

CITY OF NEWCASTLE

KING COUNTY

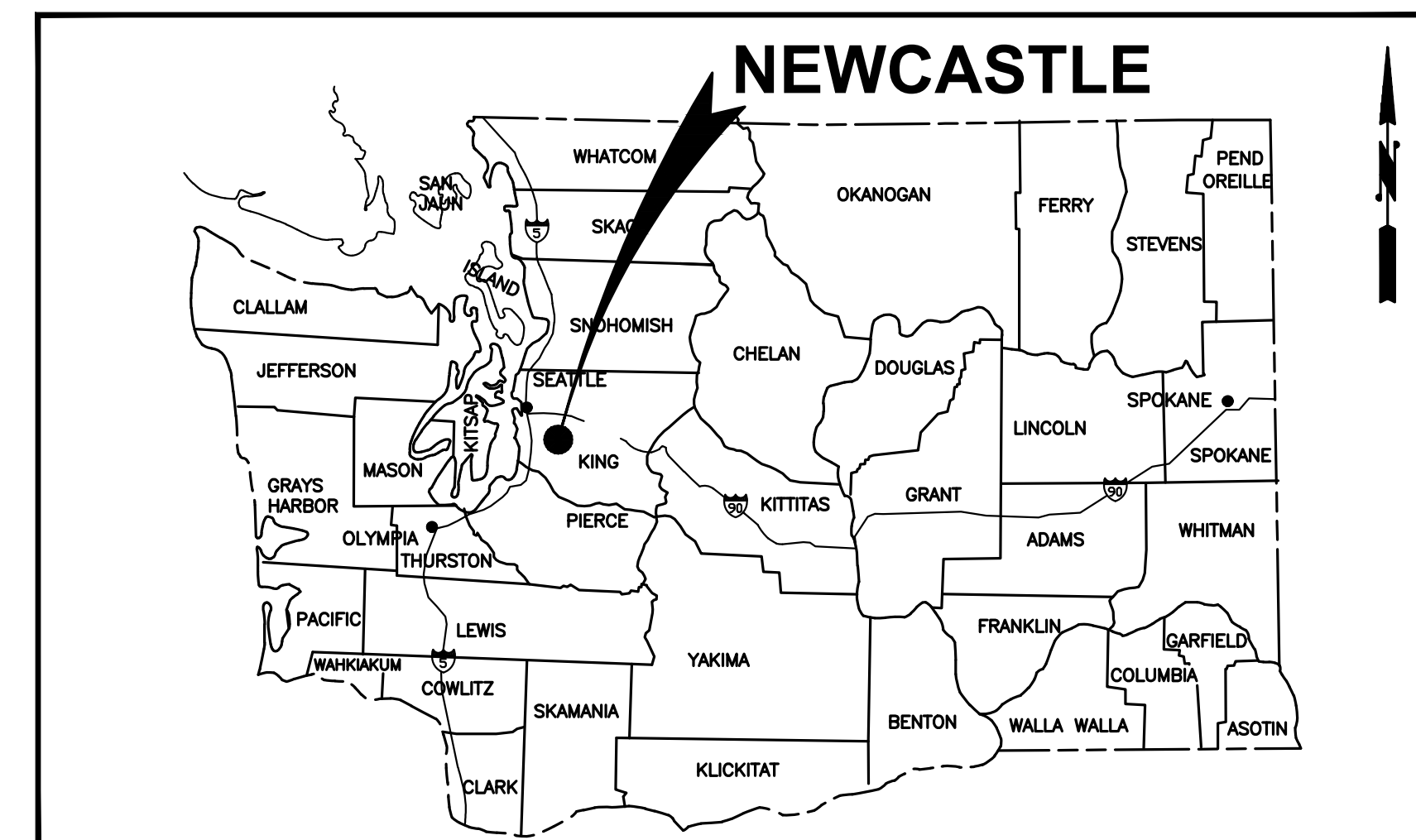
WASHINGTON

SE MAY CREEK PARK DRIVE NON-MOTORIZED IMPROVEMENTS

CITY PROJECT #T-047

CONTACT PERSONNEL

NAME	AGENCY	PHONE No.
KERRY SULLIVAN	ASSISTANT CITY ENGINEER	(425) 386 - 4113
KEVIN BROWN	GRAY & OSBORNE, INC.	(360) 454 - 5490

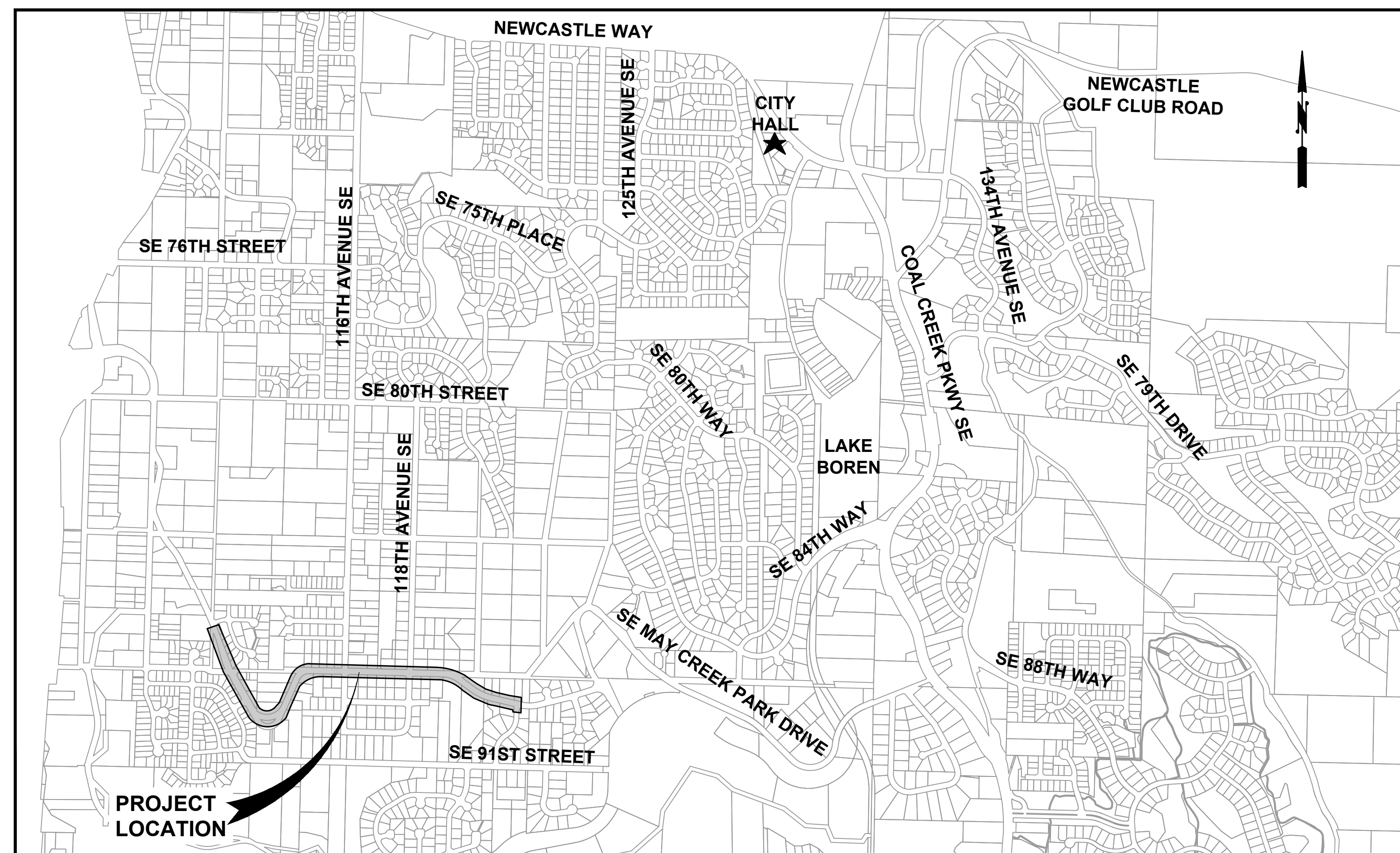


VICINITY MAP
NTS

CITY OFFICIALS

LINDA NEWING	MAYOR
ARIANA SHERLOCK	DEPUTY MAYOR
TOM GRIFFIN	COUNCIL MEMBER
PRATIMA LAKHOTIA	COUNCIL MEMBER
PAUL CHARBONNEAU	COUNCIL MEMBER
ROBERT CLARK	COUNCIL MEMBER
CHRIS VILLASEÑOR	COUNCIL MEMBER
PAUL WHITE	CITY CLERK
ROB WYMAN	CITY MANAGER
JEFF BRAUNS, P.E.	PUBLIC WORKS DIRECTOR

SHEET INDEX	
SHEET NO.	DESCRIPTION
1	SYMBOL LEGEND, ABBREVIATIONS AND GENERAL NOTES
2	SURVEY CONTROL MAP AND TABLE
3	CENTERLINE ALIGNMENT MAP AND TABLE
4 TO 5	TRAFFIC CONTROL PLAN AND DETAILS
6 TO 9	SITE PREPARATION AND TEMPORARY EROSION AND SEDIMENTATION CONTROL
10	TEMPORARY EROSION AND SEDIMENTATION CONTROL DETAILS
11 TO 12	TYPICAL CROSS SECTIONS
13 TO 20	PLAN AND PROFILE
21 TO 25	STORM DETAILS
26	GYPSY CREEK STORM OUTFALL PLAN, PROFILE AND DETAILS
27	COAL CREEK UTILITY DISTRICT WATER DETAILS
28 TO 32	ROAD DETAILS
33	CURB RAMP CONTROL - 116TH AVE SE
34	CURB RAMP CONTROL - 117TH AVE SE
35	CURB RAMP CONTROL - 118TH AVE SE
36	CURB RAMP CONTROL - 119TH COURT SE
37	CURB RAMP CONTROL - 121ST AVE SE
38 TO 40	CURB RAMP DETAILS
41	RETAINING WALL "A" PLAN & PROFILE
42	RETAINING WALL "B" PLAN & PROFILE
43	RETAINING WALL "C" PLAN & PROFILE
44 TO 45	RETAINING WALL DETAILS
46 TO 49	CHANNELIZATION AND SIGNING PLAN
50 TO 51	CHANNELIZATION DETAILS
52 TO 54	RECTANGULAR RAPID FLASHING BEACON DETAILS
55	MISCELLANEOUS DETAILS



LOCATION MAP
NTS

APRIL 2022
G&O JOB #21459.00



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET NE, BLDG. B, SUITE 210
ARLINGTON, WASHINGTON 98223

APPROVED FOR CONSTRUCTION

DocuSigned by: 	4/19/2022
PROJECT ENGINEER	DATE
DocuSigned by: 	4/19/2022
PUBLIC WORKS DIRECTOR	DATE

THE SIGNATURE OF THE PUBLIC WORKS DIRECTOR IN THESE CONTRACT PROVISIONS SHALL SERVE AS WRITTEN APPROVAL FOR ALL VARIATIONS TO THE NEWCASTLE PUBLIC WORKS STANDARDS.

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
BA	BID ADDITIVE
BF	BLIND FLANGE
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
CI	CAST IRON
C	CLEARANCE
CLR	CENTER LINE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
C	CONDUIT
CONN	CONNECTION
CONT	CONTINUOUS
CPPEP	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
DOT	DEPARTMENT OF TRANSPORTATION
DIM	DIMENSION
DWGS	DRAWING(S)
D	DRAIN
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
GA	GAUGE
GALV	GALVANIZED
GI	GALVANIZED IRON
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
INV	INVERT
IN	INCH
I	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
RED	REDUCER
REINF	REINFORCE
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
TC	TOP OF CURB
TEL	TELEPHONE
TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
THRD	THREADED
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 & GUTTER
		CURB (TYPE AS NOTED)
		ASPHALT PAVEMENT
		GRAVEL SURFACING
		CONCRETE SURFACING
		CEMENT CONC. SIDEWALK
		GUARD RAIL
		FENCE/RAILING (TYPE AS NOTED)
		SHRUB/TREE/VEGETATION LINE
SURVEY		
		RIGHT-OF-WAY LINE
		CENTERLINE OF CONSTRUCTION
		PROPERTY LINE
		CONTOUR LINE
		APPROXIMATE TOP OF CUT
		APPROXIMATE TOE OF FILL
		SAWCUT LINE (APPROXIMATE LOCATION)
UTILITIES		
		OVERHEAD UTILITIES
		BURIED ELECTRICAL
		GAS MAIN (SIZE AS NOTED)
		WATER MAIN (SIZE AS NOTED)
		SANITARY SEWER MAIN (SIZE AS NOTED)
		STORM DRAIN (SIZE AS NOTED)
		CULVERT (SIZE & TYPE AS NOTED)
		DITCH CENTERLINE

WATER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		WATER METER
		FIRE HYDRANT
		FIRE HYDRANT (3-NOZZLE)
VALVES		
		AIR RELIEF VALVE
		GATE VALVE

GAS/POWER/TELEPHONE SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GAS METER
		GAS VALVE
		UTILITY POLE
		UTILITY POLE ANCHOR
		UTILITY PEDESTAL
		JUNCTION BOX (TYPE 1)

CHANNELIZATION SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		BIKE LANE SYMBOL
		LANE CONTROL ARROWS
		STRAIGHT ARROW

SURVEY SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROL POINT
		MONUMENT (IN CASE)
		MONUMENT (SURFACE)

SANITARY/STORM SEWER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		TYPE 2 CATCH BASIN (ACTUAL DIMENSION SHOWN FOR PROPOSED)
		STORM DRAIN CATCH BASIN, CONCRETE INLET, OR YARD/AREA DRAIN (ACTUAL DIMENSION SHOWN FOR PROPOSED)
		SANITARY SEWER MANHOLE (ACTUAL DIMENSION SHOWN FOR PROPOSED)
		CLEAN OUT (SAN. SEWER OR STORM)

SURFACE FEATURES/LANDSCAPING

EXISTING	PROPOSED	DESCRIPTION
		MAIL BOX (NOTED)
		SIGN
		ROCK WALL
		MODULAR BLOCK WALL
		SOLIDER PILE WALL
		SHRUB
		TREE (CONIFER)
		TREE (DECIDUOUS)
		TREE STUMP
		BUILDING

GENERAL NOTES

- ALL MATERIALS AND WORKMANSHIP SHALL BE FURNISHED AND SUPPLIED IN ACCORDANCE WITH THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION (CURRENT EDITION) UNLESS OTHERWISE SPECIFICALLY NOTED.
- 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.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED/REINSTALLED IN CONFORMANCE TO THE REQUIREMENTS OF THESE PLANS, CONTRACT SPECIFICATIONS, AND THE M.U.T.C.D. MANUAL.
- THE CONTRACTOR SHALL HAVE A COPY OF THESE PLANS AND THE CONTRACT SPECIFICATIONS ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IN THE EVENT OF DISCOVERY OF UNSUITABLE SOILS OR HIGH GROUND WATER CONDITIONS OR DISCREPANCIES FROM THE PLANS.
- WHEREVER PLANS REFER TO "SAWCUT" OF ASPHALT CONCRETE PAVEMENT OR CONCRETE SURFACE, THE CONTRACTOR SHALL PERFORM A "NEAT LINE CUT" PER THE SPECIFICATIONS.
- CATCH BASINS AND INLETS HAVE BEEN SHOWN IN GENERAL WITH A RELATIVE STATION AND OFFSET. THE INTENT OF THIS PROJECT IS TO LOCATE THE CATCH BASINS AND INLETS IN THE GUTTER PAN AT THEIR RESPECTIVE ELEVATIONS.
- THE CONTRACTOR SHALL MAINTAIN A CLEAN LEGIBLE SET OF "RECORD" DRAWINGS AND PROVIDE A SET TO THE CONTRACTING AGENCY PRIOR TO DEMOBILIZATION OF THE SITE.

BASE BID & BID ADDITIVE WORK LIMITS

- BASE BID (APPROX. 500 FEET WEST OF 116TH AVENUE SE TO 121 AVENUE SE)
- BID ADDITIVE (SE 86TH PLACE TO 116TH AVENUE SE)

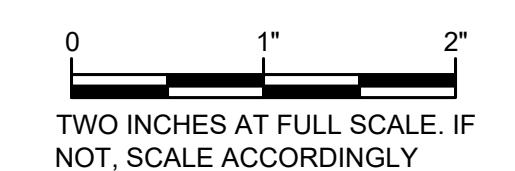


BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

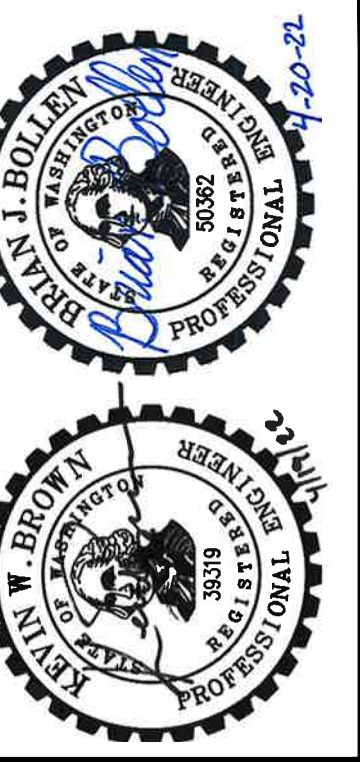
RIGHT-OF-WAY DISCLAIMER

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



DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

DATE	APPD	REVISION

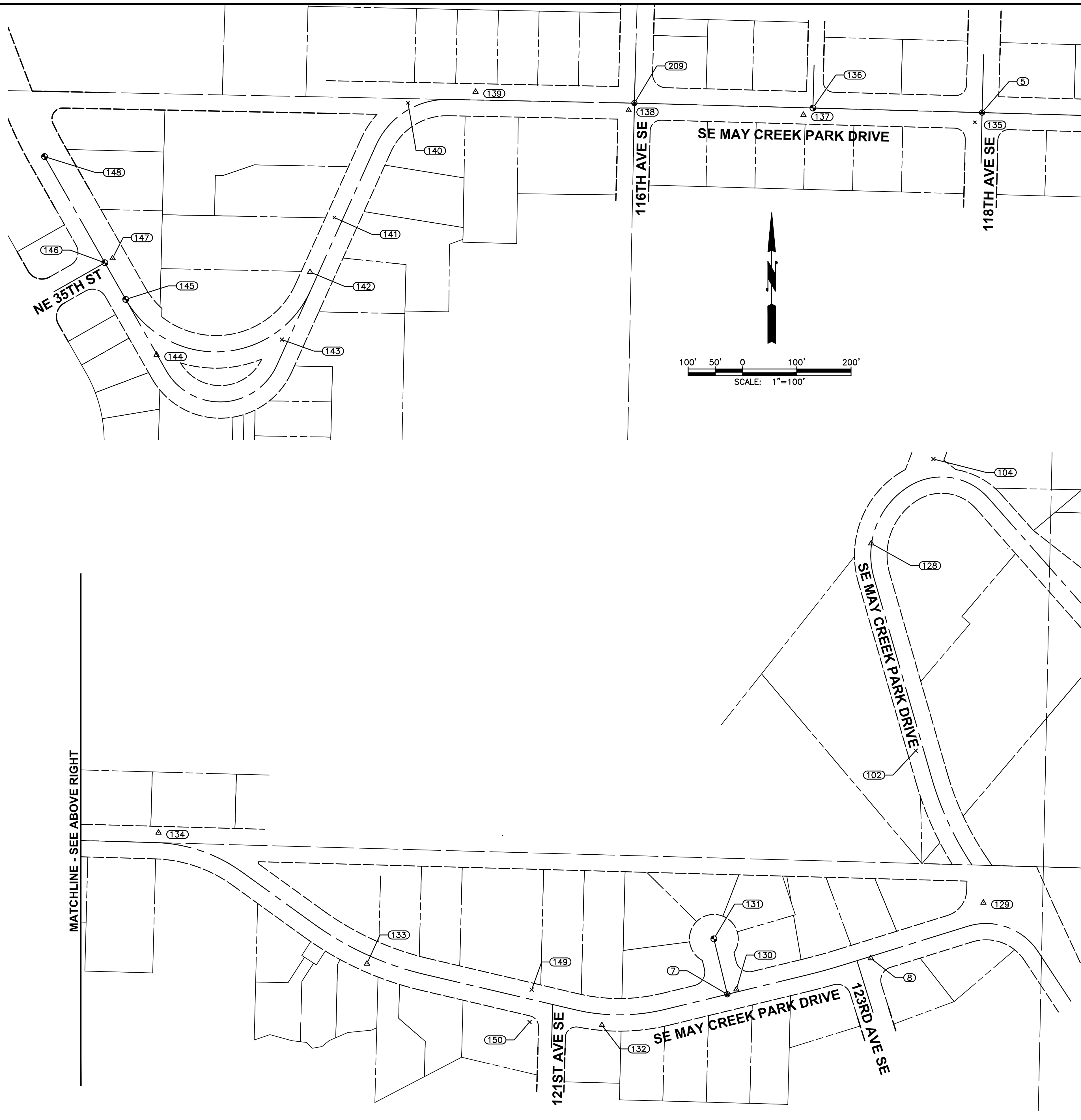


CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 SYMBOL LEGEND, ABBREVIATIONS AND GENERAL NOTES

SHEET: 1
OF: 55
JOB NO.: 21459
DWG LEGEND

I:\goSERVER3\data2\newcastle\21459\00 se may creek park drive - design\01 design\PLANSET\General\LEGEND.dwg, 4/20/2022 8:37 AM, KEVIN BROWN

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\CIVIL\SURVEY CONTROL.dwg, 4/19/2022 5:03 PM, KEVIN BROWN



MATCHLINE - SEE BELOW LEFT

MATCHLINE - SEE ABOVE RIGHT

CITY OF NEWCASTLE - SE MAY CREEK PARK DRIVE

HORIZONTAL DATUM: NAD83/91
 WSPCS N. ZONE, GRID NORTH

VERTICAL DATUM: NAVD88

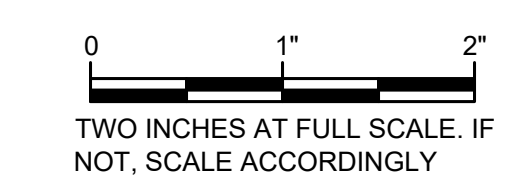
POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
5	194006.66	1306928.92	340.30	SFM=FOUND SURFACE MONUMNET, 5/8" BRASS DISK W/PUNCH, SET IN CONC, IN MON CASE, DOWN 0.95', INTX. 118TH AVE SE & SE 88TH ST.
7	193718.01	1308315.21	340.24	SFMC=FOUND MONUMENT IN CASE, LEAD PLUG AND BRASS TACK SET IN 4"x4" CONC POST DOWN 0.8' IN CASE. ○ CENTERLINE OF 122CT SE & N. EDGE OF SE 88 PL.
8	193784.35	1308579.45	339.28	SSNT= SET MAG NAIL WITH TAG STAMPED "G&O CONTROL" ○ E. EDGE OF DRIVE FOR HOUSE #12242.
102	194166.42	1308662.13	341.49	SSNT, IN SE CORNER OF DRIVEWAY FOR 12301 MAY CREEK PARK DR. 0.8' FROM S. EDGE OF DRIVEWAY, 9.5' SE OF MAILBOX FOR 12301.
104	194703.42	1308694.77	334.76	SSS=SET 60D NAIL, WITH PINK WHISKERS IN GRAVEL TURNOUT E. OF DRIVEWAY FOR HOUSE# 12309/12256 MAY CREEK PARK DRIVE. 4' W-SW OF W-SW CORNER OF WATER VAULT., 4.8' E-NE OF WATER VALVE.
128	194548.14	1308580.21	324.34	SSNT, +/- RESET LOCATION OF G&O CONTROL #103: IN NORTH CORNER OF DRIVEWAY FOR 12307 MAY CREEK PARK DRIVE. +/- 1' SE OF NW EDGE OF DRIVEWAY.
129	193886.67	1308786.74	337.36	SSNT, AT THE E/NE EDGE OF ASPHALT OF 124TH AVE SE AND SE 88TH PL. +/- 20' N. OF STOP SIGN.
130	193726.98	1308331.94	341.04	SSNT, 3' SW FROM NE EDGE OF ASPHALT AT THE NE CORNER OF 122ND CT SE AND MAY CREEK.
131	193820.08	1308290.45	342.11	SFMC, NAIL IN CONC POST. CENTER OF CULDESAC AT 122ND CT SE. DOWN 0.30' IN CASE.
132	193661.08	1308084.20	340.83	SSNT, 5' S. OF THE S. FOG LINE. CENTERLINE OF ASPHALT DRIVEWAY TO GATE. W. OF DRIVEWAY TO HOUSE #12201. S. OF HOUSE #12104
133	193774.33	1307651.64	344.41	SSNT, 3' NORHTERLY OF S. CURB FLOWLINE. +/- 22' WESTERLY OF E. END OF SIDEWALK. 9.5' SW OF SEWER MANHOLE.
134	194015.58	1307267.76	362.23	SSNT, E/NE CORNER OF 119TH & 88TH.
135	193988.72	1306915.74	340.98	SFNT=FOUND NAIL & TAG, 2' NE OF SW EDGE OF ASPHALT. E. OF CATCH BASIN. 4.6' NE OF POWER POLE WITH LIGHT. INTERSECTION OF 118TH AVE SE & SE MAY CREEK PARK
136	194015.07	1306617.41	347.02	SFMC, 1 3/4" BRASS DISC WITH PUNCH. "29291" 4"x4" CONC POST. INTERSECTION OF 117TH AVE SE & MAY CREEK DRIVE. DOWN 0.45' IN CASE
137	194002.46	1306599.97	347.92	SSNT, S. SIDE OF MAY CREEK DR. E. SIDE OF DRIVEWAY
138	194010.83	1306278.03	327.20	SSNT, SW CORNER OF 116TH & MAY CREEK DR. 7.5' NE FROM EDGE OF ASPHALT. 3.5' SW FROM GAS VALVE
139	194044.92	1305996.14	321.55	SSNT, N. SIDE OF MAY CREEK DR. E. SIDE OF DRIVEWAY. UNDER CEDAR TREE.
140	194024.67	1305871.75	316.78	SFNT, PACE CONTROL. +/- 2' E. OF W. EDGE OF ASPHALT. +/- 5.5' SE OF NORTHERLY END OF GUARD RAIL. W. OF DRIVEWAY TO HOUSE #11400.
141	193813.41	1305736.15	297.37	SFNT, HGG CONTROL "PELS 6422" 2' W. OF W. THICKEN EDGE BACK. IN ASPHALT BETWEEN DRIVEWAYS TO HOUSES #11409 & #11405
142	193713.12	1305691.41	288.83	SSNT, 2' W. OF W. THICKEN EDGE BACK. CENTERLINE OF TWO DRIVEWAYS
143	193588.72	1305639.57	280.90	SSN, WITH WHISKERS. 2.5' SE OF EDGE OF ASPHALT. +/- 5.5' N/NW OF END OF GUARD RAIL. S. SIDE OF DRIVEWAY TO HOUSE #3447
144	193560.74	1305408.81	265.27	SSNT, 2' W. OF W. EDGE OF ASPHALT. +/- 15' S. OF PAVEMENT BREAK/ANGLE POINT. +/- 20' N. OF N. END OF MAILBOXES. SW CORNER WITH LINCOLN DR.
145	193662.73	1305351.98	256.05	SFMC, 1 1/2" DISC W/ PUNCH "30450" IN 4"x4" CONC POST. CENTERLINE OF ROAD. IN EASTERLY YELLOW LINE. S. OF INTERSECTION WITH 35TH. DOWN 0.30' IN CASE
146	193730.18	1305313.61	250.10	SFMC, 1 1/2" DISC W/ PUNCH "30450" IN 4"x4" CONC POST. CENTERLINE OF ROAD AT INTERSECTION WITH 35TH. 3' E. OF EXTRUDED CURB. DOWN 0.30' IN CASE.
147	193738.41	1305327.82	249.44	SSNT, 5.5' W. OF E. CURB FLOWLINE. AT CATCH BASIN. INTERSECTION WITH 35TH
148	193925.56	1305202.54	233.04	SFMC, 1 1/2" DISC WITH PUNCH "30450" IN 4"x4" CONC POST. CENTERLINE OF ROAD. DOWN 0.40' IN CASE.
149	193726.60	1307954.97	336.44	SSN, 60-D NAIL W/ BLUE WHISKERS. 6.75' W OF HYDRANT. NE QUADRANT OF SE MAY CREEK PARK DR & 121ST AVE SE.
150	193666.86	1307951.20	336.34	SSN, 60-D NAIL W/ BLUE WHISKERS. DOWN 0.2' IN DIRT. SW CORNER MAY CREEK PARK DR & 121ST AVE SE. 17.8' S62E OF SW CORNER OF PHONE PEDESTAL. 23' S68W OF W FACE OF POWER POLE. 13.8' N OF 30" FIR TREE.
209	194024.03	1306288.69	326.76	SFMC, NAIL WITH PUNCH. INTERSECTION OF 116TH & MAY CREEK DR. DOWN 1.35' IN CASE

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



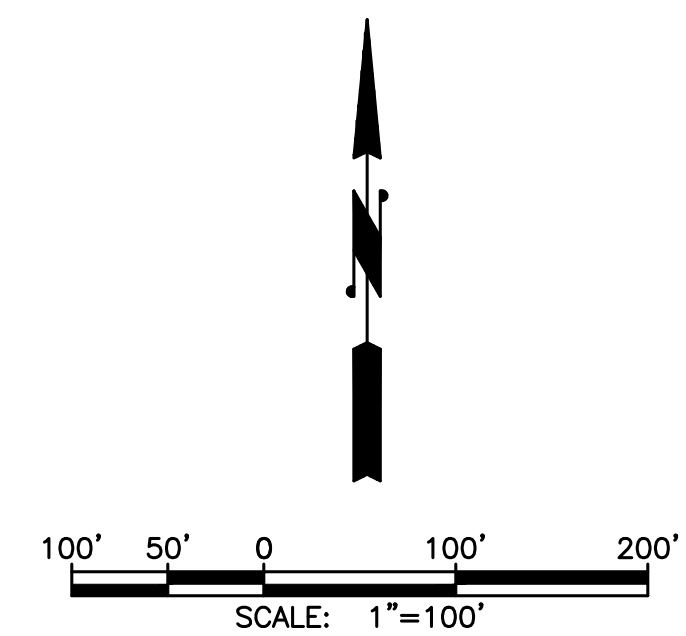
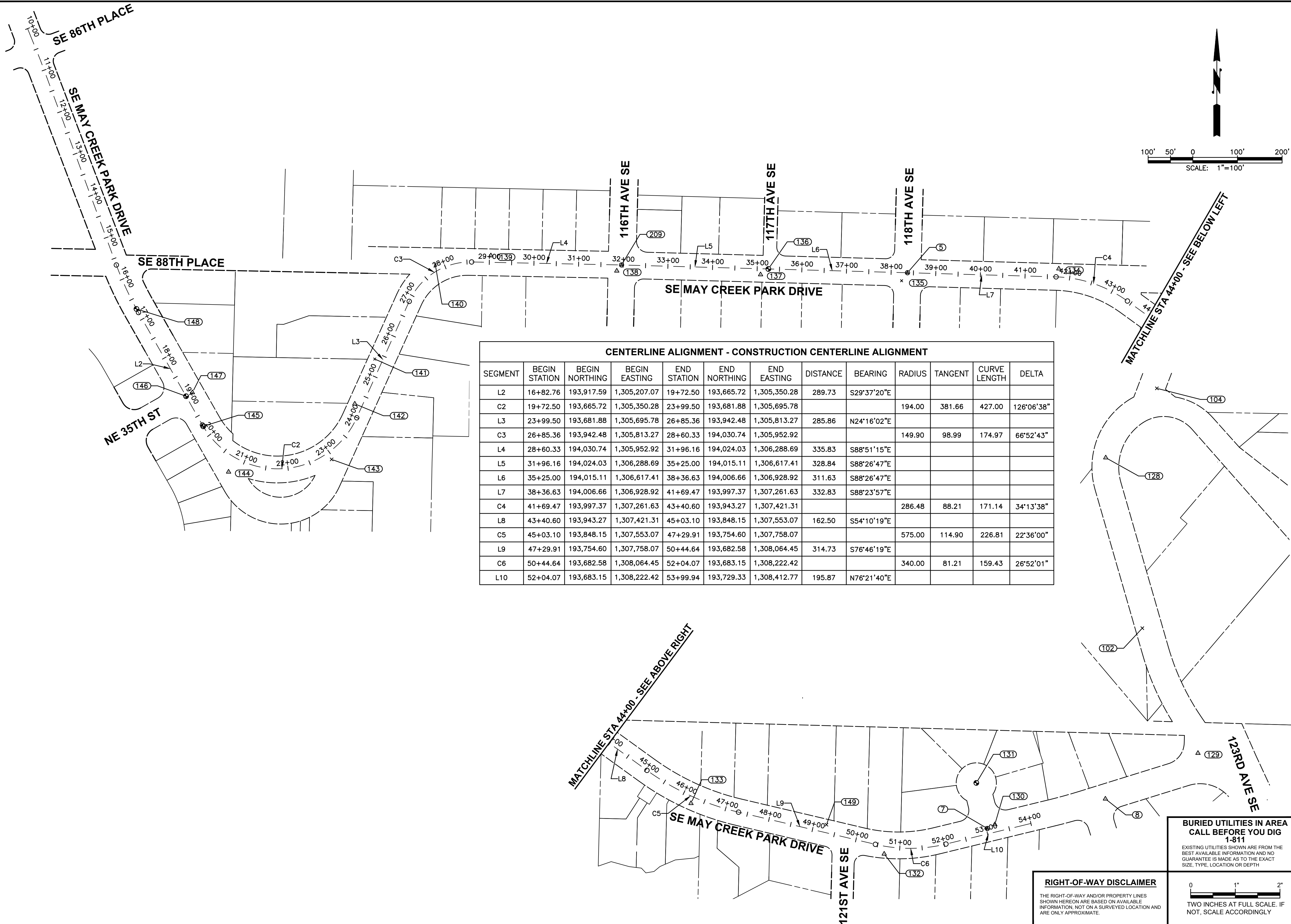
DATE:	APR 2022	DRAWN:	BUB	CHECKED:	BUB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 SURVEY CONTROL MAP AND TABLE

SHEET:	2
OF:	55
JOB NO.:	21459
DWG. SURVEY CONTROL	

\\goSERVER3\data2\newcastle\21459.00\se may creek park drive - design\plans\ALIGNMENT SHEET.dwg, 4/20/2022 8:38 AM, KEVIN BROWN



CENTERLINE ALIGNMENT - CONSTRUCTION CENTERLINE ALIGNMENT												
SEGMENT	BEGIN STATION	BEGIN NORTHING	BEGIN EASTING	END STATION	END NORTHING	END EASTING	DISTANCE	BEARING	RADIUS	TANGENT	CURVE LENGTH	DELTA
L2	16+82.76	193,917.59	1,305,207.07	19+72.50	193,665.72	1,305,350.28	289.73	S29°37'20"E				
C2	19+72.50	193,665.72	1,305,350.28	23+99.50	193,681.88	1,305,695.78			194.00	381.66	427.00	126°06'38"
L3	23+99.50	193,681.88	1,305,695.78	26+85.36	193,942.48	1,305,813.27	285.86	N24°16'02"E				
C3	26+85.36	193,942.48	1,305,813.27	28+60.33	194,030.74	1,305,952.92			149.90	98.99	174.97	66°52'43"
L4	28+60.33	194,030.74	1,305,952.92	31+96.16	194,024.03	1,306,288.69	335.83	S88°51'15"E				
L5	31+96.16	194,024.03	1,306,288.69	35+25.00	194,015.11	1,306,617.41	328.84	S88°26'47"E				
L6	35+25.00	194,015.11	1,306,617.41	38+36.63	194,006.66	1,306,928.92	311.63	S88°26'47"E				
L7	38+36.63	194,006.66	1,306,928.92	41+69.47	193,997.37	1,307,261.63	332.83	S88°23'57"E				
C4	41+69.47	193,997.37	1,307,261.63	43+40.60	193,943.27	1,307,421.31			286.48	88.21	171.14	34°13'38"
L8	43+40.60	193,943.27	1,307,421.31	45+03.10	193,848.15	1,307,553.07	162.50	S54°10'19"E				
C5	45+03.10	193,848.15	1,307,553.07	47+29.91	193,754.60	1,307,758.07			575.00	114.90	226.81	22°36'00"
L9	47+29.91	193,754.60	1,307,758.07	50+44.64	193,682.58	1,308,064.45	314.73	S76°46'19"E				
C6	50+44.64	193,682.58	1,308,064.45	52+04.07	193,683.15	1,308,222.42			340.00	81.21	159.43	26°52'01"
L10	52+04.07	193,683.15	1,308,222.42	53+99.94	193,729.33	1,308,412.77	195.87	N76°21'40"E				

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

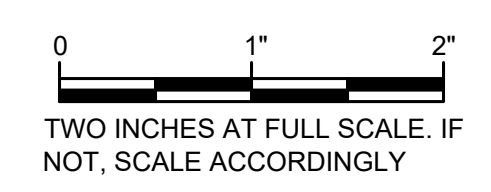
NO.	REVISION	DATE	APPD

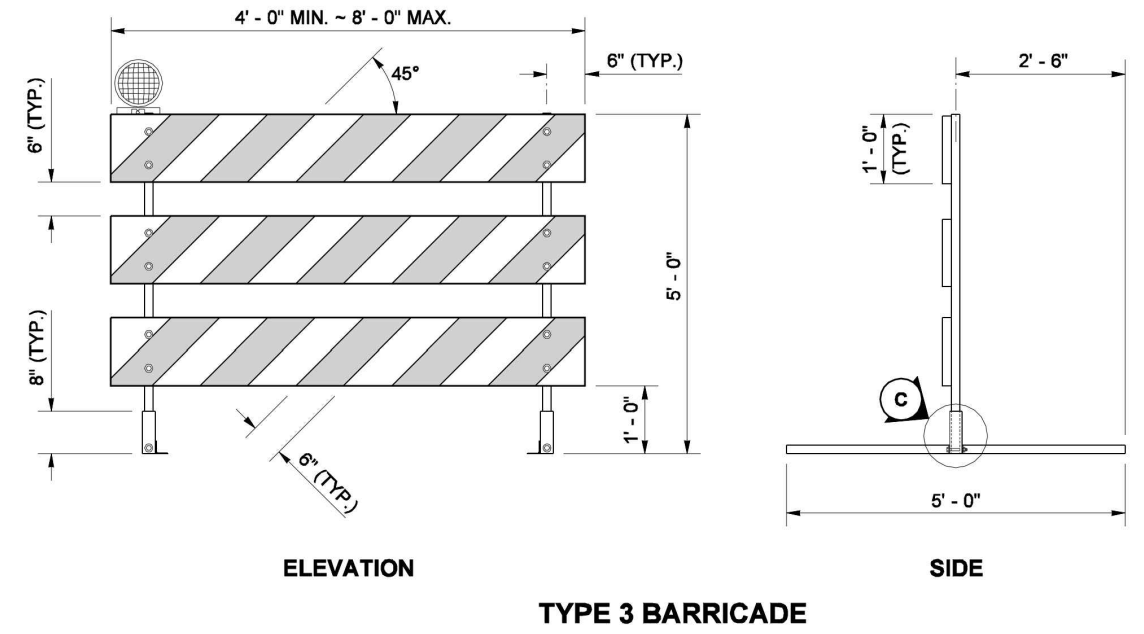
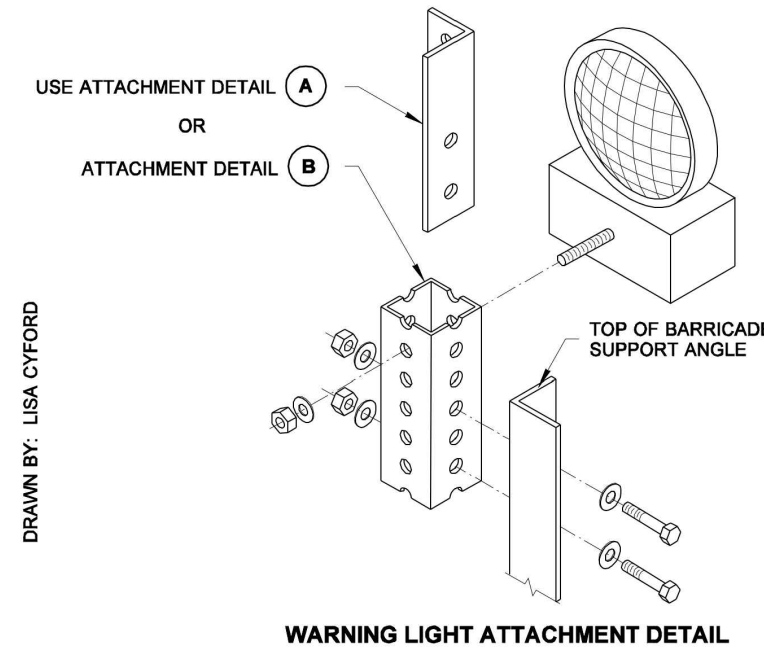
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
CENTERLINE ALIGNMENT MAP AND TABLE

SHEET:	3
OF:	55
JOB NO.:	21459
DWG ALIGNMENT SHEET	

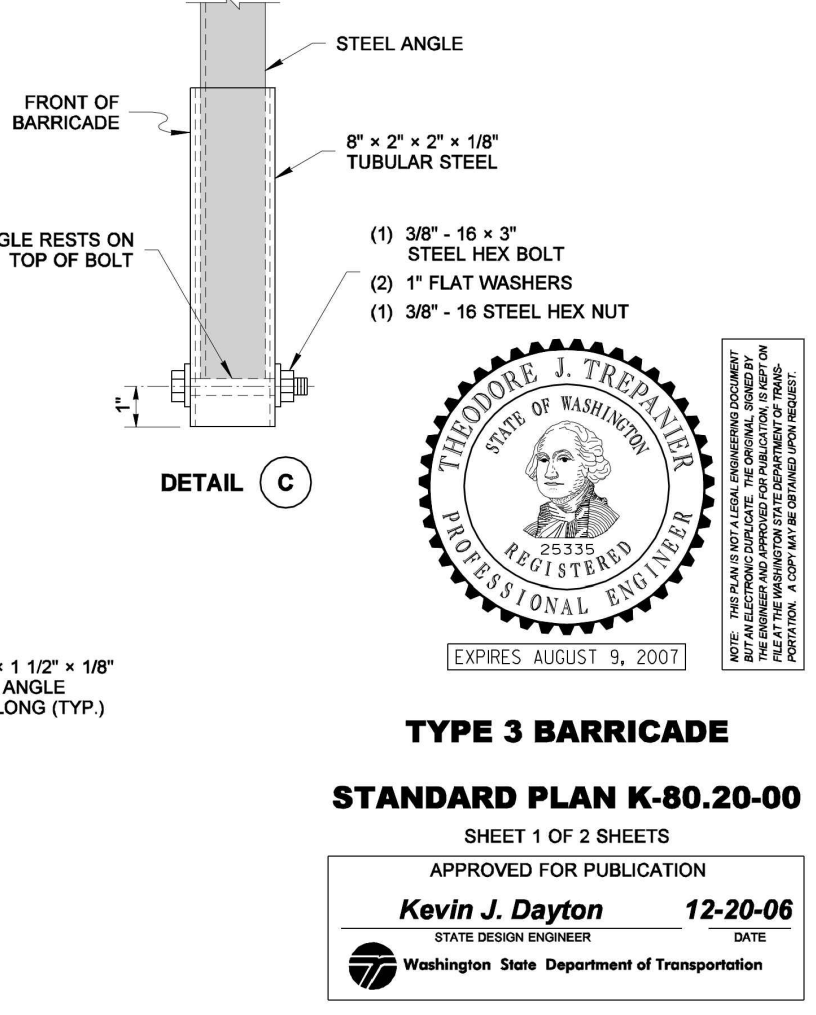
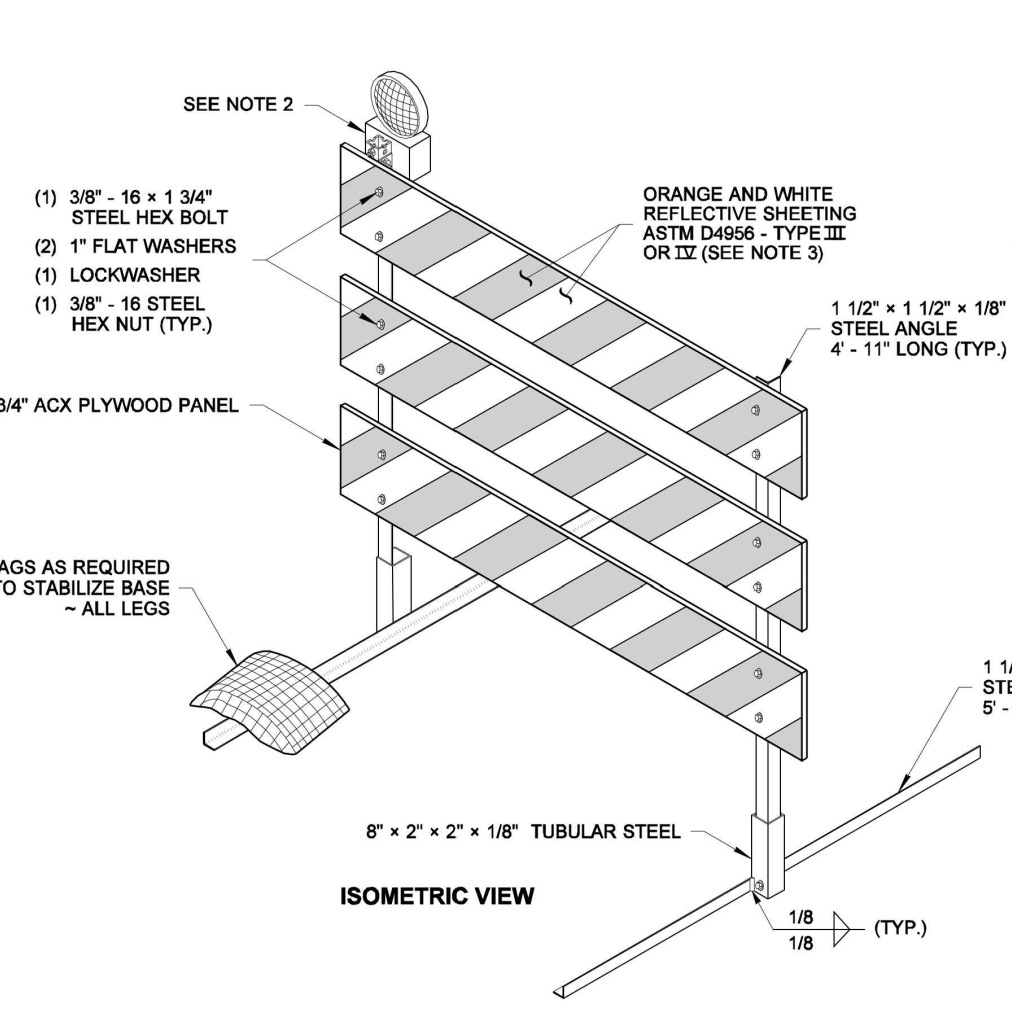
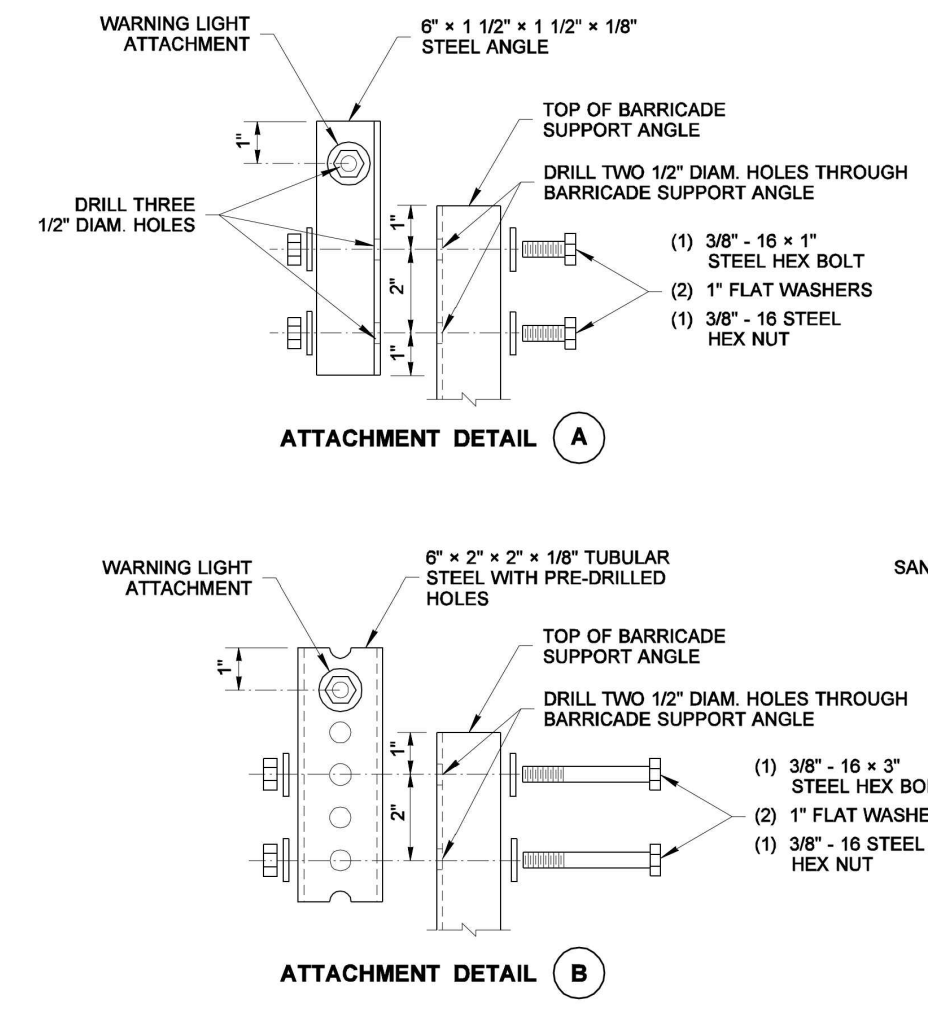
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

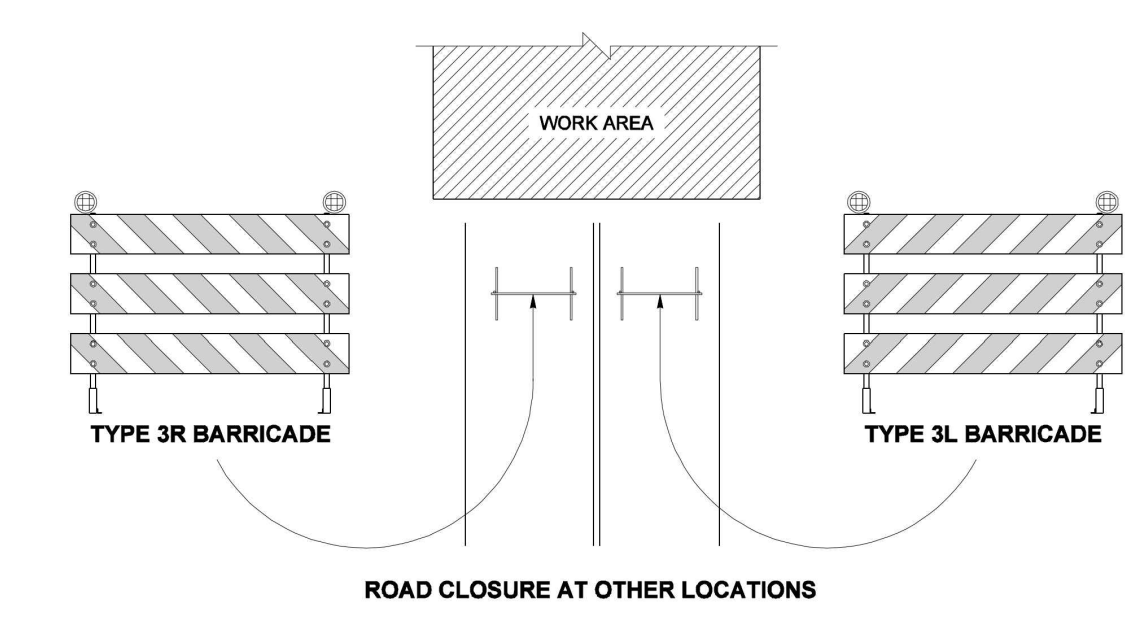
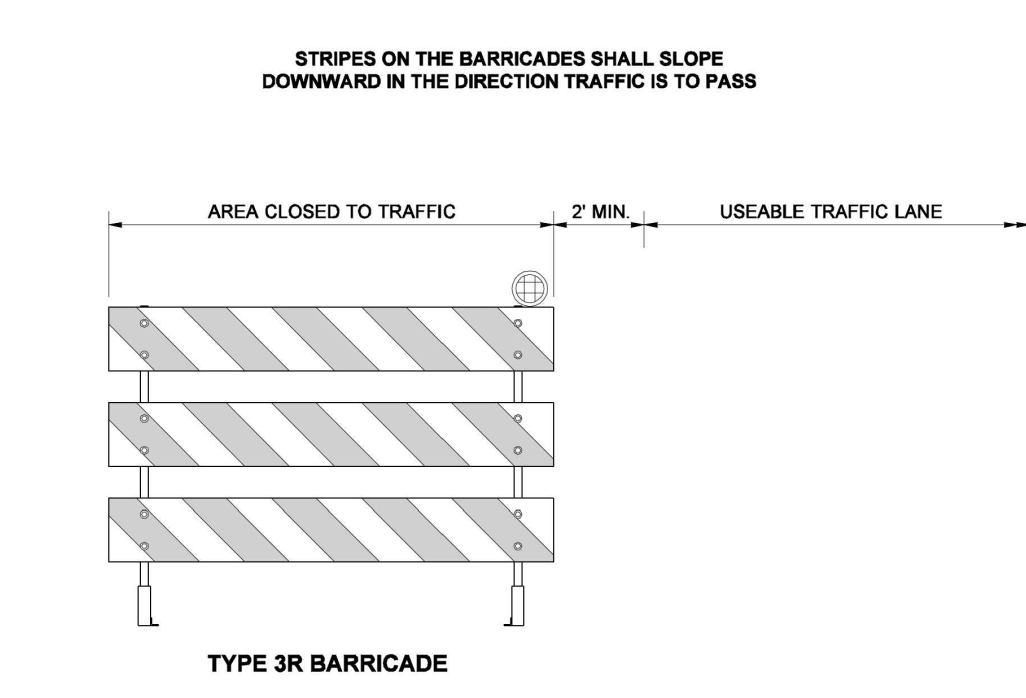
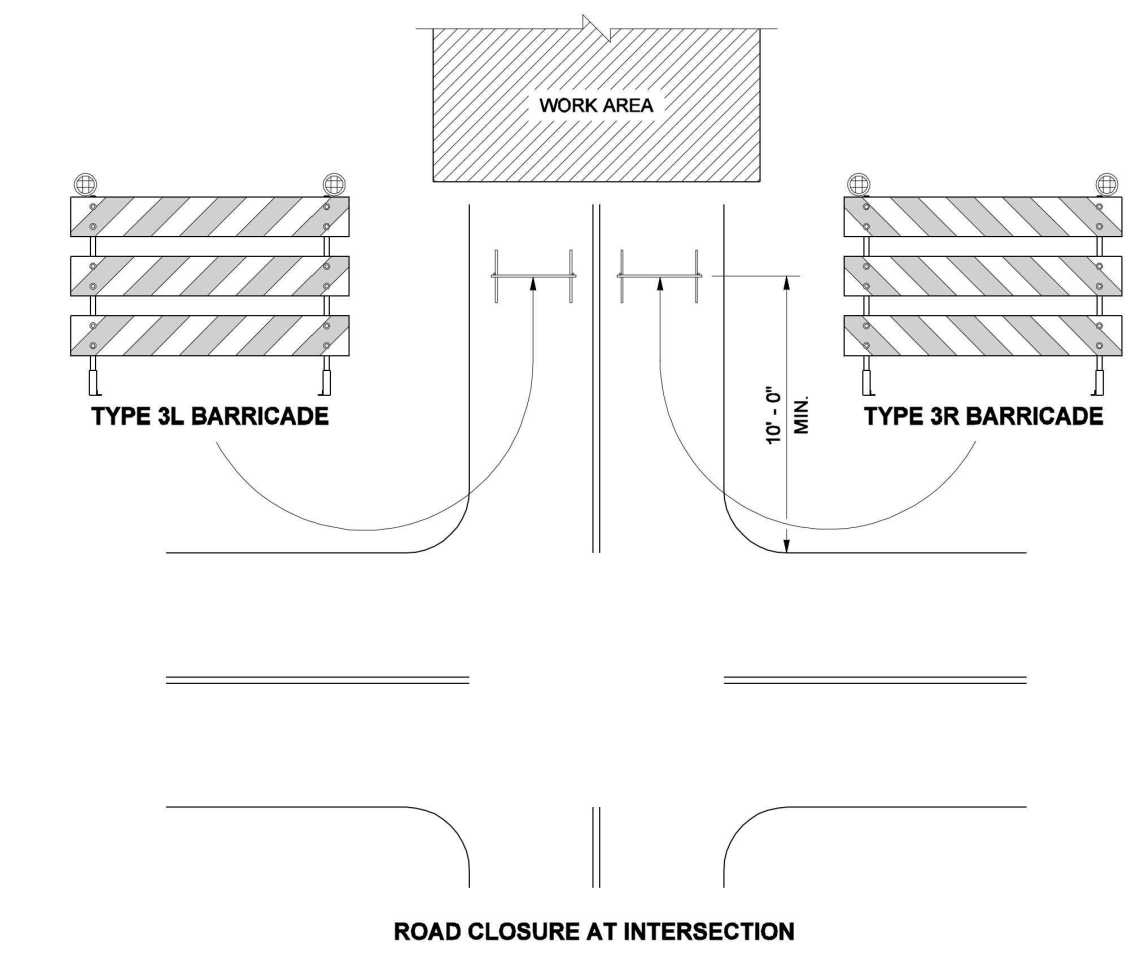
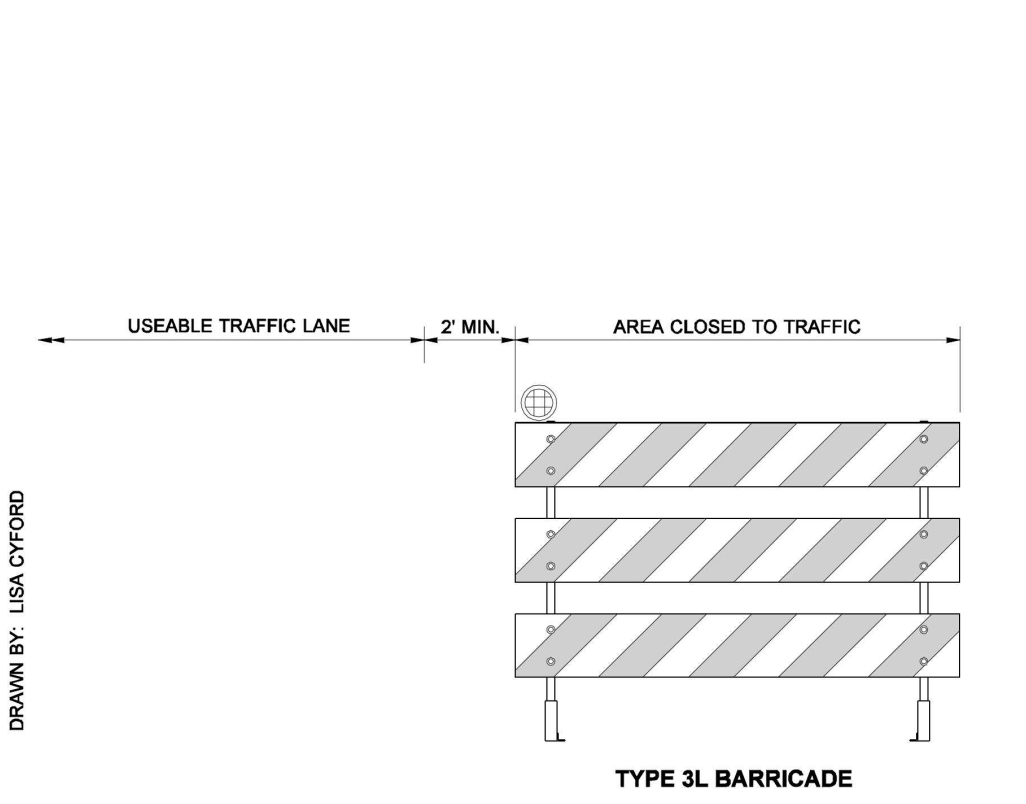




- NOTES**
- All fasteners may be zinc plated, galvanized or stainless steel. All steel angle and tubular steel shall be hot-rolled, high carbon steel, painted or galvanized.
 - Install one lightweight Type A Low-intensity flashing warning light on the traffic side of the barricade. Install two Type A Low-intensity flashing warning lights per barricade when the barricades are used to close a roadway. Attach the light to the barricade according to the light manufacturer's recommendations or use the details shown on this plan.
 - Stripes on barricade rails shall be alternating orange and white retroreflective stripes (sloping downward at an angle of 45 degrees in the direction traffic is to pass).
 - The Type 3 barricade design shown on this plan meets the crash test requirements of NCHRP 350. Alternative designs may be approved if they conform to the NCHRP 350 crash test criteria and the MUTCD.
 - When a sign is mounted on the barricade, it shall be securely bolted to at least two plywood panels. The top of the sign shall not be higher than the top panel of the barricade.
 - When sandbags are used in freezing weather, Urea fertilizer shall be mixed with the sand in a quantity to prevent the sand from freezing.



TYPE 3 BARRICADE
STANDARD PLAN K-80.20-00
 SHEET 1 OF 2 SHEETS
 APPROVED FOR PUBLICATION
Kevin J. Dayton 12-20-06
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



TYPE 3 BARRICADE
STANDARD PLAN K-80.20-00
 SHEET 2 OF 2 SHEETS
 APPROVED FOR PUBLICATION
Kevin J. Dayton 12-20-06
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

DRAWN BY: LISA CYFORD

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\TRAFFIC CONTROL PLAN.dwg, 4/20/2022 8:38 AM, KEVIN BROWN

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

HOST VEHICLE WEIGHT	9,500 TO 22,000 lbs.	HOST VEHICLE WEIGHT	> 22,000 lbs.
< 45 MPH	100'	< 45 MPH	100'
45-55 MPH	123'	45-55 MPH	174'
> 55 MPH	172'	> 55 MPH	100'

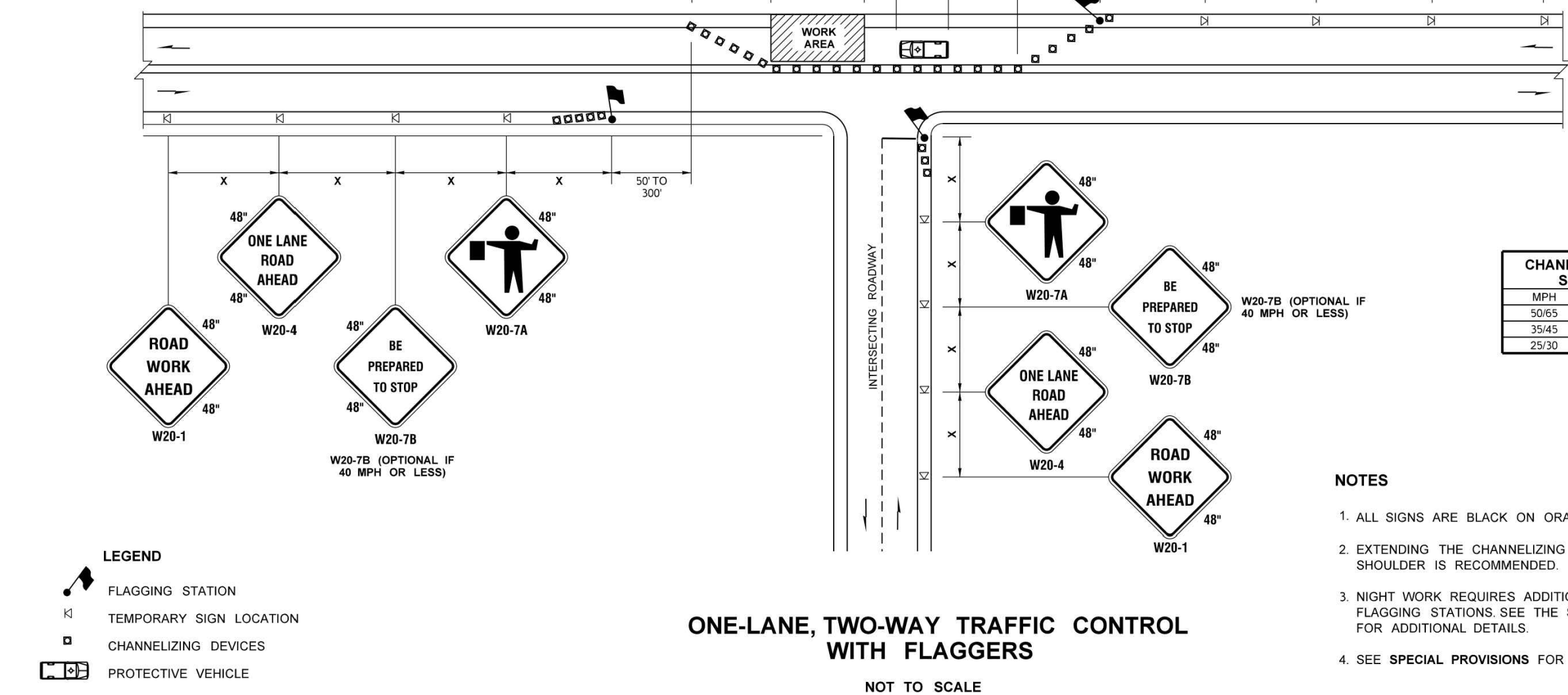
PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)

RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



CHANNELIZATION DEVICE SPACING (FEET)

MPH	TAPER	TANGENT
50/65	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40

- NOTES**
- ALL SIGNS ARE BLACK ON ORANGE.
 - EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER IS RECOMMENDED.
 - NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
 - SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

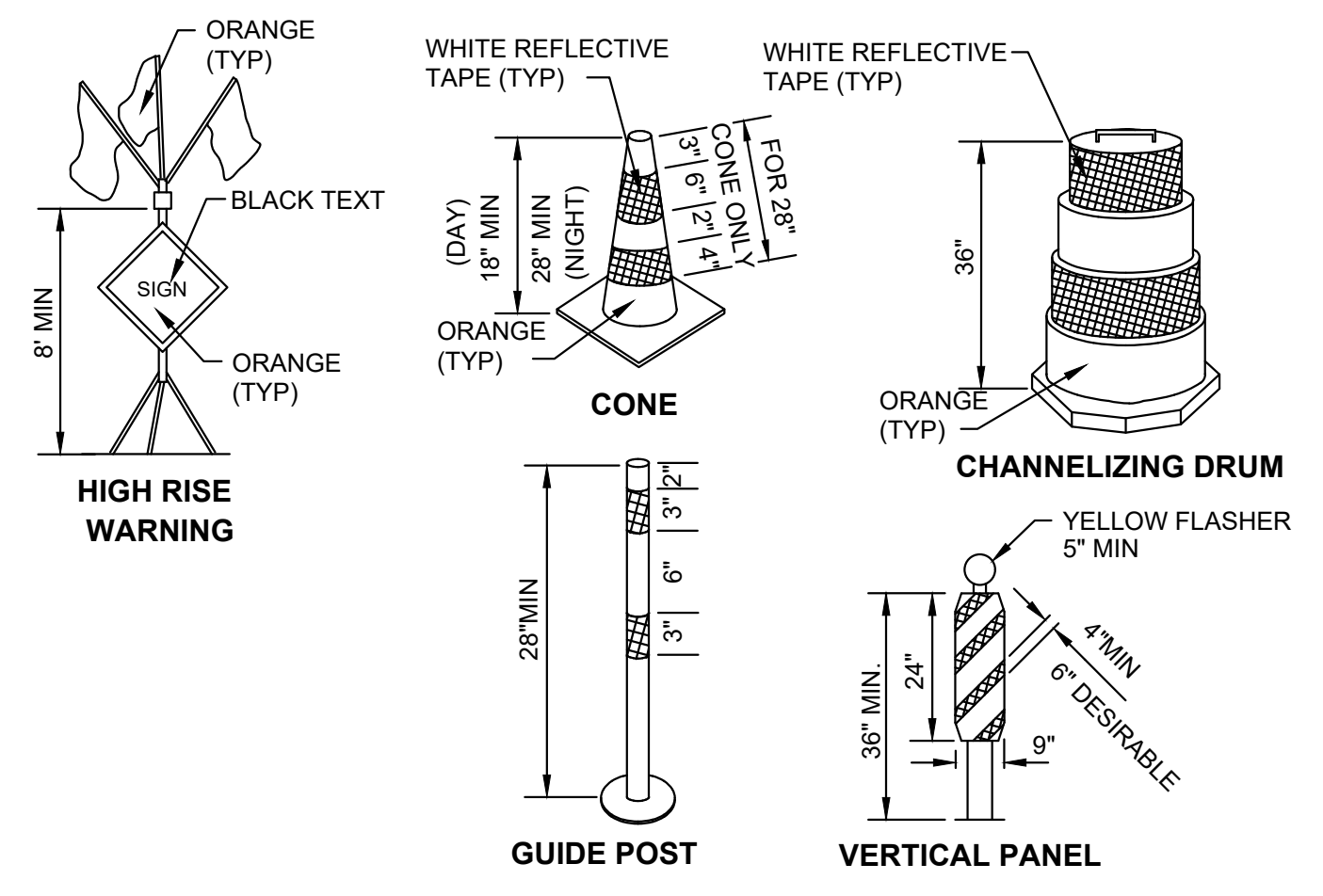
ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS
 NOT TO SCALE

FILE NAME	S:\Design\K P 8\4-Standard\2-Plan Sheet Library\01-Published PBL\TC\Work Zone Traffic Control\TC-1 One Lane Two Way Traffic Control with Flaggers\TC-1.dgn
DATE	3/25/14 PM
DATE	12/2/2016
PLOTTED BY	ldddef
DESIGNED BY	
ENTERED BY	
CHECKED BY	
PROJ. ENGR.	
REGIONAL ADM.	

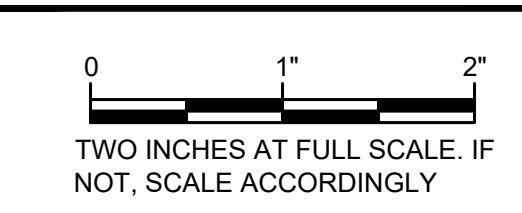
Washington State Department of Transportation
TRAFFIC CONTROL PLAN

GENERAL TRAFFIC CONTROL NOTES

- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD. PRIOR TO DISRUPTION OF ANY TRAFFIC, TRAFFIC CONTROL PLANS SHALL BE PREPARED AND SUBMITTED TO THE CONTRACTING AGENCY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.
- APPROPRIATE METHODS OF PEDESTRIAN AND VEHICULAR TRAFFIC CONTROL, INCLUDING FLAGGERS, SHALL BE EMPLOYED BY THE CONTRACTOR TO THE EXTENT DEEMED NECESSARY BY THE TRAFFIC CONTROL SUPERVISOR AND AS REQUIRED BY THE APPLICABLE AGENCY TO PROTECT WORKERS AND THIRD PARTIES.
- CONTRACTOR SHALL MAINTAIN ACCESS AT ALL TIMES TO EACH BUSINESS/RESIDENCE. PEDESTRIAN ROUTES INCLUDING NECESSARY SIGNAGE AND DELINEATION SHALL BE NOTED ON DETAILED TRAFFIC CONTROL PLANS SUBMITTED BY CONTRACTOR.
- CONTRACTOR SHALL COORDINATE ACCESS FOR SERVICES INCLUDING, BUT NOT LIMITED TO, MAIL DELIVERY, TRASH PICKUP, BUSINESS DELIVERIES/PICKUPS AND ANY SPECIAL TRANSPORTATION SERVICES.
- THE CONTRACTOR SHALL MAINTAIN MIN. 10' WIDE DRIVEWAY ACCESS TO ALL PROPERTIES UNLESS APPROVED OTHERWISE. THE CONTRACTOR SHALL COORDINATE ALL TEMPORARY CLOSURES WITH OWNER AND AFFECTED PROPERTY/BUSINESS OWNER PRIOR TO IMPLEMENTING CLOSURE.
- CONTRACTOR SHALL COVER OPEN TRENCHES WITH STEEL PLATES DURING NON-WORKING HOURS AS REQUIRED AND/OR DIRECTED.
- SEE ALSO SPECIFICATIONS AND SPECIAL PROVISIONS, INCLUDING WSDOT STANDARD SPECIFICATION SECTION 1-07.23(1).



TRAFFIC CONTROL DEVICES
 NTS



Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-5490

DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

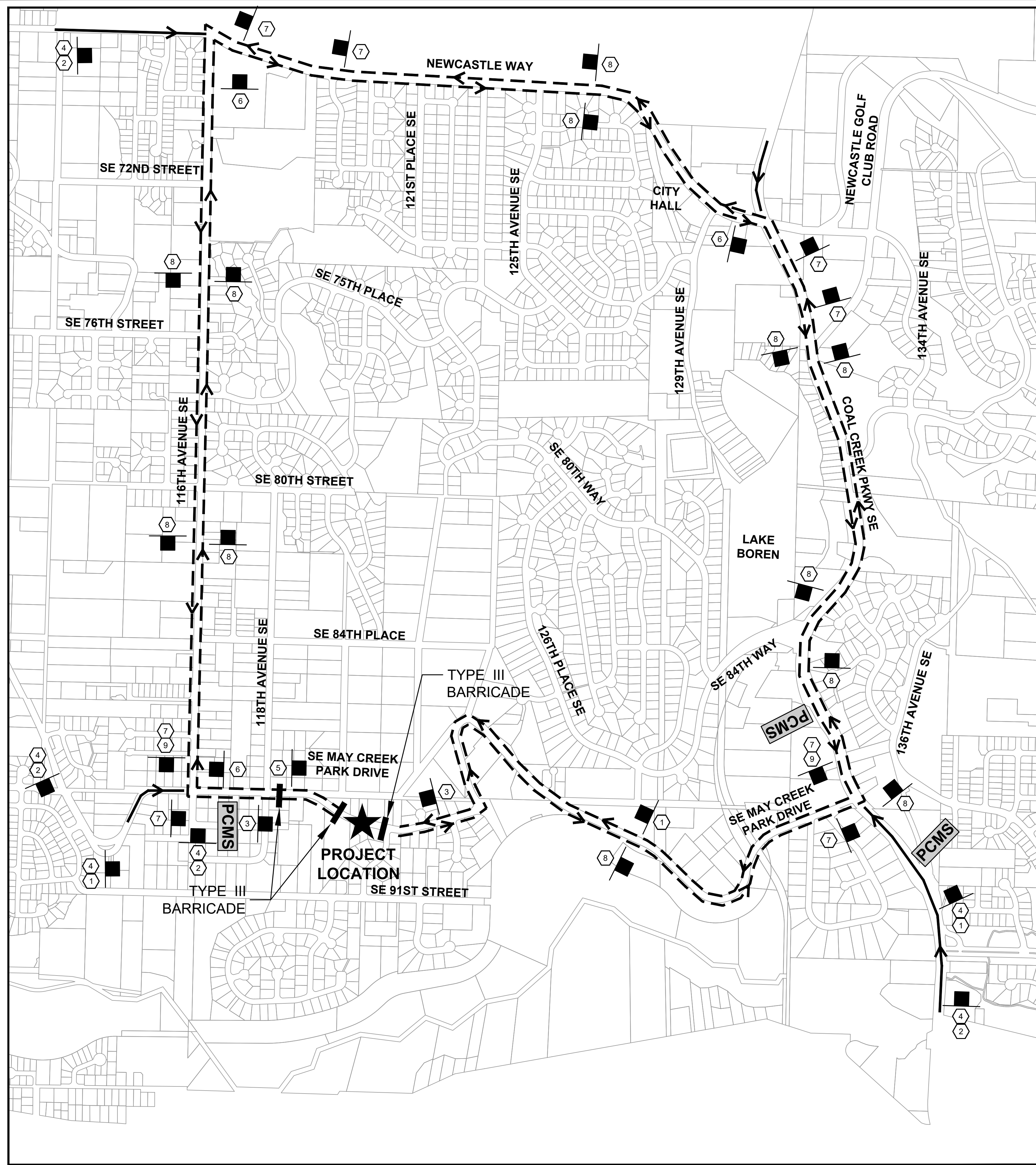
	DATE	APPD
	REVISION	
	No.	

Professional Engineer Seal for Kevin J. Dayton, State of Washington, License No. 39382, Expires August 9, 2021.

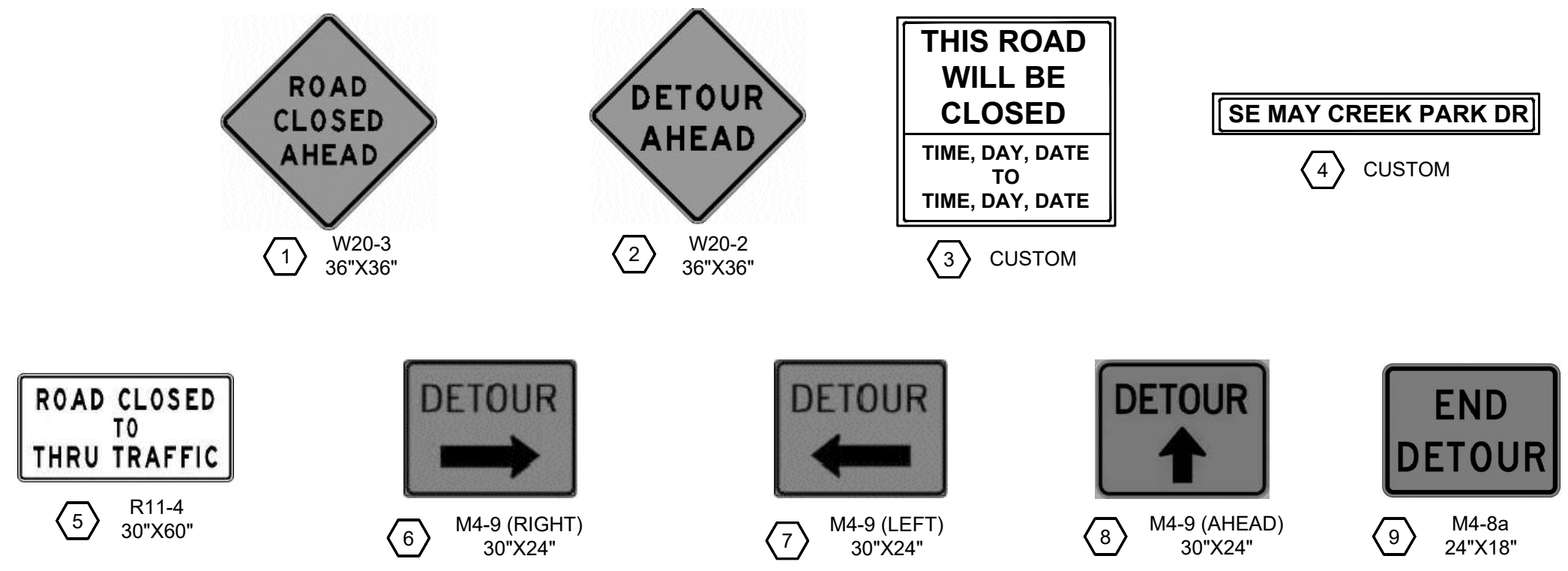
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 TRAFFIC CONTROL PLAN AND DETAILS

SHEET:	4
OF:	55
JOB NO.:	21459
DWG.:	TRAFFIC CONTROL PLAN

\\goSERVER3\data2\newcastle\21459.00\se_may_creek_park_drive_-_design\01_design\PLANSET\TRAFFIC CONTROL PLAN.dwg, 4/20/2022 8:38 AM, KEVIN BROWN



SIGN LEGEND



7 CALENDAR DAYS IN ADVANCE OF DETOUR

DURING DETOUR

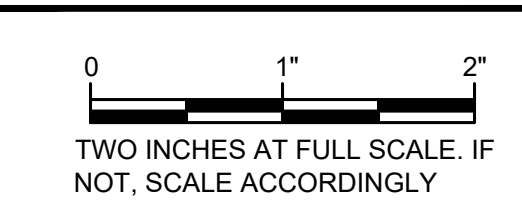
PCMS	
ROAD CONSTRUCTION XX/XX - XX/XX	USE ALT. ROUTES

PCMS	
SE MAY CREEK PK DR CLOSED	USE DETOUR XX/XX - XX/XX

PORTABLE CHANGEABLE MESSAGE SIGN

GENERAL ROAD CLOSURE/DETOUR NOTES

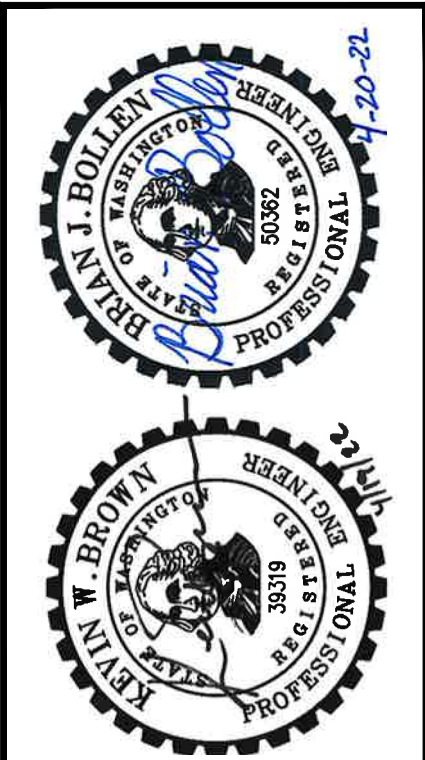
- CONTRACTOR MAY CLOSE SE MAY CREEK PARK DRIVE DURING THE INSTALLATION OF WALL "C". THE MAXIMUM DURATION FOR THE ROAD CLOSURE SHALL NOT EXCEED 21 CONSECUTIVE CALENDAR DAYS, UNLESS APPROVED BY THE CONTRACTING AGENCY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL DEVICES DURING THE DURATION OF THE ROAD CLOSURE AND DETOUR. DETOUR AND TRAFFIC CONTROL PLANS SHALL BE PREPARED AND SUBMITTED TO THE CONTRACTING AGENCY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED DETOUR AND TRAFFIC CONTROL DEVICES ARE IN PLACE.
- CONTRACTOR SHALL COORDINATE ACCESS FOR SERVICES INCLUDING, BUT NOT LIMITED TO, MAIL DELIVERY, TRASH PICKUP, BUSINESS DELIVERIES/PICKUPS AND ANY SPECIAL TRANSPORTATION SERVICES.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

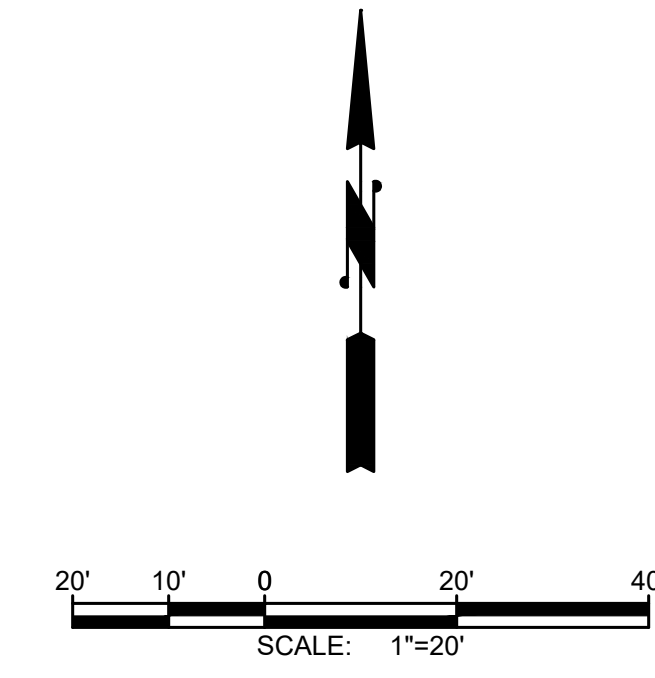
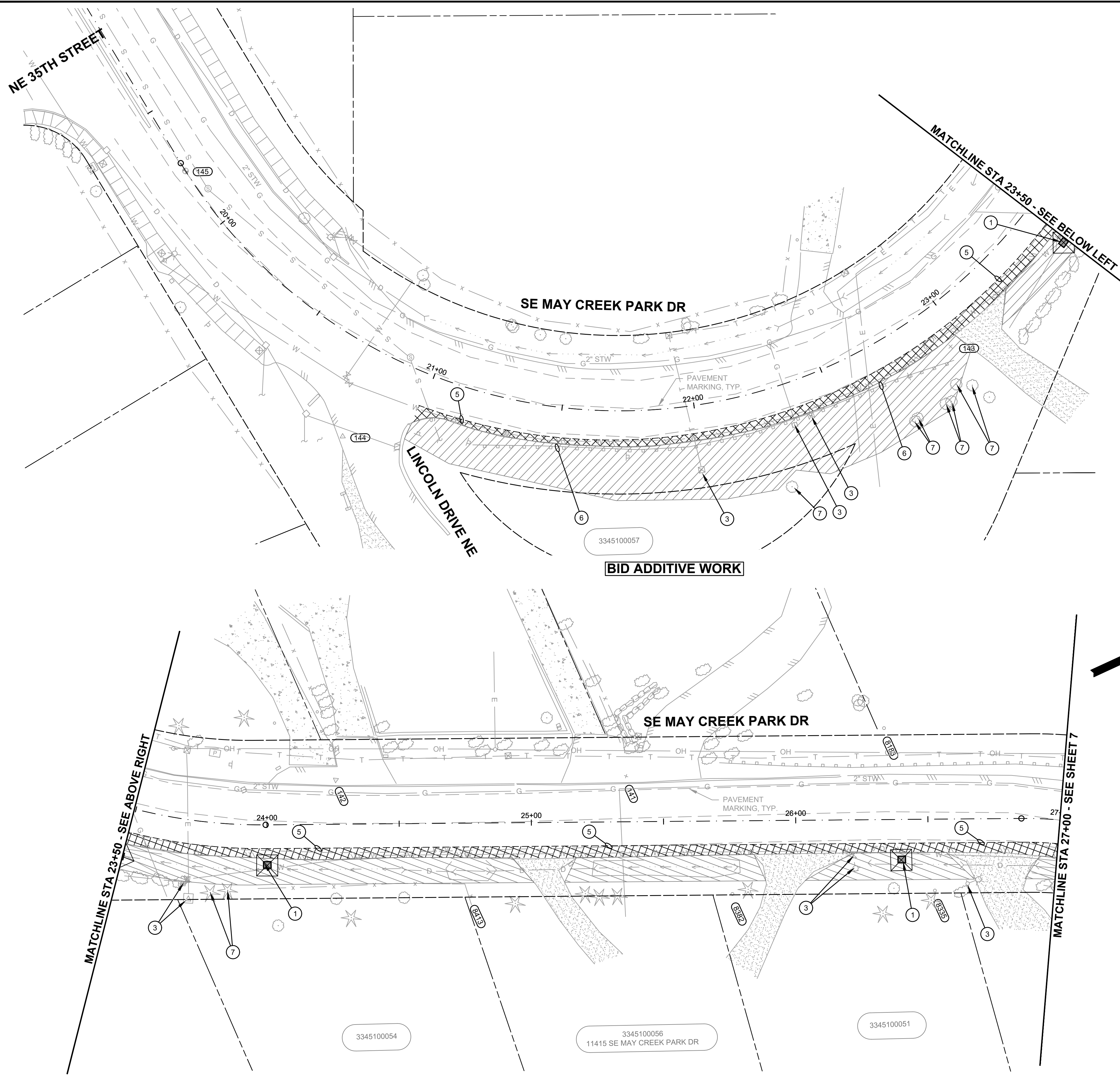
REVISION	DATE	APPD
No.		








CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
DETOUR PLAN

SHEET: 5
OF: 55
JOB NO.: 21459
DWG: TRAFFIC CONTROL PLAN

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\WITESC.dwg, 4/20/2022 8:40 AM, KEVIN BROWN



LEGEND

-  CLEAR AND GURB EXISTING VEGETATION AND DEBRIS.
-  REMOVAL AND WASTEHAUL EXISTING ASPHALT PAVEMENT.
-  REMOVE AND WASTEHAUL EXISTING CONCRETE DRIVEWAY, CURB, GUTTER, AND SIDEWALK.
-  REMOVE EXISTING TREE
-  INLET PROTECTION, SEE DETAIL SHEET 10.

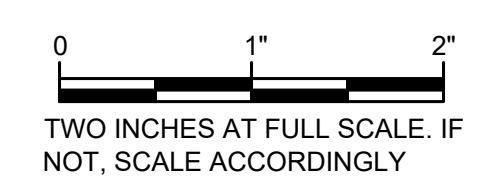
NOTES

1. INSTALL INLET PROTECTION INSERTS IN THE NEW DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED.
2. REMOVE EXISTING RETAINING WALL (ROCK, BLOCK OR CONCRETE).
3. PROTECT EXISTING UTILITY POLE, PEDESTAL, HYDRANT, METER AND/OR VALVE BOX.
4. SAWCUT EXISTING CONCRETE CURB, SIDEWALK OR DRIVEWAY TO THE NEAREST JOINT AND PROVIDE A CLEAN EDGE.
5. SAWCUT EXISTING PAVEMENT.
6. REMOVE EXISTING GUARDRAIL. DELIVER RAILS TO THE CONTRACTING AGENCY. WASTEHAUL POSTS, BLOCKS, AND ASSOCIATED HARDWARE. PROVIDE TEMPORARY BARRIER, AS NEEDED, UNTIL NEW BARRIER IS INSTALLED.
7. PROTECT EXISTING BUILDING, TREE, SHRUB, VEGETATION, WALL, FENCE, DRIVEWAY, CURB AND SIDEWALK DURING CONSTRUCTION.
8. TRIM VEGETATION TO HEIGHT SUITABLE FOR WALL CONSTRUCTION EQUIPMENT.

BID ADDITIVE WORK

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

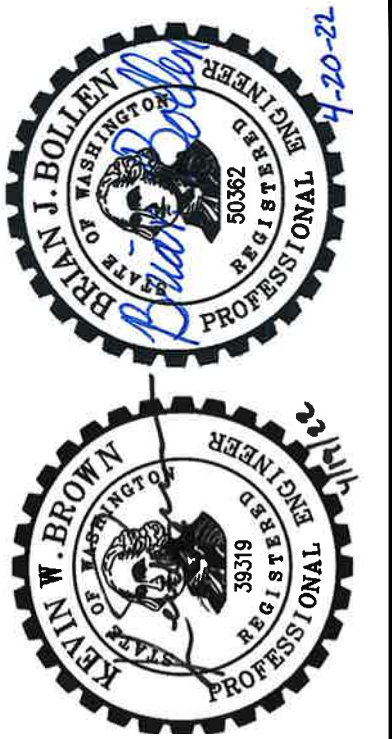
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.




Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

No.	REVISION	DATE	APPD

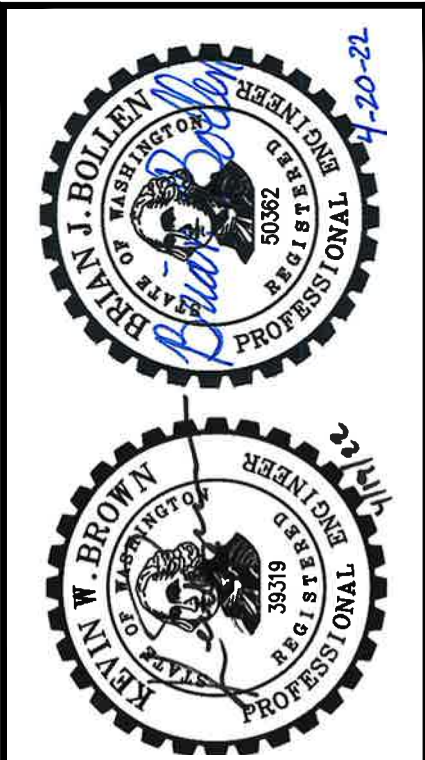


CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS**
SITE PREPARATION AND TEMPORARY EROSION AND SEDIMENTATION CONTROL

SHEET: 6
OF: 55
JOB NO.: 21459
DWG:TESC

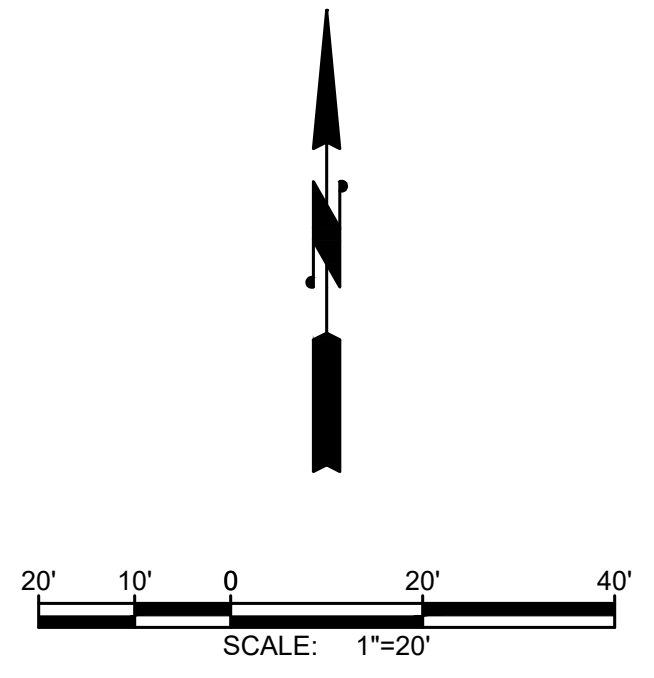
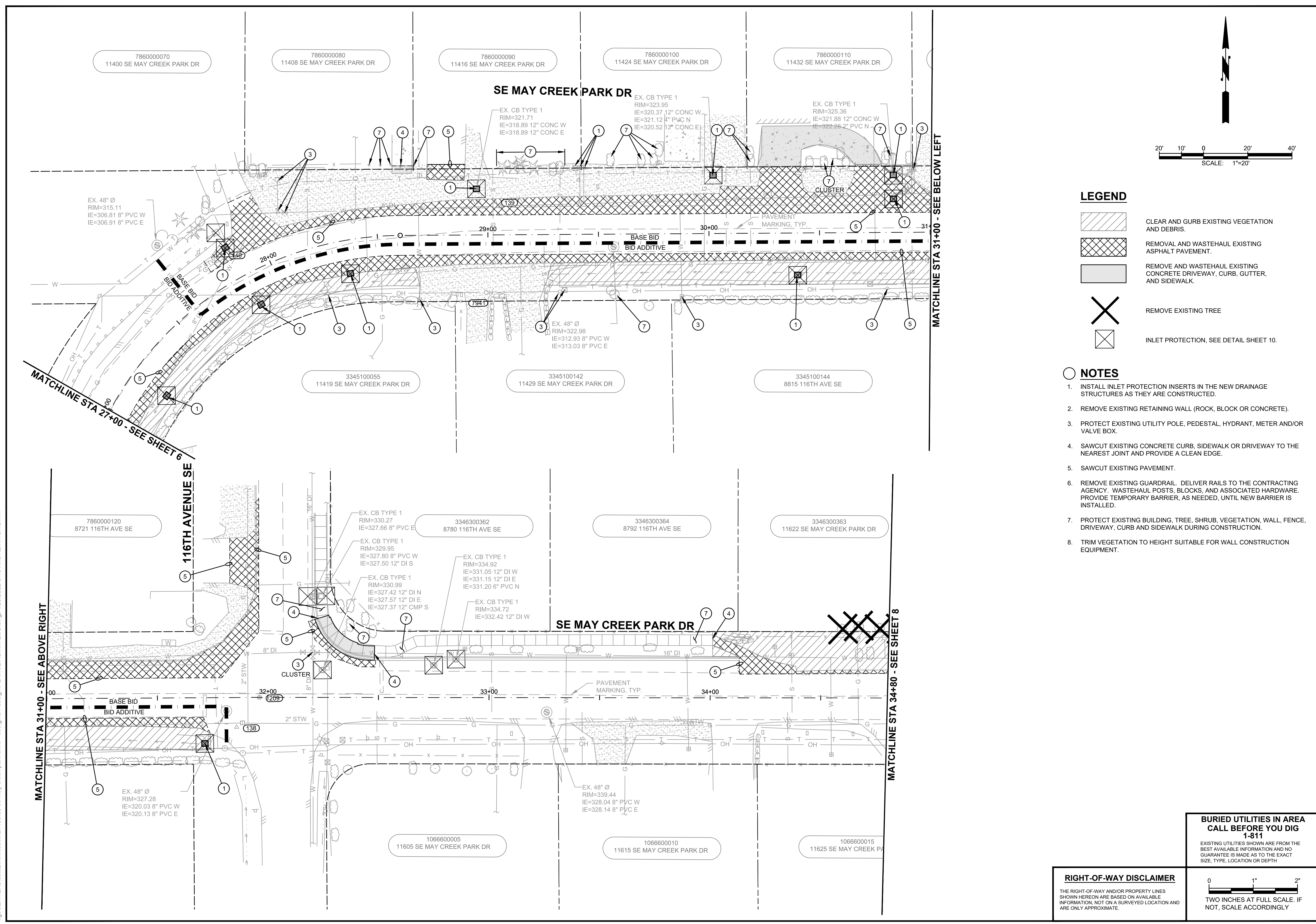
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
SITE PREPARATION AND TEMPORARY EROSION AND SEDIMENTATION CONTROL

SHEET:	7
OF:	55
JOB NO.:	21459
DWG:TESC	



LEGEND

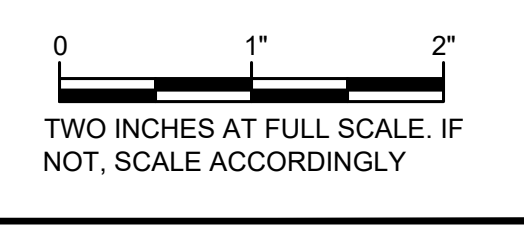
- CLEAR AND GURB EXISTING VEGETATION AND DEBRIS.
- REMOVAL AND WASTEHAUL EXISTING ASPHALT PAVEMENT.
- REMOVE AND WASTEHAUL EXISTING CONCRETE DRIVEWAY, CURB, GUTTER, AND SIDEWALK.
- REMOVE EXISTING TREE
- INLET PROTECTION, SEE DETAIL SHEET 10.

NOTES

1. INSTALL INLET PROTECTION INSERTS IN THE NEW DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED.
2. REMOVE EXISTING RETAINING WALL (ROCK, BLOCK OR CONCRETE).
3. PROTECT EXISTING UTILITY POLE, PEDESTAL, HYDRANT, METER AND/OR VALVE BOX.
4. SAWCUT EXISTING CONCRETE CURB, SIDEWALK OR DRIVEWAY TO THE NEAREST JOINT AND PROVIDE A CLEAN EDGE.
5. SAWCUT EXISTING PAVEMENT.
6. REMOVE EXISTING GUARDRAIL. DELIVER RAILS TO THE CONTRACTING AGENCY. WASTEHAUL POSTS, BLOCKS, AND ASSOCIATED HARDWARE. PROVIDE TEMPORARY BARRIER, AS NEEDED, UNTIL NEW BARRIER IS INSTALLED.
7. PROTECT EXISTING BUILDING, TREE, SHRUB, VEGETATION, WALL, FENCE, DRIVEWAY, CURB AND SIDEWALK DURING CONSTRUCTION.
8. TRIM VEGETATION TO HEIGHT SUITABLE FOR WALL CONSTRUCTION EQUIPMENT.

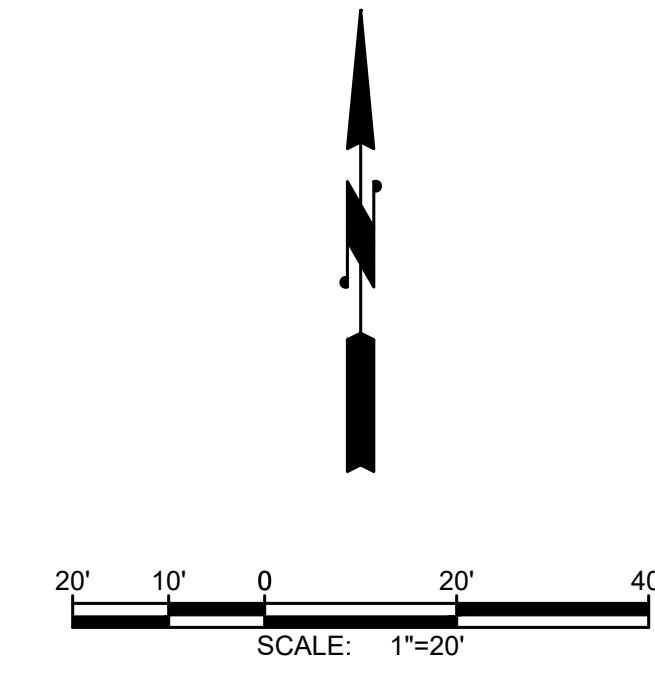
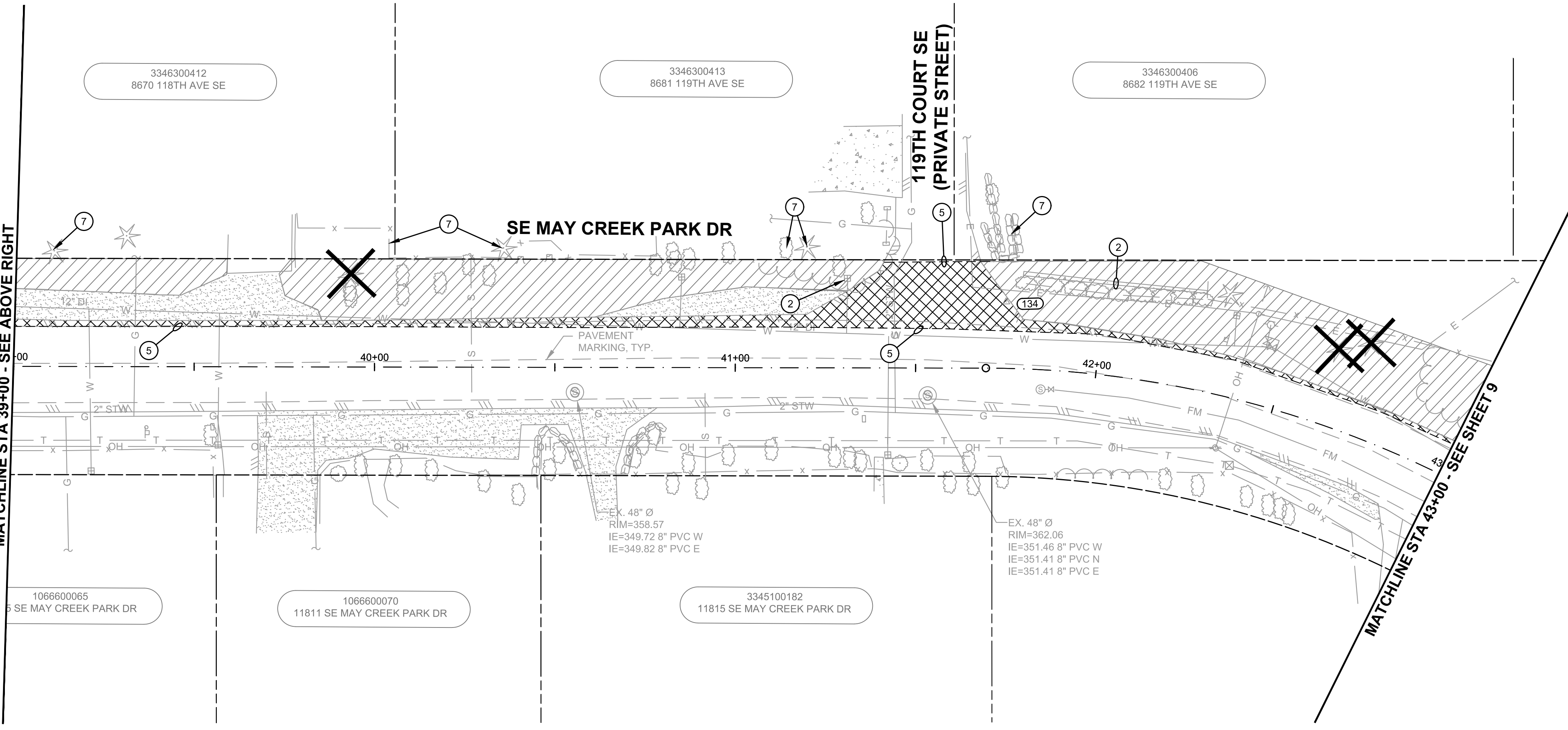
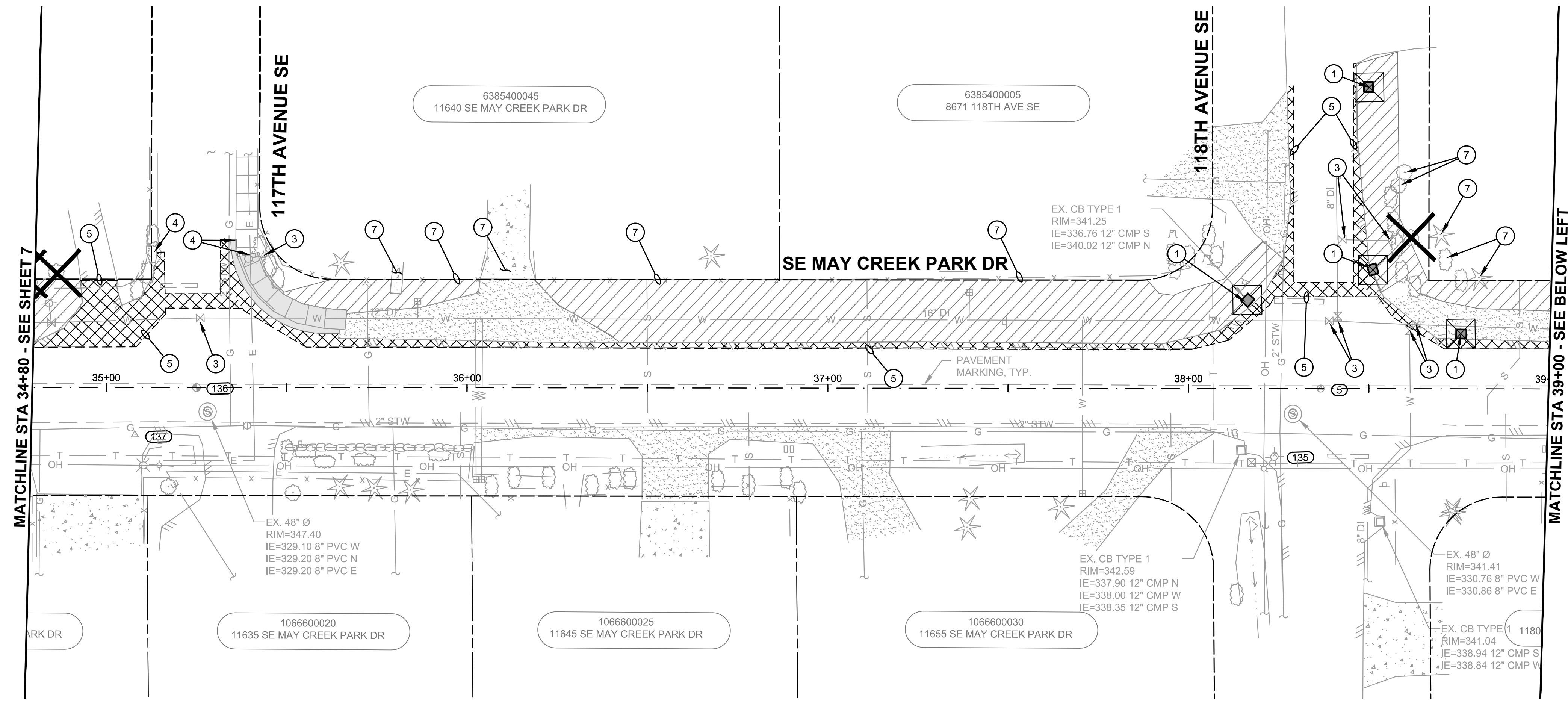
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



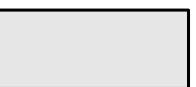




\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\PLANS\SET\WITESC.dwg, 4/20/2022 8:40 AM, KEVIN BROWN

\\goSERVER3\data2\newcastle\21459.00_se_may_creek_park_drive - design\01_design\PLANS\SET\WITESC.dwg, 4/20/2022 8:41 AM, KEVIN BROWN



LEGEND

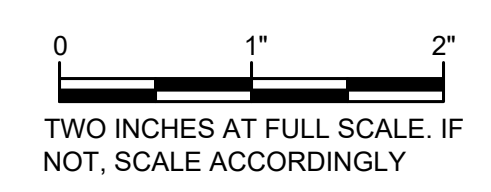
-  CLEAR AND GURB EXISTING VEGETATION AND DEBRIS.
-  REMOVAL AND WASTEHAUL EXISTING ASPHALT PAVEMENT.
-  REMOVE AND WASTEHAUL EXISTING CONCRETE DRIVEWAY, CURB, GUTTER, AND SIDEWALK.
-  REMOVE EXISTING TREE
-  INLET PROTECTION, SEE DETAIL SHEET 10.

NOTES

1. INSTALL INLET PROTECTION INSERTS IN THE NEW DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED.
2. REMOVE EXISTING RETAINING WALL (ROCK, BLOCK OR CONCRETE).
3. PROTECT EXISTING UTILITY POLE, PEDESTAL, HYDRANT, METER AND/OR VALVE BOX.
4. SAWCUT EXISTING CONCRETE CURB, SIDEWALK OR DRIVEWAY TO THE NEAREST JOINT AND PROVIDE A CLEAN EDGE.
5. SAWCUT EXISTING PAVEMENT.
6. REMOVE EXISTING GUARDRAIL. DELIVER RAILS TO THE CONTRACTING AGENCY. WASTEHAUL POSTS, BLOCKS, AND ASSOCIATED HARDWARE. PROVIDE TEMPORARY BARRIER, AS NEEDED, UNTIL NEW BARRIER IS INSTALLED.
7. PROTECT EXISTING BUILDING, TREE, SHRUB, VEGETATION, WALL, FENCE, DRIVEWAY, CURB AND SIDEWALK DURING CONSTRUCTION.
8. TRIM VEGETATION TO HEIGHT SUITABLE FOR WALL CONSTRUCTION EQUIPMENT.

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.


**BURIED UTILITIES IN AREA
 CALL BEFORE YOU DIG
 1-811**
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH




Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-5490

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

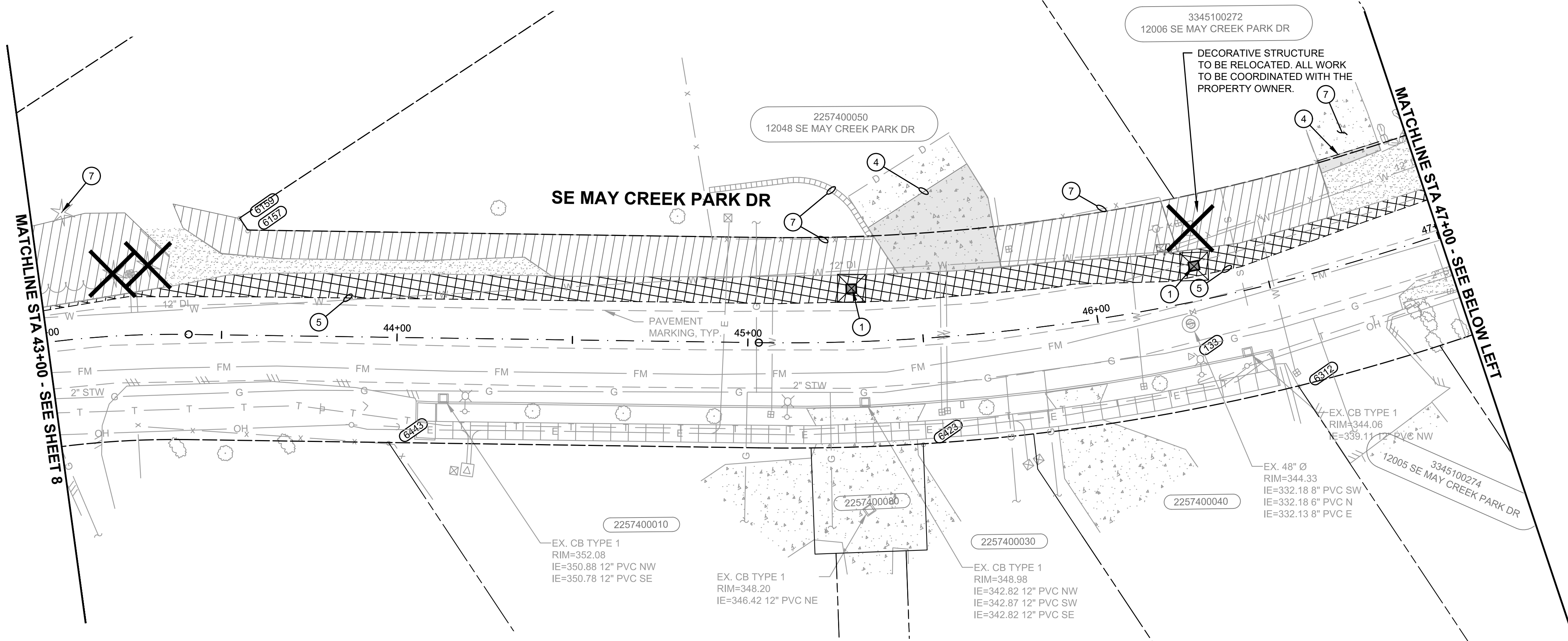
No.	REVISION	DATE	APPD



CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
 NON-MOTORIZED IMPROVEMENTS
 SITE PREPARATION AND TEMPORARY EROSION AND
 SEDIMENTATION CONTROL**

SHEET: 8
OF: 55
JOB NO.: 21459
DWG:TESC

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\1\PLANSET\DWG\TESC.dwg, 4/20/2022 8:41 AM, KEVIN BROWN

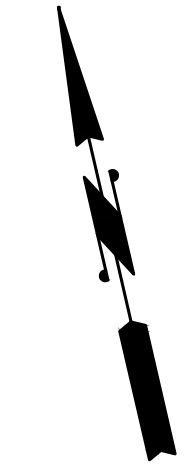
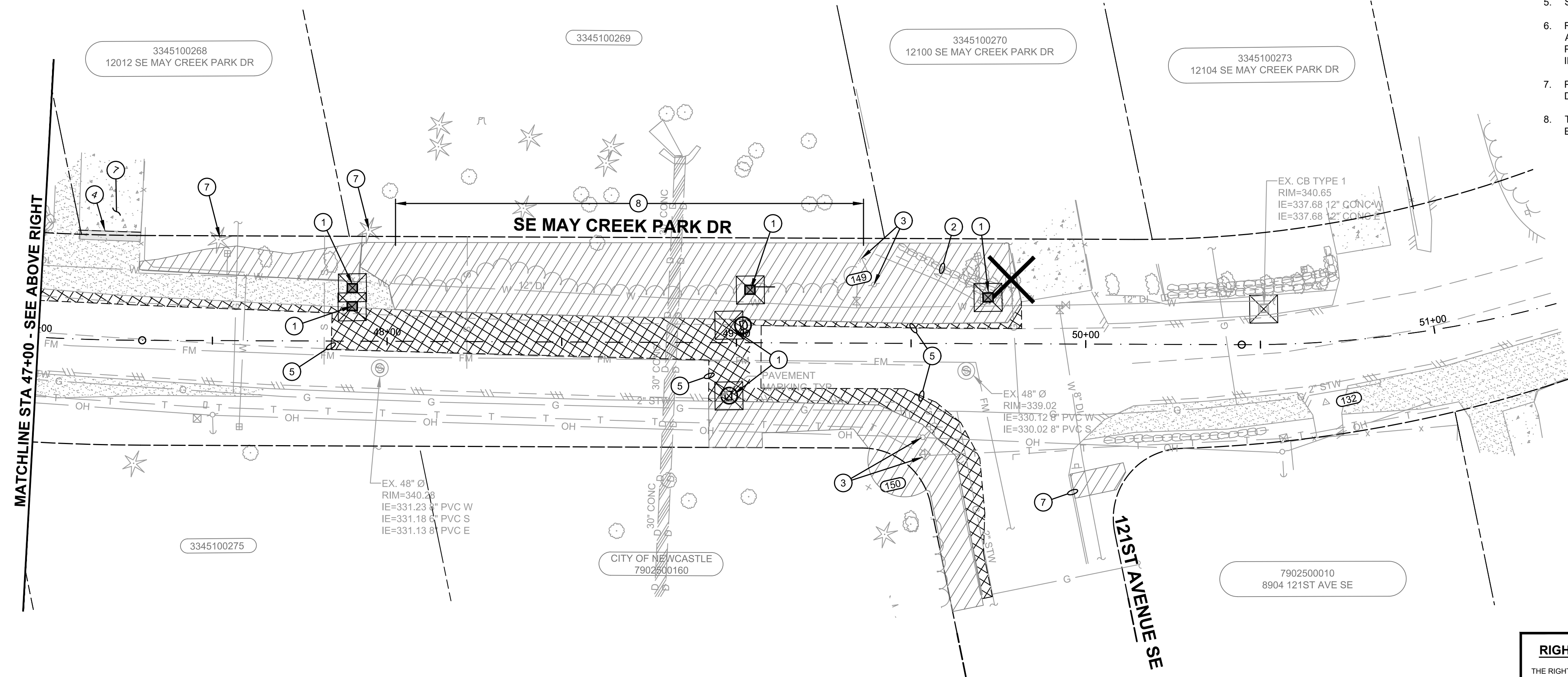
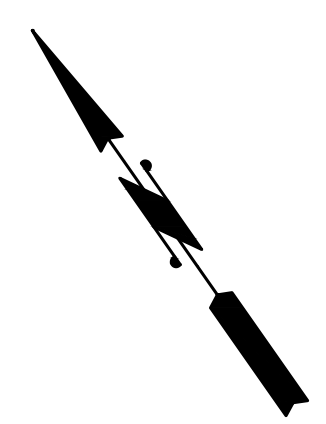
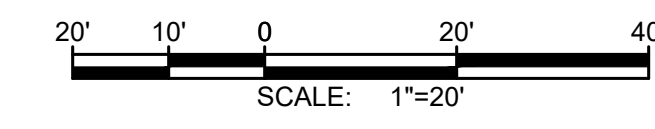


LEGEND

- CLEAR AND GURB EXISTING VEGETATION AND DEBRIS.
- REMOVAL AND WASTEHAUL EXISTING ASPHALT PAVEMENT.
- REMOVE AND WASTEHAUL EXISTING CONCRETE DRIVEWAY, CURB, GUTTER, AND SIDEWALK.
- REMOVE EXISTING TREE
- INLET PROTECTION, SEE DETAIL SHEET 10.

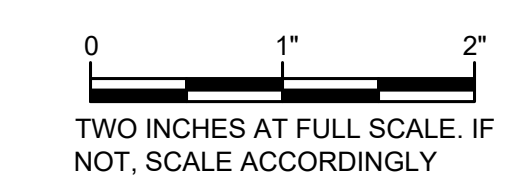
NOTES

1. INSTALL INLET PROTECTION INSERTS IN THE NEW DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED.
2. REMOVE EXISTING RETAINING WALL (ROCK, BLOCK OR CONCRETE).
3. PROTECT EXISTING UTILITY POLE, PEDESTAL, HYDRANT, METER AND/OR VALVE BOX.
4. SAWCUT EXISTING CONCRETE CURB, SIDEWALK OR DRIVEWAY TO THE NEAREST JOINT AND PROVIDE A CLEAN EDGE.
5. SAWCUT EXISTING PAVEMENT.
6. REMOVE EXISTING GUARDRAIL. DELIVER RAILS TO THE CONTRACTING AGENCY. WASTEHAUL POSTS, BLOCKS, AND ASSOCIATED HARDWARE. PROVIDE TEMPORARY BARRIER, AS NEEDED, UNTIL NEW BARRIER IS INSTALLED.
7. PROTECT EXISTING BUILDING, TREE, SHRUB, VEGETATION, WALL, FENCE, DRIVEWAY, CURB AND SIDEWALK DURING CONSTRUCTION.
8. TRIM VEGETATION TO HEIGHT SUITABLE FOR WALL CONSTRUCTION EQUIPMENT.



**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

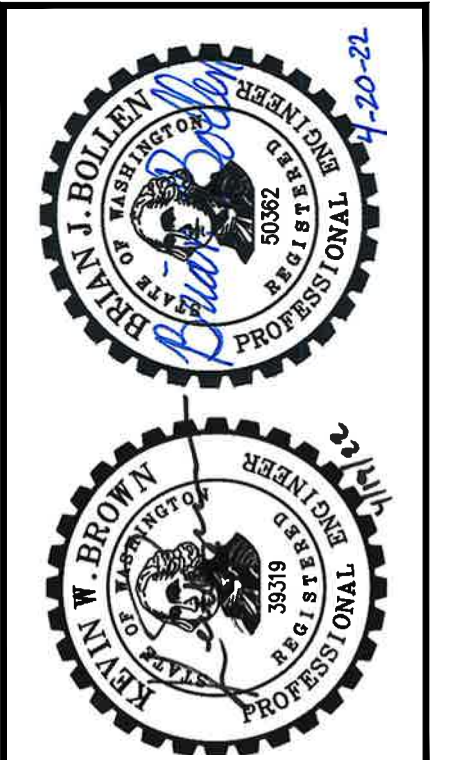
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-6490

DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD



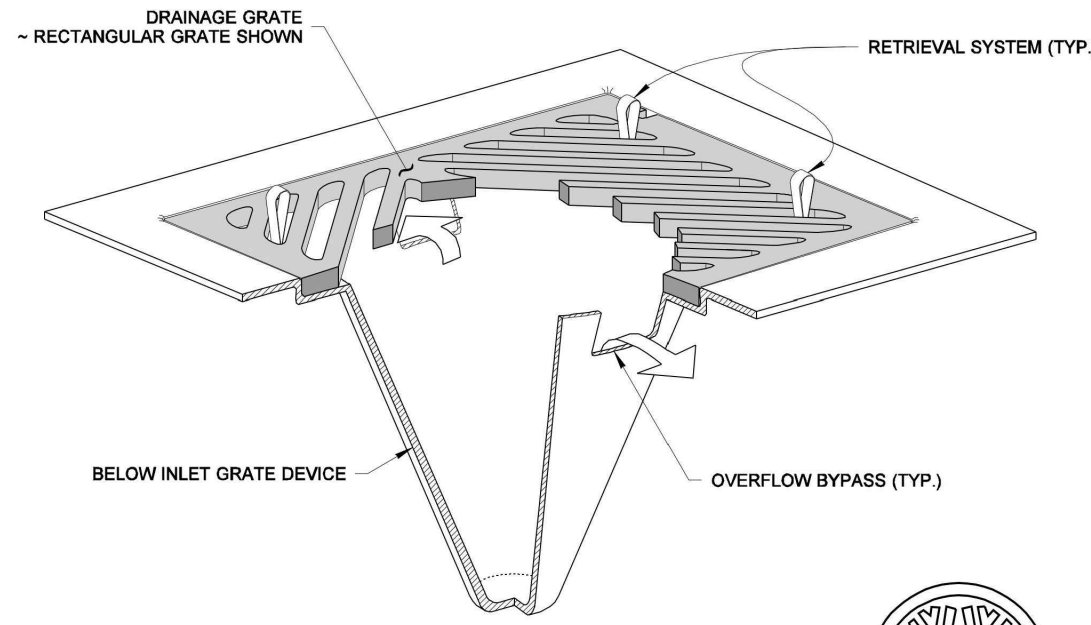
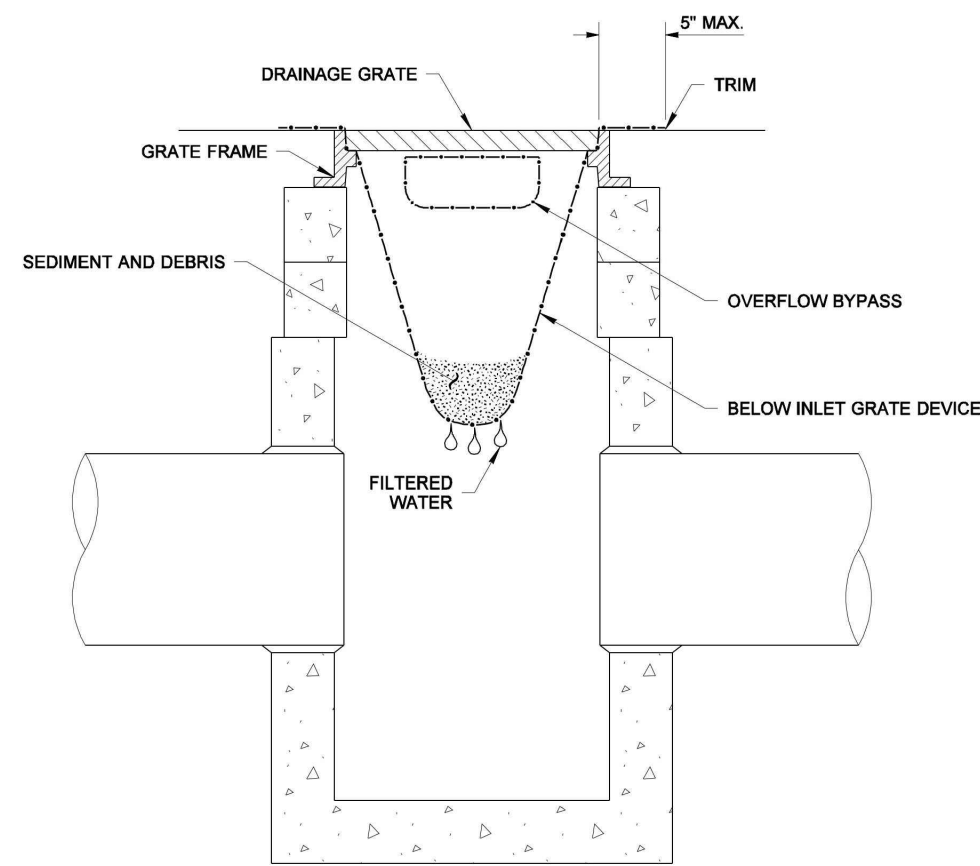
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
SITE PREPARATION AND TEMPORARY EROSION AND
SEDIMENTATION CONTROL**

SHEET:	9
OF:	55
JOB NO.:	21459
DWG:TESC	

DRAWN BY: LISA CYFORD

EROSION/SEDIMENTATION CONTROL NOTES

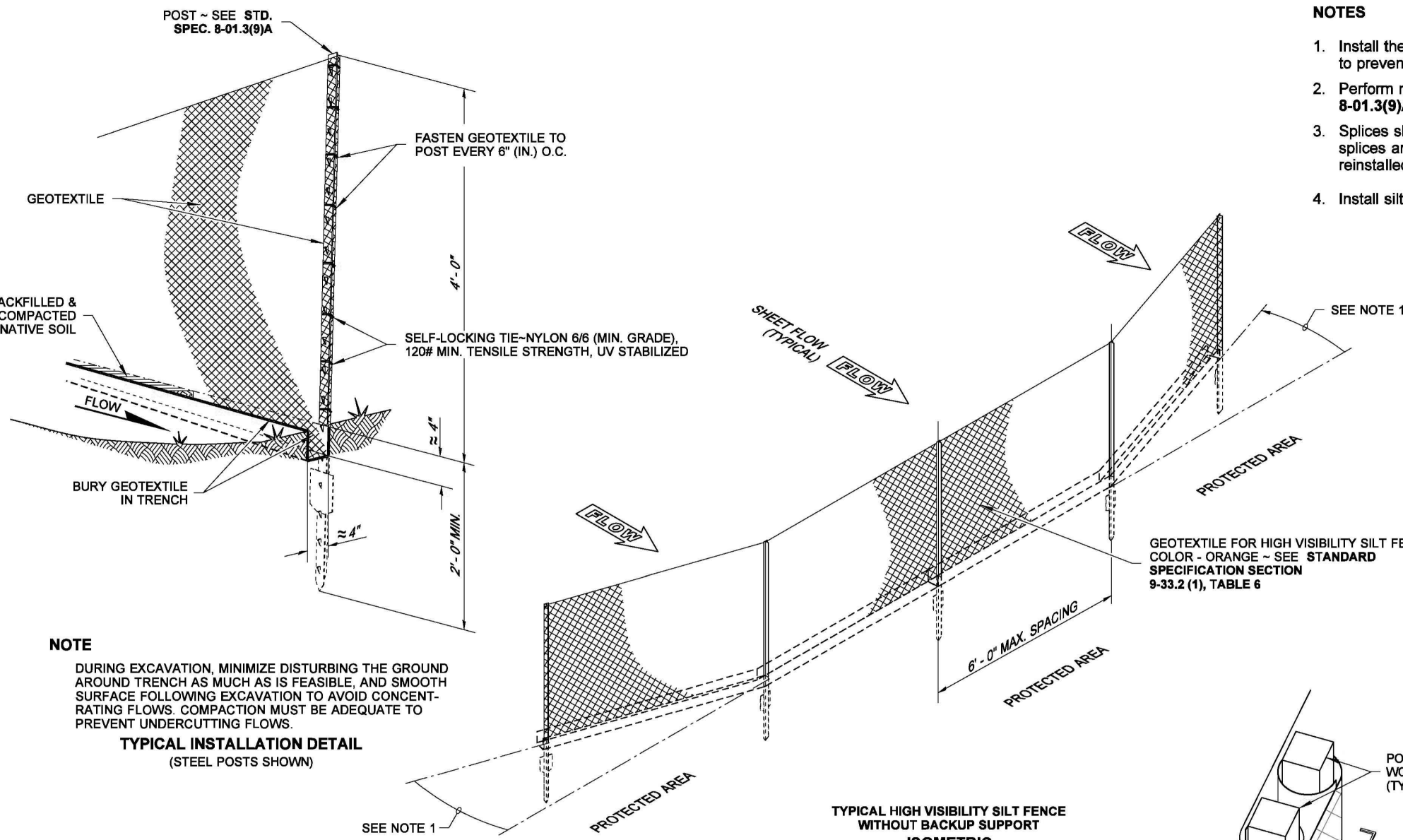
- CONTRACTOR SHALL SUBMIT A TEMPORARY WATER POLLUTION/EROSION CONTROL PLAN PER THE CONTRACT PROVISIONS.
- ALL LIMITS OF CLEARING AND AREAS OF VEGETATION PRESERVATION SHALL BE OBSERVED DURING CONSTRUCTION.
- ALL REQUIRED SEDIMENTATION/EROSION CONTROL FACILITIES SHALL BE IN OPERATION PRIOR TO LAND CLEARING AND/OR OTHER CONSTRUCTION ACTIVITIES TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE EXISTING DRAINAGE SYSTEM. ALL EROSION AND SEDIMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED. THE IMPLEMENTATION, MAINTENANCE, REPLACEMENT AND ADDITIONS TO EROSION/SEDIMENTATION CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE EROSION AND SEDIMENTATION CONTROL SYSTEMS DEPICTED ON THIS DRAWING ARE INTENDED TO BE MINIMUM REQUIREMENTS TO MEET ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND AS UNEXPECTED OR SEASONAL CONDITIONS DICTATE, THE CONTRACTOR SHOULD ANTICIPATE THAT MORE EROSION AND SEDIMENTATION CONTROL FACILITIES WILL BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE PROPOSED SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR 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 TO PROTECT ADJACENT PROPERTIES AND THE WATER QUALITY OF THE RECEIVING DRAINAGE SYSTEM.
- AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF THE SEDIMENT. ALL STORM DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS SHALL BE CLEANED AFTER COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL REMOVE MATERIAL DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO THE RIGHT-OF-WAY OR INTO THE EXISTING STORM DRAINAGE SYSTEM. DEBRIS SHALL NOT BE WASHED INTO THE STORM DRAINAGE SYSTEM.
- TEMPORARY EROSION CONTROL FACILITIES SHALL BE INSPECTED WEEKLY AND MAINTAINED WITHIN 24 HOURS FOLLOWING A STORM EVENT. SEDIMENT SHALL BE REMOVED TO INSURE THE FACILITIES WILL FUNCTION PROPERLY. THE FACILITIES SHALL BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED.
- ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT STORM WATER RUNOFF SHALL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- NO DISTURBED SOIL SHALL REMAIN UNSTABILIZED FOR MORE THAN SEVEN CALENDAR DAYS.



STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
MARK W. MALIRER
 CERTIFICATE NO. 000598
NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT. ANY USE OF THIS PLAN FOR CONSTRUCTION SHALL BE AT THE USER'S RISK. THE USER SHALL OBTAIN A PROFESSIONAL ENGINEERING CONSULTING CONTRACT FROM A LICENSED PROFESSIONAL ENGINEER FOR ANY CONSTRUCTION PROJECTS THAT REQUIRE THE SERVICES OF A REGISTERED PROFESSIONAL ENGINEER.

STORM DRAIN INLET PROTECTION
 STANDARD PLAN I-40.20-00
 SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
Pasco Bakotich III 09-20-07
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation

DRAWN BY: BILL BERENS

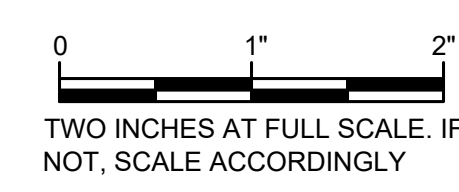


- NOTES**
- Install the ends of the high visibility silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.
 - Perform maintenance in accordance with **Standard Specifications 8-01.3(9A) and 8-01.3(15)**.
 - Splices shall never be placed in low spots or slump locations. If splices are located in low or slump areas, the fence may need to be reinstalled unless the Project Engineer approves the installation.
 - Install silt fencing parallel to mapped contour lines.



STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
SANDRA L. SALISBURY
 CERTIFICATE NO. 000880
NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT. ANY USE OF THIS PLAN FOR CONSTRUCTION SHALL BE AT THE USER'S RISK. THE USER SHALL OBTAIN A PROFESSIONAL ENGINEERING CONSULTING CONTRACT FROM A LICENSED PROFESSIONAL ENGINEER FOR ANY CONSTRUCTION PROJECTS THAT REQUIRE THE SERVICES OF A REGISTERED PROFESSIONAL ENGINEER.

HIGH VISIBILITY SILT FENCE
 STANDARD PLAN I-30.17-00
 SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
Pasco Bakotich III 3/22/13
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation



Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-5490

DATE:	APR 2022
DRAWN:	BLB
CHECKED:	BLB
APPROVED:	KWB

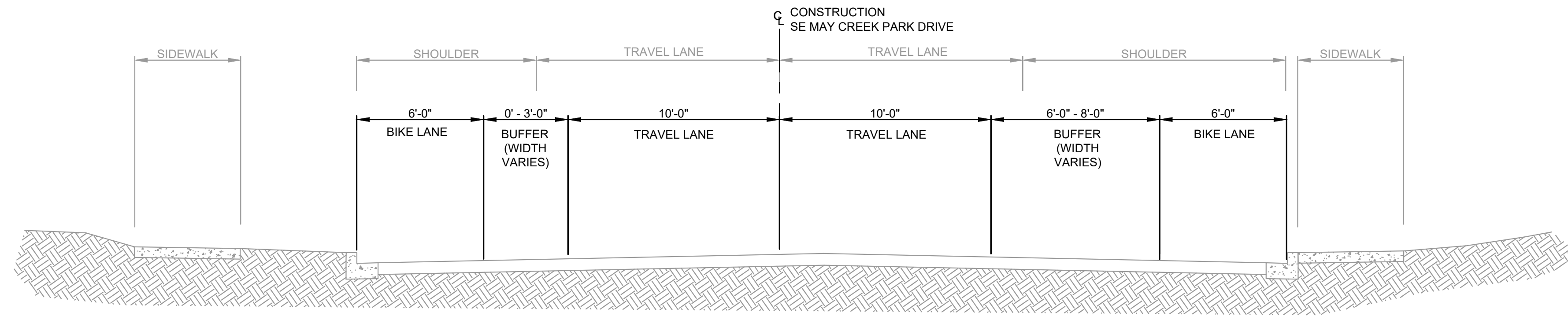
REVISION	DATE	APPD
No.		



CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
 NON-MOTORIZED IMPROVEMENTS**
 TEMPORARY EROSION AND SEDIMENTATION
 CONTROL DETAILS

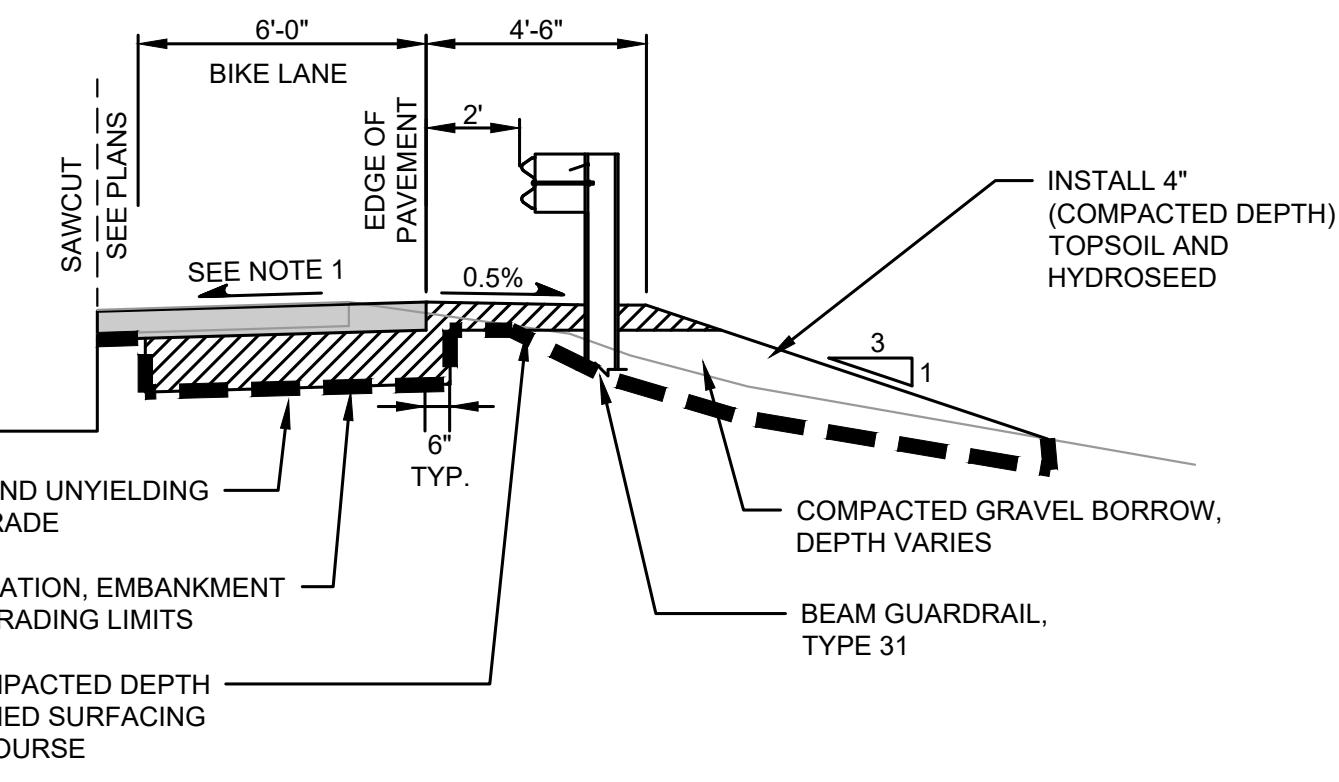
SHEET: **10**
 OF: **55**

JOB NO.: 21459
 DWGDETAILS

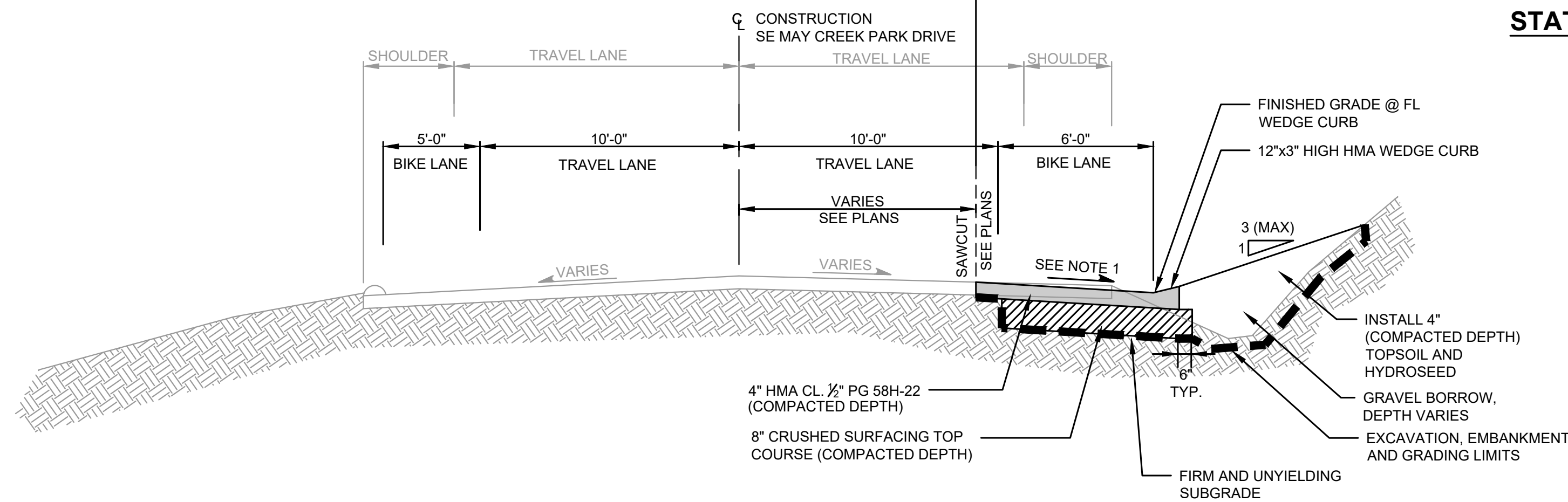


**PAVEMENT MARKING ONLY - SEE CHANNELIZATION SHEET 46
 BID ADDITIVE WORK**

**TYPICAL CROSS SECTION
 (SE 86TH PLACE TO LINCOLN DRIVE NE)**
 NTS



STATION 21+20 TO STATION 22+90
 NTS

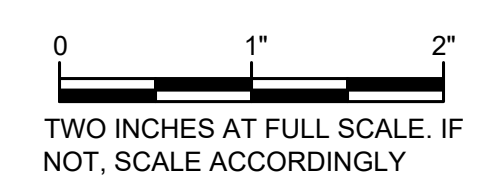


- NOTES:**
- CROSS SLOPES TO MATCH EXISTING ROADWAY CROSS SLOPE
 STATION 21+00 TO 25+80: 6.5% MAX. (SUPER ELEVATION), 0% MIN.
 STATION 25+80 TO 31+75: 7.7% MAX., 2% MIN.
 - SEE CHANNELIZATION PLANS FOR PAVEMENT MARKINGS.

BID ADDITIVE WORK
**TYPICAL CROSS SECTION
 (LINCOLN DRIVE NE TO 116TH AVENUE SE)**
 NTS

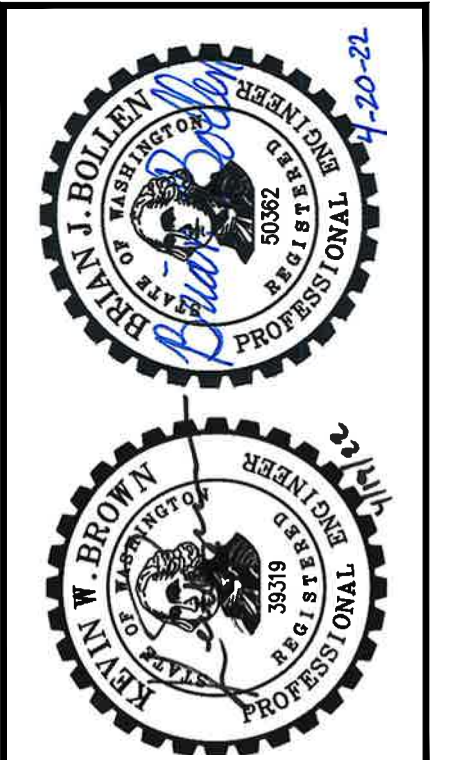
**BURIED UTILITIES IN AREA
 CALL BEFORE YOU DIG
 1-811**
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

NO.	REVISION	DATE	APPD



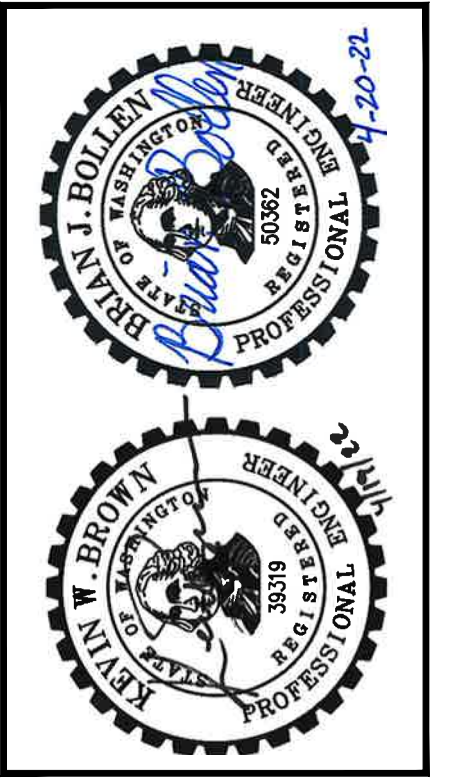
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
 NON-MOTORIZED IMPROVEMENTS**
 TYPICAL CROSS SECTIONS

SHEET:	11
OF:	55
JOB NO.:	21459
DWG: TYP XSEC	

\\g06SERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\CIVIL\TYP XSEC.dwg, 4/20/2022 8:42 AM, KEVIN BROWN

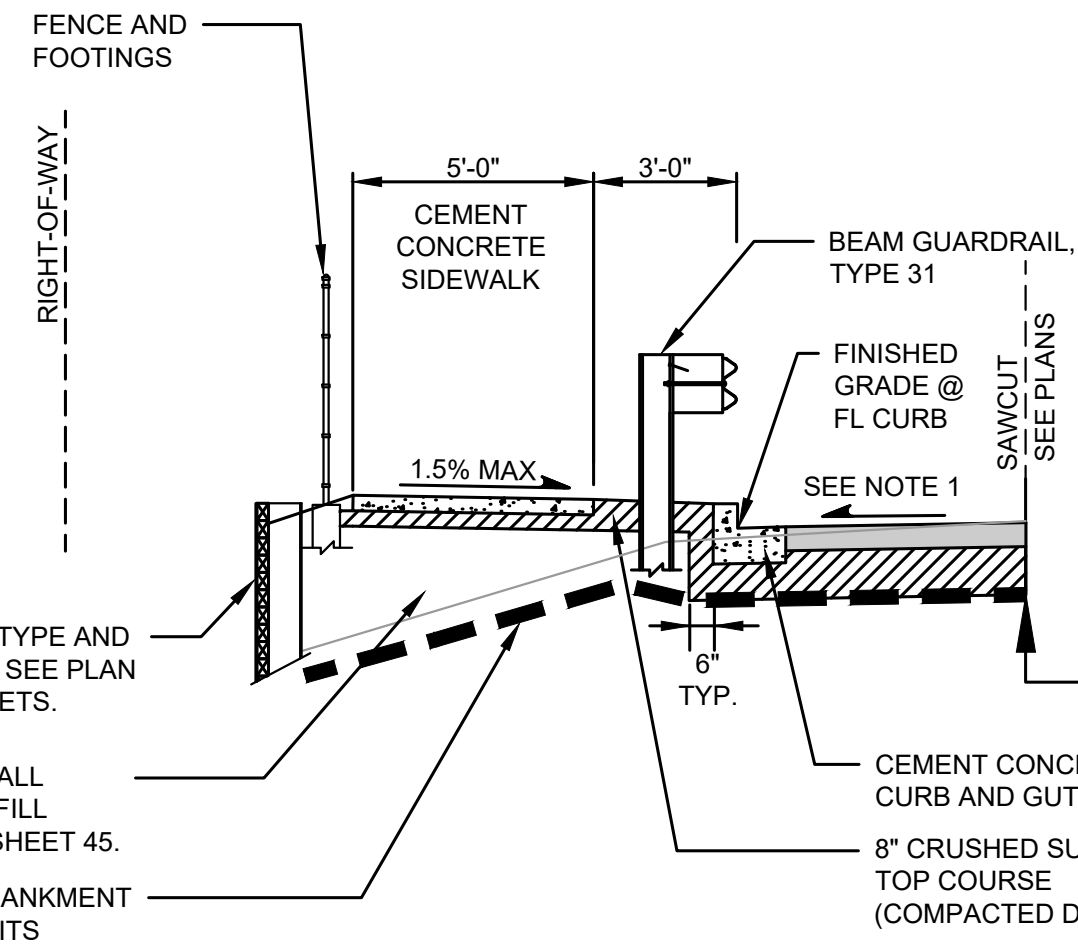
DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

NO.	REVISION	DATE	APPD

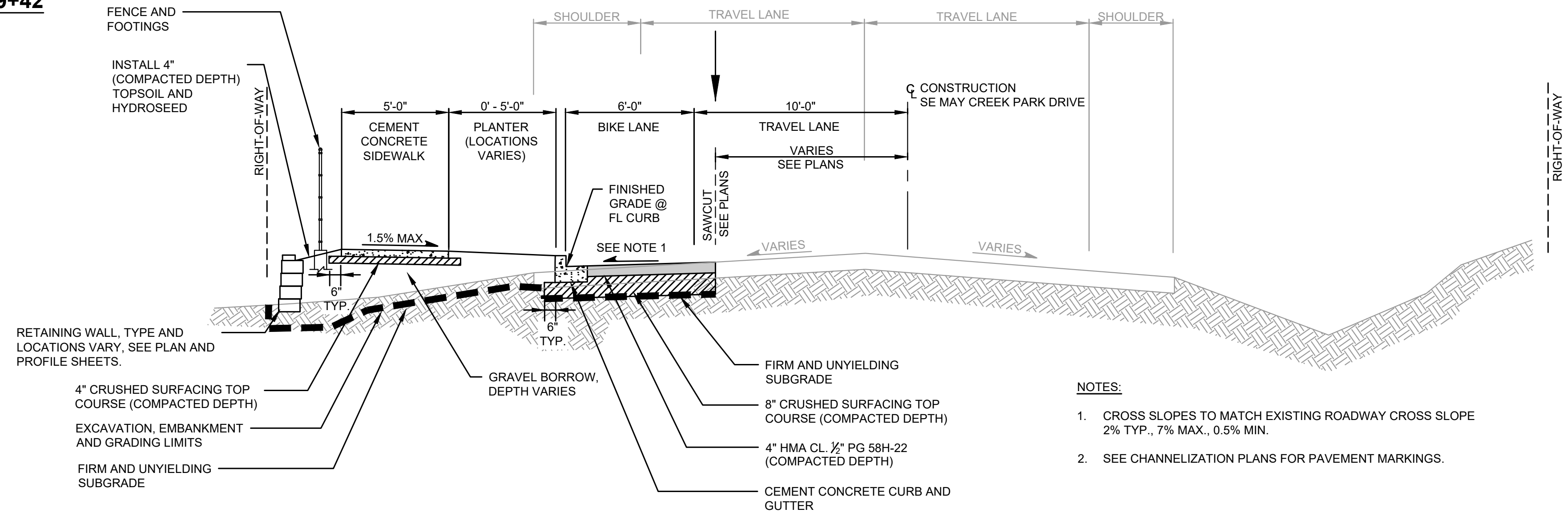


CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
TYPICAL CROSS SECTIONS

SHEET:	12
OF:	55
JOB NO.:	21459
DWG: TYP XSEC	



STATION 48+06 TO STATION 49+42
NTS

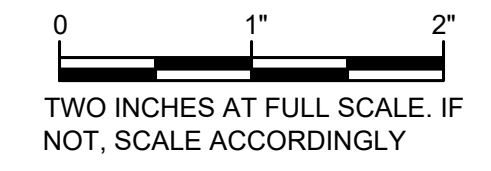


TYPICAL CROSS SECTION
(500 FT WEST OF 116TH AVENUE SE TO 121ST AVENUE SE)
NTS

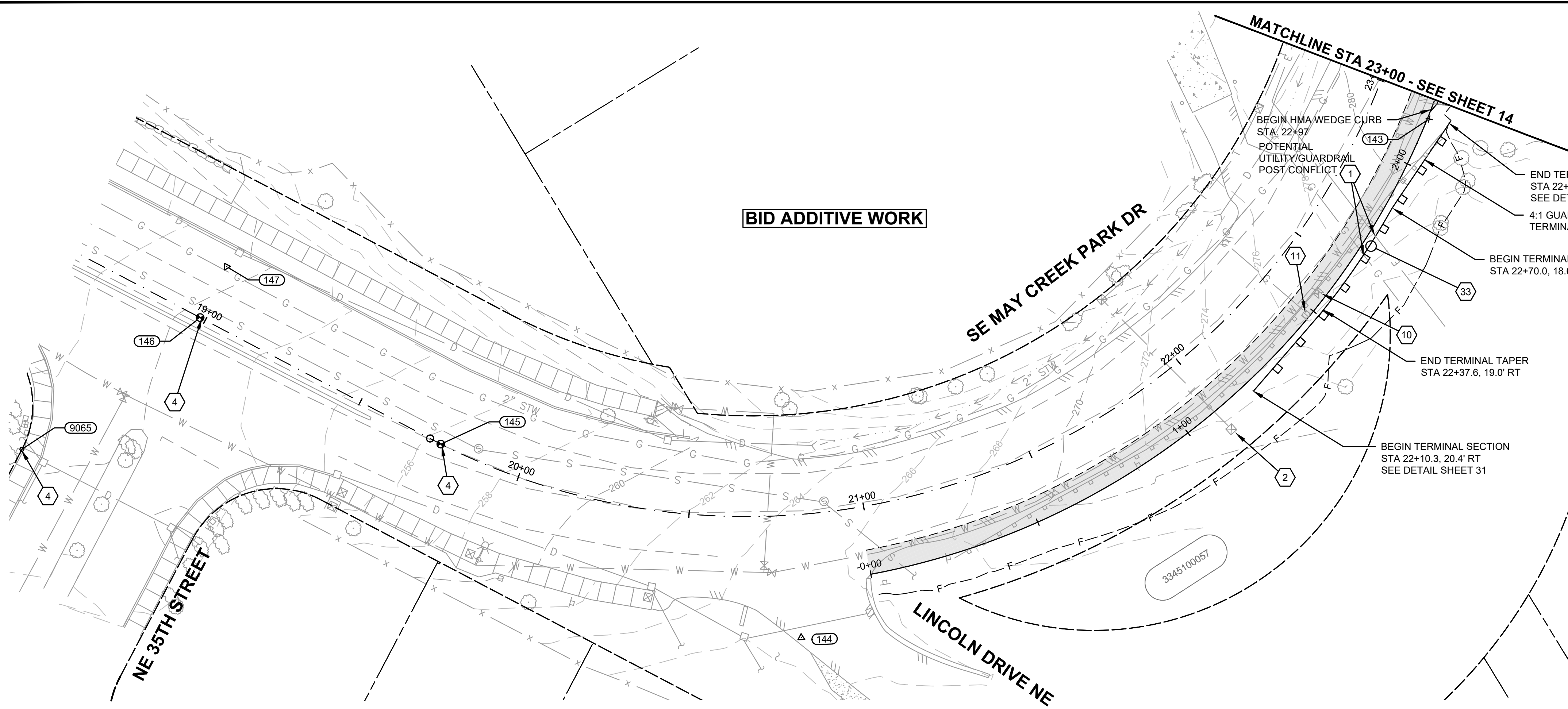
- NOTES:**
- CROSS SLOPES TO MATCH EXISTING ROADWAY CROSS SLOPE
2% TYP., 7% MAX., 0.5% MIN.
 - SEE CHANNELIZATION PLANS FOR PAVEMENT MARKINGS.

BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:43 AM, KEVIN BROWN

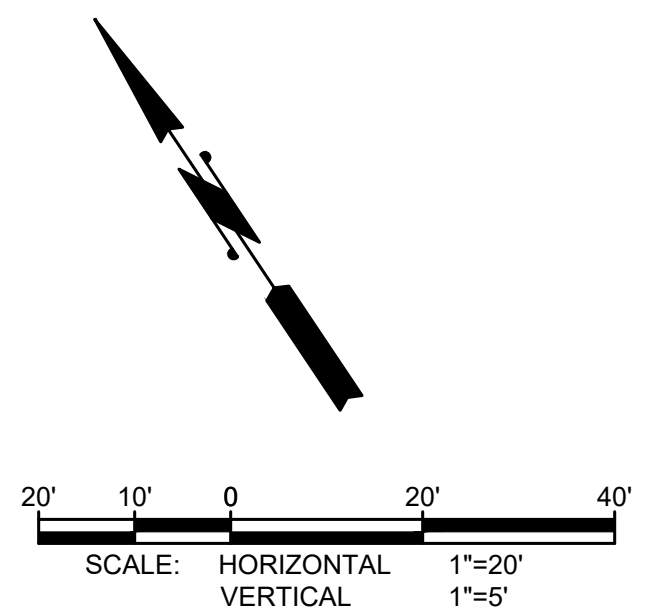
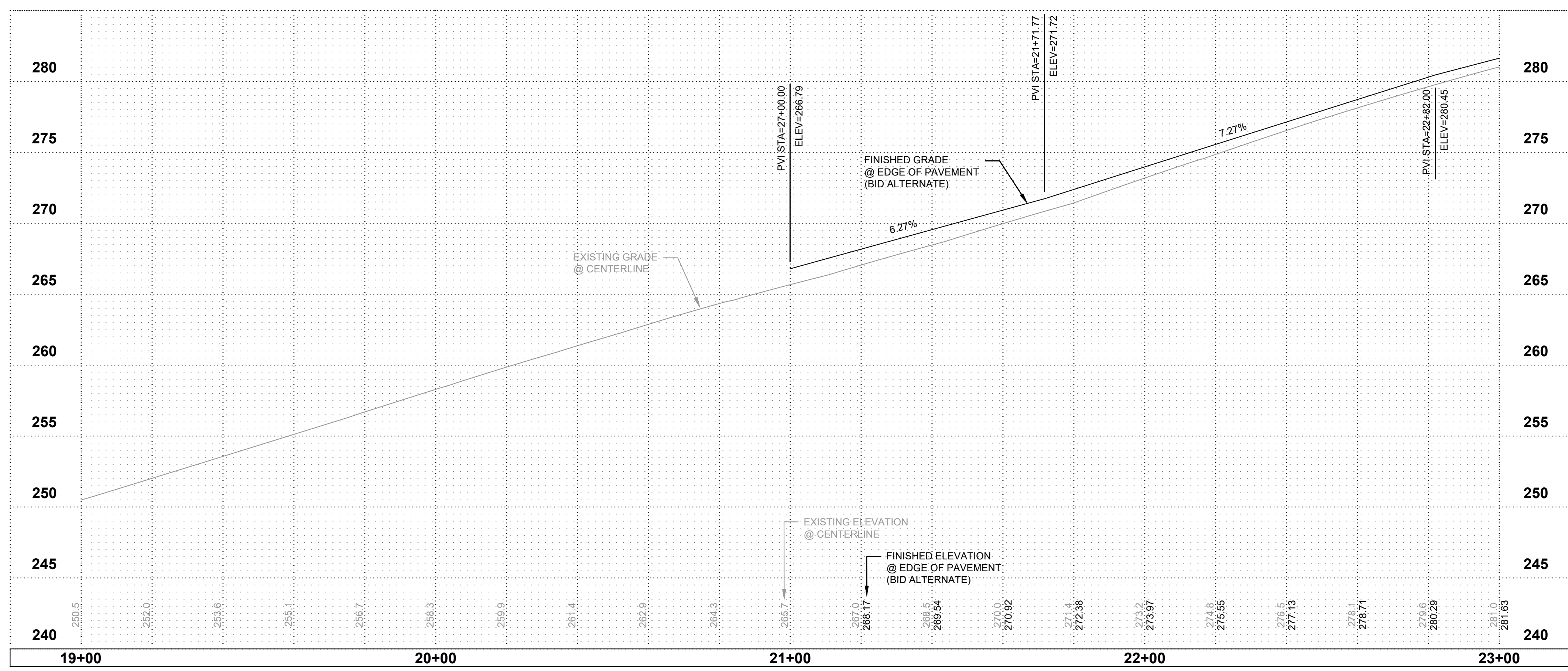


ROADWAY & STORM DRAINAGE NOTES

1. CAUTION - POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
2. EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
3. PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
4. PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
5. REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
6. CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
7. CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
8. ADJUST EXISTING CATCH BASIN TO GRADE.
9. ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL [RING AND COVER, SOLID LID].
10. ADJUST EXISTING WATER VALVE BOX TO GRADE.
11. ADJUST EXISTING GAS VALVE BOX TO GRADE.
12. REPLACE WATER SERVICE PER DETAIL SHEET 27.
13. REMOVE AND RESET EXISTING HYDRANT.
14. REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
15. CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
16. CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
17. CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
18. CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
19. CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
20. CONSTRUCT CEMENT CONCRETE STAIRS PER DETAIL SHEET 28.
21. CONSTRUCT ROCKERY PER DETAIL SHEET 44.
22. CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
23. CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
24. CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
25. CONSTRUCT HMA DRIVEWAY REPAIR.
26. CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
27. CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
28. CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
29. REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
30. REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
31. CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
32. VACANT
33. CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

GENERAL NOTE

1. SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

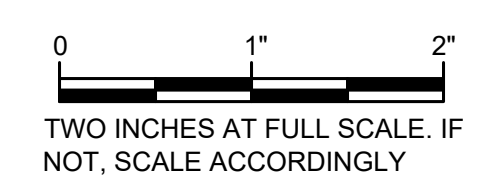


RIGHT-OF-WAY DISCLAIMER

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

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



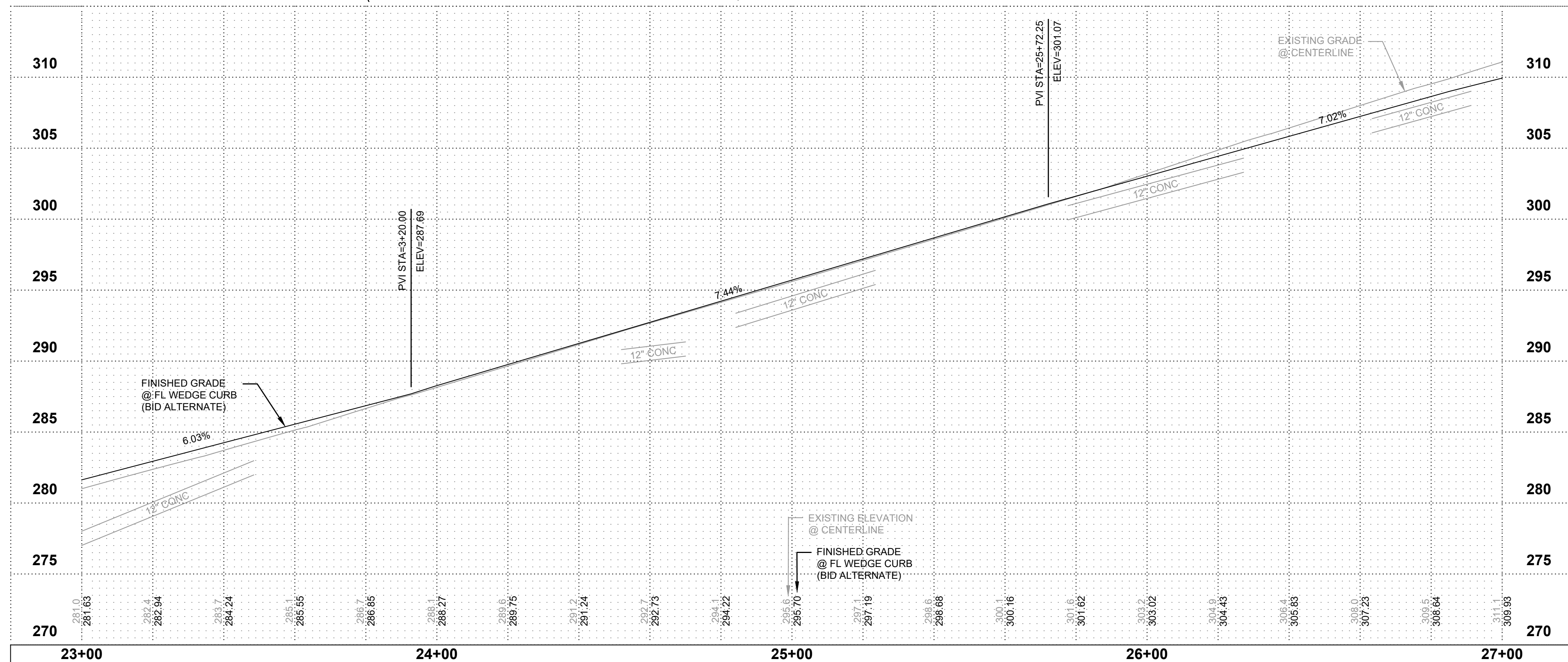
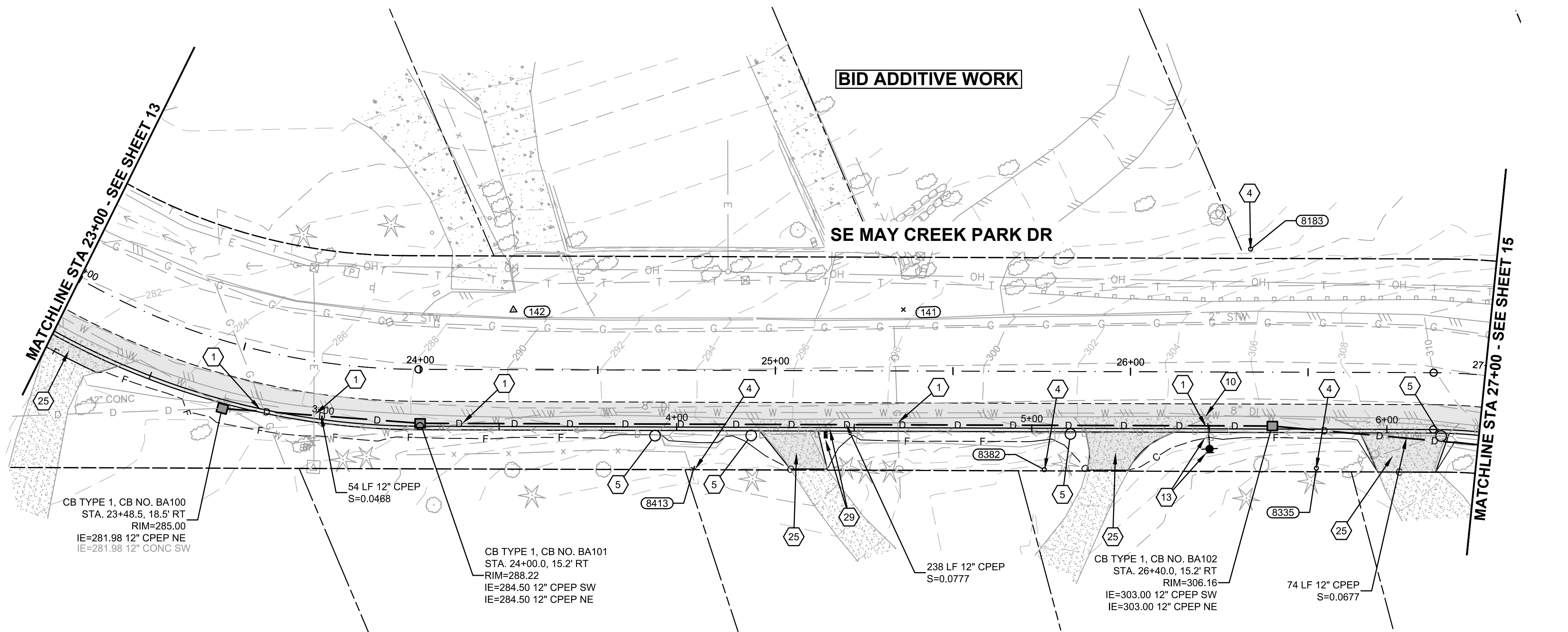
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 PLAN AND PROFILE

SHEET:	13
OF:	55
JOB NO.:	21459
DWG PLAN & PROFILE	

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:44 AM, KEVIN BROWN



ROADWAY & STORM DRAINAGE NOTES

- CAUTION - POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
- EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
- PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
- PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
- REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
- CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
- CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
- ADJUST EXISTING CATCH BASIN TO GRADE.
- ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL (RING AND COVER, SOLID LID).
- ADJUST EXISTING WATER VALVE BOX TO GRADE.
- ADJUST EXISTING GAS VALVE BOX TO GRADE.
- REPLACE WATER SERVICE PER DETAIL SHEET 27.
- REMOVE AND RESET EXISTING HYDRANT.
- REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
- CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
- CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
- CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
- CONSTRUCT CEMENT CONCRETE STAIRS PER DETAIL SHEET 28.
- CONSTRUCT ROCKERY PER DETAIL SHEET 44.
- CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
- CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
- CONSTRUCT HMA DRIVEWAY REPAIR.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
- CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
- CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
- REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
- REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
- CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
- VACANT
- CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

GENERAL NOTE

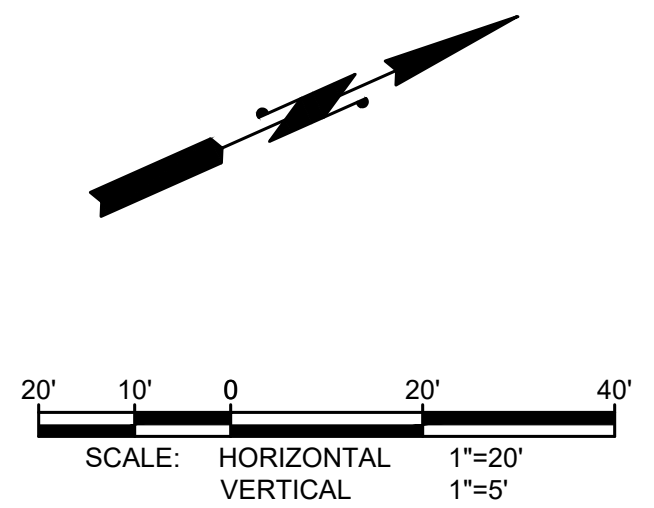
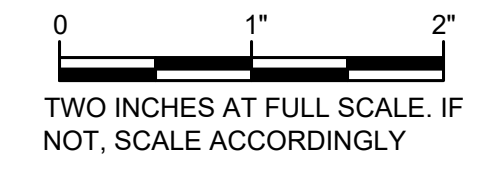
- SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

RIGHT-OF-WAY DISCLAIMER

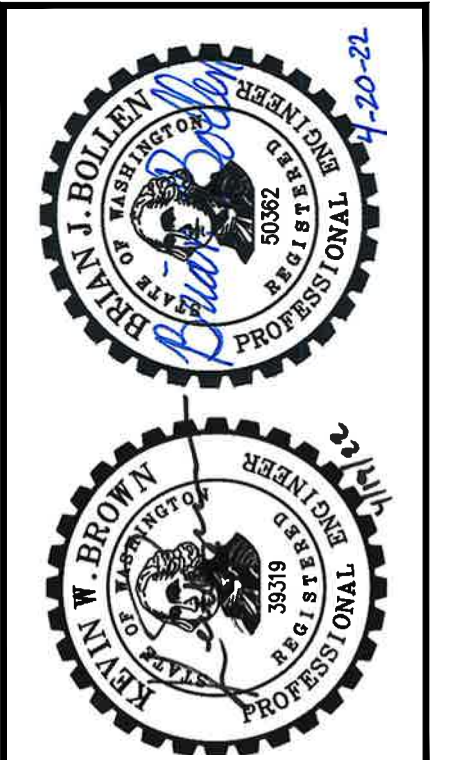
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144 • (206) 924-0980

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

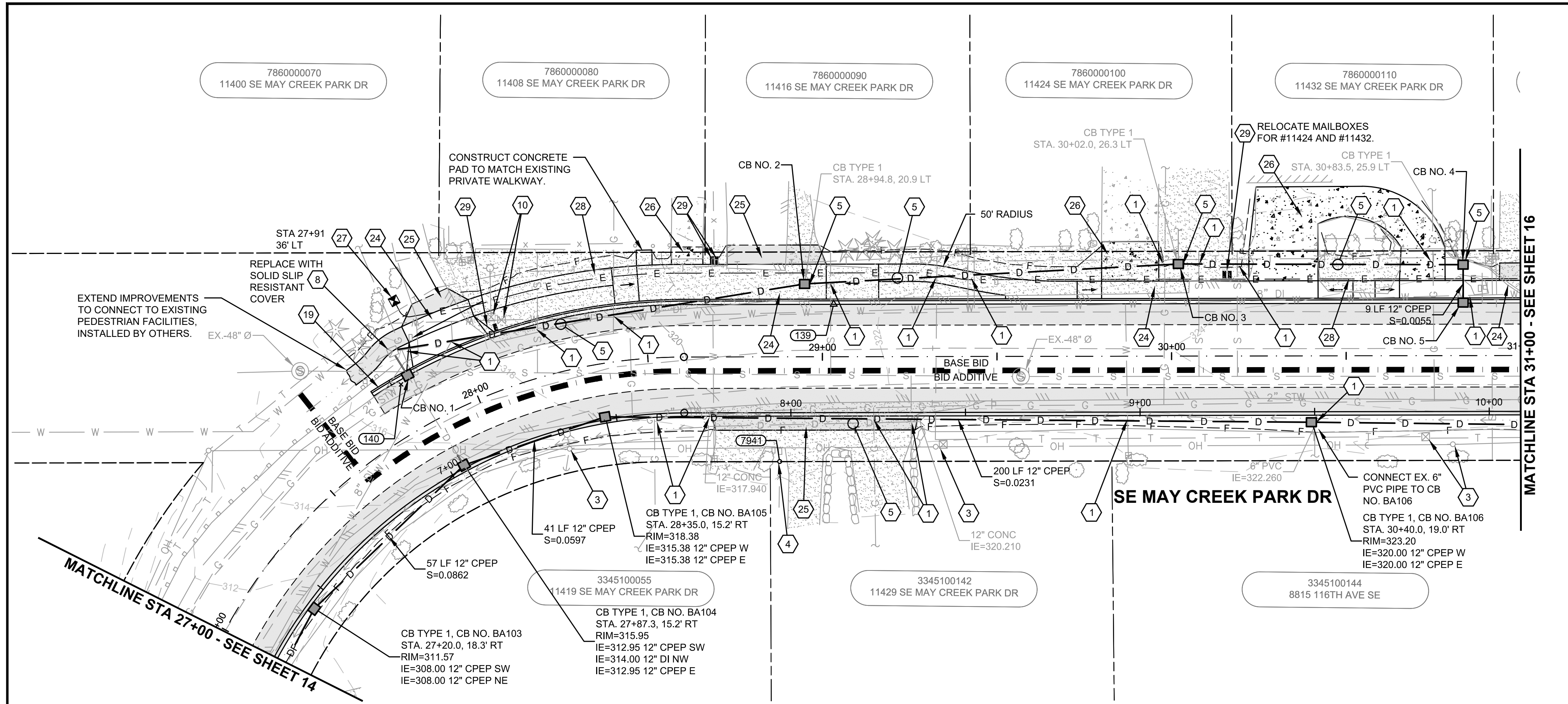
No.	REVISION	DATE	APPD



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
PLAN AND PROFILE

SHEET: 14
OF: 55
JOB NO.: 21459
DWG/PLAN & PROFILE

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\1 PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:44 AM, KEVIN BROWN



ROADWAY & STORM DRAINAGE NOTES

- CAUTION: POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
- EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
- PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
- PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
- REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
- CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
- CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
- ADJUST EXISTING CATCH BASIN TO GRADE.
- ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL [RING AND COVER, SOLID LID].
- ADJUST EXISTING WATER VALVE BOX TO GRADE.
- ADJUST EXISTING GAS VALVE BOX TO GRADE.
- REPLACE WATER SERVICE PER DETAIL SHEET 27.
- REMOVE AND RESET EXISTING HYDRANT.
- REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
- CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
- CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
- CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
- CONSTRUCT ROCKERY PER DETAIL SHEET 44.
- CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
- CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
- CONSTRUCT HMA DRIVEWAY REPAIR.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
- CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
- CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
- REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
- REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
- CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
- VACANT
- CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

GENERAL NOTE

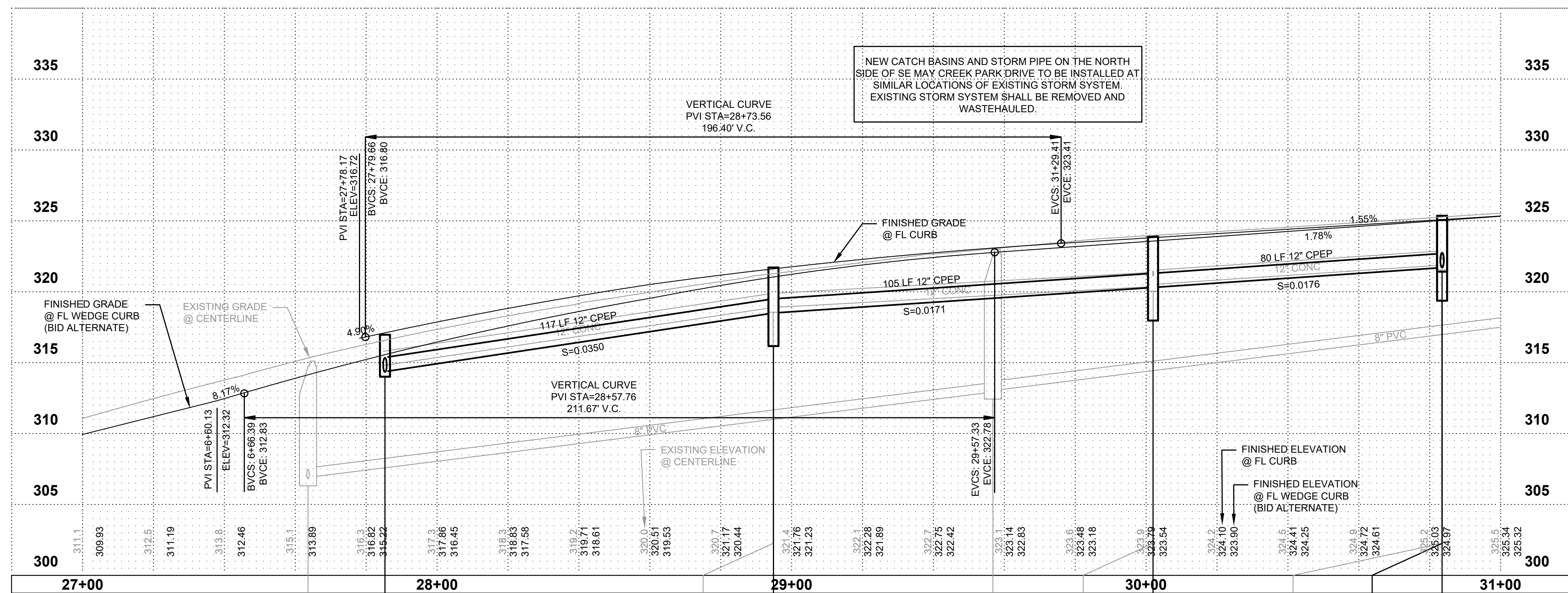
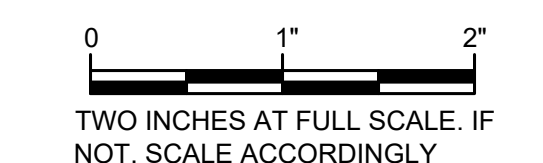
- SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

RIGHT-OF-WAY DISCLAIMER

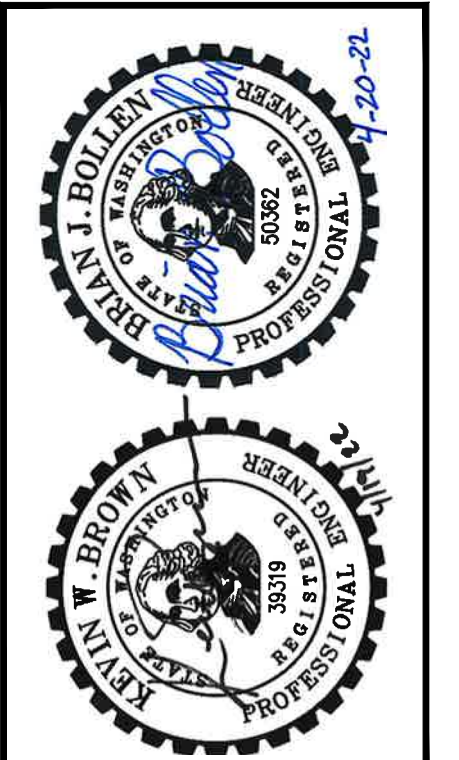
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144 • (206) 964-0980

DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

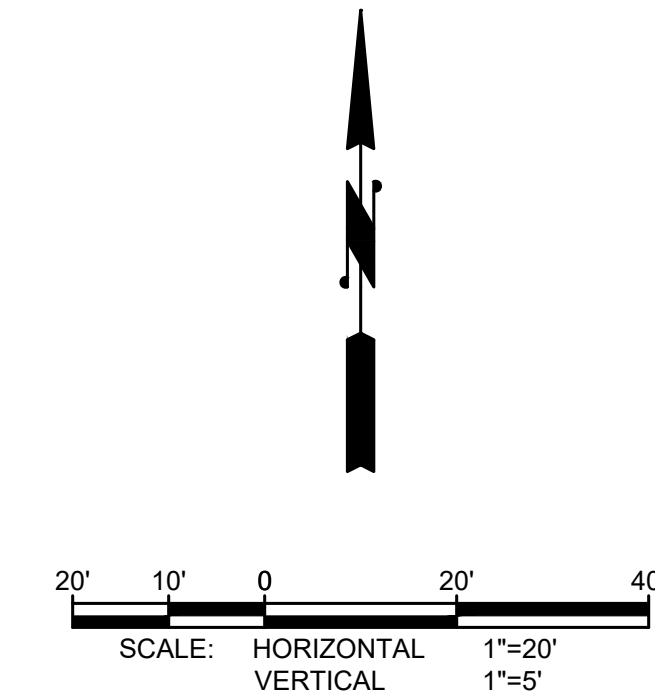
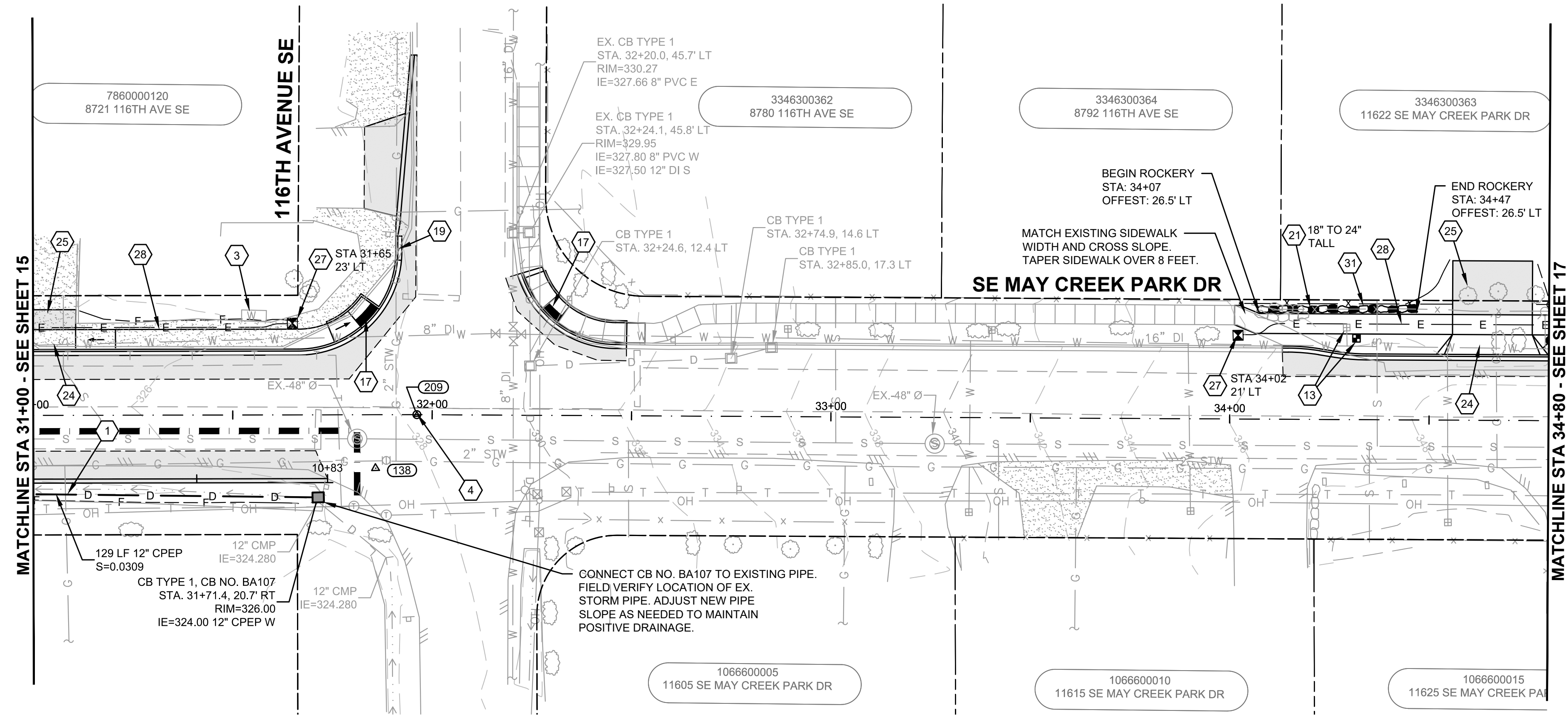
DATE	APPD	REVISION



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
PLAN AND PROFILE

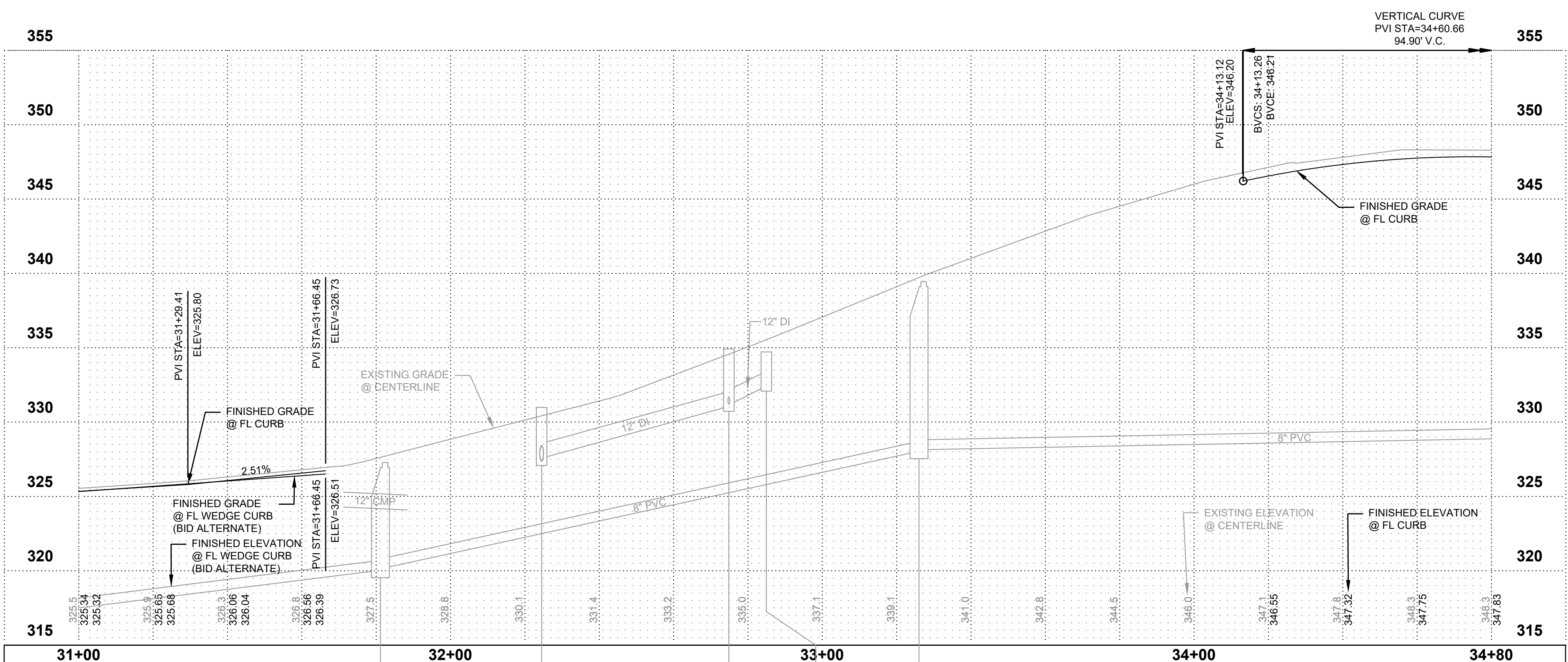
SHEET:	15
OF:	55
JOB NO.:	21459
DWG/PLAN & PROFILE	

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:44 AM, KEVIN BROWN



ROADWAY & STORM DRAINAGE NOTES

- CAUTION: POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
- EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
- PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
- PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
- REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
- CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
- CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
- ADJUST EXISTING CATCH BASIN TO GRADE.
- ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL [RING AND COVER, SOLID LID].
- ADJUST EXISTING WATER VALVE BOX TO GRADE.
- ADJUST EXISTING GAS VALVE BOX TO GRADE.
- REPLACE WATER SERVICE PER DETAIL SHEET 27.
- REMOVE AND RESET EXISTING HYDRANT.
- REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
- CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
- CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
- CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
- CONSTRUCT CEMENT CONCRETE STAIRS PER DETAIL SHEET 28.
- CONSTRUCT ROCKERY PER DETAIL SHEET 44.
- CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
- CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
- CONSTRUCT HMA DRIVEWAY REPAIR.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
- CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
- CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
- REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
- REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
- CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
- VACANT
- CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

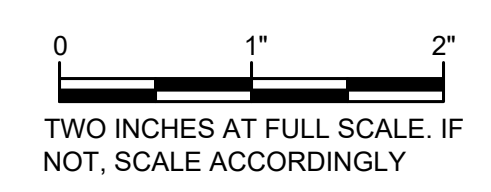


GENERAL NOTE

- SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 1130 RAINIER AVENUE SOUTH, SUITE 300
 SEATTLE, WASHINGTON 98144 • (206) 894-0980

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

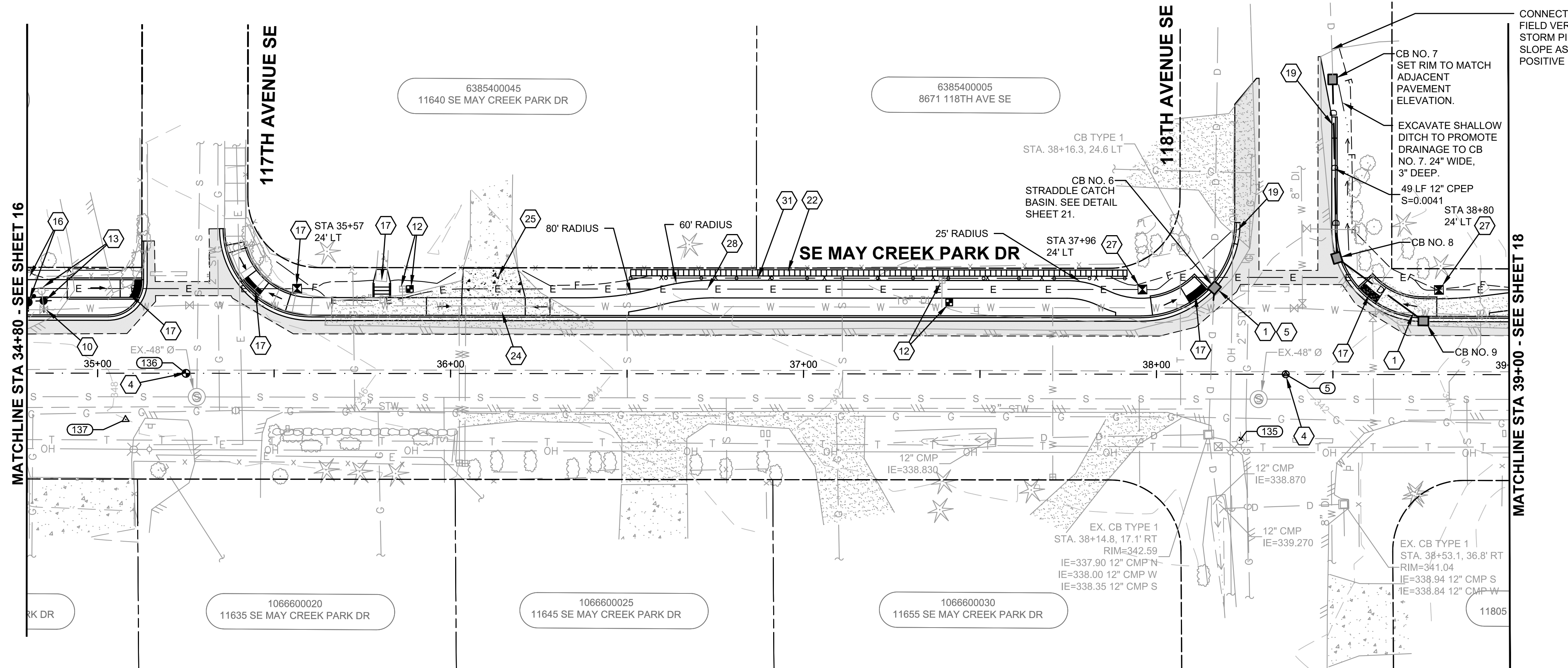
No.	REVISION	DATE	APPD

Professional Engineer Seals:
 KEVIN W. BROWN, License No. 39319
 BLAKE J. BOLLEN, License No. 90882

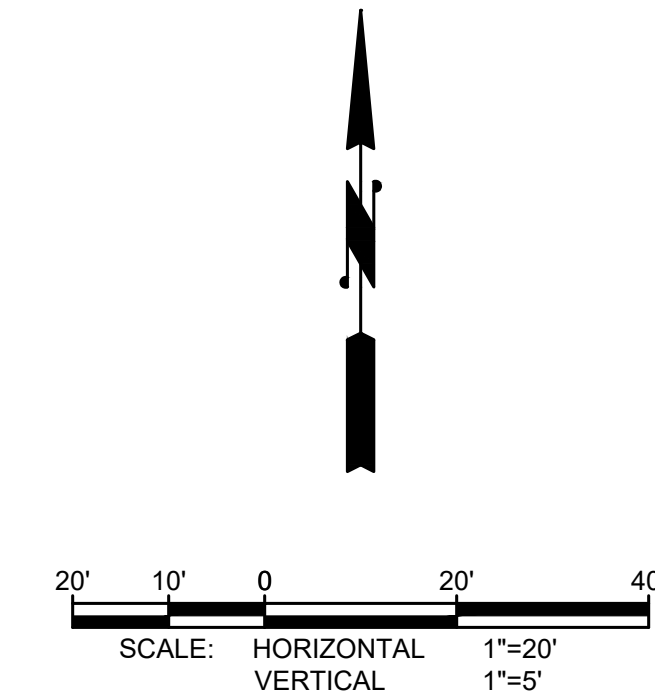
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 PLAN AND PROFILE

SHEET: 16
OF: 55
JOB NO.: 21459
DWG/PLAN & PROFILE

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:45 AM, KEVIN BROWN

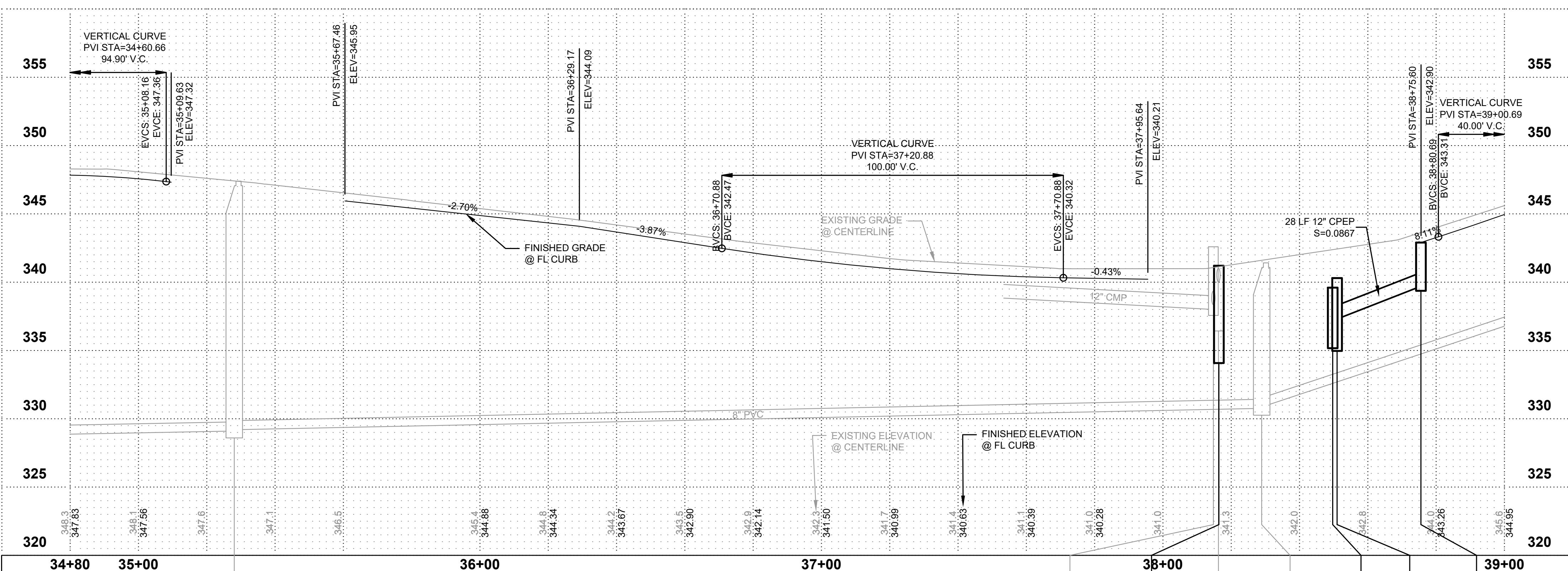


CONNECT CB NO. 7 TO EXISTING PIPE. FIELD VERIFY LOCATION OF EX. STORM PIPE. ADJUST NEW PIPE SLOPE AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.



ROADWAY & STORM DRAINAGE NOTES

- CAUTION - POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
- EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
- PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
- PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
- REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
- CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
- CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
- ADJUST EXISTING CATCH BASIN TO GRADE.
- ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL [RING AND COVER, SOLID LID].
- ADJUST EXISTING WATER VALVE BOX TO GRADE.
- ADJUST EXISTING GAS VALVE BOX TO GRADE.
- REPLACE WATER SERVICE PER DETAIL SHEET 27.
- REMOVE AND RESET EXISTING HYDRANT.
- REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
- CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
- CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
- CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
- CONSTRUCT ROCKERY PER DETAIL SHEET 44.
- CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
- CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
- CONSTRUCT HMA DRIVEWAY REPAIR.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
- CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
- CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
- REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
- REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
- CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
- VACANT
- CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

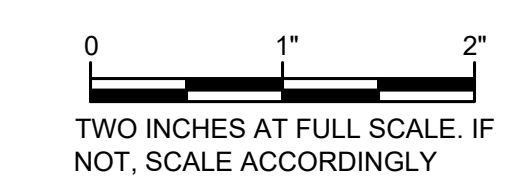


GENERAL NOTE

- SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

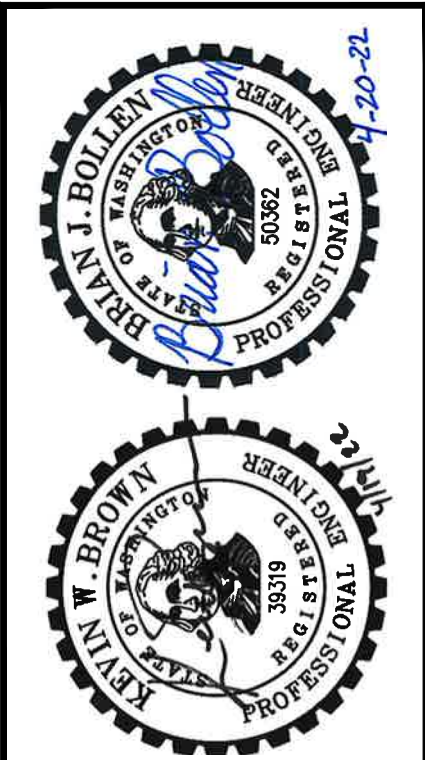
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144 • (206) 994-0980

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

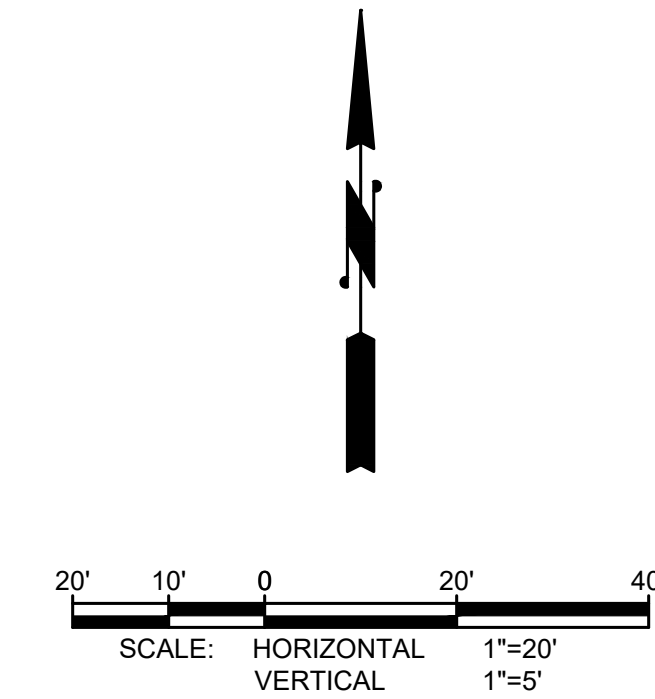
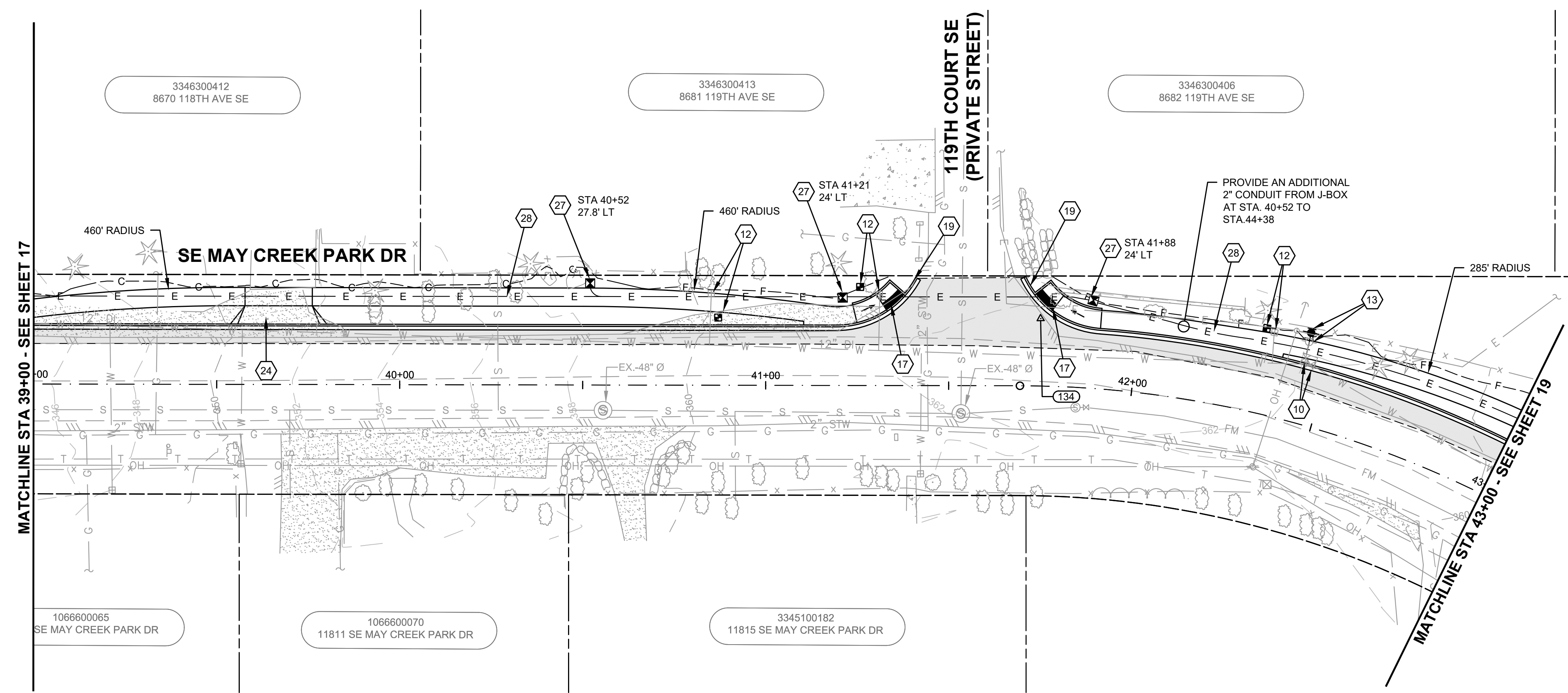
No.	REVISION	DATE	APPD



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
PLAN AND PROFILE

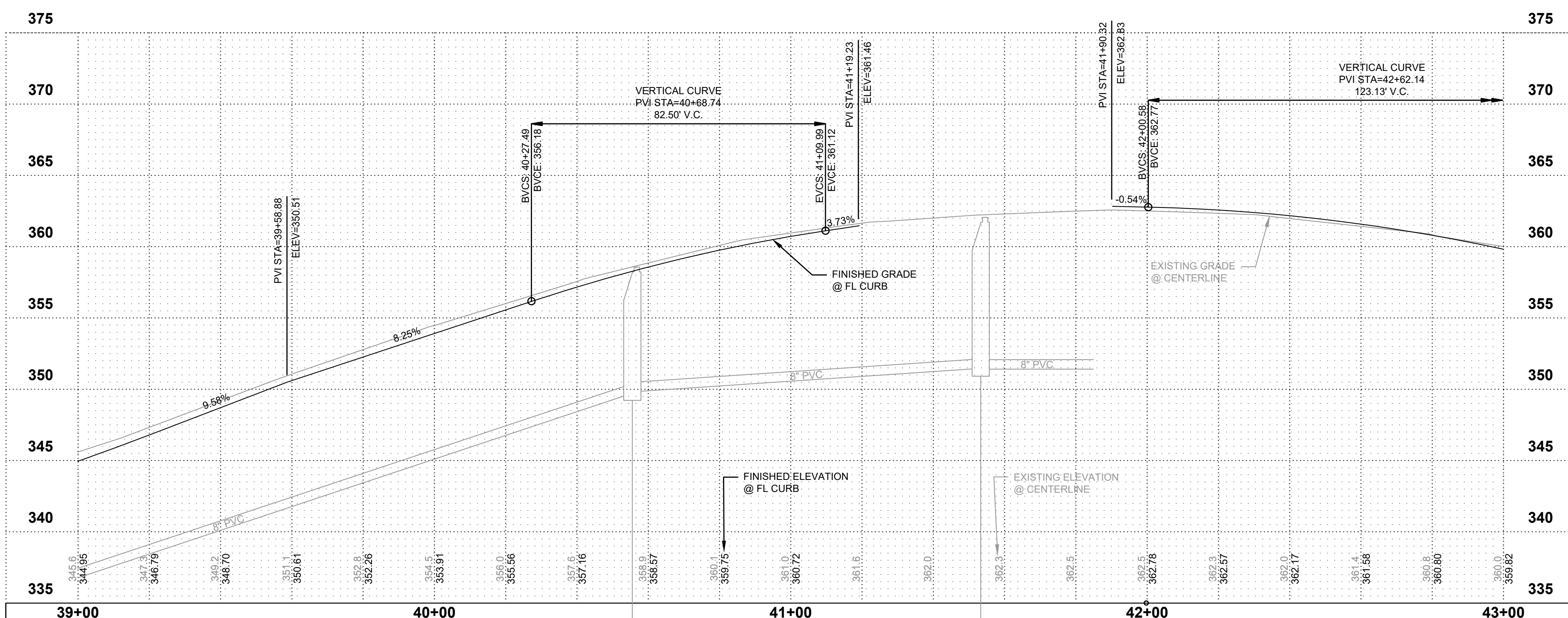
SHEET: 17
OF: 55
JOB NO.: 21459
DWG/PLAN & PROFILE

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:45 AM, KEVIN BROWN



ROADWAY & STORM DRAINAGE NOTES

- CAUTION: POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
- EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
- PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
- PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
- REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
- CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
- CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
- ADJUST EXISTING CATCH BASIN TO GRADE.
- ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL [RING AND COVER, SOLID LID].
- ADJUST EXISTING WATER VALVE BOX TO GRADE.
- ADJUST EXISTING GAS VALVE BOX TO GRADE.
- REPLACE WATER SERVICE PER DETAIL SHEET 27.
- REMOVE AND RESET EXISTING HYDRANT.
- REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
- CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
- CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
- CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
- CONSTRUCT ROCKERY PER DETAIL SHEET 44.
- CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
- CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
- CONSTRUCT HMA DRIVEWAY REPAIR.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
- CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
- CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
- REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
- REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
- CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
- VACANT
- CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

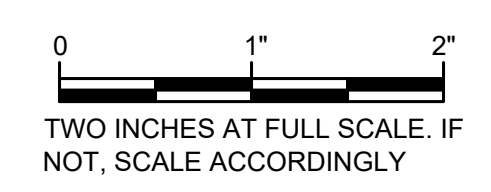


GENERAL NOTE

- SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

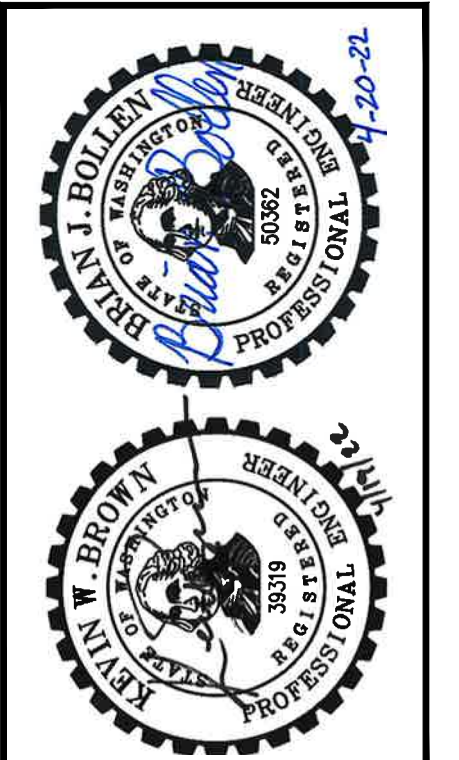
RIGHT-OF-WAY DISCLAIMER
 THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.



Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 1130 RAINIER AVENUE SOUTH, SUITE 300
 SEATTLE, WASHINGTON 98144 • (206) 994-0980

DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

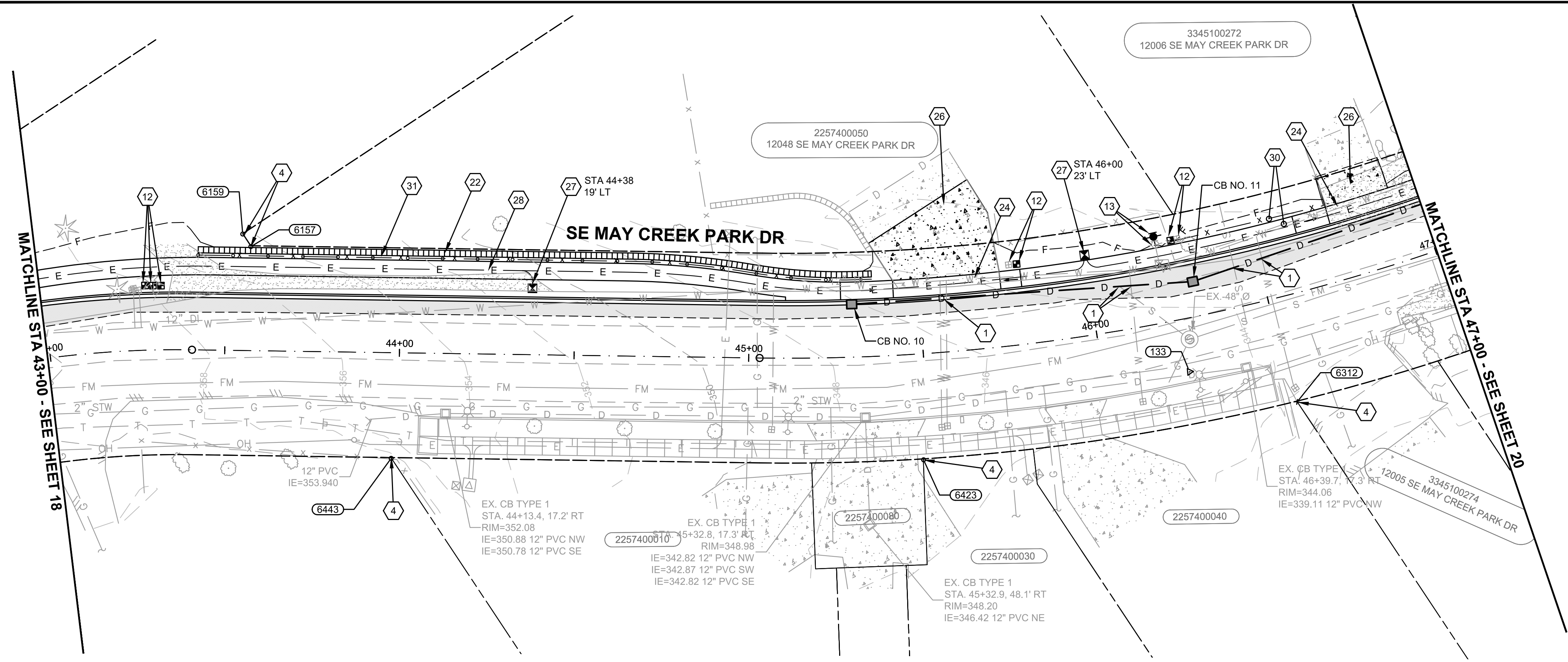
REVISION	DATE	APPD
No.		



CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 PLAN AND PROFILE

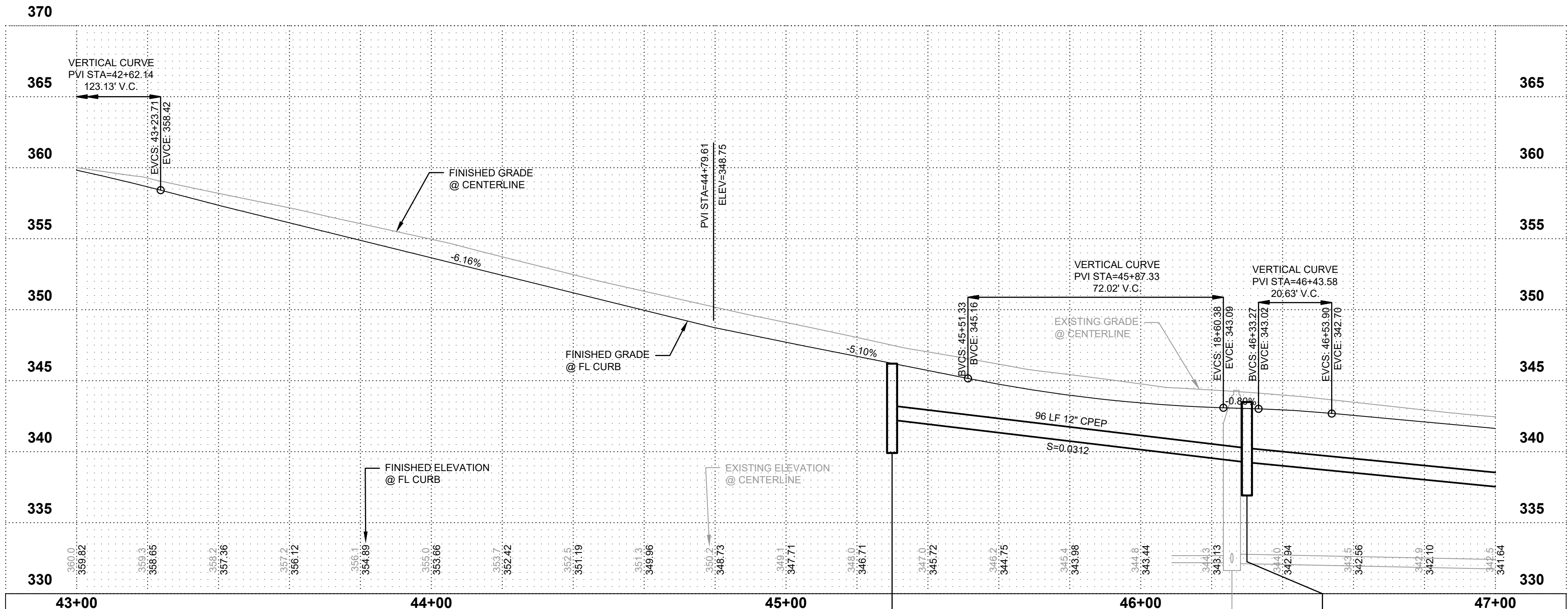
SHEET:	18
OF:	55
JOB NO.:	21459
DWG/PLAN & PROFILE	

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:46 AM, KEVIN BROWN



ROADWAY & STORM DRAINAGE NOTES

1. CAUTION: POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
2. EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
3. PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
4. PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
5. REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
6. CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
7. CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
8. ADJUST EXISTING CATCH BASIN TO GRADE.
9. ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL [RING AND COVER, SOLID LID].
10. ADJUST EXISTING WATER VALVE BOX TO GRADE.
11. ADJUST EXISTING GAS VALVE BOX TO GRADE.
12. REPLACE WATER SERVICE PER DETAIL SHEET 27.
13. REMOVE AND RESET EXISTING HYDRANT.
14. REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
15. CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
16. CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
17. CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
18. CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
19. CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
20. CONSTRUCT CEMENT CONCRETE STAIRS PER DETAIL SHEET 28.
21. CONSTRUCT ROCKERY PER DETAIL SHEET 44.
22. CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
23. CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
24. CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
25. CONSTRUCT HMA DRIVEWAY REPAIR.
26. CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
27. CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
28. CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
29. REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
30. REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
31. CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
32. VACANT
33. CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

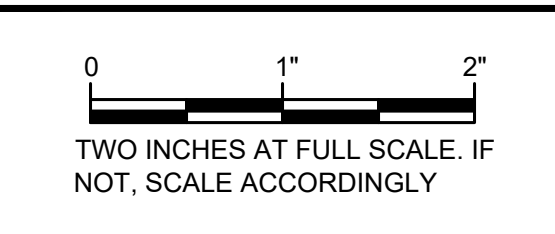


GENERAL NOTE

1. SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



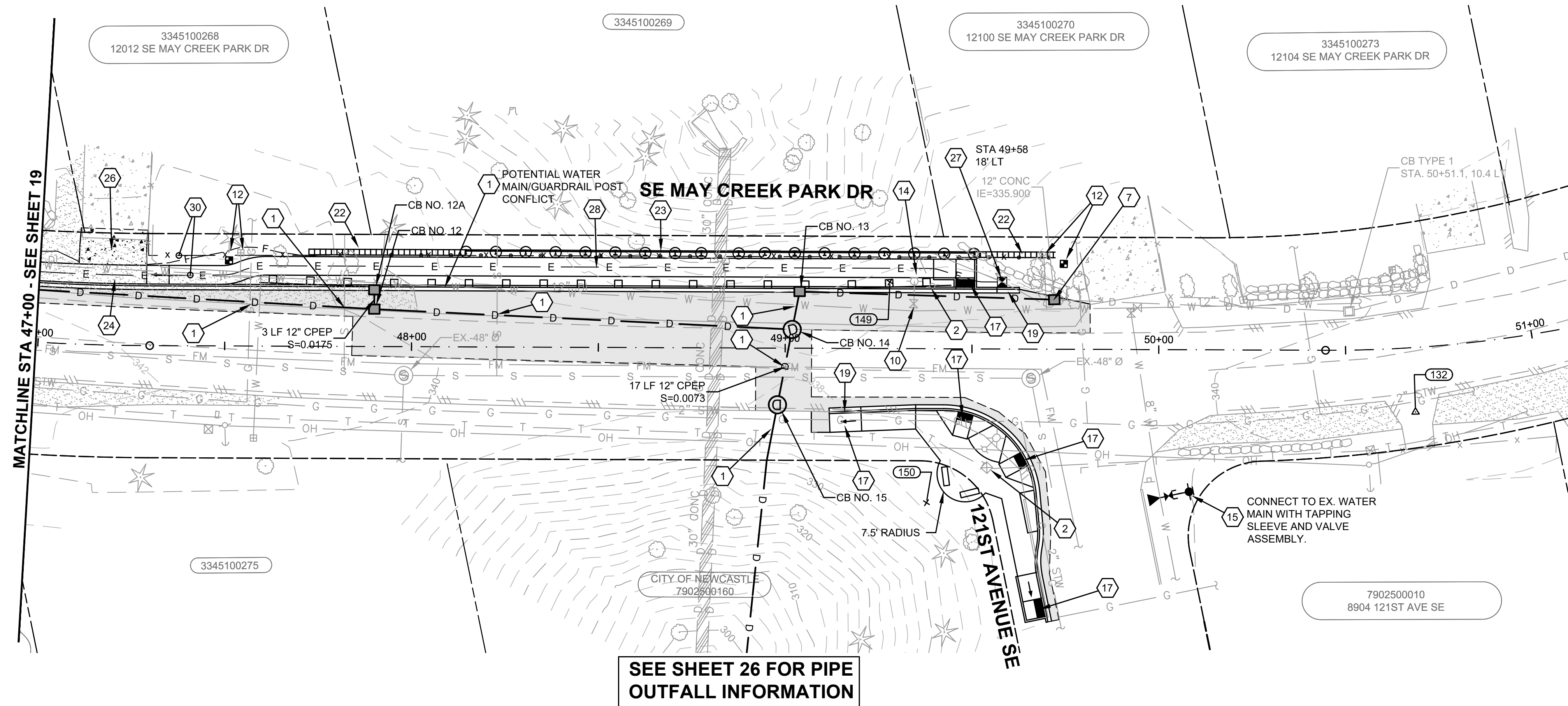
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

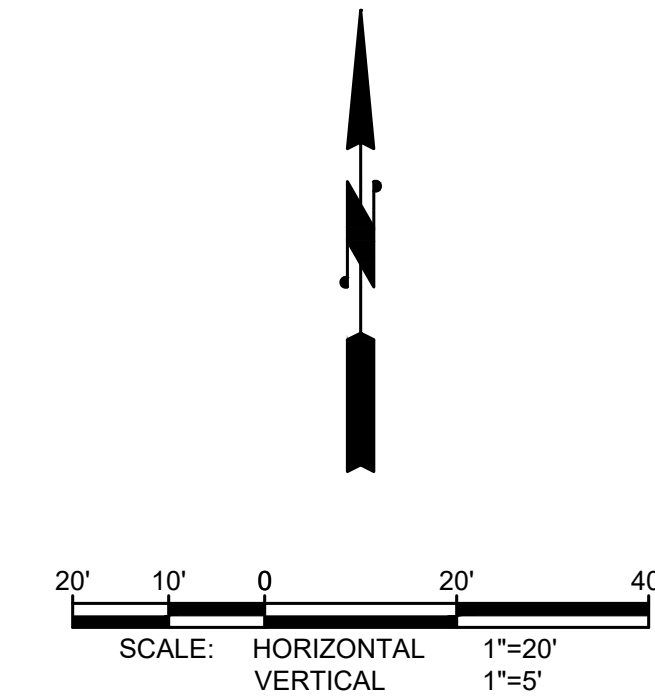
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS**
PLAN AND PROFILE

SHEET:	19
OF:	55
JOB NO.:	21459
DWG/PLAN & PROFILE	

\\go6server3\data2\newcastle\21459.00 se may creek park drive - design\PLANSET\Civil\Plan & Profile.dwg, 4/20/2022 8:46 AM, KEVIN BROWN



SEE SHEET 26 FOR PIPE OUTFALL INFORMATION



ROADWAY & STORM DRAINAGE NOTES

- CAUTION - POTENTIAL UTILITY CONFLICT. VERIFY (POTHOLE) EXACT LOCATION AND DEPTH OF EXISTING UTILITY. SEE ORDER OF WORK.
- EXISTING UTILITY TO BE REMOVED/RELOCATED BY OTHERS. COORDINATE WORK WITH UTILITY REPRESENTATIVE. SEE GENERAL NOTE 2, SHEET 1.
- PROTECT EXISTING UTILITY POLE, PEDESTAL, AND/OR VAULT DURING CONSTRUCTION. SEE GENERAL NOTE 2 SHEET 1.
- PROTECT EXISTING MONUMENT / PROPERTY CORNER DURING CONSTRUCTION.
- REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S)/PIPE.
- CONNECT NEW STORM PIPE TO EXISTING CATCH BASIN. CORE DRILL IF KNOCK OUT IS NOT PRESENT.
- CONNECT NEW STORM PIPE TO EXISTING STORM PIPE.
- ADJUST EXISTING CATCH BASIN TO GRADE.
- ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL [RING AND COVER, SOLID LID].
- ADJUST EXISTING WATER VALVE BOX TO GRADE.
- ADJUST EXISTING GAS VALVE BOX TO GRADE.
- REPLACE WATER SERVICE PER DETAIL SHEET 27.
- REMOVE AND RESET EXISTING HYDRANT.
- REMOVE AND DELIVER EXISTING HYDRANT TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT HYDRANT ASSEMBLY PER DETAIL 27.
- CONSTRUCT COMB. AIR RELEASE/AIR VACUUM VALVE ASSEMBLY PER DETAIL SHEET 27. REMOVE AND DELIVER EXISTING VALVE ASSEMBLY TO THE COAL CREEK UTILITY DISTRICT.
- CONSTRUCT CURB RAMP PER DETAIL(S) SHEETS 33 TO 37.
- CONSTRUCT SIDEWALK END RAMP PER DETAIL SHEET 39.
- CONSTRUCT CEMENT CONCRETE CURB END SECTION PER DETAIL SHEET 28.
- CONSTRUCT CEMENT CONCRETE STAIRS PER DETAIL SHEET 28.
- CONSTRUCT ROCKERY PER DETAIL SHEET 44.
- CONSTRUCT MODULAR BLOCK WALL. SEE SHEETS 41, 42 AND 44.
- CONSTRUCT SOLIDER PILE WALL. SEE SHEETS 43 AND 45.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY ENTRANCE PER DETAIL SHEET 29.
- CONSTRUCT HMA DRIVEWAY REPAIR.
- CONSTRUCT CEMENT CONCRETE DRIVEWAY REPAIR.
- CONSTRUCT ELECTRICAL JUNCTION BOX PER DETAIL SHEET 32.
- CONSTRUCT TWO 2 INCH DIAMETER CONDUITS.
- REMOVE AND RELOCATE EXISTING MAILBOX(ES) PER DETAIL SHEET 55.
- REMOVE AND WASTEHAUL EXISTING FENCE. COORDINATE WITH PROPERTY OWNER.
- CONSTRUCT NEW FENCE PER FENCE SCHEDULE SHEET 44.
- VACANT
- CONSTRUCT BEAM GUARDRAIL, TYPE 31 AND NON-FLARED TERMINAL PER DETAIL SHEET 31.

GENERAL NOTE

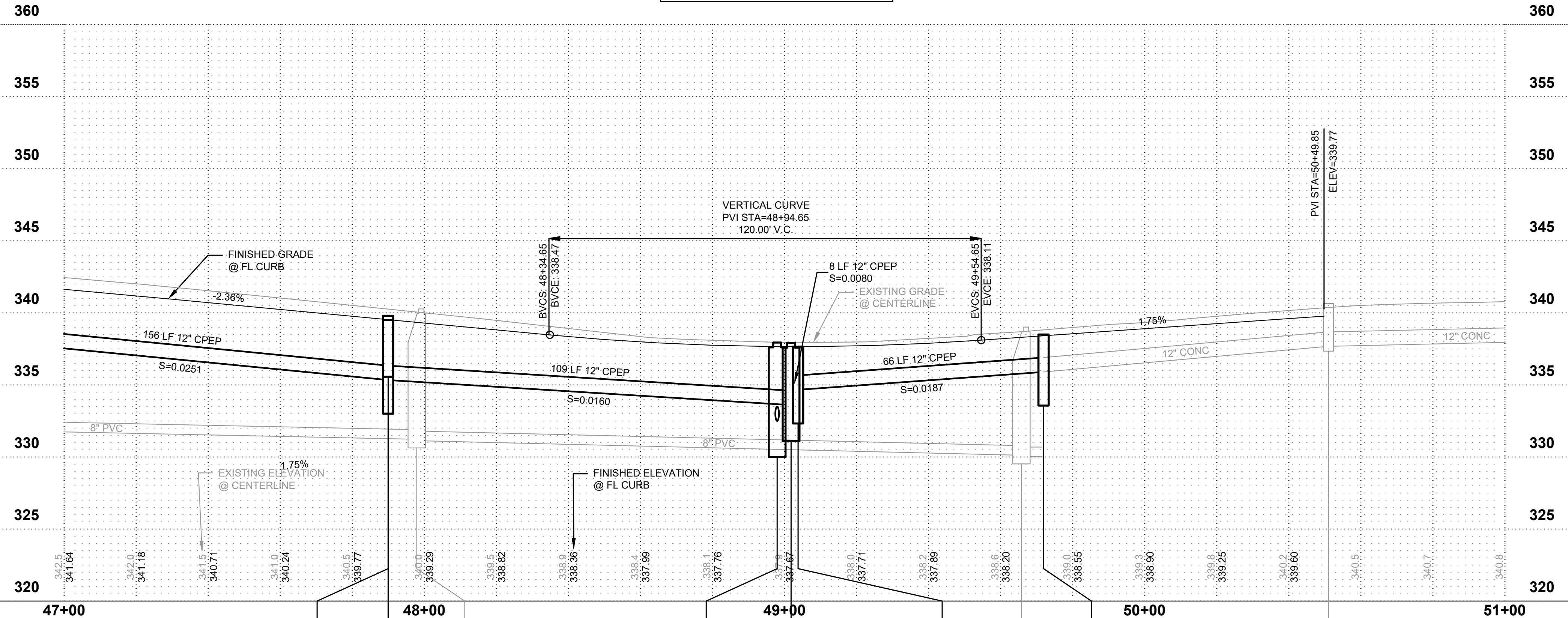
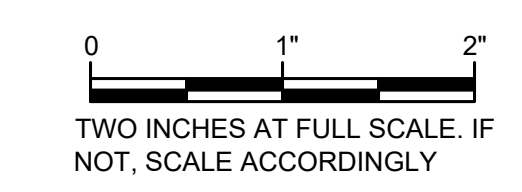
- SEE SHEET 23 FOR INFORMATION REGARDING CATCH BASIN GRATES AND COVERS.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.

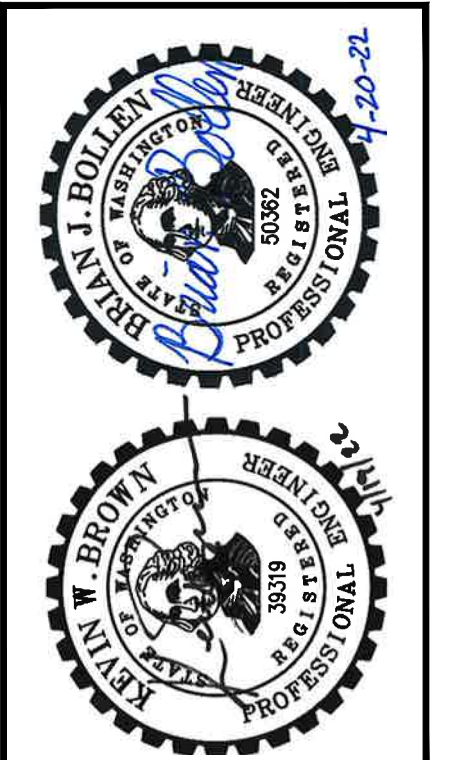


47+00	48+00	49+00	50+00	51+00
CONC. INLET, CB NO. 12A STA. 47+50.0, 15.2' LT RIM=335.50 IE=335.90 12" CPEP S	CB TYPE 1, CB NO. 12 STA. 47+60.0, 10.0' LT RIM=335.34 12" CPEP W IE=335.34 12" CPEP E IE=335.84 12" CPEP N EX. 48" Ø STA. 48+58.0, 7.7' RT RIM=337.99 12" PVC W IE=331.23 8" PVC S IE=331.13 8" PVC E	TYPE 2, 48" Ø, CB NO. 15 STA. 49+01.9, 15.2' RT RIM=337.99 12" CPEP NE IE=332.50 12" HDPE SW TYPE 2, 48" Ø, CB NO. 14 STA. 49+01.9, 5.0' LT RIM=337.99 IE=333.60 12" CPEP SW IE=333.60 12" CPEP W IE=334.66 12" CPEP SW IE=334.66 12" CPEP E	CB TYPE 1, CB NO. 13 STA. 49+03.8, 15.2' LT RIM=337.66 IE=334.66 12" CPEP SW IE=334.66 12" CPEP E EX. 48" Ø STA. 49+56.6, 7.8' RT RIM=335.02 12" PVC W IE=330.02 8" PVC S	CB TYPE 1, CB NO. 16 STA. 49+72.0, 13.3' LT RIM=335.50 IE=335.90 12" CPEP W IE=335.90 12" CONC E

Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144 • (206) 924-0980

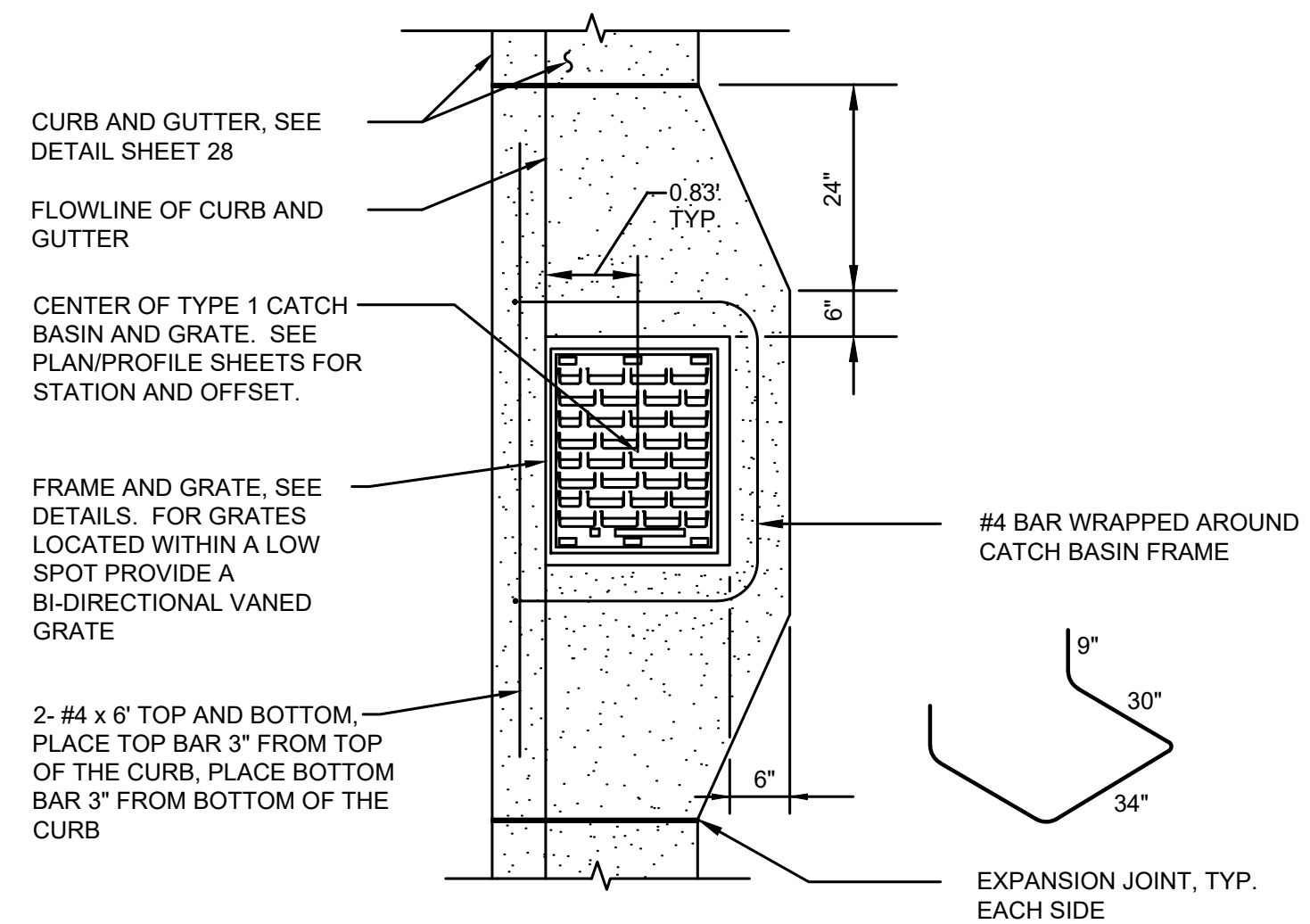
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

DATE	APPD	REVISION	No.

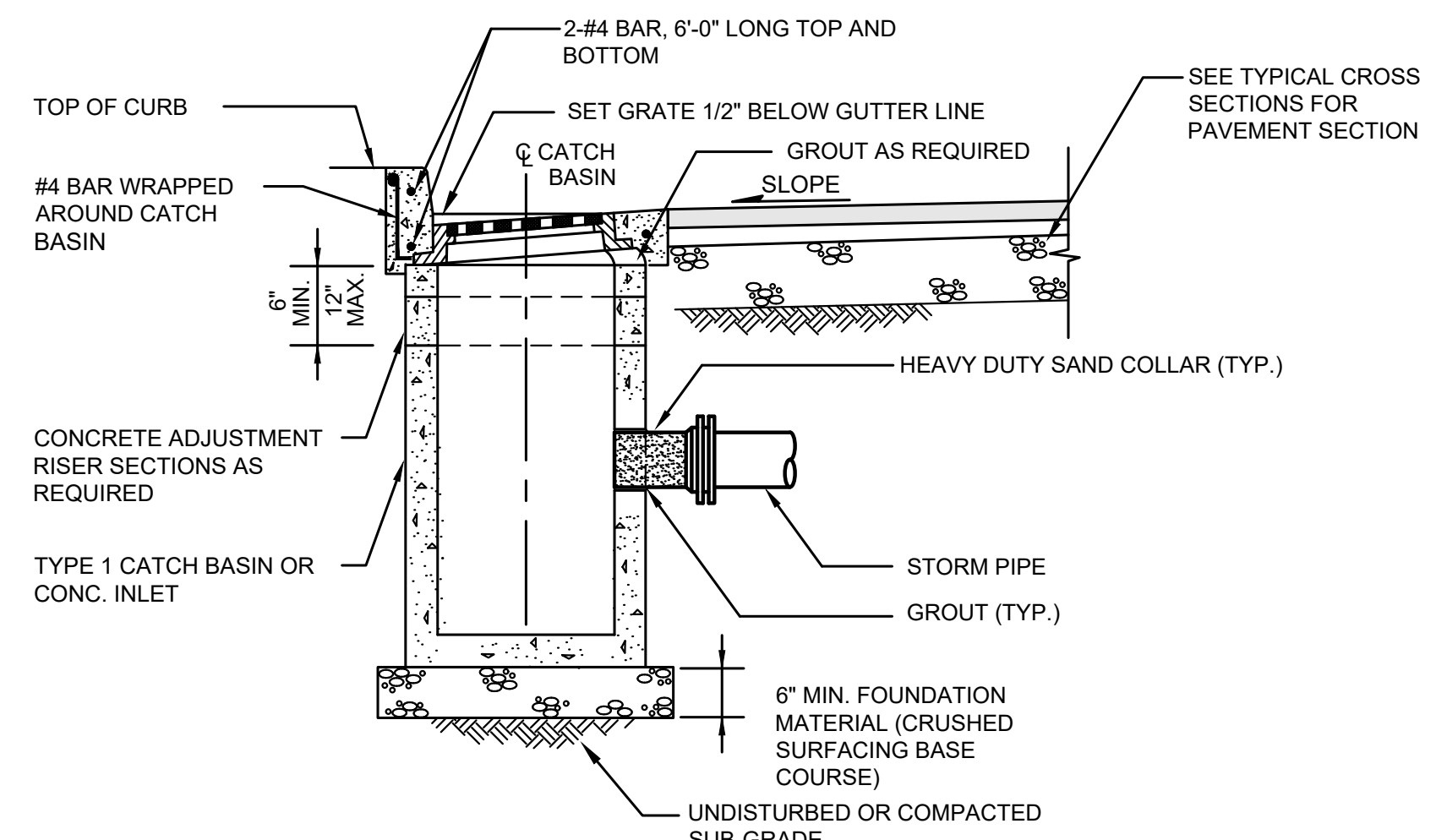


CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
PLAN AND PROFILE

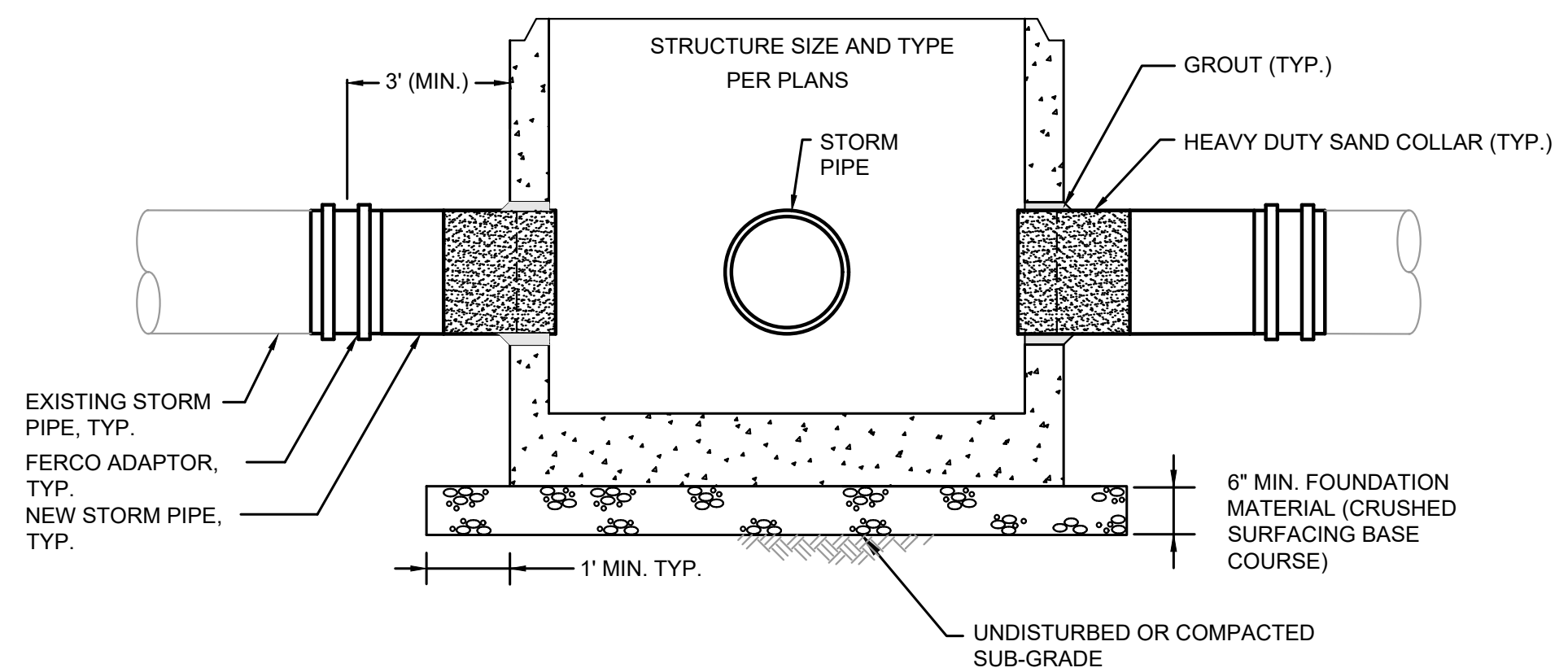
SHEET:	20
OF:	55
JOB NO.:	21459
DWG/PLAN & PROFILE	



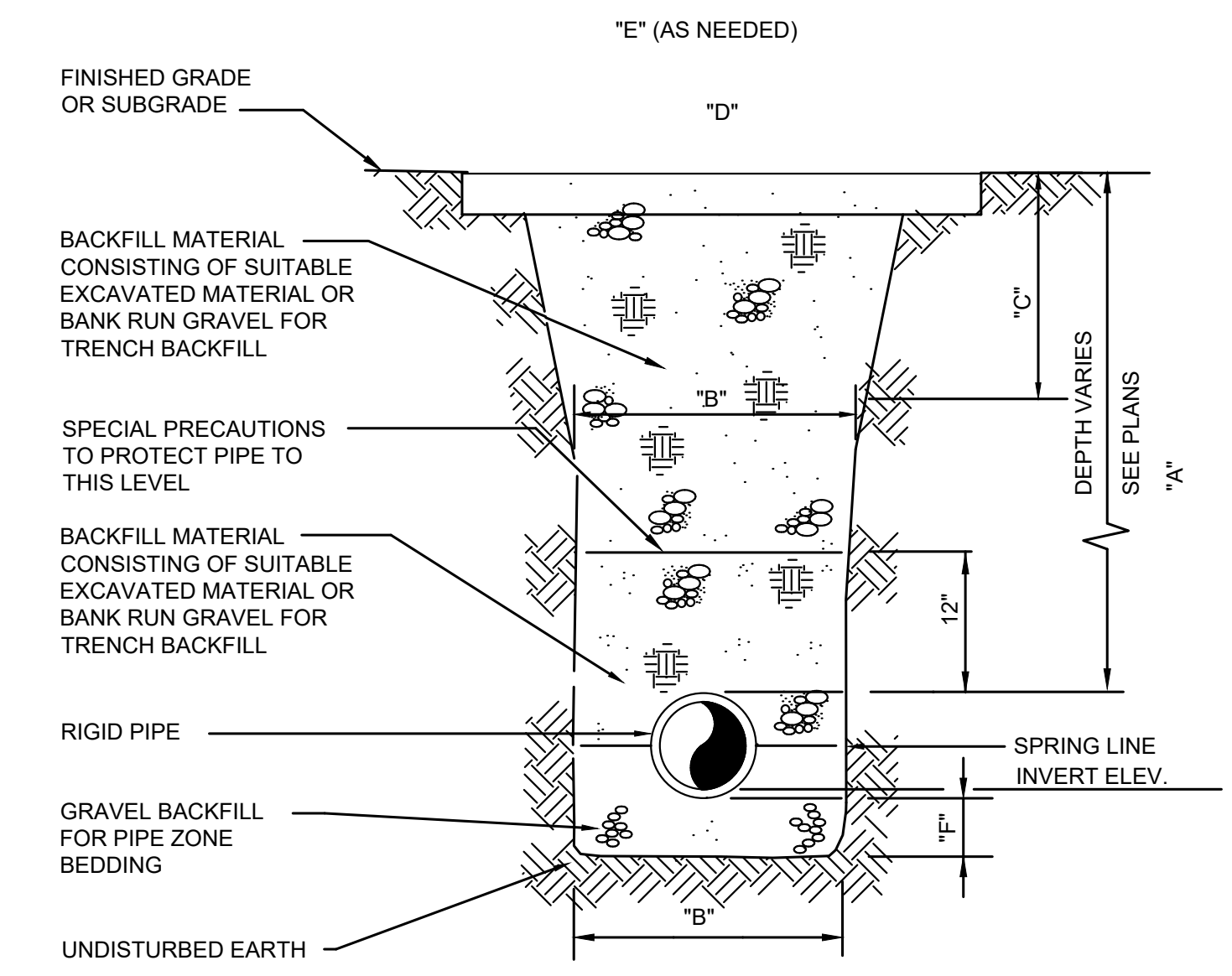
PLAN



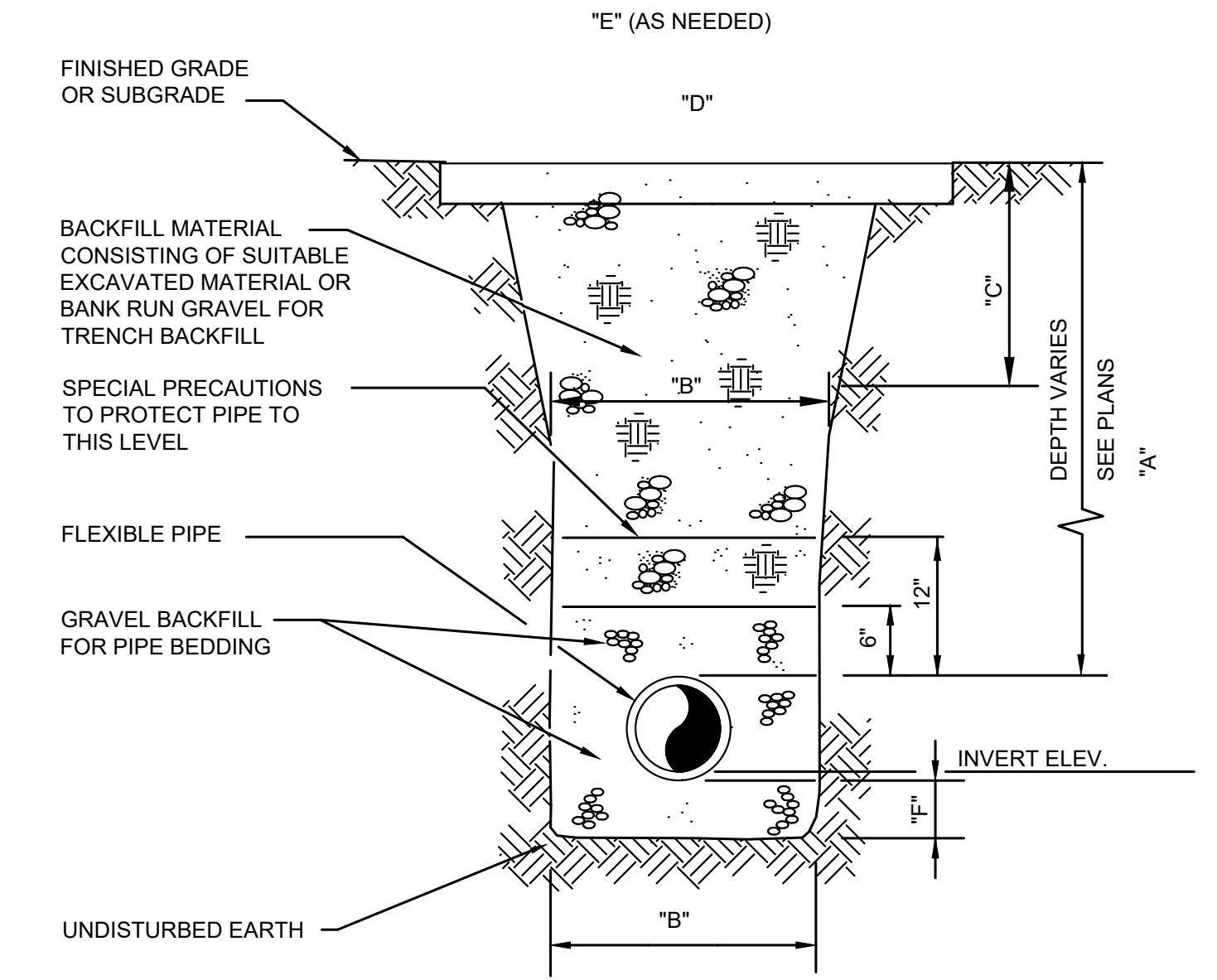
ELEVATION
TYPE 1 CATCH BASIN INSTALLATION DETAIL
W/ CURB AND GUTTER
NOT TO SCALE



CATCH BASIN STRADDLE CONNECTION DETAIL
NTS



TRENCH SECTION - RIGID STORM PIPE
NOT TO SCALE



TRENCH SECTION - FLEXIBLE PIPE
NOT TO SCALE

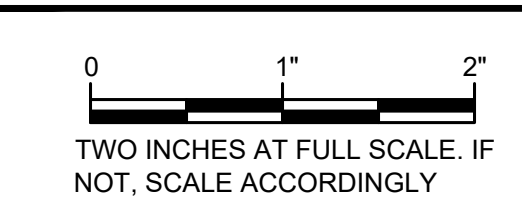
NOTES:

1. THE TRENCH SECTIONS SHOWN ON THE PLANS ARE FOR THE PAYMENT LIMITS FOR BANK RUN GRAVEL FOR TRENCH BACKFILL. PAYMENT FOR ALL BANK RUN GRAVEL FOR TRENCH BACKFILL SHALL BE COMPUTED FROM THE MEASUREMENT OF THE CONSTRUCTED TRENCH SECTION, TO THE MAXIMUM LIMITS AS INDICATED IN THE TABLES.
2. WHERE A "NEW ROADWAY SECTION" OR PAVEMENT REPAIR IS PROPOSED, THE TRENCH SECTION PAYMENT LIMIT LINE WILL BE BOUNDED AT THE TOP BY PAVEMENT SUBGRADE, PER TYPICAL ROADWAY SECTION DETAILS.

12" DIAMETER PIPE

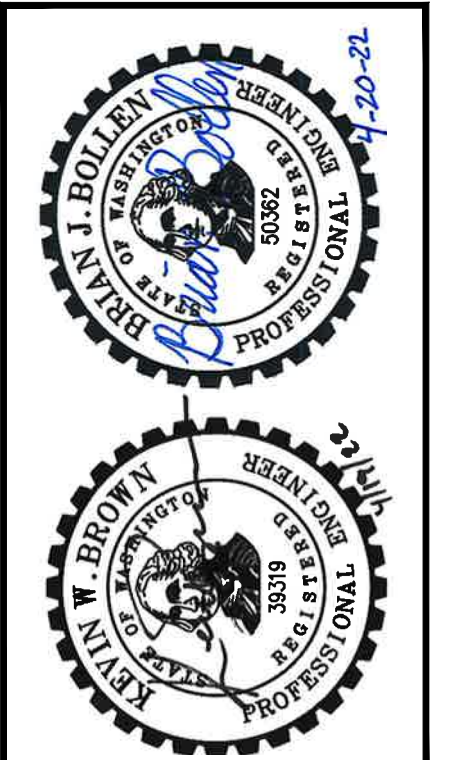
	6' OR LESS	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'	28'
A												
B						3.00'						
C	1.50'	1.50'	1.75'	2.25'	2.75'	3.25'	3.75'	4.25'	4.75'	5.25'	5.75'	6.25'
D	6.00'	6.00'	6.50'	7.50'	8.50'	9.50'	10.50'	11.50'	12.50'	13.50'	14.50'	15.50'
E	7.00'	7.00'	7.50'	8.50'	9.50'	10.50'	11.50'	12.50'	13.50'	14.50'	15.50'	16.50'
F							4 in					

TYPICAL TRENCH EXCAVATION LIMITS
STORM SEWER PIPE



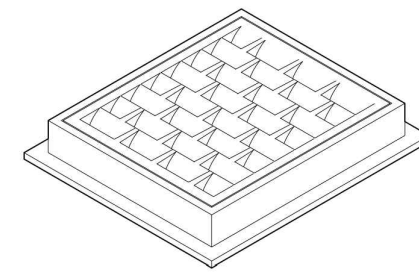
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

NO.	REVISION	DATE	APPD

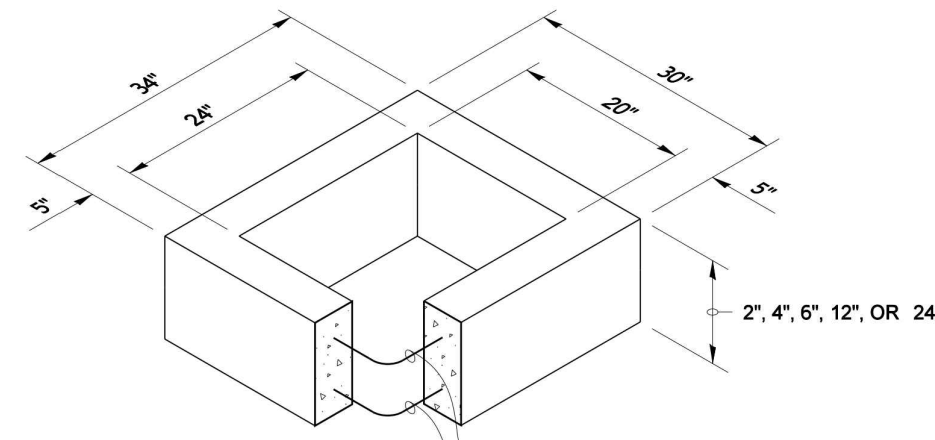


\\gserver3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\DWG\DETAILS.dwg - 4/20/2022 8:46 AM - KEVIN BROWN

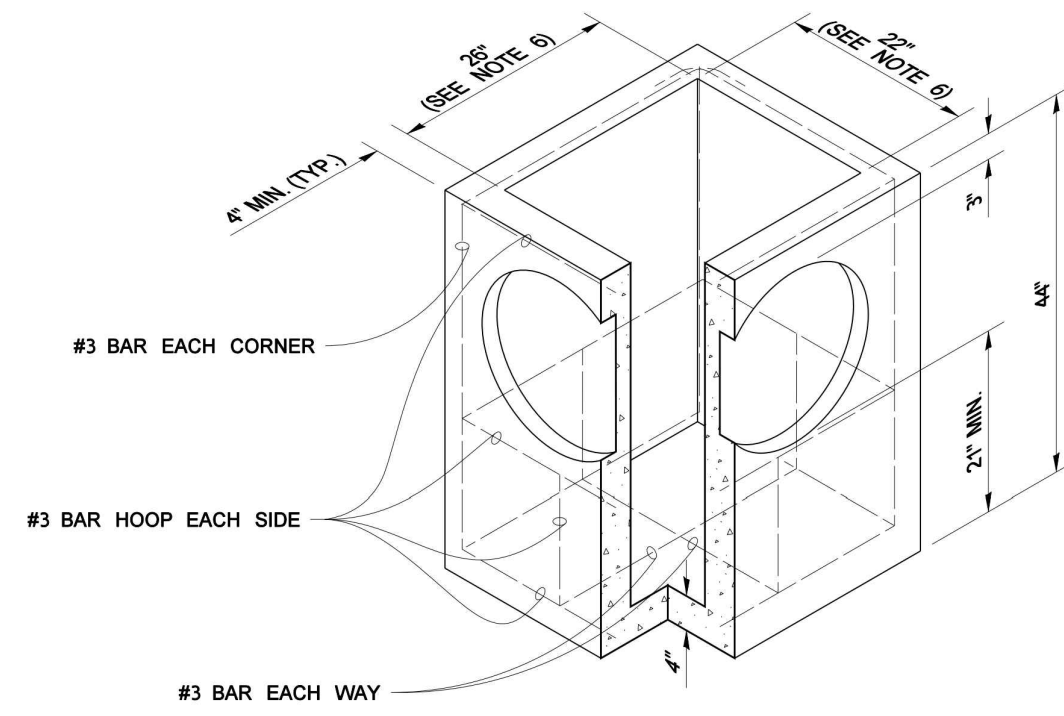
DRAWN BY: LISA CYFORD



FRAME AND VANED GRATE



RECTANGULAR ADJUSTMENT SECTION



PRECAST BASE SECTION

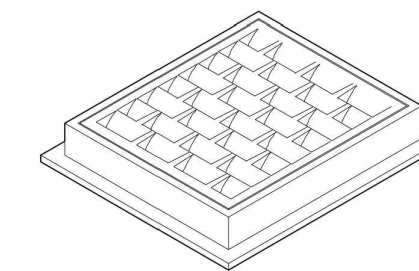
PIPE MATERIAL	MAXIMUM INSIDE DIAMETER
REINFORCED OR PLAN CONCRETE	12"
ALL METAL PIPE	12"
CPSSP * (STD. SPEC. 9-05.20)	12"
SOLID WALL PVC (STD. SPEC. 0-05.42(4))	12"
PROFILE WALL PVC (STD. SPEC. 0-05.42(3))	12"

* CORRUGATED POLYETHYLENE STORM SEWER PIPE

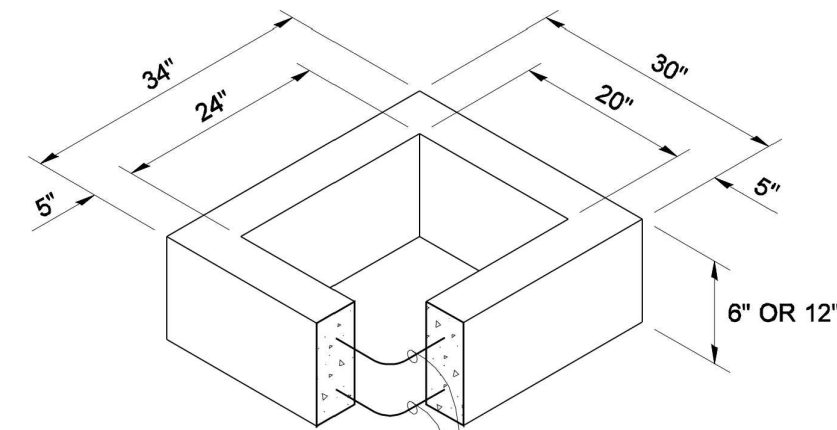
NOTES

- As acceptable alternatives to the rebar shown in the PRECAST BASE SECTION, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the ALTERNATIVE PRECAST BASE SECTION. Wire mesh shall not be placed in the knockouts.
- The knockout diameter shall not be greater than 20". Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 1.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification 9-04.3.
- The maximum depth from the finished grade to the lowest pipe invert shall be 5'.
- The frame and grate may be installed with the flange down, or integrally cast into the adjustment section with flange up.
- The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1:24 or steeper.
- The opening shall be measured at the top of the Precast Base Section.
- All pickup holes shall be grouted full after the basin has been placed.

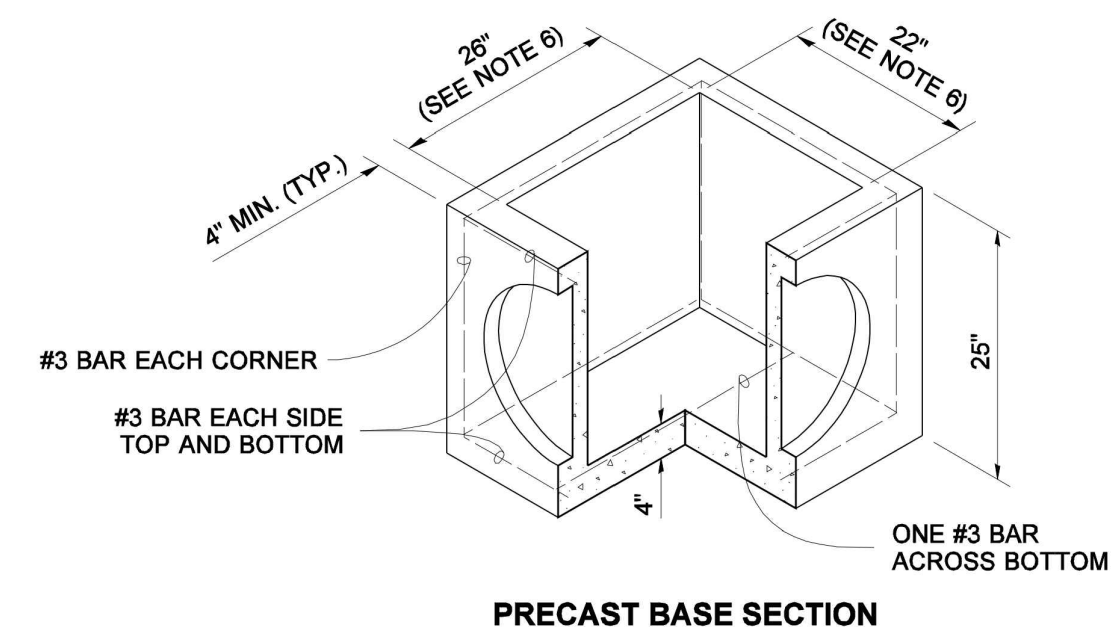
DRAWN BY: MARK SUJKA



FRAME AND VANED GRATE



RECTANGULAR ADJUSTMENT SECTION



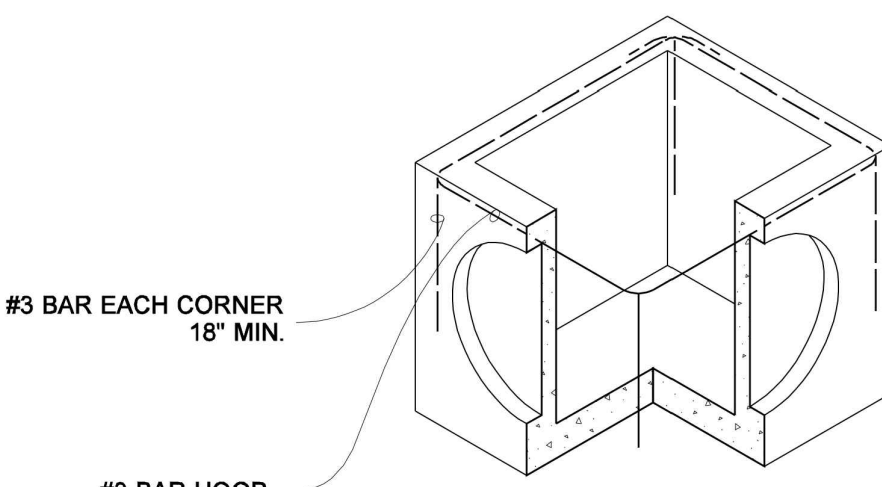
PRECAST BASE SECTION

PIPE MATERIAL	MAXIMUM INSIDE DIAMETER
REINFORCED OR PLAN CONCRETE	12"
ALL METAL PIPE	12"
CPSSP * (STD. SPEC. 9-05.20)	12"
SOLID WALL PVC (STD. SPEC. 0-05.42(4))	12"
PROFILE WALL PVC (STD. SPEC. 0-05.42(3))	12"

* CORRUGATED POLYETHYLENE STORM SEWER PIPE

NOTES

- As acceptable alternatives to the rebar shown in the PRECAST BASE SECTION, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the ALTERNATIVE PRECAST BASE SECTION. Wire mesh shall not be placed in the knockouts.
- The knockout diameter shall not be greater than 18". Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 1.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification 9-04.3.
- The maximum depth from the finished grade to the lowest pipe invert shall be 5'.
- The frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.
- The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1:24 or steeper.
- The opening shall be measured at the top of the precast base section.
- All pickup holes shall be grouted full after the inlet has been placed.



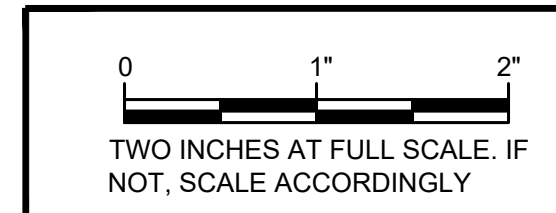
ALTERNATIVE PRECAST BASE SECTION

CATCH BASIN TYPE 1 MODIFIED STANDARD PLAN B-5.20-01

SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
 Pasco Bakotich III 06-16-11
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation

CONCRETE INLET MODIFIED STANDARD PLAN B-25.60-00

SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
 Harold J. Peterfeso 06-01-06
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation



Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-5490

DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

REVISION	DATE	APPD
No.		

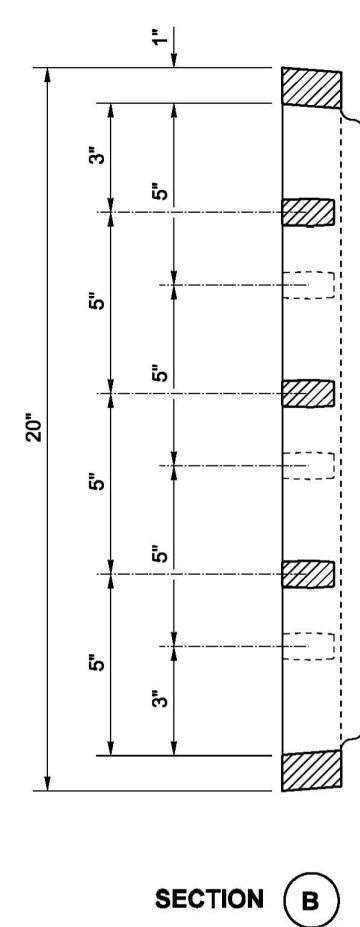
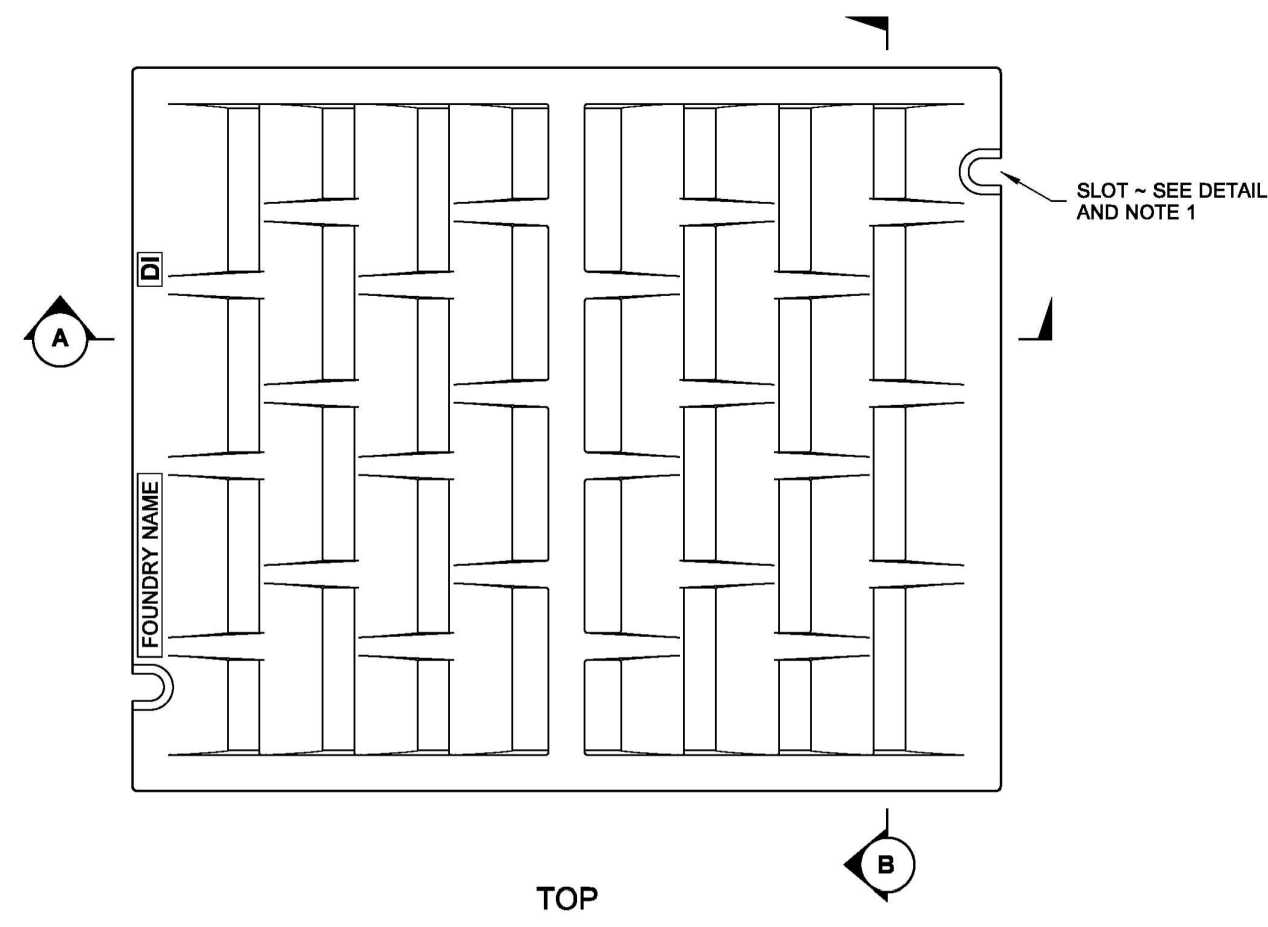
Professional Engineer Seal for Mark Sujka, License No. 30382, State of Washington.

CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 STORM DETAILS

SHEET:	22
OF:	55
JOB NO.:	21459
DWG DETAILS	

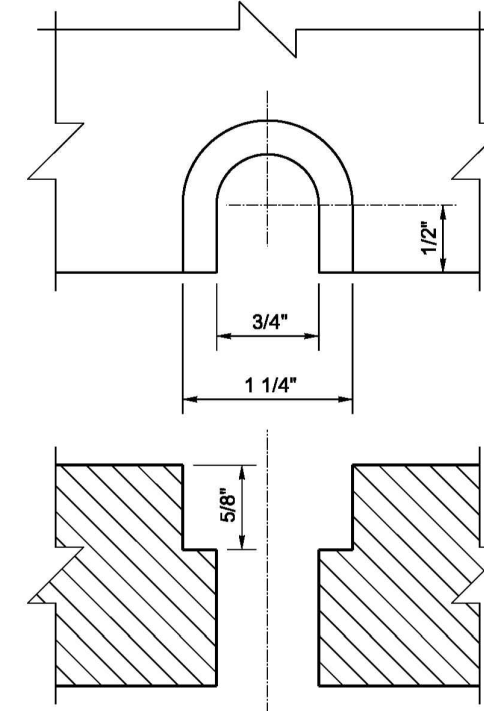
\\gserver3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\DWGDETAILS.dwg, 4/20/2022 8:47 AM, KEVIN BROWN

DRAWN BY: LISA CYFORD

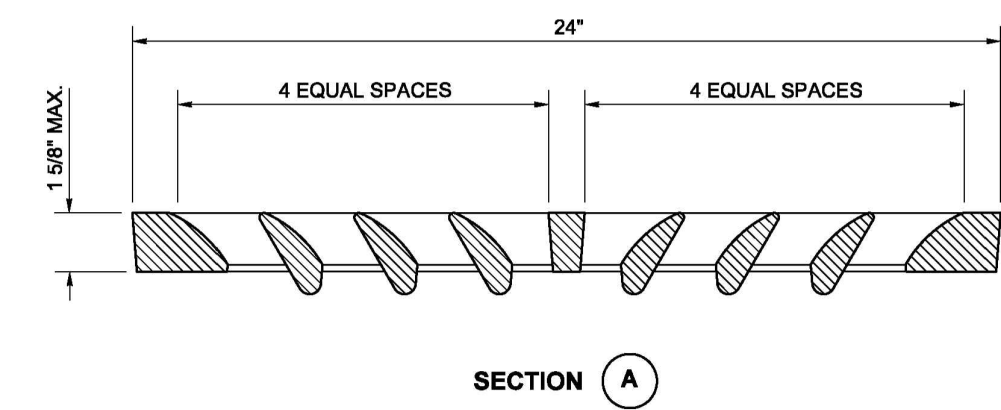


NOTES

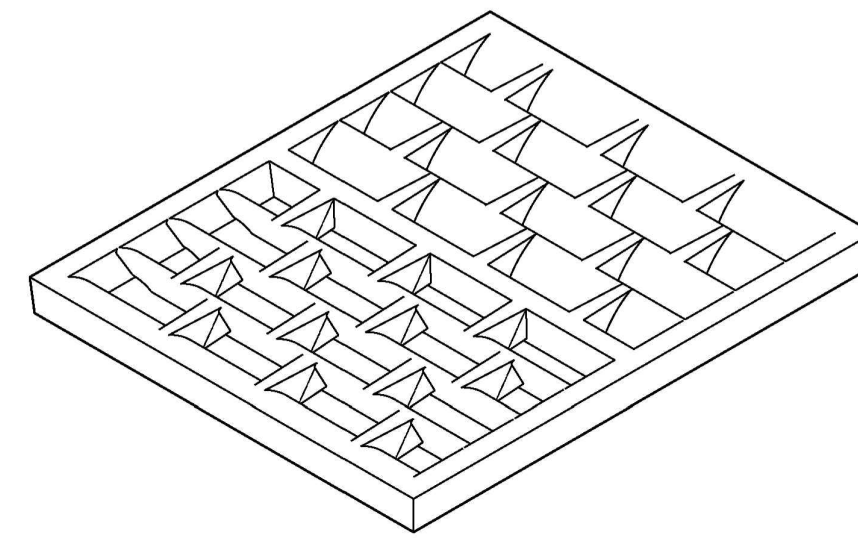
- 1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8" - 11 NC x 2" Allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
- 2. Refer to **Standard Specification 9-05.15(2)** for additional requirements.
- 3. For frame details, see **Standard Plan B-30.10**.



BOLT-DOWN SLOT DETAIL
SEE NOTE 1



SECTION A



ISOMETRIC



RECTANGULAR BI-DIRECTIONAL VANED GRATE
STANDARD PLAN B-30.40-01
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Pasco Bakotich III 04/26/12
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation

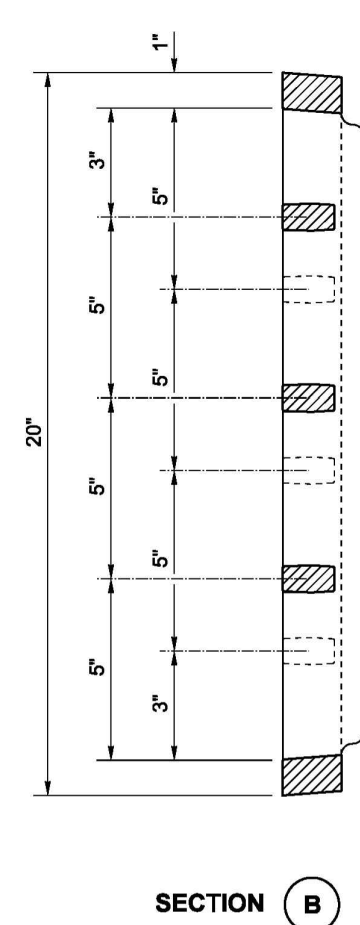
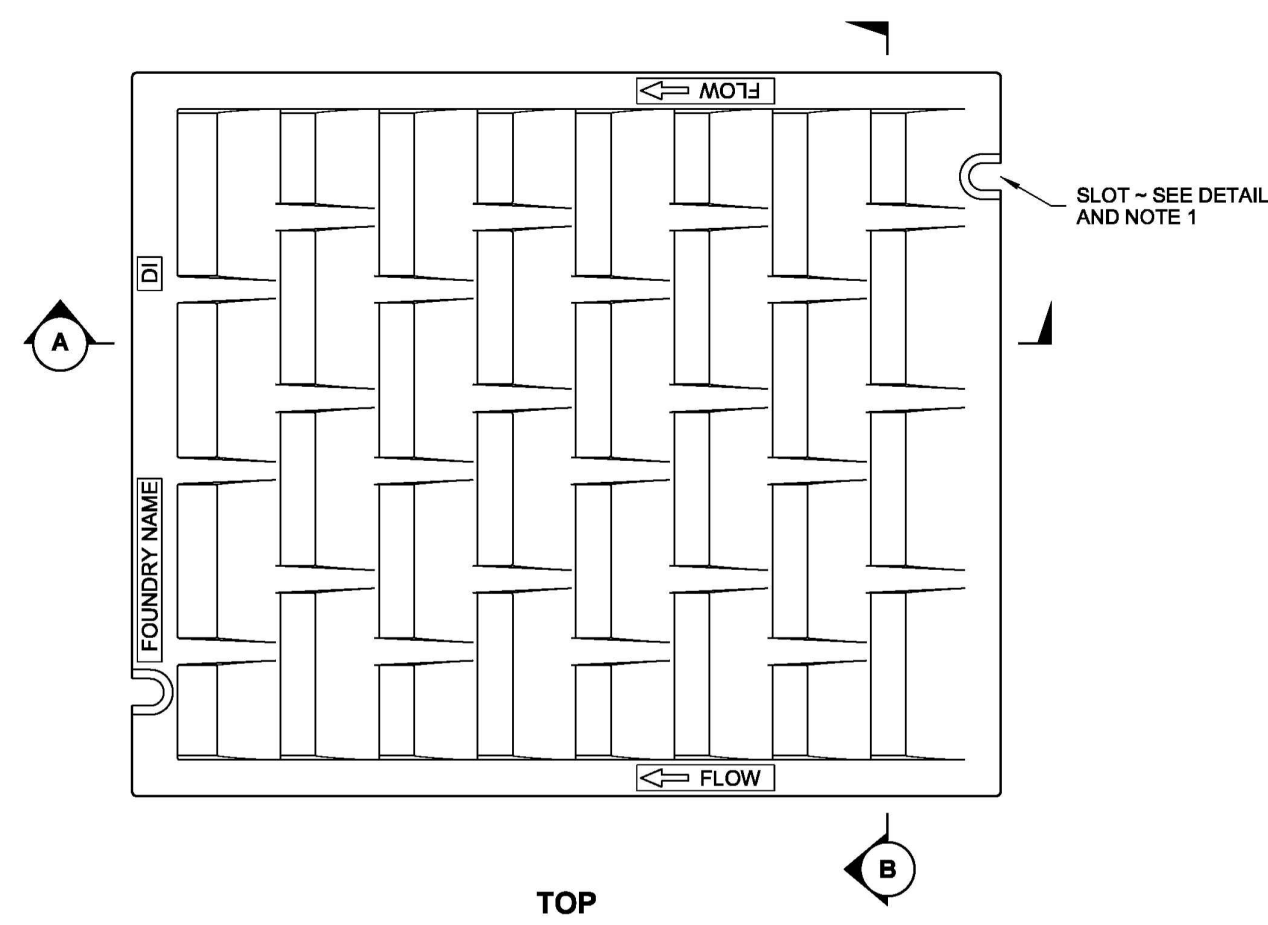
CATCH BASIN GRATE/COVER INFORMATION
BASE BID

CB NO.	LID TYPE
1	VANED - SINGLE DIRECTION
2	SOLID LID-SLIP RESISTANT
3	SOLID LID
4	SOLID LID
5	VANED - SINGLE DIRECTION
6	VANED - SINGLE DIRECTION
7	VANED - SINGLE DIRECTION
8	VANED - SINGLE DIRECTION
9	VANED - SINGLE DIRECTION
10	VANED - SINGLE DIRECTION
11	SOLID LID
12	SOLID LID
12A	VANED - SINGLE DIRECTION
13	VANED - BI-DIRECTIONAL
14	SOLID ROUND COVER
15	VANED - SINGLE DIRECTION

CATCH BASIN GRATE/COVER INFORMATION
ADDITIVE

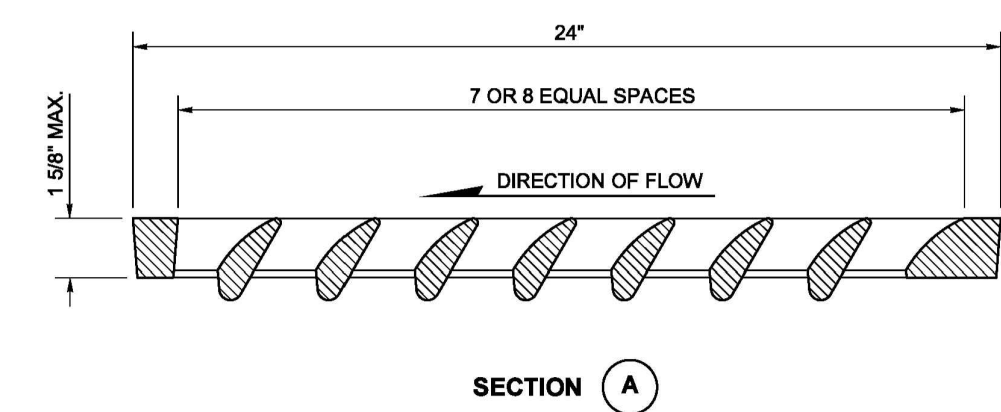
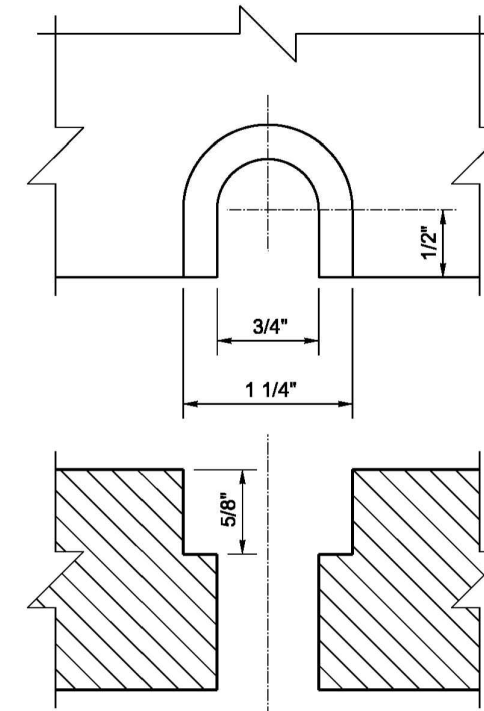
CB NO.	LID TYPE
BA100	SOLID LID
BA101	VANED - SINGLE DIRECTION
BA102	VANED - SINGLE DIRECTION
BA103	SOLID LID
BA104	VANED - SINGLE DIRECTION
BA105	VANED - SINGLE DIRECTION
BA106	SOLID LID
BA107	SOLID LID

DRAWN BY: LISA CYFORD

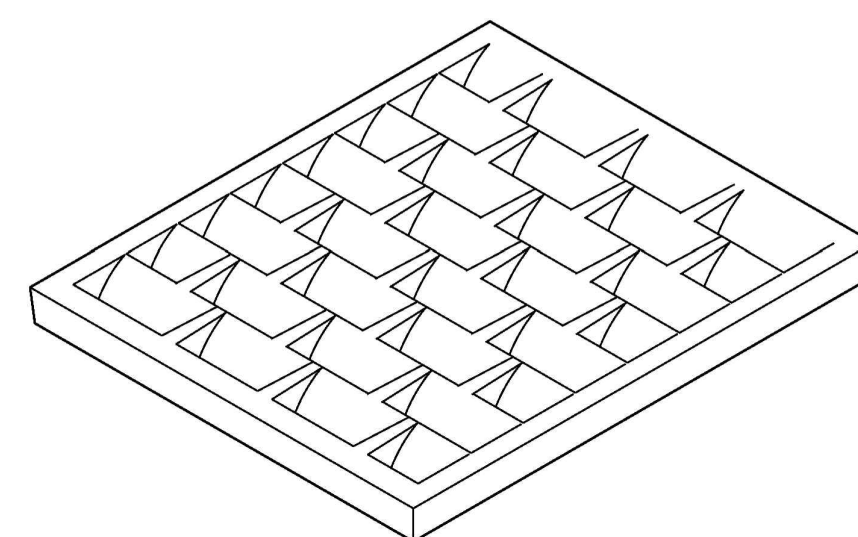


NOTES

- 1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8" - 11 NC x 2" Allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
- 2. For frame details, see **Standard Plan B-30.10**.
- 3. Refer to **Standard Specification 9-05.15(2)** for additional requirements.



SECTION A

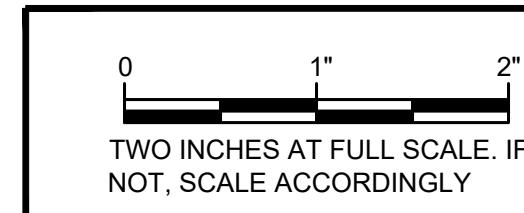


ISOMETRIC



RECTANGULAR VANED GRATE
STANDARD PLAN B-30.30-01
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Pasco Bakotich III 04/26/12
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation



DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

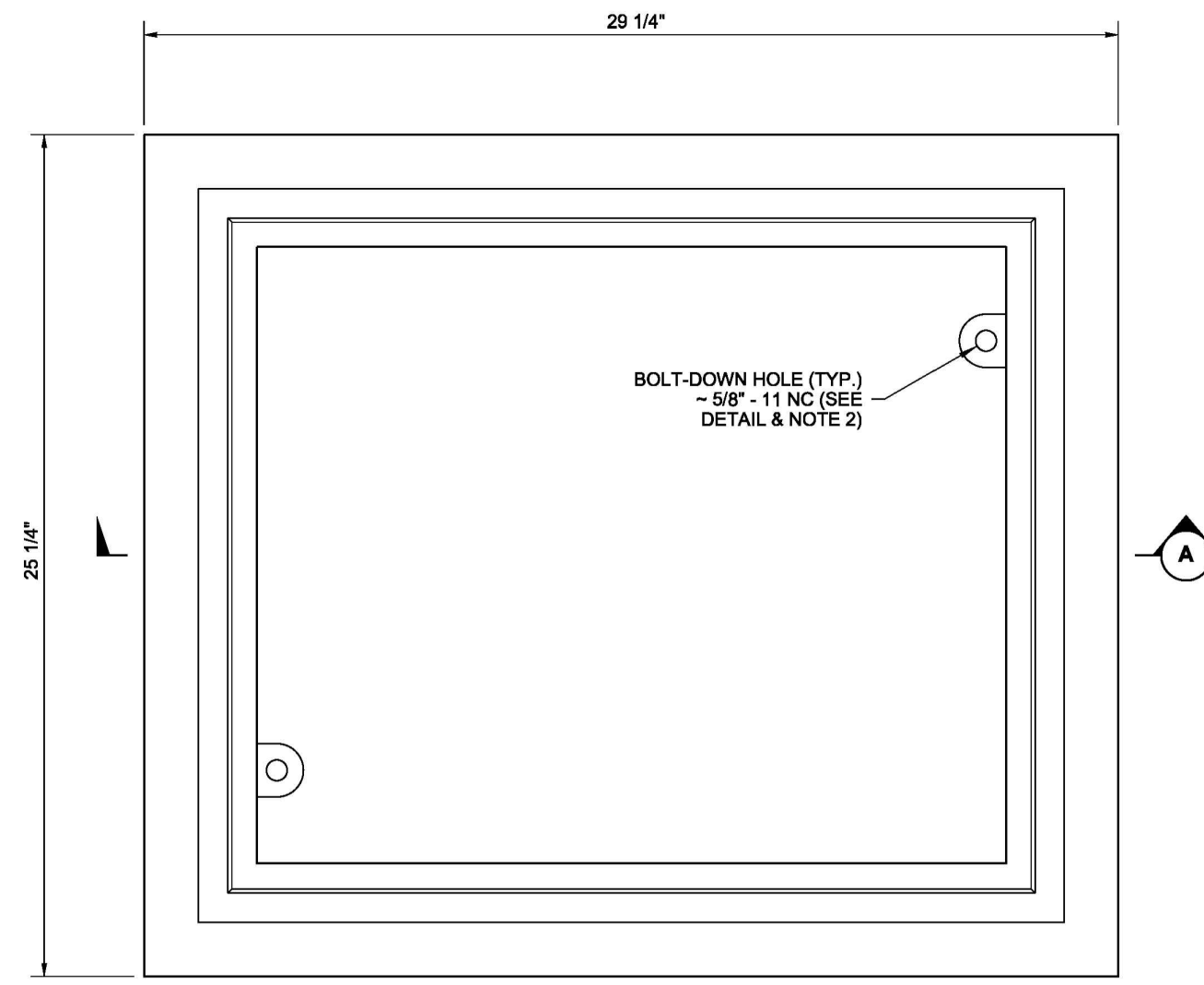
No.	REVISION	DATE	APPD



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
STORM DETAILS

SHEET:	23
OF:	55
JOB NO.:	21459
DWG DETAILS	

DRAWN BY: LISA CYFORD

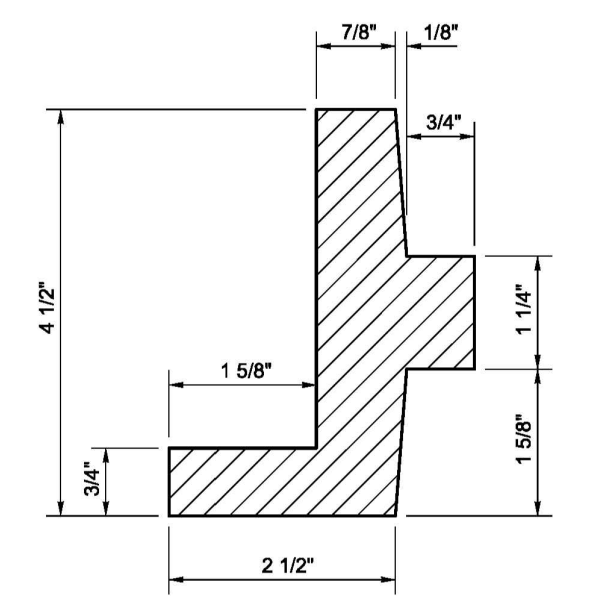


BOLT-DOWN HOLE (TYP.)
5/8\" - 11 NC (SEE
DETAIL & NOTE 2)

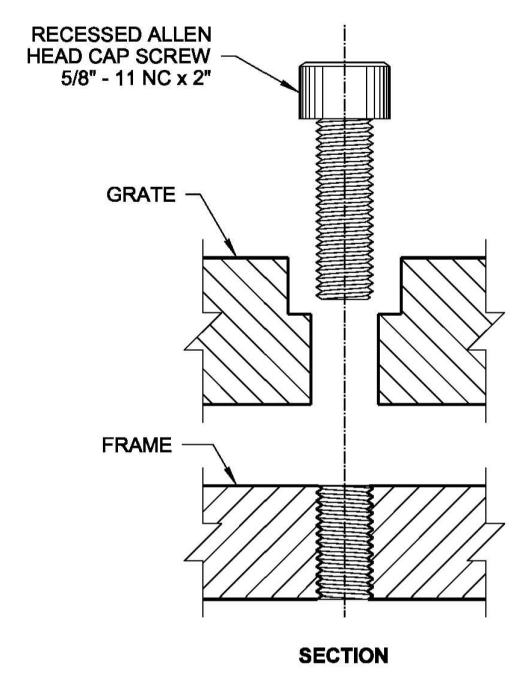
TOP

NOTES

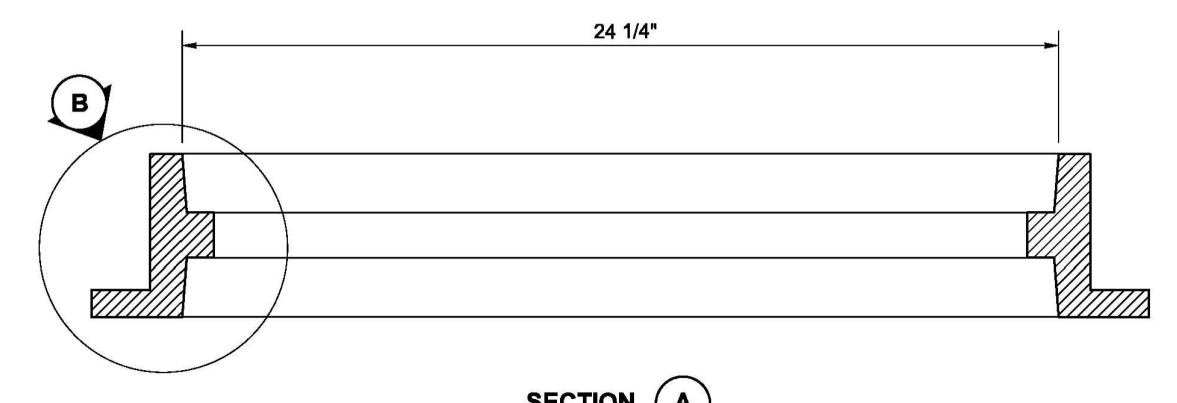
1. This frame is designed to accommodate 20" x 24" grates or covers as shown on Standard Plans B-30.20, B-30.30, B-30.40, and B-30.50.
2. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8" - 11 NC x 2" Allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
3. Refer to Standard Specification 9-05.15(2) for additional requirements.



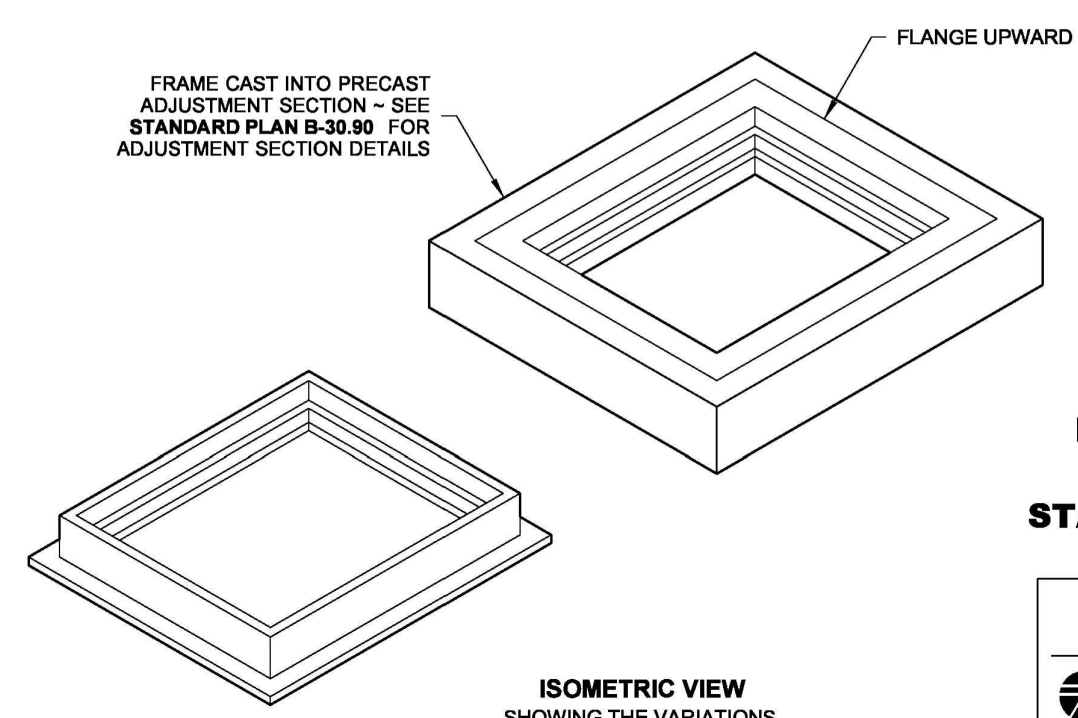
DETAIL B



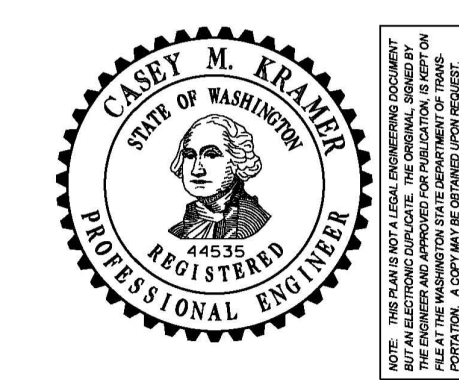
SECTION
BOLT-DOWN DETAIL
SEE NOTE 2



SECTION A



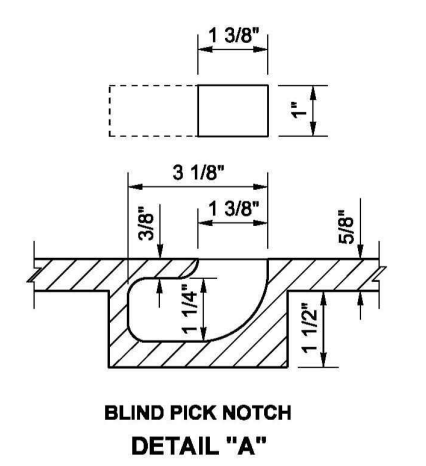
ISOMETRIC VIEW
SHOWING THE VARIATIONS



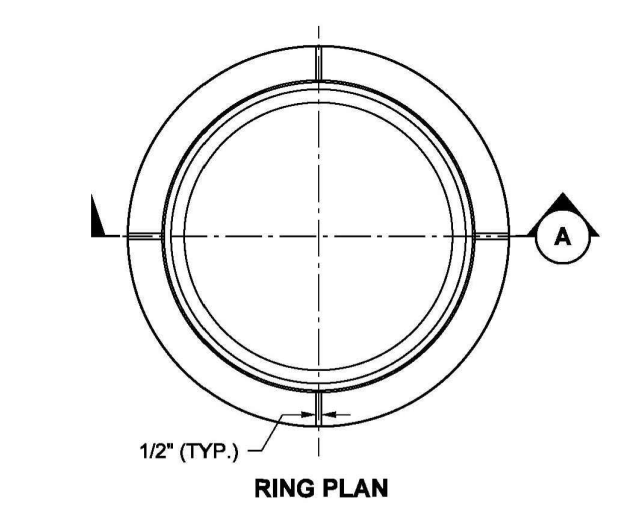
RECTANGULAR FRAME
(REVERSIBLE)
STANDARD PLAN B-30.10-01

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Pasco Bakotich III 04/26/12
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation

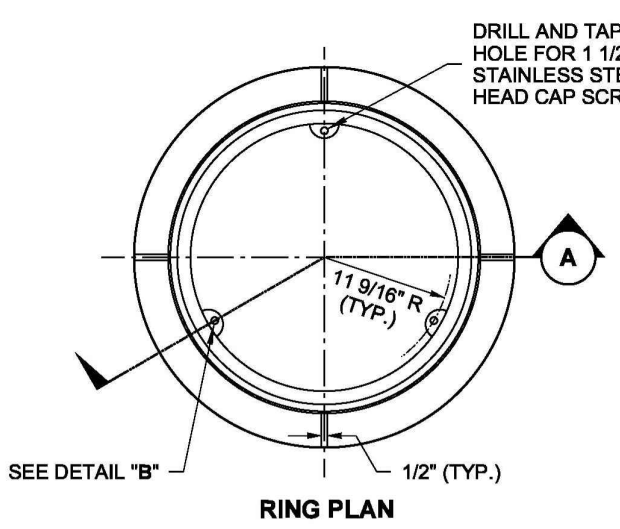
DRAWN BY: LISA CYFORD



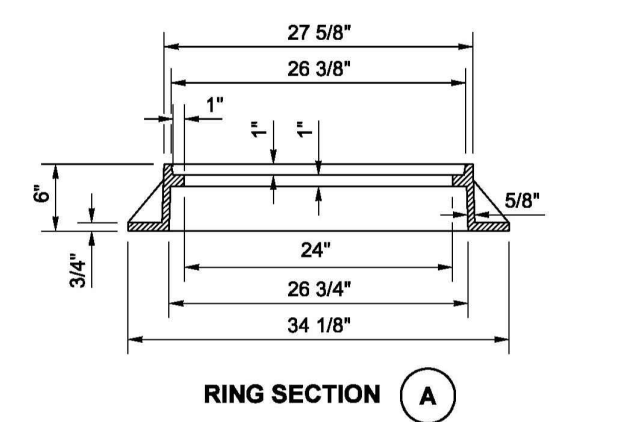
BLIND PICK NOTCH
DETAIL "A"



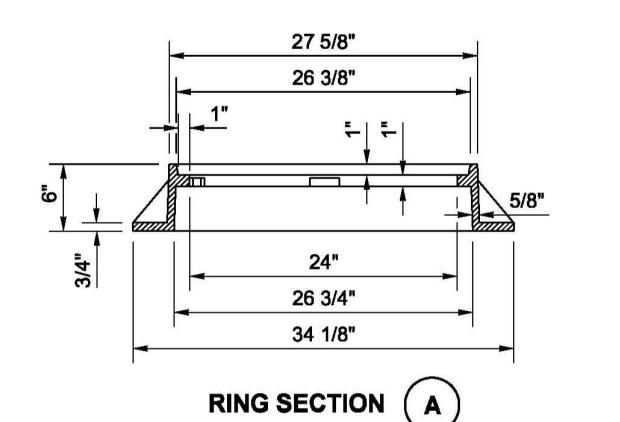
RING PLAN



RING PLAN



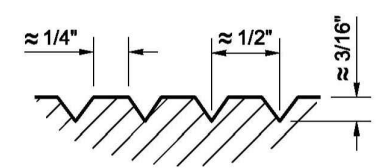
RING SECTION A



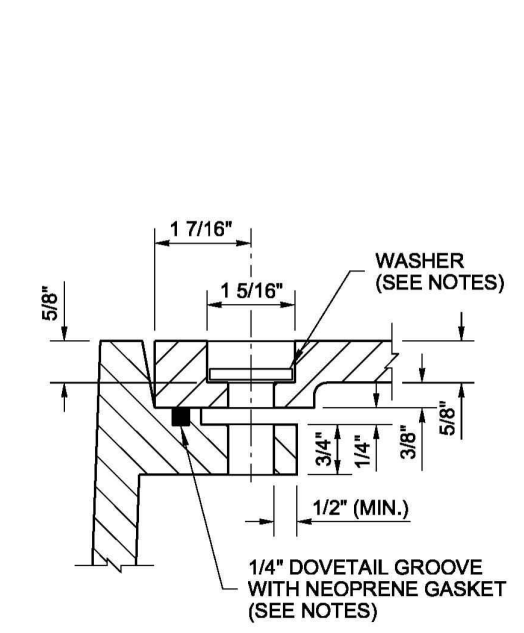
RING SECTION A

NOTES

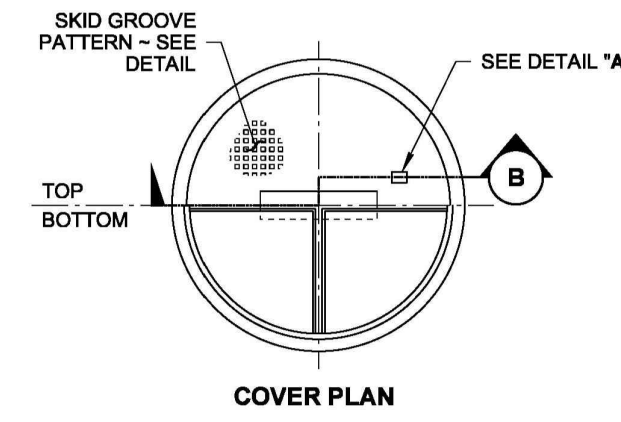
1. The gasket and groove may be in the seat (frame) or in the underside of the cover. The gasket may be "T" shaped in section. The groove may be cast or machined.
2. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 3 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8" - 11 NC x 2" Allen head cap screw by being tapped, or other approved mechanism. Location of bolt down holes varies by manufacturer.
3. For bolt-down manhole ring and covers that are not designated "Watertight", the neoprene gasket, groove, and washer are not required.
4. Washer shall be neoprene (Detail "B").
5. In lieu of blind pick notch for manhole covers, a single 1" pick hole is acceptable. Hole location and number of holes may vary by manufacturer.
6. Alternative reinforcing designs are acceptable in lieu of the rib design.
7. For clarity, the vertical scale of the Cover Section has been exaggerated, it is 1.5 times the horizontal scale (1H:1.5V).



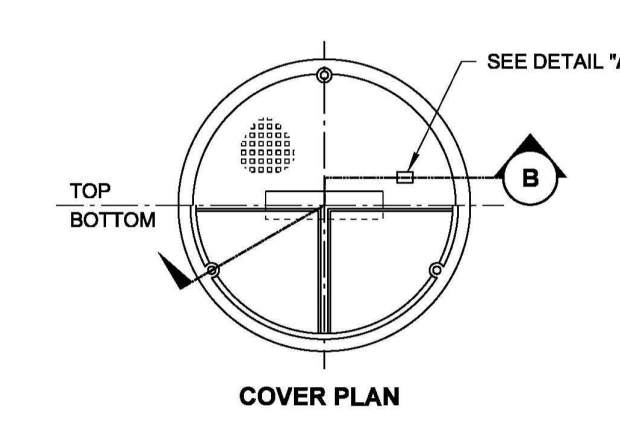
SKID GROOVE PATTERN
DETAIL



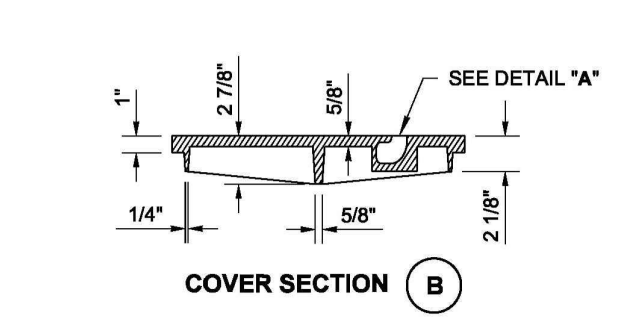
BOLT-DOWN / WATERTIGHT
DETAIL "B"



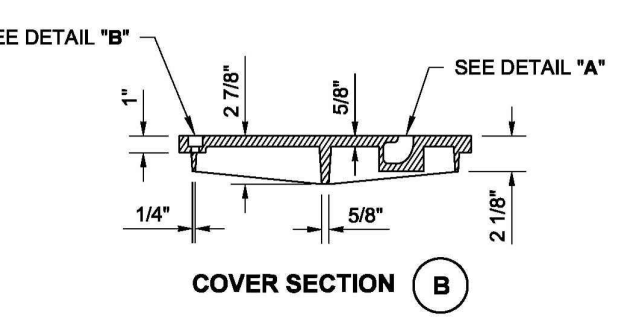
COVER PLAN



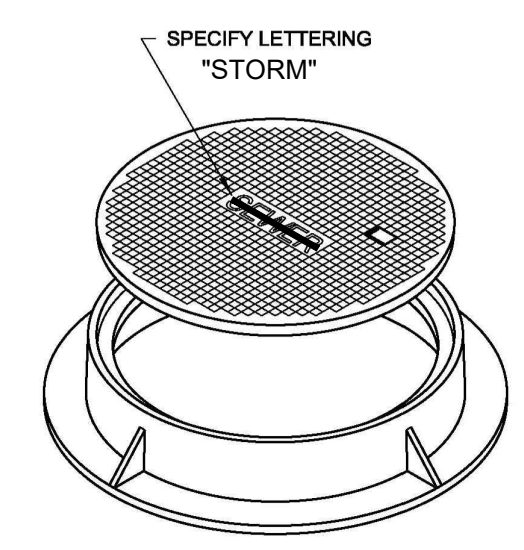
COVER PLAN



COVER SECTION B
(SEE NOTE 7)
STANDARD
TYPE 1



COVER SECTION B
(SEE NOTE 7)
BOLT-DOWN / WATERTIGHT
TYPE 2

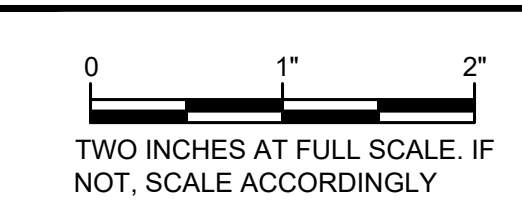


ISOMETRIC VIEW

CIRCULAR FRAME (RING)
AND COVER
STANDARD PLAN B-30.70-03

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Pasco Bakotich III 04/26/12
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation

MODIFIED



TWO INCHES AT FULL SCALE. IF
NOT, SCALE ACCORDINGLY

\\gserver3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANS\TOW\DETAILS.dwg, 4/20/2022 8:47 AM, KEVIN BROWN

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-5490

DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

REVISION	DATE	APPD
No.		

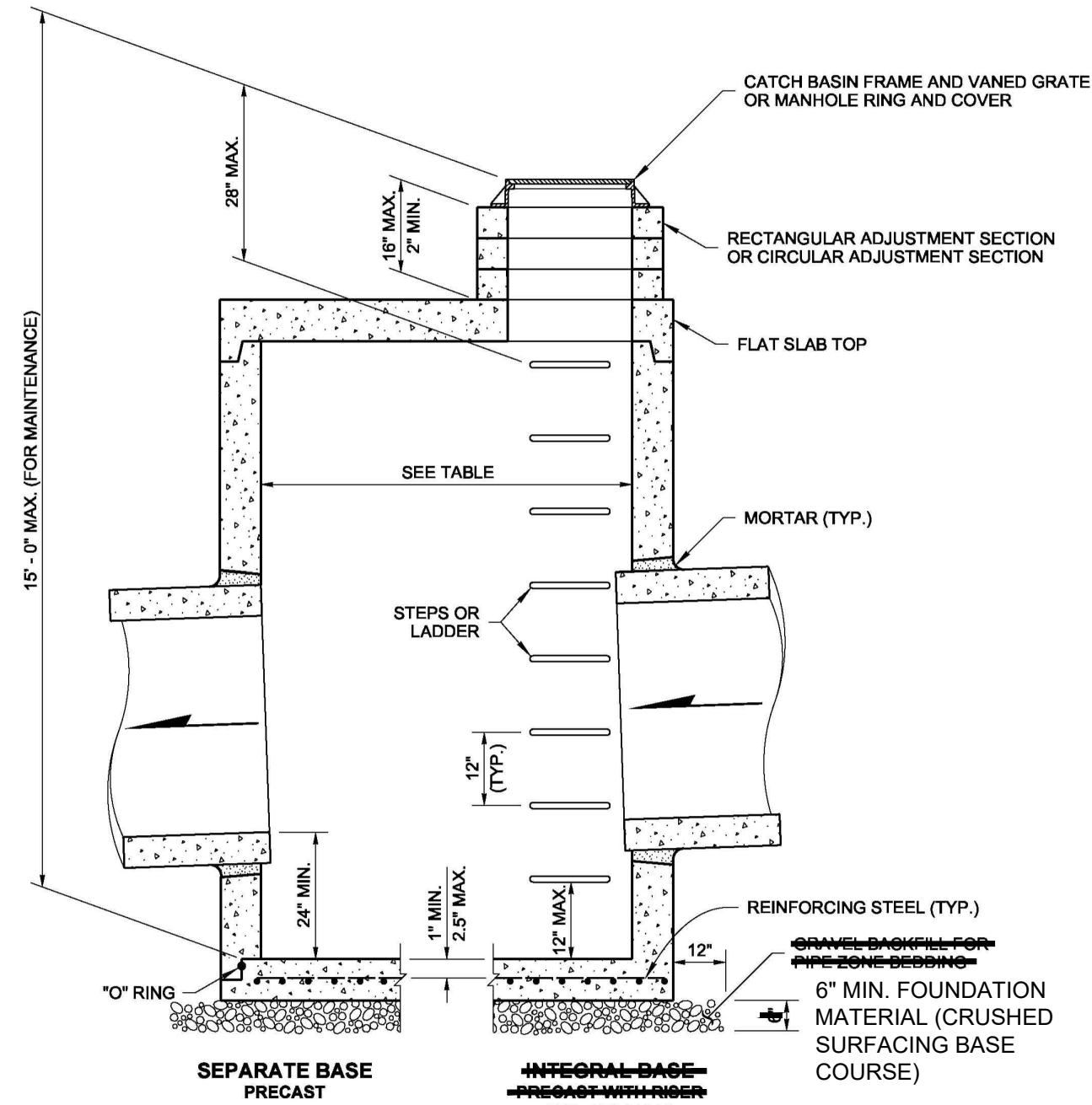
KEVIN W. BROWN
REGISTERED PROFESSIONAL ENGINEER
No. 39319

BLAKE J. ROLLEN
REGISTERED PROFESSIONAL ENGINEER
No. 30382

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
STORM DETAILS

SHEET:	24
OF:	55
JOB NO.:	21459
DWG DETAILS	

DRAWN BY: LISA CYFORD



- NOTES**
- No steps are required when height is 4' or less.
 - The bottom of the precast catch basin may be sloped to facilitate cleaning.
 - The rectangular frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.
 - Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 1.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with **Standard Specification 9-04.3**.

CATCH BASIN DIMENSIONS

CATCH BASIN DIAMETER	MIN. WALL THICKNESS	MIN. BASE THICKNESS	MAXIMUM KNOCKOUT SIZE	MINIMUM DISTANCE BETWEEN KNOCKOUTS
48"	4"	6"	36"	8"
54"	4.5"	6"	42"	8"
60"	5"	6"	48"	8"
72"	6"	6"	60"	12"
84"	6"	12"	72"	12"
96"	6"	12"	84"	12"
120"	10"	12"	96"	12"
144"	12"	12"	108"	12"

PIPE ALLOWANCES

CATCH BASIN DIAMETER	PIPE MATERIAL WITH MAXIMUM INSIDE DIAMETER				
	CONCRETE	ALL METAL	CPSSP	SOLID WALL PVC (1)	PROFILE WALL PVC (2)
48"	24"	30"	24"	30"	30"
54"	30"	36"	30"	36"	36"
60"	36"	42"	36"	42"	42"
72"	42"	54"	42"	48"	48"
84"	54"	60"	54"	48"	48"
96"	60"	72"	60"	48"	48"
120"	60"	84"	60"	48"	48"
144"	78"	96"	60"	48"	48"

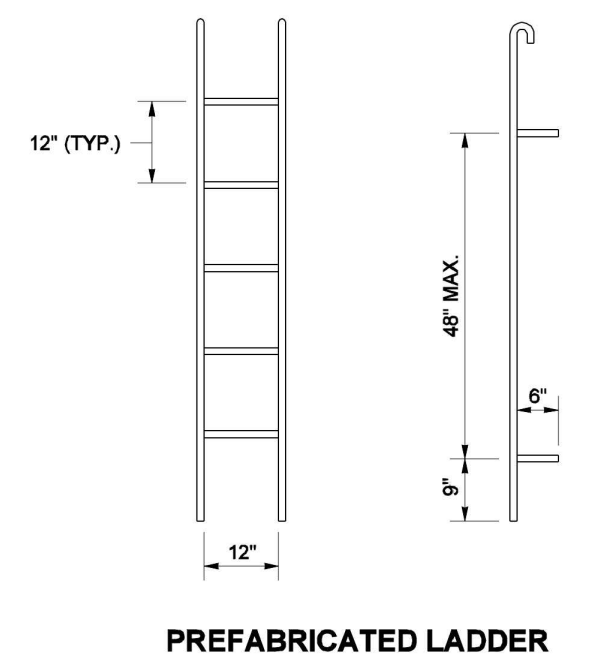
① Corrugated Polyethylene Storm Sewer Pipe (Standard Specification 9-05.20)
 ② (Standard Specification 9-05.12(1))
 ③ (Standard Specification 9-05.12(2))

**CATCH BASIN TYPE 2
 STANDARD PLAN B-10.20-01**

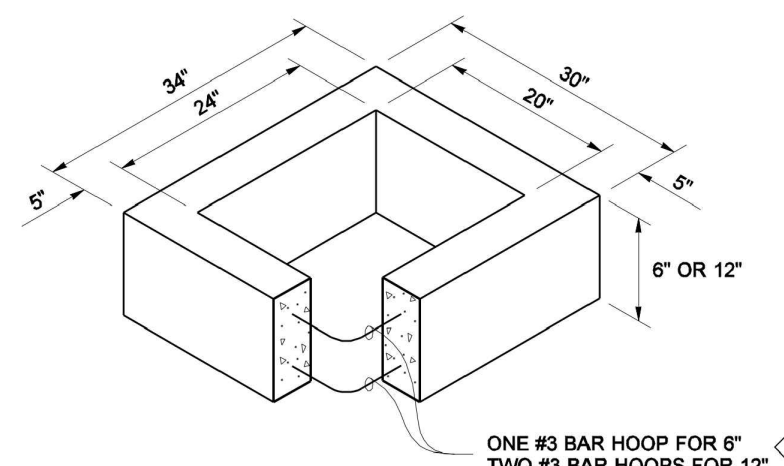
SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
Pasco Bakotich III 02-07-12
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation

MODIFIED

NOTE
 Ladder rungs for manholes and catch basins shall meet the requirements of AASHTO M 199.

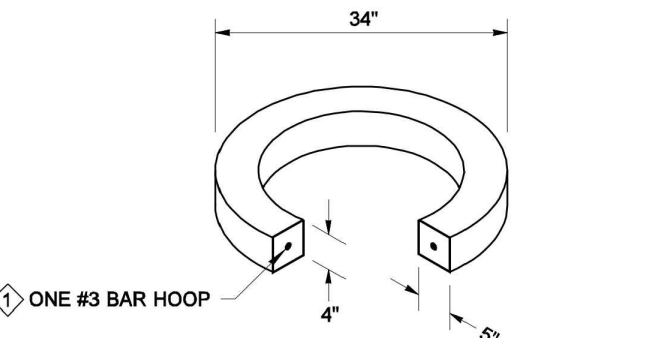


PREFABRICATED LADDER

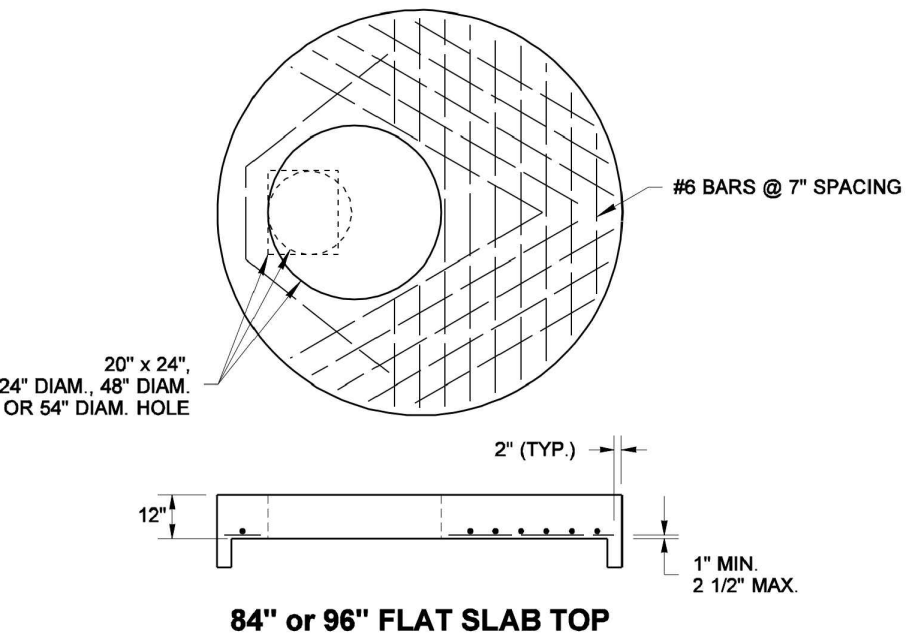


RECTANGULAR ADJUSTMENT SECTION

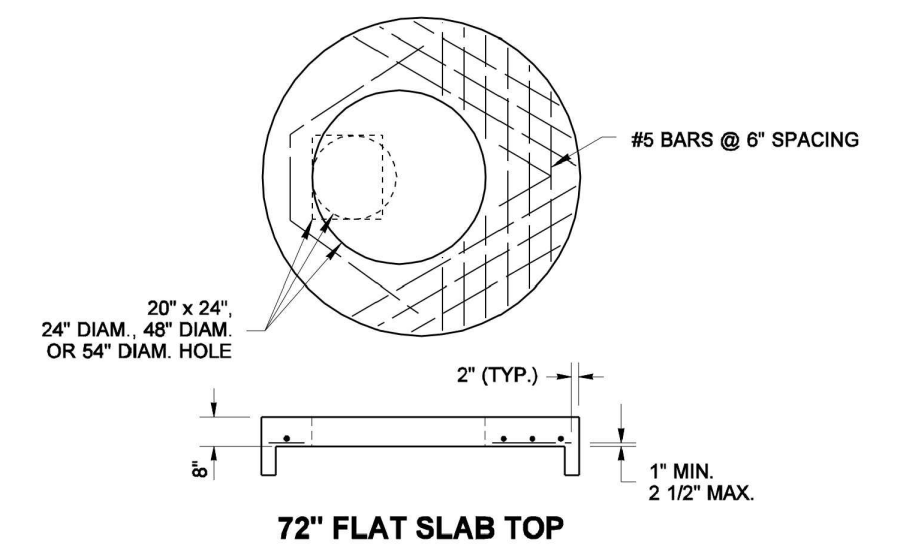
① As an acceptable alternative to rebar, wire mesh having a minimum area of 0.12 square inches per foot may be used for adjustment sections.



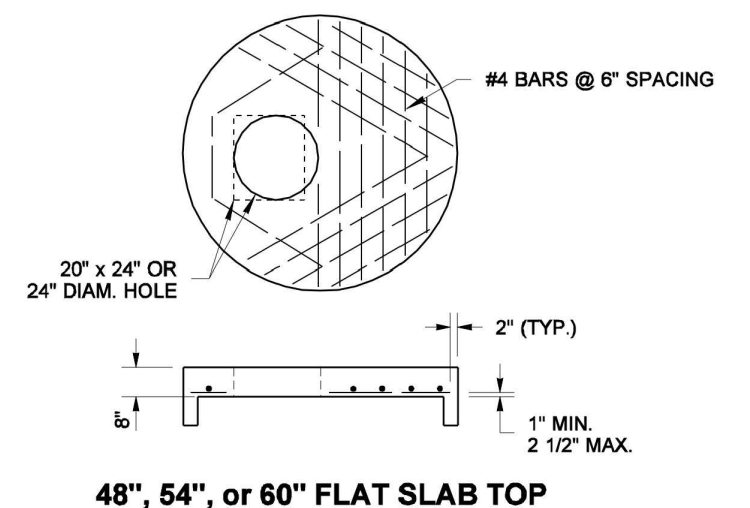
CIRCULAR ADJUSTMENT SECTION



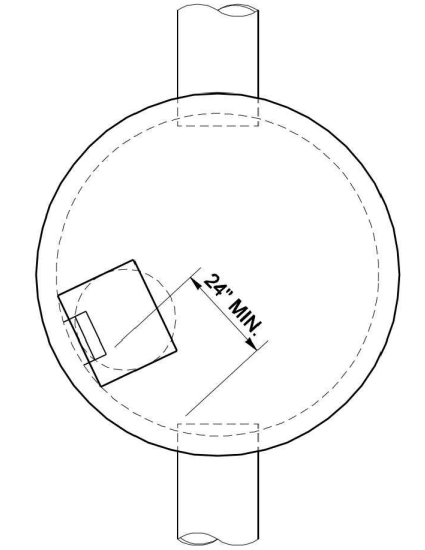
84" or 96" FLAT SLAB TOP



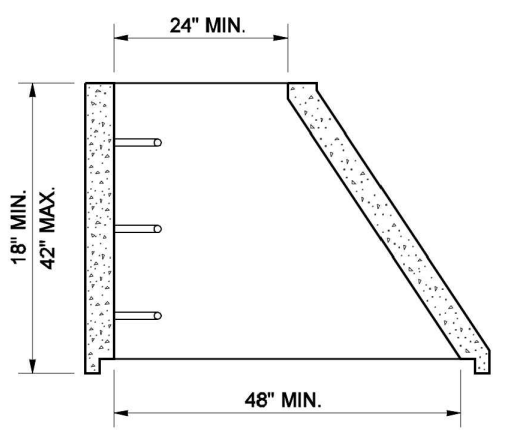
72" FLAT SLAB TOP



48", 54", or 60" FLAT SLAB TOP



TYPICAL ORIENTATION FOR ACCESS AND STEPS

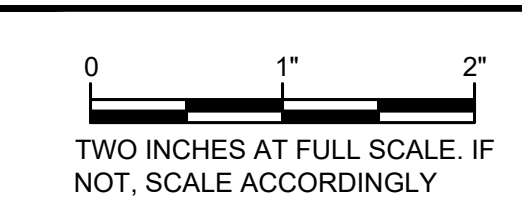


ECCENTRIC CONE SECTION



**MISCELLANEOUS DETAILS FOR DRAINAGE STRUCTURES
 STANDARD PLAN B-30.90-01**

SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
Pasco Bakotich III 09-20-07
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation

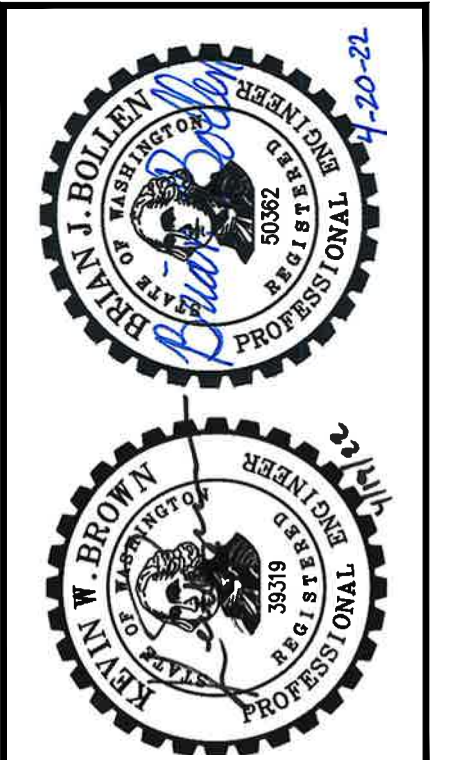


TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-5490

DATE: APR. 2022	BLB		
DRAWN: BLB		BLB	
CHECKED: BLB			
APPROVED: KWB			

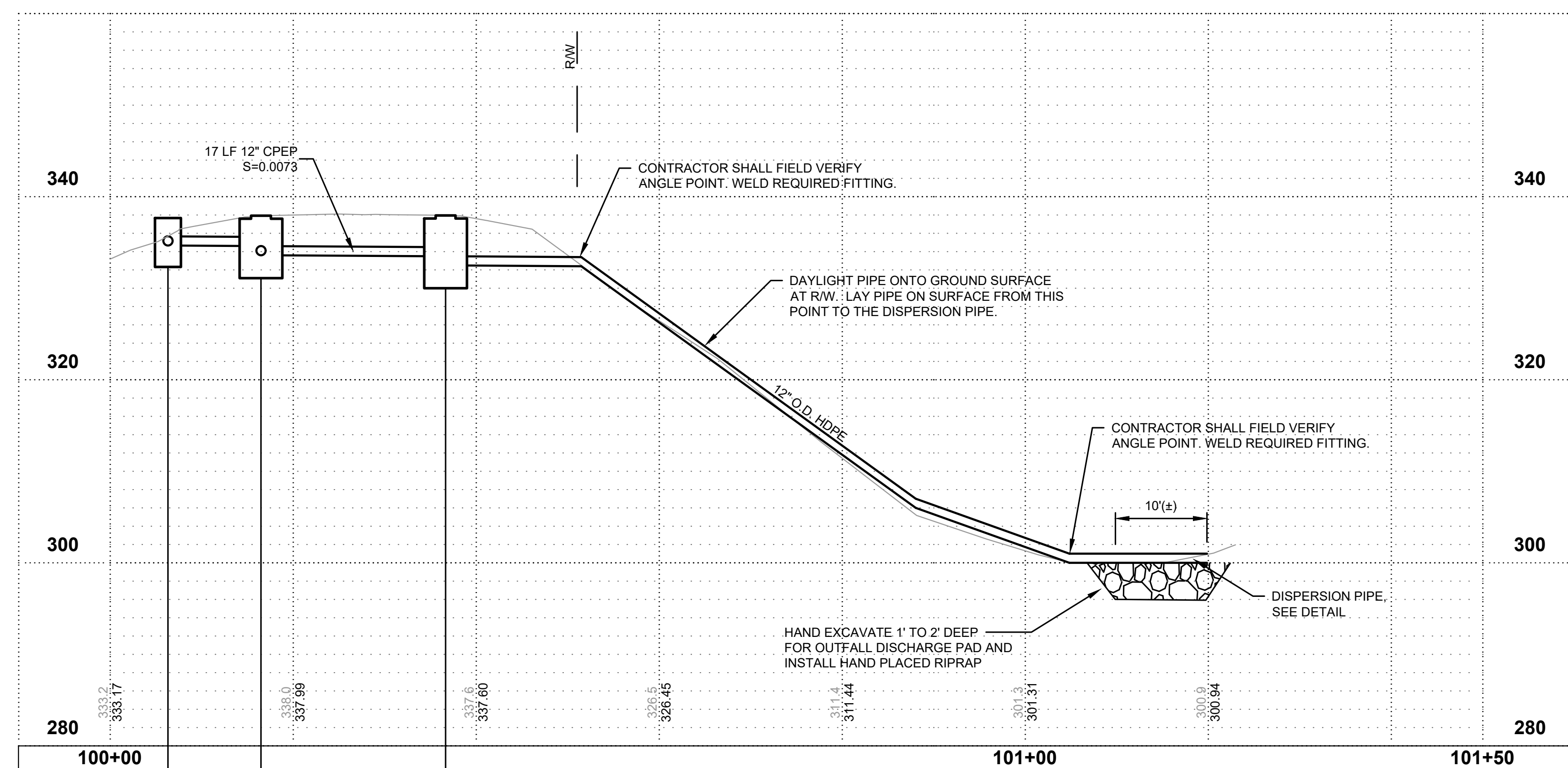
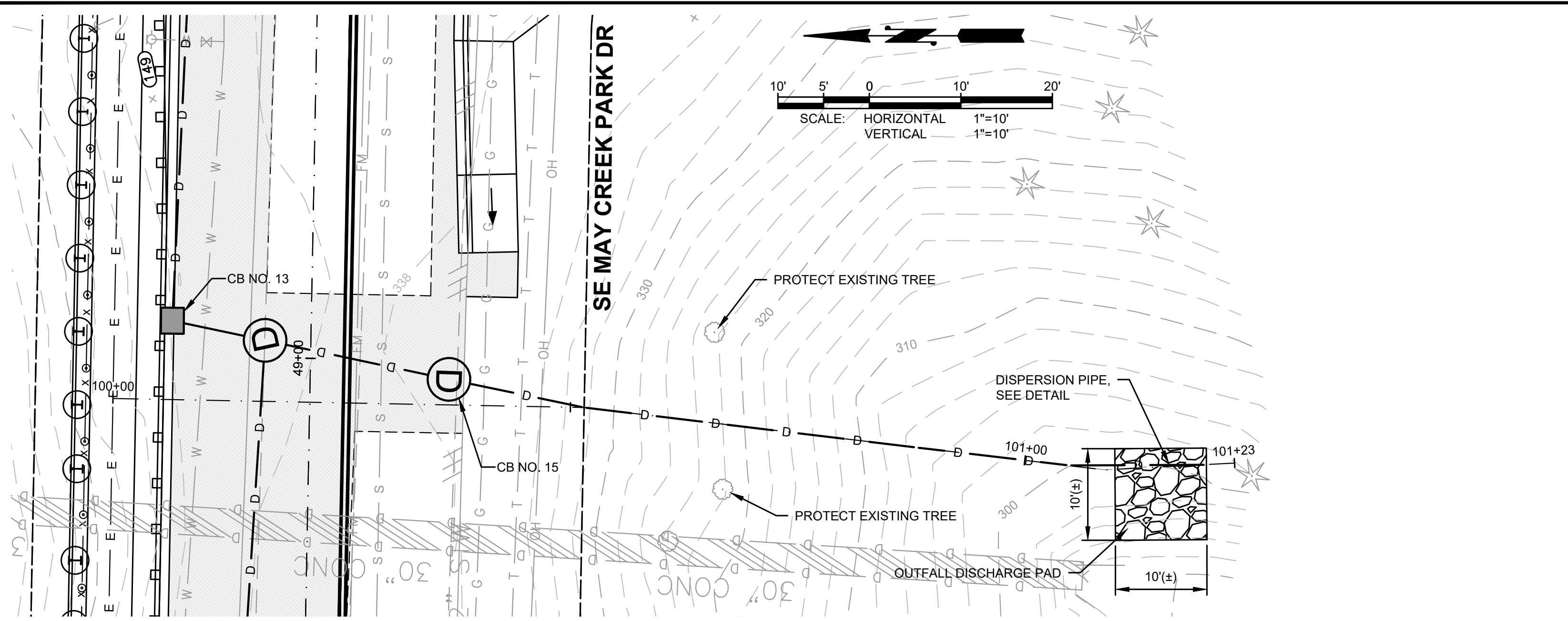
REVISION	DATE	APPD



CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
 NON-MOTORIZED IMPROVEMENTS
 STORM DETAILS

SHEET: 25
OF: 55
JOB NO.: 21459
DWG DETAILS

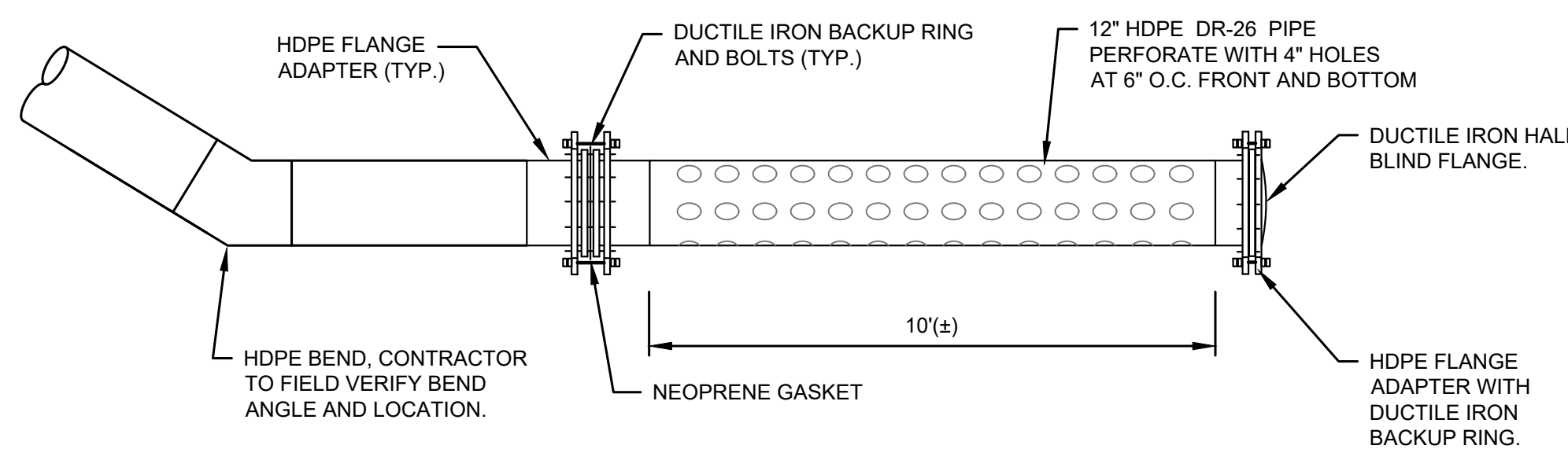
\\gserver3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANS\TOWNSHIP\DETAILS.dwg, 4/20/2022 8:47 AM, KEVIN BROWN



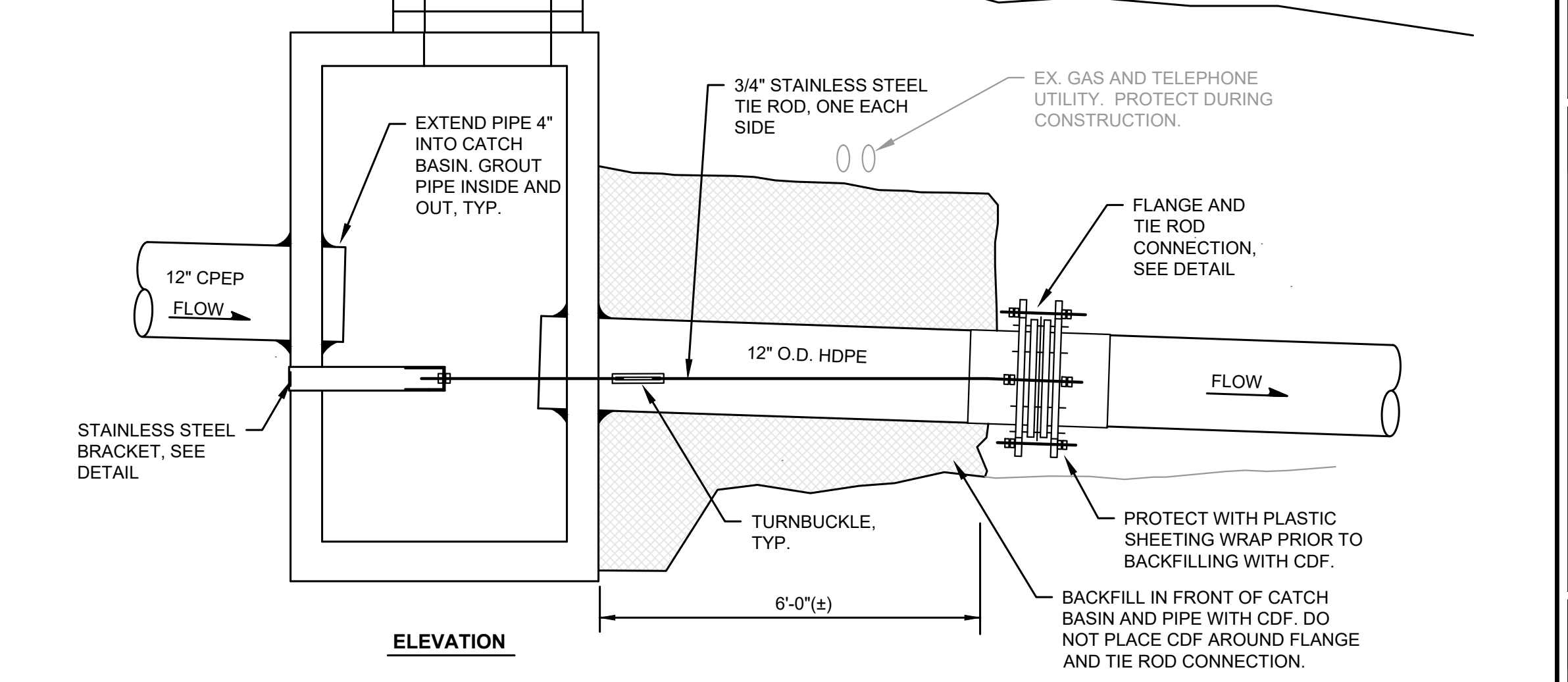
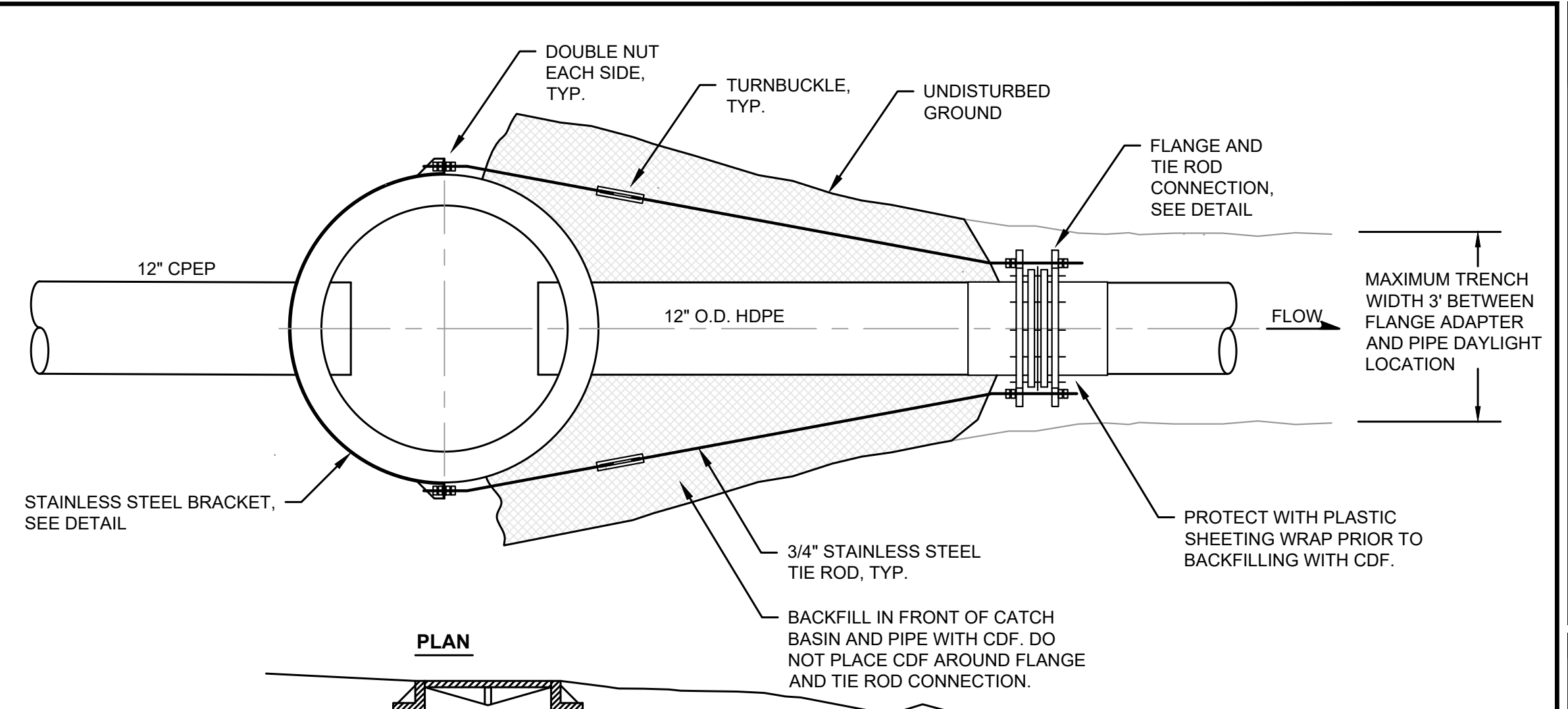
CB TYPE 1, CB NO. 13
RIM=337.66
IE=334.66 12" CPEP SW
IE=334.66 12" CPEP E

TYPE 2, 48" Ø, CB NO. 14
RIM=337.92
IE=333.60 12" CPEP SW
IE=333.60 12" CPEP W
IE=334.60 12" CPEP NE

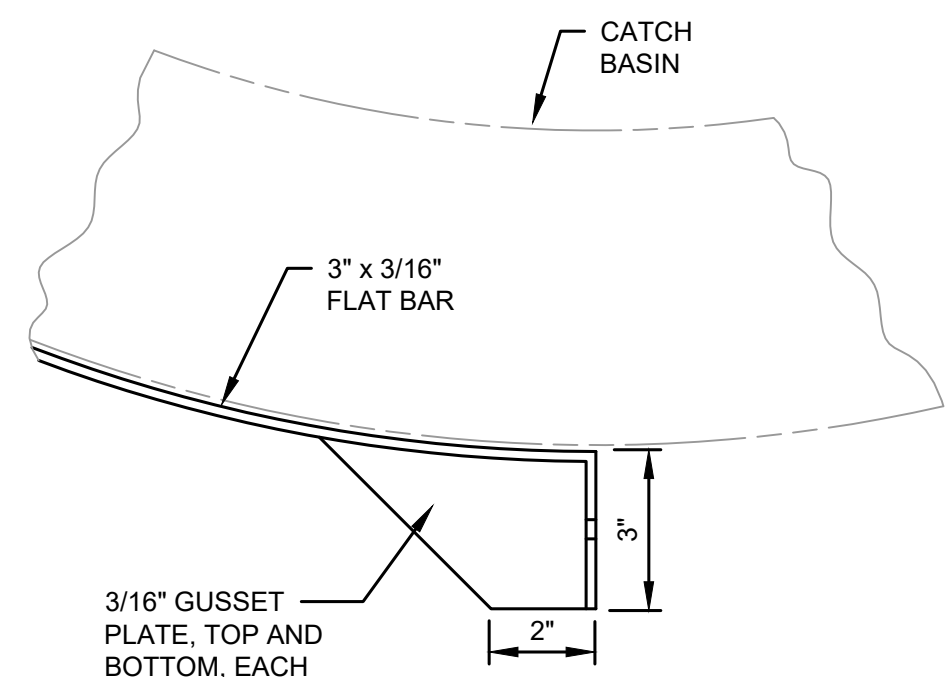
TYPE 2, 48" Ø, CB NO. 15
RIM=337.99
IE=333.60 12" CPEP NE
IE=332.50 12" HDPE SW



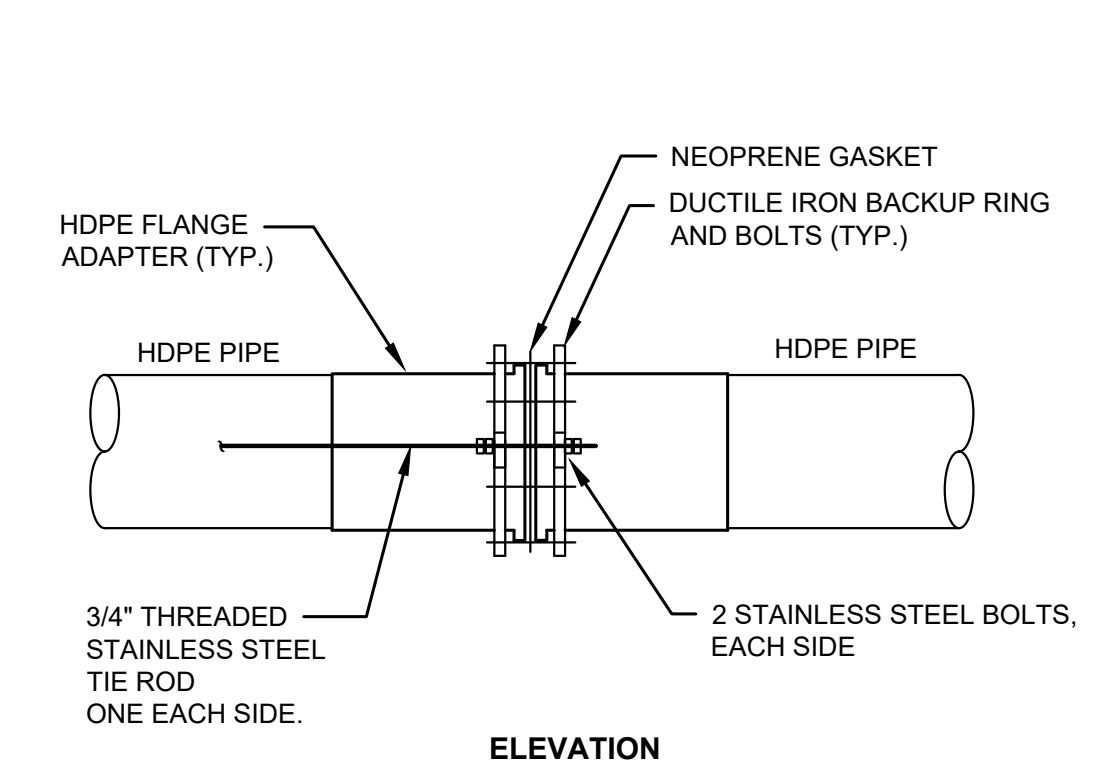
DISPERSION PIPE DETAIL
NTS



CATCH BASIN NO. 15 - PIPE ANCHOR
NTS



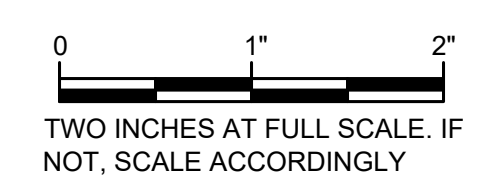
BRACKET DETAIL
NTS



FLANGE AND TIE ROD CONNECTION DETAIL
NTS

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.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH, SUITE 300
SEATTLE, WASHINGTON 98144 • (206) 964-0980

DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

Professional Engineer
KING COUNTY, WASHINGTON
Professional Engineer No. 39319
Professional Engineer No. 39319

CITY OF NEWCASTLE
KING COUNTY, WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
GYPSY CREEK STORM OUTFALL PLAN, PROFILE AND DETAILS

SHEET:	26
OF:	55
JOB NO.:	21459
DWG:	STORM OUTFALL

I:\g06\SERVER3\data2\newcastle\21459.00 se may creek park drive - design\PLAN\SETC\W\STORM OUTFALL.dwg, 4/20/2022 8:48 AM, KEVIN BROWN

PUMPER TO FACE STREET

4" MIN. 50" MAX.

* CONSULT ENGINEER IF LESS THAN 4 FEET

ITEM	QUANTITY	ITEM DESCRIPTION
A	1	FIRE HYDRANT: 1-4" PUMPER-SEATTLE STANDARD THREAD 2-2 1/2" HOSE NOZZLES-NATIONAL STD. THREAD MECHANICAL JOINT SHOE
B	1	AUXILIARY GATE VALVE: 6" AWWA C509 RESILIENT SEAT, MJ x FL
C	1	VALVE BOX: CAST IRON SLIDE EXTENSION & BASE LID TO HAVE DROP-IN HANDLE.
D	1	TEE: 6" FLANGED OUTLET
E	1	CONCRETE BRICK: 8" x 16" x 4"
F	2	RESTRAINED JOINT GLAND: MEGA-LUG OR EQUAL
G	1/2 CY	1 1/2" WASHED ROCK
H	VAR.	6" DUCTILE IRON PIPE: CEMENT LINED, CLASS 52
J		DELETED
K	1	HYDRANT EXTENSION, WHERE REQUIRED
L	1	6 MIL PLASTIC SHEETING OVER WASHED ROCK.
M	VAR.	FIELD LOCK GASKETS AT PIPE BELL'S
N	1	CONCRETE BLOCKING

- HYDRANTS SHALL BE PAINTED WITH TWO COATS OF SEYMOUR/KRYLON PAINT EQUIPMENT NO. K00481 (YELLOW).
- ALL HYDRANTS SHALL BE BREAK-AWAY TYPE, PER KING COUNTY STANDARDS
- PUMPER CAP SHALL BE LOCATED ONE FOOT MINIMUM BEHIND SIDEWALK.
- HYDRANT TO BE LOCATED FIVE FEET BEHIND CURB IF NO SIDEWALK IS PRESENT.

FIRE HYDRANT ASSEMBLY
SCALE NTS

Coal Creek Utility District FIRE HYDRANT ASSEMBLY WATER STD. PLAN NO. 3 REVISION DATE 1-2019

BOX: MID STATES HDPE 13"x24"x18" W/ VERTICAL WALL
LID: MID STATES 13"x24" DUCTILE IRON W/ READER LID

INSTALL NEW BOX AFTER CONNECTION IS MADE

REMOVE EXISTING BOX

CONNECT TO EXISTING METER NUT WITH NECESSARY ADAPTERS

EXISTING SERVICE

BURY IN SAND

4" MIN. 2" MAX. CURB STOP

TO NEW MAIN

POSSIBLE PARTS LIST:
3-1" COUPLINGS P.J. x M.I.P.
1-1" CURB STOP F.I.P. x F.I.P.
1-1" x 2" BRASS NIPPLE
1-1/4" x 1" BRASS BUSHING

NOTES:
1. TYPICAL 1" WATER SERVICE REPLACEMENT. NEW SETTER TO BE OFFSET SUFFICIENTLY FROM OLD SERVICE TO PERMIT CONNECTION
2. MATERIAL USED IN REPAIR OF AN EXISTING SERVICE SHALL BE APPROVED BY THE DISTRICT ON A CASE BY CASE BASIS
3. CONTRACTOR TO TRANSFER METER OR INSTALL NEW METER AS FURNISHED BY THE DISTRICT

REPLACEMENT OF EXISTING SERVICE
SCALE NTS

Coal Creek Utility District REPLACEMENT OF EXISTING SERVICE WATER STD. PLAN NO. 11 REVISION DATE 2-2017

METER BOX

FINISHED GROUND LINE

5' TYP. PLANTER STRIP

SIDEWALK

BACK OF WALK

METER TO BE INSTALLED BY DISTRICT

1" COUPLING P.J.xM.I.P.

2" WHITE PVC ENCASUREMENT UNDER SIDEWALK

1" PVC THREADED PLUG

SECTION PLAN

TOP OF SETTER TO BE 6" FROM FINISHED GRADE

A. SERVICE CLAMP, FORD MODEL FC 101 OR FC 202, OR EQUAL.

B. CORPORATION STOP, FORD OR EQUAL. I.P. X G.T. COMPRESSION

C. COPPER TUBING, ASTM B 88, TYPE K.

D. CURB STOP, FORD OR APPROVED EQUAL. I.P. X G.T. COMPRESSION. CURB STOPS TO BE 18" DEEP MINIMUM TO 36" DEEP MAXIMUM.

E. 1" COPPER SETTER WITH LOCKING STOP. C.T.S. INLET AND HORIZONTAL OUTLET, ANGLE CHECK VALVE OUTLET, 12" HIGH PER DISTRICT REQUIREMENTS. FORD NO. VH74-12W-11-44-NL, OR EQUAL.

F. TRAFFIC AREAS: METER BOX SHALL BE MID STATES HDPE 13"x24"x18" WITH MID STATES 13"x24" DUCTILE IRON LID. NON-TRAFFIC AREAS: RAVEN METER BOX 13"x24"x18" WITH READER LID.

G. 2" PVC SDR 21CONNECTING PIPE FOR RADIO READ CONDUIT (LENGTH AS REQUIRED) LOCATE 6" BELOW TOP OF BOX AND 5" FROM CUSTOMER END OF BOX. 2" ID, 2-3/8" OD, 2-1/2" HOLE TYPICAL

SERVICE CONNECTIONS IN PLANTER STRIP
SCALE NTS

Coal Creek Utility District SERVICE CONNECTIONS IN PLANTER BOX WATER STD. PLAN NO. 14 REVISION DATE 2-2017

INSTALL 180° RETURN ELBOW WITH BEE HIVE ABOVE COVER. MIN. 18" ABOVE GRADE. IF IN A HIGH TRAFFIC AREA, INSTALL A PROTECTIVE DEVICE (MARKER POST, BOLLARD, ETC.)

MID STATES HDPE METER BOX 17"x30"x18" W/VERT. WALLS; LID: MID STATES DUCTILE

30" MIN. COVER

GRAVEL SUMP

VALVE BOX & LID

BRASS TEE W/ PLUG (HAND TIGHTEN ONLY)

6" MIN.

2- 90° BRASS BENDS - SWIVEL JOINT

AIR & VACUUM VALVE, 1" ASSEMBLY-APCO NO. 143C 2" ASSEMBLY-APCO NO. 145C OR EQUAL

3/4" BALL VALVE W/HANDLE FOR DRAIN

UNION

2'-0" 2'-0"

SLOPE

2-2" 90° BRASS BENDS

2"x4" BRASS NIPPLE

90° STREET ELBOW

SHORT BRASS NIPPLES TO FIT

TYPE "K" COPPER WITH BRASS ELBOWS AND FITTINGS

FOR 1" A.V. INSTALL 2" TO 1" BRASS BUSHING 1" COMP. FITTING x M.I.P.

2" R.S. GATE VALVE

SERVICE CLAMP, FORD MODEL FC 101 OR FC 202, OR EQUAL

COMP. FITTING x M.I.P.

NOTE:
FOR 8" DUCTILE IRON PIPE A 1" AIR/VAC ASSEMBLY IS TO BE INSTALLED. FOR 12" AND LARGER DUCTILE IRON PIPE A 2" AIR/VAC ASSEMBLY IS TO BE INSTALLED.

AIR AND VACUUM RELEASE ASSEMBLY
SCALE NTS

Coal Creek Utility District AIR AND VACUUM RELEASE ASSEMBLY WATER STD. PLAN NO. 9 REVISION DATE 2-2017

TYPE "A" BLOCKING FOR 1 1/4"/2 1/2" VERTICAL BENDS

PIPE SIZE NOM. (IN.)	PIPE PRESSURE (PSI)	VERTICAL BEND (DEGREES)	VERTICAL BEND (CU. FT.)	S	D	L
4"	250	1 1/4"	8.0	2.0	1.5	2.0
		2 1/2"	11.0	2.2	2.0	
6"	250	1 1/4"	11.0	2.2	2.0	
		2 1/2"	25.0	2.9	3.0	
8"	250	1 1/4"	16.0	2.5	3.0	
		2 1/2"	47.0	3.6	4.0	
12"	250	1 1/4"	54.0	3.8	4.0	
		2 1/2"	120.0	5.0	5.0	
16"	250	1 1/4"	96.0	4.5	5.0	
		2 1/2"	215.0	6.0	6.0	

TYPE "B" BLOCKING FOR 45° VERTICAL BENDS

PIPE SIZE NOM. (IN.)	PIPE PRESSURE (PSI)	S	D	L	
4"	250	45°	3.0	3.1	3.0
6"	250	45°	6.8	4.1	3.0
8"	250	45°	12.3	5.0	3.0
12"	250	45°	29.4	6.6	3.0
16"	250	45°	66.6	8.0	3.0

BEARING AREA OF BLOCK (SQ. FT.)

PIPE SIZE (DIA. IN.)	TEES & 90° BENDS	45° BEND	2 1/2" BEND	1 1/4" BEND
6"	3	4	2	1.5
8"	5	7	4	2
10"	8	11.2	6	3
12"	13.0	18.0	10	3
16"	20	28.5	16	4

NOTES:
1. ALL BLOCKING SHALL BE POURED AGAINST FIRM UNDISTURBED SOIL. BLOCKING IN ORGANIC SOILS OR FILL AREA TO BE DESIGNED BY ENGINEER.
2. BEARING AREA AT FITTINGS NOT GIVEN IN BEARING TABLE SHALL BE AS DIRECTED BY THE ENGINEER.
3. WHEN POURING AGAINST PLUGS AND BLIND FLANGES, SET STEEL METER BOX LID AGAINST FITTING TO KEEP CONCRETE OFF BOLTS.
4. LAYOUT TO BE APPROVED BY DISTRICT PRIOR TO CONCRETE POUR.
5. FOR BLOCKING SCHEME OTHER THAN SHOWN ABOVE, CONTACT DISTRICT ENGINEER FOR DETAIL.

HORIZONTAL BLOCKING
SCALE NTS

TYPE "A" BLOCKING FOR 1 1/4"/2 1/2" VERTICAL BENDS
CONCRETE BLOCKING
SCALE NTS

TYPE "B" BLOCKING FOR 45° VERTICAL BENDS
CONCRETE BLOCKING
SCALE NTS

Coal Creek Utility District CONCRETE BLOCKING WATER STD. PLAN NO. 6 REVISION DATE 2-2017

TACK COAT & JOINT SEALER

1"

1"

MATCH EX. ASPHALT

4" ACP CL "B" 2-2" LIFTS MIN.

6 1/2" CRUSHED GRAVEL

SUBSEQUENT BACKFILL

36" TYPICAL

7'-0" MAX. 36" MIN.

O.D. + 16" MIN. O.D. + 24" MAX.

COMPACTED TO 95% MODIFIED PROCTOR

SIDE SLOPE AS REQUIRED INITIAL BACKFILL

SPRINGLINE

8" MIN.

MIN. WIDTH

EXCAVATE UNSUITABLE MATERIAL DOWN TO FIRM SOIL AND REPLACE WITH CLASS "A" BACKFILL

*NOTE:
DEPTHS MAY INCREASE AS REQUIRED. ADDITIONAL FITTINGS MAY BE REQUIRED TO ADJUST GRADE TO AVOID CONFLICTS.

TRENCH CROSS SECTION FOR D.I. PIPE
SCALE NTS

Coal Creek Utility District TRENCH CROSS SECTION FOR DI PIPE WATER STD. PLAN NO. 10 REVISION DATE 2-2017

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-6490

DATE: APR 2022
DRAWN: BJB
CHECKED: BJB
APPROVED: KWB

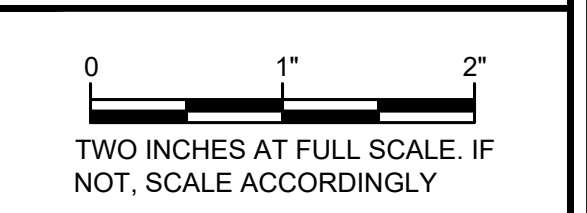
REVISION DATE
REVISION
DATE
APPD

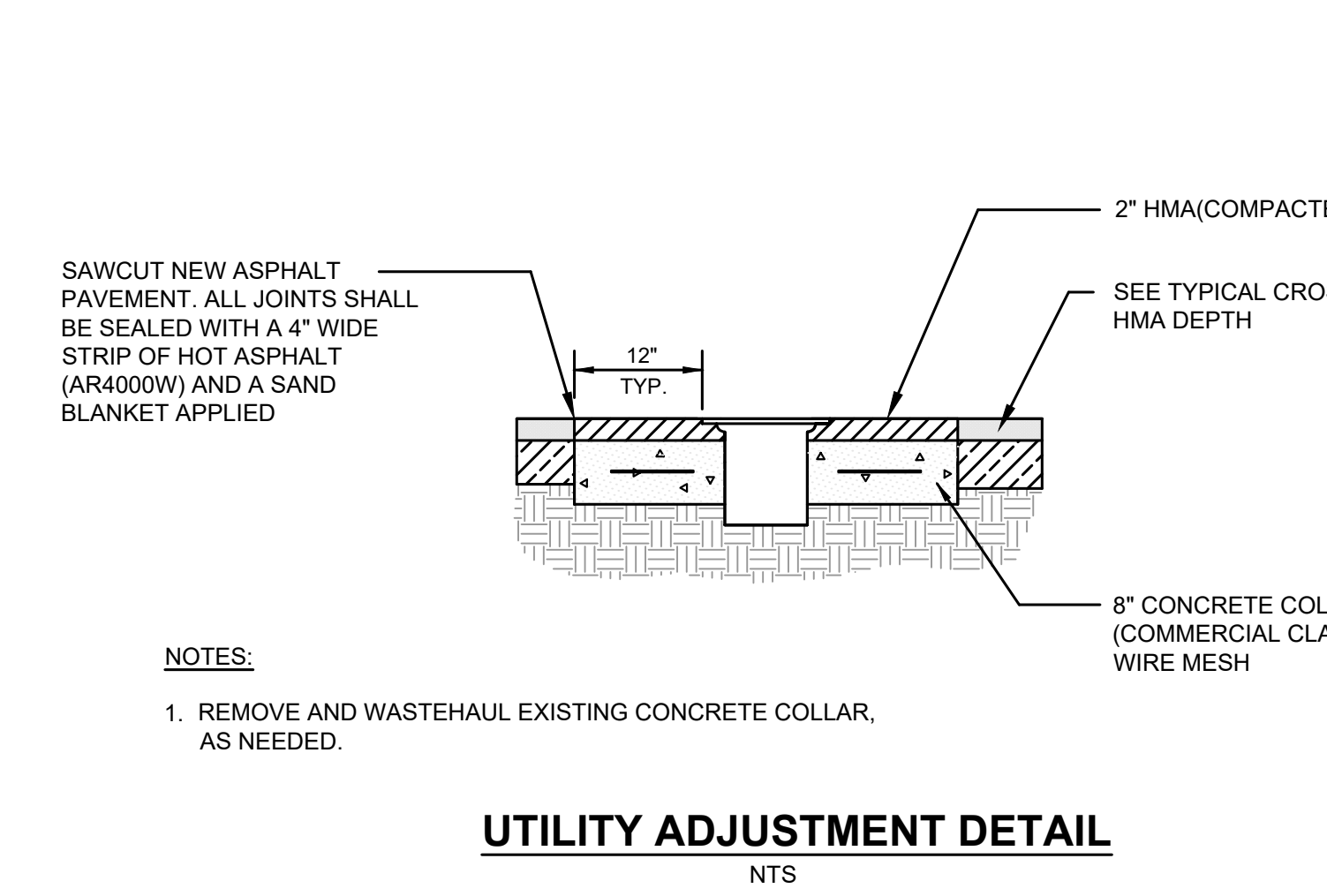
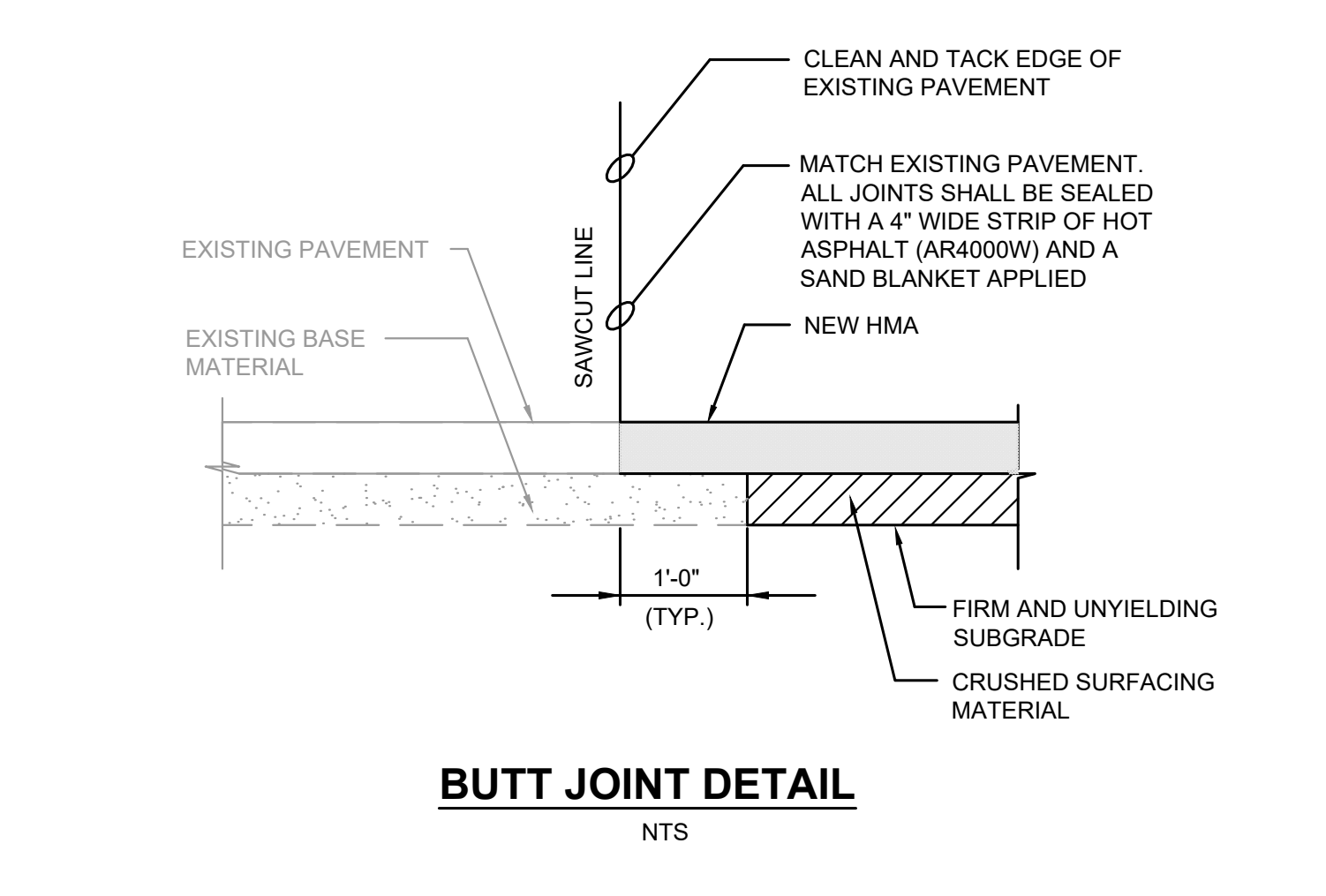
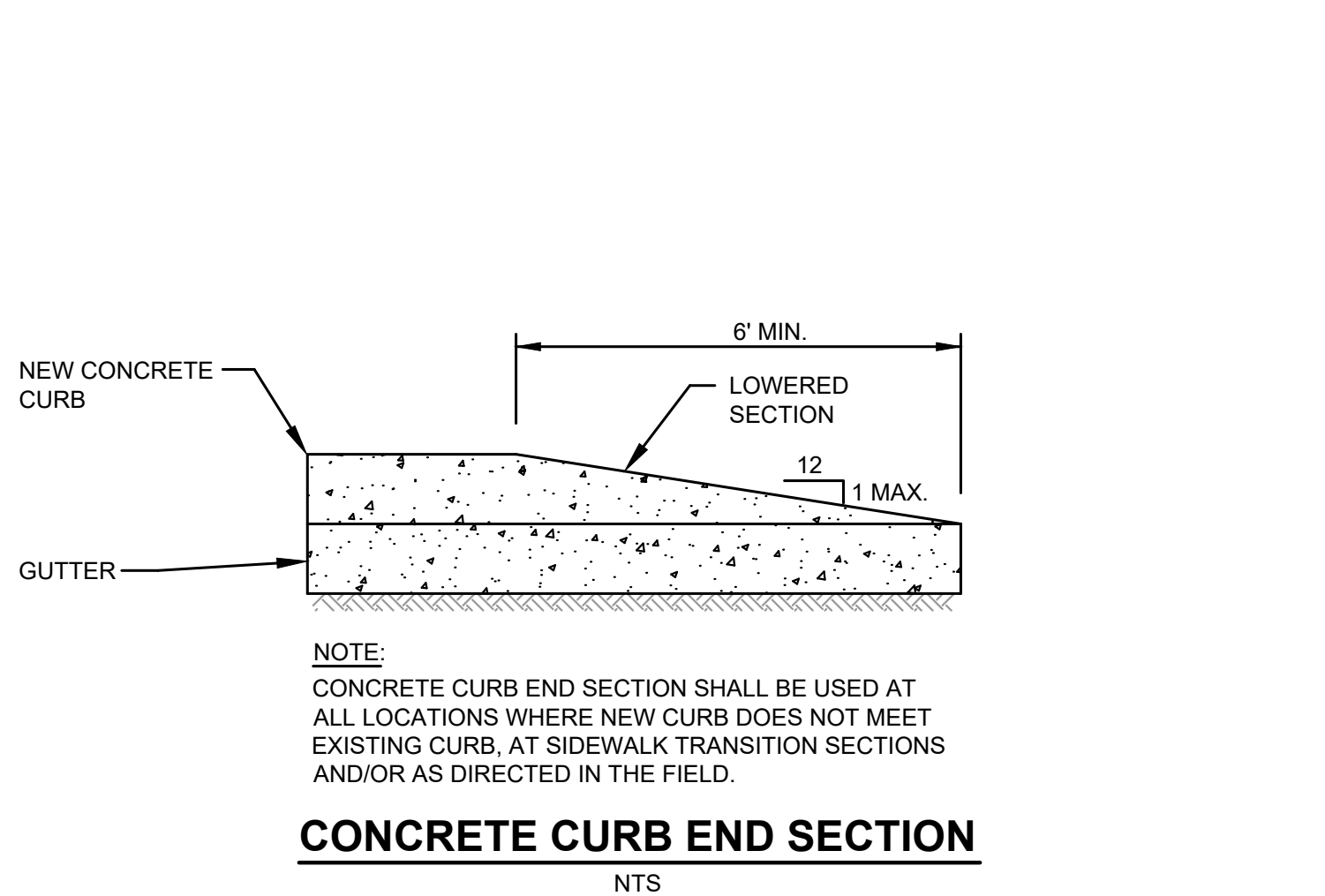
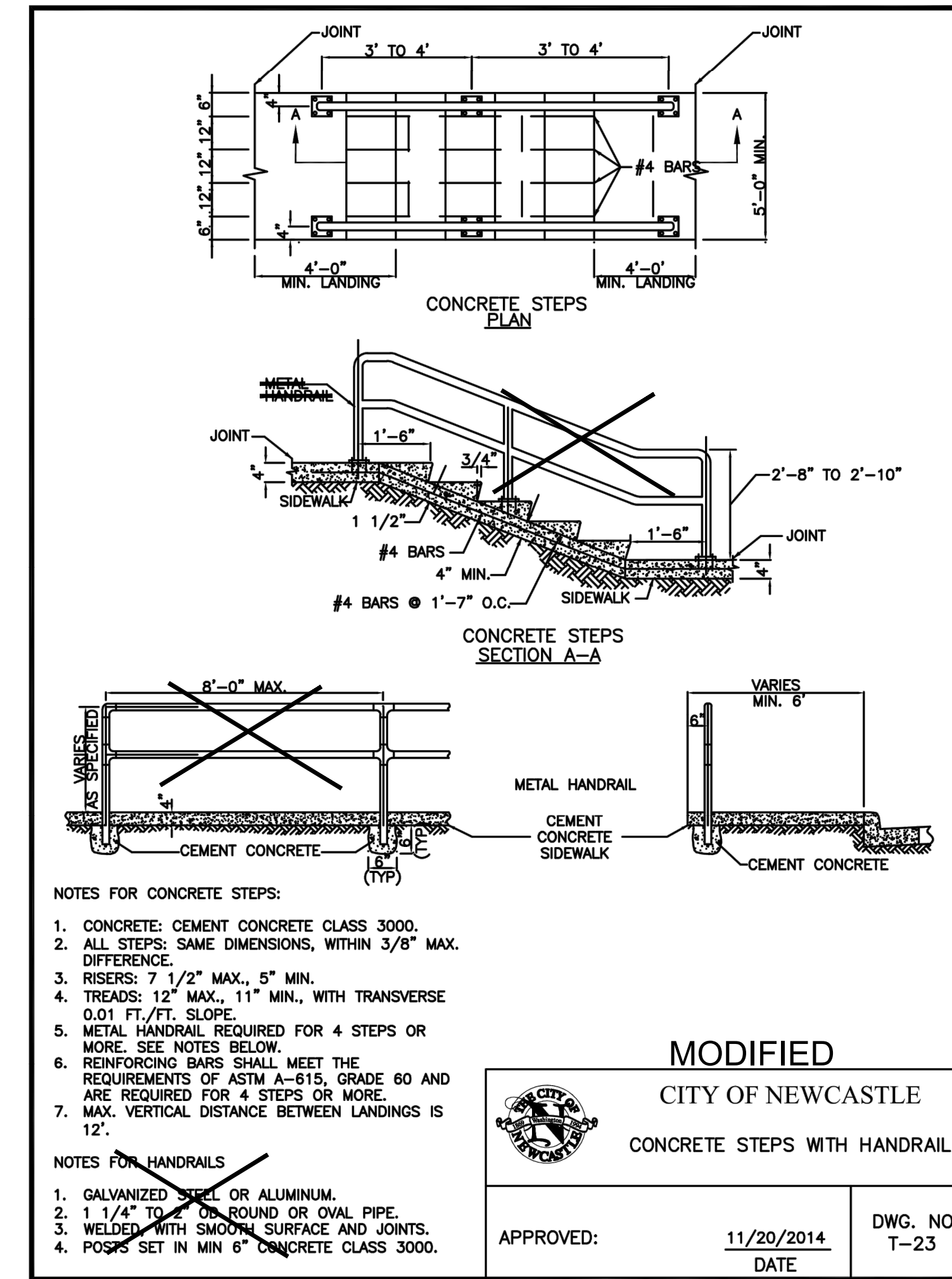
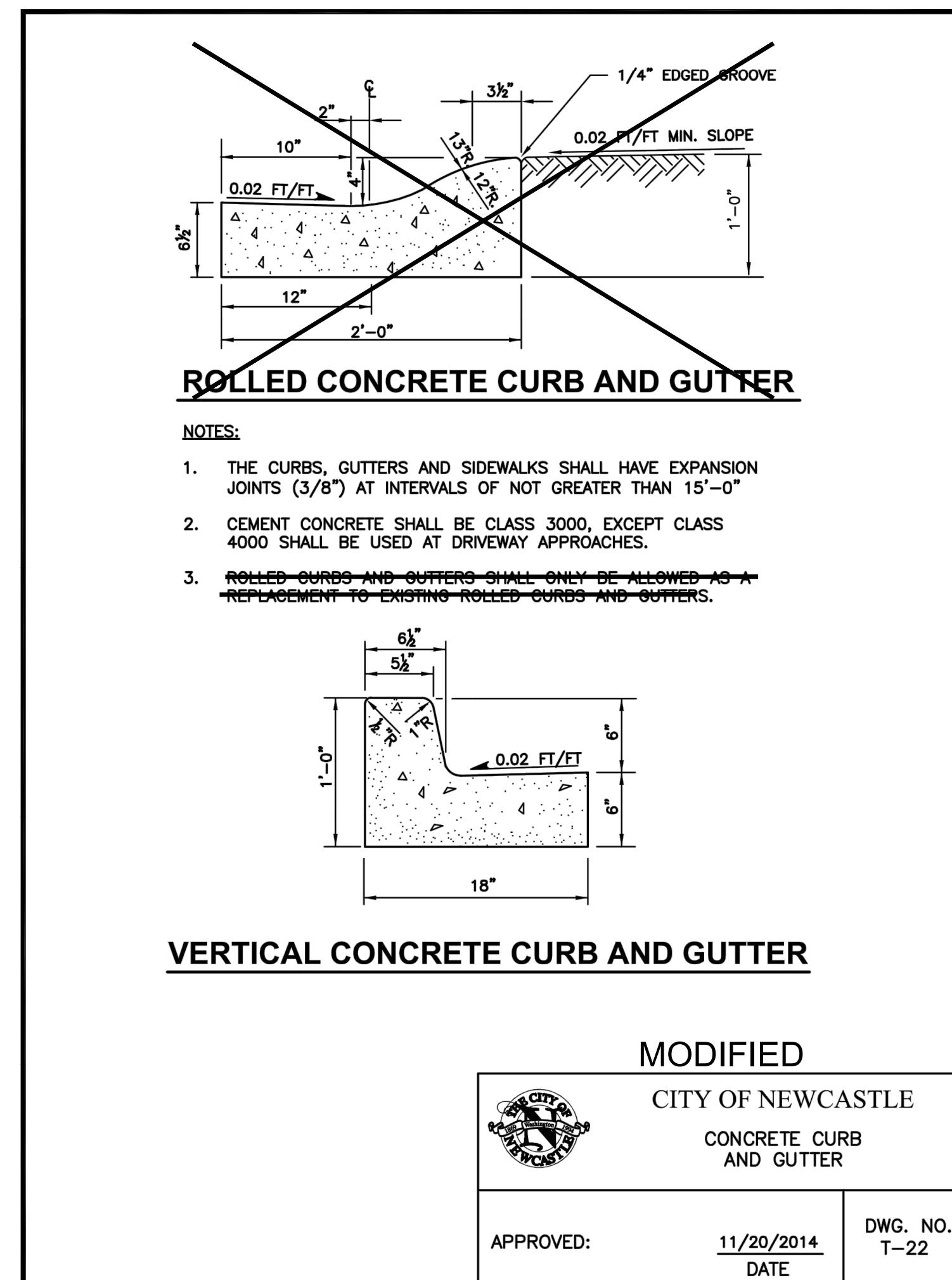
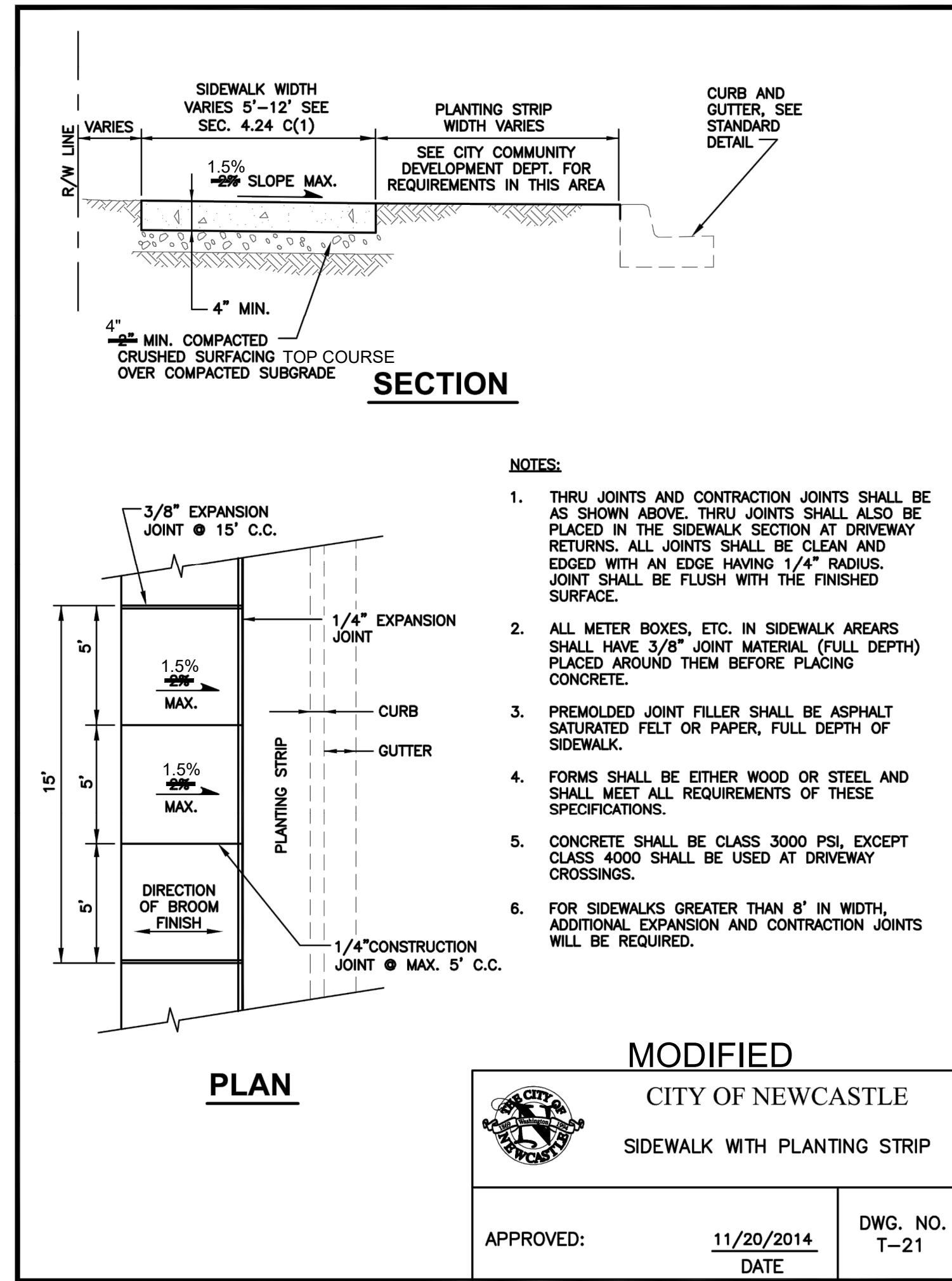
NO.

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
COAL CREEK UTILITY DISTRICT WATER DETAILS

SHEET: 27
OF: 55
JOB NO.: 21459
DWG DETAILS

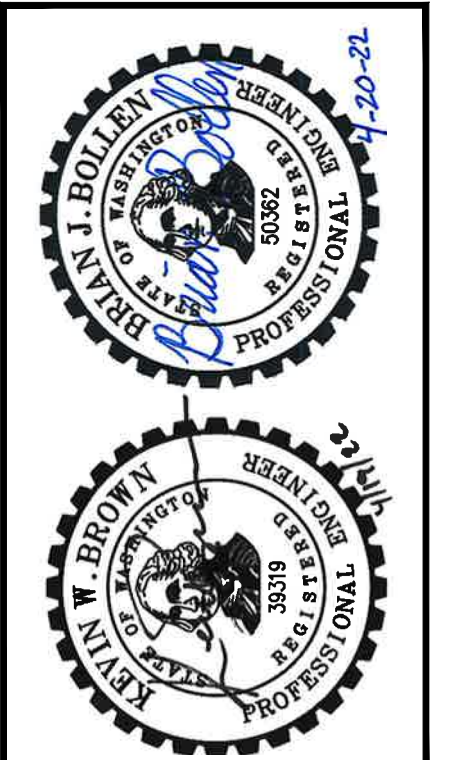
\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\DWG\DETAILS.dwg, 4/20/2022 8:49 AM, KEVIN BROWN



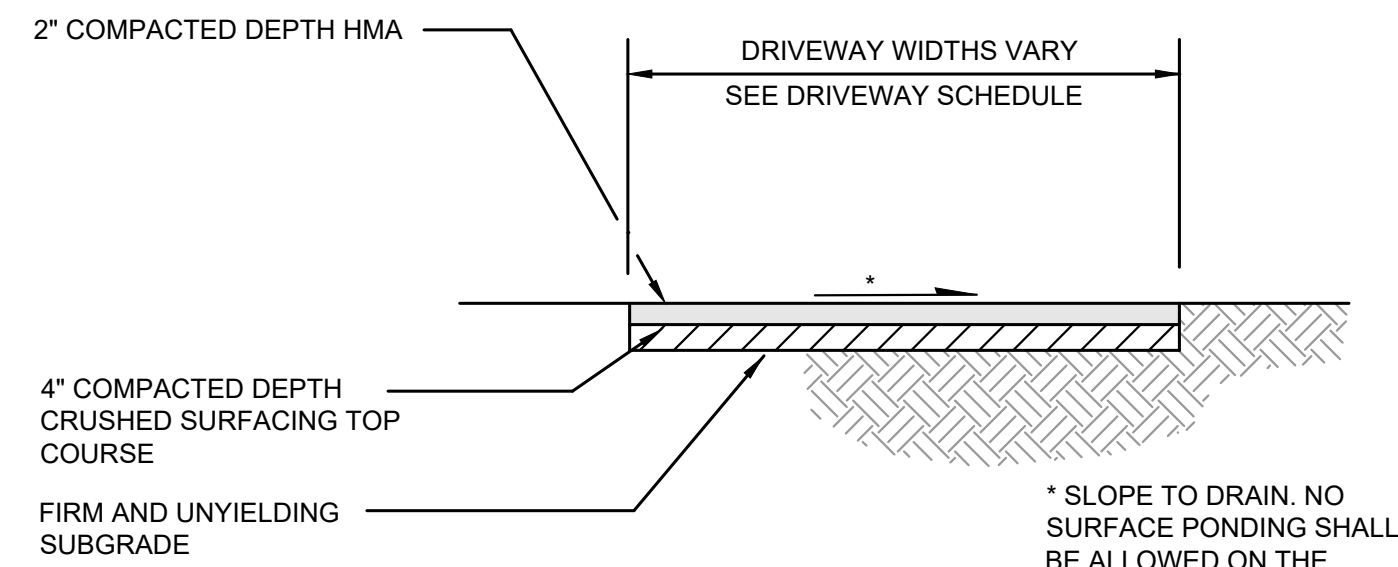


DATE:	APR 2022	DRAWN:	BLB	CHECKED:	BLB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

NO.	REVISION	DATE	APPD



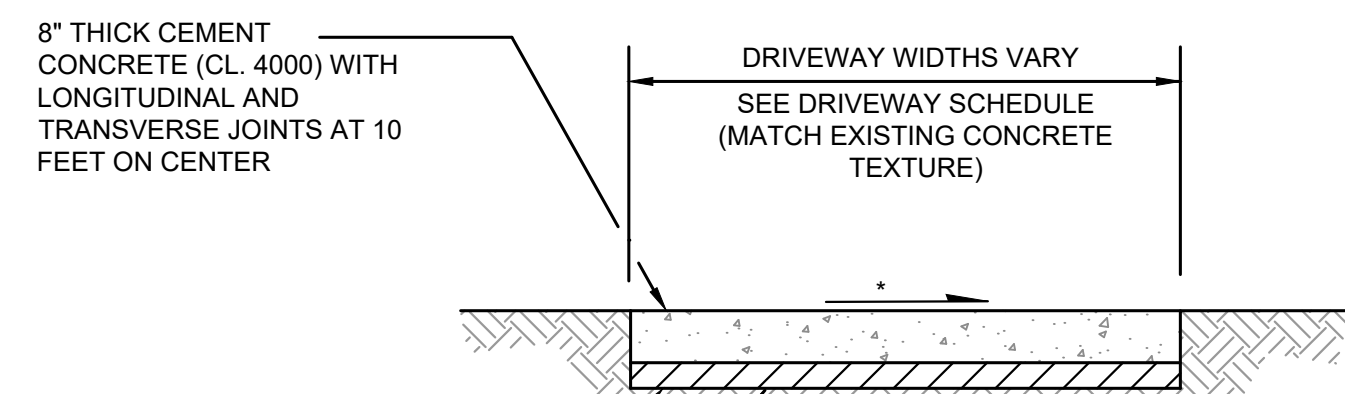
\\gserver3\data2\newcastle\21459\00 se may creek park drive - design\PLANS\TOWNSHIP\DETAILS.dwg, 4/20/2022 8:49 AM, KEVIN BROWN



HMA DRIVEWAY REPAIR

NTS

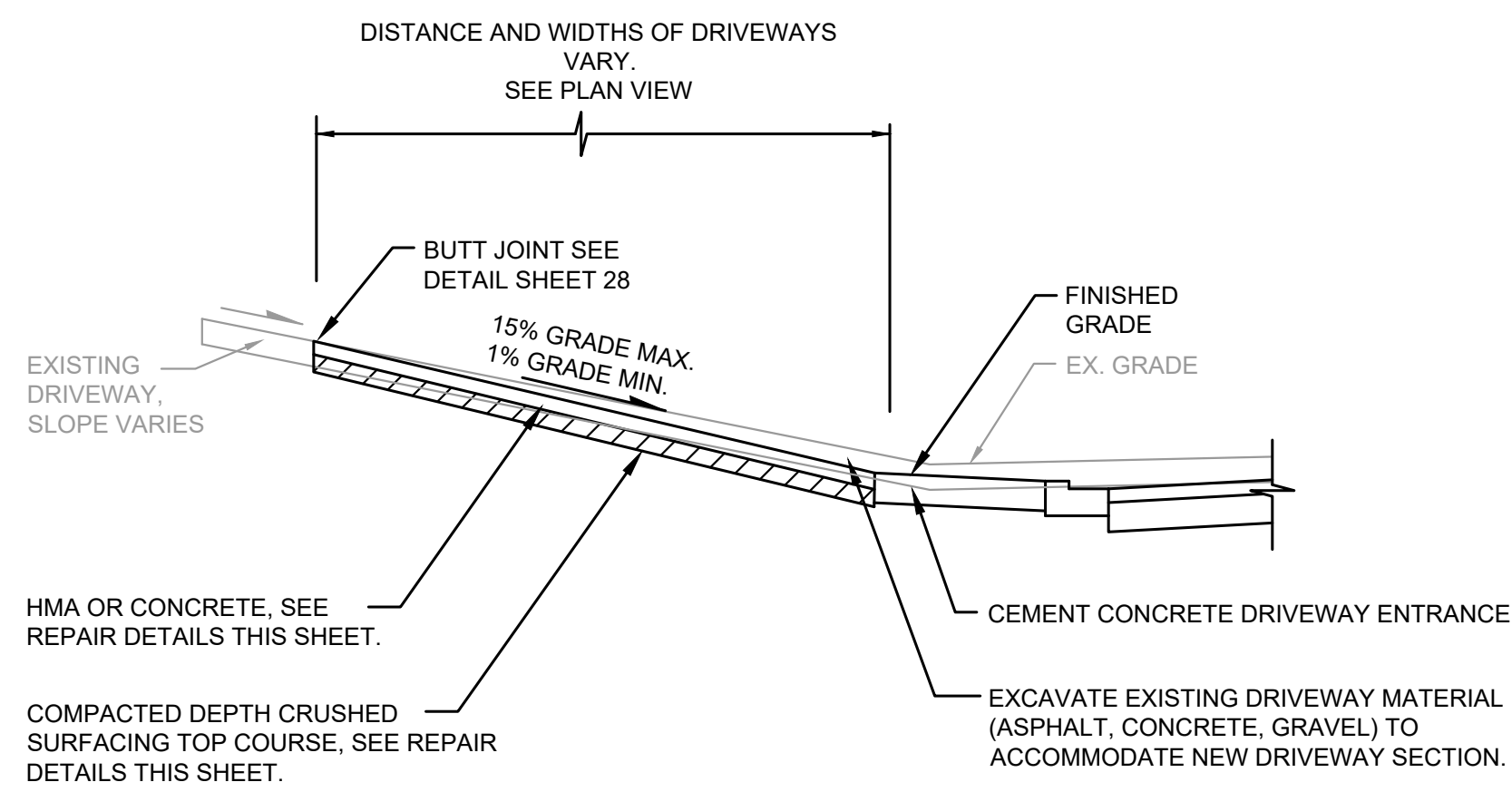
*SLOPE TO DRAIN. NO SURFACE PONDING SHALL BE ALLOWED ON THE FINISHED SURFACE.



CEMENT CONCRETE DRIVEWAY REPAIR

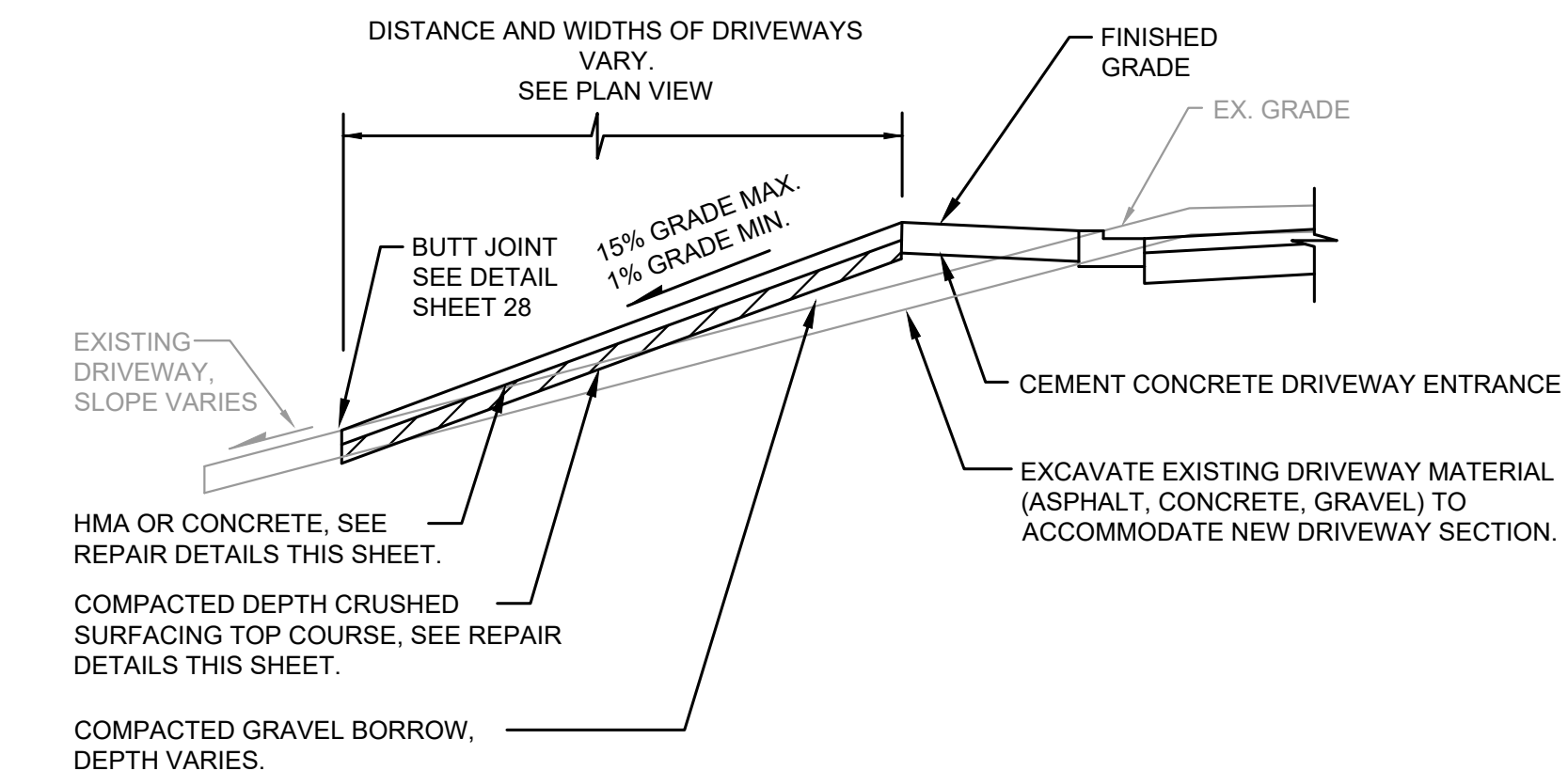
NTS

*SLOPE TO DRAIN. NO SURFACE PONDING SHALL BE ALLOWED.



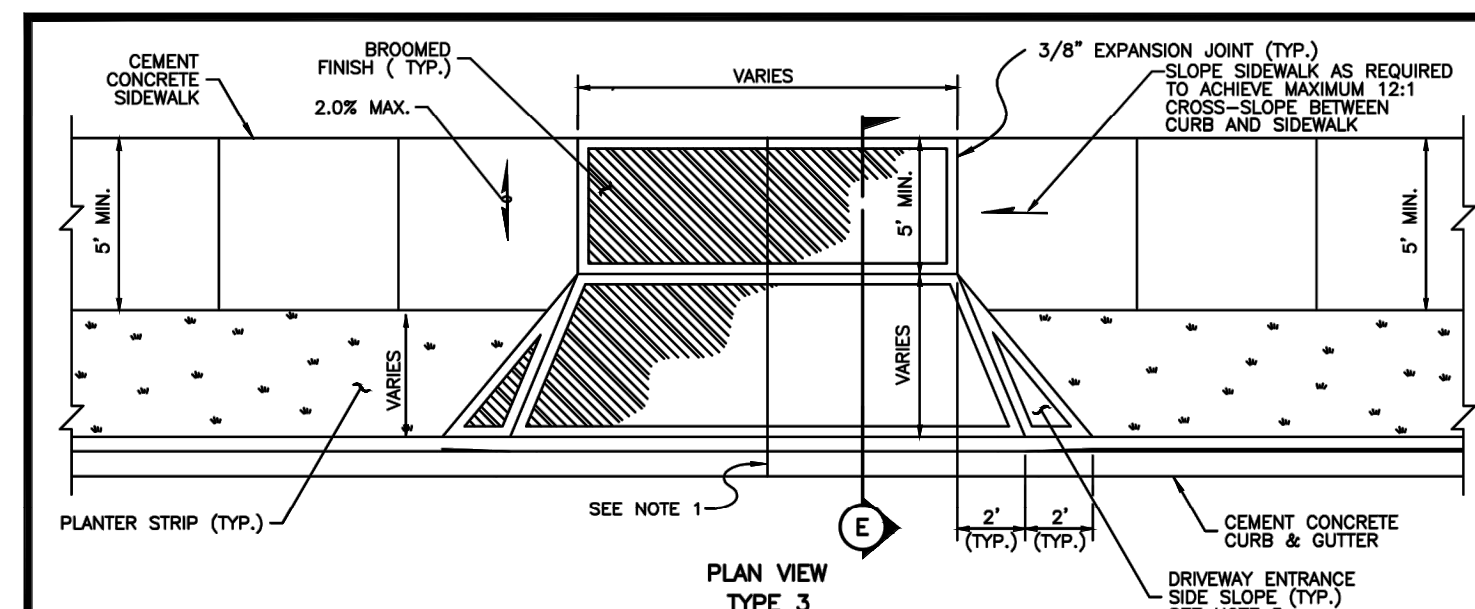
DRIVEWAY REPAIR DETAIL WITH SIDEWALK (CUT SECTION)

NTS

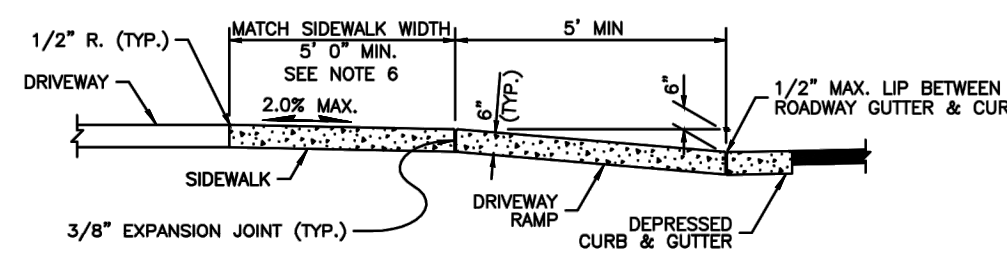


DRIVEWAY REPAIR DETAIL WITH SIDEWALK (FILL SECTION)

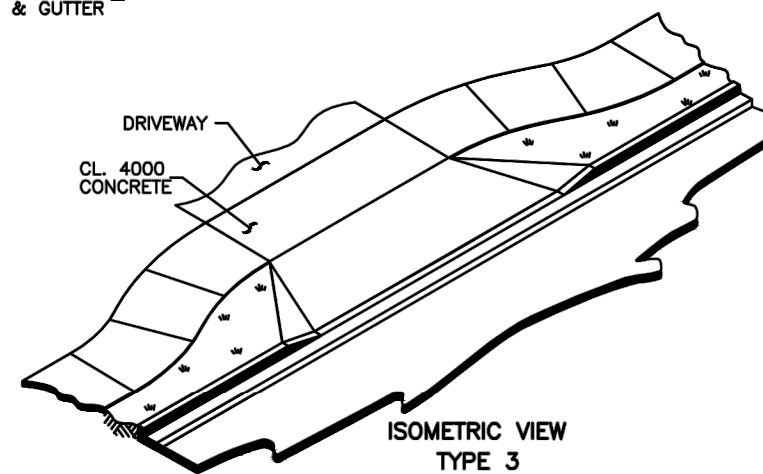
NTS



PLAN VIEW TYPE 3



SECTION E



ISOMETRIC VIEW TYPE 3

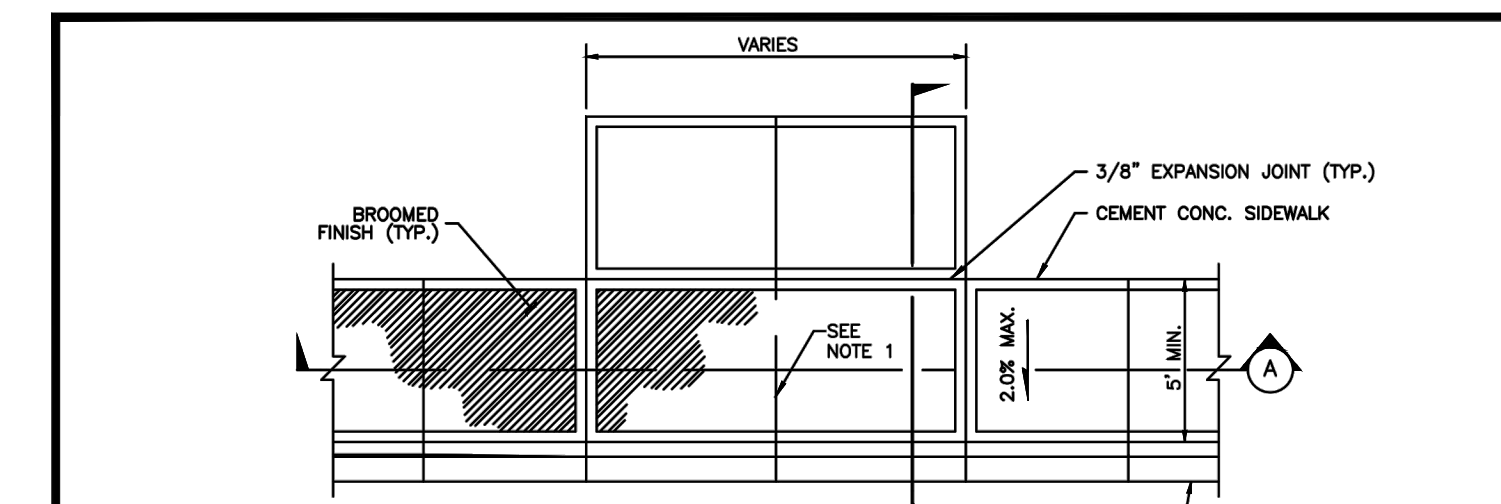
NOTES:

1. WHEN THE DRIVEWAY WIDTH EXCEEDS 15 FEET, CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15 FEET MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30 FEET.
2. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF DRIVEWAY ENTRANCES.
3. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE LINE BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
4. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX. LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
5. MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN DRIVEWAYS SHALL BE 2 FEET.
6. FOR 4 FOOT WIDE PLANTER STRIPS ON LOCAL ACCESS STREETS, EXTEND DRIVEWAY ENTRANCE 1 FOOT INTO 5 FOOT WIDE SIDEWALK. FOR ALL OTHER PLANTER STRIP WIDTHS, EXTEND DRIVEWAY ENTRANCE TO EDGE OF SIDEWALK.

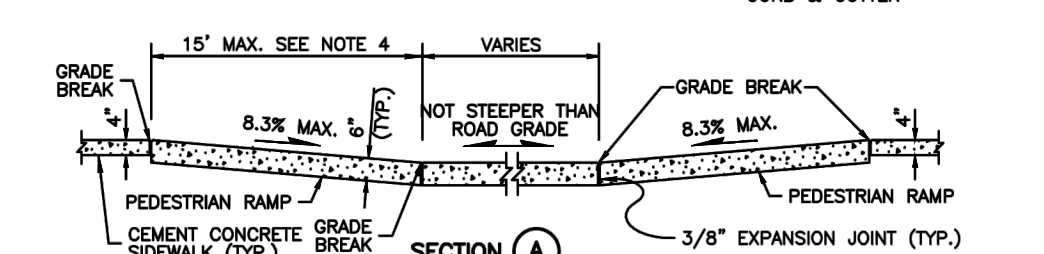
LEGEND
SLOPE IN EITHER DIRECTION

CITY OF NEWCASTLE
CEMENT CONCRETE DRIVEWAY WITH PLANTER STRIP

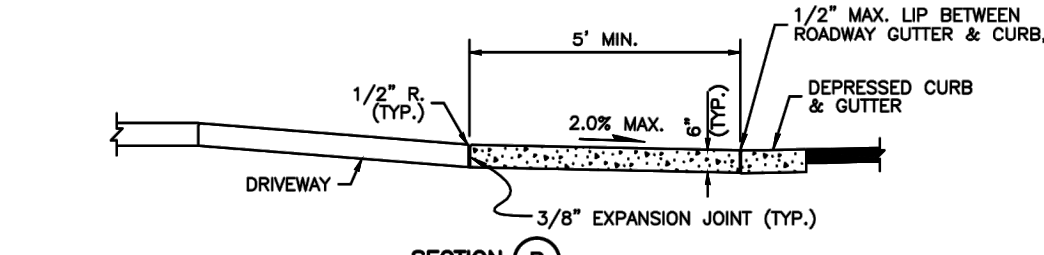
APPROVED: 11/20/2014 DATE
DWG. NO. T-19A



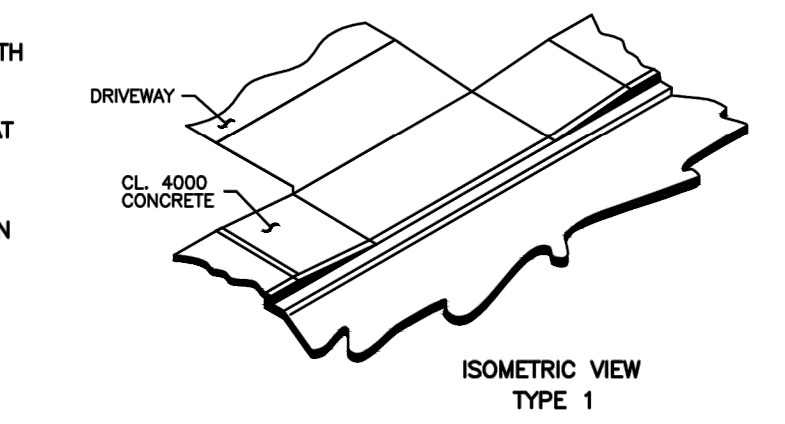
PLAN VIEW TYPE 1



SECTION A



SECTION B



ISOMETRIC VIEW TYPE 1

NOTES:

1. WHEN THE DRIVEWAY WIDTH EXCEEDS 15 FEET, CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15 FEET MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30 FEET.
2. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF DRIVEWAY ENTRANCES.
3. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE LINE BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
4. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX. LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
5. MINIMUM LENGTH OF FULL HEIGHT CURB BETWEEN DRIVEWAYS SHALL BE 2 FEET.

LEGEND
SLOPE IN EITHER DIRECTION

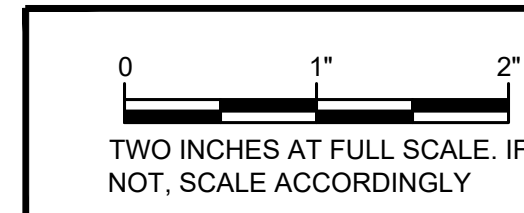
CITY OF NEWCASTLE
CEMENT CONCRETE DRIVEWAY WITHOUT PLANTER STRIP

APPROVED: 11/20/2014 DATE
DWG. NO. T-19B

STREET	CONCRETE DRIVEWAY ENTRANCE								DRIVEWAY REPAIR (BEYOND APPROACH)
	DRIVEWAY #	STATION	SIDE	TYPE	AREA (SY)	WIDTH "A" (FT)	RAMP LENGTH (FT)		MATERIAL
							LEFT	RIGHT	
SE MAY CREEK PARK DRIVE	1	27+99	LEFT	W/ PLANTER	28	20	N/A	N/A	N/A
	2	28+72	LEFT	W/O PLANTER	85	54	7.0	15.0	HMA/CONCRETE
	3	30+11	LEFT	W/O PLANTER	44	62	7.0	10.0	CONCRETE
	4	30+88	LEFT	W/O PLANTER	35	45	7.0	10.0	HMA/CONCRETE
	5	34+48	LEFT	W/ PLANTER	22	18	N/A	N/A	HMA
	6	36+12	LEFT	W/O PLANTER	20	18	10.0	7.0	CONCRETE
	7	39+67	LEFT	W/ PLANTER	23	18	N/A	N/A	N/A
	8	45+58	LEFT	W/O PLANTER	29	54	15.0	7.0	CONCRETE
	9	47+01	LEFT	W/O PLANTER	40	18	10.0	7.0	CONCRETE

NOTE: CONTRACTOR SHALL CONFIRM ALL DRIVEWAY APPROACH STATIONS AND WIDTHS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.
* DRIVEWAY APPROACH #3, #4, #8 AND #9 SHALL HAVE REVERSE SLOPE (-1.5%)

DRIVEWAY SCHEDULE



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-5490

DATE: APR 2022	DRAWN: BUB	CHECKED: BUB	APPROVED: KWB
----------------	------------	--------------	---------------

No.	REVISION	DATE	APPD

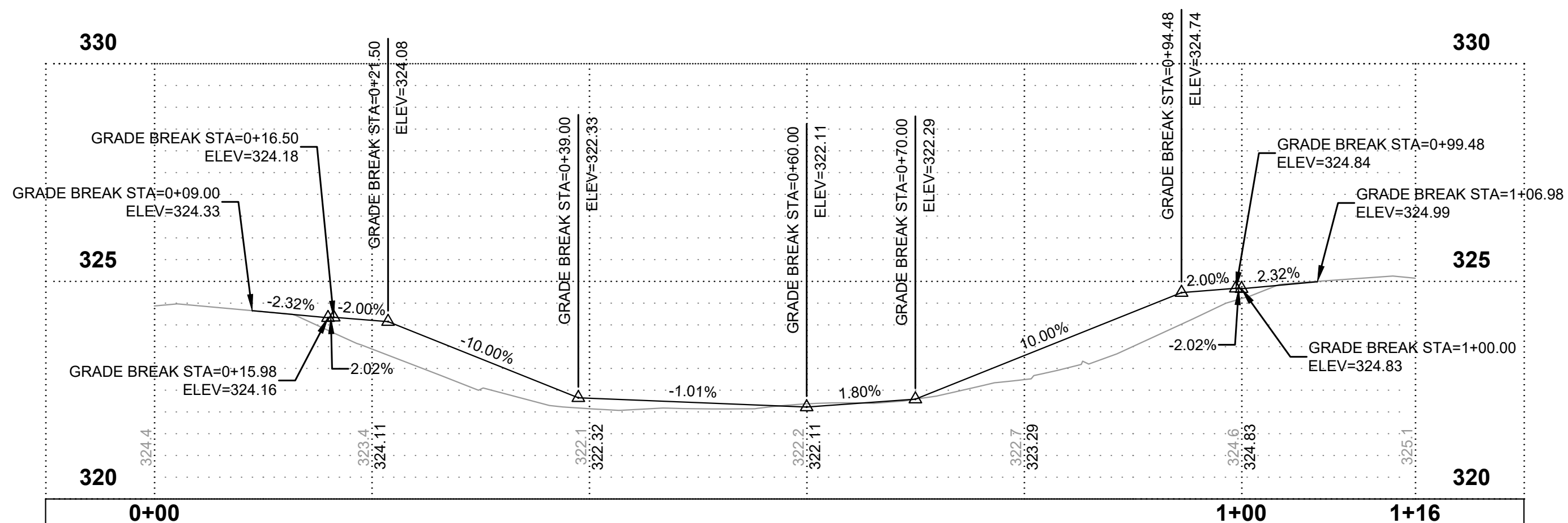
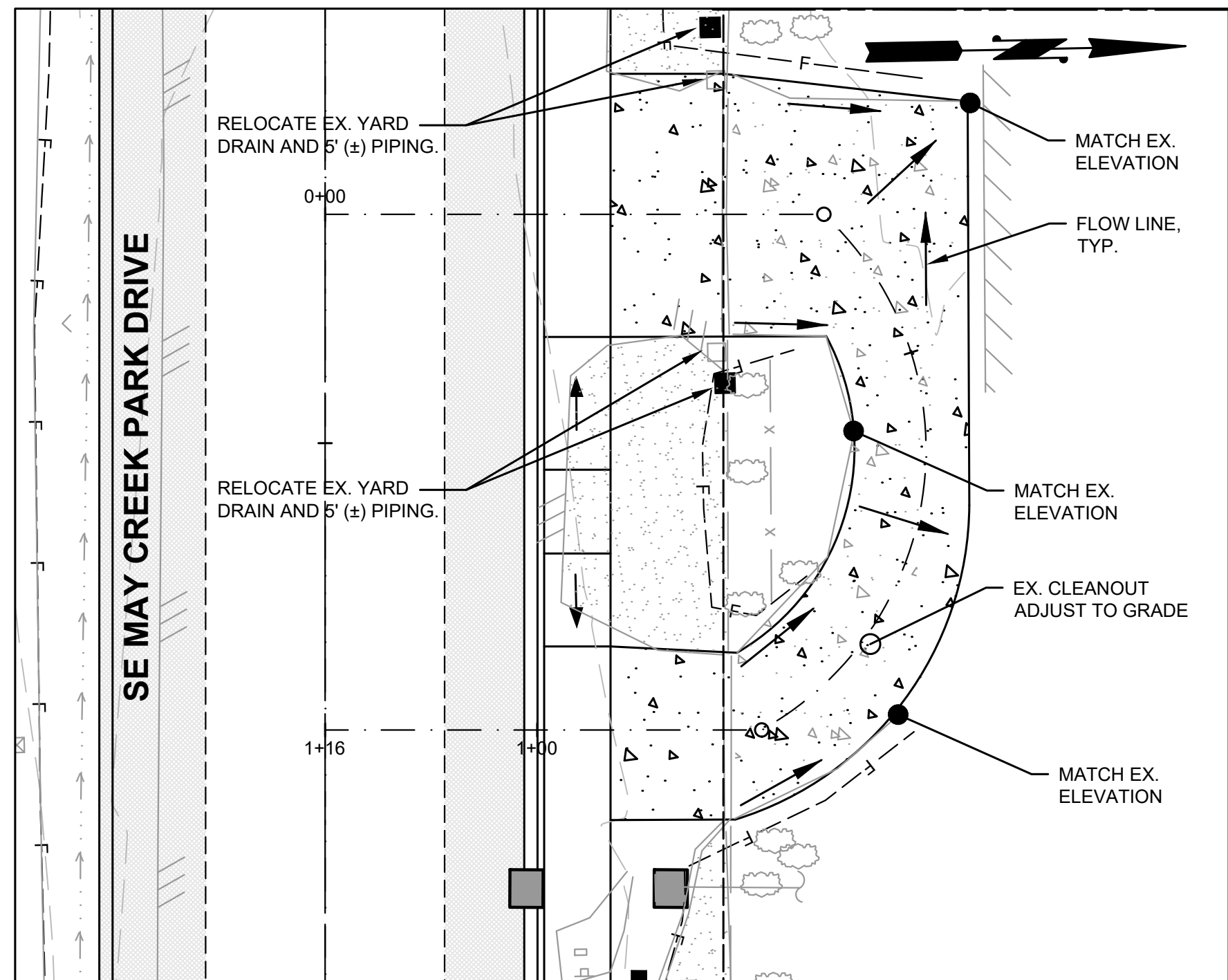
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
ROAD DETAILS

Professional Engineer Seal: KEVIN W. BROWN, No. 39319, License No. 120-22

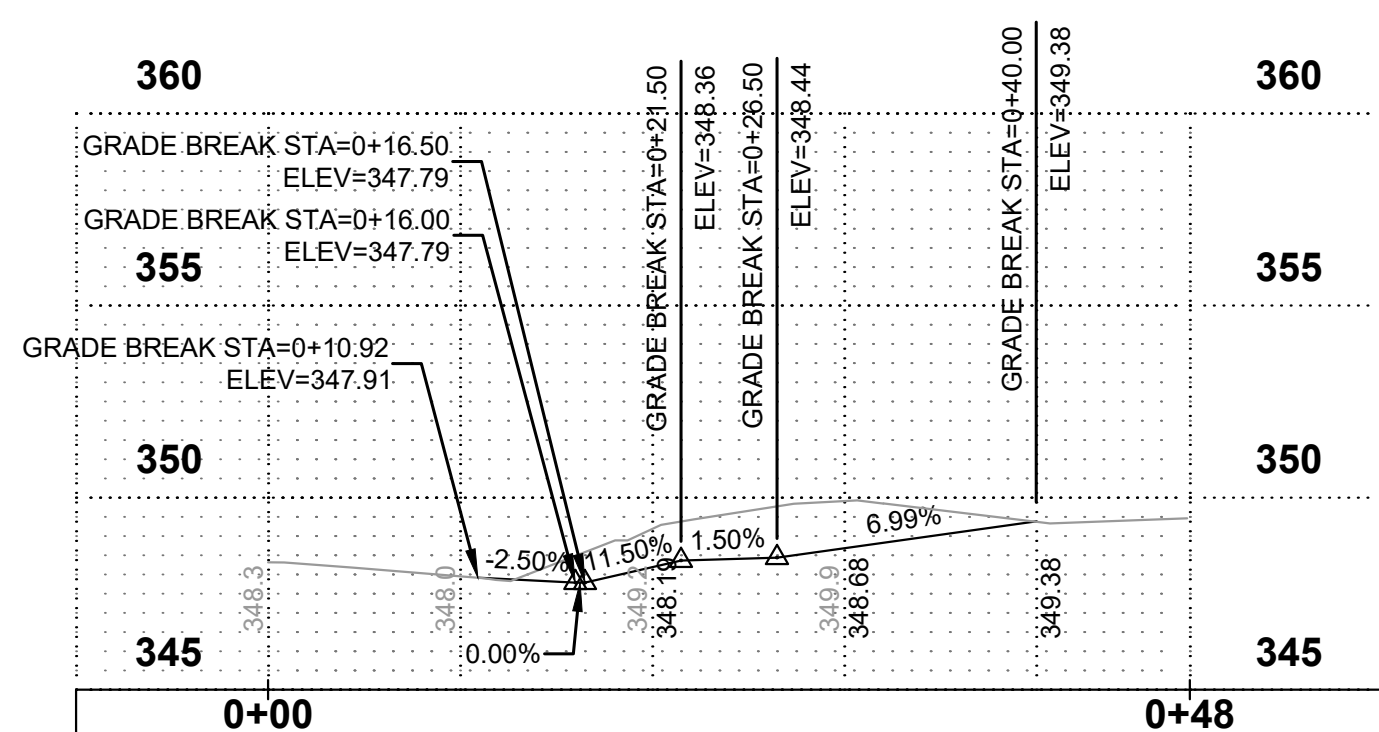
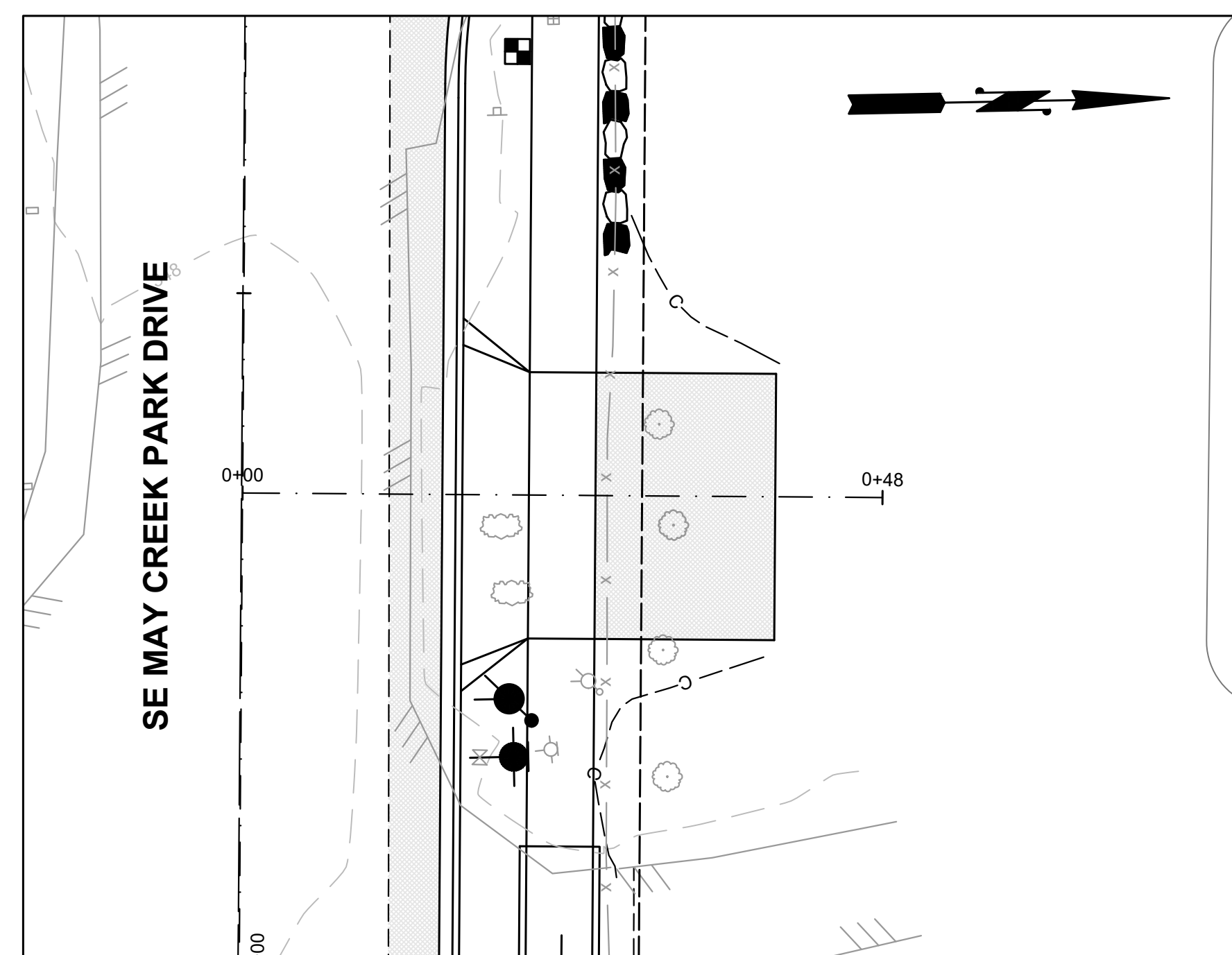
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
ROAD DETAILS

SHEET: 29
OF: 55
JOB NO.: 21459
DWG DETAILS

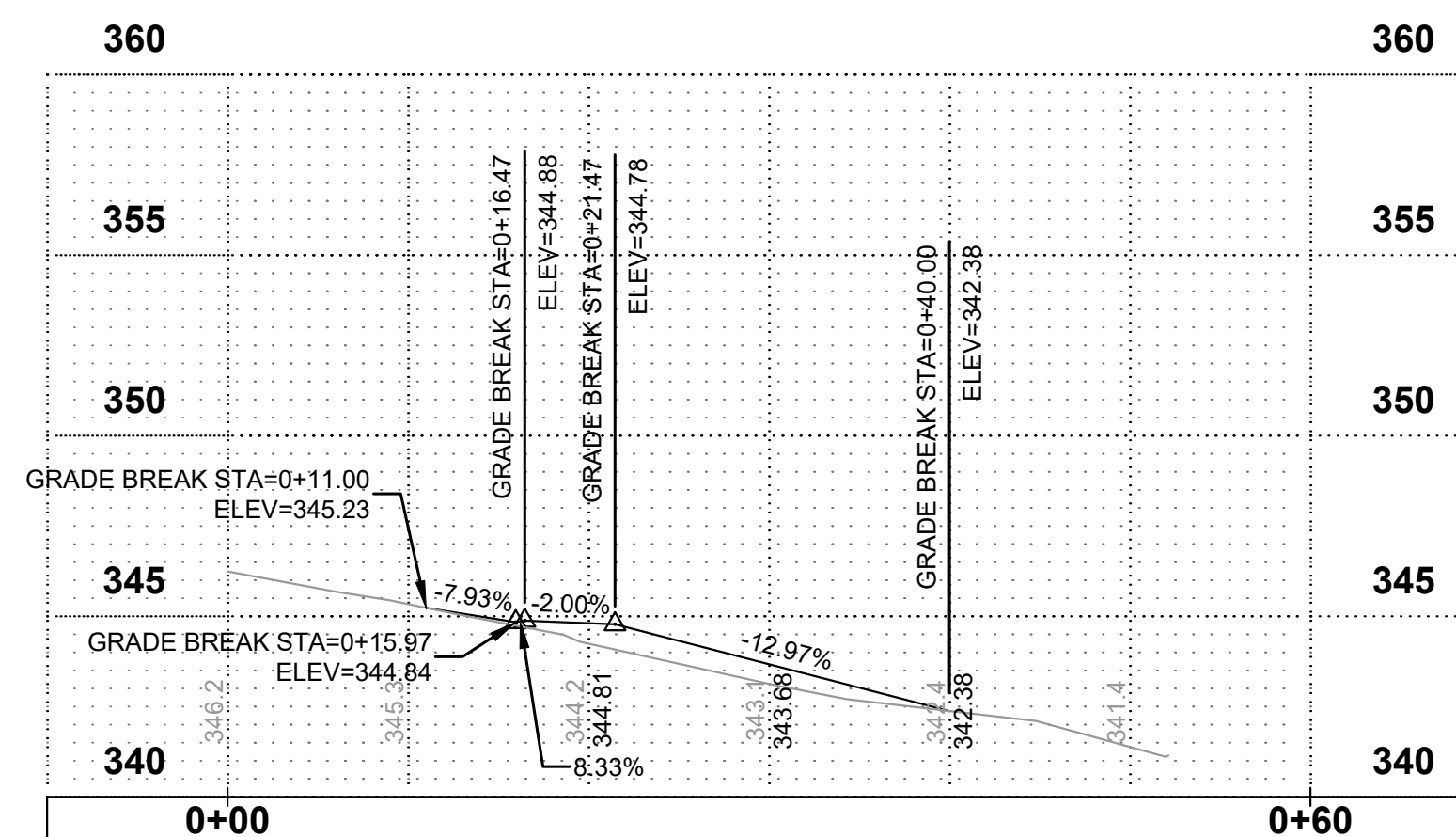
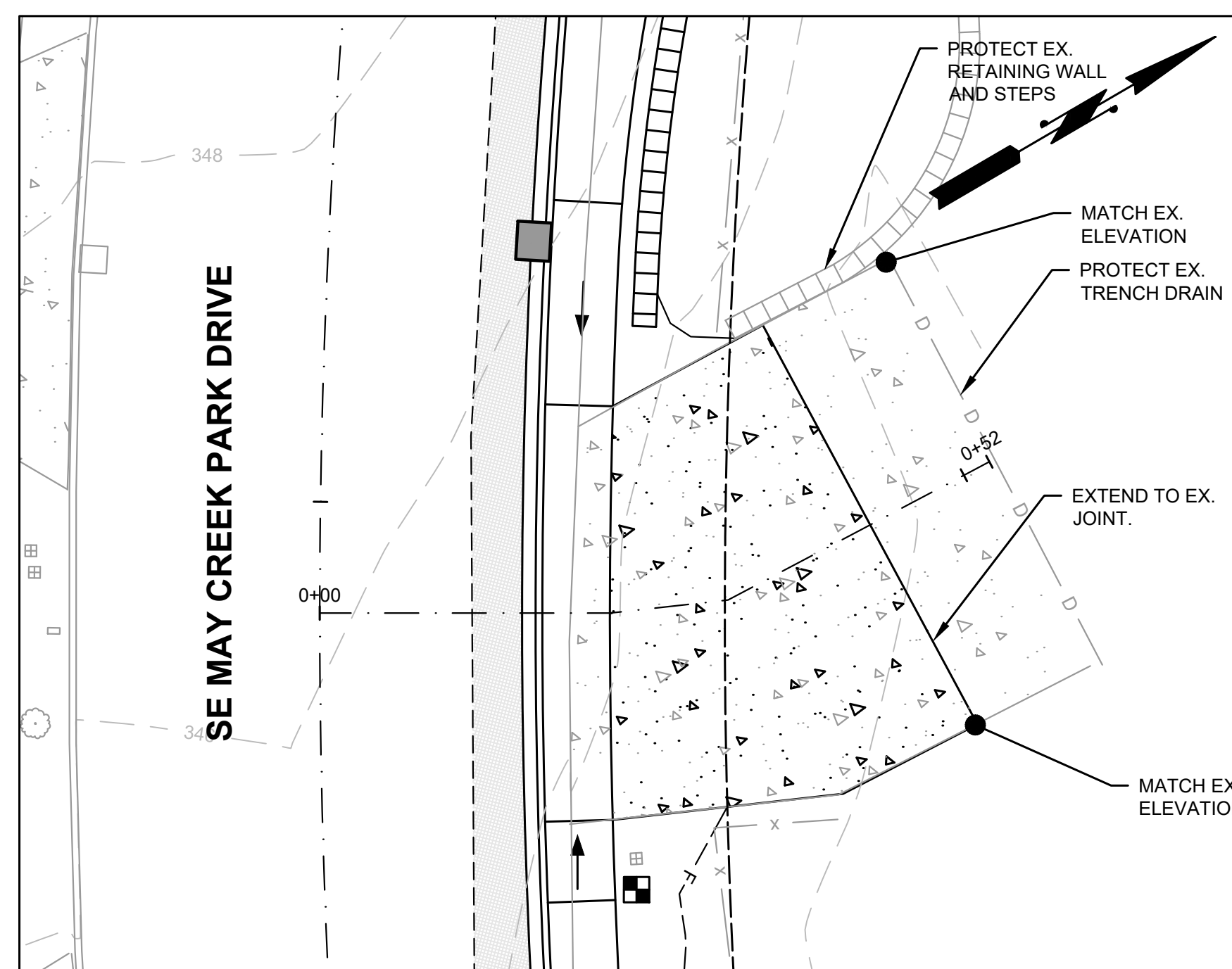
\\gserver3\data2\newcastle\21459.00 se may creek park drive - design\1\plans\set\dwg\42072022 8:49 AM - KEVIN BROWN



**HOUSE #11432 DRIVEWAY
DRIVEWAY #3 AND #4**



**HOUSE #11622 DRIVEWAY
DRIVEWAY #5**



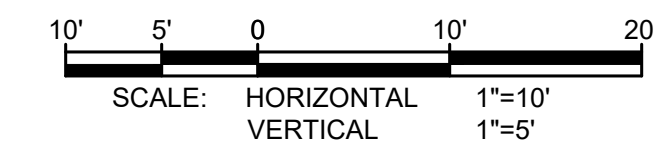
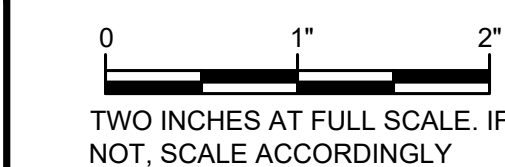
**HOUSE #12048 DRIVEWAY
DRIVEWAY #8**

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.

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

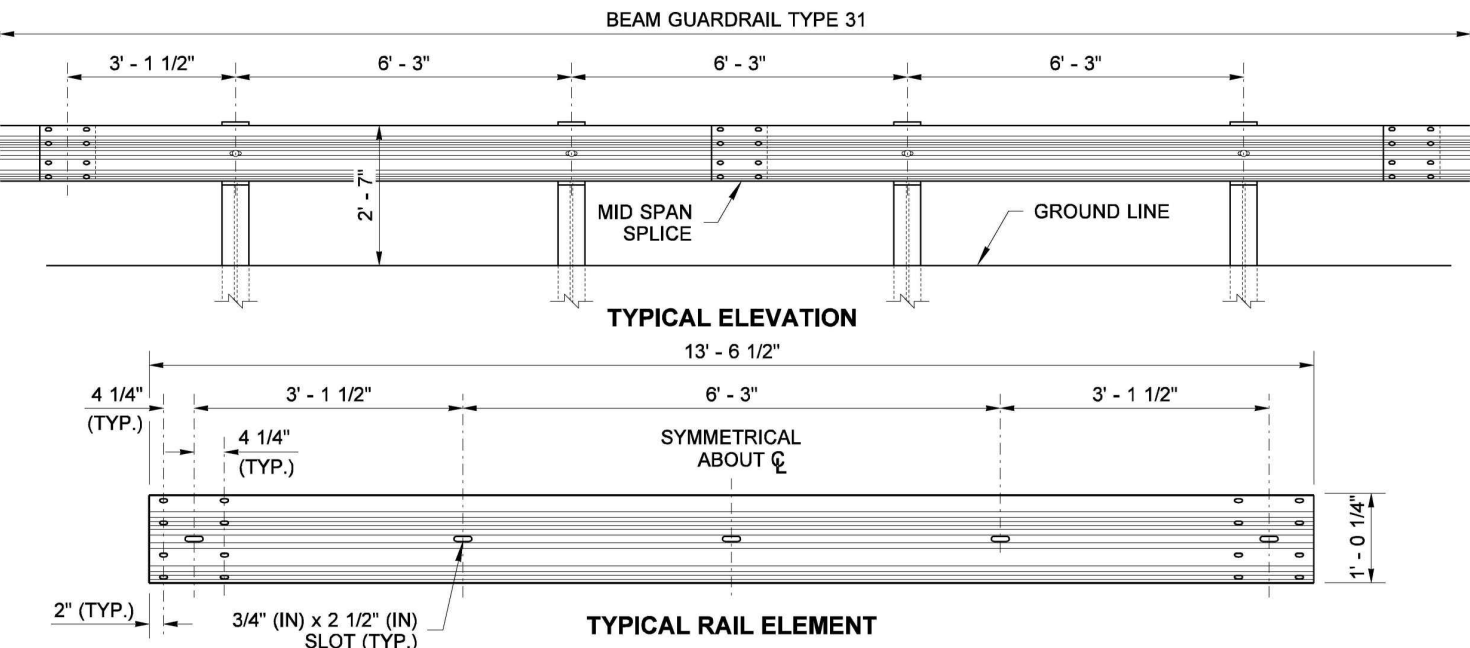
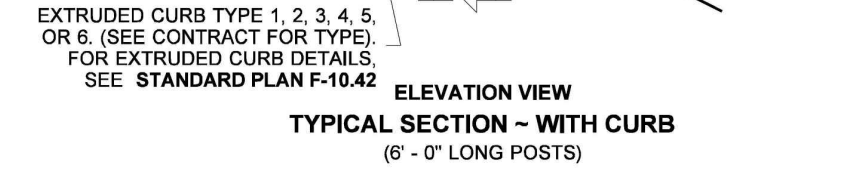
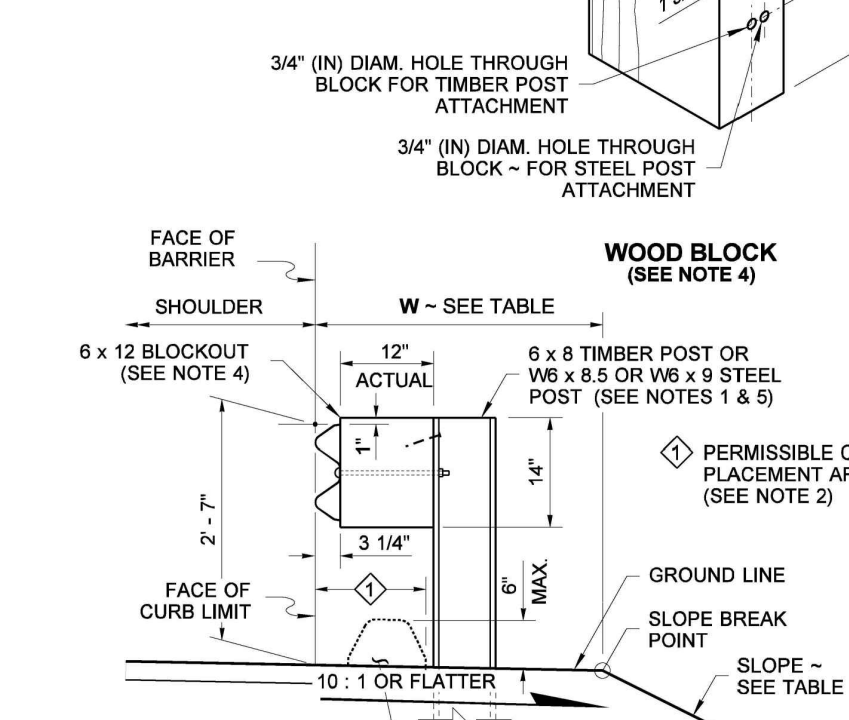
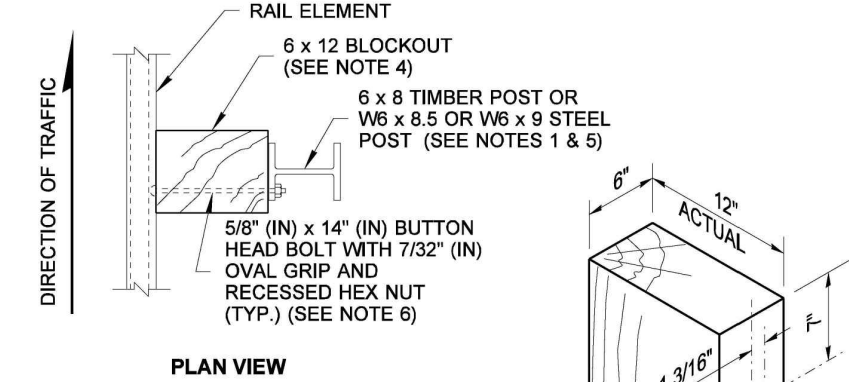
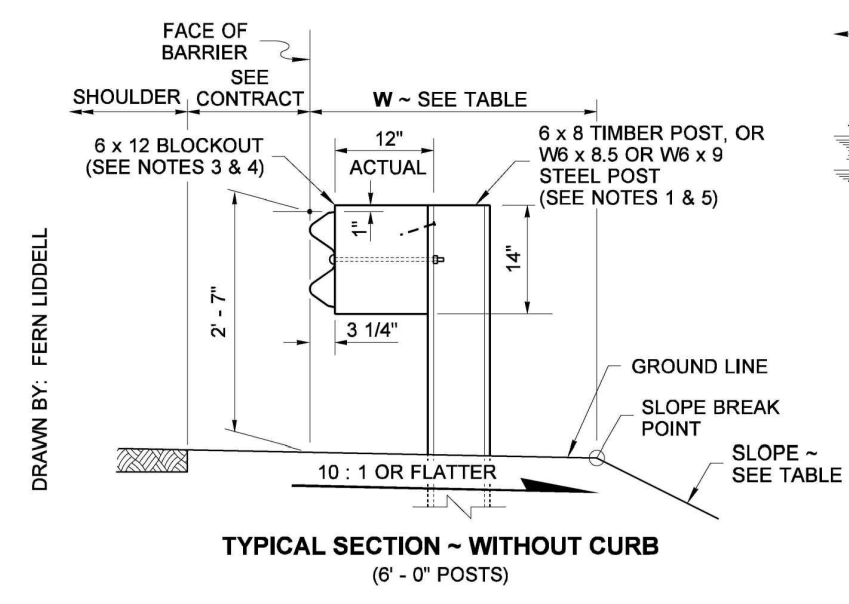
No.	REVISION	DATE	APPD



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS**
DRIVEWAY PLAN & PROFILES

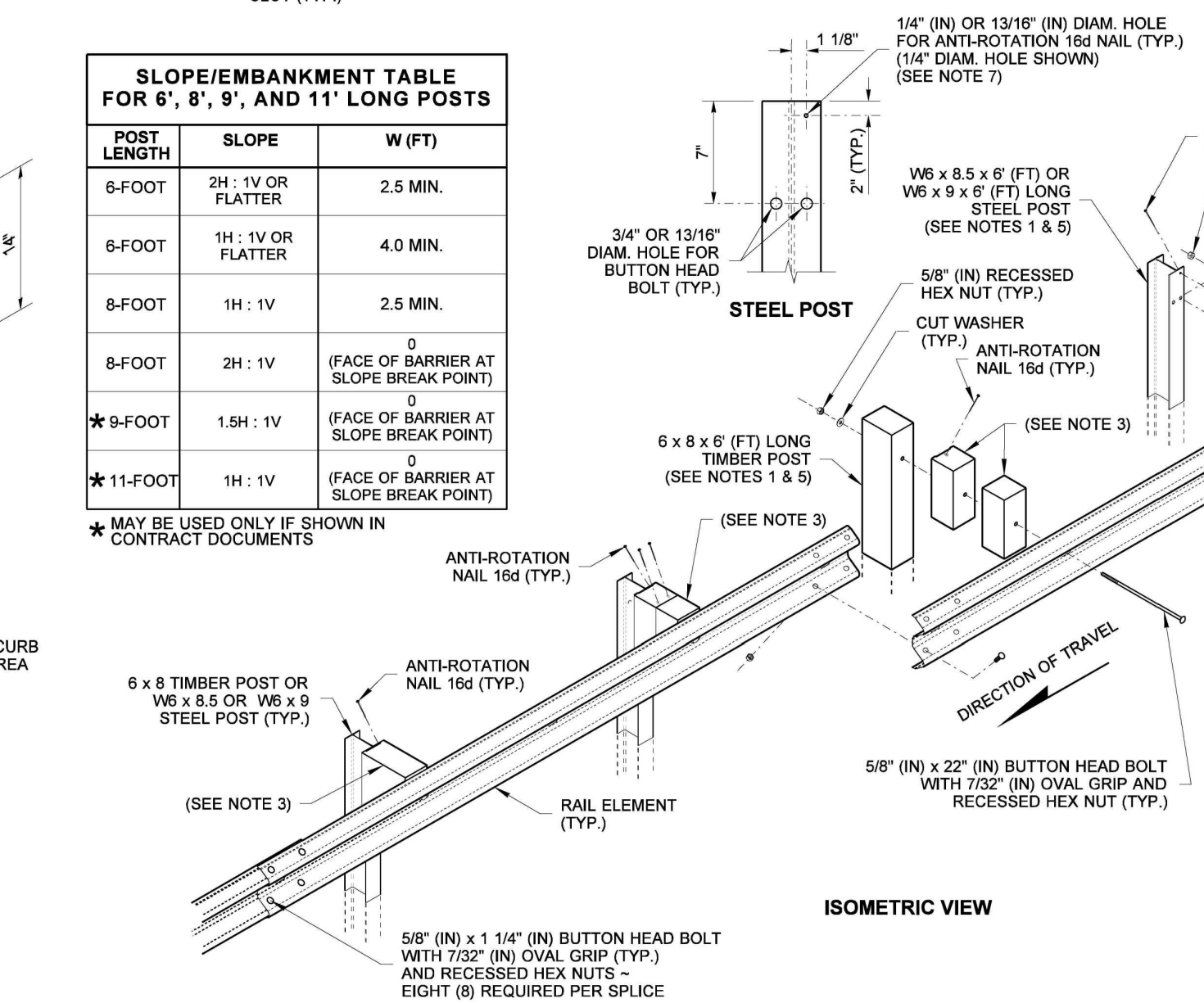
SHEET:	30
OF:	55
JOB NO.:	21459
DWG.:	DRIVEWAY PLAN & PROFILES

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\Civil\DETAILS.dwg, 4/20/2022 8:51 AM, KEVIN BROWN



POST LENGTH	SLOPE	W (FT)
6-FOOT	2H : 1V OR FLATTER	2.5 MIN.
6-FOOT	1H : 1V OR FLATTER	4.0 MIN.
8-FOOT	1H : 1V	2.5 MIN.
8-FOOT	2H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)
9-FOOT	1.5H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)
11-FOOT	1H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)

* MAY BE USED ONLY IF SHOWN IN CONTRACT DOCUMENTS



- NOTES**
- Refer to Standard Plan C-1b and C-20.11 for additional details not shown on this plan.
 - Extend shoulder pavement to provide a base for the extruded curb. See Contract Plans for exceptions to distances shown.
 - Use a single block or combination of blocks (no more than two (2) to achieve the actual 12" (in) offset. See Standard Specification, Section 9-16.3(2). Wood blocks shall be secured to the posts with anti-rotation nails. If combination blocks are used, the adjacent blocks shall be toenailed with two 16d galvanized nails to prevent block rotation.
 - Wood blocks are shown. Blocks of an approved alternative material may be used. See Standard Specification, Section 9-16.3(2).
 - All posts for any standard barrier run shall be of the same type: timber or steel.
 - Attach blockouts to steel posts using bolt holes on approaching traffic side of post web.
 - Anti-rotation holes in steel posts are not required when using blocks with anti-rotation features (e.g., routed blocks).

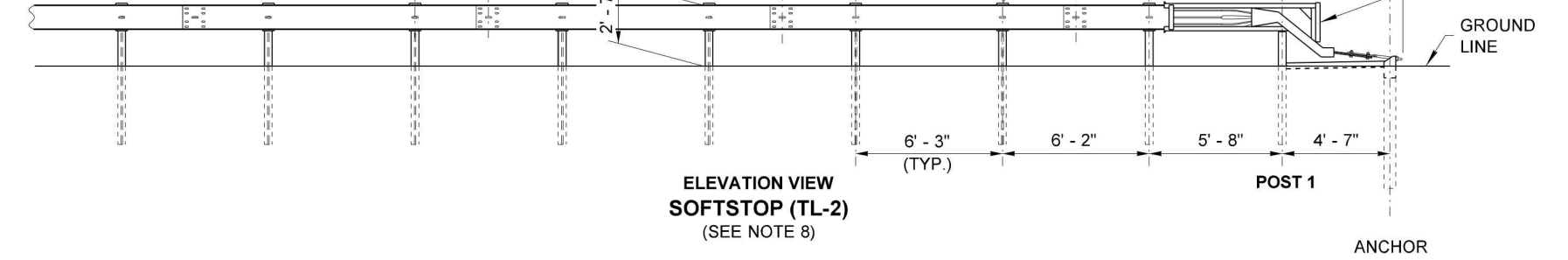
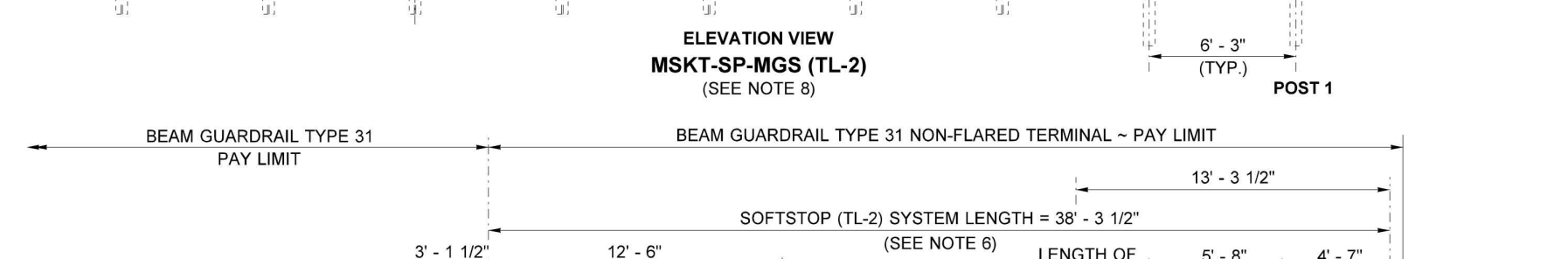
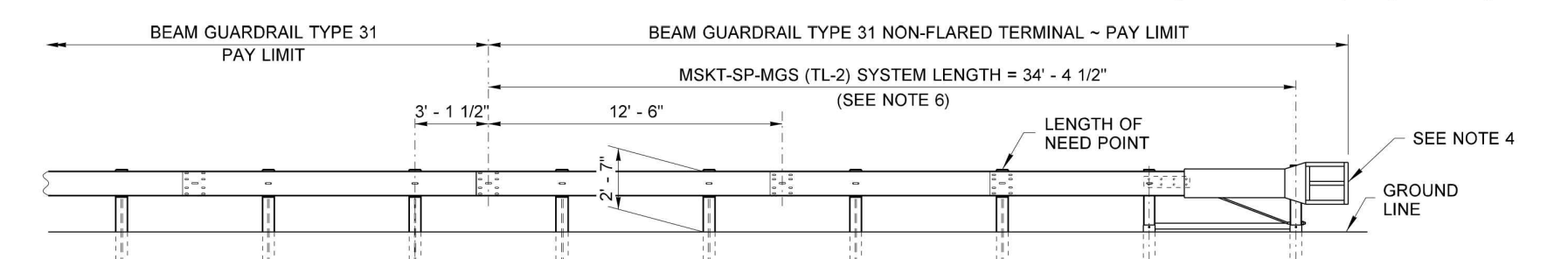
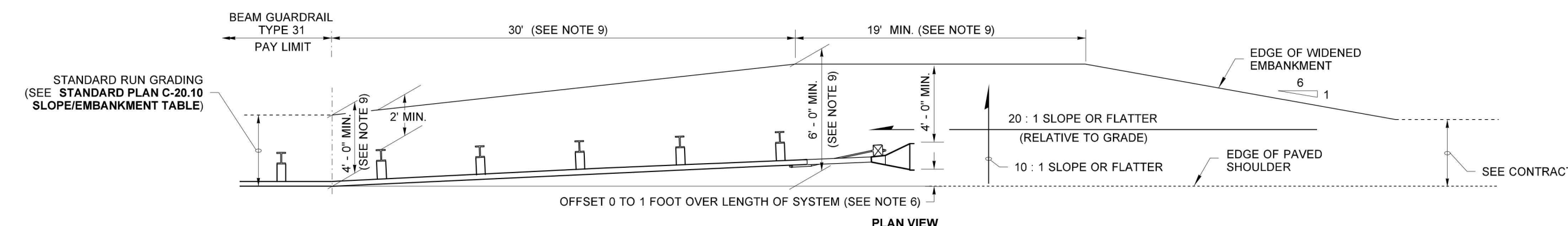


Aug 17, 2021

BEAM GUARDRAIL TYPE 31

STANDARD PLAN C-20.10-07

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Aug 20, 2021
Washington State Department of Transportation



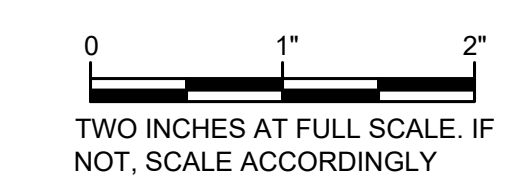
- NOTES**
- The Implementation of the Manual for Assessment of Safety Hardware (MASH) criteria may result in the acceptance of guardrail terminal systems currently not shown on this plan. Non-Flared terminals shall be selected from the WSDOT Qualified Products List (QPL) or approved through the WSDOT Request for Approval of Materials (RAM) process.
 - This terminal is MASH compliant at Test Level Two (TL-2) and may be used in applications with posted speed of 45 mph or less.
 - An MSKT-SP-MGS (TL-2) as manufactured by Road Systems, Inc. SOFTSTOP (TL-2) as manufactured by Trinity Highway Products, LLC, or MAX-TENSION (TL-2) as manufactured by Lindsay Transportation Solutions, shall be installed according to manufacturer's recommendations.
 - A reflectorized object marker shall be installed according to manufacturer's recommendations.
 - Snow load rail washers shall not be installed within the terminal limits.
 - Provide an offset between 0 to 1 foot so that the impact head does not encroach onto the paved shoulder. The offset is provided over the length of the terminal system from the center of the last post splice to either: (1) The face of the impact head at its leading edge (MSKT-SP-MGS), or (2) The center of anchor Post 0 (Softstop or Max-Tension). Provide the maximum offset where practicable.
 - For terminal details, see WSDOT approved manufacturer's drawings.
 - These terminals are supplied with steel posts only. They can be used with beam guardrail Type 31 runs, composed of steel or wood guardrail posts.
 - The widened embankment dimensions shown on this plan will satisfy the installation requirements of all 3 guardrail terminal systems shown on this plan.



2020.08.27 09:47:19 -07'00'

BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL (POSTED SPEED) 45 MPH AND BELOW

STANDARD PLAN C-22.45-05
SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Date: 2020.09.16
09:54:40 -07'00'
Washington State Department of Transportation



TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
9710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-5490

DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

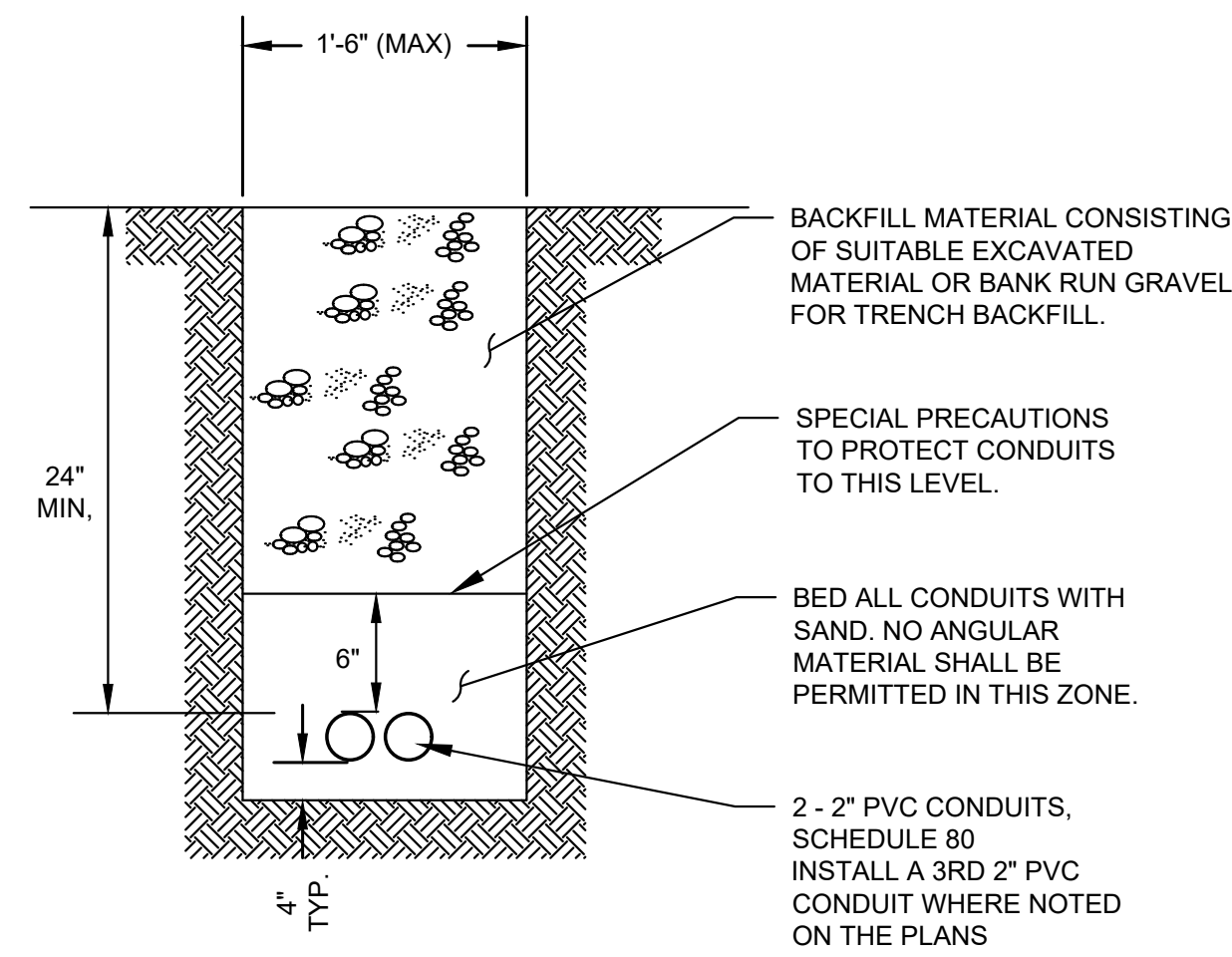
REVISION	DATE	APPD

JOHN PATRICK DONAHUE
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
39023

KEVIN W. BROWN
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
39082

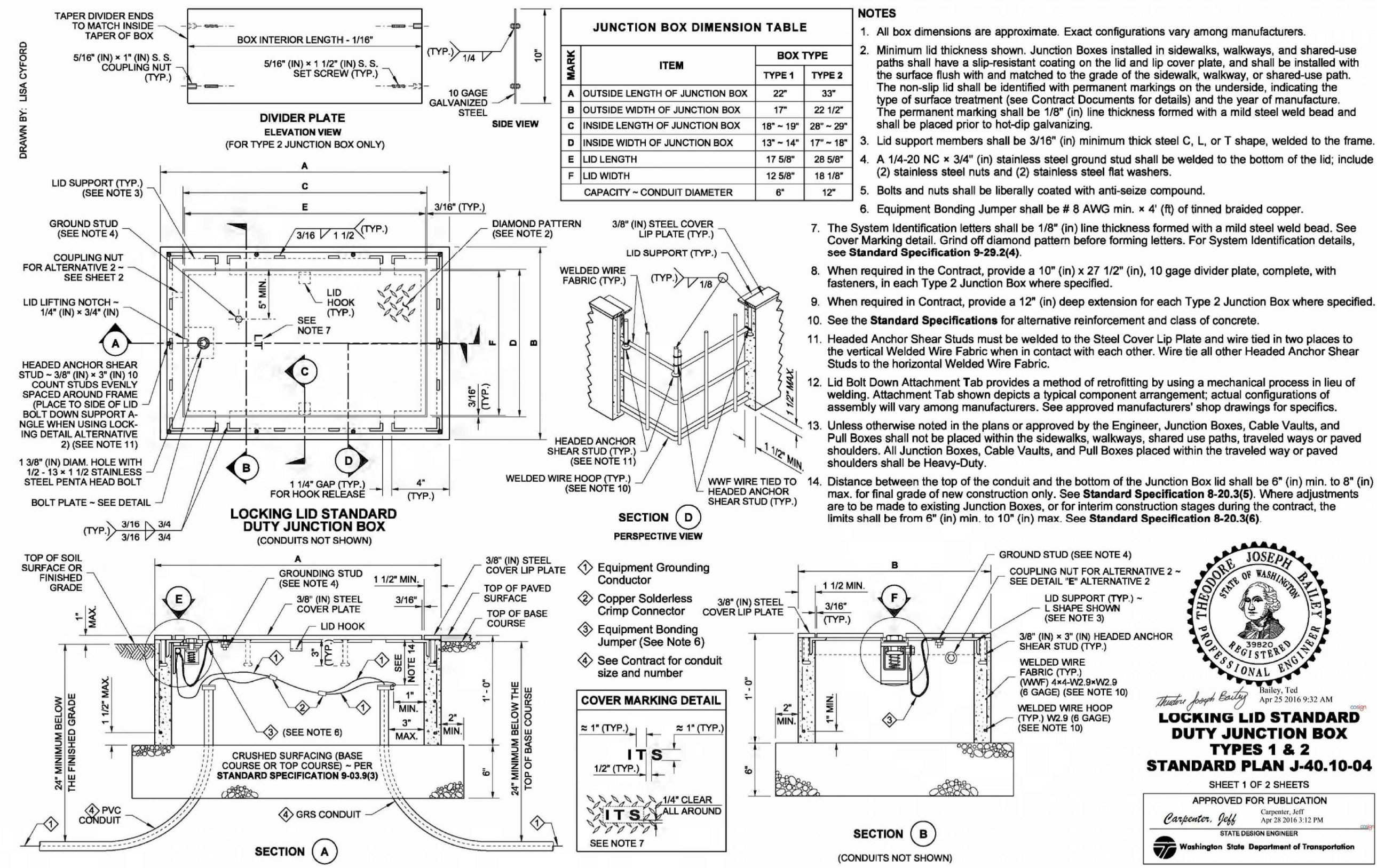
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
ROAD DETAILS

SHEET: **31**
OF: **55**
JOB NO.: 21459
DWG DETAILS



TYPICAL ELECTRICAL TRENCH SECTION DETAIL

NTS



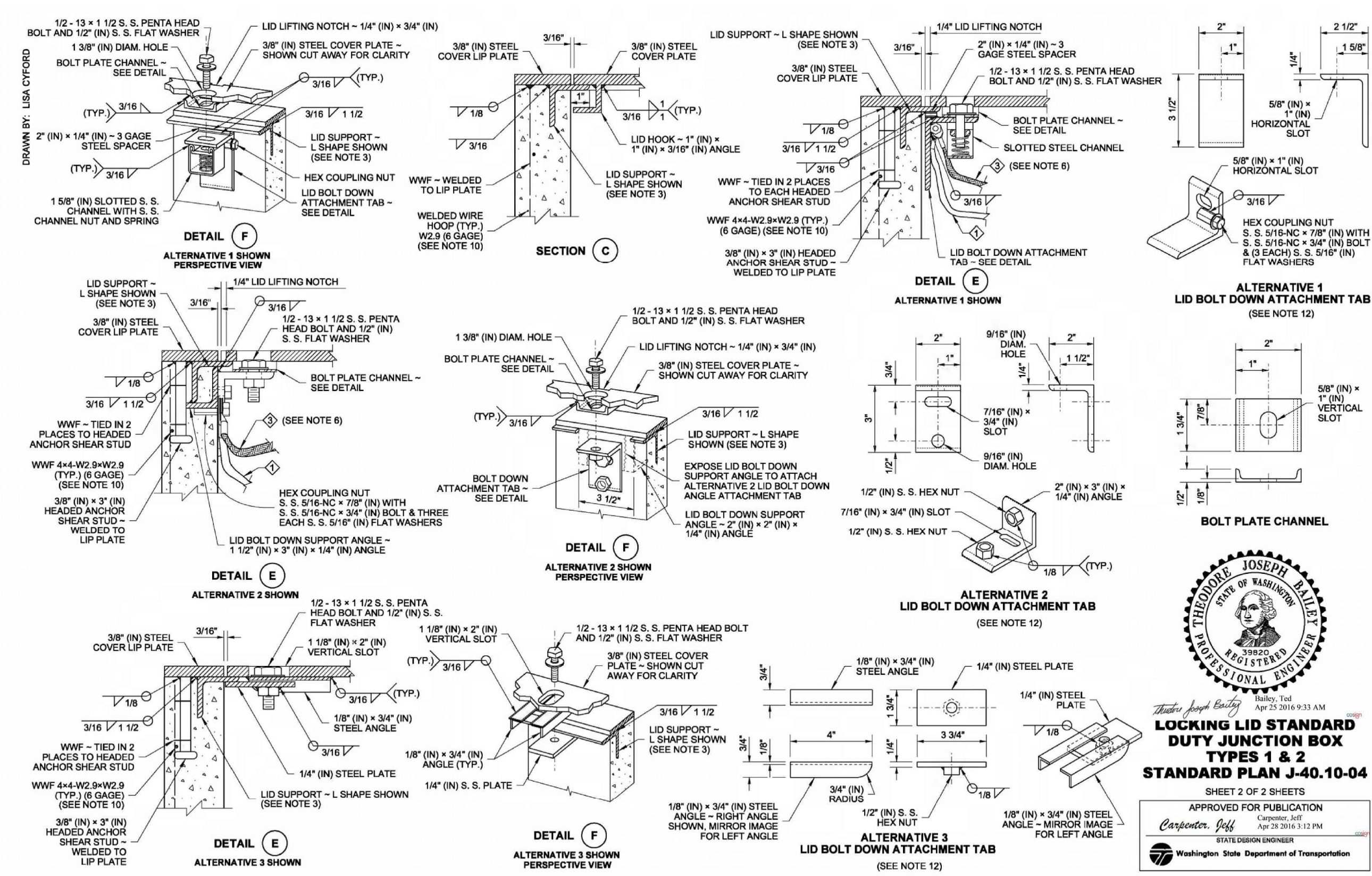
LOCKING LID STANDARD DUTY JUNCTION BOX TYPES 1 & 2 STANDARD PLAN J-40.10-04

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

Joseph J. Bailey, Inc.
 3032 S. 10th St.
 Arlington, WA 98223
 (509) 454-9490

Washington State Department of Transportation



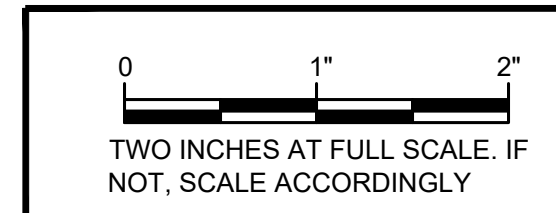
LOCKING LID STANDARD DUTY JUNCTION BOX TYPES 1 & 2 STANDARD PLAN J-40.10-04

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

Joseph J. Bailey, Inc.
 3032 S. 10th St.
 Arlington, WA 98223
 (509) 454-9490

Washington State Department of Transportation



Gray & Osborne, Inc.
 CONSULTING ENGINEERS

3710 68TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (509) 454-9490

DATE:	APR 2022	DATE:	APPD
DRAWN:	BJB	REVISION:	
CHECKED:	BJB	No.	
APPROVED:	KWB		

JOSEPH J. BAILEY, INC.
 PROFESSIONAL ENGINEER
 No. 39343

KEVIN W. BROWN
 PROFESSIONAL ENGINEER
 No. 39343

CITY OF NEWCASTLE
 KING COUNTY WASHINGTON

SE MAY CREEK PARK DRIVE
 NON-MOTORIZED IMPROVEMENTS

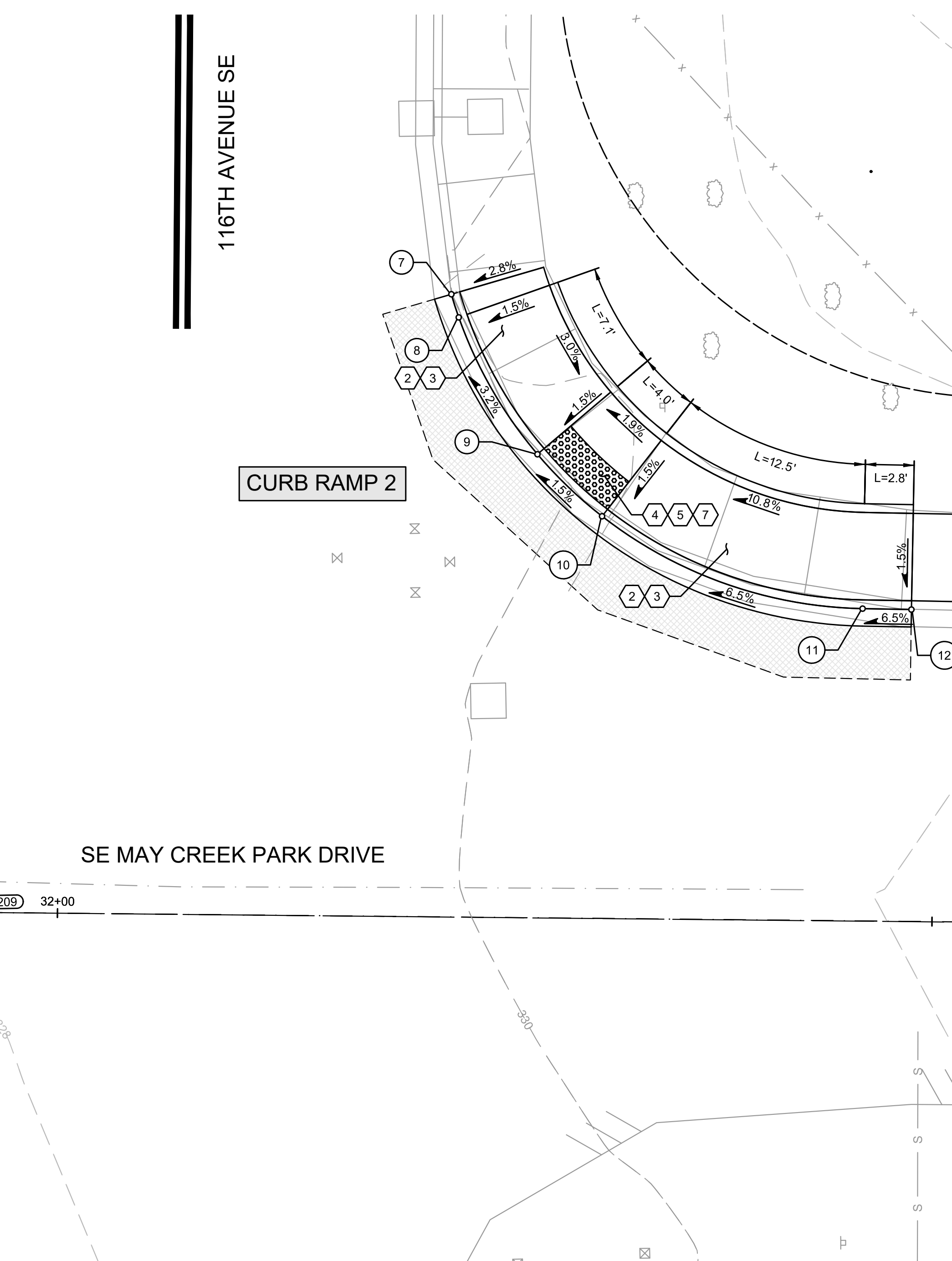
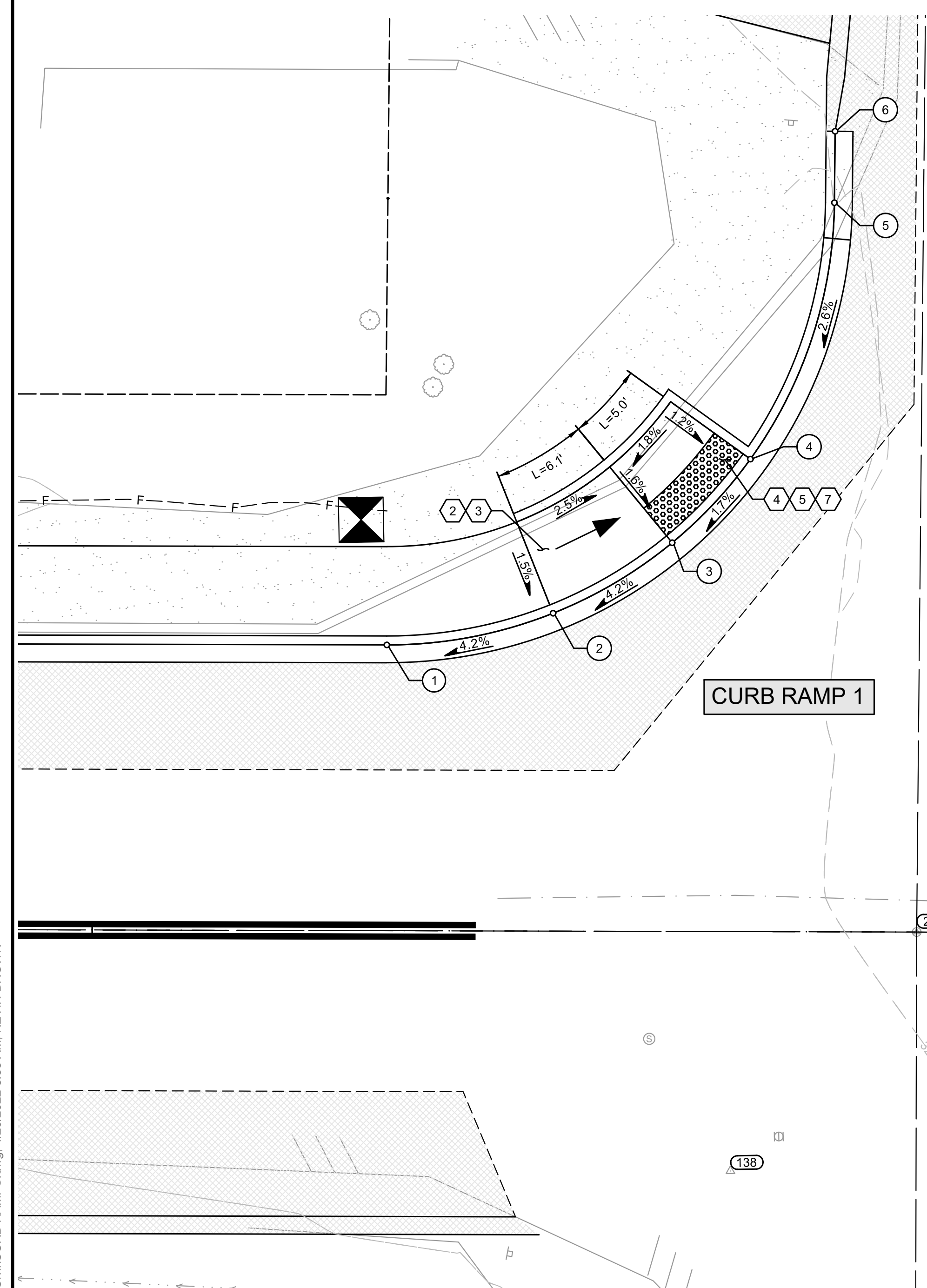
ROAD DETAILS

SHEET: **32**
 OF: **55**

JOB NO.: 21459
 DWG DETAILS

\\goSERVER3\data2\newcastle\21459.00 see may creek park drive - design\01 design\PLANSET\CIVILDETAILS.dwg, 4/20/2022 8:51 AM, KEVIN BROWN

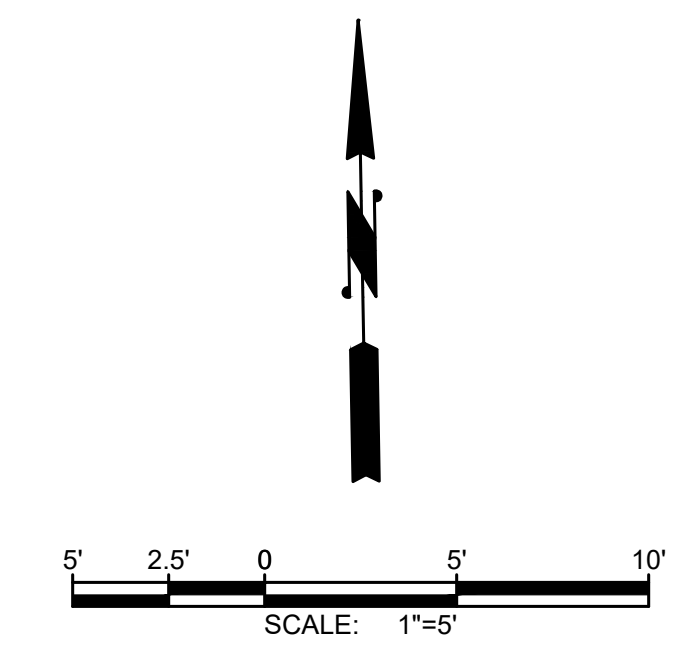
\\g06SERVER3\data2\newcastle\21459.00_se_may_creek_park_drive - design\01_design\PLANSET\CURB RAMPS.dwg, 4/20/2022 8:53 AM, KEVIN BROWN



116TH AVENUE SE

SE MAY CREEK PARK DRIVE

CURB RAMPS 1 & 2							
CURB POINT:	POINT DESCRIPTION:	STATION:	OFFSET:	FL. ELEVATION:	CURB HEIGHT:	CURVE DESCRIPTION:	CENTER:
1	PC	31+66.45	16.00' LT	326.73	6.0"	L=39.09', R=25.00' Δ=89° 35' 20"	31+66.45 41.00 LT
2	TOP OF RAMP	31+75.76	17.80' LT	327.13	6.0"		
3	LANDING	31+82.42	21.76' LT	327.45	0.0"		
4	LANDING	31+86.79	26.45' LT	327.56	0.0"		
5	PT	31+91.45	40.82' LT	327.96	6.0"	L=31.68', R=25.00' Δ=72° 35' 56"	32+46.10 42.86 LT
6	END CURB	31+91.48	44.82' LT	328.06	6.0"		
7	TIE IN / MATCH EXISTING	32+22.18	35.61' LT	329.57	6.0"		
8	RAMP TOP	32+22.61	34.29' LT	329.60	6.0"		
9	LANDING	32+27.19	26.51' LT	329.89	0.0"		
10	LANDING	32+30.92	23.00' LT	329.97	0.0"		
11	PT	32+45.86	17.86' LT	330.99	4.6"		
12	RAMP TOP / MATCH EXISTING	32+48.65	17.83' LT	331.17	6.0"		



CONSTRUCTION AND CURB RAMP NOTES

- ELEVATIONS WITH "*" CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT EXISTING CURB/SIDEWALK/ROADWAY TIE-INS. (APPROXIMATE ELEVATIONS LISTED).
- CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
- CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
- LANDING. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS). LANDING WIDTH IS 4' MINIMUM.
- DETECTABLE WARNING SURFACE. SEE STANDARD PLAN F-45.10 (MODIFIED) ON SHEET 39.
- INSTALL VERTICAL CONCRETE CURB AND GUTTER, SEE SHEET 28 FOR DETAILS.
- PARALLEL CURB RAMP, SEE STANDARD PLAN F-40.12-03 (MODIFIED) ON SHEET 38.
- SINGLE DIRECTION CURB RAMP, SEE STANDARD PLAN F-40.16-03 (MODIFIED) ON SHEET 38.
- CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE END RAMP WITH CURB, PER DETAIL, SHEET 39.
- CONTRACTOR SHALL ADJUST CATCH BASIN TO GRADE.
- CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE SIDEWALK TRANSITION PANEL.
- SAWCUT EXISTING ASPHALT, CURB AND GUTTER OR SIDEWALK. SAWCUTS FOR CURB AND GUTTER AND SIDEWALK SHALL BE AT THE NEAREST JOINT.
- PERPENDICULAR CURB RAMP, SEE STANDARD PLAN F-40.15-04 (MODIFIED) ON SHEET 40.

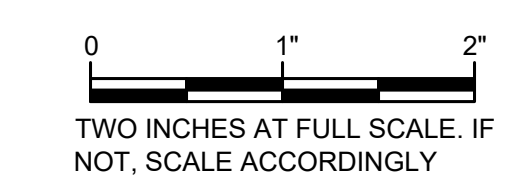
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 CURB RAMP CONTROL - 116TH AVE SE

BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



SHEET:	33
OF:	55
JOB NO.:	21459
DWG:	CURB RAMPS

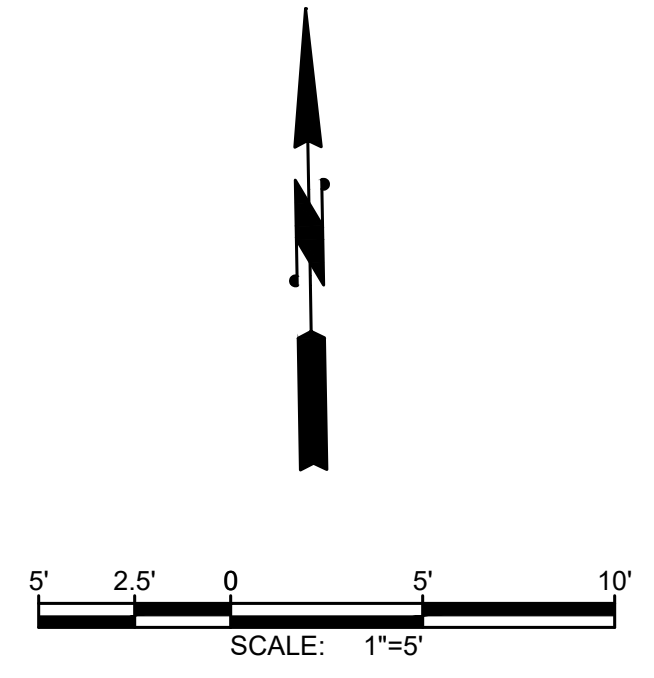
DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

No.	REVISION	DATE	APPD



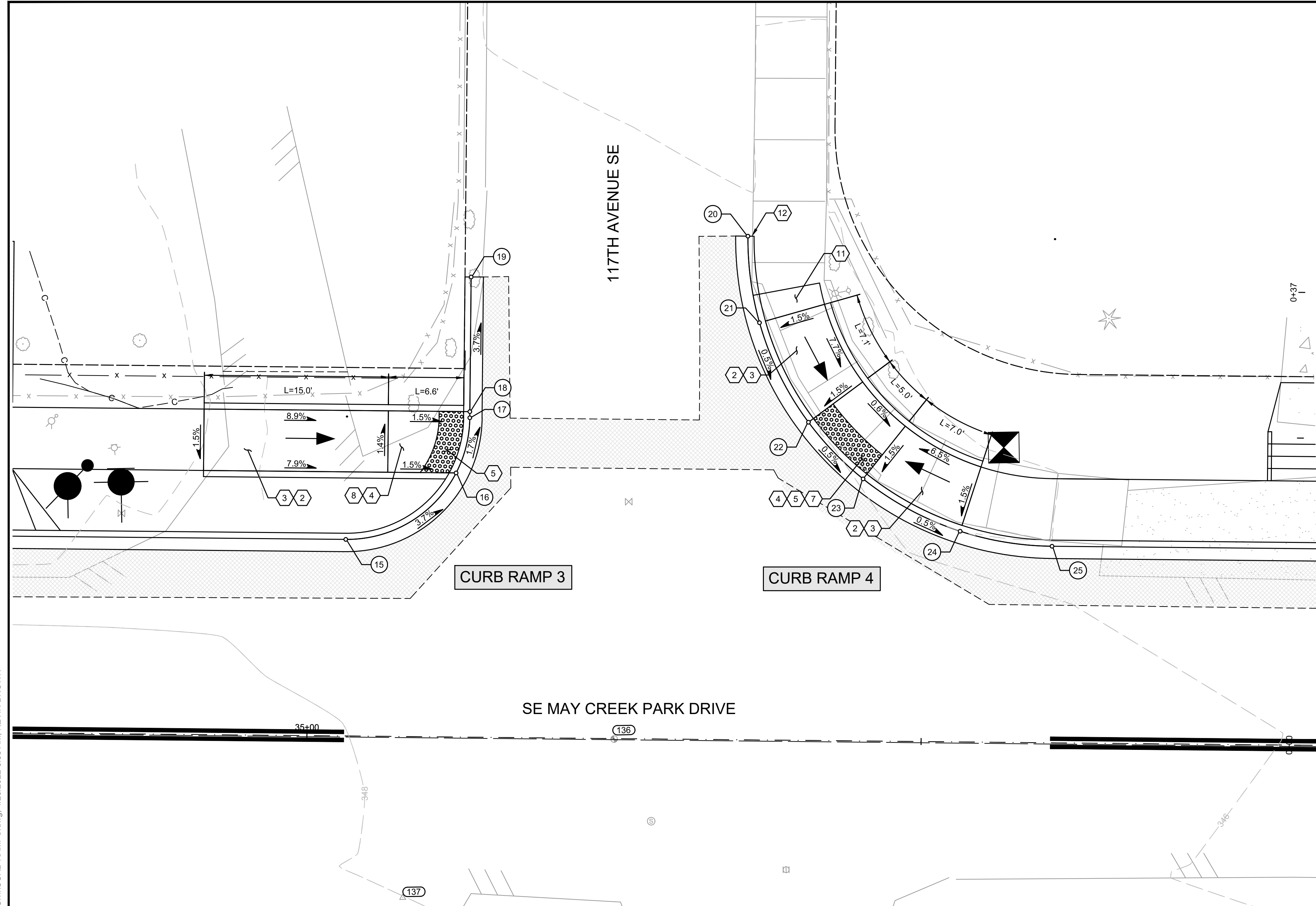
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
CURB RAMP CONTROL - 117TH AVE SE

SHEET: **34**
OF: **55**
JOB NO.: 21459
DWG: CURB RAMPS



CONSTRUCTION AND CURB RAMP NOTES

- ELEVATIONS WITH "*" CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT EXISTING CURB/SIDEWALK/ROADWAY TIE-INS. (APPROXIMATE ELEVATIONS LISTED).
- CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
- CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
- LANDING. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS). LANDING WIDTH IS 4' MINIMUM.
- DETECTABLE WARNING SURFACE. SEE STANDARD PLAN F-45.10 (MODIFIED) ON SHEET 39.
- INSTALL VERTICAL CONCRETE CURB AND GUTTER, SEE SHEET 28 FOR DETAILS.
- PARALLEL CURB RAMP, SEE STANDARD PLAN F-40.12-03 (MODIFIED) ON SHEET 38.
- SINGLE DIRECTION CURB RAMP, SEE STANDARD PLAN F-40.16-03 (MODIFIED) ON SHEET 38.
- CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE END RAMP WITH CURB, PER DETAIL, SHEET 39.
- CONTRACTOR SHALL ADJUST CATCH BASIN TO GRADE.
- CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE SIDEWALK TRANSITION PANEL.
- SAWCUT EXISTING ASPHALT, CURB AND GUTTER OR SIDEWALK. SAWCUTS FOR CURB AND GUTTER AND SIDEWALK SHALL BE AT THE NEAREST JOINT.
- PERPENDICULAR CURB RAMP, SEE STANDARD PLAN F-40.15-04 (MODIFIED) ON SHEET 40.

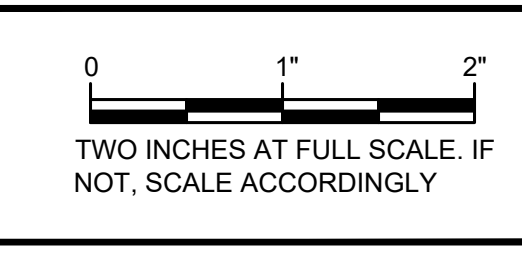


I:\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\1 PLANSET\CURB RAMPS.dwg, 4/20/2022 8:53 AM, KEVIN BROWN

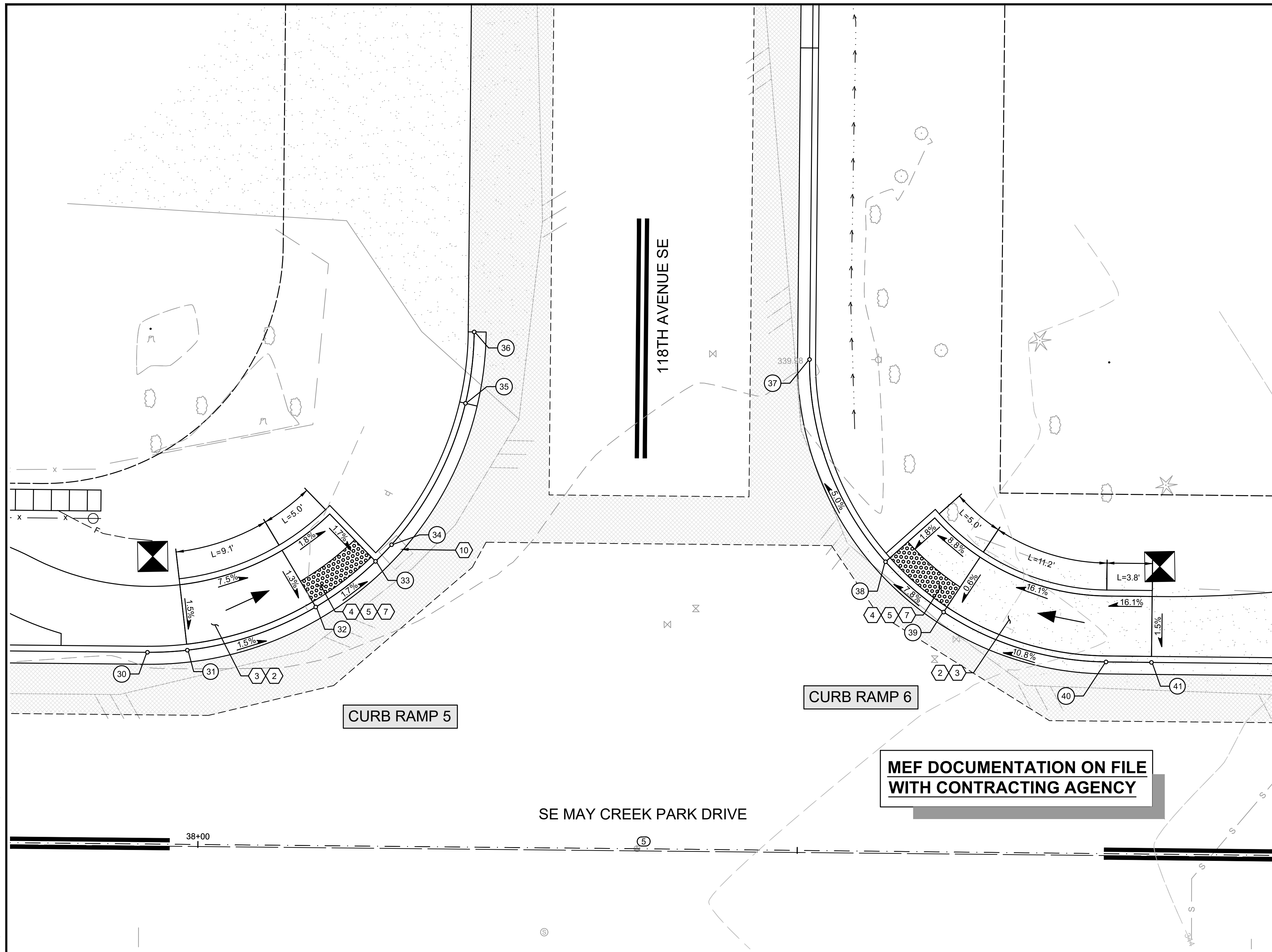
CURB RAMPS 3 & 4							
CURB POINT:	POINT DESCRIPTION:	STATION:	OFFSET:	FL. ELEVATION:	CURB HEIGHT:	CURVE DESCRIPTION:	CENTER:
15	PC	35+03.01	16.00' LT	347.51	6.0"	L=15.71', R=10.00' Δ=89° 59' 48"	35+03.01 26.00 LT
16	LANDING	35+11.94	21.50' LT	347.10	0.0"		
17	PT	35+13.01	26.00' LT	347.02	0.0"		
18	LANDING	35+13.01	26.50' LT	347.01	0.0"		
19	END CURB	35+13.01	37.46' LT	346.61	6.0"	L=39.27', R=25.00' Δ=90° 00' 13"	35+60.51 41.00 LT
20	TIE IN / PC	35+35.51	41.00' LT	346.14	6.0"		
21	RAMP TOP	35+36.52	33.97' LT	346.11	6.0"		
22	LANDING	35+40.58	25.90' LT	346.06	0.0"		
23	LANDING	35+45.07	21.33' LT	346.03	0.0"		
24	RAMP TOP	35+53.01	17.15' LT	345.99	6.0"		
25	PT	35+60.51	16.00' LT	345.95	6.0"		

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.

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\CURB RAMPS.dwg, 4/20/2022 8:54 AM, KEVIN BROWN



CONSTRUCTION AND CURB RAMP NOTES

1. ELEVATIONS WITH "*" CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT EXISTING CURB/SIDEWALK/ROADWAY TIE-INS. (APPROXIMATE ELEVATIONS LISTED).
2. CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
3. CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
4. LANDING. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS). LANDING WIDTH IS 4' MINIMUM.
5. DETECTABLE WARNING SURFACE. SEE STANDARD PLAN F-45.10 (MODIFIED) ON SHEET 39.
6. INSTALL VERTICAL CONCRETE CURB AND GUTTER, SEE SHEET 28 FOR DETAILS.
7. PARALLEL CURB RAMP, SEE STANDARD PLAN F-40.12-03 (MODIFIED) ON SHEET 38.
8. SINGLE DIRECTION CURB RAMP, SEE STANDARD PLAN F-40.16-03 (MODIFIED) ON SHEET 38.
9. CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE END RAMP WITH CURB, PER DETAIL, SHEET 39.
10. CONTRACTOR SHALL ADJUST CATCH BASIN TO GRADE.
11. CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE SIDEWALK TRANSITION PANEL.
12. SAWCUT EXISTING ASPHALT, CURB AND GUTTER OR SIDEWALK. SAWCUTS FOR CURB AND GUTTER AND SIDEWALK SHALL BE AT THE NEAREST JOINT.
13. PERPENDICULAR CURB RAMP, SEE STANDARD PLAN F-40.15-04 (MODIFIED) ON SHEET 40.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

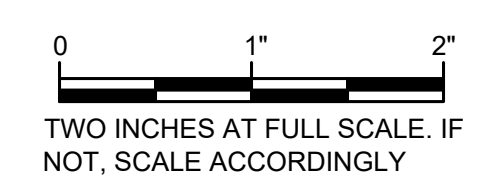
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

CURB RAMPS 5 & 6							
CURB POINT:	POINT DESCRIPTION:	STATION:	OFFSET:	FL. ELEVATION:	CURB HEIGHT:	CURVE DESCRIPTION:	CENTER:
30	PC	37+95.64	16.00' LT	340.21	6.0"	L=42.41', R=27.00' Δ=89° 59' 48"	37+95.64 43.00 LT
31	RAMP TOP	37+98.96	16.21' LT	340.16	6.0"		
32	LANDING	38+09.64	19.91' LT	339.99	0.0"		
33	LANDING	38+14.59	23.77' LT	339.88	0.0"		
34	CATCH BASIN	38+15.91	25.17' LT	339.85	0.0"		
35	CURB TOP	38+21.97	37.04' LT	339.65	6.0"	L=39.25', R=25.00' Δ=89° 57' 22"	38+75.60 41.00 LT
36	END CURB	38+22.64	43.00' LT	339.56	6.0"		
37	END CURB / PC	38+50.60	40.98' LT	339.92	6.0"		
38	LANDING	38+57.12	24.17' LT	340.85	0.0"		
39	LANDING	38+62.01	20.02' LT	341.35	0.0"		
40	PC	38+75.60	16.00' LT	342.90	4.0"		
41	RAMP TOP	38+79.39	16.00' LT	343.22	6.0"		

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

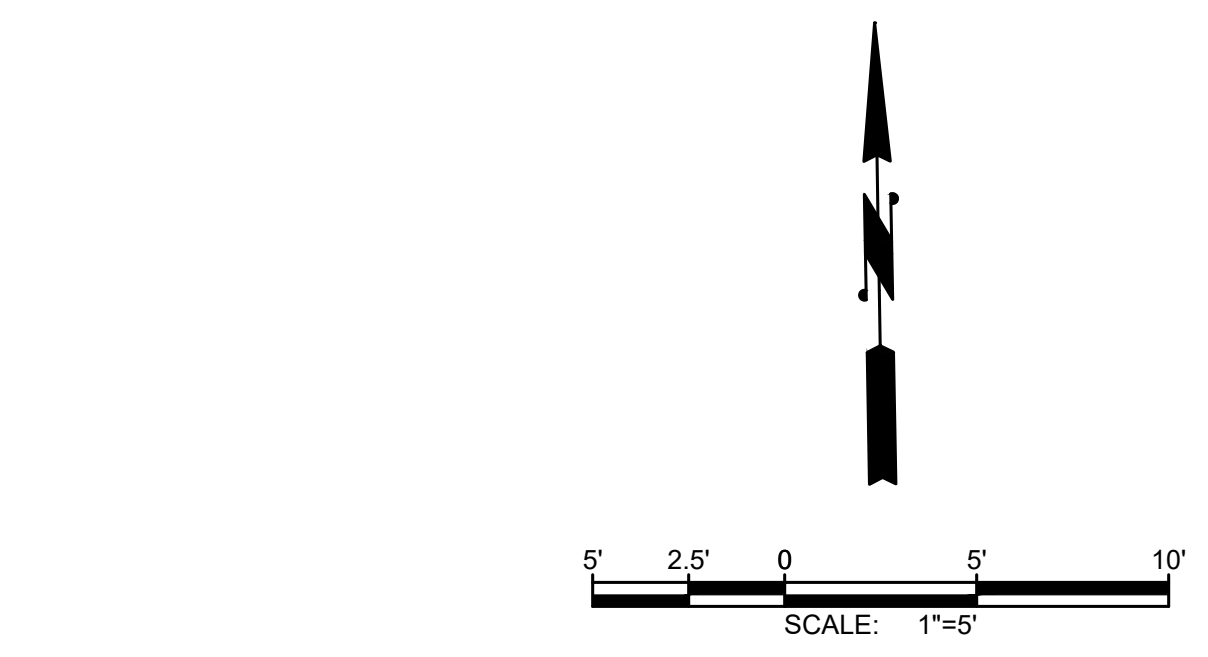
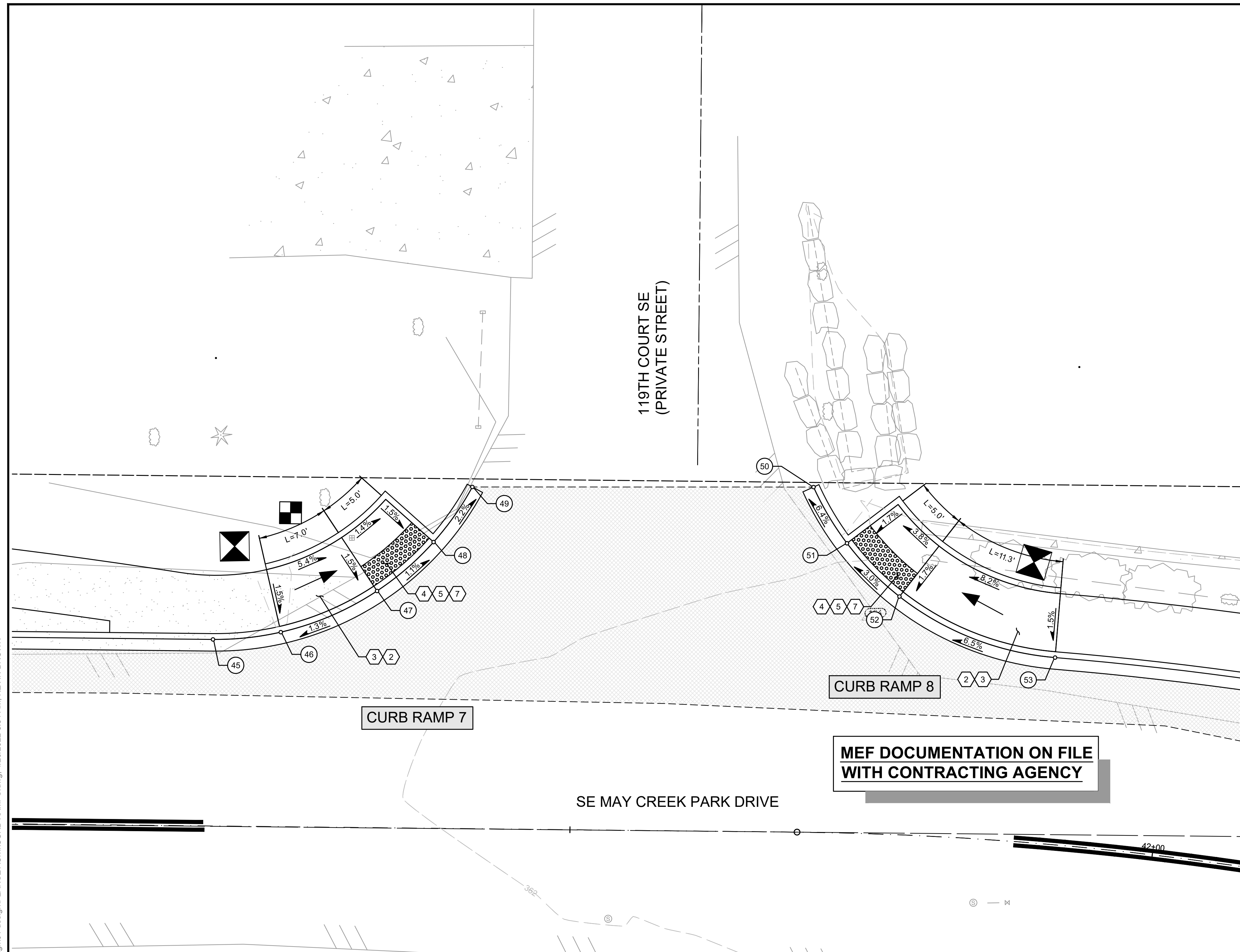
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS**
CURB RAMP CONTROL - 118TH AVE SE

SHEET: **35**
OF: **55**
JOB NO.: 21459
DWG: CURB RAMPS

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\PLANSET\CURB RAMPS.dwg, 4/20/2022 8:54 AM, KEVIN BROWN



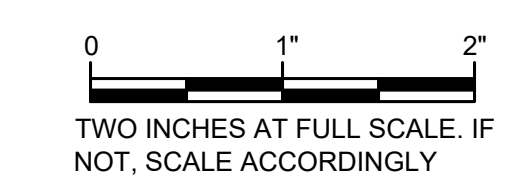
CONSTRUCTION AND CURB RAMP NOTES

1. ELEVATIONS WITH "*" CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT EXISTING CURB/SIDEWALK/ROADWAY TIE-INS. (APPROXIMATE ELEVATIONS LISTED).
2. CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
3. CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
4. LANDING. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS). LANDING WIDTH IS 4' MINIMUM.
5. DETECTABLE WARNING SURFACE. SEE STANDARD PLAN F-45.10 (MODIFIED) ON SHEET 39.
6. INSTALL VERTICAL CONCRETE CURB AND GUTTER, SEE SHEET 28 FOR DETAILS.
7. PARALLEL CURB RAMP, SEE STANDARD PLAN F-40.12-03 (MODIFIED) ON SHEET 38.
8. SINGLE DIRECTION CURB RAMP, SEE STANDARD PLAN F-40.16-03 (MODIFIED) ON SHEET 38.
9. CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE END RAMP WITH CURB, PER DETAIL, SHEET 39.
10. CONTRACTOR SHALL ADJUST CATCH BASIN TO GRADE.
11. CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE SIDEWALK TRANSITION PANEL.
12. SAWCUT EXISTING ASPHALT, CURB AND GUTTER OR SIDEWALK. SAWCUTS FOR CURB AND GUTTER AND SIDEWALK SHALL BE AT THE NEAREST JOINT.
13. PERPENDICULAR CURB RAMP, SEE STANDARD PLAN F-40.15-04 (MODIFIED) ON SHEET 40.

CURB RAMPS 7 & 8							
CURB POINT:	POINT DESCRIPTION:	STATION:	OFFSET:	FL. ELEVATION:	CURB HEIGHT:	CURVE DESCRIPTION:	CENTER:
45	PC	41+19.23	16.00' LT	361.46	6.0"	L=27.10', R=25.00' Δ=62° 06' 54"	41+19.23 40.14 LT
46	RAMP TOP	41+25.04	16.68' LT	361.53	6.0"		
47	LANDING	41+33.25	20.30' LT	361.65	0.0"		
48	LANDING	41+38.05	24.55' LT	361.58	0.0"		
49	END CURB	41+41.33	29.31' LT	361.45	6.0"		
50	END CURB	41+70.47	29.61' LT	361.69	6.0"	L=26.58', R=25.00' Δ=60° 55' 37"	41+90.29 41.00 LT
51	LANDING	41+73.17	24.84' LT	362.05	0.0"		
52	LANDING	41+77.47	20.42' LT	362.25	0.0"		
53	PRC / RAMP TOP	41+90.29	16.00' LT	363.19	6.0"		

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.

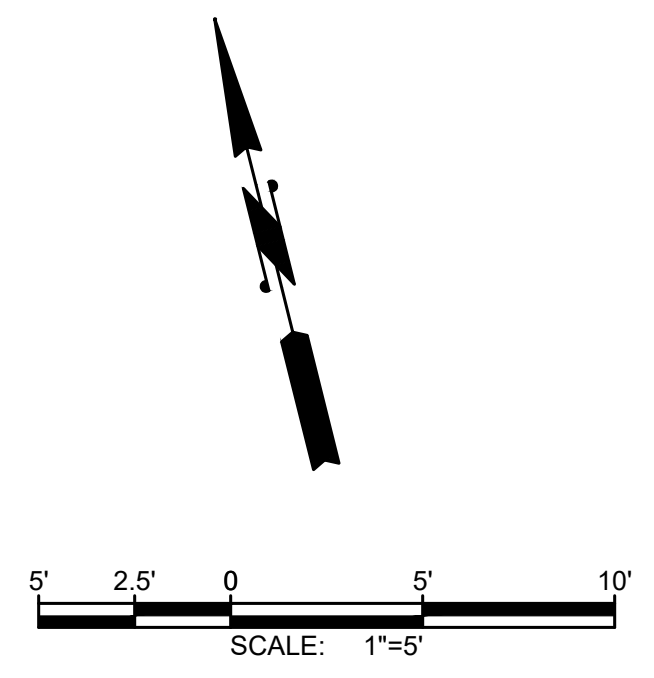
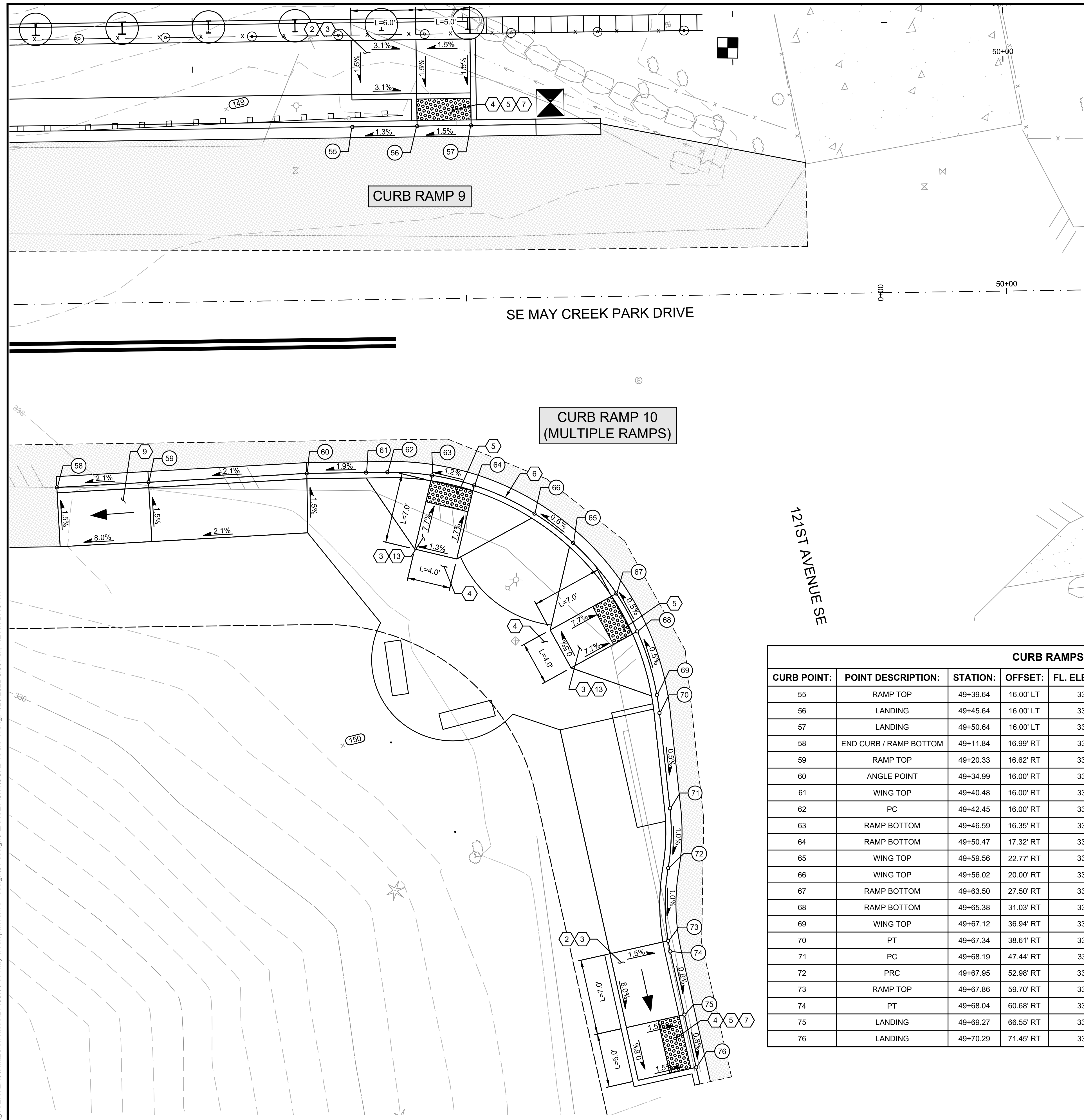


DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS**
CURB RAMP CONTROL - 119TH COURT SE

SHEET:	36
OF:	55
JOB NO.:	21459
DWG.:	CURB RAMPS



CONSTRUCTION AND CURB RAMP NOTES

1. ELEVATIONS WITH "*" CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT EXISTING CURB/SIDEWALK/ROADWAY TIE-INS. (APPROXIMATE ELEVATIONS LISTED).
2. CONTRACTOR TO FIELD VERIFY AND ADJUST RAMP LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE AT THE BACK OF THE RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15-FEET.
3. CURB RAMP. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS).
4. LANDING. CROSS SLOPE SHALL NOT EXCEED 1.50% (UNLESS NOTED OTHERWISE ON PLANS). LANDING WIDTH IS 4' MINIMUM.
5. DETECTABLE WARNING SURFACE. SEE STANDARD PLAN F-45.10 (MODIFIED) ON SHEET 39.
6. INSTALL VERTICAL CONCRETE CURB AND GUTTER, SEE SHEET 28 FOR DETAILS.
7. PARALLEL CURB RAMP, SEE STANDARD PLAN F-40.12-03 (MODIFIED) ON SHEET 38.
8. SINGLE DIRECTION CURB RAMP, SEE STANDARD PLAN F-40.16-03 (MODIFIED) ON SHEET 38.
9. CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE END RAMP WITH CURB, PER DETAIL, SHEET 39.
10. CONTRACTOR SHALL ADJUST CATCH BASIN TO GRADE.
11. CONTRACTOR SHALL FURNISH AND INSTALL CEMENT CONCRETE SIDEWALK TRANSITION PANEL.
12. SAWCUT EXISTING ASPHALT, CURB AND GUTTER OR SIDEWALK. SAWCUTS FOR CURB AND GUTTER AND SIDEWALK SHALL BE AT THE NEAREST JOINT.
13. PERPENDICULAR CURB RAMP, SEE STANDARD PLAN F-40.15-04 (MODIFIED) ON SHEET 40.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-6490

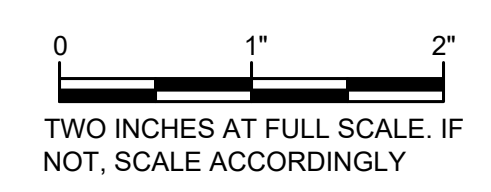
DATE:	APR 2022	DRAWN:	BLJ	CHECKED:	BLJ	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

No.	REVISION	DATE	APPD

CURB POINT:	POINT DESCRIPTION:	STATION:	OFFSET:	FL. ELEVATION:	CURB HEIGHT:	CURVE DESCRIPTION:	CENTER:
55	RAMP TOP	49+39.64	16.00' LT	337.87	4.0"		
56	LANDING	49+45.64	16.00' LT	337.94	0.0"		
57	LANDING	49+50.64	16.00' LT	338.02	0.0"		
58	END CURB / RAMP BOTTOM	49+11.84	16.99' RT	337.87	0.0"		
59	RAMP TOP	49+20.33	16.62' RT	338.05	6.0"		
60	ANGLE POINT	49+34.99	16.00' RT	338.35	6.0"		
61	WING TOP	49+40.48	16.00' RT	338.45	6.0"		
62	PC	49+42.45	16.00' RT	338.49	4.0"		
63	RAMP BOTTOM	49+46.59	16.35' RT	338.55	0.0"		
64	RAMP BOTTOM	49+50.47	17.32' RT	338.60	0.0"		
65	WING TOP	49+59.56	22.77' RT	338.66	6.0"		
66	WING TOP	49+56.02	20.00' RT	338.64	6.0"	L=36.87', R=25.00' Δ=84° 30' 17"	49+42.45 41.00 RT
67	RAMP BOTTOM	49+63.50	27.50' RT	338.70	0.0"		
68	RAMP BOTTOM	49+65.38	31.03' RT	338.72	0.0"		
69	WING TOP	49+67.12	36.94' RT	338.75	6.0"		
70	PT	49+67.34	38.61' RT	338.76	6.0"		
71	PC	49+68.19	47.44' RT	338.71	6.0"	L=5.55', R=20.00' Δ=15° 54' 38"	49+48.28 49.36 RT
72	PRC	49+67.95	52.98' RT	338.66	6.0"		
73	RAMP TOP	49+67.86	59.70' RT	338.59	6.0"	L=7.75', R=20.00' Δ=22° 12' 41"	49+87.62 56.59 RT
74	PT	49+68.04	60.68' RT	338.58	5.2"		
75	LANDING	49+69.27	66.55' RT	338.53	0.0"		
76	LANDING	49+70.29	71.45' RT	338.49	0.0"		

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.

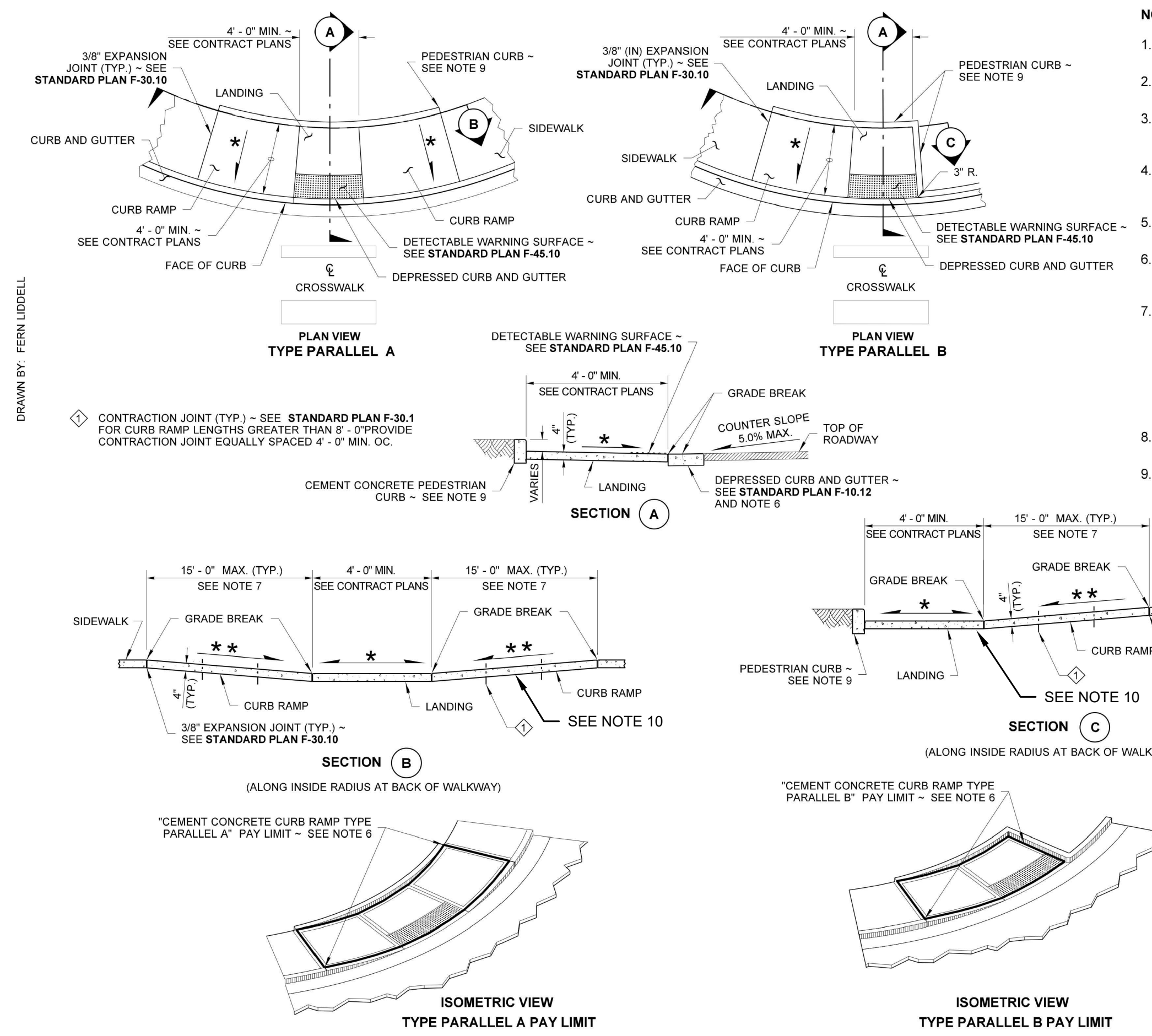


CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS**
CURB RAMP CONTROL - 121ST AVE SE

SHEET: **37**
OF: **55**
JOB NO.: 21459
DWG: CURB RAMPS

\\g0server3\data2\newcastle\21459.00 se may creek park drive - design\PLANSET\CURB RAMPS.dwg, 4/20/2022 8:55 AM, KEVIN BROWN

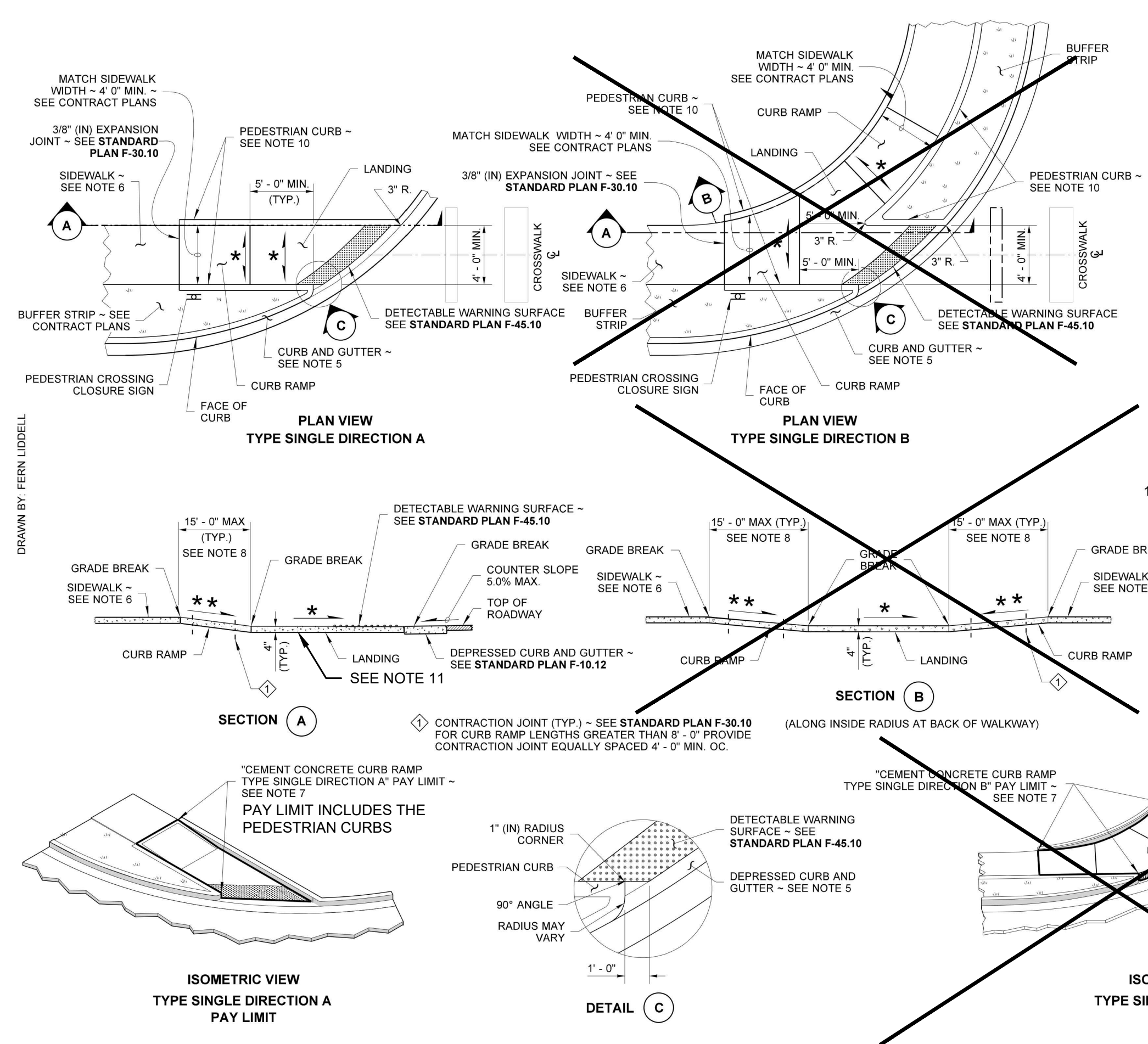
\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\Civil\DETAILS.dwg, 4/20/2022 8:55 AM, KEVIN BROWN



- NOTES**
- At marked crosswalks, the connection between the landing and the roadway must be contained within the width of the crosswalk markings.
 - Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
 - Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in the Depressed Curb and Gutter where the Landing connects to the roadway. SHEET 39
 - See Contract Plans for the curb design specified. See ~~Standard Plan F-40.12~~ for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details. SHEET 28
 - See ~~Standard Plan F-40.12~~ for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
 - The Bid Item "Cement Concrete Curb Ramp Type ..." does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, ~~Pedestrian Curb~~ or Sidewalks.
 - The Curb Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet. Do not include abutting landing(s) in the 15-foot max. measurement. When a ramp is constructed on a radius, the 15-foot max. length is measured on the inside radius along the back of the walkway.
 - Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
 - Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.

PARALLEL CURB RAMP MODIFIED
STANDARD PLAN F-40.12-03
 SHEET 1 OF 1 SHEET

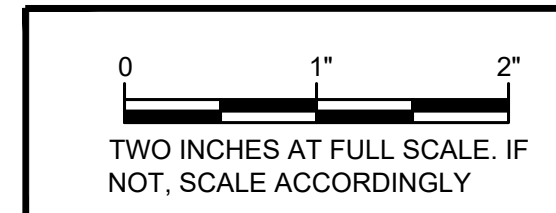
APPROVED FOR PUBLICATION
Carpenter, Jeff Carpenter, Jeff
 June 29, 2016 2:27 PM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



- NOTES**
- This plan is to be used where pedestrian crossing in one direction is not permitted.
 - At marked crosswalks, the connection between the Landing and the roadway must be contained within the width of the crosswalk markings.
 - Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
 - Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing or in the Depressed Curb and Gutter where the Landing connects to the roadway. SHEET 39
 - See Contract Plans for the curb design specified. See ~~Standard Plan F-40.12~~ for Curb, Curb and Gutter, Depressed Curb, Gutter and Pedestrian Curb details. SHEET 28
 - See ~~Standard Plan F-40.12~~ for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
 - The Bid Item "Cement Concrete Curb Ramp Type ..." does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, ~~Pedestrian Curb~~ or Sidewalks.
 - The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
 - Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
 - Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.

SINGLE DIRECTION MODIFIED CURB RAMP
STANDARD PLAN F-40.16-03
 SHEET 1 OF 1 SHEET

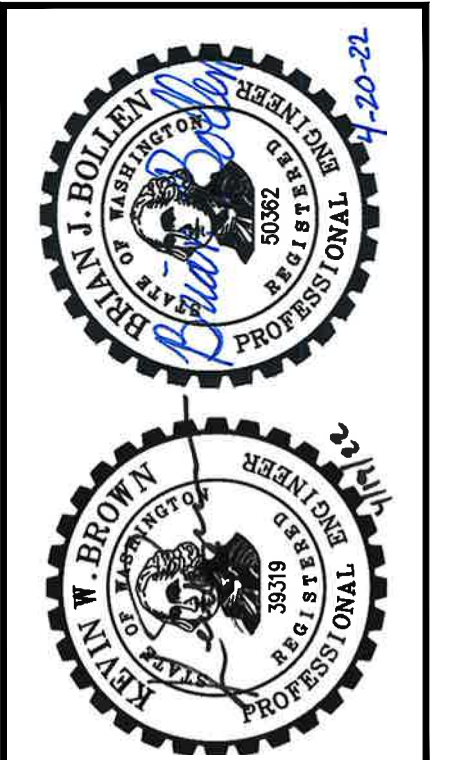
APPROVED FOR PUBLICATION
Carpenter, Jeff Carpenter, Jeff
 June 29, 2016 2:29 PM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation



Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 9710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-5490

DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

REVISION	DATE	APPD
No.		



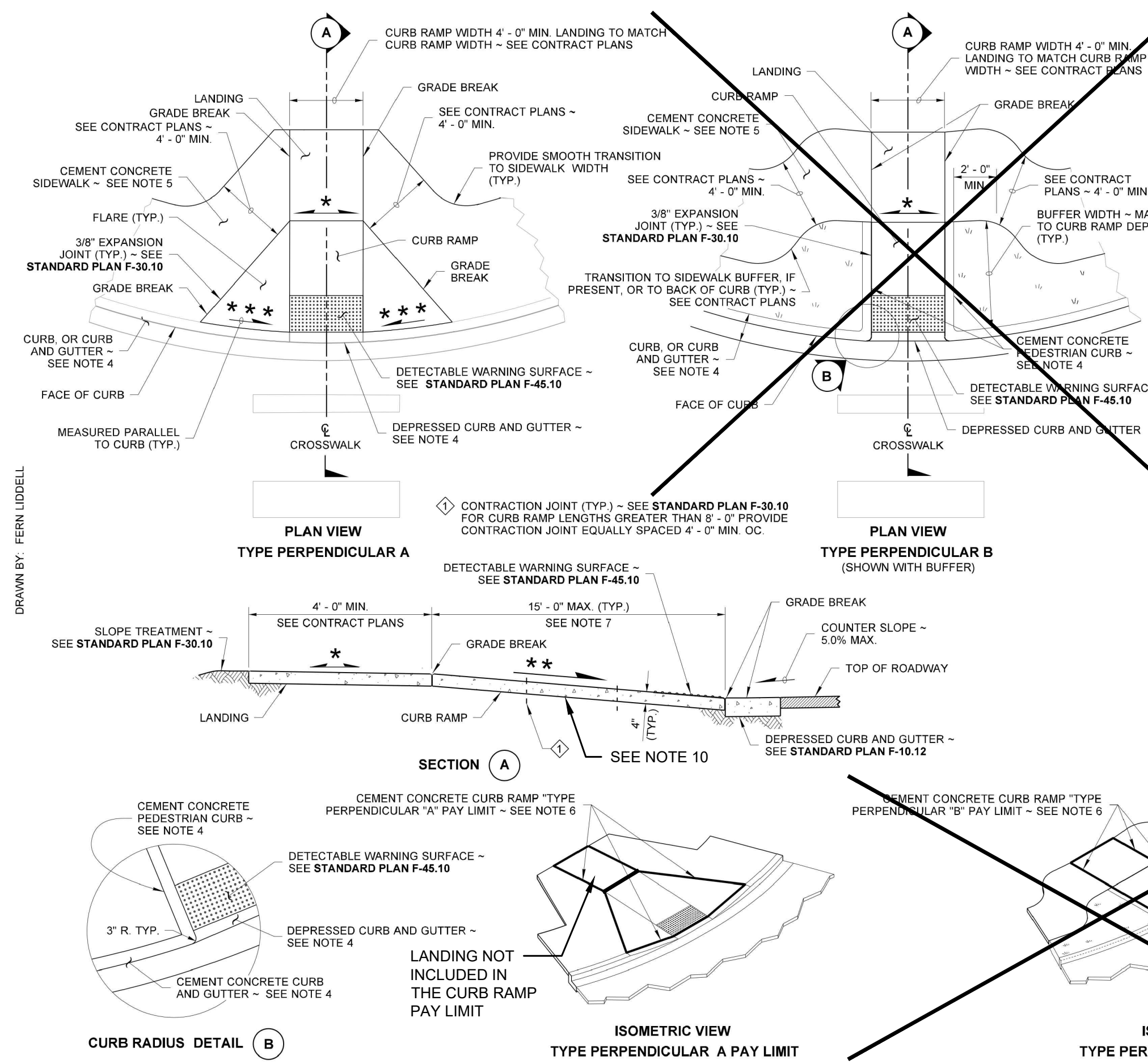
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 CURB RAMP DETAILS

SHEET:	38
OF:	55
JOB NO.:	21459
DWG DETAILS	

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\DWGDETAILS.dwg, 4/20/2022 8:55 AM, KEVIN BROWN

DRAWN BY: FERN LIDDELL

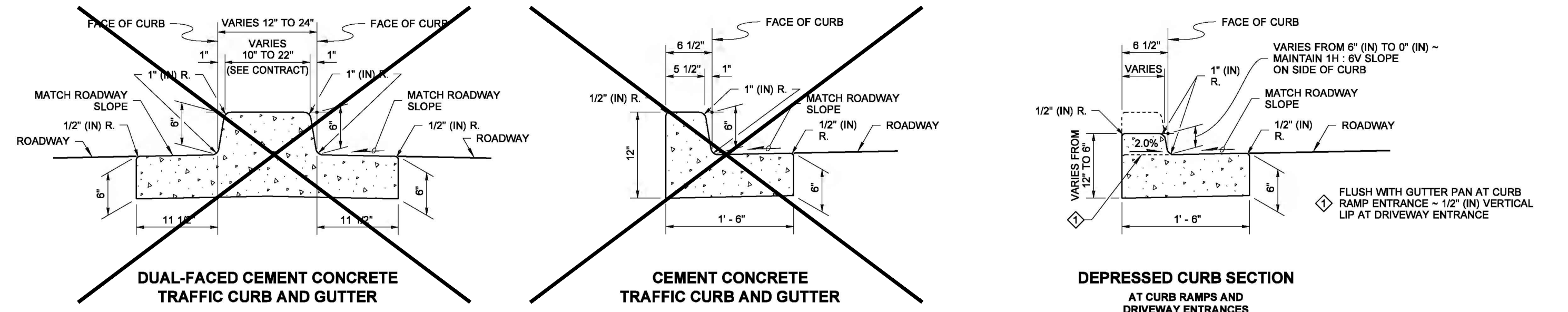
DRAWN BY: FERN LIDDELL



- NOTES**
- At marked crosswalks, the connection between the curb ramp and the roadway must be contained within the width of the crosswalk markings.
 - Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
 - Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in front of the Curb Ramp where it connects to the roadway.
 - See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details. **THIS SHEET SHEET 28**
 - See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
 - The Bid Item "Cement Concrete Curb Ramp Type ..." does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, **Pedestrian Curb** or Sidewalks.
 - The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length, the running slope of the Curb Ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the landing over a horizontal distance of 15 feet. Do not include the abutting landing in the 15-foot max. measurement.
 - Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
 - Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.
 - INSTALL 4" COMPACTED DEPTH CRUSHED SURFACING TOP COURSE BENEATH ALL CONCRETE RAMPS AND SIDEWALKS.

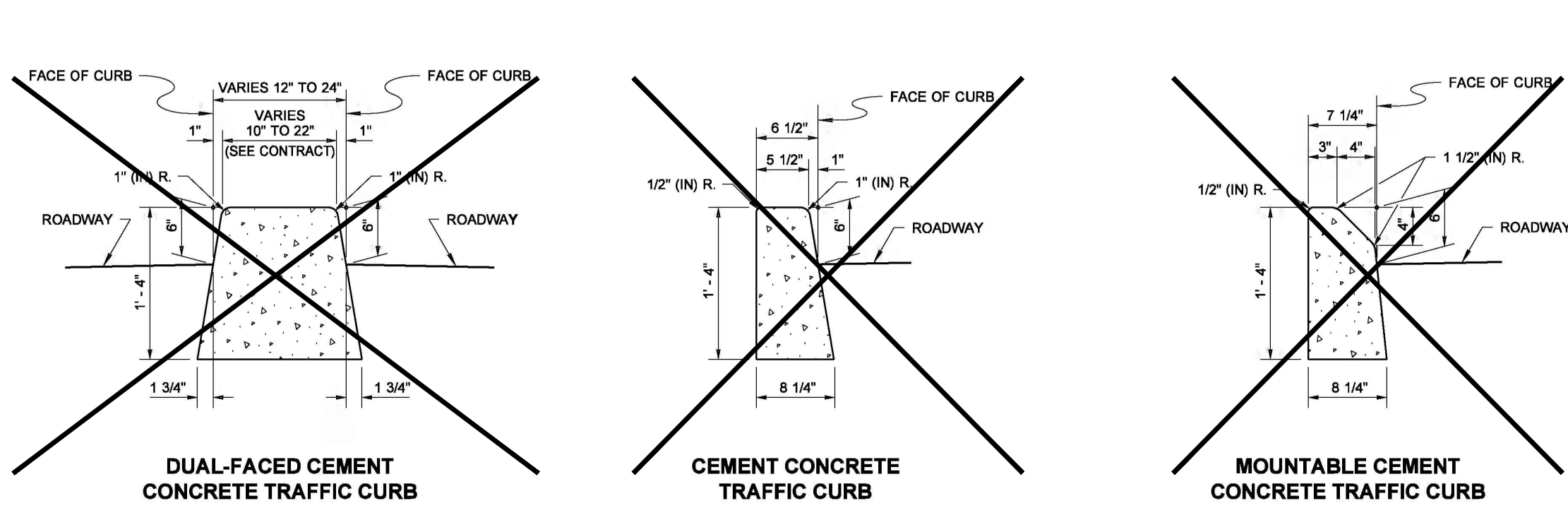
PERPENDICULAR MODIFIED CURB RAMP
STANDARD PLAN F-40.15-04

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Date: 2020.09.25
14.44.37 -07'00"
STATE DESIGN ENGINEER
Washington State Department of Transportation



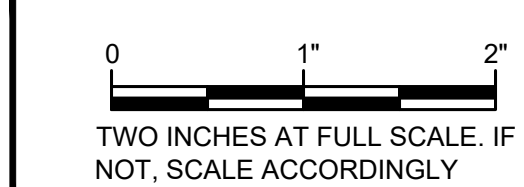
- NOTE**
- See **Standard Plan F-30.10** for Curb Expansion and Contraction Joint spacing and see **Standard Specification Sections 8-04 and 9-04** for additional requirements.

CEMENT CONCRETE PEDESTRIAN CURB



CEMENT CONCRETE CURBS
STANDARD PLAN F-10.12-03

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Date: 11/20/14 1:21 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-5490

DATE:	APR 2022	DRAWN:	BLJ	CHECKED:	BLJ	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

NO.	REVISION	DATE	APPD

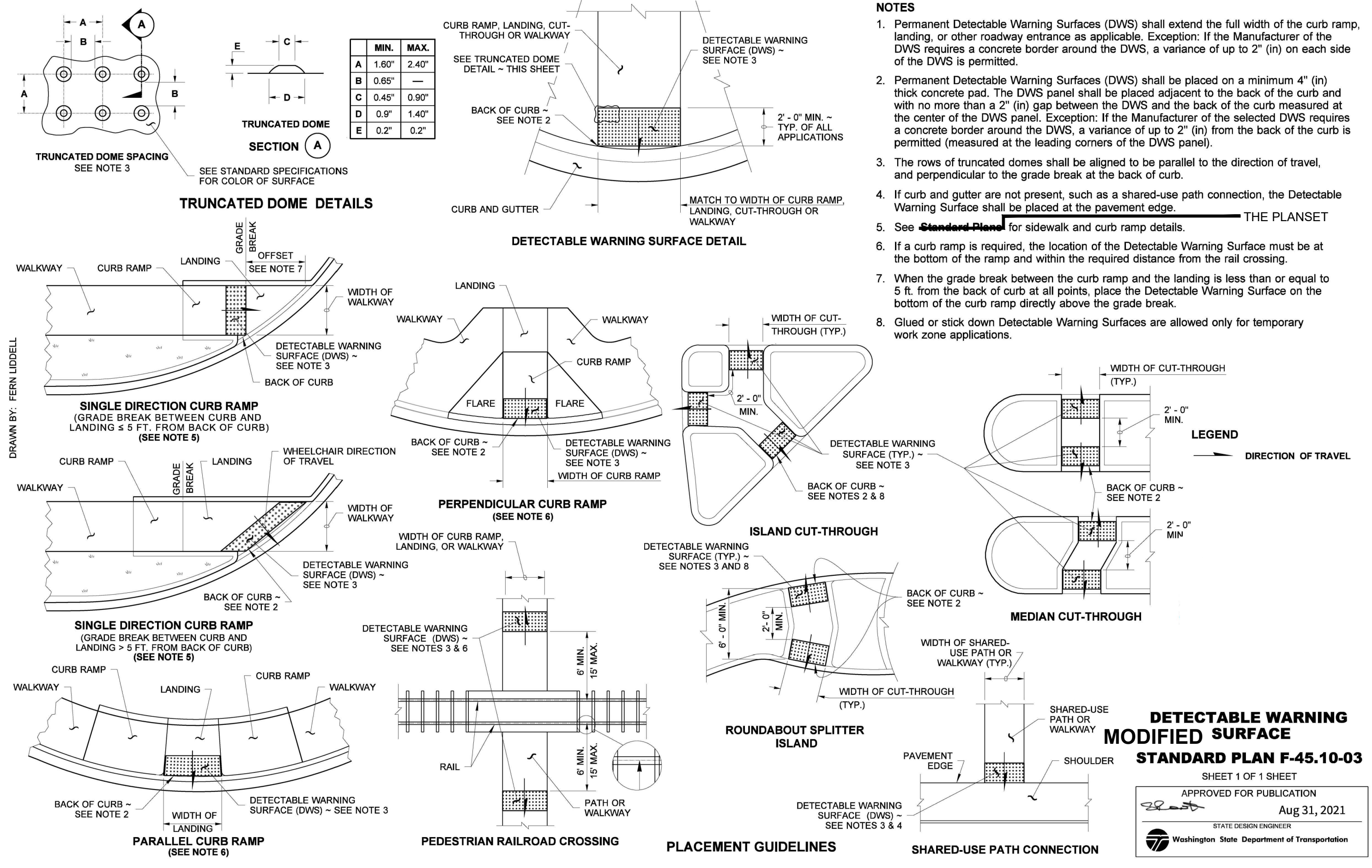
KEVIN W. BROWN
PROFESSIONAL ENGINEER
No. 39319

BLAKE J. BOLLEN
PROFESSIONAL ENGINEER
No. 30382

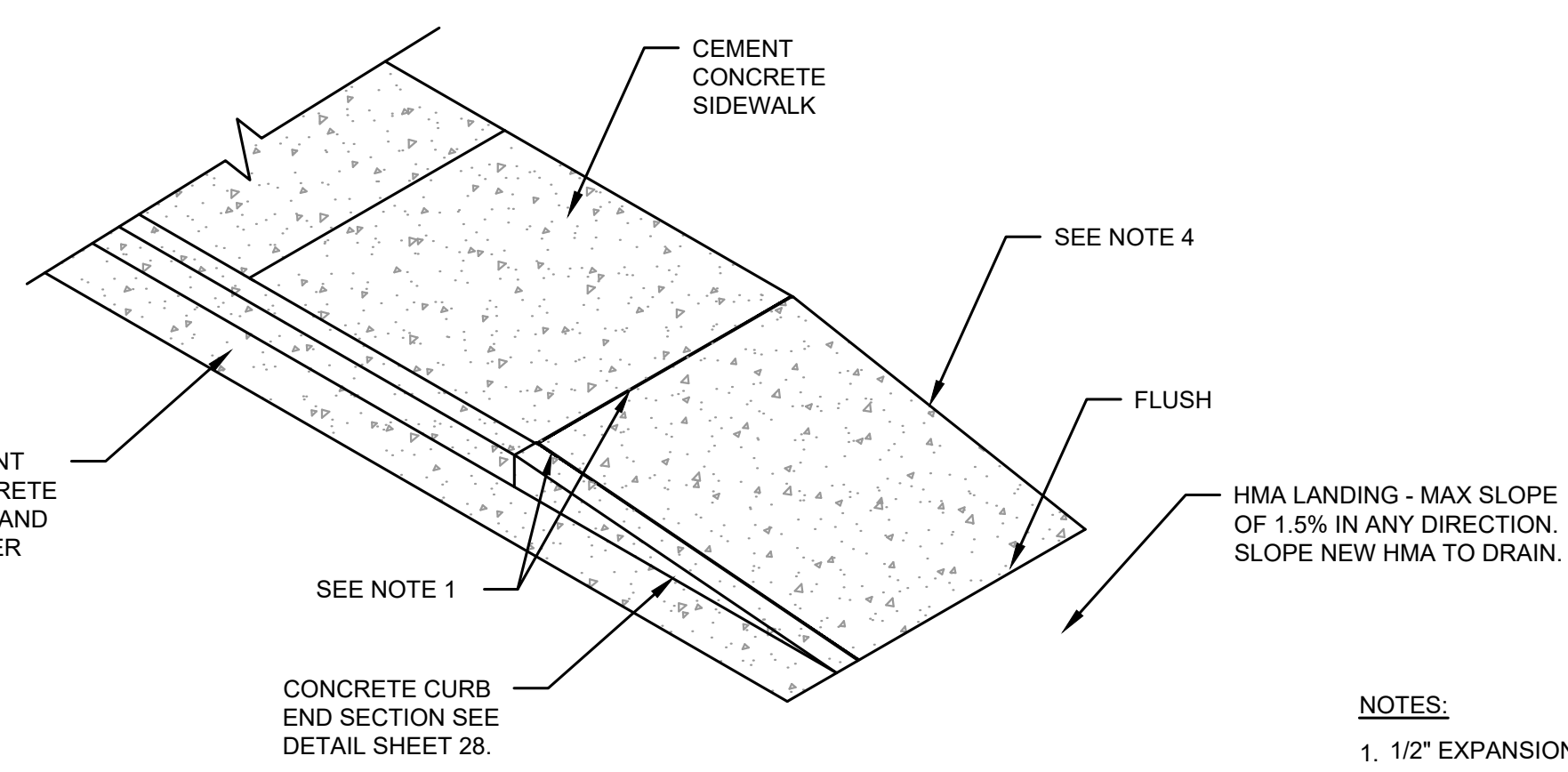
CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
CURB RAMP DETAILS

SHEET:	39
OF:	55
JOB NO.:	21459
DWG DETAILS	

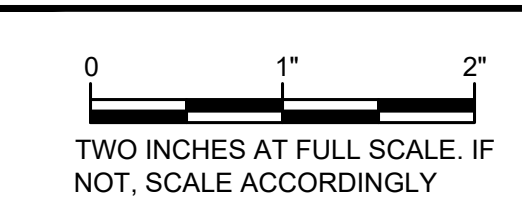
\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\CI\DETAILS.dwg, 4/20/2022 8:56 AM, KEVIN BROWN



- NOTES**
- Permanent Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the Manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2" (in) on each side of the DWS is permitted.
 - Permanent Detectable Warning Surfaces (DWS) shall be placed on a minimum 4" (in) thick concrete pad. The DWS panel shall be placed adjacent to the back of the curb and with no more than a 2" (in) gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: If the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2" (in) from the back of the curb is permitted (measured at the leading corners of the DWS panel).
 - The rows of truncated domes shall be aligned to be parallel to the direction of travel, and perpendicular to the grade break at the back of curb.
 - If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
 - See **Standard Plans** for sidewalk and curb ramp details.
 - If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail crossing.
 - When the grade break between the curb ramp and the landing is less than or equal to 5 ft. from the back of curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.
 - Glued or stick down Detectable Warning Surfaces are allowed only for temporary work zone applications.

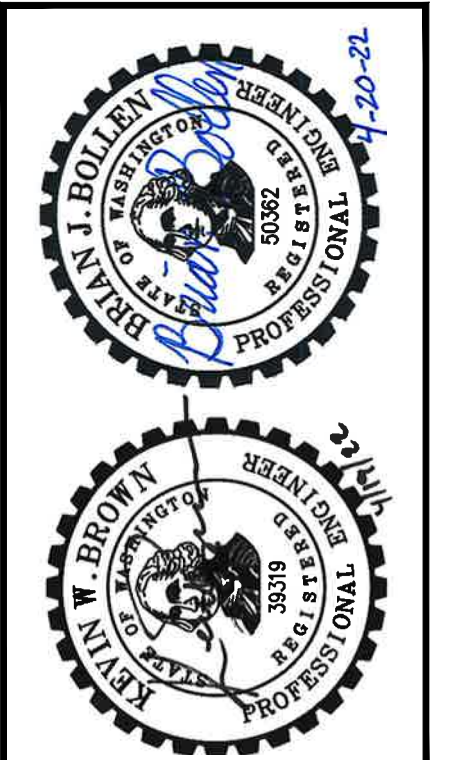


- NOTES:**
- 1/2" EXPANSION JOINT.
 - SIDWALK RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED BY EXPANSION JOINT MATERIAL ON ALL SIDES, EXCEPT AT END OF RAMP ADJACENT TO ROADWAY.
 - THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
 - SIDWALK END RAMPS WILL BE MEASURED AND PAID FOR A CEMENT CONCRETE SIDEWALKS AS LISTED IN THE PROPOSAL.

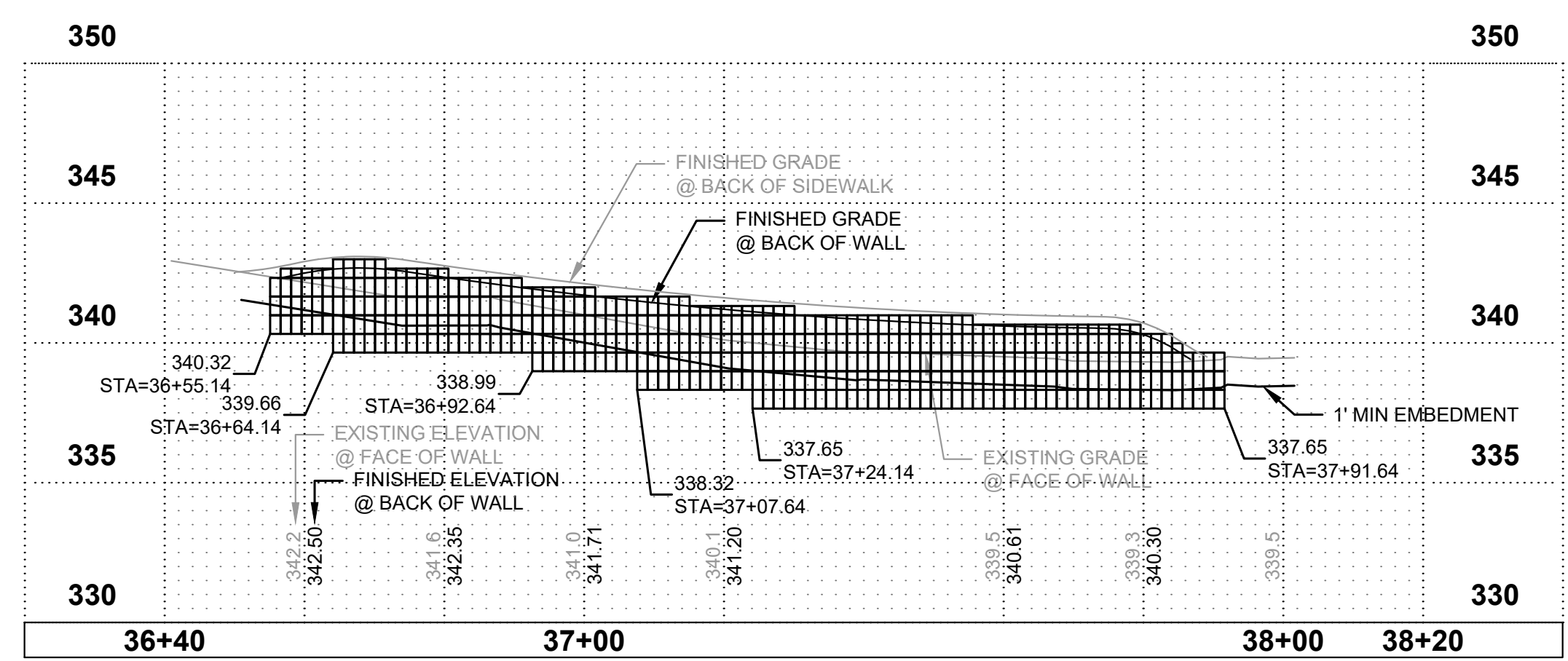
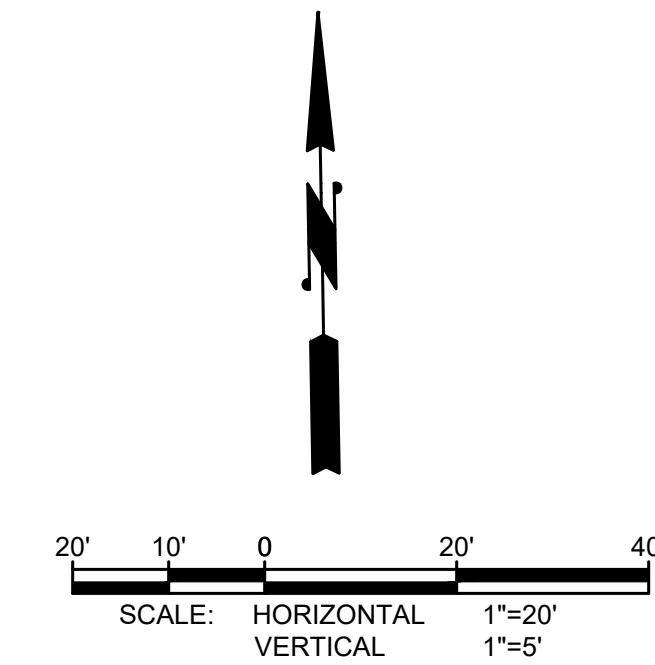
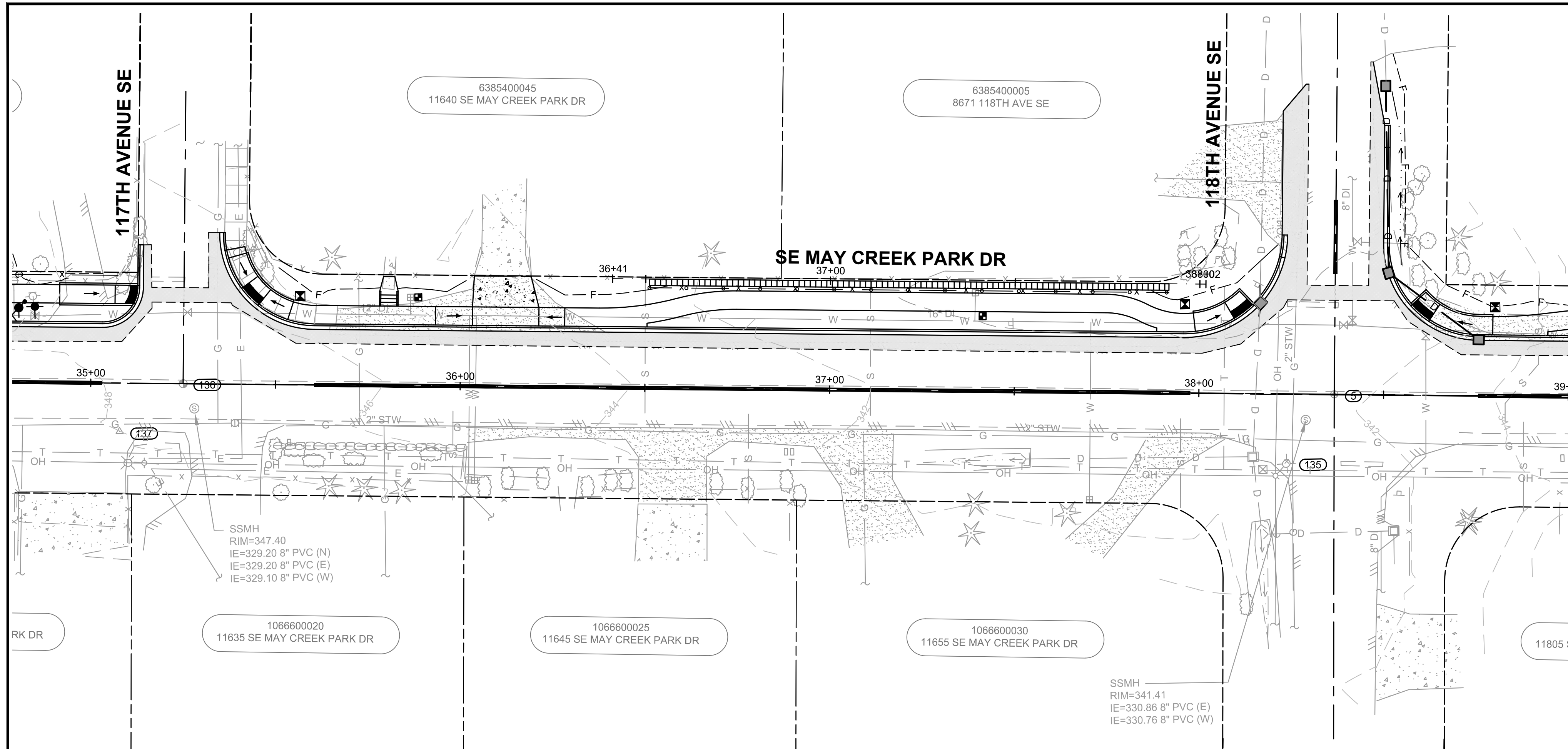


DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

REVISION	DATE	APPD
No.		



SHEET:	40
OF:	55
JOB NO.:	21459
DWG DETAILS	



RETAINING WALL "A"
LOOKING AT BACK OF WALL

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

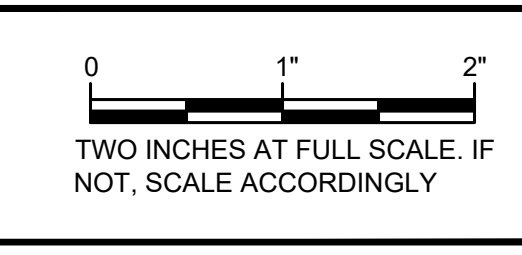
DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

No.	REVISION	DATE	APPD

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
RETAINING WALL "A"
PLAN & PROFILE

BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

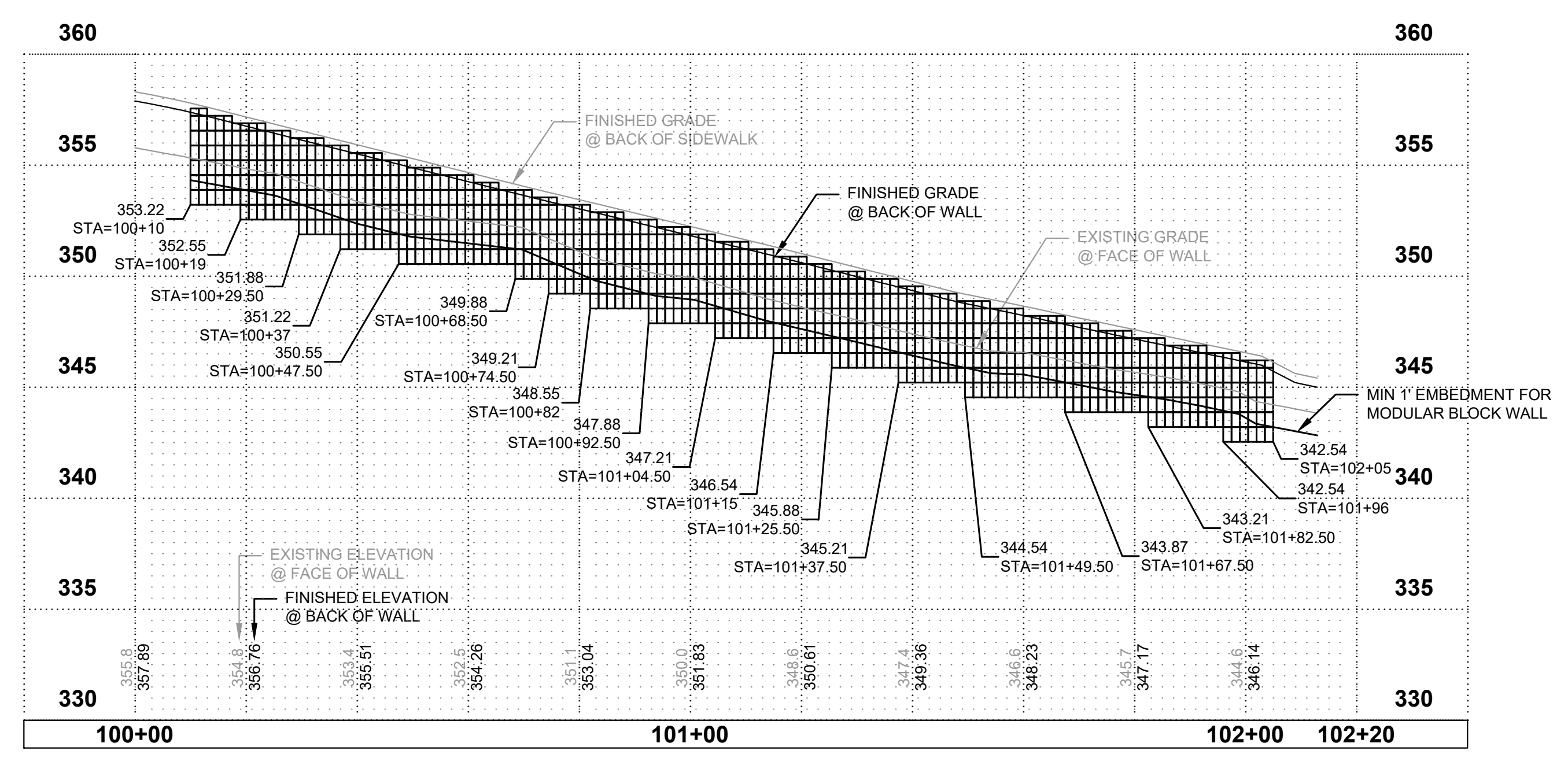
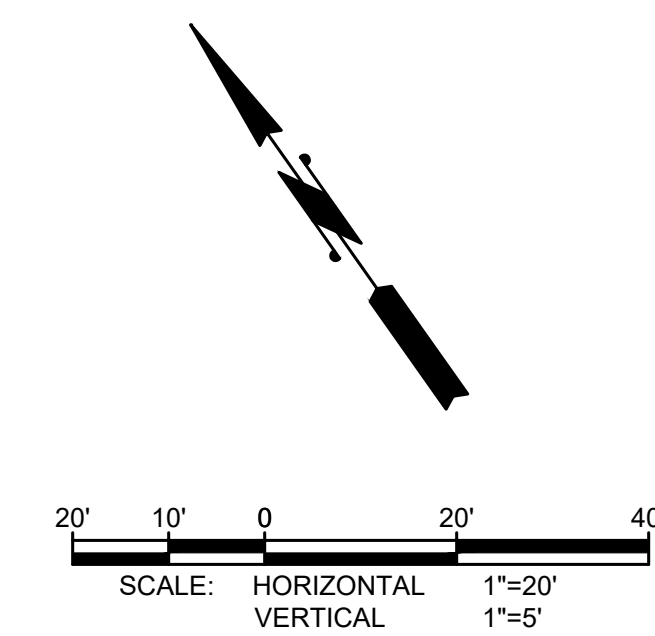
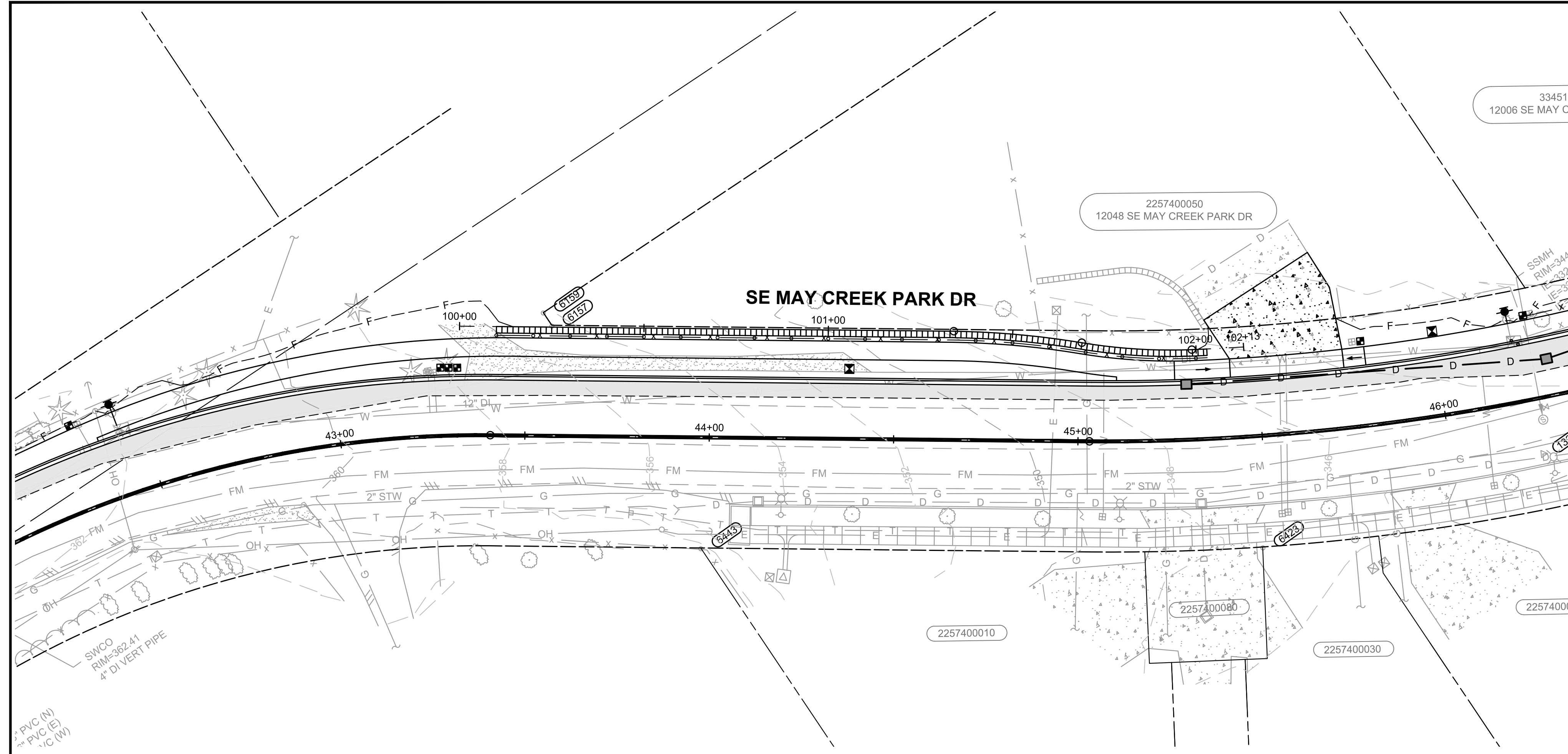
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.



SHEET:	41
OF:	55
JOB NO.:	21459
DWG. NO.:	

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\PLANSET\Civil\WALL.dwg, 4/20/2022 8:57 AM, KEVIN BROWN

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\Civil\WALL.dwg, 4/20/2022, 8:57 AM, KEVIN BROWN



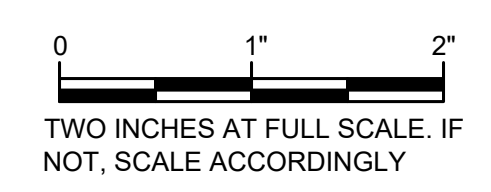
RETAINING WALL "B"
LOOKING AT BACK OF WALL

**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-6490

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

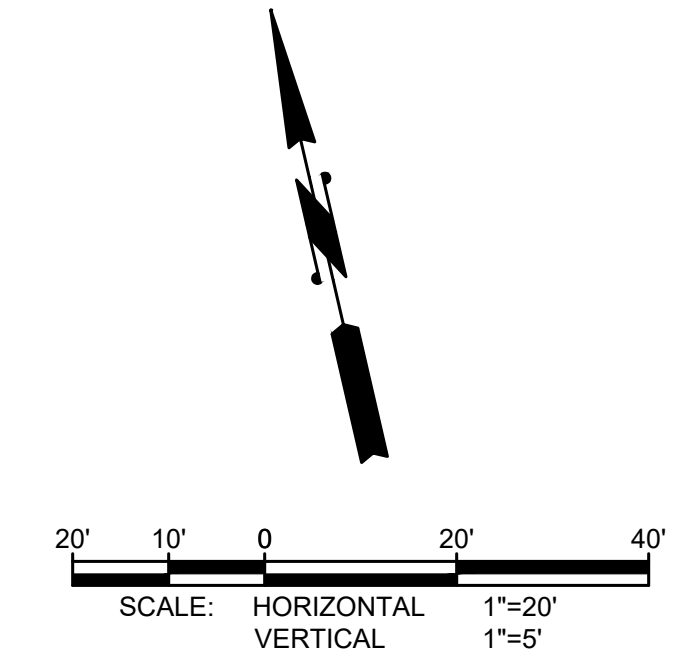
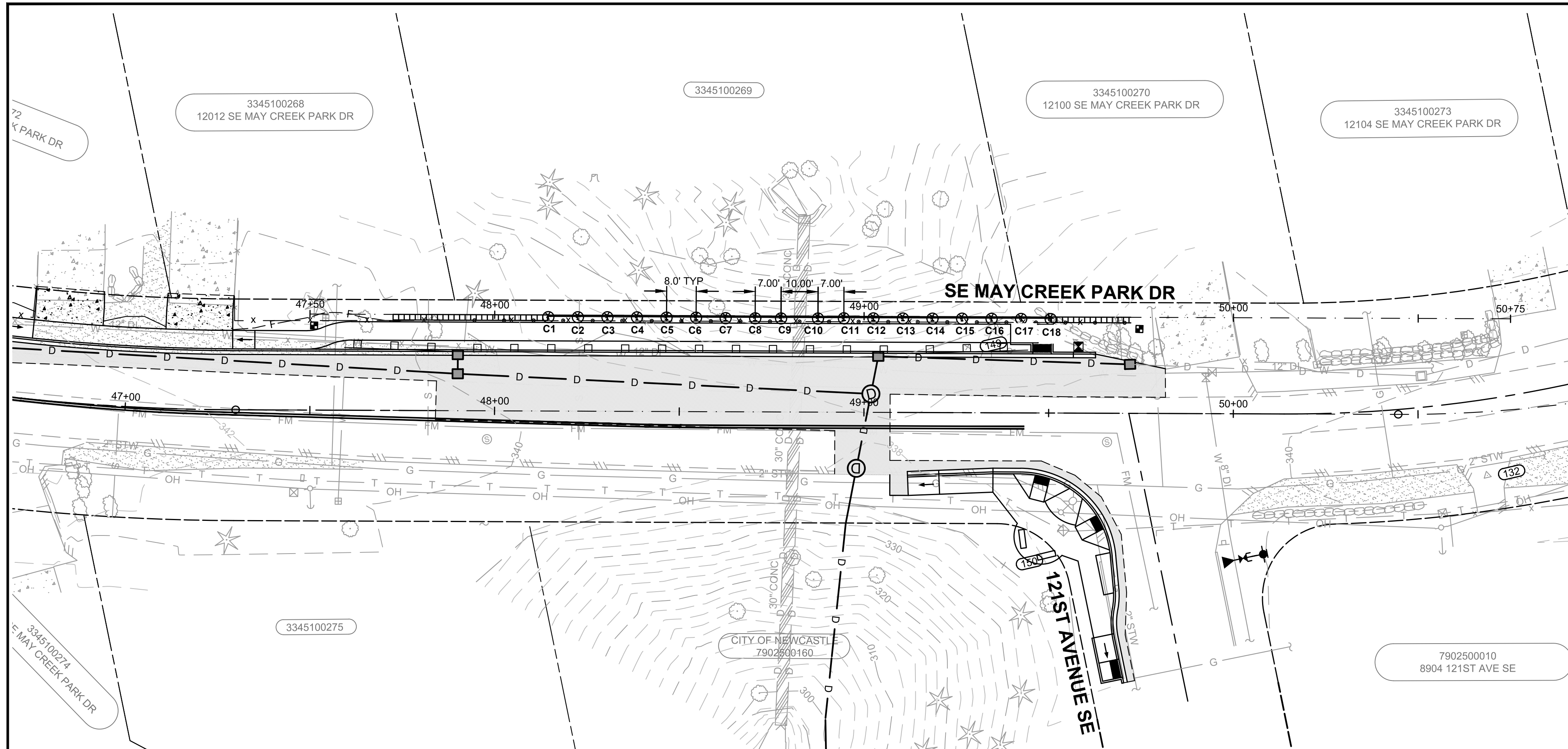
No.	REVISION	DATE	APPD

KEVIN W. BROWN
WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
NO. 39319

BRIAN J. ROLLEY
WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
NO. 90882

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS**
RETAINING WALL "B"
PLAN & PROFILE

SHEET: 42
OF: 55
JOB NO.: 21459
DWG WALL

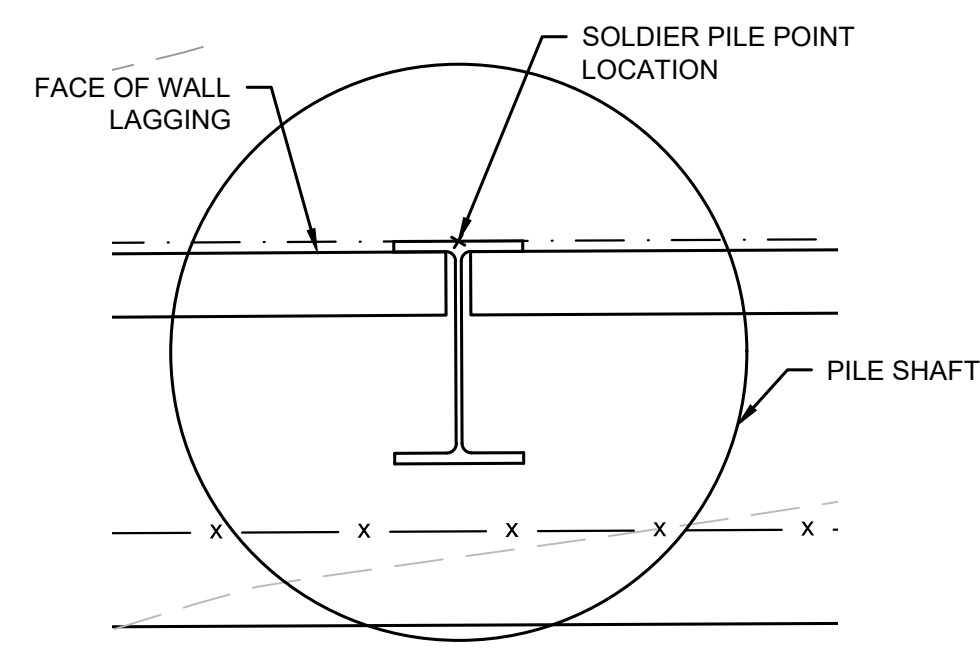
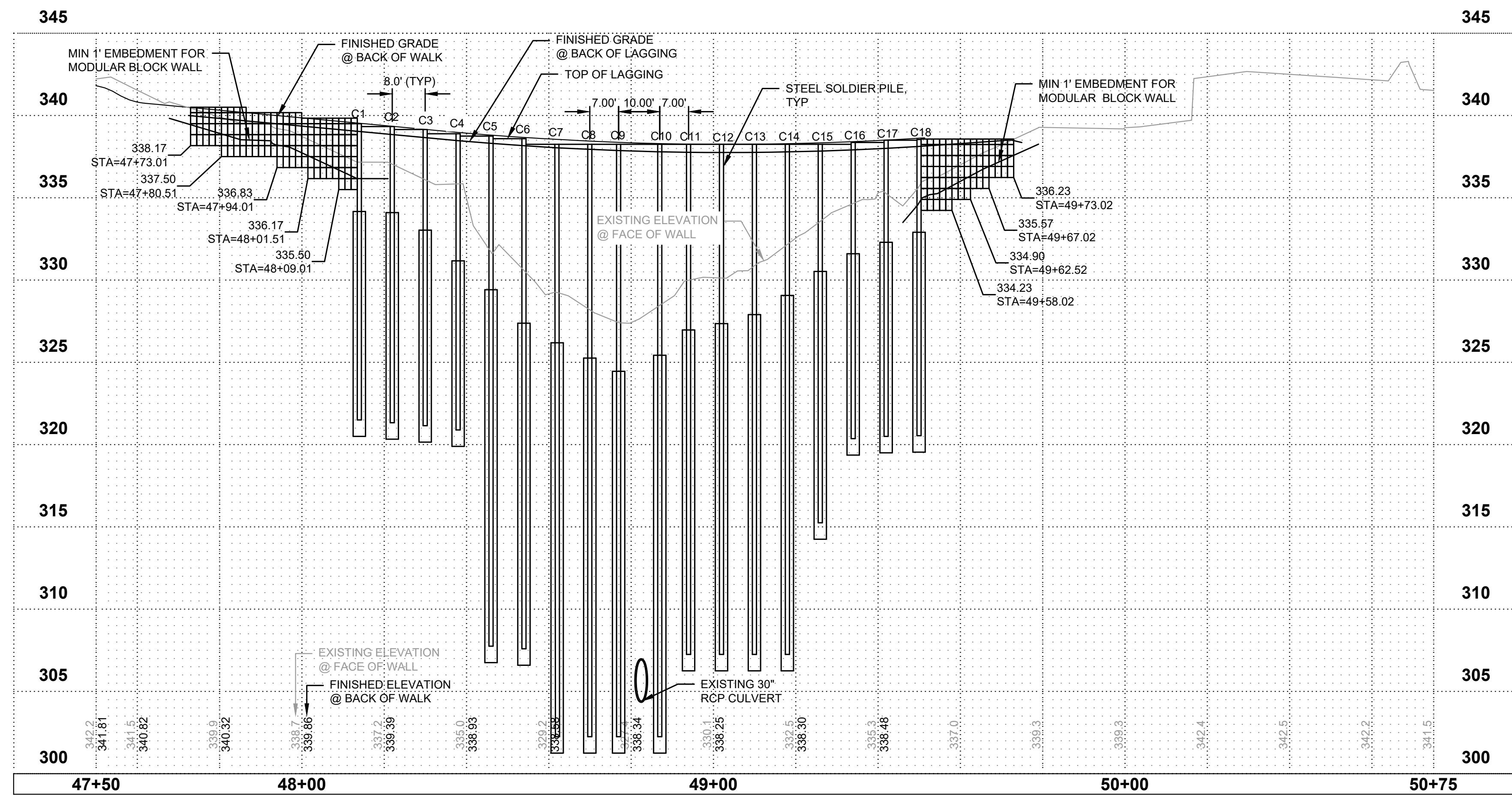


Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-9490

DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

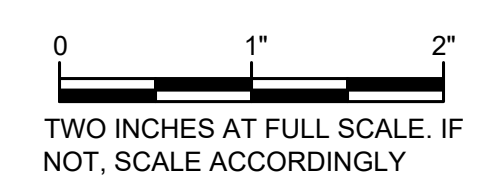
- NOTES:**
- SEE SHEET 44 FOR MODULAR BLOCK WALL DETAILS.
 - SEE SHEET 45 FOR SOLDIER PILE WALL DETAILS.
 - LOCATE SOLDIER PILES SO THAT EXISTING CULVERT IS CENTERED BETWEEN PILES.
 - NORTHINGS AND EASTINGS PROVIDED ARE TO THE MID POINT OF THE FACE OF FLANGE. SEE DIAGRAM BELOW.

Point #	Pile No.	Northing	Easting	Pile Length
1	C1	193760.56	1307846.32	18.00'
2	C2	193758.73	1307854.11	18.00'
3	C3	193756.90	1307861.90	18.00'
4	C4	193755.07	1307869.69	18.00'
5	C5	193753.24	1307877.48	31.00'
6	C6	193751.41	1307885.26	31.00'
7	C7	193749.58	1307893.05	36.00'
8	C8	193747.75	1307900.84	36.00'
9	C9	193746.15	1307907.65	36.00'
10	C10	193743.86	1307917.39	36.00'
11	C11	193742.26	1307924.20	31.00'
12	C12	193740.43	1307931.99	31.00'
13	C13	193738.60	1307939.77	31.00'
14	C14	193736.77	1307947.56	31.00'
15	C15	193734.94	1307955.35	23.00'
16	C16	193733.10	1307963.14	18.00'
17	C17	193731.27	1307970.93	18.00'
18	C18	193729.44	1307978.71	18.00'



**BURIED UTILITIES IN AREA
 CALL BEFORE YOU DIG
 1-811**
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



DATE	APR 2022	DRAWN	BJB	CHECKED	BJB	APPROVED	KWB

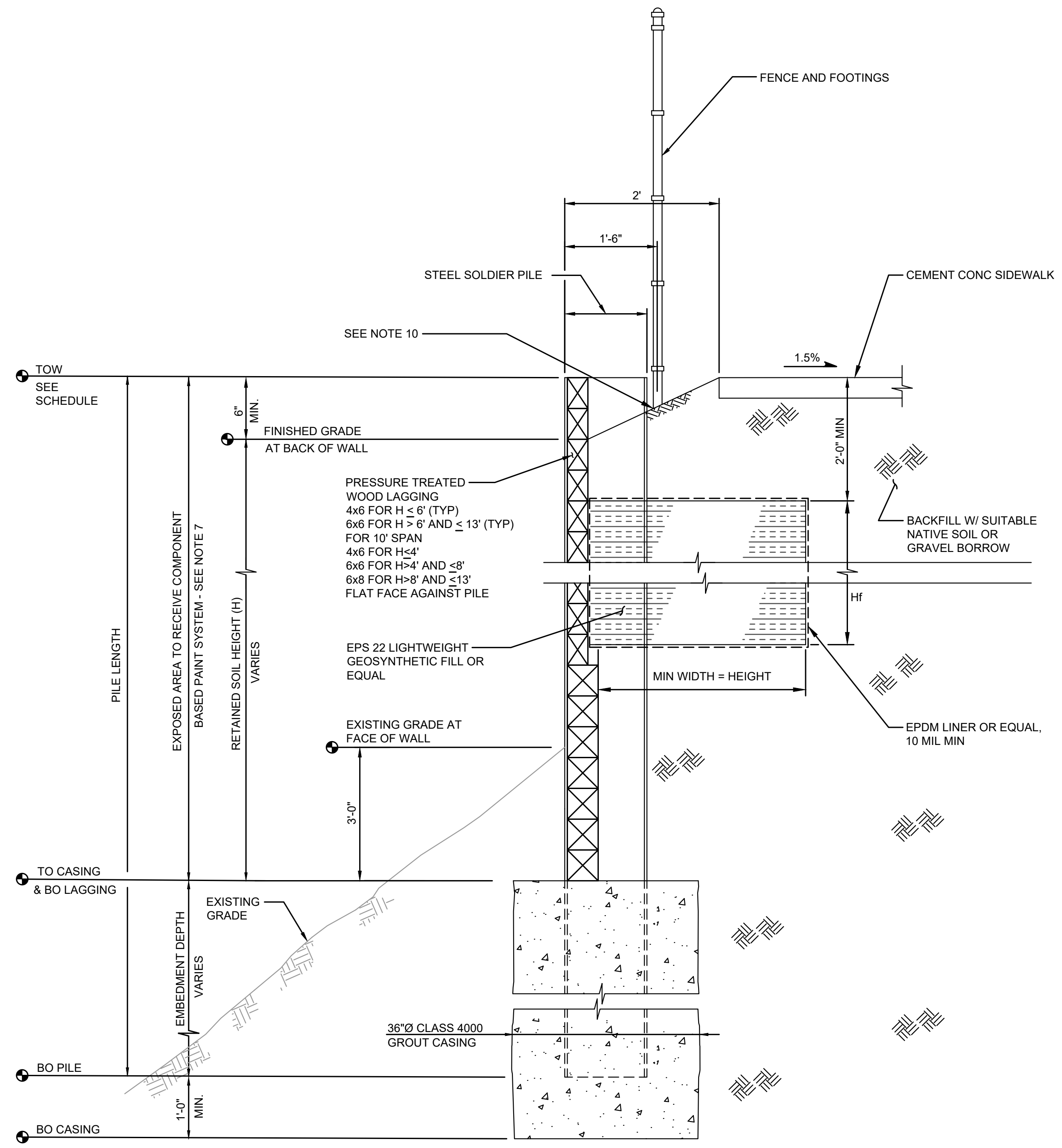
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
 NON-MOTORIZED IMPROVEMENTS
 RETAINING WALL "C"
 PLAN & PROFILE**

SHEET:	43
OF:	55
JOB NO.:	21459
DWG-WALL	

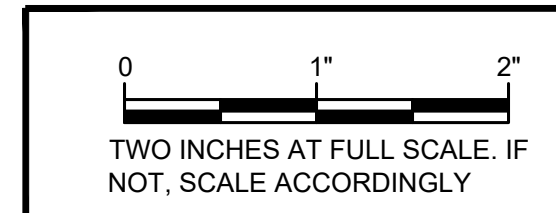
\\goSERVER3\data2\newcastle\21459.00_se may creek park drive - design\01 design\PLANSET\civil\WALL.dwg, 4/20/2022, 8:56 AM, KEVIN BROWN

SOLDIER PILE RETAINING WALL SCHEDULE					
PILE NO.	TOP PILE ELEV	H	BO PILE ELEV	PILE SIZE	Hf
C1	339.50	5.30	321.50	W14x22	0
C2	339.33	5.20	321.33	W14x22	0
C3	339.15	6.20	321.15	W14x22	0
C4	338.89	7.80	320.89	W14x22	0
C5	338.75	9.40	307.75	W14x53	6.0
C6	338.59	11.20	307.59	W14x53	8.0
C7	338.25	12.10	302.25	W16x77	8.0
C8	338.25	13.00	302.25	W16x77	8.0
C9	338.25	13.80	302.25	W16x100	8.0
C10	338.25	12.80	302.25	W16x77	8.0
C11	338.25	11.30	307.25	W14x53	8.0
C12	338.25	10.90	307.25	W14x53	8.0
C13	338.25	10.30	307.25	W14x53	6.0
C14	338.25	9.20	307.25	W14x53	6.0
C15	338.25	7.70	315.25	W14x53	4.0
C16	338.36	6.80	320.36	W14x22	0
C17	338.50	6.20	320.50	W14x22	0
C18	338.54	5.60	320.54	W14x22	0

- NOTES:
- SET SOLDIER PILES IN PRE-DRILLED CONCRETE GROUT CASING. CHIP AND REMOVE CONCRETE ENCASUREMENT AS REQUIRED DURING PLACEMENT OF LAGGING.
 - LAGGING SHALL BE INSTALLED AS THE EXCAVATION PROCEEDS AND NO MORE THAN 4 FEET (MEASURED VERTICALLY) OF UNSUPPORTED EXCAVATION SHALL BE EXPOSED AT ONE TIME.
 - SOLDIER PILES: ASTM A992, Fy=50 KSI.
 - TIMBER LAGGING: PRESSURE TREATED DOUGLAS FIR-LARCH NO. 2 OR BETTER.
 - PILES SPACED AT 8'-0" ON CENTER UNLESS OTHERWISE NOTED ON THE PLANS.
 - SEE PLAN FOR PILE LOCATIONS.
 - PAINT ENTIRE LENGTH OF SOLDIER PILES WITH ONE COAT OF INORGANIC ZINC PRIMER. PAINT EXPOSED AREAS WITH THE FOLLOWING THREE COATS OF FINISH PAINT: INTERMEDIATE COAT, INTERMEDIATE STRIPE COAT, TOP COAT.
 - CONTRACTOR SHALL VERIFY EXISTING CONDITIONS, INCLUDING UTILITIES, PRIOR TO STARTING WORK.
 - CONTRACTOR TO VERIFY COMPATIBILITY OF SOLDIER PILE LOCATIONS WITH EXISTING UTILITIES.
 - WHERE TYPICAL CONCRETE POST BASE FOR FENCING CONFLICTS WITH LIGHTWEIGHT GEOSYNTHETIC FILL, PROVIDE 2'-0"Ø x 1'-0" THICK CONCRETE POST BASE WITH (2)-#5 EACH WAY.
 - EACH END OF LAGGING SHALL HAVE 2" MIN BEARING AT FLANGE OF STEEL PILE.
 - SEE GEOTECHNICAL REPORT BY PANGEO DATED _____ FOR ADDITIONAL INFORMATION, INCLUDING SOIL CONDITIONS, DESIGN PARAMETERS, AND SLOPE STABILITY ANALYSIS.

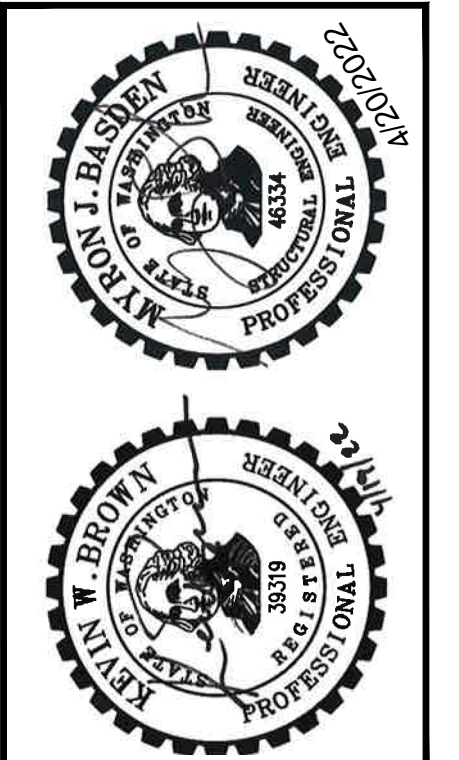


SOLDIER PILE (TIMBER LAGGING)
TYPICAL FILL WALL DETAIL
 SCALE: 3/4"=1'-0"



DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

NO.	REVISION	DATE	APPD



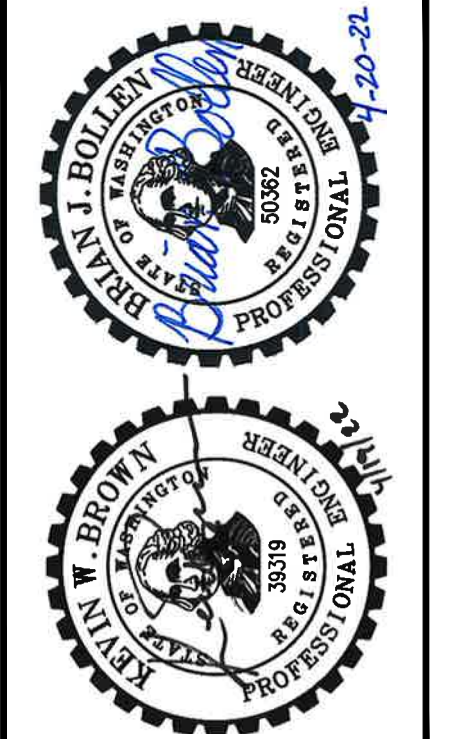
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 RETAINING WALL DETAILS

SHEET: 45
OF: 55
JOB NO.: 21459
DWG DETAILS

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\DWGDETAILS.dwg, 4/20/2022 8:58 AM, KEVIN BROWN

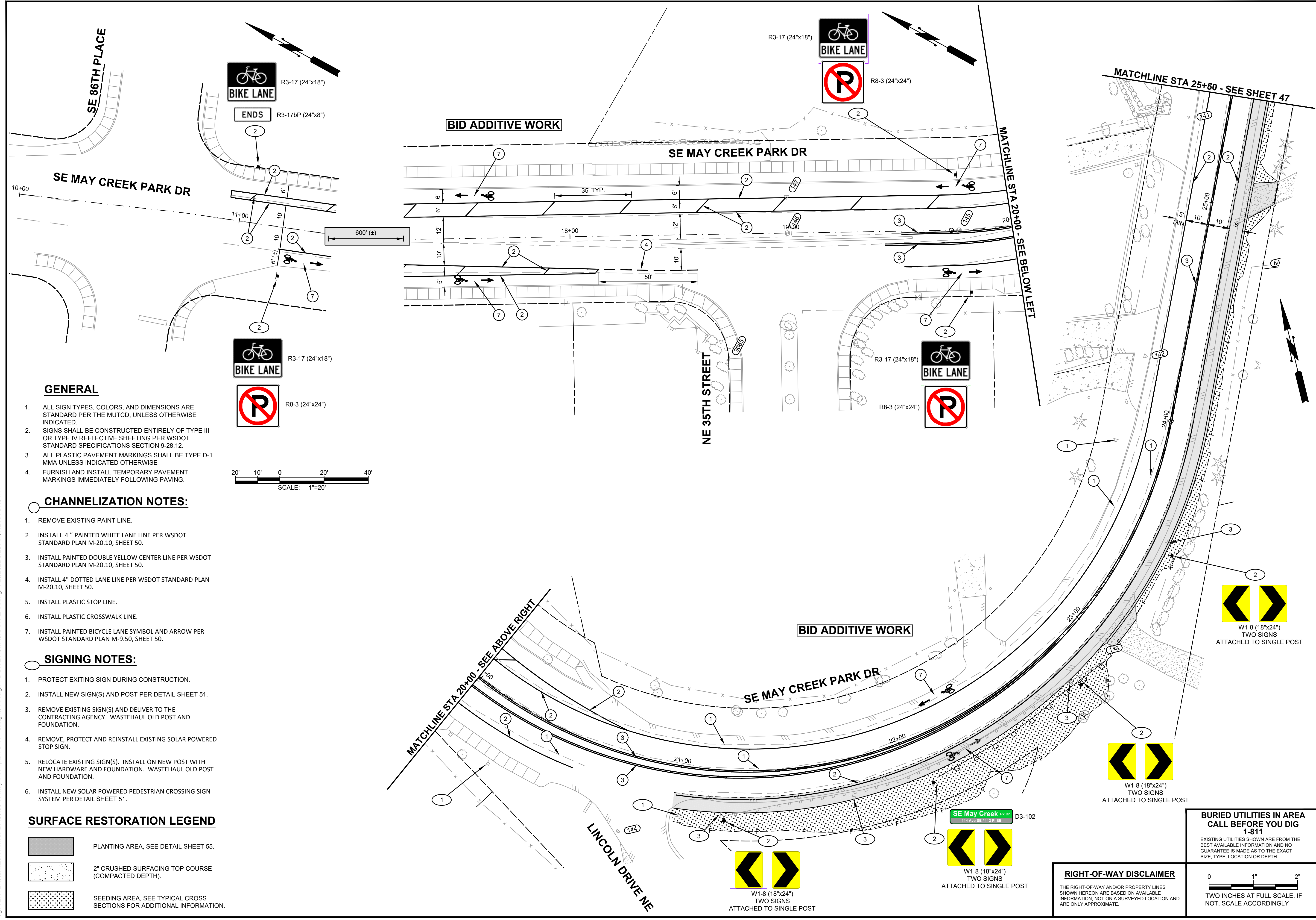
DATE:	APR 2022
DRAWN:	BJB
CHECKED:	BJB
APPROVED:	KWB

No.	REVISION	DATE	APPD



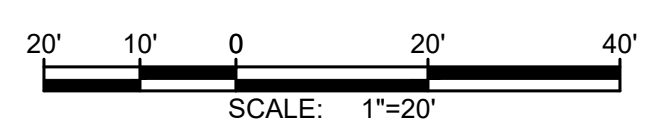
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 CHANNELIZATION AND SIGNING PLAN

SHEET:	46
OF:	55
JOB NO.:	21459
DWG. CHAN PLAN	



GENERAL

1. ALL SIGN TYPES, COLORS, AND DIMENSIONS ARE STANDARD PER THE MUTCD, UNLESS OTHERWISE INDICATED.
2. SIGNS SHALL BE CONSTRUCTED ENTIRELY OF TYPE III OR TYPE IV REFLECTIVE SHEETING PER WSDOT STANDARD SPECIFICATIONS SECTION 9-28.12.
3. ALL PLASTIC PAVEMENT MARKINGS SHALL BE TYPE D-1 MMA UNLESS INDICATED OTHERWISE.
4. FURNISH AND INSTALL TEMPORARY PAVEMENT MARKINGS IMMEDIATELY FOLLOWING PAVING.



CHANNELIZATION NOTES:

1. REMOVE EXISTING PAINT LINE.
2. INSTALL 4" PAINTED WHITE LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
3. INSTALL PAINTED DOUBLE YELLOW CENTER LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
4. INSTALL 4" DOTTED LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
5. INSTALL PLASTIC STOP LINE.
6. INSTALL PLASTIC CROSSWALK LINE.
7. INSTALL PAINTED BICYCLE LANE SYMBOL AND ARROW PER WSDOT STANDARD PLAN M-9.50, SHEET 50.

SIGNING NOTES:

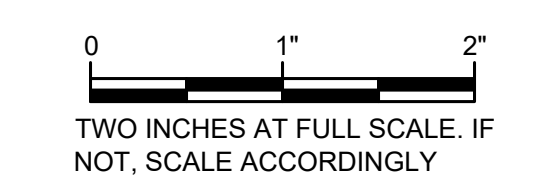
1. PROTECT EXISTING SIGN DURING CONSTRUCTION.
2. INSTALL NEW SIGN(S) AND POST PER DETAIL SHEET 51.
3. REMOVE EXISTING SIGN(S) AND DELIVER TO THE CONTRACTING AGENCY. WASTEHAUL OLD POST AND FOUNDATION.
4. REMOVE, PROTECT AND REINSTALL EXISTING SOLAR POWERED STOP SIGN.
5. RELOCATE EXISTING SIGN(S). INSTALL ON NEW POST WITH NEW HARDWARE AND FOUNDATION. WASTEHAUL OLD POST AND FOUNDATION.
6. INSTALL NEW SOLAR POWERED PEDESTRIAN CROSSING SIGN SYSTEM PER DETAIL SHEET 51.

SURFACE RESTORATION LEGEND

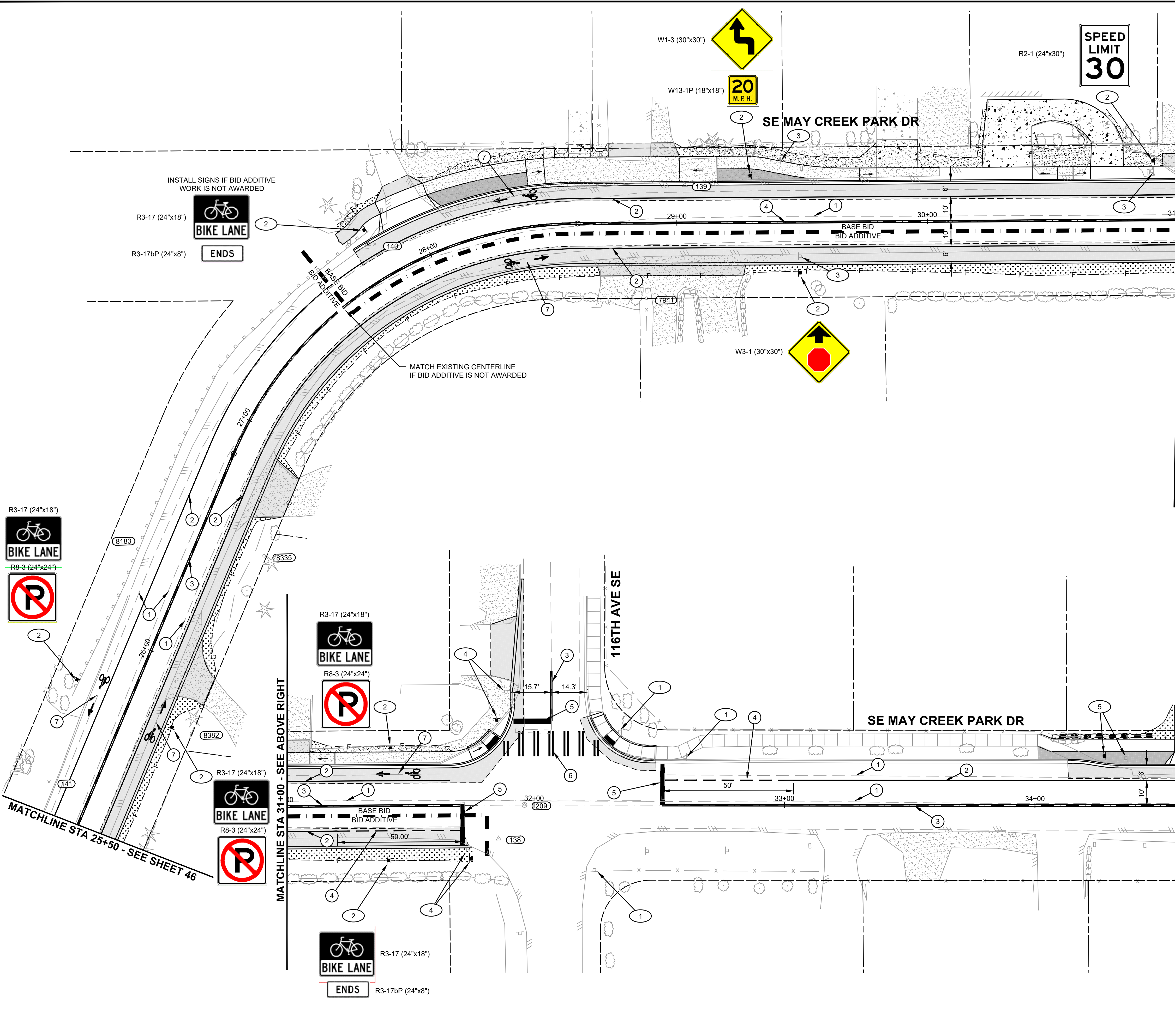
- PLANTING AREA, SEE DETAIL SHEET 55.
- 2" CRUSHED SURFACING TOP COURSE (COMPACTED DEPTH).
- SEEDING AREA, SEE TYPICAL CROSS SECTIONS FOR ADDITIONAL INFORMATION.

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.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH.



\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\PLANSET\CHAN PLAN.dwg, 4/20/2022 9:28 AM, KEVIN BROWN



MATCHLINE STA 31+00 - SEE BELOW LEFT

MATCHLINE STA 31+00 - SEE ABOVE RIGHT

MATCHLINE STA 34+80 - SEE SHEET 48

INSTALL SIGNS IF BID ADDITIVE WORK IS NOT AWARDED

MATCH EXISTING CENTERLINE IF BID ADDITIVE IS NOT AWARDED

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.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

GENERAL

1. ALL SIGN TYPES, COLORS, AND DIMENSIONS ARE STANDARD PER THE MUTCD, UNLESS OTHERWISE INDICATED.
2. SIGNS SHALL BE CONSTRUCTED ENTIRELY OF TYPE III OR TYPE IV REFLECTIVE SHEETING PER WSDOT STANDARD SPECIFICATIONS SECTION 9-28.12.
3. ALL PLASTIC PAVEMENT MARKINGS SHALL BE TYPE D-1 MMA UNLESS INDICATED OTHERWISE
4. FURNISH AND INSTALL TEMPORARY PAVEMENT MARKINGS IMMEDIATELY FOLLOWING PAVING.

CHANNELIZATION NOTES:

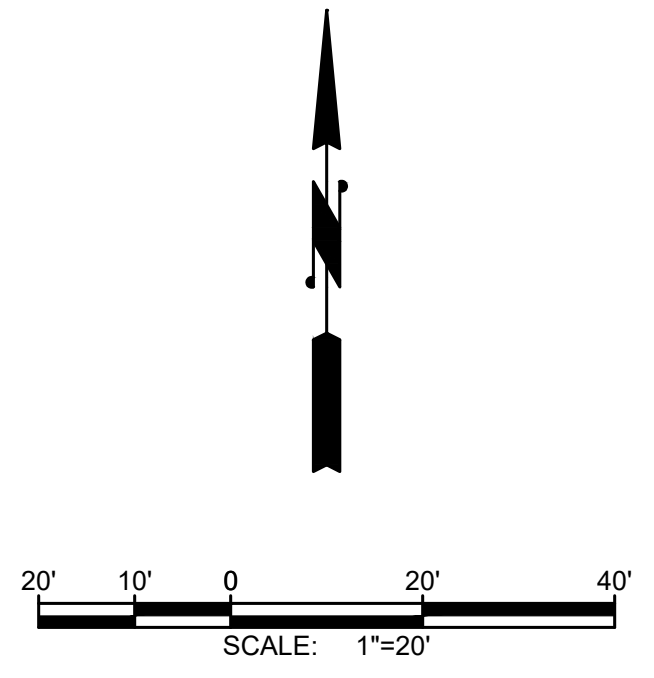
1. REMOVE EXISTING PAINT LINE.
2. INSTALL 4" PAINTED WHITE LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
3. INSTALL PAINTED DOUBLE YELLOW CENTER LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
4. INSTALL 4" DOTTED LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
5. INSTALL PLASTIC STOP LINE.
6. INSTALL PLASTIC CROSSWALK LINE.
7. INSTALL PAINTED BICYCLE LANE SYMBOL AND ARROW PER WSDOT STANDARD PLAN M-9.50, SHEET 50.

SIGNING NOTES:

1. PROTECT EXISTING SIGN DURING CONSTRUCTION.
2. INSTALL NEW SIGN(S) AND POST PER DETAIL SHEET 51.
3. REMOVE EXISTING SIGN(S) AND DELIVER TO THE CONTRACTING AGENCY. WASTEHAUL OLD POST AND FOUNDATION.
4. REMOVE, PROTECT AND REINSTALL EXISTING SOLAR POWERED STOP SIGN.
5. RELOCATE EXISTING SIGN(S). INSTALL ON NEW POST WITH NEW HARDWARE AND FOUNDATION. WASTEHAUL OLD POST AND FOUNDATION.
6. INSTALL NEW SOLAR POWERED PEDESTRIAN CROSSING SIGN SYSTEM PER DETAIL SHEET 51.

SURFACE RESTORATION LEGEND

- PLANTING AREA, SEE DETAIL SHEET 55.
- 2" CRUSHED SURFACING TOP COURSE (COMPACTED DEPTH).
- SEEDING AREA, SEE TYPICAL CROSS SECTIONS FOR ADDITIONAL INFORMATION.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

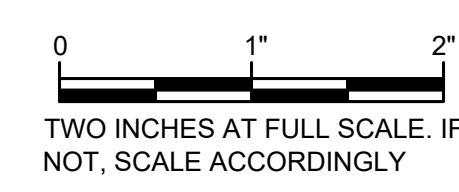
DATE:	APR 2022	DATE:	APR 2022
DRAWN:	BJB	CHECKED:	BJB
APPROVED:	KWB		

NO.	REVISION	DATE	APPD

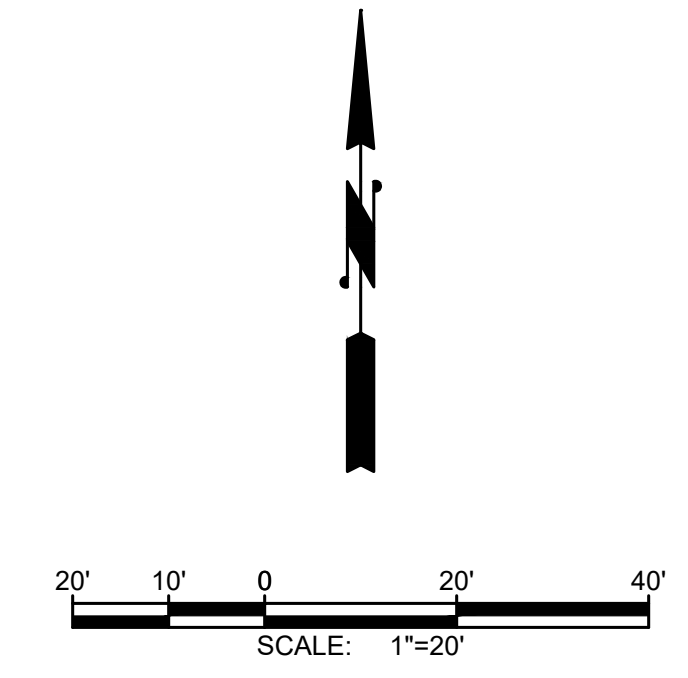
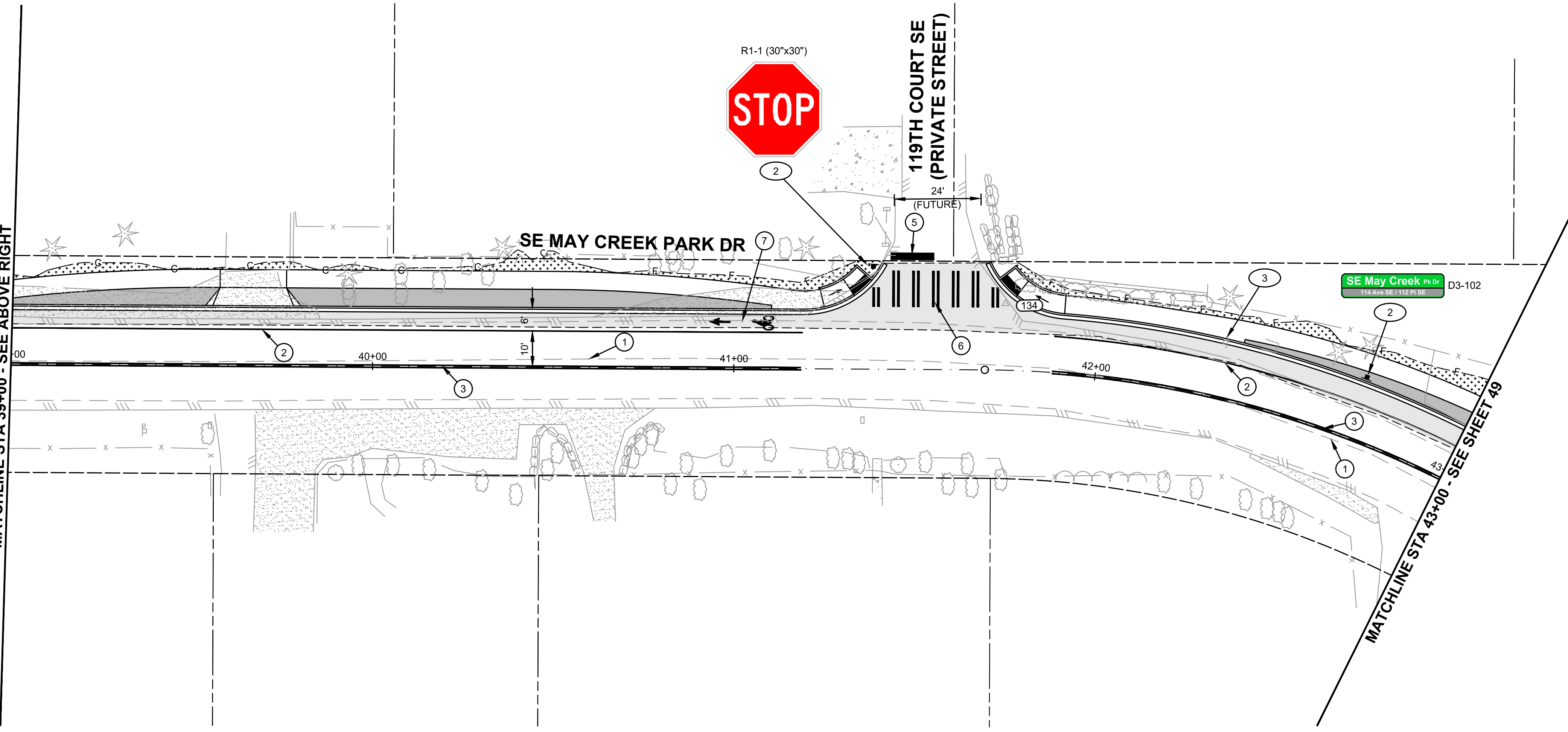
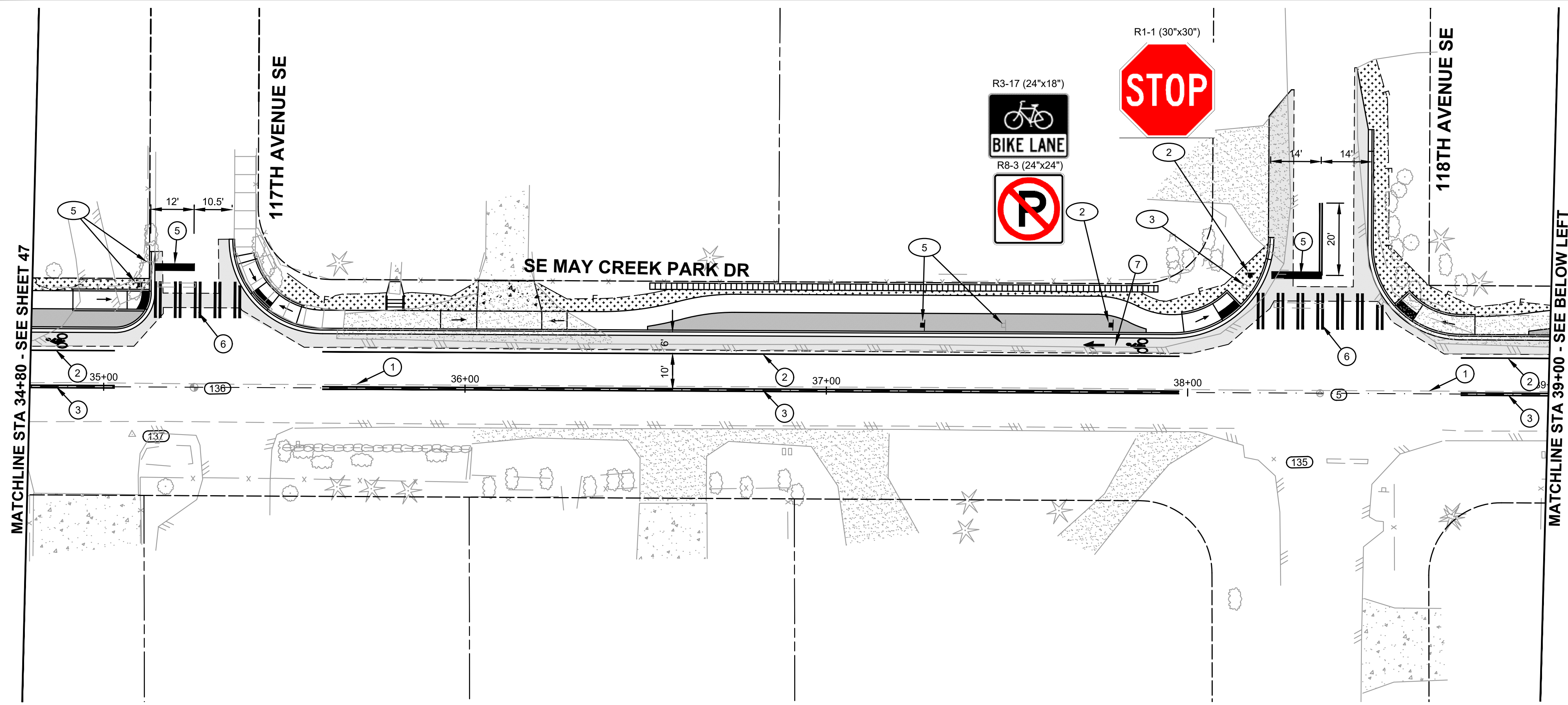
Professional Engineer Seal for Kevin W. Brown, License No. 39319, State of Washington. Professional Engineer Seal for Brian J. Rolley, License No. 90882, State of Washington.

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
CHANNELIZATION AND SIGNING PLAN

SHEET:	47
OF:	55
JOB NO.:	21459
DWG.:	CHAN PLAN



\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\1\PLANSET\CHAN PLAN.dwg, 4/20/2022 9:28 AM, KEVIN BROWN



GENERAL

1. ALL SIGN TYPES, COLORS, AND DIMENSIONS ARE STANDARD PER THE MUTCD, UNLESS OTHERWISE INDICATED.
2. SIGNS SHALL BE CONSTRUCTED ENTIRELY OF TYPE III OR TYPE IV REFLECTIVE SHEETING PER WSDOT STANDARD SPECIFICATIONS SECTION 9-28.12.
3. ALL PLASTIC PAVEMENT MARKINGS SHALL BE TYPE D-1 MMA UNLESS INDICATED OTHERWISE
4. FURNISH AND INSTALL TEMPORARY PAVEMENT MARKINGS IMMEDIATELY FOLLOWING PAVING.




CHANNELIZATION NOTES:

1. REMOVE EXISTING PAINT LINE.
2. INSTALL 4" PAINTED WHITE LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
3. INSTALL PAINTED DOUBLE YELLOW CENTER LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
4. INSTALL 4" DOTTED LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
5. INSTALL PLASTIC STOP LINE.
6. INSTALL PLASTIC CROSSWALK LINE.
7. INSTALL PAINTED BICYCLE LANE SYMBOL AND ARROW PER WSDOT STANDARD PLAN M-9.50, SHEET 50.

SIGNING NOTES:

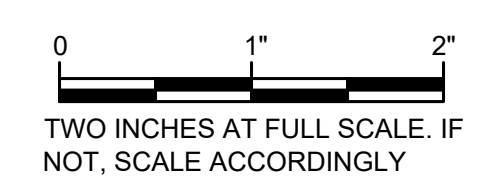
1. PROTECT EXISTING SIGN DURING CONSTRUCTION.
2. INSTALL NEW SIGN(S) AND POST PER DETAIL SHEET 51.
3. REMOVE EXISTING SIGN(S) AND DELIVER TO THE CONTRACTING AGENCY. WASTEHAUL OLD POST AND FOUNDATION.
4. REMOVE, PROTECT AND REINSTALL EXISTING SOLAR POWERED STOP SIGN.
5. RELOCATE EXISTING SIGN(S). INSTALL ON NEW POST WITH NEW HARDWARE AND FOUNDATION. WASTEHAUL OLD POST AND FOUNDATION.
6. INSTALL NEW SOLAR POWERED PEDESTRIAN CROSSING SIGN SYSTEM PER DETAIL SHEET 51.

SURFACE RESTORATION LEGEND

-  PLANTING AREA, SEE DETAIL SHEET 55.
-  2" CRUSHED SURFACING TOP COURSE (COMPACTED DEPTH).
-  SEEDING AREA, SEE TYPICAL CROSS SECTIONS FOR ADDITIONAL INFORMATION.

BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



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.




Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 464-6490

DATE:	APR 2022	DATE:	APR 2022
DRAWN:	BJB	CHECKED:	BJB
APPROVED:	KWB		

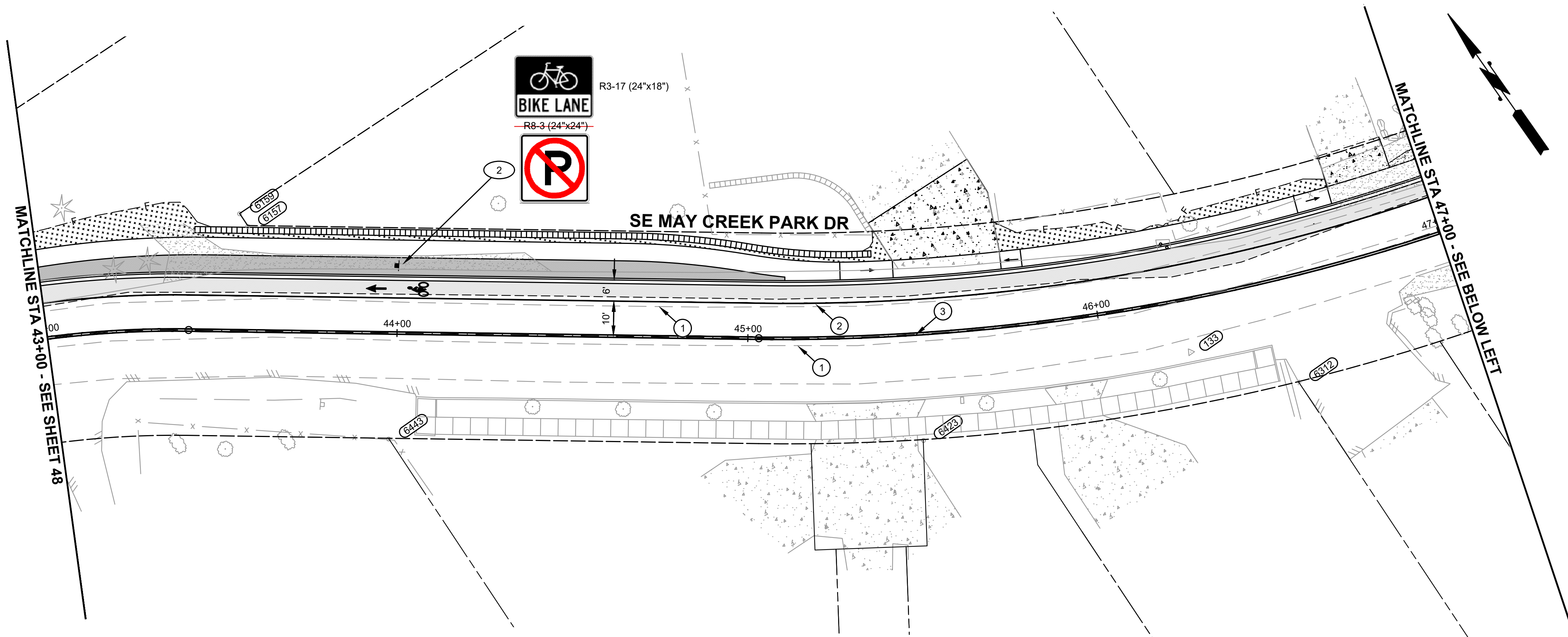
No.	REVISION	DATE	APPD

CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 CHANNELIZATION AND SIGNING PLAN

SHEET:	48
OF:	55
JOB NO.:	21459
DWG:CHAN PLAN	

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\1\PLANSET\CHAN PLAN.dwg, 4/20/2022 9:29 AM, KEVIN BROWN



GENERAL

1. ALL SIGN TYPES, COLORS, AND DIMENSIONS ARE STANDARD PER THE MUTCD, UNLESS OTHERWISE INDICATED.
2. SIGNS SHALL BE CONSTRUCTED ENTIRELY OF TYPE III OR TYPE IV REFLECTIVE SHEETING PER WSDOT STANDARD SPECIFICATIONS SECTION 9-28.12.
3. ALL PLASTIC PAVEMENT MARKINGS SHALL BE TYPE D-1 MMA UNLESS INDICATED OTHERWISE.
4. FURNISH AND INSTALL TEMPORARY PAVEMENT MARKINGS IMMEDIATELY FOLLOWING PAVING.

CHANNELIZATION NOTES:

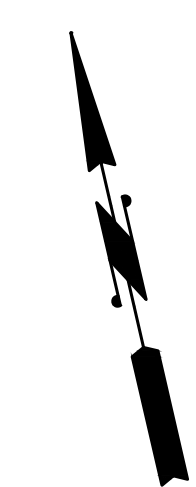
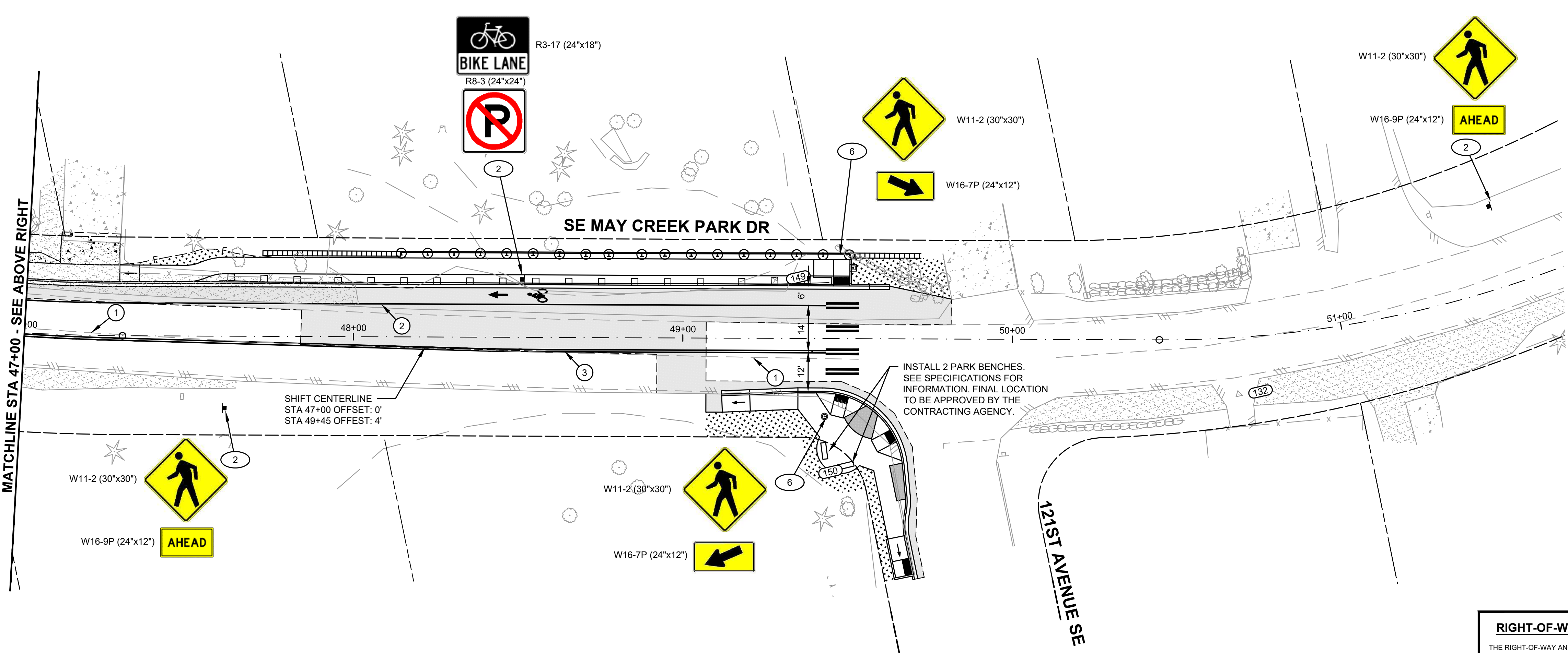
1. REMOVE EXISTING PAINT LINE.
2. INSTALL 4" PAINTED WHITE LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
3. INSTALL PAINTED DOUBLE YELLOW CENTER LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
4. INSTALL 4" DOTTED LANE LINE PER WSDOT STANDARD PLAN M-20.10, SHEET 50.
5. INSTALL PLASTIC STOP LINE.
6. INSTALL PLASTIC CROSSWALK LINE.
7. INSTALL PAINTED BICYCLE LANE SYMBOL AND ARROW PER WSDOT STANDARD PLAN M-9.50, SHEET 50.

SIGNING NOTES:

1. PROTECT EXISTING SIGN DURING CONSTRUCTION.
2. INSTALL NEW SIGN(S) AND POST PER DETAIL SHEET 51.
3. REMOVE EXISTING SIGN(S) AND DELIVER TO THE CONTRACTING AGENCY. WASTEHAUL OLD POST AND FOUNDATION.
4. REMOVE, PROTECT AND REINSTALL EXISTING SOLAR POWERED STOP SIGN.
5. RELOCATE EXISTING SIGN(S). INSTALL ON NEW POST WITH NEW HARDWARE AND FOUNDATION. WASTEHAUL OLD POST AND FOUNDATION.
6. INSTALL NEW SOLAR POWERED PEDESTRIAN CROSSING SIGN SYSTEM PER DETAIL SHEET 51.

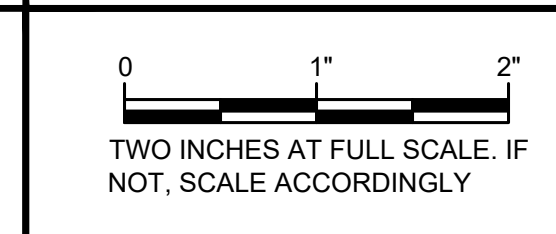
SURFACE RESTORATION LEGEND

- PLANTING AREA, SEE DETAIL SHEET 55.
- 2" CRUSHED SURFACING TOP COURSE (COMPACTED DEPTH).
- SEEDING AREA, SEE TYPICAL CROSS SECTIONS FOR ADDITIONAL INFORMATION.



**BURIED UTILITIES IN AREA
CALL BEFORE YOU DIG
1-811**
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 454-6490

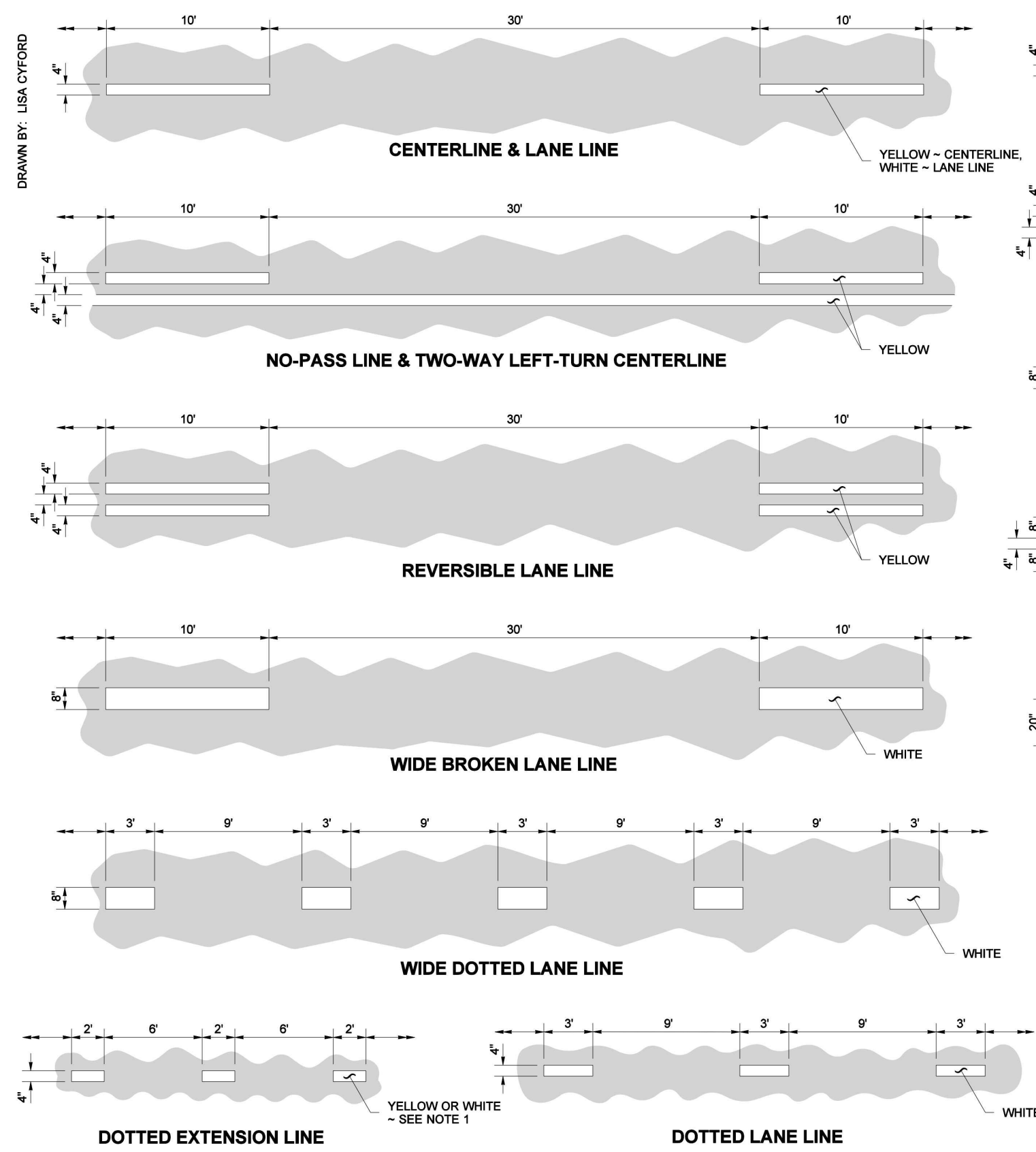
DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

NO.	REVISION	DATE	APPD

Professional Engineer Seal for Kevin W. Brown, License No. 39319, State of Washington. Professional Engineer Seal for Bryan J. Rolley, License No. 90382, State of Washington.

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
**SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
CHANNELIZATION AND SIGNING PLAN**

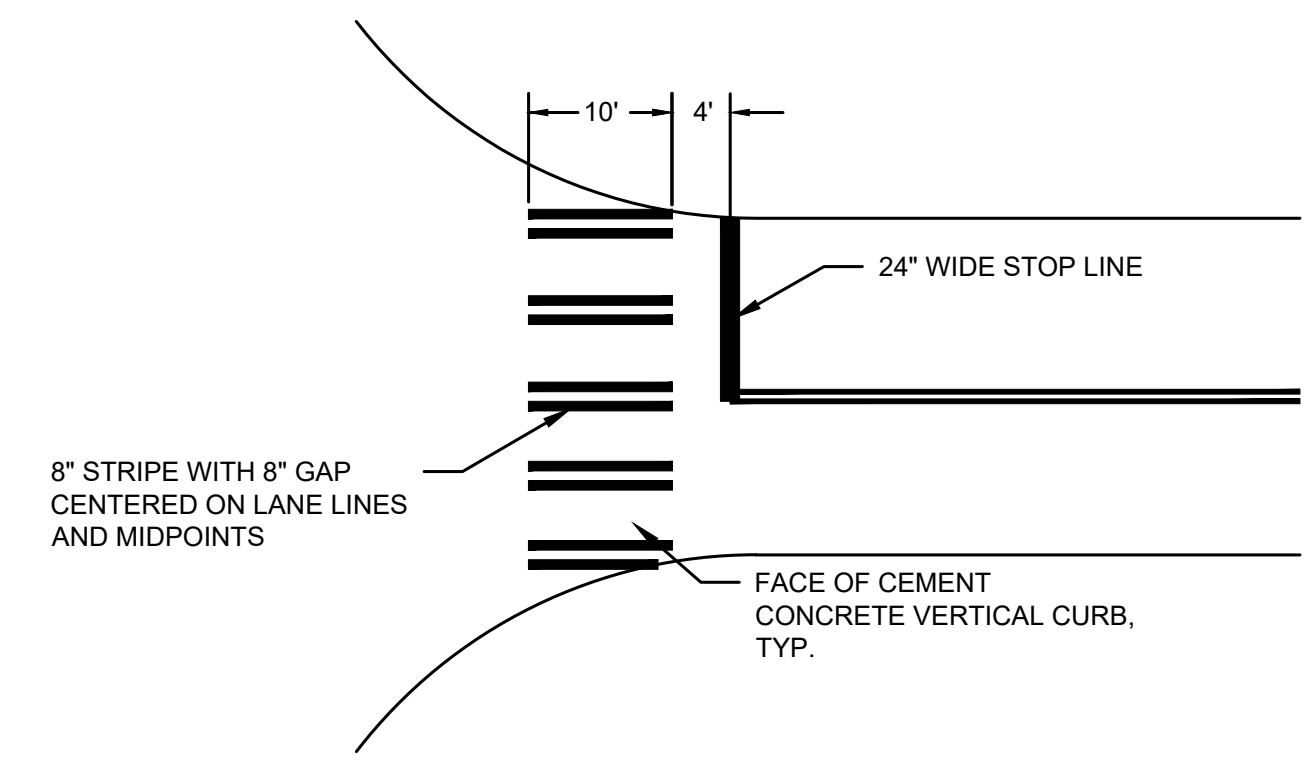
SHEET:	49
OF:	55
JOB NO.:	21459
DWG. CHAN PLAN	



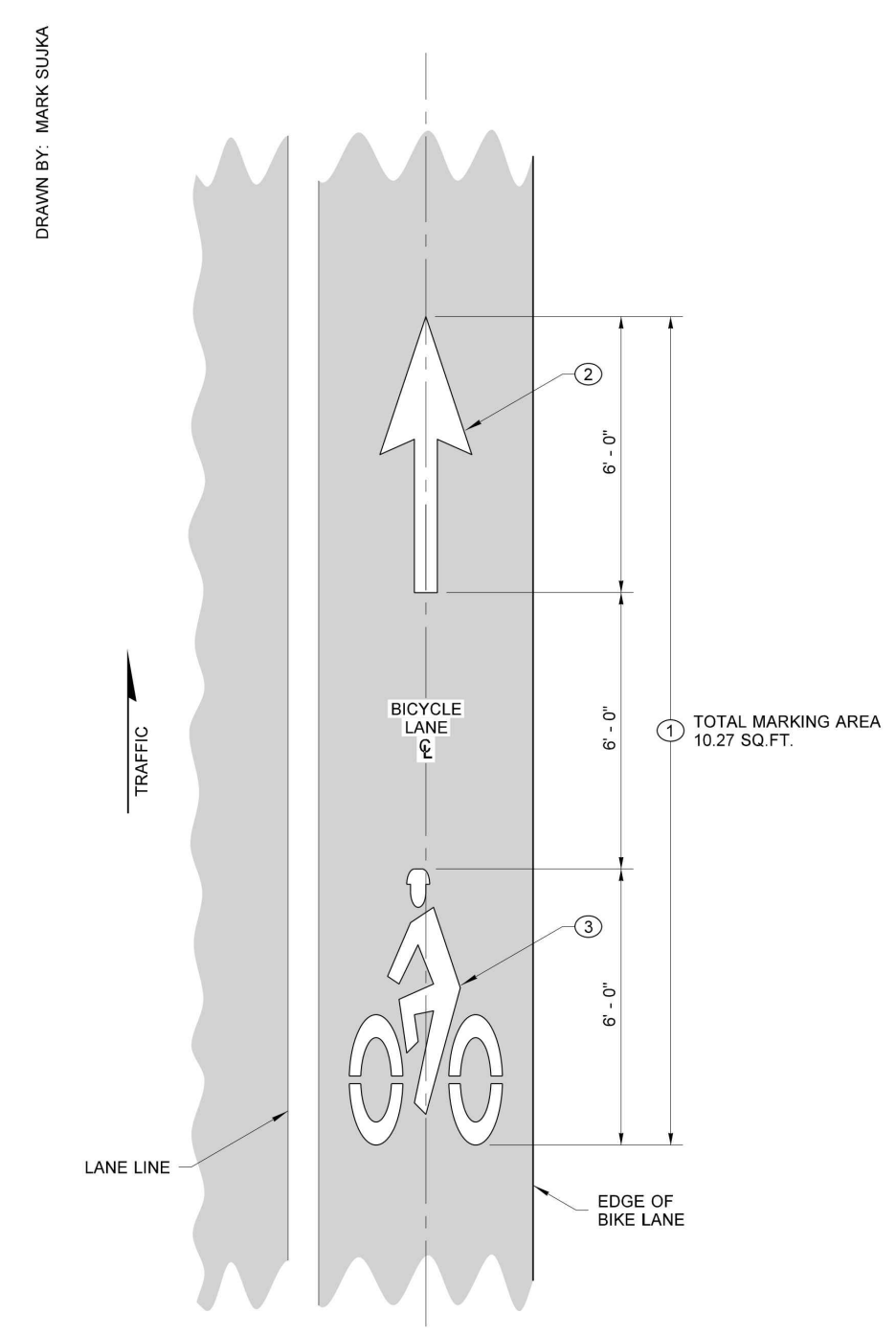
NOTES

- Dotted Extension Line shall be the same color as the line it is extending.
- Edge Line shall be white on the right edge of traveled way, and yellow on the left edge of traveled way (on one-way roadways). Solid Lane Line shall be white.
- The distance between the lines of the Double Centerline shall be 42 feet or less. Local Agencies (on non-state routes) may specify a 4' distance for all locations. The distance between the lines of the Double Lane Line shall be 4'.

LONGITUDINAL MARKING PATTERNS
STANDARD PLAN M-20.10-02
 SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
Pasco Bakotich III 06-03-11
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

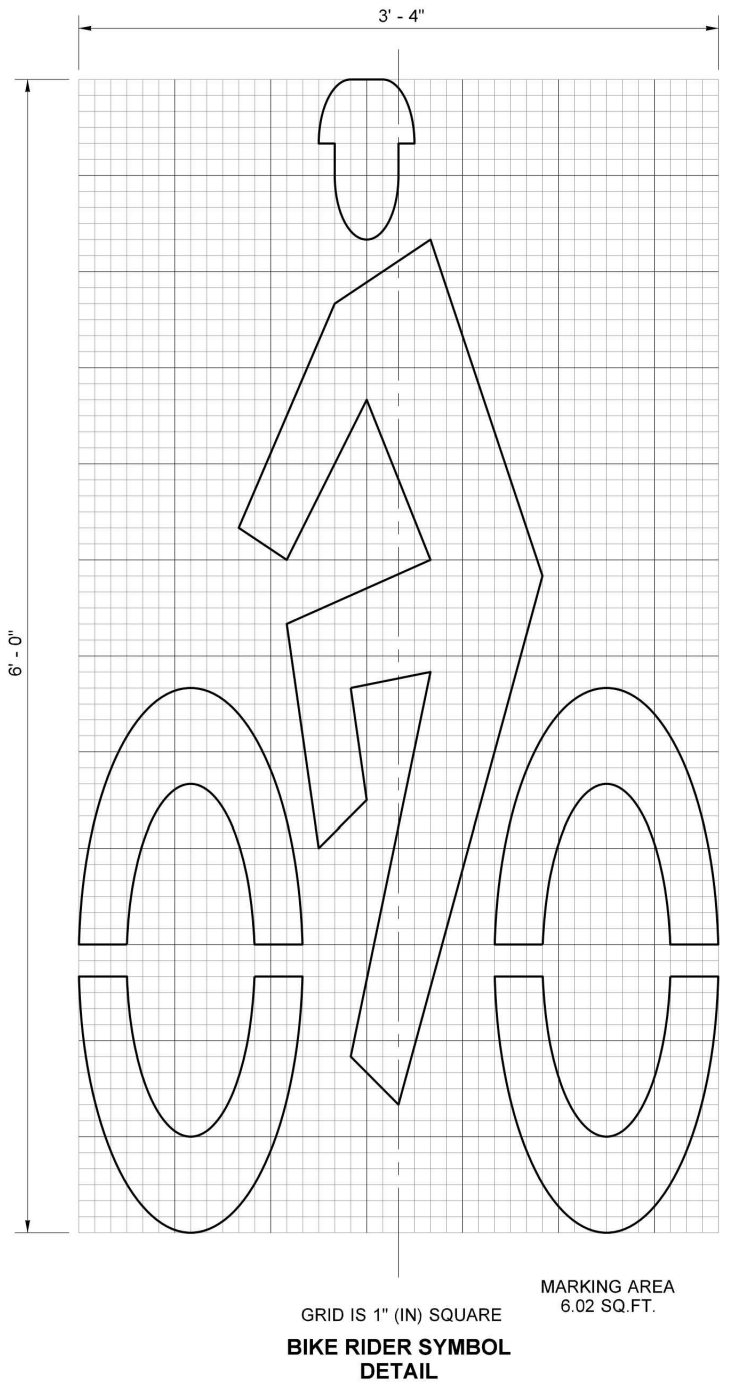


CROSSWALK AND STOP LINE DETAIL
 NTS

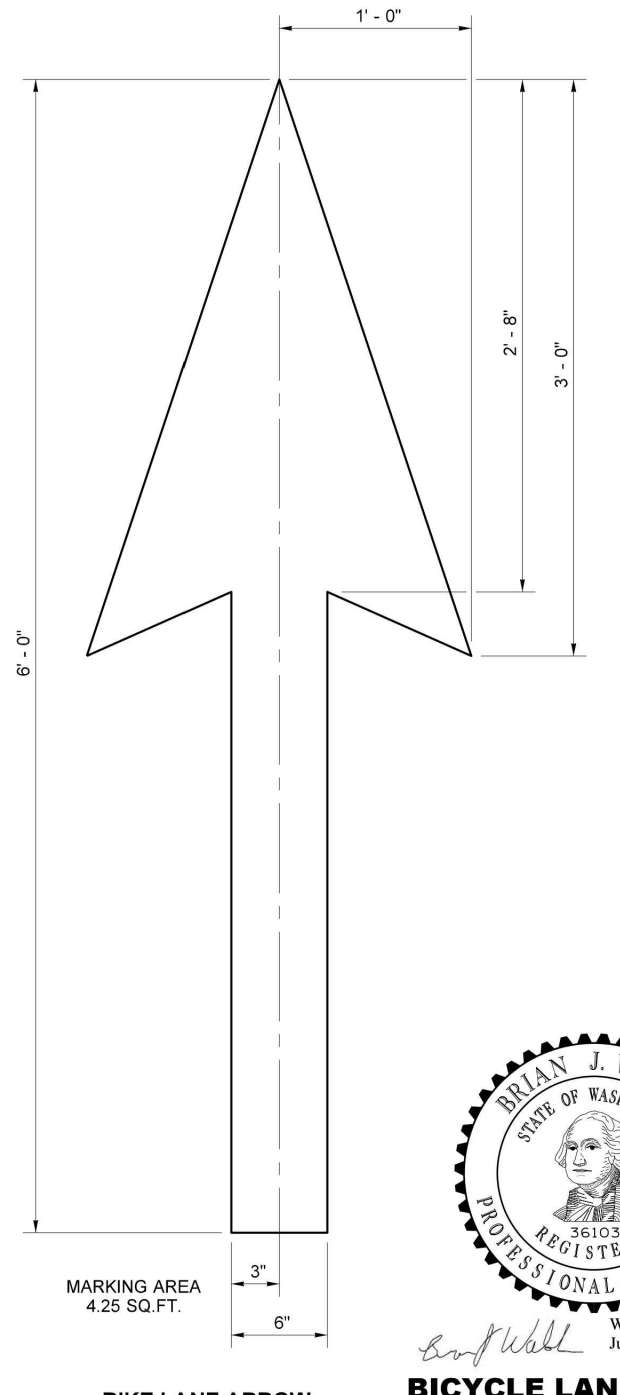


KEY NOTES

- Bid Item "Bicycle Lane Symbol" includes Bike Lane Arrow and Bike Rider Symbol.
- 2' (ft) x 6' (ft) White Bike Lane Arrow.
- Bike Rider Symbol.



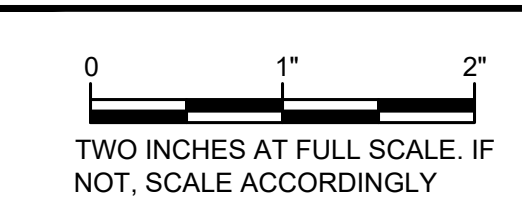
GRID IS 1" (IN) SQUARE
BIKE RIDER SYMBOL DETAIL
 MARKING AREA
 6.02 SQ.FT.



BIKE LANE ARROW DETAIL
 MARKING AREA
 4.25 SQ.FT.

BICYCLE LANE SYMBOL LAYOUT
STANDARD PLAN M-9.50-02
 SHEET 1 OF 1 SHEET
 APPROVED FOR PUBLICATION
Rene Byrd
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

GENERAL NOTE
 See Contract for location and material requirements.



\\gserver3\data2\newcastle\21459.00 se may creek.park.drive - design\01 design\PLANSET\DWGDETAILS.dwg, 4/20/2022 9:01 AM, KEVIN BROWN

Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET, NE, BLDG. B, SUITE 210
 ARLINGTON, WA 98223 • (800) 454-5490

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

REVISION	DATE	APPD

KEVIN W. BROWN
 STATE OF WASHINGTON
 REGISTERED PROFESSIONAL ENGINEER
 No. 39319
 JUN 24 2014 1:53 PM

BLAKE J. BOLLEN
 STATE OF WASHINGTON
 REGISTERED PROFESSIONAL ENGINEER
 No. 30382
 JUN 20 2014 4:20:21

CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 CHANNELIZATION DETAILS

SHEET: 50
OF: 55
JOB NO.: 21459
DWG DETAILS

\\gserver3\data2\newcastle\21459.00 se may creek park drive - design\01\design\PLANS\TOWIDDETAILS.dwg, 4/20/2022 9:01 AM, KEVIN BROWN

ABBREVIATIONS:

- STREETSt
- AVENUEAve
- PLACEPl
- WAYWay
- BOULEVARD.....Blvd
- PARKWAYPkwy
- COURTCt
- DRIVEDr
- ROADRd
- CONNECTOR.....Conn
- CIRCLECir
- TERRACETer
- LAKELk
- PARKPk
- SOUTH EAST.....SE

NOTES:

1. SIGN:
9" x 30" VARIES EXTRUDED ALUMINUM, TREATED, 0.080 GAUGE.
2. BACKGROUND:
3M™ DIAMOND GRADE™ DG³ REFLECTIVE SIGN SHEETING, 1/2" BORDER, NO MARGIN.
3. LETTERS:
WHITE, 4" UC, 3" LC, DIAMOND GRADE™ CUT-OUT LETTERS OR 3M™ SCOTCHLITE™ ELECTROCUT™ FILM SERIES 1170.
4. POST:
A. ALL STOP SIGNS, YIELD SIGNS, AND PEDESTRIAN SIGNS SHALL BE MOUNTED TO 2" TELESPAR SQUARE TUBING WITH 3-SIDED REFLECTIVE RED (STOP/YIELD SIGN) OR FLUORESCENT YELLOW-GREEN WRAP (PEDESTRIAN). WRAPS OPEN END TO FACE SIDEWALK.
B. ALL OTHER SIGNS SHALL BE MOUNTED TO TIMBER POSTS THAT MEET OR EXCEED WSDOT 9-28.14(1) TIMBER SIGN POST.

TYPICAL INSTALLATION
NTS

CITY OF NEWCASTLE
STREET NAME SIGN – TYPE 2:
ARTERIAL STREET

APPROVED: JEFF BRAUNS, P.E. DATE: FEBRUARY 2018 DWG. NO. T-15B

ABBREVIATIONS:

- STREETSt
- AVENUEAve
- PLACEPl
- WAYWay
- BOULEVARD.....Blvd
- PARKWAYPkwy
- COURTCt
- DRIVEDr
- ROADRd
- CONNECTOR.....Conn
- CIRCLECir
- TERRACETer
- SOUTH EAST.....SE

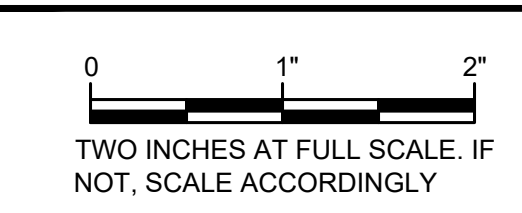
NOTES:

1. SIGN:
6" X 30"(TYP) EXTRUDED ALUMINUM, TREATED, 0.080 GAUGE.
2. BACKGROUND:
3M™ DIAMOND GRADE™ VISUAL IMPACT PERFORMANCE (VIP) SHEETING, NO BORDER.
3. LETTERS:
WHITE, 4" UC, 3" LC, DIAMOND GRADE™ VIP CUT-OUT LETTERS OR 3M™ SCOTCHLITE™ ELECTROCUT™ FILM SERIES 1170.
4. POST:
A. ALL STOP SIGNS, YIELD SIGNS, AND PEDESTRIAN SIGNS SHALL BE MOUNTED TO 2" TELESPAR SQUARE TUBING WITH 3-SIDED REFLECTIVE RED (STOP/YIELD SIGN) OR FLUORESCENT YELLOW-GREEN WRAP (PEDESTRIAN). WRAPS OPEN END TO FACE SIDEWALK (Vis-Z-Shield or EQ).
B. ALL OTHER SIGNS SHALL BE MOUNTED TO TIMBER POSTS THAT MEET OR EXCEED WSDOT 9-28.14(1) TIMBER SIGN POST.
5. HARDWARE:
#808 EXTRUDED BRACKET, DIE-CAST ALUMINUM, OR EQUAL.
6. DEAD END OR NO OUTLET (W14-1A OR W14-2A)
BLADE MAY BE USED IN LIEU OF W14-1 OR W14-2 UPON APPROVAL OF ENGINEER.

TYPICAL INSTALLATION
NTS

CITY OF NEWCASTLE
STREET NAME SIGN – TYPE 1:
RESIDENTIAL STREET

APPROVED: DATE: DWG. NO. T-15A



Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

	REVISION	DATE	APPD

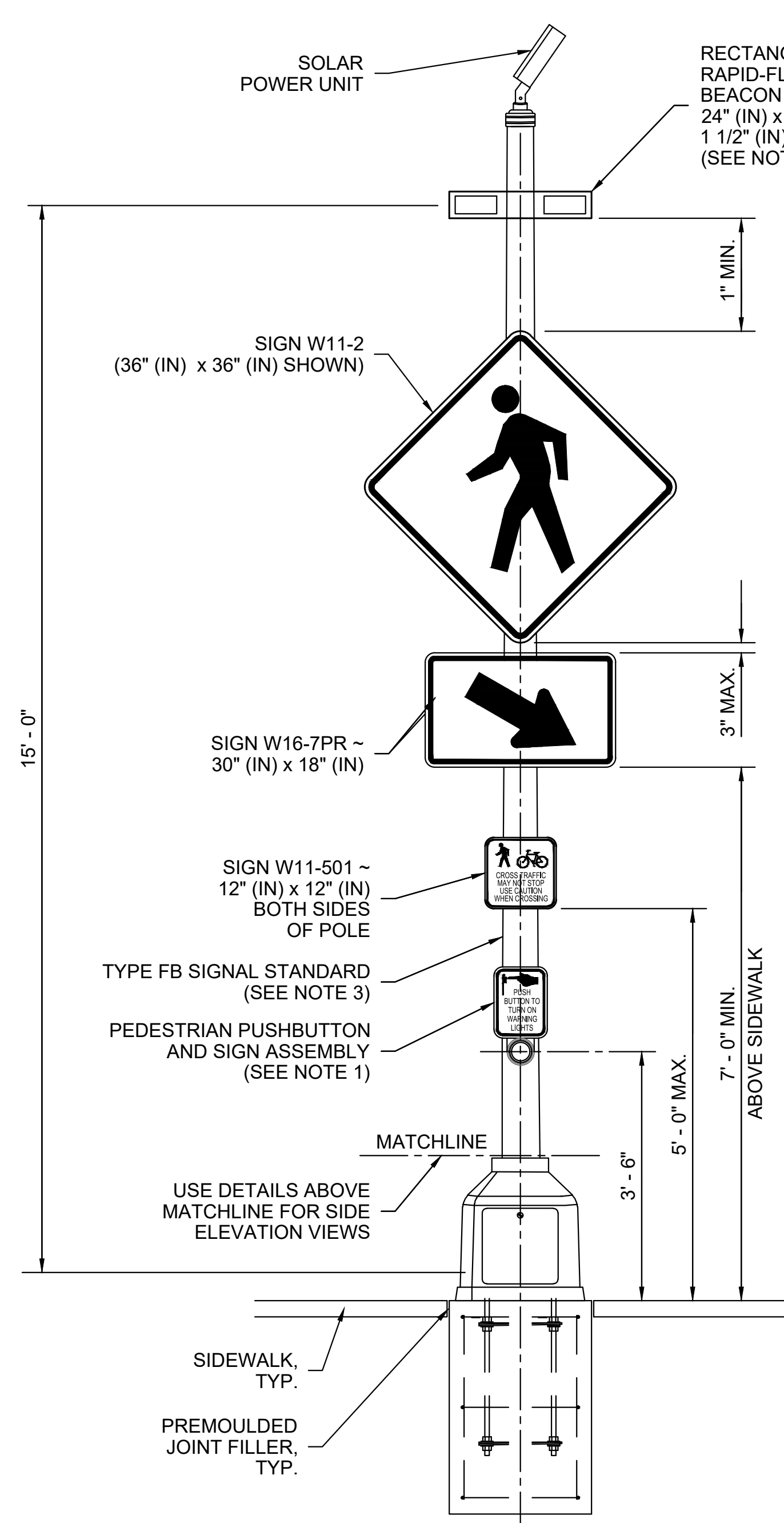
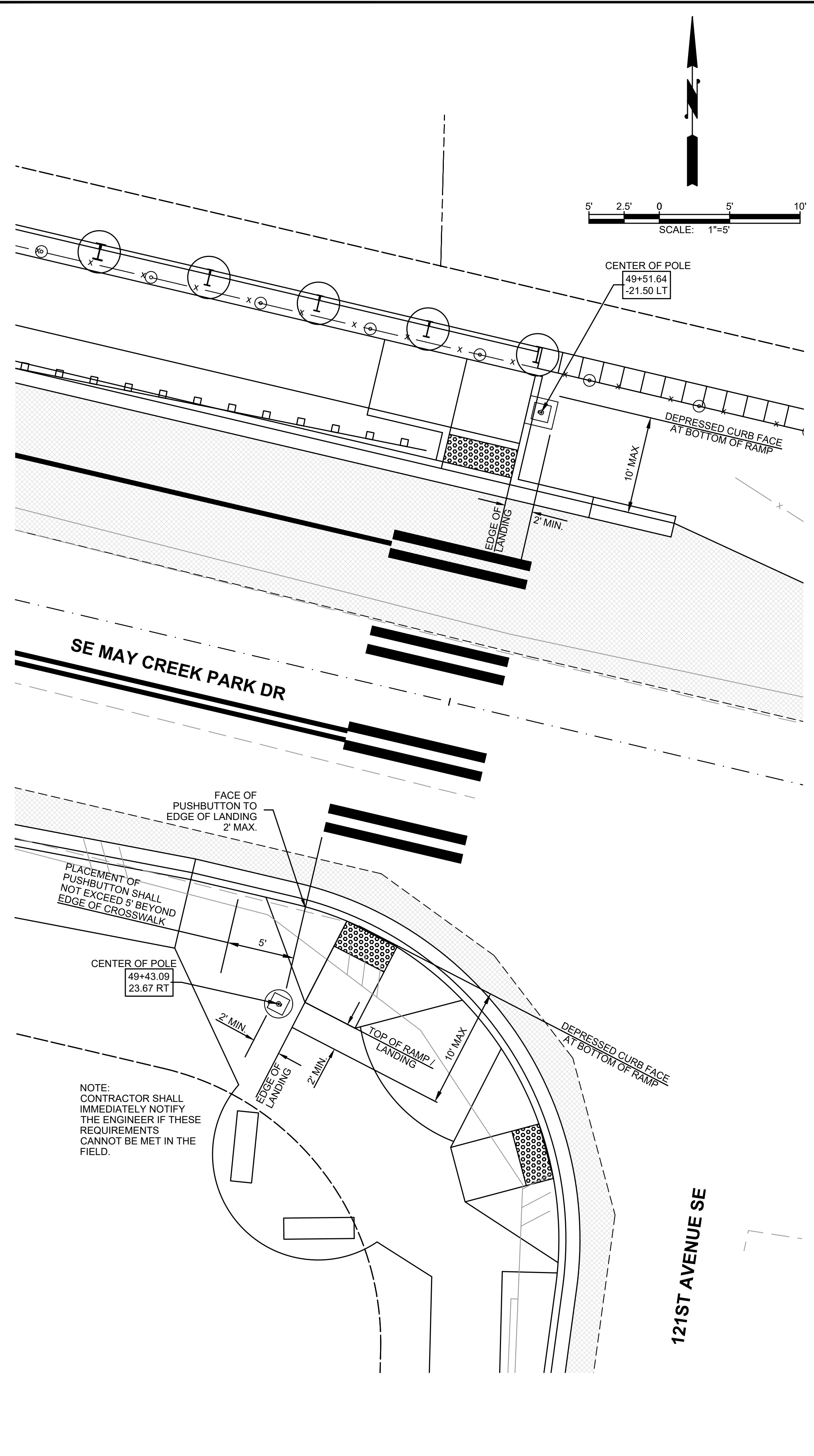
KEVIN W. BROWN
PROFESSIONAL ENGINEER
WASHINGTON STATE
NO. 30382

BLAKE J. ROLLEN
PROFESSIONAL ENGINEER
WASHINGTON STATE
NO. 42020

CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
CHANNELIZATION DETAILS

SHEET: 51
OF: 55
JOB NO.: 21459
DWGDETAILS

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\WIRRFB DETAILS.dwg, 4/20/2022 9:01 AM, KEVIN BROWN

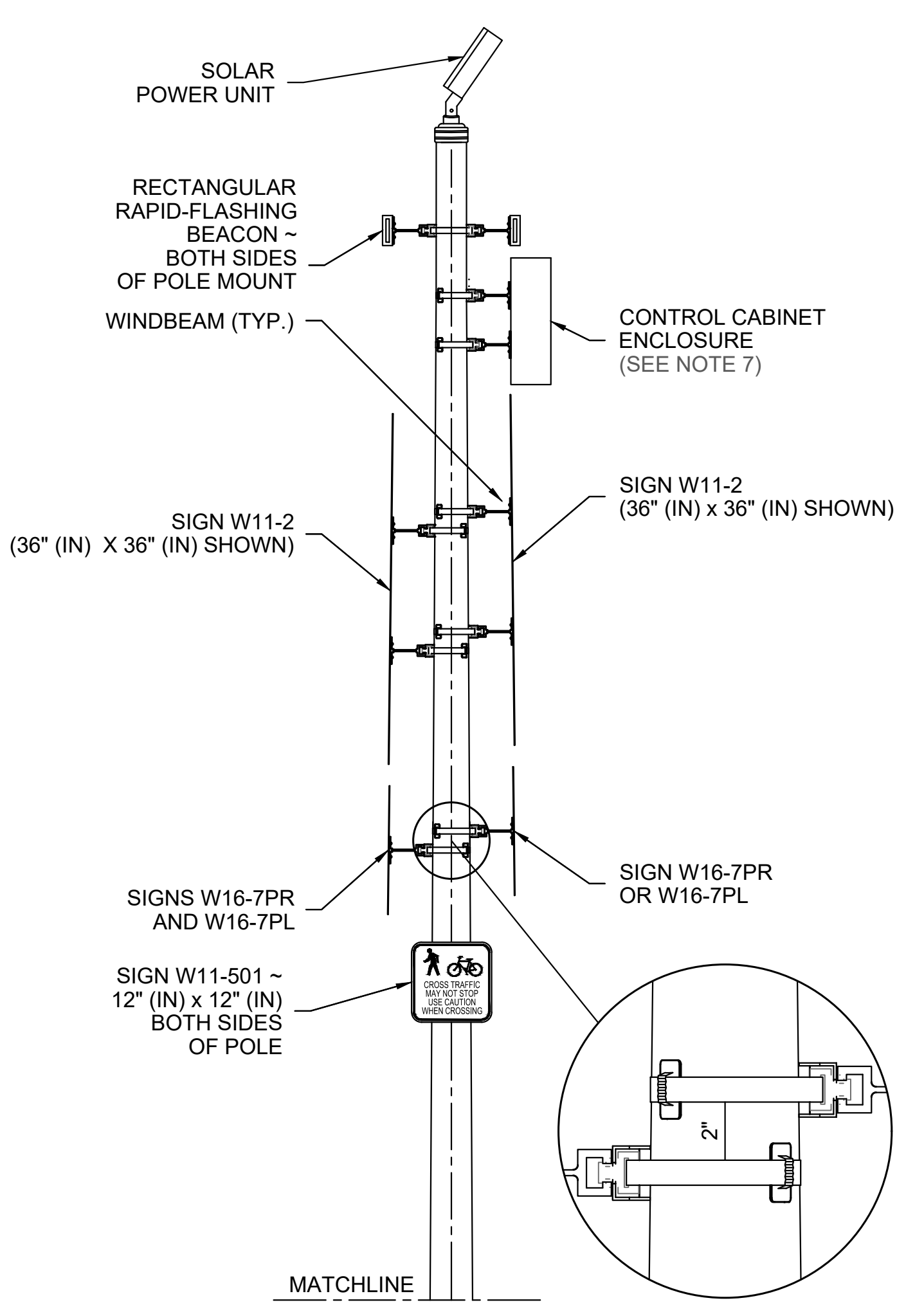


RAPID-FLASHING BEACON
 CONCRETE ROUND FOUNDATION SHOWN (SEE NOTE 2)



W11-501
 (12" x 12")
 PEDESTRIAN SYMBOL HEIGHT - 4" (IN)
 BICYCLE SYMBOL HEIGHT - 3" (IN)
 LETTERS - 1" C
 LEGEND - BLACK
 BACKGROUND - YELLOW

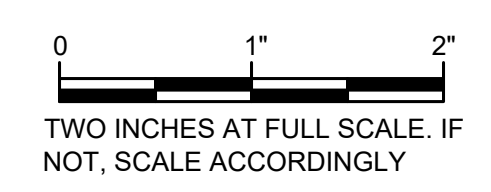
ADA FEATURES SURVEYING
 ADA FEATURES SURVEYING SHALL BE LIMITED TO COMPLETING THE "RRFB BUTTON" FORMS OF THE ADA MEASUREMENT FORMS REFERENCED IN SPECIAL PROVISIONS 1-05.4.



BI-DIRECTIONAL CONFIGURATION DETAILS

- NOTES:**
1. PEDESTRIAN PUSHBUTTON AND SIGN ASSEMBLY - MAY BE SEPARATE PARTS. USE 9" (IN) X 12" (IN) R10-25 SIGN IN ACCORDANCE WITH 2009 MUTCD.
 2. SEE WSDOT STANDARD PLAN J-21.10 FOR SIGNAL STANDARD FOUNDATION DIMENSIONS, REINFORCING, AND ANCHOR BOLT ASSEMBLY REQUIREMENTS.
 3. TAPERED STEEL SHAFT. POLE SHALL BE HOT DIP GALVANIZED PER AASHTO M111 (AS NOTED IN WSDOT STANDARD PLAN J-21.16).
 4. VACANT.
 5. SEE SHEET RD-1 FOR WINDBEAM INSTALLATION DETAIL.
 6. TERMINATE RFB CONNECTIONS PER MANUFACTURER'S RECOMMENDATION.
 7. CONTROL CABINET ENCLOSURE SHALL BE SIZED BY THE RFB MANUFACTURER. THE CONTROL CABINET SHALL BE MANUFACTURED PER TERMINAL CABINET REQUIREMENTS OF STANDARD SPECIFICATION SECTION 9-29.25.
 8. BEACON ASSEMBLY SHALL BE MOUNTED ON THE SIDE OF THE POLE.
 9. VACANT.
 10. FOR POSTED SPEEDS OF 35 MPH OR LOWER, THE W11-2 SIGNS SHALL BE 36" X 36".
 11. SQUARE SPREAD FOOTING FOUNDATION WHEN NOTED ON PLANS OR AS DIRECTED BY ENGINEER. SEE WSDOT STANDARD PLAN J-21.10 FOR ANCHOR BOLT ASSEMBLY REQUIREMENTS.

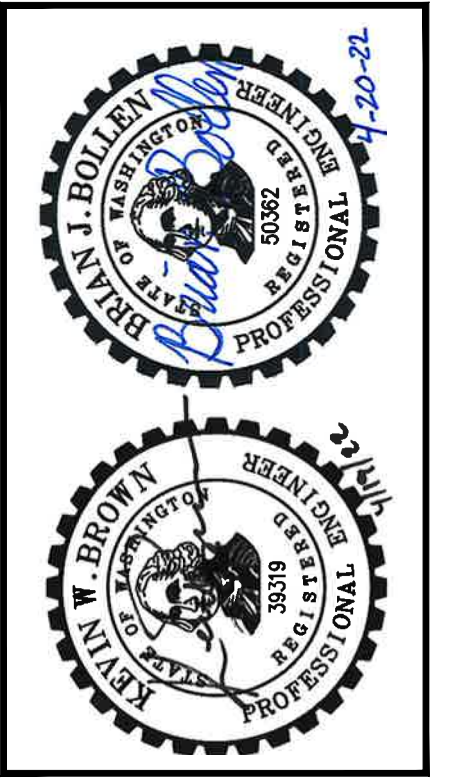
BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



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.

DATE:	APR. 2022	DRAWN:	BUB	CHECKED:	BUB	APPROVED:	KWB
-------	-----------	--------	-----	----------	-----	-----------	-----

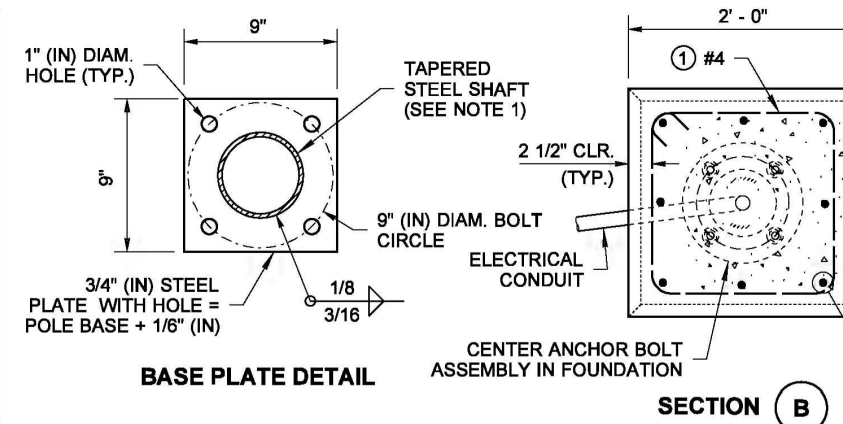
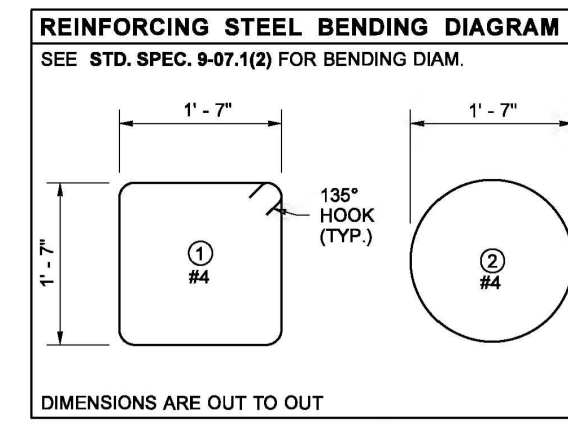
No.	REVISION	DATE	APPD



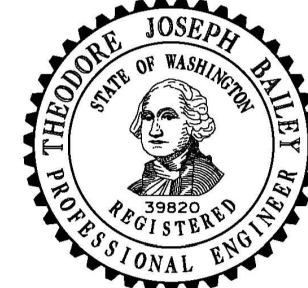
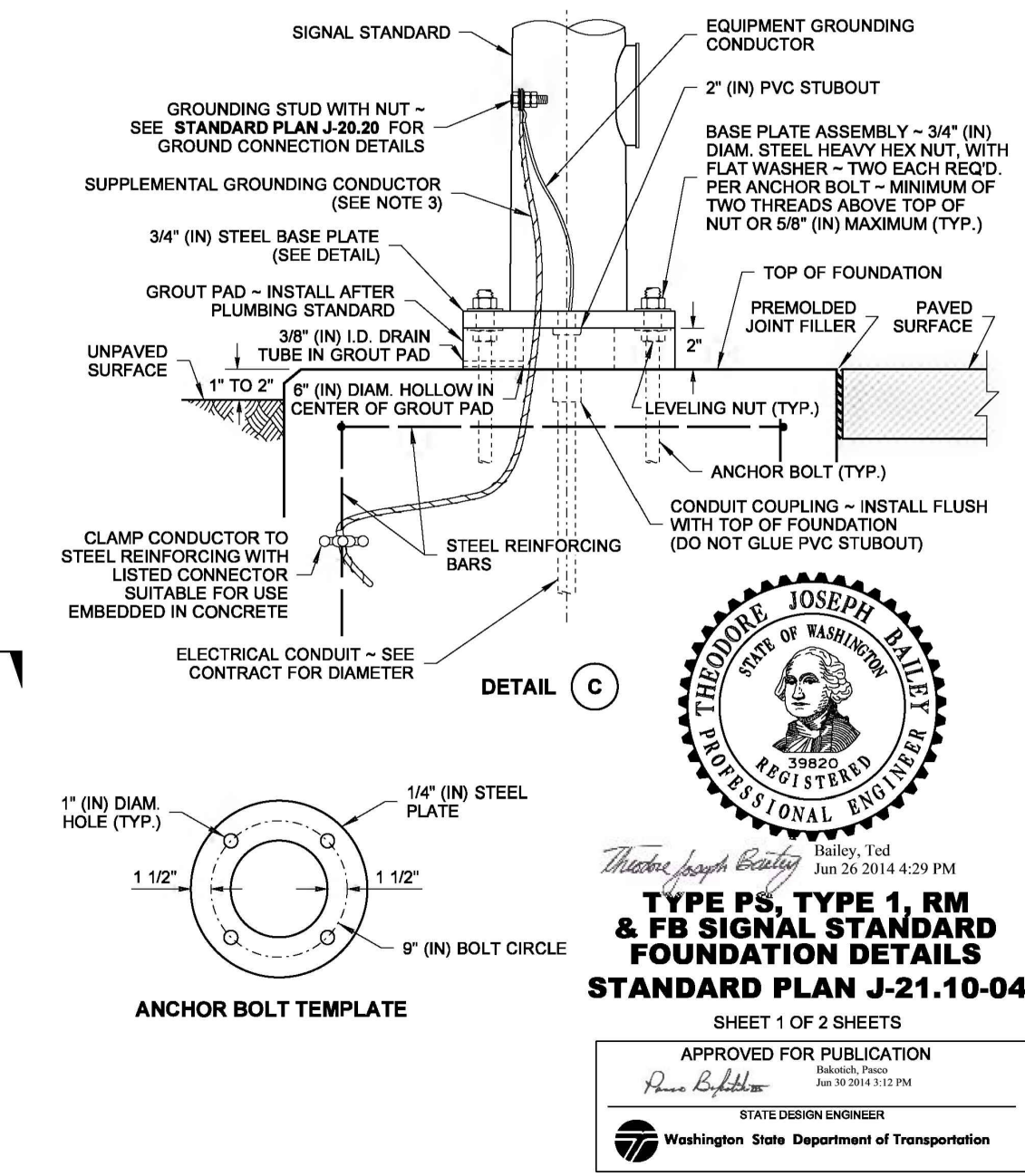
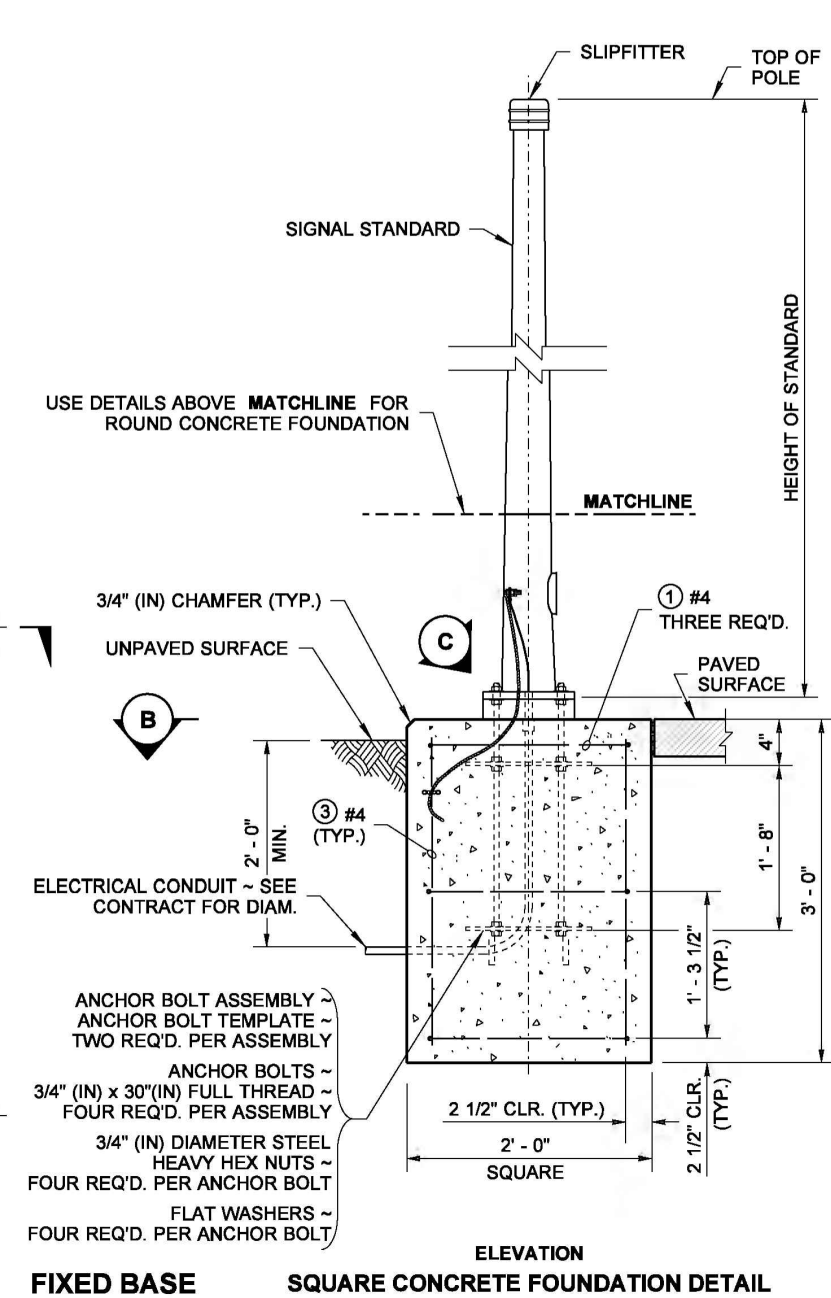
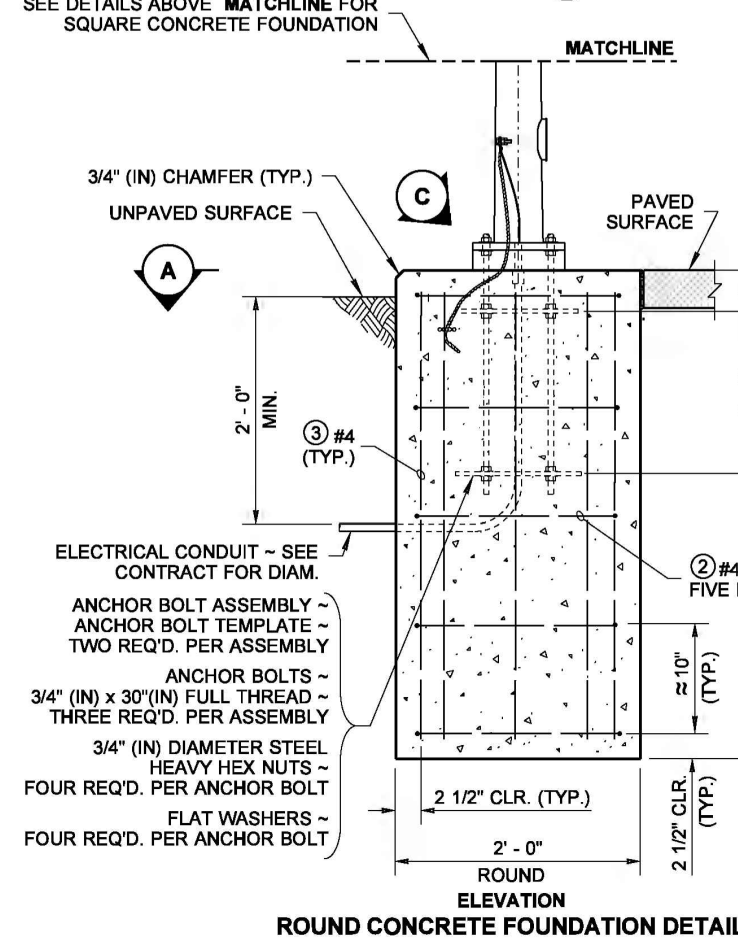
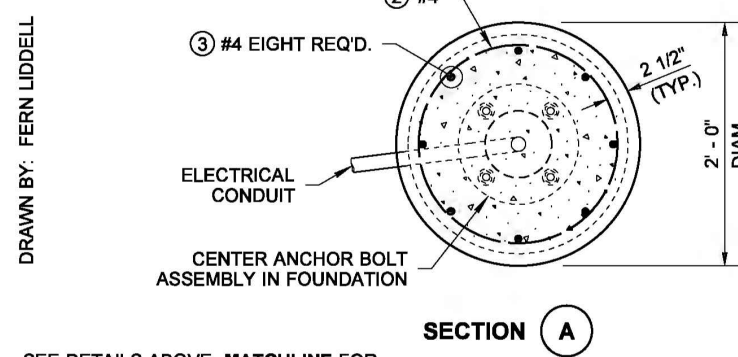
CITY OF NEWCASTLE
 KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
 RECTANGULAR RAPID FLASHING BEACON DETAILS

RAPID-FLASHING BEACON
RECTANGULAR TYPE
(RRFB)
 NOT TO SCALE

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\DWG\DETAILS.dwg, 4/20/2022 9:02 AM, KEVIN BROWN

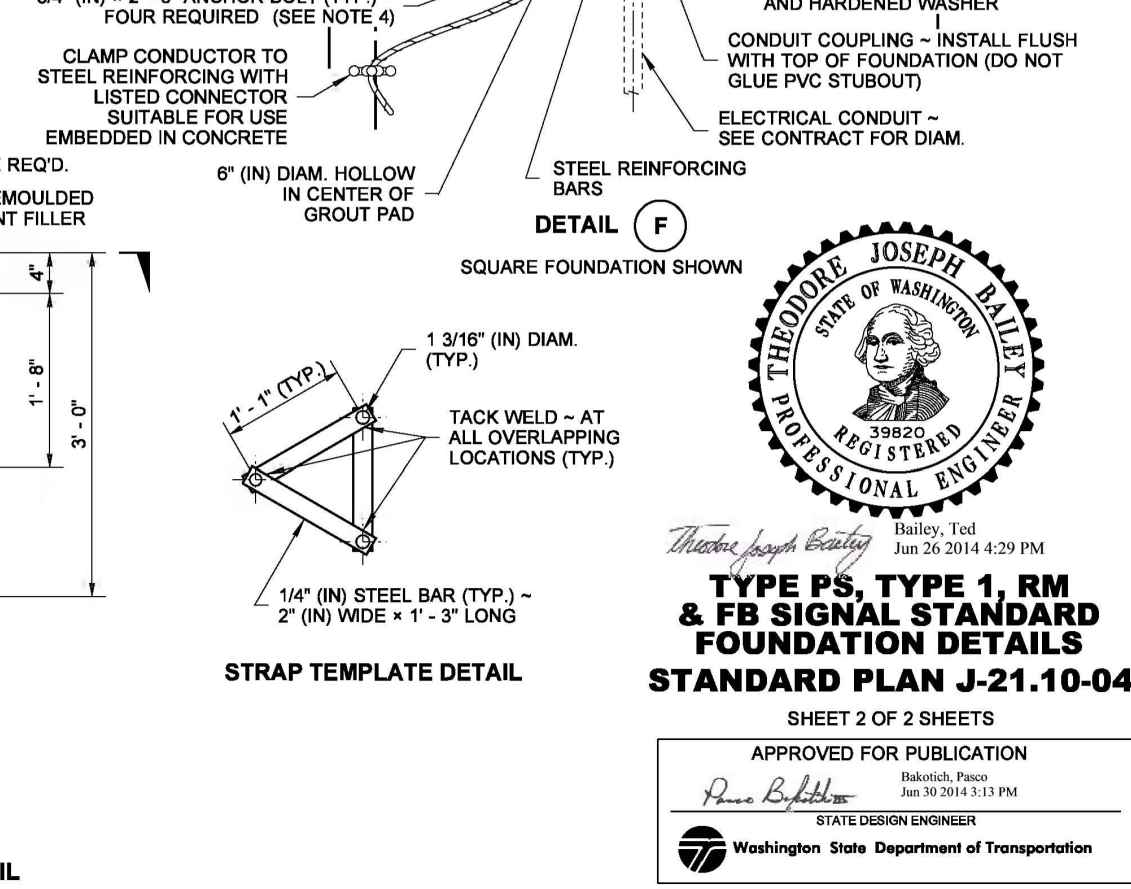
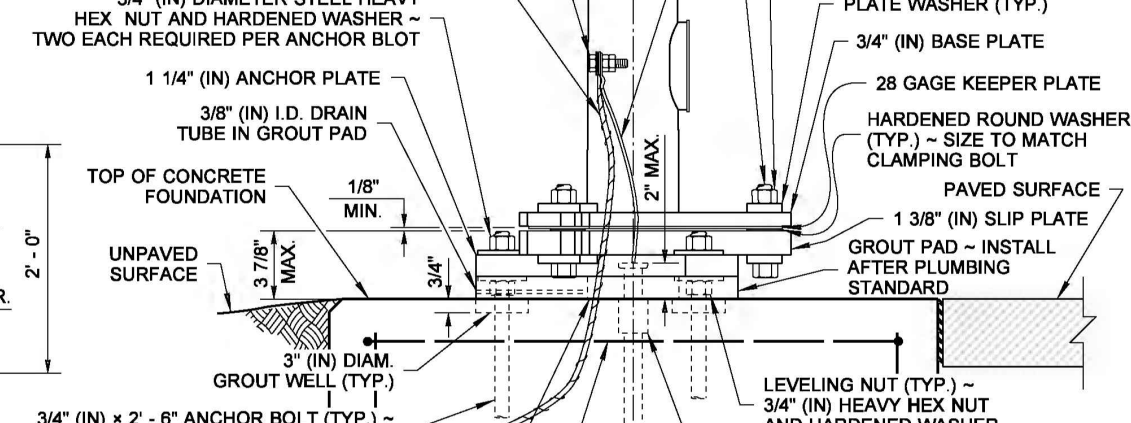
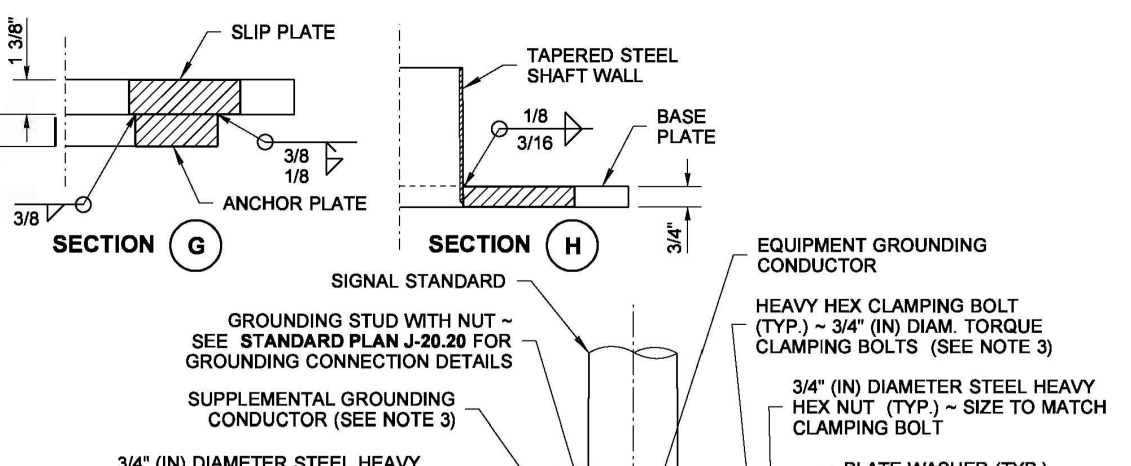
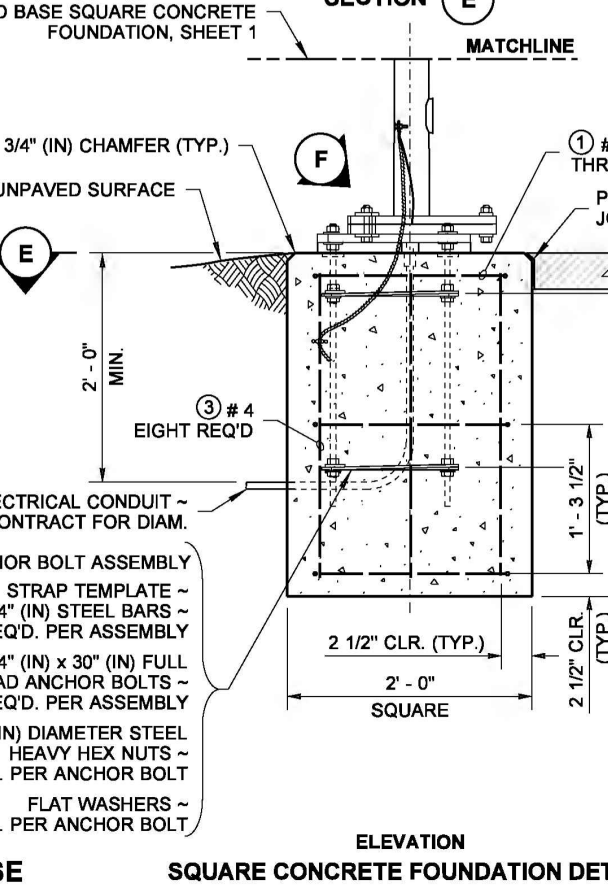
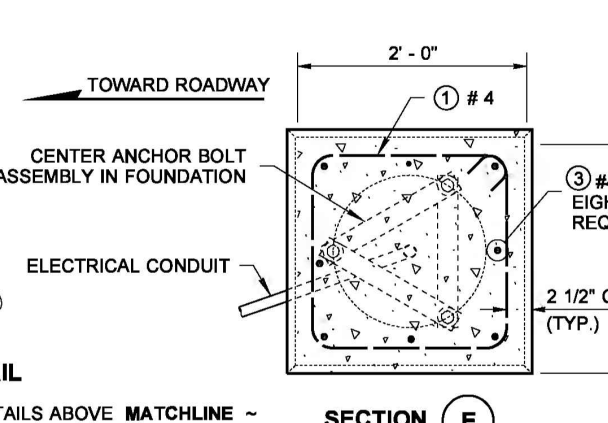
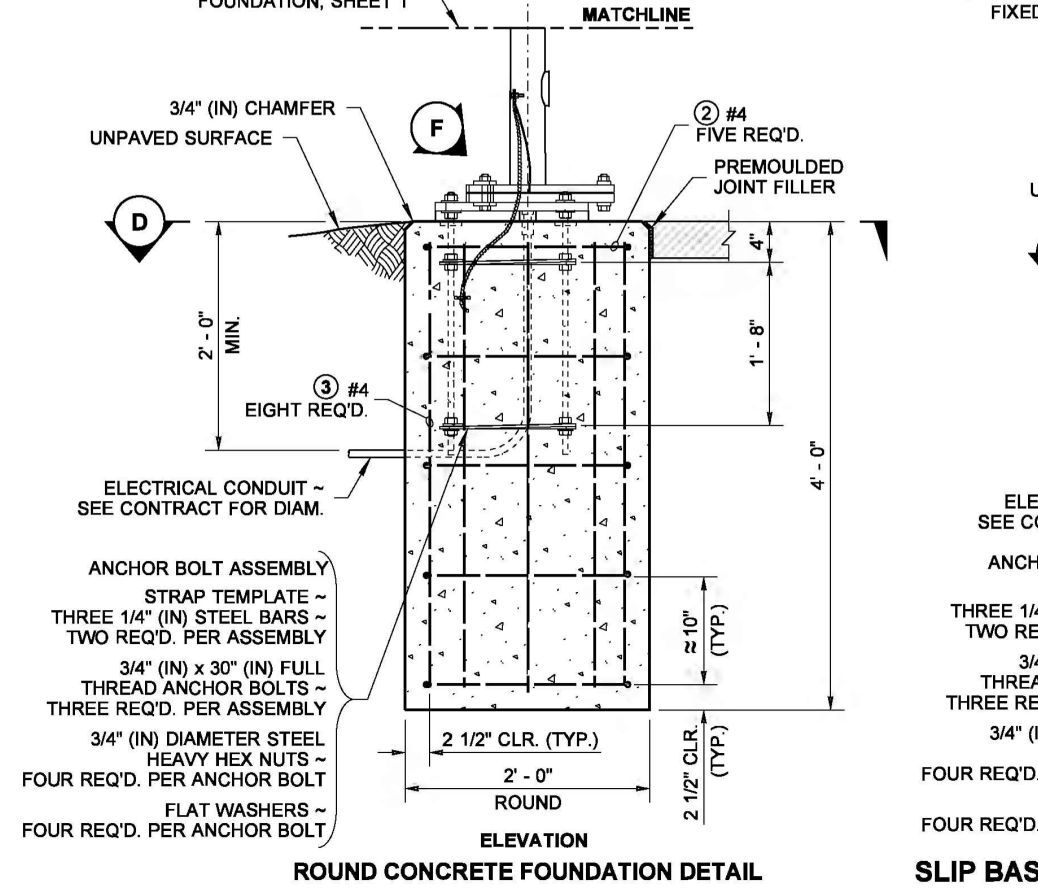
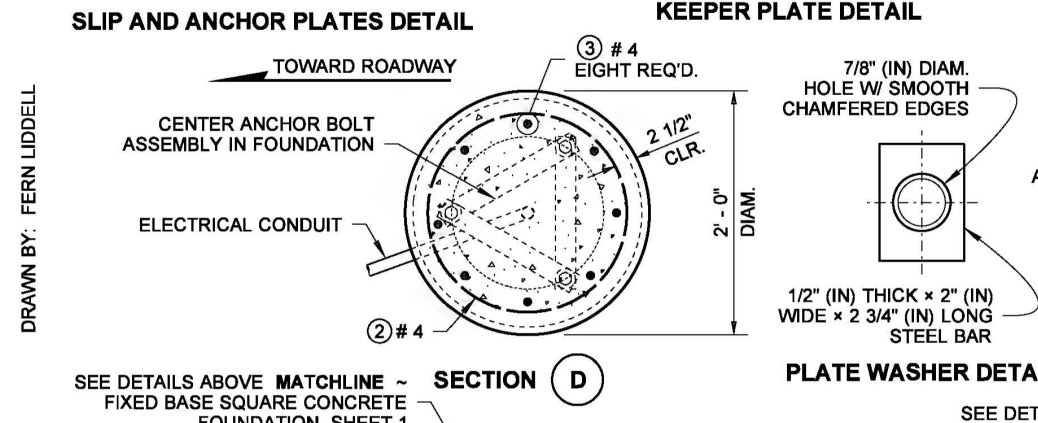
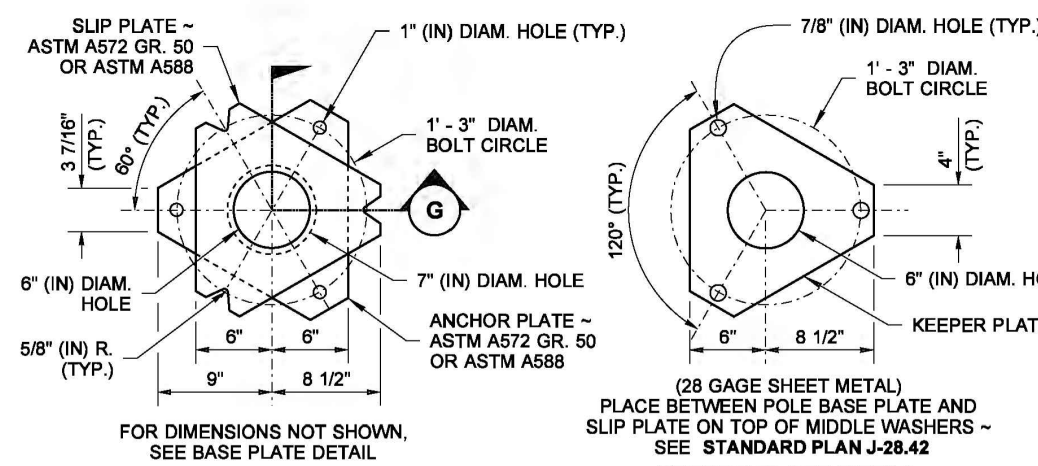


- NOTES**
- Clamping bolts shall be tightened to 50 ft-lbs max. torque. After state inspection, burr threads to prevent nut rotation. DO NOT OVERTIGHTEN.
 - The final height of the Anchor Bolts shall be below the top of the slip plate assembly to ensure proper function of the slip base.
 - Supplemental grounding conductor shall be non-insulated #4 AWG stranded copper and shall be clamped to vertical rebar with a connector suitable for use embedded in concrete. Provide 3'-0" min. slack. Attach to pole grounding stud with a full circle crimp-on connector (crimped with a manufacturer recommended crimper).
 - Junction box serving the Standard shall preferably be located 5'-0" (10'-0" Max.) from the Standard.
 - Provide cable tie at wiring entering the junction box (for slip base installations only) - See Detail A, Standard Plan J-28.70.
 - Keeper Plate shall not extend beyond the edges of the pole base plate.



THEODORE JOSEPH BAITY
REGISTERED PROFESSIONAL ENGINEER
No. 10082
Exp. 6/30/2024
Jun 26 2014 4:29 PM
TYPE PS, TYPE 1, RM & FB SIGNAL STANDARD FOUNDATION DETAILS
STANDARD PLAN J-21.10-04
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
R. B. B...
Jun 30 2014 3:13 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation



THEODORE JOSEPH BAITY
REGISTERED PROFESSIONAL ENGINEER
No. 10082
Exp. 6/30/2024
Jun 26 2014 4:29 PM
TYPE PS, TYPE 1, RM & FB SIGNAL STANDARD FOUNDATION DETAILS
STANDARD PLAN J-21.10-04
SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
R. B. B...
Jun 30 2014 3:13 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

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.

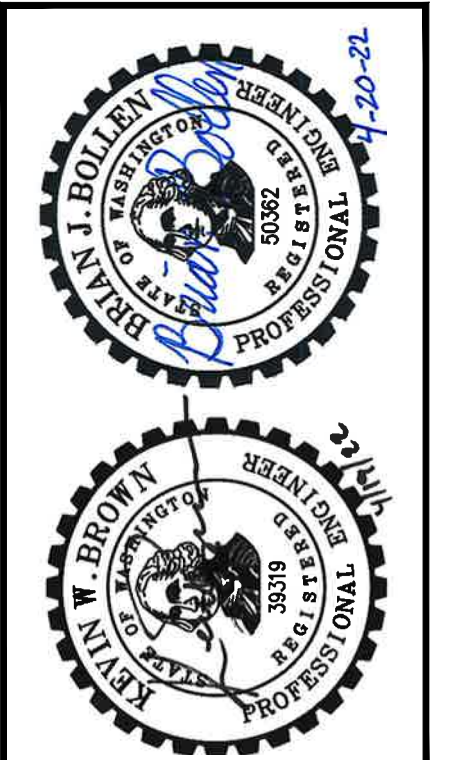
BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH



DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

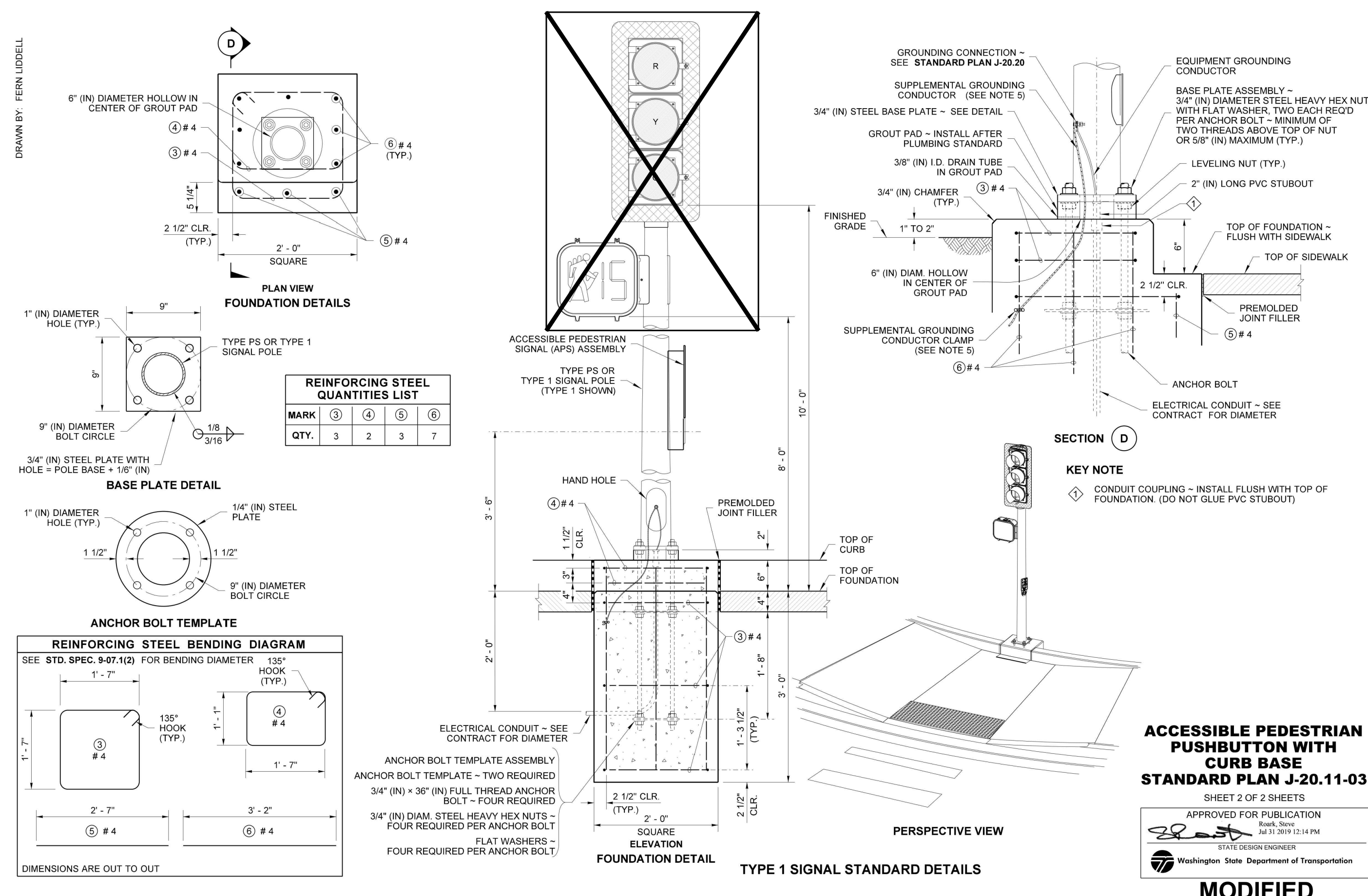
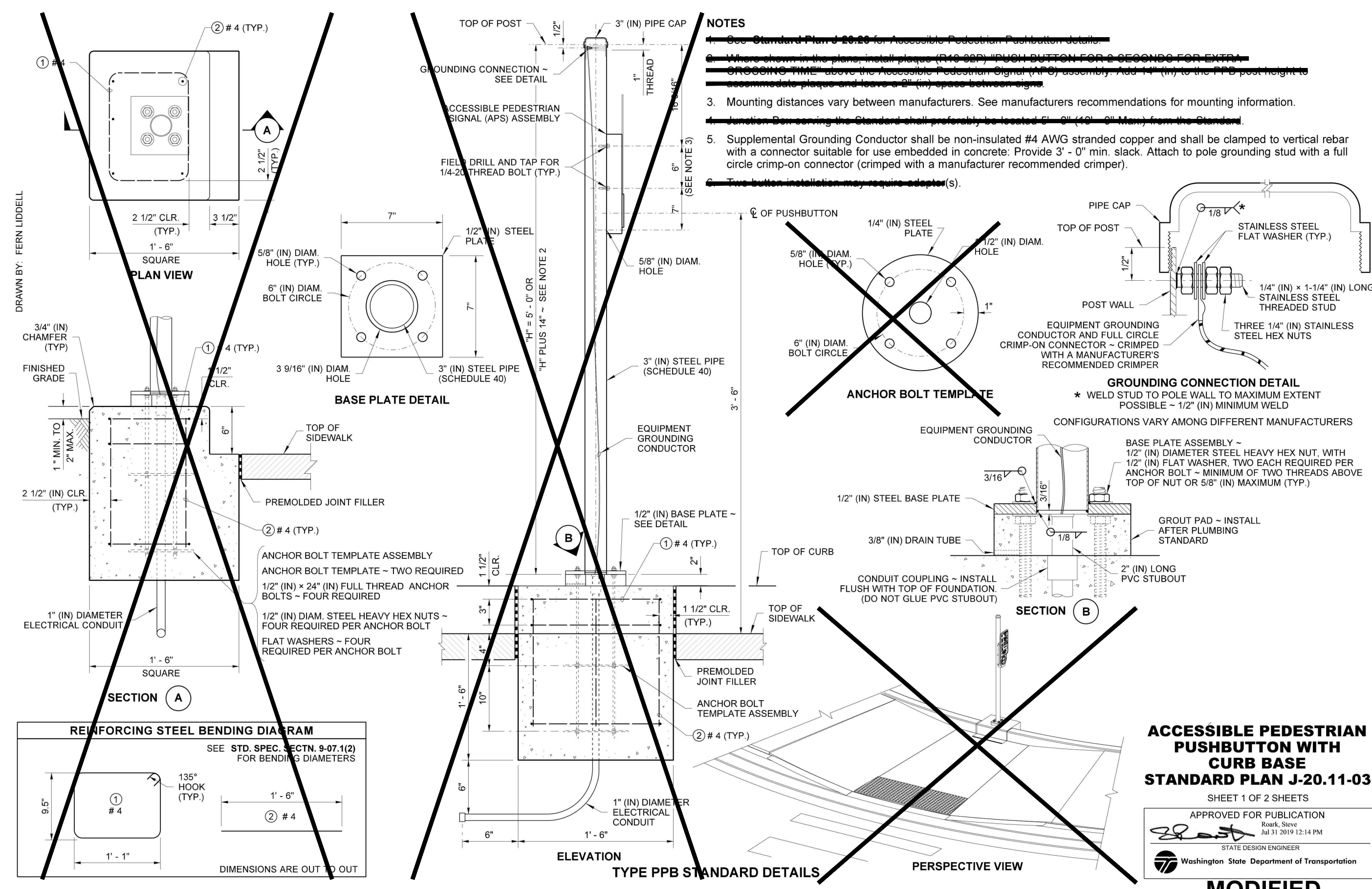
REVISION	DATE	APPD



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
RECTANGULAR RAPID FLASHING BEACON DETAILS

SHEET:	53
OF:	55
JOB NO.:	21459
DWG/RFB DETAILS	

\\goSERVER3\data2\newcastle\21459.00 se may creek park drive - design\01 design\PLANSET\WIRRFB DETAILS.dwg, 4/20/2022 9:02 AM, KEVIN BROWN

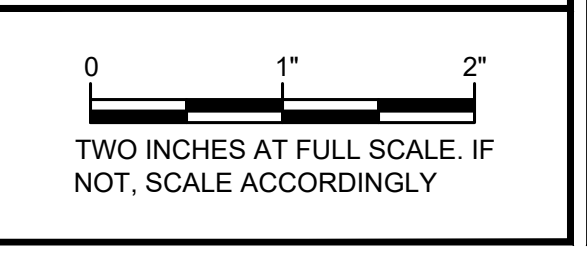


BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811

EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

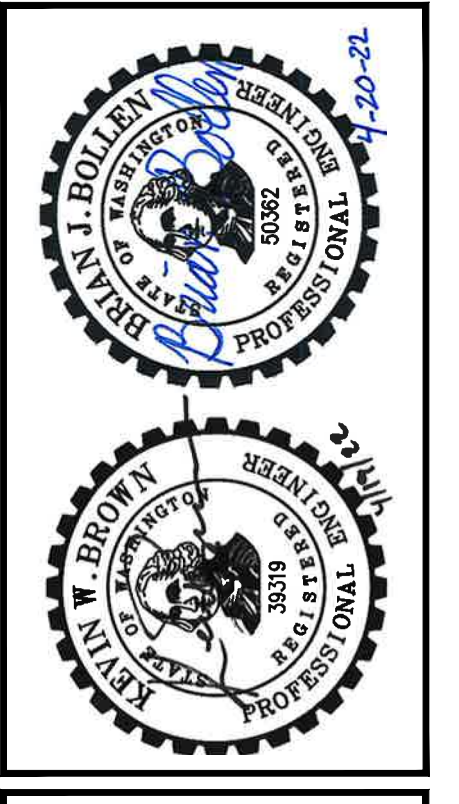
RIGHT-OF-WAY DISCLAIMER

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



DATE:	APR 2022	DRAWN:	BJB	CHECKED:	BJB	APPROVED:	KWB
-------	----------	--------	-----	----------	-----	-----------	-----

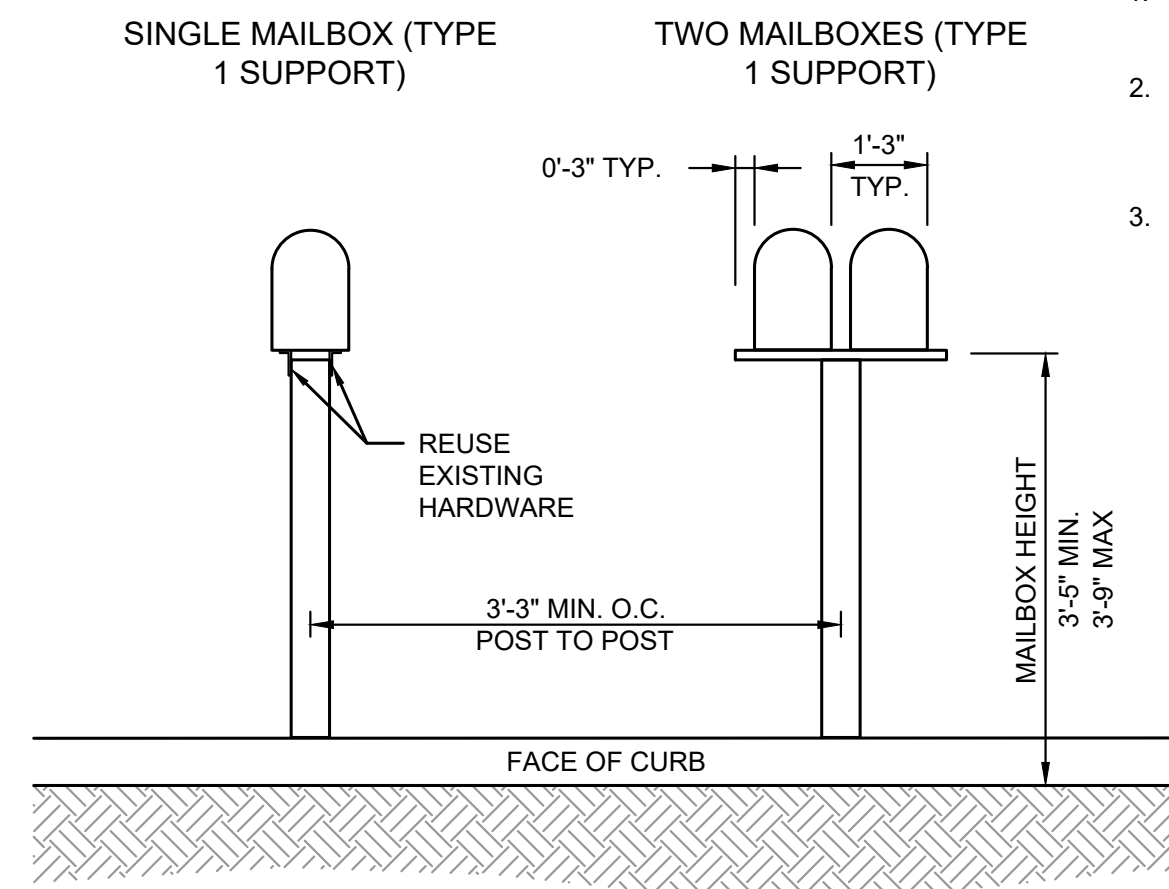
REVISION	DATE	APPD
No.		



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
RECTANGULAR RAPID FLASHING BEACON DETAILS

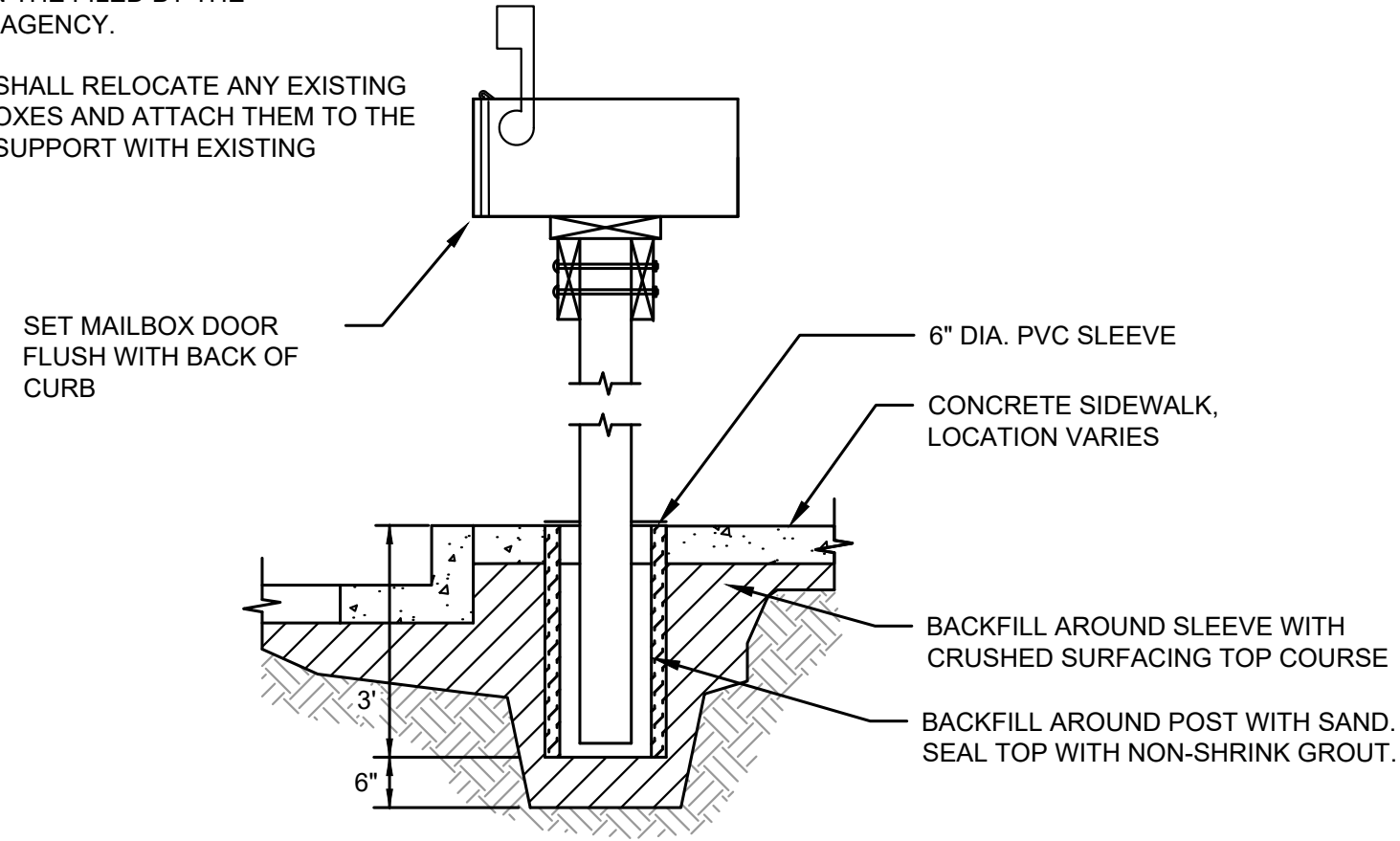
SHEET:	54
OF:	55
JOB NO.:	21459
DWGRFB DETAILS	

\\goSERVER3\data2\newcastle\21459.00_se_may_creek_park_drive_-_design\01_design\PLANSET\CI\DETAILS.dwg, 4/20/2022 9:02 AM, KEVIN BROWN



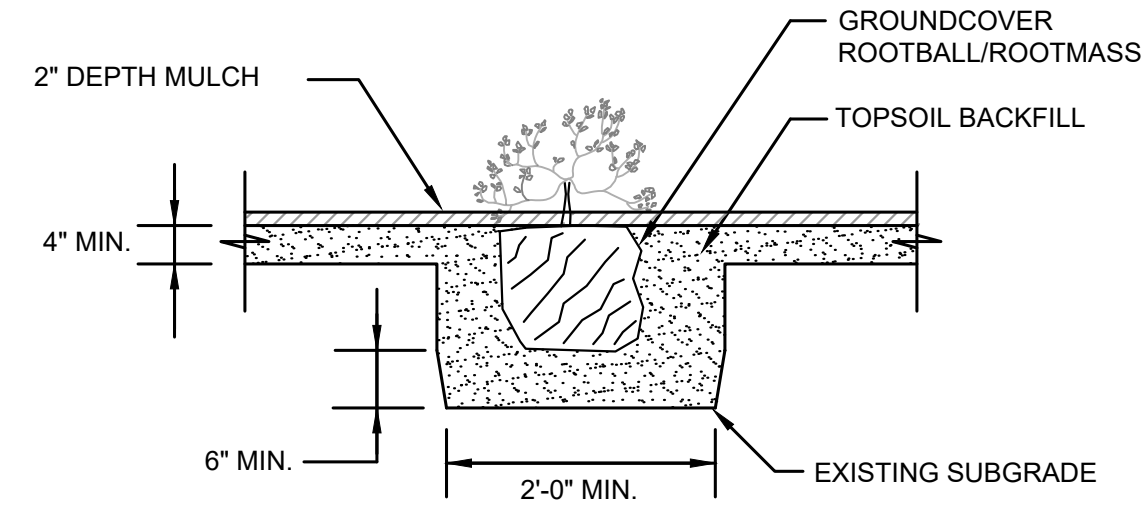
- NOTES:
1. WOOD POSTS SHALL BE PRESSURE TREATED FIR OR HEMLOCK.
 2. FINAL LOCATION OF MAILBOXES TO BE DETERMINED IN THE FILED BY THE CONTRACTING AGENCY.
 3. CONTRACTOR SHALL RELOCATE ANY EXISTING NEWSPAPER BOXES AND ATTACH THEM TO THE NEW MAILBOX SUPPORT WITH EXISTING HARDWARE.

**MAILBOX STAND INSTALLATION
DETAIL**
NTS

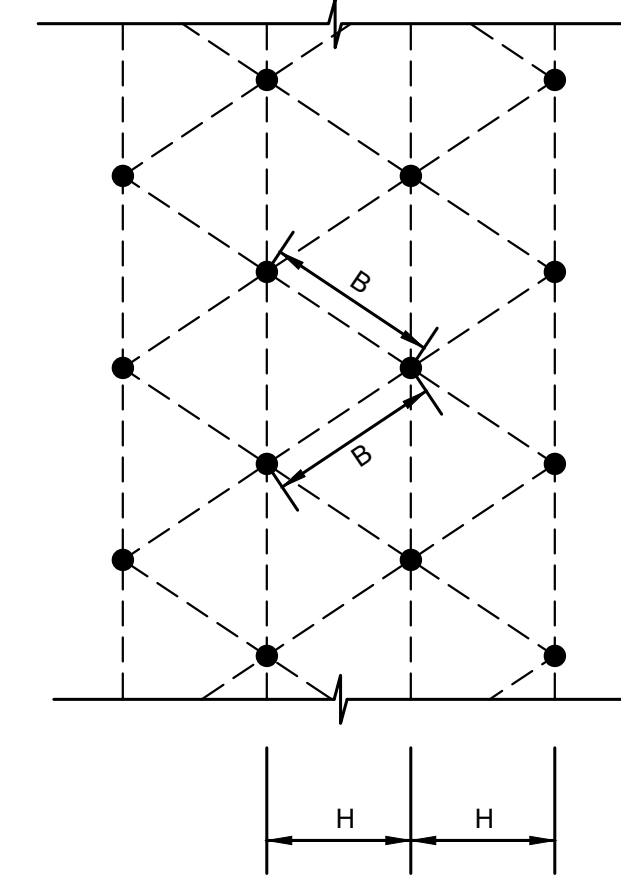


GROUNDCOVER TYPES

SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING
Cotoneaster dammeri	Bearberry cotoneaster	1 GALLON	3' O.C.



GROUNDCOVER PLANTING DETAIL
NTS



TRIANGULAR SPACING = B	DIST. BETWEEN ROWS = H	SQUARE FOOTAGE AREA PER PLANT
36"	31.18"	8.060

GROUNDCOVER SPACING
NTS



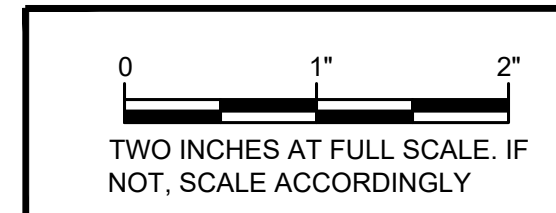
Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET, NE, BLDG. B, SUITE 210
ARLINGTON, WA 98223 • (800) 464-6490

DATE: APR 2022	DRAWN: BJB	CHECKED: BJB	APPROVED: KWB
----------------	------------	--------------	---------------

No.	REVISION	DATE	APPD



CITY OF NEWCASTLE
KING COUNTY WASHINGTON
SE MAY CREEK PARK DRIVE
NON-MOTORIZED IMPROVEMENTS
MISCELLANEOUS DETAILS



SHEET: 55
OF: 55
JOB NO.: 21459
DWG DETAILS