CITY OF SAMMAMISH

KING COUNTY WASHINGTON

212TH WAY SE IMPROVEMENTS

PRELIMINARY

CITY OFFICIALS

Tom Vance
Mayor

Don Gerend **Kathleen Huckabay** **Bob Keller**
City Council

Tom Odell **Ramiro Valderrama** **Nancy Whitten**
City Council

Ben Yazici
City Manager

John Cunningham
Public Works Director

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 (206) 284-0860

FEBRUARY 2016
G&O JOB #14630

ABBREVIATIONS

AVE	AVENUE
AC	ASBESTOS CEMENT PIPE
ADJ	ADJUST
ALT	ALTERNATE
ALUM	ALUMINUM
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
AP	ANGLE POINT
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS
ASSY	ASSEMBLY
BLDG	BUILDING
BLK	BLOCK
BO	BLOW OFF
BOP	BEGINNING OF PROJECT
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
CTR	CENTER
CAP	CORRUGATED ALUMINUM PIPE
CB	CATCH BASIN
CDF	CONTROLLED DENSITY FILL
CI	CAST IRON
℄	CENTER LINE
CLR	CLEARANCE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CONN	CONNECTION
CPEP	CORRUGATED POLYETHYLENE PIPE
CPLG	COUPLING
CY	CUBIC YARD
CONT	CONTINUED
CL	CLASS
CF	CUBIC FEET
CFS	CUBIC FEET PER SECOND
DC	DEGREE OF CURVATURE
DI	DUCTILE IRON
DIA	DIAMETER
DIM	DIMENSION
DWGS	DRAWING(S)
E	EAST
EA	EACH
EL	ELEVATION
ELEC	ELECTRICAL
EOA	EDGE OF ASPHALT
EOP	END OF PROJECT
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EXIST	EXISTING
FIG	FIGURE
FIN	FINISHED
FL	FLANGE
FT	FEET
GALV	GALVANIZED
GI	GALVANIZED IRON
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
INV	INVERT
IN	INCH
L	LENGTH
LB	POUND
LF	LINEAR FEET
MAX	MAXIMUM
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
MISC	MISCELLANEOUS
N	NORTH
NO	NUMBER
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
PI	POINT OF INTERSECTION
PP	POWER POLE
PVI	POINT OF VERTICAL INTERSECTION
PE	PLAIN END
PERF	PERFORATED
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENT
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
QTY	QUANTITY
RET	RETAINING
RR	RAILROAD
R	RADIUS
REQD	REQUIRED
R/W	RIGHT-OF-WAY
SL	SLOPE
S	SOUTH
SCH	SCHEDULE
SF	SQUARE FEET
SHT	SHEET
SPECS	SPECIFICATIONS
SQ	SQUARE
STA	STATION
STD	STANDARD
TB	THRUST BLOCK
TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
THRU	THROUGH
TYP	TYPICAL
VERT	VERTICAL
W	WEST
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
W/	WITH
W/O	WITHOUT

LINETYPES

EXISTING	PROPOSED	DESCRIPTION
SURFACE FEATURES		
		CURB (TYPE AS NOTED)
		CURB & GUTTER
		ASPHALT PAVEMENT
		GRAVEL SURFACING
		CONCRETE SURFACING
		CEMENT CONC. SIDEWALK
		PAVEMENT PLANING
		SUBGRADE REPAIR LIMITS (APPROX. LOCATION)
		CREEK WATER MARK
		FENCE/RAILING (TYPE AS NOTED)
		FENCE WITH GATE
		GUARD RAIL
		SHRUB/TREE/VEGETATION LINE
		EDGE OF LANDSCAPING
SURVEY		
		RIGHT-OF-WAY LINE
		CENTERLINE OF RIGHT-OF-WAY
	10+00	CENTERLINE OF CONSTRUCTION
		PROPERTY LINE
		PERMANENT EASEMENT LINE
TCE TCE	TCE TCE	TEMPORARY EASEMENT LINE
10	10	CONTOUR LINE
	C C	APPROXIMATE TOP OF CUT
	F F	APPROXIMATE TOE OF FILL
		SAWCUT LINE (APPROXIMATE LOCATION)
UTILITIES		
OH		OVERHEAD UTILITIES
E		BURIED ELECTRICAL
T		BURIED TELEPHONE/COMMUNICATIONS
TV		BURIED CABLE TELEVISION
FO		BURIED FIBER-OPTIC LINE
G		GAS MAIN (SIZE AS NOTED)
W		WATER MAIN (SIZE AS NOTED)
S		SANITARY SEWER MAIN (SIZE AS NOTED)
FM		SANITARY SEWER FORCE MAIN (SIZE AS NOTED)
D	D	STORM DRAIN (SIZE AS NOTED)
U	U	UNDERDRAIN (SIZE AS NOTED)
D	D	CULVERT (SIZE & TYPE AS NOTED)
		DITCH CENTERLINE/THALWEG

WATER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GUARD POST
		REDUCER
		THRUST BLOCK
		WATER METER
		WATER SPIGOT
W		WELL
W		WATER VAULT (SIZE VARIES)
FIRE HYDRANT		
		FIRE HYDRANT (2-NOZZLE)
		FIRE HYDRANT (3-NOZZLE)
VALVES		
		AIR RELIEF
		BLOW-OFF
		WATER VALVE

GAS/POWER/TELEPHONE SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GAS METER
		GAS VALVE
		PAD MOUNT TRANSFORMER
P		POWER VAULT (SIZE VARIES)
		UTILITY POLE/FOUNDATION
		UTILITY POLE ANCHOR
		JUNCTION BOX (TYPE I, II, III)
		UTILITY PEDESTAL
T		TELEPHONE VAULT (SIZE VARIES)

SURVEY SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
×		SURVEY SET CONTROL
		MONUMENT (IN CASE)
		MONUMENT (SURFACE)
		SOIL BORING/TEST PIT

ILLUMINATION SYMBOLS

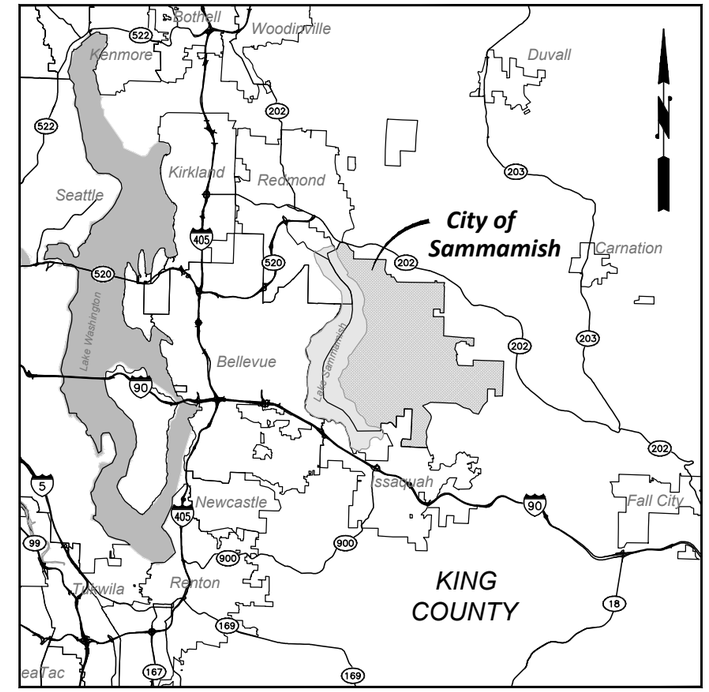
EXISTING	PROPOSED	DESCRIPTION
		STREET LIGHT ASSEMBLY/LUMINAIRE
		POST MOUNTED LIGHT

SANITARY/STORM SEWER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
C.O.		CLEAN OUT (SAN. SEWER OR STORM)
S		SANITARY SEWER MANHOLE
		STORM DRAIN CATCH BASIN, CONC. INLET, OR YARD/AREA DRAIN
D	D	STORM DRAIN MANHOLE/ TYPE 2 CATCH BASIN
		STORM TREATMENT VAULT

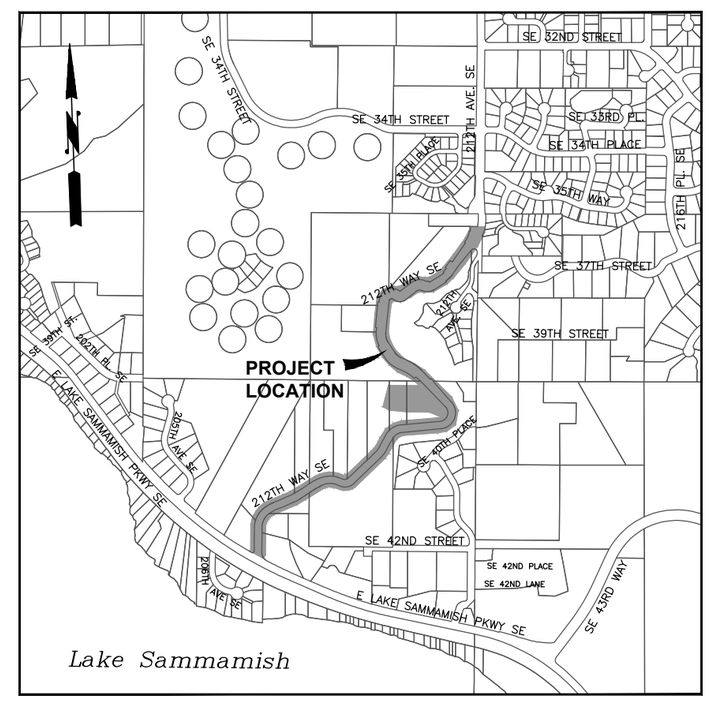
SURFACE FEATURES/LANDSCAPING

EXISTING	PROPOSED	DESCRIPTION
		BUILDING
		APPROXIMATE DOORWAY LOCATION
		BUILDING EAVES
BUS		BUS STOP
		MAIL BOX (NOTED)
		SIGN
		RIP RAP
		ROCK WALL
		MODULAR BLOCK WALL
		SEGMENTAL BLOCK WALL
		SHRUB
NOTED		TREE (CONIFER)
NOTED		TREE (DECIDUOUS)
		WETLAND (SEE WETLAND PLANS)
		EDGE OF CREEK/STREAM OR OHWM



VICINITY MAP

NOT TO SCALE



LOCATION MAP

SCALE: 1" = 600'

0 1" 2"

TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

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CONSULTING ENGINEERS
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SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE:	FEB 2016
SCALE:	NOTED
DRAWN:	C.B.W.
CHECKED:	C.B.W.
APPROVED:	B.M.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CHI-HENG WANG — STATE OF WASHINGTON — 29989 — REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE — STATE OF WASHINGTON — 19306 — REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
ABBREVIATIONS, SYMBOL LEGEND, VICINITY AND LOCATION MAPS

SHEET:	G-1
OF:	XX
JOB NO.:	14630
DWG:	LEGEND

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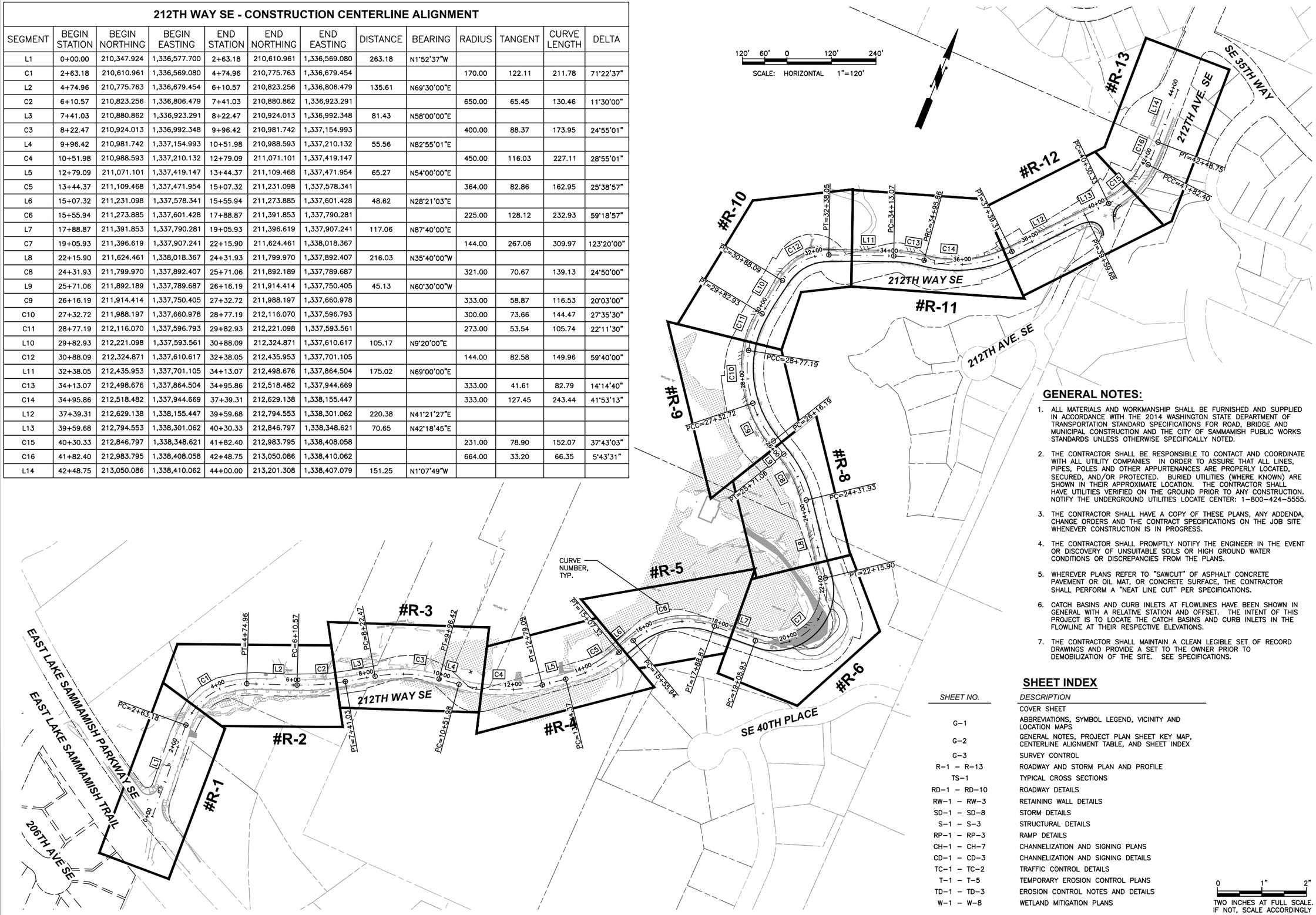
212TH WAY SE - CONSTRUCTION CENTERLINE ALIGNMENT

SEGMENT	BEGIN STATION	BEGIN NORTHING	BEGIN EASTING	END STATION	END NORTHING	END EASTING	DISTANCE	BEARING	RADIUS	TANGENT	CURVE LENGTH	DELTA
L1	0+00.00	210,347.924	1,336,577.700	2+63.18	210,610.961	1,336,569.080	263.18	N1°52'37"W				
C1	2+63.18	210,610.961	1,336,569.080	4+74.96	210,775.763	1,336,679.454			170.00	122.11	211.78	71°22'37"
L2	4+74.96	210,775.763	1,336,679.454	6+10.57	210,823.256	1,336,806.479	135.61	N69°30'00"E				
C2	6+10.57	210,823.256	1,336,806.479	7+41.03	210,880.862	1,336,923.291			650.00	65.45	130.46	11°30'00"
L3	7+41.03	210,880.862	1,336,923.291	8+22.47	210,924.013	1,336,992.348	81.43	N58°00'00"E				
C3	8+22.47	210,924.013	1,336,992.348	9+96.42	210,981.742	1,337,154.993			400.00	88.37	173.95	24°55'01"
L4	9+96.42	210,981.742	1,337,154.993	10+51.98	210,988.593	1,337,210.132	55.56	N82°55'01"E				
C4	10+51.98	210,988.593	1,337,210.132	12+79.09	211,071.101	1,337,419.147			450.00	116.03	227.11	28°55'01"
L5	12+79.09	211,071.101	1,337,419.147	13+44.37	211,109.468	1,337,471.954	65.27	N54°00'00"E				
C5	13+44.37	211,109.468	1,337,471.954	15+07.32	211,231.098	1,337,578.341			364.00	82.86	162.95	25°38'57"
L6	15+07.32	211,231.098	1,337,578.341	15+55.94	211,273.885	1,337,601.428	48.62	N28°21'03"E				
C6	15+55.94	211,273.885	1,337,601.428	17+88.87	211,391.853	1,337,790.281			225.00	128.12	232.93	59°18'57"
L7	17+88.87	211,391.853	1,337,790.281	19+05.93	211,396.619	1,337,907.241	117.06	N87°40'00"E				
C7	19+05.93	211,396.619	1,337,907.241	22+15.90	211,624.461	1,338,018.367			144.00	267.06	309.97	123°20'00"
L8	22+15.90	211,624.461	1,338,018.367	24+31.93	211,799.970	1,337,892.407	216.03	N35°40'00"W				
C8	24+31.93	211,799.970	1,337,892.407	25+71.06	211,892.189	1,337,789.687			321.00	70.67	139.13	24°50'00"
L9	25+71.06	211,892.189	1,337,789.687	26+16.19	211,914.414	1,337,750.405	45.13	N60°30'00"W				
C9	26+16.19	211,914.414	1,337,750.405	27+32.72	211,988.197	1,337,660.978			333.00	58.87	116.53	20°03'00"
C10	27+32.72	211,988.197	1,337,660.978	28+77.19	212,116.070	1,337,596.793			300.00	73.66	144.47	27°35'30"
C11	28+77.19	212,116.070	1,337,596.793	29+82.93	212,221.098	1,337,593.561			273.00	53.54	105.74	22°11'30"
L10	29+82.93	212,221.098	1,337,593.561	30+88.09	212,324.871	1,337,610.617	105.17	N9°20'00"E				
C12	30+88.09	212,324.871	1,337,610.617	32+38.05	212,435.953	1,337,701.105			144.00	82.58	149.96	59°40'00"
L11	32+38.05	212,435.953	1,337,701.105	34+13.07	212,498.676	1,337,864.504	175.02	N69°00'00"E				
C13	34+13.07	212,498.676	1,337,864.504	34+95.86	212,518.482	1,337,944.669			333.00	41.61	82.79	14°14'40"
C14	34+95.86	212,518.482	1,337,944.669	37+39.31	212,629.138	1,338,155.447			333.00	127.45	243.44	41°53'13"
L12	37+39.31	212,629.138	1,338,155.447	39+59.68	212,794.553	1,338,301.062	220.38	N41°21'27"E				
L13	39+59.68	212,794.553	1,338,301.062	40+30.33	212,846.797	1,338,348.621	70.65	N42°18'45"E				
C15	40+30.33	212,846.797	1,338,348.621	41+82.40	212,983.795	1,338,408.058			231.00	78.90	152.07	37°43'03"
C16	41+82.40	212,983.795	1,338,408.058	42+48.75	213,050.086	1,338,410.062			664.00	33.20	66.35	5°43'31"
L14	42+48.75	213,050.086	1,338,410.062	44+00.00	213,201.308	1,338,407.079	151.25	N1°07'49"W				



GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL BE FURNISHED AND SUPPLIED IN ACCORDANCE WITH THE 2014 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AND THE CITY OF SAMMAMISH PUBLIC WORKS STANDARDS UNLESS OTHERWISE SPECIFICALLY NOTED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT AND COORDINATE WITH ALL UTILITY COMPANIES IN ORDER TO ASSURE THAT ALL LINES, PIPES, POLES AND OTHER APPURTENANCES ARE PROPERLY LOCATED, SECURED, AND/OR PROTECTED. BURIED UTILITIES (WHERE KNOWN) ARE SHOWN IN THEIR APPROXIMATE LOCATION. THE CONTRACTOR SHALL HAVE UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. NOTIFY THE UNDERGROUND UTILITIES LOCATE CENTER: 1–800–424–5555.
3. THE CONTRACTOR SHALL HAVE A COPY OF THESE PLANS, ANY ADDENDA, CHANGE ORDERS AND THE CONTRACT SPECIFICATIONS ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
4. THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IN THE EVENT OR DISCOVERY OF UNSUITABLE SOILS OR HIGH GROUND WATER CONDITIONS OR DISCREPANCIES FROM THE PLANS.
5. WHEREVER PLANS REFER TO "SAWCUT" OF ASPHALT CONCRETE PAVEMENT OR OIL MAT, OR CONCRETE SURFACE, THE CONTRACTOR SHALL PERFORM A "NEAT LINE CUT" PER SPECIFICATIONS.
6. CATCH BASINS AND CURB INLETS AT FLOWLINES HAVE BEEN SHOWN IN GENERAL WITH A RELATIVE STATION AND OFFSET. THE INTENT OF THIS PROJECT IS TO LOCATE THE CATCH BASINS AND CURB INLETS IN THE FLOWLINE AT THEIR RESPECTIVE ELEVATIONS.
7. THE CONTRACTOR SHALL MAINTAIN A CLEAN LEGIBLE SET OF RECORD DRAWINGS AND PROVIDE A SET TO THE OWNER PRIOR TO DEMOBILIZATION OF THE SITE. SEE SPECIFICATIONS.

SHEET INDEX

SHEET NO.	DESCRIPTION
	COVER SHEET
G–1	ABBREVIATIONS, SYMBOL LEGEND, VICINITY AND LOCATION MAPS
G–2	GENERAL NOTES, PROJECT PLAN SHEET KEY MAP, CENTERLINE ALIGNMENT TABLE, AND SHEET INDEX
G–3	SURVEY CONTROL
R–1 – R–13	ROADWAY AND STORM PLAN AND PROFILE
TS–1	TYPICAL CROSS SECTIONS
RD–1 – RD–10	ROADWAY DETAILS
RW–1 – RW–3	RETAINING WALL DETAILS
SD–1 – SD–8	STORM DETAILS
S–1 – S–3	STRUCTURAL DETAILS
RP–1 – RP–3	RAMP DETAILS
CH–1 – CH–7	CHANNELIZATION AND SIGNING PLANS
CD–1 – CD–3	CHANNELIZATION AND SIGNING DETAILS
TC–1 – TC–2	TRAFFIC CONTROL DETAILS
T–1 – T–5	TEMPORARY EROSION CONTROL PLANS
TD–1 – TD–3	EROSION CONTROL NOTES AND DETAILS
W–1 – W–8	WETLAND MITIGATION PLANS

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

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CHI-TENG WANG — STATE OF WASHINGTON — 20009 — REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURINE — STATE OF WASHINGTON — 20006 — REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
GENERAL NOTES, PROJECT PLAN SHEET KEY MAP, CENTERLINE ALIGNMENT TABLE, AND SHEET INDEX

SHEET: G-2
OF: XX
JOB NO.: 14630
DWG: KEYMAP

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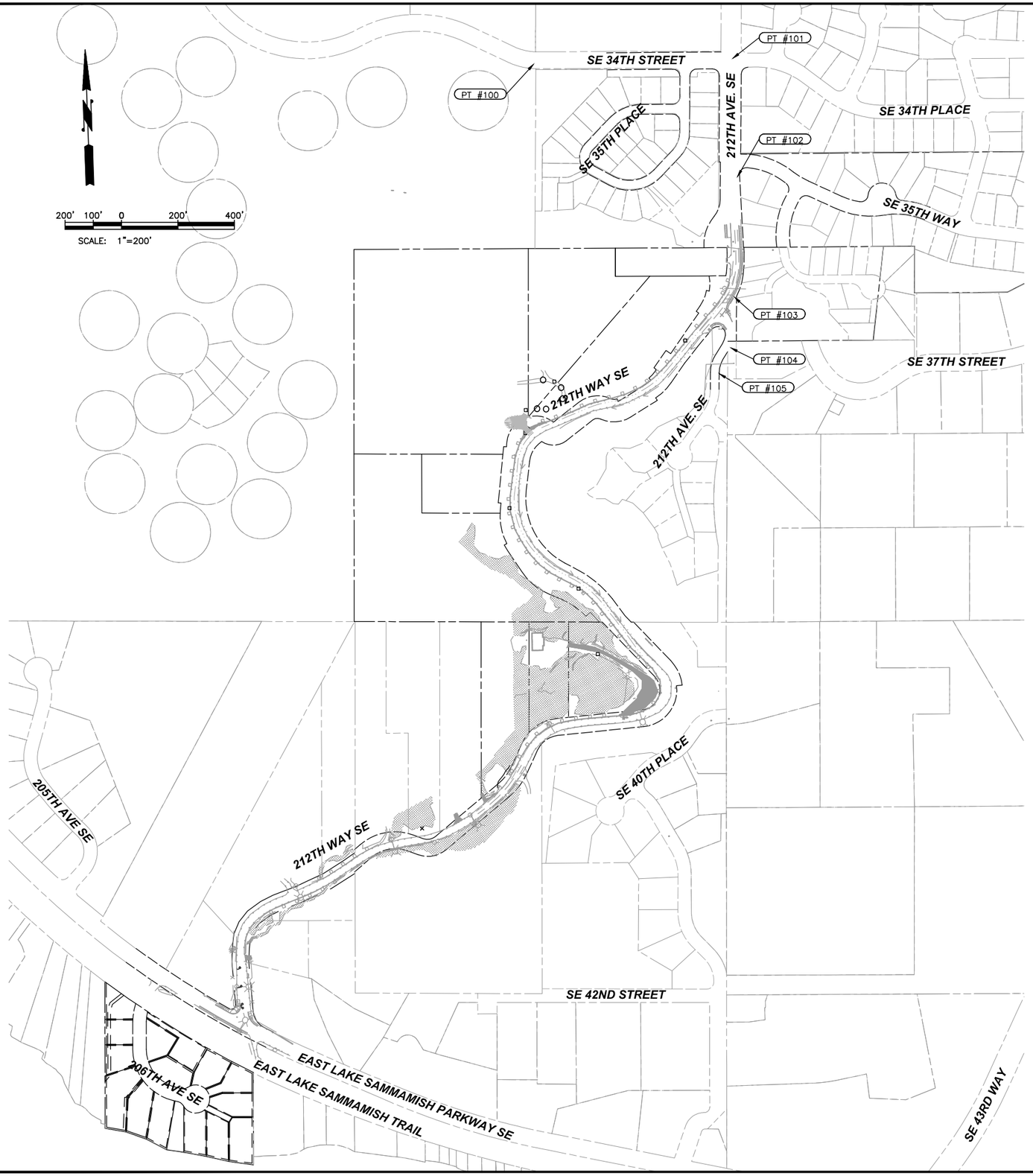

HORIZONTAL DATUM:
NAD 1983/CORS96 WSPC NORTH ZONE
VERTICAL DATUM
NAVD 88

SURVEY CONTROL TABLE

POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
1	203789.20	1337969.74	54.50	SFM, WSDOT IS1788
2	211821.18	1335693.88	134.64	SFMC = SURVEY FOUND MONUMENT IN CASING, LEAD IN TACK, SET IN CONC IN CASING, 1/4 CORNER SECTIONS 8,17, WGS 2250 KING COUNTY.
100	213732.66	1337724.27	413.71	SFMC, 1" LEAD WITH TACK IN 4x4 CONC POST, SET IN CASING, N. SIDE OF S.E. 34TH ST. GPS PT #4
101	213714.41	1338411.26	427.33	SFMC, LEAD WITH TACK SET IN CONC IN CASING, N. SIDE OF INTERSECTION OF CENTERLINE OF 212TH AVE S.E., AND S.E. 34TH ST. GPS PT #3
102	213292.69	1338418.42	421.63	SSNT= SET MAG NAIL WITH TAG STAMPED "G&O CONTROL", 3.0' W. OF E. ROAD CURB FLOWLINE OF 212TH WAY, S. OF INTERSECTION WITH S.E. 35TH WAY, W. OF 35MPH TRAFFIC SIGN, APPROXIMATELY 15' S. OF P.C. GPS PT #7
103	212879.62	1338393.15	397.07	SSNT, E./S.E. TOP BACK CURB, 5.0' WESTERLY OF SOLID LID DRAIN CATCH BASIN IN SIDEWALK, APPROX +/- 75' N./N.E. OF CENTERLINE OF S.E. 40TH ST.
104	212701.35	1338366.43	400.02	SFMC, 1 3/4" BRASS CAP WITH PUNCH IN 4x4 CONC POST, CENTERLINE S.E. 40TH ST. AT PT/PC.
105	212610.68	1338323.55	403.61	SFMC, 1 3/4" BRASS CAP WITH PUNCH IN 4x4 CONC POST, CENTERLINE S.E. 40TH ST.
106	212585.47	1338141.62	356.00	SSC = SURVEY SET CROSS, PUNCH IN W./N.W. CORNER OF DRAIN CATCH BASIN LID ON SOUTHERLY SIDE OF 212TH WAY.
107	212419.01	1337641.97	326.58	SSHT = SURVEY SET HUB & TACK, +/- 4.0' SOUTHERLY FROM FEATURE GUARD RAIL.
108	210283.95	1336199.45	38.39	SFMC, 1 1/2" BRASS CAP WITH PUNCH, SET IN CONC. IN CASING, CENTERLINE ROAD, E. OF DRIVEWAY TO HSE #4227.
109	210435.43	1336204.72	48.41	SFMC, 1 3/4" BRASS CAP WITH PUNCH IN 4x4 CONC POST IN CASING, 3.7' SOUTH-EASTERLY FROM ROAD CURB FLOWLINE AT NORTHERLY SIDE OF DRIVEWAY TO HOUSE #4215, KING COUNTY #S3.
110	210459.73	1336364.07	59.46	SSNT, 0.50' N.E. FROM S.W. ROAD EDGE ASPHALT ALONG EDGE OF LANDSLIDE PARKING, 7.0' N. FROM SEWER WASTE MANHOLE, +/- 65' NORTH-WESTERLY FROM END OF S. WALK AT INTERSECTION WITH 212TH WAY S.E.
111	210324.90	1336583.67	62.05	SSNT, 2.5' S.E. FROM SOUTHERLY END OF SIDEWALK AT INTERSECTION OF 212TH AND EDGE OF LANDSLIDE PARKING, 5.5' S.W. FROM SOUTHERLY CHANNELIZATION PAINTED FOGLINE, NORTH-WESTERLY SIDE OF ENTRANCE TO SHORE LANE S.E.
112	214378.17	1338438.30	420.72	SFMC, NAIL IN CONC IN 4" PVC TUBE IN CASING AT INTERSECTION OF 212TH AVE S.E. AND S.E. 35TH ST.
113	212063.01	1337599.00	292.20	SFN = SURVEY FOUND NAIL, 60D NAIL WITH FLAGGING, 2.0' BEHIND FEATURE GUARD RAIL W. SIDE OF 212TH.
114	211842.42	1337843.04	265.47	SSNT, IN FOGLINE W. SIDE OF ROAD.
115	211473.12	1338123.07	234.97	SSNT, 3.5' FROM CHANNELIZATION PAINTED FOGLINE, 3.5' FROM ROAD EDGE ASPHALT, +/- 30' S. FROM WATER FIRE HYDRANT, OUTSIDE OF HAIRPIN TURN.
116	211403.90	1337946.93	220.36	SSNT, IN NORTHERLY CHANNELIZATION PAINTED FOGLINE, AT WESTERLY SIDE OF ENTRANCE TO CEDAR STABLES.
117	211372.52	1337692.47	201.56	SSNT, +/- 1.0' S. OF NORTHERLY CHANNELIZATION PAINTED FOGLINE.
118	212726.83	1338219.98	369.90	SSHT, +/- 5' NW FROM GUARD RAIL. +/- 140' SW OF DRIVEWAY.
119	212521.22	1337883.88	343.70	SSS, 60D NAIL WITH WHISKERS. +/- 5' N. OF N. EDGE OF ASPHALT. +/- 13' NE OF ANGLE POINT ON N. EDGE OF ROAD.
120	212202.62	1337584.73	301.18	SSNT, IN WEST FOG LINE ALONG 212TH. 3' E. OF GUARD RAIL.
121	212064.19	1337602.36	292.37	SSNT, +/- 0.2' E. OF W. REA. +/- 60' NW OF CULVERT HEADING SOUTH ON OPPOSITE SIDE OF ROAD. AT APPROXIMATE 1/2D OF CURVE.
122	211943.25	1337679.69	281.39	SSN, 60D NAIL WITH WHISKERS. 3.5' W'LY OF W. GUARD RAIL. +/- 25' N'LY OF "ABRUPT LANE EDGE" SIGN.
123	212500.45	1337646.50	316.86	SSHT, IN DIRT AT TOP OF BANK AT CURVE.
124	212155.31	1337576.79	298.62	SSHT, TOP OF BANK. OUTSIDE OF GUARD RAIL. +/- 3' W. OF WEST EDGE OF ASPHALT.
125	211626.96	1337871.42	215.74	SSHT, 4' E OF WOOD FENCE. W. SIDE OF DRIVEWAY ENTRANCE TO UNDEVELOPED LOT.
126	211409.56	1337940.73	219.37	SFN, 60D NAIL. 5' N OF EDGE OF ASPHALT. 3' E. OF E. END OF GUARD RAIL.
127	211375.25	1337680.68	200.17	SSS, METAL SPIKE IN DIRT, +/- 6' NW OF GUARD RAIL.
128	211182.57	1337576.93	190.03	SSN, 60D SPIKE, +/-6' SW OF SW EDGE OF DRIVEWAY. +/- 10 NE OF CULVERTS. +/- 9' SE OF SE EDGE OF ROAD.
129	211861.54	1337811.39	266.53	SSHT, 3' W. OF GUARD RAIL. SET IN GRAVEL, IN SLIGHT STRAIGHT AWAY.
130	211058.19	1337373.42	167.80	SSNT, AT N'LY EDGE OF PAVEMENT. 3' NW OF FOG LINE. +/- 20' E-NE OF CL W'LY DRIVEWAY TO HOUSE.
150	210705.81	1336576.90	82.28	SSNT, 1.5' N.W. OF FOGLINE OFF OF TELEPHONE POLE, 40' N. OF END OF GUARD RAIL.
151	210854.86	1336846.51	104.55	SSNT, N.W. SIDE OF 212TH, 80' UPHILL FROM DRIVEWAY #4155 ACROSS FROM 25MPH TRAFFIC SIGN
152	210983.30	1337088.05	134.66	SFNT = SURVEY FOUND NAIL & TAG, "2000" BY OTHERS, YELLOW PLASTIC "CONTROL" TAG IN DRIVEWAY HOUSE #4119, N. SIDE OF ROAD.
153	210997.30	1337299.58	159.03	SSNT, 1' S. OF N. FOGLINE, 70' W. OF W. DIRT DRIVEWAY TO RED HOUSE.
154	211136.75	1337487.11	178.92	SSNT, +/- 9' E. OF E'LY MAILBOX. +/- 30' NE OF NE EDGE OF GRAVEL DRIVEWAY. +/- 3' S. OF N. THICKENED EDGE OF ROAD.

RIGHT-OF-WAY DISCLAIMER

THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

0 1" 2"
TWO INCHES AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: FEB 2016
SCALE: NOTED
DRAWN: C.B.W.H.
CHECKED: R.M.B.
APPROVED: B.M.S.

No.	REVISION	DATE	APPD

PRELIMINARY NOT FOR CONSTRUCTION

RICHARD A. BOND — STATE OF WASHINGTON — 40097 — REGISTERED PROFESSIONAL LAND SURVEYOR

BRIAN L. SOURBINE — STATE OF WASHINGTON — 36595 — REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
WASHINGTON
KING COUNTY
212TH WAY SE IMPROVEMENTS
SURVEY CONTROL

SHEET: G-3
OF: XX
JOB NO.: 14630
DWG: SV-CTRLS

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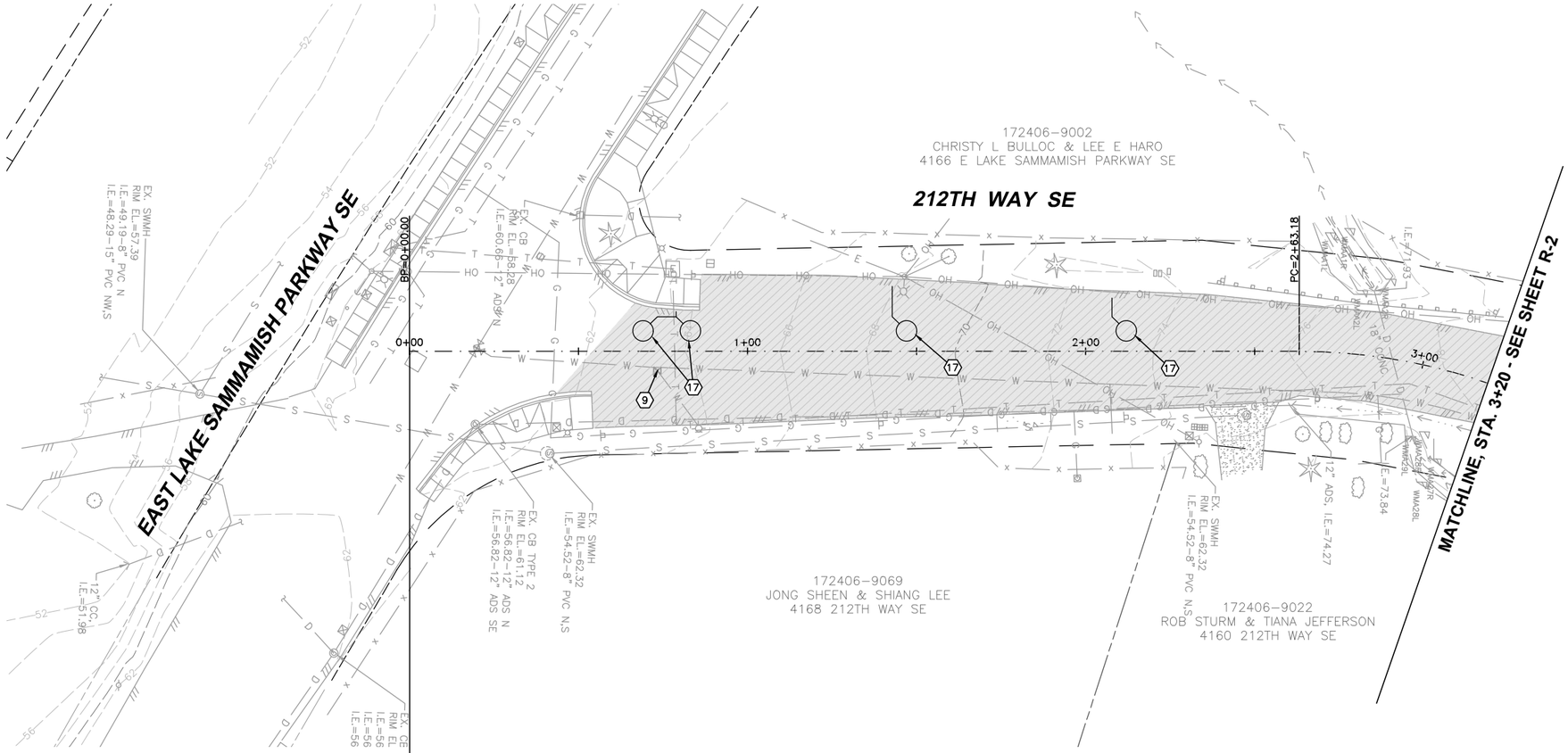

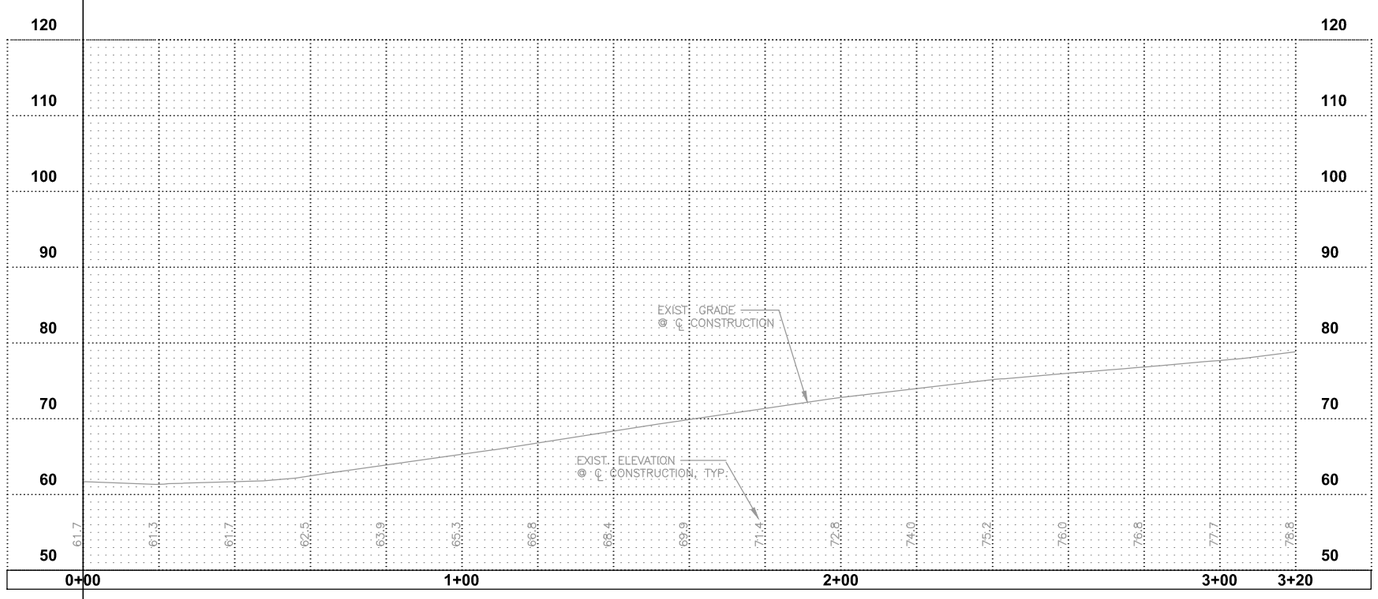

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SCALE: HORIZONTAL 1"=20'
VERTICAL 1"=10'

ROADWAY & STORM DRAINAGE NOTES

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IF NOT, SCALE ACCORDINGLY

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CONSULTING ENGINEERS
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DATE: FEB 2016	SCALE: 1"=20'(H) 1"=10'(V)
DRAWN: Y.B.P.	CHECKED: C.B.W.
APPROVED: B.L.S.	

No.	REVISION	DATE	APPD

PRELIMINARY
NOT FOR
CONSTRUCTION

CHI-HENG WANG
STATE OF WASHINGTON
36996
REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE
STATE OF WASHINGTON
16196
REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 0+00 TO STA. 3+20

SHEET: R-1
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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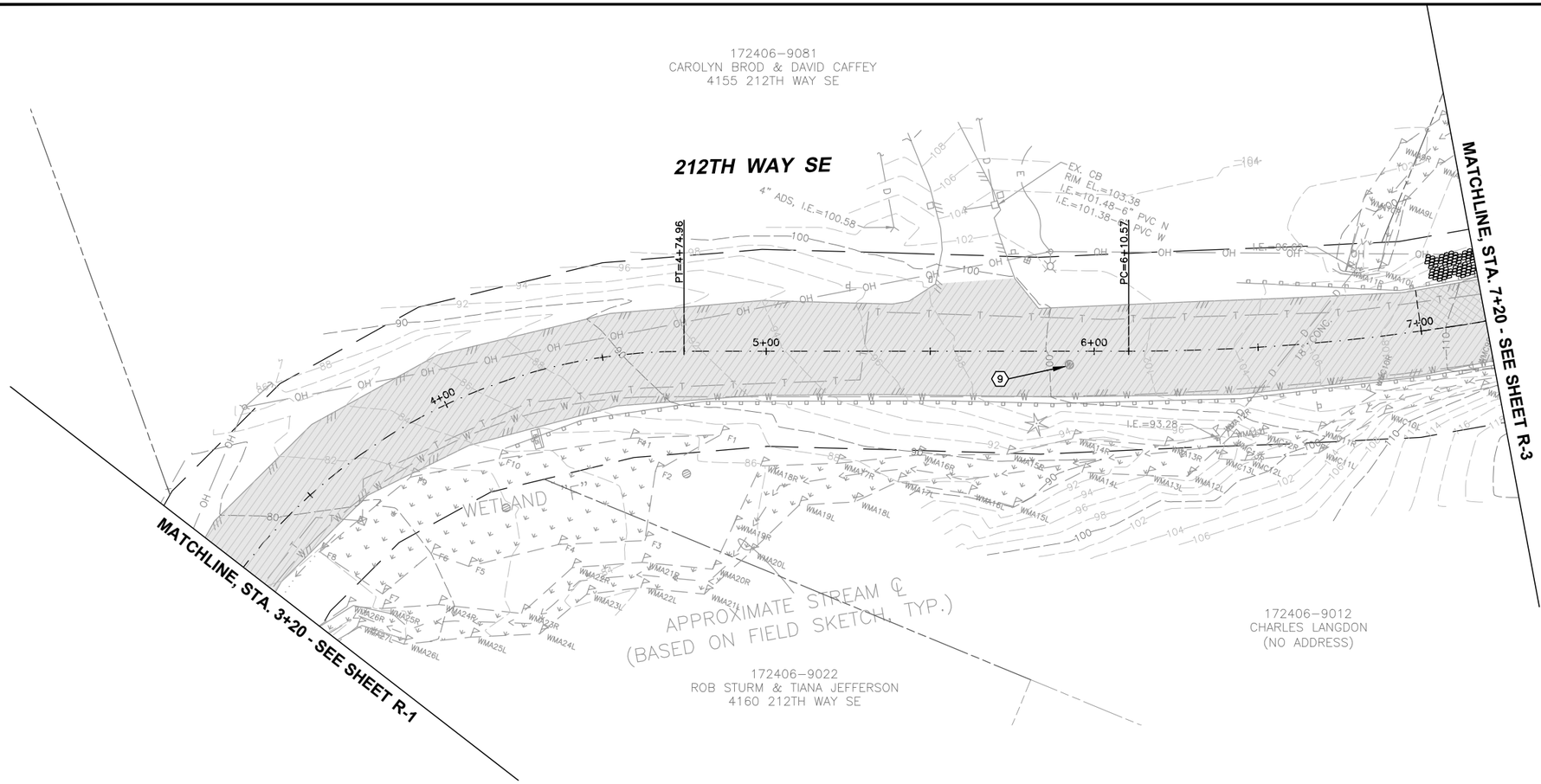

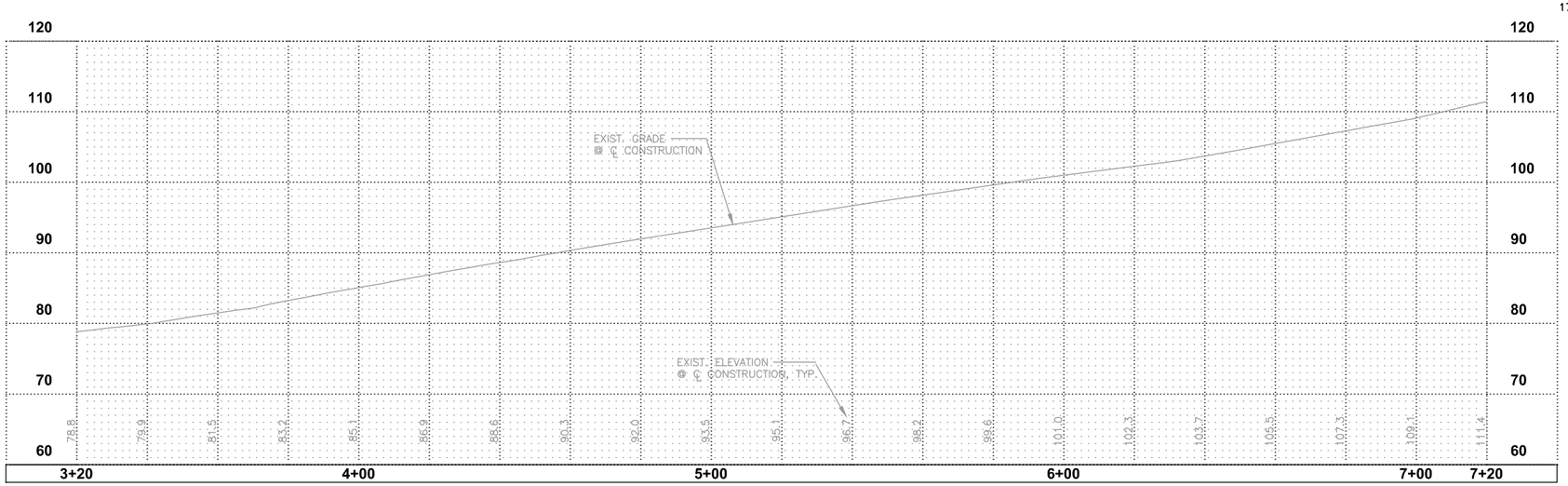

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CONSULTING ENGINEERS
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SEATTLE, WASHINGTON 98109 • (206) 284-0860

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SCALE: 1"=20'(H) 1"=10'(V)
DRAWN: Y.B.P.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CHI-HENG WANG — STATE OF WASHINGTON — 36963 — REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE — STATE OF WASHINGTON — 36963 — REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 3+20 TO STA. 7+20

SHEET: R-2
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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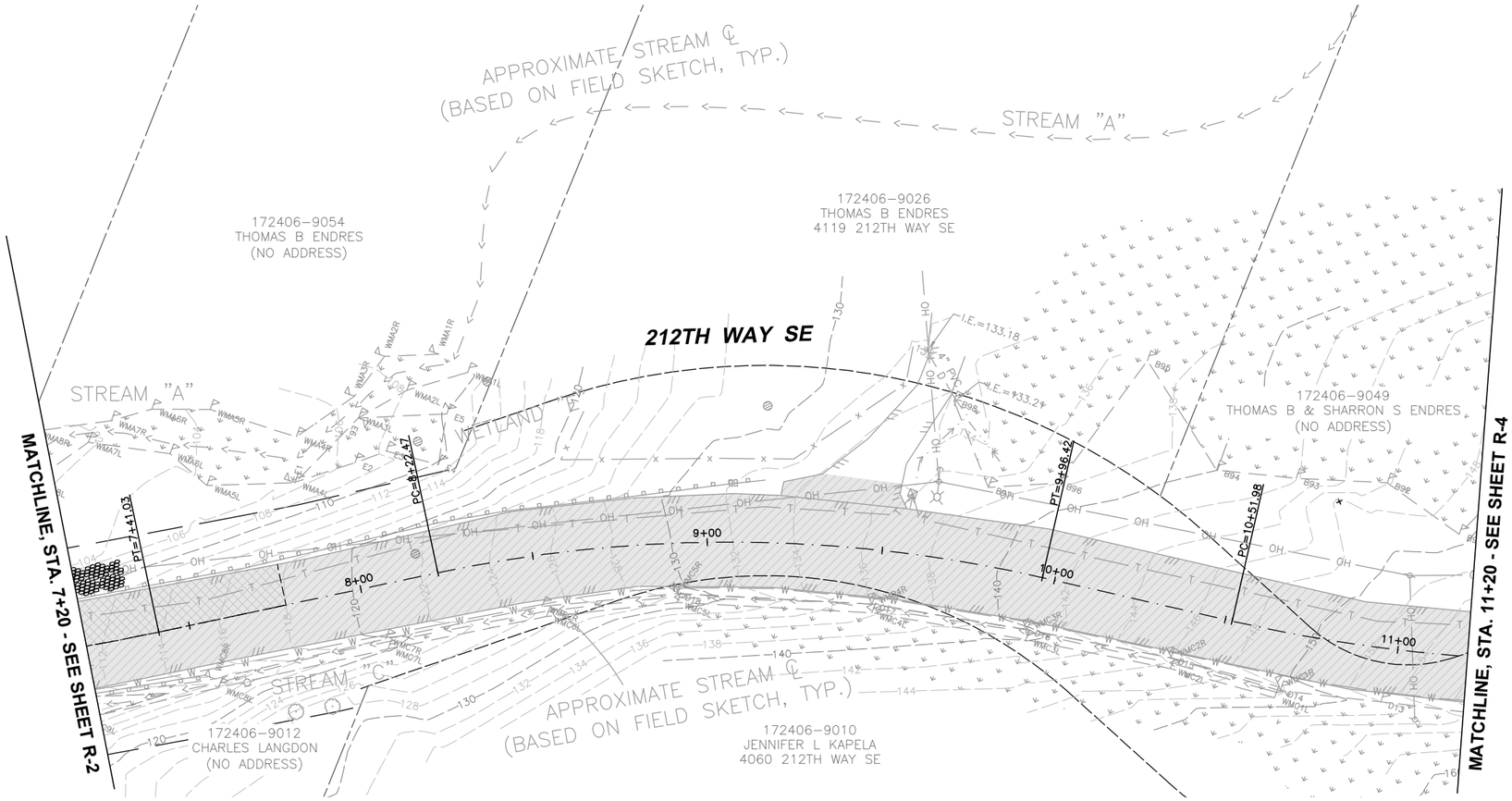

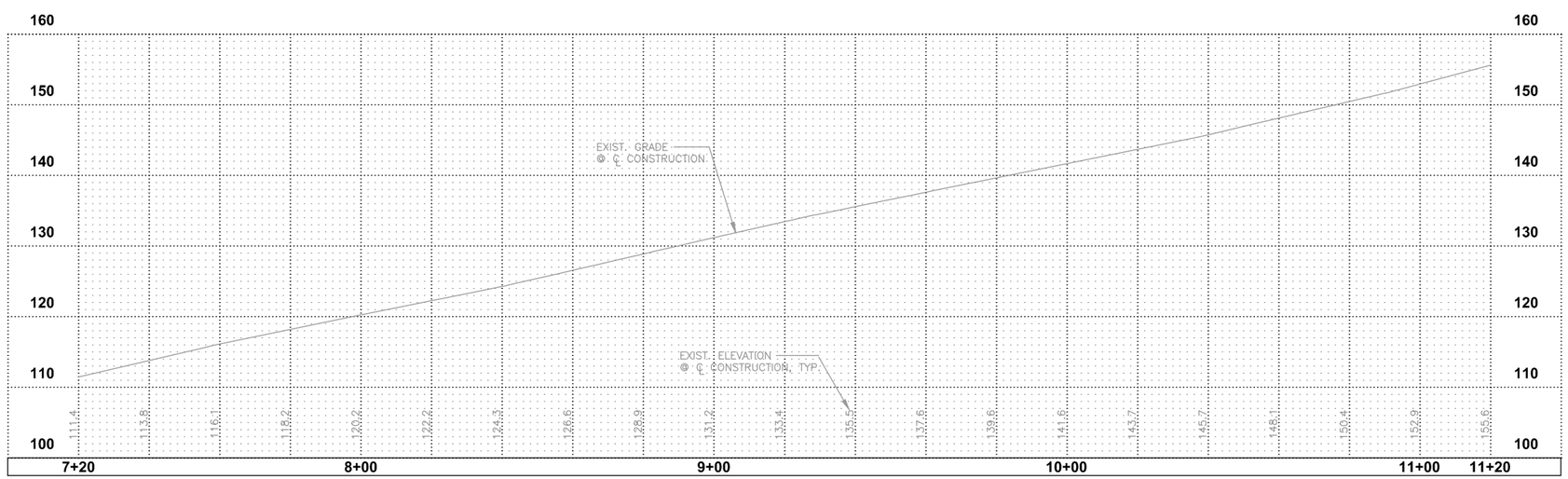

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CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: FEB 2016	1"=20'(H) 1"=10'(V)
DRAWN: Y.B.P.	CHECKED: C.B.W.
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No.	REVISION	DATE	APPD
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CHI-HENG WANG
STATE OF WASHINGTON
38961
REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE
STATE OF WASHINGTON
36061
REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
PLAN AND PROF
STA. 7+20 TO STA. 11+20

SHEET: R-3
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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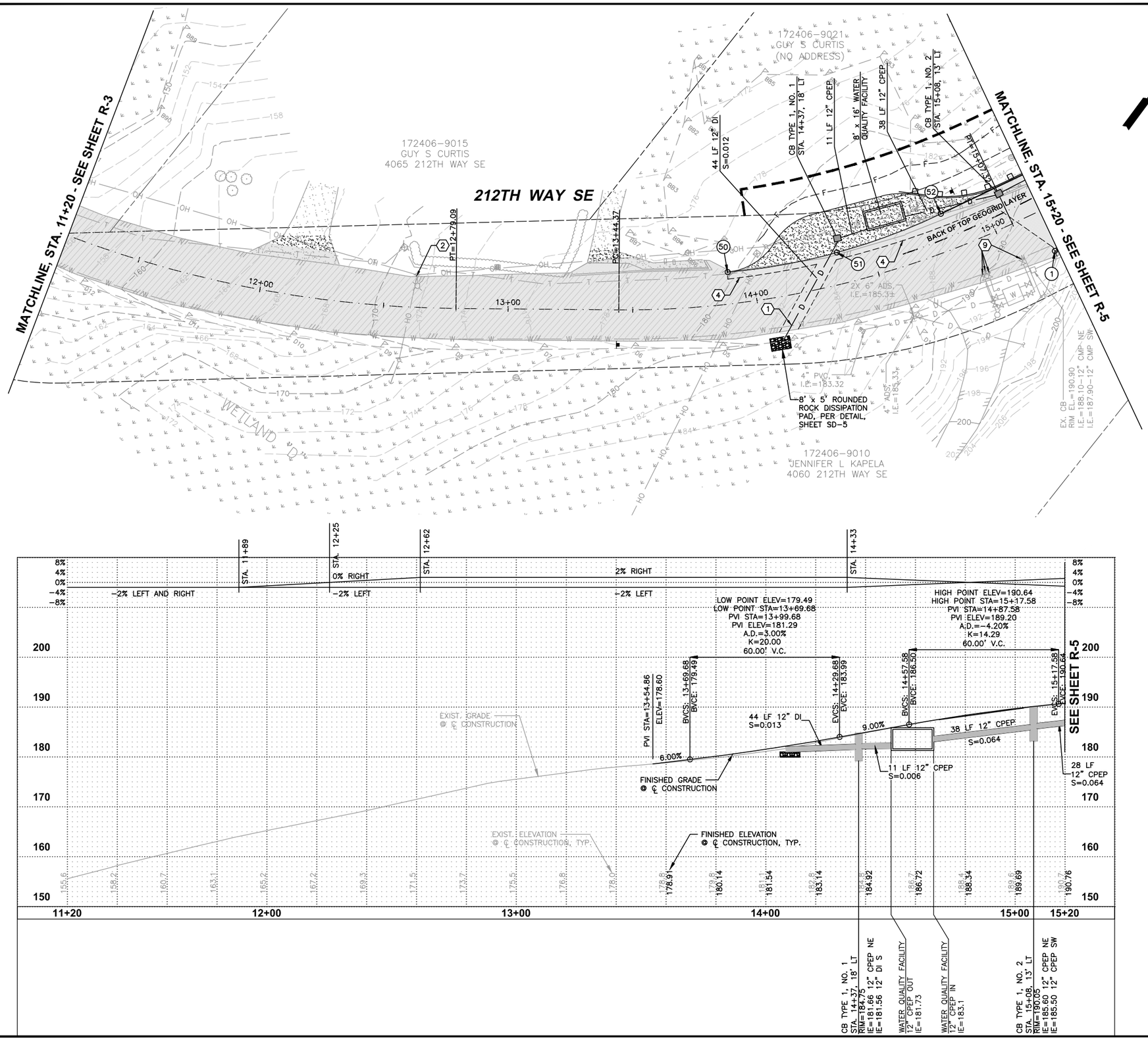

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FACE OF CURB OFFSETS (RIGHT SIDE)

NUMBER	TYPE	STATION	OFFSET
1	MATCH	15+18	17.10 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
50	B.O.P. / P.C.	13+90	12.78 L
51	Δ/2	14+36	12.74 L
52	P.T.	14+82	14.99 L

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CHI-HENG WANG
STATE OF WASHINGTON
40583
REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE
STATE OF WASHINGTON
40583
REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
WASHINGTON
KING COUNTY
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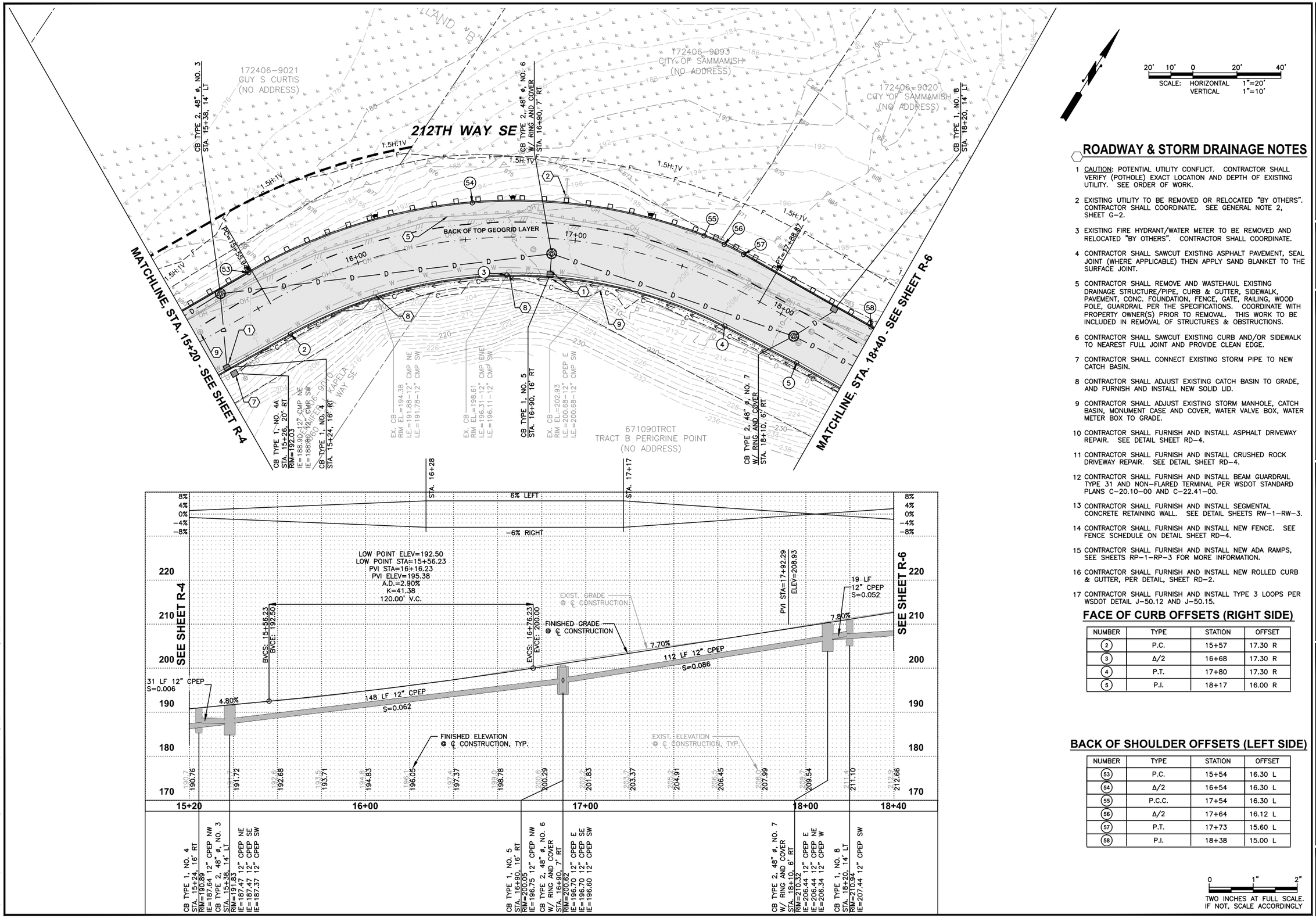

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FACE OF CURB OFFSETS (RIGHT SIDE)

NUMBER	TYPE	STATION	OFFSET
2	P.C.	15+57	17.30 R
3	Δ/2	16+68	17.30 R
4	P.T.	17+80	17.30 R
5	P.I.	18+17	16.00 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
53	P.C.	15+54	16.30 L
54	Δ/2	16+54	16.30 L
55	P.C.C.	17+54	16.30 L
56	Δ/2	17+64	16.12 L
57	P.T.	17+73	15.60 L
58	P.I.	18+38	15.00 L

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CHI-HENG WANG STATE OF WASHINGTON 36590 REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE STATE OF WASHINGTON 36590 REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
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DWG: PLANPROF

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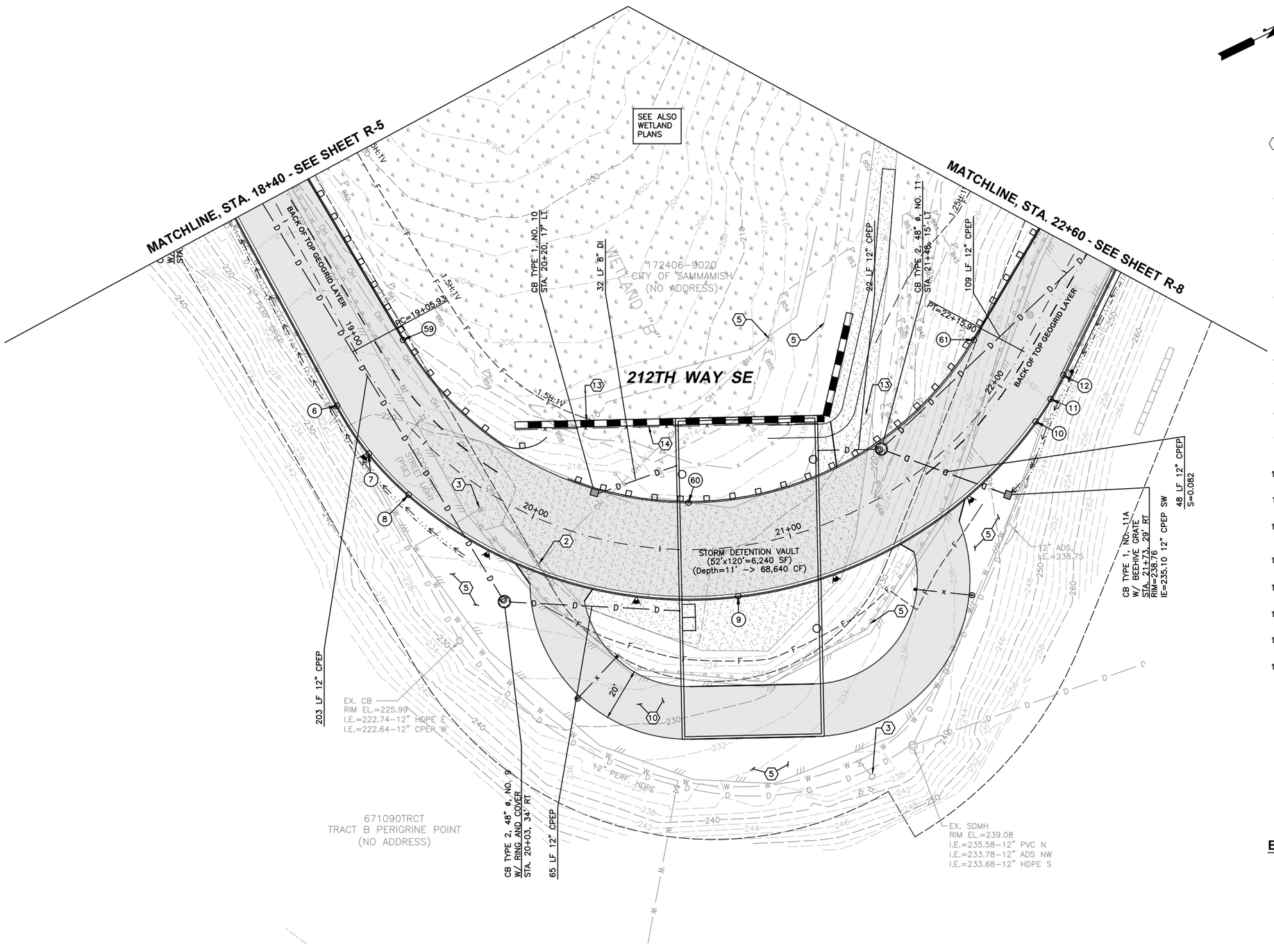

20' 10' 0 20' 40'

SCALE: HORIZONTAL 1"=20'
VERTICAL 1"=10'

ROADWAY & STORM DRAINAGE NOTES

1 CAUTION: POTENTIAL UTILITY CONFLICT. CONTRACTOR SHALL VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.

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FACE OF CURB OFFSETS (RIGHT SIDE)

NUMBER	TYPE	STATION	OFFSET
6	P.C.	19+20	16.72 R
7	Δ/2	19+39	18.28 R
8	P.C.C.	19+58	18.80 R
9	Δ/2	20+78	18.80 R
10	P.C.C.	21+97	18.80 R
11	Δ/2	22+06	18.68 R
12	P.T.	22+15	18.34 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
59	P.C.	19+12	17.80 L
60	Δ/2	20+61	17.80 L
61	P.T.	22+10	17.80 L

0 1" 2"
TWO INCHES AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: FEB 2016
SCALE: 1"=20'(H) 1"=10'(V)
DRAWN: Y.B.P.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CHI-HENG WANG
STATE OF WASHINGTON
38965
REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE
STATE OF WASHINGTON
36306
REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
WASHINGTON
KING COUNTY
212TH WAY SE IMPROVEMENTS
PLAN
STA. 18+40 TO STA. 22+60

SHEET: R-6
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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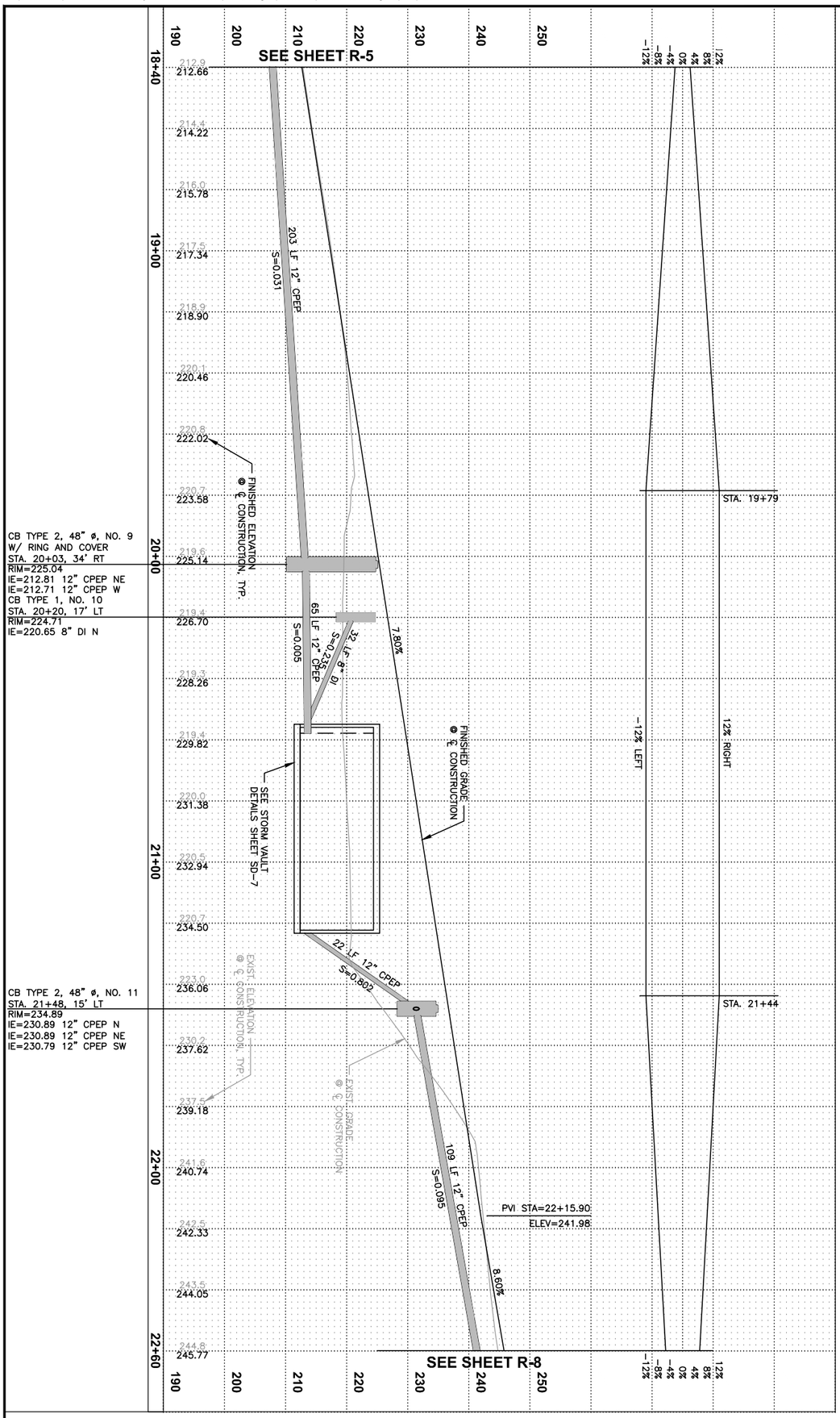
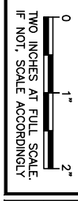


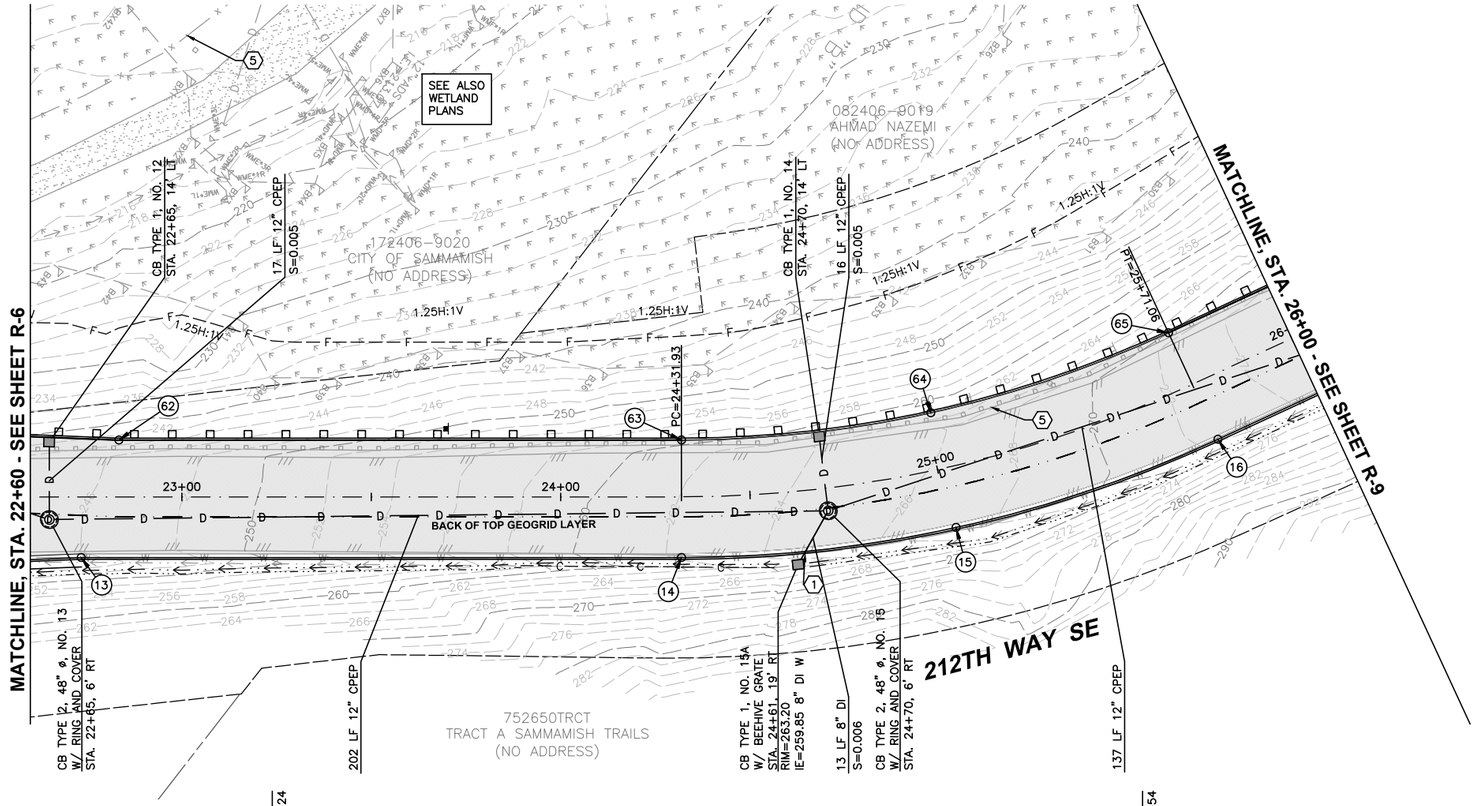


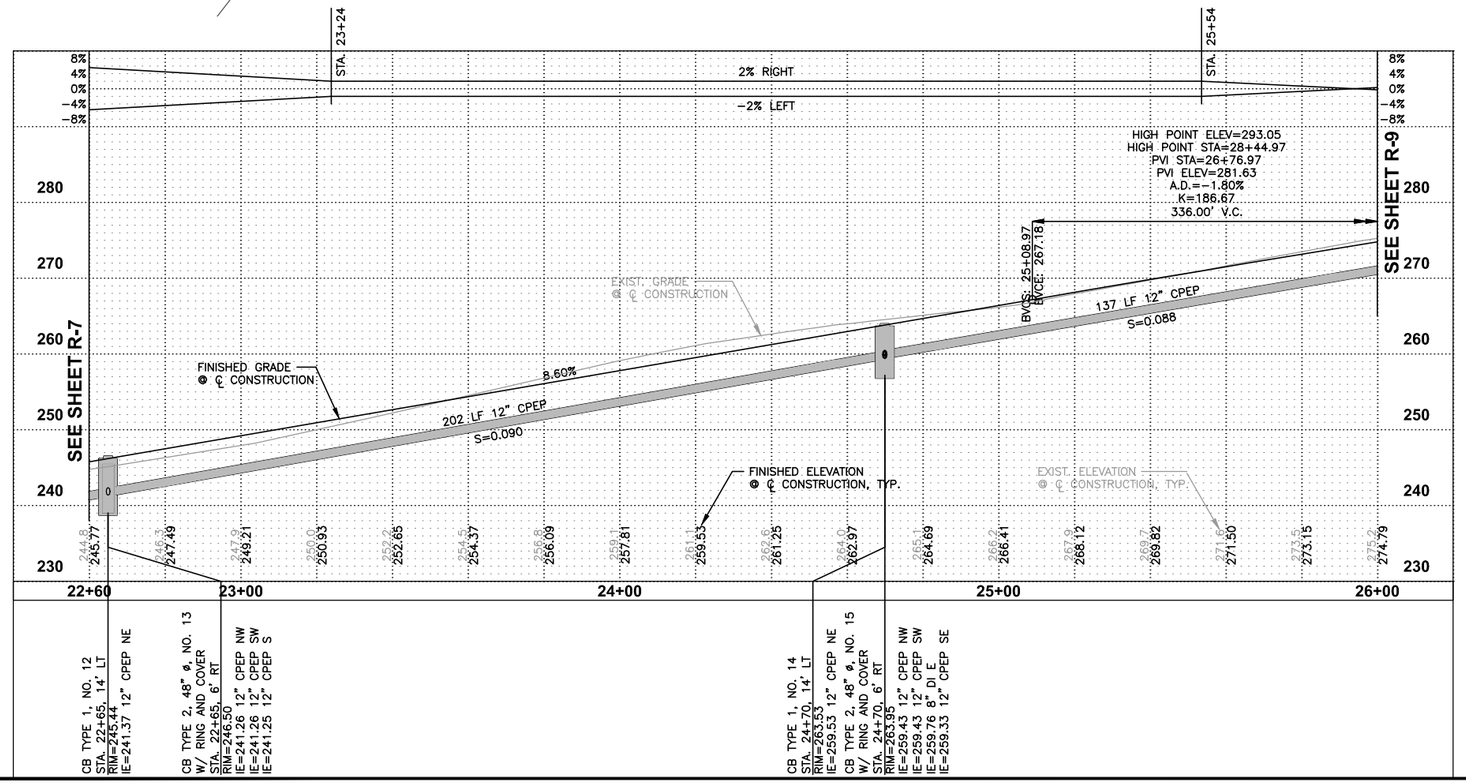
SHEET: R-7	CITY OF SAMMAMISH	PRELIMINARY NOT FOR CONSTRUCTION	DATE: FEB 2016
OF: XX	KING COUNTY WASHINGTON		SCALE: 1"=20'(H) 1"=10'(V)
JOB NO.: 14630	212TH WAY SE IMPROVEMENTS		DRAWN: Y.B.P.
DWG: PLANPROF	PROFILES		CHECKED: C.B.W.
		No. REVISION DATE APPD	APPROVED: B.L.S.

BRIAN L. SOURTINE — STATE OF WASHINGTON — 36091 — REGISTERED PROFESSIONAL ENGINEER

CHI-HENG WANG — STATE OF WASHINGTON — 39930 — REGISTERED PROFESSIONAL ENGINEER

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860





ROADWAY & STORM DRAINAGE NOTES

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FACE OF CURB OFFSETS (RIGHT SIDE)

NUMBER	TYPE	STATION	OFFSET
13	P.I.	22+73	16.00 R
14	P.C.	24+32	16.00 R
15	Δ/2	25+01	16.00 R
16	P.T.	25+71	16.00 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
62	P.I.	22+83	15.00 L
63	P.C.	24+32	15.00 L
64	Δ/2	25+01	15.00 L
65	P.T.	25+71	15.00 L

0 1" 2"
TWO INCHES AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY

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DRAWN: Y.B.P.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CHI-HENG WANG — STATE OF WASHINGTON — 36963 — REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURINE — STATE OF WASHINGTON — 36963 — REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
WASHINGTON
KING COUNTY
212TH WAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 22+60 TO STA. 26+00

SHEET: R-8
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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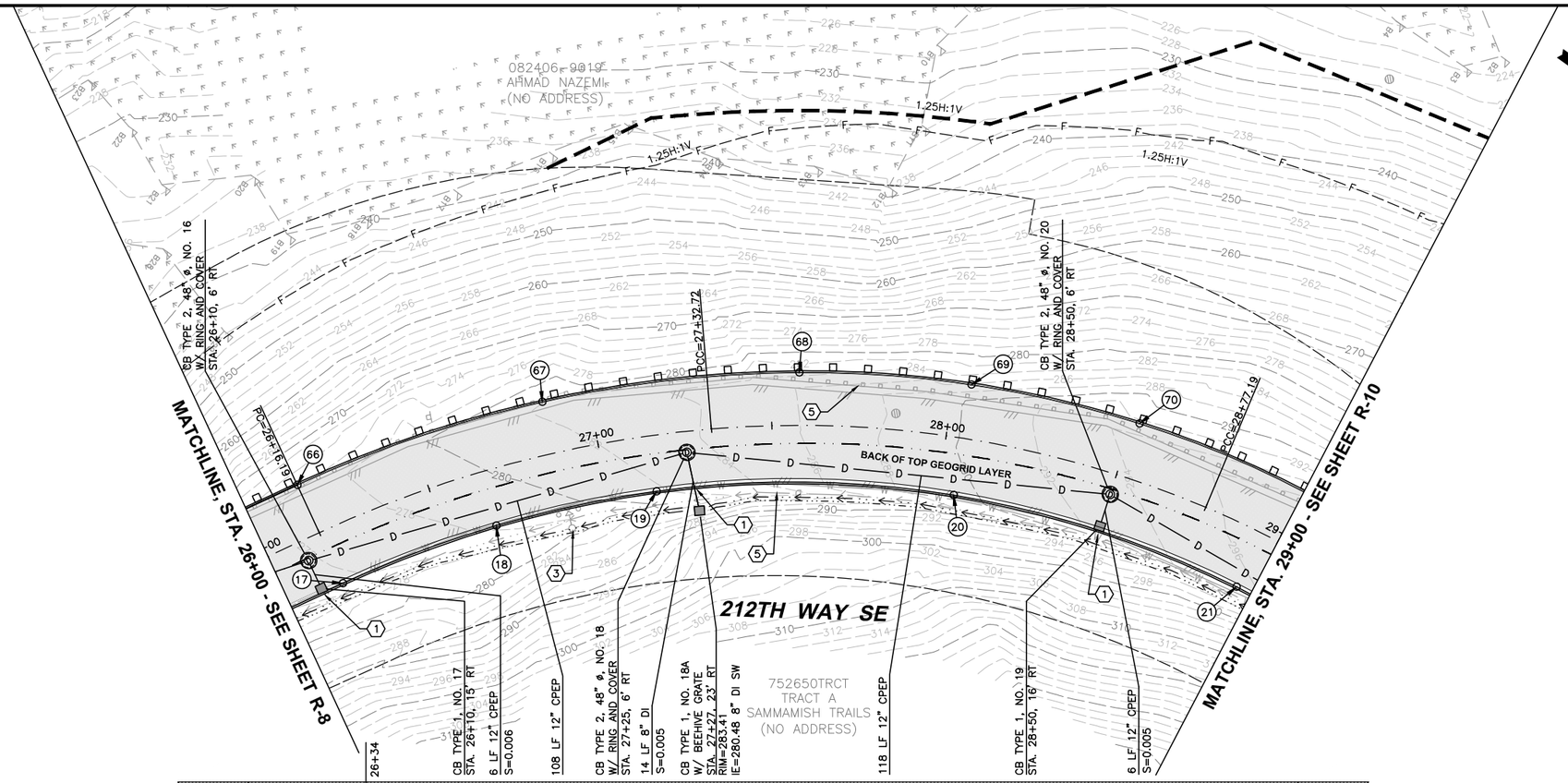

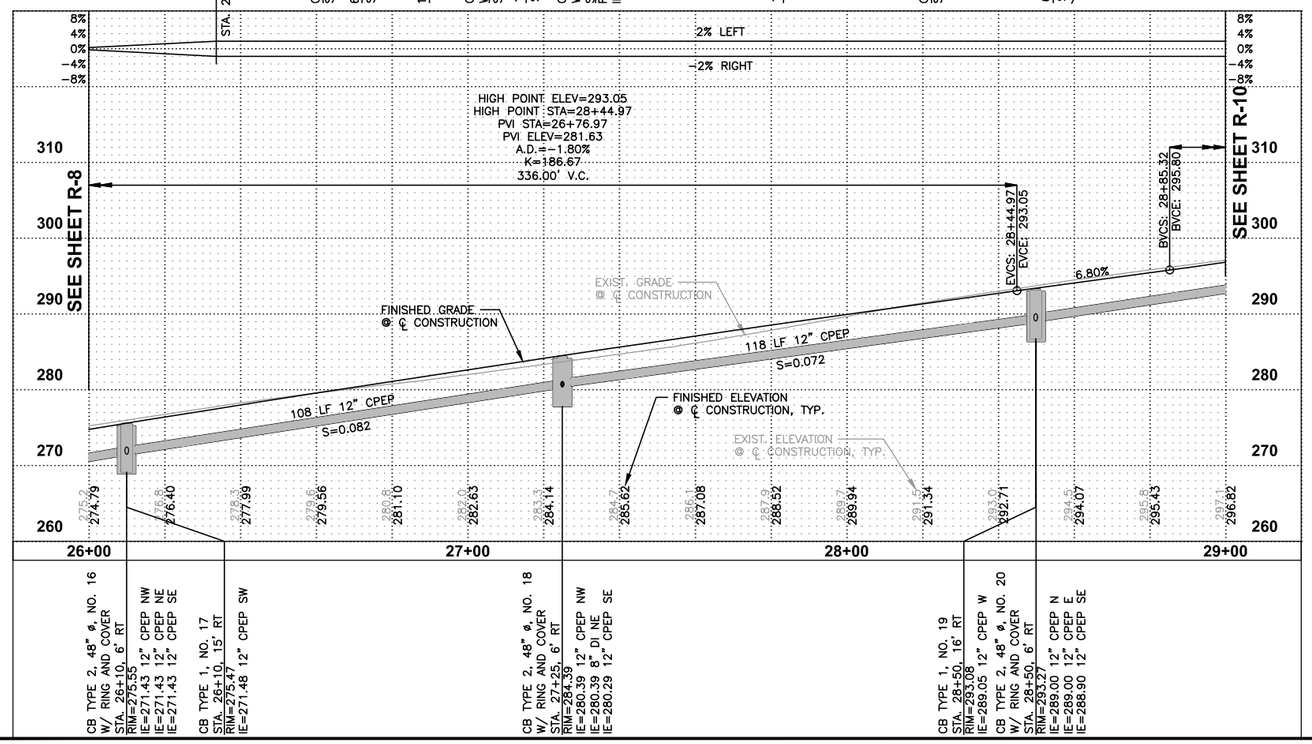

ROADWAY & STORM DRAINAGE NOTES

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FACE OF CURB OFFSETS (RIGHT SIDE)

NUMBER	TYPE	STATION	OFFSET
17	P.C.	26+16	16.00 R
18	Δ/2	26+65	16.00 R
19	P.C.C.	27+15	16.00 R
20	Δ/2	28+05	16.50 R
21	P.C.C.	28+95	17.00 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
66	P.C.	26+16	15.00 L
67	Δ/2	26+87	15.00 L
68	P.C.C.	27+58	15.10 L
69	Δ/2	28+05	15.50 L
70	P.C.C.	28+52	15.89 L

0 1" 2"
TWO INCHES AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY

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CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
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DRAWN: Y.B.P.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY-TIENG WANG, STATE OF WASHINGTON, 40608, REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURINE, STATE OF WASHINGTON, 40608, REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 26+00 TO STA. 29+00

SHEET: R-9
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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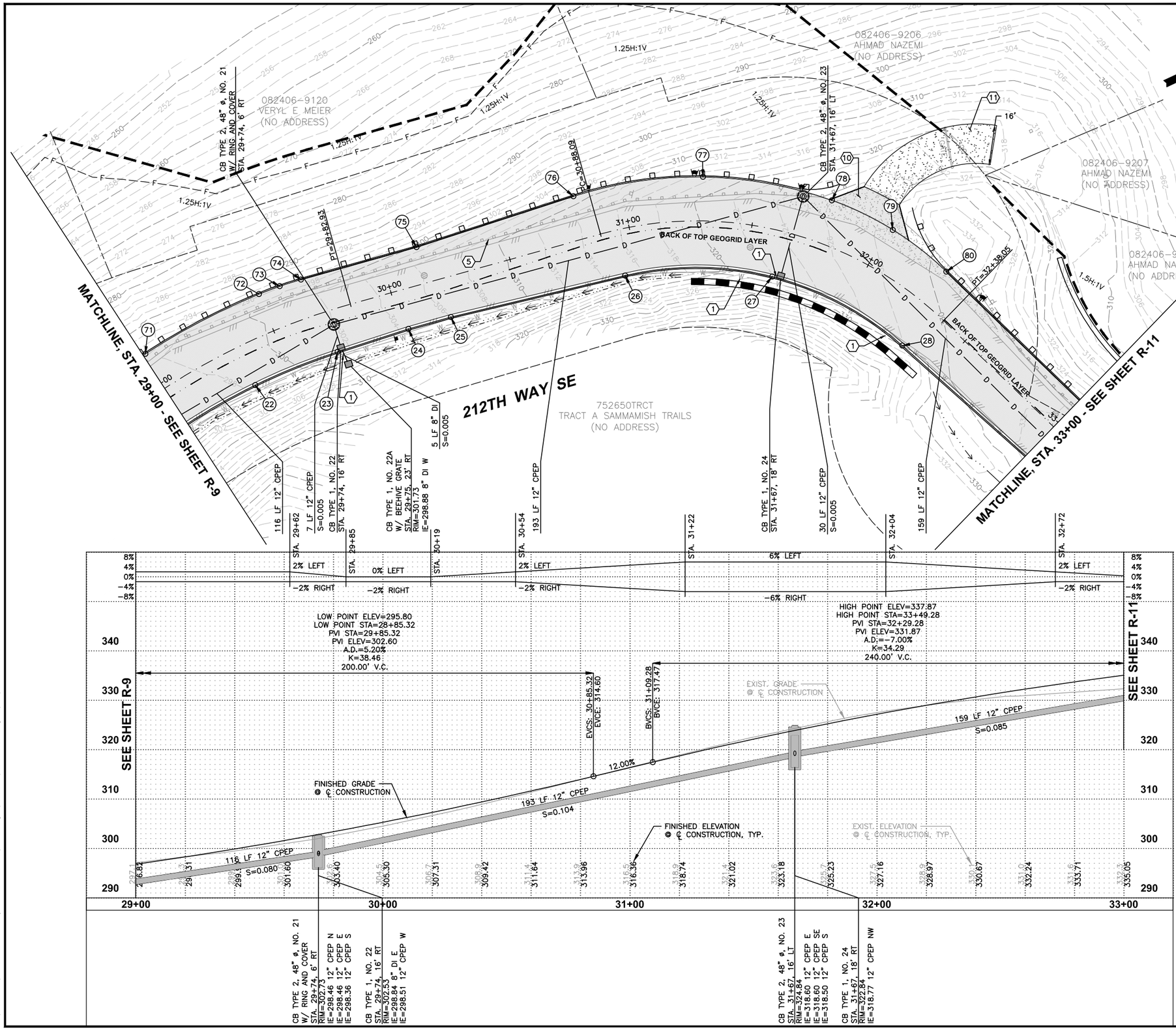

20' 10' 0 20' 40'

SCALE: HORIZONTAL 1"=20'
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FACE OF CURB OFFSETS (RIGHT SIDE)

NUMBER	TYPE	STATION	OFFSET
22	Δ/2	29+34	17.00 R
23	P.T.	29+72	17.00 R
24	P.I.	30+03	16.00 R
25	P.I.	30+21	16.00 R
26	P.C.	30+94	18.80 R
27	Δ/2	31+63	18.80 R
28	P.T.	32+32	18.80 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
71	Δ/2	29+01	16.00 L
72	P.C.C.	29+50	16.00 L
73	Δ/2	29+59	15.87 L
74	P.T.	29+67	15.48 L
75	P.I.	30+15	15.00 L
76	P.C.	30+82	17.67 L
77	Δ/2	31+30	17.80 L
78	P.C.C.	31+77	17.80 L
79	Δ/2	32+02	17.23 L
80	P.T.	32+26	15.53 L

0 1" 2"
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IF NOT, SCALE ACCORDINGLY

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CONSULTING ENGINEERS
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No.	REVISION	DATE	APPD

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 29+00 TO STA. 33+00

SHEET: R-10
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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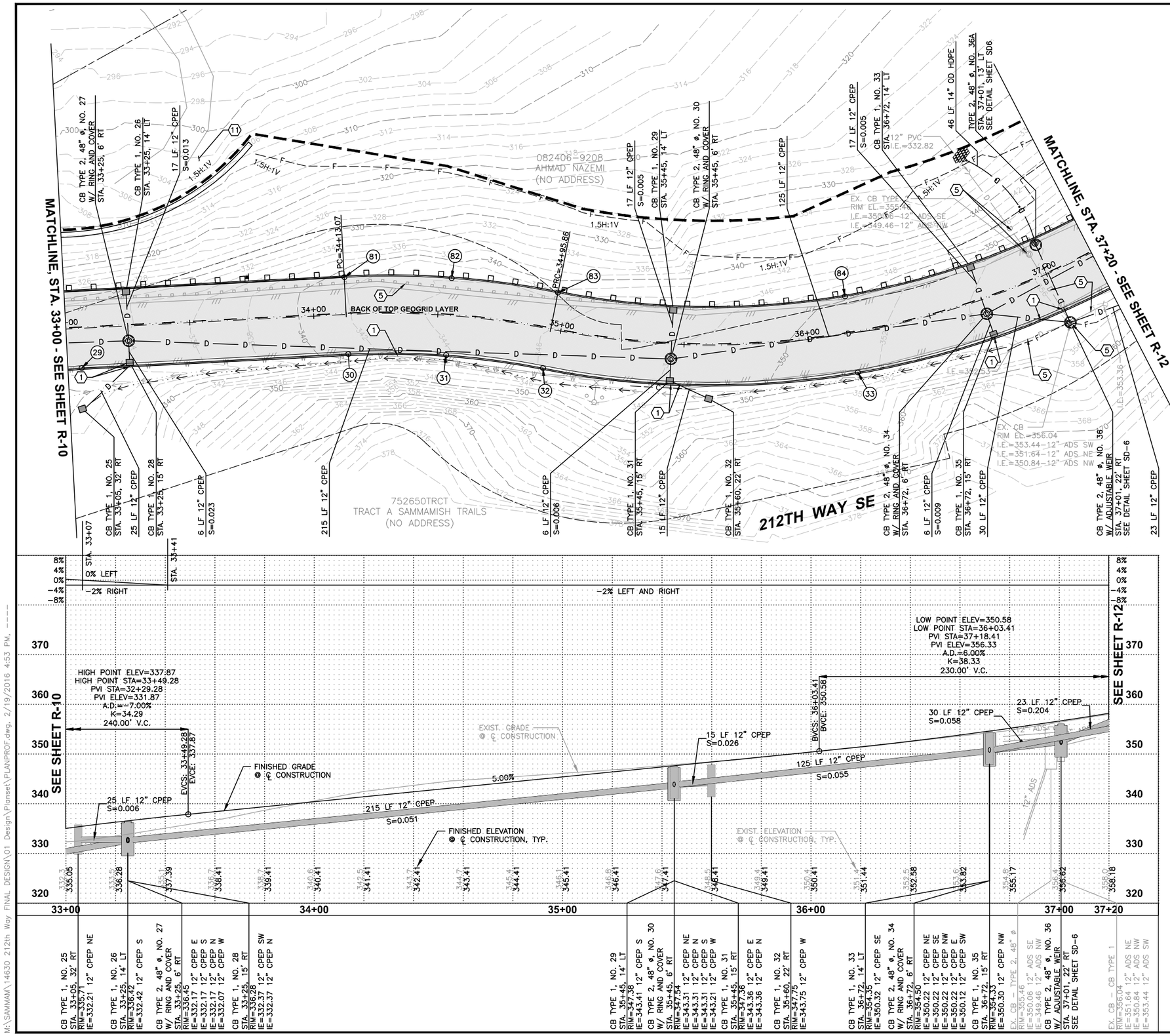

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FACE OF CURB OFFSETS (RIGHT SIDE)

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30	P.C.	34+13	16.00 R
31	Δ/2	34+54	16.00 R
32	P.R.C.	34+96	16.00 R
33	Δ/2	36+18	16.00 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
81	P.C.	34+13	15.00 L
82	Δ/2	34+54	15.00 L
83	P.R.C.	34+96	15.00 L
84	Δ/2	36+18	15.00 L

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DWG: PLANPROF

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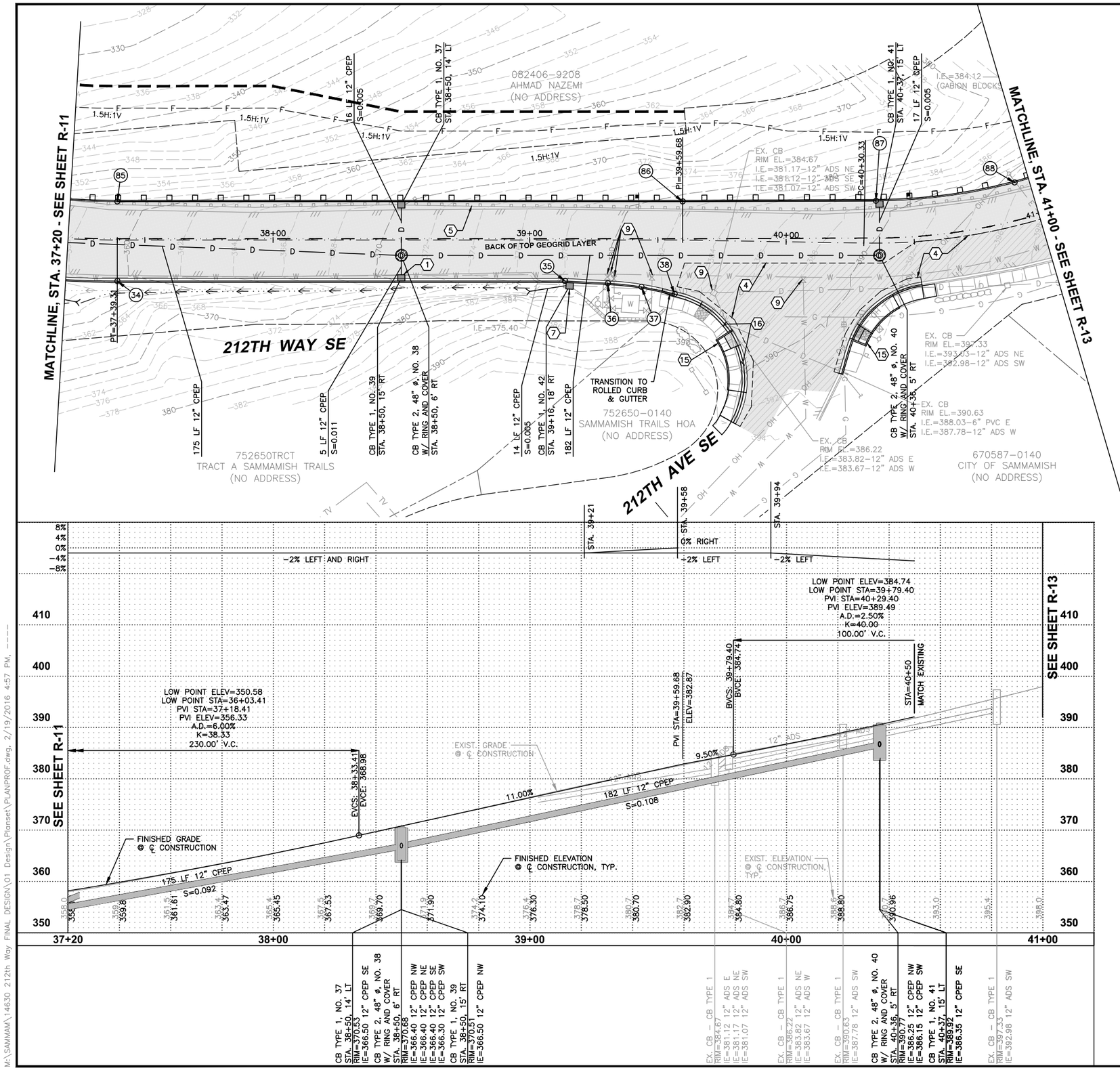

20' 10' 0 20' 40'
SCALE: HORIZONTAL 1"=20'
VERTICAL 1"=10'

ROADWAY & STORM DRAINAGE NOTES

1 CAUTION: POTENTIAL UTILITY CONFLICT. CONTRACTOR SHALL VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.

2 EXISTING UTILITY TO BE REMOVED OR RELOCATED "BY OTHERS". CONTRACTOR SHALL COORDINATE. SEE GENERAL NOTE 2, SHEET G-2.

3 EXISTING FIRE HYDRANT/WATER METER TO BE REMOVED AND RELOCATED "BY OTHERS". CONTRACTOR SHALL COORDINATE.

4 CONTRACTOR SHALL SAWCUT EXISTING ASPHALT PAVEMENT, SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.

5 CONTRACTOR SHALL REMOVE AND WASTEHAUL EXISTING DRAINAGE STRUCTURE/PIPE, CURB & GUTTER, SIDEWALK, PAVEMENT, CONC. FOUNDATION, FENCE, GATE, RAILING, WOOD POLE, GUARDRAIL PER THE SPECIFICATIONS. COORDINATE WITH PROPERTY OWNER(S) PRIOR TO REMOVAL. THIS WORK TO BE INCLUDED IN REMOVAL OF STRUCTURES & OBSTRUCTIONS.

6 CONTRACTOR SHALL SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.

7 CONTRACTOR SHALL CONNECT EXISTING STORM PIPE TO NEW CATCH BASIN.

8 CONTRACTOR SHALL ADJUST EXISTING CATCH BASIN TO GRADE, AND FURNISH AND INSTALL NEW SOLID LID.

9 CONTRACTOR SHALL ADJUST EXISTING STORM MANHOLE, CATCH BASIN, MONUMENT CASE AND COVER, WATER VALVE BOX, WATER METER BOX TO GRADE.

10 CONTRACTOR SHALL FURNISH AND INSTALL ASPHALT DRIVEWAY REPAIR. SEE DETAIL SHEET RD-4.

11 CONTRACTOR SHALL FURNISH AND INSTALL CRUSHED ROCK DRIVEWAY REPAIR. SEE DETAIL SHEET RD-4.

12 CONTRACTOR SHALL FURNISH AND INSTALL BEAM GUARDRAIL TYPE 31 AND NON-FLARED TERMINAL PER WSDOT STANDARD PLANS C-20.10-00 AND C-22.41-00.

13 CONTRACTOR SHALL FURNISH AND INSTALL SEGMENTAL CONCRETE RETAINING WALL. SEE DETAIL SHEETS RW-1-RW-3.

14 CONTRACTOR SHALL FURNISH AND INSTALL NEW FENCE. SEE FENCE SCHEDULE ON DETAIL SHEET RD-4.

15 CONTRACTOR SHALL FURNISH AND INSTALL NEW ADA RAMPS, SEE SHEETS RP-1-RP-3 FOR MORE INFORMATION.

16 CONTRACTOR SHALL FURNISH AND INSTALL NEW ROLLED CURB & GUTTER, PER DETAIL, SHEET RD-2.

17 CONTRACTOR SHALL FURNISH AND INSTALL TYPE 3 LOOPS PER WSDOT DETAIL J-50.12 AND J-50.15.

FACE OF CURB OFFSETS (RIGHT SIDE)

NUMBER	TYPE	STATION	OFFSET
34	P.T.	37+39	16.00 R
35	P.I.	39+14	16.00 R
36	P.C.	39+30	16.83 R
37	Δ/2	39+44	18.22 R
38	PT	39+57	21.05 R

BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
85	P.T.	37+39	15.00 L
86	P.I.	39+60	15.00 L
87	P.C.	40+35	16.50 L
88	Δ/2	40+94	16.50 L

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: FEB 2016
SCALE: 1"=20'(H) 1"=10'(V)
DRAWN: Y.B.P.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CHI-HENG WANG STATE OF WASHINGTON 36826 REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOURWINE STATE OF WASHINGTON 36826 REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 37+60 TO STA. 41+40

SHEET: R-12
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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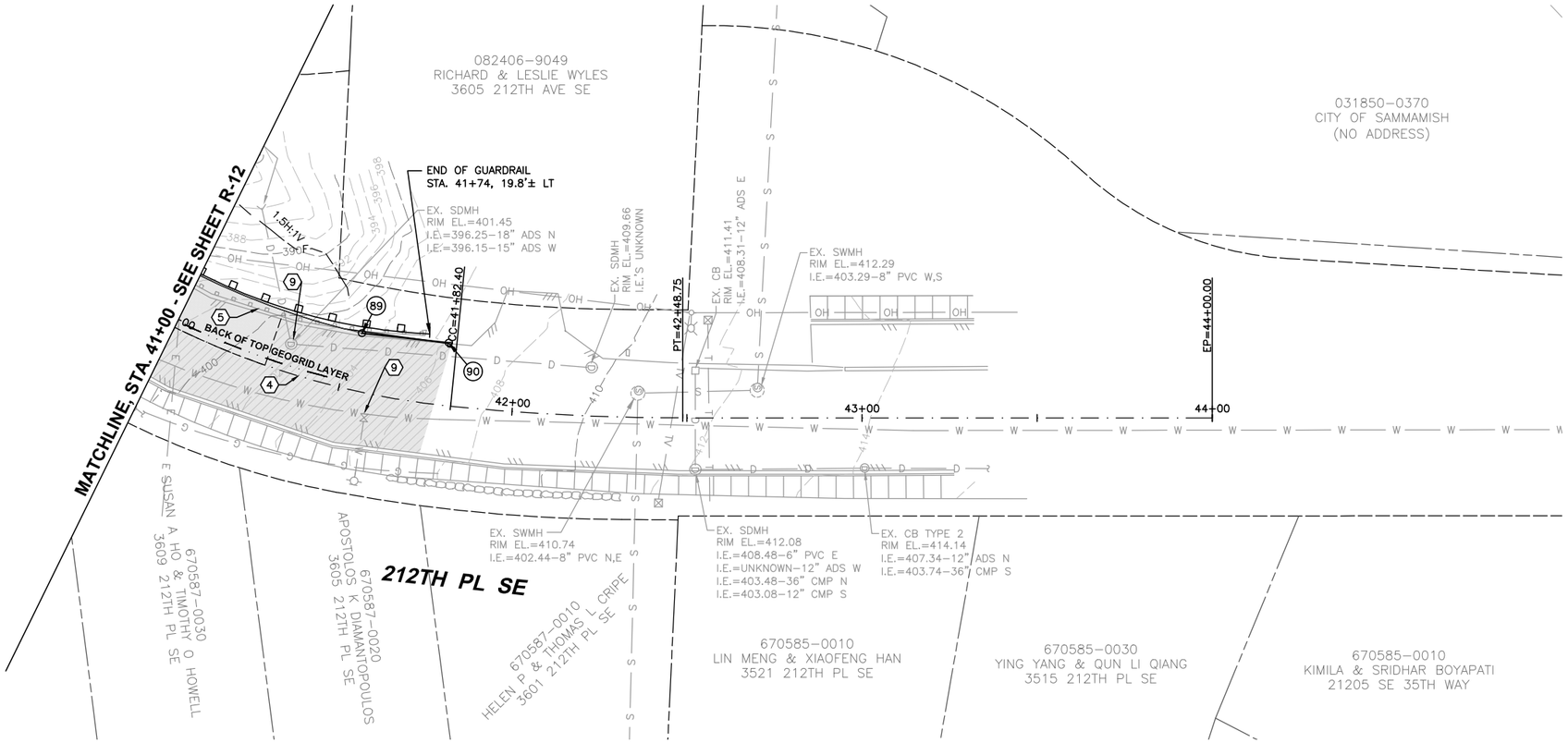

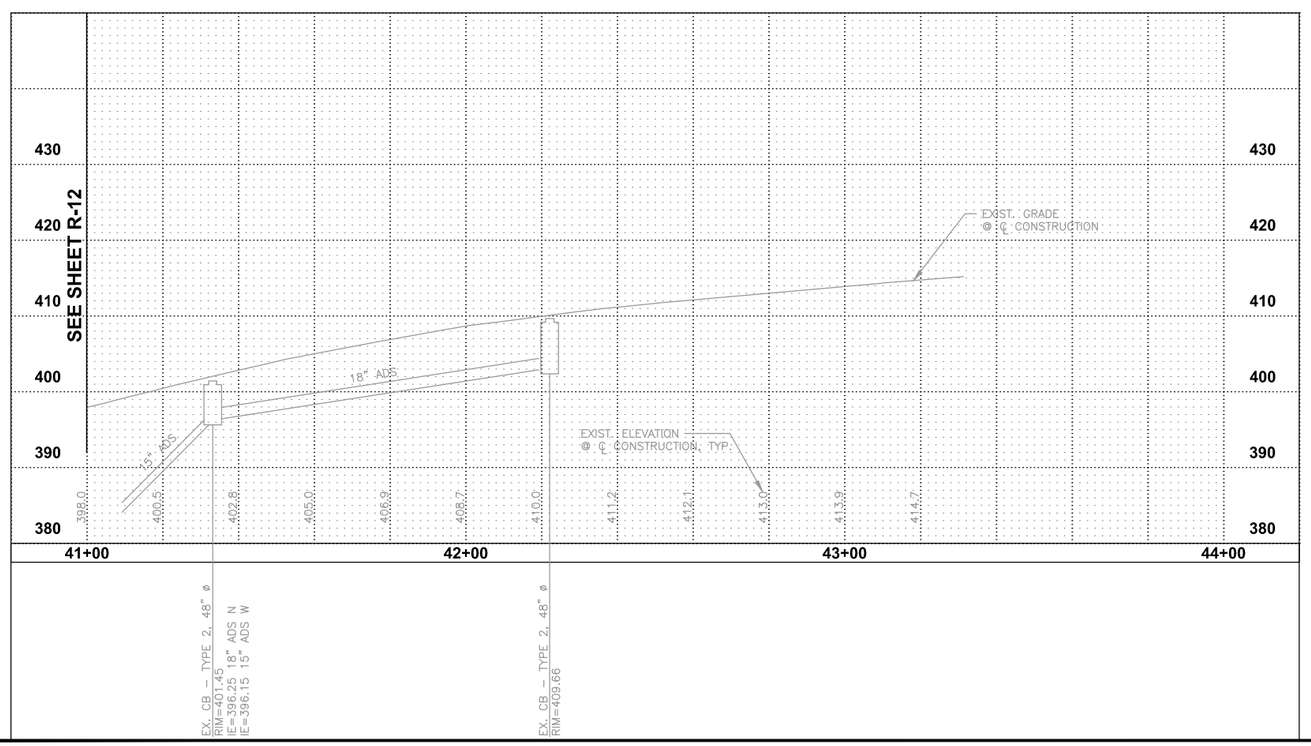

ROADWAY & STORM DRAINAGE NOTES

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BACK OF SHOULDER OFFSETS (LEFT SIDE)

NUMBER	TYPE	STATION	OFFSET
89	P.T.	41+53	16.50 L
90	MATCH	41+80	17.94 L

SCALE: HORIZONTAL 1"=20' VERTICAL 1"=10'

TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: FEB 2016
SCALE: 1"=20'(H) 1"=10'(V)
DRAWN: Y.B.P.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF SAMMAMISH
WASHINGTON
KING COUNTY
212TH WAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 41+40 TO STA. 44+00

SHEET: R-13
OF: XX
JOB NO.: 14630
DWG: PLANPROF

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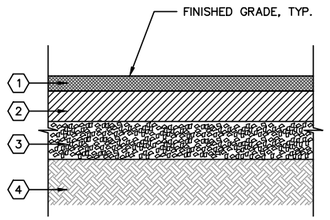
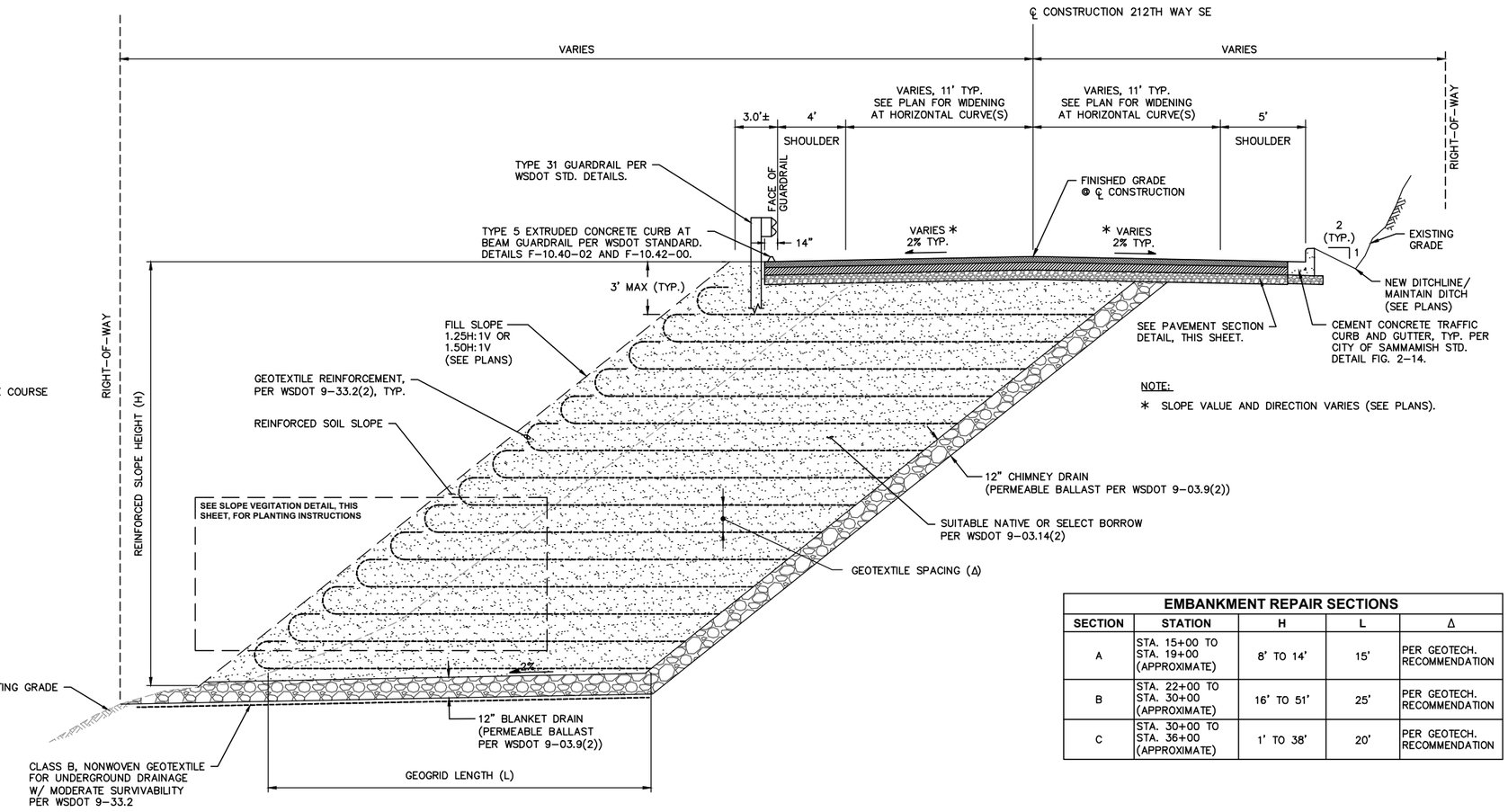


ROADWAY PAVEMENT SECTION

1. 2" COMPACTED DEPTH HMA CLASS 1/2".
2. 4" COMPACTED DEPTH HMA CLASS 1/2".
3. 5" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE
4. SUITABLE NATIVE, AND/OR GRAVEL BORROW.



NOTE:

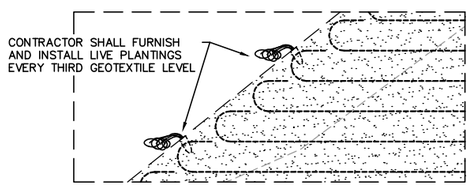
* SLOPE VALUE AND DIRECTION VARIES (SEE PLANS).

EMBANKMENT REPAIR SECTIONS

SECTION	STATION	H	L	Δ
A	STA. 15+00 TO STA. 19+00 (APPROXIMATE)	8' TO 14'	15'	PER GEOTECH. RECOMMENDATION
B	STA. 22+00 TO STA. 30+00 (APPROXIMATE)	16' TO 51'	25'	PER GEOTECH. RECOMMENDATION
C	STA. 30+00 TO STA. 36+00 (APPROXIMATE)	1' TO 38'	20'	PER GEOTECH. RECOMMENDATION

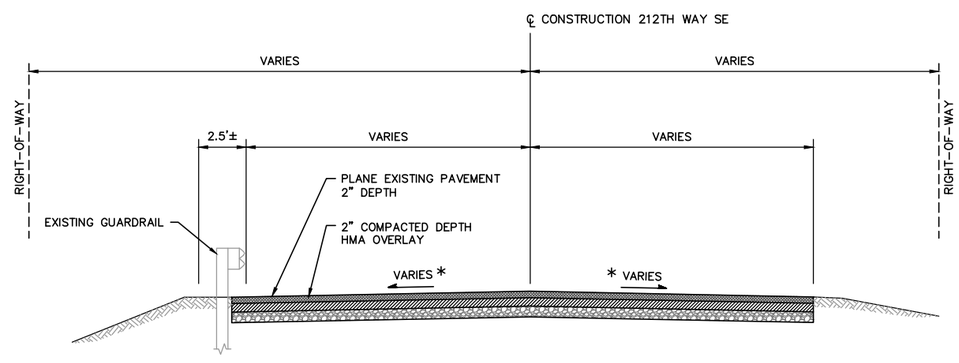
TYPICAL CROSS-SECTION: 212TH WAY SE
APPROX. STATION 14+00 TO APPROX. STATION 41+25

NOT TO SCALE



SLOPE VEGETATION

NOT TO SCALE



NOTE:

* SLOPE VALUE AND DIRECTION VARIES (MATCH EXISTING).

TYPICAL CROSS-SECTION: 212TH WAY SE
APPROX. STATION 0+55 TO APPROX. STATION 14+00

NOT TO SCALE

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE:	FEB 2016
SCALE:	NOTED
DRAWN:	
CHECKED:	
APPROVED:	

PRELIMINARY
NOT FOR
CONSTRUCTION

No.	REVISION	DATE	APPD

CHI-HENG WANG
STATE OF WASHINGTON
38966
REGISTERED PROFESSIONAL ENGINEER

BRIAN L. SOERWINE
STATE OF WASHINGTON
16306
REGISTERED PROFESSIONAL ENGINEER

CITY OF SAMMAMISH
KING COUNTY WASHINGTON
212TH WAY SE IMPROVEMENTS
TYPICAL ROADWAY CROSS SECTIONS

SHEET: TS-1
OF: XX

JOB NO.: 14630
DWG: TYPXSEC – UPDATE

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