



NOTES:

1. RAISED INTERSECTION AND APPROACH RAMPS SHALL BE CEMENT CONC. CONFORMING TO SPEC. SECTION 5-05. THICKNESS SHALL BE 10" THICK MINIMUM. ROADWAY SECTIONS SHALL BE INCLUDED IN THE DESIGN PLANS SHOWING THE PROPOSED INTERSECTION PAVEMENT SECTION.
2. CEMENT CONC. PAVEMENT JOINTS AND DOWELING SHALL BE PER WSDOT STD PLAN A-40.10-03. CONCRETE JOINT SPACING SHALL NOT EXCEED 15'. A JOINTING PLAN SHALL BE SUBMITTED FOR REVIEW BY THE PAVEMENT MANAGER.
3. CONCRETE JOINTS SHALL ALIGN WITH LANE LINE PROJECTIONS.
4. PAVEMENT COLOR OR TEXTURE MAY BE ACCEPTABLE WITH THE APPROVAL OF THE REVIEW ENGINEER. IF APPROVED, COLOR SHALL BE INTEGRAL TO THE CEMENT CONC. MIX AND TEXTURE SHALL COMPLY WITH ADA REQUIREMENTS.
5. INSIDE CROSSWALK MARKING MAY BE OMITTED WITH THE APPROVAL OF THE REVIEW ENGINEER.
6. BOLLARD SPACING VARIES DEPENDING ON SITE CONDITIONS AND BOLLARD USED. TYPICAL CLEARANCE BETWEEN BOLLARDS IS 10'-12'. CONTACT THE REVIEW ENGINEER FOR SITE SPECIFIC REQUIREMENTS.
7. A SPECIAL CONSTRUCTION INSPECTION WILL BE REQUIRED DURING CONSTRUCTION OF RAISED ALL-WAY STOP INTERSECTIONS.

GRADE BREAK (TYP)

DETECTABLE WARNING SURFACE.
SEE CURB RAMP STANDARD PLANS
FOR ADDITIONAL DETAILS.



City of
Bellevue

TYPICAL RAISED ALL-WAY STOP INTERSECTION

DRAWING NUMBER	DT-150-1
SCALE	NONE
REVISION DATE	12/22
DEPARTMENT	TRANS