THE CREEK AT CHESTER

SPOKANE COUNTY, WASHINGTON

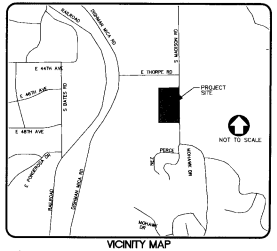
NE 1/4 OF SEC 4, T24N, R.44 E.W.M.

STANDARD NOTES FOR ROAD AND DRAINAGE PLANS

1. All work and materials shall be in conformance with the local jurisdiction road standards "SPOKANE REGIONAL STORMWATER MANUAL", 2008.
2. Prior to site construction, the Contractor is responsible for locating underground utilities. Call the underground utility location service at 1-800-424-555 before you dig.
3. Locations of existing utilities shown in the plans are approximate. The contractor shall be responsible for locating all underground utilities. Any conflicting utilities shall be relocated prior to construction of road and drainage facilities.
4. The contractor is required to have a complete set of the accepted plans and drainage plans on the job site whenever construction is in progress.
5. If the Contractor discovers any discrepancies between the plans and existing conditions encountered, the contractor shall immediately notify the design engineer.
6. The Contractor should take precautions to protect the infiltration capacity of stormwater facilities (e.g., line the facility with filter fabric, over-excavate upon completion of the infrastructure, etc.)

Supplemental notes used when applicable

7. For any curb grades less than 0.8% (0.008ft/ft), a Professional Land Surveyor currently licensed in the State of Washington shall verify that the curb forms are at the grades noted on the accepted plans, prior to placement of concrete. The Contractor is responsible for arranging and coordinating work with the Surveyor.
8. The Contractor shall employ a Professional Land Surveyor currently in the State of Washington to verify that the cross-gutter forms are at the correct plane grade prior to concrete placement. the cross-gutters shall be constructed prior to paving, and the pavement shall then match the edge of concrete gutter.
9. For construction of drywells, install filter fabric (Amoco 4545 or approved equivalent) between the washed drainrock and the native soils.
10. Bio-infiltration ponds/swales have a maximum treatment design depth (from pond/swale bottom to elevation of drywell grate or first overflow/outflow mechanism) of 6 inches. Either organic matter content or Cation Exchange Capacity (CEC) testing shall be completed in order to substantiate the treatment soil composition. The tests shall be performed on composite samples taken from the treatment soil layer from the constructed pond bottom. A composite sample consists of well-mixed soil obtained from at least four cores, to a depth of at least 6 inches, randomly disturbed over the pond bottom test area. Stockpile samples from on-site or a material supplier can be tested for informational purposes to determine initial suitability and possible soil amendments, but will not be accepted in-lieu of in-place testing. A minimum of one test shall be performed for each bio-infiltration pond/swale 1,500 square feet or less, with one additional test for each 2,000 square feet of pond/swale bottom, or fraction thereof. "One test" is equal to four core samples taken as described above. Testing results shall be submitted as part of the Construction Certification Submittal required for release of surety posted on project.
11. Concrete aprons are required at the inlet into any swale or pond. The finish grade of the swale/pond side slope, where the concrete inlet apron ends, shall be a minimum of 2 inches below the finished elevation of the concrete curb apron extension. The intention is to allow stormwater runoff to inter the swale/pond unobstructed, without backing up into the street and gutter due to sod overgrowth at the inlet.
12. Unlined pond and bioinfiltration swale bottoms are expected to infiltrate via the pond floor, and therefore, shall not be heavily compacted; equipment traffic shall be minimized on the pond bottoms. The facility subgrade shall be a medium- to well-draining material, with a minimum thickness if 48 inches and a minimum infiltration rate of 0.15 in/hr. The facility shall drain within 72 hours of a storm event. If the pond also serves as a water quality facility, the treatment zone (sod and 6 inches of treatment soil) shall be a medium- to well-draining material, with a minimum infiltration rate of 0.25-0.50 in/hr.; silty loam or loamy soils are presumed to have an infiltration rate that falls within this range. Scarify the finish grade of the pond bottom prior to hydroseeding/sodding. Testing that verifies subgrade minimum infiltration rate is required by the local jurisdiction prior to construction certification to ensure adequate drainage. Infiltration testing of the treatment zone s only required if soils other than silty loam or loamy soils are proposed.
13. If, during final inspection, it is found that the constructed pond or swale does not conform to the accepted design, the system shall be reconstructed so that it does comply.



VICINITY MAP

THE DESIGN IMPROVEMENTS SHOWN IN THIS SET OF PLANS AND CALCULATIONS CONFORM TO APPLICABLE EDITIONS OF THE SPOKANE COUNTY STANDARDS FOR ROAD AND SEWER CONSTRUCTION AND THE SPOKANE COUNTY GUIDELINES FOR STORMWATER MANAGEMENT. I APPROVE THESE PLANS FOR CONSTRUCTION.

Alan C. Simpson 2/12/09
ENGINEER DATE

Tony Frost 2-19-09
DEVELOPER DATE

PAGE SUMMARY

Sheet CVR-1: Cover Sheet

Sheet TESC-1: Temporary Erosion and Sediment Control Plan

Sheet SD-1: Drainage Plan

Sheet SD-2 Drainage Plan - Ponds

Sheet ST-1: Street Cover Sheet

Sheet ST-2: Potlatch Lane - 1+00 to 2+39
Koaskia Lane - 1+00 to 4+04.13

Sheet ST-3: Coyote Creek Lane - 0+33.5 to 13+43.36

Sheet ST-4: Lapwai Lane - 1+00 to 16+06.60

Sheet ST-5: Madison Road

Sheet ST-6: Curb Returns, Cul-de-sac, Islands and Parking Areas

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 07-22-13
ACCEPTANCE EXPIRES: 05-22-15
PROJECT LANE MILES PUBLIC: 0
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

* Extended plans to 7-yr. plat expiration date only.

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 3/9/09
ACCEPTANCE EXPIRES: 3/9/11
PROJECT LANE MILES PUBLIC: -
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
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NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

TBM NO. ELEVATION 2010.24 NAVD 88 LOCATION Railroad spike in power pole of the intersection of Thorpe and Madison

SCALE: HORIZONTAL / VERTICAL

DRAWN MJK 2/12/2009
CHECKED ACS 2/12/09
APPROVED

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: COVER

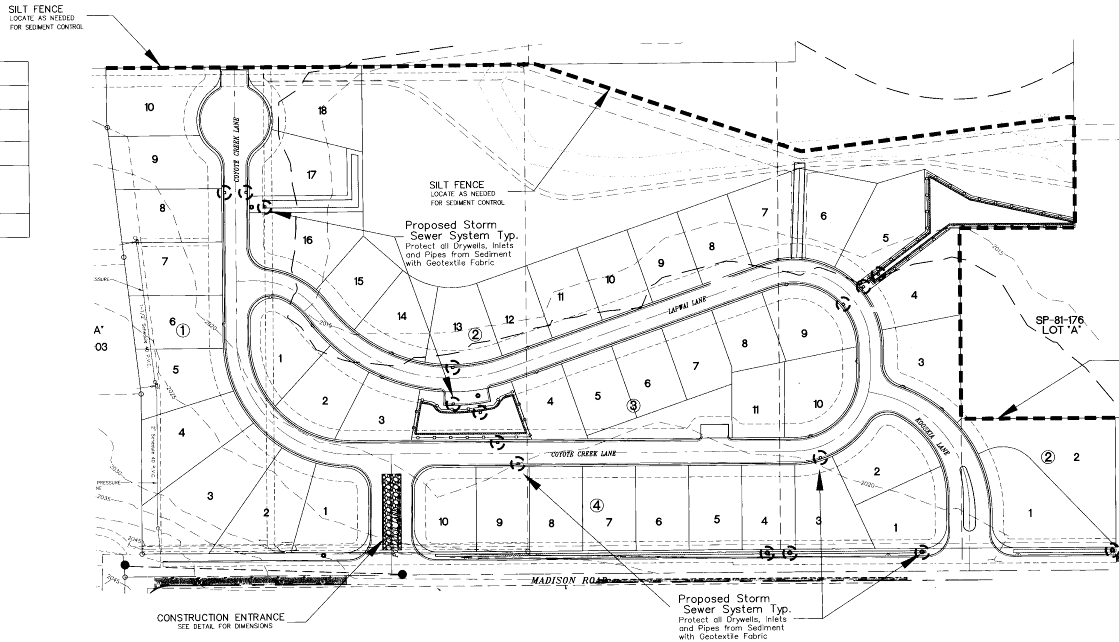
PROJECT NUMBER	SHEET NUMBER
14670	CVR-1

THE CREEK AT CHESTER
COVER SHEET
A PLAT IN A PORTION OF THE
NE 1/4 OF SECTION 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON

P:\Proj\ACS\14670-FROST\dwg\14670.dwg 2/12/2009 10:52:12 AM PST

P-1997 Eng Road Drainage

OWNER/APPLICANT	Terry Frost
CONTACT PERSON AT SITE	Terry Frost – 342-0620
PROJECT LOCATION	Madison Rd. & Mohawk Dr. SPOKANE, WA.
PROJECT DESCRIPTION	49 LOT PLAT
ESC MEASURES	SILT FENCE, INLET PROTECTION AND CONSTRUCTION ENTRANCE
SITE VEGETATION	DRYLAND GRASS/WETLANDS



SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 07-24-13
ACCEPTANCE EXPIRES: 05-09-15
PROJECT LANE MILES PUBLIC: 0
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PERMIT REQUIRED! (509) 477-3600
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SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 3/9/09
ACCEPTANCE EXPIRES: 3/9/11
PROJECT LANE MILES PUBLIC: –
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
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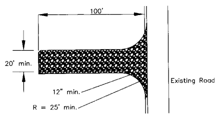
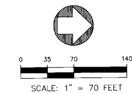
Stabilized Construction Entrance



- Material should be quarry spalls (where feasible), 4 inches to 8 inches size.
- The rock pad shall be at least 12 inches thick and 100 feet in length for sites more than 1 acre; and may be reduced to 50 feet in length for sites less than 1 acre. Site is approximately 19.3 acres.
- Width shall be the full length of the vehicle egress area (minimun 20 feet).
- Additional rock should be added periodically to maintain proper function of the pad.
- See figure II–5.4 per Spokane County Stormwater Management Manual.



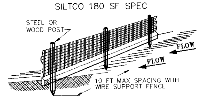
TEMPORARY EROSION AND SEDIMENT CONTROL NOTES

1. The following construction sequence shall be followed in order to best minimize the potential for erosion and sediment control problems:
   (a) Clear and grub and rough grade sufficiently of temporary ESC BMPs;
   (b) Install temporary ESC BMPs, constructing sediment trapping BMPs as one of the first steps prior to grading;
   (c) Clear, grub and rough grade for roads, temporary access and utility locations;
   (d) Stabilize roadway approaches and temporary access points with the appropriate construction entry BMP;
   (e) Clear, grub and grade individual lots or groups of lots;
   (f) Temporarily stabilize, through re–vegetation or other appropriate BMPs, lots or groups of lots in situations where substantial cut or fill slopes are a result of the site grading;
   (g) Construct roads, buildings, permanent stormwater facilities (i.e.. inlets, ponds, UIC facilities, etc..);
   (h) Protect all permanent stormwater facilities utilizing the appropriate BMPs;
   (i) Install permanent ESC controls, when applicable; and,
   (j) Remove temporary ESC controls when:
2. Permanent ESC controls, when applicable, have been completely installed;
3. All land–disturbing activities that have the potential to cause erosion or sedimentation problems have ceased; and,
4. Vegetation has been in the areas noted as requiring vegetation on the accepted ESC plan on file with the local jurisdiction.
5. Inspect all roadways, at the end of each day, adjacent to the constriction access route. If it is evident that sediment has been tracked off site and/or beyond the roadway approach, cleaning is required.
6. If sediment removal is necessary prior to street washing, it shall be removed by shoveling or pickup sweeping and transported to a controlled sediment disposal area.
7. If street washing is required to clean sediment tracked off site, once sediment has been removed, street wash wastewater shall be controlled by pumping back on–site or otherwise prevented from discharging into systems tributary to waters of the state.
8. Restore construction access route equal to or better than the pre–construction condition.
9. Retain the duff layer, native topsoil, and natural vegetation in an undisturbed state to the maximum extent practical.
10. Inspect sediment control BMPs weekly at a minimum, daily during a storm event, and after any discharge from the site (stormwater are non–stormwater). The inspection frequency may be reduced to once a month if the site is stabilized and inactive.
11. Control fugitive dust from construction activity in accordance with the state and/or local air qualities with jurisdiction over the project area.
12. Stabilize exposed unworked soils (including stockpiles), whether at final grade or not, within 10 days during the regional dry season (July 1 through September 30) and within 5 days during the regional wet season (October 1 through June 30). Soils must be stabilized at the end of a shift before a holiday weekend if needed based on the weather forecast. This time limit may not only be adjusted by a local jurisdiction with a "Qualified Local Program," if it can be demonstrated that the recent precipitation justifies a different standard and meets the requirements set forth in the Construction Stormwater General Permit.
13. Protect inlets, drywells, catch basins and other stormwater management facilities from sediment, whether or not facilities are operable.
14. Keep roads adjacent to inlets clean.
15. Inspect inlets weekly at a minimum and daily during storm events.
16. Construct stormwater facilities (detention/retention storage pond or swales) before grading begins. These facilities shall be operational before the construction of impervious site improvements.
17. Stockpile materials (such as topsoil) on site, keeping off of roadway and sidewalks.
18. Cover, contain and protect ass chemicals, liquid products, petroleum product, and non–inert wastes present on site from vandalism (see Chapter 173–304 WAC for the definition of inert waste), use secondary containment for on–site fueling tanks.
19. Conduct maintenance and repair of heavy equipment and vehicles involving oil changes, hydraulic system repairs, solvent and de–greasing operations, fuel tank drain down and removal, and other activities that may result in discharge or spillage of pollutants to the ground or into stormwater runoff using spill prevention measures, such as drip pans. Clean all contaminated surfaces immediately following any discharge or spill incident. If raining over equipment or vehicle, perform emergency repairs n site using temporary plastic beneath the vehicle.
20. Conduct application of agricultural chemicals, including fertilizers and pesticides, in such a manner, and at application rates, that inhibits the loss of chemicals into stormwater runoff facilities. Amend manufacture's recommended application rates and procedures to meet this requirement, if necessary.
21. Inspect on a regular basis (at a minimum weekly, and daily a runoff producing storm event) and maintain all erosion and sediment control BMPs to ensure successful performance of the BMPs. Note that inlet protection devices shall be cleaned or removal and replace before six inches of sediment cam accumulate.
22. Remove temporary ESC BMPs within 30 days after the temporary BMPs are no longer needed. Permanently stabilize areas that are disturbed during the removal process.

SILT FENCE DETAIL

NOT TO SCALE

SILTCO 180 SF SPEC

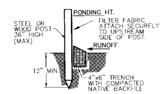


SILT FENCE NOTES

1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF–SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
4. TEMPORARY SILT FENCE LOCATION SHOWN ON THIS PLAN IS SCHEMATIC IN NATURE. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING ALL SILT RUNOFF DURING CONSTRUCTION.

SILT FENCE SECTION

NOT TO SCALE

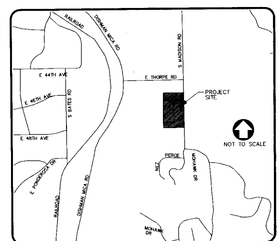


ENGINEER'S CERTIFICATION FOR ESC PLAN

The recommended provisions shown in this Erosion & Sediment Control Plan meet the applicable requirements for ESC plans as listed in Chapter 4.5 of the Spokane County Guidelines for Stormwater Management. I approve this plan for construction.

Alan C. Simpson — 2/12/09
ENGINEER — DATE

Terry Frost — 2-19-09
DEVELOPER — DATE



VICINITY MAP

BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

	SCALE		DATE
TBM NO.	HORIZONTAL 1"=70'	DRAWN MJK	2/12/2009
ELEVATION 2010.24 NAVD 88	VERTICAL	CHECKED ACS	2/12/09
LOCATION Railroad spike in power pole at the intersection of Thorpe and Madison		APPROVED	

AARON C. SIMPSON · STATE OF WASHINGTON · 43460 · REGISTERED PROFESSIONAL ENGINEER · 2/12/09

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: TESC	
PROJECT NUMBER	SHEET NUMBER
14670	TESC–1

THE CREEK AT CHESTER
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
A PLAT IN A PORTION OF THE
NE 1/4 OF SECTION 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON

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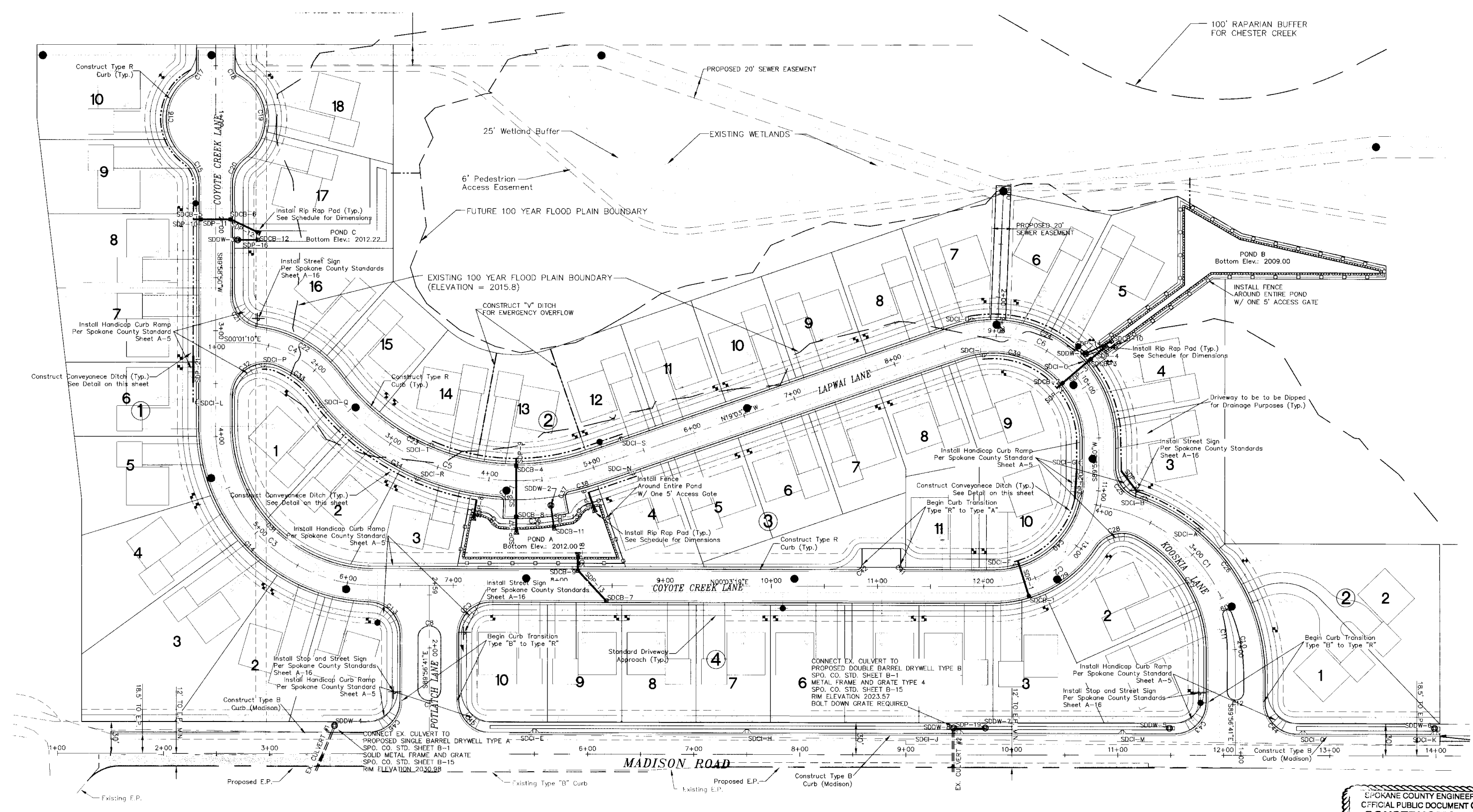
P-1997 Eng Road Drainage



CURB INLET SCHEDULE

CURB INLET TYPE 1, SPOKANE COUNTY STANDARD SHEET B-8

INLET	STATION	STREET	WIDTH
SDCI-A	3+11.87 (R)	KOOSKIA	2'
SDCI-B	4+63.63 (R)	KOOSKIA	3'
SDCI-C	9+83.55 (R)	LAPWAI	3'
SDCI-D	8+79.81 (L)	LAPWAI	2'
SDCI-E	5+50.00 (L)	MADISON	3'
SDCI-F	12+34.37 (L)	COYOTE CREEK	2'
SDCI-G	10+73.24 (R)	LAPWAI	2'
SDCI-H	7+50.00 (L)	MADISON	3'
SDCI-I	8+85.92 (R)	LAPWAI	2'
SDCI-J	9+50.00 (L)	MADISON	2'
SDCI-K	13+99.11 (L)	MADISON	3'
SDCI-L	3+67.68 (R)	COYOTE CREEK	2'
SDCI-M	11+04.37 (L)	MADISON	2'
SDCI-N	5+33.36 (R)	LAPWAI	2'
SDCI-O	12+74.77 (L)	MADISON	2'
SDCI-P	1+48.64 (R)	LAPWAI	2'
SDCI-Q	2+29.82 (R)	LAPWAI	2'
SDCI-R	3+36.47 (R)	LAPWAI	2'
SDCI-S	5+33.36 (L)	LAPWAI	2'
SDCI-T	3+36.26 (L)	LAPWAI	2'

NOTE – NO ADDITIONAL DEPRESSION IS REQUIRED FOR CURB ALONG MADISON ROAD

NOTE – A 1" DEPRESSION IS REQUIRED AT CURB INLETS ON PRIVATE ROADS

CONCRETE INLET SCHEDULE

CONCRETE INLET TYPE 1, SPOKANE COUNTY STANDARD SHEET B-5

INLET	STATION	IE (IN)	IE (OUT)	RIM ELEV.
SDCB-1	COYOTE CREEK-12+39.13 (R)	N/A	2016.86	2018.53*
SDCB-2	LAPWAI-9+83.55 (R)	2013.91	2013.71	2015.71**
SDCB-3	LAPWAI-9+83.55 (L)	2013.35	2010.30	2015.54**
SDCB-4	LAPWAI-4+25.68 (L)	2014.01	2013.90	2015.74**
SDCB-5	COYOTE CREEK-1+95.00 (R)	2014.21	2014.11	2016.11**
SDCB-6	COYOTE CREEK-1+95.00 (R)	2013.82	2013.72	2016.11**
SDCB-7	COYOTE CREEK-8+44.54 (R)	N/A	2016.90	2018.87**
SDCB-8	LAPWAI-4+25.68 (L)	2013.66	2013.08	2015.08**
SDCB-9	COYOTE CREEK-8+17.76 (L)	2016.50	2015.20	2018.75**
SDCB-10	LAPWAI-9+83.63 (L)	N/A	2007.50	2009.50*
SDCB-11	LAPWAI-4+55.01 (R)	N/A	2010.50	2012.50*
SDCB-12	COYOTE CREEK-2+14.22 (L)	N/A	2010.72	2012.72*

NOTE:
- * METAL FRAME TYPE 1, SPOKANE COUNTY STANDARD, SHEET B-11 AND GRATE TYPE 1, SPOKANE COUNTY STANDARD, SHEET B-12
- ** METAL FRAME TYPE 1, SPOKANE COUNTY STANDARD, SHEET B-11 AND GRATE TYPE 3, SPOKANE COUNTY STANDARD, SHEET B-14

DRYWELL SCHEDULE

SEE SHEET SD-2 FOR DETAILS AND SPOKANE COUNTY STANDARDS

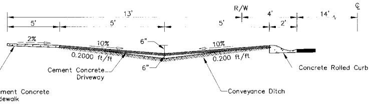
DRYWELL	STATION	IE (IN)	RIM ELEV.
SDDW-1	LAPWAI-9+77.79 (21.0'L)	2007.37	2015.75**
SDDW-2	LAPWAI-4+55.01 (25.0'R)	2010.39	2015.62**
SDDW-3	COYOTE CREEK-2+14.22 (21.0'L)	2010.63	2016.51**
SDDW-4	MADISON-3+61.19 (25'L) BURIED	2030.98**	FIELD VERIFY
SDDW-5	MADISON-11+48.77 (25'L)	N/A	2021.43*
SDDW-6	MADISON-13+98.68 (25'L)	N/A	2017.90*
SDDW-7	MADISON-9+75.00 (25'L)	2020.91	2023.13**
SDDW-8	MADISON-9+45.00 (25'L)	2020.91	2023.43**

NOTE: CONCRETE COLLAR REQUIRED ON ROADSIDE OF DRYWELL PER SPOKANE COUNTY STANDARD SHEET B-1

NOTE:
- * METAL FRAME AND GRATE TYPE 4, SPOKANE COUNTY STANDARD, SHEET B-15
- ** METAL FARME AND SOLID COVER TYPE 4, SPOKANE COUNTY STANDARD, SHEET B-15

TYPICAL SECTION : DRAINAGE CONVEYANCE DITCH AND DIPPED DRIVEWAY

BLOCK 1 – LOTS 7, 8, 9 & 10
BLOCK 2 – LOTS 3, 4, 5, 6, 13 & 14
BLOCK 3 – LOTS 1, 2 & 3
NOT TO SCALE

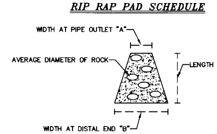


STORM PIPE SCHEDULE

PIPE	LENGTH	STATION (IN)	STATION (OUT)	ELEV. (IN)	ELEV. (OUT)	GRADE	DIAMETER
SDP-1	35.5'	COYOTE CREEK-12+39.13 (14.50'R)	COYOTE CREEK-1+39.13 (21.00'R)	2016.86	2016.68	0.5%	8"*
SDP-2	6.5'	LAPWAI-9+83.55 (21.00'R)	LAPWAI-9+83.55 (14.50'R)	2014.30	2013.91	6.0%	8"**
SDP-3	35.5'	LAPWAI-9+83.55 (14.50'R)	LAPWAI-9+83.55 (21.00'L)	2013.71	2013.35	1.0%	10"*
SDP-4	16.0'	LAPWAI-9+83.55 (21.00'L)	LAPWAI-9+83.55 (37.00'L)	2010.30	2009.50	5.0%	12"**
SDP-5	24.0'	KOOSKIA-3+72.07 (22.29'R)	LAPWAI-10+81.28 (21.14'L)	2015.49	2015.25	1.0%	10"**
SDP-6	17.0'	LAPWAI-4+88.74 (21.00'R)	LAPWAI-4+88.74 (38.00'R)	2015.28	2012.50	16.4%	8"**
SDP-7	49.0'	LAPWAI-4+25.68 (14.50'L)	LAPWAI-4+25.68 (34.5'R)	2013.90	2013.66	0.5%	12"*
SDP-8	17.0'	LAPWAI-3+91.26 (21.00'R)	LAPWAI-3+91.26 (38.00'R)	2015.20	2012.50	15.9%	8"**
SDP-9	6.5'	LAPWAI-4+25.68 (21.00'L)	LAPWAI-4+25.68 (14.50'L)	2014.40	2014.01	6.0%	8"**
SDP-10	6.5'	COYOTE CREEK-1+95.00 (21.00'R)	COYOTE CREEK-1+95.00 (14.50'R)	2014.76	2014.21	8.5%	8"**
SDP-11	29.0'	COYOTE CREEK-1+95.00 (14.50'R)	COYOTE CREEK-1+95.00 (14.50'L)	2014.11	2013.82	1.0%	12"*
SDP-12	27.7'	COYOTE CREEK-1+95.00 (14.50'L)	COYOTE CREEK-2+08.72 (37.00'L)	2013.72	2012.72	3.6%	12"**
SDP-13	39.5'	COYOTE CREEK-8+44.54 (14.50'R)	COYOTE CREEK-8+44.54 (28.00'L)	2016.90	2016.50	1.0%	8"*
SDP-14	27.0'	LAPWAI-9+83.63 (46.87'L)	LAPWAI-9+77.79 (21.00'L)	2007.50	2007.37	0.5%	8"**
SDP-15	22.0'	COYOTE CREEK-4+55.01 (25.50'R)	LAPWAI-4+55.01 (47.50'R)	2010.50	2010.39	0.5%	8"**
SDP-16	19.0'	COYOTE CREEK-2+14.22 (38.50'L)	COYOTE CREEK-2+14.22 (21.00'L)	2010.72	2010.63	0.5%	10"**
SDP-17	13.5'	LAPWAI-4+25.68 (34.50'R)	LAPWAI-4+25.68 (48.00'R)	2013.08	2012.50	4.3%	15"**
SDP-18	13.5'	COYOTE CREEK-8+17.76 (14.50'L)	COYOTE CREEK-8+17.76 (28.00'L)	2015.20	2012.50	20.0%	8"**
SDP-19	30.0'	MADISON-9+45.00 (25.00'L)	MADISON-9+75.00 (25.00'L)	2020.91	2020.91	0.0%	8"**
SDP-20	26.0'	LAPWAI-11+11.58 (21.0'R)	LAPWAI-10+81.11 (21.0'R)	2016.10	2015.97	0.5%	8"**
SDP-21	25.0'	COYOTE CREEK-3+48.88 (21.1'R)	COYOTE CREEK-3+23.88 (21.0'R)	2016.60	2016.47	0.5%	8"**

NOTES:
- * DUCTILE IRON PIPE REQUIRED
- ** PVC OR HDPE PIPE ACCEPTABLE

RIP RAP PAD SCHEDULE



SDP OUTLET	CLASS	AVE. DIA.	PAD LENGTH	WIDTH "A"	WIDTH "B"	THICKNESS
SDP-4	50	6.3"	11.9'	3.0'	7.8'	12.0"
SDP-6	50	6.3"	3.2'	2.0'	3.3'	12.0"
SDP-8	50	6.3"	6.3'	2.0'	3.8'	12.0"
SDP-12	50	6.3"	8.0'	3.0'	6.2'	12.0"
SDP-17	50	6.3"	6.3'	3.8'	6.3'	12.0"
SDP-18	50	6.3"	6.9'	2.5'	5.3'	12.0"

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 07-24-13
ACCEPTANCE EXPIRES: 05-09-15
PROJECT LANE MILES PUBLIC: 0
PROJECT LANE MILES PRIVATE: .50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 3/9/09
ACCEPTANCE EXPIRES: 3/9/11
PROJECT LANE MILES PUBLIC: –
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

SCALE: 1" = 50 FEET
CONTOUR INTERVAL= 1 FOOT

BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM: TBM NO. — ELEVATION 2010.24 NAVD 88 — LOCATION Railroad spike in power pole at the intersection of Thorpe and Madison

SCALE: HORIZONTAL 1"=50' — VERTICAL

DRAWN ACS/MJK — DATE 2/12/2009
CHECKED ACS — 2/12/09
APPROVED

AARON C. SIMPSON — STATE OF WASHINGTON — 43460 REGISTERED PROFESSIONAL ENGINEER — 2/12/09

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: DRAINAGE
PROJECT NUMBER 14670 — SHEET NUMBER SD-1

CREEK AT CHESTER

DRAINAGE PLAN
NE 1/4 SEC. 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON

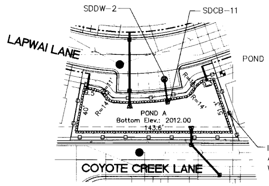
CALL BEFORE YOU DIG 456-8000

P-1997 Eng Road Drainage

P:\Projects\14501-15000\14670-FROST\dwg\14670.dwg 2/13/2009 10:52:12 AM PST

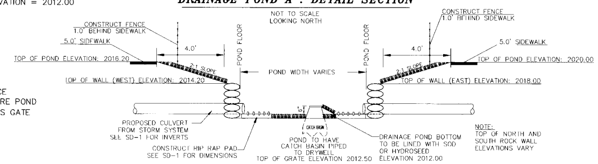
POND A

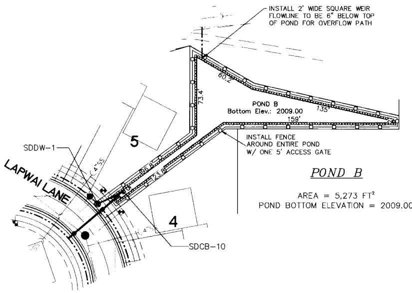
AREA = 4,376 FT²
POND BOTTOM ELEVATION = 2012.00



DRAINAGE POND A : DETAIL SECTION

NOT TO SCALE
LOOKING NORTH



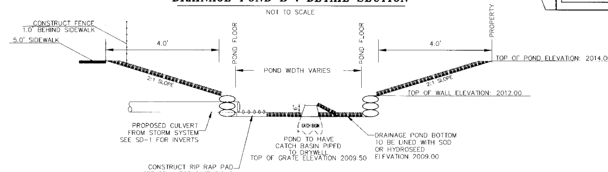


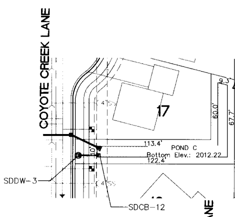
POND B

AREA = 5,273 FT²
POND BOTTOM ELEVATION = 2009.00

DRAINAGE POND B : DETAIL SECTION

NOT TO SCALE



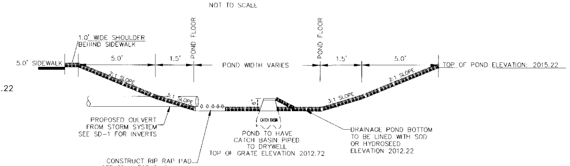


POND C

AREA = 1,754 FT²
POND BOTTOM ELEVATION = 2012.22

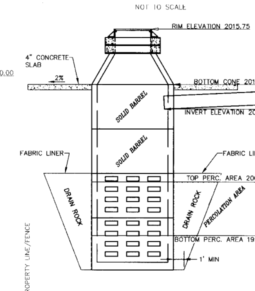
DRAINAGE POND C : DETAIL SECTION

NOT TO SCALE



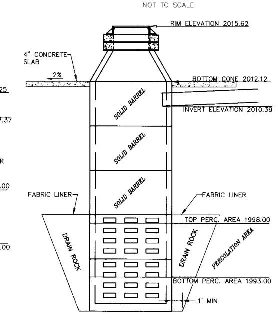
SDDW-1

NOT TO SCALE



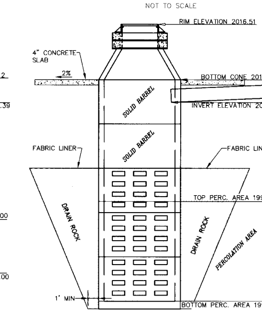
SDDW-2

NOT TO SCALE



SDDW-3

NOT TO SCALE



DRYWELL SCHEDULE

SD-2 FOR DETAILS AND SPOKANE COUNTY STANDARDS

DRYWELL	STATION	IE (IN)	RIM ELEV.
SDDW-1	LAPWAI-9+77.79 (21.0'L)	2007.37	2015.75**
SDDW-2	LAPWAI-4+55.01 (25.0'R)	2010.39	2015.62**
SDDW-3	COYOTE CREEK-2+14.22 (21.0'L)	2010.63	2016.51**
SDDW-4	MADISON-3+61.19 (25'L) BURIED	2030.98**	FIELD VERIFY
SDDW-5	MADISON-11+48.77 (25'L)	N/A	2021.43*
SDDW-6	MADISON-13+98.68 (25'L)	N/A	2017.90*
SDDW-7	MADISON-9+75.00 (25'L)	2020.91	2023.13**
SDDW-8	MADISON-9+45.00 (25'L)	2020.91	2023.43**

NOTE: CONCRETE COLLAR REQUIRED ON ROADSIDE OF DRYWELL PER SPOKANE COUNTY STANDARD SHEET B-1

NOTE:
* METAL FRAME AND GRATE TYPE 4, SPOKANE COUNTY STANDARD, SHEET B-15
** METAL FARME AND SOLID COVER TYPE 4, SPOKANE COUNTY STANDARD, SHEET B-15

STORM PIPE SCHEDULE

PIPE	LENGTH	STATION (IN)	STATION (OUT)	ELEV. (IN)	ELEV. (OUT)	GRADE	DIAMETER
SDP-1	35.5'	COYOTE CREEK-12+39.13 (14.50'R)	COYOTE CREEK-1+39.13 (21.00'R)	2016.86	2016.68	0.5%	8"*
SDP-2	6.5'	LAPWAI-9+83.55 (21.00'R)	LAPWAI-9+83.55 (14.50'R)	2014.30	2013.91	6.0%	8"**
SDP-3	35.5'	LAPWAI-9+83.55 (14.50'R)	LAPWAI-9+83.55 (21.00'L)	2013.71	2013.35	1.0%	10"*
SDP-4	16.0'	LAPWAI-9+83.55 (21.00'L)	LAPWAI-9+83.55 (37.00'L)	2010.30	2009.50	5.0%	12"**
SDP-5	24.0'	KOOSKIA-3+72.07 (22.29'R)	LAPWAI-10+81.28 (21.14'L)	2015.49	2015.25	1.0%	10"**
SDP-6	17.0'	LAPWAI-4+88.74 (21.00'R)	LAPWAI-4+88.74 (38.00'R)	2015.28	2012.50	16.4%	8"**
SDP-7	49.0'	LAPWAI-4+25.68 (14.50'L)	LAPWAI-4+25.68 (34.5'R)	2013.90	2013.66	0.5%	12"*
SDP-8	17.0'	LAPWAI-3+91.26 (21.00'R)	LAPWAI-3+91.26 (38.00'R)	2015.20	2012.50	15.9%	8"**
SDP-9	6.5'	LAPWAI-4+25.68 (21.00'L)	LAPWAI-4+25.68 (14.50'L)	2014.40	2014.01	6.0%	8"**
SDP-10	6.5'	COYOTE CREEK-1+95.00 (21.00'R)	COYOTE CREEK-1+95.00 (14.50'R)	2014.76	2014.21	8.5%	8"**
SDP-11	29.0'	COYOTE CREEK-1+95.00 (14.50'R)	COYOTE CREEK-1+95.00 (14.50'L)	2014.11	2013.82	1.0%	12"*
SDP-12	27.7'	COYOTE CREEK-1+95.00 (14.50'L)	COYOTE CREEK-2+08.72 (37.00'L)	2013.72	2012.72	3.6%	12"**
SDP-13	39.5'	COYOTE CREEK-8+44.54 (14.50'R)	COYOTE CREEK-8+44.54 (28.00'L)	2016.90	2016.50	1.0%	8"*
SDP-14	27.0'	LAPWAI-9+83.63 (46.87'L)	LAPWAI-9+77.79 (21.00'L)	2007.50	2007.37	0.5%	8"**
SDP-15	22.0'	COYOTE CREEK-4+55.01 (25.50'R)	LAPWAI-4+55.01 (47.50'R)	2010.50	2010.39	0.5%	8"**
SDP-16	19.0'	COYOTE CREEK-2+14.22 (38.50'L)	COYOTE CREEK-2+14.22 (21.00'L)	2010.72	2010.63	0.5%	10"**
SDP-17	13.5'	LAPWAI-4+25.68 (34.50'R)	LAPWAI-4+25.68 (48.00'R)	2013.08	2012.50	4.3%	15"**
SDP-18	13.5'	COYOTE CREEK-8+17.76 (14.50'L)	COYOTE CREEK-8+17.76 (28.00'L)	2015.20	2012.50	20.0%	8"**
SDP-19	30.0'	MADISON-9+45.00 (25.00'L)	MADISON-9+75.00 (25.00'L)	2020.91	2020.91	0.0%	8"**
SDP-20	26.0'	LAPWAI-11+11.58 (21.0'R)	LAPWAI-10+81.11 (21.0'R)	2016.10	2015.97	0.5%	8"**
SDP-21	25.0'	COYOTE CREEK-3+48.88 (21.1'R)	COYOTE CREEK-3+23.88 (21.0'R)	2016.60	2016.47	0.5%	8"**

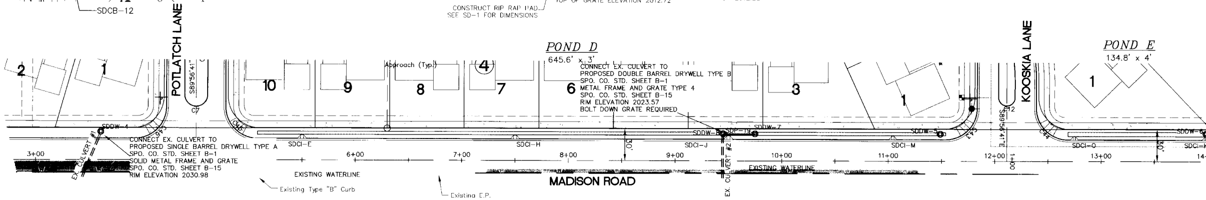
NOTES:
* DUCTILE IRON PIPE REQUIRED
** PVC OR HDPE PIPE ACCEPTABLE

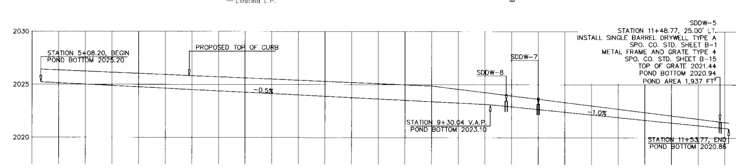
POND D

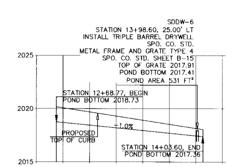
645.6' x 3'

POND E

134.8' x 4'







SCALE: 1" = 50 FEET

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 07-24-13
ACCEPTANCE EXPIRES: 05-09-15
PROJECT LANE MILES PUBLIC: 0
PROJECT LANE MILES PRIVATE: .50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 3/9/09
ACCEPTANCE EXPIRES: 3/9/11
PROJECT LANE MILES PUBLIC: -
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
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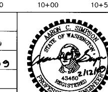
NOTE:
Exact locations, sizes and depths of underground utilities are not known. Underground utilities shown are taken from existing records and are shown for convenience of the contractor only. The Contractor is responsible to "Call Before You Dig 456-8000", and shall contact all utility owners and confirm locations of utilities before digging and to coordinate and cooperate fully with existing utility districts and companies.

BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM		SCALE			DATE
TBM NO.		HORIZONTAL 1"=50'	DRAWN MJK		2/12/2009
ELEVATION	2010.24 NAVD 88	VERTICAL 1"=5'	CHECKED ACS		2/12/09
LOCATION	Railroad spike in power pole at the intersection of Thorpe and Madison		APPROVED		



Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: DRAINAGE

PROJECT NUMBER	SHEET NUMBER
14670	SD-2

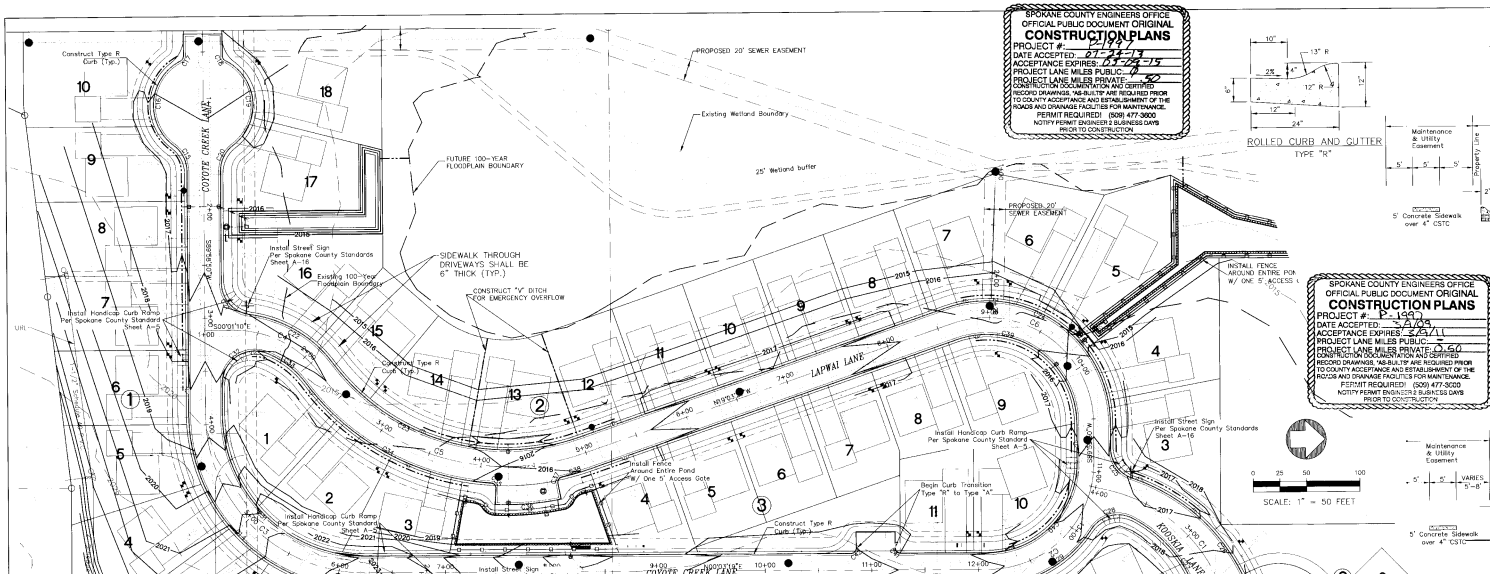
CREEK AT CHESTER

DRAINAGE PLAN – PONDS
NE 1/4 SEC. 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON

CALL BEFORE YOU DIG 456-8000

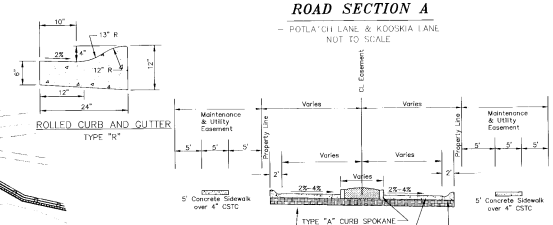
P-1997 Eng Load Drainage

P:\Projects\14501-15000\14670-FROST\dwg\14670.dwg 2/13/2009 10:52:12 AM PST



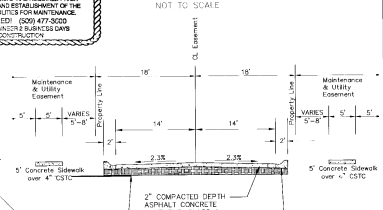
ROAD SECTION A

– POTLATCH LANE & KOOSKIA LANE
NOT TO SCALE



ROAD SECTION B

COYOTE CREEK LANE & LAPWAI LANE
NOT TO SCALE



NOTE:
Exact locations, sizes and depths of underground utilities are not known. Underground utilities shown are taken from existing records and are shown for convenience of the contractor only. The Contractor is responsible to "Call Before You Dig 456-8000", and shall contact all utility owners and confirm locations of utilities before digging and to coordinate and cooperate fully with existing utility districts and companies.

STANDARD NOTES FOR ROAD AND DRAINAGE PLANS

1. All work and materials shall be in conformance with the local jurisdiction road standards "SPOKANE REGIONAL STORMWATER MANUAL", 2008.
2. Prior to site construction, the Contractor is responsible for locating underground utilities. Call the underground utility location service at 1-800-424-555 before you dig.
3. Locations of existing utilities shown in the plans are approximate. The contractor shall be responsible for locating all underground utilities. Any conflicting utilities shall be relocated prior to construction of road and drainage facilities.
4. The contractor is required to have a complete set of the accepted plans and drainage plans on the job site whenever construction is in progress.
5. If the Contractor discovers any discrepancies between the plans and existing conditions encountered, the contractor shall immediately notify the design engineer.
6. The Contractor should take precautions to protect the infiltration capacity of stormwater facilities (e.g., line the facility with filter fabric, over-excavate upon completion of the infrastructure, etc.)

Supplemental notes used when applicable

7. For any curb grades less than 0.8% (0.008ft/ft), a Professional Land Surveyor currently licensed in the State of Washington shall verify that the curb forms are at the grades noted on the accepted plans, prior to placement of concrete. The Contractor is responsible for arranging and coordinating work with the Surveyor.
8. The Contractor shall employ a Professional Land Surveyor currently in the State of Washington to verify that the cross-gutter forms are at the correct plane grade prior to concrete placement. the cross-gutters shall be constructed prior to paving, and the pavement shall then match the edge of concrete gutter.
9. For construction of drywells, install filter fabric (Amoco 4545 or approved equivalent) between the washed drainrock and the native soils.
10. Bio-infiltration ponds/swales have a maximum treatment design depth (from pond/swale bottom to elevation of drywell grate or first overflow/outflow mechanism) of 6 inches. Either organic matter content or Cation Exchange Capacity (CEC) testing shall be completed in order to substantiate the treatment soil composition. The tests shall be performed on composite samples taken from the treatment soil layer from the constructed pond bottom. A composite sample consists of well-mixed soil obtained from at least four cores, to a depth of at least 6 inches, randomly disturbed over the pond bottom test area. Stockpile samples from on-site or a material supplier can be tested for informational purposed to determine initial suitability and possible soil amendments, but will not be accepted in-lieu of in-place testing. A minimum of one test shall be performed for each bio-infiltration pond/swale 1,500 square feet or less, with one additional test for each 2,000 square feet of pond/swale bottom, or fraction thereof. "One test" is equal to four core samples taken as described above. Testing results shall be submitted as part of the Construction Certification Submittal required for release of surety posted on project.
11. Concrete aprons are required at the inlet into any swale or pond. The finish grade of the swale/pond side slope, where the concrete inlet apron ends, shall be a minimum of 2 inches below the finished elevation of the concrete curb apron extension. The intention is to allow stormwater runoff to inter the swale/pond unobstructed, without backing up into the street and gutter due to sod overgrowth at the inlet.
12. Unlined pond and bioinfiltration swale bottoms are expected to infiltrate via the pond floor, and therefore, shall not be heavily compacted; equipment traffic shall be minimized on the pond bottoms. The facility subgrade shall be a medium- to well-draining material, with a minimum thickness if 48 inches and a minimum infiltration rate of 0.15 in/hr. The facility shall drain within 72 hours of a storm event. If the pond also serves as a water quality facility, the treatment zone (sod and 6 inches of treatment soil) shall be a medium- to well-draining material, with a minimum infiltration rate of 0.25-0.50 in/hr.; silty loam or loamy soils are presumed to have an infiltration rate that falls within this range. Scarify the finish grade of the pond bottom prior to hydroseeding/sodding. Testing that verifies subgrade minimum infiltration rate is required by the local jurisdiction prior to construction certification to ensure adequate drainage. Infiltration testing of the treatment zone s only required if soils other than silty loam or loamy soils are proposed.
12. If, during final inspection, it is found that the constructed pond or swale does not conform to the accepted design, the system shall be reconstructed so that it does comply.

ENGINEER'S CERTIFICATION

The design improvements shown in this set of plans conform to the applicable editions of the Spokane County standards for road and sewer construction and Spokane County guidelines for stormwater management. All design deviations have been approved by the Spokane County Engineer. I approve these plans for construction.

ENGINEER'S APPROVAL — DATE 2/12/03

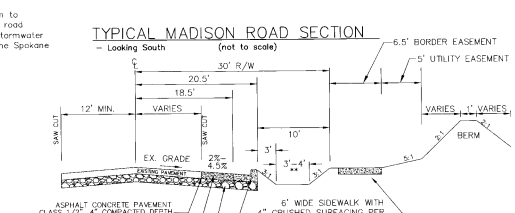
DEVELOPER'S APPROVAL — DATE 2-19-09

SHEET INDEX

ST-1	STREET COVER SHEET
ST-2	POTLATCH LANE – 1+00 TO 2+39 KOOSKIA LANE – 1+00 TO 4+04.13
ST-3	COYOTE CREEK LANE – 0+33.5 TO 13+43.36
ST-4	LAPWAI LANE – 1+00 TO 11+13.49
ST-5	MADISON ROAD – 1+22.69 TO 18+06.60
ST-6	CURB RETURNS, CUL-DE-SACS AND ISLANDS

TYPICAL MADISON ROAD SECTION

– Looking South (not to scale)



BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM	SCALE		DATE
TBM NO.	HORIZONTAL 1"=50'	DRAWN ACS/MJK	2/12/2009
ELEVATION 2010.24 NAVD 88	VERTICAL 1"=5'	CHECKED ACS	2/12/09
LOCATION Railroad spike in power pole at the intersection of Thorpe and Madison		APPROVED	

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: STREET

PROJECT NUMBER	SHEET NUMBER
14670	ST-1

THE CREEK AT CHESTER

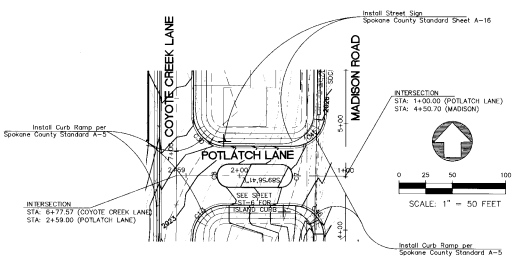
COVER SHEET – STREET
A PLAT IN A PORTION OF THE
NE 1/4 OF SECTION 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON

P-1997 Eng Road Drainage

P:\Projects\14670-PROST\dwg\14670PROST.dwg 2/13/2009 10:50:12 AM PST

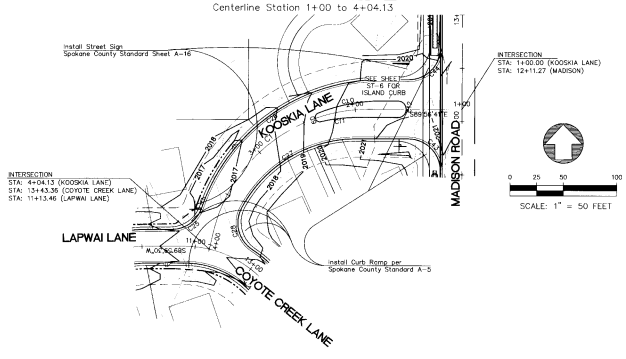
POTLATCH LANE

Centerline Station 1+00 to 2+59

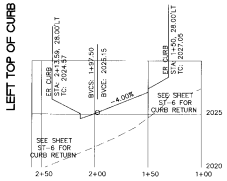


KOOSKIA LANE

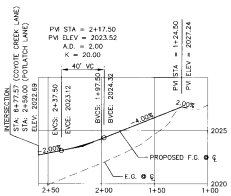
Centerline Station 1+00 to 4+04.13



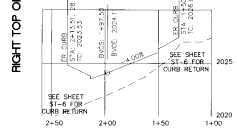
LEFT TOP OF CURB



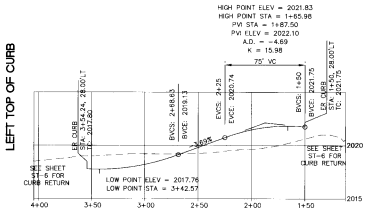
CENTERLINE - POTLATCH LANE



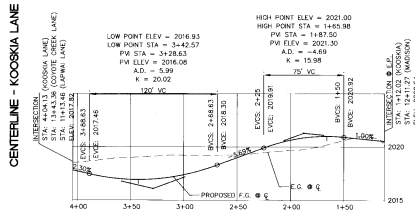
RIGHT TOP OF CURB



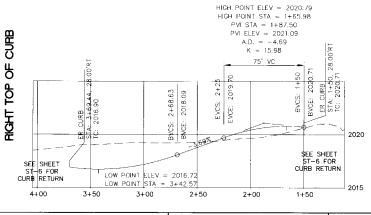
LEFT TOP OF CURB



CENTERLINE - KOOSKIA LANE



RIGHT TOP OF CURB



	CURVE TABLE				
DIM LOCATION	CURVE	LENGTH	RADIUS	TANGENT	DELTA
CENTERLINE	C1	201.49	150.00	119.24	76°57'46"
CENTERLINE	C2	157.19	100.00	100.11	90°07'49"
CENTERLINE	C3	236.42	150.00	149.80	89°55'31"
CENTERLINE	C4	93.70	100.00	50.61	53°41'06"
CENTERLINE	C5	277.96	219.00	161.23	72°43'17"
CENTERLINE	C6	190.32	100.00	140.32	109°02'51"
FACE OF CURB	C7	34.56	11.00	INFINITE	180°00'00"
FACE OF CURB	C8	34.56	11.00	INFINITE	180°00'00"
FACE OF CURB	C9	13.49	4.50	62.70	171°47'24"
FACE OF CURB	C10	60.99	158.00	30.88	22°06'55"
FACE OF CURB	C11	34.46	142.00	17.32	13°54'18"
FACE OF CURB	C12	25.13	8.00	INFINITE	180°00'00"
FACE OF CURB	C13	45.49	29.50	28.66	88°21'12"
BACK OF CURB	C14	255.76	166.00	161.09	88°16'43"
BACK OF CURB	C15	27.55	29.50	14.87	53°30'13"
BACK OF CURB	C16	95.96	47.00	76.66	116°58'40"
BACK OF CURB	C17	4.99	4.50	2.78	63°28'27"
BACK OF CURB	C18	4.99	4.50	2.78	63°28'27"
BACK OF CURB	C19	95.96	47.00	76.66	116°58'40"
BACK OF CURB	C20	27.55	29.50	14.87	53°30'13"
BACK OF CURB	C21	43.07	30.00	26.20	82°15'19"
BACK OF CURB	C22	93.01	116.00	49.17	45°56'25"
BACK OF CURB	C23	186.56	203.00	100.45	52°39'23"
BACK OF CURB	C24	220.78	116.00	162.77	109°02'51"
BACK OF CURB	C25	36.70	29.50	21.15	71°16'41"
BACK OF CURB	C26	221.64	178.00	127.77	71°20'30"
BACK OF CURB	C27	132.63	122.00	73.72	62°17'15"
BACK OF CURB	C28	43.65	29.50	26.93	84°46'43"
BACK OF CURB	C29	84.14	116.00	44.01	41°33'24"
FACE OF CURB	C30	46.34	29.50	29.50	90°00'00"
BACK OF CURB	C31	210.31	134.00	133.83	89°55'31"
BACK OF CURB	C32	59.70	30.50	45.35	112°09'15"
BACK OF CURB	C33	48.23	84.00	23.71	31°31'51"
BACK OF CURB	C34	204.48	235.00	109.22	49°51'19"
BACK OF CURB	C35	6.97	4.50	4.41	88°48'14"
FACE OF CURB	C36	61.58	254.50	30.94	13°51'46"
BACK OF CURB	C37	6.97	4.50	4.41	88°48'14"
BACK OF CURB	C38	27.13	235.00	13.58	6°36'37"
BACK OF CURB	C39	96.46	84.00	54.34	65°47'44"
BACK OF CURB	C40	132.04	84.00	84.09	90°03'49"
BACK OF CURB	C41	7.07	4.50	4.50	90°00'00"
BACK OF CURB	C42	7.07	4.50	4.50	90°00'00"
FACE OF CURB	C43	47.12	30.00	30.00	90°00'00"
FACE OF CURB	C44	47.12	30.00	30.00	90°00'00"
FACE OF CURB	C45	47.12	30.00	30.00	90°00'00"
FACE OF CURB	C46	47.12	30.00	30.00	90°00'00"

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: E-1997
DATE ACCEPTED: 07-24-13
ACCEPTANCE EXPIRES: 07-18-15
PROJECT LANE MILES PUBLIC: 0
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: E-1997
DATE ACCEPTED: 3/4/14
ACCEPTANCE EXPIRES: 3/4/16
PROJECT LANE MILES PUBLIC: 0
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
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BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM		SCALE			DATE
TBM NO.	2010.24	HORIZONTAL	1"=50'	DRAWN MJK	2/12/2009
ELEVATION	NAVD 88	VERTICAL	1"=5'	CHECKED ACS	2/12/09
LOCATION	Railroad spike in power pole at the intersection of Thorpe and Madison			APPROVED	

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: STREET

PROJECT NUMBER	SHEET NUMBER
14670	ST-2

PLAN AND PROFILE
THE CREEK AT CHESTER
POTLATCH LANE – STA:1+00 TO 2+39
KOOSKIA LANE – STA:1+00 TO 4+04.13
A PLAT IN A PORTION OF THE
NE 1/4 SEC. 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON
CALL BEFORE YOU DIG 456-8000

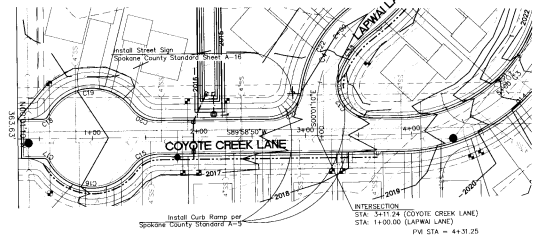
P1997 Eng Lead Drainage

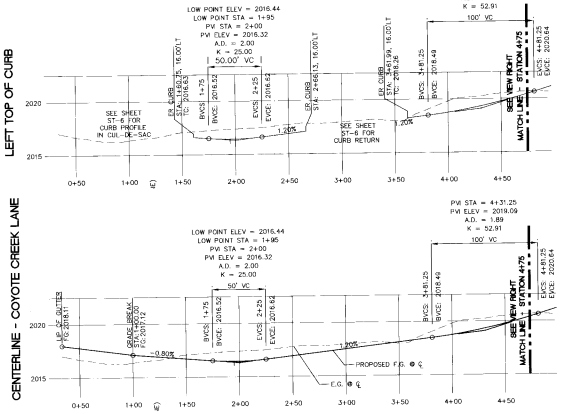
P:\Projects\14500-15000\14670-FRDST\dwg\14670.dwg 2/13/2009 10:52:12 AM PST

COYOTE CREEK LANE

Centerline Station 0+33.5 to 4+75

SCALE: 1" = 50 FEET

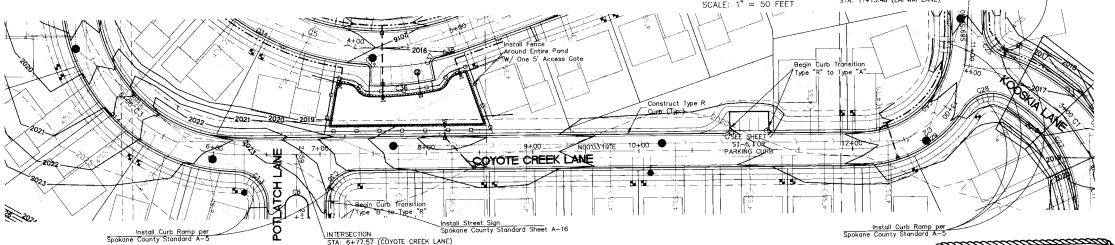


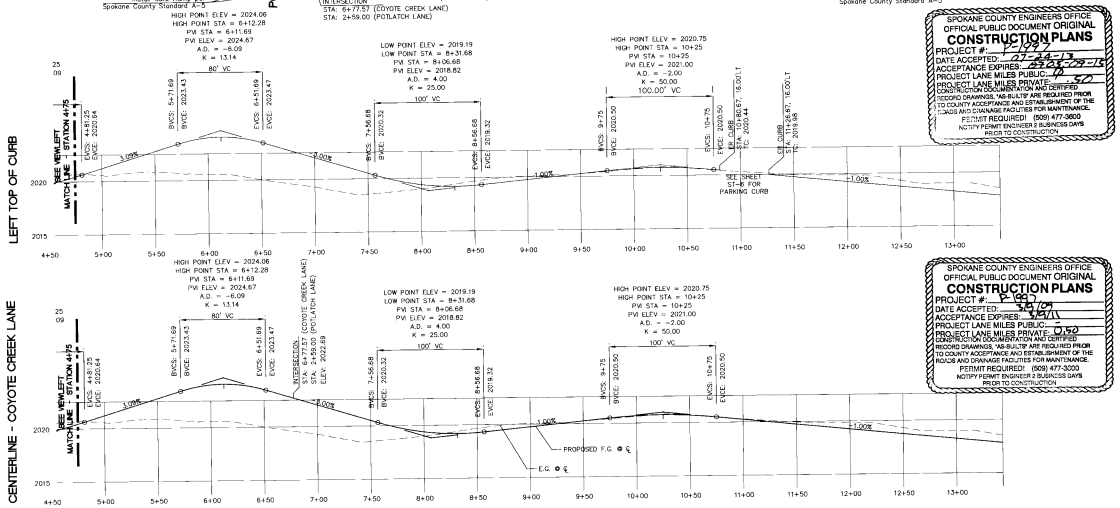


COYOTE CREEK LANE

Centerline Station 4+75 to 13+43.36

SCALE: 1" = 50 FEET





SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 07-24-13
ACCEPTANCE EXPIRES: 07-24-15
PROJECT LANE MILES PUBLIC: 1.0
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 3-9-17
ACCEPTANCE EXPIRES: 3-9-19
PROJECT LANE MILES PUBLIC: 1.0
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3200
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

NOTE:
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BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM		SCALE			DATE
TBM NO.		HORIZONTAL	1"=50'	DRAWN MJK	2/12/2009
ELEVATION	2010.24 NAVD 88	VERTICAL	1"=5'	CHECKED ACS	2/12/09
LOCATION	Railroad spike in power pole at the intersection of Thorpe and Madison			APPROVED	

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA. 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: STREET

PROJECT NUMBER	SHEET NUMBER
14670	ST-3

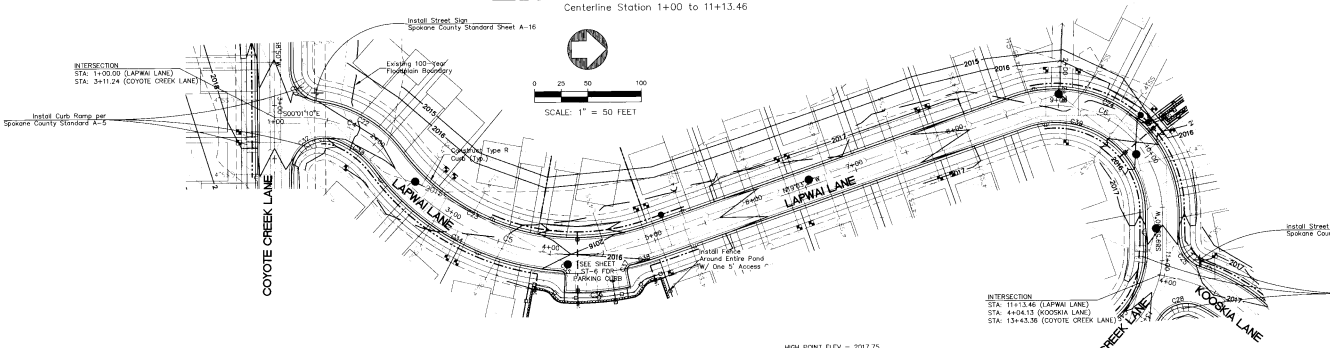
PLAN AND PROFILE
THE CREEK AT CHESTER
COYOTE CREEK LANE - STA: 0+33.5 TO 4+75
COYOTE CREEK LANE - STA: 4+75 TO 13+43.36
A PLAT IN A PORTION OF THE
NE 1/4 SEC. 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON
CALL BEFORE YOU DIG 456-8000

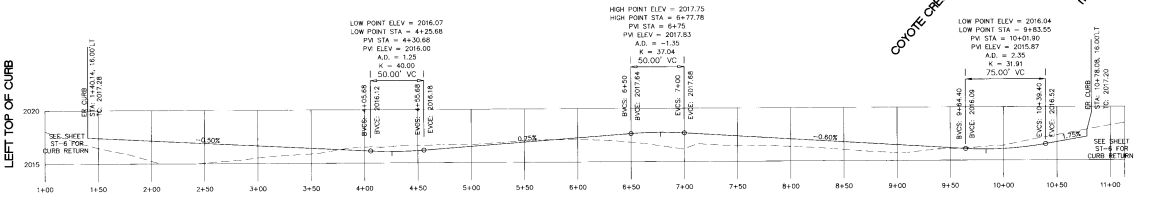
P1997 Eng Lead Drainage

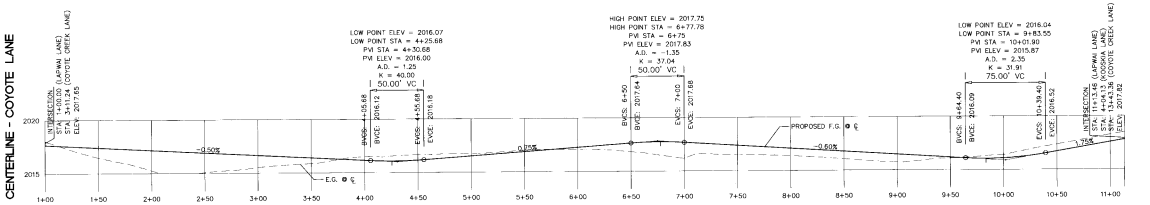
P:\Proj\ec14501-15000\14670-PRDST\dwg\14670.dwg 2/13/2009 10:58:12 AM PST

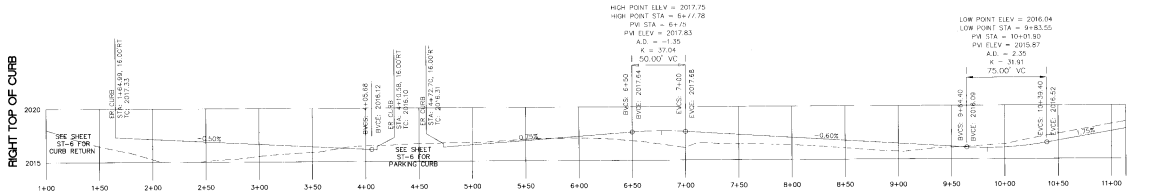
LAPWAI LANE

Centerline Station 1+00 to 11+13.46









SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: C-247
DATE ACCEPTED: 2/5/2013
ACCEPTANCE EXPIRES: 2/5/2015
PROJECT LANE MILES PUBLIC: .2
PROJECT LANE MILES PRIVATE: .52
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: C-247
DATE ACCEPTED: 3/8/09
ACCEPTANCE EXPIRES: 3/8/11
PROJECT LANE MILES PUBLIC: .2
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

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BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM		SCALE			DATE
TBM NO.		HORIZONTAL	1"=50'	DRAWN MJK	2/12/2009
ELEVATION	2010.24 NAVD 88	VERTICAL	1"=5'	CHECKED ACS	2/12/09
LOCATION	Railroad spike in power pole at the intersection of Thorpe and Madison			APPROVED	

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: STREET

PROJECT NUMBER	SHEET NUMBER
14670	ST-4

PLAN AND PROFILE
THE CREEK AT CHESTER
LAPWAI LANE – STA: 1+00 TO 11+13.46
A PLAT IN A PORTION OF THE
NE 1/4 SEC. 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON
CALL BEFORE YOU DIG 456-8000

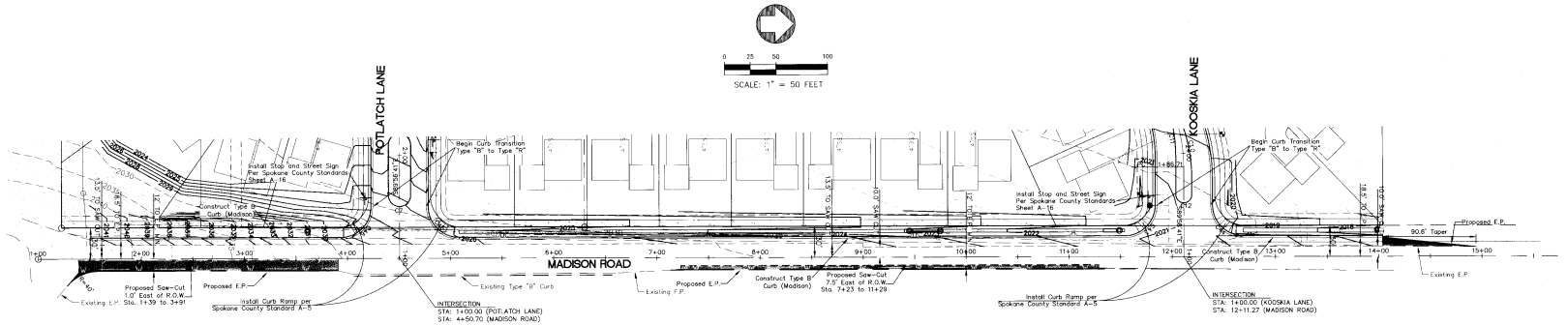
P1997 Eng. Prod. Drawings

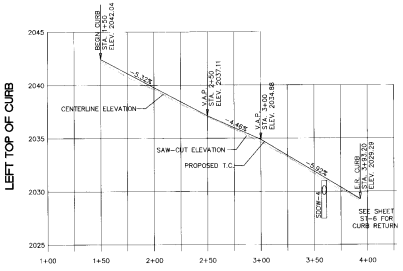
P:\Projects\LMSC-15500\14670-FRDST\dwg\14670.dwg 2/13/2009 10:52:02 AM PST

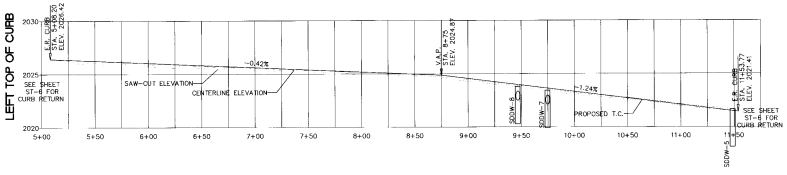
MADISON ROAD

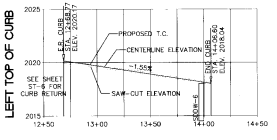
Centerline Station 1+00 to 14+06.60

NOTE:
Asbuilt Crown for Madison Road is not the center of R.O.W.









SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 07-24-13
ACCEPTANCE EXPIRES: 05-30-15
PROJECT LANE MILES PUBLIC: 0.0
PROJECT LANE MILES PRIVATE: 0.52
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3600
NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 3/8/09
ACCEPTANCE EXPIRES: 3/8/11
PROJECT LANE MILES PUBLIC: -
PROJECT LANE MILES PRIVATE: 0.52
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
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BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM		SCALE			DATE
TBM NO.		HORIZONTAL 1"=50'	DRAWN MJK		2/12/2009
ELEVATION	2010.24 NAVD 88	VERTICAL 1"=5'	CHECKED ACS		2/12/09
LOCATION	Railroad spike in power pole at the intersection of Thorpe and Madison		APPROVED		

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: STREET

PROJECT NUMBER	SHEET NUMBER
14670	ST-5

PLAN AND PROFILE
THE CREEK AT CHESTER
MADISON ROAD
A PLAT IN A PORTION OF THE
NE 1/4 SEC. 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON
CALL BEFORE YOU DIG 456-8000

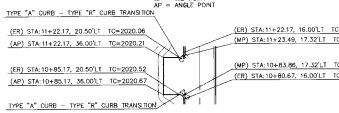
P-1997 Eng/Road-Drainage

P:\Projects\14670-1\8001\14670-1R001T-dwg\14670.dwg 2/13/2009 10:30:12 AM PST

COYOTE CREEK LANE - PARKING

TYPE "A" CURB PER SPOKANE COUNTY STANDARDS

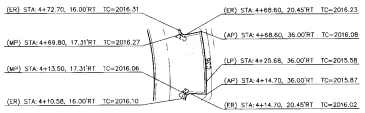
NOTES:
TC = TOP BACK OF CURB
ER = END OF RADIUS
MP = MID PONT
AP = ANGLE POINT

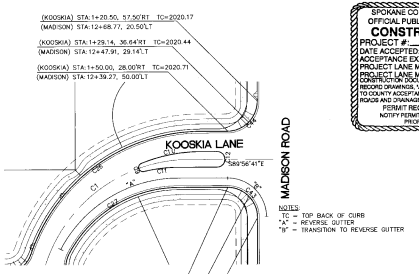


LAPWAI LANE - PARKING

TYPE "A" CURB PER SPOKANE COUNTY STANDARDS

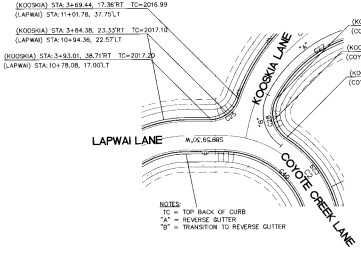
NOTES:
TC = TOP BACK OF CURB
ER = END OF RADIUS
MP = MID PONT
AP = ANGLE POINT
LP = LOW POINT





NOTES:
TC = TOP BACK OF CURB
"A" = REVERSE GUTTER
"B" = TRANSITION TO REVERSE GUTTER

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 2/12/09
ACCEPTANCE EXPIRES: 2/12/11
PROJECT LANE MILES PUBLIC: –
PROJECT LANE MILES PRIVATE: 0.50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3033
NOTIFY PERMIT ENGINEER 3 BUSINESS DAYS PRIOR TO CONSTRUCTION

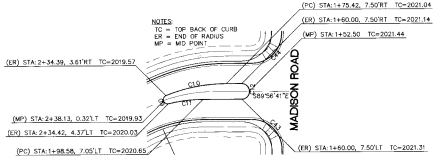


NOTES:
TC = TOP BACK OF CURB
"A" = REVERSE GUTTER
"B" = TRANSITION TO REVERSE GUTTER

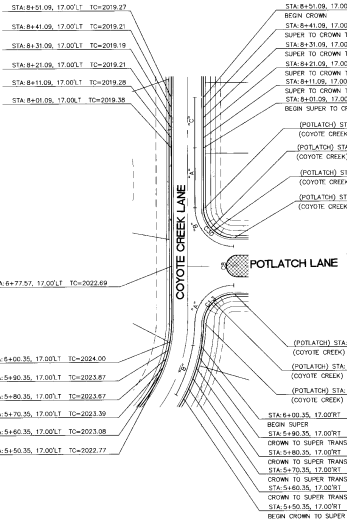
KOOSKIA LANE - ISLAND

TYPE "A" CURB PER SPOKANE COUNTY STANDARDS

NOTES:
TC = TOP BACK OF CURB
ER = END OF RADIUS
MP = MID PONT



SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1997
DATE ACCEPTED: 02-12-13
ACCEPTANCE EXPIRES: 02-09-15
PROJECT LANE MILES PUBLIC: 0
PROJECT LANE MILES PRIVATE: .50
CONSTRUCTION DOCUMENTATION AND CERTIFIED RECORD DRAWINGS, "AS-BUILTS" ARE REQUIRED PRIOR TO COUNTY ACCEPTANCE AND ESTABLISHMENT OF THE ROADS AND DRAINAGE FACILITIES FOR MAINTENANCE.
PERMIT REQUIRED! (509) 477-3033
NOTIFY PERMIT ENGINEER 3 BUSINESS DAYS PRIOR TO CONSTRUCTION

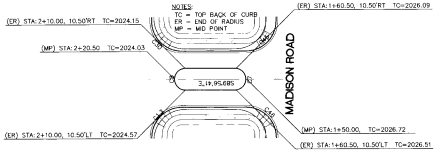


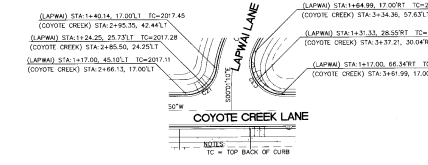
NOTES:
TC = TOP BACK OF CURB
"A" = REVERSE GUTTER
"B" = TRANSITION TO REVERSE GUTTER
"C" = TRANSITION TO STANDARD GUTTER

POTLATCH LANE - ISLAND

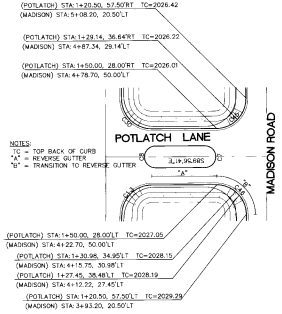
TYPE "A" CURB PER SPOKANE COUNTY STANDARDS

NOTES:
TC = TOP BACK OF CURB
ER = END OF RADIUS
MP = MID PONT

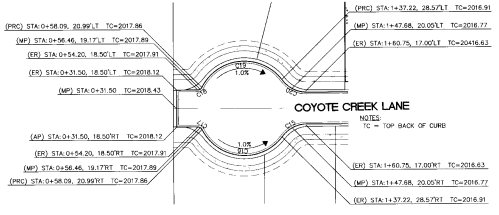




NOTES:
TC = TOP BACK OF CURB



NOTES:
"A" = REVERSE GUTTER
"B" = TRANSITION TO REVERSE GUTTER



NOTES:
TC = TOP BACK OF CURB

0 25 50 100
SCALE: 1" = 50 FEET

NOTE: ALL DIMENSIONS AMD ELIVATIONS ARE TO TOP BACK OF CURB

BY	DATE	REVISIONS / AS BUILT
MJK	10-13-2008	PROFILE CHANGES, ADDED RETAINING WALLS, ADDED FENCING, MADISON CURB DESIGN MODIFIED.
MJK	2-12-2009	ROAD NAMES ADDED.

DATUM		SCALE			DATE
TBM NO.		HORIZONTAL:	1"=50'	DRAWN: MJK	2/12/2009
ELEVATION	2010.24 NAVD 88	VERTICAL:	1"=5'	CHECKED: ACS	2/12/09
LOCATION	Railroad spike in power pole at the intersection of Thorpe and Madison			APPROVED:	

STATE OF WASHINGTON 36457 REGISTERED PROFESSIONAL ENGINEER

Founded 1946
Simpson Engineers, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
N. 909 ARGONNE ROAD, SPOKANE VALLEY, WA., 99212-2789
PHONE (509) 926-1322 FAX (509) 926-1323

TYPE OF IMPROVEMENT: STREET	
PROJECT NUMBER	SHEET NUMBER
14670	ST-6

CURB RETURNS, CUL-DE-SACS AND ISLANDS
THE CREEK AT CHESTER
A PLAT IN A PORTION OF THE
NE 1/4 SEC. 4, T.24 N., R.44 E.W.M.
SPOKANE COUNTY, WASHINGTON
CALL BEFORE YOU DIG 456-8000

P-1997 Eng Road Drainage

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