

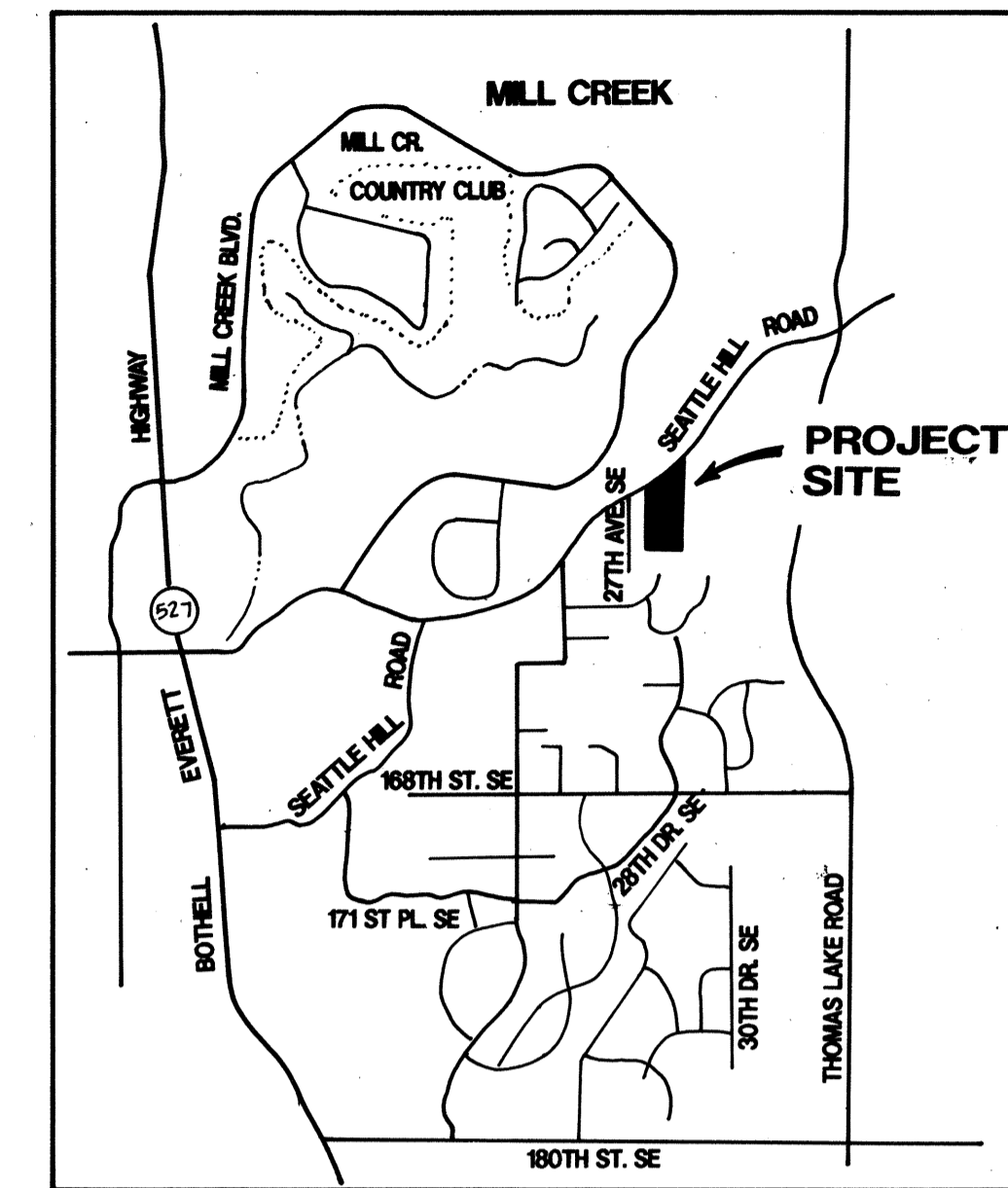
TYPICAL MAILBOX STANDARD
NO SCALE

Mark Sustaker
MAILBOX LOCATION APPROVED BY POSTMASTER DATE 7-2-91

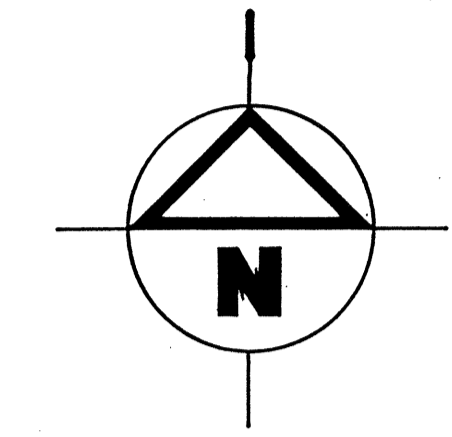
- ⑫ SERVES LOTS 4,5,6,7,8,9,10,11,12,13,14,15
- ⑦ SERVES LOTS 1,2,3,16,17,18,19

GENERAL NOTES

- NOTE 1
SAWCUT AND REMOVE EXISTING PAVEMENT AT STORM LINE FOR REPLACEMENT OF NEW STORM. REPLACE CONCRETE GUTTER IF DISTURBED.
- NOTE 2
SEWER AND WATER SHOWN AS CONCEPTUAL INFORMATION ONLY. FINAL DESIGN BY ALDERWOOD WATER AND SEWER DISTRICT.
- NOTE 3
NO STRUCTURE SHALL BE LOCATED WITHIN FIFTY (50) FEET OF THE EDGE OF THE WETLAND.
- NOTE 4
REFER TO THE WETLAND MITIGATION AND RESTORATION PLAN FOR WORK WITHIN TRACT "A" AND TRANSPLANTING FROM WETLAND TO BE FILLED.
- NOTE 5
ALL TYPE I CB STRUCTURES SHALL BE FLAT FRAME AND GRATE PER MILL CREEK STANDARD STM03
- NOTE 6
NO DISTURBANCE OF EARTH OR VEGETATION SHALL BE ALLOWED IN CUTTING PRESERVES WITHOUT PRIOR APPROVAL BY THE CITY.



VICINITY MAP
NO SCALE



SCALE: 1" = 50'

DATUM: USGS & ALDERWOOD WATER DISTRICT
BENCHMARK: CONCRETE MONUMENT @ NE CORNER SEC. 5, TWP. 27 N., RNG. 5 E., W.M. EL. 418.97

CONSTRUCTION SEQUENCE

1. FLAG CLEARING LIMITS AND LOCATE TREES TO BE SAVED WITH CITY STAFF.
2. PRECONSTRUCTION MEETING.
3. INSTALL CONSTRUCTION ENTRANCE AND TEMPORARY EROSION CONTROL MEASURES
4. INSTALL TREE PRESERVATION MEASURES PER SH. 4.
5. TRANSPLANT EXISTING VEGETATION PER WETLAND RESTORATION PLAN.
6. CLEAR AND ROUGH GRADE THE RIGHT-OF-WAYS ONLY
7. RE-EVALUATE TREE PRESERVATION WITH CITY STAFF.
8. INSTALL UTILITIES PER APPROVED PLANS

INDEX TO DRAWINGS

1. ROAD AND STORM PLAN
2. ROAD AND UTILITY PROFILES
3. GRADING AND TEMPORARY EROSION CONTROL PLAN
4. TREE PRESERVATION PLAN
5. DETAIL SHEET

OWNER:

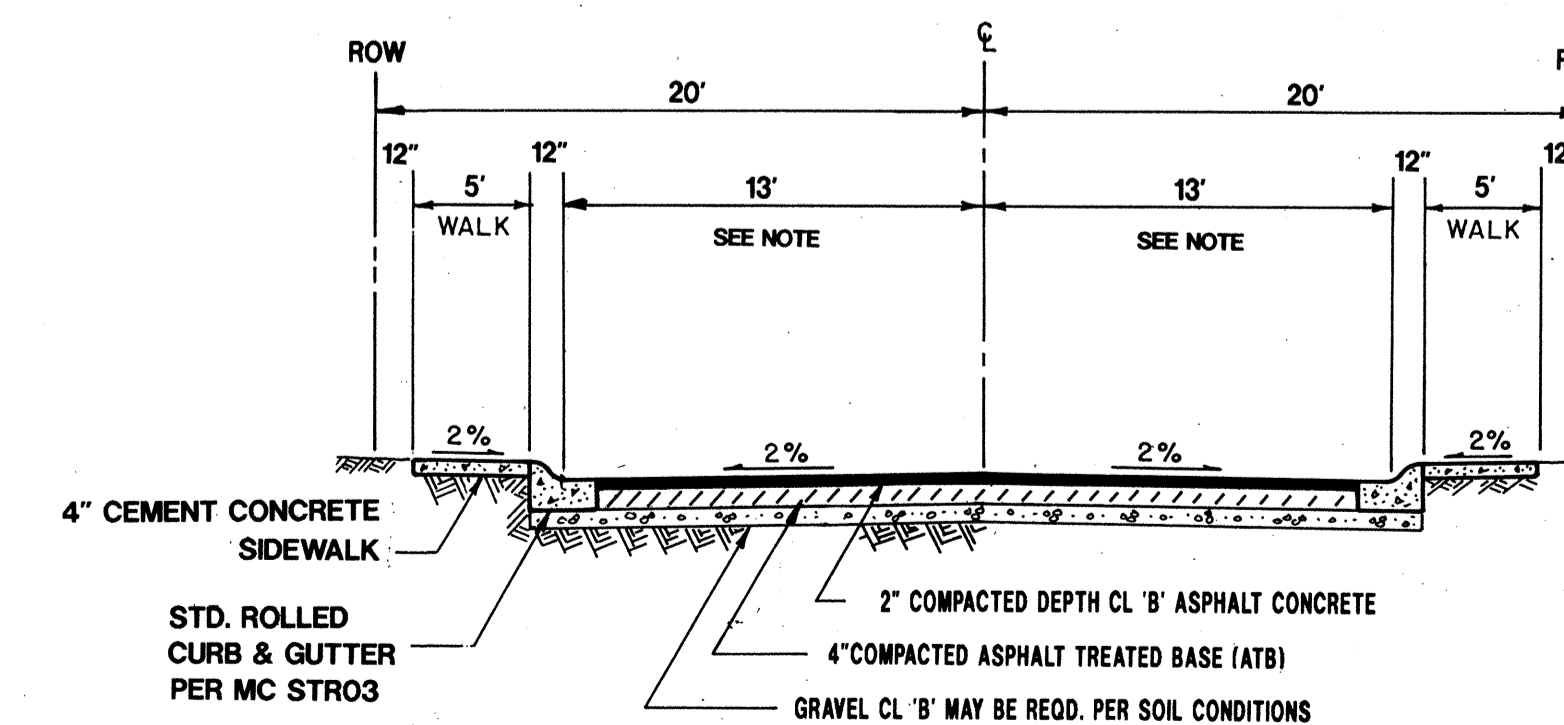
IWAKURA PRODUCTIONS, LTD.
c/o GROUP FOUR, INC.
16030 JUANITA-WOODINVILLE WAY NE
BOTHELL, WA 98011
(206) 362 4244

DETENTION VOLUME

VOLUME REQUIRED	3350 CF
VOLUME PROVIDED	3462 CF

STORM DRAIN MANHOLE CL COORDINATES

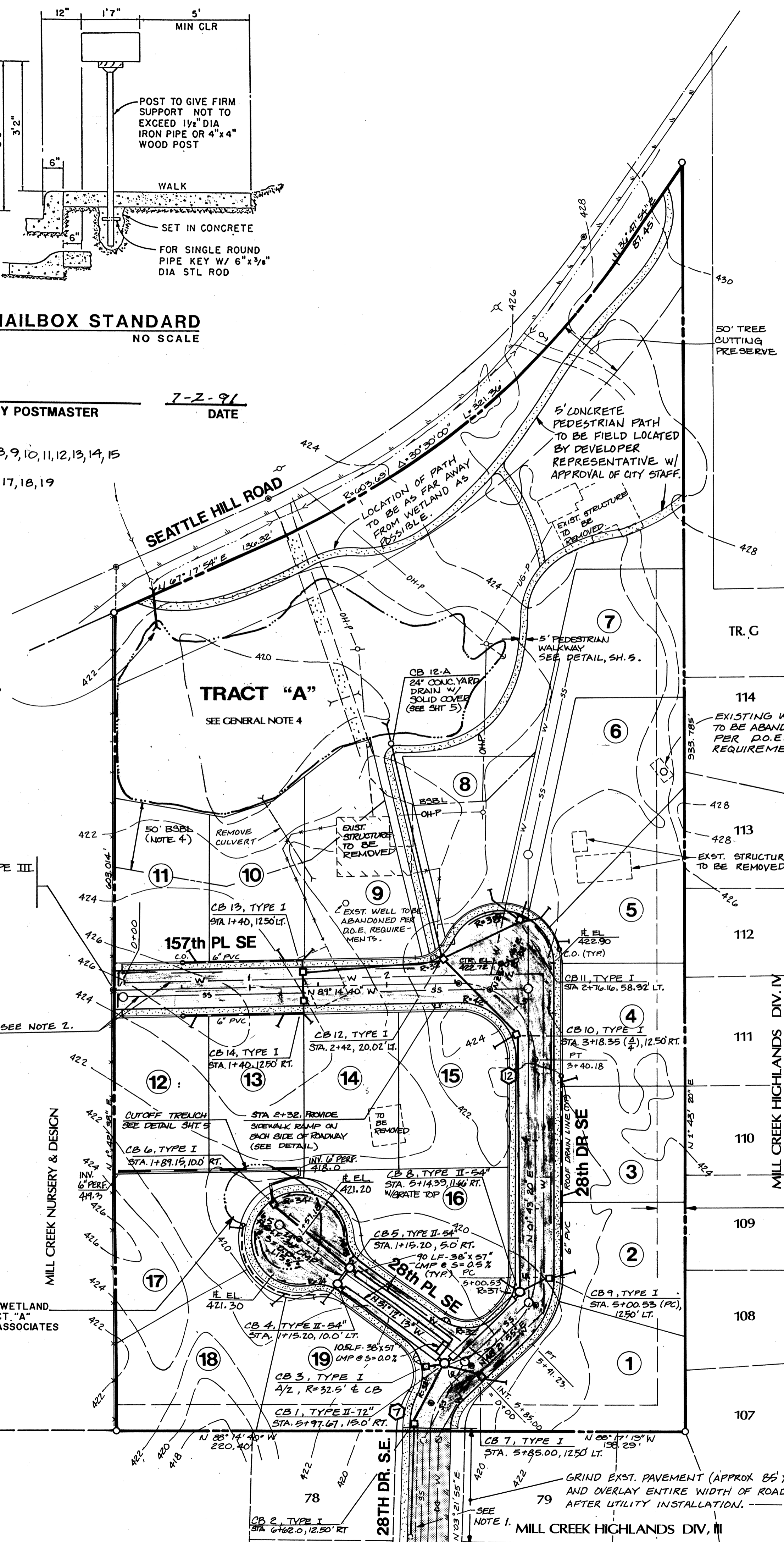
CBMH#	NORTH	EAST
1	6503.0674	7745.7392
4	6564.6577	7669.1264
5	6576.3484	7678.5247
8	6556.5958	7801.6451
12	6789.2126	7748.1354



TYPICAL ROADWAY SECTION
NO SCALE

NOTE:
TYPICAL ROADWAY SECTION FROM 0+00 TO 6+00
STA. 6+00 TO END OF PROJECT,
PAVEMENT WIDTH TRANSITIONS FROM 28' TO
MATCH EXISTING (BACK CURB TO BACK CURB)

APPROVED FOR CONSTRUCTION
CITY OF MILL CREEK
Mark Sustaker
CITY ENGINEER DATE 30/12/90



- 0+02 INSTALL 2 SECTIONS TYPE III BARRICADE
- 0+04 BEGIN ROAD PAVEMENT
- ALL CURVE RADII ARE TO THE FLOWLINE OF ROLLED CURB & GUTTER.
- ⊙ DENOTES MONUMENT IN CASE TO BE SET PER MC STD. STR 41.
- ⊙ CURVE DATA
- ① Δ = 90° 58' 00"
R = 55.00'
L = 55.94'
- ② Δ = 46° 38' 35"
R = 50.00'
L = 21.56'
- ③ Δ = 45° 00' 00"
R = 50.00'
L = 20.71'

TRANSPLANT EXISTING WETLAND VEGETATION INTO TRACT "A" WETLAND PER TERRA ASSOCIATES RESTORATION PLAN. (SEE GENERAL NOTE 4.)

DATE LAC 10-16-90
CORRECTIONS PER CITY COMMENTS
DATE LAC 11-19-90
CORRECTIONS PER CITY COMMENTS

NO. 1
NO. 2

RAYMOND E. MILLER
REGISTERED SURVEYOR

GROUP FOUR, Inc.
16030 Juanita-Woodinville Way NE
Bothell, Washington 98011
(206) 775-4581 • (206) 362-4244 • FAX (206) 362-3819

APPROVED BY: [Signature]
CHECKED BY: [Signature]
ENGINEERING PLANNING MANAGEMENT

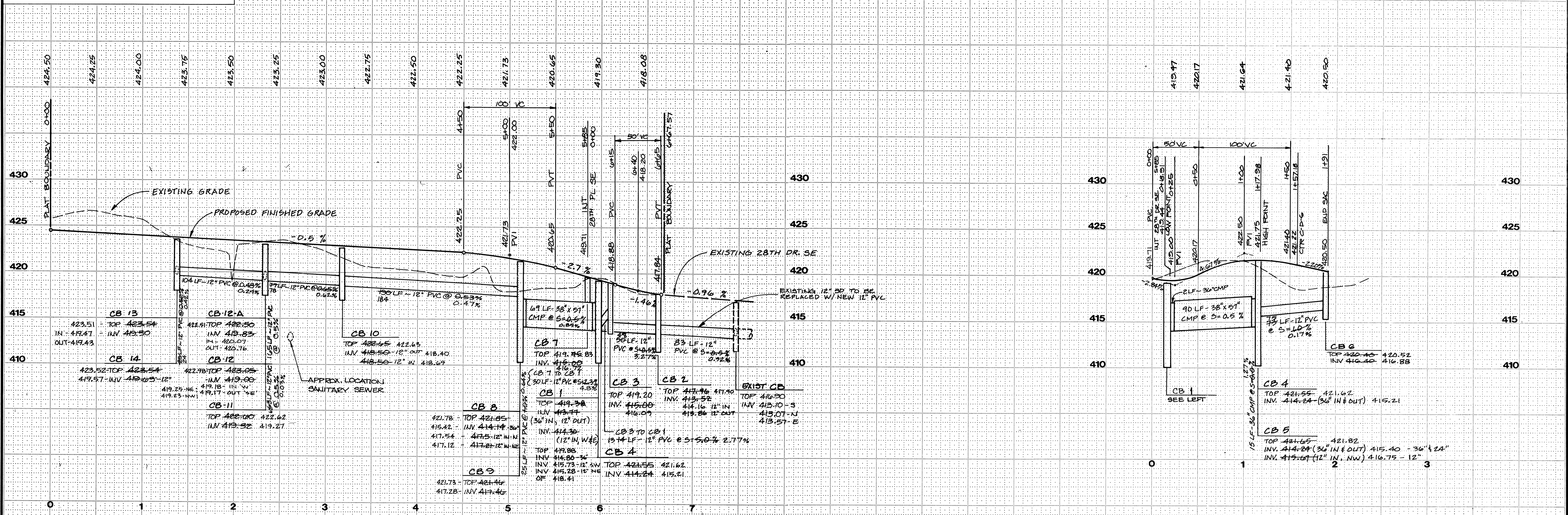
WASHINGTON
CITY OF MILL CREEK

THE SPRINGS
ROAD AND STORM PLAN

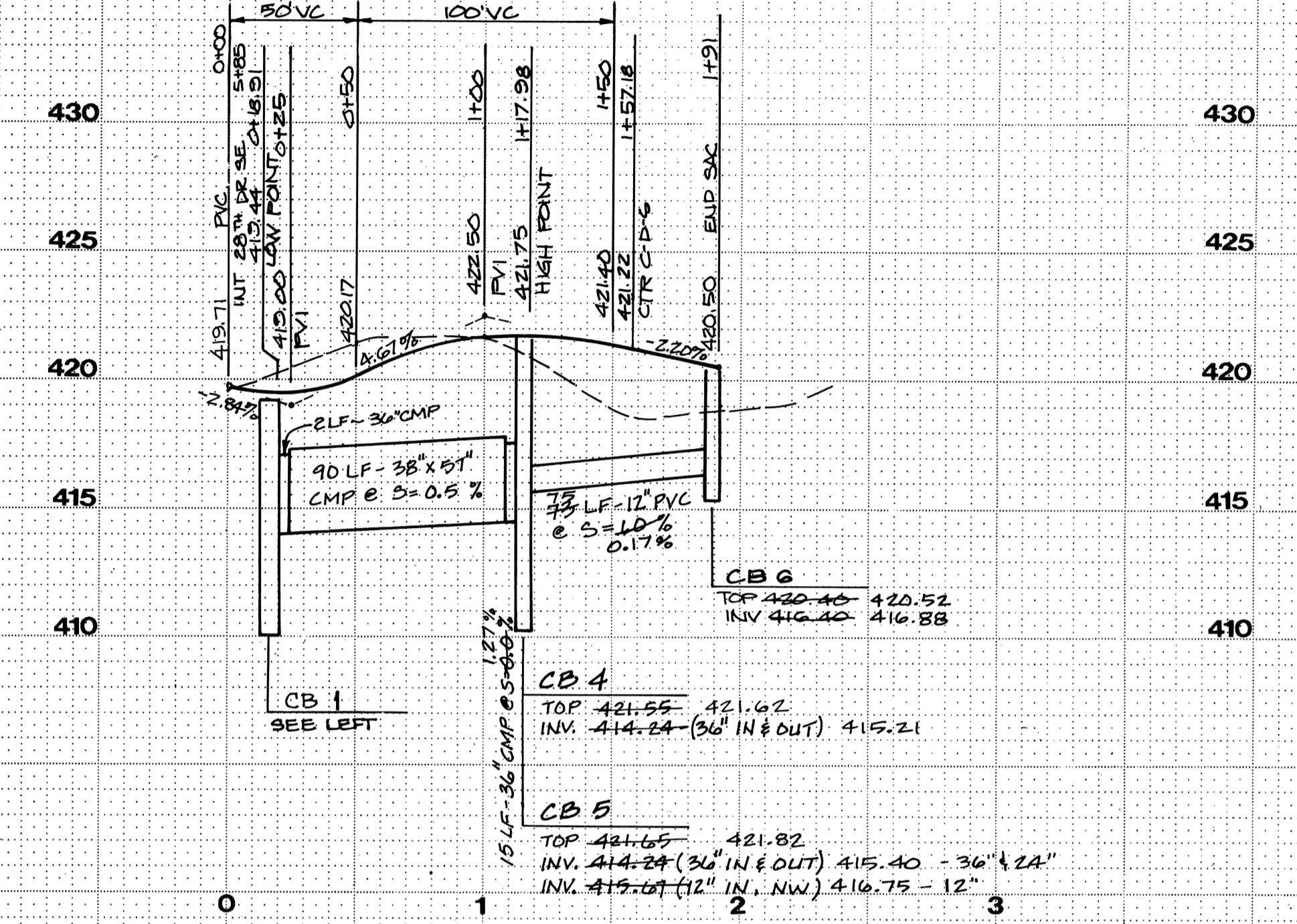
SHEET NO. 1 OF 5
JOB NO. 89-8054

THE SPRINGS HDEV-398

SCALE: 1"=50' (HORIZONTAL)
1"=5' (VERTICAL)



ROADWAY AND DRAINAGE PROFILE
157TH PL. SE 28TH DR. SE

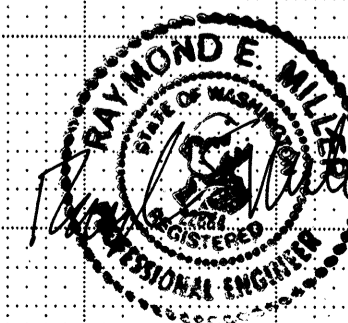


ROADWAY AND DRAINAGE PROFILE
28TH PL. SE

APPROVED FOR CONSTRUCTION
CITY OF MILL CREEK

[Signature]
CITY ENGINEER

30 Nov 20
DATE

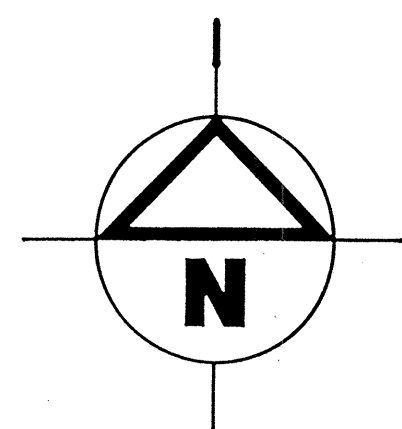


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Bothell, Washington 98011 • 206.775.4581

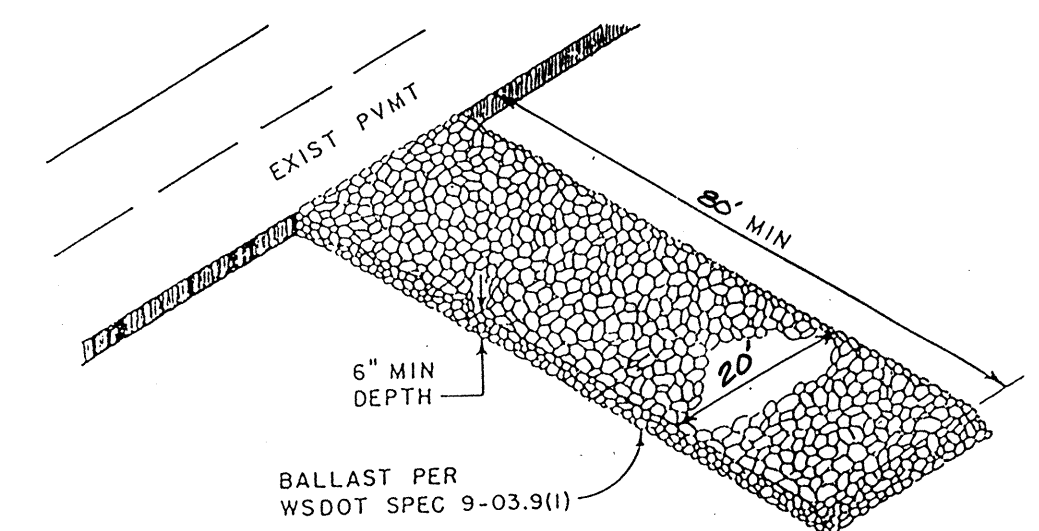
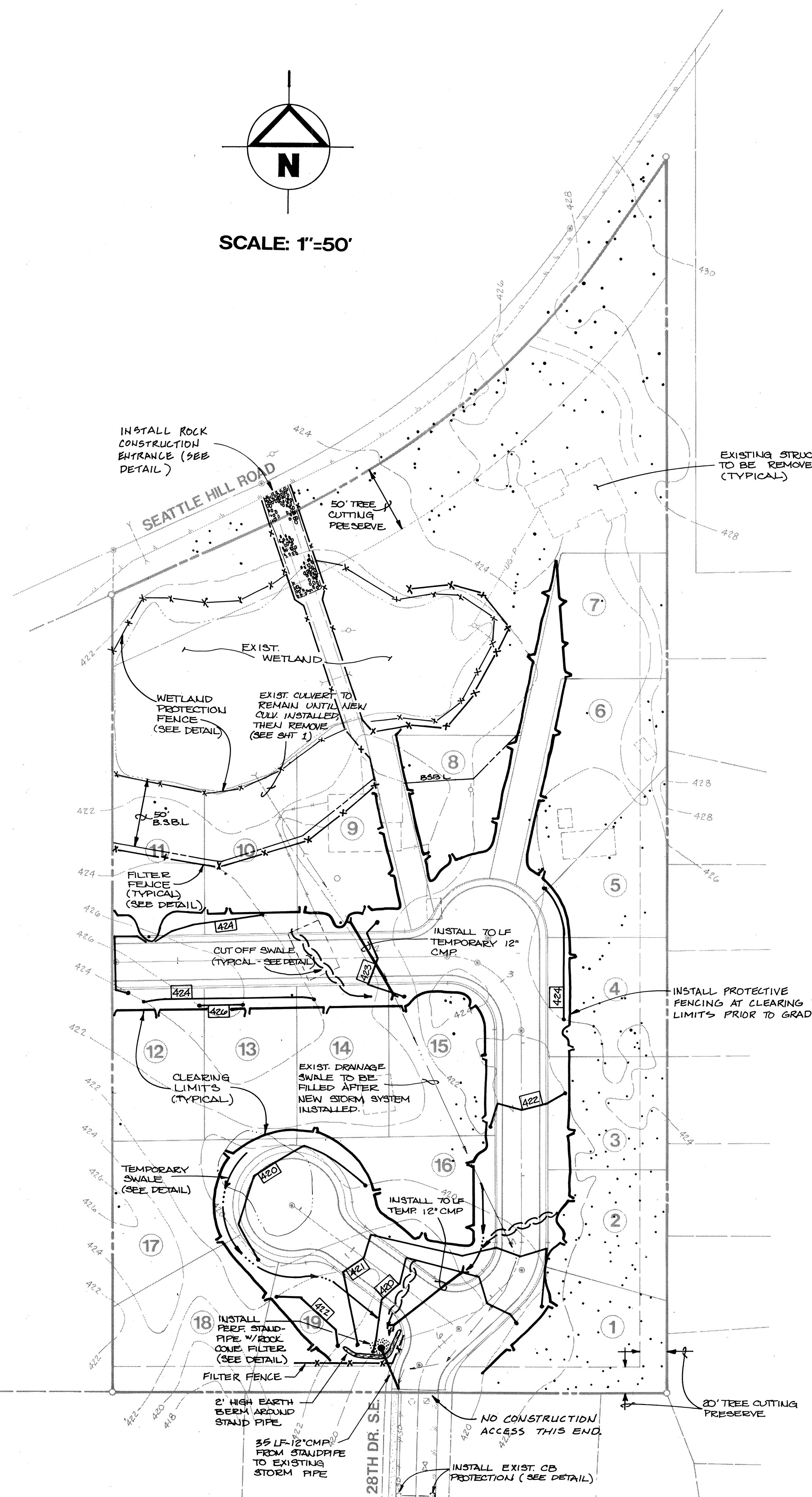
DRAWN BY JK 8/90 CHECKED BY [Signature] 8/90 APPROVED BY [Signature] 8/90

NO.	REVISION	DATE	BY
1			

THE SPRINGS
ROAD AND UTILITY PROFILES



SCALE: 1"=50'



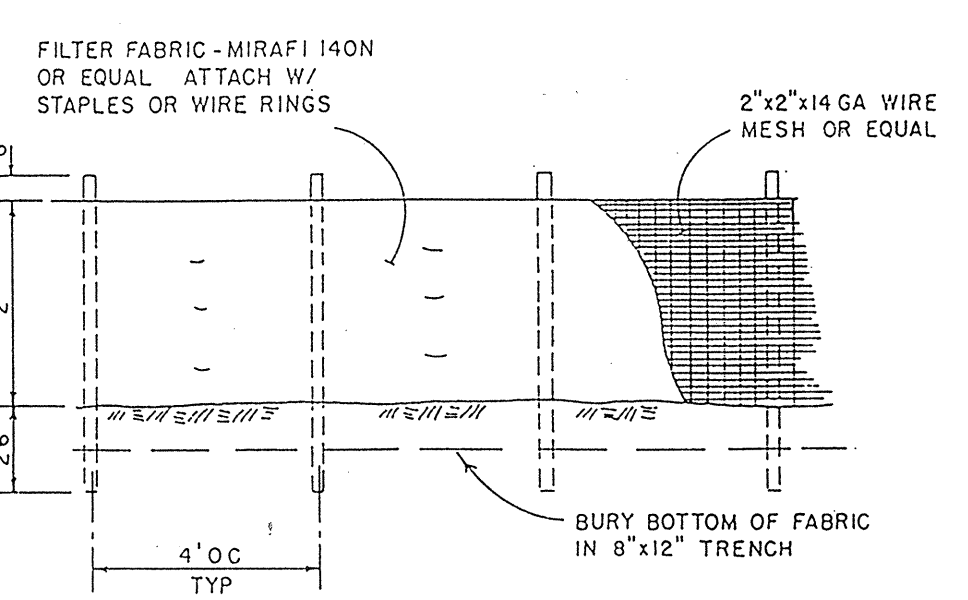
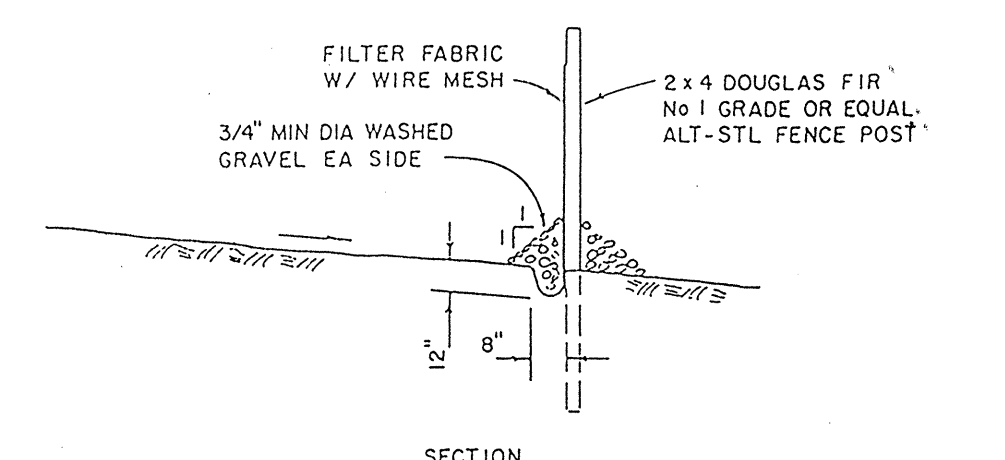
AGGREGATE: Ballast (WASH DOT std. spec. 9-03.9(1)).

INSTALLATION: The area of the entrance should be cleared of all vegetation, roots and other objectionable material. The gravel shall be placed to the specified dimensions. Any drainage facilities required because of washing should be constructed according to specifications in the plan. If wash racks are used, they should be installed according to manufacturer's specifications.

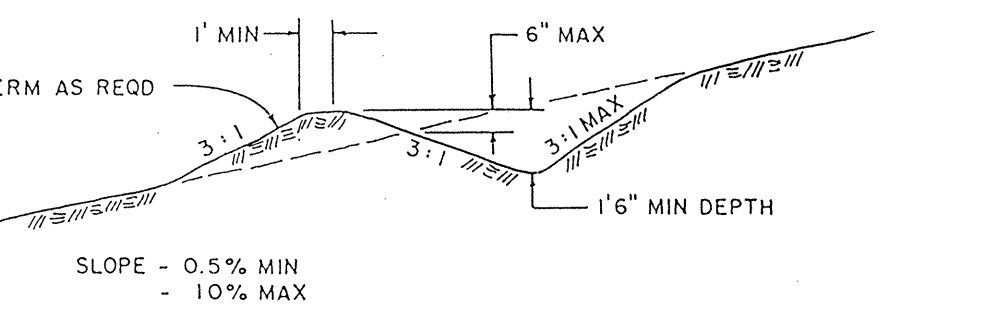
MAINTENANCE: The entrance shall be maintained in a condition which will prevent tracking or flow of mud onto public right-of-way. This may require periodic top dressing with 2-inch stone, as conditions demand, and repair and/or cleanup of any materials spilled, dropped, washed or tracked from vehicles onto roadway or into storm drains must be removed immediately.

WASHING: If conditions on the site are such that most of the mud is not removed from vehicle tires by contact with the gravel, when the tires must be washed before vehicles enter a public road. Wash water must be carried away from the entrance to a settling area to remove sediment. A wash rack may also be used to make washing more convenient and effective.

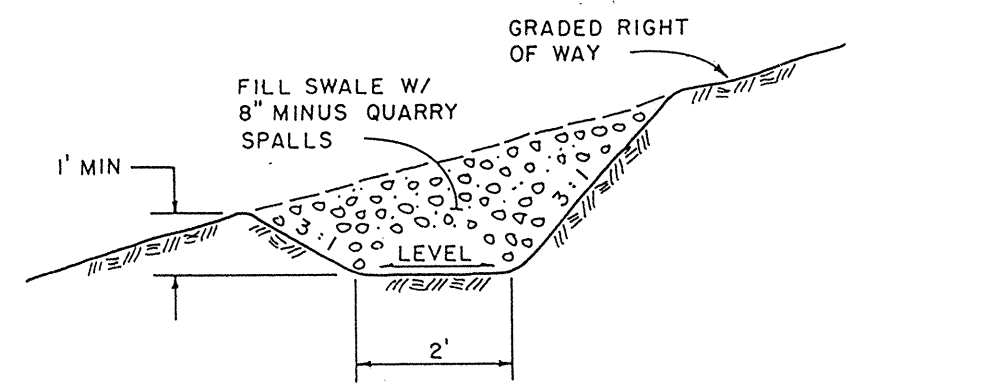
CONSTRUCTION ENTRANCE DETAIL
NO SCALE



FILTER FENCE DETAIL
NO SCALE



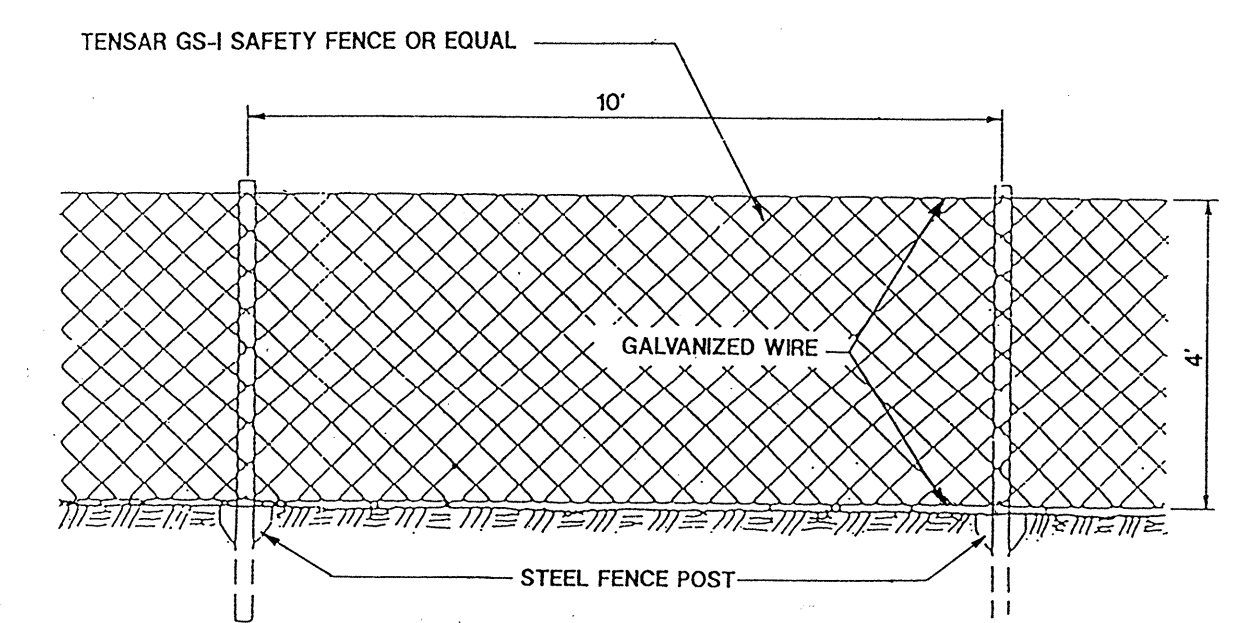
TEMPORARY SWALE DETAIL
NO SCALE



CUTOFF SWALE DETAIL
NO SCALE

TESCP NOTES:

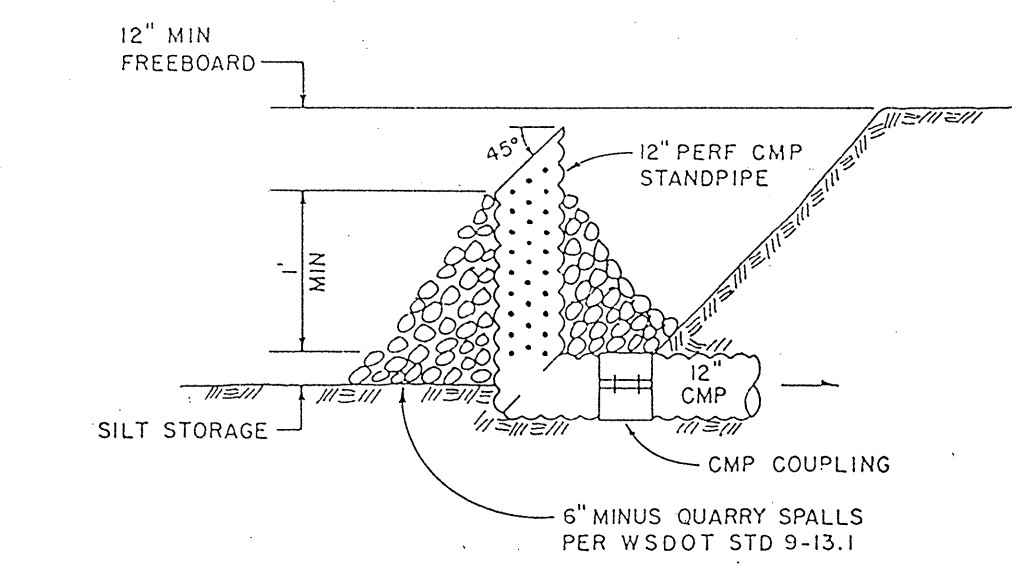
- Where possible, maintain natural vegetation for silt control.
- As construction progresses and seasonal conditions dictate, more siltation control facilities may be required to ensure complete siltation control. Therefore, during the course of construction, it shall be the obligation and responsibility of the developer to address any new conditions that may be created by his activities and to provide additional facilities over and above the minimum requirements as may be needed.
- All temporary siltation controls shall be maintained in a satisfactory condition until such time that clearing and/or construction is completed, permanent drainage facilities are operational and the potential for erosion has passed.
- After construction, temporary erosion control areas should be returned to original ground conditions.
- Vegetation shall be established on areas disturbed or on areas of construction as necessary to minimize erosion.
- Temporary silt fences may be required around catch basins during construction, additional silt fences may be needed as weather conditions change.
- Additional silt fences and straw bales should be stockpiled and available on site for immediate use. The city engineer may request additional erosion protection measures as conditions dictate.



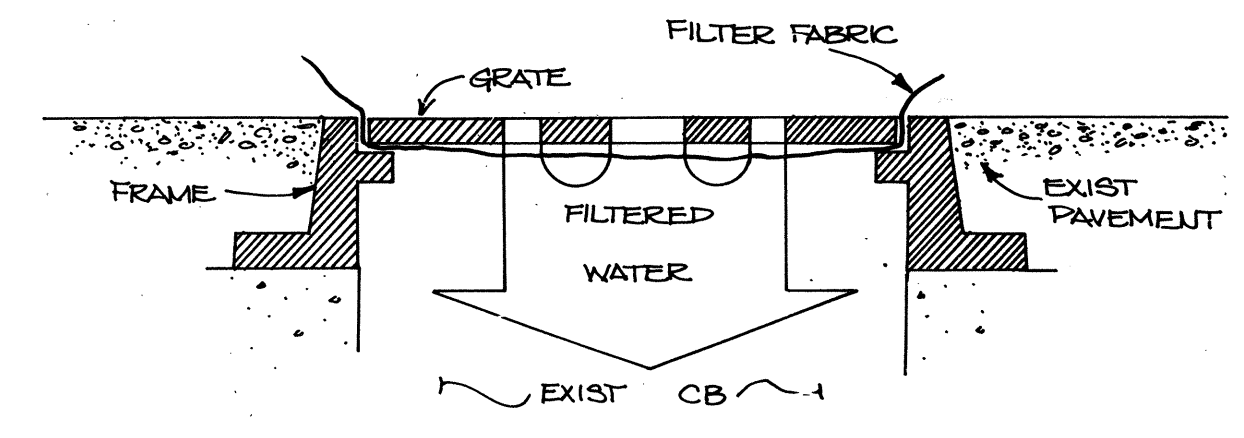
NOTE

- CLIP FENCE TO GALVANIZED WIRE
- WIRE FENCE TO STEEL FENCE POST

WETLAND PROTECTION FENCE
NO SCALE



PERFORATED STANDPIPE DETAIL
NO SCALE



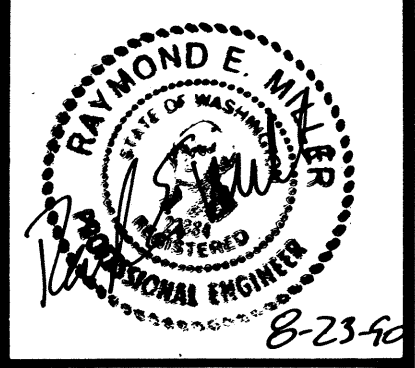
EXISTING CB PROTECTION DETAIL
NO SCALE

APPROVED FOR CONSTRUCTION
CITY OF MILL CREEK

[Signature]
CITY ENGINEER

3/22/20
DATE

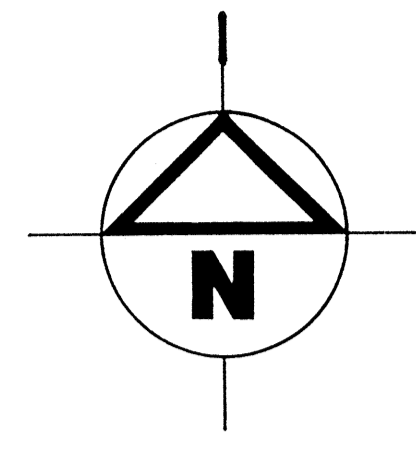
DATE	BY
LAC 10-16-90	LAC 10-16-90
LAC 11-19-90	LAC 11-19-90
REVISION	CORRECTIONS PER CITY COMMENTS
NO. 1	2



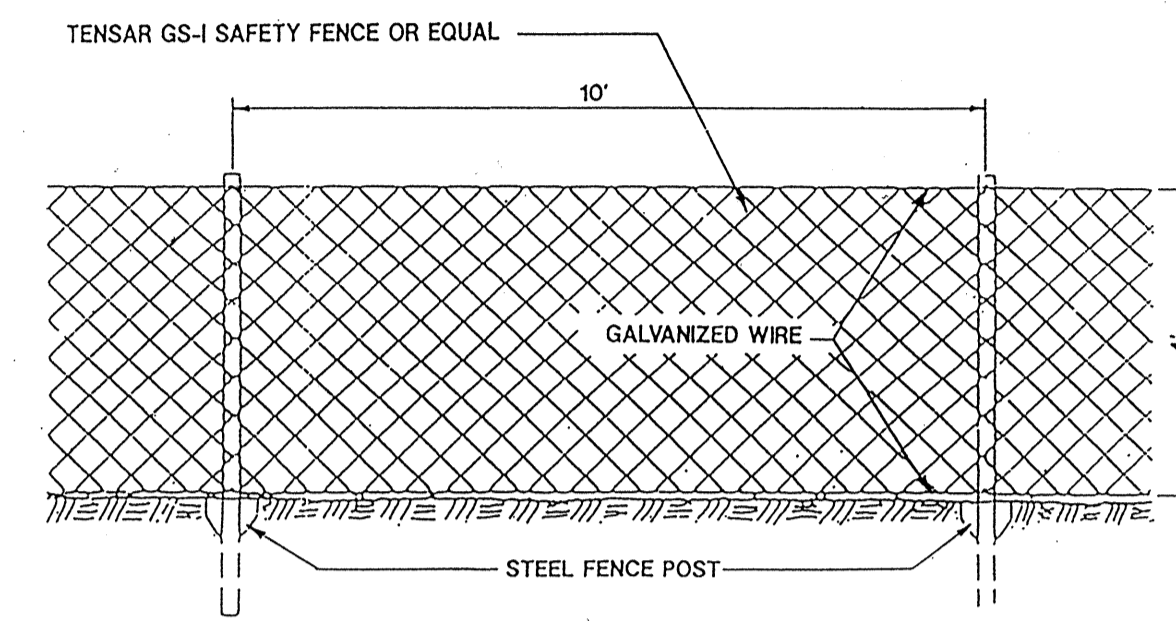
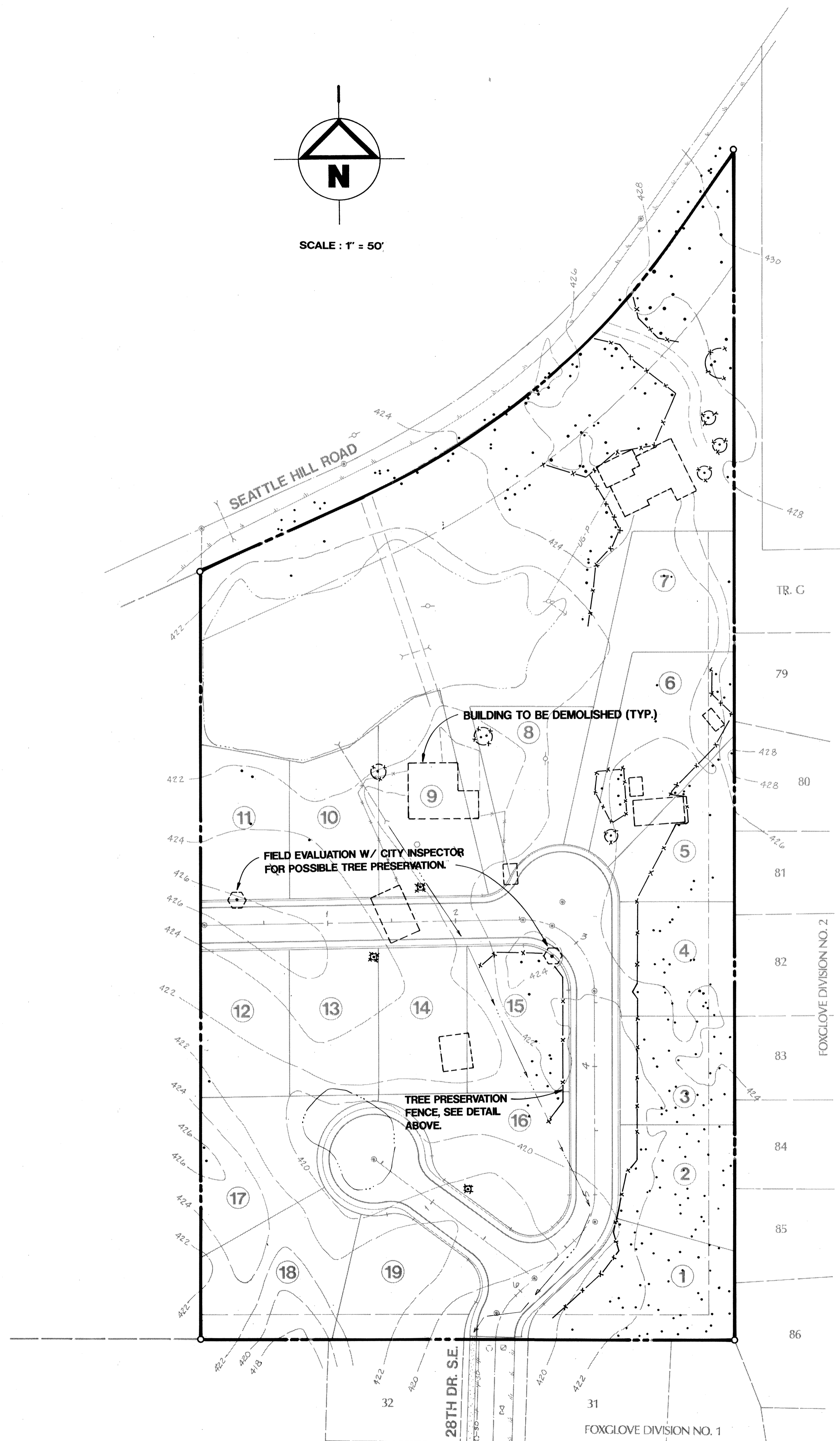
GA GROUP FOUR, Inc.
16030 Juanita-Woodinville Way NE
Bothell, Washington 98011
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SURVEYING ENGINEERING PLANNING MANAGEMENT
DRAWN BY JK 8/90 CHECKED BY [Signature] 8/90 APPROVED BY [Signature]

THE SPRINGS
GRADING AND TEMPORARY EROSION CONTROL PLAN
CITY OF MILL CREEK WASHINGTON



SCALE : 1" = 50'



- NOTE:
1. CLIP FENCE TO GALVANIZED WIRE.
 2. WIRE FENCE TO STEEL FENCE POST.
 3. FOR TREE PRESERVATION PLACE FENCE AT TREE DRIP LINE.

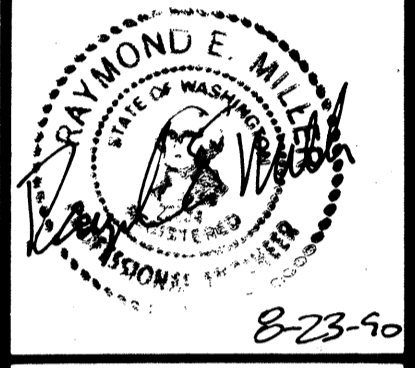
TREE PRESERVATION FENCE
NOT TO SCALE

NOTES

1. IDENTIFY CLEARING LIMITS AND STAKE R/W CENTERLINE.
2. TREE PRESERVATION FENCE SHALL BE INSTALLED AT THE DRIP LINE OF ALL TREES. CITY WILL INSPECT AND APPROVE PRIOR TO COMMENCING WORK.
3. NO CLEARING OF LOTS WILL BE ALLOWED WITH THE EXCEPTION OF THE SMALL WETLAND AREA AND AREAS REQUIRING DEMOLITION OF EXISTING STRUCTURES.
4. PRIOR TO BUILDING DEMOLITION RECEIVE APPROVAL FROM CITY THAT ADEQUATE TREE PRESERVATION METHODS ARE IN PLACE.

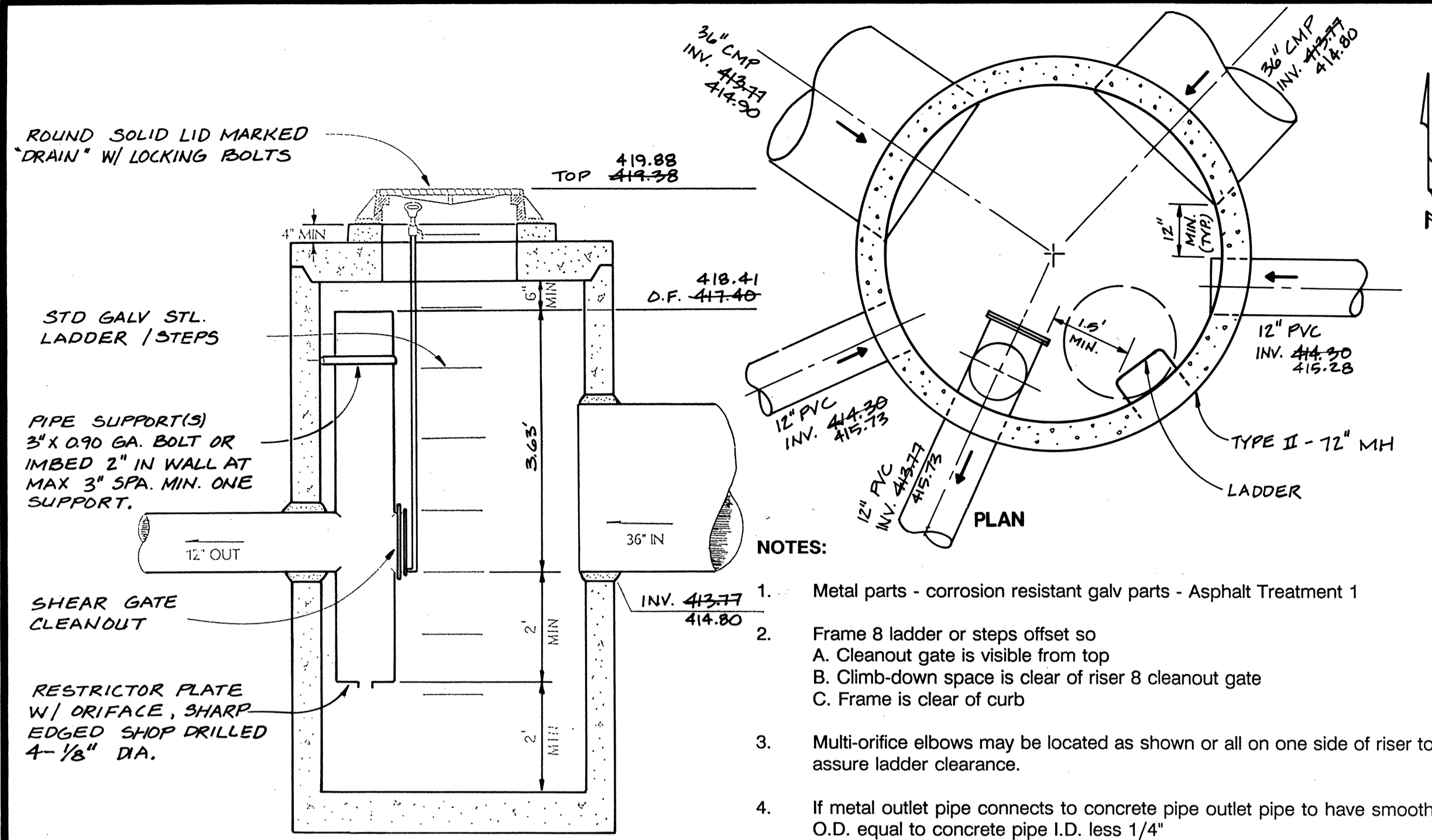
APPROVED FOR CONSTRUCTION
CITY OF MILL CREEK
Mark Miller
CITY ENGINEER
DATE: 30 Nov 70

NO	REVISION	BY	DATE
1	CORRECTIONS PER CITY COMMENTS	LAC	10-16-90
2	CORRECTIONS PER CITY COMMENTS	LAC	11-19-90



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SURVEYING ENGINEERING PLANNING MANAGEMENT
DRAWN BY: L.A.C. 8/70 CHECKED BY: [Signature] APPROVED BY: [Signature]

THE SPRINGS
TREE PRESERVATION PLAN (PHASE I)
CITY OF MILL CREEK WASHINGTON



SECTION
CB #1 - CONTROL STRUCTURE
TYPE II - 54" NO SCALE

- NOTES:**
1. Metal parts - corrosion resistant galv parts - Asphalt Treatment 1
 2. Frame 8 ladder or steps offset so
A. Cleanout gate is visible from top
B. Climb-down space is clear of riser 8 cleanout gate
C. Frame is clear of curb
 3. Multi-orifice elbows may be located as shown or all on one side of riser to assure ladder clearance.
 4. If metal outlet pipe connects to concrete pipe outlet pipe to have smooth O.D. equal to concrete pipe I.D. less 1/4"

GENERAL NOTES

1. All construction shall conform to the standards and specifications of the City of Mill Creek and the latest APWA requirements.
2. Before any construction activity occurs, a pre-construction meeting must be held with the city engineer.
3. All sediment/erosion facilities must be in place and operational prior to clearing and construction activities.
4. All disturbed areas shall be hydroseeded and/or mulched if left unworked for over 30 days.
5. All pipe and appurtenances shall be laid on a properly prepared foundation in accordance with Section 7-02.3 (1) of the current State of Washington Standard Specifications for Road and Bridge Construction. This shall include necessary leveling of the trench bottom or the top of the foundation material as well as placement and compaction of required bedding material to uniform grade so that the entire length of the pipe will be supported on a uniformly dense unyielding base. If the native material in the bottom of the trench meets the requirements for "Gravel Backfill for Pipe Bedding" the first lift of pipe bedding may be omitted provided the material in the bottom of the trench is loosened, regraded and compacted to form a dense unyielding base.
6. All building downspouts and footing drains shall be connected to the storm drainage system, unless otherwise approved by the City.
7. All fill areas shall be compacted in maximum 8-inch lifts and compacted to 95% of the maximum dry density per ASTM D-1557.
8. All trench backfill material shall be compacted to 95% of the maximum dry density per ASTM D-1557
9. Storm drainage pipe shall be as follows:
6" PVC Lot Drain: ASTM 3034 SDR 35
8" CMP, aluminum 16 gauge, 2 2/3" x 1/2" corrugated
12" PVC ASTM D3040 SDR 35
12" CMP aluminum 16 gauge, 2 2/3" x 1/2" corrugated
12", 15" and 18" concrete, NRCP, C-14, Class 2.
21" concrete, reinforced ASTM C-76, Class IV.

Alternate:

18" and 21", aluminum "Smoothwall" Spiral Rip Pipe, 16 gage, 3/4" x 3/4" Ribs @ 7 1/2" O.C.

6" PVC lot drains shall be laid at minimum slope of 1% with 2' minimum cover. A maximum of 7 lots may be served with a 6" drain, more than 7 lots requires an 8" diameter PVC drain @ 1% slope.

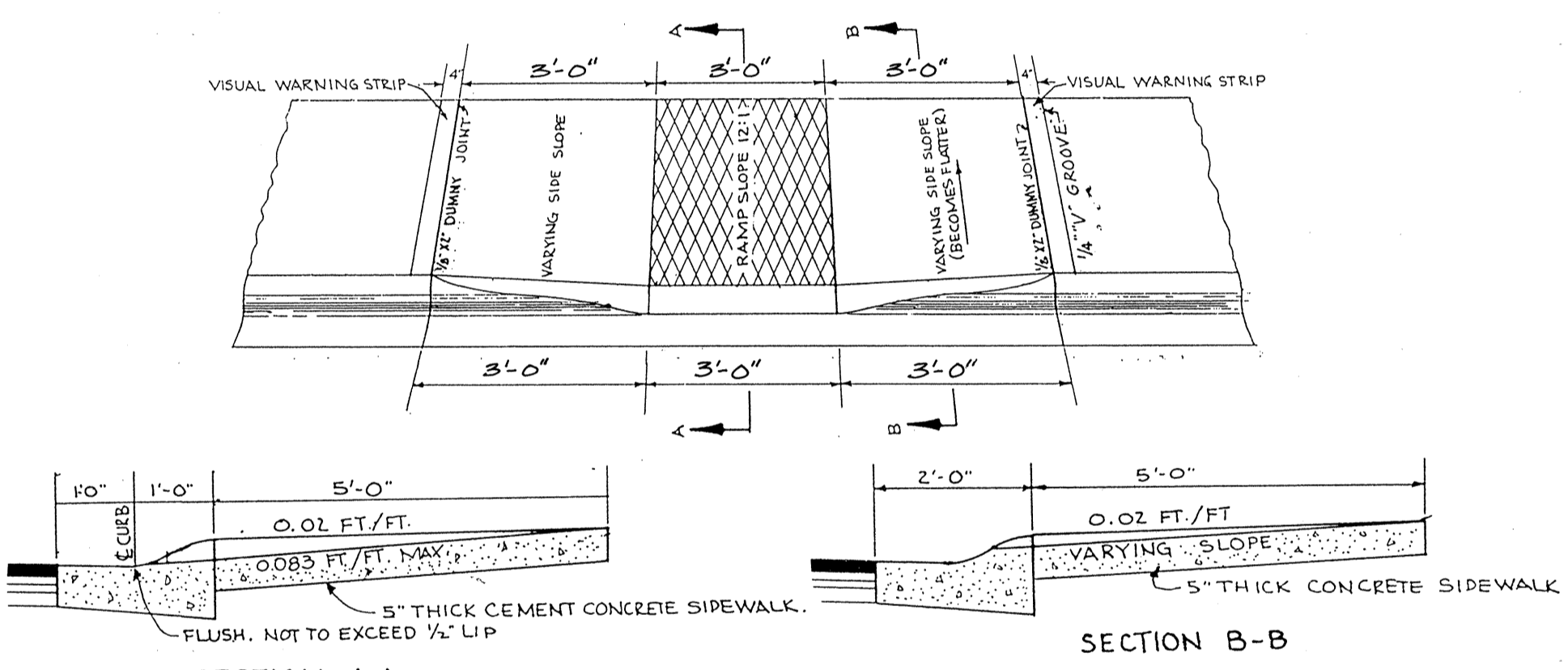
10. Concrete rolled curb shall be per Mill Creek standard drawing STRO3.

DATE	LAC 10-16-90
REVISION	
NO	1
CORRECTIONS PER CITY COMMENTS	
NO	2
CORRECTIONS PER CITY COMMENTS	
NO	3
CORRECTIONS PER CITY COMMENTS	
NO	4
CORRECTIONS PER CITY COMMENTS	



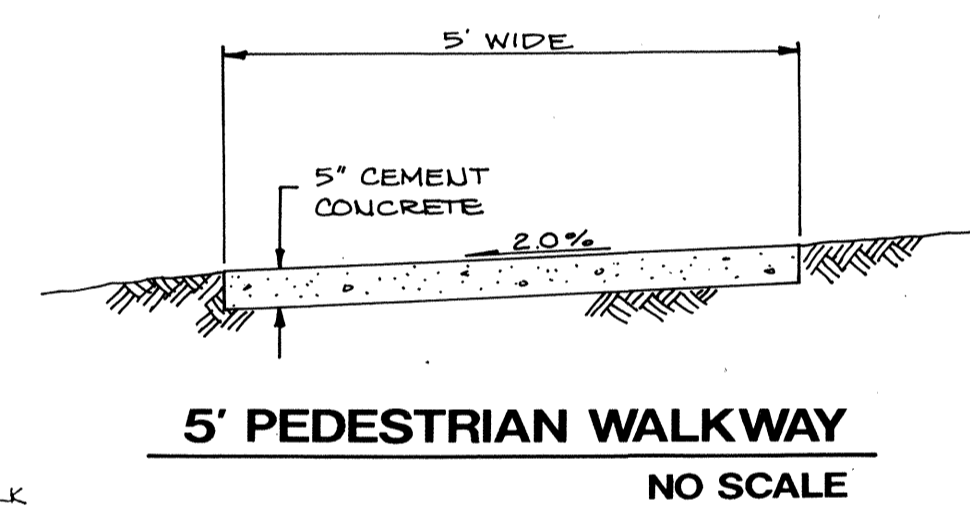
GI GROUP FOUR, Inc.
16030 Juanita-Woodinville Way NE
Bothell, Washington 98011
(206) 775-4561 • (206) 362-4244 • FAX (206) 362-3819
SURVEYING ENGINEERING PLANNING MANAGEMENT
DRAWN BY L.A.C. 8/90 CHECKED BY DEPT 9/90 APPROVED BY

THE SPRINGS
NOTES AND DETAILS
WASHINGTON
CITY OF MILL CREEK



- NOTES:**
1. Ramp and approaches shall be clear of obstacles, incl. hydrants, poles, and inlets.
 2. Ramp shall be textured by imprint of metal grid with 1/2" spacing.
 3. Visual warning strip shall be provided 4" wide between expansion and scored (contraction) joints.
 4. Ramp center line shall be perpendicular to, or radial to curb returns unless otherwise approved by engineer.

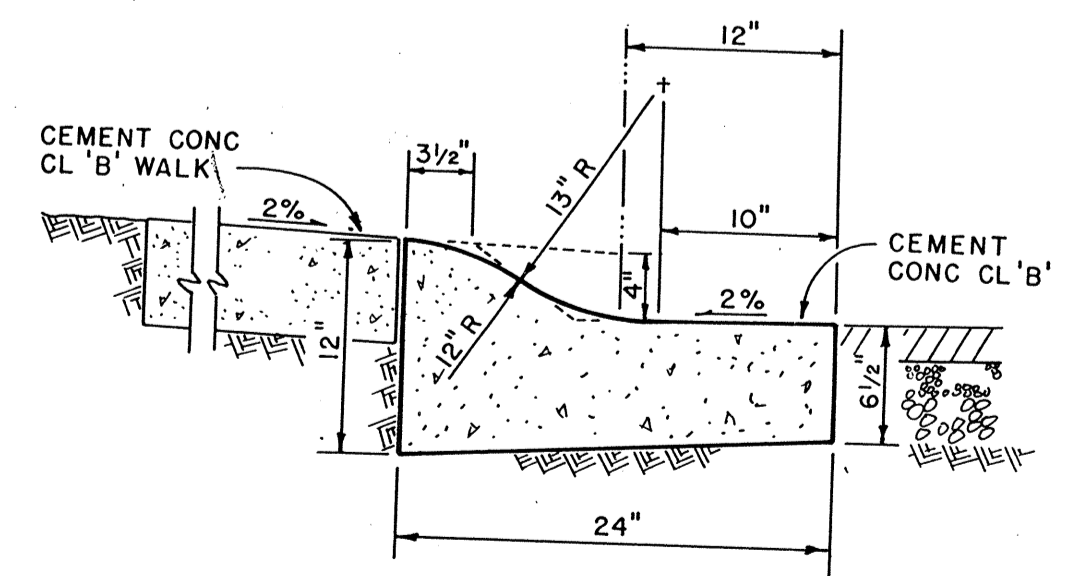
SIDEWALK RAMP DETAIL
NO SCALE



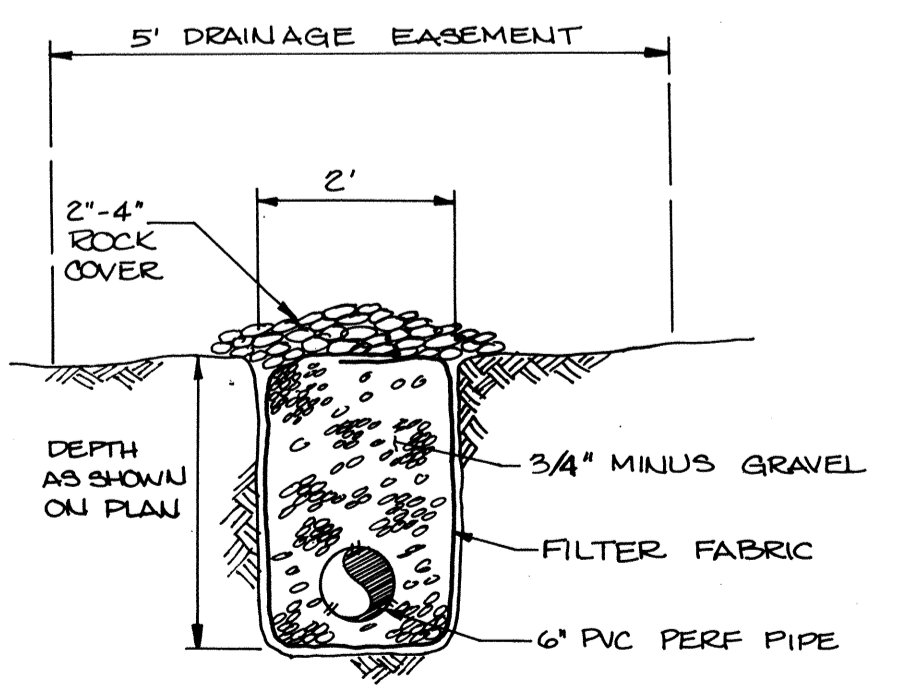
5' PEDESTRIAN WALKWAY
NO SCALE

BARRICADE NOTES:		STRIPES NOTES:	
TYPE	III	ORANGE & WHITE IF TEMPORARY.	RED & WHITE IF PERMANENT.
WIDTH OF RAIL	8" MIN 12" MAX	REFLECTORIZED	SLANT DOWNWARD, RIGHT OR LEFT, IN DIRECTION TRAFFIC WILL PASS.
LENGTH OF RAIL	4' MIN	SLANT BOTH DIRECTIONS FROM MIDDLE IF TRAFFIC PASSES BOTH ENDS.	WIDTH 6" EXCEPT 3" IF RAILS ARE LESS THAN 3' LONG.
HEIGHT	5' MIN		

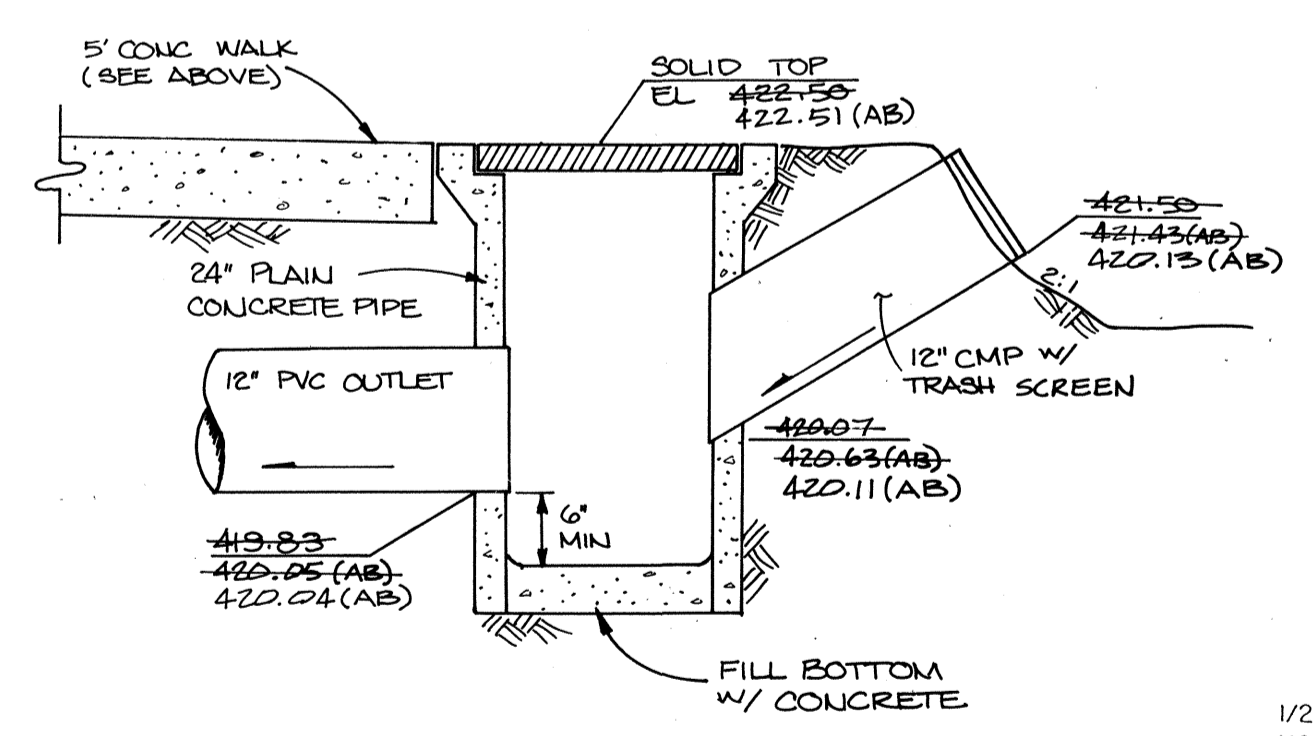
BARRICADE DETAIL
NO SCALE



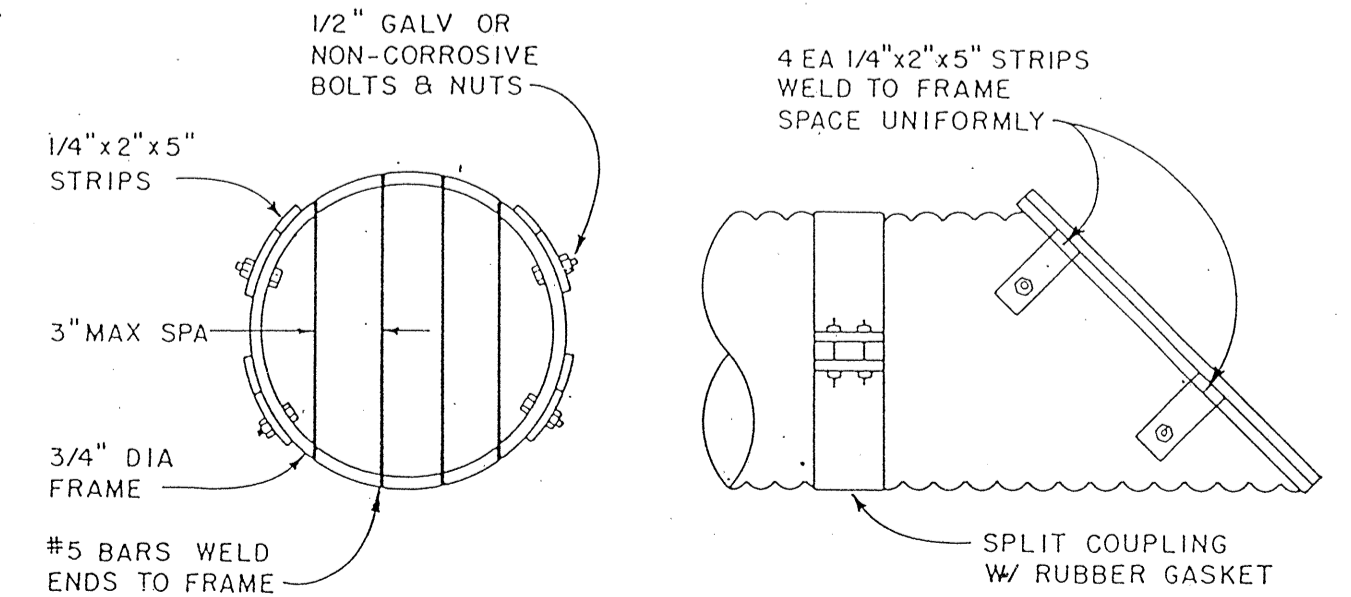
ROLLED CURB DETAIL
NO SCALE



CUTOFF TRENCH DETAIL
NO SCALE



CB 12-A DETAIL
NO SCALE



TYPICAL TRASH SCREEN DETAIL
NO SCALE

APPROVED FOR CONSTRUCTION
CITY OF MILL CREEK.
[Signature] 30/06/92
CITY ENGINEER DATE