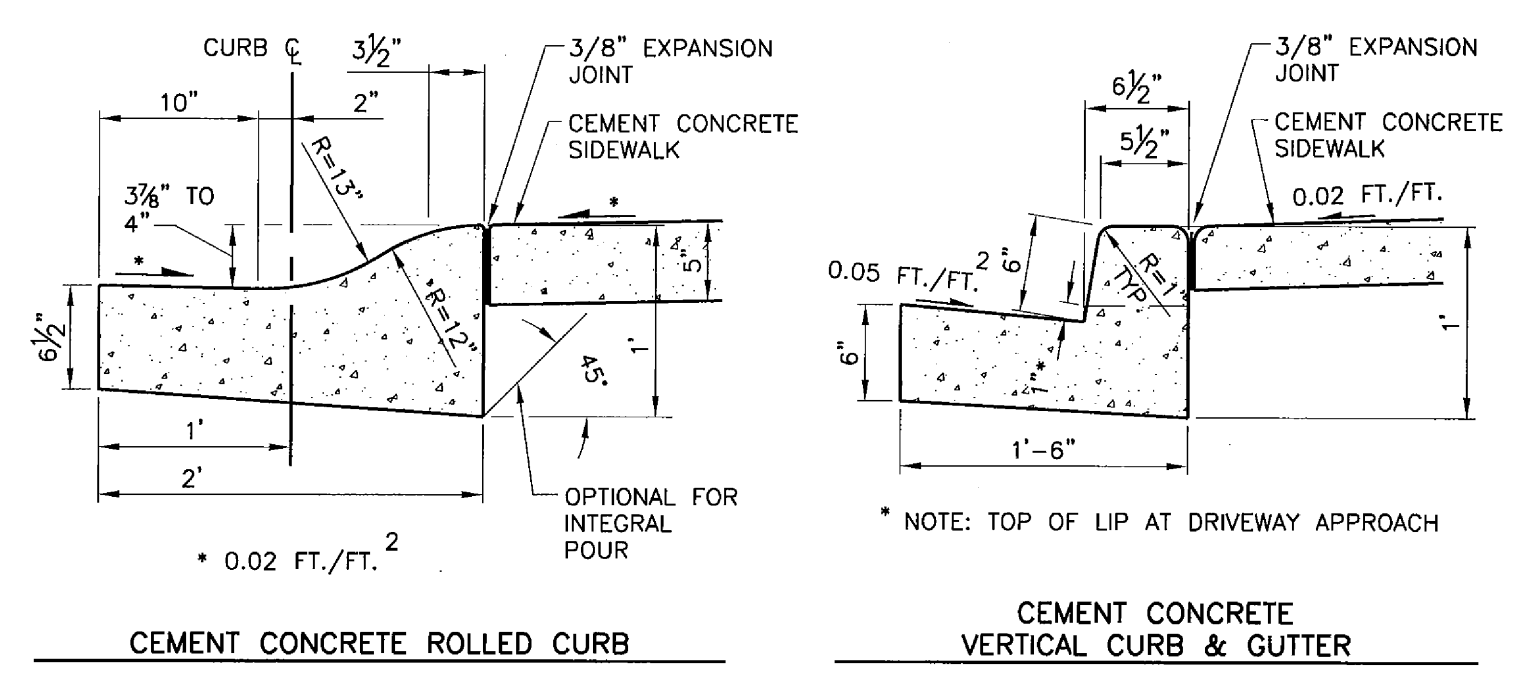
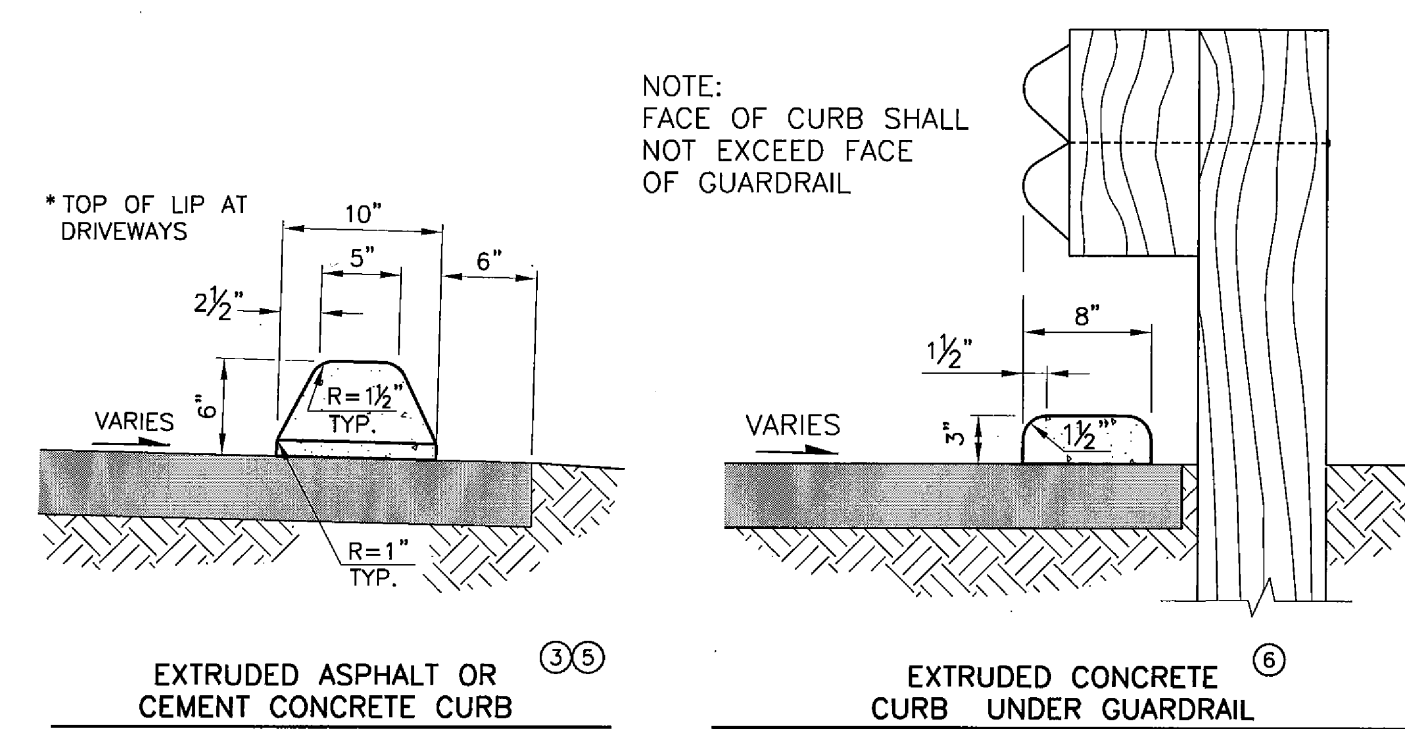
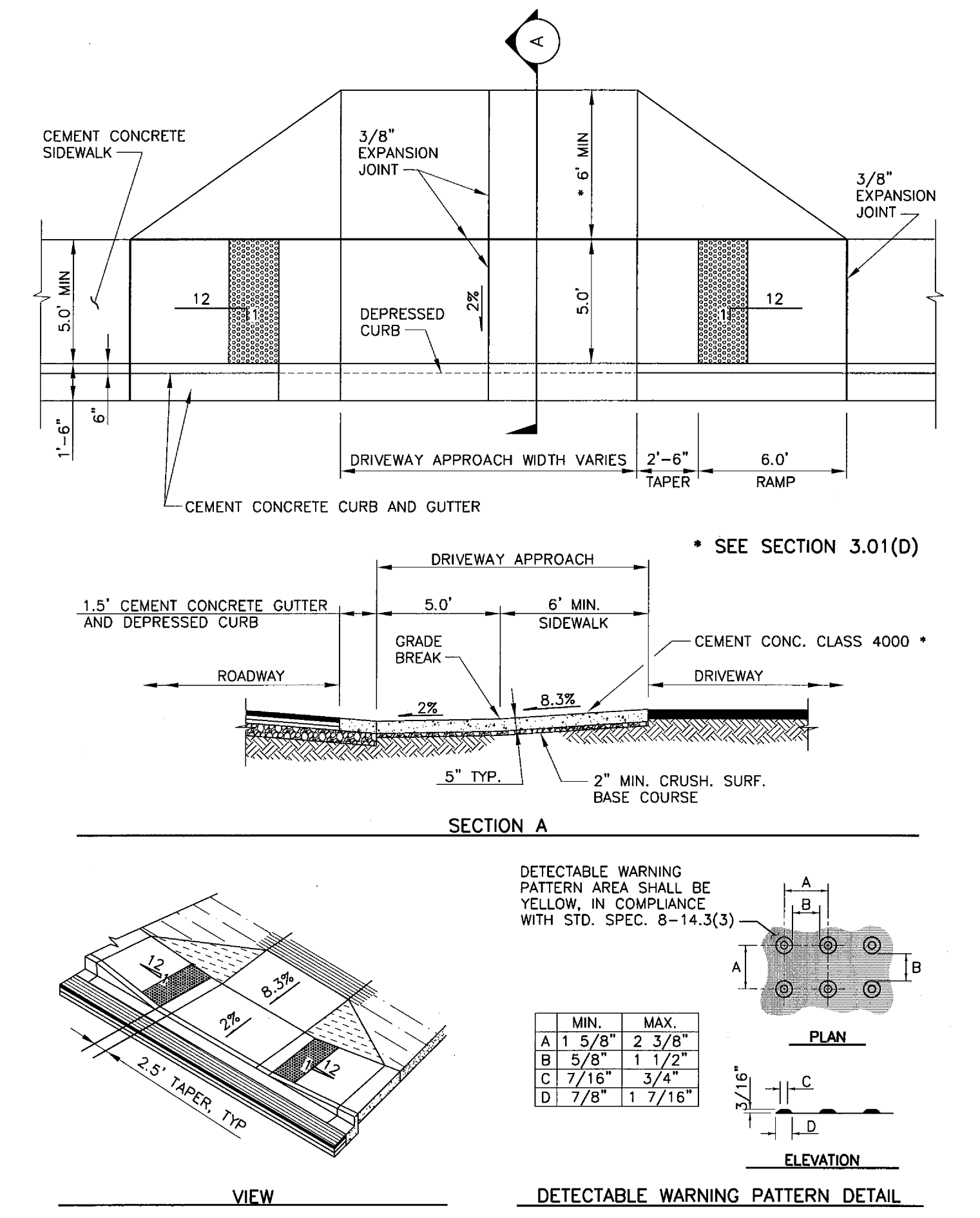


THE SW CORNER OF THE SW 1/4, NW 1/4, SEC. 12, TWP. 23 N., RGE. 04 E., W.M.



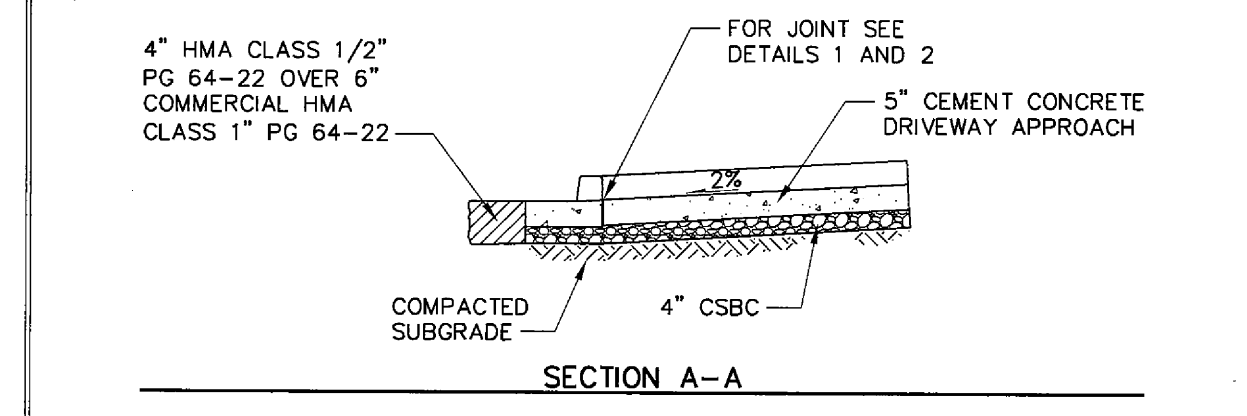
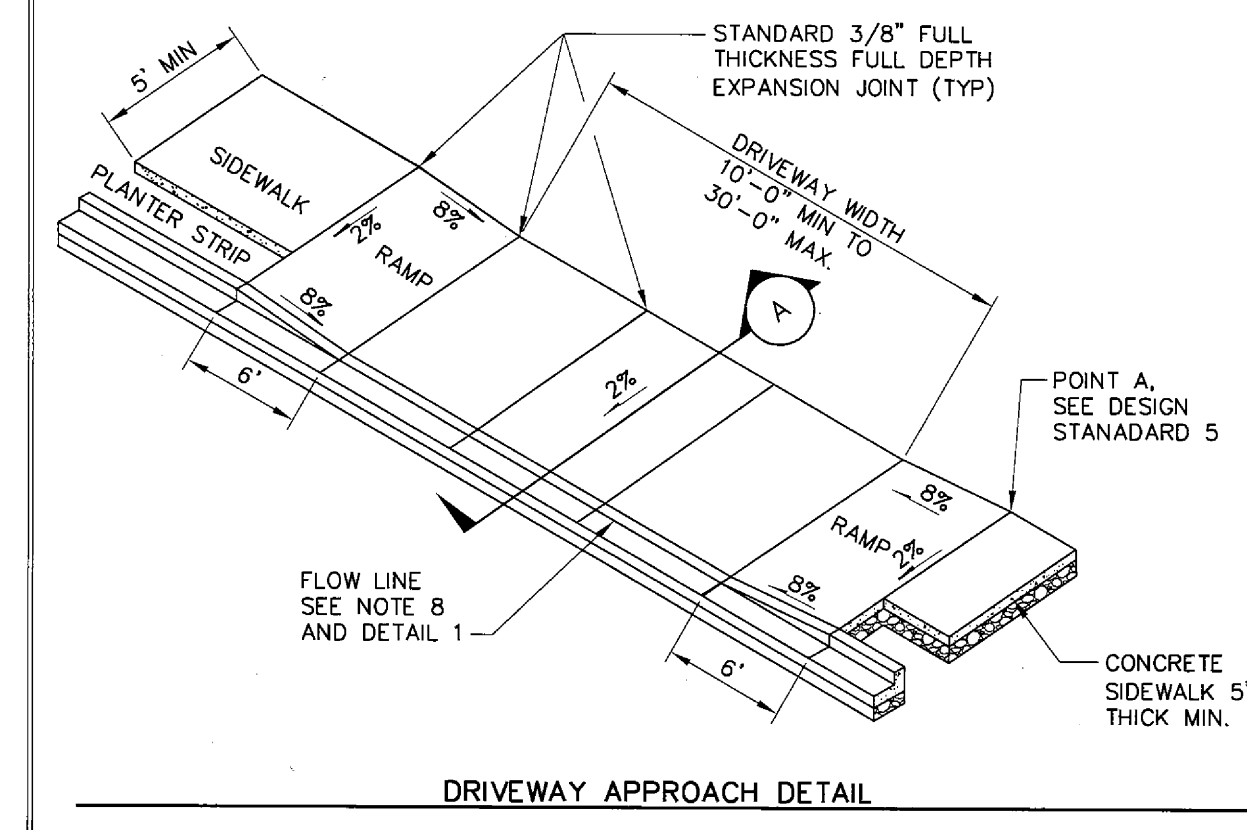
- NOTES**
- SEE SEC. 3.04 K.C.R.S. FOR JOINT REQUIREMENTS.
 - ROLL GUTTER TO MATCH POSITIVE SUPERELEVATION.
 - SEE FIG. NO. 2-005 FOR CONFIGURATION OF FILL AND WALKWAY BEHIND CURB IF REQUIRED.
 - 1 IN. EDGED GROOVE MAY REPLACE 3/8 IN. EXPANSION JOINT AT INTERFACE BETWEEN CURB AND ADJACENT SIDEWALK FOR SEPARATE POUR CONSTRUCTION.
 - SEE SEC. 3.03 FOR EXTRUDED CURB ANCHORAGE.

Department of Transportation
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CURB DETAILS FIG. 3-002 3-12

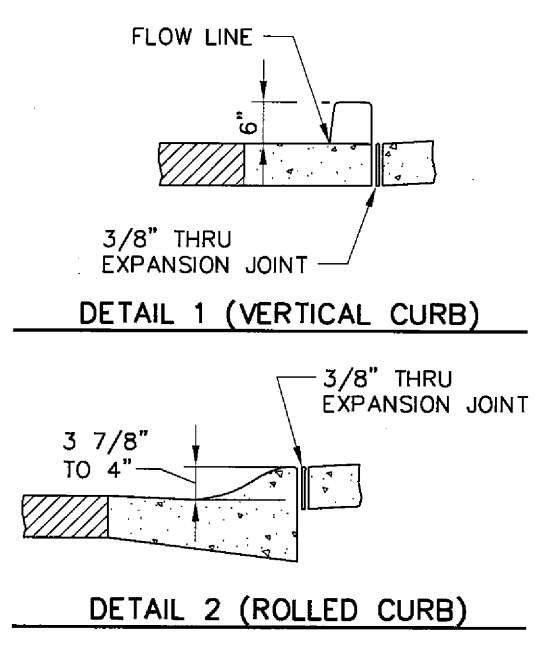


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COMMERCIAL/INDUSTRIAL DRIVEWAY APPROACH PARALLEL SIDEWALK FIG. 3-007 3-17

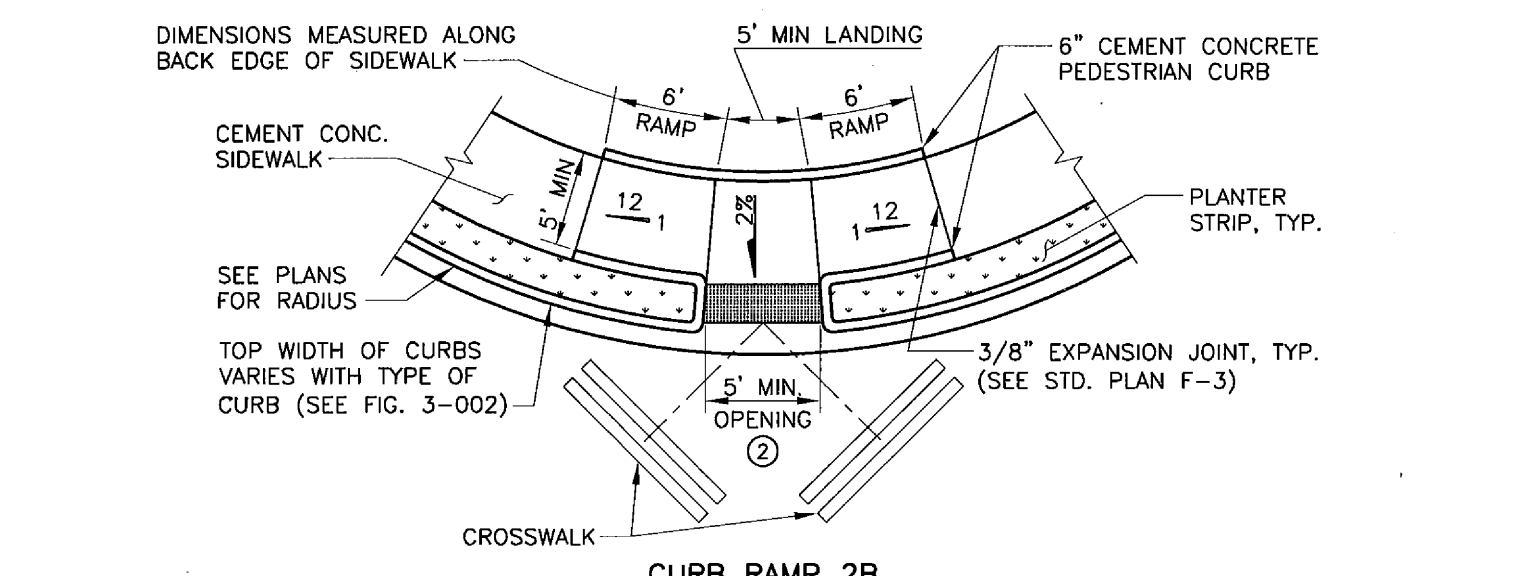
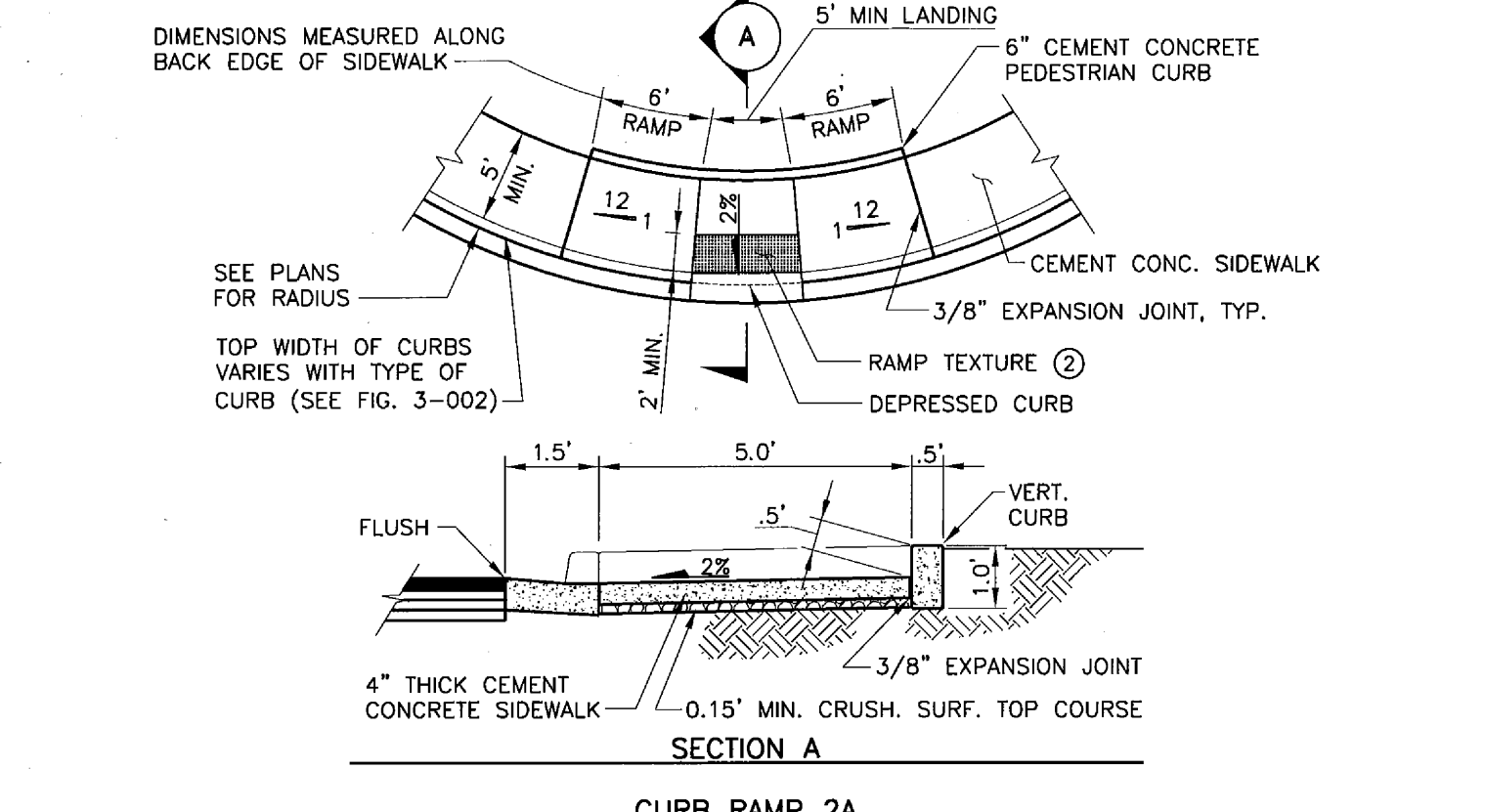
Department of Transportation
Road Services Division
2007 Design and Construction Standards
RESIDENTIAL DRIVEWAY APPROACH (URBAN) FIG. 3-004 3-14



- NOTES**
- ALL JOINTS SHALL BE CLEANED AND EDGED.
 - SEE SECTION 4.01 FOR SURFACING REQUIREMENTS.
 - CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER.
 - 3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER.
 - SEE SECTION 3.01 FOR ADDITIONAL DRIVEWAY REQUIREMENTS.

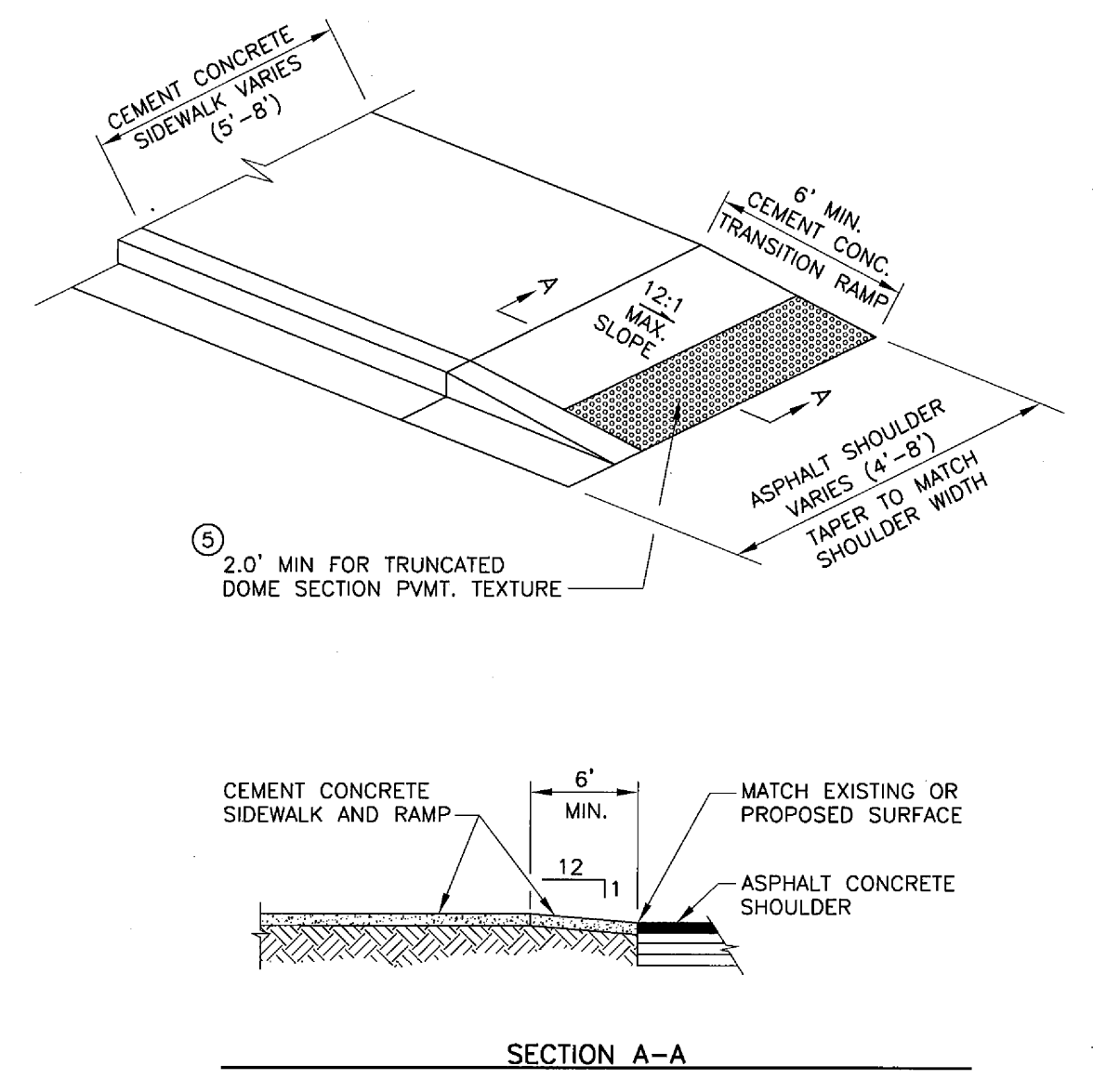


Department of Transportation
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2007 Design and Construction Standards
RESIDENTIAL DRIVEWAY APPROACH (URBAN) FIG. 3-004 3-14



- NOTES:**
- PLACEMENT OF GRATINGS, ACCESS COVERS AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDINGS AND GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
 - RAMPS SHALL BE TEXTURED USING TRUNCATED DOME PATTERN (SEE FIGURE 3-011). DETECTABLE WARNING PATTERN SHALL BE YELLOW IN COMPLIANCE WITH WSDOT STANDARD SPECIFICATION 8-14.3(3)
 - RAMP CENTER LINE SHALL BE PERPENDICULAR TO OR RADIAL TO CURB RETURNS UNLESS OTHERWISE APPROVED BY THE COUNTY ROAD ENGINEER.
 - RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING SIDEWALK LOCATIONS ON OPPOSITE SIDE OF STREETS WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF STREET. SEE FIG. 3-010.
 - THIS DETAIL APPLIES TO BOTH ROLLED AND VERTICAL CURB ROADWAYS.
 - SEE FIGURE 3-001 FOR CURB AND SIDEWALK JOINT PLACEMENT.

Department of Transportation
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CURB RAMP 2A, 2B ALTERNATE FIG. 3-015 3-25



- NOTES**
- SEE SEC. 3.02 FOR SIDEWALK WIDTHS.
 - SEE SECS. 2.02 AND 2.03 FOR PAVEMENT AND SHOULDER WIDTHS.
 - SHOULDER SHALL BE SURFACED AS REQUIRED BY SECS. 3.07 AND 4.01. PAVED SHOULDER SLOPE SHALL MATCH CROWN SLOPE OR 0.02 FT./FT.
 - SEE FIG. 3-001 FOR CURB AND SIDEWALK JOINTS.
 - RAMP SHALL BE TEXTURED USING TRUNCATED DOME PATTERN. (SEE FIG. 3-011.) DETECTABLE WEARING PATTERN SHALL BE YELLOW IN COMPLIANCE WITH WSDOT STANDARD SPECIFICATIONS 8-14.3(3)
 - THIS DETAIL APPLIES TO ROLLED AND VERTICAL CURB ROADWAYS.

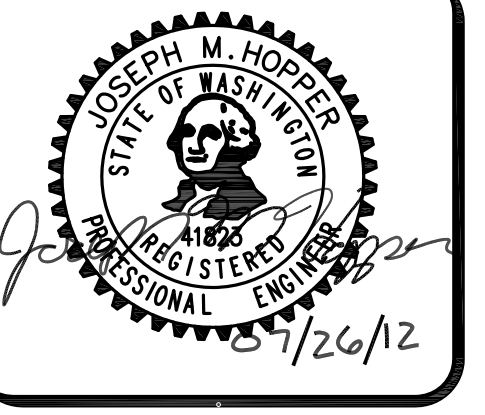
Department of Transportation
Road Services Division
2007 Design and Construction Standards
CEMENT CONCRETE SIDEWALK TRANSITION TO ASPHALT SHOULDER FIG. 3-014 3-24

- GENERAL NOTES:**
- ALL DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH PERMIT CONDITIONS, THE KING COUNTY CODE (KCC), ROAD STANDARDS (KCRS), WASHINGTON STATE DOT (WSDOT) STANDARD SPECIFICATIONS AND THE CONDITIONS OF PRELIMINARY APPROVAL. IT SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION, OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO KING COUNTY.
 - THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THE KING COUNTY DEPARTMENT OF DEVELOPMENT AND ENVIRONMENTAL SERVICES (DDES) ENGINEERING REVIEW CHECKLIST. SOME ELEMENTS MAY HAVE BEEN OVERLOOKED OR MISSED BY THE DDES PLAN REVIEWER. ANY VARIANCE FROM ADOPTED STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY KING COUNTY PRIOR TO CONSTRUCTION.
 - APPROVAL OF THIS ROAD, GRADING, PARKING AND DRAINAGE PLAN DOES NOT CONSTITUTE AN APPROVAL OF ANY OTHER CONSTRUCTION (E.G. DOMESTIC WATER CONVEYANCE, SEWER CONVEYANCE, GAS, ELECTRICAL, ETC.)
 - BEFORE ANY CONSTRUCTION OR DEVELOPMENT ACTIVITY, A PRECONSTRUCTION MEETING MUST BE HELD BETWEEN THE DDES'S LAND USE INSPECTION SECTION, THE APPLICANT, AND THE APPLICANT'S CONSTRUCTION REPRESENTATIVE.
 - A COPY OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
 - GRADING ACTIVITIES (SITE ALTERATION) ARE LIMITED TO THE HOURS OF 7 A.M. TO 7 P.M. MONDAY THROUGH SATURDAY AND 10 A.M. TO 5 P.M. ON SUNDAY, UNLESS OTHERWISE APPROVED WITH A WRITTEN DECISION BY THE REVIEWING AGENCY.
 - IT SHALL BE THE APPLICANT'S/CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL CONSTRUCTION EASEMENTS NECESSARY BEFORE INITIATING OFF-SITE WORK. EASEMENTS REQUIRE REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
 - FRANCHISED UTILITIES OR OTHER INSTALLATIONS THAT ARE NOT SHOWN ON THESE APPROVED PLANS SHALL NOT BE CONSTRUCTED UNLESS AN APPROVED SET OF PLANS THAT MEET ALL REQUIREMENTS OF KCRS CHAPTER 8 ARE SUBMITTED TO THE DDES'S LAND USE INSPECTION SECTION THREE DAYS PRIOR TO CONSTRUCTION.
 - DATUM SHALL BE KCAS UNLESS OTHERWISE APPROVED BY DDES.
 - DEWATERING SYSTEM (UNDERDRAIN) CONSTRUCTION SHALL BE WITHIN A RIGHT-OF-WAY OR APPROPRIATE DRAINAGE EASEMENT, BUT NOT UNDERNEATH THE ROADWAY SECTION. ALL UNDERDRAIN SYSTEMS MUST BE CONSTRUCTED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS.
 - ALL UTILITY TRENCHES AND ROADWAY SUBGRADE SHALL BE BACKFILLED AND COMPACTED TO 95 PERCENT DENSITY, STANDARD PROCTOR.
 - OPEN CUTTING OF EXISTING ROADWAYS FOR NON-FRANCHISED UTILITY OR STORM WORK IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY DDES AND NOTED ON THESE APPROVED PLANS. ANY OPEN CUT SHALL BE RESTORED IN ACCORDANCE WITH KCRS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACTOR. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE AT LEAST ONE FLAGGER FOR EACH LANE OF TRAFFIC AFFECTED. MANUAL OR UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY. WORK IN RIGHT-OF-WAY IS NOT AUTHORIZED UNTIL A TRAFFIC CONTROL PLAN IS APPROVED BY KING COUNTY.

APPROVED FOR CONSTRUCTION
DEPARTMENT OF DEVELOPMENT & ENVIRONMENTAL SERVICES

King County, Washington

Date _____ Development Engineer _____



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Civil Engineering & Planning Consultants

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PROJECT NO.: 10018
DRAWN BY: ENM
ISSUE DATE: 03-04-2011
SHEET REV.: 07-26-2012

GENERAL NOTES AND DETAILS

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RW3
SHEET 3 OF 3