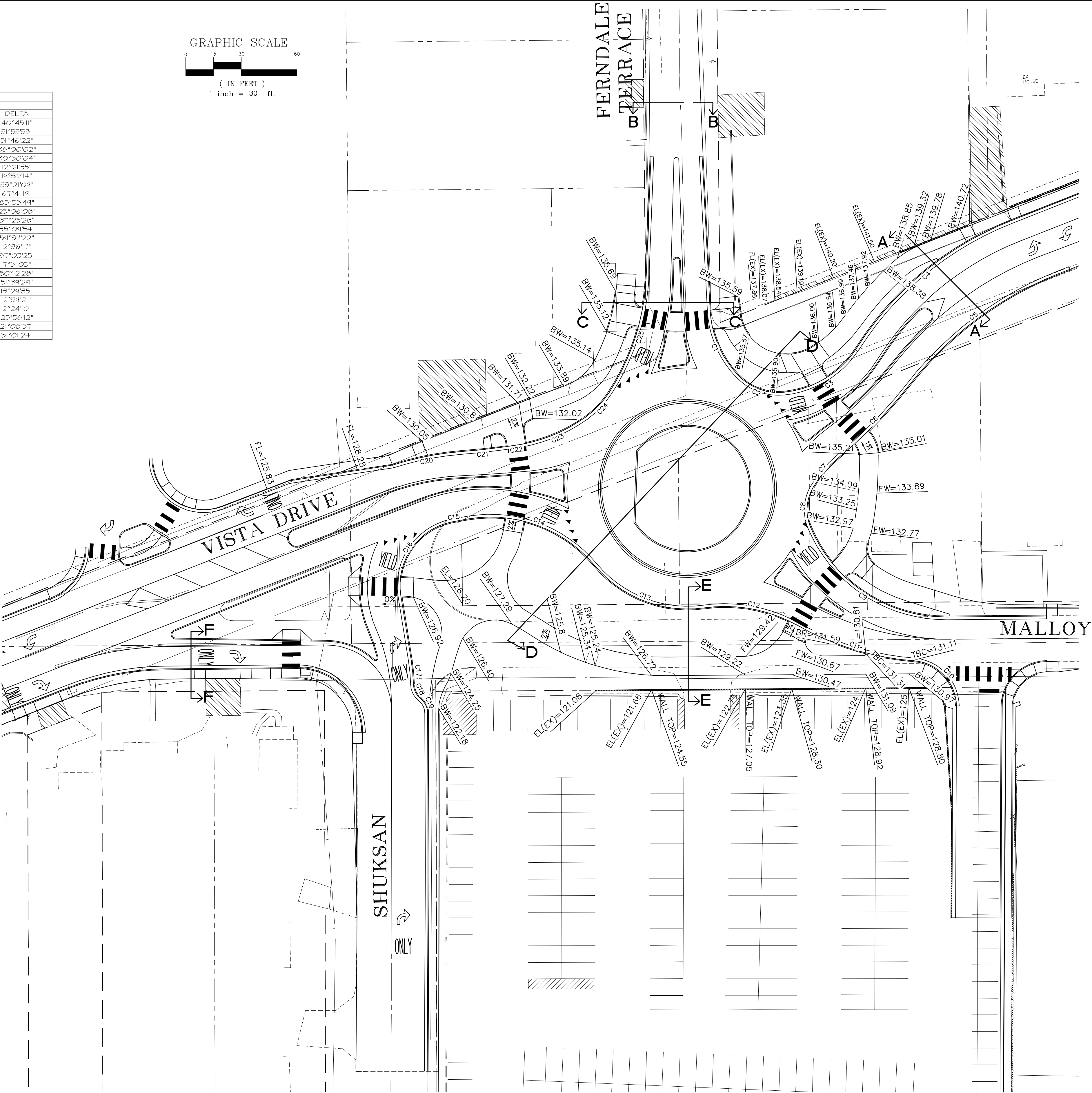
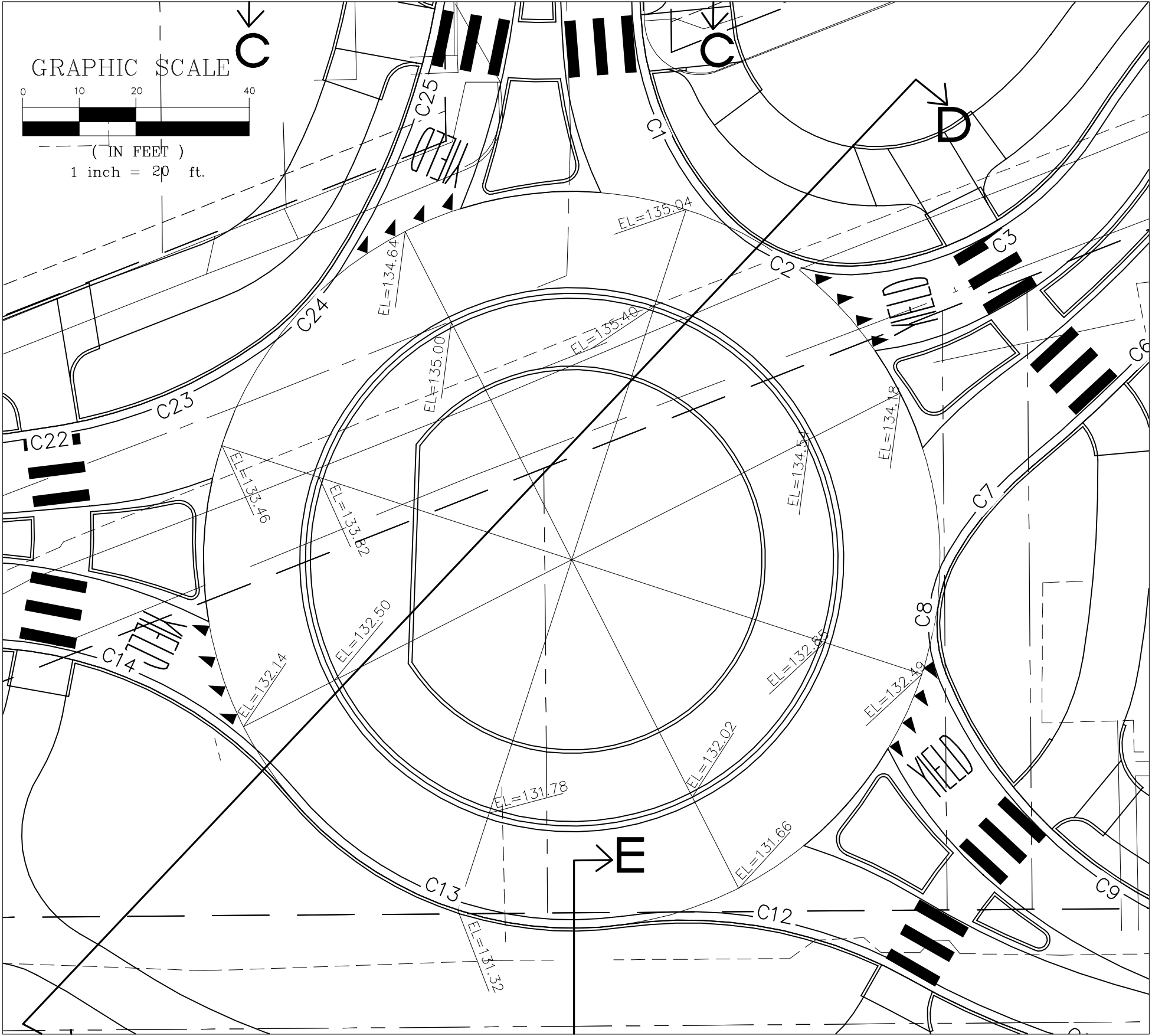


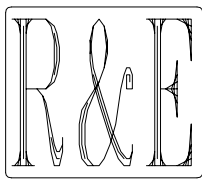
CURVE TABLE											
CURVE	BEGIN STATION	OFFSET	FLOWLINE ELEVATION			END STATION	OFFSET	LENGTH	RADIUS	DELTA	
			BEGIN	MID	END						
C1	N FDALE TERR RNDABT 4+24.62	7.40'L	134.78	134.75	**	N FDALE TERR RNDABT 4+69.99	9.20'L	34.12	55.00	40°45'11"	
C2	N FDALE TERR RNDABT 4+69.99	9.20'L	**	**	**	N FDALE TERR RNDABT 4+94.29	17.50'L	21.19	30.00	51°55'53"	
C3	N FDALE TERR RNDABT 4+94.29	17.50'L	**	**	**	N VISTA RNDABT 29+76.94	6.50'R	47.89	53.00	51°46'22"	
C4	N VISTA RNDABT 29+76.94	6.50'R	135.80	135.44	142.04	N VISTA RNDABT 29+71.58	6.5'R	109.33	174.00	36°00'02"	
C5	N VISTA E RNDABT 4+76.53	6.39'L	142.59	138.89	135.84	N VISTA E RNDABT 5+81.63	7.42'L	101.15	190.00	30°30'04"	
C6	N VISTA E RNDABT 5+81.63	7.42'L	135.84	134.93	133.99	N VISTA E RNDABT 6+59.51	7.43'L	55.46	237.00	12°21'55"	
C7	N VISTA E RNDABT 6+59.51	7.43'L	133.99	133.61	**	N VISTA E RNDABT 6+59.16	8.00'L	20.11	60.00	19°50'14"	
C8	N VISTA E RNDABT 6+59.16	8.00'L	**	**	**	N VISTA E RNDABT 6+82.08	13.48'L	22.35	24.00	53°21'09"	
C9	MALLOY RNDABT 22+58.21	8.07'R	**	**	**	MALLOY RNDABT 21+56.83	6.50'R	93.33	79.00	67°41'19"	
C10	MALLOY E RNDABT 4+46.12	30.64'L	130.15	130.44	130.62	MALLOY E RNDABT 4+60.35	6.44'L	37.48	25.00	85°53'44"	
C11	MALLOY E RNDABT 4+60.35	6.44'L	130.62	130.93	131.35	MALLOY E RNDABT 5+31.23	6.97'L	65.72	150.00	25°06'08"	
C12	MALLOY E RNDABT 5+31.23	6.97'L	131.35	131.52	**	MALLOY E RNDABT 5+89.24	9.00'L	52.25	80.00	37°25'28"	
C13	MALLOY E RNDABT 5+89.24	9.00'L	**	**	**	SHUCKSAN RNDABT 13+06.80	9.00'R	65.99	65.00	58°09'54"	
C14	SHUCKSAN RNDABT 13+06.80	9.00'R	**	**	**	SHUCKSAN RNDABT 12+23.73	8.15'R	75.96	73.00	54°37'22"	
C15	S VISTA RNDABT 6+44.51	8.48'R	130.31	130.21	130.01	S VISTA RNDABT 6+39.31	8.71'R	4.77	105.00	2°36'11"	
C16	S VISTA RNDABT 6+39.31	8.71'R	130.01	128.80	126.22	SHUCKSAN RNDABT 11+45.76	8.99'R	53.18	35.00	87°03'25"	
C17	SHUCKSAN RNDABT 11+45.76	8.99'R	123.59	123.10	122.63	SHUCKSAN RNDABT 10+47.51	5.39'R	13.12	100.00	7°51'05"	
C18	SHUCKSAN RNDABT 10+47.51	5.39'R	122.63	122.30	121.97	SHUCKSAN RNDABT 10+89.29	7.49'R	8.76	10.00	50°12'28"	
C19	SHUCKSAN RNDABT 10+89.29	7.49'R	121.97	121.71	121.43	SHUCKSAN RNDABT 10+82.99	10.56'R	9.02	10.00	51°39'29"	
C20	S VISTA W RNDABT 12+20.14	6.41'L	128.92	129.74	130.56	S VISTA W RNDABT 12+56.79	6.85'L	37.68	160.00	13°24'35"	
C21	S VISTA W RNDABT 12+56.79	6.85'L	130.56	131.06	131.57	S VISTA W RNDABT 12+79.78	7.84'L	22.69	435.00	2°59'21"	
C22	S VISTA W RNDABT 12+79.78	7.84'L	131.57	131.79	131.99	S VISTA W RNDABT 12+89.57	8.40'L	9.65	230.00	2°24'10"	
C23	S VISTA W RNDABT 12+89.57	8.40'L	131.99	132.89	**	S VISTA W RNDABT 13+32.57	7.97'L	38.48	85.00	25°56'12"	
C24	S VISTA W RNDABT 13+32.57	7.97'L	**	**	**	S VISTA W RNDABT 13+51.21	10.97'L	18.45	50.00	21°08'37"	
C25	S VISTA W RNDABT 13+51.21	10.97'L	**	**	**	FDALE TERR RNDABT 16+13.69	7.23'R	67.29	124.27	31°01'24"	

\*\* SEE GRADING PLAN

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1

3-9-07

ADDENDUM 2, GRADING

LP

NO.

DATE

REVISION

BY

CITY OF FERNDAL  
2095 MAIN STREET  
FERNDAL, WASHINGTON 98248

VISTA AND MALLOY ROUNDABOUT  
GRADING PLAN

JOB# / DWG

02008

SP3.GR

DATE

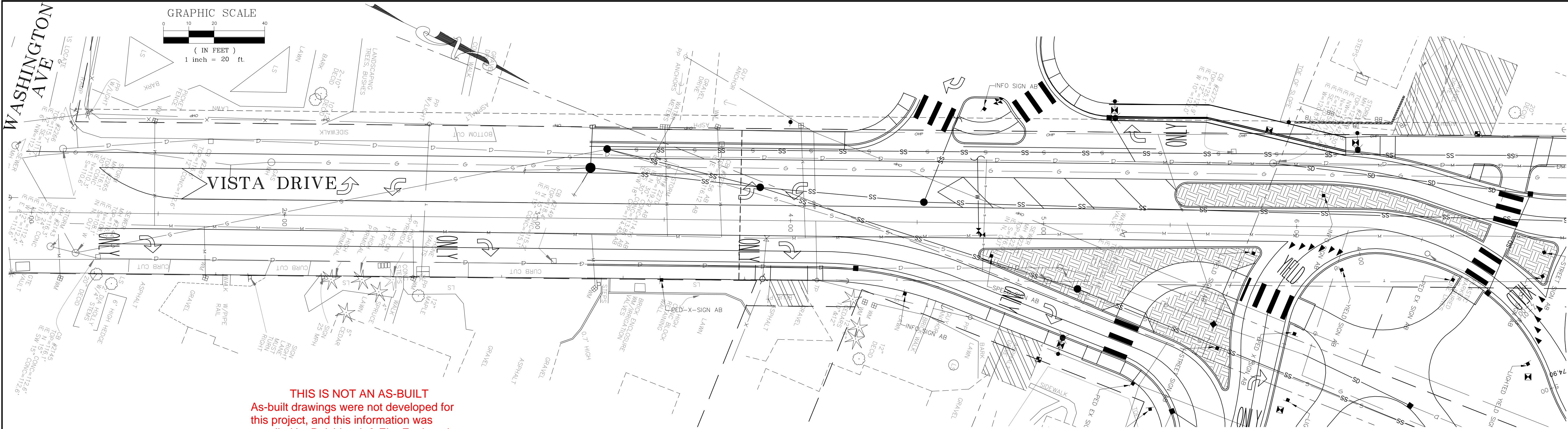
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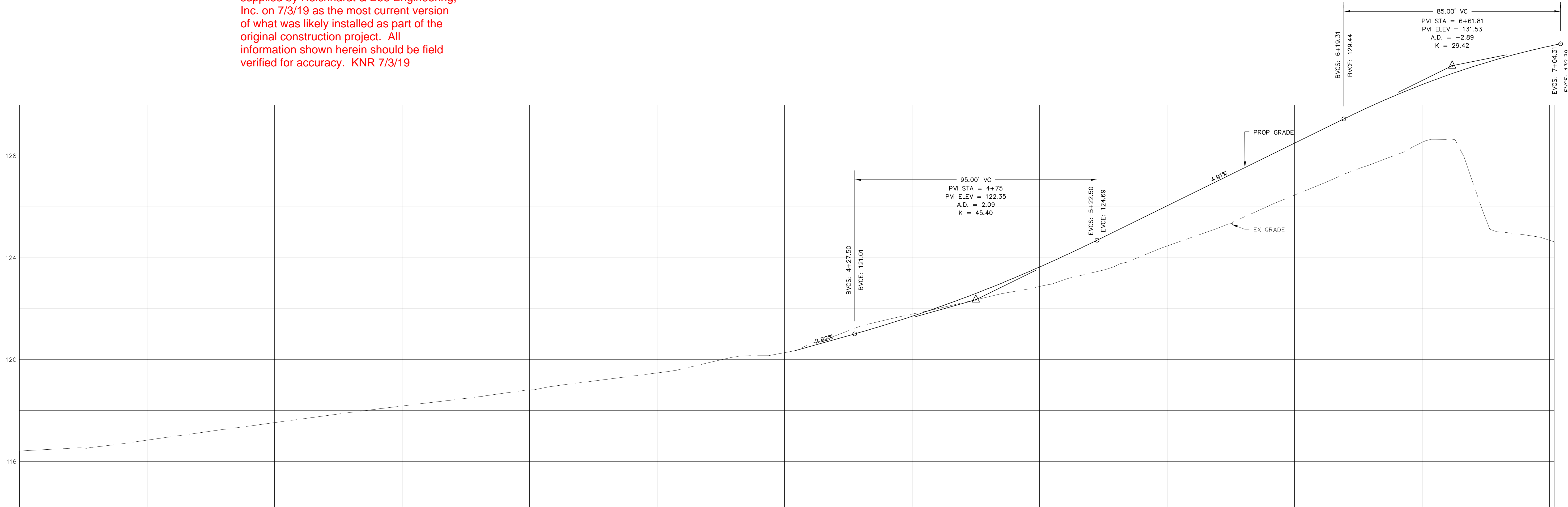
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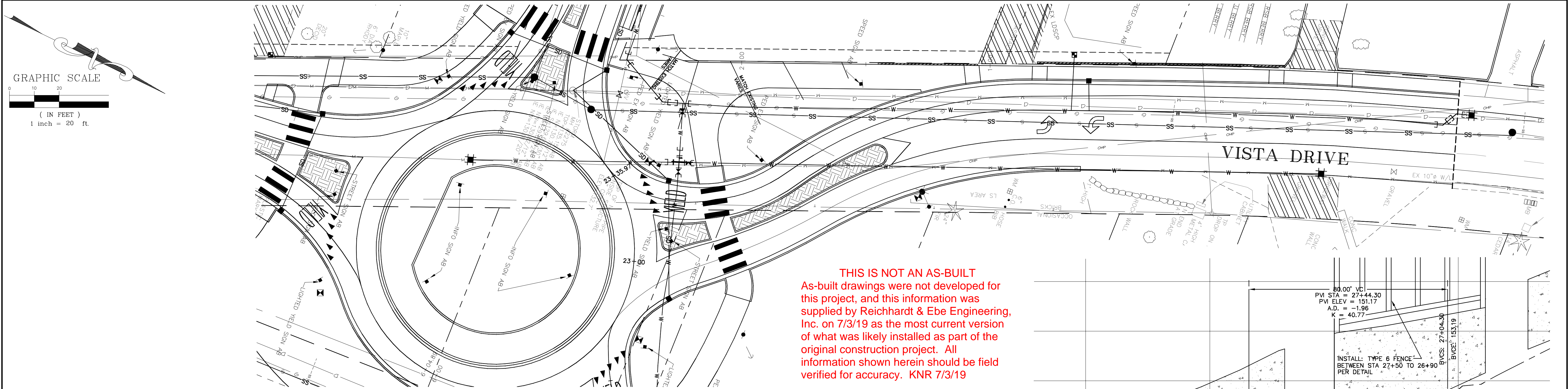
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5 of 24

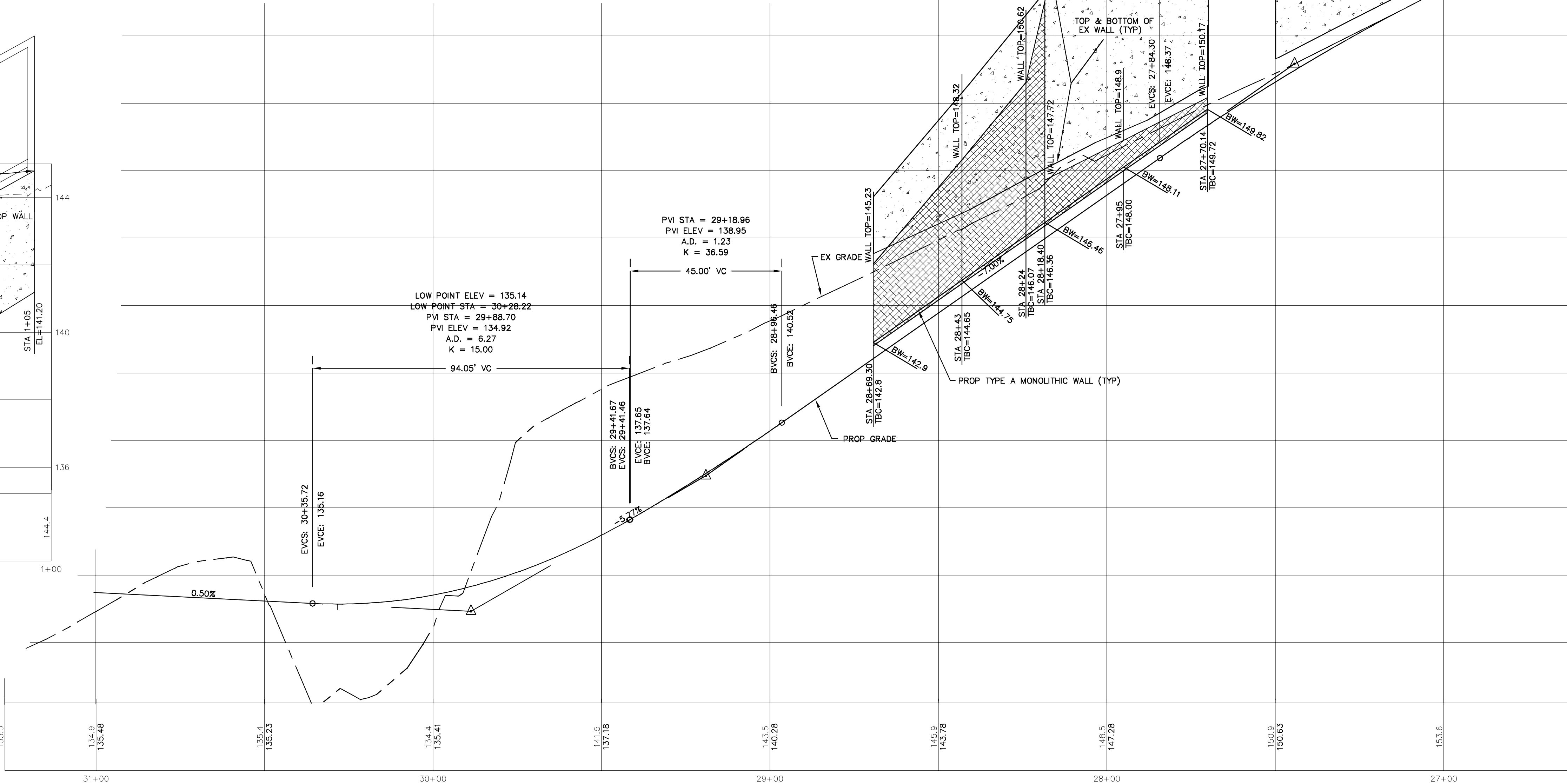
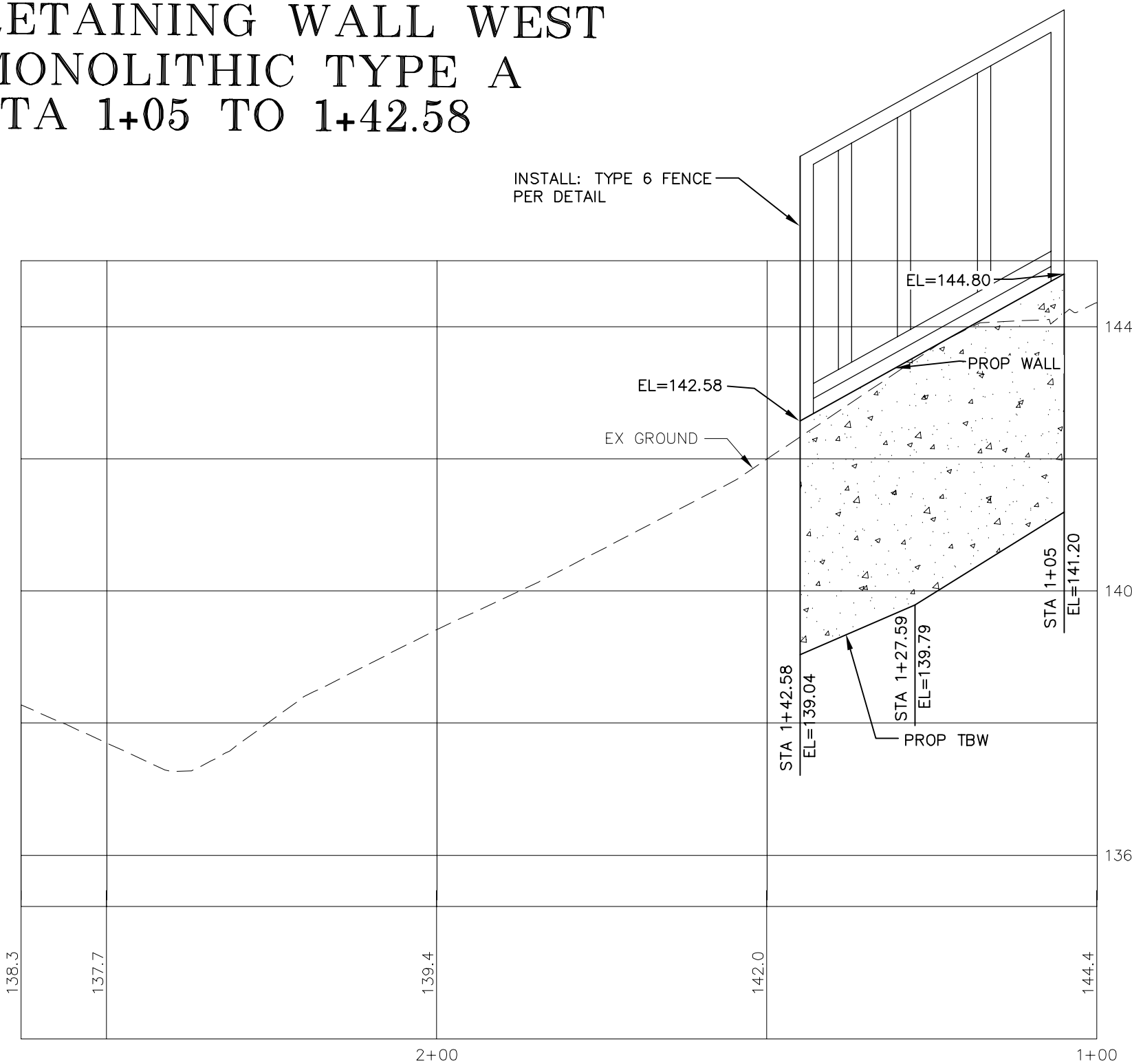


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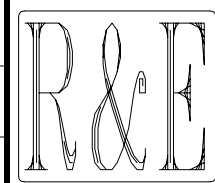




RETAINING WALL WEST  
MONOLITHIC TYPE A  
STA 1+05 TO 1+42.58



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NO.

3-9-07  
DATE

ADDENDUM 2, MONOLITHIC WALL REVISION  
REVISION

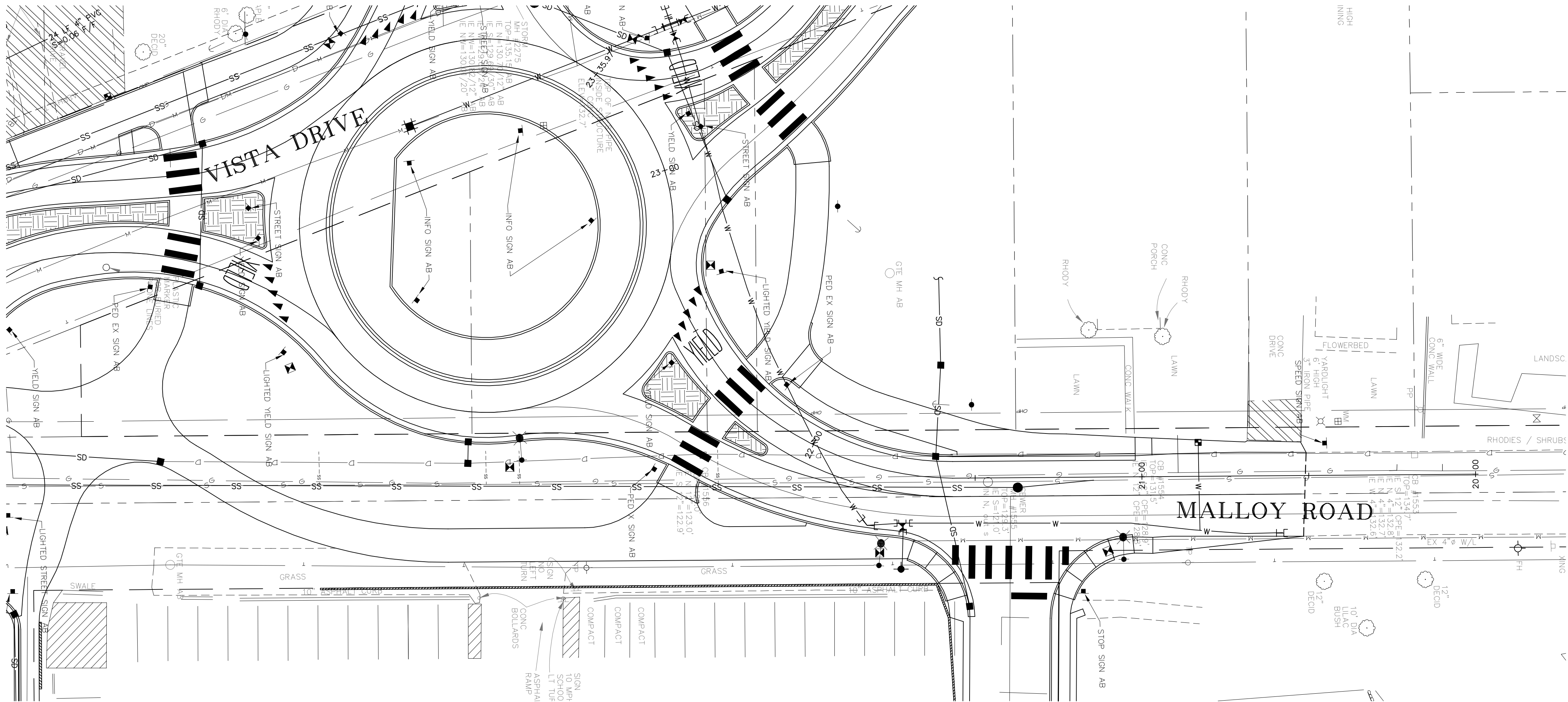
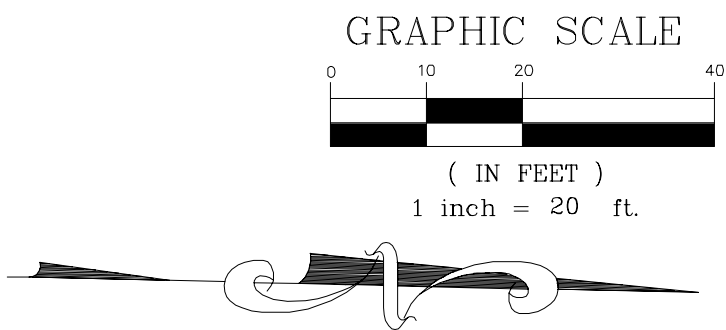
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2095 MAIN STREET  
FERNDAL, WASHINGTON 98248

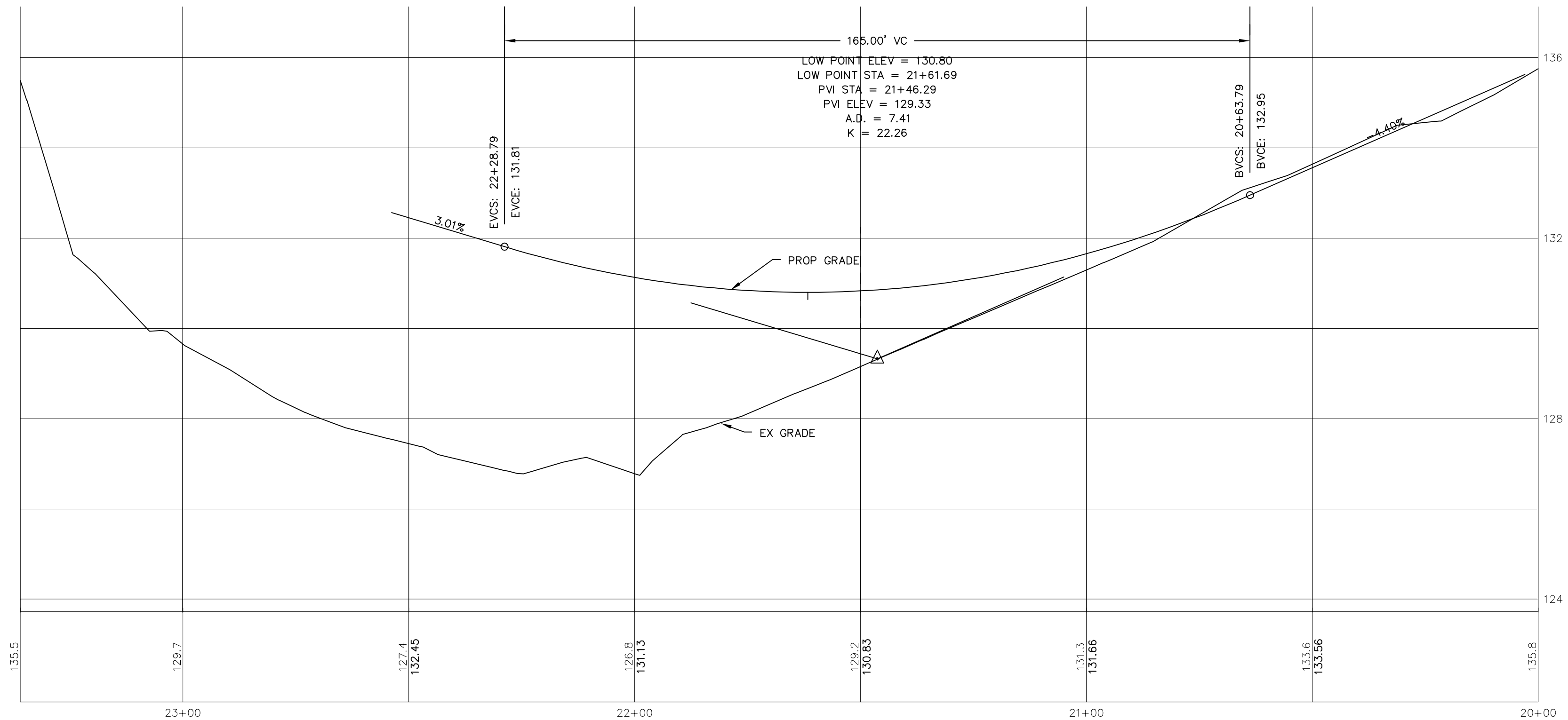
VISTA AND MALLOY ROUNDABOUT  
N. VISTA DRIVE

JOB# / DWG  
02008 SP3.AB  
SCALE  
H: 1"=20' V: 1"=2'

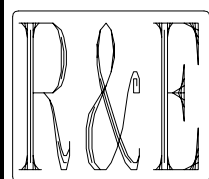
DATE  
SHEET  
7 of 24



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2095 MAIN STREET  
FERNDAL, WASHINGTON 98248

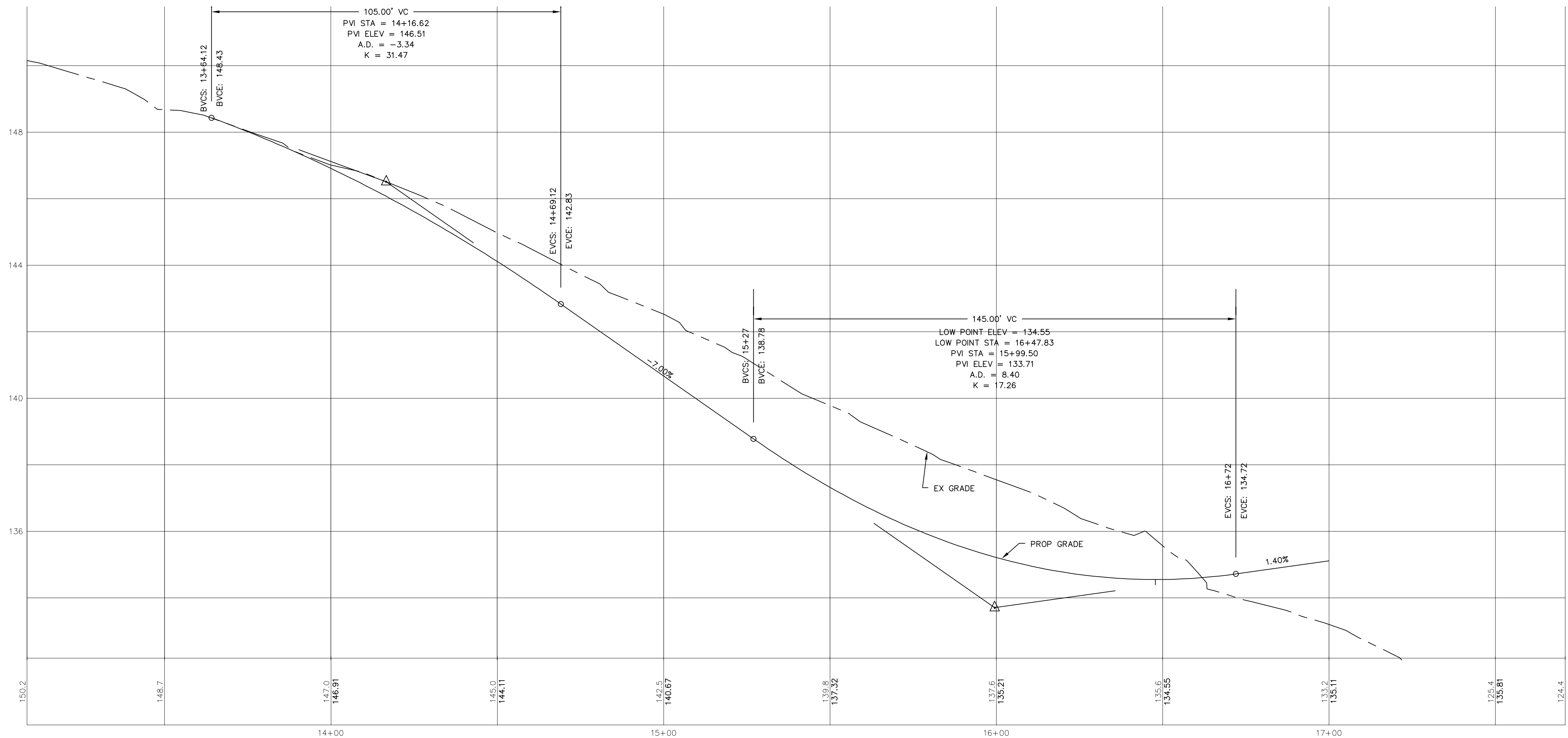
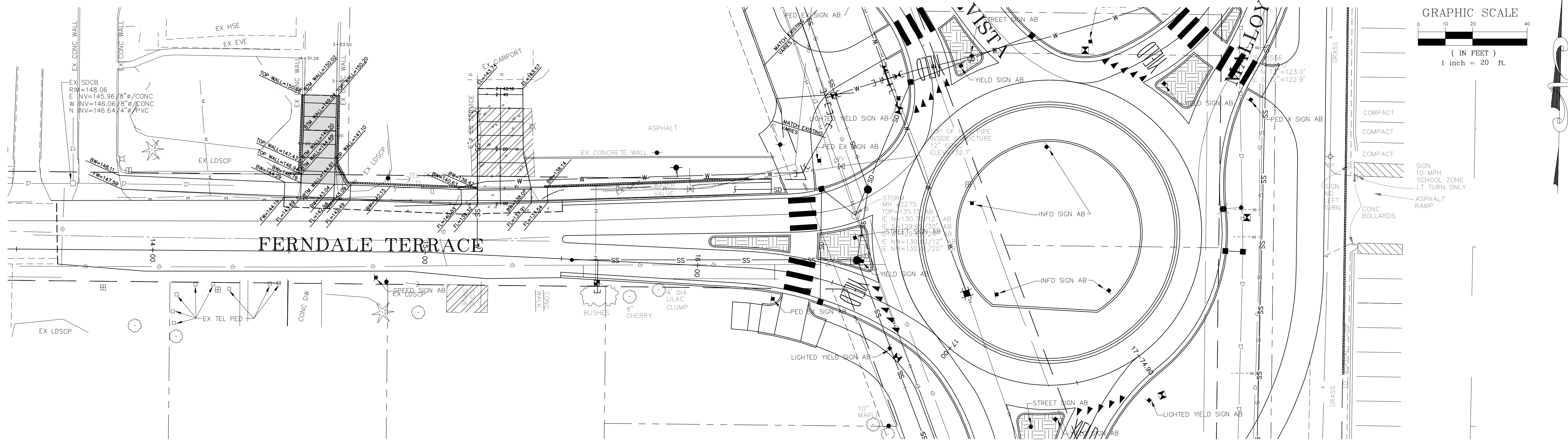
VISTA AND MALLOY ROUNDABOUT  
MALLOY ROAD

JOB# / DWG  
02008 SP3.AB  
SCALE  
H: 1" = 20' V: 1" = 2'

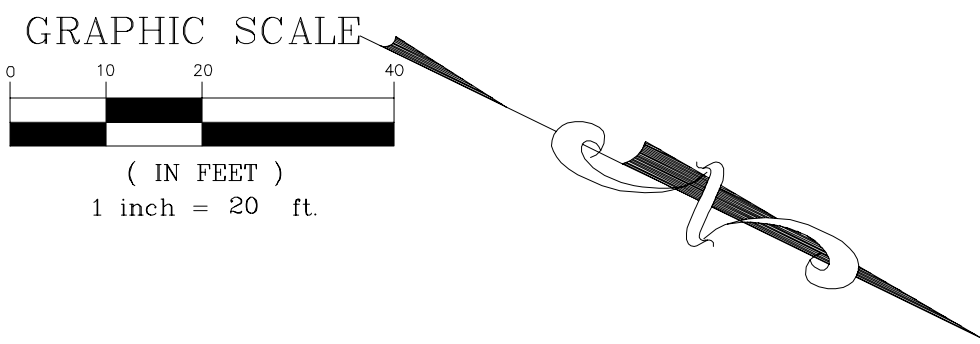
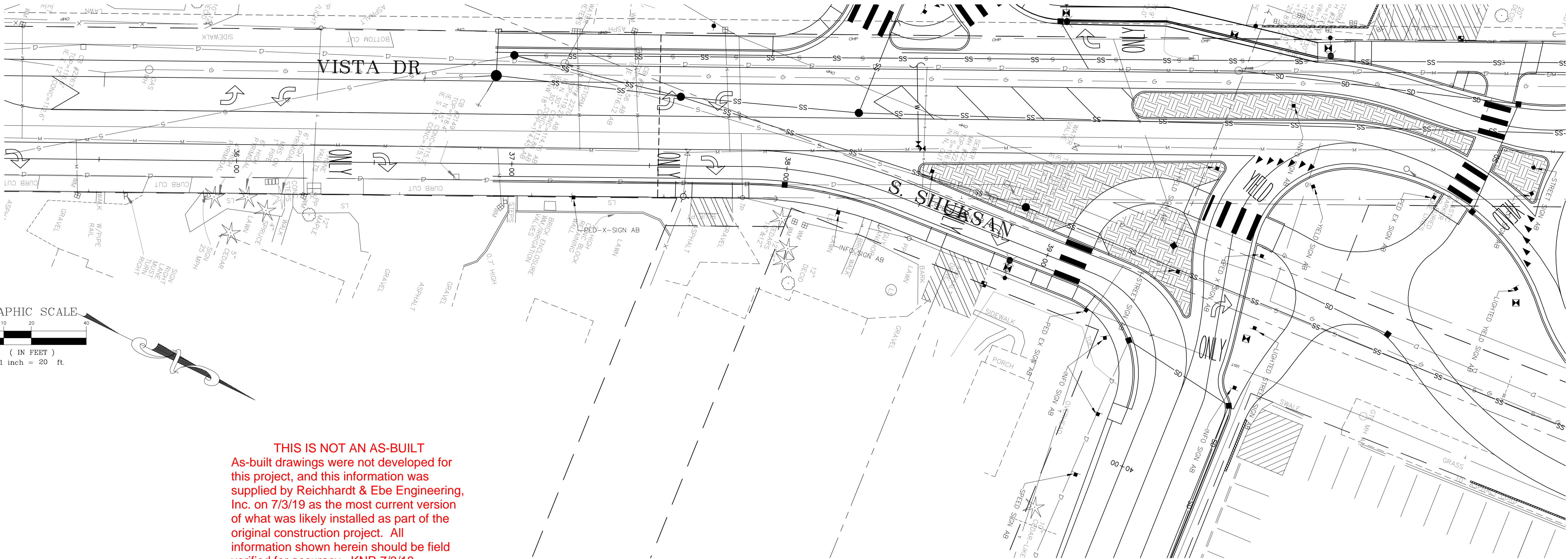
DATE

SHEET

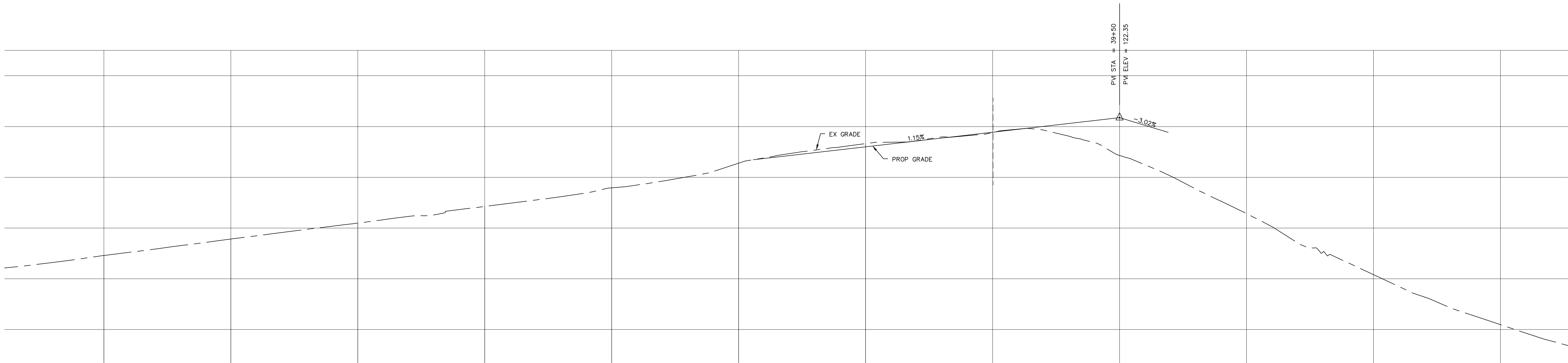
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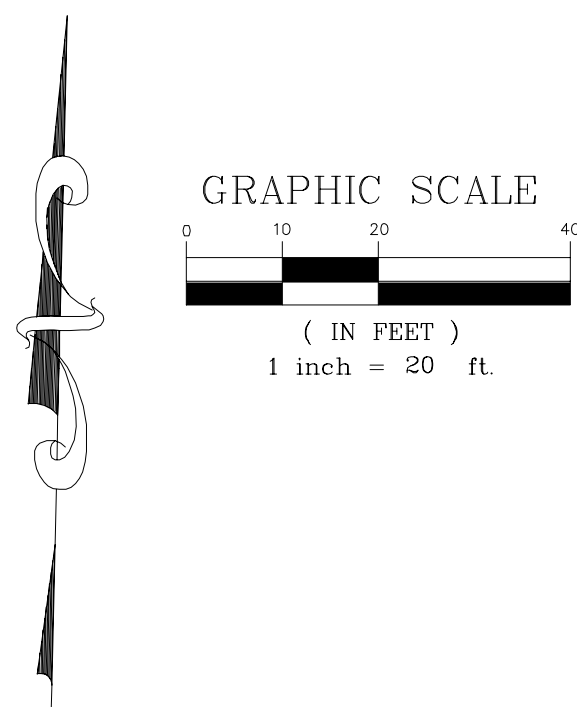
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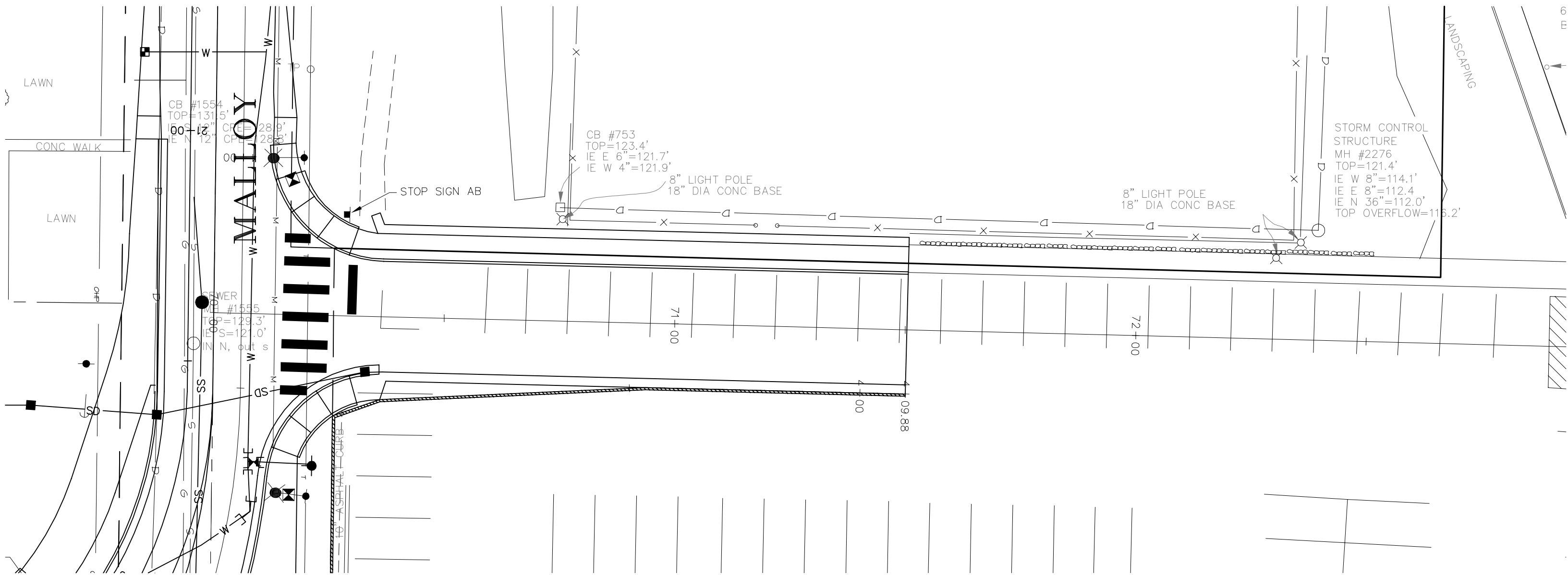
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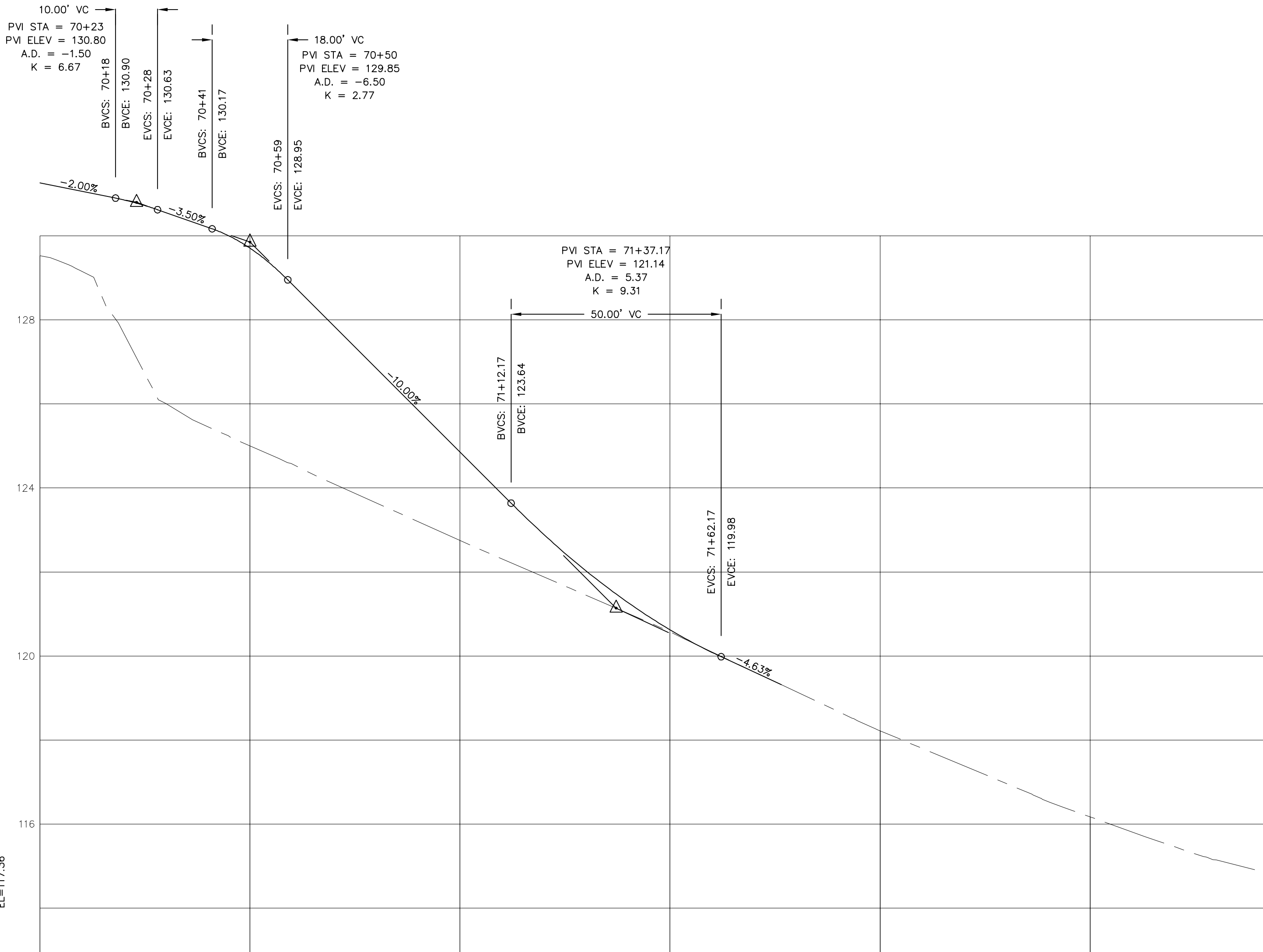
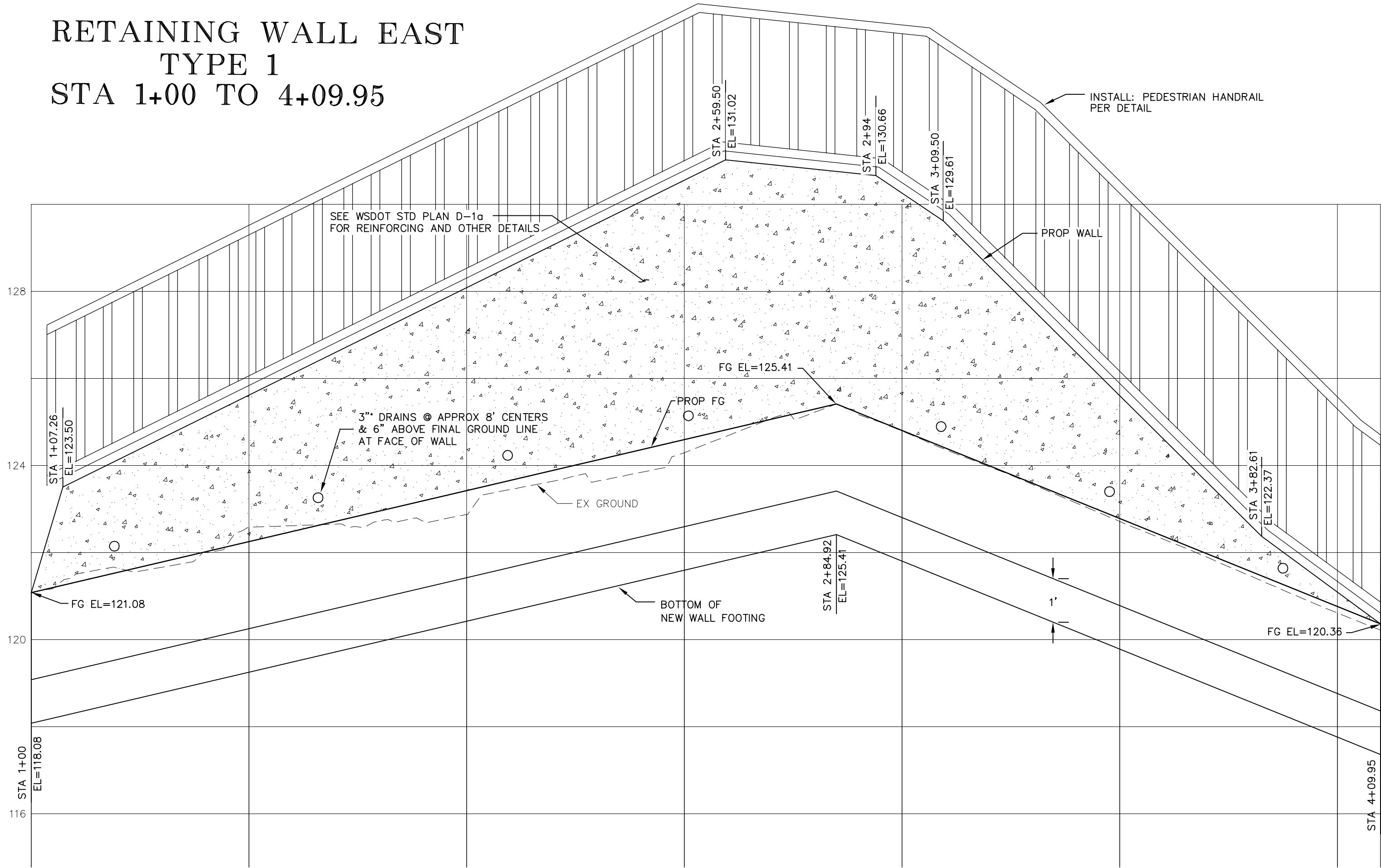




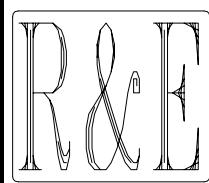
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RETAINING WALL EAST  
TYPE 1  
STA 1+00 TO 4+09.95



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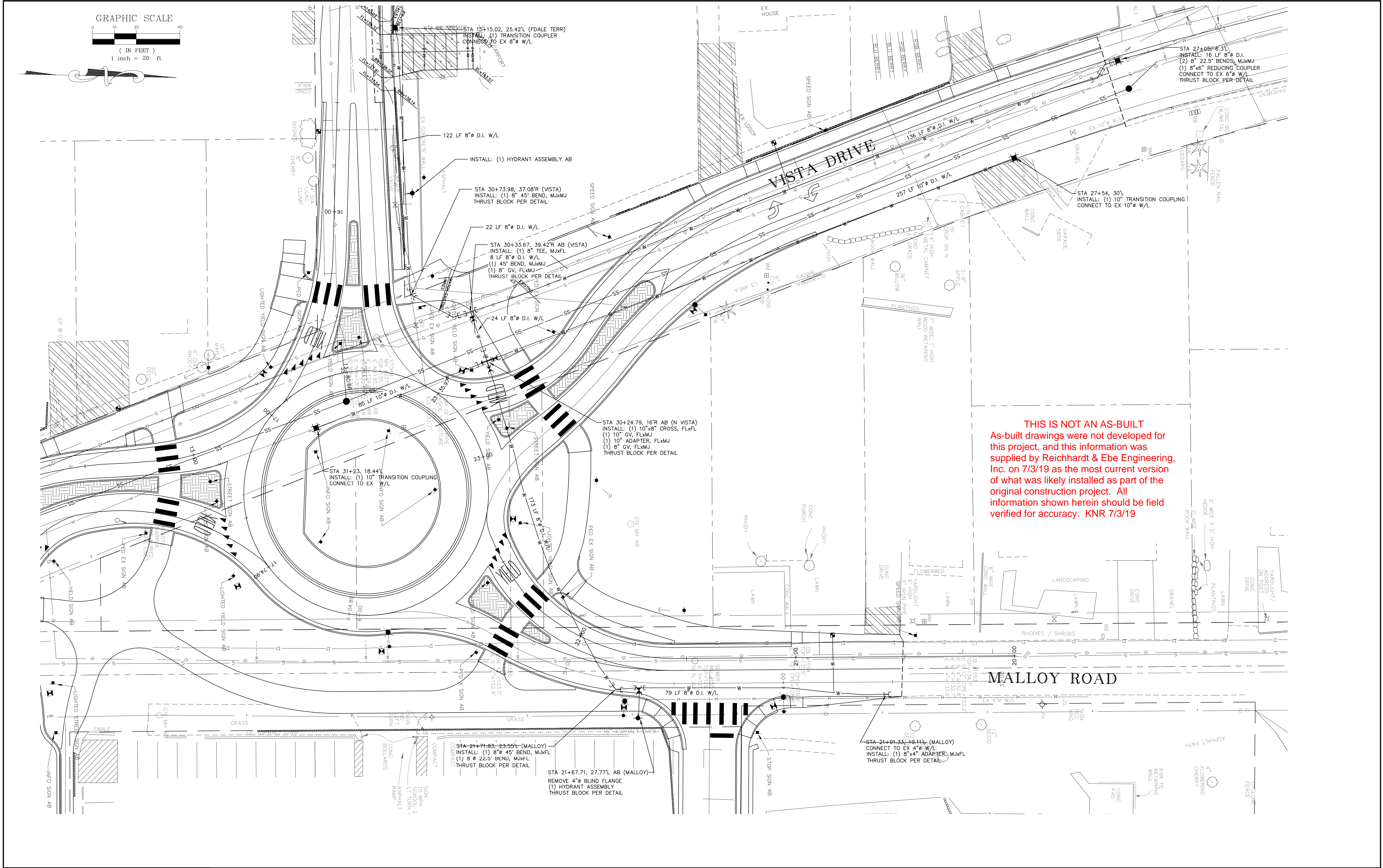
NO.	DATE	REVISION	BY

CITY OF FERNDAL  
2095 MAIN STREET  
FERNDAL, WASHINGTON 98248

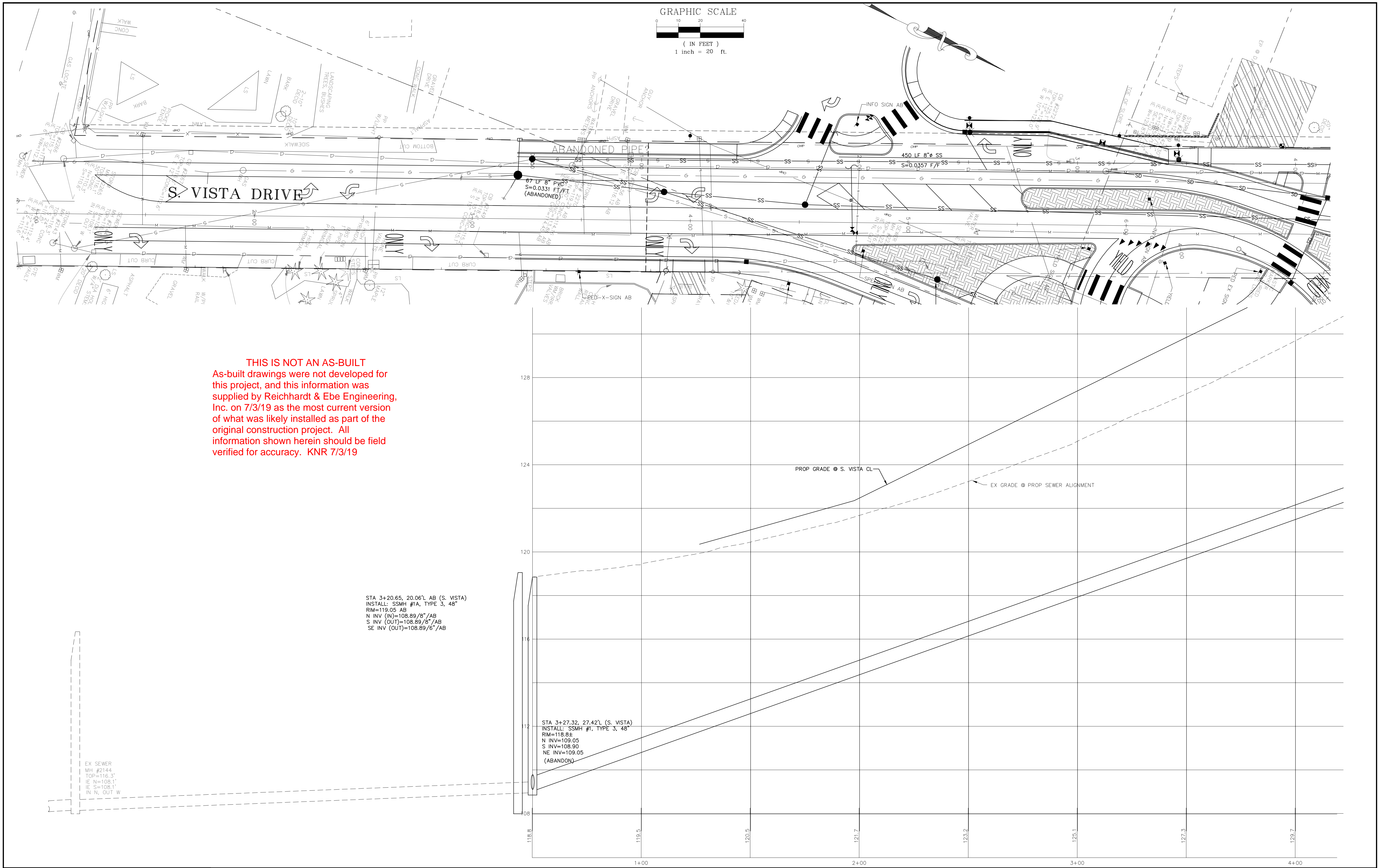
VISTA AND MALLOY ROUNDABOUT  
BUS DRIVE

JOB# / DWG  
02008 SP3.AB  
SCALE  
H: 1" = 20' V: 1" = 2'

DATE  
SHEET  
12 of 24



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	DRAWN BY LMC								SCALE H: 1"=20'    V: N/A	SHEET
	CHECKED BY		NO.	DATE	REVISION	BY			13 of 24	

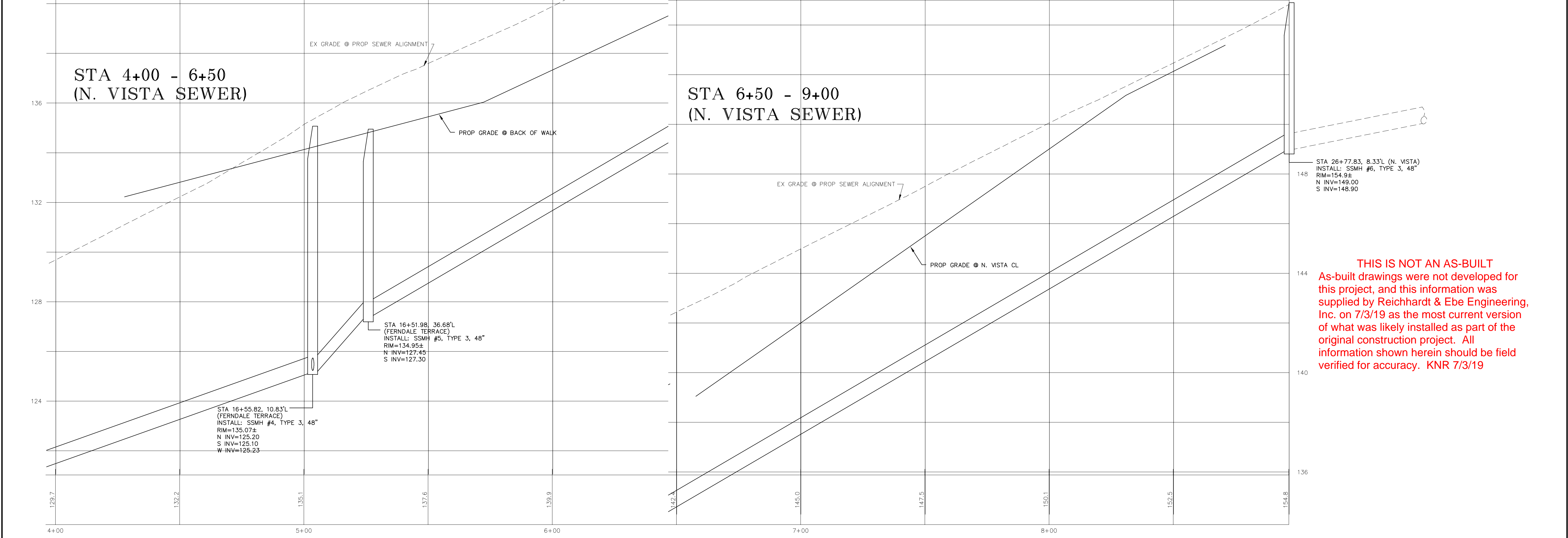
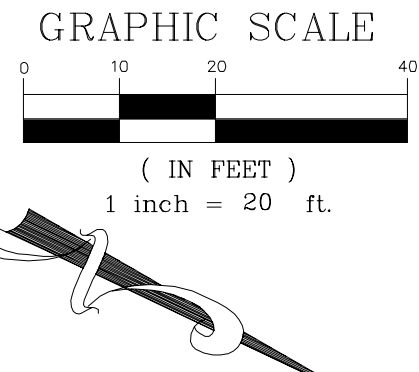
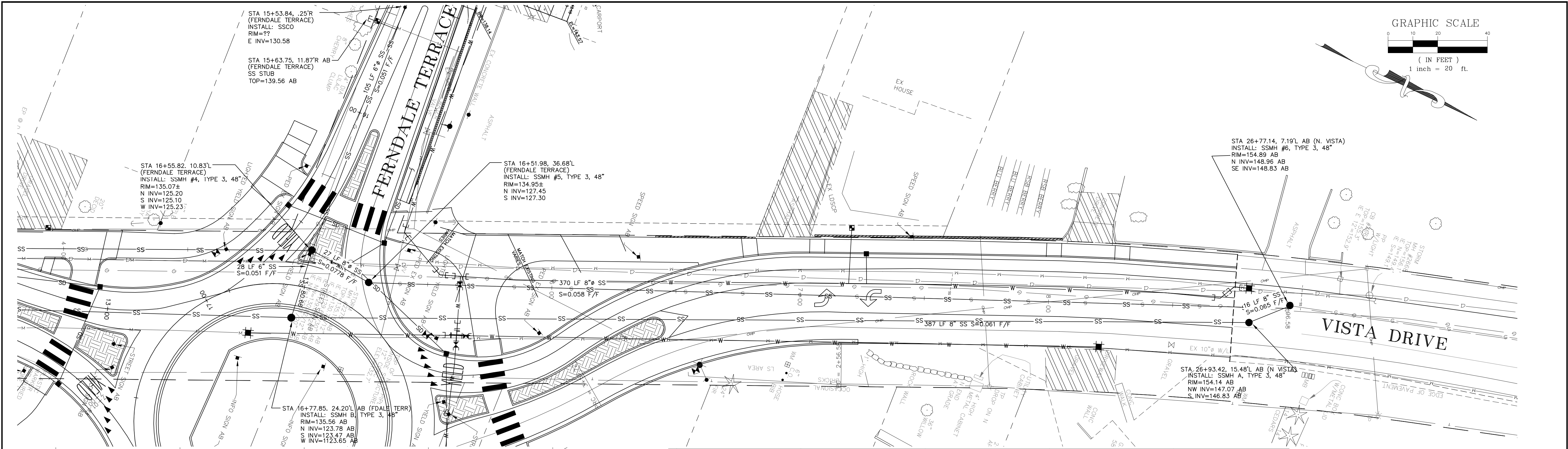


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STA 3+20.65, 20.06'L AB (S. VISTA)  
INSTALL: SSMH #1A, TYPE 3, 48"  
RIM=119.05 AB  
N INV (IN)=108.89/8"/AB  
S INV (OUT)=108.89/8"/AB  
SE INV (OUT)=108.89/6"/AB

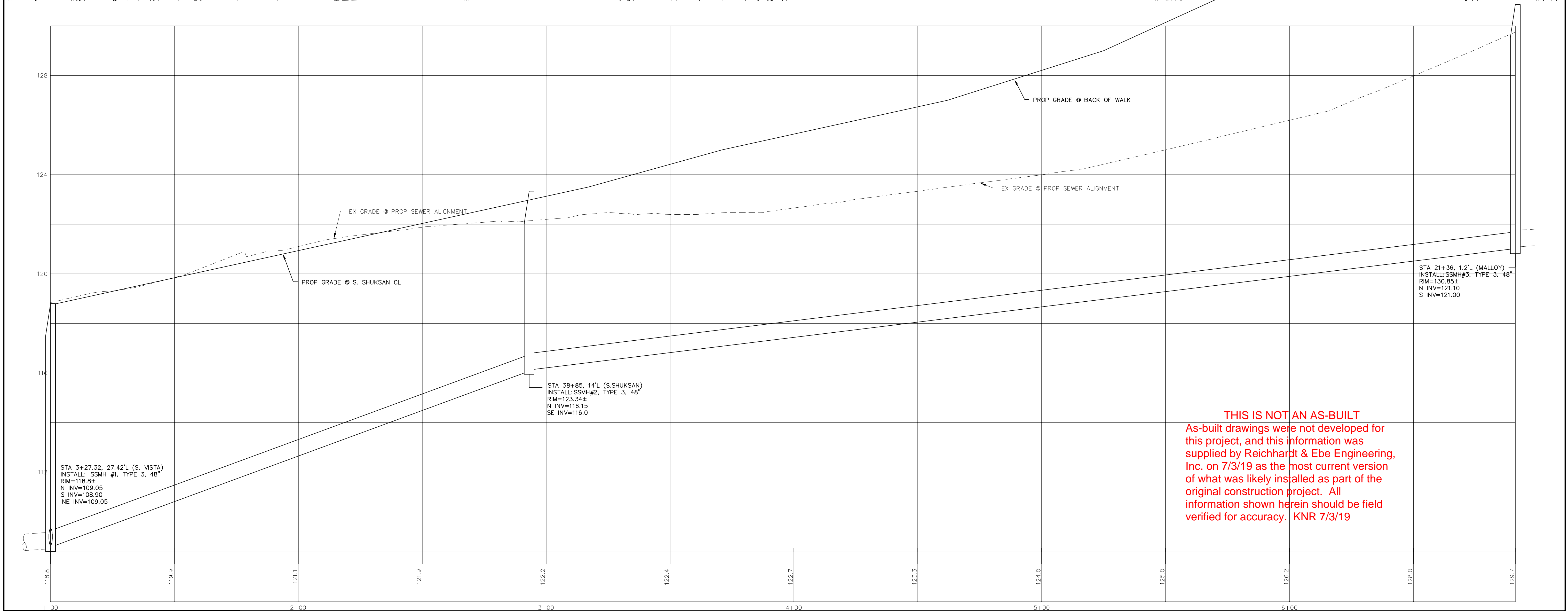
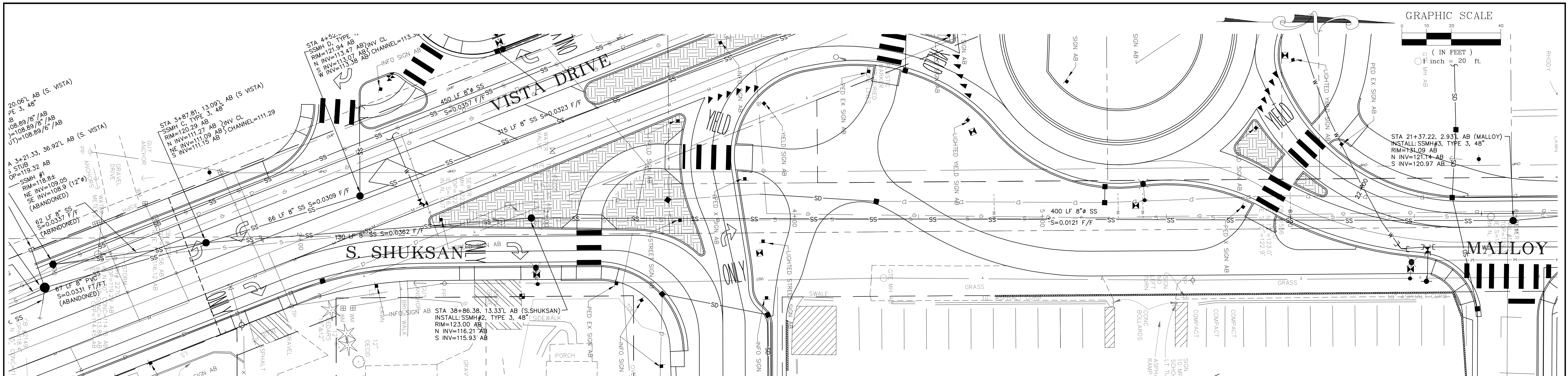
STA 3+27.32, 27.42'L (S. VISTA)  
INSTALL: SSMH #1, TYPE 3, 48"  
RIM=118.8±  
N INV=109.05  
S INV=108.90  
NE INV=109.05  
(ABANDON)

EX SEWER  
MH #2144  
TOP=116.3'  
IE N=108.1'  
IE S=108.1'  
IN N, OUT W



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		<div>SCALE</div> <div>H: 1" = 20'    V: 1" = 2'</div>	SHEET							
		15 of 24								



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As-built drawings were not developed for this project, and this information was supplied by Reichhardt & Ebe Engineering, Inc. on 7/3/19 as the most current version of what was likely installed as part of the original construction project. All information shown herein should be field verified for accuracy. KNR 7/3/19

	DESIGNED BY LP	 <div>REICHHARDT &amp; EBE ENGINEERING, INC. CONSULTING ENGINEERS PO Box 978 423 Front St., Ste 201 Lynden, Washington 98264</div> <div>Ph (360) 354-3687 Fax (360) 354-0407</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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