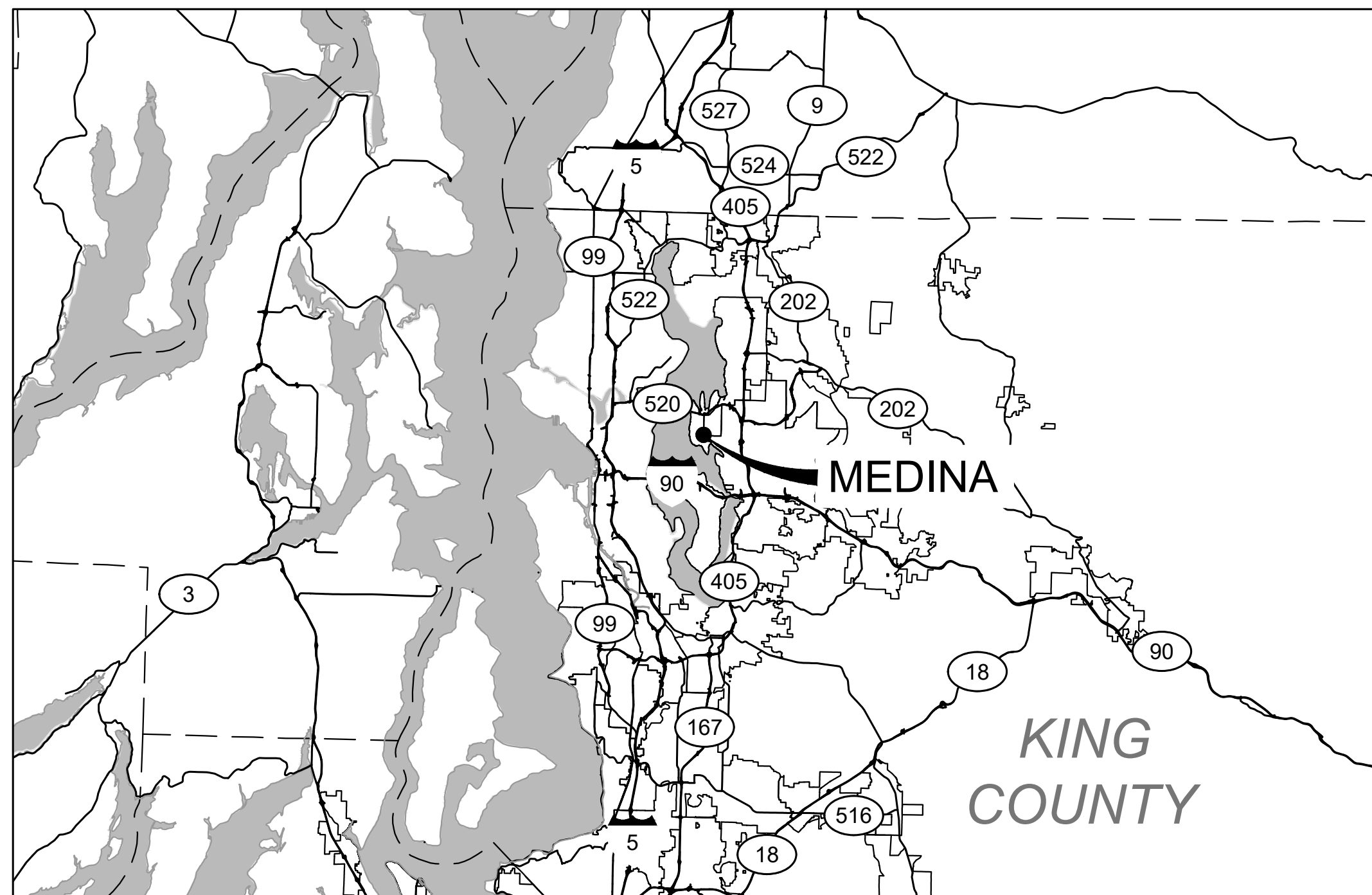


CITY OF MEDINA

KING COUNTY

WASHINGTON

UPLAND ROAD DRAINAGE IMPROVEMENTS



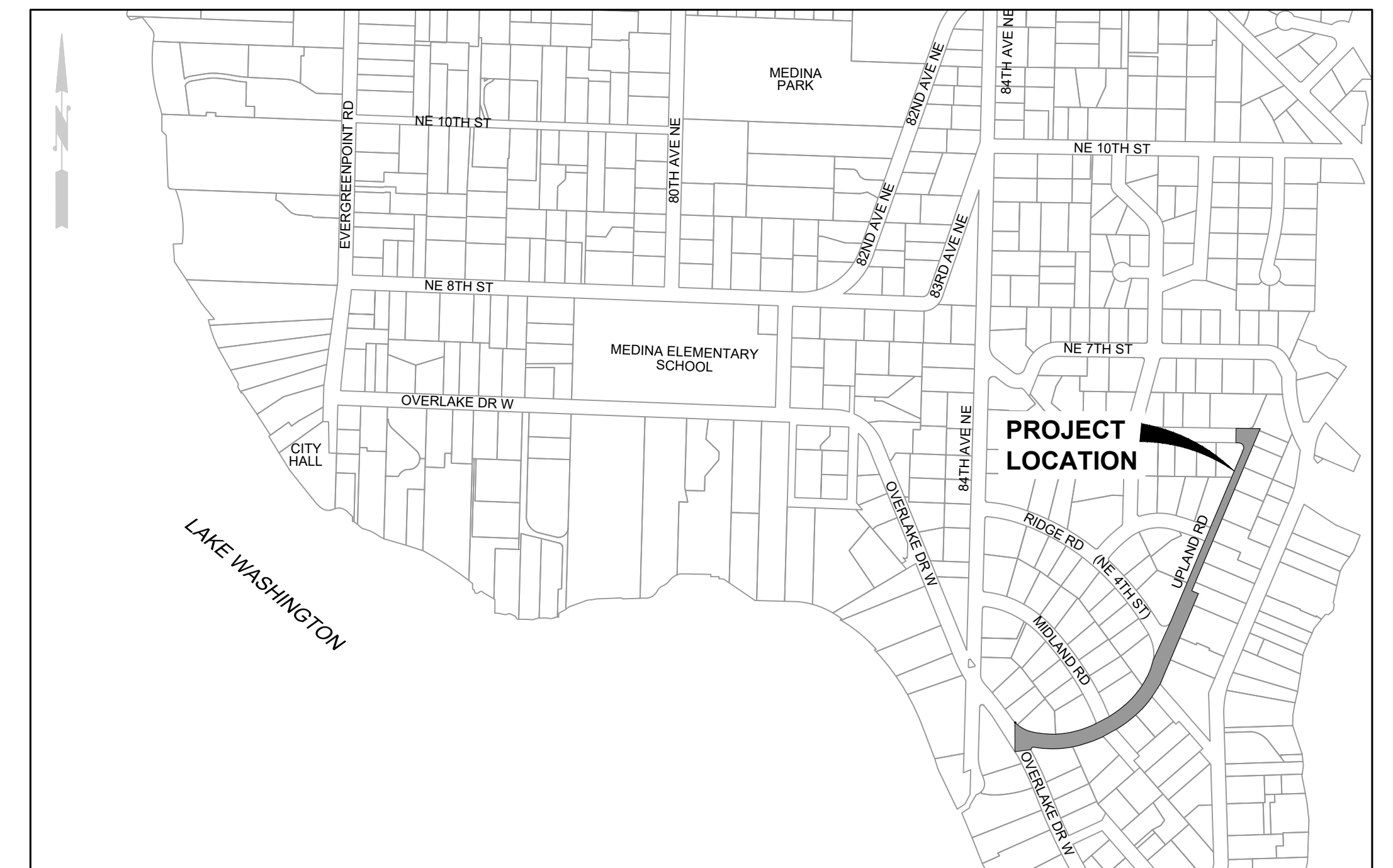
VICINITY MAP
NOT TO SCALE



CITY OFFICIALS

JESSICA ROSSMAN

Mayor



PROJECT LOCATION MAP
NOT TO SCALE

JENNIFER GARONE

CYNTHIA ADKINS

HARINI GOKUL

City Council

MAC JOHNSTON

ROBERT ZOOK

City Council

STEVE BURNS

CITY MANAGER

RANDY REEVES

DEPUTY MAYOR

RYAN OSADA

PUBLIC WORKS DIRECTOR



JULY 2023
G&O #23480

ABBREVIATIONS

AC	ASBESTOS CEMENT PIPE
ADJ	ADJUST
ALT	ALTERNATE
ALUM	ALUMINUM
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
AP	ANGLE POINT
ASPH	ASPHALT
ASSY	ASSEMBLY
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS
AVE	AVENUE
BF	BLIND FLANGE
BLDG	BUILDING
BLK	BLOCK
BO	BLOW OFF
BOP	BEGINNING OF PROJECT
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
C	CONDUIT
CAP	CORRUGATED ALUMINUM PIPE
CB	CATCH BASIN
CF	CUBIC FEET
CFS	CUBIC FEET PER SECOND
CICL	CAST IRON CLASS
CLR	CLEARANCE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CONN	CONNECTION
CONT	CONTINUED/CONTINUOUS
CPEP	CORRUGATED POLYETHYLENE PIPE
CPLG	COUPLING
CTR	CENTER
CY	CUBIC YARD
+	CENTER LINE
D	DRAIN
DC	DEGREE OF CURVATURE
DI	DUCTILE IRON
DIA	DIAMETER
DIM	DIMENSION
DOT	DEPARTMENT OF TRANSPORTATION
DWGS	DRAWING(S)
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	GALVE
GALV	GALVANIZED
GI	GALVANIZED IRON
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
IN	INCH
INV	INVERT
L	LENGTH
LB	POUND
LF	LINEAR FEET
MAX	MAXIMUM
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
N	NORTH
NO	NUMBER
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PE	PLAIN END
PERF	PERFORATED
PI	POINT OF INTERSECTION
PP	POWER POLE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENT
QTY	QUANTITY
R	RADIUS
R/W	RIGHT-OF-WAY
RED	REDUCER
REINF	REINFORCE
REQD	REQUIRED
RET	RETAINING
RR	RAILROAD
S	SOUTH
SCH	SCHEDULE
SF	SQUARE FEET
SHT	SHEET
SL	SLOPE
SPECS	SPECIFICATIONS
SO	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
W/	WITH
W/O	WITHOUT
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

LINETYPES

EXISTING	PROPOSED	DESCRIPTION
SURFACE FEATURES		
		CURB (TYPE AS NOTED)
		CURB & GUTTER
		ASPHALT PAVEMENT
		GRAVEL SURFACING
		CONCRETE SURFACING
		CEMENT CONC. SIDEWALK
		FENCE/RAILING (TYPE AS NOTED)
		RIGHT-OF-WAY LINE
		CENTERLINE OF CONSTRUCTION
		APPROXIMATE TOE OF FILL
		PROPERTY LINE
		CONTOUR LINE
		SAWCUT LINE (APPROXIMATE LOCATION)
		BURIED ELECTRICAL
		BURIED TELEPHONE/COMMUNICATIONS
		BURIED COMMUNICATIONS
		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)

SIGNALIZATION/ILLUMINATION SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JUNCTION BOX (TYPE I, II, VIII)
		LIGHT/LUMINAIRE POLE W/WARM

WATER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GUARD POST / BOLLARD
		GATE VALVE

GAS/POWER/TELEPHONE SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		GAS VALVE
		POWER VAULT (SIZE VARIES)
		UTILITY PEDESTAL
		COMMUNICATION HANDHOLE

SURVEY SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROL POINT
		MONUMENT (IN CASE)

SANITARY/STORM SEWER SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		STORM DRAIN MANHOLE/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)

SURFACE FEATURES/LANDSCAPING

EXISTING	PROPOSED	DESCRIPTION
		SIGN
		SHRUB
		TREE (CONIFER)
		TREE (DECIDUOUS)
		TREE STUMP
		WOOD STEPS

CHANNELIZATION SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CENTER LANE LINE
		CROSS WALK MARKING
		STOP BAR

GENERAL NOTES:

- ALL MATERIALS AND WORKMANSHIP SHALL BE FURNISHED AND SUPPLIED IN ACCORDANCE WITH THE 2023 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AND CITY OF MEDINA PUBLIC WORKS STANDARDS, AND THESE CONTRACT DOCUMENTS 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: CALL #811.
- THE CONTRACTOR SHALL HAVE A COPY OF THESE PLANS, ANY ADDENDA, CHANGE ORDERS 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 OIL MAT, OR CONCRETE SURFACE, THE CONTRACTOR SHALL PERFORM A "NEAT LINE CUT" PER SPECIFICATIONS.
- THE CONTRACTOR SHALL MAINTAIN A CLEAN LEGIBLE SET OF RECORD DRAWINGS AND PROVIDE A SET TO THE OWNER PRIOR TO DEMOBILIZATION OF THE SITE. SEE SPECIFICATIONS.
- THE 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 CITY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
1130 RAINIER AVENUE SOUTH,
SUITE 300
SEATTLE, WASHINGTON 98144
(206) 284-0860



CITY OF MEDINA

UPLAND ROAD DRAINAGE IMPROVEMENTS

SHEET INDEX

SHEET	DESCRIPTION
COVER	TITLE, CITY OFFICIALS, SHEET INDEX AND CONTACTS
G-1	SYMBOL LEGEND, ABBREVIATIONS, GENERAL NOTES, AND SHEET INDEX
G-2	SURVEY CONTROL PLAN
TD-1	TESC DETAILS
C-1	PLAN & PROFILE
C-2	PLAN & PROFILE
C-3	PLAN & PROFILE
C-4	PLAN & PROFILE
C-5	ROAD & STORM DETAILS
C-6	STORM DETAILS
C-7	STORM DETAILS
C-8	STORM DETAILS

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: JULY 2023

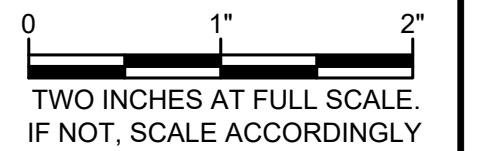
APPROVED BY: RWK

CHECKED BY: RWK

DRAWN BY: SEM

G & O JOB NO.: 23480

FILE: LEGEND.DWG



GENERAL

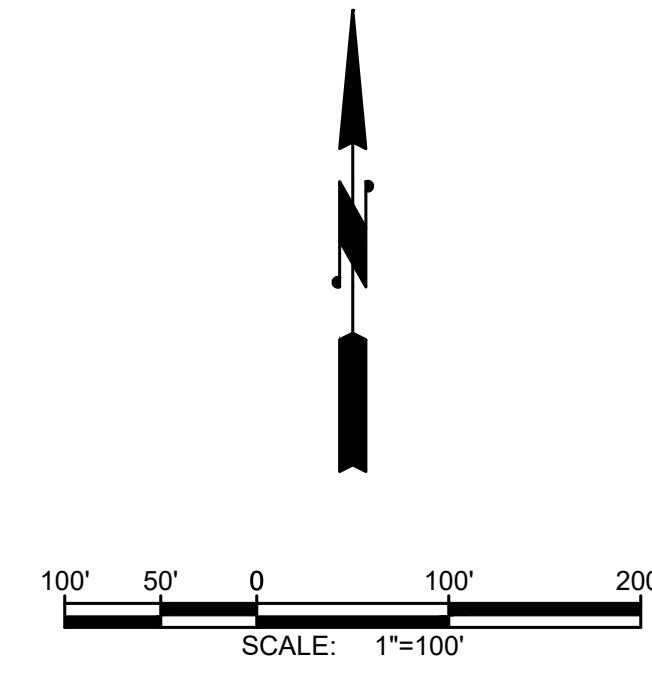
SYMBOL LEGEND, ABBREVIATIONS, GENERAL NOTES, AND SHEET INDEX

DRAWING: **G-1** OF: **11**

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

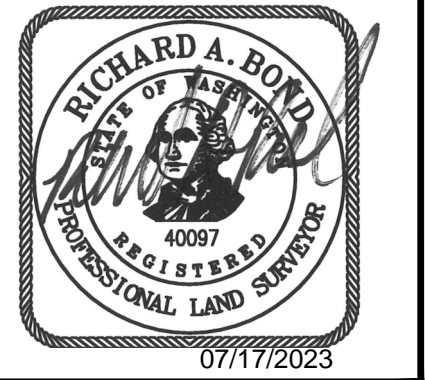
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

M:\Medina\23480 Upland Road Drainage Imp\01 Design\PLANSET\CIVIL\SURVEY CONTROL.dwg, 7/17/2023 11:47 AM, PHILIP MARSHALL



CITY OF MEDINA - UPLAND ROAD DRAINAGE IMPROVEMENTS				
JOB NUMBER - 23480				
SURVEY CONTROL & MONUMENTATION				
HORIZONTAL DATUM: NAD83/2011 WASHINGTON PLANE COORDINATE SYSTEM, NORTH ZONE, GRID NORTH				
VERTICAL DATUM: NAVD88				
POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
120	228114.85	1296446.77	113.22	SFMC=FOUND MONUMENT IN CASE, BRASS PIN W/ PUNCH. INTX OF NE 7TH ST & 84TH AVE NE. AKA CITY OF BELLEVUE "3083". DOWN 1.45' IN CASE.
135	226549.21	1296560.64	79.31	SFNT=FOUND NAIL W/ CONTROL TAG, "DRS CONT" SE QUADRANT INTX OVERLAKE DR W & 84TH AVE NE. 1.5' N OF S EDGE ASPHALT.
137	226473.04	1296624.23	77.93	SFMC, CENTERLINE OVERLAKE DR W. NO DISC. SET UP OVER POINT ON NW FACE OF ROCK INSIDE CASE. NOT A GREAT MON TO USE. DOWN 1.0' IN CASE.
138	226520.13	1296784.93	96.19	SSNT=SET MAG NAIL W/ "G&O CONTROL" TAG. 2.8' N OF S EDGE ASPHALT UPLAND RD. 10' NE OF POWER POLE. 8' N OF GUY ANCHOR.
139	226584.28	1296958.42	114.76	SFMC, 3" BRASS DISC W/ PUNCH, INTX UPLAND RD & MIDLAND RD. "CITY OF BELLEVUE SURVEY MON." DOWN 0.7' IN CASE.
175	226657.11	1297072.71	129.23	SSNT, 1.5' NE OF CENTERLINE DRIVEWAY TO 304 UPLAND RD. 0.8' NW OF SE EDGE OF ASPHALT OF UPLAND RD.
176	226804.79	1297169.11	138.46	SFMC, 1/4" LEAD PLUG SET IN CONCRETE. DOWN 0.9' IN CASE. 50' NNE OF CENTER OF INTX RIDGE RD & UPLAND RD. 3.5' W OF E EDGE OF ASPHALT OF UPLAND RD.
177	227176.95	1297301.31	153.03	SSN=SET NAIL, 60-D NAIL W/ BLUE WHISKERS DOWN 0.1' IN DIRT. W SHOULDER OF UPLAND RD. 4' NNE OF TIP OF N DRIVEWAY TO 439 UPLAND RD. 3.6' NE OF SPRINKLER VALVE.
178	227361.59	1297399.22	154.85	SFNT, "DRS CONTROL" TAG. IN SE QUADRANT INTX UPLAND RD & 5TH ST. 6.5' W OF E EDGE OF ASPHALT OF UPLAND RD. 16' S OF SEWER MANHOLE.
179	227737.16	1297556.73	157.45	SFNT, OLD NAIL W/ TAG. E EDGE INTX UPLAND RD & 6TH ST NE. 10' ESE OF WATER VALVE. 7.7' N OF NW CORNER OF DRIVEWAY TO 544 UPLAND RD.
180	227801.80	1297453.70	163.10	SFNT, "CORE CONTROL" TAG. 1.5' S OF N EDGE OF ASPHALT OF NE 6TH ST. 33' E OF CENTERLINE WESTERLY DRIVEWAY TO 8626 NE 6TH ST.
181	227784.43	1297087.34	164.19	SFNT, "CORE CONTROL" TAG. SE QUADRANT INTX NE 6TH ST & 86TH AVE NE. 1.5' NW OF EDGE OF ASPHALT.
182	228152.47	1297137.62	161.91	SSNT, NW QUADRANT INTX 86TH AVE NE & NE 7TH ST. 5' SE OF N EDGE OF ASPHALT. 8' E OF N WEDGE CURB FLOW LINE AT PC/PT.
183	228144.78	1296711.28	155.44	SSNT, AT NE 7TH ST. N WEDGE CURB FLOW LINE. 12' W OF CENTERLINE TO EASTERLY DRIVEWAY TO 8482 NE 7TH ST.
184	228007.00	1296604.41	137.63	SSNT, IN CURVE OF NE 7TH ST SE OF 84TH AVE NE. 1' N OF S EDGE ASPHALT OF NE 7TH ST.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET NORTHEAST,
BUILDING B, SUITE 210
ARLINGTON, WA 98223
(360) 454-5490

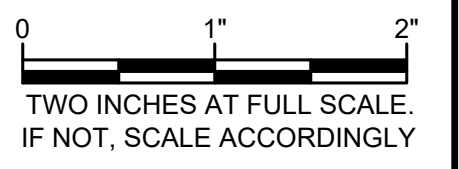


CITY OF MEDINA

UPLAND ROAD DRAINAGE IMPROVEMENTS

No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		JULY 2023
APPROVED BY:		RWK
CHECKED BY:		RWK
DRAWN BY:		SEM

G & O JOB NO.: 23480
FILE: SURVEY CONTROL.DWG



GENERAL

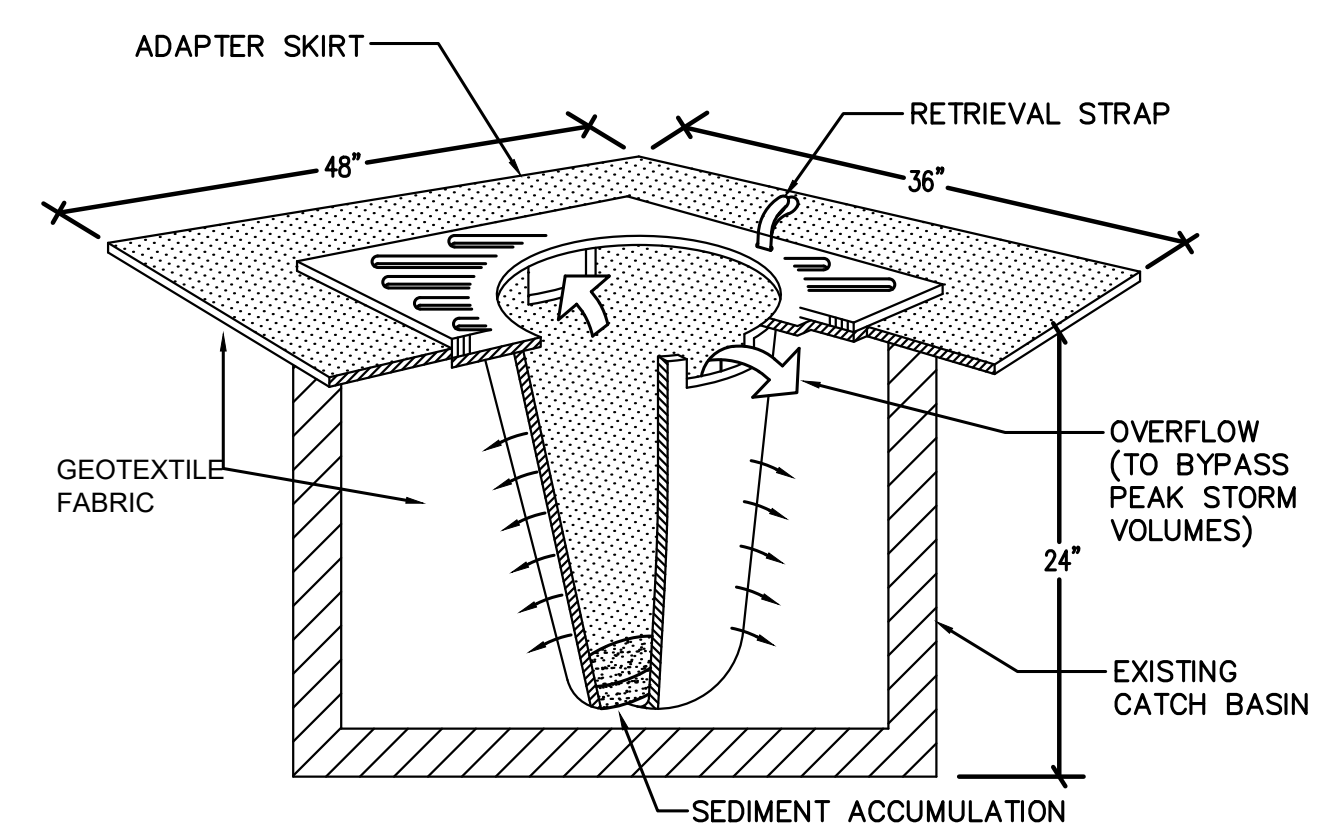
SURVEY CONTROL PLAN

DRAWING: **G-2** OF: **11**

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

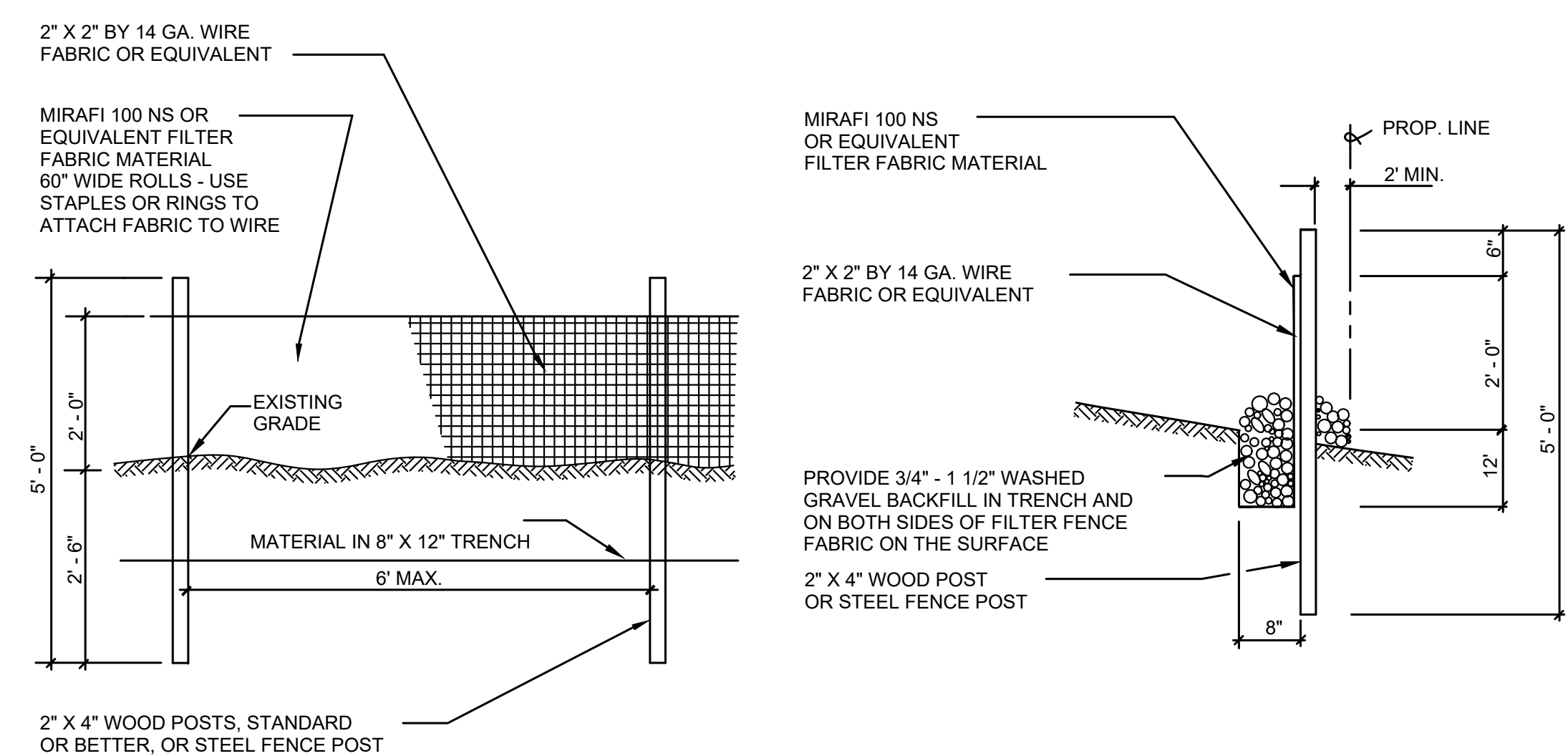
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

CITY OF MEDINA
UPLAND ROAD DRAINAGE IMPROVEMENTS



STORM DRAIN INLET PROTECTION SHALL BE WITH A "SILT SACK" AS MANUFACTURED BY ACF ENVIRONMENTAL OR APPROVED EQUAL.

1
 TYP NTS
STORM DRAIN INLET PROTECTION DETAIL



2
 TYP NTS
SILT FENCE DETAIL

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: JULY 2023

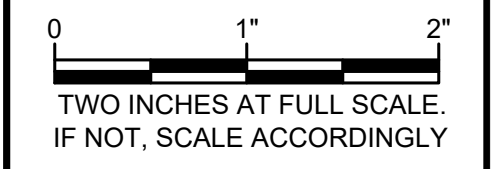
APPROVED BY: RWK

CHECKED BY: RWK

DRAWN BY: SEM

G & O JOB NO.: 23480

FILE: DETAILS.DWG

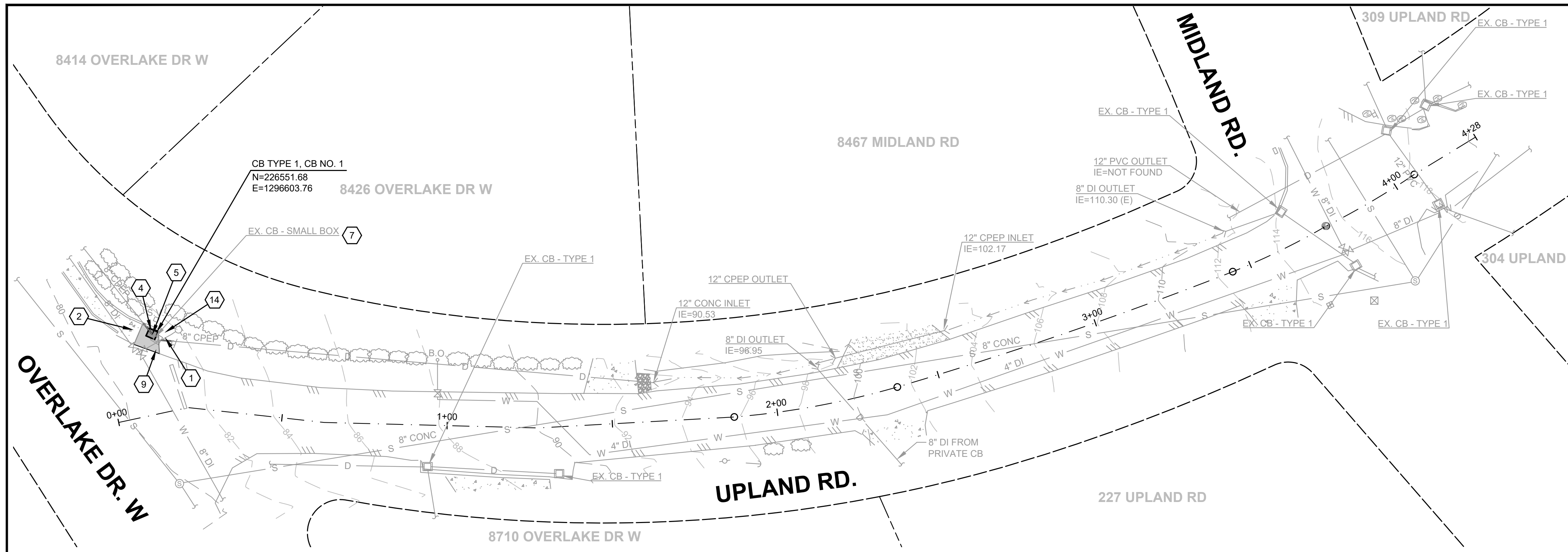


CIVIL

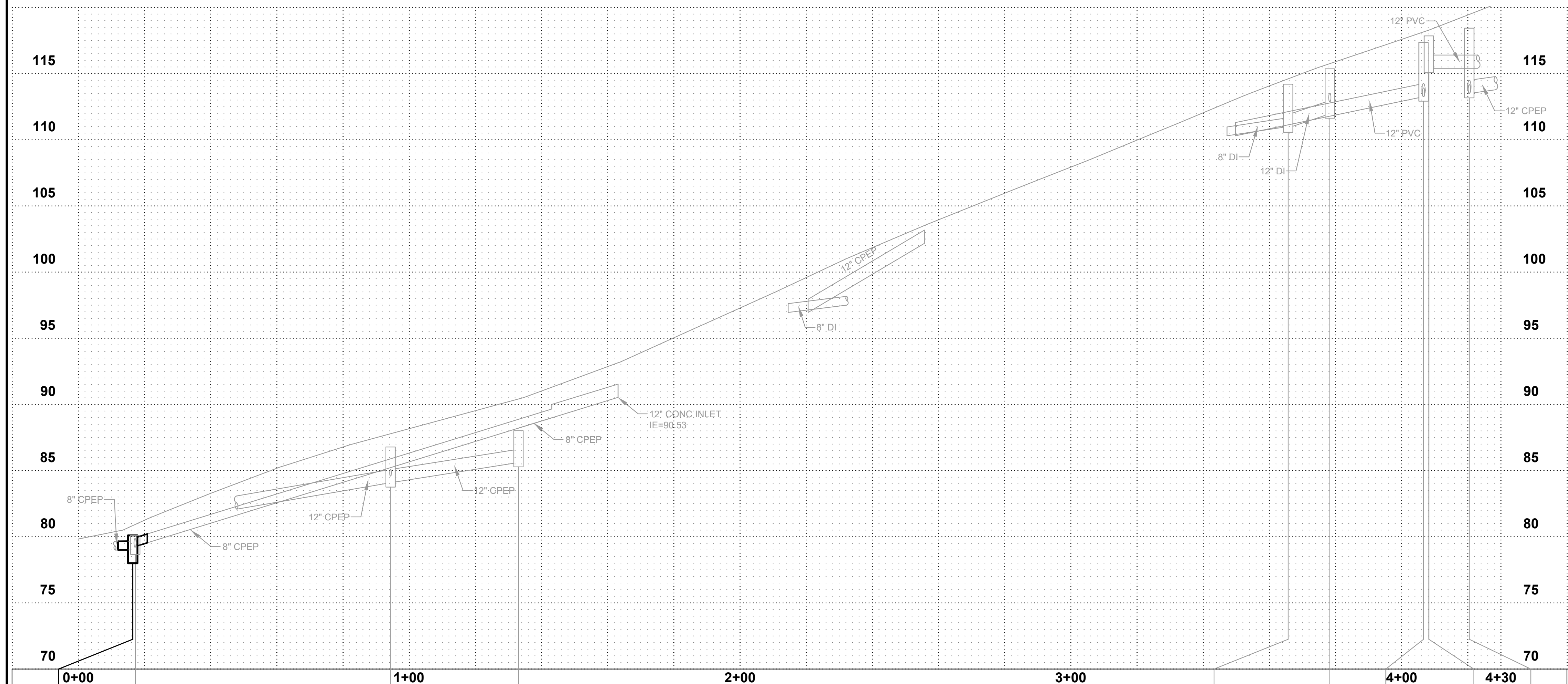
TESC DETAILS

DRAWING: **TD-1** OF: **11**

M:\Medina\23480 Upland Road Drainage Imp\01 Design\PLANSET\Civil\PLAN & PROFILE.dwg, 7/17/2023 1:25 PM, PHILIP MARSHALL



- ### CONSTRUCTION NOTES
- CAUTION: POTENTIAL UTILITY CONFLICT. POTHOLE TO DETERMINE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. ANY DISCREPANCIES FOUND IN THE FIELD FROM THOSE SHOWN HEREIN SHALL BE REPORTED TO THE OWNER PRIOR TO COMMENCING THE WORK.
 - PROTECT EXISTING CURB, SIDEWALK, MAILBOX, UTILITY, DURING CONSTRUCTION.
 - SAWCUT EXISTING PAVEMENT, PATCH WITH 3 INCHES OF HMA OVER 4 INCHES OF CRUSHED SURFACING TOP COURSE AND SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.
 - REMOVE AND WASTEHAUL EXISTING PAVEMENT/CONCRETE, PER THE SPECIFICATIONS. COORDINATE WITH CITY AS REQUIRED. THIS WORK TO BE INCLUDED IN REMOVAL OF STRUCTURE AND OBSTRUCTION.
 - CONNECT EXISTING STORM PIPES TO NEW STRUCTURE.
 - CONNECT NEW STORM PIPE TO EXISTING STORM PIPE. SEE DETAIL SHEET C-5.
 - REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S) / PIPE.
 - REMOVE AND REPLACE EXISTING SIGN.
 - SHAPE ASPHALT TO DRAIN TO CATCH BASIN.
 - PROTECT EXISTING TREE, SHRUB, AND VEGETATION DURING CONSTRUCTION.
 - ABANDON EXISTING STORM STRUCTURE/PIPE PER THE SPECIFICATIONS.
 - INSTALL 3" HIGH ASPHALT WATER BAR TO DIRECT RUNOFF INTO CATCH BASIN.
 - REMOVE AND WASTEHAUL EXISTING TREE.
 - RESTORE DISTURBED AREAS TO EQUAL OR BETTER CONDITION.



<p>CB TYPE 1, CB NO. 1 STA. 0+15.23, 9' LT RIM=80.10 IE=79.00, 8\" CPEP NW IE=79.20, 8\" CPEP E</p>	<p>EX. CB SMALL BOX RIM=80.10 IE=79.00, 8\" CPEP NW IE=79.20, 8\" CPEP E</p>	<p>EX. CB TYPE 1 RIM=86.76 IE=84.08, 12\" CPEP W IE=84.08, 12\" CPEP E IE=84.58, 6\" PVC S</p>	<p>EX. CB TYPE 1 RIM=88.01 IE=85.61, 12\" CPEP W</p>	<p>EX. CB TYPE 1 RIM=114.20 IE=111.00, 8\" DI W IE=110.90, 12\" DI SE</p>	<p>EX. CB TYPE 1 RIM=115.36 IE=112.86, 8\" PVC SE IE=111.96, 12\" DI NW</p>	<p>EX. CB TYPE 1 RIM=117.35 IE=113.25, 12\" PVC SW IE=113.25, 12\" PVC NW IE=113.25, 8\" PVC NVE IE=113.25, 12\" PVC NE</p>	<p>EX. CB TYPE 1 RIM=117.95 IE=115.50, 12\" PVC NW IE=115.40, 12\" PVC E</p>	<p>EX. CB TYPE 1 RIM=118.43 IE=113.50, 12\" PVC SW IE=113.50, 12\" CPEP NE IE=113.50, 8\" PVC N</p>
---	---	--	--	--	--	--	---	---

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

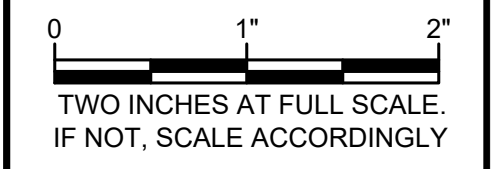
RIGHT-OF-WAY DISCLAIMER
 THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

Gray & Osborne, Inc.
 CONSULTING ENGINEERS
 3710 168TH STREET NORTHEAST,
 BUILDING B, SUITE 210
 ARLINGTON, WA 98223
 (360) 454-5490



CITY OF MEDINA
UPLAND ROAD DRAINAGE IMPROVEMENTS

No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		JULY 2023
APPROVED BY:		RWK
CHECKED BY:		RWK
DRAWN BY:		SEM
G & O JOB NO.:		23480
FILE:		PLAN & PROFILE.DWG



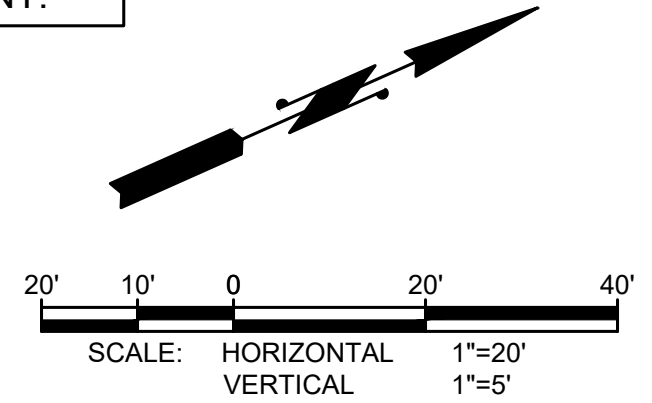
CIVIL
PLAN & PROFILE

M:\Medina\23480 Upland Road Drainage Imp\01 Design\PLANSET\CV\PLAN & PROFILE.dwg, 7/17/2023 1:25 PM, PHILIP MARSHALL

CITY OF MEDINA UPLAND ROAD DRAINAGE IMPROVEMENTS

Table with 3 columns: No., DATE, REVISION. Includes ISSUED FOR, ISSUE DATE (JULY 2023), APPROVED BY (RWK), CHECKED BY (RWK), DRAWN BY (SEM), G & O JOB NO. (23480), FILE (PLAN & PROFILE.DWG).

CIVIL PLAN & PROFILE



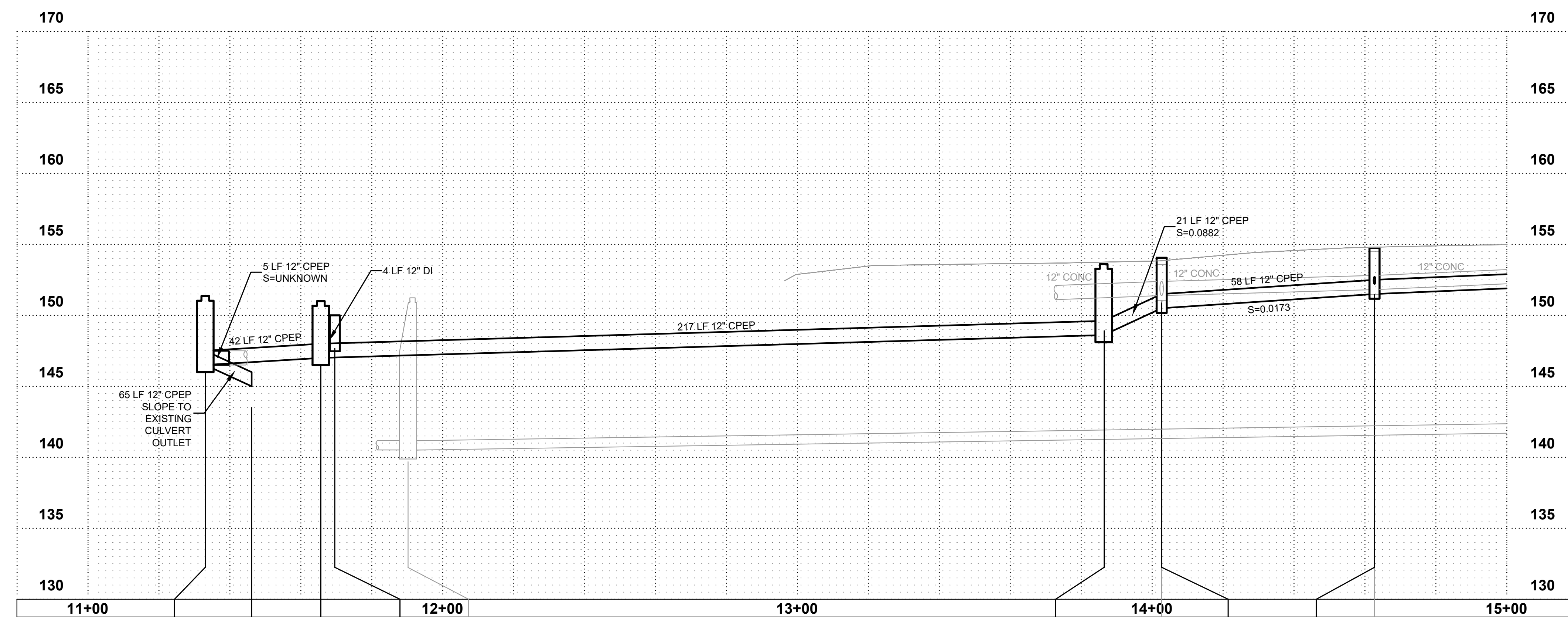
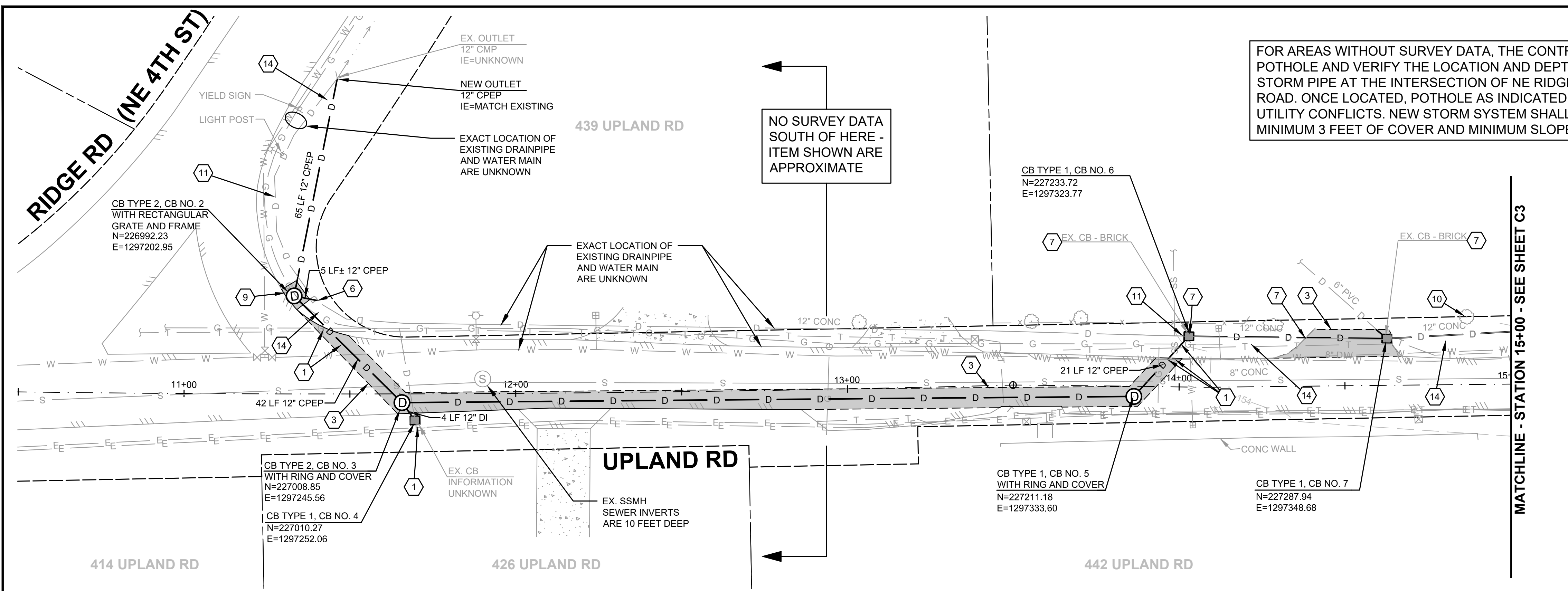
FOR AREAS WITHOUT SURVEY DATA, THE CONTRACTOR SHALL POT HOLE AND VERIFY THE LOCATION AND DEPTH OF THE EXISTING STORM PIPE AT THE INTERSECTION OF NE RIDGE ROAD AND UPLAND ROAD. ONCE LOCATED, POT HOLE AS INDICATED TO CHECK FOR UTILITY CONFLICTS. NEW STORM SYSTEM SHALL BE FIELD FIT WITH MINIMUM 3 FEET OF COVER AND MINIMUM SLOPE OF 1 PERCENT.

NO SURVEY DATA SOUTH OF HERE - ITEM SHOWN ARE APPROXIMATE

MATCHLINE - STATION 15+00 - SEE SHEET C3

CONSTRUCTION NOTES

- 1. CAUTION: POTENTIAL UTILITY CONFLICT. POT HOLE TO DETERMINE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. ANY DISCREPANCIES FOUND IN THE FIELD FROM THOSE SHOWN HEREIN SHALL BE REPORTED TO THE OWNER PRIOR TO COMMENCING THE WORK.
2. PROTECT EXISTING CURB, SIDEWALK, MAILBOX, UTILITY, DURING CONSTRUCTION.
3. SAWCUT EXISTING PAVEMENT, PATCH WITH 3 INCHES OF HMA OVER 4 INCHES OF CRUSHED SURFACING TOP COURSE AND SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.
4. REMOVE AND WASTEHAUL EXISTING PAVEMENT/CONCRETE, PER THE SPECIFICATIONS. COORDINATE WITH CITY AS REQUIRED. THIS WORK TO BE INCLUDED IN REMOVAL OF STRUCTURE AND OBSTRUCTION.
5. CONNECT EXISTING STORM PIPES TO NEW STRUCTURE.
6. CONNECT NEW STORM PIPE TO EXISTING STORM PIPE. SEE DETAIL SHEET C-5.
7. REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S) / PIPE.
8. REMOVE AND REPLACE EXISTING SIGN.
9. SHAPE ASPHALT TO DRAIN TO CATCH BASIN.
10. PROTECT EXISTING TREE, SHRUB, AND VEGETATION DURING CONSTRUCTION.
11. ABANDON EXISTING STORM STRUCTURE/PIPE PER THE SPECIFICATIONS.
12. INSTALL 3" HIGH ASPHALT WATER BAR TO DIRECT RUNOFF INTO CATCH BASIN.
13. REMOVE AND WASTEHAUL EXISTING TREE.
14. RESTORE DISTURBED AREAS TO EQUAL OR BETTER CONDITION.

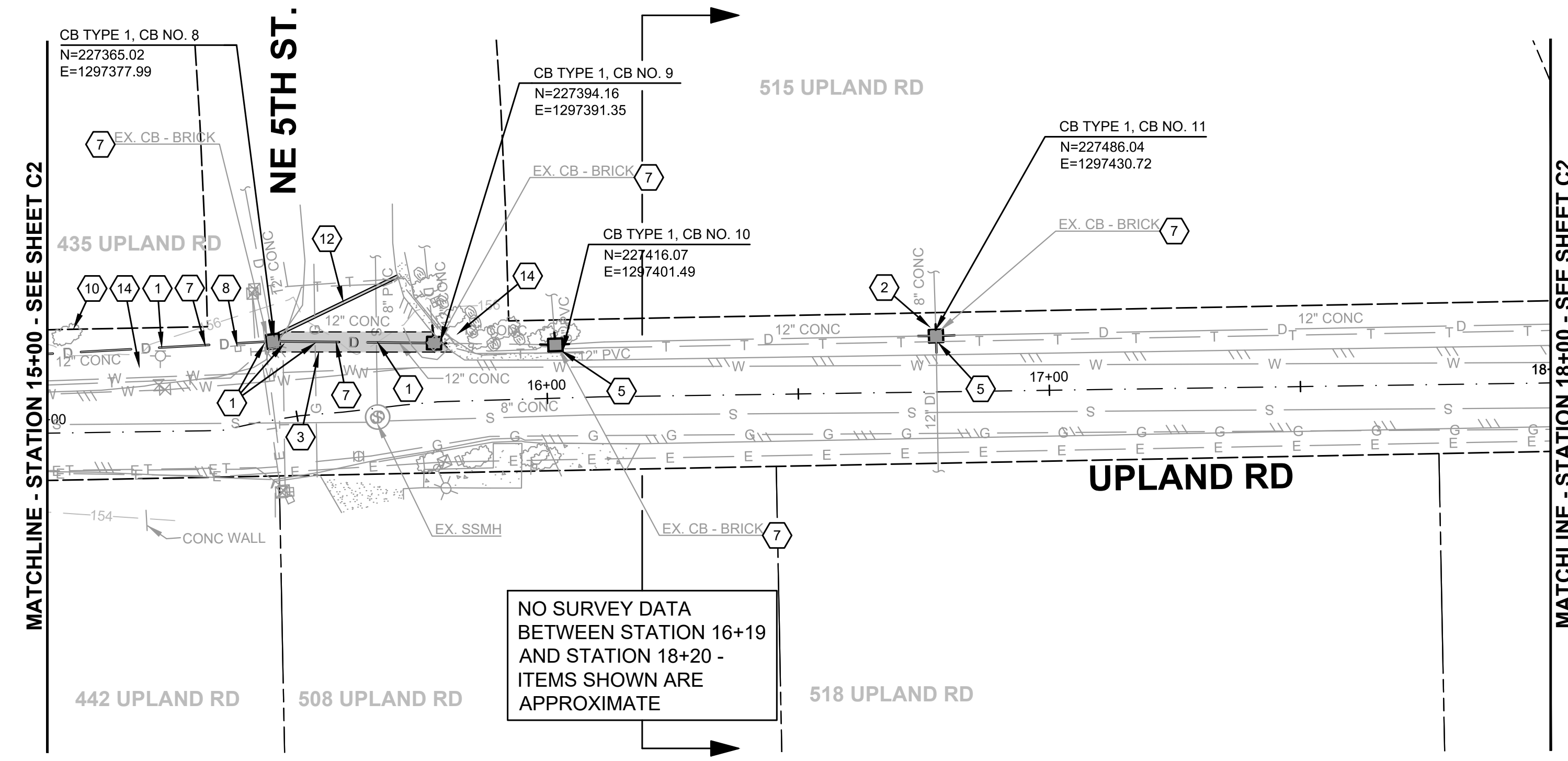


- TYPE 2, 48" Ø, CB No. 2 WITH RECTANGULAR GRATE AND FRAME N=226992.23 E=1297202.95
NEW OUTLET 12" CPEP IE=MATCH EXISTING
TYPE 2, 48" Ø, CB No. 3 WITH RING AND COVER N=227008.85 E=1297245.56
CB TYPE 1, CB No. 4 WITH RING AND COVER N=227010.27 E=1297252.06
EX. CB INFORMATION UNKNOWN
EX. SSMH SEWER INVERTS ARE 10 FEET DEEP
48" Ø MANHOLE RIM UNKNOWN IE=UNKNOWN
TYPE 2, 48" Ø, CB No. 5 WITH RING AND COVER N=153181.81 E=148614.32 RT. IE=148614.12" CPEP NW IE=148614.12" CPEP S
EX. CB - BRICK RIM=153.59 IE=151.39 12" CONC SW IE=151.39 12" CONC NE
CB TYPE 1, CB No. 6 WITH RING AND COVER N=14+03.43, 15.29' LT. RIM=153.60 IE=150.50 12" CPEP NE IE=150.50 12" CPEP SE IE=151.20 12" CONC SW, PLUG
EX. CB - BRICK RIM=154.51 IE=151.81 12" CONC SW IE=152.16" PVC SW IE=151.81 12" CONC N
CB TYPE 1, CB No. 7 WITH RING AND COVER N=14+62.45, 14.08' LT. RIM=154.50 IE=151.50 12" DI NE IE=151.50 12" DI SW IE=152.21 6" PVC SW
EX. CB - BRICK RIM=154.51 IE=151.81 12" CONC SW IE=152.16" PVC SW IE=151.81 12" CONC N

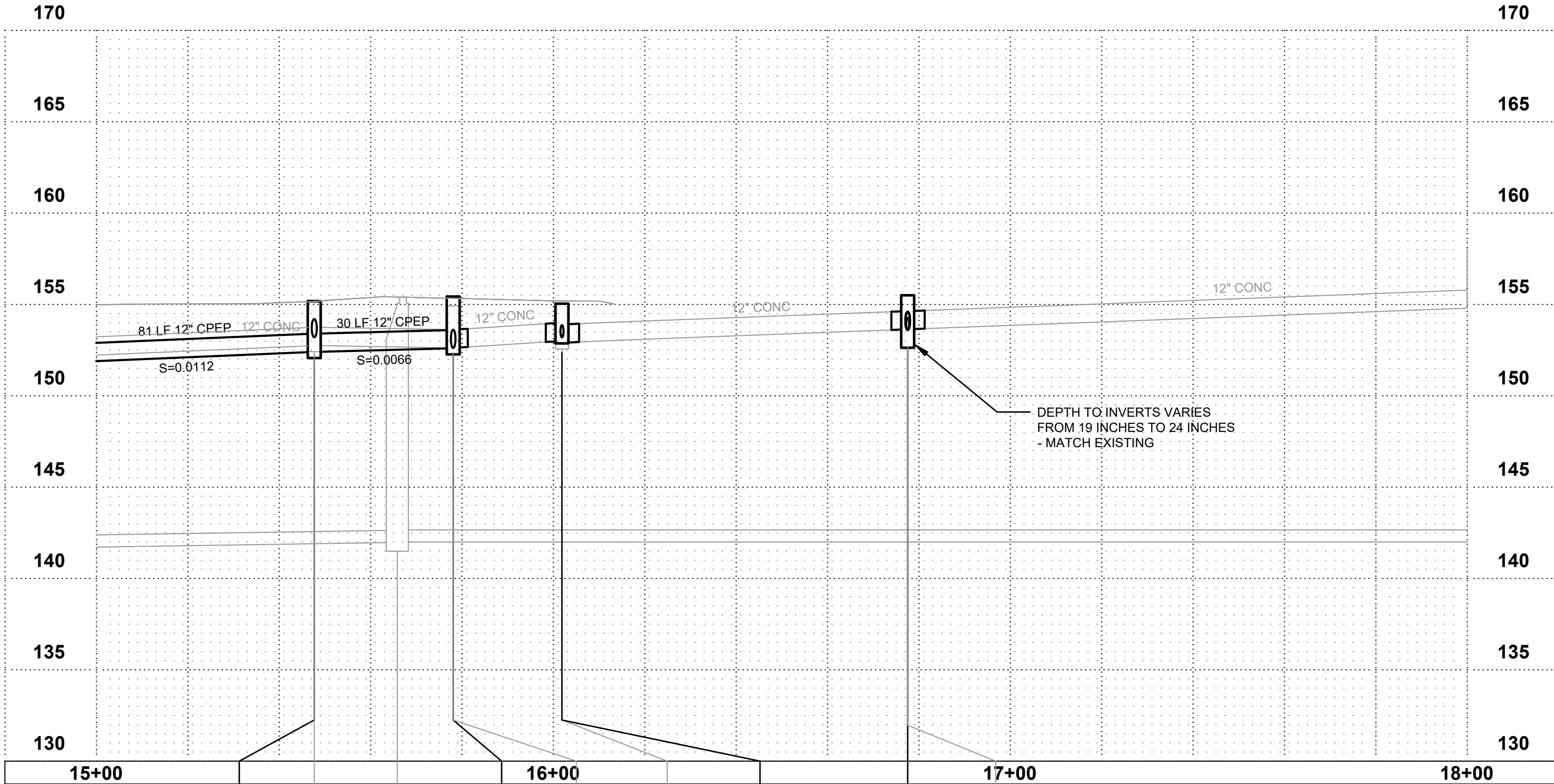
BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811 EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.

M:\Medina\23480 Upland Road Drainage Imp\01 Design\PLANSET\CV\PLAN & PROFILE.dwg, 7/17/2023 1:25 PM, PHILIP MARSHALL



NO SURVEY DATA
BETWEEN STATION 16+19
AND STATION 18+20 -
ITEMS SHOWN ARE
APPROXIMATE



<p>CB TYPE 1, CB NO. 8 STA. 15+77.84, 15+46 LT RIM=155.10 IE=152.07 12\"/> </p>	<p>CB TYPE 1, CB NO. 9 STA. 15+77.88, 11.62 LT RIM=155.20 IE=152.00 12\"/> </p>	<p>CB TYPE 1, CB NO. 10 STA. 16+1.92, 10.54 LT RIM=155.04 IE=153.20 8\"/> </p>	<p>CB TYPE 1, CB NO. 11 STA. 16+77.54, 11.12 LT RIM=MATCH SURFACE EX. CB - BRICK RIM=UNKNOWN IE=UNKNOWN 12\"/> </p>
--	--	---	--

- ### CONSTRUCTION NOTES
- CAUTION: POTENTIAL UTILITY CONFLICT. POTHOLE TO DETERMINE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. ANY DISCREPANCIES FOUND IN THE FIELD FROM THOSE SHOWN HEREIN SHALL BE REPORTED TO THE OWNER PRIOR TO COMMENCING THE WORK.
 - PROTECT EXISTING CURB, SIDEWALK, MAILBOX, UTILITY, DURING CONSTRUCTION.
 - SAWCUT EXISTING PAVEMENT, PATCH WITH 3 INCHES OF HMA OVER 4 INCHES OF CRUSHED SURFACING TOP COURSE AND SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.
 - REMOVE AND WASTEHAUL EXISTING PAVEMENT/CONCRETE, PER THE SPECIFICATIONS. COORDINATE WITH CITY AS REQUIRED. THIS WORK TO BE INCLUDED IN REMOVAL OF STRUCTURE AND OBSTRUCTION.
 - CONNECT EXISTING STORM PIPES TO NEW STRUCTURE.
 - CONNECT NEW STORM PIPE TO EXISTING STORM PIPE. SEE DETAIL SHEET C-5.
 - REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S) / PIPE.
 - REMOVE AND REPLACE EXISTING SIGN.
 - SHAPE ASPHALT TO DRAIN TO CATCH BASIN.
 - PROTECT EXISTING TREE, SHRUB, AND VEGETATION DURING CONSTRUCTION.
 - ABANDON EXISTING STORM STRUCTURE/PIPE PER THE SPECIFICATIONS.
 - INSTALL 3" HIGH ASPHALT WATER BAR TO DIRECT RUNOFF INTO CATCH BASIN.
 - REMOVE AND WASTEHAUL EXISTING TREE.
 - RESTORE DISTURBED AREAS TO EQUAL OR BETTER CONDITION.

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

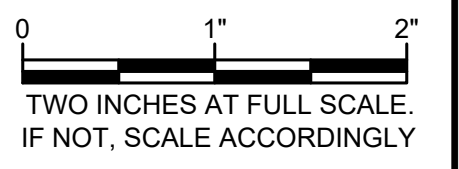
RIGHT-OF-WAY DISCLAIMER
THE RIGHT-OF-WAY AND/OR PROPERTY LINES SHOWN HEREON ARE BASED ON AVAILABLE INFORMATION, NOT ON A SURVEYED LOCATION AND ARE ONLY APPROXIMATE.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
3710 168TH STREET NORTHEAST,
BUILDING B, SUITE 210
ARLINGTON, WA 98223
(360) 454-5490



CITY OF MEDINA
UPLAND ROAD DRAINAGE IMPROVEMENTS

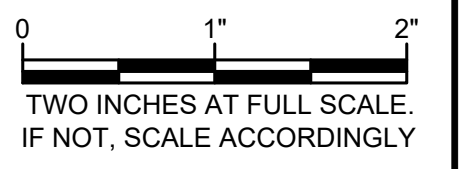
No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		JULY 2023
APPROVED BY:		RWK
CHECKED BY:		RWK
DRAWN BY:		SEM
G & O JOB NO.:		23480
FILE:		PLAN & PROFILE.DWG



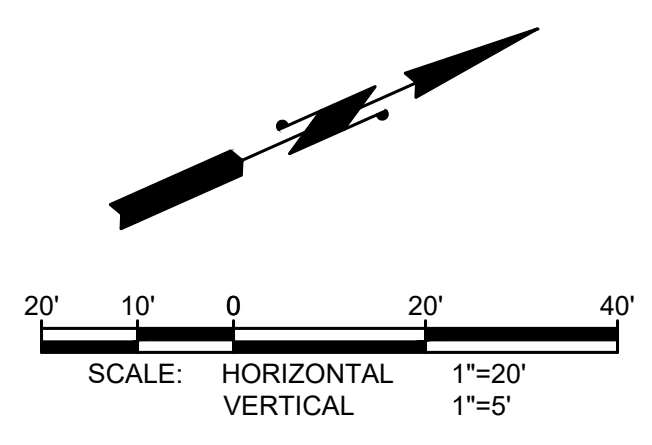
CIVIL
PLAN & PROFILE

CITY OF MEDINA
UPLAND ROAD DRAINAGE IMPROVEMENTS

No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		JULY 2023
APPROVED BY:		RWK
CHECKED BY:		RWK
DRAWN BY:		SEM
G & O JOB NO.:		23480
FILE:		PLAN & PROFILE.DWG

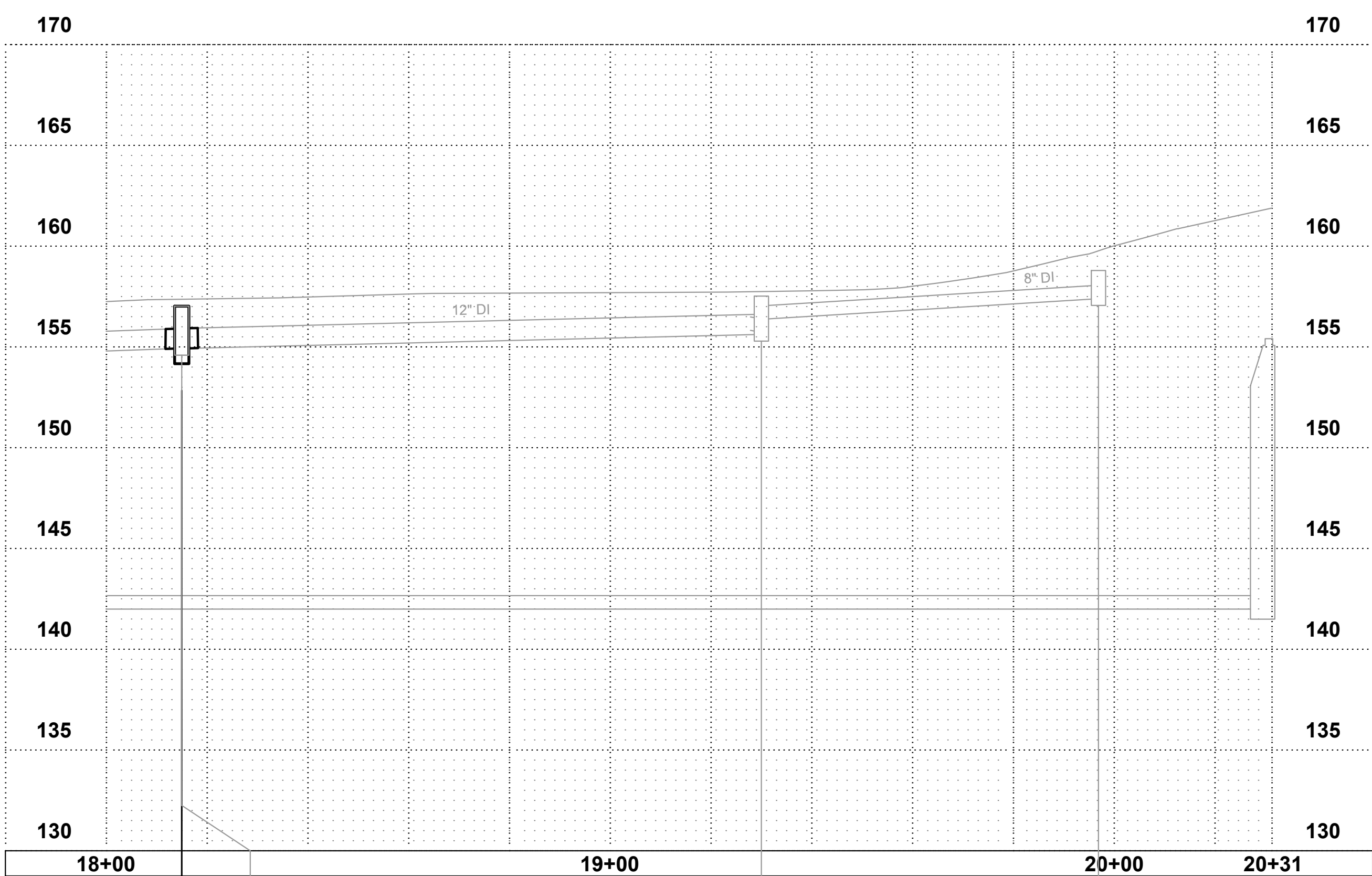
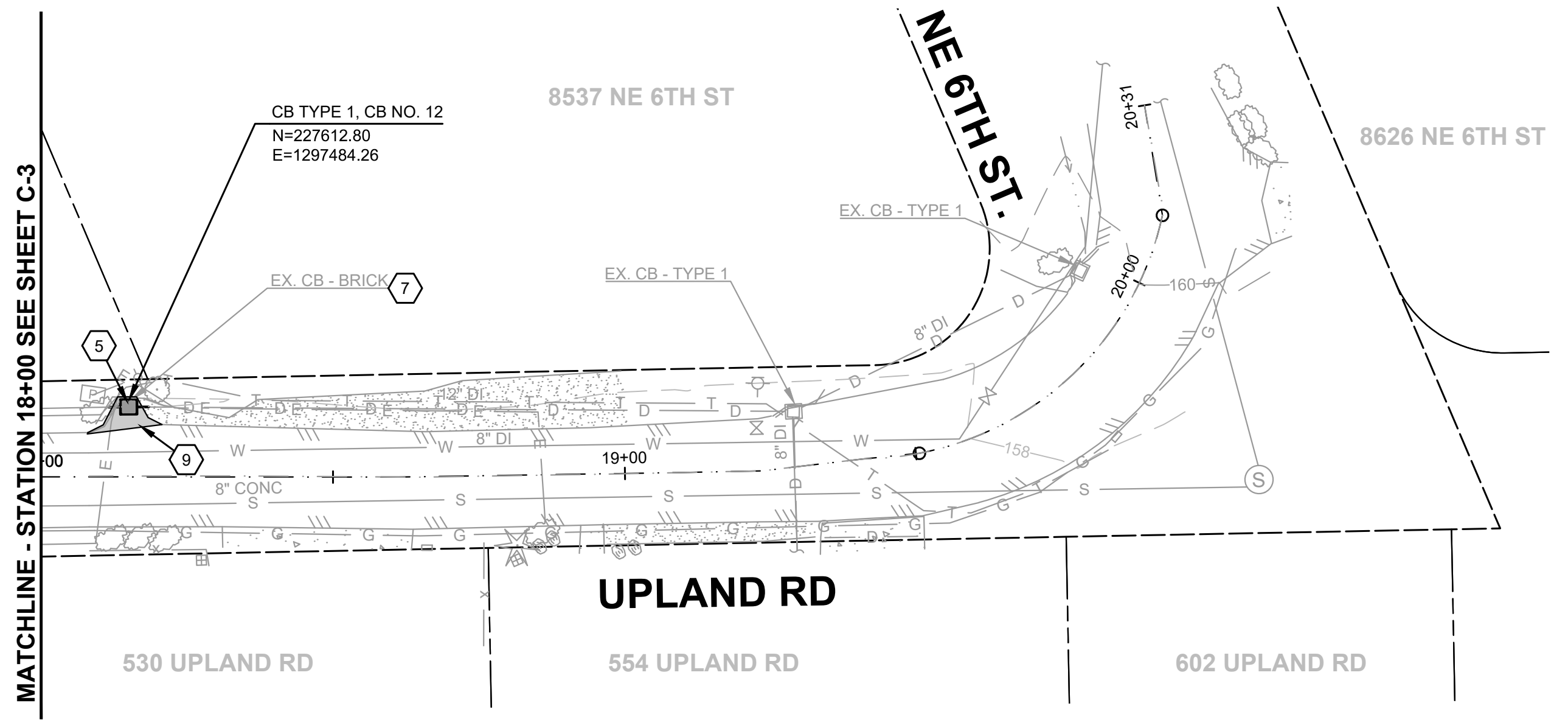


CIVIL
PLAN & PROFILE



CONSTRUCTION NOTES

- CAUTION: POTENTIAL UTILITY CONFLICT. POTHOLE TO DETERMINE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. ANY DISCREPANCIES FOUND IN THE FIELD FROM THOSE SHOWN HEREIN SHALL BE REPORTED TO THE OWNER PRIOR TO COMMENCING THE WORK.
- PROTECT EXISTING CURB, SIDEWALK, MAILBOX, UTILITY, DURING CONSTRUCTION.
- SAWCUT EXISTING PAVEMENT, PATCH WITH 3 INCHES OF HMA OVER 4 INCHES OF CRUSHED SURFACING TOP COURSE AND SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.
- REMOVE AND WASTEHAUL EXISTING PAVEMENT/CONCRETE, PER THE SPECIFICATIONS. COORDINATE WITH CITY AS REQUIRED. THIS WORK TO BE INCLUDED IN REMOVAL OF STRUCTURE AND OBSTRUCTION.
- CONNECT EXISTING STORM PIPES TO NEW STRUCTURE.
- CONNECT NEW STORM PIPE TO EXISTING STORM PIPE. SEE DETAIL SHEET C-5.
- REMOVE AND WASTEHAUL EXISTING STORM DRAINAGE STRUCTURE(S) / PIPE.
- REMOVE AND REPLACE EXISTING SIGN.
- SHAPE ASPHALT TO DRAIN TO CATCH BASIN.
- PROTECT EXISTING TREE, SHRUB, AND VEGETATION DURING CONSTRUCTION.
- ABANDON EXISTING STORM STRUCTURE/PIPE PER THE SPECIFICATIONS.
- INSTALL 3" HIGH ASPHALT WATER BAR TO DIRECT RUNOFF INTO CATCH BASIN.
- REMOVE AND WASTEHAUL EXISTING TREE.
- RESTORE DISTURBED AREAS TO EQUAL OR BETTER CONDITION.



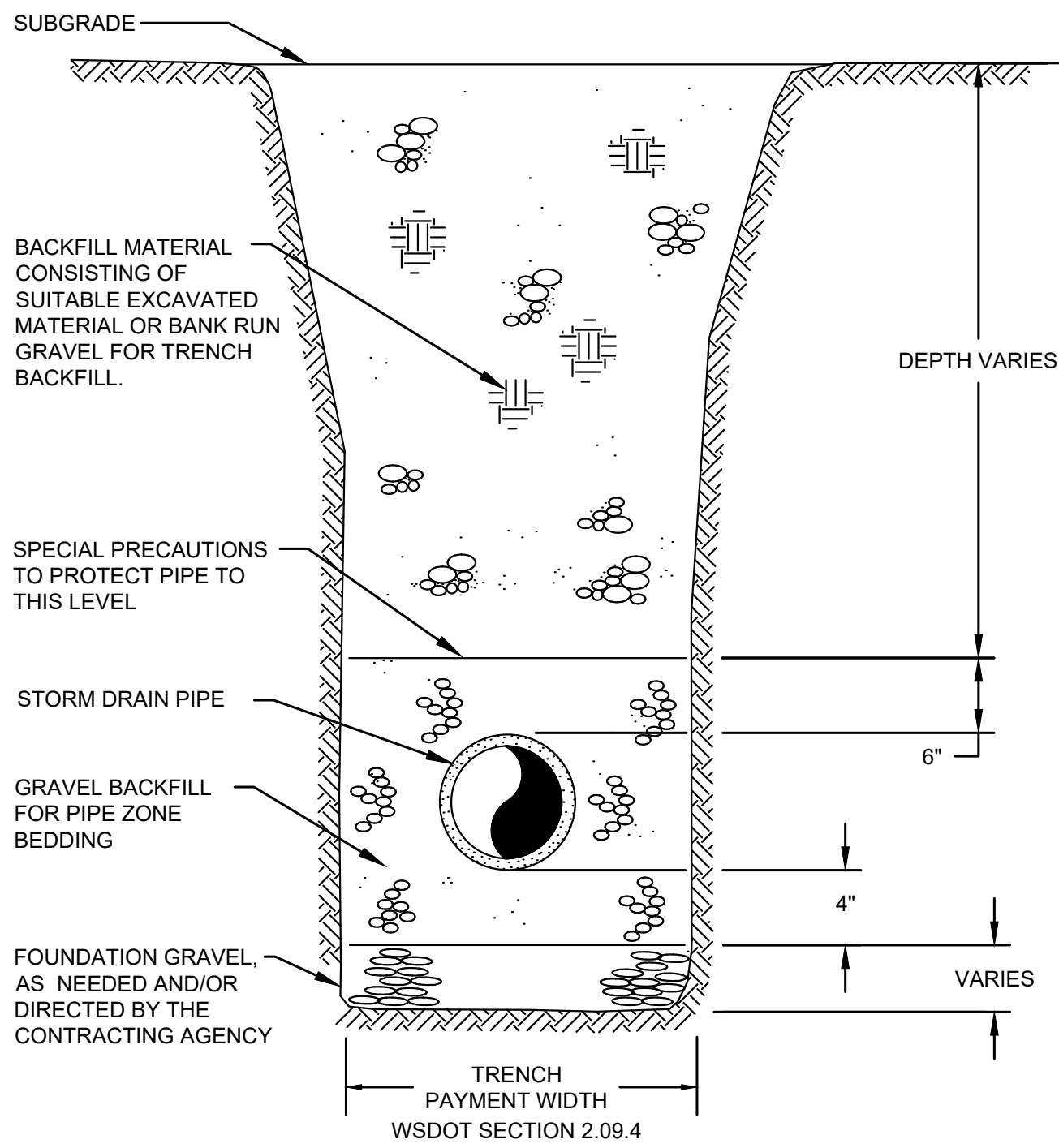
CB TYPE 1, CB NO. 12
STA. 18+15.71, 11.79' LT
RIM=157.02'
IE=154.82' 12" PVC NE
IE=154.92' 12" PVC SW
EX. CB - BRICK
RIM=157.02'
IE=154.82' 12" DI NW
IE=154.92' 12" CONC SW

EX. CB TYPE 1
RIM=157.52'
IE=155.32' 8" DI SW
IE=155.72' 8" DI SE
IE=156.37' 8" DI N

EX. CB TYPE 1
RIM=155.79'
IE=157.39' 8" DI S

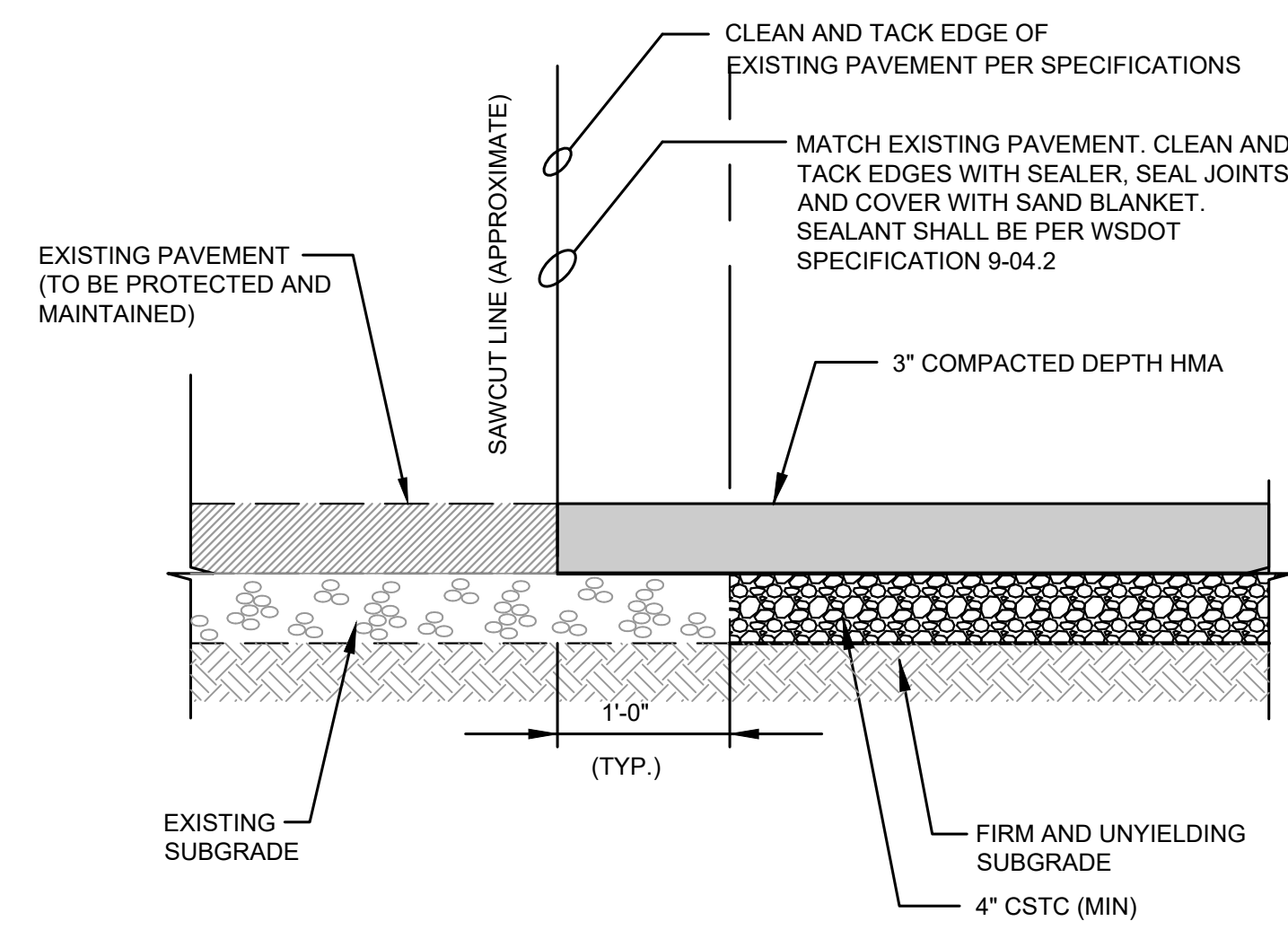
BURIED UTILITIES IN AREA CALL BEFORE YOU DIG 1-811
EXISTING UTILITIES SHOWN ARE FROM THE BEST AVAILABLE INFORMATION AND NO GUARANTEE IS MADE AS TO THE EXACT SIZE, TYPE, LOCATION OR DEPTH

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.



STORM DRAIN PIPE TRENCH SECTION

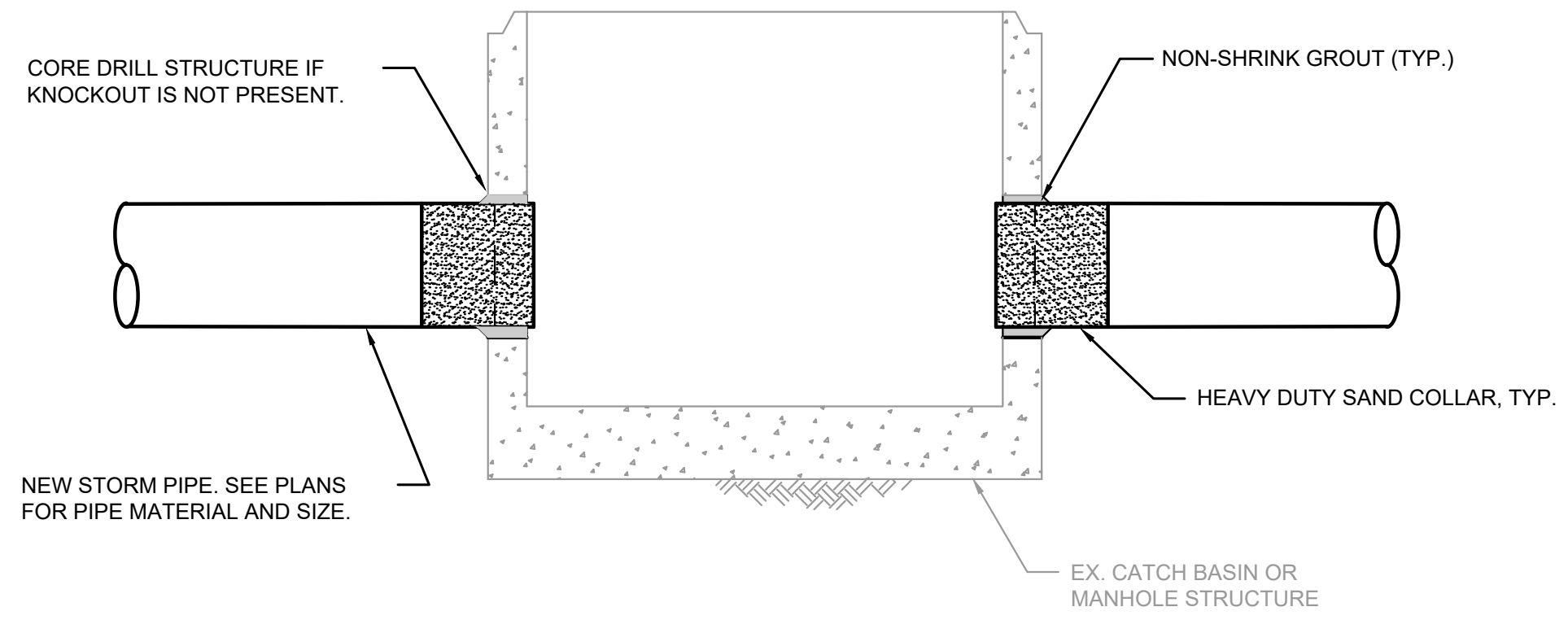
NTS



- NOTES:**
1. ALL JOINTS SHALL BE FULL DEPTH SAW CUT.
 2. ALL CATCH BASINS, VALVES AND OTHER APPURTENANCES SHALL BE TACK COATED WITH AN ASPHALT EMULSION PRIOR TO THE APPLICATION OF ASPHALT CONCRETE.
 3. COMPACTED ASPHALT CONCRETE SHALL NOT EXTEND MORE THAN 1/8" ABOVE THE EXISTING SURFACE.
 4. ALL BACKFILL SHALL BE COMPACTED TO 95% MODIFIED PROCTOR, ASTM D1557.

HMA BUTT JOINT DETAIL / PAVEMENT SECTION

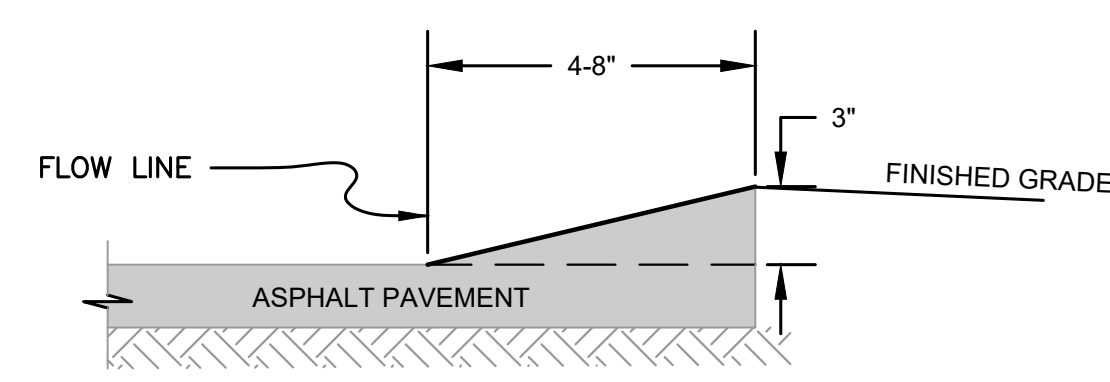
NOT TO SCALE



NOTE: APPLIES TO SMOOTH WALL PIPE.

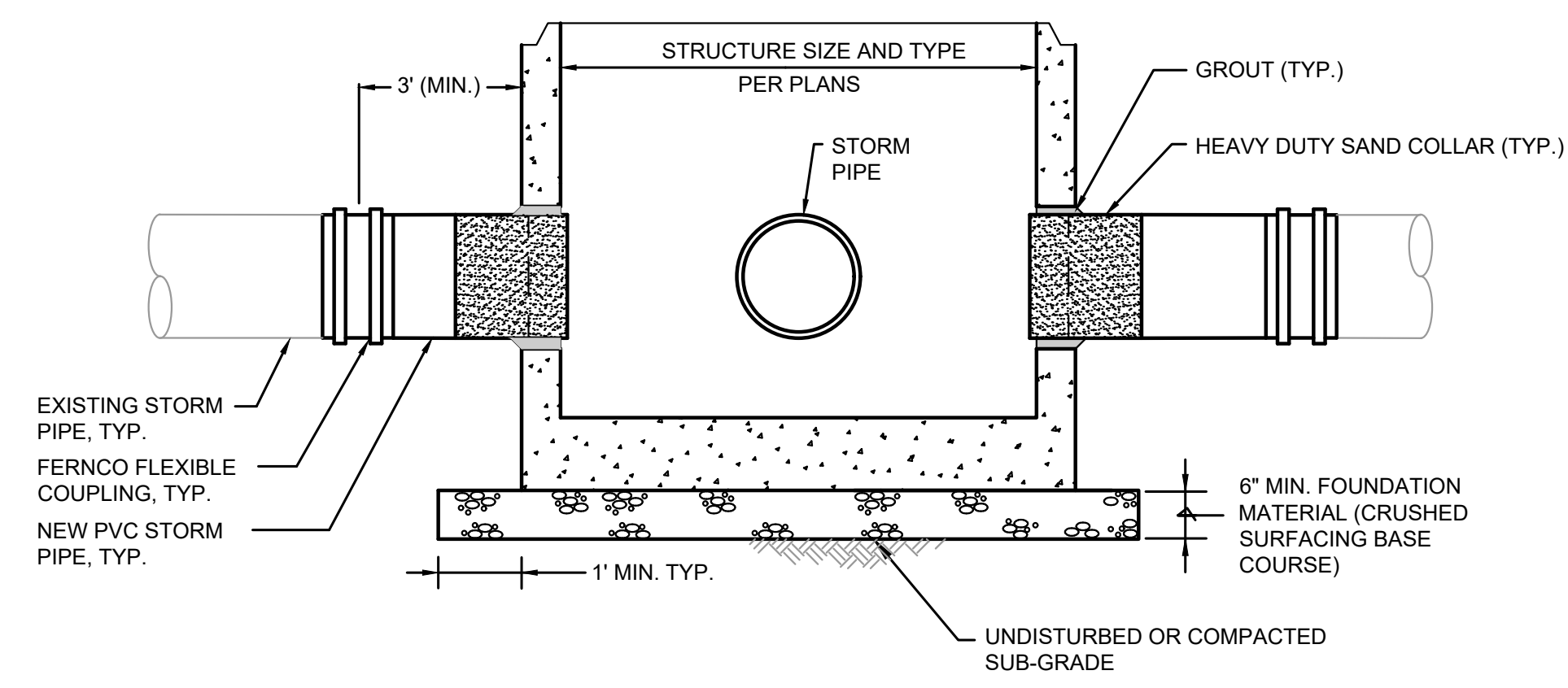
STORM PIPE CONNECTION TO EXISTING CATCH BASIN DETAIL

NTS



HMA THICKENED EDGE DETAIL

NOT TO SCALE



CATCH BASIN REPLACEMENT DETAIL

NTS

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: JULY 2023

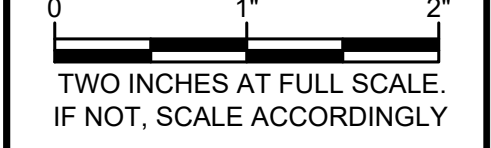
APPROVED BY: RWK

CHECKED BY: RWK

DRAWN BY: SEM

G & O JOB NO.: 23480

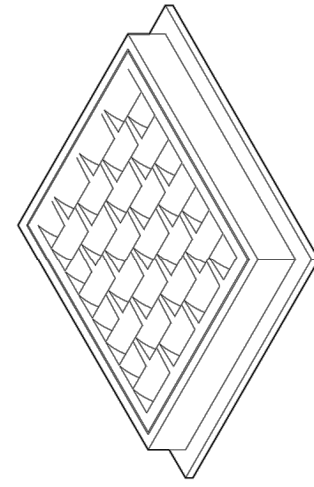
FILE: DETAILS.DWG



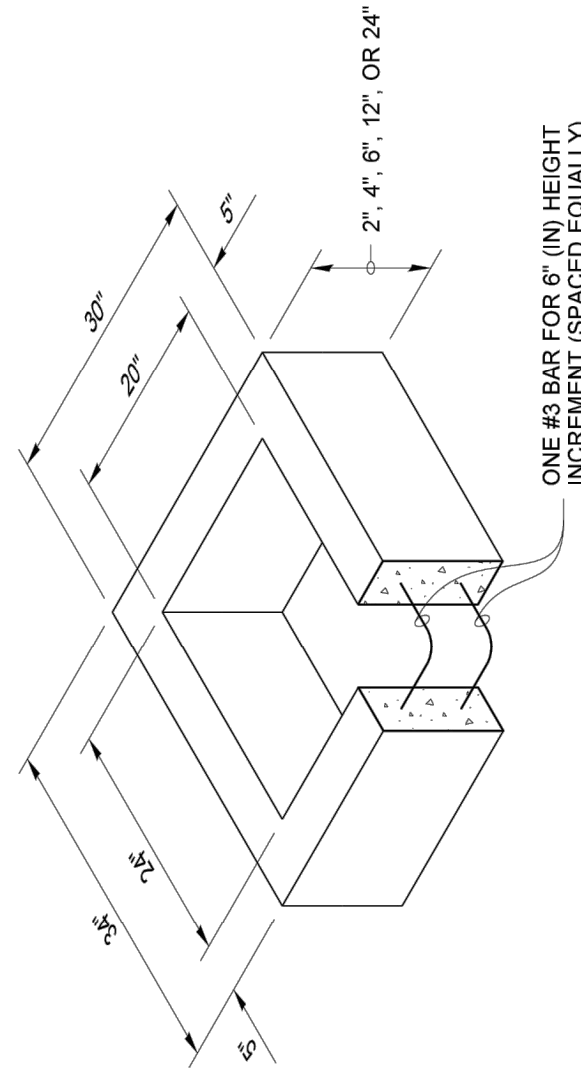
CIVIL

ROAD & STORM DETAILS

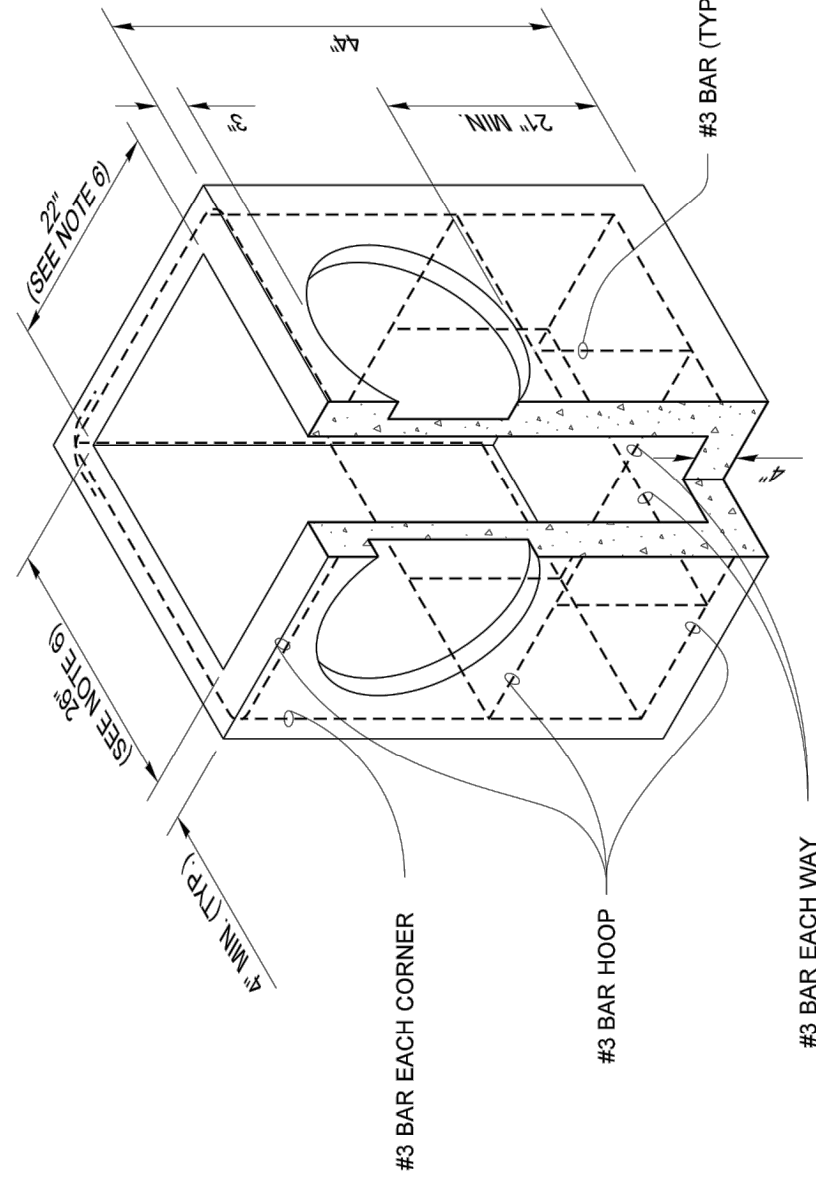
DRAWN BY: LISA CYFORD



FRAME AND VANED GRATE



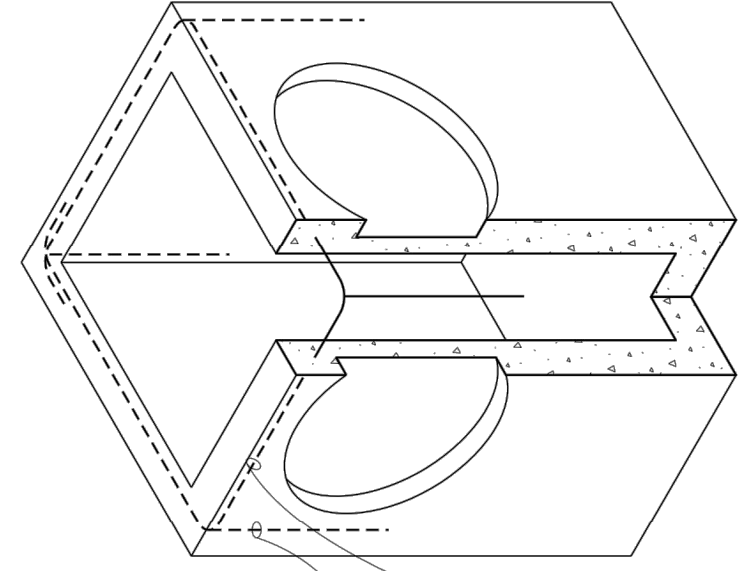
RECTANGULAR ADJUSTMENT SECTION



PRECAST BASE SECTION

PIPE ALLOWANCES	
PIPE MATERIAL	MAXIMUM INSIDE DIAMETER (INCHES)
REINFORCED OR PLAIN CONCRETE	12"
ALL METAL PIPE	15"
CRSP* (STD. SPEC. SECT. 9-05.20)	12"
SOLID WALL PVC (STD. SPEC. SECT. 9-05.12(1))	15"
POSSIBLE WALL PVC (STD. SPEC. SECT. 9-05.12(2))	15"

* CORRUGATED POLYETHYLENE STORM SEWER PIPE



ALTERNATIVE PRECAST BASE SECTION (SEE NOTE 1)

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 square foot may be used in 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" (in). Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) 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 Section 9-04.3**.
- The maximum depth from the finished grade to the lowest pipe invert shall be 5' (ft).
- 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.



Julie Helman
Professional Engineer
Jan 25 2017 2:53 PM

CATCH BASIN TYPE 1

STANDARD PLAN B-5.20-02

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

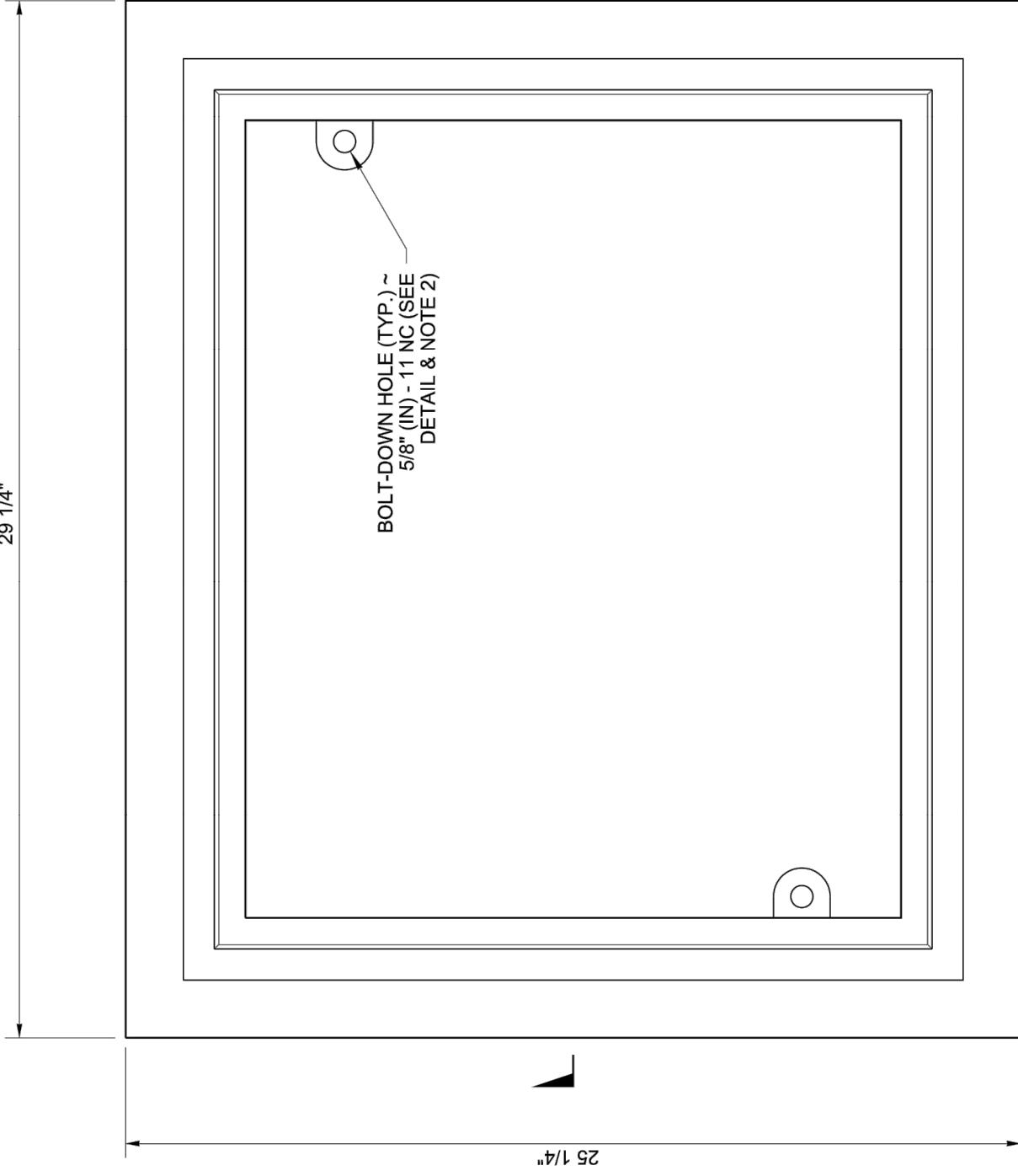
Jan 26 2017 6:48 AM

STATE DESIGN ENGINEER

Washington State Department of Transportation

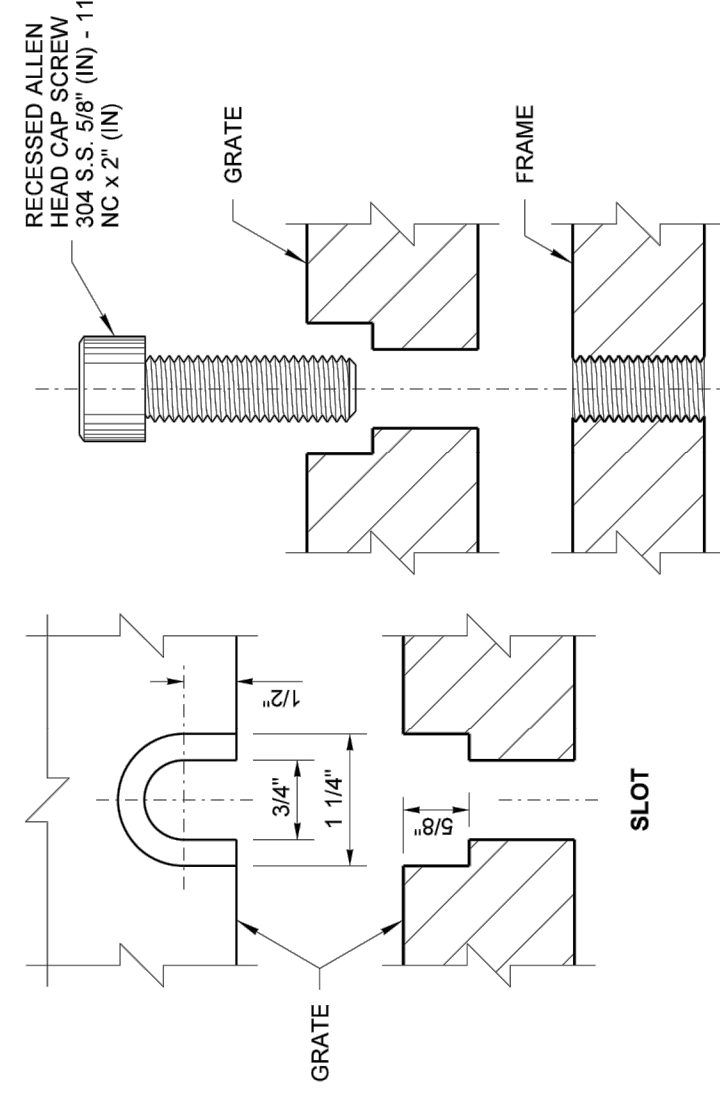
NOTES

- This frame is designed to accommodate 20" (in) x 24" (in) grates or covers as shown on **Standard Plans B-30.20, B-30.40, B-30.40, and B-30.50**.
- 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 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
- Refer to **Standard Specification Section 9-05.15** and **9-05.15(2)** for additional requirements.

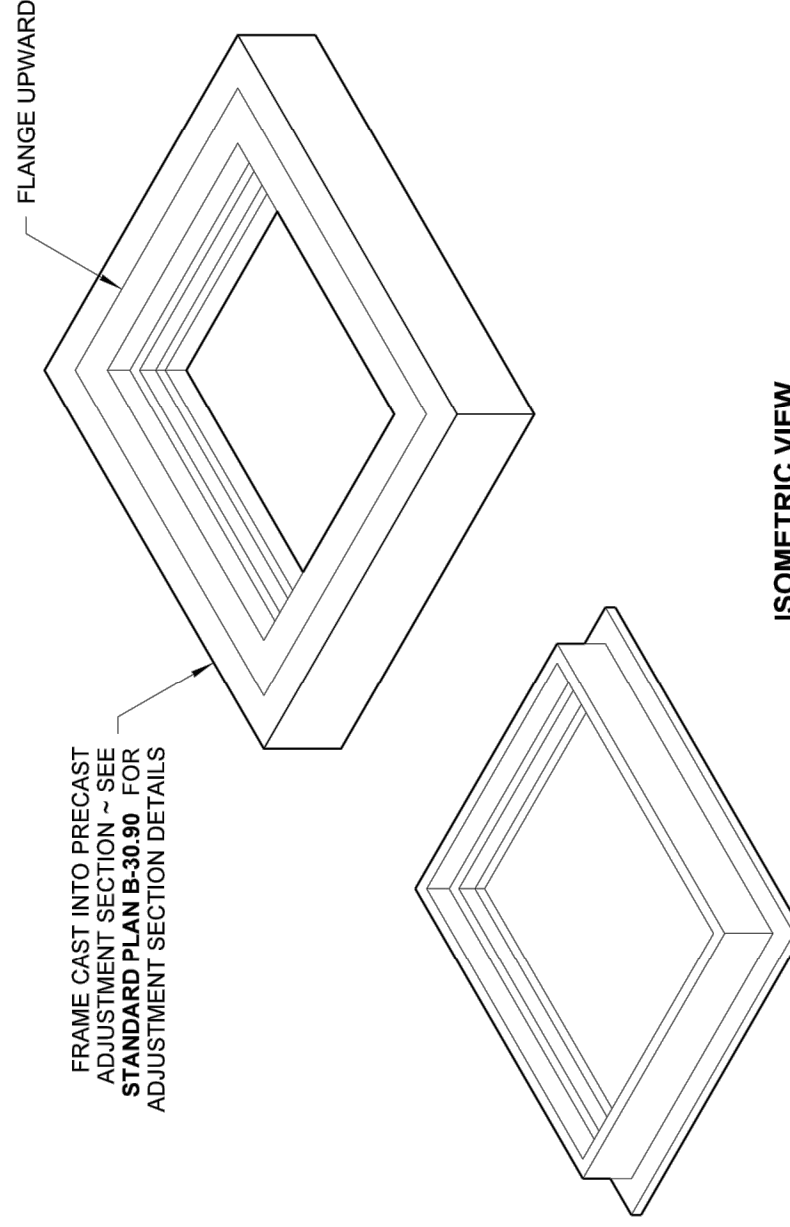


TOP

DRAWN BY: FERN LIDDELL



BOLT-DOWN DETAILS (SEE NOTE 2)



ISOMETRIC VIEW SHOWING THE VARIATIONS



Julie Helman
Professional Engineer
Feb 20 2018 12:52 PM

RECTANGULAR FRAME (REVERSIBLE)

STANDARD PLAN B-30.10-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Jan 26 2017 6:48 AM

STATE DESIGN ENGINEER

Washington State Department of Transportation

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: JULY 2023

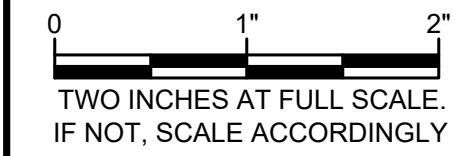
APPROVED BY: RWK

CHECKED BY: RWK

DRAWN BY: SEM

G & O JOB NO.: 23480

FILE: DETAILS.DWG



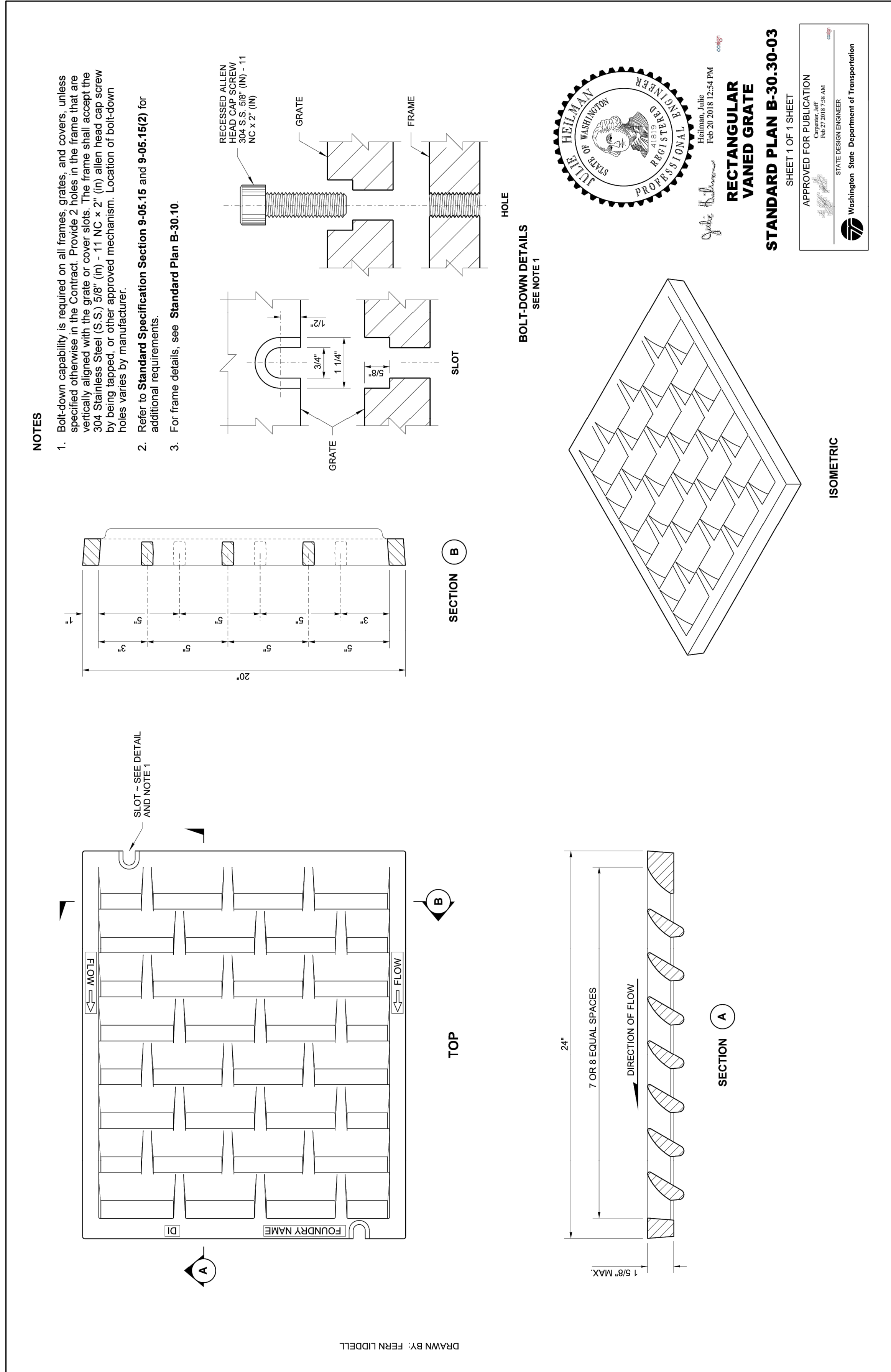
CIVIL

STORM DETAILS

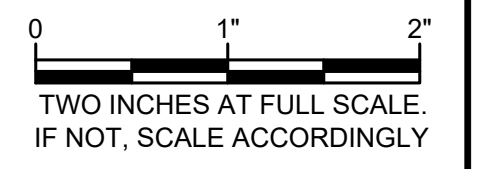
DRAWING: **C-6** OF: **11**

CITY OF MEDINA

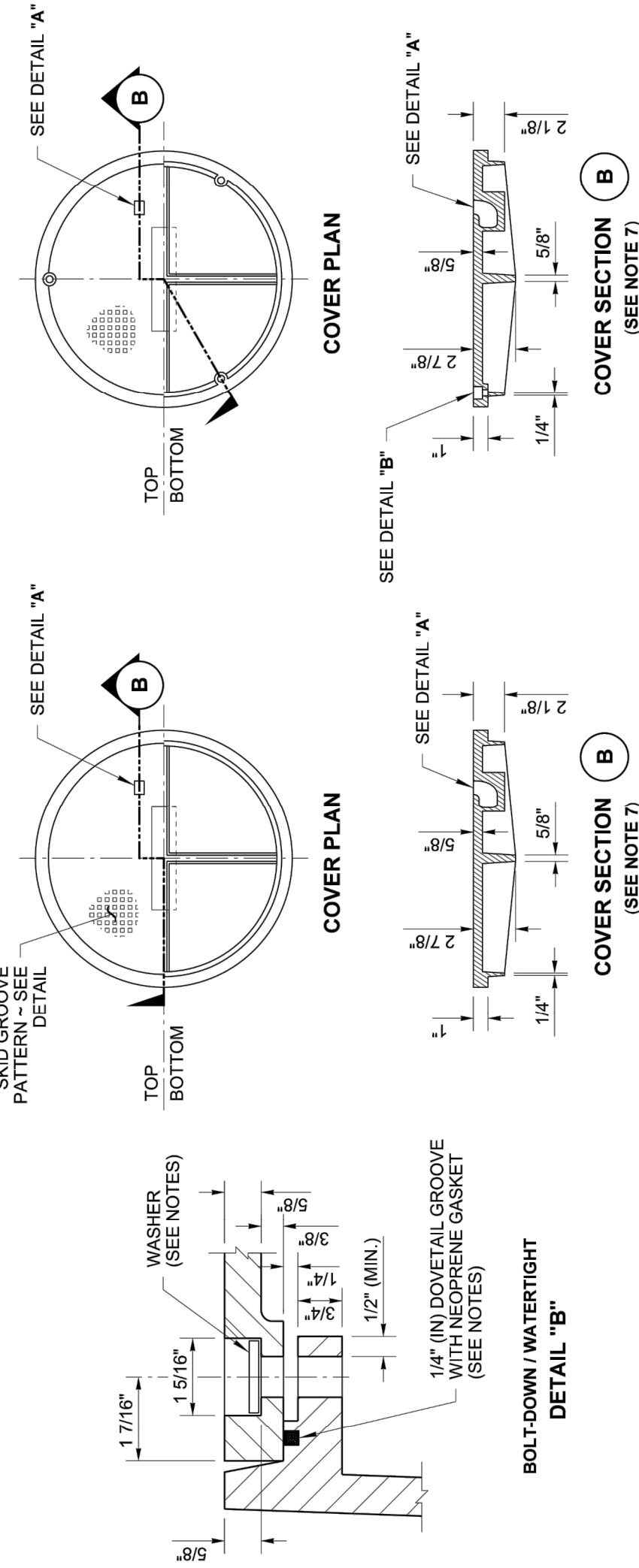
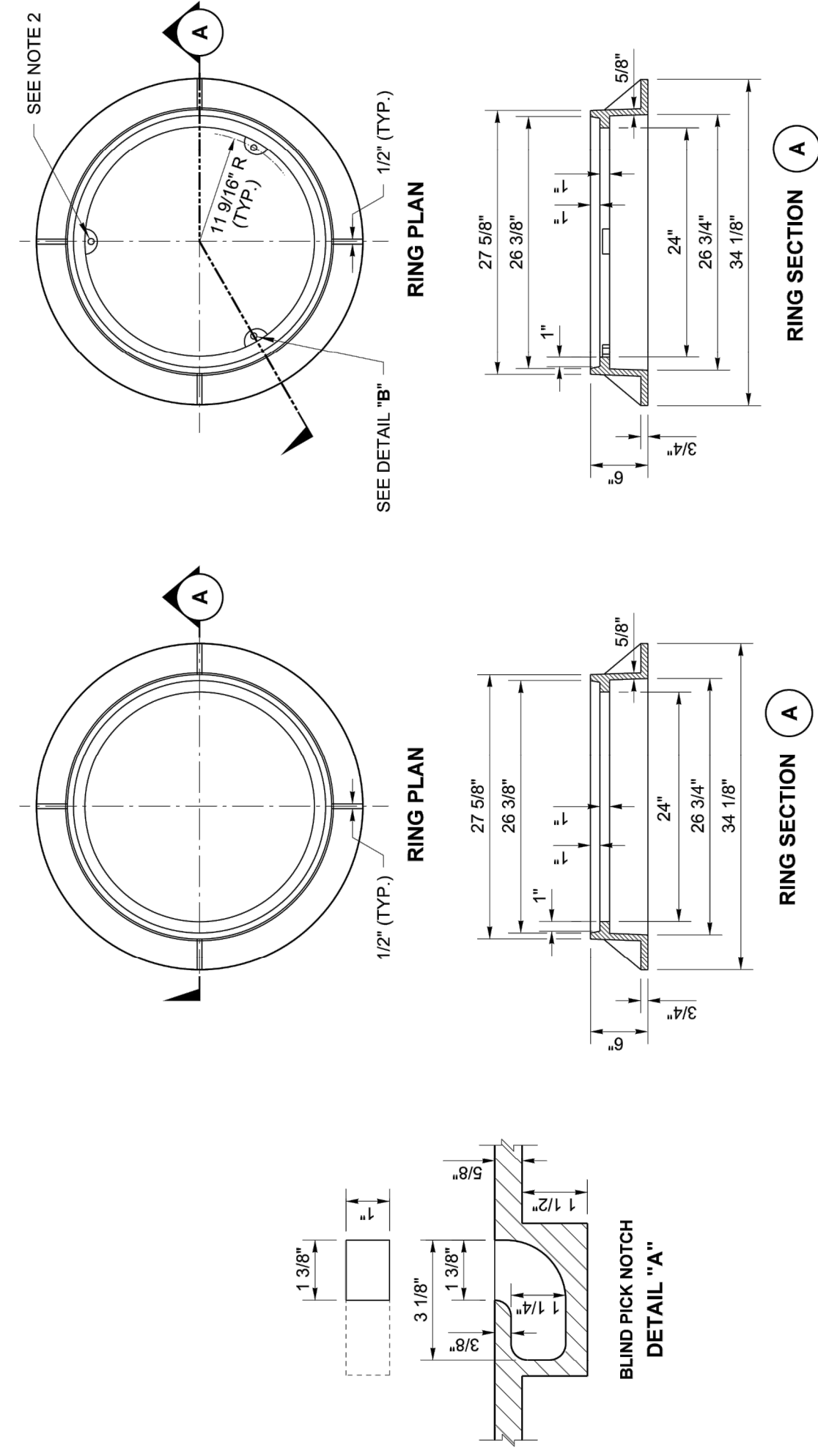
UPLAND ROAD
DRAINAGE
IMPROVEMENTS



No.	DATE	REVISION
ISSUED FOR:		
ISSUE DATE:		JULY 2023
APPROVED BY:		RWK
CHECKED BY:		RWK
DRAWN BY:		SEM
G & O JOB NO.:		23480
FILE:		DETAILS.DWG



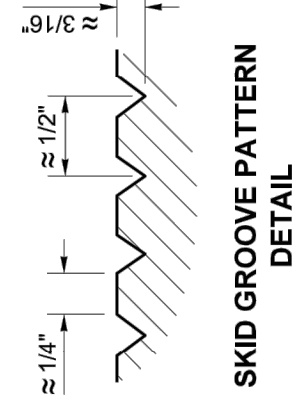
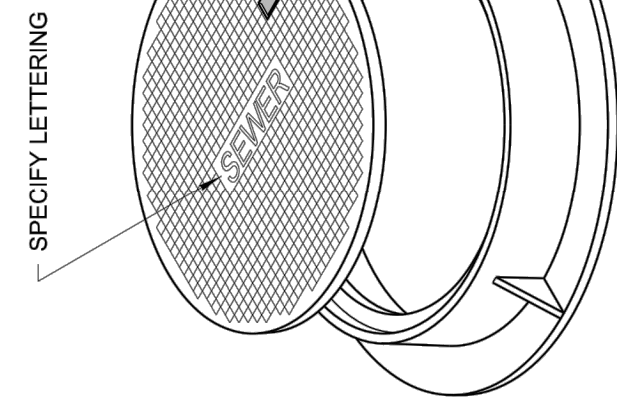
DRAWN BY: FERN LIDDELL



STANDARD TYPE 1

BOLT-DOWN / WATERTIGHT TYPE 2

ISOMETRIC VIEW



NOTES

- 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.
- 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 304 Stainless Steel (S.S.) 5/8" - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt down holes varies by manufacturer.
- For bolt-down manhole ring and covers that are not designated "Watertight," the neoprene gasket, groove, and washer are not required.
- Washer shall be neoprene (Detail "B").
- In lieu of blind pick notch for manhole covers, a single 1" (in) pick hole is acceptable. Hole location and number of holes may vary by manufacturer.
- Alternative reinforcing designs are acceptable in lieu of the rib design.
- For clarity, the vertical scale of the Cover Section has been exaggerated, it is 1.5 times the horizontal scale (1H:1.5V).

CIRCULAR FRAME (RING) AND COVER
STANDARD PLAN B-30.70-04

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Feb 20 2018 12:55 PM
1:47:20 87:59 AM

STATE DESIGN ENGINEER
Washington State Department of Transportation

Heitman, Julie
Feb 20 2018 12:55 PM
1:47:20 87:59 AM

PROFESSIONAL ENGINEER
STATE OF WASHINGTON
41819
JULIE HEITMAN

DRAWN BY: FERN LIDDELL

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" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) 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 Section 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"	8"	42"	8"
60"	5"	8"	48"	8"
72"	6"	8"	60"	12"
84"	8"	12"	72"	12"
96"	8"	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 ① PP ④	SOLID PROFILE WALL PVC ②
48"	24"	30"	24"	30"
54"	30"	36"	30"	36"
60"	36"	42"	36"	42"
72"	42"	54"	42"	48"
84"	54"	60"	54"	48"
96"	60"	72"	60"	48"
120"	66"	84"	60"	48"
144"	78"	96"	60"	48"

- Corrugated Polyethylene Storm Sewer Pipe (See Standard Specification Section 9-05.20)
- Standard Specification Section 9-05.12(1)
- Standard Specification Section 9-05.12(2)
- Polypropylene Pipe (See Standard Specification Section 9-05.24)

CATCH BASIN TYPE 2
STANDARD PLAN B-10.20-02

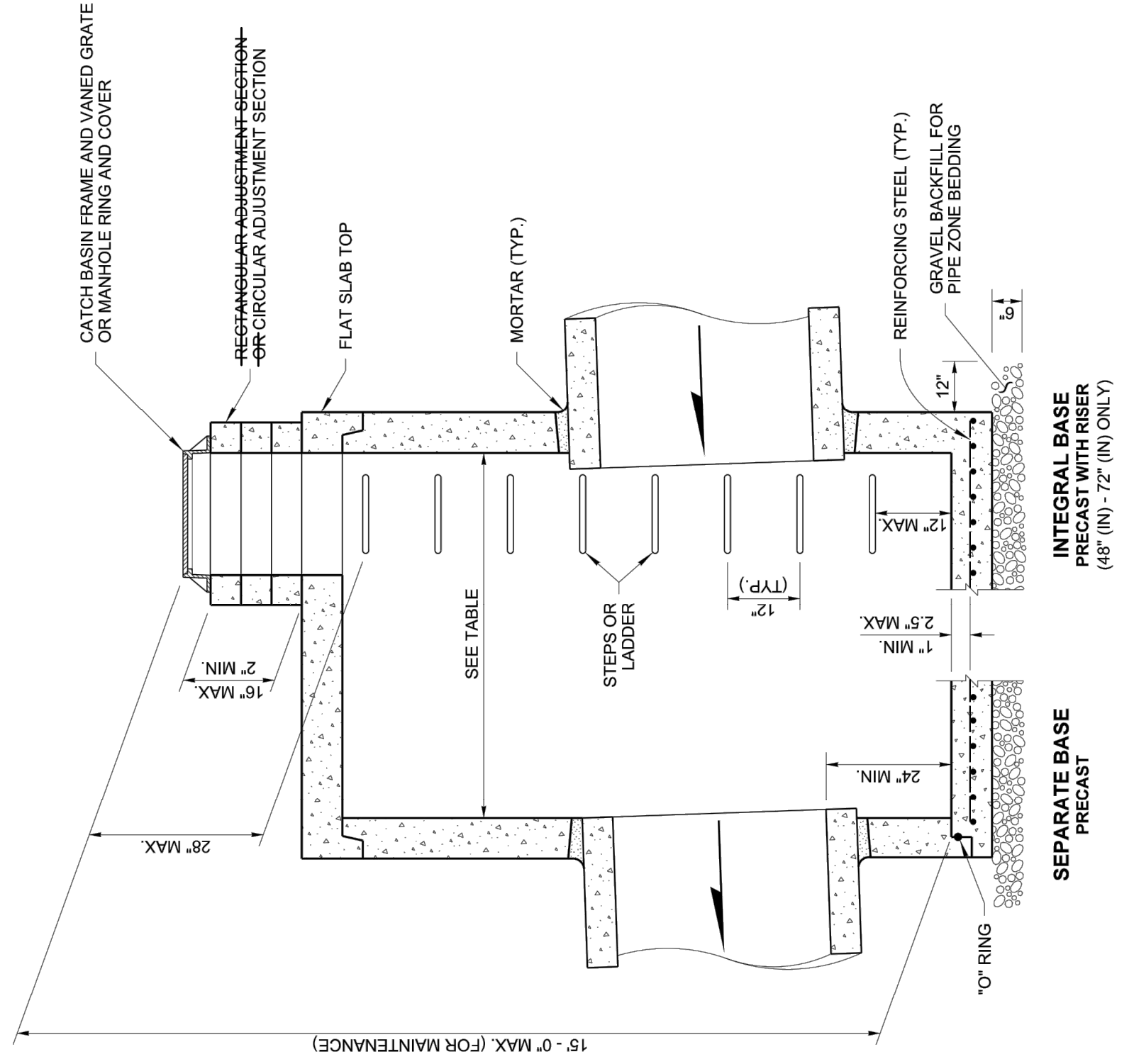
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Feb 20 2018 12:49 PM
1:47:20 87:59 AM

STATE DESIGN ENGINEER
Washington State Department of Transportation

Heitman, Julie
Feb 20 2018 12:49 PM
1:47:20 87:59 AM

PROFESSIONAL ENGINEER
STATE OF WASHINGTON
41819
JULIE HEITMAN



CITY OF MEDINA
UPLAND ROAD DRAINAGE IMPROVEMENTS

No.	DATE	REVISION

ISSUED FOR:

ISSUE DATE: JULY 2023

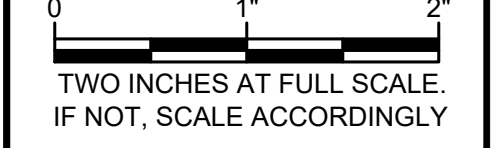
APPROVED BY: RWK

CHECKED BY: RWK

DRAWN BY: SEM

G & O JOB NO.: 23480

FILE: DETAILS.DWG



CIVIL
STORM DETAILS