

INSTALL CONSTRUCTION (COLD) JOINT WHERE CONCRETE INTERSECTION PAVEMENTS SHALL BE REMOVED IN THE FUTURE FOR ULTIMATE BUILDOUT CONDITION. SEE ALSO NOTE 6.

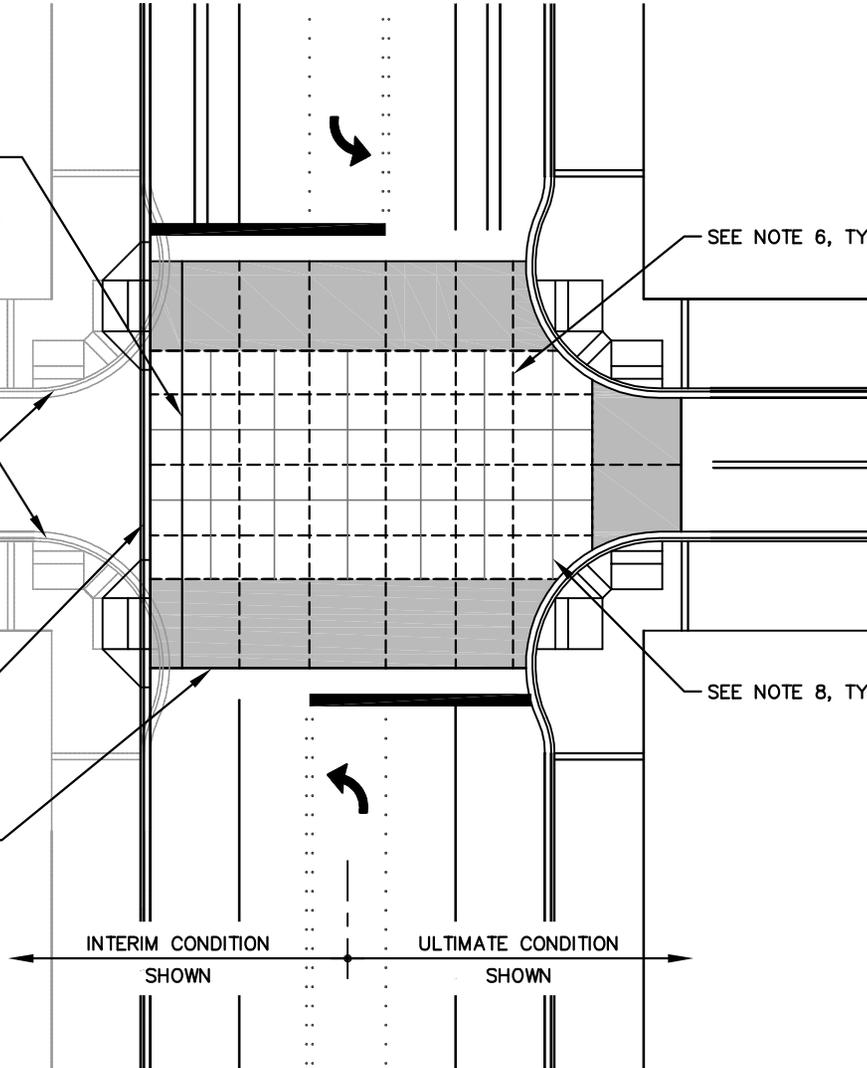
ULTIMATE BUILDOUT CONDITION

INTERIM "TEE" ROADWAY CONDITION (TEMPORARILY UNALIGNED WITH CONCRETE INTERSECTION AND JOINTS)

SEE NOTE 7, TYP.

SEE NOTE 6, TYP.

SEE NOTE 8, TYP.



NOTES:

1. THE MINIMUM THICKNESS OF CONCRETE INTERSECTION AND CONCRETE CROSSWALK SHALL BE 10", OR AS DETERMINED BY THE ENGINEER.
2. INTERSECTION CONCRETE SHALL HAVE A MEDIUM BROOM FINISH.
3. SEE STD. DWG. BR-3 FOR MODIFIED CURB AND GUTTER SECTION WITHIN THE CONCRETE INTERSECTION.
4. CONCRETE JOINT SPACING SHALL NOT EXCEED 15- FEET AND SHALL BE APPROVED BY THE CITY.
5. THE CONCRETE JOINTS SHALL ALIGN WITH ULTIMATE LANE LINE PROJECTIONS.
6. FOR TRANSVERSE CONSTRUCTION JOINT AND COLD JOINT, SEE STD. DWG. BR-3.
7. FOR HMA TRANSITION DETAIL, SEE STD. DWG. BR-3.
8. SAWCUT SQUARE INTERSECTION SCORING PATTERN, 4' MIN DIMENSION EACH SIDE. CONTRACTOR SHALL VERIFY SCORING LAYOUT WITH ENGINEER PRIOR TO IMPLEMENTATION.
9. TRAFFIC LOOPS SHALL BE PLACED OUTSIDE OF AND LOOP STUBS POINTING AWAY FROM CONCRETE PANELS.
10. SEE WSDOT STANDARD PLAN A-40.15-00 WHEN CATCH BASINS AND/OR MANHOLES ARE PLACED IN THE INTERSECTION.

DECORATIVE CONCRETE CROSSWALK

SCORED CONCRETE INTERSECTION

TRANSVERSE JOINT, PER WSDOT STANDARD. PLAN A-40.10-02

SAWCUT JOINT, 1/4" WIDE x 1/4" DEEP



CONCRETE INTERSECTION

DRAWING NUMBER	BR-2
SCALE	NONE
REVISION DATE	03/15
DEPARTMENT	TRANS