Redline Markups of the revised 2026 Standard Plans for Municipal Construction

These DRAFT Standard Plans are being published to support the 60-day comment period:

November 7th – January 7th, 2026

AASHTO	American Association of State Highway & Transportation Officials
ABAN	Abandon(ed)
ABW	Asphalt Bike Way
ACV	Automatic Control Valve
ACP	Asphalt Concrete Pavement
ADA	Americans with Disabilities Act
ADJ	Adjust
AHD	Ahead
AIC	Aerial Interconnect Cable
AL	Aluminum
AP	Angle Point
APP	Approved
APPROX	Approximate
APS	Accessible Pedestrian Signal
APWA	American Public Works Association
ASPH	Asphalt
ASTM	American Society for Testing & Materials
ATB	Asphalt Treated Base
AV	Air Valve
AVB	Automatic Vacuum Breaker
AVE	Avenue
AVG	Average
AW	Asphalt Walk
AWG	American Wire Gage
AWWA	American Water Works Assoc.
BAT	Backflow Assembly Tester
B&B	Ball & Burlap
BC	Bolt Circle, Back of Curb
BF	Bottom Face
BFV	Butterfly Valve
BK	Back

added (AASHTO)

added (ABAN)

added (APP)

added (APS)

added (ASTM)

added (ATB)

BLDG	Building
BLK	Block
BLKG	Blocking
BLKHD	Bulkhead
BLRD	Bollard
BLVD	Boulevard
BM	Bench Mark
BO	Blow Off
BOC	Beginning of Curb
BPD	Backflow Prevention Device
BR	Bare Root, Brick
BRG	Bearing
BRKN	Broken
BSMT	Basement
BTW	Between
BV	Ball valve
BVC	Beginning of Vertical Curve
C&G	Curb & Gutter
CAL	Caliper
CALC	Calculation
CB	Cable, Catch Basin
CBW	Concrete Bike Way
C–C	Center to Center
CC	Concrete Culvert
CD	Conduit
CDF	Controlled Density Fill
CEM	Cement
CF	Cubic Feet
CH	Chamber
CIP	Cast Iron Pipe
CL	Center Line or Class
℄	Center Line
CLF	Chain Link Fence

REF STD SPEC SEC 1-01.2

City of Seattle | NOT TO SCALE | ABBREVIATIONS

CLR	Clearance
CMP	Corrugated Metal Pipe
CO	Clean Out
COMP	Compression
CONC	Concrete
COND	Condition
CONN	Connect/Connection
CONSTR	Construction
CONT	Continuous
CORP	Corporation
COS	City of Seattle
CPEP	Corrugated Polyethylene Pipe
CR	Cross, Curb Radius
CSB	Chief Seattle Base
CSECP	Construction Stormwater & Erosion Control Plan
CULV	Culvert
CW	Concrete Walk
CY	Cubic Yard
DB	Direct Burial Cable
DC	Direct Current
DCVA	Double Check Valve Assembly
DEPT	Department
DGV	District Gate Valve
DIA ø	Diameter
DIP or DI	Ductile Iron Pipe
DIPRA	Ductile Iron Pipe Research Assoc.
DR	Drive
DS	Downspout
DWG	Drawing
DWY	Driveway
E	East
EA	Each
ECB	Electrical Cable
ECC	Eccentric
ECD	Electrical Conduit
ED	Electrical Duct
EL/ELEV	Elevation
ELEC	Electric/Electrical
EMH	Electrical Maintenance Hole
ENCL	Enclosure
ENGR	Engineer
EOC	End of Curb
EQ	Equal
ESAL	Equivalent Single Axle Loads
ESMT	Easement
EV	Electrical Vault
EVC	End of Vertical Curb
EVD	Emergency Vehicle Detector
EVPD	Emergency Vehicle Preemption Detector
EW	Each Way
EX	Existing
EXP	Expansion
FACB	Fire Alarm Cable
FAHH	Fire Alarm Handhole
FC	Face of Curb
FCS	Flow Control Structure
f'c	Specified compressive strength of concrete
FDN	Foundation
FF	Far Face, Finished Floor
FG	Finished Grade
FHWA	Federal Highway Administration
FIG	Figure
FIPT	Female Iron Pipe Thread
FL	Flow Line

added

added

added

REF STD SPEC SEC 1-01.2

REV DATE: JUN 2025

FLG	Flange
FLR	Floor
FLT	Flat Bar
FM	Force Main
FO or FOC	Fiber Optics
FS	Far Side
FT	Feet
FTB	Fluidized Thermal Backfill
FTG	Footing
G	Gas
G REG	Gas Regulator
GA	Gauge
GAL	Gallon
GALV	Galvanize/Galvanized
GAS V	Gas Valve
GFCI	Ground Fault Circuit Interrupter
GIP	Galvanized Iron Pipe
GM	Gas Meter
GND	Ground
GP	Guy Pole
GPM	Gallons Per Minute
GR	Grade
GRHH	Ground Rod Handhole
GS	Gas Service
GSI	Green Stormwater Infrastructure
GSP	Galvanized Steel Pipe
GV	Gate Valve
GVC	Gate Valve Chamber
GVL	Gravel
HB	Horizontal Bend
HBR	Hose Bib Riser
HDPE	High Density Polyethylene
HEX	Hexagon/Hexagonal

HGL	Hydraulic Grade Line
HH	Handhole
HI	High
HMA	Hot Mix Asphalt
HORIZ	Horizontal
HPG	High Pressure Gas
HPS	High Pressure Sodium
HR	Hour
HSE	House
HT	Height
HYD	Hydrant
ID	Inside Diameter/Dimension
I/D	Incentive/Disincentive
IE	Invert Elevation
IF	Inside Face
IN	Inch(es)
INL	Inlet
INT	Intersection
INV	Invert (Line)
IP(S)	Iron Pipe (Size)
IRC	Irrigation Controller
IRRG	Irrigation
IRRGV	Irrigation Valve
ISO	Isolation Coupling
JB	Junction Box
JT	Joint
K	Kips (1000 lbs)
KSI	Kips Per Square Inch
KV	Kilovolt
LAL	Limited Access Line
LB, LBS	Pound, Pounds
LED	Light Emitting Diode
LF	Linear/Lineal Feet

added

REF STD SPEC SEC 1-01.2

City of Seattle | NOT TO SCALE | ABBREVIATIONS

REV DATE: JUN 2025

LID	Local Improvement District
LIT	Large Inlet Top (Catch Basin)
LOC	Locate/Location
LONGIT	Longitudinal
LP	Light Pole
LS	Lump Sum
LSCAPE	Landscape, Landscaping
LT	Left
LTG	Lighting
LUM	Luminaire
MA	Mast Arm
MATL	Material
MAX	Maximum
MB	Mailbox
MCV	Manual Control Valve
MDV	Manual Drain Valve
MH	Maintenance Hole
MIC	Monument in Case
MIN	Minimum
MIPT	Male Iron Pipe Thread
MISC	Miscellaneous
MJ	Mechanical Joint
ML ℳ	Monument Line
MNRL AGG	Mineral Aggregate
MOD	Modify/Modified
MON	Monument
MUTCD	Manual on Uniform Traffic Control Devices
MW	Monitor Well
N	North
NAD	North American Datum
NAVD	North American Vertical Datum

added

NEMA	National Electrical Manufacturers Association
NF	Near Face
NGVD	National Geodetic Vertical Datum
NIC	Not in Contract
NO	Number
NOM	Nominal
NS	Near Side
NTS	Not To Scale
OC	On Center
OD	Outside Diameter/Dimension
OF	Outside Face
OH	Overhead
PAV	Pavement
PC	Point of Curvature
PCC	Point of Compound Curve
PCW	Pervious Concrete Walk
PDP	Perforated Drain Pipe
PE	Plain End, Polyethylene
PED	Pedestrian
PG	Performance Grade
PH	Phase
PI	Point of Intersection
PL	Plate, Place, Polyethylene
ℙ	Property Line
POC	Point on Curve
PP	Power Pole, Polypropylene
PPB	Pedestrian Push Button
PR	Pair
PRC	Point of Reverse Curve
PROP	Proposed
PRKG	Parking
PRV	Pressure Reducing Valve
PS	Pipe Sewer Combined

added

added

added

REF STD SPEC SEC 1-01.2

City of Seattle | NOT TO SCALE | ABBREVIATIONS

REV DATE: JUN 2025

PSD	Pipe Storm Drain
PSDD	Pipe Storm Drain Detention
PSI	Pounds per Square Inch
PSIA	Pounds per Square Inch Absolute
PSIG	Pounds per Square Inch Gauge
PSS	Pipe Sewer Sanitary
PT	Point of Tangency
PVB	Pressure Vacuum Breaker
PVC	Polyvinyl Chloride
PVT	Private
QTY	Quantity
R	Radius
R&R	Remove & Replace
R/W	Right of Way
RCP	Reinforced Concrete Pipe
RD	Roof Drain
RDWY	Roadway
RECONN	Reconnect
RED	Reducer
REF	Refer/Reference
REINF	Reinforce/Reinforcement
RELOC	Relocate
REM	Remove
REPL	Replace
REQD	Required
RET	Retire/Retired
RET WALL	Retaining Wall
RF	Rock Facing
RGS	Rigid Galvanized Steel
RIT	Round Inlet Top
RJ	Restrained Joint
RLWY	Railway
RP	Rock Pocket

RPBA	Reduced Pressure Backflow Assembly
RR	Railroad
RRFB	Rectangular Rapid Flashing Beacon
RS	Rigid Steel
RT	Right
RWS	Root Watering System
S	South
SB	Sandbox
SCH	Schedule
SCL	Seattle City Light
SDCI	Seattle Department of Construction & Inspections
SDS	Street Designation Sign
SD	Service Drain
SDOT	Seattle Department of Transportation
SEC	Section
SF	Square Feet
SHLD	Shield
SHT	Sheet
SL	Sleeve, Street Light
℄	Survey Line
SLHH	Street Light Handhole
SNS	Street Name Sign
SP	Strain Pole
SPCS	Spaces
SPEC	Specifications
SPR	Seattle Parks & Recreation
SPU	Seattle Public Utilities
SQ	Square
SS	Stainless Steel, Side Sewer–Combined
SSD	Sub–Surface Drain
SSS	Side Sewer–Sanitary
SSTONE	Sandstone
ST	Street

added (RRFB)

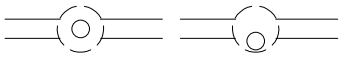
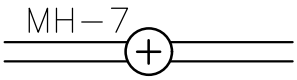
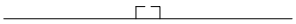
added (RWS)

added (SF)

REF STD SPEC SEC 1-01.2

City of Seattle | NOT TO SCALE | ABBREVIATIONS

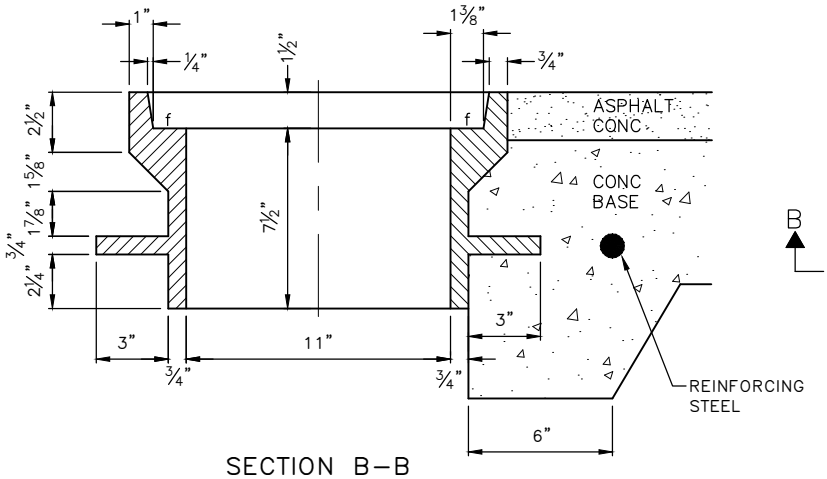
REV DATE: JULY 2023

ITEM	EXISTING	PROPOSED
Maintenance Holes		
Inlet Type 250A		
Inlet Type 250B		
Inlet Type 252		
Inlet Type 268		
Catch Basin round inlet top		
Private CB & Inlet		
Catch Basin Type 151 (pre 1985)		
Catch Basin Type 240A		
Catch Basin Type 240B		
Catch Basin Type 240C		
Catch Basin Type 240D		
Catch Basin Type 241		
Catch Basin Type 242A		
Catch Basin Type 242B		
Junction Box Type 277A		
Junction Box Type 277B		
Area Drain		

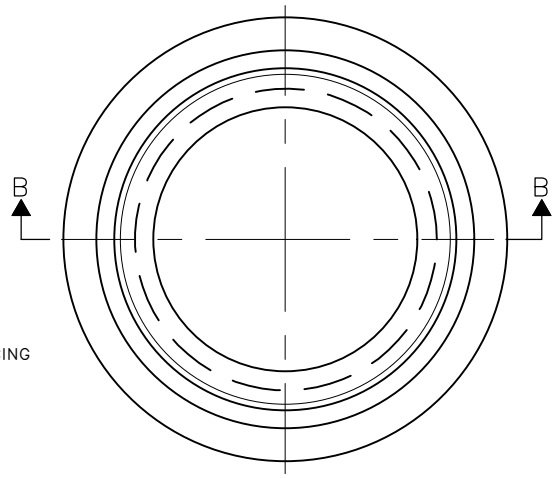
REF STD SPEC SEC

City of Seattle	NOT TO SCALE	STANDARD SYMBOLS SEWER & DRAINAGE

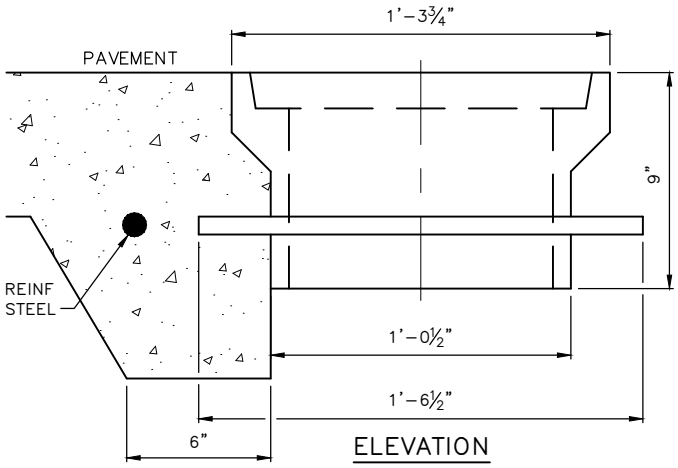
REV DATE: JUN 2025



SECTION B–B



PLAN VIEW

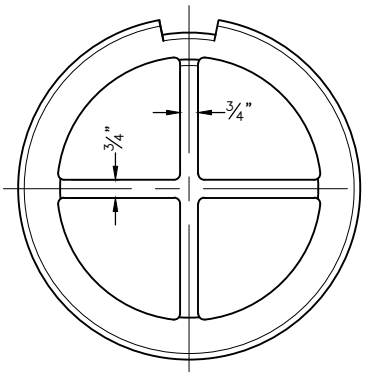


ELEVATION

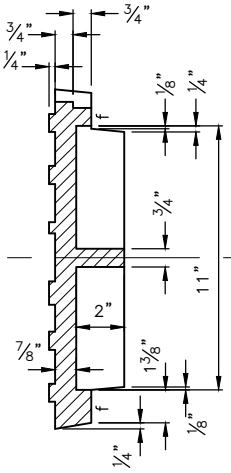
"SHALL" changed to "MUST"

NOTES:

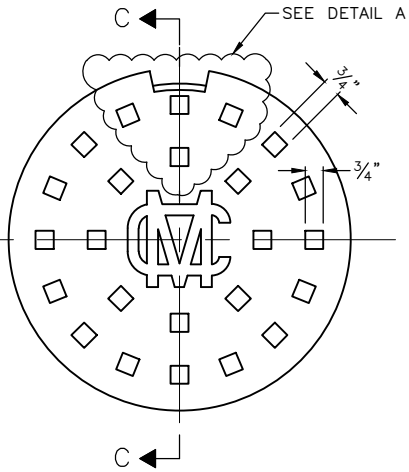
1. FRAME AND COVER MUST BE TESTED FOR ACCURACY OF FIT AND MUST BE MARKED IN SETS FOR DELIVERY
2. FRAME AND COVER MUST BE CAST IRON
3. f = FINISH
4. CASTINGS IN RIGID PAVEMENT MUST HAVE REINFORCING STEEL IN THE PAVEMENT.



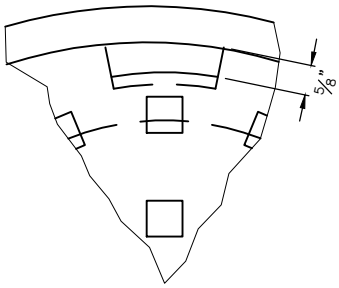
BOTTOM VIEW



SECTION C–C



TOP VIEW



DETAIL A

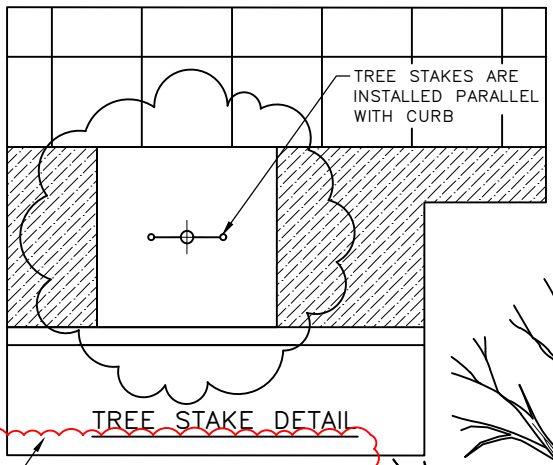
COVER

REF STD SPEC SEC 8-13

City of Seattle	NOT TO SCALE	MONUMENT FRAME & COVER

new detail & note

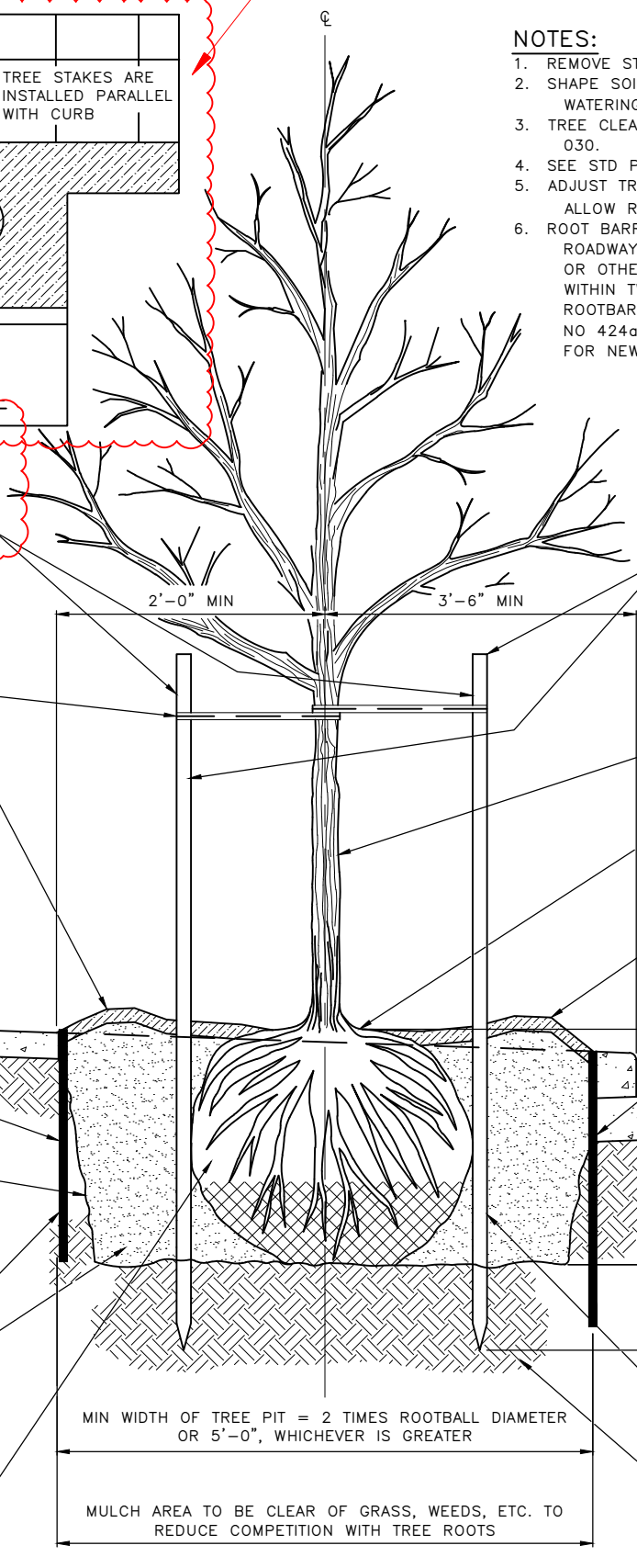
REV DATE: MAY 2025



TREE STAKES SHOWN PERPENDICULAR TO CURB FOR CLARITY, BUT ARE ACTUALLY INSTALLED PARALLEL WITH CURB. SEE DETAIL ABOVE

NOTES:

1. REMOVE STAKES ONE YEAR AFTER INSTALLATION.
2. SHAPE SOIL SURFACE TO PROVIDE 4' DIA WATERING RING.
3. TREE CLEARANCE MUST BE PER STD PLAN NO 030.
4. SEE STD PLAN NO 424 FOR TREE PIT DETAIL.
5. ADJUST TREE TIES DURING ESTABLISHMENT TO ALLOW ROOM FOR GROWTH (@1" SLACK).
6. ROOT BARRIER REQUIRED ALONG EDGE OF ROADWAY, CURB, DRIVEWAY, TRAIL, SIDEWALK, OR OTHER STRUCTURES WHERE ROOTBALL IS WITHIN TWO FEET; PLACE VERTICAL ROOTBARRIER AS SHOWN IN STANDARD PLANS NO 424a OR 424b. INSTALL ROOT BARRIERS FOR NEWLY PLANTED TREES ONLY.



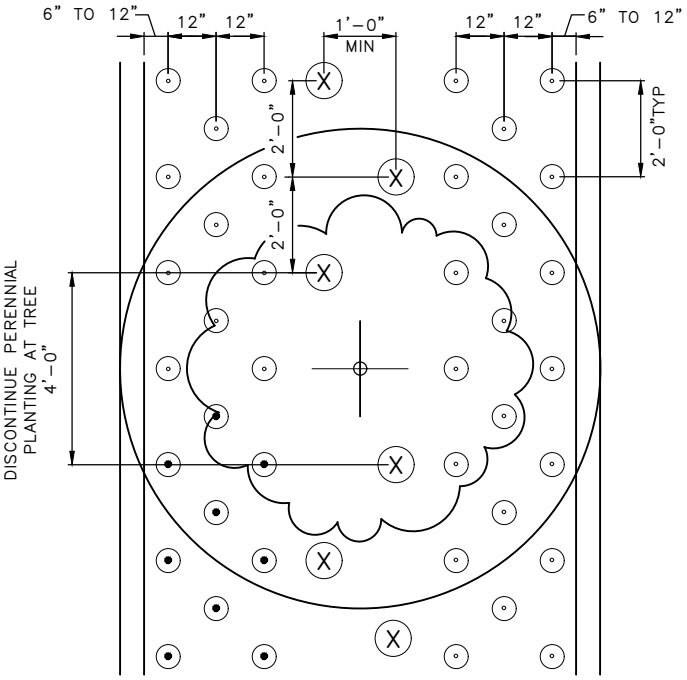
REF STD SPEC SEC 8-02

City of Seattle

NOT TO SCALE

DECIDUOUS TREE PLANTING IN PLANTING STRIP

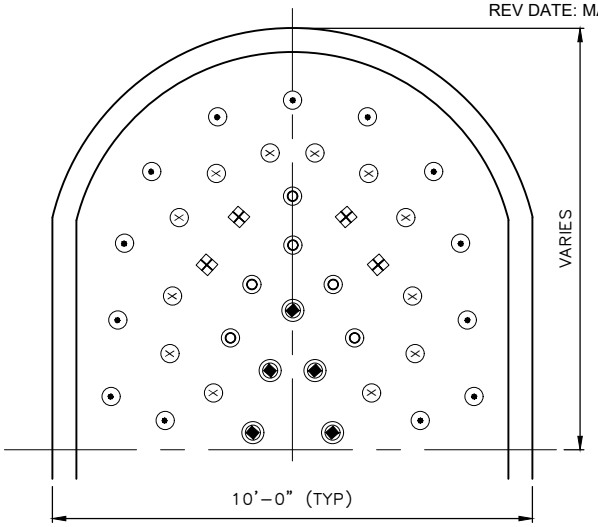
REV DATE: MAY 2025



QUANT PER 10'-0"LF MEDIAN

GROUNDCOVER	30
SHRUB	5

DETAIL AT TREE PLAN

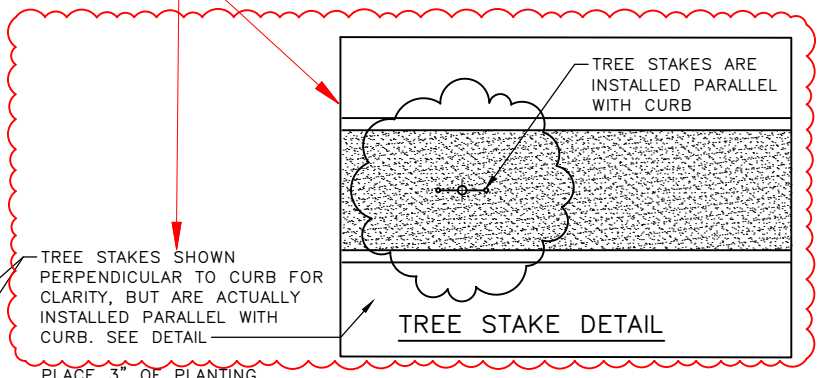


QUANT PER END CAP

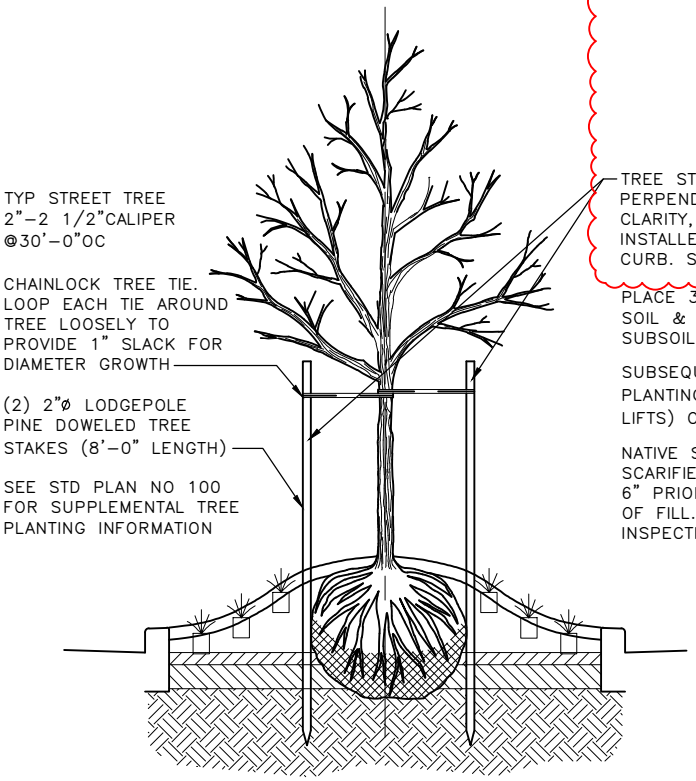
PERENNIAL TYPE 1	4
PERENNIAL TYPE 2	6
PERENNIAL TYPE 3	5
EVERGREEN GROUNDCOVER TYPE 1	13
EVERGREEN GROUNDCOVER TYPE 2	12

END CAP DETAIL

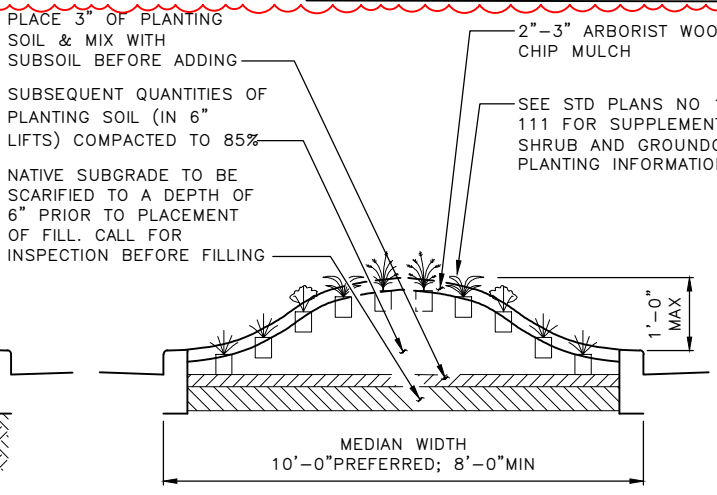
new detail & note



TREE STAKE DETAIL



ELEVATION



SOIL PREPARATION DETAIL

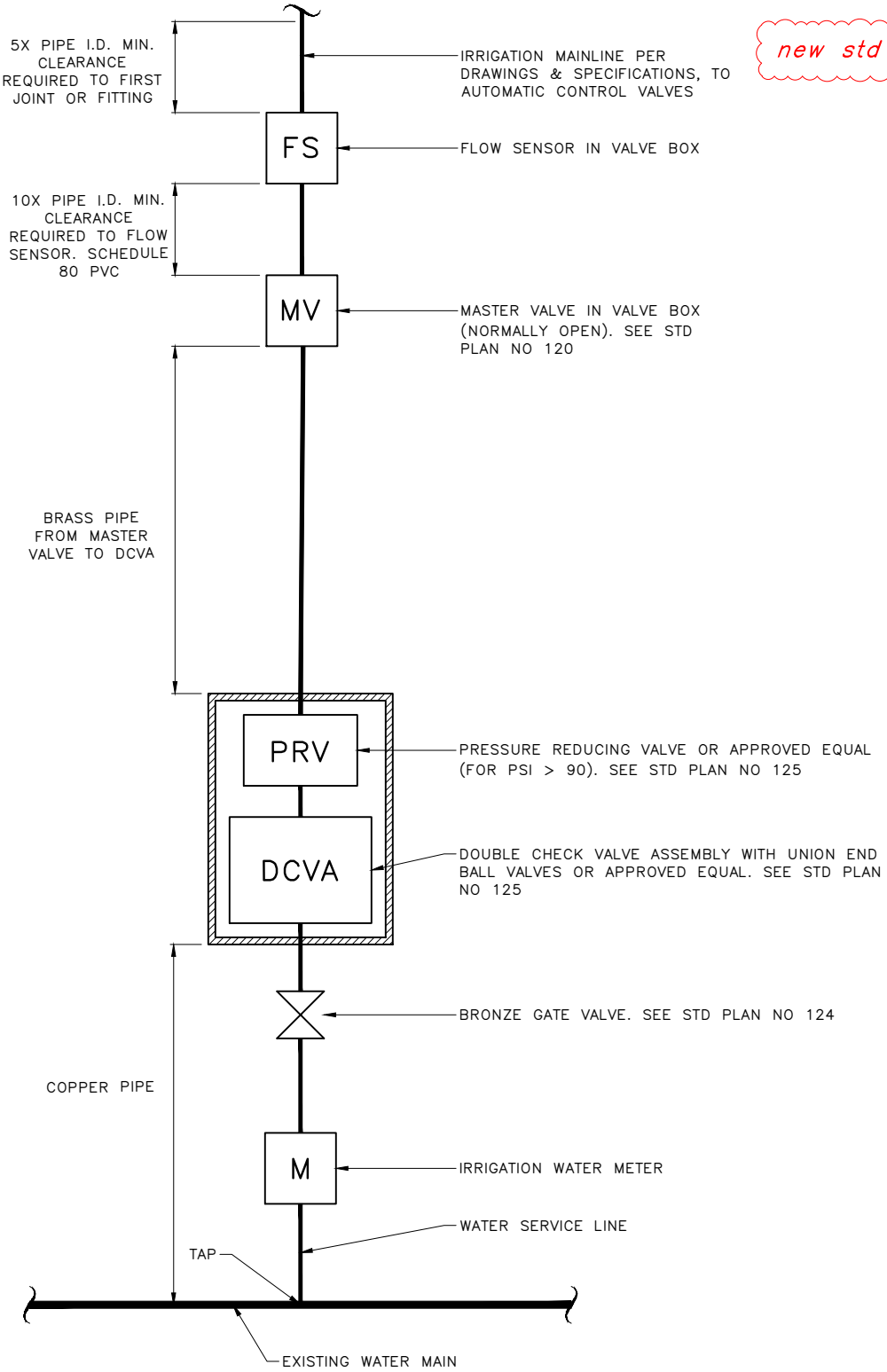
REF STD SPEC SEC 8-02

City of Seattle

NOT TO SCALE

MEDIAN PLANTING

REV DATE: OCT 2025

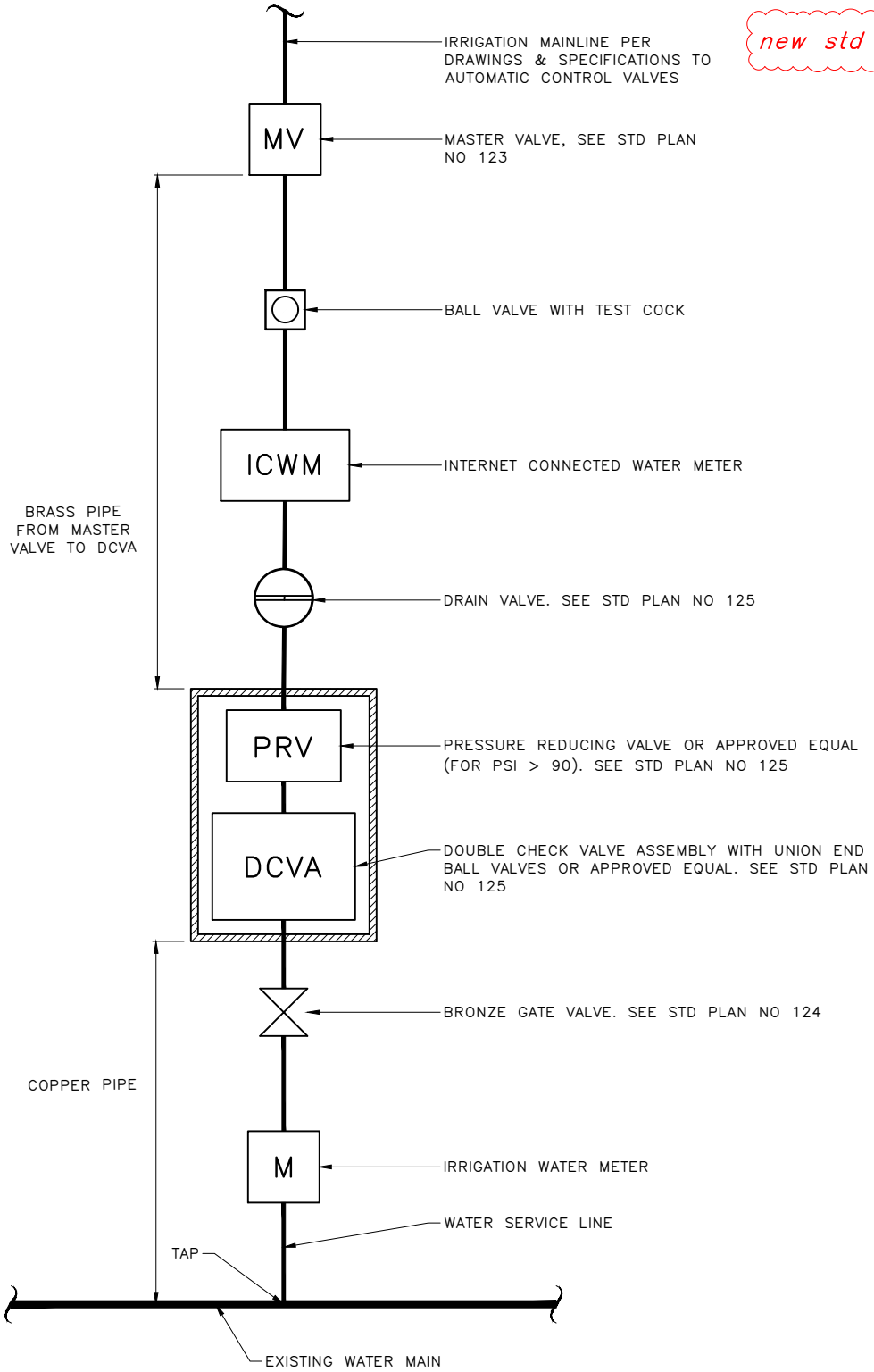


REF STD SPEC SEC 8-03

City of Seattle	NOT TO SCALE	IRRIGATION POINT OF CONNECTION DIAGRAM

REV DATE: OCT 2025

new std plan

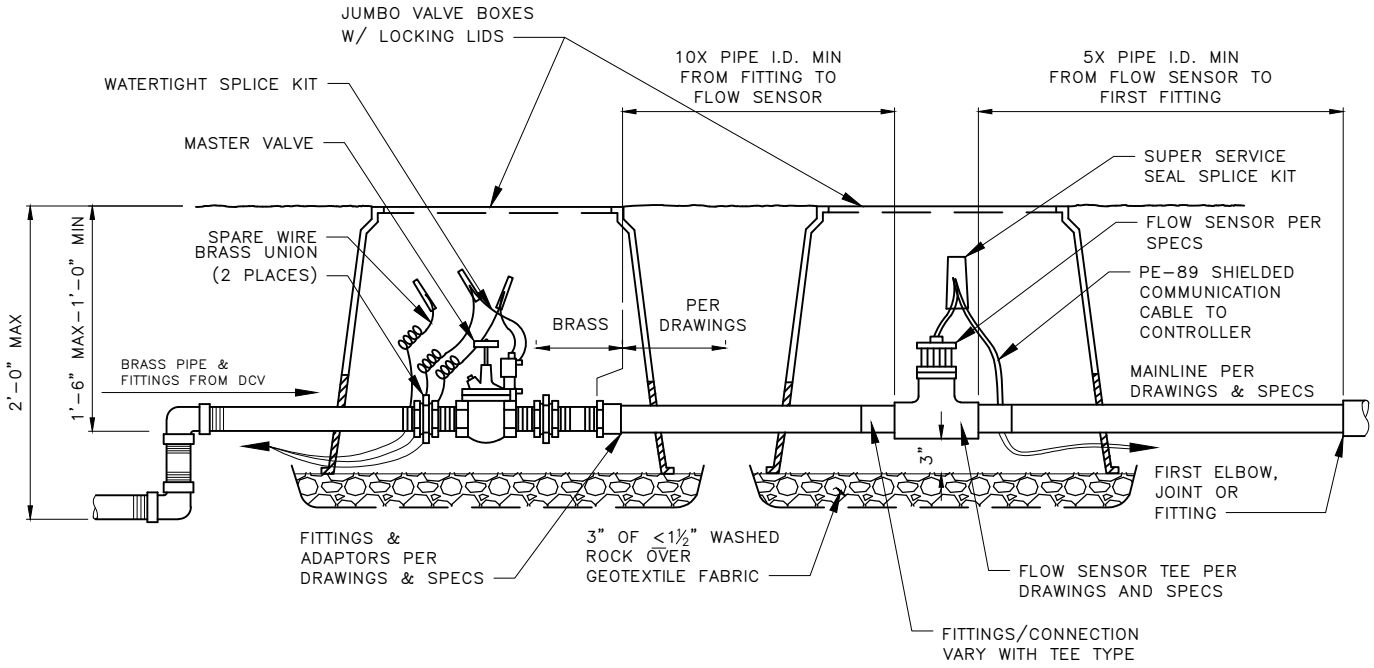


REF STD SPEC SEC 8-03

City of Seattle	NOT TO SCALE	IRRIGATION POINT OF CONNECTION DIAGRAM FOR BATTERY OPERATED CONTROLLERS

REV DATE: JUN 2025

new std plan



MASTER VALVE & FLOW SENSOR

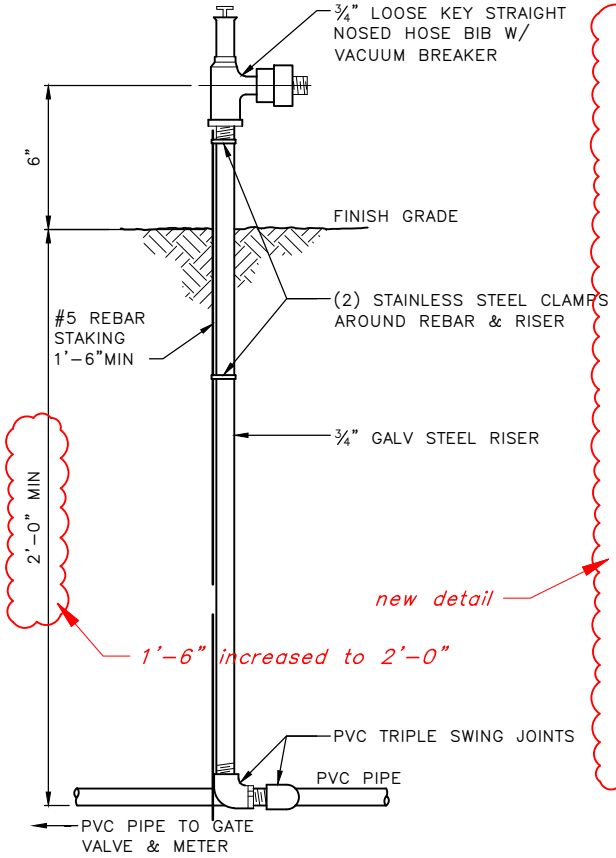
NOTES:

1. USE TEFLON TAPE ON ALL THREADED FITTINGS.
2. FOR TWO-WIRE SYSTEMS, INSTALL COMMUNICATION WIRES AND DECODERS IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
3. SEE STD PLAN 115a FOR POINT OF CONNECTION DIAGRAM.

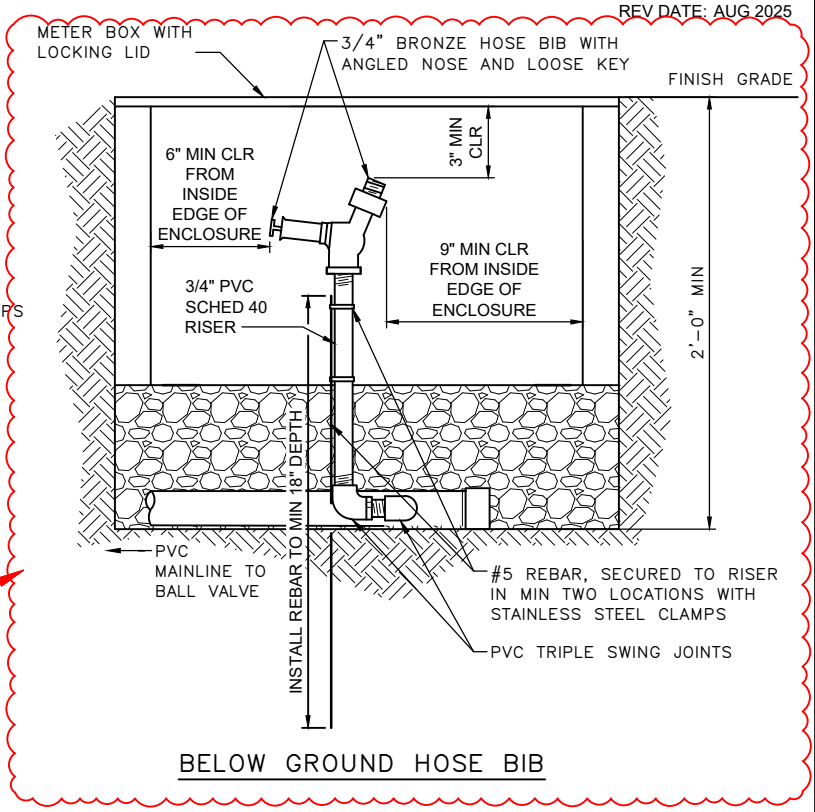
REF STD SPEC SEC 8-03

City of Seattle	NOT TO SCALE	IRRIGATION MASTER VALVE & FLOW SENSOR

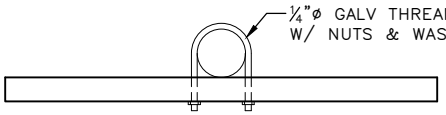
REV DATE: AUG 2025



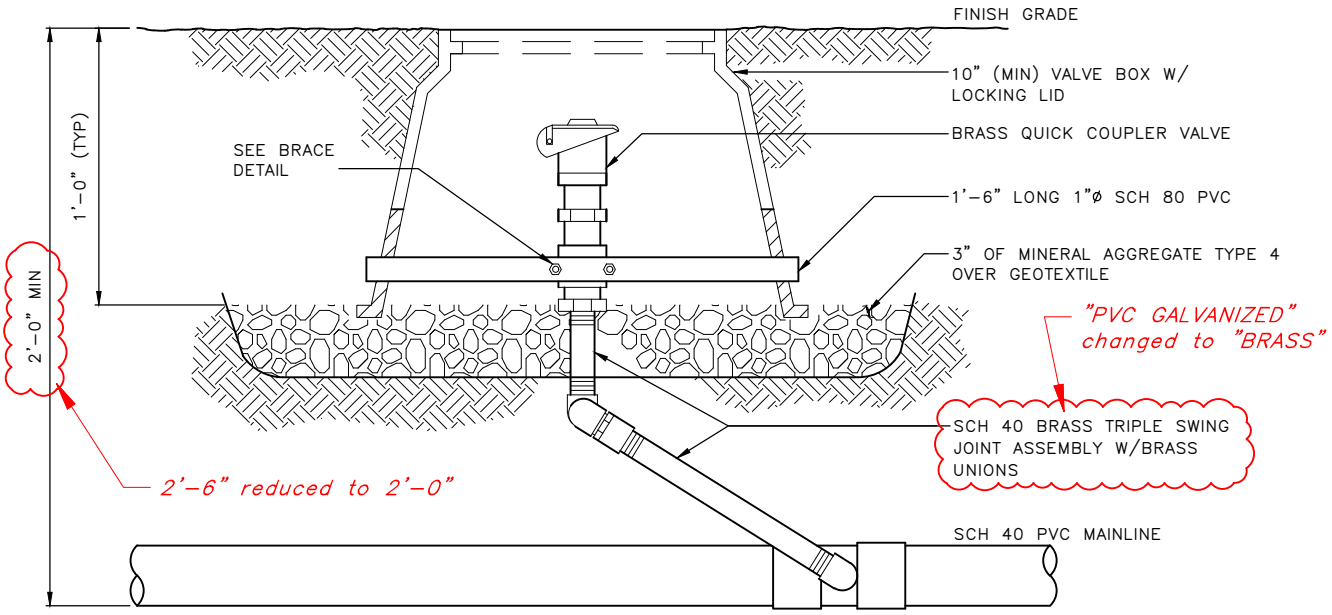
ABOVE GROUND HOSE BIB



BELOW GROUND HOSE BIB



BRACE DETAIL – PLAN VIEW



ELEVATION VIEW

QUICK COUPLER VALVE
TURF OR BED AREAS

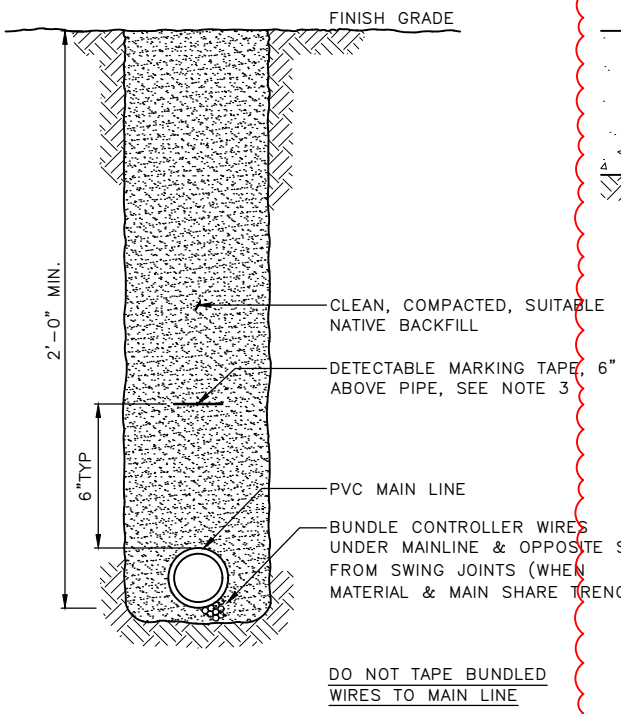
REF STD SPEC SEC 8-03

City of Seattle	NOT TO SCALE	IRRIGATION HOSE BIB ASSEMBLY AND QUICK COUPLER VALVE

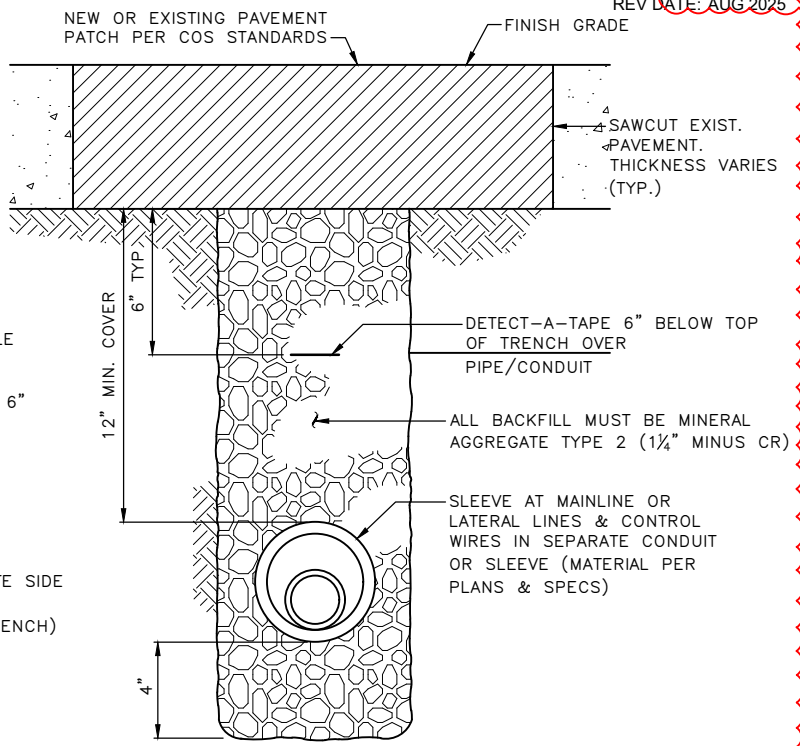
renumbered due to new 128b

STANDARD PLAN NO **128a**

REV DATE: AUG 2025

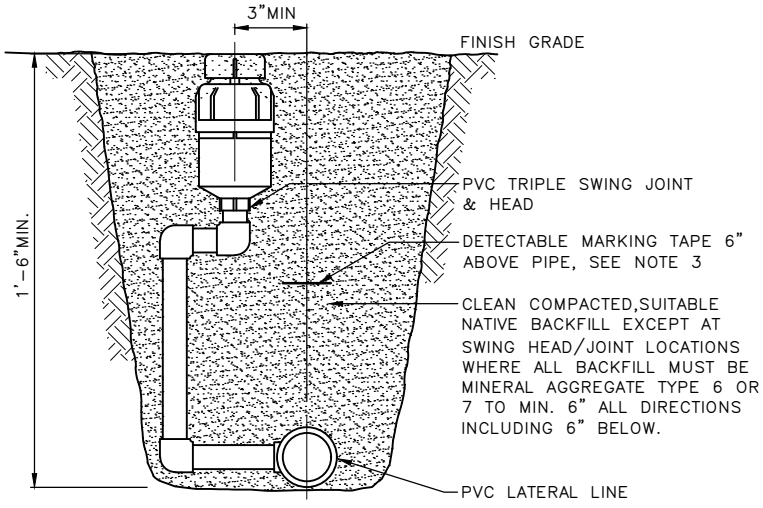


MAINLINE

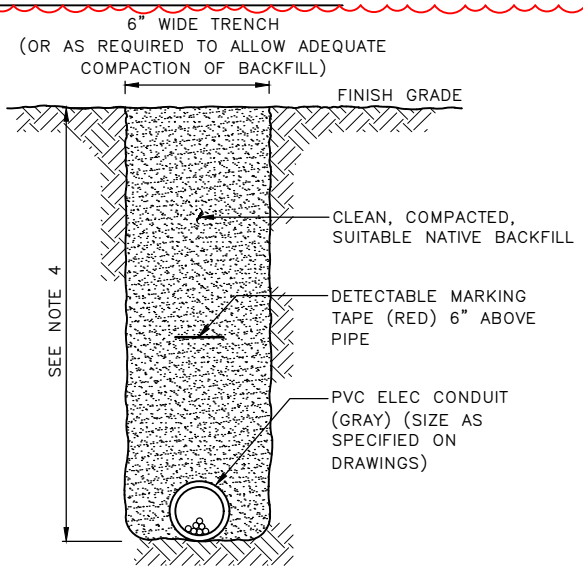


IRRIGATION SLEEVE TRENCHING UNDER PATHWAY OR SIDEWALK

detail revised



LATERAL LINE



ELECTRICAL SUPPLY TRENCH

notes revised

NOTES:

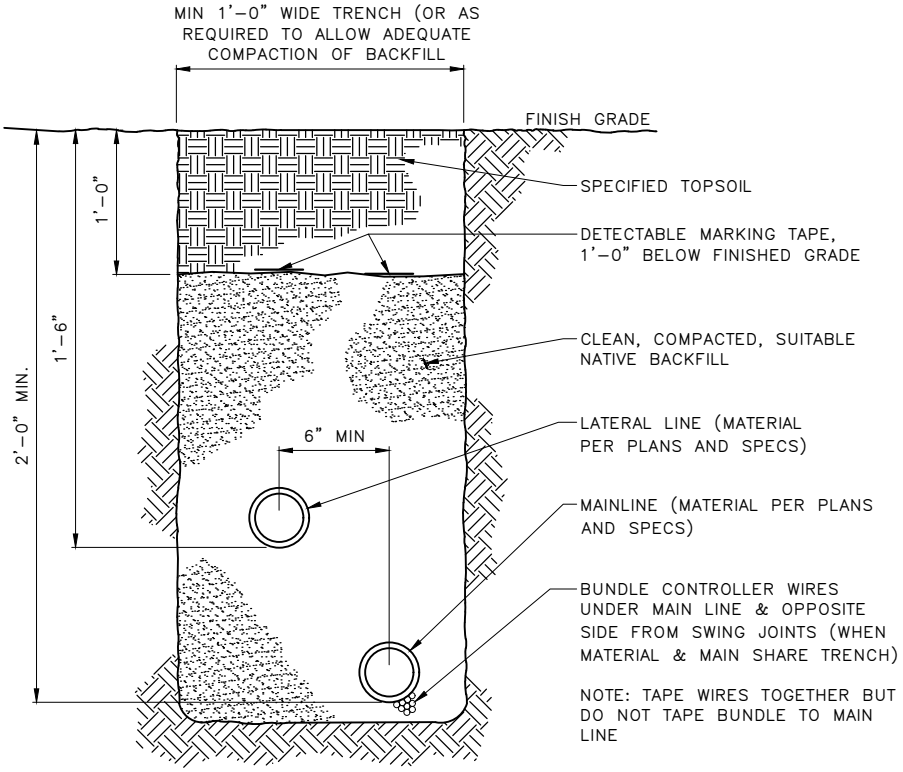
1. SLEEVE ID MUST BE AT LEAST TWICE THE OD SIZE OF PIPE.
2. WIRES MUST BE IN SEPARATE CONDUIT SLEEVE EXCEPT UNDER ROADS 'WITH HEAVY VEHICLE TRAFFIC.
3. SLEEVES MUST BE REQUIRED UNDER ALL PAVED AREAS & WALL OR FOOTING PENETRATIONS.
4. FOR TRANSVERSE INSTALLATION (CROSSING THE PATHWAY), 'WITH VEHICULAR LOADING AND COVER IS LESS THAN 18 INCHES, USE CDF AS TRENCH BACKFILL.
5. FOR LONGITUDINAL INSTALLATION (ALONG THE PATHWAY), INSTALL LINE IN MIDWAY THE WIDTH OF THE PATH (NOT ALONG THE WHEEL PATH), THEN STANDARD TRENCH BACKFILL.

REF STD SPEC SEC 8-03

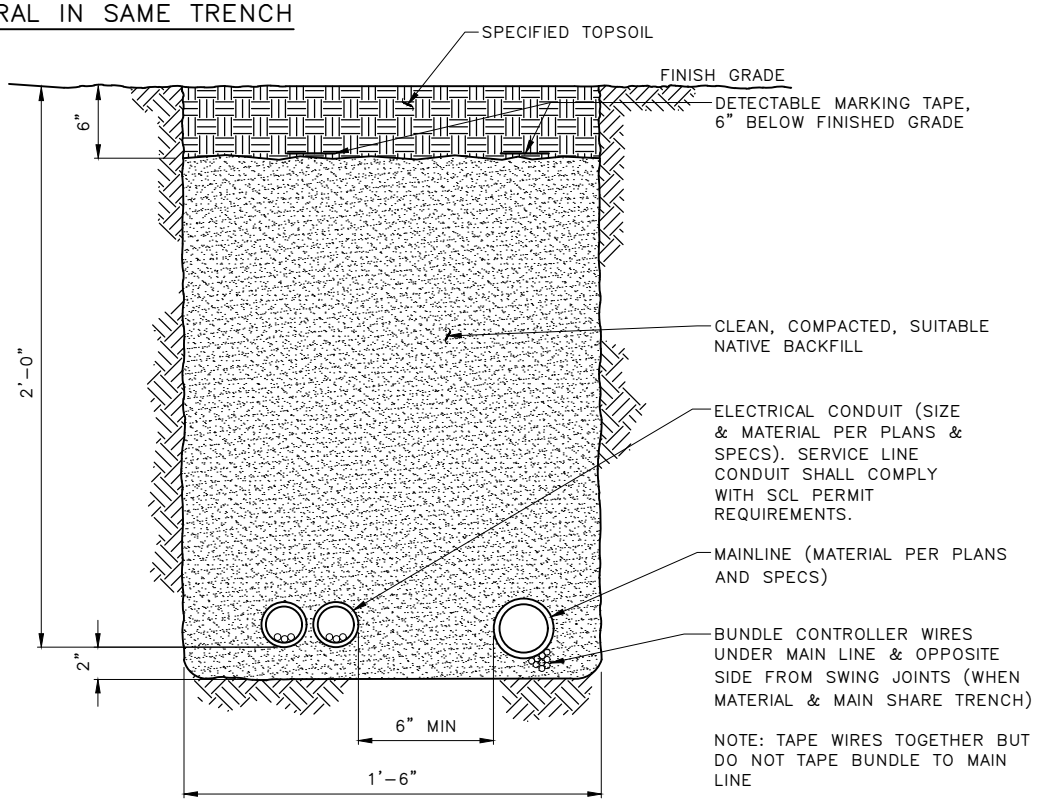
City of Seattle	NOT TO SCALE	IRRIGATION TRENCHES

REV DATE: AUG 2025

new std plan



MAINLINE & LATERAL IN SAME TRENCH



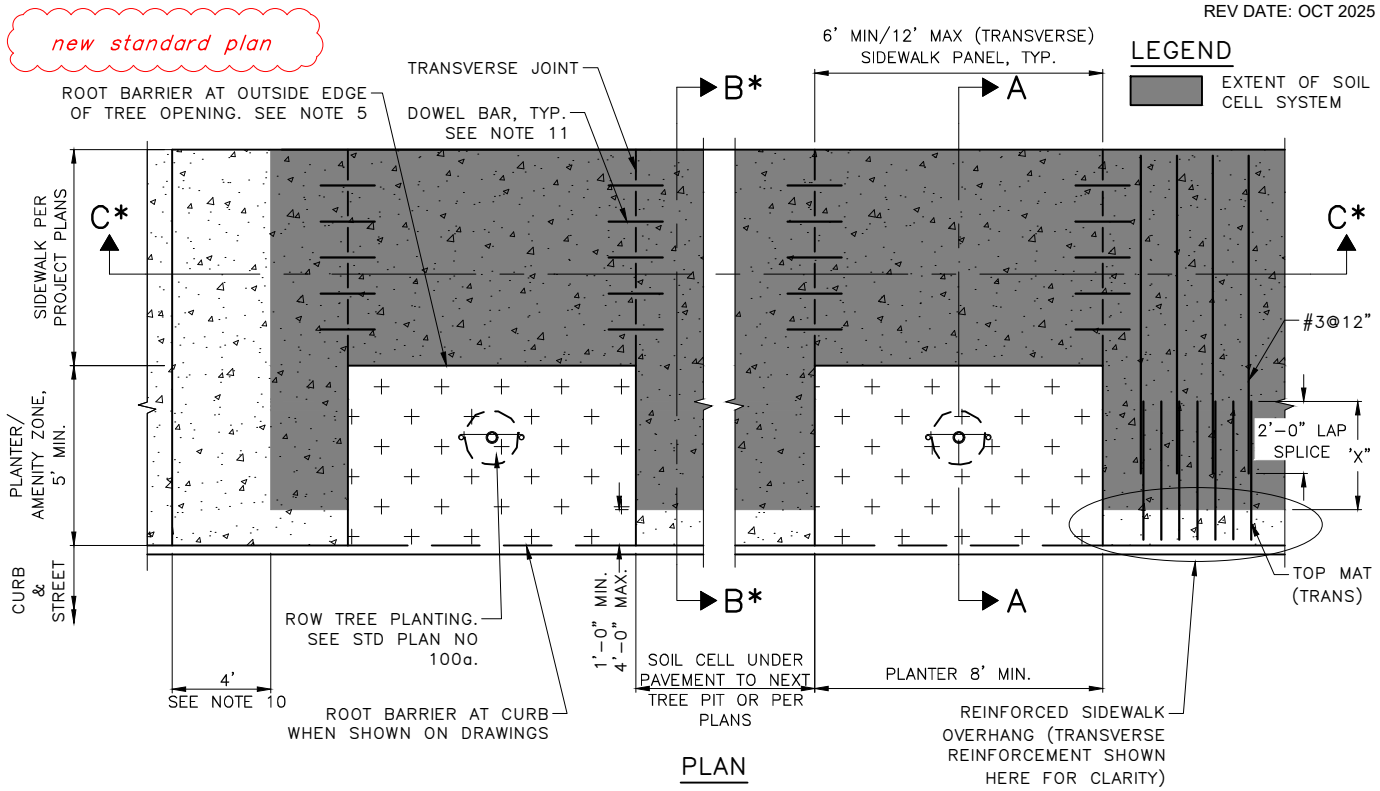
MAINLINE & POWER SUPPLY IN SAME TRENCH

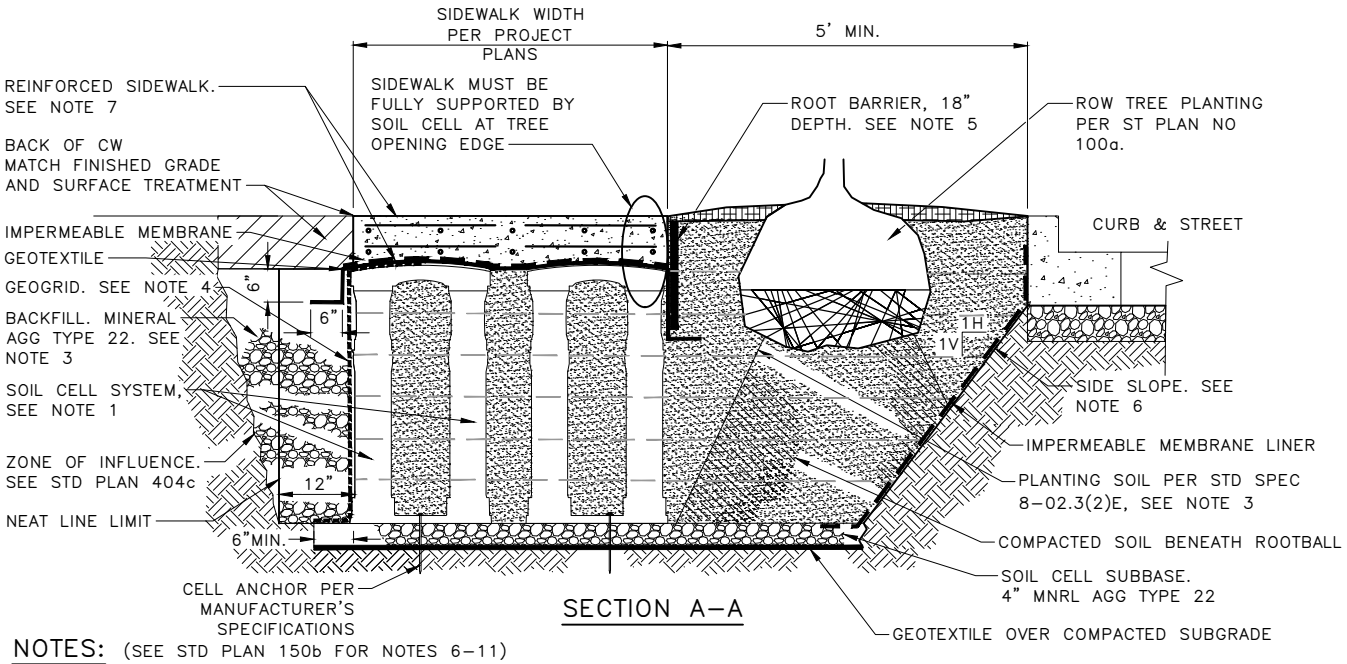
REF STD SPEC SEC 8-03

City of Seattle	NOT TO SCALE	IRRIGATION TRENCHES

REV DATE: OCT 2025

new standard plan





NOTES: (SEE STD PLAN 150b FOR NOTES 6-11)

1. INSTALL SOIL CELL SYSTEM (SOIL CELL MODULAR COMPONENTS, GEOTEXTILE, GEOGRID, TIES, ETC.) PER MANUFACTURER'S SPECIFICATIONS.
2. SOIL CELL SYSTEM DEPTH AND EXTENTS VARY BY PROJECT. SEE PROJECT PLANS.
3. INSTALL BACKFILL AND SOIL IN 6" LIFTS. MOISTEN AND COMPACT SOIL BY TAMPING. COMPACT BACKFILL AFTER SOIL HAS BEEN PLACED TO BACKFILL LEVEL.
4. WRAP GEOGRID AROUND OUTSIDE PERIMETER OF THE SOIL CELL SYSTEM. ALLOW FOR 6" BASE AND 12" DECK OVERLAP.
5. INSTALL ROOT BARRIER PER STANDARD PLAN NO 100a.

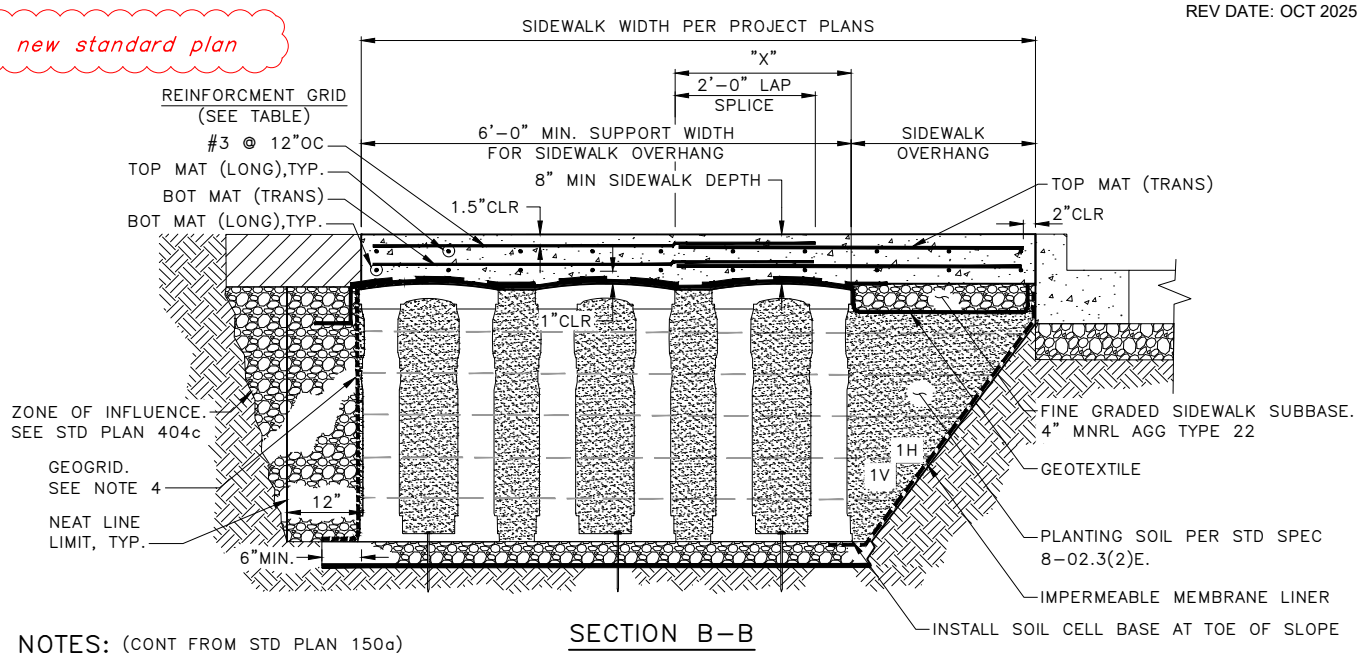
B* SEE SECTION B-B STANDARD PLAN 150b
C* SEE SECTION C-C STANDARD PLAN 150b

REF STD SPEC SEC 8-02.3(27)

City of Seattle	NOT TO SCALE	SOIL CELL

REV DATE: OCT 2025

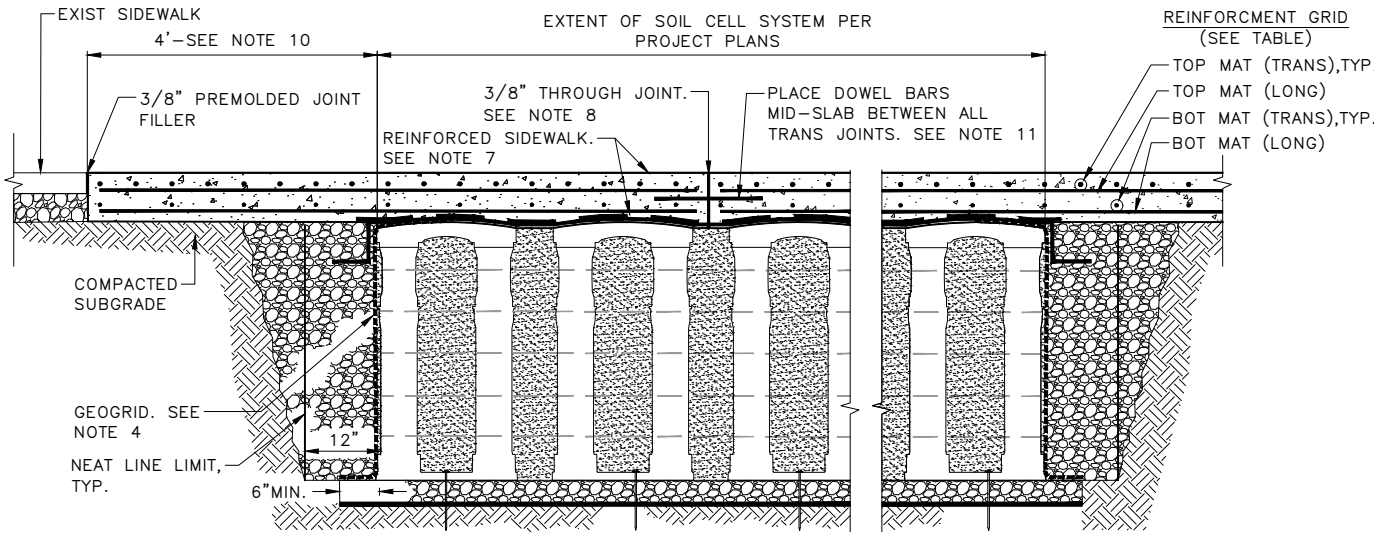
new standard plan



SECTION B-B

NOTES: (CONT FROM STD PLAN 150a)

6. INSTALL SIDE SLOPE BEGINNING AT BOTTOM OF ROADWAY SUBBASE TO TOP OF SOIL CELL AGGREGATE SUBBASE.
7. INSTALL REINFORCED SIDEWALK OVER IMPERMEABLE MEMBRANE LINER OVER GEOTEXTILE OVER SOIL CELL DECK. SEE TABLE FOR V VARIABLE SIDEWALK DEPTHS AND REINFORCEMENT REQUIREMENTS.
8. 3/8" THROUGH AND CONTRACTION JOINTS MUST BE LOCATED AS REQUIRED BY SECTION 8-14.3(6). SOIL CELL SUPPORTED SIDEWALK JOINTS SHALL HAVE A MINIMUM INTERVAL OF 6' AND A MAXIMUM INTERVAL OF 12' IN THE LONGITUDINAL DIRECTION.
9. ALL REINFORCED SIDEWALK MUST BE CLASS 4000 CONCRETE. SIDEWALK FINISHING MUST BE AS REQUIRED BY SECTION 8-14.3(4)B.
10. PROVIDE REINFORCED CONC SIDEWALK SLAB ON GRADE TO SPAN 4' BEYOND SOIL CELL SUPPORT.
11. SEE STANDARD PLAN 405C FOR DOWEL BAR SIZE, SPACING AND PLACEMENT REQUIREMENTS.



SECTION C-C

SIDEWALK REINFORCMENT GRID REQUIREMENTS

SIDEWALK OVERHANG	TOP MAT (TRANSVERSE)	TOP MAT (LONGITUDINAL)	MINIMUM AREA TOP/FT (IN^2)	BOTTOM MAT (LONGITUDINAL & TRANSVERSE)	MINIMUM AREA BOTTOM/FT (IN^2)	"X"
>3'-0" TO 4'-0"	#6 @ 6"OC	#3 @ 12"OC	0.78	#3 @ 12"OC	0.11	4'-6"
>2'-0" TO 3'-0"	#5 @ 6"OC	#3 @ 12"OC	0.50	#3 @ 12"OC	0.11	3'-0"
>1'-0" TO 2'-0"	#4 @ 6"OC	#3 @ 12"OC	0.25	#3 @ 12"OC	0.11	2'-3"

REINFORCED SIDEWALK NOTES:

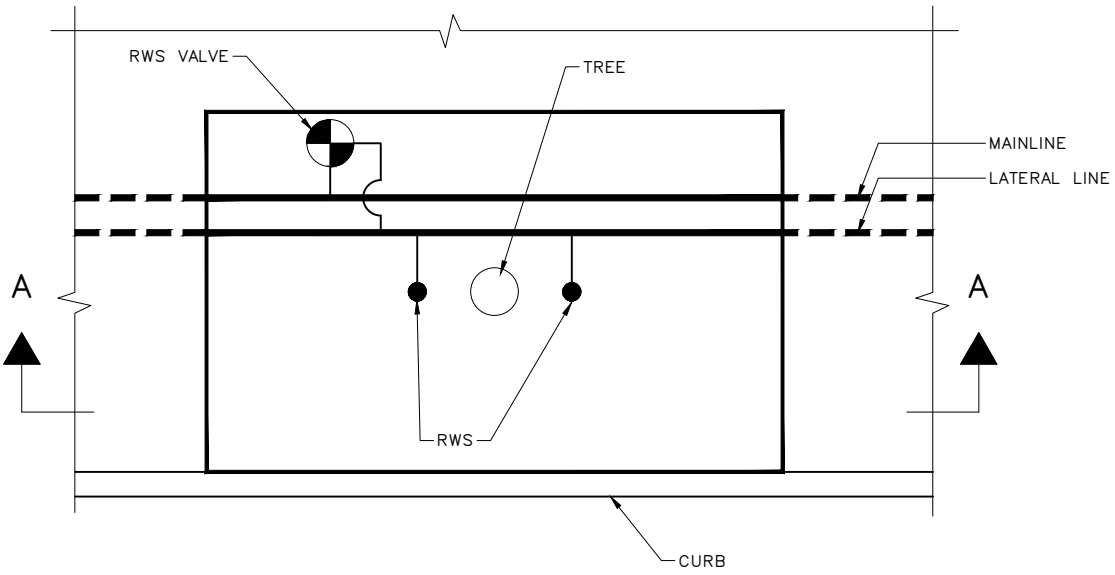
A. WHEN AN OVERHANG IS LESS THAN 1'-0" USE #3@12"OC FOR BOTH TOP & BOTTOM MAT TRANSVERSELY AND LONGITUDINALLY.
B. TRANSVERSE STEEL IS IN THE DIRECTION OF OVERHANG IF ONE IS PRESENT.
C. OVERHANG SLAB SECTIONS MUST BE 6' WIDE LONGITUDINALLY AT A MINIMUM AND CAN BE INCREASED TO A MAXIMUM OF 12'.

REF STD SPEC SEC 8-02.3(27)

City of Seattle | NOT TO SCALE | SOIL CELL

REV DATE: JUN 2025

new std plan

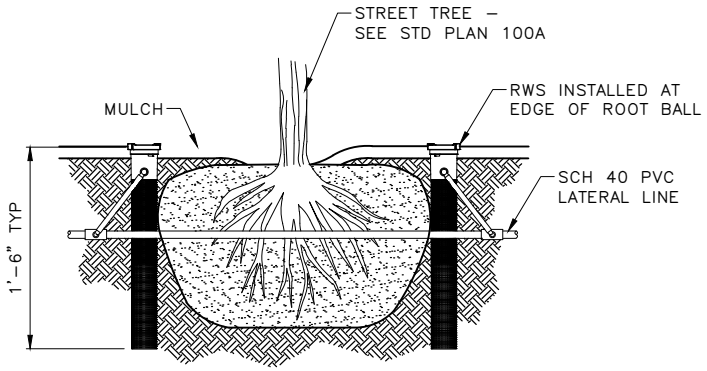


NOTES:

1. INSTALL A MINIMUM OF TWO ROOT WATERING SYSTEMS (RWS) PER TREE.
2. INSTALL IRRIGATION MAINLINE, LATERAL LINES, AND VALVE BOXES ON SIDEWALK SIDE.
3. INSTALL RWS A MINIMUM OF 12 INCHES FROM PAVEMENT EDGE AND 18 INCHES FROM BACK OF CURB.

TREE PIT IRRIGATION DETAILS

RWS = ROOT WATERING SYSTEM



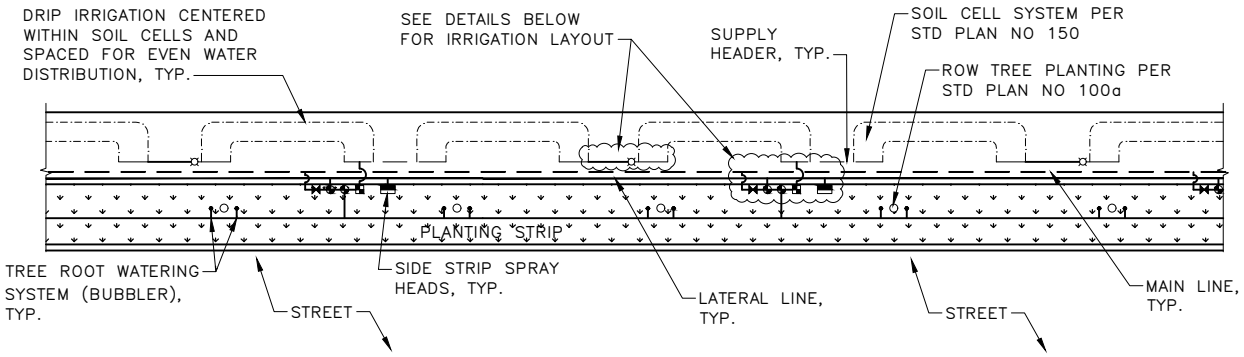
SECTION A-A

REF STD SPEC SEC 8-03

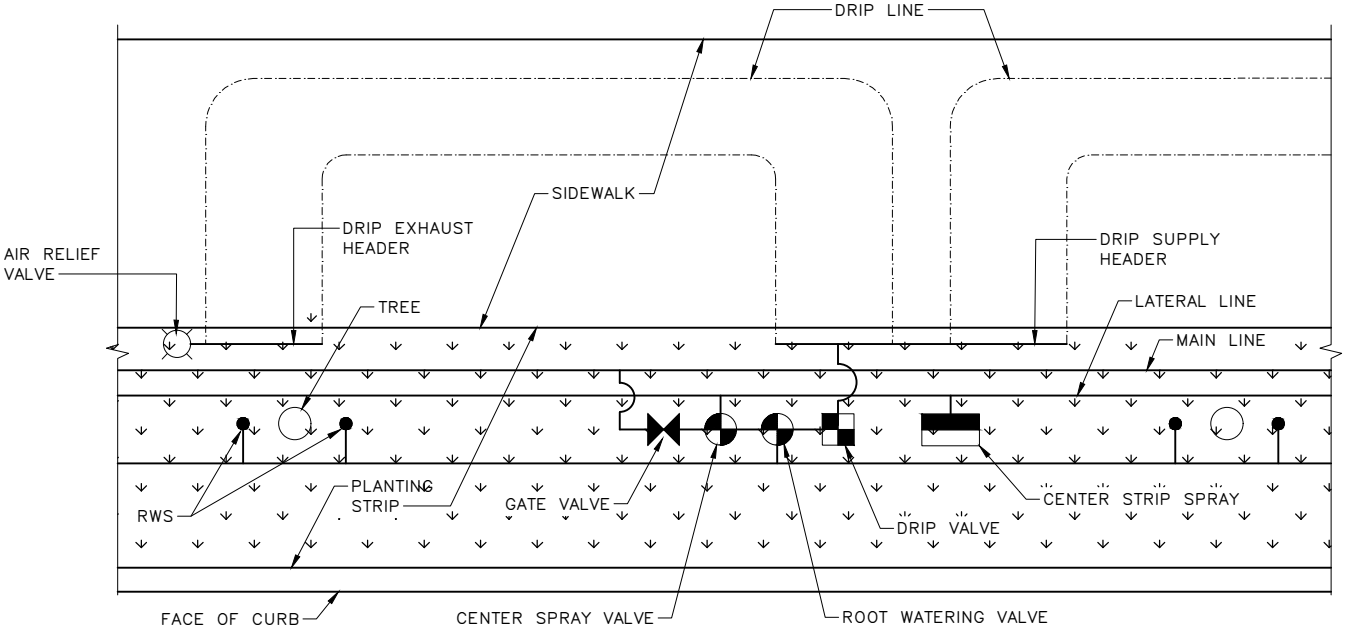
City of Seattle	NOT TO SCALE	IRRIGATION FOR TREE PITS WITH SOIL CELLS

REV DATE: MAY 2024

new std plan



IRRIGATION FOR SOIL CELLS WITH TREES IN PLANTING STRIP



IRRIGATION DETAIL FOR SOIL CELLS WITHIN PLANTING STRIPS

RWS = ROOT WATERING SYSTEM

NOTE: CENTER DRIP LINE IN SOIL CELLS PER MANUFACTURER

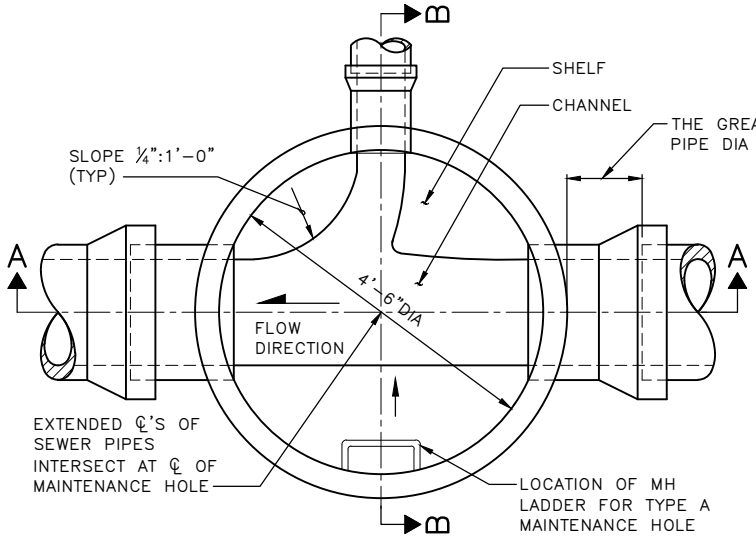
NOTES:

1. INSTALL A MINIMUM OF TWO ROOT WATERING SYSTEMS PER TREE.
2. CENTER DRIP TUBING IN SOIL CELLS PER MANUFACTURER.
3. INSTALL MAINLINE AND VALVE BOXES ON SIDEWALK SIDE OF PLANTING STRIP.
4. INSTALL SPRAY HEADS A MINIMUM OF 1 FOOT FROM CURB AND SIDEWALK.
5. ADJUST IRRIGATION LAYOUT AND SOIL CELL LAYOUT TO FIT PROJECT PLANS.

REF STD SPEC SEC 8-03

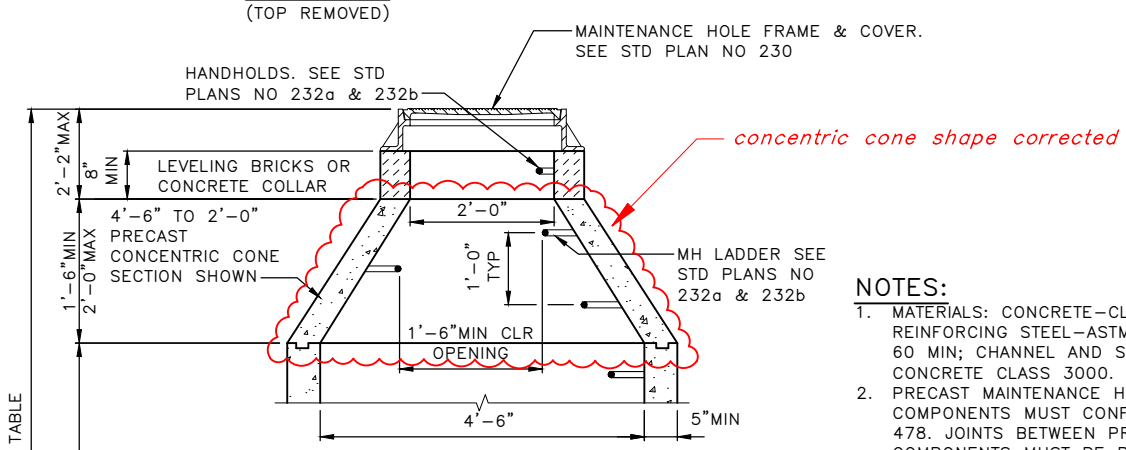
City of Seattle	NOT TO SCALE	IRRIGATION FOR PLANTING STRIPS WITH SOIL CELLS

REV DATE: JUN 2025

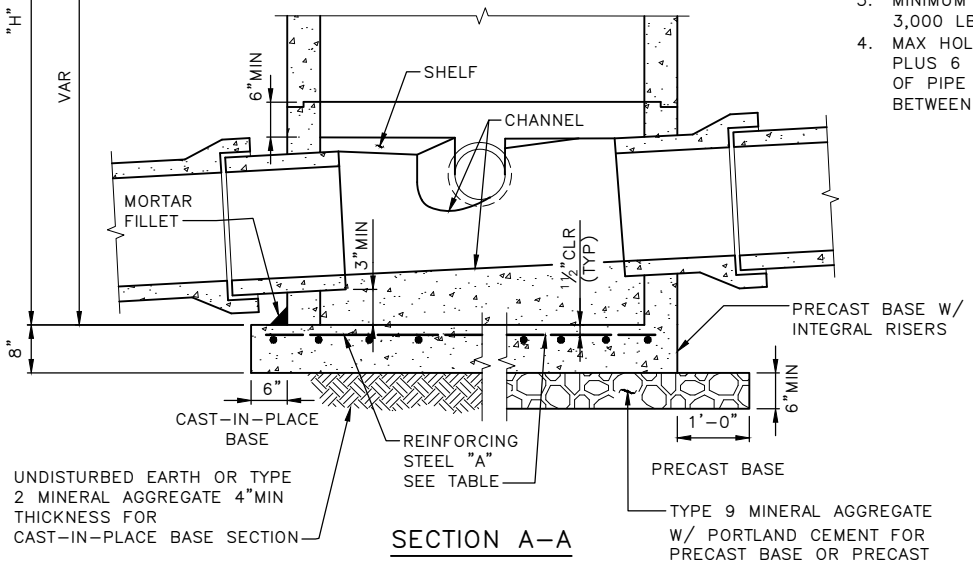


PLAN VIEW
(TOP REMOVED)

"H"	REINFORCING STEEL "A" MIN. SQ IN/FT, TOP FACE, IN EACH DIRECTION	
	PRECAST BASE	CAST–IN–PLACE BASE
20' MAX	0.29	0.21
30' MAX	0.36	0.26
40' MAX	0.42	0.31



SECTION B–B



SECTION A–A

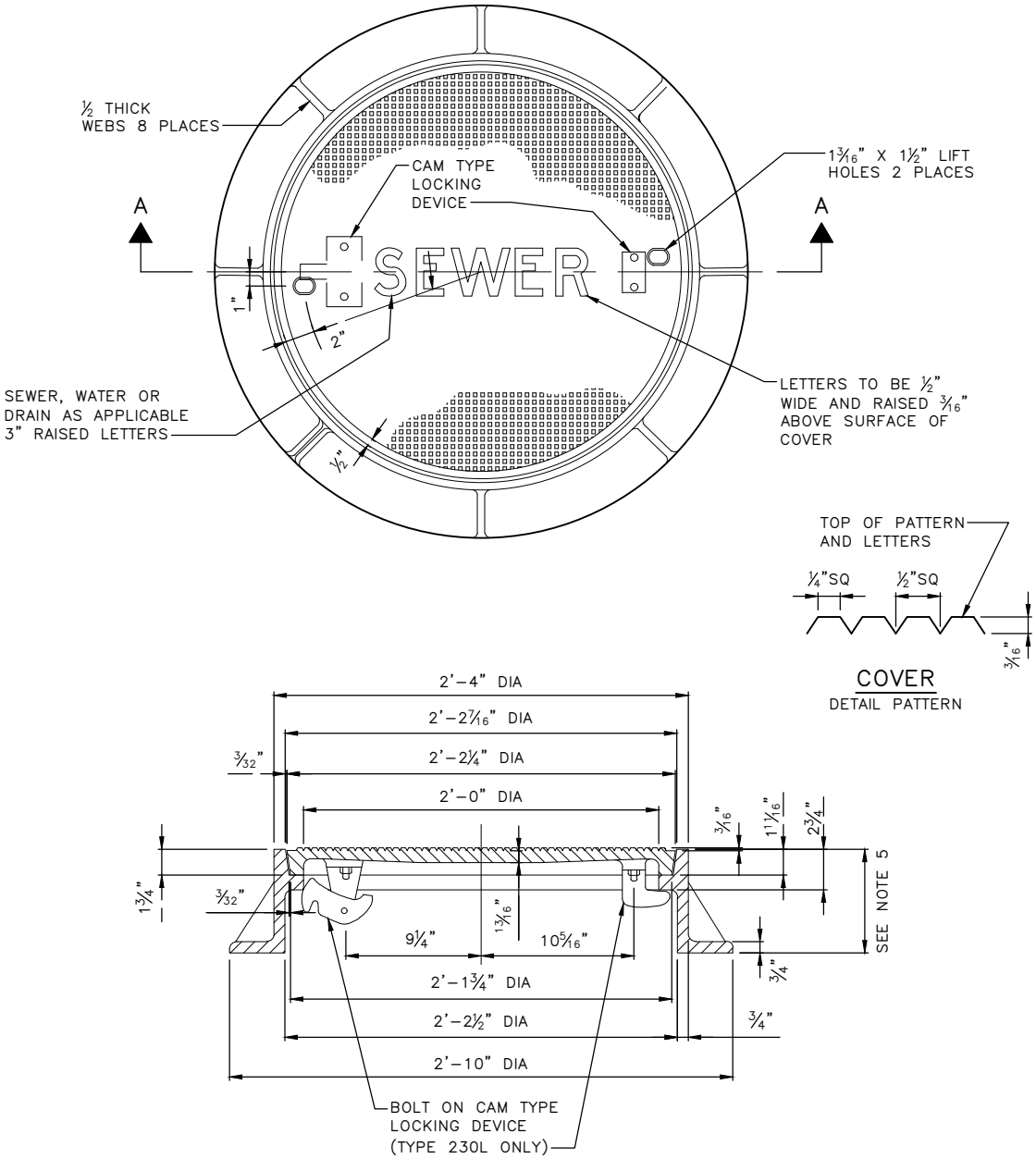
NOTES:

1. MATERIALS: CONCRETE–CLASS 4000; REINFORCING STEEL–ASTM A615 GRADE 60 MIN; CHANNEL AND SHELF MATERIAL – CONCRETE CLASS 3000.
2. PRECAST MAINTENANCE HOLE COMPONENTS MUST CONFORM TO ASTM C 478. JOINTS BETWEEN PRECAST COMPONENTS MUST BE RUBBER GASKETED CONFORMING TO ASTM C 443.
3. MINIMUM REQUIRED SOIL BEARING = 3,000 LBS/SQ FT
4. MAX HOLE SIZE MUST BE OD OF PIPE PLUS 6 IN. MIN HOLE SIZE MUST BE OD OF PIPE PLUS 3 IN. MIN CLEAR DISTANCE BETWEEN HOLES IS 8 IN.

REF STD SPEC SEC 7-05

City of Seattle	NOT TO SCALE	TYPE 204.5a MAINTENANCE HOLE

REV DATE: MAY 2024



SECTION A–A

NOTES:

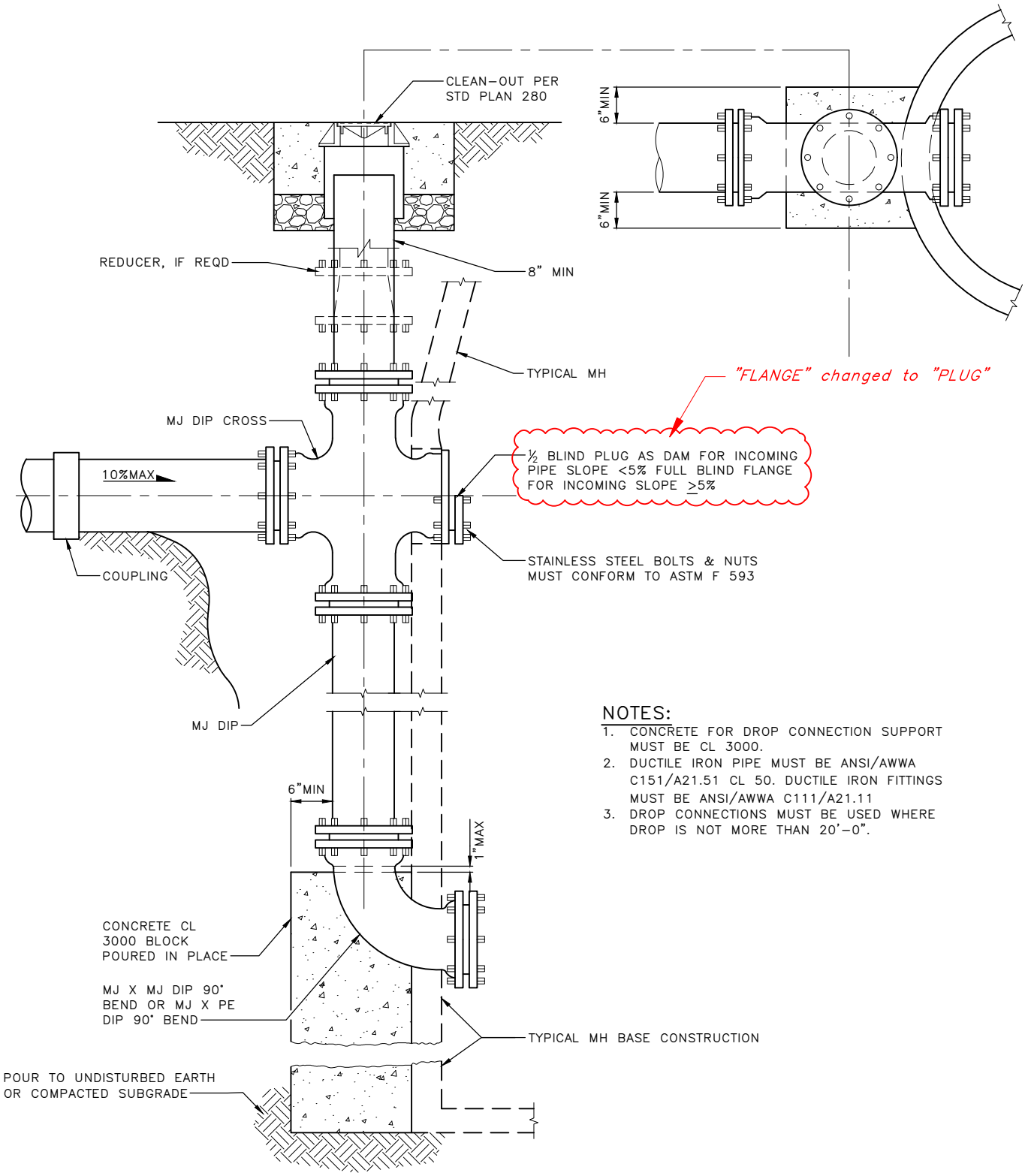
1. DESIGNATE LOCKING COVER AS TYPE 230L FOR USE IN NON–VEHICULAR TRAFFIC AREAS.
2. COVER THICKNESS IS MEASURED FROM THE BOTTOM OF THE PATTERN.
3. FRAMES MUST BE MANUFACTURED FROM CAST IRON OR DUCTILE IRON.
4. COVERS MUST BE MANUFACTURED FROM DUCTILE IRON.
5. CASTING HEIGHTS:
   - MUST BE 10" WHEN IN ROADWAY.
   - MUST BE 7" WHEN NOT IN ROADWAY
   - SEE ALSO STD PLAN NO. 406.

note 5 revised

REF STD SPEC SEC 7-05, 9-12

City of Seattle	NOT TO SCALE	2'-0" DIAMETER FRAME & COVER

REV DATE: MAY 2025



NOTES:

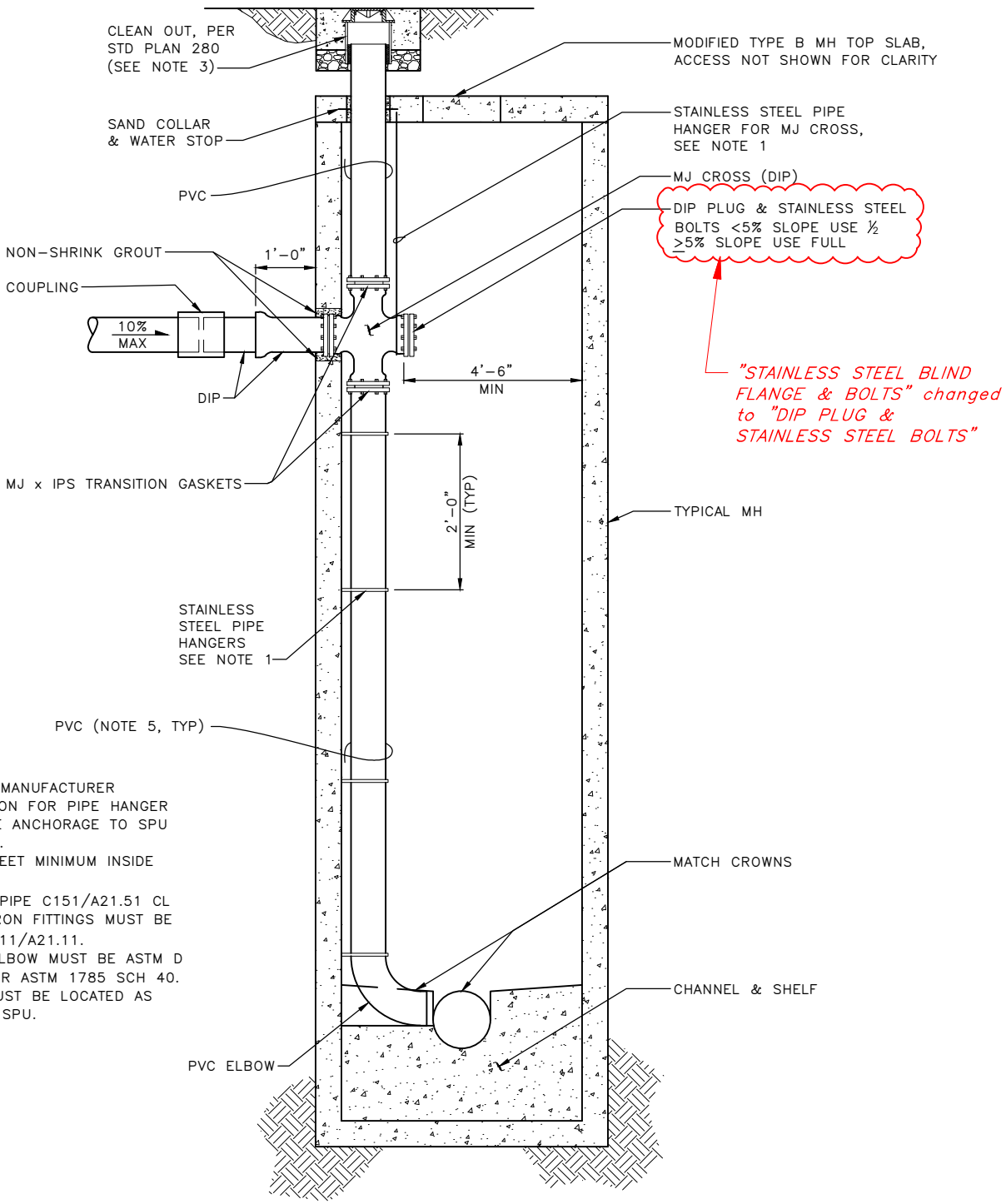
1. CONCRETE FOR DROP CONNECTION SUPPORT MUST BE CL 3000.
2. DUCTILE IRON PIPE MUST BE ANSI/AWWA C151/A21.51 CL 50. DUCTILE IRON FITTINGS MUST BE ANSI/AWWA C111/A21.11
3. DROP CONNECTIONS MUST BE USED WHERE DROP IS NOT MORE THAN 20'–0".

DUCTILE IRON OUTSIDE DROP CONNECTION

REF STD SPEC SEC 7-08

City of Seattle	NOT TO SCALE	OUTSIDE DROP CONNECTION

REV DATE: MAY 2025



NOTES:

1. PROVIDE PIPE MANUFACTURER RECOMMENDATION FOR PIPE HANGER AND CONCRETE ANCHORAGE TO SPU FOR APPROVAL.
2. SIZE MH TO MEET MINIMUM INSIDE CLEARANCE.
3. DUCTILE IRON PIPE C151/A21.51 CL 50, DUCTILE IRON FITTINGS MUST BE ANSI/AWWA 6111/A21.11.
4. PVC PIPE & ELBOW MUST BE ASTM D 2241 CL200 OR ASTM 1785 SCH 40.
5. CLEAN-OUT MUST BE LOCATED AS APPROVED BY SPU.

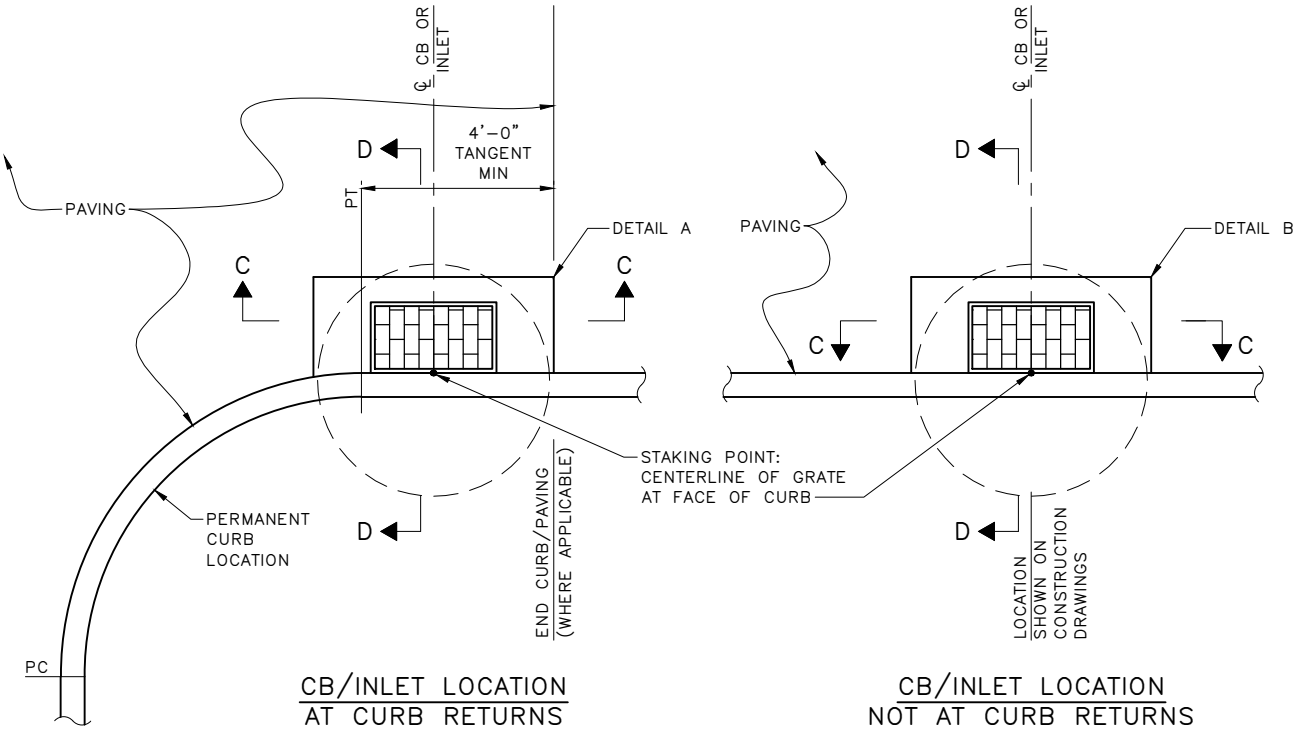
INSIDE DROP

(18" DIAMETER PIPE MAXIMUM)

REF STD SPEC SEC 7-08

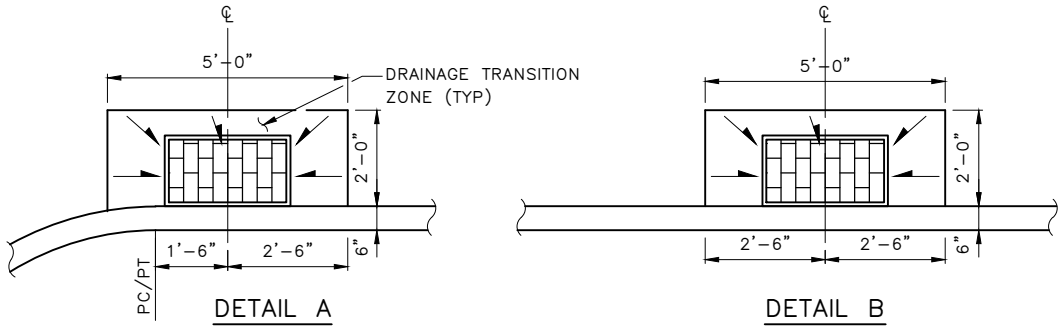
City of Seattle	NOT TO SCALE	INSIDE DROP CONNECTION

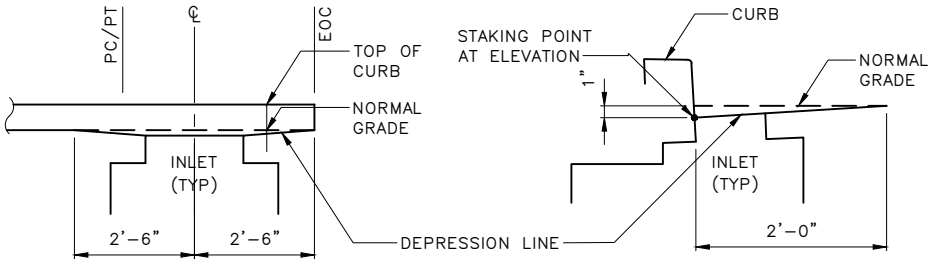
REV DATE: NOV 2025



CB/INLET LOCATION AT CURB RETURNS

CB/INLET LOCATION NOT AT CURB RETURNS





note 2 revised

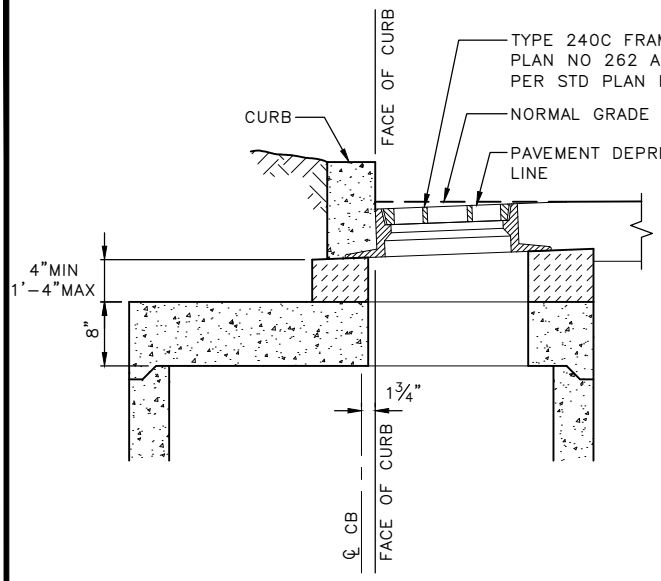
NOTES:

1. CB INLET GRATES MUST NOT BE PLACED IN CROSSWALKS.
2. CB INLETS MUST NOT BE PLACED IN CURB RAMP CLEAR AREAS.
3. CASTINGS LOCATED WITHIN THE CROSSWALK MUST BE ADA ACCESSIBLE.

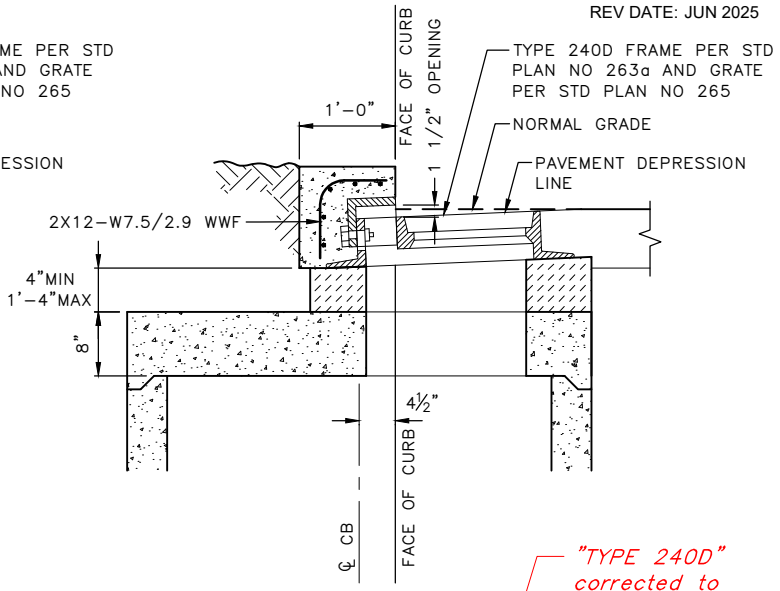
REF STD SPEC SEC 7-05

City of Seattle	NOT TO SCALE	INLET / CATCH BASIN LOCATION & INSTALLATION

REV DATE: JUN 2025

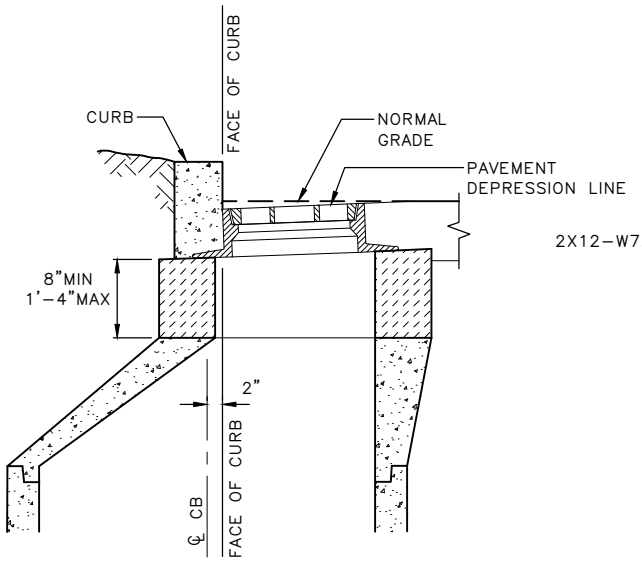


TYPE 240C CB

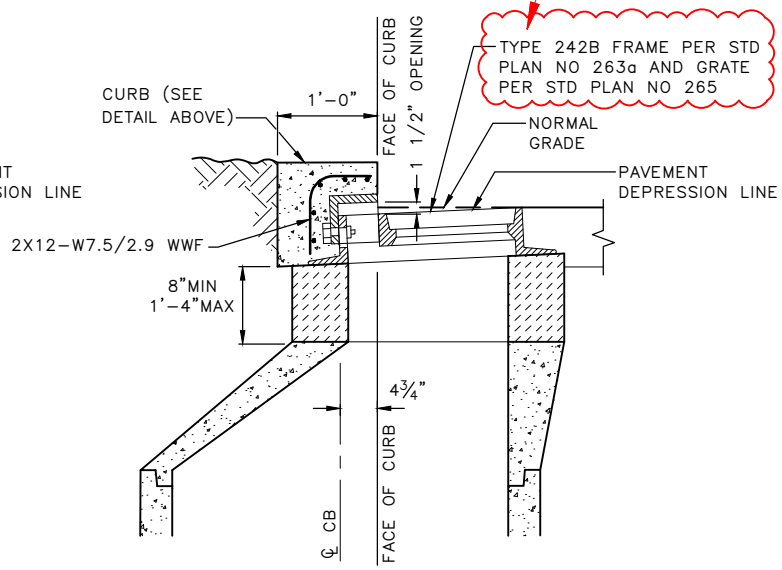


TYPE 240D CB

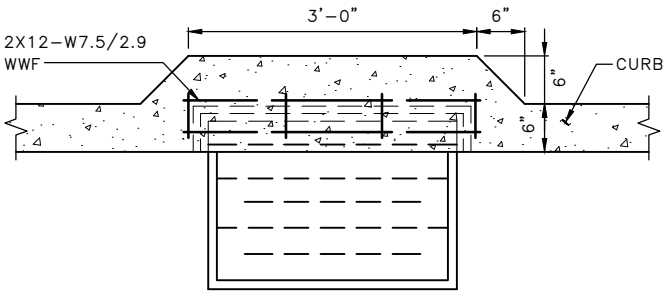
"TYPE 240D" corrected to "TYPE 242B"



TYPE 242A CB
(TYPE 250A INLET SIMILAR)



TYPE 242B CB
(TYPE 250B INLET SIMILAR)

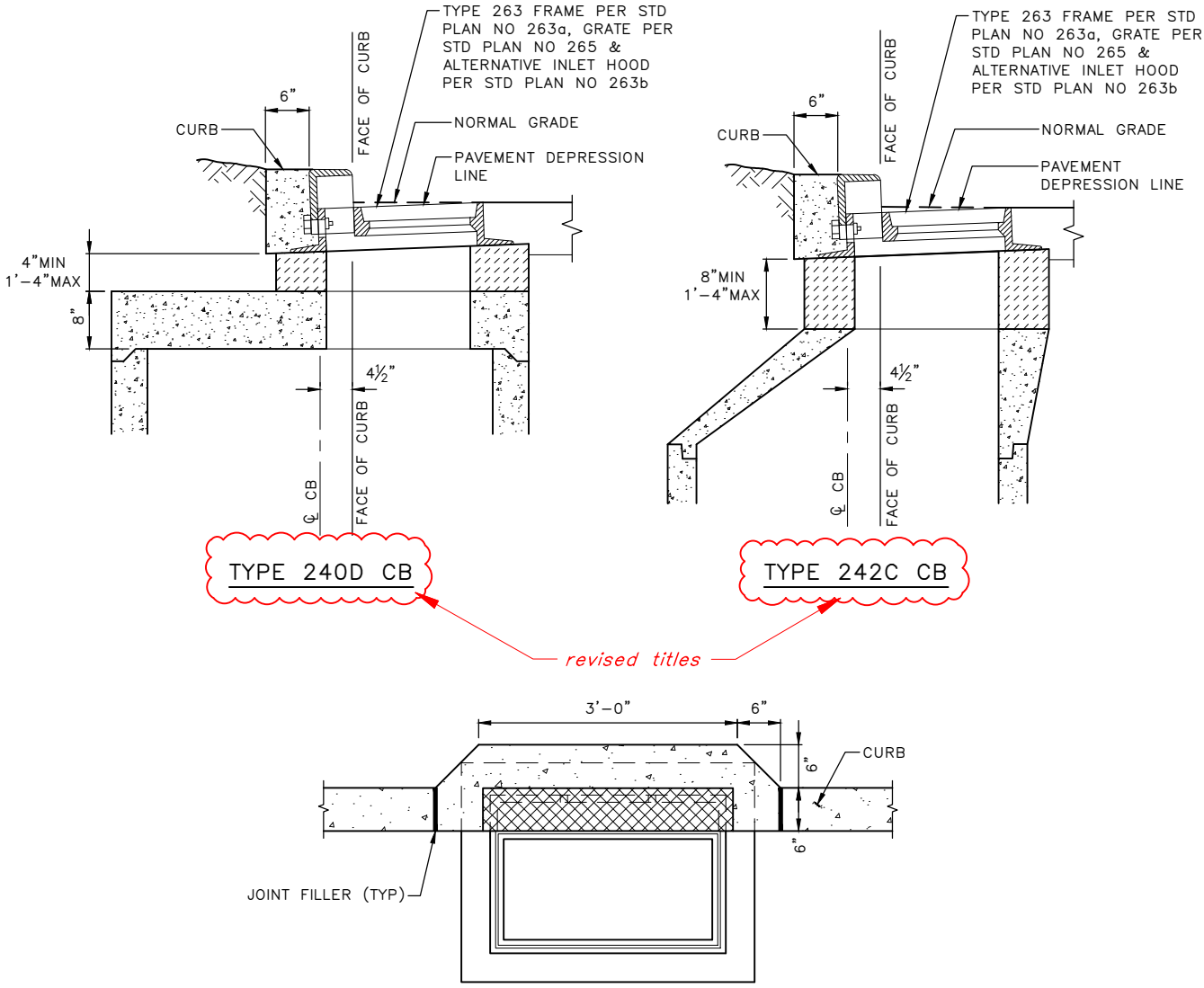


CURB DETAIL (PLAN VIEW) FOR TYPE 240D & 242B CB & TYPE 250B INLET

REF STD SPEC SEC 7-05

City of Seattle | NOT TO SCALE | CATCH BASIN & INLET INSTALLATION

REV DATE: OCT 2023

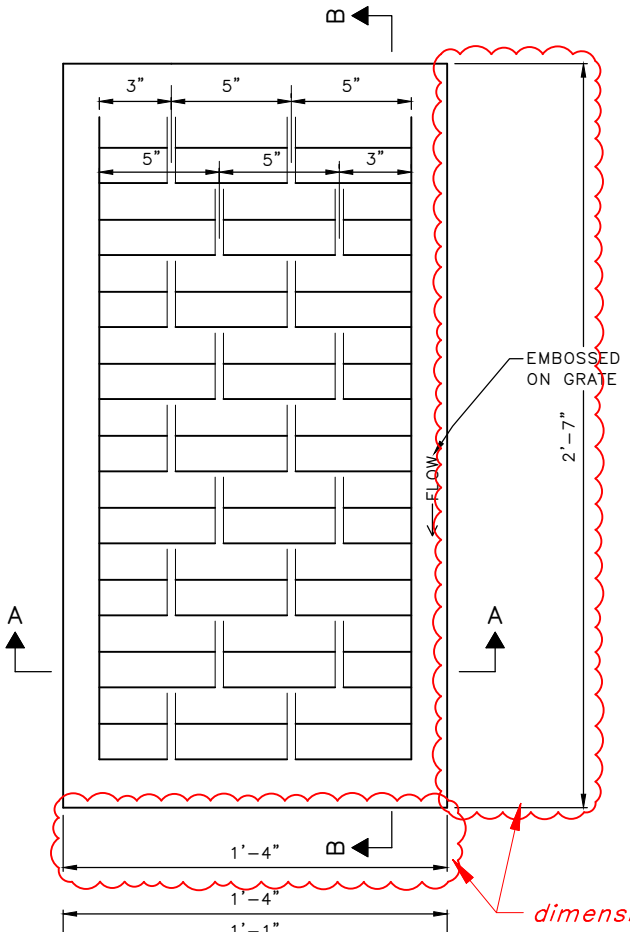


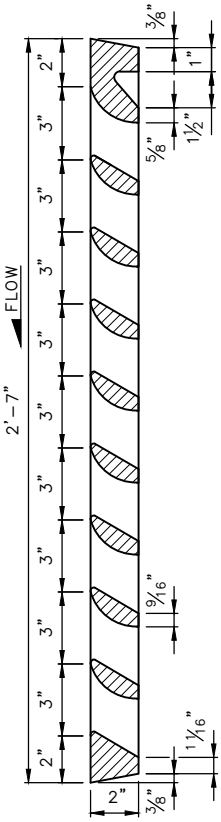
CURB DETAIL (PLAN VIEW) FOR
TYPE 240D & 242C CB & TYPE 250B INLET

REF STD SPEC SEC 7-05

City of Seattle	NOT TO SCALE	CATCH BASIN & INLET INSTALLATION WITH STANDARD PLAN 263B ALTERNATIVE HOOD

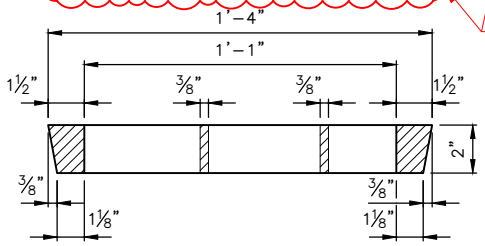
REV DATE: AUG 2025





SECTION B–B

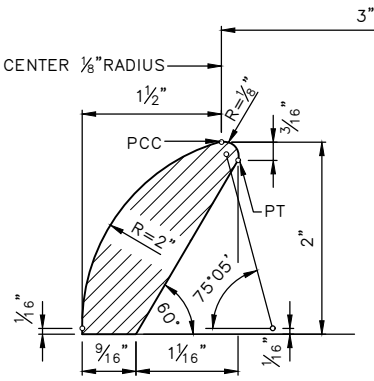
dimensions added



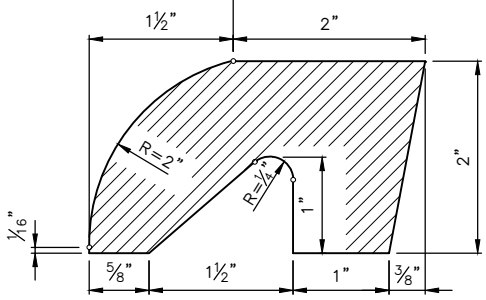
SECTION A–A

NOTES:
1. OTHER GRATES ACCEPTABLE; SPECIFY VANE, SOLID COVER, BI–DIRECTIONAL VANE, ADA OR BEEHIVE ON PLANS.
2. GRATE MATERIAL: DUCTILE IRON
3. FOR USE WITH TYPE 262 & 263 INLET FRAMES.

notes added



VANE DETAIL

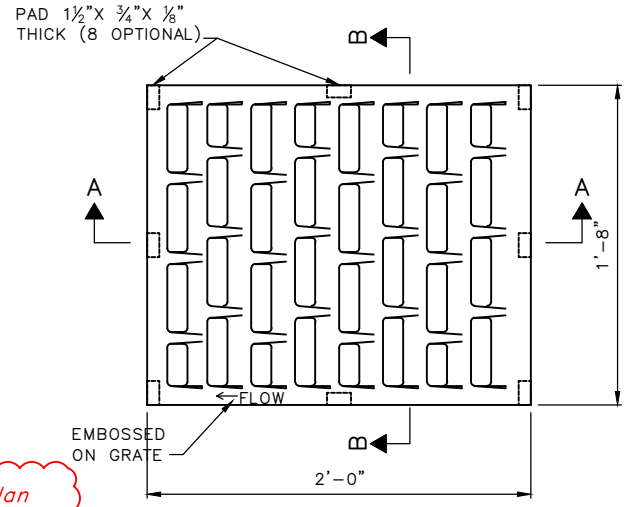


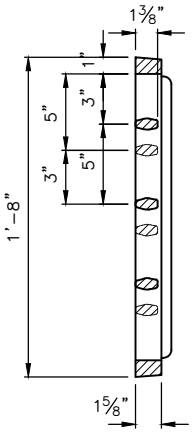
END DETAIL

REF STD SPEC SEC 7-05

City of Seattle	NOT TO SCALE	VANED GRATE

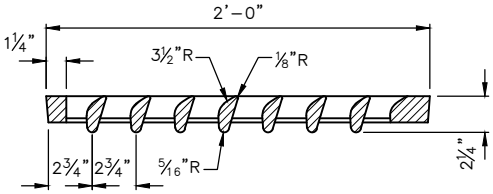
REV DATE: AUG 2025





SECTION B–B

new standard plan



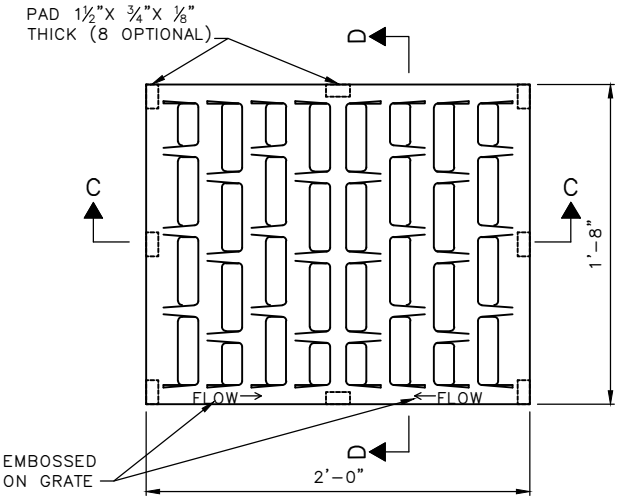
SECTION A–A

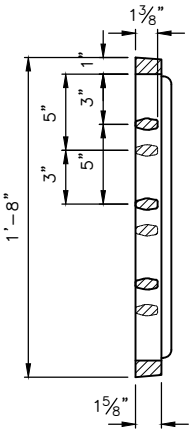
DIRECTIONAL VANED GRATE

TO BE USED WITH FRAME 264

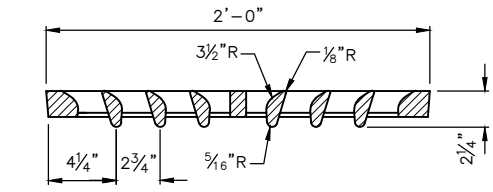
NOTES:

1. OTHER GRATES ACCEPTABLE; SPECIFY VANE, SOLID COVER, BI–DIRECTIONAL VANE, ADA OR BEEHIVE ON DRAWINGS.
2. GRATE MATERIAL: DUCTILE IRON.
3. FOR USE WITH TYPE 264 INLET FRAMES.





SECTION D–D



SECTION C–C

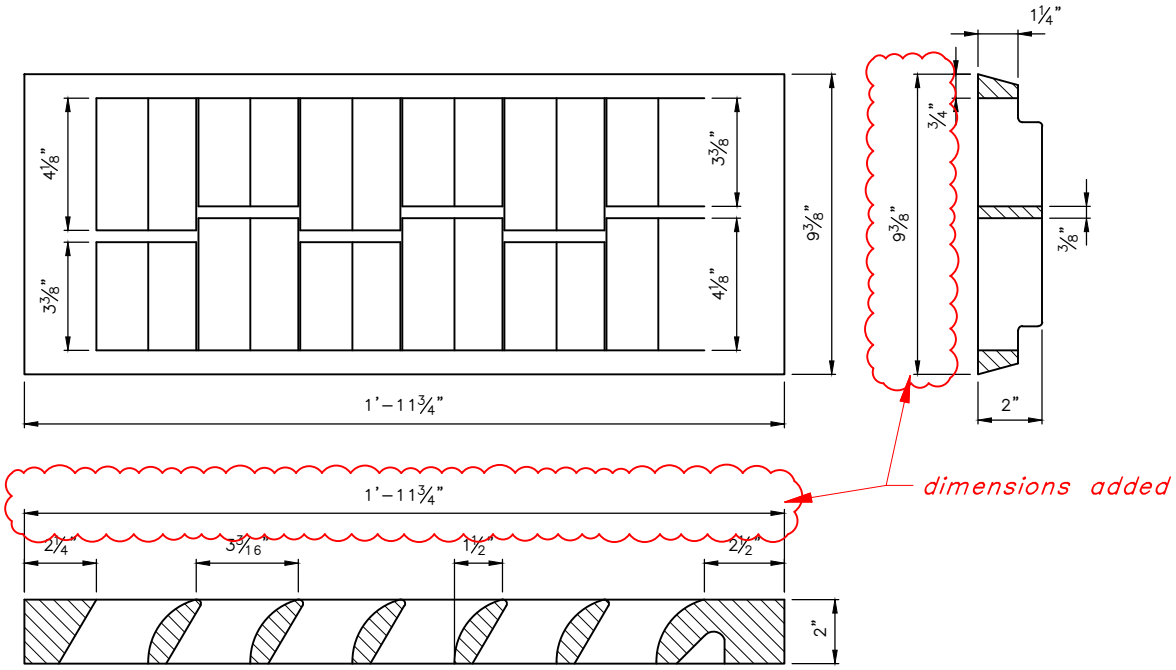
BI–DIRECTIONAL VANED GRATE

TO BE USED WITH FRAME 264

REF STD SPEC SEC 7-05

City of Seattle	NOT TO SCALE	VANED GRATES

REV DATE: AUG 2025



dimensions added

typo on note 2 corrected

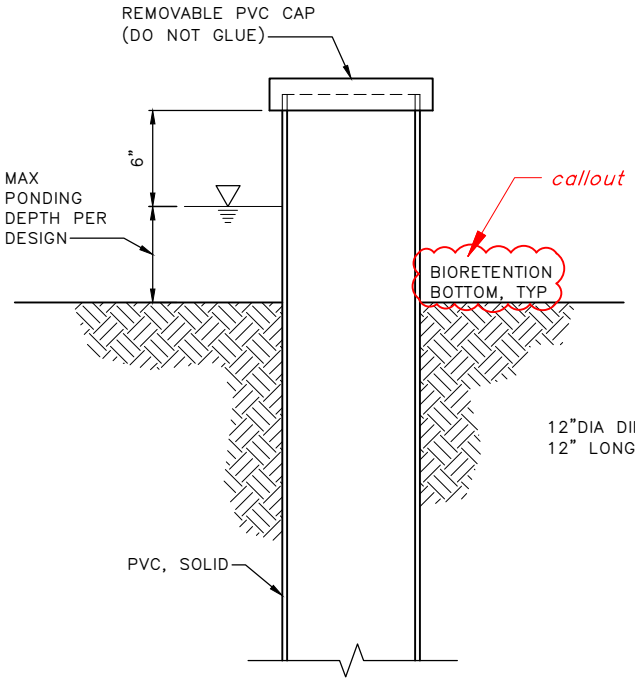
NOTES:

1. ~~OPEN AREA ~ 100 SQUARE INCHES.~~
2. OTHER GRATES ACCEPTABLE; SPECIFY VANE, SOLID COVER, BI–DIRECTIONAL VANE, ADA OR BEEHIVE ON PLANS.
3. ~~SEE STD PLAN NO 265 FOR VANE AND END DETAIL.~~
4. STD PLAN NO 266 DIMENSIONS GOVERN ON END DETAIL.
5. REPLACEMENT VANED GRATE FOR TYPE 164 INLET FRAMES.

REF STD SPEC SEC 7-20.3(6), 9-12

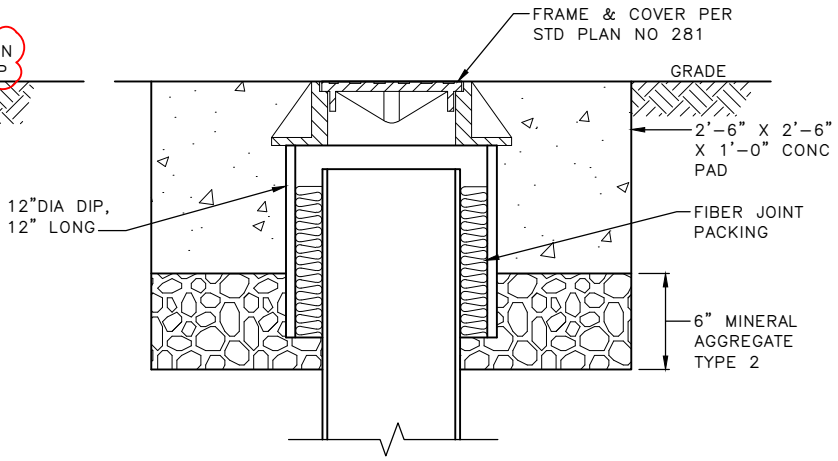
City of Seattle	NOT TO SCALE	TYPE 266 REPLACEMENT VANED GRATE

REV DATE: JUN 2025

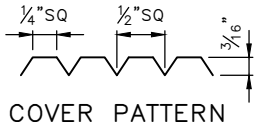


PVC TOP

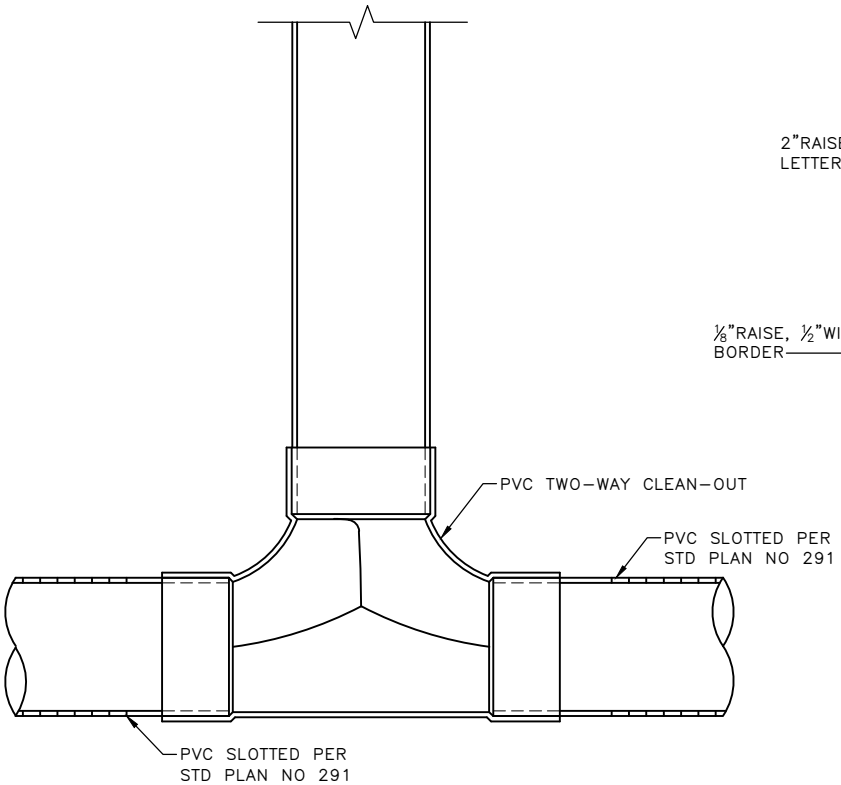
NOTE:
USE LOCKING CLEAN-OUT IN CONCRETE WALK AREAS. DRILL AND TAP, APPLY ANTI-SEIZE COATING AND BOLT DOWN WITH ⅜"S.S. ALLEN-HEAD BOLTS -2 PLACES.

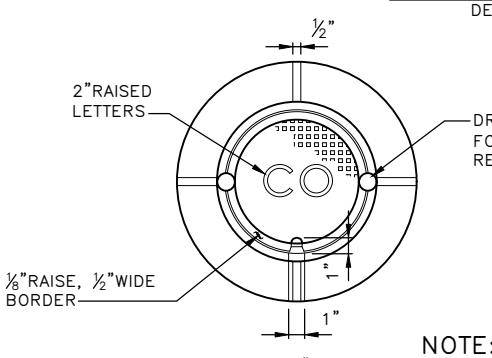


LOCKING CAST IRON TOP

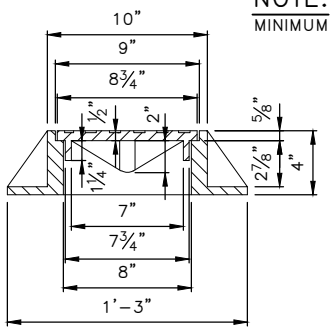


COVER PATTERN
DETAIL





NOTE:
MINIMUM DIAMETER = 6"

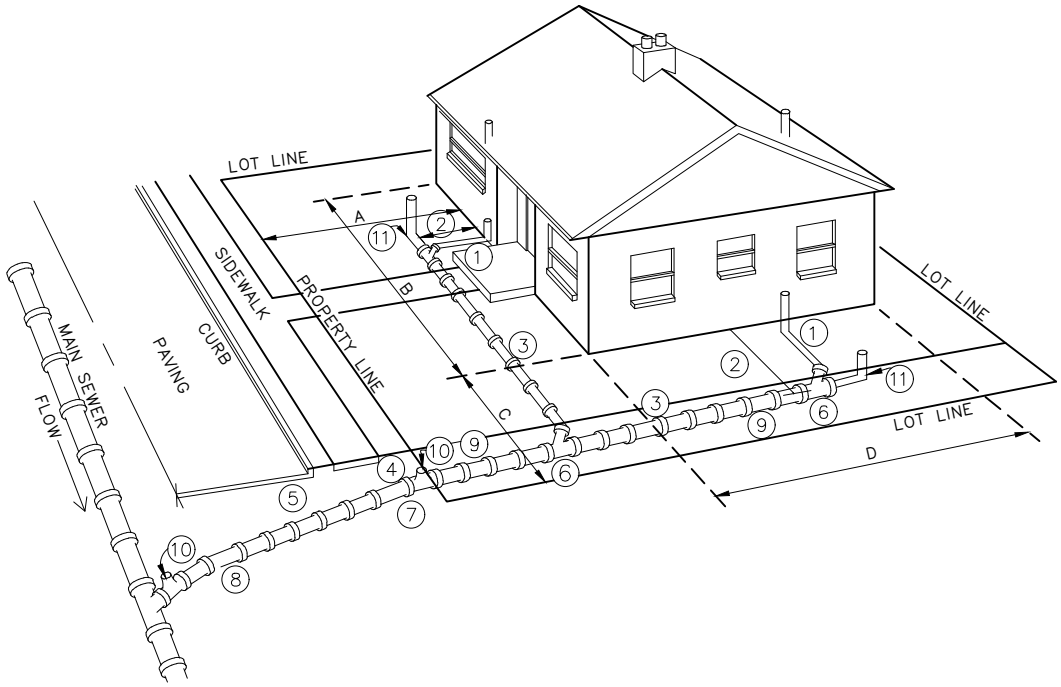


CAST IRON FRAME & COVER

REF STD SPEC SEC 7-19

City of Seattle	NOT TO SCALE	BIORETENTION UNDER DRAIN CLEAN-OUT AND OBSERVATION PORT

REV DATE: NOV 2024



NOTES:

1. ALL SANITARY PLUMBING OUTLETS MUST BE CONNECTED TO THE SANITARY SEWER OR COMBINED SEWER.
2. 2'–6"MIN DISTANCE FROM HOUSE, EXCEPT FOR SOIL PIPE CONNECTION.
3. 1'–6"MIN COVER OF PIPE.
4. 2'–6"MIN COVER AT PROPERTY LINE.
5. 5'–0"MIN COVER AT CURB LINE.
6. LAY PIPE IN STRAIGHT LINE BETWEEN BENDS. MAKE ALL CHANGES IN GRADE OR LINE WITH BENDS OR WYES.
7. STANDARD 4" TO 6" INCREASER.
8. 6" SEWER PIPE: MIN SIZE IN STREET, AND ELSEWHERE AS DIRECTED. 2% MIN GRADE, 100% MAX.
9. 4" SEWER PIPE: MIN SIZE ON PROPERTY. 2% MIN GRADE, 100% (45°) MAX.
10. TEST "T" WITH PLUG
11. CLEANOUT AT UPSTREAM END OF SIDE SEWER.
12. ALL CONSTRUCTION MUST BE IN ACCORDANCE WITH THE CURRENT SIDE SEWER ORDINANCE.

previous note 12 removed

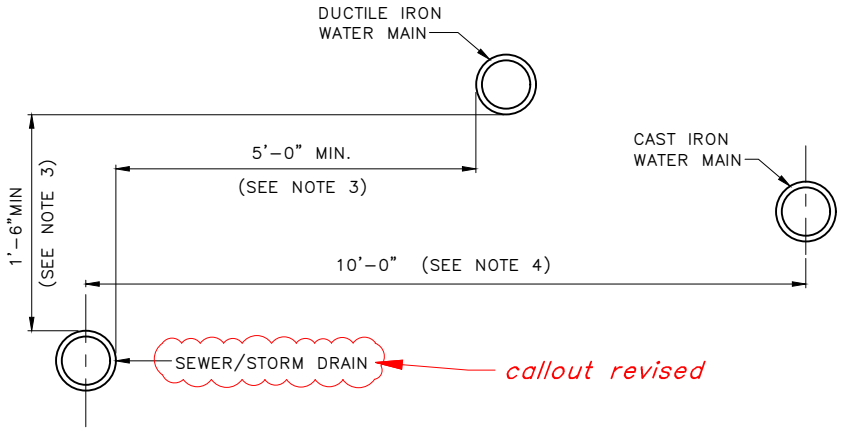
DIMENSIONS:

A = FRONT YARD SETBACK
B = LENGTH OF HOUSE
C = SIDE YARD SETBACK
D = WIDTH OF HOUSE

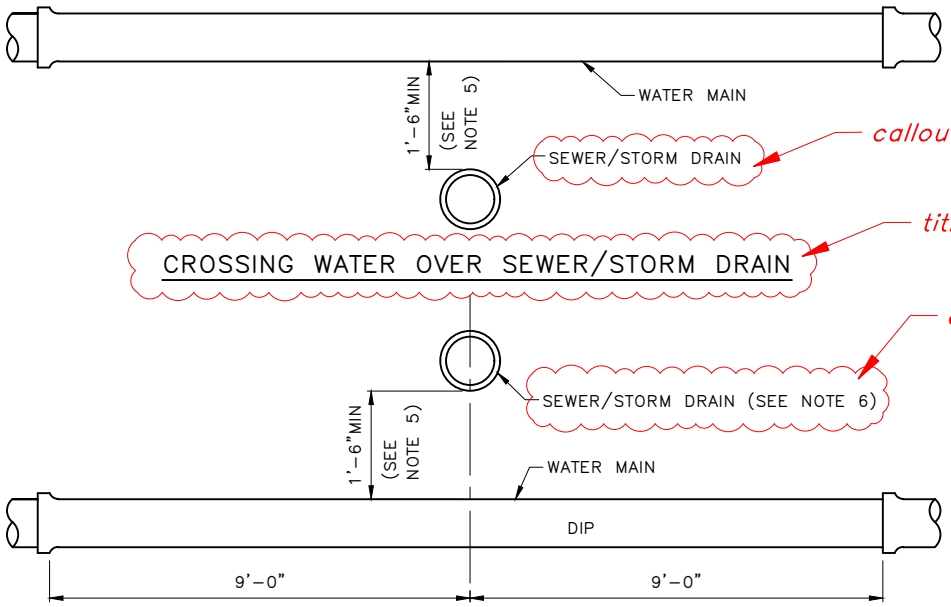
REF STD SPEC SEC 7-18

City of Seattle	NOT TO SCALE	SIDE SEWER INSTALLATION

REV DATE: NOV 2024



PARALLEL INSTALLATION



CROSSING WATER OVER SEWER/STORM DRAIN

STANDARD SINGLE 18'–0" NOMINAL LENGTH DUCTILE IRON WATER MAIN SECTION CENTERED AT THE POINT OF CROSSING

CROSSING WATER UNDER SEWER/STORM DRAIN

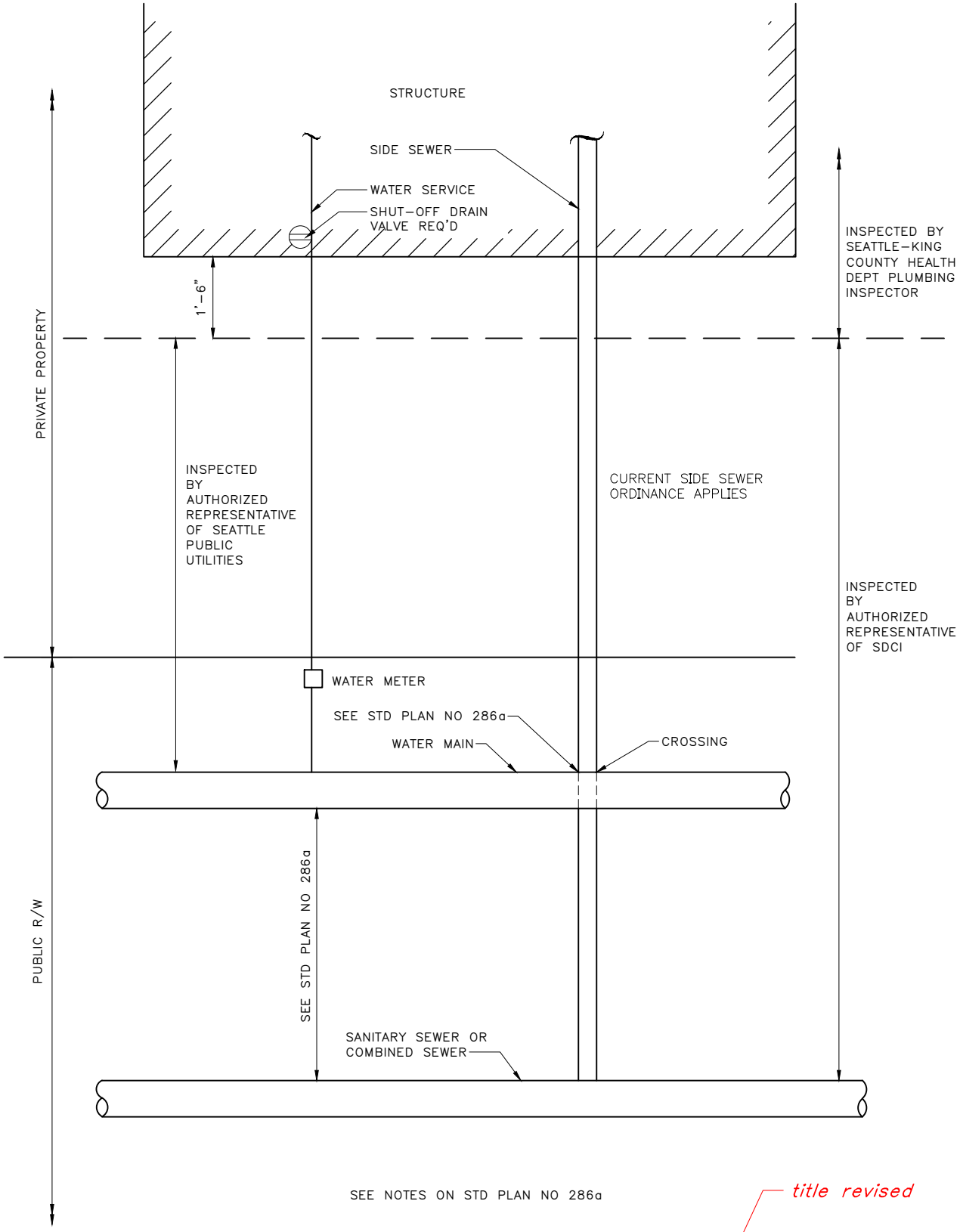
NOTES:

1. EXCEPTIONS TO STD PLAN NO 286a & 286b MUST BE APPROVED BY SEATTLE PUBLIC UTILITIES.
2. "SEWER/STORM DRAIN" INCLUDES STORM DRAINS, SANITARY SEWER, COMBINED SEWER MAINS AND SIDE SEWER.
3. WHERE MINIMUM CLEARANCES CANNOT BE MET, SEWER MUST BE CONSTRUCTED OF MATERIALS AND WITH JOINTS THAT ARE EQUIVALENT TO WATER MAIN STANDARDS INCLUDING WATER MAIN PRESSURE TESTING REQUIREMENTS.
4. NO VERTICAL CLEARANCE REQUIRED.
5. IF MINIMUM VERTICAL SEPARATION CANNOT BE MET, WATER MAIN MUST BE A STANDARD SINGLE 18'–0" NOMINAL LENGTH DUCTILE IRON WATER MAIN SECTION CENTERED AT THE POINT OF CROSSING.
6. SEWER/STORM DRAIN MUST HAVE ADEQUATE FOUNDATION SUPPORT TO PREVENT SETTLEMENT ON THE WATER MAIN AND TO PREVENT DEFLECTION OF WATER MAIN JOINTS.
7. CROSSINGS AT AN ANGLE BETWEEN 90° AND 45° MAY OCCUR BETWEEN 9'–0" AND 6'–0" OF WATER MAIN JOINT. FOR CROSSINGS LESS THAN 45°, SEE NOTE 1.

REF STD SPEC SEC 1-07.17, 7-11

City of Seattle | NOT TO SCALE | SPACING & CLEARANCES FOR SEWER/STORM DRAIN & WATER

REV DATE: NOV 2024



SEE NOTES ON STD PLAN NO 286a

title revised

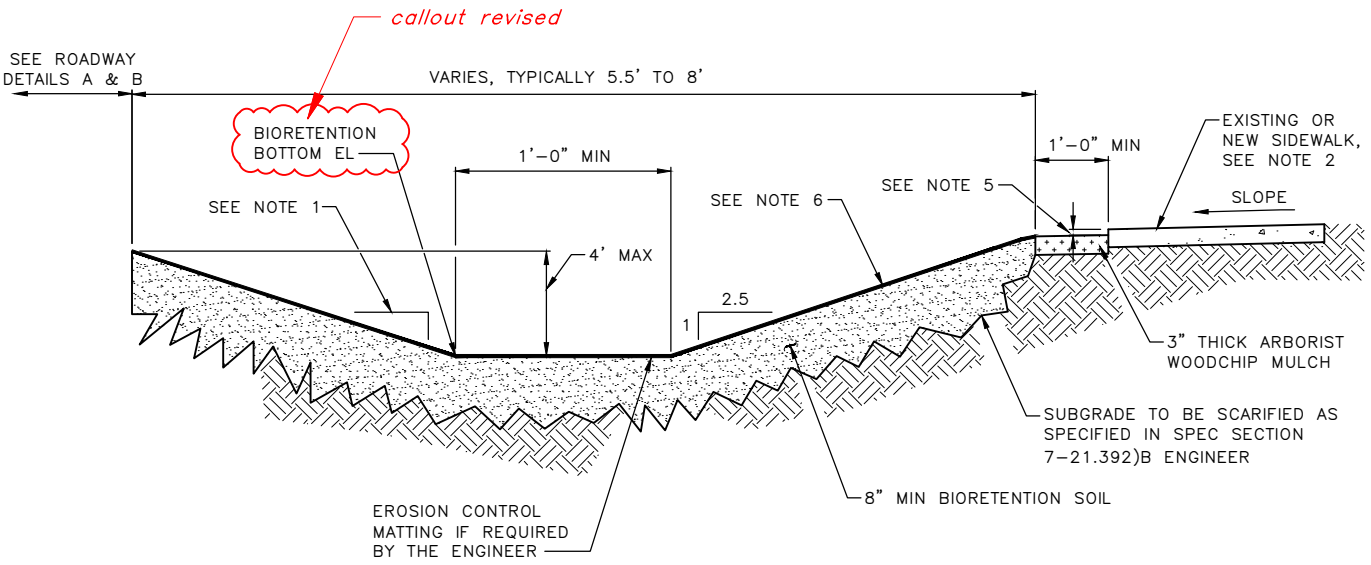
REF STD SPEC SEC 1-07.17, DIV 7

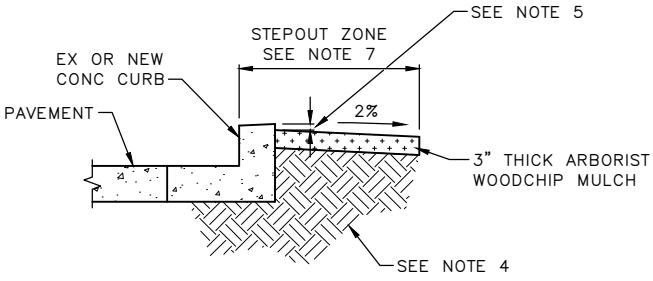
City of Seattle

NOT TO SCALE

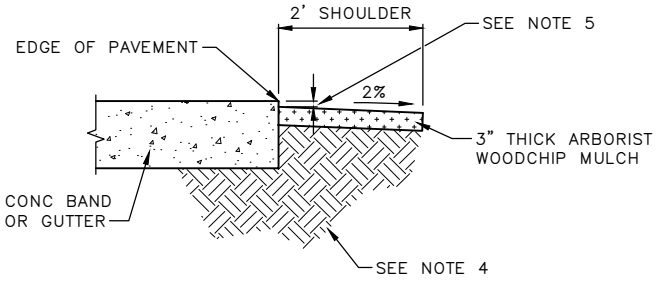
SPACING & CLEARANCES FOR SEWER & WATER

REV DATE: JUN 2025





DETAIL A
CURBED ROADWAY
(ADJACENT TO PARKING ZONE)



DETAIL B
CURBLESS ROADWAY

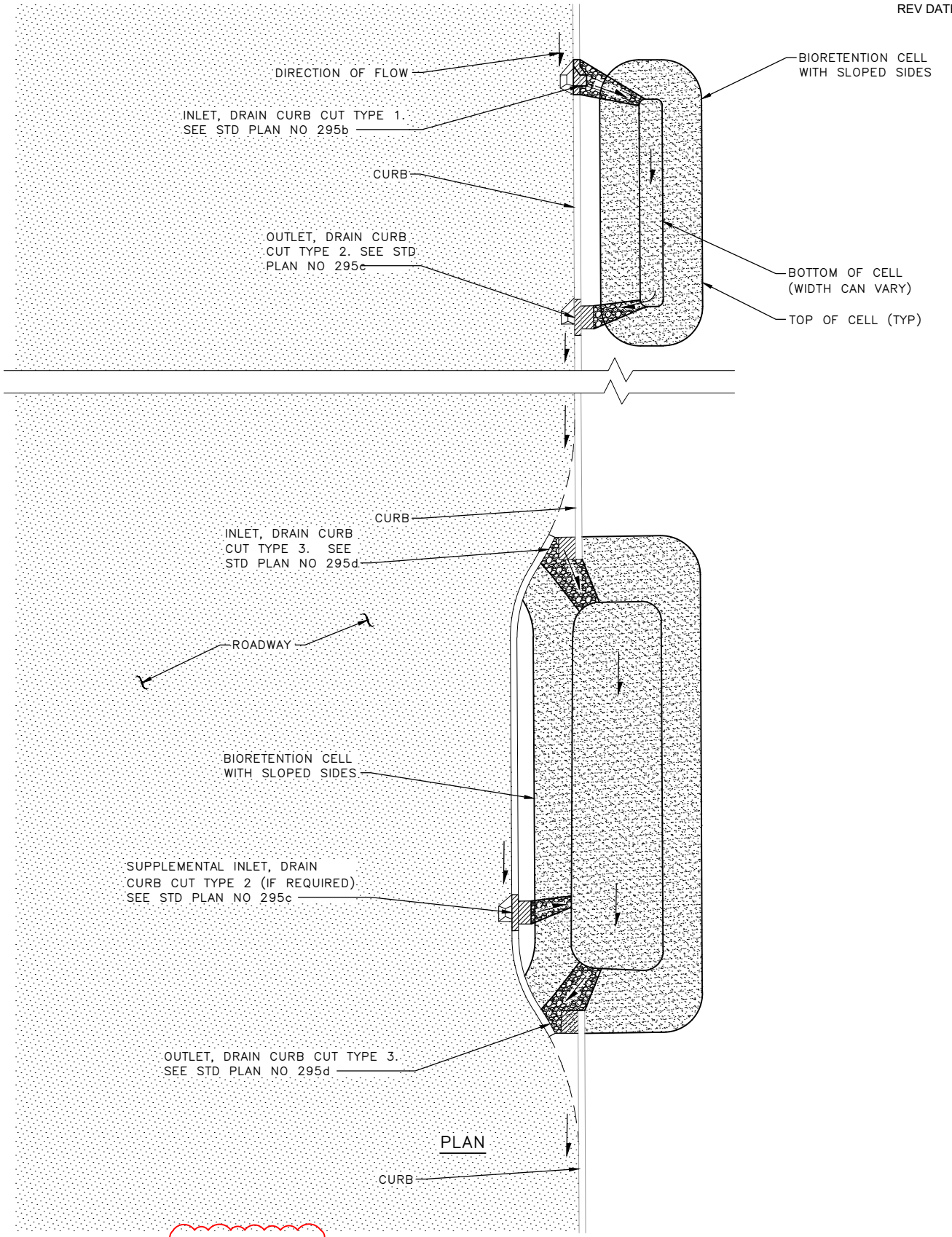
NOTES:

1. TYPICAL MAXIMUM SLOPE ALLOWED IS 2.5H=1V, 3H=1V MAX WHEN WITHIN 50-FEET OF INTERSECTIONS OR CURBLESS ROADWAY.
2. CONVEYANCE SWALE OVERFLOW ELEVATIONS MUST BE SET BELOW SIDEWALK ELEVATION.
3. LONGITUDINAL SLOPE GREATER THAN OR EQUAL TO 4%, CHECK DAM REQUIRED.
4. UNDISTURBED NATIVE SOIL OR APPROVED SOIL COMPACTED TO 95% DENSITY.
5. PROVIDE MIN ONE INCH GAP BETWEEN TOP OF WALKS, CURBS, PAVEMENTS AND DRIVEWAYS AND TOP OF TREATMENT LAYER.
6. PLANTING PER APPROVED LANDSCAPE PLAN.
7. FACE OF CURB TO TOP OF SLOPE MUST BE MIN 2'-0" FOR NON-MAJOR ARTERIAL STREETS, MIN 4'-0" FOR MAJOR ARTERIAL STREETS.

REF STD SPEC SEC 7-21

City of Seattle	NOT TO SCALE	VEGETATED CONVEYANCE SWALE (NOT FOR WATER QUALITY TREATMENT)

REV DATE: MAY 2024



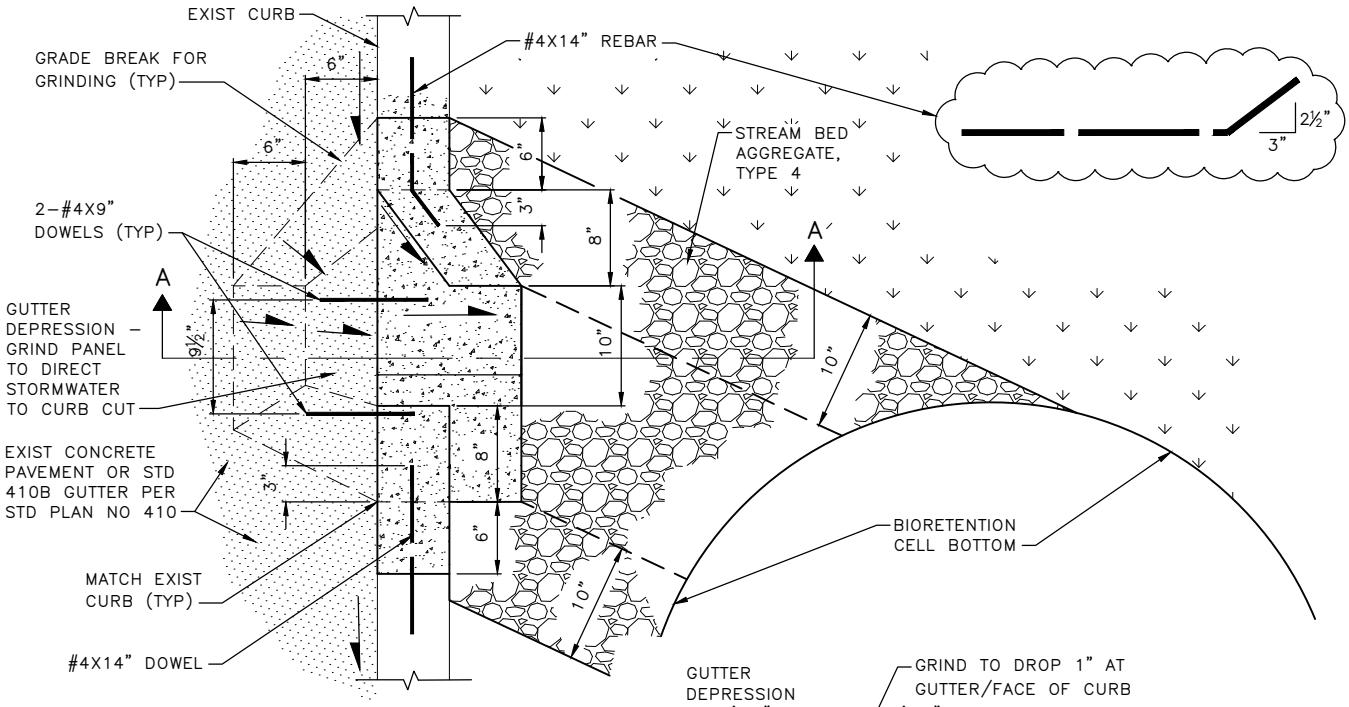
REF STD SPEC SEC 7-21, 8-04, 9-03 — "8-04" added

City of Seattle

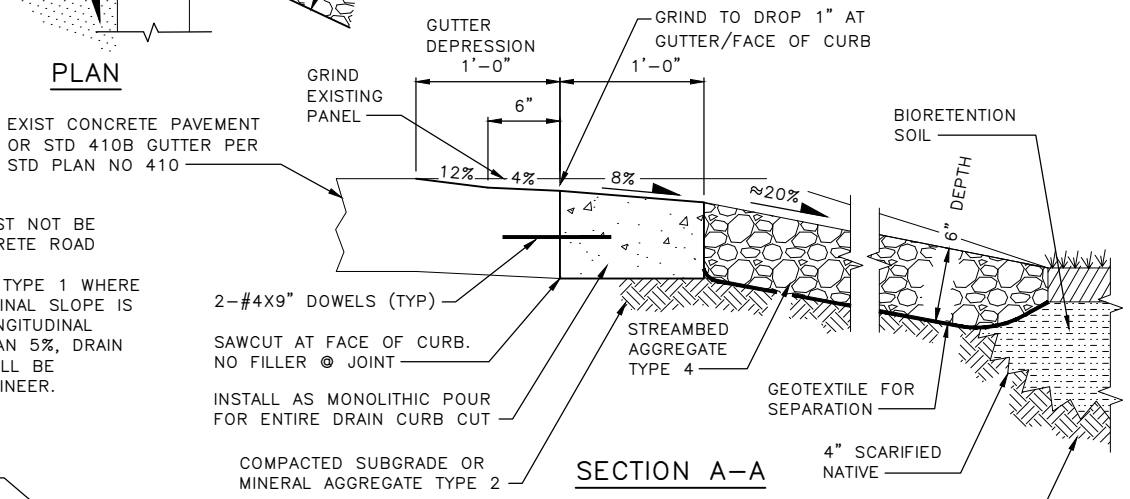
NOT TO SCALE

TYPICAL DRAIN CURB CUT LOCATION FOR BIORETENTION WITH SLOPED SIDES

REV DATE: MAY 2024



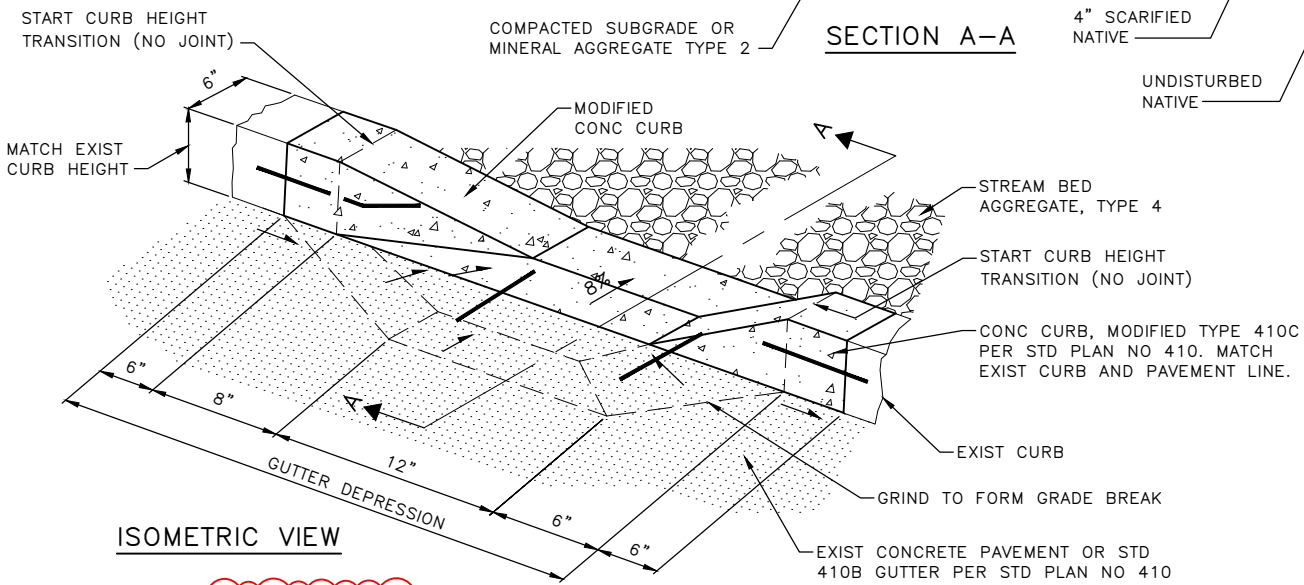
PLAN



SECTION A–A

NOTES:

1. DRAIN CURB CUTS MUST NOT BE LOCATED WITHIN CONCRETE ROAD PANEL JOINT.
2. USE DRAIN CURB CUT TYPE 1 WHERE GUTTER LINE LONGITUDINAL SLOPE IS 0 TO 5%. WHERE LONGITUDINAL SLOPE IS GREATER THAN 5%, DRAIN CURB CUT OPENING WILL BE DESIGNED BY THE ENGINEER.

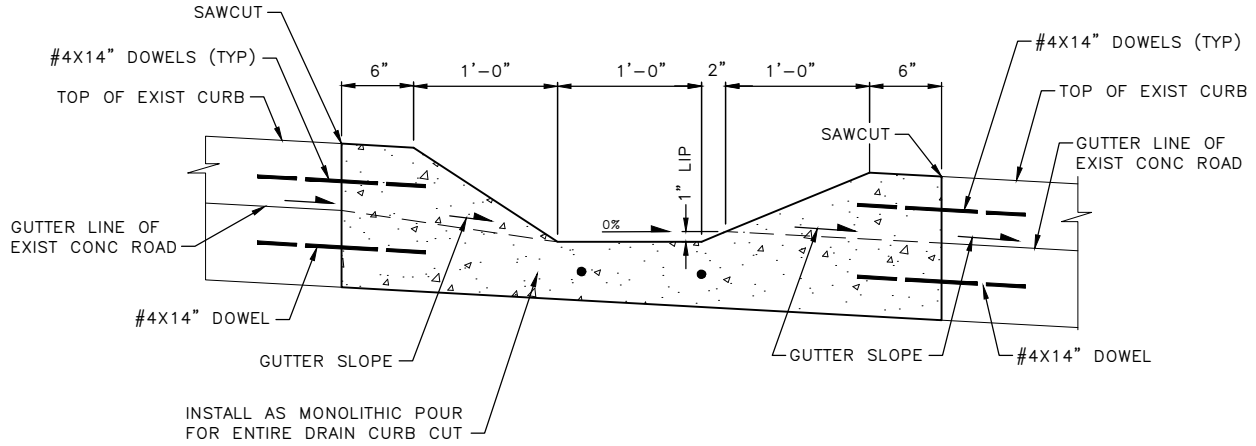


ISOMETRIC VIEW

REF STD SPEC SEC 7-21, 8-04, 9-03 "8–04" added

City of Seattle	NOT TO SCALE	DRAIN CURB CUT TYPE 1

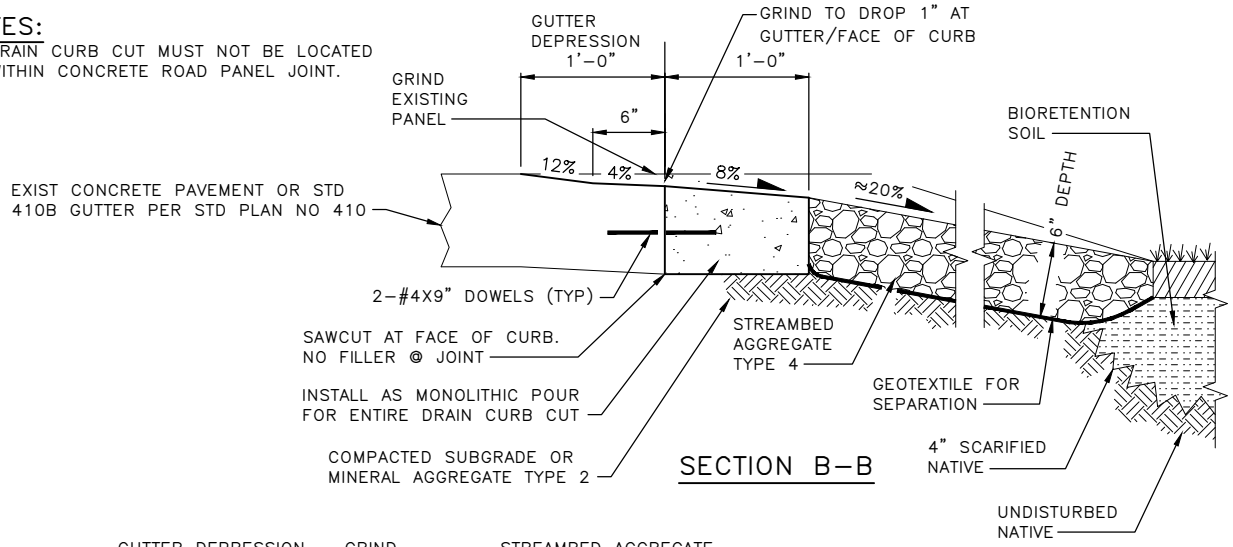
REV DATE: MAY 2024



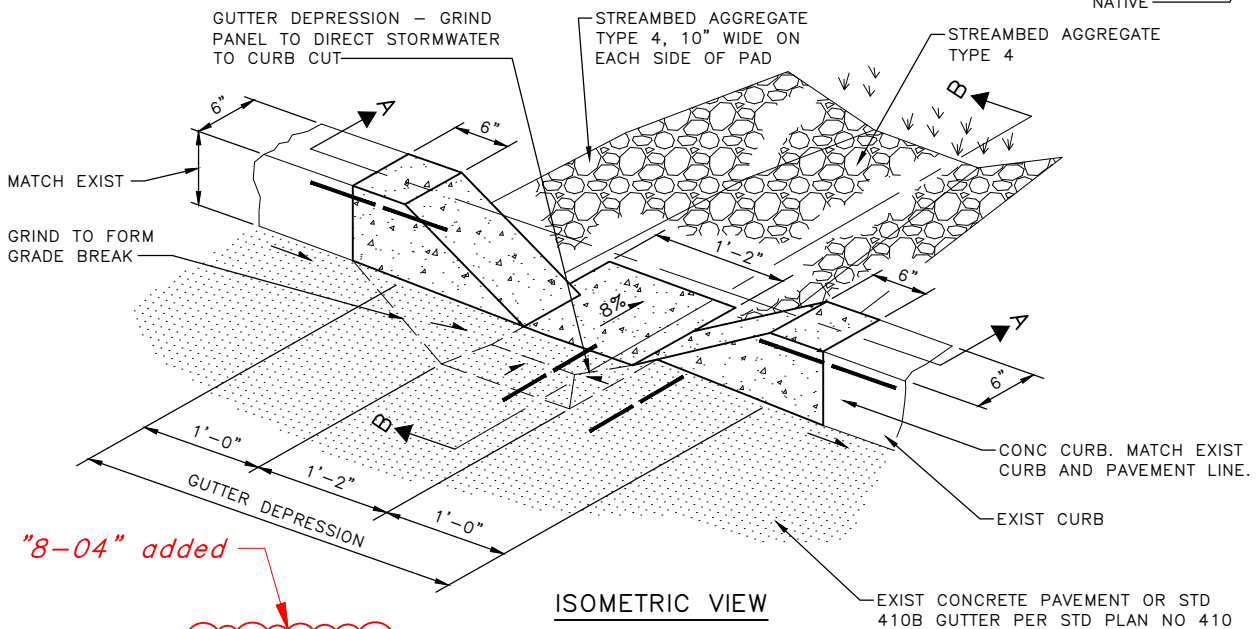
SECTION A–A

NOTES:

1. DRAIN CURB CUT MUST NOT BE LOCATED WITHIN CONCRETE ROAD PANEL JOINT.



SECTION B–B



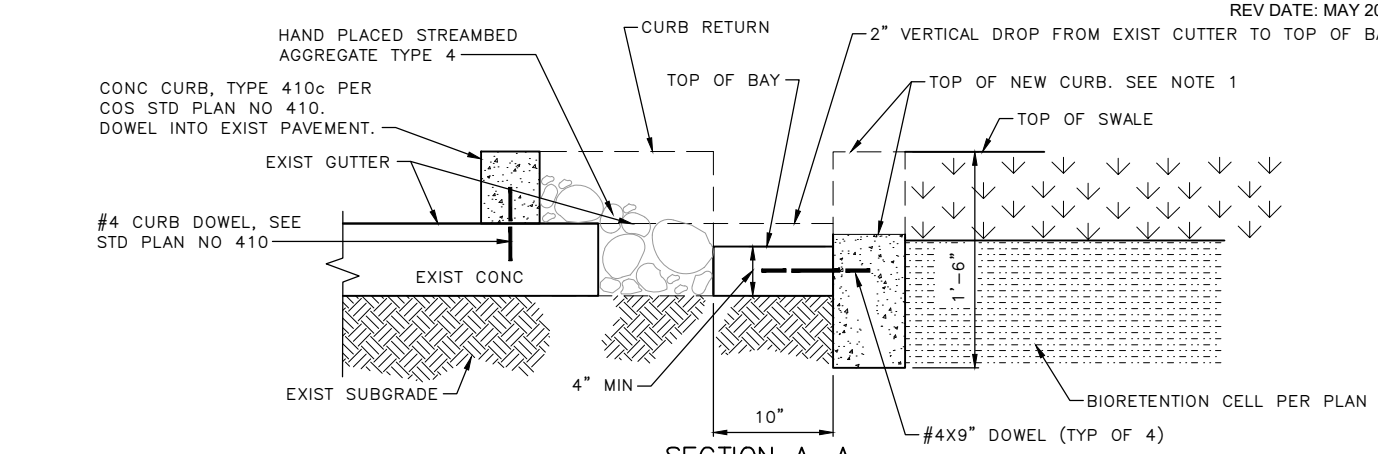
ISOMETRIC VIEW

"8-04" added

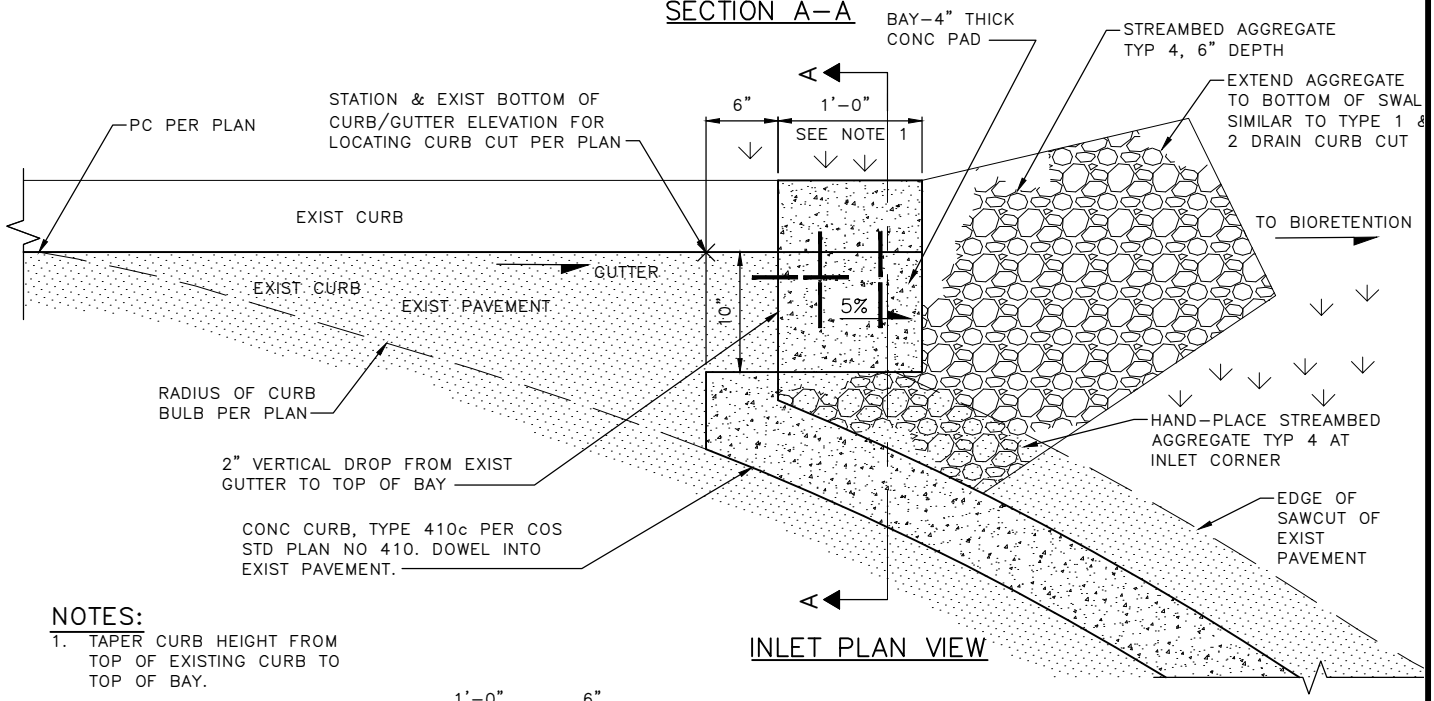
REF STD SPEC SEC 7-21, 8-04, 9-03

City of Seattle | NOT TO SCALE | DRAIN CURB CUT TYPE 2

REV DATE: MAY 2024

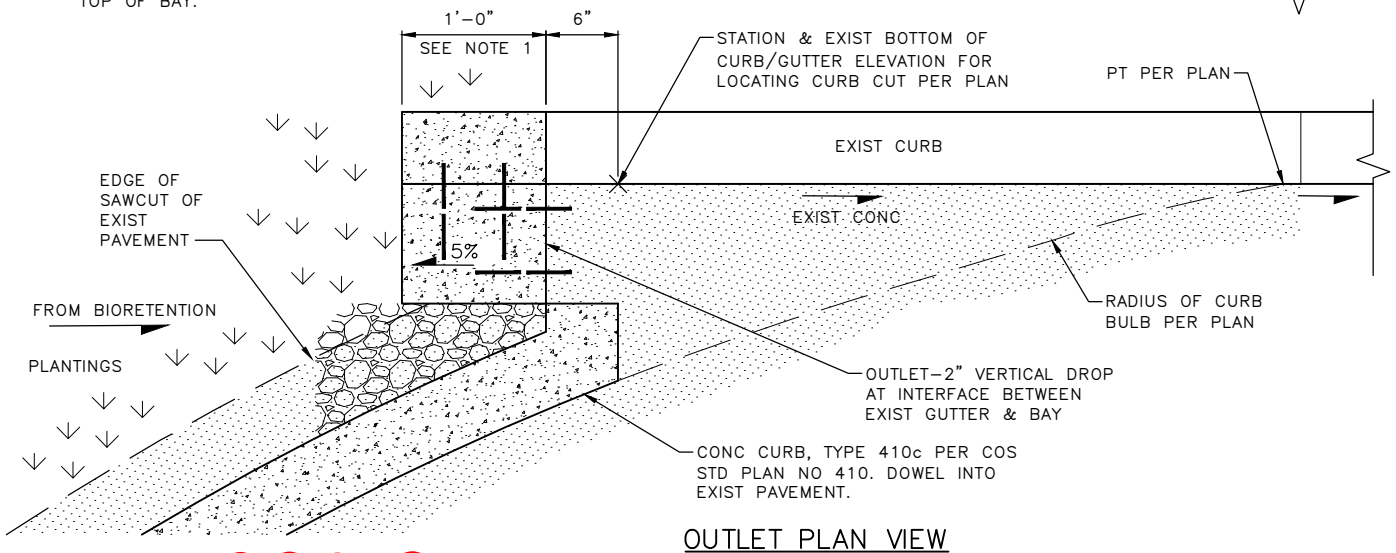


SECTION A–A



INLET PLAN VIEW

NOTES:
1. TAPER CURB HEIGHT FROM TOP OF EXISTING CURB TO TOP OF BAY.



OUTLET PLAN VIEW

REF STD SPEC SEC 7-21, 8-04, 9-03 — "8–04" added

City of Seattle | NOT TO SCALE | DRAIN CURB CUT TYPE 3

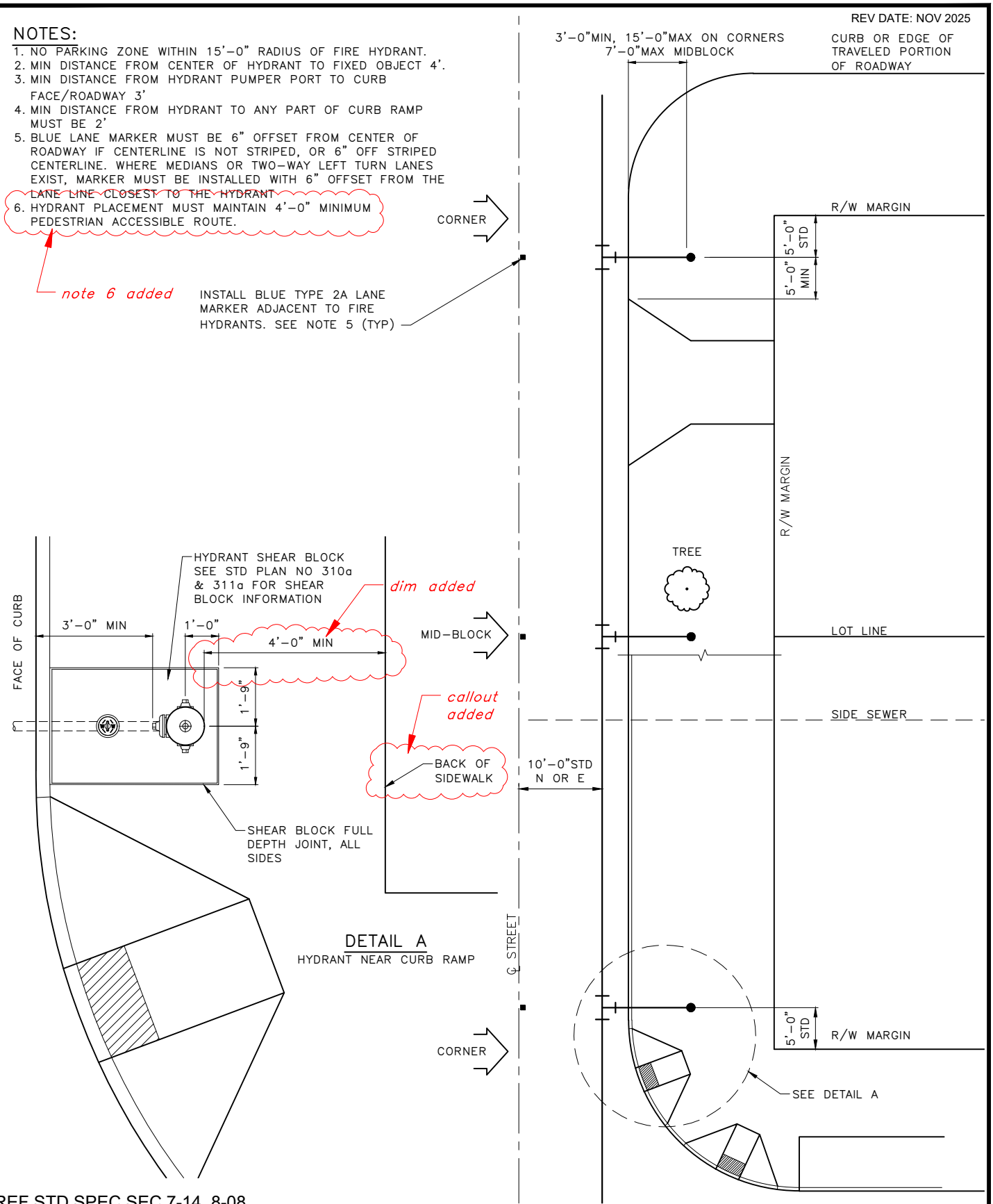
REV DATE: NOV 2025

NOTES:

1. NO PARKING ZONE WITHIN 15'–0" RADIUS OF FIRE HYDRANT.
2. MIN DISTANCE FROM CENTER OF HYDRANT TO FIXED OBJECT 4'.
3. MIN DISTANCE FROM HYDRANT PUMPER PORT TO CURB FACE/ROADWAY 3'
4. MIN DISTANCE FROM HYDRANT TO ANY PART OF CURB RAMP MUST BE 2'
5. BLUE LANE MARKER MUST BE 6" OFFSET FROM CENTER OF ROADWAY IF CENTERLINE IS NOT STRIPED, OR 6" OFF STRIPED CENTERLINE. WHERE MEDIANS OR TWO–WAY LEFT TURN LANES EXIST, MARKER MUST BE INSTALLED WITH 6" OFFSET FROM THE LANE LINE CLOSEST TO THE HYDRANT.
6. HYDRANT PLACEMENT MUST MAINTAIN 4'–0" MINIMUM PEDESTRIAN ACCESSIBLE ROUTE.

note 6 added

INSTALL BLUE TYPE 2A LANE MARKER ADJACENT TO FIRE HYDRANTS. SEE NOTE 5 (TYP)



DETAIL A
HYDRANT NEAR CURB RAMP

REF STD SPEC SEC 7-14, 8-08

City of Seattle	NOT TO SCALE	FIRE HYDRANT LOCATIONS & CLEARANCES

REV DATE: NOV 2024

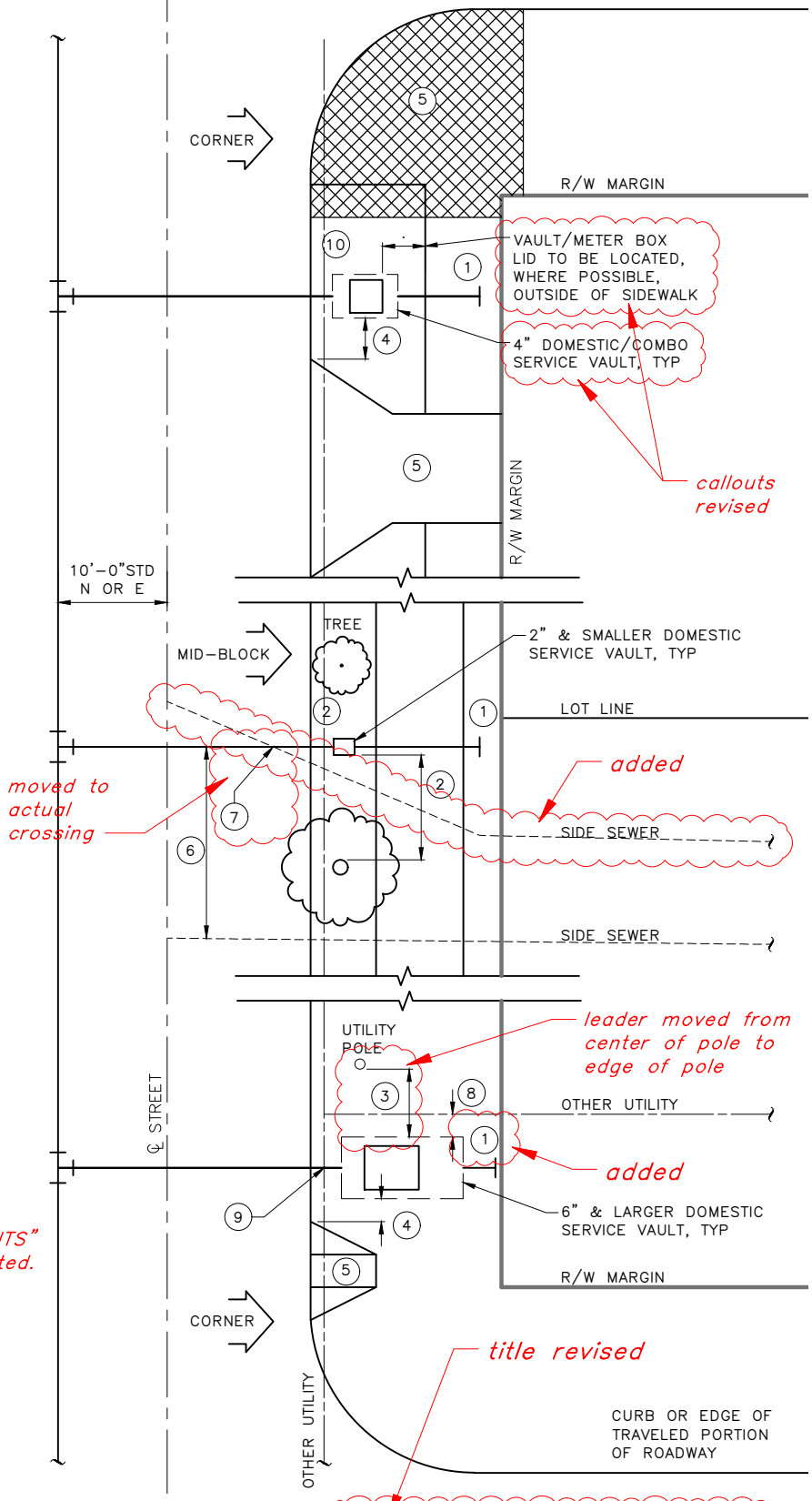
NOTES:

1. UNION POINT 2' OUTSIDE OF VAULT/METER BOX, 2' FROM R/W MARGIN UNLESS OTHERWISE NOTED ON PLANS.
2. 5' CLEARANCE MINIMUM FROM EDGE OF NEW OR EXISTING TREES. IF EXCAVATION IS REQUIRED WITHIN ROOT ZONE OF EXISTING TREES, THE EXCAVATION MUST BE ACCOMPLISHED BY HAND METHODS, CONDUCTED TO PREVENT DAMAGE TO FEEDER AND SURFACE ROOTS, AND MINIMIZE COMPACTION OF SOILS.
3. 5' CLEAR FROM EDGE OF POLES.
4. 2' CLEAR FROM EDGE OF DRIVEWAY OR ADA RAMP WING.
5. WATER SERVICE NOT TO BE INSTALLED IN DRIVEWAY, BEHIND ADA RAMP, OR STREET CORNER.
6. SIDE SEWER HORIZONTAL CLEARANCE 10' FOR CIP, GALVANIZED OR PLASTIC WATER PIPE OR 5' FOR DIP OR COPPER WATER PIPE.
7. SIDE SEWER VERTICAL CLEARANCE 1.5' MIN.
8. VAULT HORIZONTAL CLEARANCE 3' MIN FROM OTHER UTILITIES. UNLESS OTHERWISE NOTED IN STD SPECS.
9. VERTICAL CLEARANCE 12" MIN FOR ALL OTHER UTILITY CROSSINGS UNLESS OTHERWISE NOTED IN STD SPECS.
10. ALLOWABLE LOCATION OF WATER SERVICE VAULT, 2' MINIMUM CLEAR OF BACK OF CURB.

PERMIT REQUIREMENTS WILL DETERMINE LOCATION AND ORIENTATION OF ALL SERVICE VAULTS & METER BOXES IN THE RIGHT OF WAY. VAULTS & METER BOXES SHOWN ON THIS STD PLAN ARE FOR GRAPHICAL PURPOSES ONLY.

EXCEPTIONS TO THE STANDARDS LOCATIONS REQUIRE CITY REVIEW AND APPROVAL.

notes 1, 2, 3, 4, 6 & 10 revised. "PERMIT REQUIREMENTS" revised, "EXCEPTIONS" relocated.



REF STD SPEC SEC 1-07.17(2)

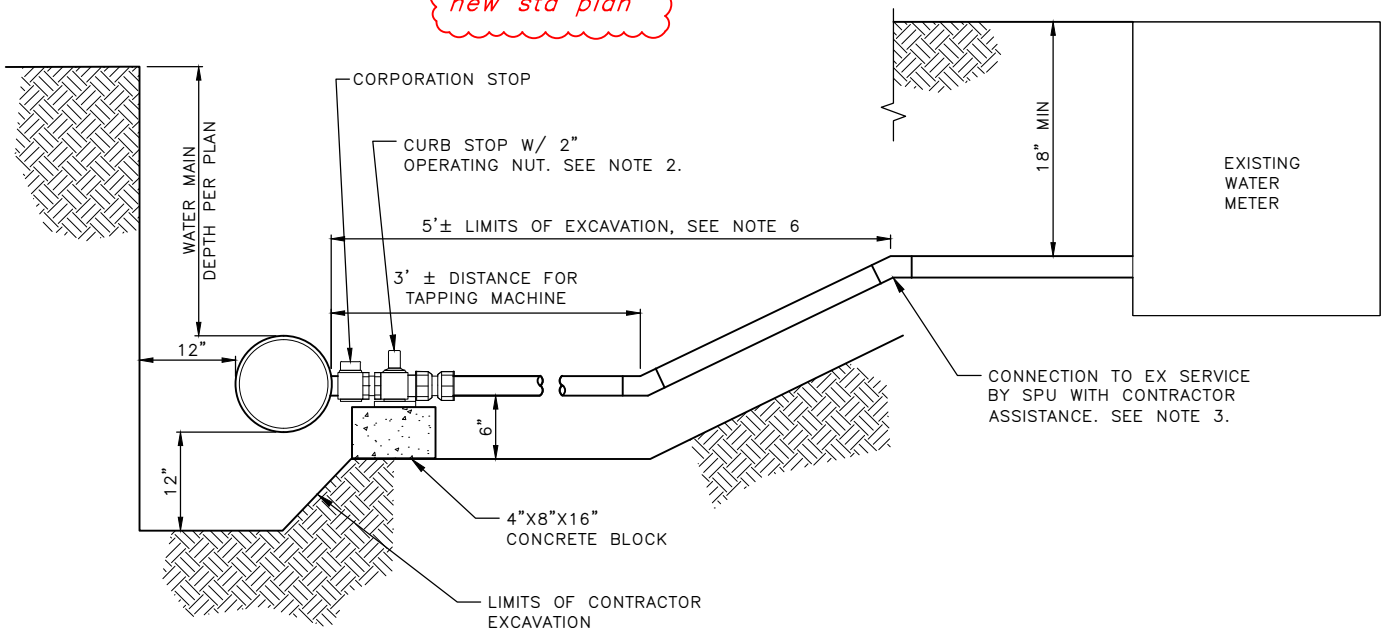
City of Seattle

NOT TO SCALE

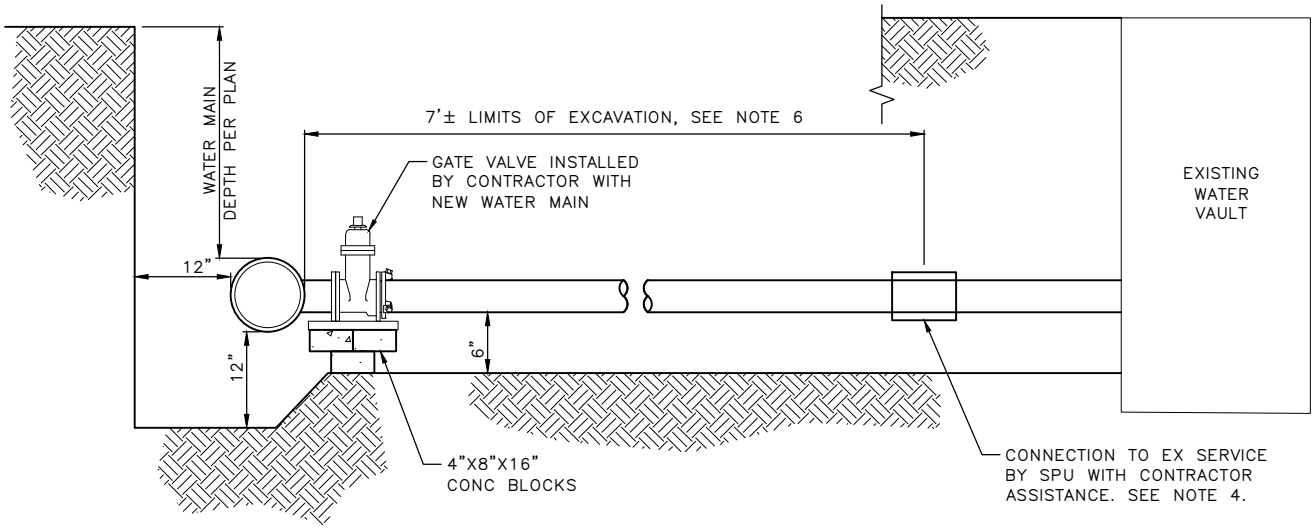
CLEARANCES FOR TYPICAL WATER SERVICE VAULTS & METER BOXES

REV DATE: SEPT 2024

new std plan



2" OR SMALLER WATER SERVICE CONNECTION
(NTS)



4" OR LARGER WATER SERVICE CONNECTION
(NTS)

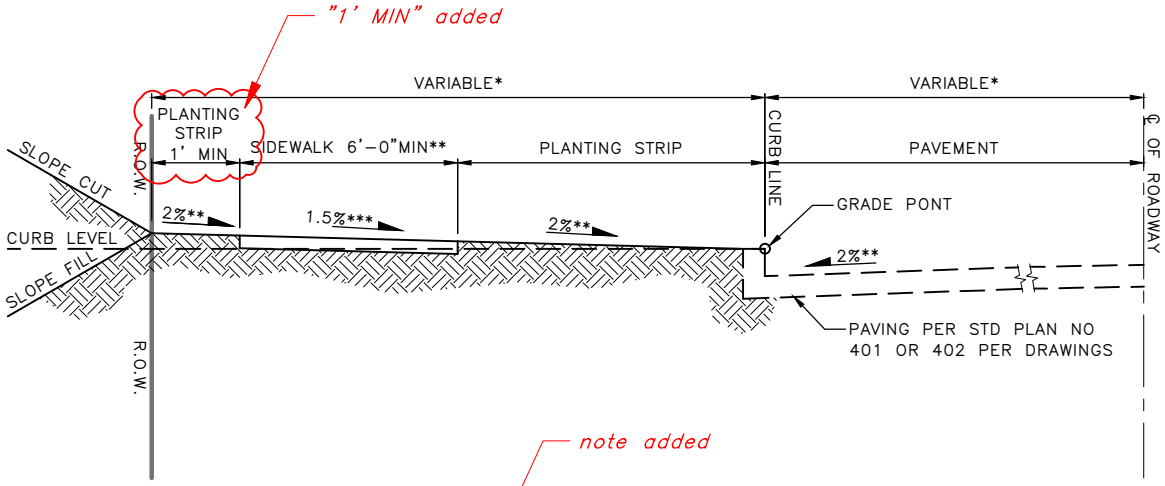
NOTES:

1. SPU PROVIDES MATERIALS, INSTALLS, AND CONNECTS SERVICES 2" AND SMALLER WITH CONTRACTOR ASSISTANCE. CONTRACTOR PROVIDES MATERIALS FOR SERVICES 4" AND LARGER EXCEPT FOR SLEEVE TO EXISTING PIPE. SEE STANDARD SPECIFICATIONS SECTION 7-15.
2. CURB STOP IS INSTALLED FOR 1.5" AND 2" SERVICES. CONTRACTOR TO INSTALL VALVE BOX PER STD PLAN 315.
3. NON-COPPER SERVICES MUST BE RENEWED UP TO THE WATER METER.
4. WHERE INDICATED IN DRAWINGS OR THE WATER SERVICE TABLE, THE WATER SERVICE MUST BE RENEWED TO THE EXISTING VAULT.
5. BEDDING AND BACKFILL OF SERVICE LINES MUST BE THE SAME AS THE WATER MAIN.
6. LIMITS OF EXCAVATION MAY BE LARGER. REFER TO DRAWINGS FOR ACTUAL EXTENTS OF WATER SERVICE INSTALLATION.

REF STD SPEC SEC 7-11, 7-15

City of Seattle	NOT TO SCALE	WATER SERVICE CONNECTION TO NEW WATER MAIN

REV DATE: AUG 2025



note added

NOTE:

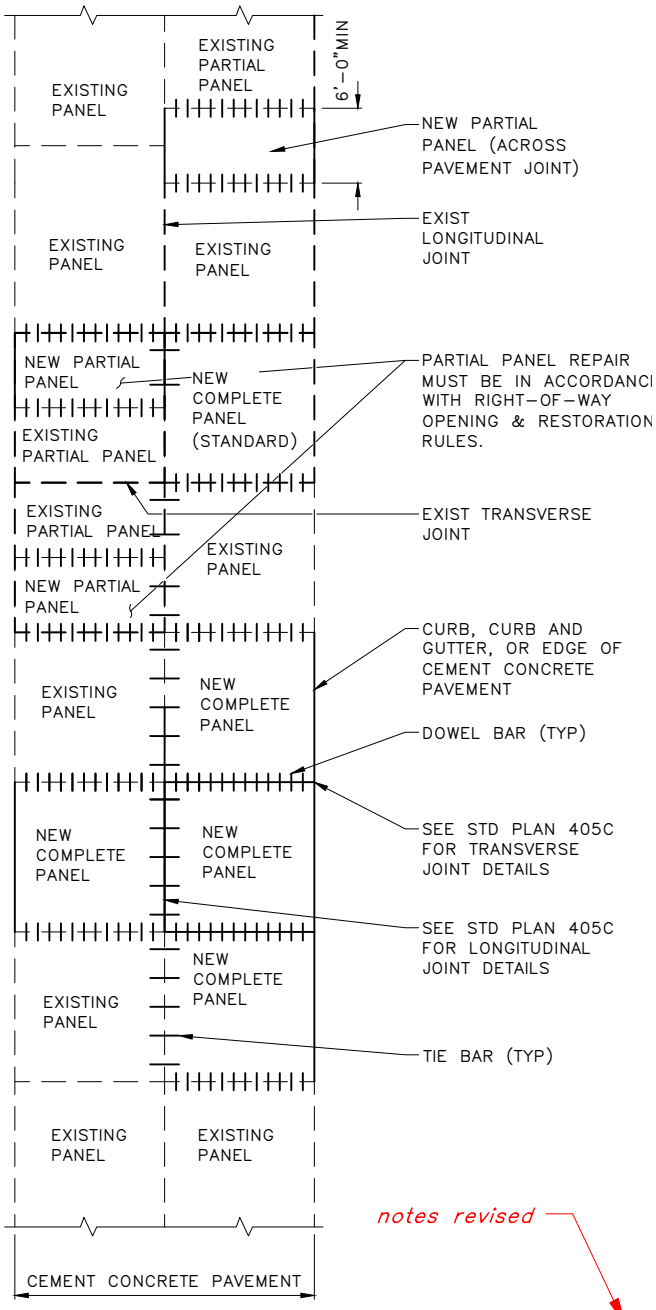
1. POSITIVE DRAINAGE FLOW SLOPING FROM THE ROW LINE TO THE TOP OF CURB MUST BE PROVIDED.

* SEE RIGHT OF WAY IMPROVEMENT MANUAL FOR DIMENSIONS.
** UNLESS OTHERWISE APPROVED BY THE ENGINEER.
*** 2% MAXIMUM, 0.5% MINIMUM; USE 1.5% UNLESS OTHERWISE SHOWN IN CONTRACT OR APPROVED BY THE ENGINEER.

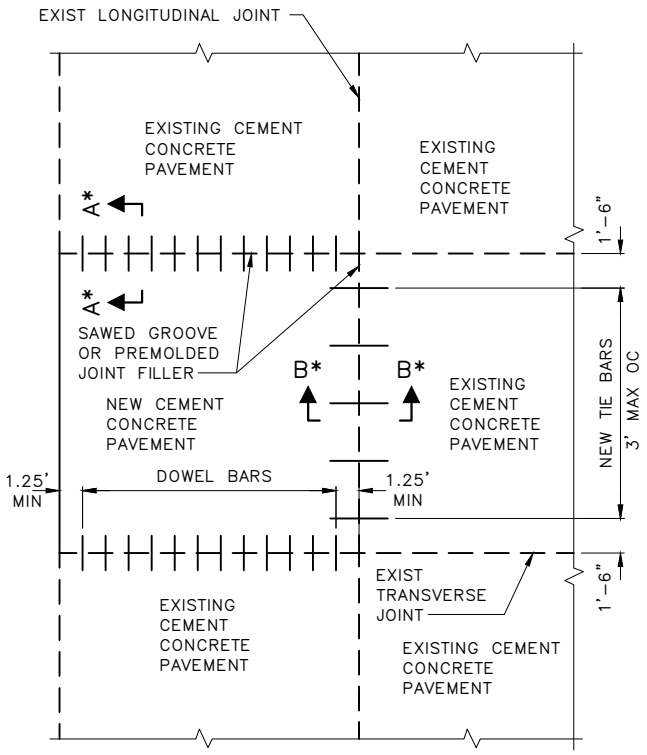
REF STD SPEC SEC 2-04

City of Seattle	NOT TO SCALE	HALF SECTION, GRADING

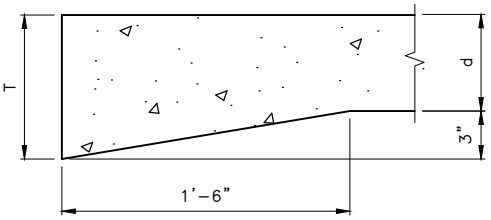
REV DATE: NOV 2025



PLAN VIEW
PANEL REPLACEMENT



PLAN VIEW
COMPLETE PANEL REPLACEMENT



THICKENED EDGE DETAIL
(REQUIRED ONLY WHERE SHOWN ON THE DRAWINGS)

notes revised

NOTES

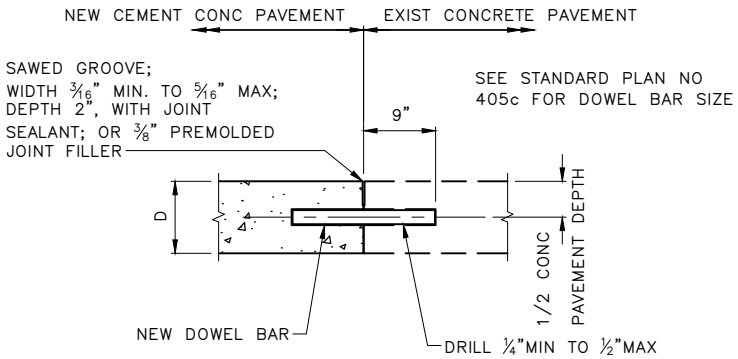
1. INSTALL TIE BARS ALONG LONGITUDINAL JOINT BETWEEN FULL PANEL REPLACEMENT AND EXIST CEMENT CONC PAVEMENT. TIE BARS ARE NOT INSTALLED BETWEEN CEMENT CONC PAVEMENT AND HOT MIX ASPHALT PAVEMENT.
2. TIE BARS ARE NOT REQUIRED WHEN EXISTING PAVEMENT IS LESS THAN 8".
3. DOWEL BARS ARE NOT REQUIRED WHEN EXISTING PAVEMENT IS 8" OR LESS.
4. TIE BARS AND DOWELS ARE NOT REQUIRED WHEN INDICATED ON THE DRAWINGS OR WHEN THE ENGINEER DETERMINES THE EXISTING CONC NOT TO BE COMPETENT
5. DO NOT PLACE LONGITUDINAL JOINTS OR SKEWED JOINTS WITHIN BIKE LANES.
6. WHEN PAVING ADJACENT TO EXISTING PANELS, THE NEW TRANSVERSE JOINTS MUST BE PLACED TO MATCH JOINT LOCATIONS OF THE EXISTING ADJACENT PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SEE STD PLAN NO 405C FOR MAXIMUM TRANSVERSE JOINT SPACING.

A* SEE SECTION A-A STANDARD PLAN 405b
B* SEE SECTION B-B STANDARD PLAN 405b

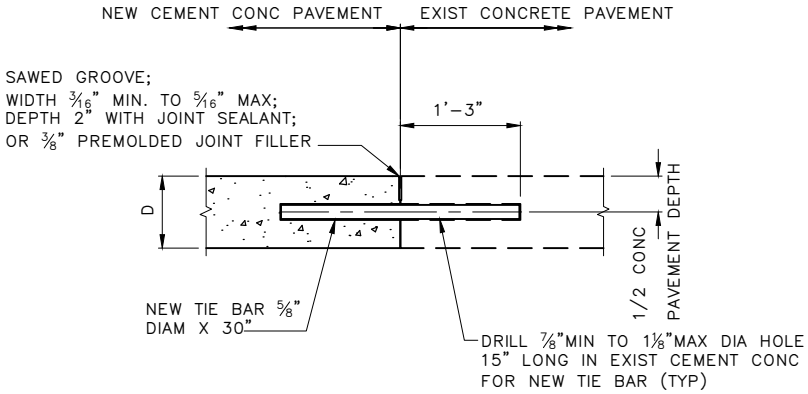
REF STD SPEC SEC 5-05

City of Seattle	NOT TO SCALE	ROADWAY CONCRETE PAVEMENT REPAIR

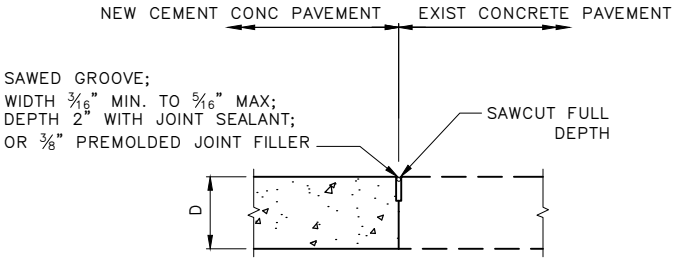
REV DATE: NOV 2025



SECTION A–A
DOWEL BAR DETAIL



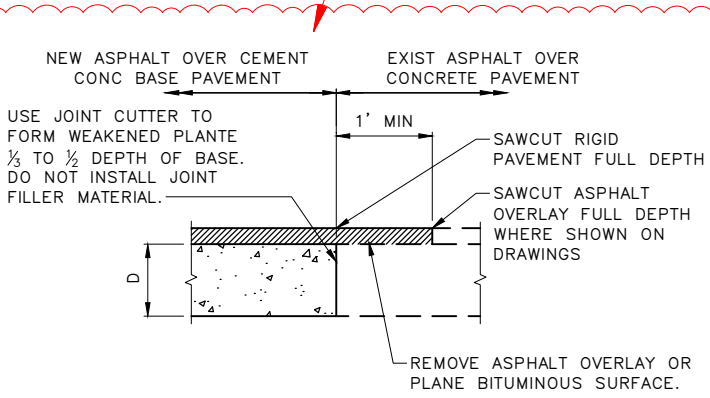
SECTION B–B
TIE BAR DETAIL



WITHOUT TIE BAR OR DOWEL

USE ONLY WHEN SHOWN IN
CONTRACT OR APPROVED BY
THE ENGINEER

new detail added



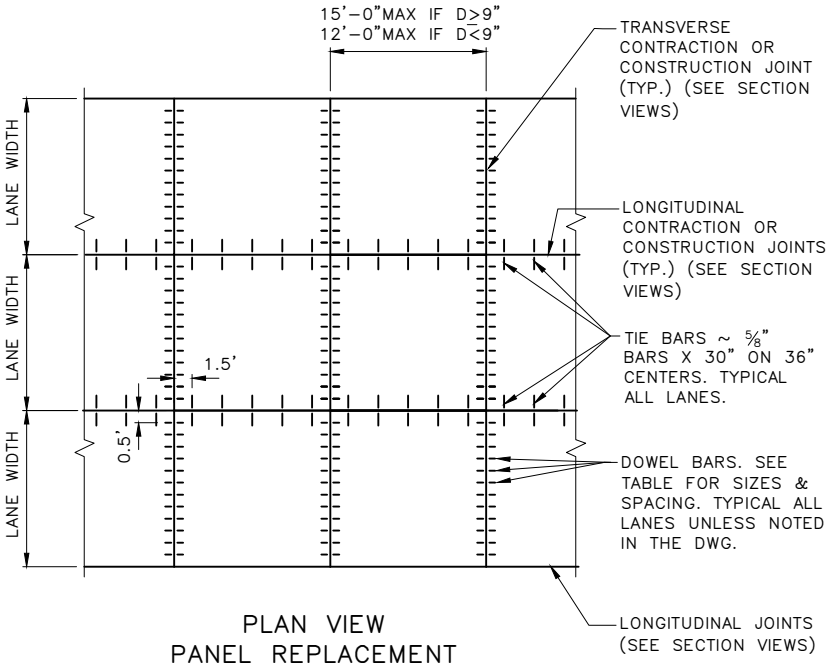
NEW TO EXISTING CEMENT CONCRETE BASE

SEE STD SPEC 5–05.3(10)A FOR TIE BAR AND DOWEL REQUIREMENTS

REF STD SPEC SEC 5-05

City of Seattle	NOT TO SCALE	PAVEMENT REPAIR DOWEL BAR AND TIE BAR DETAILS

REV DATE: NOV 2025



PLAN VIEW
PANEL REPLACEMENT

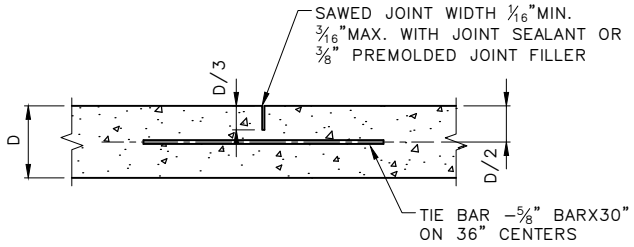
NOTES:

1. DO NOT PLACE LONGITUDINAL JOINTS OR SKEWED JOINTS WITHIN BIKE LANES.
2. WHEN A JOINT IS WITHIN 18 INCHES OF A CASTING JOINTS SHOULD BE SKEWED TO MEET THE CASTING AT 90 DEGREES UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR SHOWN ON THE DRAWINGS.
3. SEE STD PLAN NO 406 OR DRAWINGS FOR REBAR DETAIL AROUND CASTING
4. DOWEL BARS MUST NOT BE PLACED WITHIN 15 INCHES OF THE EDGE OF PAVEMENT OR A PARALLEL JOINT.
5. DOWEL BARS NOT REQUIRED FOR RESIDENTIAL PAVEMENT SECTIONS. SEE STD PLAN NO 401.
6. DO NOT INSTALL PREMOLDED JOINT FILLER IN CONSTRUCTION JOINTS OF CEMENT CONCRETE BASE PAVEMENTS.
7. CONTRACTION JOINTS IN CEMENT CONCRETE BASE PAVEMENTS MUST BE WEAKENED PLANE JOINTS PER STD SPEC SEC 5-05.3(8)A4.

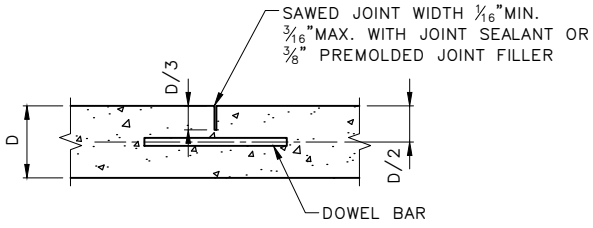
note 3 revised, notes 6 & 7 added

6" changed to 8"

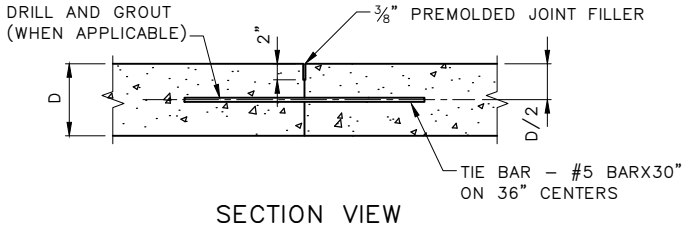
DEPTH (D) OF RDWY CEM. CONC	SOLID STEEL DOWEL BAR SIZE OUTSIDE DIAMETER (OD) X LENGTH (L) @ ON CENTER (OC)	TUBULAR DOWEL BAR SIZE OUTSIDE DIAMETER (OD), WALL THICKNESS X LENGTH (L) @ ON CENTER (OC)
8" ≤ D <9"	1.00" OD X 18" L @ 12" OC	1.375" OD, 0.120: MIN X 18" L @ 12" OC
9" ≤ D <11"	1.25" OD X 18" L @ 12" OC	1.375" OD, 0.120: MIN X 18" L @ 12" OC
11" ≤ D	1.50" OD X 18" L @ 12" OC	1.625" OD, 0.120: MIN X 18" L @ 12" OC



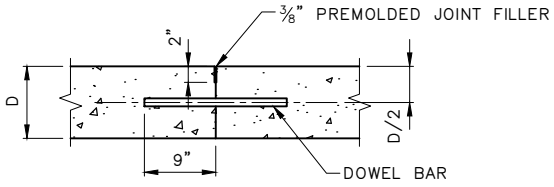
SECTION VIEW
LONGITUDINAL CONTRACTION JOINT



SECTION VIEW
TRANSVERSE CONTRACTION JOINT



SECTION VIEW
LONGITUDINAL CONSTRUCTION JOINT

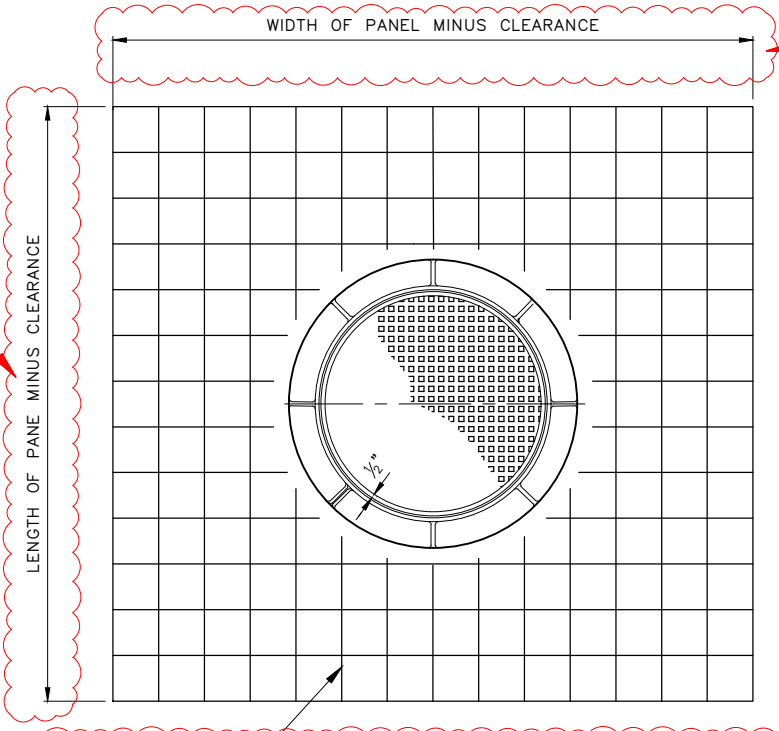


SECTION VIEW
TRANSVERSE CONSTRUCTION JOINT

REF STD SPEC SEC 5-05

City of Seattle | NOT TO SCALE | ROADWAY CONCRETE PAVEMENT JOINTS

REV DATE: NOV 2025



NOTES:

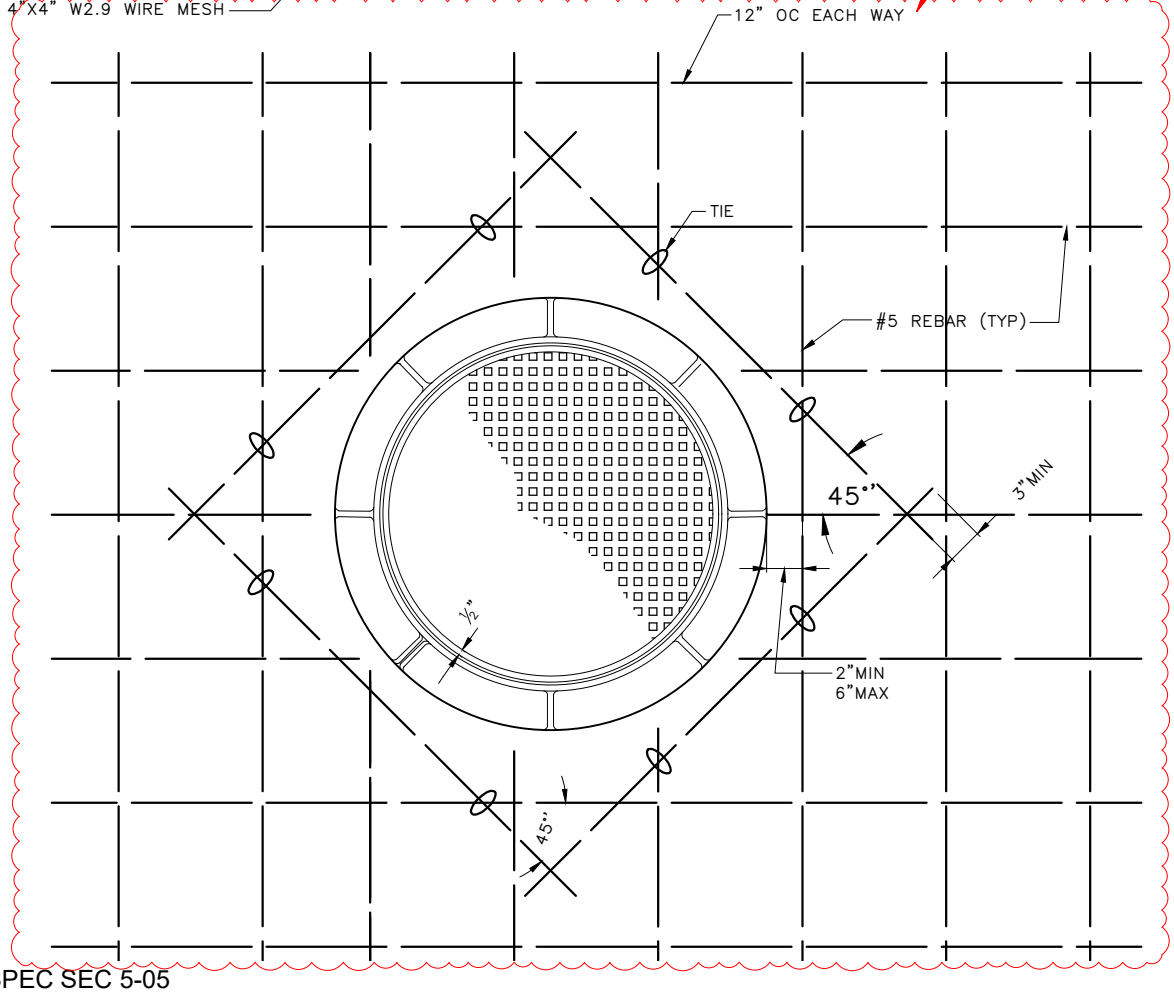
1. PLACE WIRE MESH AT ½ DEPTH OF CEMENT CONCRETE.
2. *THE DIMENSIONS OF THE MESH MUST BE ADJUSTED WHERE PAVEMENT JOINTS ARE ENCOUNTERED.
3. NO REINFORCING STEEL MUST BE WITHIN 2½ INCHES (3 INCHES DESIRED) OF ANY CEMENT CONCRETE SURFACE OR JOINT.

CLEARANCE REQUIREMENTS:

1. 12" CLEARANCE FROM TRANSVERSE JOINTS.
2. 18" CLEARANCE FROM LONGITUDINAL JOINTS.
3. 3" CLEARANCE FROM SURFACES.
4. 3" CLEARANCE FROM CASTINGS.

added

detail revised,



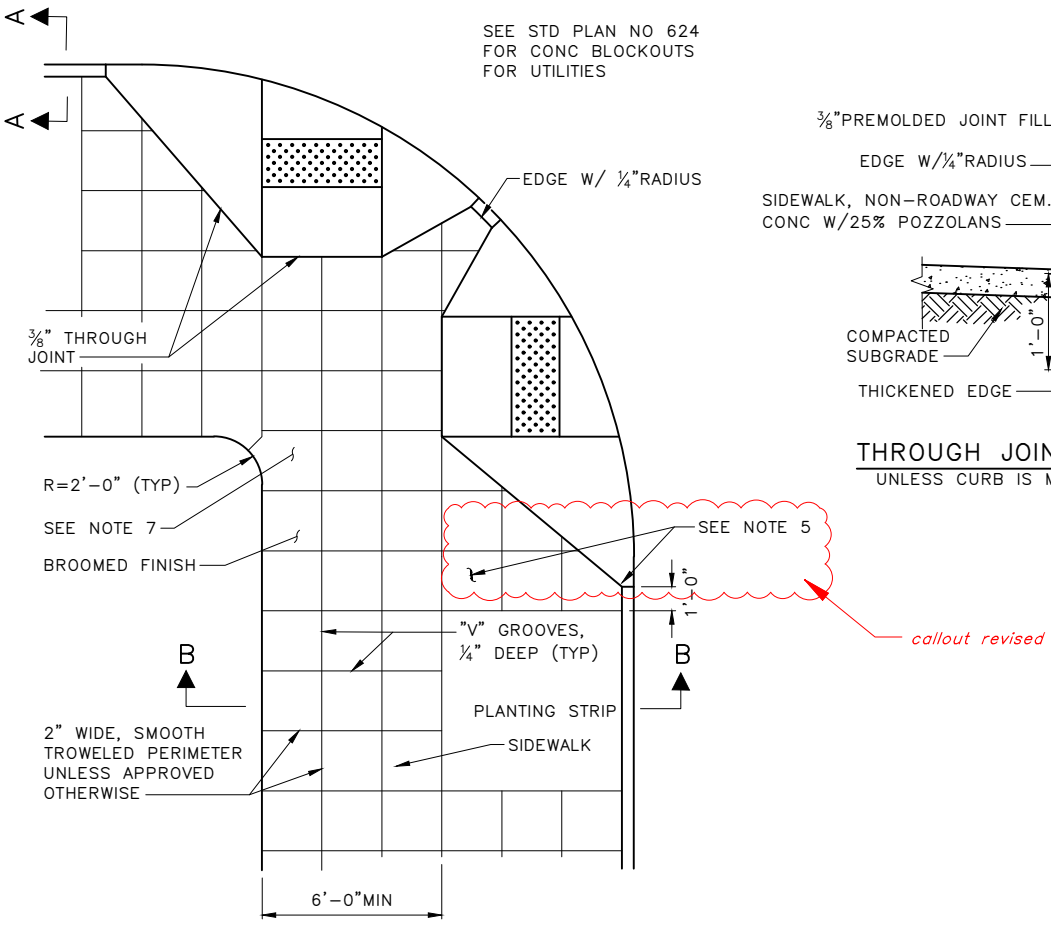
REF STD SPEC SEC 5-05

City of Seattle

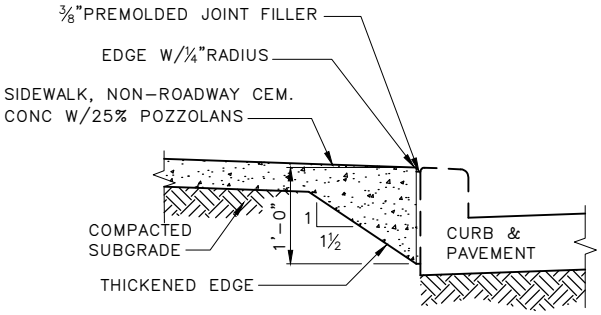
NOT TO SCALE

FRAME & COVER CEMENT CONCRETE REINFORCEMENT DETAIL

REV DATE: NOV 2025



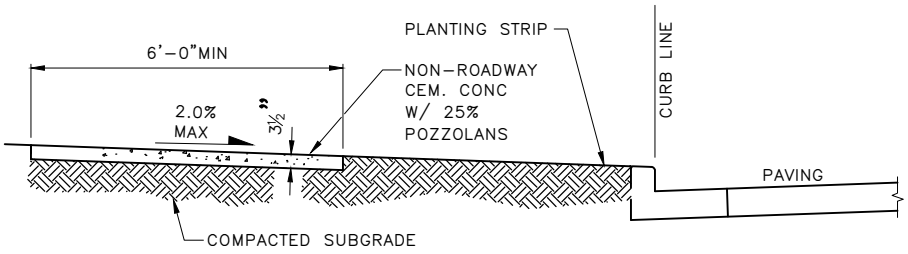
callout revised



THROUGH JOINT @ SECTION A–A

UNLESS CURB IS MONOLITHIC WITH SIDEWALK

TYPICAL SIDEWALK & CURB RAMP DETAIL



SECTION B–B

notes 3 and 5 revised

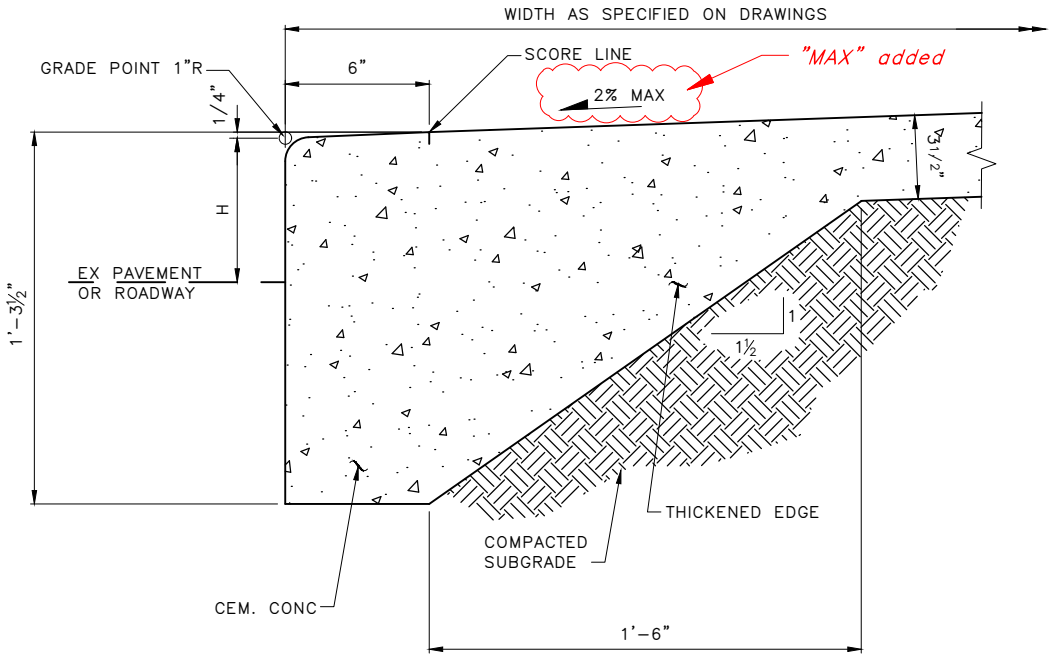
NOTES:

1. ⅜" THROUGH AND CONTRACTION JOINTS MUST BE LOCATED AS REQUIRED BY SECTION 8-14.3(6).
2. SAWCUT SCORING MUST MATCH PATTERN IN ADJACENT EXISTING SIDEWALK OR MUST BE A 2' SQUARE SCORING PATTERN UNLESS OTHERWISE OTHERWISE APPROVED BY THE ENGINEER.
3. FOR CURB RAMPS, SEE STANDARD PLANS 422a TO 422l.
4. FOR TREE PITS, SEE STANDARD PLAN NO 424.
5. PROVIDE 12" MINIMUM BETWEEN EDGE OF RAMP WING AND PLANTING STRIP. AREA BEHIND RAMP WING MUST BE FILLED IN WITH SIDEWALK, AS LANDSCAPING IS NOT ALLOWED.
6. ALL SIDEWALK MUST BE NON-ROADWAY CEM CONC W/ 25% POZZOLANS.
7. 6'-0" MINIMUM CONTINUOUS SIDEWALK MUST BE MAINTAINED AROUND CORNERS.

REF STD SPEC SEC 8-14

City of Seattle	NOT TO SCALE	CONCRETE SIDEWALK DETAILS

REV DATE: NOV 2025



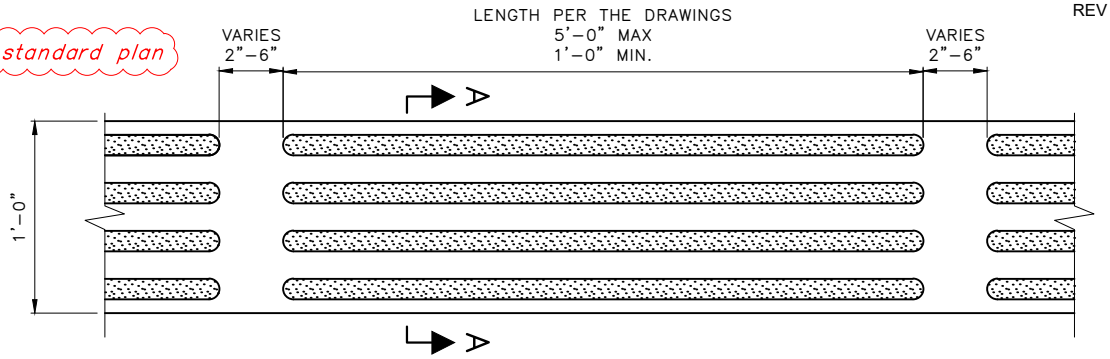
NOTE:
"H" MUST BE 6" FROM FINISHED ROADWAY GRADE UNLESS OTHERWISE SPECIFIED

REF STD SPEC SEC 8-14

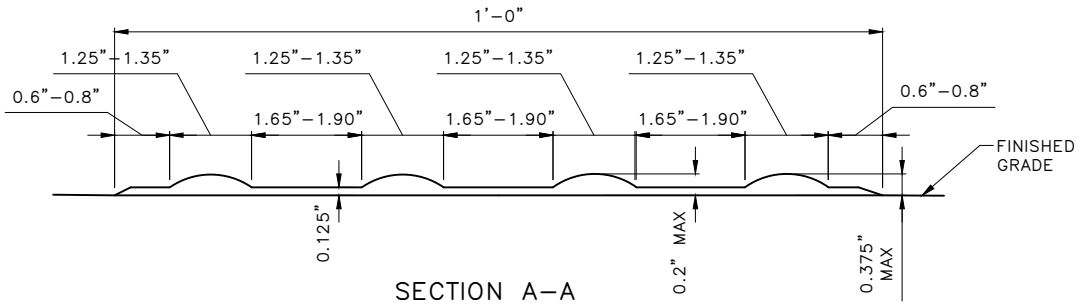
City of Seattle	NOT TO SCALE	SIDEWALK WITH MONOLITHIC CURB

REV DATE: NOV 2025

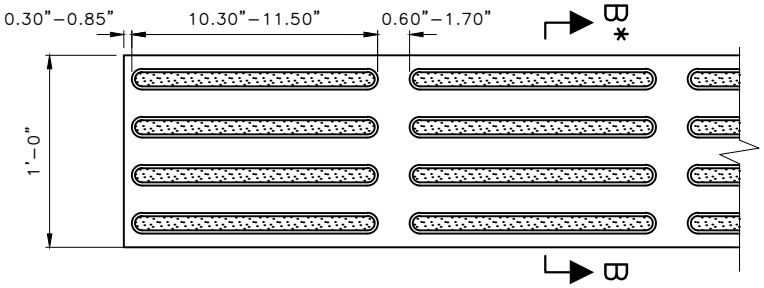
new standard plan



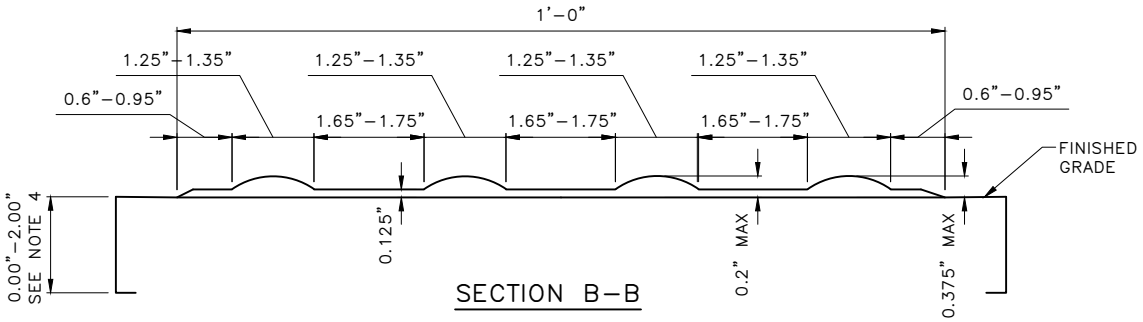
TACTILE DIRECTIONAL INDICATOR – SURFACE APPLIED



SECTION A–A



TACTILE DIRECTIONAL INDICATOR – CAST–IN–PLACE



SECTION B–B

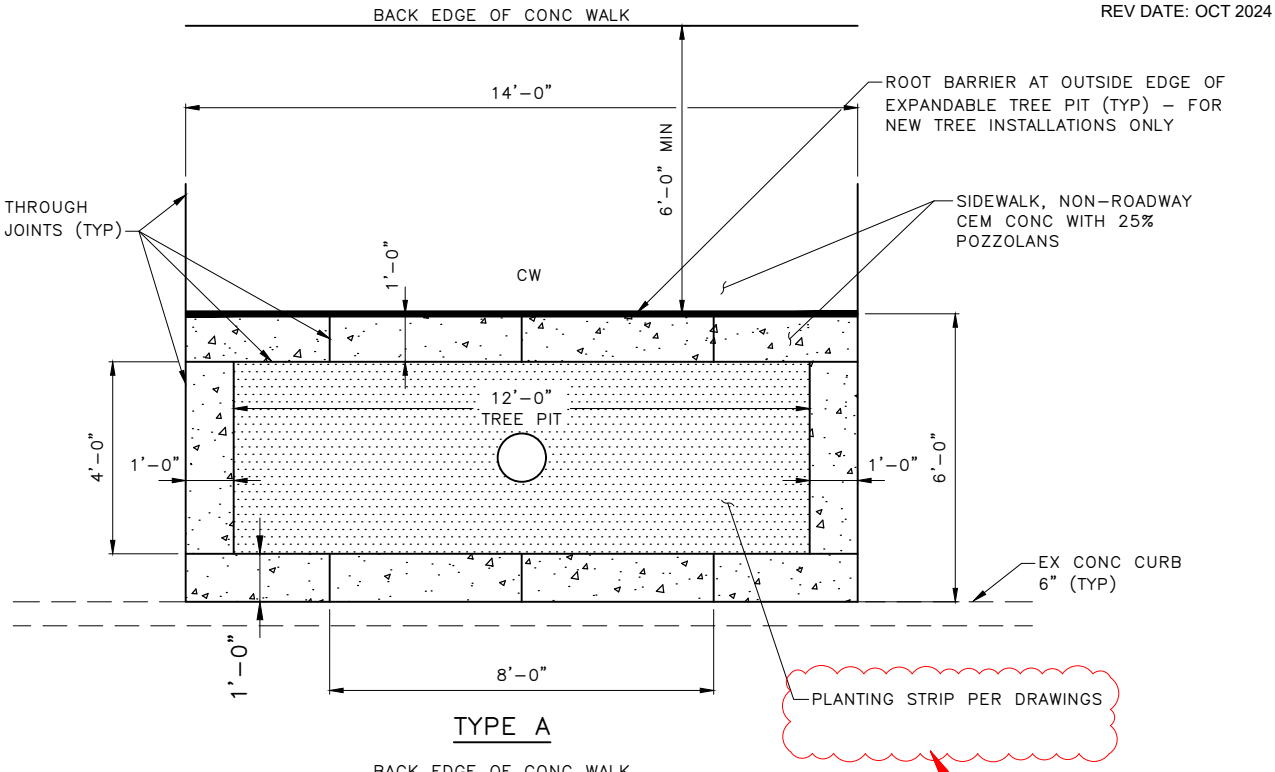
NOTES:

1. STRIP CENTERLINE MUST BE PARALLEL TO THE ALIGNMENT OF THE PEDESTRIAN ACCESS ROUTE.
2. METHYL METHACRYLATE (MMA) TACTILE DIRECTIONAL INDICATOR MUST COMPLY WITH ALL THE DIMENSIONS RANGES SHOWN ON THIS STANDARD PLAN FOR SURFACE APPLIED, AND MUST BE APPROVED BY THE ENGINEER.
3. PLASTIC SURFACE MOUNT TACTILE DIRECTIONAL INDICATOR MAY BE USED IN LIEU OF CAST–IN–PLACE IF APPROVED BY THE ENGINEER.

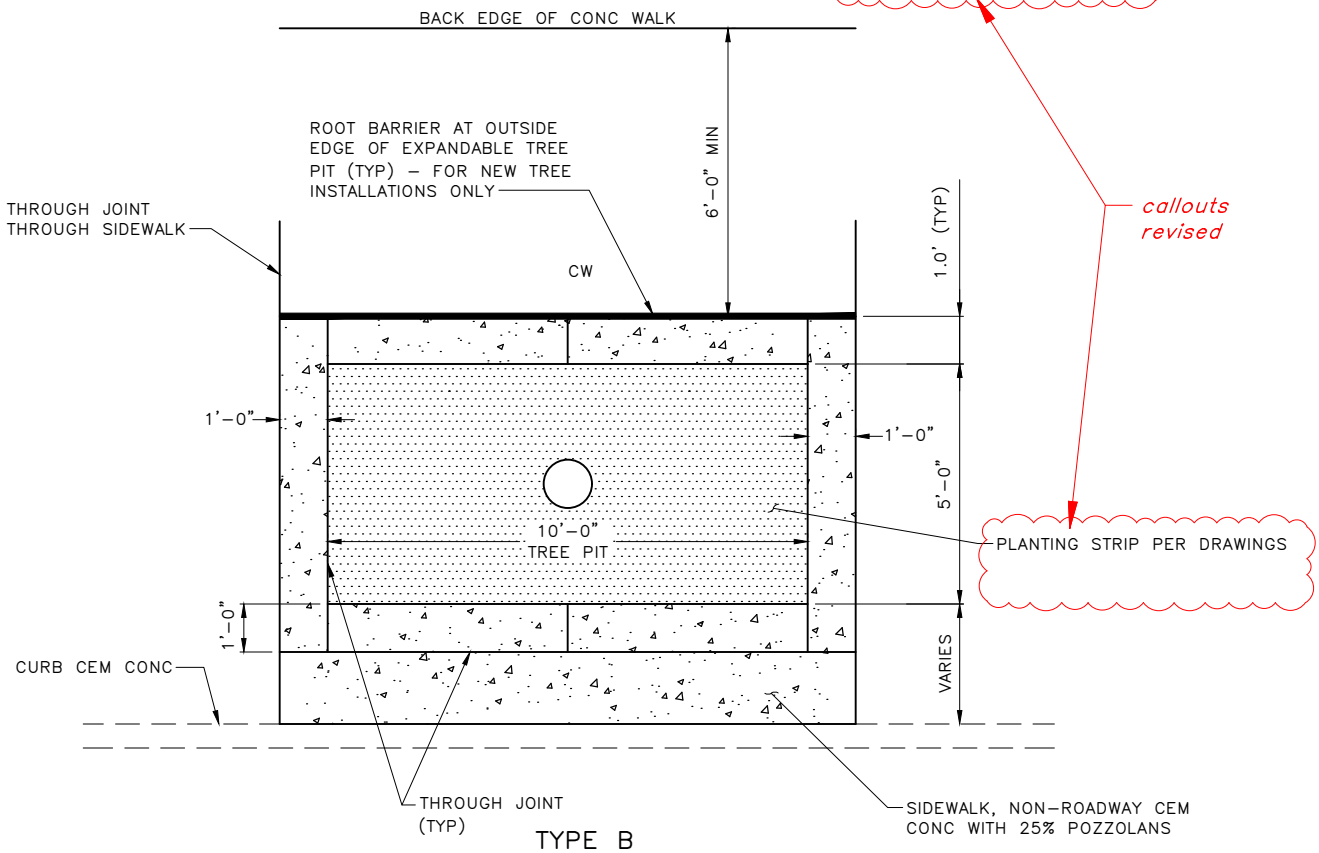
REF STD SPEC SEC 8-14, 9-36

City of Seattle	NOT TO SCALE	TACTILE WARNING SURFACE INDICATORS

REV DATE: OCT 2024



TYPE A



callouts revised

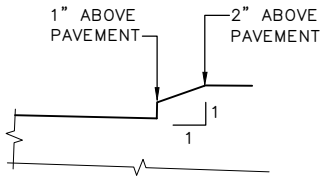
TYPE B

NOTES:
1. SEE STD PLAN 420 FOR CW SCORING DETAILS.
2. INSTALL ROOT BARRIER PER STANDARD PLAN NO 100a.
3. WHEN INSTALLING NEW TREE PITS IN EXISTING SIDEWALK, REMOVE SIDEWALK TO FULL PANEL WIDTH. INSTALL TREE PIT AS SHOWN ON THIS DETAIL.

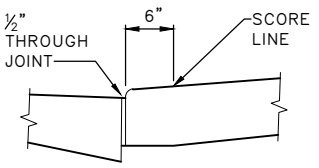
REF STD SPEC SEC 8-02, 8-14

City of Seattle	NOT TO SCALE	EXPANDABLE TREE PIT DETAIL

REV DATE: AUG 2025

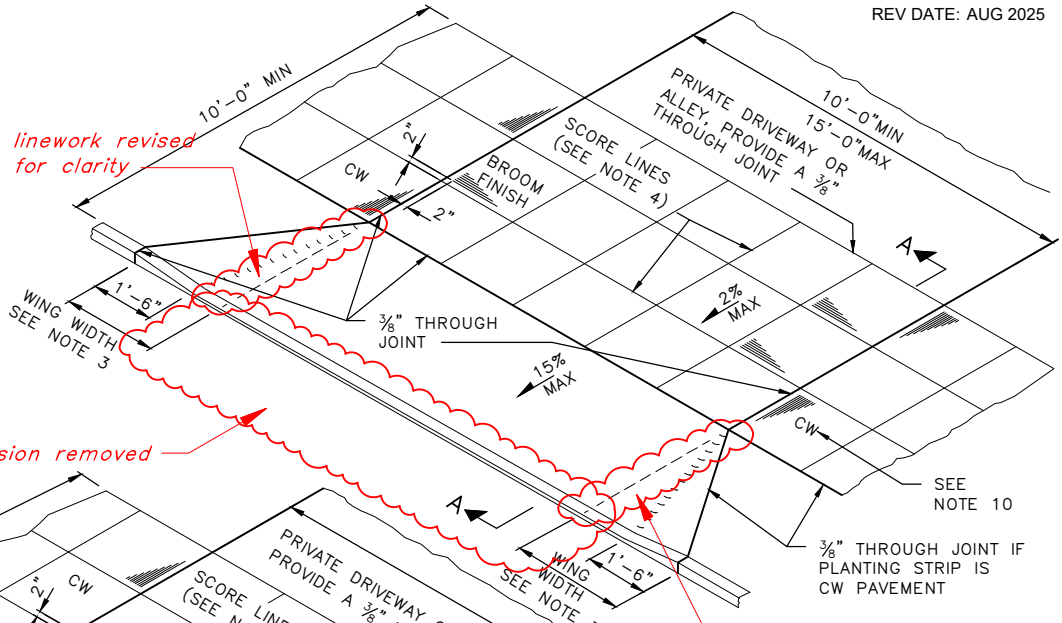


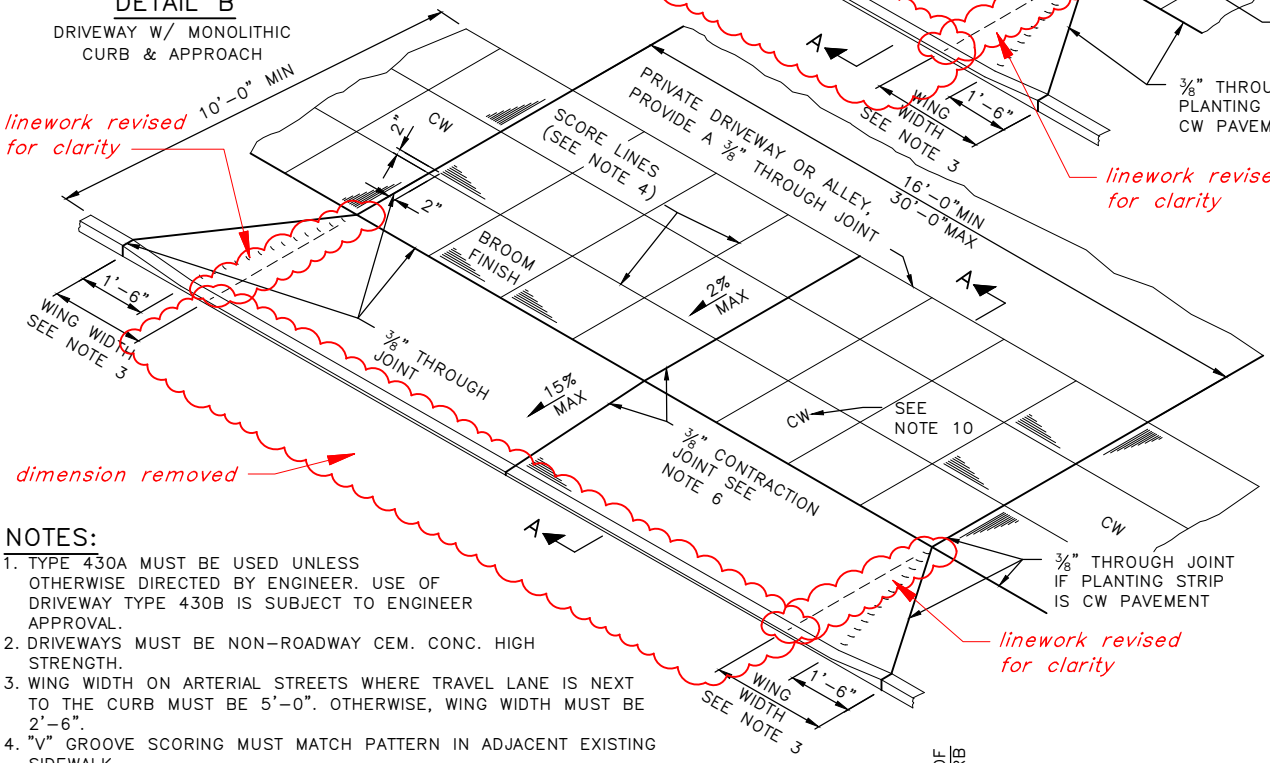
DETAIL A



DETAIL B

DRIVEWAY W/ MONOLITHIC CURB & APPROACH

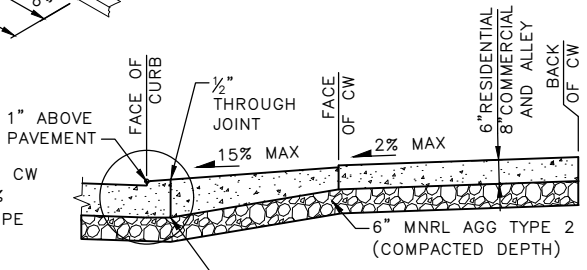




NOTES:

1. TYPE 430A MUST BE USED UNLESS OTHERWISE DIRECTED BY ENGINEER. USE OF DRIVEWAY TYPE 430B IS SUBJECT TO ENGINEER APPROVAL.
2. DRIVEWAYS MUST BE NON-ROADWAY CEM. CONC. HIGH STRENGTH.
3. WING WIDTH ON ARTERIAL STREETS WHERE TRAVEL LANE IS NEXT TO THE CURB MUST BE 5'-0". OTHERWISE, WING WIDTH MUST BE 2'-6".
4. "V" GROOVE SCORING MUST MATCH PATTERN IN ADJACENT EXISTING SIDEWALK.
5. FOR CONCRETE DRIVEWAY CONSTRUCTED WITH CONCRETE SIDEWALK, SEE STANDARD PLAN NO 431.
6. CONCRETE DRIVEWAYS WITH A WIDTH GREATER THAN 15'-0" MUST HAVE A ⅜" TRANSVERSE CONTRACTION JOINT NEAR THE CENTERLINE OF DRIVEWAY.
7. FOR TYPE 430A CROSS-SLOPE IN THE 6'-0" MINIMUM WIDE AREA CONNECTING TO CW ON EACH SIDE OF THE DRIVEWAY MUST BE MAXIMUM 2% AND MINIMUM 0.5% (1.5% DESIRABLE) AND MUST SLOPE TOWARDS THE STREET. FOR TYPE 430B, CROSS-SLOPE OF THE DRIVEWAY BETWEEN THE TWO RAMP SECTIONS MUST BE MAXIMUM 2% AND MINIMUM 0.5%.
8. ALL CHANGES IN LEVEL ACROSS JOINTS MUST BE FLUSH WITH A MAXIMUM DIFFERENCE IN ELEVATION OF $\frac{3}{16}$ INCH.
9. ALL SLOPE GRADES MUST BE MEASURED OFF THE HORIZON-LINE. IF EXISTING SITE CONDITIONS CONFLICT WITH OBTAINING GRADES SHOWN, THE CONTRACTOR MUST MAKE MINIMUM ADJUSTMENTS TO THE GRADES TO ACCOMMODATE EXISTING SITE CONDITIONS, ADJUSTMENTS ARE SUBJECT TO ENGINEER APPROVAL.
10. CONCRETE WALKWAY OUTSIDE OF THE DRIVEWAY CROSSING MAY BE PERVIOUS.
11. PROTECT ADJACENT PANELS FROM DAMAGE DUE TO UNDERMINING DURING EXCAVATION & PLACEMENT OF SUBGRADE. SEE SPEC SECTION 1-07.13.

previous note 8 removed, note references revised accordingly

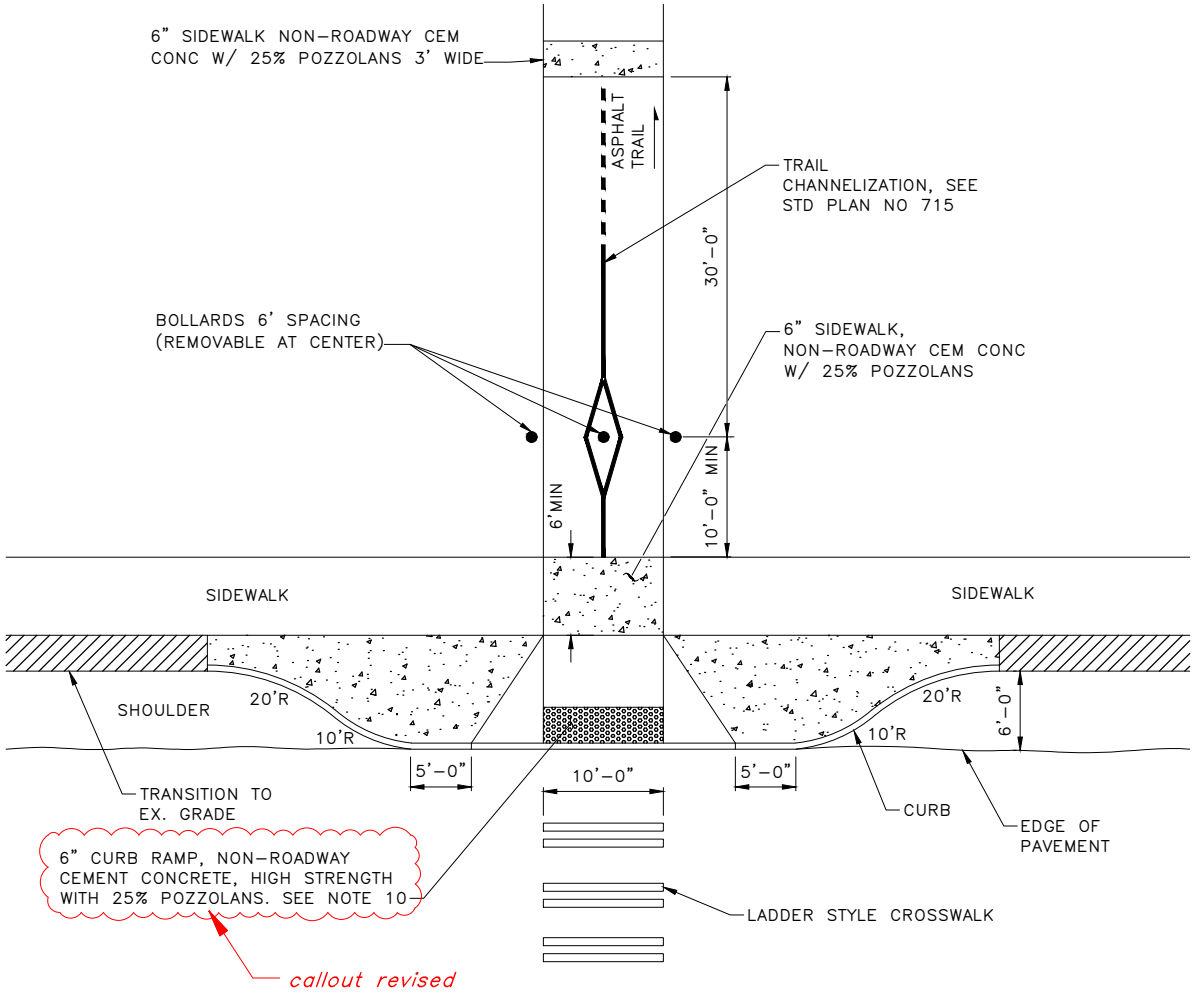


SECTION A-A

REF STD SPEC SEC 8-19

City of Seattle	NOT TO SCALE	TYPE 430A DRIVEWAY

REV DATE: NOV 2025

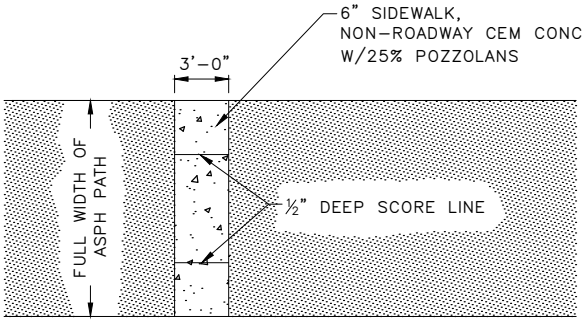


MULTI PURPOSE TRAIL AT ARTERIAL STREET W/BULB-OUT (TYP)

NOTES:

1. FOR CURB RAMP AND DETECTABLE WARNING DETAILS SEE STANDARD PLAN NO 422 (SERIES).
2. FOR CROSSWALK DETAILS SEE STANDARD PLAN NO 712.
3. FOR BOLLARD DETAIL SEE STANDARD PLAN NO 463.
4. ASPHALT TRAIL CROSS SLOPE MINIMUM 1%, MAXIMUM 2%.
5. CEMENT CONCRETE WARNING PAD THICKNESS TO MATCH ASPHALT THICKNESS OR MINIMUM 6" THICK WHICHEVER IS GREATER.
6. CRUSHED ROCK ON EDGE OF TRAIL AS NEEDED TO DISBURSE DRAINAGE FLOW.
7. ALL CHANGES IN LEVEL ACROSS JOINTS MUST BE FLUSH WITH A MAXIMUM DIFFERENCE IN ELEVATION OF $\frac{3}{16}$ INCH.
8. ALL SLOPE GRADES MUST BE MEASURED OFF THE HORIZON-LINE. IF EXISTING SITE CONDITIONS CONFLICT WITH OBTAINING GRADES SHOWN, THE CONTRACTOR MUST MAKE MINIMUM ADJUSTMENTS TO THE GRADES TO ACCOMMODATE EXISTING SITE CONDITIONS, ADJUSTMENTS ARE SUBJECT TO APPROVAL BY THE ENGINEER.
9. ALL CEMENT CONCRETE WARNING PADS MUST BE BRUSHED FINISHED AND "V" GROOVED TO MATCH PATTERN IN ADJACENT OR NEARBY SIDEWALKS.
10. CURB RAMP WIDTH, EXCLUDING WINGS, MUST MATCH THE WIDTH OF THE MULTI-PURPOSE TRAIL (SHARED USED PATH). 6" THICK.

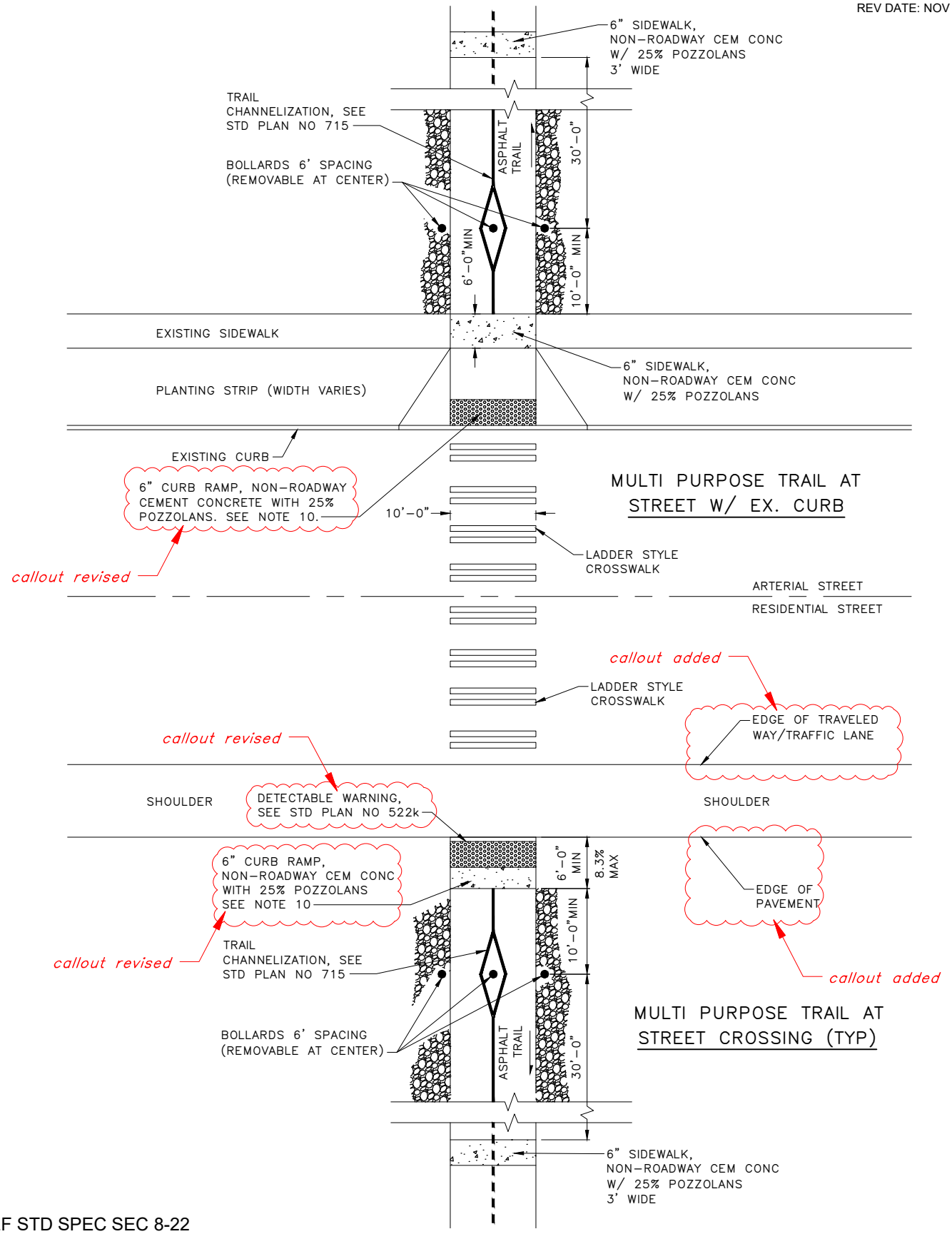
note 10 added



REF STD SPEC SEC 8-22

City of Seattle	NOT TO SCALE	MULTI-PURPOSE TRAIL AT STREET CROSSING

REV DATE: NOV 2025



REF STD SPEC SEC 8-22

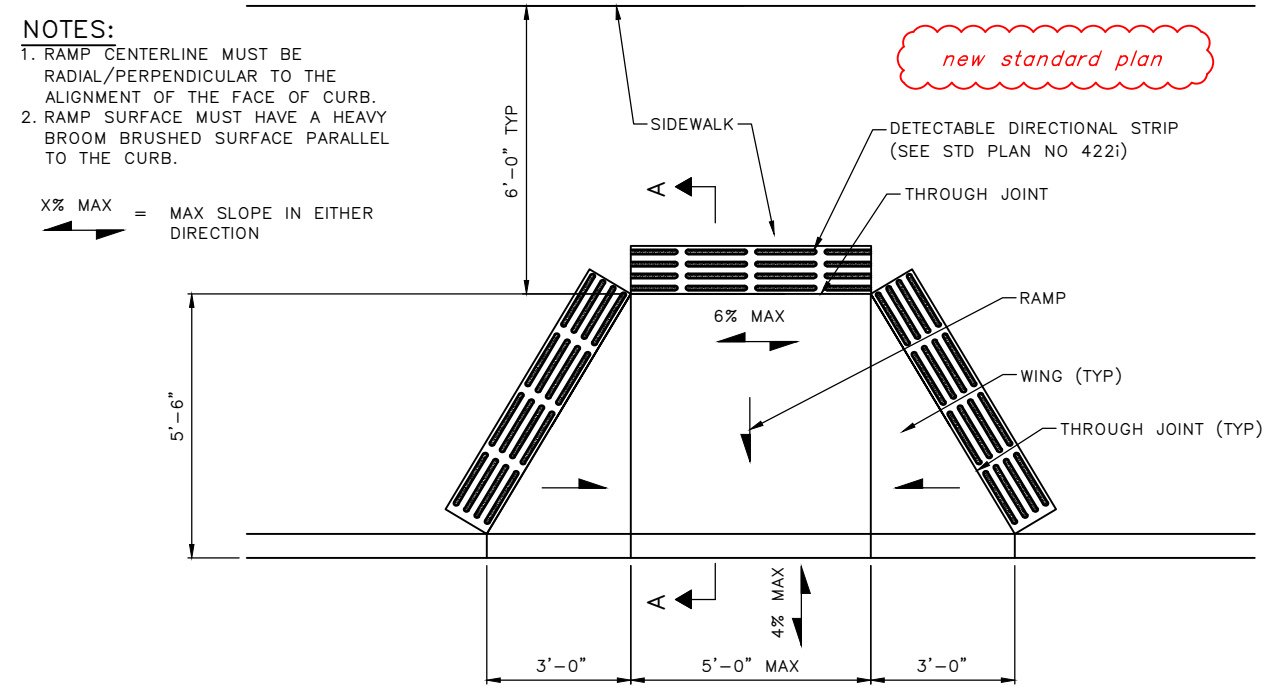
City of Seattle | NOT TO SCALE | MULTI-PURPOSE TRAIL AT STREET CROSSING

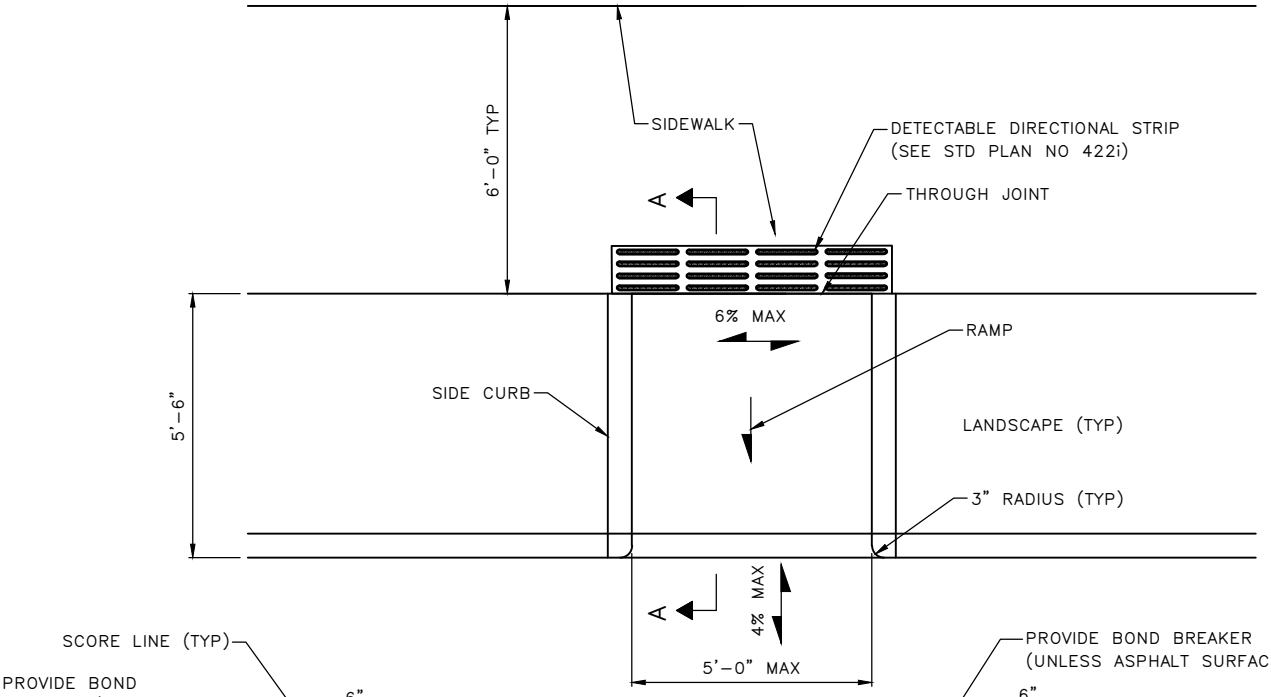
REV DATE: AUG 2025

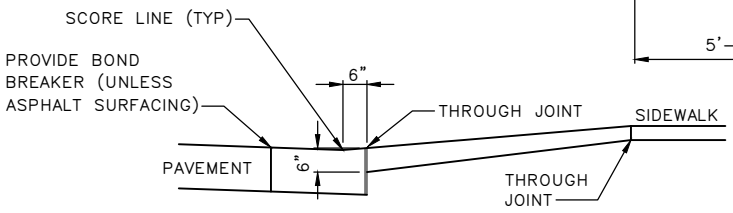
NOTES:
1. RAMP CENTERLINE MUST BE RADIAL/PERPENDICULAR TO THE ALIGNMENT OF THE FACE OF CURB.
2. RAMP SURFACE MUST HAVE A HEAVY BROOM BRUSHED SURFACE PARALLEL TO THE CURB.

X% MAX = MAX SLOPE IN EITHER DIRECTION

new standard plan

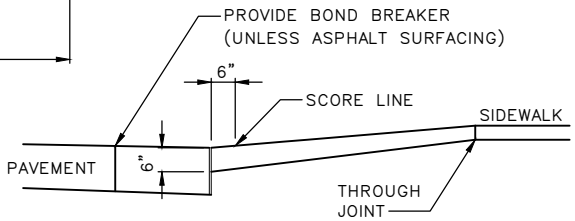






SECTION A–A

DEPRESSED CURB & GUTTER SEPARATE FROM RAMP.



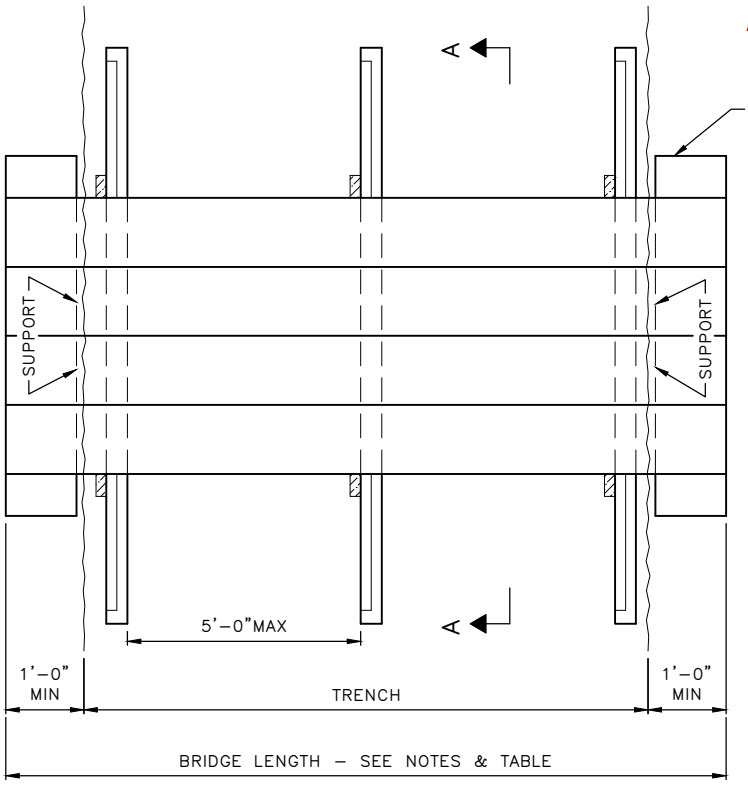
SECTION A–A

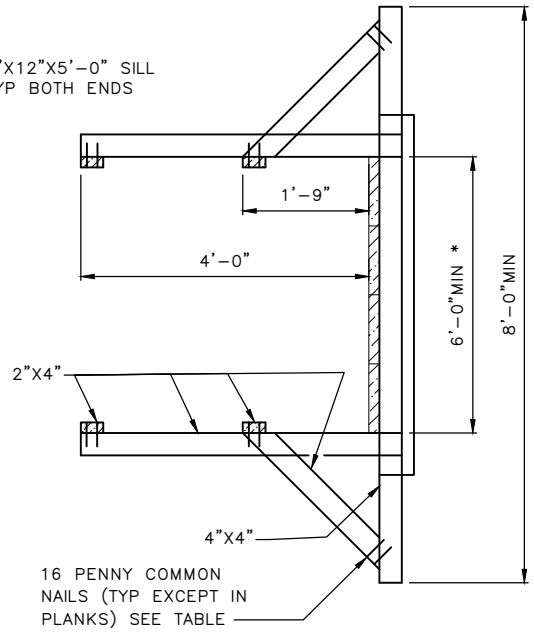
CURB MONOLITHIC WITH RAMP. NEW PAVEMENT BLOCKED OUT FULL DEPTH. EXISTING PAVEMENT REMOVED AT FACE OF CURB

REF STD SPEC SEC

City of Seattle	NOT TO SCALE	WASTE ACCESS RAMP

renumbered due to new std plan no 456b



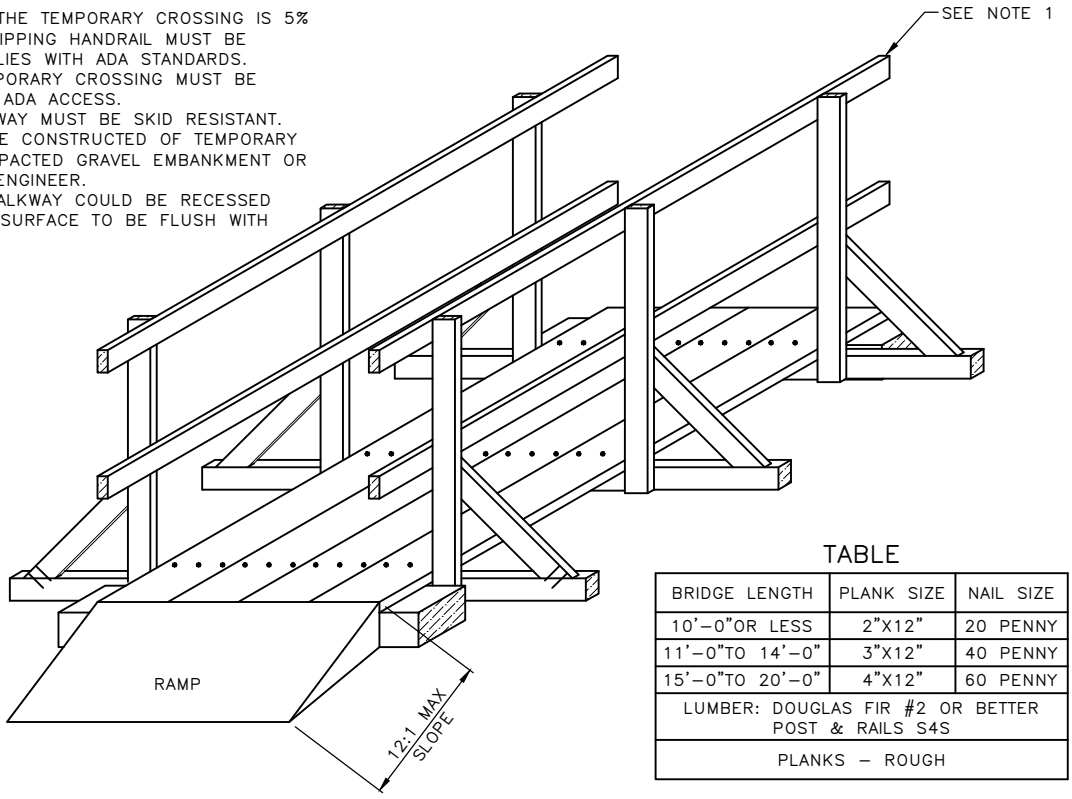


SECTION A–A

* UNLESS APPROVED BY SEATTLE DEPARTMENT OF TRANSPORTATION

NOTES:

1. IF THE SLOPE OF THE TEMPORARY CROSSING IS 5% OR GREATER, A GRIPPING HANDRAIL MUST BE ADDED THAT COMPLIES WITH ADA STANDARDS.
2. ENDS OF THE TEMPORARY CROSSING MUST BE SLOPED TO ALLOW ADA ACCESS.
3. SURFACE OF WALKWAY MUST BE SKID RESISTANT.
4. THE RAMP MUST BE CONSTRUCTED OF TEMPORARY PAVEMENT OR COMPACTED GRAVEL EMBANKMENT OR AS APPROVED BY ENGINEER.
5. THE TEMPORARY WALKWAY COULD BE RECESSED FOR THE WALKING SURFACE TO BE FLUSH WITH ADJOINING GRADE.



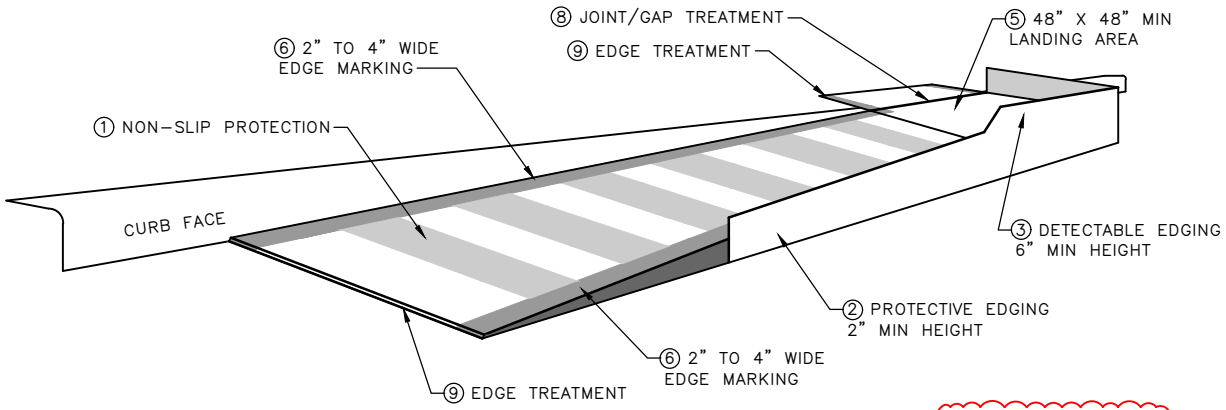
TABLE

BRIDGE LENGTH	PLANK SIZE	NAIL SIZE
10'–0"OR LESS	2"X12"	20 PENNY
11'–0"TO 14'–0"	3"X12"	40 PENNY
15'–0"TO 20'–0"	4"X12"	60 PENNY
LUMBER: DOUGLAS FIR #2 OR BETTER POST & RAILS S4S		
PLANKS – ROUGH		

REF STD SPEC SEC 1-07.23

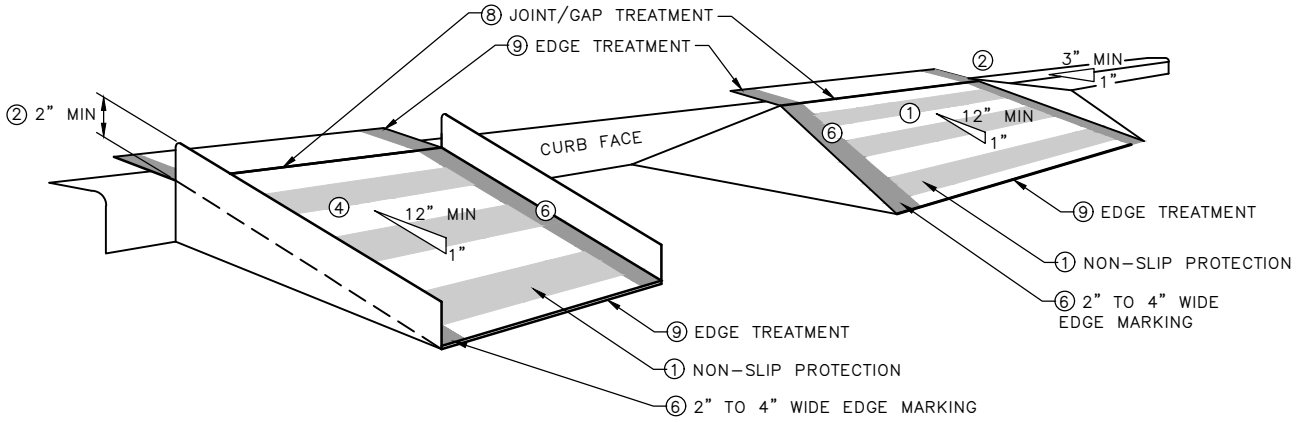
City of Seattle | NOT TO SCALE | TEMPORARY PEDESTRIAN WALKWAY

REV DATE: MAR 2024



new std plan

TEMPORARY CURB RAMP PARALLEL TO CURB



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

NOTES:

① CURB RAMPS ARE REQUIRED TO BE AT LEAST 36 INCHES WIDE WITH A FIRM, STABLE, AND NON-SLIP SURFACE.

② EDGE PROTECTION WITH A TWO-INCH MINIMUM HEIGHT IS REQUIRED FOR RAMPS WITH A RISE GREATER THAN SIX INCHES OR A SIDE APRON SLOPE GREATER THAN 33 PERCENT.

③ EDGE PROTECTION IS REQUIRED ON RAMPS WITH A VERTICAL ELEVATION OVER SIX INCHES AND SHOW A CONTRASTING COLOR WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS ARE REQUIRED TO HAVE A TWO-PERCENT MAXIMUM CROSS SLOPE.

⑤ PROVIDE A CLEAR SPACE OF AT LEAST 48 INCHES BY 48 INCHES ABOVE AND BELOW THE CURB RAMP.

⑥ MARK THE CURB RAMP WALKWAY EDGE WITH A CONTRASTING COLOR TWO TO FOUR INCHES WIDE UNLESS COLOR-CONTRASTING EDGING IS USED, AS REQUIRED BY ITEM 3 ABOVE.

⑦ WATER FLOW IN THE GUTTER SHOULD HAVE MINIMUM RESTRICTION.

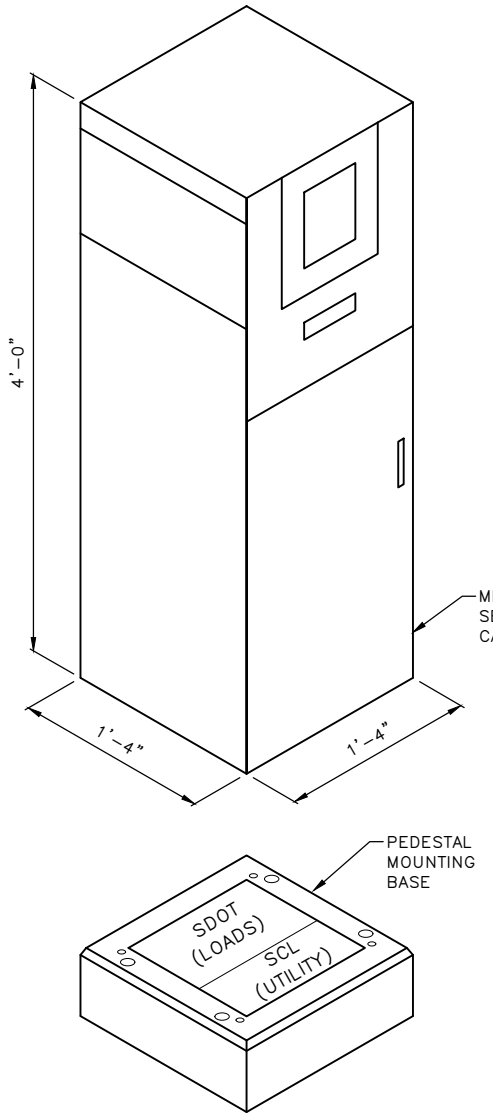
⑧ LIMIT LATERAL JOINTS OR GAPS BETWEEN SURFACES TO BE LESS THAN HALF AN INCH WIDE.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHOULD NOT EXCEED HALF AN INCH. LATERAL EDGES SHOULD BE VERTICAL UP TO 0.25 INCHES HIGH AND BEVELED AT 1:2 WHEN BETWEEN 0.25 AND 0.5 INCHES HIGH.

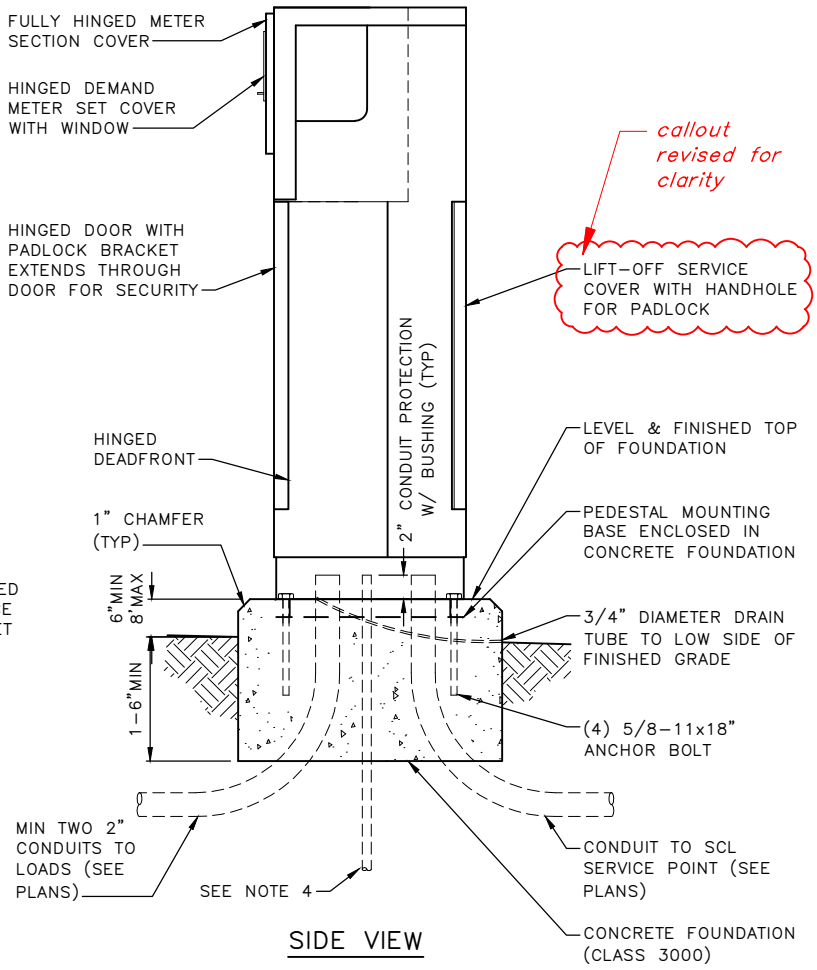
REF STD SPEC SEC 1-07.23

City of Seattle	NOT TO SCALE	TEMPORARY PEDESTRIAN CURB RAMP

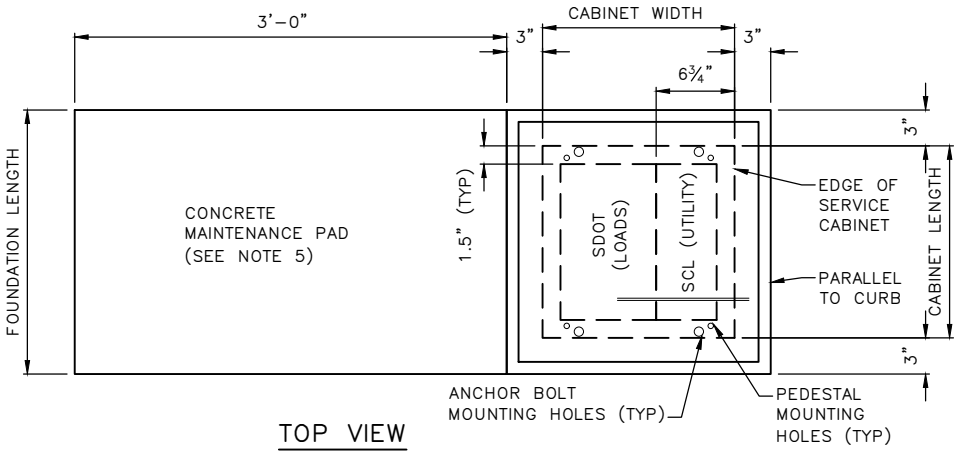
REV DATE: JUN 2025



ISOMETRIC VIEW



SIDE VIEW



TOP VIEW

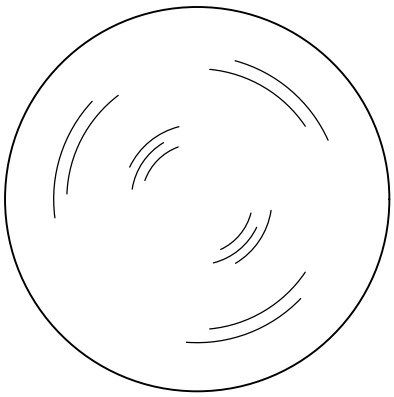
NOTES:

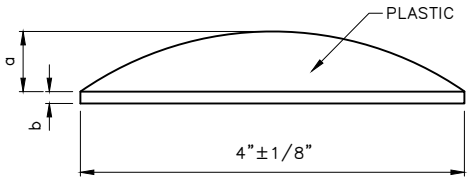
1. 36" MINIMUM CLEARANCE MUST BE REQUIRED IN FRONT OF BOTH FRONT AND BACK CABINET DOOR.
2. SEAL CABINET TO FOUNDATION WITH GREY OR CLEAR SILICON TO PREVENT MOISTURE FROM ENTERING THE CABINET.
3. EXACT SERVICE CABINET DIMENSIONS, ANCHOR BOLT LOCATIONS AND PEDESTAL MOUNTING HOLES MUST BE PROVIDED BY THE MANUFACTURER.
4. GROUND ROD 3/4"x120" COPPER CLAD WITH GROUND ROD CLAMP. A SECOND GROUND MUST BE INSTALLED A MINIMUM 8' AWAY IN A GROUND ROD HANDHOLE AS PER CITY OF SEATTLE STANDARD PLAN NO 550b. COORDINATE WITH ELECTRICAL INSPECTOR FOR LOCATION. INSTALL #4 AWG COPPER GROUND WIRE BETWEEN CABINET FOUNDATION AND GROUND ROD HANDHOLE
5. CABINET FOUNDATIONS INSTALLED IN A LANDSCAPE AREA MUST INCLUDE A CONCRETE SIDEWALK MAINTENANCE PAD ON THE SDOT DOOR SIDE OF THE FOUNDATION, SEE STD SPEC SEC 8-32.3(2)B

REF STD SPEC SEC 8-31, 8-32

City of Seattle	NOT TO SCALE	SERVICE CABINET FOUNDATION DETAIL

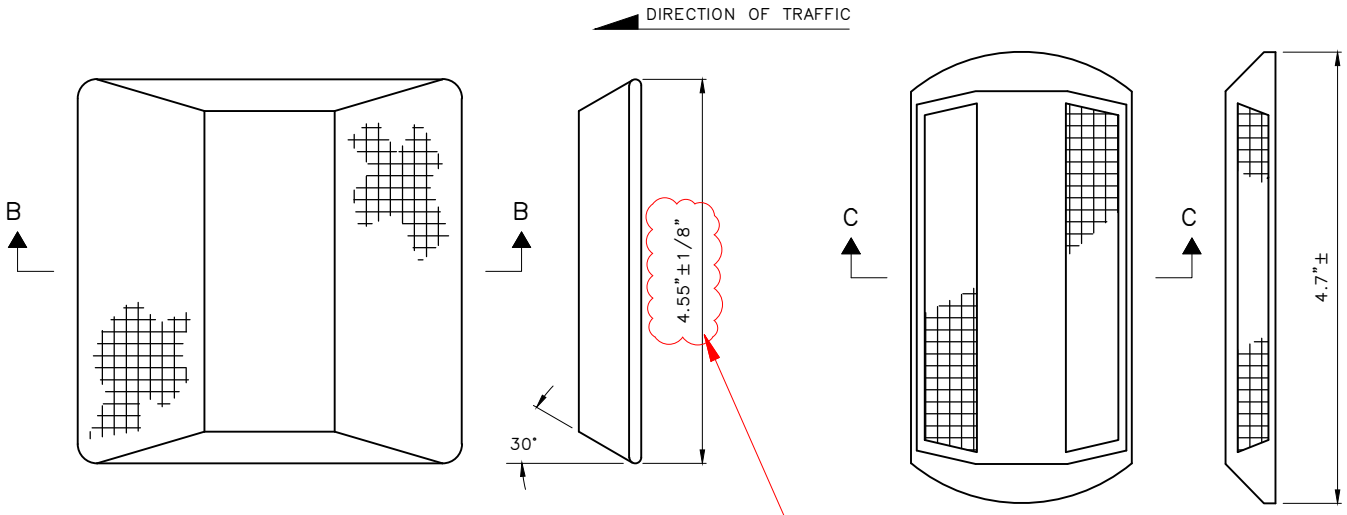
REV DATE: JUL 2024

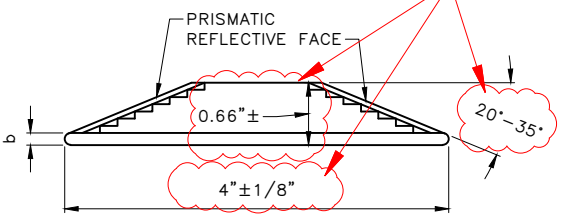




LANE MARKER–TYPE 1

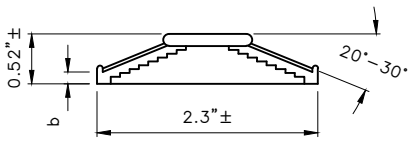
a=5/8"±1/8"
b=1/8"±1/16"





SECTION B–B

LANE MARKER–TYPE 2A
4"PRISMATIC REFLECTIVE MARKER



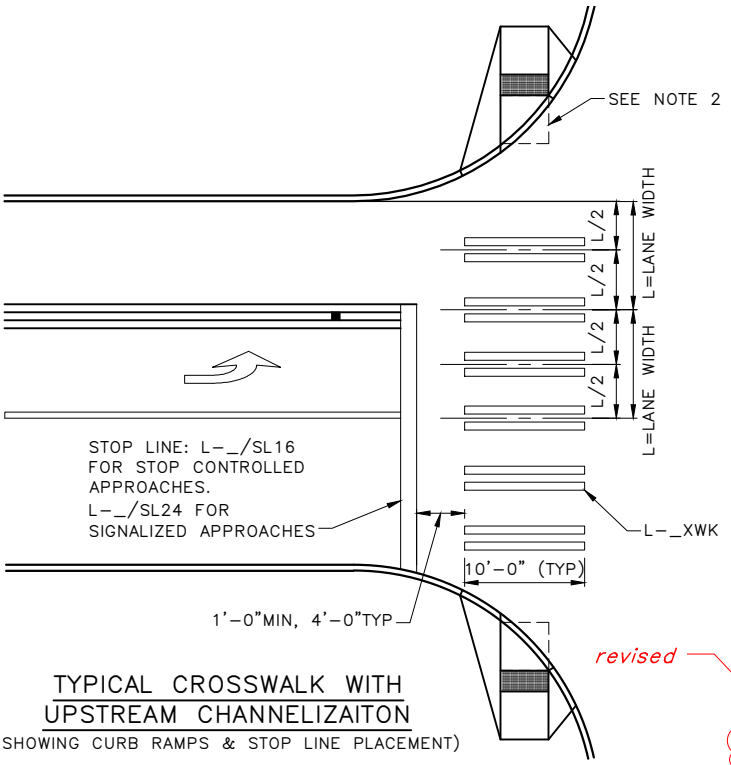
SECTION C–C

LANE MARKER–TYPE 2B

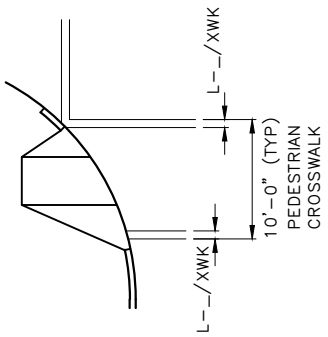
REF STD SPEC SEC 8-08

City of Seattle	NOT TO SCALE	TRAFFIC BUTTONS & LANE MARKERS

REV DATE: NOV 2025



TYPICAL CROSSWALK WITH UPSTREAM CHANNELIZAITON
(SHOWING CURB RAMPS & STOP LINE PLACEMENT)

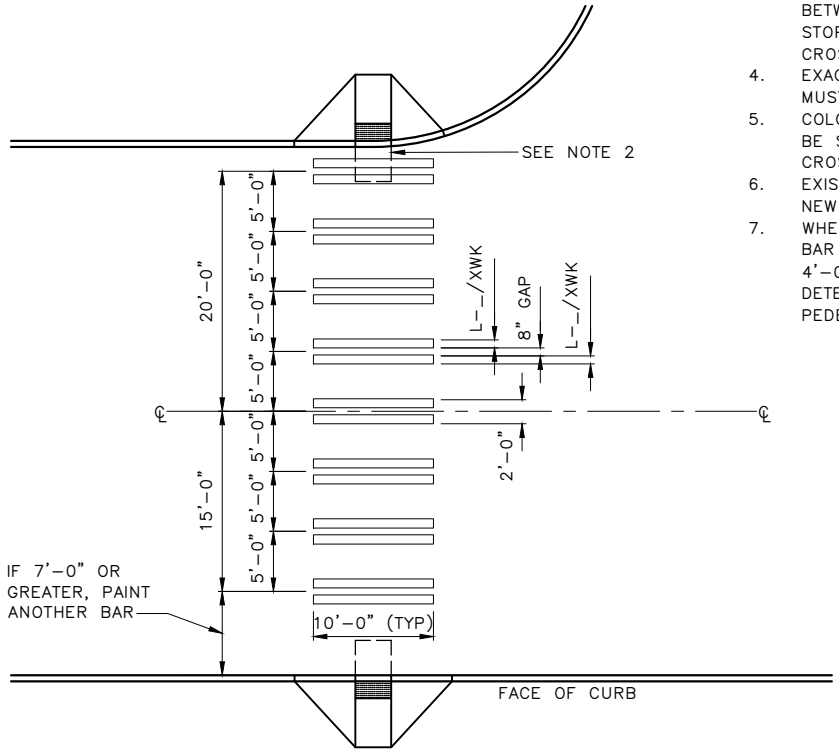


TYPICAL TRANSVERSE LINE CROSSWALK

revised

NOTES:

1. "LADDER STYLE" CROSSWALK MUST BE USED IN MOST APPLICATIONS. "TRANSVERSE LINE" CROSSWALK (L-_/XWK2, L-_/XWK) MAY ONLY BE USED WITH APPROVAL OF ENGINEER.
2. CURB RAMP CLEAR AREA MUST FALL WHOLLY WITHIN CROSSWALK LINES.
3. WHERE EXISTING TRAFFIC LOOP LOCATIONS ARE BETWEEN 1' AND 4' FROM THE EDGE OF CROSSWALK, STOP LINE MAY BE PLACED UP TO 2' FROM THE CROSSWALK WITH THE APPROVAL OF ENGINEER.
4. EXACT LOCATION OF CROSSWALK AND STOP LINES MUST BE APPROVED BY SDOT.
5. COLORED OR TEXTURED PAVEMENT CROSSWALKS MUST BE SUPPLEMENTED WITH "TRANSVERSE LINE" CROSSWALK MARKINGS.
6. EXISTING CROSSWALK MARKINGS THAT CONFLICT WITH NEW CROSSWALK MARKINGS MUST BE REMOVED.
7. WHEN MARKED CROSSWALK ARE NOT PRESENT, STOP BAR MUST BE PLACED AT A MINIMUM DISTANCE OF 4'-0" UPSTREAM FROM THE EDGE OF THE DETECTABLE WARNING SURFACE OR ANTICIPATED PEDESTRIAN TRAVEL PATH, WHICHEVER IS GREATER.



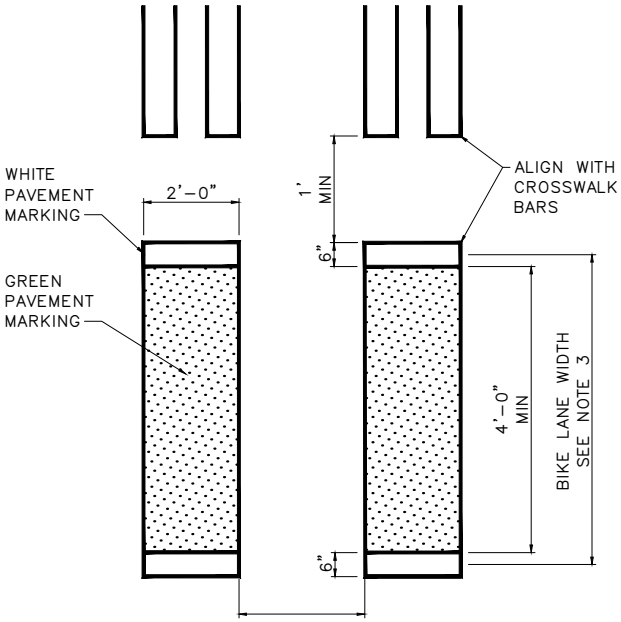
TYPICAL CROSSWALK WITHOUT UPSTREAM CHANNELIZATION
(SHOWING CURB RAMPS & STOP LINE PLACEMENT)

WHERE TRAFFIC LANE LINES ARE NOT USED, LADDER BARS MUST BE 5'-0" CENTER TO CENTER, BEGINNING AT THE MARKED CENTERLINE OF THE ROADWAY

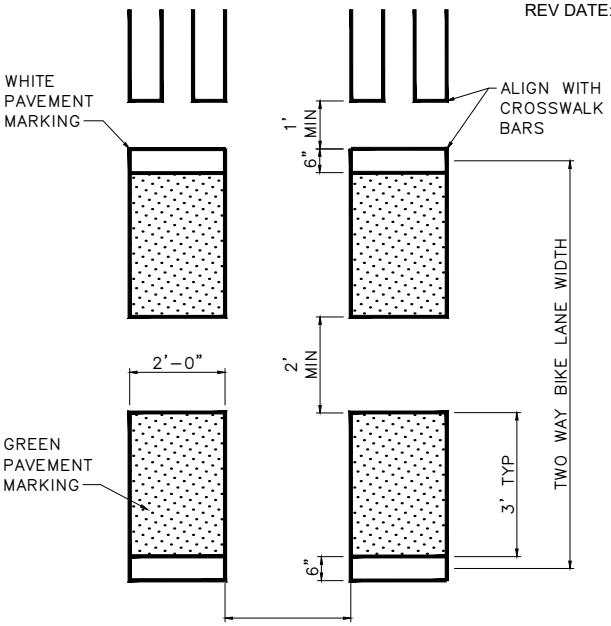
REF STD SPEC SEC 8-22

City of Seattle | NOT TO SCALE | TYPICAL CROSSWALK & STOP LINE INSTALLATION DETAILS

REV DATE: AUG 2025



780A
ONE–WAY CROSS BIKE LAYOUT

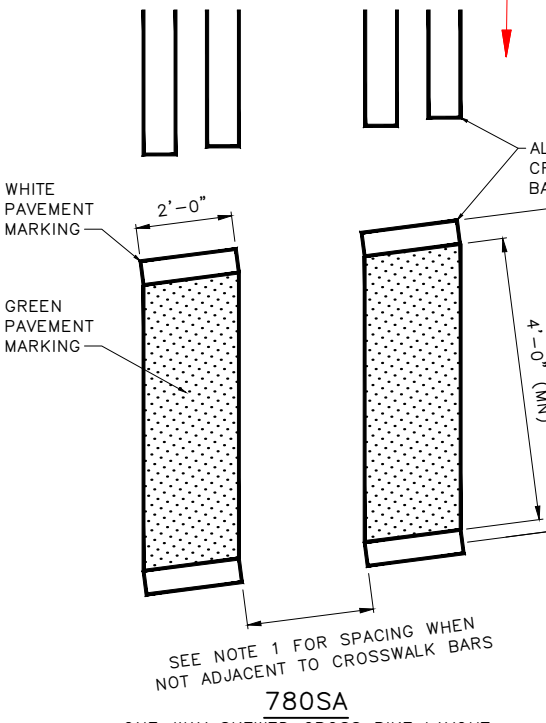


780B
TWO–WAY CROSS BIKE LAYOUT

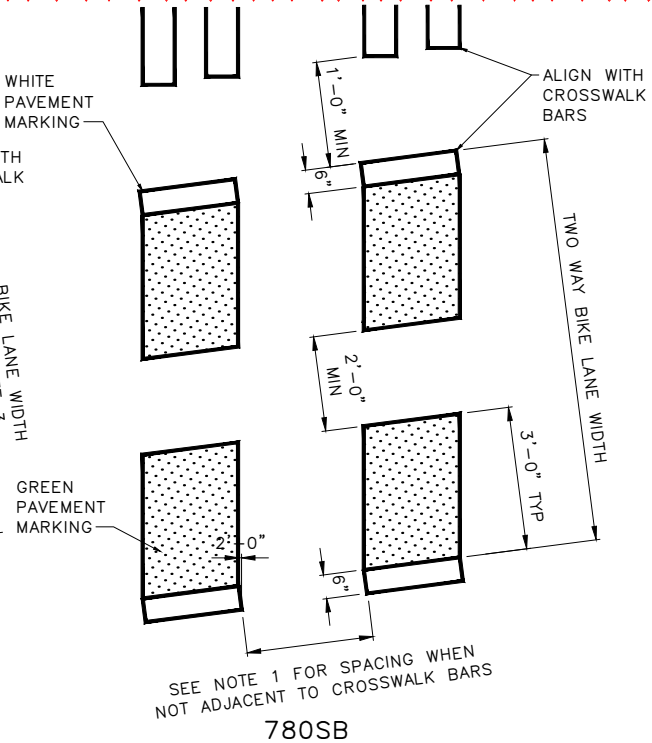
skewed layouts added

NOTES:

1. WHERE STRIPED CROSSWALK DOES NOT EXIST, CROSS BIKE MUST BE PLACED AT LANE LINE AND 1/2 LANE WIDTH CONSISTENT WITH STANDARD PLAN 712. IF NO CROSSWALK OR LANE LINE EXISTS, CROSSBIKE MUST BE ALIGNED WITH DIRECTION OF CROSS–TRAFFIC AND MUST BE PLACED AT 5' ON CENTERS.
2. CROSS BIKE MATERIAL MUST BE MMA OR PRE–FORMED THERMOPLASTIC.
3. WHEN CONNECTING BIKE LANES OF VARYING WIDTH, THE CROSSBIKE WIDTH MUST BE SIZED TO THE NARROWER OF THE TWO FACILITIES.
4. FOR SKEWED CROSSING, THE WHITE PAVEMENT MARKINGS MUST BE ORIENTED TO ALIGN WITH DIRECTION OF BICYCLE TRAFFIC.



780SA
ONE–WAY SKEWED CROSS BIKE LAYOUT



780SB
TWO–WAY SKEWED CROSS BIKE LAYOUT

REF STD SPEC SEC 8-22

City of Seattle	NOT TO SCALE	CROSS BIKE PAVEMENT MARKING