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Walla Walla County, WA

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**BOARD OF COUNTY COMMISSIONERS
WALLA WALLA COUNTY, WASHINGTON**

ORDINANCE NO. 377

APPROVING A REQUEST BY WALLA WALLA COUNTY PUBLIC WORKS TO ADOPT AN ORDINANCE ESTABLISHING ROADWAY DESIGN STANDARDS, WHICH INCLUDES BASIC DESIGN STANDARDS FOR VARIOUS ROADWAY ELEMENTS IN BOTH THE URBAN AND RURAL PORTIONS OF WALLA WALLA COUNTY.

Whereas, RCW 36.75 authorizes counties to perform all acts necessary and proper for the administration of county roads;

Whereas, Walla Walla County is amending Title 12, Streets, Sidewalks, and Public Places to bring County Code up to current federal, state, local, and industry standards;

Whereas, amended Title 12 references Roadway Design Standards;

Whereas, it is the desire of Walla Walla County provide to developers, contractors, and county residents a stand-alone document containing current roadway design standards to guide design and construction of streets, sidewalks and public places throughout the county;

NOW THEREFORE,

BE IT ORDAINED, by the Walla Walla County Board of County Commissioners that:

Section I. The Board of County Commissioners Makes the Following Findings of Fact:

1. The Roadway Design Standards are based on currently accepted federal, state, local, and industry standards.
2. The Roadway Design Standards were developed in consultation with the Cities of Walla Walla and College Place to provide consistency of design standards across jurisdictional boundaries.
3. The Board of County Commissioners held a workshop open to the public on the Roadway Design Standards on July 21, 2009.
4. Notices of a Public Hearing were published in the Waitsburg Times on September 3 and 10, 2009. Notices of a Public Hearing were published in the Tri-City Herald and the Walla Walla Union Bulletin on September 4 and 11, 2009.



5. The Board of County Commissioners held a public hearing on September 15, 2009 for the purpose of receiving testimony on the proposed revisions.

Section II. The Board of County Commissioners Makes the Following Conclusions of Law:

1. The County has reviewed and evaluated comments received from the public.
2. The Roadway Design Standards are necessary to provide consistency and guidance and to regulate the design and construction of streets, sidewalks and public places throughout the county.

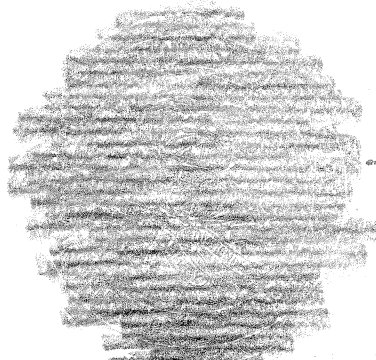
Section III. Adoption of the Roadway Design Standards. The ordinance establishing Roadway Design Standards is **adopted** as presented to the Board of County Commissioners on this date as attached in Exhibit A.

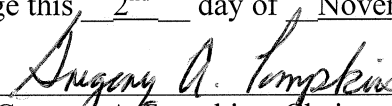
Section IV. Effective Date and Savings. This ordinance is effective as of the date of signing.

Section V. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this ordinance.

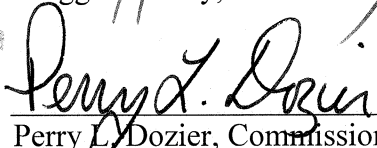
Section VI. This ordinance will be published by an approved summary consisting of the title.

PASSED by the Walla Walla County Board of County Commissioners in regular session at Walla Walla, Washington, then signed by its membership and attested by its Clerk in authorization of such passage this 2nd day of November, 2009.




Gregory A. Tompkins, Chairman, District 3


Gregg C. Loney, Commissioner, District 1


Perry L. Dozier, Commissioner, District 2

Constituting the Board of County Commissioners of Walla Walla County, Washington



Attest:

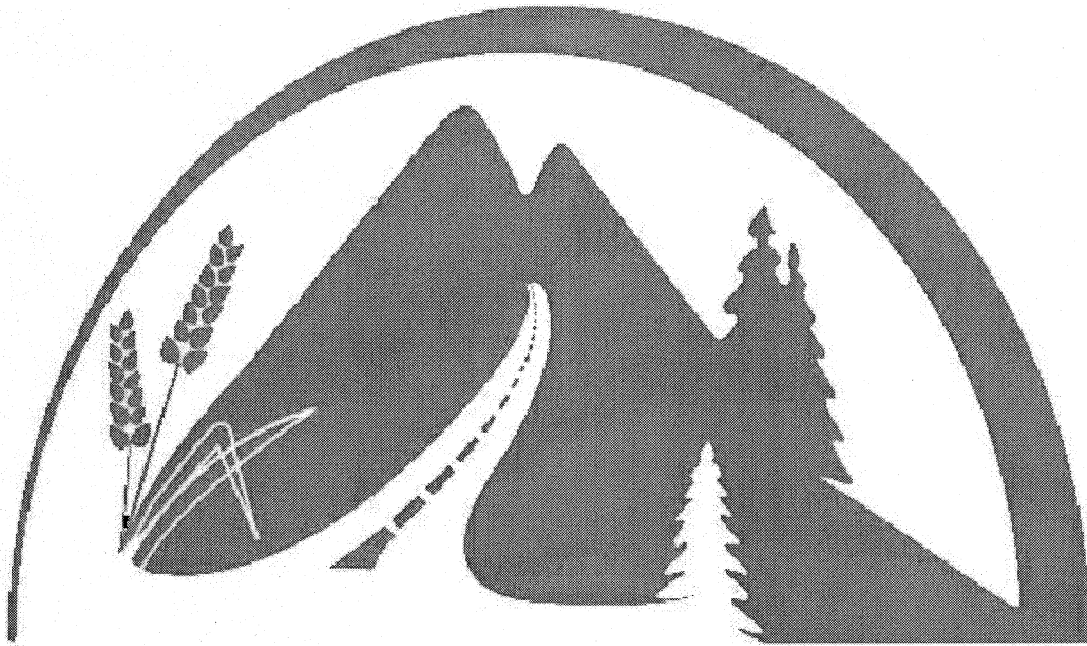
Connie R Vinti
Connie R. Vinti, Clerk of the Board

Approved as to form

Jesse D Nolte
Jesse D. Nolte, Deputy Prosecuting Attorney



WALLA WALLA COUNTY ROAD DESIGN STANDARDS



Walla Walla County

PUBLIC WORKS

2009



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WALLA WALLA COUNTY ROAD DESIGN STANDARDS

Department of Public Works

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APPENDIX A. STANDARD PLANS AND DETAILS



CHAPTER 1. GENERAL

1.1 PURPOSE

It is the purpose of these Walla Walla County (County) Road Design Standards (Standards) to establish guidelines and standards for public and private transportation facilities for vehicles, public transit, pedestrians, and bicycles, hereinafter constructed or improved as a condition of County approval of a development, or a transportation project constructed by the County. These Standards are intended to preserve the community's quality of life and to minimize total costs over the life of the transportation facility.

The County has adopted these Standards to:

1. Set forth specific and consistent road design elements for developers and other private parties constructing or modifying road or right of way facilities which require County approvals.
2. Establish uniform criteria to guide the County's own construction of new county roads or reconstruction of existing roads.
3. Support the County's goals for providing adequate facilities for development in an efficient manner and to balance these goals with the general safety and mobility needs of the traveling public.

In adopting these Standards, the County has sought to encourage standardization of road design elements where necessary for consistency and to ensure, so far as practical, that the public safety and mobility needs are met. The County's permitting activities require the adoption of specific, identifiable standards to guide private individuals and entities in the administrative process of securing the necessary County approvals. At the same time the County must have flexibility to carry out its general duty to provide roadways for the diverse and changing needs of the traveling public.

These Standards cannot provide for all situations. They are intended to assist but not to substitute for competent work by design professionals. It is expected that surveyors, engineers and architects will bring to each project the best of skills from their respective disciplines. These Standards are also not intended to unreasonably limit any innovative or creative effort, which could result in better quality, better cost savings, or both. Any proposed departure from these Standards must be granted a variance in accordance with the provisions in Walla Walla County Code (WWCC) Title 12.

In order to remain current with technological changes and public needs, these Standards are subject to revision. This edition will be current at the time of issuance; however, it is incumbent for the holder to keep the manual current. These Standards may be amended from time to time in accordance with WWCC Title 12.

1.2 APPLICABILITY

These Standards are intended to be consistent with the transportation element of the Walla Walla County Comprehensive Plan and WWCC Title 12. These Standards



shall apply to all new construction of public and private roads in unincorporated Walla Walla County and as far as practicable and feasible, to the reconstruction, resurfacing, restoration, and rehabilitation of existing private roads and roads comprising the county road system.

1.3 EXEMPTIONS

The following facilities and conditions are exempt from these Standards.

1.3.1 Primitive Roads

Primitive roads are low volume (<100 ADT), unpaved roads, as provided for in RCW 36.86.070. A primitive road is designated as such by signs placed where the primitive road begins or connects with other roads not considered as primitive. "No design or signing or maintenance standards or requirements, other than the requirement that warning signs be placed as provided in this section, apply to primitive roads." (RCW 36.75.300). The surfacing may or may not be considered as "all weather" and snow removal is not performed. Maintenance is performed on an infrequent and limited basis and may not be done at all for lengthy periods of time.

1.3.2 Other Exemptions

These Standards shall not govern the following:

1. Road and associated improvements on roads under the authority, ownership or responsibility of other governmental agencies. In such cases, the standards of the other governmental agency shall apply.
2. Road maintenance work on private roads that does not affect the prior approved geometrics or the safe passage of vehicles on the private road.
3. Temporary road repairs made on an emergency basis.
4. Resurfacing and restoration (2-R) projects.
5. Resurfacing, restoration, and rehabilitation (3-R) projects.

1.4 ROAD NAMES

The standards and procedures for road names are contained in the Walla Walla County Addressing Standards and Guidelines section of WWCC Title 12.

1.5 INTERPRETATION

Interpretation and enforcement of these Standards shall be the responsibility of the County Engineer or designated representative. Where the word "shall" is used in these Standards, the requirement is mandatory and must be complied with. Where the word "should" is used in these Standards, the requirement is considered to be advisable or recommended, but not mandatory.

1.6 REVISIONS

The County Engineer may make minor changes to the text or drawings in order to better implement the Standards or to stay current with changing design and construction technology and methods.

1.7 VARIANCES

Procedures and criteria for variances to these Standards are contained in WWCC Title 12.



1.8 OTHER SPECIFICATIONS AND GUIDELINES

The following specifications and guidelines, as amended, are incorporated by reference and shall be applicable when pertinent, when specifically cited in the Standards, when required as a development condition, or when required by state or federal funding authority:

American Association of Highway and Transportation Officials (AASHTO). 2001. A Policy on Geometric Design of Highways and Streets. Washington, DC.

Federal Highway Administration (FHWA). Manual on Uniform Traffic Control Devices (MUTCD), current editions, as amended and approved by WSDOT.

Walla Walla County. 2007. Walla Walla County Comprehensive Plan. Community Development Department. December.

Walla Walla County Long Term Arterial Plan. 2007. Included in the transportation element of the Walla Walla County Comprehensive Plan.

Walla Walla County. 2004. Transportation Impact Analysis Guidelines. Public Works Department. June.

Washington State Department of Ecology. 2004. Stormwater Manual for Eastern Washington. Publication No. 04-10-076. September.

Washington State Department of Transportation (WSDOT). 2008. Design Manual. Publication No. M 22-01. May.

Washington State Department of Transportation (WSDOT). 2008. Local Agency Guidelines. Publication No. M 36-63.01. April.

Washington State Department of Transportation (WSDOT). 2008. Standard Plans for Road and Bridge Construction. Publication No. M 21-01. August.

Washington State Department of Transportation (WSDOT). 2008. Standard Specifications for Road, Bridge, and Municipal Construction. Publication No. M 41-10. January.

1.9 SEVERABILITY

If any part of these Standards as established shall be found invalid, all other parts shall remain in effect.



CHAPTER 2. Definitions

Following are definitions of terms referenced in these Standards. All definitions should be consistent with definitions provided in WWCC Titles 12, 16, and 17. In the case of conflict between these definitions and those in WWCC Titles 12, 16 and 17, the definitions in those Titles shall govern.

2-R – Construction activity limited to resurfacing or restoration of an existing road.

3-R – Construction activity that involves the resurfacing, restoration, or rehabilitation of an existing road.

AASHTO – American Association of State Highway and Transportation Officials. Standards setting body which publishes specifications, test protocols and guidelines which are used in highway design and construction throughout the United States.

ADT – Average Daily Traffic. The general unit of measure of traffic defined as the total volume of traffic on a road segment during a given time period, in whole days being less than one year but greater than one day, divided by the number of days in that time period.

Alley – Alley is a strip of land providing vehicular and pedestrian access to the rear or side of properties which abuts and is served by a public or private road and is not intended for general traffic circulation.

All-weather road – Gravel or paved road which has an all weather surfacing of such depth as needed to not be subject to seasonal weather situations.

Applicant – Property owner, public or private agency, public or private utility, developer or designee responsible for a development proposal, permit or approval, or their successor or assignee.

Approach –An area within a road that provides access to and from a driveway or an area within a public road that provides access to and from a private road. Any area, construction or facility within the public road right of way or private road that connects the public or private road to private property. The portion of a driveway within the public or private road is an approach.

Asphalt Concrete Pavement – A mixture of mineral aggregate and bituminous materials used in a pavement structure

Auxiliary Lanes – Turn lanes, bicycle lanes, and lanes that do not provide for through-traffic.

Bikeway – Track, path or marked lane designated for use by bicyclists from which vehicular traffic is generally excluded.



Bituminous Surface Treatment – One or more applications of sprayed-on liquid asphalt followed by a layer of aggregate to protect and preserve the surface, maintain the structural integrity, or to restore the surface texture and skid resistance of the roadway.

BMP – Best Management Practice. Innovative and improved tool, practice, and/or method that has been determined to be the most effective, practical means of avoiding or reducing environmental impacts.

California Bearing Ratio – Penetration test for evaluation of the mechanical strength of road sub-grades, developed by the California Department of Transportation.

Clear Zone – Designates the area beyond the edge of the traveled way which is available for the recovery of errant vehicles.

Collector – See Functional Classification.

Compaction – To make soil dense by mechanical manipulation which increases the density by reducing the voids in the soil.

County – Walla Walla County of the State of Washington.

County Engineer – Walla Walla County Engineer, having authority specified in RCW 36.75.050 and 36.80, or an authorized representative.

Cul-de-Sac – A dead end road with a circular area located at the closed end and of sufficient size for turning vehicles around.

Design Speed – The maximum safe speed that can be maintained over a specified section of road when conditions are so favorable that the design features of the road govern.

DHV – Design Hourly Volume. Typically the thirtieth highest hour traffic volume of the future year chosen for design. On the average rural road, DHV is typically about 15 percent of ADT. For urban areas, DHV is typically between 8 and 12 percent of ADT.

Driveway – A privately owned vehicular access route serving up to two lots.

Easement – A grant by a property owner to specific persons or to the public to use land for a specific purpose or purposes.

Easement, Private Access – Privately owned right of ingress and egress across land for the purpose of providing access to lots, parcels, tracts, or other easements.

Engineer – A professional engineer licensed for the specific discipline as needed by the State of Washington.



ESAL – Equivalent Single Axle Load. The effect on pavement performance of any combination of axle loads of varying magnitude equated to the number of 18,000 lb (18 k or 80-kN) (18,000-lb.) single-axle loads that are required to produce an equivalent effect.

Functional Classification – Designation applied to all public roads under the County Comprehensive Plan that describes the relative mobility and access function of that road. The county classification system is based on and is intended to be in compliance with the federal functional classification system.

Urban Roads.

The County classifies urban roads as follows:

- **Principal Arterials** are regionally significant streets that link communities while also connecting important locations within an urban area, most often carrying the system's largest traffic volumes. Access to local streets and driveways is discouraged.
- **Minor Arterials** are major streets that provide important intra-city connections, but may also play a regional role. Access to local streets is encouraged while driveway access is discouraged.
- **Collectors** conduct traffic from local access roads to arterials, often serving a dual purpose between moving traffic and providing access to individual lands.
- **Local Access Roads** provide direct access to individual lands regardless of use. Typically, any urban road not classified as a principal arterial, minor arterial, or collector is a local access road.

Rural Roads.

The County classifies rural roads as follows:

- **Major Collectors** provide efficient routes of travel to towns or other rural centers not served by an arterial and are designed to collect a large volume of traffic. Access to individual lands is a secondary function of the road.
- **Minor Collectors** conduct traffic from local roads to major collectors and arterials, often serving a dual purpose between moving traffic and providing access to individual lands.
- **Local Access Roads** provide direct access to individual lands regardless of use. Typically, any rural road not classified as a major or minor collector is a local access road.

Hammer Head – A dead end road with a non-circular configuration of sufficient size for turning vehicles around at the closed end and which serves no more than three (3) lots.

Hazard – A side slope steeper than 3:1 (3 units horizontal to 1 unit vertical), an object, water, or a drainage device, which, if impacted, would apply unacceptable



impact forces on the vehicle occupants, or place the occupants in a hazardous position. It can be natural or manmade.

Hot Mix Asphalt – A form of Asphalt Concrete that is mixed at a contractor's Hot Mix Plant, transported to the roadway in dump trucks, placed using a paver, and compacted with Steel-wheel or Rubber-tired Rollers.

ITE – Institute of Transportation Engineers. International association of transportation professionals responsible for planning, designing, implementing, operating, and maintaining the surface and ground transportation systems of the world.

Level – See Terrain Classification.

Local Access Road – See Functional Classification.

Longitudinal Barrier – Beam guardrail or concrete barrier being parallel to or nearly parallel to the road, which serves to contain or redirect errant vehicles from hazards within the clear zone.

Lot – Subdivided land having fixed boundaries, being of sufficient area and dimension to meet minimum zoning requirements for width and area. The term includes tracts or parcels.

Major Collector – See Functional Classification.

Minor Arterial – See Functional Classification.

Minor Collector – See Functional Classification.

Mountainous – See Terrain Classification.

Multi-Use Path – Track or path designated for use by pedestrians, bicyclists, and other non-motorized uses and upon which vehicular traffic is excluded.

MUTCD – Manual of Uniform Traffic Control Devices. The manual approved by the Federal Highway Administration as the national standard for traffic control devices used on all public streets and highways.

Obstruction - Trees, sign supports, utility poles, light poles, fire hydrants and any other fixed objects within the right of way or clear zone that may damage an errant vehicle or which may hinder visibility of traffic or other users of the roadway facilities.

Path – Continuous way intended for pedestrian or multi-purpose use and separated from the traveled way by open space or a barrier curb and open space.



Paved – Surfaced with a hard medium such as hot mix asphalt, asphalt concrete pavement, or Portland cement concrete pavement. Also roads surfaced with a bituminous treatment.

Portland Cement Concrete Pavement – Mixture of Portland Cement, aggregate and water used in a pavement structure.

Principal Arterial – See Functional Classification.

Public Works – Walla Walla County Public Works Department.

RCW – Revised Code of Washington. Statutory laws of the State of Washington.

Reconstruction – Major construction of an existing road greater than 3-R which includes significant changes in cross section and/or shifts in vertical or horizontal alignment. A project is considered reconstruction if fifty percent or more of the project length involves significant vertical or horizontal alignment change.

Record Drawing – An engineered drawing or plan certified to contain a true and accurate representation of the actual field conditions for the project upon completion of construction.

Rehabilitation – Work similar to restoration except the work may include but is not limited to the following:

- Reworking or strengthening the base or subbase
- Recycling or reworking existing materials to improve their structural integrity
- Adding underdrains
- Replacing or restoring malfunctioning joints
- Substantial pavement resealing when essential for stabilization
- Grinding of pavements to restore smoothness, providing adequate structural thickness remains
- Removing and replacing deteriorated materials
- Crack and joint sealing when preceded by routing or sawing
- Improving or widening shoulders

Restoration – Work done on pavement or bridge decks to prepare them for an additional state of construction. This may include supplementing the existing road by increasing surfacing and paving courses to provide structural capability, widening up to a total of ten feet, and installing localized safety improvements. Restoration will generally be performed within the existing right of way.

Resurfacing – The addition of a layer or layers of paving material to provide additional structural integrity or improved profile and serviceability. This includes



paving existing gravel roads if the improvement is not reconstruction, as defined in this section.

Right of Way – Land, property or property interest, usually in a strip, acquired for or devoted to transportation purposes or other public improvements.

Right of Way, Unopened Public – Vehicular access route, dedicated to the public which may or may not be surfaced and is not maintained by the County.

Road – A general term for a facility serving three lots or more that provides public or private vehicular circulation or principal means of access to abutting properties, and which includes the roadway and all other improvements inside of the right of way, tract or easement.

Road, County – See Road, Public.

Road, Dead End – A road having one end open to traffic and the other temporarily or permanently closed.

Road, Private – A road that is constructed on a private tract or other conveyance and that is under private ownership. The County does not construct, repair or maintain private roads.

Road, Public – A road constructed on right of way established, purchased or otherwise established for public use and not privately owned or maintained, which is considered as open to vehicular traffic and which has been adopted into the county road system.

Road, Rural – A road located outside a UGA.

Road, Urban – A road located within a UGA.

Roadside – That portion of an easement or right of way lying on each side of the roadway, including curbs, sidewalks and ditches.

Roadway – The improved portion of an easement or right of way used for vehicular travel as measured from the outside of the shoulder or from the back of the curb.

Rolling – See Terrain Classification.

Rural – Geographic area located outside of a UGA.

Shall – A mandatory requirement. See Chapter 1.5.

Should – A recommended or advisable requirement. See Chapter 1.5.

Shoulder – Portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, for use by pedestrians and



bicyclists, and for lateral support of subbase, base, and surface courses. Shoulder includes curb, gutter, and shy distance.

Shy Distance – Required increase in distance of a shoulder when a roadside barrier is present.

Sidewalk – Continuous way intended for pedestrian use and separated from the traveled way by open space, curbing, pavement marking or barrier.

Standards – The requirements contained in the Walla Walla County Road Design Standards.

Street – See Road.

Subdivision – The division or redivision of land into five or more lots, tracts, parcels, sites or divisions outside of an urban growth area boundary or nine or fewer lots, tracts, parcels, sites or divisions inside of an urban growth area boundary for the purpose of sale or lease and includes all redivision of land.

Superelevation – A change in the normal roadway crown to partially counterbalance the centripetal force on a vehicle that is negotiating a horizontal curve. The process is reversed upon exiting the curve.

Surveyor – Professional land surveyor registered and licensed by the State of Washington.

Terrain Classification – Designation applied to the terrain on which a road is located, to establish a general basis for design criteria. The following terrain classifications are provided:

- **Level** – offers few or no obstacles to construction of a road with unrestricted horizontal and vertical alignment.
- **Rolling** – includes hills and foothills with gently rising and falling slopes. Occasional steep slopes may cause some restriction to horizontal and vertical alignment.
- **Mountainous** – primarily rugged foothills, relatively steep slopes and high drainage divides.

Traveled Way – That portion of a roadway intended for the movement of vehicles, including turn lanes but exclusive of shoulders, bike lanes, and parking lanes.

Traffic Barrier – See Longitudinal Barrier.

UGA – Urban Growth Area. Areas designated by the County in the Walla Walla County Comprehensive Plan pursuant to the Growth Management Act (RCW 36.70A.)



Unified Soil Classification – A soil classification system used in engineering and geology disciplines to describe the texture and grain size of a soil. The classification system can be applied to most unconsolidated materials, and is represented by a two-letter symbol.

Urban– Geographic area located inside a UGA.

Utility – A company or individual providing public service such as gas, electric power, irrigation, telephone, telegraph, water, sewer or cable television, whether or not such company is publicly or privately owned or owned by a governmental entity.

Variance – A departure from the design or construction requirements in these Standards as provided in WWCC Title12.

WWCC – Walla Walla County Code. Statutory laws of Walla Walla County.



CHAPTER 3. ROAD DESIGN GUIDELINES AND STANDARDS

3.1 APPLICABILITY

Work performed in the construction or improvement of county roads, whether by or for a private developer, by County forces, or by County contractor, shall be done in accordance with these Standards and approved plans and specifications.

3.2 ROAD DESIGN STANDARDS

The standards presented in this section shall be incorporated into the construction of all new roads or the improvement of all existing roads in the County.

3.2.1 General

The following requirements apply to all roads:

1. Street jogs with centerline offsets of less than one hundred twenty-five feet shall be avoided.
2. A tangent at least one hundred feet long shall be introduced between reverse curves on arterial and collector streets, and at least ten feet long for local access streets.
3. When connecting street lines deflect from each other at any one point by more than ten degrees, they shall be connected by a curve with a radius adequate to ensure a corner sight distance of not less than one hundred feet for local access and collector streets, or as required by the County Engineer.
4. No street grade should be less than one-half percent.
5. Maximum street grades shall be as presented in the tables. Grades may be steeper for short distances (< 500 ft) upon approval by the County Engineer.
6. All roadway structures shall be designed to HS25-44 loading or Load and Resistance Factor Design (LRFD).
7. Vertical clearance from roadway surface to overhead structures shall be 16.5 feet.

3.2.2 Urban Principal and Minor Arterials

Design standards for the construction of new and reconstruction of existing urban principal and minor arterials are presented in **Table 1**.

3.2.3 Collectors

Design standards for the construction of new and reconstruction of existing urban collectors are presented in **Table 1**. Design standards for the construction of new and reconstruction of existing rural collectors are presented in **Table 3**.

3.2.4 Local Access Roads

Design standards for urban local access roads are presented in **Table 2**. Design standards for rural local access roads are presented in **Table 4**.

3.2.5 Driveways

Design standards for rural and urban driveways are presented in **Table 5**.



3.2.6 Standard Plans and Details

Standard plans and details are presented in **Appendix A**. The criteria presented in Tables 1 through 5 are intended for normal conditions. The County Engineer may require different standards at any time as deemed appropriate. Elements not shown shall conform to the most recent adoption of the "City and County Design Standards" as contained in the Local Agency Guidelines (LAG) Manual, as amended (WSDOT 2008) and/or the most recent edition of "A Policy on Geometric Design of Highways and Streets" (AASHTO 2001). Other references may also be used, such as guidelines published by the Institute of Transportation Engineers (ITE).



Table 1 Design Standards for Urban Arterial and Collector Roads

Design Elements	Classification	Urban Arterials		Urban Collector
		Principal	Minor	
	Type	Curb	Curb	Curb ¹
	DHV	All	All	All
Minimum Design Speed (mph)	Level	35	35	35
	Rolling	30	30	30
	Mountainous	25	25	25
Minimum Horizontal Curve Radius (ft)	Level	375	375	375
	Rolling	250	250	250
	Mountainous	155	155	155
Superelevation (%)	Maximum	4	4	4
Maximum Grade (%)	Level	5	5	5
	Rolling	6	6	7
	Mountainous	7	7	9
Lane Width (ft)	Travel	12	11	11
	Turn Pocket	11	11	10
	Parking ²	8	8	8
	Bicycle ³	5	5	5
Curb and Gutter Width (ft)		1.5	1.5	1.5
Planting Strip/Buffer Width (ft)		8	8	8
Pedestrian and Multi-use Facilities (ft) ⁴	Sidewalk Multi-use Path	5 or 6	5 or 6	5 or 6
		10	10	10
Minimum Roadway Width (ft)	2 lanes	NA	25	25
	3 lanes	NA	36 ⁵	36 ⁵
	4 lanes	51	47	NA
Minimum Curb Return Radii (ft)		30	30	30

¹ Shoulder may be required or approved by the County Engineer in the Burbank and Attalia UGAs.

² Only if required or approved by the County Engineer

³ Must be accommodated in two bicycle lanes or a multi-use path on at least one side of the road

⁴ Required on both sides of the road in a combination approved by the County Engineer

⁵ Only as a center turn lane



Table 2 Design Standards for Urban Local Access Roads

Design Elements	Classification	Urban Local Access				
		Public	Public Subdivision		Private Subdivision	
	Type ¹	Curb	Curb		Curb	
	ADT	All	> 400	< = 400	150 - 399	21 - 149
Minimum Design Speed (mph)	Level	35	35	30	30	25
	Rolling	30	30	25	25	25
	Mountainous	25	25	25	20	20
Minimum Horizontal Curve Radius (ft)	Level	375	510	200	200	110
	Rolling	250	335	110	110	110
	Mountainous	155	200	110	50	50
Superelevation (%)	Maximum	4	NC ²	NC ²	NC ²	NC ²
Maximum Grade (%)	Level	5	5	6	7	7
	Rolling	7	7	8	9	9
	Mountainous	9	9	10	12	12
Lane Width (ft)	Travel	10	10	10	10	10
	Turn Pocket	10	10	NA	NA	NA
	Parking ³	8	8	8	6	6
	Bicycle	5 ⁴	NA	NA	NA	NA
Curb and Gutter Width (ft)		1.5	1.5	1.5	1.5	1.5
Planting Strip/Buffer Width (ft)		6	6	6	6	6
Pedestrian and Multi-use Facilities (ft) ⁵	Sidewalk	5 or 6	5 or 6	5 or 6	5 or 6	5 or 6
	Multi-use Path	10	10	10	10	10
Minimum Roadway Width (ft)	2 lanes	31	31	31	29	29
Minimum Curb Return Radii (ft)		20	20	20	20	20

¹ Shoulder may be required or approved by the County Engineer in the Burbank and Attalia UGAs.

² NC = normal crown (no superelevation)

³ Required on at least one side of the road

⁴ Only required if no multi-use path is provided

⁵ Required on both sides of the road in a combination approved by the County Engineer



Table 3 Design Standards for Rural Collectors

Design Elements	Classification	Rural Major and Minor Collectors		
	Type	Shoulder		
	ADT	>2000	2000-400	<= 400
Minimum Design Speed (mph)	Level	55	55	55
	Rolling	50	50	50
	Mountainous	40	40	40
Minimum Horizontal Curve Radius (ft)	Level	1065	1065	1065
	Rolling	835	835	835
	Mountainous	490	490	490
Superelevation (%)	Maximum	6	6	6
Maximum Grade (%)	Level	5	6	7
	Rolling	7	8	9
	Mountainous	8	9	10
Lane Width (ft)	Travel	12	12	12
	Turn Pocket	11	11	11
	Parking	NA	NA	NA
	Bicycle ¹	5	5	5
Shoulder Width (ft)		8	5	3 ²
Buffer Width (ft) ³		5	5	5
Pedestrian and Multi-use Facilities (ft)	Sidewalk	NA	NA	NA
	Multi-use Path ³	10	10	10
Minimum Roadway Width (ft)	2 lanes	40	34	30
Minimum Right of Way Width (ft)		60	60	60
Minimum Pavement Return Radii (ft)		50	50	50

¹ Only on the shoulder where required or approved by the County Engineer

² 5 feet paved if bicycles are accommodated

³ Only if required or approved by the County Engineer



Table 4 Design Standards for Rural Local Access Roads

Design Elements	Classification	Rural Local Access				
		Public	Public Subdivision		Private Subdivision	
	Type	Shoulder	Shoulder		Shoulder	
	ADT	All	> 400	< = 400	150 - 399	21 - 149
Minimum Design Speed (mph)	Level	55	40	35	35	30
	Rolling	50	35	30	30	25
	Mountainous	40	30	25	25	20
Minimum Horizontal Curve Radius (ft)	Level	1065	765	335	335	200
	Rolling	835	515	200	200	110
	Mountainous	490	335	110	110	50
Superelevation (%)	Maximum	6	NC ¹	NC ¹	NC ¹	NC ¹
Maximum Grade (%)	Level	7	7	8	8	8
	Rolling	10	10	10	10	10
	Mountainous	12	12	12	12	12
Lane Width (ft)	Travel	11	11	11	11	10
	Turn Pocket	NA	NA	NA	NA	NA
	Parking	NA	NA	NA	NA	NA
	Bicycle ²	5	5	5	5	5
Shoulder Width (ft) ³		4	4	2	1	1
Buffer Width (ft) ⁴		5	5	5	5	5
Pedestrian and Multi-use Facilities (ft) ⁵	Sidewalk	NA	5	5	5	5
	Multi-use Path	10	10	10	10	10
Minimum Roadway Width (ft)	2 lanes	30	30	26	24	22
Minimum Right of Way Width (ft)		60	60	50	50	40
Min Curb/Pavement Return Radii (ft)		50	50	40	40	30

¹ NC = normal crown (no superelevation)

² Only on the shoulder where required or approved by the County Engineer

³ 5 feet paved if bicycles are accommodated

⁴ Only if required or approved by the County Engineer

⁵ On at least one side of the road if required or approved by the County Engineer



Table 5 Design Standards for Driveways

Design Elements	Type	Curb	Shoulder	Curb	Shoulder
	Number of Lots	1		2	
Minimum Design Speed (mph)	Level	20	20	20	20
	Rolling	20	20	20	20
	Mountainous	NA	NA	NA	NA
Minimum Horizontal Curve Radius (ft)	Level	50	50	50	50
	Rolling	50	50	50	50
	Mountainous	NA	NA	NA	NA
Maximum Grade (%)	Level	8	8	8	8
	Rolling	10	10	10	10
	Mountainous	12	12	12	12
Minimum Roadway Width (ft)		12	12	16	16
Minimum Easement Width (ft)		20	20	20	20
Min Curb/Pavement Return Radii (ft)		20	20	20	20



3.3 ROAD ELEMENTS

3.3.1 Right of Way

Right of way width shall be determined by adding the total of all applicable road elements from the appropriate Tables except that no widths shall be less than those shown in the appropriate Tables.

3.3.2 Alleys

General Requirements

1. Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be cut off sufficiently to permit safe vehicular movement.
2. Dead end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turnaround facilities at the dead end as determined by the County Engineer.

Residential

1. The minimum width of a residential alley shall be twelve feet.
2. The maximum width of a residential alley shall be twenty-four feet.

Commercial and Industrial

1. Alleys shall be provided for commercial and industrial uses except that the County Engineer may waive this requirement where other definite and assured provision is made for service access, such as off-street loading, unloading, and parking consistent with and adequate for the uses proposed.
2. The minimum width of a commercial or industrial alley shall be twelve feet.
3. The maximum width of a commercial or industrial alley shall be thirty feet.

3.3.3 Dead End Roads

General Requirements

1. Dead end roads are limited to 150 feet in length.
2. A dead end road longer than 150 feet is classified as a cul-de-sac.

3.3.4 Cul-de-sac Roads

General Requirements

1. All cul-de-sac roads shall have a hammer head or circular area of sufficient size for turning vehicles around constructed at the closed end of the road.
2. Urban cul-de-sac roads shall be limited to 400 feet in length as measured from the intersection of the public access street right of way to the turnaround.

Turnaround Area Radii

1. Rural cul-de-sac roads shall have a right of way radius of 50 feet with the improved portion having a radius of 45 feet.
2. Urban cul-de-sac roads shall have a right of way radius of 45 feet with the improved portion having a radius of 38 feet.



Paving

1. All or a portion of rural cul-de-sac roads may be paved or not depending upon the size of the parcels or number of lots served.
2. Urban cul-de-sac roads shall be paved.

3.3.5 Private Road and Driveway Approaches

General Requirements

1. Except for farm approaches any and all approaches that connect to a paved public road shall be paved for a minimum distance of 20 feet back from the edge of the traveled way of the intersected road.
2. Farm approaches that connect to a paved public road shall be paved for a minimum distance of 8 feet back from the edge of the traveled way of the intersected road.
3. Approaches that connect to a curb and gutter section of public road shall have a standard driveway apron constructed.
4. All approaches connecting to gravel roads may be required to be paved at the discretion of the County Engineer.

Private Road Approaches

1. All approaches shall be designed for a minimum angle of 70 degrees and maximum of 110 degrees as measured from the centerline of the approach and the road.
2. Approach grades within 15 feet of the edge of the traveled way will descend away from the road at a rate of 2% for paved and 4% for gravel approaches. The approach outside of the 15 feet shall have a maximum downgrade of 10% away from the road and a maximum rise of 4% or less, to a point being 10 feet outside the right of way.

Driveway Approaches

1. Approaches are not permitted to access urban arterials unless required or approved by the county engineer.
2. A maximum of two approaches are permitted for each residential or non-residential lot or parcel.
3. The minimum spacing between approaches shall be at least 75 feet as measured from centerline to centerline. Approaches for lots that cannot meet this spacing standard shall be of a width and location as determined by the County Engineer based on public safety and the specific site conditions.
4. Approaches on corner lots shall access the lower classification road unless such access is not physically possible. When adjacent roads are of the same classification, the approach shall be located on the less traveled road unless determined otherwise by the County Engineer.
5. Locations of approaches on corner lots shall be located no closer than 75 feet from the right of way of the crossroad to the nearest edge of the approach. Approaches for lots that cannot meet this minimum standard shall be of a width and location as determined by the County Engineer based on public safety and the specific site conditions.
6. Residential approaches shall have a maximum width of 24 feet as measured at the narrow part.



7. Commercial and industrial approaches shall have a maximum width of 30 feet except for farm approaches or other special applications, which may be 60 feet if approved by the County Engineer. Pavement and curb returns shall have a minimum radius of 20 feet.

3.3.6 Intersections

General Requirements

1. Tee intersections are encouraged and four way intersections should be minimized on local access systems.
2. Road intersections shall be as nearly at right angles as is practicable.
3. All intersecting roads, whether public or private, shall be designed for a minimum angle of 70 degrees as measured from the centerlines of both roads.
4. Existing intersections with angles of 60 to 70 degrees may require upgrading at the discretion of the County Engineer if the nature and use of the road is fundamentally changed.
5. Existing intersections with angles of less than 60 degrees shall be upgraded to the minimum or as required by the County Engineer.
6. Distances are measured from the centerlines of the respective roads.

Four-leg and Tee Intersections

Four-leg intersections (cross) shall be designed so that opposing legs are on the same alignment and conform to the general spacing guidelines below. Tee intersections shall also follow the guidelines as presented below. Spacing on split tee intersections shall follow the appropriate figure in the appendix.

Spacing

1. Roads located outside of a UGA shall have a minimum distance between local access intersections of 150 feet, and 600 feet between rural collectors unless approved otherwise by the county engineer.
2. Within a UGA, spacing of arterial intersections should average not less than $\frac{1}{2}$ mile. Urban collectors should average not less than $\frac{1}{4}$ mile apart. Local access streets should be spaced at a minimum of 300 feet and the distance between local access streets shall be a minimum of 150 feet.

Cross Slope

The cross slope (crown or superelevation) of the higher classified road shall be extended through the intersection with the grade and cross slope of the crossroad being adjusted as needed.

Curb Return

The minimum curb return shall conform to the requirements of the higher classified road.

Intersection Approaches

An intersection approach area is that portion of an intersecting road where vehicles are stored while waiting to enter an intersection. Intersection approaches shall meet the following requirements:



1. The intersection approach grades for roads at stop-controlled conditions (traffic signal, stop or yield signs) or non-controlled intersections shall have a maximum downgrade approaching the intersection of 2.0% and a maximum upgrade, facing the intersection, of 4.0%.
2. Intersection approach lengths and approach grades are measured from the face of curb, or from the edge of the pavement in the absence of curbs, of the intersected road.
3. The minimum intersection approach lengths will conform to **Table 6** for the road classifications shown and may vary at the discretion of the County Engineer depending upon site conditions.

Table 6 Design Standards for Intersection Approach Lengths

Average Daily Traffic (ADT) of Higher Priority Road	Minimum Road Approach Length 2% max downgrade and 4% max upgrade		
	Subdivisions & Private Roads	Urban & Rural Access	Urban & Rural Arterials
ADT < 1000	25	25	50
1000 < ADT < 5000	50	50	75
5000 < ADT < 7000	75	75	100
Over 7000	Analysis required and completed according to AASHTO guidelines or alternative guidelines as directed by the County Engineer.		

3.3.7 Medians

Medians are permitted only if authorized by the County Engineer and in general are discouraged. Medians may consist of two way left turn lanes or non-traversable medians depending on various factors. A median island may be permitted in certain cases on private roads and subdivisions but the nose of the median shall be no closer than 20 feet from the curb line of the intersecting street.

3.3.8 Pedestrian and Bicycle Facilities

General Requirements

1. Pedestrians can be accommodated on sidewalks and on multi-use paths.
2. Pedestrian facilities can be provided in any combination of sidewalks and multi-use paths upon approval of the County Engineer.
3. Bicycles can be accommodated on bicycle lanes in the roadway and on multi-use paths.
4. Bicycle lanes must be separated from the travel lane by an 8-inch wide painted stripe and contain bicycle route signs and pavement markings.
5. Planting strips and open space buffers between the roadway and pedestrian or bicycle facilities are not required at intersections on urban roads or on bridges.
6. No planting strip or buffer is required when a sidewalk is adjacent to the curb.



Materials

1. Sidewalks shall be concrete.
2. Multi-use paths shall be either concrete or asphalt.
3. Bicycle lanes on the roadway shall be asphalt.

Rural and Urban Cul-de-sac and Dead-end roads

1. Pedestrian facilities are not required on rural cul-de-sac roads 400 feet or less in length or on dead-end roads.
2. A 5-foot wide asphalt path may be required on one side of the road on rural cul-de-sac roads over 400 feet in length as required or approved by the County Engineer.
3. A 5-foot wide sidewalk is required on one side of the road on urban cul-de-sac and dead end roads.
4. Bicycle facilities are allowed only if required or approved by the County Engineer.

3.4 SIGHT DISTANCE AND CLEAR ZONES

3.4.1 Sight Distance

Minimum standards

Table 7 presents the minimum standards for sight distances.

Table 7 Design Standards for Sight Distance

Speed Limit (mph)	Two-Lane Road (ft)	Multi-Lane Road (ft)
20	200	220
25	250	275
30	300	330
35	350	385
40	400	440
45	450	495
50	500	550

Sight distance measurements

All sight distances shall be measured from the point of vision offsets described below to a point of vision positioned 4 feet from the centerline of the road to be entered in the appropriate direction:

1. Stop controlled conditions:
 - a. Stop controlled conditions (signal, stop or yield signs) for all public roads and any private road approaches serving 3 or more residential lots shall measure sight distance from an offset of 15 feet from the edge of the traveled way.
 - b. Stop controlled conditions (signal, stop or yield signs) for all public roads and any private road approaches serving fewer than 3 residential lots shall measure sight distance from an offset of 10 feet from the edge of the traveled way.



- c. Stop controlled conditions (signal, stop or yield signs) for all commercial and agricultural approaches shall measure sight distance from an offset of 15 feet from the edge of the traveled way.
- 2. Uncontrolled stop conditions:
 - a. Intersections on public roads with uncontrolled stop conditions in both directions shall have a minimum sight distance of 100 feet on both approaches. The County Engineer may increase this minimum for safety as needed.
 - b. All driveways and private road approaches with uncontrolled stop conditions shall assume stop conditions on the driveway or approach.
- 3. Object and eye height:
 - a. Sight distance for urban roads shall be based upon an object height of 0.5 feet above the surface of the roadway to be entered and an eye height of 3.5 feet above the surface of the approaching road.
 - b. Sight distance for rural roads shall be based upon an object height of 3.5 feet above the surface of the roadway to be entered and an eye height of 3.5 feet above the surface of the approaching road.

3.4.2 Clear View Triangle

Minimum standards

All new, reconstructed or rehabilitated roads shall comply with the following clear view triangle policy:

- 1. Clear view triangle shall consist of the adjacent and opposite sides being 15 feet in length as measured from the intersection of the shoulders of the intersecting roads
- 2. Items within the clear view triangle shall be limited in height to 3.5 feet above the level of the adjacent and opposite roadways.

Clear view triangle exemptions

Clear zone standards shall not apply to the following obstructions:

- 1. Bridges which were existing prior to adoption of these standards.
- 2. Public utility poles.
- 3. Trees that are not planted in the form of a hedge and are trimmed to the trunk to a height of at least ten (10) feet above the grade level of the centerline of the intersection.
- 4. Official warning signs or signals.
- 5. Woven wire chain link fences provided there are no privacy slats in the fence or obstructing landscaping.

3.4.3 Clear Zone

All new, reconstructed or rehabilitated roads shall comply with the latest version of clear zone policy as defined in the Local Agency Guidelines (LAG) as published by the Washington State Department of Transportation (WSDOT).

3.5 SIDE SLOPES

3.5.1 Cut Slopes

- 1. All cut slopes shall comply with clear zone requirements.



2. Inslopes between the ditch and the shoulder shall normally be a minimum of 4:1 (4 units horizontal to 1 unit vertical).
3. Backslopes outside of the ditch in a cut section shall normally be 2:1 (2 units horizontal to 1 unit vertical) or flatter. Backslopes steeper than 2:1 in native soils shall be designed by a qualified geotechnical engineer with erosion control measures approved by the County Engineer and included in the contract documents.
4. A minimum bottom ditch width of 5 feet shall be required for cut banks steeper than 2:1 unless determined otherwise by the County Engineer.
5. Ditch depths are normally 3 feet as measured from the outside shoulder but may vary at the discretion of the County Engineer.

3.5.2 Fill Slopes

1. All fill slopes shall comply with clear zone requirements.
2. Inslopes between the outslope and the shoulder and within the clear zone shall be a minimum of 4:1.
3. Outslopes outside the clear zone in a fill section shall be 2:1.
4. Slopes steeper than 2:1 may be constructed at the discretion of the County Engineer with approval of a qualified geotechnical engineer and erosion control measures included in the contract documents.

3.6 ROAD SURFACING REQUIREMENTS

All roads in a UGA shall be paved. A pavement design must be performed for all roads using a design life of 20 years. **Table 8** and **Table 9** summarize the minimum acceptable thicknesses for the different types of public and private roads, and may be used in place of a separate pavement design.

Table 8 Design Standards for Urban Road Structural Sections

Subdivision Private Rd 21 - 149 ADT	2" Hot Mix Asphalt (HMA) 8" Crushed Surfacing ¹
Subdivision Private Rd 150 - 399 ADT	3" Hot Mix Asphalt (HMA) 9" Crushed Surfacing ¹
Subdivision Public Rd	3" Hot Mix Asphalt (HMA) 9" Crushed Surfacing ¹
Local Access	3" Hot Mix Asphalt (HMA) 9" Crushed Surfacing ¹
Collector	3" Hot Mix Asphalt (HMA) 10" Crushed Surfacing ¹
Principal, Minor Arterial	4" Hot Mix Asphalt (HMA) 12" Crushed Surfacing ¹

¹ The top 4" of crushed surfacing must be top course



Table 9 Design Standards for Rural Road Structural Sections

Subdivision Private Rd 21 - 149 ADT	2" Hot Mix Asphalt (HMA) 8" Crushed Surfacing ^{1, 2}
Subdivision Private Rd 150 - 399 ADT	2" Hot Mix Asphalt (HMA) 9" Crushed Surfacing ^{1, 3}
Subdivision Public Rd	3" Hot Mix Asphalt (HMA) 9" Crushed Surfacing ^{1, 4}
Local Access	3" Hot Mix Asphalt (HMA) 9" Crushed Surfacing ^{1, 5}
Major & Minor Collector	4" Hot Mix Asphalt (HMA) 12" Crushed Surfacing ^{1, 5}

- ¹ The top 4" of crushed surfacing must be top course
- ² 11" crushed surfacing if not paved as required or approved by county engineer
- ³ 12" crushed surfacing if not paved as required or approved by county engineer
- ⁴ 13" crushed surfacing if not paved as required or approved by county engineer
- ⁵ BST, (double shot) may be substituted for HMA with the addition of 4" of crushed surfacing as required or approved by county engineer

Tables 8 and 9 shall apply to the following Unified Soil Classifications (USC): GW, GP, GM, GC, SW, SM, SP and SC. For USC's ML, CL, OL, MH, OH and CH, and for any other soils or combinations thereof for which the California Bearing Ratio (CBR) is less than 10, an analysis of the soil types shall be made to a depth of 5 feet below the proposed subgrade. The pavement surfacing design will be based on the number of proposed 18-kip Equivalent Single Axle Loads (ESALs) however, the proposed thickness shall not be less than the minimum as stated in the tables. A preapproved method for the pavement design is the current AASHTO procedure, with the inputs required for the AASHTO method subject to approval by the County Engineer. In lieu of an engineering analysis, a suitable foundation support fabric such as Mirafi 600X may be placed under the aggregate or 3 inches of crushed surfacing may be added to the dimensions given in the tables.

3.7 MONUMENTS

1. Brass cap survey monuments shall be placed at all street intersections; and at all points of curvature (PCs) and points of tangents (PTs) of horizontal curves.
2. Temporary survey monuments shall be set by a land surveyor, located in conformance with this Chapter and in place at final inspection.
3. Permanent survey monuments and control points shall be set and verified by a land surveyor within ninety days of the final placement of asphalt surfacing.



CHAPTER 4. PLAN REQUIREMENTS

4.1 PURPOSE

The following requirements apply to the plans for all public and private road projects not subject to WWCC Title 16 Subdivisions. The purpose of the requirements is to provide consistency and efficiency in reviewing plans. In the case of any ambiguity or dispute over interpretation of the requirements, the decision of the County Engineer or designee will be final.

4.2 PLAN AND PROFILE

All plans submitted to the Walla Walla County Public Works Department for review for the construction of private and public roads shall meet the following requirements.

A. Plan Sheet Sizes and Layout Format

Plans are to be made on 24-inch by 36-inch (full size) sheets. 12-inch by 18-inch (half size) sheets may alternatively be used only if authorized by the County Engineer.

Each sheet will have the following areas:

1. Designer Data Block:
 - a. Designer Initials and Date
 - b. Drafter Initials and Date
 - c. Reviewer Initials and Date

A registered Engineer, in accordance with State law, must stamp and sign each sheet of the final plans before the County can approve them. The designer and drafter shall initial and date the plans upon completion for the first submittal.

2. Revision Block:
 - a. Item Revised
 - b. Revised By
 - c. Revision Date

The revision block will be updated for subsequent changes that occur during the review process. This will allow tracking of changes made and the appropriate dates.

3. Sheet Title
4. Sheet Number (e.g. sheet 1 of 8)



B. Plan Sequence and Contents

1. Title Sheet.

The Title sheet contains the Project Name, Vicinity Map, Index and Legend

2. Road sections (main road, frontage roads, detours and others).

This sheet provides information on the structural and dimensional cross section of the road. Separate sections are required for each differing section of road used. Each section will contain the following:

- a. Centerline of construction will be centerline of road section.
- b. Distances from centerline of construction to edge of lanes.
- c. Shoulder dimensions.
- d. Percent crown and superelevation.
- e. Shoulder slope.
- f. In slope, out slope and back slopes.
- g. Distance to hinge point of broken back fill.
- h. Nominal ditch depths and a drainage profile for variable depths.
- i. Types and compacted thickness of materials.
- j. Stations listed below each section to indicate their location.

3. Grading sections (if applicable).

These plan sheets will show types of embankment, use of waste in slope flattening, drainage layers, slope tables, wetland sections, and soil stabilization details.

4. Quantity tabulation sheet (if applicable).

This contains a tabulation of the locations, quantities and notes pertaining to the many repeated items such as catch basins, curb inlets, drywells, manholes, drain rock, pipe, culverts, utility conduits and monuments. For projects involving only a few items, the quantities/ descriptions may be placed on the appropriate plan or profile sheets eliminating the need for the quantity tabulation sheet.

5. Alignment plans and profiles (main road, frontage roads, detours, and others).

The plan and profile will be placed on the same sheet. The horizontal scale will be the same on the plan as on the profile. The minimum scale for rural areas is 1-inch = 50-feet horizontal; and 1-inch = 10 feet vertical. Lot sizes of one acre or more in rural areas may use 1-inch=100-feet with approval of the County Engineer. The minimum scale for urban areas is 1-inch=20-feet horizontal and 1-inch=10 feet vertical. Details for clarification may be shown at an appropriate scale. Sheet breaks will occur at the same stations and be designated. Stationing will increase from left to right.



The following information is required on the plan sheet:

- a. Bar scale and legend.
- b. True north arrow.
- c. Township and range lines. Show township and range at top center of each sheet if the township and range lines are not shown on the sheet.
- d. Township, section, quarter section, meander, and witness markers marked and designated as "Found" or "Not Found" and a description of those found.
- e. Horizontal alignments including stationing, equation stationing, station ticks, tangent bearings, beginning and ending of curves, tangent points of intersection, angle points.
- f. Curve data with radius, delta, arc length and tangent.
- g. All horizontal alignment lines will be described on the plan.
- h. Distance, bearing, and station ties to survey monuments, and found corners.
- i. Railroad right of way and all pertinent railroad features.
- j. Right of way and easement lines and distance ties from center line to each break in the lines.
- k. Topography and contour lines.
- l. Names of rivers, streams, lakes and ponds and the direction of flow.
- m. Pavement removal and roads to be obliterated. Location of all structures to be removed or altered during construction.
- n. All other features that may be affected by or that may affect construction.
- o. On all projects that require grading, the slope catch lines will be shown and designated as either cut or fill.
- p. Centerline of special ditches with direction of flow, invert elevations, length and gradient.
- q. The beginning and end of project.
- r. Stationing to two decimal places.
- s. Existing utilities will be indicated and a note as to whether they are not to be disturbed, relocated, and if they are to be relocated the new location.
- t. Lot numbers and boundaries.
- u. Culvert locations, centerline station, skew, descriptions (size, material type, thickness), headwall treatment and invert elevations. For many culverts where the plan would become cluttered the designer should show the culverts on a drainage plan.



The following information is required on the profile:

- a. The existing ground line and its designation accurate to 0.10-foot for unpaved and 0.01-foot for paved surfaces.
- b. The finish grade line and its designation.
- c. Gradients rounded to two decimal places
- d. Length of each vertical curve.
- e. Beginning and ending stations of each vertical curve.
- f. Elevation at each beginning and ending station of each vertical curve.
- g. Elevation and station at each break in gradient.
- h. Superelevation rate table or diagram with runout related to stationing.
- i. Limits of seeding, fertilizing, and mulching.
- j. Culverts at invert elevations.

6. Storm drainage items.

These items will be shown on the road plan and profile sheets. In addition to any and all existing drainage features, the following shall be shown:

- a. Curb and gutter with ramp locations and gradients if different than centerline of roadway.
- b. Locations of all proposed structures.
- c. Direction of flow, size, kind and type of pipe and structure.
- d. Invert elevations of inflow and outflow for each structure.
- e. Biofiltration swale profile and cross section with inslopes and outslopes
- f. Roadway centerline stationing.
- g. Detention/retention pond cross-sections with Inslopes, outslopes, overflow and related elevations

7. Water and Sewer plan and profile (if applicable).

These are to be placed on the road plan and profile sheets unless directed otherwise by the County Engineer and will include the following items:

- a. All existing water and sewer facilities.
- b. Location, type, size and kind of water pipe
- c. Offset to roadway centerline and ties to roadway centerline stationing.
- d. Location of all valves, hydrants and blowoffs.
- e. Location of all service connections.
- f. Depth of all water lines.
- g. Location, type, size, kind, length and gradient of sewer pipe
- h. Offset to roadway centerline and ties to roadway centerline stationing.
- i. Location of all manholes with roadway centerline stationing and invert elevations.
- j. Location of all service connections.

8. Standard plans as needed.



9. Traffic signal plans and details (if applicable).
10. Traffic control plans (if applicable).
11. Detour routes and detour signing (if applicable).
12. The County Engineer may require information in addition to the items listed above.

4.3 RECORD DRAWINGS

Approved final plans must contain all information required in section 3.2 unless approved otherwise by the County Engineer. Approved final plans shall be printed on Mylar. The designer may submit ink on vellum. If computer generated drawing files are also submitted, electronic files of record drawings must be submitted to the County Engineer on a compact disc or other acceptable media.

4.4 GENERAL REQUIREMENTS

All proper permits must be secured and all appropriate fees paid before construction is started. A preconstruction conference is required prior to the start of any construction activities. All proper traffic control devices shall be in place prior to any construction. All existing utilities will be located prior to construction. All roads shall be rough graded in the proper location and within 0.5 feet of finished subgrade prior to any other construction activities such as water, sewer and storm-sewer installation.

4.5 COMPLIANCE

The County Engineer shall have authority to enforce the Standards as well as other referenced or pertinent specifications. The County Engineer shall appoint project engineers, assistants, and inspectors as necessary to inspect the work and they will exercise such authority as the County Engineer may delegate.



APPENDIX A
WALLA WALLA COUNTY ROAD DESIGN STANDARDS
STANDARD PLANS AND DETAILS

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CURB AND GUTTER STANDARDS

STANDARD CURB AND GUTTER	CG-01
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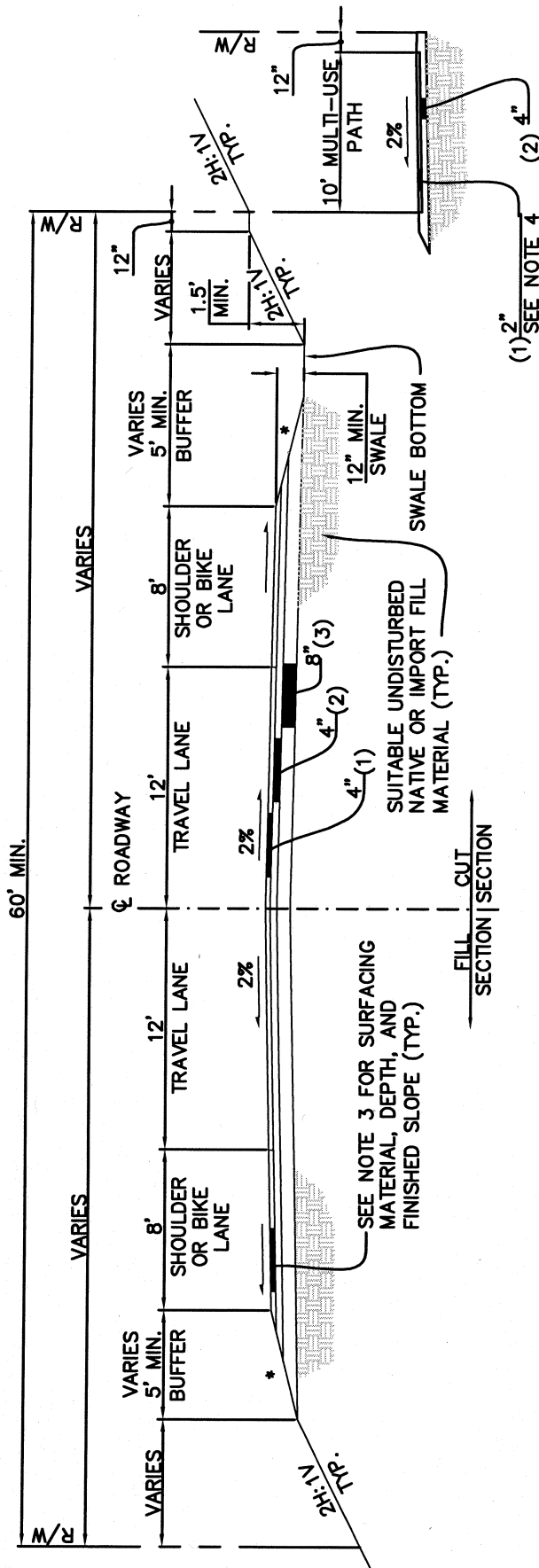
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PEDESTRIAN FACILITY OPTIONS

NOTES:
 1. THIS FIGURE ILLUSTRATES THE TYPICAL "LEVEL" CONDITION. ALL ROAD SECTION AND DESIGN CRITERIA SHALL BE PER TABLES 3 AND 9, AND OTHER APPLICABLE SECTIONS OF CHAPTER 3 OF THE ROAD DESIGN STANDARDS.

2. VALUES SHOWN FOR PAVEMENT MATERIALS ARE MINIMUM COMPACTED DEPTHS.

3. SHOULDER SHALL BE 4-INCH COMPACTED DEPTH CSTC WITH A FINISHED SLOPE OF 5 PERCENT. BIKE LANE SHALL BE 4-INCH COMPACTED DEPTH HMA WITH A FINISHED SLOPE OF 2 PERCENT.

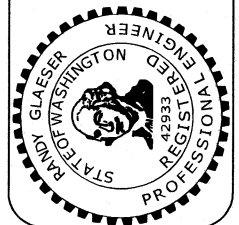
4. MULTI-USE PATH MAY BE CEMENT CONCRETE SIMILAR TO FIGURE SW-05.

* 4H:1V OR FLATTER

PAVEMENT MATERIALS LEGEND:

- (1) HOT MIX ASPHALT, HMA
- (2) CRUSHED SURFACING TOP COURSE, CSTC
- (3) CRUSHED SURFACING BASE COURSE, CSBC

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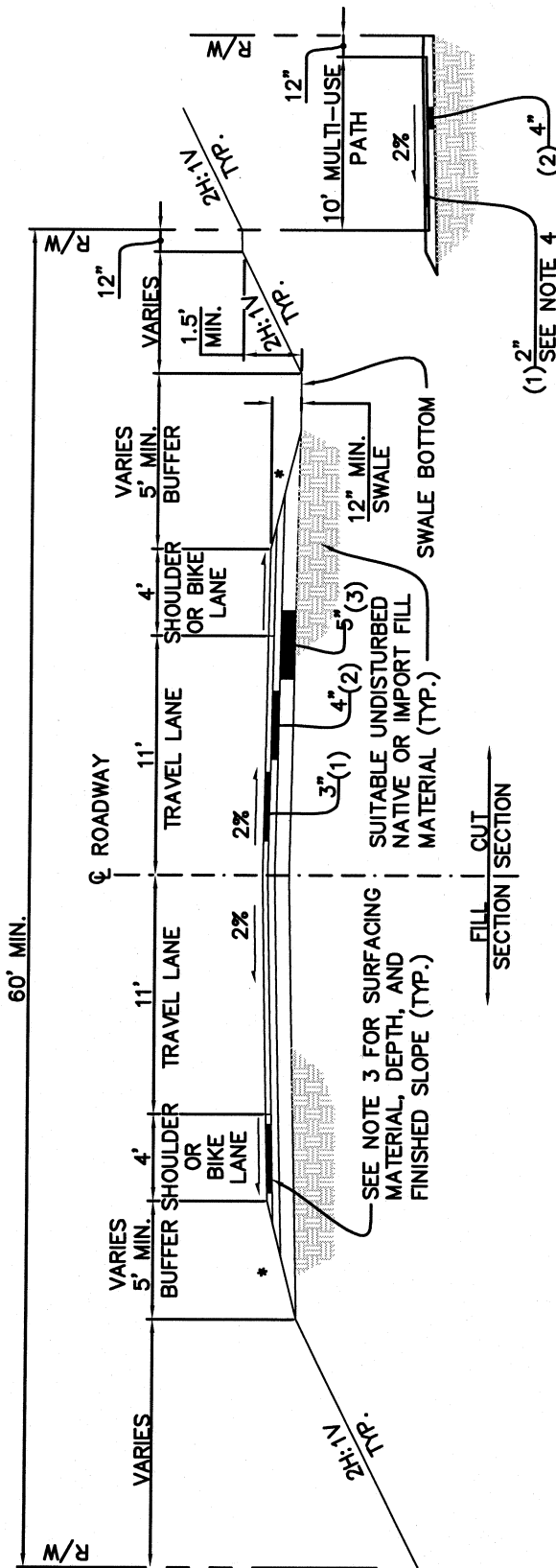
ROAD DESIGN STANDARDS TYPICAL ROAD SECTION RURAL COLLECTORS

FIGURE

R-01



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PEDESTRIAN FACILITY OPTIONS

NOTES:

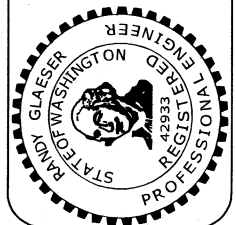
1. THIS FIGURE ILLUSTRATES THE TYPICAL "LEVEL" CONDITION. ALL ROAD SECTION AND DESIGN CRITERIA SHALL BE PER TABLES 4 AND 9, AND OTHER APPLICABLE SECTIONS OF CHAPTER 3 OF THE ROAD DESIGN STANDARDS
2. VALUES SHOWN FOR PAVEMENT MATERIALS ARE MINIMUM COMPACTED DEPTHS.
3. SHOULDER SHALL BE 4-INCH COMPACTED DEPTH CSTC WITH A FINISHED SLOPE OF 5 PERCENT. BIKE LANE SHALL BE 4-INCH COMPACTED DEPTH HMA WITH A FINISHED SLOPE OF 2 PERCENT.
4. MULTI-USE PATH MAY BE CEMENT CONCRETE SIMILAR TO FIGURE SW-05.

* 4H:1V OR FLATTER

PAVEMENT MATERIALS LEGEND:

- (1) HOT MIX ASPHALT, HMA
- (2) CRUSHED SURFACING TOP COURSE, CSTC
- (3) CRUSHED SURFACING BASE COURSE, CSBC

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ROAD DESIGN STANDARDS

TYPICAL ROAD SECTION RURAL LOCAL ACCESS—PUBLIC ROAD

FIGURE

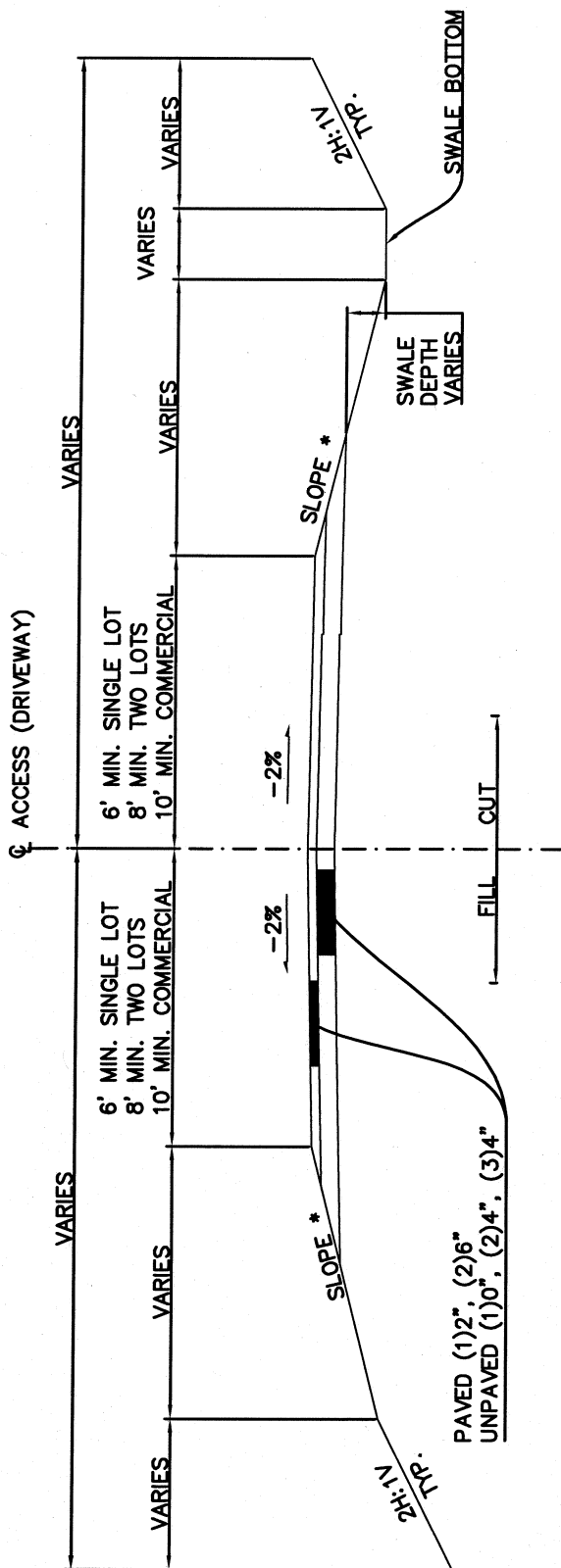
R-02



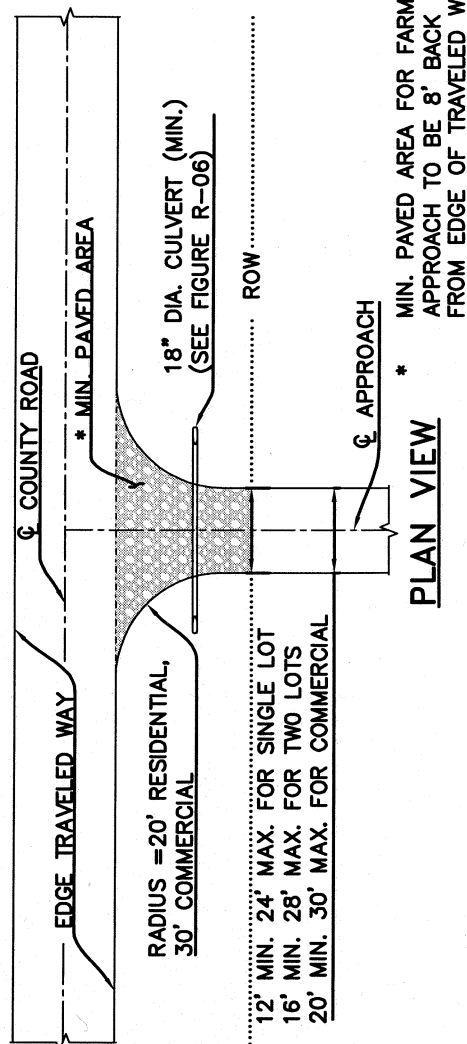
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TYPICAL ACCESS (DRIVEWAY) HALF SECTION



* 4H:1V OR FLATTER

LEGEND

- 1) HMA
- 2) CRUSHED SURFACING TOP COURSE
- 3) CRUSHED SURFACING BASE COURSE

* MIN. PAVED AREA FOR FARM
APPROACH TO BE 8' BACK
FROM EDGE OF TRAVELED WAY.

PLAN VIEW

FIGURE

R-05

ROAD DESIGN STANDARDS

ACCESS (DRIVEWAY) SECTION & PLAN VIEW

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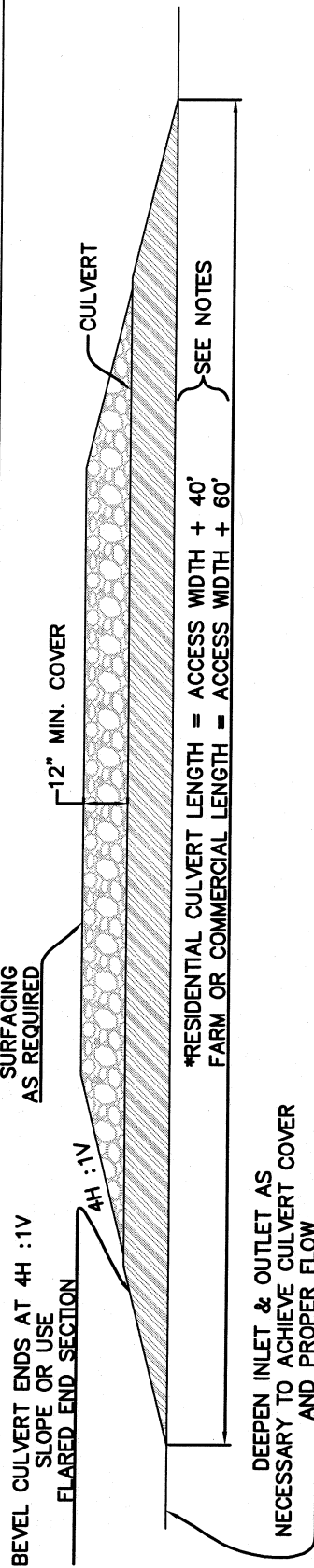
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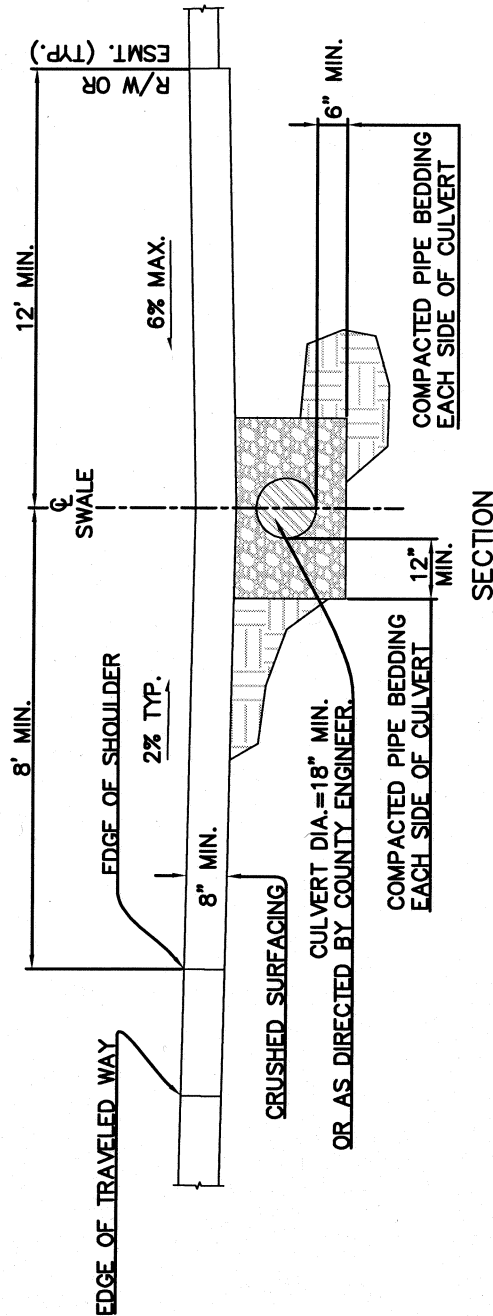
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TYPICAL CROSS SECTION AT SWALE LINE



NOTES:

1. THIS DRAWING IS FOR ACCESS (DRIVEWAY) SERVING ONE OR TWO LOTS AND PRIMARILY USED BY PASSENGER CARS AND LIGHT TRUCKS. ADDITIONAL MODIFICATIONS SUCH AS DECELERATION AND ACCELERATION TAPERS AND INCREASED TURNING RADI MAY BE REQUIRED TO ACCOMMODATE LARGER VEHICLES.
2. THIS FIGURE ILLUSTRATES THE TYPICAL "LEVEL" CONDITION. ALL DRIVEWAYS SHALL CONFORM WITH PROVISIONS OF SECTION 3.3.5 AND TABLE 5, AND OTHER APPLICABLE PORTIONS OF CHAPTER 3 OF THE ROAD DESIGN STANDARDS



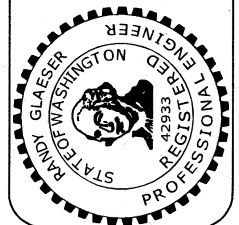
FIGURE

R-06

ROAD DESIGN STANDARDS

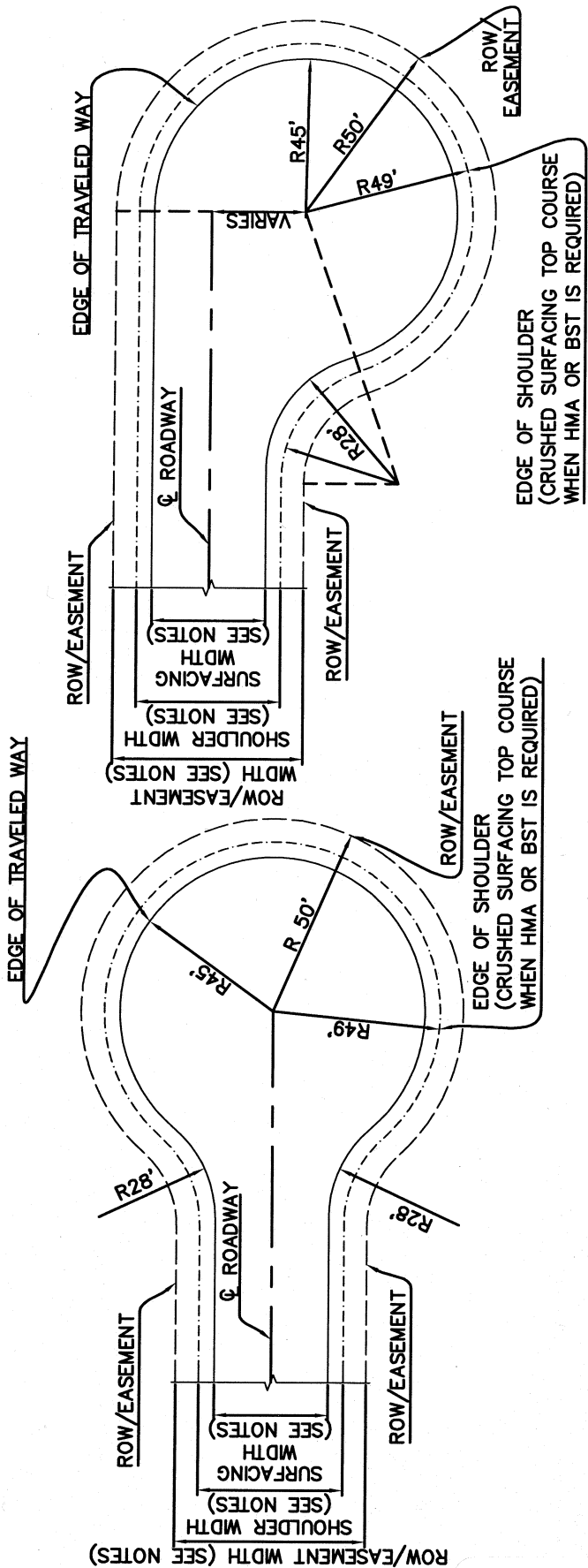
ACCESS (DRIVEWAY) CULVERT DETAILS

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GENERAL NOTES

1. SEE APPROPRIATE ROADWAY STANDARD DRAWINGS FOR ROAD SECTION AND RIGHT OF WAY REQUIREMENTS.

STANDARD

OFF-SET

FIGURE

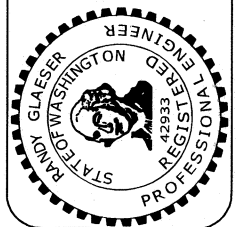
R-07

ROAD DESIGN STANDARDS

CUL-DE-SAC DETAILS

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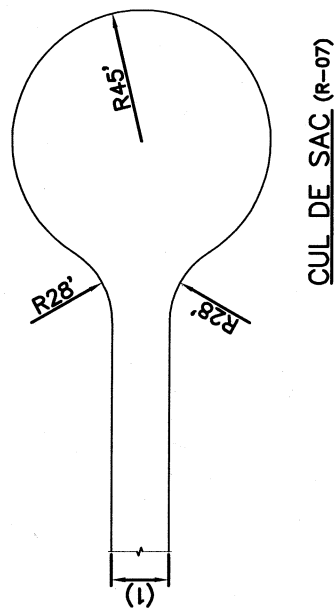
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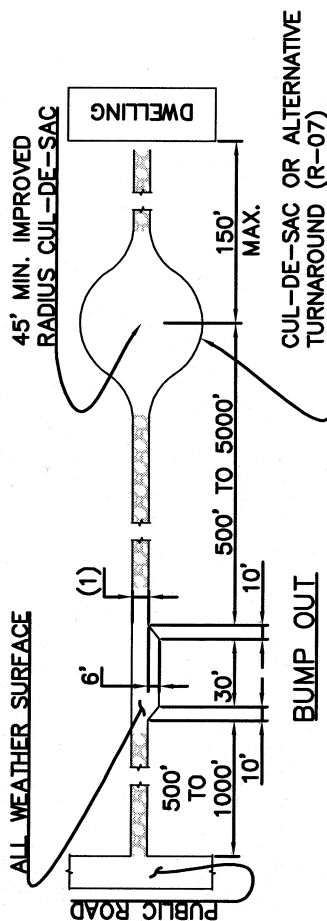
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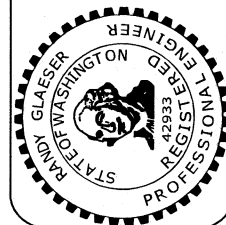
R-08



NOTES:
TURNAROUND REQUIRED
CUL-DE-SAC OR HAMMERHEAD
501-1000' BUMP OUT HALFWAY (APPROX.) & TURNAROUND AT END
OVER 1000' TO BE DETERMINED BY COUNTY ENGINEER

ROAD DESIGN STANDARDS

DEAD END PRIVATE ROAD TURNAROUNDS

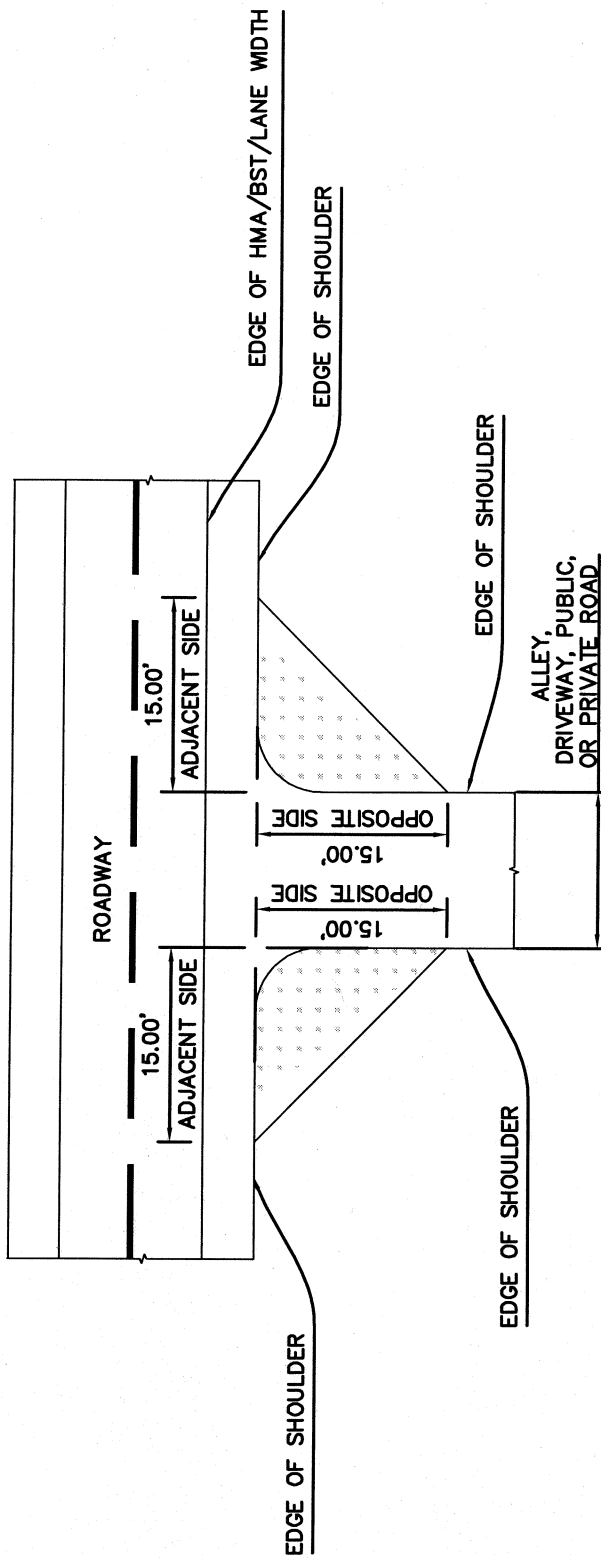


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NOTE:

1. THIS FIGURE ILLUSTRATES THE TYPICAL CONDITION.



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FIGURE

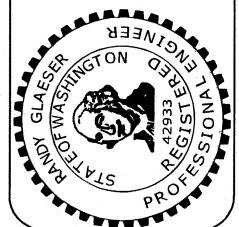
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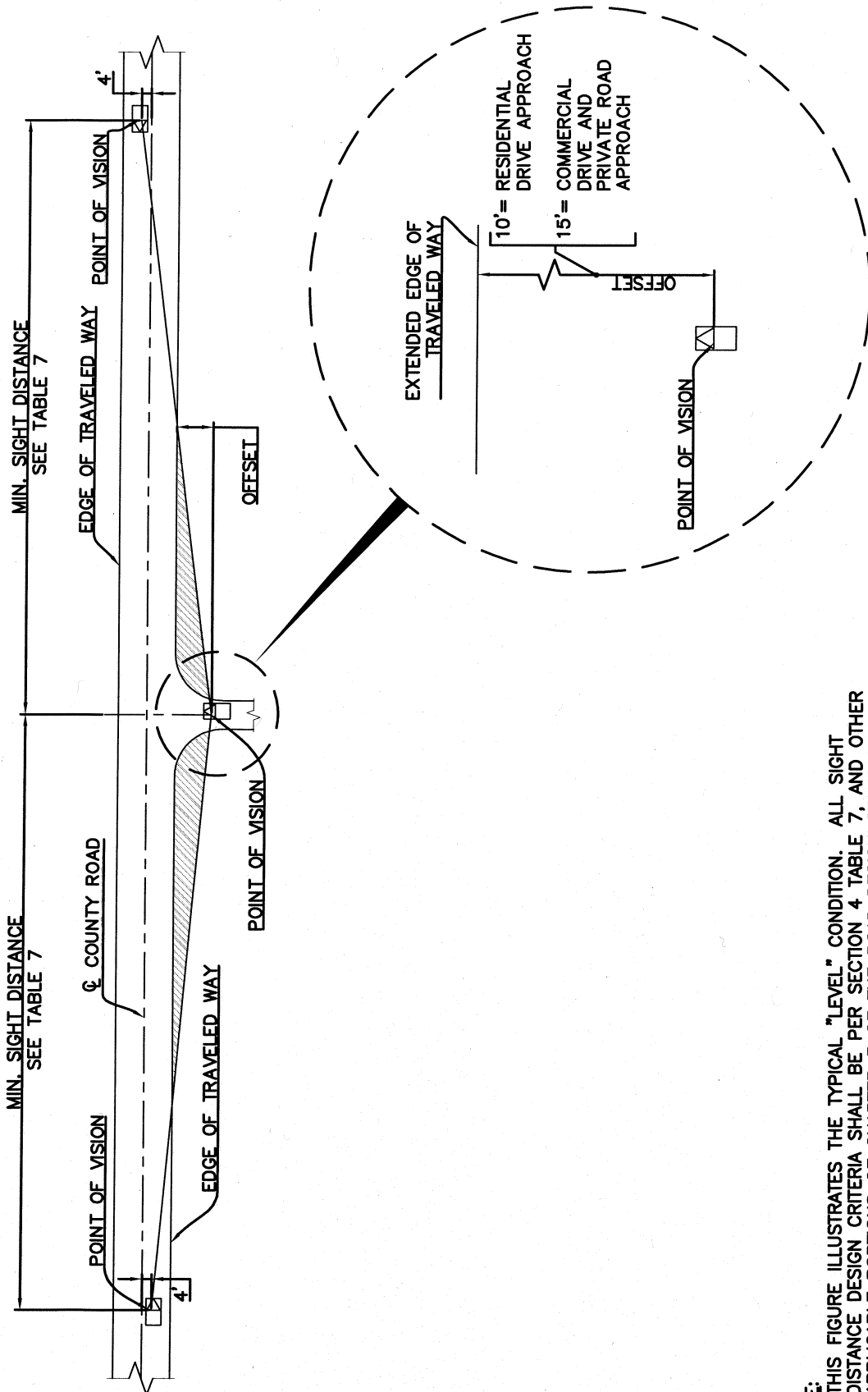
ROAD DESIGN STANDARDS

CLEAR VIEW TRIANGLE

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NOTE:
 1. THIS FIGURE ILLUSTRATES THE TYPICAL "LEVEL" CONDITION. ALL SIGHT DISTANCE DESIGN CRITERIA SHALL BE PER SECTION 4 TABLE 7, AND OTHER APPLICABLE PORTIONS OF CHAPTER 3 OF THE ROAD DESIGN STANDARDS.



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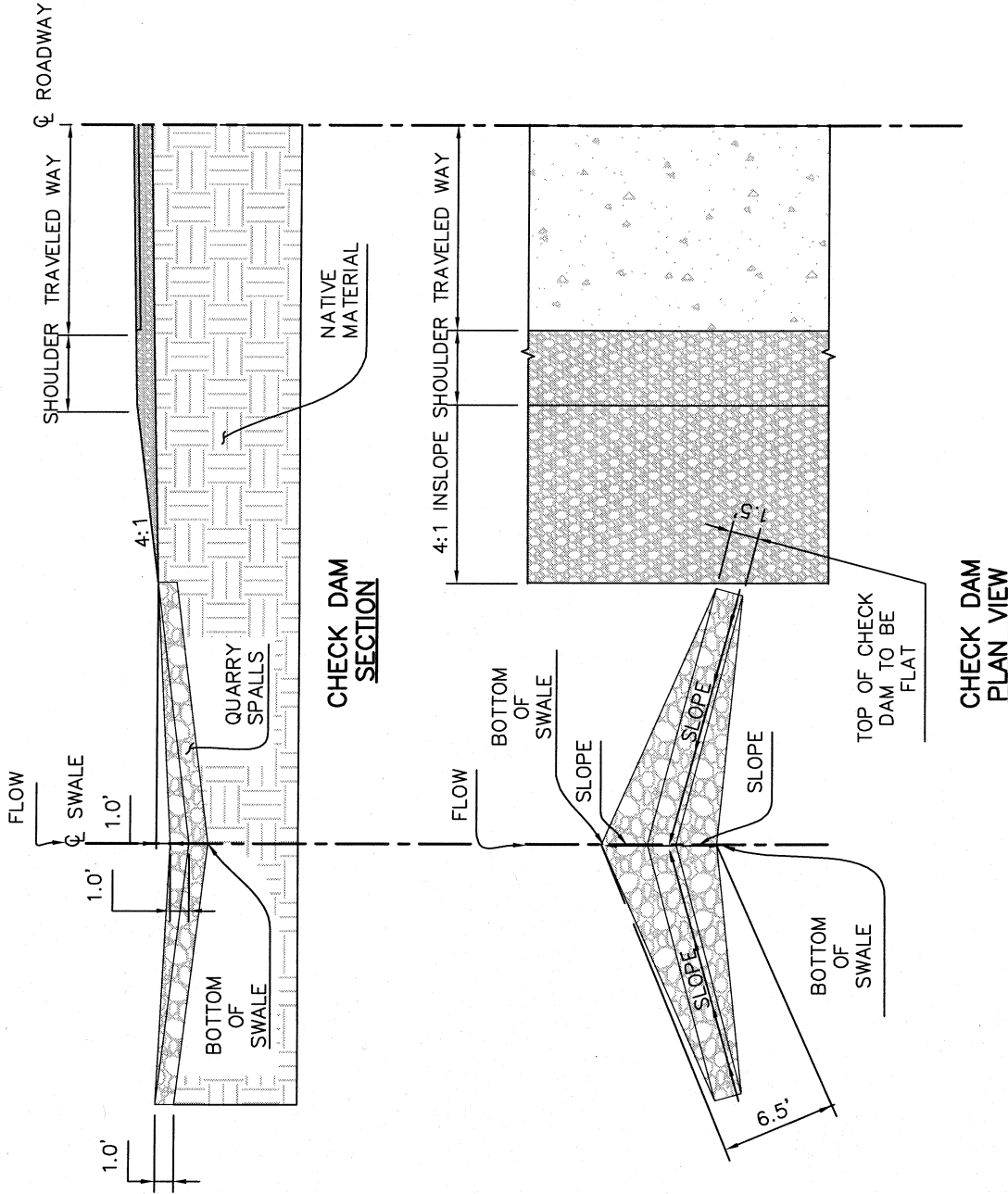
ROAD DESIGN STANDARDS

SIGHT DISTANCE - RURAL COUNTY ROAD

FIGURE

R-10





FIGURE

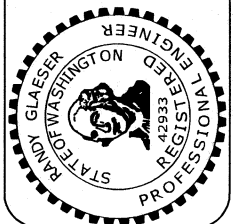
R-11

ROAD DESIGN STANDARDS

CHECK DAM

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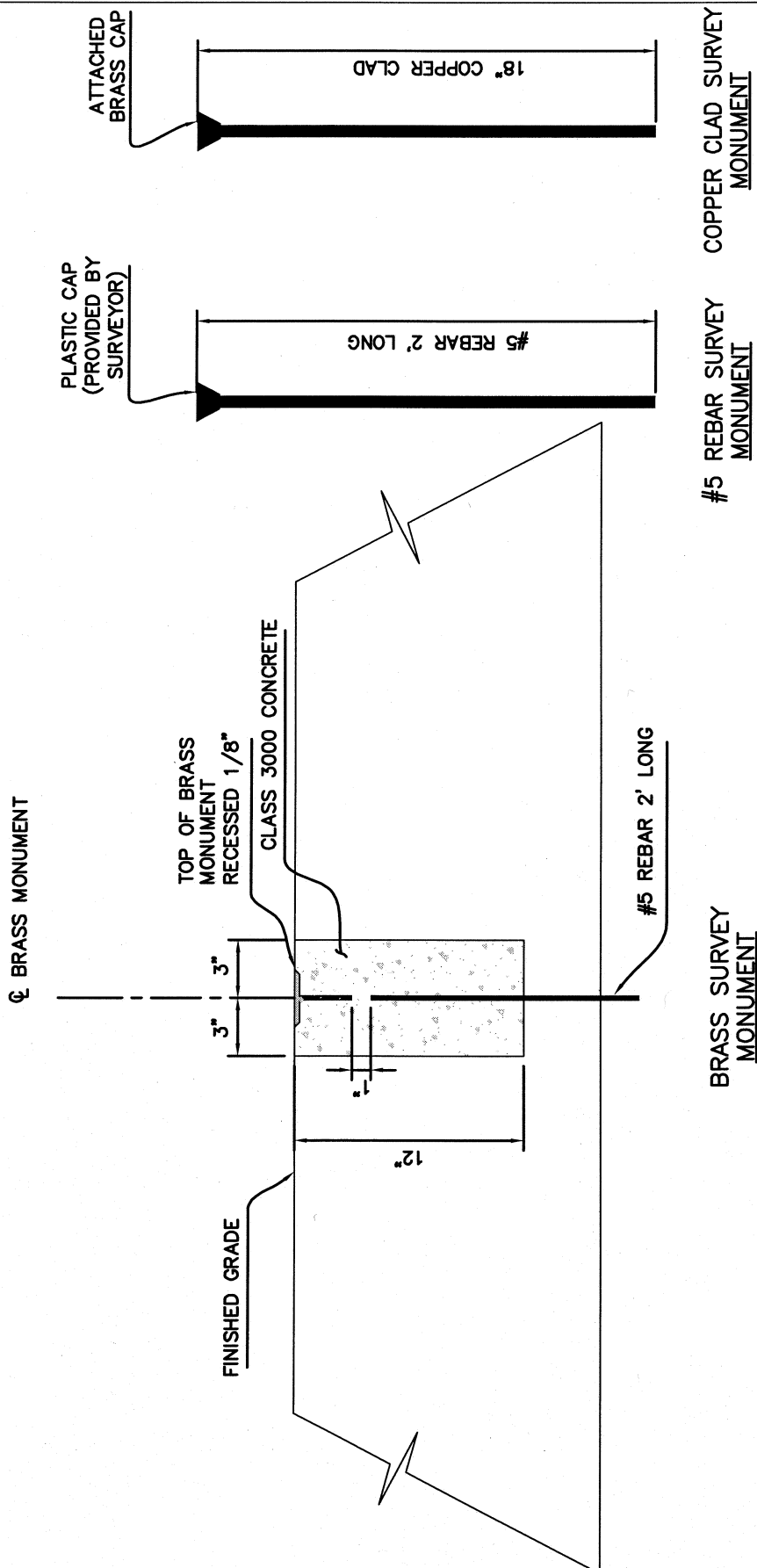
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FIGURE

R-12

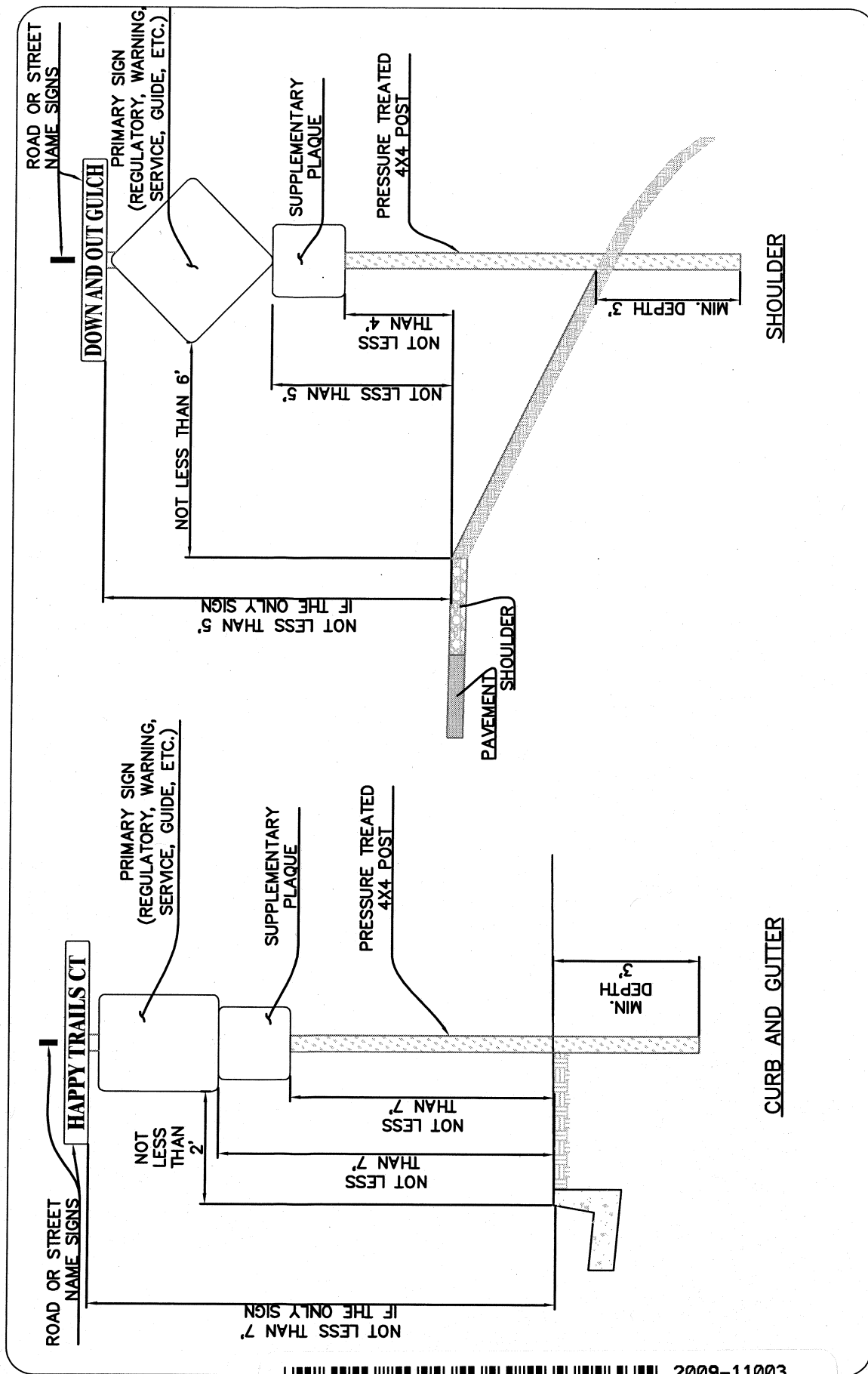
ROAD DESIGN STANDARDS

SURVEY MONUMENTS

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FIGURE

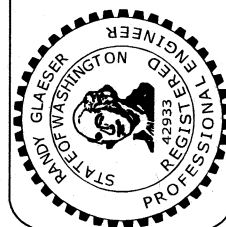
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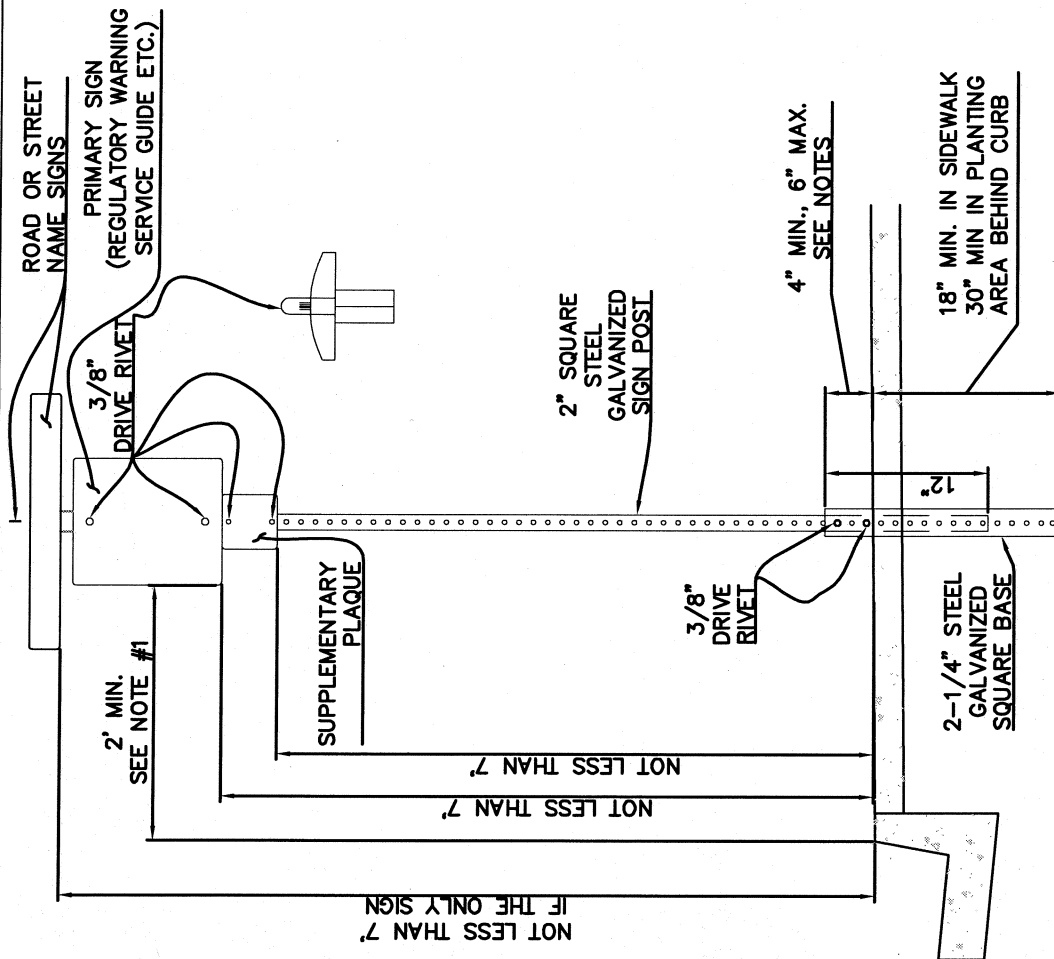
ROAD DESIGN STANDARDS

PRESSURE TREATED WOOD STREET SIGN DETAIL

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10/21/2009





NOTES:

- 1) THE SIGN SHALL BE LOCATED A MIN. OF 2 FEET FROM FACE OF CURB OR EDGE OF ROADWAY IF NO CURB EXISTS. WHERE NARROW SIDEWALKS EXIST, THE SIGN SHALL BE PLACED AT THE BACK EDGE OF THE SIDEWALK. THE SIGN LOCATION SHALL BE VERIFIED BY THE COUNTY ENGINEER PRIOR TO PLACEMENT.
- 2) THE BASE MUST BE SUFFICIENT LENGTH TO BE 18" BELOW FINISH SIDEWALK GRADE.
- 3) TWO 3/8" DRIVE RIVETS SHALL BE INSTALLED TO CONNECT THE POST AND BASE, AND TWO 3/8" DRIVE RIVETS TO CONNECT THE SIGN TO THE POST.
- 4) IF THE POST IS TO BE PLACED IN THE SIDEWALK, THE BASE SHALL BE LOCATED AT LEAST 12" FROM THE NEAREST EDGE.
- 5) THE POST SHALL BE INSERTED A MIN. OF 12" INTO THE BASE.
- 6) WHEN THE SIGN IS TO BE LOCATED IN THE PLANTING STRIP, THE BASE SHALL BE 3 FEET LONG AND EXTEND A MIN. OF 30 INCHES BELOW THE FINISH GRADE.
- 7) IF THE BASE IS LOCATED IN THE SIDEWALK, THE HOLES THAT EXTEND INTO THE CONCRETE AREA SHALL BE WRAPPED WITH DUCT TAPE OR OTHER APPROVED MATERIAL TO PREVENT CONCRETE FROM ENTERING THE BASE.
- 8) THE SIGN POST SHALL BE A MIN. OF 14 GAUGE GALVANIZED PERFORATED STEEL AND SHALL BE 2" SQUARE. THE BASE SHALL BE A 2-1/4" SQUARE AND A MIN. OF 12 GAUGE GALVANIZED STEEL.



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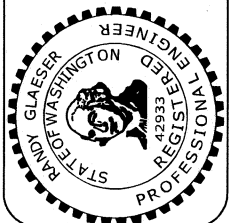
FIGURE

R-14

ROAD DESIGN STANDARDS

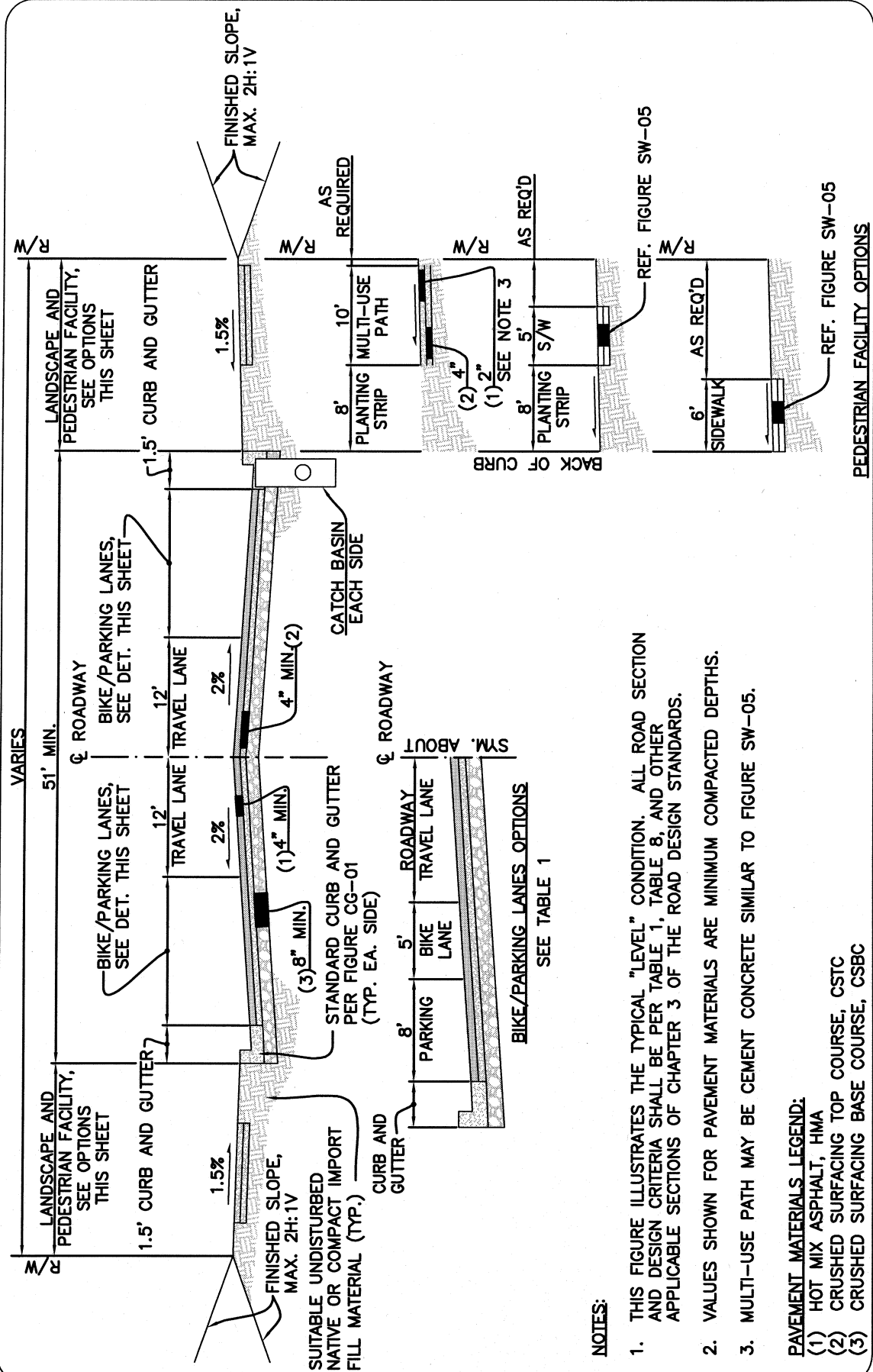
STEEL STREET SIGN POST DETAIL

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10/21/2009



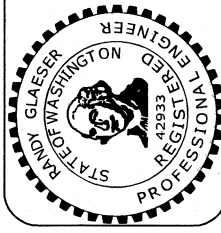


NOTES:

1. THIS FIGURE ILLUSTRATES THE TYPICAL "LEVEL" CONDITION. ALL ROAD SECTION AND DESIGN CRITERIA SHALL BE PER TABLE 1, TABLE 8, AND OTHER APPLICABLE SECTIONS OF CHAPTER 3 OF THE ROAD DESIGN STANDARDS.
2. VALUES SHOWN FOR PAVEMENT MATERIALS ARE MINIMUM COMPACTED DEPTHS.
3. MULTI-USE PATH MAY BE CEMENT CONCRETE SIMILAR TO FIGURE SW-05.

PAVEMENT MATERIALS LEGEND:

- (1) HOT MIX ASPHALT, HMA
- (2) CRUSHED SURFACING TOP COURSE, CSTC
- (3) CRUSHED SURFACING BASE COURSE, CSBC



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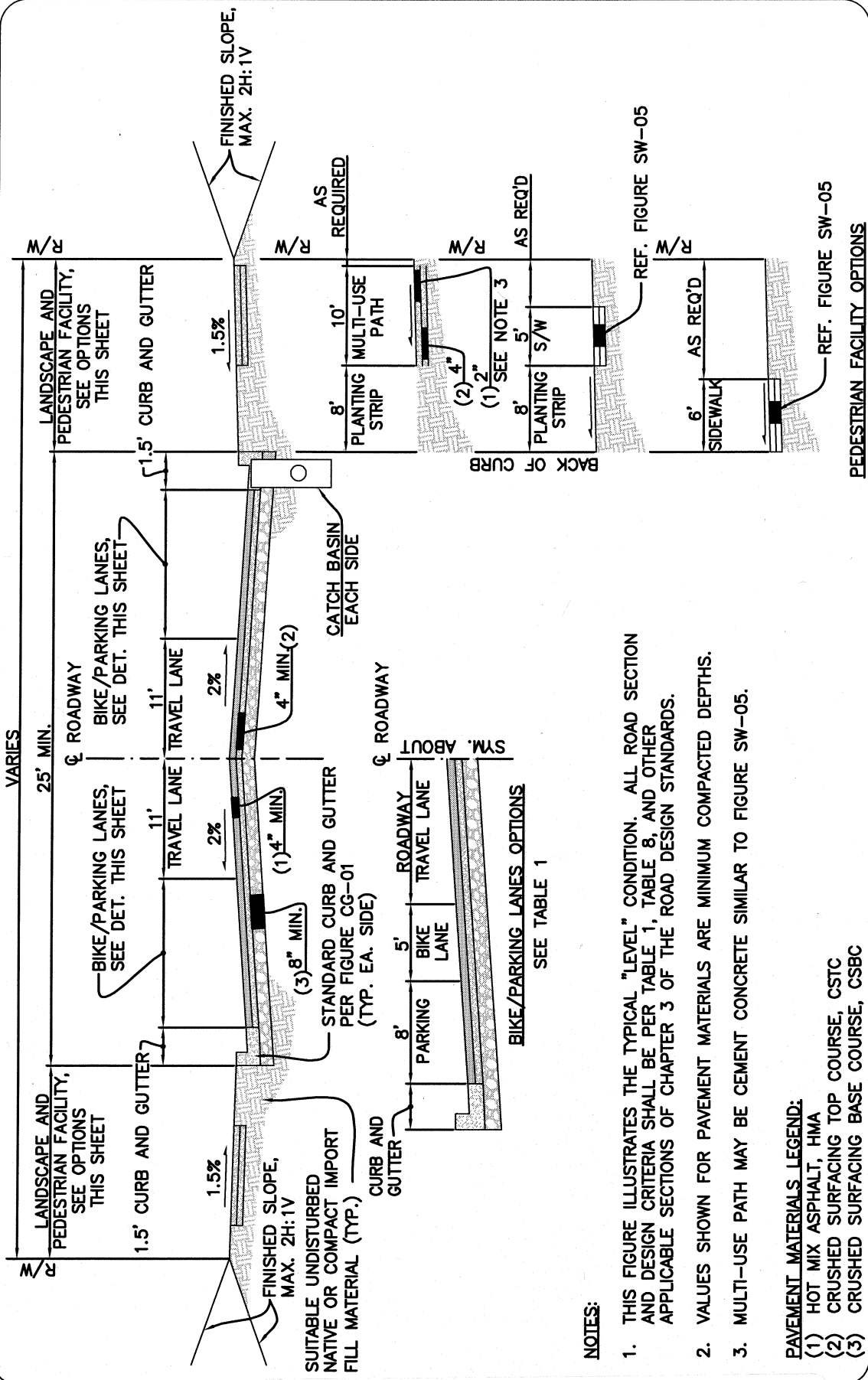
ROAD DESIGN STANDARDS
TYPICAL ROAD SECTION
URBAN PRINCIPAL ARTERIAL

FIGURE

U-01



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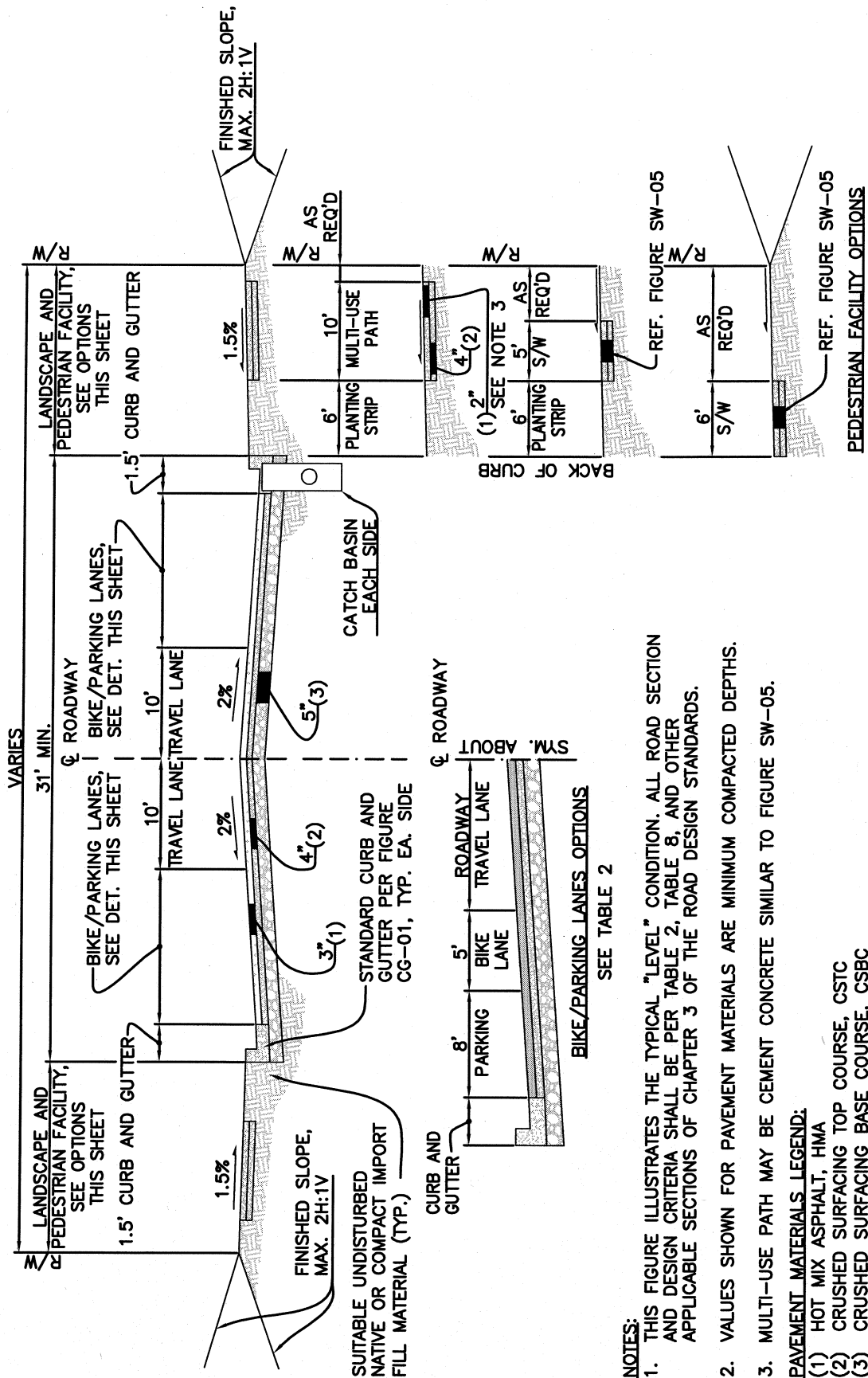


ROAD DESIGN STANDARDS

TYPICAL ROAD SECTION
URBAN MINOR ARTERIAL

FIGURE

U-02



NOTES:

1. THIS FIGURE ILLUSTRATES THE TYPICAL "LEVEL" CONDITION. ALL ROAD SECTION AND DESIGN CRITERIA SHALL BE PER TABLE 2, TABLE 8, AND OTHER APPLICABLE SECTIONS OF CHAPTER 3 OF THE ROAD DESIGN STANDARDS.
2. VALUES SHOWN FOR PAVEMENT MATERIALS ARE MINIMUM COMPACTED DEPTHS.
3. MULTI-USE PATH MAY BE CEMENT CONCRETE SIMILAR TO FIGURE SW-05.

PAVEMENT MATERIALS LEGEND:

- (1) HOT MIX ASPHALT, HMA
- (2) CRUSHED SURFACING TOP COURSE, CSTC
- (3) CRUSHED SURFACING BASE COURSE, CSBC

FIGURE

U-04

ROAD DESIGN STANDARDS

TYPICAL ROAD SECTION

URBAN LOCAL ACCESS-PUBLIC ROAD

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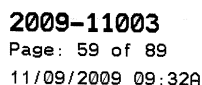


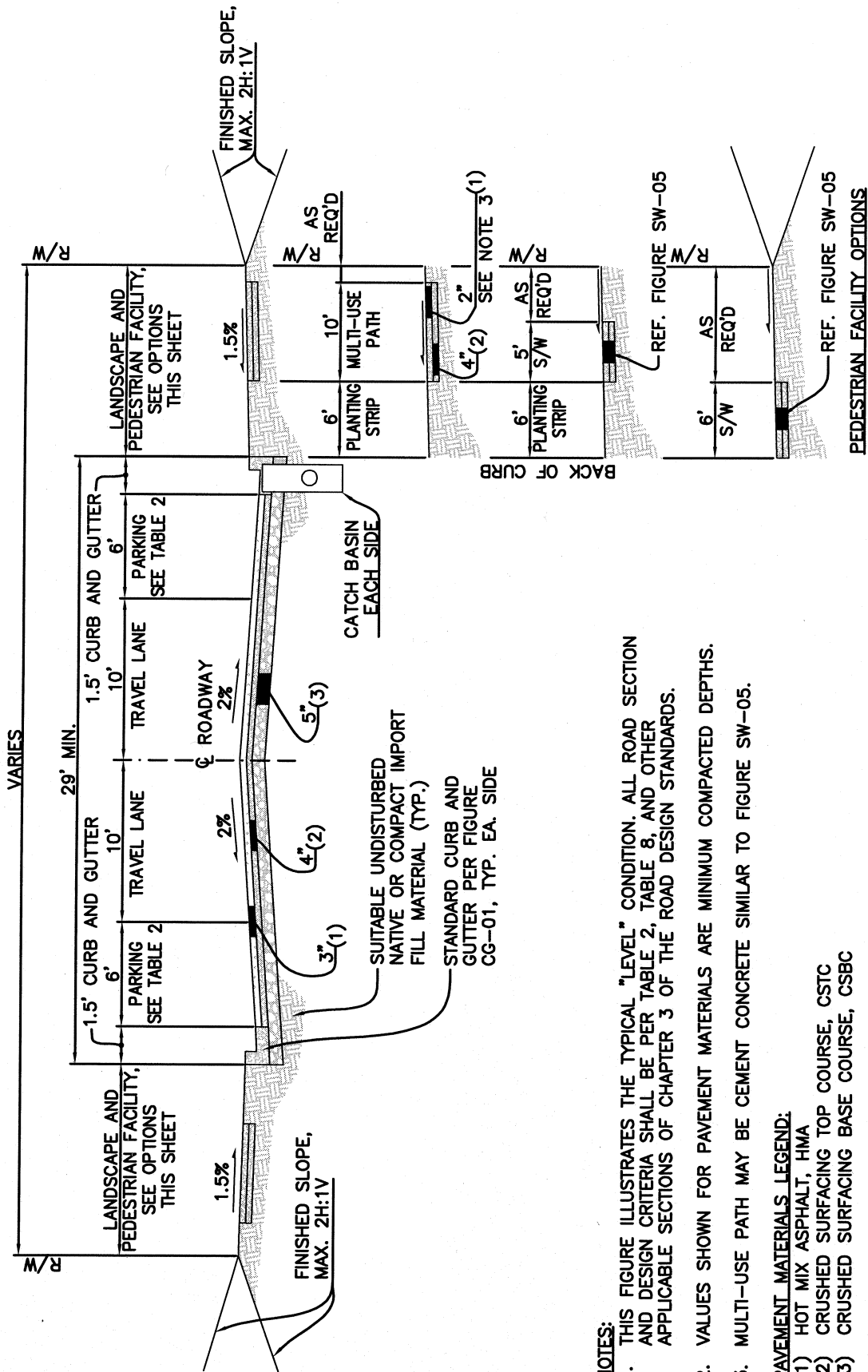


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TYPICAL ROAD SECTION
URBAN LOCAL ACCESS – SUBDIVISION PUBLIC ROAD

U-05





NOTES:

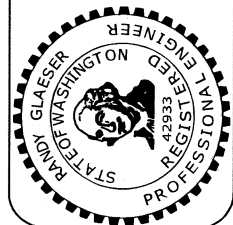
1. THIS FIGURE ILLUSTRATES THE TYPICAL "LEVEL" CONDITION. ALL ROAD SECTION AND DESIGN CRITERIA SHALL BE PER TABLE 2, TABLE 8, AND OTHER APPLICABLE SECTIONS OF CHAPTER 3 OF THE ROAD DESIGN STANDARDS.

2. VALUES SHOWN FOR PAVEMENT MATERIALS ARE MINIMUM COMPACTED DEPTHS.

3. MULTI-USE PATH MAY BE CEMENT CONCRETE SIMILAR TO FIGURE SW-05.

PAVEMENT MATERIALS LEGEND:

- (1) HOT MIX ASPHALT, HMA
- (2) CRUSHED SURFACING TOP COURSE, CSTC
- (3) CRUSHED SURFACING BASE COURSE, CSBC



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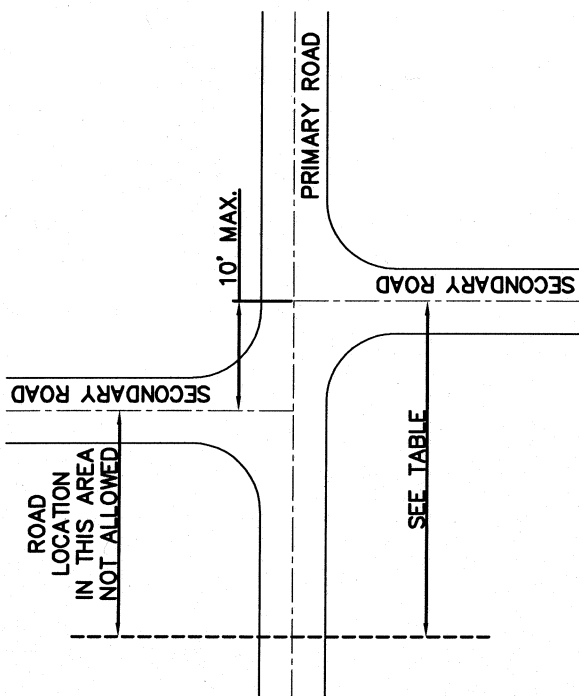
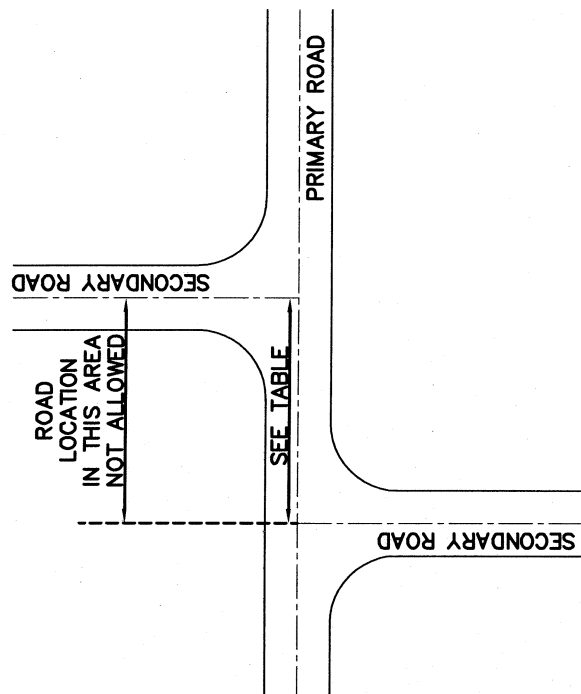
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ROAD DESIGN STANDARDS

TYPICAL ROAD SECTION
URBAN LOCAL ACCESS - SUBDIVISION PRIVATE ROAD

FIGURE

U-06



DISTANCE BETWEEN INTERSECTIONS (FT)			
SECONDARY ROAD	PRIMARY ROAD		
	ARTERIALS	COLLECTORS	LOCAL ACCESS
COLLECTORS	1000	600	N/A
LOCAL ACCESS	600	300	150
PRIVATE	300	150	150

FIGURE

U-07

ROAD DESIGN STANDARDS

SPLIT TEE INTERSECTIONS

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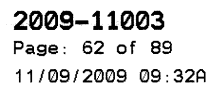
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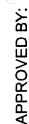


- A. DUMMY (CONTRACTION) JOINTS SHALL BE STABBED OR SAWED THROUGH THE CURB AND GUTTER AT A SPACING NO MORE THAN 10 FEET ALONG THE CURB AN EQUAL DISTANCE BETWEEN EXPANSION JOINTS.
- B. EXPANSION JOINTS SHALL BE INSTALLED WITH A FULL-DEPTH OF $\frac{3}{8}$ " PREMOLDED JOINT FILLER AT A SPACING NO MORE THAN 15 FEET ALONG THE CURB AND AT POINTS OF TANGENCY ON STREETS, RETURNS AND AT THE HIGH POINT OF DRIVEWAY AND ALLEY CUTS.
- C. ALL JOINTS SHALL BE CLEAN AND EDGED WITH A $1\frac{1}{2}$ " RADIUS EDGER.
- D. ALL CURB AND GUTTER JOINTS SHALL MATCH TYPE AND LOCATION OF SIDEWALK JOINTS WHERE SIDEWALK IS LOCATED ADJACENT TO BACK OF CURB.



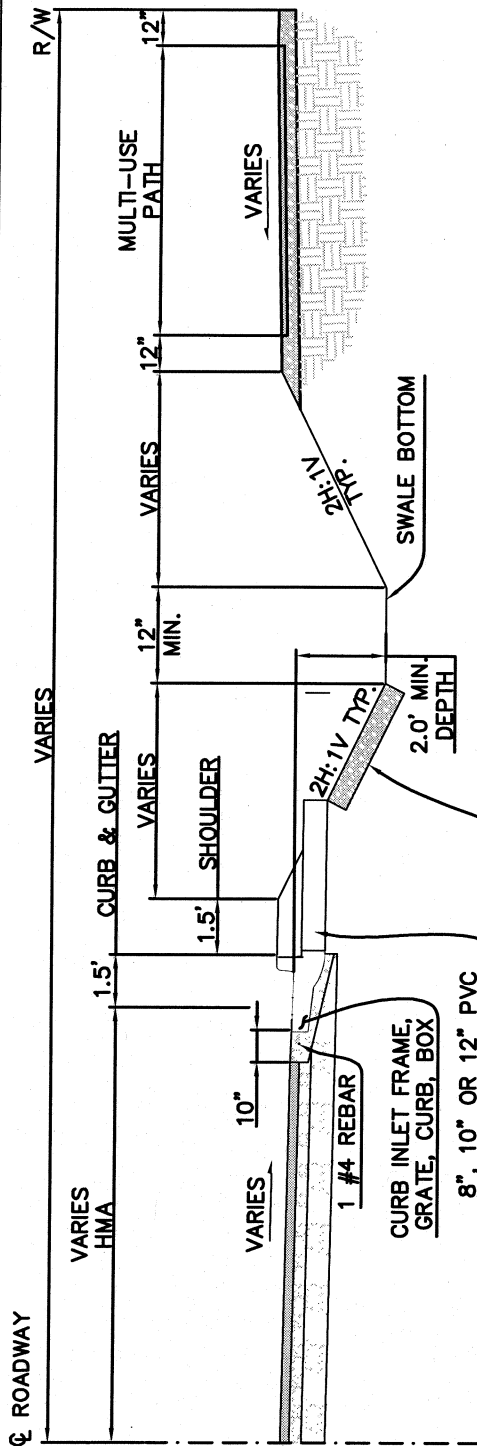
CG-01

STANDARD CURB AND GUTTER



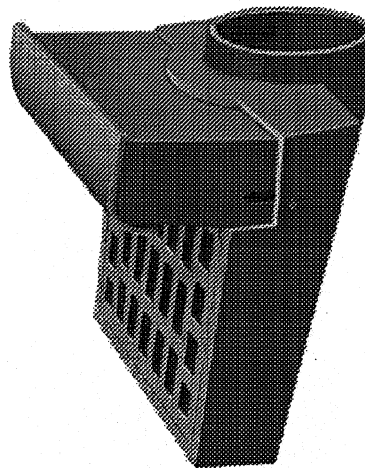
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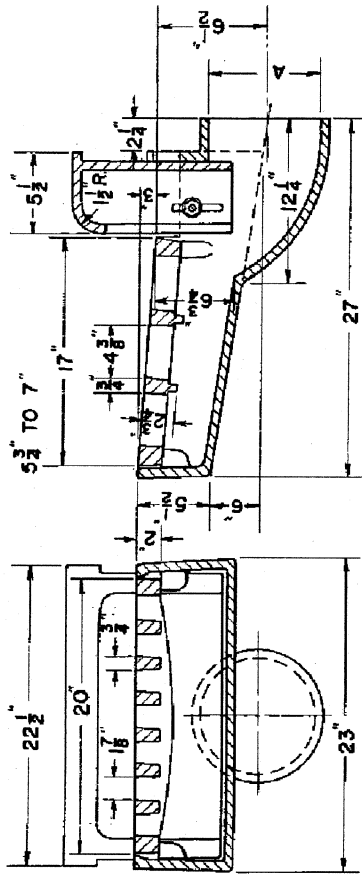


REIN. OUTFALL PAD,
QUARRY SPALLS, PAVERS,
OR APPROVED EQUAL

8", 10" OR 12" PVC
PIPE @ 2% SLOPE



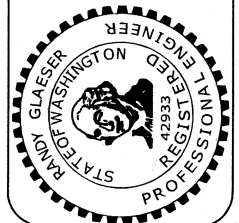
PERSPECTIVE CURB INLET
FRAME, GRATE, CURB BOX



HEAVY DUTY FRAME, GRATE, CURB BOX SHALL BE FURNISHED STANDARD WITH DUCTILE IRON GRATE. FOR USE WHERE CONDITIONS DO NOT PERMIT CATCH BASIN UNDER INLET.

- SPECIFY:
1. 8", 10", OR 12" REAR OUTLET (DIMENSION "A").
 2. CURB BOX AS SHOWN, OR WITH 3" RADIUS FACE.
 3. AVAILABLE WITH TYPE "V" GRATE.

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ROAD DESIGN STANDARDS

CURB INLET FOR SWALE

FIGURE

S-01



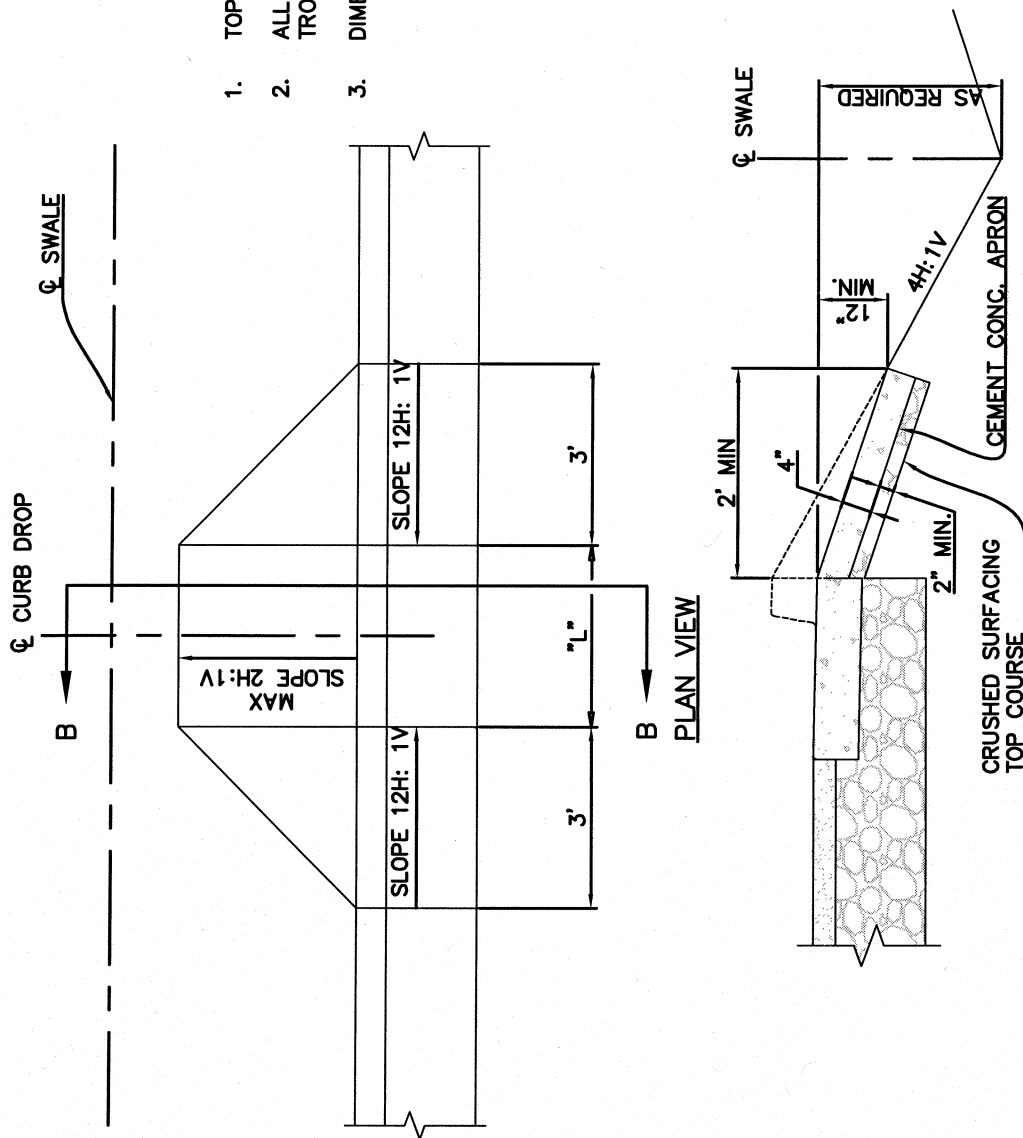
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NOT TO SCALE

GENERAL NOTES

1. TOP SURFACE TO BE BROOM FINISH.
2. ALL EXTERNAL EDGES NOT LABELED SHALL BE TROWELED WITH 1/4" RADIUS EDGER.
3. DIMENSION "L" SHALL BE SHOWN ON THE PLANS.

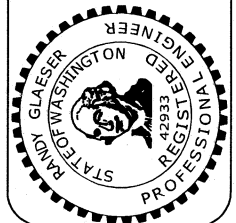
FIGURE

S-02

ROAD DESIGN STANDARDS

CURB DRAINAGE CUT

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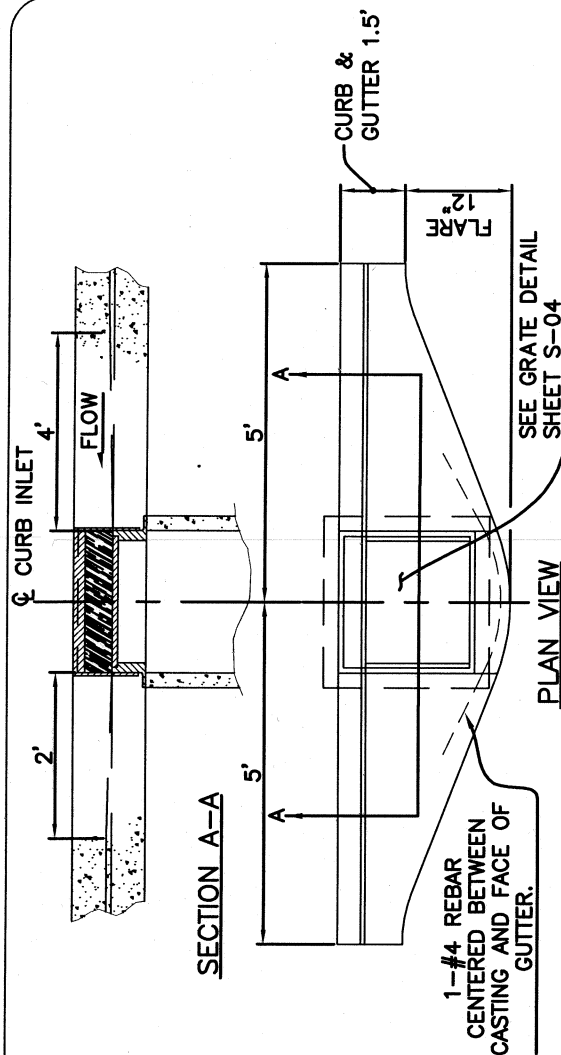
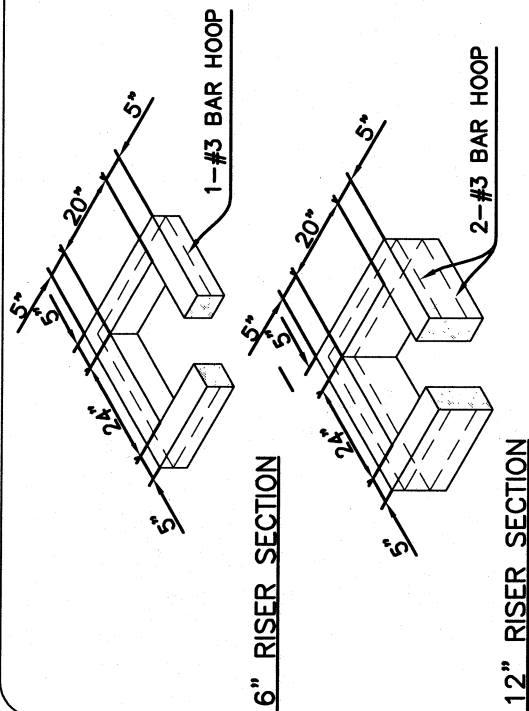
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1. THE INLET FRAME & GRATE SHALL BE PLACED 1" BELOW THE NORMAL FLOW LINE OF THE GUTTER.
2. THE GUTTER SECTION SHALL BE FORMED AND SLOPED 4' ON THE UPSTREAM SIDE AND 2' ON THE DOWNSTREAM SIDE.
3. SEE STANDARD PLAN FOR CURB INLET FRAME AND GRATE.
4. CURB INLET FRAME & GRATE SHALL BE INSTALLED ON STANDARD DRYWELL IF CONSTRUCTED IN THE CURB AND GUTTER SECTION.
5. USE A MIN. 1/2" OF NON-SHRINK GROUT BETWEEN THE CASTING AND TOP OF THE BARREL AND BETWEEN ANY GRADE RINGS BEING USED.
6. INLET IS TO BE PLACED WITHIN A TOLERANCE OF 1/2" HORIZONTAL FROM THE CURB LINE.
7. CONCRETE SHALL BE CL. 4000.
8. INLET TO BE CONSTRUCTED IN ACCORDANCE WITH ASTM C 478 (AASHTO M 199) ASTM C 890 UNLESS OTHERWISE SHOWN IN THE PLANS OR NOTED IN THE SPECIFICATIONS.

9. AS AN ACCEPTABLE ALTERNATE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQ. INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY WITH ASTM A 497 (AASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN THE KNOCKOUTS.
10. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. KNOCKOUTS MAY BE ON ALL 4 SIDES, EITHER ROUND OR "D" SHAPED. FLEXIBLE PIPE SHALL BE INSTALLED USING A SAND COLLAR AND NONSHRINK GROUT. KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAMETER PLUS INLET WALL THICKNESS. 20" MIN.
11. THE BOTTOM OF THE PRECAST BASE SECTION MAY BE ROUNDED.
12. MAX. DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERTED IS 5'-0". THE MIN. DEPTH FROM FINISHED GRADE TO THE TOP OF PIPE IS 1'-0".



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ROAD DESIGN STANDARDS

CURB INLET TYPE 1

FIGURE

S-03

STANDARD
STORMWATER
DECAL

(TO BE PROVIDED BY COUNTY)

SMOOTH FINISH FACE OF CURB
12" EACH SIDE OF CURB INLET

ISOMETRIC DRAWING

FIGURE

S-03a

ROAD DESIGN STANDARDS

CURB INLET TYPE 1

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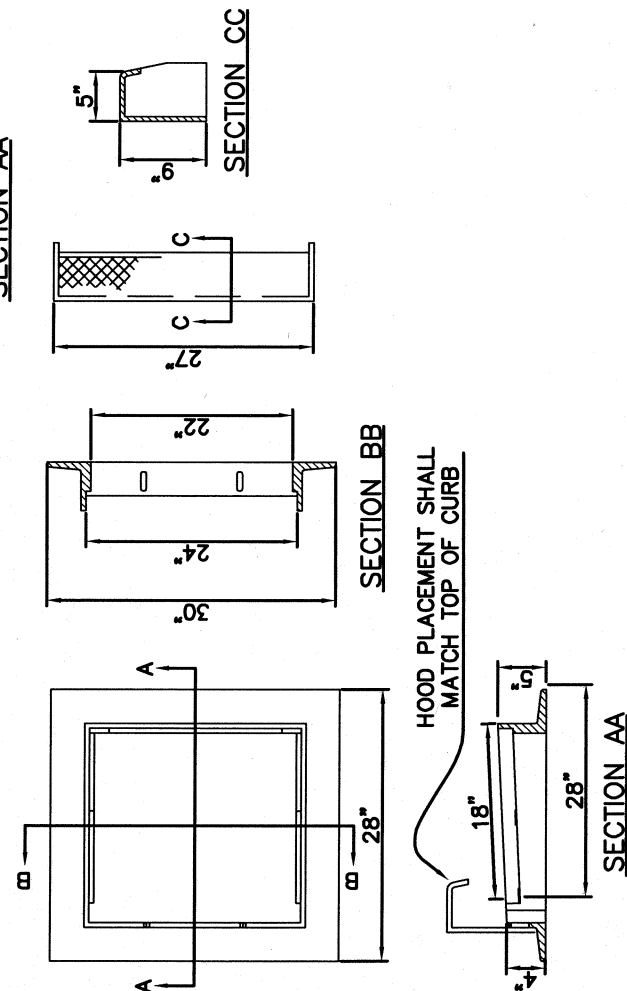
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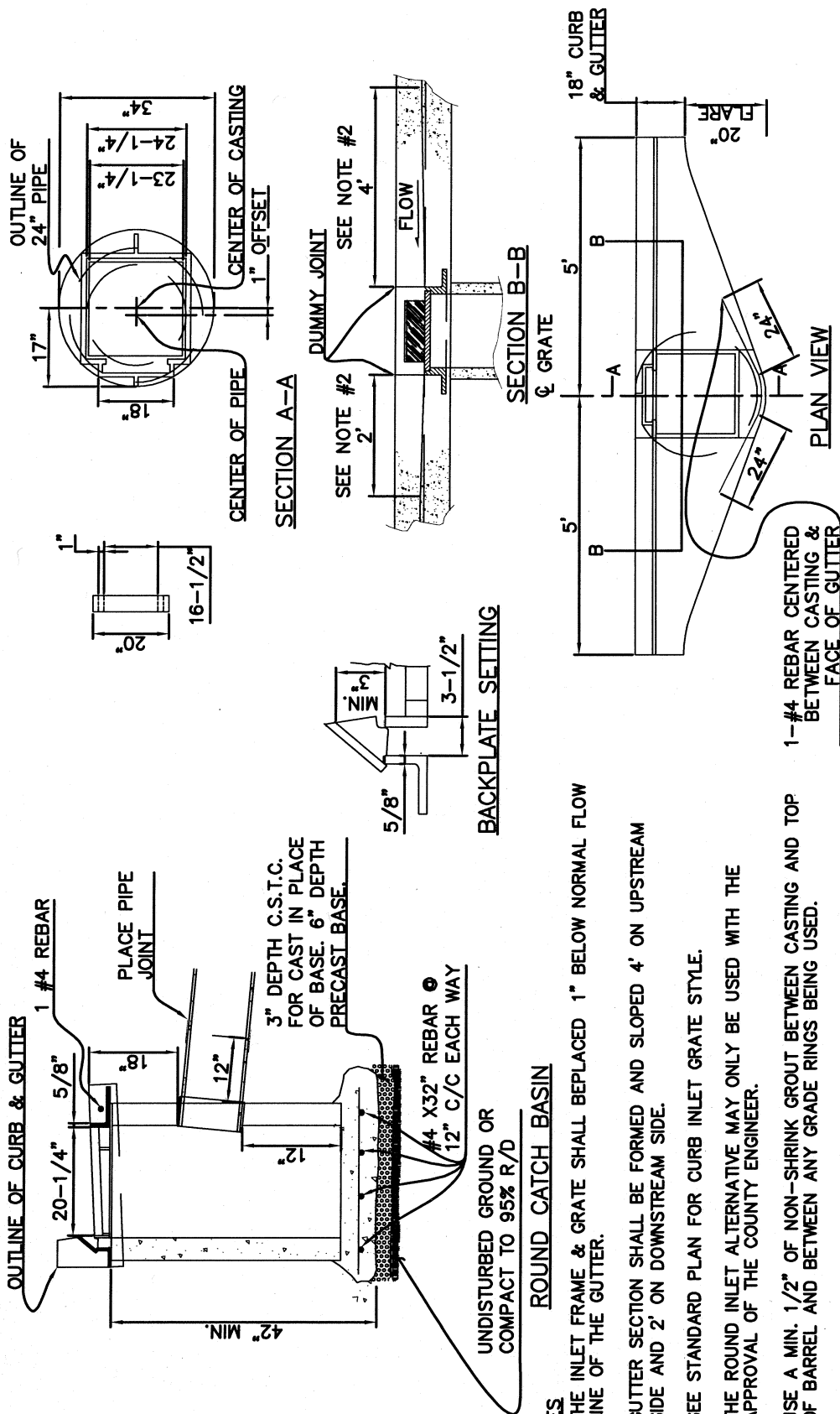
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7. WELDING IS NOT PERMITTED.





(USED ONLY WITH COUNTY ENGINEER APPROVAL)

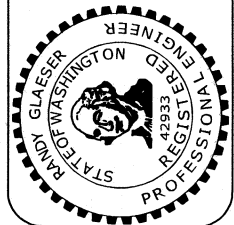
FIGURE

S-05

ROAD DESIGN STANDARDS

CURB INLET DETAIL-ROUND ALTERNATIVE

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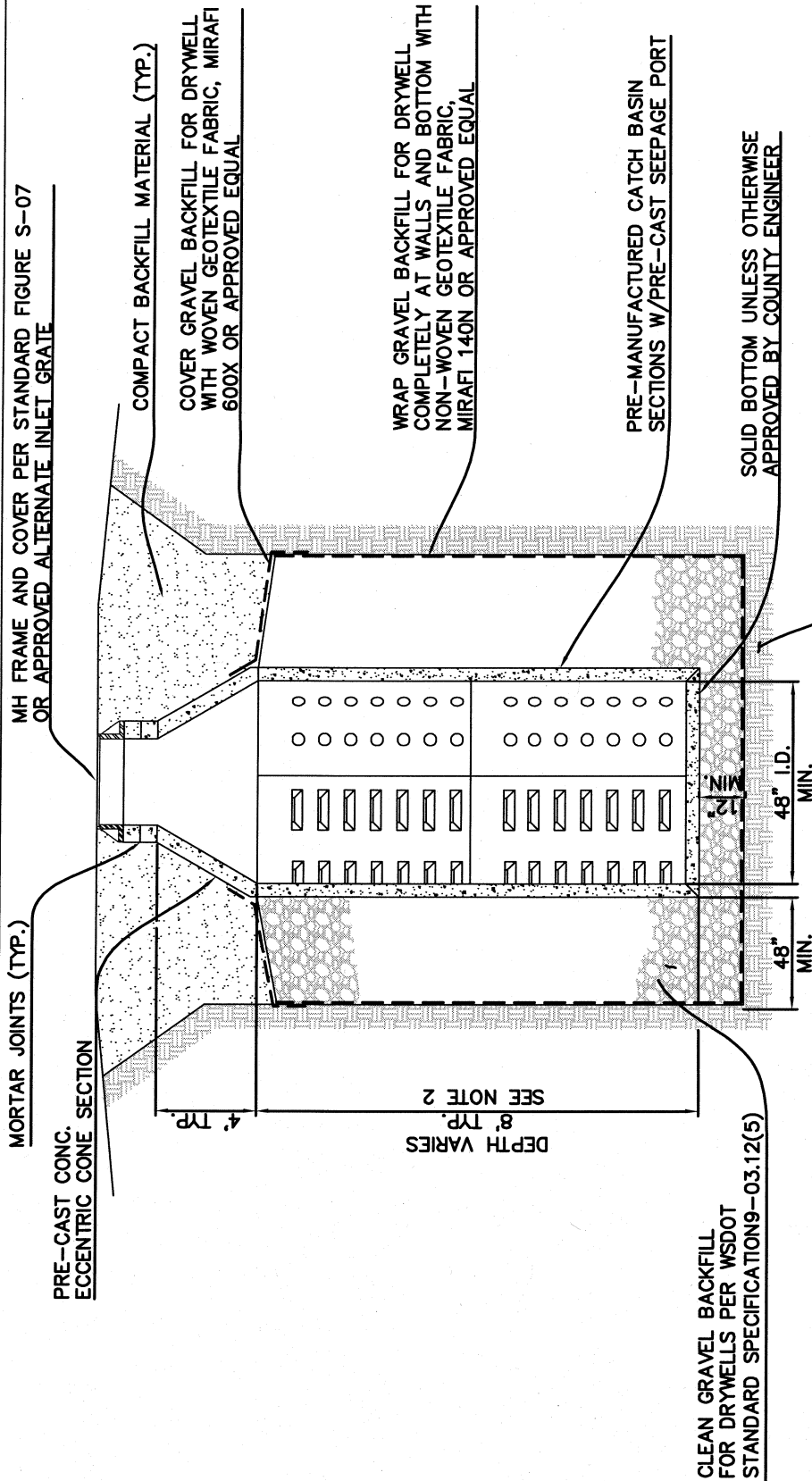
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NOTES:

1. THIS PLAN IS PROVIDED TO ILLUSTRATE THE GENERAL CRITERIA OF A STANDARD DRYWELL AND DOES NOT REPRESENT A FINAL DESIGN. ALL DRYWELLS SHALL BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH WSDOT/APWA STANDARD PLANS AND SPECIFICATIONS AS APPROVED BY THE COUNTY ENGINEER

2. THE DEPTH OF DRYWELL MUST MEET ALL APPLICABLE PHASE II NPDES CONDITIONS AND DEPARTMENT OF ECOLOGY STANDARDS FOR GROUNDWATER SEPARATION.

FIGURE

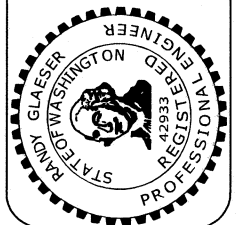
S-06

ROAD DESIGN STANDARDS

STANDARD DRYWELL

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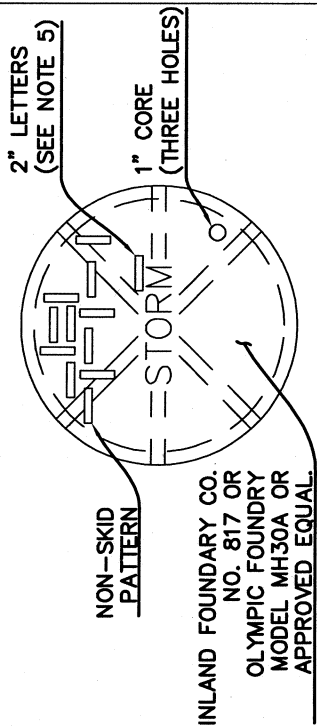
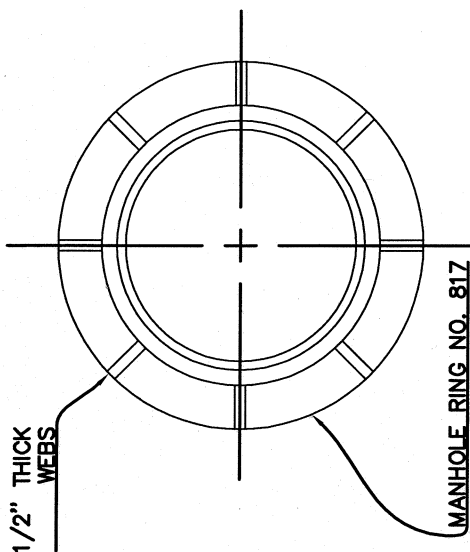
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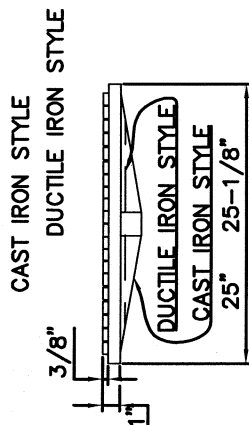
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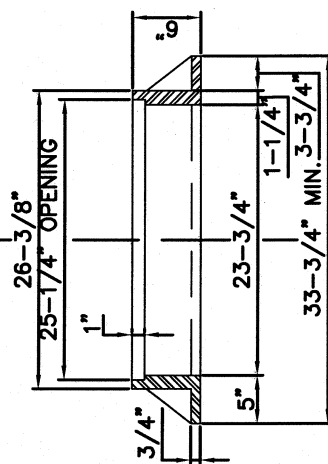


NOTE

1. FRAME AND COVER SHALL BE CAST OR DUCTILE IRON
2. COVER WEIGHT-MIN. 147 LBS. FRAME WEIGHT-MIN. 210 LBS.
3. MACHINE COVER SEAT & COVER FACE.
4. LOADING-40,000 LBS. HEAVY TRAFFIC LOADING.
5. MANHOLE COVERS TO BE LETTERED AS "WATER," "SEWER," OR "STORM" AS REQUIRED BY TYPE OF APPLICATION.



COVER



FRAME

MANHOLE FRAME & COVER



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FIGURE

S-07

ROAD DESIGN STANDARDS

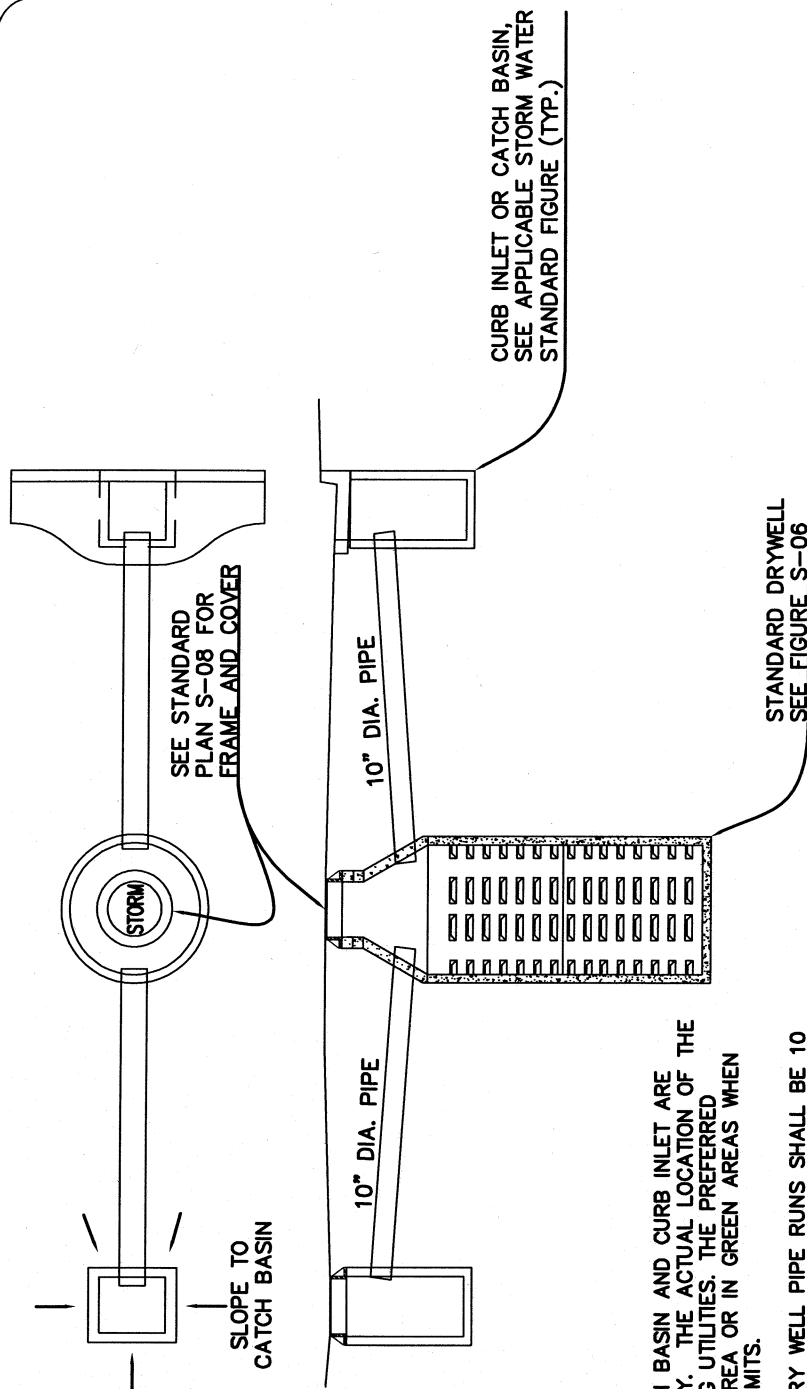
MANHOLE FRAME AND COVER

APPROVED BY:



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NOTES

1. LOCATION OF THE DRY WELL, CATCH BASIN AND CURB INLET ARE SHOWN SCHEMATICALLY FOR CLARITY. THE ACTUAL LOCATION OF THE DRY WELL WILL DEPEND ON EXISTING UTILITIES. THE PREFERRED LOCATION IS OUTSIDE THE PAVED AREA OR IN GREEN AREAS WHEN RIGHT OF WAY OR LOT LAYOUT PERMITS.
2. CATCH BASIN OR CURB INLET TO DRY WELL PIPE RUNS SHALL BE 10 INCH PVC PIPE MEETING THE REQUIREMENTS OF 3034 SDR 35 WITH A MIN. COVER OF 18" AT THE CURB INLET OR CATCH BASIN AND A MIN. OF 32 INCHES AT THE DRYWELL. IF THE MINIMUM COVER CAN NOT BE MET, DUCTILE IRON PIPE SHALL BE SUBSTITUTED. THE ANGLE OF THE PIPE SHALL NOT EXCEED 30° FROM PERPENDICULAR. ALL PIPE CONNECTIONS TO DRY WELLS, CATCH BASINS, OR INLETS SHALL BE MADE AT KNOCKOUTS UNLESS OTHERWISE AUTHORIZED BY THE COUNTY ENGINEER. SAND COLLARS SHALL BE USED WITH PVC PIPE. GROUT SHALL BE NON SHRINK.
3. OPEN GRATES FOR DIRECT FLOW INTO THE DRY WELL WILL NOT BE PERMITTED UNLESS AUTHORIZED BY THE COUNTY ENGINEER. DRY WELL FRAME AND COVER SHALL BE SOLID, AND SHALL BE LABELED "STORM".

FIGURE

S-08

ROAD DESIGN STANDARDS

CATCH BASIN-DRYWELL-CURB INLET DETAIL

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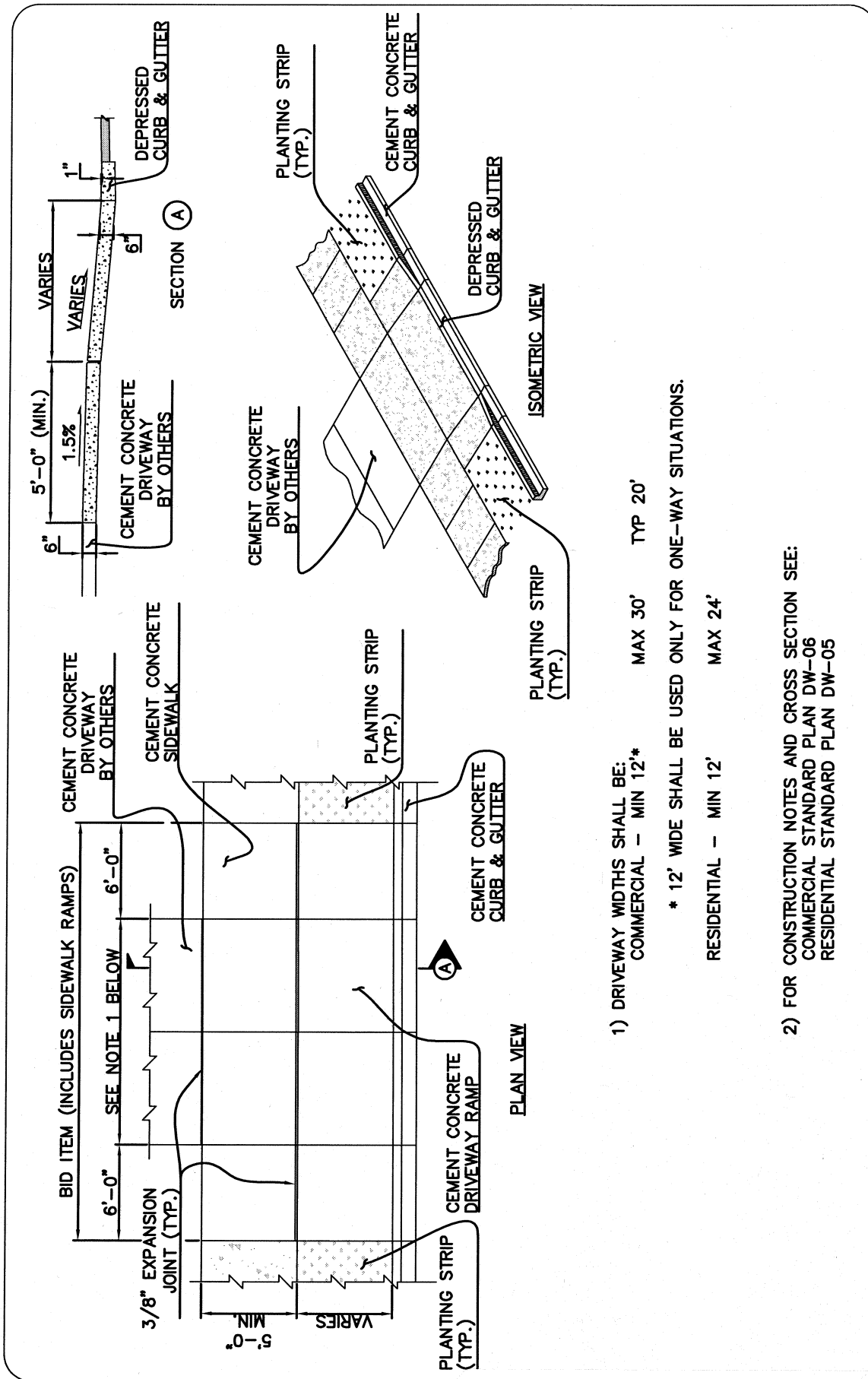
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1) DRIVEWAY WIDTHS SHALL BE:
COMMERCIAL - MIN 12'

MAX 30' TYP 20'

* 12' WIDE SHALL BE USED ONLY FOR ONE-WAY SITUATIONS.

RESIDENTIAL - MIN 12'

MAX 24'

2) FOR CONSTRUCTION NOTES AND CROSS SECTION SEE:
COMMERCIAL STANDARD PLAN DW-06
RESIDENTIAL STANDARD PLAN DW-05

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FIGURE

DW-01

ROAD DESIGN STANDARDS

CEMENT CONCRETE DRIVEWAY & ALLEY APPROACH ALTERNATE #1



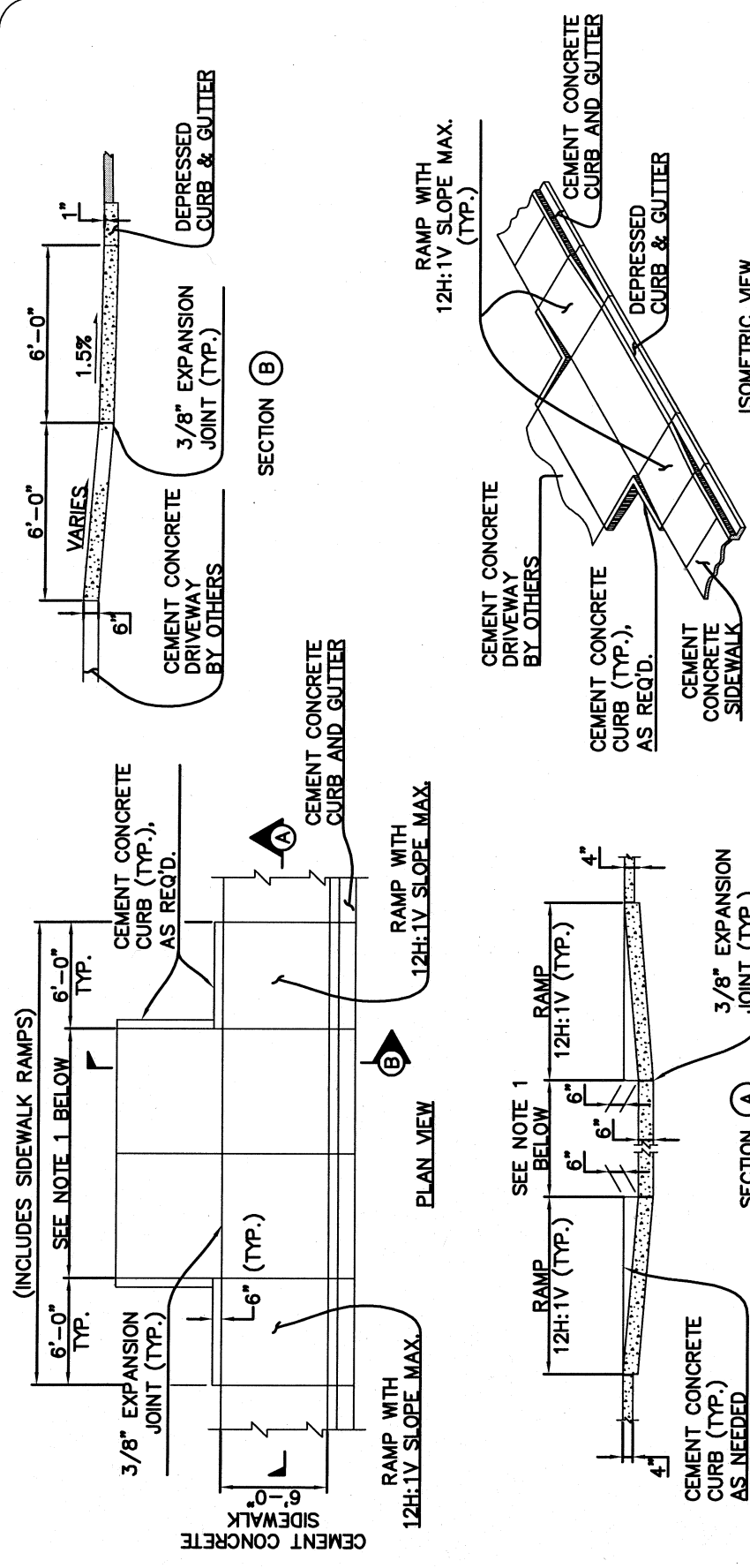
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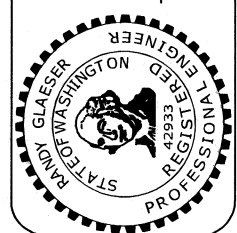
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NOTES:

1. DRIVEWAY WIDTHS SHALL BE:
 COMMERCIAL - MIN 12' * MAX 30' TYP 20'
 * 12' WIDE SHALL BE USED ONLY FOR ONE-WAY SITUATIONS.
 RESIDENTIAL - MIN 12' MAX 24'
2. FOR CONSTRUCTION NOTES AND CROSS SECTION SEE:
 COMMERCIAL STANDARD PLAN DW-06
 RESIDENTIAL STANDARD PLAN DW-05



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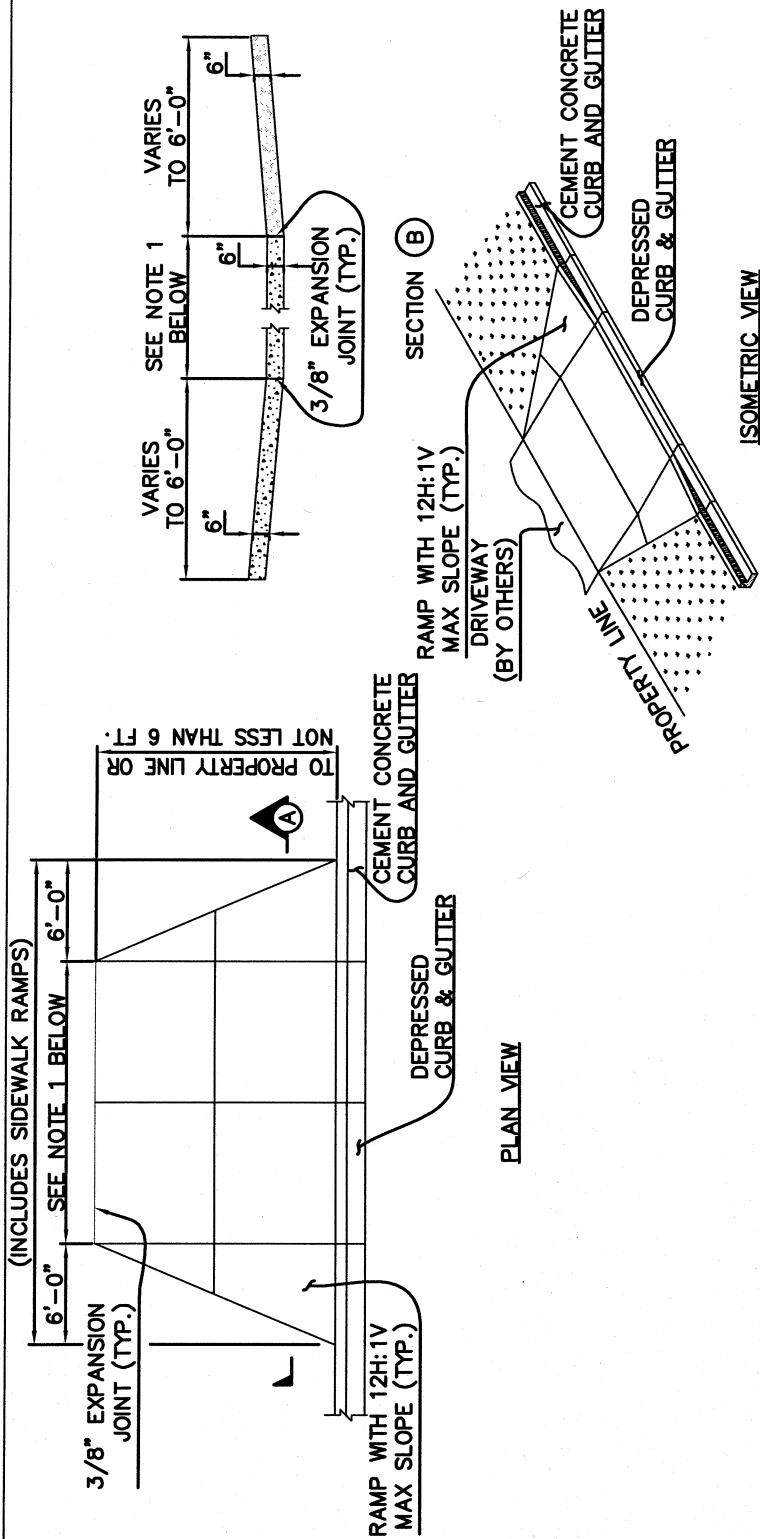
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ROAD DESIGN STANDARDS

CEMENT CONCRETE DRIVEWAY & ALLEY APPROACH ALTERNATE #2

FIGURE

DW-02



NOTES:

1. DRIVEWAY WIDTHS SHALL BE:
 COMMERCIAL - MIN 12'* MAX 30' TYP 20'
 * 12' WIDE SHALL BE USED ONLY FOR ONE-WAY SITUATIONS.
 RESIDENTIAL - MIN 12' MAX 24'
2. FOR CONSTRUCTION NOTES AND CROSS SECTION SEE:
 COMMERCIAL STANDARD PLAN DW-06
 RESIDENTIAL STANDARD PLAN DW-05



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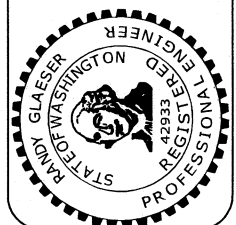
FIGURE

DW-03

ROAD DESIGN STANDARDS

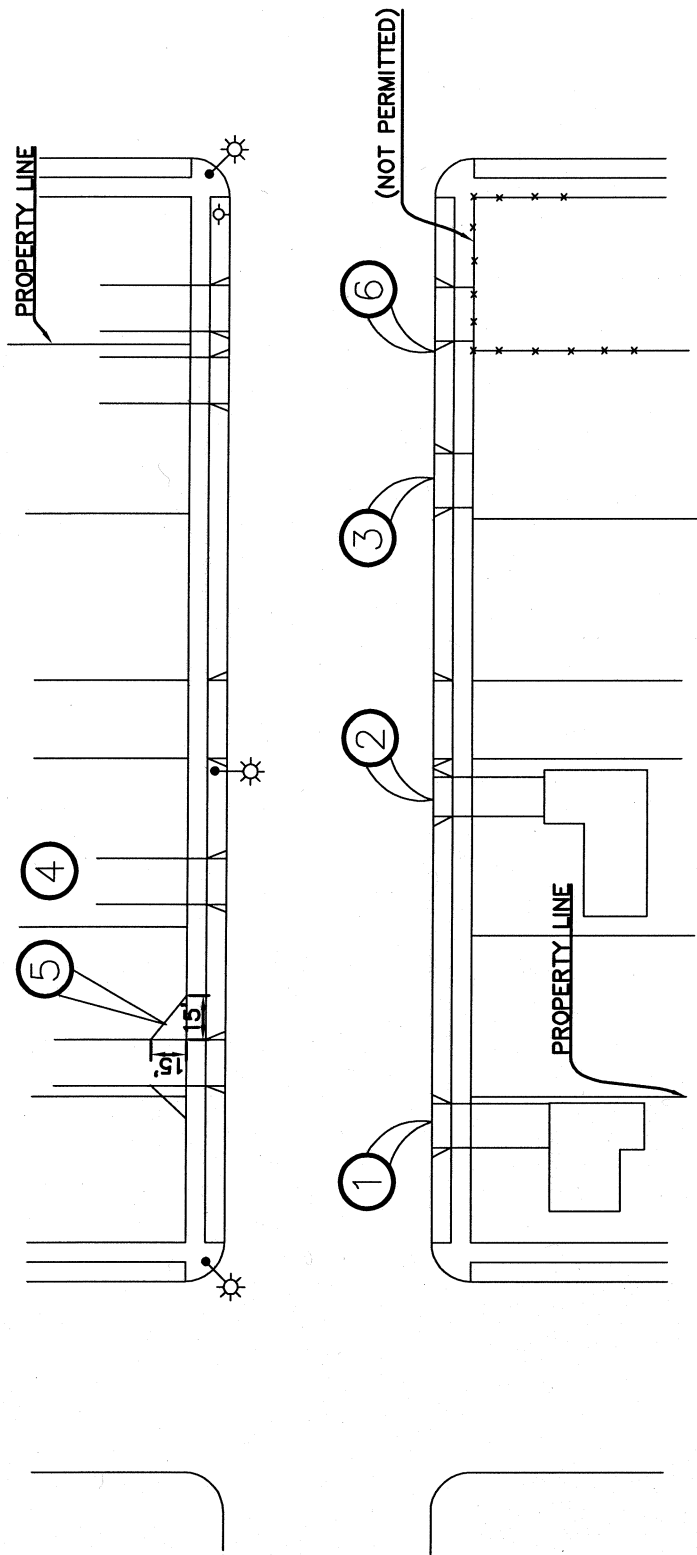
CEMENT CONCRETE DRIVEWAY & ALLEY APPROACH ALTERNATE #3

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- 1) ON CORNER LOTS, DRIVEWAYS MUST BE ALONG THE PROPERTY LINE FARTEST FROM THE INTERSECTION.
- 2) ON LOTS ADJACENT TO ALLEYS, IT IS PERMISSIBLE FOR DRIVEWAYS TO BE POSITIONED WITHIN TWO FEET OF THE ALLEY.
- 3) ON MID-BLOCK LOTS, DRIVEWAYS SHOULD BE POSITIONED TO AVOID HAVING THE WATER METER IN THE DRIVEWAY.
- 4) DRIVEWAYS SHOULD BE POSITIONED TO AVOID POWER POLES, FIRE HYDRANTS, STREET LIGHTS AND TRAFFIC SIGNS.
- 5) DRIVEWAYS MUST BE POSITIONED TO PRESERVE A CLEAR VIEW TRIANGLE OF 15 FEET ALONG THE PROPERTY LINE.
- 6) DRIVEWAYS MUST PROVIDE ACCESS TO A GARAGE, CARPORT, PARKING APRON, OR OTHER STRUCTURE ON PROPERTY. DRIVEWAYS THAT PROVIDE ACCESS ONLY TO THE PLANTING STRIP OR THAT ALLOW PARKING ON THE SIDEWALK ARE NOT PERMITTED.



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FIGURE

DW-04

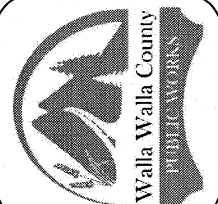
ROAD DESIGN STANDARDS

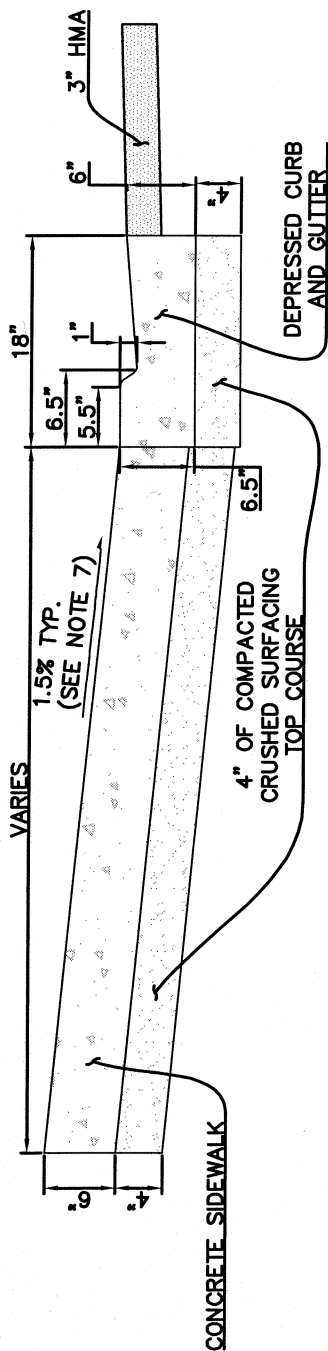
DRIVEWAY LOCATIONS

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NOTES:

- 1) JOINTS
 - A) WHERE THE DRIVEWAY EXCEEDS 16' IN WIDTH, A 2" DUMMY JOINT SHALL BE PLACED LONGITUDINALLY ALONG THE CENTER LINE.
 - B) WHERE THE DISTANCE FROM THE FACE OF THE CURB TO THE FRONT OF THE SIDEWALK EXCEEDS 16' A 2" DEEP TRANSVERSE DUMMY JOINT SHALL BE PLACED AT ONE HALF THE DISTANCE TO THE FACE OF THE SIDEWALK.
 - C) A 3/8" THRU JOINT SHALL BE PLACED AT POINTS OF TANGENCY WITH STANDARD CURB AND SIDEWALK. IF THE DRIVEWAY EXCEEDS 30' IN WIDTH, AN EXPANSION JOINT SHALL BE PLACED AT MID POINT.
 - D) JOINTS SHALL BE CLEAN AND EDGED WITH 1/2" RADIUS EDGER.
- 2) HOT MIX ASPHALT (HMA) SHALL BE CUT BACK 12" AND HAVE A SMOOTH EDGE BEFORE BEING PATCHED. (SEE STREET PATCH UT-03 OR UT-04)
- 3) CONCRETE SHALL MEET REQUIREMENT OF THE W.S.D.O.T. STANDARD SPECIFICATIONS.
- 4) FORMS SHALL MEET REQUIREMENTS OF W.S.D.O.T. STANDARD SPECIFICATIONS.
- 5) THE ENTIRE CURB AND GUTTER SECTION MUST BE COMPLETELY REMOVED AND REPLACED.
- 6) NO MONOLITHIC POURS ARE ALLOWED. SIDEWALKS, CURB AND GUTTER, AND DRIVEWAYS SHALL BE POURED SEPARATELY WITH EXPANSION JOINTS AS NOTED.
- 7) CROSS SLOPE SHALL NOT BE STEEPER THAN 1.5% UNLESS ALTERNATIVE ACCESSIBLE ROUTE IS PROVIDED. IF ADA ACCESS IS NOT REQUIRED, CROSS SLOPE SHALL NOT EXCEED 1:12 SLOPE.
- 8) CRUSHED SURFACING TOP COURSE MUST BE MOISTURE CONDITIONED BEFORE PLACEMENT AND COMPACTED TO A NON-YIELDING CONDITION. COMPACTION SHALL MEET REQUIREMENT OF THE W.S.D.O.T. SPECIFICATIONS.
- 9) THICKNESS SHALL BE 6" MIN. FOR ALL DRIVEWAY AND ALLEY APPROACHES.
- 10) LOCATIONS OF ALL DRIVEWAYS SHALL BE APPROVED BY THE COUNTY ENGINEER. ADJACENT DRIVEWAYS SHALL HAVE A MIN. OF 4 FEET OF CURB SEPARATING THE APPROACHES OR MATCH SIDEWALK GRADE.
- 11) FINISH SHALL BE LIGHT BROOMED.
- 12) COMPACTION OF SUBGRADE, SHALL MEET REQUIREMENT OF THE W.S.D.O.T. SPECIFICATIONS.

FIGURE

DW-05

ROAD DESIGN STANDARDS

RESIDENTIAL DRIVEWAY APPROACH CROSS-SECTION

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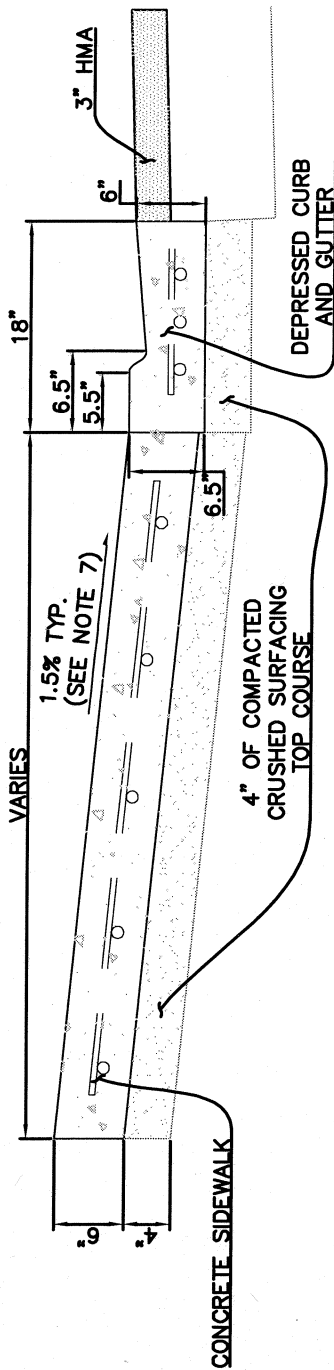
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NOTES:

- 1) COMMERCIAL OR HEAVY VEHICLE LOAD DRIVEWAY AND ALLEY APPROACHES SHALL HAVE REINFORCEMENT MATERIAL PLACED WITHIN THE CURB/GUTTER AND SIDEWALK IN THE FOLLOWING MANNER.
 - A) CURB/GUTTER: 3-#4 BARS PLACED PARALLEL TO THE STREET WITH #4 CROSS TIES AT 24" ON CENTER.
 - B) SIDEWALK: #4 BARS AT 12" ON CENTER EACH WAY.
 - 2) JOINTS
 - A) WHERE THE DRIVEWAY EXCEEDS 16' IN WIDTH, A 2" DUMMY JOINT SHALL BE PLACED LONGITUDINALLY ALONG THE CENTER LINE.
 - B) WHERE THE DISTANCE FROM THE FACE OF THE CURB TO THE FRONT OF THE SIDEWALK EXCEEDS 16' A 2" DEEP TRANSVERSE DUMMY JOINT SHALL BE PLACED AT ONE HALF THE DISTANCE TO THE FACE OF THE SIDEWALK.
 - C) A 3/8" THRU JOINT SHALL BE PLACED AT POINTS OF TANGENCY WITH STANDARD CURB AND SIDEWALK. IF THE DRIVEWAY EXCEEDS 30' IN WIDTH, AN EXPANSION JOINT SHALL BE PLACED AT MID POINT.
 - D) JOINTS SHALL BE CLEAN AND EDGED WITH 1/2" RADIUS EDGER.
 - 3) HOT MIX ASPHALT (HMA) SHALL BE CUT BACK 12" AND HAVE A SMOOTH EDGE BEFORE BEING PATCHED. (SEE STREET PATCH UT-03 OR UT-04)
 - 4) CONCRETE SHALL MEET REQUIREMENT OF THE W.S.D.O.T. STANDARD SPECIFICATIONS.
 - 5) FORMS SHALL MEET REQUIREMENTS OF W.S.D.O.T. STANDARD SPECIFICATIONS.
- 5) THE ENTIRE CURB AND GUTTER SECTION MUST BE COMPLETELY REMOVED AND REPLACED.
 - 6) NO MONOLITHIC POURS ARE ALLOWED. SIDEWALKS, CURB AND GUTTER, AND DRIVEWAYS SHALL BE POURED SEPARATELY WITH EXPANSION JOINTS AS NOTED.
 - 7) CROSS SLOPE SHALL NOT BE STEEPER THAN 1.5% UNLESS ALTERNATIVE ACCESSIBLE ROUTE IS PROVIDED. IF ADA ACCESS IS NOT REQUIRED, CROSS SLOPE SHALL NOT EXCEED 1:12 SLOPE.
 - 8) CRUSHED SURFACING TOP COURSE MUST BE MOISTURE CONDITIONED BEFORE PLACEMENT AND COMPACTED TO A NON-YIELDING CONDITION. COMPACTION SHALL MEET REQUIREMENT OF THE W.S.D.O.T. SPECIFICATIONS.
 - 9) THICKNESS SHALL BE 6" MIN. FOR ALL DRIVEWAY AND ALLEY APPROACHES.
 - 10) LOCATIONS OF ALL DRIVEWAYS SHALL BE APPROVED BY THE COUNTY ENGINEER. ADJACENT DRIVEWAYS SHALL HAVE A MIN. OF 4 FEET OF CURB SEPARATING THE APPROACHES OR MATCH SIDEWALK GRADE.
 - 11) FINISH SHALL BE LIGHT BROOMED.
 - 12) COMPACTION OF SUBGRADE, SHALL MEET REQUIREMENT OF THE W.S.D.O.T. SPECIFICATIONS.



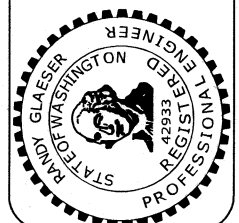
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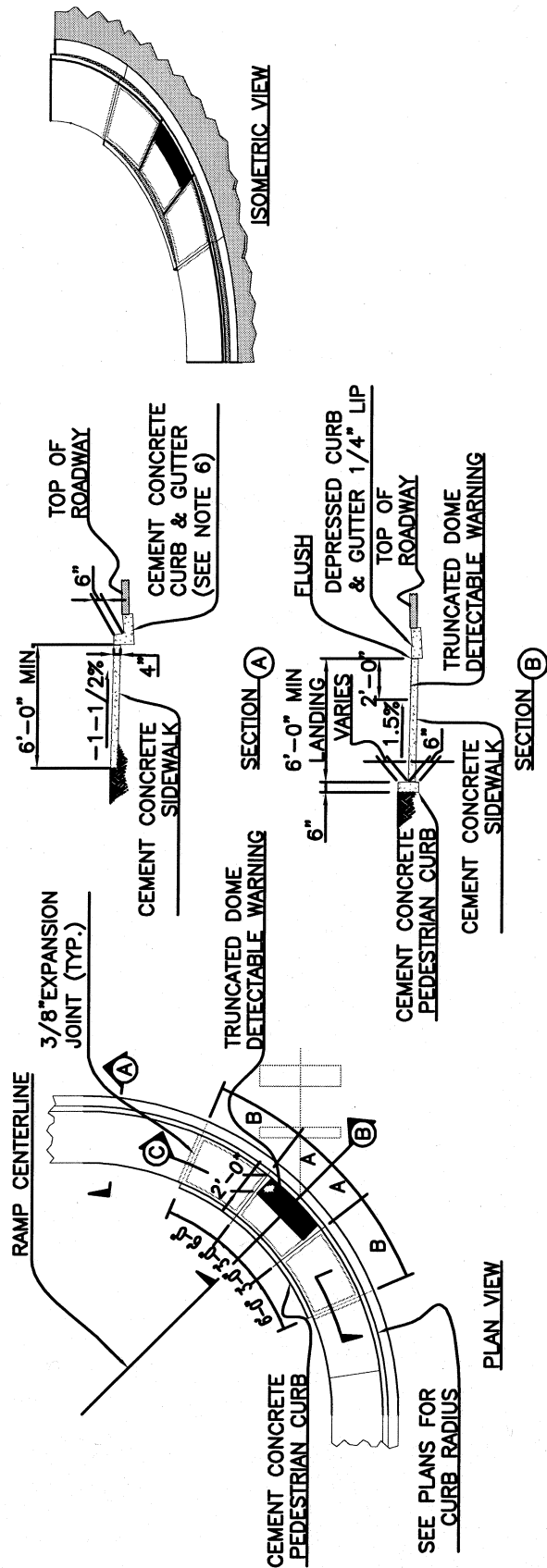
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ROAD DESIGN STANDARDS

COMMERCIAL DRIVEWAY APPROACH CROSS-SECTION

FIGURE

DW-06

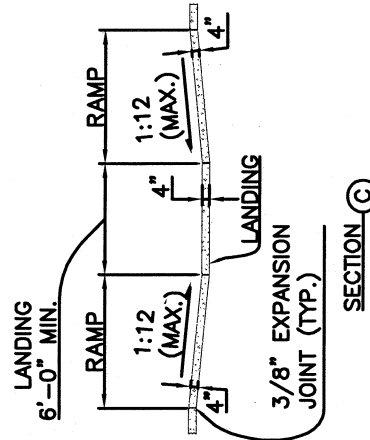


NOTES:

1. RAMP SLOPE SHALL NOT BE STEEPER THAN 12H:1V.
2. CROSS SLOPE SHALL NOT BE STEEPER THAN 1.5%
3. MIN. 48" X 48" LANDING REQUIRED AT TOP AND BOTTOM OF RAMP.
4. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION, BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS
5. TRUNCATED DOME DETECTABLE WARNING SHALL BE YELLOW CAST IN PLACE BY ARMOR - TILE OR APPROVED EQUAL, PLACED AT BACK OF CURB.
6. STANDARD CURB AND GUTTER SHOWN, SEE THE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED.
7. SEE SIDEWALK, AND CURB AND GUTTER PLANS FOR INFORMATION OF CONCRETE MATERIALS AND PLACEMENT GENERAL REQUIREMENTS
8. DETECTABLE WARNING PATTERN AND RAMP PLACEMENT SHALL BE PER WSDOT STANDARD PLAN F-40.12-00

FIVE FOOT WIDE SIDEWALK AND 6" CURB		
RADIUS	A	B
(AT CURB FACE)		
20 FEET	4'-2"	8'-4"
30 FEET	3'-8"	7'-4"
40 FEET	3'-6"	7'-0"
50 FEET	3'-4 1/2"	6'-9"
60 FEET	3'-4"	6'-8"
70 FEET	3'-3 1/2"	6'-7"

INTERMEDIATE RADII CAN BE INTERPOLATED



FIGURE

ROAD DESIGN STANDARDS

ADA SIDEWALK RAMP TYPE A

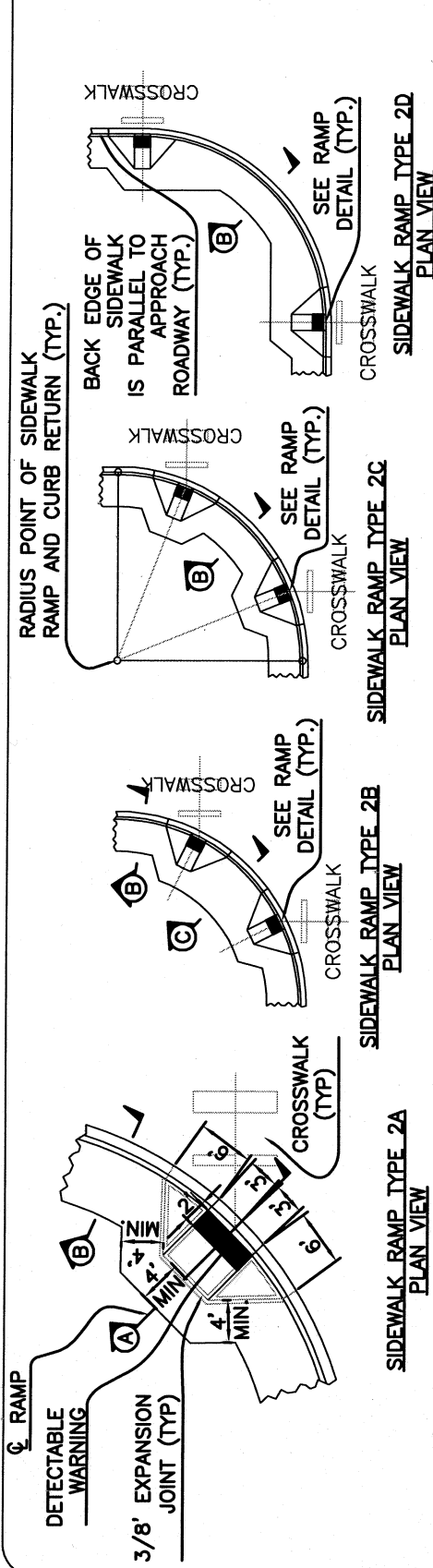
SW-01

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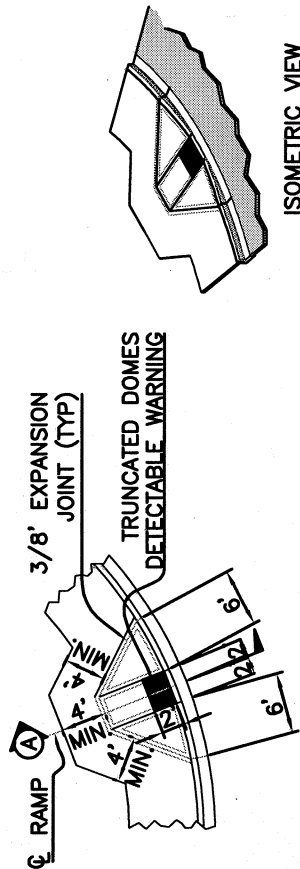


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- NOTES:**
1. RAMP SLOPE SHALL NOT BE STEEPER THAN 12H:1V
 2. CROSS SLOPES SHALL NOT BE STEEPER THAN 1.5%.
 3. MIN. 48"X48" LANDING REQUIRED AT TOP OF RAMP.
 4. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES, OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
 5. TRUNCATED DOME DETECTABLE WARNING SHALL BE YELLOW, CAST IN PLACE BY ARMOR-TILE OR APPROVED EQUAL, PLACED AT BACK OF CURB.
 6. STANDARD CURB AND GUTTER SHOWN, SEE THE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED.
 7. SEE SIDEWALK, AND CURB AND GUTTER PLANS FOR INFORMATION OF CONCRETE MATERIALS AND PLACEMENT GENERAL REQUIREMENTS.
 8. DETECTABLE WARNING PATTERN AND RAMP PLACEMENT SHALL BE PER WSDOT STANDARD PLAN F-40.10-01



FIGURE

SW-02

ROAD DESIGN STANDARDS

ADA SIDEWALK RAMP TYPE B

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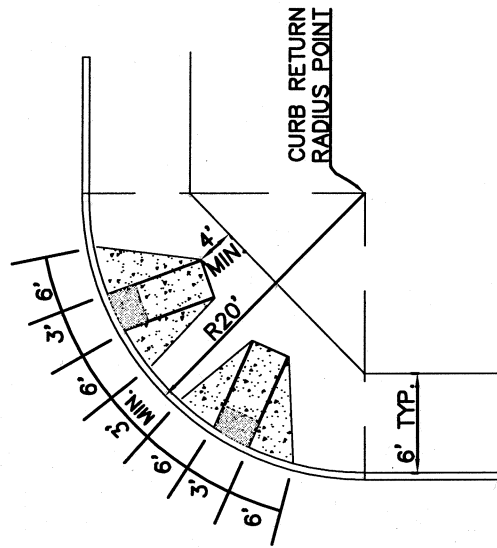
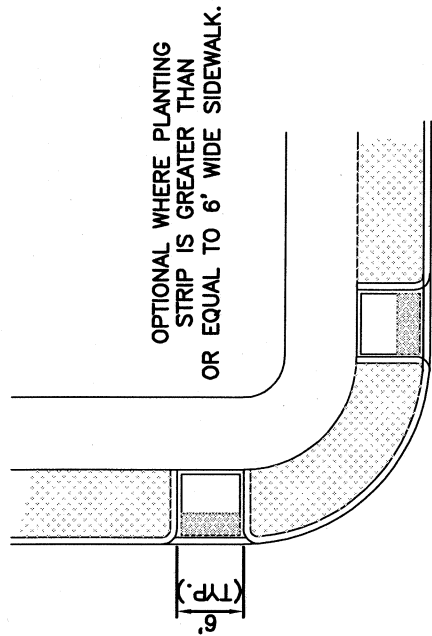
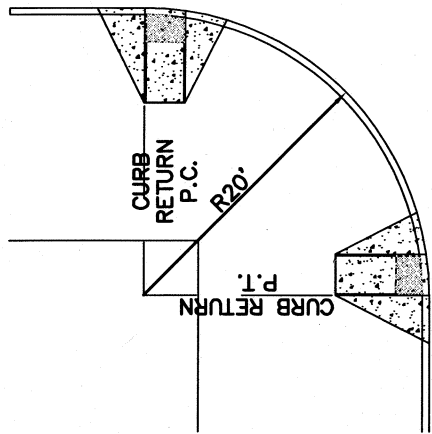
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NOTE: DIMENSIONS, DETECTABLE WARNING FEATURES, RAMP LOCATION ALONG CURB SHALL BE PER WSDOT STANDARD PLANS F-40 OR F-42 AS APPLICABLE UNLESS OTHERWISE APPROVED BY COUNTY ENGINEER.



Walla Walla County, WA

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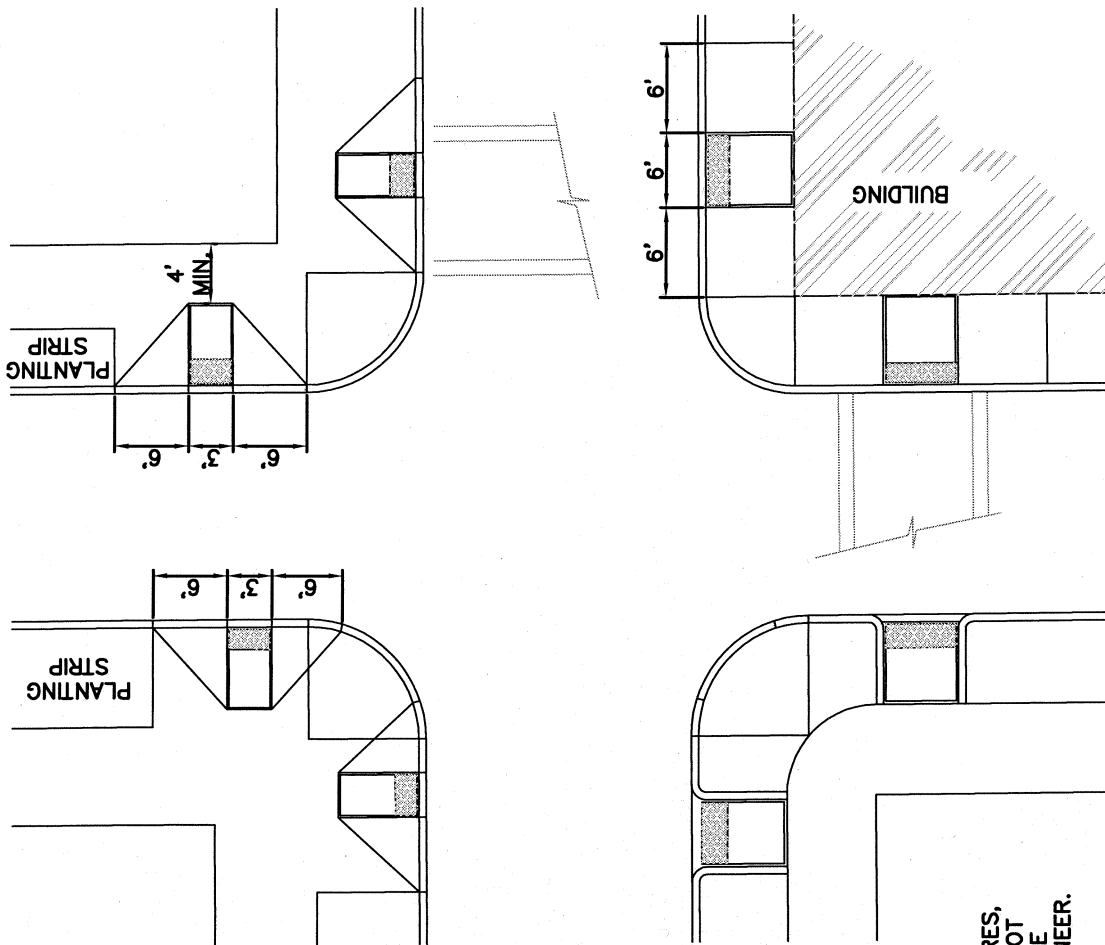
10/21/2009

ROAD DESIGN STANDARDS

SIDEWALK RAMP PLACEMENT EXAMPLES

FIGURE

SW-03



NOTE: DIMENSIONS, DETECTABLE WARNING FEATURES, RAMP AND LOCATION ALONG CURB SHALL BE PER WSDOT STANDARD PLANS F-40 OR F-42 AS APPLICABLE UNLESS OTHERWISE APPROVED BY COUNTY ENGINEER.

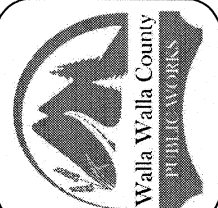
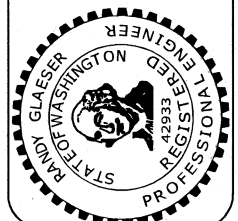
FIGURE

SW-04

ROAD DESIGN STANDARDS
MORE SIDEWALK RAMP PLACEMENT EXAMPLES

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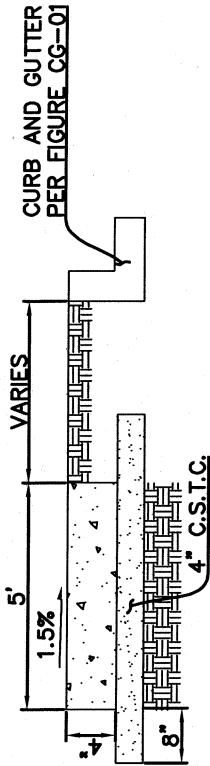
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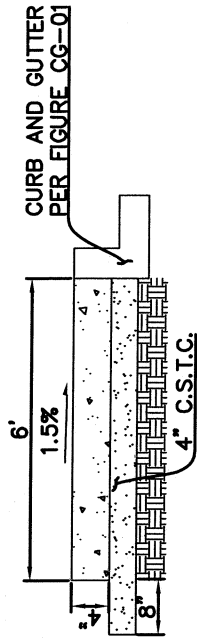
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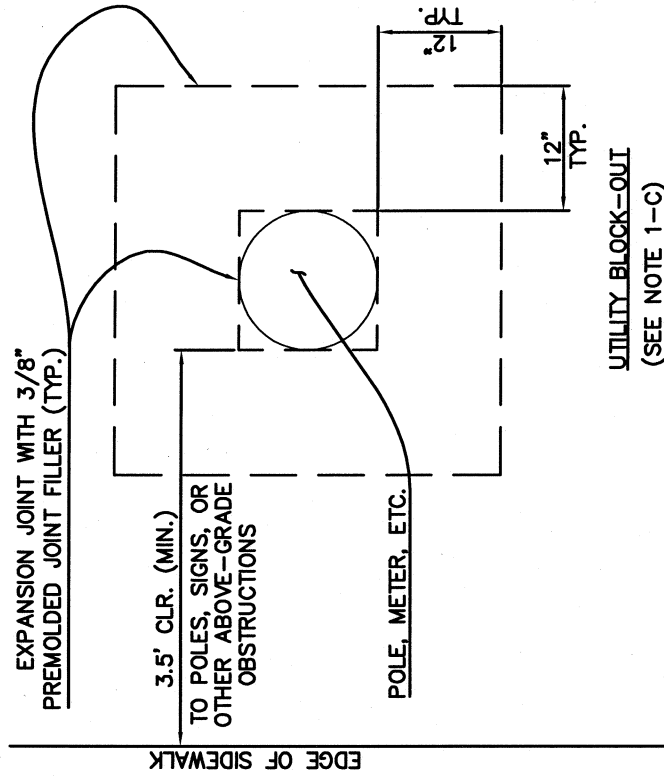


SIDEWALK CROSS SECTION W/ PLANTER STRIP



SIDEWALK CROSS SECTION AGAINST CURB

- 1) JOINTS
 - A) DUMMY (CONTRACTION) JOINTS SHALL BE TRAVERSE $1/4$ " TO $3/4$ " DEEP TO CREATE SQUARE PANELS NO GREATER THAN 10 FEET.
 - B) FULL DEPTH AND FULL WIDTH EXPANSION JOINTS SHALL BE INSTALLED WITH $3/8$ " THICK PREMOULDED JOINT FILLER AT A SPACING NOT MORE THAN 30 FEET, AT THE HIGH POINT OF DRIVEWAY AND ALLEY CUTS, AND AROUND ALL UTILITY POLES, METER BOXES, DRIVEWAYS, ALLEYS, MANHOLES, WATER VALVES, PHONE PEDESTALS, CURB RAMPS, AND WHERE THERE IS A CHANGE IN DIRECTION.
 - C) ALL JOINTS SHALL BE CLEAN AND EDGED WITH A $1/2$ " RADIUS EDGER.
- 2) MATERIALS, CONCRETE, FORMS, AND PROCEDURES SHALL MEET REQUIREMENT OF THE W.S.D.O.T. STANDARD SPECIFICATIONS.
- 3) FINISH SHALL BE LIGHT BROOM.
- 4) COMPACTION SHALL MEET REQUIREMENTS OF THE STANDARD W.S.D.O.T. STANDARD SPECIFICATION.
- 5) PLACE JOINT MATERIAL EITHER BETWEEN THE SIDEWALK AND CURB OR BACK OF SIDEWALK AND STRUCTURE WHEN THE SIDEWALK IS RESTRICTED ON ALL SIDES.
- 6) ALL RETROFIT WORK SHALL BE SAWCUT SMOOTH AND EVEN AT THE CURB, SIDEWALK, AND GUTTER EDGES.
- 7) CURB AND GUTTER, DRIVEWAY AND SIDEWALK SHALL NOT BE POURED AS ONE SECTION.



APPROVED BY:

10/21/2009

ROAD DESIGN STANDARDS

SIDEWALK CROSS-SECTION

FIGURE

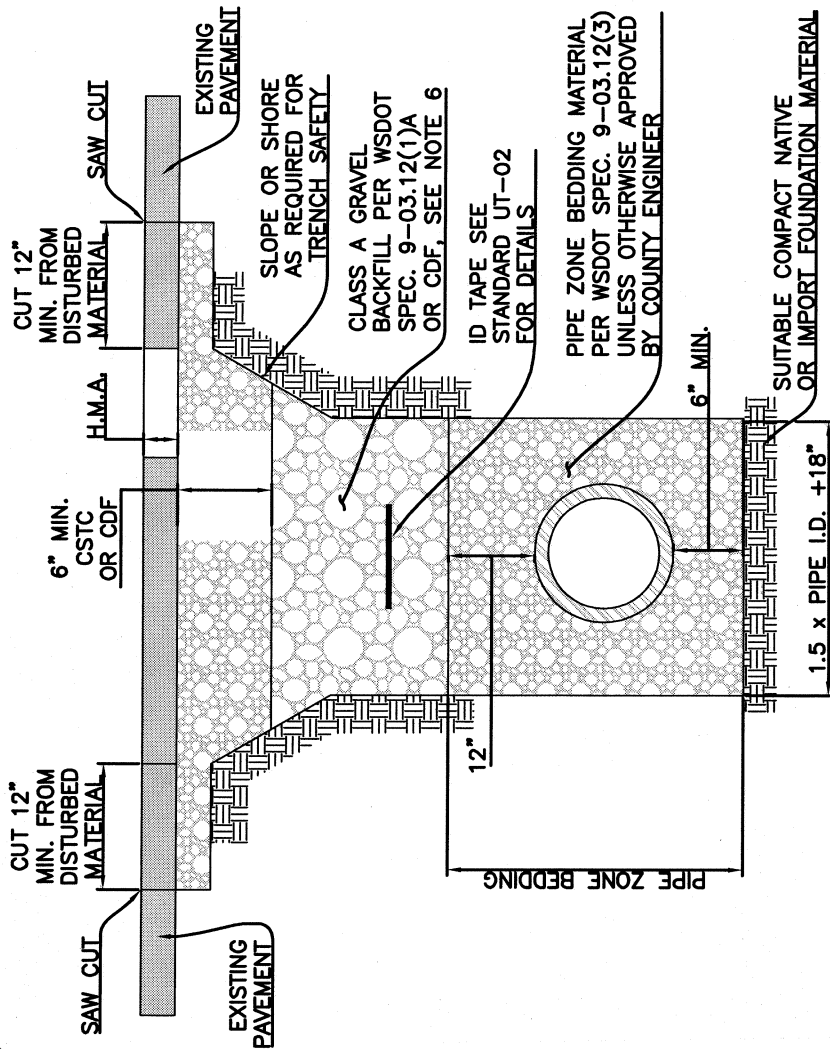
SW-05



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CDF SPECIFICATIONS

PCC	94 LBS..
SAND	3100 LBS..
AIR	3 OZ.
WATER	420 LBS.. (51 GAL.)

NOTES:

- 1) TRENCH EXCAVATION SHALL NOT BE MORE THAN 100 FEET AHEAD OF THE PIPE LAYING OPERATION.
- 2) TRENCHES ARE TO BE BACKFILLED AT THE END OF EACH DAY. OPEN TRENCHES MORE THAN 10 FEET FROM THE TRAVELED WAY MAY BE LEFT OPEN AND COVERED WITH STEEL PLATES OR A SAFETY FENCE. IF A FENCE IS USED, IT SHALL BE AT LEAST 4 FEET HIGH AND BE ADEQUATELY SUPPORTED AT A MAXIMUM SPACING OF 6 FEET CENTER TO CENTER TO PROVIDE AN IMPASSABLE BARRIER.
- 3) WORK AREAS ARE TO BE MARKED WITH LIGHTED BARRICADES AND APPROPRIATE MUTCD SIGNING.
- 4) COMPACTION AT ALL SITES WITHIN THE ROAD PRISM AND THE TOP 3 FEET OF BACKFILL SHALL ACHIEVE 95% OF THE MAXIMUM DENSITY. COMPACTION AT DEPTHS BELOW 3 FEET SHALL BE COMPACTED TO A MINIMUM OF 90%.
- 5) COMPACTION TESTING SHALL BE TAKEN AT RANDOM SITES AT DISCRETION OF THE INSPECTOR.
- 6) IMMEDIATELY PRIOR TO HMA PATCHING THE EXCAVATION EDGE WILL BE CUT BACK A MINIMUM OF 12 INCHES ON EACH SIDE, PROVIDING A RECTANGULAR PATCH WITH NO IRREGULARITIES. EDGES SHALL BE TACK COATED BEFORE PATCH IS PLACED. MINIMUM PATCH WIDTH SHALL BE 5 FEET.
- 7) THE TRENCH AREA ABOVE THE BEDDING ZONE AND BELOW THE SURFACING MAY BE BACK FILLED WITH CONTROLLED DENSITY FILL (CDF) AT THE OPTION OF THE CONTRACTOR. IF EXISTING UTILITIES CROSSING THE TRENCH CREATE A VOID AREA THAT IS NOT READILY COMPACTABLE, THE CONTRACTOR SHALL USE CDF TO BACK FILL SIX INCHES ABOVE THE UTILITY. THE CONTRACTOR MAY ELECT TO BACK FILL THE REMAINING AREA WITH CDF OR USE SELECT BACKFILL. USE OF NATIVE MATERIAL SUITABLE FOR TRENCH BACKFILL SHALL ONLY BE ALLOWED WITH PRIOR APPROVAL OF COUNTY ENGINEER.
- 8) ALL TRENCH WORK SHALL BE IN CONFORMANCE WITH STANDARD PLAN FOR TRENCH DETAILS.
- 9) ALL CDF TRENCH FILL MATERIAL SHALL BE THOROUGHLY SET TO THE SATISFACTION OF THE COUNTY ENGINEER BEFORE ANY ADDITIONAL FILL MATERIALS, CRUSHED SURFACING OR HMA IS PLACED.



Walla Walla County, WA

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FIGURE

UT-01

ROAD DESIGN STANDARDS

TRENCH DETAILS

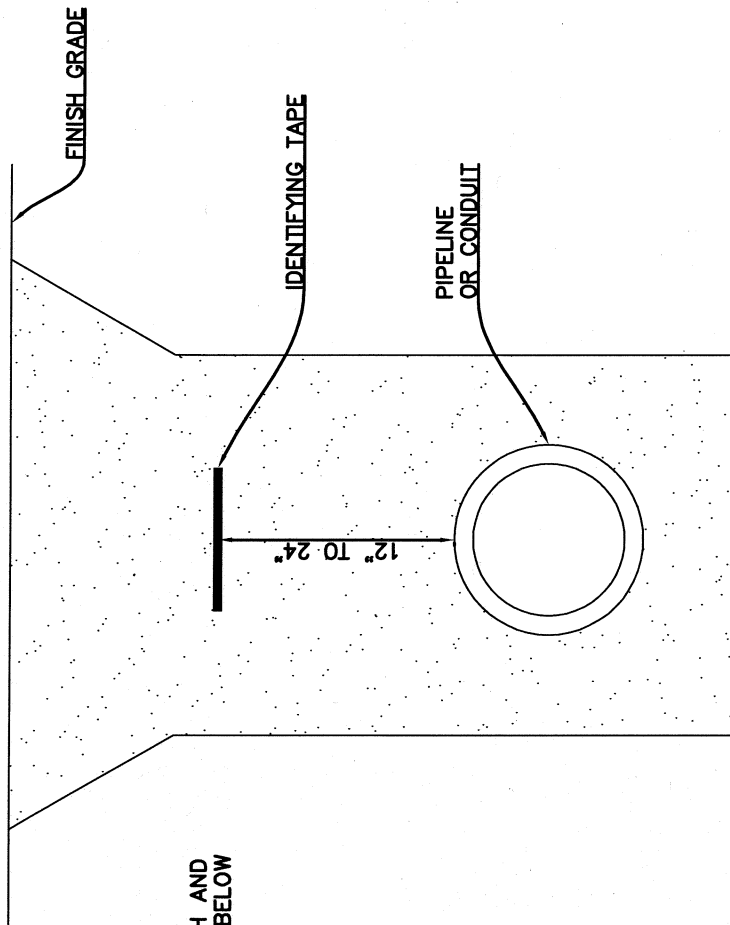
APPROVED BY:

10/21/2009



NOTE:

FOR SEWER PIPE LAID AT 6 FEET IN DEPTH AND DEEPER, PLACE IDENTIFYING TAPE 4 FEET BELOW FINISH GRADE.



TYPE	COLOR	SIZE	DETECTABLE	IMPRINT
STORM SEWER	GREEN	3"	YES	CAUTION BURIED STORM LINE BELOW
SANITARY SEWER	GREEN	3"	YES	CAUTION BURIED SEWER LINE BELOW
WATER	BLUE	3"	YES	CAUTION BURIED WATER LINE BELOW
TRAFFIC CONDUIT	RED	3"	NO	CAUTION ELECTRIC LINE BELOW
ELECTRIC CONDUIT				
DIRECT BURY WIRE				



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FIGURE

UT-02

ROAD DESIGN STANDARDS

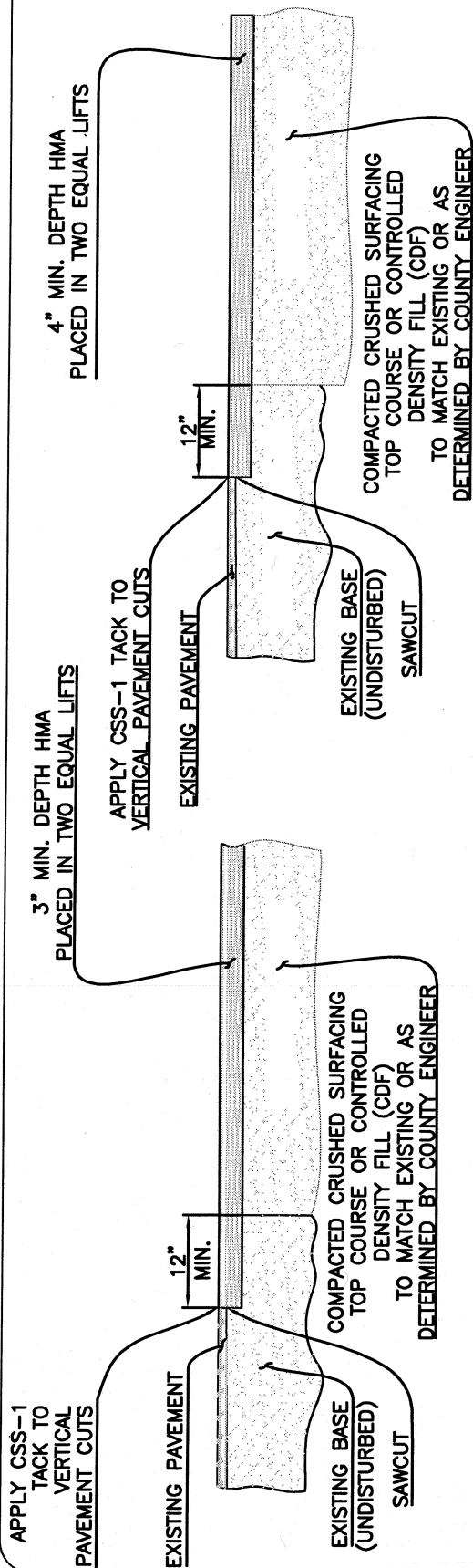
IDENTIFYING TAPE DETAIL

APPROVED BY:



10/21/2009





LOCAL & COLLECTOR STREETS

ARTERIAL STREETS

NOTES:

- 1) AFTER DITCH BACKFILL HAS BEEN COMPACTED, AN ADDITIONAL 12" WILL BE REMOVED FROM EACH EDGE OF THE ORIGINAL CUT. THE ENGINEER MAY REQUIRE MORE THAN THE 12" ADDITIONAL CUT IF THE EXISTING PAVEMENT HAS BEEN LIFTED IN THE REMOVAL PROCESS, IF THE JOINT DOES NOT OCCUR ON UNDISTURBED MATERIAL, OR IF THE JOINT FALLS WITHIN THE TRAVEL LANE.
- 2) ALL BACKFILL SHALL BE UNIFORMLY MOISTURE CONDITIONED AND COMPACTED TO NO LESS THAN 95% MINIMUM DENSITY. BASE ROCK AND TOP COURSE SHALL BE PLACED IN LOOSE LIFTS NOT TO EXCEED 8 INCHES.
- 3) COLD MIX MAY BE USED TEMPORARILY ONLY UNTIL HOT MIX ASPHALT (HMA) IS AVAILABLE.



Walla Walla County, WA

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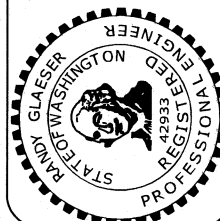
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FIGURE

UT-03

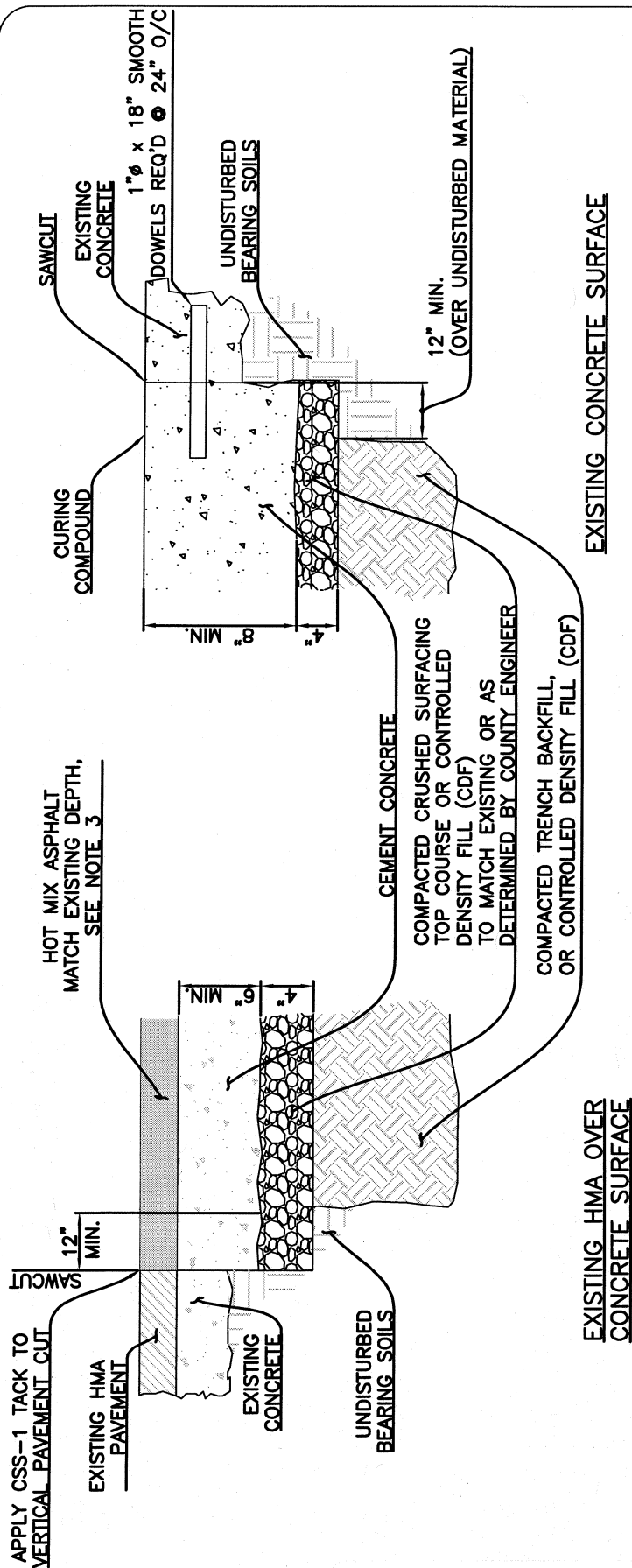
ROAD DESIGN STANDARDS
TYPICAL PATCH FOR FLEXIBLE PAVEMENT

APPROVED BY:



10/21/2009

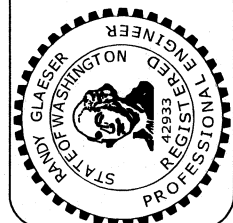




NOTES:

- 1) AFTER DITCH BACKFILL HAS BEEN COMPACTED, AN ADDITIONAL 12" WILL BE REMOVED FROM EACH EDGE OF THE ORIGINAL CUT. THE ENGINEER MAY REQUIRE MORE THAN THE 12" ADDITIONAL CUT IF THE EXISTING PAVEMENT HAS BEEN LIFTED IN THE REMOVAL PROCESS, IF THE JOINT DOES NOT OCCUR ON UNDISTURBED MATERIAL, OR IF THE JOINT FALLS WITHIN THE TRAVEL LANE.
- 2) ALL BACKFILL SHALL BE UNIFORMLY MOISTURE CONDITIONED AND COMPACTED TO NO LESS THAN 95% MINIMUM DENSITY. BASE ROCK AND TOP COURSE SHALL BE PLACED IN LOOSE LIFTS TO EXCEED 8 INCHES
- 3) COLD MIX MAY BE USED TEMPORARILY ONLY UNTIL HOT MIX ASPHALT (HMA) IS AVAILABLE.

APPROVED BY:



10/21/2009

ROAD DESIGN STANDARDS

TYPICAL PATCH FOR RIGID PAVEMENT

FIGURE

UT-04



Walla Walla County, WA

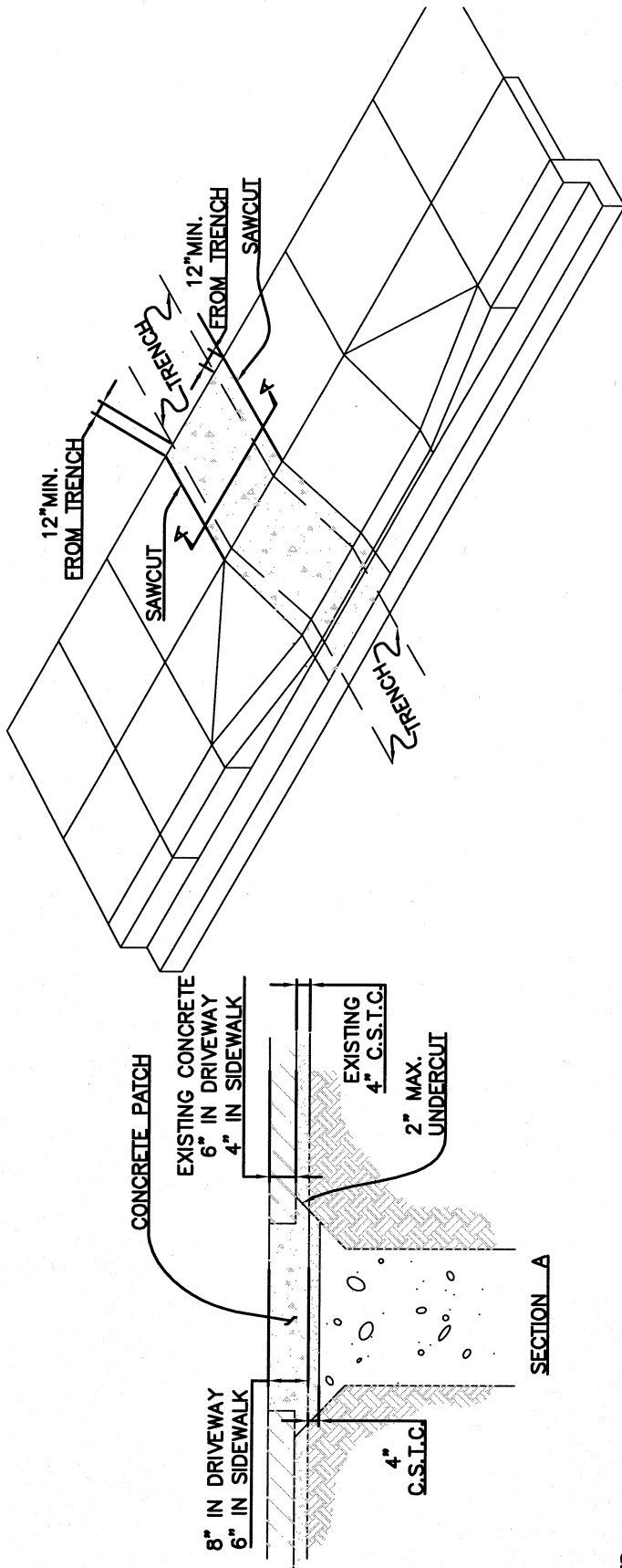
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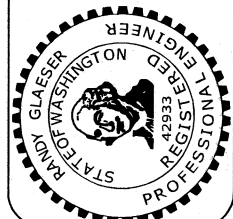
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**NOTES:**

- 1) MATERIALS SHALL MEET REQUIREMENTS OF THE W.S.D.O.T. STANDARD SPECIFICATIONS.
- 2) CONCRETE SHALL BE AIR ENTRAINED, CL 4000. MAX. ALLOWABLE SLUMP IS 4-1/2".
- 3) FORMS SHALL BE WOOD OR METAL, STAKED SECURELY IN PLACE, AND TRUE TO LINE AND GRADE.
- 4) BASE SHALL BE 4" C.S.T.C. SEE SEC. 9-03.9(3) COMPACTED T-99 95% MIN.
- 5) PATCH THICKNESS SHALL BE 8" FOR ALL DRIVEWAYS AND ALLEY APPROACHES, 6" FOR ALL OTHER.
- 6) SAW CUT SIDEWALK AND DRIVEWAY FULL DEPTH A MIN. OF 12" FROM EDGE OF TRENCH (SAW CUT BEFORE REMOVAL). ONE SIDE OF THE CUT MUST BE ALONG AN EXISTING JOINT.
- 7) IF THE TRENCH WIDTH IS GREATER THAN 1/2 OF A PANEL WIDTH, THEN REMOVE TO THE NEXT JOINT.
- 8) WHEN PANELS ARE OFFSET OR IRREGULAR IN ANY MANNER, THE COUNTY ENGINEER SHALL DETERMINE THE PATTERN OF REPLACEMENT.
- 9) IF UTILITY CUTS MUST BE CLOSER THAN 2 FEET THEN REMOVE CONCRETE TO THE NEAREST JOINT.
- 10) RECONNECT ALL CROSSING CONTROL JOINTS BY TOOLING WHILE CONCRETE IS PLASTIC OR BY SAW CUTTING TO A DEPTH 1/4".
- 11) IF EXISTING CONCRETE IS UNDERMINED BY MORE THAN 12", THEN SAW CUT FULL DEPTH AND REMOVE BACK TO UNDISTURBED SUBGRADE.

APPROVED BY:



10/21/2009

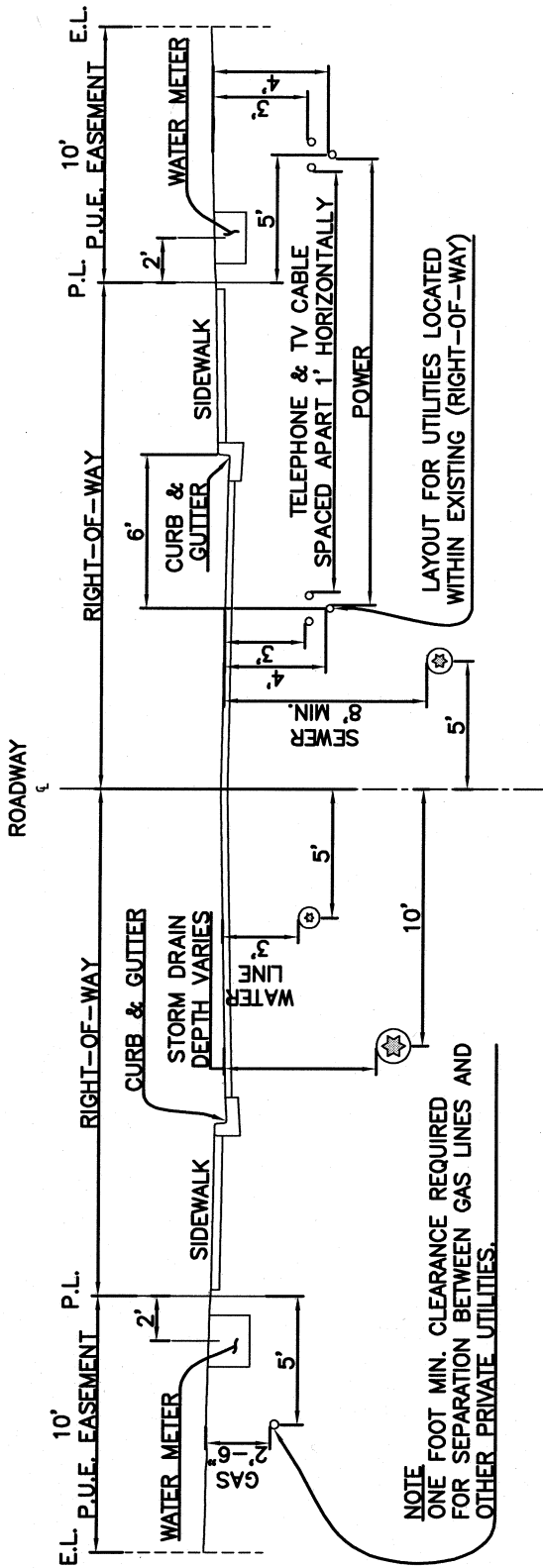


ROAD DESIGN STANDARDS

UTILITY CUT IN SIDEWALK AND DRIVEWAY

FIGURE

UT-05



SPECIFIC TO URBAN AREA

NOTE

- 1) PLOWLINES SHALL BE ADEQUATELY COMPACTED SO THAT THE PLOWLINE DOES NOT BECOME A CHANNEL FOR STORMWATER.
- 2) ENCASUREMENT PIPES NEED TO BE EXTENDED AT LEAST 10 FT. BEYOND THE PAVEMENT EDGE.
- 3) PIPE ZONE BACKFILL COMPACTED TO BE 90% MAX. DENSITY. BACKFILL ABOVE PIPE ZONE TO BE MAX. DENSITY OF 95% (WSDOT STD. SPECIFICATIONS, TRENCHES)
- 4) COMPACTION TESTS TO BE TAKEN EVERY 3 FT. OF BACKFILL DEPTH IN ALL TRENCHES.
- 5) ALL UTILITY DEPTHS LISTED ARE MIN. DEPTHS.

NOTE

P.L. (PROPERTY LINE)
E.L. (EASEMENT LINE)
P.U.E. (PUBLIC UTILITY EASEMENT)

FIGURE

UT-06

ROAD DESIGN STANDARDS

URBAN UTILITY LAYOUT

APPROVED BY:



10/21/2009



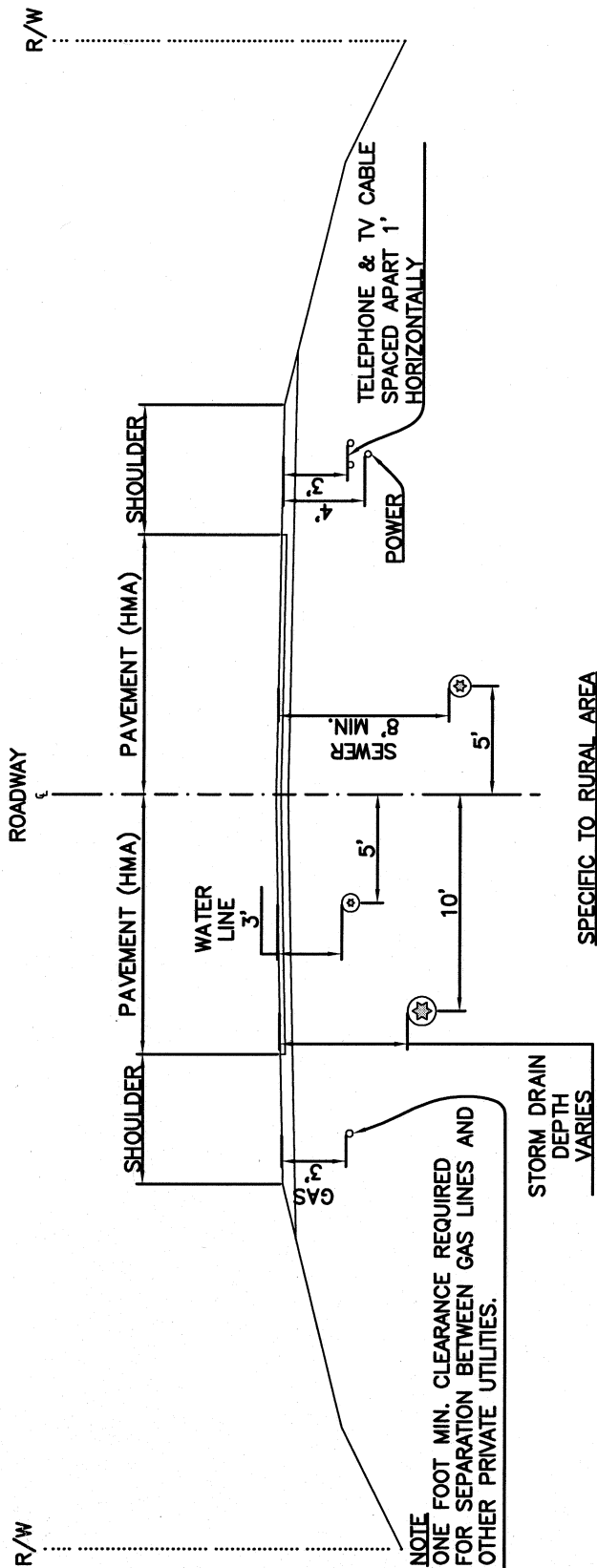
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NOTE

- 1) UTILITIES CANNOT BE PLACED IN THE FORESLOPE, DITCHBOTTOM, OR BACKSLOPE OF THE DITCH.
- 2) UTILITY INSTALLATIONS NEED TO BE A MIN. OF 3 FT. FROM PAVEMENT (HMA) EDGE.
- 3) PLOWLINES SHALL BE ADEQUATELY COMPACTED SO THAT THE PLOWLINE DOES NOT BECOME A CHANNEL FOR STORMWATER.
- 4) UTILITY MARKER POSTS TO BE PLACED BEHIND THE BACKSLOPE OF THE DITCH OR AT THE EDGE OF THE RIGHT-OF-WAY.
- 5) ENCASEMENT PIPES NEED TO BE EXTENDED AT LEAST 10 FT. BEYOND THE PAVEMENT EDGE.
- 6) PIPE ZONE BACKFILL COMPACTED TO 90% MAX. DENSITY. BACKFILL ABOVE PIPE ZONE TO BE MAX. DENSITY OF 95%. (WSDOT STANDARD SPECIFICATIONS TRENCHES.)
- 7) COMPACTION TESTS TO BE TAKEN EVERY 3 FT. OF BACKFILL DEPTH IN ALL TRENCHES.

NOTE
ALL UTILITY DEPTHS LISTED ARE MIN. DEPTHS.

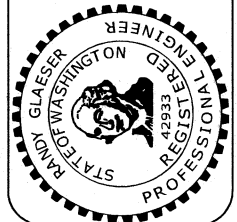
FIGURE

UT-07

ROAD DESIGN STANDARDS

RURAL UTILITY LAYOUT

APPROVED BY:



10/21/2009



Walla Walla County, WA

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When Recorded Return To:

Washington State Department of Commerce
Housing Trust Fund
906 Columbia Street Southwest
Post Office Box 42525
Olympia, Washington 98504-2525

Attention: Sharon Robinson, (360) 725-2978

65

LT30877

LOW INCOME HOUSING COVENANT AGREEMENT

Grantor (Borrower): Blue Mountain Action Council

Grantee (Lender): Department of Commerce

Assessor's Tax Parcel ID#: 36-07-29-71-0025; 36-07-29-84-0303 (549)

Legal Description (abbreviated): 530 S. Third: See Full Legal Description Below.

534 S. Third: A tract of land situated in the Northwest Quarter of Section 29, Township 7 North, Range 36 East, Walla Walla County, Washington.

Contract Number: 09-94100-019

This Low Income Housing Covenant Agreement (the "Covenant") is made by Blue Mountain Action Council, a Washington non-profit corporation ("Grantor") and is part of the consideration for the financial assistance provided by the Department of Commerce, a department of the state of Washington ("Department"), to Blue Mountain Action Council pursuant to a Housing Trust Fund Agreement, Contract Number 09-94100-019 (the "Contract"), for the acquisition, new construction and infrastructure development of real property ("Property") legally described as follows:

See Attached Full Legal Description

(the "Property").

This Covenant will be filed and recorded in the official public land records of Walla Walla County, Washington and shall constitute a restriction upon the use of the property described herein, subject to and in accordance with the terms of this Covenant, for forty (40) years beginning September 1, 2010 and ending August 31, 2050.

The covenants contained herein are to be taken and construed as covenants running with the land and shall pass to and be binding upon the Grantor, his successors and assigns, heirs, grantees, or lessees of the Property, beginning September 1, 2010 and ending August 31, 2050. Each and every contract, deed or other instrument covering or conveying the Property, or any portion thereof, shall be conclusively held to have been executed, delivered and accepted subject to such covenants, regardless of whether such covenants are set forth in such contract, deed, or other instruments.

NOW, THEREFORE, it is hereby covenanted, for the forty (40) years commencing September 1, 2010 and terminating August 31, 2050, as follows:

1. Eleven (11) of the residential units in the Property will be rented to households that at the time of initial occupancy have gross annual household incomes at or below thirty percent (30%) and one (1) unit will be rented to a resident



manager's household that at the time of initial occupancy has a gross annual household incomes at or below eighty percent (80%) of the local area median income for Walla Walla County, WA adjusted for the imputed household size, as estimated from time to time by the United States Department of Housing and Urban Development ("HUD"). If HUD ceases to provide such estimates of median income, then median income shall mean such comparable figure for Walla Walla County, Washington published or reported by a federal, state, or local agency as the Department shall select. Rents shall be adjusted for household size and are less the monthly allowance for customary utilities and services (excluding telephone, cable television and other telecommunications), to be paid by tenant.

2. The Grantor will provide safe and sanitary housing, and will comply with all state and local housing codes, licensing requirements, and other requirements regarding the condition of the structure and the operation of the project in the jurisdiction in which the housing is located.

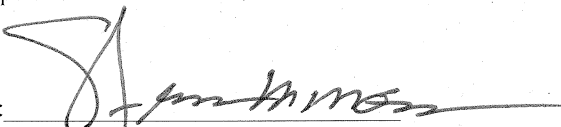
3. The Grantor will keep any records and make any reports relating to compliance with this covenant that the Department may reasonably require.

4. DEFAULT: If a violation of this Covenant occurs, the Department (or its successor agency) may, after thirty days notice to the Grantor, institute and prosecute any proceeding at law or equity to abate, default the loan, prevent, or enjoin any such violation or to compel specific performance by the Grantor of its obligations hereunder; provided that, the Grantor shall not be required by any provision herein to evict a residential tenant. No delay in enforcing the provisions hereof as to any breach or violation shall impair, damage, or waive the right of any party entitled to enforce the provisions hereof or to obtain relief against or recover for the continuation or repetition of such breach or violations or any similar breach or violation hereof at any later time.

IN WITNESS HEREOF, Blue Mountain Action Council has executed this Covenant on the 12TH day of OCTOBER, 2009.

WITNESS:

Blue Mountain Action Council, a Washington non-profit corporation

By: 

Print Name: STEVEN M. MOSS

Title: C.E.O.

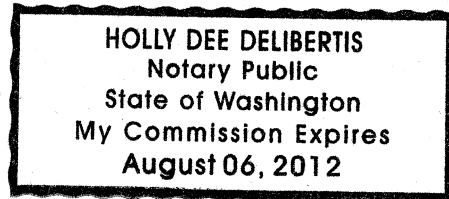


STATE OF WASHINGTON)
) ss.
COUNTY OF WALLA WALLA)

I certify that I know or have satisfactory evidence that Steven M. Muss is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the CEO of Blue Mountain Action Council, a Washington non-profit corporation, to be the free and voluntary act and deed of such non-profit corporation for the uses and purposes mentioned in the instrument.

Date: Oct. 12, 2009

(seal or stamp)



Holly Dee Delibertis
Notary Public in and for the State of Washington,
residing at 1730 Melrose, Walla Walla

My commission expires August 6, 2012
Holly Dee Delibertis
Print Name



ADJUSTED PARCEL B-1

A TRACT OF LAND BEING A PORTION OF PARCEL "B" OF BOUNDARY LINE ADJUSTMENT AS RECORDED MAY 16, 2001 IN VOLUME 313 AT PAGE 566, RECORDS OF WALLA WALLA COUNTY AND A PORTION OF LOTS 3 AND 4, BLOCK III OF SWEZEA'S ADDITION TO THE CITY OF WALLA WALLA AS RECORDED IN VOLUME "A" OF PLATS AT PAGE 77, RECORDS OF WALLA WALLA COUNTY, LOCATED IN THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER (SE1/4NW1/4) OF SECTION 29, TOWNSHIP 7 NORTH, RANGE 36 EAST, WILLAMETTE MERIDIAN, CITY AND COUNTY OF WALLA WALLA, WASHINGTON AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 5 OF SAID BLOCK III OF SWEZEA'S ADDITION, SAID POINT BEING THE SOUTHEAST CORNER OF SAID PARCEL "B", SAID POINT ALSO BEING N.88°10'24"W., 176.49 FEET FROM THE INTERSECTION ON THE NORTH-SOUTH CENTERLINE OF SAID SECTION 29 WITH THE CENTERLINE OF WALNUT STREET, MONUMENTED WITH A 1/4" BOLT IN MONUMENT CASE; THENCE THE FOLLOWING SIX (6) COURSES ALONG SAID PARCEL "B", S.88°10'24" W., 266.96 FEET; THENCE N.00°45'37" W., 60.15 FEET; THENCE N.16°49'35" W., 39.79 FEET; THENCE N.61°09'30" E., 116.52 FEET; THENCE N.88°10'24" E., 57.63 FEET; THENCE S.01°10'08" E., 3.65 FEET; THENCE DEPARTING SAID BOUNDARY ALONG A LINE PARALLEL TO AND TWO (2) FEET SOUTH OF THE NORTHERLY BOUNDARY OF LOT 3, BLOCK III OF SAID SWEZEA'S ADDITION N.88°10'24" E. 116.45 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY FOR SOUTH THIRD AVENUE SOUTH; THENCE ALONG SAID SOUTH THIRD AVENUE S.01°10'08" E., 147.86 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO ALL RIGHTS, TITLE, AND INTEREST OF THAT CERTAIN EASEMENT TO BE USED IN COMMON WITH OTHERS AS DESCRIBED IN A DEED FROM CHARLES COOPER AND WIFE TO SOLOMON RADER RECORDED IN BOOK 79 OF DEEDS, AT PAGE 28, IN THE OFFICE OF THE WALLA WALLA COUNTY AUDITOR.

CONTAINING 0.873 ACRES MORE OR LESS AND BEING SUBJECT TO ALL EASEMENTS, RIGHT-OF-WAYS, COVENANTS OR RESTRICTIONS EXISTING, OF RECORD OR IN VIEW.



When Recorded Return To:

The Washington State Department of Commerce
Housing Trust Fund
906 Columbia Street Southwest
Post Office Box 42525
Olympia, Washington 98504-2525

Attention: Sharon Robinson, (360) 725-2978

LT 30877

DEED OF TRUST

Grantor (Borrower): Blue Mountain Action Council

Beneficiary (Lender): Department of Commerce

Grantee (Trustee): Land Title of Walla Walla

Legal Description (abbreviated): 530 S. Third: See Full Legal Description Below.

534 S. Third: A tract of land situated in the Northwest Quarter of Section 29, Township 7 North, Range 36 East, Walla Walla County, Washington.

Assessor's Tax Parcel ID#: 36-07-29-71-0025; 36-07-29-84-0303 (seq)

Contract Number: 09-94100-019

THIS DEED OF TRUST is made this 12 day of October, 2009, between Blue Mountain Action Council, a Washington non-profit corporation, whose mailing address is 342 Catherine Street, Walla Walla, Washington 99362 as Grantor ("Grantor"); Land Title of Walla Walla, whose mailing address is 33 East Main Street, Walla Walla, Washington 99362 as Trustee ("Trustee"); and the Washington State Department of Commerce, or its successor agency, as Beneficiary ("Beneficiary"), whose address is 906 Columbia Street, S.W., P.O. Box 42525, Olympia, Washington 98504-2525.

1. Grant. Grantor hereby bargains, sells and conveys to Trustee in Trust for the benefit of Beneficiary, with power of sale the real property located in Walla Walla County, Washington described as:

See Attached Full Legal Description

according to the plat thereof, recorded in Walla Walla County, Washington, (the "Property") together with all tenements, privileges, reversions, remainders, irrigation and water rights and stock, oil and gas rights, royalties, minerals and mineral rights, hereditaments and appurtenances belonging or in any way pertaining to the Property, and the rents issues and profits thereof. Said Property is not used principally, or at all, for agricultural or farming purposes.

2. Obligations Secured. This Deed of Trust is given for the purpose of securing the following:



- (a) Payment in the amount of Two Million One Hundred Thirty-Eight Thousand Three Hundred Fourteen Dollars (\$2,138,314.00) with interest thereon according to the terms of a Promissory Note (the "Note") dated 10-12, 2009, payable by the Grantor to the Beneficiary, including all renewals, modifications and extensions thereof,
- (b) Payment of any further sums advanced or loaned by Beneficiary to Grantor, or any of its successors or assigns with interest as agreed, and
- (c) Performance of each agreement, term and condition set forth in this Deed of Trust and in the Housing Trust Fund Contract Number 09-94100-019 between Grantor and Beneficiary, their successors or assigns, as now or hereafter amended (the "Contract").

3. Lien Priority. This Deed of Trust shall be in a first lien priority position against the Property.

4. Protection of Security. To protect the security of this Deed of Trust, Grantor covenants and agrees:

4.1. To keep the Property in good condition and repair; to permit no waste thereof; to complete any building, structure or improvement thereon which may be damaged or destroyed; and to comply with all laws, ordinances, conditions and restrictions affecting the Property.

4.2. To pay before delinquent all lawful taxes and assessments upon the Property; to keep the Property free and clear of all other charges, liens, or encumbrances impairing the security of this Deed of Trust.

4.3. To keep all buildings now or hereafter on the Property continuously insured against loss by fire or other hazards in an amount not less than the replacement cost of the Property. Except as otherwise provided herein and in the Contract, the amount collected under any insurance policy may be applied upon any indebtedness hereby secured in such order as the Beneficiary shall determine, subject to the rights of any senior lien-holder. Such application by the Beneficiary shall not cause discontinuance of any proceedings to foreclose this Deed of Trust. In the event of foreclosure, and subject to the rights of the Beneficiary or beneficiaries of any senior deed of trust, all rights of Grantor in insurance policies then in force shall pass to the purchaser at the foreclosure sale.

4.4. To defend any action or proceeding purporting to affect the security hereof or the rights or powers of Beneficiary or Trustee, and to pay all costs and expenses, including cost of title search and attorney's fees in a reasonable amount, in any such proceeding, and in any suit brought by Beneficiary to foreclose this Deed of Trust.

4.5. To pay all costs, fees and expenses in connection with this Deed of Trust, including the expenses of the Trustee incurred in enforcing the obligation secured hereby and Trustee's and attorney's fees actually incurred, as provided by statute.

4.6. Should Grantor fail to pay when due any taxes, assessments, insurance premiums, liens, encumbrances or other charges against the Property, Beneficiary may, but shall not be obligated, to pay the same, and the amount so paid shall be added to and become a part of the debt secured by this Deed of Trust. The payment of such sums by Beneficiary and addition of the amount thereof to the principal balance secured hereby shall not constitute a waiver of the default.

5. General Conditions. The parties hereto agree that:

5.1. In the event of any fire or other casualty to the Property or eminent domain proceedings resulting in condemnation of the Property or any part thereof, Grantor shall have the right to rebuild the Property, and to use all available insurance or condemnation proceeds therefore, provided that (a) such proceeds are sufficient to keep the loan in balance and rebuild the Property in a manner that provides adequate security to the Beneficiary for repayment of the loan, or if such proceeds are insufficient to provide adequate security or to keep the loan in balance, then Grantor has



funded any deficiency, (b) Beneficiary shall have the right to approve plans and specifications for any major rebuilding and the right to approve disbursements of insurance or condemnation proceeds for rebuilding under a construction escrow or similar arrangement, and such approval shall not be unreasonably withheld, and (c) no material default then exists under this Contract, the Note, the Deed of Trust or the Covenant. If the casualty or condemnation affects only part of the Property and total rebuilding is infeasible, then such insurance and/or condemnation proceeds may be used for partial rebuilding and partial repayment of the loan in a manner that provides adequate security to the Beneficiary for repayment of the remaining balance of the loan

5.2. By accepting payment of any sum secured hereby after its due date, Beneficiary does not waive its right to require prompt payment when due of all other sums so secured or to declare default for failure to so pay.

5.3. The Trustee shall reconvey all or any part of the Property covered by this Deed of Trust to the person entitled thereto on written request of the Grantor and the Beneficiary, or upon satisfaction of the obligations secured and written request for reconveyance made by the Beneficiary or the person entitled thereto.

5.4. Power of Sale. Pursuant to Chapter 61.24 of the Revised Codes of Washington and upon default by Grantor without timely cure and after written notice of thirty (30) days in the payment of any indebtedness secured hereby or in the performance of any agreement contained herein, all sums secured hereby shall immediately become due and payable. In such event and upon written notice of Beneficiary, the Property shall be sold, in accordance with the Deed of Trust Act of the State of Washington, at public auction to the highest bidder. Any person may bid at the Trustee's sale. Subject to the rights of the beneficiary or beneficiaries of any senior deed of trust, the proceeds of the sale shall be applied as follows: (1) to the expense of the sale, including a reasonable Trustee's fee and attorney's fee; (2) to the obligation secured by this Deed of Trust; (3) the surplus, if any, shall be distributed to the person or persons entitled thereto.

5.5. A Trustee shall deliver to the purchaser at the sale its deed, without warranty, which shall convey to the purchaser the interest in the Property which Grantor had or had the power to convey at the time of the execution of this Deed of Trust, and such as Grantor may have acquired thereafter. Trustee's deed shall recite the facts showing that the sale was conducted in compliance with all the requirements of law and of this Deed of Trust, which recital shall be prima facie evidence of such compliance and conclusive evidence thereof in favor of a bona fide purchaser for value.

5.6. The power of sale conferred by this Deed of Trust and by the Deed of Trust Act of the state of Washington is not an exclusive remedy; Beneficiary may cause this Deed of Trust to be foreclosed as a mortgage.

5.7. Beneficiary may at any time appoint or discharge the Trustee.

5.8. This Deed of Trust applies to, inures to the benefit of, and binds all parties hereto and their successors and assigns. The terms "Grantor," "Trustee," and "Beneficiary" include their successors and assigns.

6. Acceleration. Except as otherwise provided for in the Contract, if without Beneficiary's prior written consent, all or any part of the Property or any interest in it is sold, conveyed, transferred, encumbered, or the Property is not used as required by the Low Income Housing Covenant Agreement between Beneficiary and Grantor, executed in conjunction with this Deed of Trust, Beneficiary may, at its option, require immediate payment in full of all sums secured by this Deed of Trust. However, this option shall not be exercised by Beneficiary if exercise is prohibited by federal law as of the date of this Deed of Trust. If Beneficiary exercises this option, Beneficiary shall give Grantor notice of acceleration. The notice shall provide a period of not less than thirty (30) days from the date the notice is delivered or mailed within which Grantor must pay all sums secured by this Deed of Trust. If Grantor fails to pay these sums prior to the expiration of this period, Beneficiary may invoke any remedies permitted by this Deed of Trust without further notice or demand on Grantor.



WITNESS the hand and seal of the Grantor on the day and year first written above.

Blue Mountain Action Council, a Washington non-profit corporation

By: *Steven M. Moss*

Print Name: Steven M. Moss

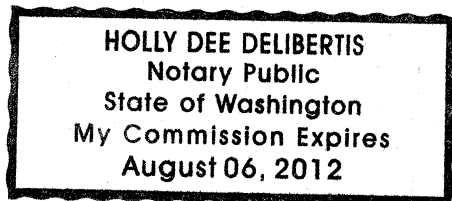
Title: CEO

STATE OF WASHINGTON)
) ss.
COUNTY OF WALLA WALLA)

I certify that I know or have satisfactory evidence that Steven M. Moss is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the CEO of Blue Mountain Action Council, a Washington non-profit corporation, to be the free and voluntary act and deed of such party for the uses and purposes mentioned in the instrument.

Date: Oct 12, 2009

(seal or stamp)



Holly Dee Delibertis
Notary Public in and for the State of Washington,
residing at 1730 Melrose, Walla Walla

My commission expires August 6, 2012
Holly Dee Delibertis
Print Name



ADJUSTED PARCEL B-1

A TRACT OF LAND BEING A PORTION OF PARCEL "B" OF BOUNDARY LINE ADJUSTMENT AS RECORDED MAY 16, 2001 IN VOLUME 313 AT PAGE 566, RECORDS OF WALLA WALLA COUNTY AND A PORTION OF LOTS 3 AND 4, BLOCK III OF SWEZEA'S ADDITION TO THE CITY OF WALLA WALLA AS RECORDED IN VOLUME "A" OF PLATS AT PAGE 77, RECORDS OF WALLA WALLA COUNTY, LOCATED IN THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER (SE1/4NW1/4) OF SECTION 29, TOWNSHIP 7 NORTH, RANGE 36 EAST, WILLAMETTE MERIDIAN, CITY AND COUNTY OF WALLA WALLA, WASHINGTON AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 5 OF SAID BLOCK III OF SWEZEA'S ADDITION, SAID POINT BEING THE SOUTHEAST CORNER OF SAID PARCEL "B", SAID POINT ALSO BEING N.88°10'24"W., 176.49 FEET FROM THE INTERSECTION ON THE NORTH-SOUTH CENTERLINE OF SAID SECTION 29 WITH THE CENTERLINE OF WALNUT STREET, MONUMENTED WITH A 1/4" BOLT IN MONUMENT CASE; THENCE THE FOLLOWING SIX (6) COURSES ALONG SAID PARCEL "B", S.88°10'24" W., 266.96 FEET; THENCE N.00°45'37" W., 60.15 FEET; THENCE N.16°49'35" W., 39.79 FEET; THENCE N.61°09'30" E., 116.52 FEET; THENCE N.88°10'24" E., 57.63 FEET; THENCE S.01°10'08" E., 3.65 FEET; THENCE DEPARTING SAID BOUNDARY ALONG A LINE PARALLEL TO AND TWO (2) FEET SOUTH OF THE NORTHERLY BOUNDARY OF LOT 3, BLOCK III OF SAID SWEZEA'S ADDITION N.88°10'24" E. 116.45 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY FOR SOUTH THIRD AVENUE SOUTH; THENCE ALONG SAID SOUTH THIRD AVENUE S.01°10'08" E., 147.86 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO ALL RIGHTS, TITLE, AND INTEREST OF THAT CERTAIN EASEMENT TO BE USED IN COMMON WITH OTHERS AS DESCRIBED IN A DEED FROM CHARLES COOPER AND WIFE TO SOLOMON RADER RECORDED IN BOOK 79 OF DEEDS, AT PAGE 28, IN THE OFFICE OF THE WALLA WALLA COUNTY AUDITOR.

CONTAINING 0.873 ACRES MORE OR LESS AND BEING SUBJECT TO ALL EASEMENTS, RIGHT-OF-WAYS, COVENANTS OR RESTRICTIONS EXISTING, OF RECORD OR IN VIEW.



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REQUEST FOR FULL RECONVEYANCE

**TO BE USED ONLY WHEN ALL OBLIGATIONS HAVE BEEN PAID AND ALL
DUTIES PERFORMED UNDER THIS DEED OF TRUST.**

TO: TRUSTEE:

The undersigned Beneficiary is the party entitled to the performance, benefits, duties, and payments under the Housing Trust Fund Contract 09-94100-019 between Grantor and Beneficiary which is secured by this Deed of Trust and other legal documents.

The obligations thus secured have been fully paid, duties performed and satisfied, and you are hereby requested and directed, on payment to you of any sums owing to you under the terms of said Deed of Trust, including Contingent Interest, to cancel evidence of indebtedness secured by said Deed of Trust delivered to you with said Deed of Trust, and to reconvey, without warranty, to the parties designated by the terms of said Deed of Trust, all the estate now held by you hereunder.

Dated

Name

Title



RETURN ADDRESS:

Baker Boyer National Bank
Business Banking Center
PO Box 1796
Walla Walla, WA 99362

74

LT 30926

DEED OF TRUST

DATE: October 13, 2009

Reference # (if applicable): _____

Additional on page _____

Grantor(s):

1. Blue Mountain Action Council

Grantee(s)

1. Baker Boyer National Bank
2. Land Title of Walla Walla County, Inc., Trustee

Legal Description: Lot 2 Melrose Pl 2nd short plat filed 9/12/06 Bk 4 Pg 229 #2006-11004, Walla Walla, WA 99362

Additional on page _____

Assessor's Tax Parcel ID#: 36-07-21-75-0123

THIS DEED OF TRUST is dated October 13, 2009, among Blue Mountain Action Council, a Washington non-profit corporation, whose address is 342 Catherine St., Walla Walla, WA 99362-3057 ("Grantor"); Baker Boyer National Bank, whose mailing address is Business Banking Center, PO Box 1796, Walla Walla, WA 99362 (referred to below sometimes as "Lender" and sometimes as "Beneficiary"); and Land Title of Walla Walla County, Inc., whose mailing address is 33 E. Main, Walla Walla, WA 99362 (referred to below as "Trustee").



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**DEED OF TRUST
(Continued)**

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including the obligation to indemnify and defend, shall survive the payment of the Indebtedness and the satisfaction and reconveyance of the lien of this Deed of Trust and shall not be affected by Lender's acquisition of any interest in the Property, whether by foreclosure or otherwise.

Nuisance, Waste. Grantor shall not cause, conduct or permit any nuisance nor commit, permit, or suffer any stripping of or waste on or to the Property or any portion of the Property. Without limiting the generality of the foregoing, Grantor will not remove, or grant to any other party the right to remove, any timber, minerals (including oil and gas), coal, clay, scoria, soil, gravel or rock products without Lender's prior written consent.

Removal of Improvements. Grantor shall not demolish or remove any Improvements from the Real Property without Lender's prior written consent. As a condition to the removal of any Improvements, Lender may require Grantor to make arrangements satisfactory to Lender to replace such Improvements with Improvements of at least equal value.

Lender's Right to Enter. Lender and Lender's agents and representatives may enter upon the Real Property at all reasonable times to attend to Lender's interests and to inspect the Real Property for purposes of Grantor's compliance with the terms and conditions of this Deed of Trust.

Compliance with Governmental Requirements. Grantor shall promptly comply, and shall promptly cause compliance by all agents, tenants or other persons or entities of every nature whatsoever who rent, lease or otherwise use or occupy the Property in any manner, with all laws, ordinances, and regulations, now or hereafter in effect, of all governmental authorities applicable to the use or occupancy of the Property, including without limitation, the Americans With Disabilities Act. Grantor may contest in good faith any such law, ordinance, or regulation and withhold compliance during any proceeding, including appropriate appeals, so long as Grantor has notified Lender in writing prior to doing so and so long as, in Lender's sole opinion, Lender's interests in the Property are not jeopardized. Lender may require Grantor to post adequate security or a surety bond, reasonably satisfactory to Lender, to protect Lender's interest.

Duty to Protect. Grantor agrees neither to abandon or leave unattended the Property. Grantor shall do all other acts, in addition to those acts set forth above in this section, which from the character and use of the Property are reasonably necessary to protect and preserve the Property.

DUE ON SALE - CONSENT BY LENDER. Lender may, at Lender's option, (A) declare immediately due and payable all sums secured by this Deed of Trust or (B) increase the interest rate provided for in the Note or other document evidencing the Indebtedness and impose such other conditions as Lender deems appropriate, upon the sale or transfer, without Lender's prior written consent, of all or any part of the Real Property, or any interest in the Real Property. A "sale or transfer" means the conveyance of Real Property or any right, title or interest in the Real Property; whether legal, beneficial or equitable; whether voluntary or involuntary; whether by outright sale, deed, installment sale contract, land contract, contract for deed, leasehold interest with a term greater than three (3) years, lease-option contract, or by sale, assignment, or transfer of any beneficial interest in or to any land trust holding title to the Real Property, or by any other method of conveyance of an interest in the Real Property. If any Grantor is a corporation, partnership or limited liability company, transfer also includes any change in ownership of more than twenty-five percent (25%) of the voting stock, partnership interests or limited liability company interests, as the case may be, of such Grantor. However, this option shall not be exercised by Lender if such exercise is prohibited by federal law or by Washington law.

TAXES AND LIENS. The following provisions relating to the taxes and liens on the Property are part of this Deed of Trust:

Payment. Grantor shall pay when due (and in all events prior to delinquency) all taxes, special taxes, assessments, charges (including water and sewer), fines and impositions levied against or on account of the Property, and shall pay when due all claims for work done on or for services rendered or material furnished to the Property. Grantor shall maintain the Property free of all liens having priority over or equal to the interest of Lender under this Deed of Trust, except for the lien of taxes and assessments not due and except as otherwise provided in this Deed of Trust.

Right to Contest. Grantor may withhold payment of any tax, assessment, or claim in connection with a good faith dispute over the obligation to pay, so long as Lender's interest in the Property is not jeopardized. If a lien arises or is filed as a result of nonpayment, Grantor shall within fifteen (15) days after the lien arises or, if a lien is filed, within fifteen (15) days after Grantor has notice of the filing, secure the discharge of the lien, or if requested by Lender, deposit with Lender cash or a sufficient corporate surety bond or other security satisfactory to Lender in an amount sufficient to discharge the lien plus any costs and attorneys' fees, or other charges that could accrue as a result of a foreclosure or sale under the lien. In any contest, Grantor shall defend itself and Lender and shall satisfy any adverse judgment before enforcement against the Property. Grantor shall name Lender as an additional obligee under any surety bond furnished in the contest proceedings.

Evidence of Payment. Grantor shall upon demand furnish to Lender satisfactory evidence of payment of the taxes or assessments and shall authorize the appropriate governmental official to deliver to Lender at any time a written statement of the taxes and assessments against the Property.



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Title. Grantor warrants that: (a) Grantor holds good and marketable title of record to the Property in fee simple, free and clear of all liens and encumbrances other than those set forth in the Real Property description or in any title insurance policy, title report, or final title opinion issued in favor of, and accepted by, Lender in connection with this Deed of Trust, and (b) Grantor has the full right, power, and authority to execute and deliver this Deed of Trust to Lender.

Defense of Title. Subject to the exception in the paragraph above, Grantor warrants and will forever defend the title to the Property against the lawful claims of all persons. In the event any action or proceeding is commenced that questions Grantor's title or the interest of Trustee or Lender under this Deed of Trust, Grantor shall defend the action at Grantor's expense. Grantor may be the nominal party in such proceeding, but Lender shall be entitled to participate in the proceeding and to be represented in the proceeding by counsel of Lender's own choice, and Grantor will deliver, or cause to be delivered, to Lender such instruments as Lender may request from time to time to permit such participation.

Compliance With Laws. Grantor warrants that the Property and Grantor's use of the Property complies with all existing applicable laws, ordinances, and regulations of governmental authorities.

Survival of Representations and Warranties. All representations, warranties, and agreements made by Grantor in this Deed of Trust shall survive the execution and delivery of this Deed of Trust, shall be continuing in nature, and shall remain in full force and effect until such time as Grantor's Indebtedness shall be paid in full.

CONDEMNATION. The following provisions relating to condemnation proceedings are a part of this Deed of Trust:

Proceedings. If any proceeding in condemnation is filed, Grantor shall promptly notify Lender in writing, and Grantor shall promptly take such steps as may be necessary to defend the action and obtain the award. Grantor may be the nominal party in such proceeding, but Lender shall be entitled to participate in the proceeding and to be represented in the proceeding by counsel of its own choice all at Grantor's expense, and Grantor will deliver or cause to be delivered to Lender such instruments and documentation as may be requested by Lender from time to time to permit such participation.

Application of Net Proceeds. If all or any part of the Property is condemned by eminent domain proceedings or by any proceeding or purchase in lieu of condemnation, Lender may at its election require that all or any portion of the net proceeds of the award be applied to the Indebtedness or the repair or restoration of the Property. The net proceeds of the award shall mean the award after payment of all reasonable costs, expenses, and attorneys' fees incurred by Trustee or Lender in connection with the condemnation.

IMPOSITION OF TAXES, FEES AND CHARGES BY GOVERNMENTAL AUTHORITIES. The following provisions relating to governmental taxes, fees and charges are a part of this Deed of Trust:

Current Taxes, Fees and Charges. Upon request by Lender, Grantor shall execute such documents in addition to this Deed of Trust and take whatever other action is requested by Lender to perfect and continue Lender's lien on the Real Property. Grantor shall reimburse Lender for all taxes, as described below, together with all expenses incurred in recording, perfecting or continuing this Deed of Trust, including without limitation all taxes, fees, documentary stamps, and other charges for recording or registering this Deed of Trust.

Taxes. The following shall constitute taxes to which this section applies: (1) a specific tax upon this type of Deed of Trust or upon all or any part of the Indebtedness secured by this Deed of Trust; (2) a specific tax on Grantor which Grantor is authorized or required to deduct from payments on the Indebtedness secured by this type of Deed of Trust; (3) a tax on this type of Deed of Trust chargeable against the Lender or the holder of the Note; and (4) a specific tax on all or any portion of the Indebtedness or on payments of principal and interest made by Grantor.

Subsequent Taxes. If any tax to which this section applies is enacted subsequent to the date of this Deed of Trust, this event shall have the same effect as an Event of Default, and Lender may exercise any or all of its available remedies for an Event of Default as provided below unless Grantor either (1) pays the tax before it becomes delinquent, or (2) contests the tax as provided above in the Taxes and Liens section and deposits with Lender cash or a sufficient corporate surety bond or other security satisfactory to Lender.

SECURITY AGREEMENT; FINANCING STATEMENTS. The following provisions relating to this Deed of Trust as a security agreement are a part of this Deed of Trust:

Security Agreement. This instrument shall constitute a Security Agreement to the extent any of the Property constitutes fixtures, and Lender shall have all of the rights of a secured party under the Uniform Commercial Code as amended from time to time.

Security Interest. Upon request by Lender, Grantor shall take whatever action is requested by Lender to perfect and continue Lender's security interest in the Rents and Personal Property. In addition to recording this Deed of Trust in the real property records, Lender may, at any time and without further authorization from Grantor, file executed counterparts, copies or reproductions of this Deed of Trust as a financing statement. Grantor shall



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including deposit accounts, with Lender. However, this Event of Default shall not apply if there is a good faith dispute by Grantor as to the validity or reasonableness of the claim which is the basis of the creditor or forfeiture proceeding and if Grantor gives Lender written notice of the creditor or forfeiture proceeding and deposits with Lender monies or a surety bond for the creditor or forfeiture proceeding, in an amount determined by Lender, in its sole discretion, as being an adequate reserve or bond for the dispute.

Breach of Other Agreement. Any breach by Grantor under the terms of any other agreement between Grantor and Lender that is not remedied within any grace period provided therein, including without limitation any agreement concerning any indebtedness or other obligation of Grantor to Lender, whether existing now or later.

Events Affecting Guarantor. Any of the preceding events occurs with respect to any guarantor, endorser, surety, or accommodation party of any of the Indebtedness or any guarantor, endorser, surety, or accommodation party dies or becomes incompetent, or revokes or disputes the validity of, or liability under, any Guaranty of the Indebtedness.

Adverse Change. A material adverse change occurs in Grantor's financial condition, or Lender believes the prospect of payment or performance of the Indebtedness is impaired.

Right to Cure. If any default, other than a default in payment is curable and if Grantor has not been given a notice of a breach of the same provision of this Deed of Trust within the preceding twelve (12) months, it may be cured if Grantor, after Lender sends written notice to Grantor demanding cure of such default: (1) cures the default within fifteen (15) days; or (2) if the cure requires more than fifteen (15) days, immediately initiates steps which Lender deems in Lender's sole discretion to be sufficient to cure the default and thereafter continues and completes all reasonable and necessary steps sufficient to produce compliance as soon as reasonably practical.

RIGHTS AND REMEDIES ON DEFAULT. If an Event of Default occurs under this Deed of Trust, at any time thereafter, Trustee or Lender may exercise any one or more of the following rights and remedies:

Election of Remedies. Election by Lender to pursue any remedy shall not exclude pursuit of any other remedy, and an election to make expenditures or to take action to perform an obligation of Grantor under this Deed of Trust, after Grantor's failure to perform, shall not affect Lender's right to declare a default and exercise its remedies.

Accelerate Indebtedness. Lender shall have the right at its option to declare the entire Indebtedness immediately due and payable, including any prepayment penalty which Grantor would be required to pay.

Foreclosure. With respect to all or any part of the Real Property, the Trustee shall have the right to exercise its power of sale and to foreclose by notice and sale, and Lender shall have the right to foreclose by judicial foreclosure, in either case in accordance with and to the full extent provided by applicable law.

UCC Remedies. With respect to all or any part of the Personal Property, Lender shall have all the rights and remedies of a secured party under the Uniform Commercial Code.

Collect Rents. Lender shall have the right, without notice to Grantor to take possession of and manage the Property and collect the Rents, including amounts past due and unpaid, and apply the net proceeds, over and above Lender's costs, against the Indebtedness. In furtherance of this right, Lender may require any tenant or other user of the Property to make payments of rent or use fees directly to Lender. If the Rents are collected by Lender, then Grantor irrevocably designates Lender as Grantor's attorney-in-fact to endorse instruments received in payment thereof in the name of Grantor and to negotiate the same and collect the proceeds. Payments by tenants or other users to Lender in response to Lender's demand shall satisfy the obligations for which the payments are made, whether or not any proper grounds for the demand existed. Lender may exercise its rights under this subparagraph either in person, by agent, or through a receiver.

Appoint Receiver. Lender shall have the right to have a receiver appointed to take possession of all or any part of the Property, with the power to protect and preserve the Property, to operate the Property preceding or pending foreclosure or sale, and to collect the Rents from the Property and apply the proceeds, over and above the cost of the receivership, against the Indebtedness. The receiver may serve without bond if permitted by law. Lender's right to the appointment of a receiver shall exist whether or not the apparent value of the Property exceeds the Indebtedness by a substantial amount. Employment by Lender shall not disqualify a person from serving as a receiver.

Tenancy at Sufferance. If Grantor remains in possession of the Property after the Property is sold as provided above or Lender otherwise becomes entitled to possession of the Property upon default of Grantor, Grantor shall become a tenant at sufferance of Lender or the purchaser of the Property and shall, at Lender's option, either (1) pay a reasonable rental for the use of the Property, or (2) vacate the Property immediately upon the demand of Lender.

Other Remedies. Trustee or Lender shall have any other right or remedy provided in this Deed of Trust or the Note or available at law or in equity.

Notice of Sale. Lender shall give Grantor reasonable notice of the time and place of any public sale of the Personal



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agreement of the parties as to the matters set forth in this Deed of Trust. No alteration of or amendment to this Deed of Trust shall be effective unless given in writing and signed by the party or parties sought to be charged or bound by the alteration or amendment.

Annual Reports. If the Property is used for purposes other than Grantor's residence, Grantor shall furnish to Lender, upon request, a certified statement of net operating income received from the Property during Grantor's previous fiscal year in such form and detail as Lender shall require. "Net operating income" shall mean all cash receipts from the Property less all cash expenditures made in connection with the operation of the Property.

Caption Headings. Caption headings in this Deed of Trust are for convenience purposes only and are not to be used to interpret or define the provisions of this Deed of Trust.

Merger. There shall be no merger of the interest or estate created by this Deed of Trust with any other interest or estate in the Property at any time held by or for the benefit of Lender in any capacity, without the written consent of Lender.

Governing Law. This Deed of Trust will be governed by federal law applicable to Lender and, to the extent not preempted by federal law, the laws of the State of Washington without regard to its conflicts of law provisions. This Deed of Trust has been accepted by Lender in the State of Washington.

Choice of Venue. If there is a lawsuit, Grantor agrees upon Lender's request to submit to the jurisdiction of the courts of Walla Walla County, State of Washington.

No Waiver by Lender. Lender shall not be deemed to have waived any rights under this Deed of Trust unless such waiver is given in writing and signed by Lender. No delay or omission on the part of Lender in exercising any right shall operate as a waiver of such right or any other right. A waiver by Lender of a provision of this Deed of Trust shall not prejudice or constitute a waiver of Lender's right otherwise to demand strict compliance with that provision or any other provision of this Deed of Trust. No prior waiver by Lender, nor any course of dealing between Lender and Grantor, shall constitute a waiver of any of Lender's rights or of any of Grantor's obligations as to any future transactions. Whenever the consent of Lender is required under this Deed of Trust, the granting of such consent by Lender in any instance shall not constitute continuing consent to subsequent instances where such consent is required and in all cases such consent may be granted or withheld in the sole discretion of Lender.

Severability. If a court of competent jurisdiction finds any provision of this Deed of Trust to be illegal, invalid, or unenforceable as to any circumstance, that finding shall not make the offending provision illegal, invalid, or unenforceable as to any other circumstance. If feasible, the offending provision shall be considered modified so that it becomes legal, valid and enforceable. If the offending provision cannot be so modified, it shall be considered deleted from this Deed of Trust. Unless otherwise required by law, the illegality, invalidity, or unenforceability of any provision of this Deed of Trust shall not affect the legality, validity or enforceability of any other provision of this Deed of Trust.

Successors and Assigns. Subject to any limitations stated in this Deed of Trust on transfer of Grantor's interest, this Deed of Trust shall be binding upon and inure to the benefit of the parties, their successors and assigns. If ownership of the Property becomes vested in a person other than Grantor, Lender, without notice to Grantor, may deal with Grantor's successors with reference to this Deed of Trust and the Indebtedness by way of forbearance or extension without releasing Grantor from the obligations of this Deed of Trust or liability under the Indebtedness.

Time is of the Essence. Time is of the essence in the performance of this Deed of Trust.

Waiver of Homestead Exemption. Grantor hereby releases and waives all rights and benefits of the homestead exemption laws of the State of Washington as to all Indebtedness secured by this Deed of Trust.

DEFINITIONS. The following capitalized words and terms shall have the following meanings when used in this Deed of Trust. Unless specifically stated to the contrary, all references to dollar amounts shall mean amounts in lawful money of the United States of America. Words and terms used in the singular shall include the plural, and the plural shall include the singular, as the context may require. Words and terms not otherwise defined in this Deed of Trust shall have the meanings attributed to such terms in the Uniform Commercial Code:

Beneficiary. The word "Beneficiary" means Baker Boyer National Bank, and its successors and assigns.

Borrower. The word "Borrower" means Blue Mountain Action Council and includes all co-signers and co-makers signing the Note and all their successors and assigns.

Deed of Trust. The words "Deed of Trust" mean this Deed of Trust among Grantor, Lender, and Trustee, and includes without limitation all assignment and security interest provisions relating to the Personal Property and Rents.

Default. The word "Default" means the Default set forth in this Deed of Trust in the section titled "Default".

Environmental Laws. The words "Environmental Laws" mean any and all state, federal and local statutes, regulations and ordinances relating to the protection of human health or the environment, including without



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DEED OF TRUST
(Continued)

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GRANTOR ACKNOWLEDGES HAVING READ ALL THE PROVISIONS OF THIS DEED OF TRUST, AND GRANTOR AGREES TO ITS TERMS.

GRANTOR:

BLUE MOUNTAIN ACTION COUNCIL

By: 

Steven M. Moss, Chief Executive Officer of Blue Mountain Action Council

CORPORATE ACKNOWLEDGMENT

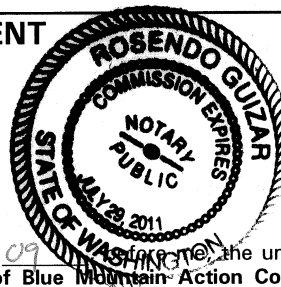
STATE OF Washington

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COUNTY OF Walla Walla

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On this 16th day of October, 20 09, the undersigned Notary Public, personally appeared **Steven M. Moss, Chief Executive Officer of Blue Mountain Action Council**, and personally known to me or proved to me on the basis of satisfactory evidence to be an authorized agent of the corporation that executed the Deed of Trust and acknowledged the Deed of Trust to be the free and voluntary act and deed of the corporation, by authority of its Bylaws or by resolution of its board of directors, for the uses and purposes therein mentioned, and on oath stated that he or she is authorized to execute this Deed of Trust and in fact executed the Deed of Trust on behalf of the corporation.

By 

Residing at Walla Walla

Notary Public in and for the State of WA

My commission expires 7/29/2011

REQUEST FOR FULL RECONVEYANCE

To: _____, Trustee

The undersigned is the legal owner and holder of all indebtedness secured by this Deed of Trust. You are hereby requested, upon payment of all sums owing to you, to reconvey without warranty, to the persons entitled thereto, the right, title and interest now held by you under the Deed of Trust.

Date: _____

Beneficiary: _____

By: _____

Its: _____

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Legal Description

Lot 2 Melrose Place second short plat, as filed September 12, 2006 in Book 4 of short plats, at page 229, under Auditor's File No. 2006-11004, records of Walla Walla County, Washington.

Situated in the City and County of Walla Walla, State of Washington.



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