

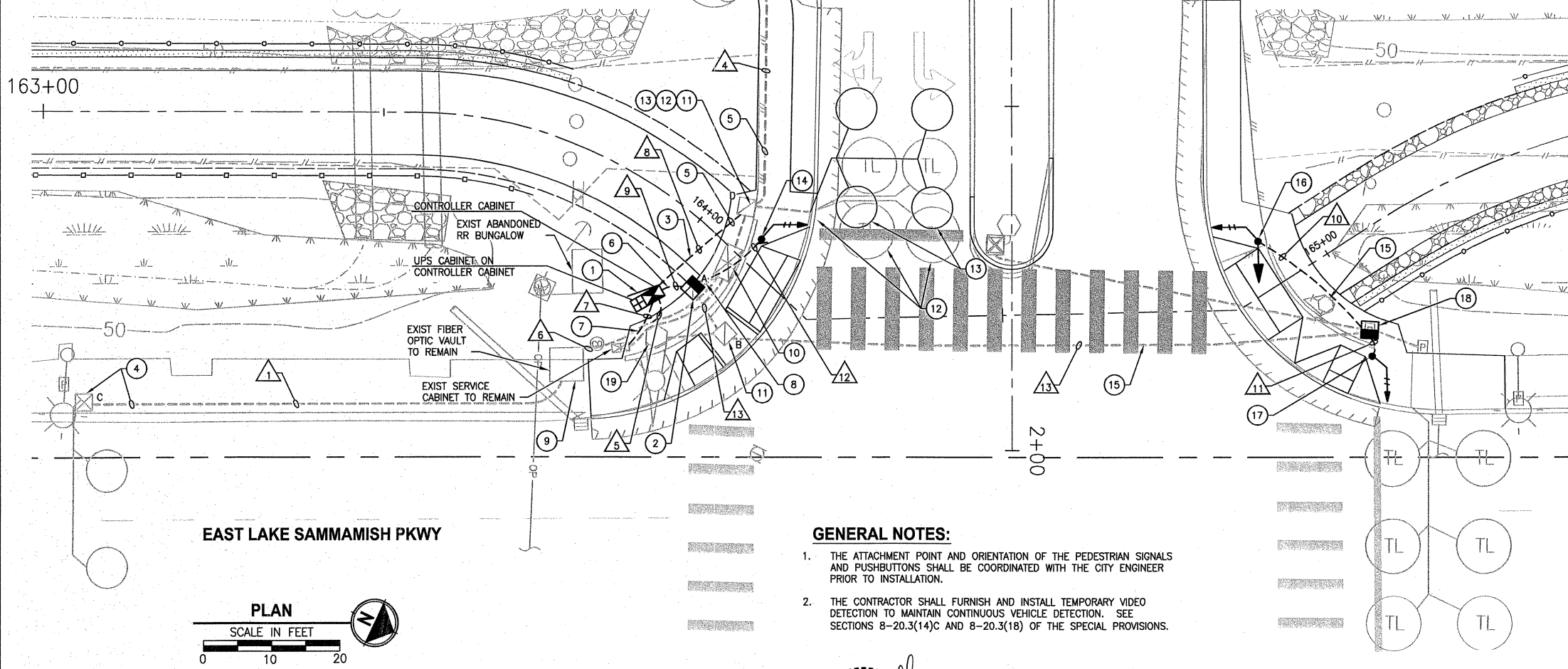
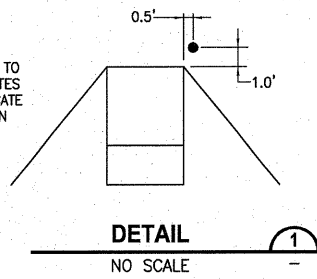
PORTIONS OF SECTIONS 16, 21 & 28, TWP 24 N., RGE. 6 E., W.M.

CONDUIT / WIRE SCHEDULE

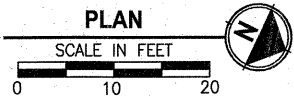
RUN NO.	CONDUIT		VEHICLE DET 2 C/S		PPB 2C/S		12 STRAND SMFO		POWER 6 AWG		INT 6 PCC		PREEMPT 3 C/S		PED SIGNAL 5C		VEH SIGNAL 5C		ILLUM.		NOTES
	EXIST	NEW	EXIST	NEW	EXIST	NEW	EXIST	NEW	EXIST	NEW	EXIST	NEW	EXIST	NEW	EXIST	NEW	EXIST	NEW	EXIST	NEW	
1	2"			2																	
2	2"			2																	
3	2"			4																	
4	2"			6																	
5	2"			2				2(1)													
6	2"			2				2(1)													
7	2"									3											
8	2"			8																	
9	2-3"							3													(3)
	2"																				
	3"							1(1)													SPARE
10	2"																				
11	2"																				
12	2"																				
13	3"																				(2)
	3"																				

- (1) REPULL EXISTING 12 STRAND SMFO CABLE(S), SEE CONSTRUCTION NOTE (3)
- (2) CONTAINS EXISTING FIELD WIRES
- (3) REINSTALL ALL FIELD WIRES REMOVED BY CONSTRUCTION NOTE (8)

POLE LOCATION RELATIVE TO RAMP—CONSTRUCTION NOTES (16), (17), AND (20). LOCATE ON SIDE OF RAMP SHOWN ON PLANS.



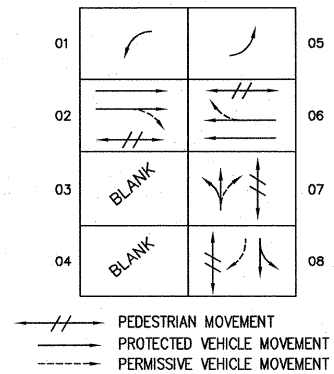
EAST LAKE SAMMAMISH PKWY



GENERAL NOTES:

1. THE ATTACHMENT POINT AND ORIENTATION OF THE PEDESTRIAN SIGNALS AND PUSHBUTTONS SHALL BE COORDINATED WITH THE CITY ENGINEER PRIOR TO INSTALLATION.
2. THE CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY VIDEO DETECTION TO MAINTAIN CONTINUOUS VEHICLE DETECTION. SEE SECTIONS 8-20.3(14)C AND 8-20.3(18) OF THE SPECIAL PROVISIONS.

SIGNAL PHASING DIAGRAM



CONSTRUCTION NOTES:

- (1) CONSTRUCT FOUNDATION FOR TRAFFIC SIGNAL CONTROLLER CABINET AT APPROXIMATE LOCATION SHOWN. FINAL LOCATION WILL BE DETERMINED BY CITY OF ISSAQUAH PERSONNEL IN THE FIELD. CABINET MUST BE LOCATED NO FURTHER AWAY FROM JUNCTION BOX "A" THAN THE EXISTING CABINET IN ORDER TO REPULL FIELD WIRES WITHOUT REPLACING. FURNISH AND INSTALL NEW CONTROLLER CABINET AND UPS CABINET ON SIDE OF CONTROLLER CABINET. THE EXISTING CONTROLLER WILL BE RELOCATED INTO THE NEW CABINET BY CITY OF ISSAQUAH PERSONNEL. SEE CITY OF ISSAQUAH STANDARD DETAIL TS-11 AND THE SPECIAL PROVISIONS FOR SPECIFIC FOUNDATION REQUIREMENTS. MODIFY STANDARD DETAIL TS-11 AS NECESSARY TO INCLUDE THE CONTROLLER CABINET ONLY. THE EXISTING RUGGEDCOM ETHERNET SWITCH LOCATED INSIDE THE EXISTING CONTROLLER CABINET WILL BE REMOVED BY THE CITY SIGNAL TECHNICIAN AND RE-INSTALLED IN THE NEW CONTROLLER CABINET.
- (2) REPLACE EXISTING TYPE 2 JUNCTION BOX "A" WITH TYPE 8 JUNCTION BOX IN SAME LOCATION. ADJUST TO NEW FINISH GRADE. SEE CITY OF ISSAQUAH STANDARD DETAILS TS-06 AND TS-08.
- (3) INSTALL NEW CONDUITS BETWEEN EXISTING JUNCTION BOX "D" AND NEW CONTROLLER CABINET. SEE CONDUIT/WIRE SCHEDULE.
- (4) REMOVE FIELD WIRES BETWEEN JUNCTION BOX "C" AND CONTROLLER CABINET. RESPLICE NEW FIELD WIRES TO EXISTING LOOP LEAD-IN WIRES IN JUNCTION BOX "C" PER CITY OF ISSAQUAH STANDARD DETAILS TS-02, TS-03, AND TS-04. SEE CONDUIT/WIRE SCHEDULE.
- (5) REMOVE FIELD WIRES BETWEEN EXISTING CONTROLLER CABINET AND VEHICLE LOOPS ON 51ST STREET. INSTALL NEW FIELD WIRES BETWEEN EXISTING JUNCTION BOXES ADJACENT TO THE LOOPS AND NEW CONTROLLER CABINET. CONNECT TO CABINET FIELD TERMINAL STRIP. RESPLICE NEW FIELD WIRES TO EXISTING LOOP LEAD-IN WIRES IN JUNCTION BOXES ADJACENT TO LOOPS PER CITY OF ISSAQUAH STANDARD DETAILS TS-02, TS-03, AND TS-04. SEE CONDUIT/WIRE SCHEDULE.
- (6) INSTALL NEW CONDUITS BETWEEN NEW CONTROLLER CABINET AND NEW JUNCTION BOX "A". SEE CONDUIT/WIRE SCHEDULE.
- (7) LOCATE AND INTERCEPT CONDUIT BETWEEN SERVICE CABINET AND EXISTING CONTROLLER CABINET. CONNECT TO EXISTING AND INSTALL NEW CONDUIT INTO NEW CONTROLLER CABINET. REMOVE AND REPLACE FIELD WIRES AND CONNECT. SEE CONDUIT/WIRE SCHEDULE.
- (8) TAG ALL FIELD WIRES IN CONTROLLER CABINET TO IDENTIFY FIELD TERMINAL NUMBER LOCATION. DISCONNECT AND REMOVE WIRES TO JUNCTION BOX "A". REINSTALL EXISTING WIRES (EXCEPT THOSE TO BE REMOVED AND REINSTALLED BY CONSTRUCTION NOTES (4), (5) AND (9)) IN NEW CONDUIT INTO NEW CONTROLLER CABINET AND CONNECT TO THE SAME NUMBERS ON THE FIELD WIRING TERMINAL STRIP. SEE CONDUIT/WIRE SCHEDULE.
- (9) TWO (2) 12-STRAND FIBER OPTIC CABLES ARE ROUTED FROM THE EXISTING FIBER VAULT INTO AND THROUGH THE EXISTING CONTROLLER CABINET. ONE CABLE IS TERMINATED IN THE PATCH PANEL INSIDE THE CONTROLLER CABINET PER CITY OF ISSAQUAH STANDARD DETAIL TS-10. THE OTHER IS ROUTED THROUGH THE CABINET INTO EXISTING JUNCTION BOXES "A" AND "B" AND TO THE NORTH. BOTH ARE SPLICED TO AN EXISTING 48-STRAND CABLE IN THE VAULT.
- CUT BOTH CABLES IN THE VAULT. REMOVE THE CABLE THAT IS TERMINATED IN THE EXISTING CONTROLLER CABINET. PULL THE OTHER CABLE OUT TO EXISTING JUNCTION BOX "B". INTERCEPT THE CONDUIT BETWEEN THE VAULT AND THE EXISTING CONTROLLER CABINET AND ROUTE INTO THE NEW CONTROLLER CABINET. INSTALL NEW FIBER OPTIC 12-STRAND CABLE FROM VAULT AND INTO THE CONTROLLER CABINET AND TERMINATE AT THE PATCH PANEL. COIL CABLE IN THE CABINET AS DIRECTED BY THE ENGINEER. REINSTALL THE OTHER CABLE THROUGH JUNCTION BOX "A", THROUGH THE CONTROLLER CABINET, AND INTO THE VAULT. RESPLICE BOTH CABLES TO THE 48-STRAND CABLE IN THE VAULT. SEE CONDUIT/WIRE SCHEDULE. TEST CABLE PER CITY OF ISSAQUAH STANDARDS IN THE SPECIAL PROVISIONS.
- (10) REMOVE EXISTING CONTROLLER CABINET AND UPS CABINET AND DELIVER TO CITY OF ISSAQUAH SHOP. REMOVE FOUNDATION COMPLETE. REMOVE ALL CONDUIT BETWEEN FOUNDATION AND JUNCTION BOX "A". REMOVE ALL CONDUIT BETWEEN FOUNDATION AND JUNCTION BOX "D".
- (11) ADJUST EXISTING JUNCTION BOX TO NEW FINISH GRADE IF NECESSARY.
- (12) DISCONNECT LOOP LEAD-IN WIRES FROM 2C/S CABLES PRIOR TO SAWCUTTING FOR CURB AND GUTTER REMOVAL. ABANDON EXISTING LOOPS. PROTECT AND PRESERVE LOOP CONDUIT UNDER CURB.
- (13) INSTALL VEHICLE DETECTION LOOPS CENTERED IN TRAFFIC LANES. INSTALL LOOP LEAD-IN WIRES INTO EXISTING UNDER CURB CONDUIT. SPLICE TO NEW 2C/S CABLES IN EXISTING JUNCTION BOX. SEE CITY OF ISSAQUAH STANDARD DETAILS TS-02, TS-03, TS-04, AND TS-07.
- (14) CONSTRUCT FOUNDATION FOR TYPE PS SIGNAL POLE PER WSDOT STANDARD PLAN J-21.10-02 AT STATION 164+08.5, 4.0' LT. FURNISH AND INSTALL TYPE PS SIGNAL POLE WITH THE FOLLOWING EQUIPMENT:
 - * ONE (1) NEW AUDIBLE PEDESTRIAN PUSH BUTTON ASSEMBLY. INSTALL ON NORTH SIDE OF POLE PARALLEL TO THE CROSSWALK ACROSS SE 51ST STREET.
 - * ONE (1) NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH TYPE "E" MOUNTING HARDWARE. INSTALL ON EAST SIDE OF POLE PERPENDICULAR TO THE CROSSWALK ACROSS SE 51ST STREET. SEE DETAIL 1, THIS SHEET AND CITY OF ISSAQUAH STANDARD DETAIL TS-01.
- (15) REMOVE EXISTING TYPE 1 SIGNAL POLE AND EQUIPMENT. REMOVE FOUNDATION COMPLETE. REMOVE CONDUIT TO NEAREST JUNCTION BOX. REMOVE ALL FIELD WIRES BETWEEN POLE AND CONTROLLER CABINET.
- INSTALL NEW FIELD WIRES PER THE CONDUIT/WIRE SCHEDULE AND RECONNECT TO THE SAME FIELD TERMINAL NUMBERS AS EXISTING IN THE NEW CONTROLLER.
- (16) CONSTRUCT FOUNDATION FOR TYPE I SIGNAL POLE PER WSDOT STANDARD PLAN J-21.10-02 AT STATION 164+92.4, 7.0' LT. FURNISH AND INSTALL TYPE PS SIGNAL POLE WITH THE FOLLOWING EQUIPMENT:
 - * ONE (1) NEW LED VEHICLE SIGNAL HEAD WITH TYPE "D" MOUNTING HARDWARE
 - * ONE (1) NEW AUDIBLE PEDESTRIAN PUSH BUTTON ASSEMBLY. INSTALL ON SOUTH SIDE OF POLE PARALLEL TO THE CROSSWALK ACROSS SE 51ST STREET.
 - * ONE (1) NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH TYPE "E" MOUNTING HARDWARE. INSTALL ON SOUTH SIDE OF POLE PERPENDICULAR TO THE CROSSWALK ACROSS SE 51ST STREET. SEE DETAIL 1, THIS SHEET AND CITY OF ISSAQUAH STANDARD DETAIL TS-01.
- (17) CONSTRUCT FOUNDATION FOR TYPE PS SIGNAL POLE PER WSDOT STANDARD PLAN J-21.10-02 AT STATION 164+97.5, 16.2' RT. FURNISH AND INSTALL TYPE PS SIGNAL POLE WITH THE FOLLOWING EQUIPMENT:
 - * ONE (1) NEW PEDESTRIAN PUSH BUTTON (NOT AUDIBLE) ASSEMBLY TYPE PPB-MR (REVERSE READING PER WSDOT STANDARD PLAN J-20.26-00. INSTALL ON WEST SIDE OF POLE PARALLEL TO THE CROSSWALK ACROSS EAST LAKE SAMMAMISH PARKWAY.
 - * REMOVE ONE PEDESTRIAN SIGNAL HEAD FROM THE POLE REMOVED BY CONSTRUCTION NOTE (15) AND MOUNT ON POLE FOR EAST-WEST CROSSING OF EAST LAKE SAMMAMISH PARKWAY. MODIFY EXISTING MOUNTING HARDWARE AS NECESSARY FOR INSTALLATION.
 SEE DETAIL 1, THIS SHEET AND CITY OF ISSAQUAH STANDARD DETAIL TS-01.
- (18) REPLACE EXISTING TYPE 2 JUNCTION BOX WITH TYPE 8 JUNCTION BOX IN SAME LOCATION.
- (19) REMOVE THE EXISTING PEDESTRIAN PUSH BUTTON ASSEMBLY AND PEDESTRIAN SIGNALHEAD FOR THE CROSSING OF SE 51ST STREET. PLUG HOLES IN POLE SHAFT. REMOVE UNUSED FIELD WIRES TO THE CONTROLLER CABINET.

APPROVED

11/02/2011

CITY OF ISSAQUAH



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PROJECT NAME
**EAST LAKE SAMMAMISH
MASTER PLAN TRAIL, ISSAQUAH SEGMENT**
GILMAN BLVD TO ISSAQUAH CITY LIMITS

**SIGNAL REVISION PLAN
EAST LAKE SAMMAMISH PARKWAY
AND SE 51st STREET**

DRAWING NO.
81 OF 99

E1

LAYOUT: ET
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REVISIONS	DATE	BY	DESIGNED
			B. FRANKLIN
			M. TAYLOR
			Y. HO
			H. LONGFELLOW

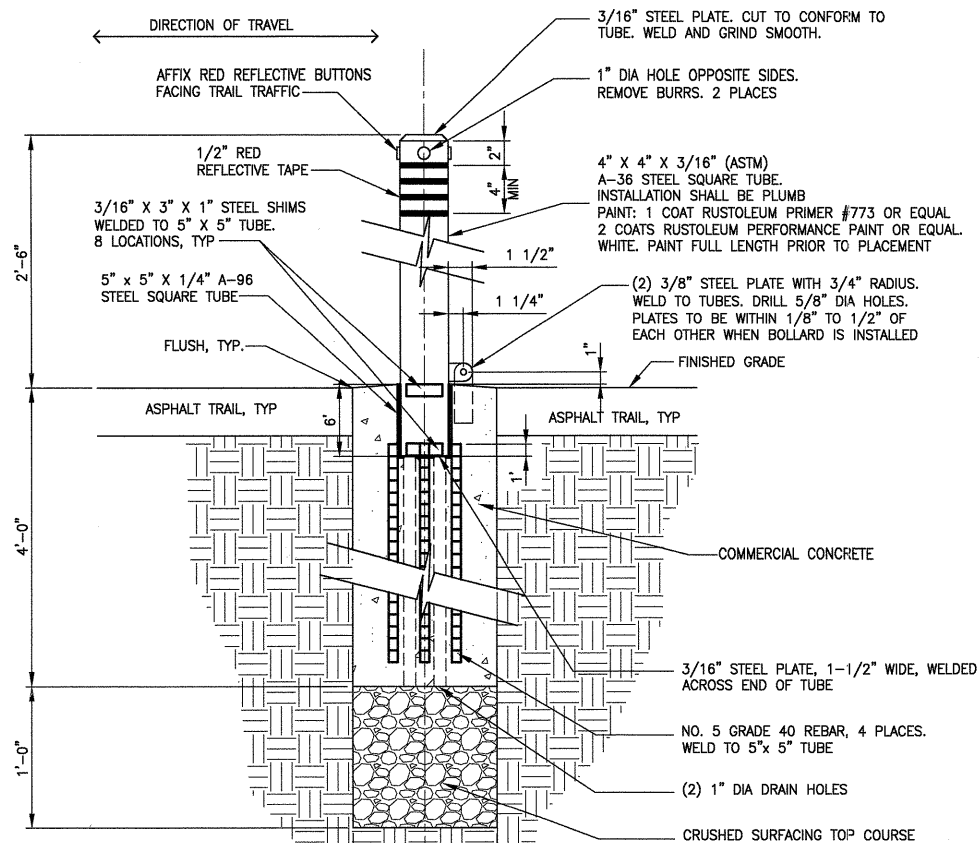
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IF NOT, SCALE ACCORDINGLY

FILE NAME
EL1521075P13T02E-01

JOB NO.
554-1521-075

DATE
NOVEMBER 2011

PORTIONS OF SECTIONS 16, 21 & 28, TWP 24 N., RGE. 6 E., W.M.

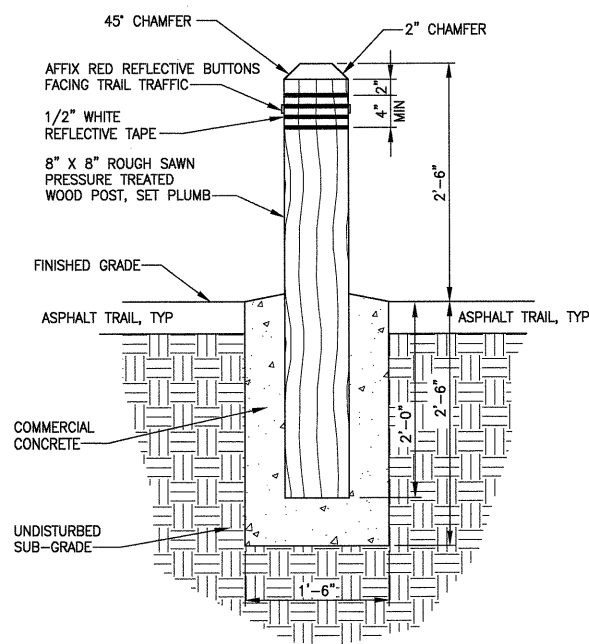


**REMOVABLE BOLLARD
DETAIL**

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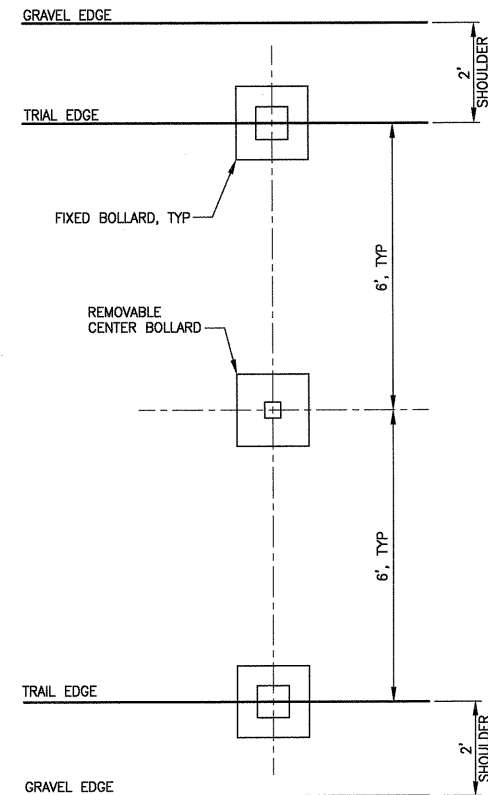
NOTES:

- PADLOCK SHALL BE MASTER KEYED ALIKE TOSM-737 WITH NO. 5LF SHACKLE, OWNER PROVIDED.
- SLOPE TOP OF CONCRETE FOOTING TO DRAIN AWAY FROM POST.
- HOT DIP GALV. & PRIME PAINT - FINISH COLOR TO BE WHITE MARINE ENAMEL.



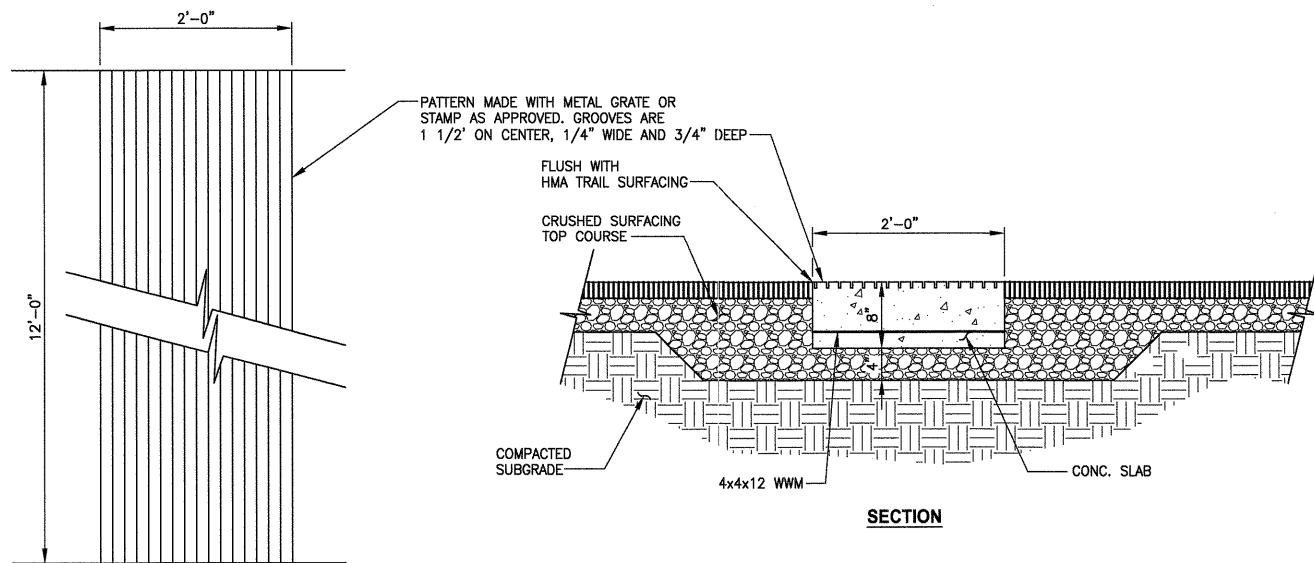
**FIXED BOLLARD
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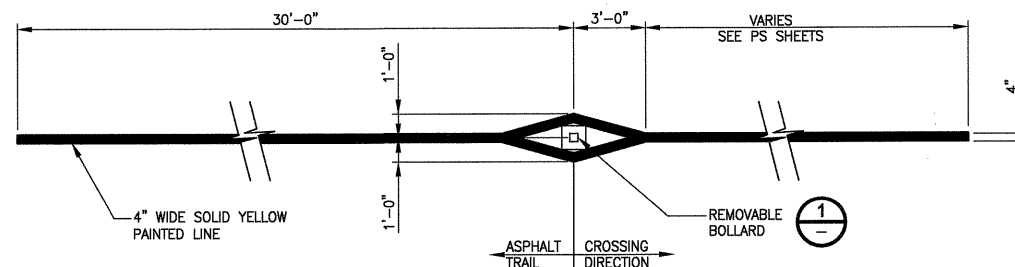
**BOLLARD PLAN LOCATION
DETAIL**

NOT TO SCALE



**CONCRETE WARNING BAND
DETAIL**

NOT TO SCALE



**BOLLARD STRIPING
DETAIL**

NOT TO SCALE

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PROJECT NAME
**EAST LAKE SAMMAMISH
MASTER PLAN TRAIL, ISSAQUAH SEGMENT**
GILMAN BLVD TO ISSAQUAH CITY LIMITS

MISCELLANEOUS DETAILS

DRAWING NO.
82 OF 99
MD1

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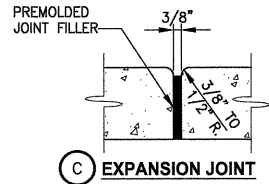
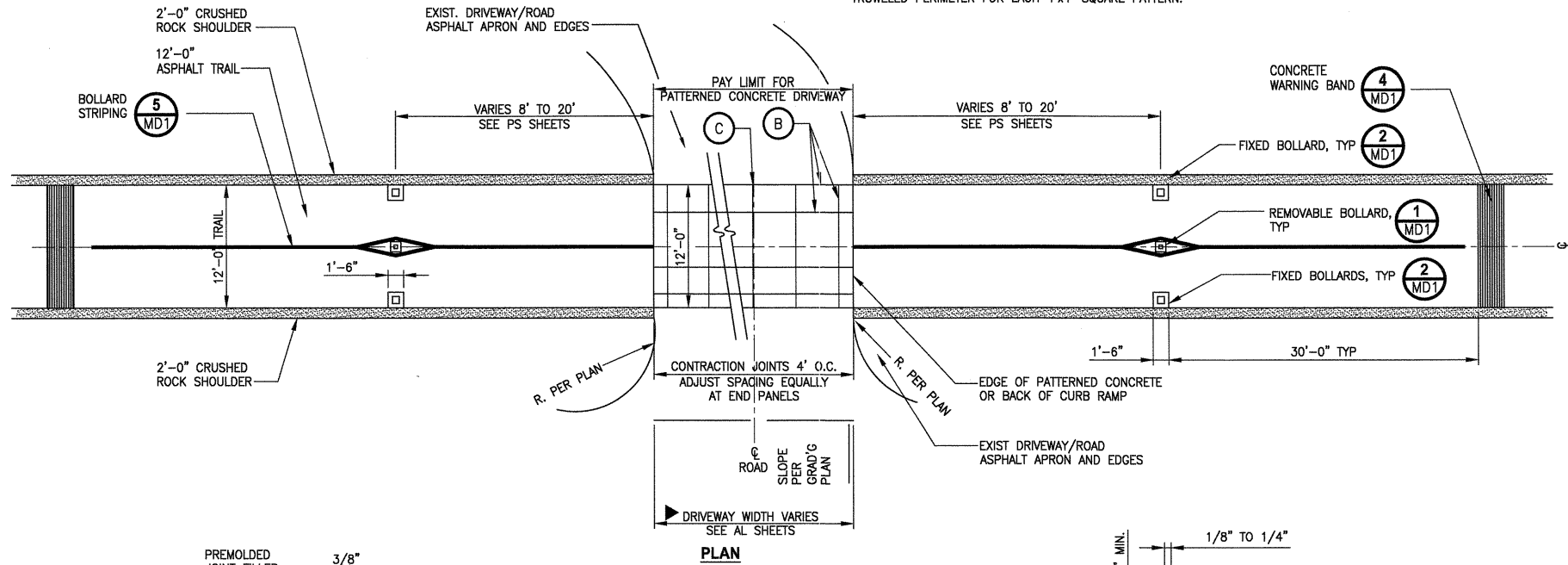
REVISIONS	DATE	BY	DESIGNED
			J. JUN
			B. PURGANAN
			Y. HO
			H. LONGFELLOW

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FILE NAME
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JOB No.
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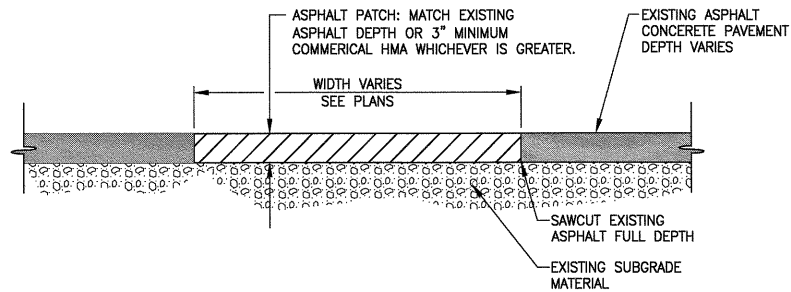
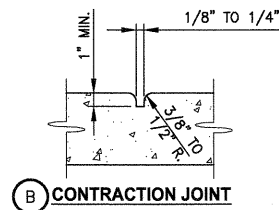
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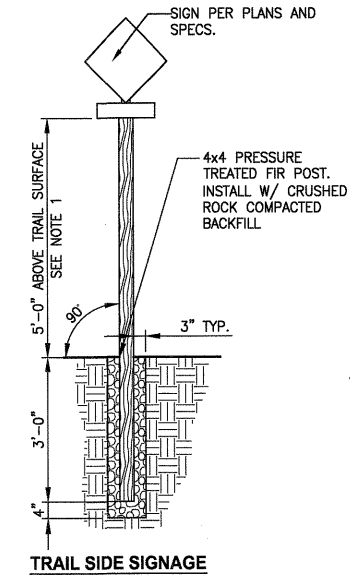
1. EXPANSION JOINT ALONG DRIVEWAY CENTERLINE. 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
2. PAVEMENT SECTION FOR PATTERNED CONCRETE DRIVEWAY SHALL BE 9" CONCRETE CLASS 3000 AND 4" CRUSHED SURFACE BASE COURSE. BROOMED FINISH. PERPENDICULAR TO TRAIL TRAFFIC. 4" WIDE SMOOTH TROWELED PERIMETER FOR EACH 4'x4' SQUARE PATTERN.



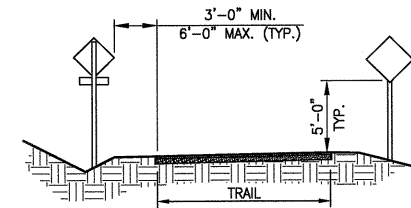
TYPICAL DRIVEWAY CROSSING (AT GRADE) DETAIL 1 NOT TO SCALE



ASPHALT PATCH DETAIL 3 NOT TO SCALE



- NOTE:
1. USE 7' MOUNTING HEIGHT FOR TRAFFIC SIGNS, SEE SPECIFICATIONS.
 2. USE 5' MOUNTING HEIGHT FOR TRAIL SIGNS.



- NOTE:
1. STAKE SIGN LOCATIONS FOR APPROVAL
 2. SEE SHEET PS5 FOR SIGN SCHEDULE

TRAIL SIGNAGE DETAIL 2 NOT TO SCALE



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PROJECT NAME
**EAST LAKE SAMMAMISH
MASTER PLAN TRAIL, ISSAQUAH SEGMENT**
GILMAN BLVD TO ISSAQUAH CITY LIMITS

MISCELLANEOUS DETAILS

DRAWING NO.
83 OF 99
MD2

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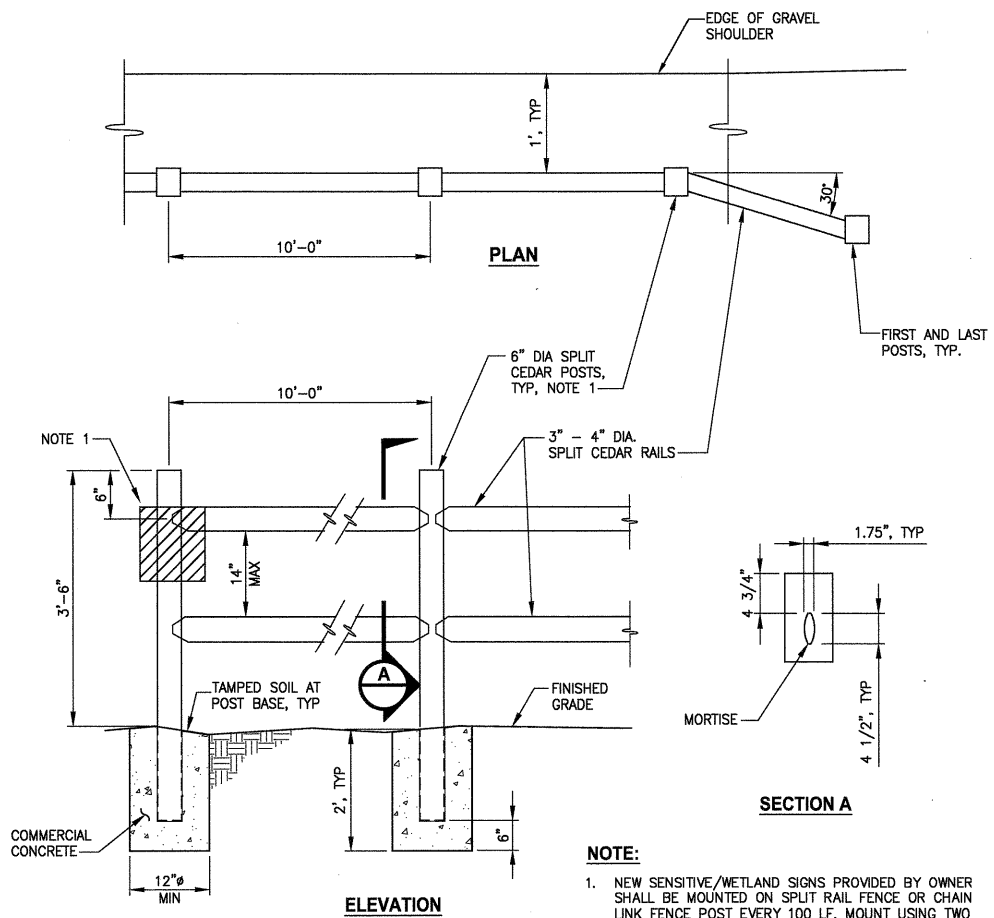
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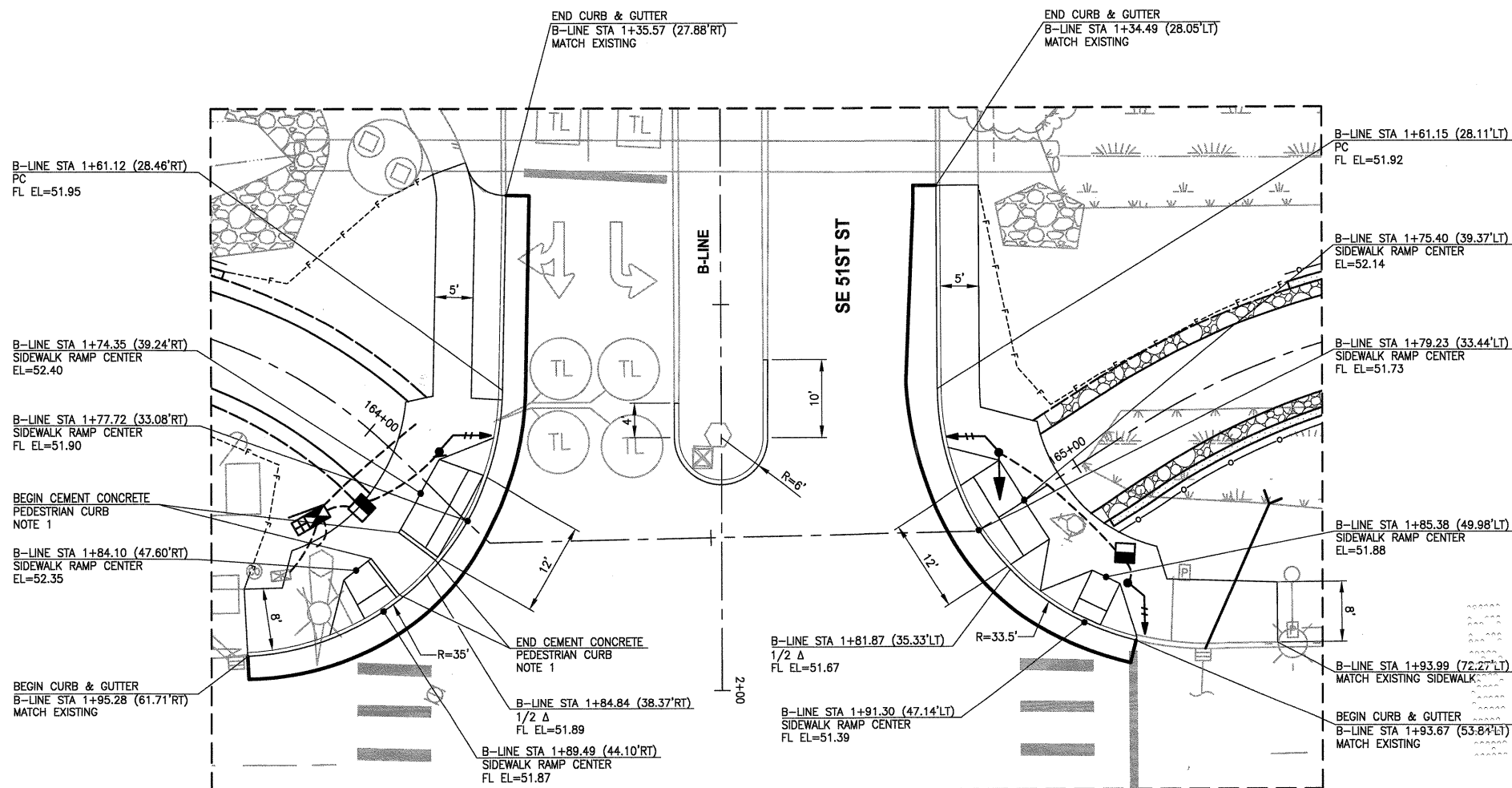
REVISIONS	DATE	BY	DESIGNED
			J. JUN
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			Y. HO
			H. LONGFELLOW

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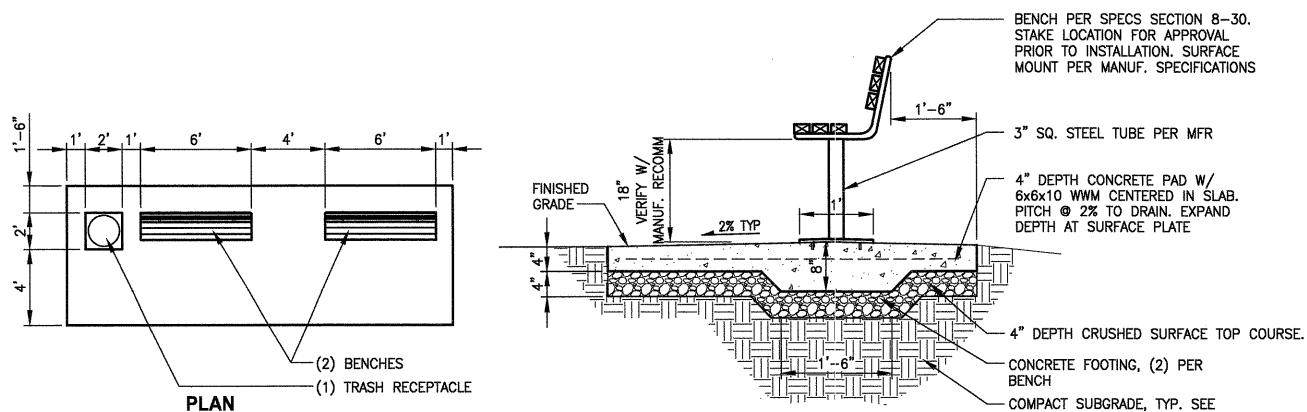
SPLIT RAIL FENCE-INSTALLATION ON GROUND

DETAIL 1
NOT TO SCALE



DETAIL 3
SCALE: 1"=10'

NOTE:
1. CEMENT CONCRETE PEDESTRIAN CURB SHALL BE PER WSDOT STD PLAN F-10.12-02.



TYPE 1 REST STOP

DETAIL 2
NOT TO SCALE



TRAIL CLOSED SIGN

DETAIL 4
NOT TO SCALE

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PROJECT NAME
**EAST LAKE SAMMAMISH
MASTER PLAN TRAIL, ISSAQUAH SEGMENT**
GILMAN BLVD TO ISSAQUAH CITY LIMITS

MISCELLANEOUS DETAILS

DRAWING NO.
84 OF 99
MD3

LAYOUT: MD3
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