KC DLS GENERAL NOTES (*)

1. ALL DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH PERMIT REQUIREMENTS AND THE KINGS COUNTY CODE (KCC), ROAD STANDARDS (KCSWDM) AND THESE GENERAL NOTES. ADDITIONAL STANDARDS AND SPECIFICATIONS MAY BE APPLIED FOR SPECIFIC PROJECTS, INCLUDING BUT NOT LIMITED TO, THE AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM), SAMPLING AND TESTING SOILS AND ROCKS (DRI), AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS, AND THE NATIONAL INSTITUTE OF BUILDING STANDARDS (NIBS). ALL STANDARDS AND SPECIFICATIONS MUST BE IN ACCORDANCE WITH THE KCSWDM:

2. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THE KING COUNTY DEPARTMENT OF PERMITTING AND ENVIRONMENTAL REVIEW (PERM) ENGINEERING REVIEW CHECKLIST. SOME ELEMENTS MAY HAVE BEEN OVERLOOKED OR MISSED BY THE DPER REVIEW. ANY CONSTRUCTION WORK FROM ADAPTED STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY IDENTIFIED BY KCAS PRIOR TO CONSTRUCTION.

3. APPROVAL OF THIS ROAD, GRADING, PARKING AND DRAINAGE PLAN DOES NOT CONSTITUTE APPROVAL OF ANY OTHER CONSTRUCTION (ETC.) OF THE DEVELOPMENT SITE MUST DEMONSTRATE ONE OF THE FOLLOWING:

   A. IN EXISTING UTILITIES AND/OR BUILDINGS

   B. IN A MANNER CONSISTENT WITH THE KCRS STANDARDS

   C. IN A MANNER CONSISTENT WITH THE KCRS MUNICIPAL DESIGN MANUAL

   D. IN A MANNER CONSISTENT WITH THE KING COUNTY STORMDRAIN MANUAL

   E. IN A MANNER CONSISTENT WITH THE KING COUNTY WATER & LAND RESOURCES DESIGN MANUAL

4. BEFORE ANY CONSTRUCTION OR DEVELOPMENT ACTIVITY, A PRECONSTRUCTION MEETING MUST BE HELD BETWEEN THE DPER LAND USE PERMITTING DIVISION APPLICANT, AND THE APPLICANT’S CONSTRUCTION REPRESENTATIVE.

5. A COPY OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

6. GRADING ACTIVITIES (SITE ALTERATION) ARE LIMITED TO THE HOURS OF 7 A.M. AND 7 P.M. MONDAY THROUGH FRIDAY AND 7 A.M. AND 10 P.M. SATURDAY AND SUNDAY, UNLESS OTHERWISE APPROVED WITH A WRITTEN DECISION BY THE REVISING AGENCY.

7. IT SHALL BE THE APPLICANT’S/CONTRACTOR’S RESPONSIBILITY TO OBTAIN ALL CONSTRUCTION PERMITS NECESSARY BEFORE INITIATING OFF-SITE WORK. ELECTION OF THE APPLICANT AND REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

8. CONSTRUCTION ACTIVITIES OR OTHER INSTALLATIONS THAT ARE NOT SHOWN ON THESE APPROVED PLANS SHALL NOT BE CONSTRUCTED UNLESS AN APPLICABLE PERMIT OR APPROVAL IS OBTAINED FROM THE AUTHORITY HAVING JURISDICTION. CHAPTER 8 IS SHOWN THE APPLICANTS TO THE DPER LAND USE INSPECTION DIVISION OR THEIR REPRESENTATIVE.

9. IT IS THE RESPONSIBILITY OF THE APPLICANT TO ENSURE THAT THE PROJECT IS ACCORDING WITH THE KCSWDM, SPECIFICATIONS AND CONTRACT DOCUMENTS ON THE SITE AT ALL TIMES.

10. CONSTRUCTION OF LID SYSTEMS (REPLACEMENT OF ROADWAY DITCHES) MAY REQUIRE APPROXIMATE 30% DRI AND OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE WORK. IT SHALL BE THE APPLICANT’S/CONTRACTOR’S RESPONSIBILITY TO OBTAIN A WRITTEN DECISION BY THE REVIEWING AGENCY.

11. ALL TRADES OR OTHER INSTALLATIONS THAT ARE NOT SHOWN ON THESE APPROVED PLANS SHALL NOT BE CONSTRUCTED UNLESS AN APPLICABLE PERMIT OR APPROVAL IS OBTAINED FROM THE AUTHORITY HAVING JURISDICTION. CHAPTER 8 IS SHOWN THE APPLICANTS TO THE DPER LAND USE INSPECTION DIVISION OR THEIR REPRESENTATIVE.

12. OPEN CUTTING OF EXISTING ROADS FOR NON-FRANCHISED UTILITY OR STORM WORKS IS NOT ALLOWED WITHOUT SPECIFICALLY APPROVED BY DPER AND NOTED ON THESE APPROVED PLANS. ANY OPEN CUT SHALL BE RESTORED IN ACCORDANCE WITH KCAS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SECURITY 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 STREET CROSSINGS (ROAD OTI CATEGORIES) SHALL BE PERFORMED IN ACCORDANCE WITH THE KCAS ROAD AND BRIDGE DESIGN MANUAL.

14. THE APPLICATION OF TRAFFIC CONTROLS FOR COORDINATING THE LOCATIONS OF ALL OUTDOOR CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE KCSWDM:

15. SEASONAL CLEARING (LID) NOT ALLOWED BETWEEN OCTOBER 1 AND MARCH 31 INCLUSIVE UNLESS APPROPRIATELY APPROVED WITH A WRITTEN DECISION BY THE REVISING AGENCY.

16. IMPROVEMENTS AND/OR CONSTRUCTION SHALL NOT BE INSTALLED UNTIL DRAINAGE FACILITIES ARE IN ACCORDANCE WITH (KCC 6/94).

NOTE: REFERENCES KINGS COUNTY SURFACE WATER DESIGN MANUAL, DATED APRIL, 20 IN THIS版的KC DLS GENERAL NOTES ARE EDITED TO KINGS COUNTY STANDARD NOTES BY HUITT-ZOLLARS ARE INDICATED BY UNDERLINING (ADDENDUMS) OR STRIKE THROUGH (DELETIONS).
THE ESTABLISHMENT OF THE PROPOSED CENTERLINE ALIGNMENT FOR THE FOOTHILLS TRAIL PROJECT.

NARRATIVE:

MISS CLOSURE.

POINT NUMBERS 99 AND 3870 IN THE COORDINATE TABLE LISTED HEREIN. THE SOUTHERN
NORTHERLY GPS REFERENCE BASELINE IS BETWEEN THE NORTH QUARTER AND THE NORTHEAST
NAD83-2011 EPOCH 2010.00.

ORTHOMETRIC ELEVATION = 732.791  (USFT)

THE VERTICAL DATUM: NAVD88

TRAVERSE POSITIONS WERE USED TO ADJUST THE HORIZONTAL COORDINATE POSITIONING
THE INTERSECTION OF NORTH RIVER AVENUE AND SOUTH SIDE OF THE EXISTING ASPHALT
AVENUE  AND DIERINGER AVENUE AND NORTHEASTERLY TO A SET 2" BRASS CAP AT SURFACE AT

THE PURPOSE OF THIS SURVEY CONTROL SHEET IS TO ESTABLISH FIXED CONTROL TRAVERSE
POSITIONS (HORIZONTAL AND VERTICAL COORDINATES) ALONG THE THE EXISTING ROUTE OF THE
FOOTHILLS TRAIL AND ADJACENT STATE ROUTE 410, NEAR EMNINCO, WASHINGTON. THESE
SERVICES WERE PROVIDED IN SUPPORT OF CIVIL DESIGN EFFORTS FOR AIDING IN THE
ESTABLISHMENT OF THE PROPOSED CENTERLINE ALIGNMENT FOR THE FOOTHILLS TRAIL PROJECT.

HORIZONTAL BASIS OF COORDINATES (B.O.B.): NAD83-2011

THE WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM OF
NAD83-2011 EPOCH 2010.00.

4 HORIZONTAL POSITIONS WERE DERIVED FROM DIRECT, MULTIPLE RTN GPS OBSERVATIONS,
UTILIZING THE WASHINGTON STATE REFERENCE NETWORK (WSRN), SEPARATE GPS BASELINES ON
EITHER END OF THE CONTROL TRAVERSE WERE CONTRAINDED TO MONUMENTED POSITIONS. THE
NORTHLY GPS REFERENCE BASELINE IS BETWEEN THE NORTH QUARTER AND THE NORTHWEST
CORNER OF SECTION 35, TOWNSHIP 20 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, BEING
POINT NUMBERS 40 AND 33 IN THE COORDINATE TABLE LISTED HERIN. THE SOUTHERN
REFERENCE GPS BASELINE IS BETWEEN THE MONUMENTED INTERSECTION OF NORTH RIVER
AVENUE AND DIERINGER AVENUE AND NORTHEASTERLY TO A SET 2" BRASS CAP AT SURFACE AT
THE INTERSECTION OF NORTH RIVER AVENUE AND SOUTH SIDE OF THE EXISTING ASPHALT
FOOTHILLS TRAIL, BEING POINT NUMBERS 31 AND 32 IN THE LISTED COORDINATE TABLE HEREIN.
A STAR-VEE LEAST SQUARES ADJUSTMENT BETWEEN SAID RTN BASELINES AND INTERMEDIATE
TRAVERSE POSITIONS WERE USED TO ADJUST THE HORIZONTAL COORDINATE POSITIONING
YIELDING A 95% CONFIDENCE IN POSITIONAL TOLERANCE.

THE VERTICAL DATUM: NAVD88

PUBLISHED WSDOT DATA SHEET, DESIGNATION BM7410-64, MONUMENT ID: 2872, DATED
07/08/2007 (LISTED IN COORDINATE TABLE HEREIN)

ORTHOMETRIC ELEVATION = 732.791  (USFT)

THIS IS THE PROJECT VERTICAL BENCHMARK (BM), AND ALL ESTABLISHED FIXED CONTROL
TRAVERSE ADJUSTED POSITIONS WERE DIFFERENTIAL LEVELLED THROUGH USING A TRIMBLE DTM
DIGITAL LEVEL AND BARCODE ROD. TOTAL LEVEL RUN LENGTH IS 15,000' YIELDING A 0.019' RAW
MISS CLOSURE.

CONTROL POINT NO. 22, WEST QUARTER CORNER OF SECTION 35, TOWNSHIP 20 NORTH,
RANGE 6 EAST, W.M., CENTER SEAM OF BRIDGE OVER BOISE CREEK. MONUMENT TO BE
RE-SET WITH MON IN CASE BY OTHERS AS PART OF SCHEDULED 2021 BOISE CREEK
BRIDGE WORK AND SHALL BE USE FOR REFERENCE ONLY.

Security: Read Only. Call before you dig.
1. Foothills Trail Phase II, Segment B begins at the approximate center of the existing Boise Creek Arch Bridge, where the Foothills Trail Phase I, Segment A ends.

MATCH LINE = APPROX. COUNTY BOUNDARY
LINE AT TRAIL CENTERLINE STATION ±155'-75"
1. The existing Boise Creek Bridge has an H-15 load limit rating. Heavy equipment and materials exceeding 10 tons shall not be permitted on the bridge structure. Contractor shall post and maintain construction load limit warning signs on working end of the bridge structure until permanent load limit warning signage is installed.

2. Protect and maintain existing mid mountain road traffic warning signs located within the clearing limits throughout construction.

3. The contractor shall submit traffic control plans of construction activities in SE mid mountain road for King County department of local services review and approval. The traffic control plans shall include, but not limit to, road closure with detour plans, lane closure, work within the right-of-way, and temporary construction traffic entering leaving the roadway.

4. Phase II, Segment A end of trail chain link fencing and trail closure signs at the Boise Creek Bridge have been installed by others. Contractor to maintain and/or modify the temporary fencing measures as needed to restrict public access to the Boise Creek Bridge construction activities. Following construction, the contractor shall remove these temporary fencing measures as part of their work.

5. Existing water service to House #24316 to remain in service. If the existing water service piping is encountered during construction the contractor shall provide and install water service by-pass system(s) as needed to maintain service to House #24316. See sheet DWG CE-102 for final water service improvements.

6. The Foothills Trail, north of the Boise Creek Bridge is open for public use. Unauthorized construction access north of the bridge is not permitted.

7. King County Parks Trail Improvements crossing parcel #642700-0225 via trail, access easement recording number 20160805001035.

The existing Boise Creek Bridge has an H-15 load limit rating. Heavy equipment and materials exceeding 10 tons shall not be permitted on the bridge structure. Contractor shall post and maintain construction load limit warning signs on working end of the bridge structure until permanent load limit warning signage is installed.

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Phase II, Segment A end of trail chain link fencing and trail closure signs at the Boise Creek Bridge have been installed by others. Contractor to maintain and/or modify the temporary fencing measures as needed to restrict public access to the Boise Creek Bridge construction activities. Following construction, the contractor shall remove these temporary fencing measures as part of their work.

Existing water service to House #24316 to remain in service. If the existing water service piping is encountered during construction the contractor shall provide and install water service by-pass system(s) as needed to maintain service to House #24316. See sheet DWG CE-102 for final water service improvements.

The Foothills Trail, north of the Boise Creek Bridge is open for public use. Unauthorized construction access north of the bridge is not permitted.

King County Parks Trail Improvements crossing parcel #642700-0225 via trail, access easement recording number 20160805001035.
SE 34 & 35, T 20 N, R 6 E, W.M.

**SHEET NOTES**

1. Construction activities shall be scheduled and coordinated to maintain vehicle access to House # 24316 for the duration of the project.

2. See sheet notes on Sheet CE-101 regarding traffic control requirements for work within and adjacent to SE Mud Mountain Road.

3. Existing residential improvements on this King County Parks owned parcel not shown, to be demolished and removed by others.

4. Provide temporary check dams per detail on Sheet CE-501 along the existing swale of SE Mud Mountain Road.

5. Contractor shall cut, salvage and transport identified specimen trees to KC Parks saw mill as directed by the Owners Project Representative. The contractor shall remove the remaining trees, stumps and woody debris located within the clearing limits.


7. Identified culturally sensitive area shall be flagged by surveyor. Unauthorized excavation shall not be permitted within this sensitive area.

8. The stabilized construction entrance location shown for reference only. The contractor shall install and maintain the stabilized construction entrance where the contractor’s construction equipment and vehicles will be directed to enter and leave SE Mud Mountain Road for the duration of the project. Additional measures may be required to ensure that all roadway surfaces are kept clean throughout the project. See stabilized construction entrance notes and details on Sheet CE-501.

9.King County Parks Trail Improvements crossing parcel # 3403809366 within trail access easement recording number 2010000992.

**NOTES**

1. Perimeter protection (Silt Fence/Wattle) shown offset from clearing limits for legibility only. Perimeter protection shall be placed at clearing limit line where indicated.

2. Keep all construction equipment, materials, and activities within the Silt Fence/Clearing Limits Area.

3. Remove branches growing to 12 feet above the ground surface within the Silt Fence/Clearing Limits Area. Cut clean and flush to trunk of tree.

**KEY MAP**

- **CLEARING LIMITS**
- **PERIMETER PROTECTION** (Silt Fence/Wattle)
- **TREES TO BE REMOVED**
- **CLR LIMIT = EP (TYP)**
- **PRINTING**
- **STABILIZED CONSTRUCTION ENTRANCE** (REFERENCE ONLY)
- **CHECK DAM (TYP)**
- **NEW DRIVEWAY ALIGNMENT FOR EXISTING WATER SERVICE LINE**
- **SEE SHEET NOTE 6**
- **EXISTING DRIVEWAY ALIGNMENT**
- **SEE SHEET NOTE 1**
- **REMOVABLE FENCING AS SHOWN**
- **EXISTING LARGE FIR TREE TO BE SAVED**
- **SENSITIVE AREA. SEE SHEET NOTE 7.**

**PROJECT**

- **ендед 2021年5月24日**
- **9:33am**
- **KING COUNTY DEPT. OF NATURAL RESOURCES & PARKS**
- **CONTRACT # C---**
- **KING COUNTY DLSPD APPROVAL**
- **DATE**
- **CONTRACT NO.**
- **FILE**
- **SITE NO.**
- **PROJECT NO.**
- **ISSUE / REVISIONS**
- **DEVELOPMENT ENGINEER**
- **PERIMETER PROTECTION**
- **EROSION CONTROL PLAN**
- **WHITE RIVER**
- **GRDE XX-XXXX**
- **Completion Date**
- **Telephone: (206) 477-4527**
- **Seattle, Washington 98104**
- **201 So. Jackson Street, Suite 700**
- **Parks and Recreation Division**
- **Department of Natural Resources**
- **Huitt-Zollars, Inc.**
- **Seattle**
- **818 Stewart St, Suite 1120**
- **Seattle, Washington, 98101-1479**
- **Senior Engineer**
- **Review Engineer**
- **KING COUNTY DLSPD APPROVAL**
- **DATE**
- **CONTRACT NO.**
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**Review Engineer**

**Senior Engineer**

**KING COUNTY DLSPD APPROVAL**

**DATE**

**CONTRACT NO.**

**FILE**

**SITE NO.**

**PROJECT NO.**

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**DEVELOPMENT ENGINEER**

**PERIMETER PROTECTION**

**EROSION CONTROL PLAN**

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**Seattle, Washington, 98101-1479**

**Senior Engineer**

**Review Engineer**
**Sheet Notes**

1. Install permanent 12-inch Ø drain culvert pipe in lieu of a temporary culvert. See sheet CG-106.

2. Contractor to maintain existing roadside drainage during construction. Steel sheet protecting the existing ditch or the use of temporary drainage pipes to convey the surface flows will be permitted. The roadside drainage ditch will be restored to its existing configuration following construction.

3. See Sheet Note 2 on sheet CE-101 for FE MUD MOUNTAIN ROAD traffic control requirements.

4. Existing roadside drainage at gravel driveway entrance follows edge of existing pavement and continues downstream along the edge of the pavement. Contractor shall direct surface flows across gravel driveway entrance to convey runoff to the existing roadside drainage downstream.

5. Protect and maintain existing mud mountain road traffic warning signs located within the clearing limits throughout construction.

6. Contractor to provide temporary SE MUD MOUNTAIN ROAD construction access control. The contractor shall lock and secure the construction site at the end of each working day.

7. Clearing limits shall be extended as needed to be located outside of the delineated chain. All rock armor removal shall be clearly located outside of the stream/river delineation.

8. Existing concrete utility poles and overhead utilities within the clearing limits are scheduled to be relocated prior to construction.
Know what's before you dig.

1. CLEARING LIMITS TO BE FIELD ADJUSTED AS NEEDED TO BE LOCATED OUTSIDE OF THE DELIMITED OHWM. ALL ROCK ARMOR REMOVAL SHALL BE CLEARLY LOCATED OUTSIDE OF THE STREAM / RIVER DELINEATION.


3. KING COUNTY PARKS TRAIL IMPROVEMENTS CROSSING PARCEL # 3420069026 WITHIN TRAIL ACCESS EASEMENT RECORDING NUMBER 20160720001288. MATCH LINE SEE SHEET CE-103.

4. ADDITIONAL ROCK ARMOR REMOVAL CLEARING LIMIT AREAS (SHOWN HATCH) THAT IS LOCATED OUTSIDE OF THE TRAIL IMPROVEMENTS CLEARING LIMITS AREA. THE ROCK ARMOR REMOVAL SCOPE OF WORK IS REFERENCED IN THE KING COUNTY PARKS TRAIL IMPROVEMENTS CLEARING LIMIT LINE WHERE INDICATED.

5. CONTRACTOR SHALL INSTALL SEDIMENT TRAP TO COLLECT SURFACE RUNOFF AT LOW POINTS OF DISTURBED GROUND SURFACE. SEDIMENT TRAP LOCATION, SIZE AND SHAPE ARE SHOWN AS ILLUSTRATION ONLY. THE SEDIMENT TRAP SHALL BE CONSTRUCTED TO FIT THE SITE CONDITIONS AND SHALL PROVIDE A MINIMUM 60 SQUARE FEET OF SURFACE AREA. SEE DETAIL 1 ON SHEET CE-S1 FOR MORE REQUIREMENTS.

6. SURFACE WATER FROM DISTURBED AREAS SHALL BE ROUTED TO SEDIMENT RETENTION FACILITIES TO REMOVE SEDIMENT BEFORE BEING RELEASED FROM THE SITE. NATIVE SOIL CONDITIONS (SANDY GRAVEL) INDICATE INFILTRATION MAY OCCUR WITHIN THE TEMPORARY CONVEYANCE SWALES AND SEDIMENT TRAPS. PROVIDING FOR PUMPING COLLECTED SURFACE WATER TO A RUNOFF SEDIMENT CONTAINMENT STORAGE TANK (BAKER TANK) AND / OR VEGETATED FLOW PATH TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT LEAVE THE CONSTRUCTION SITE OR VIOLATE APPLICABLE WATER STANDARDS. THE CONTRACTOR SHALL MONITOR DISCHARGE TO CONFIRM THAT SEDIMENT-LADEN WATER DOES NOT LEAVE THE CONSTRUCTION SITE.
ADDITIONAL ROCK ARMOR REMOVAL CLEARING LIMIT AREAS (SHOWN HATCHED) THAT IS LOCATED OUTSIDE OF THE TRAIL IMPROVEMENTS CLEARING LIMITS AREA. THE ROCK ARMOR REMOVAL SCOPE OF WORK IS REFERENCED IN THE KING COUNTY PARKS INDIAN TRIBE SENA COMMENT LETTER DATED APRIL 19, 2018 TO THE MUCKLESHOOT INDIAN TRIBE.

1. ROCK ARMOR CLEARING LIMITS TO BE FIELD ADJUSTED AS NEEDED TO BE LOCATED OUTSIDE OF THE DELINEATED DbHWM. ALL ROCK ARMOR REMOVAL SHALL BE CLEARLY LOCATED OUTSIDE OF THE STREAM/RIVER DELINEATION.

2. APPROXIMATE LIMITS OF THE EXISTING ROCK ARMOR TO BE REMOVED ARE SHOWN. THE CONTRACTOR SHALL WORK WITH THE OWNER'S PROJECT REPRESENTATIVE TO VERIFY AND Flag THE LIMITS OF THE ROCK ARMOR SUBJECT FOR REMOVAL.

3. TREES REMOVED WITHIN THE CLEARING LIMITS SHALL BE USED AS HABITAT LOSS, SEE MITIGATION PLANS.

4. SMALL LOGS, BRANCHES AND LIMBS FROM ON-SITE REMOVED TREES SHALL BE USED TO CONSTRUCT FINE WOODY DEBRIS PILES, SEE MITIGATION PLANS.

NOTES

1. PERIMETER PROTECTION (SILT FENCE/WATTLE) SHOWN OFFSET FROM CLEARING LIMITS FOR LEGIBILITY ONLY. PERIMETER PROTECTION SHALL BE PLACED AT CLEARING LIMIT LINE WHERE INDICATED.

2. KEEP ALL CONSTRUCTION EQUIPMENT, MATERIALS, AND ACTIVITIES WITHIN THE SILT FENCE/CLEARING LIMITS AREA.

3. REMOVE BRANCHES GROWING TO 12 FEET ABOVE THE GROUND SURFACE WITHIN THE SILT FENCE/CLEARING LIMITS AREA. CUT CLEAN AND FLUSH TO TRUNK OF TREE.

LEGEND

- CLEARING LIMITS
- PERIMETER PROTECTION (SILT FENCE/WATTLE)
- TREES TO BE REMOVED
- TEST PIT 
- DRILLING #

EROSION CONTROL PLAN

FOOTHILLS TRAIL

PHASE II SEGMENT B

CONTRACT # C-

KING COUNTY DLSPD APPROVAL

90% SUBMITTAL

CE-301

90% SUBMITTAL
1. Approve of this erosion and sediment control (ESC) plan does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.).

2. The implementation of these ESC plans and the construction, placement, and upgrading of these ESC facilities is the responsibility of the Escator’s supervisor. All construction activities shall be monitored and reviewed by the ESC supervisor until all construction has been completed. These ESC facilities shall be maintained to ensure that all disturbed areas are kept clean and tracts out to road right of way do not occur during the duration of the project.

3. The ESC facilities shown on this plan must be constructed prior to or in conjunction with all clearing and grading so as to ensure that the transfer of sediment to surface waters, drainage systems, and adjacent properties is minimized.

4. Any permanent retention/detention facilities used as a temporary setting basin shall be modified with the necessary erosion control measures and shall provide adequate storage capacity. If the facility is functionally and physically an infiltration system, the temporary facility must be rough graded so that the bottom and sides are at least three feet above the final grade of the permanent facility.

5. Prior to the beginning of the wet season (Oct. 1 to April 30), all disturbed areas shall be reviewed to identify which ones can be seeded in the dry season (May 1 to Sept. 30). Any area needing ESC measures that do not require immediate attention shall be addressed within seven (7) days.

6. All areas disturbed by construction activities shall be restored to a condition equal to or better than what was there prior to construction.

7. The contractor shall install, maintain and upon completion of the project, remove all temporary erosion and sedimentation control features.

8. Existing utilities shown are based on a field survey and are also supplemented with available records.

9. Prior to beginning construction, the contractor shall call 811 “call before you dig” to notify of all existing utility locations. “call before you dig” must be notified within ten working days prior to excavation at a particular location.

10. The contractor shall install temporary (movable) construction chain link fencing and gates as needed to protect materials and equipment within the construction limits and designated staging areas during both working and non-working hours. Construction access locations will require temporary construction fencing and gates as needed to secure the site and prevent public vehicle access to the work areas.

11. The contractor shall clearly mark construction limits with bright colored survey flagging set to at least four feet high and supported with vegetation or anchor post. If survey flagging does not adequately identify approved construction limits, additional construction limits fencing (e.g. with the manufacturer’s recommendations. A sheet chain will be required.

12. The contractor shall furnish and maintain de-watering devices that may be required by the work. De-watering water discharge from the work area shall be free from silt, sediment and debris. If required, discharge water shall be made clear by use of filters, a silt fence and/or other measures at the contractor’s expense. See project manual for geotechnical report.

13. The contractor shall restore, repair, and make adjustments to double rows and areas of temporary erosion control measures that do not return to a condition equivalent or better than what was present prior to construction. The contractor’s expense.

14. The contractor shall provide a list of all disturbed areas and activities related to their work. The activities of the contractors, suppliers, and subcontractors, at their expense.

TEMPORARY EROSION CONTROL SEED MIX (*):

<table>
<thead>
<tr>
<th>SEED TYPE</th>
<th>% WEIGHT</th>
<th>% PURITY</th>
<th>% GERMINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHEWINGS OR RED FESCUE</td>
<td>40</td>
<td>98</td>
<td>90</td>
</tr>
<tr>
<td>ANNUAL OR PERENNIAL RYE</td>
<td>40</td>
<td>98</td>
<td>90</td>
</tr>
<tr>
<td>BEEFSTEAK OR COLONIAL</td>
<td>10</td>
<td>92</td>
<td>85</td>
</tr>
<tr>
<td>WHITE DUTCH CLOVER</td>
<td>10</td>
<td>92</td>
<td>85</td>
</tr>
</tbody>
</table>

* SEED MUST BE APPLIED AT A RATE OF 120 POUNDS PER ACRE.

TEMPORARY EROSION CONTROL SEED MIX:

1. The contractor shall install, maintain and upon completion of the project, remove all temporary erosion and sedimentation control features.

2. Existing utilities shown are based on a field survey and are also supplemented with available records.

3. Prior to beginning construction, the contractor shall call 811 “call before you dig” to notify of all existing utility locations. “call before you dig” must be notified within ten working days prior to excavation at a particular location.

4. The contractor shall install temporary (movable) construction chain link fencing and gates as needed to protect materials and equipment within the construction limits and designated staging areas during both working and non-working hours. Construction access locations will require temporary construction fencing and gates as needed to secure the site and prevent public vehicle access to the work areas.

5. The contractor shall clearly mark construction limits with bright colored survey flagging set to at least four feet high and supported with vegetation or anchor post. If survey flagging does not adequately identify approved construction limits, additional construction limits fencing (e.g. with the manufacturer’s recommendations. A sheet chain will be required.

6. The contractor shall furnish and maintain de-watering devices that may be required by the work. De-watering water discharge from the work area shall be free from silt, sediment and debris. If required, discharge water shall be made clear by use of filters, a silt fence and/or other measures at the contractor’s expense. See project manual for geotechnical report.

7. The contractor shall provide a list of all disturbed areas and activities related to their work. The activities of the contractors, suppliers, and subcontractors, at their expense.

8. The contractor shall install temporary protective measures to protect surfaces and areas adjacent to the work areas.

9. The contractor shall furnish and maintain de-watering devices that may be required by the work. De-watering water discharge from the work area shall be free from silt, sediment and debris. If required, discharge water shall be made clear by use of filters, a silt fence and/or other measures at the contractor’s expense. See project manual for geotechnical report.

10. The contractor shall provide a list of all disturbed areas and activities related to their work. The activities of the contractors, suppliers, and subcontractors, at their expense.

11. The contractor shall furnish and maintain de-watering devices that may be required by the work. De-watering water discharge from the work area shall be free from silt, sediment and debris. If required, discharge water shall be made clear by use of filters, a silt fence and/or other measures at the contractor’s expense. See project manual for geotechnical report.
1. FILTER FABRIC FENCES SHALL BE INSTALLED ALONG CONTOUR WHenever POSSIBLE.

2. STABILIZED CONSTRUCTION ENTRANCE

3. INLET PROTECTION

4. CONSTRUCTION LIMIT FENCE

5. PLASTIC COVERING

6. STRAW WATTLEs (PERIMETER PROTECTION)

NOTES:
1. WITH THE CLEARING LIMITS BEING PRIMARILY LOCATED WITHIN CRITICAL AREAS AND THEIR BURGERS, DETAIL 4 WILL BE REQUIRED TO PREVENT ENCROACHMENT INTO THE AREAS THAT ARE NOT TO BE DISTURBED.

2. THE CLEARING LIMIT FENCE SHALL NOT BE WIRE OR STAPLED TO TREES.

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, SECTION D.2.1.1

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.2.D

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, Fig. D.2.1.4.A

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.5.F

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.3.A

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.4.A

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.5.F

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.2.E

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.2.D

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.2.E

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.2.E

REFERENCE: 2016 KING CO. SURFACE WATER DESIGN MANUAL, FIG. D.2.1.2.E
SE 34 & 35, T 20 N, R 6 E, W.M.

SEE SHEET CG-112 FOR BRIDGE SURFACING PLAN

SEE SHEET CG-102 FOR PROFILE VIEW

SHEET NOTES

1. Connect Storm Drain Outlet to the Existing Concrete Culvert located below the Existing Boise Creek Bridge Deck. Drainage work to be coordinated with Bridge Repair and Wall A Construction. Excavate down to top of Existing Concrete D-Shaped Culvert and Core Drill through top of the Concrete Culvert and connect the 8" outlet near the top of the Existing Concrete Culvert Structure. IE = 664.4. See profile and additional notes of Sheet CG-102.

2. The Contractor shall coordinate with the City of Enumclaw with regard to the construction of Wall A1 adjacent to the City's Existing Natural Gas Line. The Contractor shall coordinate the relocation of the natural gas line with the City of Enumclaw if the pipeline is encountered and relocation deemed necessary.

3. Records indicate that construction excavation activities will encounter an existing gas service line that is no longer in service. The Contractor shall coordinate their construction activities with the City of Enumclaw in order to identify the location and proper abandonment of this gas service line no longer in service.

4. Existing City of Enumclaw Water Main. See Sheet CJ-10 for water main revision and construction of new water service for House #24316.

SE 34 & 35, T 20 N, R 6 E, W.M.

SEE SHEET CG-112 FOR BRIDGE SURFACING PLAN

SEE SHEET CG-102 FOR PROFILE VIEW

1. Connect Storm Drain Outlet to the Existing Concrete Culvert located below the Existing Boise Creek Bridge Deck. Drainage work to be coordinated with Bridge Repair and Wall A1 Construction. Excavate down to top of Existing Concrete D-Shaped Culvert and Core Drill through top of the Concrete Culvert and connect the 8" outlet near the top of the Existing Concrete Culvert Structure. IE = 664.4. See profile and additional notes of Sheet CG-102.

2. The Contractor shall coordinate with the City of Enumclaw with regard to the construction of Wall A1 adjacent to the City's Existing Natural Gas Line. The Contractor shall coordinate the relocation of the natural gas line with the City of Enumclaw if the pipeline is encountered and relocation deemed necessary.

3. Records indicate that construction excavation activities will encounter an existing gas service line that is no longer in service. The Contractor shall coordinate their construction activities with the City of Enumclaw in order to identify the location and proper abandonment of this gas service line no longer in service.

4. Existing City of Enumclaw Water Main. See Sheet CJ-10 for water main revision and construction of new water service for House #24316.
SE MUD MOUNTAIN ROAD

Know what's
Call

SEE DETAIL 3, SHEET CG-413
12"Ø PIPE OUTLET W/BEVELED END
E = 18458.7
PT = 148+42.26
S = 4.0%
45 LF, 12"Ø N-12, 3:1
MATCH LINE SEE SHEET CG-106
W/ BEEHIVE GRATE

START TRENCH DRAIN
STA 144+48.2, 12" CF, E = 685.5
SEE DETAIL 2, SHEET CG-552

EXISTING GAS SERVICE LINE
SEE SHEET NOTE 2.

EXISTING ROADSIDE DITCH, RESTORE DITCH IMPACTED BY CONSTRUCTION ACTIVITIES.

CB #81, 48-INCH TYPE 2
STA 144+47.3, 12" RT
(SEE SHEET NOTE 3)
RIM = 672.7
E = 687.7
I = 685.0

CB #82, TYPE 1 W/ STANDARD GRATE
STA 144+46.7, 12" RT
(SET CB NEAR END OF WALL #3)
RIM = 672.0
I = 685.0

STA ±147+67, ±12' RT

SEE DETAIL 2, SHEET CG-502.
6" C/O, IE = 696.5
CG-302

SEE SHEET CG-104 FOR TRAIL PROFILE
SEE SHEET CG-401 FOR BLOW-UP DETAIL PLAN AND PROFILE OF STORM DRAINAGE SYSTEM

HOUSE # 24316 DRIVEWAY IMPROVEMENTS

HOUSE # 24316

SEE SHEET CG-105 FOR DRIVEWAY PROFILE

THE EXISTING ABANDON IN PLACE CONCRETE POOL AND FOUNDATION STRUCTURES WILL BE ENCLOSED DURING DRIVEWAY EXCAVATION ACTIVITIES. SEE SHEET NOTE 2.

GOLF TRENCH DRAIN
SEE DETAIL 1, SHEET CG-552

KEY MAP

LEGEND (PROPOSED)

PAVED ASPHALT SURFACE
GRAVEL SURFACE
RETAINING WALL, CUT SECTION
SEE STRUCTURAL SHEETS
HIGH POINT
LOW POINT
FLOW ARROW
CROSS SLOPE TRANSITION
SWALE/DITCH FLOW LINE
PROPOSED CONTOUR MAJOR
PROPOSED CONTOUR MINOR
PROPOSED TRENCH DRAIN
PROPOSED STORM PIPE

CONTRACTOR:

SE MUD MOUNTAIN ROAD

Completion Date

90% SUBMITTAL

1. UNAUTHORIZED EXCAVATION SHALL NOT BE PERMITTED WITHIN THE CULTUALLY SENSITIVE AREA.
2. THE CONTRACTOR SHALL REMOVE ANY PORTION OF THE EXISTING ABANDON IN PLACE CONCRETE POOL AND HOUSE FOUNDATION STRUCTURES THAT IS LOCATED WITHIN 2-FEET VERTICALLY AND 3-FEET HORIZONTALLY OF THE DRIVEWAY FINISH GRADE IMPROVEMENTS.
3. RECORDS INDICATE THE EXISTING NATURAL GAS SERVICE FOR HOUSE # 24316 IS AT THIS LOCATION. CONTRACTOR SHALL POPTHOLE AND LOCATE THE SERVICE LINE TO DETERMINE IF THE NATURAL GAS SERVICE LINE WILL BE ENCOUNTERED DURING CONSTRUCTION AND MAKE ANY DRAINAGE FIELD ADJUSTMENTS NEEDED FOR THE NATURAL GAS SERVICE LINE TO REMAIN. THE CONTRACTOR SHALL COORDINATE ANY NECESSARY ADJUSTMENT TO THE GAS SERVICE LINE WITH THE CITY OF ENUMCLAW.

90% SUBMITTAL
1. WATCH FINISH GRADE AT EDGE OF PAVED ROADWAY. SAW CUT CLEAN, STRAIGHT EDGE ± 1' FROM EXISTING EDGE OF ASPHALT AND SEAL JOINT.

2. THE CONTRACTOR SHALL REMOVE ANY PORTION OF THE EXISTING ABANDON IN-PLACE CONCRETE POOL AND HOUSE FOUNDATION STRUCTURES THAT IS LOCATED WITHIN 2- FEET VERTICALLY AND 2- FEET HORIZONTALLY OF THE DRIVEWAY FINISH GRADE IMPROVEMENTS.

3. IDENTIFIED CULTURALLY SENSITIVE AREA SHALL BE FLAGGED BY SURVEY. UNAUTHORIZED EXCAVATION SHALL NOT BE PERMITTED WITHIN THE CULTURALLY SENSITIVE AREA.

SEE SHEET CG-103 FOR DRIVEWAY PLAN

DRIVEWAY TURN-AROUND PROFILE

DRIVEWAY PROFILE

SHEET NOTES

1. MATCH FINISH GRADE AT EDGE OF PAVED ROADWAY. SAW CUT CLEAN, STRAIGHT EDGE ± 1' FROM EXISTING EDGE OF ASPHALT AND SEAL JOINT.

2. THE CONTRACTOR SHALL REMOVE ANY PORTION OF THE EXISTING ABANDON IN-PLACE CONCRETE POOL AND HOUSE FOUNDATION STRUCTURES THAT IS LOCATED WITHIN 2- FEET VERTICALLY AND 2- FEET HORIZONTALLY OF THE DRIVEWAY FINISH GRADE IMPROVEMENTS.

3. IDENTIFIED CULTURALLY SENSITIVE AREA SHALL BE FLAGGED BY SURVEY. UNAUTHORIZED EXCAVATION SHALL NOT BE PERMITTED WITHIN THE CULTURALLY SENSITIVE AREA.
ELEVATED TRAIL APPROACH AND CROSSING OF WHITE RIVER SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL BRIDGE PLANS.

SEE SHEET CG-109 FOR PROFILE

SHEET NOTES

1. END / BEGINNING OF GEOSYNTHETIC WALL #S 4, 5 AND 6 TO BE COORDINATED WITH THE STRUCTURAL JUMP SPAN REQUIREMENTS. SEE STRUCTURAL PLANS.

GRADING PLAN
STA 151+50 TO WHITE RIVER BRDG NORTH ABUTMENT

LEGEND (PROPOSED)

PAVED ASPHALT SURFACE
GRAVEL SURFACE
RETAINING WALL, CUT SECTION
SEE STRUCTURAL SHEETS
RETAINING WALL, FILL SECTION
SEE STRUCTURAL SHEETS
HIGH POINT
LOW POINT
FLOW ARROW
CROSS SLOPE TRANSITION
SWALE/DITCH FLOW LINE
PROPOSED CONTOUR MAJOR
PROPOSED CONTOUR MINOR
PROPOSED TRENCH DRAIN
PROPOSED STORM PIPE

MATCH LINE SEE SHEET CG-106

 KC PARKS PROPERTY
 PRIVATE PROPERTY
 SEE SHEET CG-109 FOR PROFILE

Elevated trail approach and crossing of White River shown for reference only. See structural bridge plans.

See sheet CG-109 for profile.

Sheet notes:

1. End / beginning of geosynthetic wall #s 4, 5 and 6 to be coordinated with the structural jump span requirements. See structural plans.

Grading plan STA 151+50 to White River Bridg North Abutment.

Legend (proposed):

- Paved asphalt surface
- Gravel surface
- Retaining wall, cut section
  - See structural sheets
- Retaining wall, fill section
  - See structural sheets
- High point
- Low point
- Flow arrow
- Cross slope transition
- Swale/ditch flow line
- Proposed contour major
- Proposed contour minor
- Proposed trench drain
- Proposed storm pipe

Match line see sheet CG-106.
**Sheet Notes**

1. Structural plans and calculations of bridge & piers will be reviewed and approved by King County Department of Services, Clearing and Grading Permit.

2. Clearing and grading activities and critical area mitigation within the City of Buckley will be reviewed and approved by the City of Buckley.

3. King County Parks Trail Improvements crossing Parcel # 340098026 within trail access easement recording number 20160720001288.

**Legend (Proposed)**

- Paved asphalt surface
- Gravel surface
- Retaining wall, cut section
- See structural sheets
- Retaining wall, fill section
- See structural sheets
- High point
- Low point
- Flow arrow
- Cross slope transition
- Swale/ditch flow line
- Proposed contour major
- Proposed contour minor
- Proposed trench drain
- Proposed storm pipe

**Note:**

- For the proposed project, King County Parks Trail Improvement crossing Parcel # 340098026 within trail access easement recording number 20160720001288.

**Key Map**

- APPROXIMATE KING COUNTY - PIERCE COUNTY BOUNDARY
- WHITE RIVER BRIDGE SPAN
- SEE STRUCTURAL PLANS
- ELEVATED TRAIL APPROACH AND CROSSING OF WHITE RIVER SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL PLANS
- FORMER SR-410 SOUTH BRIDGE PIER SEE SHEET NOTE 1.
- FORMER SR-410 CENTER BRIDGE PIER SEE SHEET NOTE 1.
- FORMER SR-410 NORTH BRIDGE PIER SEE SHEET NOTE 1.
- KC PARKS TRAIL EASEMENT SEE SHEET NOTE 3.

**Additional Information:**

- **Approach and Crossing of White River:** Shown for reference only. See structural plans.
- **Former SR-410 Bridge Piers:**
  - South Bridge Pier: See Sheet Note 1.
  - Center Bridge Pier: See Sheet Note 1.
  - North Bridge Pier: See Sheet Note 1.
- **KC Parks Trail Easement:** See Sheet Note 3.

**Location:**

- **Junction:**
  - Sec. 34 & 35, T 20 N, R 6 E, W.M.
  - City of Buckley
  - King County (Unincorporated)
  - Pierce County

**Project Information:**

- **Junction:**
  - 201 So. Jackson Street, Suite 700
  - Telephone: (206) 477-4527
  - Fax: (206) 263-6217

- **City of Buckley:**
  - Formers SR-410 South Bridge Pier
  - See Sheet Note 1.
  - Center Bridge Pier
  - See Sheet Note 1.
  - North Bridge Pier
  - See Sheet Note 1.

- **Former SR-410:**
  - Center Bridge Pier
  - See Sheet Note 1.
  - North Bridge Pier
  - See Sheet Note 1.

**Supplementary Information:**

- **Approximate King County - Pierce County Boundary:**

---

**Sheet Title:**

- **Checkered By:**
  - Scott Smith, P.E.
  - Development Engineer

- **Drawn By:**
  - Huitt-Zollars, Inc.
  - Phone (206) 324-5500
  - Fax (206) 328-1880

- **File:**
  - J:\15095305 - Foothills Trail E00115E08\10 CADD & BIM\10.1 AutoCAD\90% Sheet Files\AM20 15095305-CG110.dwg

- **Date:**
  - Monday, May 24, 2021

- **Contract No.:**
  - Contract # C---

- **Project No.:**
  - E00115E08 - AM. 20

- **Site No.:**
  - 15095305

- **Phase II Segment B:**
  - Construction Staging Area.

- **Key Map:**
  - APPROXIMATE KING COUNTY - PIERCE COUNTY BOUNDARY

- **Contract & BIM:**
  - Sheet CG-110

- **Issue / Revisions:**
  - 90% Submittal

- **Completion Date:**
  - May 24, 2021

- **Scale (in Feet):**
  - 0
  - 10
  - 20
  - 40

- **Section:**

  - Sec. 34 & 35, T 20 N, R 6 E, W.M.

- **Outline:**

  - King County Outline of Natural Resources & Parks

- **Department:**
  - Parks and Recreation Division

- **Address:**
  - 818 Stewart St, Suite 1120
  - Seattle, Washington, 98101-1479

- **Phone:**
  - (206) 324-5500

- **Fax:**
  - (206) 328-1880
WHITE RIVER BRIDGE SPAN
SEE STRUCTURAL PLANS

WHITE RIVER ACTIVE CHANNEL
(NOT SURVEYED, SHOWN FOR REFERENCE ONLY)

STREAM C

CONSTRUCTION STAGING AREA
SEE SHEET NOTE 2

FORMER SR-410
SOUTH BRIDGE PIER
SEE SHEET NOTE 1.

FORMER SR-410
CENTER BRIDGE PIER
SEE SHEET NOTE 1.

FORMER SR-410
NORTH BRIDGE PIER
SEE SHEET NOTE 1.

BASE FLOOD ELEV 631.8

BASE FLOOD ELEV 632.4

BASE FLOOD ELEV 630.0

WS ± 629.0 (*)

WS ± 628.5 (*)

WS ± 626.5 (*)

SEE WHITE RIVER BRIDGE PLAN SHEET S-25 FOR SOUTH PIER RETROFIT MEASURES.

SEE WHITE RIVER BRIDGE PLAN SHEET S-20 & S-13 FOR NORTH PIER RETROFIT MEASURES.

SEE WHITE RIVER BRIDGE PLAN SHEET S-20 FOR CENTER PIER RETROFIT MEASURES.

WHITE RIVER ACTIVE CHANNEL
(Not surveyed, shown for reference only)

(*) WATER SURFACE ELEVATION MEASURED BY SURVEY ON JAN 7, 2016

SEE SHEET NG-110 FOR TRAIL PLAN

1. STRUCTURAL PLANS AND CALCULATIONS OF BRIDGE & PIERS WILL BE REVIEWED AND APPROVED BY KING COUNTY D.O.T. BRIDGE AND STRUCTURAL GROUP UNDER THE KING COUNTY DEPARTMENT OF LOCAL SERVICES CLEARING AND GRADING PERMIT.

2. CLEARING AND GRADING ACTIVITIES AND CRITICAL AREA MITIGATION WITHIN THE CITY OF BUCKLEY WILL BE REVIEWED AND APPROVED BY THE CITY OF BUCKLEY.

90% SUBMITTAL
SEE SHEET CG-101 FOR TRAIL GRADING PLAN
SEE SHEET CG-102 FOR TRAIL GRADING PROFILE
SEE SHEET CG-201 FOR WALL PROFILES
SEE STRUCTURAL WALL DRAWING SHEETS (S-100 SERIES) FOR BOISE CREEK BRIDGE REPAIR AND RETROFIT SCOPE OF WORK.
### GRADING POINT TABLE

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>NORTHING</th>
<th>EASTING</th>
<th>ELEV</th>
<th>REMARKS</th>
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<td>66463.54</td>
<td>1345736.34</td>
<td>654.13</td>
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<td>BP ELEV = TOP WALL #5 ELEV</td>
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<td>1345742.53</td>
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<td>BP ELEV = TOP WALL #5 ELEV</td>
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<td>1345772.07</td>
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</tr>
</tbody>
</table>
BEGIN WALL #1 - STA 142+50
9.0' LT TO FACE OF WALL
TOP OF WALL ELEV 690.8

END WALL #1 - STA 143+50
9.0' LT TO FACE OF WALL
TOP OF WALL ELEV 693.8

BEGIN WALL #2 - STA 142+50
9.5' RT TO CL OF RAIL
TOP OF WALL ELEV 686.1

END WALL #2 - STA 143+60
9.5' RT TO CL OF RAIL
TOP OF WALL ELEV 689.4

WALL #1 - GRAVITY CONCRETE BLOCK WALL PROFILE
(NEAR SE CORNER OF BOISE CREEK BRIDGE)

WALL #2 - STRUCTURAL EARTH WALL PROFILE
(SW CORNER OF BOISE CREEK BRIDGE)

Sheet Notes:

1. Wall Information Illustrated on the Civil Plan Set Shown for Reference Only. See Structural Wall Drawing Sheets (S-100 Series) for Wall Notes, Sections and Details.

Endings:

EXISTING GRADE AT FACE OF WALL
BASE OF WALL
EXISTING GRADE AT APPROX FACE OF WALL
FINISH GRADE AT CENTER LINE OF TRAIL
GEOSYNTHETIC WALL
BOISE CREEK BRIDGE
EDGE OF PAVEMENT 4-INCHES BELOW TOP OF WALL ELEV.
CIP GRADE BEAM
SEE STRUCTURAL WALL PLANS

For consultation with the Seattle Department of City Planning and Development Services, call 206-684-3700.

1076x1584.0

90% SUBMITTAL
WALL #3 PROFILE - CUT WALL/ SOIL NAIL WALL

EXISTING GRADE AT BACK OF SOIL NAIL WALL

BEGIN WALL #3 - TRAIL STA 143+30
9% RT TO FACE OF WALL
TOP OF WALL ELEV 690.70

WALL #3 - TRAIL STA 147+30
9% RT TO FACE OF WALL
TOP OF WALL ELEV 689.15

WALL INFORMATION ILLUSTRATED ON THE CIVIL PLAN SET SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL WALL DRAWING SHEETS (S-100 SERIES) FOR WALL NOTES, SECTIONS AND DETAILS.

SOIL NAIL WALL.
SEE SHEET NOTE 1

BASE OF WALL

EXISTING GRADE AT CENTER LINE OF TRAIL

FINISH GRADE AT CENTER LINE OF TRAIL

SOIL NAIL WALL SECTION. SEE STRUCTURAL WALL PLANS FOR NOTES, SECTIONS AND DETAILS.

EXISTING VEGETATED SLOPE TO REMAIN UNDISTURBED

MEET AND MATCH EG, SLOPE VARIES

4-FOOT HIGH CHAIN LINK FENCE, SEE STRUCTURAL WALL PLANS

PAVED TRAIL SECTION.
SEE DETAIL 1, SHEET CG-501

4-FOOT HIGH CHAIN LINK FENCE, SEE STRUCTURAL WALL PLANS

PAVED TRAIL SECTION.
SEE DETAIL 1, SHEET CG-501

MEET AND MATCH EG

EXISTING VEGETATED SLOPE TO REMAIN UNDISTURBED

GUTTER, SEE STRUCTURAL WALL PLANS

SOIL NAIL WALL SECTION. SEE STRUCTURAL WALL PLANS FOR NOTES, SECTIONS AND DETAILS.

TRAIL

EG (VARIES)

GUTTER, SEE STRUCTURAL WALL PLANS

SOIL NAIL WALL SECTION. SEE STRUCTURAL WALL PLANS FOR NOTES, SECTIONS AND DETAILS.

TRAIL

EG (VARIES)
Know what's before you dig.

Wall #4 - Geosynthetic MSE Wall Section
(South Side of MMR, East Side of Trail)

Wall #4 Profile - Geosynthetic MSE Wall
(End of Geosynthetic Wall #4 & 5 & 6 Tie-in and Jump Span Support, See Sheet Note 1. Coordinate Top of Wall Elevations with Bridge Jump Span Elevations Shown on Structural Bridge Plans.)

Sheet Notes:
1. Wall Information Illustrated on the Civil Plan Set Shown for Reference Only. See Structural Wall Drawing Sheets (S-100 Series) for Wall Notes, Sections, and Details.
2. Site Specific Bottom of Wall Minimum Embedment Elevations Shown.
3. Center Line of Trail Alignment Location and Profile Elevations Are Shown on the CG-100 Series Drawings.
4. Top of Wall Elevation Given Where the Distance from the Center Line of Trail Is Greater than the Typical 9-foot Offset Distance.
5. Step the Bottom of Wall Elevation Between Stations 149+60 and 150+50 While Staying Below the Linear Interpolation Line.
1. Wall Information illustrated on the Civil Plan set shown for Reference Only. See Structural Wall Drawing sheets (S-100 Series) for wall Notes, Sections and Details.

2. Center Line of Trail Alignment Location and profile Elevations are shown on the CG-100 Series Drawings.

3. See point Table, Sheet CG-108 for Top of Wall #5 EF Elevation between Begin and Point of Reverse Curve (PRC). Location of Wall #5 Top of Wall #5 Profile is shown as approximate for this Wall Portion.
1. **Grading Section**

   **Trail at Walls #1 and #2**

   - **Grading Varies**
   - **Trail**
   - **Meet and Match EG**
   - **Re-grade existing gravel shoulder**
   - **2:1 Min, 3:1 Max**

   **Wall #1** - See Sheet CG-201 for Wall Profile & Sections.

   - **Paved Trail Section** - See Detail 1, Sheet CG-501

2. **Grading Section**

   **From End of Wall #2 to Driveway North Approach**

   - **Grading Varies**
   - **Hand Rail, Type and Height to match North Boise Creek Bridge Approach**
   - **Edge of Paved In 6-inches below top of Wall Elev.**
   - **CP Grade Beam** - See Structural Wall Plans.
   - **Wall #2** - See Sheet CG-201 for Wall Profile & Sections.

   - **Paved Trail Section** - See Detail 1, Sheet CG-501

3. **Grading Section**

   **From Driveway South Approach to Begin Wall #3**

   - **Grading Varies**
   - **SWALE FLOW LINE**
   - **Meet and Match EG**
   - **At EX MMR EP**
   - **SWALE DITCH FLOW LINE**

   **Meet and Grade of Driveway Left Shoulder** - See Plan View Sheet CG-103

   - **Paved Trail Section** - See Detail 1, Sheet CG-501

   **Trench Drain** - See Detail 1, Sheet CG-502

**Note:** Grading varies between Swale Flow Line and MMR EP. See Plan View Sheet CG-103.
NOTE:


2. DRIVEWAY, BETWEEN MMR AND TRAIL INTERSECTION

   (NTS)

3. DRIVEWAY, TRAIL INTERSECTION TO END

   (NTS)
1. GRADING SECTION
   TRAIL SECTION FROM MMR TO ACCESS ROAD APPROACH (NTS)

2. GRADING SECTION
   TRAIL SECTION FROM ACCESS ROAD TO WHITE RIVER BRIDGE APPROACH (NTS)

3. GRADING SECTION
   ACCESS ROAD (NTS)
Foothills Trail E00115E08
90% SUBMITTAL

ECCENTRIC OPENING. ALIGN MOUNTED OVER 24" DIAM. FRAME WITH LOCKING LID (MARKED "DRAIN")

CLEARANCE TO PROVIDE 2-FOOT ACCESS VERTICALLY WITH ACCESS LADDER

- Standard Type 2-8" DN or Concrete Top Slab
- Standard Locking Flange, 4" OD SE, KCSR DIING. NO. 7-022
- Compacted Pipe Bedding
- Weld or Bolt Standard Max. Steps

1. Use a minimum of a 6" diameter Type 2 Catch Basin
2. Outlet Capacity: 100-Year Developed Peak Flow
3. Metal Parts: Corrosion Resistant Stainless Steel or Aluminumized Steel
4. Frame and Ladder or Steps Offset So: Cleanout Gate is Visible From Top
5. Climb-down Space is Clear of Risers and Cleanout Gate
6. Frame is Clear of Curbs
7. If Metal Outlet Pipe Connects to Cement Concrete Pipe, Outlet Pipe To Have Smooth O.D. Equal to Concrete Pipe I.D. Less 1/8".
8. Provide at least one 3" x 3" Gate Support Bracket Anchored to Concrete Wall (Maximum 3" Vertical Spacing)
9. Locate Elbow Restrictor(s) to Provide Minimum Clearance As Shown
10. Locate Additional Ladder Rungs in Structures Used as Access to Tanks and Vault to Allow Access When Catch Basin Is Filled with Water
11. Tee shall be constructed of Aluminum CMP or Alumized Steel CMP Meeting WSDOT/APA Standards

- Additional Ladder Run (in Sets) to Allow Access to Tanks or Vaults When Catch is Filled with Water
- Round For Cleanout/Gate (Rod bent As Required for Vertical Alignment With Cover) See Detail 3 This Sheet
- Detention Tank

1. SHEAR GATE SHALL BE ALUMINUM ALLOY PER ASTM B-26-22 OR CAST IRON ASTM A48 CLASS 30B AS REQUIRED
2. GATE SHALL BE 8" DN, UNLESS OTHERWISE SPECIFIED
3. GATE SHALL BE JOINED TO TEE SECTION BY BOLTING (THROUGH FLANGE), WELDING, OR OTHER SECURE MEANS
4. LIFT ROD AS SPECIFIED BY MFR. WITH HANDLE EXTENDING TO WITHIN ONE FOOT OF COVER AND ADJUSTABLE HOOK LOCK FASTENED TO FRAME OR UPPER HANDHOLD
5. GATE SHALL NOT OPEN BEYOND THE CLEAN OPENING AS LIMITED HINGE MOVEMENT, STOP TAB, OR SOME OTHER DEVICE
6. Neoprene Rubber Gasket Required Between Riser Mounting Flange and Gate Flange
7. Matting Surfaces of Lid and Body to Be Machined for Proper Fit
8. Flange Mounting Bolts Shall Be 3/8 IN. O.D. STEEL
9. Alternate Cleanout/Gate Replacements to the Design Shown Are Acceptable, Provided They Meet the Material Specifications Above and Have a Six Bolt, 3/8 IN. Bolt Circle for Bolting to the Flange Connection
10. See the WSDOT/APA Standard Specifications Section 9-05.15 for Metal Castings Requirements

KING COUNTY DEPT. OF NATURAL RESOURCES & PARKS

FOOTHILLS TRAIL PHASE II SEGMENT B

KING COUNTY DLSPD APPROVAL

DEVELOPMENT ENGINEER
Scott Smith, P.E.

CREATION: 12/30/2020

ISSUE / REVISIONS

LENZ, N. 12/30/2020

SENIOR ENGINEER

DATE

DRAWN BY

DRAINS ENGINEER

COMPANY NAME

REVIEWED

PROJECT

PROJECT LOCATION

SHEET TITLE

CONTRACT # C---

SHEET NO.

DATE

CYCLE NUMBER 1

SPECIFICATION NO.

ENGINEER

SHEET TITLE

SHEET TITLE

SHEET TITLE

PERipheral STRUCTURE DETAILS

DRAINAGE DETENTION SYSTEM DETAILS

KING COUNTY DLSPD APPROVAL

KING COUNTY DLSPD APPROVAL

KING COUNTY DLSPD APPROVAL
DRAINAGE, TYPE 2 CATCH BASIN DETAILS

TYPE 2 CATCH BASIN

REFERENCE: KC ROADS STD. FIG. 7-005

REFERENCE: KC ROADS STD. FIG. 7-006

Know what's below. Call before you dig.

90% SUBMITTAL
NOTES:
1. SEE CURRENT WSDOT STANDARD SPECIFICATIONS SECTION 7-08.3(3) FOR PIPE ZONE BACKFILL.
2. SEE CURRENT WSDOT STANDARD SPECIFICATIONS SECTION 9-03.12(3) FOR GRAVEL BACKFILL FOR PIPE ZONE BEDDING.
3. SEE CURRENT WSDOT STANDARD SPECIFICATIONS SECTION 2-09.4 FOR MEASUREMENT OF TRENCH WIDTH.
4. SEE KCSWDM 4.2.1.1 FOR CLEARANCE BETWEEN PIPES AND OTHER UTILITIES.

STORM DRAIN PIPE BEDDING AND BACKFILL

REFERENCE: KC SWDM DETAIL 4.2.1.A

ROCK PROTECTION AT OUTLET

REFERENCE: KC SWDM TABLE 4.2.2.A

DIMENSION PER PLAN

1' MIN ABOVE PIPE CROWN

GEOTEXTILE FABRIC LINER UNDER ROCK

UNDISTURBED NATIVE SOILS

ROCK SHALL BE QUARRY SPALLS WITH GRADATION AS FOLLOWS:
PASSING 8-INCH SQUARE SIEVE: 100%
PASSING 3-INCH SQUARE SIEVE: 40% TO 60% MAX.
PASSING 3/4-INCH SQUARE SIEVE: 0% TO 10% MAX

1' MIN. ABOVE PIPE CROWN

BEVELED END PIPE SECTION

REFERENCE: KC ROADS STD. FIG. 7-091

PIPE SHALL BE BEVELED TO MATCH SLOPE IF SLOPE DIFFERS FROM 3:1
PIPE SHALL BE EXTENDED TO COVER WHEN ON SEWER
PAVED TRAIL SECTION

GRAVITY CUT WALL SECTION

GRAVEL TO PAVED SHOULDER TRANSITION SECTION

MSE FILL WALL SECTION

NOTE A: PAVEMENT SECTION REFERENCE PER KING COUNTY PARKS TYPICAL REGIONAL TRAIL SECTION DRAWING # 1-001

1. SURFACING - 4" COMPACTED DEPTH MAX CLASS 2HP (FG. 64-23) SEE NOTE A BELOW
2. SUBGRADE - 6" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE SEE NOTE A BELOW
3. STRUCTURAL WALL - GRAVEL BORROWPER WSDOT 9-33-3/4/1, COMPACTED TO 95% MODIFIED PROCTOR, DEPTH VARIES IF REQUIRED PENDING SUBGRADE CONDITION. 17' DEPTH SHOWN AS REFERENCE ONLY
4. SUBGRADE PREPARATION FOR SURFACING PER WSDOT 2-063.21
5. STRIP EXISTING SOIL TO DEPTH REQUIRED TO REACH SUITABLE SUBGRADE FOR TRAIL IMPROVEMENTS. PLACE EXCAVATIONS WITHIN NATIVE SOIL ON SITE FILL AREAS AS SHOWN ON THE PLANS. ENCOUNTERED SOILS SUITABLE FOR REUSE AS STRUCTURAL FILL REQUIRED ON SITE GEO-TECHNICAL REVIEW AND APPROVAL FOR SUITABILITY. DISPOSE OF ALL REMAINING EXCAVATIONS AT AN APPROVED CONTRACTOR OBTAINED LOCATION.
6. GRAVEL SHOULDER - 6" COMPACTED DEPTH 3/8" SIMUL CRUSHED LIMESTONE, 100% CRUSHED SEE NOTE A BELOW
7. 45° TEMP EDGE PLUG WITH SHOULDER (TYP.)
8. 2% MAX. CROSS SLOPE DIRECTION AND PERCENT OF SLOPE VARIES BASED ON DRAINAGE REQUIREMENTS. SEE THE GRADING PLANS FOR SPECIFIED CROSS SLOPES.
9. SUBGRADE IMPROVEMENT WHEN UNSUITABLE AREAS ARE ENCOUNTERED. PROVIDE WOVEN TYPE GEOTEXTILE FABRIC PER WSDOT 9-33-3/4/1 FOR SOIL SUBGRADE STABILIZATION. AS DIRECTED BY OWNER'S PROJECT REPRESENTATIVE.
10. ROOT BARRIER INSTALLED PER MANUFACTURER'S RECOMMENDATIONS WHERE SHOWN ON THE PLANS.

NOTE B: EXISTING GRADE (VARIES) 12" DEPTH SHOWN AS REFERENCE ONLY.

CONCRETE BLOCK GRAVITY WALLS SHALL BE CONSTRUCTED PARALLEL TO AND MATCHING THE FINISH GRADE / SLOPE OF THE TRAIL,

CONCRETE BLOCK GRAVITY WALLS SHALL BE CONSTRUCTED WITH A 3:1 BATTER UNLESS OTHERWISE NOTED.

NOTE C: CONDITIONS, 12" DEPTH SHOWN AS REFERENCE ONLY.

STRUCTURAL FILL - GRAVEL BORROW PER WSDOT 9-03.14(1), COMPACTED TO 95% MODIFIED PROCTOR. DEPTH VARIES (IF REQUIRED) PENDING SUBGRADE

ROOT BARRIER INSTALLED PER MANUFACTURER'S RECOMMENDATIONS WHERE SHOWN ON THE PLANS.

Before you dig.

GRAVEL SHOULDER - 4" COMPACTED DEPTH 5/8" MINUS CRUSHED LEDGE ROCK, 100% FRACTURED (SEE NOTE A BELOW)

STABILIZATION, AS DIRECTED BY OWNER'S PROJECT REPRESENTATIVE.

STRIP EXISTING SOIL TO DEPTH REQUIRED TO REACH SUITABLE SUBGRADE FOR TRAIL IMPROVEMENTS. PLACE EXCAVATIONS WITHIN NATIVE SOIL ON SITE FILL AREAS AS SHOWN ON THE PLANS. ENCOUNTERED SOILS SUITABLE FOR REUSE AS STRUCTURAL FILL REQUIRE ON-SITE GEOTECHNICAL REVIEW AND APPROVAL

SUBGRADE - 6" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE (SEE NOTE A BELOW)

PAVEMENT SECTION REFERENCE PER KING COUNTY PARKS TYPICAL REGIONAL TRAIL SECTION DRAWING # 1-001

PAVEMENT SECTION. SEE DETAIL 1, THIS SHEET.

CLEAR / GRUB AREA WITHIN CLEARING LIMITS PER WSDOT 2-01.2.1. ON SITE TREE'S SHALL BE USED FOR HABITAT LOGS AND FINE WOODY DEBRIS FILES AS DIRECTED. SEE MITIGATION PLANS.
1. INSTALL IN-LINE CLEANOUTS WHERE SHOWN ON THE CG-100 SERIES PLANS. CONNECT WALL DRAINS AT THE END OF THE WALL AND LONGER TRENCH DRAIN SEGMENTS AT 10 FEET MAXIMUM ON CENTER.

2. INSTALL TERMINAL CLEANOUT AT THE START OF EACH TRENCH DRAIN RUN THAT DOES NOT CONNECT TO A CATCH BASIN DRAINAGE STRUCTURE.

3. CONNECT THE DOWNSTREAM END OF ALL TRENCH DRAIN RUNS TO A CATCH BASIN DRAINAGE STRUCTURE.

4. TOP-OF-CLEANOUT (TO) TO BE SET NEAR TOP OF TRENCH DRAIN FINISH GRADE WITH STREAMBED COBBLES HAND PLACED OVER AND AROUND CAP/PLUG. INSTALL LATH ON OUTWARD SIDE OF TO AS A TEMPORARY LOCATION MARKER. FOLLOWING ASPHALT PAVEMENT TRAIL SURFACING, INSTALL PK WITH SHINER LOCATED 1 FOOT OFF EDGE OF PAVEMENT, PERPENDICULAR TO TO AS A PERMANENT TO LOCATION MARKER.

ROCKERY

1. ROCKERY OPTION USED TO REDUCE CUT SLOPE GRADING FOR CUT SLOPE TRANSITION FROM END OF STRUCTURAL WALLS TO THE TRAIL SECTION AND WHEN REDUCING CUT SLOPES TO SAVE SPECIMEN TREES. THE OWNER’S PROJECT REPRESENTATIVE SHALL REVIEW AND APPROVE ROCKERY PRIOR TO PLACEMENT OF ROCK.

2. ROCKS SHALL BE RECTANGULAR WITH 3-MAN ROCKS USED IN BASE COURSE AND 2-MAN ROCKS USED IN TOP COURSES. ROCKS SAVAGED FROM ROCK ARMOR REMOVAL AREAS WILL BE PERMITTED WITH THE OWNER’S PROJECT REPRESENTATIVE APPROVAL.

3. ROCKERY WALL DRAIN PIPE, 6” Ø PERFORATED PVC PIPE, WILL BE OF THE SAME PIPE MATERIAL APPROVED FOR USE WITH THE STRUCTURAL WALLS DRAINS.

90% SUBMITTAL
1. Trail signs shall be installed per King County Parks standard detail D-002. See detail 1 sheet CP-003 (unless otherwise noted).

2. All existing road signs and posts along SE Mud Mountain Road impacted by construction shall be reinstalled at their existing configuration and locations unless otherwise noted. See detail 2 sheet CP-003.

3. WSDOT standard beam guardrail type 31, case 2 with 6-inch x 6-inch wood/timber posts.

**Sign Schedule**

<table>
<thead>
<tr>
<th>SIGN #</th>
<th>STATION / OFFSET</th>
<th>SIGN TYPE</th>
<th>MUTCD CODE</th>
<th>SIZE (INCHES)</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-1</td>
<td>142+00, 12' LT</td>
<td>KC PARKS BRIDGE SIGN</td>
<td>N/A</td>
<td>N/A</td>
<td>SIGN PROVIDED BY KC PARKS, INSTALLED BY CONTRACTOR, 7-FOOT MIN MOUNTING HEIGHT</td>
</tr>
<tr>
<td>T-2</td>
<td>144+00, 12' RT</td>
<td>INTERSECTION WARNING</td>
<td>N/D</td>
<td>18X18</td>
<td></td>
</tr>
<tr>
<td>R-1</td>
<td>RELOCATE 6 EAST</td>
<td>DIRECTION - 15 MPH</td>
<td>N/A</td>
<td>N/A</td>
<td>RELocate EXISTING ROAD SIGN AND POST WHERE SHOWN</td>
</tr>
</tbody>
</table>

**KEY MAP**

- **Legend (Proposed)**
  - PAVED ASPHALT SURFACE
  - GRAVEL SURFACE
  - RETAINING WALL, CUT SECTION
  - RETAINING WALL, FILL SECTION
  - SIGN
  - CHAIN LINK FENCE

- **Sign Schedule**
  - **SIGN #**
  - **STATION / OFFSET**
  - **SIGN TYPE**
  - **MUTCD CODE**
  - **SIZE (INCHES)**
  - **REMARKS**

- **Sheet Notes:**
  1. Trail signs shall be installed per King County Parks standard detail D-002. See detail 1 sheet CP-003 (unless otherwise noted).
  2. All existing road signs and posts along SE Mud Mountain Road impacted by construction shall be reinstalled at their existing configuration and locations unless otherwise noted. See detail 2 sheet CP-003.
  3. WSDOT standard beam guardrail type 31, case 2 with 6-inch x 6-inch wood/timber posts.

**Section 34 & 35, T 20 N, R 6 E, W.M.**

- **Begin 4' wide solid white painted asphalt pavement marking, STA 142+37. 8' RT & LT. Match concrete bridge deck pavement markings. See sheet CP-003.**

- **Provide 1/2 LF of 4' wide solid white painted pavement marking. STA 142+37 to STA 144+04. 8' RT.**

- **PeRistrian rail, see structural wall drawing sheets.**

- **Provide 1/2 LF of 4' wide solid white painted pavement marking. STA 144+04 to STA 144+50. 8' RT.**

- **Gravel to paved shoulder transition. See detail 4, sheet CS-001.**

- **Key Map**

- **Legend (Proposed)**
  - PAVED ASPHALT SURFACE
  - GRAVEL SURFACE
  - RETAINING WALL, CUT SECTION
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- **Sign Schedule**
  - **SIGN #**
  - **STATION / OFFSET**
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  - **SIZE (INCHES)**
  - **REMARKS**

- **Sheet Notes:**
  1. Trail signs shall be installed per King County Parks standard detail D-002. See detail 1 sheet CP-003 (unless otherwise noted).
  2. All existing road signs and posts along SE Mud Mountain Road impacted by construction shall be reinstalled at their existing configuration and locations unless otherwise noted. See detail 2 sheet CP-003.
  3. WSDOT standard beam guardrail type 31, case 2 with 6-inch x 6-inch wood/timber posts.

**FOOTHILLS TRAIL PHASE II SEGMENT A**

- **NOT IN CONTRACT**

- **Begin 4' wide solid white painted asphalt pavement marking, STA 144+37. 8' RT & LT. Match concrete bridge deck pavement markings. See sheet CP-003.**

- **Provide 1/2 LF of 4' wide solid white painted pavement marking. STA 144+37 to STA 144+82. 8' RT.**

- **Pedestrian rail, see structural wall drawing sheets.**

- **Provide 1/2 LF of 4' wide solid white painted pavement marking. STA 144+82 to STA 144+50. 8' RT.**

- **Gravel to paved shoulder transition. See detail 4, sheet CS-001.**

- **1. Trail signs shall be installed per King County Parks standard detail D-002. See detail 1 sheet CP-003 (unless otherwise noted).**

- **2. All existing road signs and posts along SE Mud Mountain Road impacted by construction shall be reinstalled at their existing configuration and locations unless otherwise noted. See detail 2 sheet CP-003.**

- **3. WSDOT standard beam guardrail type 31, case 2 with 6-inch x 6-inch wood/timber posts.**

**FOOTHILLS TRAIL PHASE II SEGMENT B**

- **CONTRACT # C---**

- **CONTRACT NO.**

- **SITE NO.**

- **PROJECT NO.**

- **SCALE (IN FEET)**

- **0**

- **10**

- **20**

- **40**

- **90% SUBMITTAL**

- **J:\15095305 - Foothills Trail E00115E08\10 CADD & BIM\10.1 AutoCAD\90% Sheet Files\**

- **Huitt-Zollars, Inc.                             Seattle**

- **Phone (206) 324-5500     Fax (206) 328-1880**

- **818 Stewart St, Suite 1120**

- **Seattle, Washington, 98101-1479**

- **Department of Natural Resources**

- **and Parks**

- **KING COUNTY DEPT. OF NATURAL RESOURCES & PARKS**

- **Scott Smith, P.E.**

- **DEVELOPMENT ENGINEER**

- **Approval Date**

- **Completion Date**

- **Senior Engineer**

- **Review Engineer**

- **Reviews and corrections are noted on the blueprints, blue correspondence, and project plans by NAME. These are covered by the Contract Documents**

- **Remove existing flared end and connect new type 31 guardrail to existing guardrail with appropriate adaptor.**

- **FOOTHILLS TRAIL**

- **PHASE II SEGMENT B**

- **KEY MAP**

- **FOOTHILLS TRAIL **

- **CONTRACT # C---**

- **PHASE II SEGMENT A**

- **NOT IN CONTRACT**

- **NEW BOISE CREEK BRIDGE DECK, SEE STRUCTURAL WALL DRAWING SHEETS.**

- **Pedestrian rail, see structural wall drawing sheets.**

- **Signature #, see sign schedule**

- **Sign #, see sign schedule**

- **Note:**

- **Trail signs shall be installed per King County Parks standard detail D-002. See detail 1 sheet CP-003 (unless otherwise noted).**

- **1. Trail signs shall be installed per King County Parks standard detail D-002. See detail 1 sheet CP-003 (unless otherwise noted).**

- **2. All existing road signs and posts along SE Mud Mountain Road impacted by construction shall be reinstalled at their existing configuration and locations unless otherwise noted. See detail 2 sheet CP-003.**

- **3. WSDOT standard beam guardrail type 31, case 2 with 6-inch x 6-inch wood/timber posts.**

- **RELOCATE 5' EAST**

- **DIRECTION - 15 MPH**

- **SIGN #, SEE SIGN SCHEDULE**

- **SIGN SCHEDULE**

- **SIGN #**

- **STATION / OFFSET**

- **SIGN TYPE**

- **MUTCD CODE**

- **SIZE (INCHES)**

- **REMARKS**

- **known what's below. Call before you dig.**

- **before you dig. Call before you dig.**

- **CP-101**

- **TRAIL PLAN**

- **BOISE CREEK BRIDGE TO STA 144+50**

- **5/24/2021**

- **90% SUBMITTAL**

- **12/30/2020**

- **2/13/2020**

- **90% SUBMITTAL**

- **65% SUBMITTAL**

- **30% SUBMITTAL**

- **90% SUBMITTAL**

- **90% SUBMITTAL**
See Sheet CP-401 for SE Mud Mountain Road Signage Plan
SIGN SCHEDULE

<table>
<thead>
<tr>
<th>SIGN #</th>
<th>STATION / OFFSET</th>
<th>SIGN TYPE</th>
<th>MUTCD CODE</th>
<th>SIZE (INCHES)</th>
<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>T-14</td>
<td>152+48, 10' RT</td>
<td>KC PARKS BRIDGE SIGN</td>
<td>N/A</td>
<td>N/A</td>
<td>PROVIDED BY PARKS, INSTALLED BY CONTRACTOR</td>
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</tbody>
</table>

SHEET NOTES:

1. TRAIL SIGNS SHALL BE INSTALLED PER KING COUNTY PARKS STANDARD DETAIL #7-002, SEE DETAIL 1 SHEET CP-103 (UNLESS OTHERWISE NOTED)
SEE STRUCTURAL WALL DRAWING SHEETS (S-100 SERIES) FOR BOISE CREEK BRIDGE REPAIR AND RETROFIT SCOPE OF WORK.

NEW CAST-IN PLACE CEMENT CONCRETE APPROACH AND BRIDGE DECK, SEE SHEET NOTE 1.

SECT 34 & 35, T 20 N, R 6 E, W.M.

SHEET NOTES:

1. NEW CEMENT CONCRETE BRIDGE DECK. SEE STRUCTURAL WALL PLANS FOR BOISE CREEK BRIDGE NEW CONCRETE SLAB NOTES, SECTIONS AND DETAILS.
**Sign Schedule**

<table>
<thead>
<tr>
<th>SIGN #</th>
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<th>SIGN TYPE</th>
<th>MUTCD CODE</th>
<th>SIZE (&quot;</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>R-2</td>
<td>200' FROM TRAIL X-ING</td>
<td>COMBINATION BIKE AND PED CROSSING</td>
<td>W11-15</td>
<td>30 X 30</td>
<td>PLACE SIGN POST 5 FEET OFF FOG LINE AS SHOWN</td>
</tr>
<tr>
<td>R-3</td>
<td>100' FROM TRAIL X-ING</td>
<td>COMBINATION BIKE AND PED CROSSING</td>
<td>W11-15</td>
<td>30 X 30</td>
<td>PLACE SIGN POST 5 FEET OFF FOG LINE AS SHOWN</td>
</tr>
<tr>
<td>R-4</td>
<td>147+77.10 LT</td>
<td>COMBINATION BIKE AND PED CROSSING</td>
<td>W11-15</td>
<td>30 X 30</td>
<td>PLACE SIGN POST 5 FEET OFF FOG LINE AS SHOWN</td>
</tr>
<tr>
<td>R-5</td>
<td>148+05.10 RT</td>
<td>COMBINATION BIKE AND PED CROSSING</td>
<td>W11-15</td>
<td>30 X 30</td>
<td>PLACE SIGN POST 5 FEET OFF FOG LINE AS SHOWN</td>
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<tr>
<td>R-6</td>
<td>±185' FROM TRAIL X-ING</td>
<td>COMBINATION BIKE AND PED CROSSING</td>
<td>W11-15</td>
<td>30 X 30</td>
<td>PLACE SIGN POST 5 FEET OFF FOG LINE AS SHOWN</td>
</tr>
<tr>
<td>R-7</td>
<td>EAST OF ACCESS</td>
<td>EX CURVE WARNING</td>
<td>W11-15</td>
<td>30 X 30</td>
<td>PLACE SIGN POST 5 FEET OFF FOG LINE AS SHOWN</td>
</tr>
</tbody>
</table>

**Legend (Proposed)**

- PAVED ASPHALT SURFACE
- GRAVEL SURFACE
- RETAINING WALL, CUT SECTION
- RETAINING WALL, FILLED SECTION
- CHAIN LINK FENCE
- SIGN
- SIGN #. SEE SIGN SCHEDULE

**Sheet Notes:**

1. SEE SHEETS CP-102 AND CP-103 FOR TRAIL SIGNAGE APPROACHING AND CROSSING SE MUD MOUNTAIN ROAD.
2. ALL EXISTING ROAD SIGNS AND POSTS ALONG SE MUD MOUNTAIN ROAD IMPACTED BY CONSTRUCTION SHALL BE REINSTALLED AT THEIR EXISTING CONFIGURATION AND LOCATIONS UNLESS OTHERWISE NOTED. SEE DETAIL 2 SHEET CP-053.
SHEET NOTES:

1. SEE SHEET CP-502 FOR REMOVABLE BOLLARD AND FIXED STEEL BOLLARD NOTES, SECTIONS AND DETAILS.

REGIONAL TRAIL BOLLARD STRIPING

REFERENCE: KC PARKS STANDARD DETAIL DWG # 1-004

MMA WARNING BAND

REFERENCE: KC PARKS STANDARD DETAIL DWG # 1-006

Sheet Notes:
1. SEE SHEET CP-502 FOR REMOVABLE BOLLARD AND FIXED STEEL BOLLARD NOTES, SECTIONS AND DETAILS.

90% SUBMITTAL

Contract No. C---

King County DLSPD APPROVAL
Scott Smith, P.E.
DEVELOPMENT ENGINEER
Approval Date

Completion Date

Review Engineer
Senior Engineer

Know what's below. Call before you dig.
SHEET NOTES:

1. BOLLARD AND STRIPING LAYOUT SHOWN ON DETAIL 1. SHEET CP-501, KING COUNTY PARKS REGIONAL TRAIL BOLLARD STRIPING DETAIL.
2. REMOVABLE BOLLARD TO BE PROVIDED BY KING COUNTY PARKS, INSTALLED BY CONTRACTOR.

REFERENCES:

- KC PARKS STANDARD DETAIL DWG # 5-011
- KC PARKS STANDARD DETAIL DWG # 5-010

NOTES:

1. BOLLARD ASSEMBLY SHALL BE POWDER COATED WHITE AFTER WELDING.
2. APPLY NON-REFLECTIVE TAP TO REDUCED AFTER POWDER COATING.
3. CONCRETE SHALL ACHIEVE A 28-DAY STRENGTH OF 3000 PSI GROSS.
4. ALL WELDS SHALL COMPLY TO THE REQUIREMENTS OF AWS DLA 14.2.
   ALL WELDS SHALL BE PERFORMED BY QUALIFIED WELDERS QUALIFIED FOR WELDS USING THE APPROVED ELECTRODES.

REFERENCE:

- KC PARKS STANDARD DETAIL DWG # 5-011 (NTS)
- KC PARKS STANDARD DETAIL DWG # 5-010 (NTS)
1. USE 7' FOOT MIN MOUNTED HEIGHT FOR TRAFFIC SIGNS. USE 8' FOOT MIN. MOUNTED HEIGHT FOR TRAIL SIGNS.
2. FASTENERS MUST BE SQUARE STEEL. POST SHALL MEET REQUIREMENTS OF STANDARD SPECIFICATION E11.
3. USE OIL HINT TOP CONNECTION HARDWARE THAT MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS E34 AND E36.
4. USE OF CONCRETE FOOTING AND SUPPORT DETAIL.
5. PROJECTS LOCATED ON TRAIL AND TRAFFIC SIGNS SHALL BE FOR THE USE OF IMPOSSIBLE MATERIALS, LOCATED.
6. REFLECTIONS ASSESS TO SIGN POST PER KC PARKS ENGINEER DETERMINATION.
7. MATERIALS FOR THEそうで to assemble the retrofit connection are trimmed by the Streets Department, made-up and installed.

CONCRETE SIGN SUPPORT

REFERENCE: KC PARKS STANDARD DETAIL DWG # 7-602

STEEL SIGN SUPPORT

REFERENCE: KC PARKS STANDARD DETAIL DWG # 7-602

CROSSWALK STRIPING

REFERENCE: KC PARKS STANDARD DETAIL DWG # 7-602

SHEET NOTES:
1. SEE SHEET CP-402 FOR ADDITIONAL NOTES AND LOCATIONS WHERE SE MUD MOUNTAIN ROAD CROSSWALK AND ROADWAY SIGNS ARE TO BE INSTALLED.
2. SEE CP-100 SERIES PLAN SHEETS FOR LOCATION OF SIGNS TO BE INSTALLED, SIGN SCHEDULE CALLOUTS SHOWN ON EACH SHEET.

J: \15095305 - Foothills Trail E00115E08\10 CADD & BIM\10.1 AutoCAD\90% Sheet Files\ AM20 15095305-CP503.dwg       Monday, May 24, 2021       9:44am

PHASE II SEGMENT B
CONTRACT # C---

CP-503

90% SUBMITTAL
SWING GATE NOTES:
1. SWING GATES TO BE PROVIDED BY KING COUNTY PARKS AND INSTALLED BY CONTRACTOR (2 - 12' LONG GATES. SEE SHEET CP-103 FOR LOCATION).
2. CONCRETE FOOTING SHALL HAVE 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
3. POURED FOUNDATION WHILE SWING GATE & THE LOCK-LATCH STANCHION ARE LOCKED TOGETHER.
4. SLOPE TOP OF CONCRETE TO DRAIN AWAY FROM POST. SLOPE FINISH GRADE AWAY FROM POST AT 2% MIN.
5. INSTALL 11 FOOT LONG x 2" WIDE REFLECTIVE TAPE CENTERED ON BOTH SIDES OF SWING ARM.
6. CONTRACTOR SHALL INSTALL SIGNS TO THE SWING GATE, FACING MUD MOUNTAIN ROAD TRAFFIC. SEE SHEET CP-103.
7. SINGLE SWING GATE WITH CONNECTION TO LATCH-LATCH STANCHION SHOWN. DOUBLE SWING GATE CONFIGURATION TO BE PROVIDED BY KING COUNTY PARKS AND INSTALLED BY CONTRACTOR AS DIRECTED BY THE OWNER'S PROJECT REPRESENTATIVE.

SEE NOTE 2

SEE NOTE 3

SEE NOTE 5

SEE NOTE 6

LIMITED TO DATE

CONTRACT NO. C---

Sheets Required 8

Sheet Title page 1

Check Date 5/24/2021

Drawn By Scott Smith, P.E.

KING COUNTY DEPT. OF NATURAL RESOURCES & PARKS

Department of Natural Resources and Parks

King Street Center, KSC-NR-0700

Parks and Recreation Division

201 So. Jackson Street, Suite 700

Telephone: (206) 477-4527

Seattle, Washington 98104

Fax: (206) 263-6217

(NTS)

PHASE II SEGMENT B

REFERENCE: KC PARKS STANDARD DETAIL DWG # 6-001

(KING COUNTY PARKS 12 FOOT SWING GATE ASSEMBLY)

OWNER SUPPLIED, CONTRACTOR INSTALLED

(NTS)

Foothills Trail

Know what's below. Call before you dig.
LOCATE AND CONNECT TO THE EXISTING HOUSE # 24316 PRIVATE WATER SERVICE LINE WEST OF THE COMMON PROPERTY LINE WITH PARKS PROPERTY.

EXISTING WATER METER FOR HOUSE # 24316. CITY OF ENUMCLAW TO DISCONNECT AND ABANDON EXISTING WATER METER INTO THE NEW WATER SERVICE TAP TO THE EXISTING 6-INCH Ø WATER MAIN.

NEW 1 1/4-INCH Ø HDPE WATER SERVICE FOR HOUSE # 24316.

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EXISTING 6-INCH Ø WATER SERVICE (SHOWN FOR REFERENCE ONLY) FOR PARCEL # 3420069052.

THE EXISTING 6-INCH Ø WATER MAIN OF ENUMCLAW SHALL BE RELOCATED TO THE CONTRACTOR.

TRENCHING EXCAVATION WITHIN CULTURALLY SENSITIVE AREA SHALL NOT BE PERMITTED. UTILITY INSTALLATION IN THIS CULTURALLY SENSITIVE AREA SHALL BE ACCOMPLISHED BY PNEUMATIC BORING OR OTHER NON-GROUND SURFACE DISTURBING MEANS.

APPROXIMATE LOCATION OF EXISTING CITY OF ENUMCLAW 6-INCH Ø WATER MAIN.

EXISTING 6-INCH Ø WATER MAIN OF ENUMCLAW TO RELOCATE EXISTING WATER METER INTO THE NEW WATER METER SETTER INSTALLED BY THE CONTRACTOR.

LIMITED WORK PERMITTED IN CULTURALLY SENSITIVE AREA.
DOUBLE SERVICE

NOTES:

1. DO NOT QUOTE L.H. AS ALL FITTINGS HAVE BEEN IMPORTED. WATER TO BE SUPPLIED AND INDOOR DRAINAGE TO BE CONSIDERED.

2. ALL MATERIAL SHALL BE BIDDER IN C.L. WORKING DRAWINGS.

3. WATER MAINS TO CARRY 3" METER RINGS 

4. WATER MAINS TO CARRY 3" METER RINGS 

5. WATER MAINS TO CARRY 3" METER RINGS

6. NO DRAINAGE SHALL BE PLANTED WITHIN 2' OF A METER RINGS OR DRAINAGE

SINGLE OR DOUBLE WATER SERVICE

90% SUBMITTAL

CU-501