



## NOTES

1. IN WIDENING AREAS, THE EXISTING PAVEMENT EDGE SHALL BE NEAT-LINE SAW-CUT. TACK-COAT OF HOT EMULSIFIED ASPHALT APPLIED TO THE EXPOSED EDGE BEFORE NEW HMA IS PLACED. ANY PAVEMENT MARKINGS REMOVED OR DAMAGED DURING WIDENING WORK SHALL BE REPLACED IN KIND OR AS DIRECTED BY THE PUBLIC WORKS DIRECTOR.
2. COMPACTION TESTS ON SUBGRADE, CRUSHED SURFACING, AND HMA WILL BE REQUIRED. LOCATIONS AND NUMBER OF COMPACTION TESTS WILL BE DECIDED BY THE CITY INSPECTOR. ALL TESTING SHALL BE THROUGH A LICENSED TESTING LABORATORY. COMPACTION REQUIREMENTS FOR CRUSHED SURFACING AND HMA ARE SPECIFIED IN THE MOST CURRENT VERSION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
3. ADJUSTMENT OF CATCH BASIN LIDS OR GRATES, MONUMENTS CASES, VALVE BOXES, ETC SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER.
4. CONCRETE CURB AND GUTTER. SEE LYNNWOOD STANDARD PLAN 3-6 FOR VERTICAL CURB AND 3-7 FOR ROLLED CURB.
5. CEMENT CONCRETE SIDEWALK. SEE LYNNWOOD STANDARD PLAN 3-10 AND NOTE 7.
6. ACCORDING TO LYNNWOOD ROADWAY CLASSIFICATION, PAVEMENT WIDTH FOR A NEIGHBORHOOD STREET IS 18 FEET.
7. SUBGRADE TO BE COMPACTED AS RECOMMENDED BY A LICENSED GEOTECHNICAL ENGINEER. UNSUITABLE MATERIAL TO BE REPLACED WITH SUITABLE MATERIAL.