**AS BUILT** 5509

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

SCALE: HORIZ. 1 INCH = FEET VERT. 1 INCH = FEET
STATION LN 297+00 TO STATION LN 569+74.96 CONSTRUCTED LENGTH 5.166 MILES
CONTRACT NO. 9269 F.A. NO. EMP F-011-1(9)-1971 CONTRACTOR WESCOT CO.
WORK BEGUN FEBRUARY 21, 1972 WORK COMPLETED AUGUST 30, 1974
RESIDENT ENGINEER M. H. HOLGERSON DISTRICT ENGINEER V. W. KORF
APPROVED 19

DIRECTOR OF HIGHWAYS

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | |

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

SR 3 MP 40.24 TO MP 45.41

# CHICO TO SILVERDALE

FEDERAL AID PRIMARY ROUTE NO. 11

KITSAP COUNTY

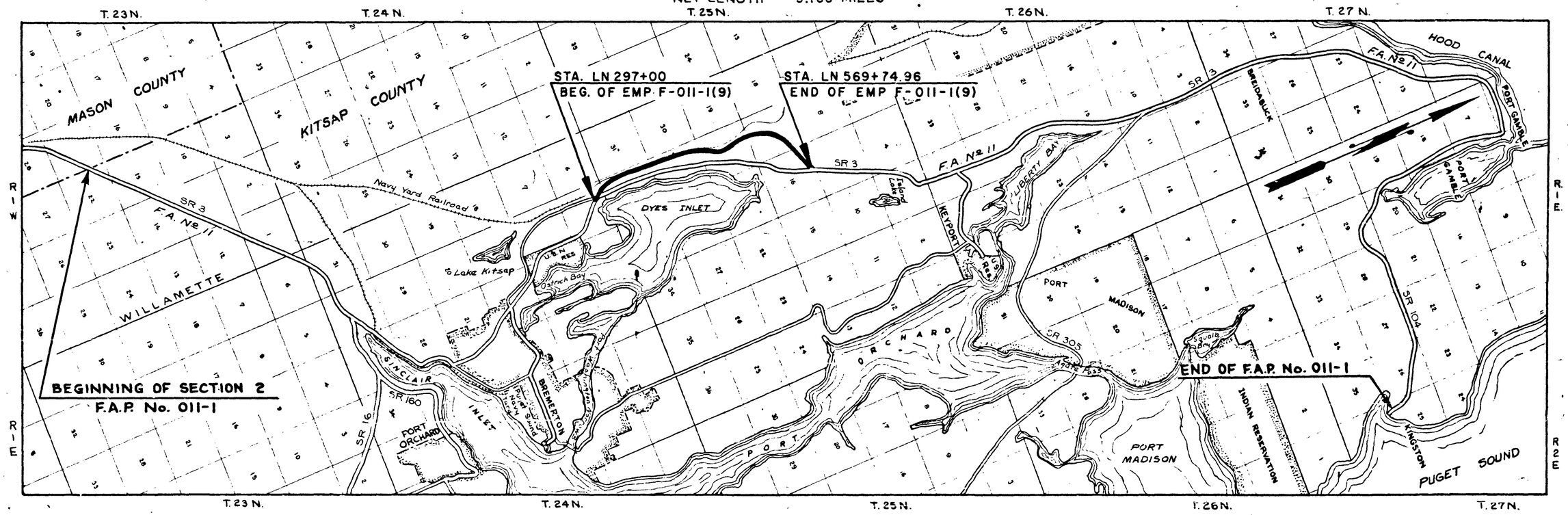
FEDERAL AID PRIMARY PROJECT NO. EMP F-011-1(9)

## CONVENTIONAL SIGNS

STATE AND NATIONAL LINE
COUNTY LINE
CITY OR TOWN
TOWNSHIP LINE
SECTION LINE
1/4 LINE
1/16 LINE
GRANT LINE
FENCE LINE
UNFENCED PROPERTY
BASE OR SURVEY LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
LIMITED ACCESS
RAILROAD RIGHT OF WAY LINE
TRAVELED WAY
RAILROAD
EXISTING CULVERTS
PROPOSED CULVERTS
EXISTING GUARD RAIL
PROPOSED GUARD RAIL
POWER POLES
TELEPHONE OR TELEGRAPH POLES
MARSH
GOVERNMENT MEANDER LINE

## LAYOUT

GROSS LENGTH 5.166 MILES
EXCEPTIONS 0.000 MILES
NET LENGTH 5.166 MILES




FOR "AS CONSTRUCTED PLANS" ONLY

Approved December 6, 1971
D. M. Davis
Assistant Director for Highway Development

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

CONTRACT No. 9269
SR 3/59

| FED. ROAD DIV. NO. | STATE | FED. AID PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | | 1 | 127 |

# INDEX


| SHEET NO. | TITLE |
|---|---|
| 1 | INDEX |
| 2 | VICINITY MAP |
| 3 THRU 14 | SUMMARY OF QUANTITIES |
| 15 & 16 | PIT SITE I-77 |
| 17 | PIT SITE I-82 |
| 18 THRU 21 | ROADWAY SECTIONS |
| 22 | ROAD APPROACH AND CUL-DE-SAC DETAILS |
| 23 | DRAINAGE DETAILS |
| 24 THRU 41 | STRUCTURE NOTES |
| 42 THRU 49 | QUANTITY TABULATIONS |
| 50 THRU 59 | PLANS |
| 60 THRU 65 | LS & LN LINE PROFILES |
| 66 & 67 | LS & MISCELLANEOUS LINE PROFILES |
| 68 THRU 72 | MISCELLANEOUS LINE PROFILES |
| 73 | STORM SEWER DETAILS |
| 74 | STORM SEWER PROFILES |
| 75 & 76 | INTERCHANGE CONTOUR PLAN |
| 77 THRU 82 | CHANNELIZATION |
| 83 THRU 89 | ILLUMINATION PLAN |
| 90 & 98 | SIGNING PLAN |
| 99 | SIGN LIGHTING DETAILS |
| 100 THRU 106 | SIGN SPECIFICATIONS |
| | BRIDGE PLANS |
| 107 THRU 116 | ELDORADO BLVD. UNDERCROSSING |
| 117 THRU 127 | NEWBERRY HILL ROAD OVERCROSSINGS |


# INDEX (CONTINUED)

| SHEET NO. | TITLE |
|---|---|

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN

HAROLD WALSH BAKER FERGUSON
JOHN N. RUPP

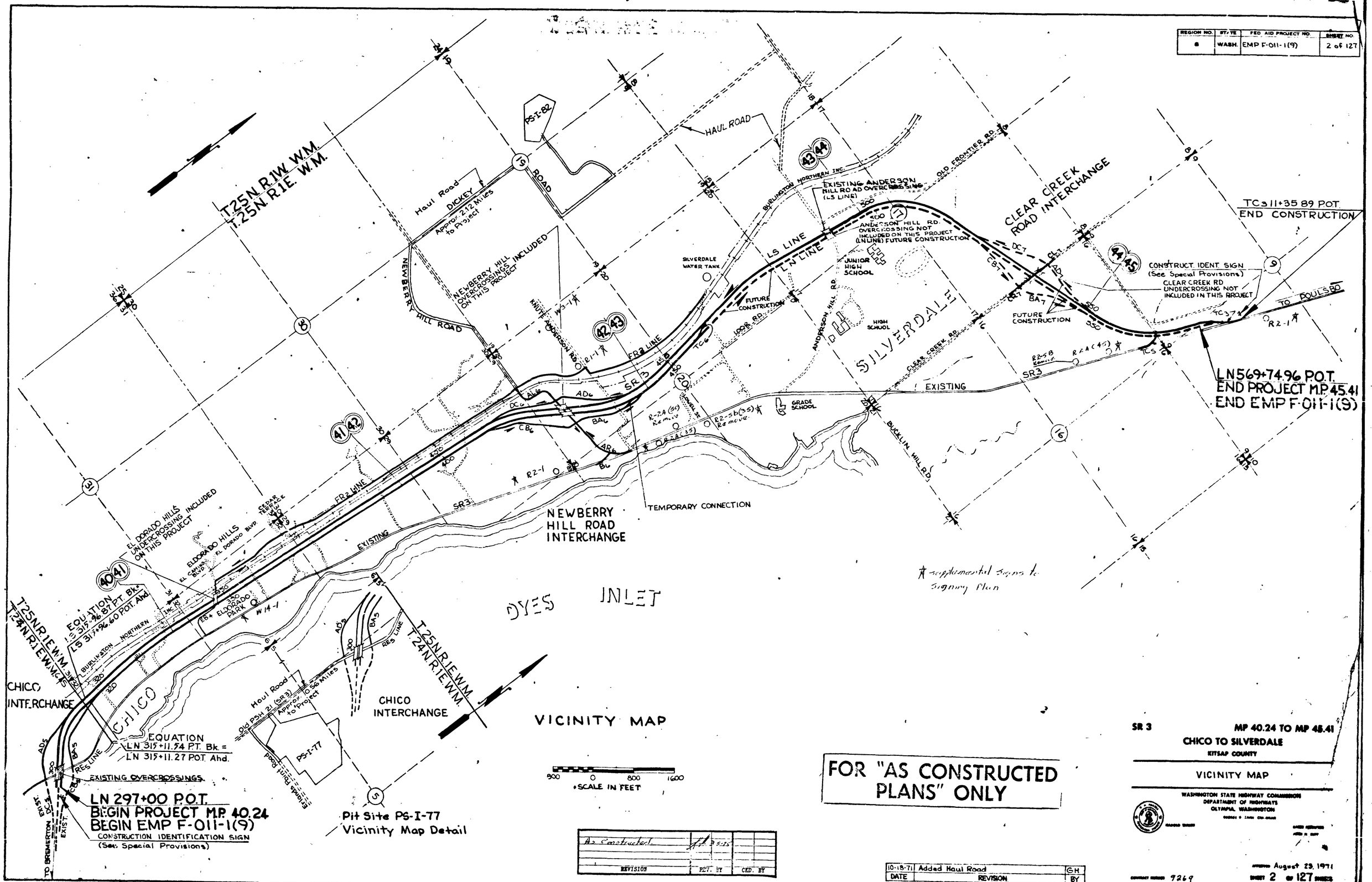
W. M. Foster
ASSISTANT DIRECTOR FOR HIGHWAY DEVELOPMENT

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 1 TO 127 SHEETS INCL.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 2 of 127 |




FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | PCT. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Added Haul Road | GH |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

VICINITY MAP

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 2 OF 127 SHEETS

SR 3/59

| FED. ROAD DIV. NO. | STATE | FED. AID PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | ERF [illegible]011-1(9) | | 3 | 167 |

**PROJECT LIMITS:**

STA. $L^N$ 297+00 TO STA. $L^N$ 569+74.96

FOR EQUATION SEE SHEET 18

# SUMMARY OF QUANTITIES

LENGTH: 27,275.23 LIN. FT. = 5.166 MILES

Preliminary Quants. only see Ledger for final Quant.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 1: $L^N$ 297+00 TO $L^N$ 476+57.96 | $RE_5$ LINE | $AD_5$ AND $BA_5$ RAMPS | $EB_4$ LINE | $FR_2$ LINE | [illegible], $BA_1$, [illegible], $AB_4$ [illegible] | $FR_3$ & $TC_6$ LINES | GROUP 2: EROSION CONTROL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | LUMP SUM | L.S. | MOBILIZATION | L.S. | L.S. | L.S. | L.S. | L.S. | L.S. | L.S. | L.S. |
| 2 | 177.8 | ACRE | CLEARING AND GRUBBING | 145.8 | | | | 20.0 | | 12.0 | |
| 3 | EST. 5,000 | DOLLAR | ROADSIDE CLEANUP | | | | | | | | |
| 4 | 1,278,590 | CU.YD. | ROADWAY EXCAVATION | 1,121,530 | | | | 93,710 | | 42,130 | |
| 5 | 28,000 | CU.YD. | UNSUITABLE FOUNDATION EXCAVATION | 28,000 | | | | | | | |
| 6 | 221,900 | UNIT | HAUL | 208,710 | | | | 6,220 | | 4,300 | |
| 7 | 14,160 | M GAL. | WATER | 10,858 | | 142 | 90 | 484 | 513 | 369 | |
| 8 | 1,060,430 | CU.YD. | EMBANKMENT COMPACTION | 937,210 | | | | 65,190 | | 41,050 | |
| 9 | 200 | HOUR | HEAVY DUTY POWER GRADER FOR AERATION AT FIXED PRICE | 180 | | | | 10 | | 10 | |
| 10 | 200 | HOUR | GANG PLOW AND TRACTOR AT FIXED PRICE | 180 | | | | 10 | | 10 | |
| 11 | 200 | HOUR | TANDEM DISK AND TRACTOR AT FIXED PRICE | 180 | | | | 10 | | 10 | |
| 12 | 200 | HOUR | HEAVY DUTY PULVERIZING MIXER AT FIXED PRICE | 180 | | | | 10 | | 10 | |
| 13 | 19,810 | LIN.FT. | SLOPE TREATMENT CLASS A | | | | | | | | 19,810 |
| 14 | 16,505 | CU.YD. | STRUCTURE EXCAVATION CLASS B | 14,315 | | 180 | 60 | 1,295 | 1,460 | 705 | |
| 15 | 40 | CU.YD. | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B | 10 | | | | 15 | | 15 | |
| 16 | 120 | CU.YD. | GRAVEL BACKFILL FOR PIPE BEDDING | 40 | | 20 | | 45 | | 15 | |
| 17 | 1,160 | CU.YD. | GRAVEL BACKFILL FOR DRAINS | 500 | | 10 | | 30 | 535 | | |
| 18 | 3,310 | CU.YD. | DITCH EXCAVATION INCLUDING HAUL | 2,040 | | 890 | | 80 | 270 | 30 | |
| 19 | LUMP SUM | L.S. | TRIMMING AND CLEANUP | | | | | | | | |
| 20 | 25,000 | CU.YD. | STRIPPING QUARRIES AND PITS | 18,750 | | | | | | | |
| 21 | EST. 11,000 | DOLLAR | SITE RECLAMATION | 8,250 | | | | | | | |
| 22 | 137,520 | TON | GRAVEL BASE CLASS B | 62,374 | | 3,642 | 2,161 | 11,970 | 12,877 | 8,874 | |
| 23 | 7,000 | CU.YD. | REJECT MATERIAL | 7,000 | | | | | | | |
| 24 | 63,480 | TON | CRUSHED SURFACING TOP COURSE | 26,371 | | 2,174 | 1,299 | 7,020 | 6,300 | 5,047 | |
| | | | BITUMINOUS SURFACE TREATMENT CLASS A FOR SHOULDERS | | | | | | | | |
| 25 | 72,550 | SQ.YD. | PROCESSING AND FINISHING | 46,227 | | | | | | 1,095 | |
| 26 | 187 | TON | ASPHALT MC-250 | 119 | | | | | | 3 | |
| 27 | 1,170 | CU.YD. | FURNISHING AND PLACING CRUSHED COVER STONE | 747 | | | | | | 17 | |
| | | | ASPHALT CONCRETE PAVEMENT | | | | | | | | |
| 28 | 108 | TON | ASPHALT MC-250 PRIME COAT | | | | 8 | 41 | 24 | 27 | |
| 29 | 800 | CU.YD. | PRIME COAT AGGREGATE | | | | 57 | 304 | 178 | 201 | |
| 30 | 67 | TON | ASPHALT FOR TACK COAT | 25 | | 2 | 1 | 7 | 10 | 6 | |
| 31 | 46,830 | TON | CLASS B | 20,046 | | 1,350 | 931 | 2,996 | 6,765 | 2,203 | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED" PLANS ONLY

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Revised Items 5 & 20 | G H |

SR 3 MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. RUPP

CONTRACT NUMBER 9269

APPROVED August 23, 1971

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 4 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only See Ledger for Final Count

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 5 | GROUP 5 | GROUP 5 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AGREE. UC-1449 | FED TRAINING | LN476+57 TO LN 569+74.96 | CL7 AND CR7 LINES | $TC_5$ LINE | $TC_3$ LINE | | |
| 1 | | L.S. | MOBILIZATION | L.S. | | L.S. | L.S. | L.S. | L.S. | | |
| 2 | | ACRE | CLEARING AND GRUBBING | | | | | | | | |
| 3 | | DOLLAR | ROADSIDE CLEANUP | | | | | | | | |
| 4 | | CU.YD. | ROADWAY EXCAVATION | | | 21,220 | | | | | |
| 5 | | CU.YD. | UNSUITABLE FOUNDATION EXCAVATION | | | | | | | | |
| 6 | | UNIT | HAUL | | | 2,670 | | | | | |
| 7 | | M GAL. | WATER | | | 1,470 | 95 | 50 | 129 | | |
| 8 | | CU.YD. | EMBANKMENT COMPACTION | | | 16,980 | | | | | |
| 9 | | HOUR | HEAVY DUTY POWER GRADER FOR AERATION AT FIXED PRICE | | | | | | | | |
| 10 | | HOUR | GANG PLOW AND TRACTOR AT FIXED PRICE | | | | | | | | |
| 11 | | HOUR | TANDEM DISK AND TRACTOR AT FIXED PRICE | | | | | | | | |
| 12 | | HOUR | HEAVY DUTY PULVERIZING MIXER AT FIXED PRICE | | | | | | | | |
| 13 | | LIN.FT | SLOPE TREATMENT CLASS A | | | | | | | | |
| 14 | | CU.YD. | STRUCTURE EXCAVATION CLASS B | 370 | | 85 | 55 | 70 | | | |
| 15 | | CU.YD. | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B | | | | | | | | |
| 16 | | CU.YD. | GRAVEL BACKFILL FOR PIPE BEDDING | | | | | | | | |
| 17 | | CU.YD. | GRAVEL BACKFILL FOR DRAINS | | | 85 | | | | | |
| 18 | | CU.YD. | DITCH EXCAVATION INCLUDING HAUL | | | | | | | | |
| 19 | | L.S. | TRIMMING AND CLEANUP | | | | | | | | |
| 20 | | CU.YD. | STRIPPING QUARRIES AND PITS | | | 6,250 | | | | | |
| 21 | | DOLLAR | SITE RECLAMATION | | | 2,750 | | | | | |
| 22 | | TON | GRAVEL BASE CLASS B | | | 29,121 | 2,131 | 1,229 | 2,641 | | |
| 23 | | CU.YD. | REJECT MATERIAL | | | | | | | | |
| 24 | | TON | CRUSHED SURFACING TOP COURSE | | | 12,164 | 1,369 | 754 | 982 | | |
| | | | BITUMINOUS SURFACE TREATMENT CLASS A FOR SHOULDERS | | | | | | | | |
| 25 | | SQ.YD. | PROCESSING AND FINISHING | | | 22,500 | | | 2,725 | | |
| 26 | | TON | ASPHALT MC-250 | | | 58 | | | 7 | | |
| 27 | | CU.YD. | FURNISHING AND PLACING CRUSHED COVER STONE | | | 362 | | | 44 | | |
| | | | ASPHALT CONCRETE PAVEMENT | | | | | | | | |
| 28 | | TON | ASPHALT MC-250 PRIME COAT | | | | 8 | | | | |
| 29 | | CU.YD. | PRIME COAT AGGREGATE | | | | 60 | | | | |
| 30 | | TON | ASPHALT FOR TACK COAT | | | 13 | 1 | 1 | 1 | | |
| 31 | | TON | CLASS B | | | 10,960 | 588 | 337 | 684 | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAUSS, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. BOYD

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Revised Item 20 | GH |

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 4 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | | 5 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only See ledger for Final Quant.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 6 NEWBERRY HILL O-XINGS | GROUP 7 ELDORADO BLVD. U-XING | GROUP 8 EEO TRAINING | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | L.S. | MOBILIZATION | L.S. | L.S. | | | | | | |
| 2 | | ACRE | CLEARING AND GRUBBING | | | | | | | | |
| 3 | | DOLLAR | ROADSIDE CLEANUP | | | | | | | | |
| 4 | | CU.YD. | ROADWAY EXCAVATION | | | | | | | | |
| 5 | | CU.YD. | UNSUITABLE FOUNDATION EXCAVATION | | | | | | | | |
| 6 | | UNIT | HAUL | | | | | | | | |
| 7 | | M GAL. | WATER | | | | | | | | |
| 8 | | CU.YD. | EMBANKMENT COMPACTION | | | | | | | | |
| 9 | | HOUR | HEAVY DUTY POWER GRADER FOR AERATION AT FIXED PRICE | | | | | | | | |
| 10 | | HOUR | GANG PLOW AND TRACTOR AT FIXED PRICE | | | | | | | | |
| 11 | | HOUR | TANDEM DISK AND TRACTOR AT FIXED PRICE | | | | | | | | |
| 12 | | HOUR | HEAVY DUTY PULVERIZING MIXER AT FIXED PRICE | | | | | | | | |
| 13 | | LIN.FT | SLOPE TREATMENT CLASS A | | | | | | | | |
| 14 | | CU.YD. | STRUCTURE EXCAVATION CLASS B | | | | | | | | |
| 15 | | CU.YD. | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B | | | | | | | | |
| 16 | | CU.YD. | GRAVEL BACKFILL FOR PIPE BEDDING | | | | | | | | |
| 17 | | CU.YD. | GRAVEL BACKFILL FOR DRAINS | | | | | | | | |
| 18 | | CU.YD. | DITCH EXCAVATION INCLUDING HAUL | | | | | | | | |
| 19 | | L.S. | TRIMMING AND CLEANUP | | | | | | | | |
| 20 | | CU.YD. | STRIPPING QUARRIES AND PITS | | | | | | | | |
| 21 | | DOLLAR | SITE RECLAMATION | | | | | | | | |
| 22 | | TON | GRAVEL BASE CLASS B | | | | | | | | |
| 23 | | CU.YD. | REJECT MATERIAL | | | | | | | | |
| 24 | | TON | CRUSHED SURFACING TOP COURSE | | | | | | | | |
| | | | BITUMINOUS SURFACE TREATMENT CLASS A FOR SHOULDERS | | | | | | | | |
| 25 | | SQ.YD. | PROCESSING AND FINISHING | | | | | | | | |
| 26 | | TON | ASPHALT MC-250 | | | | | | | | |
| 27 | | CU.YD. | FURNISHING AND PLACING CRUSHLD COVER STONE | | | | | | | | |
| | | | ASPHALT CONCRETE PAVEMENT | | | | | | | | |
| 28 | | TON | ASPHALT MC-250 PRIME COAT | | | | | | | | |
| 29 | | CU.YD. | PRIME COAT AGGREGATE | | | | | | | | |
| 30 | | TON | ASPHALT FOR TACK COAT | | | | | | | | |
| 31 | | TON | CLASS B | | | | | | | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED
PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BURP

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 5 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 6 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only See Ledger for final Quant.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 1: LN 297+00 TO LN 476+57.96 | GROUP 1: $RE_5$ LINE | GROUP 1: $AD_5$ AND $BA_5$ RAMPS | GROUP 1: $EB_4$ LINE | GROUP 1: $FR_2$ LINE | GROUP 1: $CH_6$, $BA_6$, $AD_6$, $D_6$, $AR_6$, $DC_6$ & $AL_6$ | GROUP 1: $FR_3$ & $TC_6$ LINES | GROUP 2: EROSION CONTROL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | 330 | TON | MINERAL FILLER AT FIXED PRICE | 137 | | 12 | 8 | 42 | 43 | 29 | |
| | | | OTHER ITEMS | | | | | | | | |
| 33 | 4 | CU.YD. | CONCRETE CLASS C | 4 | | | | | | | |
| 34 | 500 | LIN.FT. | HORIZONTAL DRAIN PIPE 1 1/2" DIAMETER | | | | | | 500 | | |
| 35 | 2,130 | LIN.FT. | SLOTTED HORIZONTAL DRAIN PIPE 1 1/2" DIAMETER | | | | | | 2,130 | | |
| 36 | 1,030 | LIN.FT. | DRAIN PIPE 8" DIAMETER | 675 | | 20 | 65 | 60 | 150 | 60 | |
| 37 | 2,880 | LIN.FT. | UNDERDRAIN PIPE 6" DIAMETER | 1,755 | | 58 | | | 299 | | |
| 38 | 3,890 | LIN.FT. | UNDERDRAIN PIPE 8" DIAMETER | 1,360 | | | | 100 | 2,430 | | |
| 39 | 280 | LIN.FT. | UNDERDRAIN PIPE 12" DIAMETER | 280 | | | | | | | |
| 40 | 4,154 | LIN.FT. | SCHEDULE A CULVERT PIPE 12" DIAMETER | 2,756 | | 110 | | 110 | 724 | 54 | |
| 41 | 3,924 | LIN.FT. | SCHEDULE A CULVERT PIPE 18" DIAMETER | 2,228 | | | | 1,038 | | 380 | |
| 42 | 1,646 | LIN.FT. | SCHEDULE A CULVERT PIPE 24" DIAMETER | 1,168 | | 290 | 86 | | | 102 | |
| 43 | 88 | LIN.FT. | SCHEDULE A CULVERT PIPE 30" DIAMETER | | | | | 88 | | | |
| 44 | 1,342 | LIN.FT. | SCHEDULE B CULVERT PIPE 18" DIAMETER | 1,048 | | | | 129 | 165 | | |
| 45 | 478 | LIN.FT. | SCHEDULE B CULVERT PIPE 24" DIAMETER | 388 | | | | | | 90 | |
| 46 | 680 | LIN.FT. | SCHEDULE C CULVERT PIPE 13" DIAMETER | 680 | | | | | | | |
| 47 | 998 | LIN.FT. | SCHEDULE C CULVERT PIPE 24" DIAMETER | 728 | | | | | | 270 | |
| 48 | 590 | LIN.FT. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER | 320 | | | | | 270 | | |
| 49 | 535 | LIN.FT. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER | 420 | | | | 115 | | | |
| 50 | 270 | LIN.FT. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK, 36" DIAMETER | 270 | | | | | | | |
| 51 | 760 | LIN.FT. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK, 42" DIAMETER | 760 | | | | | | | |
| 52 | 1 | ONLY | FLARED END SECTION 36" DIAMETER | 1 | | | | | | | |
| 53 | 6 | ONLY | FLARED END SECTIONS 42" DIAMETER | 4 | | | | | 2 | | |
| 54 | 2 | ONLY | FLARED END SECTIONS 48" DIAMETER | 1 | | | | 1 | | | |
| 55 | 160 | CU.YD. | DESIGN C TRENCH CONSTRUCTION | 110 | | | | 50 | | | |
| 56 | 2,960 | LIN.FT. | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER | 2,960 | | | | | | | |
| 57 | 2,670 | LIN.FT. | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER | 2,670 | | | | | | | |
| 58 | 1,330 | LIN.FT. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER | 1,330 | | | | | | | |
| 59 | 140 | LIN.FT. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 15" DIAMETER | 140 | | | | | | | |
| 60 | 5,048 | LIN.FT. | TESTING SEWER PIPE | 5,048 | | | | | | | |
| 61 | 460 | LIN.FT. | CAST IRON WATER PIPE CLASS C 6" DIAMETER | | | | | | | | |
| 62 | 4 | ONLY | GATE VALVES 6" DIAMETER | | | | | | | | |
| 63 | 10 | ONLY | MANHOLES UNDER 12 FEET | 4 | | | | 1 | 2 | 3 | |
| 64 | 2 | ONLY | MANHOLES 12 FEET TO 20 FEET | 1 | | | | | | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BUFF

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 6 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 7 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only see Ledger for Final Quant.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 3 AGREE., UC-1442 | GROUP 4 EEO TRAINING | GROUP 5 LN476+57.96 TO LN 569+74.96 | GROUP 5 $CL_7$ AND $CR_7$ LINES | GROUP 5 $TC_5$ LINE | GROUP 5 $TC_3$ LINE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | | TON | MINERAL FILLER AT FIXED PRICE | | | 46 | 4 | 4 | 5 | | |
| | | | OTHER ITEMS | | | | | | | | |
| 33 | | CU.YD. | CONCRETE CLASS C | | | | | | | | |
| 34 | | LIN.FT | HORIZONTAL DRAIN PIPE 1½" DIAMETER | | | | | | | | |
| 35 | | LIN.FT | SLOTTED HORIZONTAL DRAIN PIPE 1½" DIAMETER | | | | | | | | |
| 36 | | LIN.FT | DRAIN PIPE 8" DIAMETER | | | | | | | | |
| 37 | | LIN.FT | UNDERDRAIN PIPE 6" DIAMETER | | | 768 | | | | | |
| 38 | | LIN.FT | UNDERDRAIN PIPE 8" DIAMETER | | | | | | | | |
| 39 | | LIN.FT | UNDERDRAIN PIPE 12" DIAMETER | | | | | | | | |
| 40 | | LIN.FT | SCHEDULE A CULVERT PIPE 12" DIAMETER | 400 | | | | | | | |
| 41 | | LIN.FT | SCHEDULE A CULVERT PIPE 18" DIAMETER | | | | 190 | 85 | | | |
| 42 | | LIN.FT | SCHEDULE A CULVERT PIPE 24" DIAMETER | | | | | | | | |
| 43 | | LIN.FT | SCHEDULE A CULVERT PIPE 30" DIAMETER | | | | | | | | |
| 44 | | LIN.FT | SCHEDULE B CULVERT PIPE 18" DIAMETER | | | | | | | | |
| 45 | | LIN.FT | SCHEDULE B CULVERT PIPE 24" DIAMETER | | | | | | | | |
| 46 | | LIN.FT | SCHEDULE C CULVERT PIPE 18" DIAMETER | | | | | | | | |
| 47 | | LIN.FT | SCHEDULE C CULVERT PIPE 24" DIAMETER | | | | | | | | |
| 48 | | LIN.FT | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER | | | | | | | | |
| 49 | | LIN.FT | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER | | | | | | | | |
| 50 | | LIN.FT | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 36" DIAMETER | | | | | | | | |
| 51 | | LIN.FT | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 42" DIAMETER | | | | | | | | |
| 52 | | ONLY | FLARED END SECTION 36" DIAMETER | | | | | | | | |
| 53 | | ONLY | FLARED END SECTIONS 42" DIAMETER | | | | | | | | |
| 54 | | ONLY | FLARED END SECTIONS 48" DIAMETER | | | | | | | | |
| 55 | | CU.YD. | DESIGN C TRENCH CONSTRUCTION | | | | | | | | |
| 56 | | LIN.FT | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER | | | | | | | | |
| 57 | | LIN.FT | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER | | | | | | | | |
| 58 | | LIN.FT | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER | | | | | | | | |
| 59 | | LIN.FT | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 18" DIAMETER | | | | | | | | |
| 60 | | LIN.FT | TESTING SEWER PIPE | | | | | | | | |
| 61 | | LIN.FT | CAST IRON WATER PIPE CLASS C 6" DIAMETER | 460 | | | | | | | |
| 62 | | ONLY | GATE VALVES 6" DIAMETER | 4 | | | | | | | |
| 63 | | ONLY | MANHOLES UNDER 12 FEET | | | | | | | | |
| 64 | | ONLY | MANHOLES 12 FEET TO 20 FEET | | | | | 1 | | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BUFF

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 7 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 8 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only [illegible] for Final Count

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 6 NEWBERRY HILL O-XINGS | GROUP 7 ELDORADO BLVD. U-XING | GROUP 8 EEO TRAINING | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | | TON | MINERAL FILLER AT FIXED PRICE | | | | | | | | |
| | | | OTHER ITEMS | | | | | | | | |
| 33 | | CU.YD. | CONCRETE CLASS C | | | | | | | | |
| 34 | | LIN.FT. | HORIZONTAL DRAIN PIPE 1 1/2" DIAMETER | | | | | | | | |
| 35 | | LIN.FT. | SLOTTED HORIZONTAL DRAIN PIPE 1 1/2" DIAMETER | | | | | | | | |
| 36 | | LIN.FT. | DRAIN PIPE 8" DIAMETER | | | | | | | | |
| 37 | | LIN.FT. | UNDERDRAIN PIPE 6" DIAMETER | | | | | | | | |
| 38 | | LIN.FT. | UNDERDRAIN PIPE 8" DIAMETER | | | | | | | | |
| 39 | | LIN.FT. | UNDERDRAIN PIPE 12" DIAMETER | | | | | | | | |
| 40 | | LIN.FT. | SCHEDULE A CULVERT PIPE 12" DIAMETER | | | | | | | | |
| 41 | | LIN.FT. | SCHEDULE A CULVERT PIPE 18" DIAMETER | | | | | | | | |
| 42 | | LIN.FT. | SCHEDULE A CULVERT PIPE 24" DIAMETER | | | | | | | | |
| 43 | | LIN.FT. | SCHEDULE A CULVERT PIPE 30" DIAMETER | | | | | | | | |
| 44 | | LIN.FT. | SCHEDULE B CULVERT PIPE 18" DIAMETER | | | | | | | | |
| 45 | | LIN.FT. | SCHEDULE B CULVERT PIPE 24" DIAMETER | | | | | | | | |
| 46 | | LIN.FT. | SCHEDULE C CULVERT PIPE 18" DIAMETER | | | | | | | | |
| 47 | | LIN.FT. | SCHEDULE C CULVERT PIPE 24" DIAMETER | | | | | | | | |
| 48 | | LIN.FT. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER | | | | | | | | |
| 49 | | LIN.FT. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER | | | | | | | | |
| 50 | | LIN.FT. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 36" DIAMETER | | | | | | | | |
| 51 | | LIN.FT. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 42" DIAMETER | | | | | | | | |
| 52 | | ONLY | FLARED END SECTION 36" DIAMETER | | | | | | | | |
| 53 | | ONLY | FLARED END SECTIONS 42" DIAMETER | | | | | | | | |
| 54 | | ONLY | FLARED END SECTIONS 48" DIAMETER | | | | | | | | |
| 55 | | CU.YD. | DESIGN C TRENCH CONSTRUCTION | | | | | | | | |
| 56 | | LIN.FT. | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER | | | | | | | | |
| 57 | | LIN.FT. | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER | | | | | | | | |
| 58 | | LIN.FT. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12 DIAMETER | | | | | | | | |
| 59 | | LIN.FT. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 18" DIAMETER | | | | | | | | |
| 60 | | LIN.FT. | TESTING SEWER PIPE | | | | | | | | |
| 61 | | LIN.FT. | CAST IRON WATER PIPE CLASS C 6" DIAMETER | | | | | | | | |
| 62 | | ONLY | GATE VALVES 6" DIAMETER | | | | | | | | |
| 63 | | ONLY | MANHOLES UNDER 12 FEET | | | | | | | | |
| 64 | | ONLY | MANHOLES 12 FEET TO 20 FEET | | | | | | | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. [illegible]

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 8 OF 127 SHEETS

SR 3/59

| FED. ROAD DIV. NO. | STATE | FED. AID PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 9 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only See Ledger for Final quant.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 1: LN297+00 TO LN 476+57.96 | GROUP 1: RE5 LINE | GROUP 1: AD5 AND BA5 RAMPS | GROUP 1: EB4 LINE | GROUP 1: FR2 LINE | GROUP 1: CB6, BA6, AD6, B6, AR6, DC6 & AL6 | GROUP 1: FR3 & TC6 LINES | GROUP 2: EROSION CONTROL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | 1 | ONLY | DROP MANHOLE 12 FEET TO 20 FEET | 1 | | | | | | | |
| 66 | 1 | ONLY | MANOLE OVER 20 FEET | | | | | | | 1 | |
| 67 | 64 | ONLY | CATCH BASINS TYPE 1 | 52 | | 1 | 1 | 3 | 3 | 4 | |
| 68 | 25 | ONLY | CATCH BASINS TYPE 2 | 25 | | | | | | | |
| 69 | 2 | ONLY | ADJUST CATCH BASINS | | | | | | | | |
| 70 | 12 | ONLY | GRATE INLETS | 6 | | 1 | | | 5 | | |
| 71 | 143 | ACRE | SEEDING AND FERTILIZING | 121 | | | | 14 | | 8 | 143 |
| 72 | 143 | ACRE | MULCHING | 121 | | | | 14 | | 8 | 143 |
| 73 | 5,185 | SQ.YD. | EXCELSIOR MATTING | | 3,840 | 3,840 | 1,345 | | | | 5,185 |
| 74 | EST.2,500 | DOLLAR | TEMPORARY WATER POLLUTION CONTROL | | | | | | | | |
| 75 | 11,670 | LIN.FT | ASPHALT CONCRETE CURB | 3,510 | | 950 | 135 | 3,635 | 350 | 2,040 | |
| 76 | 370 | LIN.FT | ASPHALT CONCRETE SPILLWAY | 40 | | | | 250 | | 80 | |
| 77 | 220 | LIN.FT | ASPHALT DITCH LINING | | | | 220 | | | | |
| 78 | 730 | LIN.FT | TYPE A BLOCK TRAFFIC CURB | | 12 | | | | 718 | | |
| 79 | 2,070 | LIN.FT | TYPE C BLOCK TRAFFIC CURB | | 424 | | | | 1,646 | | |
| 80 | 810 | LIN.FT | REMOVING TRAFFIC CURB | | 810 | | | | | | |
| 81 | 75 | ONLY | PLASTIC TRAFFIC BUTTONS | | 10 | | | | 12 | 4 | |
| 82 | 43 | HUND. | LANE MARKERS TYPE NO. 1 | 43 | | | | | | | |
| 83 | 7.0 | HUND. | LANE MARKERS TYPE NO. 2 | 5.60 | | 0.26 | | | 0.26 | 0.82 | |
| 84 | 898 | ONLY | GUIDE POSTS | 207 | | 56 | 58 | 67 | 152 | 109 | |
| 85 | 23 | ONLY | 4 INCH X 4 INCH PAINTED POSTS | 18 | | | | 1 | 4 | | |
| 86 | 13,161 | LIN.FT | BEAM GUARD RAIL TYPE 1 | 6,449 | | 1,117 | 545 | | 1,309 | 303 | |
| 87 | 50 | LIN.FT | BEAM GUARD RAIL TYPE 4 | 50 | | | | | | | |
| 88 | 80 | LIN.FT | BEAM GUARD RAIL TYPE 7 | | | | | | 80 | | |
| 89 | 1,110 | LIN.FT | REMOVING BEAM GUARD RAIL | 1,110 | | | | | | | |
| 90 | 22 | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 1 | 14 | | 2 | 2 | | | | |
| 91 | 8 | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 2 | 4 | | 1 | | | 1 | | |
| 92 | 20 | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 3 | 12 | | | 4 | | | | |
| 93 | 48 | ONLY | 10 INCH X 10 INCH TREATED TIMBER POSTS | 24 | | | 12 | | | | |
| 94 | 23,530 | LIN.FT | CHAIN LINK FENCE TYPE NO. 3 | 23,530 | | | | | | | |
| 95 | 5 | ONLY | DOUBLE 14' CHAIN LINK GATE | 5 | | | | | | | |
| 96 | LUMP SUM | L.S. | RELOCATING CHAIN LINK GATE | | | | | L.S. | | | |
| 97 | 8,520 | LIN.FT | WIRE FENCE TYPE NO. 1 | 8,520 | | | | | | | |
| 98 | 1 | ONLY | ACCESS CONTROL GATE | | | | | | | 1 | |
| 99 | 102 | LIN.FT | CLASS I BARRICADE (FIXED) | 36 | | | | | | 24 | |
| 100 | 80 | ONLY | MONUMENT CASES AND COVERS | 22 | | 10 | 4 | 8 | 22 | 8 | |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN

HAROLD WALSH

BAKER FERGUSON

JOHN M. BUFF

FOR "AS CONSTRUCTED PLANS" ONLY

NOTE. For special features see special provisions.

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 9 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | | 10 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only See Ledger for Final quant

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 3 AGREE. UC-1442 | GROUP 4 EFO TRAINING | GROUP 5 N476+57.90 TO LN 571+00 | CL 7 CR 7 AND LINES | TC5 LINE | TC3 LINE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | | ONLY | DROP MANHOLE 12 FEET TO 20 FEET | | | | | | | | |
| 66 | | ONLY | MANHOLE OVER 20 FEET | | | | | | | | |
| 67 | | ONLY | CATCH BASINS TYPE 1 | | | | | | | | |
| 68 | | ONLY | CATCH BASINS TYPE 2 | | | | | | | | |
| 69 | | ONLY | ADJUST CATCH BASINS | | | 2 | | | | | |
| 70 | | ONLY | GRATE INLETS | | | | | | | | |
| 71 | | ACRE | SEEDING AND FERTILIZING | | | | | | | | |
| 72 | | ACRE | MULCHING | | | | | | | | |
| 73 | | SQ.YD. | EXCELSIOR MATTING | | | | | | | | |
| 74 | | DOLLAR | TEMPORARY WATER POLLUTION CONTROL | | | | | | | | |
| 75 | | LIN.FT. | ASPHALT CONCRETE CURB | | | 1,050 | | | | | |
| 76 | | LIN.FT. | ASPHALT CONCRETE SPILLWAY | | | | | | | | |
| 77 | | LIN.FT. | ASPHALT DITCH LINING | | | | | | | | |
| 78 | | LIN.FT. | TYPE A BLOCK TRAFFIC CURB | | | | | | | | |
| 79 | | LIN.FT. | TYPE C BLOCK TRAFFIC CURB | | | | | | | | |
| 80 | | LIN.FT. | REMOVING TRAFFIC CURB | | | | | | | | |
| 81 | | ONLY | PLASTIC TRAFFIC BUTTONS | | | 49 | | | | | |
| 82 | | HUNDRED | LANE MARKERS TYPE NO. 1 | | | | | | | | |
| 83 | | HUNDRED | LANE MARKERS TYPE NO. 2 | | | 0.08 | | | | | |
| 84 | | ONLY | GUIDE POSTS | | | 156 | 29 | 31 | 33 | | |
| 85 | | ONLY | 4 INCH X 4 INCH PAINTED POSTS | | | | | | | | |
| 86 | | LIN.FT. | BEAM GUARD RAIL TYPE 1 | | | 2,447 | | 341 | 650 | | |
| 87 | | LIN.FT. | BEAM GUARD RAIL TYPE 4 | | | | | | | | |
| 88 | | LIN.FT. | BEAM GUARD RAIL TYPE 7 | | | | | | | | |
| 89 | | LIN.FT. | REMOVING BEAM GUARD RAIL | | | | | | | | |
| 90 | | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 1 | | | 4 | | | | | |
| 91 | | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 2 | | | 1 | | | 1 | | |
| 92 | | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 3 | | | 4 | | | | | 1 |
| 93 | | ONLY | 10 INCH X 10 INCH TREATED TIMBER POSTS | | | 12 | | | | | |
| 94 | | LIN.FT. | CHAIN LINK FENCE TYPE NO. 3 | | | | | | | | |
| 95 | | ONLY | DOUBLE 14' CHAIN LINK GATE | | | | | | | | |
| 96 | | L.S. | RELOCATING CHAIN LINK GATE | | | | | | | | |
| 97 | | LIN.FT. | WIRE FENCE TYPE NO. 1 | | | | | | | | |
| 98 | | ONLY | ACCESS CONTROL GATE | | | | | | | | |
| 99 | | LIN.FT. | CLASS I BARRICADE (FIXED) | | | | | | 42 | | |
| 100 | | ONLY | MONUMENT CASES AND COVERS | | | 6 | | | | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED" RECORD ONLY

SR 3 MP 40.24 TO MP 45.43

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. RUPP

CONTRACT NUMBER 9269

APPROVED August 23, 1971
SHEET 10 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 11 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only - see bldg. 2 for Final quant.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 6 NEWBERRY HILL O-XINGS | GROUP 7 ELDORADO BLVD. U-XING | GROUP 8 EEO TRAINING | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | | ONLY | DROP MANHOLES 12 FEET TO 20 FEET | | | | | | | | |
| 66 | | ONLY | MANHOLES OVER 20 FEET | | | | | | | | |
| 67 | | ONLY | CATCH BASINS TYPE NO. 1 | | | | | | | | |
| 68 | | ONLY | CATCH BASINS TYPE NO. 2 | | | | | | | | |
| 69 | | ONLY | ADJUST CATCH BASINS | | | | | | | | |
| 70 | | ONLY | GRATE INLETS | | | | | | | | |
| 71 | | ACRE | SEEDING AND FERTILIZING | | | | | | | | |
| 72 | | ACRE | MULCHING | | | | | | | | |
| 73 | | SQ.YD. | EXCELSIOR MATTING | | | | | | | | |
| 74 | | DOLLAR | TEMPORARY WATER POLLUTION CONTROL | | | | | | | | |
| 75 | | LIN.FT | ASPHALT CONCRETE CURB | | | | | | | | |
| 76 | | LIN.FT | ASPHALT CONCRETE SPILLWAY | | | | | | | | |
| 77 | | LIN.FT | ASPHALT DITCH LINING | | | | | | | | |
| 78 | | LIN.FT | TYPE A BLOCK TRAFFIC CURB | | | | | | | | |
| 79 | | LIN.FT | TYPE C BLOCK TRAFFIC CURB | | | | | | | | |
| 80 | | LIN.FT | REMOVING TRAFFIC CURB | | | | | | | | |
| 81 | | ONLY | PLASTIC TRAFFIC BUTTONS | | | | | | | | |
| 82 | | HUND. | LANE MARKERS TYPE NO. 1 | | | | | | | | |
| 83 | | HUND. | LANE MARKERS TYPE NO. 2 | | | | | | | | |
| 84 | | ONLY | GUIDE POSTS | | | | | | | | |
| 85 | | ONLY | 4 INCH X 4 INCH PAINTED POSTS | | | | | | | | |
| 86 | | LIN.FT | BEAM GUARD RAIL TYPE 1 | | | | | | | | |
| 87 | | LIN.FT | GUARD RAIL TYPE 4 | | | | | | | | |
| 88 | | LIN.FT | BEAM GUARD RAIL TYPE 7 | | | | | | | | |
| 89 | | LIN.FT | REMOVING BEAM GUARD RAIL | | | | | | | | |
| 90 | | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 1 | | | | | | | | |
| 91 | | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 2 | | | | | | | | |
| 92 | | ONLY | BEAM GUARD RAIL ANCHORS TYPE NO. 3 | | | | | | | | |
| 93 | | ONLY | 10 INCH X 10 INCH TREATED TIMBER POSTS | | | | | | | | |
| 94 | | LIN.FT | CHAIN LINK FENCE TYPE NO. 3 | | | | | | | | |
| 95 | | ONLY | DOUBLE 14' CHAIN LINK GATE | | | | | | | | |
| 96 | | L.S. | RELOCATING CHAIN LINK GATE | | | | | | | | |
| 97 | | LIN.FT | WIRE FENCE TYPE NO. 1 | | | | | | | | |
| 98 | | ONLY | ACCESS CONTROL GATE | | | | | | | | |
| 99 | | LIN.FT | CLASS I BARRICADE (FIXED) | | | | | | | | |
| 100 | | ONLY | MONUMENT CASES AND COVERS | | | | | | | | |

NOTE. For special features see special provisions.

FOR AS CONSTRUCTED "PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. BUPP

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 11 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | WASH | EMP F-011-1(9) | | 12 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only see ledger for Final Quants.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 1: LN 297+00 TO LN 476+57.96 | GROUP 1: $RE_5$ LINE | GROUP 1: $AD_5$ AND $BA_5$ RAMPS | GROUP 1: $EB_4$ LINE | GROUP 1: $FR_2$ LINE | GROUP 1: $CB_6$, $BA_6$, $AD_6$, $B_6$, $AR_6$ $DC_6$ & $AL_6$ | GROUP 1: $FR_3$ & $TC_6$ LINES | GROUP 2: EROSION CONTROL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 2,180 | TON | ROCK DITCH LINING | 560 | | | | 50 | 1,570 | | |
| 102 | 7,600 | TON | LIGHT LOOSE RIPRAP | | | | | | | | 7,600 |
| 103 | 86 | CU.YD. | HAND PLACED RIPRAP | | | | | | | | 86 |
| 104 | 36 | CU.YD. | SACK RIPRAP | | | | | | | | 36 |
| 105 | 10,900 | TON | QUARRY ROCK | | | | | | | | 10,900 |
| 106 | 1,090 | SQ.YD. | CONCRETE SLOPE PROTECTION | | | | | | | | 1,090 |
| 107 | 8 | ONLY | CONCRETE SURGE BLOCKS | | | | | | | | |
| 108 | 2,630 | LIN.FT. | DRILLING HOLES FOR HORIZONTAL DRAINS | | | | | | 2,630 | | |
| 109 | LUMP SUM | L.S. | REVISED ILLUMINATION SYSTEM SERVICE NO. 1 COMPLETE | L.S. | | | | | | | |
| 110 | LUMP SUM | L.S. | REVISED ILLUMINATION SYSTEM SERVICE NO. 2 COMPLETE | L.S. | | | | | | | |
| 111 | LUMP SUM | L.S. | ILLUMINATION SYSTEM SERVICE NO. 3 COMPLETE | L.S. | | | | | | | |
| 112 | LUMP SUM | L.S. | ILLUMINATION SYSTEM SERVICE NO. 4 COMPLETE | L.S. | | | | | | | |
| 113 | LUMP SUM | L.S. | ILLUMINATION SYSTEM SERVICE NO. 5 COMPLETE | L.S. | | | | | | | |
| 114 | LUMP SUM | L.S. | ILLUMINATION SYSTEM SERVICE NO. 6 COMPLETE | | | | | | | | |
| 115 | LUMP SUM | L.S. | ILLUMINATION SYSTEM SERVICE NO. 7 COMPLETE | | | | | | | | |
| 116 | LUMP SUM | L.S. | PERMANENT SIGNING | L.S. | | | | | | | |
| 117 | 572 | LIN.FT. | STOP BAR | | | | | | | | |
| 118 | 21 | ONLY | PAINTED TRAFFIC ARROWS | | | | | | | | |
| 119 | 798 | LIN.FT. | REMOVING DELINEATION LIGHTS | 798 | | | | | | | |
| 120 | EST.3,200 | DOLLAR | TRAINING | | | | | | | | |
| 121 | EST.1,500 | DOLLAR | FLAGGING | | | | | | | | |
| | | | BRIDGE ITEMS | | | | | | | | |
| 122 | 1,950 | CU.YD. | STRUCTURE EXCAVATION CLASS A | | | | | | | | |
| 123 | LUMP SUM | L.S. | SHORING & CRIBS OR EXTRA EXCAVATION | | | | | | | | |
| 124 | 2 | ONLY | FURNISHING & DRIVING CONCRETE TEST PILES 13" DIAMETER | | | | | | | | |
| 125 | 425 | LIN.FT. | FURNISHING CONCRETE PILING - 13" DIAMETER | | | | | | | | |
| 126 | 18 | ONLY | DRIVING CONCRETE PILES - 13" DIAMETER | | | | | | | | |
| 127 | 81,500 | POUND | STEEL REINFORCING BARS | | | | | | | | |
| 128 | 120 | CU.YD. | CONCRETE CLASS P | | | | | | | | |
| 129 | 295 | CU.YD. | CONCRETE CLASS B | | | | | | | | |
| 130 | 140 | CU.YD. | CONCRETE CLASS AX | | | | | | | | |
| 131 | LUMP SUM | L.S. | SUPERSTRUCTURE - NEWBERRY HILL ROAD O'XING- N LINE | | | | | | | | |
| 132 | LUMP SUM | L.S. | SUPERSTRUCTURE - NEWBERRY HILL ROAD O'XING- S LINE | | | | | | | | |
| 133 | LUMP SUM | L.S. | SUPERSTRUCTURE - ELDORADO BLVD. UNDERCROSSING | | | | | | | | |
| 134 | 50 | LIN.FT. | DOWNSPOUTS | | | | | | | | |
| 135 | EST.1,305 | DOLLAR | WATER REDUCING ADDITIVE | | | | | | | | |
| 136 | LUMP SUM | L.S. | SIGN SUPPORTS | | | | | | | | |
| 137 | 2,404 | SQ.YD. | MEMBRANE WATERPROOFING (DECK SEAL) | | | | | | | | |
| | | | | 624 | | | | | | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BUPP

CONTRACT NUMBER 9269

APPROVED August 23, 1971
SHEET 12 OF 127 SHEETS

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 13 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only. See Ledger for Final quants.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 3 AGRDE. UG-1442 | GROUP 4 EEO TRAINING | GROUP 5 LN476+57.96 TO LN 571+00 | CL7 AND CR7 LINES | TC5 LINE | TC3 LINE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | | TON | ROCK DITCH LINING | | | | | | | | |
| 102 | | TON | LIGHT LOOSE RIPRAP | | | | | | | | |
| 103 | | CU.YD. | HAND PLACED RIPRAP | | | | | | | | |
| 104 | | CU.YD. | SACK RIPRAP | | | | | | | | |
| 105 | | TON | QUARRY ROCK | | | | | | | | |
| 106 | | SQ.YD. | CONCRETE SLOPE PROTECTION | | | | | | | | |
| 107 | | ONLY | CONCRETE SURGE BLOCKS | 8 | | | | | | | |
| 108 | | LIN.FT. | DRILLING HOLES FOR HORIZONTAL DRAINS | | | | | | | | |
| 109 | | L.S. | REVISED ILLUMINATION SYSTEM SERVICE NO. 1 COMPLETE | | | | | | | | |
| 110 | | L.S. | REVISED ILLUMINATION SYSTEM SERVICE NO. 2 COMPLETE | | | | | | | | |
| 111 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 3 COMPLETE | | | | | | | | |
| 112 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 4 COMPLETE | | | | | | | | |
| 113 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 5 COMPLETE | | | | | | | | |
| 114 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 6 COMPLETE | | | L.S. | | | | | |
| 115 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 7 COMPLETE | | | L.S. | | | | | |
| 116 | | L.S. | PERMANENT SIGNING | | | L.S. | | | | | |
| 117 | | LIN.FT. | STOP BAR | | | | | | | | |
| 118 | | ONLY | PAINTED TRAFFIC ARROWS | | | | | | | | |
| 119 | | LIN.FT | REMOVING DELINEATION LIGHTS | | | | | | | | |
| 120 | | DOLLAR | TRAINING | | | | | | | | |
| 121 | | DOLLAR | FLAGGING | | | | | | | | |
| | | | BRIDGE ITEMS | | | | | | | | |
| 122 | | CU.YD. | STRUCTURE EXCAVATION CLASS A | | | | | | | | |
| 123 | | L.S. | SHORING & CRIBS OR EXTRA EXCAVATION | | | | | | | | |
| 124 | | ONLY | FURNISHING & DRIVING CONCRETE TEST PILES - 13" DIAMETER | | | | | | | | |
| 125 | | LIN.FT | FURNISHING CONCRETE PILING - 13" DIAMETER | | | | | | | | |
| 126 | | ONLY | DRIVING CONCRETE PILES - 13" DIAMETER | | | | | | | | |
| 127 | | POUND | STEEL REINFORCING BARS | | | | | | | | |
| 128 | | CU.YD. | CONCRETE CLASS D | | | | | | | | |
| 129 | | CU.YD. | CONCRETE CLASS B | | | | | | | | |
| 130 | | CU.YD. | CONCRETE CLASS AX | | | | | | | | |
| 131 | | L.S. | SUPERSTRUCTURE - NEWBERRY HILL ROAD O'XING - N LINE | | | | | | | | |
| 132 | | L.S. | SUPERSTRUCTURE - NEWBERRY HILL ROAD O'XING - S LINE | | | | | | | | |
| 133 | | L.S. | SUPERSTRUCTURE - ELDORADO BLVD. UNDERCROSSING | | | | | | | | |
| 134 | | LIN.FT | DOWNSPOUTS | | | | | | | | |
| 135 | | DOLLAR | WATER REDUCING ADDITIVE | | | | | | | | |
| 136 | | L.S. | SIGN SUPPORTS | | | | | | | | |
| 137 | | SQ.YD. | MEMBRANE WATERPROOFING (DECK SEAL) | | | | | | | | |

NOTE. For special features see special provisions.

FOR AS CONSTRUCTED AUDIT ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BURP

CONTRACT NUMBER 9269

APPROVED August 29, 1971
SHEET 13 OF 127 SHEETS

SR 3/

| FED ROAD DIV NO | STATE | FED AID PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | | 14 | 127 |

PROJECT LIMITS:

# SUMMARY OF QUANTITIES

LENGTH:

Preliminary Quantities only see Ledger for Final Quant.

| ITEM NO. | TOTAL QUANTITY | UNIT | ITEM | GROUP 6 NEWBERRY HILL O-XINGS | GROUP 7 ELDORADO BLVD. U-XING | GROUP 8 EEO TRAINING |
|---|---|---|---|---|---|---|
| 101 | | TON | ROCK DITCH LINING | | | |
| 102 | | TON | LIGHT LOOSE RIPRAP | | | |
| 103 | | CU.YD. | HAND PLACED RIPRAP | | | |
| 104 | | CU.YD. | SACK RIPRAP | | | |
| 105 | | TON | QUARRY ROCK | | | |
| 106 | | SQ.YD. | CONCRETE SLOPE PROTECTION | | | |
| 107 | | ONLY | CONCRETE SURGE BLOCKS | | | |
| 108 | | LIN.FT. | DRILLING HOLES FOR HORIZONTAL DRAINS | | | |
| 109 | | L.S. | REVISED ILLUMINATION SYSTEM SERVICE NO. 1 COMPLETE | | | |
| 110 | | L.S. | REVISED ILLUMINATION SYSTEM SERVICE NO. 2 COMPLETE | | | |
| 111 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 3 COMPLETE | | | |
| 112 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 4 COMPLETE | | | |
| 113 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 5 COMPLETE | | | |
| 114 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 6 COMPLETE | | | |
| 115 | | L.S. | ILLUMINATION SYSTEM SERVICE NO. 7 COMPLETE | | | |
| 116 | | L.S. | PERMANENT SIGNING | | | |
| 117 | | LIN.FT. | STOP BAR | | | |
| 118 | | ONLY | PAINTED TRAFFIC ARROWS | | | |
| 119 | | LIN.FT | REMOVING DELINEATION LIGHTS | | | |
| 120 | | DOLLAR | TRAINING | | | |
| 121 | | DOLLAR | FLAGGING | | | |
| | | | BRIDGE ITEMS | | | |
| 122 | | CU.YD. | STRUCTURE EXCAVATION CLASS A | 1,175 | 775 | |
| 123 | | L.S. | SHORING & CRIBS OR EXTRA EXCAVATION | L.S. | | |
| 124 | | ONLY | FURNISHING & DRIVING CONCRETE TEST PILES - 13" DIAMETER | 2 | | |
| 125 | | LIN.FT | FURNISHING CONCRETE PILING - 13" DIAMETER | 425 | | |
| 126 | | ONLY | DRIVING CONCRETE PILES - 13" DIAMETER | 18 | | |
| 127 | | POUND | STEEL REINFORCING BARS | 35,500 | 46,000 | |
| 128 | | CU.YD. | CONCRETE CLASS D | 120 | | |
| 129 | | CU.YD. | CONCRETE CLASS B | 130 | 165 | |
| 130 | | CU.YD. | CONCRETE CLASS AX | 50 | 90 | |
| 131 | | L.S. | SUPERSTRUCTURE - NEWBERRY HILL ROAD O'XING - N LINE | L.S. | | |
| 132 | | L.S. | SUPERSTRUCTURE - NEWBERRY HILL ROAD O'XING - S LINE | L.S. | | |
| 133 | | L.S. | SUPERSTRUCTURE - ELDORADO BLVD. UNDERCROSSING | | L.S. | |
| 134 | | LIN.FT | DOWNSPOUTS | | 50 | |
| 135 | | DOLLAR | WATER REDUCING ADDITIVE | 785 | 520 | |
| 136 | | L.S. | SIGN SUPPORTS | | L.S. | |
| 137 | | SQ.YD. | MEMBRANE WATERPROOFING (DECK SEAL) | 1,780 | | |

NOTE. For special features see special provisions.

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. RUFF

CONTRACT NUMBER 9269

APPROVED August 23, 1971
SHEET 14 OF 127 SHEETS

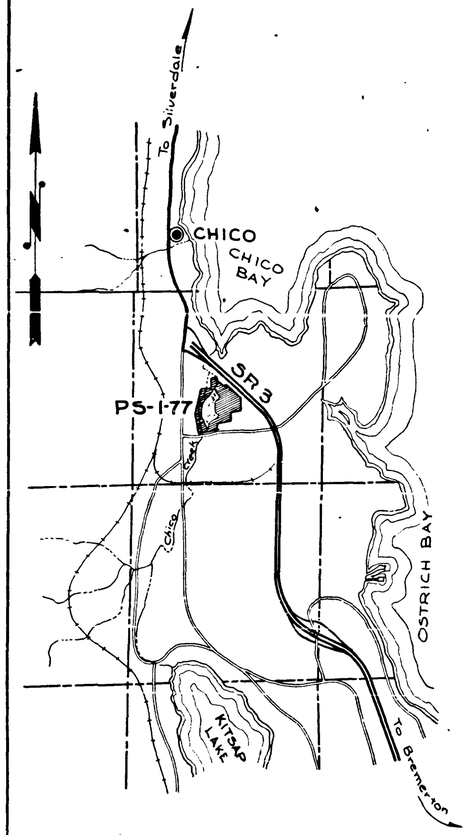
SR 3/1-a

| REGION NO | STATE | FED. AID PROJECT NO | SHEET NO |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 15 of 127 |

## REFORESTATION PROCEDURE

1. Tree seedlings will be two year old nursery stock planted 6' on center.
2. Seedlings shall be planted in an informal arrangement.
3. Areas indicated on the plan show approximate limits of planting and the plantings shall be informal in appearance.
4. Planting of seedlings shall be accomplished through approved U.S. Forestry reforestation procedures.
5. Seedling selection shall consist of native plant materials such as Douglasfir, Shore Pine, Western Hemlock, and Vine Maple.

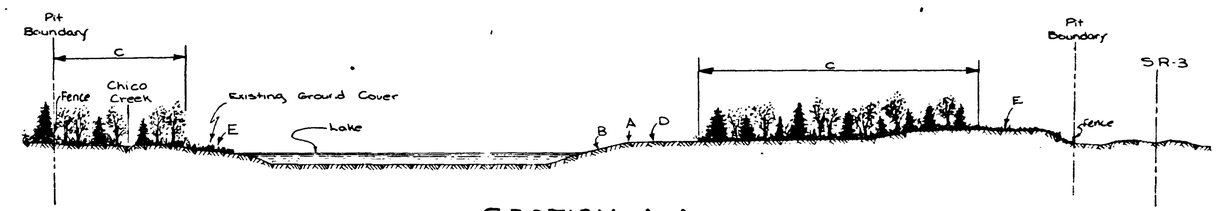
Note.
Reclamation. Performed in general conformance with plan as shown. Specific details as to final configuration not shown.



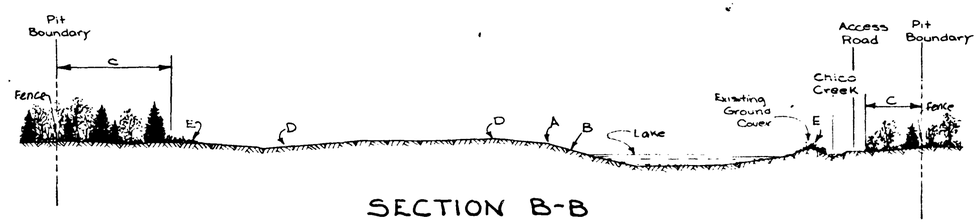

VICINITY MAP

0 ½ 1
Scale in Miles

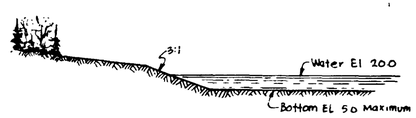
| Code Letter | DESCRIPTION |
|---|---|
| A | Slope Rounding # |
| B | Slope not Steeper than 3:1 |
| C | Natural Area |
| D | Seeding, fertilizing, and mulching |
| E | Reforestation (See Reforestation Procedures) |




SECTION A-A

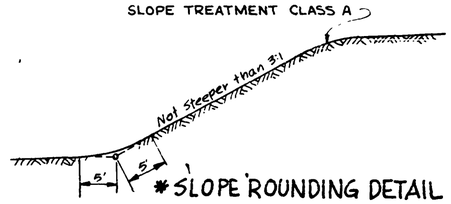



SECTION B-B

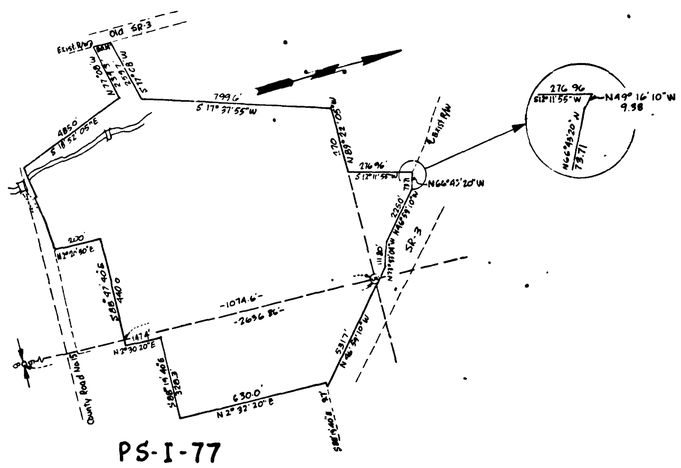



SECTION C-C

SLOPE TREATMENT CLASS A




# SLOPE ROUNDING DETAIL




PS-I-77

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Note | | |

## NOTES

1. State owned Pit Site PS-I-77 is located adjacent to SR-3 approximately one mile south of the Town of Chico in Kitsap County.
2. The adjacent terrain is gently rolling and sparsely wooded, with houses and other facilities located generally throughout the surrounding area. Chico Creek runs inside and along the west boundry of the pit site.
3. The area surrounding the pit site is zoned residential mobile home with unclassified public use permit for church & school on west.
4. The majority of the pit area cannot be seen from adjacent highways due to existing trees which provide a sufficient screen. However, the body of water is in view from the southbound lanes of SR-3 at the north end of the pit.
5. The conditions now existing within the pit site were developed as a result of pit operations under contracts 7883 and 8328 The existing lake is at approximately elevation 20, and is separated from Chico Creek by a berm Water in the lake enters and exits by underground seepage.
6. Material will be removed from this pit only by enlarging and deepening the existing lake. All other existing areas within the pit boundaries, including all vegetation, will not be subject to excavation. 140,000 C.Y. will be removed for ballast material for use on freeway construction from Chico to Silverdale (SR-3).
7. Existing floating debris in lake shall be removed and disposed of outside the right-of-way & to the satisfaction of the Engineer.
8. Material is to be removed from beneath the water in order to cleanse the undesirable silts therefrom All reject material excavated shall be stockpiled in the area as shown (2000 C.Y. est.). This material will eventually be spread uniformly throughout the site and be covered with topsoil.
9. In order to reduce the possibility that excessive silting may become a hazard to the Chico Creek spawning potential, the southern portion of the lake shall be sealed from the northern portion as shown so that the southern portion may act as a silting basin during the excavation. The seal will be removed as a last item of excavation.
10. If the above procedure does not effectively reduce siltation of Chico Creek then appropriate measures shall be taken to effectively seal the existing rip rap berm between the lake and creek.
11. The Contractor's operations in the lake shall occur only between June 1 and Sept. 30 unless extended by the Engr when, in his opinion, no siltation of Chico Creek is occurring.
12. Upon completion of all pit operations, all disturbed and/or scarred areas within the pit shall be graded and covered with 5" of compacted topsoil, which will be removed from the existing pile as shown. All areas topsoiled shall be seeded and fertilized.
13. The Contractor shall plant tree seedlings as shown and as described under reforestation proceedures.
14. Access to the pit shall be limited to the entrance on County Rd. #15. The existing gate adjacent to SR-3 shall be removed and replaced with chain link fencing. The existing access from the west shall be used by State forces only for Maintenance of debris catcher.
15. It is anticipated that upon completion of all reclamation proceedures as outlined herein, the pit site will be disposed of to Kitsap County for use as a public park and recreation area.

FOR "AS CONSTRUCTED" ONLY

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

PIT SITE I-77

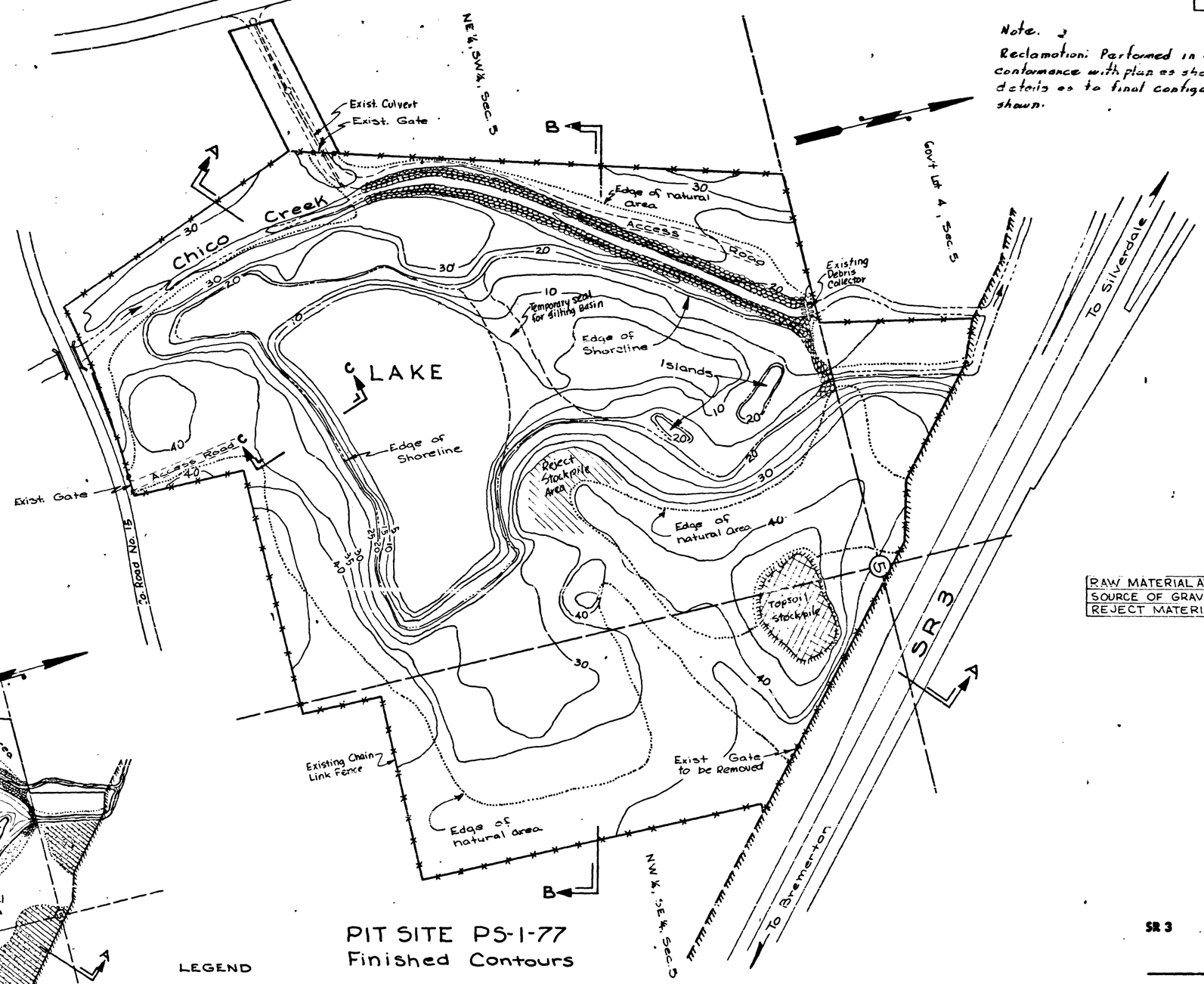
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
GEORGE B. LAMB, CHAIRMAN
HAROLD WALKER
BAKER ADMINISTRATOR
ALAN M. PURT

CONTRACT NUMBER 9269
APPROVED August 23, 1971
SHEET 15 OF 127 SHEETS

SR 8/69

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 16 of 127 |

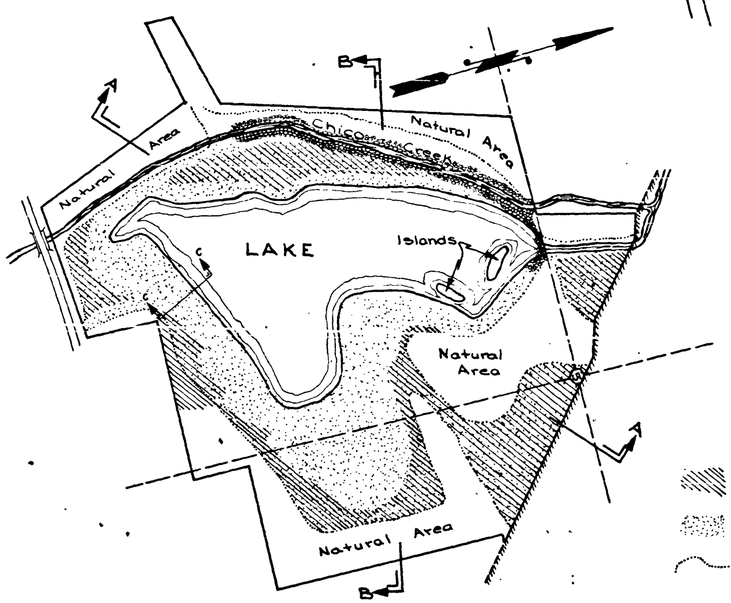
Note.
Reclamation: Performed in general conformance with plan as shown. Specific details as to final configuration not shown.




PIT SITE PS-1-77
Finished Contours

Scale in Feet
100 0 100 200

| RAW MATERIAL AVAILABLE: | 140,000 CU. YDS |
|---|---|
| SOURCE OF GRAVEL BASE CLASS B | |
| REJECT MATERIAL. | 7,000 CU. YDS. |




PIT SITE PS-1-77
Reclamation Details

Scale in Feet
200 0 200 400

LEGEND
- REFORESTATION
- Seeding Fertilizing and Mulching
- Edge of Natural Vegetation.
- Riprap (Existing)

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Note | 5-3-75 | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

PIT SITE I-77

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269
APPROVED August 23, 1971
SHEET 16 OF 127 SHEETS

SR 3/59

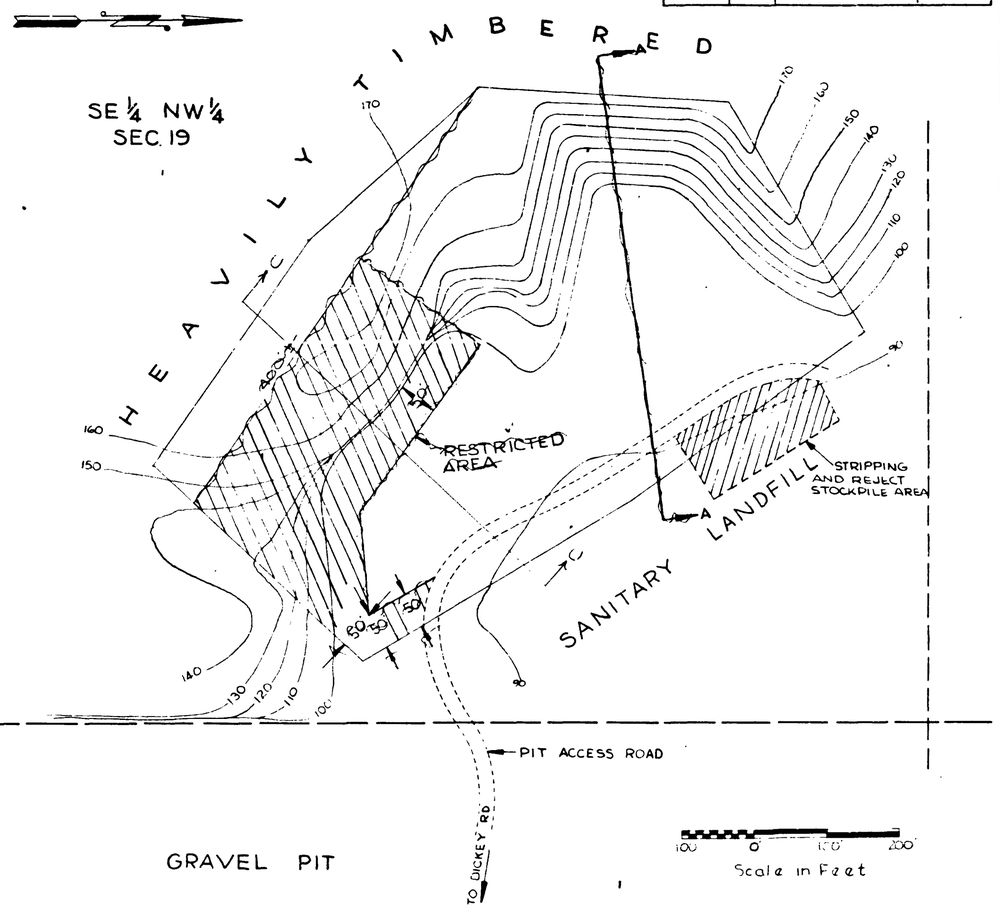
| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 17 of 127 |

# NOTES

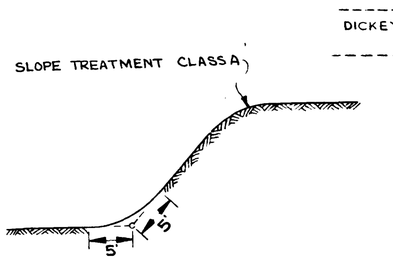
1. PS-I-82 IS LOCATED ADJACENT TO A COUNTY GRAVEL PIT APPROXIMATELY 1 1/2 MILES WEST OF SILVERDALE IN KITSAP COUNTY.
2. ADJACENT TERRAIN IS HILLY AND HEAVILY WOODED.
3. THE PIT SITE IS ON PROPERTY THAT WAS USED AS A GRAVEL PIT THE AREA WITHIN AND SURROUNDING THE PIT SITE IS ZONED FORRESTRY; THE AREA NOW BEING USED AS A GRAVEL PIT AND A SANITARY LANDFILL IS UNDER AN UNCLASSIFIED USE PERMIT.
4. THE PIT SITE IS NOT VISIBLE FROM ANY PUBLICLY TRAVELED RIGHT OF WAY.
5. TO ELIMINATE EXISTING VERTICAL FACES, SLOPES WILL BE GRADED TO A 1.5:1 MAXIMUM. TO PROVIDE ADEQUATE DRAINAGE THE PIT FLOOR WILL BE GRADED TO A 2 % MAXIMUM SLOPE.
6. ALL SLOPES AND PIT FLOOR WILL BE SEEDED, FERTILIZED, AND MULCHED.
7. SURFACE RUNOFF IN THE PIT SITE IS HANDLED BY BERM AND DITCHING THIS MINOR RUNOFF IS LED ONTO THE ADJACENT COUNTY PIT WHERE IT ENTERS A NATURAL DRAW.
8. THE STRIPPING AND REJECT MATERIAL FROM THE CRUSHING OPERATION ( 10,000 CU YD. EST.) WILL BE STOCKPILED AS SHOWN ON THE CONTOUR PLAN THIS MATERIAL WILL BE USED BY THE PROPERTY OWNER IN THE SANITARY LAND FILL AREA.
9. A TEMPORARY USE PERMIT FROM THE COUNTY AND THE PROPERTY OWNER WILL PERMIT ACCESS TO THE PIT SITE STARTING ON THE EAST SIDE OF DICKEY ROAD AND FOLLOWING THE PRESENT GRAVEL ROAD.
10. 200,000 TONS OF MATERIAL WILL BE REMOVED FROM THIS PIT AND USED FOR SURFACING MATERIALS ON FREEWAY CONSTRUCTION FROM CHICO TO SILVERDALE (SR 3).
11. UPON COMPLETION OF ALL RECLAMATION PROCEDURES THE PIT WILL APPEAR AS NATURAL AS POSSIBLE.
12. THE AREA HATCHED WITHIN PIT SITE ON CONTOUR PLANS WILL NOT BE AVAILABLE FOR USE DURING THIS CONTRACT.

| PIT SITE I - 82 | |
|---|---|
| RAW MATERIAL AVAILABLE 133,300 CU. YDS. SOURCE OF: | |
| GRAVEL BACKFILL FOR FOUNDATIONS CLASS B | |
| CRUSHED SURFACING TOP COURSE | |
| CRUSHED COVER STONE | |
| PRIME COAT AGGREGATE | |
| MINERAL AGGREGATE FOR ASPHALT CONCRETE | |
| GRAVEL BACKFILL FOR PIPE BEDDING | |
| GRAVEL BACKFILL FOR DRAINS | |
| CLEARING AND GRUBBING | 2.6 ACRES |
| STRIPPING QUARRIES & PITS | 25,000 CU.YDS. |

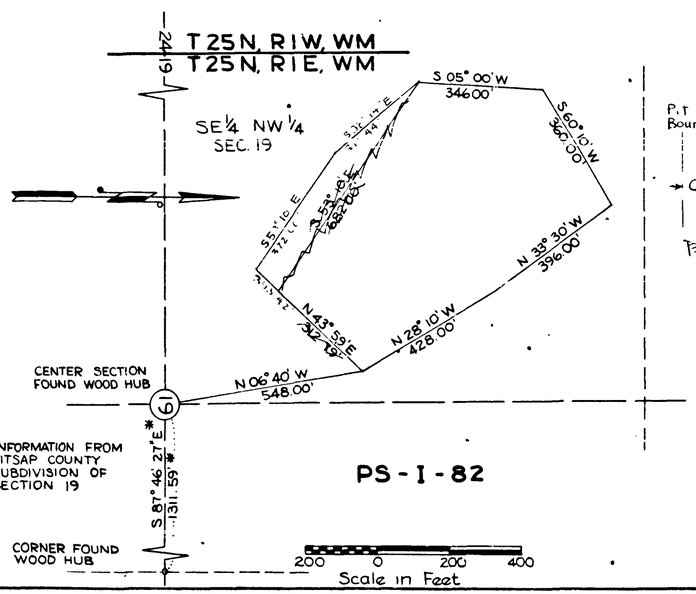
## T. 25 N. R. 1 E. W.M.




PS - I - 82
FINISH CONTOURS (INTERIM)

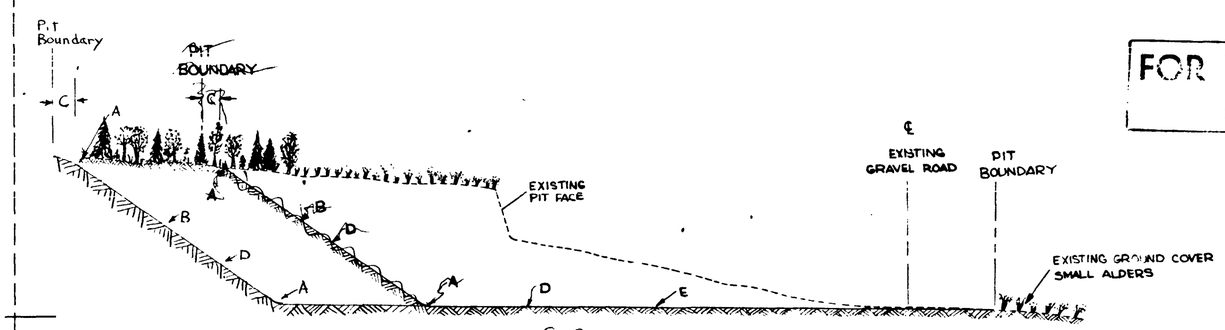



SLOPE ROUNDING DETAIL




* INFORMATION FROM KITSAP COUNTY SUBDIVISION OF SECTION 19

PS - I - 82




SECTION C-C

| CODE LETTER | DESCRIPTION |
|---|---|
| A | ROUNDING TO A NATURAL APPEARANCE * |
| B | SLOPE NOT STEEPER THAN 1.5:1 |
| C | NATURAL AREA 10' MINIMUM |
| D | SEED, FERTILIZE, AND MULCH |
| E | SLOPE AS REQUIRED FOR DRAINAGE |

* SEE ROUNDING DETAIL

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| All changes 1-25 DED 3-3-74 | | |

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Revised Quantity | G.H. |

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

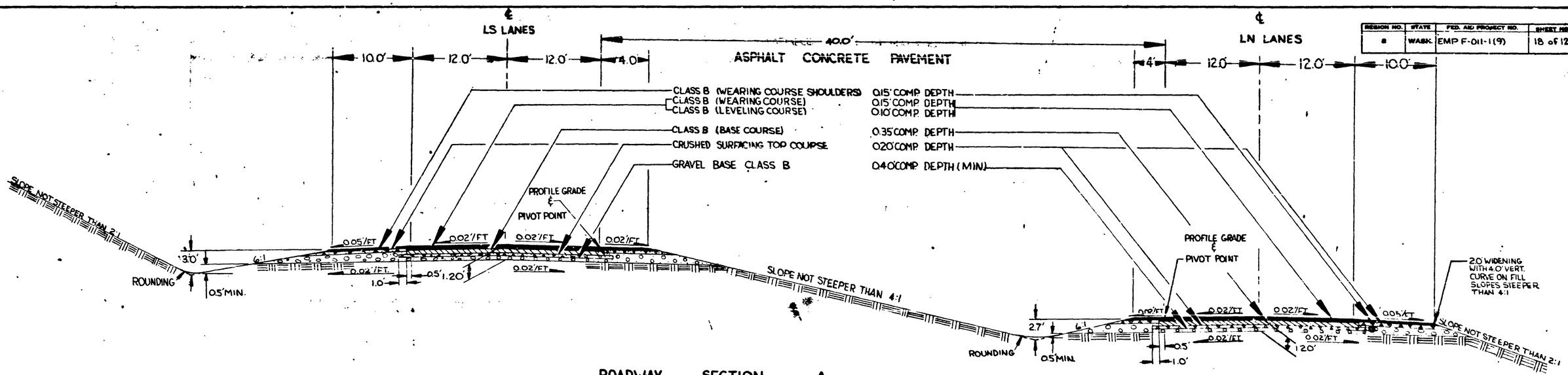
PIT SITE PS - I - 82

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971
CONTRACT NUMBER 9269
SHEET 17 OF 127 SHEETS

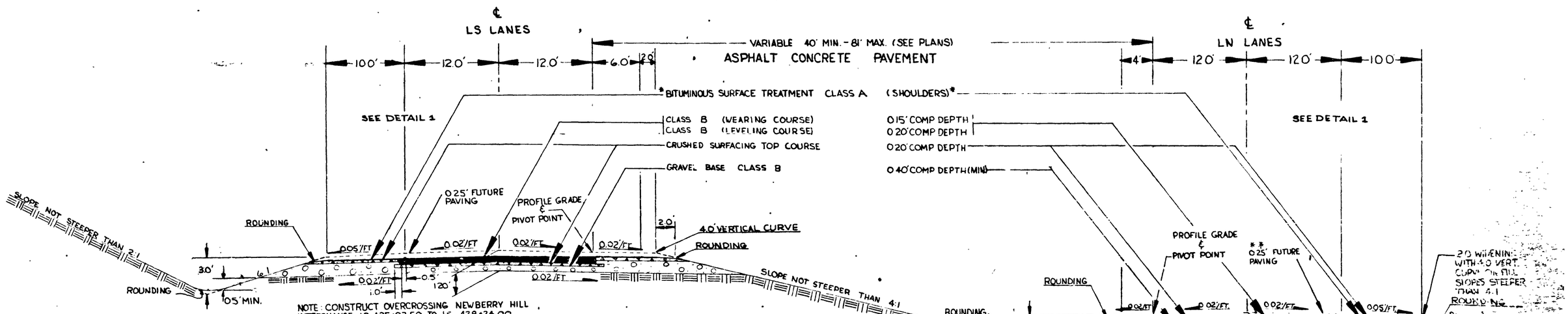
SR 3/59

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 18 of 127 |




## ROADWAY SECTION A

STA. LS 297+00 TO STA. LS 300+24.85
STA. LN 297+00 TO STA. LN 300+55.77




## ROADWAY SECTION B

STA. LS 300+24.85 TO STA. LS 460+00
STA. LN 300+55.77 TO STA. LN 456+00
STA. LN 456+00 TO STA. LN 459+00 (GRADING ONLY)

NOTE CONSTRUCT OVERCROSSING NEWBERRY HILL INTERCHANGE LN 425+28.92 TO LN 427+60.92

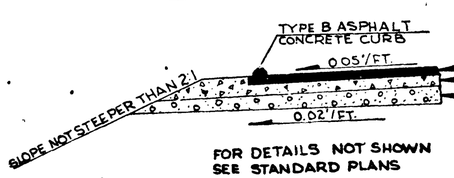
** Sta. LN 315+50 to LN 325+00 to have future paving depth of 0.30 to make up for deficient depth on this contract

| EQUATION |
|---|
| LS 315+96.87 P.T. BK. = |
| LS 315+96.60 P.O.T. AHD. |

| EQUATION |
|---|
| LN 315+11.54 P.T. BK. = |
| LN 315+11.27 P.O.T. AHD. |

* SHOULDERS WITH ASPHALT CURB TO BE PAVED AS FOLLOWS:

| | |
|---|---|
| ASPHALT CONCRETE PAVEMENT CLASS B* | 0.15' COMP DEPTH |
| CRUSHED SURFACING TOP COURSE | 0.20' COMP DEPTH |
| GRAVEL BASE CLASS B | VARIABLE COMP DEPTH |




FOR DETAILS NOT SHOWN SEE STANDARD PLANS

| REVISION | REF. | CKD. BY |
|---|---|---|
| Note change | 2-4-75 | DED 3-3-75 |

**FOR "AS CONSTRUCTED PLANS" ONLY**

SR 3 MP 40.24 TO MP 51.41
CHICO TO SILVERDALE
KITSAP COUNTY

ROADWAY SECTIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD LEWIS
DESIGN ENGINEER
JOHN H. DOTY

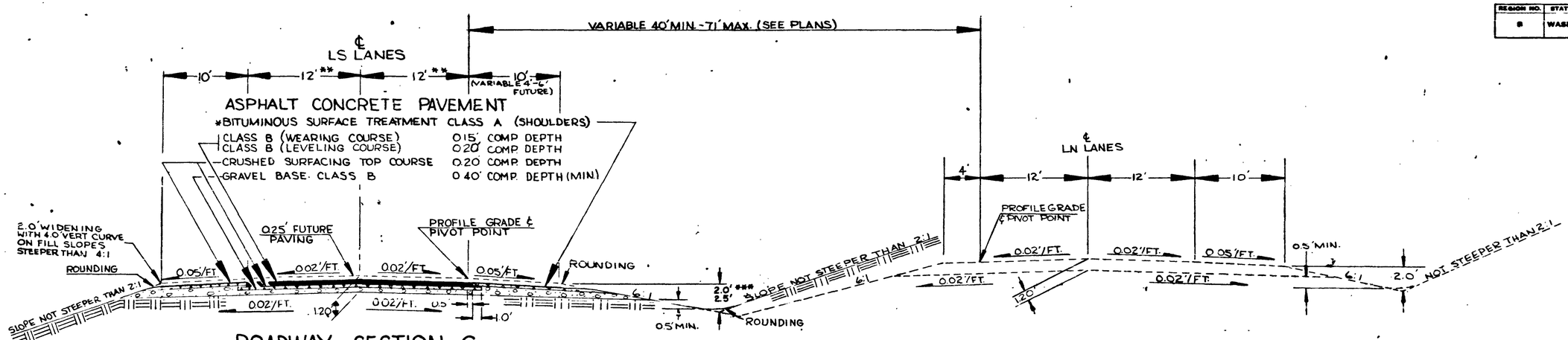
CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 18 OF 127 SHEETS

SR 3/59

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 19 of 127 |



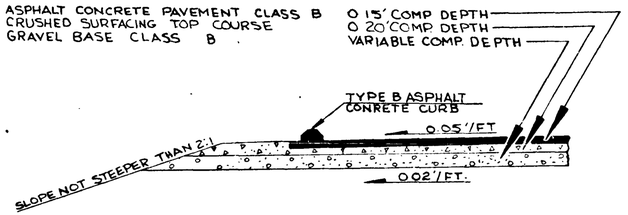

## ROADWAY SECTION C

STA LS 460+00.00 TO STA LS 571+00.00

**NOTE: SEE TERMINAL DETAIL SHEETS FOR VARIABLE WIDTHS

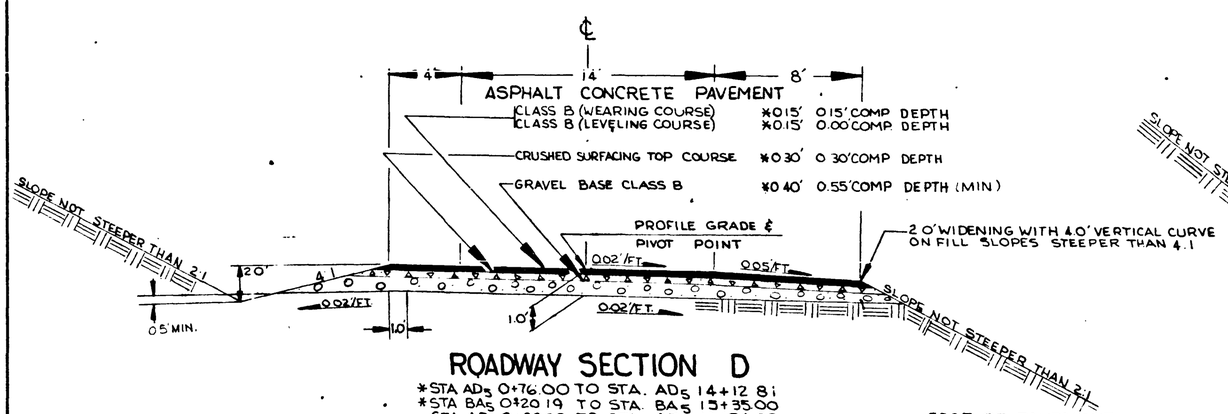
*NOTE: SHOULDERS WITH ASPHALT CONCRETE CURB TO BE PAVED AS FOLLOWS:

ASPHALT CONCRETE PAVEMENT CLASS B 0.15' COMP. DEPTH
CRUSHED SURFACING TOP COURSE 0.20' COMP. DEPTH
GRAVEL BASE CLASS B VARIABLE COMP. DEPTH



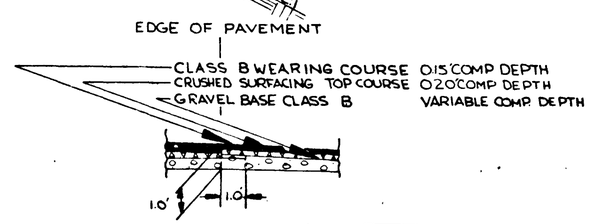

## FUTURE CONSTRUCTION

STA. LN 459+00.00 TO LN 480+62.82
STA. LN 502+80.66 TO LN 569+74.96

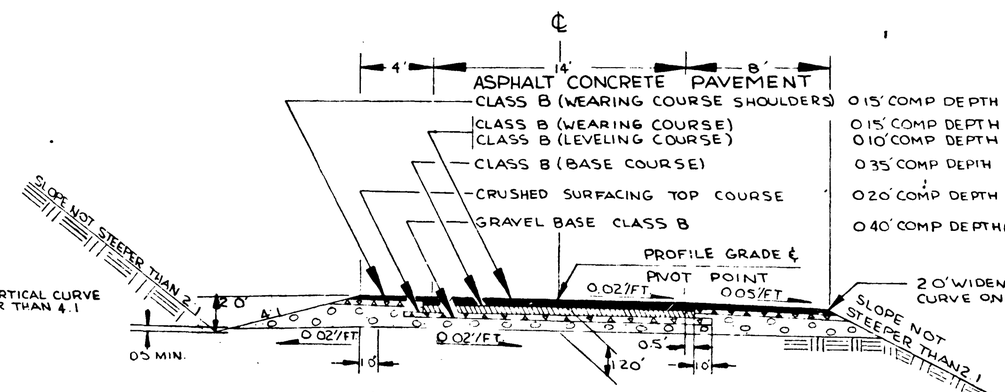



## ROADWAY SECTION D

*STA. $AD_5$ 0+76.00 TO STA. $AD_5$ 14+12.81
*STA. $BA_5$ 0+20.19 TO STA. $BA_5$ 15+35.00
STA. $AD_6$ 2+06.00 TO STA. $AD_6$ 11+26.23
STA. $BA_6$ 0+00.00 TO STA. $BA_6$ 10+14.25
$BA_6$ TEMPORARY CONNECTION




*SHOULDER DETAIL




## ROADWAY SECTION E

STA. $CB_6$ 1+94.00 TO STA. $CB_6$ 14+85.66
STA. $DC_6$ 0+00.00 TO STA. $DC_6$ 9+19.53

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ROADWAY SECTIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. ZANDI, CHAIRMAN
MARVIN BRADLEY
JOHN H. RUPP

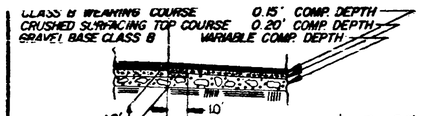
APPROVED August 25, 1971

CONTRACT NUMBER 9269

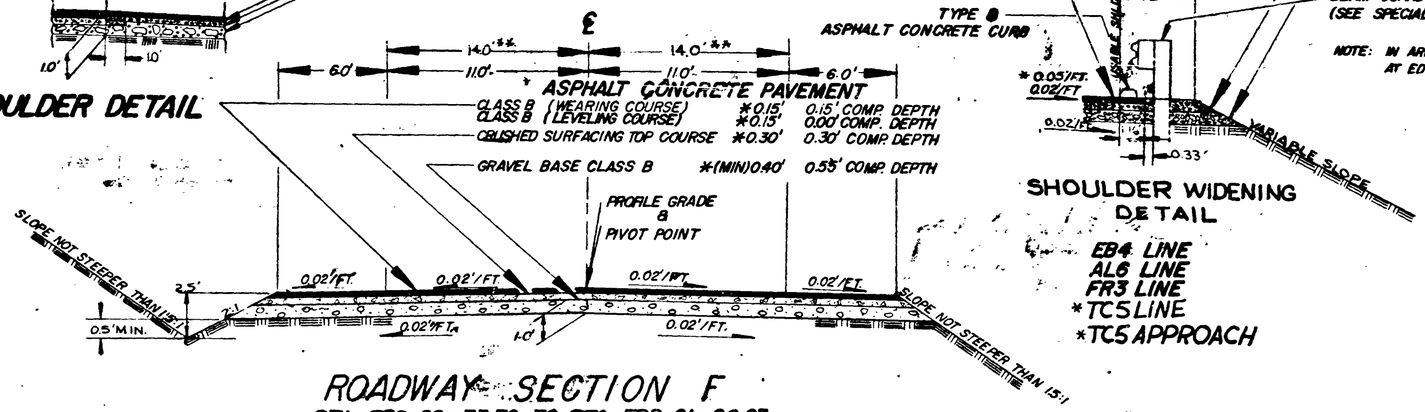
SHEET 19 OF 127 SHEETS

SR 3/59

Sheet 19 of 100 Sheets




## * SHOULDER DETAIL




## ROADWAY SECTION F

STA. FR2 28+73.79 TO STA. FR2 61+86.03

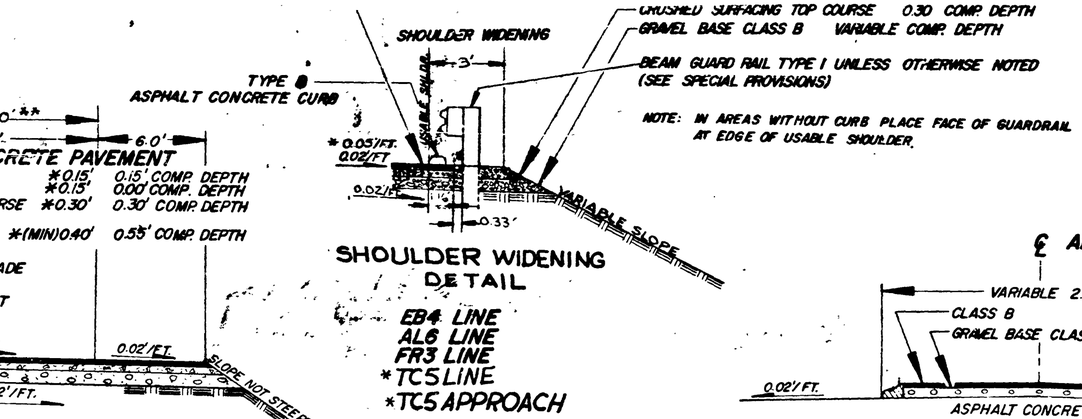
STA. FR3 0+00 TO STA. FR3 46+91.75

** STA. AL6 3+93.98 TO STA. AL6 12+54.74

* STA. EB4 9+86.79 TO STA. EB4 23+50.00

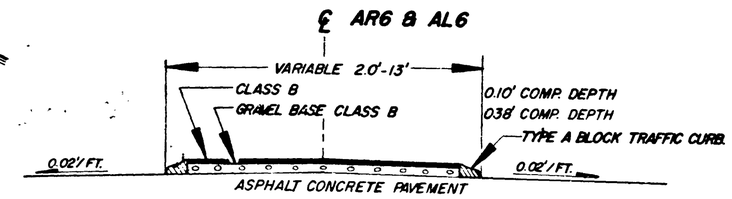
NOTE: (INCLUDES ADJACENT BUS TURNOUT AND 100' TAPER ON EXISTING SR3 STA. 338+92 TO EXISTING SR3 STA. 344+45 SEE TERMINAL DETAIL SHEETS FOR VARIABLE WIDTHS.)

| EQUATION |
|---|
| STA. FR2 38+52.80 BK. = |
| STA. FR2 1+00.21 AHD. |




## SHOULDER WIDENING DETAIL

EB4 LINE
AL6 LINE
FR3 LINE
*TC5 LINE
*TC5 APPROACH



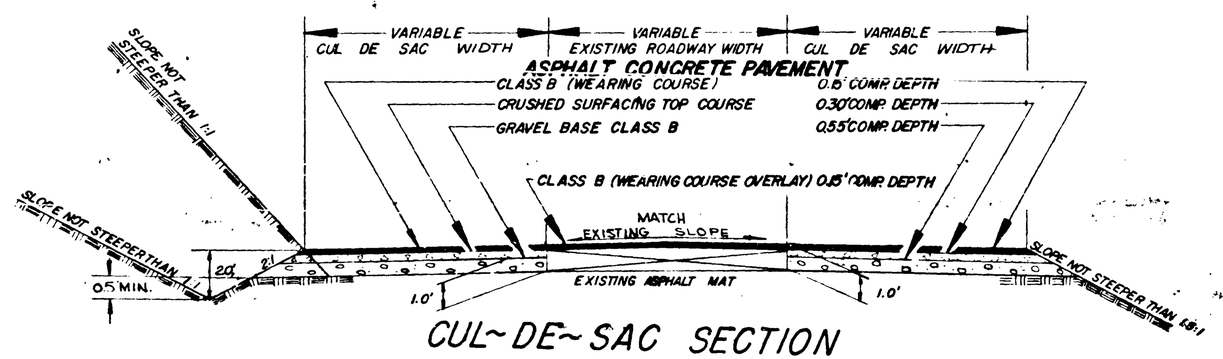

## ISLAND SECTION DETAIL

(SEE TERMINAL DETAIL SHEET FOR VARIABLE WIDTHS)

### EB4 & FR2 TURNING ROADWAY WIDTHS

| STATION | TO STATION | LANE WIDTHS |
|---|---|---|
| EB4 9+86.79 P.O.T. | – EB4 11+23.90 P.O.T. | 12.0' |
| EB4 11+73.90 P.C. | – EB4 13+38.40 P.T. | 14.0' |
| EB4 16+75.23 P.C. | – EB4 17+80 P.O.T. | 14.0' |
| EB4 22+19.22 P.C. | – EB4 23+21.98 P.T. | 14.0' |
| FR2 36+55 P.C. | – FR2 38+52.80 P.T. | 12.0' |
| FR2 1+00.21 P.O.T. | – FR2 3+66.16 P.T. | 12.0' |
| FR2 9+50.38 P.C. | – FR2 14+68.74 P.T. | 12.0' |

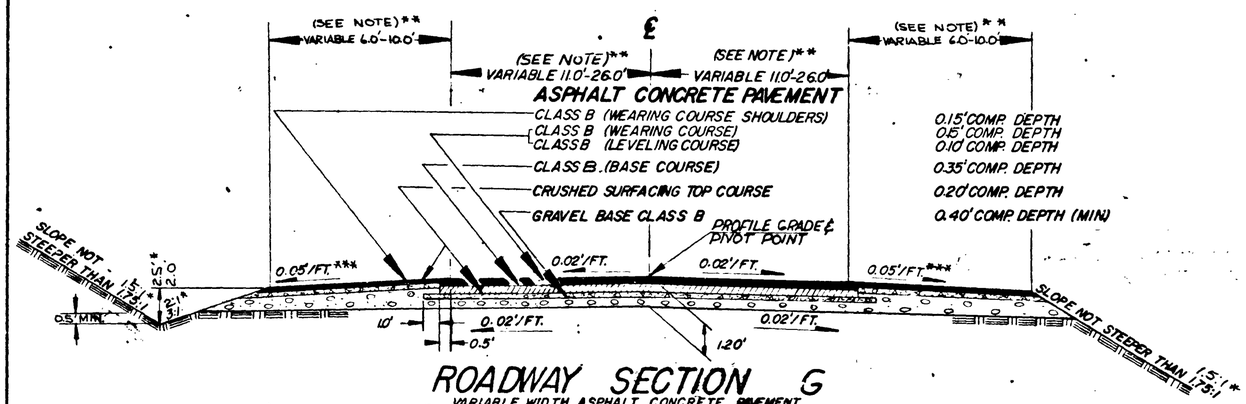
(SEE TERMINAL DETAIL SHEET FOR VARIABLE WIDTHS. USE 1:25 TAPER BETWEEN DIFFERENT LANE WIDTHS.)




## CUL~DE~SAC SECTION

SEE MISCELLANEOUS DETAIL SHEET FOR DETAILS NOT SHOWN

CUL DE SAC AT FR3 STA. 46+91 REQUIRES CONTINUOUS SURFACING DEPTHS THROUGH ROADWAY WIDTH (SEE ROADWAY SECTION F)




## ROADWAY SECTION G

VARIABLE WIDTH ASPHALT CONCRETE PAVEMENT

* STA. AL6 2+50.00 TO STA. AL6 3+93.98

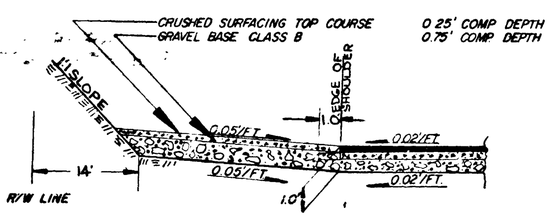
STA. AL6 0+00.00 TO STA. AL6 2+50.00

STA. AR6 0+00.00 TO STA. AR6 16+70.00

* STA. B6 0+00.00 TO STA. B6 1+50.00

** NOTE: SEE TERMINAL DETAIL SHEET FOR VARIABLE WIDTHS

*** NOTE: WHEN SHOULDER WIDTH IS 6' OR LESS USE 0.02'/FT. RATE OF SLOPE




## FR2 BUS TURNAROUND SECTION

FR2 STA. 29+00.00 TO FR2 STA. 30+50.00 ON LEFT

SEE TERMINAL DETAILS FOR WIDTHS

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As constructed | | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ROADWAY SECTIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

DEPUTY & TRAFFIC CHAIRMAN — STATE HIGHWAY ENGINEER

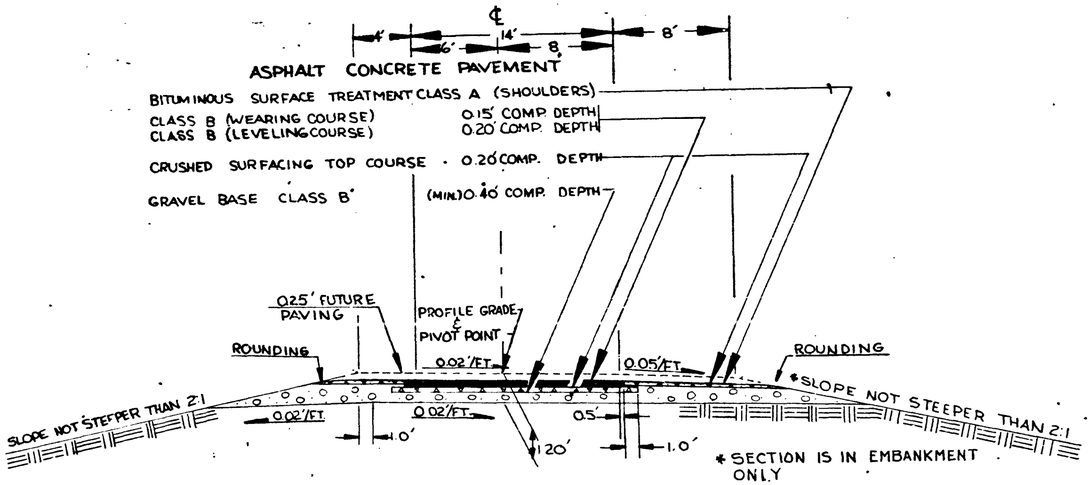
APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 20 OF 127 SHEETS

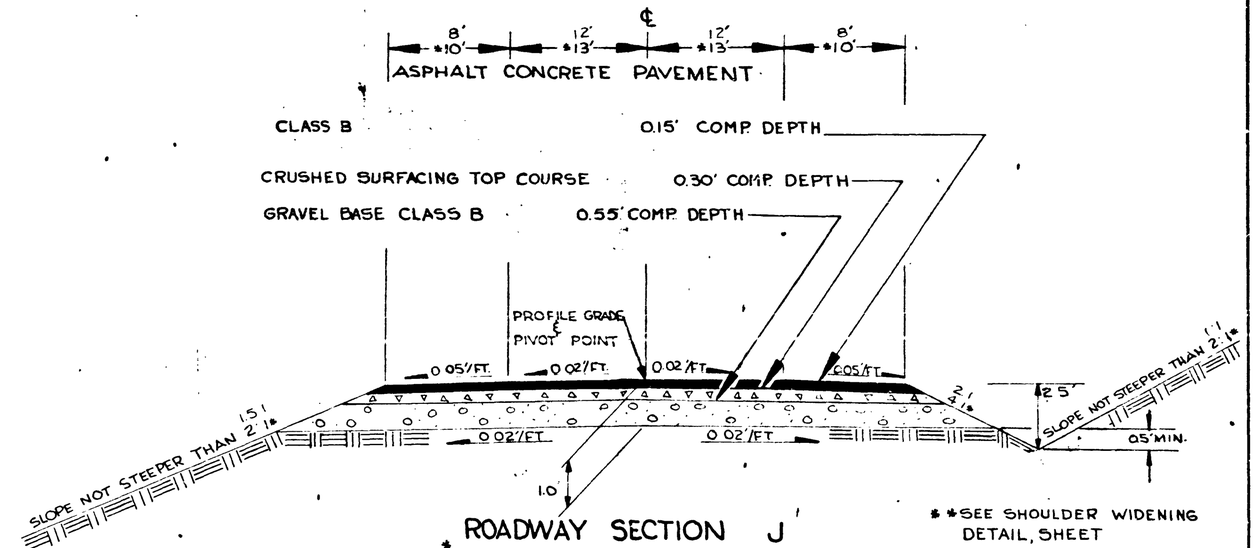
SR 3/59

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 21 of 127 |




## ROADWAY SECTION H

STA. $TC_6$ 0+00.00 TO STA. $TC_6$ 8+14.70



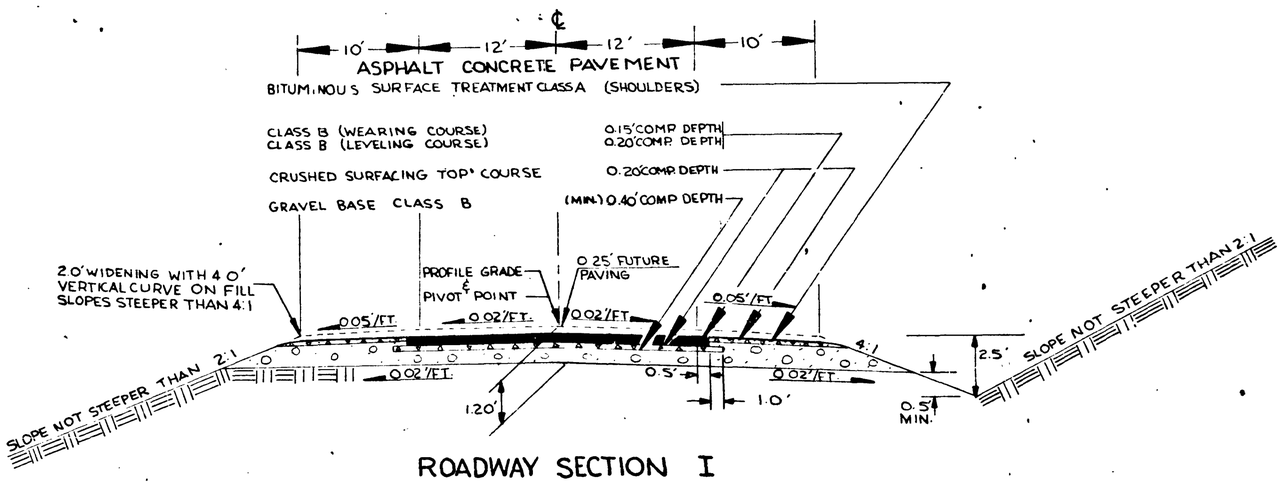

## ROADWAY SECTION J

** SEE SHOULDER WIDENING DETAIL, SHEET

** STA. $TC_5$ 0+00.00 TO STA. $TC_5$ 5+11.67

$TC_5$ APPROACH - See Terminal Details for Variable Widths

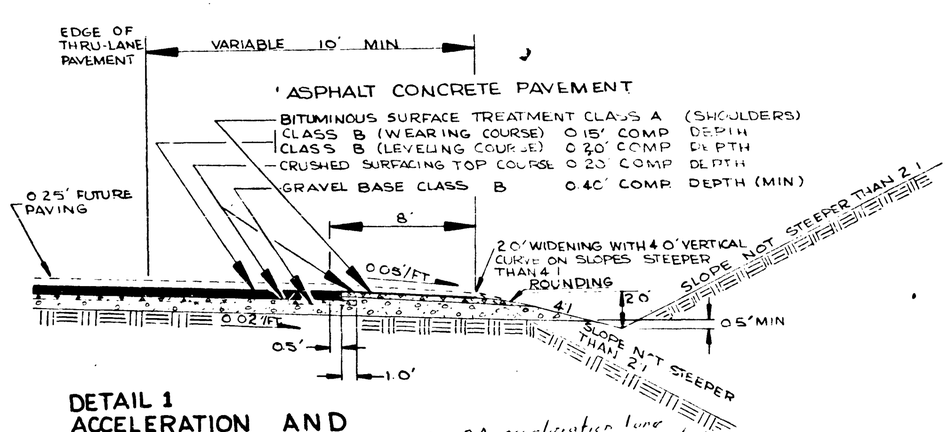
NOTE: 0.15' MIN. OVERLAY FROM
STA $TC_5$ 4+43.09 TO STA $TC_5$ 5+11.67
STA $CR_7$ 0+00.00 - STA $CR_7$ 6+00.00
STA $CL_7$ 0+00.00 - STA $CL_7$ 0+02.67
STA $CL_7$ 0+65.47 - STA. $CL_7$ 5+50.00




## ROADWAY SECTION I

STA. $TC_3$ 0+00.00 TO STA. $TC_3$ 11+35.89

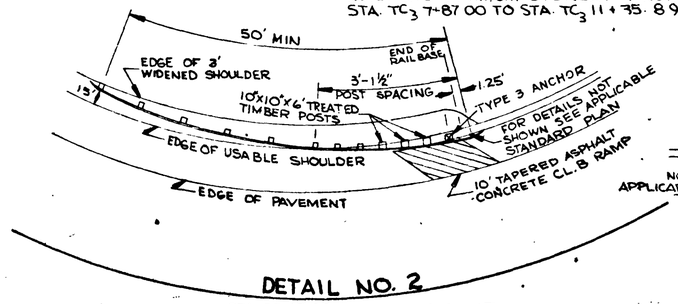
NOTE: 0.15' MINIMUM OVERLAY FROM STA. $TC_3$ 7+87.00 TO STA. $TC_3$ 11+35.89




## DETAIL 1
## ACCELERATION AND DECELERATION LANE SECTION

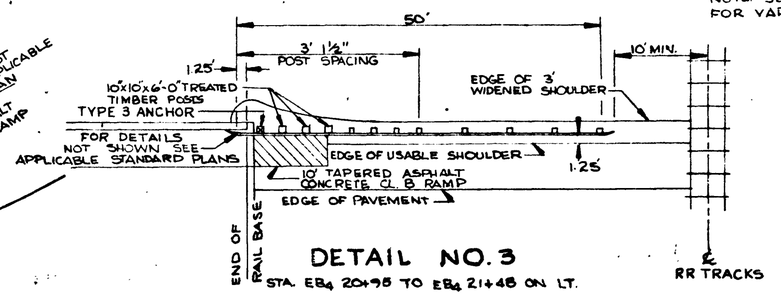
$AD_5$; $AD_6$; $CB_6$ DECELERATION LANES
$BA_5$; $BA_6$; $DC_6$ ACCELERATION LANES
NOTE: SEE TERMINAL DETAIL SHEET FOR VARIABLE WIDTHS.

B.A. acceleration lane deleted, see term. detail sheet #81. B.S.T. shoulder as per roadway sec. 'B' constructed.




## DETAIL NO. 2

STA. $EB_4$ 17+02 TO $EB_4$ 17+55 ON LT.




## DETAIL NO. 3

STA. $EB_4$ 20+95 TO $EB_4$ 21+48 ON LT.

| Note: Change | | |
|---|---|---|
| REVISION | REV. BY | CKD. BY |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3

MP 40.24 TO MP 48.41

CHICO TO SILVERDALE

KITSAP COUNTY

ROADWAY SECTIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

RADFORD MILLER

DIRECTOR OF HIGHWAYS
JOHN H. ROSS

APPROVED August 23, 1971

CONTRACT NUMBER 9269

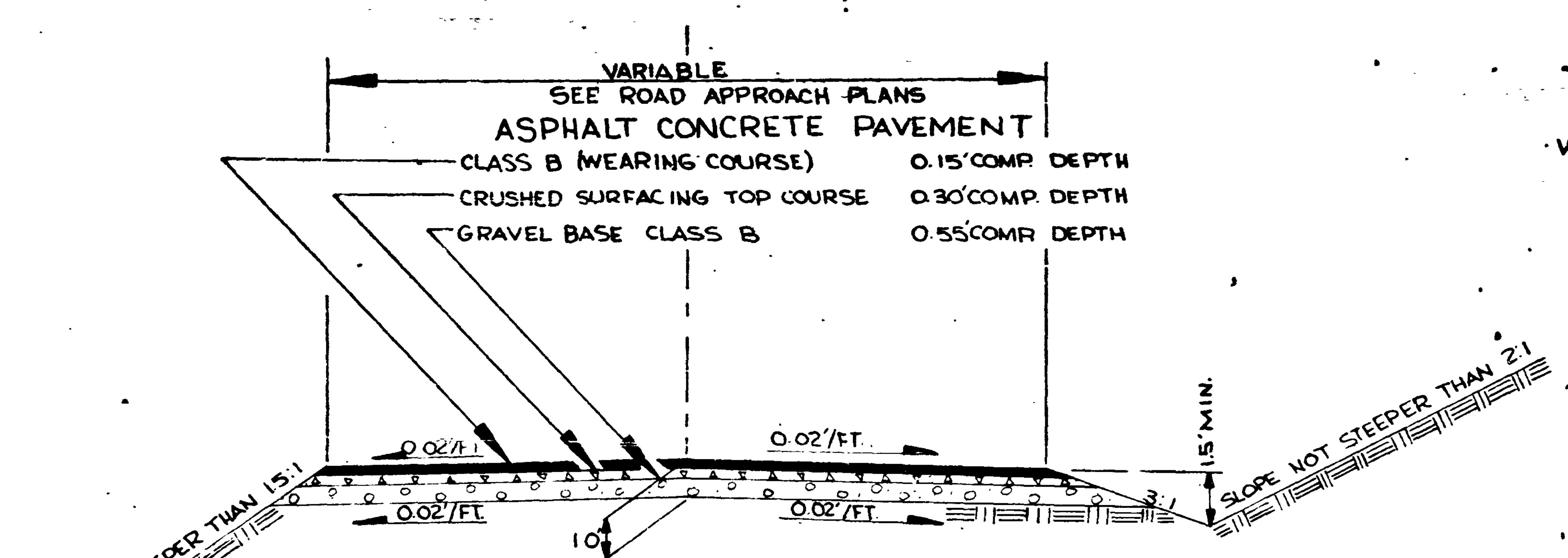
SHEET 21 OF 127 SHEETS

SR 3/59

ALTERNATE CHECKED
ROAD OF WAY
DATE
B.P.R.
FOR FUTURE NOTATIONS

DRAWN B.P.R.
TRACED B.P.R.
CHECKED 3/71
LOC. ENGR. C.L. HOLGERSON
DIST. ENGR. R.W. KRESLAKE

CHICO to SILVERDALE
Sheet 21 of 105 Sheets




## ROAD APPROACH SECTIONS A, B & C

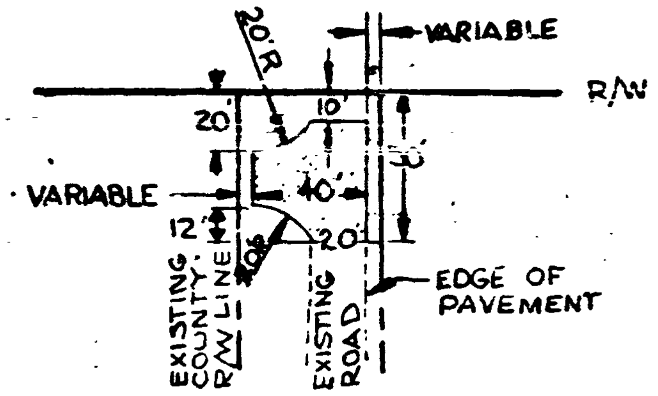
| APPROXIMATE STATION | LEFT | RIGHT | APPROACH |
|---|---|---|---|
| FR2 ~~37+70~~ 38+20 | X | | A |
| *FR2 21+13 | X | | C |
| *FR2 21+20-60' LT. | X | | C |
| *FR2 21+27 | X | | C |
| AL6 10+40 | | X | A |
| FR3 ~~16+00~~ 16+25 | | X | A |
| CL7 5+00 | ~~X~~ | X | B |
| FR2 49+00 | X | | A |
| FR2 45+00 | X | | B |
| FR3 42+50 | X | | A |
| EB4 14+50 | | X | A |
| FR2 26+40 | X | | A |

*NOTE: SEE ROAD APPROACH C FOR ARRANGEMENT OF APPROACHES

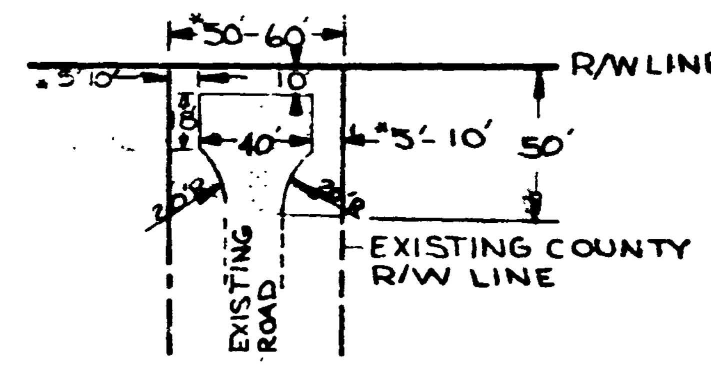
NOTE: APPROACHES TO BE PAVED TO TOUCHDOWN

| | | | |
|---|---|---|---|
| FR3 16+20 | X | | A |
| FR3 24+50 | | | A |
| AR6 9+00 I | | X | A** |

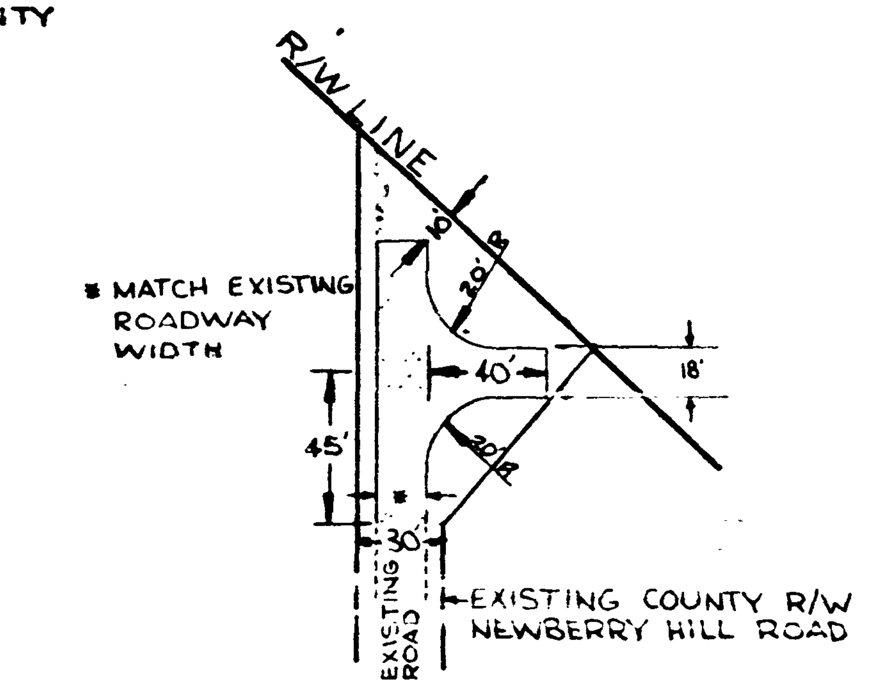
** Shld to go straight thru, no widening for mailbox, etc.




STA. LN 349+00 - 90' RT.

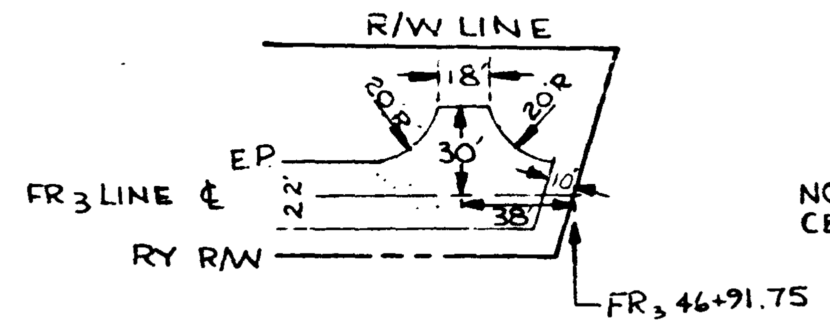



*STA. EB4 17+00-75' RT.
STA. LN 355+00-115' RT.
STA. LN 364+00-125' RT.
STA. LN 371+00-125' RT.



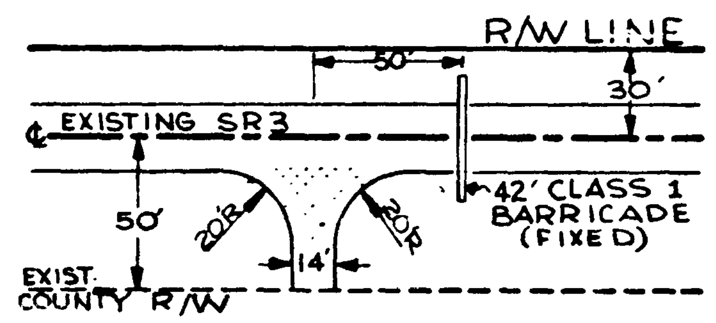

NOTE: LOCATE CUL DE SAC TO APPROXIMATE CENTER OF EXISTING APPROACH

STA. CB6 9+00 - 90' RT.



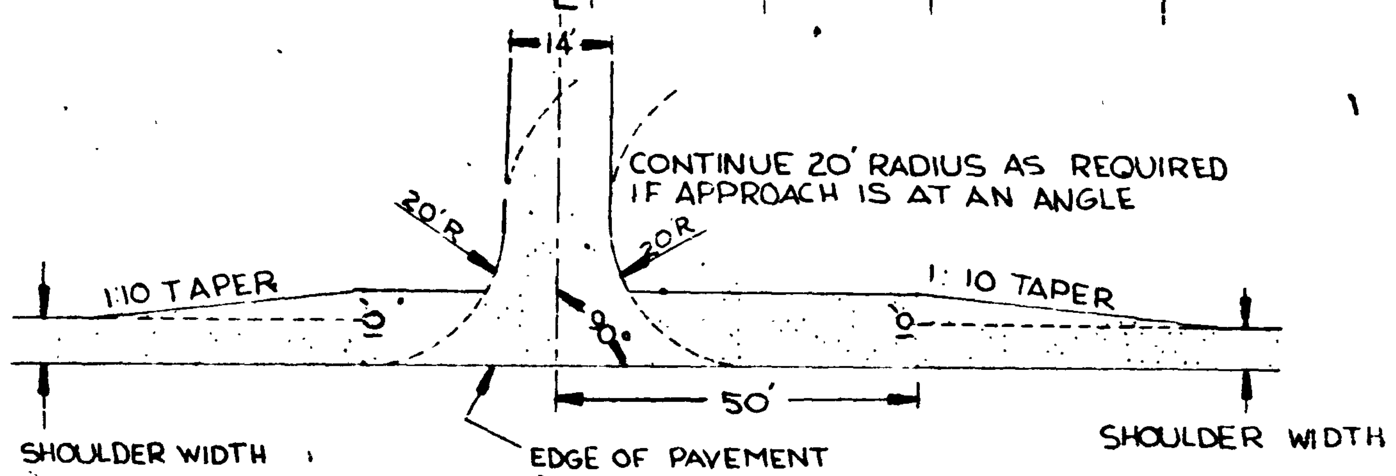

STA. FR3 46+50

## CUL-DE-SAC DETAILS

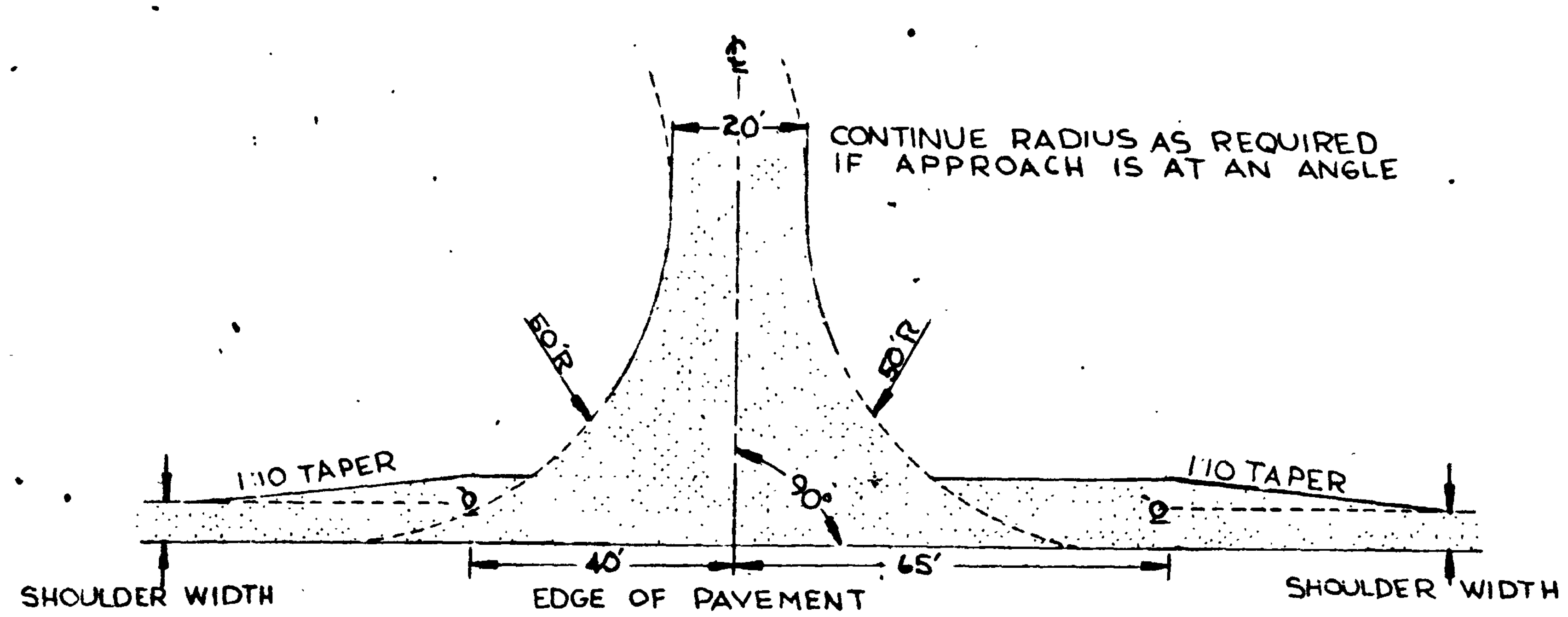



STA. TC3 4+10 - 150' RT.

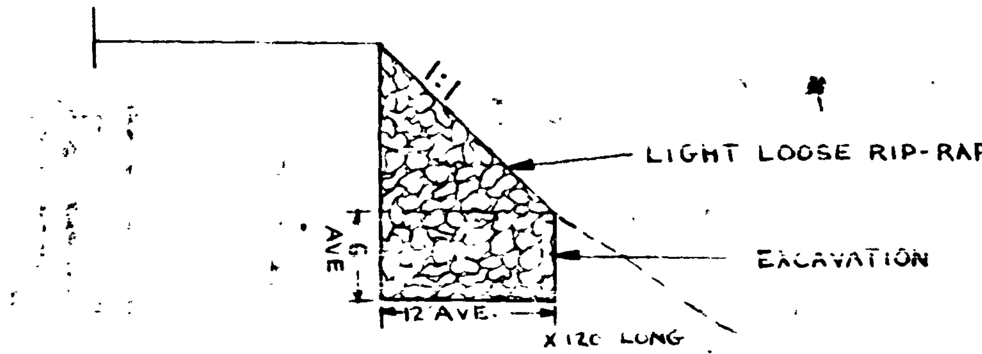
NOTE: LOCATE CUL-DE-SAC TO APPROXIMATE CENTER OF EXISTING APPROACH.



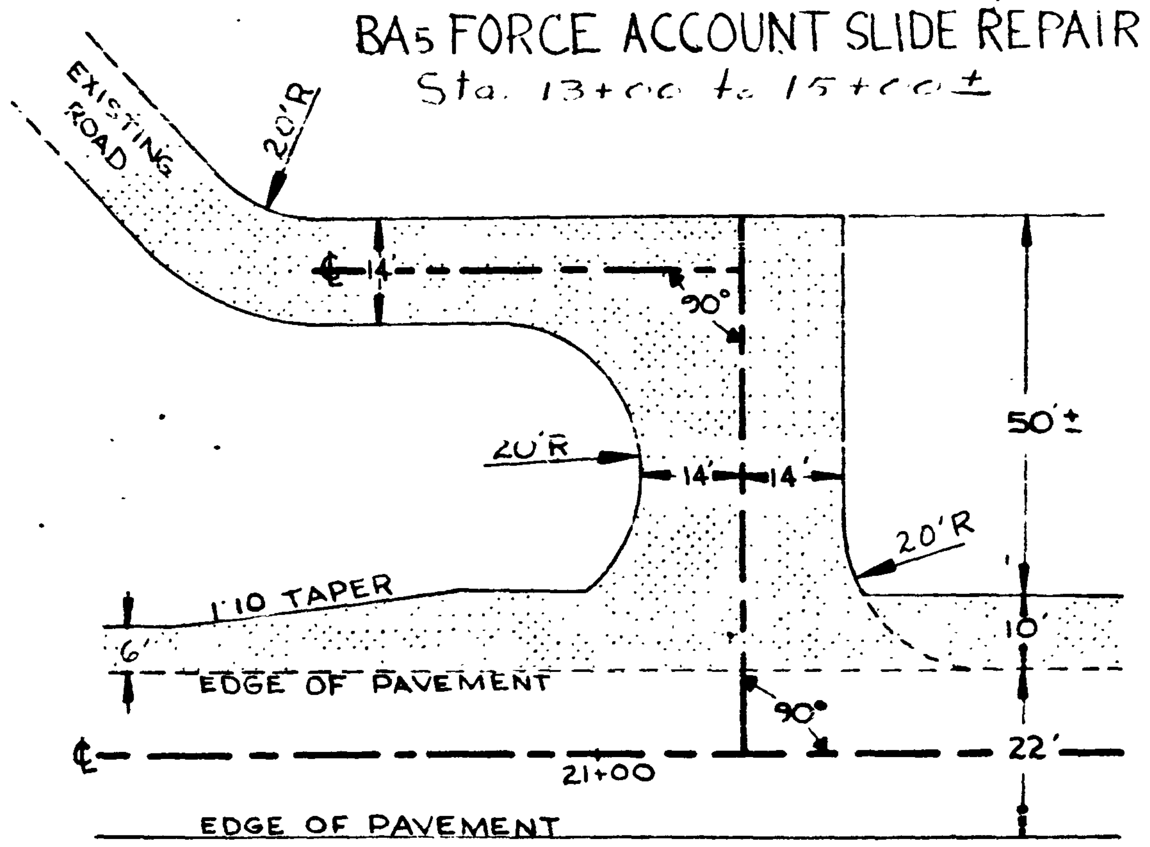

## ROAD APPROACH A




## ROAD APPROACH B



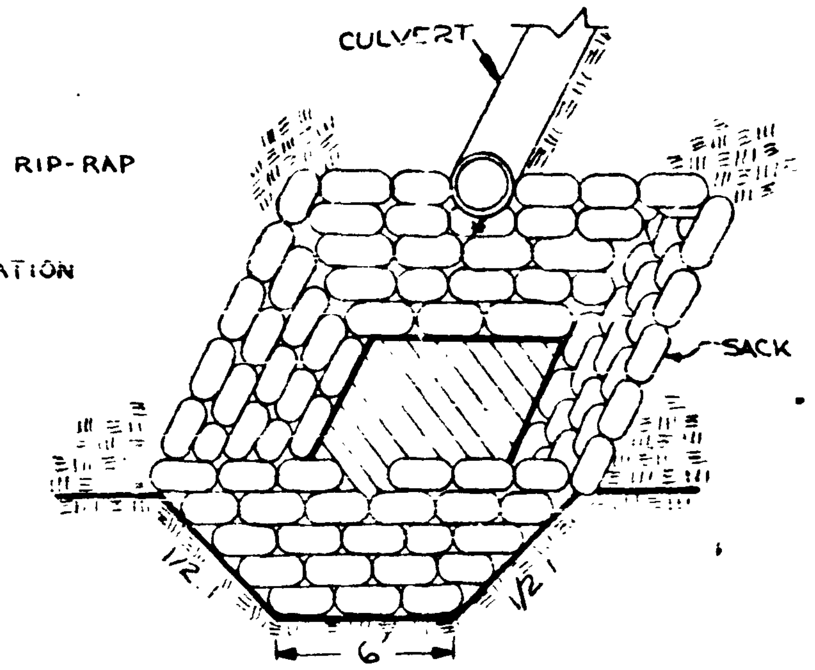

BA5 FORCE ACCOUNT SLIDE REPAIR
Sta. 13+00 to 15+00±

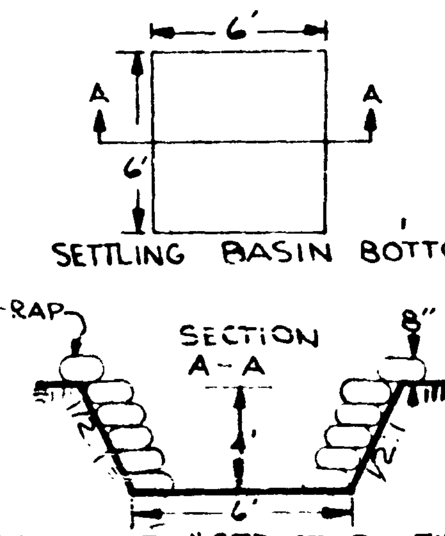



## ROAD APPROACH C

STA. FR2 21+20

NOTE: EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER




PAYMENT: "STRUCTURE EXCAV. CLASS B" PER CU.YD.
"SACK RIPRAP" PER CU.YD.
(SEE SPECIAL PROVISIONS)

## SETTLING BASIN DETAILS

STA. LN 322+30 STA. LN 358+60
STA. LN 338+15 STA. LN 428+65
STA. AR6 8+50 STA. LN 376+00

*NOTE: CULVERT INVERT ELEVATION 0.25' BELOW OUTFALL OF WEIR

| All changes | 1-25 | DED | | 3 3 75 |
|---|---|---|---|---|
| | | | | |
| | | | | |
| RE. [illegible] | | [illegible] | | CKD. BY |

FOR "AS CONSTRUCTED PLANS" ONLY

| DRAWN | ARL | 5-70 |
|---|---|---|
| TRACED | SRL | 3-71 |
| CHECKED | EDL | 4-71 |
| LOC. ENGR. | M.T. HOLGERSON | |
| DIST. ENGR. | R.V. KERSLAKE | |

| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| RIGHT OF WAY | | |
| GRADES | | |
| B.M.s | | |
| STRUCTURE NOTATIONS | | |

SR 3 MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

ROAD APPROACH & CUL-DE-SAC DETAILS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

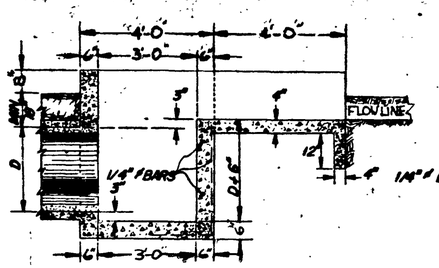
CONTRACT NUMBER 9269

APPROVED August 23, 1971

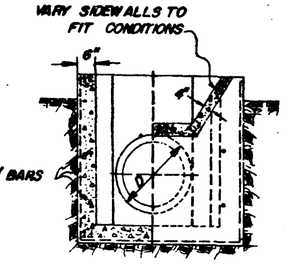


SR 3/59

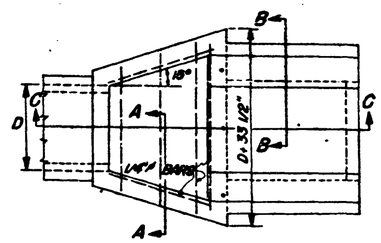
| REGION NO. | STATE | FED. AID PROJECT NO. |
|---|---|---|
| 8 | WASH. | EMP F-011-1(9) |




SECTION C-C




1/2 SECTION A-A 1/2 SECTION B-B

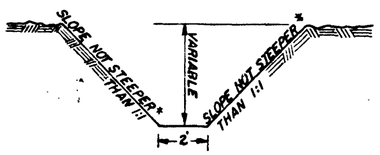



PLAN

NOTE: 1. ALL CONCRETE SHALL BE CLASS C. SEE STANDARD SPECIFICATIONS FOR FURTHER REQUIREMENTS.
2. SEE SPECIAL PROVISIONS

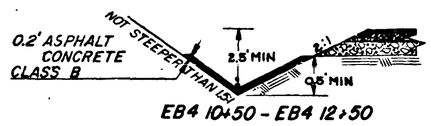
PAYMENT: "STRUCTURE EXCAVATION CLASS B" PER CU. YD.
"CONCRETE CLASS C" PER CU. YD.

# SPECIAL CONCRETE HEADER




## DITCH SECTION A

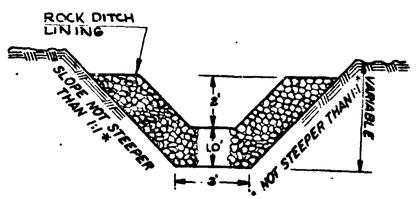
PAYMENT:
"DITCH EXCAVATION, INCLUDING HAUL," PER CU. YD.
*SEE STRUCTURE NOTE SHEETS




EB4 10+50 - EB4 12+50

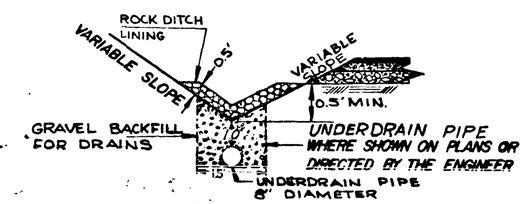
## ROADWAY DITCH TREATMENT

PAYMENT:
"ASPHALT DITCH LINING", PER LIN. FT.
SEE SPECIAL PROVISIONS




## DITCH SECTION B

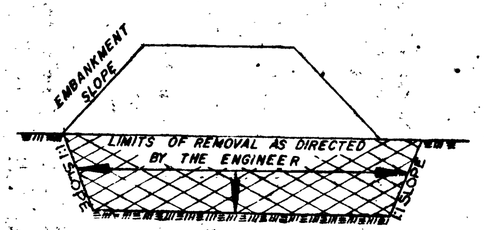
PAYMENT:
"DITCH EXCAVATION, INCLUDING HAUL", PER CU. YD.
"ROCK DITCH LINING," PER TON
* SEE STRUCTURE NOTE SHEETS



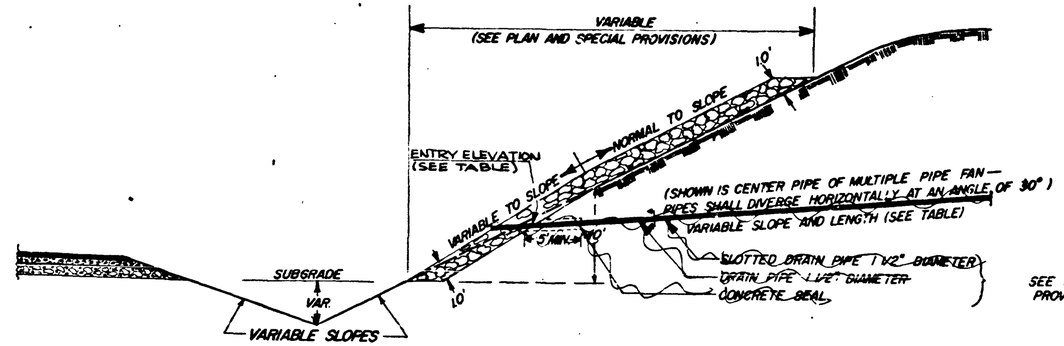

AL6 0+00-10+00 RT. & LT.
AD6 7+90-11+00 RT.
CB6 0+50-14+50 RT.
CB6 1+50-14+50 LT.
DC6 0+50-2+00 LT.
DC6 0+50-8+50 RT.
AR6 0+00-9+90 RT.
AR6 0+00-7+30 LT.

## ROADWAY DITCH TREATMENT

PAYMENT:
"STRUCTURE EXCAVATION CLASS B", PER CU. YD.
"GRAVEL BACKFILL FOR DRAINS," PER CU. YD.
"UNDERDRAIN PIPE 8" DIAMETER," PER LIN. FT.
"ROCK DITCH LINING," PER TON
SEE SPECIAL PROVISIONS




## UNSUITABLE FOUNDATION EXCAVATION DETAIL




SEE SPECIAL PROVISIONS

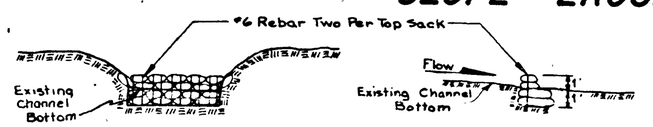
| STATION | PIPE | ENTRY ELEV. | LENGTH | SLOPE |
|---|---|---|---|---|
| AL6 0+00 LT. | A | 101' | 100' | 5% |
| " " " | B | 101' | 100' | 10% |
| " " " | C | 101' | 120' | 10% |
| AL6 1+50 LT. | D | 109' | 120' | 5% |
| " " " | E | 109' | 100' | 10% |
| " " " | F | 109' | 100' | 10% |
| AL6 3+00 RT. | G | 116' | 100' | 5% |
| " " " | H | 116' | 100' | 10% |
| AL6 4+50 RT. | I | 126' | 100' | 5% |
| " " " | J | 126' | 90' | 10% |
| " " " | K | 126' | 100' | 15% |
| " " " | L | 126' | 120' | 20% |

| STATION | PIPE | ENTRY ELEV. | LENGTH | SLOPE |
|---|---|---|---|---|
| AL6 6+00 RT. | M | 137' | 120' | 20% |
| " " " | N | 137' | 100' | 15% |
| " " " | O | 137' | 90' | 10% |
| " " " | P | 137' | 100' | 5% |
| DC6 0+30 RT. | Q | 113' | 110' | 15% |
| DC6 2+50 RT. | R | 120' | 120' | 15% |
| " " " | S | 120' | 100' | 12% |
| " " " | T | 120' | 120' | 10% |
| DC6 4+00 RT. | U | 127' | 120' | 10% |
| " " " | V | 127' | 100' | 7% |
| " " " | W | 127' | 100' | 5% |
| AD6 0+00 RT. | X | 120' | 100' | 15% |
| " " " | Y | 120' | 100' | 15% |

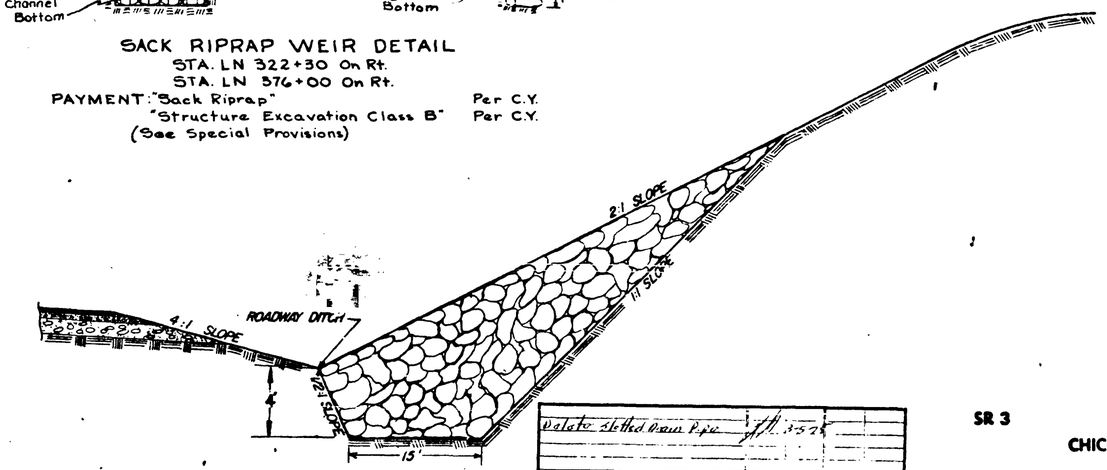
PAYMENT:
"QUARRY ROCK," PER TON
"DRAIN PIPE 1 1/2", ~~PER LIN. FT.~~
"SLOTTED DRAIN PIPE 1 1/2", ~~PER LIN. FT.~~ } Delete
"DRILLING HOLES," ~~PER LIN. FT.~~

AL6 LINE — AR6 LINE
AD6 LINE — DC6 LINE

# SLOPE EROSION CONTROL DETAIL




SACK RIPRAP WEIR DETAIL
STA. LN 322+30 On Rt.
STA. LN 376+00 On Rt.
PAYMENT: "Sack Riprap" Per C.Y.
"Structure Excavation Class B" Per C.Y.
(See Special Provisions)




## RIPRAP BUTTRESS BA5 0+50* TO BA5 3+50

PAYMENT:
"ROADWAY EXCAVATION," PER CU. YD.
"HAUL," PER UNIT
"LIGHT LOOSE RIPRAP," PER TON
SEE SPECIAL PROVISIONS

*CONNECT TO EXIST. BUTTRESS

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Delete Slotted Drain Pipe | JH 3-5-79 | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.
CHICO TO SILVERDALE
KITSAP COUNTY

DRAINAGE DETAILS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 19
SHEET 23 OF 127 SHEETS

9269

SR 3/59

Sheet 23 of 105 Sheets

# STRUCTURE NOTES

Preliminary Quantity except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 24 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | STRUCTURE EXCAVATION CLASS B | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B | GRAVEL BACKFILL FOR PIPE BEDDING | GRAVEL BACKFILL FOR DRAINS Ticket Item | DITCH EXCAVATION INCLUDING HAUL | CONCRETE CLASS C | HORIZONTAL DRAIN PIPE 1-1/2" DIAMETER | SLOTTED HORIZONTAL DRAIN PIPE 1-1/2" DIAMETER | DRAIN PIPE 8" DIAMETER | UNDERDRAIN PIPE 6" DIAMETER | UNDERDRAIN PIPE 8" DIAMETER | UNDERDRAIN PIPE 12" DIAMETER | SCHEDULE A CULVERT PIPE 12" DIAMETER | SCHEDULE A CULVERT PIPE 18" DIAMETER | SCHEDULE A CULVERT PIPE 24" DIAMETER | SCHEDULE A CULVERT PIPE 30" DIAMETER | SCHEDULE B CULVERT PIPE 18" DIAMETER | SCHEDULE B CULVERT PIPE 24" DIAMETER | SCHEDULE C CULVERT PIPE 18" DIAMETER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CY | CY | CY | CY | CY | CY | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF |
| 50- 1 | AD5 11+~~70~~ 55 | 110 | | ~~30~~ 20 | | | | | | | | 15 | | | | 290 | | | | |
| 50- 2 | LN 300+70 | 30 | | | | | | | | 65 | | | | 53 | | | | | | |
| 50- 3 | BA5 0+50 | 50 | | | | | | | | | | | | 100 | | | | | | |
| 50- 4 | ~~LS 304+50~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 50- 5 | ~~LN 304+00~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 50- 6 | ~~LN 304+90~~ 305+00 | 35 | | | | ~~55~~ 50 | | | | 70 | | | | 62 ~~50~~ | | | | | | |
| 50- 7 | AD53+50 TO AD511+50 Rt. | | | | | 850 | | | | | | | | | | | | | | |
| 50- 8 | LN 309+85 | 235 | 4 | 2 | | 18 | | | | | | 136 | | | | | | 462 | | |
| 50- 9 | LN 309+60 310+20 & BA5 | 65 | | | ~~50~~ | ~~35~~ | | | | | | 40 | 140 ~~280~~ 2 | | | | | | | |
| 50-10 | ~~LN 311+90~~ | ~~25~~ | | | ~~40~~ | ~~30~~ | | | | | | ~~220~~ | | | | | | | | |
| 50-11 | LN 313+50 LS 315+40 Lt. | 235 | | | | 105 ~~280~~ | | | | | | | | | | | | | | 318 ~~235~~ |
| 50-12 | LS 316+50 | 5 | | | ~~5~~ | | | | | | 109 ~~45~~ | | | | | | | | | |
| 50-13 | ~~LN 314+65~~ | ~~165~~ | | | | | | | | | | | | ~~200~~ | | | | | | |
| 50-14 | LN 315+~~10~~ 80 | 5 | | | ~~5~~ | | | | | | 93 ~~45~~ | | | | | | | | | |
| 50-15 | LS 321+00 | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 50-16 | LN 320+31 | 55 | | | | | | | | | | | | | | | | | | |
| 50-17 | LN 321+75 | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 50-18 | LN320+31 TO LN322+~~13~~ 345 -28'LT | 105 | | | | | | | | | | | | | | | | | | |
| 50-19 | LN 322+30 | 415 | | ~~20~~ | | ~~20~~ | | | | | | | | ~~148~~ ~~100~~ | | | | | | |
| 50-20 | LN ~~307+00~~ 308+00 | 55 | | | | | | | | | | | | | | | | | | |
| 50-21 | BA5 0+60 | 5 | | | ~~5~~ | | | | | | ~~28~~ | | | | | | | | | |
| 50-22 | BA5 ~~2+50~~ 3+00 to 6+50 | 5 | | | ~~5~~ | | | | | | ~~30~~ | | | | | | | | | |
| 50-23 | LN 298+30 & LS 298+20 | 40 | | | | | | | | 100 | | 354 | | | | | | | | |
| 50-24 | ~~AD5 4+00 Rt.~~ | ~~10~~ | | | | | | | | ~~50~~ | | | | | | | | | | |
| 50-25 | LS 313+80 Lt & 311+50 Rt | 850 | | | | | | | | | | 798 | | | | | | | | |
| 50-26 | BA5 12+98 | | | | | | | | | | | 20 | | | | | | | | |
| 51- 1 | LN322+33 TO LN324+30 -29'LT | 205 | | | | | | | | | | | | | | | | | | |
| 51- 2 | LN 324+30 | 35 | | | | | | | | | | | | | | | | | | |
| 51- 3 | LN 326+~~35~~ 45 | 255 | | | | 153 ~~245~~ | | | | | | | | | | | | 320 | | |
| 51- 4 | LN324+30 TO LN328+17 -28'LT | 295 | | | | | | | | | | | | | | | | | | |
| 51- 5 | LN328+17 TO LN330+93 -28'LT | 195 | | | | | | | | | | | | | | | | | | |
| 51- 6 | LN 329+~~50~~ 89 | 170 | | | | ~~15~~ | | | | | | | | | | 308 | | | | |
| 51- 7 | LN 330+93 | 50 | | | | | | | | | | | | | | | | | | |
| 51- 8 | LS 331+90 | 5 | | | ~~5~~ | | | | | | 10 ~~45~~ | | | | | | | | | |
| 51- 9 | LN 331+20 | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 51-10 | LN330+93 TO LN333+88 -28'LT | 210 | | | | | | | | | | | | | | | | | | |
| 51-11 | LN 333+88 | 50 | | | | | | | | | | | | | | | | | | |
| 51-12 | LS 334+70 | 55 | | | | | | | | | | | | | | | | | | |
| 51-13 | ~~LN 335+00~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 51-14 | LS 336+~~00~~ 10 | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 51-15 | ~~LN 337+95~~ 338+61 | 365 | | | | | | | | | | | | | | | | | | |
| 51-16 | LS 339+~~00~~ 45 40' Lt. | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | 10 | | | | | | |
| 51-17 | LN 338+15 | 95 | | | | | | | | | | | | | 67 | | | | | |

Changed Quantities. (SO) 7-15-75

REVISION REV. BY CKD. BY

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BURP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

SHEET 24 OF 127 SHEETS

SR 3/59

# STRUCTURE NOTES

Prelimanary except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 25 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | SCHEDULE C CULVERT PIPE 24" DIAMETER LF | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER LF | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER LF | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 36" DIAMETER LF | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 42" DIAMETER LF | FLARED END SECTIONS 36" DIAMETER ONLY | FLARED END SECTIONS 42" DIAMETER ONLY | FLARED END SECTIONS 48" DIAMETER ONLY | DESIGN C TRENCH CONSTRUCTION CY | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER LF | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER LF | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER LF | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 18" DIAMETER LF | TESTING SEWER PIPE LF | CAST IRON WATER PIPE CLASS C 6" DIAMETER LF | GATE VALVES 6" DIAMETER ONLY | MANHOLES UNDER 12 FEET ONLY | MANHOLES 12 FEET TO 20 FEET ONLY | ~~MHOP~~ MANHOLES Under 12 FEET ~~TO 20 FEET~~ 72" Diameter ONLY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50- 1 | AD5 11+~~70~~ 55 | | | | | | | | | | | | | | | | | | | |
| 50- 2 | LN 300+70 | | | | | | | | | | | | | | | | | | | |
| 50- 3 | BA5 0+50 | | | | | | | | | | | | | | | | | | | |
| 50- 4 | LS 304+50 | | | | | | | | | | | | | | | | | | | |
| 50- 5 | LN 304+00 | | | | | | | | | | | | | | | | | | | |
| 50- 6 | LN ~~304+90~~ 305+00 | | | | | | | | | | | | | | | | | | | |
| 50- 7 | AD5 3+50 TO AD5 11+50 RT. | | | | | | | | | | | | | | | | | | | |
| 50- 8 | LN 309+85 | | | | | | | | | | | | | | | | | | | |
| 50- 9 | LN ~~309+60~~ 310+20 & BA5 | | | | | | | | | | | | | | | | | | | |
| 50-10 | LN 311+90 | | | | | | | | | | | | | | | | | | | |
| 50-11 | LN 313+50 | | | | | | | | | | | | | | | | | | | |
| 50-12 | LS 316+50 | | | | | | | | | | | | | | | | | | | |
| 50-13 | LN 314+65 | | | | | | | | | | | | | | | | | | | |
| 50-14 | LN 315+~~10~~ 80 | | | | | | | | | | | | | | | | | | | |
| 50-15 | LS 321+00 | | | | | | | | | | | | | | | | | | | |
| 50-16 | LN 320+31 | | | | | | | | | | 80 | | | | | | | | | |
| 50-17 | LN 321+75 | | | | | | | | | | | | | | | | | | | |
| 50-18 | LN320+31 TO LN322+~~19~~ 34.5 -28'LT. | | | | | | | | | | 190.5 ~~182~~ | 73 | | | 190.5 ~~182~~ | | | | | |
| 50-19 | LN 322+30 | | 320 | | | | 2 | | | | | | | | | | | | | 4 |
| 50-20 | LN 307+00 to 308+00 | | | | | | | | | | | | | | | | | | | |
| 50-21 | BA5 0+60 | | | | | | | | | | | | | | | | | | | |
| 50-22 | BA5 ~~2+50~~ 3+00 to BA6+50 | | | | | | | | | | | | | | | | | | | |
| 50-23 | LN 298+30 | | | | | | | | | | | | | | | | | | | |
| 50-24 | AD5 4+00 RT. | | | | | | | | | | | | | | | | | | | |
| 50-25 | LS 313+80 to 311+50 RT | | | | | | | | | | | | | | | | | | | |
| 50-26 | BA5 12+98 | | | | | | | | | | | | | | | | | | | |
| 51- 1 | LN322+13 TO LN324+30 -28'LT. | | | | | | | | | | | 190.5 ~~318~~ | | | 190.5 ~~216~~ | | | | | |
| 51- 2 | LN 324+30 | | | | | | | | | | 60 | | | | | | | | | |
| 51- 3 | LN 326+35 | | | | | | | | | | | | | | | | | | | |
| 51- 4 | LN324+30 TO LN 328+17 -28'LT. | | | | | | | | | | | 387 | | | 387 | | | | | |
| 51- 5 | LN324+17 TO LN330+93 -28' LT. | | | | | | | | | | 276 | | | | 276 | | | | | |
| 51- 6 | LN 329+50 00 | | | | | | | | | | | | | | | | | | | |
| 51- 7 | LN 330+93 | | | | | | | | | | 68 | | | | | | | | | |
| 51- 8 | LS 331+70 | | | | | | | | | | | | | | | | | | | |
| 51- 9 | LN 331+20 | | | | | | | | | | | | | | | | | | | |
| 51-10 | LN330+93 TO LN 333+88 -28'LT. | | | | | | | | | | 295 | | | | 295 | | | | | |
| 51-11 | LN 333+88 | | | | | | | | | | 68 | | | | | | | | | |
| 51-12 | LS 334+70 | | | | | | | | | | | | 110 | | | | | | | |
| 51-13 | LN 335+00 | | | | | | | | | | | | | | | | | | | |
| 51-14 | LS 336+~~00~~10 | | | | | | | | | | | | | | | | | | | |
| 51-15 | LN 337+95 | | | | | | | | | | | | | | | | | | | |
| 51-16 | LS 339+~~00~~45 40' Rt. | | | | | | | | | | | | | 64 ~~140~~ | | | | | | |
| 51-17 | LN 338+15 | | | | | | | | | | | | | | | | | | | |

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. RUPP

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quantities + Stas. | | 2-5-76 |

CONTRACT NUMBER 9-8-19

APPROVED Aug. 23, 1971
SHEET 25 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 26 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | Manhole 12 Feet to 20 Ft. 72" Diam. | MANHOLES OVER 20 FEET ONLY | CATCH BASINS TYPE 1 ONLY | CATCH BASINS TYPE 2 ONLY | ADJUST CATCH BASINS ONLY | GRATE INLETS ONLY | ASPHALT CONCRETE SPILLWAY LF | ASPHALT DITCH LINING LF | ROCK DITCH LINING TON | HAND PLACED RIPRAP CY | SACK RIPRAP CY | CONCRETE SURGE BLOCKS ONLY | DRILLING HOLES FOR HORIZONTAL DRAINS LF | | | | | | | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50- 1 | AD5 11+~~70~~55 | | | | | | 1 | | | | | | CONST. GRATE INLET AT EXIST. CULV. INLET | | | | | | | | 6,17 |
| 50- 2 | LN 300+70 | | | 1 | | | 1 | | | | 1 | | | | | | | | | | 2,3,6 |
| 50- 3 | BA5 0+50 | | | | | | | | | | | | | | | | | | | | 6,17 |
| 50- 4 | LS 304+50 | | | | | | | | | | | | | | | | | | | | 3 |
| 50- 5 | LN 304+00 | | | | | | | | | | | | | | | | | | | | 3 |
| 50- 6 | LN ~~304+90~~ 305+00 | | | 2 | | | | | | | 1 | | | | | | | | | | 2,3,6 |
| 50- 7 | AD5 3+50 TO AD5 11+50 | RT. | | | | | | | | | 3+50 to 10+40 | | CONST. DITCH SECT. A ON RT. W/1:1 SLOPES | | | | | | | | |
| 50- 8 | LN 309+85 | | | | | | | | | | 10+40 to 11+50 | | " " " B " " " " | | | | | | | | 6,17 |
| 50- 9 | LN ~~309+60~~ 310+20 to BA5 | | | | | | | | | | | | CONST. DITCH SECT. A ON RT. W/1.5:1 SLOPES | | | | | | | | |
| 50-10 | LN ~~311+90~~ | | | | | | | | | | | | CONST. DITCH SECT. A ON RT. W/1.5:1 SLOPES | | | | | | | | |
| 50-11 | LN ~~313+50~~ 315+40 Rt. | | | | | | | | | | 2 | | TRENCH DESIGN B | | | | | | | (5,6,19) | |
| 50-12 | LS 316+50 | | | | | | | | | | | | | | | | | | | | 3 |
| 50-13 | LN 314+65 | | | 1 | | | | | | | | | | | | | | | | | 4,6 |
| 50-14 | LN 315+~~10~~ BC | | | | | | | | | | | | | | | | | | | | 3 |
| 50-15 | LS 321+00 | | | | | | | | | | | | | | | | | | | | 3 |
| 50-16 | LN 320+31 | | | 1 | 1 | | | | | | | | | | | | | | | 3,1,6,7 | |
| 50-17 | LN 321+75 | | | | | | | | | | | | | | | | | | | | 3 |
| 50-18 | LN320+31 TO LN322+~~13~~ 315 -28'LT. | | | | 1 | | | | | | | | | | | | | | | | 1,6, |
| 50-19 | LN 322+30 | | | | | | | | | | | | ~~5~~ 6 CONST. DROP M.H. IN MED. DITCH-ST. SEW. SYS | | | | | | | | (6,9,10,11,26) |
| 50-20 | LN 308+00 | | | 1 | | | | | | | | | | | | | | | | | 4,6 |
| 50-21 | BA5 0+60 | | | | | | | | | | | | | | | | | | | | 3 |
| 50-22 | BA5 ~~2+50~~ 3+00 to 6+50 | | | | | | | | | | | | | | | | | | | | 3 |
| 50-23 | LN 298+30 | | | 3 | | | | | | | | | | | | | | | | | |
| 50-24 | AD5 4+00 RT. | | | 1 | | | | | | | | | | | | | | | | | 17 |
| 50-25 | LS 313+80 to 311+50 Rt | | | | | | | | | | | | | | | | | | | | |
| 50-26 | BA5 12+98 | | | | | | | | | | | | | | | | | | | | |
| 51- 1 | LN322+13 TO LN324+30 -28'LT. | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 51- 2 | LN 324+30 | | | 1 | | | | | | | | | | | | | | | | | (1,6,7,8) |
| 51- 3 | LN 326+35 | | | | | | | | | | 2 | | | | | | | | | | (6,17,19) |
| 51- 4 | LN324+30 TO LN328+17 -28'LT. | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 51- 5 | LN328+17 TO LN330+93 -28'LT. | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 51- 6 | LN 329+~~50~~00 | | | | | | | | | | | | | | | | | | | | (17,5,6,19) |
| 51- 7 | LN 330+93 | | | 1 | | | | | | | | | | | | | | | | | (1,6,7,8) |
| 51- 8 | LS 331+70 | | | | | | | | | | | | | | | | | | | | 3 |
| 51- 9 | LN 331+20 | | | | | | | | | | | | | | | | | | | | 3 |
| 51-10 | LN 330+93 TO LN333+88 -28'LT. | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 51-11 | LN 333+88 | | | 1 | | | | | | | | | | | | | | | | | (1,6,7,8) |
| 51-12 | LS 334+70 | | | 1 | | | | | | | | | | | | | | | | | (1,6,8,21) |
| 51-13 | LN 335+00 | | | | | | | | | | | | | | | | | | | | 3 |
| 51-14 | LS 336+~~00~~ 10 | | | | | | | | | | | | | | | | | | | | 3 |
| 51-15 | LN 337+95 | | | | | | | | | | 1 ~~3~~ 3 | 4 | | | | | | | | | 5,6,17) |
| 51-16 | LS 339+~~00~~ 45 40' Lt. | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 51-17 | LN 338+15 | | | 1 | 1 | | | | | | | ~~6~~ | | | | | | | | | (1,6,11,21) |

Note: See Contract Plans for locations, this item

FOR "AS CONSTRUCTED PLANS" ONLY

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Delete Ref. to Note 22 | GH |

## GENERAL NOTES

1. CONSTRUCT STORM SEWER SYSTEM. (SEE SHEETS 74 & 40)
2. SEE SHEET 73 FOR RIPRAP PLACEMENT.
3. MITER END TO MATCH SLOPE
4. CONSTRUCT MEDIAN AND/OR SHOULDER DRAIN.
5. PLACE RIPRAP AT OUTFALL.
6. TREAT. 2 COATING REQUIRED ON STEEL OR ALUMINUM PIPE ALTERNATES.
7. ACCEPTABLE ALTERNATE: STEEL SEWER PIPE, 0.064" THICK 12" DIAMETER.
8. ACCEPTABLE ALTERNATE: ALUM. SEWER PIPE, 0.060" THICK 12" DIAMETER.
9. ACCEPT. ALTERNATE: STEEL CULVERT PIPE, 0.064" THICK 42" DIAMETER.
10. ACCEPT. ALTERNATE: ALUM. CULVERT PIPE, 0.105" THICK 42" DIAMETER.
11. ACCEPT. ALTERNATE: ALUM. SEWER PIPE, 0.060" THICK 18" DIAMETER.
12. ACCEPT. ALTERNATE: VERTICALLY ELONGATED ALUMINUM CULVERT PIPE, 0.105" THICK 42" DIAMETER
13. PIPE TO BE VERTICALLY ELONGATED.
14. ACCEPT. ALTERNATE: VERTICALLY ELONGATED STEEL CULVERT PIPE, 0.064" THICK 42" DIAMETER.
15. EXTEND EXISTING CONCRETE PIPE.
16. PROVIDE TOEPLATE EXTENSION.
17. USE BEVELED END SECTION.
18. ACCEPT. ALTERNATE: ALUMINUM CULV. PIPE, 0.075" THICK 36" DIAMETER.

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH BAKER FERGUSON
JOHN N. BUTZ

Changed Quantities

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

REVISED BY

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 27 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | | STRUCTURE EXCAVATION CLASS B C.Y. | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B C.Y. | GRAVEL BACKFILL FOR PIPE BEDDING C.Y. | GRAVEL BACKFILL FOR DRAINS C.Y. | DITCH EXCAVATION INCLUDING HAUL C.Y. | CONCRETE CLASS C C.Y. | HORIZONTAL DRAIN PIPE 1½" DIAMETER L.F. | SLOTTED HORIZONTAL DRAIN PIPE 1½" DIAM. L.F. | DRAIN PIPE 8" DIAMETER L.F. | UNDERDRAIN PIPE 6" DIAMETER L.F. | UNDERDRAIN PIPE 8" DIAMETER L.F. | UNDERDRAIN PIPE 12" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 12" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 18" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 24" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 30" DIAMETER L.F. | SCHEDULE B CULVERT PIPE 18" DIAMETER L.F. | SCHEDULE B CULVERT PIPE 24" DIAMETER L.F. | SCHEDULE C CULVERT PIPE 15" DIAMETER L.F. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51-18 | LN338+15 to LN340+80 | 28'LT | 220 | | | | | | | | | | | | | | | | | | |
| 51-19 | LN340+15 | | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 51-20 | LN~~340+65~~ | | ~~30~~ | | | | | | | | | | | | | | | | | | |
| 51-21 | LN341+65 | | 55 | | | | | | | | | | | | | | | | | | |
| 51-22 | LN340+80 to LN343+80 | 28'LT | 190 | | | | | | | | | | | | | | | | | | |
| 51-23 | LN~~342+00~~ 344+30 Split | | 690 | | | | 12~~5~~ | | | | | | | | | | | | 38~~8~~ | | |
| 51-24 | LN343+80 to LN346+80 | 28'LT | 190 | | | | | | | | | | | | | | | | | | |
| 51-25 | LS 344+65 | | 55 | | | | | | | | | | | | | | | | | | |
| 51-26 | LN~~345+50~~ 346+83 | | 360 | | | | ~~45~~ | | | | | | | | | | | | | | |
| 51-27 | EB4 17+00 | | 20 | | | | | | | | 30~~5~~ | | | | | | | | | | |
| 51-28 | LS347+65 | | 55 | | | | | | | | | | | | | | | | | | |
| 51-29 | LS~~349+70~~ | | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 51-30 | LN346+80 to LN349+80 | 28'LT | 190 | | | | | | | | | | | | | | | | | | |
| 51-31 | LS350+65 | | 55 | | | | | | | | | | | | | | | | | | |
| 51-32 | LN349+80 to LN352+80 | 28'LT | 190 | | | | | | | | | | | | | | | | | | |
| 51-33 | LS353+65 | | 55 | | | | | | | | | | | | | | | | | | |
| 51-34 | LN353+00 | | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 51-35 | LS355+00 | | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 51-36 | EB4 10+~~55~~52 to 10+93 | | 40 | | | | | | | | | | | | 103~~4~~ | ~~4~~ | | | | | |
| 51-37 | EXIST. SR 3-344+~~50~~21 | | 20 | | | | | | | | | | | | 31~~6~~ | ~~4~~ | | | | | |
| 51-38 | EXIST. SR 3-345+~~50~~65 | | 20 | | | | | | | | | | | | 24~~5~~ | ~~4~~ | | | | | |
| 51-39 | EB4 10+50 to EB412+~~94~~ LT. | | | | | | | | | | | | | | | | | | | | |
| 51-40 | LS345+25 | | 390 | | | | | | | | | | | | | | | | | | |
| 51-41 | FR2 25+06 | | 29~~2~~ | | | | 14~~4~~ | | | | 4~~1~~ | | | 89~~5~~ | | | | | | | |
| 52-1 | LN352+80 to LN355+80 | 28'LT | 190 | | | | | | | | | | | | | | | | | | |
| 52-2 | LS356+65 | | 55 | | | | | | | | | | | 232~~10~~ | | | | | | | |
| 52-3 | LN357+10 | | 370 | | | | | | | | | | | 460~~1~~ | | | | | | | |
| 52-4 | ~~LN358+10~~ | | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 52-5 | LN358+20 | | 15 | | | | | | | | 7~~5~~ | | | | | | | | | | |
| 52-6 | LN~~358+60~~ 359+50 to ~~358+44~~ | | 600 | | | | 30~~2~~ 47~~4~~ | 2~~8~~7 | | | | | | 1~~5~~ | | | | | | | |
| 52-7 | FR2 1+~~60~~41 | | 105 | ~~15~~ | ~~15~~ | | 55 | | | | | | | | | | 88~~1~~ | | | | |
| 52-8 | LS359+90 | | 5 | | | ~~5~~ | | | | | | 5~~4~~5 | | | | | | | | | |
| 52-9 | LN~~358+65~~ 361 to LN361+65 | 28'LT | 215 | | | | | | | | | | | | | | | | | | |
| 52-10 | LN361+65 | | 50 | | | | | | | | | | | | | | | | | | |
| 52-11 | LS362+50 | | 55 | | | | | | | | | | | | | | | | | | |
| 52-12 | FR2 5+30 | | 95 | | | | 1~~0~~5 | | | | | | | | 8~~6~~4 | | | | | | |
| 52-13 | LN361+65 to LN364+65 | 28'LT | 180 | | | | | | | | | | | | | | | | | | |
| 52-14 | LN363+00 | | 5 | | | 5/ | | | | | | ~~45~~ | | | | | | | | | |
| 52-15 | FR2 7+55 | | 80 | | | | 1~~0~~ | | | | | | | | 8~~2~~7 | | | | | | |
| 52-16 | LS~~365+00~~ 363+90 | | 5 | | | ~~5~~ | | | | | | 45 | 6~~4~~1 | | | | | | | | |
| 52-17 | LN364+65 | | 30 | | | | | | | | | | | | | | | | | | |
| 52-18 | LS365+50 | | 55 | | | | | | | | | | | | | | | | | | |
| 52-19 | LN366+~~30~~ 08 | | 370 | | | | 10~~5~~ 46~~5~~ | 1~~0~~ | | | | | | | 22~~4~~ 34~~4~~ | | | | | | |
| 51-42 | EB4 21+90 Lt. | | 15~~2~~ | | | | | | | | 22~~1~~ | | | | 72~~2~~ | | | | | | |
| 51-43 | FR2 30+70 Lt | | 48 | | | | 1~~2~~ | | | | | | | 18~~2~~ | | | | | | | |
| 51-44 | FR2 29+65 - 30+25 & EB4 16+45 Rt. | | 10~~1~~ | | | | 32 | | | | | 60 | | | | | | | | | |
| 51-45 | EB4 20+85 42' Lt. | | 3~~0~~ | | | | | 0~~2~~ | | | | | | | | | | | | | |

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. GUPP

| REVISION | BY | DATE |
|---|---|---|
| Changed Quantities | | 3-2-78 |

APPROVED Aug. 23, 1971
SHEET 27 OF 127 SHEETS
CONTRACT NUMBER 92609 RD. BY

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 28 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | SCHEDULE C CULVERT PIPE 24" DIAMETER L.F. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER L.F. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER L.F. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 36" DIAMETER L.F. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 42" DIAMETER L.F. | FLARED END SECTIONS 36" DIAMETER ONLY | FLARED END SECTIONS 42" DIAMETER ONLY | FLARED END SECTIONS 48" DIAMETER ONLY | DESIGN C TRENCH CONSTRUCTION C.Y. | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER L.F. | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER L.F. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER L.F. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 18" DIAMETER L.F. | TESTING SEWER PIPE L.F. | CAST IRON WATER PIPE CLASS C 6" DIAMETER L.F. | GATE VALVES 6" DIAM. ONLY | MANHOLES UNDER 12 FEET ONLY | MANHOLES 12 FEET TO 20 FEET ONLY | ~~FROM~~ MANHOLES 72" Diam. 12 FEET ~~TO 20 FEET~~ ONLY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51-18 | LN338+15 to LN340+80-28'LT | | | | | | | | | | | 265 | | | 265 | | | | | |
| 51-19 | LN340+15 | | | | | | | | | | | | | | | | | | | |
| 51-20 | ~~LN340+65~~ | | | | | | | | | | ~~59~~ | | | | | | | | | |
| 51-21 | LN341+65 | | | | | | | | | | | | 104 | | | | | | | |
| 51-22 | LN340+80 to LN343+80-28'LT | | | | | | | | | | | 300 | | | 300 | | | | | |
| 51-23 | LN342+00 | | | | | | | | | | | | | | | | | | | |
| 51-24 | LN343+80 to LN346+80-28' LT. | | | | | | | | | | | 300 | | | 300 | | | | | |
| 51-25 | LS344+65 | | | | | | | | | | | | 104 | | | | | | | |
| 51-26 | LN~~345+50~~ 346+83 | 340 | | | | | | | | | ~~69~~ | | | | | | | 1 | | |
| 51-27 | EB4 17+00 | | | | | | | | | | | | | | | | | | | |
| 51-28 | LS 347+65 | | | | | | | | | | | | 104 | | | | | | | |
| 51-29 | LS 349+70 | | | | | | | | | | | | | | | | | | | |
| 51-30 | LN346+80 to LN349+80-29'LT. | | | | | | | | | | | 300 | | | 300 | | | | | |
| 51-31 | LS 350+65 | | | | | | | | | | | | 104 | | | | | | | |
| 51-32 | LN349+80 to LN352+80-28'LT. | | | | | | | | | | 300 | | | | 300 | | | | | |
| 51-33 | LS 353+65 | | | | | | | | | | | | 104 | | | | | | | |
| 51-34 | LN 353+00 | | | | | | | | | | | | | | | | | | | |
| 51-35 | LS 355+00 | | | | | | | | | | | | | | | | | | | |
| 51-36 | EB4 10+35 52 | | | | | | | | | | | | | | | | | | | |
| 51-37 | EXIST. SR 3-344+50 | | | | | | | | | | | | | | | | | | | |
| 51-38 | EXIST. SR 3-345+00 | | | | | | | | | | | | | | | | | | | |
| 51-39 | EB4 10+50 TO EB4 12+70 LT. | | | | | | | | | | | | | | | | | | | |
| 51-40 | L3 345+25 | | | | | | | | | | 400 | | | | 400 | | | | | |
| 51-41 | FR2 29+60 | | | | | | | | | | | | | | | | | | | |
| 52- 1 | LN352+80 to LN355+80-28'LT | | | | | | | | | | 300 | | | | 300 | | | | | |
| 52- 2 | LS 356+65 | | | | | | | | | | | | 104 | | | | | | | |
| 52- 3 | LN 357+10 - FR2 37+75 | 433 | | | | | | | | | | | | | | 464 | 4 | | | |
| 52- 4 | LN 358+10 | | | | | | | | | | | | | | | | | | | |
| 52- 5 | LN 358+20 | | | | | | | | | | | | | | | | | | | |
| 52- 6 | LN 359+60 LT + LN 358+99 | | | 286 ~~270~~ | | 1 | | | | | | 308 | | | | | | 1 | | 2 |
| 52- 7 | FR2 1+60 | | | | | | | | | | | | | | | | | | | |
| 52- 8 | LS 359+90 | | | | | | | | | | | | | | | | | | | |
| 52- 9 | LN358+~~65~~ to LN361+65-28'LT. | | | | | | | | | | | 300 | | | 300 | | | | | |
| 52-10 | LN 361+65 | | | | | | | | | | 68 | | | | | | | | | |
| 52-11 | LS 362+50 | | | | | | | | | | | | 104 | | | | | | | |
| 52-12 | FR2 5+30 | | | | | | | | | | | | | | | | | | | |
| 52-13 | LN361+65 to LN364+65-28'LT. | | | | | | | | | | | 300 | | | 300 | | | | | |
| 52-14 | LN 365+00 | | | | | | | | | | | | | | | | | | | |
| 52-15 | FR2 7+35 | | | | | | | | | | | | | | | | | | | |
| 52-16 | LS 365+00 | | | | | | | | | | | | | | | | | | | |
| 52-17 | LN 364+65 | | | | | | | | | | 50 | | | | | | | | | |
| 52-18 | LS 365+50 | | | | | | | | | | | | 104 | | | | | | | |
| 52-19 | LN 366+~~30~~ 08 | | | | | | | | | | | | | | | | | | | |

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quantities & Stas. | RA | 3-5-75 |

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN

HARRY WALSH BAKER FERGUSON
JOHN N. BURY

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971

SHEET 28 OF 127 SHEETS

SR 3/5a

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 29 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | MANHOLES OVER 20 FEET ONLY | CATCH BASINS TYPE 1 ONLY | CATCH BASINS TYPE 2 ONLY | ADJUST CATCH BASINS ONLY | GRATE INLETS ONLY | ASPHALT CONCRETE SPILLWAY L.F. | ASPHALT DITCH LINING L.F. | ROCK DITCH LINING TON | HAND PLACED RIPRAP C.Y. | SACK RIPRAP C.Y. | CONCRETE SURGE BLOCKS ONLY | DRILLING HOLES FOR HORIZONTAL DRAINS L.F. | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51-18 | LN338+15 to LN340+80-28'LT | | | 1 | | | | | | | | | | 1,21, |
| 51-19 | LN ~~340+15~~ 323+00 | | | | | | | | | 10 73 | | | | 3 |
| 51-20 | LN 340+65 | | 1 | | | | | | | | | | | 1,6,7,8 |
| 51-21 | LN 341+65 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 51-22 | LN340+80 to LN343+80-28'LT | | | 1 | | | | | | | | | | 1 |
| 51-23 | LN ~~342+00~~ 344+30 | | | | | | | | | | 20 | | | 6,17 |
| 51-24 | LN343+80 to LN346+80-28'LT. | | | 1 | | | | | | | | | | 1 |
| 51-25 | LS 344+65 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 51-26 | LN ~~345+50~~ 346+83 | | | 1 | | | | | | | | | | 6,19 |
| 51-27 | EB4 17+00 | | 1 | | | | | | | | | | | 3,4 |
| 51-28 | LS 347+65 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 51-29 | LS 349+70 | | | | | | | | | | | | | 3 |
| 51-30 | LN346+80 to LN349+80-28'LT. | | | 1 | | | | | | | | | | 1 |
| 51-31 | LS 350+65 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 51-32 | LN349+80 to LN352+80-28'LT. | | | 1 | | | | | | | | | | 1 |
| 51-33 | LS 353+65 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 51-34 | LN 353+00 | | | | | | | | | | | | | 2 |
| 51-35 | LS 355+00 | | | | | | | | | | | | | 3 |
| 51-36 | EB4 10+~~35~~ 32 | | | | | | | | | | | | | 6,17 |
| 51-37 | EXIST. SR 3-344+50 | | | | | | | | | | | | CONST.UNDER ED.APPR.ON LT. | 6,17 |
| 51-38 | EXIST. SR 3-345+00 | | | | | | | | | | | | CONST.UNDER ED.APPR.ON LT. | 6,17 |
| 51-39 | EB410+50 to EB4 12+~~70~~ 44 LT. | | | | | | | 28 | | | | | SEE DITCH DETAIL SHEET 25 | |
| 51-40 | LS 345+25 | | | | | | | | | | | | | 29 |
| 51-41 | FR2 29+60 | | 1 | | | | | | | | | | | 6,17 |
| 52- 1 | LN352+80 to LN355+80-28'LT. | | | 1 | | | | | | | | | | 1 |
| 52- 2 | LS 356+65 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 52- 3 | LN 357+10 | | | | | | | | | | | 8 | CONST.WATER LINE X-ING PER AGREE.NO.UC-1442 (GENERAL NOTE 6) | |
| 52- 4 | LN 358+10 | | | | | | | | | | | | | 3 |
| 52- 5 | LN 358+20 | | 1 | | | | | | | | | | | 17 |
| 52- 6 | LN 359+60 Lt + LN 358+44 | | 1 | 1 | | | | | | 6 | 6 | | SETTLING BAS.AT OUTFALL,CONST.DIT.SEC.A/RT. (GENERAL NOTES 24, 6, 18) | |
| 52- 7 | FR2 1+60 RT. | | | | | | | | 50 | | | | CONST.DITCH SECT.B ON RT.WITH 2:1 SLOPES | 6,17 |
| 52- 8 | LS 359+90 | | | | | | | | | | | | | 3 |
| 52- 9 | LN358+65 to LN361+65-28'LT. | | | 1 | | | | | | | | | | 1 |
| 52-10 | LN 361+65 | | 1 | | | | | | | | | | | 1 |
| 52-11 | LS 362+50 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 52-12 | FR2 5+30 | | | | | | | | | 12 3 | | | | 6,26 |
| 52-13 | LN361+65 to LN364+65-28'LT. | | | 1 | | | | | | | | | | 1 |
| 52-14 | LN 363+00 | | | | | | | | | | | | | 3 |
| 52-15 | FR2 7+35 | | | | | | | | | 12 3 | | | | 5 6,17 |
| 52-16 | LS 365+00 | | | | | | | | | | | | | 3 |
| 52-17 | LN 364+65 | | 1 | | | | | | | | | | | 1,6,17,8 |
| 52-18 | LS 365+50 | | 1 | | | | | | | | | | | 1,6,8,21 |
| 52-19 | LN 366+30 | | | 1 | | | | | | 0 13 3 | | | CONST.DITCH SECT.A ON LT.W/1:1 SLOPES | 24,5,6,17 |

51-42 EB4 21+50 Lt.
51-43 FR2 30+70 Lt.
51-44 FR2 29+65 to 30+25 + EB4 16+45 Rt.

FOR "AS CONSTRUCTED PLANS" ONLY

Changed Quantities

REVISION

GENERAL NOTE CONT.

19. CONSTRUCT DITCH SECTION A ON LEFT WITH 2:1 SLOPES.
20. CONSTRUCT DITCH SECTION A ON RIGHT WITH 2:1 SLOPES.
21. SEE STANDARD PLAN B-31 FOR COUPLING BAND DETAILS.
22. DELETED
23. SEE SLOPE EROSION CONTROL DETAIL SHEET
24. CONSTRUCT SPECIAL CONCRETE HEADER ON LEFT.
25. CONSTRUCT 8" UNDERDRAIN UNDER 42" CULVERT PIPE
26. SEE ROADWAY DITCH TREATMENT DETAIL SHEET 23.
27. SEE DITCH SECTION B, SHEET 23.
28. CONSTRUCT SACK RIPRAP WEIR 10' FROM OUTLET.
29. SEWER LINE TO BE PLUGGED W/BISCUIT AT INLET AND OUTLET. USE METHOD B SEWER TRENCH CONSTRUCTION.
30. Use slotted M.H. cover.

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Revised Note 21 Delete Note 22 | GH |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. RUPP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

SHEET 29 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 30 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | | STRUCTURE EXCAVATION CLASS B C.Y. | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B C.Y. | GRAVEL BACKFILL FOR PIPE BEDDING C.Y. | GRAVEL BACKFILL FOR DRAINS C.Y. | DITCH EXCAVATION INCLUDING HAUL C.Y. | CONCRETE CLASS C L.F. | HORIZONTAL DRAIN PIPE 1 1/2" DIAMETER L.F. | SLOTTED HORIZONTAL DRAIN PIPE 1 1/2"DIAM L.F. | DRAIN PIPE 8" DIAMETER L.F. | UNDERDRAIN PIPE 6" DIAMETER L.F. | UNDERDRAIN PIPE 8" DIAMETER L.F. | UNDERDRAIN PIPE 12" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 12" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 18" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 24" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 30" DIAMETER L.F. | SCHEDULE B CULVERT PIPE 18" DIAMETER L.F. | SCHEDULE B CULVERT PIPE 24" DIAMETER L.F. | SCHEDULE C CULVERT PIPE 18" DIAMETER L.F. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52-20 | LN364+65 TO LN367+65 | 28'LT | 125 | | | | | | | | | | | | | | | | | | |
| 52-21 | LS368+50 | | 55 | | | | | | | | | | | | | | | | | | |
| 52-22 | LN367+65 TO LN371+65 | 28'LT | 130 | | | | | | | | | | | | | | | | | | |
| 52-23 | ~~LS369+80~~ | | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 52-24 | LN370+~~90~~ 10 | | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 52-25 | ~~LN371+65~~ | | 50 | | | | | | | | | | | | | | | | | | |
| 52-26 | LS372+50 | | 55 | | | | | | | | | | | | | | | | | | |
| 52-27 | LN371+65 TO LN373+90 | 28'LT | 80 | | | | | | | | | | | | | | | | | | |
| 52-28 | LN~~373+90~~ 375+00 | | 50 | | | | | | | | | | | | | | | | | | |
| 52-29 | FR2 16+35 | | 230 | | 76 ~~30~~ | ~~30~~ | 190 | | | | | | 107 ~~100~~ | | | | | | | | |
| 52-30 | LN376+00 | | 325 | | ~~20~~ 125 | | | | | | | | | | | | | | | | |
| 52-31 | LS376+70 | | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 52-32 | ~~LN376+80~~ | | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 52-33 | ~~LN378+15~~ | | | | | | ~~40~~ | | | | | | | | | | | | | | |
| 52-34 | FR2 21+35 | | 75 | | | | 2 | | | | | | | | | ~~102~~ | | | | | |
| 52-35 | ~~LS381+00~~ | | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 52-36 | FR2 25+30 | | 80 | | | | 0 | | | | | | | | | ~~102~~ | | | | | |
| 52-37 | LN382+45 & LS 383+50 | | 130 | | | | | | | | | | | | | ~~100~~ | | | | | |
| 52-38 | FR2 27+39 | | 85 | | | | 0 | | | | | | | | | 102 | | | | | |
| 52-39 | LS~~376+00~~ 375+84 | | 90 | | | | | | | | | | | | 23 ~~70~~ | | | | | | |
| 52-40 | FR2 37+70 LT. | | | | | | | | | | | | | | | | | | | | |
| 52-41 | FR2 21+13 LT. | | 5 | | | | | | | | | | | | | | | | | | |
| 52-42 | FR2 ~~20+80~~ LT. AND RT. | | | | | | | | | | | | | | | | | | | | |
| 52-48 | FR2 ~~22+80~~ RT. 15+88 | | | | | | 4 | | | | | | 100 | | | | | | | | |
| 52-49 | FR2 ~~24+80~~ RT. 17+25 | | | | | | 1 | | | | | | 140 | | | | | | | | |
| 52-50 | FR2 ~~27+00~~ RT. 37+42 | | | | | | | | | | | | | | 157 | | | | | | |
| 52-46 | FR2 ~~17+80~~ RT. 19+60 | | | | | | | | | | | | | | 80 | | | | | | |
| 52-47 | FR2 17+90 LT. 10+25 | | | | | | 2 | | | | | | | | | | | | | | |
| 52- 1 | ~~LS386+30~~ | | 5 | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 53- 2 | LN~~385+45~~ 384+50 | | 200 | | | | | | | | | | | | | 290 ~~216~~ | | | | | |
| 53- 3 | LN386+60 | | 40 | | | | | | | | | | | | ~~100~~ | | | | | | |
| 53- 4 | FR2 31+15 30+98 | | 120 | | | | | | | | | | | | | | | 112 ~~129~~ | | | |
| 53- 5 | LN388+25 40 | | 140 | | | | 40 | | | | | | | | | | | ~~266~~ 515 | | | |
| 53- 6 | LN391+00 | | 40 | | | | | | | | | | | | ~~102~~ | | | | | | |
| 53- 7 | LN~~391+10~~ 390+91 | | 165 | | | | | | | | | | | | | ~~276~~ | | | | | |
| 53- 8 | FR2 33+90 | | 75 | | | | 0 | | | | | | | | | 90 | | | | | |
| 53- 9 | FR2 35+85 | | 65 | | | | ~~0~~ 0 | | | | | | | | | ~~81~~ | 79 | | | | |
| 53-10 | LN394+~~70~~ 35 & 395+10 | | 235 | | | | ~~90~~ | | | | | | | | | ~~289~~ 302 | | | | | |
| 53-11 | LN394+80 | | 70 | | | | | | | | | | | | ~~100~~ | | | | | | |
| 53-12 | FR2 37+95 | | 60 | | | | 1 | | | | | | | | | 75 | | | | | |
| 53-13 | FR2 40+80 | | 30 | | | | 0 | | | | | | | | | 72 | | | | | |

FOR "AS CONSTRUCTED PLANS" ONLY

Changed Quantities Stas.

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

SR 3 MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BURP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

SHEET 30 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 31 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | | SCHEDULE C CULVERT PIPE 24" DIAMETER L.F. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER L.F. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER L.F. | TREAT. 2 STEEL CULV. PIPE 0.064" THICK 36" DIAMETER L.F. | TREAT. 2 STEEL CULV. PIPE 0.064" THICK 42" DIAMETER L.F. | FLARED END SECTIONS 36" DIAMETER ONLY | FLARED END SECTIONS 42" DIAMETER ONLY | FLARED END SECTIONS 48" DIAMETER ONLY | DESIGN C TRENCH CONSTRUCTION C.Y. | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAM. L.F. | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAM. L.F. | TREAT. 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER L.F. | TREAT. 2 STEEL SEWER PIPE 0.064" THICK 15" DIAMETER L.F. | TESTING SEWER PIPE L.F. | CAST IRONWATER PIPE CLASS C 6" DIAMETER L.F. | GATE VALVES 6" DIAM. ONLY | MANHOLES UNDER 12 FEET ONLY | MANHOLES 12 FEET TO 20 FEET ONLY | DROP MANHOLES 12 FEET TO 20 FEET ONLY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52-20 | LN364+65 TO LN367+65 | 28'LT. | | | | | | | | | | | 300 | | | | 2192 ~~300~~ | | | | |
| 52-21 | LS368+50 | | | | | | | | | | | | | 104 | | | | | | | |
| 52-22 | LN367+65 TO LN371+65 | 28'LT. | | | | | | | | | | 400 | | | | | 392 ~~400~~ | | | | |
| 52-23 | ~~LS369+80~~ | | | | | | | | | | | | | | | | | | | | |
| 52-24 | ~~LN370+90~~ 10 | | | | | | | | | | | | | | | | | | | | |
| 52-25 | ~~LN371+65~~ | | | | | | | | | | | 68 | | | | | | | | | |
| 52-26 | LS372+50 | | | | | | | | | | | | | 104 | | | 2213 | | | | |
| 52-27 | LN371+65 TO LN373+90 | 28'LT. | | | | | | | | | | 225 | | | | | ~~225~~ | | | | |
| 52-28 | ~~LN373+90~~ 375+00 | | | | | | | | | | | 117 ~~68~~ | | | | | | | | | |
| 52-29 | FR2 16+85 | | | | 115 | | | | | 1 | 665 ~~50~~ | | | | | | | | | | |
| 52-30 | LN376+00 | | | | 420 | | | | | 1 | ~~110~~ | | | | | | | | | + | |
| 52-31 | LS376+70 | | | | | | | | | | | | | | | | | | | | |
| 52-32 | LN376+80 | | | | | | | | | | | | | | | | | | | | |
| 52-33 | LN378+15 | | | | | | | | | | | | | | | | | | | | |
| 52-34 | FR2 21+35 | | | | | | | | | | | | | | | | | | | | |
| 52-35 | ~~LS381+00~~ | | | | | | | | | | | | | | | | | | | | |
| 52-36 | FR2 25+30 | | | | | | | | | | | | | | | | | | | | |
| 52-37 | LN382+45 | | | | | | | | | | | | | | | | | | | | |
| 52-38 | FR2 27+39 | | | | | | | | | | | | | | | | | | | | |
| 52-39 | ~~LS376+00~~ 375+84 | | | | | | | | | | | | | ~~180~~ 2072 | | | | | | | |
| 52-40 | FR2 37+70 LT. | | | | | | | | | | | | | | | | | | | | |
| 52-41 | FR2 21+13 LT. | | | | | | | | | | | | | | | | | | | | |
| 52-42 | ~~FR2 20+80 LT. AND RT.~~ | | | | | | | | | | | | | | | | | | | | |
| 52-48 | FR2 ~~22+00~~ RT. 15+88 | | | | | | | | | | | | | | | | | | | | |
| 52-49 | FR2 ~~24+00~~ RT. 17+25 | | | | | | | | | | | | | | | | | | | | |
| 52-45 | FR2 ~~27+00~~ RT. 37+42 | | | | | | | | | | | | | | | | | | | | |
| 52-46 | FR2 ~~17+00~~ RT. 19+60 | | | | | | | | | | | | | | | | | | | | |
| 52-47 | FR2 ~~17+90~~ LT. 10+25 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 53-1 | ~~LS386+30~~ | | | | | | | | | | | | | | | | | | | | |
| 53-2 | LN~~385+45~~ 389+50 | | | | | | | | | | | | | | | | | | | | |
| 53-3 | LN386+60 | | | | | | | | | | | | | | | | | | | | |
| 53-4 | FR2 ~~31+15~~ 30+98 | | | | | | | | | | | | | | | | | | | + | |
| 53-5 | LN388~~+25~~ 40 | | | | | | | | | | | | | | | | | | | | |
| 53-6 | LN391+00 | | | | | | | | | | | | | | | | | | | | |
| 53-7 | LN~~391+10~~ 390+91 | | | | | | | | | | | | | | | | | | | | |
| 53-8 | FR2 33+90 | | | | | | | | | | | | | | | | | | | | |
| 53-9 | FR2 35+85 | | | | | | | | | | | | | | | | | | | | |
| 53-10 | LN394+20 | | | | | | | | | | | | | | | | | | | | |
| 53-11 | LN394+80 | | | | | | | | | | | | | | | | | | | | |
| 53-12 | FR2 37+95 | | | | | | | | | | | | | | | | | | | | |
| 53-13 | FR2 40+80 | | | | | | | | | | | | | | | | | | | | |

Changed Quantities stamped

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BURP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971
SHEET 31 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 32 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | Manhole 12 to 20 Feet 72" Diam. | MANHOLES OVER 20 FEET ONLY | CATCH BASINS TYPE 1 ONLY | CATCH BASINS TYPE 2 ONLY | ADJUST CATCH BASINS ONLY | GRATE INLETS ONLY | ASPHALT CONCRETE SPILLWAY L.F. | ASPHALT DITCH LINING L.F. | ROCK DITCH LINING TON | HAND PLACED RIPRAP C.Y. | SACK RIPRAP C.Y. | CONCRETE SURGE BLOCKS ONLY | DRILLING HOLES FOR HORIZONTAL DRAINS L.F. | | | | | | | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52-20 | LN364+65 TO LN367+65 | 28'LT. | | | 1 | | | | | | | | | | | | | | | | 1 |
| 52-21 | LS368+50 | | | 1 | | | | | | | | | | | | | | | | 1,6,8,21 | |
| 52-22 | LN367+65 TO LN371+65 | 28'LT. | | | 17 | | | | | | | | | | | | | | | | 1 |
| 52-23 | ~~LS369+80~~ | | | | | | | | | | | | | | | | | | | | 3 |
| 52-24 | LN370+~~90~~ 10 | | | | | | | | | | | | | | | | | | | | 3 |
| 52-25 | ~~LN371+65~~ | | | 1 | | | | | | | | | | | | | | | | 1,6,7,8 | |
| 52-26 | LS372+50 | | | 1 | | | | | | | | | | | | | | | | 1,6,8,21 | |
| 52-27 | LN371+65 TO LN373+90 | 28'LT. | | | 21 | | 1 | | | | | | | | | | | | | | 1 |
| 52-28 | LN~~373+90~~ 375+00 | | | 1 | | | | | | | | | | | | | | | | 1,6,7,8 | |
| 52-29 | FR2 16+85 | | | | | | | | | | 5 | | | | | | | | | | 5 |
| 52-30 | LN376+00 | 1 | | | | | | | | | 5 | 18 | SLOTTED MANHOLE COVER REQUIRED | | | | | | | | 28 |
| 52-31 | LS376+70 | | | | | | | | | | | | | | | | | | | | 3 |
| 52-32 | LN376+80 | | | | | | | | | | | | | | | | | | | | 3 |
| 52-33 | LN378+15 | | | | | | | | | | 2 | | | | | | | | | | 2,19 |
| 52-34 | FR2 21+35 | | | | | | | ~~30~~ | | | 5 | | | | | | | | | 5,6,17 | |
| 52-35 | ~~LS381+00~~ | | | | | | | | | | | | | | | | | | | | 3 |
| 52-36 | FR2 25+30 | | | | | | | | | | 5 | | | | | | | | | 5,6,17 | |
| 52-37 | LN382+45 | | | | 2 | | | | | | | | | | | | | | | 6,17,~~24~~ | |
| 52-38 | FR2 27+39 | | | | | | | | | | 2 | | | | | | | | | 5,6,17 | |
| 52-39 | LS~~376+00~~ 375+89 | | | | | | 1 | | | | | | | | | | | | | 1,6,8,21 | |
| 52-40 | FR2 37+70 LT. 35+35 RT. 37+05 38+93 | | | | | | | | | | | | | | | | | | | | |
| 52-41 | FR2 21+13 LT. | | | | | | | | | | | | | | | | | | | | |
| 52-42 | ~~FR2 20+80 LT. AND RT.~~ | | | | | | | ~~40~~ | | | | | | | | | | | | | |
| 52-48 | FR2 ~~22+80 RT.~~ 15+88 | | | | | | | ~~20~~ | | | | | | | | | | | | | |
| 52-49 | FR2 ~~24+80 RT.~~ 17+25 | | | | | | | ~~20~~ | | | | | | | | | | | | | |
| 52-50 | FR2 ~~27+00 RT.~~ 37+92 | | | | | | | ~~20~~ | | | | | | | | | | | | | |
| 52-46 | FR2 ~~17+80 RT.~~ 19+60 | | | | | | | ~~20~~ | | | | | | | | | | | | | |
| 52-47 | FR2 ~~17+90 LT.~~ 16+25 | | | | | | | ~~20~~ | | | | | | | | | | | | | |
| 53-1 | ~~LS386+30~~ | | | | | | | | | | | | | | | | | | | | 3 |
| 53-2 | LN~~385+45~~ 384+50 | | | | | | | | | | 0 | | | | | | | | | 6,17 | |
| 53-3 | LN386+60 | | | 1 | | | | | | | | | | | | | | | | 4,6,17 | |
| 53-4 | FR2 ~~31+15~~ 30+98 | | 1 | | | | | | | | ~~2~~ | | CONSTRUCT MANHOLE ON RIGHT | | | | | | | 5,6,17 | |
| 53-5 | LN388+~~25~~ 10 | | | | | | | | | | 1 | | | | | | | | | 5,6 | |
| 53-6 | LN391+00 | | | 1 | | | | | | | | | | | | | | | | 4,6,17 | |
| 53-7 | LN~~391+10~~ 390+59 & LS392 | | | | | | | | | | 1 | | | | | | | | | 5,6,17 | |
| 53-8 | FR2 33+90 | | | | | | | | | | 0 | | | | | | | | | 5,6,17 | |
| 53-9 | FR2 35+85 | | | | | | | | | | 0 | | | | | | | | | 5,6,17 | |
| 53-10 | LN394+~~20~~ 35 & 395+10 | | | | | | | | | | ~~2~~ | | | | | | | | | 5,6,17 | |
| 53-11 | LN394+80 | | | 1 | | | | | | | | | | | | | | | | 4,6,17 | |
| 53-12 | FR2 37+95 | | | | | | | | | | 1 | | | | | | | | | 5,6,17 | |
| 53-13 | FR2 40+80 | | | | | | | | | | 0 | | | | | | | | | 5,6,17 | |

Note: See Contr. Header for locations this item.

Changed Quantities (GH)

| REVISION | REV. BY | CKD. BY |
|---|---|---|

FOR GENERAL NOTES SEE SHEETS 26 & 29

FOR "AS CONSTRUCTED" PLANS ONLY

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Deleted Ref. to Note 22 | GH |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN

HAROLD WALSH — BAKER FERGUSON — JOHN N. BURP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971

SHEET 32 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 33 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | STRUCTURE EXCAVATION CLASS B C.Y. | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B C.Y. | GRAVEL BACKFILL FOR PIPE BEDDING C.Y. | GRAVEL BACKFILL FOR DRAINS C.Y. | DITCH EXCAVATION INCLUDING HAUL C.Y. | CONCRETE CLASS C C.Y. | HORIZONTAL DRAIN PIPE 1½" DIAMETER L.F. | SLOTTED HORIZONTAL DRAIN PIPE 1½" DIAMETER L.F. | DRAIN PIPE 8" DIAMETER L.F. | UNDERDRAIN PIPE 6" DIAMETER L.F. | UNDERDRAIN PIPE 8" DIAMETER L.F. | UNDERDRAIN PIPE 12" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 12" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 18" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 24" DIAMETER L.F. | SCHEDULE A CULVERT PIPE 30" DIAMETER L.F. | SCHEDULE B CULVERT PIPE 18" DIAMETER L.F. | SCHEDULE B CULVERT PIPE 24" DIAMETER L.F. | SCHEDULE C CULVERT PIPE 18" DIAMETER L.F. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 53-14 | ~~LN 398+15~~ LS 399 | 175 | | | | | | | | | | | | | ~~216~~ 233 | | | | | |
| ~~53-15~~ | ~~LN 399+00~~ | ~~60~~ | | | | | | | | | | | | ~~93~~ | | | | | | |
| 53-16 | LS 401+00 398+85 | 5 | | | 5 | | | | | | 45 | | | | | | | | | |
| 53-17 | ~~LN 400+50~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 53-18 | LN 402+~~30~~ 85 | 180 | | | | ~~25~~ 35 | | | | | | | | 28 | 237 | | | | | |
| 53-19 | ~~LN 402+50~~ | ~~65~~ | | | | | | | | | | | | ~~130~~ | | | | | | |
| 53-20 | FR2 45+00 | 60 | | | | 0 | | | | | | | | | 75 | | | | | |
| 53-21 | ~~LS 406+00~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 53-22 | ~~LN 407+00~~ LS 407+80 | 105 | | | | | | | | | | | | ~~237~~ | | | | | | |
| 53-23 | ~~LN 408+00~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 53-24 | ~~LS 409+80~~ | ~~5~~ | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 53-26 | FR2 40+90-17' RT. | 10 | | | | 0 | | | | 20 | | | | | | | | | | |
| 53-26 | FR2 45+20-17' RT. | 10 | | | | 0 | | | | 20 | | | | | | | | | | |
| 53-27 | FR2 49+20-17' RT. | 10 | | | | 0 | | | | 20 | | | | | | | | | | |
| 53-28 | FR2 49+00 LT. | 5 | | | | | | | | | | | | 96 ~~30~~ | | | | | | |
| 53-29 | FR2 30+30 RT. | | | | | | | | | | | | | | | | | | | |
| 53-30 | FR2 30+80 LT. | | | | | | | | | | | | | | | | | | | |
| 53-31 | FR2 35+60 RT. | | | | | | | | | | | | | | | | | | | |
| 53-32 | FR2 37+50 RT. | | | | | | | | | | | | | | | | | | | |
| 53-33 | FR2 328+40 RT. | 11 | | | | | | | | | | | | 42 | | | | | | |
| 53-34 | FR2 95+60 LT. Est. appr. | 7 | | | | | | | | | | | | 54 | | | | | | |
| 54-1 | FR2 59+~~05~~ 62 | 35 | | | | ~~10~~ | | | | | | | | | 66 | | | | | |
| 54-2 | FR2 61+~~60~~ 30 | 30 | | | | 0 | | | | | | | | | 54 | | | | | |
| 54-3 | FR3 0+~~10~~ 57 | 30 | | | | 0 ~~20~~ | | | | | | | | | 54 | | | | | |
| 54-4 | ~~LS 415+00~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 54-5 | LN ~~413+00~~ 412+69-419+19 | 5 | | | ~~5~~ | | | | | 40 | 10 ~~45~~ | ~~80~~ | | | | | | | | |
| 54-6 | LN ~~414+50~~ | ~~10~~ | | | ~~20~~ | | | | | | | ~~110~~ | | | | | | | | |
| 54-7 | LN ~~415+00~~ 416+00 | 50 | | | | | | | | | | | | 123 | | | | | | |
| 54-8 | ~~DC6 9+00 to DC6 10+50-20' RT.~~ | | | | | ~~190~~ | | | | | | | | | | | | | | |
| 54-9 | LN 416+35 412+59 | 20 | | | ~~35~~ | 38 | | | | | | ~~170~~ 170 | | | | | | | | |
| 54-10 | LN 418+00 | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 54-11 | LS 420+~~20~~ 00 | 5 | | | ~~5~~ | | | | | | 61 ~~45~~ | | | | | | | | | |
| 54-12 | LN 419+60 | 55 | | | | | | | | | | | | 114 | | | | | | |
| 54-13 | LN 422+00 | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 54-14 | ~~CB6 9+00~~ | ~~20~~ | | | | ~~45~~ | | | | | | | | 54 | | | | | | |
| 54-15 | LS 425+00 + DC6 1+80 | 5 | | | ~~5~~ | 16 | | | | | 45 | | | | | | | | | |
| 54-16 | LN ~~425+00~~ 424+75 | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 54-17 | LS 425+60 | 15 | | | | | | | | ~~84~~ | | | | | | | | | | |
| 54-18 | LN ~~425+00~~-28' LT. 424+80 | 15 | | | | | | | | ~~70~~ | 20 | | | 68 | | | | | | |
| 54-19 | AD6 11+00 AL6 0+10 | 75 | | | | | | | | | | 385 | | ~~280~~ 350 | | | | | | |
| 54-20 | FR3 ~~10+85~~ 11+99 | 95 | | | | 23 | | | | | | | | 64 ~~34~~ | | | | | | |
| 54-21 | CB6 14+50 14 | 50 | | | | | | | | | | | | | | | | | | |
| 54-22 | LN 427+65 AL6 | 40 | | | ~~65~~ | 85 | | | | 80 | 78 | 292 350 | | | | | | | | |
| 53-36 | LN 389+33 | 26 | | | 26 | | | | | 160 | | | | | | | | | | |

| Changed Quantities | | | |
|---|---|---|---|
| | | | 3-5-71 |
| REVISION | | REV. BY | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BUPP

CONTRACT NUMBER 72 09

APPROVED Aug. 23, 1971
SHEET 33 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 34 of 12 |

NOTE:
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| CODE | STATION | SCHEDULE C CULVERT PIPE 24" DIAMETER L.F. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER L.F. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER L.F. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 36" DIAMETER L.F. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 42" DIAMETER L.F. | FLARED END SECTIONS 36" DIAMETER ONLY | FLARED END SECTIONS 42" DIAMETER ONLY | FLARED END SECTIONS 48" DIAMETER ONLY | DESIGN C TRENCH CONSTRUCTION C.Y. | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER L.F. | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER L.F. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER L.F. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 18" DIAMETER L.F. | TESTING SEWER PIPE L.F. | CAST IRON WATER PIPE CLASS C 6" DIAMETER L.F. | GATE VALVES 6" DIAMETER ONLY | MANHOLES UNDER 12 FEET ONLY | MANHOLES 12 FEET TO 20 FEET ONLY | DROP MANHOLES 12 FEET TO 20 FEET ONLY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 53-14 | ~~LN 398+15~~ LS 399 | | | | | | | | | | | | | | | | | | | |
| 53-15 | LN 399+00 | | | | | | | | | | | | | | | | | | | |
| 53-16 | LS 401+00 | | | | | | | | | | | | | | | | | | | |
| 53-17 | LN 400+50 | | | | | | | | | | | | | | | | | | | |
| 53-18 | LN 402+30 | | | | | | | | | | | | | | | | | | | |
| 53-19 | LN 402+50 | | | | | | | | | | | | | | | | | | | |
| 53-20 | FR2 45+00 | | | | | | | | | | | | | | | | | | | |
| 53-21 | LS 406+00 | | | | | | | | | | | | | | | | | | | |
| 53-22 | LN 407+00 | | | | | | | | | | | | | | | | | | | |
| 53-23 | LN 408+00 | | | | | | | | | | | | | | | | | | | |
| 53-24 | LS 409+80 | | | | | | | | | | | | | | | | | | | |
| 53-25 | FR2 40+90-17' RT. | | | | | | | | | | | | | | | | | | | |
| 53-26 | FR2 45+20-17' RT. | | | | | | | | | | | | | | | | | | | |
| 53-27 | FR2 49+20-27' RT. | | | | | | | | | | | | | | | | | | | |
| 53-28 | FR2 49+00 LT. | | | | | | | | | | | | | | | | | | | |
| 53-29 | FR2 30+30 RT. | | | | | | | | | | | | | | | | | | | |
| 53-30 | FR2 30+80 LT. | | | | | | | | | | | | | | | | | | | |
| 53-31 | FR2 35+60 RT. | | | | | | | | | | | | | | | | | | | |
| 53-32 | FR2 37+50 RT. | | | | | | | | | | | | | | | | | | | |
| 54- 1 | FR2 59+05 | | | | | | | | | | | | | | | | | | | |
| 54- 2 | FR2 61+60 | | | | | | | | | | | | | | | | | | | |
| 54- 3 | FR3 0+10 | | | | | | | | | | | | | | | | | | | |
| 54- 4 | LS 415+00 | | | | | | | | | | | | | | | | | | | |
| 54- 5 | LN 413+00 | | | | | | | | | | | | | | | | | | | |
| 54- 6 | LN 414+50 | | | | | | | | | | | | | | | | | | | |
| 54- 7 | LN 415+00 | | | | | | | | | | | | | | | | | | | |
| 54- 8 | DC6 9+00 to DC6 10+50-20' RT. | | | | | | | | | | | | | | | | | | | |
| 54- 9 | LN 416+35 | | | | | | | | | | | | | | | | | | | |
| 54-10 | LN 418+00 | | | | | | | | | | | | | | | | | | | |
| 54-11 | LS 420+20 | | | | | | | | | | | | | | | | | | | |
| 54-12 | LN 419+60 | | | | | | | | | | | | | | | | | | | |
| 54-13 | LN 422+00 | | | | | | | | | | | | | | | | | | | |
| 54-14 | CB6 9+00 | | | | | | | | | | | | | | | | | | | |
| 54-15 | LS 425+00 | | | | | | | | | | | | | | | | | | | |
| 54-16 | LN 425+00 | | | | | | | | | | | | | | | | | | | |
| 54-17 | LS 425+60 | | | | | | | | | | | | | | | | | | | |
| 54-18 | LN 425+00-28' LT. | | | | | | | | | | | | | | | | | | | |
| 54-19 | AD6 11+00 | | | | | | | | | | | | | | | | | | | |
| 54-20 | FR3 ~~10+85~~ 11+99 58' RT | 142 L | | | | | | | | | | | | | | | | | | |
| 54-21 | CB6 14+50 | | | | | | | | | | | | | | | | | | | |
| 54-22 | LN 427+65 | | | | | | | | | | | | | | | | | | | |

| REVISION | REV. BY | CKD. BY |
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SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

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JOHN N. BUPP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 7269

SHEET 34 OF 127 SHEETS

# STRUCTURE NOTES

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| 8 | WASH. | EMP F-011-1(9) | 35 of 127 |

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FOR GENERAL NOTES SEE SHEETS 26 & 29

| CODE | STATION | Manhole 12' to 20 Feet 72" Diam. | MANHOLES OVER 20 FEET | CATCH BASINS TYPE 1 | CATCH BASINS TYPE 2 | ADJUST CATCH BASINS | GRATE INLETS | ASPHALT CONCRETE SPILLWAY | ASPHALT DITCH LINING | ROCK DITCH LINING | HAND PLACED RIPRAP | SACK RIPRAP | CONCRETE SURGE BLOCKS | DRILLING HOLES FOR HORIZONTAL DRAINS | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ONLY | ONLY | ONLY | ONLY | ONLY | L.F. | L.F. | TON | C.Y. | C.Y. | ONLY | L.F. | |
| 53-14 | ~~LN 398+15~~ LS399 | | | | | | 1 | | | | ~~0.50~~ | | | | 5,6,17 |
| 53-15 | ~~LN 399+00~~ | | | 1 | | | | | | | | | | | 4,6,17 |
| 53-16 | LS ~~401+00~~ 398+85 | | | | | | | | | | | | | | 3 |
| 53-17 | ~~LN 400+50~~ | | | | | | | | | | | | | | 3 |
| 53-18 | LN 402+~~30~~ 85 | | | | 1 | | | | | | | | | | 6,17,19 |
| 53-19 | ~~LN 402+50~~ | | | 1 | | | | | | | | | | | 4,6,17 |
| 53-20 | FR2 45+00 | | | | | | | | | | ~~0.8~~ | | | | 5,6,17 |
| 53-21 | ~~LS 406+00~~ | | | | | | | | | | | | | | 3 |
| 53-22 | ~~LN 407+00~~ LS 407+80 | | | 2 | | | | | | | | | | | 4,6,17 |
| 53-23 | ~~LN 408+00~~ | | | | | | | | | | | | | | 3 |
| 53-24 | ~~LS 409+80~~ | | | | | | | | | | | | | | 3 |
| 53-26 | FR2 40+20-17' RT. | | | 1 | | | | | | | ~~0.4~~ | | | | 4,17 |
| 53-26 | FR2 45+20-17' RT. | | | 1 | | | | | | | ~~0.4~~ | | | | 4,17 |
| 53-27 | FR2 49+20-17' RT. | | | 1 | | | | | | | ~~0.4~~ | | | | 4,17 |
| 53-28 | FR2 49+00 LT. | | | | | | | | | | | | | | |
| 53-29 | FR2 30+30 RT. | | | | | | | 20 | | | | | | | |
| 53-30 | FR2 30+80 LT. | | | | | | | 20 | | | | | | | |
| 53-31 | FR2 35+60 RT. | | | | | | | 20 | | | | | | | |
| 53-32 | FR2 37+50 RT. | | | | | | | 20 | | | | | | | |
| 53-33 | FR2 28+40 LT. | | | | | | | | | | | | | | |
| 54- 1 | FR2 59+~~65~~ 62 | | | | | | | | | | ~~0.2~~ | | | | 5,6,17,20 |
| 54- 2 | FR2 61+~~60~~ 30 | | | | | | | | | | ~~0.5~~ | | | | 5,6,17 |
| 54- 3 | FR3 0+~~10~~ 57 | | | | | | | | | | ~~0.8~~ | | | | 5,6,17,20 |
| 54- 4 | LS ~~415+00~~ | | | | | | | | | | | | | | 3 |
| 54- 5 | LN 413+00 413+69-414+19 | | | | | | | | | | | | | | 3 |
| 54- 6 | ~~LN 414+50~~ | | | | | | | | | | | | | | |
| 54- 7 | ~~LN 415+00~~ 416+00 | | | 1 | | | | | | | | | | | 4,6,17 |
| 54- 8 | ~~DC6 9+00 to DC6 14+50-20' RT.~~ | | | | | | | | | | CONST. DITCH SECT. A ON RT. 2/NOT STEEPER THAN 2:1 SLOPE | | | | |
| 54- 9 | ~~LN 416+35~~ 412+59 | | | | | | | | | | | | | | |
| 54-10 | LN 418+00 | | | | | | | | | | | | | | 3 |
| 54-11 | LS 420+~~20~~ 00 | | | | | | | | | | | | | | 3 |
| 54-12 | LN 419+60 | | | 1 | | | | | | | | | | | 4,6,17 |
| 54-13 | LN 422+00 | | | | | | | | | | | | | | 3 |
| 54-14 | ~~CB6 9+00~~ | | | 1 | | | | | | | | | | | 6,17,20 |
| 54-15 | LS ~~425+00~~ DC6 14+80 | | | | | | | | | | | | | | 3 |
| 54-16 | LN ~~425+00~~ 424+75 | | | | | | | | | | | | | | 3 |
| 54-17 | LS 425+60 | | | 1 | | | | | | | | | | | 3,4,17 |
| 54-18 | LN 425+00-28' LT. 424+80 | | | | | | 1 | | | | | | | | 3,4,17 |
| 54-19 | AD6 11+00 AL6 0+10 | | | | | | 3 | | | | | | | | 6,17 |
| 54-20 | FR3 ~~10+55~~ 11+99 | | | | | | | | | | ~~34~~ PLACE RIPRAP AT INLET END | | | | 6,17,30 |
| 54-21 | CB6 14+~~50~~ 14 | | | | | | | | | | | | | | 6,17 |
| 54-22 | ~~LN 427+65~~ AR6 | | | | | | | | | | | | | | |

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quants. + Stas | | 3-5-75 |

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CHICO TO SILVERDALE

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GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH BAKER FERGUSON
JOHN N. RUPP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

SHEET 35 OF 127 SHEETS

# STRUCTURE NOTES

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| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
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| 8 | WASH. | EMP F-011-1(9) | 36 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | STRUCTURE EXCAVATION CLASS B CY | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B CY | GRAVEL BACKFILL FOR PIPE BEDDING CY | GRAVEL BACKFILL FOR DRAINS CY | DITCH EXCAVATION INCLUDING HAUL CY | CONCRETE CLASS C CY | HORIZONTAL DRAIN PIPE 1-1/2" DIAMETER LF | SLOTTED HORIZONTAL DRAIN PIPE 1-1/2" DIAM. LF | DRAIN PIPE 8" DIAMETER LF | UNDERDRAIN PIPE 6" DIAMETER LF | UNDERDRAIN PIPE 8" DIAMETER LF | UNDERDRAIN PIPE 12" DIAMETER LF | SCHEDULE A CULVERT PIPE 12" DIAMETER LF | SCHEDULE A CULVERT PIPE 18" DIAMETER LF | SCHEDULE A CULVERT PIPE 24" DIAMETER LF | SCHEDULE A CULVERT PIPE 30" DIAMETER LF | SCHEDULE A CULVERT PIPE 18" DIAMETER LF | SCHEDULE B CULVERT PIPE 24" DIAMETER LF | SCHEDULE C CULVERT PIPE 18" DIAMETER LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 54-23 | BA6 ~~0+40~~ & C.B6 | 40 | | | | | | | | | | | | 26 ~~102~~ | | | | | | |
| 54-24 | BA6 1+60 | 40 | | | | | | | | 19 ~~70~~ | | | | 34 | | | | | | |
| 54-25 | LN 429+25 - 23' RT. | 20 | | | | | | | | 90 | | | | | | | | | | |
| 54-26 | LN 428+~~65~~09 & AD6 8+00 | 1265 | 54 ~~70~~ | 54 | ~~95~~ | 9.6 | ~~1~~ | | | 10 | | ~~233~~ ~~500~~ | | 48 | | | | | | |
| 54-27 | LN 430+70 | 5 | | | ~~5~~ | | | | | | 45 | | | | | | | | | |
| 54-28 | LS 432+80 | ~~5~~ | | | ~~5~~ | | | | | | ~~45~~ | | | | | | | | | |
| 54-29 | LN 433+20 | 120 | | | | | | | | | | | | ~~225~~ | 342 ~~300~~ | | | | | |
| 54-30 | LN 436+45 437+56 BA6 RT | 180 | | | | 78 ~~60~~ | 1 ~~28~~ | | | | | | | 180 ~~170~~ ~~140~~ | | | | | | |
| 54-31 | LN 436+65 | 90 | | | | | | | | | | | | | | | | | | |
| 54-32 | LN 440+65 | 70 | | | | | | | | | | | | | | | | | | |
| 54-33 | FR3 18+~~85~~ 70 | 95 | 14 ~~45~~ | 12 ~~15~~ | | 0 | | | | | | | | 155 | 102 | | | | | |
| 54-34 | AR6 7+~~30~~ 60 - ~~27~~ 31' LT. | 10 | | | | | | | | ~~40~~ | | | | 56 | | | | | | |
| 54-35 | AR6 8+~~50~~ 33 | 155 | | | | | | | | | | | | | | | | | | |
| 54-36 | AR6 ~~9+70~~ 8+00 | 10 | | | | | | | | ~~40~~ | | | | 138 | | | | | | |
| 54-37 | B6 1+50 - 40' RT. | 5 | | | | ~~25~~ | | | | | | | | | | | | | | |
| 54-38 | AR6 12+70 & 11+82 3+46 | 30 | | | | ~~10~~ | 1 | | | | | | | 250 ~~44~~ | | | | | | |
| 54-39 | ~~DC6 6+50 TO DC6 8+50~~ RT. & | ~~210~~ | | | ~~215~~ | | | | | | 146 | ~~950~~ ~~722~~ | 141 | ~~70~~ | | | | | | |
| | DC6 ~~9+00~~ TO ~~DC6 2+00~~ AD6 2+20 RT. | 174 | | | | | | | | | | | | | | | | | | |
| 54-40 | AD6 ~~8+00~~ TO AL6 ~~4+90~~ LT. | 185 | | | ~~185~~ | | | | | 32 | | ~~980~~ | 542 | | | | | | | |
| 54-41 | AL6 0+10 - 35' RT. | 490 | | | | | | | | | | | 190 | | | | | 165 | | |
| 54-42 | ~~AL6 1+10~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~53~~ | | | | | | | | | |
| 54-43 | ~~AR6 2+40 LS 428+39 RT.~~ | 5 | | | ~~5~~ | | | | | 60 | ~~53~~ | | | | | | | | | |
| 54-44 | ~~AR6 5+40 LS 428+14~~ | 5 | | | ~~5~~ | | | | | 17 | ~~51~~ | | | | | | | | | |
| 54-45 | AD6 4+10 | 5 | | | ~~5~~ | | | | | | 28 | | | | | | | | | |
| 54-46 | AD6 7+~~90~~ 10 | 5 | | | ~~5~~ | | | | | | 28 | | | | | | | | | |
| 54-47 | FR3 ~~8+00~~ 17' LT & 17' RT. | 10 | | | | 0 | | | | 47 ~~40~~ | | | | | | | | | | |
| 54-48 | AL6 0+00 RT. | | | | | | | ~~60~~ | ~~250~~ | | 40 | | | | | | | | | |
| 54-49 | CB6 6+10 | ~~5~~ | | | ~~5~~ | | | | | | ~~28~~ | | | | | | | | | |
| 54-50 | CB6 ~~9+20~~ 3+83 - 4+73 LT | 5 | | | ~~5~~ | | | | | | 17 ~~24~~ | | | 71 | | | | | | |
| 54-51 | ~~CB6 12+40~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~28~~ | | | | | | | | | |
| 54-52 | ~~AL6 6+00 RT.~~ | | | | | | | ~~80~~ | ~~330~~ | | | | | | | | | | | |
| 54-53 | ~~AR6 2+50 TO AL6 2+50~~ | ~~95~~ | | | ~~95~~ | | | | | | ~~24~~ | 457 ~~500~~ | | | | | | | | |
| 54-54 | AL6 10+~~40~~ 80 RT. | ~~5~~ | | | | | | | | | | | | 24 ~~40~~ | | | | | | |
| 54-55 | ~~FR3 16+00 RT.~~ | ~~5~~ | | | | | | | | | | | | ~~40~~ | | | | | | |
| 54-56 | ~~FR3 60+30 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-57 | ~~AL6 1+50 LT.~~ | | | | | | | ~~60~~ | ~~26~~ | | | | | | | | | | | |
| 54-58 | ~~AR6 0+00 TO AR6 7+30 LT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-59 | ~~AR6 0+00 TO AR6 9+90 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-60 | ~~CB6 1+50 TO CB6 14+50 LT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-61 | ~~CB6 0+50 TO CB6 14+50 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-62 | ~~DC6 0+30 TO DC6 4+00~~ | | | | | | | ~~140~~ | 630 | | | | | | | | | | | |
| 54-63 | ~~AL6 3+00 & AD6 10+00 RT.~~ | | | | | | | ~~80~~ | ~~320~~ | | | | | | | | | | | |
| 54-64 | ~~AL6 0+00 TO AL6 10+00 LT. & RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-65 | ~~AL6 4+50 RT.~~ | | | | | | | ~~80~~ | ~~330~~ | | | | | | | | | | | |
| 54-66 | AD6 7+90 TO AD6 11+00 RT. | 2 | | | | | | | | | | | | | | | | | | |
| 54-67 | AD6 5+50 FR3 19+30 to FR3 20+90 | 11 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | 42 | | | 47 | | | | | | |

Changed Quants & Stas | | | 7-5-73

| REVISION | REV. BY | CKD. BY |
|---|---|---|

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BURP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

SHEET 36 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where changed or marked.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 37 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | SCHEDULE C CULVERT PIPE 24" DIAMETER LF | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER LF | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER LF | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 36" DIAMETER LF | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 42" DIAMETER LF | FLARED END SECTIONS 36" DIAMETER ONLY | FLARED END SECTIONS 42" DIAMETER ONLY | FLARED END SECTIONS 48" DIAMETER ONLY | DESIGN C TRENCH CONSTRUCTION CY | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER LF | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER LF | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER LF | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 18" DIAMETER LF | TESTING SEWER PIPE LF | CAST IRON WATER PIPE CLASS C 6" DIAMETER LF | GATE VALVES 6" DIAMETER ONLY | MANHOLES UNDER 12 FEET ONLY | MANHOLES 12 FEET TO 20 FEET ONLY | DROP MANHOLES 12 FEET TO 20 FEET ONLY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 54-23 | BA6 ~~0+40~~ & CB6 | | | | | | | | | | | | | | | | | | | |
| 54-24 | BA6 1+60 | | | | | | | | | | | | | | | | | | | |
| 54-25 | LN 429+25 - 23' RT. | | | | | | | 1 | | | | | | | | | | | | 1 |
| 54-26 | LN 428+~~6509~~ & AD6 8 ~ | | | | | ~~760~~ 450 | | 1 | | | | | | | | | | 2 | | 2 |
| 54-27 | LN 430+70 | | | | | | | | | | | | | | | | | | | |
| 54-28 | LS 432+80 | | | | | | | | | | | | | | | | | | | |
| 54-29 | LN 433+20 | | | | | | | | | | | | | | | | | | | |
| 54-30 | LN 436+45 437+50 BA6 RT | | | | | | | | | | | | | | | | | | | |
| 54-31 | LN 436+65 | | | | | | | | | | | | | | | | | | | |
| 54-32 | LN 440+65 | | | | | | | | | | | | | | | | | | | |
| 54-33 | FR3 18+~~85~~ 70 | | | | | | | | | | | | | | | | | | | |
| 54-34 | AR6 7+~~30~~ 50 - ~~29~~ 31' LT. | | | | | | | | | | | | | | | | | | | |
| 54-35 | AR6 8+~~50~~ 33 | | | ~~470~~ | | 262 1 | | 2 | | | | | | | | | | | | |
| 54-36 | AR6 ~~9+70~~ 8+00 | | | | | | | | | | | | | | | | | | | |
| 54-37 | B6 1+50 - 40' RT. | | | | | | | | | | | | | | | | | | | |
| 54-38 | AR6 12+70 & 11+82 | | | | | | | | | | | | | | | | | | | |
| 54-39 | DC60+50 TO DC68+50 RT. & | | | | | | | | | | | | | | | | 1 | | | |
| | DC60+60 TO DC62+00 LT. | | | | | | | | | | | | | | | | | | | |
| 54-40 | AD6 ~~8+00~~ TO AL6 ~~4+90~~ RT. | | | | | | | | | | | | | | | | 1 | | | |
| 54-41 | AL6 0+10 - 35' RT. | | | | | | | | | | | | | | | | | | | |
| 54-42 | ~~AL6 1+10~~ | | | | | | | | | | | | | | | | | | | |
| 54-43 | ~~AR6 2+40~~ LS 428+39 | | | | | | | | | | | | | | | | | | | |
| 54-44 | ~~AR6 5+40~~ LS 428+14 | | | | | | | | | | | | | | | | | | | |
| 54-45 | AD6 4+10 | | | | | | | | | | | | | | | | | | | |
| 54-46 | AD6 ~~7+30~~ 10 | | | | | | | | | | | | | | | | | | | |
| 54-47 | FR3 8+00 - 17' LT. & 17' RT. | | | | | | | | | | | | | | | | | | | |
| 54-48 | AL6 0+00 RT. | | | | | | | | | | | | | | | | | | | |
| 54-49 | ~~CB6 6+10~~ | | | | | | | | | | | | | | | | | | | |
| 54-50 | CB6 9+20 3+83 to 4+73 LT. | | | | | | | | | | | | | | | | | | | |
| 54-51 | ~~CB6 12+40~~ | | | | | | | | | | | | | | | | | | | |
| 54-52 | ~~AL6 6+00 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-53 | AR6 2+~~50~~ 48 ~~TO AL6 2+50~~ | | | | | | | | | | | | | | | | | | | |
| 54-54 | AL6 10+~~40~~ 48 RT. | | | | | | | | | | | | | | | | | | | |
| 54-55 | ~~FR3 16+00 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-56 | ~~FR3 60+30 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-57 | ~~AL6 1+50 LT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-58 | ~~AR60+00 TO AR67+30 LT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-59 | ~~AR60+00 TO AR69+90 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-60 | ~~CB61+50 TO CB614+50 LT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-61 | ~~CB60+50 TO CB614+50 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-62 | ~~DC60+30 TO DC64+00~~ | | | | | | | | | | | | | | | | | | | |
| 54-63 | ~~AL63+00 & AD610+00 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-64 | ~~AL60+00 TO AL610+00 LT. & RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-65 | ~~AL6 4+50 RT.~~ | | | | | | | | | | | | | | | | | | | |
| 54-66 | AD67+90 TO AD611+00 RT. | | | | | | | | | | | | | | | | | | | |
| 54-67 | FR3 19+25 to FR3 20+93 LT. | | | | | | | | | | | | | | | | | | | |

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quants. & sta. | DO | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH BAKER FERGUSON
JOHN N. BUPP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971
SHEET 37 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 38 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

FOR GENERAL NOTES SEE SHEETS 26 & 29

| CODE | STATION | Manholes 12' to 20 Feet 72" Diameter | MANHOLES OVER 20 FEET | CATCH BASINS TYPE 1 | CATCH BASINS TYPE 2 | ADJUST CATCH BASINS | GRATE INLETS | ASPHALT CONCRETE SPILLWAY | ASPHALT DITCH LINING | ROCK DITCH LINING | HAND PLACED RIPRAP | SACK RIPRAP | CONCRETE SURGE BLOCKS | DRILLING HOLES FOR HORIZONTAL DRAINS | | | | | | | GENERAL NOTES | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ONLY | ONLY | ONLY | ONLY | ONLY | LF | LF | TON | CY | CY | ONLY | LF | | | | | | | | |
| 54-23 | BA6 ~~0+40~~ & CB6 | | | 1 | | | | | | | | | | | | | | | | | 6,17 | |
| 54-24 | BA6 1+60 | | | 2 | | | | | | | | | | | | | | | | | 6,17 | |
| 54-25 | LN 429+25 - 23' RT. | | | 1 | | | | | | | | | | | | | | | | | 4 | |
| 54-26 | LN 428+~~65~~ ⊙ ℄ AD6 8+00 | 1 | | ~~1~~ | | | | | | | 2E | 7E-6 | | | FLOW | LINE | ELEV. | 8600 | AT | MEDIAN | MANHOLE. SETTLING BASIN ON RT. (SEE GENERAL | |
| 54-27 | LN 430+70 | | | | | | | | | | | | | | | | | | | | 3 | (NOTES 5,6,12,13,16,24,25) |
| 54-28 | LS 432+80 | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-29 | LN 433+20 | | | ~~2~~ | | | | | | | | | | | | | | | | | 4,6,17 | |
| 54-30 | LN ~~436+45~~ 437 ~~at BL6~~ | | | | | | 1 | | | | | | | | | | | | | | 6,17 | 19 |
| 54-31 | LN 436+65 | | | 1 | | | | | | | | | | | | | | | | | 4,6,17, | |
| 54-32 | LN 440+65 | | | 1 | | | | | | | | | | | | | | | | | 4,6,17 | |
| 54-33 | FR3 18+~~85~~ 70 | | | | | | | | | | 0E-2 | | | | | | | | | | 5,6 | |
| 54-34 | AR6 7+~~50~~ 58 - ~~29~~ 31' LT. | | | | | | ~~1~~ | | | | 0E | | | | | | | | | | 17 | |
| 54-35 | AR6 8+~~50~~ 33 | | | | | | | | | | | 4E-6 | | | | | | | | | 5,6, | 12,14 |
| 54-36 | AR6 ~~9+70~~ 8+80 | | | | | | 1 | | | | | | | | | | | | | | 17 | |
| 54-37 | B6 1+50 - 40' RT. | | | | | | | | | | 4E | | | | | | | | | | 20 | |
| 54-38 | AR6 12+70 & 11+82 | | | | | | | | | | | | | | Plug existing 18" Culvert | | | | | | ~~15~~,17,~~20~~ | |
| 54-39 | DC6 0+50 TO DC6 8+50 RT.& | | | | | | | | | ~~211~~ | | | | | | | | | | | 6,26 | |
| | DC6 0+60 TO DC6 2+00 LT. | | | | | | | | | | | | | | | | | | | | | |
| 54-40 | AD6 ~~8~~ 9+00 TO AL6 ~~9~~ 9+90 RT. | | | 1 | | | ~~1~~ | | | | | | | | | | | | | | 8,[illegible] | |
| 54-41 | AL6 0+10 - 35' RT. | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-42 | ~~AL6 1+10~~ | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-43 | AR6 ~~2+40~~ LS 428+39 | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-44 | AR6 5+40 LS 428+14 - 21' LT. | | | 1 | | | | | | | | | | | | | | | | | 3 | |
| 54-45 | AD6 4+10 | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-46 | AD6 7+~~30~~ 10 | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-47 | FR3 8+00 - 17' LT. & 17' RT. | | | 2 | | | | | | | 0E-2 | | | | | | | | | | 4,17 | |
| 54-48 | AL6 0+00 RT. | | | | | | | | | | | | | ~~320~~ | | | | | | | 23 | |
| 54-49 | ~~CB6 6+10~~ | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-50 | CB6 ~~9+20~~ 3+83 - 9+73 LT. | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-51 | ~~CB6 12+40~~ | | | | | | | | | | | | | | | | | | | | 3 | |
| 54-52 | AL6 ~~6+00 RT.~~ | | | | | | | | | | | | | ~~410~~ | | | | | | | 23 | |
| 54-53 | AR62 ~~250 TO AL62+50~~ | | | | | | | | | | | | | | | | | | | | 26 | |
| 54-54 | AL6 10+~~40~~ 68 RT. | | | | | | | | | | | | | | | | | | | | | |
| ~~54-55~~ | ~~FR3 16+00 RT.~~ | | | | | | | | | | | | | | | | | | | | | |
| ~~54-56~~ | ~~FR3 60+30 RT.~~ | | | | | | | ~~20~~ | | | | | | | | | | | | | | |
| ~~54-57~~ | ~~AL6 1+50 LT.~~ | | | | | | | | | | | | | ~~320~~ | | | | | | | | |
| ~~54-58~~ | ~~AR60+00 TO AR67+30 LT.~~ | | | | | | | | | ~~135~~ | | | | | | | | | | | ~~27~~ 26 | |
| ~~54-59~~ | ~~AR60+00 TO AR69+90 RT.~~ | | | | | | | | | ~~185~~ | | | | | | | | | | | ~~27~~ 26 | |
| ~~54-60~~ | ~~CB61+50 TO CB614+50 LT.~~ | | | | | | | | | ~~289~~ | | | | | | | | | | | ~~27~~ 26 | |
| ~~54-61~~ | ~~CB60+50 TO CB614+50 RT.~~ | | | | | | | | | ~~311~~ | | | | | | | | | | | ~~27~~ 26 | |
| ~~54-62~~ | ~~DC60+30 TO DC64+00~~ | | | | | | | | | | | | | ~~770~~ | | | | | | | 23 | |
| ~~54-63~~ | ~~AL63+00 & AD610+00 RT.~~ | | | | | | | | | | | | | ~~400~~ | | | | | | | 23 | |
| ~~54-64~~ | ~~AL60+00 TO AL610+00 LT. & RT.~~ | | | | | | | | | ~~370~~ | | | | | | | | | | | | |
| ~~54-65~~ | ~~AL6 4+50 RT.~~ | | | | | | | | | | | | | ~~410~~ | | | | | | | 23 | |
| 54-66 | AD6 7+90 TO AD6 11+00 RT. | | | | | | | | | 69 | | | | | | | | | | | 26 | |
| 54-67 | FR3 19+25 to FR3 20+93 LT. | | | | | | | | | | | | | | | | | | | | 1,3,6 | |

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY |
|---|---|
| Changed Quants. & Stas. | |

SR 3/ 3-5-73

MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. RUPP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

SHEET 38 OF 127 SHEETS

SR 3/59

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 39 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | STRUCTURE EXCAVATION CLASS B | GRAVEL BACKFILL FOR FOUNDATIONS CLASS B | GRAVEL BACKFILL FOR PIPE BEDDING | GRAVEL BACKFILL FOR DRAINS | DITCH EXCAVATION INCLUDING HAUL | CONCRETE CLASS C | HORIZONTAL DRAIN PIPE 1½" DIAMETER | SLOTTED HORIZONTAL DRAIN PIPE 1½" DIAM. | DRAIN PIPE 8" DIAMETER | UNDERDRAIN PIPE 6" DIAMETER | UNDERDRAIN PIPE 8" DIAMETER | UNDERDRAIN PIPE 12" DIAMETER | SCHEDULE A CULVERT PIPE 12" DIAMETER | SCHEDULE A CULVERT PIPE 18" DIAMETER | SCHEDULE A CULVERT PIPE 24" DIAMETER | SCHEDULE A CULVERT PIPE 30" DIAMETER | SCHEDULE B CULVERT PIPE 18" DIAMETER | SCHEDULE B CULVERT PIPE 24" DIAMETER | SCHEDULE C CULVERT PIPE 18" DIAMETER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | C.Y. | C.Y. | C.Y. | C.Y. | C.Y. | C.Y. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. |
| 55- 1 | LN 442+~~60~~ 90 | 195 | | | | ~~10~~ | | | | | | | | | | | | | | ~~345~~ 375 |
| 55- 2 | LN ~~445+00~~ 444+74 | 220 | | | | | | | | 132 ~~40~~ | | | | 45 ~~20~~ | | | | | | |
| 55- 3 | LN 448+00 & 448, 12 Rt. | 40 | | | | | | | | | | 104 | | | | | | | | |
| 55- 4 | LN 451+00 & 451+50 | 40 | | | | | | | | 60 | 40 | | | 50 | | | | | | |
| 55- 5 | FR3 24+~~47~~ 56 | 105 | | | | ~~10~~ 0 | | | | | | | | | 108 ~~115~~ | | | | | |
| 55- 6 | FR3 27+~~70~~ 35 | 90 | | | | | | | | | | | | 77 | | 102 | | | | |
| 55- 7 | FR3 32+50 | 85 | | | | 0 | | | | | | | | | | | | | 90 | |
| 55- 8 | FR3 37+50 & FR3 37+65 | 120 | | | | | | | | | | | | 25 | | | | | | |
| 55- 9 | FR3 43+10 | 75 | | | | 0 | | | | | | | | | 120 ~~96~~ | | | | | |
| 55-10 | FR3 ~~46+20~~ 45+40 17' Rt. | 95 | | | | | | | | 32 ~~20~~ | | | | 54 | | | | | | |
| 55-11 | LN 444+80 | 95 | | | | | | | | | | | | ~~137~~ 136 | | | | | | |
| 55-12 | LN 451+~~60~~ 80 | 205 | | | | | | | | | | | | | | 212 | | | | |
| 55-13 | LN 454+00 | 50 | | | | | | | | | | | | ~~102~~ 87 | | | | | | |
| 55-14 | LN ~~455+50~~ 454+48 | 240 | | | | ~~650~~ 1413 | | | | | | | | | | 258 | | | | |
| 55-15 | ~~LN454+30 to LN457+65 28' LT~~ | ~~70~~ | | | | ~~10~~ | | | | | | | | 335 | | | | | | |
| 55-16 | LS467+00-34' LT. to LS 468+00-20' RT. | 10 | | | ~~10~~ | | | | | | 123 | | | | | | | | | |
| ~~55-17~~ | ~~FR3 27+00 LT.~~ | | | | | | | | | | | | | | | | | | | |
| ~~55-18~~ | ~~FR3 32+20 LT.~~ | | | | | | | | | | | | | | | | | | | |
| ~~55-19~~ | ~~FR3 36+80 LT.~~ | | | | | | | | | | | | | | | | | | | |
| ~~55-21~~ | ~~LN 443+25~~ | | | | | | | | | | | | | | | | | | | |
| ~~55-22~~ | ~~FR3 42+50 Lt.~~ | | | | | | | | | | 116 | | | 42 | | | | | | |
| 56- 1 | LS 473+~~60~~-20' LT. to ~~LS 474+30-37' RT.~~ | 10 | | | ~~10~~ | | | | | | ~~60~~ 40 | | | | | | | | | |
| 56- 2 | LS 476+~~50~~-20' LT. to ~~LS 476+75-37' RT.~~ | 10 | | | ~~10~~ | | | | | | 94 | | | | | | | | | |
| 56- 3 | LS 494+~~00~~ LT. | | | | | | | | | | | | | | | | | | | |
| 56- 4 | LS 489+89 21' Lt. | | | | | | | | | 58 | | | | | | | | | | |
| 56- 5 | LS 490+00 15' Rt. | | | | | | | | | 20 | | | | | | | | | | |
| 57- 1 | LS 506+00 | 5 | | | ~~5~~ | | | | | | 63 | | | | | | | | | |
| 57- 2 | LS ~~510+00~~ 509+90 | 5 | | | ~~5~~ | | | | | | 52 | | | | | | | | | |
| ~~57- 3~~ | ~~LS 519+00~~ | ~~10~~ | | | ~~10~~ | | | | | | ~~54~~ | | | | | | | | | |
| ~~57- 4~~ | ~~LS 525+35~~ | ~~5~~ | | | ~~5~~ | | | | | | ~~54~~ | | | | | | | | | |
| 58- 1 | LS 527+50 526+25 25' Lt. to 526+00 10' Rt. | 10 | | | ~~10~~ | | | | | | 55 | | | | | | | | | |
| 58- 2 | LS 541+00 | 10 | | | ~~10~~ | | | | | | 15 ~~57~~ | | | | | | | | | |
| 58- 3 | LS 555+~~41~~ 60 | 10 | | | ~~10~~ | | | | | | 56 | | | | | | | | | |
| 58- 4 | CL7 0+90 | 50 | | | | | | | | | | | | | 100 | | | | | |
| 58- 5 | CL7 0+25 65 | 25 | | | | | | | | | | | | | 90 | | | | | |
| 59- 1 | TC5 2+30 15' Lt. & 16' Rt. | 70 | | | | 75 | | | | | | | | | 114 ~~53~~ | | | | | |
| 59- 2 | ~~LS 568+00 LT.~~ | | | | | | | | | | | | | | | | | | | |
| ~~55-23~~ | ~~LN 453+27 28' RT.~~ | 0 | | | | | | | | | 80 | | | | | | | | | |
| 59-3 | TC3 9+20 Rt + LS 564+50 Lt. | 128 | | | | | | | | | 26 | | | 6 | 36 | | | | | |
| 59-4 | TC3 4+15 150' Rt. | 1 | | | | | | | | | | | | | | | | | | |

FOR "AS CONSTRUCTED" PLANS ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quants. + Stas. | DS | 8-5-75 |

SR 3

MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. GUPP

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269

SHEET 39 OF 127 SHEETS

SR 3/59

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 40 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

| CODE | STATION | SCHEDULE C CULVERT PIPE 24" DIAMETER L.S. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 42" DIAMETER L.F. | CLASS IV REINFORCED CONCRETE CULVERT PIPE 48" DIAMETER L.F. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 36" DIAMETER L.F. | TREATMENT 2 STEEL CULVERT PIPE 0.064" THICK 42" DIAMETER L.F. | FLARED END SECTIONS 36" DIAMETER ONLY | FLARED END SECTIONS 42" DIAMETER ONLY | FLARED END SECTIONS 48" DIAMETER ONLY | DESIGN C TRENCH CONSTRUCTION C.Y. | PLAIN CONCRETE OR V.C. SEWER PIPE 12" DIAMETER L.F. | PLAIN CONCRETE OR V.C. SEWER PIPE 15" DIAMETER L.F. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 12" DIAMETER L.F. | TREATMENT 2 STEEL SEWER PIPE 0.064" THICK 18" DIAMETER L.F. | TESTING SEWER PIPE L.F. | CAST IRON WATER PIPE CLASS C 6" DIAMETER L.F. | GATE VALVES 6" DIAM. ONLY | MANHOLES UNDER 12 FEET ONLY | MANHOLES 12 FEET TO 20 FEET ONLY | ~~Manholes Under 12 Feet Drop Manholes 12 Feet to 20 Feet 72" Inch Diameter~~ ONLY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55- 1 | LN 442~~+60~~ 90 | | | | | | | | | | | | | | | | | | | |
| 55- 2 | LN ~~445+00~~ 449+74 | ~~533~~ 321 | | | | | | | | | | | | | | | | | | |
| 55- 3 | LN ~~445+00~~ 448+12 Rt. | | | | | | | | | | | | | | | | | | | |
| 55- 4 | LN 451+00 & 451+50 | | | | | | | | | | | | | | | | | | | |
| 55- 5 | FR3 24+47 | | | | | | | | | | | | | | | | | | | |
| 55- 6 | FR3 27+~~70~~ 35 | | | | | | | | | | | | | | | | 1 | | | |
| 55- 7 | FR3 32+50 | 133 | | | | | | | | | | | | | | | 1 | | | |
| 55- 8 | FR3 37+50 & FR3 37+65 | 129 | | | | | | | | | | | | | | | | | | |
| 55- 9 | FR3 43+10 | | | | | | | | | | | | | | | | | | | |
| 55-10 | FR3 ~~46+20~~ 45+40 | | | | | | | | | | | | | | | | | | | |
| 55-11 | LN 444+80 | | | | | | | | | | | | | | | | | | | |
| 55-12 | LN 451+~~60~~ 80 | | | | | | | | | | | | | | | | | | | |
| 55-13 | LN 454+00 | | | | | | | | | | | | | | | | | | | |
| 55-14 | LN 455+50 454+48 | | | | | | | | | | | | | | | | | | | |
| ~~55-15~~ | ~~LN454+30 to LN457+65 28' LT.~~ | | | | | | | | | | | | | | | | | | | |
| 55-16 | LS 467+00-34' LT. to LS 468+00-20' RT. | | | | | | | | | | | | | | | | | | | |
| ~~55-17~~ | ~~FR3 27+00 LT.~~ | | | | | | | | | | | | | | | | | | | |
| ~~55-18~~ | ~~FR3 32+20 LT.~~ | | | | | | | | | | | | | | | | | | | |
| ~~55-19~~ | ~~FR3 36+80 LT.~~ | | | | | | | | | | | | | | | | | | | |
| 55-21 | LN 443+25 | | | | | | | | | | | | | | | | | | | |
| 55-22 | FR3 42+50 LT. | | | | | | | | | | | | | | | | | | | |
| 56- 1 | LS 473+~~30~~ 50 ~~-20' LT. to LS 474+30-37' RT.~~ | | | | | | | | | | | | | | | | | | | |
| 56- 2 | LS 476+~~40~~ 55 ~~-20' LT. to LS 476+75-37' RT.~~ | | | | | | | | | | | | | | | | | | | |
| 56- 3 | LS 494+~~00~~ 50 LT. | | | | | | | | | | | | | | | | | | | |
| 56-4 | LS 489+85 21' LT. | | | | | | | | | | | | | | | | | | | |
| 56-5 | LS 490+00 15' RT. | | | | | | | | | | | | | | | | | | | |
| 57- 1 | LS ~~506+00~~ 505+90 LT. | | | | | | | | | | | | | | | | | | | |
| 57- 2 | LS 510+00 | | | | | | | | | | | | | | | | | | | |
| 57- 3 | ~~LS 519+00~~ | | | | | | | | | | | | | | | | | | | |
| 57- 4 | ~~LS 525+35~~ | | | | | | | | | | | | | | | | | | | |
| 58- 1 | LS 527+50 ~~526+25 25' LT.~~ ~~526+00 20' RT.~~ | | | | | | | | | | | | | | | | | | | |
| 58- 2 | LS 541+00 | | | | | | | | | | | | | | | | | | | |
| 58- 3 | LS 555+~~41~~ 60 | | | | | | | | | | | | | | | | | | | |
| 58- 4 | CL7 0+90 | | | | | | | | | | | | | | | | | | | |
| 58- 5 | CR7 0+~~95~~ 65 | | | | | | | | | | | | | | | | | | | |
| 59- 1 | TC5 ~~8+30~~ 14+50 LT. ~~-28' RT.~~ | | | | | | | | | | | | | | | | | | | |
| 59- 2 | ~~LS 568+00 LT.~~ | | | | | | | | | | | | | | | | | | | |
| 55-23 | LN 453+27 -28' LT. | | | | | | | | | | | | | | | | | | | |
| 59-3 | TC3 9+20 LT. ~~[illegible]~~ 64+50 LT. | | | | | | | | | | | | | | | | | | | |

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Stas. & Quants | DD | 3-5-75 |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. GUPP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971

SHEET 40 OF 127 SHEETS

# STRUCTURE NOTES

Preliminary Quantities except where marked or changed.

| REGION NO | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 41 of 127 |

NOTE:
THE FIRST NUMBER OF "CODE" REFERS TO THE SHEET NUMBER OF THE CONTRACT PLANS. THE SECOND NUMBER REFERS TO THE CONSTRUCTION FEATURE FOUND ON THE PARTICULAR SHEET.

FOR GENERAL NOTES SEE SHEETS 26 & 29

| CODE | STATION | Manhole 12' to 20 Feet 72" Diameter | MANHOLES OVER 20 FEET ONLY | CATCH BASINS, TYPE 1 ONLY | CATCH BASINS TYPE 2 ONLY | ADJUST CATCH BASINS ONLY | GRATE INLETS ONLY | ASPHALT CONCRETE SPILLWAY LF | ASPHALT DITCH LINING LF | ROCK DITCH LINING TON | HAND PLACED RIPRAP CY | SACK RIPRAP CY | CONCRETE SURGE BLOCKS ONLY | DRILLING HOLES FOR HORIZONTAL DRAINS LF | GENERAL NOTES | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55- 1 | LN 442+~~60~~ 90 | | | | | | | | | | | | | | 6,17 | 19 |
| 55- 2 | LN ~~445+00~~ 444+74 | | | | | | | | | | 3 | | | | 5,6, | 17 |
| 55- 3 | LN 448+00 ℄ 448+12 Rt. | | | 2 | | | | | | | | | | | 4,6, | 17 |
| 55- 4 | LN 451+00 ℄ 451+50 | | | 2 | | | | | | | | | | | 4,6, | 17 |
| 55- 5 | FR3 24+47 | | | | | | | | | | 0≅2 | | | | 6,17 | 20 |
| 55- 6 | FR3 27+~~70~~ 35 | | | | | | 1 | | | | | | | | 6,17 | |
| 55- 7 | FR3 32+50 | | 1 | | | | | | | | 0≅ | | | | 6 | |
| 55- 8 | FR3 37+50 ℄ FR3 37+65 | | 1 | | | | | | | | | | | | 6,17 | |
| 55- 9 | FR3 43+10 | | | | | | | | | | 0≅ | | | | 6,17 | |
| 55-10 | FR3 ~~46+20~~ 45+40 15' Rt | | | 1 | | | | | | | | | | | 4,6 | |
| 55-11 | LN 444+80 | | | 1 | | | | | | | | | | | 4,6, | 17 |
| 55-12 | LN 451+~~60~~ 80 | | | | | | 1 | | | | | | | | 6,17 | |
| 55-13 | LN 454+00 | | | 1 | | | | | | | | | | | 4,6, | 17 |
| 55-14 | LN ~~455+50~~ 454+48 | | | | | | | | | ~~560~~ | | CONSTRUCT DTICH SECT. B ON RT. | | | 6,17 | |
| 55-15 | ~~LN 454+30 TO LN 457+65 = 38' LT.~~ | | | | | | | | | | | | | | 17 | |
| 55-16 | LS 467+00 - 34' LT. TO | | | | | | | | | | | | | | 3 | |
| | LS 468+00 - 20' RT. | | | | | | | | | | | | | | | |
| ~~55-17~~ | ~~FR3 27+00 LT.~~ | | | | | | | ~~20~~ | | | | | | | | |
| ~~55-18~~ | ~~FR3 32+20 LT.~~ | | | | | | | ~~20~~ | | | | | | | | |
| ~~55-19~~ | ~~FR3 36+80 LT.~~ | | | | | | | ~~20~~ | | | | | | | | |
| ~~55-21~~ | LN 443+25 | | | | | | | | | | | | | | | |
| ~~55-22~~ | FR3 42+50 LT. | | | | | | | | | | | | | | | |
| 56- 1 | LS 473+~~00~~ 50 ~~- 20' LT. TO~~ | | | | | | | | | | | | | | 3 | |
| | ~~LS 474+30 - 37' RT.~~ | | | | | | | | | | | | | | | |
| 56- 2 | LS 476+~~00~~ 50 ~~- 20' LT. TO~~ | | | | | | | | | | | | | | 3 | |
| | ~~LS 476+75 - 37' RT.~~ | | | | | | | | | | | | | | | |
| 56- 3 | LS 494+~~00~~ 50 LT. | | | | | 1 | | | | | | | | | | |
| 56-4 | LS 489+89 21' LT. | | | 1 | | | | | | | | | | | | |
| 56-5 | LS 490+00 15' Rt. | | | 1 | | | | | | | | | | | | |
| 57- 1 | LS 506+00 | | | | | | | | | | | | | | 3 | |
| 57- 2 | LS 510+00 | | | | | | | | | | | | | | 3 | |
| 57- 3 | ~~LS 519+00~~ | | | | | | | | | | | | | | 3 | |
| 57- 4 | ~~LS 523+55~~ | | | | | | | | | | | | | | 3 | |
| 58- 1 | LS ~~527+50~~ 526+25 8' LT. 526+00 20' Rt | | | | | | | | | | | | | | 3 | |
| 58- 2 | LS 541+00 | | | | | | | | | | | | | | 3 | |
| 58- 3 | LS 555+~~41~~ 60 | | | | | | | | | | | | | | 3 | |
| 58- 4 | CL 70+90 | | | | | | | | | | | | | | 6,17 | |
| 58- 5 | CR 70+~~25~~ 65 | | | | | | | | | | | | | | 6,17 | |
| 59- 1 | TC ~~2+30~~ 1+50 LT. - 2+25 Rt. | | | | | | | | | | | | | | 17 | |
| 59- 2 | ~~LS 568+00 LT.~~ | | | | | | | | | | | | | | | |
| 55-23 | LN 453+27 28' Rt. | | | | | | | | | | | | | | | |
| 59-3 | TC3 9+20 Rt. & LS 564+50 LT. | | | | | | | | | | | | | | | |

Changed Quants. + Stas. AS 3-5-73

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN N. BURP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971

SHEET 41 OF 127 SHEETS

# QUANTITY TABULATION

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 42 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

| SH. NO. | STATION | BEAM GUARD RAIL TYPE 1 L.F. | BEAM GUARD RAIL TYPE 4 L.F. | BEAM GUARD RAIL TYPE 7 L.F. | BEAM GUARD RAIL ANCHOR TYPE NO. 1 ONLY | BEAM GUARD RAIL ANCHOR TYPE NO. 2 ONLY | BEAM GUARD RAIL ANCHOR TYPE NO. 3 ONLY | 10 INCH X 10 INCH TREATED TIMBER POSTS ONLY | REMOVE BEAM GUARD RAIL TYPE 7 L.F. | PLACEMENT TYPE - BEGINNING | PLACEMENT TYPE - END | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | $L^R$281+00 20'RT TO $L^R$289+40 68'RT | | | | | | | | ~~840~~ 840 | | | |
| 50 | $L^L$288+30 16'LT TO $L^L$289+70 58'LT | | | | | | | | ~~150~~ 237 | | | |
| 50 | LS297+00 TO LS298+06 LT. | ~~106~~ 158 | | | | | 1 | | | | 8 | 4 |
| 50 | LN297+00 TO LN298+58 RT. | ~~158~~ 158 | | | | | 1 | 3 | | | 4 | 4 |
| 50 | LN297+62 TO LN298+40 LT. | ~~53~~ 78 | 25 | | 1 | | 1 | 3 | | 6 | 6 | 2 |
| 50 | LS300+14 TO LS301+10 LT. | ~~96~~ 78 | | | 1 | | 1 | 3 | | 5 | 5 | 2 |
| 50 | LS300+32 TO LS301+10 RT. | ~~53~~ 78 | 25 | | 1 | | 1 | 3 | | 6 | 6 | 2 |
| 50 | LN300+66 TO LN309+13 RT. | ~~347~~ 298 | | | 1 | | 1 | | | 8 | 1 | 2 |
| 50 | LS311+00 TO LS317+02 LT. quantity relates amt. sold on AD, | ~~602~~ 124 | | | | 1 | | | | | 3 | |
| 50 &51 | LN321+30 TO LN328+33 RT. | ~~703~~ 703 | | | 1 | 1 | | | | 3 | 1 | 2 |
| 50 | AD5 0+00 TO AD5 ~~5+02~~ RT. 4+58 | ~~402~~ | | | 1 | | | | | | 1 | 2 |
| 50 | BA5 7+35 TO BA5 14+50 RT. | ~~715~~ 715 | | | 1 | 1 | | | | 3 | 1 | 2 |
| | | | | | | | | | | | | |
| 51 | LN340+30 TO LN344+08 RT. | ~~378~~ | | | 1 | 1 | | | | 3 | 1 | 2 |
| 51 | EB4 15+75 TO EB4 17+83 RT. | ~~220~~ 228 | | | 1 | | 1 | 3 | | 2 | 4 | 1 |
| 51 | EB4 17+02 TO EB4 17+55 LT. | 53 | | | | | 1 | 3 | | | | |
| 51 | EB4 20+95 TO EB4 21+48 LT. | 53 | | | 1 | | 1 | 3 | | | | |
| 51 | EB4 21+15 TO EB4 21+68 RT. | 53 | | | 1 | | 1 | 3 | | 5 | 5 | |
| 51 | EB4 22+15 TO EB4 22+65 RT. | 53 | | | | | | | | | | 1 |
| 51 | EB4 22+65 TO EB4 23+15 LT. | ~~53~~ 53 | | | | | | | | | | |
| 51 | LN349+50 - 99' RT. | ~~128~~ 128 | | | | | | | | | | |
| 51 | EB4 17+60 - 84' RT. | 60 | | | | | | | | | | 3,5 |
| | | | | | | | | | | | | |
| 52 | LN354+80 - 104' RT. | 287 | | | | | | | | | | 3,5 |
| 52 | LN364+15 - 134' RT. | 287 | | | | | | | | | | 3,5 |
| 52 | LN371+40 - 134' RT. | 287 | | | | | | | | | | 3,5 |
| 52 | LN374+00 TO LN377+78 RT. | 378 | | | 1 | 1 | | | | 3 | 1 | 2 |
| | | | | | | | | | | | | |
| 54 | LS420+12 TO LS425+52 LT. | ~~540~~ 525 | | | 1 | | 1 | | | 1 | 8 | 2 |
| 54 | LS428+12 TO LS428+90 LT. | 78 | | | 1 | | 1 | 3 | | 5 | 5 | 2 |
| 54 | LS428+34 TO LS429+12 RT. | ~~78~~ 78 | | | 1 | | 1 | 3 | | 5 | 5 | 2 |
| 54 | LN424+50 TO LN425+28 LT. | 78 | | | 1 | | 1 | 3 | | 5 | 5 | 2 |
| 54 | LN424+80 TO LN425+58 RT. | 78 | | | 1 | | 1 | 3 | | 5 | 5 | 2 |
| 54 | LN427+80 TO LN434+08 RT. | 628 | | | 1 | | 1 | | | 8 | 1 | 2 |
| 54 &55 | LN439+00 TO LN448+83 RT. | ~~1483~~ | | | 1 | | | | | | 1 | 2 |
| 54 | FR3 10+00 TO FR3 13+03 RT. | 303 | | | | | | | | | | 1,3 |
| 54 | AL6 8+00 TO AL6 10+53 LT. | 253 | | | | | | | | | | 1,3 |
| 54 | BA6 1+32 TO BA6 11+60 RT. | ~~1028~~ 1028 | | | | 1 | | | | 3 | | |
| 54 | BA6 TEMPORARY CONNECTION | | | ~~80~~ 80 | | | | | | | | 3,6,7 |
| 54 | CB6 8+80 - 105' RT. | 287 | | | | | | | | | | 3 |

Changed Quants. & Stas. [illegible] 3-5-71

| REVISION | REV. BY | CKD. BY |
|---|---|---|

FOR "AS CONSTRUCTED" PLANS ONLY

GENERAL NOTES

1. SEE ROADWAY SECTION SHEET FOR GUARD RAIL POSITION.
2. USE GUARD RAIL ANCHOR TYPE 1 DESIGN A.
3. NO GUARD RAIL ANCHOR REQUIRED.
4. CONNECT TO EXISTING GUARD RAIL.
5. PLACE GUARD RAIL 9' FROM R/W LINE.
6. PLACE 3' FROM OUTER TURNING RADIUS.
7. SEE ALIGNMENT PLANS FOR PLACEMENT.
8. SEE TERMINAL DETAIL SHEET FOR PLACEMENT.
9. CONTINUOUS WITH $TC_3$ GUARD RAIL.

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. BURP

W. H. FOSTER PROFESSIONAL ENGINEER

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971
SHEET 42 OF 127 SHEETS

# QUANTITY TABULATION

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 43 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

FOR GENERAL NOTES SEE SHEET 42

| SH. NO. | STATION | BEAM GUARD RAIL TYPE 1 L.F. | BEAM GUARD RAIL TYPE 4 L.F. | BEAM GUARD RAIL TYPE 7 L.F. | BEAM GUARD RAIL ANCHOR TYPE NO. 1 ONLY | BEAM GUARD RAIL ANCHOR TYPE NO. 2 ONLY | BEAM GUARD RAIL ANCHOR TYPE NO. 3 ONLY | 10 INCH X 10 INCH TREATED TIMBER POSTS ONLY | PLACEMENT TYPE - BEGINNING | PLACEMENT TYPE - END | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | LS489+46 TO LS489+96 LT. | 53 ~~50~~ | | | 1 | | 1 | 3 | 5 | 5 | 2 |
| 55 | LS489+46 TO LS489+96 RT. | 53 ~~50~~ | | | 1 | | 1 | 3 | 5 | 5 | 2 |
| 55 | LS491+43 TO LS491+93 RT. | 53 ~~50~~ | | | 1 | | 1 | 3 | 5 | 5 | 2 |
| 55 & 56 | LS491+43 TO LS506+90 LT. | 155 ~~1547~~ | | | | 1 | 1 | 3 | 4 | 3 | |
| 59 | LS563+50 TO LS571+00 LT. | 140 ~~750~~ | | | 1 | | | | 2 | | 2,9 |
| 59 | TC3 0+00 TO TC3 6+50 LT. | 140 ~~650~~ | | | | 1 | | | | 3 | |
| 59 | TC5 2+53 TO TC5 3+63 LT. | 140 ~~141~~ | | | | | | | | | 1,3,8 |
| 59 | TC5 CONNECTION LT. | 79 ~~75~~ | | | | | | | | | 1,3,8 |
| 59 | TC5 CONNECTION LT. | 127 ~~125~~ | | | | | | | | | 1,3,8 |
| | LN 352+80 104' RT | 287 | | | | | | | | | |

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quants & Stgs. | [illegible] | [illegible] |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
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CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971

SHEET 43 OF 127 SHEETS

# QUANTITY TABULATION

Preliminary Quantities except where marked or changed.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 44 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

| SH. NO. | STATION | | CHAIN LINK FENCE TYPE NO. 3 | DOUBLE 14' CHAIN LINK GATE | WIRE FENCE TYPE NO. 1 | ACCESS CONTROL GATE | RELOCATING CHAIN LINK GATE | |
|---|---|---|---|---|---|---|---|---|
| | | | L.F. | ONLY | L.F. | ONLY | L.S. | |
| 50 | R/W AD5 14+11 to R/W LS315+07 | LT. | ~~1880~~ 1877.5 | | | | | |
| 50&51 | R/W LS315+07 to LS342+00 LT. | | | | ~~2810~~ 2847.5 | | | |
| 50-55 | R/W BA5 2+05 to LN459+40 RT. | | 15,474 | | | | | CONNECT TO EXISTING FENCE |
| 50 | LN 318+85 - 110' RT. | | | 1 | | | | |
| 51&52 | LS342+00 to LS374+50 LT. | | 3340 | | | | | |
| 51 | LN330+70 - 100' RT. | | | 1 | | | | |
| 51 | LN349+60 - 90' RT. | | | 1 | | | | |
| 52-54 | LS374+50 to ~~LS413+49~~ LT. to DC 7+00 | | | | ~~3950~~ 1541.3 | | | |
| 51 | LN354+80 - 95' RT. | | | 1 | | | | |
| 52 | LN371+20 - 125' RT. | | | 1 | | | | |
| 52 | FR2 20+20 LT. | | | | | | L.S. | |
| 54&55 | ~~LS413+49~~ to LS443+32 LT. to DC 7+00 | | ~~2836~~ 2163.8 | | | | | |
| 55 | FR3 46+92 | | | | 2469.3 | 1 | | LOCATE 6' RT. OF ℄ AND 0' FROM R/W LINE |
| 55 | LS443+32 to LS460+00 LT | | | | ~~1760~~ | | | CONNECT TO EXISTING FENCE |

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quantities & Stas. | KB | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. DUFF

W. A. POSTER
STATE HIGHWAY ENGINEER

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971
SHEET 44 OF 127 SHEETS

# QUANTITY TABULATION

Preliminary Quantities except where marked or changed

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 45 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

| SH. NO. | STATION | ASPHALT CONCRETE CURB L.F. | TYPE A BLOCK TRAFFIC CURB L.F. | TYPE C BLOCK TRAFFIC CURB L.F. | REMOVING TRAFFIC CURB L.F. | PLASTIC TRAFFIC BUTTONS ONLY | LANE MARKERS TYPE NO. 1 HUND. | LANE MARKERS TYPE NO. 2 HUND. | GUIDE POSTS ONLY | 4 INCH X 4 INCH PAINTED POSTS ONLY | CLASS I BARRICADE (FIXED) L.F. | MONUMENT CASES AND COVERS Ticket item ONLY | LIGHT LOOSE RIPRAP Ticket item TON | QUARRY ROCK TON | CONCRETE SLOPE PROTECTION S.Y. | EXCELSIOR MATTING S.Y. | | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50-55 | LS 297+00 to LS 457+00 | | | | | 21.5 | 21.5 | 2.5 | 12.5 | | | | | | | | | |
| 50-55 | LN 297+00 to LN 436+50 | | | | | 21.5 | 21.5 | 1.9 | | | | | | | | | | |
| 78 | RE5 299+20 to RE5 299+67 | | | | ~~47~~ 44 | | | | | | | | | | | | | |
| 78 | RE5 299+96 to RE5 300+11 | | | ~~15~~ 8 | | | | | | | | | | | | | | |
| 78 | RE5 300+71 to RE5 302+00 | | | | 129 | | | | | | | | | | | | | |
| 78 | RE5 300+81 to RE5 302+21 | | | | | 5 | | | | | | | | | | | | |
| 78 | RE5 301+71 to RE5 304+76 | | | ~~305~~ 302.6 | | | | | | | | | | | | | | |
| 78 | RE5 301+71 to RE5 305+05 | | | | 334 | | | | | | | | | | | | | |
| 78 | RE5 303+18 to RE5 305+05 | | | | ~~305~~ 232 | | | | | | | | | | | | | |
| 78 | RE5 303+53 to RE5 303+93 | | | | | 5 | | | | | | | | | | | | |
| 78 | RE5 304+03 to RE5 305+07 | | | ~~104~~ 101.2 | | | | | | | | | | | | | | |
| 78 | RE5 305+15 to RE5 305+60 | | | | ~~105~~ 83 | | | | | | | | | | | | | |
| 78 | RE5 305+50 Radius | | ~~10~~ 25.7 | | | | | | | | | | | | | | | |
| | RE5 299 Radius | | 3.6 | | | | | | | | | | | | | | | |
| 79 | AL6 2+50 to AL6 3+94 | | ~~278~~ 288.2 | | | | | | | | | | | | | | | |
| 79 | AL6 0+52 to AL6 2+12 | | | ~~160~~ 159.4 | | | | | | | | | | | | | | |
| 79 | AL6 1+75 to AR6 2+13 | | | ~~388~~ 398.3 | | | | | | | | | | | | | | |
| 79 | AL6 0+02 to AL6 0+42 | | | | | 5 | | | | | | | | | | | | |
| 79 | AR6 1+95 to AR6 2+03 | | | | | 2 | | | | | | | | | | | | |
| 79 | AR6 2+13 to AR6 2+50 | | | ~~283~~ 283.7 | | | | | | | | | | | | | | |
| 79 | AR6 2+95 to AR6 5+10 | | ~~430~~ 457.9 | | | | | | | | | | | | | | | |
| 79&80 | AR6 5+10 to AR6 11+74.5 | | | ~~665~~ 657.3 | | | | | | | | | | | | | | |
| 80 | AR6 12+30 to AR6 13+92.5 | | | ~~163~~ 157.2 | | | | | | | | | | | | | | |
| 80 | AR6 12+82 to AR6 15+15 | | | ~~233~~ 233.3 | | | | | | | | | | | | | | |
| 80 | AR6 14+02.5 to AR6 14+42.5 | | | | | 5 | | | | | | | | | | | | |
| 50 | EXIST CB5 RAMP & AD5 RAMP | | | | | | | 0.3 | | | | | | | | | | 4 |
| 50 | LS 298+70 | | | | | | | | | | | | 181 | | | | | |
| 50 | LS 299+62 | | | | | | | | | | | | 204 | | | | | |
| 50 | LN 300+70 to LN 309+00 RT. | ~~430~~ 422 | | | | | | | | | | | | | | | | 2 |
| 50 | LN 297+00 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 50 | LS 297+00 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 50 | AD5 R/W 14+42.55 E | | | | | | | | | | | 1 | | | | | | |
| 50 | BA5 R/W 0+00 E | | | | | | | | | | | 1 | | | | | | |
| 50 | BA5 R/W 1+08.21 E | | | | | | | | | | | 1 | | | | | | |
| 50 | AD5 R/W 13+23.02 E | | | | | | | | | | | 1 | | | | | | |
| 50 | AD5 R/W 6+88.60 E | | | | | | | | | | | 1 | | | | | | |
| 50 | BA5 0+50 to BA5 3+50 RT. | | | | | | | | | | | | 7600 | | | | | |
| 50 | BA5 R/W 6+29.89 E | | | | | | | | | | | 1 | | | | | | |
| 50 | BA5 R/W 8+77.90 E | | | | | | | | | | | 1 | | | | | | |
| 50 | BA5 8+00 to BA5 14+50 | ~~450~~ 445 | | | | | | | | | | | | | | 2380.5 | | 2 |
| 50 | BA5 8+50 to BA5 14+00 RT. | | | | | | | | | | | | | | | ~~3840~~ | | |

Changed Quantities Stas

| REVISION | REV. BY | CKD BY |
|---|---|---|
| | | 3-3-78 |

GENERAL NOTES

1. SEE ALIGNMENT PLANS FOR LOCATION AND TYPE.
2. USE ASPHALT CONCRETE CURB TYPE B.
3. USE LANE MARKERS TYPE 2d SEE TC6 LINE CONNECTION SHEET
4. CONSTRUCT TYPE 2 TRAFFIC ARROWS FOR LOCATION SEE SHEET

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZANN, CHAIRMAN
HAROLD WALSH BAKER FERGUSON
JOHN N. RUPP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971

SHEET 45 OF 127 SHEETS

# QUANTITY TABULATION

Preliminary Quantities except where changed or marked.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 46 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

| SH. NO. | STATION | ASPHALT CONCRETE CURB L.F. | TYPE A BLOCK TRAFFIC CURB L.F. | TYPE C BLOCK TRAFFIC CURB L.F. | REMOVING TRAFFIC CURB L.F. | PLASTIC TRAFFIC BUTTONS ONLY | LANE MARKERS TYPE NO. 1 HUND | LANE MARKERS TYPE NO. 2 HUND | GUIDE POSTS ONLY | 4 INCH X 4 INCH PAINTED POSTS ONLY | CLASS I BARRICADE (FIXED) L.F. | MONUMENT CASES AND COVERS ONLY | LIGHT LOOSE RIPRAP TON | QUARRY ROCK TON | CONCRETE SLOPE PROTECTION S.Y. | EXCELSIOR MATTING S.Y. | | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | BA5 R/W 15+97.90 ℄ | | | | | | | | | | | 1 | | | | | | |
| 50 | BA5 R/W 16+54.89 ℄ | | | | | | | | | | | 1 | | | | | | |
| 50 | LS R/W 316+82.93 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 50 | LN R/W 315+97.60 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 50 | AD5 R/W 0+00 ℄ | | | | | | | | | | | 1 | | | | | | |
| 50 | AD5 1+00 to AD5 4+00 LT. | | ~~300~~ | | | | | | | | | | | | | | | 2 |
| 50 | AD5 0+00 to AD5 14+33 | | | | | | | | ~~22~~ 24 | | | | | | | | | 1 |
| 50 | BA5 0+00 to BA5 16+67.11 | | | | | | | | ~~343~~ 31 | | | | | | | | | 1 |
| 50 | LS 318+50 - 170' LT. | | | | | | | | | 4 | | | | | ~~323.75~~ | | | |
| 50 | LN 298+12 ℄ LS 298+50 | | | | | | | | | | | | | | ~~167~~ | | | |
| 50 | LN 299+84 ℄ LS 300+00 | | | | | | | | | | | | | | ~~195~~ 408.7 | | | |
| 50&51 | LS 300+30 to LS 324+00 | | | | | | | | 18 | | | | | | | | | 1 |
| 50 | LN 300+60 to LN 323+00 | | | | | | | | 22 | | | | | | | | | 1 |
| 51 | LN 324+48.96 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 51 | LS 324+69.92 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 51 | LN 335+41.94 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 51 | LS 335+62.90 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 51 | LS 350+00 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 51 | LN 340+65 to LN 344+35 | | ~~370~~ | | | | | | | | | | | | | | | 2 |
| 51 | EB4 17+00 to EB4 17+57 LT. | | ~~40~~ | | | | | | | | | | | | | | | 2 |
| 51 | EB4 ~~20+97~~ to EB4 ~~21+41~~ LT. 21+75 21+50 | | ~~45~~ | | | | | | | | | | | | | | | 2 |
| 51 | EB4 21+14 to EB4 21+61 RT. | | 48 | | | | | | | | | | | | | 17.47 ~~1345~~ | | 2 |
| 51 | EB4 15+00 to EB4 18+00 RT. | | | | | | | | | | | | | | | | | |
| 51 | LN 350+00 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 51 | EB4 11+73.90 ℄ | | | | | | | | | | | 1 | | | | | | |
| 51 | EB4 9+97.85 to EB4 23+50 | | | | | | | | ~~58~~ 47 | | | | | | | | | 1 |
| 51 | LS 324+00 - 165' LT. | | | | | | | | | 4 | | | | | | | | |
| 51 | LS 324+00 to LS 355+00 | | | | | | | | ~~21~~ 20 | | | | | | | | | 1 |
| 51 | LN 323+00 to LN 354+00 | | | | | | | | 23 | | | | | | | | | 1 |
| 51 | LS 337+00 - 55' P.R.T. EB4 17+60 | | | | | | | | | 4 | | | | | | | | |
| 51 | LS 341+00 - 105' LT. | | | | | | | | | 4 | | | | | | | | |
| 51 | EB4 13+38.40 ℄ | | | | | | | | | | | 1 | | | | | | |
| 51 | EB4 17+32.97 P.I. | | | | | | | | | | | 1 | | | | | | |
| 51 | EB4 22+72.71 P.I. | | | | | | | | | | | 1 | | | ~~307.24~~ ~~345~~ | | | |
| 51 | LN 346+82 and LS 348+23 | | | | | | | | | | | | | | | | | |
| 51 | LN 324+30 to LN 328+30 RT. | 420 | ~~400~~ | | | | | | | | | | | | | | | 2 |
| 52 | LN 364+65 to LN 369+65 | ~~483~~ | ~~500~~ | | | | | | | | | | | | | | | 2 |
| 52 | LN 374+10 to LN 377+60 | 282 | ~~350~~ | | | | | | | | | | | | | | | 2 |
| 52 | FR2 4+75 to 8+50 RT. | | 416.3 | | | | | | | | | | | | | | | |
| 52 | FR2 14+80 to FR2 17+90 LT. | 324 | ~~310~~ | | | | | | | | | | | | | | | 2 |
| 52 | FR2 15+70 to FR2 17+70 RT. | 312 | ~~200~~ | | | | | | | | | | | | | | | 2 |
| 52 | FR2 20+80 to FR2 21+80 LT. AND RT. | 34 | ~~175~~ | | | | | | | | | | | | | | | 2 |
| 52 | FR2 22+80 to FR2 23+80 RT. | | ~~100~~ | | | | | | | | | | | | | | | 2 |
| 52 | FR2 38+20 LT. | | | | | | | | | | | | | | | | | |

Changed Quantities

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

1 - USE FOR WATERMAIN LOCATION

FOR GENERAL NOTES SEE SHEET 45

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. RAPP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971
SHEET 46 OF 127 SHEETS

SR 3/59

# QUANTITY TABULATION

Preliminary Quantities except where changed or marked.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 47 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

FOR GENERAL NOTES SEE SHEET 45

| SH. NO. | STATION | ASPHALT CONCRETE CURB L.F. | TYPE A BLOCK TRAFFIC CURB L.F. | TYPE C BLOCK TRAFFIC CURB L.F. | REMOVING TRAFFIC CURB L.F. | PLASTIC TRAFFIC BUTTONS ONLY | LANE MARKERS TYPE NO. 1 HUND | LANE MARKERS TYPE NO. 2 HUND | GUIDE POSTS ONLY | 4 INCH X 4 INCH PAINTED POSTS ONLY | CLASS I BARRICADE (FIXED) L.F. | MONUMENT CASES AND COVERS ONLY | LIGHT LOOSE RIPRAP TON | QUARRY ROCK TON | CONCRETE SLOPE PROTECTION S.Y. | EXCELSIOR MATTING S.Y. | | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52 | FR2 24+80 TO FR2 25+80 RT. | 113 ~~100~~ | | | | | | | | | | | | | | | | 2 |
| 52 & 53 | FR2 27+00 TO FR2 28+80 RT. | 127 ~~120~~ | | | | | | | | | | | | | | | | 2 |
| 52 | FR2 34+00 TO FR2 38+52.80 | | | | | | | | 5 ~~11~~ | | | | | | | | | 1 |
| 52-54 | FR2 1+00 TO FR2 61+86.03 | | | | | | | | 42 ~~56~~ | | | | | | | | | 1 |
| 52 | LS355+00 TO LS386+00 | | | | | | | | 15 ~~16~~ | | | | | | | | | 1 |
| 52 | LN354+00 TO LN385+00 | | | | | | | | 14 ~~16~~ | | | | | | | | | 1 |
| 52 | FR2 37+55.21 P.I. | | | | | | | | | | | 1 | | | | | | |
| 52 | FR2 2+64.18 P.I. | | | | | | | | | | | 1 | | | | | | |
| 52 | FR2 10+08.09 P.I. | | | | | | | | | | | 1 | | | | | | |
| 52 | LS370+00 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 52 | LN370+00 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 52 | FR2 14+07.02 P.I. | | | | | | | | | | | 1 | | | | | | |
| 52 | LS358+75 LT. | | | | | | | | | 1 | USE FOR WATERMAIN LOCATION | | | | | | | |
| 53 | LS386+00 TO LS413+00 | | | | | | | | 13 ~~15~~ | | | | | | | | | 1 |
| 53 | LN385+00 TO LN412+00 | | | | | | | | 7 ~~17~~ | | | | | | | | | 1 |
| 53 | LS390+00 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 53 | LN390+00 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 53 | FR2 30+80 TO FR2 31+80 LT. | 100 ~~100~~ | | | | | | | | | | | | | | | | 2 |
| 53 | FR2 30+30 TO FR2 34+30 RT. | 410 ~~400~~ | | | | | | | | | | | | | | | | 2 |
| 53 | FR2 ~~34+00~~ 37+80 | | | | | | | | | | | 1 | | | | | | |
| 53 | FR2 35+~~80~~ TO FR2 3~~6~~+~~80~~ RT. | 20 ~~140~~ | | | | | | | | | | | | | | | | 2 |
| 53 | FR2 37+50 TO FR2 53+50 RT. | ~~1600~~ 1577 | | | | | | | | | | | | | | | | 2 |
| 53 | LS410+83.75 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 53 | LN409+76.24 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 53 | FR2 54+00 | | | | | | | | | | | 1 | | | | | | |
| 53 | LS425+70 and LN 425+25 | | | | | | | | | | | | | | 933 | | | |
| 54 | ~~FR2 57+00 TO FR2 60+30 RT.~~ | ~~330~~ | | | | | | | | | | | | | | | | 2 |
| 54 | FR2 58+86.38 P.I. | | | | | | | | | | | 1 | | | | | | |
| 54 | FR2 61+86.03 | | | | | | | | | | | 1 | | | | | | |
| 54 | DC6 0+00 TO DC6 10+58.53 | | | | | | | | 14 ~~12~~ | | | | | | | | | 1 |
| 54 | CB6 0+00 TO CB6 14+85.66 | | | | | | | | 27 ~~24~~ | | | | | | | | | 1 |
| 54 | CB6 0+00 | | | | | | | | | | | 1 | | | | | | |
| 54 | DC6 10+58.53 | | | | | | | | | | | 1 | | | | | | |
| 54 | CB6 3+10.00 P.I. | | | | | | | | | | | 1 | | | | | | |
| 54 | DC6 6+83.98 P.I. | | | | | | | | | | | 1 | | | | | | |
| 54 | LS420+21.35 - 20' LT. | | | | | | | | | | | 1 | | | | | | |
| 54 | LN419+13.84 - 20' RT. | | | | | | | | | | | 1 | | | | | | |
| 54 | CB6 & AD6 RAMPS | | | | | | | 0.3 | | | | | | | | | | |
| 54 | LS413+00 TO LS442+00 | | | | | | | | 16 ~~26~~ | | | | | | | | | 1 |
| 54 | LN412+00 TO LN441+00 | | | | | | | | 23 ~~24~~ | | | | | | | | | 1 |
| 54 | ~~AL6, AD6, DC6~~ AND AR6 LINE VICINITY | FR2, CB6, BA5, LS, LN | | | | | | | | | | | | 2486 ~~10900~~ | | | | |
| 54 | DC6 0+90.0 P.I. | | | | | | | | | | | 1 | | | | | | |
| 54 | CB6 13+60.55 P.I. | | | | | | | | | | | 1 | | | | | | |
| 53 | FR2 34+00 P.O.T. | | | | | | | | | | | 1 | | | | | | |

Changed Quant. & Stas.

REVISION

REVIEWED BY CKD. BY

"AS CONSTRUCTED" PLANS

SR 3 MP 40.24 TO MP 45.41

~~CHICO TO~~ SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN

BAKER FERGUSON
JOHN N. BUPP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971

SHEET 47 OF 127 SHEETS

SR 3/59

# QUANTITY TABULATION

Preliminary Quantities except where changed or marked.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 48 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

| SH. NO. | STATION | ASPHALT CONCRETE CURB L.F. | TYPE A BLOCK TRAFFIC CURB L.F. | TYPE C BLOCK TRAFFIC CURB L.F. | REMOVING TRAFFIC CURB L.F. | PLASTIC TRAFFIC BUTTONS ONLY | LANE MARKERS TYPE NO. 1 HUND | LANE MARKERS TYPE NO. 2 HUND | GUIDE POSTS ONLY | 4 INCH X 4 INCH PAINTED POSTS ONLY | CLASS I BARRICADE (FIXED) L.F. | MONUMENT CASES AND COVERS ONLY | LIGHT LOOSE RIPRAP TON | QUARRY ROCK TON | CONCRETE SLOPE PROTECTION S.Y. | EXCELSIOR MATTING S.Y. | | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 54 | AL6 2+50 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AL6 3+93.98 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AL6 6+00.54 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AL6 8+29.65 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AL6 10+50.03 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AL6 0+00 TO AL6 11+00 | | | | | | | | ~~420~~ | | | | | | | | | 1 |
| 54 | AR6 2+90 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | LS422+50 TO LS425+70 LT. | | 318 ~~320~~ | | | | | | | | | | | | | | | 2 |
| 54 | LN427+80 TO LN429+20 RT. | | ~~140~~ 150 | | | | | | | | | | | | | | | 2 |
| 54 | AR6 ~~10+96.36~~ 10+96 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AR6 12+30.00 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AR6 ~~14+73.61 P.I.~~ 14+71.25 PT | | | | | | | | | | | + | | | | | | |
| 54 | B6 1+06.82 P.I. | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AR6 0+00 TO AR6 16+70 | | | | | | | | ~~2726~~ | | | | | | | | | 1 |
| 54 | FR3 3+15.00 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | B6 0+00 TO B6 1+50 | | | | | | | | 107 | | | | | | | | | 1 |
| 54 & 55 | FR3 0+00 TO FR3 46+91.75 | | | | | | | | ~~1019~~ 3 | | | | | | | | | 1 |
| 54 | FR3 7+94.51 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | FR3 10+35.52 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | FR3 13+35.76 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | FR3 6+80 TO FR3 9+50 RT. | | 212 ~~270~~ | | | | | | | | | | | | | | | 2 |
| 54 | FR3 ~~7+20~~ TO FR3 11+20 | | 157 ~~400~~ | | | | | | | | | | | | | | | 2 |
| 54 | FR3 14+92.32 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AR6 ~~4+60~~ - 100' RT. 6+00 | | | | | | | | | 4 ✓ | | | | | | | | |
| 54 | AR. 13+15 PI | | | | | | | | | | | 1 | | | | | | |
| 54 | AD6 0+00 TO AD6 11+26.23 | | | | | | | | ~~2423~~ | | | | | | | | | 1 |
| 54 | AD6 9+89.89 P.I. | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AD6 2+50 P.I. | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | AD6 0+00 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | LS432+48.40 - 20' LT. | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | LN431+53.30 - 20' RT. | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | BA6 7+25.32 P.I. | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | BA6 1+26.00 P.I. | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | BA6 1+70 TO BA6 5+20 RT. | | 349 ~~350~~ | | | | | | | | | | | | | | | 2 |
| 54 | BA6 0+00 TO BA6 11+60.77 | | | | | | | | 20 | | | | | | | | | 1 |
| 54 | BA6 11+60.77 | | | | | | | | | | | 1 ✓ | | | | | | |
| 54 | FR3 17+20.77 | | | | | | | | | | | | | | | | | |
| 55 | FR3 27+00 TO FR3 28+50 LT. | | ~~150~~ | | | | | | | | | | | | | | | 2 |
| 55 | FR3 32+20 TO FR3 33+80 LT. | | 77 ~~150~~ | | | | | | | | | | | | | | | 2 |
| 55 | FR3 36+80 TO FR3 38+20 LT. | | 118 ~~140~~ | | | | | | | | | | | | | | | 2 |
| 55 | FR3 42+00 TO FR3 ~~46+30~~ LT. 43+50 | | 150 ~~430~~ | | | | | | | | | | | | | | | 2 |
| 55 | FR3 42+00 TO FR3 46+90 RT. | | 47 ~~490~~ | | | | | | | | | | | | | | | 2 |
| 55 | LN448+00 TO LN454+00 RT. | | ~~600~~ | | | | | | | | | | | | | | | 2 |
| 52 | LN357+00 RT. | | | | | | | | | 1 ✓ | USE FOR WATERMAIN LOCATION | | | | | | | |

Changed Quants. * Stan. [illegible] 2-23

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

FOR GENERAL NOTES SEE SHEET 45

FOR "AS CONSTRUCTED" PLANS SEE

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. BURO

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971
SHEET 48 OF 127 SHEETS

SR 3/59

# QUANTITY TABULATION

Preliminary Quantities except where changed or marked.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 49 of 127 |

NOTE:
THE SHEET NUMBER REFERS TO THE PLAN SHEET SHOWING THE CONSTRUCTION FEATURE.

| SH. NO. | STATION | ASPHALT CONCRETE CURB L.F. | TYPE A BLOCK TRAFFIC CURB L.F. | TYPE C BLOCK TRAFFIC CURB L.F. | REMOVING TRAFFIC CURB L.F. | PLASTIC TRAFFIC BUTTONS ONLY | LANE MARKERS TYPE NO. 1 HUND | LANE MARKERS TYPE NO. 2 HUND | GUIDE POSTS ONLY | 4 INCH X 4 INCH PAINTED POSTS ONLY | CLASS I BARRICADE (FIXED) L.F. | MONUMENT CASES AND COVERS ONLY | LIGHT LOOSE RIPRAP TON | QUARRY ROCK TON | CONCRETE SLOPE PROTECTION S.Y. | EXCELSIOR MATTING S.Y. | GENERAL NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | LN445+68.55 - 20' RT. | | | | | | | | | | | 1 | | | | | |
| 55 | LS446+63.65 - 20' ~~RT.~~ Lt | | | | | | | | | | | 1 | | | | | |
| X 55 | FR3 40+22.26 | | | | | | | | | | | 1 | | | | | |
| X 55 | FR3 46+91.75 | | | | | | | | | | | 1 | | | | | |
| 55 | LS442+00 TO LS469+00 | | | | | | | | 127 ~~121~~ | | | | | | | | 1 |
| 55 | LN441+00 TO LN454+80 | | | | | | | | 129 | | | | | | | | 1 |
| 54&55 | LN436+50 TO LS462+50 | | | | | | | 2.1 | | | | | | | | | 3 |
| 56 | LS494+00 TO ~~LS497+50~~ 495+82 | 958 ~~350~~ | | | | | | | | | | | | | | | 2 |
| 59 | LS564+00 TO LS571+00 | ~~700~~ 633 | | | | | | | | | | | | | | | 2 |
| 82 | LS563+26 TO LS565+46 | | | | | ~~23~~ 22 | | | | | | | | | | | |
| 81 | LS459+50 TO LS464+50 | | | | | 28 ~~26~~ | | | | | | | | | | | |
| 81 | TC6 5+95 TO TC6 6+55 | | | | | 4 | | | | | | | | | | | |
| 56 | LS469+00 TO LS498+00 | | | | | | | | 2830 ~~30~~ | | | | | | | | 1 |
| 57 | LS498+00 TO LS526+00 | | | | | | | | 5355 | | | | | | | | 1 |
| 58 | LS526+00 TO LS558+00 | | | | | | | | 25 | | | | | | | | 1 |
| 59 | LS558+00 TO LS571+00 | | | | | | | | 25 | | | | | | | | 1 |
| 58 | CL7 5+50 TO CR7 6+00 | | | | | | 1.36 | | 2629 ~~29~~ | | | | | | | | 1 |
| 59 | TC5 0+00 TO TC5 5+11.67 | | | | | | | | 4131 ~~31~~ | | | | | | | | 1 |
| 59 | TC3 0+00 TO TC3 11+36 | | | | | | | | 2433 ~~33~~ | | | | | | | | 1 |
| 55 | TC6 0+00 TO TC6 8+14 | | | | | | | | 4 ~~8~~ | | | | | | | | 1 |
| 55 | LN 456+10 | | | | | | | | | | 36 | | | | | | |
| 55 | FR3 46+86 | | | | | | | | | | 24 | | | | | | |
| 59 | TC3 5+10 | | | | | | | | | | 42 | | | | | | |
| 56 | LS469+35.37 - 20' LT. | | | | | | | | | | | 1 | | | | | |
| 56 | LS477+87.48 - 20' LT. | | | | | | | | | | | 1 | | | | | |
| 57 | LS498+68.64 - 20' LT. | | | | | | | | | | | 1 | | | | | |
| 57 | LS515+96.52 - 20' LT. | | | | | | | | | | | 1 | | | | | |
| 58 | LS551+89.63 - 20' LT. | | | | | | | | | | | 1 | | | | | |
| 59 | LS561+76.91 - 29' LT. | | | | | | | | | | | 1 | | | | | |
| 51 | ERA 10+25 to 14+00 Rt. | 444.7 | | | | | | | | | | | | | | | |
| | LS 296+90 to 298+07 Lt. | 116.5 | | | | | | | | | | | | | | | |
| | LN 296+67 to 298+88 | 193.6 | | | | | | | | | | | | | | | |

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Changed Quants. & Stas. | | |

FOR GENERAL NOTES SEE SHEET 45

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. ZAHN, CHAIRMAN
HAROLD WALSH
BAKER FERGUSON
JOHN H. KEMP

CONTRACT NUMBER 9269

APPROVED Aug. 23, 1971
SHEET 49 OF 127 SHEETS

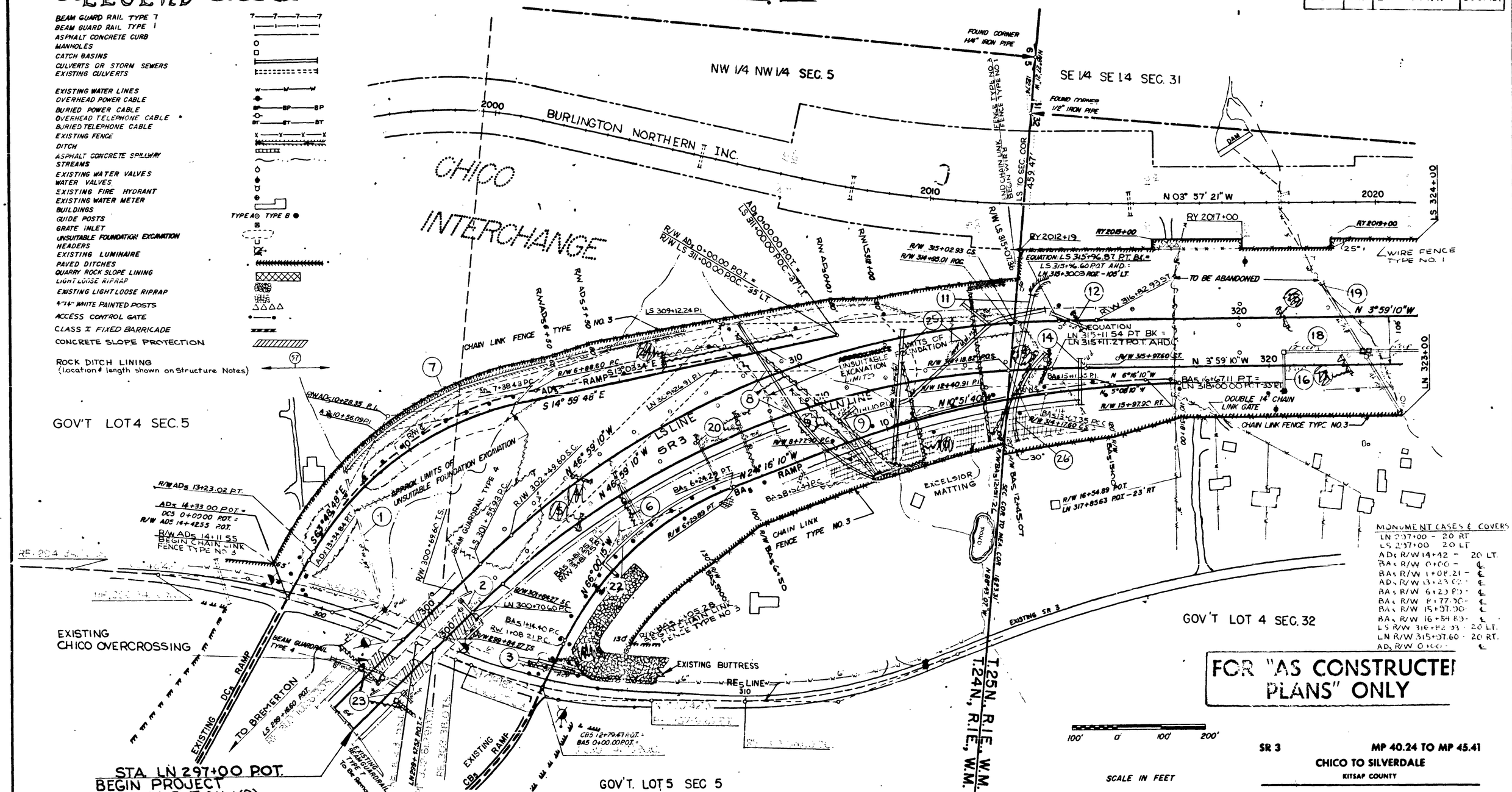
SR 3/50

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 50 of 127 |

## LEGEND

- BEAM GUARD RAIL TYPE 7
- BEAM GUARD RAIL TYPE 1
- ASPHALT CONCRETE CURB
- MANHOLES
- CATCH BASINS
- CULVERTS OR STORM SEWERS
- EXISTING CULVERTS
- EXISTING WATER LINES
- OVERHEAD POWER CABLE
- BURIED POWER CABLE
- OVERHEAD TELEPHONE CABLE
- BURIED TELEPHONE CABLE
- EXISTING FENCE
- DITCH
- ASPHALT CONCRETE SPILLWAY
- STREAMS
- EXISTING WATER VALVES
- WATER VALVES
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- BUILDINGS
- GUIDE POSTS (TYPE A, TYPE B)
- GRATE INLET
- UNSUITABLE FOUNDATION EXCAVATION
- HEADERS
- EXISTING LUMINAIRE
- PAVED DITCHES
- QUARRY ROCK SLOPE LINING
- LIGHT LOOSE RIPRAP
- EXISTING LIGHT LOOSE RIPRAP
- 4"x4" WHITE PAINTED POSTS
- ACCESS CONTROL GATE
- CLASS I FIXED BARRICADE
- CONCRETE SLOPE PROTECTION

ROCK DITCH LINING
(location & length shown on Structure Notes)




STA. LN 297+00 POT.
BEGIN PROJECT
BEGIN EMP F-011-1(9)

| P.I. STATION | CURVE DATA Δ | R | T | L | S | L PC | R PT |
|---|---|---|---|---|---|---|---|
| LN 308 + 26.91 | 43° 00' 00" RT | 1920.00 | 756.31 | 1440.94 | 0.09 | 405 | 405 |
| LS 309 + 12.24 | 43° 00' 00" RT | 1920.00 | 756.31 | 1440.94 | 0.09 | 405 | 405 |
| BA5 3 + 81.25 | 41° 44' 05" RT | 700.00 | 266.85 | 509.89 | 0.07 | * | 125 |
| BA5 11 + 11.10 | 13° 24' 30" RT | 2200.06 | 258.61 | 514.86 | 0.03 | 125 | * |
| BA5 15 + 17.35 | 05° 43' 30" RT | 3000.00 | 150.00 | 299.76 | 0.03 | * | * |
| AD5 10 + 56.09 | 48° 49' 00" LT | 700.00 | 317.66 | 596.41 | 0.07 | 125 | * |

| P.I. STATION | R/W CURVE DATA Δ | C Δ | R | T | L | SPIRALS BACK & AHEAD a | DE | Ls |
|---|---|---|---|---|---|---|---|---|
| LN 308+26.91 | 43° 00' 00" RT. | 37° 36' | 1910.00 | 842.64 | 1253.33 | 1 2/3 | 2° 42' | 1.8 |
| LS 309+12.24 | 43° 00' 00" RT. | 37° 36' | 1910.00 | 842.64 | 1253.33 | 1 2/3 | 2° 42' | 1.8 |
| AD5 10+28.35 | 50° 45' 16" LT. | | 716.25 | 339.75 | 634.42 | | | |
| BA5 3+81.25 | 41° 44' 05" RT. | | 716.25 | 273.04 | 521.68 | | | |
| BA5 12+40.91 | 18° 00' 00" RT. | | 2292.00 | 363.01 | 720.00 | | | |

* MODIFY TO MEET CONDITIONS

MCP - Metal ~~Corr~~ Corr. Pipe
CCP - Corrugated ~~Corr~~ Pipe
UD - underdrain pipe metal

| REVISION | RSV. BY | CKD. BY |
|---|---|---|
| Measurements | | |
| Drawings | | |
| Drawings | RS 2-5-71 | 5-3-71 |

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

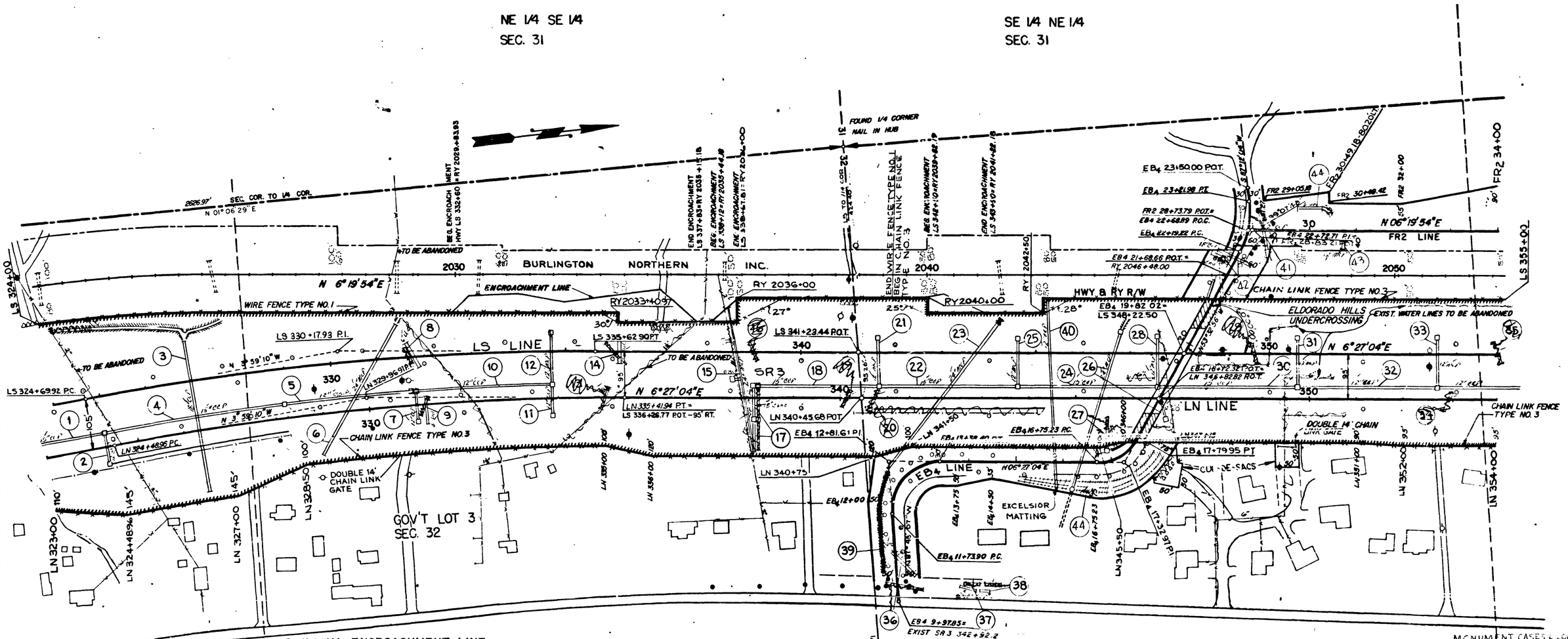
APPROVED August 23, 1971
SHEET 50 OF 127 SHEETS

SR 3/59

Sheet 50 of 108 sheets

# T. 25 N. R.1 E. W.M.

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F 011-1 (9) | 51 of 127 |




RAILWAY ENCROACHMENT LINE FROM LS ℄

| STA. | DIST. |
|---|---|
| 332+60 | 86.0 |
| 333+00 | 117.0 |
| 334+00 | 120.0 |
| 335+00 | 121.0 |
| 336+00 | 117.0 |
| 337+00 | 127.0 |
| 337+83 | 59.4 |
| 338+12 | 59.3 |
| 338+68 | 109.4 |
| 342+50 | 109.2 |
| 343+00 | 120.0 |
| 343+90 | 80.5 |

MONUMENT CASES & COVERS

| | | |
|---|---|---|
| LN 324+48.96 | – | 20' RT |
| LS 324+69.92 | – | 20' LT |
| LN 335+41.94 | – | 20' RT |
| LS 335+62.90 | – | 20' LT |
| LS 350+00 | – | 20' LT |
| LN 350+00 | – | 20' RT |
| EB4 11+73.90 | – | ℄ |
| EB4 13+38.40 | – | ℄ |
| EB4 17+32.97 | – | P.I. |
| EB4 22+72.71 | – | P.I. |

MCP – Metal Culvert Pipe
CCP – Concrete Culvert Pipe
u.d. – Underdrain Pipe metal

100' 0' 100' 200'
SCALE IN FEET

| CURVE DATA | | | | | | | L R | |
|---|---|---|---|---|---|---|---|---|
| P.I. STATION | Δ | | R | T | L | S | P.C. | P.T. |
| LS 330+17.93 | 10° 26' 14" | RT. | 6000.0 | 548.01 | 1092.98 | 0.04 | 200 | 200 |
| LN 329+96.97 | 10° 26' 14" | RT. | 6000.0 | 548.01 | 1092.98 | 0.04 | 200 | 200 |
| | | | | | | | | |
| EB4 12+81.61 | 94° 15' 11" | RT. | 100.0 | 107.71 | 164.50 | 0.06 | 100 | 100 |
| EB4 17+32.97 | 60° 00' 00" | LT. | 100.0 | 57.74 | 104.72 | 0.06 | 150 | 150 |
| EB4 22+72.71 | 39° 15' 00" | LT. | 150.0 | 53.49 | 102.76 | 0.06 | 100 | * |

* MODIFY TO MEET CONDITIONS

| REVISION | | |
|---|---|---|
| Monument Listing | | |
| Drainage | | |
| Drainage | SAS 2-5-74 | 5-3-74 |
| | REV. BY | CKD. BY |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

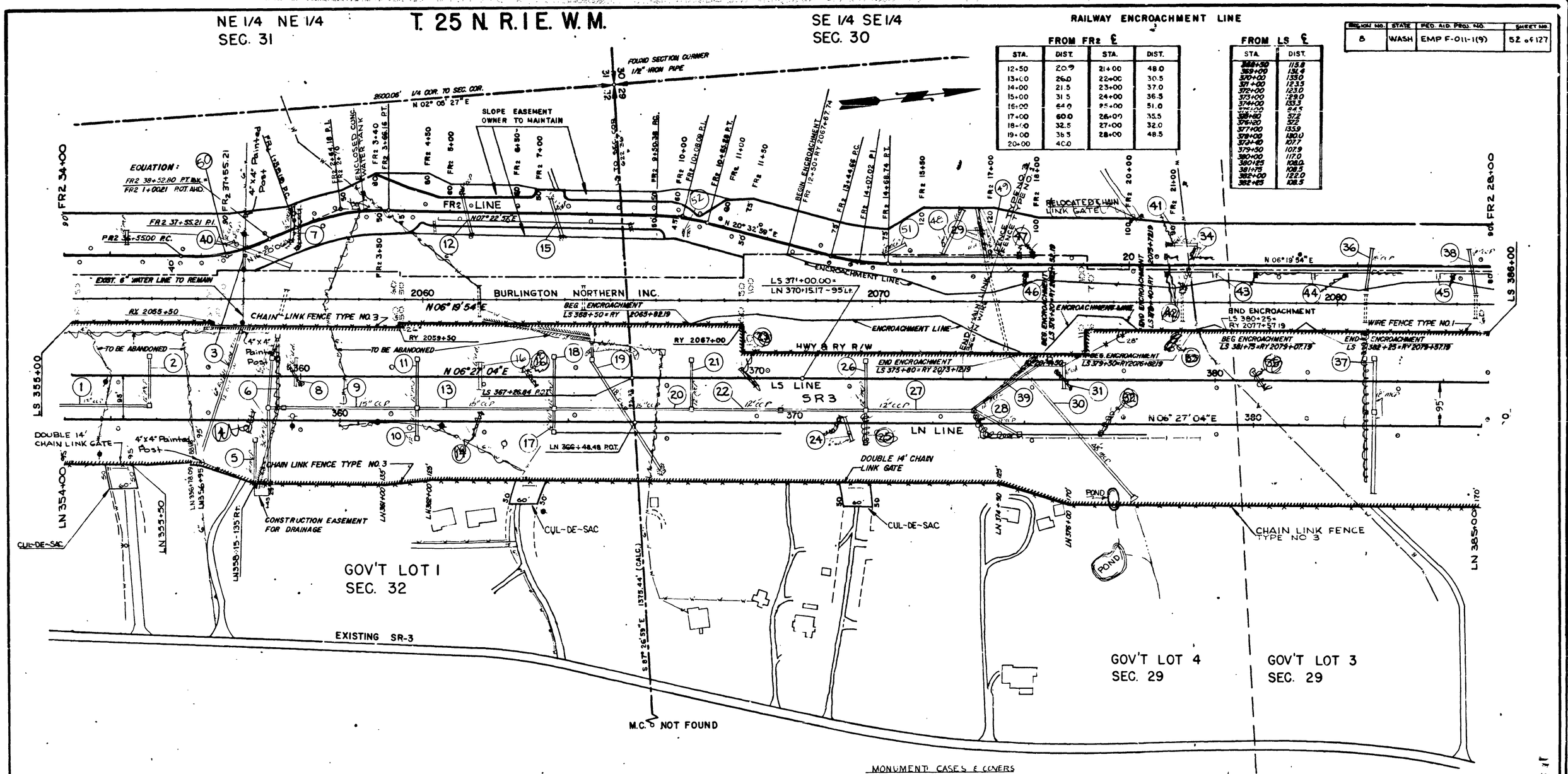
CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 51 OF 127 SHEETS

SR 3/59

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 52 of 127 |




## RAILWAY ENCROACHMENT LINE

FROM FR2 ℄

| STA. | DIST. | STA. | DIST. |
|---|---|---|---|
| 12+50 | 20.9 | 21+00 | 48.0 |
| 13+00 | 26.0 | 22+00 | 30.5 |
| 14+00 | 21.5 | 23+00 | 37.0 |
| 15+00 | 31.5 | 24+00 | 36.5 |
| 16+00 | 64.0 | 25+00 | 51.0 |
| 17+00 | 60.0 | 26+00 | 35.5 |
| 18+00 | 32.5 | 27+00 | 32.0 |
| 19+00 | 38.5 | 28+00 | 48.5 |
| 20+00 | 40.0 | | |

FROM LS ℄

| STA. | DIST. |
|---|---|
| 368+50 | 115.8 |
| 369+00 | 136.4 |
| 370+00 | 133.0 |
| 371+00 | 123.5 |
| 372+00 | 123.0 |
| 373+00 | 129.0 |
| 374+00 | 133.3 |
| 375+00 | 84.5 |
| 376+60 | 57.2 |
| 376+80 | 57.2 |
| 377+00 | 133.9 |
| 378+00 | 130.0 |
| 379+40 | 107.7 |
| 379+50 | 107.9 |
| 380+00 | 117.0 |
| 380+25 | 108.0 |
| 381+75 | 108.5 |
| 382+00 | 122.0 |
| 382+25 | 108.5 |

MONUMENT CASES & COVERS

| | | |
|---|---|---|
| FR2 37+55.21 | - | P.I. |
| FR2 2+64.18 | - | P.I. |
| FR2 10+08.09 | - | P.I. |
| LS 370+00 | - | 20' LT |
| LN 370+00 | - | 20' RT |
| FR2 14+07.02 | - | P.I. |

mcp Metal Culvert Pipe
ccp Concrete Culvert Pipe
udp - Underdrain Pipe - metal

** FENCING ONLY

| CURVE DATA | | | | | | | |
|---|---|---|---|---|---|---|---|
| P.I. STATION | Δ | R | T | L | S | LR P.C. | LR P.T. |
| FR2 2+64.18 | 23° 43' 03" RT. | 500.00' | 104.99' | 206.97' | 0.08 | * | 156.0 |
| FR2 10+08.09 | 13° 10' 02" RT. | 500.00' | 57.71' | 114.90' | 0.08 | 156.0 | * |
| FR2 14+07.02 | 14° 13' 05" LT. | 500.00' | 62.36' | 124.08' | 0.08 | 149.2 | * |
| FR2 37+55.21 | 22° 40' 00" LT. | 500.0 | 100.21 | 197.80 | 0.08 | 156.0 | * |

* MODIFY TO MEET CONDITIONS

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Movement Lighting | | |
| Drainage | | |
| Drainage | | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. SMITH, CHM. BRIDGE
HAROLD WALKER
ROBERT H. DUFF

APPROVED August 23 1971

CONTRACT NUMBER 9269

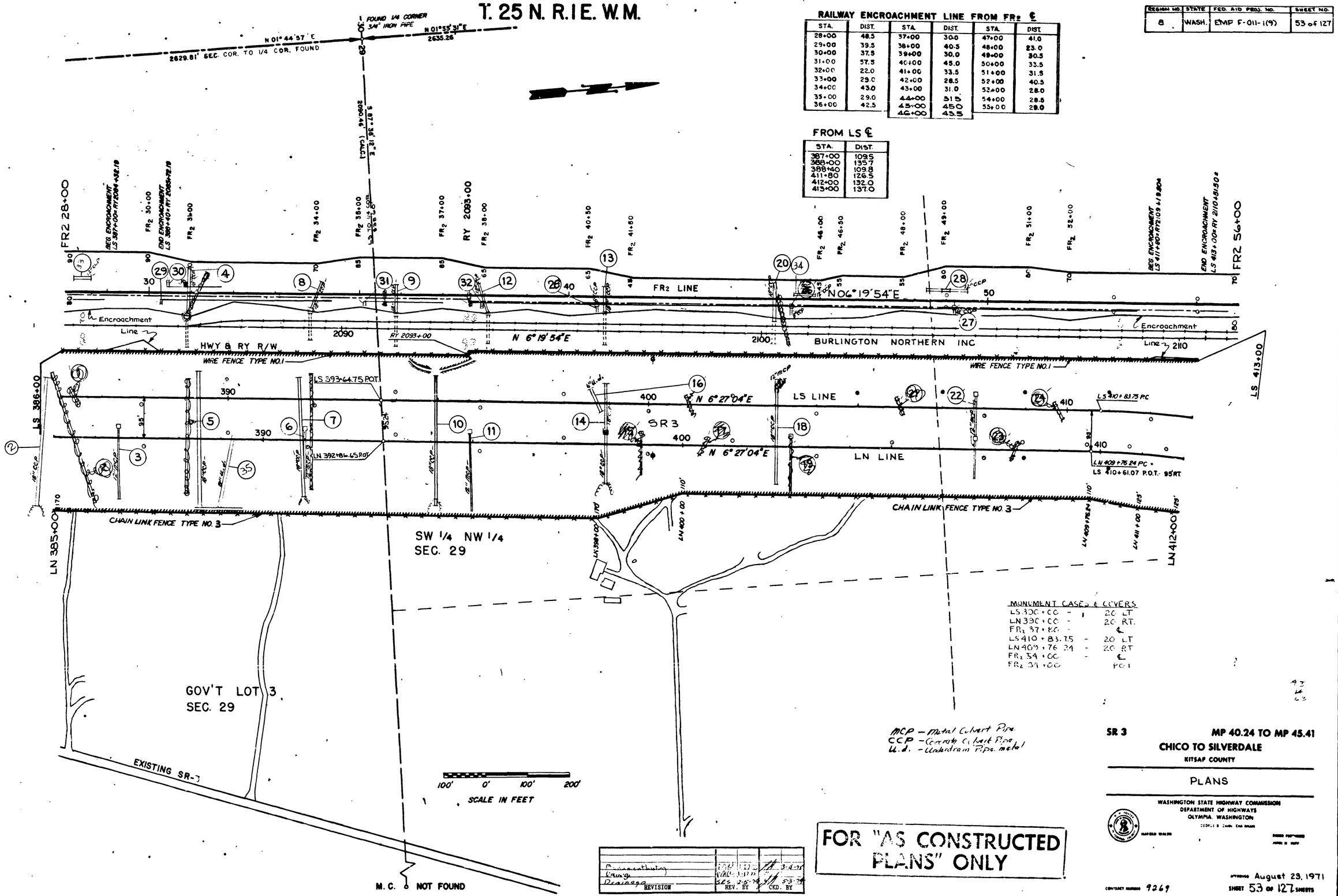
SHEET 52 OF 127 SHEETS

Move to Silverdale Sheet 52 of 108 Sheets

52 3/69

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 53 of 127 |

# T. 25 N. R. 1 E. W.M.




## RAILWAY ENCROACHMENT LINE FROM FR2 ℄

| STA. | DIST. | STA. | DIST. | STA. | DIST. |
|---|---|---|---|---|---|
| 28+00 | 48.5 | 37+00 | 30.0 | 47+00 | 41.0 |
| 29+00 | 39.5 | 38+00 | 40.5 | 48+00 | 23.0 |
| 30+00 | 37.5 | 39+00 | 30.0 | 49+00 | 30.5 |
| 31+00 | 57.5 | 40+00 | 45.0 | 50+00 | 33.5 |
| 32+00 | 22.0 | 41+00 | 33.5 | 51+00 | 31.5 |
| 33+00 | 29.0 | 42+00 | 28.5 | 52+00 | 40.5 |
| 34+00 | 43.0 | 43+00 | 31.0 | 53+00 | 28.0 |
| 35+00 | 29.0 | 44+00 | 31.5 | 54+00 | 28.5 |
| 36+00 | 42.5 | 45+00 | 45.0 | 55+00 | 29.0 |
| | | 46+00 | 43.5 | | |

## FROM LS ℄

| STA. | DIST. |
|---|---|
| 387+00 | 109.5 |
| 388+00 | 135.7 |
| 388+40 | 109.8 |
| 411+80 | 126.5 |
| 412+00 | 132.0 |
| 413+00 | 137.0 |

## MONUMENT CASES & COVERS

| | | |
|---|---|---|
| LS 390+00 | - | 20' LT |
| LN 390+00 | - | 20' RT. |
| FR2 37+80 | - | ℄ |
| LS 410+83.75 | - | 20' LT |
| LN 409+76.24 | - | 20' RT |
| FR2 39+00 | - | ℄ |
| FR2 39+00 | | POI |

MCP - Metal Culvert Pipe
CCP - Concrete Culvert Pipe
U.d. - Underdrain Pipe, metal

| REVISION | | REV. BY | CKD. BY |
|---|---|---|---|
| Construction Change | | | 3-4-71 |
| Drainage | | 2-5-74 | 5-3-74 |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

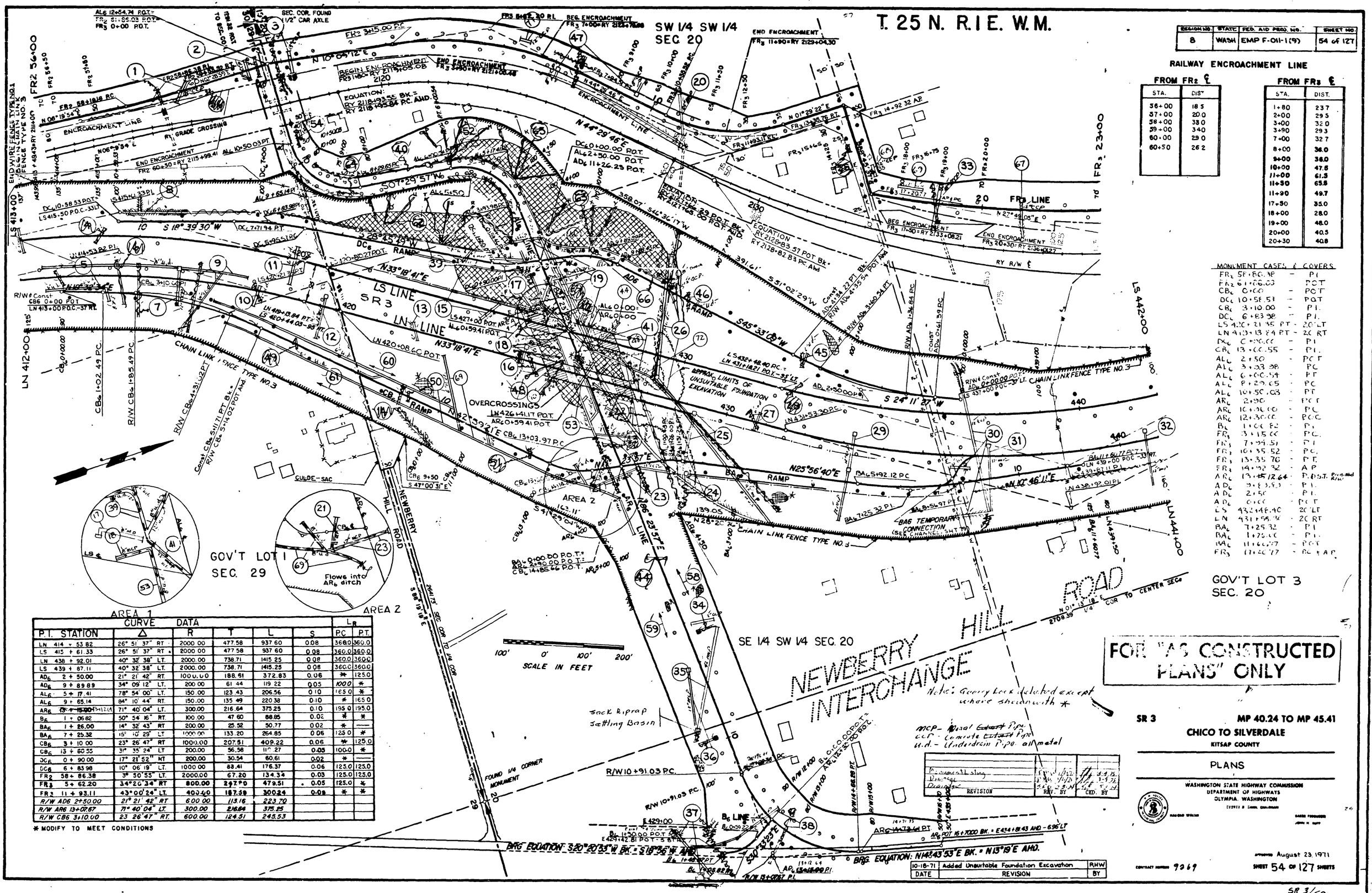
APPROVED August 29, 1971

SHEET 53 OF 127 SHEETS

SR 3/59

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 54 of 127 |

# T. 25 N. R. 1 E. W.M.




## RAILWAY ENCROACHMENT LINE

FROM FR2 ℄

| STA. | DIST. |
|---|---|
| 36+00 | 18.5 |
| 37+00 | 20.0 |
| 38+00 | 33.0 |
| 39+00 | 34.0 |
| 40+00 | 29.0 |
| 40+50 | 26.2 |

FROM FR3 ℄

| STA. | DIST. |
|---|---|
| 1+80 | 23.7 |
| 2+00 | 29.5 |
| 3+00 | 32.0 |
| 3+90 | 29.3 |
| 7+00 | 32.7 |
| 8+00 | 36.0 |
| 9+00 | 38.0 |
| 10+00 | 47.8 |
| 11+00 | 61.5 |
| 11+30 | 65.8 |
| 11+90 | 49.7 |
| 17+90 | 35.0 |
| 18+00 | 28.0 |
| 19+00 | 48.0 |
| 20+00 | 40.5 |
| 20+30 | 40.8 |

## MONUMENT CASES & COVERS

| | | |
|---|---|---|
| FR2 | 58+88.38 | - PI |
| FR2 | 61+06.03 | - POT |
| CB6 | 0+00 | - POT |
| DC6 | 10+58.53 | - POT |
| CB6 | 3+10.00 | - PI |
| DC6 | 6+83.98 | - PI |
| LS | 420+21.95 PT | - 20' LT |
| LN | 410+13.84 PT | - 20' RT |
| DC6 | 0+00.00 | - PI |
| CB6 | 13+00.55 | - PI |
| AL6 | 2+50 | - POT |
| AL6 | 3+03.98 | - PC |
| AL6 | 6+00.54 | - PT |
| AL6 | 8+29.65 | - PC |
| AL6 | 10+50.03 | - PT |
| AR6 | 2+90 | - POT |
| AR6 | 10+00.00 | - PC |
| AR6 | 12+30.00 | - POT |
| BA6 | 1+00.82 | - PI |
| FR3 | 3+15.00 | - PC |
| FR3 | 7+94.51 | - PI |
| FR3 | 10+35.52 | - PC |
| FR3 | 13+35.76 | - PT |
| FR3 | 14+92.32 | - AP |
| AR6 | 13+45.12.64 | - P.O.S.T. Pipe and R/W |
| AD6 | 9+89.89 | - PI |
| AD6 | 2+50 | - PI |
| AD6 | 0+00 | - POT |
| LS | 432+48.40 | - 20' LT |
| LN | 431+55.30 | - 20' RT |
| BA6 | 7+25.32 | - PI |
| BA6 | 1+75.00 | - PI |
| BA6 | 11+66.77 | - POT |
| FR3 | 17+20.77 | - PC & AP |

## CURVE DATA

| P.I. STATION | Δ | R | T | L | S | $L_R$ P.C. | $L_R$ P.T. |
|---|---|---|---|---|---|---|---|
| LN. 414 + 53.82 | 26° 51' 37" RT | 2000.00 | 477.58 | 937.60 | 0.08 | 360.0 | 360.0 |
| LS 415 + 61.33 | 26° 51' 37" RT | 2000.00 | 477.58 | 937.60 | 0.08 | 360.0 | 360.0 |
| LN 438 + 92.01 | 40° 32' 38" LT. | 2000.00 | 738.71 | 1415.25 | 0.08 | 360.0 | 360.0 |
| LS 439 + 87.11 | 40° 32' 38" LT. | 2000.00 | 738.71 | 1415.25 | 0.08 | 360.0 | 360.0 |
| $AD_6$ 2 + 50.00 | 21° 21' 42" RT. | 1000.00 | 188.61 | 372.83 | 0.06 | * | 125.0 |
| $AD_6$ 9 + 89.89 | 34° 09' 12" LT. | 200.00 | 61.44 | 119.22 | 0.05 | 100.0 | * |
| $AL_6$ 5 + 17.41 | 78° 54' 00" LT. | 150.00 | 123.43 | 206.56 | 0.10 | 165.0 | * |
| $AL_6$ 9 + 65.14 | 84° 10' 44" RT. | 150.00 | 135.49 | 220.38 | 0.10 | * | 165.0 |
| $AR_6$ 13 + 45.00 | 71° 40' 04" LT. | 300.00 | 216.64 | 375.25 | 0.10 | 195.0 | 195.0 |
| $B_6$ 1 + 06.82 | 50° 54' 16" RT. | 100.00 | 47.60 | 88.85 | 0.02 | * | * |
| $BA_6$ 1 + 26.00 | 14° 32' 43" RT | 200.00 | 25.52 | 50.77 | 0.02 | * | — |
| $BA_6$ 7 + 25.32 | 15° 10' 29" LT | 1000.00 | 133.20 | 264.85 | 0.06 | 125.0 | * |
| $CB_6$ 3 + 10.00 | 23° 26' 47" RT | 1000.00 | 207.51 | 409.22 | 0.06 | * | 125.0 |
| $CB_6$ 13 + 60.55 | 31° 35' 24" LT | 200.00 | 56.58 | 110.27 | 0.03 | 100.0 | * |
| $DC_6$ 0 + 90.00 | 17° 21' 52" RT | 200.00 | 30.54 | 60.61 | 0.02 | * | — |
| $DC_6$ 6 + 83.98 | 10° 06' 19" LT. | 1000.00 | 88.41 | 176.37 | 0.06 | 125.0 | 125.0 |
| $FR_2$ 58 + 88.38 | 3° 50' 55" LT. | 2000.00 | 67.20 | 134.34 | 0.03 | 125.0 | 125.0 |
| $FR_3$ 5 + 62.20 | 34° 20' 34" RT | 800.00 | 247.90 | 479.51 | 0.05 | 125.0 | * |
| $FR_3$ 11 + 93.11 | 43° 00' 24" LT. | 400.00 | 157.59 | 300.24 | 0.09 | * | * |
| R/W $AD_6$ 2+50.00 | 21° 21' 42" RT | 600.00 | 113.16 | 223.70 | | | |
| R/W $AR_6$ 13+07.67 | 71° 40' 04" LT. | 300.00 | 216.64 | 375.25 | | | |
| R/W $CB_6$ 3+10.00 | 23 26' 47" RT. | 600.00 | 124.51 | 245.53 | | | |

* MODIFY TO MEET CONDITIONS

| | REVISION | REW. BY | CKD. BY |
|---|---|---|---|
| 10-18-71 | Added Unsuitable Foundation Excavation | RHW | |
| DATE | REVISION | BY | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

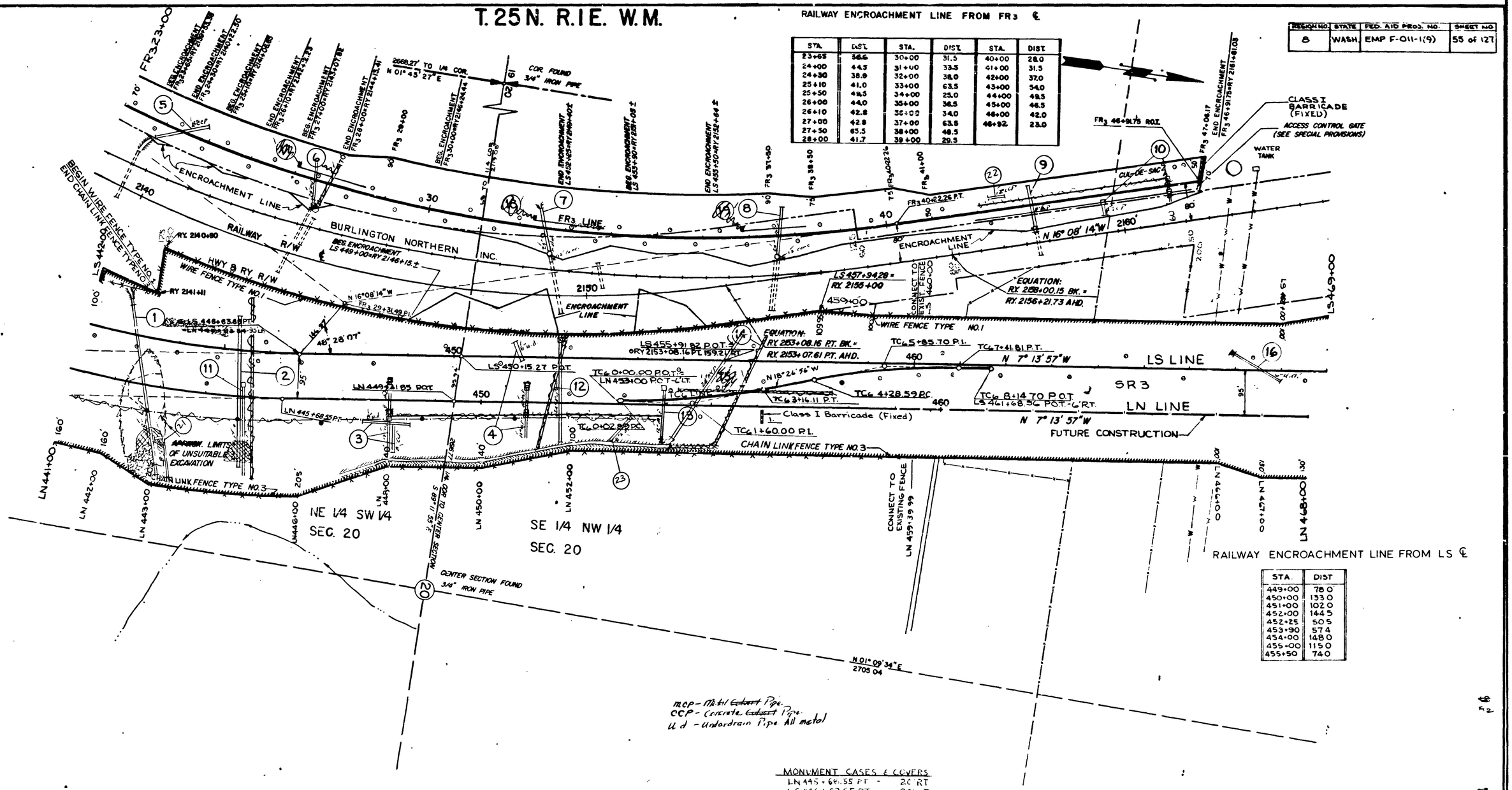
CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 54 OF 127 SHEETS

SR 3/59

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 55 of 127 |




RAILWAY ENCROACHMENT LINE FROM FR3 ℄

| STA. | DIST. | STA. | DIST. | STA. | DIST. |
|---|---|---|---|---|---|
| 23+65 | 36.6 | 30+00 | 31.5 | 40+00 | 28.0 |
| 24+00 | 44.5 | 31+00 | 33.5 | 41+00 | 31.5 |
| 24+30 | 38.9 | 32+00 | 38.0 | 42+00 | 37.0 |
| 25+10 | 41.0 | 33+00 | 63.5 | 43+00 | 54.0 |
| 25+50 | 49.5 | 34+00 | 25.0 | 44+00 | 49.5 |
| 26+00 | 44.0 | 35+00 | 36.5 | 45+00 | 46.5 |
| 26+10 | 42.8 | 36+00 | 34.0 | 46+00 | 42.0 |
| 27+00 | 42.8 | 37+00 | 63.5 | 46+92 | 23.0 |
| 27+50 | 65.5 | 38+00 | 48.5 | | |
| 28+00 | 41.7 | 39+00 | 29.5 | | |

RAILWAY ENCROACHMENT LINE FROM LS ℄

| STA. | DIST |
|---|---|
| 449+00 | 78.0 |
| 450+00 | 133.0 |
| 451+00 | 102.0 |
| 452+00 | 144.5 |
| 452+25 | 50.5 |
| 453+90 | 57.4 |
| 454+00 | 148.0 |
| 455+00 | 115.0 |
| 455+50 | 74.0 |

MONUMENT CASES & COVERS

| | |
|---|---|
| LN 445+68.55 PT | 20' RT |
| LS 446+63.65 PT | 20' LT |
| FR3 40+22.26 PT | ℄ |
| FR3 46+91.75 POT | ℄ |

| CURVE DATA | | | | | | L R | |
|---|---|---|---|---|---|---|---|
| P.I. STATION | Δ | R | T | L | S | P.C. | P.T. |
| FR3 29+31.49 | 43°57'19" LT. | 3000 | 1210.72 | 2301.49 | 0.02 | * | 125 |
| TC6 1+60.00 | 11° 12'59" LT. | 1600' | 157.11 | 313.22 | 0.03 | * | * |
| TC6 5+85.70 | 11° 12'59" RT. | 1600 | 157.11 | 313.22 | 0.02 | * | * |

* MODIFY TO MEET CONDITIONS

| RAILWAY CURVE DATA | | | | |
|---|---|---|---|---|
| P.I. STATION | Δ | R | T | L |
| RY. 2142+23.07 | 60° 38' 00" | 2292.01' | 1340.24' | 2426.33' |

100' 0' 100' 200'

SCALE IN FEET

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Monument Listing | | |
| Drainage | | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

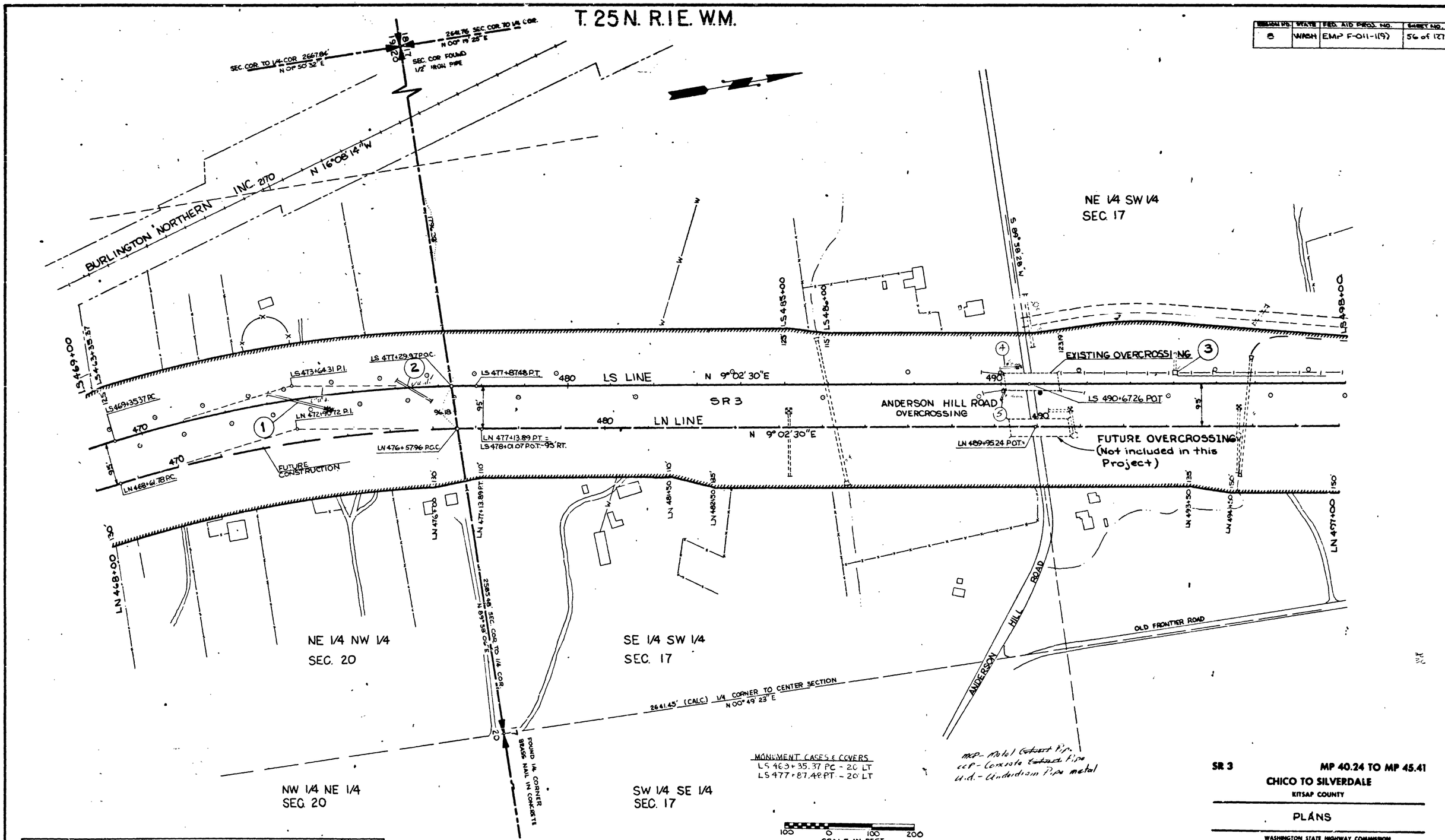
APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 55 OF 127 SHEETS

SR 3/59

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 56 of 127 |




| CURVE DATA | | | | | | LR | |
|---|---|---|---|---|---|---|---|
| P.I. STATION | Δ | R | T | L | S | P.C. | P.T. |
| LS 473+64.31 | 16° 16' 27" RT. | 3000.00 | 428.94 | 852.11 | 0.06 | 270 | 270 |
| LN 472+90.72 | 16° 16' 27" RT. | 3000.00 | 428.94 | 852.11 | 0.06 | 270 | 270 |

| | | | |
|---|---|---|---|
| Drainage REVISION | SRS 2-5-74 REV. BY | 3-3-74 CKD. BY | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
GEORGE B. ZAHN, CHAIRMAN

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 56 OF 127 SHEETS

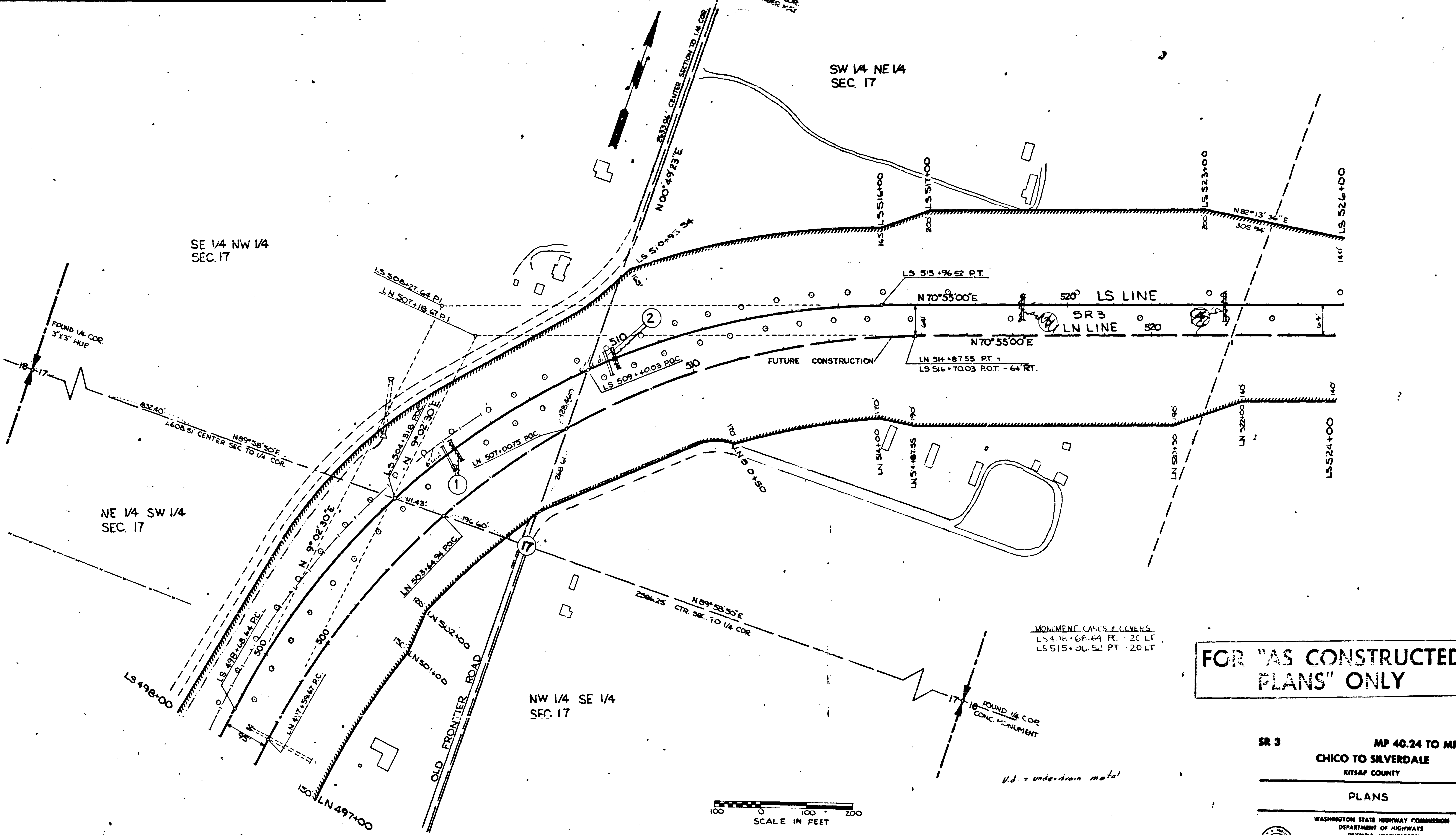
SR 3/59

Chico to Silverdale
Sheet 56 of 105 Sheets

# T. 25N. R.1E. W.M.

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 57 of 127 |

| CURVE DATA | | | | | | LR | |
|---|---|---|---|---|---|---|---|
| P.I. STATION | Δ | R | T | L | S | P.C. | P.T. |
| LN 507 + 18.67 | 61° 52' 30" RT. | 1600.00 | 959.00 | 1727.88 | 0.10 | 450 | 450 |
| LS 508 + 27.64 | 61° 52' 30" RT. | 1600.00 | 959.00 | 1727.88 | 0.10 | 450 | 450 |




FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | | CKD. BY | |
|---|---|---|---|---|
| Monument Listing | PAK | 1-24-75 | [illegible] | 3-3-76 |
| Drainage | SRS | 2-5-79 | [illegible] | 5-3-79 |

**SR 3** MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 57 OF 127 SHEETS

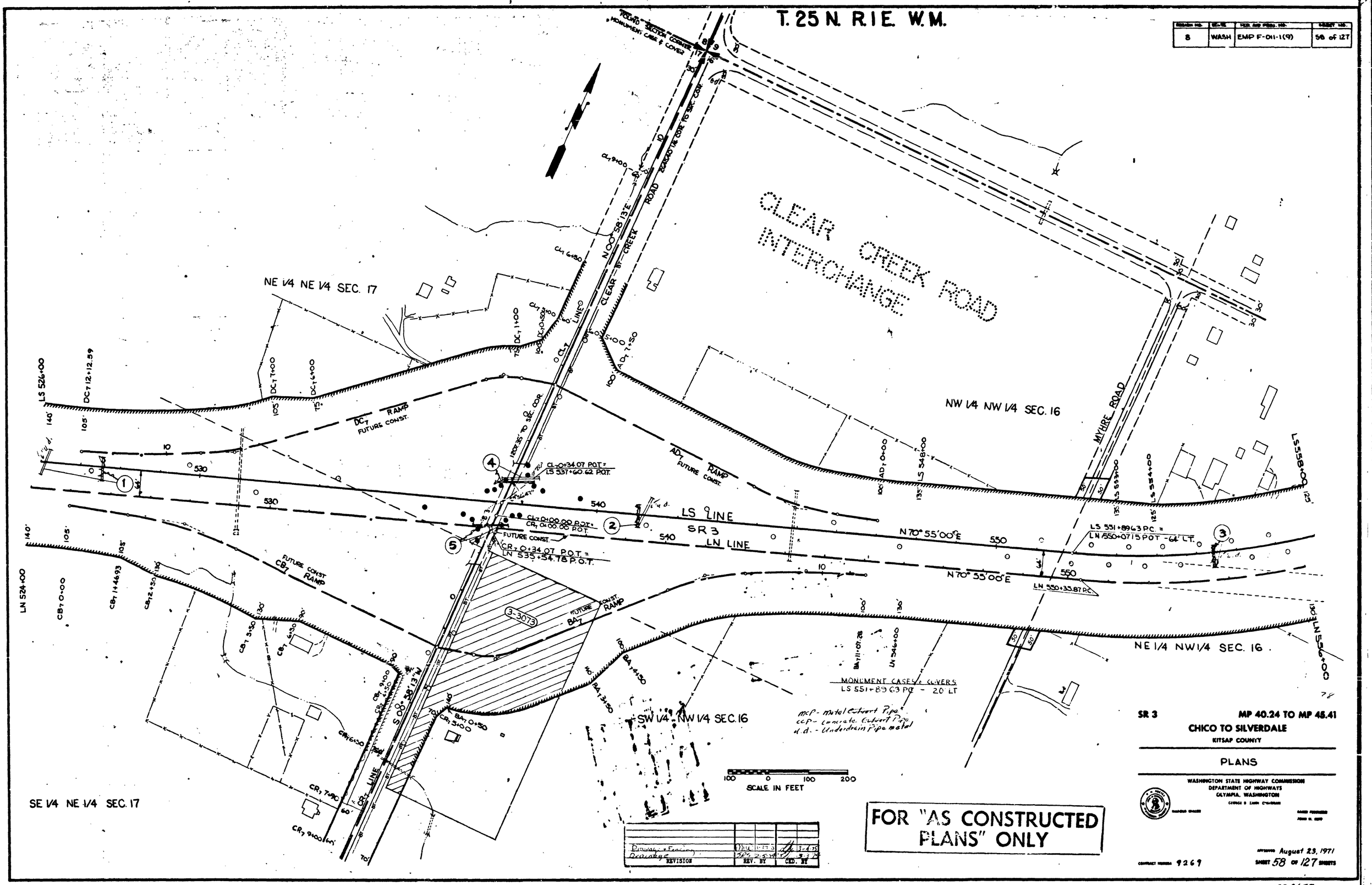
| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| RIGHT OF WAY | | |
| GRADES | | |
| B.M.'S | | |
| STRUCTURE NOTATIONS | | |

| DRAWN | BY | DATE |
|---|---|---|
| TRACED | | |
| CHECKED | | |
| LOC. ENGR. | | |
| DIST. ENGR. | | |

L-2529 CS 1804
Chico to Silverdale
Sheet 57 of 105 Sheets

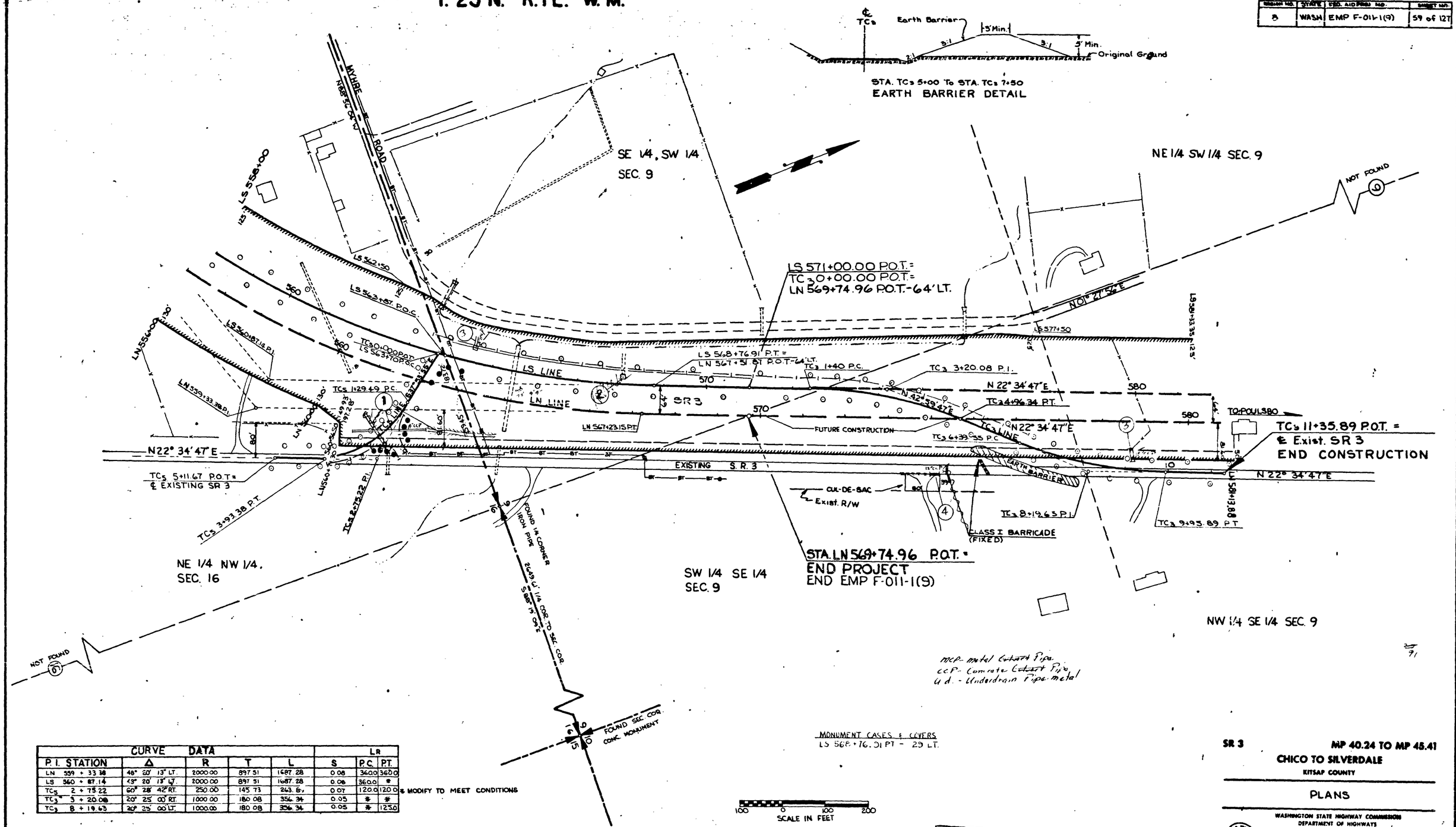
SR 3/57

| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 58 of 127 |



| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 59 of 127 |

# T. 25 N. R. 1 E. W. M.




| CURVE DATA | | | | | | | LR | |
|---|---|---|---|---|---|---|---|---|
| P.I. STATION | | Δ | R | T | L | S | P.C. | P.T. |
| LN | 559 + 33.38 | 48° 20' 13" LT. | 2000.00 | 897.51 | 1687.28 | 0.08 | 360.00 | 360.00 |
| LS | 560 + 87.14 | 48° 20' 13" LT. | 2000.00 | 897.51 | 1687.28 | 0.08 | 360.00 | * |
| TC3 | 2 + 75.22 | 60° 28' 42" RT. | 250.00 | 145.73 | 263.61 | 0.07 | 120.00 | 120.00 |
| TC3 | 3 + 20.08 | 20° 25' 00" RT. | 1000.00 | 180.08 | 356.34 | 0.05 | * | * |
| TC3 | 8 + 19.63 | 20° 25' 00" LT. | 1000.00 | 180.08 | 356.34 | 0.05 | * | 125.0 |

* MODIFY TO MEET CONDITIONS

| | | | |
|---|---|---|---|
| Pavement Lifting, Drainage, Barrier, Drainage | DRG. 1/1/73 | 3-3-71 | |
| | SR 3 3-5-74 | 5-3-74 | |
| REVISION | REV. BY | CKD. BY | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

PLANS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971

CONTRACT NUMBER 9269

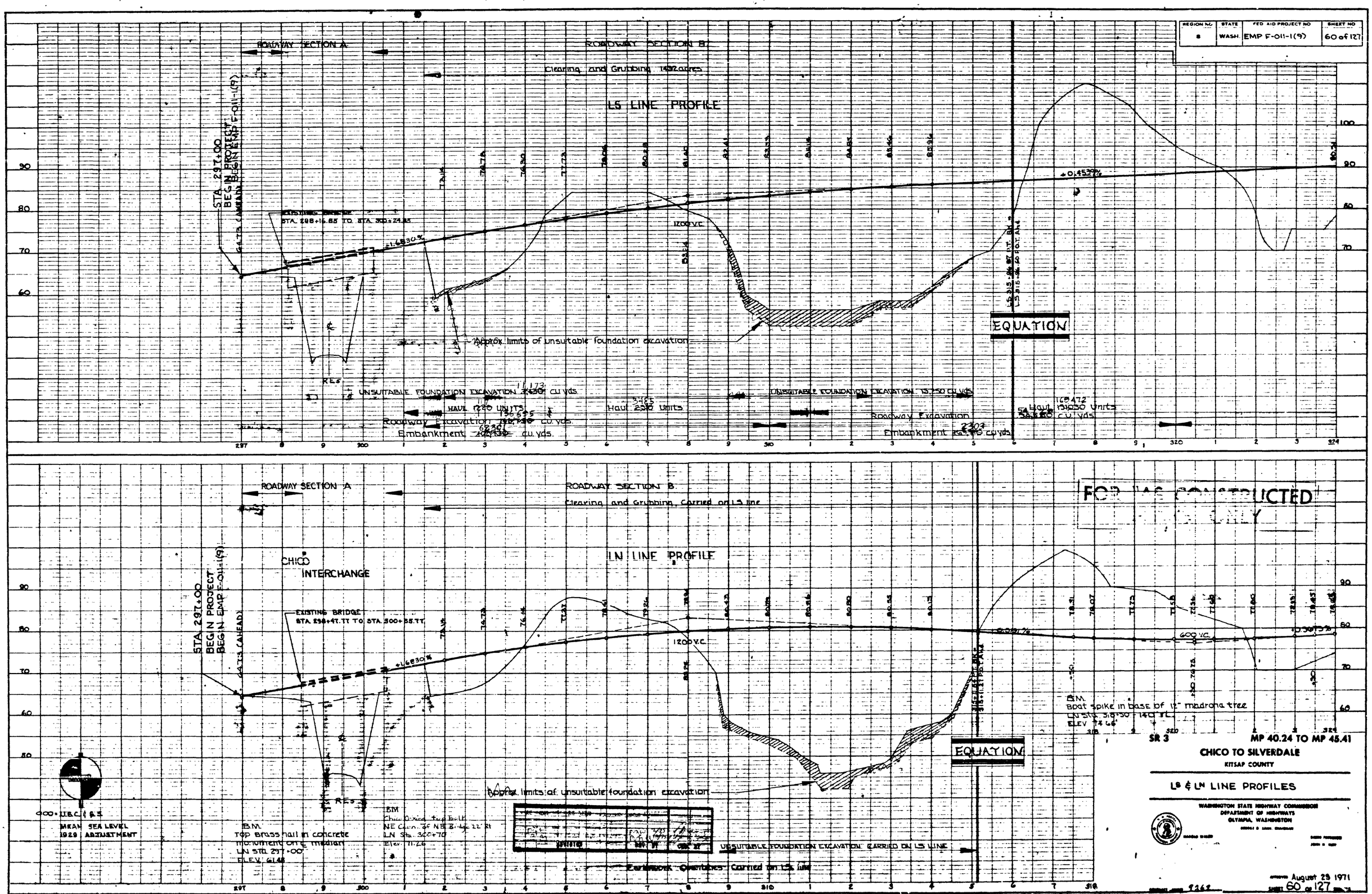
SHEET 59 OF 127 SHEETS

| DATE | BY | MONUMENT CHECKED |
|---|---|---|
| | | 1st CHK. |
| | | 2nd CHK. |
| | | STRUCTURE EXCAVATIONS |

| DATE | BY | DRAWN |
|---|---|---|
| | | TRACED |
| | | CHECKED |
| | | HYD. ENGR. |
| | | DIV. ENGR. |

Chico to Silverdale
Sheet 59 of 105 Sheets

SR 3/59



REGION NO. 8
STATE WASH.
FED AID PROJECT NO. EMP F-011-1(9)
SHEET NO. 60 of 127
ROADWAY SECTION A
ROADWAY SECTION B
Clearing and Grubbing 1492 acres
LS LINE PROFILE
STA. 297+00
BEGIN PROJECT
BEGIN EMP F-011-1(9)
EXISTING BRIDGE
STA. 298+16.85 TO STA. 300+24.85
+1.6830%
1200 V.C.
+0.4530%
EQUATION
Approx. limits of unsuitable foundation excavation
UNSUITABLE FOUNDATION EXCAVATION 11,173 cu. yds.
HAUL 1220 UNITS
Roadway Excavation 136,695 cu. yds.
Embankment 62,301 cu. yds.
UNSUITABLE FOUNDATION EXCAVATION 13,750 cu. yds.
Haul 3485 Units
Roadway Excavation 2307 cu. yds.
Embankment 169,472 cu. yds.
ROADWAY SECTION A
ROADWAY SECTION B
Clearing and Grubbing, Carried on LS line
CHICO INTERCHANGE
LN LINE PROFILE
STA. 297+00
BEGIN PROJECT
BEGIN EMP F-011-1(9)
EXISTING BRIDGE
STA. 298+47.77 TO STA. 300+55.77
+1.6830%
1200 V.C.
600 V.C.
EQUATION
Approx. limits of unsuitable foundation excavation
UNSUITABLE FOUNDATION EXCAVATION CARRIED ON LS LINE
Earthwork Quantities Carried on LS line
B.M.
Top brass nail in concrete monument on ℄ median
LN STA. 297+00
ELEV. 61.48
B.M.
Chico Oxide top bolt
NE Corn. of NB Bridge 22' Rt
LN Sta. 300+70
Elev. 71.26
B.M.
Boat spike in base of 12" madrona tree
LN Sta. 318+50 - 140' Rt.
ELEV. 74.66
000 = U.B.C. & G.S.
MEAN SEA LEVEL
1929 ADJUSTMENT
SR 3
MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
LS & LN LINE PROFILES
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
August 29 1971
SHEET 60 OF 127

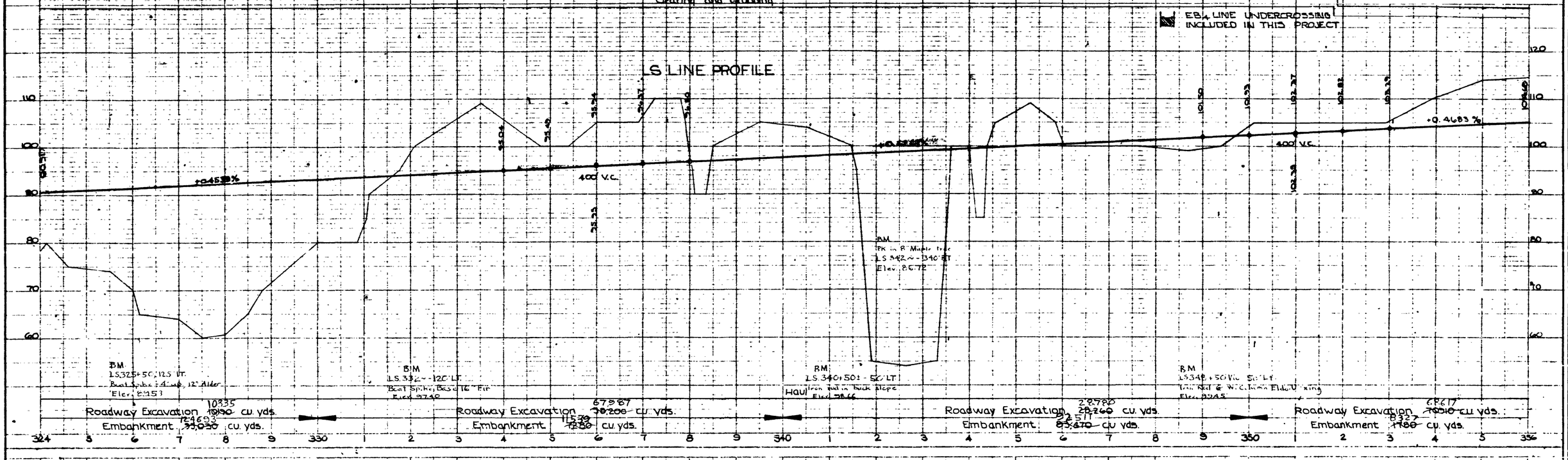
| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 61 of 127 |

ROADWAY SECTION 8

Clearing and Grubbing

EB℄ LINE UNDERCROSSING INCLUDED IN THIS PROJECT

## LS LINE PROFILE

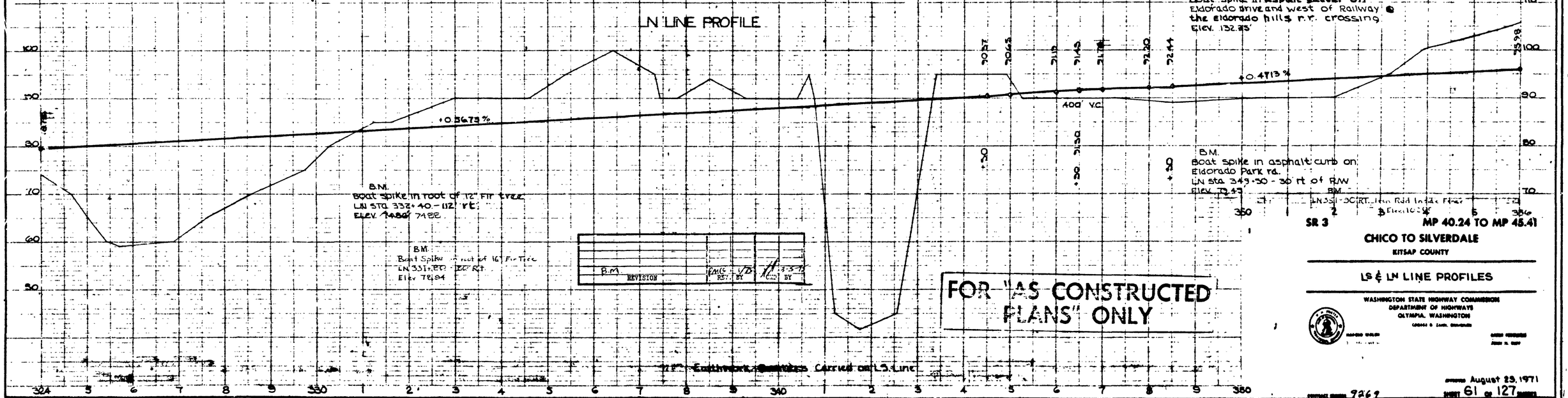



ROADWAY SECTION 8

Clearing and Grubbing Carried on LS Line

EB℄ LINE UNDERCROSSING INCLUDED IN THIS PROJECT

## LN LINE PROFILE




| B.M. REVISION | FMC RST. BY | 1/75 | 3-5-71 CHK. BY |
|---|---|---|---|

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3

MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

LS & LN LINE PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 61 OF 127 SHEETS

SR 3/63

| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| SURVEY | | |
| GRADE | | |
| B. M. | | |
| STRUCTURE NOTATIONS | | |

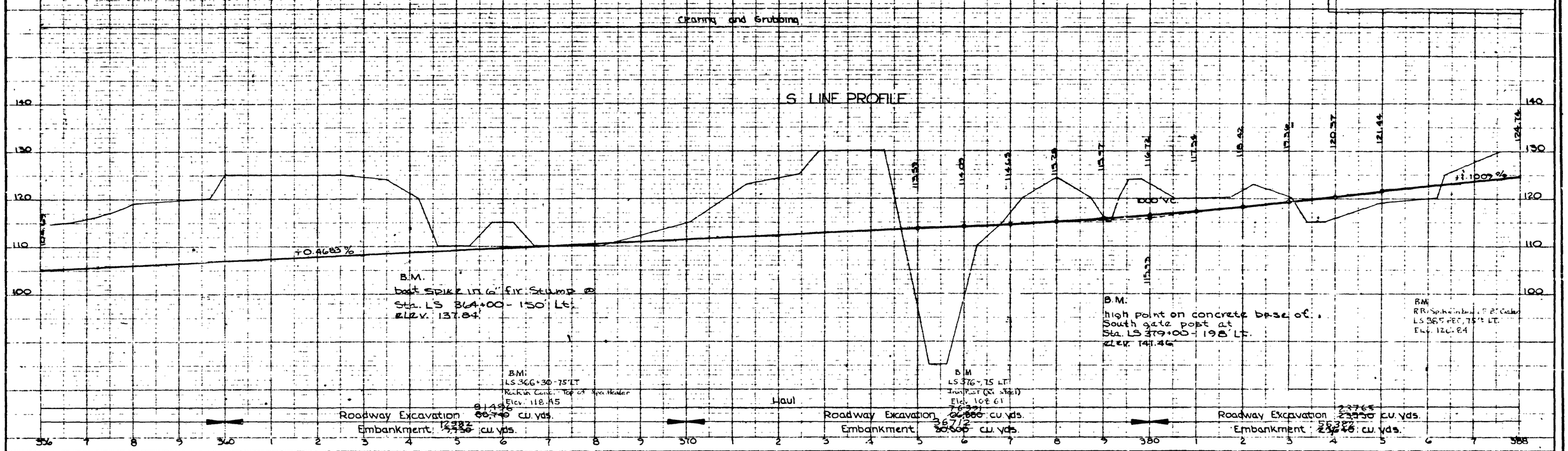
| | BY | DATE |
|---|---|---|
| DESIGNED | D.C.S. | 1-8-70 |
| CHECKED | D.C.S. | 2-7-70 |
| DRAWN | | |
| CHECKED | | |
| LOC. ENGR. | M. HOLDERSON | |
| DIST. ENGR. | R.W. KIRSLAKE | |

Silverdale
Sheet 61 of 105 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 62 of 127 |

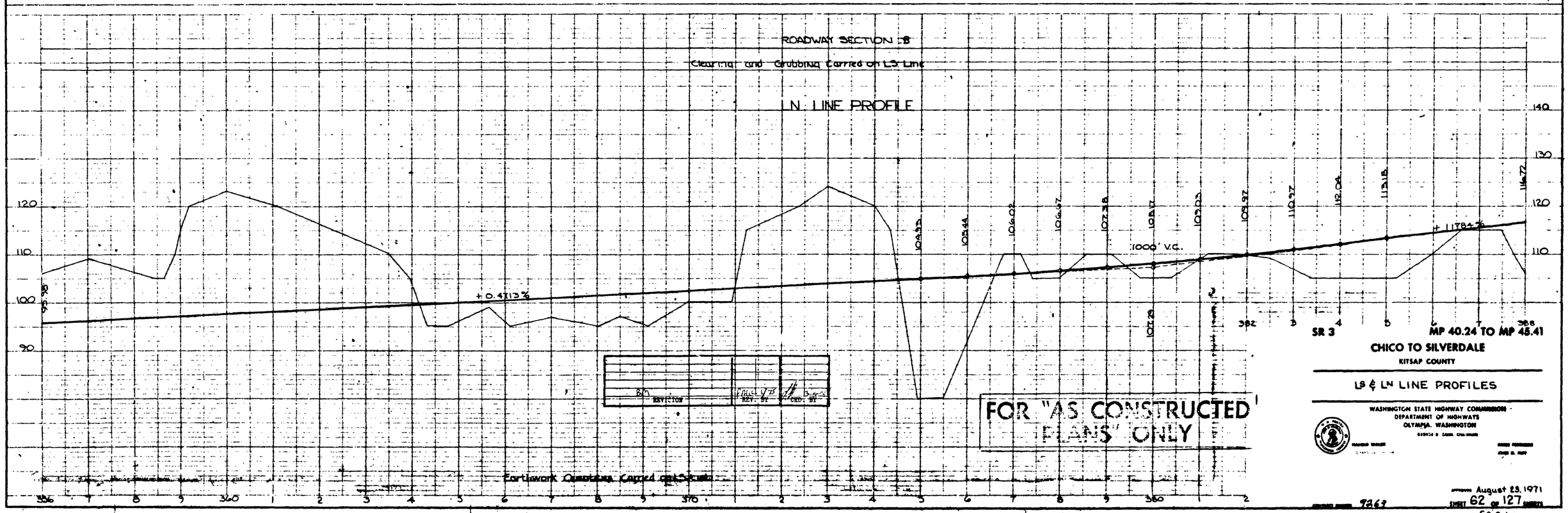
ROADWAY SECTION 1A

Clearing and Grubbing




ROADWAY SECTION 1B

Clearing and Grubbing Carried on LS Line




| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

LS & LN LINE PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 25, 1971

ORIGINAL SHEET 7269 SHEET 62 OF 127 SHEETS

SR 3/6-9

| DESIGN | DATE |
|---|---|
| DESIGNED | 4-70 |
| DRAWN | 4-70 |
| CHECKED | 5-70 |
| CHIEF ENGR. | R. H. HOUGERSON |
| ASST. ENGR. | R. W. ASKELSLAKE |

| DATE | BY | REVISED |
|---|---|---|
| | | |

A. L. OLIVER & ASSOCIATES
RIGHT OF WAY
DRAFTING
B.M. STRUCTURE NOTATIONS

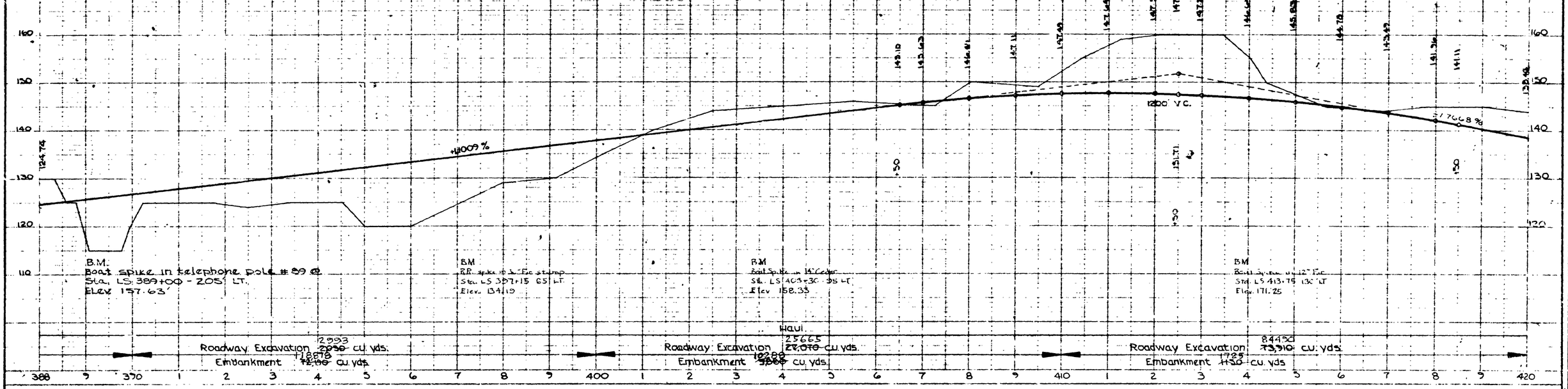
Silverdale
Sheet 62 of 105 sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 63 of 127 |

ROADWAY SECTION B

Clearing and Grubbing

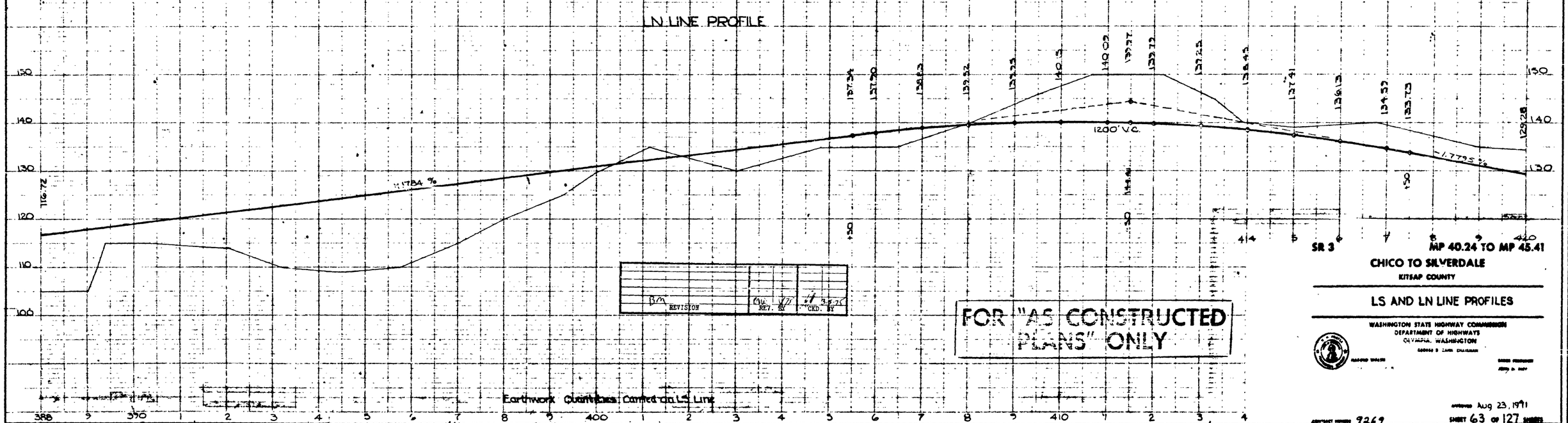
## LS LINE PROFILE




ROADWAY SECTION B

Clearing and Grubbing Carried on LS Line

## LN LINE PROFILE




| | | |
|---|---|---|
| BM REVISION | REV. BY | CKD. BY |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

LS AND LN LINE PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED Aug 23, 1971

CONTRACT NUMBER 9269

SHEET 63 OF 127 SHEETS

SR 3/09

| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| CONTROL | | |
| GRADES | | |
| B.M. | | |
| STRUCTURE NOTATIONS | | |

| DRAWN BY | BY | DATE |
|---|---|---|
| TRACED BY | | |
| CHECKED BY | | |
| CONC. PIER | | |
| CONC. PIER | | |
| CONC. PIER | | |

| REGION NO. | STATE | FED. AID |
|---|---|---|
| 0 | WASH. | EMP F-0 |

ROADWAY SECTION B

Clearing and Grubbing

LS LINE PROFILE

BRIDGE TO BE CONSTRUCTED
STA. 425+83.50 TO STA. 428+24.00

-1.766 8%

+1.0000%

800' V.C.

1000' V.C.

AL-6 SECTION ON SKEW

APPROX. LIMITS OF UNSUITABLE FOUNDATION EXCAVATION

B.M. 2330 Cu. Yds. Unsuitable Foundation Excavation 1,620 Cu. Yds.
1" Rebar between Sandow abutments
Newberry C. Xing
Elev. 123.73
LS 427+00 P.O.T.*
AL-6 0+59.41 P.O.T.

Approx limits of unsuitable foundation excavation

UNSUITABLE FOUNDATION EXCAVATION 4700 CU. YDS.

B.M.
Boat Spike in root of 24" Fir
LS 440+45 - 75' LT
Elev. 111.2

Roadway Excavation 42,000 cu. yds. 42374.5
Embankment 52,330 cu. yds. 52301

Roadway Excavation 26,280 cu. yds. 66417
Embankment 98,440 cu. yds. 103192

Roadway Excavation 2000 cu. yds. 2749
Embankment 154,500 cu. yds. 125517

Haul 55,000 units 52301

B.M.
NW corner concrete base of R.R. warning signal at intersection of Newberry Hill Rd. & R.R. Elev. 171.56

ROADWAY SECTION B

Clearing and Grubbing Carried on LS Line

NEWBERRY INTERCHANGE

BRIDGE TO BE CONSTRUCTED
STA. 425+28.92 TO STA. 427+60.92

LN. LINE PROFILE

FOR "AS CONSTRUCTED PLANS" ONLY

-1.7725%

+1.0000%

800' V.C.

1000' V.C.

AR-6 SECTION ON SKEW

APPROX. LIMITS OF UNSUITABLE FOUNDATION EXCAVATION

LN 426+41.17 P.O.T.*
AR-6 0+59.41 P.O.T.

B.M.
Boat spike in root of 8" fir tree
300' N. of intersection of Anderson road and R.R., 40' Rt. of R.R.
Elev. 160.98'

Approx. limits of unsuitable foundation excavation

Unsuitable Foundation Excavation Carried On LS Line

unsuitable foundation excavation carried on LS line

Earthwork Quantities Carried on LS Line

| DATE | REVISION | BY |
|---|---|---|
| 10-18-71 | Added Unsuitable Foundation Exc. | GH |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

LS AND LN LINE PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED Aug 23, 1971

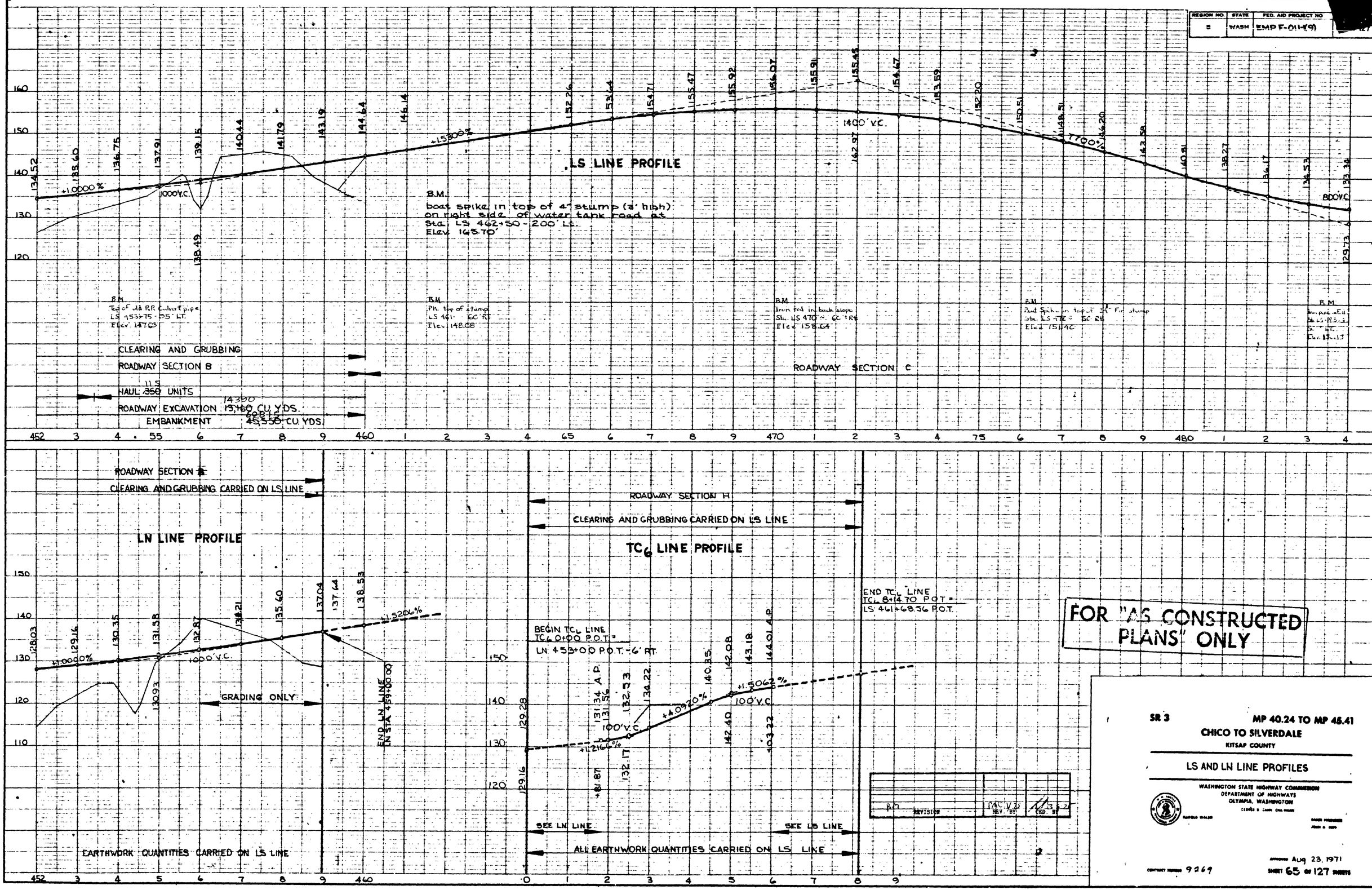
CONTRACT NUMBER 9269

SHEET 64 OF 127 SHEETS

SR 3/69

Snohomish
Sheet 64 of 105 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO |
|---|---|---|
| 5 | WASH | ESMP F-011-(9) |







FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

LS AND LN LINE PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE H. ZAHN, CHAIRMAN

HAROLD WALKER

BASIL PRIDEMORE

JOHN H. HOPE

APPROVED Aug 23, 1971

CONTRACT NUMBER 9269

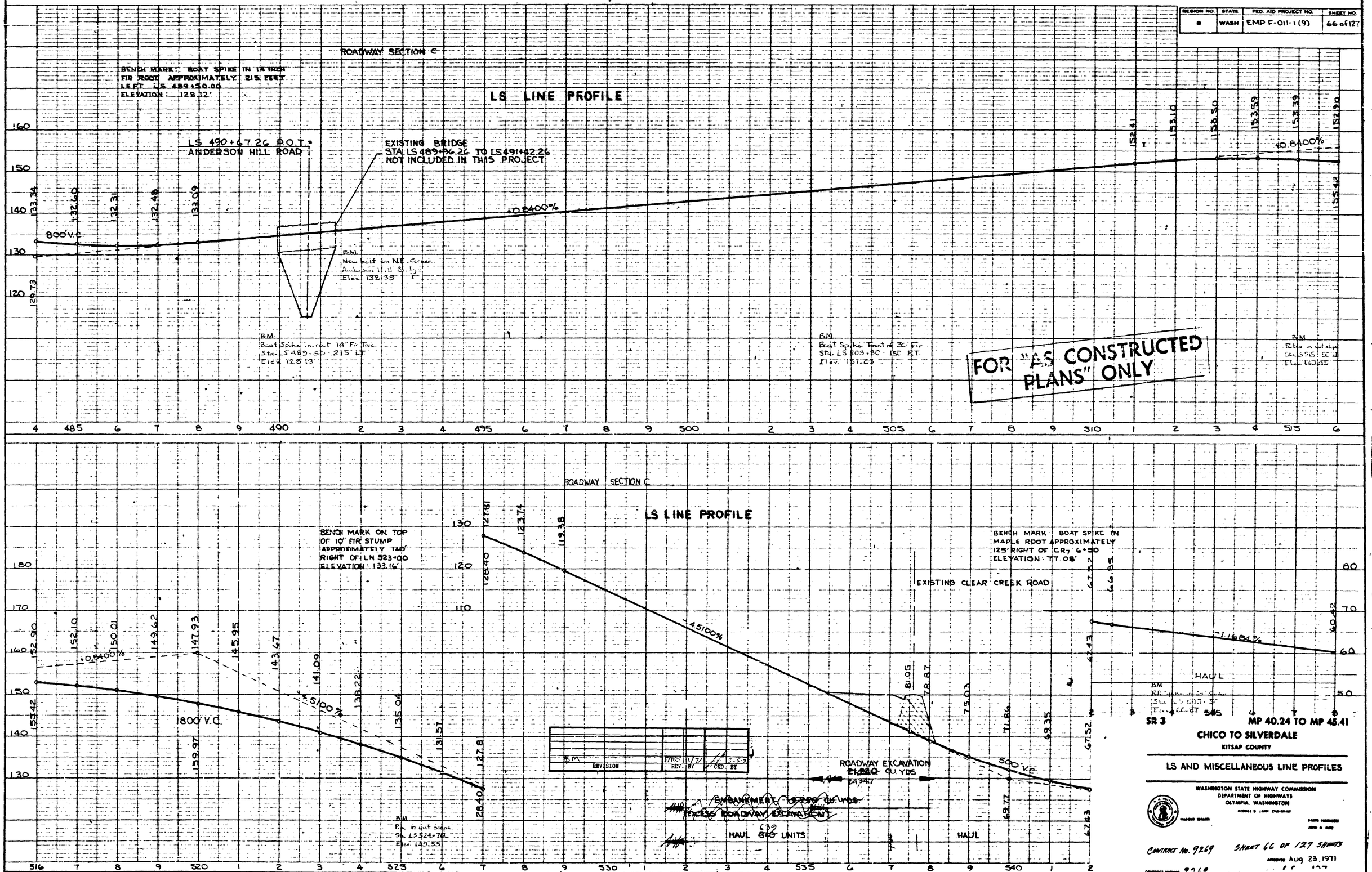
SHEET 65 OF 127 SHEETS

SR 3/69

| | | | |
|---|---|---|---|
| DRAWN | S.R.S. | | DATE 3/71 |
| TRACED | S.R.S. | | 8/71 |
| CHECKED | | | |
| QUANTITIES | N.H. HOLGERSON | | |
| LOC. ENGR. | B.W. KERSLAKE | | |
| DIST. ENGR. | | | |

| | BY | DATE |
|---|---|---|
| ALIGNMENT CHECKED | | |
| RIGHT OF WAY | | |
| BRIDGE | | |
| STRUCTURE NOTATIONS | | |

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH | EMP F-011-1(9) | 66 of 127 |




SR 3 MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

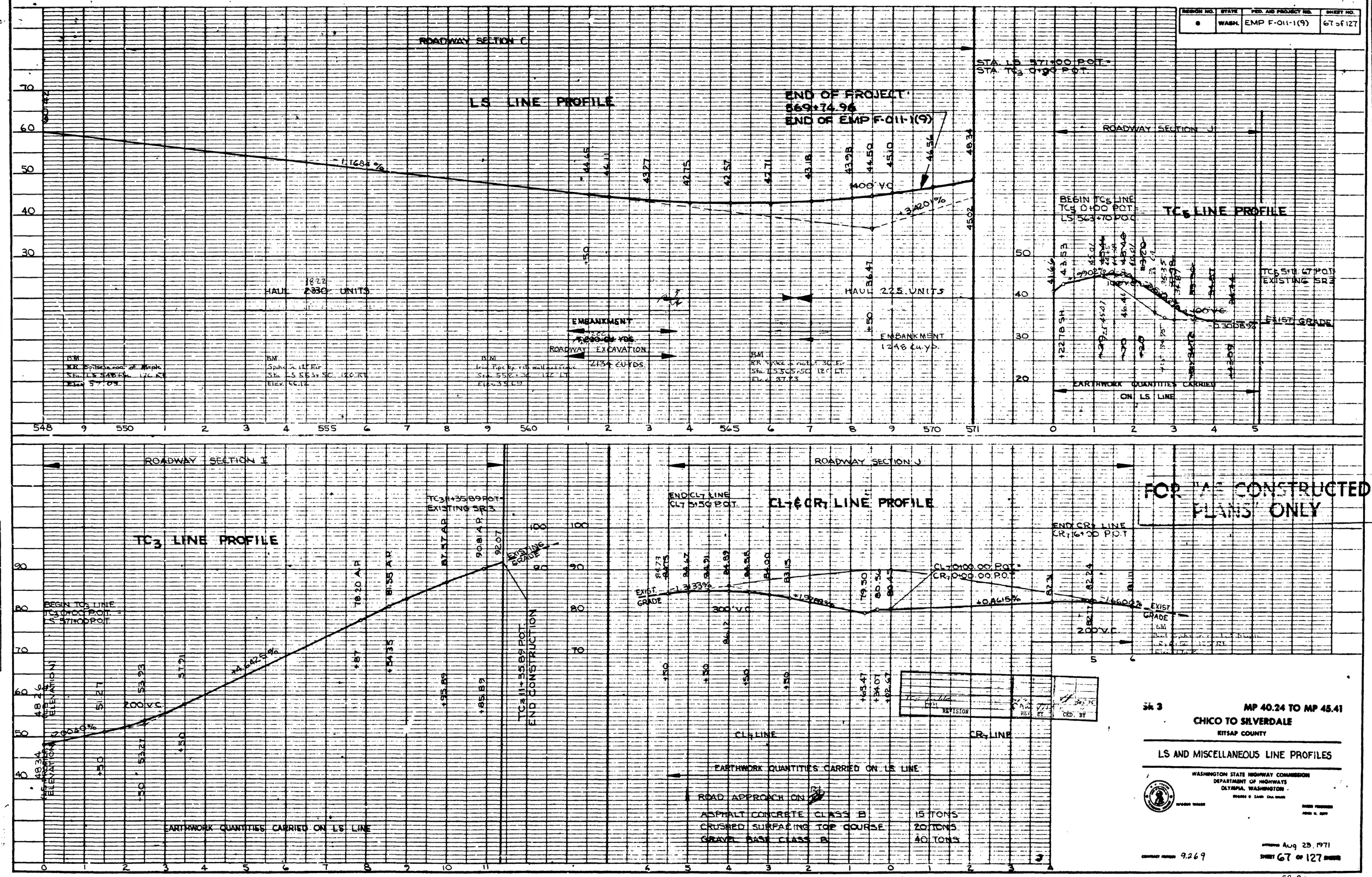
**LS AND MISCELLANEOUS LINE PROFILES**

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

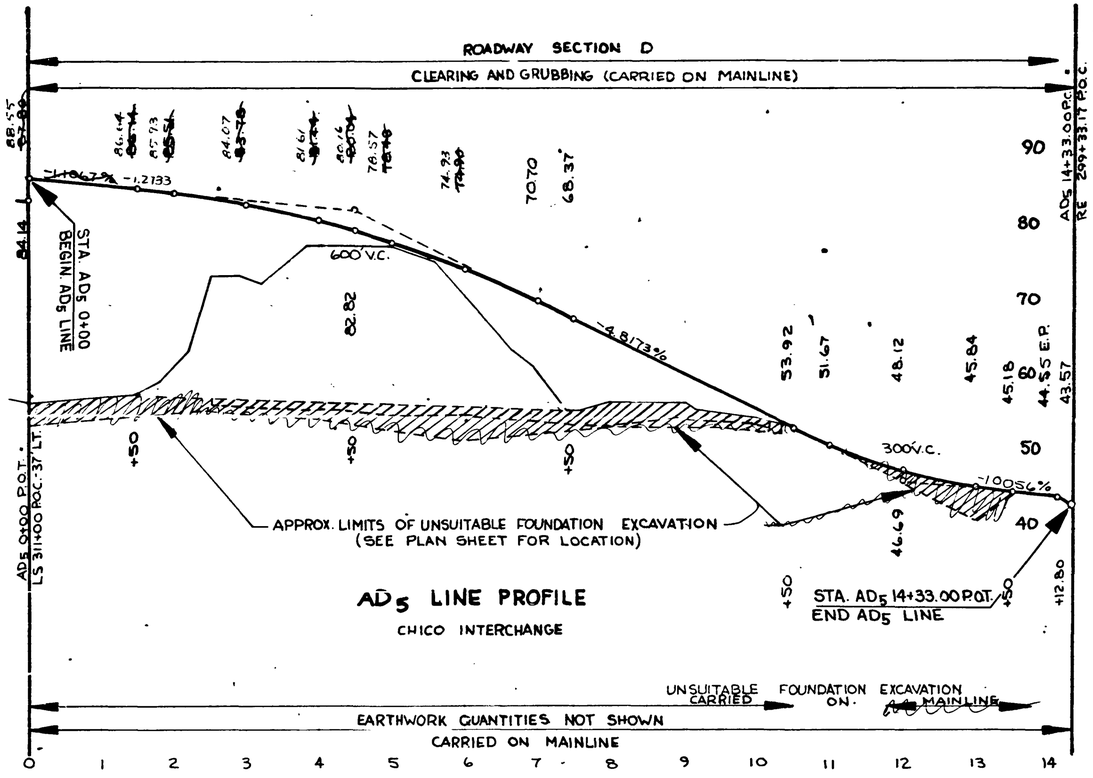
CONTRACT NO. 9269 SHEET 66 OF 127 SHEETS

APPROVED AUG 23, 1971

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 67 of 127 |

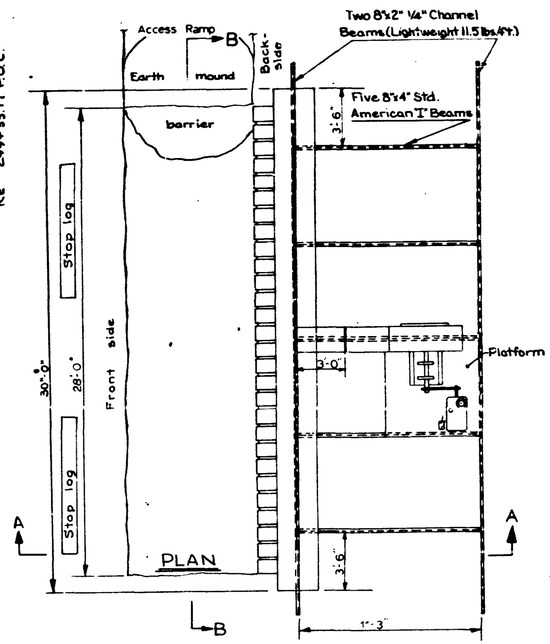


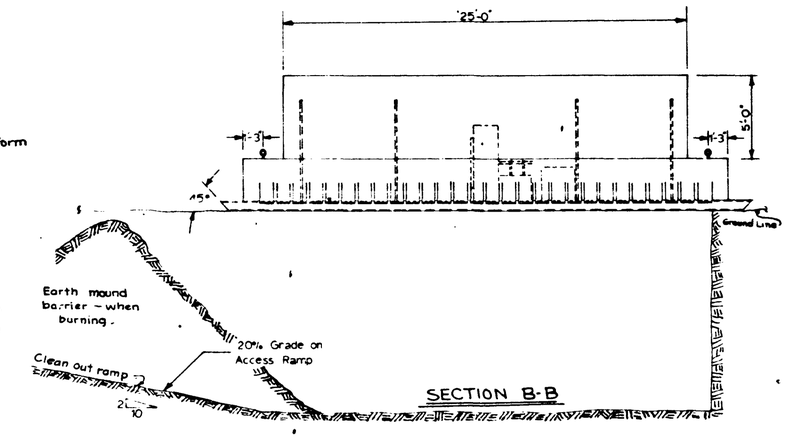
| REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 68 of 127 |

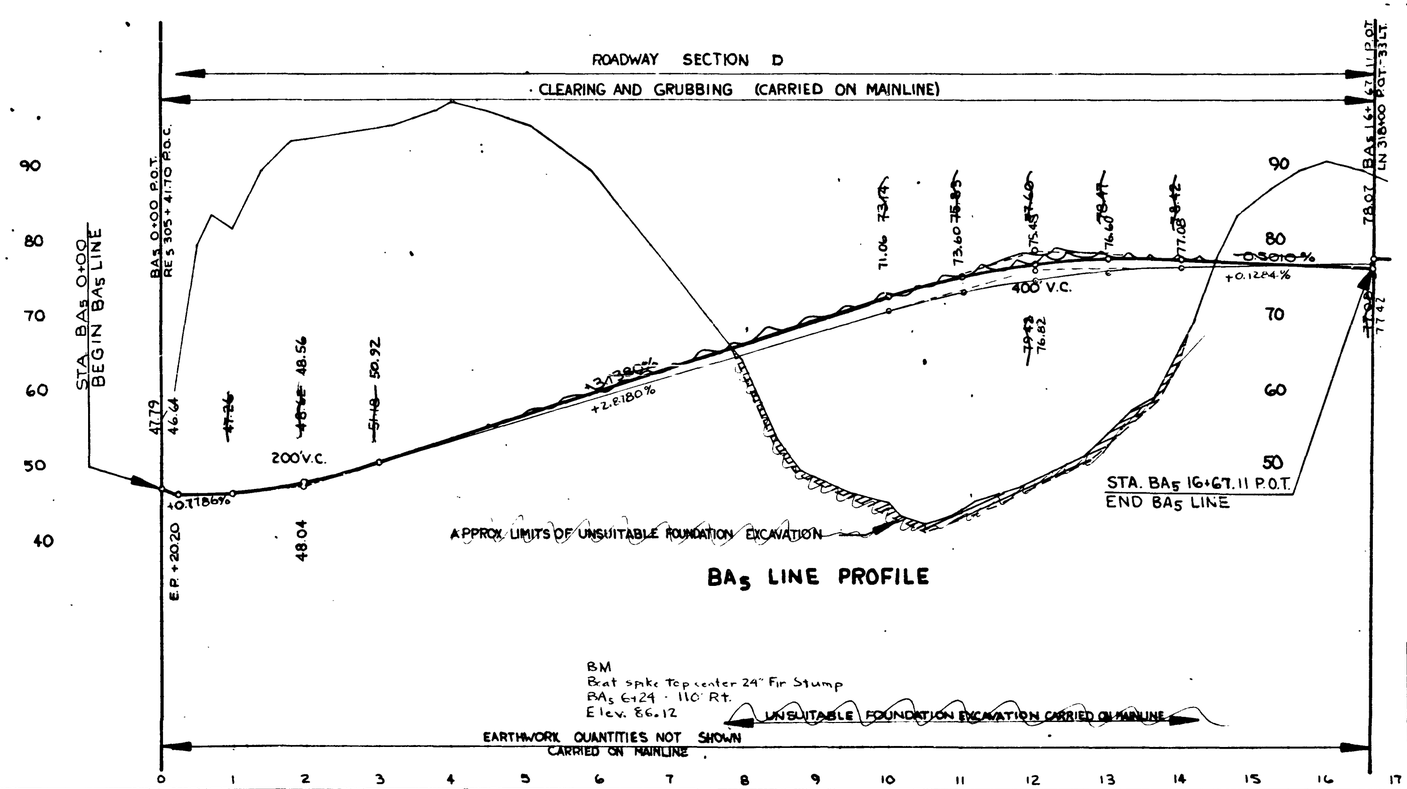



## AD5 LINE PROFILE

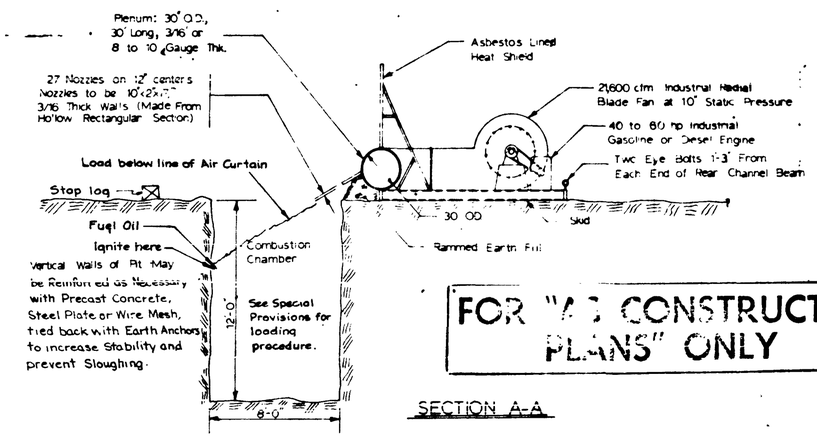
CHICO INTERCHANGE




## BA5 LINE PROFILE




FOR "AS CONSTRUCTED PLANS" ONLY

SECTION A-A

## AIR CURTAIN DESTRUCTOR

| DATE | REVISION | REV. BY | CKD. BY |
|---|---|---|---|
| | Unsuit. Found. Ex. Table BA5 | DMW 12/19/8 | |
| | | BBS 6/72 | |
| | | DMW 1/75 | |
| 9-24-71 | Auxiliary Air Curtain Destructor Detail | | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

MISCELLANEOUS LINE PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WALKER

DIRECTOR OF HIGHWAYS

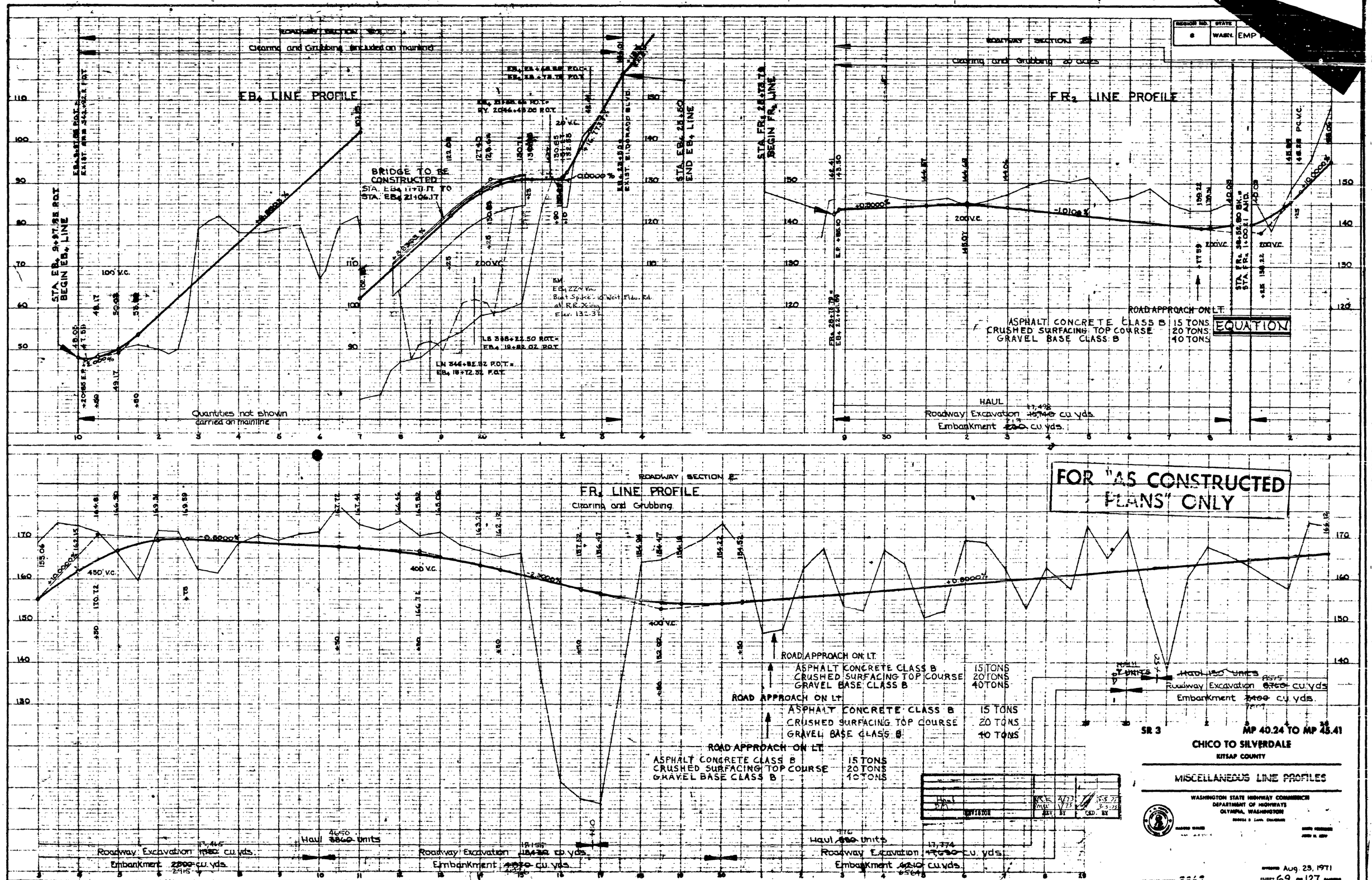
JOHN H. CRAY

APPROVED Aug 23, 1971

CONTRACT NUMBER 9269

SHEET 68 OF 127 SHEETS

SR 3/5-9


ROADWAY SECTION
Clearing and Grubbing included on mainline
EB4 LINE PROFILE
STA. EB4 9+97.58 P.O.T.
BEGIN EB4 LINE
EXIST. ARB 244+92.8 P.O.T.
100' V.C.
BRIDGE TO BE CONSTRUCTED
STA. EB4 117+11.17 TO
STA. EB4 21+06.17
200 V.C.
EXIST. ELDORADO BLVD.
STA. EB4 25+50
END EB4 LINE
BM
EB4 22+ Lin.
Bolt Spike - 10' West Flow. Rd.
at R.R. Xing
Elev. 132.37
LS 338+22.50 P.O.T.=
EB4 19+82.02 P.O.T.
LN 346+82.82 P.O.T.=
EB4 18+72.32 P.O.T.
Quantities not shown
carried on mainline
STA. FR4 28+73.73
BEGIN FR4 LINE
FR2 LINE PROFILE
Clearing and Grubbing 20 acres
200 V.C.
STA. FR4 38+52.80 BK.=
STA. FR4 1+00.21 AHD.
ROAD APPROACH ON LT.
ASPHALT CONCRETE CLASS B 15 TONS
CRUSHED SURFACING TOP COURSE 20 TONS
GRAVEL BASE CLASS B 40 TONS
EQUATION
HAUL
Roadway Excavation 17,498 cu. yds.
Embankment cu. yds.
FR4 LINE PROFILE
Clearing and Grubbing
450' V.C.
400' V.C.
ROAD APPROACH ON LT.
ASPHALT CONCRETE CLASS B 15 TONS
CRUSHED SURFACING TOP COURSE 20 TONS
GRAVEL BASE CLASS B 40 TONS
Haul 4650 units
Roadway Excavation 17,415 cu. yds.
Embankment 2915 cu. yds.
Haul units
Roadway Excavation 18,158 cu. yds.
Embankment 4310 cu. yds.
Haul units
Roadway Excavation 17,774 cu. yds.
Embankment 6564 cu. yds.
Haul units
Roadway Excavation cu. yds.
Embankment cu. yds.
FOR "AS CONSTRUCTED PLANS" ONLY
SR 3
MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
MISCELLANEOUS LINE PROFILES
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
Aug. 23, 1971
SHEET 69 OF 127 SHEETS
SR 3/69

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 70 of 127 |

ROADWAY SECTION E

Clearing and Grubbing

+0.8000 %

Road Approach on Lt.
Class B 15 Tons
CSTC 20 Tons
Gray Base 40 Tons

ROAD APPROACH ON LT.
ASPHALT CONCRETE CLASS B 15 TONS
CRUSHED SURFACING TOP COURSE 20 TONS
GRAVEL BASE CLASS B 40 TONS

400 V.C.

-0.6300 %

FR2 LINE PROFILE

STA. FR2 61+86.03
END FR2 LINE

FR2 61+86.03 POT = FR2 0+00 POT = AL6 12+54.74 POT.

Haul 3 Units

Haul 316 Units
Roadway Excavation 3177 3510 cu. yds.
Embankment 2711 3100 cu. yds.

Haul 175 Units
Roadway Excavation 1430 1430 cu. yds.
Embankment 1390 1390 cu. yds.

LIMITS of UNSUITABLE EXCAVATION

ROADWAY SECTION E
Clearing and Grubbing (carried on mainline)

STA AR6 0+00 POT.
BEGIN AR6 LINE

-5.0035%

-5.0039%

AR6 LINE PROFILE

B.M.
Bent Spike in 24" Cedar
AR6 61+50 75' Rt.
Elev. 74.24

Quantities not shown
Carried on mainline

ROADWAY SECTION E
Clearing and Grubbing (carried on mainline)

LIMITS of UNSUITABLE EXCAVATION

STA AL6 0+00 POT.
BEGIN AL6 LINE

-3.0038%

-7.7180%

ASPHALT CONCRETE CLASS B 15 TONS
CRUSHED SURFACING TOP COURSE 20 TONS
GRAVEL BASE CLASS B 40 TONS
ROAD APPROACH ON RT.

AL6 LINE PROFILE

STA. AL6 12+54.74 POT.
END AL6 LINE

B.M.
Bent Spike in Fir Pole
Sta. AL6 11+23.3 Rt. 23
Elev. 163.23

Quantities not shown
Carried on mainline

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3

MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

MISCELLANEOUS LINE PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

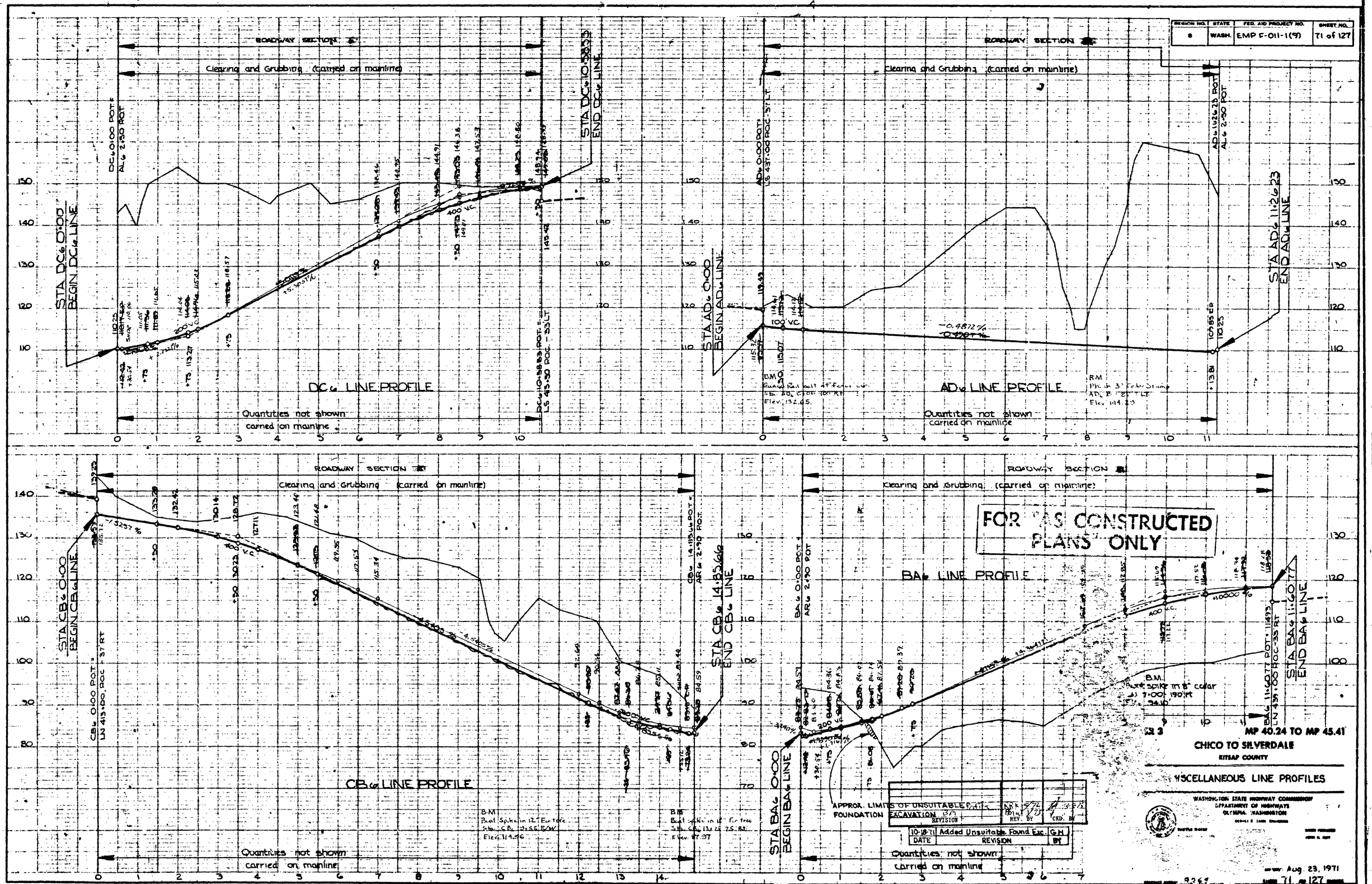
APPROVED Aug. 23, 1971

9269

SHEET 70 of 127

SR 3/69

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 71 of 127 |

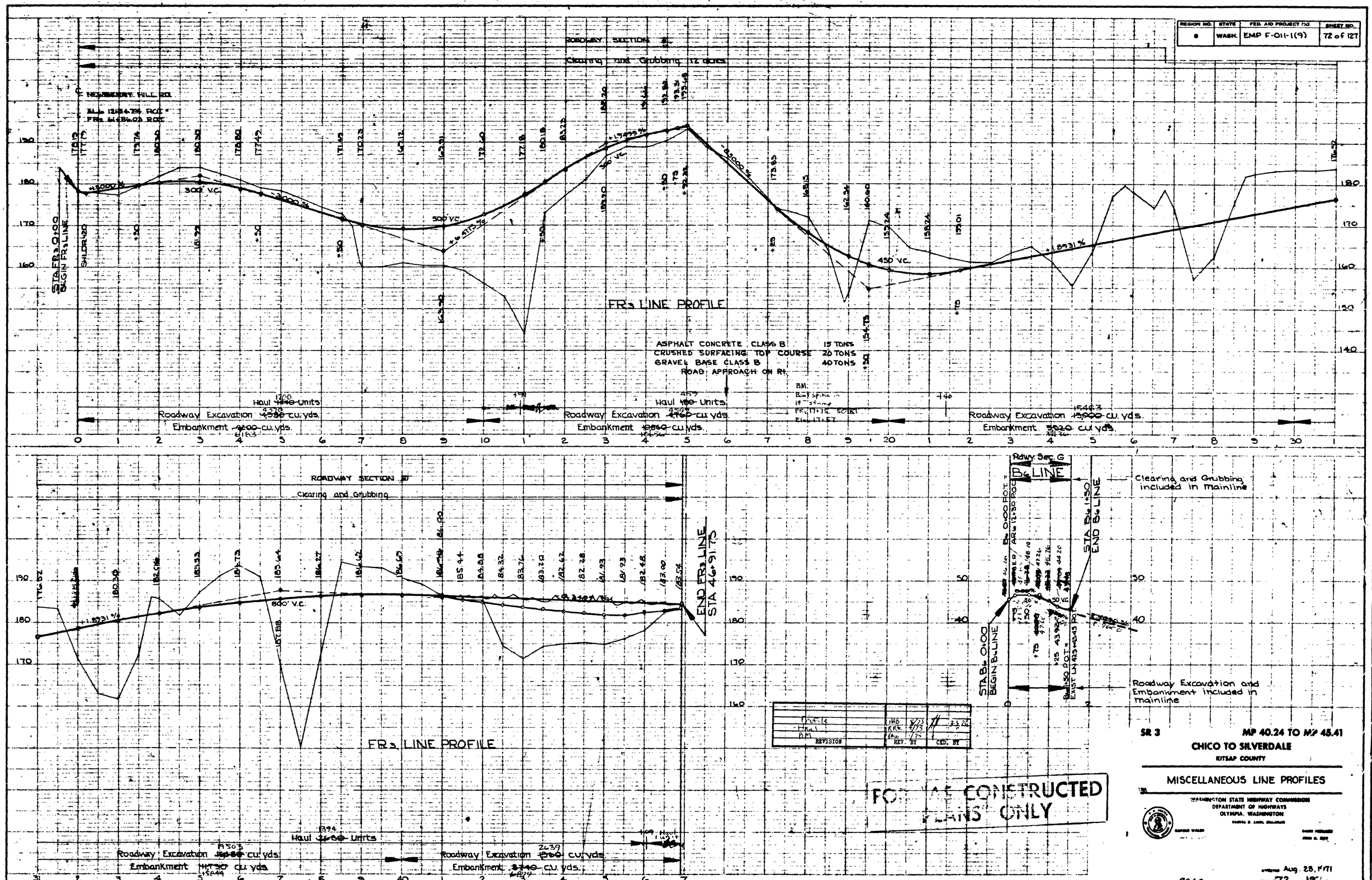



ALIGNMENT CHECKED
RIGHT OF WAY
UTILITIES
R.R.
STRUCTURE NOTATIONS
BY DATE

DRAWN DCS 4-10
TRACED DCS 4-10
CHECKED T.H.L. 5-70
DES. ENGR. L.O. GERSON
DIST. ENGR. R.V. KERSLAKE

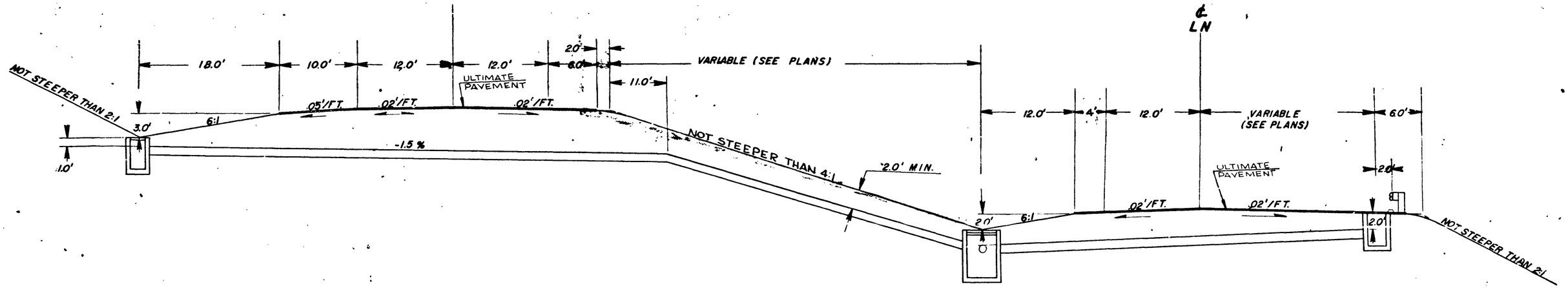
Chico to Silverdale
Sheet 71 of 127 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 72 of 127 |

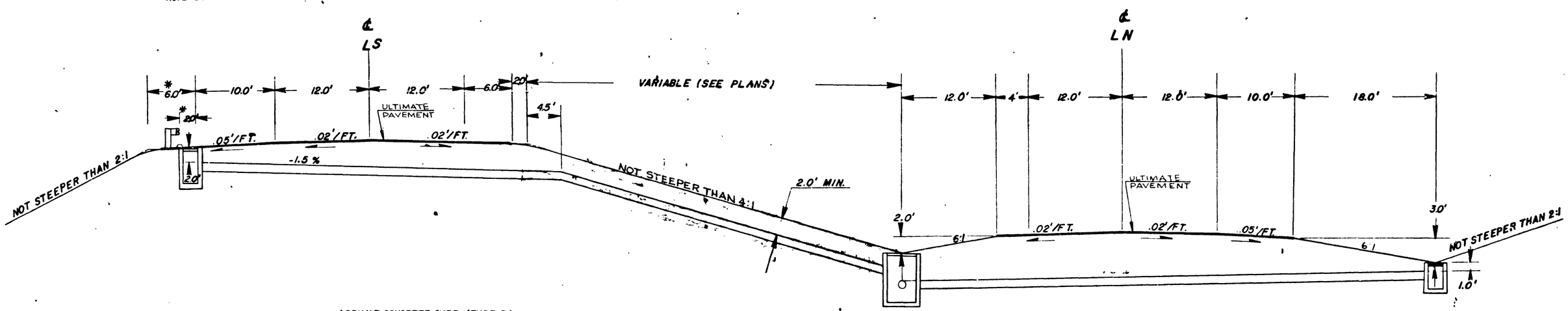


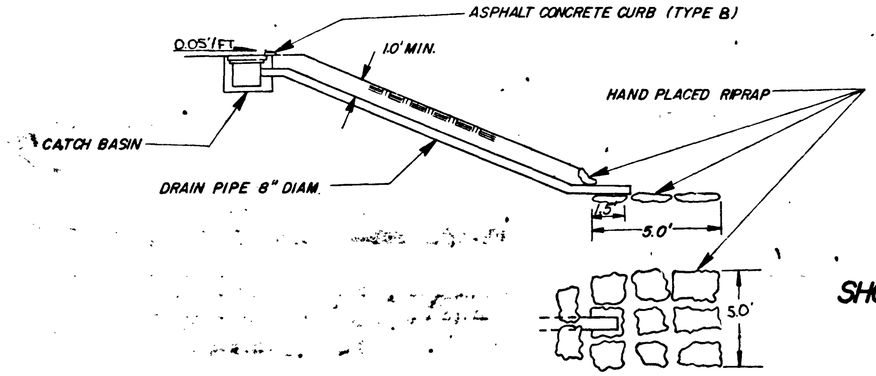
| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 73 of 127 |

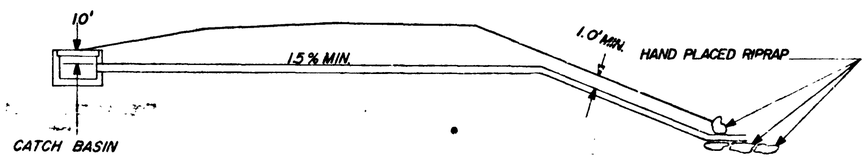
# STORM CROSS DRAINAGE DETAILS




* NOTE: BEAM GUARDRAIL WHERE REQUIRED




## SHOULDER AND MEDIAN DRAIN DETAIL

(SEE STRUCTURE NOTES)

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

STORM SEWER DETAILS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE H. ZAHN, CHAIRMAN

MANUAL SHANE

DIRECTOR
JOHN H. RUPP

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 73 OF 127 SHEETS

| | | DATE |
|---|---|---|
| DRAWN | G. L. | 5-70 |
| TRACED | S. R. S. | 5-70 |
| CHECKED | | |
| CK. ENGR. | R. H. HOUGERSON | |
| DIST. ENGR. | R. W. KERALAKE | |

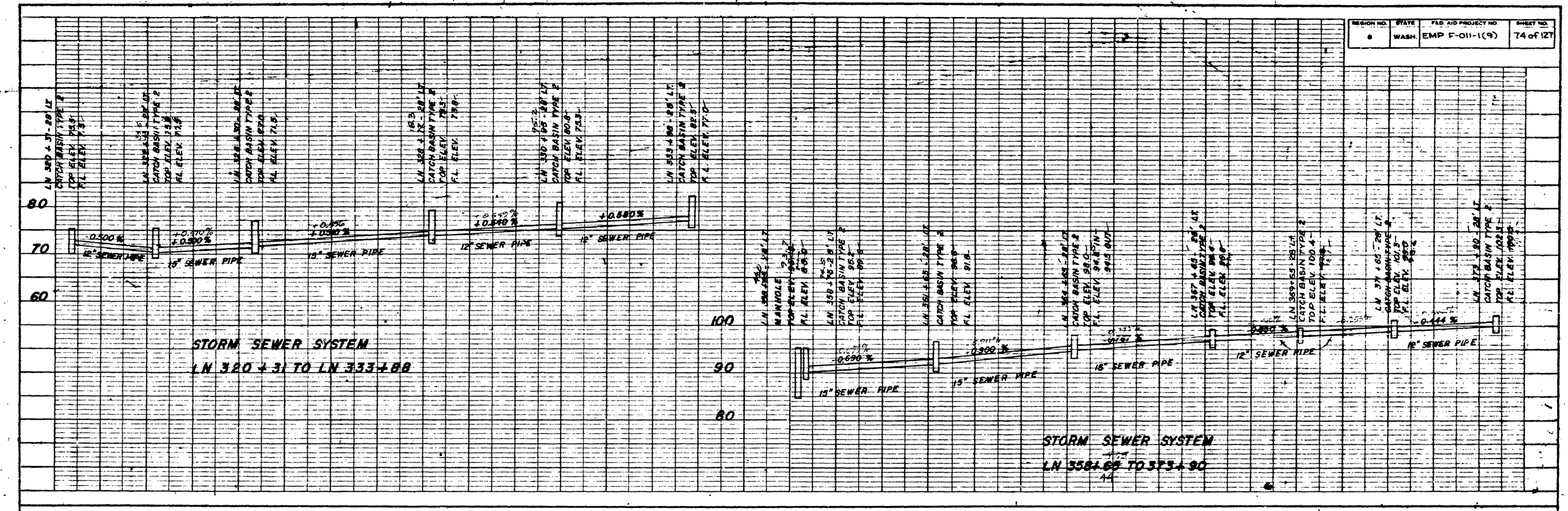
ALIGNMENT CHECKED
RIGHT-OF-WAY
TRAFFIC
B.M.S.
STRUCTURE NOTATIONS

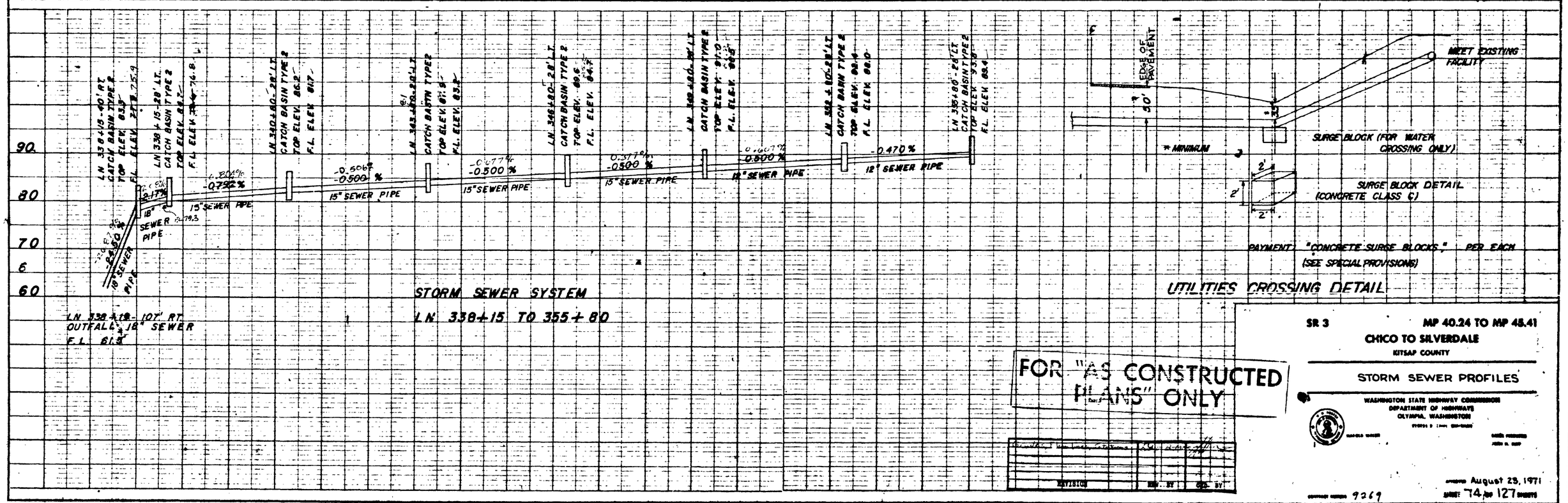
DATE
BY

Sheet 73 of 105 sheets

SR 3/69

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 74 of 127 |




FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CHK. BY |
|---|---|---|
| | | |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

STORM SEWER PROFILES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

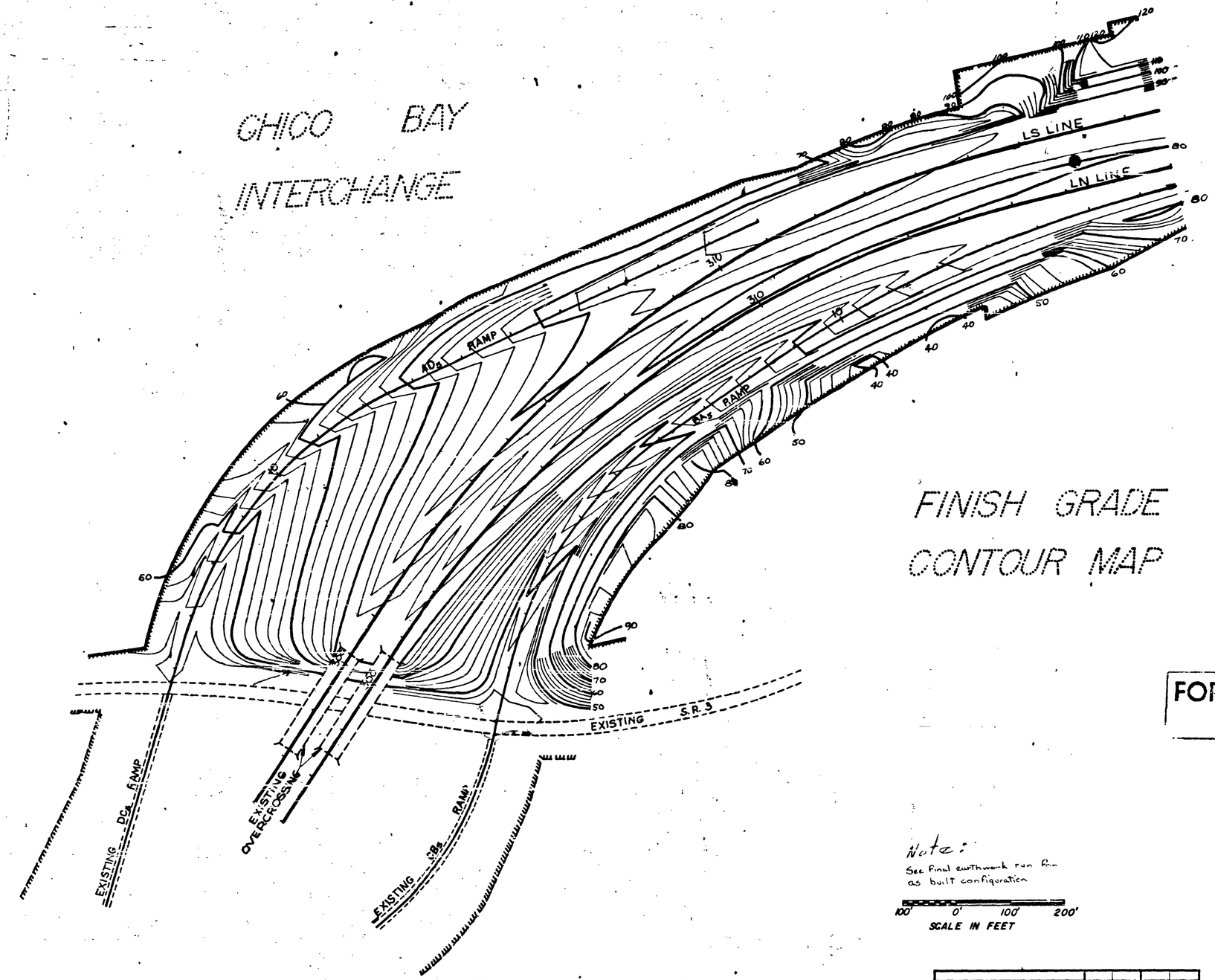
APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 74 OF 127 SHEETS

SR 3/89

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 75 of 127 |




FINISH GRADE
CONTOUR MAP

FOR "AS CONSTRUCTED PLANS" ONLY

Note:
See final earthwork run for as built configuration

100' 0' 100' 200'
SCALE IN FEET

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Note | 3-5-75 | 3-5-75 |

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

INTERCHANGE CONTOUR PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 25, 1971

CONTRACT NUMBER 9269

SHEET 75 OF 127 SHEETS

SR 3/C-9

| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| RIGHT OF WAY | | |
| GRADES | | |
| B.M.'s | | |
| STRUCTURE NOTATIONS | | |

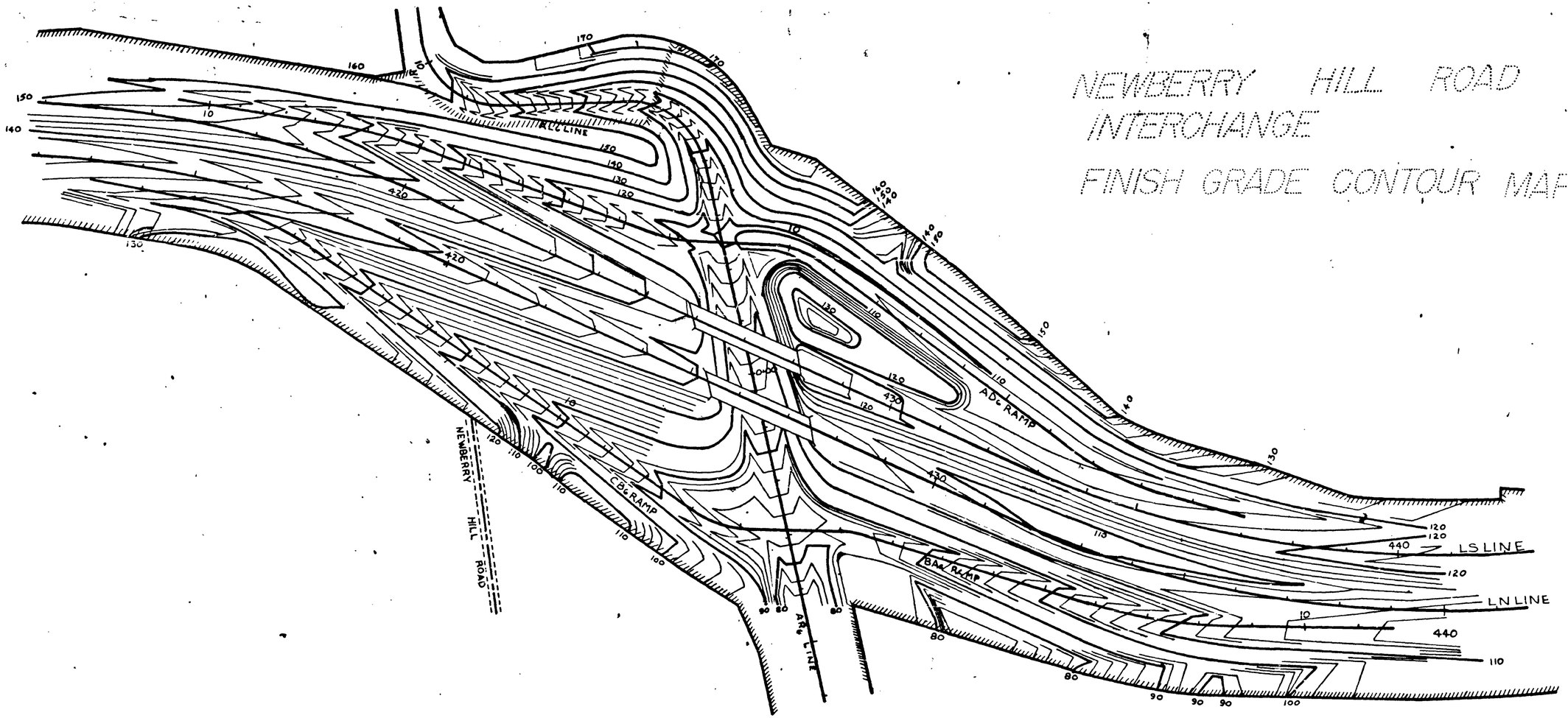
| | | DATE |
|---|---|---|
| DRAWN | ARL | 11/1/70 |
| TRACED | S.R.S. | 5-5-70 |
| CHECKED | G.D.L. | 8-70 |
| LOC. ENGR. | M.H. WILKERSON | |
| DIST. ENGR. | E.W. FERGLATE | |

Chico to Silverdale
Sheet 75 of 105 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 76 of 127 |

# NEWBERRY HILL ROAD INTERCHANGE

## FINISH GRADE CONTOUR MAP




Note
See Final earthwork run for as built configuration

100 0 100 200
SCALE IN FEET

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

INTERCHANGE CONTOUR PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

MARCUS WALSH

GEORGE O. ZAHN, CHAIRMAN

CHARLES PRESBYTER
JOHN H. KEPP

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 76 OF 127 SHEETS

SR 3/8.9

| | BY | DATE |
|---|---|---|
| DRAWN | L.G. | 5-70 |
| TRACED | SRS | |
| CHECKED | A.R.L. | |
| LOC. ENGR. | M.H. HOLGERSON | |
| DIST. ENGR. | R.W. KERSLAKE | |

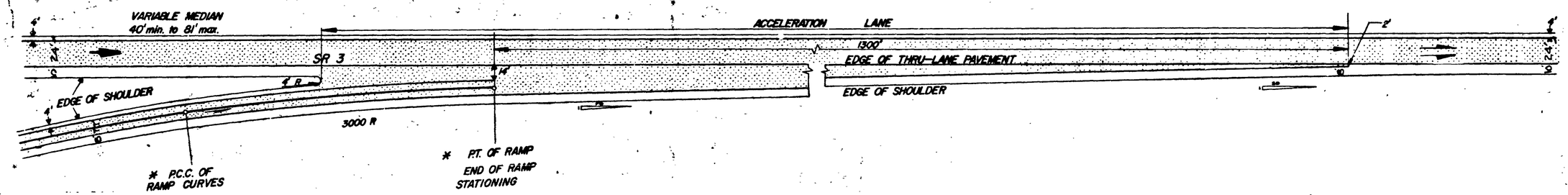
| | BY | DATE |
|---|---|---|
| ALIGNMENT CHECKED | | |
| RIGHT OF WAY | | |
| GRADES | | |
| B.M.'s | | |
| STRUCTURE NOTATIONS | | |

Sheet 76 of 105 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 77 of 127 |

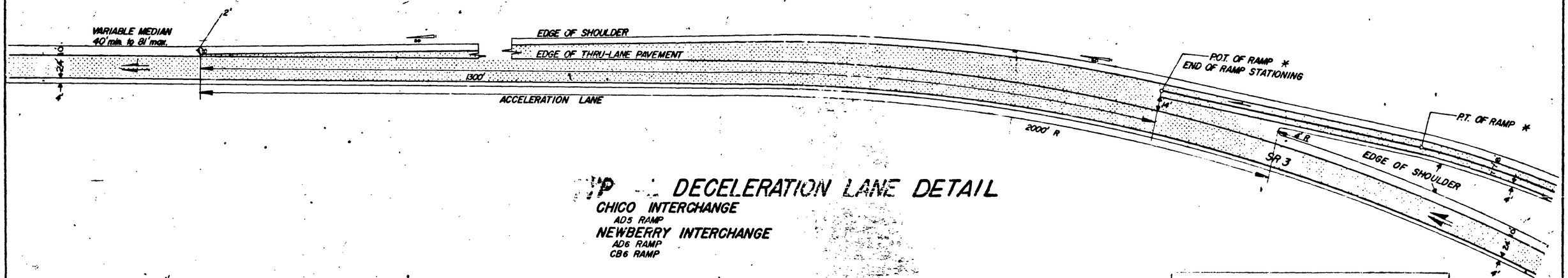
# ACCELERATION LANE DETAIL

## CHICO INTERCHANGE
BA5 RAMP



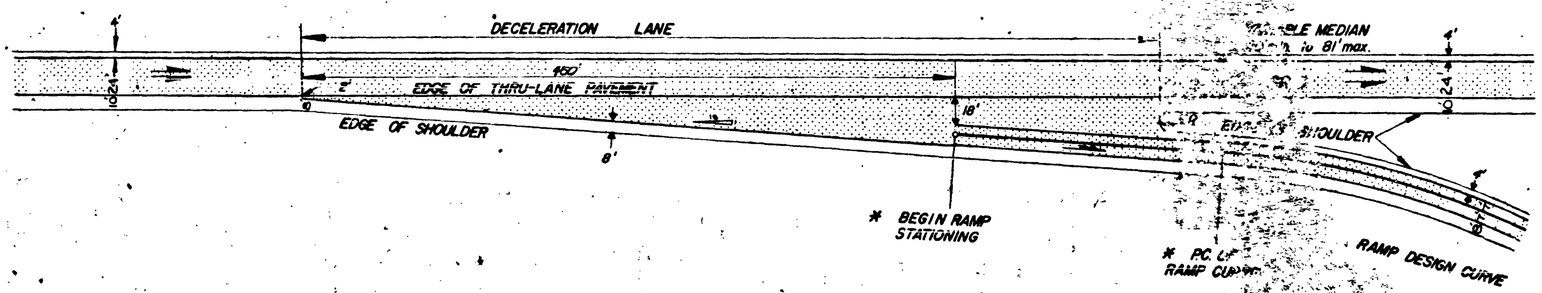

# ACCELERATION LANE DETAIL

## NEWBERRY INTERCHANGE
BA6 RAMP
DC6 RAMP




# DECELERATION LANE DETAIL

## CHICO INTERCHANGE
AD5 RAMP
## NEWBERRY INTERCHANGE
AD6 RAMP
CB6 RAMP




FOR "AS CONSTRUCTED PLANS" ONLY

50 0 50 100
SCALE IN FEET

NOTE: * FOR DETAILS NOT SHOWN SEE ALIGNMENT PLAN

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

CHANNELIZATION

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269
APPROVED August 25, 1971
SHEET 77 OF 127 SHEETS

SR 3/59

T.24N., R.1E., W.M.

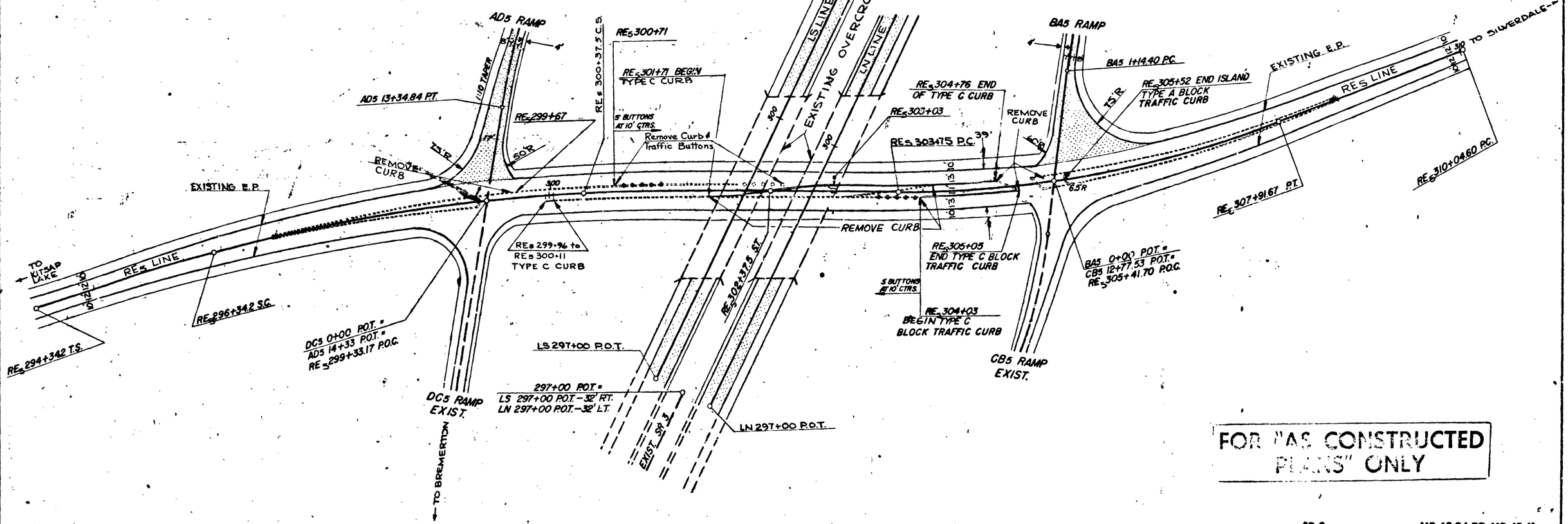
| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 6 | WASH. | EMP F-011-1(9) | 78 of 127 |

LEGEND

- ASPHALT CONCRETE PAVEMENT
- EXIST. TRAFFIC CURB
- TYPE A&C BLOCK TRAFFIC CURB
- EXIST. TRAFFIC BUTTONS
- TRAFFIC BUTTONS
- EXIST. TERMINAL NOSING
- TERMINAL NOSING

# CHICO INTERCHANGE TERMINAL CONNECTIONS

NOTE: ALL PAVEMENT AND SHOULDER WIDTHS ARE EXISTING EXCEPT IN AREAS OF NEW PAVEMENT CONSTRUCTION




FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

CHANNELIZATION

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

DAVID H. LANDE, COMMISSIONER

DAVID CONNER
JOHN H. REPP

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 78 OF 127 SHEETS

SR 3/59

ALIGNMENT CHECKED
SURVEY DATA
GRADES
R.R.
STRUCTURE NOTATIONS

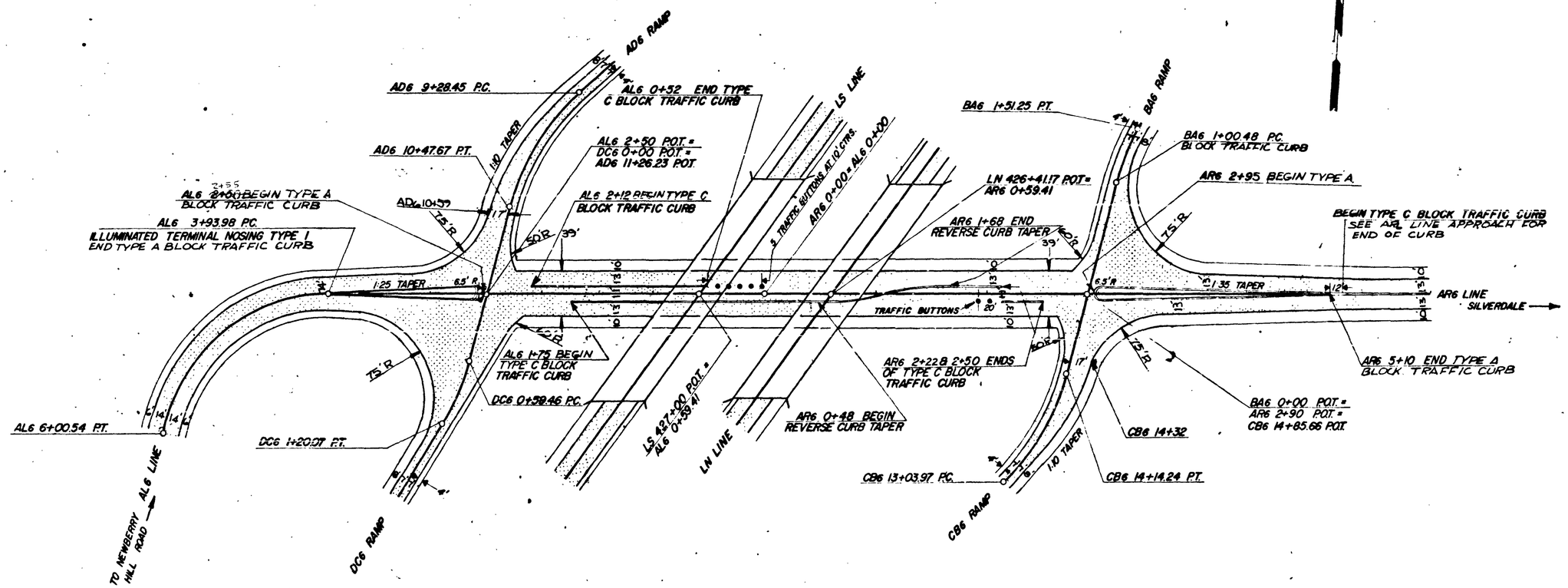
DRAWN
TRACED
CHECKED
LOC. SUBM.
DEP. ENGR.

Sheet 78 of 105 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 79 of 127 |

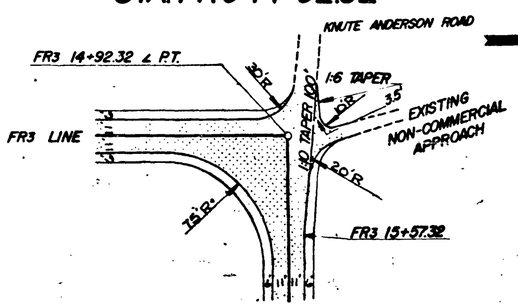
# T. 25 N., R. 1 E., W.M.

## NEWBERRY HILL ROAD TERMINAL CONNECTIONS

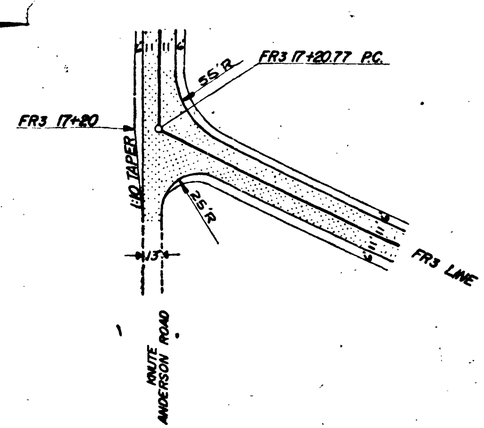



## FR3 LINE APPROACHES

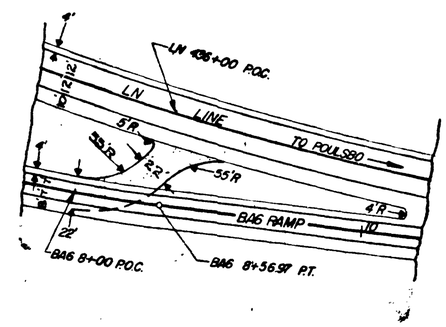
### STA. FR3 14+92.32




### STA. FR3 17+20.77




## BA6 TEMPORARY CONNECTION




50 0 50 100
SCALE IN FEET

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Channel | | |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

CHANNELIZATION

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

APPROVED August 23, 1971

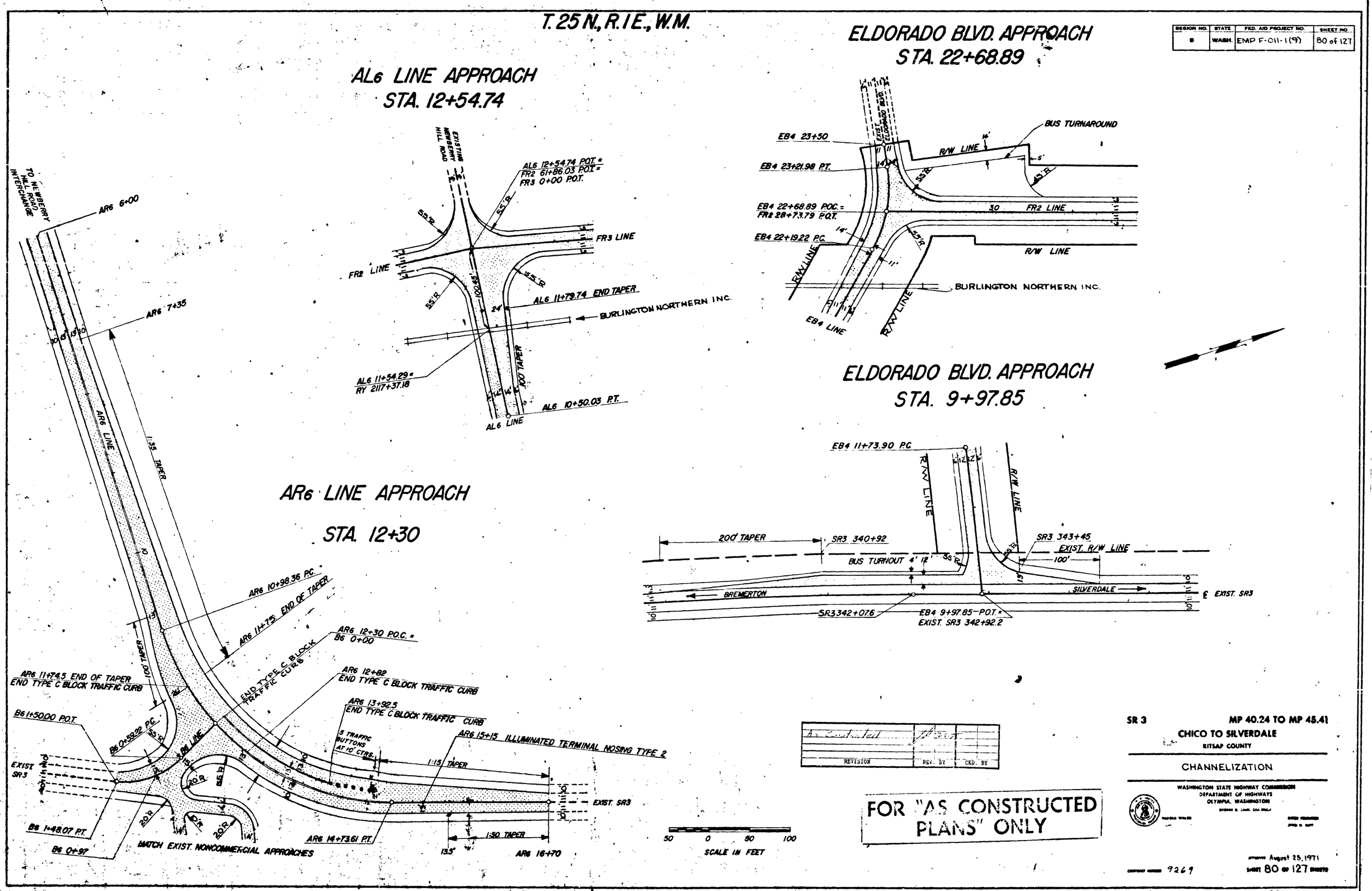
SHEET 79 OF 127 SHEETS

SR 3/59

Sheet 79 of 105 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 80 of 127 |

T. 25 N., R. 1 E., W.M.




| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

CHANNELIZATION

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

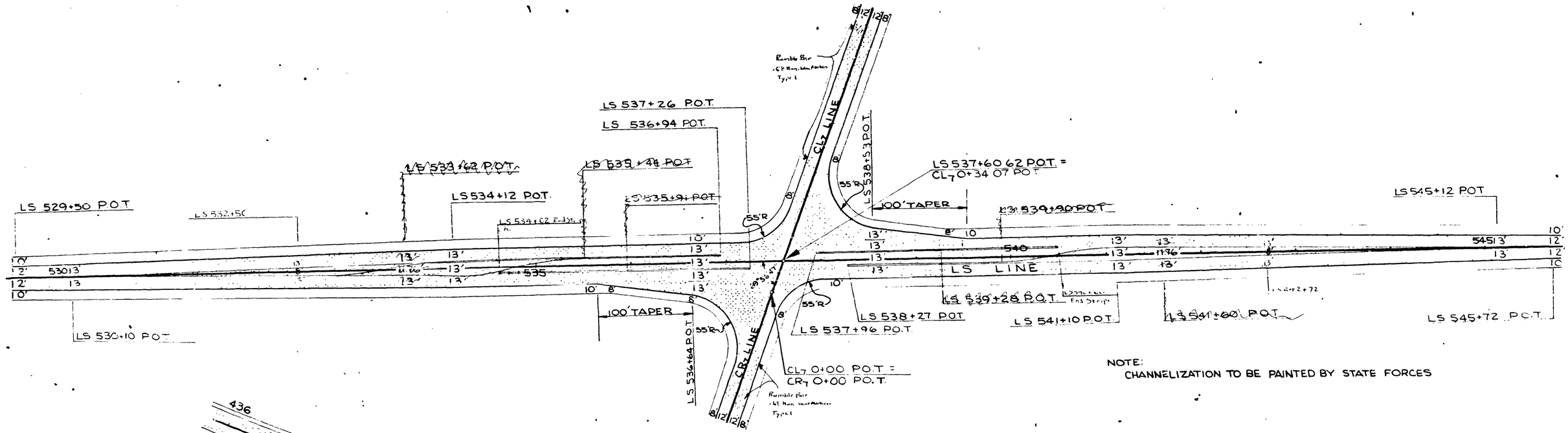
APPROVED August 25, 1971

CONTRACT NUMBER 9269

SHEET 80 OF 127 SHEETS

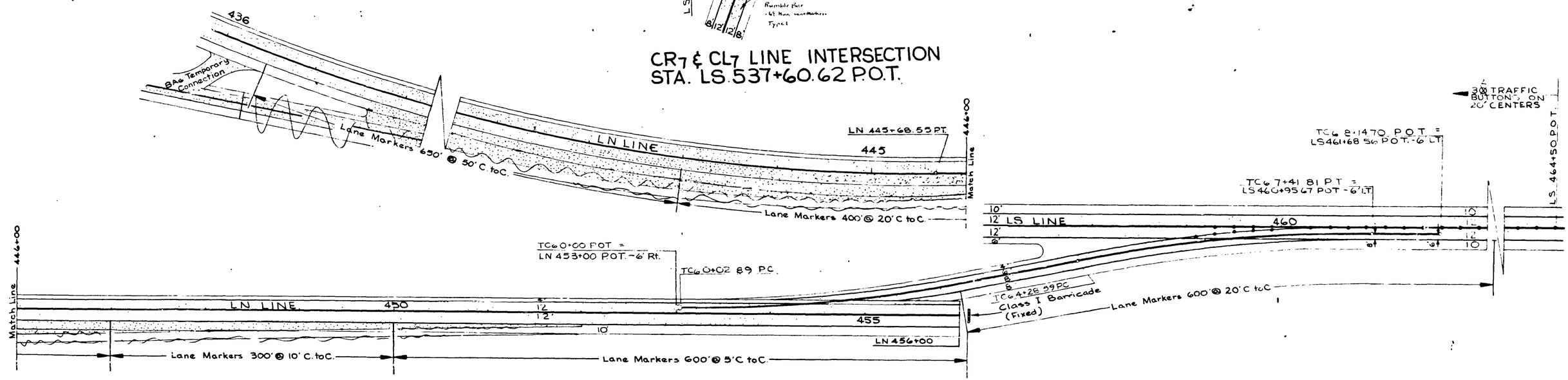
SR 3/59

| REGION NO | STATE | FED AID PROJECT NO | SHEET NO |
|---|---|---|---|
| 3 | WASH. | EMP F-011-1(9) | 81 of 127 |

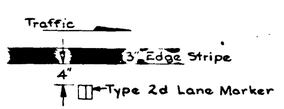



NOTE:
CHANNELIZATION TO BE PAINTED BY STATE FORCES

## CR7 & CL7 LINE INTERSECTION
## STA. LS 537+60.62 P.O.T.




## TC6 LINE CONNECTION
## LN 453+00 P.O.T. TO
## LS 461+68.56 P.O.T.




LANE MARKER PLACEMENT DETAIL

NOTE:
Taper lane markers from LN 443+00 to LN 453+00 @ 1:100.

SCALE IN FEET

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Channelization as built shown | | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

CHANNELIZATION

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WALDE

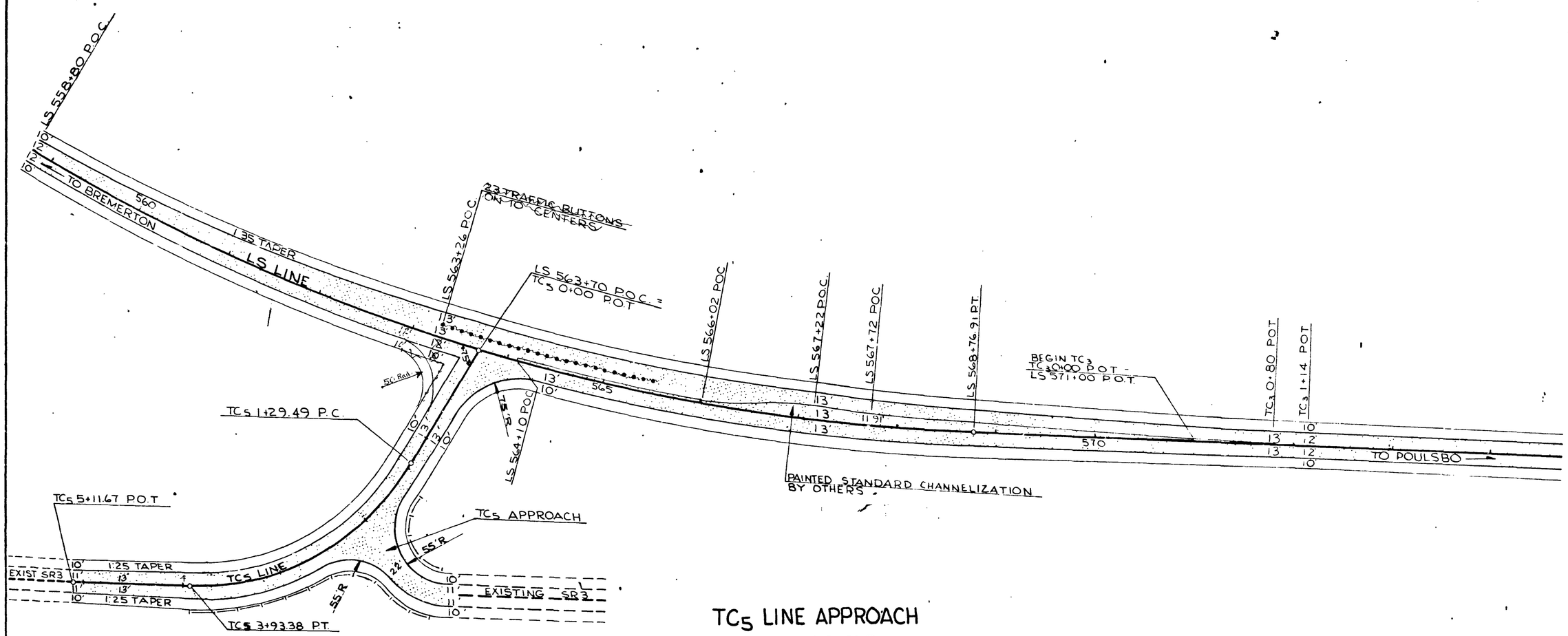
APPROVED Aug 23, 1971

CONTRACT NUMBER 9269

SHEET 81 OF 127 SHEETS

SR 3 / 89

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 82 of 127 |




TC5 LINE APPROACH
STA. LS 563+70

SCALE IN FEET

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REF. BY | CKD. BY |
|---|---|---|
| Channelization | | |

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

CHANNELIZATION

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9269 — SHEET 82 OF 127 SHEETS

SR 3/69

# T.24N., R.1E.,W.M.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 83 of 127 |

120/240 or 480 Volts

## LUMINAIRE & MAST ARM SCHEDULE THIS SHEET

| Luminaire Number | Type of Distribution | Mast Arm Length | ℄ of Pole to Part Edge |
|---|---|---|---|
| E-1 [E-1] | II | 16' | 16' |
| E-2 [E-18] | III | 16' | 16' |
| E-3 [E-11] | III | 16' | 16' |
| E-4 [E-16] | III | 16' | 16' |
| * E-5 | II | 16' | 16' |
| * E-6 | II | 16' | 16' |
| E-7 [E-1] | III | 16' | 16' |
| E-8 [E-2] | III | 16' | 16' |
| E-9 [E-19] | III | 16' | 16' |
| E-10 [E-16] | III | 16' | 16' |
| E-11 [E-4] | III | 16' | 16' |
| E-12 [E-3] | III | 16' | 16' |
| I-20 | II | 16' | 16' |

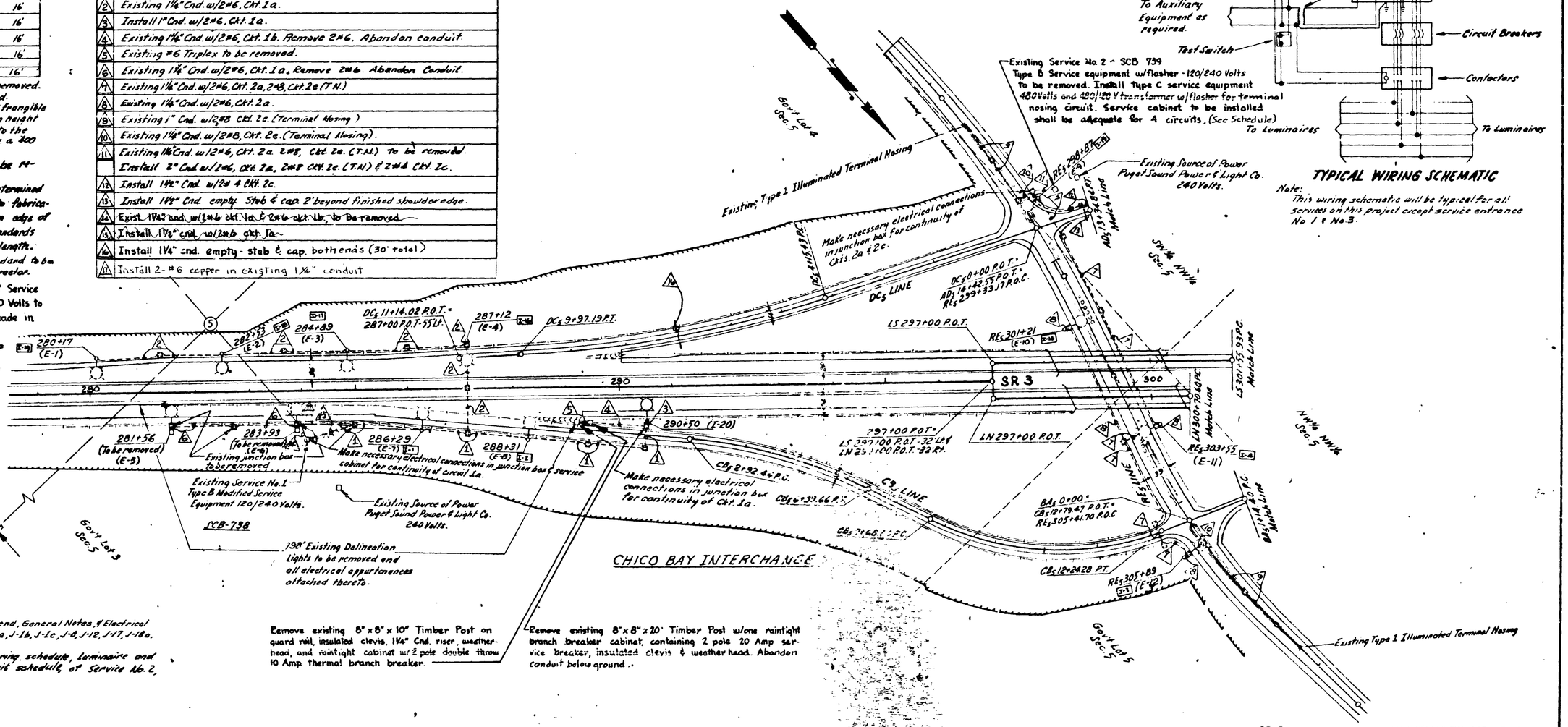
1) * Indicates light standard to be removed.
2) "E" denotes existing light standard.
3) Light standard No. 20 shall have a frangible base and shall have 30' mounting height from the center of light source to the pavement surface, and shall have a 400 watt mercury vapor lamp.
4) Existing light standards shall be renumbered as indicated [ ].
5) Final pole lengths are to be determined by the Project Engineer prior to fabrication. The horizontal distance from edge of pavement to the ℄ of light standards shall be equal to the mast arm length.
6) I-20 is a new light standard to be furnished & installed by the Contractor.
7) Ballasts in existing luminaires of Service No. 2 shall be changed from 240 Volts to 480 Volts to conform to change made in Service No. 2.
8) All existing luminaires shall be thoroughly cleaned with soap and water and shall have new lamps installed.

## CIRCUIT SCHEDULE THIS SHEET

| Service No. | Existing No. 1 | | No. 2 | | | | |
|---|---|---|---|---|---|---|---|
| Circuit No. | 1a | 1b | 2a (exist.) | 2b | 2c | 2d. | 2e |
| Luminaire Number | E-1, E-2 E-3, E-4, E-5, E-6, E-7, E-8 & I-20. | Delineation Lights to be removed | E-9, E-10, E-11 & E-12 | SPARE SPACE | See Sheet No. 84 & 85 | SPARE SPACE | Existing terminal housings |
| Main Breaker | Exist'g 40A | | 50 Amp | | | | |
| Ckt. Breaker | – | Existing 20A | 20 Amp. | – | 30 Amp | – | 15 Amp. |
| Contactor | Exist'g 60A | – | 30 Amp | – | 30 Amp | – | – |

## WIRING SCHEDULE THIS SHEET

1. Existing 1¼" Cnd. w/2#6, Ckt. 1a, 2#6, Ckt. 1b. (Del. Lts.). Remove 2#6, Ckt. 1b.
2. Existing 1¼" Cnd. w/2#6, Ckt. 1a.
3. Install 1" Cnd. w/2#6, Ckt. 1a.
4. Existing 1¼" Cnd. w/2#6, Ckt. 1b. Remove 2#6. Abandon conduit.
5. Existing #6 Triplex to be removed.
6. Existing 1¼" Cnd. w/2#6, Ckt. 1a. Remove 2#6. Abandon Conduit.
7. Existing 1¼" Cnd. w/2#6, Ckt. 2a, 2#8, Ckt. 2e (T.N.)
8. Existing 1¼" Cnd. w/2#6, Ckt. 2a.
9. Existing 1" Cnd. w/2#8 Ckt. 2e. (Terminal Housing)
10. Existing 1¼" Cnd. w/2#8, Ckt. 2e. (Terminal Housing).
11. Existing 1¼" Cnd. w/2#6, Ckt. 2a. 2#8, Ckt. 2e. (T.N.) to be removed. Install 2" Cnd. w/2#6, Ckt. 2a, 2#8 Ckt. 2e. (T.N.) & 2#4 Ckt. 2c.
12. Install 1½" Cnd. w/2#4 Ckt. 2c.
13. Install 1½" Cnd. empty. Stub & cap. 2' beyond finished shoulder edge.
14. ~~Exist. 1¼" cnd. w/2#6 ckt. 1a & 2#6 ckt. 1b, to be removed.~~
15. ~~Install 1¼" cnd. w/2#6 ckt. 1a~~
16. Install 1¼" cnd. empty - stub & cap. both ends (30' total)
17. Install 2-#6 copper in existing 1¼" conduit




NOTES:

1) For additional Illumination Legend, General Notes, & Electrical Details, see Standard Plans J-1a, J-1b, J-1c, J-8, J-12, J-17, J-18a, J-18b, & J-20.
2) For additional details of wiring schedule, luminaire and mast arm schedule, and circuit schedule, of Service No. 2, See sheet No.s 84, & 85.

Remove existing 8" x 8" x 10' Timber Post on guard rail, insulated clevis, 1¼" Cnd. riser, weather-head, and raintight cabinet w/ 2 pole double throw 10 Amp. thermal branch breaker.

Remove existing 8" x 8" x 20' Timber Post w/one raintight branch breaker cabinet, containing 2 pole 20 Amp service breaker, insulated clevis & weather head. Abandon conduit below ground.

## CHICO BAY INTERCHANGE

PAYMENT: Revised Illumination System - Service No. 1 ~ Lump Sum.
Revised Illumination System - Service No. 2 ~ Lump Sum.
Illumination System - Service No. 3 ~ Lump Sum.
Illumination System - Service No. 4 ~ Lump Sum.
Illumination System - Service No. 5 ~ Lump Sum.
Illumination System - Service No. 6 ~ Lump Sum.
Illumination System - Service No. 7 ~ Lump Sum.
Removing burn delineation lights ~ Per lineal foot.

| REVISION | DATE | BY | CKD. BY |
|---|---|---|---|

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

ILLUMINATION PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

Approved Aug 23, 1971

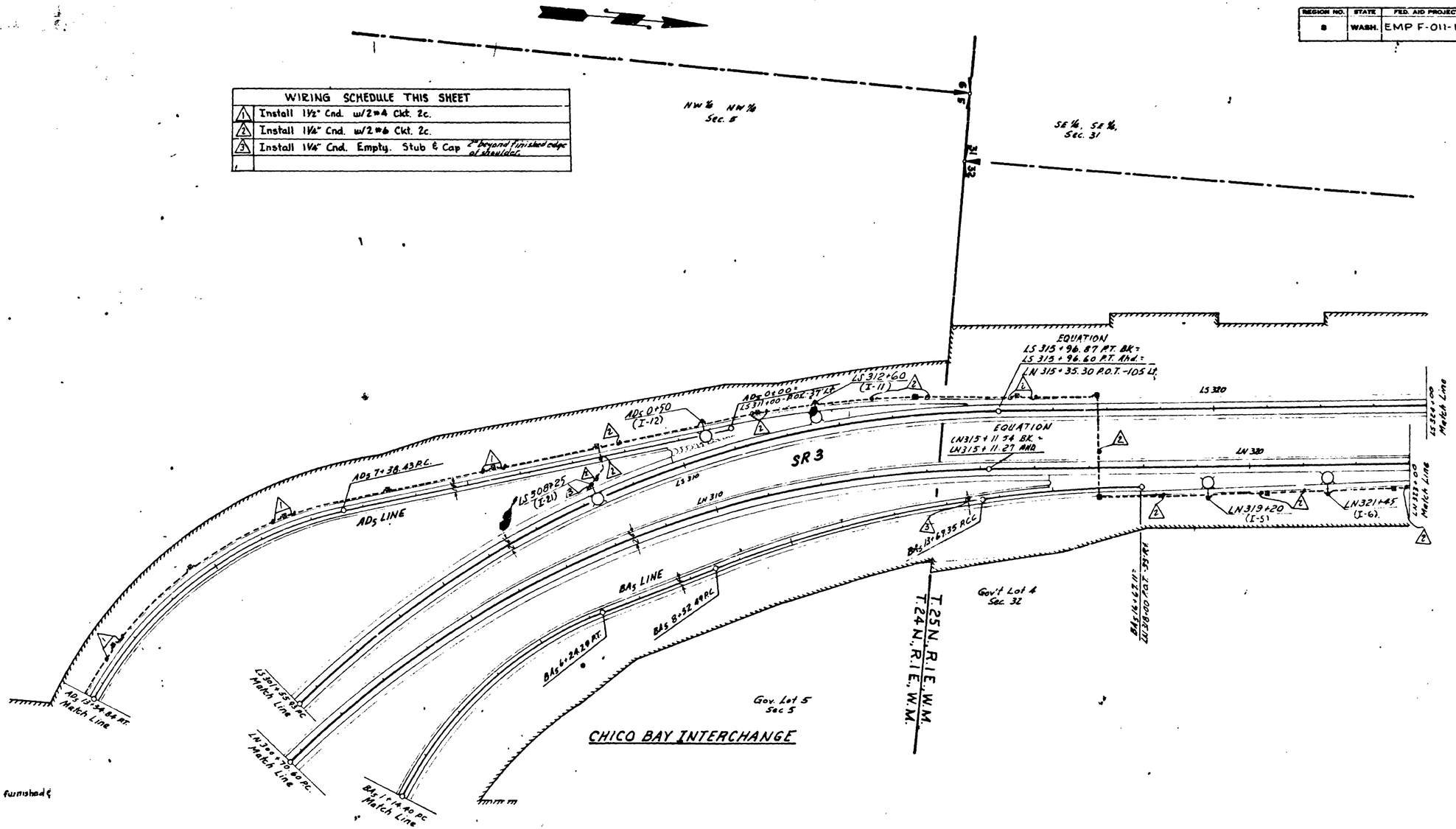
CONTRACT NUMBER 9269

SHEET 83 OF 127 SHEETS

SR 9/59

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 84 of 127 |

| WIRING SCHEDULE THIS SHEET | |
|---|---|
| 1 | Install 1½" Cnd. w/2#4 Ckt. 2c. |
| 2 | Install 1¼" Cnd. w/2#6 Ckt. 2c. |
| 3 | Install 1¼" Cnd. Empty. Stub & Cap 2' beyond finished edge of shoulder. |
| | |




| LUMINAIRE & MAST ARM SCHEDULE THIS SHEET | | | |
|---|---|---|---|
| Luminaire Number | Type of Distribution | Mast Arm Length | ℄ of Pole to Pav't Edge |
| I-5 | III | 16' | 16' |
| I-6 | III | 16' | 16' |
| | | | |
| I-11 | III | 16' | 16' |
| I-12 | III | 16' | 16' |
| I-21 | III | 16' | 16' |
| | | | |

1) All luminaires shall be mounted 40' from center of light source to pavement surface and shall have 700 watt mercury vapor lamps.
2) Final pole lengths are to be determined by the Project Engineer prior to fabrication. The horizontal distance from the edge of pavement to the ℄ of the light standard shall be equal to the mast arm length.
3) 'I' denotes interchange lighting standards to be furnished & installed by the contractor.

| CIRCUIT SCHEDULE THIS SHEET | |
|---|---|
| Service No. | 2 |
| Circuit No. | 2c |
| Wire Color Code | Red |
| Luminaire Number | I-5, I-6, I-11, I-12, & I-21 |
| Main Breaker | See Sheet # 83 |
| Circuit Breaker | See Sheet # 83 |
| Contactor | See Sheet # 83 |

NOTES:
1) For Payment, see sheet # 83.
2) For Typical Wiring Schematic See Sheet # 83.
3) For Illumination Notes, see sheet # 83.
4) For additional details of Wiring Schedule, Luminaire and Mast Arm Schedule, and Circuit Schedule of Service No. 2, see sheet No.'s 83 & 85.

| DATE | BY | CHECKED | LOC. ENGR. | DIST. ENGR. |
|---|---|---|---|---|
| | N.H.P. | | | R.D. Kelsch |

ALIGNMENT CHECKED
CHECKED BY
DRAWN
B.H.
STRUCTURE NOTATIONS

| DATE | BY |
|---|---|
| | |

| | | | |
|---|---|---|---|
| As Constructed | | | |
| REVISION | ED. BY | CKD. BY | |

FOR "AS CONSTRUCTED PLANS" ONLY

| DATE | REVISION | BY |
|---|---|---|
| 1-7-72 | Deleted Luminaire | G.H. |

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

ILLUMINATION PLAN

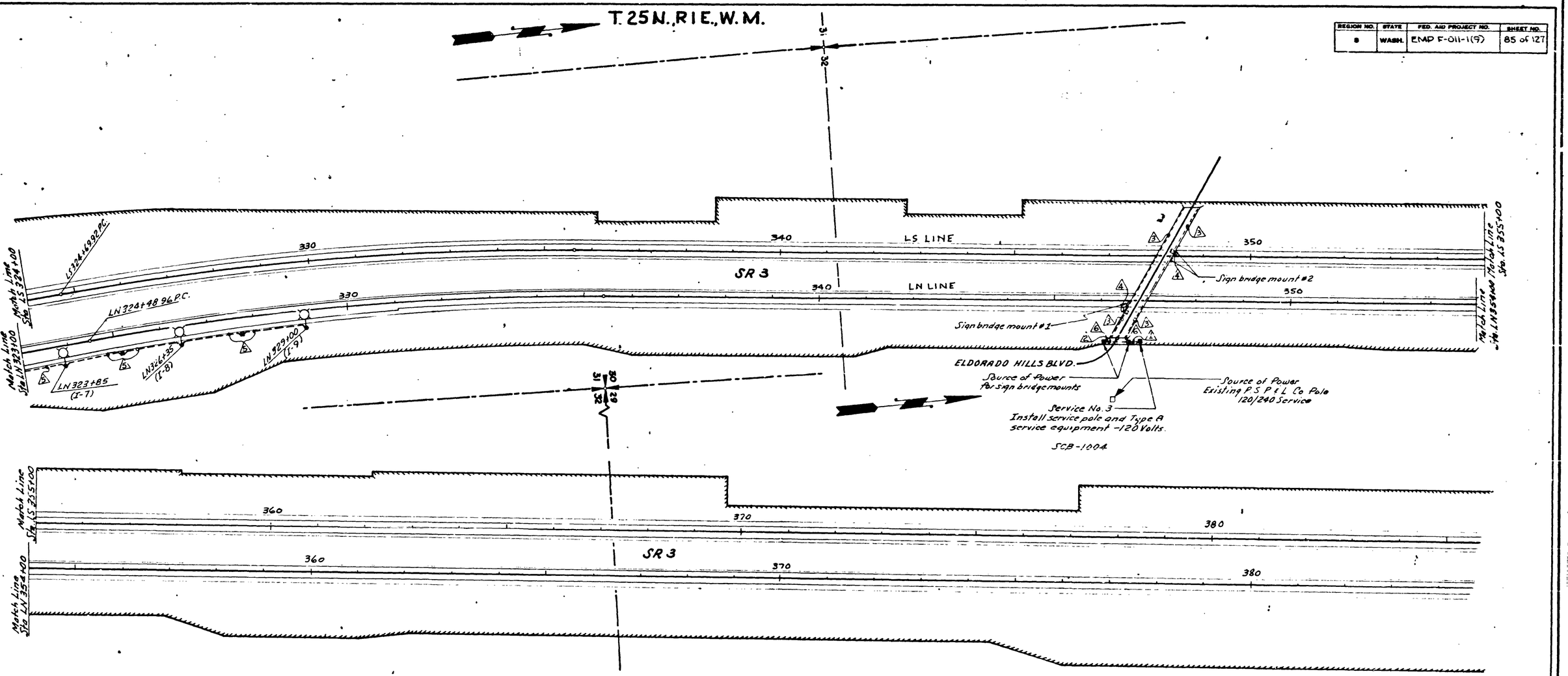
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

APPROVED Aug 23, 1971
SHEET 84 OF 127 SHEETS

SR 3/59

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 85 of 127 |




| LUMINAIRE & MAST ARM SCHEDULE THIS SHEET | | | |
|---|---|---|---|
| Luminaire Number | Type of Distribution | Mast Arm Length | ℄ of Pole to Part Edge |
| I-7 | III | 16' | 16' |
| I-8 | III | 16' | 16' |
| I-9 | III | 16' | 16' |

1) All luminaires shall be mounted 40' from center of light source to pavement surface and shall have 700 watt mercury vapor lamps.
2) Final pole lengths are to be determined by the Project Engineer prior to fabrication. The horizontal distance from edge of pavement to the ℄ of the light standard shall be equal to the mast arm length.
3) I' denotes interchange lighting standards to be installed by the Contractor.
4) The Contractor shall make the necessary conduit connections to extend the existing conduit to the junction boxes at bridge ends.

| CIRCUIT SCHEDULE THIS SHEET | | |
|---|---|---|
| Service No. | No. 2 | No. 3 |
| Circuit No. | 2c | 3a |
| Wire Color Code | Red | Black |
| Luminaire Number | I-7, I-8, & I-9 | 2 Sign Bridge Mounts |
| Main Breaker | See sheet #83 | 20A |
| Circuit Breaker | See Sheet #83 | - |
| Contactor | See Sheet #83 | - |

| WIRING SCHEDULE THIS SHEET | |
|---|---|
| 1 | Install 1" Cnd. w/2#8, Ckt. 3a. |
| 2 | Install 1¼" Cnd. w/2#8, Ckt. 3a. |
| 3 | Existing 2" Cnd. Empty. |
| 4 | Existing 1" Cnd. Empty. |
| 5 | Install 1¼" Cnd. w/2#6, Ckt. 2c |
| 6 | Install 2" Cnd. Empty. |

NOTES:
1) For Payment, see sheet #83.
2) For Illumination Notes, see sheet #83.
3) For additional details of wiring schedule, luminaire & mast arm schedule, and circuit schedule of Service No. 2, see sheet No's 83 & 84
4) For Typical Wiring Schematic, see sheet #83.

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

FOR "AS CONSTRUCTED" PLANS ONLY

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

ILLUMINATION PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED Aug. 23, 1971
CONTRACT NUMBER 9269
SHEET 85 OF 127 SHEETS

| DRAWN | BY | DATE |
|---|---|---|
| TRACED | W.D.P. | |
| CHECKED | E.B. | |
| QUANTITIES | | |
| DIST. BOOK | R.H.Beckstrom | |

| ALTERNATE CHECKED | BY | DATE |
|---|---|---|
| ENGINEERING DATA | | |
| CHECKED | | |
| B.M.R. | | |
| STRUCTURE NOTATIONS | | |

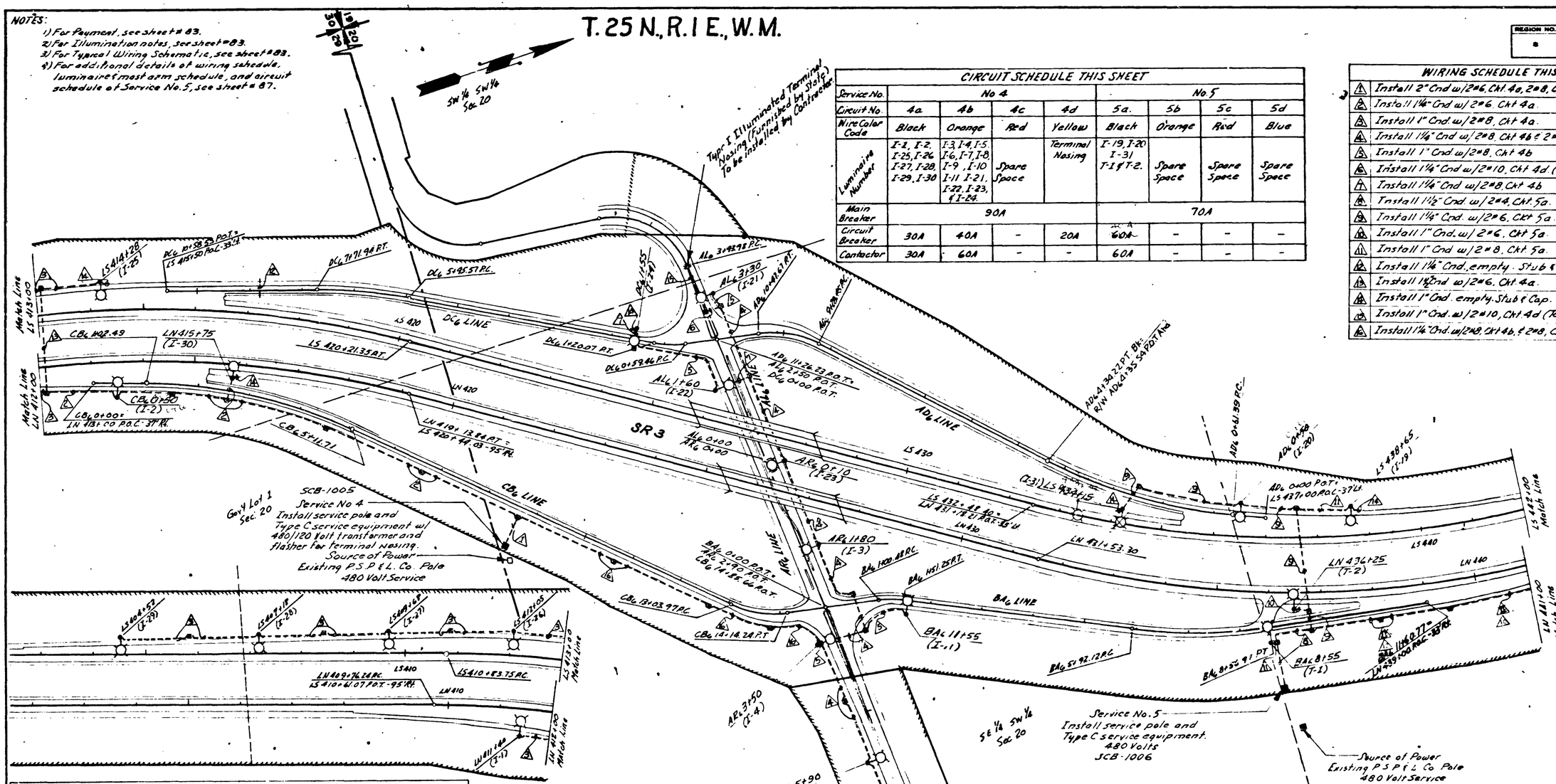
SR 3
Chico to Silverdale
Illumination Plan
Sheet No 85 of 127 Sheets

SR 3/69

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH | EMP F-011-1(9) | 86 of 127 |

NOTES:

1) For Payment, see sheet # 83.
2) For Illumination notes, see sheet # 83.
3) For Typical Wiring Schematic, see sheet # 83.
4) For additional details of wiring schedule, luminaire & mast arm schedule, and circuit schedule of Service No. 5, see sheet # 87.




| CIRCUIT SCHEDULE THIS SHEET | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Service No. | No 4 | | | | No 5 | | | |
| Circuit No. | 4a | 4b | 4c | 4d | 5a. | 5b | 5c | 5d |
| Wire Color Code | Black | Orange | Red | Yellow | Black | Orange | Red | Blue |
| Luminaire Number | I-1, I-2, I-25, I-26, I-27, I-28, I-29, I-30 | I-3, I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, I-21, I-22, I-23, & I-24. | Spare Space | Terminal Nosing | I-19, I-20, I-31, T-1 & T-2. | Spare Space | Spare Space | Spare Space |
| Main Breaker | 90A | | | | 70A | | | |
| Circuit Breaker | 30A | 40A | - | 20A | 60A | - | - | - |
| Contactor | 30A | 60A | - | - | 60A | - | - | - |

| WIRING SCHEDULE THIS SHEET | |
|---|---|
| 1 | Install 2" Cnd w/ 2#6, Cht. 4a, 2#8, Cht. 4b, & 2#8, Cht. 4d (T.N.) |
| 2 | Install 1¼" Cnd w/ 2#6 Cht 4a. |
| 3 | Install 1" Cnd. w/ 2#8, Cht 4a. |
| 4 | Install 1¼" Cnd w/ 2#8, Cht 4b & 2#10, Cht 4d. (Terminal Nosing) |
| 5 | Install 1" Cnd w/ 2#8, Cht 4b |
| 6 | Install 1¼" Cnd w/ 2#10, Cht 4d. (Terminal Nosing) |
| 7 | Install 1¼" Cnd w/ 2#8, Cht 4b |
| 8 | Install 1½" Cnd. w/ 2#4, Cht. 5a. |
| 9 | Install 1¼" Cnd. w/ 2#6, Cht 5a. |
| 10 | Install 1" Cnd. w/ 2#6, Cht 5a. |
| 11 | Install 1" Cnd w/ 2#8, Cht 5a. |
| 12 | Install 1¼" Cnd. empty. Stub & Cap 2" beyond finished edge of Cht. |
| 13 | Install 1½" Cnd w/ 2#6, Cht. 4a. |
| 14 | Install 1" Cnd. empty. Stub & Cap. |
| 15 | Install 1" Cnd. w/ 2#10, Cht. 4d (Terminal Nosing) |
| 16 | Install 1¼" Cnd. w/ 2#8, Cht 4b, & 2#8, Cht. 4d. (Terminal Nosing) |

| LUMINAIRE & MAST ARM SCHEDULE THIS SHEET | | | | | | | |
|---|---|---|---|---|---|---|---|
| Luminaire Number | Type of Distribution | Mast Arm Length | ℄ of Pole to Pav't Edge | Luminaire Number | Type of Distribution | Mast Arm Length | ℄ of Pole to Pav't Edge |
| I-1 | III | 16' | 16' | I-22 | III | 16' | 16' |
| I-2 | III | 16' | 16' | * I-23 | III | 16' | 16' |
| I-3 | III | 16' | 16' | I-24 | II | 16' | 16' |
| I-4 | III | 16' | 16' | I-25 | III | 16' | 16' |
| I-5 | II | 16' | 16' | I-26 | III | 16' | 16' |
| I-6 | II | 16' | 16' | I-27 | III | 16' | 16' |
| I-7 | III | 16' | 16' | I-28 | III | 16' | 16' |
| I-8 | III | 16' | 16' | I-29 | III | 16' | 16' |
| * I-9 | III | 16' | 16' | I-30 | II | 16' | 16' |
| I-10 | II | 16' | 16' | I-31 | II | 16' | 16' |
| I-11 | II | 16' | 16' | | | | |
| | | | | | | | |
| I-19 | III | 16' | 16' | T-1 | III | 16' | 16' |
| I-20 | III | 16' | 16' | T-2 | III | 16' | 16' |
| I-21 | III | 16' | 16' | | | | |

1) * All luminaires shall be mounted 40' from center of light source to pavement surface and shall have 700 watt mercury vapor lamps except light standards I-9 and I-10 which shall have 400 watt & 250 watt mercury vapor lamps respectively and light standard I-23 which shall have the luminaire mounted 30' from the center of light source to pavement surface and shall have 400 watt mercury vapor lamp, shielded.

(Notes continued above right)

2) Final pole lengths are to be determined by the Project Engineer prior to fabrication. The horizontal distance from the edge of pavement to the ℄ of the light stand and shall be equal to the mast arm length.
3) T denotes temporary light standard to be installed by the Contractor.
4) I denotes interchange light standards to be installed by the Contractor.
5) Light standards No.'s 13 thru 18 are future and are not part of this contract.

FOR "AS CONSTRUCTED" PLANS

| DATE | REVISION | BY | CKD. BY |
|---|---|---|---|
| 1-7-72 | Revised Distribution Type | | GH |
| 9-17-71 | Added Asterisk I-9, Deleted Asterisk I-11 | | GH |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ILLUMINATION PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

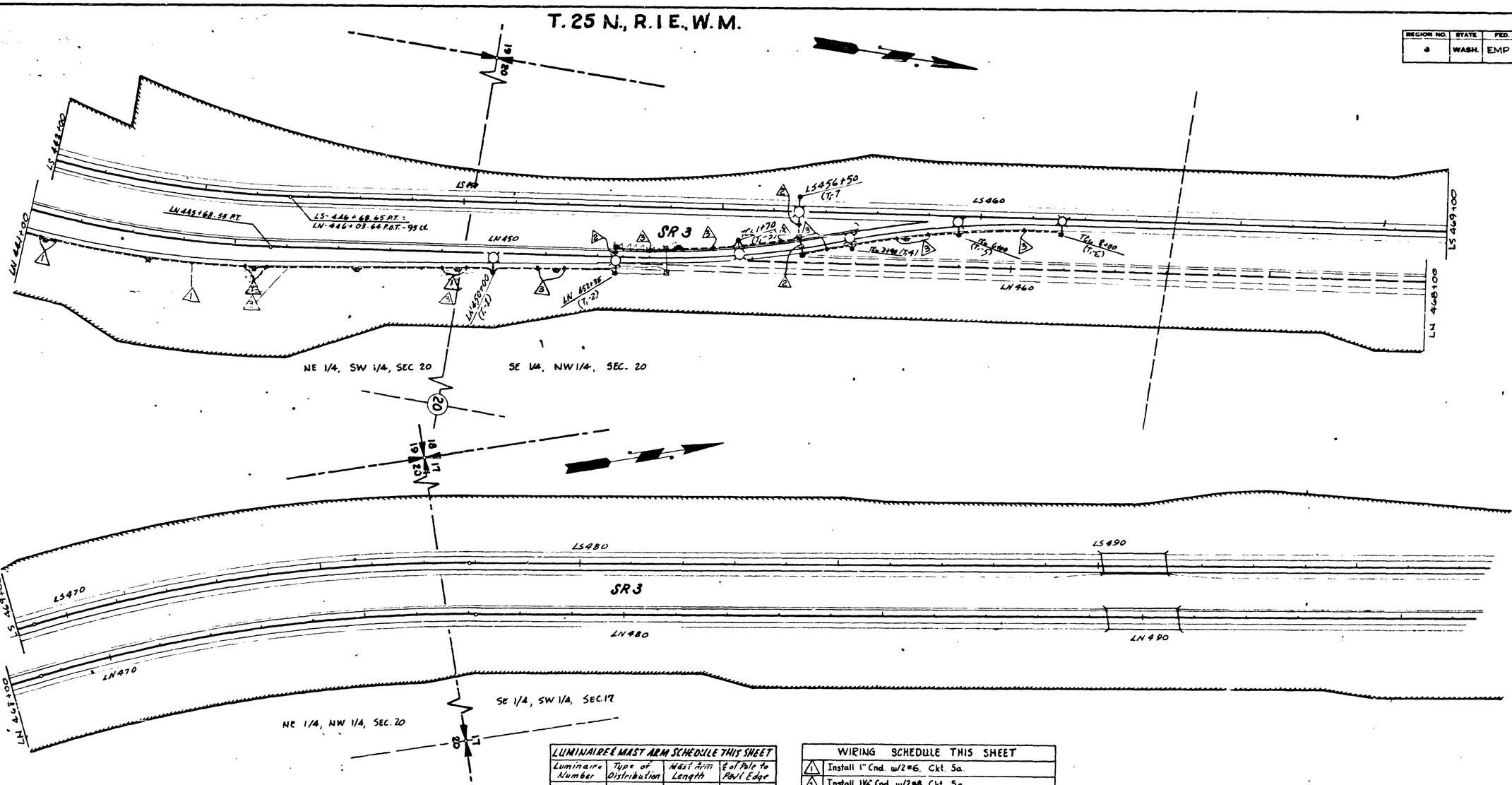
CONTRACT NUMBER 9269

APPROVED Aug. 23 1971

SHEET 86 OF 127 SHEETS

SR 3/69

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO |
|---|---|---|---|
| 4 | WASH. | EMP F-011-1(9) | 87 of 127 |




| LUMINAIRE & MAST ARM SCHEDULE THIS SHEET | | | |
|---|---|---|---|
| Luminaire Number | Type of Distribution | Mast Arm Length | ℄ of Pole to Pavt Edge |
| T-1 | II | 16' | 16' |
| T-2 | II | 16' | 16' |
| T-3 | II | 16' | 16' |
| T-4 | II | 16' | 16' |
| T-5 | II | 16' | 16' |
| T-6 | II | 16' | 16' |
| T-7 | II | 16' | 16' |

| WIRING SCHEDULE THIS SHEET | |
|---|---|
| 1 | Install 1" Cnd. w/2#6, Ckt. 5a. |
| 2 | Install 1½" Cnd. w/2#8, Ckt. 5a. |
| 3 | Install 1" Cnd w/2#8, Ckt. 5a. |

| CIRCUIT SCHEDULE THIS SHEET | |
|---|---|
| Service No | No. 5 |
| Circuit No | 5a |
| Wire Color Code | Black |
| Luminaire Number | T-1, T-2, T-3. T-4, T-5, T-6, & T-7 |
| Main Breaker | See Sheet # 86 |
| Circuit Breaker | See Sheet # 86 |
| Contactor | See Sheet # 86 |

NOTES:

1) For Payment see sheet # 83.
2) For Illumination Notes, see sheet # 83.
3) For Typical Wiring Schematic see sheet # 83.
4) For additional details of wiring schedule, luminaire & mast arm schedule, and circuit schedule of Service No. 5, see sheet #. 86.

1) Final pole lengths are to be determined by the Project Engineer prior to fabrication. The horizontal distance from edge of pavement to the ℄ of the light standard shall be equal to the mast arm lengths.
2) 'T' denotes temporary light standards to be installed by the Contractor.
3) All luminaires shall be mounted 40' from center of light source to pavement surface and shall have 700 watt mercury vapor lamps except light standards T-5 & T-7 which shall have 400 watt mercury vapor lamps and T-6 which shall have 250 watt mercury vapor lamp.

FOR "AS CONSTRUCTED PLANS" ONLY

| | REVISION | REV. BY | CKD. BY |
|---|---|---|---|
| Wiring | | Date 12/73 | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ILLUMINATION PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9969

APPROVED Aug 23, 1971

SHEET 87 OF 127 SHEETS

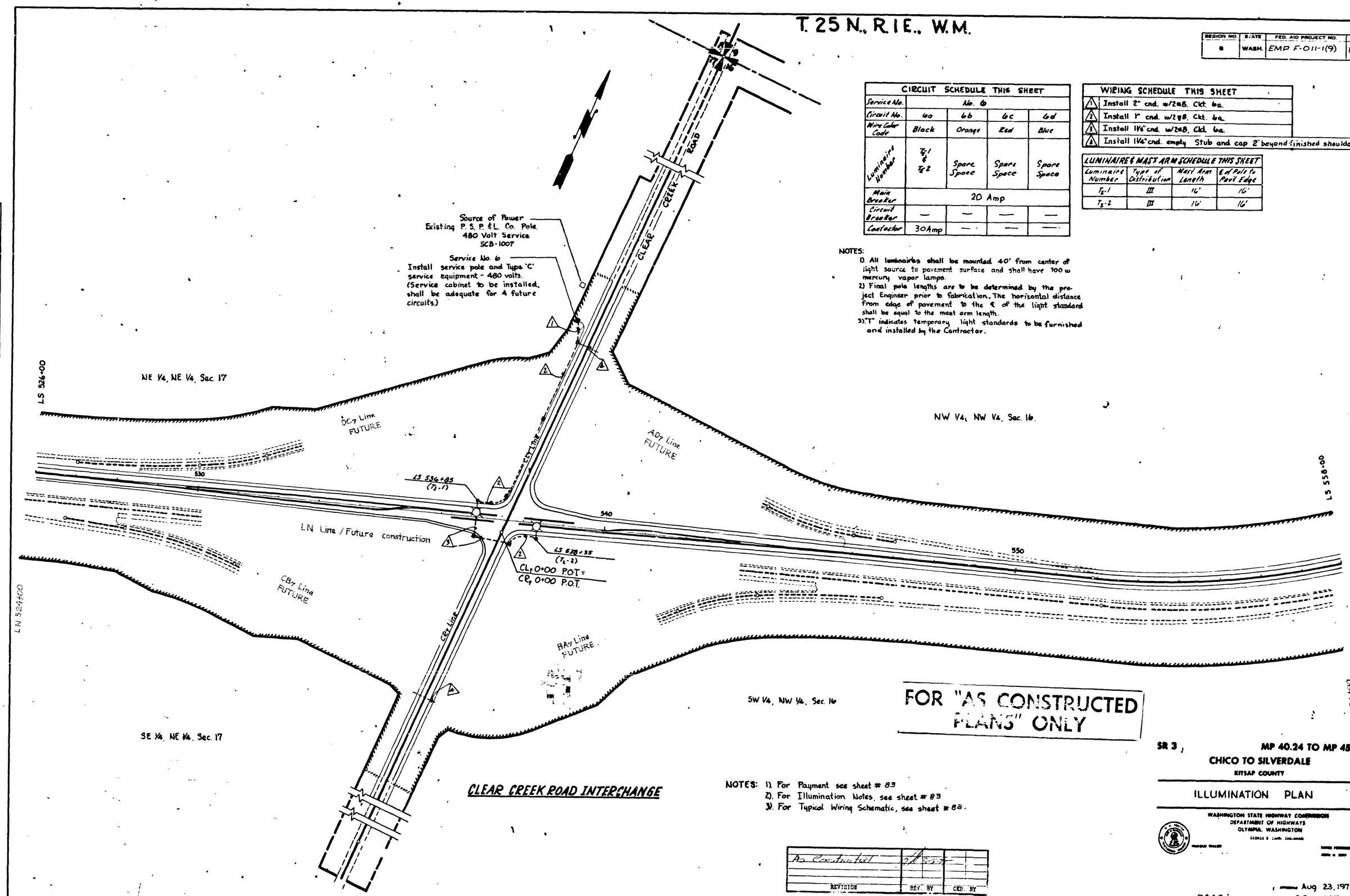
| DRAWN | BY | DATE |
|---|---|---|
| TRACED | | |
| CHECKED | | |
| LOC. ENGR. | | |
| ENG. ENGR. | | |

| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| STATION-OFFSET | | |
| GRADES | | |
| R/W | | |
| STRUCTURE NOTATIONS | | |

SR-3
Chico to Silverdale
Illumination Plan
Sheet No 87 of 127 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 88 of 127 |

# T. 25 N., R. 1 E., W.M.




| CIRCUIT SCHEDULE THIS SHEET | | | | |
|---|---|---|---|---|
| Service No. | No. 6 | | | |
| Circuit No. | 6a | 6b | 6c | 6d |
| Wire Color Code | Black | Orange | Red | Blue |
| Luminaire Number | T2-1 & T2-2 | Spare Space | Spare Space | Spare Space |
| Main Breaker | 20 Amp | | | |
| Circuit Breaker | — | — | — | — |
| Contactor | 30Amp | — | — | — |

| WIRING SCHEDULE THIS SHEET | |
|---|---|
| 1 | Install 2" cnd. w/2#8, Ckt. 6a. |
| 2 | Install 1" cnd. w/2#8, Ckt. 6a. |
| 3 | Install 1 1/4" cnd. w/2#8, Ckt. 6a. |
| 4 | Install 1 1/4" cnd. empty Stub and cap 2' beyond finished shoulder edge |

| LUMINAIRE & MAST ARM SCHEDULE THIS SHEET | | | |
|---|---|---|---|
| Luminaire Number | Type of Distribution | Mast Arm Length | ℄ of Pole to Pavt Edge |
| T2-1 | III | 16' | 16' |
| T2-2 | III | 16' | 16' |

NOTES:
1). All luminaires shall be mounted 40' from center of light source to pavement surface and shall have 700 w mercury vapor lamps.
2) Final pole lengths are to be determined by the project Engineer prior to fabrication. The horizontal distance from edge of pavement to the ℄ of the light standard shall be equal to the mast arm length.
3). "T" indicates temporary light standards to be furnished and installed by the Contractor.

FOR "AS CONSTRUCTED PLANS" ONLY

## CLEAR CREEK ROAD INTERCHANGE

NOTES: 1). For Payment see sheet # 83
2). For Illumination Notes, see sheet # 83
3). For Typical Wiring Schematic, see sheet # 83.

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

SR 3, MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

ILLUMINATION PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED Aug. 23, 1971

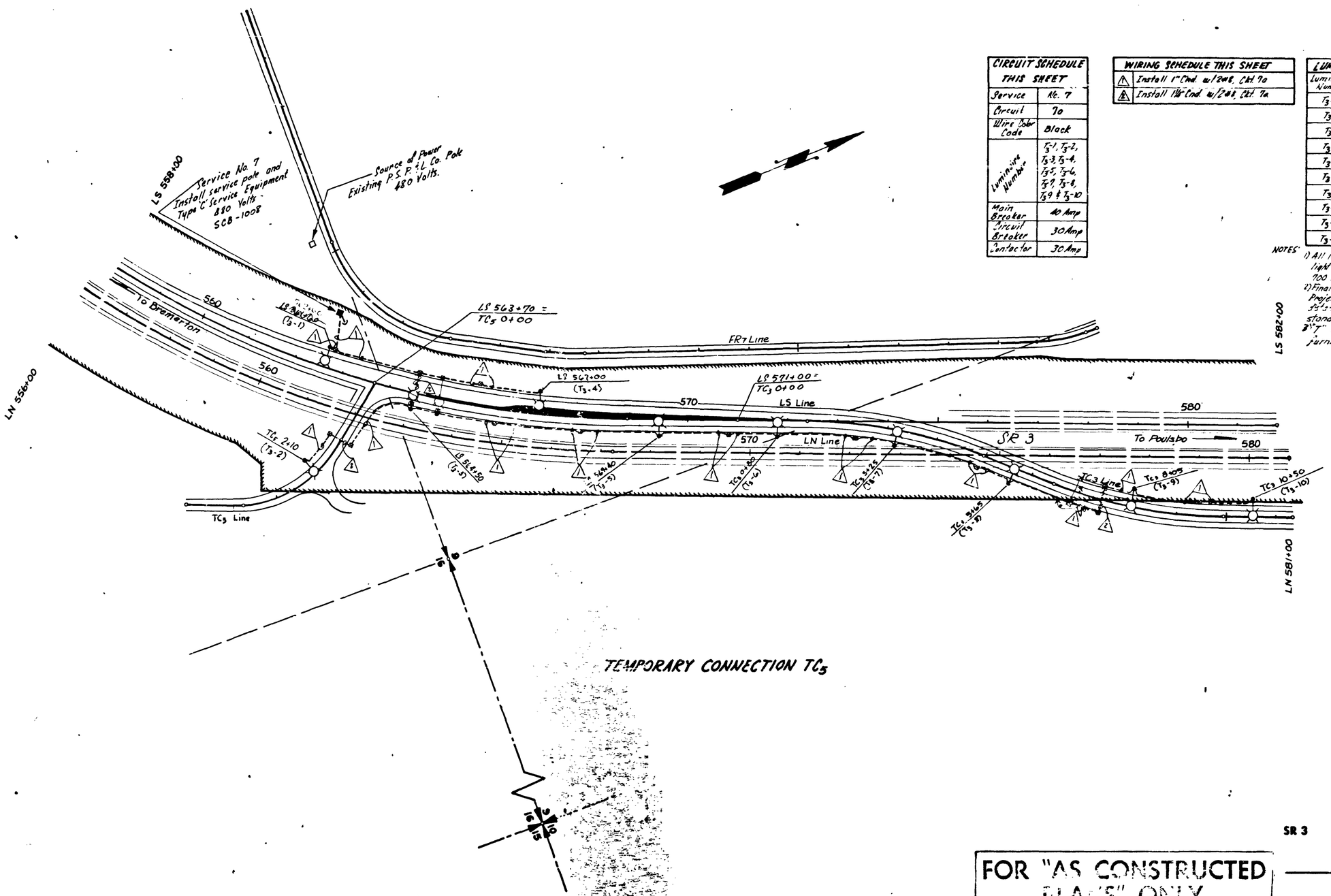
COMPUTER PROGRAM 9269

SHEET 88 OF 127 SHEETS

SR3/69

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 89 of 127 |

# T. 25 N., R. 1 E., W. M.




| CIRCUIT SCHEDULE THIS SHEET | |
|---|---|
| Service | No. 7 |
| Circuit | 7a |
| Wire Color Code | Black |
| Luminaire Number | T3-1, T3-2, T3-3, T3-4, T3-5, T3-6, T3-7, T3-8, T3-9 & T3-10 |
| Main Breaker | 40 Amp |
| Circuit Breaker | 30 Amp |
| Contactor | 30 Amp |

| WIRING SCHEDULE THIS SHEET | |
|---|---|
| 1 | Install 1" Cnd. w/2#8, Ckt. 7a |
| 2 | Install 1½" Cnd. w/2#8, Ckt. 7a |

| LUMINAIRE & MAST ARM SCHEDULE THIS SHEET | | | |
|---|---|---|---|
| Luminaire Number | Type of Distribution | Mast Arm Length | End Pole to Point Edge |
| T3-1 | III | 16' | 16' |
| T3-2 | III | 16' | 16' |
| T3-3 | III | 16' | 16' |
| T3-4 | III | 16' | 16' |
| T3-5 | III | 16' | 16' |
| T3-6 | II | 16' | 16' |
| T3-7 | II | 16' | 16' |
| T3-8 | II | 16' | 16' |
| T3-9 | II | 16' | 16' |
| T3-10 | II | 16' | 16' |

NOTES:
1) All luminaires shall be mounted 40' from center of light source to pavement surface and shall have 700 watt mercury vapor lamps.
2) Final pole lengths are to be determined by the Project Engineer prior to fabrication. The horizontal distance from the edge of pavement to 3' of light standard shall be equal to the mast arm length.
3) "T" denotes temporary light standards to be furnished and installed by the Contractor.

1) For Payment, see sheet # 83.
2) For Typical Wiring Schematic, see sheet # 83
3) For Illumination Notes, see sheet # 83.

| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| RIGHT OF WAY | | |
| DESIGN | | |
| CONTROL | | |
| STRUCTURE NOTATIONS | | |

| DRAWN | BY | DATE |
|---|---|---|
| TRACED | W.H.P. | |
| CHECKED | | |
| CONC. ENGR. | F.A. | |
| DIST. ENGR. | R.W. Verdale | |

L2929

SR 3
Chico to Silverdale
Illumination Plan
Sheet No. 89 of 127 Sheets

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| | | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ILLUMINATION PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

RALPH G. WALSH

SALES PRESIDENT
JOHN H. DUFF

APPROVED Aug. 23, 1971

CONTRACT NUMBER 9-469

SHEET 89 OF 127 SHEETS

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 90 of 127 |

T. 24 N., R. 1 E., W.M.

Sign No. 2: Kitsap Way / Chico

Sign Nos. 20 & 21: KITSAP WAY

Sign No. 30: ELDORADO HILLS

Sign Nos.: KITSAP WAY 7 / Erlands Pt. Seabeck 7A / Chico

Sign Nos. 10 & 18: JCT 3 1/2 MI.

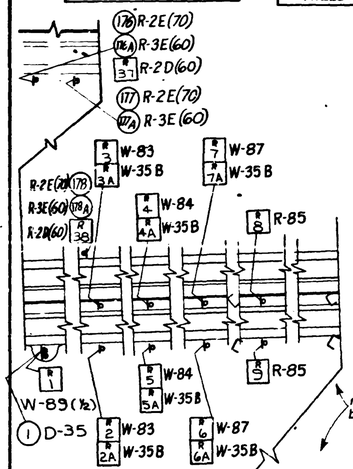
Sign No. 13: Chico / 3 NORTH Silverdale Hood Canal Br.

Sign No 17: 3 SOUTH Bremerton / 3 NORTH Silverdale Hood Canal Br.

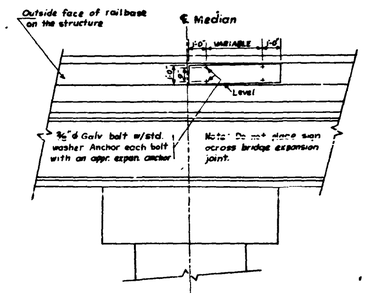
Sign No. 1: Kitsap Way / Chico / EXIT 1/2 MILE

## SIGN CONSTRUCTION LEGEND

| | |
|---|---|
| △ | Green reflectorized background with silver-white reflectorized sheeting letters and border. |
| ◉ | Green reflectorized background with demountable prismatic white letters and border. |
| ▲ | Yellow reflectorized background with plain painted black letters and border. |
| ⚠ | Plain painted black background with silver-white reflectorized sheeting letters and symbols. |
| ⚠ | Green non-reflectorized background with demountable prismatic white letters and border. |

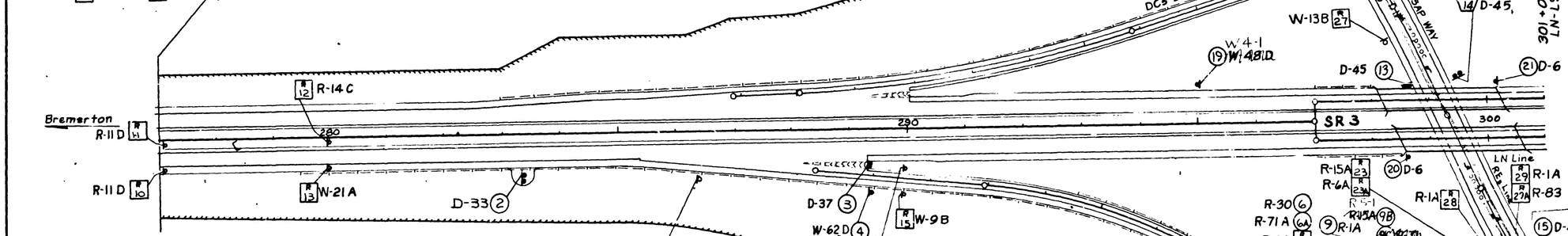


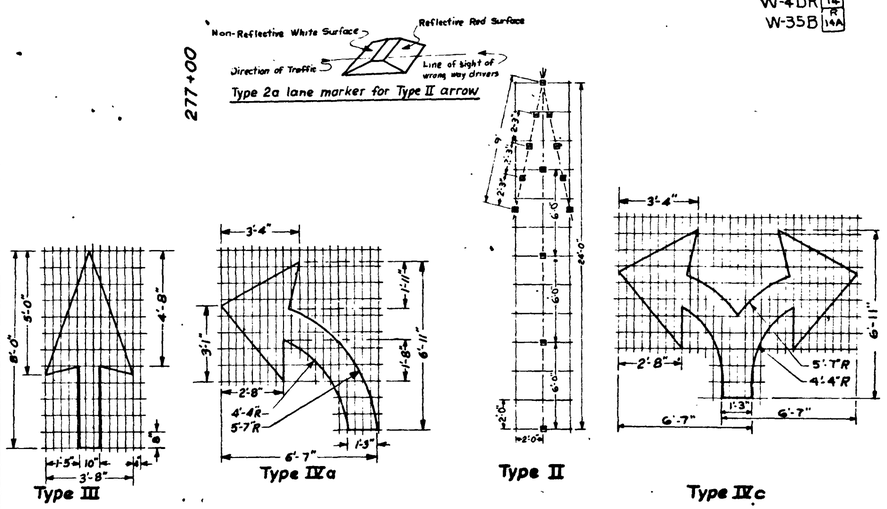

remove 5 class-1 barricades between sta. 273+10 and sta. 279+10




FREEWAY CROSSROAD DESIGNATION SIGN

Typical installation detail - All bolts shall be A.S.T.M. A 307
See Signing Plan for installation locations.




Painted Pavement Traffic Arrows

## CHICO BAY INTERCHANGE

### LEGEND

(1) Denotes signs which are to be furnished and installed by Contractor.

R 1 Denotes sign which are to be removed by Contractor.

1 Denotes signs which are to be relocated by Contractor.

### GENERAL NOTES

1. For construction and installation of all signs shown herein refer to the G-13 Sign Specification Sheets, the Special Provisions, and to Standard Plans G-13a, G-13b, G-14, & G-24.
2. Refer to the "Manual For Signing" for illustrations of standard signs not detailed herein.
3. For sign removal specifications, see sheet 105.
4. All existing signs shall remain in place except those designated for removal or relocation.
5. All bridge mounted signs except the D-6 shall have exterior illumination.
6. All silver - white reflective borders, letters, arrows, and shields shall be encapsulated lens reflective sheeting as per the standard specifications.

| Sign Change DIVISION | REV. BY | CKD. BY |
|---|---|---|

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

DESIGN D. Lamb CHIEF DESIGNER

DESIGN ENGINEER JOHN H. RUPP

APPROVED Aug 23, 1971

CONTRACT NUMBER 9269

SHEET 90 OF 127 SHEETS

ALIGNMENT CHECKED
SIGNING
DESIGN
R/W
STRUCTURE NOTATIONS
DATE
BY

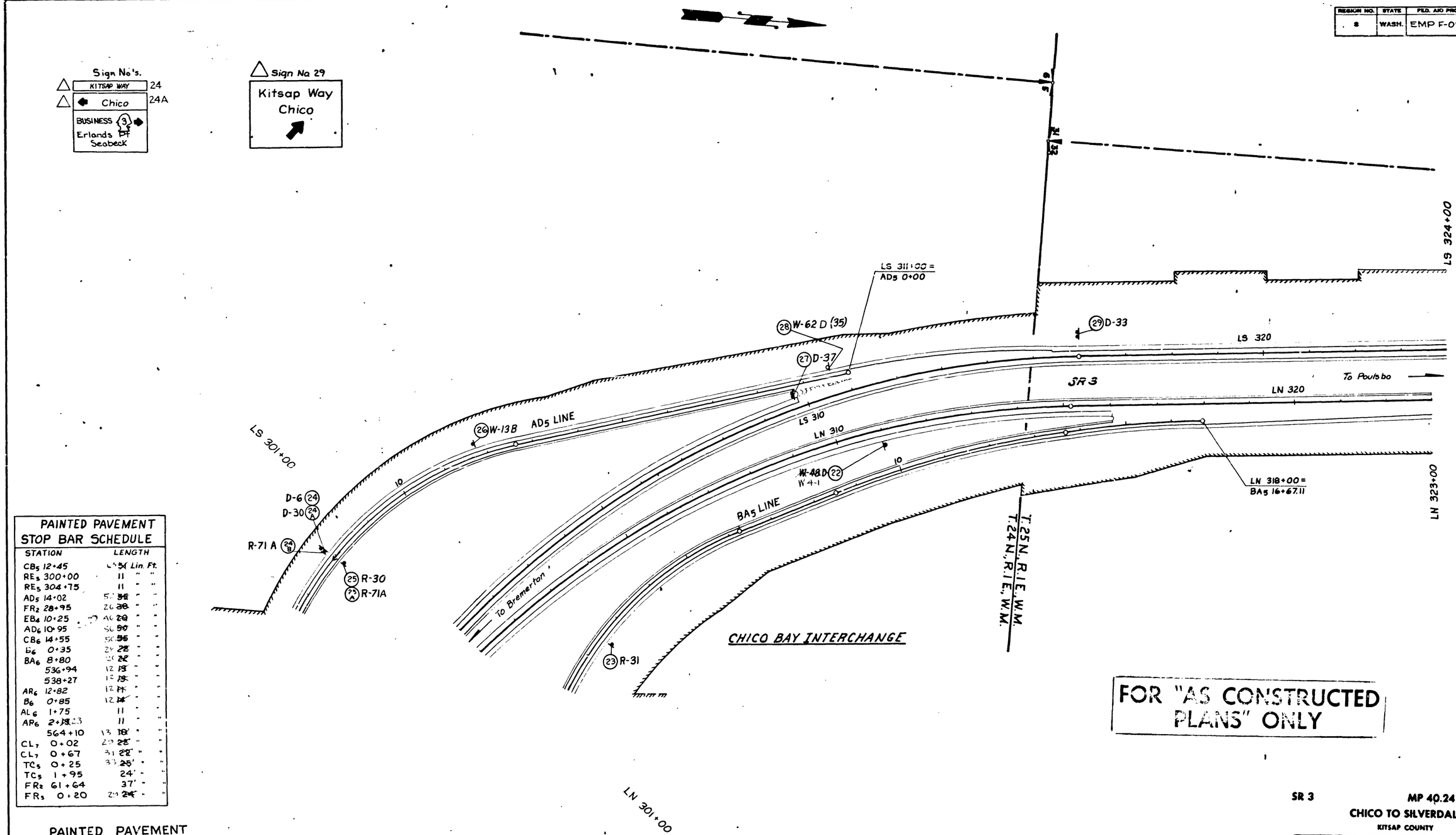
DRAWN W.H.P.
TRACED
CHECKED K.R.
LOC. ENGR.
DIST. ENGR. R.W. Sandstede

22927

SR 3
Chico to Silverdale
Signing Plan
Sheet No 90 of 105 Sheets

SR 3/59

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 91 of 127 |




## PAINTED PAVEMENT STOP BAR SCHEDULE

| STATION | LENGTH |
|---|---|
| $CB_5$ 12+45 | 54 Lin. Ft. |
| $RE_5$ 300+00 | 11 " " |
| $RE_5$ 304+75 | 11 " " |
| $AD_5$ 14+02 | 52 ~~38~~ " " |
| $FR_2$ 28+95 | 26 ~~38~~ " " |
| $EB_4$ 10+25 | 46 ~~20~~ " " |
| $AD_6$ 10+95 | 56 ~~50~~ " " |
| $CB_6$ 14+55 | 50 ~~56~~ " " |
| $B_6$ 0+35 | 29 ~~22~~ " " |
| $BA_6$ 8+80 | 20 ~~22~~ " " |
| 536+94 | 12 ~~13~~ " " |
| 538+27 | 12 ~~13~~ " " |
| $AR_6$ 12+82 | 12 ~~14~~ " " |
| $B_6$ 0+85 | 12 ~~14~~ " " |
| $AL_6$ 1+75 | 11 " " |
| $AR_6$ 2+~~13~~23 | 11 " " |
| 564+10 | 13 ~~18~~ " " |
| $CL_7$ 0+02 | 29 ~~28~~ " " |
| $CL_7$ 0+67 | 31 ~~22~~ " " |
| $TC_5$ 0+25 | 33 ~~25~~ " " |
| $TC_5$ 1+95 | 24' " " |
| $FR_2$ 61+64 | 37' " " |
| $FR_5$ 0+20 | 29 ~~24~~ " " |

## PAINTED PAVEMENT TRAFFIC ARROW SCHEDULE

| Type II | Type III | Type IVc |
|---|---|---|
| $CB_5$ 10+25 | 537+02 | $CB_5$ 12+25 |
| $AD_5$ 12+00 | 538+19 | $AD_5$ 13+90 |
| $CB_6$ 12+30 | | $CB_6$ 14+30 |
| $AD_6$ 8+70 | | $AD_6$ 10+70 |

Type IVa

| | | |
|---|---|---|
| ~~$RE_5$ 300+50~~ | $AL_6$ 2+25 | 539+77 |
| $RE_5$ 301+50 | $AL_6$ 3+25 | 564+50 |
| $RE_5$ 304+25 | $AR_6$ 1+63 | 565+50 |
| $RE_5$ 303+25 | 535+44 | |
| $AR_6$ 11+57 | 536+44 | |
| $AR_6$ 12+57 | 538+77 | |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

| DATE | REVISION | BY |
|---|---|---|
| 1-7-72 | Revised Sign No. 24 | G.H. |

APPROVED August 23, 1971

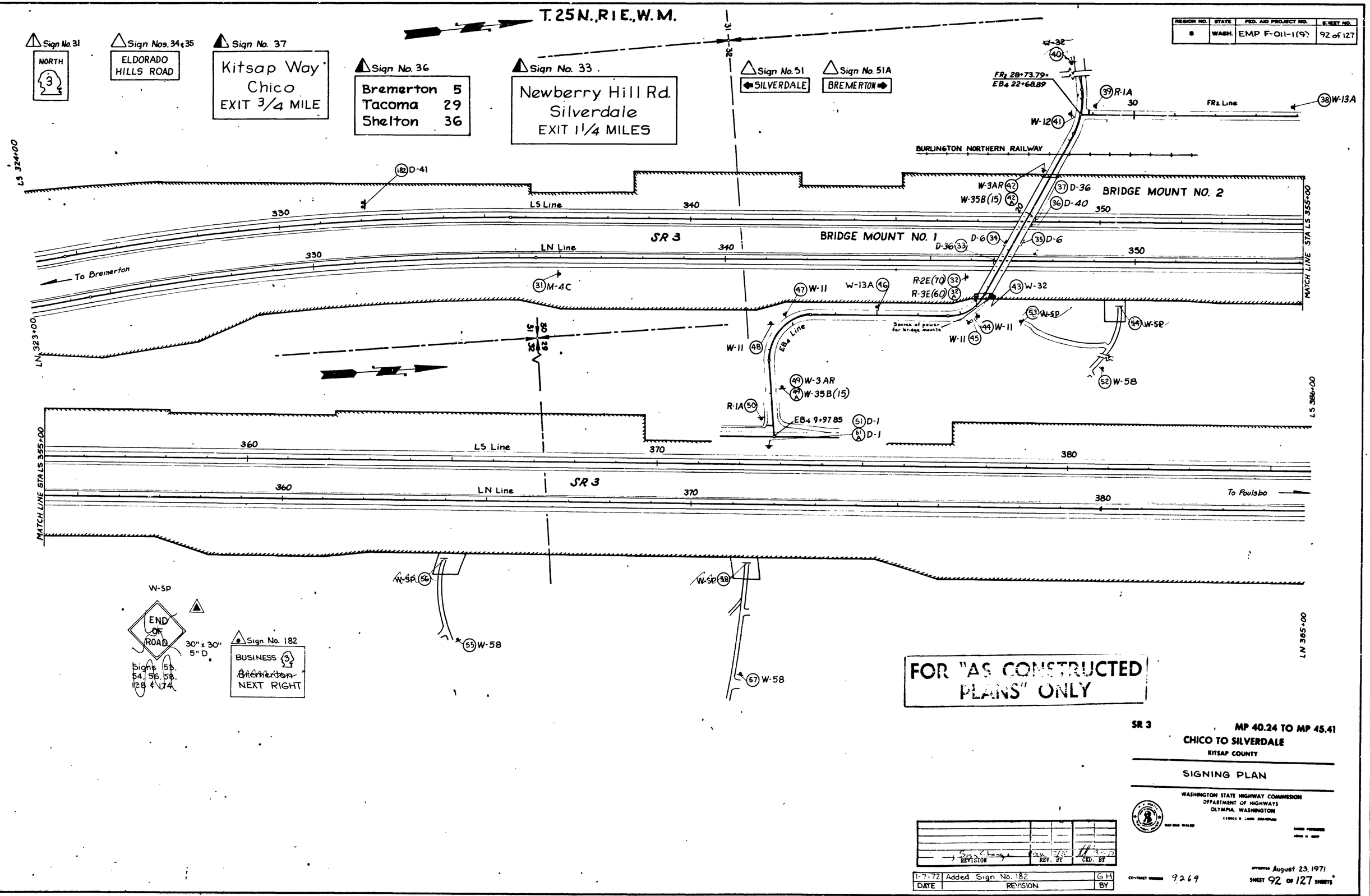
CONTRACT NUMBER 9269

SHEET 91 OF 127 SHEETS

SR 3/5-9

SR 3 Chico to Silverdale Signing Plan Sheet No. 91 of 105 Sheets

12929




| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 92 of 127 |

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Sign Change | | |

| DATE | REVISION | BY |
|---|---|---|
| 1-7-72 | Added Sign No. 182 | G H |

CONTRACT NUMBER 9269

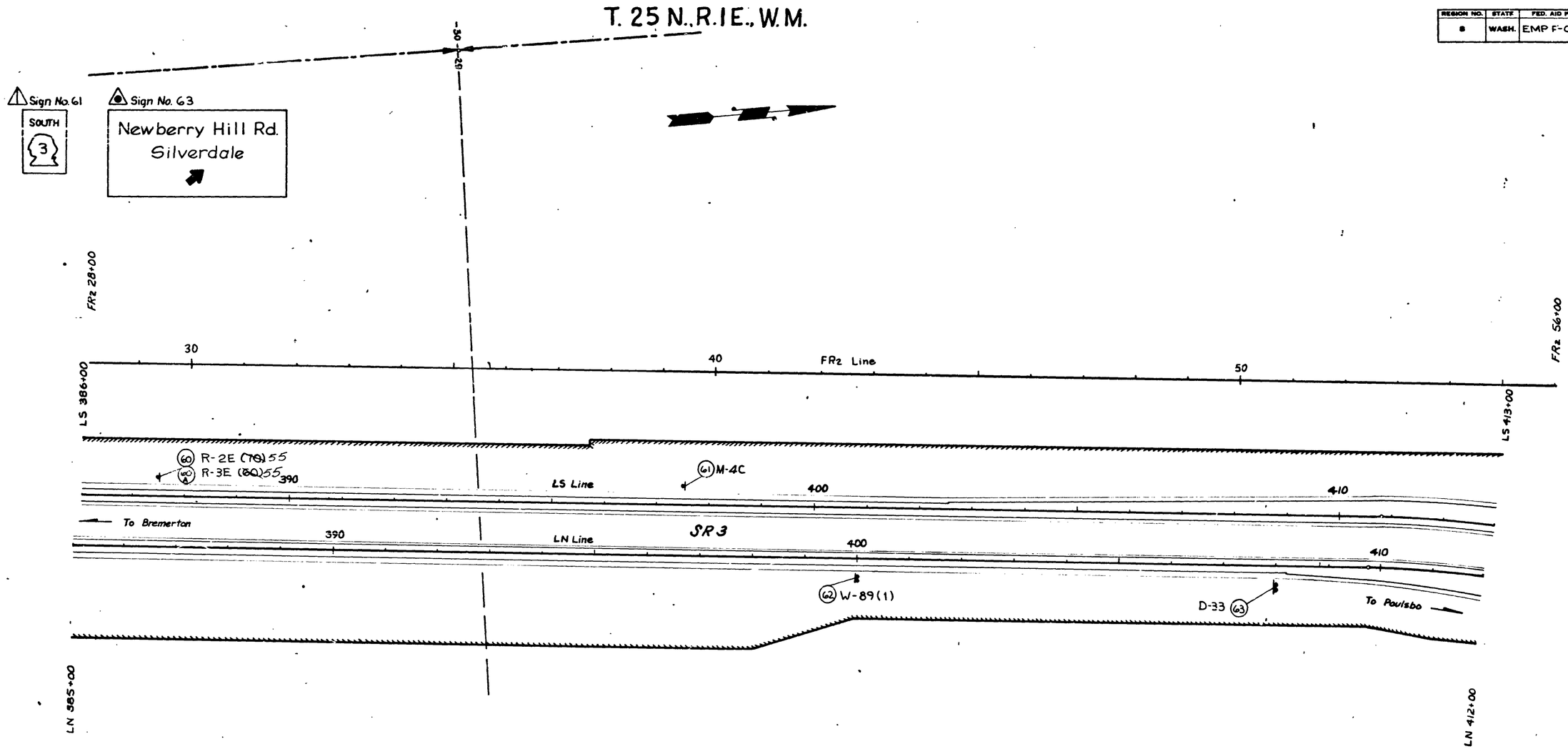
APPROVED August 23, 1971

SHEET 92 OF 127 SHEETS

SR 3 Chico to Silverdale Signing Plan Sheet No. 92 of 105 Sheets.

L2929

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 93 of 127 |




FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 93 OF 127 SHEETS

| ALIGNMENT CHECKED | BY | DATE |
|---|---|---|
| RIGHT OF WAY | | |
| GRADES | | |
| BRIDGE | | |
| STRUCTURE NOTATIONS | | |

| | BY | DATE |
|---|---|---|
| DRAWN | MLP | |
| TRACED | | |
| CHECKED | LB | |
| LOC. ENGR. | | |
| DIST. ENGR. | R.W. Kerslake | |

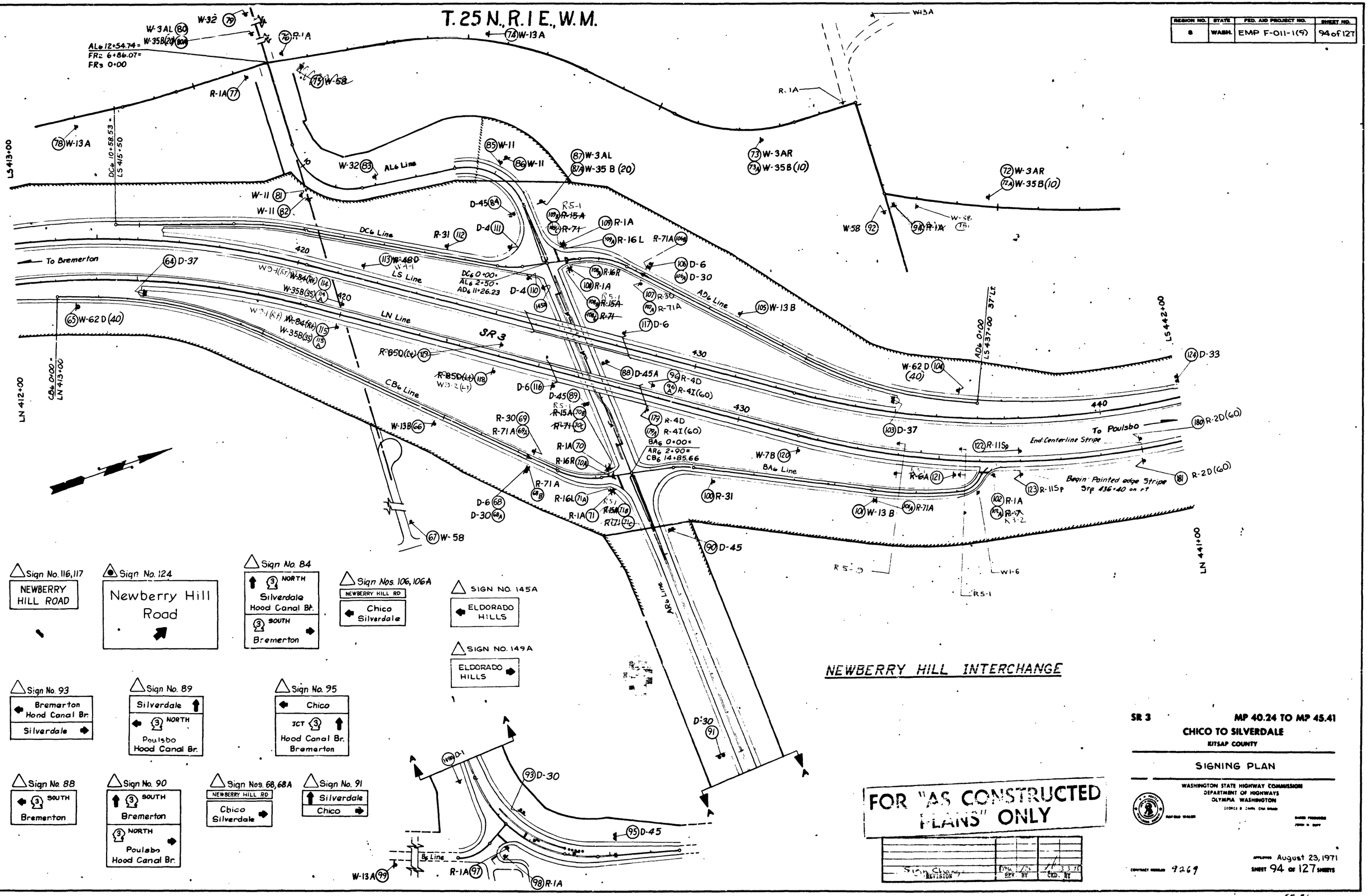
L 2929

SR 3
Chico to Silverdale
Signing Plan Sheet
Sheet No. 93 of 105 Sheets.

SR 3/159

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 5 | WASH. | EMP F-011-1(9) | 94 of 127T |

# T. 25 N., R. 1 E., W.M.




FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | DRW. BY | CKD. BY |
|---|---|---|
| Sign Change | | |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA WASHINGTON

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 94 OF 127 SHEETS

| ALIGNMENT CHECKED | DATE |
|---|---|
| FRONT OF WAY | |
| R/W MAPS | |
| R/W DEPT. | |
| STRUCTURE NOTATIONS | |

| DRAWN | W.H.T. |
|---|---|
| TRACED | E.B. |
| CHECKED | R.W. Sandahl |
| CONTROL | |
| DIST. ENGR. | |

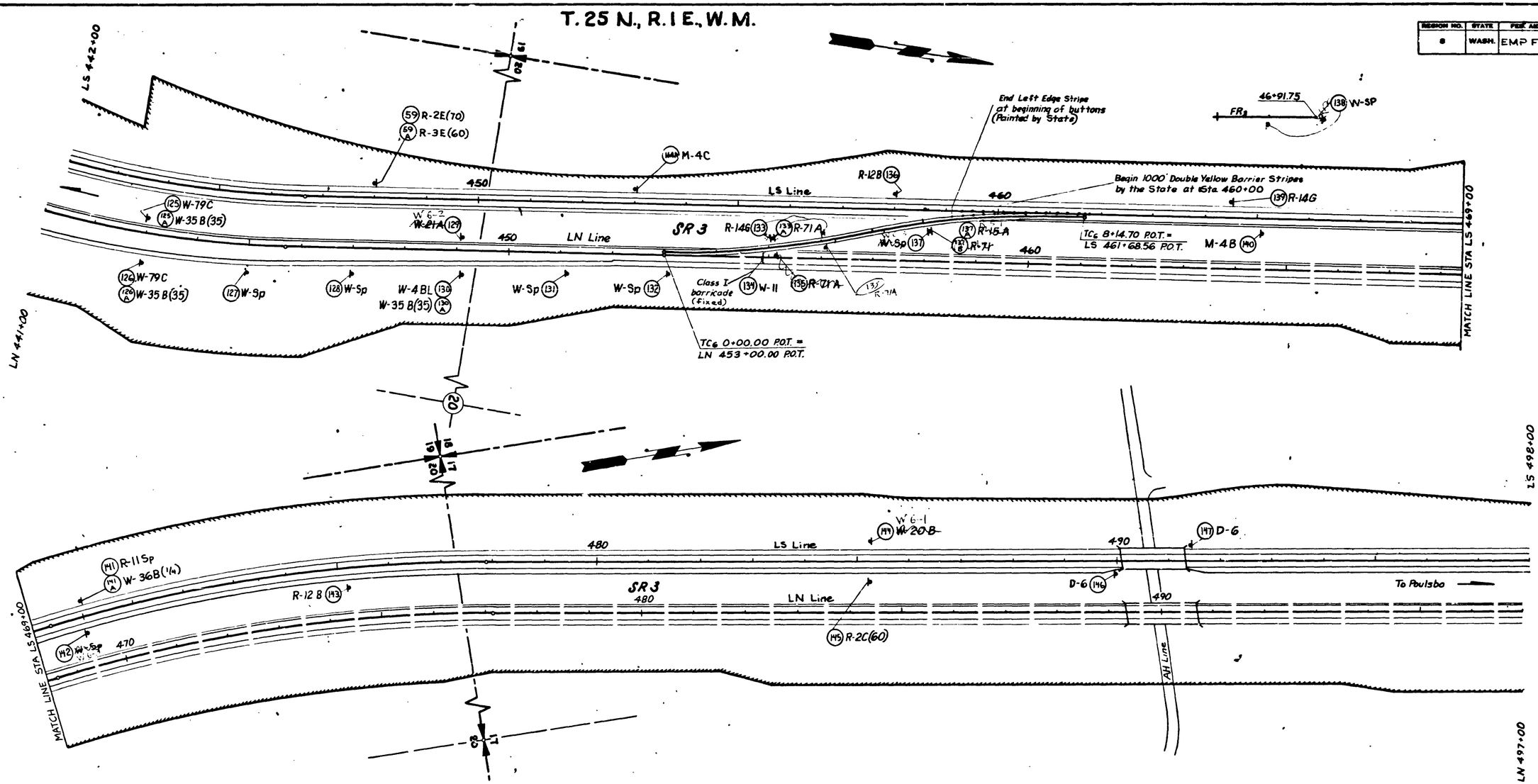
L2929

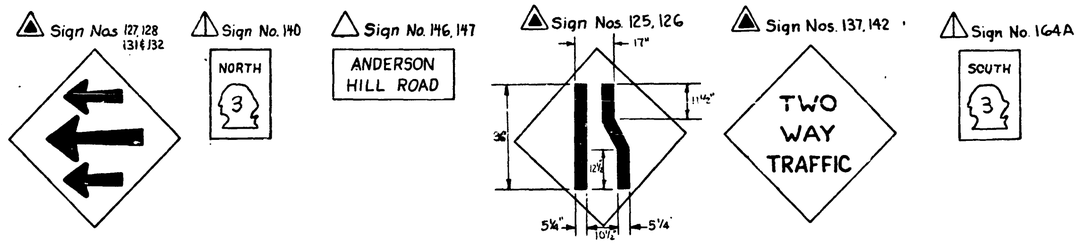
SR 3 Chico to Silverdale Signing Pl. Sheet No 94 of Sheets

SR 3/5-9

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 95 of 127 |

# T. 25 N., R. 1 E., W. M.




NO. 2 Arrow Has 13" Shaft
NO. 4 Arrow Has 25" Shaft

BORDER : 1¼"
MARGIN : 3/4"

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Sign Change | UED 1 | 5-5-75 |

SR 3 — MP 40.24 TO MP 45.41

**CHICO TO SILVERDALE**

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

APPROVED August 23, 1971

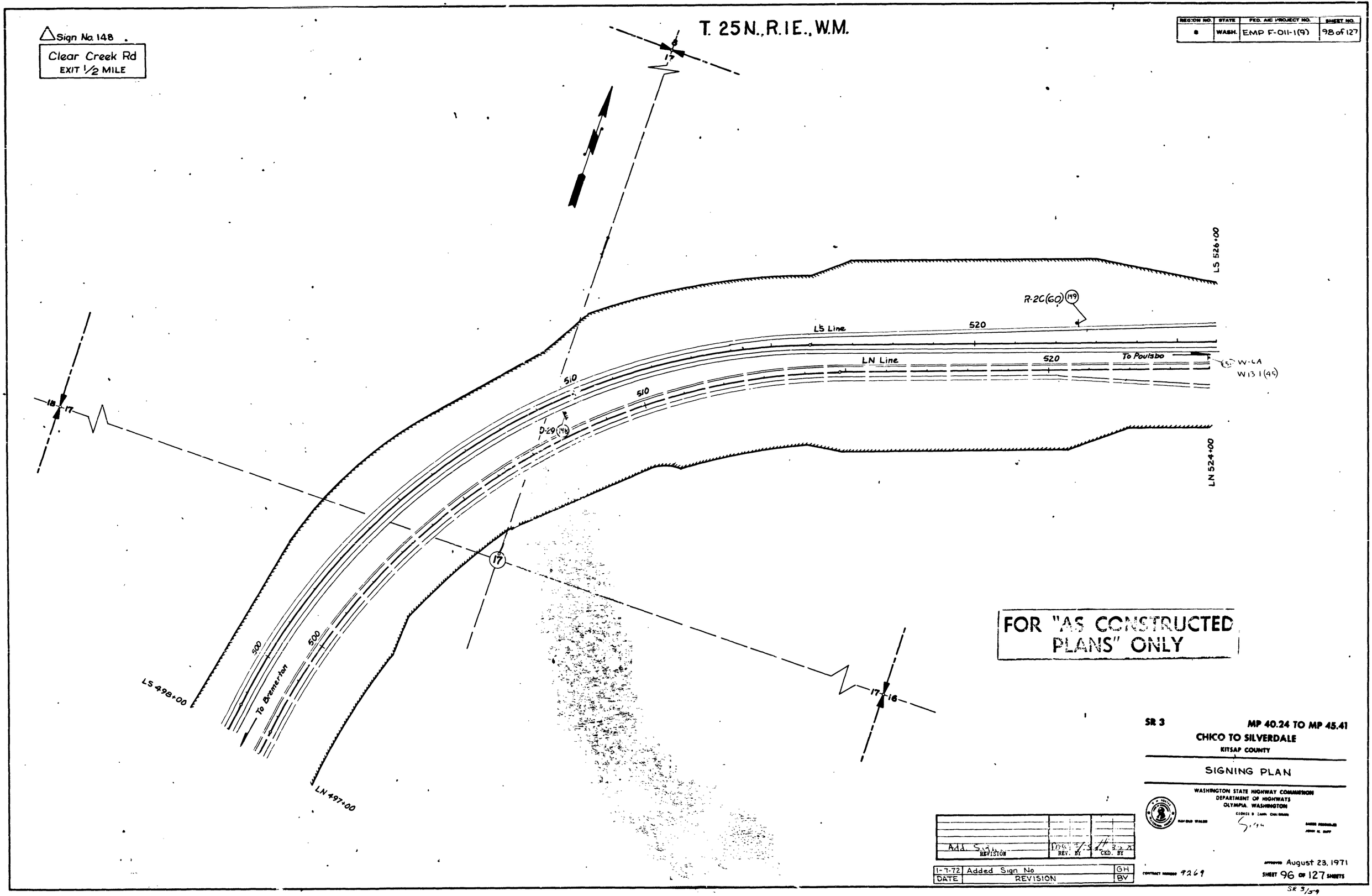
SHEET 95 OF 127 SHEETS

SR 3/59

L 2929

SR3 Chico to Silverdale Signing Plan Sheet No. 95 of 105 Sheets

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 98 of 127 |




FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Add. Sign | | |

| DATE | REVISION | BY |
|---|---|---|
| 1-7-72 | Added Sign No | GH |

APPROVED August 23, 1971

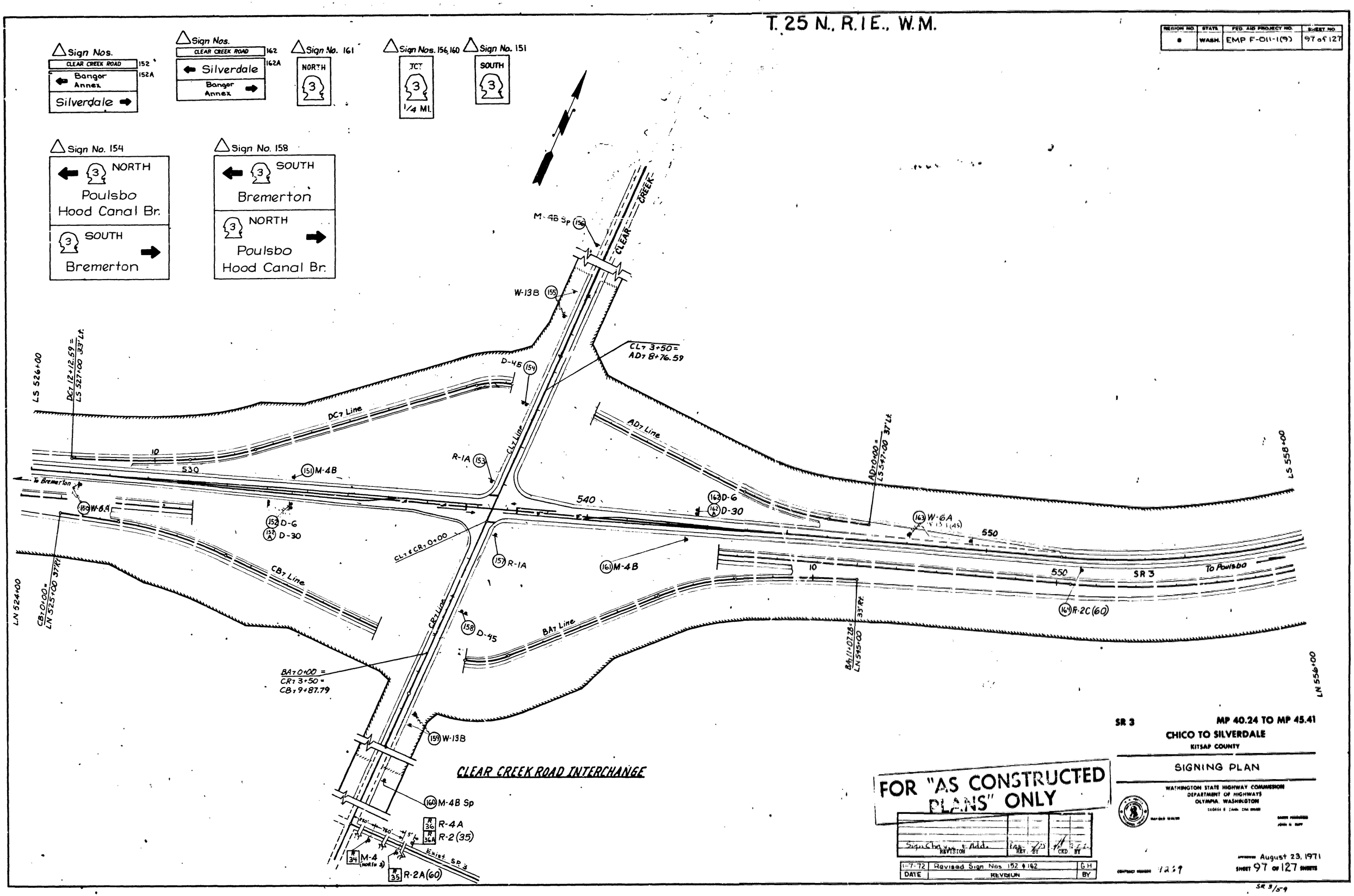
CONTRACT NUMBER 9269

SHEET 96 OF 127 SHEETS

SR 3/59

L2929

SR 3 Chico to Silverdale Signing Plan Sheet No. 96 of 115 Sheets

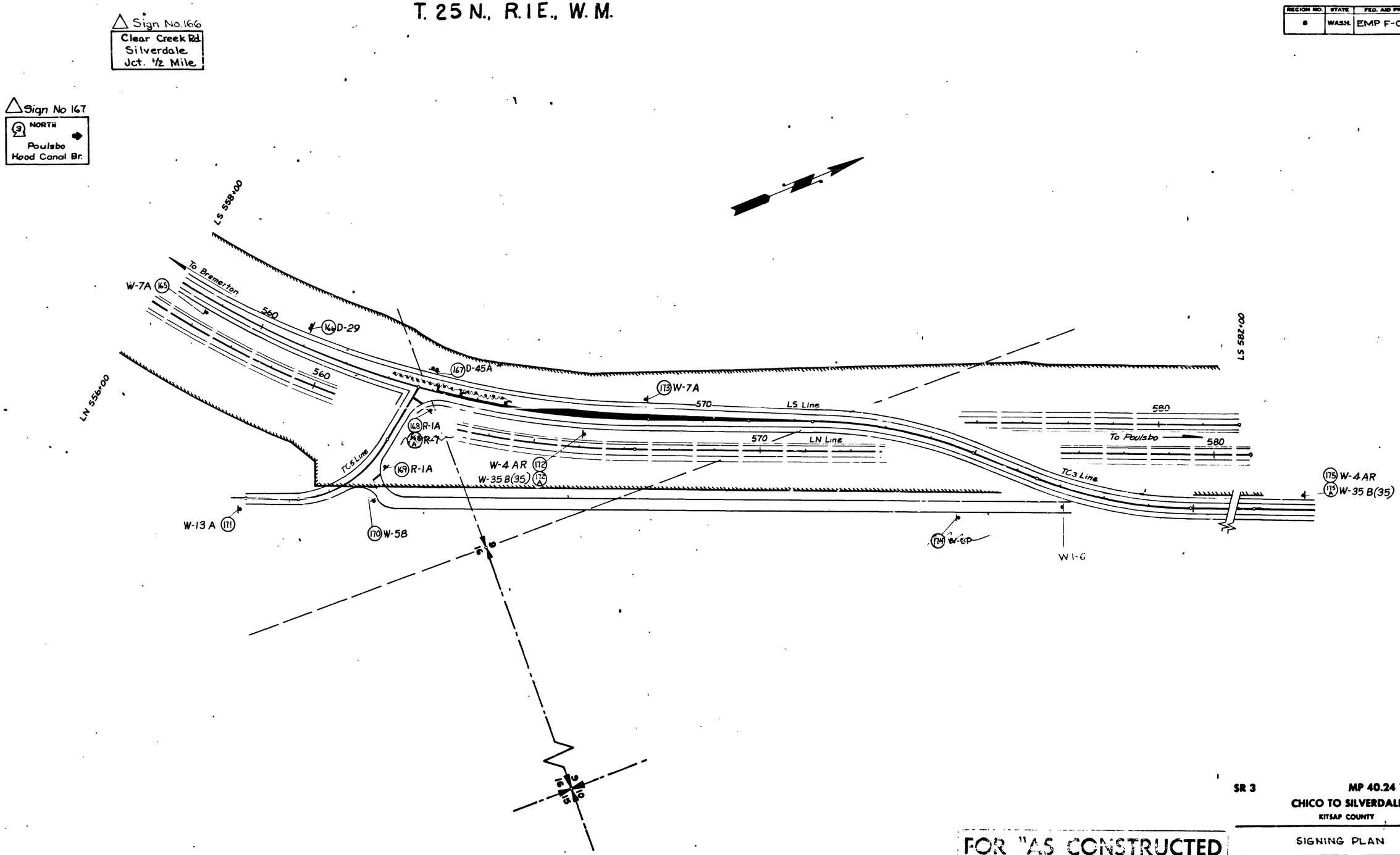



SR 3
Chico to Silverdale
Signing Plan
Sheet No 97 of 125 Sheets

L2929

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 98 of 127 |

# T. 25 N., R. 1 E., W. M.




SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGNING PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Sign Changes + Add. | [illegible] | [illegible] |

| DATE | REVISION | BY |
|---|---|---|
| [illegible] | Revised Sign No. 166 | G.H. |

APPROVED August 23, 1971

SHEET 98 OF 127 SHEETS

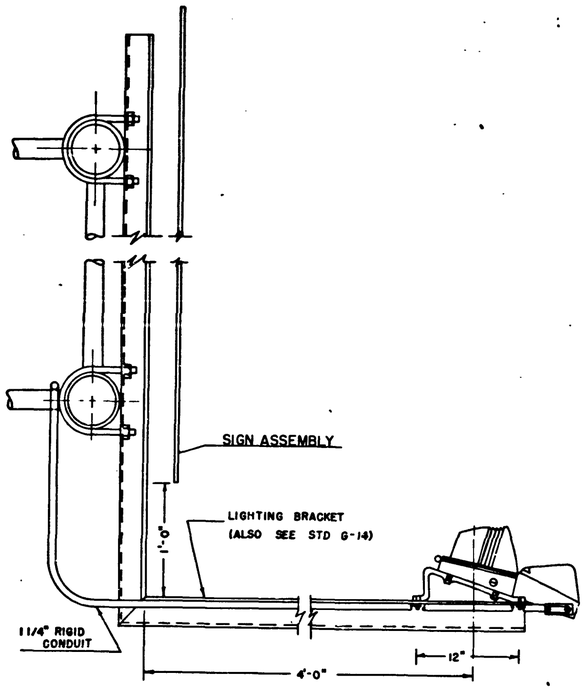
CONTRACT NUMBER 9269

SR 3/59

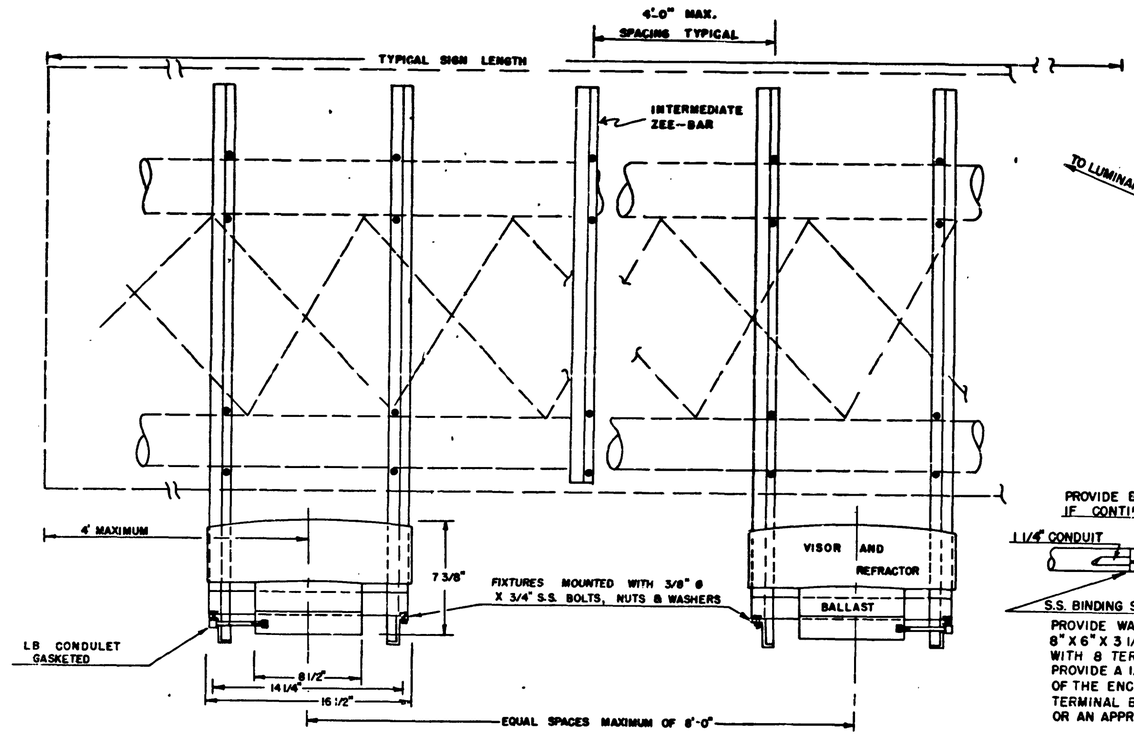
L2929

SR 3 Chico to Silverdale Signing Plan Sheet No. 98 of 95 Sheets

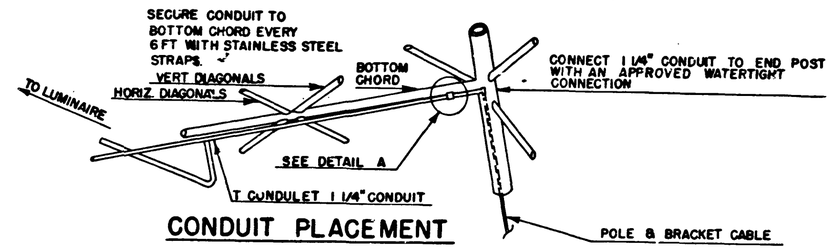
| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO |
|---|---|---|---|
| 9 | WASH. | EMP F-011-1(9) | 99 of 127 |




## LIGHTING BRACKETS

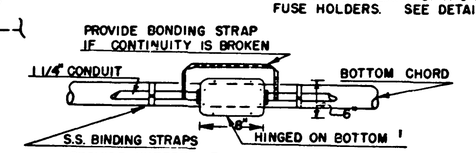



## TYPICAL FIXTURE INSTALLATION



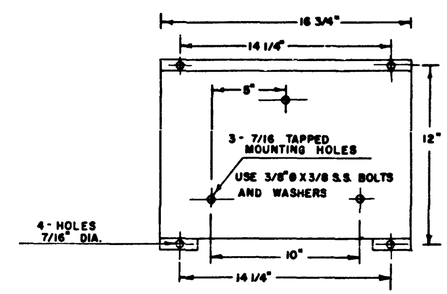

## CONDUIT PLACEMENT

POLE AND BRACKET CABLE WILL BE INSTALLED FROM THE BASE OF THE SIGN POST AND INTO A TERMINAL BOX AS SHOWN IN DETAIL A. EXTEND 2-NO. 10 (XHHW) CONDUCTORS TO EACH OF THE ADDITIONAL FIXTURES THAT WILL BE REQUIRED. FIXTURES WILL BE FUSED IN THE BALLAST ENCLOSURE OF EACH FIXTURE BY MEANS OF A 5 AMP HPC-L FUSE HOLDERS. SEE DETAIL A.



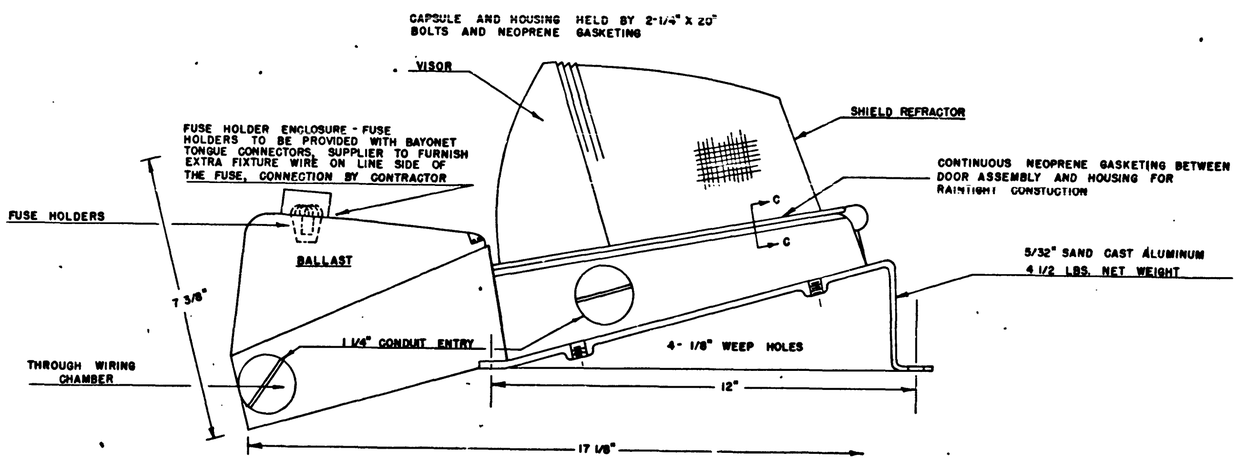

PROVIDE WATERTIGHT TERMINAL BOX 8" X 6" X 3 1/2" AND ONE TERMINAL STRIP WITH 8 TERMINALS PER STRIP. ALSO PROVIDE A 1/4" DRAIN HOLE IN THE BOTTOM OF THE ENCLOSURE AS MOUNTED IN THE DETAIL TERMINAL BOX TO BE STAHLASTIC TK-806 OR AN APPROVED EQUAL.

## DETAIL A

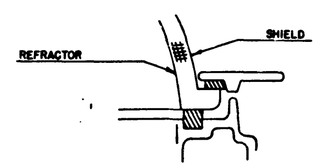



## MOUNTING PLATE

FOR "AS CONSTRUCTED PLANS" ONLY




## TYPICAL LIGHTING FIXTURE




## SECTION C-C

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| As Constructed | | |

SR 3

MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGN LIGHTING DETAILS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 99 OF 127 SHEETS

SR 3/5-9

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 101 of 127 |

# SIGN SPECIFICATIONS - G-13 ROADSIDE SIGN STRUCTURES

| SIGN CODE | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X | SIGN SIZE Y | SIGN SIZE V | LETTER SIZE | POST MATERIAL | POST SIZE | POST LENGTH H1 | POST LENGTH H2 | POST LENGTH H3 | POST LENGTH H4 | LATERAL CLEARANCE W | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | D-35 Advance Exit | 262+00 | 12'-0" | 7'-0" | 7' | 13.33" U.C., 10" I.C., 10" Caps | Steel | W 6×8.5 | ~~14.5~~ 13.0 | ~~14.5~~ 14.1 | | | | |
| 2 | D-33 Exit Directional | 283+35 | 12'-0" | 8'-0" | 7' | 13.33" U.C., 10" I.C., | Steel | W 6×8.5 | ~~15.5~~ 15.3 | 15 16.0 | | | | |
| 3 | D-37 Exit | CB$_5$ 1+00 | 6'-0" | 5'-0" | 7' | | | 4"×6" | ~~16~~ 16 | ~~16~~ 17 | | | | 3.6 DET. POSTS - [illegible] |
| 4 | W-62D Exit Speed (35) | CB$_5$ 1+00 | 48" | 60" | 7' | | | 6"×6" | 18' | | | | | |
| 5 | W-13B Stop Ahead | CB$_5$ 7+60 | 36" | 36" | 7' | | | 4"×6" | ~~17~~ 18 | | | | | |
| 6 | R-30 Pedestrians, Bicycles, Prohibited | CB$_5$ 10+25 | 36" | 30" | 6.1' | | | 4"×6" | 14' | | | | | |
| 6A | R-71A Wrong Way | —— | 36" | 24" | 4' | | | —— | —— | | | | | |
| 7 | D-6 Freeway Crossroad | CB$_5$ 10+25 | 8'-0" | 1'-0" | 12.3' | 6" D Caps | | 6"×6" | 18' | 19' | | | | |
| 7A | D-30 Destination | —— | 8'-0" | 5'-0" | 7' | 8" U.C., 6" I.C. | | —— | —— | —— | | | | |
| 7B | R-71A Wrong Way | —— | 36" | 24" | 4' | | | —— | —— | —— | | | | |
| 8 | R-1A Stop | CB$_5$ 12+25 | 30" | 30" | 5.6' | | | 4"×6" | ~~14~~ 13 | | | | | |
| 8A | R-16L One Way (Left) | —— | 36" | 12" | 3' | | | —— | —— | | | | | |
| 8B | ~~R-15A~~ R-15A Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | —— | | | | | |
| 8C | ~~R-71 Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | —— | | | | | |
| 9 | R-1A Stop | CB$_5$ 12+25 | 30" | 30" | 5.6' | | | 4"×6" | 14' | | | | | |
| 9A | R-16R One Way (Right) | —— | 36" | 12" | 3' | | | —— | —— | | | | | |
| 9B | ~~R-15A~~ R-15A Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | —— | | | | | |
| 9C | ~~R-71 Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | —— | | | | | |
| 10 | M-4B Sp Route Marker | Located By Engineer | 30" | 54" | 6' | 5" D Caps, 7" C Digit, 24" Shield | | 4"×6" | 16' | | | | | |
| 11 | R-1A Stop | AD$_5$ 13+90 | 30" | 30" | 5.6' | | | 4"×6" | ~~14~~ 15 | | | | | |
| 11A | R-16L One Way (Left) | —— | 36" | 12" | 3' | | | —— | —— | | | | | |
| 11B | ~~R-15A~~ R-15A Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | —— | | | | | |
| 11C | ~~R-71 Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | —— | | | | | |
| 12 | R-1A Stop | AD$_5$ 13+90 | 30" | 30" | 5.6' | | | 4"×6" | 14' | | | | | |
| 12A | R-16R One Way (Right) | —— | 36" | 12" | 3' | | | —— | —— | | | | | |
| 12B | ~~R-15A~~ R-15A Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | —— | | | | | |
| 12C | ~~R-71 Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | —— | | | | | |
| 13 | D-45 Approach Directional | RE$_5$ 301+60 | 9'-0" | 7'-0" | 7' | 8" U.C., 6" I.C., 6" Caps, 18" Shield | Steel | W 6×8.5 | ~~14~~ 14.7 | ~~15~~ 15.2 | | | | |
| 14 | D-45 Approach Directional | RE$_5$ 301+85 | 9'-0" | 7'-0" | 7' | | Steel | W 6×8.5 | ~~14~~ 14.0 | ~~14~~ 14.5 | | | | Relocated from RE$_5$ 303+75 |
| 15 | D-4 Freeway Entrance | BA$_5$ 0+60 | 36" | 24" | 4' | 6" C Caps | | 4"×4" | ~~10~~ 11 | | | | | |
| 16 | D-4 Freeway Entrance | BA$_5$ 0+60 | 36" | 24" | 4' | 6" C Caps | | 4"×4" | ~~10~~ 11 | | | | | |
| 17 | D-45 Approach Directional | RE$_5$ 307+00 | 9'-0" | 8'-0" | 7' | 8" U.C., 6" I.C., 6" Caps, 18" Shield | Steel | W 6×8.5 | ~~16~~ 17.5 | ~~16~~ 17.8 | | | | |
| 18 | M-4B Sp Route Marker | RE$_5$ 331+00 | 30" | 54" | 6' | 5" D Caps, 7" C Digits, 24" Shield | | 4"×6" | ~~16~~ 17 | | | | | |
| 19 | ~~W-48D Merging Traffic~~ | 295+00 | ~~48"~~ | ~~48"~~ | 7' | | | 4"×6" | ~~19~~ 18 | | | | | |
| 20 | D-6 Freeway Crossroad | 298+65 | 60" | 12" | 6' | 6" D Caps | | 4"×4" | 11' | | | | | |
| 21 | D-6 Freeway Crossroad | 300+15 | 60" | 12" | 6' | 6" D Caps | | 4"×4" | ~~11~~ 10 | | | | | |
| 22 | ~~W-48D Merging Traffic~~ | LN 311+00 | ~~48"~~ | ~~48"~~ | 7' | | | ~~4"×6"~~ 6×6 | 19' | | | | | |
| 23 | R-31 Motor Vehicles Only | BA$_5$ 2+50 | 48" | 36" | 7' | | | 4"×6" | 17' | | | | | |
| 24 | D-6 Freeway Crossroad | AD$_5$ 12+10 | 7'-0" | 1'-0" | 14.3' | 6" D Caps | Steel | ~~6"×6"~~ W6×8.5 | ~~17~~ 16.7 | ~~17~~ 16.5 | | | | |
| 24A | D-30 Destination | —— | 7'-0" | 7'-0" | 7'-0" | 8" U.C., 6" I.C. 4" D Caps | | —— | —— | | | | | |
| 24B | R-71A Wrong Way | —— | 36" | 24" | 4' | | | —— | —— | | | | | |

**NOTES:**

1. FOR GENERAL NOTES, SEE SHEET 99.
2. LETTER SIZE SHALL BE AS SHOWN IN THE MANUAL FOR SIGNING UNLESS NOTED OTHERWISE.
3. ALL STATION LOCATIONS SHOWN ARE APPROXIMATE ONLY. FINAL POSITIONS SHALL BE DETERMINED BY THE ENGINEER AND REVIEWED BY THE DIST. TRAFFIC ENGINEER PRIOR TO INSTALLATION.
4. POST MATERIAL SHALL BE S4S WOOD UNLESS NOTED OTHERWISE.
5. *POST HEIGHTS SHOWN ARE APPROXIMATE ONLY. FINAL VALUES SHALL BE FURNISHED BY THE PROJECT ENGINEER PRIOR TO FABRICATION.*
6. *FOR STRUCTURE DETAILS SEE STANDARD PLANS G-13a, G-13b, G-14.*
7. *LATERAL CLEARANCE IS 6' FROM EDGE OF SHOULDER TO THE CENTERLINE OF THE NEAREST POST UNLESS OTHERWISE INDICATED.*
8. SEE VICINITY MAP FOR ADDITIONAL SIGNING.

FOR "AS CONSTRUCTED PLANS" ONLY

| DATE | REVISION | BY |
|---|---|---|
| 5-7-72 | Revised Signs 24 & 24A | GH |

Change Spec — REVISION — REV. BY — CKD. BY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGN SPECIFICATIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 100 OF 127 SHEETS

SR 3/59

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 101 of 127 |

# SIGN SPECIFICATIONS

| SIGN CODE | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X | SIGN SIZE Y | SIGN SIZE V | LETTER SIZE | POST MATERIAL | POST SIZE | POST LENGTH H1 | POST LENGTH H2 | POST LENGTH H3 | POST LENGTH H4 | LATERAL CLEARANCE W | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | R-30 Pedestrians, Bicycles, Prohibited | $AD_5$ 12+10 | 36" | 30" | 6.1' | | | 4"×6" | ~~14'~~ 15' | | | | | |
| 25A | R-71A Wrong Way | ——— | 36" | 24" | 4' | | | —— | — | | | | | |
| 26 | W-13B Stop Ahead | $AD_5$ 8+25 | 36" | 36" | 7' | | | 4"×6" | ~~16'~~ 15' | | | | | |
| 27 | D-37 Exit | $AD_5$ 1+25 | 6'-0" | 5'-0" | 7' | | | 4"×6" | 18' | ~~18'~~ 19 | | | | 3.6' Bot. Posts - 6.15' Offset |
| 28 | W-62D Exit Speed (35) | $AD_5$ 0+50 | 48" | 60" | 7' | | | —— | — | | | | | Attach to existing luminaire |
| 29 | D-33 Exit Direction | LS 316+00 | 12'-0" | 8'-0" | 7' | 13.33" U.C., 10" I.C. | Steel | W 6×8.5 | ~~17'~~ 14.6 | ~~15'~~ 17' | | | 20' | |
| 30 | D-1 Directional Pointer | $RE_5$ 305+65 | 60" | 24" | 7' | 6" C Caps | | ~~4"×4"~~ 4×6 | 13' | | | | | See Sign Plan Sheet No. 1 |
| 31 | M-4C Route Marker | LN 336+00 | 42" | 54" | 6' | 6" D Caps, 10" C Digit, 36" Shield | | 4"×6" | ~~15'~~ 17 | | | | | |
| 32 | R-2E Speed Limit (70) | LN 346+00 | 48" | 60" | 9.25' | | Std Pipe | 6" Dia | ~~17'~~ 16.1 | | | | 20' | |
| 32A | R-3E Truck Speed (60) | ——— | 48" | 48" | 5' | | | —— | — | | | | | |
| 33 | D-36 Advance Exit | LN 346+82 | 20'-0" | 8'-0" | — | 16" U.C., 12" I.C., 12" Caps | | —— | — | | | | | Bridge Mount No. 1 |
| 34 | D-6 Freeway Crossroad | 347+20 | 60" | 24" | — | 6" D Caps | | —— | — | | | | | Mount on Structure |
| 35 | D-6 Freeway Crossroad | 347+70 | 60" | 24" | — | 6" D Caps | | —— | — | | | | | Mount on Structure |
| 36 | D-40 Distance | LS 348+22 | 14'-0" | 7'-0" | — | 13.33" U.C., 10" I.C., 13.33" Numeral | | —— | — | | | | | Bridge Mount No. 2 |
| 37 | D-36 Advance Exit | LS 348+22 | 14'-0" | 8'-0" | — | 16" U.C., 12" I.C., 12" Caps | | —— | — | | | | | Bridge Mount No. 2 |
| 38 | W-13A Stop Ahead | $FR_2$ 34+00 | 30" | 30" | 6' | | | 4"×4" | ~~18'~~ 16 | | | | | |
| 39 | R-1A Stop | $FR_2$ 29+00 | 30" | 30" | 6' | | | 4"×4" | 13' | | | | | |
| ~~40~~ | ~~W-32 Railroad Advance Warning~~ | ~~$EB_4$ 24+25~~ | ~~36"~~ | ~~Dia~~ | ~~6'~~ | | | ~~4"×4"~~ | ~~13'~~ | | | | | |
| 41 | W-12 Double Arrow | $EB_4$ 22+69 | 48" | 24" | 6' | | | 4"×4" | ~~12'~~ 14 | | | | | |
| 42 | W-3AR Reverse Turn | $EB_4$ 21+05 | 30" | 30" | 7.1 | | | 4"×6" | 16' | | | | | |
| 42A | W-35B Advisory Speed (15) | ——— | 24" | 24" | 5' | | | —— | — | | | | | |
| 43 | W-32 Railroad Advance Warning | $EB_4$ 17+85 | 36" | Dia. | 6' | | | 4"×4" | ~~13'~~ 12 | | | | | |
| 44 | W-11 Single Arrow | $EB_4$ 17+30 | 48" | 24" | 6' | | | 4"×4" | ~~12'~~ 13 | | | | | |
| 45 | W-11 Single Arrow | $EB_4$ 17+15 | 48" | 24" | 6' | | | 4"×4" | ~~12'~~ 13 | | | | | |
| 46 | W-13A Stop Ahead | $EB_4$ 15+00 | 30" | 30" | 6' | | | 4"×4" | ~~12'~~ 15 | | | | | |
| 47 | W-11 Single Arrow | $EB_4$ 13+00 | 48" | 24" | 6' | | | 4"×4" | ~~12'~~ 13 | | | | | |
| 48 | W-11 Single Arrow | $EB_4$ 12+35 | 48" | 24" | 6' | | | 4"×4" | ~~12'~~ 14 | | | | | |
| 49 | W-3AR Reverse Turn | $EB_4$ 11+00 | 30" | 30" | 7.1' | | | 4"×6" | ~~16'~~ 18 | | | | | |
| 49A | W-35B Advisory Speed (15) | ——— | 24" | 24" | 5' | | | —— | — | | | | | |
| 50 | R-1A Stop | $EB_4$ ~~10+40~~ 10+30 | 30" | 30" | 5' | | | 4"×4" | ~~13'~~ 15 | | | | | |
| 51 | D-1 Directional Pointer | $EB_4$ 9+40 ± | 60" | 12" | 8' | 6" C Caps | | 4"×6" | ~~17'~~ 14 | | | | | |
| 51A | D-1 Directional Pointer | ——— | 60" | 12" | 7' | 6" C Caps | | —— | | | | | | |
| 52 | W-58 Dead End | Located By Engineer | 24" | 24" | 6' | | | 4"×4" | 12' | | | | | |
| ~~53~~ | ~~W-5P End of Road~~ | ~~Located By Engineer~~ | ~~30"~~ | ~~30"~~ | ~~7'~~ | ~~5" D~~ | | ~~4"×4"~~ | ~~14'~~ | | | | | |
| ~~54~~ | ~~W-5P End of Road~~ | ~~Located By Engineer~~ | ~~30"~~ | ~~30"~~ | ~~7'~~ | ~~5" D~~ | | ~~4"×4"~~ | ~~14'~~ | | | | | |
| 55 | W-58 Dead End | Located By Engineer | 24" | 24" | 6' | | | 4"×4" | ~~12'~~ 13 | | | | | |
| ~~56~~ | ~~W-5P End of Road~~ | ~~Located By Engineer~~ | ~~30"~~ | ~~30"~~ | ~~7'~~ | ~~5" D~~ | | ~~4"×4"~~ | ~~14'~~ | | | | | |
| 57 | W-58 Dead End | Located By Engineer | 24" | 24" | 6' | | | 4"×4" | ~~12'~~ 13 | | | | | |
| ~~58~~ | ~~W-5P End of Road~~ | ~~Located By Engineer~~ | ~~30"~~ | ~~30"~~ | ~~7'~~ | ~~5" D~~ | | ~~4"×4"~~ | ~~14'~~ | | | | | |
| 59 | R-2E Speed Limit (70) | 448+00 | 48" | 60" | 9.25' | | Std. Pipe | 6" Dia. | ~~17'~~ 16.1 | | | | 20' | |
| 59A | R-3E Truck Speed (60) | ——— | 48" | 48" | 5' | | | —— | — | | | | | |

**NOTES:**

*For Sign Specification Notes, see sheet 99.*

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Spec. Change | Kinzie 3/25 | 3/25 |

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGN SPECIFICATIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WALKER

GEORGE H. DAVIS, CHIEF ENGINEER

GORDON PETERSEN
JOHN M. RUPP

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 101 OF 127 SHEETS

SR 3/5-9

SR 3
Chico to Silverdale
Sign Specifications
Sheet No. 100 of 105 Sheets
10-5-67

12-29

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 102 of 127 |

# SIGN SPECIFICATIONS

| SIGN CODE | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X | SIGN SIZE Y | SIGN SIZE V | LETTER SIZE | POST MATERIAL | POST SIZE | POST LENGTH H1 | POST LENGTH H2 | POST LENGTH H3 | POST LENGTH H4 | LATERAL CLEARANCE W | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60 | R-2E Speed Limit (70) | LS 387+50 | 48" | 60" | 9.25' | | Std Pipe | 6" Dia | 16.1' | | | | 20' | |
| 60A | R-3F Truck Speed (60) | —— | 48" | 48" | 5' | | | —— | — | | | | | |
| 61 | M-4C Route Marker | LS 397+50 | 42" | 54" | 6' | 6" D Caps, 10" C Digit, 36" Shield | | 4"×6" | 17' | | | | 20' | |
| 62 | W-89 Freeway Ends 1 Mile | LN 400+00 | 120" | 48" | 7' | | | ~~6"×6"~~ 4"×6" | ~~17~~ 18' | ~~19~~ 18' | 19 | | 20' | 3.5 BFT POSTS — 0.87 OFFSET TO H2 — 0.87 OFFSET TO H3 |
| 63 | D-33 Exit Directional | LN 408+00 | 17'-0" | 8'-0" | 7' | 13.33" U.C., 10" I.C. | Steel | W 6×8.5 | ~~15~~ 17.1 | ~~15~~ 18.8 | | | 20' | |
| 64 | D-37 Exit | CB 6 2+10 | 6'-0" | 5'-0" | 7' | | | 4"×6" | ~~18~~ 17' | ~~18~~ 16' | | | | 3.6 BFT POSTS - 0.10 OFFSET |
| 65 | W-62D Exit Speed (40) | CB 6 0+50 | 48" | 60" | 7' | | | 6"×6" | ~~18~~ 19' | | | | | |
| 66 | W-13B Stop Ahead | CB 6 9+90 | 36" | 36" | 7' | | | 4"×6" | ~~17~~ 18' | | | | | |
| 67 | W-58 Dead End | Located By Engineer | 24" | 24" | 6' | | | 4"×4" | 12' | | | | | |
| 68 | D-6 Freeway Crossroad | CB 6 12+30 | 8'-0" | 1'-0" | 8.3' | 6" Caps | | 4"×6" | ~~15~~ 16' | 17' | | | | 4.8 BFT POSTS - 0.25 OFFSETS |
| 68A | D-30 Destination | —— | 8'-0" | 3'-0" | 5' | 8" U.C. 6" I.C. | | —— | — | | | | | |
| 68B | R-71A Wrong Way | —— | 36" | 24" | 4' | | | —— | — | | | | | |
| 69 | R-30 Pedestrians Bicycles Prohibited | CB 6 12+30 | 36" | 30" | 6.1' | | | 4"×6" | 14' | | | | | |
| 69A | R-71A Wrong Way | —— | 36" | 24" | 4' | | | —— | — | | | | | |
| 70 | R-1A Stop | CB 6 14+30 | 30" | 30" | 5.6' | | | 4"×6" | 14' | | | | | |
| 70A | R-16R One Way (Right) | —— | 36" | 12" | 3' | | | —— | — | | | | | |
| 70B | ~~R-15A~~ Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | — | | | | | |
| 70C | ~~R-71 Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | — | | | | | |
| 71 | R-1A Stop | CB 6 14+30 | 30" | 30" | 5.6' | | | 4"×6" | 14' | | | | | |
| 71A | R-16L One Way (Left) | —— | 36" | 12" | 3' | | | —— | — | | | | | |
| 71B | R-15A Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | — | | | | | |
| 71C | ~~R-71 Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | — | | | | | |
| 72 | W-3AR Reverse Turn (Right) | FR 3 19+75 | 30" | 30" | 7.1' | | | 4"×6" | ~~16~~ 17' | | | | | |
| 72A | W-35B Advisory Speed (10) | —— | 24" | 24" | 5' | | | —— | — | | | | | |
| 73 | W-3AR Reverse Turn (Right) | FR 3 12+50 | 30" | 30" | 7.1' | | | 4"×6" | 16' | | | | | |
| 73A | W-35B Advisory Speed (10) | —— | 24" | 24" | 5' | | | —— | — | | | | | |
| 74 | W-13A Stop Ahead | FR 3 5+50 | 30" | 30" | 6' | | | 4"×4" | ~~14~~ 15' | | | | | |
| 75 | W-58 Dead End | FR 3 0+85 | 24" | 24" | 6' | | | 4"×4" | ~~12~~ 14' | | | | | |
| 76 | R-1A Stop | FR 3 0+40 | 30" | 30" | 5' | | | 4"×4" | 14' | | | | | |
| 77 | R-1A Stop | FR 2 6+30 | 30" | 30" | 5' | | | 4"×4" | ~~14~~ 13' | | | | | |
| 78 | W-13A Stop Ahead | FR 2 52+00 | 30" | 30" | 6' | | | 4"×4" | 14' | | | | | |
| 79 | W-32 Railroad Crossing | AL 6 15+50 | 36" | Dia. | 6' | | | 4"×4" | ~~13~~ 12' | | | | | |
| 80 | W-3AL Reverse Turn | AL 6 13+25 | 30" | 30" | 7.1' | | | 4"×6" | ~~16~~ 18' | | | | | |
| 80A | W-35B Advisory Speed (20) | —— | 24" | 24" | 5' | | | —— | — | | | | | |
| 81 | W-11 Single Arrow | AL 6 9+70 | 48" | 24" | 6' | | | 4"×4" | 12' | | | | | |
| 82 | W-11 Single Arrow | AL 6 9+50 | 48" | 24" | 6' | | | 4"×4" | 12' | | | | | |
| 83 | W-32 Railroad Crossing | AL 6 8+00 | 36" | Dia. | 6' | | | 4"×4" | ~~13~~ 15' | | | | | |
| 84 | D-45 Approach Direction | AL 6 3+85 | 9'-0" | 9'-0" | 7' | 8" U.C., 6" I.C. 6" Caps, 18" Shield | Steel | W 6×8.5 | ~~17~~ 18' | ~~20~~ 15' | | | | |
| 85 | W-11 Single Arrow | AL 6 5+00 | 48" | 24" | 6' | | | 4"×4" | ~~12~~ 13' | | | | | |
| 86 | W-11 Single Arrow | AL 6 5+00 | 48" | 24" | 6' | | | 4"×4" | ~~12~~ 13' | | | | | |
| 87 | W-3AL Reverse Turn (Left) | AL 6 3+90 | 30" | 30 | 7.1' | | | 4"×6" | ~~16~~ 17' | | | | | |

**NOTES:**

*For Sign Specification Notes, see Sheet 99.*

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| All changes | DRD | [illegible] |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGN SPECIFICATIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WALKE

DESIGN ENGINEER JOHN H. RUPP

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 102 OF 127 SHEETS

SR 3/69

SR 3
Chico to Silverdale
Sign Specifications
Sheet No. 102 of 135 Sheets
10-5-67

12929

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 103 of 127 |

# SIGN SPECIFICATIONS

| SIGN CODE | SIGN TYPE (DESCRIPTION) | | LOCATION (STATION NO.) | SIGN SIZE X | SIGN SIZE Y | SIGN SIZE V | LETTER SIZE | POST MATERIAL | POST SIZE | POST LENGTH H1 | POST LENGTH H2 | POST LENGTH H3 | POST LENGTH H4 | LATERAL CLEARANCE W | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87 A | W-35 B | Advisory Speed (25) | —— | 24" | 24" | 5' | | | —— | —— | | | | | |
| 88 | D-45 A | Approach Directional | AR6 0+25 | 8'-0" | 4'-0" | 7' | 8" UC., 6" LC, 6" Caps, 18" Shield | | 4"×6" | 17'16 | 18'16 | | | | A & BET. POSTS - 0.25 OFFSET |
| 89 | D-45 | Approach Directional | AR6 1+00 | 9'-0" | 7'-0" | 7' | 8" UC., 6" LC., 6" Caps, 18" Shield | Steel | W6×8.5 | 16'15 | 17'13 | | | | |
| 90 | D-45 | Approach Directional | AR6 4+50 | 9'-0" | 9'-0" | 7' | 8" UC., 6" LC., 6 Caps, 18" Shield | Steel | W 6×8.5 | 18'17 | 19'15 | | | | |
| 91 | D-30 | Destination | AR6 10+00 | 8'-0" | 3'-0" | 7' | 8" UC., 6" LC | | 4"×6" | 16' | 17'13 | | | | A & BET. POSTS 0.25 OFFSET |
| 92 | W-58 | Dead End | Knute-Anderson Road | 24" | 24" | 6' | | | 4"×4" | 12'11 | | | | | |
| 93 | D-30 | Destination | AR6 12+40 | 10'-0" | 5'-0" | 7' | 8" UC., 6" LC. | Steel | W 6×8.5 | 14'AC | 15'AC | | | | |
| 94 | R-1 A | Stop | Knute-Anderson Road | 30" | 30" | 5' | | | 4"×4" | 11' | | | | | |
| 95 | D-45 | Approach Directional | AR6 15+15 | 9'-0" | 7'-0" | 7' | 8" UC., 6" LC., 6" Caps, 18" Shield | Steel | W 6×8.5 | 16' | 17'12 | | | | |
| 96 | ~~R-4D~~ | ~~Speed Zone Ahead~~ | ~~AR7+80~~ | ~~48"~~ | ~~60"~~ | 8.6' | | Std Pipe | ~~6"×6"~~ | 19'AA | | | | | |
| 96 A | ~~R-4I~~ | ~~Speed Advisory (60)~~ | —— | ~~42"~~ | 42" | ~~5'~~ | | | —— | —— | | | | | |
| 97 | R-1 A | Stop | B6 0+40 | 30" | 30" | 5' | | | 4"×4" | 11'15 | | | | | |
| 98 | R-1 A | Stop | AR6 12+70 | 30" | 30" | 5' | | | 4"×4" | 11'15 | | | | | |
| 99 | W-13 A | Stop Ahead | B6 3+50 | 30" | 30" | 6' | | | 4"×4" | 12'14 | | | | | |
| 100 | R-31 | Motor Vehicles Only | BA6 2+00 | 48" | 36" | 7' | | | 4"×6" | 15' | | | | | |
| 101 | W-13 B | Stop Ahead | BA6 6+00 | 36" | 36" | 7' | | | 4"×6" | 15' | | | | | |
| 101 A | R-71 A | Wrong Way | —— | 36" | 24" | 4' | | | —— | —— | | | | | |
| 102 | R-1 A | Stop | BA6 8+80 | 30" | 30" | 5' | | | ~~4"×4"~~ 4"×6" | 11'14 | | | | | |
| 102 A | ~~R-7~~ R3-2 | No Left Turn | —— | ~~24"~~ | ~~18"~~ 18" | ~~24"~~ 2.9' | | | —— | —— | | | | | |
| 103 | D-37 | Exit | LN 432+45 | 6'-0" | 5'-0" | 7' | | | 4"×6" | 18'17 | 18'16 | | | | 3.6 BET. POSTS - 0.25 OFFSET |
| 104 | W-62D | Exit Speed (40) | AD6 0+50 | 48" | 60" | 7' | | | 6"×6" | 17'15 | | | | | |
| 105 | W-13 B | Stop Ahead | AD6 6+30 | 36" | 36" | 7' | | | 4"×6" | 15'16 | | | | | |
| 106 | D-6 | Freeway Crossroad Designation | AD6 8+70 | 8'-0" | 1'-0" | 10.25' | 6" D Caps | | 4"×6" | 16'17 | 17'16 | | | | A & BET. POSTS 0.25 OFFSET |
| 106 A | D-30 | Destination | —— | 8'-0" | 3'-0" | 7' | 8" UC., 6" LC. | | —— | —— | | | | | |
| 106 B | R-71 A | Wrong Way | —— | 36" | 24" | 4' | | | —— | —— | | | | | |
| 107 | R-30 | Pedestrians-Bicycles Prohibition | AD6 8+75 | 36" | 30" | 6.1' | | | 4"×6" | 13'15 | | | | | |
| 107 A | R-71 A | Wrong Way | —— | 36" | 24" | 4' | | | —— | —— | | | | | |
| 108 | R-1 A | Stop | AD6 10+75 | 30" | 30" | 5.6' | | | ~~4"×4"~~ 4"×6" | 12'14 | | | | | |
| 108 A | R-16 R | One Way | —— | 36" | 12" | 3' | | | —— | —— | | | | | |
| 108 B | ~~R-15A~~ R5-1 | Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | —— | | | | | |
| ~~108 C~~ | ~~R-71~~ | ~~Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | —— | | | | | |
| 109 | R-1 A | Stop | AD6 10+70 | 30" | 30" | 5.6' | | | 4"×4" | 12'13 | | | | | |
| 109 A | R-16 L | One Way | —— | 36" | 12" | 3' | | | —— | —— | | | | | |
| 109 B | ~~R-15A~~ R5-1 | Do Not Enter | —— | 30" | 30" | 5.6' | | | —— | —— | | | | | |
| 109 C | ~~R-71~~ | ~~Wrong Way~~ | —— | ~~30"~~ | ~~18"~~ | ~~4'~~ | | | —— | —— | | | | | |
| 110 | D-4 | Freeway Entrance | DC6 0+50 | 36" | 24" | 4' | 6" C | | 4"×4" | 10'11 | | | | | |
| 111 | D-4 | Freeway Entrance | DC6 0+90 | 36" | 24" | 4' | 6" C | | 4"×4" | 10'11 | | | | | |
| 112 | R-31 | Motor Vehicles Only | DC6 2+50 | 48" | 36" | 7' | | | 4"×6" | 15'16 | | | | | |
| 113 | ~~W-48D~~ W4-1 | ~~Merging Traffic~~ Merge | 421+60 | 48" | 48" | 7' | | | 4"×6" | 16'17 | | | | | |
| 114 | ~~W-84~~ W8-1 | Right Lane ~~Closed Ahead~~ Ends | 420+00 | ~~24"~~ 48" | ~~48"~~ 48" | 7.1' | | | 4"×6" | 16'18 | | | | | |
| 114 A | W-35 B | Advisory Speed (35) | —— | 24" | 24" | 5' | | | —— | —— | | | | | |

**NOTES:**

For Sign Specification Notes, see sheet 99.

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Spec Change | TMW 3/71 | 4/23/71 |

FOR "AS CONSTRUCTED PLANS" ONLY

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

SIGN SPECIFICATIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WALSH

APPROVED August 23 1971

CONTRACT NUMBER 9269

SHEET 103 OF 127 SHEETS

SR 9/59

Chico to Silverdale
Sign Specifications
Sheet 102 of 105 Sheets
10-5-67

# SIGN SPECIFICATIONS

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 9 | WASH. | EMP F-011-1(9) | 104 of 127 |

| SIGN CODE | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X | SIGN SIZE Y | SIGN SIZE V | LETTER SIZE | POST MATERIAL | POST SIZE | POST LENGTH H1 | POST LENGTH H2 | POST LENGTH H3 | POST LENGTH H4 | LATERAL CLEARANCE W | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 115 | ~~W-84~~ W-35B ~~Lane Closed Ahead (Right)~~ Advisory Speed (35) | LN 420+00 | 48" | 48" | 7.1' | | | ~~6"×6"~~ 4"x6" | ~~17'~~ 15' | | | | | |
| 115A | | — | 24" | 24" | 5' | | | — | — | | | | | |
| 116 | D-6 Freeway Crossroad | LN 425+50 | 60" | 24" | 6' | 6" D Caps | | 4"×4" | 13' | | | | | |
| 117 | D-6 Freeway Crossroad | LS 428+15 | 60" | 24" | 6' | 6" D Caps | | 4"×4" | 13' | | | | | |
| 118 | ~~R-85D~~ ~~Form Single Line (Left)~~ | LN 424+00 | 48" | ~~60"~~ 48" | 7' | | | 6"×6" | 18' | | | | | |
| 119 | ~~R-85D Form Single Line (Left)~~ | ~~LN 424+00~~ | ~~48"~~ | ~~60"~~ | ~~7'~~ | | | ~~6"×6"~~ | ~~18'~~ | | | | | |
| 120 | W-7B Side Road 90° | LN 431+70 | 36" | 36" | 7' | | | ~~4"×6"~~ 4"x6" | ~~17'~~ 14' | | | | | |
| 121 | ~~R-9A~~ R-11 No Right Turn | LN 435+40 | ~~24"~~ 30" | ~~30"~~ 18" | 6' | | | 4"×4" | ~~13'~~ 12' | | | | | |
| 122 | R-11Sp Do Not Pass | LN 437+00 | 30" | 36" | 6' | | | 4"×4" | ~~14'~~ 13' | | | | | |
| 123 | R-11 Sp Do Not Pass | LN 437+00 | 30" | 36" | 6' | | | 4"×4" | ~~14'~~ 13' | | | | | |
| 124 | D-33 Exit Directional | LS 442+00 | 14'-0" | 8'-0" | 7' | 13.33" U.C., 10" I.C. | Steel | W 6×8.5 | ~~16'~~ 9' | ~~18'~~ 18' | | | 20' | |
| 125 | W-79C Pav't Width Transition | LN 443+00 | 48" | 48" | 7.1' | | | ~~6"×6"~~ 4"x6" | ~~19'~~ 18' | | | | | |
| 125A | W-35B Advisory Speed (35) | — | 24" | 24" | 5' | | | — | — | | | | | |
| 126 | W-79C Pav't Width Transition | LN 443+00 | 48" | 48" | 7.1' | | | ~~6"×6"~~ 4"x6" | ~~19'~~ 16' | | | | | |
| 126A | W-35B Advisory Speed (35) | — | 24" | 24" | 5' | | | — | — | | | | | |
| 127 | W-Sp Special Arrows | LN 445+00 | 48" | 48" | 7' | | | ~~6"×6"~~ 4"x6" | ~~19'~~ 16' | | | | | |
| 128 | W-Sp Special Arrows | LN 447+00 | 48" | 48" | 7' | | | ~~6"×6"~~ 4"x6" | ~~19'~~ 17' | | | | | |
| 129 | ~~W-21A~~ W-6 Divided Highway Ends | LN 449+10 | ~~36"~~ 24" | ~~36"~~ 18" | 7' | | | ~~4"×6"~~ | ~~16'~~ 17' | | | | | |
| 130 | W-4BL Reverse Curve (Left) | LN 449+10 | 36" | 36" | 7.1 | | | ~~6"×6"~~ 4"x6" | 17' | | | | | |
| 130A | W-35B Advisory Speed | — | 24" | 24" | 5' | | | — | — | | | | | |
| 131 | W-Sp Special Arrows | LN 451+15 | 48" | 48" | 7' | | | ~~6"×6"~~ 4"x6" | ~~19'~~ 18' | | | | | |
| 132 | W-Sp Special Arrows | ~~TC 6 0+10~~ LN 453+10 | 48" | 48" | 7' | | | ~~6"×6"~~ 4"x6" | ~~19'~~ 18' | | | | | |
| 133 | R-14G Keep Right | TC 6 ~~2+05~~ 3+00 | 30" | 36" | 5' | | | 4"x6" | 15' | | | | | |
| 133A | R-71A Wrong Way | — | 36" | 24" | 6' | | | — | — | | | | | |
| 134 | W-11 Single Arrow | TC 6 1+90 | 48" | 24" | 5.5' | | | 4"×4" | 7.5' | | | | | Attach Post to Barricade |
| 135 | R-71A Wrong Way | TC 6 ~~2+05~~ 3+00 | 36" | 24" | 6' | | | 4"×4" | ~~11'~~ 13' | | | | | |
| 136 | R-12B Pass With Care | LS 458+00 | 48" | 60" | 7' | | | 6"×6" | 18' | | | | | |
| 137 | ~~W-5P~~ W-6 Two Way Traffic | TC 6 5+15 | ~~48"~~ 24" | ~~48"~~ 24" | 6' | 6" D | | 6"×6" | 19' | | | | | |
| 137A | ~~R-15A~~ R-1 Do Not Enter | — | 30" | 30" | 6' | | | — | — | | | | | |
| 137B | ~~R-71 Wrong Way~~ | ~~—~~ | ~~30"~~ | ~~18"~~ | ~~5'~~ | | | ~~—~~ | ~~—~~ | | | | | |
| 138 | W-SP End of Road | FR 3 ~~46+95~~ 46+00 | 30" | 30" | 7' | 5" D | | 4"×4" | ~~18'~~ 17' | | | | | |
| 139 | R-14G Keep Right | LS 464+50 | 30" | 36" | 6' | | | 4"×4" | 14' | | | | | |
| 140 | M-4B Route Marker | LS 465+10 | 30" | 42" | 6' | 5" D Caps, TC Digits, 24" Shield | | 4"×6" | ~~15'~~ 16' | | | | | |
| 141 | R-11Sp Do Not Pass | LS 470+00 | 30" | 36" | 7.1' | | | 4"×6" | ~~16'~~ 15' | | | | | |
| 141A | W-36B Advisory Distance (1/4) | — | 30" | 24" | 5' | | | — | — | | | | | |
| 142 | TWO WAY TRAFFIC | LS 470+00 | ~~48"~~ 24" | ~~48"~~ 18" | 7' | 6" D | | 6"×6" | 19' | | | | | |
| 143 | R-12B Pass With Care | LS 475+20 | 48" | 60" | 7' | | | 6"×6" | 18' | | | | | |
| 144 | ~~W-20B~~ W-6 Divided Highway | LS 485+20 | ~~36"~~ 24" | ~~36"~~ 18" | 7' | | | 4"×6" | ~~17'~~ 18' | | | | | |
| 145 | R-2C Speed Limit (60) | LS 485+20 | 36" | 48" | 7' | | | 4"x6" | 17' | | | | | |
| 145A | D-1 Pointer Board | AL 6 2+00 | 60" | 24" | 7' | 6" C | | ~~4"×4"~~ 4"x6" | ~~13'~~ 16' | | | | | |
| 146 | D-6 Freeway Crossroad | LS 490+00 | 60" | 24" | 6' | 6" D Caps | | 4"×4" | ~~12'~~ 13' | | | | | |

**NOTES:**

*For Sign Specification Notes, see sheet 99.*

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

SIGN SPECIFICATIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WAGNER

GEORGE B. DAVIS, CHIEF ENGINEER

BARGE PRODUCTIONS
JOHN H. RUPP

APPROVED August 23, 1971
SHEET 104 OF 127 SHEETS

CONTRACT NUMBER 9269

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | DRN. BY | CKD. BY |
|---|---|---|
| Spec Change | | |

SR 3/59

SR 3
Chico to Silverdale
Sign Specifications
Sheet No 103 of 105 Sheets
10-5-67

-2929

ALIGNMENT CHECKED
RIGHT OF WAY
GRADES
STRUCTURE NOTATIONS
DATE
BY

DRAWN
TRACED
CHECKED
LOC. ENGR.
DIST. ENGR.

| REGION NO. | STATE | FED. AID PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 0 | WASH. | EMP F-011-1(9) | 105 of 127 |

# SIGN SPECIFICATIONS — G-13 ROADSIDE SIGN STRUCTURES

| SIGN CODE | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X | SIGN SIZE Y | SIGN SIZE V | LETTER SIZE | POST MATERIAL | POST SIZE | POST LENGTH H1 | POST LENGTH H2 | POST LENGTH H3 | POST LENGTH H4 | LATERAL CLEARANCE W | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 147 | D-6 Freeway Crossroad | LS 491+40 | 60" | 24" | 7' | 6" D Caps | | 4"×6" | 14' | | | | | |
| 148 | D-29 Advance Destination | LS 509+60 | 13'-0" | 4'-0" | 7' | 10.67"UC., 8"LC., 8" Caps | | 4"×6" 6×6" | ~~16'~~ 17' | 17' | 18' | | | 4.55 BET POSTS - 0.23 OFFSET to H2 - 0.48 OFFSET TO H3 |
| 149 | R-2C Speed Limit (60) | LS 522+50 | 36" | 48" | 6' | | | 4"×6" | ~~17'~~ 15' | | | | | |
| 149A | D-1 Pointer Board | AR6 11+00 | 60" | 24" | 7" | 6" Caps | | 4"×4" 4×6 | ~~13'~~ 15' | | | | | |
| 150 | W-6A Crossroad Sign | LS 527+30 | 30" | 30" | 6' | | | 4"×4" | ~~12'~~ 15' | | | | | |
| 151 | M-4B Route Marker | LS 532+75 | 30" | 42" | 6' | 5" D Caps, 7" C Digits, 24" Shield | | 4"×4" 4×6 | ~~13'~~ 16' | | | | | |
| 152 | D-6 Freeway Crossroad | LS 532+75 | 11'-0" | 1'-0" | 14.3' | 6" D | Steel | W 6×8.5 | ~~15'~~ 16.8' | ~~16'~~ 18.5' | | | | |
| 152A | D-30 Destination | — | 11'-0" | 7'-0" | ~~8.7'~~ | 10.67"UC, 8"LC | | — | — | — | | | | |
| 153 | R-1A Stop | CL7 1+00 | 30" | 30" | 5' | | | 4"×4" | ~~11'~~ 13' | | | | | |
| 154 | D-45 Approach Directional | CL7 3+00 | 9'-0" | 9'-0" | 7' | 8"UC, 6"LC, 6" Caps, 18" Shield | Steel | W 6×8.5 | ~~23'~~ 17.9 | ~~24'~~ 15.2 | | | | |
| 155 | W-13B Stop Ahead | CL7 5+30 | 36" | 36" | 7' | | | 4"×6" | ~~15'~~ 16' | | | | | |
| 156 | M-4B Sp Route Marker | Located By Engineer | 30" | 54" | 6' | | | 4"×6" | ~~15'~~ 17' | | | | | |
| 157 | R-1A Stop | CR7 0+20 | 30" | 30" | 5' | | | 4"×4" | ~~11'~~ 13' | | | | | |
| 158 | D-45 Approach Directional | CR7 2+25 | 9'-0" | 9'-0" | 7' | 8"UC, 6"LC, 6" Caps, 18" Shield | Steel | W 6×8.5 | ~~23'~~ 17.9 | ~~24'~~ 15.2 | | | | |
| 159 | W-13B Stop Ahead | CR7 5+00 | 36" | 36" | 7' | | | 4"×6" | ~~15'~~ 17' | | | | | |
| 160 | M-4B Sp Route Marker | Located By Engineer | 30" | 54" | 6' | 5" D Caps, 7" C Digits, 24" Shield | | 4"×6" | ~~15'~~ 18' | | | | | |
| 161 | M-4B Route Marker | LS 542+50 | 30" | 42" | 6' | 5" D Caps, 7" C Digits, 24" Shield | | 4"×4" 4×6 | ~~13'~~ 16' | | | | | |
| 162 | D-6 Freeway Crossroad | LS 542+65 | 11'-0" | 1'-0" | 14.3' | 6" D | Steel | W 6×8.5 | ~~14'~~ 16.3' | ~~15'~~ 17.4' | | | | |
| 162A | D-30 Destination | — | 11'-0" | 7'-0" | 7' | 10.67"UC, 8"LC | | — | — | | | | | |
| 163 | W-6A Crossroad Sign | LS 545+00 | 30" | 30" | 6' | | | 4"×4" | ~~12'~~ 15' | | | | | |
| 164 | R-2C Speed Limit | LS 552+45 | 36" | 48" | 7' | | | 4"×6" | 17' | | | | | |
| 164A | M-4C Route Marker | LS 453+00 | 42" | 54" | 6' | 6" D Caps, 10" C Digit, 36" Shield | | 4"×6" | 17' | | | | | |
| 165 | W-7A Side Road 90° | LS 558+75 | 30" | 30" | 6' | | | 4"×4" | ~~12'~~ 13' | | | | | |
| 166 | D-29 Advance Destination | LS 561+00 | 13'-0" | 6'-0" | 7' | 10.67"UC, 8"LC, 8" Caps | Steel | 4"×6" W6×8.5 | ~~18'~~ 14.3' | ~~19'~~ 13.6' | ~~20'~~ | | | |
| 167 | D-45A Approach Directional | LS 563+90 | 9'-0" | 5'-0" | 7' | 8"UC, 6"LC, 6" Caps, 18" Shield | | 6"×6" | ~~17'~~ 18' | 18' | | | | 5.41 BET POSTS - 0.28 OFFSET |
| 168/168A | R-1A Stop / ~~R-7~~ R-3 No Left Turn | TC5 0+35 | ~~24"~~ 30" / ~~18"~~ | ~~24"~~ 30" / ~~24"~~ 18" | 3' | | | 4"×4" 4×6 | ~~11'~~ 14' | | | | | |
| 169 | R-1A Stop | TC5 1+80 | 30" | 30" | 5' | | | 4"×4" | ~~11'~~ 13' | | | | | |
| 170 | W-58 Dead End | Located By Engineer | 24" | 24" | 6' | | | 4"×4" | ~~12'~~ 15' | | | | | |
| 171 | W-13A Stop Ahead | Located By Engineer | 30" | 30" | 6' | | | 4"×4" | ~~12'~~ 15' | | | | | |
| 172 | W-4AR Reverse Curve (Right) | LS 567+40 | 30" | 30" | 7.1' | | | 4"×6" | ~~14'~~ 15' | | | | | |
| 172A | W-35B Advisory Speed (35) | — | 24" | 24" | 5' | | | — | — | | | | | |
| 173 | W-7A Side Road 90° | LS 568+80 | 30" | 30" | 6' | | | 4"×4" | ~~12'~~ 14' | | | | | |
| ~~174~~ | ~~W-5P End of Road~~ | ~~Located By Engineer~~ | ~~30"~~ | ~~30"~~ | ~~7'~~ | ~~5" D~~ | | ~~4"×6"~~ | ~~14'~~ | | | | | |
| 175 | W-4AR Reverse Curve (Right) | Located By Engineer | 30" | 30" | 7.1' | | | 4"×6" | ~~14'~~ 16' | | | | | |
| 175A | W-35B Advisory Speed (35) | — | 24" | 24" | 5' | | | — | — | | | | | |
| 176 | R-2E Speed Limit (70) | ~~157+80~~ 184+00 | 48 | 60 | 9.1' | | Std Pipe | 6" Dia. | ~~16'~~ 14' | | | | | |
| 176A | R-3E Trucks (60) | | 48 | 48 | 5' | | | — | — | | | | | |
| 177 | R-2E Speed Limit (70) | 236+00 | 48 | 60 | 9.1' | | Std Pipe | 6" Dia. | ~~16'~~ 15.7' | | | | | |
| 177A | R-3E Trucks (60) | | 48 | 48 | 5' | | | — | — | | | | | |
| 178 | R-2E Speed Limit (70) | 267+00 | 48 | 60 | 9.1' | | Std Pipe | 6" Dia | ~~16'~~ 15.7' | | | | | |
| 178A | R-3E Trucks (60) | | 48 | 48 | 5' | | | — | — | | | | | |
| 179 | ~~R-4D Speed Zone Ahead~~ | ~~LN 427+80~~ | ~~48"~~ | ~~60"~~ | ~~8.6'~~ | | Std Pipe | ~~6"×6"~~ 6" Dia | ~~15'~~ 14.1' | | | | | |
| 179A | ~~R-4I Speed Zone Ahead Advisory (60)~~ | | ~~42"~~ | ~~42"~~ | ~~5'~~ | | | — | — | | | | | |
| 180 | R-2D Speed Limit (60) | LN 440+00 | 48" | 60" | 7' | | | 4"×6" 6×6 | 17' | | | | | |
| 181 | R-2D Speed Limit (60) | LN 440+00 | 48" | 60" | 7' | | | 4"×6" | ~~17'~~ 15' | | | | | |
| 182 | D-41 Next Right | LS 332+10 | 9' | 6' | 7' | 10.67" UC. 8" I.C., 6" Caps | Steel | ~~6"×6"~~ W6×8.5 | ~~19'~~ 13.7' | ~~18'~~ 19.6' | | | 20' | |

NOTES:
FOR SIGN SPECIFICATION NOTES, SEE SHEET

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD BY |
|---|---|---|
| Spec. Change | MRC 7/75 | 3-5-75 |

| DATE | REVISION | BY |
|---|---|---|
| 1-7-72 | Revised Signs 152 & 162, Added 182 | GH |
| 9-17-71 | Revised Code 166 | GH |

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

SIGN SPECIFICATIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 7269

APPROVED August 23, 1971
SHEET 105 OF 127 SHEETS

SR 3/59

SR 3 Chico to Silverdale Sign Specifications Sheet No. 104 of 105 Sheets 10-5-67

L2929

| REGION NO | STATE | FED AID PROJECT NO | SHEET NO |
|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 106 of 127 |

# SIGN REMOVAL SPECIFICATIONS

| SIGN CODE | SIGN TYPE (DESCRIPTION) | LOCATION | SIGN SIZE X | SIGN SIZE Y | POST MATERIAL | POST SIZE | REMARKS |
|---|---|---|---|---|---|---|---|
| R-1 | W-89 Freeway Ends (½) | 262+00 | 120" | 48" | | 6"×6" | |
| R-2 | W-83 Detour Ahead | 265+70 | 48" | 48" | | 6"×6" | |
| R-2A | W-35B Advisory Speed (35) | —— | 24" | 24" | | —— | |
| R-3 | W-83 Detour Ahead | 265+70 | 48" | 48" | | 6"×6" | |
| R-3A | W-35B Advisory Speed (35) | —— | 24" | 24" | | —— | |
| R-4 | W-84 Lane Closed Ahead (Left) | 268+10 | 48" | 48" | | 6"×6" | |
| R-4A | W-35B Advisory Speed (35) | —— | 24" | 24" | | —— | |
| R-5 | W-84 Lane Closed Ahead (Left) | 268+10 | 48" | 48" | | 6"×6" | |
| R-5A | W-35B Advisory Speed (35) | —— | 24" | 24" | | —— | |
| R-6 | W-87 Single Lane Ahead | 271+10 | 48" | 48" | | 6"×6" | |
| R-6A | W-35B Advisory Speed (35) | —— | 24" | 24" | | —— | |
| R-7 | W-87 Single Lane Ahead | 271+10 | 48" | 48" | | 6"×6" | |
| R-7A | W-35B Advisory Speed (35) | —— | 24" | 24" | | —— | |
| R-8 | R-85 Form Single Line (Right) | 274+10 | 36" | 48" | | 4"×6" | |
| R-9 | R-85 Form Single Line (Right) | 274+10 | 36" | 48" | | 4"×6" | |
| R-10 | R-11D Do Not Pass | 277+10 | 42" | 48" | | 4"×6" | |
| R-11 | R-11D Do Not Pass | 277+10 | 42" | 48" | | 4"×6" | |
| R-12 | R-14C Keep Right | 280+00 | 36" | 42" | | 4"×6" | |
| R-13 | W-21A Divided Highway Ends | 280+00 | 36" | 36" | | 4"×6" | |
| R-14 | W-4DR Reverse Curve (Right) | 286+40 | 48" | 48" | | 6"×6" | |
| R-14A | W-35B Advisory Speed (30) | —— | 24" | 24" | | —— | |
| R-15 | W-9B T Symbol | CB$_5$ 1+50 | 36" | 36" | | 4"×6" | |
| R-16 | W-9B T Symbol | CB$_5$ 1+50 | 36" | 36" | | 4"×6" | |
| R-17 | M-4B Route Marker | Located By Engineer | 30" | 42" | | 4"×4" | 500 South of Silverdale Clk |
| R-18 | D-45 Approach Directional | CB$_5$ 10+25 | 9'-0" | 5'-0" | | 4"×6" | |
| R-18A | W-35 Advisory Speed (10) | —— | 12" | 12" | | —— | |
| R-19 | R-30 Pedestrians, Bicycles, Prohibited | CB$_5$ 10+25 | 36" | 30" | | 4"×6" | |
| R-19A | R-71A Wrong Way | —— | 36" | 24" | | —— | |
| R-19B | W-35 Advisory Speed (10) | —— | 12" | 12" | | —— | |
| R-20 | R-15A Do Not Enter | CB$_5$ 12+40 | 30" | 30" | | 4"×6" | |
| R-20A | R-71 Wrong Way | —— | 30" | 18" | | —— | |
| R-21 | R-1A Stop | CB$_5$ 12+30 | 30" | 30" | | 4"×4" | |
| R22 | R-15A Do Not Enter | CB$_5$ 12+30 | 30" | 30" | | 4"×4" | |
| R-23 | R-15A Do Not Enter | CB$_5$ 12+40 | 30" | 30" | | 4"×6" | |
| R-23A | R-6A No Right Turn | —— | 24" | 30" | | —— | |
| R-24 | W-13B Stop Ahead | RE$_5$ 294+00 | 36" | 36" | | 4"×6" | |
| R-25 | R-1A Stop (With Flasher) | RE$_5$ 298+70 | 30" | 30" | | 6"×6" | See Note 3 |
| R-26 | R-1A Stop (With Flasher) | RE$_5$ 298+70 | 30" | 30" | | 6"×6" | See Note 3 |
| R-27 | W-13B Stop Ahead | RE$_5$ 300+80 | 36" | 36" | | 4"×6" | |
| R-28 | R-1A Stop (With Flasher) | RE$_5$ 304+05 | 30" | 30" | | 6"×6" | See Note 3 |
| R-29 | R-1A Stop | RE$_5$ 304+95 | 30" | 30" | | 4×6" | |

| SIGN CODE | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X | SIGN SIZE Y | POST MATERIAL | POST SIZE | REMARKS |
|---|---|---|---|---|---|---|---|
| R-29A | R-83 Yield | —— | 30" | Sides | | —— | |
| R-30 | D-1 Directional Pointer | RE$_5$ 305+15 | 60" | 12" | | 4"×4" | |
| R-30A | D-1 Directional Pointer | —— | 60" | 12" | | | |
| R-31 | R-7 No Left Turn | RE$_5$ 305+55 | 18" | 24" | | 4"×4" | |
| R-32 | M-4B Route Marker | RE$_5$ 308+80 | 30" | 42" | | 4"×6" | |
| R-33 | D-29 Advance Destination | RE$_5$ 331+00 | 9'-0" | 5'-0" | | 4"×6" | |
| R-34 | M-4B Route Marker | Determined By Engr. | 30" | 42" | | 4"×6" | |
| R-35 | R-2A Speed Limit (60) | Determined By Engr. | 24" | 30" | | 4"×4" | |
| R-36 | R-4A Speed Zone Ahead | Determined By Engr. | 24" | 30" | | 4"×4" | |
| R-36A | R-2 Speed Limit (35) | Determined By Engr. | 18" | 24" | | 4"×4" | |
| ~~R-37~~ | ~~R-2D Speed Limit (60)~~ | ~~236+00~~ | ~~48"~~ | ~~60"~~ | | ~~6"×6"~~ | |
| R-38 | R-2D Speed Limit (60) | 267+00 | 48" | 60" | | 6"×6" | |

**NOTES:**

1. Posts shall be wood unless designated otherwise.
2. Station locations and post sizes shown are approximate only. Final locations and sizes shall be determined by the Engineer.
3. The Contractor shall remove the post, sign, and disconnect the wire, serving the sign, from the terminal nosing circuit wire in the junction boxes.

FOR "AS CONSTRUCTED PLANS" ONLY

| REVISION | REV. BY | CKD. BY |
|---|---|---|
| Sign Details | | |

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY

SIGN SPECIFICATIONS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WALKER

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 106 OF 127 SHEETS

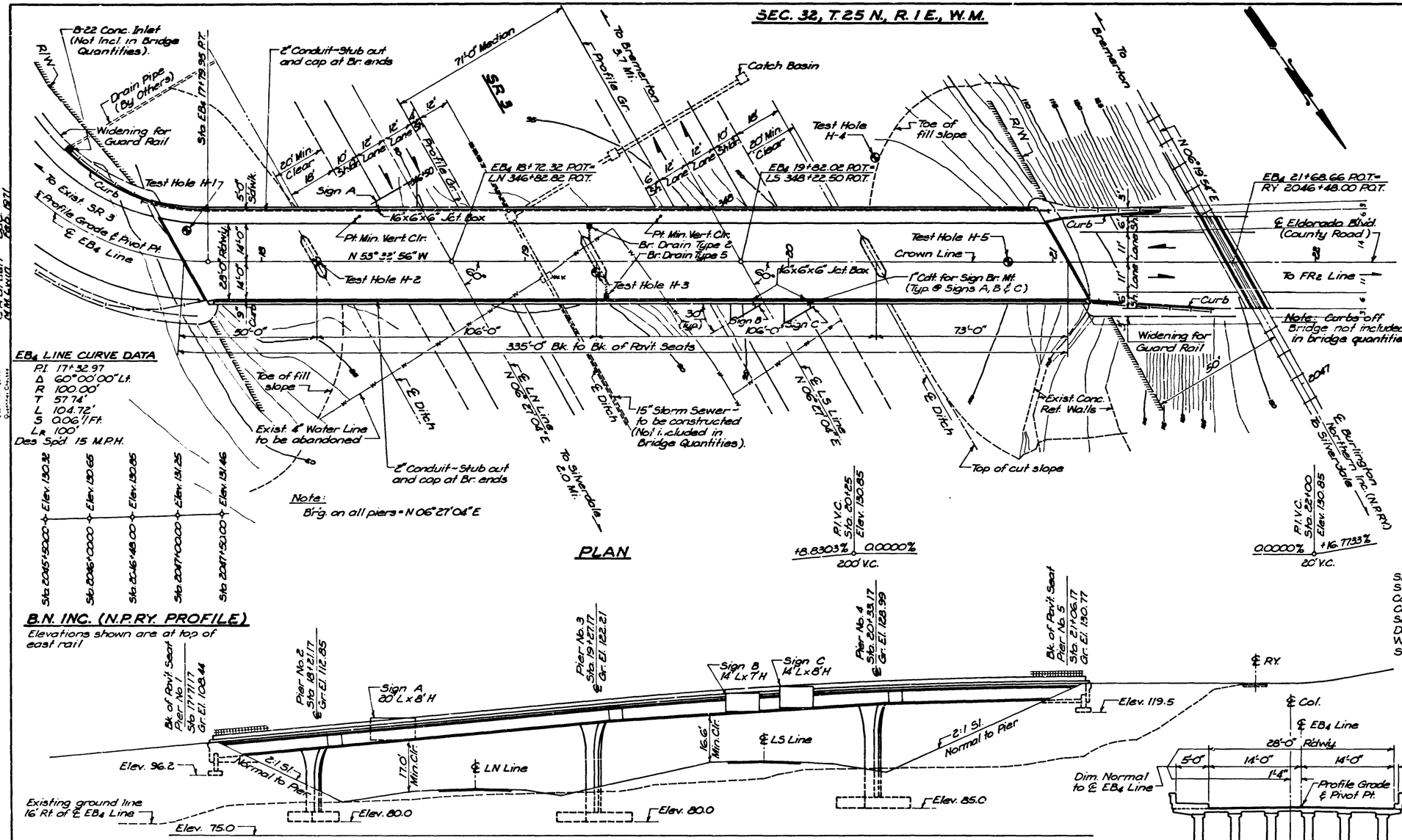
Sheets 107 Thru 127 are Bridge Sheets

SR 3/59

SR 3 Chico to Silverdale Sign Removal Sheet No. 105 of 125 Sheets

22929

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 107 | 127 |




## PLAN

## GENERAL NOTES

All material and work shall be in accordance with the requirements of the State of Washington, Department of Highways, Standard Specifications for Road and Bridge Construction, dated 1969.

Footing elevations and substructure details are subject to change depending upon foundation material encountered. Reinforcing steel for the footings, columns and walls shall not be cut until final footing elevations have been determined in the field, and substructure details have been modified as required.

The concrete in the footings of all piers and the walls of Piers No. 1 and 5 shall be Class B mix. All other cast in place concrete shall be Class AX mix.

The pouring sequence for the roadway slab, X-beam, curb and railbase shall be as shown on the plans. Falsework shall be carefully released to prevent impact or undue stresses in the structure.

The maximum design soil pressure per square foot is three (3) tons for Piers No. 1 and 5 and four (4) tons for Piers No. 2, 3 and 4.

Unless otherwise shown on the plans, concrete cover measured from the face of the concrete to the face of any reinforcement bar shall be 1" at the bottom of slabs and at the top of curbs or sidewalks, 2½" at the bottom of footings, 2" at top of roadway slab and 1½" at all other locations.

## EB4 LINE CURVE DATA

P.I. 17+32.97
Δ 60°00'00" Lt.
R 100.00'
T 57.74'
L 104.72'
S 0.06'/Ft.
$L_R$ 100'
Des. Spd. 15 M.P.H.

## APPROXIMATE QUANTITIES

| | | |
|---|---|---|
| Structure Excavation Class A | 775 | Cu. Yds. |
| Steel Reinforcing Bars | 46,000 | Lbs. |
| Concrete Class B | 165 | Cu. Yds. |
| Concrete Class AX | 90 | Cu. Yds. |
| Superstructure - Eldorado Blvd. U-Xing. | Lump | Sum |
| Downspouts | 50 | Lin. Ft. |
| Water Reducing Additive | Est. 520 | Dollars |
| Sign Supports | Lump | Sum |

## B.N. INC. (N.P.RY. PROFILE)

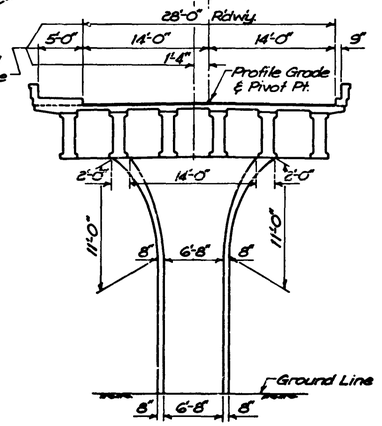
Elevations shown are at top of east rail

Sta. 20+45+50.00 Elev. 130.32
Sta. 20+46+00.00 Elev. 130.65
Sta. 20+46+48.00 Elev. 130.85
Sta. 20+71+00.00 Elev. 131.25
Sta. 20+71+50.00 Elev. 131.46

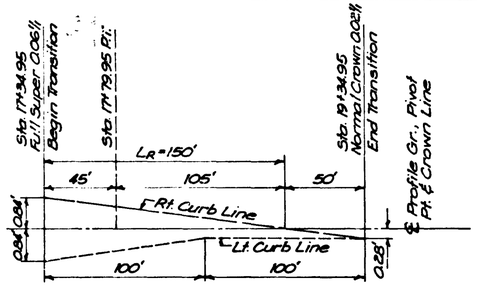



## ELEVATION

Grade elevations shown are finish grades at top of concrete slab on ℄ EB4 Line and are equal to profile grade.



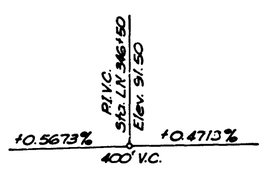

## LOADING: HS-20 OR TWO 24K AXLES @ 4' CTRS.




## EB4 LINE SUPERELEVATION PROFILE

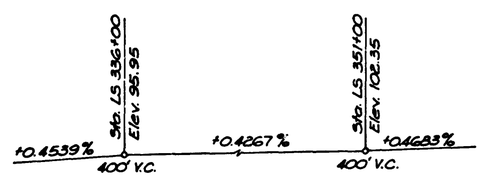
## DATUM

U.S.C. & G.S.
Mean Sea Level
1929 Adjustment




## LN LINE PROFILE

Profile grade carried on inside edge of pavement.




## LS LINE PROFILE

Profile grade carried on inside edge of pavement.

## R'DWY. SECTION NEAR PIER NO. 3

Col. dimensions normal to ℄ Pier

As Built Changes In Red 10-3-75

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
ELDORADO BLVD. UNDERCROSSING

## LAYOUT

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
GEORGE B. LAMB, CHAIRMAN

HARDING THIESSE — BRIDGE ENGINEER
JOHN H. DUFF — BRIDGE PRESIDENT

E.W. Johnson — BRIDGE ENGINEER

APPROVED August 23, 1971

CONTRACT NUMBER 9369

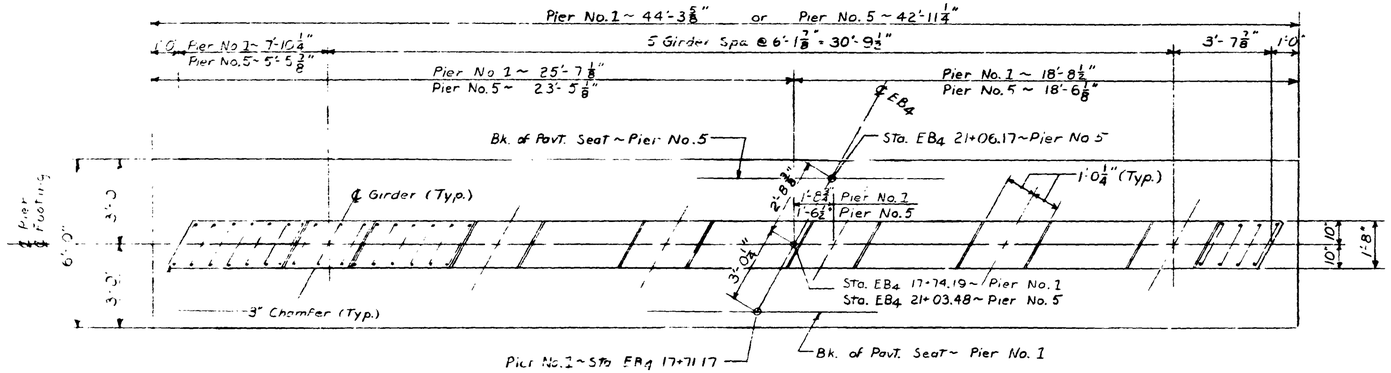
SHEET 107 OF 127 SHEETS

SR 3/59

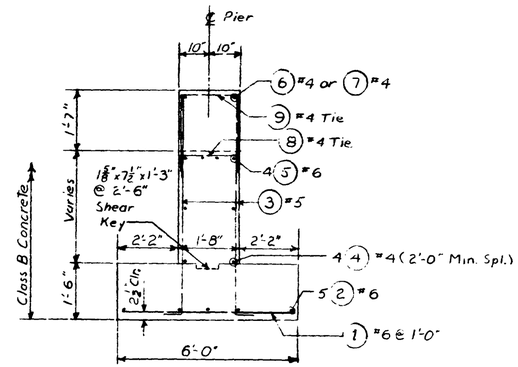
87-118

SR 3 - 1502 - 1

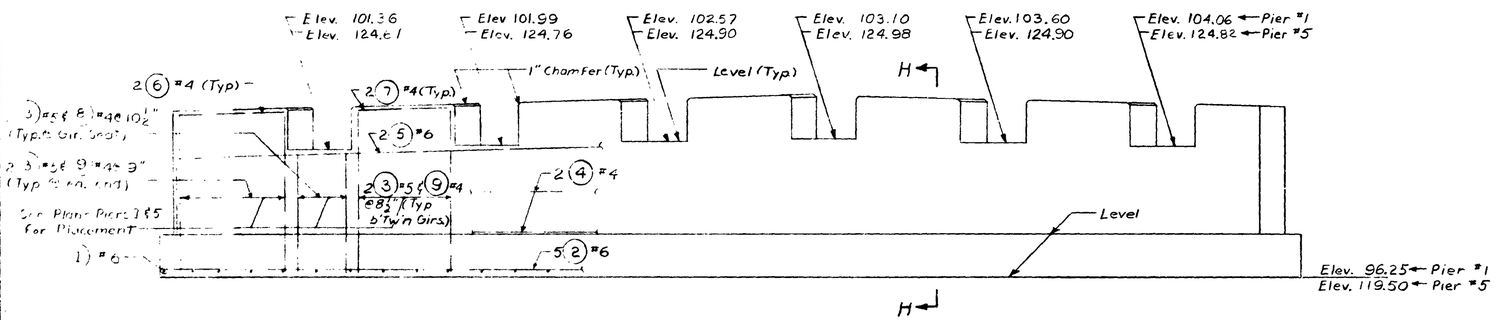
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | | 108 | 127 |




PLAN ~ PIERS NO. 1 & 5

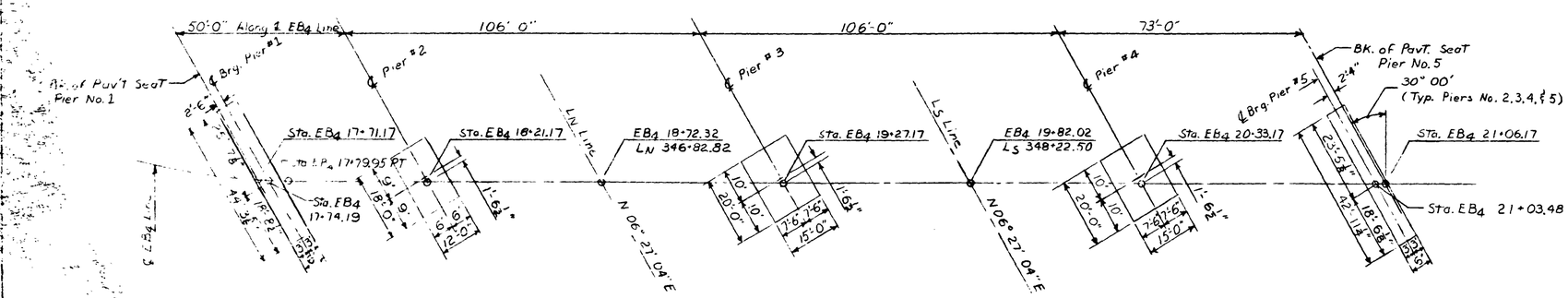



SECTION "H-H"




ELEVATION ~ PIERS NO. 1 & 5

Looking ahead on stationing.
Elevations are @ ℄ Pier & ℄ Bearing.
Horizontal dim. Taken parallel to ℄ Pier.




FOOTING LAYOUT

Brg. all Piers ~ N 06° 27' 04" E

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ELDORADO BLVD. UNDERCROSSING

PIER NO. 1 & 5
& FOOTING LAYOUT

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE H. DAVIS, CHIEF ENGINEER

RECORD DRAWING

DRAWN BY: WALKER

CHECKED BY: JOHN H. SEPP

APPROVED August 23, 1971

SHEET 108 OF 127 SHEETS

9269

SR 3/59

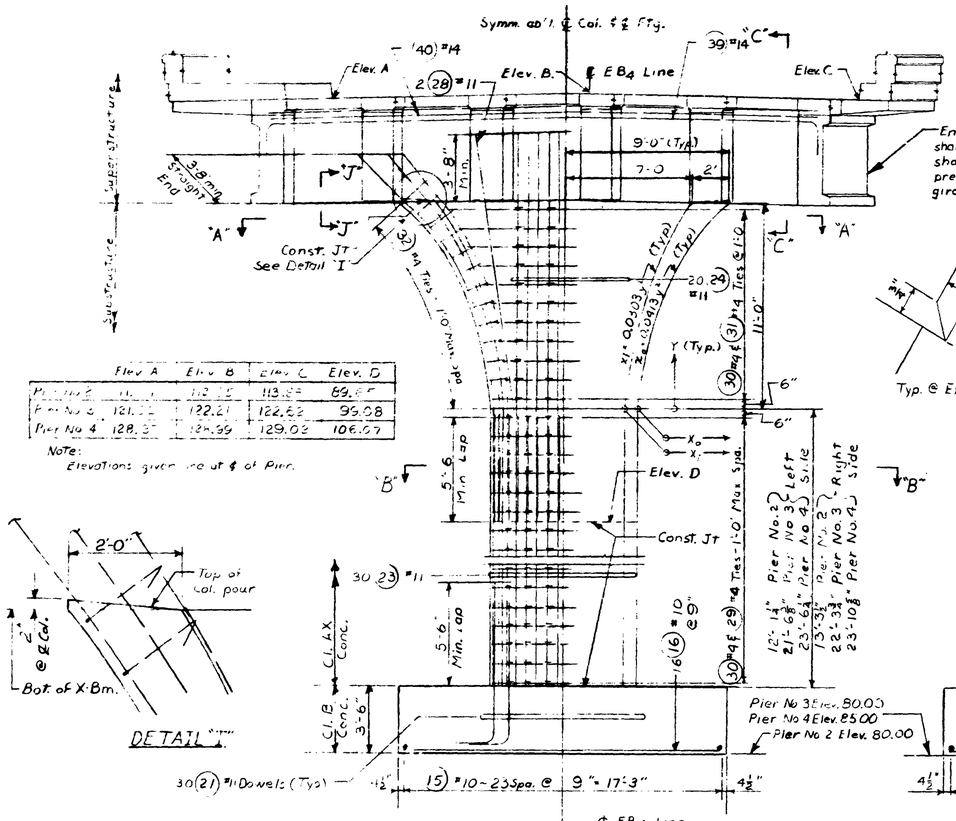
83/117

SR 3 JOB NO. 502 SHEET

REVISION

DATE

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 109 | 127 |

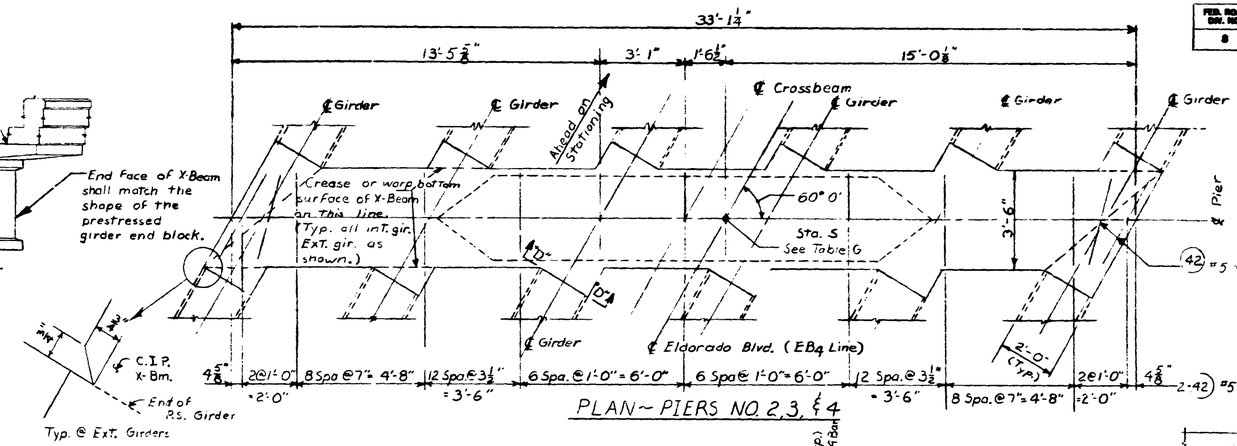



| | Elev A | Elev B | Elev C | Elev. D |
|---|---|---|---|---|
| Pier No 2 | [illegible] | [illegible] | 113.[illegible] | 89.[illegible] |
| Pier No 3 | 121.[illegible] | 122.21 | 122.62 | 99.08 |
| Pier No 4 | 128.[illegible] | 128.99 | 129.02 | 106.07 |

Note:
Elevations given are at ℄ of Pier.




DETAIL "I"

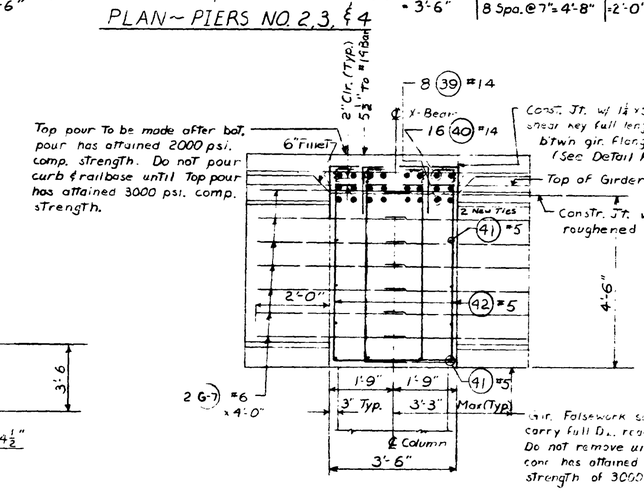



| | Station S |
|---|---|
| Pier No. 2 | EB4 18+21.17 |
| Pier No. 3 | EB4 19+27.17 |
| Pier No. 4 | EB4 20+33.17 |

TABLE "G"

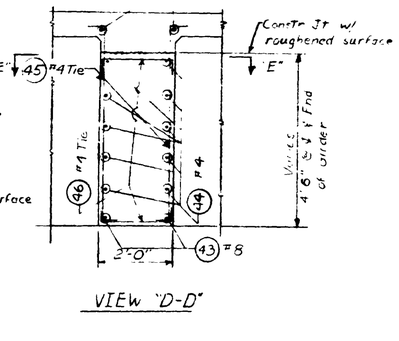
PLAN ~ PIERS NO. 2, 3, & 4

Note:
The bot. surface of the X-beam shall coincide with the bottom of girder ends. The elevation of bottom of girder end at ℄ girder equals the top of concrete slab elevation at girder end at ℄ girder minus 5'-7".

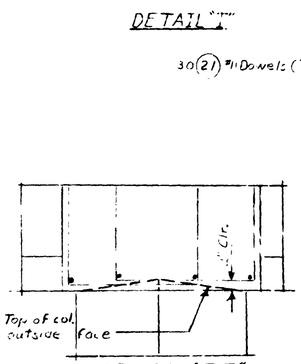



SECTION "C-C"

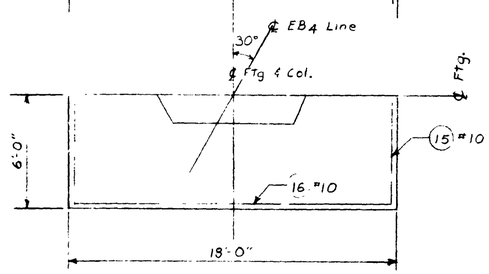
Gir. Falsework support (to carry full D.L. reaction inc. deck). Do not remove until roadway slab conc. has attained min. comp. strength of 3000 psi.




VIEW "D-D"

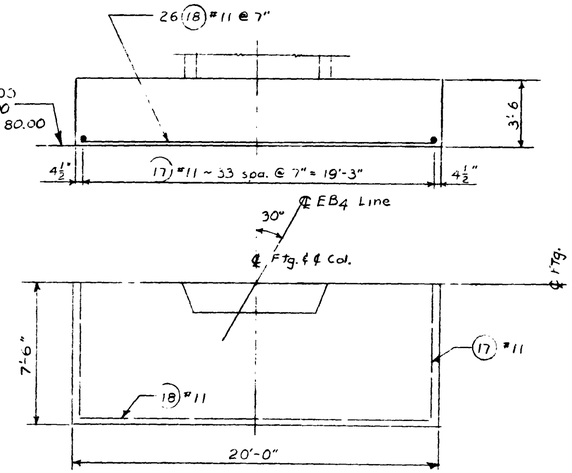



SECTION "J-J"



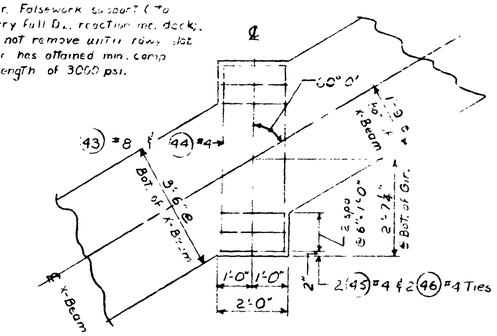

ELEVATION & HALF-FOOTING PLAN-PIER NO. 2

Columns for Piers No. 3 & 4 vary as shown.

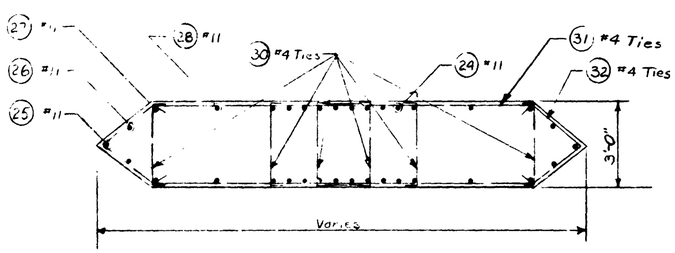



HALF-FOOTING PLAN-PIERS NO. 3 & 4

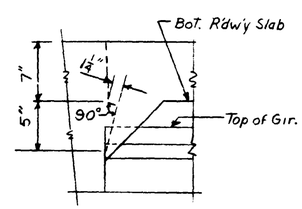
Construction Sequence
1. Place Gir. on falsework.
2. Pour end & int. diaphr. up to constr. jt.
3. Pour roadway slab except at crossbeam.
4. Pour cross beam in 2 stages.
5. Remove girder falsework.
6. Pour curb & rail base



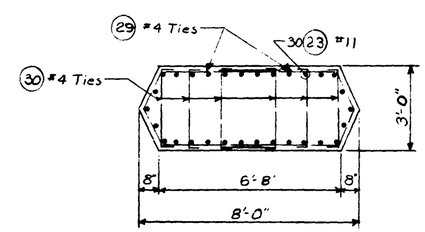

SEC. "E-E"




SECTION "A-A"




DETAIL "F"




SECTION "B-B"

As Built Changes In Red 10-3-75

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
ELDORADO BLVD. UNDERCROSSING

PIERS NO. 2, 3 & 4

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. LAMB, CHAIRMAN
HARVOD WALSH
RALEIGH FERGUSON
JOHN H. DUFF

DESIGN ENGINEER
CONTRACT NUMBER 9269

APPROVED August 23, 1971
SHEET 109 OF 127 SHEETS

SR 3/159

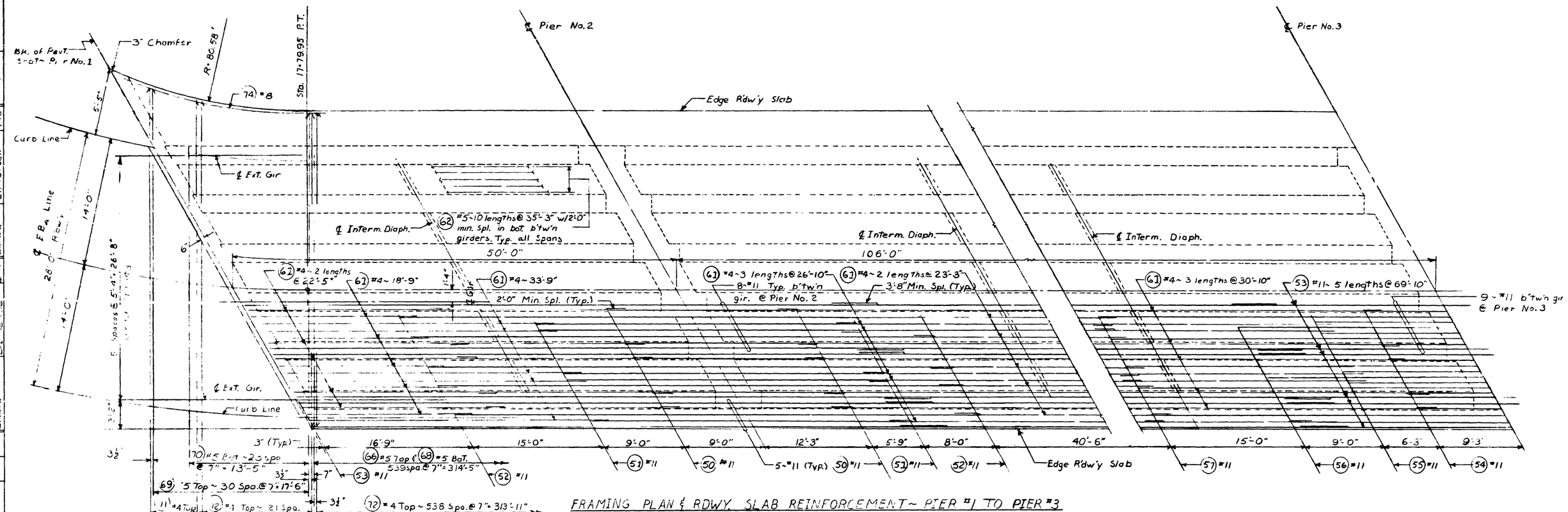
83/116

| DATE | BY | APP'D | REVISION | REVISION | DATE |
|---|---|---|---|---|---|
| | | | | | |

SR 3 JOB NO. 1502 SHEET 3

BY | APP'D | Engineer of Bridge Design | Supervising Bridge Engr. | Reviewed By | Designed By | Design Checked By | Detailed By | Checked By | Traced By

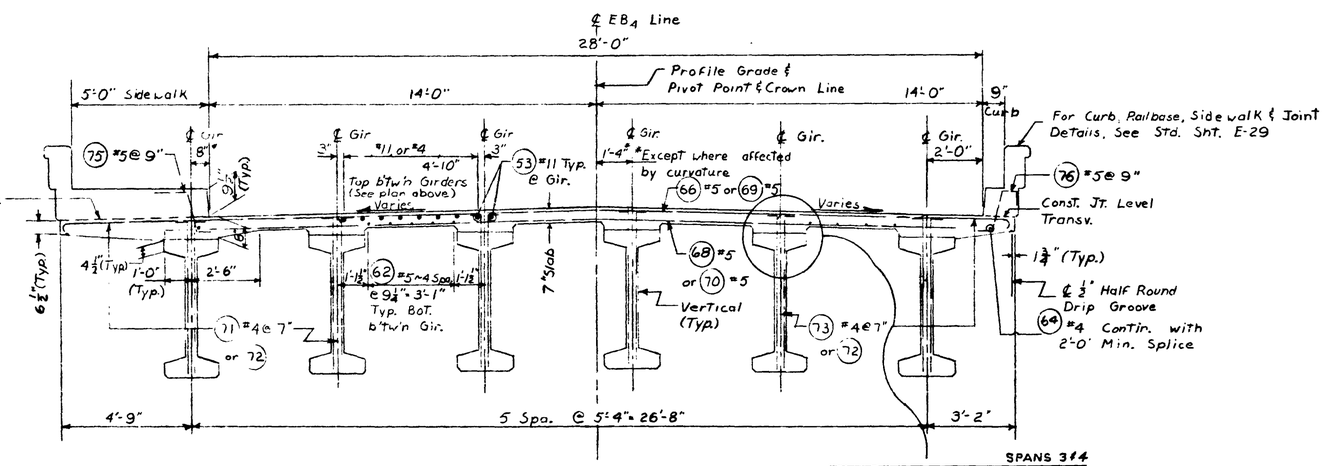
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 110 | 127 |




## FRAMING PLAN & RDWY. SLAB REINFORCEMENT ~ PIER #1 TO PIER #3

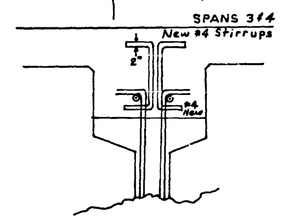
See "Girder Details" Sh't For Intermediate Diaphragm Locations

Bearing all Piers ~ N 06° 27' 04" E




## TYPICAL RDWY. SECTION

Sections taken normal To ℄ Eldorado Blvd.
Looking ahead on STaTioning




As Built Changes In Red 10-3-75

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ELDORADO BLVD. UNDERCROSSING

FRAMING PLAN ~ SPANS 1 & 2 & TYPICAL SECTION

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
GEORGE B. ZIMM, CHAIRMAN
HAROLD WALSH
DIRECTOR OF HIGHWAYS
JOHN H. REPP
STATE BRIDGE ENGINEER

W. T. Robinson
BRIDGE ENGINEER

APPROVED August 23, 1971

STRUCTURE NUMBER 9269

SHEET 110 OF 127 SHEETS

SR 3/59

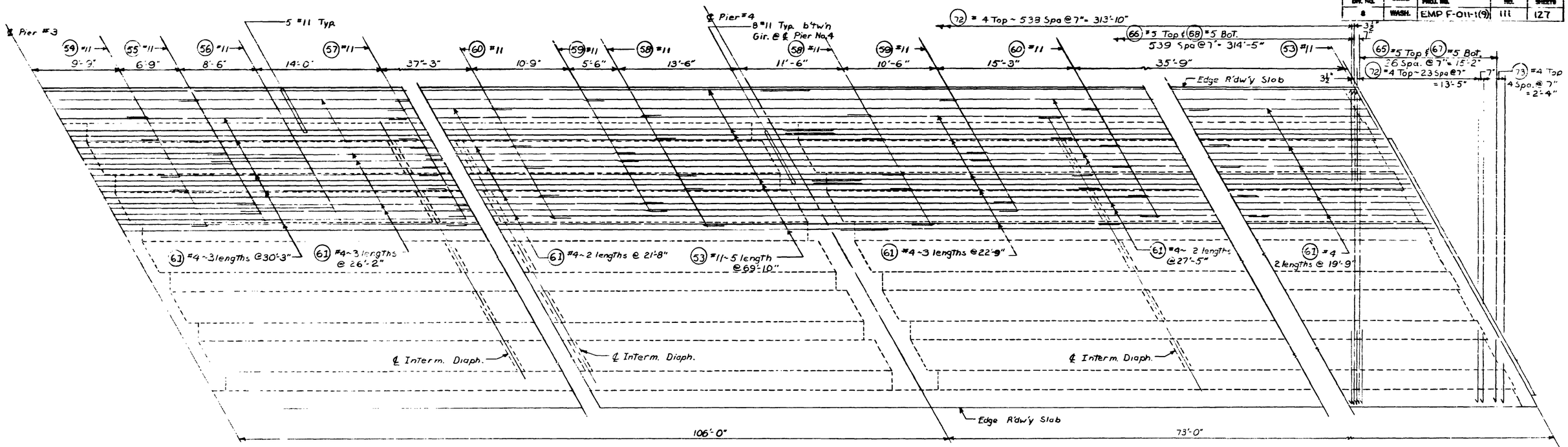
83/115

| BY | APP'D | DATE | REVISION | REVISION | DATE | APP'D | BY |
|---|---|---|---|---|---|---|---|

SR 3 JOB NO. 1502 SHEET 4

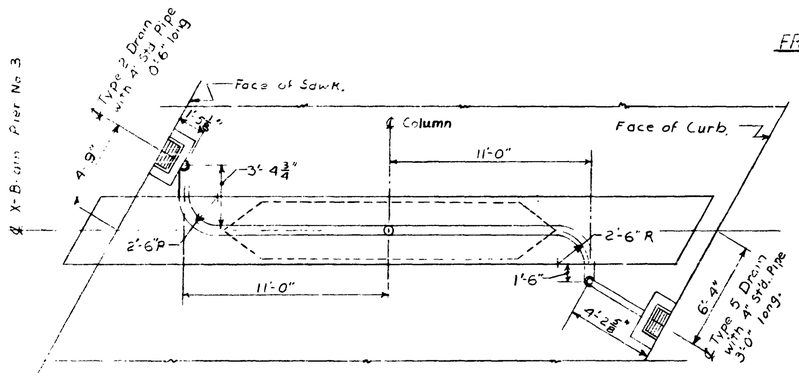
Layout By | Layout Checked By | Traced By: B.C. | 9/70
C. L. Green | C. A. Green
Designed By | Design Checked By | Detailed By
Engineer of Bridge Design: E. J. Kluge | Submitting Bridge Engr.: C. R. Pierce | Reviewed By

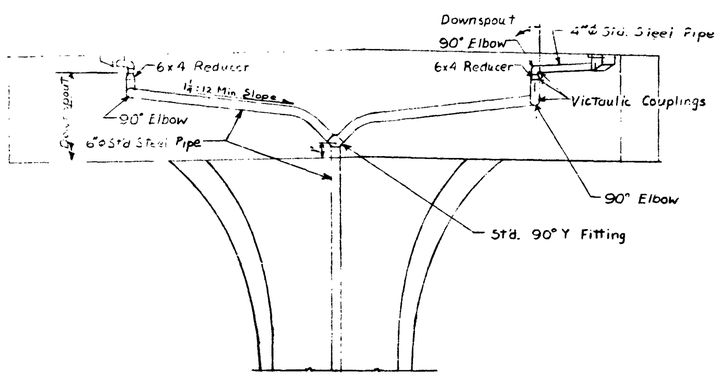
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 111 | 127 |




FRAMING PLAN & RDWY SLAB REINFORCEMENT ~ PIER #3 TO PIER #5

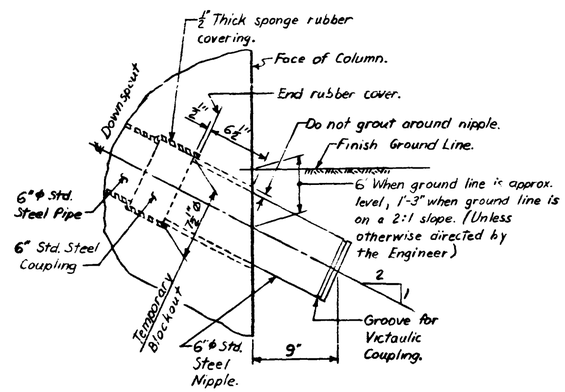
See "Girder Details" Sh'T for Intermediate Diaphragm Locations.
Bearing all Piers ~ N 06° 27' 04" E




BRIDGE DRAINS DETAIL

All parts to be galvanized after fabrication.




DOWNSPOUT EMERGENCE DETAIL

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ELDORADO BLVD. UNDERCROSSING

FRAMING PLAN ~ SPANS 3 & 4 & BRIDGE DRAINS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. LANDI, CHAIRMAN

CHIEF ENGINEER

BRIDGE ENGINEER

APPROVED August 27, 1971

CONTRACT NUMBER 9269

SHEET 111 OF 127 SHEETS

SR 3 JOB NO. 1502 SHEET 5

| DATE | APP'D | BY | REVISION | DATE | APP'D | BY | REVISION |
|---|---|---|---|---|---|---|---|

Layout By | Layout Checked By | Traced By | Design By | Design Checked By | Detailed By | Engineer of Bridge Design | Supervising Bridge Engr. | Reviewed By

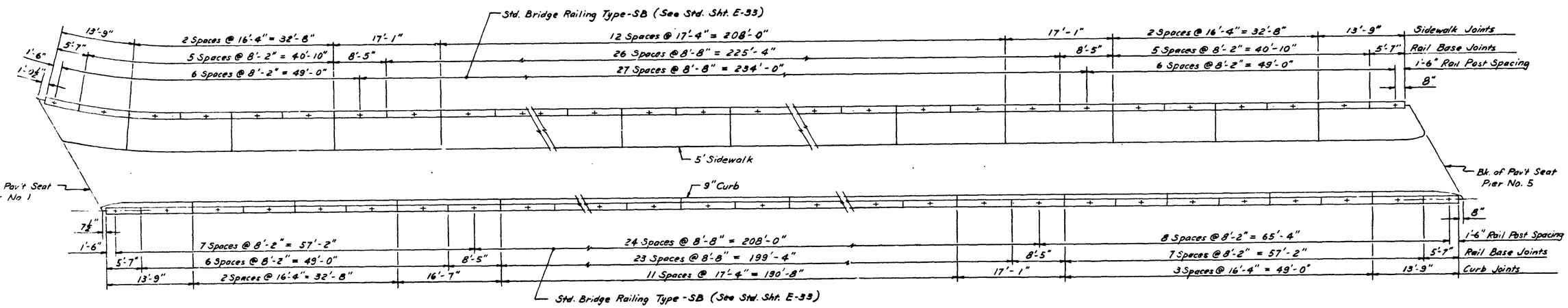
9/70 | 9/70 | 5-71 | 5-71

C. A. Green | C. K. Green | C. J. Kluge | D. B. Reece

ARP 2/69

83/114

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 112 | 127 |




Note:
All dimensions are along ℄ Rail Posts
All joints are normal to ℄ Eldorado Blvd.
For Joint Details, see Std. Sht. E-29

## RAIL POST, RAIL BASE, CURB AND SIDEWALK JOINT SPACINGS

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ELDORADO BLVD. UNDERCROSSING

## RAIL POST SPACING

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. CARR, CHAIRMAN

MILDRED SCHOOL — DAVID FERGUSON — JOHN H. RUPP

DIRECTOR OF HIGHWAYS

DESIGN ENGINEER

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 112 OF 127 SHEETS

SR 3/6-9

83/113

| BY | APP'D | DATE | REVISION |
|---|---|---|---|
| | | | |

| BY | APP'D | DATE | REVISION |
|---|---|---|---|
| | | | |

Engineer of Bridge Design: E. J. Kluge 6-71 — Designed By: C. A. Green 1/71 — Layout By: 1/71
Supervising Bridge Engr.: E. J. Kluge 6-71 — Design Checked By: M.M. Lwin 1/71 — Layout Checked By: 1/71
Reviewed By: D.B. Reiaire 6-71 — Detailed By: M.M. Lwin 1/71 — Traced By:

SR 3 JOB NO. 1522 SHEET 6

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 2 | WASH. | EMP F-011-1(9) | 113 | 127 |

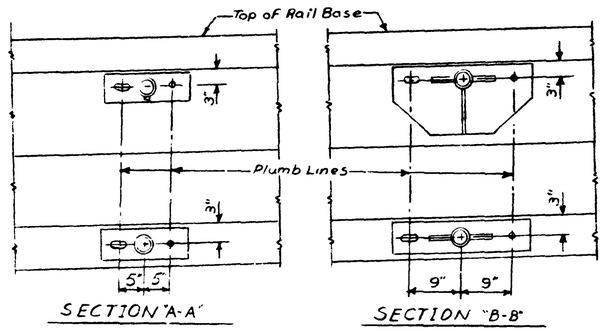
## MATERIAL SPECIFICATIONS

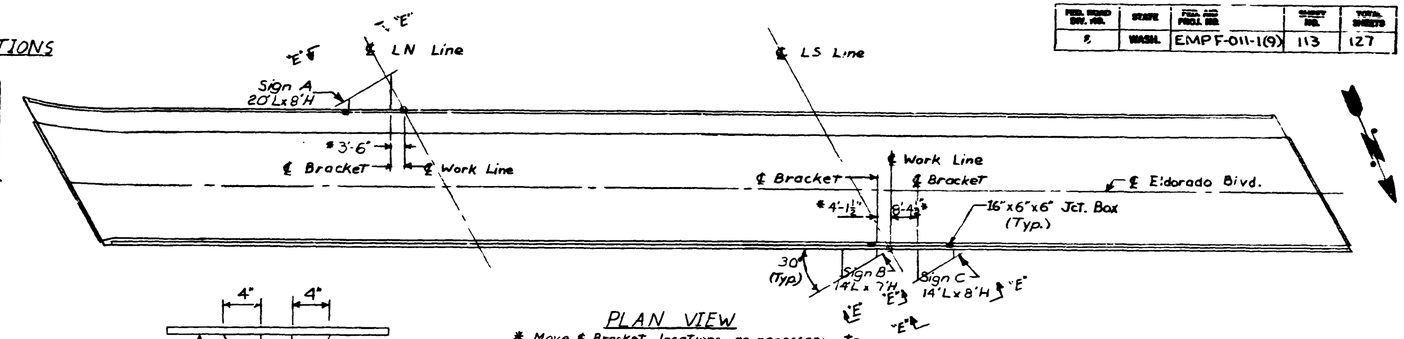
| | Steel | Aluminum ③ |
|---|---|---|
| Plates | ASTM A36 | 6061-T6 |
| Pipe | ASTM A53 Gr. B | 6061-T6 |
| Bolts | ASTM A307 | 2024-T4 |

③ Aluminum Association Alloy & Temper

## GENERAL NOTES:

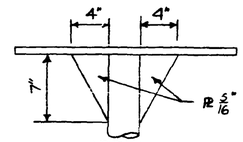
1. All material and work shall be in accordance with the requirements of the State of Washington, Department of Highways, Standard Specifications for Road and Bridge Construction, dated 1969.
2. The structure may be fabricated on either aluminum or steel, except as noted.
3. All steel shall be galvanized after fabrication.
4. Paint aluminum surfaces to be in contact with concrete with zinc chromate.



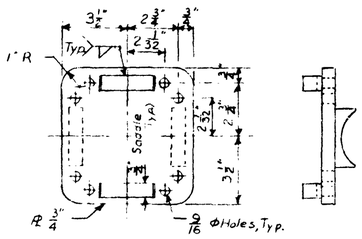



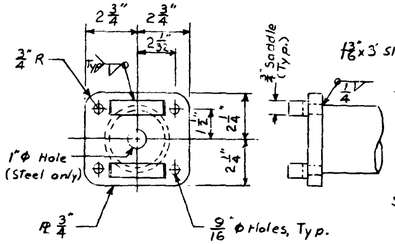

PLAN VIEW

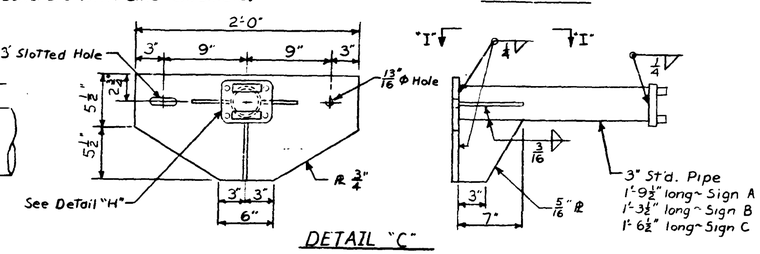
* Move ℄ Bracket locations as necessary to miss Rail Base Joints by 1'-4" Min. but maintain Bracket "R" & "L" Spacing.



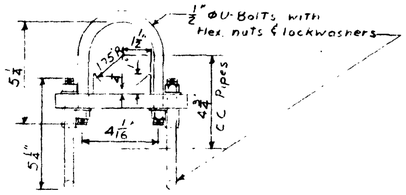

VIEW "I-I"




DETAIL "C"

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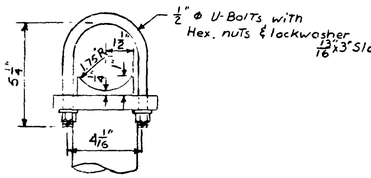


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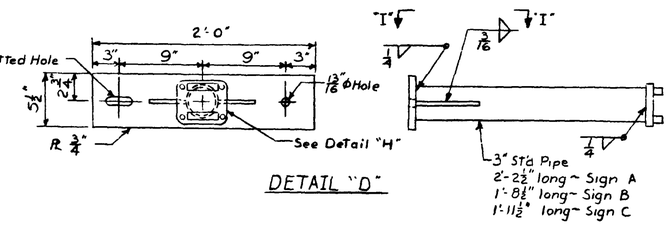


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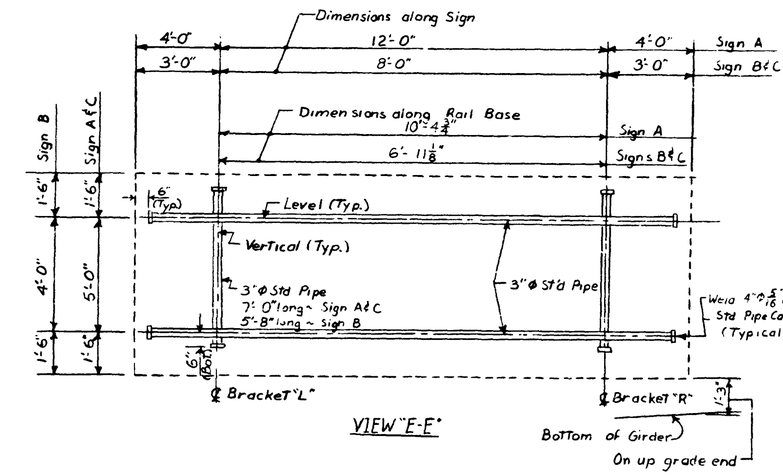
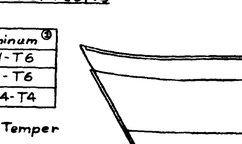



VIEW "E-E"



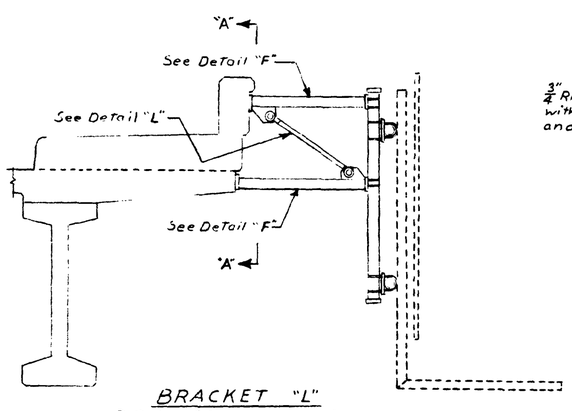

DETAIL "J"




VIEW "K-K"

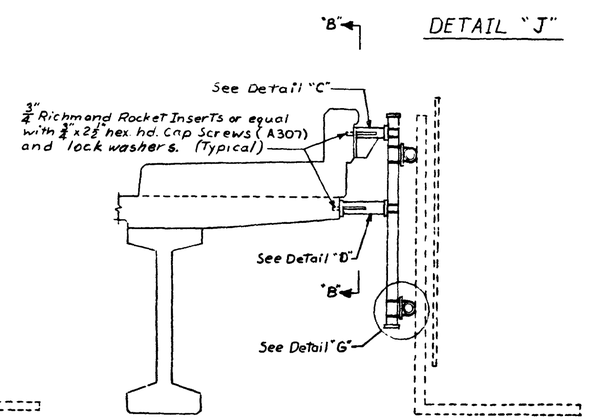



DETAIL "L"

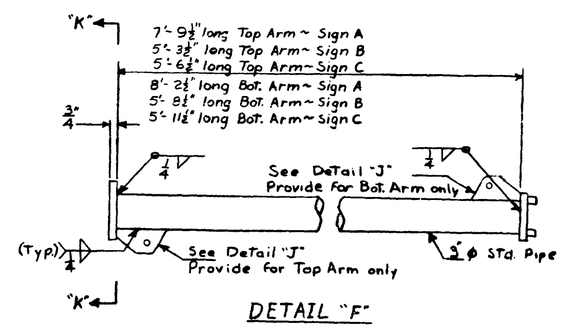



BRACKET "L"

Details not shown are as shown for Bracket "R".




BRACKET "R"




DETAIL "F"

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ELDORADO BLVD. UNDERCROSSING

SIGN SUPPORTS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE H. LANG, CHAIRMAN

HAROLD SLAGER, STATE HIGHWAY ENGINEER

DARIUS PEDERSEN, ASST. STATE HIGHWAY ENGINEER

BRIDGE ENGINEER

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 113 OF 127 SHEETS

SR 3/69

83/112

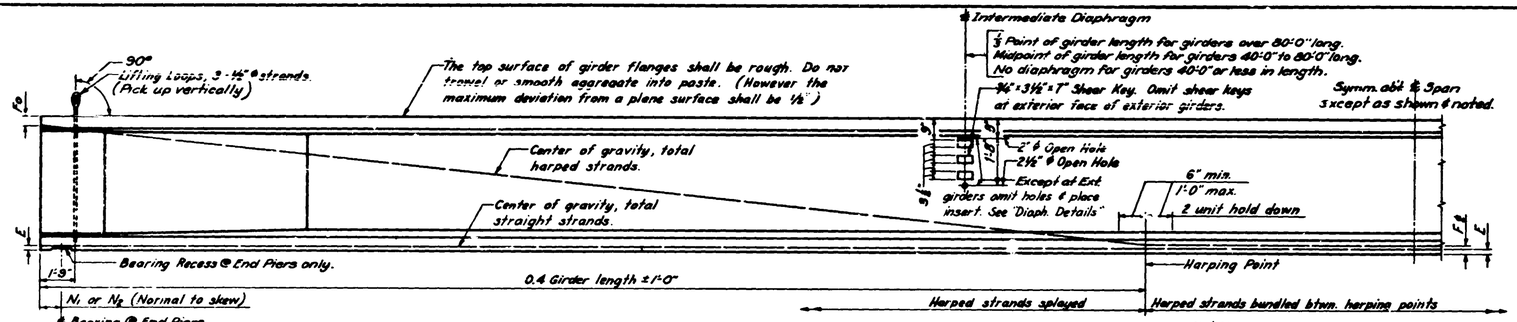
| DATE | BY | APP'D | REVISION | DATE | BY | APP'D | REVISION |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

SR 3 JOB NO. 15102 SHEET 7

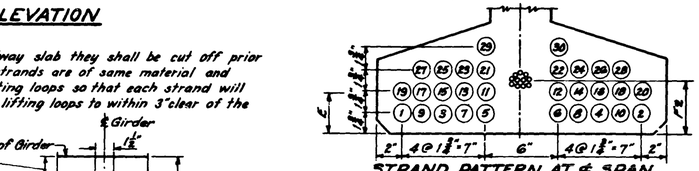
| | | | |
|---|---|---|---|
| Engineer of Bridge Design | C. A. Green | Designed By | 1/71 |
| Supervising Bridge Engr. | | Design Checked By | 2/71 |
| Reviewed By | C. A. Greer | Detailed By | 1/71 |
| Engineer of Bridge Design | C. A. Green | Layout By | 1/71 |
| Supervising Bridge Engr. | | Layout Checked By | 2/71 |
| Reviewed By | C. A. Greer | Traced By | 1/71 |
| Engineer of Bridge Design | C. A. Green | Detailed By | 4/71 |
| Supervising Bridge Engr. | D. B. Rennie | Detail Checked By | 5/71 |
| Reviewed By | D. B. Rennie | Reviewed By | 5/71 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMPF-011-1(9) | 114 | 127 |

**NOTE:**
**ALL DETAILS ON THIS SHEET ARE FOR PRETENSIONED STRAND DESIGN ONLY**

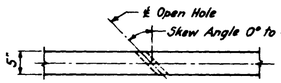



## GIRDER ELEVATION



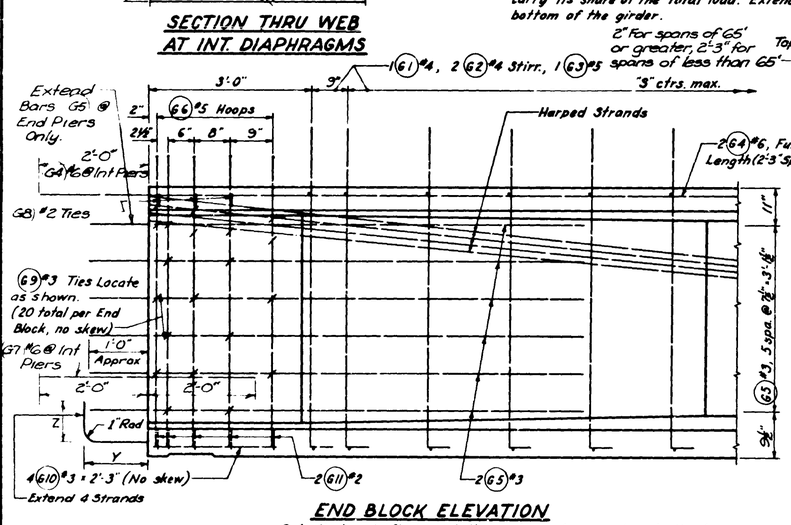

## STRAND PATTERN AT ℄ SPAN

Strand location sequence shall be as shown (1), (2), etc.




## SECTION THRU WEB AT INT. DIAPHRAGMS

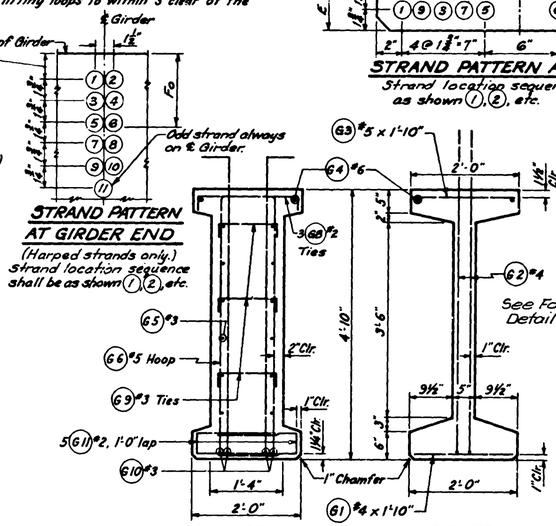
If the lifting loops extend thru the roadway slab they shall be cut off prior to pouring of roadway slab. All lifting strands are of same material and strength as prestressing strands. Wrap lifting loops so that each strand will carry its share of the total load. Extend lifting loops to within 3" clear of the bottom of the girder.




## END BLOCK ELEVATION

Cut all strands flush with the girder ends except as indicated.

| | Y | Z |
|---|---|---|
| @ End Piers | 7½" | 1'-6" |
| @ Int Piers | 4'-0" | 0 |

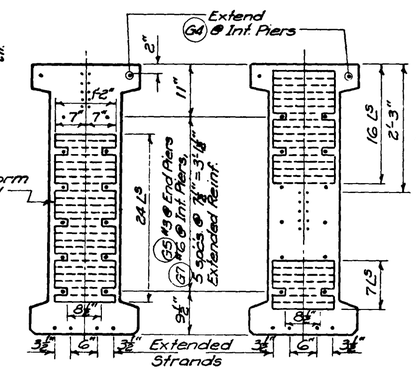



## STRAND PATTERN AT GIRDER END

(Harped strands only.) Strand location sequence shall be as shown (1), (2), etc.

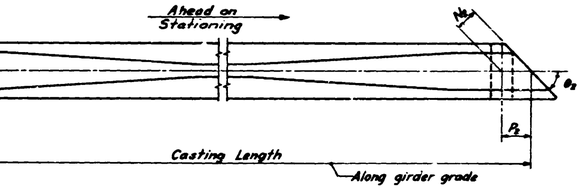
END BLOCK GIRDER

## TYPICAL CROSS-SECTIONS




SPANS 2, 3 & 4 SPAN 1

## END VIEW OF GIRDERS

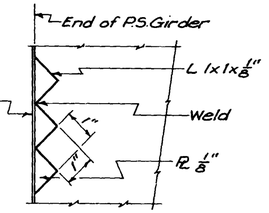



## GIRDER SCHEDULE

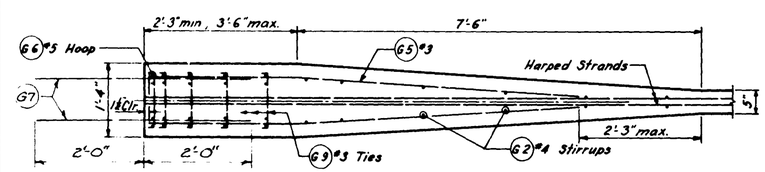
All strands shall be ½" ϕ 270K

"A" Dimen. @ ℄ Bearings = 9⅛"

| SPAN | GIRDER | DIMENSIONS θ1 | θ2 | N1 | N2 | P1 | P2 | | Casting Length | Maximum Stirrup Spacing S | BUNDLED HARPED & STRAIGHT PRETENSIONED: HARPED No. of Strands | Jacking Force (Kips) | STRAIGHT No. of Strands | Jacking Force (Kips) | Total Number of Strands | Location of C.G Steel Area (In) E | F℄ | Fo | Camber C (In.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | All | 60° | 90° | 1'-3" | — | 1'-5⅛" | — | | 45'-11⅛" | 1'-6" | 7 | 203 | 4 | 116 | 11 | 1¾ | 3 | 29¼ | ⅛ |
| 2 | " | 90° | 90° | — | — | — | — | | 101'-2⅜" | 1'-3" | 10 | 289 | 24 | 694 | 34 | 3 1/16 | 3 | 5½ | 1¾ |
| 3 | " | 90° | 90° | — | — | — | — | | 101'-2⅜" | 1'-3" | 10 | 289 | 24 | 694 | 34 | 3 1/16 | 3 | 5½ | 1¾ |
| 4 | " | 90° | 60° | — | 1'-3" | — | 1'-5⅛" | | 69'-2" | 1'-6" | 5 | 145 | 12 | 347 | 17 | 2 1/16 | 3 | 3¾ | ¾ |

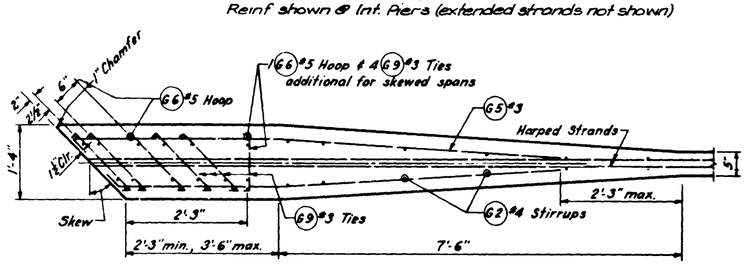



## FORM DETAIL



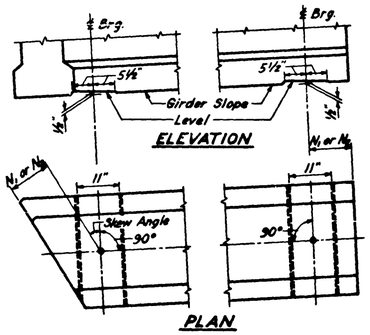

## PLAN SECTION THRU END BLOCK

No Skew
Reinf shown @ Int. Piers (extended strands not shown)




## PLAN SECTION THRU END BLOCK

Skewed Spans
Extended strands & reinf. not shown.




## BEARING RECESS DETAIL AT END PIERS

NOTE: Forms for bearing pad recesses shall be constructed and fastened in such a manner so as not to cause damage to the girders during the strand release operation.

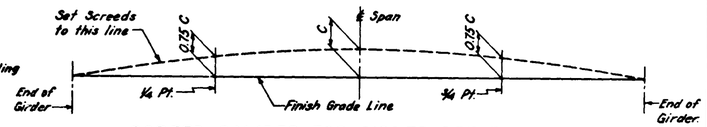
## GIRDER WEIGHTS

| SECTION End Blk. lb/lin.ft. | Girder lb/lin.ft. | Total weight one Girder # |
|---|---|---|
| 1137 | 607 | 68,400 # |

# { Standard End Block (No skew) 3'-6" long; Casting Length = 100'.

## NOTE

Extra caution must be exercised in handling and placing all girders. All girders over 105' long shall be braced laterally to prevent tipping or buckling.




## SCREED CAMBER FOR GIRDER DEFLECTION

For camber (C) see "Girder Schedule".

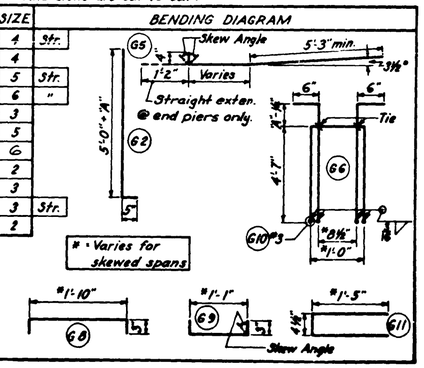
## SERIES 100 GIRDER

## BAR LIST

All dimensions are out to out.

| MARK | LOCATION | SIZE | BENDING DIAGRAM |
|---|---|---|---|
| G 1 | Girder - Bot. Flange | 4 | Str. |
| G 2 | " Stirrups | 4 | |
| G 3 | " Top Flange | 5 | Str. |
| G 4 | " Longit. - Top - full length | 6 | " |
| G 5 | End Block - Longit. | 3 | |
| G 6 | " " Hoops | 5 | |
| G 7 | Aux. Girder Steel | 6 | |
| G 8 | End Block - Ties - Top Flange | 2 | |
| G 9 | " " " | 3 | |
| G 10 | " " Longit. - Bottom | 3 | Str. |
| G 11 | " " Transv. " | 2 | |

NOTE: For "A" dim. see "Girder Schedule".




* = Varies for skewed spans

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
ELDORADO BLVD. UNDERCROSSING

GIRDER DETAILS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

HAROLD WALSH — DESIGN ENGINEER
GEORGE D. JAMES, CHIEF BRIDGE ENGINEER
DAVID FORGUSON, JOHN H. DUFF

W. H. Robinson
BRIDGE ENGINEER

APPROVED August 23, 1971
CONTRACT NUMBER 9269
SHEET 114 OF 127 SHEETS

| | | | |
|---|---|---|---|
| Bridge Design Engineer | | | |
| Supervising Bridge Eng. | | | |
| Designed | C. A. Carlson | Feb | 11 |
| Detailed | | | 11 |
| Detail Checked | C. A. Carlson | | 11 |
| Structural Engineer | W. H. Robinson | | 11 |
| Quantities Engineer | | | 11 |
| Quantities Checked | | | 11 |

11-22-67
5-9-68
7-2-68

Date By Revisions

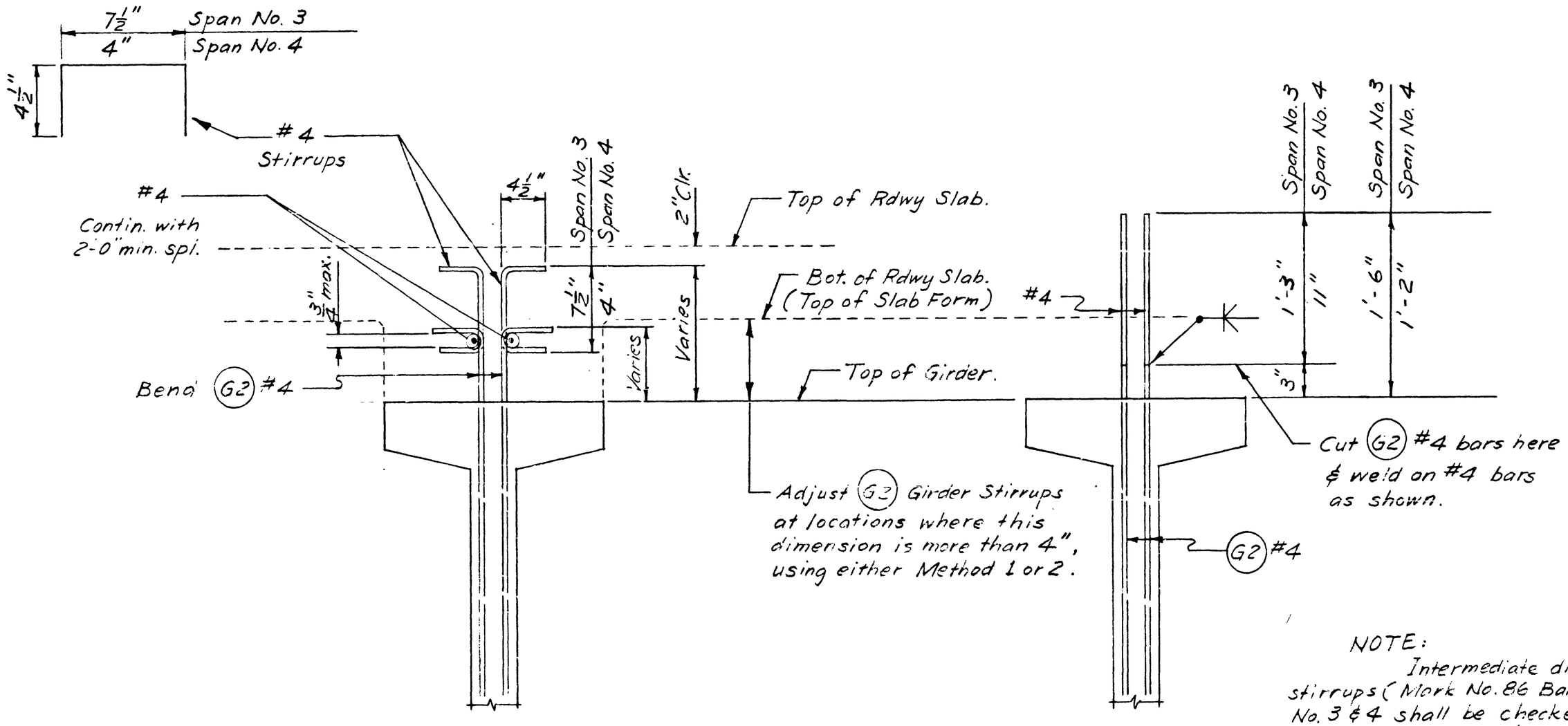
Drawn Checked Checked Lead Eng. Dist Eng.

SR 3-Job No 15622-Sheet 8

7-2-68

SR 3/159

83/111




METHOD 1

METHOD 2

NOTE:
Intermediate diaphragm stirrups (Mark No. 86 Bars) for Spans No. 3 & 4 shall be checked for effect of Vertical Curve, & lengthened as req'd.

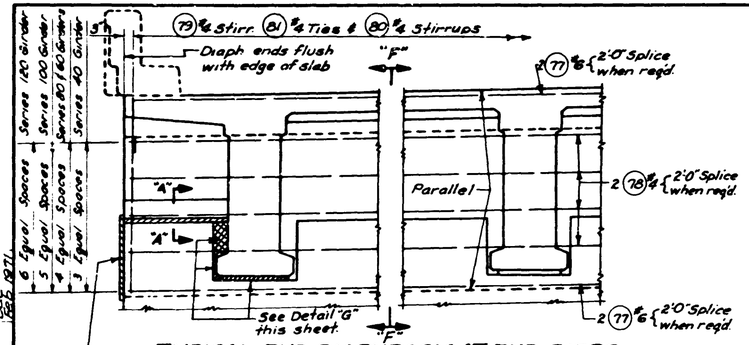
## METHODS FOR ADJUSTING (G2) GIRDER STIRRUPS FOR SPANS NO. 3 & 4 ONLY

Either method may be used.

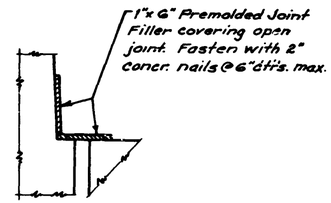
Contr. No. 9269
SR 3 ~ Eldorado Blvd. Undercrossing.

C. T. Robinson
Approved 8-15-72

B3/111-A

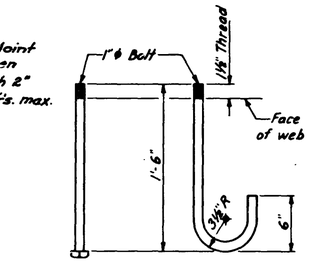



## TYPICAL END DIAPHRAGM AT END PIERS

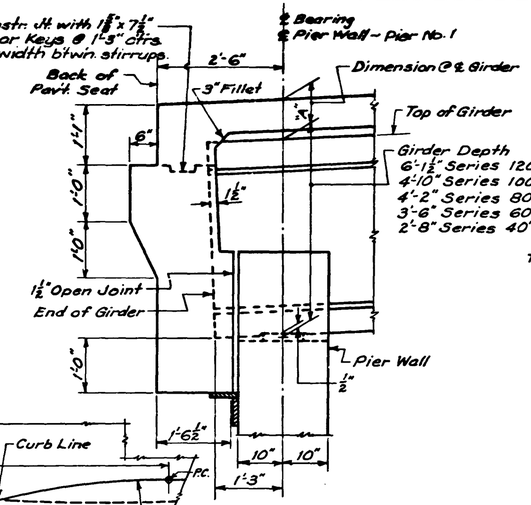


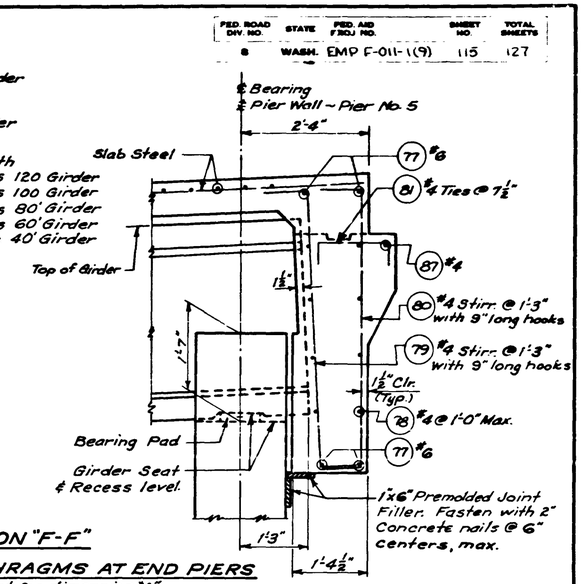

## SECTION "A-A"

Outside of Exterior Girders only.




## ANCHOR DETAILS

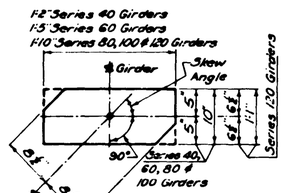



## SECTION "F-F"

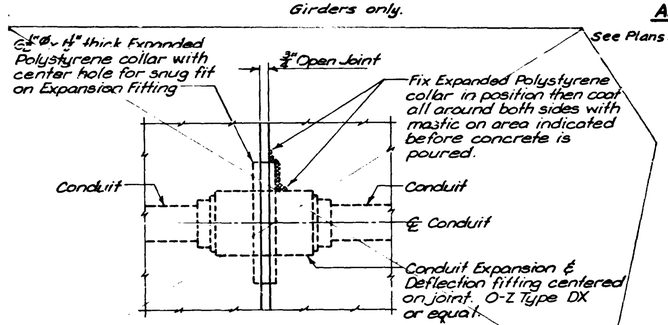
## SECTIONS THRU END DIAPHRAGMS AT END PIERS

See "Girder Details" sheet for dimension "A".
All longitudinal dimensions are normal to skew.



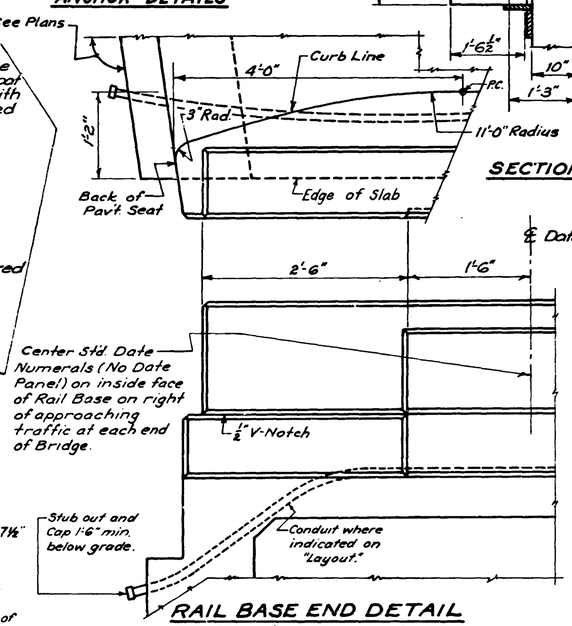

## BEARING PAD

Laminated Elastomeric Brg. Pad 2" Thick ~ 3 Shims.
Durometer Hardness = 60.



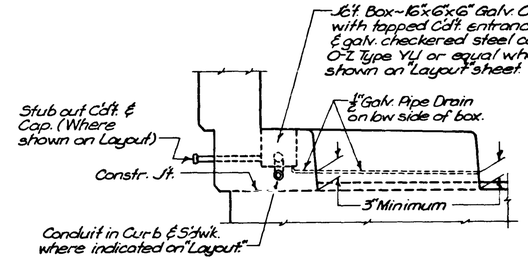

## CONDUIT EXPANSION JOINT DETAIL

Not reqd. on this bridge



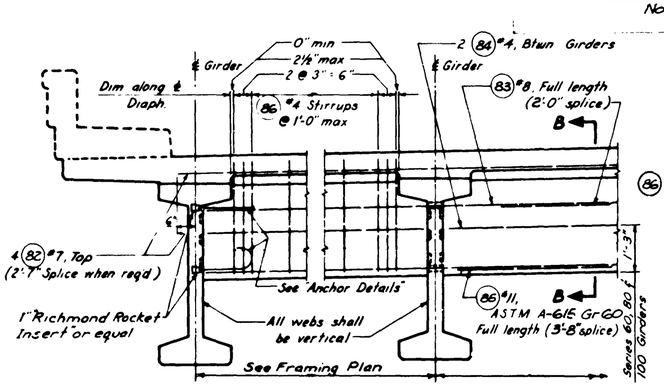

## RAIL BASE END DETAIL

All Vertical lines plumb



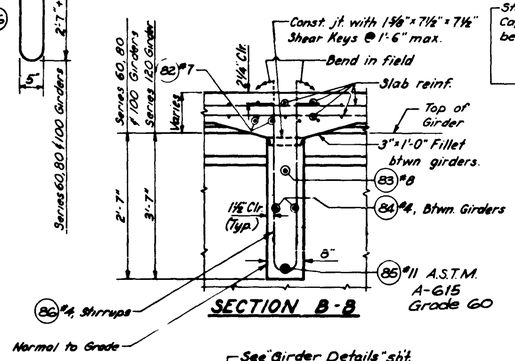

## CURB & S'DW'K. CONDUIT DETAIL

Install #12 Galv. Iron pull wire in all conduit runs in curb & s'dwk. All cdt. shall be galvanized rigid cdt. of size indicated on "Layout". Install all cdt. in curb & s'dwk. to drain to a box or bridge end.

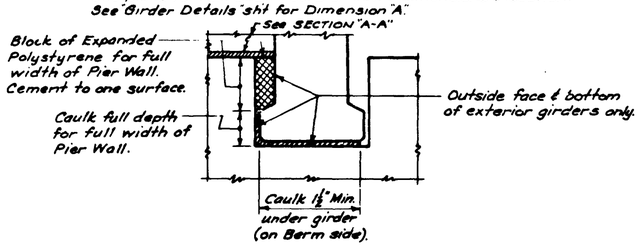



## TYPICAL INTERMEDIATE DIAPHRAGM

Not required for 40 Ft. c.-c bearings or less.

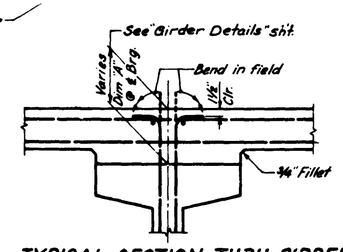



## SECTION B-B




## DETAIL "G"

Caulking material shall be synthetic closed cell sponge rubber cemented to one surface.




## TYPICAL SECTION THRU GIRDER SHOWING METHOD OF ADJUSTING RDWY. ELEVS. FOR VERT. CURVES, CAMBER OR SUPERELEVATION.

**Note:** Provide Asphalt Concr. Pav't as shown where required by the contract.

As Built Changes In Red 10-3-75

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

ELDORADO BLVD. UNDERCROSSING

DIAPHRAGMS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. ZIMM, CHAIRMAN

PLAN AND SPECS. — DIRECTOR OF HIGHWAYS

DESIGN ENGINEER — CHIEF ENGINEER

APPROVED August 23, 1971

CONTRACT NUMBER 9269

SHEET 115 OF 127 SHEETS

SR 3 ~ Job No. 1502 ~ Sheet 9

7-2-68

SR 3/59

83/110

S = Bar is included in substructure quantities.
F = Bar to be field welded.
T = Tie or Stirrup.
H = A.S.T.M. A-615, Grade 60.
V = Bar dimensions vary between dimensions shown on this line and the following line.

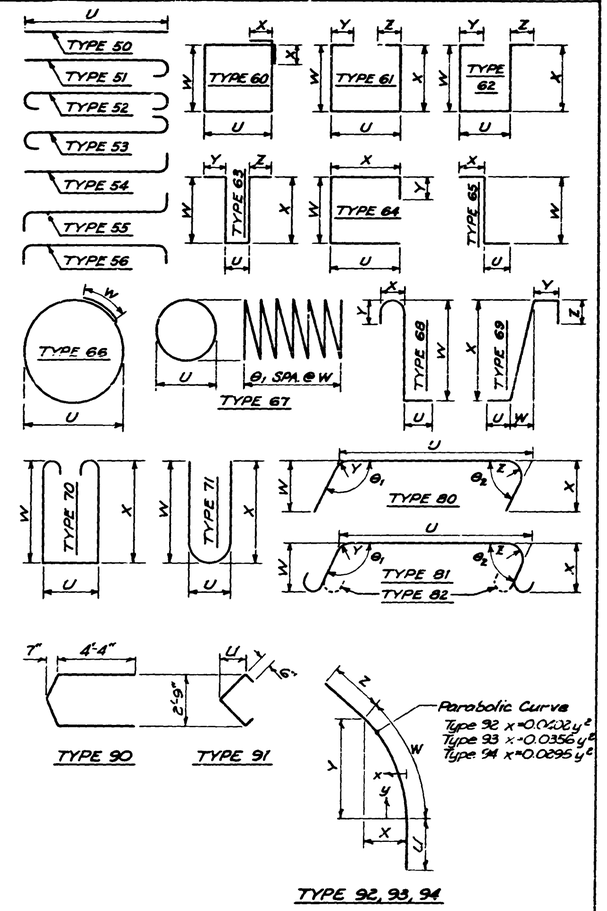
| MARK NO. | LOCATION | SIZE | NO. REQ'D. | BEND TYPE | TIE OR STIR. | FLD. WELD | SUBSTR. | H | VARIES | NO. EACH | U Ft. | U In. | W Ft. | W In. | X Ft. | X In | Y Ft. | Y In. | Z Ft. | Z In. | $\theta_1$ Deg. | $\theta_2$ Deg. | LENGTH Ft. | LENGTH In. | WEIGHT Lbs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | FOOTING TRANS PIER 1/5 | 6 | 88 | 50 | | | S | | | | 5 | 9.0 | | | | | | | | | | | 5 | 9. | 760 |
| 2 | FOOTING TRANS PIER 1 | 6 | 5 | 50 | | | S | | | | 43 | 10.0 | | | | | | | | | | | 43 | 10. | 329 |
| 2 | FOOTING TRANS PIER 5 | 6 | 5 | 50 | | | S | | | | 42 | 6.0 | | | | | | | | | | | 42 | 6. | 319 |
| 3 | STEM WALL PIER 1 | 5 | 120 | 54 | T | | S | | V | 20 | 4 | 7.0 | | | | | | | | | | | 5 | 0. | |
| | | | | | | | | | | | 7 | 3.0 | | | | | | | | | | | 8 | 1. | 819 |
| 3 | STEM WALL PIER 1 | 5 | 4 | 54 | T | | S | | | | 4 | 7.0 | | | | | | | | | | | 5 | 0. | 21 |
| 3 | STEM WALL PIER 5 | 5 | 116 | 54 | T | | S | | | | 4 | 7.0 | | | | | | | | | | | 5 | 0. | 605 |
| 4 | STEM WALL PIER 1 | 4 | 8 | 50 | | | S | | | | 22 | 0.0 | | | | | | | | | | | 22 | 0. | 118 |
| 4 | STEM WALL PIER 5 | 4 | 8 | 50 | | | S | | | | 21 | 4.0 | | | | | | | | | | | 21 | 4. | 114 |
| 5 | STEM WALL PIER 1 | 6 | 4 | 50 | | | S | | | | 42 | 0.0 | | | | | | | | | | | 42 | 0. | 252 |
| 5 | STEM WALL PIER 5 | 6 | 4 | 50 | | | S | | | | 40 | 7.0 | | | | | | | | | | | 40 | 7. | 244 |
| 6 | STEM WALL PIER 1&5 | 4 | 4 | 50 | | | S | | | | 2 | 2.0 | | | | | | | | | | | 2 | 2. | 6 |
| 6 | STEM WALL PIER 1 | 4 | 2 | 50 | | | S | | | | 6 | 4.0 | | | | | | | | | | | 6 | 4. | 8 |
| 6 | STEM WALL PIER 5 | 4 | 2 | 50 | | | S | | | | 4 | 0.0 | | | | | | | | | | | 4 | 0. | 5 |
| 7 | STEM WALL PIER 1&5 | 4 | 20 | 50 | | | S | | | | 3 | 8.0 | | | | | | | | | | | 3 | 8. | 49 |
| 8 | STEM WALL PIER 1&5 | 4 | 36 | 61 | T | | S | | | | 1 | 7.5 | 1 | 0.0 | 1 | 0.0 | | 0.0 | | 0.0 | | | 3 | 6. | 84 |
| 9 | STEM WALL PIER 1&5 | 4 | 84 | 61 | T | | S | | | | 1 | 7.5 | 3 | 10.0 | 3 | 10.0 | | 0.0 | | 0.0 | | | 9 | 2. | 514 |
| 15 | FOOTING TRANS PIER 2 | 10 | 24 | 50 | | | S | | | | 11 | 8.0 | | | | | | | | | | | 11 | 8. | 1205 |
| 16 | FOOTING LONGIT PIER 2 | 10 | 16 | 50 | | | S | | | | 17 | 8.0 | | | | | | | | | | | 17 | 8. | 1216 |
| 17 | FOOTING TRANS PIER 3/4 | 11 | 68 | 50 | | | S | | | | 14 | 8.0 | | | | | | | | | | | 14 | 8. | 5299 |
| 18 | FOOTING LONGIT PIER 3/4 | 11 | 52 | 50 | | | S | | | | 19 | 8.0 | | | | | | | | | | | 19 | 8. | 5433 |
| 21 | COLUMN PIERS 2/3/4 DOWELS | 11 | 90 | 54 | | | S | | | | 8 | 7.0 | | | | | | | | | | | 10 | 4. | 4941 |
| 23 | COLUMN PIER 2 | 11 | 30 | 50 | | | S | | | | 11 | 7.0 | | | | | | | | | | | 11 | 7. | 1846 |
| 23 | COLUMN PIER 3 | 11 | 30 | 50 | | | S | | | | 21 | 0.0 | | | | | | | | | | | 21 | 0. | 3347 |
| 23 | COLUMN PIER 4 | 11 | 30 | 50 | | | S | | | | 23 | 0.0 | | | | | | | | | | | 23 | 0. | 3666 |
| 24 | COLUMN PIER 2 VERTICAL | 11 | 20 | 50 | | | S | | | | 21 | 10.0 | | | | | | | | | | | 21 | 10. | 2320 |
| 24 | COLUMN PIER 3 VERTICAL | 11 | 20 | 50 | | | S | | | | 21 | 10.0 | | | | | | | | | | | 21 | 10. | 2320 |
| 24 | COLUMN PIER 4 VERTICAL | 11 | 20 | 50 | | | S | | | | 21 | 10.0 | | | | | | | | | | | 21 | 10. | 2320 |
| 25 | COLUMN PIER 2 PARABOLIC | 11 | 2 | 92 | | | S | | | | 6 | 0.0 | 13 | 7.0 | 4 | 10.5 | 11 | 0.0 | 3 | 8.0 | | | 23 | 3. | 247 |
| 25 | COLUMN PIER 3 PARABOLIC | 11 | 2 | 92 | | | S | | | | 6 | 0.0 | 13 | 7.0 | 4 | 10.5 | 11 | 0.0 | 3 | 8.0 | | | 23 | 3. | 247 |
| 25 | COLUMN PIER 4 PARABOLIC | 11 | 2 | 92 | | | S | | | | 6 | 0.0 | 13 | 7.0 | 4 | 10.5 | 11 | 0.0 | 3 | 8.0 | | | 23 | 3. | 247 |
| 26 | COLUMN PIER 2 PARABOLIC | 11 | 4 | 93 | | | S | | | | 6 | 0.0 | 13 | 5.0 | 4 | 3.7 | 11 | 0.0 | 3 | 8.0 | | | 23 | 1. | 491 |
| 26 | COLUMN PIER 3 PARABOLIC | 11 | 4 | 93 | | | S | | | | 6 | 0.0 | 13 | 5.0 | 4 | 3.7 | 11 | 0.0 | 3 | 8.0 | | | 23 | 1. | 491 |
| 26 | COLUMN PIER 4 PARABOLIC | 11 | 4 | 93 | | | S | | | | 6 | 0.0 | 13 | 5.0 | 4 | 3.7 | 11 | 0.0 | 3 | 8.0 | | | 23 | 1. | 491 |
| 27 | COLUMN PIER 2 PARABOLIC | 11 | 4 | 94 | | | S | | | | 6 | 0.0 | 13 | 2.0 | 3 | 6.8 | 11 | 0.0 | 3 | 8.0 | | | 22 | 10. | 485 |
| 27 | COLUMN PIER 3 PARABOLIC | 11 | 4 | 94 | | | S | | | | 6 | 0.0 | 13 | 2.0 | 3 | 6.8 | 11 | 0.0 | 3 | 8.0 | | | 22 | 10. | 485 |
| 27 | COLUMN PIER 4 PARABOLIC | 11 | 4 | 94 | | | S | | | | 6 | 0.0 | 13 | 2.0 | 3 | 6.8 | 11 | 0.0 | 3 | 8.0 | | | 22 | 10. | 485 |
| 28 | COLUMN PIER 2/3/4 VERTICAL | 11 | 12 | 50 | | | S | | | | 21 | 3.0 | | | | | | | | | | | 21 | 3. | 1355 |
| 29 | COLUMN PIER 2 TIES | 4 | 26 | 90 | T | | S | | | | | | | | | | | | | | | | 11 | 6. | 200 |
| 29 | COLUMN PIER 3 TIES | 4 | 44 | 90 | T | | S | | | | | | | | | | | | | | | | 11 | 6. | 338 |
| 29 | COLUMN PIER 4 TIES | 4 | 48 | 90 | T | | S | | | | | | | | | | | | | | | | 11 | 6. | 369 |
| 30 | COLUMN PIER 2 TIES | 4 | 122 | 56 | T | | S | | | | 2 | 9.0 | | | | | | | | | | | 3 | 5. | 278 |
| 30 | COLUMN PIER 3 TIES | 4 | 176 | 56 | T | | S | | | | 2 | 9.0 | | | | | | | | | | | 3 | 5. | 402 |
| 30 | COLUMN PIER 4 TIES | 4 | 188 | 56 | T | | S | | | | 2 | 9.0 | | | | | | | | | | | 3 | 5. | 429 |
| 31 | COLUMN PIERS 2/3/4 TIES | 4 | 66 | 61 | T | | S | | V | 6 | 2 | 9.0 | 4 | 3.0 | 4 | 3.0 | | 0.0 | | 0.0 | | | 11 | 1. | |
| | | | | | | | | | | | 2 | 9.0 | 7 | 10.0 | 7 | 10.0 | | 0.0 | | 0.0 | | | 18 | 2. | 645 |
| 32 | COLUMN PIERS 2/3/4 TIES | 4 | 78 | 91 | T | | S | | V | 6 | | 7.0 | | | | | | | | | | | 3 | 8. | |
| | | | | | | | | | | | 1 | 6.0 | | | | | | | | | | | 4 | 8. | 217 |
| 39 | CROSSBEAM LONGIT TOP | 14 | 24 | 56 | | | | | | | 32 | 9.0 | | | | | | | | | | | 35 | 11. | 6778 |
| 40 | CROSSBEAM LONGIT TOP | 14 | 48 | 50 | | | | | | | 32 | 9.0 | | | | | | | | | | | 32 | 9. | 12026 |
| 41 | CROSSBEAM LONGIT | 5 | 30 | 50 | | | | | | | 32 | 9.0 | | | | | | | | | | | 32 | 9. | 1025 |
| 42 | CROSSBEAM STIRRUPS | 5 | 342 | 61 | T | | | | | | 2 | 6.0 | 4 | 10.5 | 4 | 10.5 | | | | | | | 12 | 1. | 4310 |
| 43 | CROSSBEAM HORIZ | 8 | 36 | 50 | | | | | | | 4 | 11.0 | | | | | | | | | | | 4 | 11. | 473 |
| 44 | CROSSBEAM HORIZ | 4 | 180 | 50 | | | | | | | 4 | 11.0 | | | | | | | | | | | 4 | 11. | 591 |
| 45 | CROSSBEAM TIE | 4 | 216 | 65 | T | | | | | | | 5.0 | 5 | 2.5 | | 5.0 | | | | | | | 5 | 11. | 854 |
| 46 | CROSSBEAM TIE | 4 | 216 | 61 | T | | | | | | 1 | 9.0 | | 5.0 | | 5.0 | | 0.0 | | 0.0 | | | 2 | 5. | 349 |

S = Bar is included in substructure quantities.
F = Bar to be field welded.
T = Tie or Stirrup.
H = A.S.T.M. A-615, Grade 60.
V = Bar dimensions vary between dimensions shown on this line and the following line.

| MARK NO. | LOCATION | SIZE | NO. REQ'D. | BEND TYPE | TIE OR STIR. | FLD. WELD | SUBSTR. | H | VARIES | NO. EACH | U Ft. | U In | W Ft. | W In. | X Ft. | X In | Y Ft. | Y In. | Z Ft. | Z In. | $\theta_1$ Deg. | $\theta_2$ Deg. | LENGTH Ft. | LENGTH In. | WEIGHT Lbs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 21 | 3.0 | | | | | | | | | | | 21 | 3. | 1355 |
| 51 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 26 | 0.0 | | | | | | | | | | | 26 | 0. | 1658 |
| 52 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 49 | 0.0 | | | | | | | | | | | 49 | 0. | 3124 |
| 53 | RDWY SLAB LONGIT TOP | 11 | 70 | 50 | | | | | | | 69 | 10.0 | | | | | | | | | | | 69 | 10. | 25972 |
| 54 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 19 | 0.0 | | | | | | | | | | | 19 | 0. | 1211 |
| 55 | RDWY SLAB LONGIT TOP | 11 | 10 | 50 | | | | | | | 32 | 0.0 | | | | | | | | | | | 32 | 0. | 1700 |
| 56 | RDWY SLAB LONGIT TOP | 11 | 6 | 50 | | | | | | | 49 | 6.0 | | | | | | | | | | | 49 | 6. | 1578 |
| 57 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 78 | 6.0 | | | | | | | | | | | 78 | 6. | 5005 |
| 58 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 25 | 0.0 | | | | | | | | | | | 25 | 0. | 1594 |
| 59 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 41 | 0.0 | | | | | | | | | | | 41 | 0. | 2614 |
| 60 | RDWY SLAB LONGIT TOP | 11 | 12 | 50 | | | | | | | 67 | 0.0 | | | | | | | | | | | 67 | 0. | 4272 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 24 | 50 | | | | | | | 22 | 5.0 | | | | | | | | | | | 22 | 5. | 359 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 12 | 50 | | | | | | | 18 | 9.0 | | | | | | | | | | | 18 | 9. | 150 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 12 | 50 | | | | | | | 33 | 9.0 | | | | | | | | | | | 33 | 9. | 271 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 36 | 50 | | | | | | | 26 | 10.0 | | | | | | | | | | | 26 | 10. | 645 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 24 | 50 | | | | | | | 23 | 3.0 | | | | | | | | | | | 23 | 3. | 373 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 36 | 50 | | | | | | | 30 | 10.0 | | | | | | | | | | | 30 | 10. | 741 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 36 | 50 | | | | | | | 30 | 3.0 | | | | | | | | | | | 30 | 3. | 727 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 36 | 50 | | | | | | | 26 | 2.0 | | | | | | | | | | | 26 | 2. | 629 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 24 | 50 | | | | | | | 21 | 8.0 | | | | | | | | | | | 21 | 8. | 347 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 36 | 50 | | | | | | | 22 | 9.0 | | | | | | | | | | | 22 | 9. | 547 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 24 | 50 | | | | | | | 27 | 5.0 | | | | | | | | | | | 27 | 5. | 440 |
| 61 | RDWY SLAB LONGIT TOP | 4 | 24 | 50 | | | | | | | 19 | 9.0 | | | | | | | | | | | 19 | 9. | 317 |
| 62 | RDWY SLAB LONGIT BOT | 5 | 250 | 50 | | | | | | | 35 | 3.0 | | | | | | | | | | | 35 | 3. | 9191 |
| 64 | RDWY SLAB LONGIT BOT | 4 | 24 | 50 | | | | | | | 29 | 9.0 | | | | | | | | | | | 29 | 9. | 477 |
| 65 | RDWY SLAB TRANSV TOP | 5 | 27 | 51 | | | | | V | 1 | 33 | 3.0 | | | | | | | | | | | 33 | 10. | |
| | | | | | | | | | | | 7 | 0.0 | | | | | | | | | | | 7 | 7. | 583 |
| 66 | RDWY SLAB TRANSV TOP | 5 | 540 | 52 | | | | | | | 34 | 4.0 | | | | | | | | | | | 35 | 6. | 19994 |
| 67 | RDWY SLAB TRANSV BOT | 5 | 27 | 50 | | | | | V | 1 | 28 | 8.0 | | | | | | | | | | | 28 | 8. | |
| | | | | | | | | | | | 6 | 0.0 | | | | | | | | | | | 6 | 0. | 488 |
| 68 | RDWY SLAB TRANSV BOT | 5 | 540 | 50 | | | | | | | 28 | 8.0 | | | | | | | | | | | 28 | 8. | 16146 |
| 69 | RDWY SLAB TRANSV TOP | 5 | 31 | 51 | | | | | V | 1 | 33 | 3.0 | | | | | | | | | | | 33 | 10. | |
| | | | | | | | | | | | 3 | 0.0 | | | | | | | | | | | 3 | 7. | 605 |
| 70 | RDWY SLAB TRANSV BOT | 5 | 24 | 50 | | | | | V | 1 | 28 | 8.0 | | | | | | | | | | | 28 | 8. | |
| | | | | | | | | | | | 5 | 9.0 | | | | | | | | | | | 5 | 9. | 431 |
| 71 | RDWY SLAB TRANSV TOP | 4 | 10 | 51 | T | | | | V | 1 | 8 | 11.0 | | | | | | | | | | | 9 | 5. | |
| | | | | | | | | | | | 5 | 0.0 | | | | | | | | | | | 5 | 6. | 50 |
| 72 | RDWY SLAB TRANSV SDWK SIDE | 4 | 561 | 51 | T | | | | | | 9 | 11.0 | | | | | | | | | | | 10 | 5. | 3904 |
| 72 | RDWY SLAB TRANSV CURB SIDE | 4 | 563 | 51 | T | | | | | | 8 | 4.0 | | | | | | | | | | | 8 | 10. | 3322 |
| 73 | RDWY SLAB TRANSV TOP | 4 | 5 | 51 | T | | | | V | 1 | 7 | 4.0 | | | | | | | | | | | 7 | 10. | |
| | | | | | | | | | | | 4 | 4.0 | | | | | | | | | | | 4 | 10. | 21 |
| 74 | RDWY SLAB TRANSV TOP | 8 | 1 | 95 | | | | | | | | | | | | | | | | | | | 24 | 0. | 64 |
| 75 | SDWK TIES | 5 | 447 | 69 | T | | | | | | | 6.0 | | 3.9 | 1 | 3.5 | 1 | 2.0 | | 0.0 | | | 2 | 10. | 1321 |
| 76 | CURB TIES | 5 | 447 | 69 | T | | | | | | | 6.0 | | 3.9 | 1 | 3.5 | | 6.0 | | 6.0 | | | 2 | 7. | 1204 |
| 77 | END DIAPH HORIZ PIER 1 | 6 | 4 | 50 | | | | | | | 42 | 0.0 | | | | | | | | | | | 42 | 0. | 252 |
| 77 | END DIAPH HORIZ PIER 5 | 6 | 4 | 50 | | | | | | | 40 | 8.0 | | | | | | | | | | | 40 | 8. | 244 |
| 78 | END DIAPH HORIZ PIER 1 | 4 | 20 | 50 | | | | | | | 22 | 0.0 | | | | | | | | | | | 22 | 0. | 294 |
| 78 | END DIAPH HORIZ PIER 5 | 4 | 20 | 50 | | | | | | | 21 | 4.0 | | | | | | | | | | | 21 | 4. | 285 |
| 79 | END DIAPH STIRR PIER 1/5 | 4 | 66 | 65 | T | | | | | | | 9.0 | 6 | 2.0 | | 9.0 | | | | | | | 7 | 6. | 331 |
| 80 | END DIAPH STIRR PIER 1/5 | 4 | 66 | 64 | T | | | | | | | 9.0 | 6 | 2.0 | | 9.0 | | 0.0 | | | | | 7 | 6. | 331 |
| 81 | END DIAPH TIES PIER 1/5 | 4 | 130 | 61 | T | | | | | | 1 | 3.0 | | 5.0 | | 5.0 | | 0.0 | | 0.0 | | | 1 | 11. | 166 |
| 82 | INTERMED DIAPH SPANS 1/2/3/4 | 7 | 24 | 50 | | | | | | | 31 | 11.0 | | | | | | | | | | | 31 | 11. | 1566 |
| 83 | INTERMED DIAPH SPANS 1/2/3/4 | 8 | 12 | 50 | | | | | | | 16 | 6.0 | | | | | | | | | | | 16 | 6. | 529 |
| 84 | INTERMED DIAPH SPANS 1/2/3/4 | 4 | 60 | 50 | | | | | | | 5 | 5.0 | | | | | | | | | | | 5 | 5. | 217 |
| 85 | INTERMED DIAPH SPANS 1/2/3/4 | 11 | 12 | 50 | | | | H | | | 17 | 2.0 | | | | | | | | | | | 17 | 2. | 1094 |
| 86 | INTERMED DIAPH STIRRUPS | 4 | 210 | 71 | T | | | | | | | 5.0 | 3 | 4.0 | 3 | 4.0 | | | | | | | 6 | 10. | 959 |
| 87 | END DIAPH HORIZ PIER 1 | 4 | 2 | 50 | | | | | | | 18 | 0.0 | | | | | | | | | | | 18 | 0. | 24 |
| 87 | END DIAPH HORIZ PIER 5 | 4 | 2 | 50 | | | | | | | 17 | 0.0 | | | | | | | | | | | 17 | 0. | 23 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F011-1(9) | 116 | 127 |

## BENDING DIAGRAMS




Notes:
Curb, sidewalk and railbase reinforcing is not shown in this bar list. See Standard Curb & Sidewalk Details - Sht. E-29.

Bends for transverse bars due to roadway crown conditions have not been shown. These bars shall be bent as required to conform to the configuration of the structure.

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
ELDORADO BLVD. UNDERCROSSING

BAR LIST

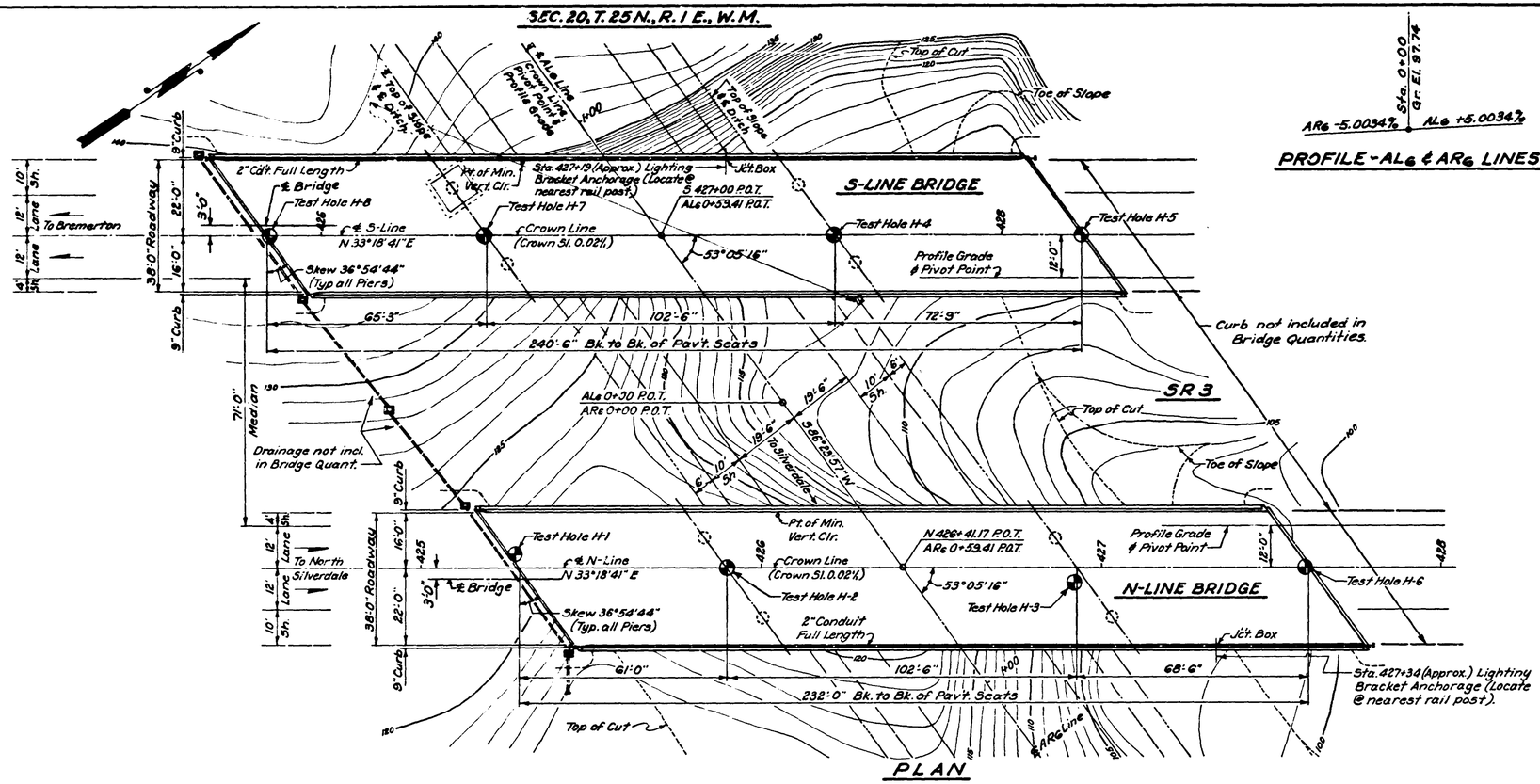
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971
SHEET 116 OF 127 SHEETS

SR 3-1502-10

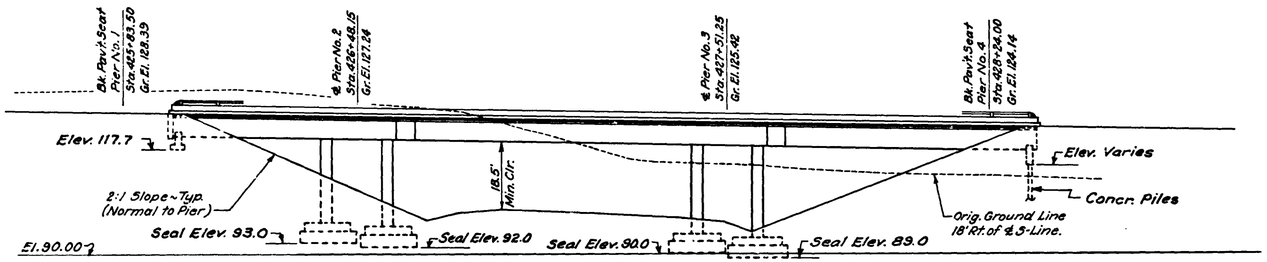
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 117 | 127 |

SEC. 20, T. 25 N., R. 1 E., W.M.



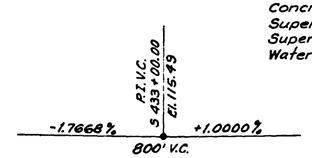

## PLAN

## PROFILE - AL6 & AR6 LINES

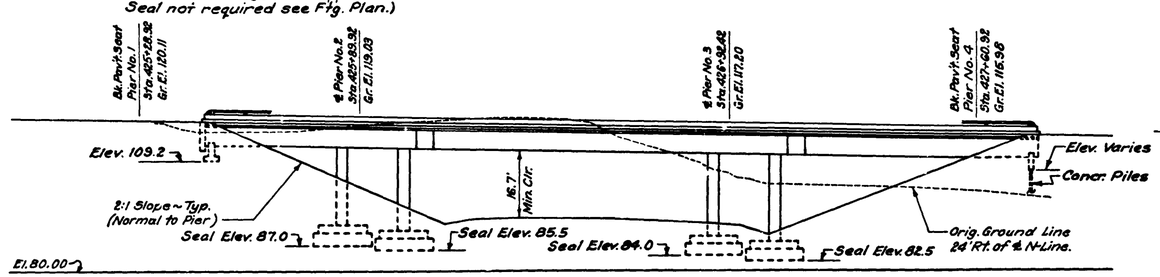



## ELEVATION ~ S-LINE BRIDGE

Grade elevations shown are finish grades on ℄ S-Line and are 0.24' above profile grade. (Pier No. 2 & 3 Ftgs. shown with seal if Seal not required see Ftg. Plan.)

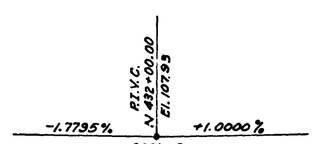



## S-LINE




## ELEVATION ~ N-LINE BRIDGE

Grade elevations shown are finish grades on ℄ N-Line and are 0.24' above profile grade. (Pier No. 2 & 3 Ftgs. shown with seal if Seal not required see Ftg. Plan.)




## N-LINE

## GENERAL NOTES

All material and work shall be in accordance with the requirements of the State of Washington, Department of Highways, Standard Specifications for Road and Bridge Construction, dated 1969.

Footing elevations and substructure details are subject to change depending upon foundation material encountered. Reinforcing steel for the footings, columns and walls shall not be cut until final footing elevations have been determined in the field, and substructure details have been modified as required.

The concrete in all seals shall be Class D mix. The concrete in the footings of all piers and the walls of Piers No. 1 & 4 shall be Class B mix. All other cast in place concrete shall be Class AX mix.

The concrete seals are designed for a water elevation of 7.5 ft. above the bottom of the seal elevation shown on the "Footing Plan" sheet. After each seal is poured, its cofferdam shall not be unwatered when the water is more than 7.5 feet above the bottom of seal elevation for that seal. Provision shall be made to flood the cofferdam in the event the water surface is above the design elevation. If conditions warrant, the Seals may be omitted and the footings poured in the dry using the alternate footing details shown, subject to the approval of the Engineer.

For falsework requirements see "Sequence of Construction" on "Piers No. 1 & 4" sheet. Falsework shall be carefully released to prevent impact or undue stresses in the structure. The rail base shall not be poured until the falsework has been released.

The maximum design soil pressure per square foot is Three (3) tons for Pier No. 1 and Four (4) tons for Piers No. 2 & 3.

Each pile shall be driven to a depth sufficient to develop a minimum load bearing capacity of Forty Five (45) tons.

Except where otherwise shown on the plans, concrete cover measured from the face of the concrete to the face of any reinforcement bar shall be 2" at the top of roadway slabs, 1" at the bottom of roadway slabs, 2½" at the bottom of footings and 1½" at all other locations.

## APPROXIMATE QUANTITIES

| | S-Line Bridge | N-Line Bridge | |
|---|---|---|---|
| Structure Excavation Class A. | 590 | 585 | Cu. Yds |
| Shoring and Cribs or Extra Excavation. | L.S. | L.S. | Lump Sum |
| Furnishing and Driving Concrete Test Piles 13 Inch Diam. | 1 | 1 | Only |
| Furnishing Concrete Piling 13 Inch Diameter. | 140 | 285 | Lin. Ft. |
| Driving Concrete Piles 13 Inch Diameter. | 9 | 9 | Only |
| Steel Reinforcing Bars. | 18,500 | 17,000 | Lbs. |
| Concrete Class D. | 60 | 60 | Cu. Yds. |
| Concrete Class B. | 65 | 65 | Cu. Yds. |
| Concrete Class AX. | 25 | 25 | Cu. Yds. |
| Superstructure, Newberry Hill Rd. O-Xing, S-Line Bridge. | L.S. | — | Lump Sum |
| Superstructure, Newberry Hill Rd. O-Xing, N-Line Bridge. | — | L.S. | Lump Sum |
| Water Reducing Additive. Est. | 400 | 385 | Dollars |

LOADING: HS-20 OR TWO 24K AXLES @ 4' CTRS.

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

NEWBERRY HILL ROAD OVERCROSSINGS

LAYOUT

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE D. ZAHN, COMMISSIONER

DIRECTOR OF HIGHWAYS — JOHN H. ROPP

CHIEF ENGINEER — W. A. Bugge

CONTRACT NUMBER 9269

APPROVED August 23, 1971

SHEET 117 OF 127 SHEETS

As Built Changes In Red 10-6-75

## DATUM

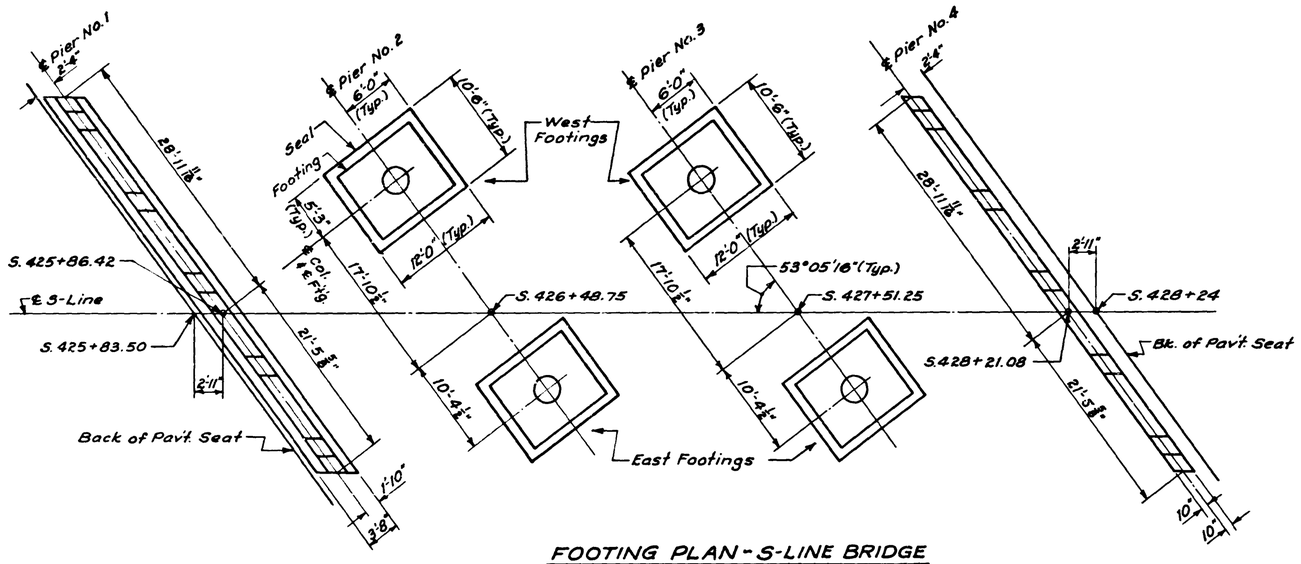
U.S.C. & G.S.
Mean Sea Level
1929 Adj.

Bridge Design Engineer ..... E. H. H. Apr. 1969
Supervising Bridge Engr. ..... E. H. H.
Designed ..... J. L. H. Mar. 1969
Drawn ..... E. H. H.
Checked ..... T. L. M. ..... O. E. B. ..... Oct. "
Traced ..... H. M. P. ..... Nov. "
Quantities Figured
Quantities Checked

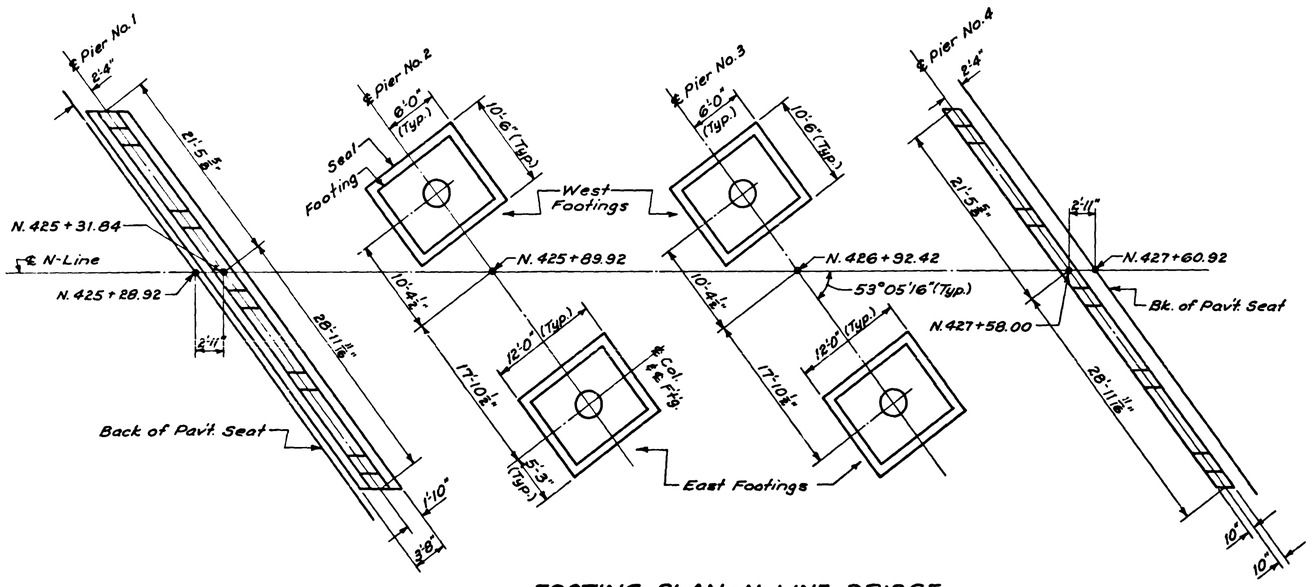
SR3-1503-1 of 11

93/108

| FED. ROAD DIV. NO. | STATE | FED AID PROJ. NO | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 118 | 127 |

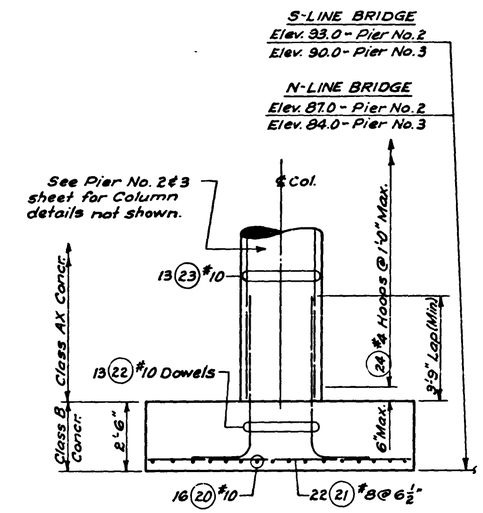



## FOOTING PLAN - S-LINE BRIDGE

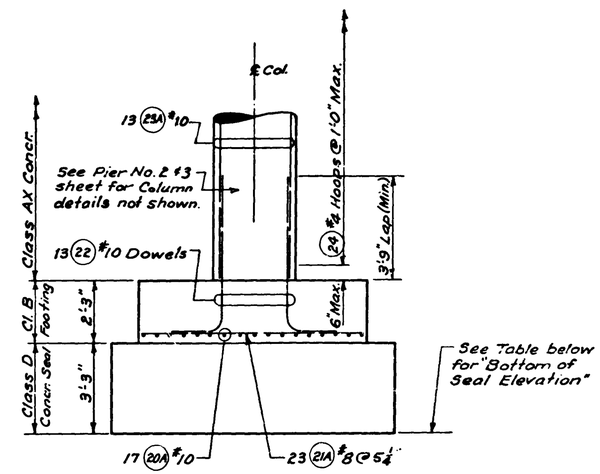



## FOOTING PLAN - N-LINE BRIDGE

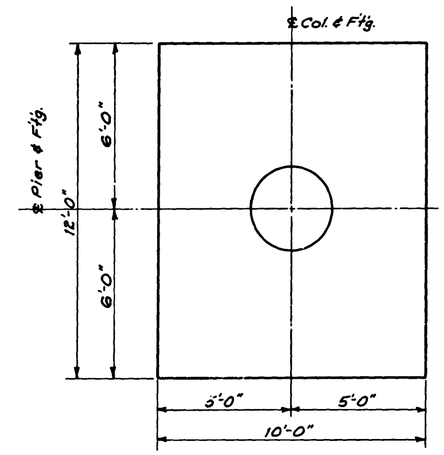
All Piers are parallel at both bridges. Spread Footing with Seal shown. See details for Footing without Seal.




## FOOTING ELEVATION
## PIERS NO. 2 & 3

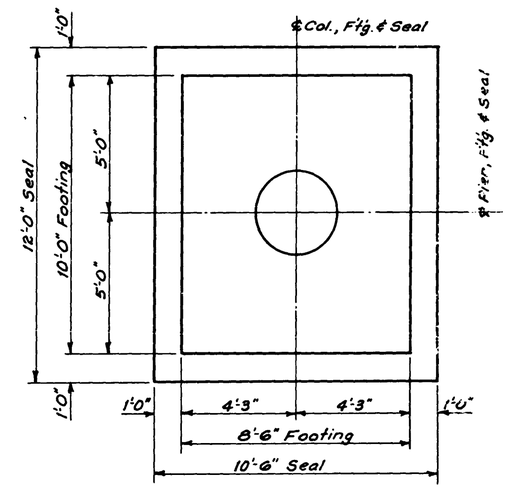



## SEAL & FOOTING ELEVATION
## PIERS NO. 2 & 3




## FOOTING PLAN
NOT USED → PIERS NO. 2 & 3

Alternate Spread Footing without Ftg. Seal for use at Contractors option if Footing shown here can be poured in the dry.




## SEAL & FOOTING PLAN
## PIERS NO. 2 & 3

| BOTTOM OF SEAL ELEVATIONS | | | |
|---|---|---|---|
| S-LINE BRIDGE | Elev. 93.0 | West Ftg. | Pier No. 2 |
| | Elev. 92.0 | East Ftg. | Pier No. 2 |
| | Elev. 90.0 | West Ftg. | Pier No. 3 |
| | Elev. 89.0 | East Ftg. | Pier No. 3 |
| N-LINE BRIDGE | Elev. 87.0 | West Ftg. | Pier No. 2 |
| | Elev. 85.5 | East Ftg. | Pier No. 2 |
| | Elev. 84.0 | West Ftg. | Pier No. 3 |
| | Elev. 82.5 | East Ftg. | Pier No. 3 |

As Built Changes In Red 10-6-75

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
NEWBERRY HILL ROAD OVERCROSSINGS

FOOTING PLAN
& FOOTINGS - BOTH BRIDGES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

RAILROAD ENGINEER
BRIDGE ENGINEER
JOHN D. RUPP

BRIDGE ENGINEER
CONTRACT NUMBER 9269

APPROVED August 23, 1971

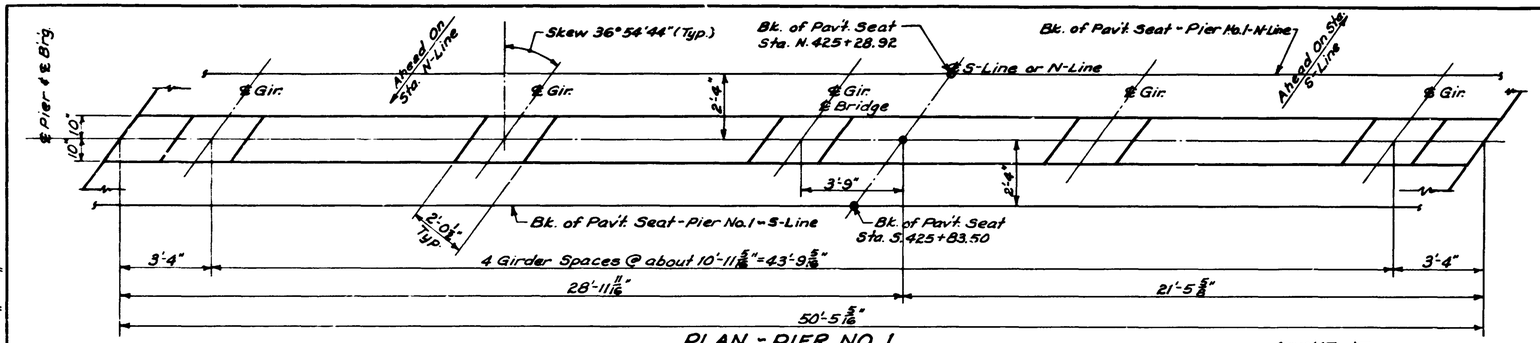
SHEET 118 OF 127 SHEETS

SR 3/59

83/107

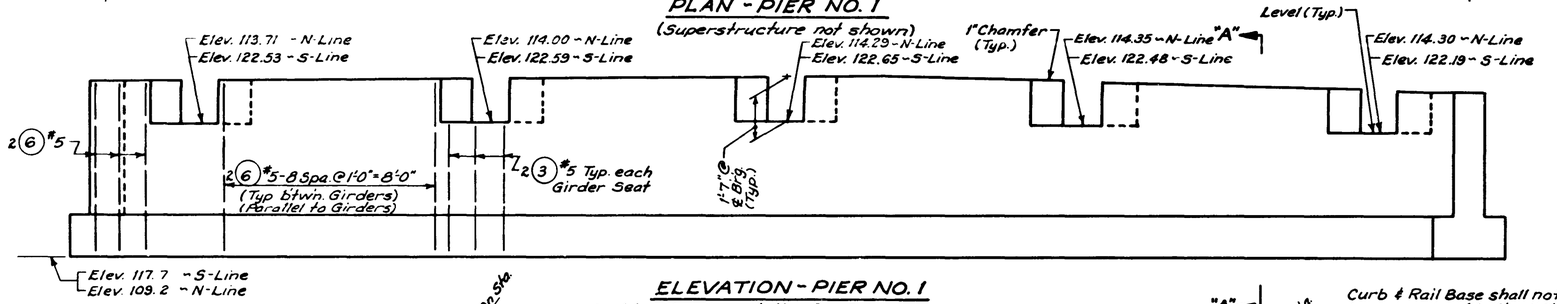
6R 3-1503-2

| FED. ROAD DIV NO. | STATE | FED AID PROJ NO | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 6 | WASH. | EMP F-011-1(9) | 119 | 127 |



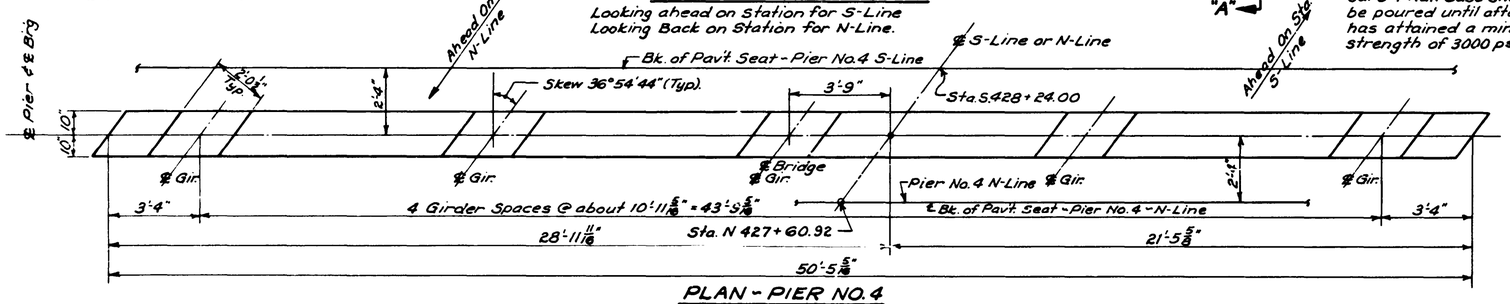

## PLAN - PIER NO. 1

(Superstructure not shown)



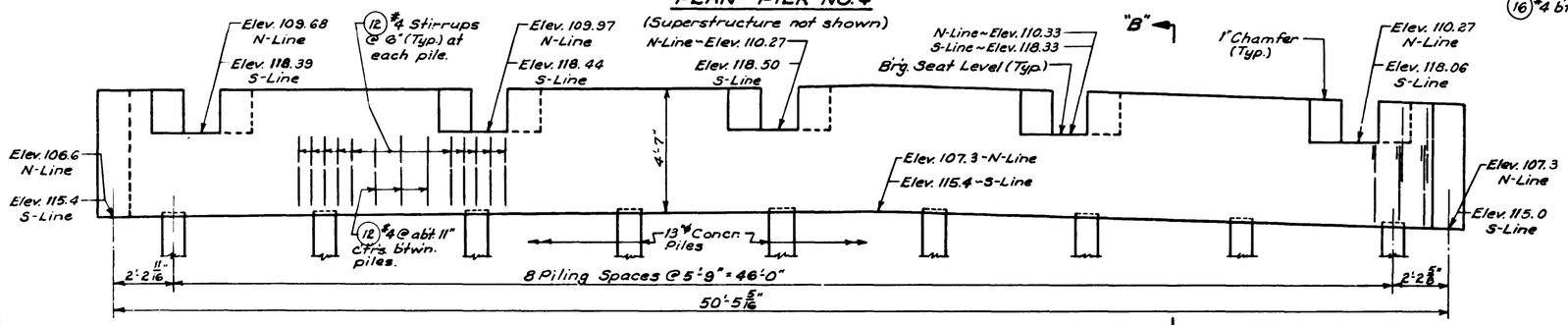

## ELEVATION - PIER NO. 1

Looking ahead on Station for S-Line
Looking Back on Station for N-Line.



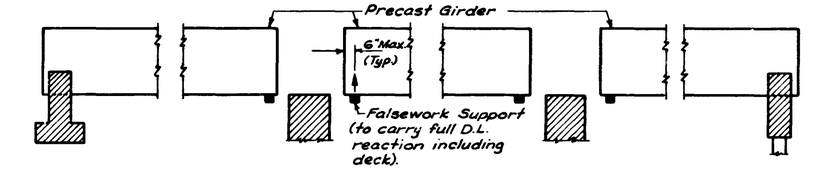

## PLAN - PIER NO. 4

(Superstructure not shown)

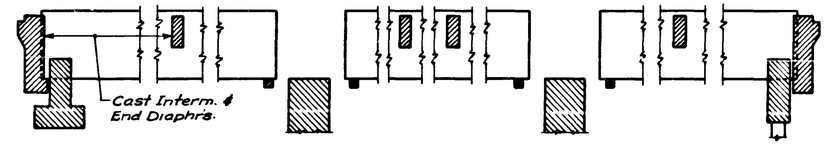



## ELEVATION - PIER NO. 4

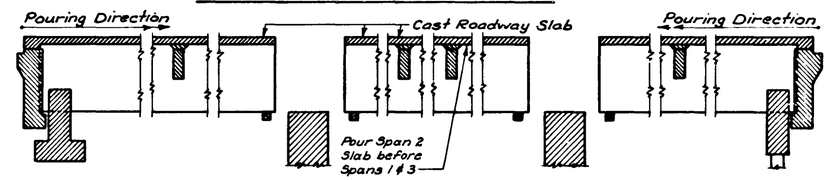
Looking ahead on Station for S-Line
Looking back on Station for N-Line.




## STAGE 1 - SET GIRDERS IN PLACE

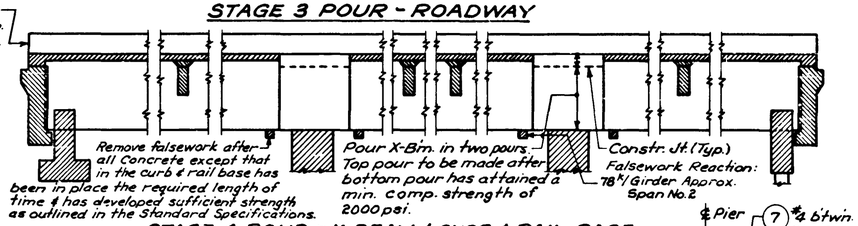



## STAGE 2 POUR - DIAPHRAGMS



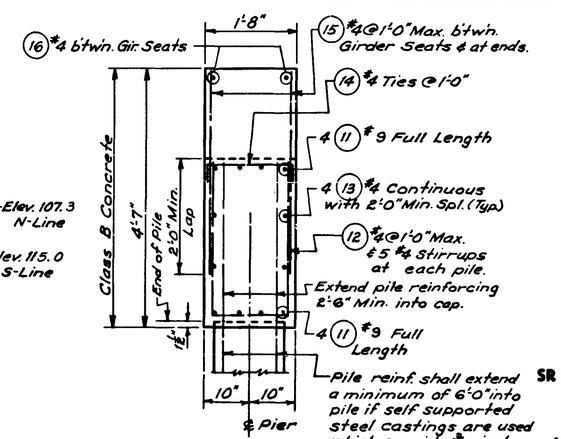

## STAGE 3 POUR - ROADWAY

Curb & Rail Base shall not be poured until after X-Bm. has attained a min. comp. strength of 3000 psi.

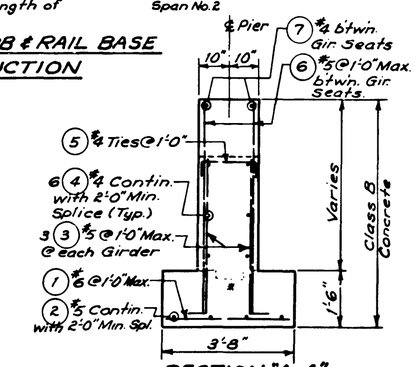



## STAGE 4 POUR - X-BEAM & CURB & RAIL BASE

## SEQUENCE OF CONSTRUCTION




## SECTION "B-B"




## SECTION "A-A"

* Same as Section H-H Page 108

SR 3

**MP 40.24 TO MP 45.41**

**CHICO TO SILVERDALE**

KITSAP COUNTY

**NEWBERRY HILL ROAD OVERCROSSINGS**

PIERS NO. 1 & 4
BOTH BRIDGES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. ZANDI, CHAIRMAN

BRIDGE ENGINEER

BRIDGE ENGINEER

As Built Changes In Red 10-6-75

| DATE | REVISION | BY | APPR'D |
|---|---|---|---|
| 12-3-71 | Concrete Pile Reinforcing | W.L.G. | |

W. Robertson

BRIDGE ENGINEER

APPROVED August 23, 1971

COMPUTER NUMBER 9269

SHEET 119 OF 127 SHEETS

SR 3/159

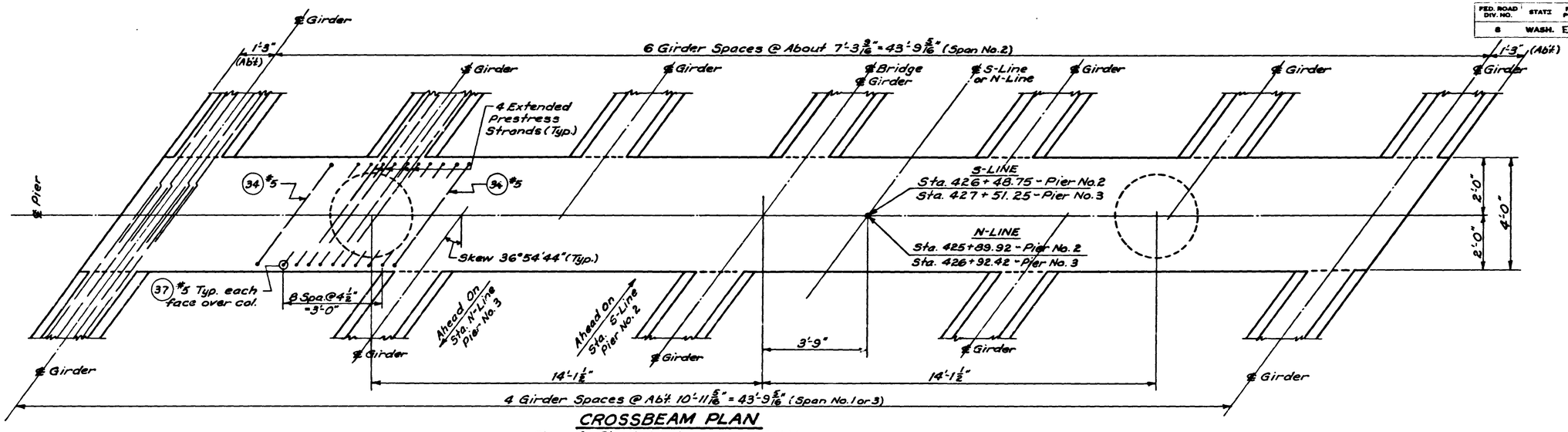
83/106

Bridge Design Engineer: Supervising Bridge Eng.: Designed: H.M.P. Oct. 1969; Detailed: W.L.G. Nov. 1969; Design Checked: T.L.M.; Traced: D.E.B.; Quant'ies Figured: H.M.P.; Quant'ies Checked:

Drawn: H.M.P. Sept. 1969; Traced: Checked: L.E. Eng.: Dir. Eng.:

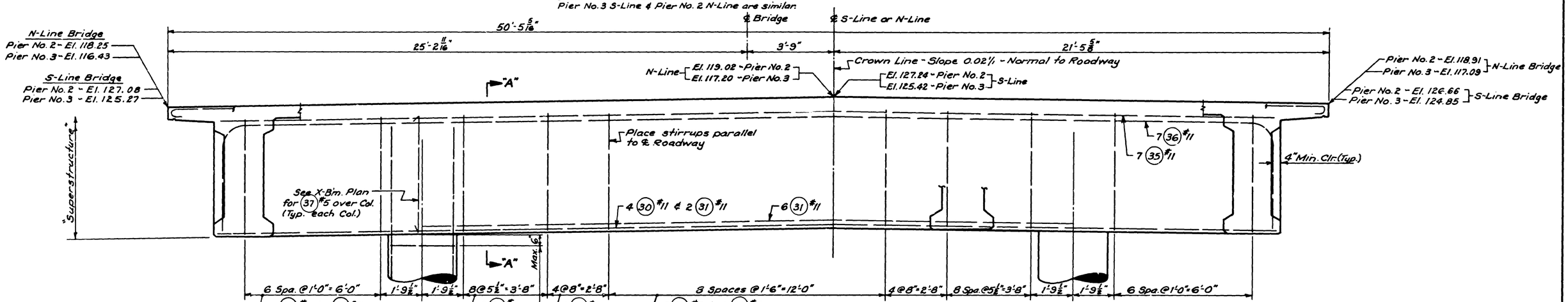
SR3-1503-3

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 120 | 127 |



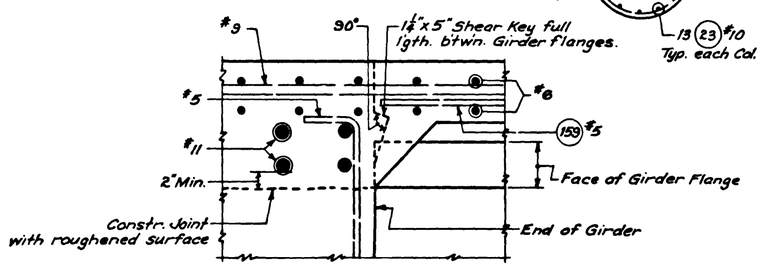

## CROSSBEAM PLAN

Shown for Pier No. 2 S-Line or Pier No. 3 N-Line
Pier No. 3 S-Line & Pier No. 2 N-Line are similar.

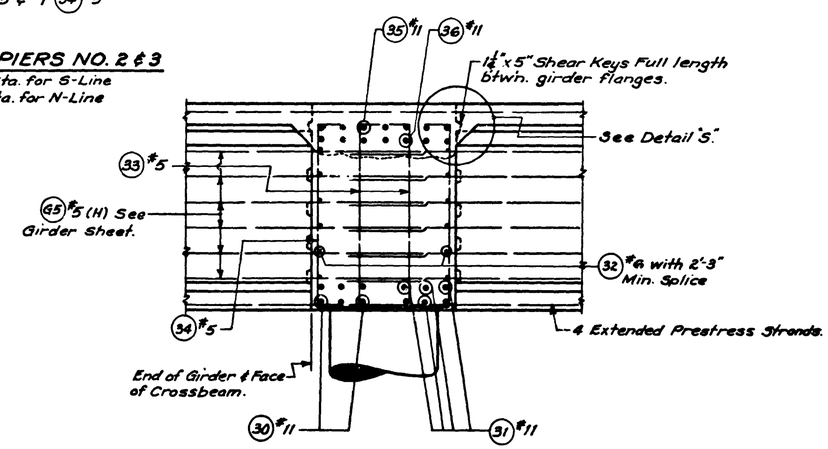



## ELEVATION - PIERS NO. 2 & 3

Looking ahead on Sta. for S-Line
Looking back on Sta. for N-Line




## DETAIL "S"




## SECTION "A-A"

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

NEWBERRY HILL ROAD OVERCROSSINGS

PIERS NO. 2 & 3
BOTH BRIDGES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. LAMB, CHAIRMAN

BRIDGE ENGINEER

BRIDGE PRESIDENT
JOHN H. DOYE

STRUCTURE ENGINEER

APPROVED August 23, 1971

STRUCTURE ENGINEER COMPUTATION NUMBER 7269

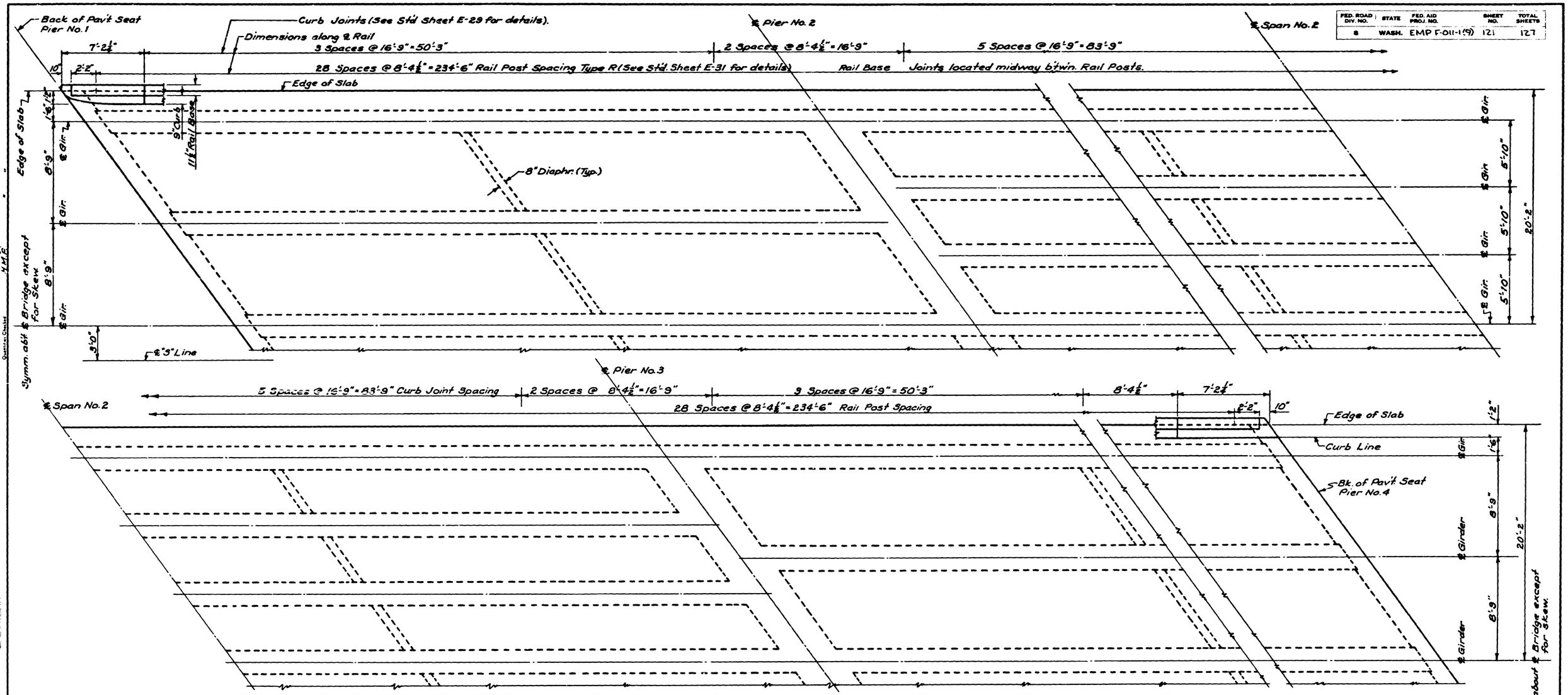
SHEET 120 OF 127 SHEETS

SR 3/59

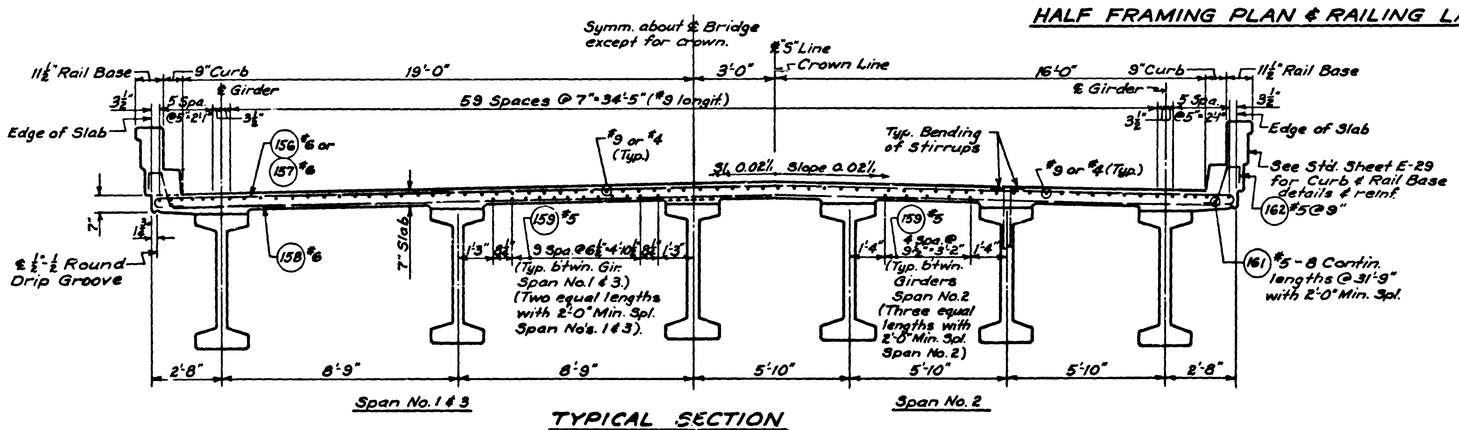
83/105

SR3-1503-4

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 121 | 127 |




HALF FRAMING PLAN & RAILING LAYOUT




TYPICAL SECTION

(Section taken normal to ℄ Bridge)

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

NEWBERRY HILL ROAD OVERCROSSINGS

FRAMING PLAN
S-LINE BRIDGE

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. DAVIS, CHAIRMAN

HAROLD WRIGHT

DRIVER PRODUCTION
JOHN H. KEPP

W. F. Robinson

BRIDGE ENGINEER

CONTRACT NUMBER 9269

APPROVED August 29, 1971

SHEET 121 OF 127 SHEETS

SR 3/69

83/104

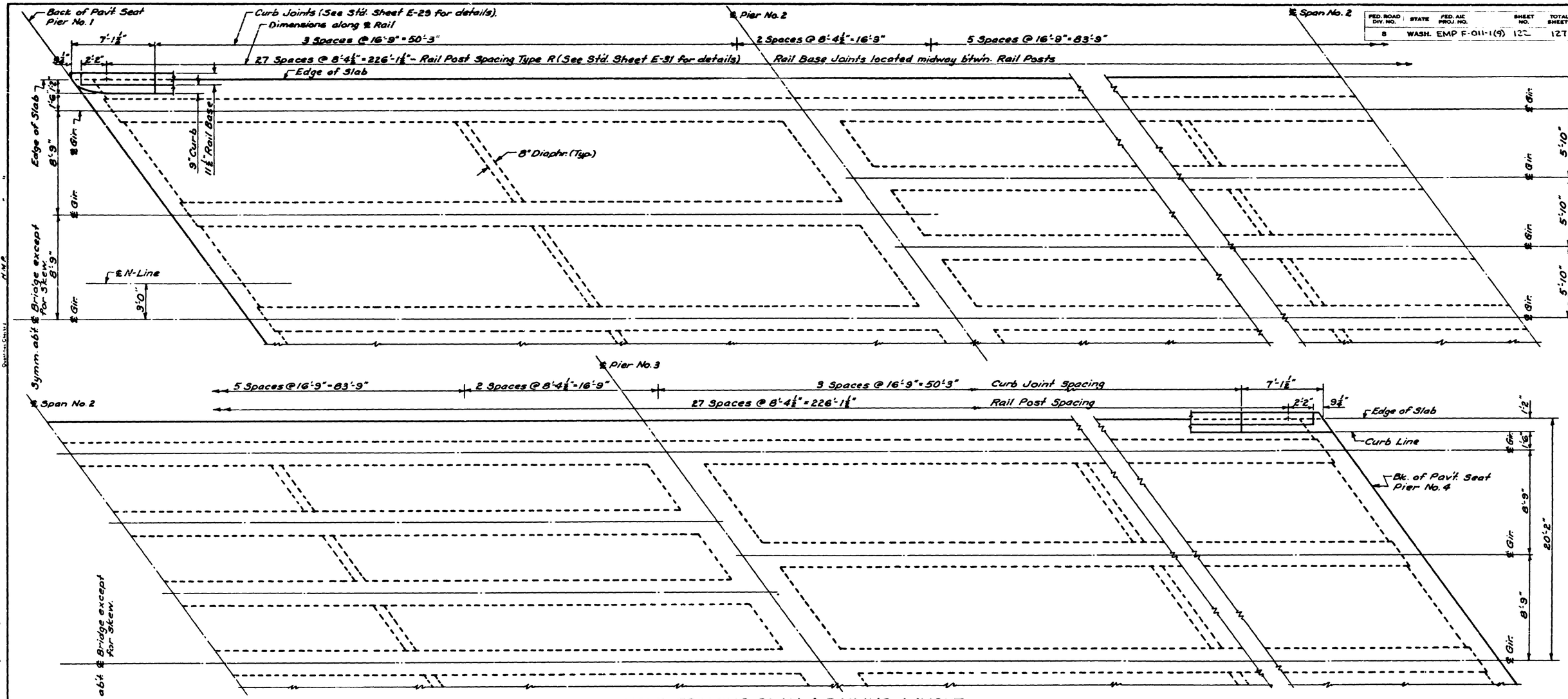
SR3-1503-5

Bridge Design Engineer
Supervising Bridge Engr.
Designed
Design Checked T.L.M.
Traced
Quantities Figured
Quantities Checked

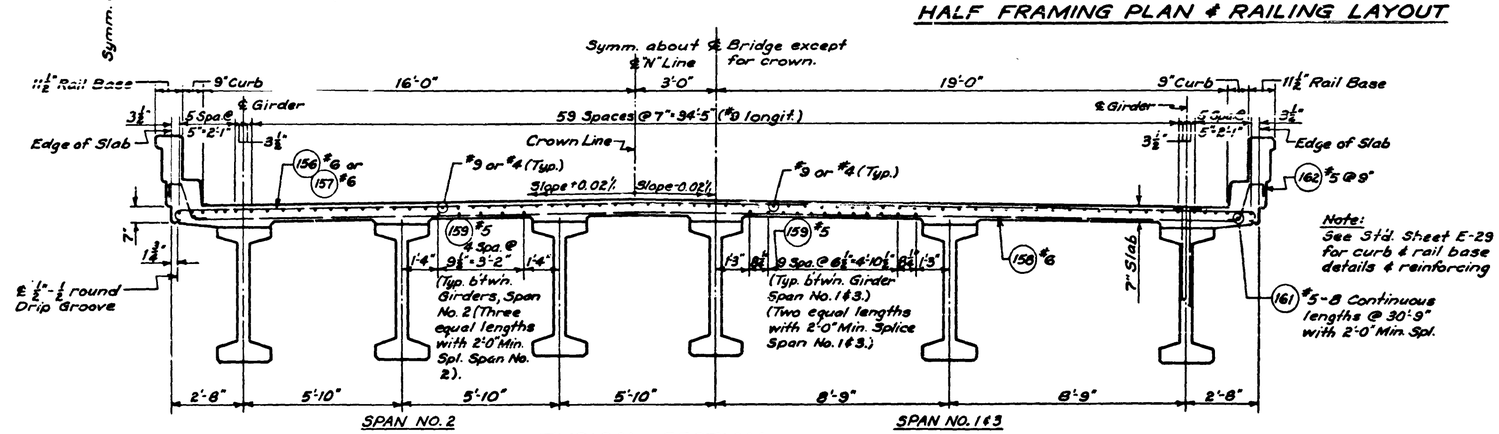
Date Sept 1969

Drawn H.M.P.
Traced
Checked
Lat. Engr.
Dist. Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 122 | 127 |




## HALF FRAMING PLAN & RAILING LAYOUT




Note:
See Std. Sheet E-29 for curb & rail base details & reinforcing

## TYPICAL SECTION

(Section taken normal to ℄ Bridge)

SR 3 MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

NEWBERRY HILL ROAD OVERCROSSINGS

FRAMING PLAN
N-LINE BRIDGE

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971

COMPUTER NUMBER 9269

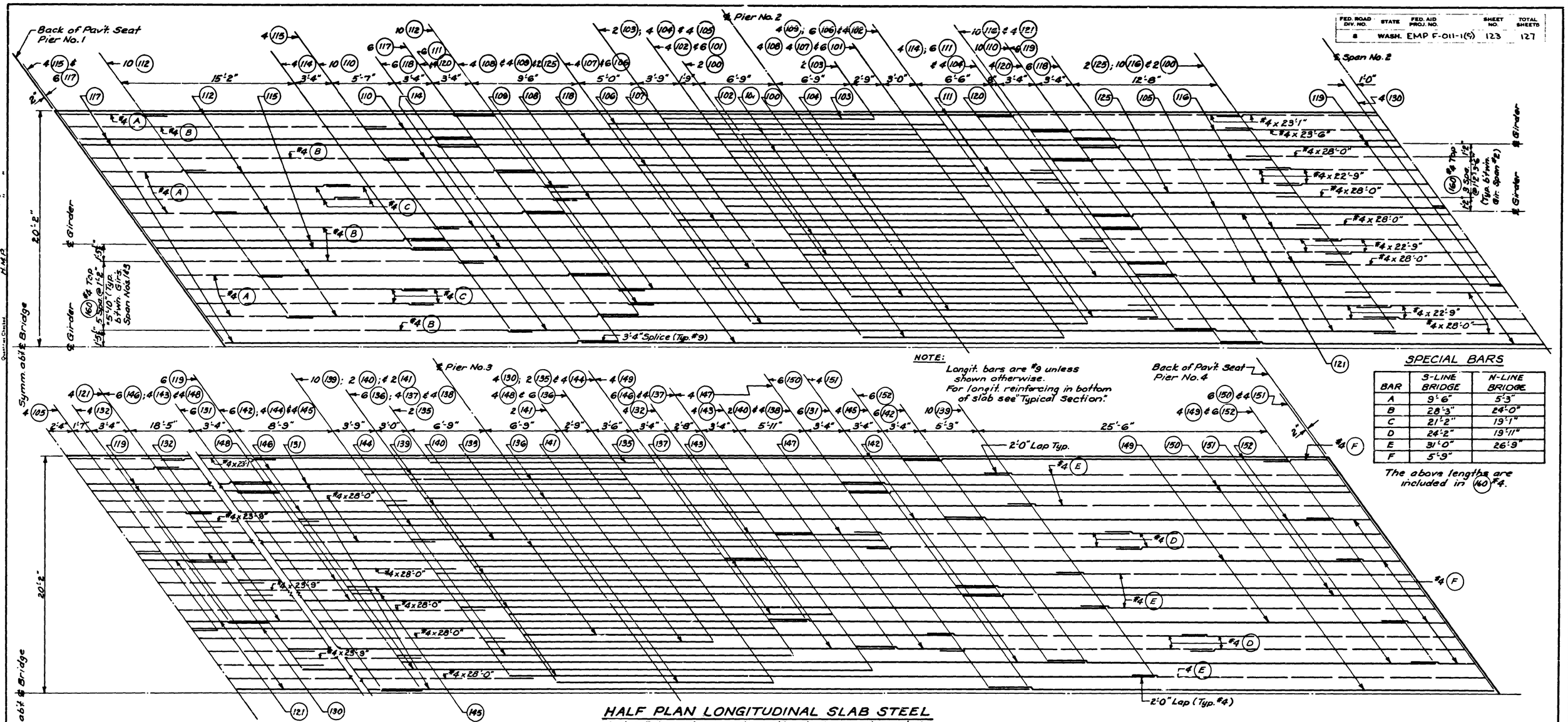
SHEET 122 OF 127 SHEETS

SR 3/59

83/103

SR 3-1503-6

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(5) | 123 | 127 |



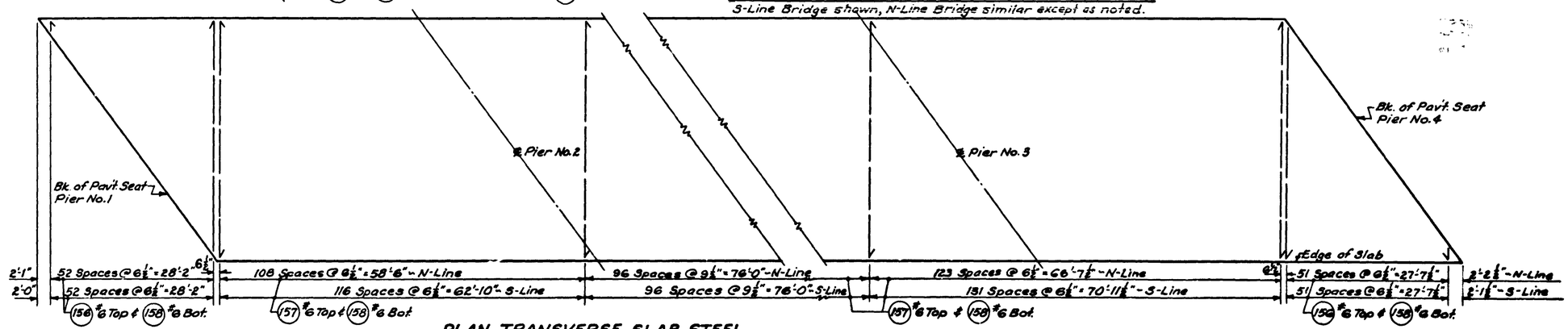

## SPECIAL BARS

| BAR | S-LINE BRIDGE | N-LINE BRIDGE |
|---|---|---|
| A | 9'-6" | 5'-3" |
| B | 28'-3" | 24'-0" |
| C | 21'-2" | 19'-1" |
| D | 24'-2" | 19'-11" |
| E | 31'-0" | 26'-9" |
| F | 5'-9" | |

The above lengths are included in (160) #4.

## HALF PLAN LONGITUDINAL SLAB STEEL

S-Line Bridge shown, N-Line Bridge similar except as noted.




## PLAN TRANSVERSE SLAB STEEL

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

NEWBERRY HILL ROAD OVERCROSSINGS

ROADWAY SLAB REINFORCING BOTH BRIDGES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

GEORGE B. ZAHN, CHAIRMAN

APPROVED August 23, 1971

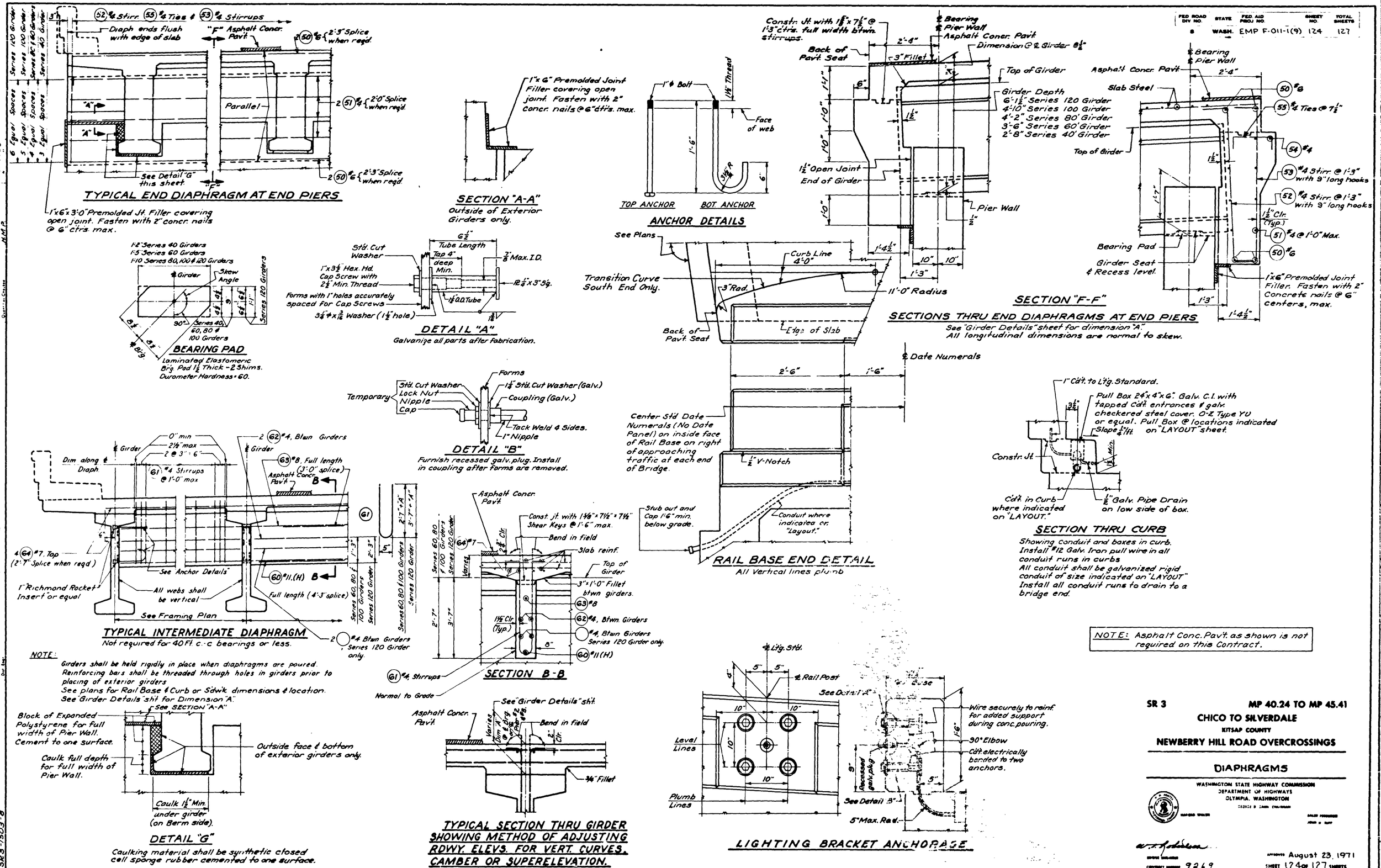
CONTRACT NUMBER 9269

SHEET 123 OF 127 SHEETS

SR 3/69

83/102

SR 3-1503-7




NOTE: Asphalt Conc. Pavt. as shown is not required on this Contract.

NOTE:
Girders shall be held rigidly in place when diaphragms are poured.
Reinforcing bars shall be threaded through holes in girders prior to placing of exterior girders
See plans for Rail Base & Curb or Sdwk. dimensions & location.
See "Girder Details" sht for Dimension "A".

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
NEWBERRY HILL ROAD OVERCROSSINGS

DIAPHRAGMS

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

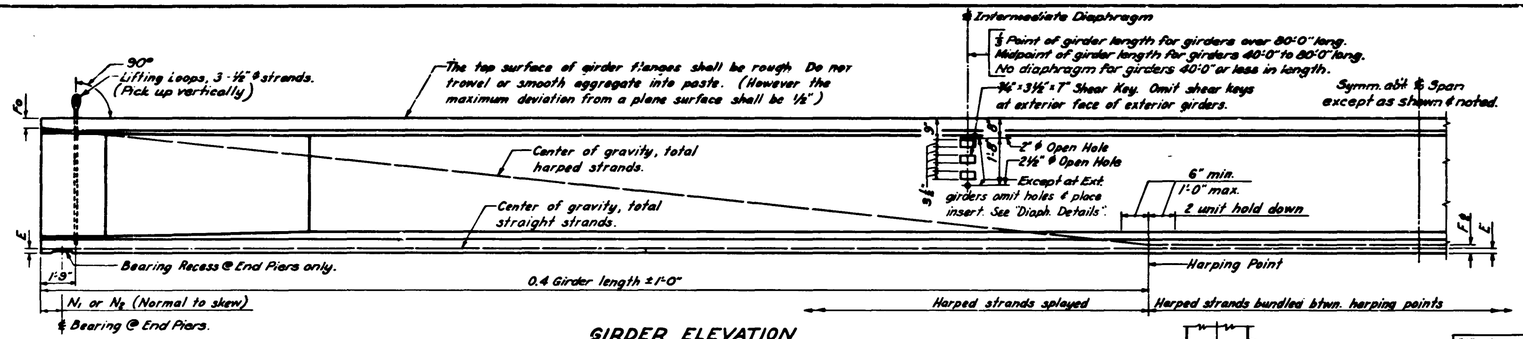
APPROVED August 23, 1971
CONTRACT NUMBER 9269
SHEET 124 OF 127 SHEETS

SR 3/6-9

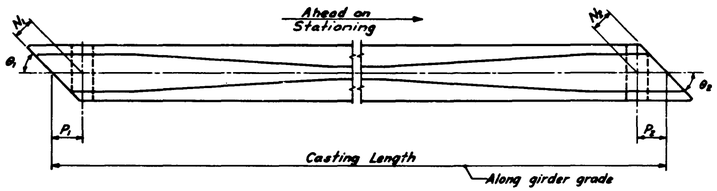
83/101

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011(9) | 125 | 127 |

**NOTE:**
**ALL DETAILS ON THIS SHEET ARE FOR PRETENSIONED STRAND DESIGN ONLY**




## GIRDER ELEVATION

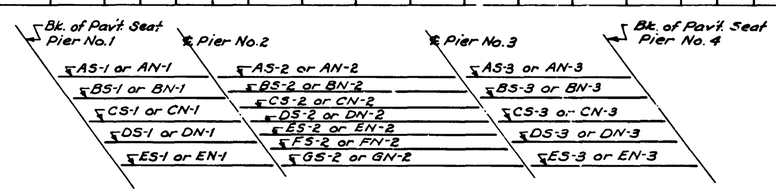



## GIRDER SCHEDULE

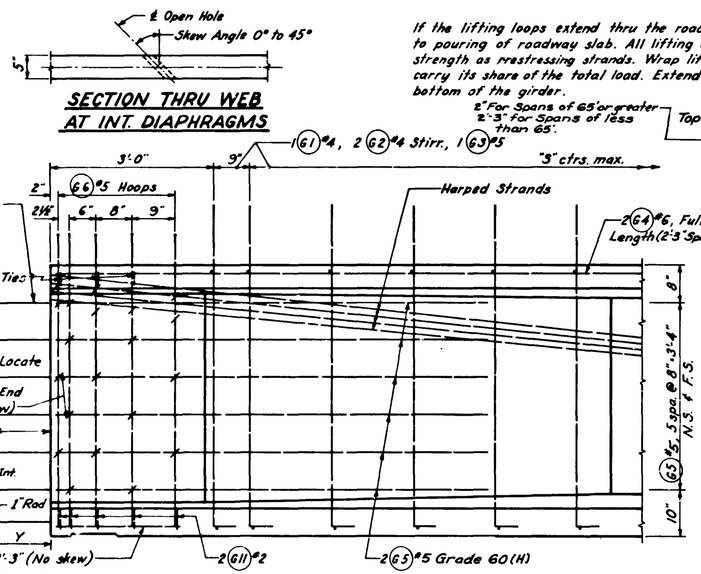
All strands shall be ½" ϕ 270K

"A" Dimen. @ ℄ Bearings = 9"

| | SPAN | GIRDER | DIMENSIONS θ₁ | θ₂ | N₁ | N₂ | P₁ | P₂ | Y | Casting Length | Maximum Stirrup Spacing S | BUNDLED HARPED & STRAIGHT PRETENSIONED: HARPED No. of Strands | HARPED Jacking Force (Kips) | STRAIGHT No. of Strands | STRAIGHT Jacking Force (Kips) | Total Number of Strands | Location of C.G. Steel Area (In.) E | F℄ | F₀ | Camber C (In.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-Line Bridge | 1 | AS1 to ES1 | 53° | 53° | 1'-3" | — | 1'-6¾" | — | 9⅜" | 61'-4¾" | 1'-5" | 11 | 318 | 6 | 174 | 17 | 1¾ | 3 | 31 | ¼ |
| | 2 | AS2 to GS2 | 53° | 53° | — | — | — | — | — | 97'-6" | 1'-5½" | 10 | 289 | 20 | 579 | 30 | 2⅝ | 3 | 5½ | 1 |
| | 3 | AS3 to ES3 | 53° | 53° | — | 1'-3" | — | 1'-6¾" | 9⅜" | 68'-10¾" | 1'-3½" | 7 | 203 | 14 | 405 | 21 | 2¼ | 3 | 4¼ | ⅜ |
| N-Line Bridge | 1 | AN1 to EN1 | 53° | 53° | 1'-3" | — | 1'-6¾" | — | 9⅜" | 57'-1¾" | 1'-6" | 10 | 289 | 6 | 174 | 16 | 1¾ | 3 | 30½ | 3/16 |
| | 2 | AN2 to EN2 | 53° | 53° | — | — | — | — | — | 97'-6" | 1'-6" | 10 | 289 | 20 | 579 | 30 | 2⅝ | 3 | 5½ | 1 |
| | 3 | AN3 to EN3 | 53° | 53° | — | 1'-3" | — | 1'-6¾" | 9⅜" | 64'-7¾" | 1'-4¾" | 13 | 376 | 6 | 174 | 19 | 1¾ | 3¼ | 31⅞ | ¼ |




## GIRDER LAYOUT
## NORTH & SOUTH LINE BRIDGES

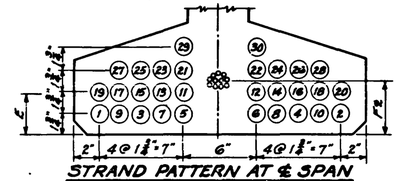



## SECTION THRU WEB AT INT. DIAPHRAGMS

If the lifting loops extend thru the roadway slab they shall be cut off prior to pouring of roadway slab. All lifting strands are of same material and strength as prestressing strands. Wrap lifting loops so that each strand will carry its share of the total load. Extend lifting loops to within 3" clear of the bottom of the girder.

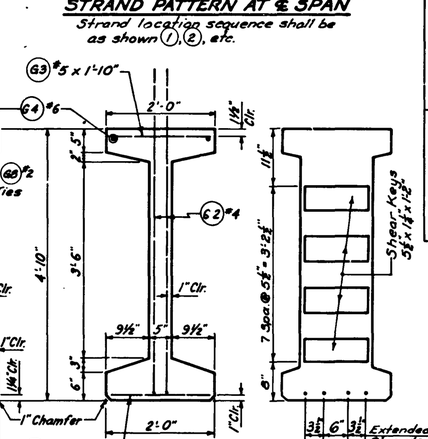
## END BLOCK ELEVATION

Extend 4 Strands
2'-0" Min. Ends of Girders - Pier No. 1&4.
3'-6" Min. Ends of Girders - Pier No. 2&3. Cut all strands flush with the girder ends except as indicated.



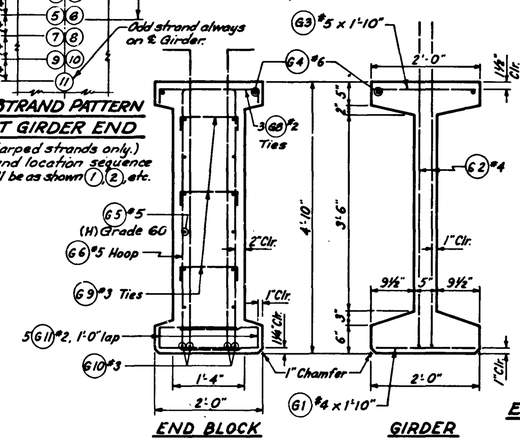

## STRAND PATTERN AT GIRDER END

(Harped strands only.) Strand location sequence shall be as shown (1), (2), etc.

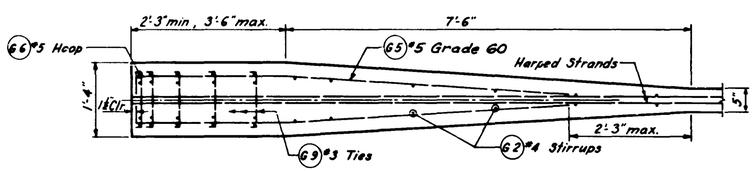



## STRAND PATTERN AT ℄ SPAN

Strand location sequence shall be as shown (1), (2), etc.

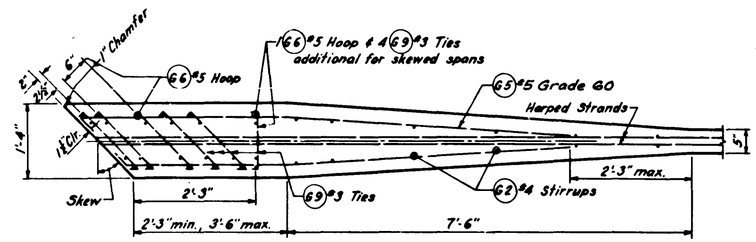



## END BLOCK — GIRDER
## END VIEW OF GIRDER
## TYPICAL CROSS-SECTIONS



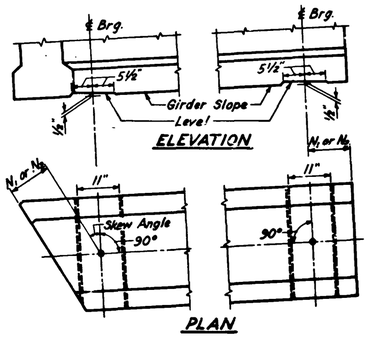

## PLAN SECTION THRU END BLOCK

No Skew
Extended strands & reinf. not shown




## PLAN SECTION THRU END BLOCK

Skewed Spans
Extended strands & reinf. not shown.




## BEARING RECESS DETAIL AT END PIERS

NOTE: Forms for bearing pad recesses shall be constructed and fastened in such a manner so as not to cause damage to the girders during the strand release operation.

## GIRDER WEIGHTS

| SECTION End Blk. lb/lin. ft. | Girder lb/lin. ft. | Total weight one Girder # |
|---|---|---|
| 1137 | 607 | 68,400 # |

# { Standard End Block (No skew) 3'-6" long; Casting Length = 100'.

## NOTE

Extra caution must be exercised in handling and placing all girders.
All girders over 105' long shall be braced laterally to prevent tipping or buckling.

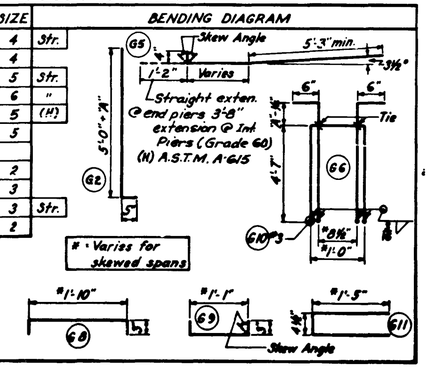
## BAR LIST

All dimensions are out to out.

| MARK | LOCATION | SIZE | |
|---|---|---|---|
| G 1 | Girder - Bot. Flange | 4 | Str. |
| G 2 | " Stirrups | 4 | |
| G 3 | " Top Flange | 5 | Str. |
| G 4 | " Longit. - Top - full length | 6 | " |
| G 5 | End Block - Longit. | 5 | (H) |
| G 6 | " " Hoops | 5 | |
| G 8 | End Block - Ties - Top Flange | 2 | |
| G 9 | " " " | 3 | |
| G 10 | " " Longit. - Bottom | 3 | Str. |
| G 11 | " " Transv. " | 2 | |

NOTE: For "A" dim. see "Girder Schedule".
(H) Mark G5 A.S.T.M. A-615 Grade 60

BENDING DIAGRAM



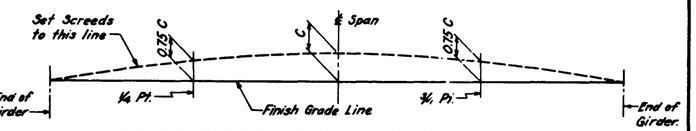

SR 3 — MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
NEWBERRY HILL ROAD OVERCROSSINGS

GIRDER DETAILS
BOTH BRIDGES

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

SHEET NO. 9269

APPROVED August 23, 1971
SHEET 125 OF 127 SHEETS




## SCREED CAMBER FOR GIRDER DEFLECTION

For camber (C) see "Girder Schedule".

## SERIES 100 GIRDER

SR 3-1503-9

83/100

S = Bar is included in substructure quantities.
F = Bar to be field welded.
T = Tie or Stirrup.
H = A-615, Grade 60
V = Bar dimensions vary between dimensions shown on this line and the following line.

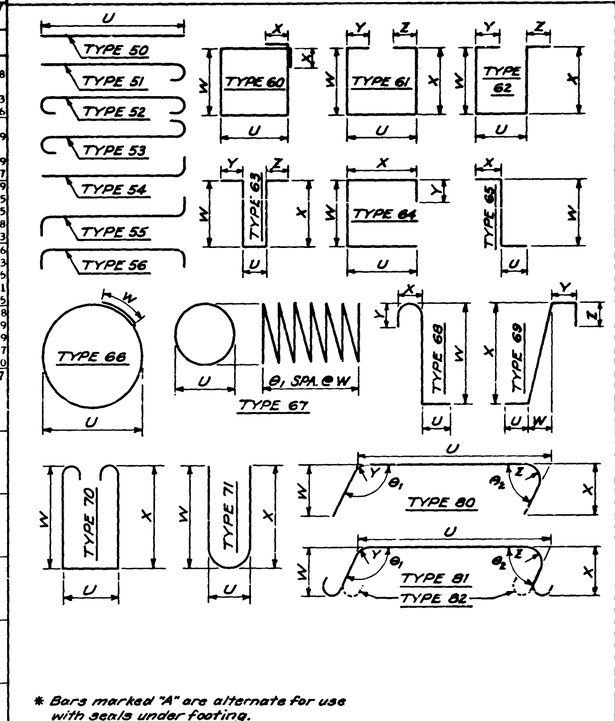
| MARK NO. | LOCATION | SIZE | NO. REQ'D. | BEND TYPE | TIE OR STIR. | FLD. WELD | SUBSTR. | H VARIES | NO. EACH | DIMENSIONS (Out to out) U Ft. | U In. | W Ft. | W In. | X Ft. | X In. | Y Ft. | Y In. | Z Ft. | Z In. | $\theta_1$ Deg. | $\theta_2$ Deg. | LENGTH Ft. | LENGTH In. | WEIGHT Lbs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | LINE BRIDGE | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | FOOTING PIER NO1 | 6 | 51 | 50 | | | S | | | 3 | 5.0 | | | | | | | | | | | 3 | 5. | 262 |
| 2 | FOOTING PIER NO1 | 5 | 9 | 50 | | | S | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 218 |
| 3 | FOOTING DOWELS | 5 | 6 | 54 | T | | S | | | 4 | 0.0 | | | | | | | | | | | 4 | 5. | 28 |
| 3 | FOOTING DOWELS | 5 | 12 | 54 | T | | S | | | 4 | 3.0 | | | | | | | | | | | 4 | 8. | 58 |
| 3 | FOOTING DOWELS | 5 | 12 | 54 | T | | S | | | 4 | 6.0 | | | | | | | | | | | 4 | 11. | 62 |
| 4 | PIER NO 1 | 4 | 12 | 50 | | | S | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 209 |
| 5 | PIER NO1 TIE | 4 | 51 | 56 | T | | S | | | 1 | 5.0 | | | | | | | | | | | 2 | 1. | 71 |
| 6 | PIER NO1 DOWELS | 5 | 24 | 54 | T | | S | | | 6 | 0.0 | | | | | | | | | | | 6 | 5. | 161 |
| 6 | PIER NO1 DOWELS | 5 | 18 | 54 | T | | S | | | 6 | 1.5 | | | | | | | | | | | 6 | 6. | 122 |
| 6 | PIER NO1 DOWELS | 5 | 42 | 54 | T | | S | V | 2 | 6 | 1.0 | | | | | | | | | | | 6 | 6. | |
| | | | | | | | | | | 5 | 8.0 | | | | | | | | | | | 6 | 6. | 285 |
| 7 | PIER NO1 | 4 | 8 | 50 | | | S | | | 8 | 1.0 | | | | | | | | | | | 8 | 1. | 43 |
| 7 | PIER NO1 | 4 | 4 | 50 | | | S | | | 1 | 10.5 | | | | | | | | | | | 1 | 11. | 5 |
| 11 | PIER NO4 | 9 | 8 | 50 | | | S | | | 50 | 2.0 | | | | | | | | | | | 50 | 2. | 1365 |
| 12 | PIER NO4 | 4 | [illegible] | 63 | T | | S | | | 1 | 5.0 | 2 | 8.0 | 2 | 8.0 | | 0.0 | | 0.0 | | | 6 | 7. | 312 |
| 13 | PIER NO4 | 4 | 8 | 50 | | | S | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 139 |
| 14 | PIER NO4 | 4 | 51 | 56 | T | | S | | | 1 | 5.0 | | | | | | | | | | | 2 | 1. | 71 |
| 15 | PIER NO4 | 4 | 84 | 50 | | | S | | | 3 | 6.0 | | | | | | | | | | | 3 | 6. | 196 |
| 16 | PIER NO4 | 4 | 8 | 50 | | | S | | | 8 | 1.0 | | | | | | | | | | | 8 | 1. | 43 |
| 16 | PIER NO4 | 4 | 4 | 50 | | | S | | | 1 | 10.5 | | | | | | | | | | | 1 | 11. | 5 |
| 20 | FTG PIER NO 2-3 | 10 | 64 | 50 | | | S | | | 11 | 9.0 | | | | | | | | | | | 11 | 9. | 3236 |
| 21 | FTG PIER NO 2-3 | [illegible] | 84 | 50 | | | S | | | 9 | 9.0 | | | | | | | | | | | 9 | 9. | 2291 |
| *20A | FTG PIER NO 2-3 | 10 | 63 | 50 | | | S | | | 9 | 9.0 | | | | | | | | | | | 9 | 9. | 2853 |
| *21A | FTG PIER NO 2-3 | 8 | 92 | 50 | | | S | | | 8 | 3.0 | | | | | | | | | | | 8 | 3. | 2027 |
| 22 | COL DOWELS | 10 | 52 | 54 | | | S | | | 5 | 11.0 | | | | | | | | | | | 7 | 6. | 1678 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 30 | 4.0 | | | | | | | | | | | 30 | 4. | 1697 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 30 | 6.0 | | | | | | | | | | | 30 | 6. | 1706 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 31 | 5.0 | | | | | | | | | | | 31 | 5. | 1757 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 31 | 8.0 | | | | | | | | | | | 31 | 8. | 1771 |
| *23A | COL VERTICAL | 10 | 13 | 50 | | | S | | | 27 | 6.0 | | | | | | | | | | | 27 | 6. | 1538 |
| *23A | COL VERTICAL | 10 | 13 | 50 | | | S | | | 28 | 4.0 | | | | | | | | | | | 28 | 4. | 1585 |
| *23A | COL VERTICAL | 10 | 13 | 50 | | | S | | | 28 | 8.0 | | | | | | | | | | | 28 | 8. | 1604 |
| *23A | COL VERTICAL | 10 | 13 | 50 | | | S | | | 29 | 6.0 | | | | | | | | | | | 29 | 6. | 1650 |
| 24 | COL HOOPS | 4 | 167 | 66 | T | | S | | | 2 | 9.0 | 2 | 0.0 | | | | | | | | | 10 | 6. | 750 |
| 30 | XBM PIER NO2-3 | 11 | 8 | 50 | | | | | | 45 | 7.0 | | | | | | | | | | | 45 | 7. | 1937 |
| 31 | XBM PIER NO2-3 | 11 | 16 | 50 | | | | | | 28 | 3.0 | | | | | | | | | | | 28 | 3. | 2401 |
| 32 | XBM PIER NO2-3 | 5 | 48 | 50 | | | | | | 24 | 3.0 | | | | | | | | | | | 24 | 3. | 1748 |
| 33 | XBM PIER NO2-3 | 5 | 168 | 56 | T | | | | | 5 | 0.0 | | | | | | | | | | | 5 | 10. | 1144 |
| 34 | XBM PIER NO2-3 | 5 | 96 | 61 | T | | | | | 4 | 9.0 | 5 | 0.0 | 5 | 0.0 | | 5.0 | | 5.0 | | | 15 | 2. | 1487 |
| 35 | XBM PIER NO2-3 | 11 | 14 | 50 | | | | | | 44 | 8.0 | | | | | | | | | | | 44 | 8. | 3322 |
| 36 | XBM PIER NO2-3 | 11 | 14 | 50 | | | | | | 44 | 4.0 | 4 | 5.5 | 4 | 5.5 | | 9.4 | | 9.4 | 90 | 90 | 52 | 5. | 3899 |
| 37 | XBM PIER NO2-3 | 5 | 72 | 50 | | | | | | 5 | 9.0 | 1 | 0.0 | 1 | 0.0 | | 2.5 | | 2.5 | 90 | 90 | 6 | 9. | 507 |
| 50 | END PIERS | 6 | 8 | 50 | | | | | | 50 | 2.0 | | | | | | | | | | | 50 | 2. | 603 |
| 51 | END PIERS | 4 | 40 | 50 | | | | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 697 |
| 52 | END PIERS | 4 | 92 | 65 | T | | | | | | 9.0 | 6 | 2.0 | | 9.0 | | | | | | | 7 | 6. | 411 |
| 53 | END PIERS | 4 | 82 | 64 | T | | | | | | 9.0 | 6 | 2.0 | | 9.0 | | 0.0 | | | | | 7 | 6. | 411 |
| 54 | END PIERS | 4 | 4 | 50 | | | | | | 26 | 3.0 | | | | | | | | | | | 26 | 3. | 70 |
| 55 | END PIERS | 4 | 130 | 56 | T | | | | | 1 | 3.0 | | | | | | | | | | | 1 | 11. | 166 |
| 60 | INTERMEDIATE DIAPHRAGM | 11 | 4 | 50 | | | | H | | 25 | 9.0 | | | | | | | | | | | 25 | 9. | 547 |
| 60 | INTERMEDIATE DIAPHRAGM | 11 | 4 | 50 | | | | H | | 22 | 0.0 | | | | | | | | | | | 22 | 0. | 488 |
| 61 | INTERMEDIATE DIAPHRAGM | 4 | 204 | 71 | T | | | | | | 5.0 | 3 | 4.0 | 3 | 4.0 | | | | | | | 6 | 10. | 931 |
| 62 | INTERMEDIATE DIAPHRAGM | 4 | 16 | 50 | | | | | | 10 | 4.0 | | | | | | | | | | | 10 | 4. | 110 |
| 62 | INTERMEDIATE DIAPHRAGM | 4 | 24 | 50 | | | | | | 6 | 8.0 | | | | | | | | | | | 6 | 8. | 107 |
| 63 | INTERMEDIATE DIAPHRAGM | 8 | 4 | 50 | | | | | | 22 | 0.0 | | | | | | | | | | | 22 | 0. | 235 |
| 63 | INTERMEDIATE DIAPHRAGM | 8 | 4 | 50 | | | | | | 24 | 8.0 | | | | | | | | | | | 24 | 8. | 263 |
| 64 | INTERMEDIATE DIAPHRAGM | 7 | 16 | 50 | | | | | | 46 | 0.0 | | | | | | | | | | | 46 | 0. | 1504 |
| 100 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 45 | 9.0 | | | | | | | | | | | 45 | 9. | 311 |
| 101 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 18 | 0.0 | | | | | | | | | | | 18 | 0. | 367 |
| 102 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 21 | 0.0 | | | | | | | | | | | 21 | 0. | 286 |
| 103 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 19 | 0.0 | | | | | | | | | | | 19 | 0. | 129 |
| 104 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 31 | 3.0 | | | | | | | | | | | 31 | 3. | 425 |
| 105 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 65 | 10.0 | | | | | | | | | | | 65 | 10. | 895 |
| 106 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 29 | 9.0 | | | | | | | | | | | 29 | 9. | 607 |
| 107 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 26 | 9.0 | | | | | | | | | | | 26 | 9. | 364 |
| 108 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 36 | 3.0 | | | | | | | | | | | 36 | 3. | 493 |
| 109 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 39 | 3.0 | | | | | | | | | | | 39 | 3. | 534 |
| 110 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 62 | 0.0 | | | | | | | | | | | 62 | 0. | 2106 |
| 111 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 49 | 1.0 | | | | | | | | | | | 49 | 1. | 1001 |
| 112 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 30 | 9.0 | | | | | | | | | | | 30 | 9. | 1045 |
| 114 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 61 | 4.0 | | | | | | | | | | | 61 | 4. | 834 |
| 115 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 26 | 0.0 | | | | | | | | | | | 26 | 0. | 354 |
| 116 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 19 | 4.0 | | | | | | | | | | | 19 | 4. | 657 |
| 117 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 35 | 0.0 | | | | | | | | | | | 35 | 0. | 714 |
| 118 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 59 | 9.0 | | | | | | | | | | | 59 | 9. | 1219 |
| 119 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 57 | 3.0 | | | | | | | | | | | 57 | 3. | 1168 |
| 120 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 53 | 1.0 | | | | | | | | | | | 53 | 1. | 722 |
| 121 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 38 | 10.0 | | | | | | | | | | | 38 | 10. | 528 |
| 125 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 65 | 9.0 | | | | | | | | | | | 65 | 9. | 447 |
| 130 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 65 | 3.0 | | | | | | | | | | | 65 | 3. | 887 |
| 131 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 57 | 2.0 | | | | | | | | | | | 57 | 2. | 1166 |
| 132 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 63 | 8.0 | | | | | | | | | | | 63 | 8. | 866 |
| 135 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 19 | 9.0 | | | | | | | | | | | 19 | 9. | 134 |
| 136 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 19 | 3.0 | | | | | | | | | | | 19 | 3. | 393 |
| 137 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 28 | 9.0 | | | | | | | | | | | 28 | 9. | 391 |
| 138 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 38 | 0.0 | | | | | | | | | | | 38 | 0. | 517 |
| 139 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 57 | 0.0 | | | | | | | | | | | 57 | 0. | 1938 |
| 140 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 41 | 9.0 | | | | | | | | | | | 41 | 9. | 284 |
| 141 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 20 | 3.0 | | | | | | | | | | | 20 | 3. | 138 |
| 142 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 60 | 6.0 | | | | | | | | | | | 60 | 6. | 1234 |
| 143 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 66 | 4.0 | | | | | | | | | | | 66 | 4. | 902 |
| 144 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 35 | 3.0 | | | | | | | | | | | 35 | 3. | 479 |
| 145 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 57 | 2.0 | | | | | | | | | | | 57 | 2. | 777 |
| 146 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 63 | 0.0 | | | | | | | | | | | 63 | 0. | 1285 |
| 147 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 9 | 3.0 | | | | | | | | | | | 9 | 3. | 126 |
| 148 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 53 | 6.0 | | | | | | | | | | | 53 | 6. | 728 |
| 149 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 56 | 0.0 | | | | | | | | | | | 56 | 0. | 762 |
| 150 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 44 | 3.0 | | | | | | | | | | | 44 | 3. | 903 |
| 151 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 41 | 0.0 | | | | | | | | | | | 41 | 0. | 558 |
| 152 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 34 | 1.0 | | | | | | | | | | | 34 | 1. | 695 |

S = Bar is included in substructure quantities.
F = Bar to be field welded.
T = Tie or Stirrup
A-615, Grade 60.
V = Bar dimensions vary between dimensions shown on this line and the following line.

| MARK NO. | LOCATION | SIZE | NO. REQ'D. | BEND TYPE | TIE OR STIR. | FLD. WELD | SUBSTR. | H VARIES | NO. EACH | DIMENSIONS (Out to out) U Ft. | U In. | W Ft. | W In. | X Ft. | X In. | Y Ft. | Y In. | Z Ft. | Z In. | $\theta_1$ Deg. | $\theta_2$ Deg. | LENGTH Ft. | LENGTH In. | WEIGHT Lbs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 156 | SLAB STEEL TRANSV | 6 | 53 | 51 | | | | V | 1 | 2 | 0.0 | | | | | | | | | | | 2 | 8. | |
| | | | | | | | | | | 39 | 10.0 | | | | | | | | | | | 40 | 6. | 1718 |
| 156 | SLAB STEEL TRANSV | 6 | 52 | 51 | T | | | V | 1 | 2 | 0.0 | | | | | | | | | | | 2 | 8. | |
| | | | | | | | | | | 39 | 3.0 | | | | | | | | | | | 39 | 11. | 1663 |
| 157 | SLAB STEEL TRANSV | 6 | 344 | 52 | T | | | | | 40 | 0.0 | | | | | | | | | | | 41 | 4. | 21356 |
| 158 | SLAB STEEL TRANSV | 6 | 53 | 50 | | | | V | 1 | 1 | 0.0 | | | | | | | | | | | 1 | 0. | |
| | | | | | | | | | | 39 | 2.0 | | | | | | | | | | | 39 | 2. | 1599 |
| 158 | SLAB STEEL TRANSV | 6 | 52 | 50 | | | | V | 1 | 1 | 0.0 | | | | | | | | | | | 1 | 0. | |
| | | | | | | | | | | 39 | 2.0 | | | | | | | | | | | 39 | 2. | 1569 |
| 158 | SLAB STEEL TRANSV | 6 | 344 | 50 | | | | | | 39 | 2.0 | | | | | | | | | | | 39 | 2. | 20237 |
| 159 | SLAB STEEL LONGIT | 5 | 96 | 50 | | | | | | 32 | 3.0 | | | | | | | | | | | 32 | 3. | 3229 |
| 159 | SLAB STEEL LONGIT | 5 | 90 | 50 | | | | | | 33 | 6.0 | | | | | | | | | | | 33 | 6. | 3145 |
| 159 | SLAB STEEL LONGIT | 5 | 96 | 50 | | | | | | 36 | 0.0 | | | | | | | | | | | 36 | 0. | 3605 |
| 160 | SLAB STEEL LONGIT | 4 | 10 | 50 | | | | | | 5 | 9.0 | | | | | | | | | | | 5 | 9. | 38 |
| 160 | SLAB STEEL LONGIT | 4 | 10 | 50 | | | | | | 9 | 6.0 | | | | | | | | | | | 9 | 6. | 63 |
| 160 | SLAB STEEL LONGIT | 4 | 16 | 50 | | | | | | 21 | 2.0 | | | | | | | | | | | 21 | 2. | 226 |
| 160 | SLAB STEEL LONGIT | 4 | 6 | 50 | | | | | | 23 | 1.0 | | | | | | | | | | | 23 | 1. | 93 |
| 160 | SLAB STEEL LONGIT | 4 | 24 | 50 | | | | | | 22 | 9.0 | | | | | | | | | | | 22 | 9. | 366 |
| 160 | SLAB STEEL LONGIT | 4 | 2 | 50 | | | | | | 23 | 6.0 | | | | | | | | | | | 23 | 6. | 31 |
| 160 | SLAB STEEL LONGIT | 4 | 6 | 50 | | | | | | 23 | 9.0 | | | | | | | | | | | 23 | 9. | 95 |
| 160 | SLAB STEEL LONGIT | 4 | 16 | 50 | | | | | | 24 | 2.0 | | | | | | | | | | | 24 | 2. | 258 |
| 160 | SLAB STEEL LONGIT | 4 | 24 | 50 | | | | | | 28 | 0.0 | | | | | | | | | | | 28 | 0. | 449 |
| 160 | SLAB STEEL LONGIT | 4 | 10 | 50 | | | | | | 28 | 3.0 | | | | | | | | | | | 28 | 3. | 189 |
| 160 | SLAB STEEL LONGIT | 4 | 10 | 50 | | | | | | 31 | 0.0 | | | | | | | | | | | 31 | 0. | 207 |
| 161 | SLAB STEEL | 5 | 16 | 50 | | | | | | 31 | 9.0 | | | | | | | | | | | 31 | 9. | 530 |
| 162 | CURB TIE | 5 | 644 | 69 | T | | | | | | 9.0 | | 3.8 | 1 | 2.5 | | 6.0 | | 6.0 | | | 2 | 9. | 1847 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 126 | 127 |

## BENDING DIAGRAMS




* Bars marked "A" are alternate for use with seals under footing.

Notes:
Curb, sidewalk and railbase reinforcing is not shown in this bar list. See Standard Curb & Sidewalk Details - Sht. E-29.

Bends for transverse bars due to roadway crown conditions have not been shown. These bars shall be bent as required to conform to the configuration of the structure.

SR 3 MP 40.24 TO MP 45.41
CHICO TO SILVERDALE
KITSAP COUNTY
NEWBERRY HILL ROAD OVERCROSSINGS

BAR LIST
S-LINE BRIDGE

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

APPROVED August 23, 1971
CONTRACT NUMBER 9269
SHEET 126 OF 127 SHEETS

SR 3-1503-10
SR 3/59
83/99

S = Bar is included in substructure quantities. — H = A-615, Grade 60
F = Bar to be field welded. — V = Bar dimensions vary between dimensions shown on this line and the following line.
T = Tie or Stirrup.

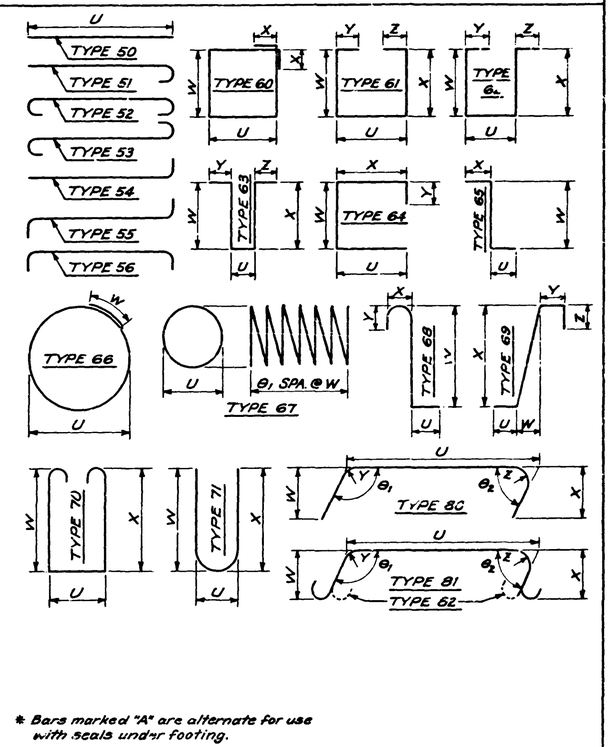
| MARK NO. | LOCATION | SIZE | NO. REQ'D. | BEND TYPE | TIE OR STIR. | FLD. WELD | SUBSTR. | H VARIES | NO. EACH | DIMENSIONS (Out to out) U Ft. | U In. | W Ft. | W In. | X Ft. | X In | Y Ft. | Y In. | Z Ft. | Z In. | θ1 Deg. | θ2 Deg. | LENGTH Ft. | LENGTH In. | WEIGHT Lbs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N | LINE BRIDGE | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | FOOTING PIER NO1 | 6 | 51 | 50 | | | S | | | 3 | 5.0 | | | | | | | | | | | 3 | 5. | 262 |
| 2 | FOOTING PIER NO1 | 5 | 8 | 50 | | | S | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 218 |
| 3 | FOOTING DOWELS | 5 | 6 | 54 | T | | S | | | 4 | 0.0 | | | | | | | | | | | 4 | 5. | 28 |
| 3 | FOOTING DOWELS | 5 | 12 | 54 | T | | S | | | 4 | 3.0 | | | | | | | | | | | 4 | 8. | 58 |
| 3 | FOOTING DOWELS | 5 | 12 | 54 | T | | S | | | 4 | 6.0 | | | | | | | | | | | 4 | 11. | 62 |
| 4 | PIER NO1 | 4 | 12 | 50 | | | S | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 209 |
| 5 | PIER NO1 TIE | 4 | 51 | 56 | T | | S | | | 1 | 5.0 | | | | | | | | | | | 2 | 1. | 71 |
| 6 | PIER NO1 DOWELS | 5 | 24 | 54 | T | | S | | | 6 | 0.0 | | | | | | | | | | | 6 | 5. | 161 |
| 6 | PIER NO1 DOWELS | 5 | 18 | 54 | T | | S | | | 6 | 1.5 | | | | | | | | | | | 6 | 6. | 122 |
| 6 | PIER NO1 DOWELS | 5 | 42 | 54 | T | | S | V | 2 | 6 | 1.0 | | | | | | | | | | | 6 | 6. | |
| | | | | | | | | | | 5 | 8.0 | | | | | | | | | | | 6 | 6. | 285 |
| 7 | PIER NO1 | 4 | 8 | 50 | | | S | | | 8 | 1.0 | | | | | | | | | | | 8 | 1. | 43 |
| 7 | PIER NO1 | 4 | 4 | 50 | | | S | | | 1 | 10.5 | | | | | | | | | | | 1 | 11. | 5 |
| 11 | PIER NO4 | 9 | 8 | 50 | | | S | | | 50 | 2.0 | | | | | | | | | | | 50 | 2. | 1365 |
| 12 | PIER NO. 4 | 4 | 71 | 63 | T | | S | | | 1 | 8.0 | 2 | 8.0 | 2 | 8.0 | | 0.0 | | 0.0 | | | 6 | 7. | 312 |
| 13 | PIER NO. 4 | 4 | 8 | 50 | | | S | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 139 |
| 14 | PIER NO. 4 | 4 | 51 | 56 | T | | S | | | 1 | 5.0 | | | | | | | | | | | 2 | [illegible] | 71 |
| 15 | PIER NO. 4 | 4 | 94 | 50 | | | S | | | 3 | 6.0 | | | | | | | | | | | 3 | 6. | 196 |
| 16 | PIER NO. 4 | 4 | 8 | 50 | | | S | | | 8 | 1.0 | | | | | | | | | | | 8 | 1. | 43 |
| 16 | PIER NO. 4 | 4 | 4 | 50 | | | S | | | 1 | 10.5 | | | | | | | | | | | 1 | 11. | 5 |
| 20 | FTG PIER NO 2-3 | 10 | 64 | 50 | | | S | | | 11 | 9.0 | | | | | | | | | | | 11 | 9. | 3236 |
| 21 | FTG PIER NO 2-3 | 8 | 28 | 50 | | | S | | | 9 | 9.0 | | | | | | | | | | | 9 | 9. | 2291 |
| *20A | FTG PIER NO 2-3 | 10 | 68 | 50 | | | S | | | 9 | 9.0 | | | | | | | | | | | 9 | 9. | 2953 |
| *21A | FTG PIER NO 2-3 | 8 | 92 | 50 | | | S | | | 9 | 3.0 | | | | | | | | | | | 8 | 3. | 2027 |
| 22 | COL DOWELS | 10 | 52 | 54 | | | S | | | 5 | 11.0 | | | | | | | | | | | 7 | 6. | 1678 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 28 | 0.0 | | | | | | | | | | | 28 | 0. | 1566 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 28 | 3.0 | | | | | | | | | | | 28 | 3. | 1580 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 29 | 2.0 | | | | | | | | | | | 29 | 2. | 1632 |
| 23 | COL VERTICAL | 10 | 13 | 50 | | | S | | | 29 | 5.0 | | | | | | | | | | | 29 | 5. | 1646 |
| *23A | COL VERTICAL | 10 | 13 | 50 | | | S | | | 25 | 3.0 | | | | | | | | | | | 25 | 3. | 1412 |
| *23B | COL VERTICAL | 10 | 13 | 50 | | | S | | | 26 | 6.0 | | | | | | | | | | | 26 | 6. | 1482 |
| *23A | COL VERTICAL | 10 | 13 | 50 | | | S | | | 26 | 5.0 | | | | | | | | | | | 26 | 5. | 1478 |
| *23A | COL VERTICAL | 10 | 13 | 50 | | | S | | | 27 | 8.0 | | | | | | | | | | | 27 | 8. | 1548 |
| 24 | COL HOOPS | 4 | 98 | 66 | T | | S | | | 2 | 9.0 | 2 | 0.0 | | | | | | | | | 10 | 6. | 687 |
| 30 | XBM PIER NO2-3 | 11 | 8 | 50 | | | | | | 45 | 7.0 | | | | | | | | | | | 45 | 7. | 1937 |
| 31 | XBM PIER NO2-3 | 11 | 16 | 50 | | | | | | 28 | 3.0 | | | | | | | | | | | 28 | 3. | 2401 |
| 32 | XBM PIER NO2-3 | 6 | 48 | 50 | | | | | | 24 | 3.0 | | | | | | | | | | | 24 | 3. | 1748 |
| 33 | XBM PIER NO2-3 | 5 | 188 | 56 | T | | | | | 5 | 0.0 | | | | | | | | | | | 5 | 10. | 1144 |
| 34 | XBM PIER NO2-3 | 5 | 94 | 61 | T | | | | | 4 | 9.0 | 5 | 0.0 | 5 | 0.0 | | 5.0 | | 5.0 | | | 15 | 2. | 1487 |
| 35 | XBM PIER NO2-3 | 11 | 14 | 50 | | | | | | 44 | 8.0 | | | | | | | | | | | 44 | 3. | 3322 |
| 36 | XBM PIER NO2-3 | 11 | 14 | 50 | | | | | | 44 | 4.0 | 4 | 5.5 | 4 | 5.5 | | 9.4 | | 9.4 | 90 | 90 | 52 | 5. | 3899 |
| 37 | XBM PIER NO2-4 | 6 | 72 | 80 | | | | | | 5 | 0.0 | 1 | 0.0 | 1 | 0.0 | | 2.5 | | 2.5 | 90 | 90 | 6 | 9. | 507 |
| 50 | END PIERS | 5 | 8 | 50 | | | | | | 50 | 2.0 | | | | | | | | | | | 50 | 2. | 603 |
| 51 | END PIERS | 4 | 40 | 50 | | | | | | 26 | 1.0 | | | | | | | | | | | 26 | 1. | 597 |
| 52 | END PIERS | 4 | 82 | 65 | T | | | | | | 9.0 | 6 | 2.0 | | 9.0 | | | | | | | 7 | 6. | 411 |
| 53 | END PIERS | 4 | 82 | 64 | T | | | | | | 9.0 | 6 | 2.0 | | 9.0 | | 0.0 | | | | | 7 | 6. | 411 |
| 54 | END PIERS | 4 | 4 | 50 | | | | | | 26 | 3.0 | | | | | | | | | | | 26 | 3. | 70 |
| 55 | END PIERS | 4 | 130 | 56 | T | | | | | 1 | 3.0 | | | | | | | | | | | 1 | 11. | 166 |
| 60 | INTERMEDIATE DIAPHRAGM | 11 | 4 | 50 | | | | H | | 25 | 9.0 | | | | | | | | | | | 25 | 9. | 547 |
| 60 | INTERMEDIATE DIAPHRAGM | 11 | 4 | 50 | | | | H | | 22 | 0.0 | | | | | | | | | | | 22 | 0. | 468 |
| 61 | INTERMEDIATE DIAPHRAGM | 4 | 204 | 71 | T | | | | | | 5.0 | 3 | 4.0 | 3 | 4.0 | | | | | | | 6 | 10. | 931 |
| 62 | INTERMEDIATE DIAPHRAGM | 4 | 16 | 50 | | | | | | 10 | 4.0 | | | | | | | | | | | 10 | 4. | 110 |
| 62 | INTERMEDIATE DIAPHRAGM | 4 | 24 | 50 | | | | | | 6 | 8.0 | | | | | | | | | | | 6 | 8. | 107 |
| 63 | INTERMEDIATE DIAPHRAGM | 4 | 4 | 50 | | | | | | 22 | 0.0 | | | | | | | | | | | 22 | 0. | 235 |
| 63 | INTERMEDIATE DIAPHRAGM | 4 | 4 | 50 | | | | | | 24 | 8.0 | | | | | | | | | | | 24 | 8. | 263 |
| 64 | INTERMEDIATE DIAPHRAGM | 7 | 16 | 50 | | | | | | 46 | 0.0 | | | | | | | | | | | 46 | 0. | 1504 |
| 100 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 45 | 9.0 | | | | | | | | | | | 45 | 9. | 311 |
| 101 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 18 | 0.0 | | | | | | | | | | | 18 | 0. | 367 |
| 102 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 21 | 0.0 | | | | | | | | | | | 21 | 0. | 286 |
| 103 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 19 | 0.0 | | | | | | | | | | | 19 | 0. | 129 |
| 104 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 31 | 3.0 | | | | | | | | | | | 31 | 3. | 425 |
| 105 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 65 | 10.0 | | | | | | | | | | | 65 | 10. | 895 |
| 106 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 29 | 9.0 | | | | | | | | | | | 29 | 9. | 607 |
| 107 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 26 | 9.0 | | | | | | | | | | | 26 | 9. | 364 |
| 108 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 36 | 3.0 | | | | | | | | | | | 36 | 3. | 493 |
| 109 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 39 | 3.0 | | | | | | | | | | | 39 | 3. | 534 |
| 110 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 62 | 0.0 | | | | | | | | | | | 62 | 0. | 2108 |
| 111 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 49 | 1.0 | | | | | | | | | | | 49 | 1. | 1001 |
| 112 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 30 | 9.0 | | | | | | | | | | | 30 | 9. | 1045 |
| 114 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 61 | 4.0 | | | | | | | | | | | 61 | 4. | 834 |
| 115 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 21 | 9.0 | | | | | | | | | | | 21 | 9. | 296 |
| 116 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 19 | 4.0 | | | | | | | | | | | 19 | 4. | 657 |
| 117 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 30 | 9.0 | | | | | | | | | | | 30 | 9. | 627 |
| 118 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 59 | 9.0 | | | | | | | | | | | 59 | 9. | 1219 |
| 119 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 57 | 3.0 | | | | | | | | | | | 57 | 3. | 1168 |
| 120 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 53 | 1.0 | | | | | | | | | | | 53 | 1. | 722 |
| 121 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 38 | 10.0 | | | | | | | | | | | 38 | 10. | 528 |
| 125 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 65 | 9.0 | | | | | | | | | | | 65 | 9. | 447 |
| 130 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 65 | 3.0 | | | | | | | | | | | 65 | 3. | 887 |
| 131 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 57 | 2.0 | | | | | | | | | | | 57 | 2. | 1166 |
| 132 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 63 | 8.0 | | | | | | | | | | | 63 | 8. | 866 |
| 135 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 19 | 9.0 | | | | | | | | | | | 19 | 9. | 134 |
| 136 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 19 | 3.0 | | | | | | | | | | | 19 | 3. | 393 |
| 137 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 28 | 9.0 | | | | | | | | | | | 28 | 9. | 391 |
| 138 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 38 | 0.0 | | | | | | | | | | | 38 | 0. | 517 |
| 139 | SLAB LONGIT | 9 | 10 | 50 | | | | | | 57 | 0.0 | | | | | | | | | | | 57 | 0. | 1938 |
| 140 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 41 | 9.0 | | | | | | | | | | | 41 | 9. | 284 |
| 141 | SLAB LONGIT | 9 | 2 | 50 | | | | | | 20 | 3.0 | | | | | | | | | | | 20 | 3. | 138 |
| 142 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 60 | 6.0 | | | | | | | | | | | 60 | 6. | 1234 |
| 143 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 66 | 4.0 | | | | | | | | | | | 66 | 4. | 902 |
| 144 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 35 | 3.0 | | | | | | | | | | | 35 | 3. | 479 |
| 145 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 57 | 2.0 | | | | | | | | | | | 57 | 2. | 777 |
| 146 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 63 | 0.0 | | | | | | | | | | | 63 | 0. | 1285 |
| 147 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 9 | 3.0 | | | | | | | | | | | 9 | 3. | 126 |
| 148 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 53 | 6.0 | | | | | | | | | | | 53 | 6. | 728 |
| 149 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 55 | 3.0 | | | | | | | | | | | 55 | 3. | 751 |
| 150 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 40 | 0.0 | | | | | | | | | | | 40 | 0. | 816 |
| 151 | SLAB LONGIT | 9 | 4 | 50 | | | | | | 36 | 9.0 | | | | | | | | | | | 36 | 9. | 590 |
| 152 | SLAB LONGIT | 9 | 6 | 50 | | | | | | 33 | 4.0 | | | | | | | | | | | 33 | 4. | 680 |

S = Bar is included in substructure quantities. — A-615, Grade 60.
F = Bar to be field welded. — V = Bar dimensions vary between dimensions shown on this line and the following line.
T = Tie or Stirrup

| MARK NO. | LOCATION | SIZE | NO. REQ'D. | BEND TYPE | TIE OR STIR. | FLD. WELD | SUBSTR. | H VARIES | NO. EACH | DIMENSIONS (Out to out) U Ft. | U In | W Ft. | W In. | X Ft. | X In | Y Ft. | Y In. | Z Ft. | Z In. | θ1 Deg. | θ2 Deg. | LENGTH Ft. | LENGTH In. | WEIGHT Lbs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 156 | SLAB STEEL TRANS | 6 | 53 | 51 | T | | | V | 1 | 2 | 0.0 | | | | | | | | | | | 2 | 8. | |
| | | | | | | | | | | 39 | 10.0 | | | | | | | | | | | 40 | 6. | 1718 |
| 156 | SLAB STEEL TRANS | 6 | 52 | 51 | T | | | V | 1 | 2 | 0.0 | | | | | | | | | | | 2 | 8. | |
| | | | | | | | | | | 39 | 3.0 | | | | | | | | | | | 39 | 11. | 1663 |
| 157 | SLAB STEEL TRANS | 6 | 328 | 52 | T | | | | | 40 | 0.0 | | | | | | | | | | | 41 | 4. | 20363 |
| 158 | SLAB STEEL TRANS | 6 | 53 | 50 | | | | V | 1 | 1 | 0.0 | | | | | | | | | | | 1 | 0. | |
| | | | | | | | | | | 39 | 2.0 | | | | | | | | | | | 39 | 2. | 1599 |
| 158 | SLAB STEEL TRANS | 6 | 328 | 50 | | | | | | 39 | 2.0 | | | | | | | | | | | 39 | 2. | 19296 |
| 158 | SLAB STEEL TRANS | 6 | 52 | 50 | | | | V | 1 | 1 | 0.0 | | | | | | | | | | | 1 | 0. | |
| | | | | | | | | | | 39 | 2.0 | | | | | | | | | | | 39 | 2. | 1569 |
| 159 | SLAB STEEL LONGIT | 5 | 96 | 50 | | | | | | 30 | 2.0 | | | | | | | | | | | 30 | 2. | 3021 |
| 159 | SLAB STEEL LONGIT | 5 | 90 | 50 | | | | | | 33 | 6.0 | | | | | | | | | | | 33 | 6. | 3145 |
| 159 | SLAB STEEL LONGIT | 5 | 96 | 50 | | | | | | 33 | 10.0 | | | | | | | | | | | 33 | 10. | 3388 |
| 160 | SLAB STEEL LONGIT | 4 | 10 | 50 | | | | | | 5 | 3.0 | | | | | | | | | | | 5 | 3. | 35 |
| 160 | SLAB STEEL LONGIT | 4 | 16 | 50 | | | | | | 19 | 1.0 | | | | | | | | | | | 19 | 1. | 204 |
| 160 | SLAB STEEL LONGIT | 4 | 6 | 50 | | | | | | 23 | 1.0 | | | | | | | | | | | 23 | 1. | 93 |
| 160 | SLAB STEEL LONGIT | 4 | 24 | 50 | | | | | | 22 | 9.0 | | | | | | | | | | | 22 | 9. | 365 |
| 160 | SLAB STEEL LONGIT | 4 | 2 | 50 | | | | | | 23 | 6.0 | | | | | | | | | | | 23 | 6. | 31 |
| 160 | SLAB STEEL LONGIT | 4 | 6 | 50 | | | | | | 23 | 9.0 | | | | | | | | | | | 23 | 9. | 95 |
| 160 | SLAB STEEL LONGIT | 4 | 16 | 50 | | | | | | 19 | 11.0 | | | | | | | | | | | 19 | 11. | 213 |
| 160 | SLAB STEEL LONGIT | 4 | 24 | 50 | | | | | | 28 | 9.0 | | | | | | | | | | | 28 | 0. | 449 |
| 160 | SLAB STEEL LONGIT | 4 | 10 | 50 | | | | | | 24 | 0.0 | | | | | | | | | | | 24 | 0. | 160 |
| 160 | SLAB STEEL LONGIT | 4 | 10 | 50 | | | | | | 26 | 9.0 | | | | | | | | | | | 26 | 9. | 179 |
| 161 | SLAB STEEL | 5 | 16 | 50 | | | | | | 30 | 9.0 | | | | | | | | | | | 30 | 9. | 513 |
| 162 | CURB TIE | 5 | 620 | 69 | T | | | | | | 9.0 | | 3.8 | 1 | 2.5 | | 6.0 | | 6.0 | | | 2 | 9. | 1778 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | WASH. | EMP F-011-1(9) | 127 | 127 |

## BENDING DIAGRAMS




* Bars marked "A" are alternate for use with seals under footing.

Notes:
Curb, sidewalk and railbase reinforcing is not shown in this bar list. See Standard Curb & Sidewalk Details - Sht. E-29.

Bends for transverse bars due to roadway crown conditions have not been shown. These bars shall be bent as required to conform to the configuration of the structure.

SR 3 — MP 40.24 TO MP 45.41

CHICO TO SILVERDALE

KITSAP COUNTY

NEWBERRY HILL ROAD OVERCROSSINGS

BAR LIST
N-LINE BRIDGE

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

CONTRACT NUMBER 9249

APPROVED August 23, 1971

SHEET 127 OF 127 SHEETS

SR 3/59

83/98

SR3-1503-11