TABLE OF DRAWINGS

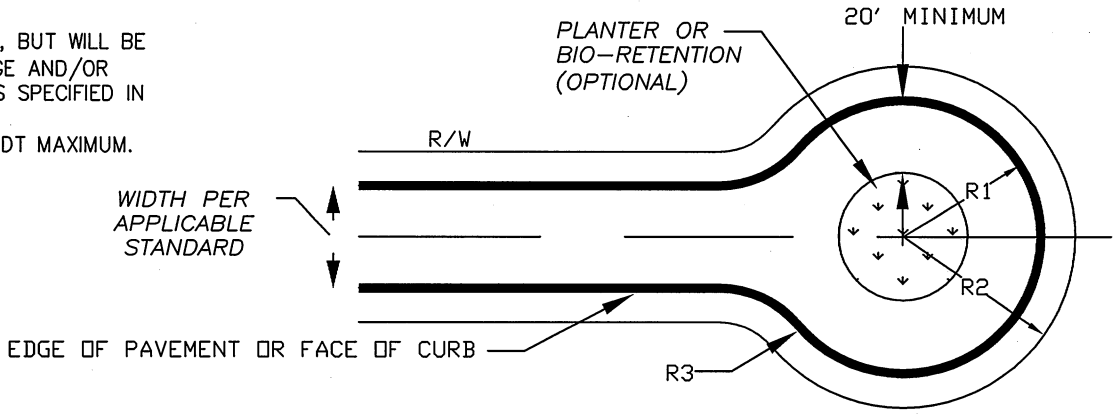
SECTION 8 - ROAD ELEMENTS AND ROADSIDE FEATURES

STREET ENDS

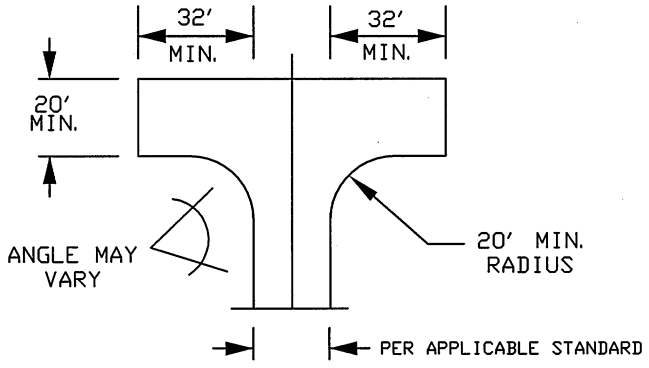
TYPE	LENGTH	# LOTS SERVED OR STREET ADT	ROAD SECTION	STREET END TYPE
PERMANENT TURNAROUND	< 150 FT.	N. A.	ACCESS ST.	NONE REQUIRED
	151-1000 FT.	20	ACCESS ST.	CIRCULAR TURNAROUND
TEMPORARY	< 150 FT.	N. A.	ACCESS ST.	NONE REQUIRED
	151-1000 FT.	20	ACCESS ST.	HAMMERHEAD OR CIRCULAR TURNAROUND
SEE STANDARD DRAWINGS 7-040 THROUGH 7-060 FOR ROAD SECTION REQUIREMENTS.				

NOTES:

1) LENGTHS ABOVE 1000 FT. ARE DISCOURAGED, BUT WILL BE CONSIDERED FOR CASES WHERE LOTS ARE LARGE AND/OR DIFFICULT TERRAIN EXISTS PROVIDED, THE LIMITS SPECIFIED IN NOTE 2 ARE MET.
2) 25 MAXIMUM SINGLE FAMILY LOTS OR 250 ADT MAXIMUM.



CIRCULAR TURNAROUND



HAMMERHEAD

ROAD FUNCTION	R1	R2	R3
SERVING RESIDENTIAL USES	37.5 FT.	45 FT.	25 FT.
SERVING COMMERCIAL/INDUSTRIAL USES	45 FT.	55 FT.	30 FT.

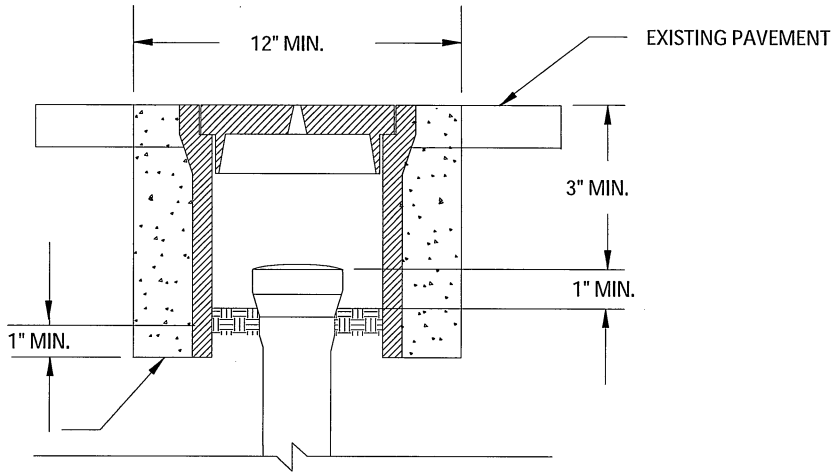
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

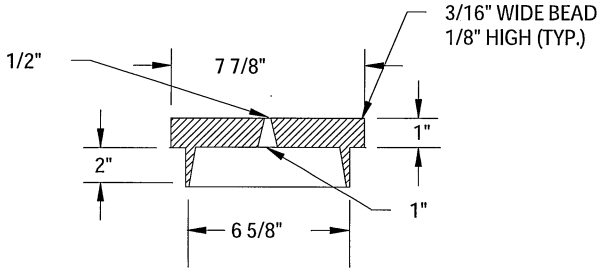
STREET ENDS

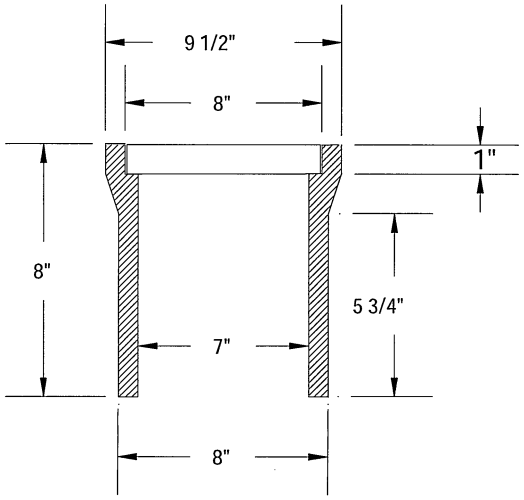
REV. 12/12/2016
REW. RTG

APPROVED
PUBLIC WORKS DIRECTOR
12/31/16
DATE

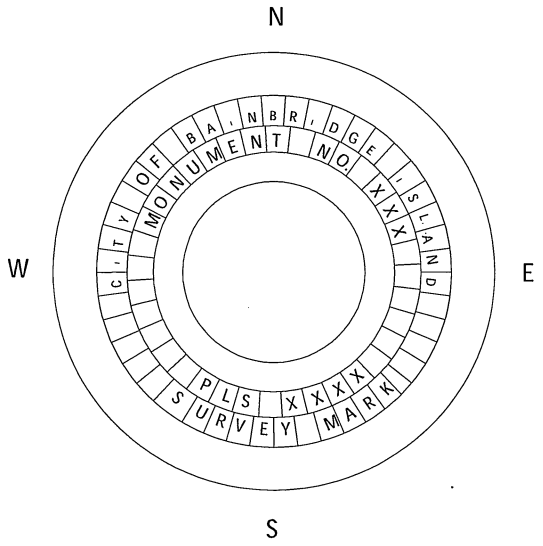
DWG. NO.
8-010







MONUMENT CASE SECTION VIEW



STANDARD CITY MONUMENT CAP

NOTES: ALL CASES TO BE SET FLUSH WITH EXISTING PAVEMENT

MONUMENTS TO BE PROPERLY ORIENTED TO CARDINAL DIRECTION

CASES MUST BE APPROXIMATELY CENTERED AROUND MONUMENT

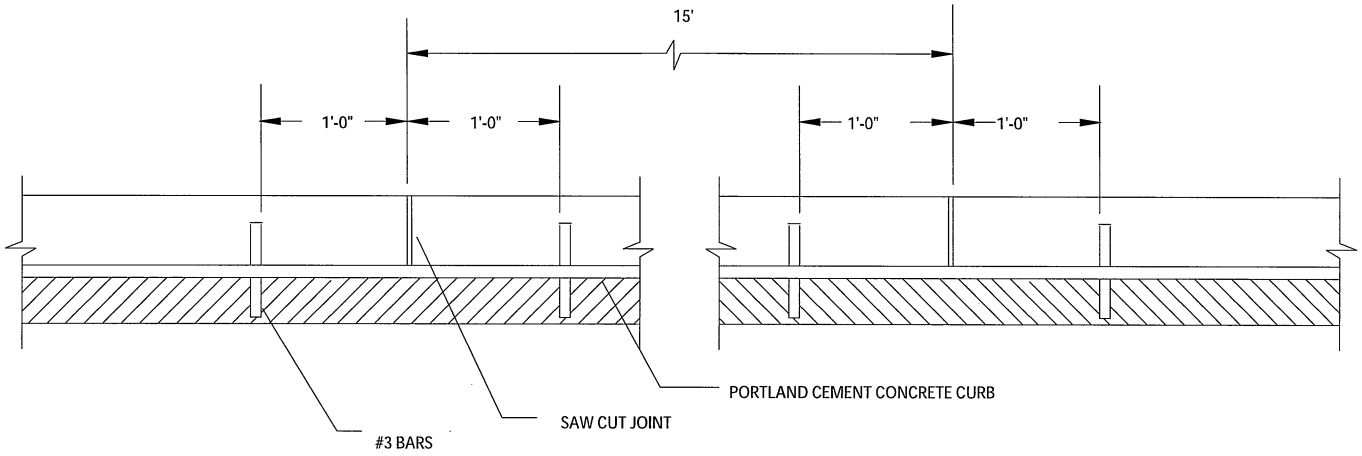
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

MONUMENT CASE AND COVER

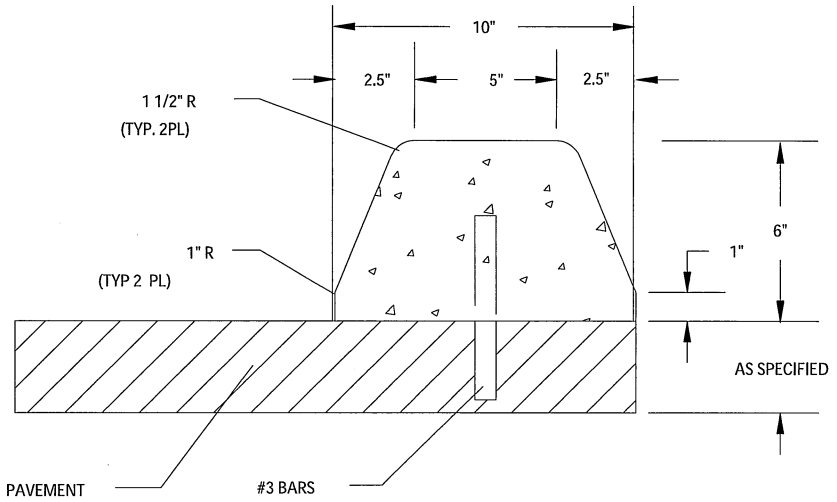
REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 8-020



SPACING OF ANCHOR BARS



EXTRUDED CEMENT CONCRETE CURB

NOTES:

DUMMY JOINTS SHALL BE PLACED NOT TO EXCEED 15' CLS. THRU JOINTS SHALL BE PLACED ONLY AT POINTS OF TANGENCY ON STREET ALLEY AND DRIVEWAY RETURNS AND WHERE THRU JOINTS OCCUR IN THE PAVEMENT SLAB.

CONCRETE SHALL BE AIR-ENTRAINED CLASS 3000.

AT THE CONTRACTOR'S OPTION CONCRETE CURBS MAY BE ANCHORED TO THE EXISTING PAVEMENT EITHER BY PLACING STEEL TIE BARS 1 FOOT ON EACH SIDE OF EVERY JOINT, OR BY USING AN ADHESIVE. THE ADHESIVE SHALL MEET THE REQUIREMENTS OF SECTION 9-20 OF THE WSDOT/APWA STANDARD SPECIFICATIONS FOR TYPE II EPOXY RESIN.

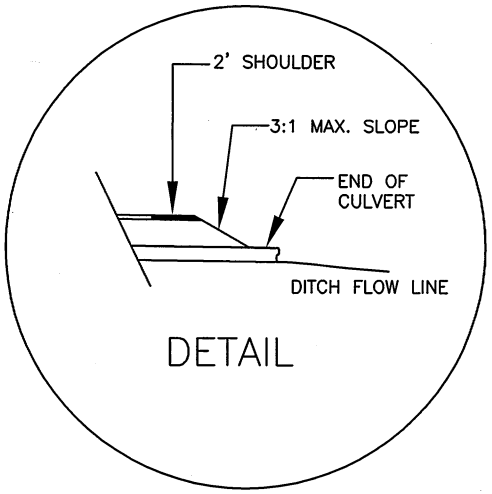
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

EXTRUDED CEMENT CONCRETE CURB

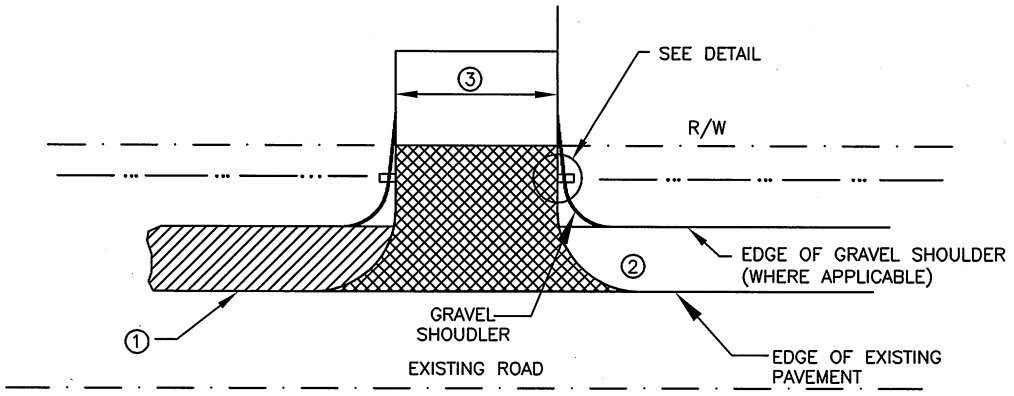
REV.

APPROVED 1/18/95
CITY ENGINEER DATE

DWG. NO.
8-050



DETAIL

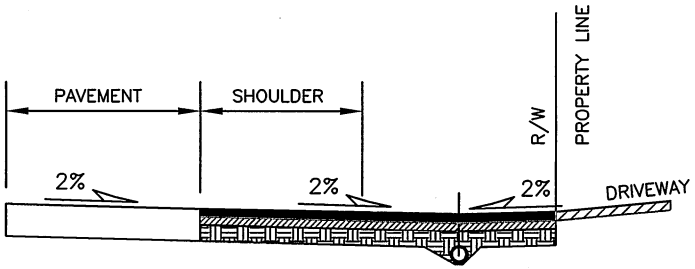


PLAN

① MINIMUM FRONTAGE IMPROVEMENTS SHALL BE CONSTRUCTED CONSISTING OF A FULL DEPTH PAVED SHOULDER, WIDTH TO BE DETERMINED BY ENGINEERING, FOR A DISTANCE OF 10 FEET ALONG THE DEPARTURE SIDE OF THE ACCESS POINT. THE SHOULDER SHALL INCLUDE A 3 : 1 PAVED TRANSITION TAPER CONSTRUCTED BEYOND THE DEVELOPMENT'S FRONTAGE AS R/W ALLOWS.

② MINIMUM RADII VARY 12' TO 30'. SEE STANDARD DRAWING 6-07.

③ MAXIMUM ACCESS POINT WIDTH: 40' COMMERCIAL PROPERTY USE, 50' INDUSTRIAL PROPERTY USE.



SECTION

NOTES:

1) FOR ACCESSING RESIDENTIAL DEVELOPMENTS WITH THREE OR MORE DWELLING UNITS (TRIPLEX AND ABOVE) PER PARCEL, COMMERCIAL OR INDUSTRIAL DEVELOPMENTS.
2) ALL SURFACE DRAINAGE FROM THE DRIVEWAY MUST BE MANAGED ON SITE AND THEN CONTAINED AND DIRECTED TO THE CITY STORMWATER CONVEYANCES NO SURFACE DRAINAGE SHALL FLOW ONTO THE CITY ROAD SURFACE.
3) SUBGRADE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SECTION 2-03.3(14)C OF THE WSDOT/APWA SPECIFICATIONS (METHOD B) SURFACING MATERIALS SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY (MODIFIED PROCTOR).
4) CULVERT PIPE SHALL BE SIZED TO ACCOMMODATE STORMWATER RUNOFF BUT IN NO CASE BE SMALLER THAN 12 INCHES.
5) CULVERT COVER DEPTHS LESS THAN 12" REQUIRE APPROVAL BY THE ENGINEER.
6) A DRIVEWAY CULVERT HEADWALL, SUBJECT TO APPROVAL BY THE ENGINEER, MAY BE USED IN LIEU OF THE 3 : 1 SIDESLOPE.
7) SHOULDER DESIGN SHALL BE AT LEAST EQUAL TO THE PROPER STREET DESIGN. DEVELOPMENTS MAY BE REQUIRED TO FURNISH FRONTAGE IMPROVEMENTS IN EXCESS OF THE MINIMUM.

See Text Section 8-10

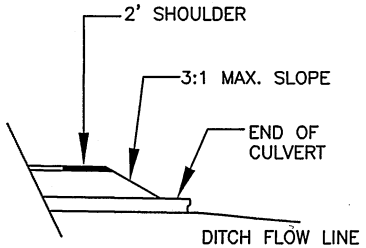
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

COMMERCIAL / INDUSTRIAL ASPHALT DRIVEWAY APPROACH

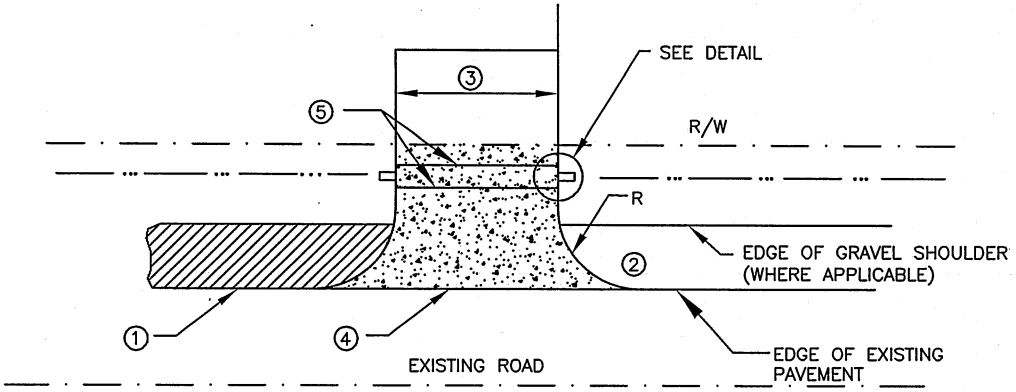
REV. 11/30/2016
REW. RTG

APPROVED
PUBLIC WORKS DIRECTOR
12/3/16
DATE

DWG. NO.
8-150



DETAIL



PLAN

① MINIMUM FRONTAGE IMPROVEMENTS SHALL BE CONSTRUCTED CONSISTING OF A FULL DEPTH PAVED SHOULDER, WIDTH TO BE DETERMINED BY ENGINEERING, FOR A DISTANCE OF 10 'FEET ALONG THE DEPARTURE SIDE OF THE ACCESS POINT. THE SHOULDER SHALL INCLUDE A 3 : 1 PAVED TRANSITION TAPER CONSTRUCTED BEYOND THE DEVELOPMENT'S FRONTAGE AS R/W ALLOWS.

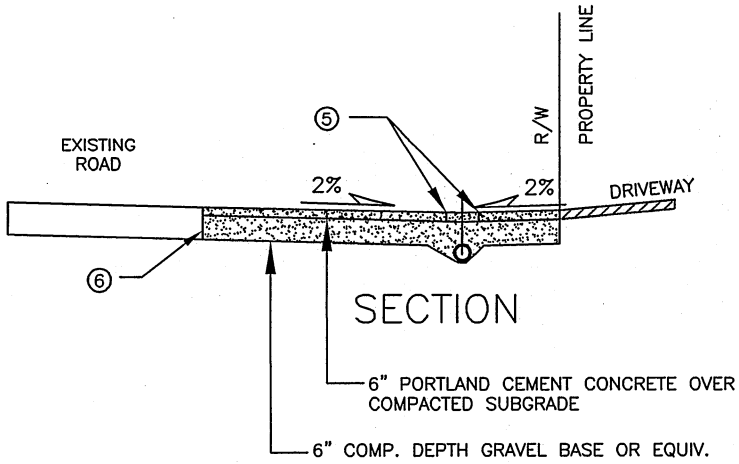
② MINIMUM RADII VARY 12' TO 30'. SEE STANDARD DRAWING 6-07.

③ MAXIMUM ACCESS POINT WIDTH: 40' COMMERCIAL PROPERTY USE, 50' INDUSTRIAL PROPERTY USE.

④ ADDITIONAL PAVEMENT THICKNESS MAY BE REQUIRED FOR LARGE TRUCK TRAFFIC.

⑤ EXPANSION JOINT REQUIRED AT A DISTANCE OF 1 1/2 TIMES THE PIPE DIAMETER FROM PIPE CENTERLINE. 3/8" MIN. X FULL DEPTH PREMOLDED JOINT MATERIAL.

⑥ PAVEMENT/DRIVEWAY INTERFACE MUST BE A CLEAN STRAIGHT SURFACE WITH A 3/8" MIN. X FULL DEPTH EXPANSION JOINT.



SECTION

NOTES:

1) FOR ACCESSING RESIDENTIAL DEVELOPMENTS WITH THREE OR MORE DWELLING UNITS (TRIPLEX AND ABOVE) PER PARCEL, COMMERCIAL OR INDUSTRIAL DEVELOPMENTS.
2) ALL SURFACE DRAINAGE FROM THE DRIVEWAY MUST BE MANAGED ON SITE AND THEN CONTAINED AND DIRECTED TO THE CITY STORMWATER CONVEYANCES NO SURFACE DRAINAGE SHALL FLOW ONTO THE CITY ROAD SURFACE.
3) SUBGRADE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SECTION 2-03.3(14)C OF THE WSDOT/APWA SPECIFICATIONS (METHOD B) SURFACING MATERIALS SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY (MODIFIED PROCTOR).
4) CULVERT PIPE SHALL BE SIZED TO ACCOMMODATE STORMWATER RUNOFF BUT IN NO CASE BE SMALLER THAN 12 INCHES.
5) CULVERT COVER DEPTHS LESS THAN 12" REQUIRE APPROVAL BY THE ENGINEER.
6) A DRIVEWAY CULVERT HEADWALL, SUBJECT TO APPROVAL BY THE ENGINEER, MAY BE USED IN LIEU OF THE 3 : 1 SIDESLOPE.
7) SHOULDER DESIGN SHALL BE AT LEAST EQUAL TO THE PROPER STREET DESIGN. DEVELOPMENTS MAY BE REQUIRED TO FURNISH FRONTAGE IMPROVEMENTS IN EXCESS OF THE MINIMUM.

CITY OF BAINBRIDGE ISLAND

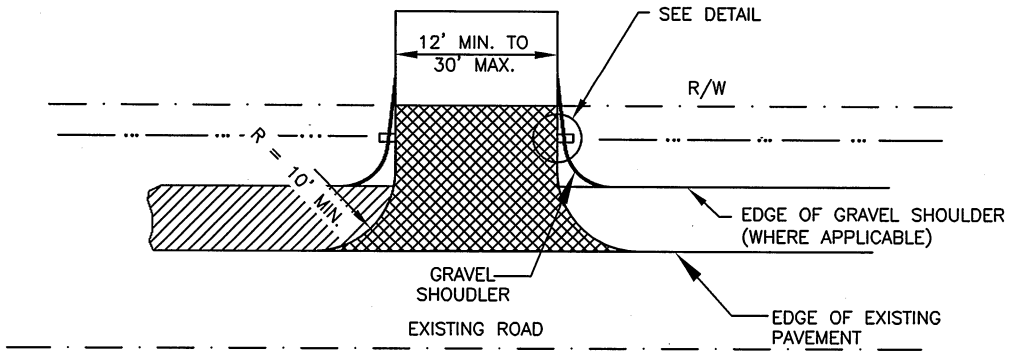
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

COMMERCIAL / INDUSTRIAL
CONCRETE DRIVEWAY APPROACH

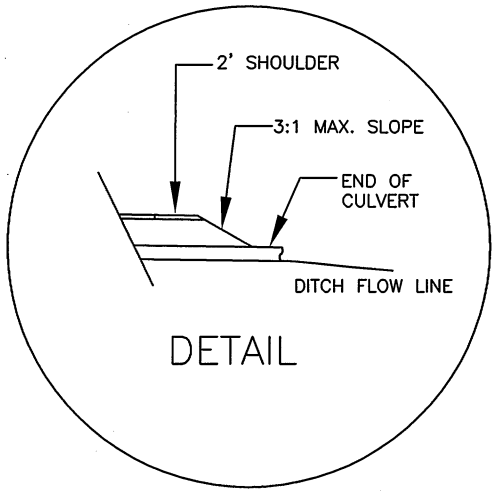
REV. 12/21/2016
REW. RTG

APPROVED
PUBLIC WORKS DIRECTOR
12/31/16
DATE

DWG. NO.
8-160



PLAN



DETAIL

NOTES:

1) FOR ACCESSING RESIDENTIAL DEVELOPMENTS WITH TWO OR LESS DWELLING UNITS (DUPLEX OR SINGLE FAMILY RESIDENCE) PER PARCEL.
2) ALL SURFACE DRAINAGE FROM THE DRIVEWAY MUST BE MANAGED ON SITE AND THEN CONTAINED AND DIRECTED TO THE CITY STORMWATER CONVEYANCES NO SURFACE DRAINAGE SHALL FLOW ONTO THE CITY ROAD SURFACE.
3) SUBGRADE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SECTION 2-03.3(14)C OF THE WSDOT/APWA SPECIFICATIONS (METHOD B) SURFACING MATERIALS SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY (MODIFIED PROCTOR).
4) CULVERT PIPE SHALL BE SIZED TO ACCOMMODATE STORMWATER RUNOFF BUT IN NO CASE BE SMALLER THAN 12 INCHES.
5) CULVERT COVER DEPTHS LESS THAN 12" REQUIRE APPROVAL BY THE ENGINEER.
6) A DRIVEWAY CULVERT HEADWALL, SUBJECT TO APPROVAL BY THE ENGINEER, MAY BE USED IN LIEU OF THE 3 : 1 SIDESLOPE.
7) PAVEMENT IN THE RIGHT-OF-WAY SHELL BE DESIGNED IN ACCORDANCE WITH THE ROADWAY STANDARDS FOR THE EXISTING ROAD.
8) ELEVATION DETAILS LOCATED IN DRAWING 8-175.

See Text Section 8-10

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

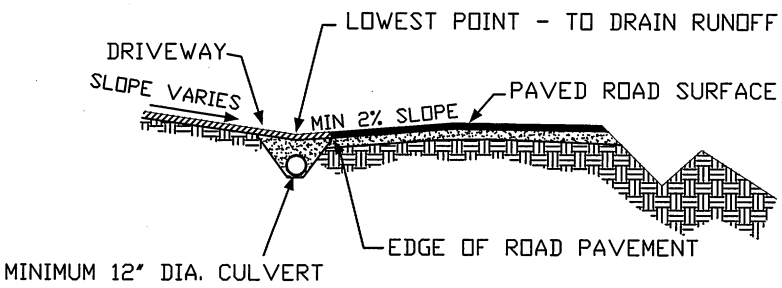
RESIDENTIAL DRIVEWAY APPROACH - ASPHALT

REV. 12/14/2016
REW. RTG

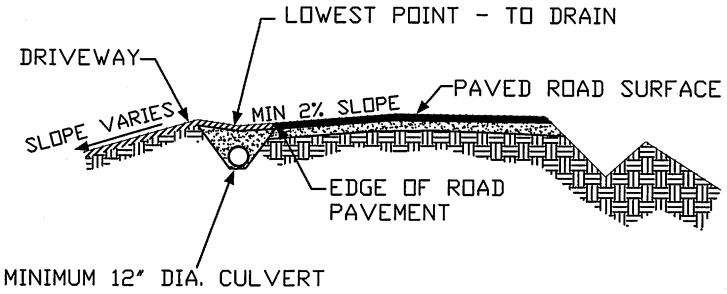
APPROVED
PUBLIC WORKS DIRECTOR
12/3/16
DATE

DWG. NO.
8-170

PROPERTY HIGHER THAN ROAD

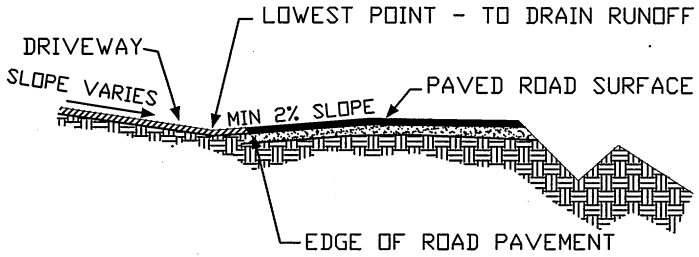


PROPERTY LOWER THAN ROAD



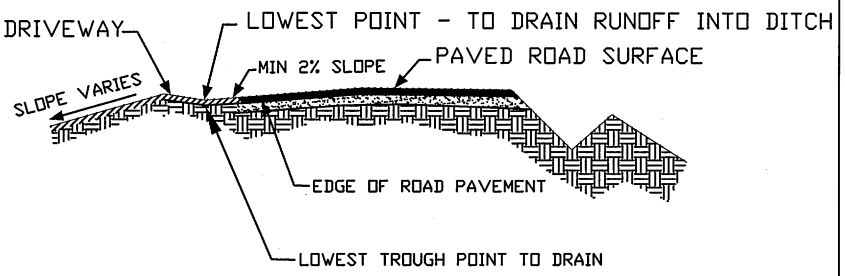
PROPERTY HIGHER THAN ROAD WITH DRAINAGE SWALE

(USE WHERE DITCH IS TOO SHALLOW FOR CULVERT)



PROPERTY LOWER THAN ROAD WITH DRAINAGE SWALE

(USE WHERE DITCH IS TOO SHALLOW FOR CULVERT)



NOTE: STANDARDS APPLY TO DRIVEWAYS APPROACHING ROADS CONSTRUCTED OF ANY MATERIALS

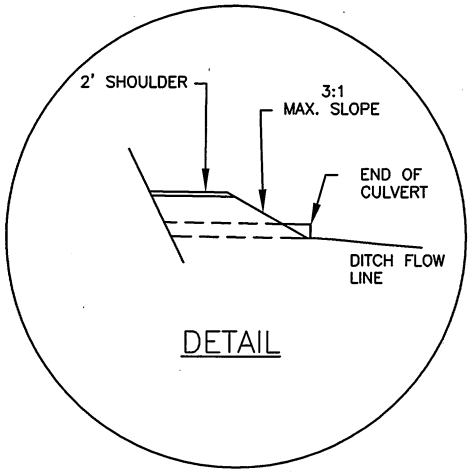
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

DRIVEWAY APPROACHES

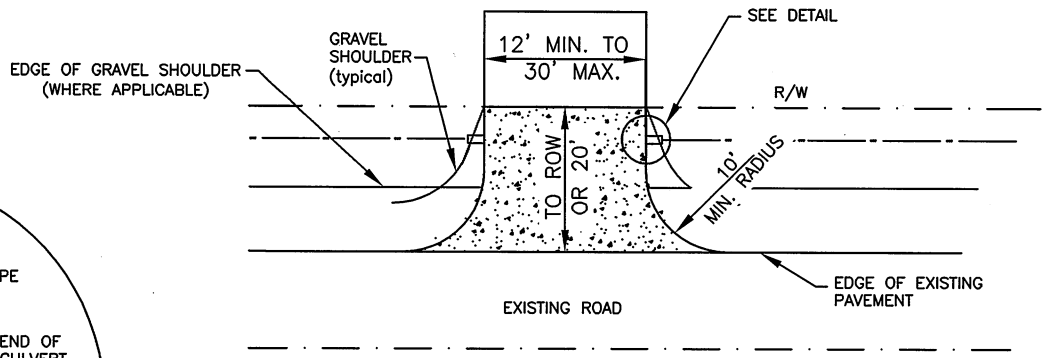
REV. 12/14/2016
REW. RTG

APPROVED
PUBLIC WORKS DIRECTOR
12/31/16
DATE

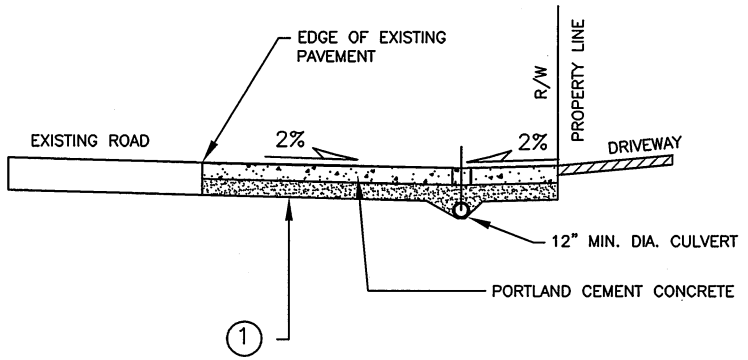
DWG. NO.
8-175R



DETAIL



PLAN



SECTION

NOTES:

1) FOR ACCESSING RESIDENTIAL DEVELOPMENTS WITH TWO OR LESS DWELLING UNITS (DUPLEX OR SINGLE FAMILY RESIDENCE) PER PARCEL.

2) ALL SURFACE DRAINAGE FROM THE DRIVEWAY MUST BE MANAGED ON SITE AND THEN CONTAINED AND DIRECTED TO THE CITY STORMWATER CONVEYANCES NO SURFACE DRAINAGE SHALL FLOW ONTO THE CITY ROAD SURFACE.

3) CULVERT PIPE SHALL BE SIZED TO ACCOMODATE DITCH FLOWS BUT IN NO CASE BE SMALLER THAN 12 INCHES IN DIAMETER.

4) CULVERT COVER DEPTHS LESS THAN 12" REQUIRE APPROVAL BY THE ENGINEER

5) A DRIVEWAY CULVERT HEADWALL, SUBJECT TO APPROVAL BY THE ENGINEER, MAY BE USED IN LIEU OF THE 3 : 1 SIDESLOPE.

6) PAVEMENT IN THE RIGHT OF WAY SHALL BE DESIGNED IN ACCORDANCE WITH THE ROADWAY STANDARDS FOR THE EXISTING ROAD.

(1) SUBGRADE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SECTION 2-03.3(14)C OF THE WSDOT/APWA SPECIFICATIONS (METHOD B) SURFACING MATERIALS SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY (MODIFIED PROCTOR).

See Text Section 8-10

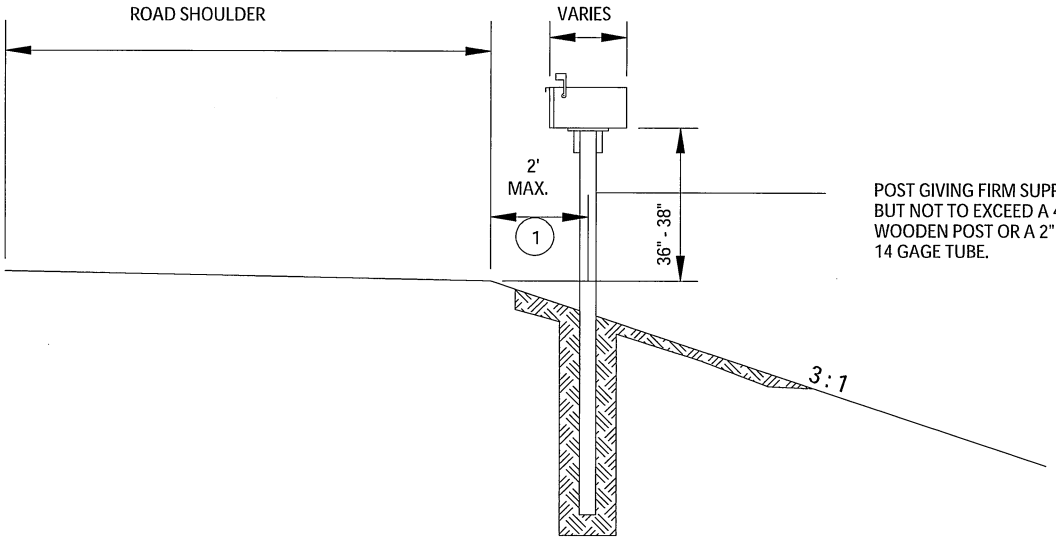
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

COMMERCIAL / INDUSTRIAL CONCRETE DRIVEWAY APPROACH

REV. 12/19/2016
REW. RTG

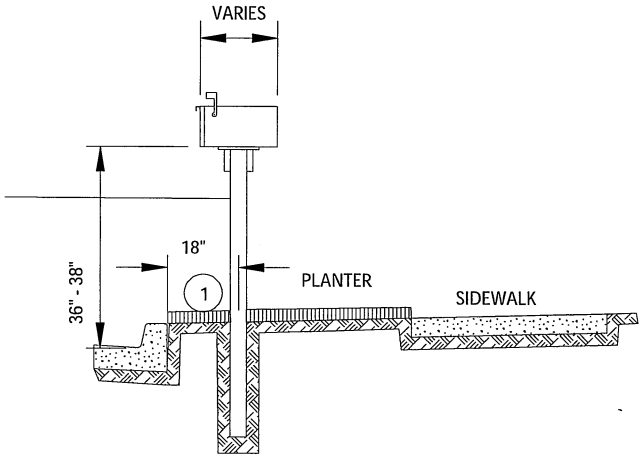
APPROVED
PUBLIC WORKS DIRECTOR
12/31/16
DATE

DWG. NO.
8-180R



POST GIVING FIRM SUPPORT BUT NOT TO EXCEED A 4"X4" WOODEN POST OR A 2" O.D. 14 GAGE TUBE.

SHOULDER SECTION



CURB SECTION

NOTES:

FOR ALTERNATE SINGLE OR DOUBLE MAILBOX INSTALLATIONS, SEE WSDOT/APWA PLAN H-12, TYPE 1-D OR 1-S.

WOODEN POST SHALL BE PRESSURE TREATED.

FOR SINGLE OR DOUBLE MAILBOX INSTALLATIONS ONLY. FOR THREE OR MORE BOXES, REFER TO STANDARD DRAWINGS 8-230, 8-240 AND 8-250.

(1) BOX NUMBER (ADDRESS) MUST BE OBVIOUSLY POSTED IN NUMERALS NOT LESS THAN 1" HIGH.

See Text Section 8-16

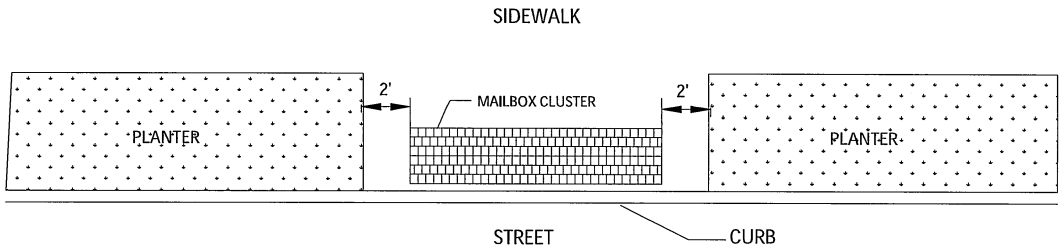
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

INDIVIDUAL MAILBOX MOUNTING

REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 8-220



NOTES:

FOR ACCESS AND SUBCOLLECTOR STREETS WHERE THE POSTED SPEED LIMIT IS 25 MPH OR LESS. FOR ALL OTHER STREETS, MAILBOX TURNOUTS CONFORMING TO STD DWG 8-250 WILL BE REQUIRED.

MAILBOXES MUST BE POSTMASTER APPROVED WITH A UNIFORM BOX STYLE AND METHOD OF ADDRESS IDENTIFICATION.

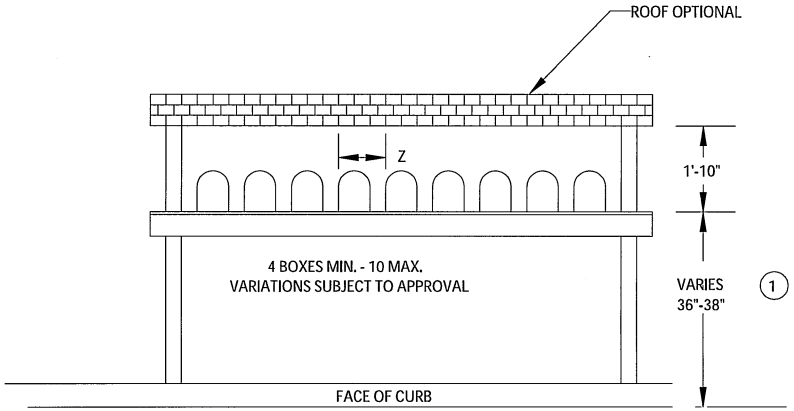
LOCATIONS OF MAILBOXES ARE SUBJECT TO APPROVAL BY THE CITY FOR PROTECTION OF VIEWS AND ACCESS.

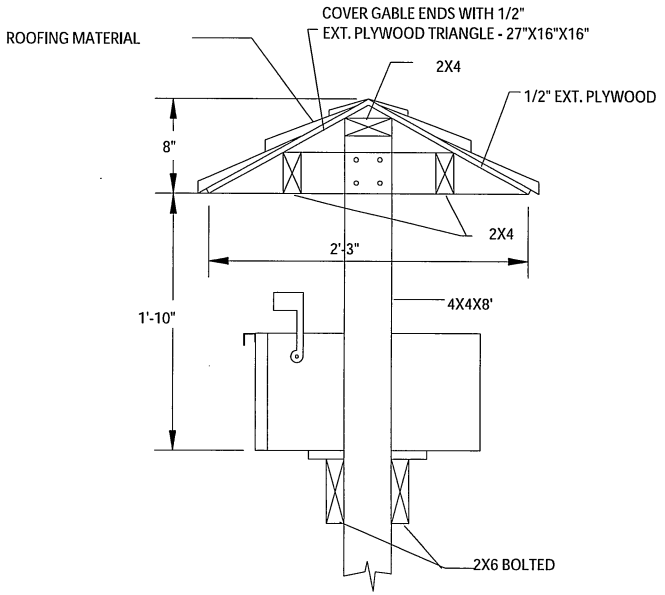
THIS DRAWING DEPICTS A MINIMUM STRUCTURAL AND DIMENSIONAL STANDARD. ALTERNATIVE DESIGNS WILL REQUIRE APPROVAL BY THE ENGINEER.

ALL WOOD TO BE PRESSURE TREATED FIR OR HEMLOCK.

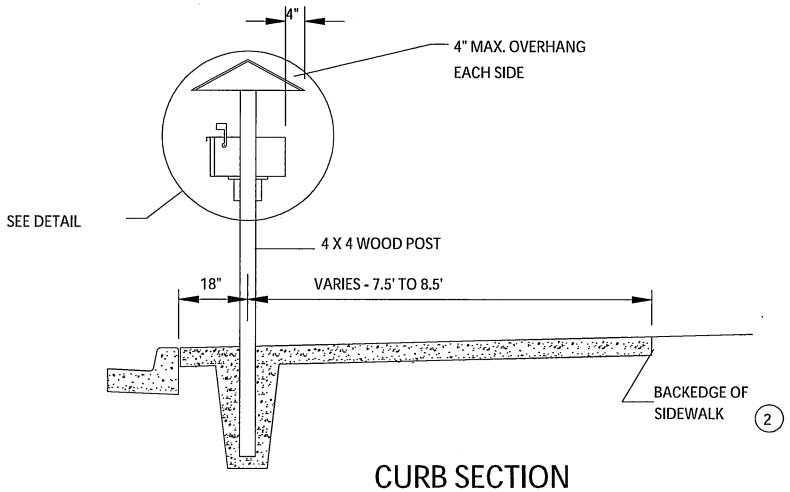
(1) MAILBOX HEIGHT VARIES ACCORDING TO THE TYPE OF DELIVERY VEHICLE. WHERE MAIL DELIVERY IS ACCOMPLISHED BY MAIL TRUCKS ("MOUNTED" ROUTES), THE MAILBOX HEIGHTS SHALL BE 44 INCHES. WHERE MAIL DELIVERY IS ACCOMPLISHED BY PASSENGER VEHICLE ("RURAL" ROUTES), THE MAILBOX HEIGHT SHALL BE 36 TO 38 INCHES. THESE HEIGHTS WILL BE DETERMINED BY THE POSTMASTER DURING PLAN REVIEW.

(2) FOR MAILBOX CLUSTER LOCATION IN SHOULDER SECTION, REFER TO STANDARD DRAWING 8-220, SHOULDER SECTION.





DETAIL



CURB SECTION

See Text Section 8-16

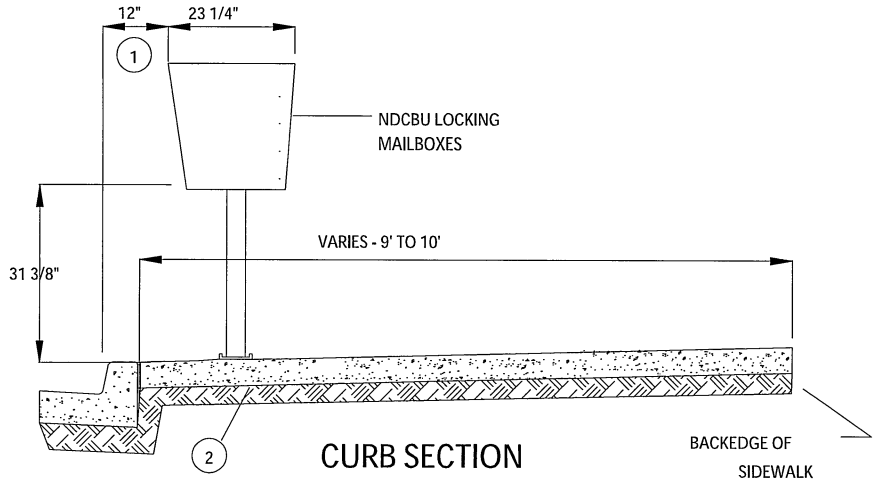
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

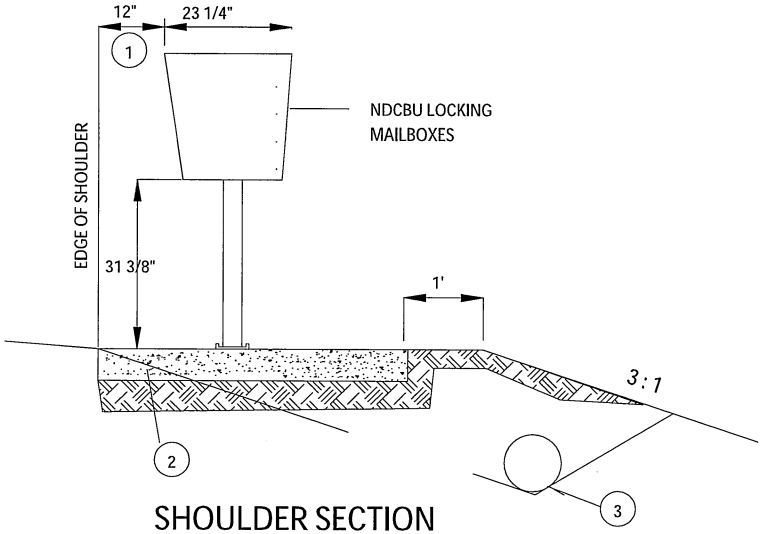
MAILBOX CLUSTER - WOOD STRUCTURE

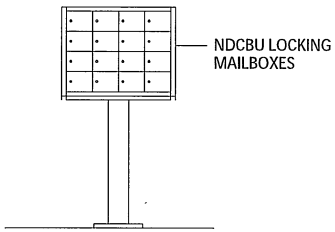
REV.

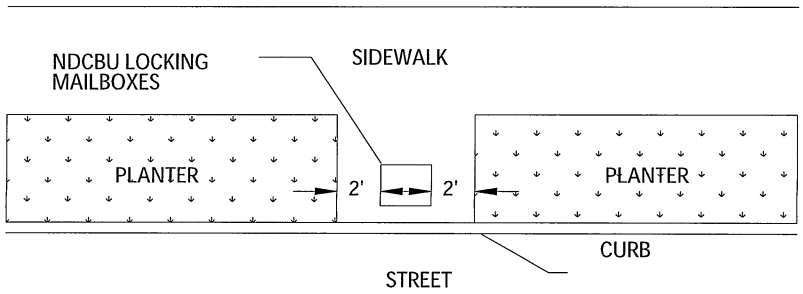
APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 8-230









NOTES:

MAILBOXES MUST BE POSTMASTER APPROVED WITH A UNIFORM BOX STYLE AND METHOD OF ADDRESS IDENTIFICATION.

LOCATIONS OF MAILBOXES ARE SUBJECT TO APPROVAL BY THE ENGINEER FOR ACCESS AND SIGHT DISTANCE REQUIREMENTS.

(1) FOR ACCESS AND SUBCOLLECTOR STREETS WHERE THE POSTED SPEED LIMIT IS 25 MPH OR LESS. FOR ALL OTHER STREETS, MAILBOX TURNOUTS CONFORMING TO STANDARD DRAWING 8-250 WILL BE REQUIRED.

(2) NEIGHBORHOOD DELIVERY AND COLLECTION BOX UNITS (NDCBU) INCLUDING PEDESTAL, BASE PLATE, BREAKAWAY BOLTS AND ASSOCIATED CONCRETE SLAB SHALL BE INSTALLED BY THE DEVELOPER.

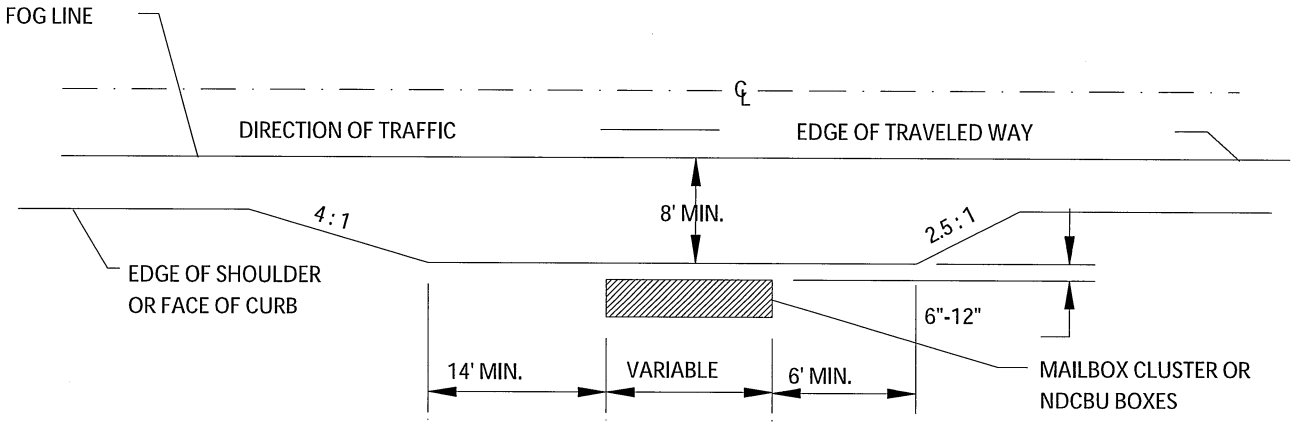
(3) INSTALL CULVERT AS REQUIRED.

See Text Section 8-16

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

MAILBOX CLUSTER -
NDCBU LOCKED BOXES

REV.	APPROVED Jeffrey M. Jensen 4/18/97 CITY ENGINEER DATE	DWG. NO. 8-240

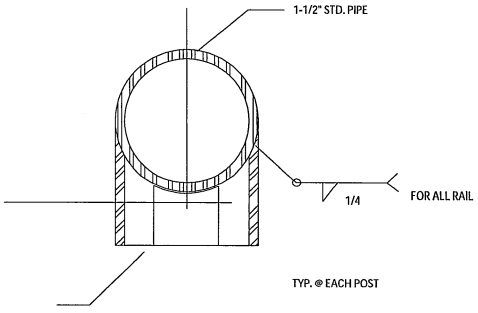


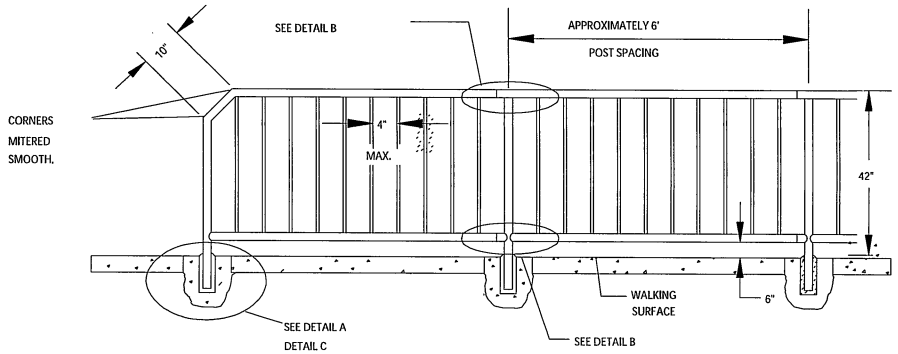
See Text Section 8-16

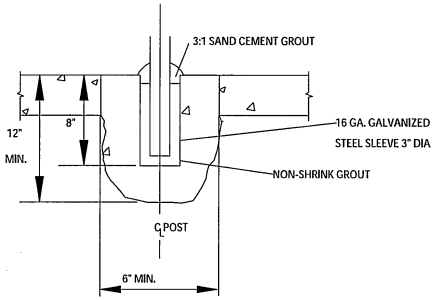
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

MAILBOX TURNOUT

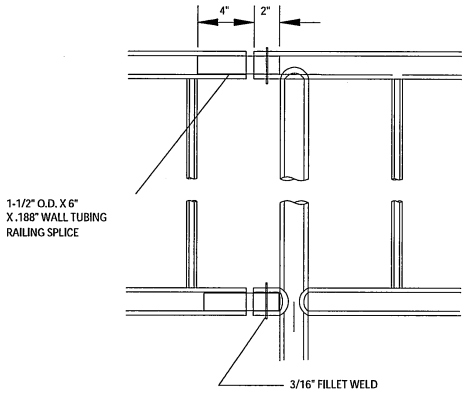
REV.	APPROVED Jeffrey M. Jensen 4/18/97 CITY ENGINEER DATE	DWG. NO. 8-250



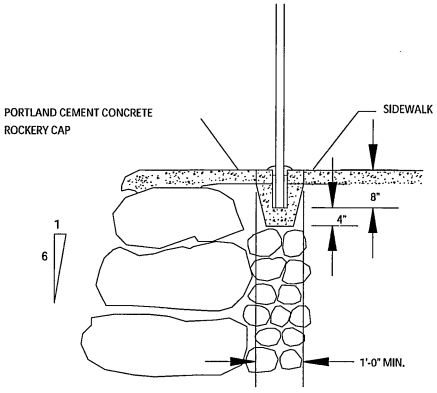




DETAIL A



DETAIL B



DETAIL C

SEE STANDARD DRAWINGS
8-290 & 8-310
FOR ROCKERY DETAILS

MATERIAL FOR PEDESTRIAN HANDRAIL SHALL BE STEEL (ASTM A120) OR ALUMINUM (ASTM B241 OR B429 ALLOY 6061-T6 AS DIRECTED BY THE OWNER. MANUFACTURING OF THE GUARDRAIL SHALL CONFORM TO STANDARD DRAWING 8-270.

See Text Section 8-20

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

PEDESTRIAN GUARDRAIL DETAILS

REV.	APPROVED Jeffrey M. Jensen 4/18/97 CITY ENGINEER DATE	DWG. NO. 8-260

PEDESTRIAN RAIL (GALV. STEEL)

GALVANIZED PEDESTRIAN RAIL SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THESE SPECIAL PROVISIONS AND STANDARD DRAWING 8-260.

GALVANIZED STEEL PEDESTRIAN RAIL SHALL CONFORM TO ASTM DESIGNATION A120. ALL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE AWS D1.1-72. AFTER FABRICATION EACH SECTION OF RAILING SHALL BE HOT-DIPPED GALVANIZED WITH A MINIMUM ZINC COATING OF 2 OUNCES PER SQUARE FOOT. ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO GALVANIZING.

FIELD WELDS SHALL BE GALVANIZED WITH "GALVALLOY" OR APPROVED EQUAL. PAINTING OF WELDS WILL NOT BE PERMITTED.

HORIZONTAL RAILS AND VERTICAL SUPPORT POSTS SHALL BE 2 INCH DIAMETER AND BALUSTERS SHALL BE 1 INCH DIAMETER STANDARD WEIGHT GALVANIZED STEEL PIPE. RAILS, POSTS & BALUSTERS SHALL BE MACHINE CUT TO PROVIDE A UNIFORM LENGTH PRIOR TO ASSEMBLY

RAILING SHALL BE ERECTED AND ADJUSTED, IF NECESSARY, TO ASSURE A CONTINUOUS LINE AND GRADE. FINISHED HEIGHT IS TO BE 42 INCHES ABOVE PEDESTRIAN SURFACE. EXPANSION JOINTS SHALL BE PROVIDED AT INTERVALS SHOWN ON THE STANDARD DRAWING.

PEDESTRIAN RAIL (ALUMINUM)

ALUMINUM PEDESTRIAN RAIL SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THESE SPECIAL PROVISIONS AND STANDARD DRAWING 8-260.

ALUMINUM PEDESTRAIN RAIL SHALL BE NATURAL ALUMINUM COLOR.

IF ANODIZATION IS SPECIFIED, ALL ALUMINUM PARTS SHALL BE GIVEN A CLEAR ANODIC COATING AT LEAST 0.0006 INCH THICK AND SHALL BE SEALED TO MEET THE REQUIREMENTS OF ASTM B136 AND SHALL HAVE A UNIFORM FINISH.

WELDING OF ALUMINUM SHALL BE IN ACCORDANCE WITH THE "STRUCTURAL WELDING CODE-ALUMINUM, AWS D1.2

ALL MATERIALS USED IN THE FABRICATION OF ALUMINUM PEDESTRIAN RAIL SHALL MEET THE REQUIREMENTS OF ASTM B241 OR B429 ALLOY 6061-T6 SCHEDULE 40 (STD. PIPE)

HORIZONTAL RAILS AND VERTICAL SUPPORT POSTS SHALL BE 1.9" O.D. AND BALUSTERS SHALL BE 1.05" O.D. STANDARD WEIGHT ALUMINUM PIPE. RAILS, POSTS & BALUSTERS SHALL BE MACHINE CUT TO PROVIDE A UNIFORM LENGTH PRIOR TO ASSEMBLY

See Text Section 8-20

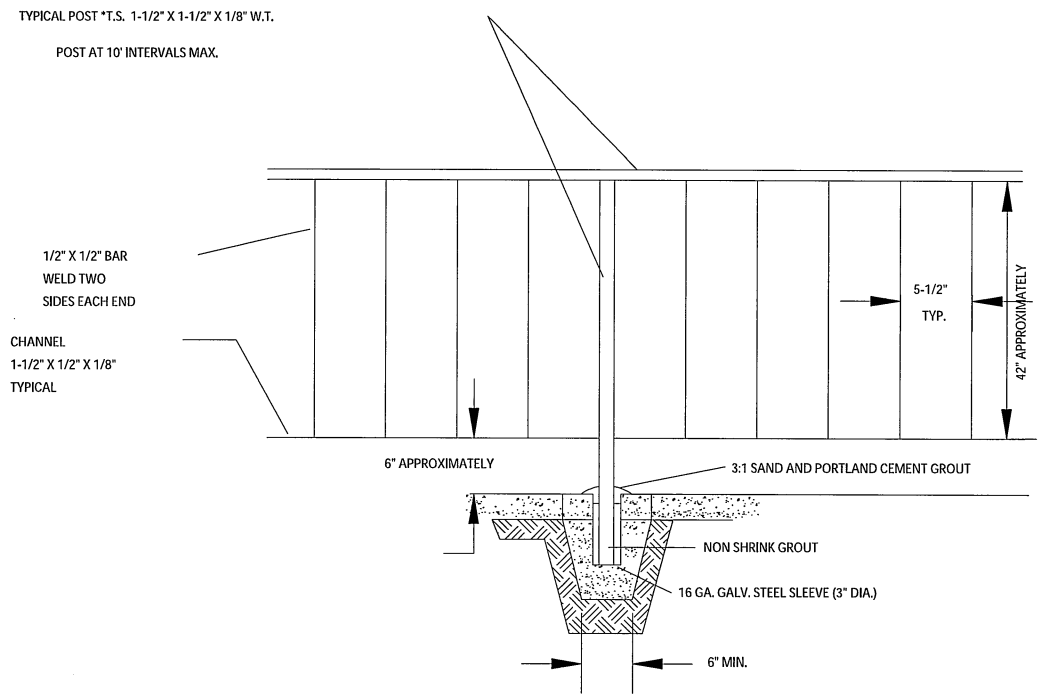
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

PEDESTRIAN GUARDRAIL DETAILS

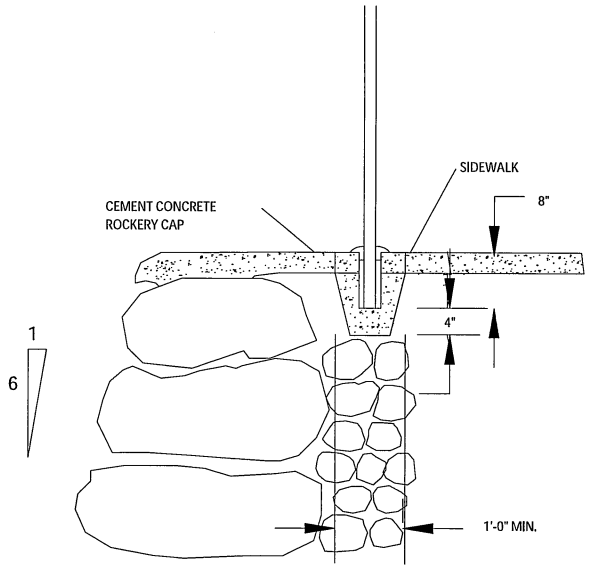
REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 8-270



FRONT VIEW



SIDE VIEW

SEE STANDARD DRAWINGS
8-290, 8-300, & 8-310
FOR ROCKERY DETAILS

NOTES:

AFTER FABRICATION, ALL BURRS AND SHARP EDGES SHALL BE REMOVED.

APPLY RUST PROOF METAL PRIMER AND ONE COAT OF BLACK ORNAMENTAL IRON METAL PAINT.

* T.S. = TUBULAR STEEL

See Text Section 8-20

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

ORNAMENTAL HANDRAIL DETAILS

REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 8-280

LEGEND:

2 INCH TO 4 INCH QUARRY SPALLS FREE OF ORGANICS WITH LESS THAN 5 PERCENT FINES (SILT AND CLAY PARTICLES PASSING THE NO. 200 MESH SIEVE)

SURFACE SEAL; MAY CONSIST OF IMPERVIOUS SOIL OR A FINE FREE DRAINING GRANULAR MATERIAL, BOTH OVER FILTER FABRIC, OR LEAN CONCRETE

UNDISTURBED FIRM NATIVE SOIL.

(4) DESIGNATES SIZE OF ROCK REQUIRED ie. 4 MAN.

MINIMUM 4 INCH DIAMETER UNDERDRAIN PIPE CONFORMING TO SECTION 7-01 OF THE WSDOT/APWA SPECIFICATIONS. SUCH PIPE SHALL BE BEDDED ON AND SURROUNDED BY 2 INCH TO 4 INCH QUARRY SPALLS AS DESCRIBED ABOVE.

NOTES:

MAXIMUM INCLINATION OF THE SLOPES ABOVE AND BEHIND ROCKERIES SHOULD BE 2:1 (HORIZONTAL:VERTICAL).

MINIMUM THICKNESS OF ROCK FILTER LAYER B = 12 INCHES.

ROCKERIES GREATER THAN 8 FEET IN HEIGHT TO BE INSTALLED UNDER PERIODIC OR FULL TIME OBSERVATION OF THE GEOTECHNICAL ENGINEER.

ROCKERIES OVER 4 FEET IN HEIGHT AND B GREATER THAN 3 FEET MUST BE INSTALL UNDER PERIODIC OR FULLTIME OBSERVATION OF THE GEOTECHNICAL ENGINEER.

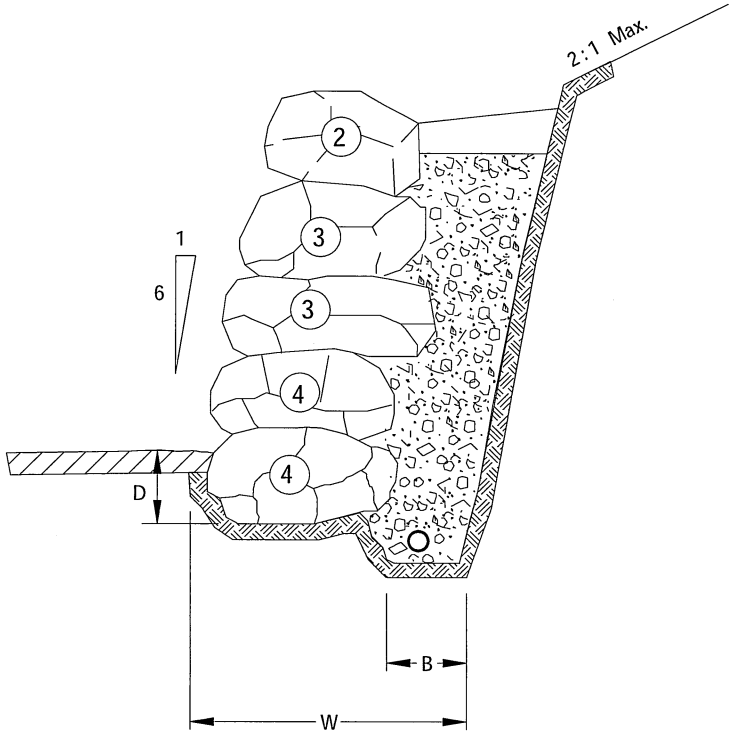
MINIMUM EMBEDMENT D = 12 INCHES UNDISTURBED NATIVE SOIL OR COMPACTED FILL PLACED IN ACCORDANCE WITH GEOTECHNICAL REPORT RECOMMENDATIONS.

ROCK SHALL BE PLACED TO GRADUALLY DECREASE IN SIZE WITH INCREASING WALL HEIGHT IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

MINIMUM WIDTH OF KEYWAY EXCAVATION, W, SHALL BE EQUAL TO THE THICKNESS OF THE BASAL ROCK (AS DETERMINED BY THE GEOTECHNICAL ENGINEER'S DESIGN) PLUS B.

THE LONG DIMENSION OF THE ROCKS SHALL EXTEND PERPENDICULAR TO THE ROCK FACE TO PROVIDE MAXIMUM STABILITY.

ROCKS SHALL BE PLACED TO AVOID CONTINOUS JOINT PLANES IN VERTICAL OR LATERAL DIRECTIONS. EACH ROCK SHALL BEAR ON TWO OR MORE ROCKS BELOW IT, WITH GOOD FLAT-TO-FLAT CONTACT.



SIZE	APPROXIMATE WT. - LBS.	APPROXIMATE DIA.
1 MAN	50 - 200	12" - 18"
2 MAN	200 - 700	18" - 28"
3 MAN	700 - 2000	28" - 36"
4 MAN	2000 - 4000	36" - 48"
5 MAN	4000 - 6000	48" - 54"
6 MAN	6000 - 8000	54" - 60"

See Text Section 8-21

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

ROCKERY DETAILS
NATIVE CUT HT. OVER 4 FT.

REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 8-290

LEGEND:

2 INCH TO 4 INCH QUARRY SPALLS
FREE OF ORGANICS, WITH LESS THAN 5 PERCENT FINES (SILT AND CLAY PARTICLES PASSING THE NO. 200 MESH SIEVE).

COMPACTED STRUCTURAL FILL OVERBUILD COMPACTED TO AT LEAST 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-1558-78.

COMPACTED STRUCTURAL FILL CONSISTING OF FREE-DRAINING, ORGANIC-FREE MATERIAL WITH A MAXIMUM SIZE OF 4 INCHES. SHOULD CONTAIN NO MORE THAN 7 PERCENT FINES (DESCRIBED ABOVE), COMPACTED TO AT LEAST 95 PERCENT OF ASTM D-1557-78 MAXIMUM DENSITY.

UNDISTURBED FIRM NATIVE SOIL.

(4) DESIGNATES SIZE OF ROCK REQUIRED, i.e. 4 MAN. SEE DRAWING 8-290.

MINIMUM 4 INCH DIAMETER UNDERDRAIN PIPE CONFORMING TO SECTION 7-01 OF THE WSDOT/APWA SPECIFICATIONS. SUCH PIPE SHALL BE BEDDED ON AND SURROUNDED BY 2 INCH TO 4 INCH QUARRY SPALLS AS DESCRIBED ABOVE.

NOTES:

ALL FILL SHALL BE PLACED IN THIN LIFTS NOT EXCEEDING 10 INCHES IN LOOSE THICKNESS. EACH LAYER SHALL BE COMPACTED TO NO LESS THAN 95 PERCENT OF MAXIMUM DRY DENSITY, AS DETERMINED BY ASTM D-1557-78 (MODIFIED PROCTOR)

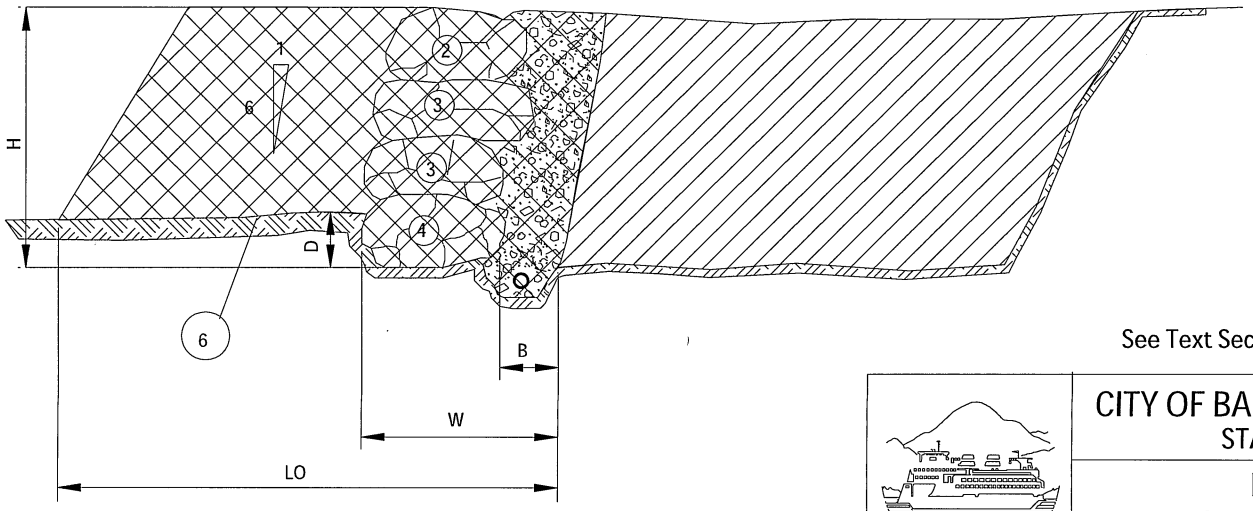
THICKNESS OF CRUSHED FILTER ROCK LAYER, B, SHALL BE NO LESS THAN 12 INCHES.

DEPTH OF BURIAL OF BASAL LAYER OF ROCK, , D SHALL BE NO LESS THAN 12 INCHES.

LATERAL EXTENT OF FILL OVERBUILD, LO SHALL NOT BE LESS THAN H FEET.

MINIMUM WIDTH OF KEYWAY EXCAVATION, W, SHALL BE EQUAL TO THE THICKNESS OF THE BASAL ROCK (AS DETERMINED BY THE GEOTECHNICAL ENGINEER'S DESIGN) PLUS . B

WHERE REQUIRED, EXTEND PAVING TO ROCKERY FACE.



See Text Section 8-21

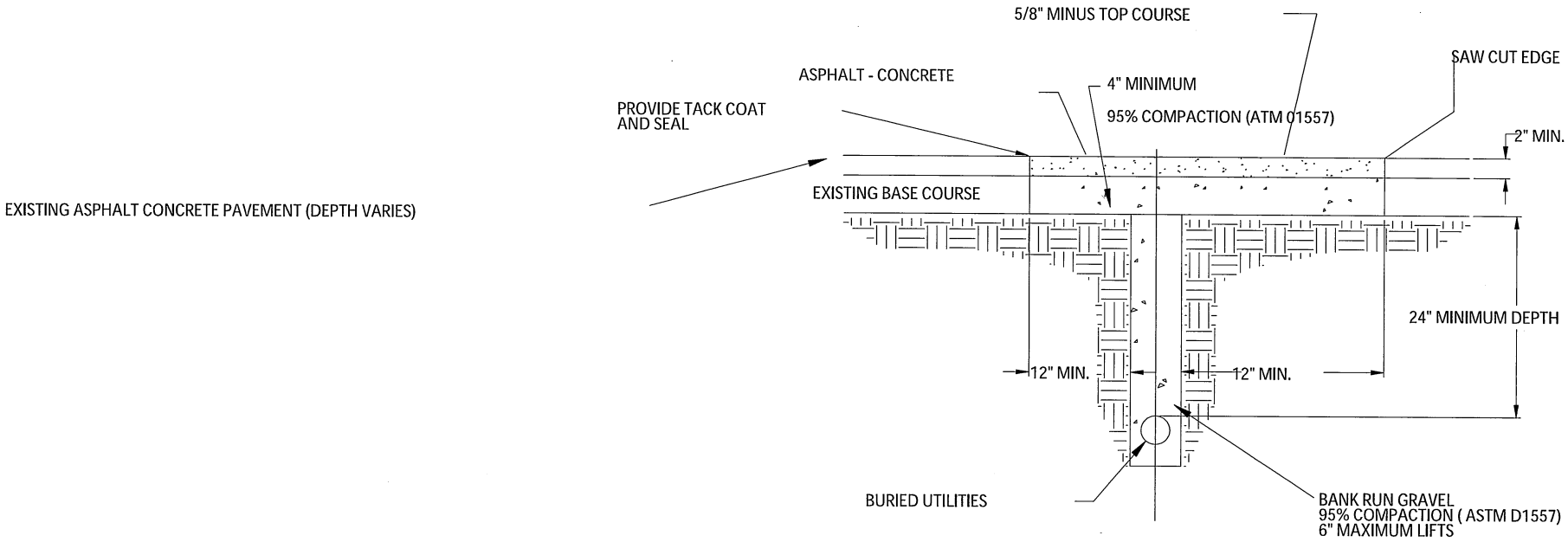
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

ROCKERY DETAILS
FILL HT. 8 FT. AND LESS

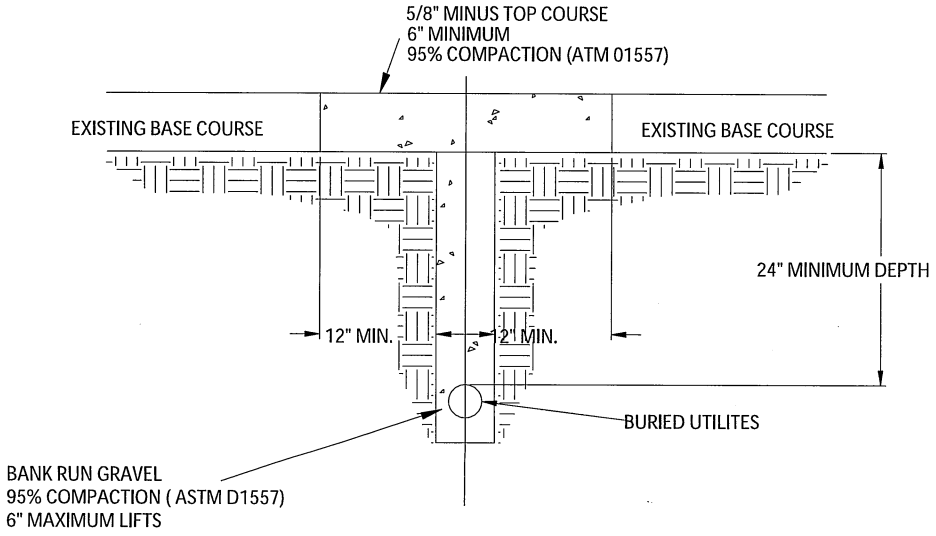
REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO. 8-300



HARD SURFACE ROADS



OTHER ROADWAYS

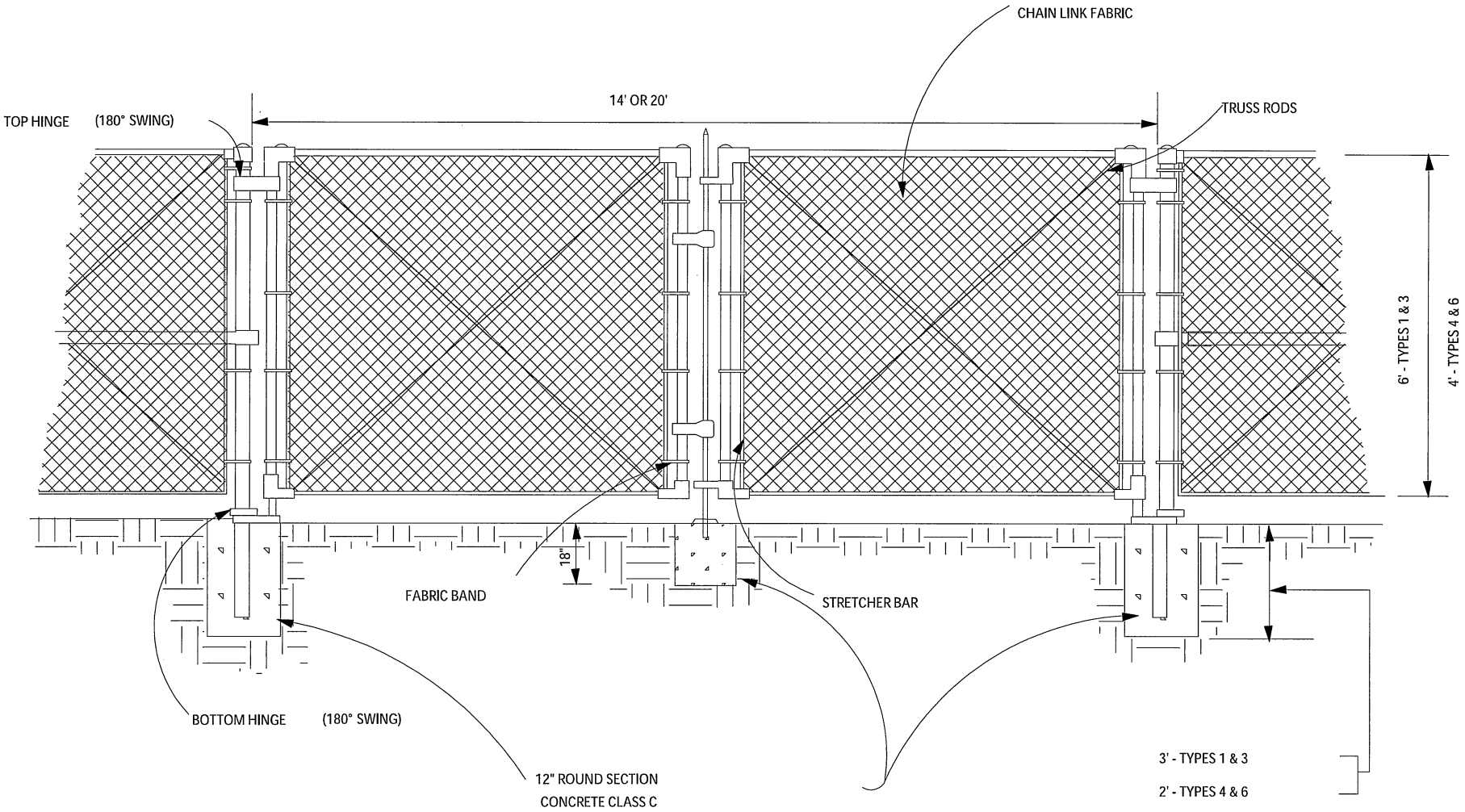
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

TRENCH REPAIR DETAILS

REV.
REV.

APPROVED Jeffrey M. Jensen 4/18/97
CITY ENGINEER DATE

DWG. NO.
8-320



NOTES:

FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SALVAGE ALONG TOP EDGE FOR TYPES 4 & 6 CHAIN LINK FENCE INSTALLATIONS.

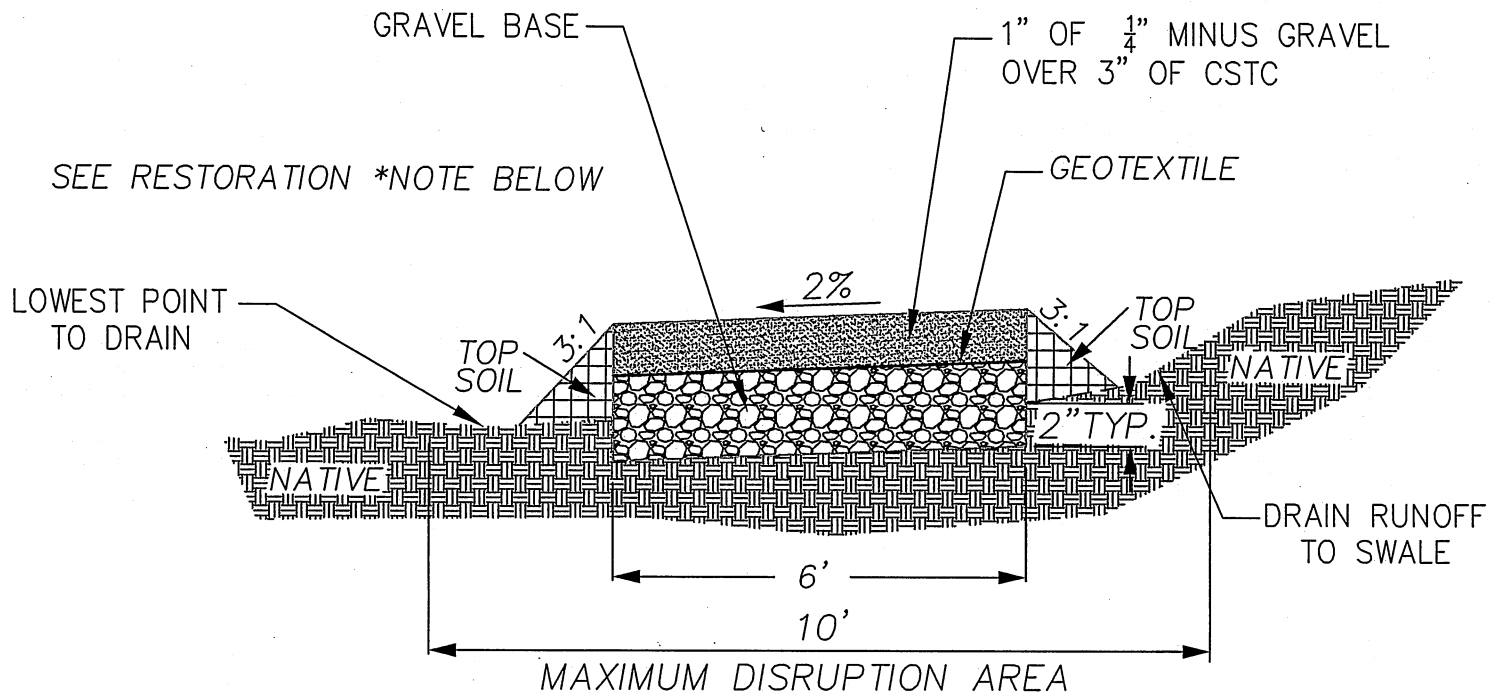
MINIMUM POST LENGTH:

TYPES 1 & 3	8'-8"
TYPES 4 & 6	5'-6"

CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

CHAIN LINK GATE

REV.	APPROVED Jeffrey M. Jensen 4/18/97 CITY ENGINEER DATE	DWG. NO. 8-340



*AREAS DISTURBED BY CONSTRUCTION AND WHERE TOP SOIL IS PLACED SHALL BE RE-SEEDED WITH GRASS FOR RESTORATION.

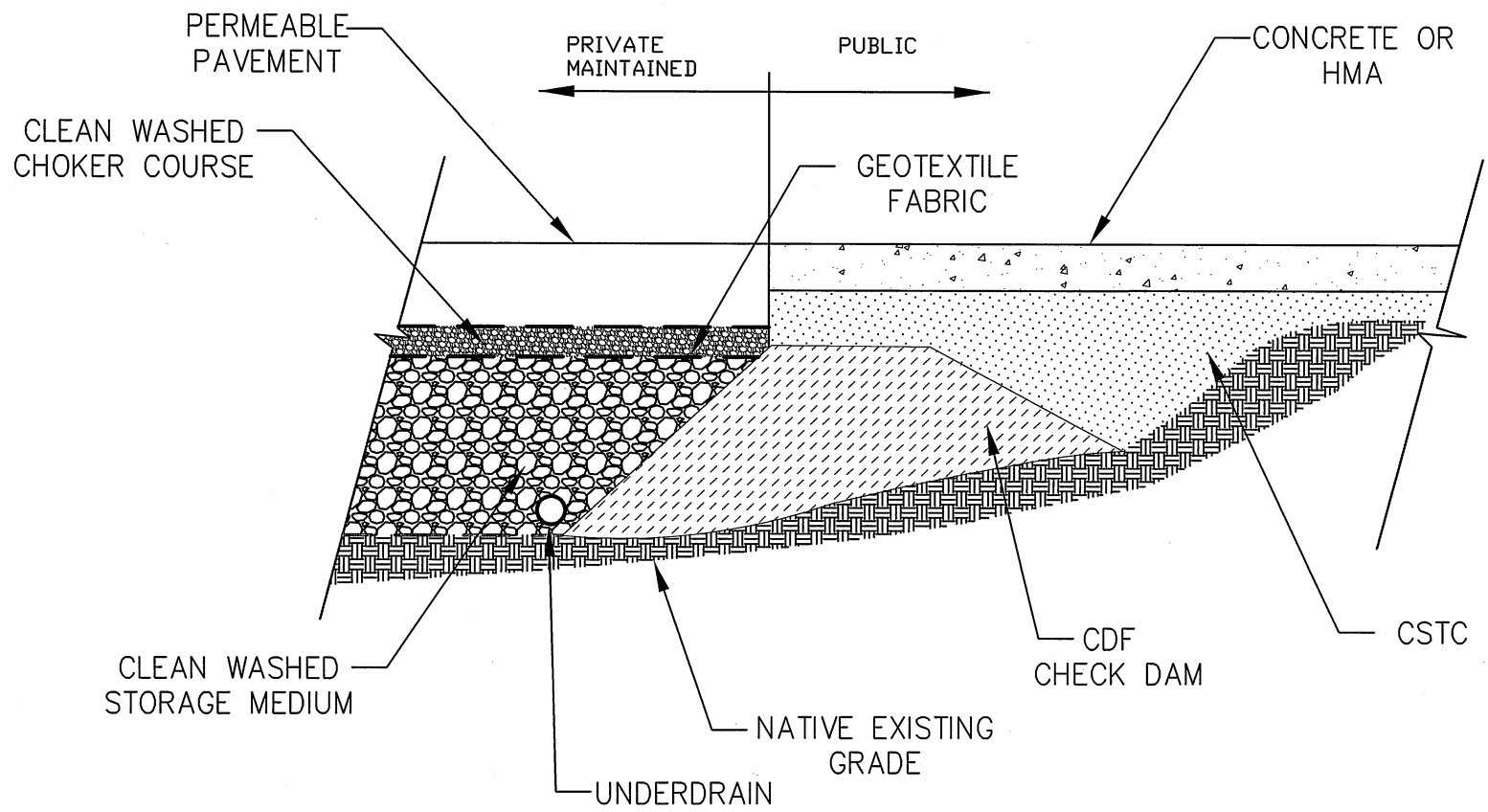
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

CONNECTING PATHWAY

REV. 12/19/2016
REW. RTG

APPROVED
PUBLIC WORKS DIRECTOR
12/3/16
DATE

DWG. NO.
8-360



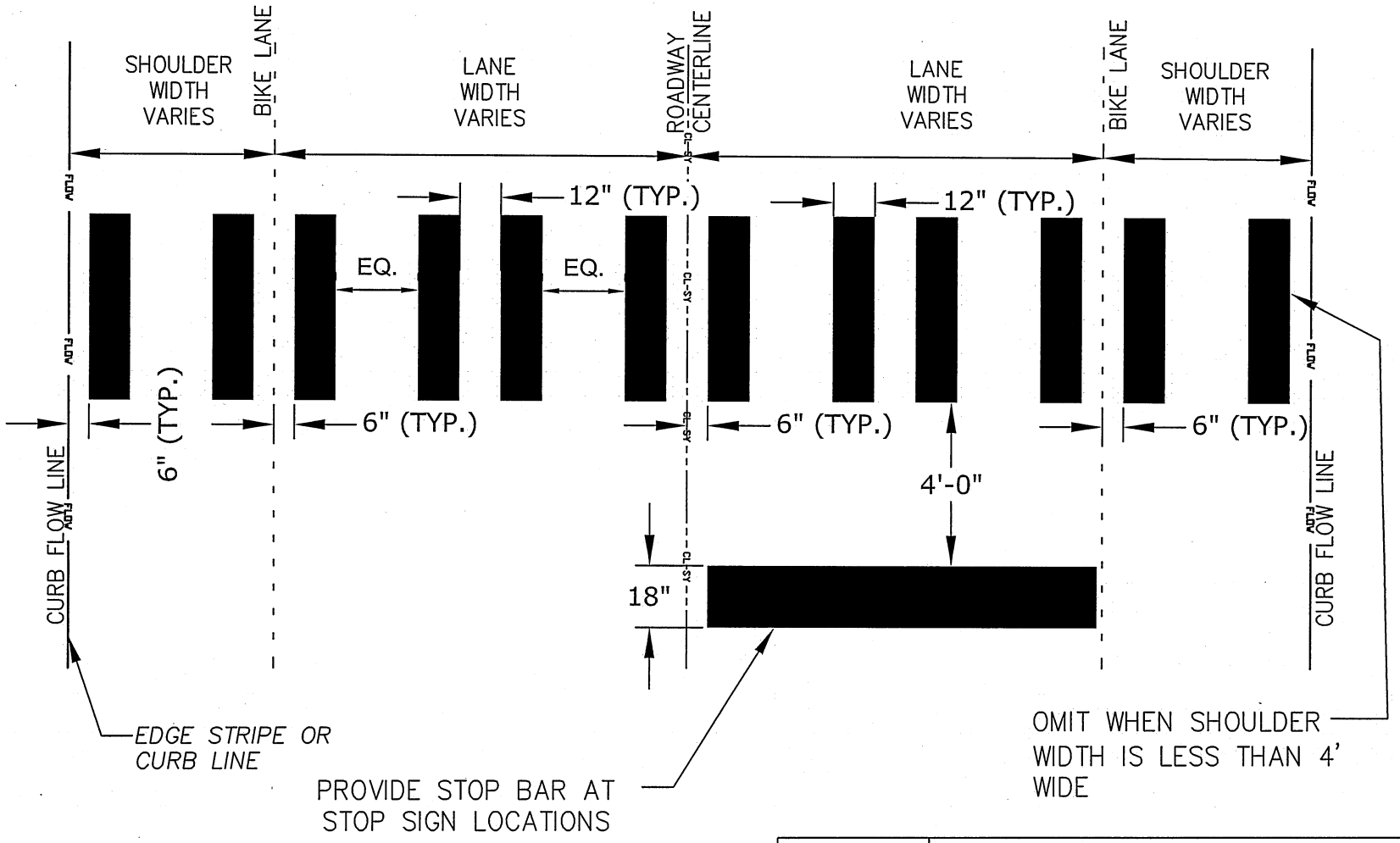
CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

PERMEABLE PAVED DRIVEWAY APPROACH – CHECK DAM

REV. 12/19/2016
REW. RTG

APPROVED
PUBLIC WORKS DIRECTOR
12/31/16
DATE

DWG. NO.
8-380



CITY OF BAINBRIDGE ISLAND
STANDARD DETAILS

CROSSWALK STRIPING

REV. 12/19/2016
REW. RTG

APPROVED
PUBLIC WORKS DIRECTOR
12/5/16
DATE

DWG. NO.
8-390