

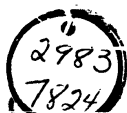
AS BUILT 7824

SR 17  
SR 2 TO SR 174

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
OLYMPIA WASHINGTON

SCALE HORIZ 1 INCH = 100 FEET VERT 1 INCH = 10 FEET  
STATION 0+00 TO STATION 1394+00 CONSTRUCTED LENGTH 21.379 MILE  
CONTRACT NO 2983 F.A. NO ACF-017(16) CONTRACTOR ELLENSBURG CEMENT PRODUCTS  
WORK BEGUN 8/27-1985 WORK COMPLETED 12/8-1986  
PROJECT ENGINEER Bill Stokes DISTRICT TRANSPORTATION ADMINISTRATOR R.C. Cook, P.E.  
APPROVED 4/8 1985

SECRETARY OF TRANSPORTATION



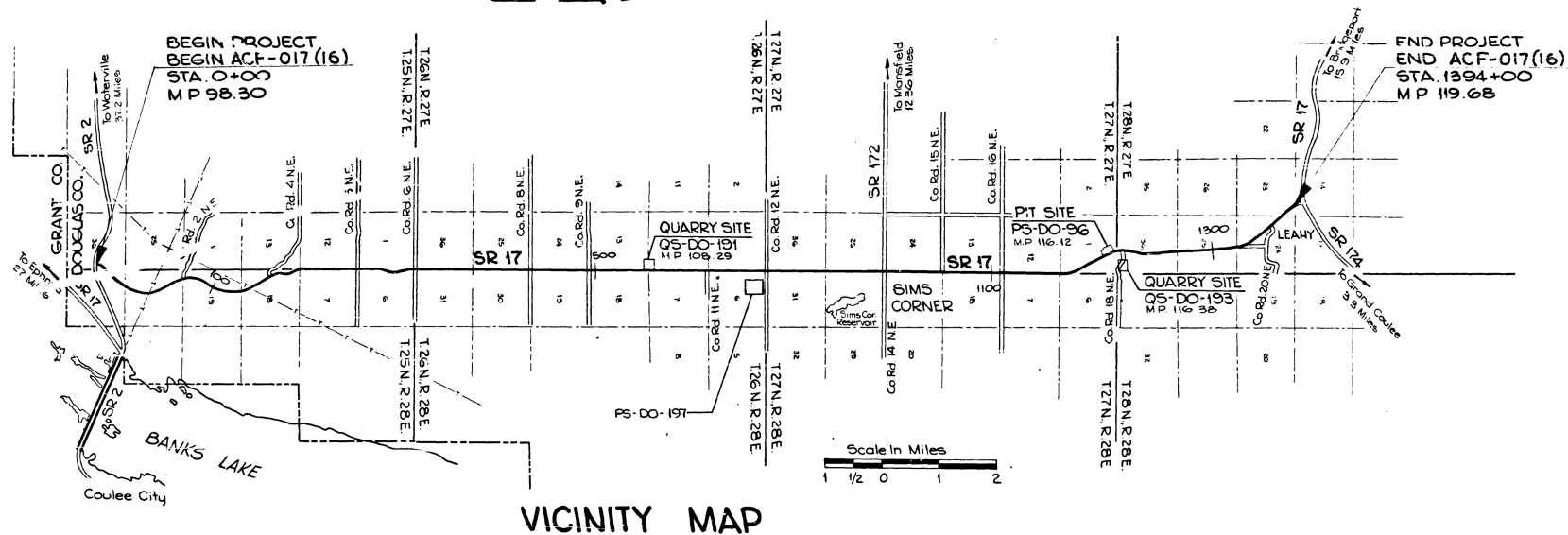


| INDEX     |                                  |
|-----------|----------------------------------|
| SHEET NO. | TITLE                            |
| 1         | INDEX                            |
| 2         | VICINITY MAP                     |
| 3 - 4     | SUMMARY OF QUANTITIES            |
| 5         | PIT SITE QS-00-191               |
| 6         | PIT SITE PS-00-96                |
| 7         | QUARRY SITE QS-00-193            |
| 8 - 9     | ROADWAY SECTIONS                 |
| 10 - 14   | QUANTITY TABULATION              |
| 15 - 21   | STRUCTURE NOTES                  |
| 22        | SUPERELEVATIONS                  |
| 23 - 53   | PLAN AND PROFILE                 |
| 59 - 64   | DRAINAGE PROFILE                 |
| 65        | SAFETY BARS FOR CULVERT HEADWALL |
| 66        | CONTOUR GRADING PLAN             |
| 67        | ROAD APPROACHES                  |
| 68        | GUARD RAIL WIDENING DETAILS      |
| 69        | F.T.D. SERVICE WIDENING DETAILS  |
| 70 - 71   | COUNTY ROAD PROFILES             |
| 72        | GALION DETAIL                    |
| 73 - 76   | SIGN SPECIFICATIONS              |
| 77        | SIGN RELOCATION SPECIFICATIONS   |
| 78 - 80   | SIGN REMOVAL SPECIFICATIONS      |

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FOR "AS CONSTRUCTED  
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|           |  |        |  |                  |  |                      |  |  |  |                |  |            |  |
|-----------|--|--------|--|------------------|--|----------------------|--|--|--|----------------|--|------------|--|
| DRAWN     |  | STATE  |  | FED AID PROJ NO. |  | DIVISION OF HIGHWAYS |  | Washington State<br>Department of Transportation |  | SR 17          |  | SHEET 1    |  |
| CHECKED   |  | WASH   |  | ACF-017(16)      |  | APR 8 1985           |  | APPROVED PROJECT DEVELOPMENT ENGINEER            |  | SR 2 TO SR 174 |  | THROUGH 80 |  |
| PROJ ENGR |  | NUMBER |  | 85E062           |  | CONTRACT NO.         |  |  |  | INDEX          |  | 80         |  |
| DIST ADM  |  | DATE   |  | REVISION         |  | APPD                 |  |  |  |                |  | 80         |  |



|  |   |   |
|--|---|---|
| <p><b>Q5-DO-191</b></p> <p>There is sufficient material in this pit for this project.</p> <p>Source of Material for Production of:</p> <ul style="list-style-type: none"> <li>Crushed Surfacing Top Course</li> <li>Ballast</li> <li>Crushed Coverstone</li> <li>Crushed Screenings 1/2 in. To 1/4 in.</li> <li>Maintenance Rock 1/2 in. Minus in Stockpile</li> <li>Maintenance Sand 1/4 in. Minus in Stockpile</li> <li>Quarry Spalls</li> <li>Gabion Filler</li> </ul> <p>Specific Gravity 2.89</p> | <p><b>PS-DO-96 WITH SP-DO-2267</b></p> <p>There is approximately 80,000 C.Y. of material available at this site.</p> <p>Source of Material for Production of:</p> <ul style="list-style-type: none"> <li>Crushed Surfacing Top Course</li> <li>Ballast</li> <li>Crushed Coverstone</li> <li>Crushed Screenings 1/2 in. To 1/4 in.</li> <li>Maintenance Rock 1/2 in. Minus in Stockpile</li> <li>Maintenance Sand 1/4 in. Minus in Stockpile</li> </ul> <p>Specific Gravity 2.75</p> | <p><b>Q5-DO-193</b></p> <p>There is approximately 130,000 C.Y. of material available at this site.</p> <p>Source of Material for Production of:</p> <ul style="list-style-type: none"> <li>Crushed Surfacing Top Course</li> <li>Ballast</li> <li>Crushed Coverstone</li> <li>Crushed Screenings 1/2 in. To 1/4 in.</li> <li>Maintenance Rock 1/2 in. Minus in Stockpile</li> <li>Maintenance Sand 1/4 in. Minus in Stockpile</li> <li>Quarry Spalls</li> <li>Gabion Filler</li> </ul> <p>Specific Gravity 2.84</p> |
|--|---|---|

PITS NOT USED

FOR "AS CONSTRUCTED  
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|             |  |              |  |             |                    |           |              |                        |  |  |  |                         |  |                              |
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| DRAWN       |  | REGION NO.   |  | STATE       | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS | HIGHWAY DIVISION       |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | Sheet<br>2<br>80<br>SHEET 18 |
| CHECKED     |  | JOB NUMBER   |  | ACF-017(16) |                    |           |              | APR 8 1985<br>APPROVED |  |  |  | VICINITY MAP            |  |                              |
| PROJ. ENGR. |  | CONTRACT NO. |  |             |                    |           |              |                        |  |  |  |                         |  |                              |
| DIST. ADM.  |  | DATE         |  | REVISION    |                    | BY APP'D  |              |                        |  |  |  |                         |  |                              |

## 85E062/10



FOR EQUATIONS - SEE PLAN SHEET 8

| ITEM | TOTAL    | UNIT | ITEM   | ITEM  |
|------|----------|------|--------|---|
| NO.  | QUANTITY |      | NO.    |   |
|      |          |      |        | PREPARATION   |
| 1    | 100000   | 0001 | L.S.   | MOBILIZATION  |
| 2    | 25000    | 0035 | L.S.   | CLEARING AND GRUBBING                                 |
| 3    | 0        | 0040 | L.S.   | CLEARING AND GRUBBING - SITE PS-00-98                 |
| 4    | 0        | 0040 | L.S.   | CLEARING AND GRUBBING - SITE GS-00-31                 |
| 5    | 0        | 0045 | L.S.   | CLEARING AND GRUBBING - SITE GS-00-93                 |
| 6    | 0        | 0045 | L.S.   | STRIPPING INCLUDING HAUL - SITE GS-00-98              |
| 7    | 0        | 0045 | L.S.   | STRIPPING INCLUDING HAUL - SITE GS-00-191             |
| 8    | 10000    | 0050 | L.S.   | REMOVAL OF STRUCTURE AND OBSTACLES                    |
| 9    | 191.75   | 0120 | L.F.   | REMOVING BEAM GUARD RAIL                              |
| 10   | 4178.7   | 0130 | L.F.   | REMOVING THE POST                                     |
| 11   | 4178.7   | 0230 | L.F.   | REMOVING WIRE FENCE                                   |
|      |          |      |        | GRADING   |
| 12   | 265.639  | 3300 | C.Y.   | ROADWAY EXCAVATION                                    |
| 13   | 81.7     | 0100 | L.F.   | CONTROLLED DITCHING OF ROCK FACE                      |
| 14   | 58308    | 0300 | L.F.   | SLOPE TREATMENT - CLASS B                             |
| 15   | 11800    | 0400 | UNIT   | HAUL  |
| 16   | 8133     | 0444 | L.F.   | CONSTRUCTION FABRIC FOR FILTER                        |
| 17   | 204.789  | 0470 | C.Y.   | EMPALEMENT CONSTRUCTION                               |
|      |          |      |        | SCREENING   |
| 18   | 1592.80  | 0720 | TON    | CRUSHED SCREENING 1/2 INCH TO 1/4 INCH IN STOCKPILE   |
| 19   | 4942.40  | 0830 | TON    | MAINTENANCE SAND 1/2 INCH MINUS IN STOCKPILE          |
| 20   | 3151.70  | 0870 | TON    | MAINTENANCE SAND 1/4 INCH MINUS IN STOCKPILE          |
|      |          |      |        | DRAINAGE  |
| 21   | 142.40   | 1030 | C.Y.   | DITCH EXCAVATION INCLUDING HAUL                       |
| 22   | 869.90   | 1085 | C.Y.   | CURB & SPALLS   |
| 23   | 3874.80  | 1180 | L.F.   | SCHEDULE A CULVERT PIPE 12 IN. DIAMETER               |
| 24   | 2377.60  | 1182 | L.F.   | SCHEDULE A CULVERT PIPE 18 IN. DIAMETER               |
| 25   | 277.40   | 1184 | L.F.   | SCHEDULE A CULVERT PIPE 24 IN. DIAMETER               |
| 26   | 127.30   | 1186 | L.F.   | SCHEDULE A CULVERT PIPE 30 IN. DIAMETER               |
| 27   | 41.40    | 1323 | L.F.   | PLAIN STEEL CULVERT PIPE 0.029 IN. THICK 36 IN. DIAM. |
| 28   | 174      | 1324 | L.F.   | PLAIN STEEL CULVERT PIPE 0.029 IN. THICK 42 IN. DIAM. |
| 29   | 244.90   | 1327 | L.F.   | PLAIN STEEL CULVERT PIPE 0.040 IN. THICK 50 IN. SPAN  |
| 30   | 158.40   | 2287 | L.F.   | PLAIN STEEL CULVERT PIPE 0.040 IN. THICK 36 IN. SPAN  |
| 31   | 61       | 2288 | L.F.   | PLAIN STEEL CULVERT PIPE 0.040 IN. THICK 36 IN. SPAN  |
|      |          |      |        | SURFACING   |
| 32   | 1219.11  | 5020 | TON    | BALLAST   |
| 33   | 9476.0   | 6120 | TON    | CRUSHED SURFACING TOP COURSE                          |
|      |          |      |        | LEAVING ASPHALT                                       |
| 34   | 676.54   | 8225 | TON    | ASPHALT C-250   |
| 35   | 1192.55  | 8296 | TON    | ASPHALT C-195-2                                       |
| 36   | 0        | 9334 | COLLAR | ANTI-STRIPPING ADDITIVE                               |
|      |          |      |        | HYDRAULIC SURFACE TREATMENT                           |
| 37   | 21.38    | 5400 | M.L.S. | PROCESSING AND FINISHING                              |
| 38   | 519.9    | 5420 | C.Y.   | FINISHING AND PLACING CRUSHED COVER STONE             |
| 39   | 8644     | 5430 | C.Y.   | FINISHING AND PLACING CRUSHED SCREENING 1/2 TO 1/4    |
|      |          |      |        | SEEDING AND PLANTING                                  |
| 40   | 75.10    | 8414 | ACR    | SEEDING, FERTILIZING AND MULCHING                     |
| 41   | 0        | 8417 | ACR    | SEEDING, FERTILIZING AND MULCHING - TYPE 08-00-191    |
| 42   | 0        | 8417 | ACR    | SEEDING, FERTILIZING AND MULCHING - SITE 08-00-193    |
| 43   | 74.10    | 8446 | ACR    | SOLI BINDER OR BAKING AGENT                           |
| 44   | 1000     | 8453 | L.S.   | WILLOW CUTTINGS                                       |
|      |          |      |        | TRAFFIC   |
| 45   | 1315.90  | 8751 | L.F.   | BEAM GUARD RAIL TYPE 1                                |
| 46   | 1251.40  | 8771 | L.F.   | BEAM GUARD RAIL TYPE 1 - LOUIS PAS                    |
| 47   | 0        | 8771 | L.F.   | BEAM GUARD RAIL ANCHOR TYPE 1                         |
| 48   | 0        | 8772 | F.P.R. | BEAM GUARD RAIL ANCHOR TYPE 2                         |
| 49   | 251      | 8832 | EAC    | FLEXIBLE OUTSIDE POST                                 |
| 50   | 20000    | 8908 | TON    | PERMANENT SIGNING                                     |
| 51   | 16.8     | 8947 | L.F.   | CONDUIT PILE WITH SIGN                                |
| 52   | 12666.77 | 9380 | TON    | DUL-AF PILOTED TRAFFIC CONTROL                        |

NOTE: FOR SPECIAL FEATURES SEE SPECIAL PROVISIONS

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FOR "AS CONSTRUCTED  
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|              |  |             |                  |           |              |   |  |   |  |                         |  |                                    |
|--------------|--|-------------|------------------|-----------|--------------|---|--|---|--|-------------------------|--|------------------------------------|
| REGION       |  | STATE       | FED.AID PROJ.NO. | SHEET NO. | TOTAL SHEETS | DIVISION OF HIGHWAYS  |  | Washington State<br>Department of Transportation                                      |  | SR 17<br>SR 2 TO SR 174 |  | SHEET<br>3<br>OF<br>80<br>SHEET 14 |
| 10           |  | WASH        |                  |           |              | <br>April 2 1985<br>APPROVED |  |  |  | SUMMARY OF QUANTITIES   |  |                                    |
| JOB NUMBER   |  | ACF-017(16) |                  |           |              |   |  |   |  |                         |  |                                    |
| CONTRACT NO. |  |             |                  |           |              |   |  |   |  |                         |  |                                    |
| DATE         |  | REVISION    |                  | BY        |              |   |  |   |  |                         |  |                                    |

SHEET  
3  
OF  
80  
SHEETS

# SUMMARY OF QUANTITIES


85E062/10

| ITEM NO.    | TOTAL QUANTITY | STD. ITEM NO. | UNIT   | ITEM  |
|-------------|----------------|---------------|--------|---|
| 53          | 273,409.75     | 6981          | DOLLAR | LABOR FOR TRAFFIC CONTROL                   |
| OTHER ITEMS |                |               |        |   |
| 54          | 1828.20        | 7006          | C.Y.   | STRUCTURE EXCAVATION CLASS B INCLUDING HAUL |
| 55          | 0              | 7013          | C.Y.   | GRAVEL BACKFILL FOR PIPE BEDDING            |
| 56          | 27046.70       | 7016          | MOUL   | WATER                                       |
| 57          | 28.67          | 7023          | C.Y.   | CONCRETE CLASS B                            |
| 58          | 0.80           | 7035          | C.Y.   | CONCRETE CLASS C                            |
| 59          | 960            | 7030          | LB.    | STEEL REINFORCING BAR                       |
| 60          | 74             | 7045          | EACH   | MONUMENT CASE AND COVER                     |
| 61          | 0              | 7111          | L.F.   | WIRE FENCE TYPE 2                           |
| 62          | 188            | 7150          | C.Y.   | GRABON CRIBBING                             |
| 63          | 1223           | 7400          | MOJ.R  | TRAINING                                    |
| 64          | 30428.21       | 7480          | DOLLAR | ROADSIDE CLEANUP                            |
| 65          | 6500           | 7490          | L.S.   | TRIMMING AND CLEANUP                        |
| 66          | 0              |               | DOLLAR | ROADWAY PATCHING                            |
| 67          | -151450        |               | C.Y.   | SCRAPER EXCAVATION - CREDIT                 |
| 68          | -75.12         |               | ACRE   | ROADSIDE SERVING - CREDIT                   |

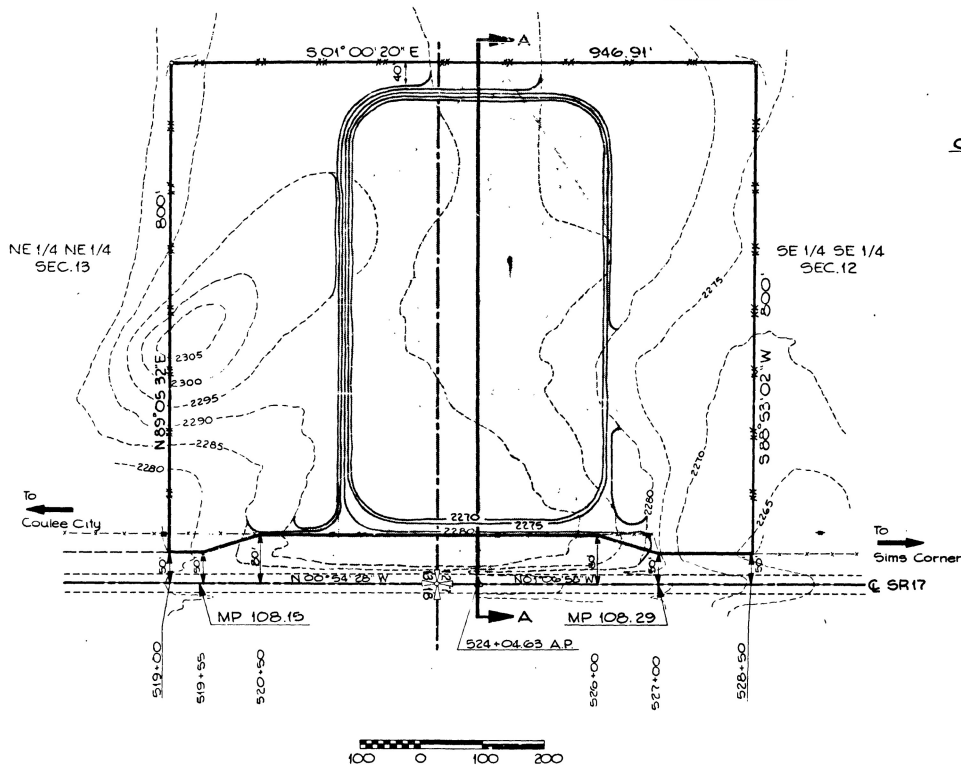
NOTE: FOR SPECIAL FEATURES SEE SPECIAL PROVISIONS

| ACF-017(16)<br>STATE FUNDS |                                |                   |                         |                             |                             |                                | PS FUNDS |  |
|----------------------------|--------------------------------|-------------------|-------------------------|-----------------------------|-----------------------------|--------------------------------|----------|--|
| SR 17                      |                                |                   |                         |                             |                             |                                |          |  |
| GROUP 1                    | GROUP 2                        | GROUP 3           | GROUP 4                 | GROUP 5                     | GROUP 6                     | GROUP 7                        |          |  |
| 0+00<br>TO<br>1394+00      | SAFETY<br>TO IMPROVE-<br>MEN'S | E.E.O<br>TRAINING | PIT<br>SITE<br>PS-00-96 | QUARRY<br>SITE<br>QS-00-191 | QUARRY<br>SITE<br>QS-00-193 | STOCK-<br>PILING<br>SP-00-2267 |          |  |
| CS 093100                  | CS 093100                      | CS 093100         | CS 093100               | CS 093100                   | CS 093100                   | CS 0900TX                      |          |  |
| 273409.75                  |                                |                   |                         |                             |                             |                                |          |  |
| 1828.20                    |                                |                   |                         |                             |                             |                                |          |  |
| 0                          |                                |                   |                         |                             |                             |                                |          |  |
| 27046.70                   |                                |                   |                         |                             |                             |                                |          |  |
| 28.67                      |                                |                   |                         |                             |                             |                                |          |  |
| 0.80                       |                                |                   |                         |                             |                             |                                |          |  |
| 960                        |                                |                   |                         |                             |                             |                                |          |  |
| 74                         |                                |                   |                         |                             |                             |                                |          |  |
| 188                        |                                |                   |                         |                             |                             |                                |          |  |
| 30428.21                   |                                |                   |                         |                             |                             |                                |          |  |
| 6500                       |                                |                   |                         |                             |                             |                                |          |  |
| 0                          |                                |                   |                         |                             |                             |                                |          |  |
| -151450                    |                                |                   |                         |                             |                             |                                |          |  |
| -75.12                     |                                |                   |                         |                             |                             |                                |          |  |
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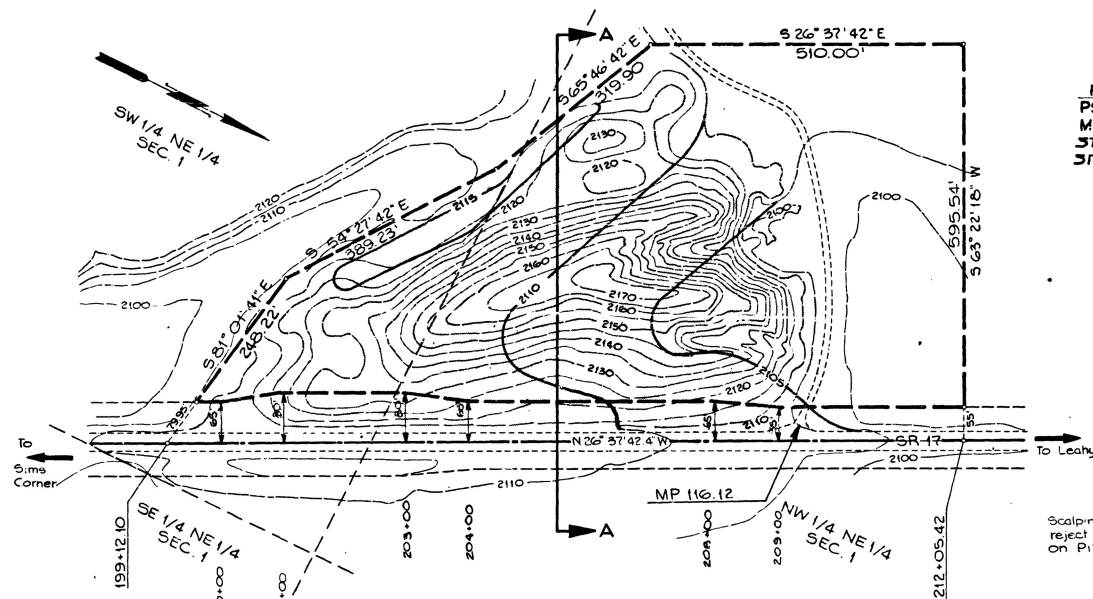
FOR "AS CONSTRUCTED  
PLANS" ONLY

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| REGION     | STATE    | FED.AID PROJ.NO. | SHEET NO. | TOTAL SHEETS | <br><div> <div>DIVISION OF HIGHWAYS</div> <div> <div>Washington State</div> <div>Department of Transportation</div> </div> </div> | SR 17    | <div>SUMMARY OF QUANTITIES</div> <div>SHEET 4 OF 80 SHEETS</div> |
| 10         | WASH     | ACF-017(16)      |           |              |  |          |  |
| JOB NUMBER | 85E062   | CONTRACT NO.     |           |              |  |          |  |
| DATE       | REVISION | BY               | APPROVED  | APPROVED     | APPROVED   | APPROVED |  |

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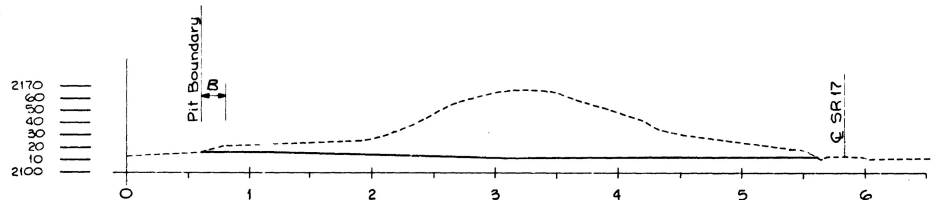


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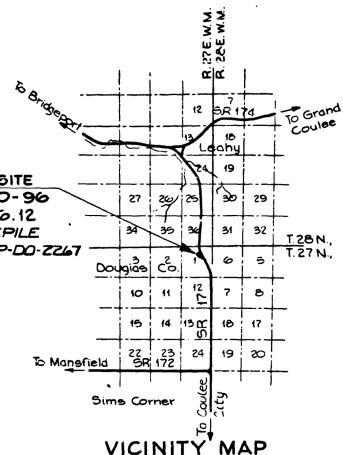


CONTRACT RECLAMATION PLAN  
PIT SITE PS-DO-96  
STOCKPILE SITE SP-DO-2267

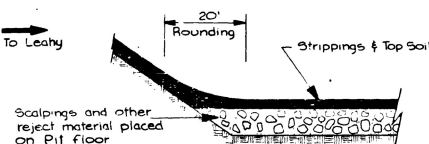
| DIMENSIONS |                                       |
|------------|---------------------------------------|
| A          | Slope Rounding for Natural Appearance |
| B          | Undisturbed Area 20' Minimum          |



SECTION A-A



VICINITY MAP




## DETAIL

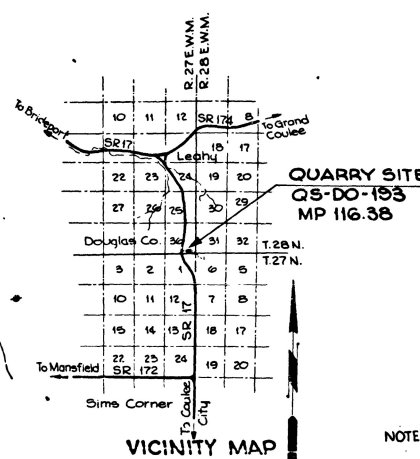
- NOTES :**
1. *Scalplings, strippings and other reject material will be stockpiled and then placed on depleted areas or as directed by the Engineer.*
  2. The pit is owned by the Wash. St. D.O.T.
  3. Pit site and surrounding properties are classified as "Rural Agriculture".
  4. Contours indicate approximate excavation limits.
  5. The undisturbed area of the pit and surrounding terrain is covered with Sage Brush and Native grasses.
  6. Pit site is visible from SR 17.
  7. All disturbed areas shall be shaped.

- 8 Excavation of the pit shall begin in the northerly portion and worked southerly at the approximate depth as shown in Section A-A.
- 9 The ultimate contours will not be undercut by reclaimed contract contours.
- 10 The reclaimed contract slopes will be no steeper than the allowed ultimate slopes.

FOR "AS CONSTRUCTED"  
PLANS" ONLY


 Work Area  
 Existing Contours  
 Ultimate Contours  
 Contour Intervals 5 Feet

|             |      |          |          |              |       |                    |           |              |                  |  |                         |                                   |
|-------------|------|----------|----------|--------------|-------|--------------------|-----------|--------------|------------------|--|-------------------------|-----------------------------------|
| DRAWN       |      |          |          | REGION NO.   | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS | HIGHWAY DIVISION | Washington State<br>Department of Transportation | SR 17<br>SR 2 TO SR 174 | SHEET OF<br><b>6</b><br>80 SHEETS |
| CHECKED     |      |          |          | 10           | WASH  | ACF-017 (I6)       |           |              |                  |  | PIT SITE PS-DQ-96       |                                   |
| PROJ. ENGR. |      |          |          | JOB NUMBER   |       | 85E06Z             |           |              | APRIL 8, 1985    |  |                         |                                   |
| DIST. ADM.  |      |          |          | CONTRACT NO. |       | 2093               |           |              | APPROVED         |  |                         |                                   |
|             | DATE | REVISION | BY APP'D |              |       |                    |           |              |                  |  |                         |                                   |



1. The Quarry site is owned by the Dept. of Natural Resources
2. Quarry site and surrounding properties are classified as " Rural Agriculture."
3. The undisturbed area of the Quarry and surrounding terrain is covered with sagebrush and native grasses.
4. Contours indicate approximate excavation limits.
5. Quarry site is not visible from SR 17.
6. All disturbed area shall be shaped, then seeded, mulched, and fertilized.
7. Excavation of the pit shall begin in the easterly portion and worked westerly at the approximate depth as shown in Section A-A.

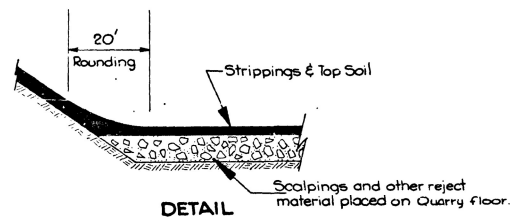
2150  
2140  
2130  
2120  
2110  
2100

Natural  
Minimum

Query Boundary

Existing County Road

SECTION A-A





8. Scalpings, strippings and other reject material will be stockpiled and then placed on completed areas or as directed by the Engineer.
9. The ultimate contours will not be undercut by reclaimed contract contours.
10. The reclaimed contract slopes will be no steeper than the allowed ultimate slopes.

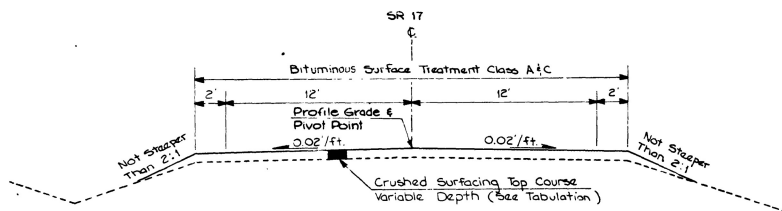
CONTRACT RECLAMATION PLAN  
QUARRY SITE QS-DO-193

 Existing Contours  
 Ultimate Contours  
 Contour Intervals 5 Feet  
 Work Area

FOR "AS CONSTRUCTED  
PLANS" ONLY

|             |      |              |       |                    |           |              |   |   |  |                       |                         |  |                        |
|-------------|------|--------------|-------|--------------------|-----------|--------------|---|---|--|-----------------------|-------------------------|--|------------------------|
|             |      | REGION       | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS | HIGHWAY DIVISION  |   | Washington State<br>Department of Transportation |                       | SR 17<br>SR 2 TO SR 174 |  | SHEET<br>7<br>OF<br>80 |
| DRAWN       |      | 10           | WASH  | ACF-017 (16)       |           |              | <br>April 8, 1985<br>APPROVED |  |  |                       |                         |  |                        |
| CHECKED     |      | JOB NUMBER   |       |                    |           |              |   |   |  |                       |                         |  |                        |
| PROJ. ENGR. |      | 85E062       |       |                    |           |              |   |   |  |                       |                         |  |                        |
| DIST. ADM.  |      | CONTRACT NO. |       |                    |           |              |   |   |  | QUARRY SITE QS-DO-193 |                         |  |                        |
|             | DATE | REVISION     | BY    | APP'D              |           |              |   |   |  |                       |                         |  |                        |



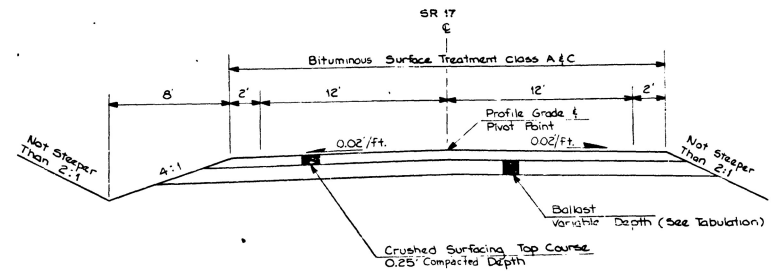


**ROADWAY SECTION A**

| STA.   | STA.      | CRS. Depth |
|--------|-----------|------------|
| 0+00   | to 59+00  | 0.35       |
| 274+75 | to 308+00 | 0.25       |
| 303+00 | to 315+00 | 0.35       |
| 502+50 | to 506+00 | 0.35       |
| 506+00 | to 576+00 | 0.25       |
| 597+00 | to 602+00 | 0.35       |

**EQUATIONS**

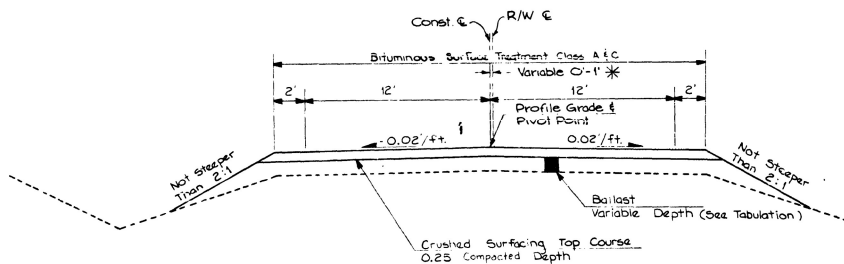
|  |
|--|
| 60+60.33 P.T. BK. = 40+03.30 P.O.T. AHD.     |
| 99+97.43 P.O.T. BK. = 120+60.76 P.O.T. AHD.  |
| 209+21.70 P.T. BK. = 209+44.62 P.O.T. AHD.   |
| 391+42.17 A.P. BK. = 391+42.14 A.P. AHD.     |
| 737+94.66 P.T. BK. = 1002+28.68 P.O.T. AHD.  |
| 1014+83.68 P.T. BK. = 1014+83.93 P.O.T. AHD. |
| 1068+00.84 A.P. BK. = 1068+00.98 A.P. AHD.   |
| 1223+27.93 P.T. BK. = 1223+28.24 P.O.T. AHD. |



**ROADWAY SECTION C**

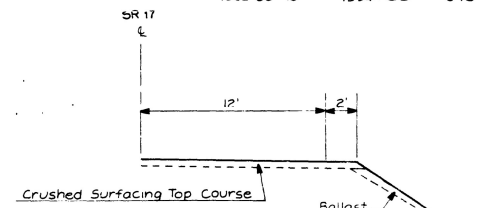
| STA.          | STA.             | CRS. Depth |
|---------------|------------------|------------|
| 120+60.76 AHD | to 125+00        | 0.75       |
| 125+00        | to 163+00        | 1.30       |
| 163+00        | to 203+00        | 0.85       |
| 203+00        | to 209+21.70 BK. | 0.60       |
| 209+49.62 AHD | to 274+75        | 0.60       |
| 315+00        | to 383+00        | 0.75       |
| 383+00        | to 407+00        | 0.60       |
| 407+00        | to 502+50        | 0.55       |
| 576+00        | to 597+00        | 0.65       |
| 602+00        | to 696+00        | 0.65       |
| 696+00        | to 737+94.66 BK. | 0.75       |

NOTE...  
See Sheet 9 For  
Detail 1, 2, 3 Roadway Section C.



**ROADWAY SECTION B**

| STA.         | STA.            | CRS. Depth | * Cons. & Position |
|--------------|-----------------|------------|--------------------|
| 59+00        | to 60+60.33 BK. | 0.60       | Identical          |
| 40+03.30 AHD | to 56+50        | 0.60       | Identical          |
| 56+50        | to 58+50        | 0.60       | 0' to 1' Lt.       |
| 58+50        | to 67+50        | 0.60       | 1' Lt.             |
| 67+50        | to 69+50        | 0.60       | 1' to 0' Lt.       |
| 69+50        | to 77+50        | 0.60       | Identical          |
| 77+50        | to 99+97.43 BK. | 0.75       | Identical          |



DETAIL 1 TO ROADWAY SECTION A

|        |           |         |
|--------|-----------|---------|
| 503+50 | to 507+50 | Lt & Rt |
| 541+00 | to 547+50 | Lt      |
| 544+00 | to 546+00 | Rt      |

FOR "AS CONSTRUCTED  
PLANS" ONLY

|                      |  |              |  |                    |  |           |  |              |  |
|----------------------|--|--------------|--|--------------------|--|-----------|--|--------------|--|
| DRAWN                |  | STATE        |  | FED. AID PROJ. NO. |  | SHEET NO. |  | TOTAL SHEETS |  |
| CHECKED              |  | 10 WASH      |  | ACF-017(16)        |  |           |  |              |  |
| PROJ. ENGR. R. STAFF |  | JOB NUMBER   |  | 85E062             |  |           |  |              |  |
| DIST. ADM. R. STAFF  |  | CONTRACT NO. |  | 2713               |  |           |  |              |  |
| DATE                 |  | REVISION     |  | BY/APP'D           |  |           |  |              |  |

**HIGHWAY DIVISION**

April 8, 1985

APPROVED

**Washington State**

**Department of Transportation**

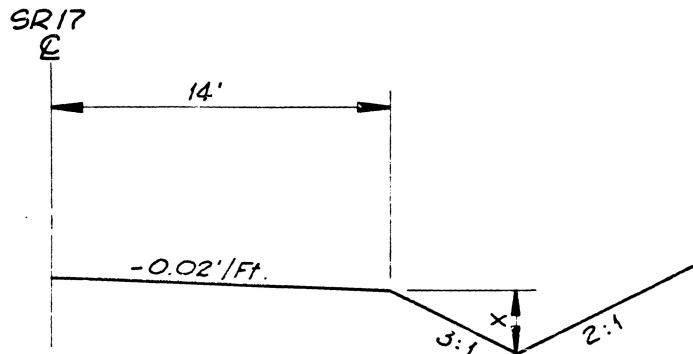
**SR 17**

**SR 2 TO SR 174**

**ROADWAY SECTIONS**

SHEET 8 OF 80

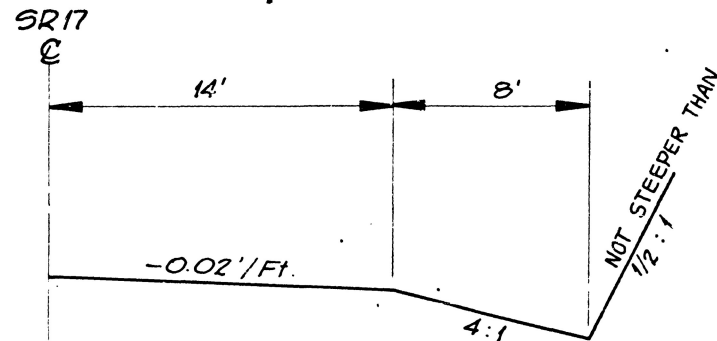




DETAIL 1 TO ROADWAY SECTION C

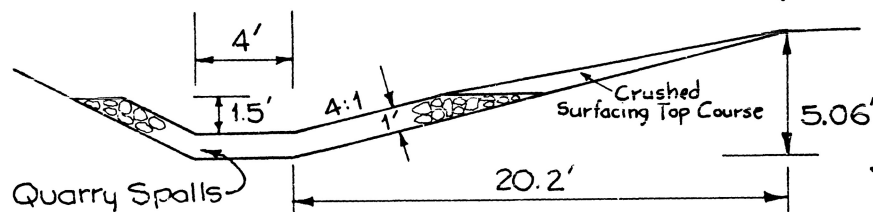
STA. 1093+00 to STA. 1101+00 Rt.

| STATION | X     |
|---------|-------|
| 1093+50 | 4.24' |
| 1098+00 | 4.87' |
| 1099+00 | 5.35' |
| 1100+00 | 6.52' |
| 1100+50 | 7.36' |



DETAIL 2 ROADWAY SECTION C

| STATION | TO | STATION          |
|---------|----|------------------|
| 486+50  |    | 493+50 Lt. & Rt. |
| 608+00  |    | 671+50 Lt. & Rt. |
| 1112+60 |    | 1113+60 Lt.      |
| 1113+00 |    | 1113+50 Rt.      |
| 1164+75 |    | 1166+00 Rt.      |
| 1182+30 |    | 1182+75 Rt.      |
| 1235+00 |    | 1238+00 Lt.      |
| 1236+00 |    | 1238+25 Rt.      |
| 1240+25 |    | 1241+00 Lt.      |
| 1241+00 |    | 1241+75 Rt.      |



DETAIL 3 TO ROADWAY SECTION C

STA. 1297+55 to STA. 1308+68 Lt.

FOR "AS CONSTRUCTED  
FLANS" ONLY

|       |  |         |  |            |  |      |  |          |  |          |  |   |  |   |  |  |  |                         |  |                             |  |
|-------|--|---------|--|------------|--|------|--|----------|--|----------|--|---|--|---|--|--|--|-------------------------|--|-----------------------------|--|
| DRAWN |  | CHECKED |  | DIST. ADM. |  | DATE |  | REVISION |  | BY APP'D |  | WORK NO. 10<br>STATE WASH.<br>FED. AID PROJ. NO. CF-017(16)<br>JOB NUMBER 85E062<br>CONTRACT NO. 2983 |  | HIGHWAY DIVISION<br>APR 18 1985<br>APPROVED |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | SHEET 50<br>OF 80<br>SHEETS |  |
|-------|--|---------|--|------------|--|------|--|----------|--|----------|--|---|--|---|--|--|--|-------------------------|--|-----------------------------|--|

# QUANTITY TABULATION

| STATION        | REMOVING BEAM GUARD RAIL | REMOVING GUIDE POST | REMOVING WIRE FENCE | WIRE FENCE TYPE 2 | BEAM GUARD RAIL TYPE 1 | BEAM GUARD RAIL TYPE 1 - LONG POST | BEAM GUARD RAIL ANCHOR TYPE 1 | BEAM GUARD RAIL ANCHOR TYPE 2 | FLEXIBLE GUIDE POST | BEGIN PLACEMENT CASE (CASE 2) | END PLACEMENT CASE (CASE 2) | GENERAL NOTES |
|----------------|--------------------------|---------------------|---------------------|-------------------|------------------------|------------------------------------|-------------------------------|-------------------------------|---------------------|-------------------------------|-----------------------------|---------------|
| 0+00 to 0+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+10 to 0+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+20 to 0+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+30 to 0+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+40 to 0+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+50 to 0+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+60 to 0+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+70 to 0+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+80 to 0+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 0+90 to 1+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+00 to 1+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+10 to 1+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+20 to 1+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+30 to 1+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+40 to 1+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+50 to 1+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+60 to 1+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+70 to 1+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+80 to 1+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 1+90 to 2+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+00 to 2+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+10 to 2+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+20 to 2+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+30 to 2+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+40 to 2+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+50 to 2+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+60 to 2+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+70 to 2+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+80 to 2+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 2+90 to 3+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+00 to 3+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+10 to 3+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+20 to 3+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+30 to 3+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+40 to 3+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+50 to 3+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+60 to 3+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+70 to 3+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+80 to 3+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 3+90 to 4+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+00 to 4+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+10 to 4+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+20 to 4+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+30 to 4+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+40 to 4+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+50 to 4+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+60 to 4+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+70 to 4+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+80 to 4+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 4+90 to 5+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+00 to 5+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+10 to 5+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+20 to 5+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+30 to 5+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+40 to 5+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+50 to 5+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+60 to 5+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+70 to 5+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+80 to 5+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 5+90 to 6+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+00 to 6+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+10 to 6+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+20 to 6+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+30 to 6+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+40 to 6+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+50 to 6+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+60 to 6+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+70 to 6+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+80 to 6+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 6+90 to 7+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+00 to 7+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+10 to 7+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+20 to 7+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+30 to 7+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+40 to 7+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+50 to 7+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+60 to 7+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+70 to 7+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+80 to 7+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 7+90 to 8+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+00 to 8+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+10 to 8+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+20 to 8+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+30 to 8+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+40 to 8+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+50 to 8+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+60 to 8+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+70 to 8+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+80 to 8+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 8+90 to 9+00   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+00 to 9+10   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+10 to 9+20   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+20 to 9+30   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+30 to 9+40   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+40 to 9+50   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+50 to 9+60   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+60 to 9+70   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+70 to 9+80   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+80 to 9+90   | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 9+90 to 10+00  | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+00 to 10+10 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+10 to 10+20 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+20 to 10+30 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+30 to 10+40 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+40 to 10+50 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+50 to 10+60 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+60 to 10+70 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+70 to 10+80 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+80 to 10+90 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 10+90 to 11+00 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+00 to 11+10 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+10 to 11+20 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+20 to 11+30 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+30 to 11+40 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+40 to 11+50 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+50 to 11+60 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+60 to 11+70 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+70 to 11+80 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+80 to 11+90 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 11+90 to 12+00 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+00 to 12+10 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+10 to 12+20 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+20 to 12+30 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+30 to 12+40 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+40 to 12+50 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+50 to 12+60 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+60 to 12+70 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+70 to 12+80 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+80 to 12+90 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 12+90 to 13+00 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+00 to 13+10 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+10 to 13+20 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+20 to 13+30 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+30 to 13+40 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+40 to 13+50 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+50 to 13+60 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+60 to 13+70 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+70 to 13+80 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+80 to 13+90 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 13+90 to 14+00 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+00 to 14+10 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+10 to 14+20 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+20 to 14+30 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+30 to 14+40 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+40 to 14+50 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+50 to 14+60 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+60 to 14+70 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+70 to 14+80 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+80 to 14+90 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 14+90 to 15+00 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+00 to 15+10 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+10 to 15+20 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+20 to 15+30 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+30 to 15+40 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+40 to 15+50 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+50 to 15+60 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+60 to 15+70 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+70 to 15+80 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+80 to 15+90 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 15+90 to 16+00 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 16+00 to 16+10 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 16+10 to 16+20 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 16+20 to 16+30 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 16+30 to 16+40 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             | 4             |
| 16+40 to 16+50 | LT.                      |                     |                     |                   |                        |                                    |                               |                               |                     |                               |                             |               |

# QUANTITY TABULATION

See Sheet 10 For General Notes.

FOR "AS CONSTRUCTED  
PLANS" ONLY

[illegible][illegible]

**Washington State  
Department of Transportation**

SR 17  
SR 2 TO SR 174

QUANTITY    TABULATION

SHEET  
11  
OF  
80

DOT FORM 221-035  
Revised 6/80

April 8, 1985  
APPROVED

SR 17/71



## (MONUMENT CASES AND COVERS)

## MONUMENT CASE AND COVER

EACH

FOR "AS CONSTRUCTED  
PLANS" ONLY

44-38861-1A  
NY 100-10270-1A  
RECORDS CO.



Clyde L. Slemmer  
Seal of the  
State of Michigan  
Michigan State Bar Association

April 8, 1985

SR 17  
SR 2 TO SR 174

## QUANTITY TABULATION

DOT FORM 221-033  
Revised 6/80

SR 17/71

## (MONUMENT CASES AND COVERS)

### MONUMENT CASE AND COVER

FOR "AS CONSTRUCTED"  
PLANS" ONLY

EXHIBIT 14 OF 14

APR 11 1964

## QUANTITY TABULATION


SR 17/7



|   |  |
|---|--|
| DITCH EXCAVATION<br>INCLUDING HAUL                              |  |
| SQUARE SPALLS   |  |
| SCHEDULE A CULVERT PIPE<br>42 IN. DIAMETER                      |  |
| SCHEDULE A CULVERT PIPE<br>48 IN. DIAMETER                      |  |
| SCHEDULE A CULVERT PIPE<br>60 IN. DIAMETER                      |  |
| SCHEDULE A CULVERT PIPE<br>72 IN. DIAMETER                      |  |
| SCHEDULE A CULVERT PIPE<br>90 IN. DIAMETER                      |  |
| SCHEDULE B CULVERT PIPE<br>42 IN. THICK 26 IN.<br>DIAM.         |  |
| SCHEDULE B CULVERT PIPE<br>48 IN. THICK 26 IN.<br>DIAM.         |  |
| SCHEDULE B CULVERT PIPE<br>60 IN. THICK 26 IN.<br>DIAM.         |  |
| SCHEDULE B CULVERT PIPE<br>72 IN. THICK 26 IN.<br>DIAM.         |  |
| SCHEDULE B CULVERT PIPE<br>90 IN. THICK 26 IN.<br>DIAM.         |  |
| GRAVEL BACKFILL FOR<br>PIPE BEDDING                             |  |
| REPLACES STEEL CUT. PIPE<br>ARCH 0.109 IN. THICK 50<br>IN. DIA. |  |
| REPLACES STEEL CUT. PIPE<br>ARCH 0.109 IN. THICK 50<br>IN. DIA. |  |
| REPLACES STEEL CUT. PIPE<br>ARCH 0.109 IN. THICK 65<br>IN. DIA. |  |
| REPLACES STEEL CUT. PIPE<br>ARCH 0.109 IN. THICK 65<br>IN. DIA. |  |
| CONCRETE PIPE 2 FT.<br>DIAM.                                    |  |
| STRUCTURE EXCAVATION<br>CLASS B INCLUDING Haul                  |  |
| CONCRETE CLASS B  |  |
| CONCRETE CLASS C  |  |
| STEEL REINFORCING BAR   |  |
| CRACKING CRIPPER  |  |
| CORRAL HUTS   |  |

1. Remove 4 foot of pipe.
2. Beveled end section required.
3. See Sheet 65 for SAFETY BARS FOR CULVERT HEADWALLS.
4. See Details for embankment construction at pipe ends.
5. Extend Reinforced Concrete Culvert Pipe, tongue and groove only.
6. Plug inlet.
7. Extend corrugated metal pipe only.
8. Remove existing pipe and construct new culvert.
9. Remove existing pipe.
10. Extend existing metal culvert.
11. Remove 6 foot reinforced concrete culvert pipe extension. Extend existing metal culvert.
12. See special provision, 3 INCH DIAMETER CONDUIT.
13. Remove 3 foot reinforced concrete culvert pipe extension. Extend existing metal culvert.
14. Existing reinforced concrete culvert is Bell & Spigot.
15. Conduit for irrigation line.
16. DELETED
17. An acceptable alternate is "Plain Aluminum Culvert Pipe 0.075 In. Thick 42 In. Diam."
18. An acceptable alternate is "Plain Al. Culvert Pipe Arch 0.105 In. Thick 50 In. Span"
19. An acceptable alternate is "Plain Al. Culvert Pipe Arch 0.135 In. Thick 58 In. Span"
20. An acceptable alternate is "Plain Al. Culvert Pipe Arch 0.135 In. Thick 65 In. Span"
21. See special provision, CULVERT INSTALLATION VICINITY STATION 138+04

DOT FORM 221-026  
Revised 10/83

 **Washington State**  
**Department of Transportation**

FOR "AS CONSTRUCTED"  
PLANS" ONLY

SR 17  
SR 2 TO SR 174

## STRUCTURE NOTES

SR 1771

# STRUCTURE NOTES

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 | C.V. | C.V.  | L.F. | L.F.  | L.F.  | L.F. | L.F.  | L.F. | C.Y. | L.F. | L.F. | L.F. | L.F. | L.F. | C.V.  | C.V. | C.V. | C.V. | L.F. | C.Y. |
|-------------|---------|------|-------|------|-------|-------|------|-------|------|------|------|------|------|------|------|-------|------|------|------|------|------|
| 27-1        | 123+48  | 11.  | 0.5   |      |       | 5.5   |      |       |      |      |      |      |      |      |      | 0.3   |      |      |      |      |      |
| 27-         | 123+48  | 11.  | 0.6   |      |       | 12.8  |      |       |      |      |      |      |      |      |      | 1.3   |      |      |      |      |      |
| 27-         | 123+48  | 11.  | 0.9   |      |       | 9.3   |      |       |      |      |      |      |      |      |      | 0.8   |      |      |      |      |      |
| 27-1        | 149+48  | 11.  |       | 11.8 |       | 35    |      |       |      |      |      |      |      |      |      |       |      |      |      |      |      |
| 28-1        | 179+40  | 11.  |       |      | 51.8  |       |      |       |      |      |      |      |      |      |      | 6.7   |      |      |      |      |      |
| 28-         | 179+40  | 11.  |       |      | 51.7  |       |      |       |      |      |      |      |      |      |      | 4.6   |      |      |      |      |      |
| 28-         | 179+40  | 11.  | 33.9  |      |       | 78    |      |       |      |      |      |      |      |      |      | 4.6   |      |      |      |      |      |
| 28-         | 179+40  | 11.  |       |      |       | 79.7  |      |       |      |      |      |      |      |      |      | 22.9  |      |      |      |      |      |
| 28-         | 174+0   | 11.  | 2.1   |      |       | 61.9  |      |       |      |      |      |      |      |      |      | 13.7  |      |      |      |      |      |
| 28-         | 179+40  | 11.  |       |      | 61.8  |       |      |       |      |      |      |      |      |      |      | 15.1  |      |      |      |      |      |
| 28-1        | 179+40  | 11.  |       |      | 17    |       |      |       |      |      |      |      |      |      |      | 0.3   |      |      |      |      |      |
| 29-1        | 179+40  | 11.  |       |      |       |       |      |       |      |      |      |      |      |      |      | 118.5 |      |      |      | 2.21 |      |
| 29-         | 189+04  | 11.  | 126.6 |      |       |       |      | 129.2 |      |      |      |      |      |      |      |       |      |      |      |      |      |
| 29-         | 198+63  | 11.  |       |      |       | 20.3  |      |       |      |      |      |      |      |      |      |       |      |      |      |      |      |
| 29-1        | 198+63  | 11.  |       |      |       | 20.3  |      |       |      |      |      |      |      |      |      |       |      |      |      |      |      |
| 29-8        | 207+18  | 11.  |       |      |       | 80.6  |      |       |      |      |      |      |      |      |      | 23.4  |      |      |      | 2    |      |
| 29-7        | 114+0   | 11.  |       |      |       | 77.8  |      |       |      |      |      |      |      |      |      | 13.4  |      |      |      |      |      |
| 30-1        | 218+83  | 11.  |       |      | 85.6  |       |      |       |      |      |      |      |      |      |      | 2.2   |      |      |      |      |      |
| 30-         | 218+83  | 11.  |       |      | 91.5  |       |      |       |      |      |      |      |      |      |      | 5.7   |      |      |      |      |      |
| 30-         | 223+25  | 11.  |       |      |       | 116.2 |      |       |      |      |      |      |      |      |      | 20.8  |      |      |      |      |      |
| 31-         | 214+0   | 11.  |       |      |       | 80.7  |      |       |      |      |      |      |      |      |      | 31.3  |      |      |      |      |      |
| 31-         | 258+74  | 11.  |       |      |       | 67.9  |      |       |      |      |      |      |      |      |      | 5.5   |      |      |      |      |      |
| SHEET TOTAL |         |      | 130.7 | 45.7 | 342.4 | 763   |      | 129.2 |      |      |      |      |      |      |      | 296.1 |      |      |      |      |      |

## GENERAL NOTES

See Sheet 15 for General Notes.

FOR "AS CONSTRUCTED  
PLANS" ONLY

|           |  |          |  |              |  |                  |  |  |  |                         |  |                 |  |
|-----------|--|----------|--|--------------|--|------------------|--|--|--|-------------------------|--|-----------------|--|
| DRAWN     |  | 18 WASH  |  | ACF-017 (16) |  | HIGHWAY DIVISION |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | STRUCTURE NOTES |  |
| CHECKED   |  | 20 WASH  |  | 85E062       |  | APR 8, 1985      |  | APPROVED   |  |                         |  |                 |  |
| PROJ ENGR |  | DIST ADM |  | DATE         |  | REVISION         |  | SYMBOL   |  |                         |  |                 |  |



940301

|                                   |               |  |  |  |  |   |  |                                     |  |  |  |               |   |                  |                  |                          |                |               |
|-----------------------------------|---------------|--|--|--|--|---|--|-------------------------------------|--|--|--|---------------|---|------------------|------------------|--------------------------|----------------|---------------|
| DEEP EXCAVATION<br>INCLUDING HAIL | QUARRY SPALLS | SCHEDULE A CURB/RT PIPE<br>12 IN. DIAMETER | SCHEDULE A CURB/RT PIPE<br>18 IN. DIAMETER | SCHEDULE A CURB/RT PIPE<br>24 IN. DIAMETER | SCHEDULE A CURB/RT PIPE<br>30 IN. DIAMETER | REINFORCED STEEL CURB/RT PIPE<br>0.079 IN. THICK 36 IN. DIAM. | PLAIN STEEL CURB/RT PIPE<br>0.079 IN. THICK 42 IN. DIAM. | GRAVEL BACKFILL FOR<br>PIPE BEDDING | PLAIN STEEL CUL. PIPE<br>ARCH 0.109 IN. THICK<br>50 IN. SPAN | PLAIN STEEL CUL. PIPE<br>ARCH 0.109 IN. THICK<br>58 IN. SPAN | PLAIN STEEL CUL. PIPE<br>ARCH 0.109 IN. THICK<br>65 IN. SPAN | CONCRETE PIPE | STRUCTURE EXCAVATED<br>CLASS B INCLUDING HAIL | CONCRETE CLASS B | CONCRETE CLASS C | STEEL REINFORCING<br>BAR | CABLE CHAIRING | GENERAL NOTES |
|-----------------------------------|---------------|--|--|--|--|---|--|-------------------------------------|--|--|--|---------------|---|------------------|------------------|--------------------------|----------------|---------------|

FOR "AS CONSTRUCTED  
PLANS" ONLY

304



Page 1

FOR "AS CONSTRUCTED  
PLANS" ONLY

$\frac{1}{\sqrt{2}}$



## 4801

|                                    |               |  |  |  |  |   |   |                                     |   |  |  |                             |  |                  |                  |                       |                |               |
|------------------------------------|---------------|--|--|--|--|---|---|-------------------------------------|---|--|--|-----------------------------|--|------------------|------------------|-----------------------|----------------|---------------|
| DITCH EXCAVATION<br>INCLUDING HAUL | QUARRY SPALLS | SCHEDULE A CULVERT PIPE<br>12 IN. DIAMETER | SCHEDULE A CULVERT PIPE<br>14 IN. DIAMETER | SCHEDULE A CULVERT PIPE<br>24 IN. DIAMETER | SCHEDULE A CULVERT PIPE<br>30 IN. DIAMETER | PLAIN STEEL CULVERT PIPE<br>0.079 IN. THICK<br>36 IN. DIAM. | PLAIN STEEL CULVERT PIPE<br>0.079 IN. THICK 42 IN.<br>DIAM. | GRAVEL BACKFILL FOR<br>PIPE BEDDING | PLAIN STEEL CUL. PIPE<br>ARCH 0.100 IN. THICK<br>50 IN. DIAM. | PLAIN STEEL CUL. PIPE<br>ARCH 0.109 IN. THICK 58<br>IN. SPAN | PLAIN STEEL CUL. PIPE<br>ARCH 0.109 IN. THICK 65<br>IN. SPAN | CONDUIT PIPE 3 IN.<br>DIAM. | STRUCTURE EXCAVATION<br>CLASS B INCLUDING HAUL | CONCRETE CLASS B | CONCRETE CLASS C | STEEL REINFORCING BAR | CARBON CRIPPER | GENERAL NOTES |
|------------------------------------|---------------|--|--|--|--|---|---|-------------------------------------|---|--|--|-----------------------------|--|------------------|------------------|-----------------------|----------------|---------------|

FOR "AS CONSTRUCTED  
PLANS" ONLY

30 02 - J35H-  
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W  
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DOT FORM 221-036  
Revised 10/83

SR1771

# STRUCTURE NOTES

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.

See Sheet 15 for General Notes.

| CODE | STATION | C.Y. | C.Y. | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | C.Y. | L.F. | L.F. | L.F. | L.F. | L.F. | C.Y. | C.Y. | C.Y. | L.F. | C.Y. |
|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 58-5 | 1292+50 |      |      |      | 55.4 |      |      |      |      |      |      |      |      |      |      |      | 15.5 |      |      | 2    |
| 58-6 | 1292+46 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 0.2  |      | 6    |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|      |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |

FOR "AS CONSTRUCTED  
PLANS" ONLY

|           |  |                    |  |                  |  |  |  |                         |  |                 |
|-----------|--|--------------------|--|------------------|--|--|--|-------------------------|--|-----------------|
| DRAWN     |  | STATE              |  | HIGHWAY DIVISION |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | STRUCTURE NOTES |
| CHECKED   |  | 10 WASH ACF-017(6) |  | APR 8, 1985      |  |  |  |                         |  |                 |
| PROJ ENGR |  | JOB NUMBER         |  | APPROVED         |  |  |  |                         |  |                 |
| DIST ADM  |  | CONTRACT NO.       |  |                  |  |  |  |                         |  |                 |
| DATE      |  | REVISION           |  | BY               |  |  |  |                         |  |                 |



BEGINNING CASE 1

ENDING CASE 1

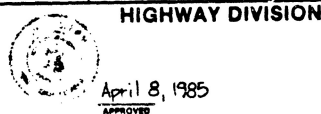
BEGINNING CASE 2

ENDING CASE 2

FOR "AS CONSTRUCTED  
PLANS" ONLY

| LINE | P.I. STATION | FT/FT<br>SUPER RATE | BEGIN<br>TRANSITION | LEVEL -<br>CROWN | CROWN -<br>SLOPE | BEGIN<br>FULL SUPER | END<br>FULL SUPER | CROWN -<br>SLOPE | LEVEL -<br>CROWN | END<br>TRANSITION | BEGIN<br>CASE | END<br>CASE | COMMENTS |
|------|--------------|---------------------|---------------------|------------------|------------------|---------------------|-------------------|------------------|------------------|-------------------|---------------|-------------|----------|
| Main | 5+98.03      | 0.07R               |                     |                  | 1+33.33          | 3+00                | 9+00              | 10+66.67         | 11+33.33         | 12+00             | 1             | 1           |          |
|      | 53+18.95     | 0.08L               | 41+55               | 42+09            | 42+63            | 44+25               | 59+90.0           | 40+93.39         | 41+46.69         | 42+00.0           | 1             | 1           |          |
|      | 78+46.2      | 0.07R               | 65+64.50            | 66+64.50         | 67+93.07         | 71+14.50            | 84+34.80          | 87+56.23         | 88+84.80         | 89+84.80          | 1             | 1           |          |
|      | 129+41.72    | 0.06L               | 123+77.23           | 124+35.56        | 124+93.90        | 126+10.56           | 132+63.67         | 133+80.33        | 134+38.67        | 134+97.00         | 1             | 1           |          |
|      | 144+89.41    | 0.06L               | 138+66.93           | 139+25.32        | 139+83.66        | 141+00.32           | 148+64.55         | 149+81.22        | 150+39.55        | 150+97.88         | 1             | 1           |          |
|      | 156+18.72    | 0.06L               | 151+63.04           | 152+21.37        | 152+79.70        | 153+96.37           | 158+37.64         | 159+54.31        | 160+12.64        | 160+70.97         | 1             | 1           |          |
|      | 174+58.57    | 0.06R               | 170+62.84           | 171+21.17        | 171+79.50        | 172+96.17           | 176+19.33         | 177+36.00        | 177+94.33        | 178+52.66         | 1             | 1           |          |
|      | 185+51.93    | 0.06R               | 180+00.64           | 180+58.97        | 181+17.31        | 182+33.97           | 188+61.58         |                  |                  | 190+45.52         | 1             | 2           |          |
|      | 195+44.12    | 0.06L               | 190+45.52           |                  |                  | 192+29.45           | 198+50.70         |                  |                  | 200+32.18         | 2             | 2           |          |
|      | 205+46.08    | 0.06R               | 200+32.18           |                  |                  | 202+13.66           | 208+69.20         | 210+13.79        | 210+72.12        | 211+30.45         | 2             | 1           |          |
|      | 277+86.48    | 0.03R               | 270+19.13           | 271+35.80        | 272+52.47        | 273+10.80           | 282+50.00         |                  |                  | 284+00.0          | 1             | 2           |          |
|      | 291+42.51    | 0.04L               | 284+00.0            |                  |                  | 286+00.0            | 296+66.91         | 297+54.41        | 298+41.91        | 299+29.41         | 2             | 1           |          |
|      | 311+98.75    | 0.03R               | 306+25.51           | 307+42.18        | 308+58.85        | 309+17.18           | 314+79.56         | 315+37.89        | 316+54.56        | 317+71.23         | 1             | 1           |          |
|      | C733+08.56   | None                |                     |                  |                  |                     |                   |                  |                  |                   |               |             |          |
|      | C1009+00.0   | None                |                     |                  |                  |                     |                   |                  |                  |                   |               |             |          |
|      | 1167+87.33   | 0.05L               | 1159+39.75          | 1160+09.75       | 1160+79.75       | 1161+84.75          | 1173+67.77        | 1174+72.77       | 1175+42.77       | 1176+12.77        | 1             | 1           |          |
|      | 1217+89.88   | 0.06R               | 1210+42.20          | 1211+00.53       | 1211+58.87       | 1212+75.53          | 1222+75.63        | 1223+92.30       | 1224+50.63       | 1225+08.96        | 1             | 1           |          |
|      | 1253+38.68   | 0.06L               | 1249+03.08          | 1249+61.41       | 1250+19.75       | 1251+36.41          | 1255+38.22        | 1256+54.89       | 1257+13.22       | 1257+71.55        | 1             | 1           |          |
|      | 1272+70.36   | 0.03R               | 1267+82.53          | 1268+99.20       | 1270+15.87       | 1270+74.20          | 1274+66.22        | 1275+24.55       | 1276+41.22       | 1277+57.89        | 1             | 1           |          |
|      | 1319+39.44   | 0.05L               | 1315+57.30          | 1316+27.30       | 1316+97.30       | 1318+02.30          | 1320+76.03        | 1321+81.03       | 1322+51.03       | 1323+21.03        | 1             | 1           |          |
|      | 1335+79.07   | 0.06L               | 1328+52.65          | 1329+10.98       | 1329+69.32       | 1330+85.98          | 1340+46.25        | 1341+62.92       | 1342+21.25       | 1342+79.58        | 1             | 1           |          |
|      | 1396+53.51   | 0.06L               | 1390+60.30          | 1391+18.63       | 1391+76.97       | 1392+93.63          |                   |                  |                  |                   | 1             |             |          |

|             |  |              |                    |      |    |
|-------------|--|--------------|--------------------|------|----|
| DRAWN       |  | STATE        | FED. AID PROJ. NO. | DATE | BY |
| CHECKED     |  | 10 WASH      | ACF-017(16)        |      |    |
| PROJ. ENGR. |  | JOB NUMBER   | 85E062             |      |    |
| DIST. ADM.  |  | CONTRACT NO. | 20983              |      |    |



April 8, 1985  
APPROVED



Washington State  
Department of Transportation

SR 17  
SR 2 TO SR 174

SUPERELEVATIONS

22  
80  
17

**LEGEND**

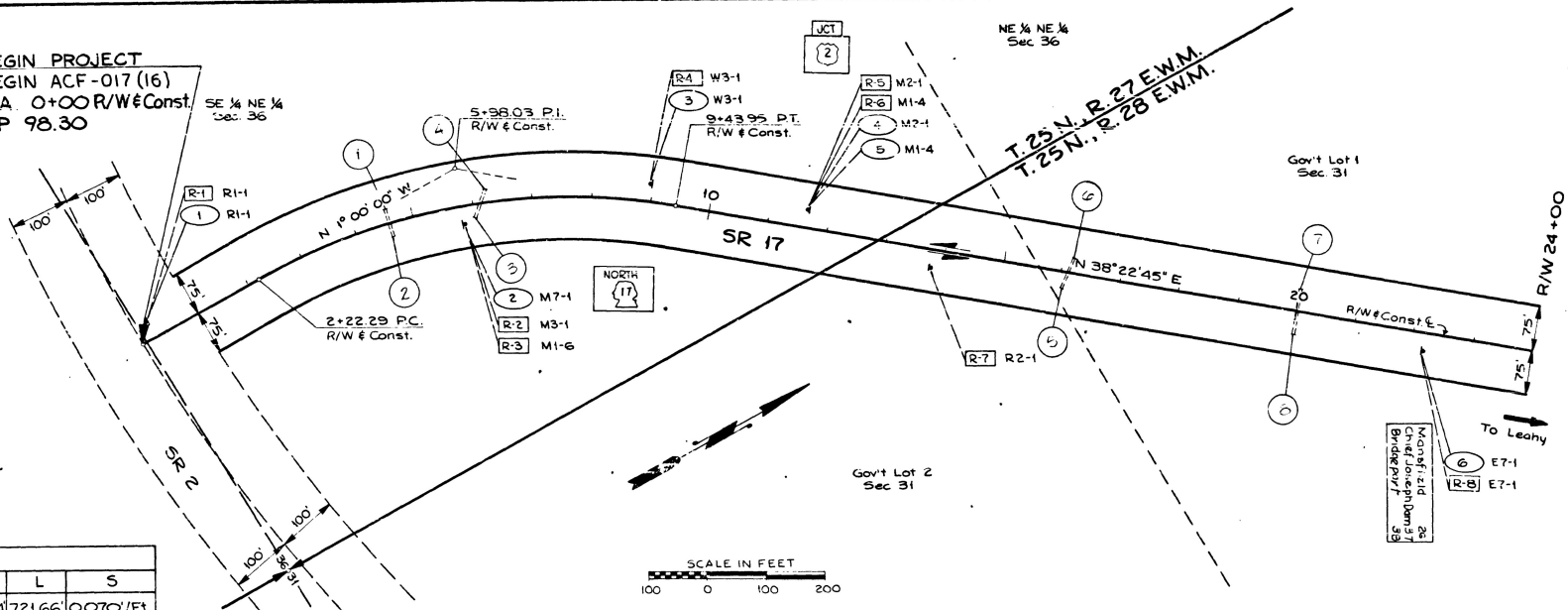
- Overhead Utility Pole
- Buried Telephone
- Wire Fence

**SIGN LEGEND**

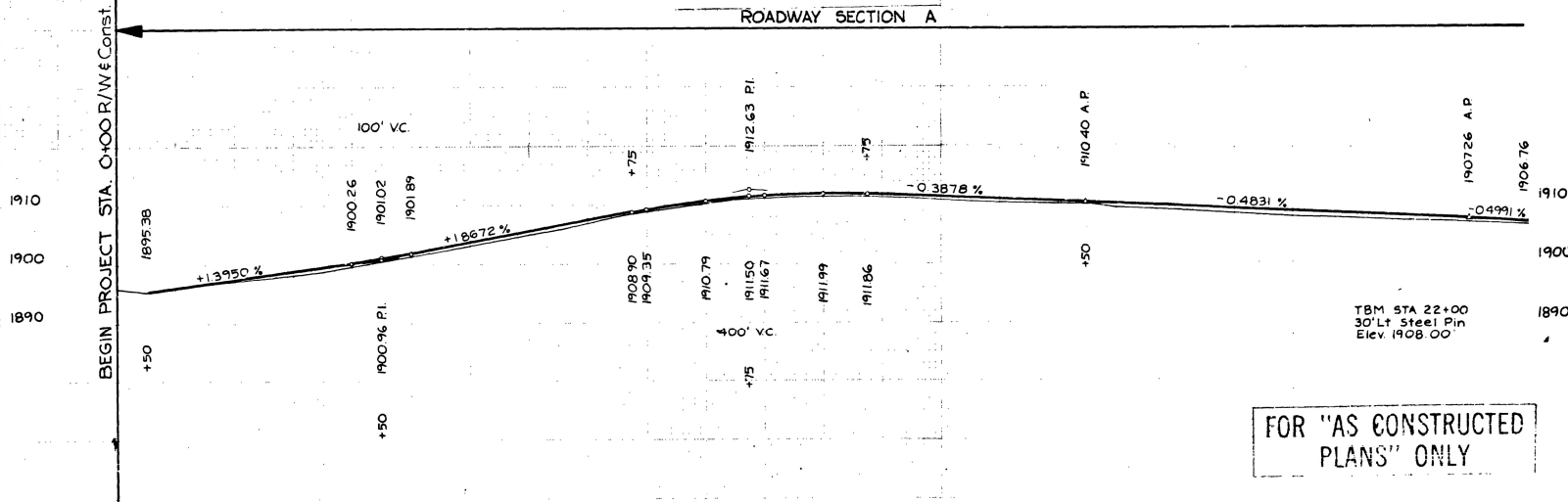
- 00 New Sign Assembly
- R-0 Existing Sign Assembly To Be Removed
- Existing Location
- Existing Sign to be relocated New location

| CURVE DATA           |             |       |         |         |            |
|----------------------|-------------|-------|---------|---------|------------|
| P.I. STATION         | Δ           | R     | T       | L       | S          |
| R/W & Const. 5+98.03 | 39°22'45"RT | 1050' | 375.74' | 721.66' | 0.070'/Ft. |

BEGIN PROJECT  
BEGIN ACF-017 (16)  
STA. 0+00 R/W & Const.  
M P 98.30



**ROADWAY SECTION A**

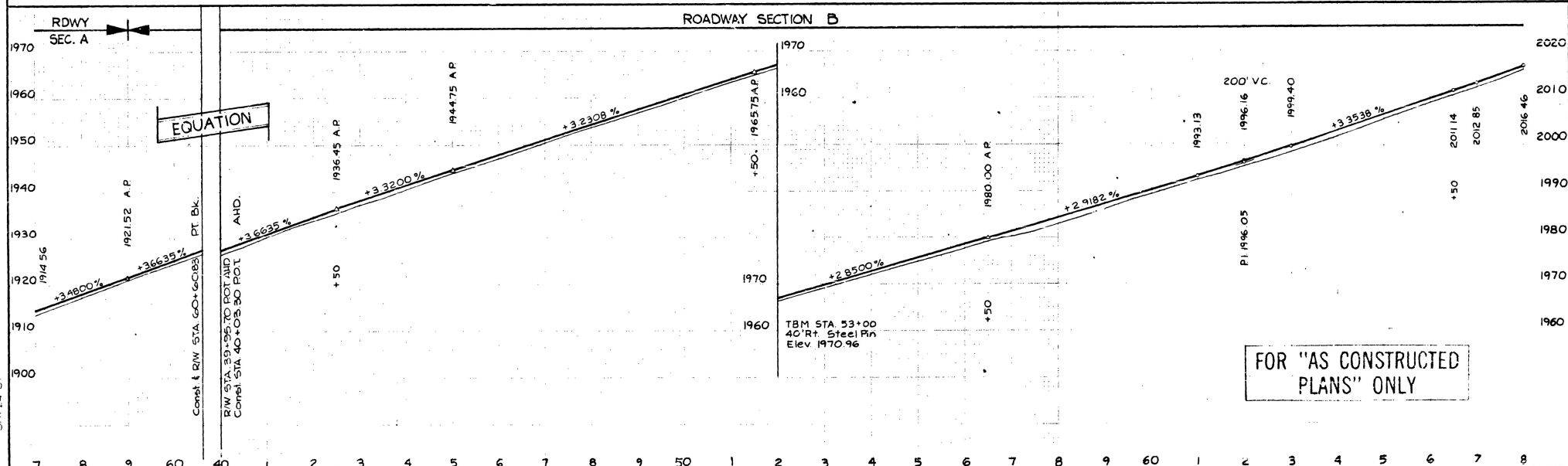
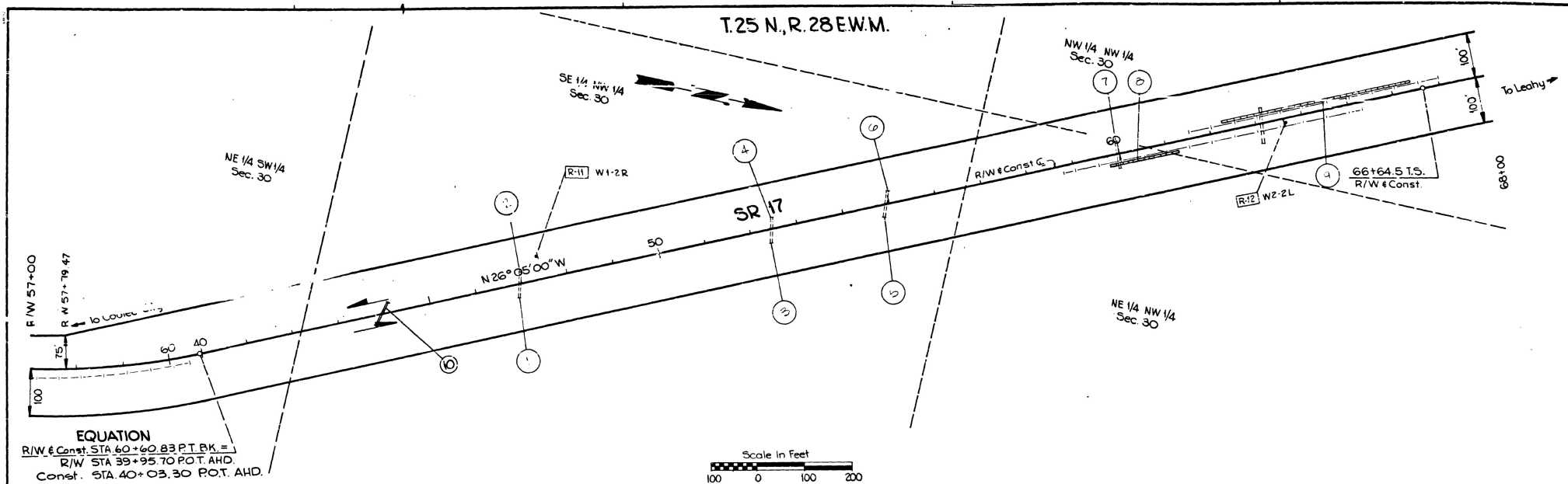


FOR "AS CONSTRUCTED  
PLANS" ONLY

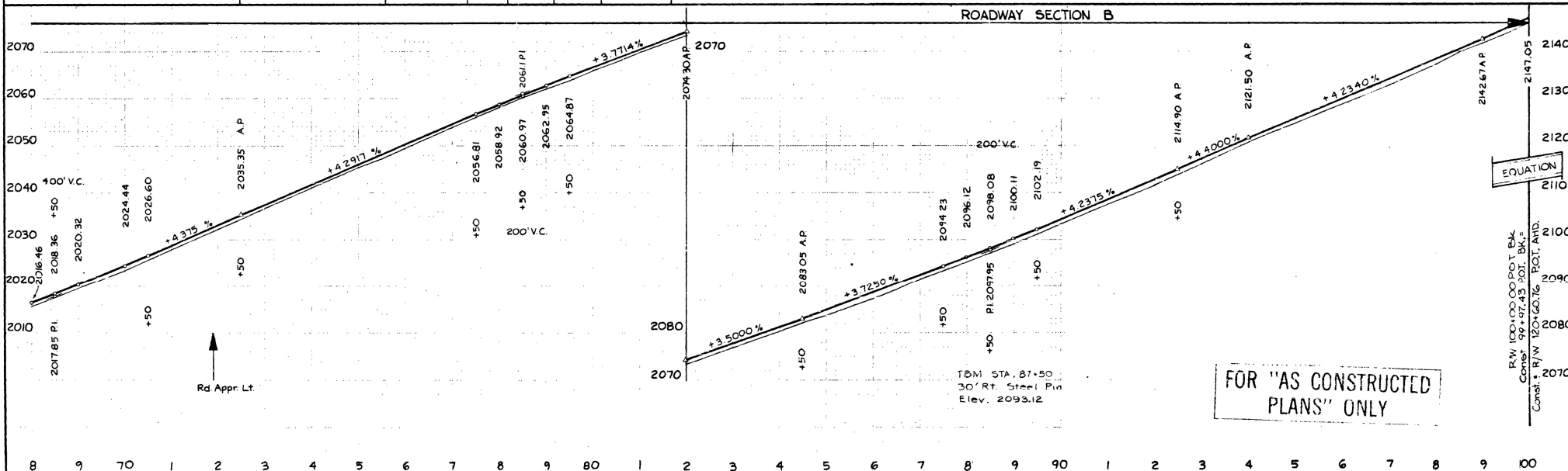
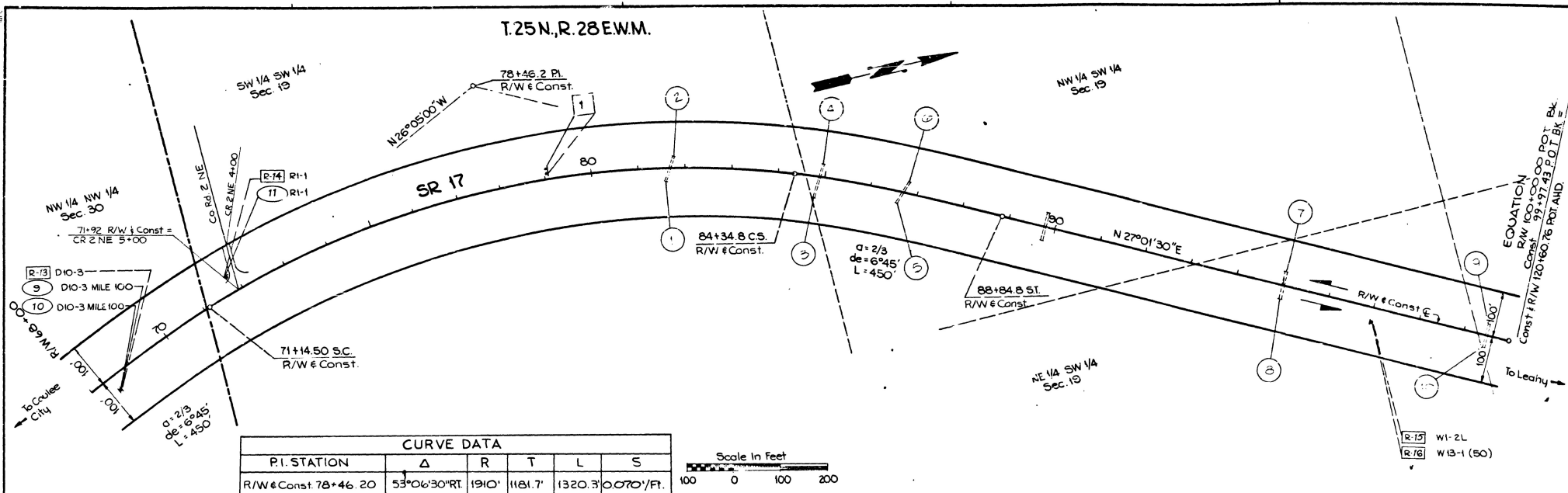
|             |  |              |  |                    |  |           |  |              |  |                  |  |   |  |                         |  |          |  |
|-------------|--|--------------|--|--------------------|--|-----------|--|--------------|--|------------------|--|---|--|-------------------------|--|----------|--|
| DRAWN       |  | 10 WASH      |  | FED. AID PROJ. NO. |  | SHEET NO. |  | TOTAL SHEETS |  | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | SHEET 23 |  |
| CHECKED     |  | 85E062       |  | ACF-017 (16)       |  |           |  |              |  | April 8, 1985    |  |   |  | PLAN AND PROFILE        |  | 20       |  |
| PROJ. ENGR. |  | CONTRACT NO. |  |                    |  |           |  |              |  | APPROVED         |  |   |  |                         |  | 20       |  |
| DIST. ADM.  |  | DATE         |  | REVISION           |  | BY        |  | APP'D        |  |                  |  |   |  |                         |  | 20       |  |







|       |  |         |  |            |  |      |  |          |  |          |  |  |  |   |  |  |  |                         |  |                  |  |                         |  |
|-------|--|---------|--|------------|--|------|--|----------|--|----------|--|--|--|---|--|--|--|-------------------------|--|------------------|--|-------------------------|--|
| DRAWN |  | CHECKED |  | DIST. ADM. |  | DATE |  | REVISION |  | BY APP'D |  | REGION<br>10<br>STATE<br>WASH<br>FED. AID PROJ. NO.<br>ACF-01T (6)<br>JOB NUMBER<br>85E062<br>CONTRACT NO.<br>2093 |  | HIGHWAY DIVISION<br>April 8, 1985<br>APPROVED |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | PLAN AND PROFILE |  | SHEET<br>25<br>OF<br>80 |  |
|-------|--|---------|--|------------|--|------|--|----------|--|----------|--|--|--|---|--|--|--|-------------------------|--|------------------|--|-------------------------|--|



|             |  |              |  |                    |  |           |  |              |  |
|-------------|--|--------------|--|--------------------|--|-----------|--|--------------|--|
| DRAWN       |  | STATE        |  | FED. AID PROJ. NO. |  | SHEET NO. |  | TOTAL SHEETS |  |
| CHECKED     |  | 10 WASH      |  | ALF-017 (16)       |  |           |  |              |  |
| PROJ. ENGR. |  | JOB NUMBER   |  | 85E062             |  |           |  |              |  |
| DIST. ADM.  |  | CONTRACT NO. |  | 2093               |  |           |  |              |  |
| DATE        |  | REVISION     |  | BY APP'D           |  |           |  |              |  |

**DOT FORM 221-028**  
Revised 8/82

**HIGHWAY DIVISION**

April 8, 1985  
APPROVED

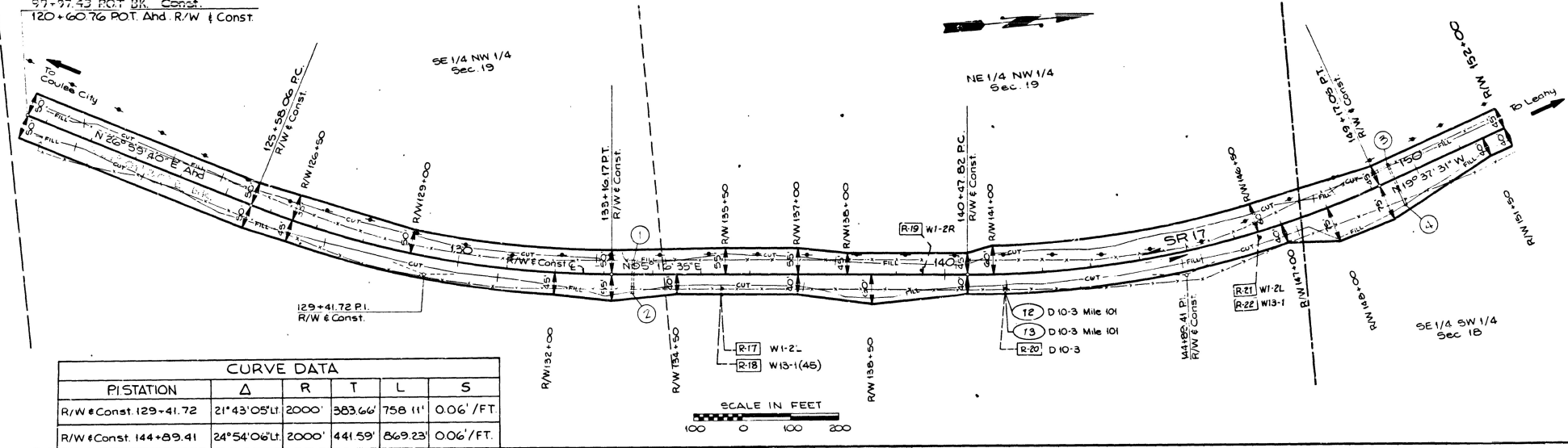
**Washington State**  
Department of Transportation

**SR 17**  
SR 2 TO SR 174

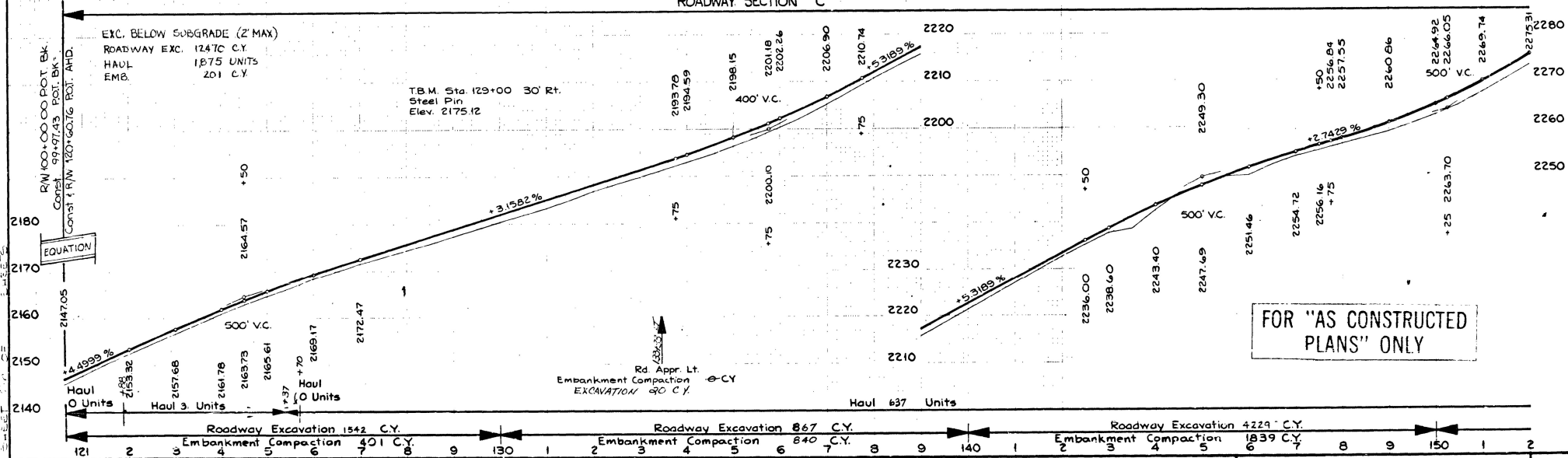
**PLAN AND PROFILE**

T.25N.R.28 E. W.M.

EQUATION  
100+00.00 POT. Bk. R/W  
97+27.43 POT. Bk. Const.  
120+60.76 POT. Ahd. R/W & Const.

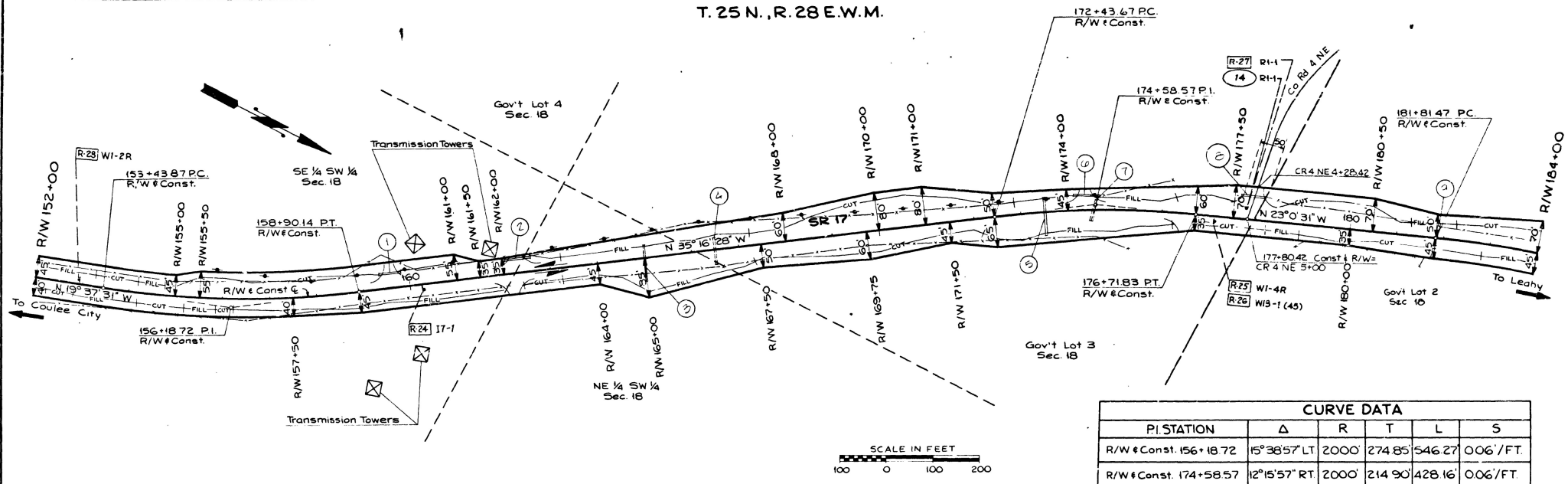


### ROADWAY SECTION C

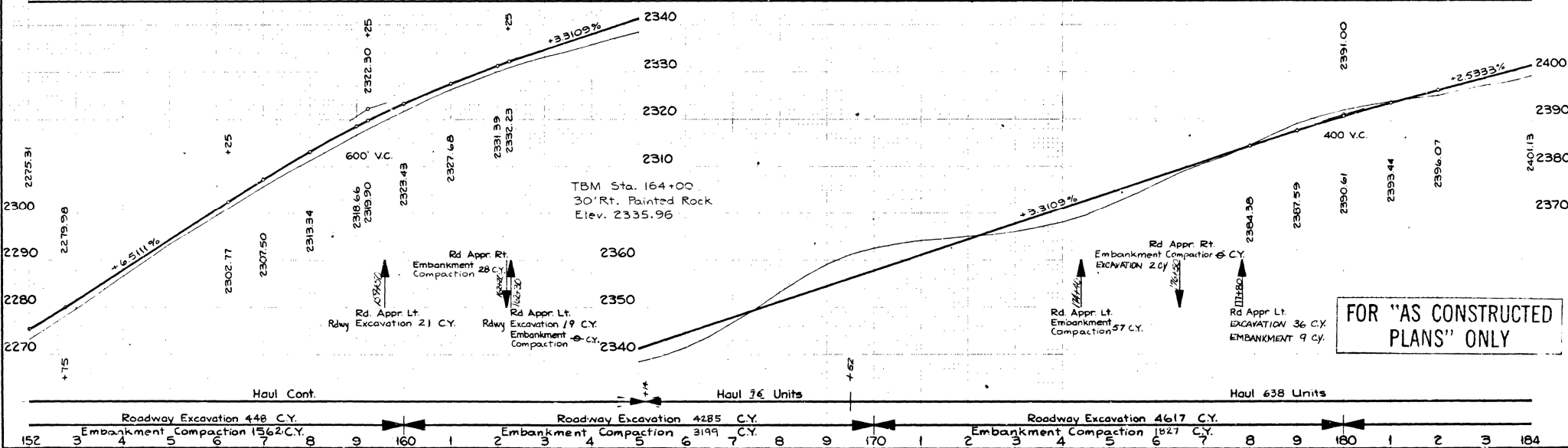


|                        |  |            |  |                          |  |              |  |                  |  |   |  |                         |  |                  |  |
|------------------------|--|------------|--|--------------------------|--|--------------|--|------------------|--|---|--|-------------------------|--|------------------|--|
| DRAWN                  |  | 10 WASH    |  | STATE FED. AID PROJ. NO. |  | ACF-017 (16) |  | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | PLAN AND PROFILE |  |
| CHECKED                |  | JOB NUMBER |  | CONTRACT NO.             |  | APPROVED     |  | APR 18 1985      |  | APPROVED                                      |  | SR 17<br>SR 2 TO SR 174 |  | 27<br>80         |  |
| PROJ. ENGR. P. C. COOK |  | DATE       |  | REVISION                 |  | BY APPD      |  | DATE             |  | REVISION                                      |  | BY APPD                 |  | DATE             |  |

T. 25 N., R. 28 E.W.M.



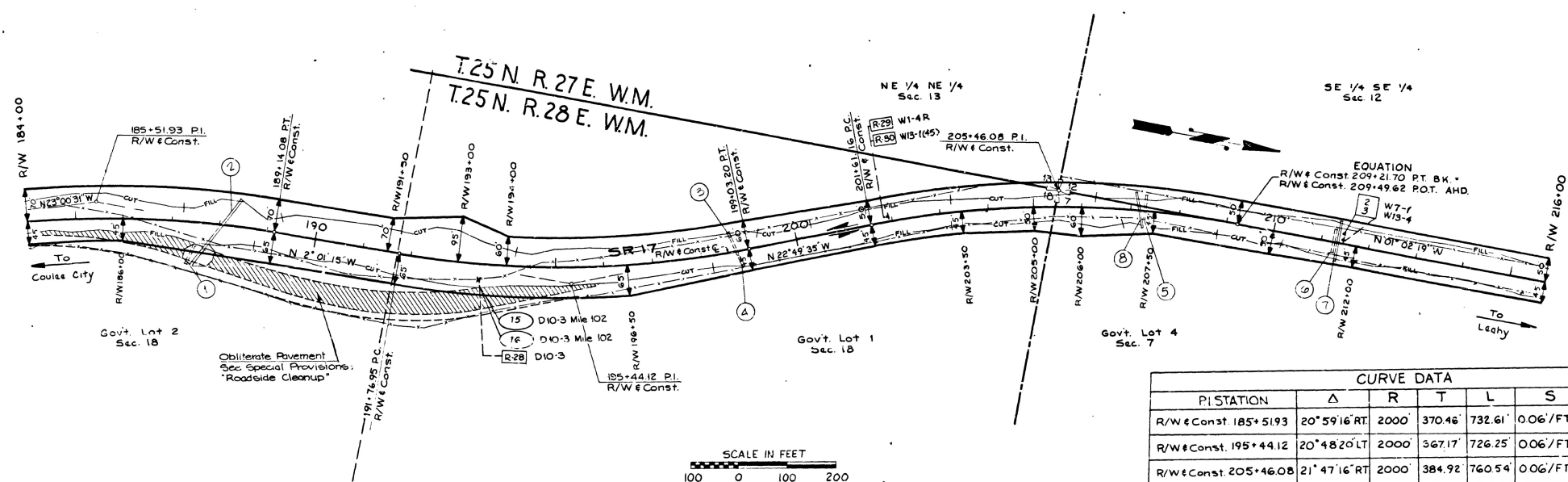
### ROADWAY SECTION C



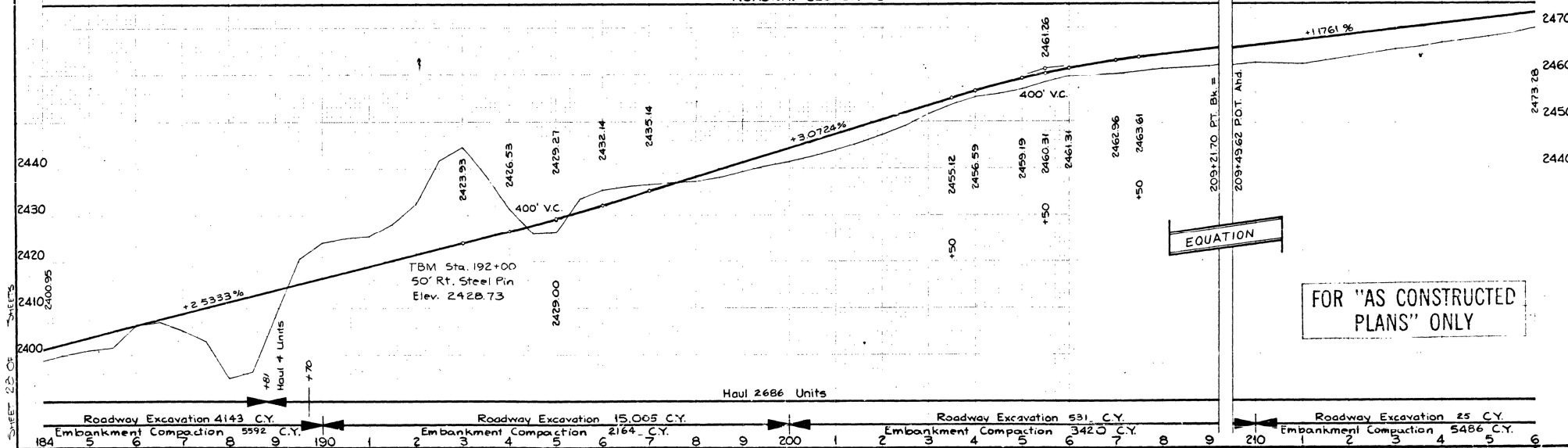
FOR "AS CONSTRUCTED PLANS" ONLY

|       |  |         |  |             |  |            |  |      |  |          |  |         |  |            |  |       |  |                    |  |           |  |              |  |              |  |            |  |          |  |   |  |                      |  |                  |  |                |  |
|-------|--|---------|--|-------------|--|------------|--|------|--|----------|--|---------|--|------------|--|-------|--|--------------------|--|-----------|--|--------------|--|--------------|--|------------|--|----------|--|---|--|----------------------|--|------------------|--|----------------|--|
| DRAWN |  | CHECKED |  | PROJ. ENGR. |  | DIST. ADM. |  | DATE |  | REVISION |  | BY/APPD |  | REGION NO. |  | STATE |  | FED. AID PROJ. NO. |  | SHEET NO. |  | TOTAL SHEETS |  | CONTRACT NO. |  | JOB NUMBER |  | APPROVED |  | Washington State Department of Transportation |  | SR 17 SR 2 TO SR 174 |  | PLAN AND PROFILE |  | SHEET 28 OF 80 |  |
|       |  |         |  |             |  |            |  |      |  |          |  |         |  |            |  |       |  |                    |  |           |  |              |  |              |  |            |  |          |  |   |  |                      |  |                  |  |                |  |

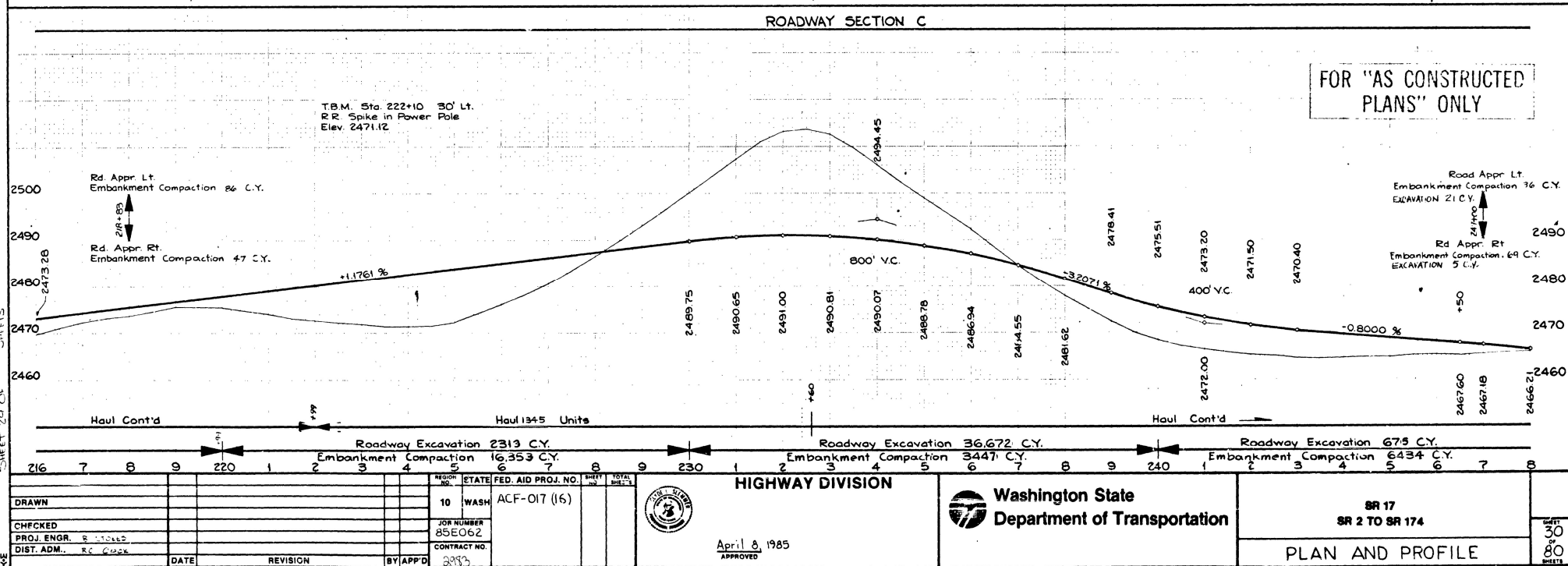
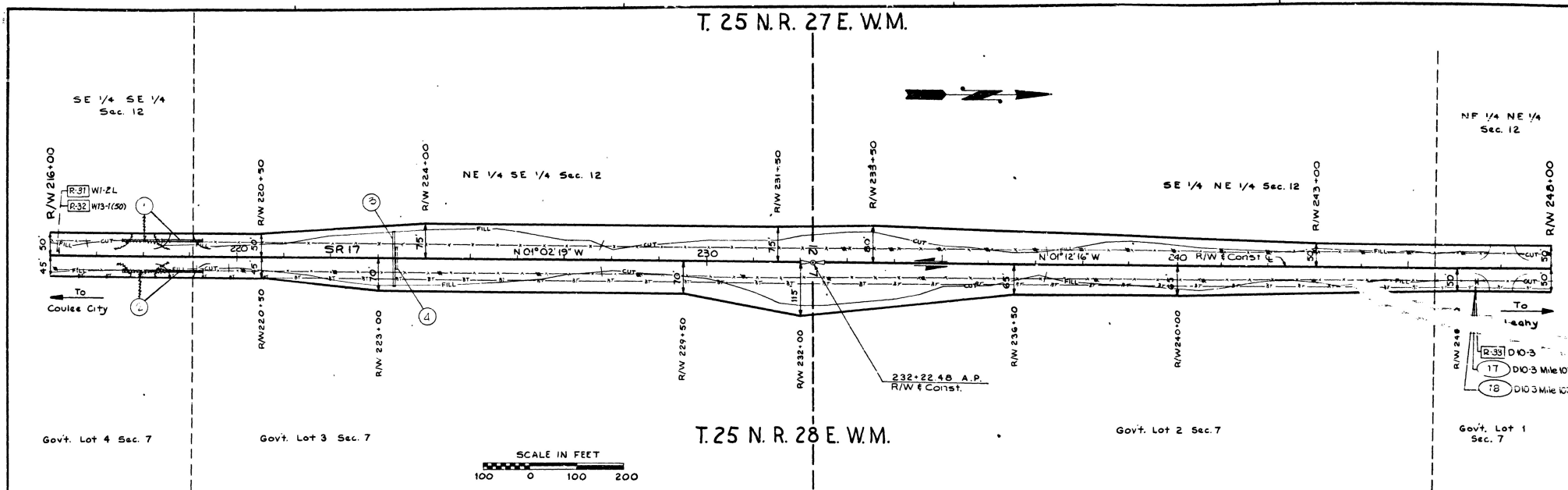
T.25 N. R.27 E. W.M.  
T.25 N. R.28 E. W.M.



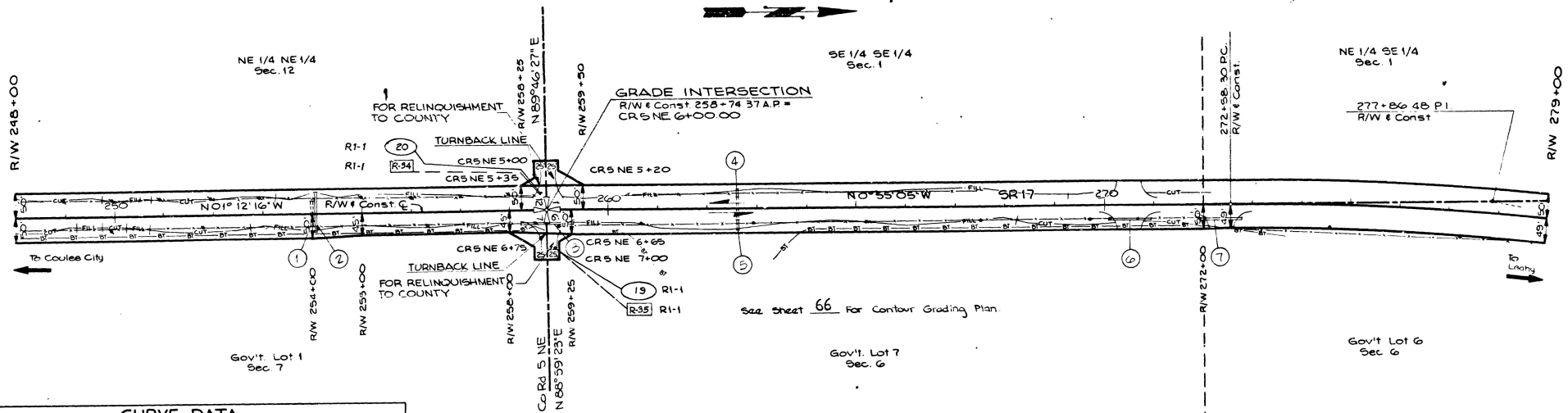
ROADWAY SECTION C



|                                 |   |   |                                 |   |   |   |    |    |                                 |    |    |
|---------------------------------|---|---|---------------------------------|---|---|---|----|----|---------------------------------|----|----|
| Roadway Excavation 4143 C.Y.    |   |   | Roadway Excavation 15,005 C.Y.  |   |   | Roadway Excavation 531 C.Y.                   |    |    | Roadway Excavation 25 C.Y.      |    |    |
| Embankment Compaction 5592 C.Y. |   |   | Embankment Compaction 2164 C.Y. |   |   | Embankment Compaction 3420 C.Y.               |    |    | Embankment Compaction 5486 C.Y. |    |    |
| 184                             | 5 | 6 | 7                               | 8 | 9 | 10  | 11 | 12 | 13                              | 14 | 15 |
| HIGHWAY DIVISION                |   |   |                                 |   |   |   |    |    |                                 |    |    |
| DRAWN                           |   |   | 10 WASH ACF-017 (16)            |   |   | Washington State Department of Transportation |    |    | SR 17 SR 2 TO SR 174            |    |    |
| CHECKED                         |   |   | JOB NUMBER 85E062               |   |   | APPROVED                                      |    |    | PLAN AND PROFILE                |    |    |
| PROJ. ENGR.                     |   |   | CONTRACT NO.                    |   |   | APR 8 1985                                    |    |    | 29                              |    |    |
| DIST. ADM.                      |   |   | DATE                            |   |   | REVISION                                      |    |    | BY APP'D                        |    |    |
|                                 |   |   |                                 |   |   |   |    |    |                                 |    |    |



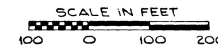
T. 25N., R. 27E. W.M.



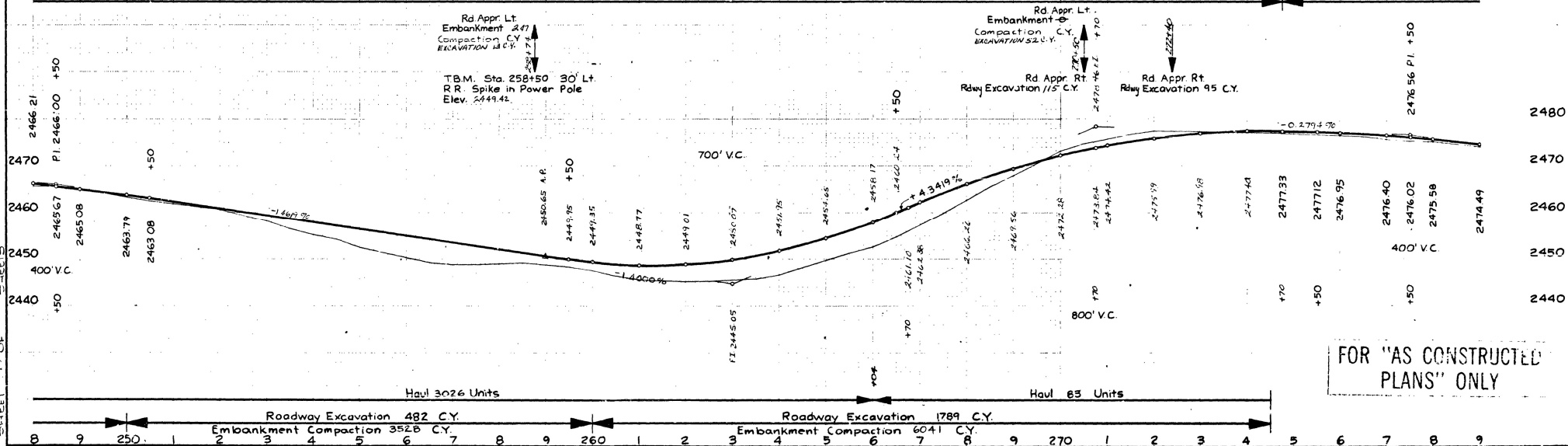
CURVE DATA

| P.I. STATION           | Δ             | R     | T      | L        | S        |
|------------------------|---------------|-------|--------|----------|----------|
| R/W & Const. 277+86.48 | 10°31'59" Rt. | 5730' | 528.18 | 1053.38' | 003'/ft. |

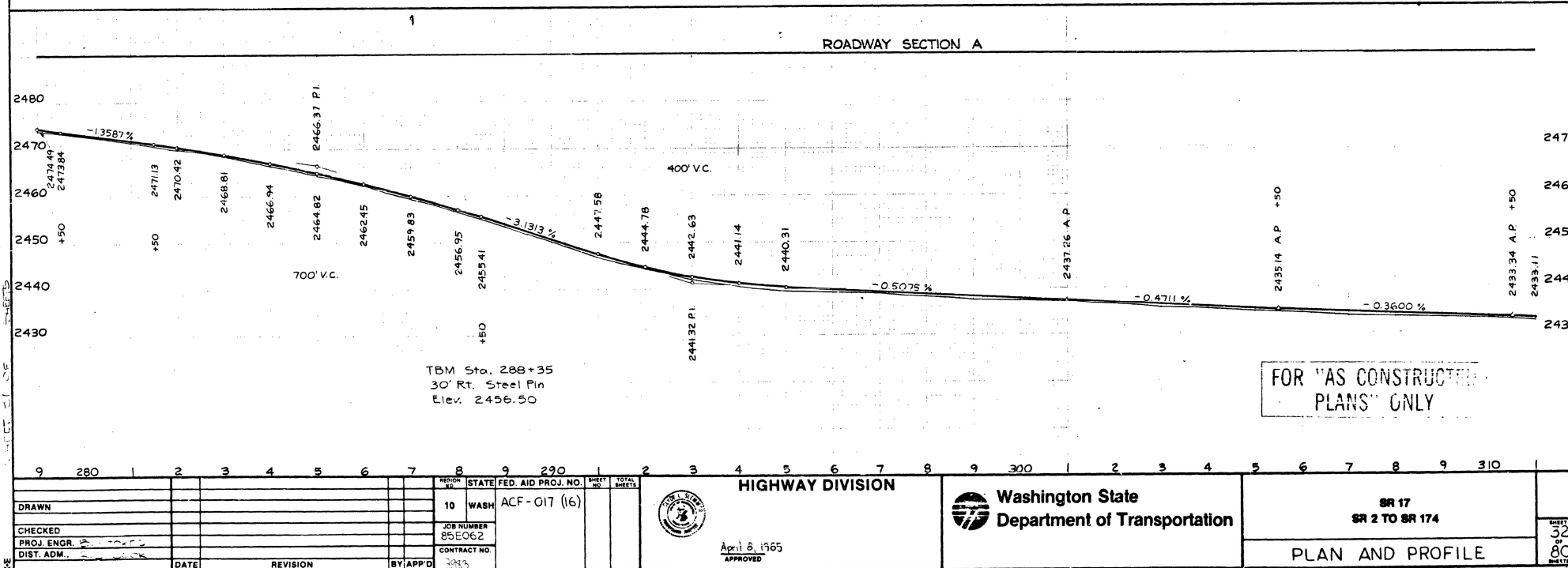
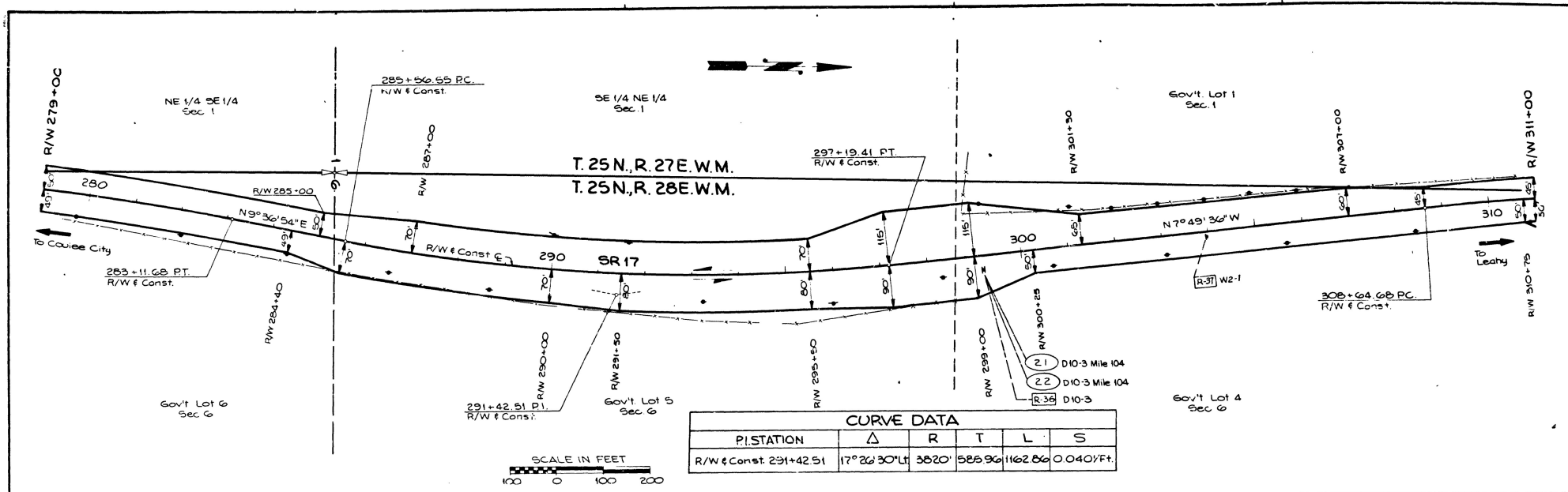
T. 25N., R. 28E. W.M.



ROADWAY SECTION C



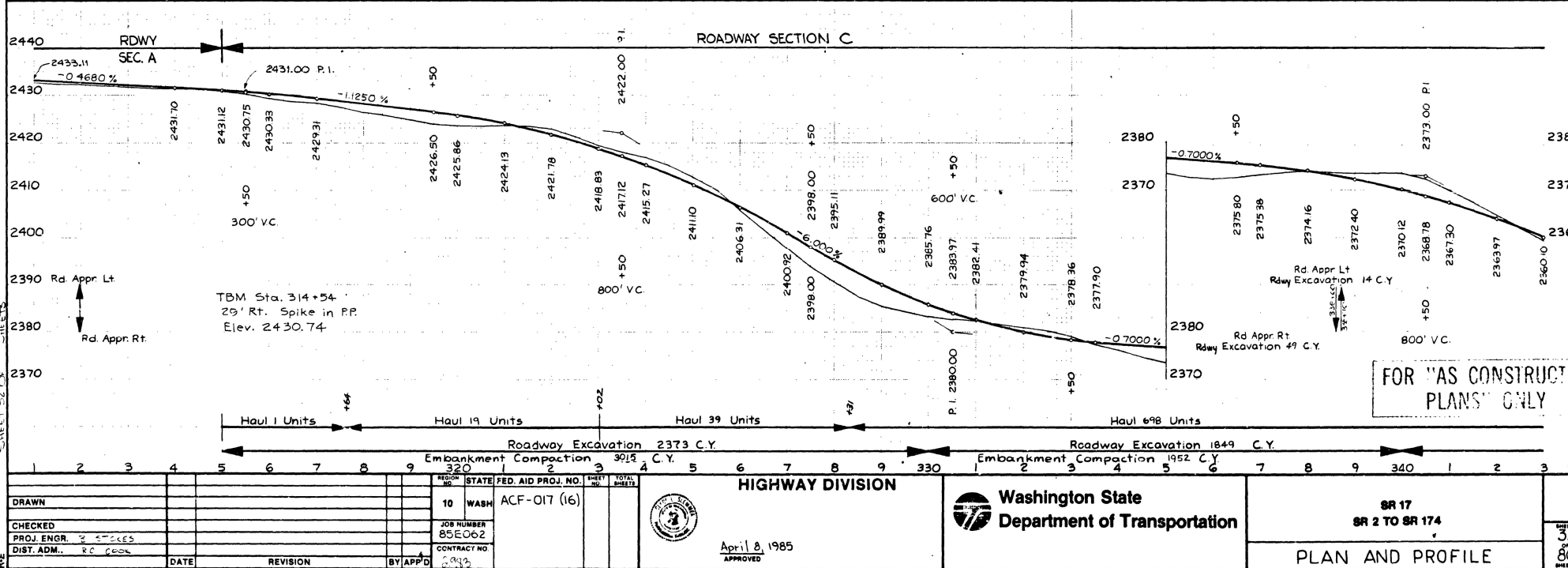
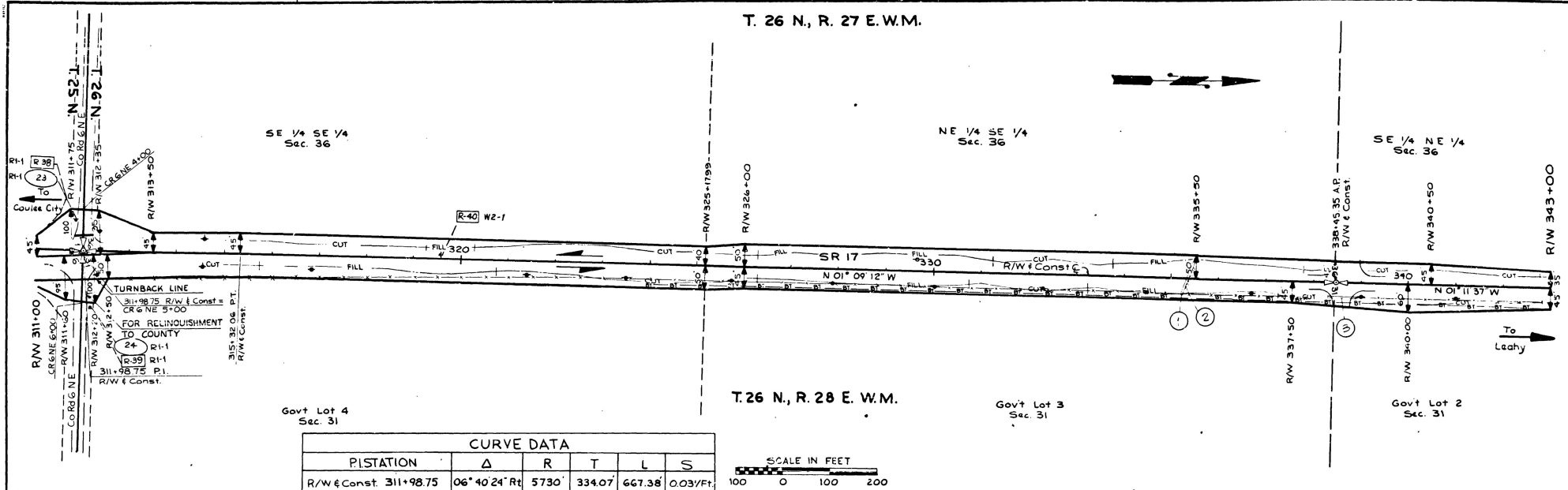
|                   |  |                   |  |                    |  |               |  |          |  |          |  |               |  |            |  |                                 |  |              |  |                 |  |                  |  |   |  |                         |  |                  |  |
|-------------------|--|-------------------|--|--------------------|--|---------------|--|----------|--|----------|--|---------------|--|------------|--|---------------------------------|--|--------------|--|-----------------|--|------------------|--|---|--|-------------------------|--|------------------|--|
| DRAWN             |  | CHECKED           |  | DIST. A.M. 2. COOK |  | DATE          |  | REVISION |  | BY APP'D |  | REGION NO. 10 |  | STATE WASH |  | FED. AID PROJ. NO. ACF-017 (16) |  | SHEET NO. 31 |  | TOTAL SHEETS 80 |  | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | PLAN AND PROFILE |  |
| JOB NUMBER 85E062 |  | CONTRACT NO. 0083 |  | APPROVED           |  | APRIL 8, 1985 |  |          |  |          |  |               |  |            |  |                                 |  |              |  |                 |  |                  |  |   |  |                         |  |                  |  |





T. 26 N., R. 27 E. W.M.

T. 26 N., R. 28 E. W.M.

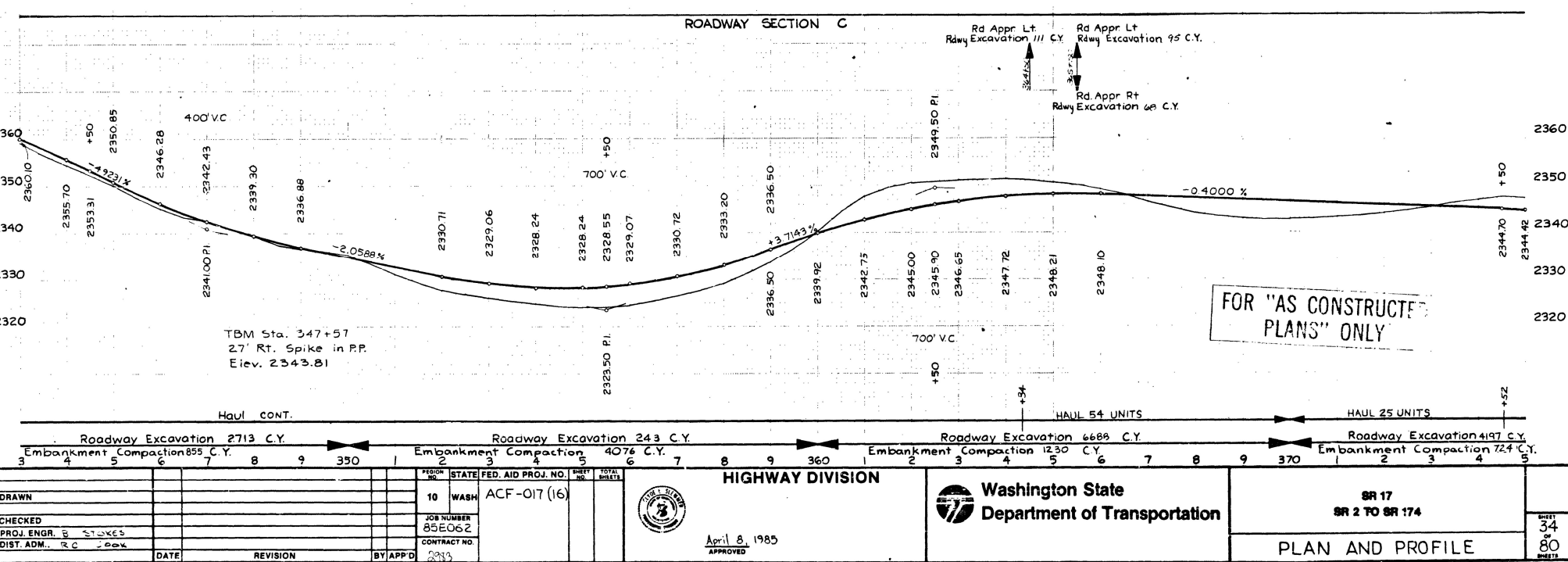


|             |  |            |  |                    |  |              |  |              |  |                  |  |   |  |                         |  |                  |  |
|-------------|--|------------|--|--------------------|--|--------------|--|--------------|--|------------------|--|---|--|-------------------------|--|------------------|--|
| DRAWN       |  | STATE      |  | FED. AID PROJ. NO. |  | SHEET NO.    |  | TOTAL SHEETS |  | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | PLAN AND PROFILE |  |
| CHECKED     |  | 10         |  | WASH               |  | ACF-017 (16) |  |              |  | April 8, 1985    |  |   |  |                         |  |                  |  |
| PROJ. ENGR. |  | JOB NUMBER |  | 85EC62             |  | CONTRACT NO. |  |              |  |                  |  |   |  |                         |  |                  |  |
| DIST. ADM.  |  | DATE       |  | REVISION           |  | BY           |  | APP'D        |  |                  |  |   |  |                         |  |                  |  |

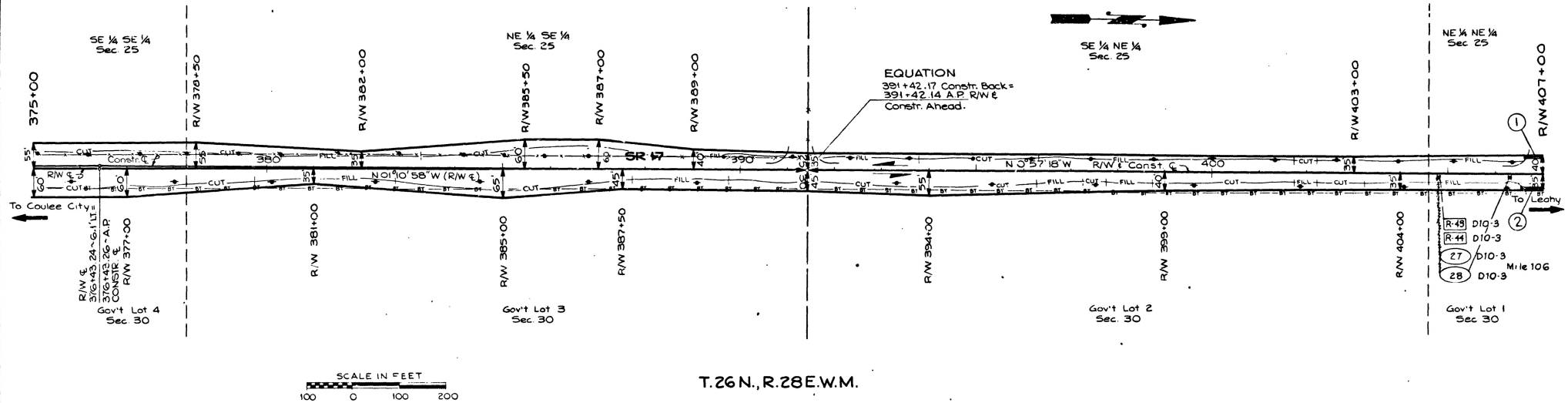
DOT FORM 221-028  
Revised 9/82

33  
80  
SHEET

T.26 N., R. 28 E. W.M.

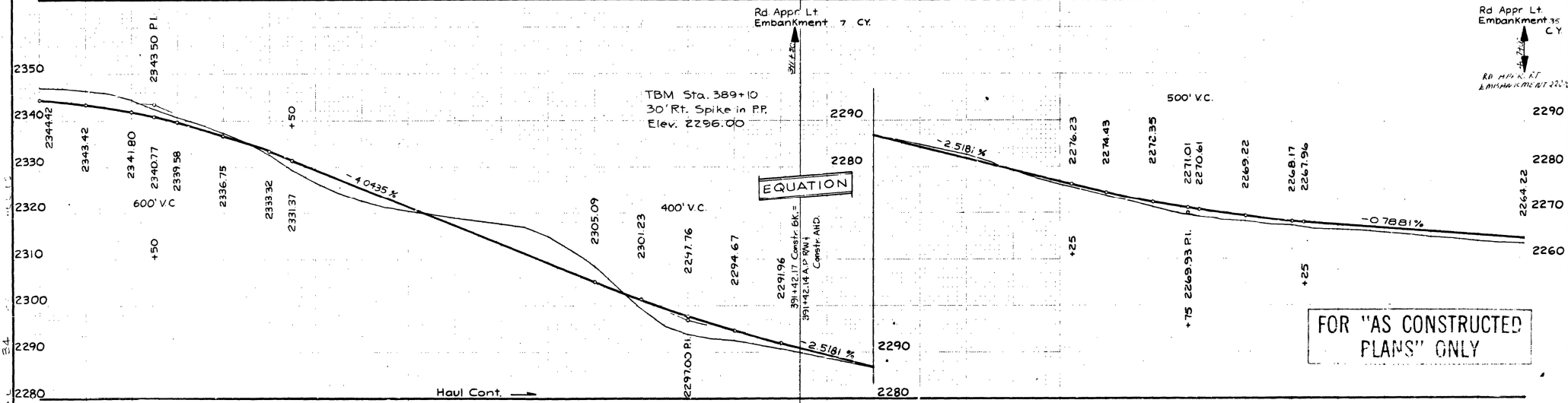


T.26 N., R.27 E.W.M.



T.26 N., R.28 E.W.M.

ROADWAY SECTION C



FOR "AS CONSTRUCTED PLANS" ONLY

|                                 |   |   |   |   |     |   |   |   |   |                                |   |   |   |   |     |   |   |   |   |                                |   |   |   |   |     |   |   |   |   |   |   |   |
|---------------------------------|---|---|---|---|-----|---|---|---|---|--------------------------------|---|---|---|---|-----|---|---|---|---|--------------------------------|---|---|---|---|-----|---|---|---|---|---|---|---|
| Roadway Excavation 439.4 C.Y.   |   |   |   |   |     |   |   |   |   | Roadway Excavation 749 C.Y.    |   |   |   |   |     |   |   |   |   | Roadway Excavation 216 C.Y.    |   |   |   |   |     |   |   |   |   |   |   |   |
| 5                               | 6 | 7 | 8 | 9 | 380 | 1 | 2 | 3 | 4 | 5                              | 6 | 7 | 8 | 9 | 390 | 1 | 2 | 3 | 4 | 5                              | 6 | 7 | 8 | 9 | 400 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Embankment Compaction 1092 C.Y. |   |   |   |   |     |   |   |   |   | Embankment Compaction 466 C.Y. |   |   |   |   |     |   |   |   |   | Embankment Compaction 514 C.Y. |   |   |   |   |     |   |   |   |   |   |   |   |

|             |  |         |  |                                 |  |                |  |
|-------------|--|---------|--|---------------------------------|--|----------------|--|
| DRAWN       |  | 10 WASH |  | FED. AID PROJ. NO. ACF-017 (16) |  | SHEET 35 OF 80 |  |
| CHECKED     |  | 85E062  |  | CONTRACT NO. 2003               |  | APRIL 8, 1985  |  |
| PROJ. ENGR. |  |         |  |                                 |  | APPROVED       |  |
| DIST. ADM.  |  |         |  |                                 |  | DATE           |  |
| REVISION    |  | BY      |  | APPD                            |  | DATE           |  |

HIGHWAY DIVISION



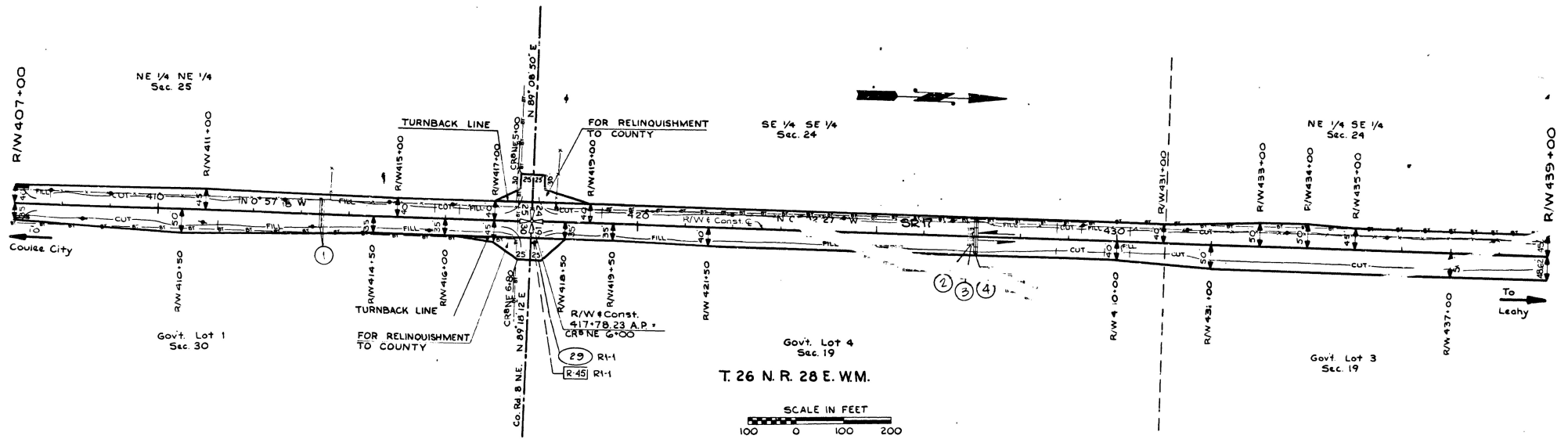
Washington State  
Department of Transportation

SR 17  
SR 2 TO SR 174

PLAN AND PROFILE

SCALE IN FEET

100 0 100 200



**Plan View Details:**

- Stationing: 2258+70 P.I., 2259+19, 2258+70, 2258+48, 2258+29, 2257+04, 2257+22, 2258+01, 2258+64, 2259+42, 2261+45, 2264+10, 2266+80, 2268+96, 2269+85, 2270+61, 2271+72, 2272+31, 2273+28.
- Grades: -0.7881%, -0.1379%, +2.9600%, +0.3229%.
- Vertical Curves: 600' V.C., 500' V.C.
- Embankments: Rd Appr Lt Embankment Compaction 147 C.Y.; Rd Appr Rt Embankment Compaction 29 C.Y.

**Profile View Details:**

- Excavation: Roadway Excavation 239 C.Y.; Rc I-way Excavation 4545 C.Y.
- Compaction: Embankment Compaction 1428 C.Y.; Embankment Compaction 1953 C.Y.; Embankment Compaction 63 C.Y.

**Title Block Information:**

|                    |                 |  |  |   |  |   |                         |
|--------------------|-----------------|--|--|---|--|---|-------------------------|
| <b>DRAWN</b>       |                 | REGION NO.<br><b>10</b><br>STATE<br><b>WASH.</b><br>JOB NUMBER<br><b>85E06Z</b><br>CONTRACT NO.<br><b>2285</b> | <b>FED. AID PROJ. NO.</b><br><b>ACF-017 (16)</b> | <b>SHEET NO.</b><br><b>420</b><br><b>TOTAL SHEETS</b><br><b>420</b> | <b>HIGHWAY DIVISION</b><br><br><br><b>Washington State Department of Transportation</b><br>APRIL 8, 1985<br>APPROVED | <br><b>SR 17</b><br><b>SR 2 TO SR 174</b> | <b>PLAN AND PROFILE</b> |
| <b>CHECKED</b>     |                 |  |  |   |  |   |                         |
| <b>PROJ. ENGR.</b> |                 |  |  |   |  |   |                         |
| <b>DIST. ADM.</b>  |                 |  |  |   |  |   |                         |
| <b>DATE</b>        | <b>REVISION</b> | <b>BY</b>  | <b>APP'D</b>                                     |   |  |   |                         |

FOR "AS CONSTRUCTED  
PLANS" ONLY


TBM Sta. 437+85  
29' Lt. Spike in P.P.  
Elev. 2275.67

Haul Cont.

Roadway Excavation 239 C.Y.  
Embankment Compaction 1428 C.Y.

1953 C.Y.

Rc 1way Excavation 4545 C.Y.

**HIGHWAY DIVISION**

**Washington State  
Department of Transportation**

SR 17  
SR 2 TO SR 174

## PLAN AND PROFILE

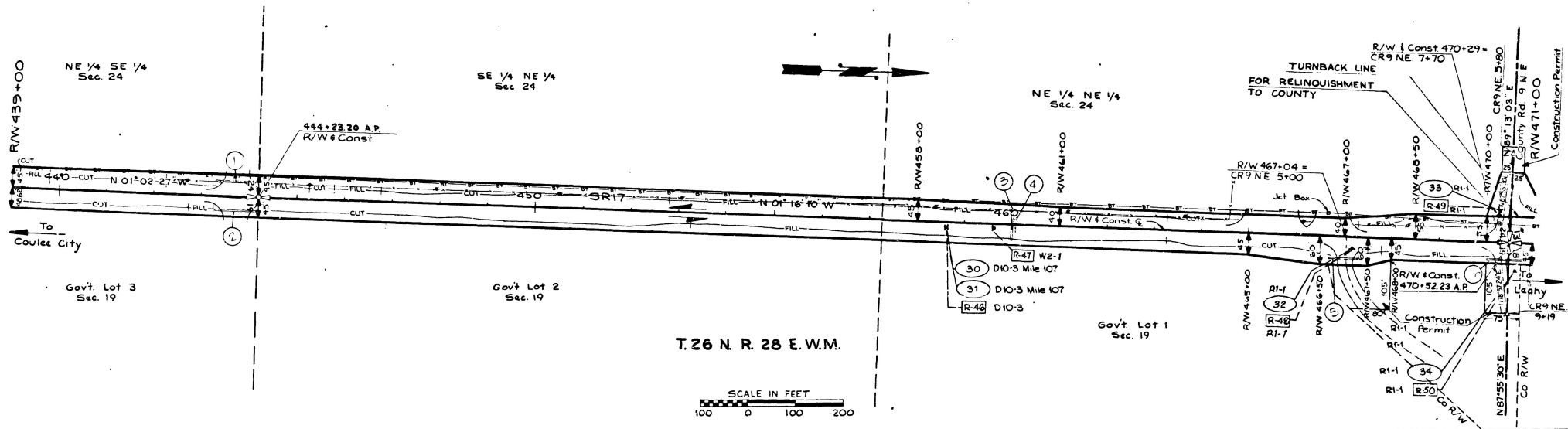
DOT FORM 221-02b  
Revised 9/82

April 8, 1985  
APPROVED

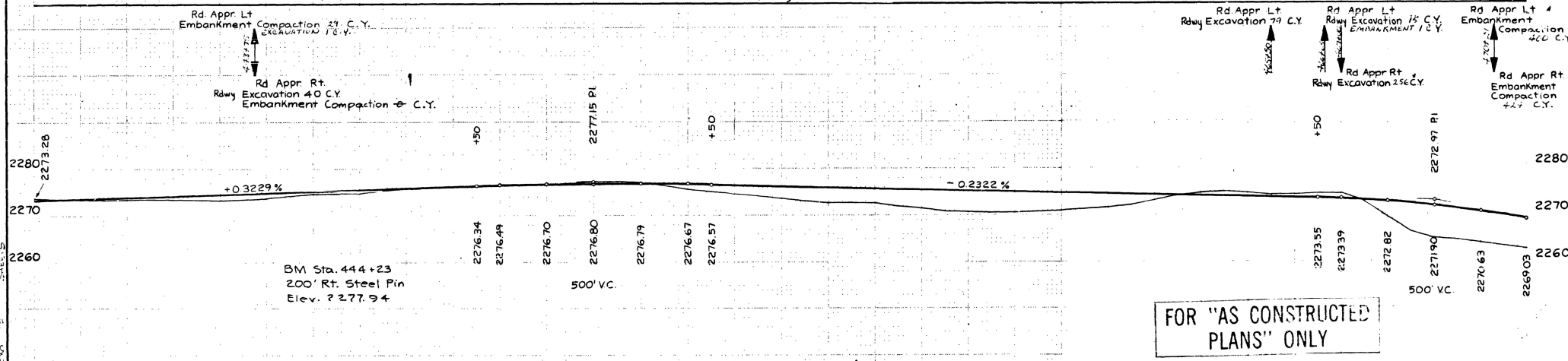
SHEET  
36  
OF  
80  
SHEETS

UK: 17, 71

T.26 N. R.27 E.W.M.



Roadway Section C



| Roadway Excavation 395 C.Y.     |     |   |   |   |   |   |   |   |   |
|---------------------------------|-----|---|---|---|---|---|---|---|---|
| Embankment Compaction 353 C.Y.  |     |   |   |   |   |   |   |   |   |
| 9                               | 440 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Roadway Excavation 489 C.Y.     |     |   |   |   |   |   |   |   |   |
| Embankment Compaction 3184 C.Y. |     |   |   |   |   |   |   |   |   |
| 9                               | 440 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Roadway Excavation 1156 C.Y.    |     |   |   |   |   |   |   |   |   |
| Embankment Compaction 3986 C.Y. |     |   |   |   |   |   |   |   |   |
| 9                               | 440 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |

SE 1/4 SE 1/4  
Sec. 13

NE 1/4 SE 1/4  
Sec. 13.

SE 1/4 NE 1/4  
Sec. 13

Gov't Lot 4  
Sec. 18

T. 26 N. R. 28 E. W.M.

Gov't Lot 3  
Sec. 18

Gov't Lot 2  
Sec. 18

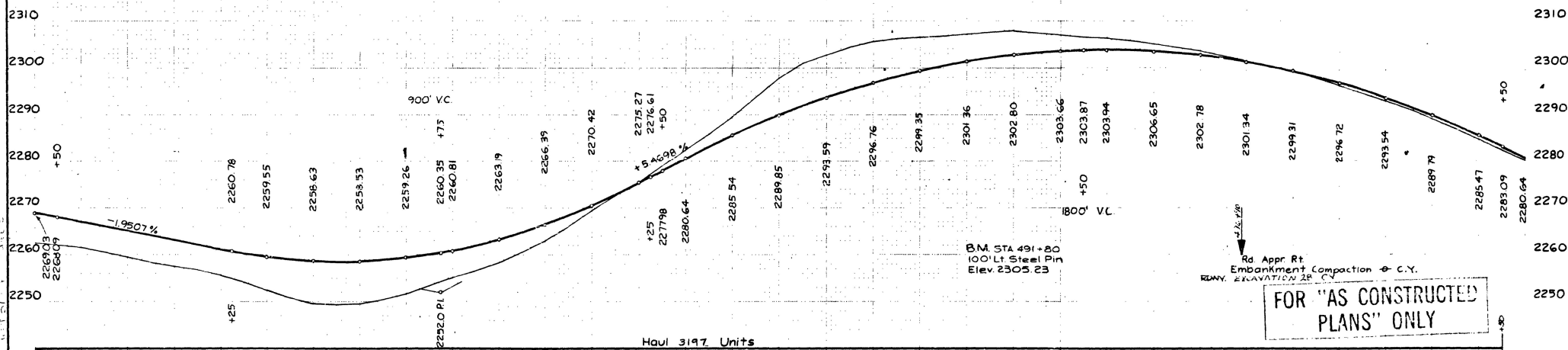
SCALE IN FEET

100 0 100 200

P.I. 2327.21

ROADWAY SECTION C

RDWY  
SEC. A



FOR "AS CONSTRUCTED  
PLANS" ONLY

Haul 3197 Units

Roadway Excavation O C.Y.

Roadway Excavation 11132 C.Y.

Roadway Excavation 10363 C.Y.

|            |            |       |      |
|------------|------------|-------|------|
| Embankment | Compaction | 12735 | C.Y. |
|------------|------------|-------|------|

+ Compaction 1679. C.Y.

ent Compaction 7.10 C.Y.

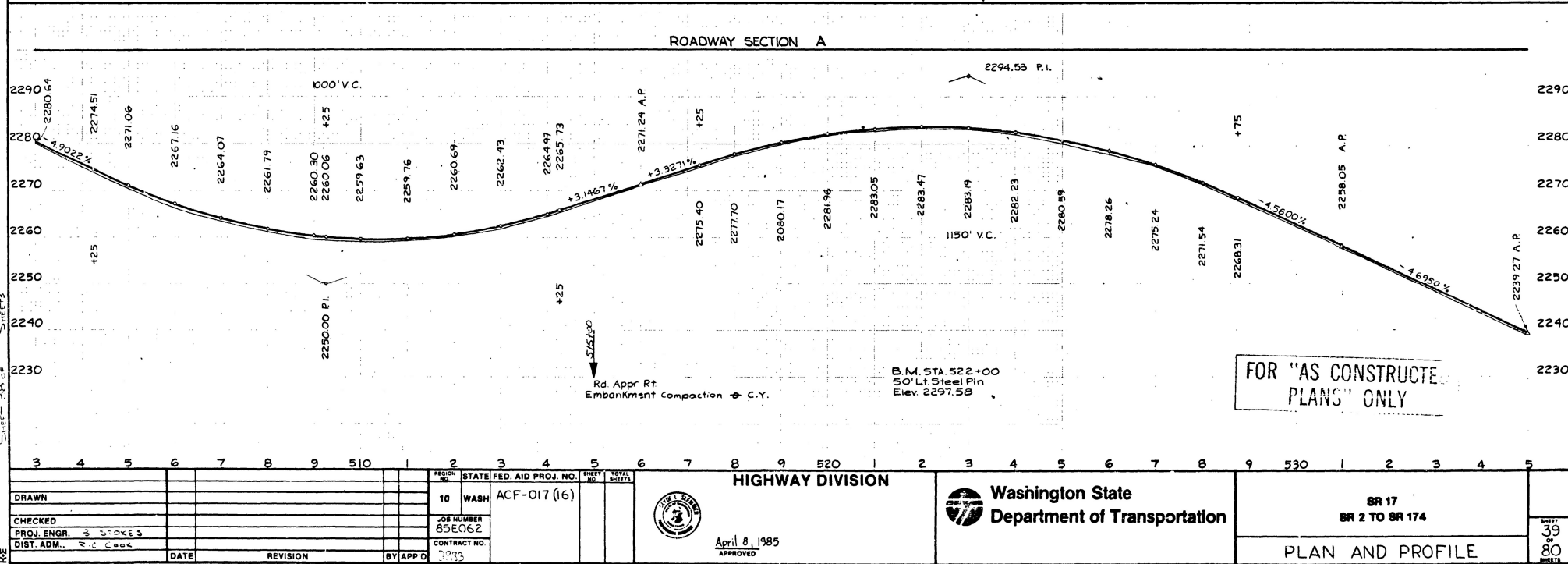
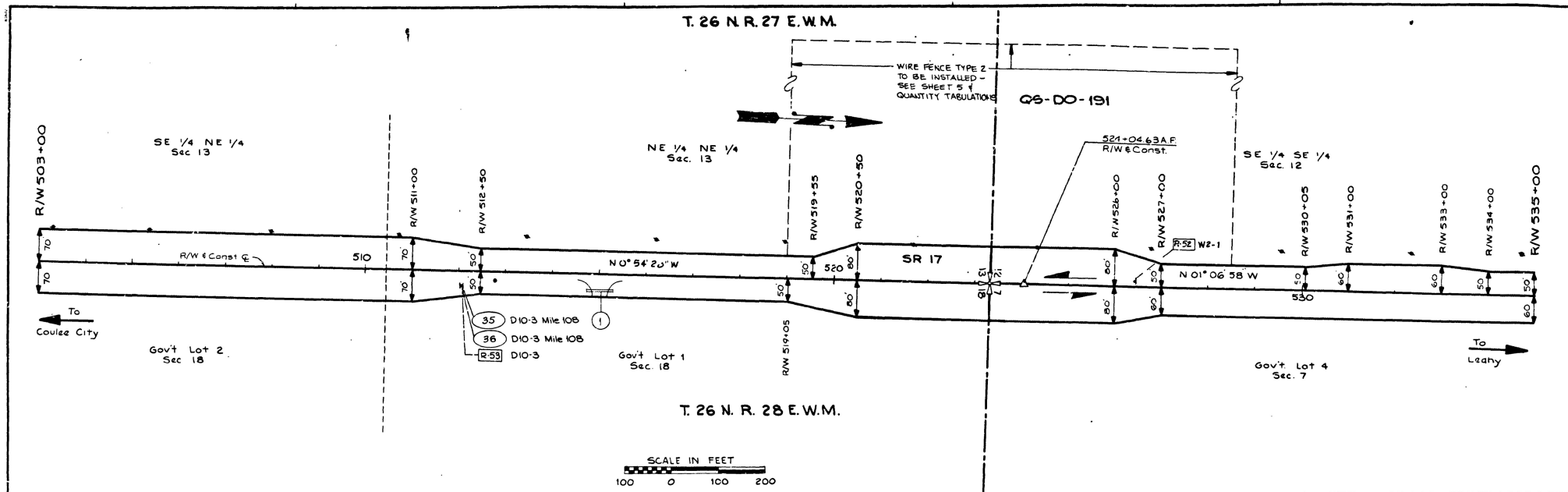
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|-------------|----------|--------------|----------|--------------|-------|--------------------|-----------|--------------|--------------------------|--|--|--|--|--|--|--|-------------------------|------------------|-----------------------------|--|
|             |          | REGION NO.   |          | STATE        |       | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS | HIGHWAY DIVISION         |  |  |  |  |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |                  | SHEET<br>38<br>80<br>SHEETS |  |
| DRAWN       |          | 10           | WASH     | ACF-017 (16) |       |                    |           |              |                          |  |  |  |  |  |  |  |                         |                  |                             |  |
| CHECKED     |          | JOB NUMBER   | 85E062   |              |       |                    |           |              |                          |  |  |  |  |  |  |  |                         |                  |                             |  |
| PROJ. ENGR. | 3 SIOUX  | CONTRACT NO. | 5993     |              |       |                    |           |              | APRIL 8 1985<br>APPROVED |  |  |  |  |  |  |  |                         |                  |                             |  |
| DIST. ADM.  | 3 C COOK | DATE         | REVISION | BY           | APP'D |                    |           |              |                          |  |  |  |  |  |  |  |                         | PLAN AND PROFILE |                             |  |

DOT FORM 221-028  
Revised 9/82

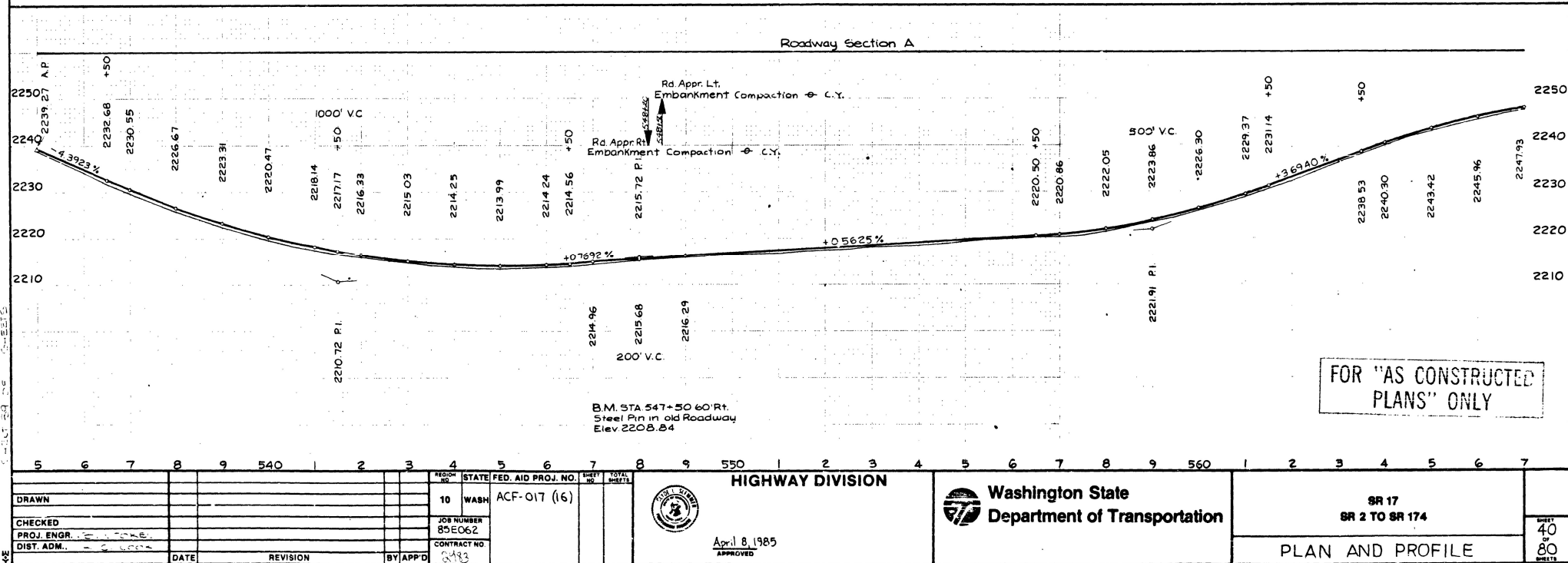
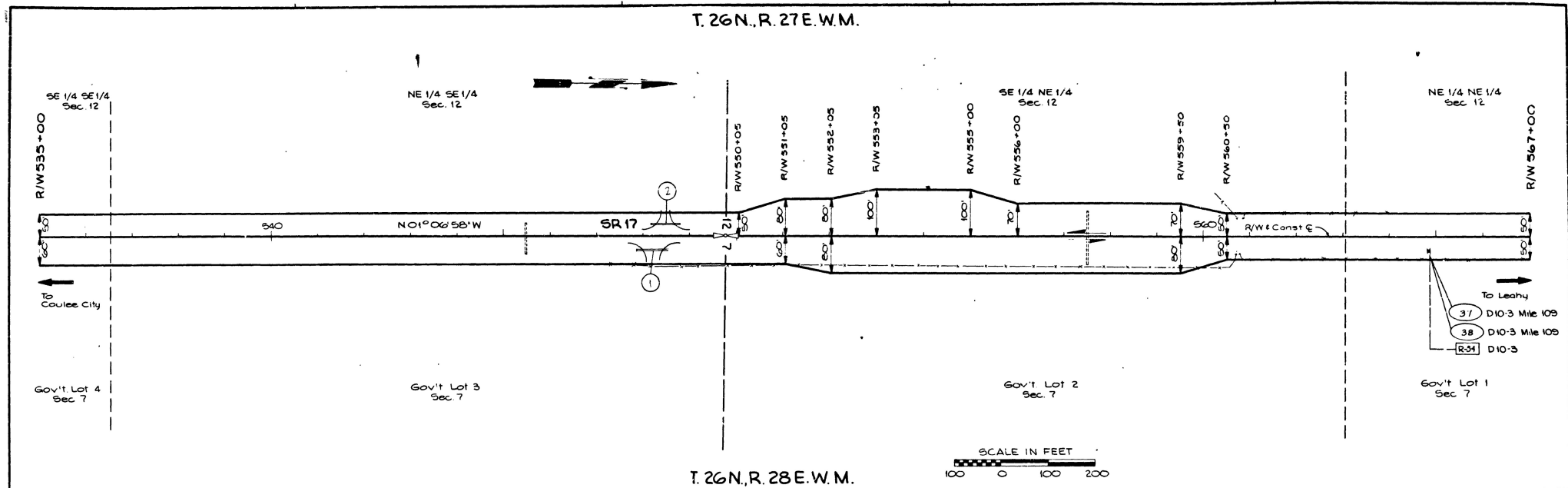
April 8, 1985  
APPROVED

## PLAN AND PROFILE

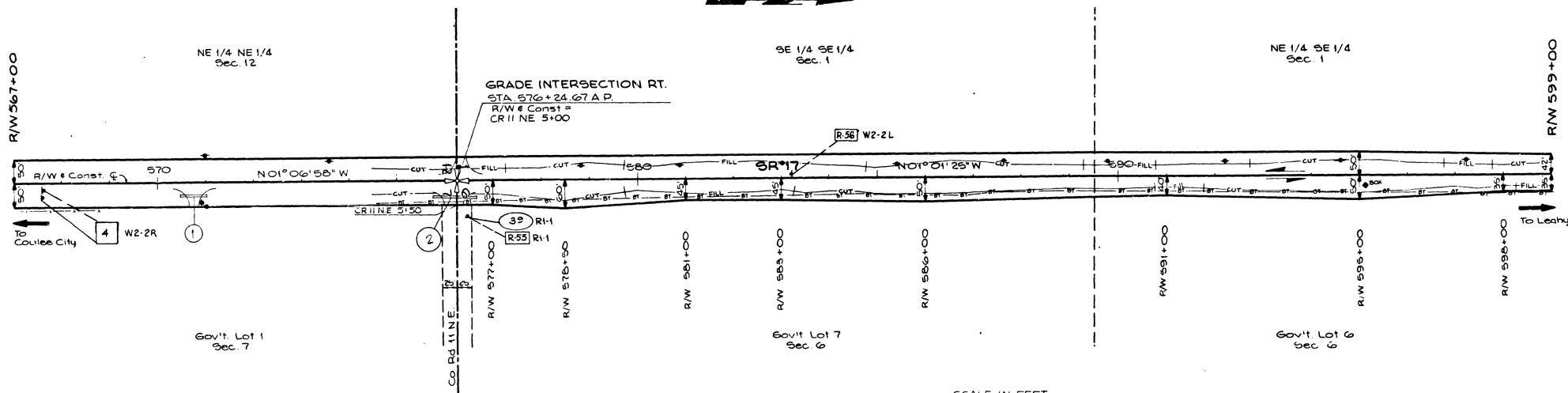
177



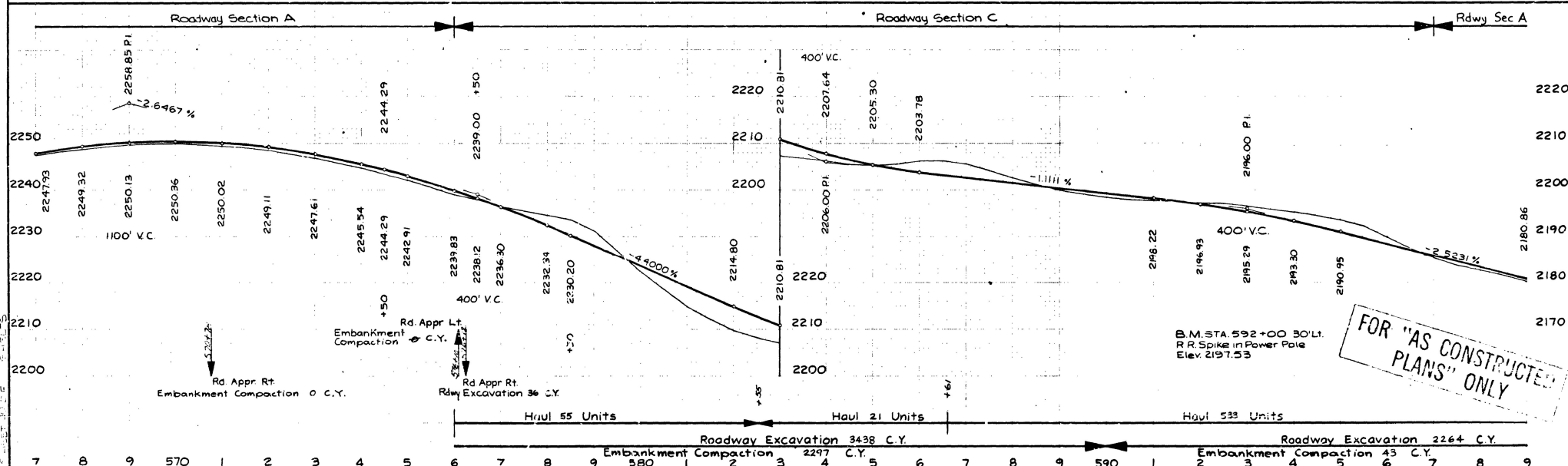




T. 26 N., R. 27 E. W.M.



T. 26 N., R. 28 E. W.M.



|                       |  |            |  |                    |  |              |  |              |  |
|-----------------------|--|------------|--|--------------------|--|--------------|--|--------------|--|
| DRAWN                 |  | STATE      |  | FED. AID PROJ. NO. |  | SHEET NO.    |  | TOTAL SHEETS |  |
| CHECKED               |  | 10         |  | WASH               |  | ACF-017 (16) |  |              |  |
| PROJ. ENGR. E. STOKES |  | JOB NUMBER |  | 85E062             |  | CONTRACT NO. |  | 2935         |  |
| DIST. ADM. S. C. COOK |  | DATE       |  | REVISION           |  | BY           |  | APPD         |  |

**HIGHWAY DIVISION**

April 8, 1985

APPROVED

**Washington State**

**Department of Transportation**

**SR 17**

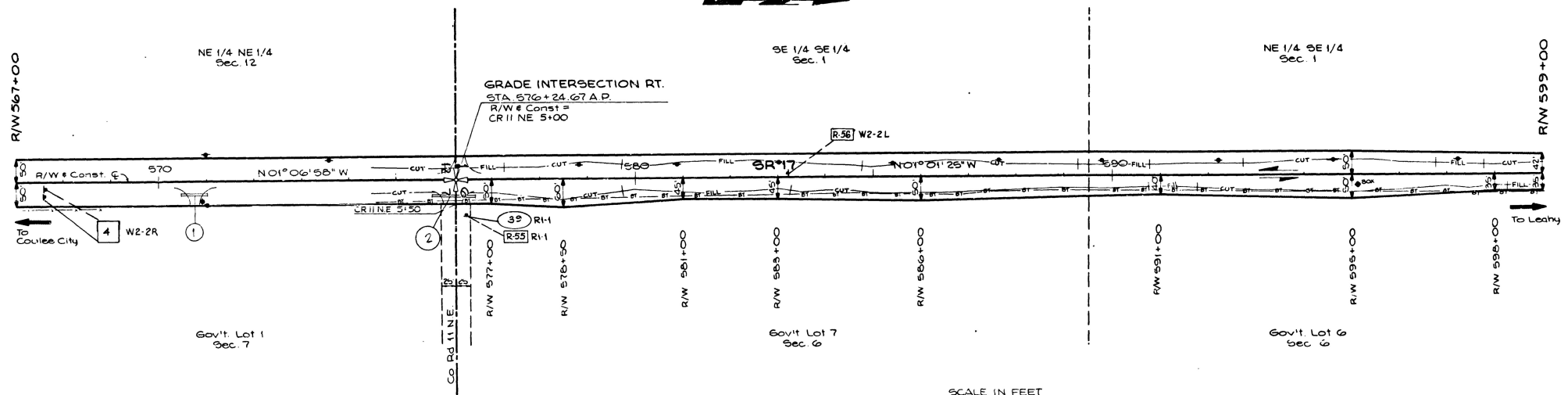
**SR 2 TO SR 174**

**PLAN AND PROFILE**

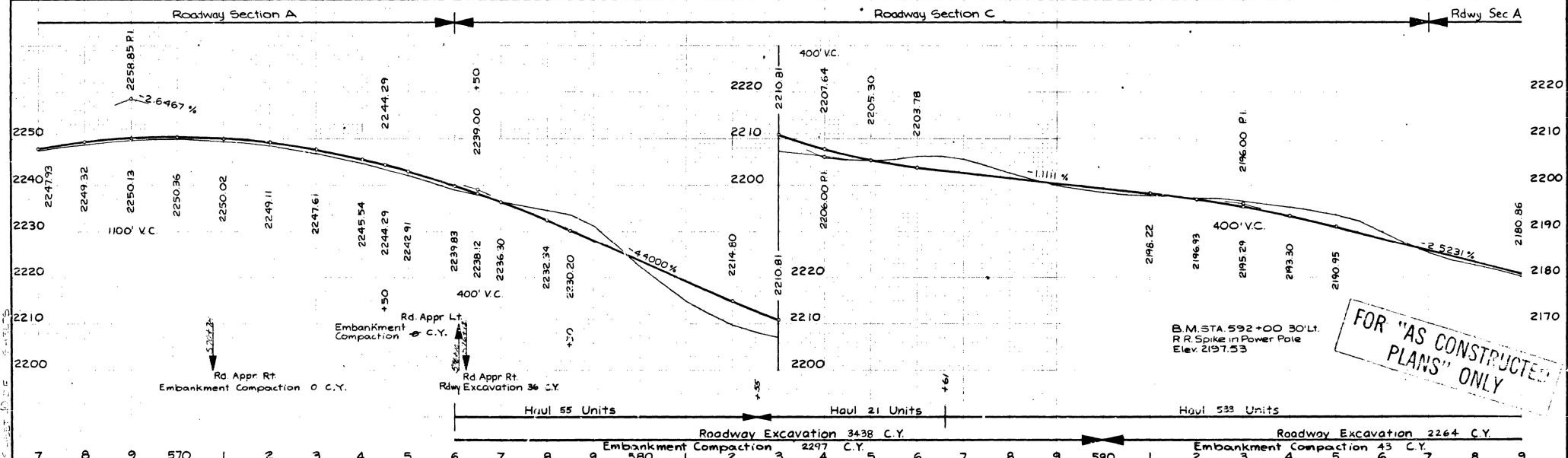
SHEET 41 OF 80

SK 171

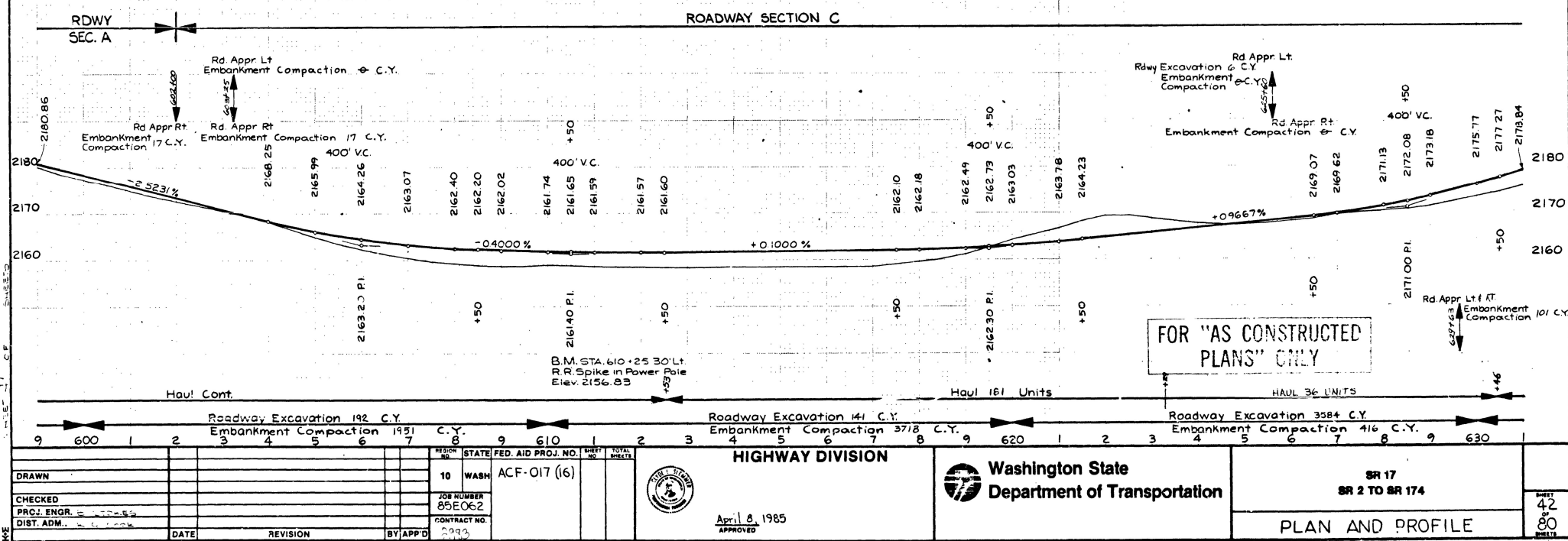
T. 26 N., R. 27 E. W.M.

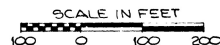


T. 26 N., R. 28 E. W.M.



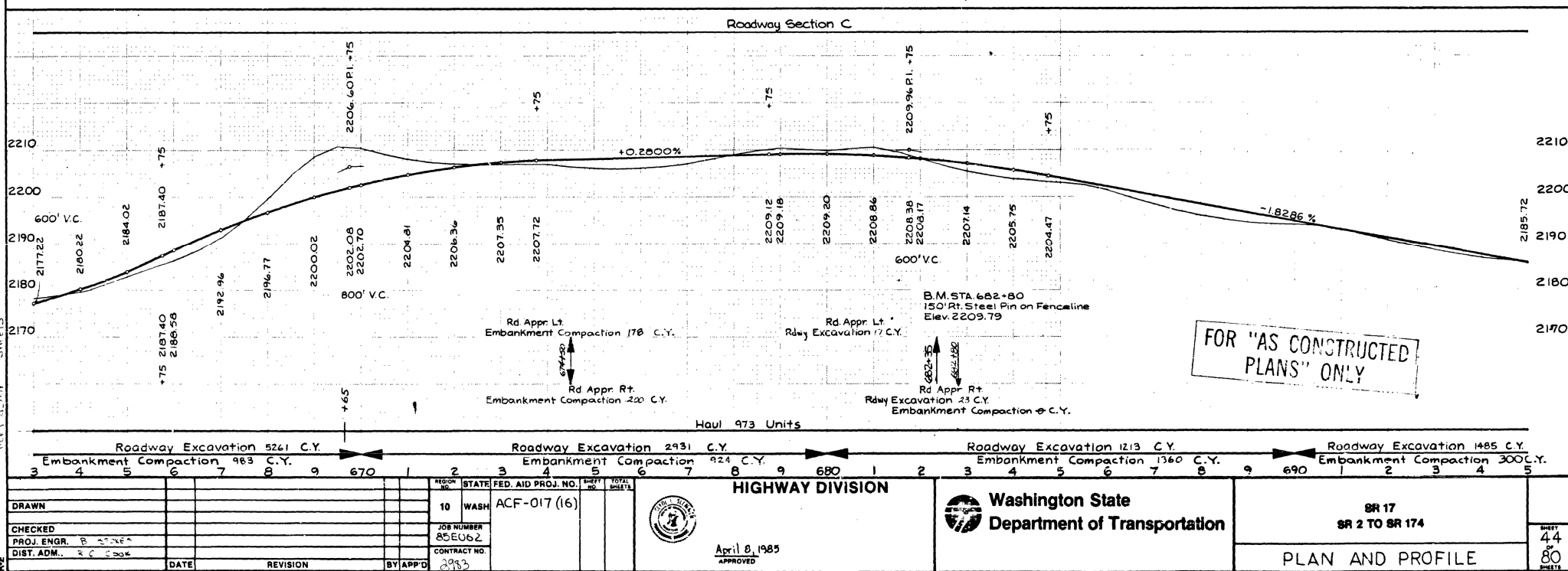
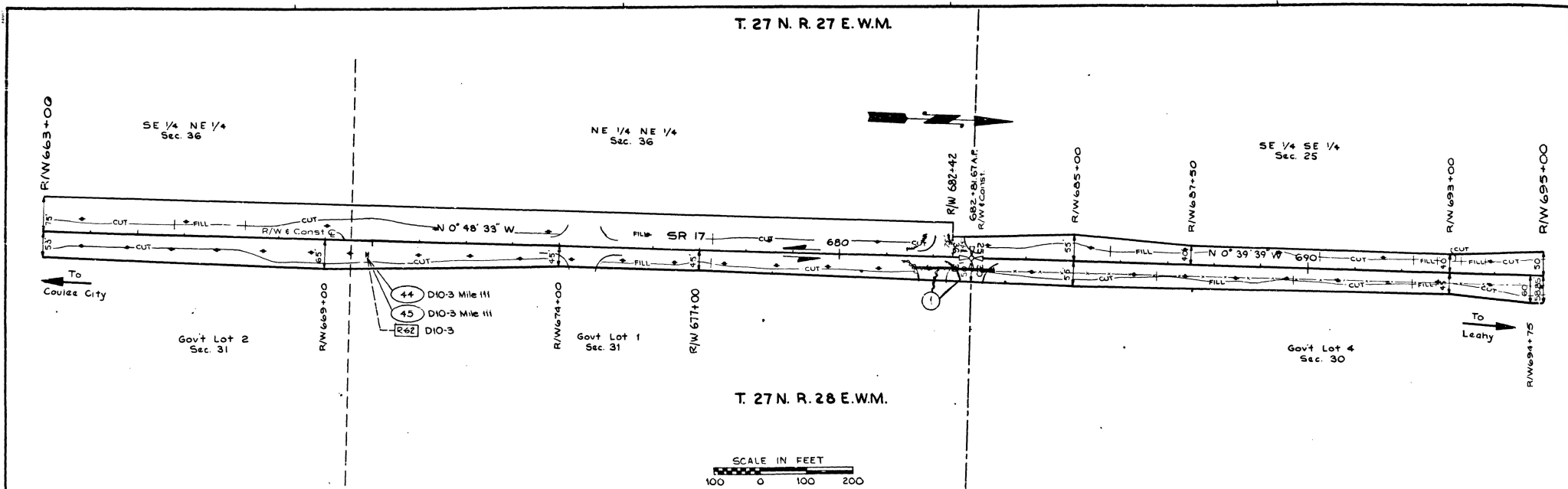
|            |  |                       |  |                          |  |              |  |              |  |              |  |                  |  |   |  |                      |  |                  |  |
|------------|--|-----------------------|--|--------------------------|--|--------------|--|--------------|--|--------------|--|------------------|--|---|--|----------------------|--|------------------|--|
| DRAWN      |  | 10 WASH               |  | STATE FED. AID PROJ. NO. |  | ACF-017 (16) |  | SHEET        |  | TOTAL SHEETS |  | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17 SR 2 TO SR 174 |  | PLAN AND PROFILE |  |
| CHECKED    |  | PROJ. ENGR. E. STOKES |  | JOB NUMBER               |  | 85E062       |  | CONTRACT NO. |  | 2933         |  | APPROVED         |  | APRIL 8, 1985                                 |  |                      |  |                  |  |
| DIST. ADM. |  | DATE                  |  | REVISION                 |  | BY           |  | APP'D        |  |              |  |                  |  |   |  |                      |  |                  |  |

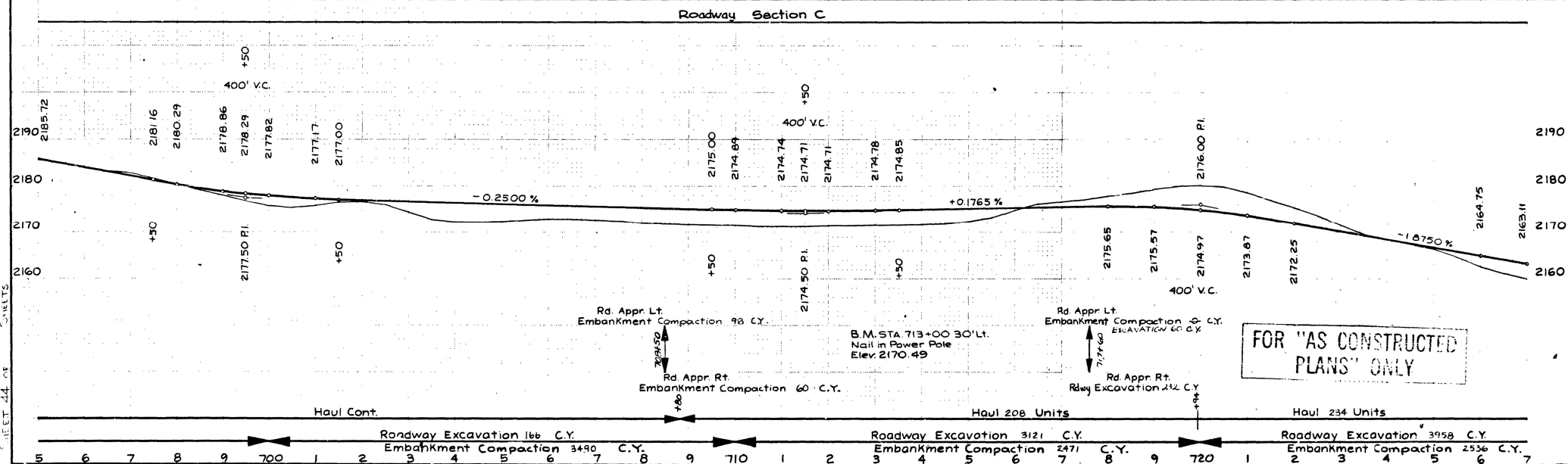
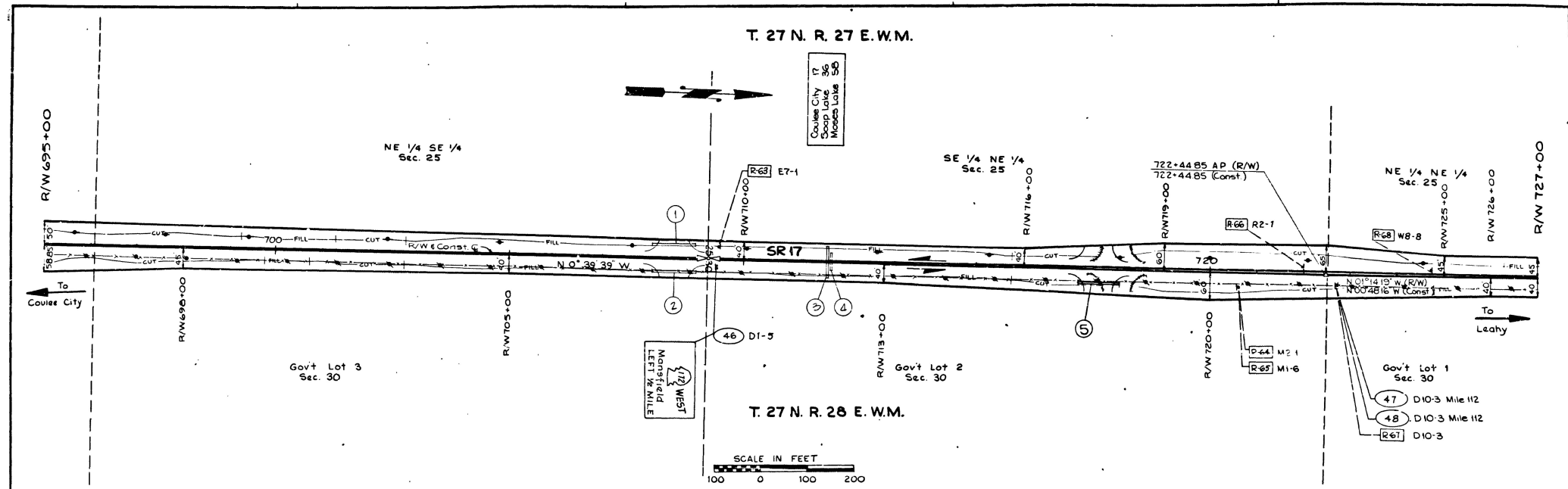




### Roadway Section C

DOT FORM 221-028  
Revised 9/82

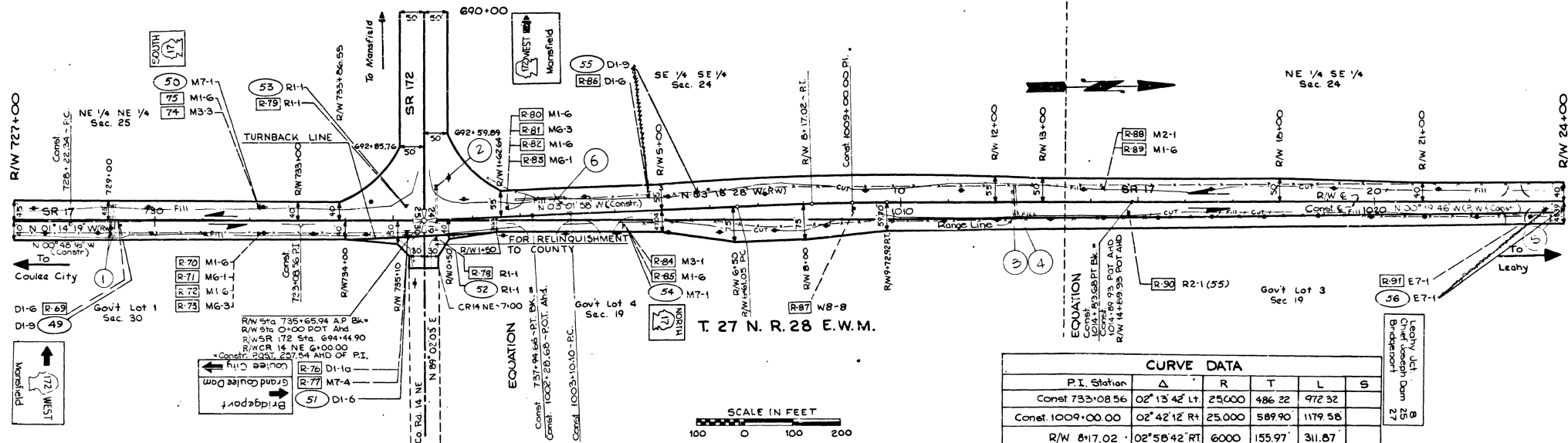




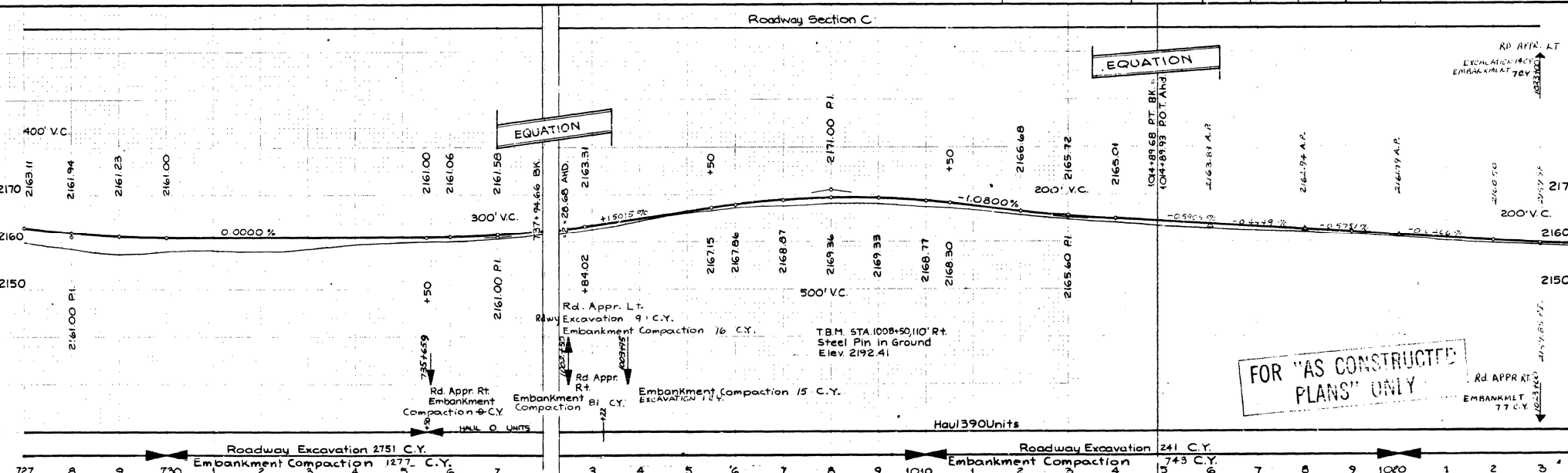
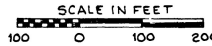
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| DRAWN                |  | 10 WASH               |  | FED. AID PROJ. NO. ACF-017 (16) |  | SHEET NO. 45                                  |  | TOTAL SHEETS 80         |  |
| CHECKED              |  | JOB NUMBER 85E062     |  | CONTRACT NO. 2395               |  | APPROVED                                      |  | APRIL 8, 1985           |  |
| PROJ. ENGR. S. MOLES |  | DIST. ADM. R. C. COOK |  | DATE                            |  | REVISION                                      |  | BY APP'D                |  |
| DOT FORM 221-028     |  | Revised 9/82          |  | HIGHWAY DIVISION                |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  |
| PLAN AND PROFILE     |  |                       |  |                                 |  |   |  |                         |  |



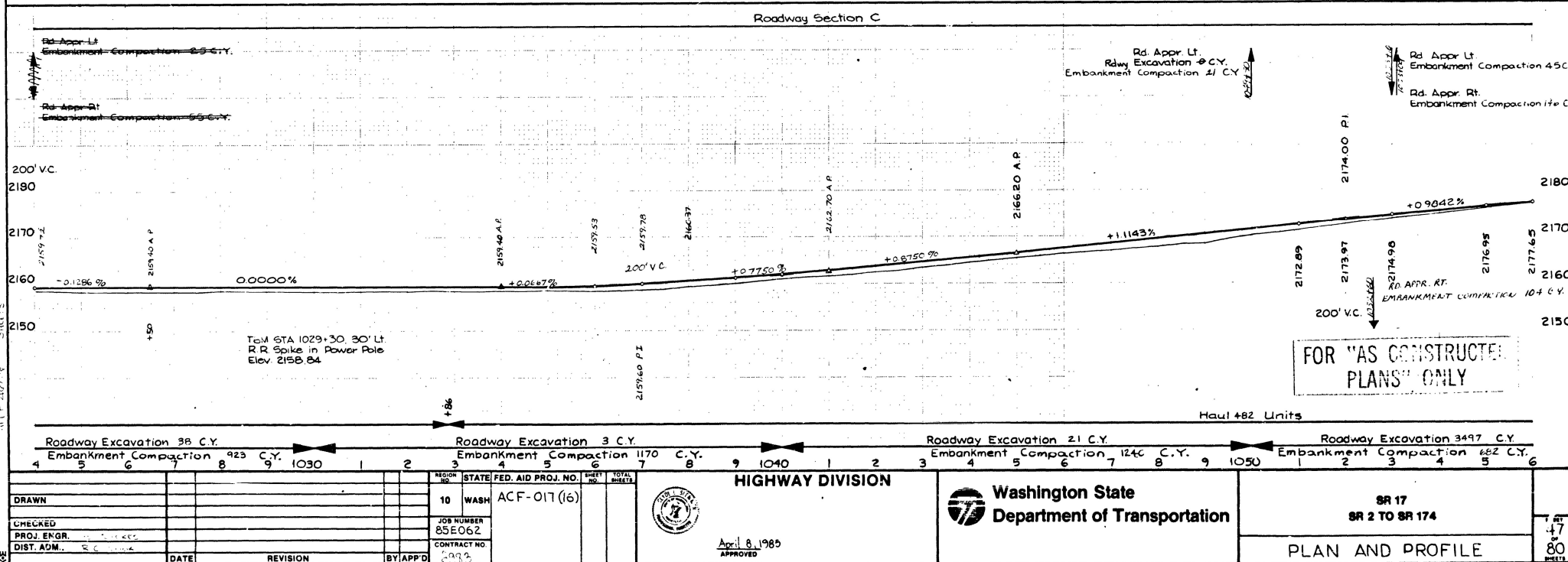
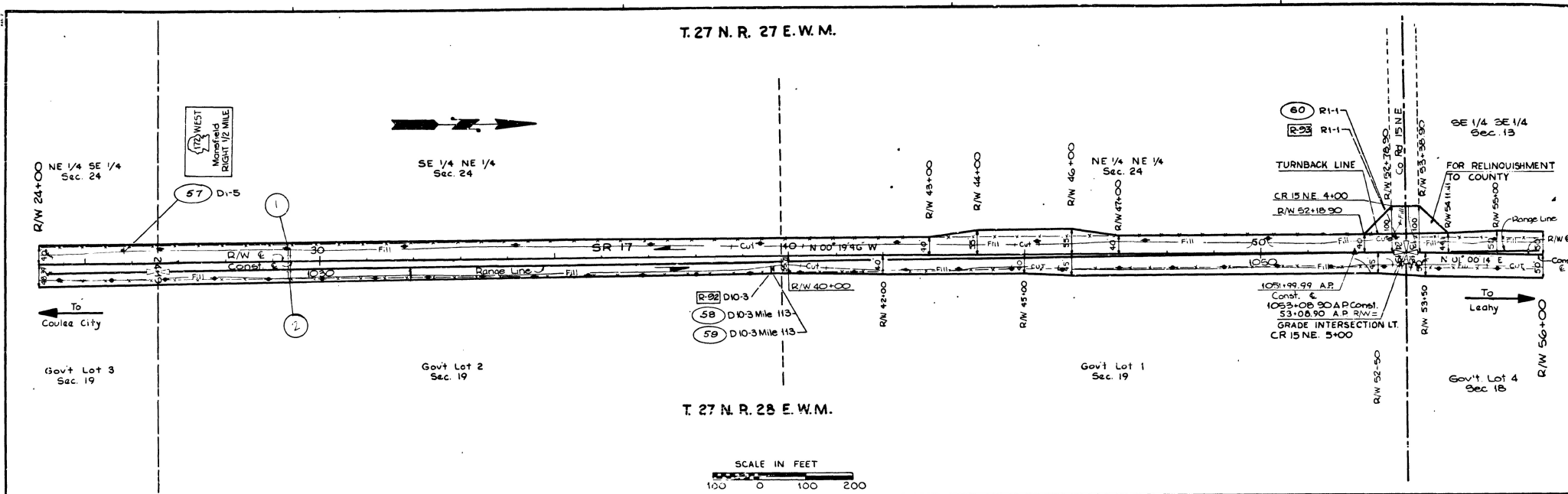
T. 27 N. R. 27 E. W.M.

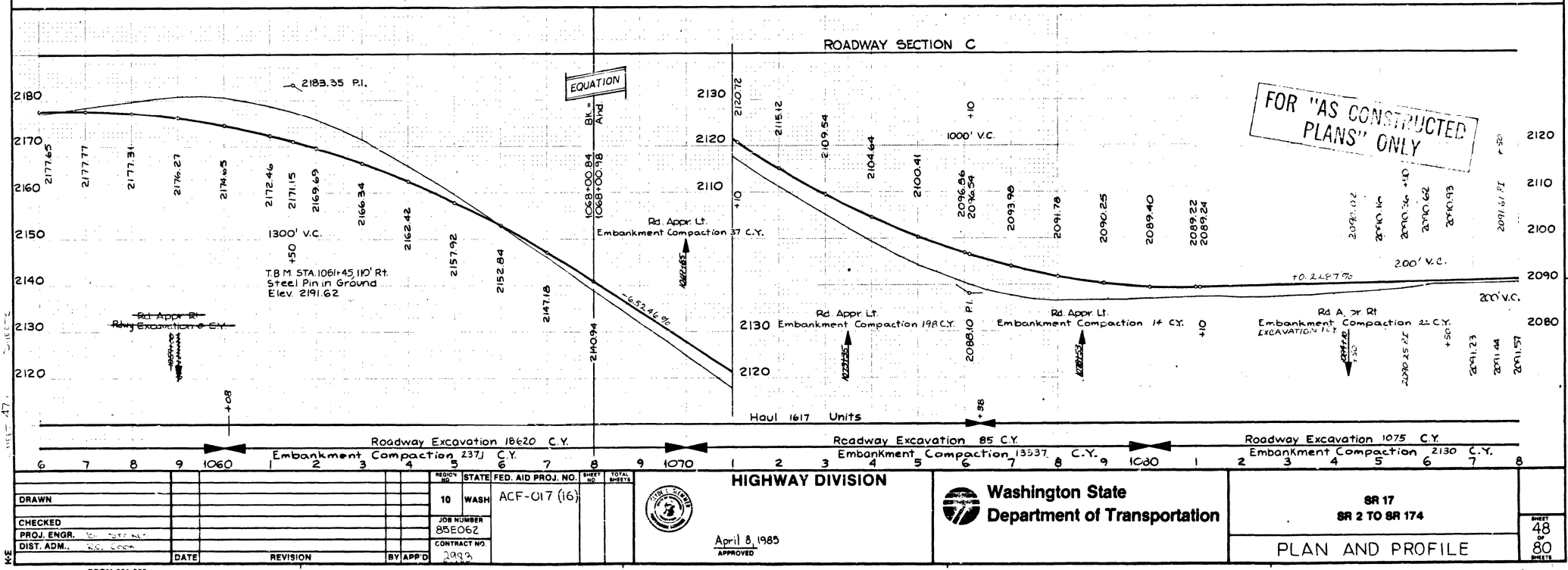
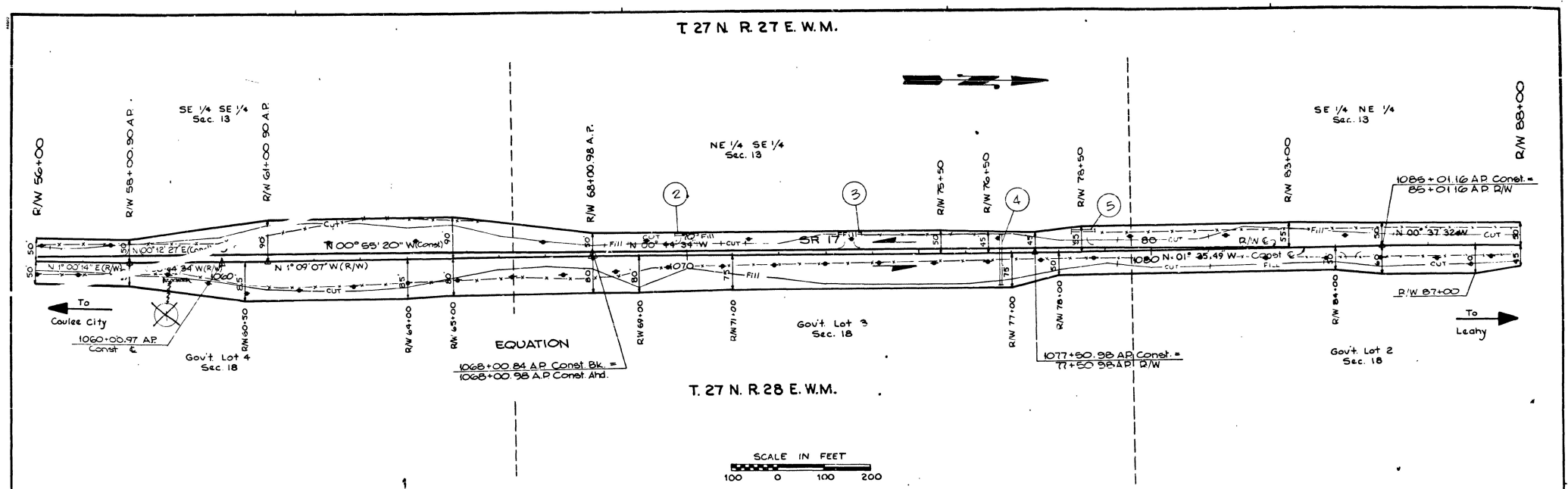


| CURVE DATA       |              |       |        |         |
|------------------|--------------|-------|--------|---------|
| P.I. Station     | Δ            | R     | T      | L       |
| Const 733+08.56  | 02°13'42" L  | 25000 | 486.22 | 972.32  |
| Const 1009+00.00 | 02°42'12" R  | 25000 | 589.90 | 1179.58 |
| R/W 8+17.02      | 02°58'42" RT | 6000  | 155.97 | 311.87  |

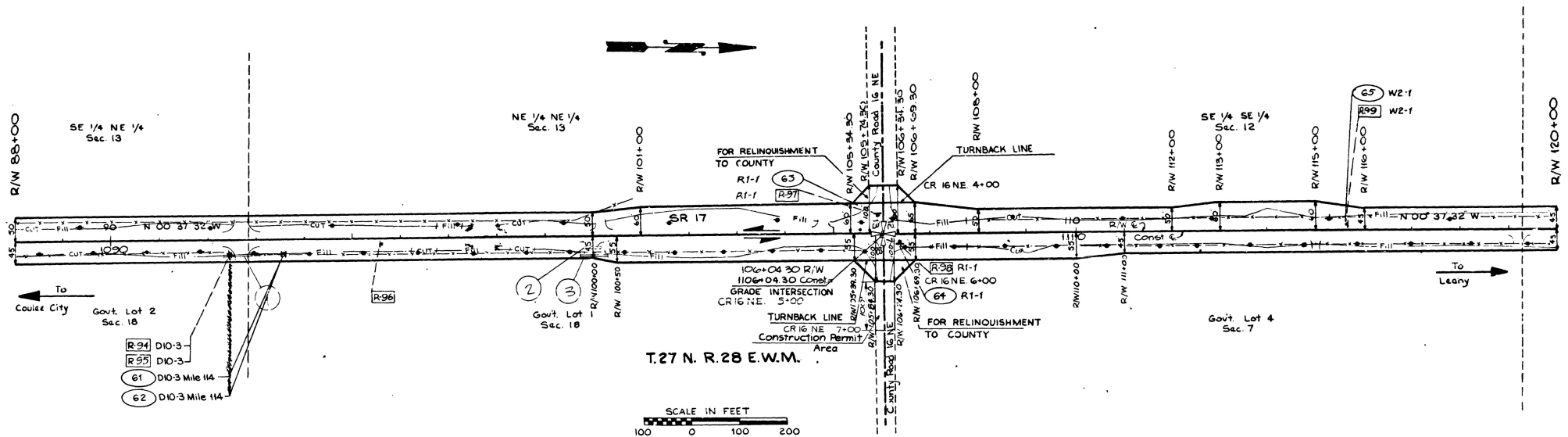


|            |  |       |  |                    |  |              |  |                      |  |   |  |                         |  |                    |  |
|------------|--|-------|--|--------------------|--|--------------|--|----------------------|--|---|--|-------------------------|--|--------------------|--|
| DRAWN      |  | STATE |  | FED. AID PROJ. NO. |  | TOTAL SHEETS |  | HIGHWAY DIVISION     |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | 46<br>80<br>SHEETS |  |
| CHECKED    |  | 10    |  | WASH               |  | ACF-017 (16) |  | JOB NUMBER<br>85E062 |  | CONTRACT NO.                                  |  | DATE                    |  | REVISION           |  |
| DIST. ADM. |  | BY    |  | APPD               |  | DATE         |  | REVISION             |  | BY  |  | APPD                    |  | DATE               |  |

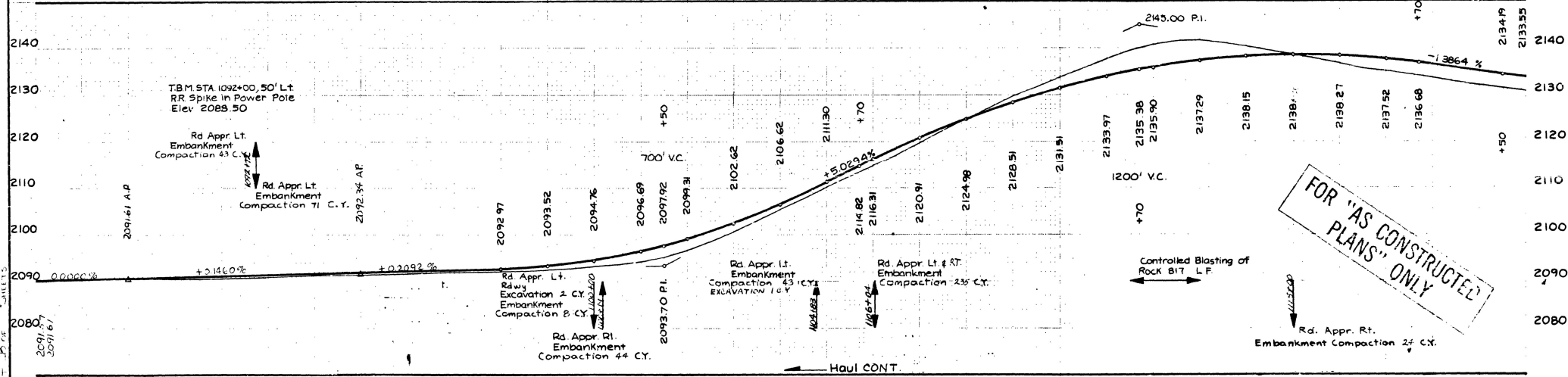




T.27 N. R.27 E.W.M.



ROADWAY SECTION C



| Roadway Excavation 534 C.Y.    |   |      |   | Roadway Excavation 1430 C.Y.    |   |   |   | Roadway Excavation 5542 C.Y.    |   |   |   |
|--------------------------------|---|------|---|---------------------------------|---|---|---|---------------------------------|---|---|---|
| 8                              | 9 | 1090 | 1 | 2                               | 3 | 4 | 5 | 6                               | 7 | 8 | 9 |
| Embankment Compaction 730 C.Y. |   |      |   | Embankment Compaction 3164 C.Y. |   |   |   | Embankment Compaction 1061 C.Y. |   |   |   |
| DRAWN                          |   |      |   | DRAWN                           |   |   |   | DRAWN                           |   |   |   |
| CHECKED                        |   |      |   | CHECKED                         |   |   |   | CHECKED                         |   |   |   |
| PROJ. ENGR.                    |   |      |   | PROJ. ENGR.                     |   |   |   | PROJ. ENGR.                     |   |   |   |
| DIST. ADM.                     |   |      |   | DIST. ADM.                      |   |   |   | DIST. ADM.                      |   |   |   |
| DATE                           |   |      |   | DATE                            |   |   |   | DATE                            |   |   |   |
| REVISION                       |   |      |   | REVISION                        |   |   |   | REVISION                        |   |   |   |
| BY                             |   |      |   | BY                              |   |   |   | BY                              |   |   |   |
| APP'D                          |   |      |   | APP'D                           |   |   |   | APP'D                           |   |   |   |

HIGHWAY DIVISION

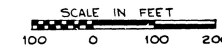
Washington State  
Department of Transportation

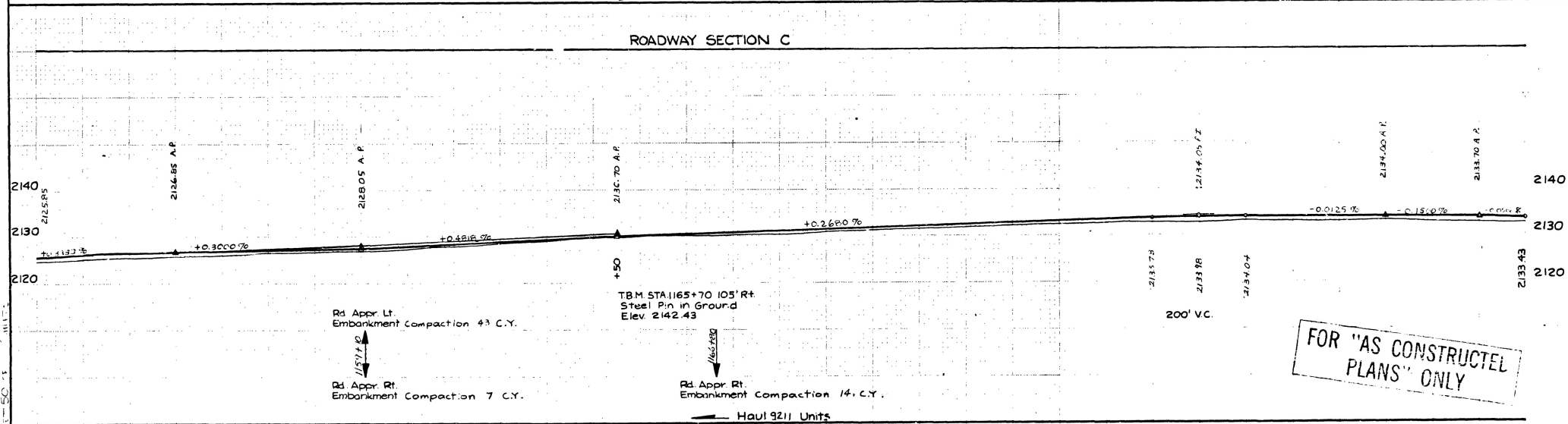
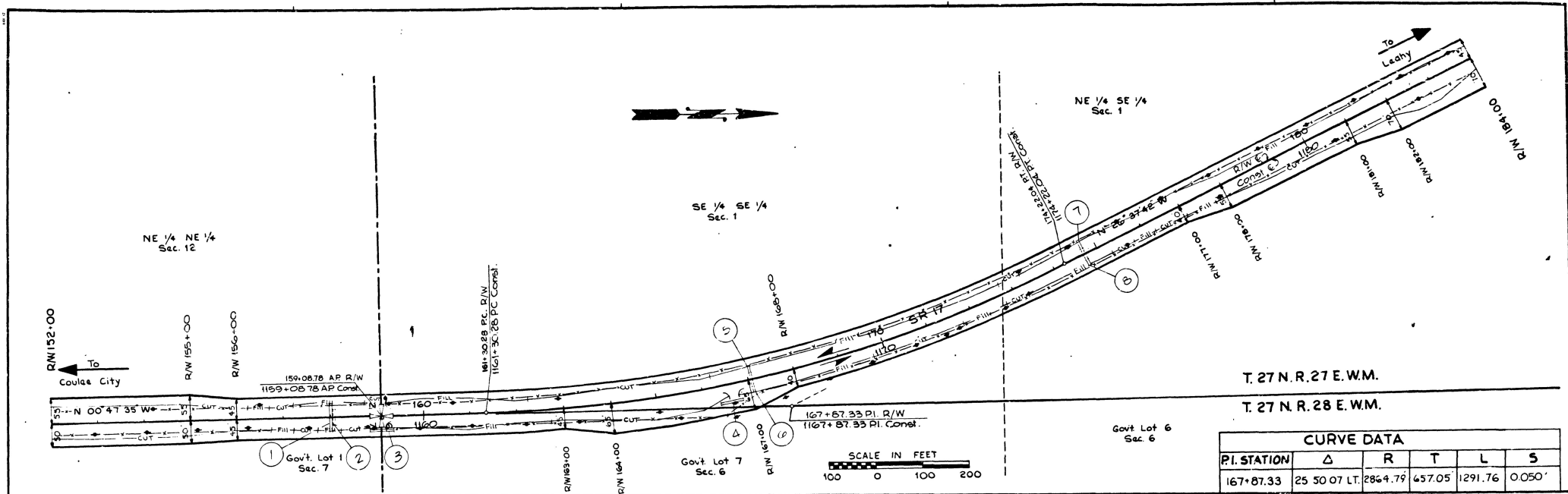
SR 17  
SR 2 TO SR 174

PLAN AND PROFILE

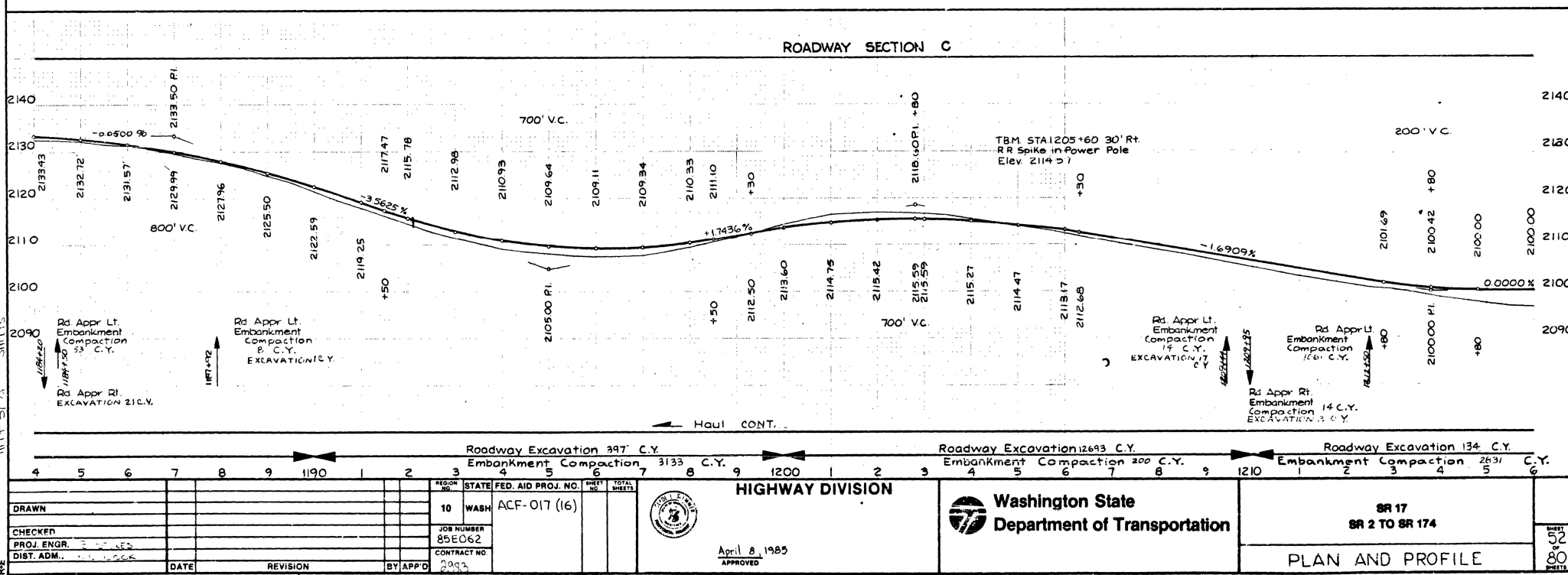
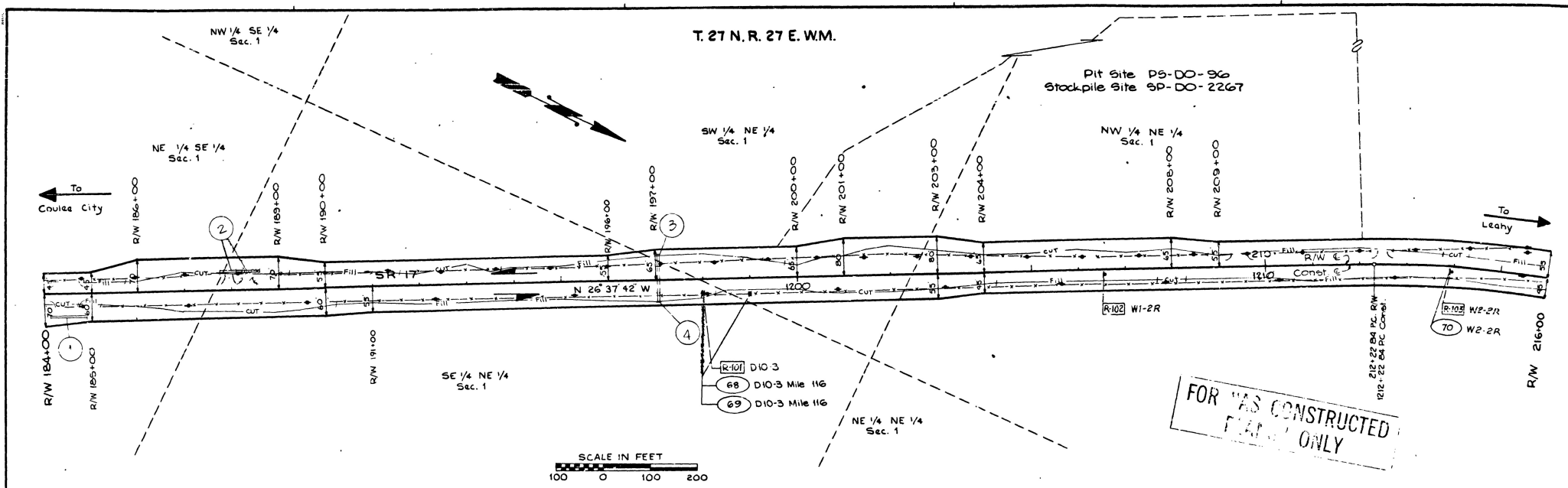
April 8, 1985  
APPROVED

T. 27 N. R. 28 E. WM.

DOT FORM 221-028  
Revised 9/82



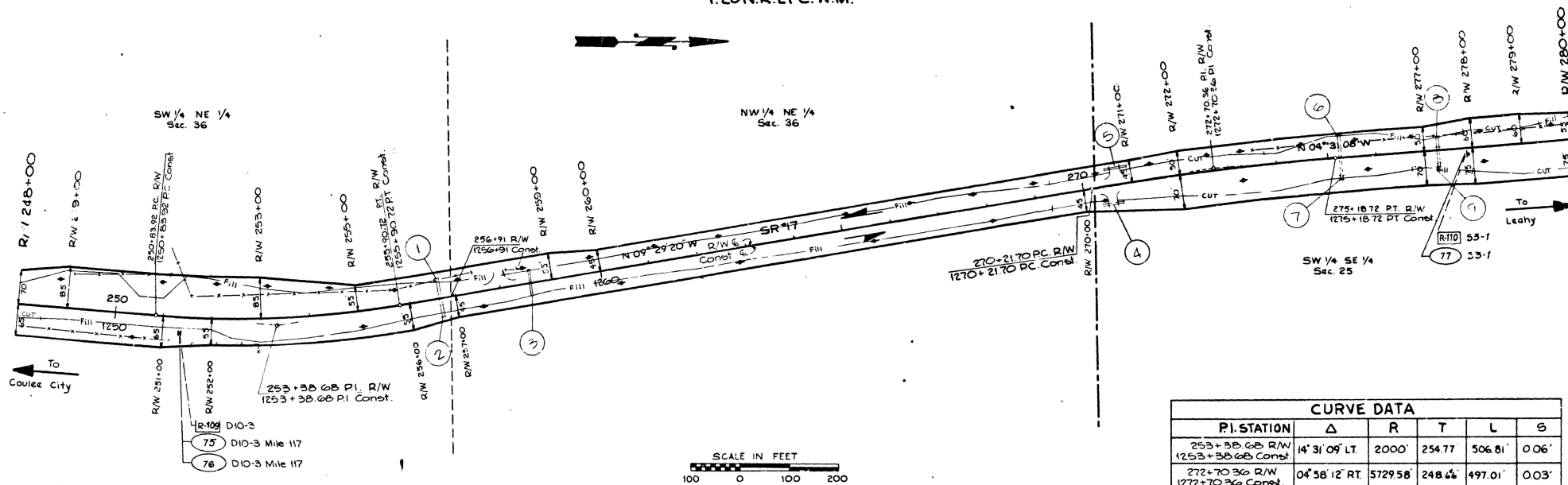
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|--|---|---|---|---|---|---|---|---|----|----|----|--|----|----|----|
| Roadway Excavation 1363 C.Y.<br>Embankment Compaction 344 C.Y. |   |   |   | Roadway Excavation 709 C.Y.<br>Embankment Compaction 932 C.Y. |   |   |   | Roadway Excavation 153 C.Y.<br>Embankment Compaction 715 C.Y. |    |    |    | Roadway Excavation 1944 C.Y.<br>Embankment Compaction 510 C.Y. |    |    |    |
| 2  | 3 | 4 | 5 | 6   | 7 | 8 | 9 | 10  | 11 | 12 | 13 | 14   | 15 | 16 | 17 |
| DRAWN  |   |   |   | CHECKED   |   |   |   | PROJ. ENGR. B. JONES  |    |    |    | DIST. ADM. R.C. Cook   |    |    |    |
| DATE   |   |   |   | REVISION  |   |   |   | BY APP'D  |    |    |    | CONTRACT NO.   |    |    |    |
| 10   |   |   |   | STATE WASH.   |   |   |   | FED. AID PROJ. NO. ACF-017 (16)                               |    |    |    | JOB NUMBER 85E062  |    |    |    |
| 1160   |   |   |   | 1170  |   |   |   | 1180  |    |    |    | 1190   |    |    |    |



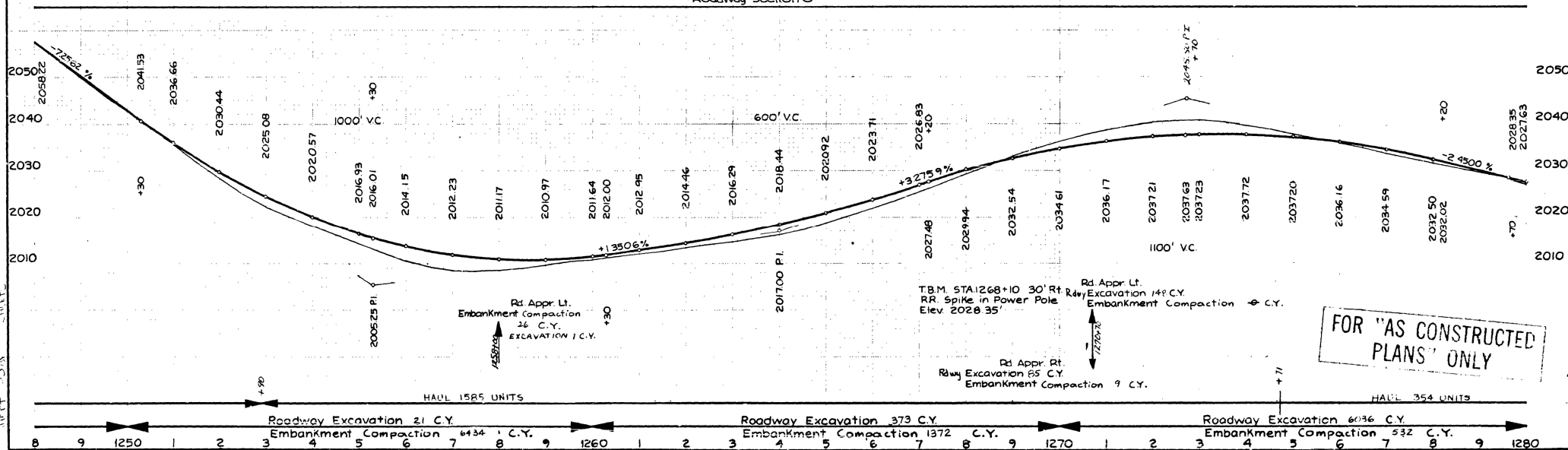




T.28 N.R.27 E.W.M.



Roadway Section C



|             |  |    |  |       |  |                    |  |      |  |      |  |      |  |              |  |   |  |
|-------------|--|----|--|-------|--|--------------------|--|------|--|------|--|------|--|--------------|--|---|--|
| DRAWN       |  | 10 |  | STATE |  | FED. AID PROJ. NO. |  | 6434 |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |
| CHECKED     |  | 10 |  | WASH  |  | ACF-017 (16)       |  | 10   |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |
| PROJ. ENGR. |  | 10 |  | WASH  |  | ACF-017 (16)       |  | 10   |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |
| DIST. ADM.  |  | 10 |  | WASH  |  | ACF-017 (16)       |  | 10   |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |
| DATE        |  | 10 |  | WASH  |  | ACF-017 (16)       |  | 10   |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |
| REVISION    |  | 10 |  | WASH  |  | ACF-017 (16)       |  | 10   |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |
| BY APP'D    |  | 10 |  | WASH  |  | ACF-017 (16)       |  | 10   |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |
| DATE        |  | 10 |  | WASH  |  | ACF-017 (16)       |  | 10   |  | C.Y. |  | 1260 |  | TOTAL SHEETS |  | 1 |  |

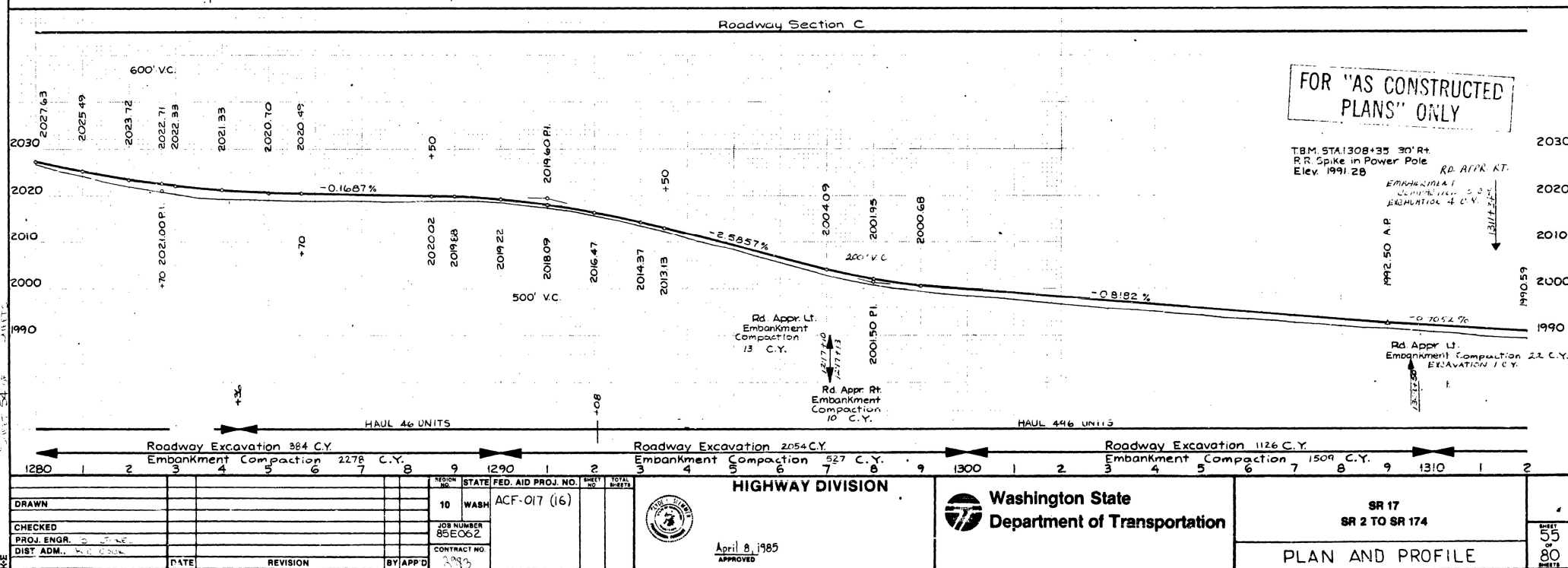
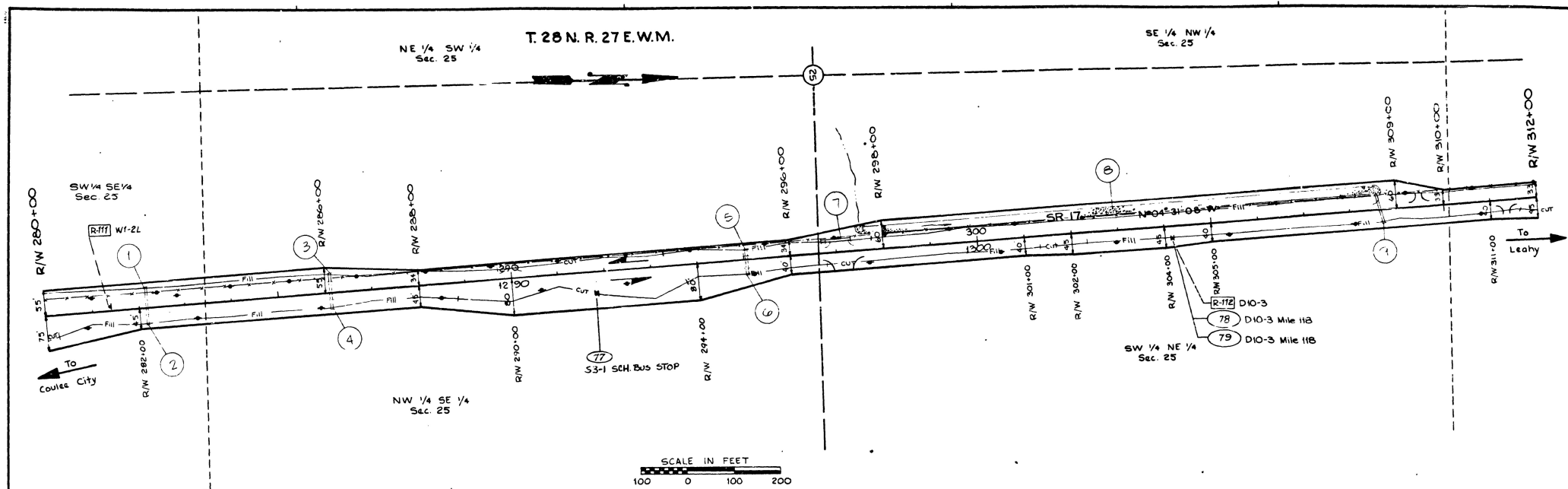
APRIL 8, 1985

Washington State Department of Transportation

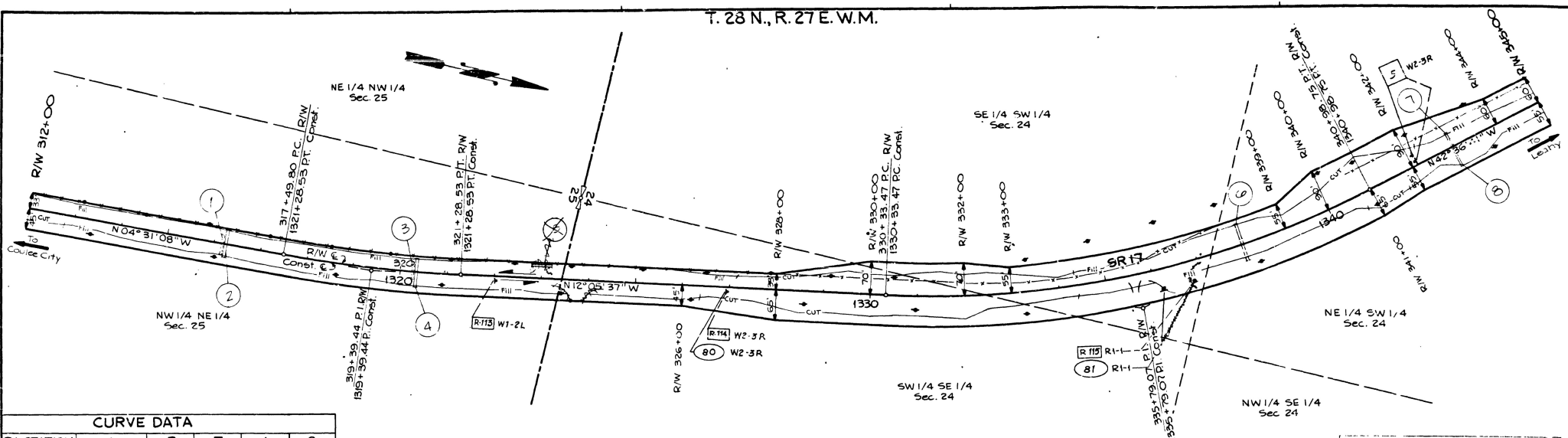
SR 17 SR 2 TO SR 174

PLAN AND PROFILE

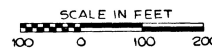
54 OF 80 SHEETS



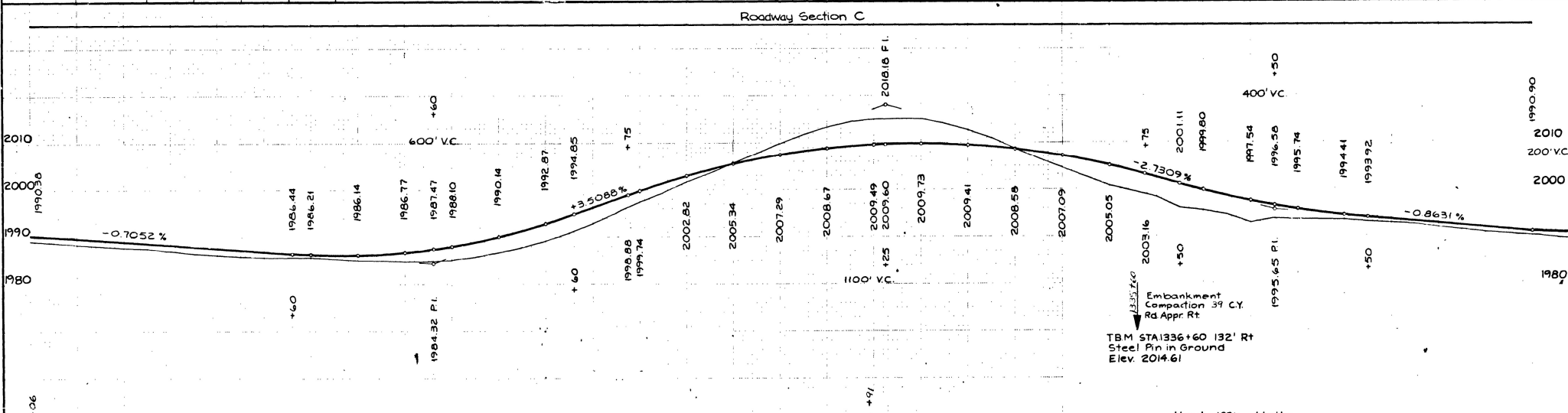
T. 28 N., R. 27 E. W.M.



| CURVE DATA                         |               |          |         |          |           |
|------------------------------------|---------------|----------|---------|----------|-----------|
| P.I. STATION                       | Δ             | R        | T       | L        | S         |
| 319+39.44 R/W<br>1319+39.44 Const. | 07°34'29" LT. | 2864.79' | 189.64' | 378.73'  | 0.05%/Ft. |
| 335+79.07 R/W<br>1335+79.07 Const. | 30°31'04" LT. | 2000'    | 545.60' | 1065.27' | 0.06%/Ft. |



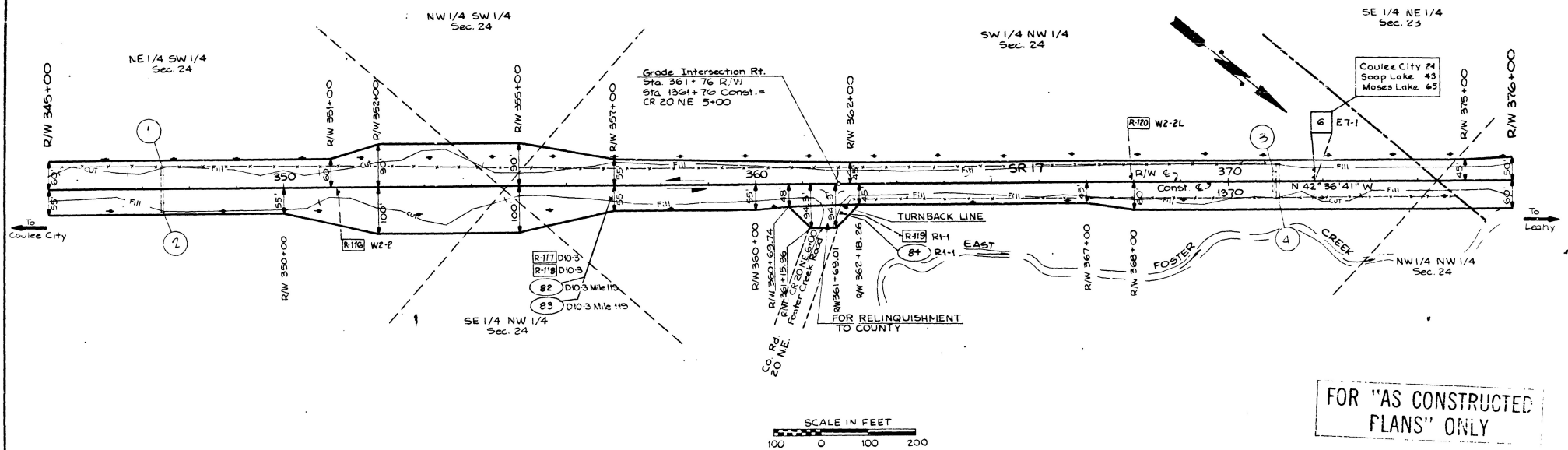
FOR "AS CONSTRUCTED PLANS" ONLY



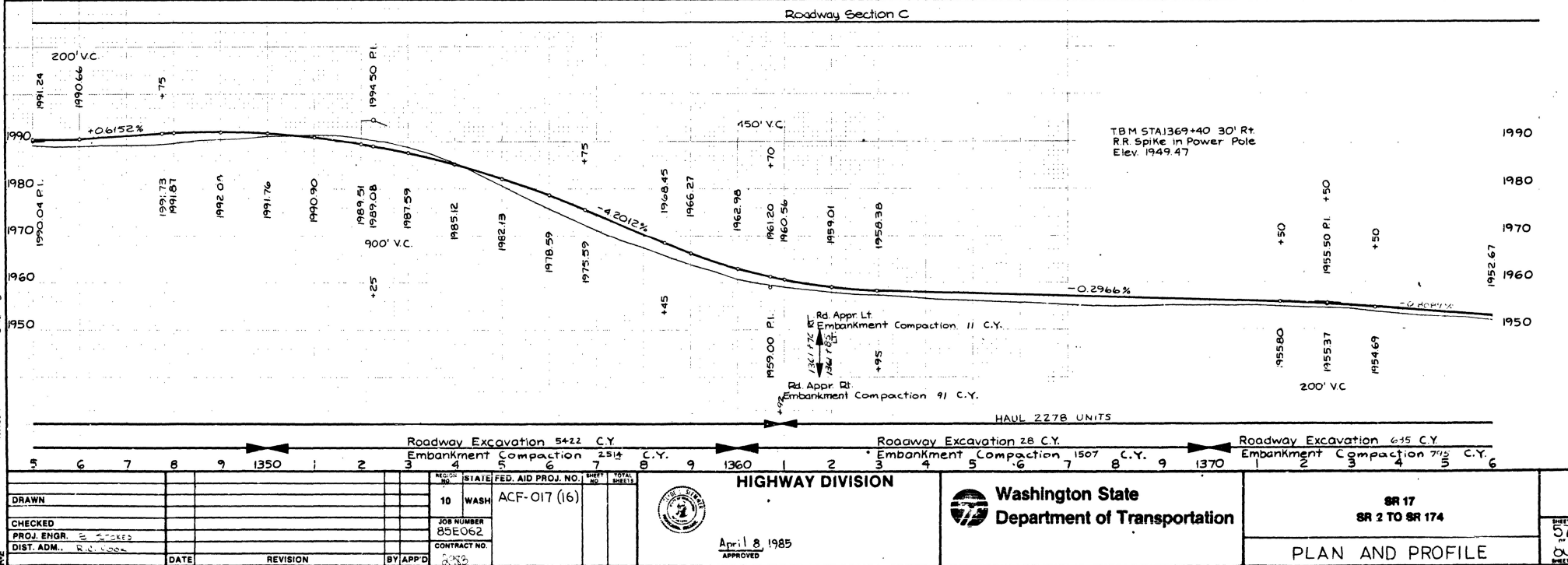
|                                 |   |   |   |   |   |   |   |   |   |                                 |   |   |   |   |   |   |   |   |   |                                 |   |   |   |   |   |   |   |   |   |                                 |   |   |   |   |  |  |  |  |  |
|---------------------------------|---|---|---|---|---|---|---|---|---|---------------------------------|---|---|---|---|---|---|---|---|---|---------------------------------|---|---|---|---|---|---|---|---|---|---------------------------------|---|---|---|---|--|--|--|--|--|
| HAUL 1295 UNITS                 |   |   |   |   |   |   |   |   |   | Haul 1896 Units                 |   |   |   |   |   |   |   |   |   |                                 |   |   |   |   |   |   |   |   |   |                                 |   |   |   |   |  |  |  |  |  |
| Roadway Excavation 60 C.Y.      |   |   |   |   |   |   |   |   |   | Roadway Excavation 3590 C.Y.    |   |   |   |   |   |   |   |   |   | Roadway Excavation 5536 C.Y.    |   |   |   |   |   |   |   |   |   | Roadway Excavation 2907 C.Y.    |   |   |   |   |  |  |  |  |  |
| Embankment Compaction 1166 C.Y. |   |   |   |   |   |   |   |   |   | Embankment Compaction 2480 C.Y. |   |   |   |   |   |   |   |   |   | Embankment Compaction 3330 C.Y. |   |   |   |   |   |   |   |   |   | Embankment Compaction 2440 C.Y. |   |   |   |   |  |  |  |  |  |
| 2                               | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 | 3                               | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 | 3 | 4                               | 5 | 6 | 7 | 8 | 9 | 1 | 2 | 3 | 4 | 5                               | 6 | 7 | 8 | 9 |  |  |  |  |  |
| 1320                            |   |   |   |   |   |   |   |   |   | 1330                            |   |   |   |   |   |   |   |   |   | 1340                            |   |   |   |   |   |   |   |   |   |                                 |   |   |   |   |  |  |  |  |  |

|                       |  |                    |  |                                 |  |              |  |                 |  |                  |  |   |  |                         |  |                  |  |
|-----------------------|--|--------------------|--|---------------------------------|--|--------------|--|-----------------|--|------------------|--|---|--|-------------------------|--|------------------|--|
| DRAWN                 |  | 10 WASH            |  | FED. AID PROJ. NO. ACF-017 (16) |  | SHEET NO. 56 |  | TOTAL SHEETS 80 |  | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | PLAN AND PROFILE |  |
| CHECKED               |  | PROJ. ENGR. 85E062 |  | CONTRACT NO. 2093               |  | APPROVED     |  | APRIL 8, 1985   |  |                  |  |   |  |                         |  |                  |  |
| DIST. ADM. L. C. Cook |  | DATE               |  | REVISION                        |  | BY/APP'D     |  |                 |  |                  |  |   |  |                         |  |                  |  |

T. 28 N., R. 27 E. W.M.



FOR "AS CONSTRUCTED PLANS" ONLY



|       |  |         |  |             |  |            |  |      |  |          |  |         |  |       |  |                    |  |              |  |              |  |           |  |              |  |
|-------|--|---------|--|-------------|--|------------|--|------|--|----------|--|---------|--|-------|--|--------------------|--|--------------|--|--------------|--|-----------|--|--------------|--|
| DRAWN |  | CHECKED |  | PROJ. ENGR. |  | DIST. ADM. |  | DATE |  | REVISION |  | BY/APPD |  | STATE |  | FED. AID PROJ. NO. |  | JOB NUMBER   |  | CONTRACT NO. |  | SHEET NO. |  | TOTAL SHEETS |  |
|       |  |         |  |             |  |            |  |      |  |          |  |         |  | 10    |  | WASH               |  | ACF-017 (16) |  | 85E062       |  |           |  |              |  |
|       |  |         |  |             |  |            |  |      |  |          |  |         |  |       |  |                    |  |              |  |              |  |           |  |              |  |

**HIGHWAY DIVISION**

April 8, 1985

APPROVED

**Washington State**

**Department of Transportation**

**SR 17**

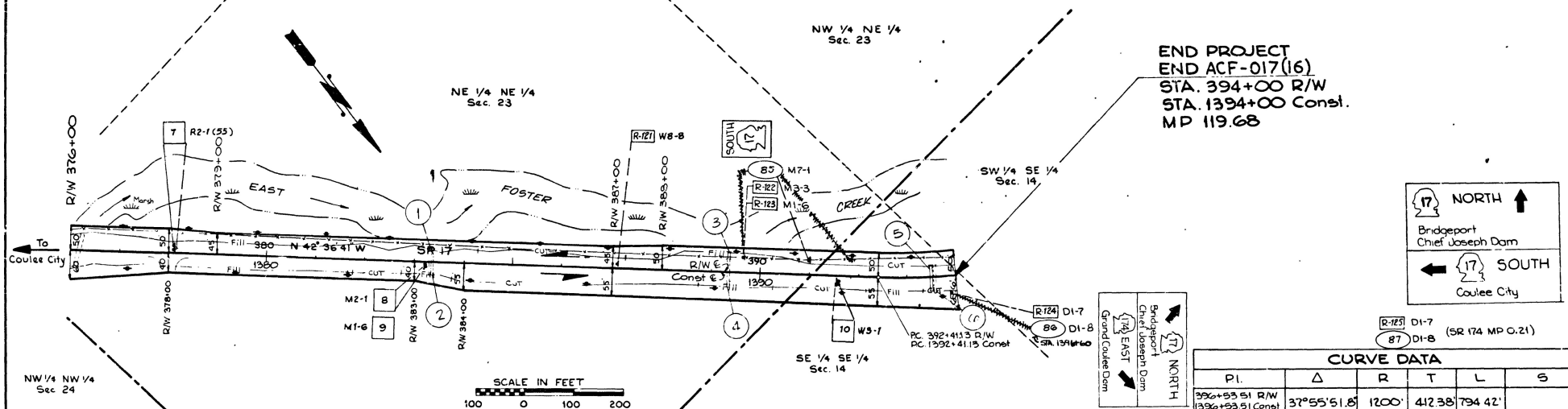
**SR 2 TO SR 174**

**PLAN AND PROFILE**

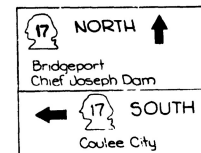
SHEET 57

OF 58

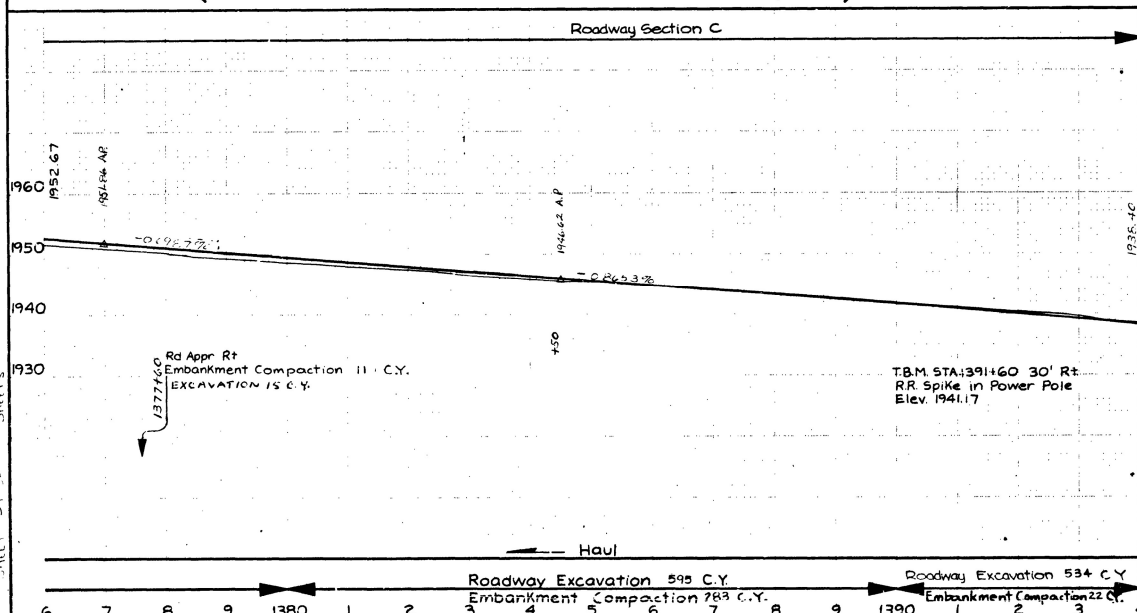
T. 28 N. R. 27 E. W.M.



END PROJECT  
END ACF-017(16)  
STA. 394+00 R/W  
STA. 1394+00 Const.  
MP 119.68



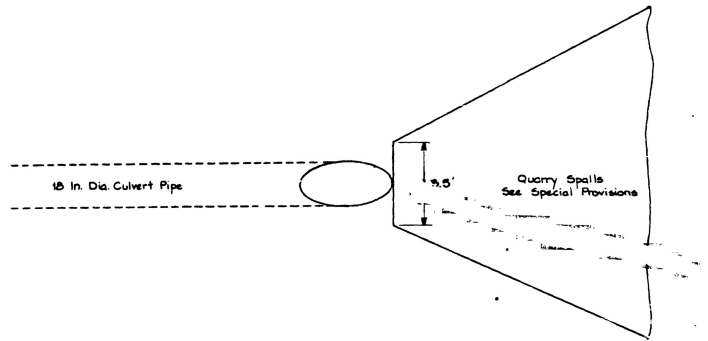
| CURVE DATA                         |             |       |         |         |   |
|------------------------------------|-------------|-------|---------|---------|---|
| P.I.                               | Δ           | R     | T       | L       | S |
| 394+53.51 R/W<br>1394+23.51 Const. | 37°55'51.8" | 1200' | 412.38' | 794.42' |   |



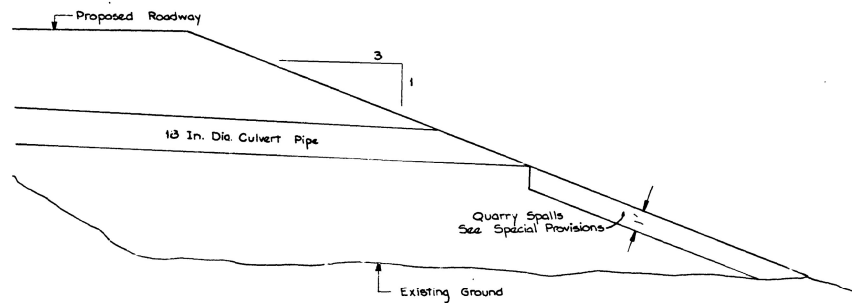
End Profile Sta. 1394+00 Const.

FOR "AS CONSTRUCTED  
PLANS" ONLY

|                       |  |                      |  |                    |  |              |  |                         |  |  |  |                         |  |                  |  |
|-----------------------|--|----------------------|--|--------------------|--|--------------|--|-------------------------|--|--|--|-------------------------|--|------------------|--|
| DRAWN                 |  | 10 WASH              |  | FED. AID PROJ. NO. |  | ACF-017 (16) |  | HIGHWAY DIVISION        |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | PLAN AND PROFILE |  |
| CHECKED               |  | JOS NUMBER<br>85E062 |  | CONTRACT NO.       |  | 2435         |  | APR 8, 1985<br>APPROVED |  |  |  |                         |  |                  |  |
| PROJ. ENGR. L. STOKES |  |                      |  |                    |  |              |  |                         |  |  |  |                         |  |                  |  |
| DIST. ADM. R. C. COOK |  |                      |  |                    |  |              |  |                         |  |  |  |                         |  |                  |  |
| DATE                  |  | REVISION             |  | BY                 |  | APP'D        |  |                         |  |  |  |                         |  |                  |  |



PLAN



PROFILE

DETAIL FOR  
EMBANKMENT CONSTRUCTION AT PIPE ENDS

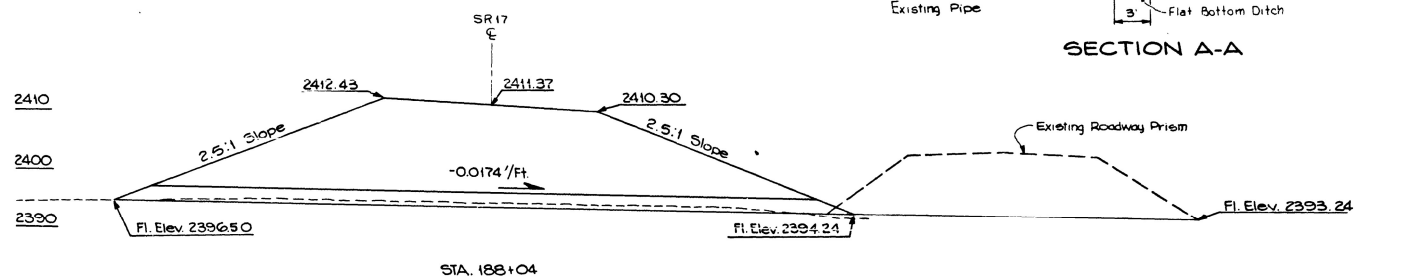
STA. 149+48 RI.  
STA. 165+00 RI.

FOR "AS CONSTRUCTED  
PLANS" ONLY

|                       |  |                   |  |                   |                                 |           |              |                         |  |   |  |                           |  |                 |  |
|-----------------------|--|-------------------|--|-------------------|---------------------------------|-----------|--------------|-------------------------|--|---|--|---------------------------|--|-----------------|--|
| DRAWN                 |  | REGION NO. 10     |  | STATE WASH.       | FED. AID PROJ. NO. ACF-017 (16) | SHEET NO. | TOTAL SHEETS | HIGHWAY DIVISION        |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174   |  | 59 OF 80 SHEETS |  |
| CHECKED               |  | JOB NUMBER 85E062 |  | CONTRACT NO. 2033 |                                 |           |              | APR 18 1985<br>APPROVED |  |   |  | DRAINAGE PLAN AND PROFILE |  |                 |  |
| PROJ. ENGR. R. STOKES |  | DATE              |  | REVISION          |                                 | BY APP'D  |              |                         |  |   |  |                           |  |                 |  |
| DIST. ADM. R. STOKES  |  |                   |  |                   |                                 |           |              |                         |  |   |  |                           |  |                 |  |






SR17



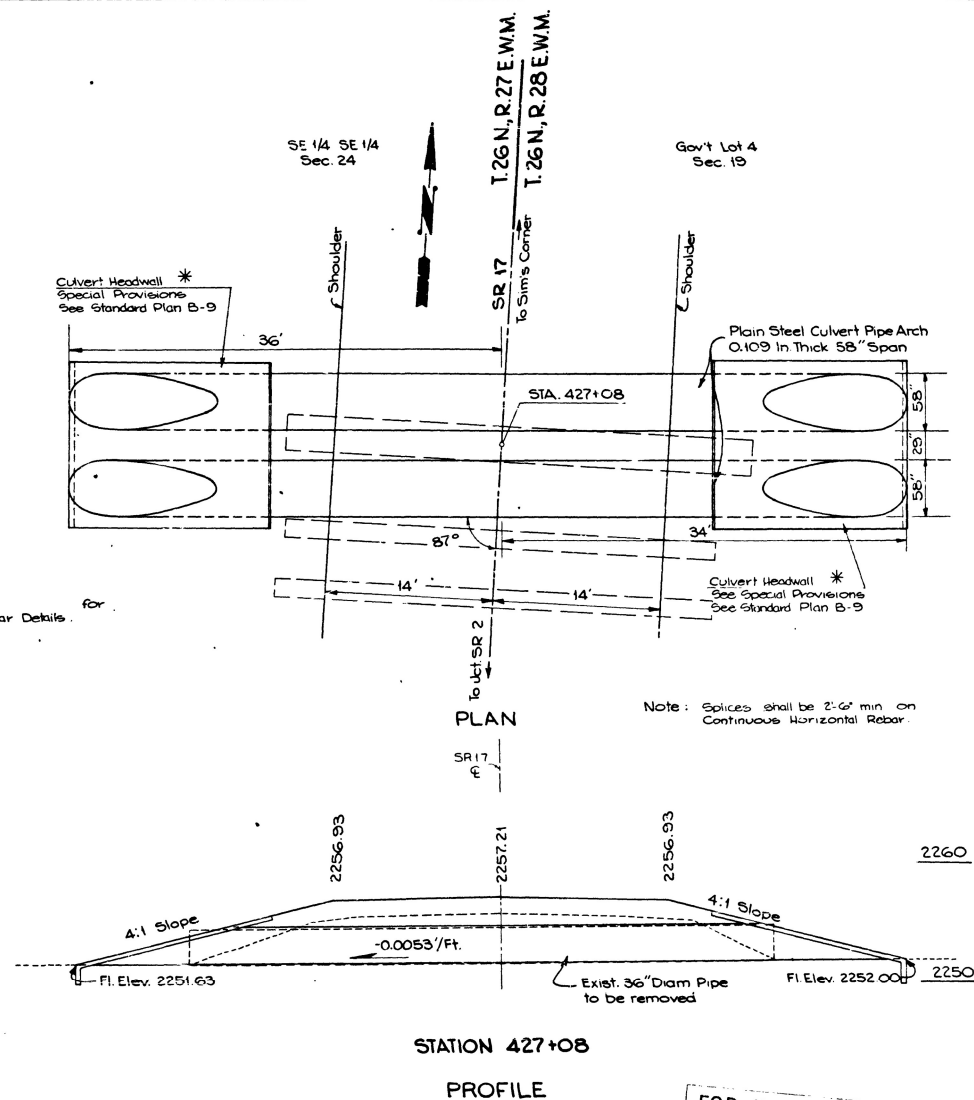
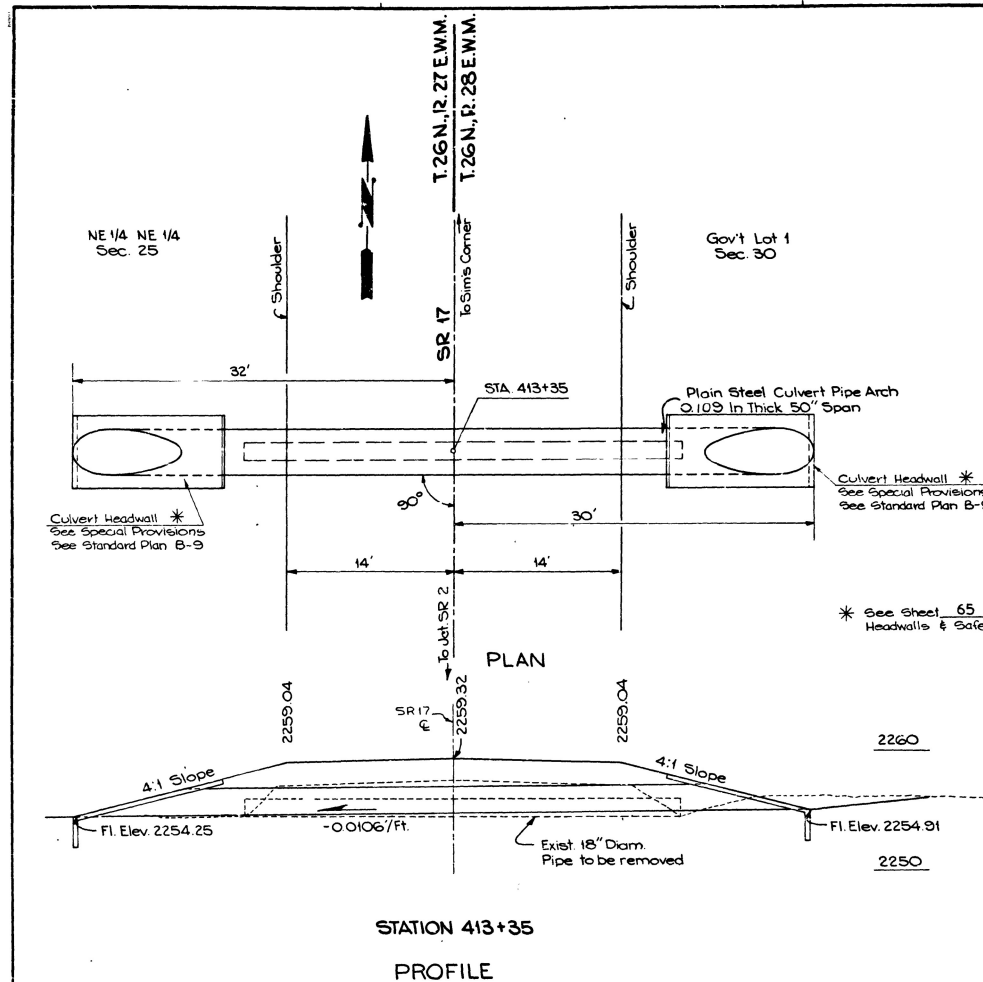
SECTION A-A

FOR "AS CONSTRUCTED"  
PLANS" ONLY

|             |  |  |              |       |                    |           |              |   |  |  |  |                                       |  |   |
|-------------|--|--|--------------|-------|--------------------|-----------|--------------|---|--|--|--|---------------------------------------|--|---|
| DRAWN       |  |  | REGION NO.   | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |  <b>HIGHWAY DIVISION</b> |  |  <b>Washington State<br/>Department of Transportation</b> |  | <b>SR 17</b><br><b>SR 2 TO SR 174</b> |  | SHEET<br><b>60</b><br>OF<br><b>80</b><br>SHEETS |
| CHECKED     |  |  | 10           | WASH  | ACF-017 (16)       |           |              |                          |  |  |  |                                       |  |   |
| PROJ. ENGR. |  |  | JOB NUMBER   |       | 85E062             |           |              | April 8, 1985<br>APPROVED   |  |  |  |                                       |  |   |
| DIST. ADM.  |  |  | CONTRACT NO. |       |                    |           |              |   |  |  |  |                                       |  |   |
| DATE        |  |  | REVISION     |       | BY APP'D           |           |              |   |  |  |  | <b>DRAINAGE PLAN AND PROFILE</b>      |  |   |

SR 17  
SR 2 to Sims Corner  
2004.05.06

Sheet 59 of Sheets

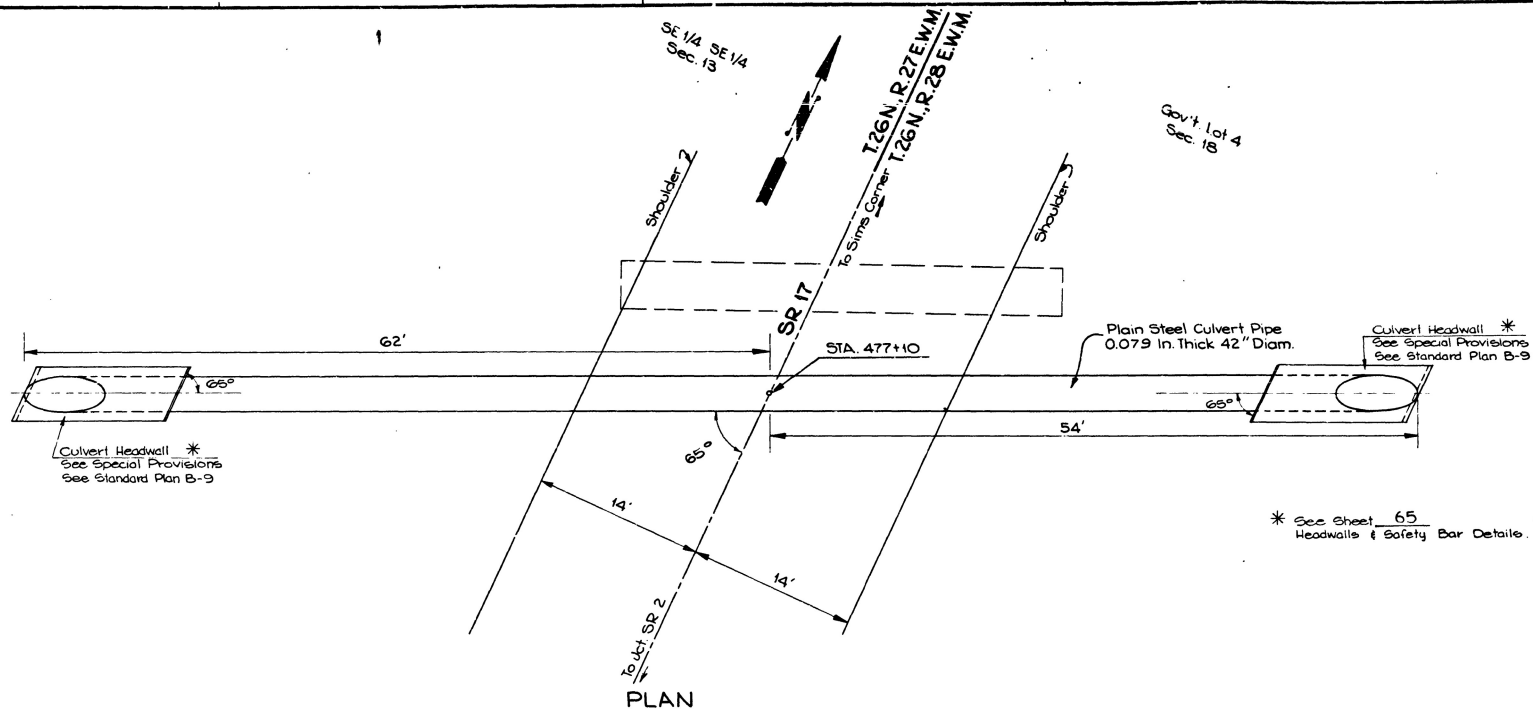


FOR "AS CONSTRUCTED  
PLANS" ONLY

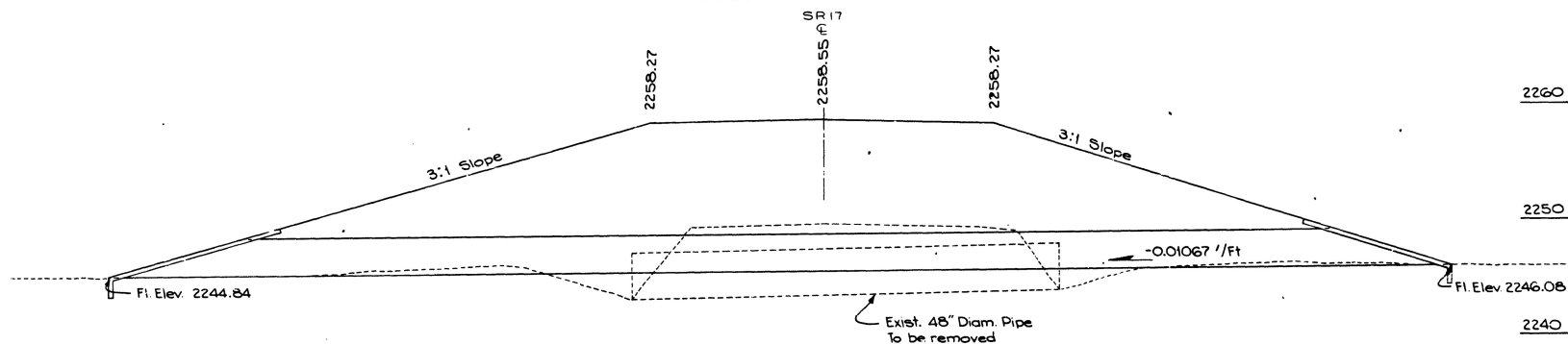
|             |          |                   |       |              |                                 |          |                 |                  |  |   |  |                         |  |                           |  |
|-------------|----------|-------------------|-------|--------------|---------------------------------|----------|-----------------|------------------|--|---|--|-------------------------|--|---------------------------|--|
| DRAWN       |          | REGION 10         |       | STATE WASH   | FED. AID PROJ. NO. ACF-017 (16) | SHEET 61 | TOTAL SHEETS 80 | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 17A |  | DRAINAGE PLAN AND PROFILE |  |
| CHECKED     |          | JOB NUMBER 85E062 |       | CONTRACT NO. |                                 | APPROVED |                 | APR 8 1985       |  |   |  |                         |  |                           |  |
| PROJ. ENGR. |          |                   |       |              |                                 |          |                 |                  |  |   |  |                         |  |                           |  |
| DIST. ADM.  |          |                   |       |              |                                 |          |                 |                  |  |   |  |                         |  |                           |  |
| DATE        | REVISION | BY                | APP'D |              |                                 |          |                 |                  |  |   |  |                         |  |                           |  |

SR 2 To Sims Corner  
Douglas Co.

Sheet 60 of 62



\* See Sheet 65 for Headwalls & Safety Bar Details.



STATION 477+10  
PROFILE

FOR "AS CONSTRUCTED  
PLANS" ONLY

|             |          |              |       |                    |           |              |
|-------------|----------|--------------|-------|--------------------|-----------|--------------|
| DRAWN       |          | REGION       | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
| CHECKED     |          | 10           | WASH  | ACF-017 (16)       |           |              |
| PROJ. ENGR. |          | JOB NUMBER   |       |                    |           |              |
| DIST. ADM.  |          | 85E062       |       |                    |           |              |
|             |          | CONTRACT NO. |       |                    |           |              |
|             |          | 2933         |       |                    |           |              |
| DATE        | REVISION | BY           | APPD  |                    |           |              |



HIGHWAY DIVISION

April 8, 1985  
APPROVED



Washington State  
Department of Transportation

SR 17  
SR 2 TO SR 174

DRAINAGE PLAN AND PROFILE

SHEET  
62  
OF  
80  
SHEETS

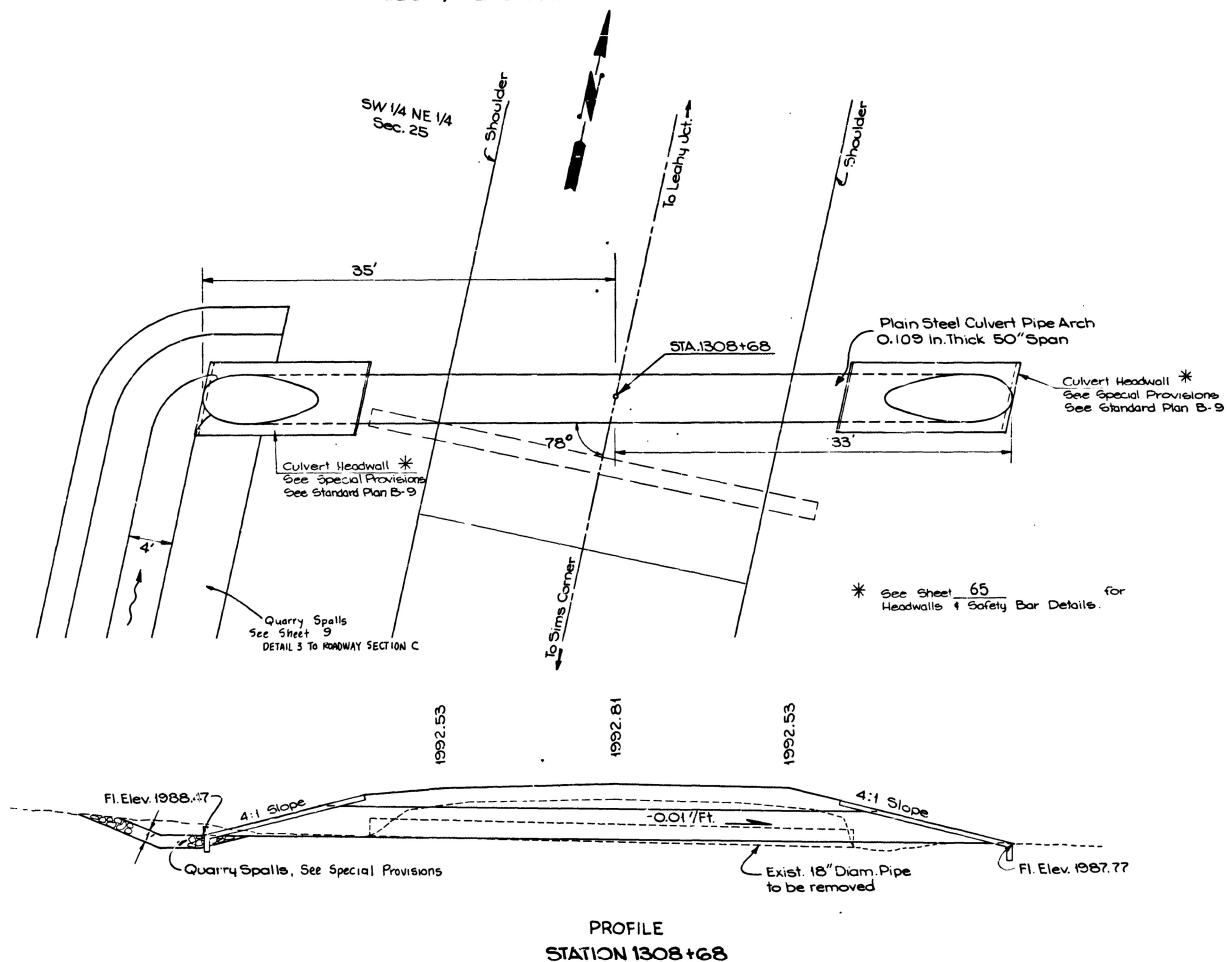


See Sheet 64 of 80  
Sims Corner to Leaky Jct.

Sheet 62 of 80

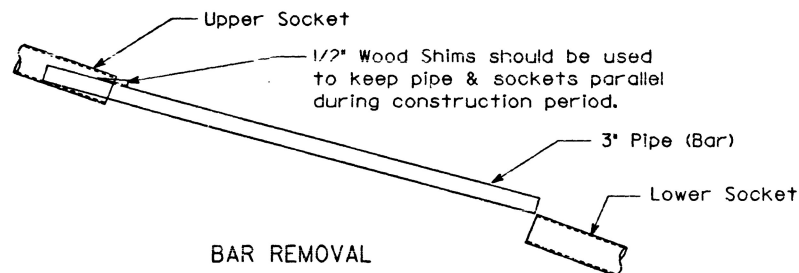
NE

T.28N., R. 27 E.W.M.



FOR "AS CONSTRUCTED"  
PLANS" ONLY

|                        |  |                   |  |                   |                                 |              |                 |                  |  |  |  |                         |  |                                   |
|------------------------|--|-------------------|--|-------------------|---------------------------------|--------------|-----------------|------------------|--|--|--|-------------------------|--|-----------------------------------|
| DRAWN                  |  | REGION NO. 10     |  | STATE WAS         | FED. AID PROJ. NO. ACF-017 (16) | SHEET NO. 62 | TOTAL SHEETS 80 | HIGHWAY DIVISION |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | SHEET<br>64<br>OF<br>80<br>SHEETS |
| CHECKED                |  | JOB NUMBER 85E062 |  | CONTRACT NO. 2003 |                                 | APPROVED     |                 | April 8, 1985    |  | DRAINAGE PLAN AND PROFILE                        |  |                         |  |                                   |
| DIST. ADM. J. S. C. K. |  | DATE              |  | REVISION          |                                 | BY APP'D     |                 |                  |  |  |  |                         |  |                                   |



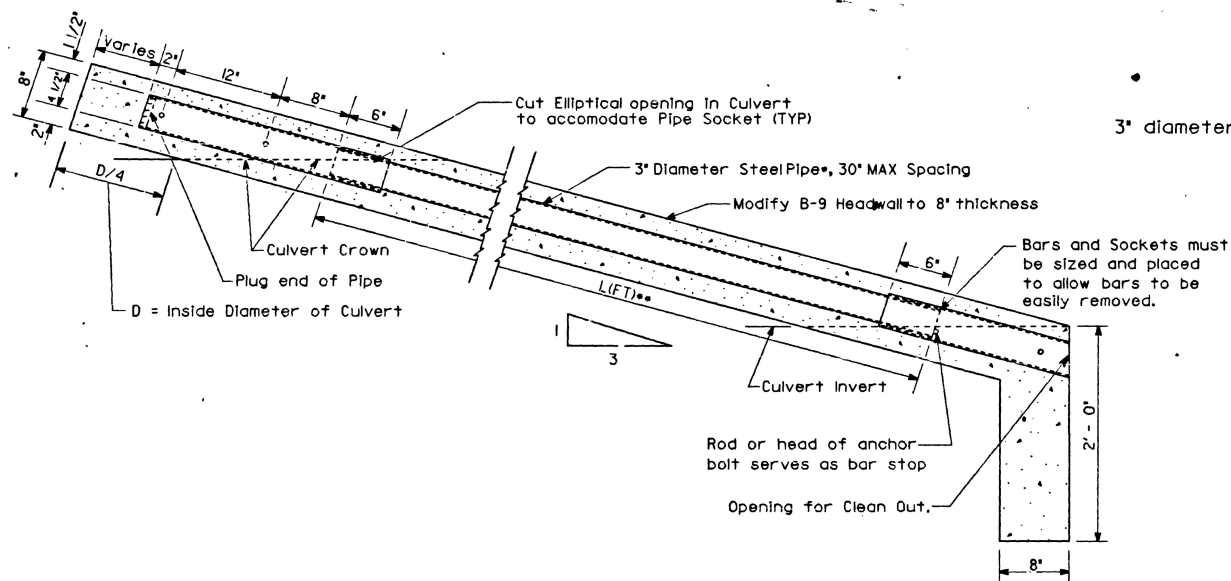
BAR REMOVAL

# NOTES:

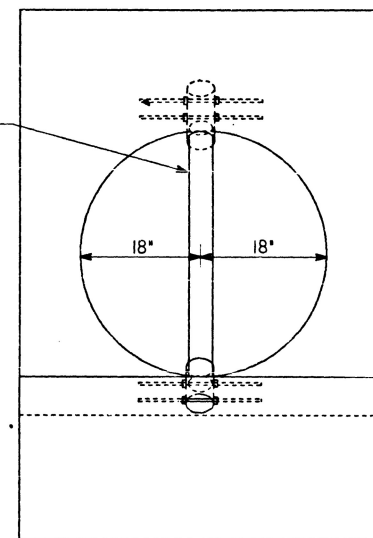
Reinforcement for Headwall and other details shall be in conformance with Standard Plan B-9  
 "Headwalls for Steel and Aluminum Pipes."  
 Use ASTM A 53 galvanized steel pipe, for bars.

| Culvert DIA (Inches) | Required Number of pipes |
|----------------------|--------------------------|
| Up to 30"            | None                     |
| 36" - 60"            | 1                        |
| 66" - 90"            | 2                        |
| 96" - 120"           | 3                        |

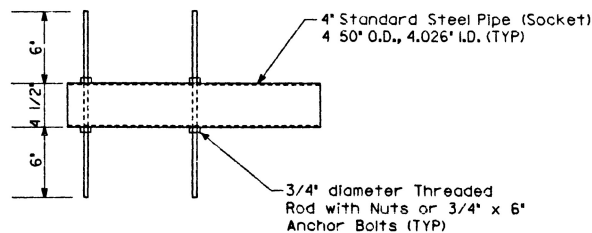
| Steel Pipe *        | O.D. (IN) | I.D. (IN) | L (MAX) (FT)** |
|---------------------|-----------|-----------|----------------|
| Standard            | 3.500     | 3.068     | 15             |
| Extra Strong        | 3.500     | 2.900     | 20             |
| Double Extra Strong | 3.500     | 2.300     | 30             |



3" diameter Steel Pipe



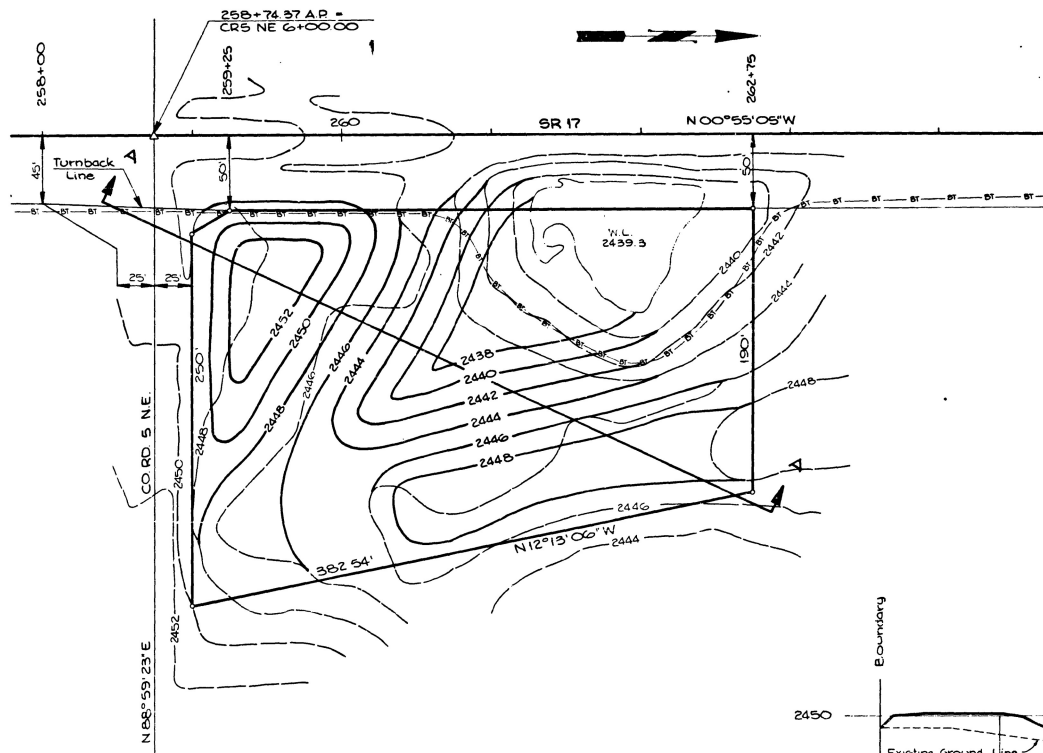
Front view for 36" Culvert with Headwall



SOCKET DETAILS

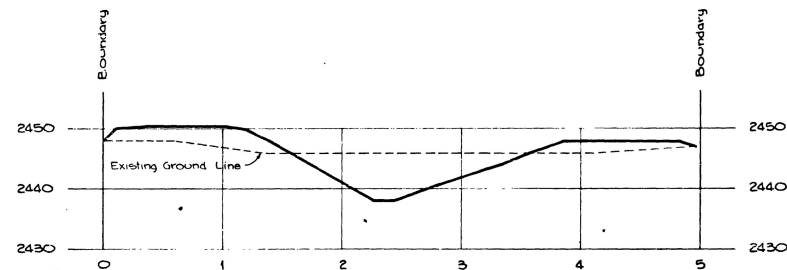
FOR "AS CONSTRUCTED"  
 PLANS

|            |  |              |  |                    |  |           |  |                      |  |   |  |       |  |                                  |  |
|------------|--|--------------|--|--------------------|--|-----------|--|----------------------|--|---|--|-------|--|----------------------------------|--|
| DRAWN      |  | STATE        |  | FED. AID PROJ. NO. |  | SHEET NO. |  | DIVISION OF HIGHWAYS |  | Washington State Department of Transportation |  | SR 17 |  | SAFETY BARS FOR CULVERT HEADWALL |  |
| CHECKED    |  | 10 WASH      |  | ACF-017 (16)       |  |           |  | APR 8, 1985          |  | APPROVED                                      |  | SR 17 |  | SAFETY BARS FOR CULVERT HEADWALL |  |
| PROJ. ENGR |  | JOB NUMBER   |  | 85E062             |  |           |  |                      |  |   |  | SR 17 |  | SAFETY BARS FOR CULVERT HEADWALL |  |
| DIST. ADM  |  | CONTRACT NO. |  | 2003               |  |           |  |                      |  |   |  | SR 17 |  | SAFETY BARS FOR CULVERT HEADWALL |  |
| DATE       |  | REVISION     |  | BY                 |  | APP'D     |  |                      |  |   |  | SR 17 |  | SAFETY BARS FOR CULVERT HEADWALL |  |



# NOTES...

1. See Special Provision, Willow Cuttings
2. See Special Provision, Roadside Cleanup.
3. See Special Provision, Roadside Seeding.
4. The Location Of The Buried Telephone Cable Is Approximate Only. It Shall Be The Contractors Responsibility To Determine The Correct Location.



CONTOUR GRADING PLAN

SECTION A-A

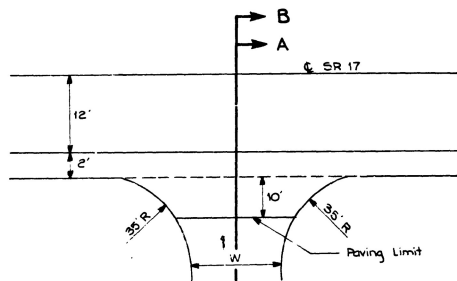
Scale in Feet  
50 0 50 100

## LEGEND

- Existing Contours
- Proposed Contours
- BT- Buried Telephone

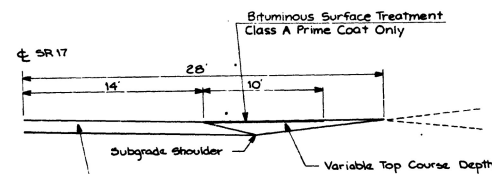
FOR "AS CONSTRUCTED  
PLANS" ONLY

|       |  |         |  |            |  |      |  |          |  |          |  |   |  |  |  |   |  |                                   |  |
|-------|--|---------|--|------------|--|------|--|----------|--|----------|--|---|--|--|--|---|--|-----------------------------------|--|
| DRAWN |  | CHECKED |  | DIST. ADM. |  | DATE |  | REVISION |  | BY APP'D |  | REGION<br>10<br>STATE<br>WASH<br>FED. AID PROJ. NO.<br>ACF-017 (16)<br>JOB NUMBER<br>85E062<br>CONTRACT NO.<br>2943 |  | HIGHWAY DIVISION<br>Washington State Department of Transportation<br>April 8, 1985<br>APPROVED |  | SR 17<br>SR 2 TC SR 174<br>CONTOUR GRADING PLAN |  | SHEET<br>66<br>OF<br>80<br>SHEETS |  |
|-------|--|---------|--|------------|--|------|--|----------|--|----------|--|---|--|--|--|---|--|-----------------------------------|--|

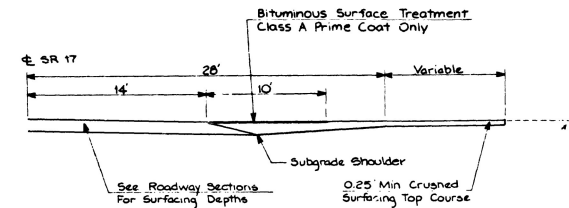


| STATION        | W.   | SECTION | STATION         | W.  | SECTION |
|----------------|------|---------|-----------------|-----|---------|
| 133+33 Lt.     | 20'  | A-A     | 1002+50 Rt. Lt. | 60' | A-A     |
| 159+50 Lt.     | 20'  | B-B     | 1003+75 Rt.     | 30' | B-B     |
| 162+20 Rt.     | 20'  | A-A     | 1023+00 Lt. Rt. | 30' | A-A     |
| 162+30 Lt.     | 20'  | A-A     | 1049+50 Lt.     | 30' | A-A     |
| 174+40 Lt.     | 20'  | A-A     | 1052+60 Rt.     | 50' | B-B     |
| 176+50 Rt.     | 20'  | B-B     | 1053+10 Rt.     | 60' | A-A     |
| 216+00 Lt. Rt. | 50'  | A-A     |                 |     |         |
| 247+00 Lt. Rt. | 50'  |         |                 |     |         |
| 270+50 Lt. Rt. | 50'  |         | 1069+85 Lt.     | 20' |         |
| 272+40 Rt.     | 50'  |         | 1073+35 Lt.     | 20' |         |
| 338+70 Lt.     | 50'  |         | 1078+53 Lt.     | 20' |         |
| 364+50 Lt.     | 50'  |         | 1084+10 Rt.     | 20' |         |
| 365+30 Lt.     | 50'  |         | 1092+72 Lt.     | 54' |         |
| 391+30 Lt.     | 50'  |         |                 |     |         |
| 407+00 Lt. Rt. | 50'  |         | 1092+72 Rt.     | 48' |         |
| 417+78 Lt. Rt. | 50'  |         | 1100+00 Rt.     | 20' |         |
| 443+75 Lt.     | 50'  | A-A     | 1100+19 Lt.     | 20' | B-B     |
| 443+75 Lt.     | 50'  | B-B     |                 |     |         |
| 465+50 Lt.     | 110' | B-B     | 1104+83 Lt.     | 20' | B-B     |
| 466+65 Lt.     | 70'  | B-B     | 1115+00 Rt.     | 20' | A-A     |
| 470+29 Lt. Rt. | 24'  | A-A     | 1125+88 Rt.     | 30' | B-B     |
| 490+90 Rt.     | 30'  |         | 1125+48 Lt.     | 20' | A-A     |
| 515+00 Rt.     | 30'  |         | 1132+85 Lt. Rt. | 60' |         |
| 548+20 Rt.     | 30'  |         | 1159+10 Lt. Rt. | 20' |         |
| 548+50 Lt.     | 30'  |         | 1166+80 Rt.     | 20' |         |
| 570+78 Rt.     | 30'  |         | 1184+20 Rt.     | 50' |         |
| 576+10 Lt.     | 30'  |         | 1187+92 Lt.     | 20' |         |
| 602+00 Rt.     | 30'  |         | 1209+44 Lt.     | 35' |         |
| 603+25 Lt. Rt. | 60'  | A-A     | 1209+95 Rt.     | 20' | B-B     |
| 625+60 Lt.     | 60'  | A-A     | 1212+30 Lt.     | 15' | A-A     |
| 629+62.6 Lt.   | 24'  | A-A     | 1227+27 Lt.     | 20' | A-A     |
| 631+50 Lt. Rt. | 60'  | B-B     | 1239+42 Lt.     | 20' | B-B     |
| 633+75 Lt.     | 30'  | A-A     | 1258+00 Rt.     | 15' | A-A     |
| 642+00 Lt.     | 20'  |         | 1270+70 Rt.     | 40' |         |
| 674+50 Rt. Lt. | 60'  |         | 1270+70 Lt.     | 40' |         |
| 682+35 Lt.     | 60'  |         | 1297+10 Lt.     | 40' |         |
| 682+80 Rt.     | 60'  |         | 1304+50 Lt.     | 15' |         |
| 708+50 Lt. Rt. | 60'  | A-A     | 1311+34 Rt.     | 15' |         |
| 717+60 Lt. Rt. | 60'  |         |                 |     |         |
| 338+60 Rt.     | 30'  | A-A     |                 |     |         |
| 625+10 Rt.     | 60'  | A-A     | 1335+60 Rt.     | 15' |         |
| 365+50 Rt.     | 50'  | A-A     | 1361+85 Lt.     | 20' |         |
|                |      |         | 1377+60 Rt.     | 30' |         |
|                |      |         | 1297+13 Rt.     | 40' |         |

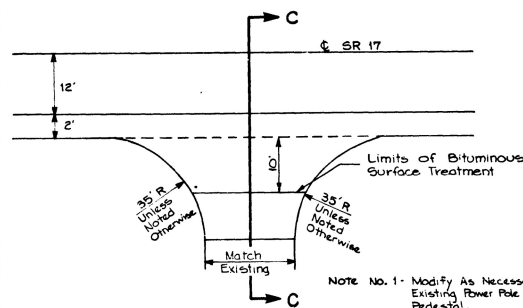
ROAD APPROACHES



SECTION A-A



SECTION B-B



SECTION C-C

STATION

71+90 Lt. (2 NE)  
177+80 Lt. (4 NE)  
258+74.4 Lt. Rt. (5 NE)  
312+00 Lt. Rt. (6 NE)  
467+00 Rt. (9 NE)  
576+12 Rt. (11 NE)  
629+62.6 Rt. (12 NE)  
735+65.9 Rt. (14 NE)  
1053+08.9 Lt. (15 NE)  
1106+04.3 Lt. Rt. (16 NE)  
1219+90 Rt. (18 NE)  
1361+76 Rt. (Foster Creek Rd.)

NOTES

Use 50' Radius On SW Quadrant  
See Note No. 1 For NW Quadrant  
See Note No. 1 For SE Quadrant  
See Note No. 1 For NE Quadrant  
Use 50' Radius On SE Quadrant  
Use 50' Radius On SE Quadrant  
See Note No. 1 For NE Quadrant  
Use 50' Radius On SE Quadrant

COUNTY ROAD APPROACHES

FOR "AS CONSTRUCTED"  
PLANS ONLY

| DRAWN | CHECKED | PROJ. ENGR. | DIST. ADM. | DATE | REVISION | BY | APPD |
|-------|---------|-------------|------------|------|----------|----|------|
|       |         |             |            |      |          |    |      |
|       |         |             |            |      |          |    |      |
|       |         |             |            |      |          |    |      |
|       |         |             |            |      |          |    |      |

HIGHWAY DIVISION



April 8, 1985  
APPROVED



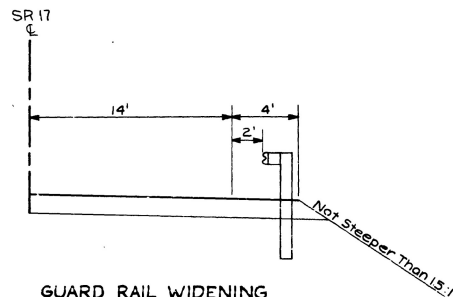
Washington State  
Department of Transportation

SR 17  
SR 2 TO SR 174

ROAD APPROACHES

SHEET  
67  
80  
SHEETS

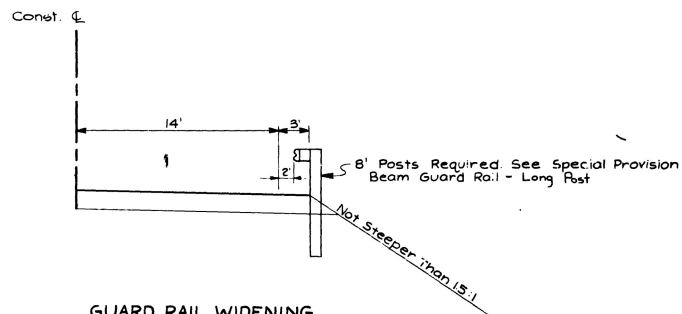




### GUARD RAIL WIDENING

Sta. 179+76 to Sta. 189+153  
Sta. 180+00 to Sta. 186+00 Rt.

Sta. 1374+90 to Sta. 1376+78 Rt.  
Sta. 1375+10 to Sta. 1376+85 Lt.



### GUARD RAIL WIDENING

Sta. 58+80 to Sta. 65+30 Rt.  
Sta. 61+52 to Sta. 67+02 Lt.

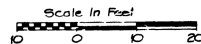
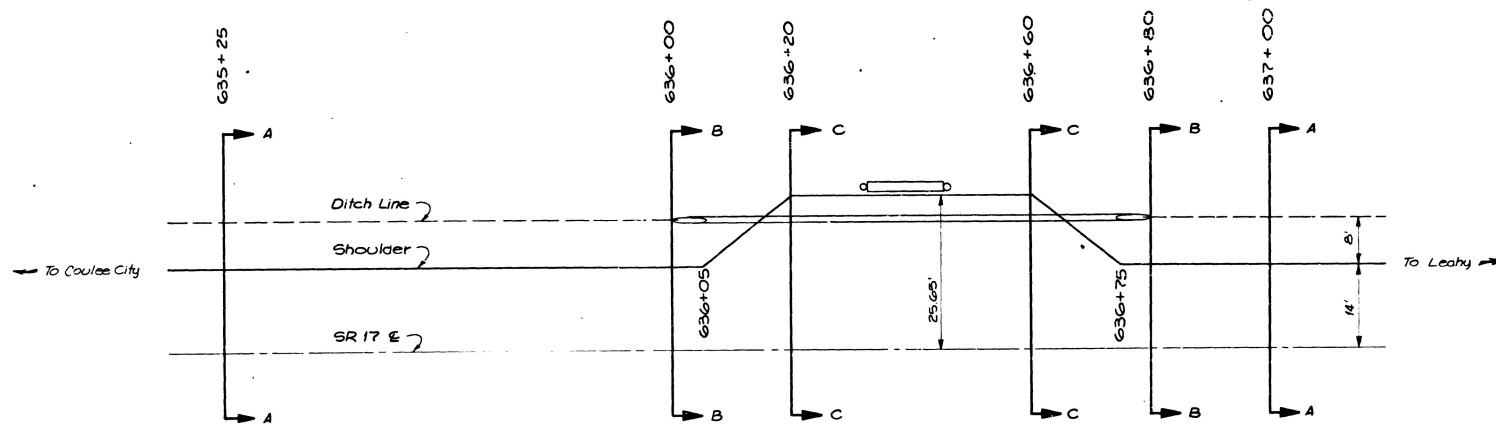
Note:  
See Roadway Section B for Position of  
Construction C to SR 17 C.  
See Gabion Detail this Vicinity, Sheet 72.

FOR "AS CONSTRUCTED  
PLANS" ONLY

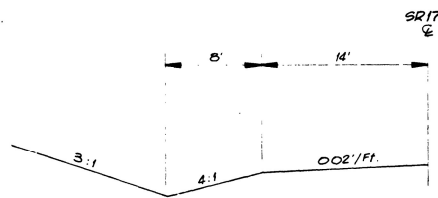
|             |  |                   |  |                   |  |                                 |  |               |  |                 |  |                  |  |  |  |                         |  |         |  |
|-------------|--|-------------------|--|-------------------|--|---------------------------------|--|---------------|--|-----------------|--|------------------|--|--|--|-------------------------|--|---------|--|
| DRAWN       |  | REGION NO. 10     |  | STATE WASH.       |  | FED. AID PROJ. NO. ACF-017 (16) |  | SHEET NO. 68  |  | TOTAL SHEETS 80 |  | HIGHWAY DIVISION |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174 |  | DATE 68 |  |
| CHECKED     |  | JOB NUMBER 85E062 |  | CONTRACT NO. 2983 |  | APPROVED                        |  | APRIL 8, 1985 |  |                 |  |                  |  |  |  |                         |  |         |  |
| PROJ. ENGR. |  |                   |  |                   |  |                                 |  |               |  |                 |  |                  |  |  |  |                         |  |         |  |
| DIST. ADM.  |  |                   |  |                   |  |                                 |  |               |  |                 |  |                  |  |  |  |                         |  |         |  |
| DATE        |  | REVISION          |  | BY APP'D          |  |                                 |  |               |  |                 |  |                  |  |  |  |                         |  |         |  |

SR 17  
JCT. SR 2 TO JCT. SR 174  
DOUGLAS CO.

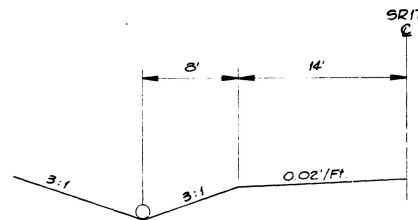
SHEET 169 OF 170 SHEETS



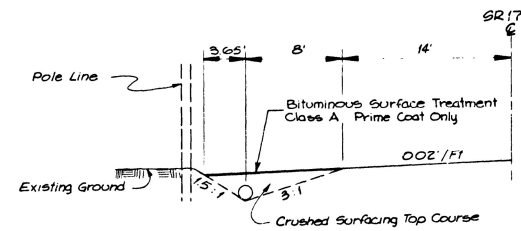
PLAN



SECTION A-A



SECTION B-B



SECTION C-C

P.U.D. SERVICE WIDENING

FOR "AS CONSTRUCTED  
PLANS" ONLY

| DRAWN | CHECKED | PROJ. ENGR. | DIST. ADM. | DATE | REVISION | BY | APP'D |
|-------|---------|-------------|------------|------|----------|----|-------|
|       |         |             |            |      |          |    |       |
|       |         |             |            |      |          |    |       |
|       |         |             |            |      |          |    |       |
|       |         |             |            |      |          |    |       |

| REGION | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------|-------|--------------------|-----------|--------------|
| 10     | WASH  | ACF-017 (16)       |           |              |
|        |       | JOB NUMBER         |           |              |
|        |       | 85EC62             |           |              |
|        |       | CONTRACT NO.       |           |              |
|        |       | 5053               |           |              |



HIGHWAY DIVISION

April 8, 1985  
APPROVED



Washington State  
Department of Transportation

SR 17  
SR 2 TO SR 174

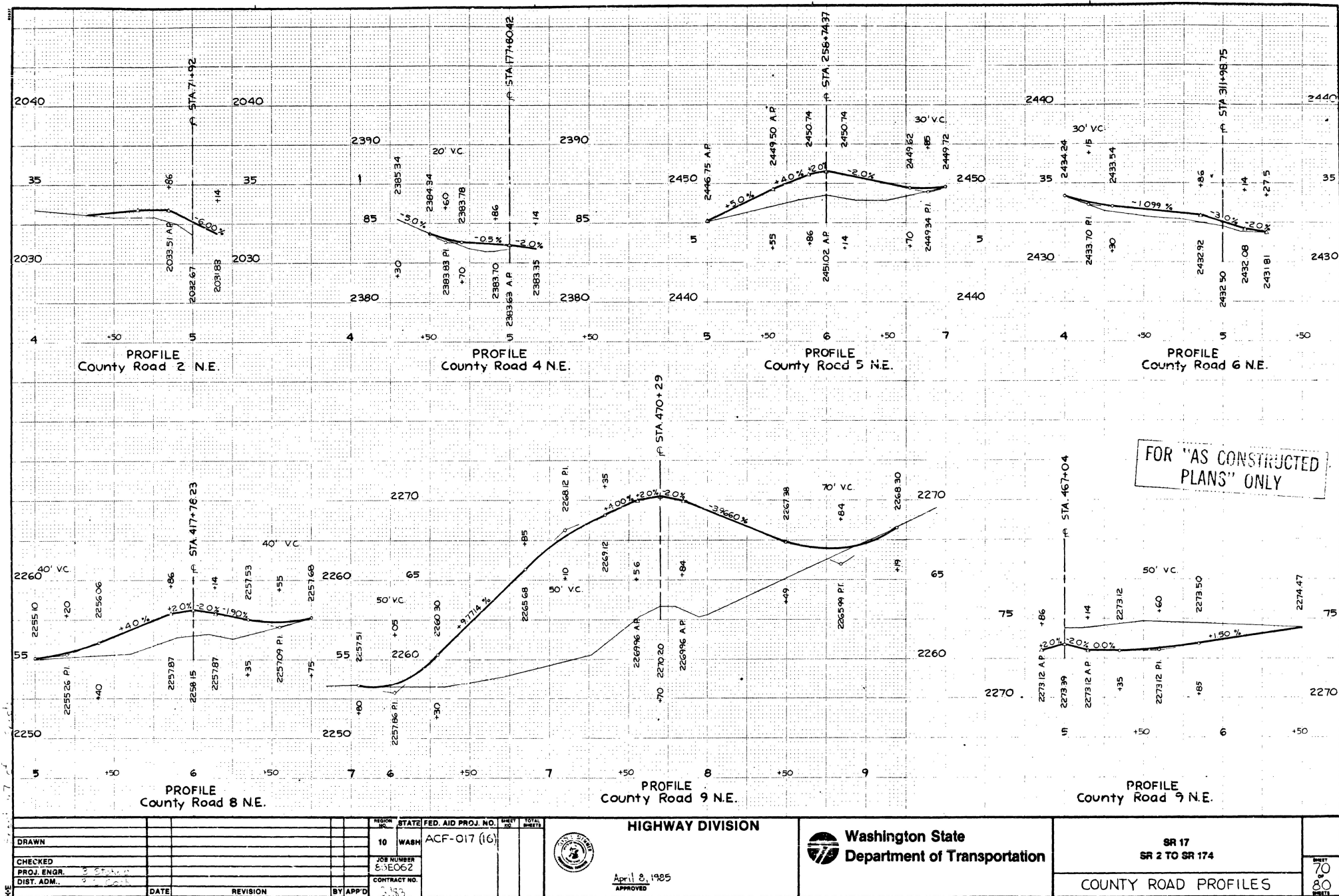
P.U.D. SERVICE WIDENING DETAILS

DOT FORM 221-011  
Revised 5/82

SHEET  
69  
OF  
80  
SHEETS

SR17171

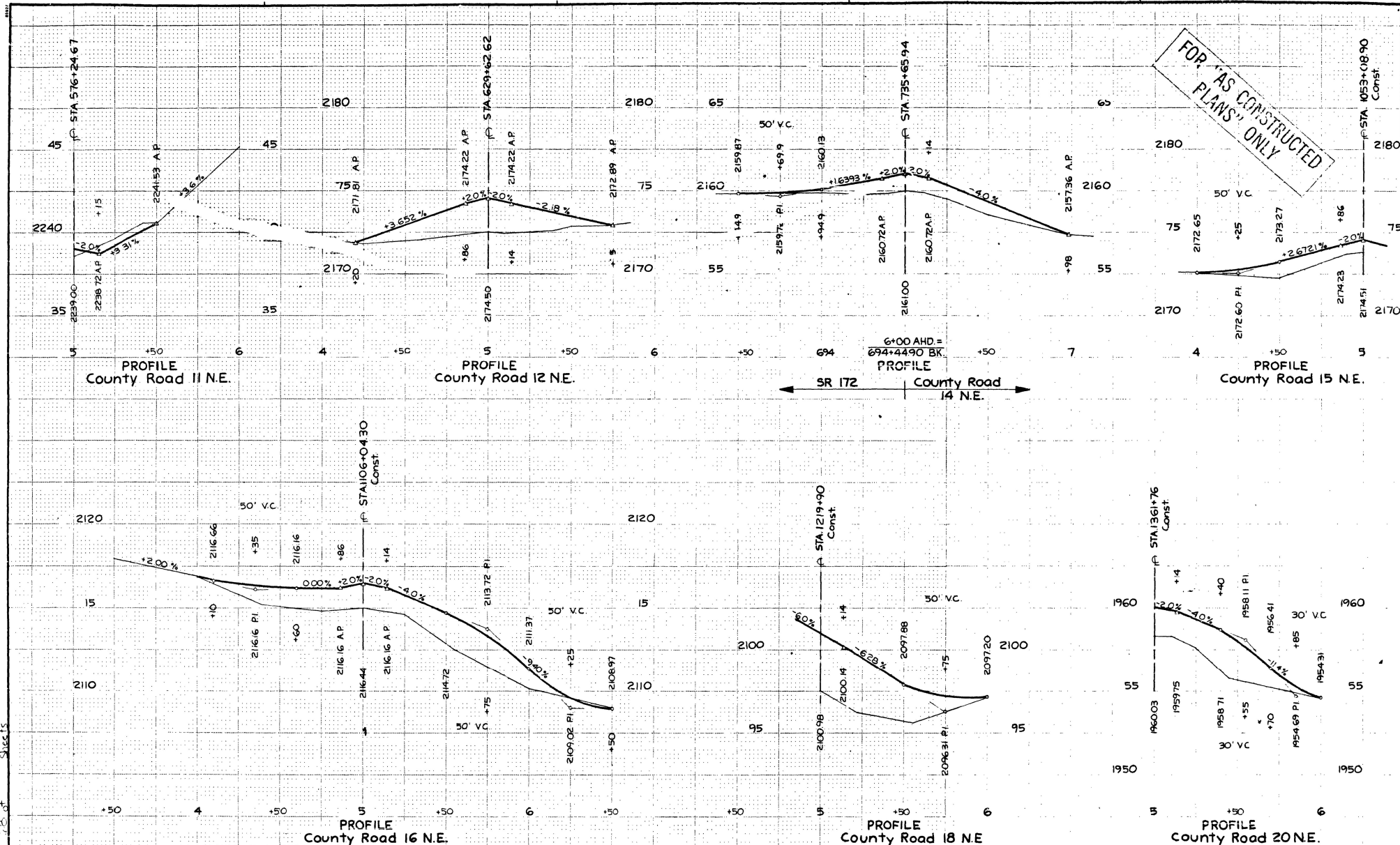
SR 17  
 SR 2 to SR 174  
 Douglas Co.



|            |  |                    |  |                    |                                  |           |              |                           |  |  |                         |                      |                |
|------------|--|--------------------|--|--------------------|----------------------------------|-----------|--------------|---------------------------|--|--|-------------------------|----------------------|----------------|
| DRAWN      |  | REGION 10          |  | STATE WASH         | FED. AID PROJ. NO. AC-F-017 (16) | SHEET NO. | TOTAL SHEETS | HIGHWAY DIVISION          |  | Washington State<br>Department of Transportation | SR 17<br>SR 2 TO SR 174 | COUNTY ROAD PROFILES | 70<br>80<br>90 |
| CHECKED    |  | PROJECT NO. 83E062 |  | CONTRACT NO. 2-333 |                                  | APPROVED  |              | April 8, 1985<br>APPROVED |  |  |                         |                      |                |
| DIST. ADM. |  | DATE               |  | REVISION           |                                  | BY APP'D  |              |                           |  |  |                         |                      |                |

Set SR2 to Set SR174  
Douglas Co

See sheet 18 of sheets



|             |  |            |        |              |       |                    |              |           |  |              |  |
|-------------|--|------------|--------|--------------|-------|--------------------|--------------|-----------|--|--------------|--|
| DRAWN       |  | REGION NO. | 10     | STATE        | WASH  | FED. AID PROJ. NO. | ACF-017 (16) | SHEET NO. |  | TOTAL SHEETS |  |
| CHECKED     |  | JOB NUMBER | 85E062 | CONTRACT NO. |       |                    |              |           |  |              |  |
| PROJ. ENGR. |  |            |        |              |       |                    |              |           |  |              |  |
| DIST. ADM.  |  |            |        |              |       |                    |              |           |  |              |  |
| DATE        |  | REVISION   |        | BY           | APP'D |                    |              |           |  |              |  |



HIGHWAY DIVISION

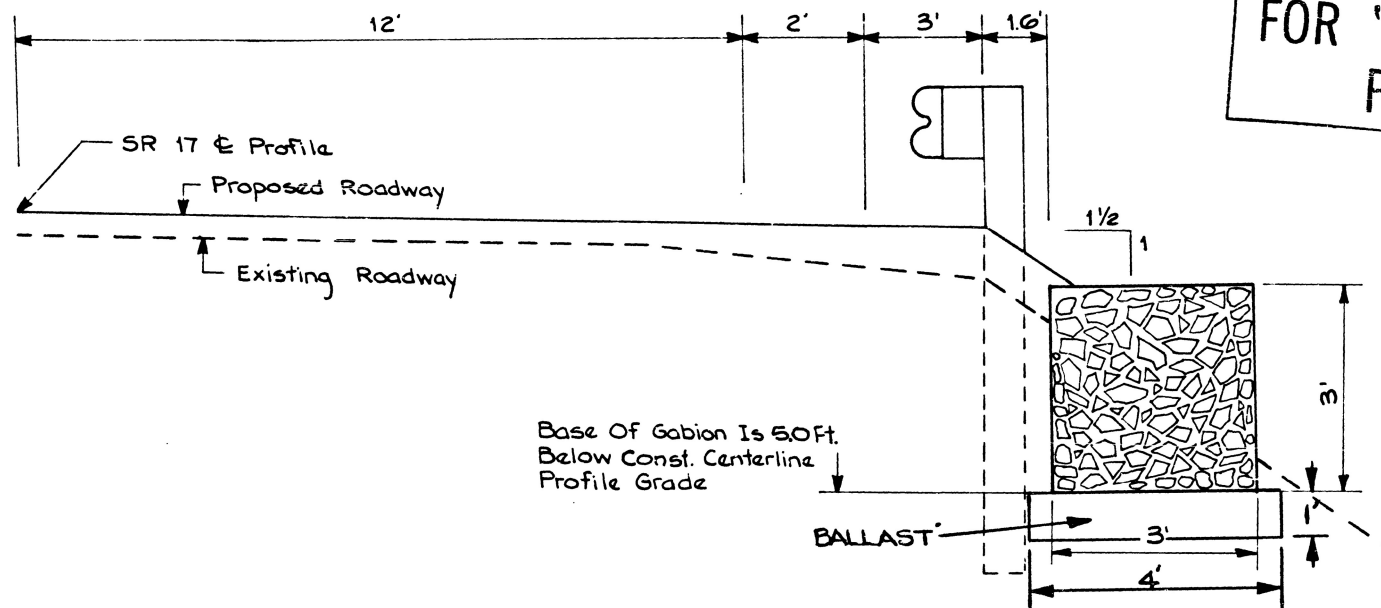
April 8, 1985  
APPROVED



Washington State  
Department of Transportation

SR 17  
SR 2 TO SR 174

COUNTY ROAD PROFILES



FOR "AS CONSTRUCTED  
PLANS" ONLY

**GABION DETAIL**  
Sta. <sup>59+75</sup> 60+25 TO <sup>61+25</sup> 60+76 Rt.  
Sta. <sup>62+29</sup> 62+26 TO 66+40 Lt.

- Notes: 1. See Special Provision, Gabions.  
2. For Guard Rail Construction This Vicinity See Guard Rail Widening Detail, Sheet 68.

|                       |  |              |  |                    |  |             |  |                  |  |   |  |               |  |                |  |                       |  |
|-----------------------|--|--------------|--|--------------------|--|-------------|--|------------------|--|---|--|---------------|--|----------------|--|-----------------------|--|
| DRAWN                 |  | STATE        |  | FED. AID PROJ. NO. |  | SHEET TOTAL |  | HIGHWAY DIVISION |  | Washington State Department of Transportation |  | SR 17         |  | SR 2 TO SR 174 |  | SHEET 72 OF 80 SHEETS |  |
| CHECKED               |  | 10 WASH      |  | ACF-017 (16)       |  |             |  | APR 8 1985       |  | APPROVED                                      |  | GABION DETAIL |  |                |  |                       |  |
| PROJ. ENGR. S. STOKES |  | CONTRACT NO. |  | BY APP'D           |  | DATE        |  | REVISION         |  |   |  |               |  |                |  |                       |  |
| DIST. ADM. R. COOK    |  | 85-62        |  | 3                  |  |             |  |                  |  |   |  |               |  |                |  |                       |  |

# SIGN SPECIFICATIONS

## ROADSIDE SIGN STRUCTURES

| SIGN NO. | SIGN CODE NUMBER | LOCATION (STATION NO.) | SIGN SIZE |     | LETTER SIZE OR CODE | POST MATERIAL | POST SIZE | POST LENGTH |     |     |    | CLEARANCE |    | REMARKS                |
|----------|------------------|------------------------|-----------|-----|---------------------|---------------|-----------|-------------|-----|-----|----|-----------|----|------------------------|
|          |                  |                        | X         | Y   |                     |               |           | H1          | H2  | H3  | H4 | V         | W① |                        |
| 1        | 31-1 STOP        | 0+00 Lt                | 36"       | 36" | STD                 | WOOD          | 4"x 4"    | 14'         |     |     |    | 7'        | 6' |                        |
| 2        | 37-1 NORTH 17    | 5+40 Rt                | 36"       | 54" | "                   | "             | "         | 16'         |     |     |    | "         | "  |                        |
| 3        | 33-1 STOP AHEAD  | 8+95 Lt                | 36"       | 36" | "                   | "             | "         | 14'         |     |     |    | "         | "  |                        |
| 4        | 32-1 JCT         | 11+60 Lt               | 21"       | 15" | "                   | "             | "         | 16'         |     |     |    | "         | "  |                        |
| 5        | 31-4 2           | 11+60 Lt               | 36"       | 36" | "                   |               |           |             |     |     |    | 7'        | 6' | Mount below sign #4    |
| 6        | 37-1 GUIDE SIGN  | 22+00 Rt               | 15'       | 4'  | A                   | "             | 6"x 8"    | 19'         | 20' | 21' |    | "         | "  |                        |
| 7        | 310-2 MILE 99    | 36+75 Rt               | 10"       | 27" | STD                 | "             | "         | 10'         |     |     |    | 3'        | "  |                        |
| 8        | 310-2 MILE 99    | 36+75 Rt               | 10"       | 27" | "                   |               |           |             |     |     |    | "         | "  | Mount back of sign #7  |
| 9        | 310-2 MILE 100   | 68+50 Rt               | 10"       | 36" | STD                 | "             | 6"x 9"    | 10'         |     |     |    | 3'        | 6' |                        |
| 10       | 31-3 MILE 100    | 68+50 Rt               | 10"       | 36" | "                   |               |           |             |     |     |    | "         | "  | Mount back of sign #9  |
| 11       | 31-1 STOP        | 71+95 Lt               | 30"       | 30" | "                   | "             | 4"x 4"    | 14'         |     |     |    | 7'        | 6' |                        |
| 12       | 310-3 MILE 101   | 141+00 Rt              | 10"       | 36" | "                   | "             | "         | 10'         |     |     |    | 3'        | "  |                        |
| 13       | 310-3 MILE 101   | 141+20 Rt              | 10"       | 36" | "                   |               |           |             |     |     |    | "         | "  | Mount back of sign #12 |
| 14       | 31-1 STOP        | 177+45 Lt              | 30"       | 30" | "                   | "             | 4"x 4"    | 14'         |     |     |    | 7'        | 6' |                        |
| 15       | 310-3 MILE 102   | 193+45 Rt              | 10"       | 36" | "                   | "             | "         | 10'         |     |     |    | 3'        | "  |                        |
| 16       | 31-3 MILE 102    | 193+45 Rt              | 10"       | 36" | "                   |               |           |             |     |     |    | "         | "  | Mount back of sign #15 |
| 17       | 31-3 MILE 103    | 246+45 Rt              | 10"       | 36" | "                   | "             | 4"x 4"    | 10'         |     |     |    | 3'        | 6' |                        |
| 18       | 310-3 MILE 103   | 246+45 Rt              | 10"       | 36" | "                   |               |           |             |     |     |    | "         | "  | Mount back of sign #17 |
| 19       | 31-1 STOP        | 258+95 Rt              | 30"       | 30" | "                   | "             | 4"x 4"    | 14'         |     |     |    | 7'        | 6' |                        |
| 20       | 31-1 STOP        | 258+52 Lt              | 30"       | 30" | "                   | "             | "         | 14'         |     |     |    | "         | "  |                        |
| 21       | 310-3 MILE 104   | 292+25 Rt              | 10"       | 36" | "                   | "             | "         | 10'         |     |     |    | 3'        | "  |                        |
| 22       | 31-3 MILE 104    | 299+25 Rt              | 10"       | 36" | "                   |               |           |             |     |     |    | "         | "  | Mount back of sign #21 |
| 23       | 31-1 STOP        | 311+80 Lt              | 30"       | 30" | "                   | "             | 4"x 4"    | 14'         |     |     |    | 7'        | "  |                        |
| 24       | 31-1 STOP        | 312+20 Rt              | 30"       | 30" | "                   | "             | "         | "           |     |     |    | "         | "  |                        |
| 25       | 310-3 MILE 105   | 352+15 Rt              | 10"       | 36" | "                   | "             | "         | 10'         |     |     |    | "         | "  |                        |
| 26       | 310-3 MILE 105   | 352+46 Rt              | 10"       | 36" | "                   |               |           |             |     |     |    | "         | "  | Mount back of sign #25 |
| 27       | 31-3 MILE 106    | 406+26 Rt              | 10"       | 36" | "                   | "             | 4"x 4"    | 10'         |     |     |    | "         | "  |                        |

NOTES: POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD PRIOR TO FABRICATION.

FOR STRUCTURE AND MOUNTING DETAILS SEE STANDARD PLAN SHEET SERIES G

FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS SEE WASHINGTON STATE 'SIGN FABRICATION MANUAL'

2. The controlling lateral clearance "M", when not shown, shall be 6 feet from the edge of usable shoulder in fill sections or back of ditch in cut sections. Signs installed behind guard rail shall be 3 feet from the face of the guard rail to the near edge of the sign.

Stop sign locations on the plan are approximate only.

|                      |  |                   |  |                                 |  |                      |  |   |  |                                       |  |
|----------------------|--|-------------------|--|---------------------------------|--|----------------------|--|---|--|---------------------------------------|--|
| DRAWN                |  | 10 WASH           |  | FED. AID PROJ. NO. ACF-017 (16) |  | DIVISION OF HIGHWAYS |  | Washington State Department of Transportation |  | PLANS ONLY<br>SR 17<br>SR 2 TO SR 174 |  |
| CHECKED              |  | JOB NUMBER 85E062 |  | APRIL 8, 1985                   |  | APPROVED             |  | SIGN SPECIFICATIONS                           |  | SHEET 73 OF 80                        |  |
| PROJ. ENGR. P. STONE |  | CONTRACT NO. 2092 |  |                                 |  |                      |  |   |  |                                       |  |
| DIST. ADM. C. C. C.  |  | DATE              |  | REVISION                        |  | REPLACED             |  |   |  |                                       |  |





# SIGN SPECIFICATIONS ROADSIDE SIGN STRUCTURES

| SIGN NO. | SIGN CODE NUMBER    | LOCATION (STATION NO.) | SIGN SIZE |     | LETTER SIZE OR CODE | POST MATERIAL | POST SIZE | POST LENGTH |     |     |    | CLEARANCE |      | REMARKS                |
|----------|---------------------|------------------------|-----------|-----|---------------------|---------------|-----------|-------------|-----|-----|----|-----------|------|------------------------|
|          |                     |                        | X         | Y   |                     |               |           | H1          | H2  | H3  | H4 | V         | W(1) |                        |
| 50       | R7-1 SOUTH 17       | 732+20 Lt              | 36"       | 54" | STD                 | WOOD          | 4" x 4"   | 16'         |     |     |    | 7'        | 6'   |                        |
| 51       | R0-2 DESTINATION    | 735+44 Rt              | 9'        | 4'  | 6/41                | "             | 6" x 8"   | 21'         | 13' |     |    | "         | "    |                        |
| 52       | R1-1 STOP           | 735+90 Rt              | 30"       | 30" | STD                 | "             | 4" x 4"   | 14'         |     |     |    | "         | "    |                        |
| 53       | R1-1 STOP           | 735+25 Lt              | 30"       | 30" | "                   | "             | "         | 14'         |     |     |    | "         | "    |                        |
| 54       | R7-1 NORTH 17       | 1004+30 Rt             | 36"       | 54" | "                   | "             | "         | 16'         |     |     |    | "         | "    |                        |
| 55       | R1-2 DESTINATION    | 1005+75 Lt             | 6'        | 4'  | A                   | "             | 4" x 6"   | 18'         | 19' |     |    | "         | "    |                        |
| 56       | R7-1 DESTINATION    | 1024+50 Rt             | 15'       | 4'  | A                   | "             | 6" x 8"   | 19'         | 20' | 21' |    | "         | "    |                        |
| 57       | R1-1 DESTINATION    | 1025+75 Lt             | 8'        | 5'  | A                   | "             | "         | 18'         | 20' |     |    | "         | "    |                        |
| 58       | R10-3 FILE 115      | 1052+60 Rt             | 10"       | 36" | STD                 | "             | 4" x 4"   | 10'         |     |     |    | 3'        | "    |                        |
| 59       | R10-3 FILE 115      | 1052+60 Rt             | 10"       | 36" | "                   | "             | "         |             |     |     |    |           |      | Mount back of sign #58 |
| 60       | R1-1 STOP           | 1052+93 Lt             | 30"       | 30" | "                   | "             | 4" x 4"   | 14'         |     |     |    | 7'        | 6'   |                        |
| 61       | R10-3 FILE 114      | 1093+50 Rt             | 10"       | 36" | "                   | "             | "         | 10'         |     |     |    | 3'        | "    |                        |
| 62       | R10-3 FILE 114      | 1093+50 Rt             | 10"       | 36" | "                   | "             | "         |             |     |     |    |           |      | Mount back of sign #61 |
| 63       | R1-1 STOP           | 1105+83 Lt             | 30"       | 30" | "                   | "             | 4" x 4"   | 14'         |     |     |    |           |      |                        |
| 64       | R1-1 STOP           | 1106+25 Rt             | 30"       | 30" | "                   | "             | "         | "           |     |     |    |           |      |                        |
| 65       | R2-1 CROSSROAD SYM. | 1115+65 Lt             | 30"       | 30" | "                   | "             | "         | "           |     |     |    | 7'        | 6'   |                        |
| 66       | R10-3 FILE 115      | 1135+20 Rt             | 10"       | 36" | STD                 | "             | "         | 10'         |     |     |    | 3'        | "    |                        |
| 67       | R10-3 FILE 115      | 1145+20 Rt             | 10"       | 36" | "                   | "             | "         |             |     |     |    |           |      | Mount back of sign #65 |
| 68       | R10-3 FILE 116      | 1199+00 Rt             | 10"       | 36" | "                   | "             | "         | 10'         |     |     |    | 3'        | 6'   |                        |
| 69       | R10-3 FILE 116      | 1199+00 Rt             | 10"       | 36" | "                   | "             | "         |             |     |     |    |           |      | Mount back of sign #69 |
| 70       | R7-2 STOP RO.       | 1213+84 RT             | 30"       | 30" | "                   | "             | 4" x 4"   | 14'         |     |     |    |           |      |                        |
| 71       | R1-1 STOP           | 1220+25 Rt             | 30"       | 30" | "                   | "             | "         | 14'         |     |     |    | 7'        | 6'   |                        |
| 72       | R7-1 FILE SYM.      | 1232+00 Lt             | 30"       | 30" | "                   | "             | "         | "           |     |     |    |           |      |                        |
| 73       | R7-2P 7.5 GRADE     | 1232+00 Rt             | 24"       | 18" | "                   | "             | "         |             |     |     |    |           |      | Mount below #72        |
| 74       | NOT USED            |                        |           |     |                     |               |           |             |     |     |    |           |      |                        |

NOTES: POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD PRIOR TO FABRICATION.

FOR STRUCTURE AND MOUNTING DETAILS SEE STANDARD PLAN SHEET SERIES G

FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS SEE WASHINGTON STATE 'SIGN FABRICATION MANUAL'.

- ① The controlling lateral clearance "W", when not shown, shall be 6 feet from the edge of usable shoulder in fill sections or the back of ditch in cut sections. Signs installed behind guard rail shall be 7 feet from the face of the guard rail to the near edge of the sign.  
Stop sign location on the plans are approximate only.

|       |         |             |            |      |          |    |          |
|-------|---------|-------------|------------|------|----------|----|----------|
| DRAWN | CHECKED | PROJ. ENGR. | DIST. ADM. | DATE | REVISION | BY | APPROVED |
|       |         |             |            |      |          |    |          |
|       |         |             |            |      |          |    |          |
|       |         |             |            |      |          |    |          |

REGION 10 WASH

FED. AID PROJ. NO. ACF-017(16)

STATE NO. 85E062

CONTRACT NO. 2988

DIVISION OF HIGHWAYS

APR 8, 1985

APPROVED

Washington State  
Department of Transportation

**FOR "AS CONSTRUCTED  
PLANS" ONLY**

SR 17

SR 2 TO SR 174

SIGN SPECIFICATIONS





# SIGN RELOCATION SPECIFICATIONS

[illegible]

NOTES: EXISTING SIGN LOCATIONS ARE APPROXIMATE ONLY.



POST DIMENSIONS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD.

NEW POSTS MAY BE REQUIRED WHERE EXISTING POSTS DO NOT MEET STANDARDS.

FOR MOUNTING DETAILS SEE STANDARD PLAN SHEET SERIES G-4 AND G-5.

FOR CODE REFERENCES SEE WASHINGTON STATE FABRICATION MANUAL.

FOR "AS CONSTRUCTED  
PLANS" ONLY .

|                     |  |  |  |              |                   |      |              |  |                                     |   |          |    |
|---------------------|--|--|--|--------------|-------------------|------|--------------|--|-------------------------------------|---|----------|----|
| DRAWN               |  |  |  | STATE        | FED. AID PROJ NO. | 1-67 | TOTAL SHEETS |  DIVISION OF HIGHWAYS<br> Washington State<br>Department of Transportation | As <del>CD</del> <del>CHANGED</del> | <del>NO CHANGE</del><br>SR 17<br><br>SR 2 TO SR 174 | SHEET 77 |    |
| CHECKED             |  |  |  | 10 WASH      | ACF-017(16)       |      |              |  |                                     |   |          | 80 |
| PROJ ENGR P. STOKES |  |  |  | JOB NUMBER   |                   |      |              |  |                                     |   |          | 80 |
| DIST ADM R. G. COOK |  |  |  | CONTRACT NO. |                   |      |              |  |                                     |   |          |    |
| DATE                |  |  |  | REVISION     |                   |      |              | APR 8, 1985  |                                     |   |          |    |
|                     |  |  |  | BY APPD      |                   |      |              | APPROVED   |                                     |   |          |    |
|                     |  |  |  |              |                   |      |              |  | SIGN RELOCATION SPECIFICATIONS      |   |          |    |

# SIGN REMOVAL SPECIFICATIONS

| SIGN NO. | SIGN TYPE (DESCRIPTION) |                | LOCATION (STATION NO.) |    | SIGN SIZE |     | POST MATERIAL | POST SIZE | REMARKS    | SIGN NO. | SIGN TYPE (DESCRIPTION) |                | LOCATION (STATION NO.) |    | SIGN SIZE |     | POST MATERIAL | POST SIZE | REMARKS    |
|----------|-------------------------|----------------|------------------------|----|-----------|-----|---------------|-----------|------------|----------|-------------------------|----------------|------------------------|----|-----------|-----|---------------|-----------|------------|
|          |                         |                |                        |    | X         | Y   |               |           |            |          |                         |                |                        |    | X         | Y   |               |           |            |
| R-1      | R1-1                    | STOP           | 0420                   | Lt | 30"       | 30" | WOOD          | 4"x 4"    |            | R-29     | W1-4R                   | REVERSE CURVE  | 201+93                 | Lt | 30"       | 30" | WOOD          | 4"x 4"    |            |
| R-2      | R3-1                    | NORTH          | 5480                   | Rt | 24"       | 9"  | "             | "         |            | R-30     | W13-1                   | SPEED (45)     | 201+95                 | Lt | 24"       | 24" | "             | "         | Below R-29 |
| R-3      | X1-6                    | 17             | 5480                   | Rt | 24"       | 24" |               |           | Below R-2  | R-31     | W1-2L                   | CURVE          | 216+18                 | Lt | 30"       | 30" | "             | "         |            |
| R-4      | W1-1                    | STOP AHEAD     | 8495                   | Lt | 36"       | 36" | "             | 4"x 4"    |            | R-32     | W13-1                   | SPEED (50)     | 216+18                 | Lt | 24"       | 24" |               |           | Below R-31 |
| R-5      | W2-1                    | JOT            | 11460                  | Lt | 24"       | 15" | "             | "         |            | R-33     | D10-3                   | MILE 103       | 246+45                 | Rt | 10"       | 36" | "             | 4"x 4"    |            |
| R-6      | M1-4                    |                | 11460                  | Lt | 36"       | 36" |               |           | Below R-5  | R-34     | R1-1                    | STOP           | 258+42                 | Lt | 30"       | 30" | "             | "         |            |
| R-7      | R2-1                    | SPEED 55 MPH   | 14480                  | Rt | 24"       | 30" | "             | 4"x 4"    |            | R-35     | R1-1                    | STOP           | 258+42                 | Rt | 30"       | 30" | "             | "         |            |
| R-8      | R7-1                    | GUIDE SIGN     | 20400                  | Rt | 24"       | 4"  | "             | 4"x 6"    |            | R-36     | D10-3                   | MILE 104       | 299+25                 | Rt | 10"       | 36" | "             | "         |            |
| R-9      | W1-2L                   | CURVE          | 52420                  | Rt | 30"       | 30" | "             | 4"x 4"    |            | R-37     | W2-1                    | CROSS RD. SYM. | 303+83                 | Rt | 30"       | 30" | "             | "         |            |
| R-10     | D10-3                   | MILE 99        | 44425                  | Rt | 10"       | 27" | "             | "         |            | R-38     | R1-1                    | STOP           | 311+90                 | Lt | 30"       | 30" | "             | "         |            |
| R-11     | W1-2R                   | CURVE          | 47425                  | Lt | 30"       | 30" | "             | "         |            | R-39     | R1-1                    | STOP           | 311+90                 | Rt | 30"       | 30" | "             | "         |            |
| R-12     | W2-1                    | CROSS RD. SYM. | 44425                  | Rt | 30"       | 30" | "             | "         |            | R-40     | W2-1                    | CROSS RD. SYM. | 319+07                 | Lt | 30"       | 30" | "             | "         |            |
| R-13     | D10-3                   | MILE 100       | 65430                  | Rt | 10"       | 36" | "             | "         |            | R-41     | D10-3                   | MILE 105       | 352+05                 | Rt | 10"       | 36" | "             | "         |            |
| R-14     | R1-1                    | STOP           | 72415                  | Lt | 30"       | 30" | "             | "         |            | R-42     | D10-3                   | MILE 105       | 352+05                 | Rt | 10"       | 36" |               |           | Back R-41  |
| R-15     | W1-2L                   | CURVE          | 97400                  | Rt | 30"       | 30" | "             | "         |            | R-43     | D10-3                   | MILE 106       | 404+85                 | Rt | 10"       | 36" | "             | 4"x 4"    |            |
| R-16     | W13-1                   | SPEED 40 MPH   | 97400                  | Rt | 24"       | 24" |               |           | Below R-15 | R-44     | D10-3                   | MILE 106       | 404+85                 | Rt | 10"       | 36" |               |           | Back R-43  |
| R-17     | W1-2L                   | CURVE          | 135420                 | Rt | 30"       | 30" | "             | 4"x 4"    |            | R-45     | R1-1                    | STOP           | 417+55                 | Rt | 30"       | 30" | "             | 4"x 4"    |            |
| R-18     | W13-1                   | SPEED 45 MPH   | 135420                 | Rt | 24"       | 24" | "             | "         | Below R-17 | R-46     | D10-3                   | MILE 107       | 458+70                 | Rt | 10"       | 36" | "             | "         |            |
| R-19     | W1-2R                   | CURVE          | 152400                 | Lt | 30"       | 30" | "             | "         |            | R-47     | W2-1                    | CROSS RD. SYM. | 459+59                 | Rt | 30"       | 30" | "             | "         |            |
| R-20     | D10-3                   | MILE 108       | 111400                 | Rt | 10"       | 36" | "             | "         |            | R-48     | R1-1                    | STOP           | 466+65                 | Rt | 30"       | 30" | "             | "         |            |
| R-21     | W1-2L                   | CURVE          | 152400                 | Lt | 30"       | 30" | "             | "         |            | R-49     | R1-1                    | STOP           | 469+30                 | Lt | 30"       | 30" | "             | "         |            |
| R-22     | W13-1                   | SPEED (50)     | 152400                 | Rt | 24"       | 24" |               |           | Below R-21 | R-50     | R1-1                    | STOP           | 469+30                 | Rt | 30"       | 30" | "             | "         |            |
| R-23     | W1-2R                   | CURVE          | 152400                 | Lt | 30"       | 30" | "             | 4"x 4"    |            | R-51     | W2-1                    | CROSS RD. SYM. | 474+90                 | Lt | 30"       | 30" | "             | "         |            |
| R-24     | I7-1                    | DO NOT PASS    | 160400                 | Rt | 24"       | 36" | "             | "         |            | R-52     | W2-1                    | CROSS RD. SYM. | 526+05                 | Lt | 30"       | 30" | "             | "         |            |
| R-25     | I7-1                    | DO NOT PASS    | 177+11                 | Rt | 30"       | 30" | "             | "         |            | R-53     | D10-3                   | MILE 108       | 512+05                 | Rt | 10"       | 36" | "             | "         |            |
| R-26     | W13-1                   | SPEED (40)     | 177+11                 | Rt | 24"       | 24" |               |           | Below R-25 | R-54     | D10-3                   | MILE 109       | 564+85                 | Rt | 10"       | 36" | "             | "         |            |
| R-27     | R1-1                    | STOP           | 177+65                 | Lt | 30"       | 30" | "             | 4"x 4"    |            |          |                         |                |                        |    |           |     |               |           |            |
| R-28     | R1-1                    | STOP           | 193+35                 | Rt | 10"       | 36" | "             | "         |            |          |                         |                |                        |    |           |     |               |           |            |

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|                         |  |          |  |                    |  |                      |  |              |  |                      |  |  |  |                             |  |                   |  |
|-------------------------|--|----------|--|--------------------|--|----------------------|--|--------------|--|----------------------|--|--|--|-----------------------------|--|-------------------|--|
| DRAWN                   |  | STATE    |  | FED. AID PROJ. NO. |  | SHEET NO.            |  | TOTAL SHEETS |  | DIVISION OF HIGHWAYS |  | Washington State<br>Department of Transportation |  | SR 17<br>SR 2 TO SR 174     |  | SHEET<br>78<br>80 |  |
| CHECKED                 |  | 10 WASH  |  | ACF-017 (16)       |  | JOB NUMBER<br>85E062 |  | APR 8, 1985  |  | APPROVED             |  |  |  | SIGN REMOVAL SPECIFICATIONS |  |                   |  |
| PROJ. ENGR. B. J. JONES |  |          |  |                    |  |                      |  |              |  |                      |  |  |  |                             |  |                   |  |
| DIST. ADM. B. C. COOK   |  |          |  |                    |  |                      |  |              |  |                      |  |  |  |                             |  |                   |  |
| DATE                    |  | REVISION |  | BY                 |  | APPRO                |  |              |  |                      |  |  |  |                             |  |                   |  |

# SIGN REMOVAL SPECIFICATIONS

| SIGN NO. | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X Y | POST MATERIAL | POST SIZE | REMARKS    | SIGN NO. | SIGN TYPE (DESCRIPTION) | LOCATION (STATION NO.) | SIGN SIZE X Y | POST MATERIAL | POST SIZE | REMARKS    |
|----------|-------------------------|------------------------|---------------|---------------|-----------|------------|----------|-------------------------|------------------------|---------------|---------------|-----------|------------|
| R-55     | R1-1 STOP               | 576+40 Rt              | 30" 30"       | WOOD          | 4"x 4"    |            | R-83     | M6-1 ARROW              | 1001+60 Lt             | 12" 15"       |               |           | Below R-82 |
| R-56     | W2-2L SIDE RD. SYN.     | 583+33 Lt              | 30" 30"       | "             | "         |            | R-84     | M3-1 NORTH              | 1004+20 Rt             | 19" 9"        | WOOD          | 4"x 4"    |            |
| R-57     | D10-3 MILE 110          | 617+65 Rt              | 10" 36"       | "             | "         |            | R-85     | M1-6 17                 | 1004+20 Rt             | 24" 24"       |               |           | Below R-84 |
| R-58     | W2-1 CROSS RD. SYN.     | 620+92 Rt              | 30" 30"       | "             | "         |            | R-86     | D1-6 DESTINATION        | 1004+75 Lt             | 6' 3'         | "             | 4"x 6"    |            |
| R-59     | R1-1 STOP               | 629+80 Lt              | 30" 30"       | "             | "         |            | R-87     | W8-8 WATCH FOR ICE      | 1008+93 Rt             | 30" 30"       | "             | 4"x 4"    |            |
| R-60     | R1-1 STOP               | 629+80 Rt              | 30" 30"       | "             | "         |            | R-88     | M2-1 JCT                | 1014+25 Lt             | 19" 15"       | "             | "         |            |
| R-61     | W1-1 CROSS RD. SYN.     | 636+66 Lt              | 30" 30"       | "             | "         |            | R-89     | M1-6 172                | 1014+25 Lt             | 36" 36"       |               |           | Below R-88 |
| R-62     | D10-3 MILE 111          | 669+90 Rt              | 10" 36"       | "             | "         |            | R-90     | R2-1 SPEED 55 MPH       | 1014+80 Rt             | 24" 30"       | "             | 4"x 4"    |            |
| R-63     | E7-1 DESTINATION        | 709+50 Lt              | 10' 4'        | "             | 6"x 6"    |            | R-91     | E7-1 DESTINATION        | 1023+75 Rt             | 13' 4'        | "             | 6"x 6"    |            |
| R-64     | M2-1 JCT                | 720+60 Rt              | 21" 15"       | "             | 4"x 4"    |            | R-92     | D10-3 MILE 113          | 1039+60 Rt             | 10" 36"       | "             | 4"x 4"    |            |
| R-65     | M1-6 172                | 720+10 Rt              | 36" 36"       |               |           | Below R-64 | R-93     | R1-1 STOP               | 1052+80 Lt             | 30" 30"       | "             | "         |            |
| R-66     | R2-1 SPEED (35)         | 722+19 Lt              | 24" 30"       | "             | 4"x 4"    |            | R-94     | D10-3 MILE 114          | 1092+40 Rt             | 10" 36"       | "             | "         |            |
| R-67     | D10-3 MILE 112          | 722+70 Rt              | 10" 36"       | "             | "         |            | R-95     | D10-3 MILE 114          | 1092+40 Rt             | 10" 36"       |               |           | Back R-94  |
| R-68     | W8-8 WATCH FOR ICE      | 724+83 Lt              | 30" 30"       | "             | "         |            | R-96     | W2-1 CROSS RD. SYN.     | 1095+57 Rt             | 30" 30"       | "             | 4"x 4"    |            |
| R-69     | D1-6 DESTINATION        | 729+05 Rt              | 6' 3'         | "             | 4"x 6"    |            | R-97     | R1-1 STOP               | 1105+60 Lt             | 30" 30"       | "             | "         |            |
| R-70     | M1-6 172                | 732+10 Rt              | 36" 36"       | "             | "         |            | R-98     | R1-1 STOP               | 1105+60 Rt             | 30" 30"       | "             | "         |            |
| R-71     | M6-1 ARROW              | 732+20 Rt              | 12" 15"       |               |           | Below R-70 | R-99     | W2-1 CROSSROAD SYN.     | 1115+65 Rt             | 30" 30"       | "             | "         |            |
| R-72     | M1-6 17                 | 732+20 Rt              | 36" 36"       |               |           | Same Post  | R-100    | D10-3 MILE 115          | 1145+20 Rt             | 10" 36"       | "             | "         |            |
| R-73     | M6-3 ARROW              | 732+20 Rt              | 12" 15"       |               |           | Below R-71 | R-101    | D10-3 MILE 116          | 1198+00 Rt             | 10" 36"       | "             | "         |            |
| R-74     | E1-1 POWER              | 735+40 Lt              | 21" 9"        | "             | 4"x 4"    |            | R-102    | W1-2R CURVE             | 1206+45 Rt             | 30" 30"       | "             | "         |            |
| R-75     | M1-6 17                 | 735+40 Lt              | 24" 24"       |               |           | Below R-74 | R-103    | W2-2R SIDE RD. SYN.     | 1215+24 Rt             | 30" 30"       | "             | "         |            |
| R-76     | E1-1R DESTINATION       | 1000+00 Rt             | 5' 1'         | "             | 4"x 6"    |            | R-104    | R1-1 STOP               | 1216+40 Rt             | 30" 30"       | "             | "         |            |
| R-77     | E7-4 POWER MARKER       | 1000+00 Rt             | 5' 5'         | "             | "         |            | R-105    | W2-2L SIDE ROAD SYN.    | 1225+45 Lt             | 30" 30"       | "             | "         |            |
| R-78     | R1-1 STOP               | 1000+00 Rt             | 30" 30"       | "             | 4"x 4"    |            | R-106    | W1-2L CURVE             | 1229+15 Lt             | 30" 30"       | "             | "         |            |
| R-79     | R1-1 STOP               | 1000+00 Lt             | 30" 30"       | "             | "         |            | R-107    | W13-1 SPEED (50)        | 1229+15 Lt             | 24" 24"       | "             | "         |            |
| R-80     | M1-6 17                 | 1001+00 Lt             | 36" 36"       | "             | 4"x 6"    |            | R-108    | W1-2L CURVE             | 1242+88 Rt             | 30" 30"       | "             | "         |            |
| R-81     | M6-3 ARROW              | 1001+00 Lt             | 12" 15"       |               |           | Below R-80 | R-109    | D10-3 MILE 117          | 1251+55 Rt             | 10" 36"       | "             | "         |            |
| R-82     | M1-6 172                | 1001+00 Lt             | 36" 36"       |               |           | Same Post  | R-110    | M3-1 SCH. BUS STOP      | 1278+26 Lt             | 30" 30"       | "             | "         |            |

## NOTES:

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|             |  |        |  |                    |  |                      |  |   |  |                             |  |                |  |
|-------------|--|--------|--|--------------------|--|----------------------|--|---|--|-----------------------------|--|----------------|--|
| DRAWN       |  | STATE  |  | FED. AID PROJ. NO. |  | DIVISION OF HIGHWAYS |  | Washington State Department of Transportation |  | SR 17<br>SR 2 TO SR 174     |  | SHEET 79<br>80 |  |
| CHECKED     |  | 10     |  | ACF-017(16)        |  | APR 8 1985           |  | APPROVED                                      |  | SIGN REMOVAL SPECIFICATIONS |  | SR 17 71       |  |
| PROJ. ENGR. |  | 85EC-2 |  |                    |  |                      |  |   |  |                             |  |                |  |
| DST. ADM.   |  | DATE   |  | REVISION           |  | BY APPD              |  |   |  |                             |  |                |  |



## SIGN REMOVAL SPECIFICATIONS

[illegible]

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|                         |  |            |  |                    |  |   |  |   |  |                             |  |                         |  |
|-------------------------|--|------------|--|--------------------|--|---|--|---|--|-----------------------------|--|-------------------------|--|
| DRAWN                   |  | STATE      |  | FED. AID PROJ. NO. |  | DIVISION OF HIGHWAYS  |  | Washington State<br>Department of Transportation                                      |  | SR 17<br>SR 2 TO SR 174     |  | SHEET<br>80<br>OF<br>80 |  |
| CHECKED                 |  | 10 WASH    |  | ACF-017(16)        |  | <br>April 8, 1985<br>APPROVED |  |  |  | SIGN REMOVAL SPECIFICATIONS |  | SHEET<br>80<br>OF<br>80 |  |
| PROJ. ENGR. BY: J. COOK |  | JOB NUMBER |  | 85E062             |  |   |  |   |  |                             |  |                         |  |
| DIST. ADM. BY: J. COOK  |  | JOB NO.    |  | 1823               |  |   |  |   |  |                             |  |                         |  |
| DATE                    |  | REVISION   |  | BY APP'D           |  |   |  |   |  |                             |  |                         |  |

DOT FORM 221-032  
Rev. 1 6/80

SR177