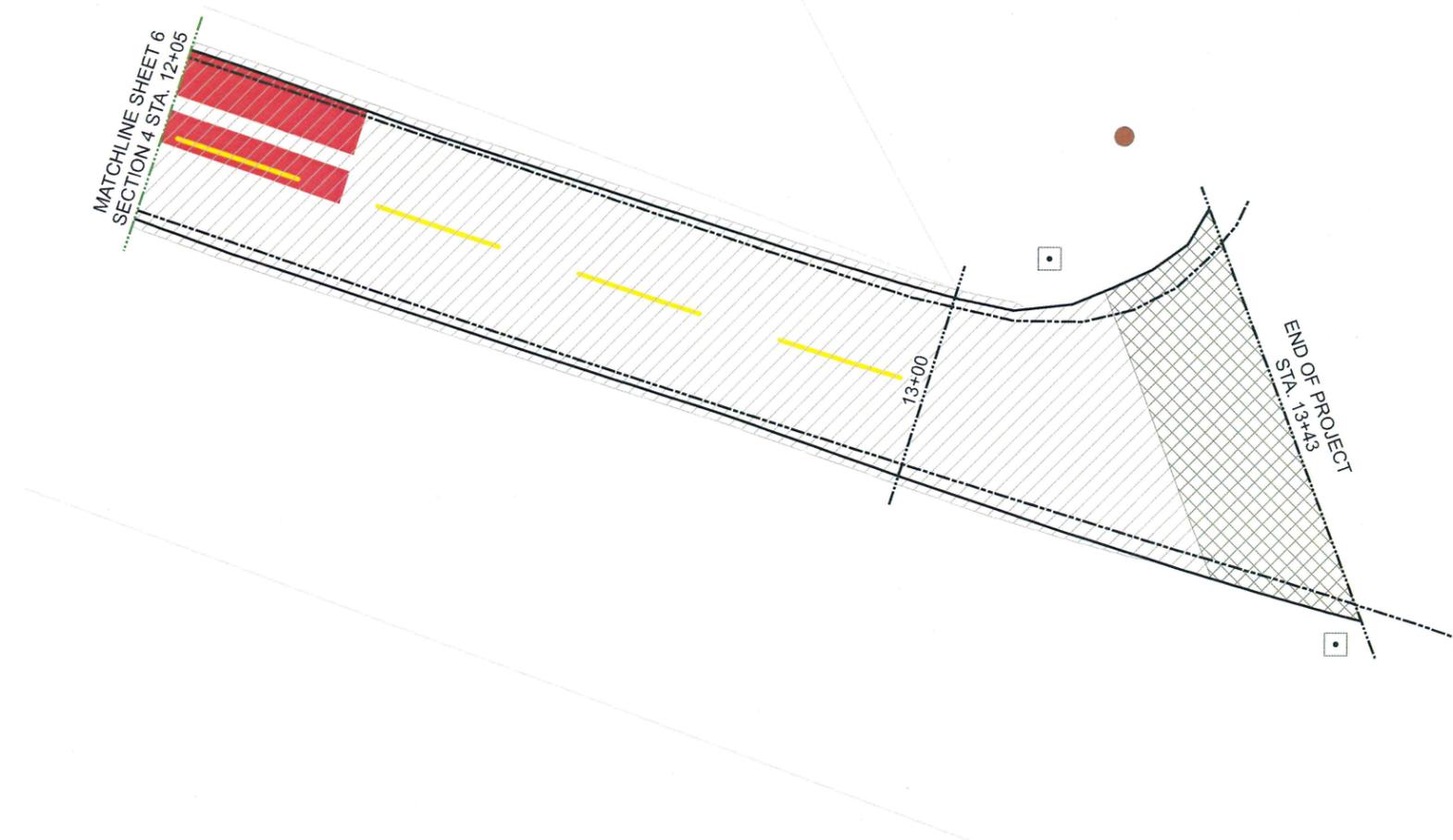


Legend

 Overlay Limits	 Ex. Fogline
 Pavement Patch	 Ex. Centerline
 Planing & Overlay	 Power Pole
 Ex. Edge of Pavement	 Sign

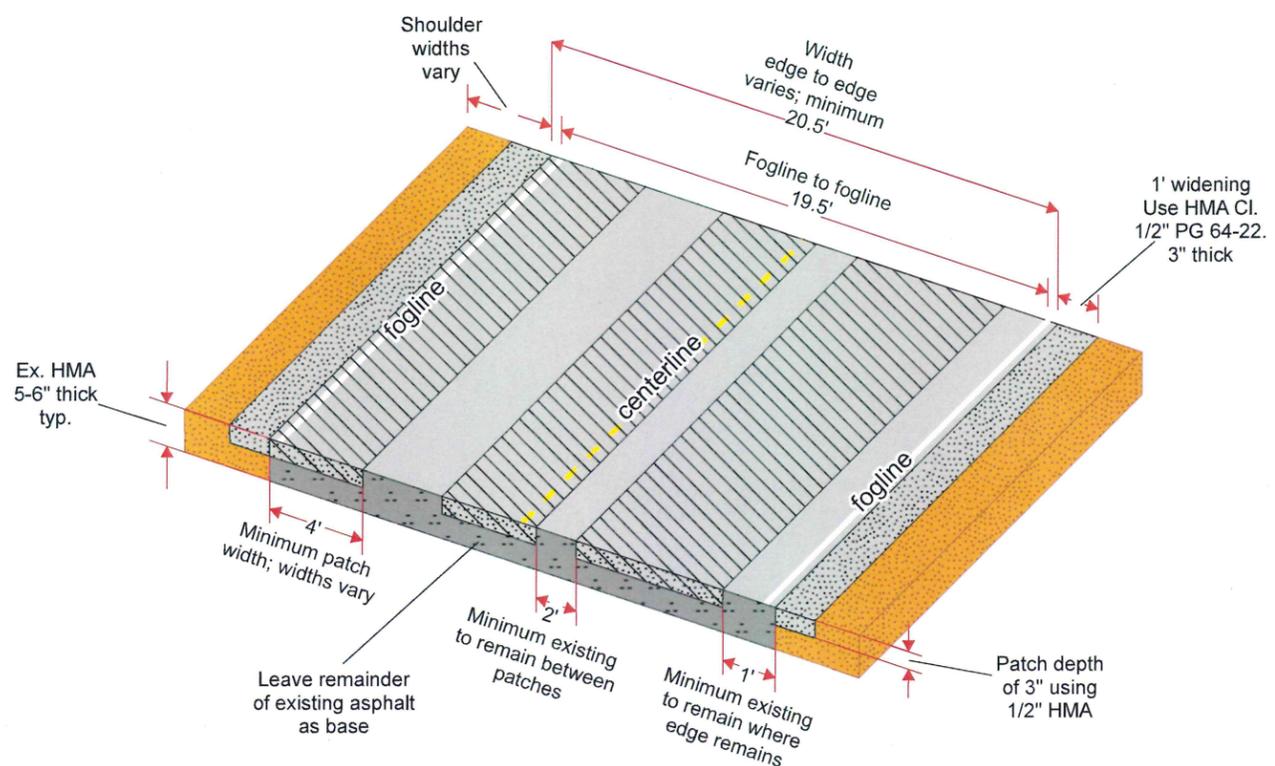
Seth Boettcher

 4-13-16



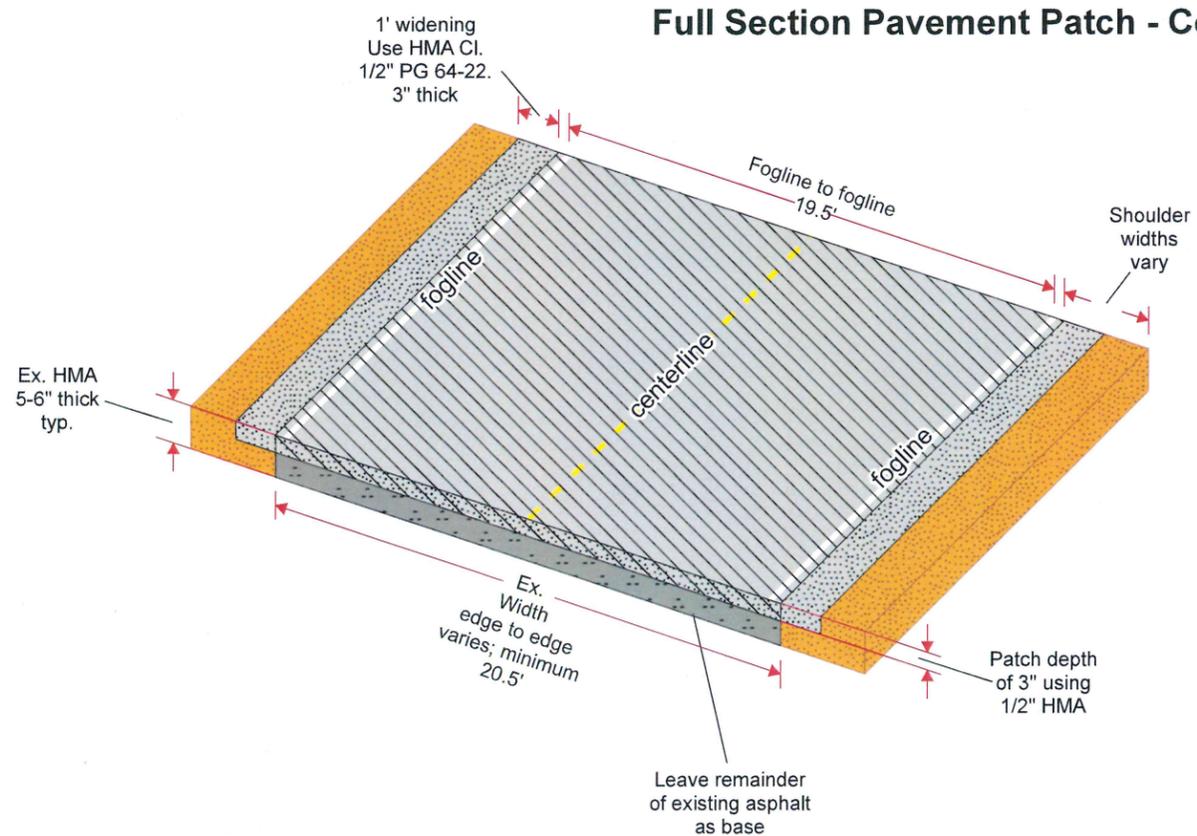


**Detail 1
Pavement Patch - Partial Patch**



Detail 1 Notes:
Typical Patch locations and widths vary. Patch as marked in field. Typical for length of project with exception to locations detailed in Detail 2. Grind down 3" of existing pavement. Replace with 3" HMA Cl. 1/2 In. PG 64-22. Patch lift of 3" for 1' shoulder widening. Over-excavate unsuitable material as directed in field.

**Detail 2
Full Section Pavement Patch - Complete Patch**



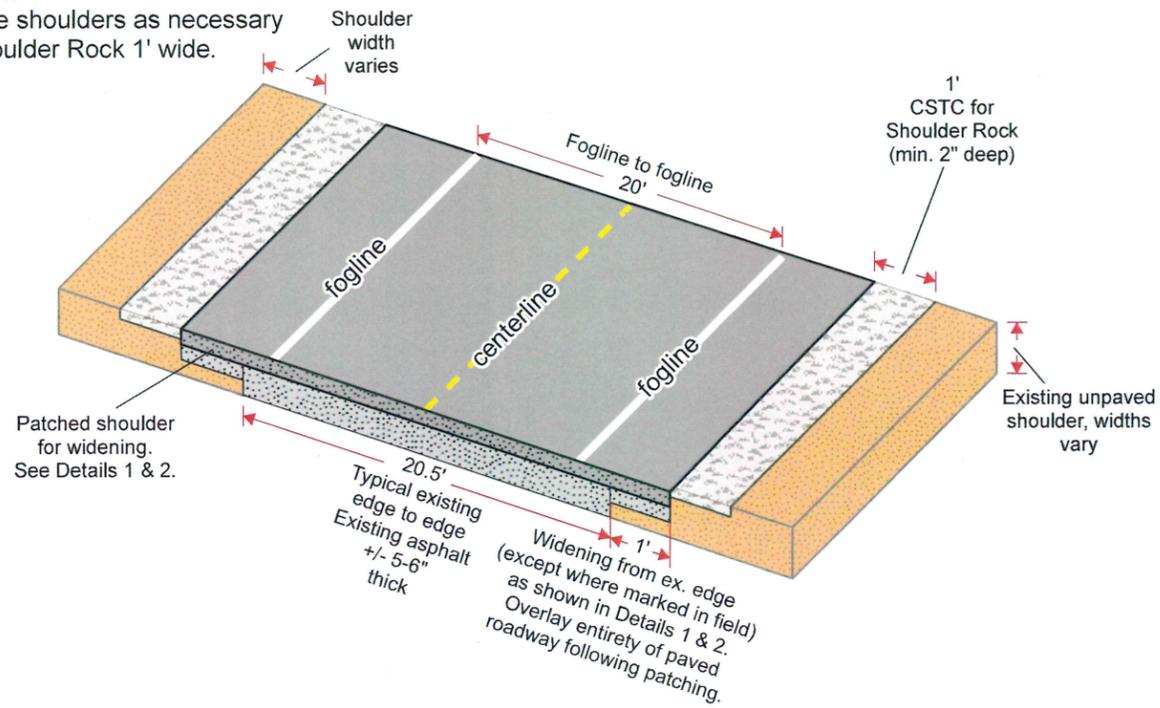
Detail 2 Notes:
Complete width patch Patch as marked in field Sta. 8+50 to 8+99 Grind down 3" of existing pavement. Replace with 3" HMA Cl. 1/2 In. PG 64-22. prior to overlay. Patch lift of 3" for 1' shoulder widening. Over-excavate unsuitable material as directed in field.



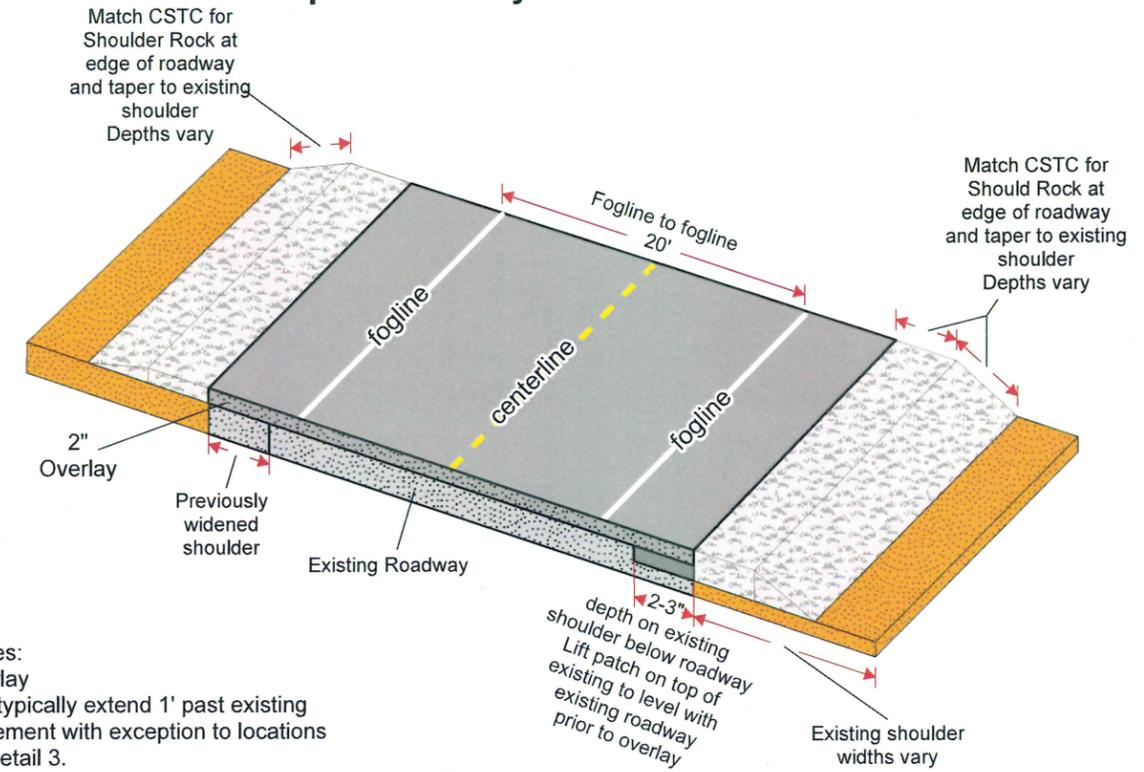
Note: Details are not to scale

Detail 3 Notes:
 Typical Overlay
 Overlay will typically extend 1' past existing edge of pavement with exception to locations detailed in Detail 4.
 Over excavate shoulders as necessary CSTC for Shoulder Rock 1' wide.

Detail 3 Asphalt Overlay

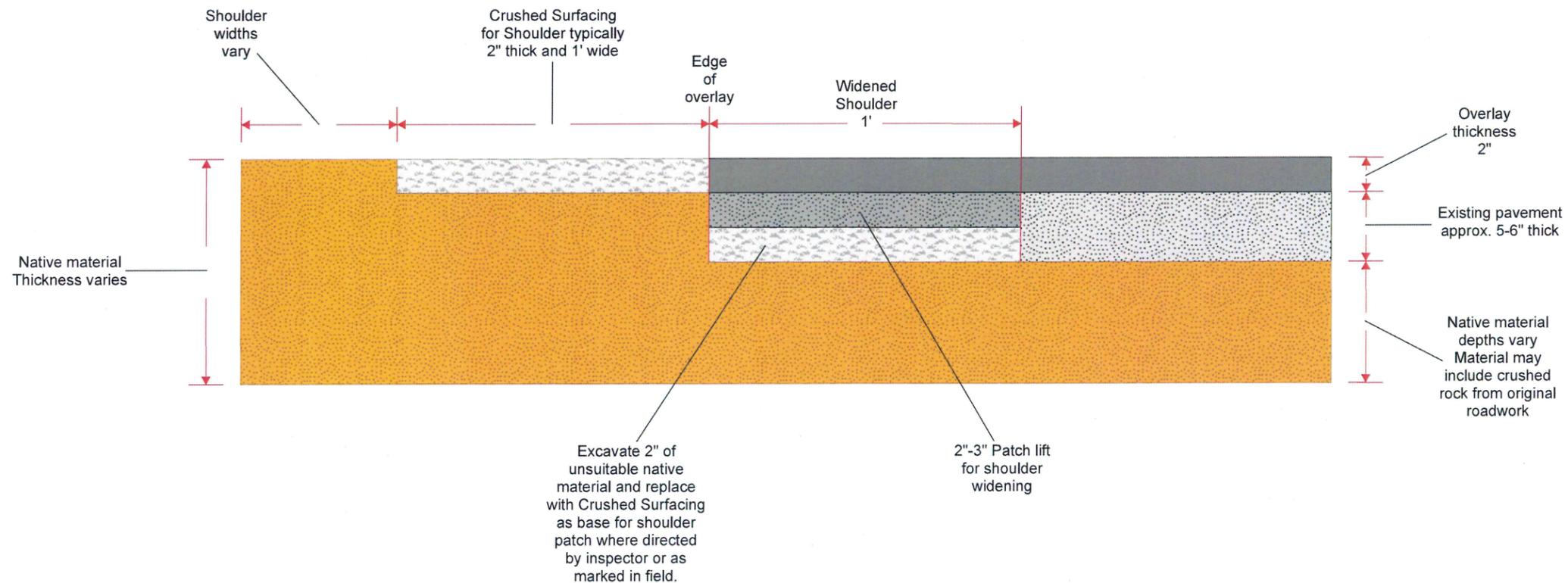


Detail 4 Asphalt Overlay with Shoulder Lift

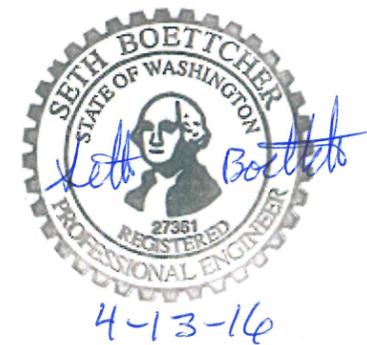


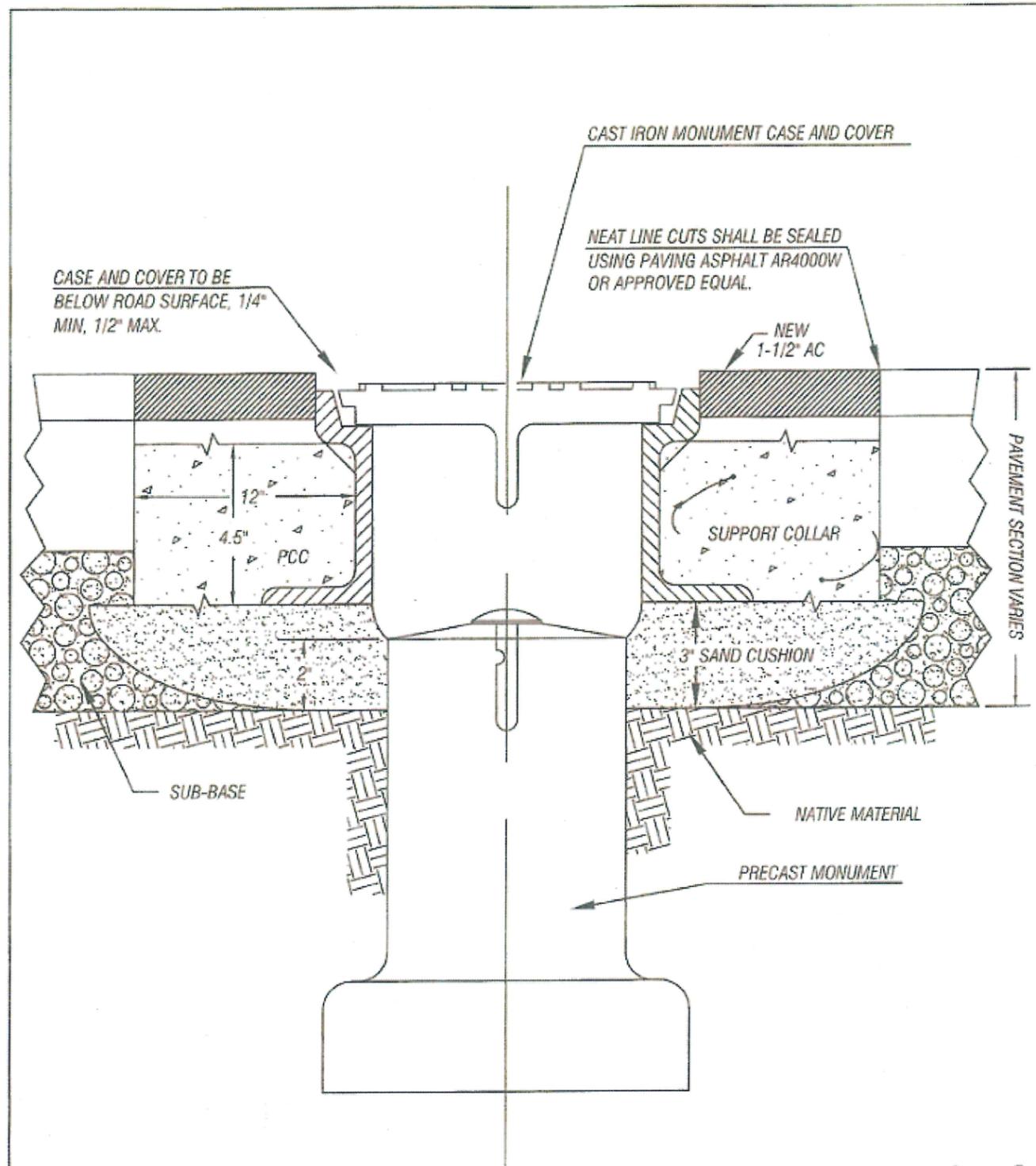
Detail 4 Notes:
 Typical Overlay
 Overlay will typically extend 1' past existing edge of pavement with exception to locations detailed in Detail 3.
 2" - 3" lift of asphalt on edge typical on south/west side of road from Sta. 4+68 to 6+53. Overlay previously widened shoulder without 1' extension. from Sta. 5+74 to 6+67 (north/east) and 13+08 to 13+43 (both sides of road)

Detail 5 Shoulder Details



Note: Details are not to scale





CASE AND COVER TO BE BELOW ROAD SURFACE, 1/4" MIN, 1/2" MAX.

CAST IRON MONUMENT CASE AND COVER

NEAT LINE CUTS SHALL BE SEALED USING PAVING ASPHALT AR4000W OR APPROVED EQUAL.

NEW 1-1/2" AC

12"

4.5"

PCC

SUPPORT COLLAR

3" SAND CUSHION

SUB-BASE

NATIVE MATERIAL

PRECAST MONUMENT

PAVEMENT SECTION VARIES

NOTE: IN CONCRETE ROADWAY, DEPTH OF PCC SUPPORT COLLAR SHALL BE INCREASED TO MINIMUM OF 6".

6-09-09



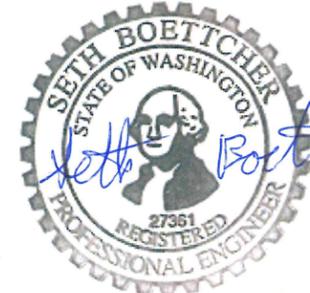
CITY OF BLACK DIAMOND

MONUMENT CASE



PacWest Engineering
 Fife, Washington

STANDARD DWG TR-21 NOT TO SCALE 04/01/09



4-13-16

CITY STANDARDS

Jones Lake Road Overlay

Author: Scott Hanis
 Date: April 12, 2016



SHEET 10 OF 10