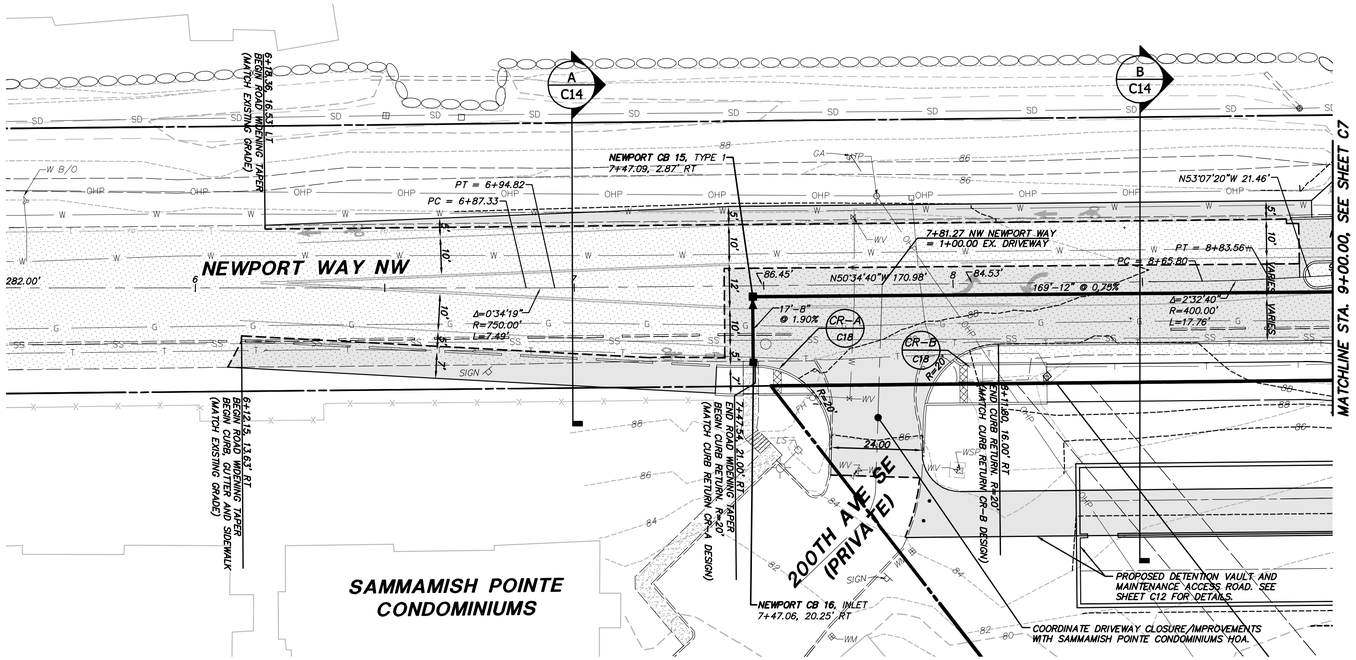
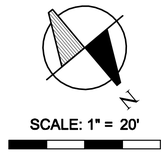
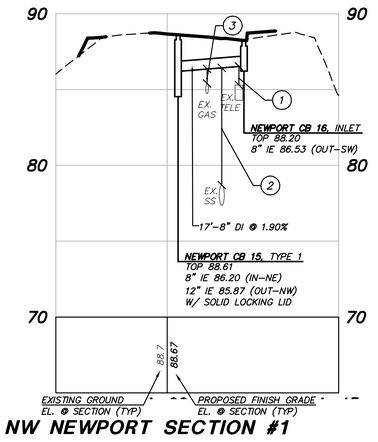
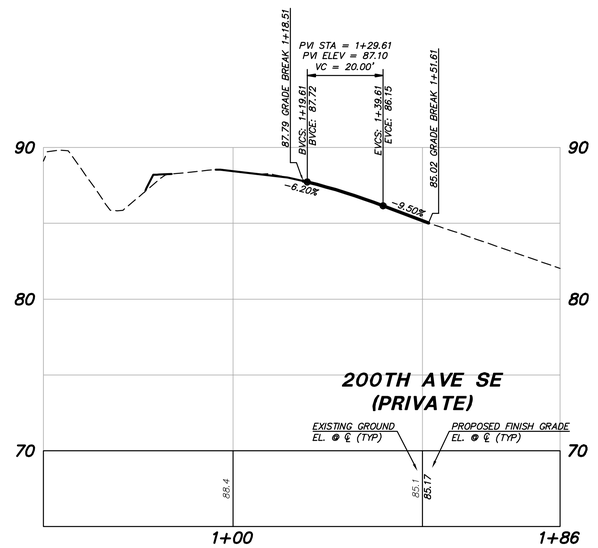
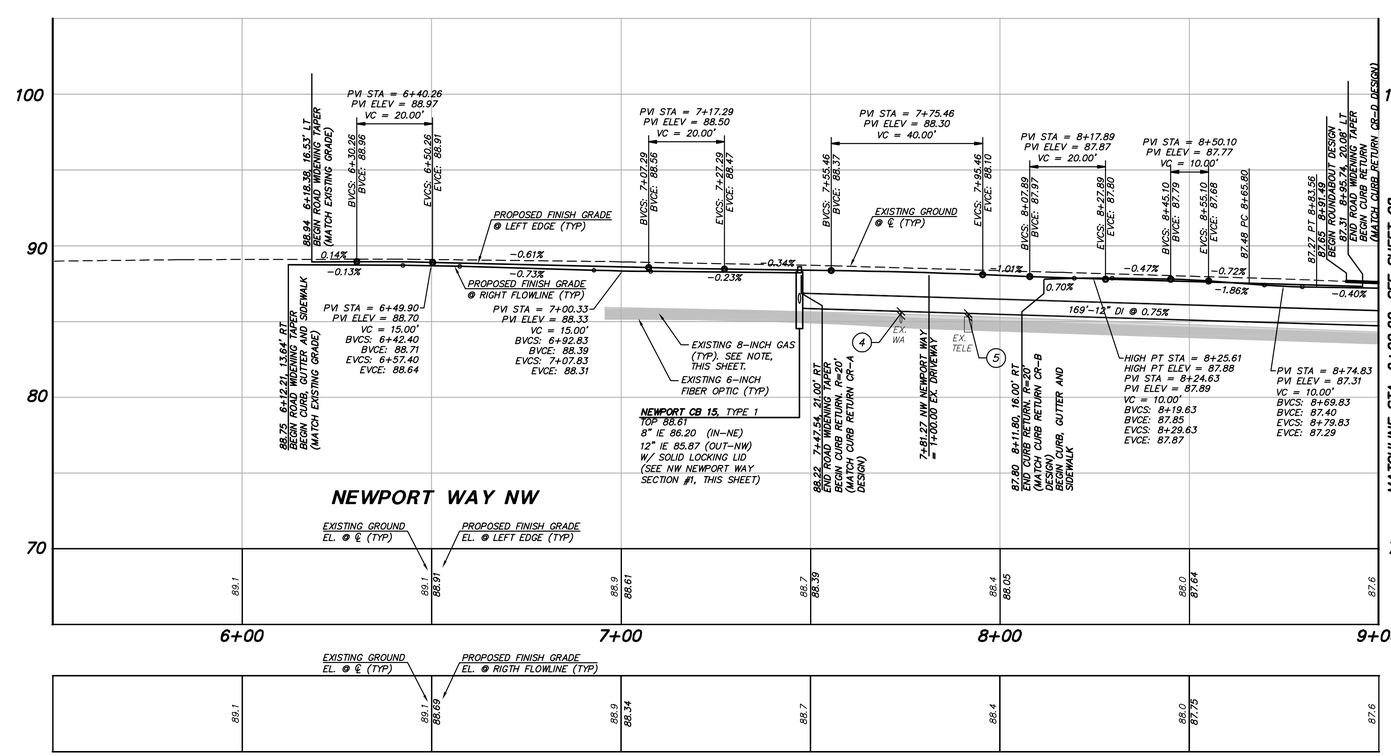






NW NEWPORT SECTION #1





1. SD/TELE CROSSING
   FG 88.28
   8" SD IE 86.50
   TELE CROWN 85.3±
2. SD/SS CROSSING
   FG 88.37
   8" SD IE 86.42
   15" SS CROWN 78.7±
3. SD/GAS CROSSING
   FG 88.47
   8" SD IE 86.35
   8" GAS CROWN 85.4±
4. SD/WA CROSSING
   FG 88.40
   12" SD IE 85.67
   8" WA CROWN 85.4±
   INSTALL ETHA FOAM PAD
5. SD/WA CROSSING
   FG 88.26
   12" SD IE 85.53
   TELE CROWN 85.3±
   INSTALL ETHA FOAM PAD

CAUTION: EXTREME CAUTION SHOULD BE USED WHILE WORKING NEAR EXISTING GAS PIPELINE. DAMAGE TO PIPELINE COULD RESULT IN SERIOUS INJURY AND DAMAGES.

FOR CHANNELIZATION, LIGHTING AND SIGNAGE DESIGN, SEE PLANS PREPARED BY TENW.

CAUTION
LOCATION OF EXISTING UTILITIES SHOWN IS APPROXIMATE AND MAY NOT BE ACCURATE OR ALL INCLUSIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY LOCATION OF UTILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. YOU MUST CALL 1-800-424-5555 NOT LESS THAN 2 FULL BUSINESS DAYS BEFORE BEGINNING EXCAVATION WHERE ANY UNDERGROUND UTILITIES MAY BE LOCATED. FAILURE TO DO SO COULD MEAN BEARING SUBSTANTIAL REPAIR COSTS.

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triad
20300 Woodinville Snohomish Rd NE
Suite A • Woodinville, WA 98072
p: 425.415.2000 f: 425.486.5059
w: triadassociates.net

ROAD AND UTILITY PLAN AND PROFILE

THE WOLFF COMPANY

NEWPORT WAY NW

FRONTAGE IMPROVEMENTS

PERMIT NUMBER: SW16-000XX

CITY OF ISSAQUAH, WASHINGTON

NO.	REVISION	BY	DATE
		CK	

RICHARD A. TOMKINS, PE
PROJECT MANAGER

MARY MCDOWELL, PLS
PROJECT SURVEYOR

BEAU J. WILLERT, EIT
PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

FIRST SUBMITTAL DATE: 7/19/16

SCALE: HORZ.: 1" = 20' VERT.: 1" = 5'

RICHARD A. TOMKINS — STATE OF WASHINGTON — 25541 — REGISTERED PROFESSIONAL ENGINEER
7-19-16

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NUMBER 14-133

SHEET NUMBER C6 OF 24

eratk Jul 19, 2016 - 5:03pm
\\triad.local\projects\Engineer\PROJECTS\14133\Dwg\Issd\Prod\p_Improvements Viewport: Wy\14133-RUI-Newport.dwg, C06-RUI-NEWPORT, 14133_BST 14133_T01 14133 Site Survey 117997402-ORIGINAL 14133_PRT 14133-BDR-Newport ESMC_critical areas base 10-3-14-2000ALT 14148-BS1 14148-T01 14133ALA 14133_F01 Tree Planting Plan - TRIAD Crossed_16-0420_ RAT STAMP 7-19-16.tif WA-Issaquah-DrvSndBrck.jpg

NE 1/4, SE 1/4, SECT. 2, TWP 24 N., RGE 6 E., W.M.

SCALE: 1" = 20'

0 10 20 40

COORDINATE DRIVEWAY CLOSURE/ IMPROVEMENTS WITH SPYGLASS HILL CONDOMINIUMS HOA.

STA: 2+65.12 0.00'

SEE SHEET C14 FOR REPLACEMENT PAVEMENT SECTON

2+65.36, 16.90' LT
END CURB RETURN, R=24.5'
(MATCH EXISTING)

R=24.5'

2+51.83, 12.55' LT
END TRAVEL LANE
BEGIN CURB RETURN, R=24.5'

2+64.94, 12.77' RT
END TRAVEL LANE
(MATCH EXISTING)

PT = 2+40.80
Δ=21°04'04"
R=45.00'
L=16.54'

2+39.23, 12.39' RT
END RADIUS CURB, R=38'
BEGIN TRAVEL LANE

PT = 2+24.26

2+17.43, 13.82' RT
BEGIN CURB RADIUS, R=38'
END CURB RADIUS, R=58.5'

Δ=21°45'42"
R=45.00'
L=17.09'
PC = 2+07.17

1+99.16, 19.08' RT
BEGIN CURB RADIUS, R=58.5'

2+06.89, 18.60' LT
END TAPER TO TRAVEL LANE
BEGIN TRAVEL LANE

1+90.42, 16.72' LT
END CURB RETURN, R=60'
BEGIN TAPER TO TRAVEL LANE

SPYGLASS HILL CONDOMINIUMS

EXISTING BUILDING

NW PACIFIC ELM DR (PRIVATE)

S89°00'43"W 24.37'

S89°56'40"W 0.00'

R=38'

R=58.5'

R=45'

R=60'

R=25'

R=55'

R=36'
PC = 10+60.73

R=140'

R=75'

R=85'

R=73.5'

NEWPORT CB 18, TYPE 1
9+78.36, 74.72' LT

NEWPORT CB 14, INLET
9+16.96, 15.55' LT
W/ THRU CURB INLET

9+94.63, 15.15' LT
END CURB RETURN, R=60'
BEGIN CURB RETURN, R=60'
(MATCH CURB RETURN CR-D DESIGN)

4'-8"
@ 22.25%

NEWPORT CB 13, TYPE 2-48"
9+16.80, 11.59' LT

16'-12"
@ 2.00%

13'-8"
@ 4.08%

PC = 9+05.02

Δ=12°51'18"
R=200.00'
L=44.87'

PT = 9+49.89

N40°16'01"W 18.42'

66'-12" @ 2.70%

49'-12" @ 1.00%

62'-12" @ 13.00%

NEWPORT CB 11, TYPE 2-48"
9+16.12, 4.72' RT

NEWPORT CB 12, INLET
9+15.49, 17.45' RT

NEWPORT CB 1, TYPE 2-48"
9+82.28, 49.25' RT

NEWPORT CB 3, TYPE 1
9+82.14, 68.97' RT

SEE SHEET C13 FOR PROFILE

2+26.00, 14.45' RT
END CURB RETURN, R=55'
(MATCH APARTMENT SITE ENTRY GRADING)

PT = 2+04.16
STA: 1+25.00
0.00'

PROPOSED GATEWAY APTS (UNDER SEPARATE PERMIT)

ENTRY ROAD

40'-12" @ 1.00%

18'-12" @ 2.00%

PC = 1+78.65

NEWPORT CB 4, TYPE 2-48"
9+82.87, 0.00'
W/ SOLID LOCKING LID

NEWPORT CB 2, TYPE 1
10+08.72, 62.53' RT

SEE SHEET C13 FOR PROFILE

Δ=26°04'40"
R=100.00'
L=45.51'

2+10.88, 14.00' LT
BEGIN CURB RETURN, R=25'
END TAPER TO TRAVEL LANE

2+35.00, 13.06' LT
BEGIN TAPER TO TRAVEL LANE
(MATCH APARTMENT SITE ENTRY GRADING)

CONSERVATION EASEMENT AREA
REC.#200204180019600

WSDOT

NEWPORT CB 7, TYPE 1
10+64.20, 14.99' LT

10+83.16, 15.10' LT
END CURB RETURN, R=25'
(MATCH CURB RETURN CR-E DESIGN)
BEGIN ROAD WIDENING FOR BIKE LANE

12"x8" ADS N-12 IE 85.21

10"x8" ADS N-12 IE 85.21

NEWPORT CB 17, TYPE 1
10+38.23, 69.14' LT

1+73.44, 18.84' RT
END CURB RADIUS, R=45'

34'-12"
@ 1.50%

97'-11"
@ 2.00%

PC = 12+26.67

NEWPORT CB 8, TYPE 1
12+19.24, 2.32' RT

12+38.52, 19.49' LT
END ROAD WIDENING FOR BIKE LANE
(MATCH EXISTING)

NEWPORT CB 9, TYPE 1
12+82.28, 5.98' RT

NEWPORT CB 10, INLET
12+82.00, 19.02' RT

PP W/UC

PT = 10+95.04

Δ=19°39'40"
R=100.00'
L=34.31

INT 10+01.74 SE NEWPORT WAY
= 0+98.85 ENTRY ROAD
= 1+00.00 NW PACIFIC ELM DR

N64°57'55"W 38.53'

N45°18'15"W 13.82'

161'-12" @ 1.00%

73'-12" @ 0.57%

63'-12" @ 0.60%

PT = 10+28.20

A=24°41'54"
R=125.00'
L=53.88

2'-6"
@ 2.00%

13'-8"
@ 0.60%

10"x8" ADS N-12 IE 85.21

10"x22.50, 17.11' RT
END CURB RETURN, R=73.5'
(MATCH CURB RETURN CR-F DESIGN)

11+30.05, 16.08' RT
END CURB GUTTER AND SIDEWALK
BEGIN ROAD WIDENING FOR BIKE LANE
BEGIN ASPHALT SHOULDER FOR BIKE LANE
BEGIN ASPHALT CURB WITH BREAKS

NEWPORT CB 6, INLET
10+57.08, 17.67' RT
W/ THRU CURB INLET

10'-8" @ 2.00%

NEWPORT CB 5, TYPE 2-48"
10+55.34, 7.86' RT

±70LF – ACO CHANNEL SLOPE STRIP DRAIN. CONNECT TO NEWPORT CB 6.

EX. DRIVE-2 (PRIVATE)

EX. DRIVE-3 (PRIVATE)

COORDINATE DRIVEWAY CLOSURE/ IMPROVEMENTS WITH VETERINARY SITE OWNER.

VETERINARY SITE

NEWPORT WAY NW
FOR PROFILE VIEW SEE SHEET C8

MATCHLINE STA. 9+00.00, SEE SHEET C6

MATCHLINE STA. 13+00.00, SEE SHEET C9

6	SD/WA CROSSING FG 87.16 8" SD IE 85.12 EX. WA CROWN 84.1±	13	SD/TELE CROSSING FG 86.15 TELE CROWN 84.1± 12" SD CROWN 81.95
7	SD/TELE CROSSING FG 87.16 8" SD IE 85.12 TELE CROWN 84.1±	14	SD/WA CROSSING FG 86.33 24" WA IE 82.1± 12" SD CROWN 81.61 INSTALL ETHA FOAM PAD
8	SD/WA CROSSING FG 87.30 24" WA IE 83.4± 12" SD CROWN 82.80 INSTALL ETHA FOAM PAD	15	SD/GAS CROSSING FG 85.90 8" SD IE 84.12 8" GAS CROWN 82.7±
9	SD/GAS CROSSING FG 87.24 8" SD IE 85.24 8" GAS CROWN 84.2±	16	SD/TELE CROSSING FG 85.90 8" SD IE 84.16 TELE CROWN 82.7±
10	SD/SS CROSSING FG 87.16 8" SD IE 85.42 15" SS CROWN 78.9±	17	SD/GAS CROSSING FG 84.90 8" SD IE 82.54 8" GAS CROWN 81.9± INSTALL ETHA FOAM PAD
11	SD/TELE CROSSING FG 87.16 8" SD IE 85.45 TELE CROWN 83.8±	18	SD/TELE CROSSING FG 84.44 8" SD IE 82.56 TELE CROWN 81.2±
12	SD/WA CROSSING FG 86.06 8" WA IE 83.4± 12" SD CROWN 82.09	19	SD/SS CROSSING FG 84.44 8" SD IE 82.57 15" SS CROWN 79.4±

NW NEWPORT SECTION #2

NW NEWPORT SECTION #3

NW NEWPORT SECTION #4

EXISTING DRIVEWAY-2

EXISTING DRIVEWAY-3

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triad
20300 Woodinville Snohomish Rd NE
Suite A • Woodinville, WA 98072
p: 425.415.2000 f: 425.486.5059
w: triadassociates.net

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THE WOLFF COMPANY

NEWPORT WAY NW

FRONTAGE IMPROVEMENTS

PERMIT NUMBER: SW16-000XX

CITY OF ISSAQUAH, WASHINGTON

NO.	REVISION	BY	DATE	BY CK

DATE:

REVIEWED BY:

RICHARD A. TOMKINS, PE
PROJECT MANAGER

MARY MCDOWELL, PLS
PROJECT SURVEYOR

BEAU J. WILLERT, EIT
PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

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RICHARD A. TOMKINS
STATE OF WASHINGTON
25841
REGISTERED PROFESSIONAL ENGINEER
7-19-16

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SHEET NUMBER C7 OF 24

erath, Jul 19, 2016 - 5:04pm
\\triad\jumbo\Engineer\PROJECTS\14133\Design\Final\Frontage_Improvements\Newport #2\14133-ROT-Newport.dwg, C07-ROT-NEWPORT, 14133_RST 14133_TOT 14133 Site Survey 11799TXD2-ORIGINAL 14133_PIT 14133-BDR-Newport 634c_critical areas base 10-3-14-2000ALE 14148-BST 14148-TOT 14133BLA 14133_TOT Tree Planting Plan - TRIAD Created_16-04ZG, RAT STAMP 7-19-16.tif WA-Issaquah-DirxSrsBlock.prj