GENERAL NOTES:

1. ALL MATERIALS AND INSTALLATION SHALL BE IN COMPLIANCE WITH THE "SPOKANE COUNTY STANDARDS FOR ROAD AND
   SEWER CONSTRUCTION 1997", AS AMENDED, AND PER THE "SPOKANE COUNTY STANDARDS FOR ROAD, BRIDGE, AND
   SEWER CONSTRUCTION 1997", AS AMENDED, AND PER THE "WASCO COUNTY DEPARTMENT OF TRANSPORTATION, WSDOT"
   AND THE "AMERICAN PUBLIC WORKS ASSOCIATION (APWA)"

2. PRIOR TO SITE CONSTRUCTION, THE CONTRACTOR IS
   RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES. CALL
   1-888-364-2427 TO REPORT ALL UTILITY LOCATIONS.

3. LOCATIONS OF EXISTING UTILITY SHOWN IN THE PLAN ARE
   APPROXIMATELY LOCATED TO THE NEAREST 10'. CONTRACTOR SHALL
   VERIFY THE EXISTENCE OF UNDERGROUND UTILITY LINES AND LOCATE
   ANY OTHER EXISTING UTILITY LINES 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
   AND SHALL MAKE A COMPLETE SET OF REDLINE RECORD DRAWING INDICATING ALL CHANGES FROM THE
   APPROVED DRAWINGS.

5. CONTRACTOR SHALL VERIFY EXISTING UTILITY CONDITIONS PRIOR TO CONSTRUCTION. IF THE CONTRACTOR DISCOVERS ANY
   DISAGREEMENTS BETWEEN THE PLANS AND EXISTING CONDITIONS ENCOUNTERED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY
   THE DESIGN ENGINEER AND THE SPOKANE COUNTY ENGINEER.

6. CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO
   ACCESS EXISTING PROPERTY OR APNIMENTS. CONTRACTOR IS RESPONSIBLE FOR CLEAN-UP OF ANY AREAS
   DAMAGE BY HIS ACTIVITIES.

7. ALL PROPOSED ROADWAY AREAS SHALL BE STUMPED TO
   A DEPTH OF AT LEAST 1" OF ALL ACRES. ALL EXISTING, NUMERALS,
   AND EXISTING scrambles shall be removed. PAVING material can be re-used for landscaping, but is
   not acceptable for structural fill.

8. ALL MATERIALS EXCEPTING TOPSOIL IS ACCEPTABLE FOR USE AS STRUCTURAL FIL.

9. THE TOP 12" OF THE ROAD SUBGRADE SHALL BE
   MOISTENED CONTESTION PRIOR TO THE INSTALLATION OF THE ROAD
   MATERIAL. THE ROAD MATERIAL SHALL BE COMPACTED TO MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR
   METHOD.

10. CRUSHED SURFACE COURSE SHALL CONFORM TO WSDOT
    STANDARDS AND COMPACTED TO 95% OF MODIFIED PROCTOR
    MAXIMUM DENSITY.

11. HOT MIX ASPHALT (HMA) SHALL BE WSOPT WMA CLASS
    125-CH Hi Performance Grade Asphalt, Sound Mortar, 90-95-28
    Mix Design, 4.5% Moisture, 95% Compaction. Mixture shall be
    compacted to 95% of Mod Proctor Density as determined by the
    modified proctor method.

12. DRAINAGE, THE CONTRACTOR SHALL CONSTRUCT A
    COMPLETE DRAINAGE SYSTEM TO PROTECT THE SUBGRADE FROM
    EXCESSIVE WATER INLET. DRAINAGE MATERIALS SHALL BE
    COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY.

13. SITE EXCAVATION INCLUDING ROCK CUTS AND REMOVAL
    SHALL CONFORM TO SECTION 2-02 OF THE WSDOT STANDARD
    SPECIFICATIONS. EMBANKMENTS TO BE CONSTRUCTED
    ACCORDING TO THE APPLICABLE PARAGRAPHS OF SECTION
    2-02 OF THE WSDOT STANDARD SPECIFICATIONS. EMBANKMENTS
    TO BE CONSTRUCTED USING METHOD B OF 2-02-004.

14. ALL FILL IN AREAS OUTSIDE OF PAVEMENT SHALL BE
    COMPACTED IN MAXIMUM 6' LIFTS TO 95% OF MAXIMUM ASTM D
    1557 DRY DENSITY.

15. EMBANKMENTS SHALL BE IN ACCORDANCE WITH THE
    APPROVED GRADE PLAN AND TO A MINIMUM 2' M.O.D. ANY M.O.D.
    OR EXISTING EXCAVATIONS WITHIN 20' OF THE PROPOSED
    EMBANKMENTS IS TO BE REPORTED TO THE DESIGN ENGINEER AND
    THE SPOKANE COUNTY ENGINEER.

SCHEDULE OF DRAWINGS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>COVER SHEET</td>
</tr>
<tr>
<td>2</td>
<td>ROAD</td>
</tr>
<tr>
<td>3</td>
<td>BRIDAL TRAIL LANE - EROSION SEDIMENT CONTROL PLAN</td>
</tr>
</tbody>
</table>

NOTICE: THIS DRAWING SHEET IS FOR INFORMATION ONLY. ACTUAL C T HICKNESS MAY VARY.
A TECHNICAL ENGINEER MUST EVA LUTE SUBSURFACE SOILS AND RECOMMEND PA VEMENT SECTIONS.
SPOKANE COUNTY MUST APPROVE HMA AND CSTIC SECTIONS PRIOR TO CONSTRUCTION OF ROAD.

UTILITY STATEMENT:

The underground utilities shown have been located as accurately as possible from field survey information and existing drawings. TAYLOR ENGINEERING, INC. makes no warranty that the underground utilities shown comprise all such utilities in the area, other in service or abandoned, nor does TAYLOR ENGINEERING, INC. guarantee that they are located as accurately as possible from information available.