

Guide to Understanding the Design Plans

King County’s engineering plans for the East Lake Sammamish Trail project are developed using industry standards and are intended for use by experts in the construction field. King County understands that project stakeholders would like to understand the trail design and its impacts along the corridor. This document has been prepared to assist trail stakeholders in understanding how to interpret and find certain elements of these plans.

Information in the design plans is generally organized from the south end of the project corridor (Issaquah) to the north end (Redmond) (). The centerline of the trail is identified by station numbering which is sequenced from south to north, for example Station 345. The station numbers represent 100-foot intervals and are also useful for describing locations along the corridor. In most cases, the location of the centerline of the redeveloped trail will be different than the centerline of the existing gravel trail. Design plans at 60% completion usually include the following information:

- General (G) Sheets
The general sheets are useful for helping the reader understand how to navigate and understand the rest of the plan set. They include a vicinity map, definitions of abbreviations, a legend, and a table of contents. If the reader identifies the area of interest on the map, the sheet index and the associated table directs the reader to the sheets within the plans that address that area.
- Cross Sections (CS) Sheets
These sheets show the typical widths and thicknesses of the pavement sections of the trail and the location of retaining walls, infiltration trenches, and other design features. Only one typical section applies to a given location along the corridor. The range of stations where each section applies is identified above the depiction of the section, for example; “Sta 520+00 to Sta 540+00”. If a reader knows the stationing for an area of interest, the reader can see whether or not there is a wall, infiltration trench, or other features in that vicinity. These sheets can be cross-referenced with other sheets to find out the exact limits of walls, infiltration trench or other features.
- Alignment Plan and Profile (AL) Sheets
These sheets show the location of the trail (paved surface and shoulders). The centerline of the trail is numbered with stations from south to north. The outside edges of asphalt pavement are a set of parallel, solid lines 6 feet from the centerline. The edges of gravel shoulders are depicted as dashed lines, 8 feet from the centerline. Proposed features are presented with darker lines; and existing features, with lighter lines. Construction affects more than just the immediate area of the trail. The outside edges of construction limits are depicted with a clearing and grading line (-CG-).

The plans also identify other proposed features, like the edges of slopes, retaining walls, relocated stairs, gates, and fences. Often the reader must refer to the notes on the right-hand side of the sheet to identify the proposed feature.

It can be difficult for a reader to interpret the exact location of the trail based on these sheets. Existing features are included to provide landmarks.

- Driveway Plan and Profile (DP) Sheets

These sheets provide a closer look at the grading necessary to make driveways transition smoothly across the trail. The reader can see the existing and proposed grades for each driveway. Each driveway has a unique number that is identified on the AL and DP sheets.

- Wall Profile (WP) Sheets

Every wall within the plan set has a unique number. The wall profile sheets look at these walls from the side giving the reader an idea of the size or an elevation view of the wall. The walls are shown on a grid that allow the reader to discern the elevation or height of a wall above existing grade. The existing grade is shown as a lighter dashed line.

Design plans at 90% completion usually include following information:

- Site Preparation Plan (SP) Sheets

These sheets are most useful in understanding the location of the proposed trail with respect to the existing gravel trail. The gravel trail is shown as a hatched area. By comparing this area with the clearing and grading limits (-CG-) that are also shown on the SP sheets, the reader can understand which direction the trail is widening.

These sheets also show items that must be removed, relocated or disposed of. This could include, but is not limited to fences and gates installed by adjacent property owners and trees inside and outside of the clearing limits that will be impacted by construction. King County hires a certified arborist to help determine which trees are affected

- Pavement Marking, Signing, and Landscape Plan (PS) Sheets

These sheets show sight distance triangles at the intersections of the trail with driveways and roads as well as signing scheme that shows the assignment of priority for each trail crossing intersection. Sight distance triangles represent an area that must be kept free of landscaping that is taller than 3 feet, fences, and other objects that would reduce the ability of drivers and trail users to see each other. Sight distance triangles are shown with a faint dashed line. When multiple driveways are in close proximity, the sight distance triangle lines may overlap.

The PS sheets also depict the location of proposed landscaping. A table identifies the types and quantities of plants proposed for each planting area.

If you have any questions about the project or how to read the design plans, please contact the project hotline at 1.888.668.4886 or email ELST@kingcounty.gov.