

CITY OF GRANITE FALLS

ORDINANCE NO. 520

AN ORDINANCE OF THE CITY OF GRANITE FALLS IMPLEMENTING REGULATIONS TO STANDARDIZE AND REGULATE THE LOCATION, SIZE, AND CONSTRUCTION OF APPROACHES TO ALL PUBLIC ROADS WITHIN THE CITY.

THE CITY COUNCIL OF THE CITY OF GRANITE FALLS, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. This Ordinance, standardizing and regulating the location, size, and construction of approaches to all public roads within the City to ensure safe and efficient entry to and exit from said roads and the safety of pedestrians, to control the location of driveways and private road accesses which would invite or compel illegal or unsafe traffic movement, thereby promoting the public health, safety, and general welfare, as described in the following pages, is hereby adopted.

Section 2. This Ordinance shall become effective on this 21st day of May, 1994.

Passed by the City Council this 11 day of May, 1994.

Rella R. Knorr
MAYOR

Approved as to form:

Cheryl L. Beyer
City Attorney

Attest:

Gerry James
Clerk

DATE OF FIRST READING:	April 27, 1994
DATE OF SECOND READING:	May 11, 1994
DATE OF PUBLICATION:	May 21, 1994
EFFECTIVE DATE:	May 21, 1994

ROAD APPROACH CONTROL

A. Purpose

The purpose of these regulations is to standardize and regulate the location, size, and construction of approaches to all public roads within the City to ensure safe and efficient entry to and exit from said roads and the safety of pedestrians, to control the location of driveways and private road accesses which would invite or compel illegal or unsafe traffic movement, thereby promoting the public health, safety, and general welfare.

B. Approach Permit

No person or organization shall construct, repair, alter or use any approach to any City road without first obtaining or having a road approach permit from the City and otherwise conforming to the standards set forth in the City of Granite Falls Road Approach Control Regulations. Any change of use or any improvement that increases the required number of parking stalls or the actual traffic volumes from an existing approach by more than 20% will require the obtaining of a new approach permit and applying to the conditions herein by the applicant except for a residential approach.

C. Application of Overlapping Regulations

Whenever any provision of these regulations and any other provision of law impose overlapping or contradictory regulations or contain any restrictions covering the same subject matter as this chapter, that provision which is more restrictive or imposes higher standards or requirements shall govern.

D. Definitions

1. Applicant means the person, party, firm or corporation who proposed to do the improvement work or construct the road approach and/or the property owner whose land is served by the approach.
2. Approach means any area, construction, or facility between a public road and private property which provides access for ingress and/or egress of vehicles from the public roadway to or from private property. Approaches shall include residential driveway approaches, all major driveway approaches, minor approaches and temporary approaches.
3. Approach Permit means a legal document issued to the applicant by the City authorizing the permittee to do specific items of work within City

right-of-way as outlined in the permit, and authorizing use of the approach for the purpose for which the permit was originally issued.

4. Centerline, Constructed means the line, marked or unmarked, parallel to and equidistant from the sides of the travelled way of a public or private road for two- or four-lane roads, the line separating opposing direction of traffic flows for three-lane roads or the center of a two-way left turn lane whichever case is appropriate.
5. Change of Use means any change of purpose or use for which any land, building, or structure is occupied, maintained, designed, arranged or intended.
6. City means the City of Granite Falls or its duly authorized representative as designated by appropriate City regulations.
7. Curb Return/Return means the curved portion of the road approach where the approach widens out and connects into the edge of existing pavement of the public road.
8. Driveway means a roadway on private land giving access from a public way or public right-of-way to a building or abutting grounds.
9. Easement, Private means an interest in the land of someone else, usually for the benefit of one or more individuals and constitutes an encumbrance on another's land.
10. Engineer means a professional civil engineer, licensed by the State of Washington and retained by the applicant and acting in their behalf.
11. Entering Sight Distance means the distance of roadway ahead, left or right, which is visible to the driver of a vehicle approaching a City road before entering the City Road.
12. Financial Guarantee means a monetary amount that is assigned or is promised to Granite Falls to guarantee that certain required improvements will be implemented by the applicant within an established future time period.
13. Major Road Approach means a road approach which will serve an area with the potential to contain or which does contain in excess of nineteen (19) single-family residences or which is used to provide access to

business and non-residential enterprises, including, but not limited to, sales, services, industry, churches or other quasi-public buildings.

14. Minor Road Approach means a road approach which provides or has the potential to provide access to a residential development ranging in size from two (2) lots or single-family structures to nineteen (19) lots or single-family structures.
15. Residential Road Approach means a road approach which is used to provide access to a single family residence.
16. Right-of-Way means that area of land dedicated for public use or secured by the public for purposes of public traffic, drainage and/or franchised utilities.
17. Road, Local Access means all non-arterial public City roads and recorded private roads which are used as a primary means of access to abutting property.
18. Road, Primary means those roads designated as arterials by the City legislative body.
19. Road, Public means any deeded, established or legally acquired road, street, avenue, alley, highway, lane, boulevard, court, place, or way open as a matter of right to public vehicular traffic.
20. Temporary Approach means an approach that will not be in place longer than ninety (90) consecutive calendar days.
21. Travelled Way means that portion of the roadway intended and ordinarily used for the proper movement of vehicles exclusive of shoulders or auxiliary lanes.

E. Reference Documents

Except where these regulations provide otherwise, geometric design details shall be in accordance with the following publications, current editions:

1. "A Policy on Design of Urban Highways and Arterial Streets," by American Association of State Transportation and Highway Officials.
2. "Design Manual", by Washington State Department of Transportation.

3. "Granite Falls Street Standards", as adopted by the City of Granite Falls.
4. "Trip Generation", by Institute of Traffic Engineers.

Other publications commonly used and accepted by the engineering community are also acceptable.

F. RESIDENTIAL APPROACHES

1. Location of Approach

- (a) No residential approach shall be constructed within six (6) feet of any side lot line except for previously approved pipestem lots.
- (b) Residential road approaches shall be constructed the maximum practical distance but in no event less than thirty-five (35) feet or the posted speed limit in feet whichever is greater from a side street or intersection. The distance is measured from the road right-of-way line to the nearest edge of the approach.
- (c) Wherever a potential access exists to any property from both a local access road and a road of a higher classification, the City shall refuse access to the higher classified road for residential uses.
- (d) Wherever a potential access exists to any property from both a public road and a Private easement, the City may refuse access to the public road.

2. Maximum and Minimum Surfaced Width

The surfaced width of any residential driveway approach shall not be more than twenty-five (25) feet nor less than fifteen (15) feet, exclusive of all the radii of the curb returns, the measurement being made perpendicular to the centerline of the approach. The minimum radius of the curb return at any residential approach shall be ten (10) feet.

3. Maximum Number of Approaches

There shall be no more than one (1) residential approach onto any street for any one residence unless otherwise approved by the City. When it is shown by the applicant that the safety on the City road will be improved

by the granting of a second approach, the City may approve a second access on a local access road only.

G. MINOR ROAD APPROACHES

1. Location of Approach

- (a) No minor road approach shall be constructed within six (6) feet of any side lot line except where a common access easement to two (2) or more lots is provided for or required.
- (b) Minor road approaches shall be located the maximum practical distance from a side street, intersection or other approaches but in no event shall it be less than thirty-five (35) feet or the posted speed limit in feet whichever is greater from the side street except where physical site conditions and spacing of existing approaches may cause the City to require another location. New approaches that would create a four-legged intersection are undesirable unless the existing City road has an arterial classification or if a stop condition to the City road exists.
- (c) Wherever a potential access exists to any property from both a local access road and a primary road of a higher classification, the City may refuse access to the higher classified road for residential uses.
- (d) Wherever a potential access exists to any property from both a public road and a private easement, the City may refuse access to the public road.
- (e) New access locations created by the platting of property shall be unified whenever possible to create the fewest number of accesses onto a City road.

2. Maximum and Minimum Surfaced Width

The surfaced width of any minor road approach shall not be more than thirty (30) feet or less than twenty-four (24) feet, exclusive of the radii of the curb returns, the measurement being made perpendicular to the centerline of the approach roadway. The minimum radius of the curb return at any minor approach shall be twenty (20) feet.

3. Maximum Number of Approaches

There shall not be more than one (1) minor road approach onto any major or secondary arterial for each 300 feet of frontage for each separate ownership. The number of minor road approaches onto any local access road shall not exceed one for each 200 feet of frontage for each separate ownership.

H. MAJOR ROAD APPROACHES

1. Location and Number of Approaches

- (a) No major approach shall be constructed within six (6) feet of any side lot line except where a common access easement to two or more lots is provided for or required.
- (b) Major road approaches shall be located at the maximum practical distance from a side street, intersection or other approaches but in no event shall it be less than thirty-five (35) feet or the posted speed limit in feet whichever is greater from the side street except where physical site conditions and spacing of existing approaches may cause the City to require another location. New approaches that would create a four-legged intersection are undesirable unless the existing City road has an arterial classification or if a stop condition to the City road exists.
- (c) The number, location and size of major approaches shall be determined by the volume and type of traffic generated by the development, the amount of lot frontage along the City road, and channelization/traffic control on the City road along the lot frontage.
- (d) When multiple major road approaches are permitted they shall not be less than one hundred twenty-five (125) feet apart.
- (e) Notwithstanding the requirements of this regulation, the number and location of major road approaches may be more restrictive than described herein if deemed necessary by the City. The City shall base its determination on existing and projected traffic and turning movements generated by the existing and/or proposed project and other applicable traffic design criteria.

- (f) The City may require the applicant to furnish a traffic engineering study and access plan done by a professional engineer which will be used by the City to determine what impact the proposed project will have on the City. Any traffic improvements needed to mitigate any impact(s) of the proposed project as determined by the City shall be built or bonded by the applicant before approval of the road approach permit(s) when so required by the City. Mitigating measures shall include but may not be limited to road improvements such as right- or left-turn lanes, channelization, signalization, additional road and/or shoulder widening, and dedication to Granite Falls for public purposes. Additional right-of-way shall be dedicated to the City of Granite Falls when the existing right-of-way is substandard or existing documentation is nebulous. Right-of-Way widths shall be determined by statute or City design criteria.

When a three-lane approach is requested a traffic engineering study along with a signing, striping and traffic channelization plan shall be done by the applicant's engineer for submittal to the City for review and approval.

2. Maximum Surfaced Width

The surfaced width of any two-lane major road approach shall not exceed thirty (30) feet exclusive of the radii of the curb returns. A three-lane approach may be approved by the City if generated traffic volumes from the development justify a need for such a design. The three-lane approach shall have a maximum width of thirty-six (36) feet. The minimum radius of the curb return at any major approach shall be twenty-five (25) feet.

3. Minimum Surfaced Width

The surfaced width of any major road approach shall not be less than fifteen (15) feet for a single-lane entrance/exit and twenty-four (24) feet for a two-lane entrance/exit, exclusive of the radii of the curb returns.

I. TEMPORARY APPROACHES

1. Compliance with Standards

- (a) The City shall not issue a Temporary Road Approach Permit unless the proposed temporary road approach is constructed or altered in conformance with the standards set forth herein.
- (b) All temporary road approaches built in City right-of-way shall be constructed or altered in conformance with the standards set forth herein. Work shall not commence until a permit for the road approach has been issued by the City of Granite Falls.
- (c) All standards except paving, as set forth in this chapter for the permanent road approaches, shall be made applicable to the respective temporary road approach and reviewed accordingly by the City.

2. Maximum Time Limit

- (a) All temporary road approaches shall be removed and the right-of-way restored within ninety (90) days from the date of its approval. The right-of-way restoration must be equal to or better than the original right-of-way condition prior to construction of the temporary approach.
- (b) One (1) extension of this time limit may be granted to the original applicant by the City for a period not to exceed ninety (90) days.

3. Performance of Work

Prior to the approval of a temporary road approach, a financial guarantee shall be submitted to the City in an amount sufficient to cover all costs of removing the temporary road approach and restoration of the right-of-way.

J. GENERAL GEOMETRIC AND CONSTRUCTION STANDARDS

1. Geometric Standards

- (a) All road approaches should be constructed to lines perpendicular to the centerline of the travelled way and in all cases shall be

constructed at an angle not less than seventy-five (75) degrees measured at the intersection of centerlines of the approach and the public roadway.

- (b) The profile grade of the road approach shall be sloped at a grade of -5% from the edge of existing pavement to the standard ditch centerline. The profile grade may continue at -5% to the right-of-way line from this point of break or rise at a +5% maximum grade unless otherwise approved.
- (c) Other geometric standards as shown on the approach details as found in the Appendix to the Granite Falls Street Standards shall be followed.

2. Construction Standards

- (a) All road approaches shall be paved with a minimum of two (2) inches compacted depth of asphalt concrete over two (2) inches compacted depth crushed surfacing top course or six (6) inches Portland Cement concrete if the existing City road is asphalt concrete, Portland Cement Concrete B.S.T. or oil-mat surfacing. If the existing City road is gravel an approach constructed of four (4) inches compacted depth, crushed surfacing, top course is acceptable.
- (b) All materials and workmanship shall be in accordance with the requirements of the latest State of Washington, Department of Highways Standard Specifications for Road and Bridge Construction.
- (c) Slopes resulting from the construction of a road approach must be stabilized to prevent erosion when required by the City. Seeding, hydroseeding, ditch-lining and/or other erosion control methods must be employed by the applicant to prevent erosion or maintenance problems or damage to the City or adjacent property owners.
- (d) When large cut or fill sections in or adjacent to the City right-of-way are needed to construct a standard road approach, the City may require road construction plans done in accordance with Granite Falls Street Standards as adopted by the City.

- (e) The City will require that all licensed and bonded contractor working in city right-of-way have liability insurance in an amount and form required by state law but in no case will the amount be less than \$500,000.00.
- (f) The minimum distance between the paved edge of the road approach and the face of an obstruction, including existing utility appurtenances which may cause a traffic hazard shall be relocated at the applicant expense.

3. Approach Drainage

- (a) Where an approach is to be constructed across an existing drainage ditch or course, or at a location where a ditch should exist, a culvert that is adequate to handle stormwater shall be installed. A minimum 12-inch concrete culvert pipe shall be installed when determined necessary by the City. If required by the City, the applicant shall submit contributing area mapping and drainage calculations done by a professional engineer and shall construct all necessary drainage facilities to handle all onsite and offsite flows.
- (b) Storm drainage from parking areas, or any developed area of the project shall not be allowed to flow out onto the public roadway surface. Storm drainage from these areas shall be controlled by onsite retention, detention or other means, if so required by the City.

4. Entering Sight Distance

Entering sight distance must be equal to or exceed the desirable entering sight distance for the legal speed limit. Sufficient sight distance in each direction along a City road from a road approach must be provided to permit vehicles to safely enter the roadway. Approaches onto City roads proposed for widening shall have adequate sight distance for the widened roadway condition.

The following speeds and desirable entering sight distance requirements will be applicable unless unusual design or safety considerations warrant increased sight distance requirements as determined by the City:

Posted/ Legal Speed (m.p.h.)	Minimum Enter Sight Distance* (feet)	Desirable Entering Sight Distance (feet)
25	260	295
30	310	355
35	360	415
40	415	470
45	465	530
50	515	590

*These are absolute minimum entering sight distances and require written approval from the City Engineer. These distances correspond to the fastest possible stop that a vehicle can make and is therefore not a desirable design criteria. Entering sight distance shall be based on the following criteria:

1. Entering vehicle eye height = 3.50 feet
2. Approaching vehicle height = 4.25 feet
3. Maximum road grade of 6%*
4. The sight distance is measured from a point in the approach 10 feet back from the edge of the travelled way at a vertical height of 3.50 feet.

*For road grades in excess of 6% see Reference Documents listed in Section E of this document or the Street Design Standards as adopted by Granite Falls.

In situations where the entering sight distance is questionable, the City may require that an entering sight distance diagram and appropriate field measurements be submitted to the City for review and approval. The diagram and measurements shall be stamped and signed by a professional engineer or surveyor and will be done at the expense of the applicant.

5. Parking Barrier

When a parking area is adjacent to an existing City road right-of-way, whether for public or private parking, the sale of vehicles, or for other reasons, traffic curbing or other barriers shall be installed on the applicant's property to prevent unrestricted and uncontrolled access to the City road. The City shall determine the adequacy of the curbing or other barriers to physically control or restrict access to the City road. Other City parking and landscaping requirements including those

sections found in the City of Granite Falls Zoning Ordinance or those conditions imposed by the Planning Commission or the Granite Falls City Council be observed along with this requirements.

6. Maintenance of Road Approach

All road approaches, drainage structures, curbs or any other improvements between the front property line and the public roadway shall be maintained in a safe and stable condition at the expense of the abutting property owner or owner(s) in the case of a joint approach.

It shall be the responsibility of the property owner(s) who use the road approach to keep their road approach clear of debris, vegetation or other items that would impede the safe use of the road approach or would obstruct the sight distance from the road approach. The applicant would be responsible for maintenance of the constructed approach including but not limited to pot hole repair, snow removal and drainage conveyance. Routine maintenance of the approach is permitted without a permit from Granite Falls.

Easements necessary to allow clearing to occur on private property to provide for entering sight distance shall run with the land and will require the property owner(s) who use the road approach to keep their road approach clear of vegetation or other obstructions that would restrict the sight distance from the road approach.

7. Abandoned Approaches

Any approach which has become abandoned through a change of the conditions for which it was originally intended, or which for any other reason has become unnecessary, shall be closed and the owner shall restore the abandoned approach area so that it conforms to the adjacent properties. The restoration work shall be done to the satisfaction of the City. Failure of the property owner to remove an unused approach and/or restore the approach area after proper notification by the City shall be cause for the City to do the work and charge the property owner for costs incurred.

8. Application

City staff is authorized to prepare appropriate Approach Permit Forms and Agreements consistent with this regulation. The approach permit shall contain the applicant's name and address and such other additional

information as necessary to identify the road approach. The approach permit shall be signed by the applicant before issuance of the permit.

9. Financial Guarantees

The City may require that a financial guarantee be submitted before issuance of the road approach permit. The amount of the financial guarantee shall be set by the City and shall be sufficient to guarantee proper installation of the road approach taking into account a one-year construction inflation factor, administrative and construction inspection costs.

Financial guarantees shall be required for all commercial developments, short plats, large lot divisions and formal plats if the project is to be approved before the approach is physically constructed.

The financial guarantee submitted to the City of Granite Falls shall be in the form of an assignment of funds or a construction performance bond.

Road approach construction guaranteed by the submittal of a financial guarantee to Granite Falls shall be completed by the applicant within one (1) year after the approval of the project by Granite Falls. Financial guarantees held by the City for more than one (1) year after approval shall be considered delinquent by the City.

10. Variances

Variances from these Standards may be granted by the City upon evidence that such variances are in the public interest, that they are based upon sound engineering judgment, and that requirements for safety, function, and maintainability are fully met. Desired variances must be approved prior to construction. The City may grant a variance only upon submittal of additional information, plans and/or design data by a professional engineer retained by the applicant showing that the requested variance is safe and can be economically maintained by City forces.

11. Construction Inspection

Inspection of approaches to City roads shall be made by the City to check for conformance with the approach permit and the design standards as provided for herein. Final approval of the approach and, if applicable, release of the financial guarantee shall not be made until the

road approach is constructed to the requirements of this ordinance. The contractor or applicant shall notify the City for final inspection.

12. Appeals

The decision of the City concerning the applicability or enforcement of these Standards may be appealed to the Granite Falls City Council upon proper application and payment of a (\$200.00) two hundred dollar appeal fee.

13. Fee Schedule

Road approach fees shall be paid prior to the issuance of an approach permit. The fee schedule is:

Residential Approach	\$100.00
Minor Approach	\$250.00
Major Approach	\$350.00
Temporary Approach	\$100.00

A \$50.00 fee will be charged when the applicant requests the City to make a field inspection and report to determine feasibility of a proposed access location.

14. Penalty for Violation

Any person, firm or corporation who fails to obtain the necessary permit or comply with the requirements of this ordinance shall be deemed guilty of a misdemeanor, and such violation shall be punishable by a fine of \$250.00 for each offense and up to 90 days in jail. Each person, firm or corporation found guilty of a violation shall be deemed guilty of a separate offense for every day during any portion of which any violation of any provision of this chapter is committed, continued or permitted by such person, firm or corporation and shall be punishable therefore as provided for in this chapter.

The City may remove any illegal approach and all expenses incurred by the City shall be charged to the property owner. If Granite Falls is required to bring an action to recover such costs, the City will recover reasonable attorney's fees and interest at twelve percent (12%) per annum, to run from the date the work was completed by the City.

CITY OF GRANITE FALLS
Permit for Work in Street Right-of-way
P.O. Box 64
206 S. Granite
Granite Falls, WA 98252

1. Subject to all the terms, conditions, and provisions written or printed below or on any part of this form, PERMISSION IS HEREBY GRANTED TO:

2. To construct: _____

- 2a. Submit a working drawings or plan showing work to be done/dimensioned to right-of-way lines.
- 2b. Working drawing or plans are subject to approval of the City Engineer.
- 2c. All trenches to have a backfill of not less than 36 inches (depth to the top of the line or pipe) and sufficient compaction so that the finished surface will conform with the original surface. All trenches across driveways shall be backfilled and compacted according to the State Standard Specifications unless a variance is approved by the City Engineer.
- 2d. No pavement cuts across streets, road, or driveways constructed of asphalt concrete or Portland cement unless approval has been granted by the City Engineer for such crossing and all pavement cuts shall be made by sawing.

3. Property owners and/or residents along this project shall have the right of safe ingress and egress at all times.

4. At no time during construction will any roadway be entirely closed. One way traffic shall be maintained at all times unless an approved, signed detour route is established. All traffic control shall comply with the M.U.T.C.D.

5. Crushed rock to be placed on shoulder of road as directed by the City Engineer.

6. Backfill of trenches across driveways or roadways shall be mechanically tamped in layers not over 6 inches in depth. Trenches shall be backfilled with gravel base if material removed is not suitable for replacement. Excess excavated material will be disposed of by applicant.

7. A temporary patch of cold mix asphalt will be placed on road crossings and driveways by the applicant after backfilling until permanent patch can be placed.

8. Permanent patching will be done by the permittee.

9. This permit covered by Bond Number _____ in the amount of \$ _____, with _____

10. This permit subject to existing Franchise dated: _____

11. No work shall be done under this permit until the party or parties to whom it is granted shall have communicated with and received instruction from City Engineer: _____, Phone: 284-0860.

12. Any underground work shall require notification by the applicant to prevent damage to other underground installation, Gas, Power, Telephone, Cable T.V., Water, Sewer.

13. This Permit shall be void unless the work herein contemplated shall have been completed before: _____

14. Payment of all permit fees shall be calculated by the City of Granite Falls and paid by the Permittee before issuance of this permit.

The undersigned applicant accepts all conditions of this permit as set forth herein.

Issued By: _____

City Engineer

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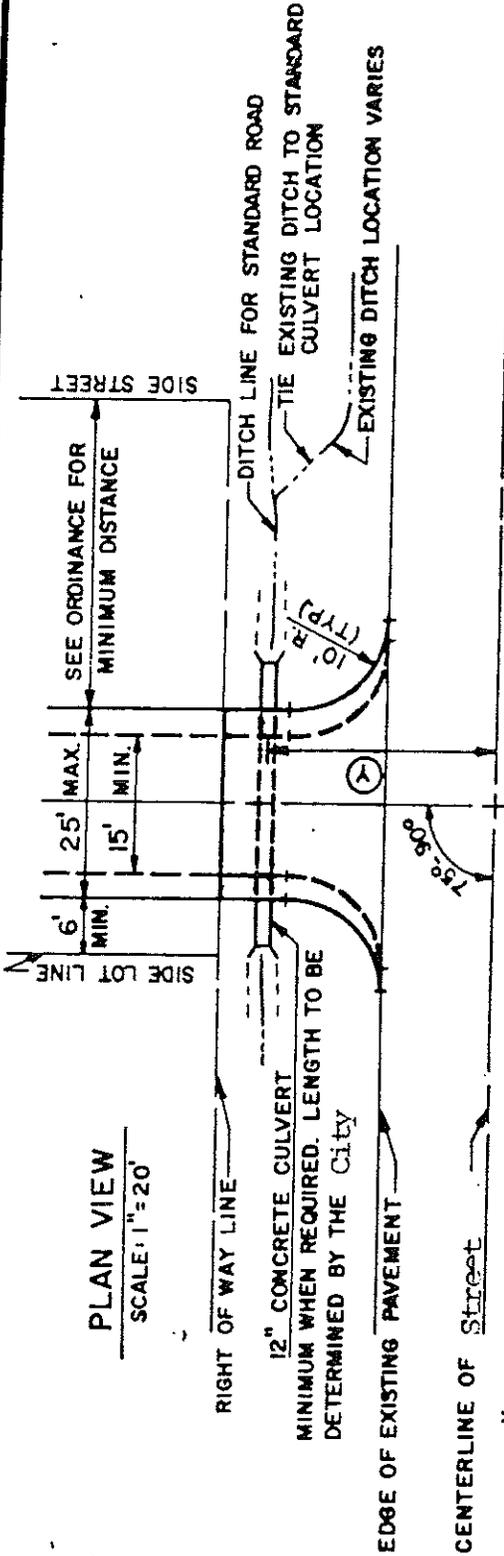
Address

Telephone

GENERAL PROVISIONS APPLICABLE TO ALL PERMITS

- a. A bond is required for the protection of the City. Minimum Street Restoration Bond shall be \$10,000 if multiple permits are to be issued.
- b. During the progress of the work, such barriers and warning signs shall be erected and maintained as may be necessary or as may be directed for the protection of the traveling public; the barriers shall be properly lighted when necessary.
- c. In accepting this Permit, the Petitioner, his successors or assigns, agrees to protect the City and save it harmless from all claims, actions or damages of every kind and description which may accrue to or be suffered by any person or persons, corporation or property by reason of the performance of any such work, character of materials used or manner of installation, maintenance and operation or by the improper occupance of rights of way of public place or public structure, and in case any suite or action is brought against said City for damages arising out of or by reason of any of the above causes, the petitioner, his successor or assigns will upon notice to him or them of commencement of such action, defend the same at his or their own sole cost and expense and will satisfy judgment after the said suit or action shall have finally been determined if adverse to the City.
- d. Except as herein authorized, no excavation shall be made or obstacle placed within the limits of a city street in such a manner as to interfere with the travel over said road.
- e. If the work done under the Permit interferes in any way with the drainage of the city streets, or causes damage, the grantee shall wholly and at his own expense make such provisions as the City Engineer may direct to take care of said drainage and/or damage.
- f. On completion of said work herein contemplated, all rubbish and debris shall be immediately removed and the roadway and roadside shall be left neat and presentable and satisfactory to the City Engineer.
- g. Grantee shall comply with the Washington State Electrical Code, Washington State Department of Highways Standards and Standard Specifications for Road and Bridge Construction.
- h. No work permitted on Saturday, Sunday or Holiday, or between the hours of 6:00 p.m. and 6:00 a.m. of any working day, except in case of emergency and then only upon notification of the City of Granite Falls.
- i. Notify local Fire District and Granite Falls Street Department before opening any trench across any roadway and when project is completed.
- j. All of the work herein contemplated shall be done under the supervision and to the satisfaction of the City Engineer and the entire expense of said supervision shall be borne by the party or parties to whom this Permit is issued, or their successors and assigns.
- k. All such changes, reconstruction or relocation by the grantees shall be done in such manner as will cause the least interference with any of the City's work and the City shall in no wise be held liable for any damage to the grantee by reason of such work by the City, its agents or representatives or by the exercise of any rights by the City upon the roads, streets, public places or structures in question.
- l. The Grantee recognizes and agrees that it is responsible for and will make at its own expense any changes that may be required in the location of work described under (2) of this permit and of item (1) above.
- m. The Permit or privilege shall not be deemed or held to be an exclusive one and shall not prohibit the City from granting other permits or franchise rights of like or other nature to other public or private utilities, nor shall it prevent the City from using any of its roads, streets, or public places, or affect its right to full supervision and control over all or any part of them, none of which is hereby surrendered.
- n. The City may revoke, annul, change, amend, amplify, or terminate the Permit or any of the conditions herein enumerated if grantee fails to comply with any or all of its provisions, requirements or regulations as herein set forth or through willful or unreasonable neglect, fails to heed or comply with notices given or if the utility herein granted is not installed or operated and maintained in conformity herewith or at all or for any cause or reason whatsoever.
- o. The party or parties to whom the Permit is issued shall maintain at his or their sole expense the structure or object for which this permit is granted in a condition satisfactory to the City Engineer.
- p. In accepting this Permit, the grantee, his successors and assigns, agree that any damage or injury done to the property of the grantee or any expense incurred by him through the operation of a contractor, working for the City or of any City employee shall be at the sole expense of the grantee, his successors or assigns.

APPENDIX PAGE NO.

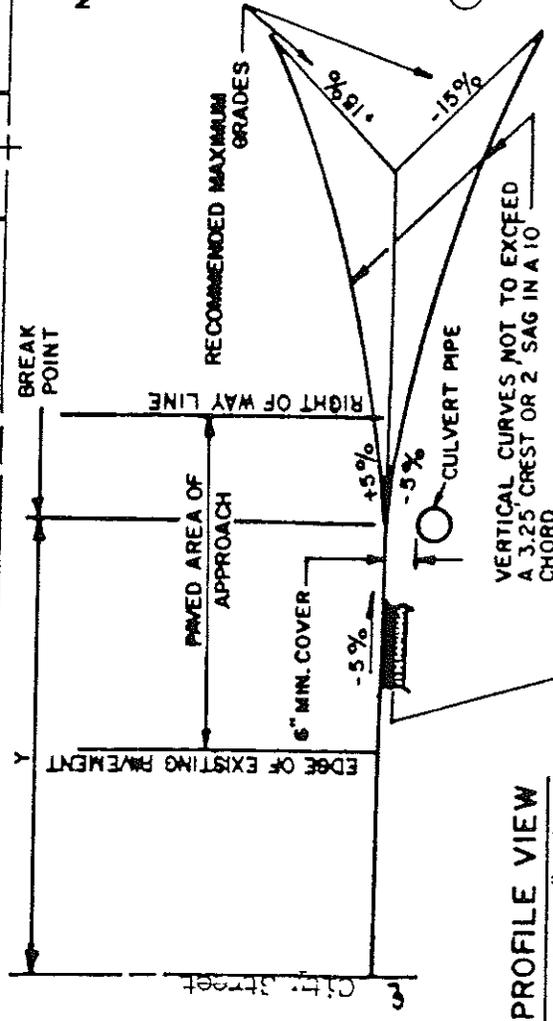


NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST STATE OF WASHINGTON, DEPT. OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. STORM DRAINAGE FROM THE ROAD APPROACH SHALL NOT BE PERMITTED TO DRAIN ONTO THE ROADWAY SURFACE. CATCH BASINS OR OTHER DRAINAGE DEVICES SHALL BE USED TO INTERCEPT AND DIVERT THIS WATER.
3. FOLLOW ADDITIONAL INSTRUCTIONS AS DIRECTED BY THE APPROVING ENGINEER AS STATED ON THE APPROVED PERMIT.

- (Y) 22.5' FOR LOCAL ACCESS ROADS
24.5' FOR ARTERIAL ROADS - TWO LANE ROAD

P.C.C. - PORTLAND CEMENT CONCRETE, 6" THICKNESS WITH LONGITUDINAL JOINTS REQUIRED EVERY 10'

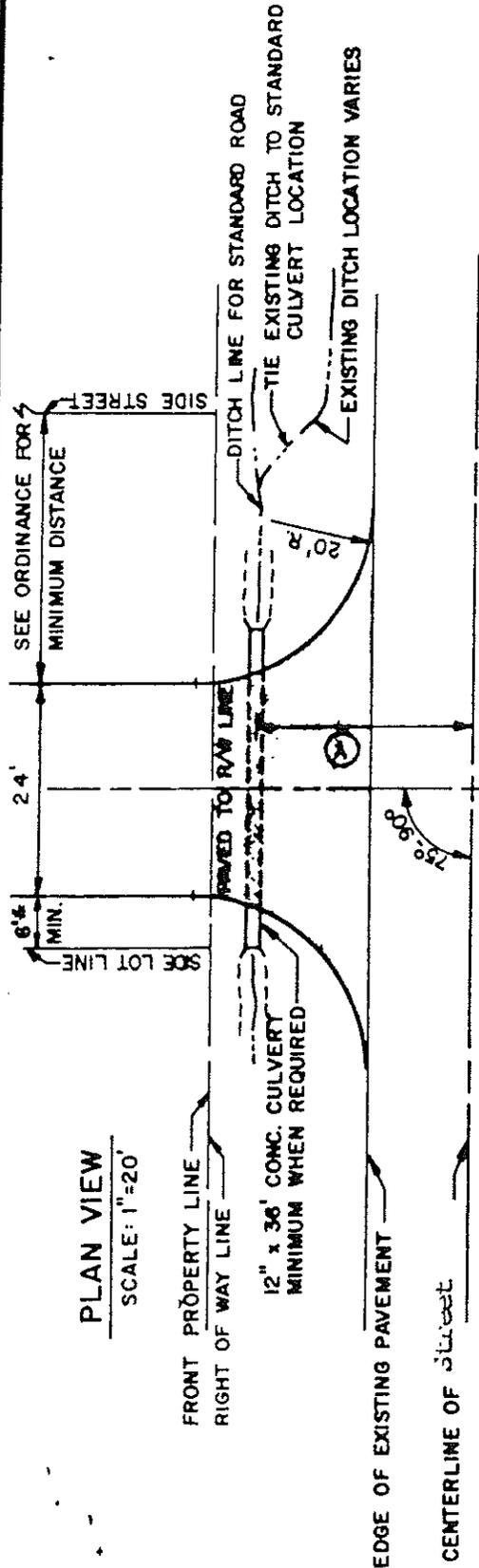


RESIDENTIAL ROAD
APPROACH

DATE	REVISION	APPROVED	DRAWN
7/9/85	GEN. REVISIONS		
3/8/84	ORIGINAL DRAWING	CBP	KLT

APPENDIX PAGE NO.

PLAN VIEW
SCALE: 1"=20'



NOTES:

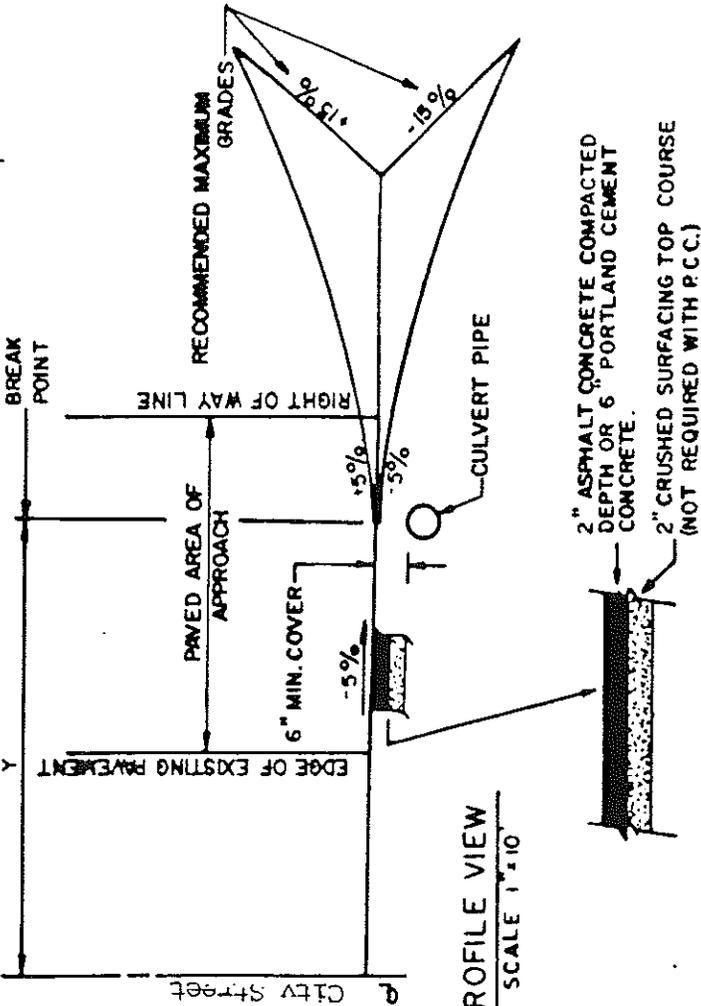
1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST STATE OF WASHINGTON, DEPT. OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. STORM DRAINAGE FROM THE ROAD APPROACH SHALL NOT BE PERMITTED TO DRAIN ONTO THE ROADWAY SURFACE. CATCH BASINS OR OTHER DRAINAGE DEVICES MUST BE USED TO INTERCEPT AND DIVERT THIS WATER.
3. FOLLOW ADDITIONAL INSTRUCTIONS AS DIRECTED BY THE APPROVING ENGINEER AS STATED ON THE APPROVED PERMIT.

(Y) 22.5' FOR LOCAL ACCESS ROADS
24.5' FOR ARTERIAL ROADS - TWO LANE ROAD

* UNLESS A COMMON APPROACH

** P.C.C. - PORTLAND CEMENT CONCRETE, 6" THICKNESS WITH LONGITUDINAL JOINTS REQUIRED EVERY 10'.

PROFILE VIEW
SCALE 1"=10'

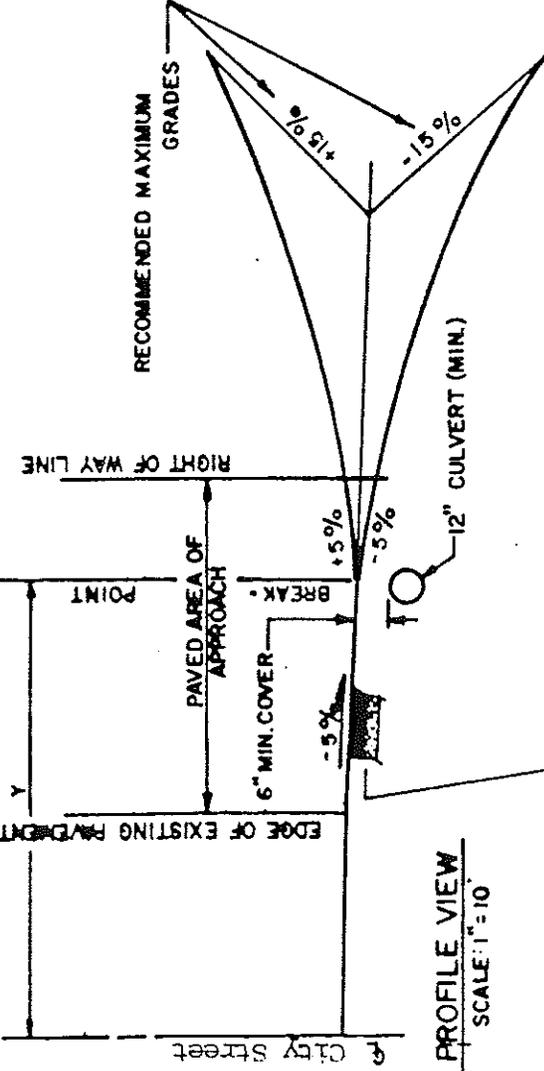
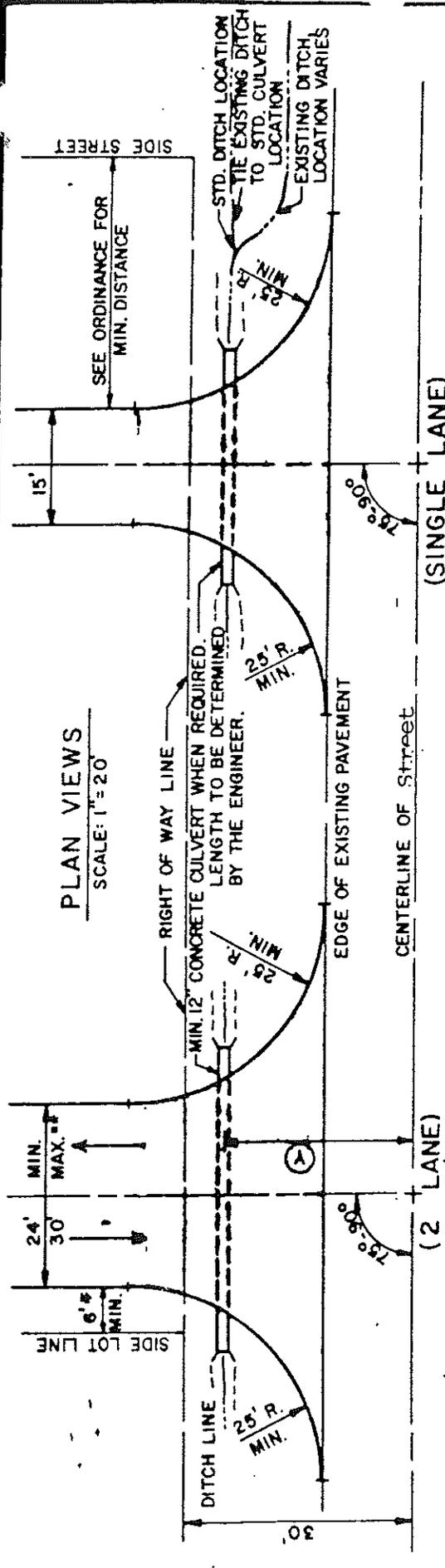


2" ASPHALT CONCRETE COMPACTED DEPTH OR 6" PORTLAND CEMENT CONCRETE.
2" CRUSHED SURFACING TOP COURSE (NOT REQUIRED WITH P.C.C.)

MINOR ROAD APPROACH

DATE	REVISIONS	APPROVED	DRAWN
7/9/84	GEN REVISIONS	CBP	
3/2/84	ORIGINAL DRAWING	KLT	

APPENDIX PAGE NO. 52



PROFILE VIEW
SCALE: 1" = 10'

NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST STATE OF WASHINGTON, DEPT. OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. STORM DRAINAGE FROM THE ROAD APPROACH SHALL NOT BE PERMITTED TO DRAIN ONTO THE ROADWAY SURFACE. CATCH BASINS OR OTHER DRAINAGE DEVICES MUST BE USED TO INTERCEPT AND DIVERT THIS WATER.
3. FOLLOW ADDITIONAL INSTRUCTIONS AS DIRECTED BY THE APPROVING ENGINEER AS STATED ON THE APPROVED PERMIT.
 - # UNLESS A COMMON APPROACH
 - ** UNLESS A MULTIPLE LANE APPROACH IS APPROVED
 - 40' LENGTH 1:10 TAPERS MAY BE REQUIRED AS DIRECTED BY P.C.P.W.D.
 - LONGITUDINAL JOINTS REQUIRED EVERY 10' WHEN USING PORTLAND CEMENT CONCRETE

- Ⓢ 22.5' FOR LOCAL ACCESS ROADS
- Ⓢ 24.5' FOR ARTERIAL ROADS - TWO LANE ROAD

DATE	REVISIONS	APPROVED	DRAWN
7/9/05	GEN. REVISIONS		CBP
3/21/04	ORIGINAL DRAWING		KLT

MAJOR ROAD APPROACH