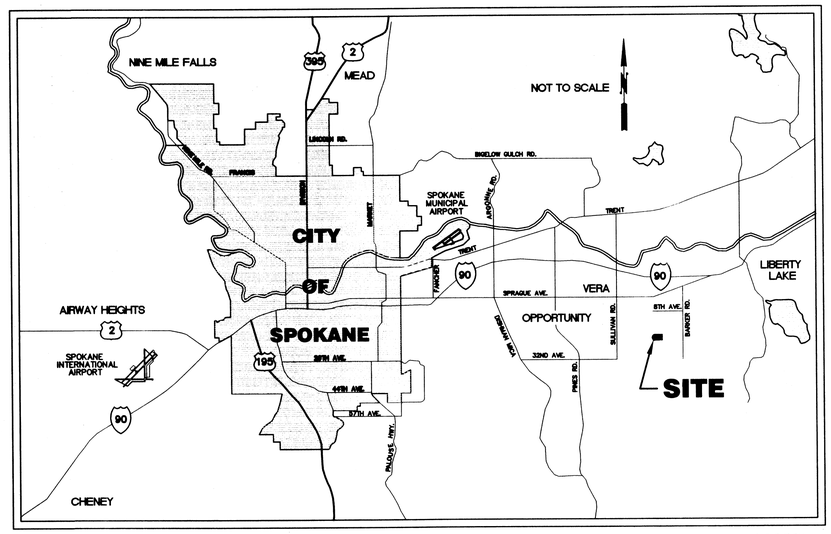
NORTHWEST VISTAS ADDITION

TO THE VISTAS AT MORNINGSIDE HEIGHTS

SPOKANE COUNTY, WASHINGTON

SECTION 30, T. 25N., R. 45E., W.M.



LOCATION MAP

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: 1962E
DATE ACCEPTED: 09-09-11
ACCEPTANCE EXPIRES: 09-09-13
PROJECT LANE MILES PUBLIC: .31
PROJECT LANE MILES PRIVATE: 0
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

SCHEDULE OF DRAWINGS

SHEET NO. DESCRIPTION

GENERAL

1 ..... COVER SHEET

ROAD

2 ..... SHAMROCK DRIVE- STA. 17+95.83 TO STA. 19+41.01
3 ..... BARCLAY ROAD - STA. 9+95 TO STA. 13+69

DRAINAGE

4 ..... STORMLINE 'A'-STA.
TEMPORARY DRAINAGE POND
5 ..... EROSION AND SEDIMENT CONTROL

GENERAL NOTES:

1. ALL MATERIALS AND INSTALLATION SHALL BE IN CONFORMANCE WITH THE "SPOKANE COUNTY STANDARDS FOR ROAD AND SEWER CONSTRUCTION 1995", AS AMENDED, AND PER THE "2006 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION" AS PUBLISHED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (W.S.D.O.T.) AND BY THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA).
2. PRIOR TO SITE CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES. CALL THE UNDERGROUND UTILITY LOCATION SERVICE AT 1-800-424-5555 BEFORE YOU DIG.
3. LOCATIONS OF EXISTING UTILITIES SHOWN IN THE PLAN 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. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR RELOCATION OF POWER POLES, LIGHTS, TELEPHONE, AND/OR OTHER UTILITIES THAT MAY CONFLICT WITH THE CONSTRUCTION.
4. THE CONTRACTOR IS REQUIRED TO HAVE A COMPLETE SET OF THE APPROVED ROAD AND DRAINAGE PLANS ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS. CONTRACTOR SHALL ALSO MAINTAIN ON THE SITE A COMPLETE SET OF RED LINE RECORD DRAWINGS INDICATING ALL CHANGES FROM THE APPROVED DRAWINGS.
5. CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS PRIOR TO CONSTRUCTION. IF THE CONTRACTOR DISCOVERS ANY DISCREPANCIES BETWEEN THE PLANS AND EXISTING CONDITIONS ENCOUNTERED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER AND THE SPOKANE COUNTY ENGINEER'S OFFICE.
6. CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO ADJACENT EXISTING PROPERTIES OR IMPROVEMENTS. CONTRACTOR IS RESPONSIBLE FOR CLEAN-UP OF ANY AREAS DISTURBED BY HIS ACTIVITIES.
7. FOR ANY CURB GRADES LESS THAN 0.8% (0.008 FT/FT), A WASHINGTON STATE-LICENSED PROFESSIONAL LAND SURVEYOR SHALL VERIFY THAT THE CURB FORMS ARE AT THE GRADES NOTED ON THE APPROVED PLANS, PRIOR TO PLACEMENT OF CURB MATERIAL. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING AND COORDINATING WORK WITH THE PROFESSIONAL LAND SURVEYOR.
8. ALL PROPOSED ROADWAY AREAS SHALL BE STRIPPED TO A DEPTH OF AT LEAST 12" OF ALL VEGETATION, NEAR-SURFACE ROOTS, ANY EXISTING FILL, AND TOPSOIL. THE STRIPPED MATERIAL CAN BE RE-USED FOR LANDSCAPING, BUT IS NOT ACCEPTABLE FOR STRUCTURAL FILL.
9. NATIVE MATERIALS, EXCLUDING TOPSOIL, IS ACCEPTABLE FOR USE AS STRUCTURAL FILL. IF STRUCTURAL FILL IS IMPORTED IT SHALL CONSIST OF WELL-GRADED SAND AND GRAVEL WITH NO PARTICLES LARGER THAN FIVE INCHES IN DIAMETER AND NOT MORE THAN 30% BY WEIGHT PASSING THE #200 SIEVE. STRUCTURAL FILL SHALL BE PLACED IN MAX. 8 INCH LIFTS WITHIN 2% OF OPTIMUM MOISTURE AND COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR.
10. THE TOP 12 INCHES OF THE ROAD SUBGRADE SHALL BE MOISTURE CONDITIONED TO WITHIN 2% OF OPTIMUM AND COMPACTED TO 95% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR METHOD.
11. CRUSHED SURFACING TOP COURSE SHALL CONFORM TO WSDOT STANDARDS AND COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY.
12. HOT MIX ASPHALT (HMA) SHALL BE WSDOT HMA CLASS 1/2-INCH W/PERFORMANCE GRADED ASPHALT BINDER PG64-28 AND COMPACTED TO 92% OF THE THEORETICAL MAXIMUM DENSITY AS DETERMINED BY THE RICE METHOD.
13. DURING CONSTRUCTION, THE GROUND SURFACE SHOULD BE SLOPED TO PREVENT STORM RUNOFF FROM ACCUMULATING IN ANY OF THE SUBGRADE AREAS. ANY AREAS OF SOFTENED SUBGRADE SHALL BE REMOVED AND REPLACED WITH COMPACTED STRUCTURAL FILL.
14. SITE EXCAVATION, INCLUDING ROCK CUTS AND REMOVAL, SHALL CONFORM TO SECTION 2-03 OF THE WSDOT STANDARD SPECIFICATIONS. EMBANKMENTS TO BE CONSTRUCTED ACCORDING TO THE APPLICABLE PARAGRAPHS OF SECTION 2-03 OF THE WSDOT STANDARD SPECIFICATIONS. EARTH EMBANKMENTS TO BE CONSTRUCTED USING METHOD B OF 2-03.3(14)C.
15. ALL FILL IN AREAS OUTSIDE OF PAVEMENT SHALL BE COMPACTED IN MAXIMUM 8" LIFTS TO 92% OF MAXIMUM ASTM D 1557 DRY DENSITY. PAVEMENT SURGED SHALL BE COMPACTED TO 95%.
16. FOR CONSTRUCTION OF DRYWELLS, INSTALL FILTER FABRIC (AMOCO 4545 OR APPROVED EQUIVALENT) BETWEEN THE WASHED DRAIN ROCK AND THE NATIVE SOIL.
17. THE FLOOR OF THE BIOINFILTRATION SWALE INCLUDES THE LEVEL PORTION OF THE FLOOR OF THE SWALE. THE SOIL LOCATED IN THE FLOOR OF THE SWALE SHALL BE A MEDIUM TO WELL-DRAINING MATERIAL, WITH A MINIMUM INFILTRATION RATE OF 0.25 INCHES PER HOUR IN ACCORDANCE WITH THE REGIONAL MANUAL.
18. THE CONTRACTOR SHALL EMPLOY A LICENSED SURVEYOR TO VERIFY THAT THE CROSS-GUTTER FORMS ARE AT THE CORRECT PLANE GRADE PRIOR TO CONCRETE PLACEMENT. THE CROSS-GUTTER SHALL BE CONSTRUCTED PRIOR TO PAVING, AND THE PAVEMENT SHALL THEN MATCH THE EDGE OF CONCRETE GUTTER.
19. ONSITE GRADING SHALL BE IN ACCORDANCE WITH THE APPROVED GRADING PLAN AND ESC PLAN. ANY IMPORT OR EXPORT OF MATERIAL SHALL BE FROM A PREAPPROVED SOURCE/DESTINATION AND COORDINATED WITH THE SPOKANE COUNTY DEPARTMENT OF BUILDING AND PLANNING AT 477-3675. GRADING ON THIS SITE OR ANY OTHER SITE MUST COMPLY WITH ALL DEVELOPMENT REGULATIONS INCLUDING, BUT NOT LIMITED TO, GRADING PERMITS, SEPA REVIEW, TIMBER HARVEST PERMITS, CRITICAL AREAS, FLOODPLAINS, DESIGNATED DRAINAGEWAYS, ECT.

LEGEND

	EXISTING LOT LINE		NOT IN CONTRACT LINE(N.IC.)
2353	EXISTING CONTOUR		PROPOSED PLAT BOUNDARY
	EASEMENT LINE		PROPOSED LOT LINES
BT	EXISTING BURIED TELEPHONE		PROPOSED CURB & GUTTER
G	EXISTING BURIED GAS PIPELINE		PROPOSED SIDEWALK
OE	EXISTING OVERHEAD ELECTRICAL		PROPOSED WATER LINE PLUG
x	EXISTING FENCE		PROPOSED DRAINAGE FLOW
W	EXISTING WATER LINE	W	PROPOSED WATER LINE
SS	EXISTING SEWER LINE	SS	PROPOSED SANITARY SEWER
SD	EXISTING STORM DRAIN LINE	SD	PROPOSED STORM DRAIN LINE
	EXISTING WATER VALVE	2160	FINISH CONTOUR
	EXISTING WATER LINE FITTING (TYP.)	2300	FINISH GRADE ELEVATION
	EXISTING FIRE HYDRANT		PROPOSED WATER VALVE
	EXISTING WATER METER AND SERVICE		PROPOSED CONCRETE THRUST BLOCK
	EXISTING SIGN		PROPOSED WATER FITTING (TYP.)
	EXISTING SS MANHOLE		PROPOSED FIRE HYDRANT
DW	EXIST. DRYWELL		PROPOSED SS MANHOLE
CB	EXIST. CATCH BASIN		PROPOSED STORM MANHOLE
	EXISTING STORM MANHOLE		PROPOSED STORM CATCH BASIN
CO	EXISTING CLEAN OUT		PROPOSED CLEAN OUT
			PROPOSED CURB INLET
			PROPOSED DRYWELL
		MON.	MONUMENT

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
1-800-424-5555
CALL TWO BUSINESS DAYS BEFORE YOU DIG

The design improvements shown in this set of plans and calculations conform to the applicable editions of the Spokane County Standards for Road and Sewer Construction and the Spokane County Guidelines for Stormwater Management. All design deviations have been approved by the Spokane County Engineer. I approve these plans for construction.

Developer's Approval _____ Date 8-30-11

STATE OF WASHINGTON — LANCE D. GRAY — 46940 — REGISTERED PROFESSIONAL ENGINEER — 8/31/11

REVISIONS

DWN: GHF DATE: 8/15/11
CK'D: LDG DATE: 8/15/11

Taylor Engineering, Inc.
Civil Design and Land Planning
W. 106 Mission Ave.
Spokane, Washington 99201
(509) 328-3371 FAX (509) 328-8224

SCALE: N/A

1 / 5

COVER SHEET
NORTHWEST VISTAS ADDITION

RD-COV.dwg

Plat 1962E ENG Road & Drainage
1962E-COV-01

SEC.30, T.25 N., R. 45 EAST, W.M.

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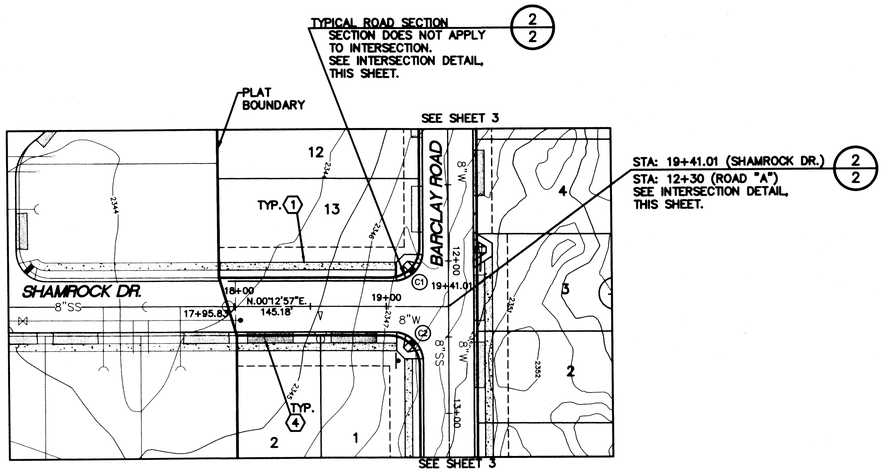
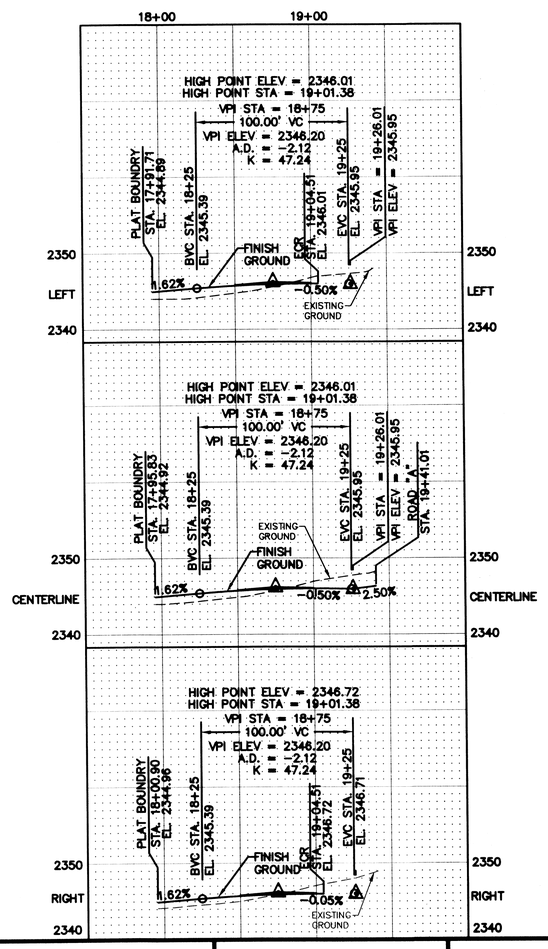
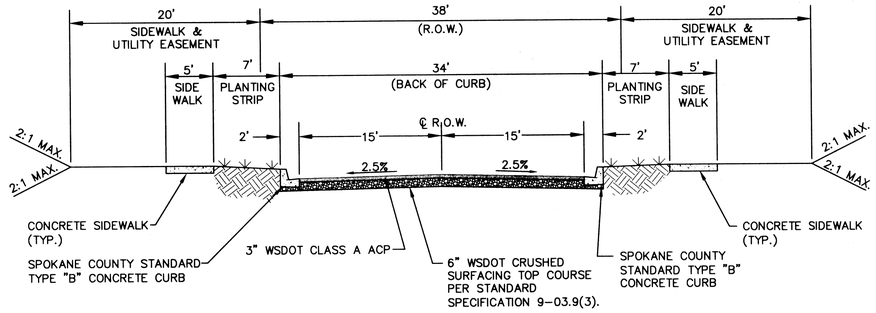
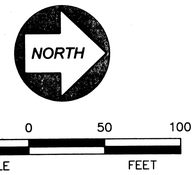


SHAMROCK DRIVE





TYPICAL ROAD SECTION (1/2,3)
N.T.S.

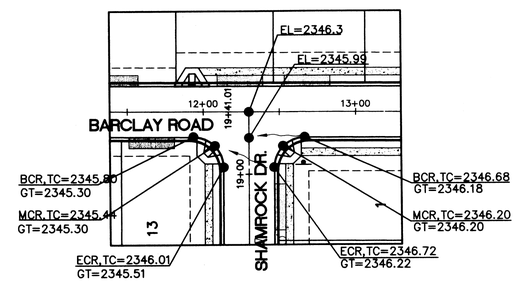


CURVE TABLE AT FACE OF CURB

CURVE	RADIUS	LENGTH	DELTA
C1	20.00'	31.42'	90°90'90"
C2	20.00'	31.42'	90°90'90"

CONSTRUCTION NOTES
ALL DETAILS SHALL BE PER SPOKANE COUNTY STANDARDS UNLESS OTHERWISE NOTED.

1. 5' WIDE CONCRETE SIDEWALK PER STANDARD SHEET A-4.
2. WHEEL CHAIR RAMP PER STANDARD SHEET A-5, DESIGN 'B'.
3. SIGN POST W/STREET SIGN PER STANDARD SHEET A-16.
4. DRIVEWAY PER SPOKANE COUNTY STD. PLAN A-4.
5. INSTALL TYPE 1 CONCRETE CROSS GUTTER PER STANDARD SHEET B-18.



INTERSECTION – SHAMROCK DR. / ROAD "A" (2/2)
SCALE: 1" = 50'

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1962E
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PROJECT LANE MILES PUBLIC: .125
PROJECT LANE MILES PRIVATE: 0
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NOTIFY PERMIT ENGINEER 2 BUSINESS DAYS PRIOR TO CONSTRUCTION

No.	Date	By	Ckd.	Appr.	Revisions

Drawn: GHF Date 8/15/11
Designed: LDG 8/15/11
Checked:

LINDSAY CLARK, STATE OF WASHINGTON, 46940, REGISTERED PROFESSIONAL ENGINEER, 8/15/11

Taylor Engineering, Inc.
Civil Design and Land Planning
W. 106 Mission Ave.
Spokane, Washington 99201
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SPOKANE COUNTY PUBLIC WORKS
DIVISION OF ENGINEERING AND ROADS
W. 1026 Broadway Ave.
Spokane Wa. 99260
509-477-3600

VERTICAL DATUM: REBAR AND CAP AT INTERSECTION OF CLOVER AND SHAMROCK DRIVE. EL.=2338.88(NAVD 88)

CADD FILE NAME: 10030_SHAM-RD

50 25 0 50 100
SCALE FEET

SCALE
HORIZ. 1"=50'
VERT. 1"=10'

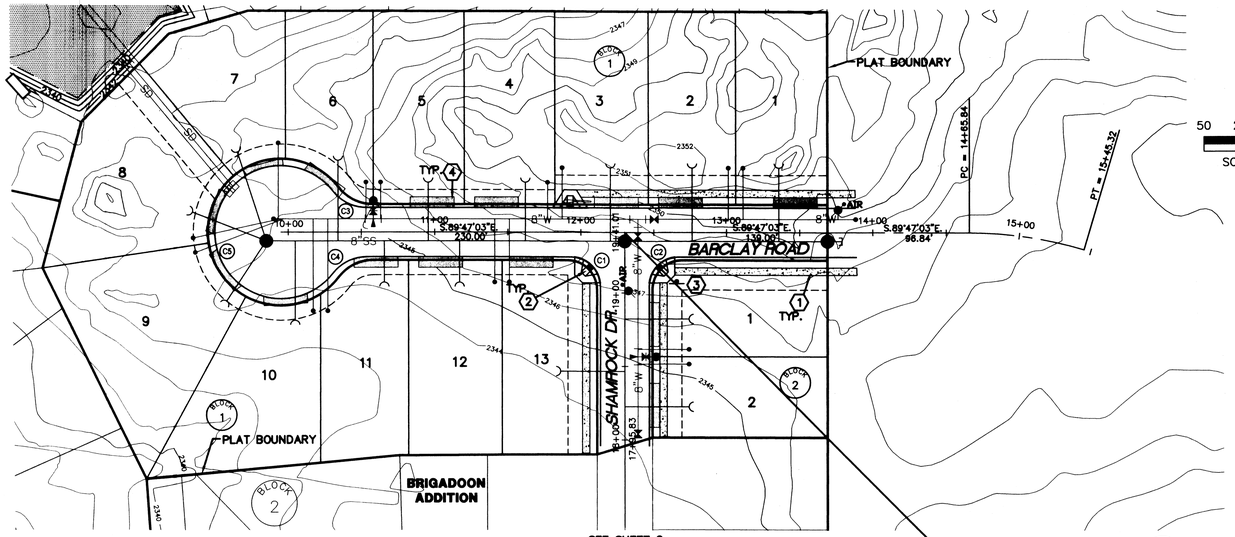
NORTHWEST VISTAS AT MORNINGSIDE HIGHTS

SHAMROCK DRIVE
STA. 17+95.83 TO STA. 19+41.01

ROAD
SHEET 2/5

P-1962E ENG Road + Drainage
LP1962E-PP-02

SEC.30, T.25 N., R. 45 EAST, W.M.



BARCLAY ROAD

STA: 12+30 (ROAD "A") 2
STA: 19+41.01 (SHAMROCK DR.) 2
SEE INTERSECTION DETAIL, SHEET 2.

NORTH

50 25 0 50 100
SCALE FEET

CURVE TABLE AT FACE OF CURB			
CURVE	RADIUS	LENGTH	DELTA
C1	20.00'	31.42'	90°90'90"
C2	20.00'	31.42'	90°90'90"
C3	30.00'	27.06'	51°41'02"
C4	30.00'	27.06'	51°41'02"
C5	45.00'	222.56'	283°22'04"

CONSTRUCTION NOTES
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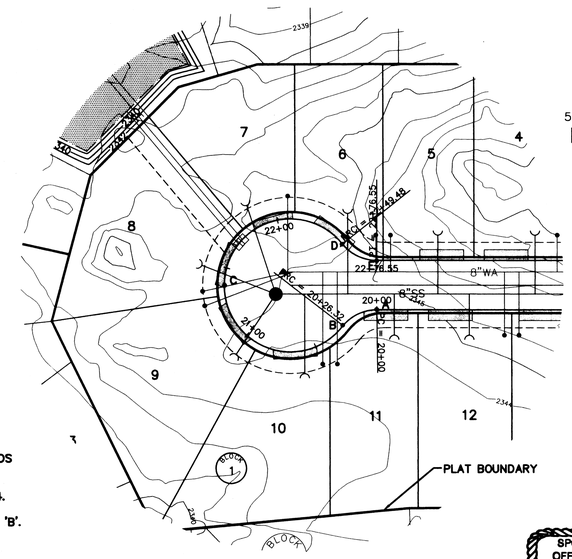

BARCLAY ROAD CUL-D-SAC

NORTH

50 25 0 50 100
SCALE FEET

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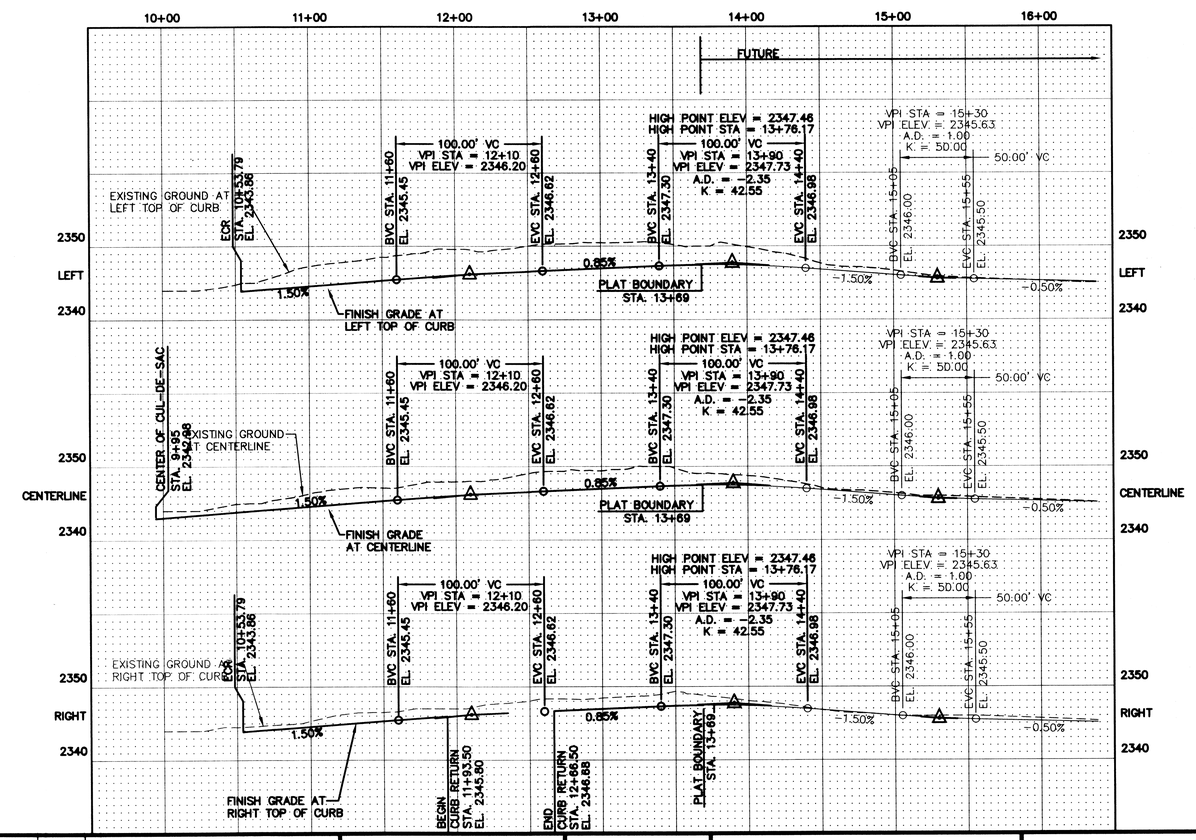

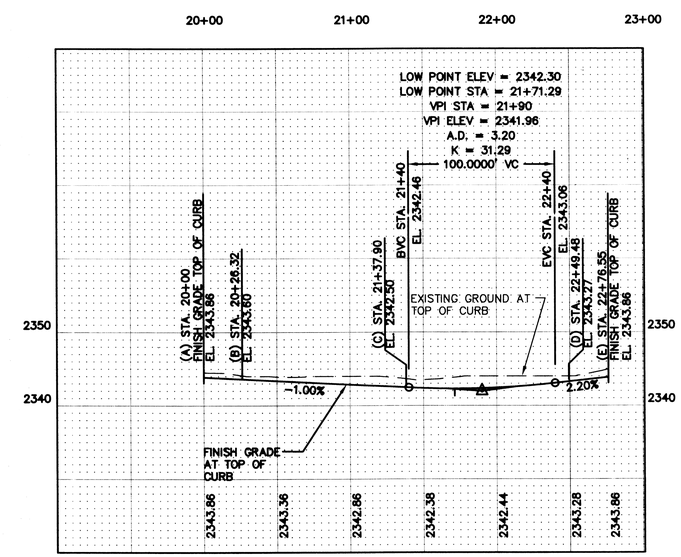

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Designed: LDG 8/15/11
Checked:

LINDSAY CLIFFORD — STATE OF WASHINGTON — 46940 — REGISTERED PROFESSIONAL ENGINEER — 8/15/11

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SPOKANE COUNTY PUBLIC WORKS
DIVISION OF ENGINEERING AND ROADS
W. 1026 Broadway Ave.
Spokane Wa. 99260
509-477-3600

Developer's Approval: Date:

VERTICAL DATUM: REBAR AND CAP AT INTERSECTION OF CLOVER AND SHAMROCK DRIVE. EL.=2338.88(NAVD 88)

CADD FILE NAME: 10030ROAD_A

50 25 0 50 100
SCALE FEET

SCALE
HORIZ. 1"=50'
VERT. 1"=10'

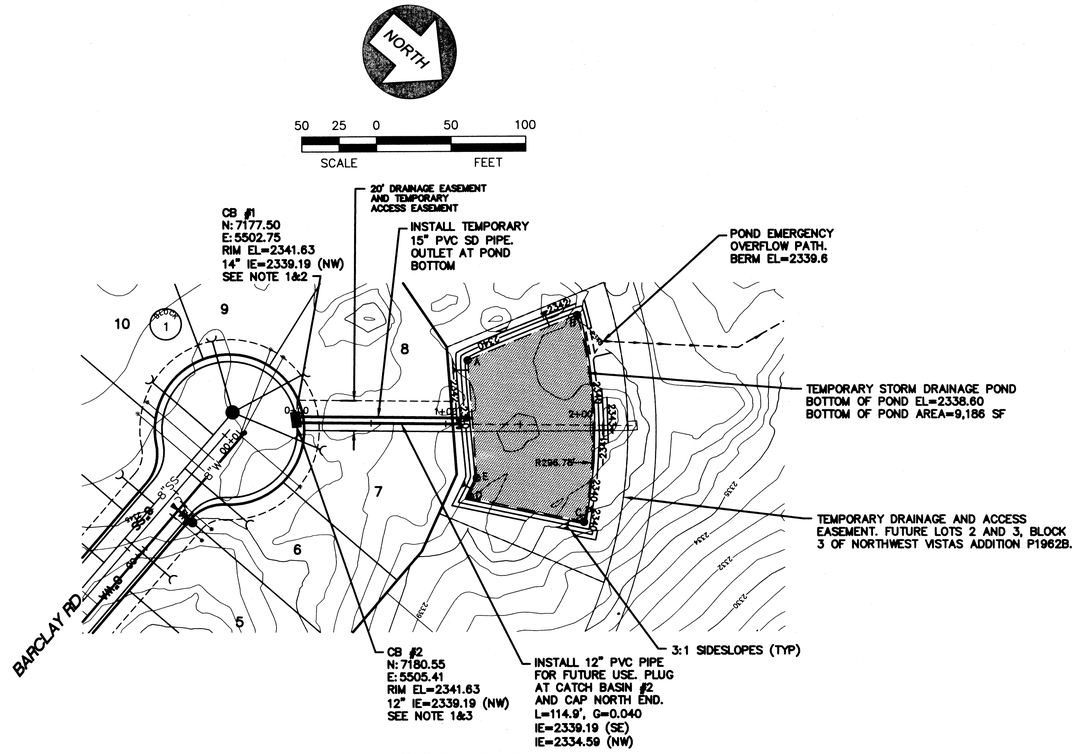
NORTHWEST VISTAS AT MORNINGSIDE HIGHTS

BARCLAY ROAD
STA. 9+95 TO STA. 16+38.66

ROAD
SHEET 3 / 5

Plat 1962 E ENG Road + Drainage
L1962E - PP03

SEC.30, T.25 N., R. 45 EAST, W.M.



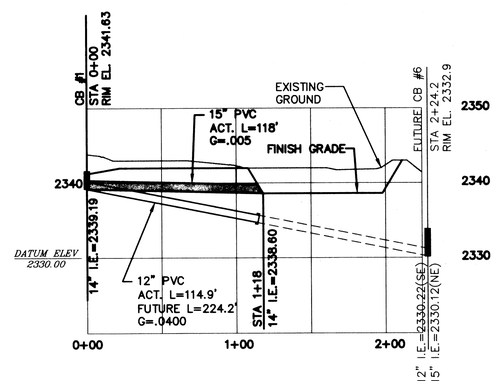
STORMLINE 'A'

STA. 0+00 = STA. 21+72.23 (BARCLAY CUL-DE-SAC)

POND COORDINATES		
LOCATION	NORTHING	EASTING
A	7240.83	5399.27
B	7277.22	5328.47
C	7370.75	5431.43
D	7300.75	5469.80
E	7296.33	5455.15

NOTE:

1. INSTALL 2 SPOKANE COUNTY TYPE 1 CATCH BASINS, ON GRADE, PER SPOKANE COUNTY STD. PLAN B-4. CATCH BASINS ARE TO BE LINKED WITH A FLAT EQUALIZATION PIPE CONNECTING ADJACENT STRUCTURES AT IE=2339.29.
2. CATCH BASIN #1 SHALL HAVE A TYPE 1 METAL FRAME PER STD. PLAN B-10 AND TYPE 1 METAL GRATE PER STD. PLAN B-12.
3. CATCH BASIN #2 SHALL HAVE A TYPE 2 HOODED FRAME PER STD. PLAN B-11 AND TYPE 3 METAL GRATE PER STD. PLAN B-14.



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Designed: LDG 8/15/11
Checked:

LINDSAY GILBERT STATE OF WASHINGTON 46940 REGISTERED PROFESSIONAL ENGINEER 8/21/11

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Spokane Wa. 99260
509-477-3600

VERTICAL DATUM: REBAR AND CAP AT INTERSECTION OF CLOVER AND SHAMROCK DRIVE. EL.=2338.88(NAVD 88)
CADD FILE NAME: 10030_SD LINE A.dwg
50 25 0 50 100
SCALE FEET

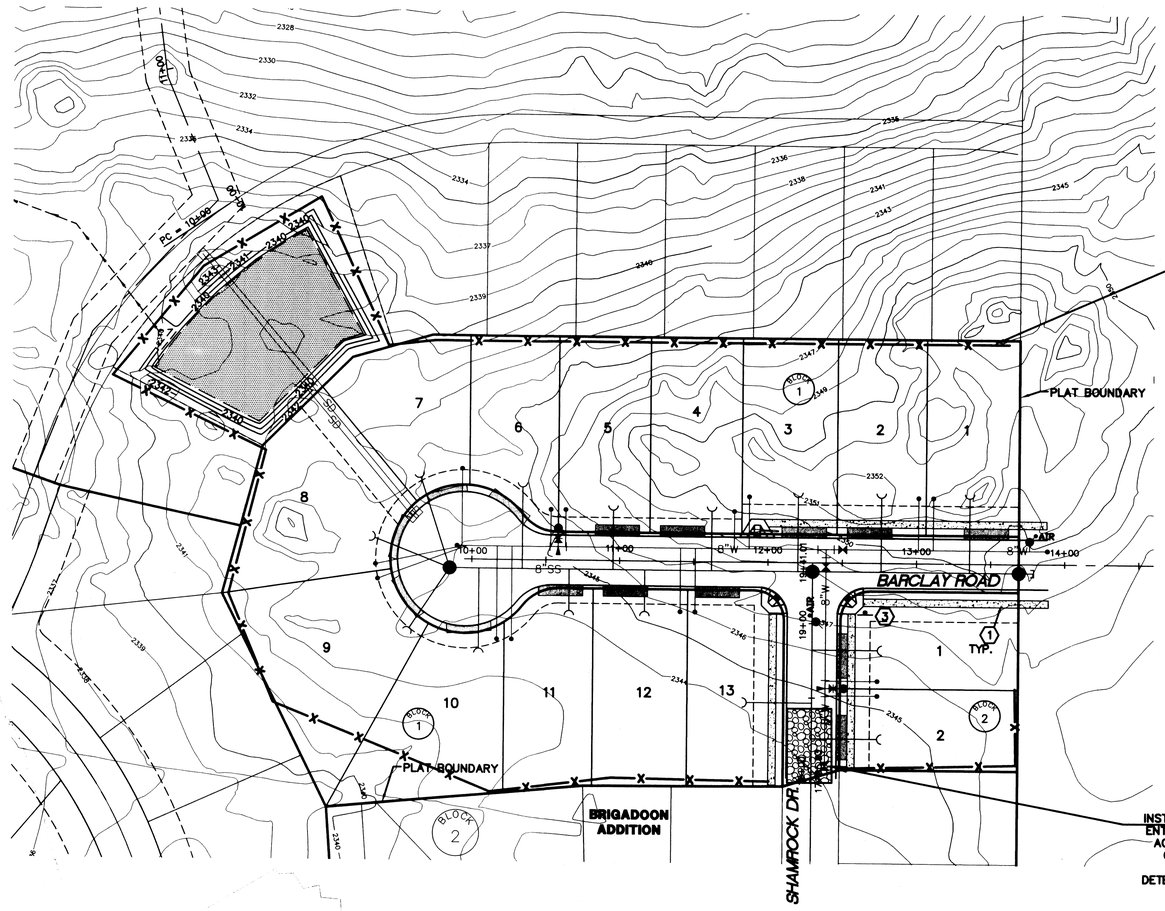
SCALE
HORIZ. 1"=50'
VERT. 1"=10'

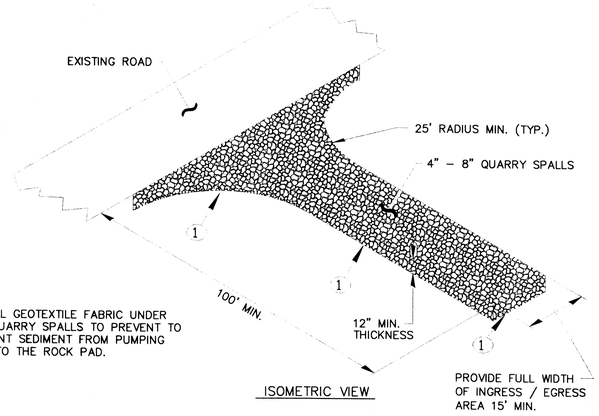
NORTHWEST VISTAS AT MORNINGSIDE HIGHTS
STORMLINE "A"
STA. 0+00 TO STA. 2+27.54

ROAD
SHEET 4/5

P-1962E ENG Road & Drainage
LP1962E-Drain 04

SEC.30, T.25 N., R. 45 EAST, W.M.

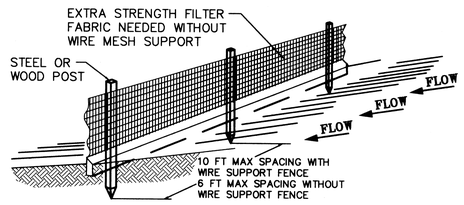


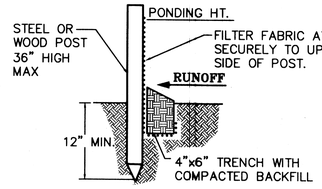


1 INSTALL GEOTEXTILE FABRIC UNDER THE QUARRY SPALLS TO PREVENT TO PREVENT SEDIMENT FROM PUMPING UP INTO THE ROCK PAD.

TEMPORARY ROCK CONSTRUCTION ENTRANCE/EXIT (1 / -)

NOT TO SCALE





STANDARD DETAIL
TRENCH WITH NATIVE BACKFILL

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 OFFSITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED IN SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

TEMPORARY SILT FENCE (2 / -)

NOT TO SCALE

EROSION CONTROL NOTES:

1. THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE FOLLOWED IN ORDER TO BEST MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENTATION CONTROL PROBLEMS:

(A) CLEAR AND GRUB SUFFICIENTLY FOR INSTALLATION 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 POINTS 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 GROUP OF LOTS;
(F) TEMPORARY STABILIZE, THROUGH RE-VEGETATION OR OTHER APPROPRIATE BMPs. LOTS OR GROUPS OF LOTS IN SITUATIONS WHERE SUBSTANTIAL CUT OF 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 HAD BEEN ESTABLISHED 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 CONSTRUCTION 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 OR 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 QUALITY CONTROL AUTHORITIES 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 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. INSTALL FILTER FABRIC BETWEEN STRUCTURES FRAME AND GRATE.
14. KEEP ROADS ADJACENT TO THE INLETS CLEAN.
15. INSPECT INLETS WEEKLY AT A MINIMUM AND DAILY DURING STORM EVENTS.
16. CONSTRUCT STORMWATER CONTROL FACILITIES (DETENTION/RETENTION STORAGE POND OR SWALES) BEFORE GRADING BEGINS. THESE FACILITIES SHALL BE OPERATIONAL BEFORE CONSTRUCTION OF IMPERVIOUS SITE IMPROVEMENTS.
17. STOCKPILE MATERIALS (SUCH AS TOPSOIL) ON SITE, KEEPING OFF OF ROADWAYS AND SIDEWALKS.
18. COVER, CONTAIN AND PROTECT ALL CHEMICAL, LIQUID PRODUCTS, PETROLEUM PRODUCTS, 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 ON SITE USING TEMPORARY PLASTIC BENEATH THE VEHICLE.
20. CONDUCT APPLICATION OF AGRICULTURAL CHEMICALS, INCLUDING FERTILIZER AND PESTICIDES, IN SUCH A MANNER, AND AT APPLICATION RATES, THAT INHIBITS THE LOSS OF CHEMICALS INTO STORMWATER RUNOFF FACILITIES. AMEND MANUFACTURER'S RECOMMENDED APPLICATION RATES AND PROCEDURES TO MEET THIS REQUIREMENT, IF NECESSARY.
21. INSPECT ON A REGULAR BASIS (AT A MINIMUM WEEKLY, AND DAILY DURING/AFTER A RUNOFF PRODUCING 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 REMOVED AND REPLACED BEFORE SIX INCHES OF SEDIMENT CAN 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.

SPOKANE COUNTY ENGINEERS OFFICE
OFFICIAL PUBLIC DOCUMENT ORIGINAL
CONSTRUCTION PLANS
PROJECT #: P-1962E
DATE ACCEPTED: 08-22-11
ACCEPTANCE EXPIRES: 08-22-13
PROJECT LANE MILES PUBLIC: 21
PROJECT LANE MILES PRIVATE: 0
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

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
1-800-424-5555
CALL TWO BUSINESS DAYS BEFORE YOU DIG

No.	Date	By	Ckd.	Appr.	Revisions

Drawn: GHF	Date 8/15/11	
Designed: LDG	8/15/11	
Checked:		

LINDSAY C. GIBBS, STATE OF WASHINGTON, 46940, REGISTERED PROFESSIONAL ENGINEER, 8/22/11

Taylor Engineering, Inc.
Civil Design and Land Planning
W. 106 Mission Ave.
Spokane, Washington 99201
(509) 328-3371 FAX (509) 328-8224

SPOKANE COUNTY PUBLIC WORKS
DIVISION OF ENGINEERING AND ROADS
W. 1026 Broadway Ave.
Spokane Wa. 99260
509-477-3600

VERTICAL DATUM: REBAR AND CAP AT INTERSECTION OF CLOVER AND SHAMROCK DRIVE. EL.=2338.88(NAVD 88)

CADD FILE NAME: 10030EROSION_CONTROL

50 25 0 50 100
SCALE FEET

SCALE
HORIZ. 1"=50'
VERT. 1"=10'

NORTHWEST VISTAS AT MORNINGSIDE HIGHTS

EROSION CONTROL PLAN AND DETAILS

ROAD
SHEET 5 / 5

P-1962E ENG Road & Drainage
LP1962E - Drainage