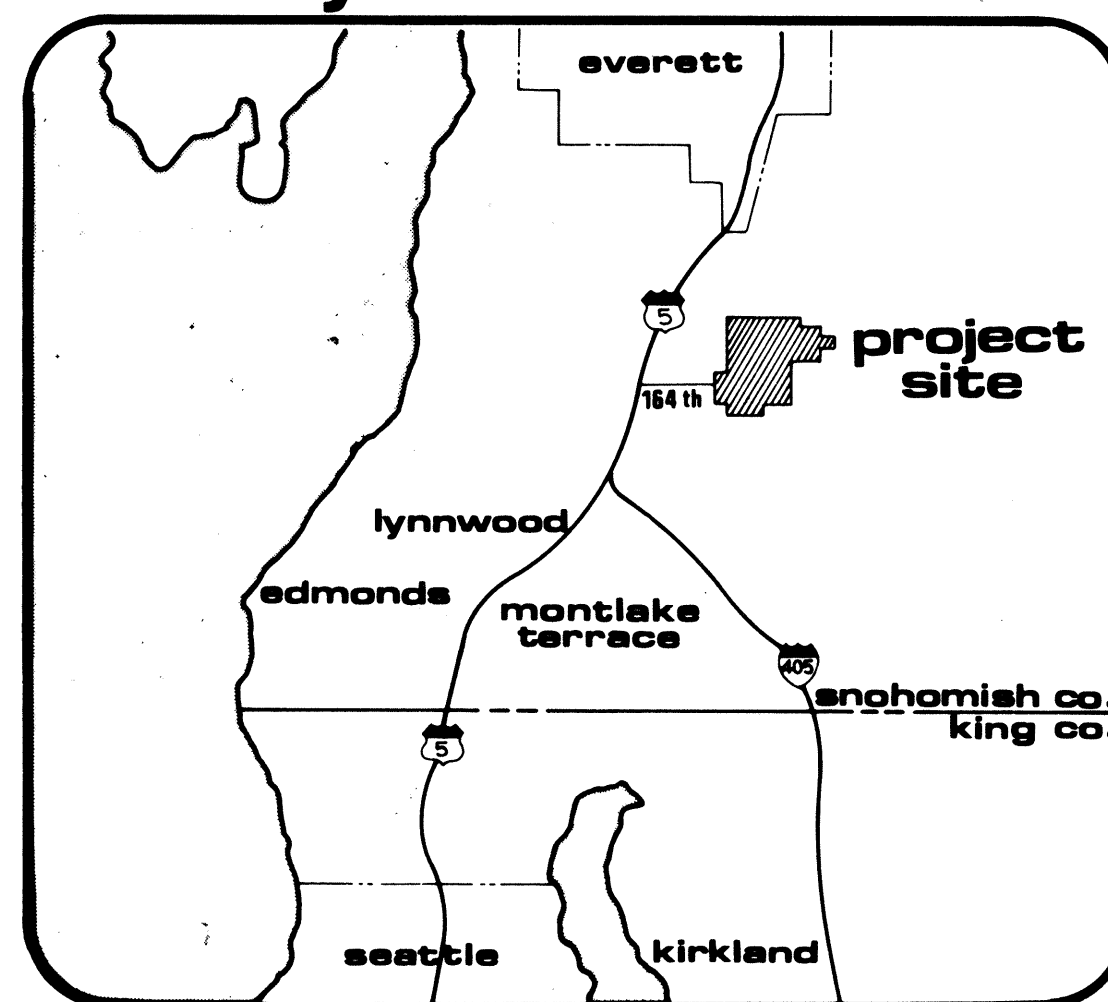




improvement plans

for: united development corp.

vicinity

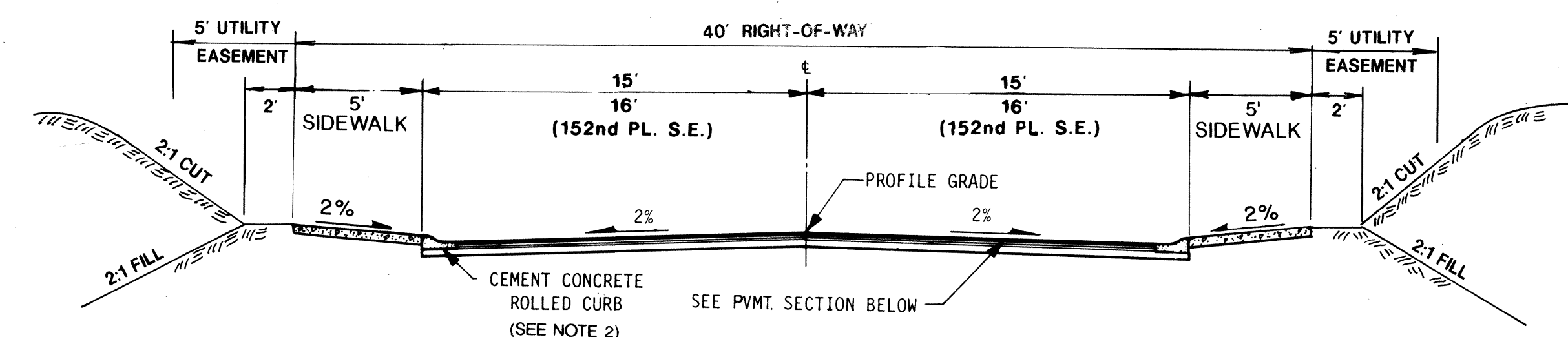


general notes

1. ALL WATER AND SEWER CONSTRUCTION SHOWN ON THESE PLANS SHALL CONFORM TO DEVELOPER STANDARDS OF ALDERWOOD WATER DISTRICT.
2. ALL ROADWAY AND STORM DRAINAGE CONSTRUCTION SHOWN ON THESE PLANS SHALL CONFORM TO 1991 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, DIVISIONS 2 THROUGH 9, PUBLISHED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT). WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE SUBJECT TO ADDITIONAL REQUIREMENTS OF THE CITY OF MILL CREEK.
3. ALL EARTHWORK AND STORM DRAINAGE BACKFILL SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE SPECIFICATIONS AND UNDER THE DIRECTION OF THE ENGINEER.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT FROM DAMAGE ALL EXISTING FACILITIES AT NO DIRECT COST TO THE OWNER OR ENGINEER.
5. ALL CORRUGATED METAL PIPE SHALL BE 16 GAUGE ALUMINUM UNLESS NOTED OTHERWISE.
6. NO BACKFILLING OF DRAINAGE PIPES SHALL BE DONE UNTIL INSPECTED BY THE CITY OF MILL CREEK ENGINEER.
7. ALL STATIONING SHOWN ON THESE PLANS SHALL REFER TO STREET CENTERLINE STATIONING UNLESS SPECIFICALLY NOTED OTHERWISE.
8. ELEVATIONS SHOWN ON THE PLANS ARE BASED UPON SEA LEVEL, AS ESTABLISHED BY THE U.S. COAST AND GEODETIC SURVEY, UNLESS SPECIFICALLY STATED OTHERWISE ON THE PLANS.
9. BASIS OF BEARINGS IS THE WASHINGTON STATE GRID SYSTEM - NORTH ZONE.
10. ALL TEMPORARY OR PERMANENT SIGNING IS TO BE IN ACCORDANCE WITH THE CITY OF MILL CREEK STANDARDS.

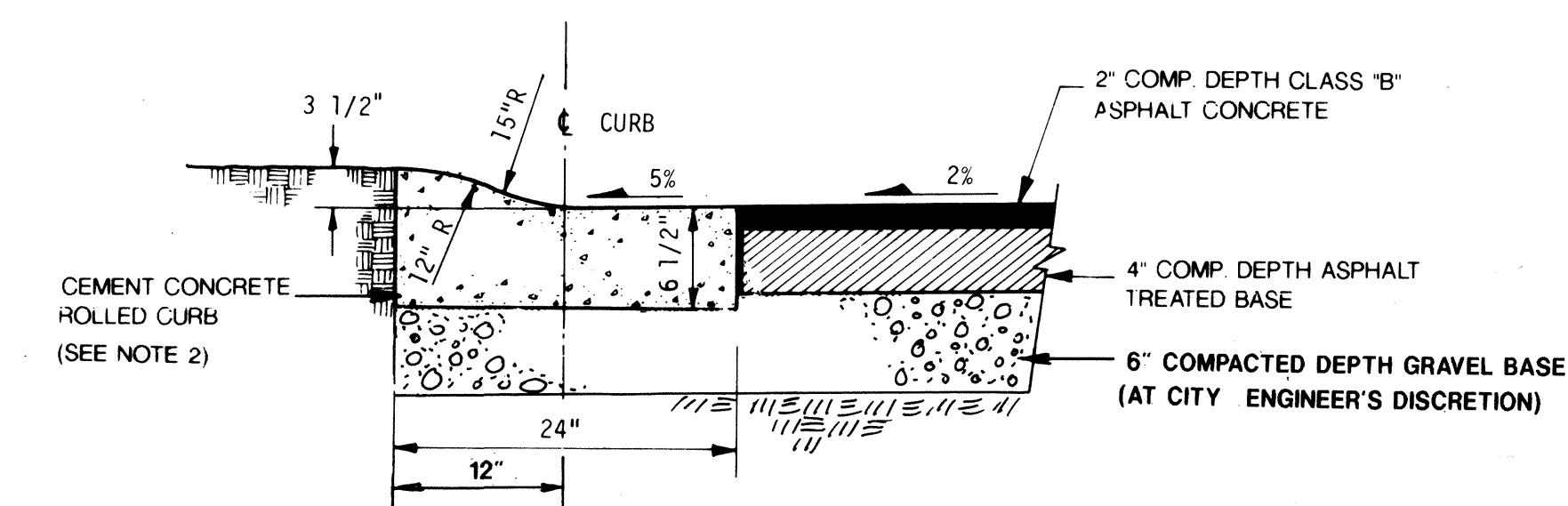
NOTE:

1. DISTURBED SOILS SHALL BE GRASS SEEDED AS SOON AS POSSIBLE, BUT NOT LATER THAN 30 DAYS AFTER LAST DISTURBANCE.
2. DISTURBANCE TO THE SITE SHOULD BE KEPT TO A MINIMAL. ANY NATURAL VEGETATION REMOVED OUTSIDE OF CONSTRUCTION LIMITS SHOULD BE RE-PLANTED OR RE-SEEDED WITH SUITABLE SPECIES AS SOON AS PRACTICAL. RE-VEGETATION PLAN TO BE APPROVED BY GEOTECHNICAL ENGINEER AND CITY ENGINEER.
3. FILL SHOULD NOT BE PLACED ON OR NEAR THE TOP OF SLOPE. THIS INCLUDES YARD WASTE AND RAILROAD TIE LANDSCAPED PLANTERS.
4. DRAINAGE SHOULD BE ROUTED AWAY FROM THE TOP OF SLOPE AND INTO AN APPROPRIATE STORM DRAINAGE SYSTEM.
5. SUBSTANTIAL CHANGES TO THIS PLAN SHALL BE REVIEWED AND APPROVED BY GEOTECHNICAL ENGINEER AND CITY ENGINEER.

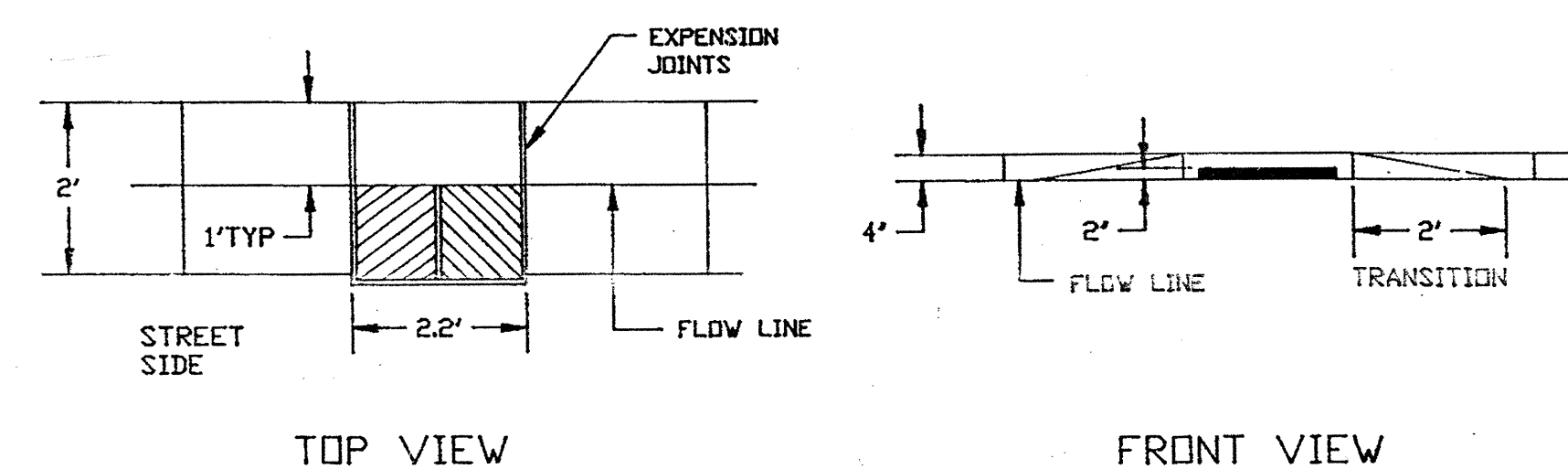


typical street section

EASEMENT FOR SLOPES, UTILITIES, AND TRAILS. (SEE PLAT).

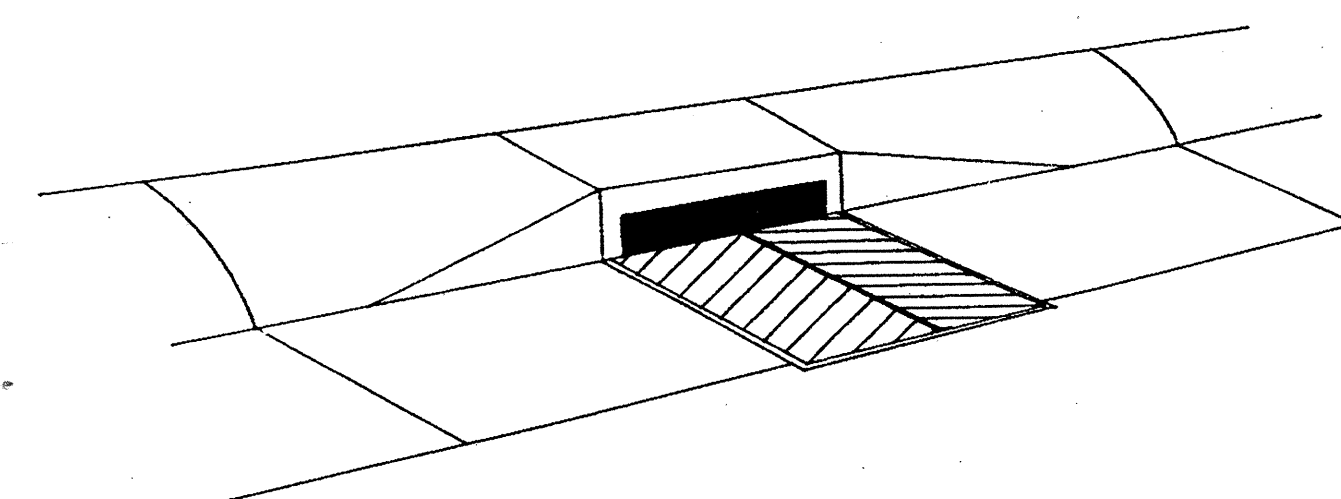


typical pavement section



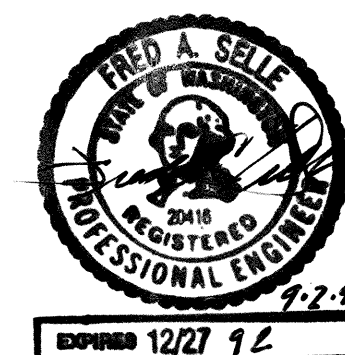
TOP VIEW

FRONT VIEW



THRU CURB INLET - ROLLED CURB DETAIL

- NOTE:
1. Rolled curb shall conform to STR03.
 2. Thru curb hood shall have a 2" opening typical.



approval
FOR CONSTRUCTION

City Engineer
CITY OF MILL CREEK

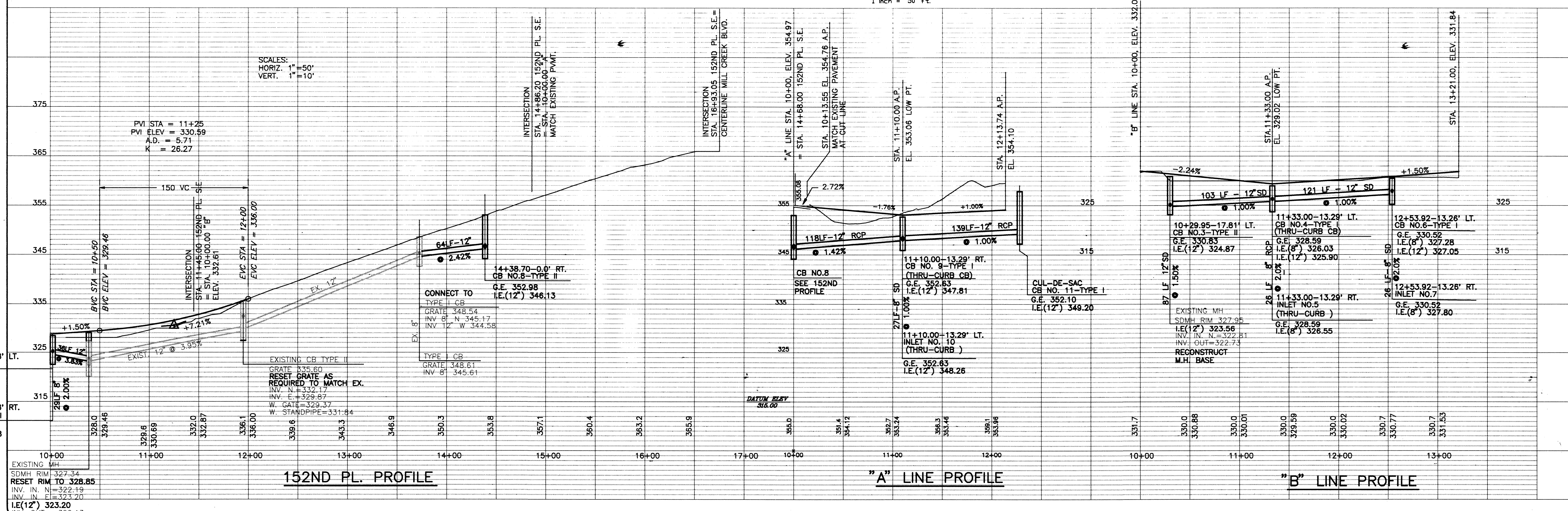
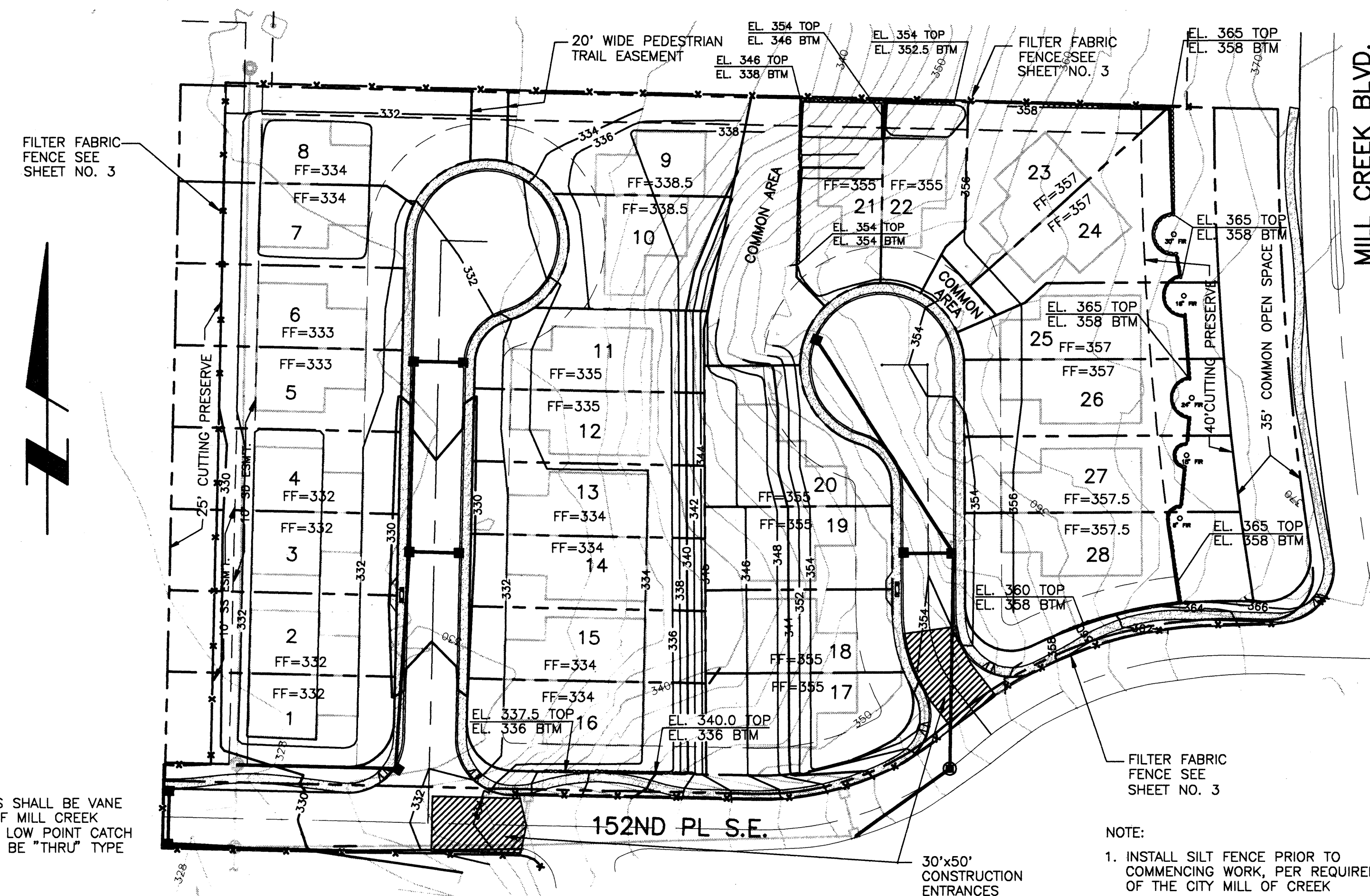
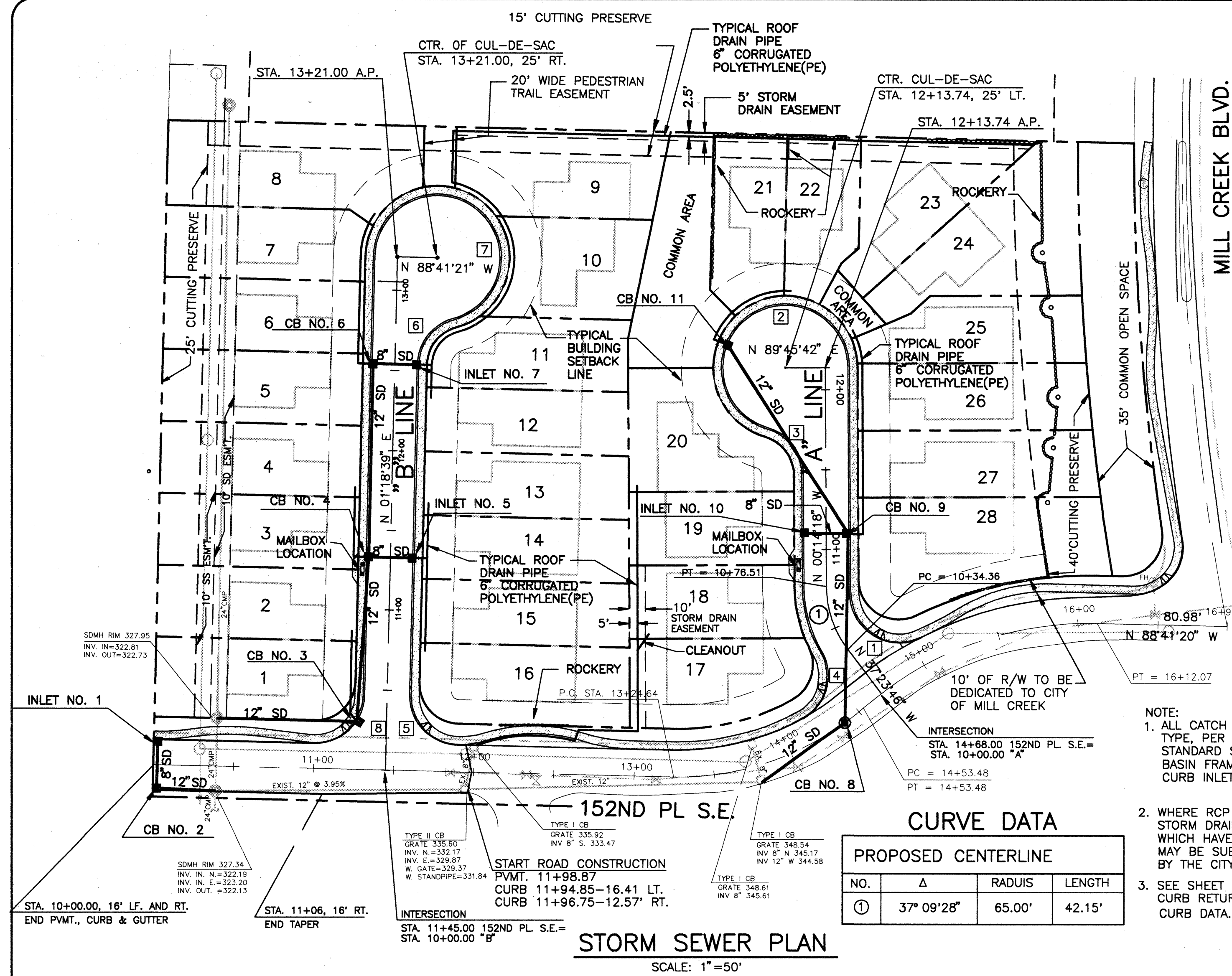
By	Date
Revisions	
Date	8/27/92
Scale	
Designed	WB
Drawn	CRL
Checked	FAS
Approved	
Dwg. Number	
SHEET	
1	4

CY PRESS

HDEV-091

W&H PACIFIC
3025-112th Avenue N.E.
P.O. Box C-97304
Bellevue, WA 98009-9304

MILL CREEK 20



W&H PACIFIC
 3025-112th Avenue N.E.
 P.O. Box C-97000
 Bellevue, WA 98009-9304
 PLANNING • ENGINEERING • LANDSCAPE ARCHITECTURE

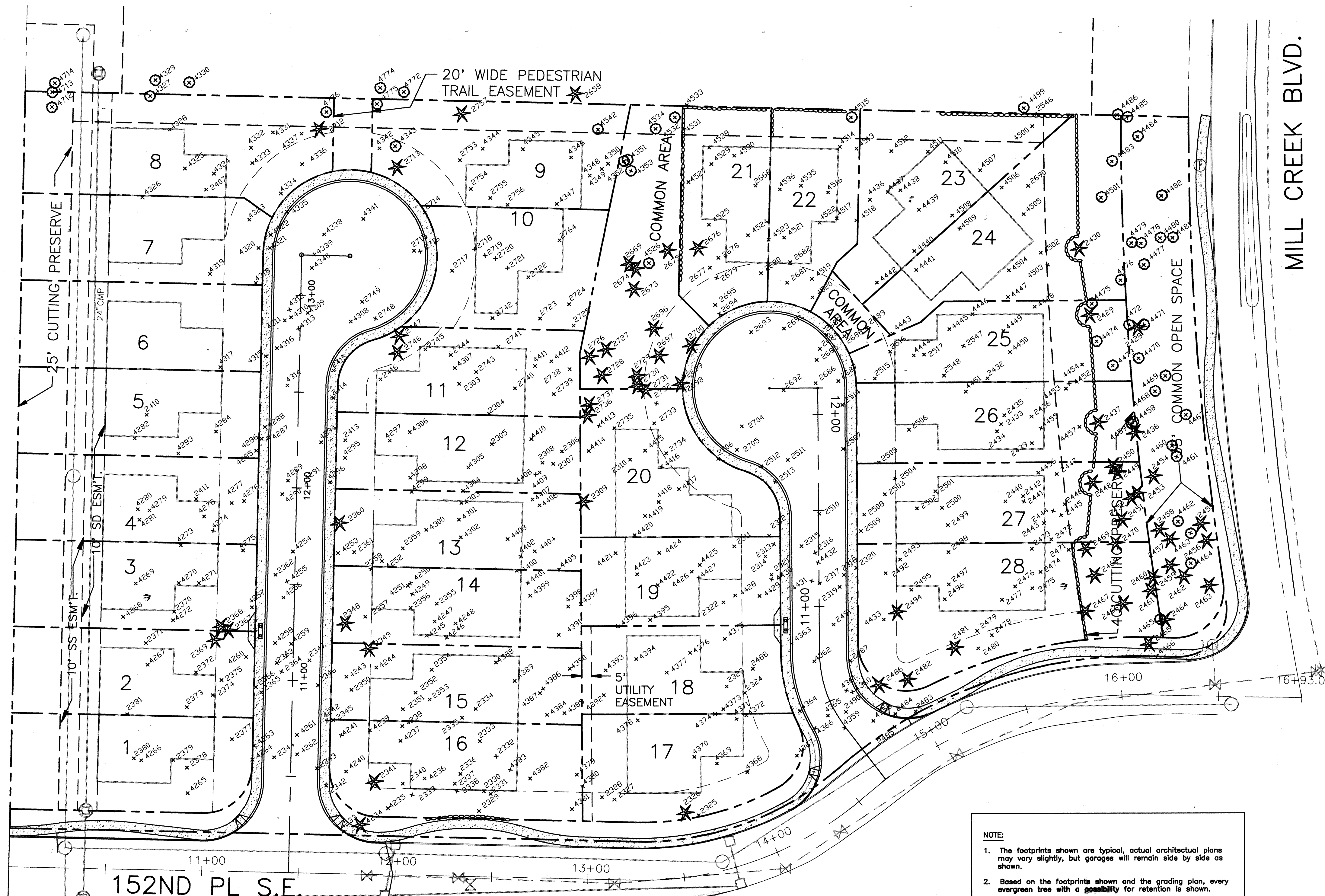
A. SEILE
 LICENSED PROFESSIONAL ENGINEER
 EXPIRES 12/21/24

UNITED DEVELOPMENT CORPORATION
 MILL CREEK 20
 PLAN AND PROFILE
 MILL CREEK
 WASHINGTON

MILL CREEK

Revisions
 STORM DRAINAGE & PROFILES "A" & "B"
 By
 Date
 10-28-92
 Scale
 1"=50'
 Designed
 WB
 Drawn
 WB/CRL
 Checked
 MJS
 Approved
 FAS
 Dwg. Number
 3-3051-3701
 Filename
 3701PP01
 SHEET
 2 of 4

SEE AS-BUILT PLAN CYPRESS HDEV-092



MILL CREEK BLVD.

CURB RETURN DATA

ELEVATIONS ARE TO FLOWLINE

A LINE

1	$\Delta = 104' 97.09"$ $R = 31.00'$ $L = 56.69'$	$\Delta/4 = 357.26$ $\Delta/8 = 356.29$ $\Delta/16 = 355.09$ $\Delta/32 = 354.24$ $\Delta/64 = 353.99$	15+08.56, 16.15' LT.(152ND) 10+63.00, 14' RT.(A*) 12+13.74, 14' RT.(A*) 11+75.41, 36.43' LT.(A*) 11+75.41, 36.43' LT.(A*) 11+46.85, 14' LT.(A*) 10+42.19, 14' LT.(A*) 14+17.14, 16.20' LT.(152ND)
2	$\Delta = 253' 23.54"$ $R = 39.00'$ $L = 172.48'$	$\Delta/8 = 353.80$ $\Delta/16 = 353.72$ $\Delta/32 = 353.30$ $\Delta/64 = 352.88$ $\Delta/128 = 352.46$ $\Delta/256 = 352.20$ $\Delta/512 = 352.27$ $\Delta/1024 = 352.50$ $\Delta/2048 = 352.76$	
3	$\Delta = 73' 23.54"$ $R = 31.00'$ $L = 39.71'$	$\Delta/4 = 352.76$ $\Delta/8 = 352.89$ $\Delta/16 = 352.96$ $\Delta/32 = 353.05$ $\Delta/64 = 353.15$	
4	$\Delta = 91' 00.12"$ $R = 31.00'$ $L = 49.24'$	$\Delta/4 = 354.19$ $\Delta/8 = 353.97$ $\Delta/16 = 353.08$ $\Delta/32 = 352.16$ $\Delta/64 = 351.26$	

B LINE

5	$\Delta = 89' 56.01"$ $R = 31.00'$ $L = 48.66'$	$\Delta/4 = 335.14$ $\Delta/8 = 333.95$ $\Delta/16 = 332.42$ $\Delta/32 = 331.35$ $\Delta/64 = 330.77$	11+89.96, 16.42' LT.(152ND) 10+47.42, 14' RT.(B*) 12+53.92, 14' RT.(B*) 12+83.63, 36.14' RT.(B*) 12+83.63, 36.14' RT.(B*) 13+21.00, 14.0' RT.(B*) 10+46.50, 14' LT.(B*) 11+00.00, 15.50' LT.(152ND)
6	$\Delta = 73' 23.54"$ $R = 31.00'$ $L = 39.71'$	$\Delta/4 = 330.56$ $\Delta/8 = 330.89$ $\Delta/16 = 331.36$ $\Delta/32 = 331.91$ $\Delta/64 = 332.41$	
7	$\Delta = 253' 23.54"$ $R = 39.00'$ $L = 172.48'$	$\Delta/8 = 332.41$ $\Delta/16 = 333.60$ $\Delta/32 = 334.25$ $\Delta/64 = 334.33$ $\Delta/128 = 333.95$ $\Delta/256 = 333.27$ $\Delta/512 = 332.63$ $\Delta/1024 = 332.18$ $\Delta/2048 = 331.77$	
8	$\Delta = 89' 59.59"$ $R = 31.00'$ $L = 48.69'$	$\Delta/4 = 330.79$ $\Delta/8 = 330.98$ $\Delta/16 = 331.00$ $\Delta/32 = 330.82$ $\Delta/64 = 330.38$	

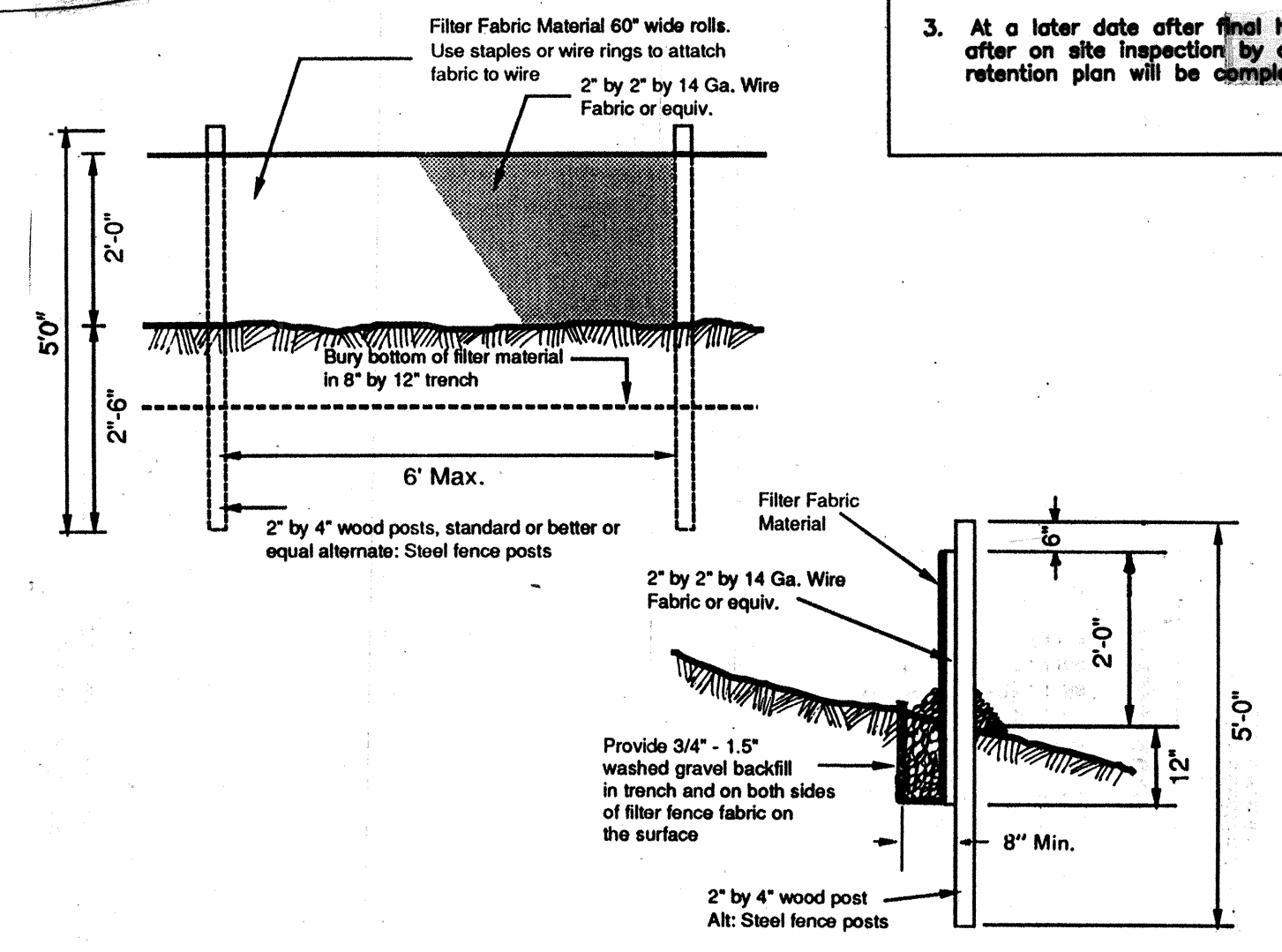
TREES TO BE SAVED

NO.	TYPE	NO.	TYPE	NO.	TYPE	NO.	TYPE
2309	30" FIR	2488	16" FIR	4327	12" ALDER	4484	14" ALDER
2326	25" FIR	2489	8" FIR	4329	13" ALDER	4485	9" ALDER
2341	25" FIR	2470	14" FIR	4330	13" ALDER	4486	9" ALDER
2348	20" FIR	2481	12"-14"	4343	10"-10"	4499	13"-13"
2349	20" FIR		SPLIT FIR		SPLIT CHERRY		SPLIT ALDER
2360	20" FIR	2482	18" FIR	4351	8" ALDER	4501	15" ALDER
2367	14" FIR	2486	20" FIR	4352	8" ALDER	4515	8" ALDER
2368	8" FIR	2484	14" FIR	4353	8" ALDER	4526	12" ALDER
2369	10" FIR	2658	20"	4458	10" ALDER	4532	8" ALDER
2428	8" FIR		HEMLOCK	4459	11" ALDER	4534	10" ALDER
2429	18" FIR	2669	12" FIR	4460	14"-6"-4"	4542	8" ALDER
2430	30" FIR	2673	14" FIR		SPLIT ALDER	4712	16" ALDER
2437	24" FIR	2674	18" FIR	4461	11" ALDER	4713	11" ALDER
2438	8" FIR	2675	14" FIR	4462	13" ALDER	4714	12" ALDER
2448	15" FIR	2676	12" FIR	4463	13" ALDER	4772	9" ALDER
2449	12" FIR	2686	14" FIR	4464	15" ALDER	4774	11" ALDER
2450	12" FIR	2697	14" FIR	4465	9" ALDER	4775	14" ALDER
2451	15" FIR	2698	12" FIR	4467	9" ALDER	4776	11" ALDER
2452	15" FIR	2700	20" FIR	4468	11" ALDER		
2453	15" FIR	2712	24" FIR	4469	14" ALDER		
2454	9" FIR	2713	16" FIR	4470	10" ALDER		
2455	12" FIR	2726	17" FIR	4471	10" ALDER		
2456	9" FIR	2727	15" FIR	4472	13" ALDER		
2457	9" FIR	2728	11" FIR	4473	11" ALDER		
2458	11" FIR	2729	16" FIR	4474	9" ALDER		
2459	14" FIR	2730	15" FIR	4475	10" ALDER		
2460	10" FIR	2731	14" FIR	4476	10" ALDER		
2461	15" FIR	2736	16" FIR	4477	18" ALDER		
2462	10" FIR	2737	16" FIR	4478	10" ALDER		
2463	18" FIR	2746	15" FIR	4479	15" ALDER		
2464	12" FIR	2747	20" FIR	4480	17" ALDER		
2465	8" FIR	2757	19"-24"	4481	8" ALDER		
2466	8" FIR		SPLIT CEDAR	4482	9" ALDER		
2467	12" FIR	4234	16" FIR	4483	15" ALDER		

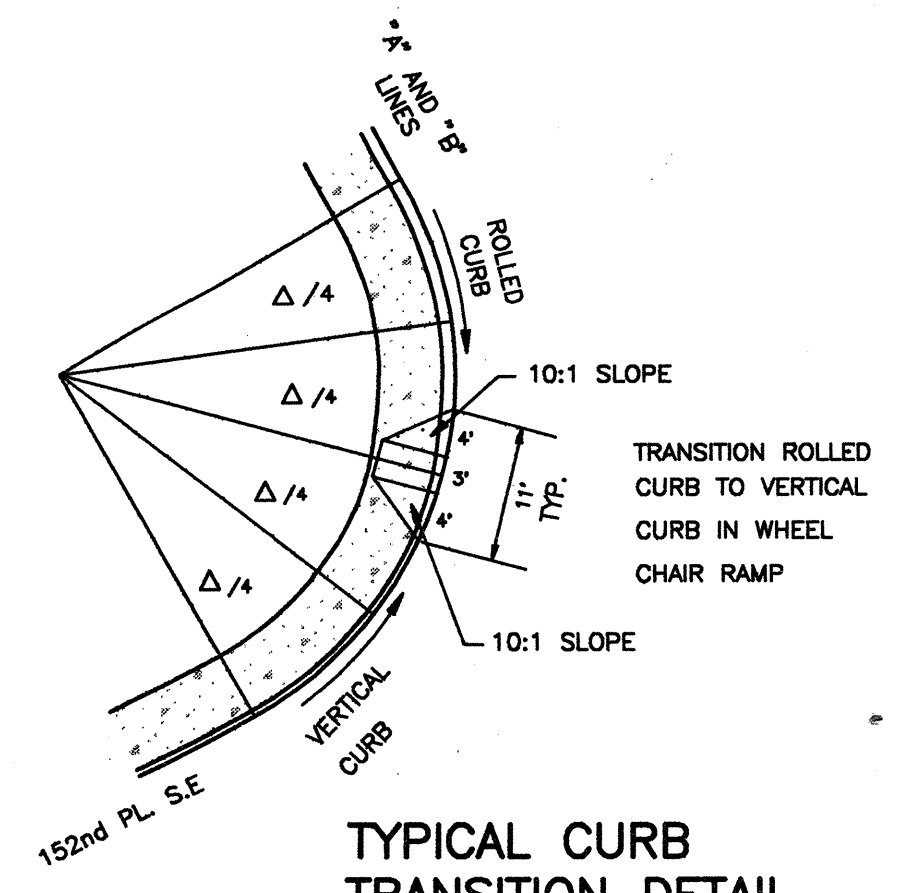
NOTE:
1. The footprints shown are typical, actual architectural plans may vary slightly, but garages will remain side by side as shown.
2. Based on the footprints shown and the grading plan, every evergreen tree with a possibility for retention is shown.
3. At a later date after final home design is completed, and after on site inspection by city staff and UDC, a final tree retention plan will be completed.

TREE PLAN

SCALE: 1"=30'

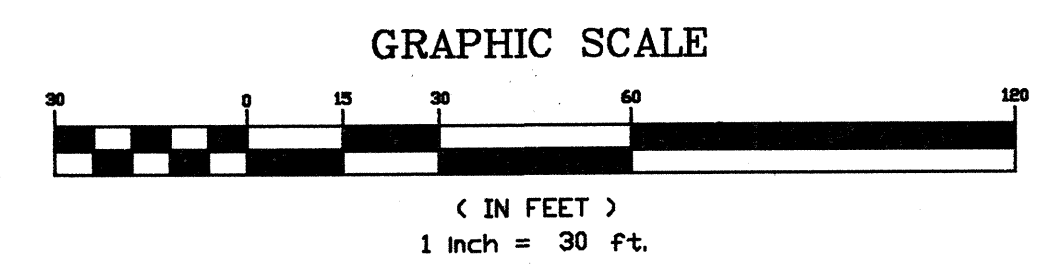


FILTER FABRIC FENCE DETAIL



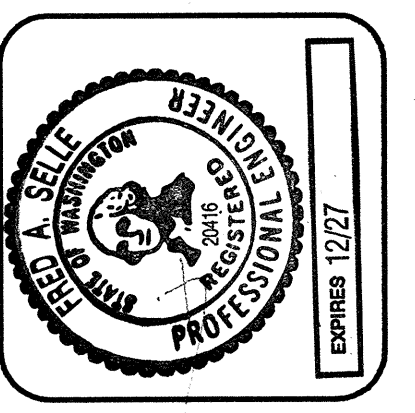
TYPICAL CURB TRANSITION DETAIL

NOT TO SCALE



LEGEND

★ 2341
⊙ 4388
TREES TO BE SAVED



Revisions: _____
Date: 10-28-92
Scale: 1"=30'
Designed: WB
Drawn: CRL
Checked: MJS
Approved: FAS
Dwg. Number: 3-3051-3701
Filename: 3701TREE
SHEET: 3 of 4

