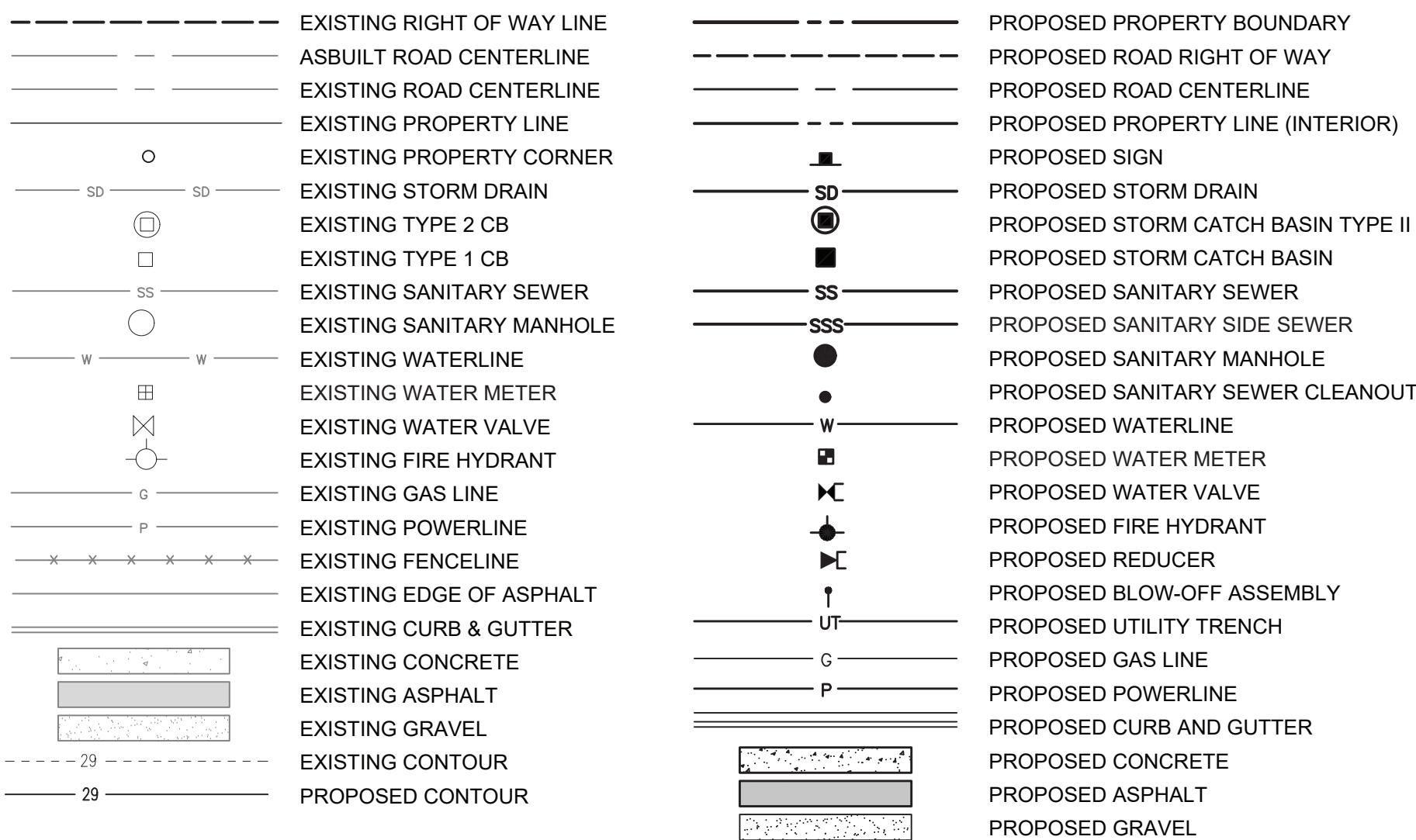


IN A PORTION OF THE NE QUARTER OF SECTION 36, TOWNSHIP 34 N, RANGE 02 E, W.M. LA CONNER, WASHINGTON

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C1.0	COVER SHEET
C1.1	EXISTING CONDITIONS, DEMOLITION & TESC PLAN
C1.2	TESC PLAN NOTES & DETAILS
C2.0	GRADING AND DIMENSIONAL PLAN
C2.1	UTILITY PLAN
C2.2	CENTER STREET ROADWAY IMPROVEMENTS - PLAN & PROFILE
C2.3	FOURTH STREET ROADWAY IMPROVEMENTS - PLAN & PROFILE
C3.0	SITE & SEWER DETAILS
C3.1	SEWER & WATER DETAILS
C3.2	WATER, WSDOT STANDARD PLANS & CONSTRUCTION DETAILS
C3.3	WSDOT STANDARD PLANS
C3.4	WSDOT STANDARD PLANS & SEDIMENT TRAP DETAIL
C4.0	STANDARD SPECIFICATIONS & STORMFILTER DETAIL

LEGEND



LEGAL DESCRIPTION

THE EAST 3 FEET OF LOT 2 AND ALL OF LOTS 3, 6 AND 7, BLOCK 9, "CALHOUN ADDITION TO THE TOWN OF LA CONNER," AS PER PLAT RECORDED IN VOLUME 1 OF PLATS, PAGE 14, RECORDS OF SKAGIT COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

NOTE: LEGAL DESCRIPTION FROM EXHIBIT "A" OF STATUTORY WARRANTY DEED RECORDED 08/26/2021 UNDER SKAGIT COUNTY AUDITOR'S FILE NUMBER 202108260088.

SITE INFORMATION

SITE PARCEL NUMBER: P74143
SITE ADDRESS: 306 CENTER STREET, LA CONNER, WA 98257

BUILDING UNITS: 6 AIRBNB LODGING UNITS, 14 APARTMENT DWELLING UNITS

UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITY LOCATIONS SHOWN HEREON ARE BASED ON SURFACE INDICATORS, UTILITY MAPS PROVIDED BY THE CLIENT, SKAGIT COUNTY, AND APS UTILITY SERVICE WAS ALSO USED FOR THEIR LOCATION.

SURVEY/DATUM INFORMATION

BASIS OF BEARING

N 88° 25' 54" W BETWEEN THE FOUND NAILS IN THE INTERSECTIONS OF 3RD AND 4TH ST WITH CENTER ST.

FIELD EQUIPMENT

THIS SURVEY WAS ACCOMPLISHED BY FIELD TRAVERSE WITH A "TRIMBLE S5" AND A TRIMBLE R10-2 GPS RECEIVER, STANDARD ERROR DISTANCE +/- 2CM (+1 PPM), AND MEETS OR EXCEEDS STANDARDS AS SET FORTH IN W.A.C. CH. 332-130.

HORIZONTAL DATUM

WASHINGTON STATE PLANE NORTH ZONE 4601 (NAD 83/2012) USING W.S.R.N.

VERTICAL DATUM

THE VERTICAL DATUM FOR THIS PROJECT IS NAVD 88 BASED ON W.S.R.N. GPS TIE. THE ELEVATION OF THE SOUTHWEST TOP HOLD DOWN BOLT ON THE FIRE HYDRANT AT THE INTERSECTION OF 4TH ST. AND CENTER ST. HAS AN ELEVATION OF 9.47' NAVD AS SHOWN HEREON.

BASE FLOOD ELEVATION = 8.0' NGVD 29 + 3.8' = 11.8' NAVD 88

UNDERGROUND UTILITY LOCATIONS

UNDERGROUND UTILITY LOCATIONS SHOWN HEREON ARE BASED ON SURFACE INDICATORS.

RESEARCH

- 1) R.O.S. AFN 9407190146
- 2) R.O.S. AFN 200904210003

PLAT OF CALHOUN ADDITION TO THE TOWN OF LA CONNER VOL. 1, PAGE 14

OWNER:

KSA INVESTMENTS, LLC
BRANDON ATKINSON
1650 COUNTRY CLUB DRIVE
BURLINGTON, WA 98233
EM: brandon.kat(at)gmail.com

CONTRACTOR:

FABER CONSTRUCTION
DALE KING
6571 HANNEMAN ROAD
LYNDEN, WA 98264
PH: 360.354.3500
EM: dale@faberconstruction.com

ENGINEER/SURVEYOR:

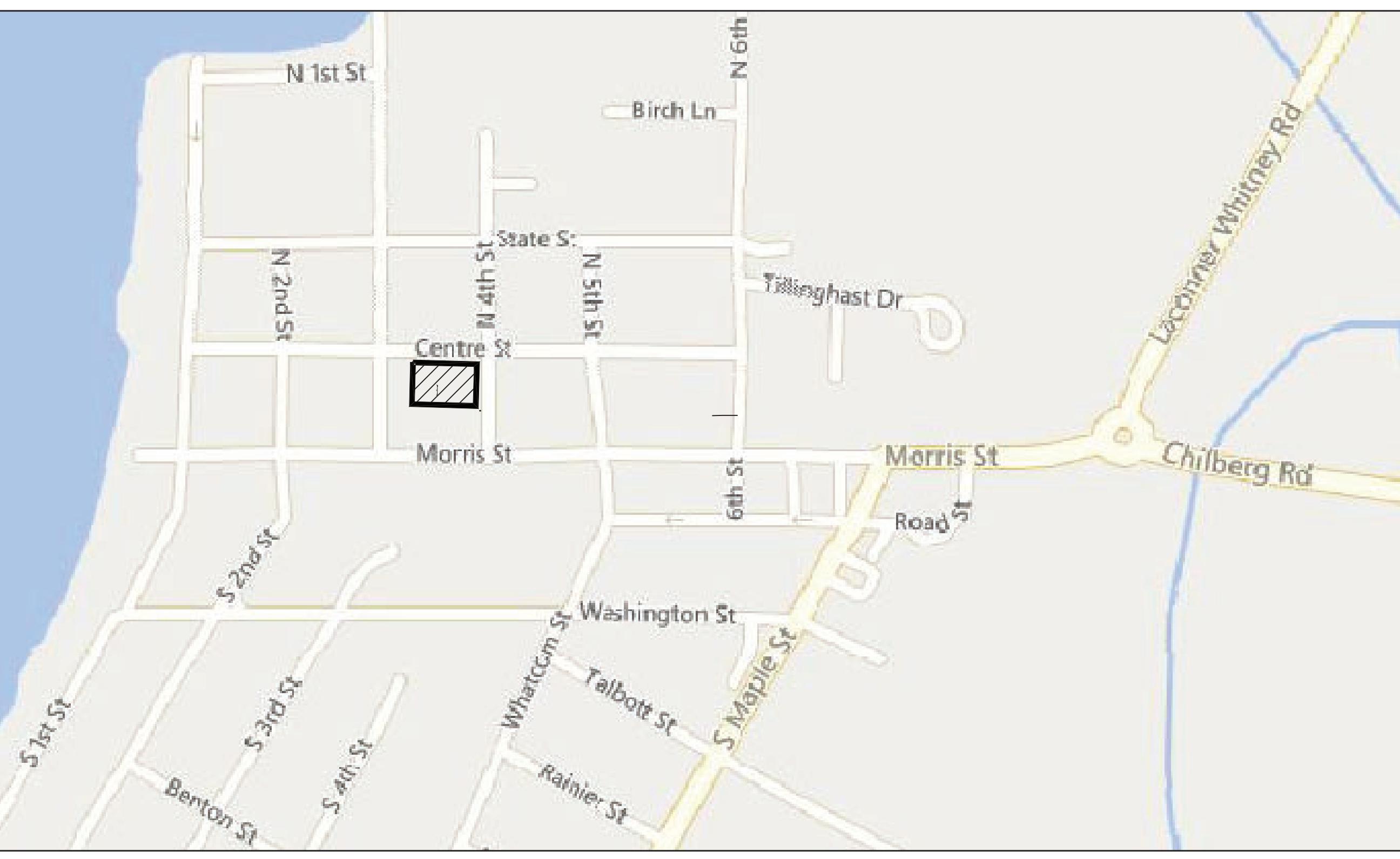
SOUND DEVELOPMENT GROUP, LLC
PAT SEVERIN / JAY STANDISH
1001 BELL AVE, SUITE 202
MOUNT VERNON, WA 98273
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EM: pat@sdg-llc.com / jay@sdg-llc.com

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LANDSCAPE ARCHITECT:

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MOUNT VERNON, WA 98273
PH: 360.419.7400
EM: ecocodesign@gmail.com



VICINITY MAP

NOT TO SCALE

TOWN OF LA CONNER GENERAL NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF LA CONNER THAT ARE CONTAINED IN A BOUND VOLUME ENTITLED "INFRASTRUCTURE IMPROVEMENTS PROJECT MANUAL."
2. THE LOCATION OF THE EXISTING UTILITIES SHOWN ON THE DRAWING IS APPROXIMATE. LOCATION AND PROTECTION OF UNDERGROUND UTILITIES SHALL BE IN ACCORDANCE WITH CHAPTER 19.122 RCW. CALL 800-424-5555 AT LEAST TWO BUSINESS DAYS BEFORE ANY EXCAVATION.
3. REPLACE ANY DAMAGED OR DESTROYED MONUMENTS.
4. THIS PLAN AND PROFILE INFORMATION HAS BEEN FURNISHED BY THE DEVELOPER OR HIS ENGINEER.
5. MINIMUM SEPARATION BETWEEN SANITARY SEWERS AND POTABLE WATER LINES SHALL BE 10 FEET HORIZONTALLY (MEASURED SIDE TO SIDE) AND 18 INCHES VERTICALLY FROM BOTTOM OF WATERLINE TO CROWN OF SEWER. MINIMUM VERTICAL SEPARATION FOR PERPENDICULAR OR OBLIQUE CROSSINGS SHALL BE 3 FEET FROM OUTSIDE EDGES. SITUATIONS THAT REQUIRE LESS THAN MINIMUM SEPARATION SHALL BE CONSTRUCTED IN ACCORDANCE WITH DOE'S "CRITERIA FOR SEWAGE WORKS DESIGN", LATEST EDITION.
6. THE DEVELOPER SHALL BE RESPONSIBLE FOR ACQUIRING ALL NECESSARY EASEMENTS AND AGREEMENTS PRIOR TO CONSTRUCTION.
7. A PLUG SHALL BE PLACED IN THE OUTLET PIPE OF THE EXISTING MANHOLE TO WHICH NEW PIPE IS TO BE CONNECTED OR IN THE OUTLET OF THE FIRST NEW MANHOLE. THIS PLUG SHALL REMAIN IN PLACE AND MAY NOT BE REMOVED WITHOUT THE PERMISSION OF THE TOWN OF LA CONNER. REMOVAL WILL RESULT IN FORFEITURE OF THE SYSTEM ISOLATION DEPOSIT.

CAUTION - EXTREME HAZARD - OVERHEAD ELECTRICAL SERVICE LINES ARE GENERALLY NOT SHOWN ON THE DRAWINGS. ELECTRICAL LINES SHOWN ON THE DRAWINGS ARE LOCATED BY POINT-TO-POINT, POWER-POLE-TO-POWER-POLE CONNECTION. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXTENT OF ANY HAZARD CREATED BY OVERHEAD ELECTRICAL POWER IN ALL AREAS AND SHALL FOLLOW PROCEDURES DURING CONSTRUCTION AS REQUIRED BY LAW AND REGULATION. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL MEET WITH UTILITY OWNERS AND DETERMINE THE EXTENT OF HAZARD AND REMEDIAL MEASURES, AND SHALL TAKE WHATEVER PRECAUTIONS MAY BE REQUIRED.

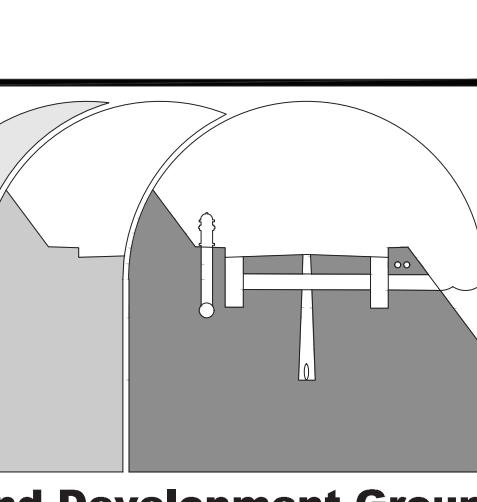
UNDERGROUND FIRE LINE REQUIREMENTS:

1. THE ENTIRE UNDERGROUND FIRE LINE WILL REQUIRE A FULL HYDRO-TEST AT 200 PSI FOR TWO (2) HOURS. CONTACT THE FIRE MARSHAL BEFORE PERFORMING THIS TEST.
2. EACH FIRE HYDRANT AND FDC RISER ON THE FIRE SYSTEM WILL REQUIRE A ONE (1) MINUTE FLUSH FROM THE PUMPER PORT OR MANIFOLD WITH A DIFFUSER OR UNTIL THERE ARE NO PARTICULATES IN THE SYSTEM.
3. THE PUMPER PORT ON THE HYDRANTS SHALL HAVE A FIVE (5) INCH STORTZ HARD FACED COUPLER INSTALLED PRIOR TO FINAL APPROVAL.
4. A COPY OF NFPA U FORM FILLED OUT MUST BE PROVIDED TO THE FIRE MARSHAL PRIOR TO FINAL.
5. ALL FITTINGS AND PIPING FROM THE VAULT TO THE BUILDING WILL NEED TO BE INSPECTED BY THE FIRE MARSHAL PRIOR TO COVER.
6. THREE (3) SETS OF PLANS, MATERIAL CUT SHEETS AND FIRE FLOW CALCULATIONS WILL NEED TO BE APPROVED PRIOR TO ANY WORK BEING DONE.
7. ALL WORK BEING DONE FROM THE DOUBLE CHECK VALVE ASSEMBLY TO THE RISER WILL NEED TO BE INSTALLED BY A U LICENSED CONTRACTOR.
8. THE FIRE LINE MUST BE BACKFILLED WITH EITHER SAND OR PEA GRAVEL. NATIVE MATERIALS CANNOT BE USED AS BACKFILL MATERIALS.

SHEET DESCRIPTION:

COVER SHEET

**CENTER STREET
MIXED-USE
FOR
KSA INVESTMENTS, LLC**



Sound Development Group
Engineering, Surveying & Land Development Services
P.O. Box 1705 • 1111 Cleveland Avenue, Suite 202
Mount Vernon, WA 98273 Tel: 360-404-2010

SHEET REVISIONS:
NO. DATE OF DESCRIPTION APPROVED
1 02/23 ARCHITECT REVISION P.L.S.
2 11/27/23 DEA REVISION P.L.S.
3 2/29/24 ARCH REVISION P.L.S.

**CALL 48 HOURS
BEFORE YOU DIG
1.800.424.5555**

SCALE: **NO SCALE**
DRAWN BY: **C.SEVERIN**
DESIGNED BY: **P.SEVERIN**
DATE: **02.22.2024**
JOB NUMBER: **21098**
DWG NAME: **21098PLN.DWG**
SHEET NUMBER: **C1.0**



IN A PORTION OF THE NE QUARTER OF SECTION 36, TOWNSHIP 34 N, RANGE 02 E, W.M. LA CONNER, WASHINGTON

ESC-1 STANDARD ESC NOTES

1. APPROVAL OF THE EROSION AND SEDIMENT CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).

2. AS DIRECTED BY PUBLIC WORKS DIRECTOR PRIOR TO COMMENCING CONSTRUCTION, ALL CRITICAL AREAS, INCLUDING WETLAND BUFFERS, STREAM CORRIDOR, LANDFILL AREAS, AND STEEP SLOPES SHALL CONTINUOUSLY DEMARCATED IN THE FIELD USING FLAGGING TAPE OR FENCING.

3. EROSION CONTROL METHODS AND MATERIALS SHALL MEET REQUIREMENTS OF SECTION 8-01 OF THE APWA/WASHINGTON STATE DEPARTMENT OF TRANSPORTATION 2022 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, AND REQUIREMENTS SET FORTH IN VOLUME I OF THE "STORMWATER MANAGEMENT MANUAL FOR THE PUGET SOUND BASIN (THE TECHNICAL MANUAL)" BY THE WASHINGTON STATE DEPARTMENT OF ECOLOGY. CURRENT EDITION. THE CONTRACTOR SHALL FOLLOW RECOMMENDATIONS MADE BY SUPPLIERS AND MANUFACTURERS OF MATERIALS AND EQUIPMENT USED.

4. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS, AND MUST BE INSTALLED AND IN OPERATION PRIOR TO ANY GRADING OR LAND CLEARING. WHEREVER POSSIBLE, MAINTAIN NATURAL VEGETATION FOR SILT CONTROL.

5. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G., ADDITIONAL SUMPS, LOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED. THEREFORE, DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED.

6. ANY PERMANENT RETENTION/DETENTION FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES AND SHALL PROVIDE ADEQUATE STORAGE CAPACITY. IF THE PERMANENT FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION OR DISPERSION SYSTEM, THE FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN. OVERNIGHT DETENTION TANK, DETENTION VAULT, OR SYSTEM, WHICH BACKS UNDER OR INTO A POND, SHALL BE USED AS A TEMPORARY SETTLING BASIN.

7. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (EXAMPLE: ANNUAL OR PERENNIAL, ASAPPLIED AT APPROXIMATELY 80 POUNDS PER ACRE).

8. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE TOWN OF LA CONNER STANDARDS AND SPECIFICATIONS.

9. THE ESC FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS ON THE APPROVED PLANS. LOCATIONS MAY BE MOVED TO SUIT FIELD CONDITIONS, SUBJECT TO APPROVAL BY THE TOWN OF LA CONNER PUBLIC WORKS DIRECTOR AND TOWN OF LA CONNER INSPECTOR.

10. A COPY OF THE APPROVED EROSION CONTROL PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

11. ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) SHALL HAVE A FOUR (4) FOOT HIGH TEMPORARY CONSTRUCTION FENCE (CYCLONE OR PLASTIC MESH) SEPARATING THE LOT (OR BUILDABLE PORTIONS OF THE LOT) FROM THE AREA RESTRICTED BY THE NGPE AND SHALL BE INSTALLED PRIOR TO ANY GRAZING OR CLEARING AND REMAIN IN PLACE UNTIL A DWELLING IS CONSTRUCTED AND OWNERSHIP TRANSFERRED TO THE FIRST OWNER/OCCUPANT.

12. A CLEARING CONTROL FENCE SHALL BE INSTALLED AT THE DRIP LINE OF TREES TO BE SAVED WHEREVER THE TREE CANOPIES EXTEND INTO THE AREA TO BE CLEARED. ON-SITE SUPERVISION SHALL BE PROVIDED WHENEVER EQUIPMENT MUST OPERATE UNDER TREE CANOPIES, AND FENCING SHALL BE REPLACED WHEN NECESSARY. THE CLEARING CONTROL FENCE SHALL CONSIST OF A SINGLE STRAND OF WIRE ATTACHED ABOUT THREE (3) FEET HIGH TO WOOD LATH AT A TWELVE (12) FOOT MAXIMUM SPACING AND FLAGGED WITH SURVEY RIBBON AT FOUR (4) FOOT INTERVALS.

13. OFF-SITE STREETS MUST BE KEPT CLEAN AT ALL TIMES. IF DIRT IS DEPOSITED ON THE PUBLIC STREET SYSTEM, THE STREET SHALL BE IMMEDIATELY CLEANED WITH A POWER SWEeper OR OTHER EQUIPMENT. ALL VEHICLES SHALL LEAVE THE SITE BY WAY OF THE CONSTRUCTION ENTRANCE AND SHALL BE CLEANED OF ALL DIRT THAT WOULD BE DEPOSITED ON THE PUBLIC STREETS.

14. ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE THEIR GRATES COVERED WITH FILTER FABRIC DURING CONSTRUCTION.

15. THE WASHED GRAVEL BACKFILL ADJACENT TO THE FILTER FABRIC FENCE SHALL BE REPLACED AND THE FILTER FABRIC CLEANED. IF IT IS NONFUNCTIONAL, BY EXCESSIVE SILT ACCUMULATION AS DETERMINED BY THE TOWN OF LA CONNER. ALSO, ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-QUARTER DEPTH.

16. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO DEPTH OF ONE (1) FOOT AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; AND 1"-2" ROCK/10%-20% PASSING.

17. IF ANY PART(S) OF THE CLEARING LIMIT, BOUNDARY OR TEMPORARY EROSION/SEDIMENTATION CONTROL PLAN IS DAMAGED, IT SHALL BE REPAVED IMMEDIATELY.

18. ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND RUNOFF. DO NOT FLUSH CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM. IF EXPOSED AGGREGATE IS FLUSHED INTO THE STORM SYSTEM, IT COULD MEAN RELEASING THE ENTIRE DOWNSTREAM STORM SYSTEM, OR POSSIBLY RELATING THE STORM LINE.

19. THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/ESC SUPERVISOR UNTIL ALL CONSTRUCTION IS APPROVED.

20. THE ESC SUPERVISOR NAME IS: _____
24 HR. CONTACT NUMBER IS: _____

21. THE APPLICANT'S NAME IS: _____
24 HR. CONTACT NUMBER IS: _____

22. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED BY A CONTINUOUS LENGTH OF SURVEY TAPE (OR FENCING, IF REQUIRED) PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE CLEARING LIMITS SHALL BE PERMITTED. THE CLEARING LIMITS SHALL BE MAINTAINED BY THE APPLICANT/ESC SUPERVISOR FOR THE DURATION OF CONSTRUCTION.

23. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/ESC SUPERVISOR AND MAINTAINED TO ENSURE CONTINUED PROPER FUNCTIONING. WRITTEN RECORDS SHALL BE KEPT OF WEEKLY REVIEWS OF THE ESC FACILITIES DURING THE WET SEASON (OCT. 1 TO APRIL 30) AND OF THE MONTHLY REVIEWS DURING THE DRY SEASON (MAY 1 TO SEPT. 30).

24. ANY AREAS OF EXPOSED SOILS, INCLUDING ROADWAY EMBANKMENTS, THAT WILL NOT BE DISTURBED FOR TWO DAYS DURING THE WET SEASON (OR SEVEN DAYS DURING THE DRY SEASON) SHALL BE IMMEDIATELY STABILIZED WITH THE APPROVED ESC METHODS (E.G., SEEDING, MULCHING, PLASTIC COVERING, ETC.).

25. ANY AREA NEEDING ESC MEASURES NOT REQUIRING IMMEDIATE ATTENTION SHALL BE ADDRESSED WITHIN FIFTEEN (15) DAYS.

26. THE ESC FACILITIES ON ACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN FORTY-EIGHT (48) HOURS FOLLOWING A TEMP STORM.

27. AT NO TIME SHALL MORE THAN ONE (1) FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAYING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNTOWNSYSTEM.

28. OFF-SITE STORMWATER AND/OR GROUNDWATER TO BE DIVERGED AWAY FROM SLOPES & DISTURBED AREAS WITH INTERCEPTOR DIKES, PIPES, OR SWALES. OFF-SITE STORMWATER SHALL BE MANAGED DIFFERENTLY FROM STORMWATER GENERATED ON-SITE.

29. EXCAVATED MATERIAL TO BE PLACED ON UPHILL SIDE OF TRENCH.

30. STABILIZED CONSTRUCTION ENTRANCES AND ROADS SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

31. ANY PERMANENT FLOW CONTROL FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES AND SHALL PROVIDE ADEQUATE STORAGE CAPACITY. IF THE FACILITY IS TO FUNCTION AS ULTIMATELY AS AN INFILTRATION SYSTEM, THE TEMPORARY FACILITY MUST BE GRADED SO THAT THE BOTTOM AND SIDES ARE AT LEAST THREE FEET ABOVE THE FINAL GRADE OF THE PERMANENT FACILITY.

32. PRIOR TO THE BEGINNING OF THE WET SEASON (OCT. 1), ALL DISTURBED AREAS SHALL BE REVIEWED TO IDENTIFY WHICH ONES CAN BE SEADED IN PREPARATION FOR THE WINTER RAINS. DISTURBED AREAS SHALL BE SEADED WITHIN ONE WEEK OF THE BEGINNING OF THE WET SEASON. A SKETCH MAP OF THOSE AREAS TO BE SEADED AND THOSE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE TOWN OF LA CONNER INSPECTOR. THE TOWN OF LA CONNER INSPECTOR CAN REQUIRE SEEDING OF ADDITIONAL AREAS IN ORDER TO PROTECT SURFACE WATERS, ADJACENT PROPERTIES, OR DRAINAGE FACILITIES.

ESC-2 WET SEASON SPECIAL PROVISIONS (OCTOBER 1 - APRIL 30)

1. THE ALLOWED TIME THAT A DISTURBED AREA CAN REMAIN UNWORKED WITHOUT COVER MEASURES IS REDUCED TO TWO DAYS, RATHER THAN SEVEN.

2. STOCKPILES AND STEEP CUT AND FILL SLOPES ARE TO BE PROTECTED IF UNWORKED FOR MORE THAN 12 HOURS.

3. COVER MATERIALS SUFFICIENT TO COVER ALL DISTURBED AREAS SHALL BE STOCKPILED ON SITE.

4. ALL AREAS THAT ARE TO BE UNWORKED DURING THE WET SEASON SHALL BE SEADED WITHIN ONE WEEK OF THE BEGINNING OF THE WET SEASON.

5. MULCH IS REQUIRED TO PROTECT ALL SEADED AREAS.

6. FIFTY LINEAR FEET OF SILT FENCE (AND THE NECESSARY STAKES) PER ACRE OF DISTURBANCE MUST BE STOCKPILED ON SITE.

7. CONSTRUCTION ROAD AND PARKING LOT STABILIZED ARE REQUIRED FOR ALL SITES UNLESS THE SITE IS UNDERLAIN BY COARSE-GRAINED SOIL.

8. SEDIMENT RETENTION IS REQUIRED UNLESS NO OFFSITE DISCHARGE IS ANTICIPATED FOR THE SPECIFIC DESIGN FLOW.

9. SURFACE WATER CONTROLS ARE REQUIRED UNLESS NO OFFSITE DISCHARGE IS ANTICIPATED FOR THE SPECIFIED DESIGN FLOW.

10. PHASING AND MORE CONSERVATIVE BMP'S MUST BE EVALUATED FOR CONSTRUCTION ACTIVITY NEAR SURFACE WATERS.

11. ANY RUNOFF GENERATED BY DEWATERING SHALL BE TREATED THROUGH CONSTRUCTION OF A SEDIMENT TRAP WHEN THERE IS SUFFICIENT SPACE OR BY RELEASING THE WATER TO A WELL-VEGETATED, GENTLY SLOPING AREA. SINCE PUMPS ARE USED FOR WATERING, IT MAY BE POSSIBLE TO PUMP THE SEDIMENT-LADEN WATER AWAY FROM THE SURFACE WATER SO THAT VEGETATION CAN BE MORE EFFECTIVELY UTILIZED FOR TREATMENT. A STRAW BALE FILTER SHALL BE PLACED AROUND THE DISCHARGE FROM THE DEWATERING PUMP. IF THERE IS NOT SPACE FOR A SEDIMENT TRAP OR 25 FEET OF SUITABLE VEGETATION, OTHER FILTRATION METHODS SHALL BE REQUIRED.

12. THE FREQUENCY OF MAINTENANCE REVIEW INCREASES FROM MONTHLY TO WEEKLY.

13. SOILS SHALL BE STABILIZED AT THE END OF THE SHIFT, BEFORE A HOLIDAY OR WEEKEND, IF NEEDED, BASED ON THE WEATHER FORECAST.

ESC-3 SENSITIVE AREAS SPECIAL PROVISIONS

1. WHENEVER POSSIBLE, PHASE ALL OR PART OF THE PROJECT SO THAT IT OCCURS DURING THE DRY SEASON. IF THIS IS IMPOSSIBLE, NOVEMBER THROUGH FEBRUARY SHALL BE AVOIDED SINCE THIS IS THE MOST LIKELY PERIOD FOR LARGE, HIGH-INTENSITY STORMS.

2. ALL PROJECTS SHALL BE COMPLETED AND STABILIZED AS QUICKLY AS POSSIBLE. LIMITING THE SIZE AND DURATION OF A PROJECT IS PROBABLY THE MOST EFFECTIVE FORM OF EROSION CONTROL.

3. WHERE APPROPRIATE, SANDBARS OR AN EQUIVALENT BARRIER SHALL BE CONSTRUCTED BETWEEN THE PROJECT AREA AND THE SURFACE WATER IN ORDER TO ISOLATE THE CONSTRUCTION AREA FROM HIGH WATER THAT MIGHT RESULT DUE TO PRECIPITATION.

4. ADDITIONAL PERIMETER PROTECTION SHALL BE CONSIDERED TO REDUCE THE LIKELIHOOD OF SEDIMENT ENTERING THE SURFACE WATERS. SUCH PROTECTION MIGHT INCLUDE MULTIPLE SILT FENCES, SILT FENCES WITH A HIGHER AOS, CONSTRUCTION OF A BERM, OR A THICK LAYER OF ORGANIC MULCH UPSLOPE OF A SILT FENCE.

5. IF WORK IS TO OCCUR WITHIN THE ORDINARY HIGH WATER MARK OF A STREAM, MOST PROJECTS MUST ISOLATE THE WORK AREA FROM THE STREAM BY DIVERTING THE STREAM OR CONSTRUCTING A COFFERDAM. CERTAIN SMALL PROJECTS THAT PROPOSE ONLY A SMALL AMOUNT OF GRADING MAY NOT REQUIRE ISOLATION SINCE DIVERSIONS TYPICALLY RESULT IN DISTURBANCE AND THE RELEASE OF SOME SEDIMENT TO THE STREAM. FOR SUCH SMALL PROJECTS, THE POTENTIAL IMPACTS FROM CONSTRUCTION WITH AND WITHOUT A DIVERSION MUST BE WEIGHED.

6. IF A STREAM MUST BE CROSSED, A TEMPORARY BRIDGE SHALL BE CONSIDERED RATHER THAN ALLOWING EQUIPMENT TO UTILIZE THE STREAMBED FOR A CROSSING.

7. ANY RUNOFF GENERATED BY DEWATERING SHALL BE TREATED THROUGH CONSTRUCTION OF A SEDIMENT TRAP WHEN THERE IS SUFFICIENT SPACE OR BY RELEASING THE WATER TO A WELL-VEGETATED, GENTLY SLOPING AREA. SINCE PUMPS ARE USED FOR DEWATERING, IT MAY BE POSSIBLE TO PUMP THE SEDIMENT-LADEN WATER AWAY FROM THE SURFACE WATER SO THAT VEGETATION CAN BE MORE EFFECTIVELY UTILIZED FOR TREATMENT. A STRAW BALE FILTER SHALL BE PLACED AROUND THE DISCHARGE FROM THE DEWATERING PUMP. IF THERE IS NOT SPACE FOR A SEDIMENT TRAP OR 25 FEET OF SUITABLE VEGETATION, OTHER FILTRATION METHODS SHALL BE REQUIRED.

SEEDING

SEED MIXES: THE SEED MIXES LISTED BELOW INCLUDE RECOMMENDED MIXES FOR TEMPORARY SEEDING. THESE MIXES, WITH THE EXCEPTION OF THE WETLAND MIX, SHALL BE APPLIED AT A RATE OF 130 LBS/ACRE. THIS RATE CAN BE REDUCED IF SOIL AMENDMENTS OR SLOW RELEASE FERTILIZERS ARE USED.

TEMPORARY EROSION CONTROL SEED MIX	% WEIGHT	% PURITY	% GERMINATION
FESTUCA ALBA VAR. COMMUTATA OR FESTUCA RUBRA	40	98	90
ANNUAL OR PERENNIAL RYE	40	98	90
LEPTOCARPA BENTZOGASS	10	92	85
REDTOP OR COLONIAL BENTZOGASS	10	98	90
AGROSTIS ALBA OR AGROSTIS TENUIS	10	98	90
WHITE DUTCH CLOVER	10	92	85

BIOSWALE SEED MIX (MODIFIED BIARRIGNE, INC. - HYDROSEEDING GUIDE WETLANDS SEED MIX)	% WEIGHT	% PURITY	% GERMINATION
TALL ORMEAGIN FESCUE	68	98	90
FESTUCA ALBA INDICA OR FESTUCA ELATIOR	10	98	85
SEASIDE/CREPEMINT BENTZOGASS	10	90	80
AGROSTIS ALBA OR AGROSTIS TENUIS	10	98	90
MEADOW FOXGRASS	6	98	90
ALPESTRIS PRATENSIS	6	92	85
TRIFOLIUM HYDRODUM	6	92	85
REDTOP ALBA	30	90	80

WETLANDS SEED MIX	% WEIGHT	% PURITY	% GERMINATION
RED FESCUE	35	90	90
FESTUCA RUBRA	35	92	85
REDTOP	35	92	85
AGROSTIS ALBA	30	90	80
MEADOW FOXGRASS	10	98	90
ALPESTRIS PRATENSIS	10	90	80

SEEDING MAINTENANCE STANDARDS

1. ALL DISTURBED AREAS OF THE SITE SHALL BE VEGETATED OR OTHERWISE PERMANENTLY STABILIZED AT A MINIMUM DISTANCE OF 12' FROM THE CONSTRUCTION ENTRANCE. THIS IS TO ALLOW FINAL APPROVAL OF THE CONSTRUCTION ENTRANCE. EXCEPT FOR THE AREA OF THE CONSTRUCTION ENTRANCE, THE ONLY EXCEPTIONS TO THESE REQUIREMENTS ARE LOTTS WITHIN A PLAT THAT ARE TO BE DEVELOPED UNDER AN APPROVED RESIDENTIAL PERMIT IMMEDIATELY FOLLOWING PLAT APPROVAL. IN THESE CASES, MULCH AND/OR TEMPORARY SEEDING ARE ADEQUATE FOR COVER.

2. STRUCTURAL MEASURES SUCH AS, BUT NOT LIMITED TO, SILT FENCES, PIPE SLOPES, DRAINS, CONSTRUCTION ENTRANCES, STORM DRAIN INLET PROTECTION, AND SEDIMENT TRAPS AND PONDS SHALL BE REMOVED FROM THE SITE. MEASURES THAT WILL QUICKLY DECOMPOSE, SUCH AS BRUSH BARRIERS AND ORGANIC MULCHES, MAY BE LEFT IN PLACE. IN THE CASE OF SILT FENCES, IT MAY BE BEST TO REMOVE FENCES IN CONJUNCTION WITH THE SEEDING, SINCE IT MAY BE NECESSARY TO BRING MACHINERY BACK IN TO REMOVE THEM. THIS WILL RESULT IN DISTURBED SOILS THAT WILL AGAIN REQUIRE PROTECTION. THE INSPECTOR MUST APPROVE AN APPLICANT'S PROPOSAL TO REMOVE FENCING PRIOR TO THE ESTABLISHMENT OF VEGETATION. IN SOME CASES, SUCH AS RESIDENTIAL BUILDING FOLLOWING PLAT DEVELOPMENT, IT MAY BE APPROPRIATE TO LEAVE SOME OR ALL ESC MEASURES FOR USE DURING SUBSEQUENT DEVELOPMENT. THIS SHALL BE DETERMINED ON A SITE-SPECIFIC BASIS.

3. ALL PERMANENT SURFACE WATER FACILITIES, INCLUDING CATCH BASINS, MANHOLES, PIPES, DITCHES, CHANNELS, R/D FACILITIES AND WATER QUALITY FACILITIES, SHALL BE CLEANED. ANY OFFSITE CATCH BASIN THAT REQUIRED PROTECTION DURING CONSTRUCTION SHALL ALSO BE CLEANED.

4. IF ONLY THE INFRASTRUCTURE OF THE SITE HAS BEEN DEVELOPED (E.G., SUBDIVISIONS AND SHORT PLAT) WITH BUILDING CONSTRUCTION TO OCCUR UNDER A DIFFERENT PERMIT, THEN THE SENSITIVE AREA BUFFERS, SENSITIVE AREA TRACTS OR SENSITIVE AREA SETBACK AREA SHALL BE CLEARLY MARKED AS DESCRIBED IN SECTION D.4.1 IN ORDER TO ALERT FUTURE BUYERS AND BUILDERS.

ESC-5 ROAD AND UTILITIES E.S.C. NOTES

1. PHASING THE PROJECT SO THAT THE SITE IS WORKED PROGRESSIVELY FROM END TO END, RATHER THAN CLEARING AND GRUBBING THE ENTIRE LENGTH OF THE PROJECT, THIS RESULTS IN SMALLER EXPOSED AREAS FOR SHORTER DURATIONS, THUS REDUCING THE EROSION RISK.

2. MULCHING AND VEGETATING CUT AND FILL SLOPES AS SOON AS THEY ARE GRADED. FREQUENTLY, THIS IS DONE AT THE END OF CONSTRUCTION WHEN PAVING OR UTILITY INSTALLATION IS COMPLETE. VEGETATING THESE AREAS AT THE START OF THE PROJECT STABILIZED THOSE AREAS MOST SUSCEPTIBLE TO EROSION.

3. PROTECTING ALL CATCH BASIN INLETS WITH CATCH BASIN INSERTS WHEN THESE DO NOT DRAIN TO PONDS OR TRAPS. THIS WILL NOT PROVIDE THE SAME LEVEL OF PROTECTION AS A SEDIMENT POND OR TRAP, BUT CAN REMOVE MOST OF THE SAND-SIZED MATERIAL ENTRAINED IN THE RUNOFF.

4. PHASING THE PROJECT SO THAT ALL CLEARING AND GRADING IN SENSITIVE AREA BUFFERS OCCURS IN THE DRY SEASON. THIS SUBSTANTIALLY REDUCES THE CHANCE OF EROSION AND ALLOWS FOR RAPID REVEGETATION IN THE LATE SUMMER AND EARLY FALL.

5. USING FLOCCULANT TO REDUCE THE TURBIDITY OF WATER RELEASED FROM SEDIMENT PONDS, WHEN APPROVED BY THE DEPARTMENT OF ECOLOGY.

6. HIRING A PRIVATE CONSULTANT WITH EXPERTISE IN ESC TO REVIEW AND MONITOR THE SITE.

ESC-6 CONSTRUCTION SEQUENCE

1. ATTEND PRE-CONSTRUCTION MEETING.

2.

3.

4.

5.

6.

7.

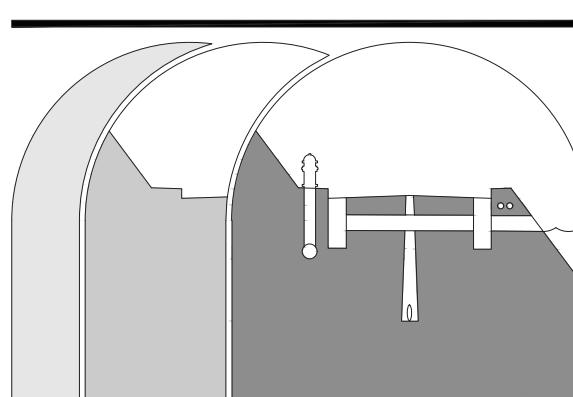
8.

IN A PORTION OF THE NE QUARTER OF SECTION 36, TOWNSHIP 34 N, RANGE 02 E, W.M.

LA CONNER, WASHINGTON

SHEET NOTES

- CONTRACTOR TO PROTECT EXISTING TREES ALONG WESTERN PROPERTY LINE AND ASSOCIATED ROOT SYSTEM. THE PROJECT LANDSCAPE ARCHITECT AND/OR ARBORIST IS TO BE CONTACTED IMMEDIATELY SHOULD ANY CONCERN ARISE REGARDING THE TREES.
- THE 5.0' LANDSCAPE STRIP BORDERING THE NORTHERN SIDEWALK IS TO NOT ADVERSELY IMPACT SIDEWALK LIGHTING. FOR ADDITIONAL DETAILS, REFER TO THE LANDSCAPE PLAN.
- CONTRACTOR TO MINIMIZE IMPACT TO ALL FOUND MONUMENTS AND TO SCHEDULE RESTORATION OF MONUMENT(S) BY A LICENSED PROFESSIONAL LAND SURVEYOR AT THE COMPLETION OF CONSTRUCTION, AS NECESSARY AND APPROPRIATE.
- BUILDING DIMENSIONS: SEE ARCHITECTURE PLANS
PROPOSED UNITS: 6 LODGING UNITS, 14 DWELLING UNITS
GROUND LEVEL ELEV: 8.70' (NO OCCUPANCY AT THIS ELEVATION)
FINISHED FLOOR (UNIT) ELEV: 12.8' (OCCUPANCY AT THIS ELEVATION)
- BUILDING FOOTPRINT AREA: 3,560 SF - 0.0857 AC
BUILDING COVERAGE (INCL. COVERED PARKING AND OVERHANGS): 9,473 SF - 0.2175 AC
- PARKING STALLS PROVIDED: 10 STANDARD STALLS, 12 COMPACT STALLS, 2 ACCESSIBLE STALLS (24 TOTAL)
DUMPSTER AREA DIMENSIONS: 7.5' X 9' (CONSTRUCTED PER DETAIL D2.0)
- FOURTH STREET IS TO HAVE A FULL STREET ASPHALT OVERLAY WITH GRADING AS SHOWN ON PLANS. CENTER STREET IS TO HAVE A QUARTER-HALF STREET OVERLAY. OVERLAY EXTENTS ARE OUTLINED WITH SAWCUT LINES AND/OR EDGE OF ASPHALT LINES. CONTRACTOR IS TO PAVE OVERLAY AND CONSTRUCT ADDITIONAL ROAD WIDTH PER TOWN OF LA CONNER STANDARD DETAIL G3/3.0. CONCRETE CURB AND GUTTER PER WSDOT STANDARD PLAN F-1a.
- CONCRETE PAVEMENT WITHIN THE PROPERTY BOUNDARY IS TO BE PER DETAIL B2.0.
- ALL SIDEWALKS WITHIN THE RIGHT-OF-WAY ARE TO BE CONSTRUCTED PER WSDOT STANDARD PLAN F-3 WITH A TYPE 1 DRIVEWAY ENTRANCE OFF OF FOURTH STREET PER WSDOT STANDARD PLAN F-4. PERPENDICULAR CURB RAMP AT INTERSECTION OF CENTER AND FOURTH STREET PER WSDOT STD PLAN F-40-15-04 ON SHEET C4.0. CONTRACTOR TO INSTALL TACTILE WARNING STRIPS PER ADA STANDARDS ON ALL SIDEWALK RAMPS (ASPHALT/CONCRETE).
- CONTRACTOR TO COORDINATE ALL UTILITY AND ROAD SHUT-DOWN PERIODS WITH THE TOWN OF LA CONNER, EMERGENCY DEPARTMENTS, UTILITY PURVYORS AND AFFECTED PROPERTIES (RESIDENTIAL AND COMMERCIAL). CONTRACTOR TO PROVIDE TRAFFIC CONTROL PLAN, APPROVED BY THE TOWN OF LA CONNER, PRIOR TO BEGINNING CONSTRUCTION.
- CONTRACTOR TO REMOVE ALL EXISTING SIGNS AFFECTED BY CONSTRUCTION, INCLUDING BUT NOT LIMITED TO "SHARE THE ROAD" AND BIKE-PEDESTRIAN DIAMOND-SHAPED SIGN ON CENTER STREET AND THE STOP SIGN IN THE SOUTHEAST CORNER OF THE CENTER AND FOURTH STREET INTERSECTION. TOWN OF LA CONNER TO REINSTALL SIGNS AFTER MUTCD. CONTRACTOR TO RESTORE EXISTING RUBBER SPEED BUMP AFFECTED BY CONSTRUCTION, OR REMOVE AND REPLACE AS DIRECTED BY THE TOWN OF LA CONNER. SEE SHEET C1.
- CONTRACTOR TO REPAINT SKID YELLOW CENTER STRIPE ON CENTER AND FOURTH STREET, AND TO PAINT/REPAINT AFFECTED STOP BARS AT THE CENTER AND FOURTH STREET INTERSECTION, PLACED PER MUTCD.
- CONTRACTOR TO FOLLOW TOWN OF LA CONNER'S TYPICAL TRENCH SECTION DETAIL FOR ALL TRENCH RESTORATION WORK WITHIN THE RIGHT-OF-WAY (DETAIL G1/3.0) AND SDG DETAIL E3/2 FOR ALL ON-SITE TRENCHES.
- CONTRACTOR TO INSTALL TWO ELECTRIC VEHICLE CHARGING STATIONS AND 2" POWER CONDUIT FOR FUTURE CHARGING STATIONS PER THE ELECTRICAL PLAN



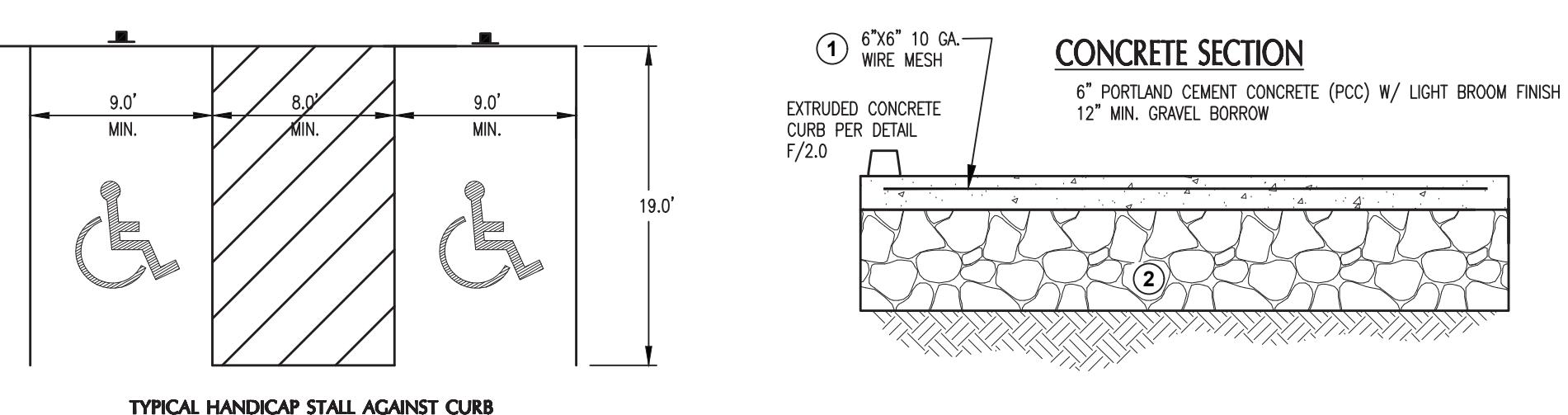
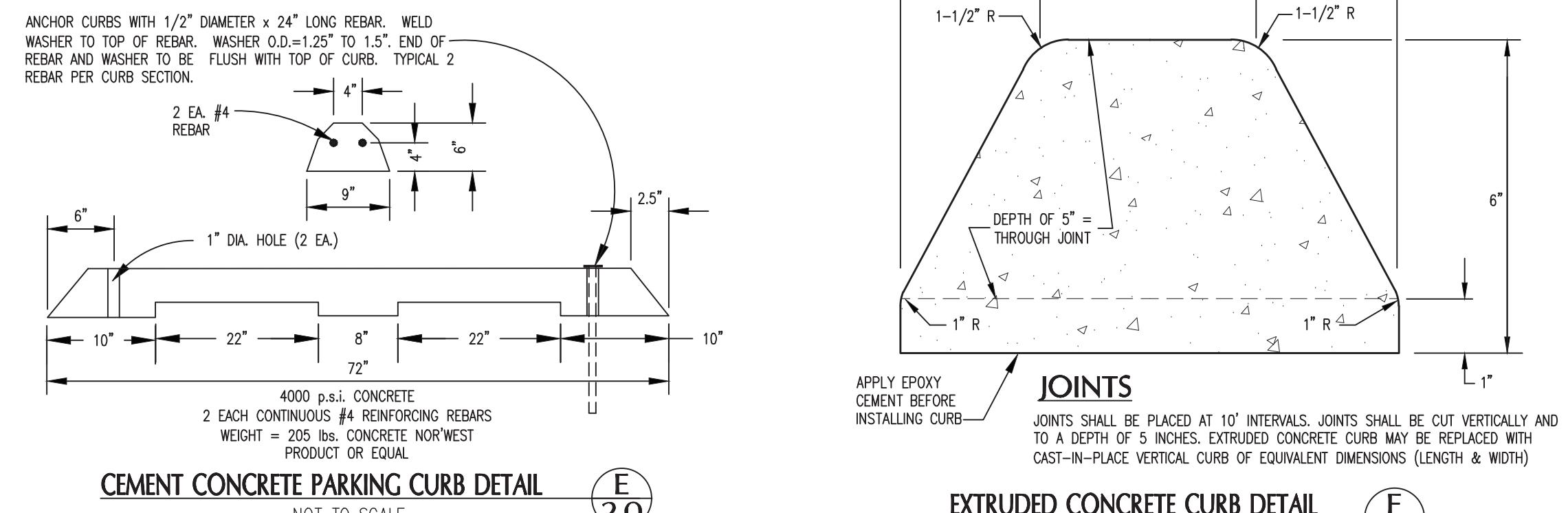
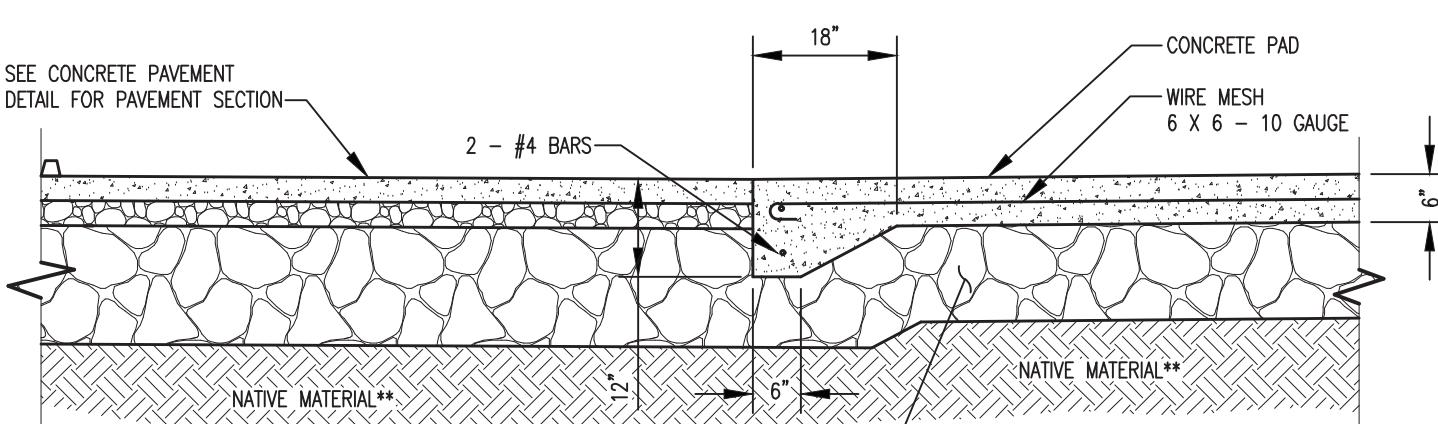
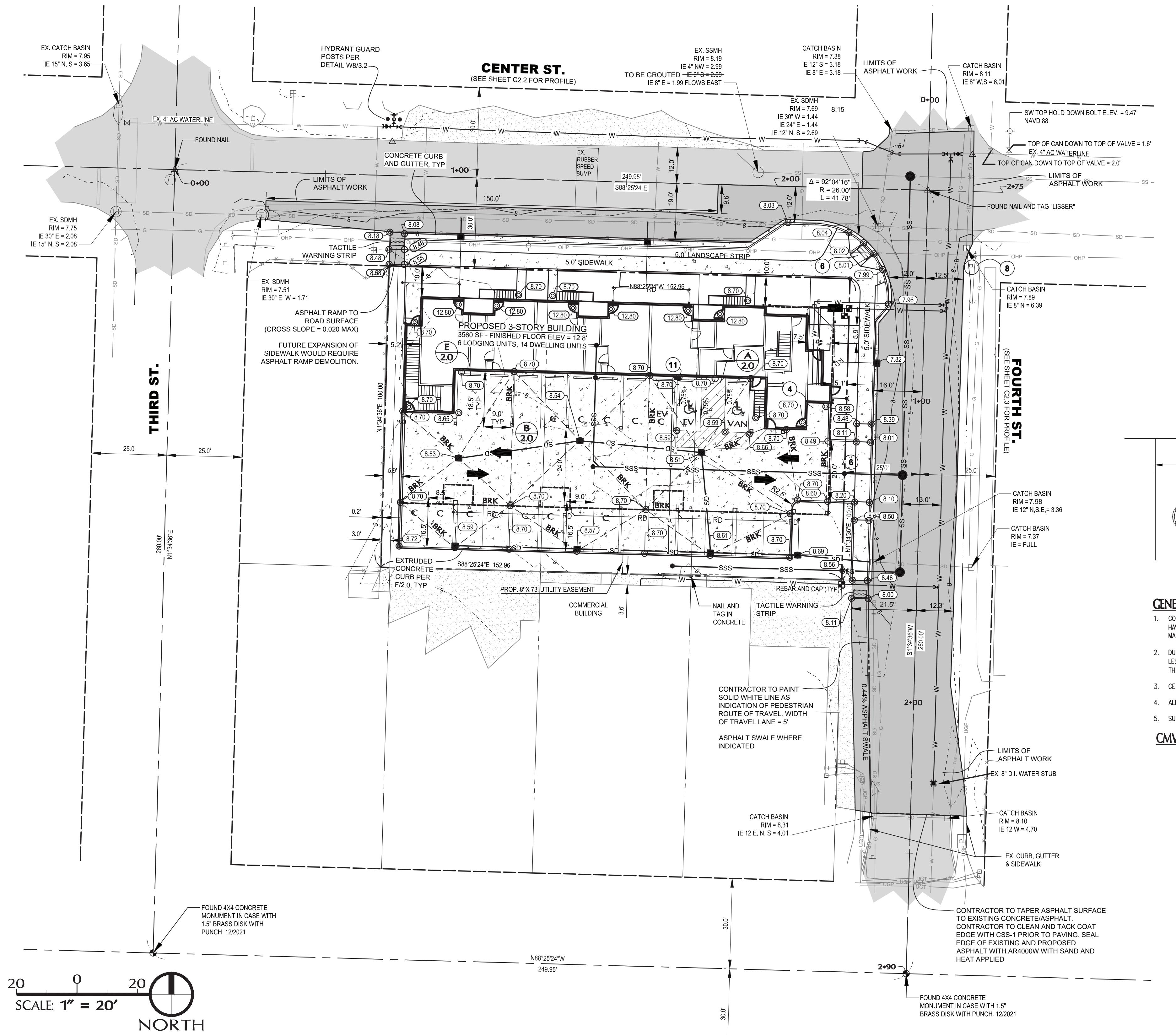
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CENTER STREET
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KSA INVESTMENTS, LLC

GRADING AND
DIMENSIONAL PLAN
SHEET DESCRIPTION:

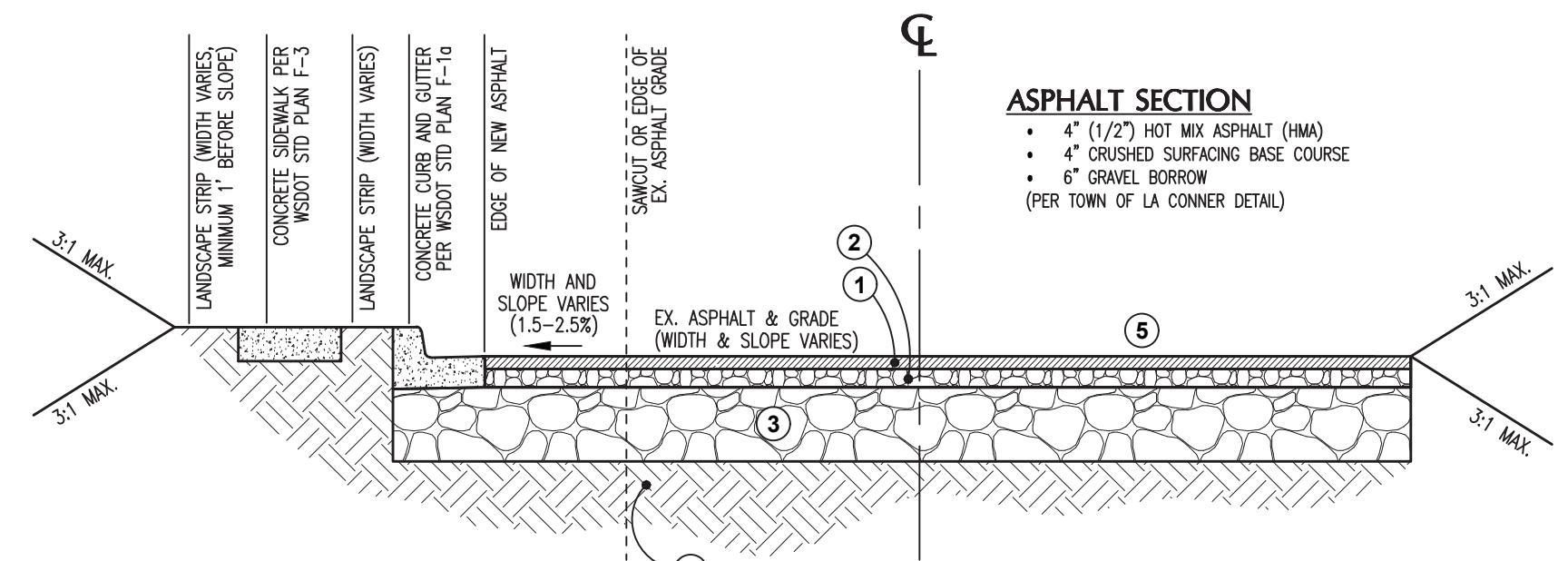


TYPICAL HANDICAP STALL AGAINST CURB & GUTTER OR SIDEWALK

GENERAL NOTES:

- CONCRETE SHALL BE PORTLAND CEMENT CONCRETE (PCC), W/ LIGHT BROOM FINISH. CONTROL JOINTS SHALL BE SPACED MAXIMUM DISTANCES OF 10 FEET APART, CENTER-TO-CENTER, IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS. CRACK CONTROL JOINTS MAY BE CREATED BY PLACING AN INSERT OR GROOVE INTO THE FRESH CONCRETE SURFACE DURING FINISHING, OR BY SAWCUTTING THE CONCRETE AFTER IT HAS INITIALLY SET-UP. WE RECOMMEND THE DEPTH OF THE CRACK CONTROL JOINTS SHALL BE APPROXIMATELY 1/4 THE THICKNESS OF THE CONCRETE, OR ABOUT 1 1/2 INCHES DEEP FOR THE RECOMMENDED CONCRETE THICKNESS OF 6 INCHES. CONTROL JOINTS SHALL BE SEALED WITH AN APPROPRIATE SEALANT TO HELP RESTRICT WATER INFILTRATION INTO THE JOINTS.
- GRANULAR BORROW SHALL SUPPORT ALL PAVEMENT. GRAVEL BORROW WITH LESS THAN 5% PASSING THE 200 SIEVE, SHALL CONFORM TO SECTION 2-15-14 OF THE 2023 STANDARD SPECIFICATIONS COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D-1557 TESTING. EXISTING GRAVEL MATERIAL MAY BE UTILIZED AS GRAVEL BORROW AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
- THE EXCAVATED SUBGRADE SHALL BE FREE OF TOPSOIL, ORGANICS, AND OTHER DELETERIOUS MATERIAL, COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D-1557 TESTING. EXISTING GRAVEL MATERIAL MAY BE UTILIZED AS GRAVEL BORROW AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
- CONTRACTOR SHALL PROVIDE A FULL-LOADED GRAVEL TRUCK FOR THIS INSPECTION PHASE.

CMV TYPICAL PARKING STALL DIMENSIONS
NOT TO SCALE
A 2.0



GENERAL NOTES:

- ALL CONCRETE SHALL BE 1/2" HOT MIX ASPHALT (HMA) CONFORMING TO SECTION 5-04 OF THE 2023 STANDARD SPECIFICATIONS, COMPACTED TO A MINIMUM OF 91% RICE DENSITY. WHERE PROPOSED ASPHALT ADOPTS EXISTING ASPHALT, THE EXISTING ASPHALT SHALL BE SAW CUT FULL DEPTH AND TACK COATED IMMEDIATELY BEFORE PAVING. ALL SURFACE JOINTS SHALL BE SEALED WITH AR 4000 W AND SAND, APPLIED WITH HEAT.
- CRUSHED SURFACE BASE COURSE SHALL CONFORM TO SECTION 9-03.9(3) OF THE 2023 STANDARD SPECIFICATIONS, COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D-1557 TESTING. ALL CRUSHED SURFACE SHALL BE SPRAYED WITH SOIL RESIDUAL HERBICIDE A MAXIMUM OF 24 HOURS PRIOR TO PAVING, ACCORDING TO SECTION 5-04.3(5) OF THE 2023 STANDARD SPECIFICATIONS.
- GRAVEL BASE, A MINIMUM OF 6 INCH COMPACTED DEPTH SHALL SUPPORT ALL PAVEMENT. GRAVEL BORROW WITH LESS THAN 5% PASSING THE 200 SIEVE, SHALL CONFORM TO SECTION 9-03.14 OF THE 2023 STANDARD SPECIFICATIONS COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D-1557 TESTING. EXISTING GRAVEL MATERIAL MAY BE UTILIZED AS GRAVEL BORROW AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
- THE EXCAVATED SUBGRADE SHALL BE FREE OF TOPSOIL, ORGANICS, AND OTHER DELETERIOUS MATERIAL, COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D-1557 TESTING, PREPARED CONFORMING TO SECTION 2-06.3(1) OF THE 2023 STANDARD SPECIFICATIONS.
- IN ALL AREAS OUTSIDE OF THE INDICATED ROAD WIDENING ON FOURTH STREET, CONTRACTOR TO MATCH EXISTING SUBGRADE SECTIONS, BACKFILL TRENCHES PER DETAIL G1/3.0 AND REFRESH ASPHALT SURFACE. SEE TOWN OF LA CONNER DETAIL G3/3.0 FOR ADDITIONAL INFORMATION.

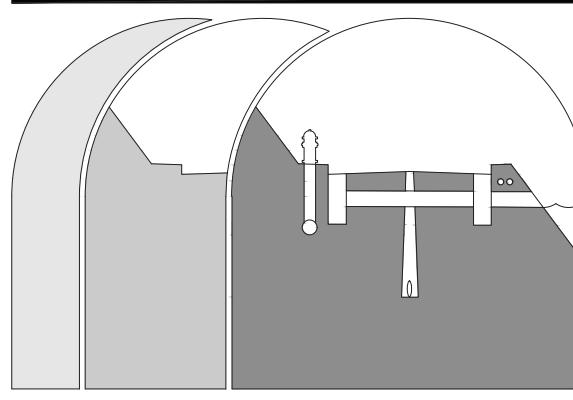
TYPICAL STREET PAVEMENT SECTIONS
NOT TO SCALE
C 2.0

SCALE: 1" = 20'
DRAWN BY: C.SEVERIN
DESIGNED BY: P.SEVERIN
DATE: 02.22.2024
JOB NUMBER: 21098
DWG NAME: 21098PLN.DWG
SHEET NUMBER:

C 2.0

IN A PORTION OF THE NE QUARTER OF SECTION 36, TOWNSHIP 34 N, RANGE 02 E, W.M. LA CONNER, WASHINGTON

A scale bar and a north arrow. The scale bar is a horizontal line with tick marks. The left end is labeled '10' above the line. The center is labeled '0' above the line. The right end is labeled '10' above the line. Below the scale bar, the text 'SCALE: 1" = 10'' is written. To the right of the scale bar is a circular north arrow divided into four quadrants by a crosshair. The word 'NORTH' is written in capital letters below the north arrow.



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2	11.27.23	DEA REVISION	P.L.S.
3	2.29.24	ARCH REVISION	P.L.S.

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KSA INVESTMENTS, LLC

FOR CENTER STREET MIXED-USE

FOURTH STREET ROADWAY IMPROVEMENTS PLAN & PROFILE



SCALE: **AS NOTED**

DRAWN BY: **C.SEVERIN**

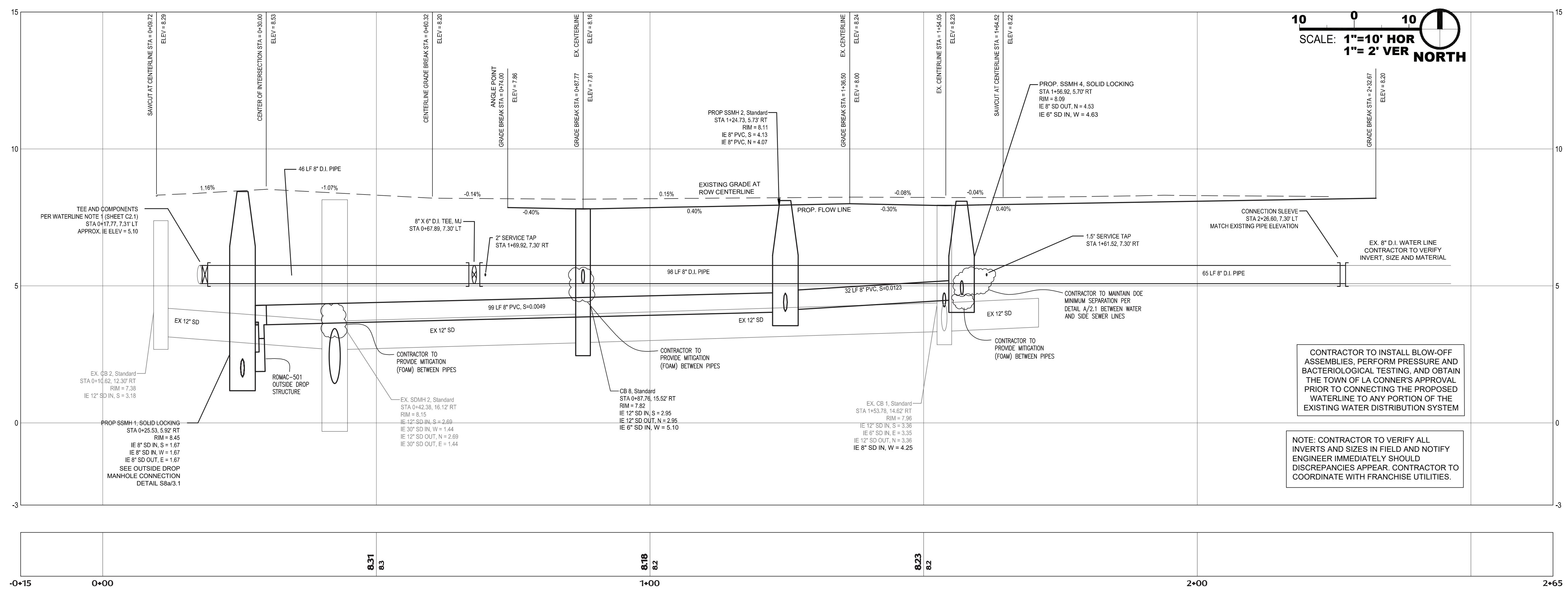
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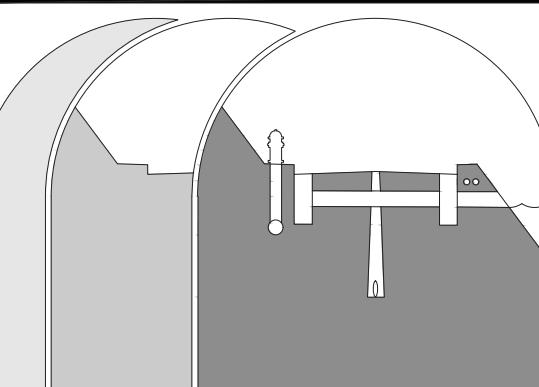
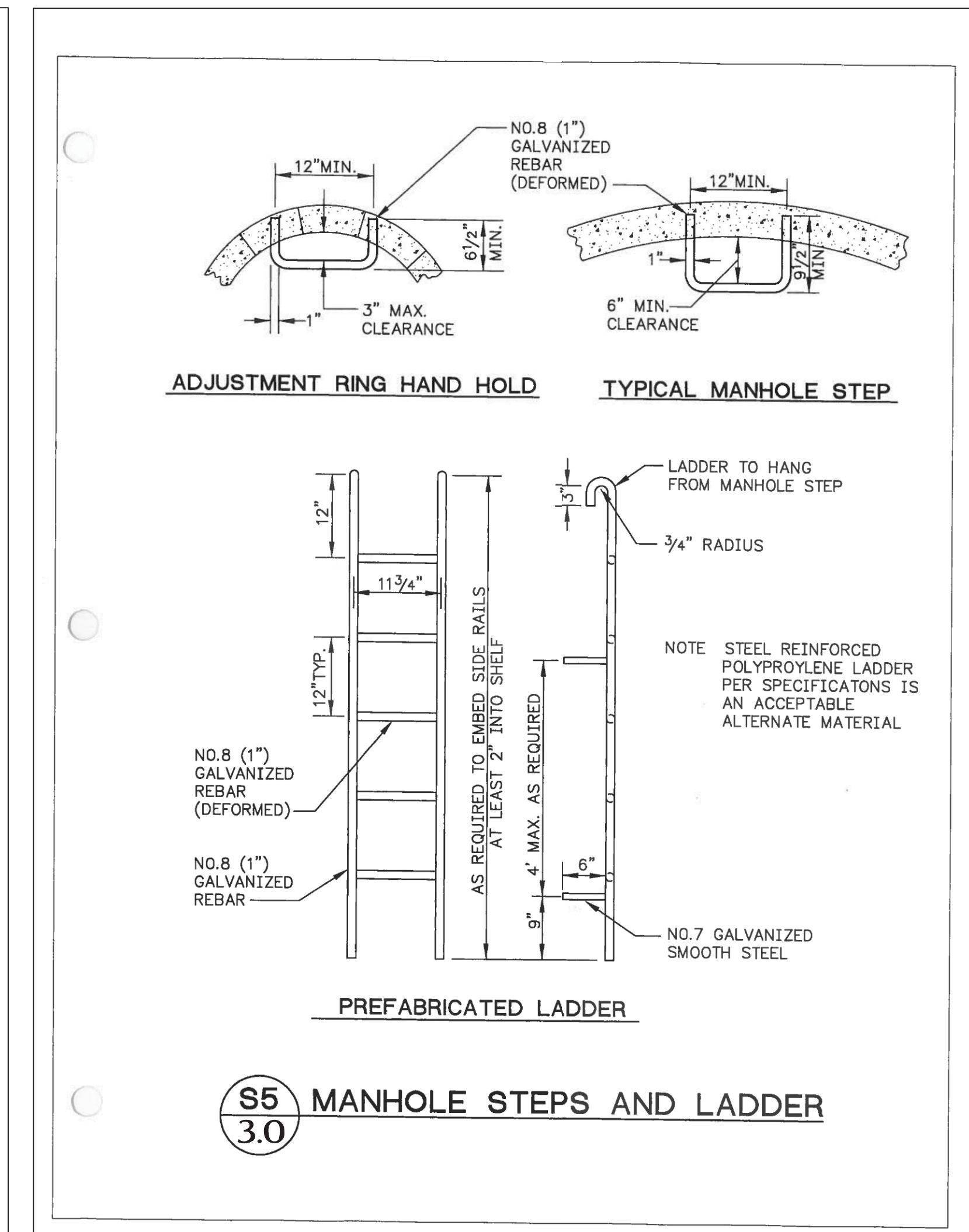
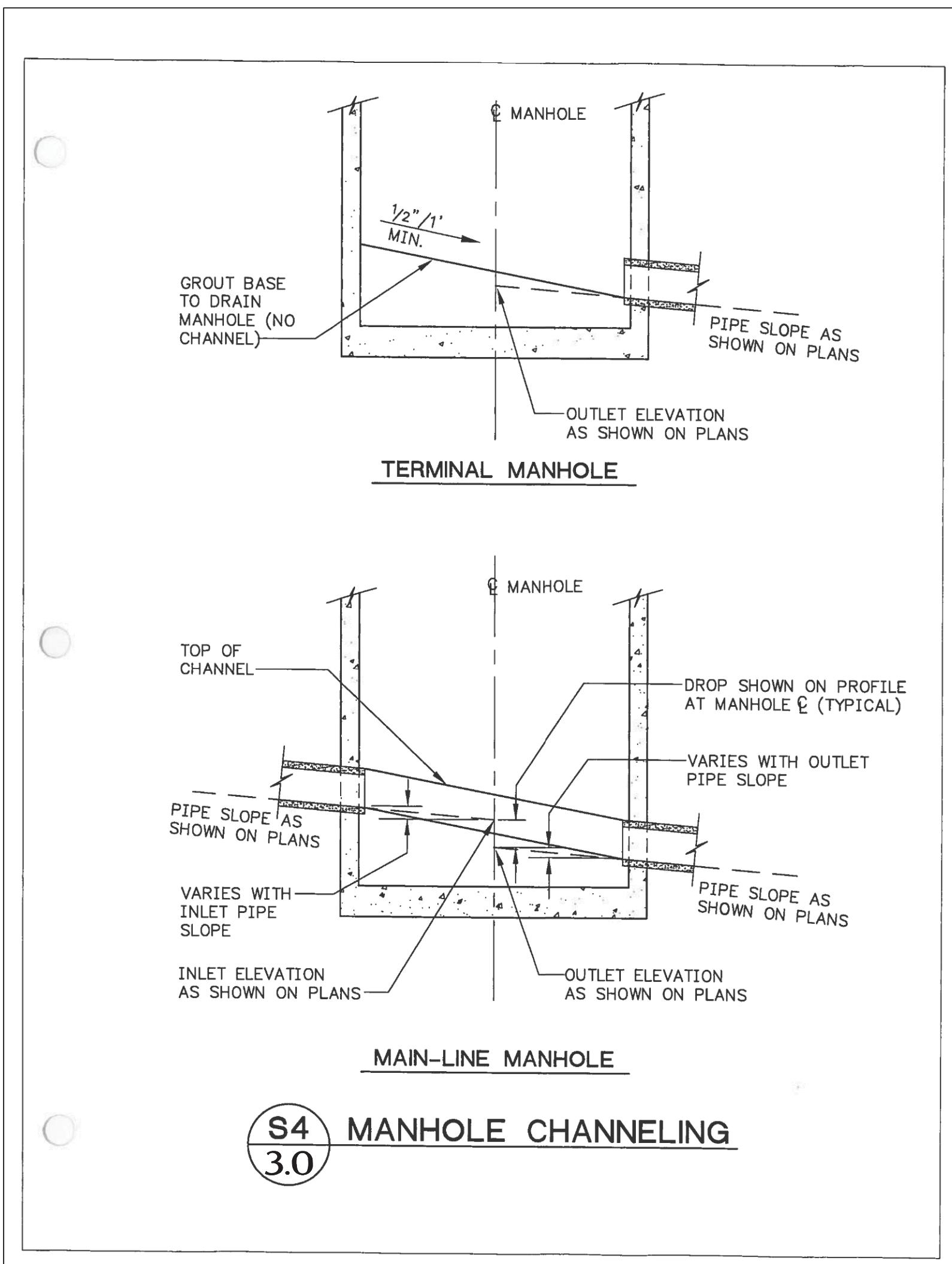
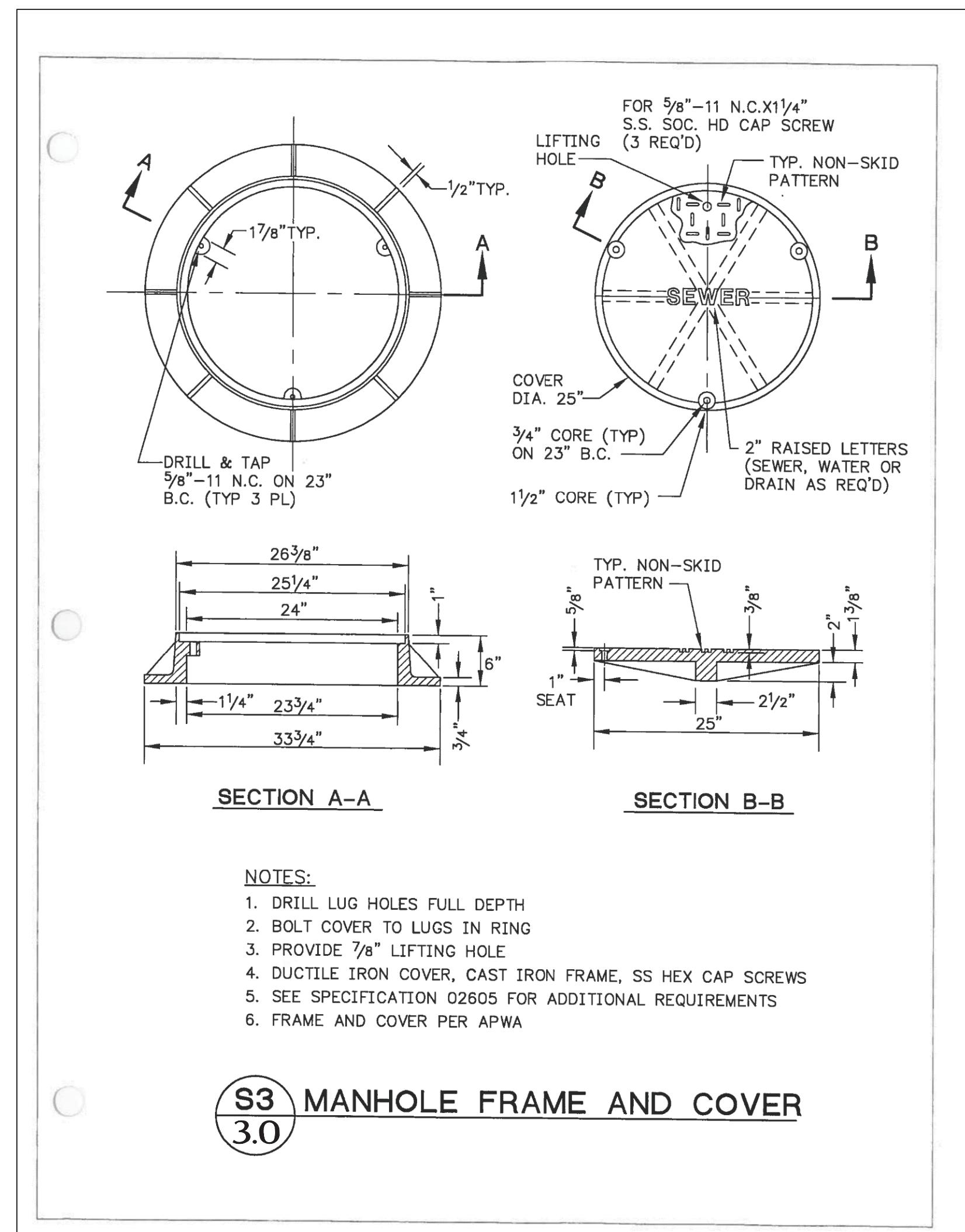
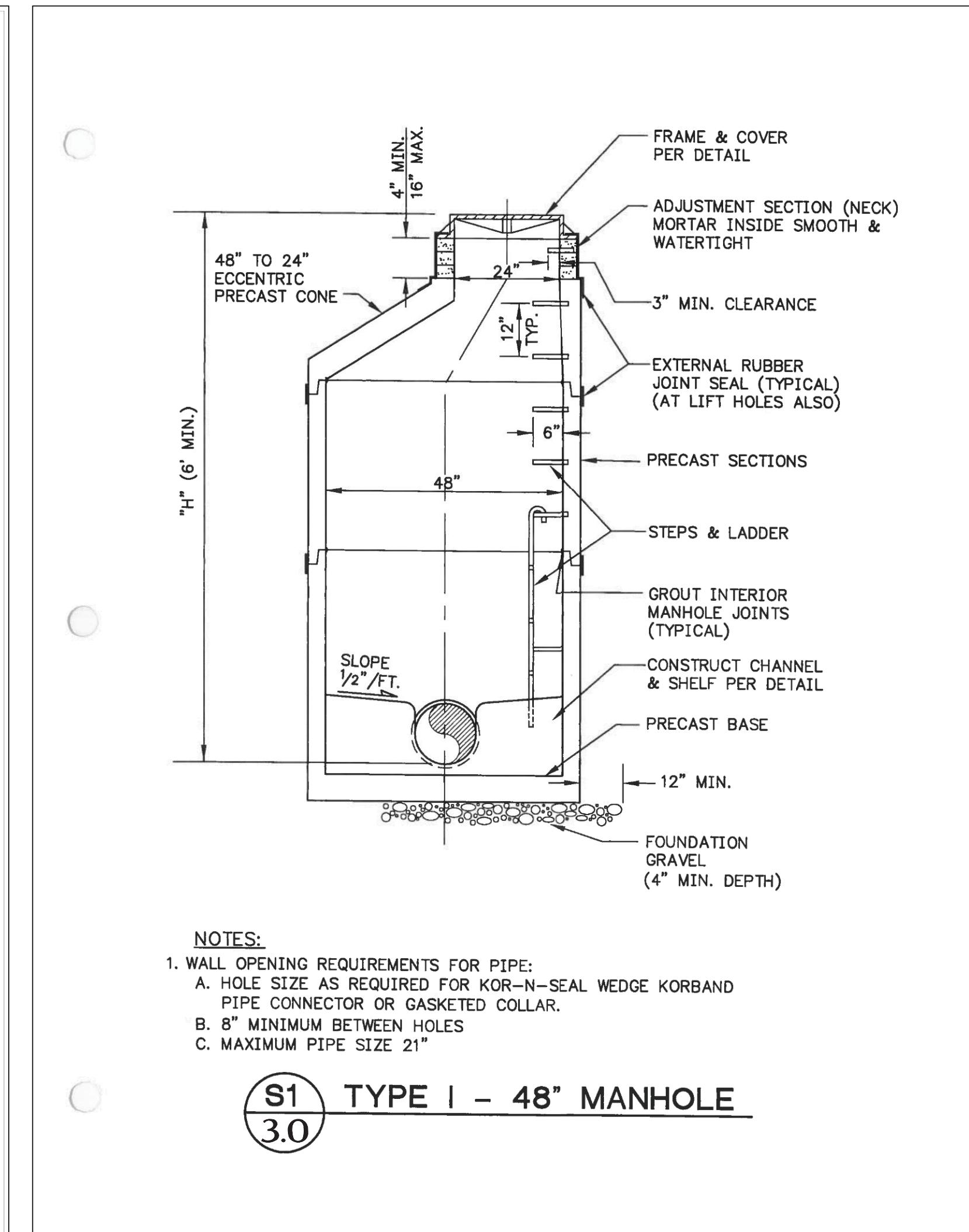
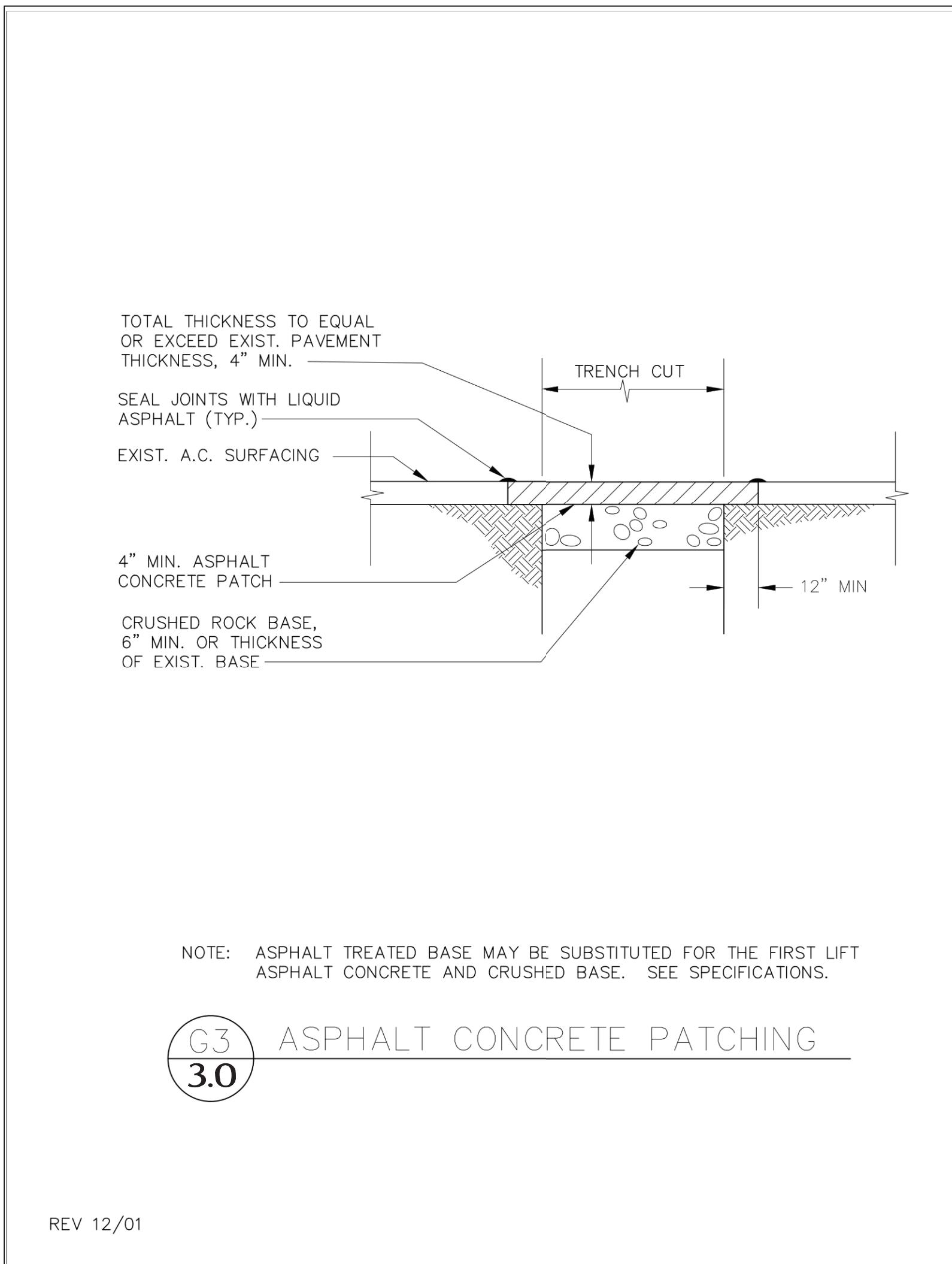
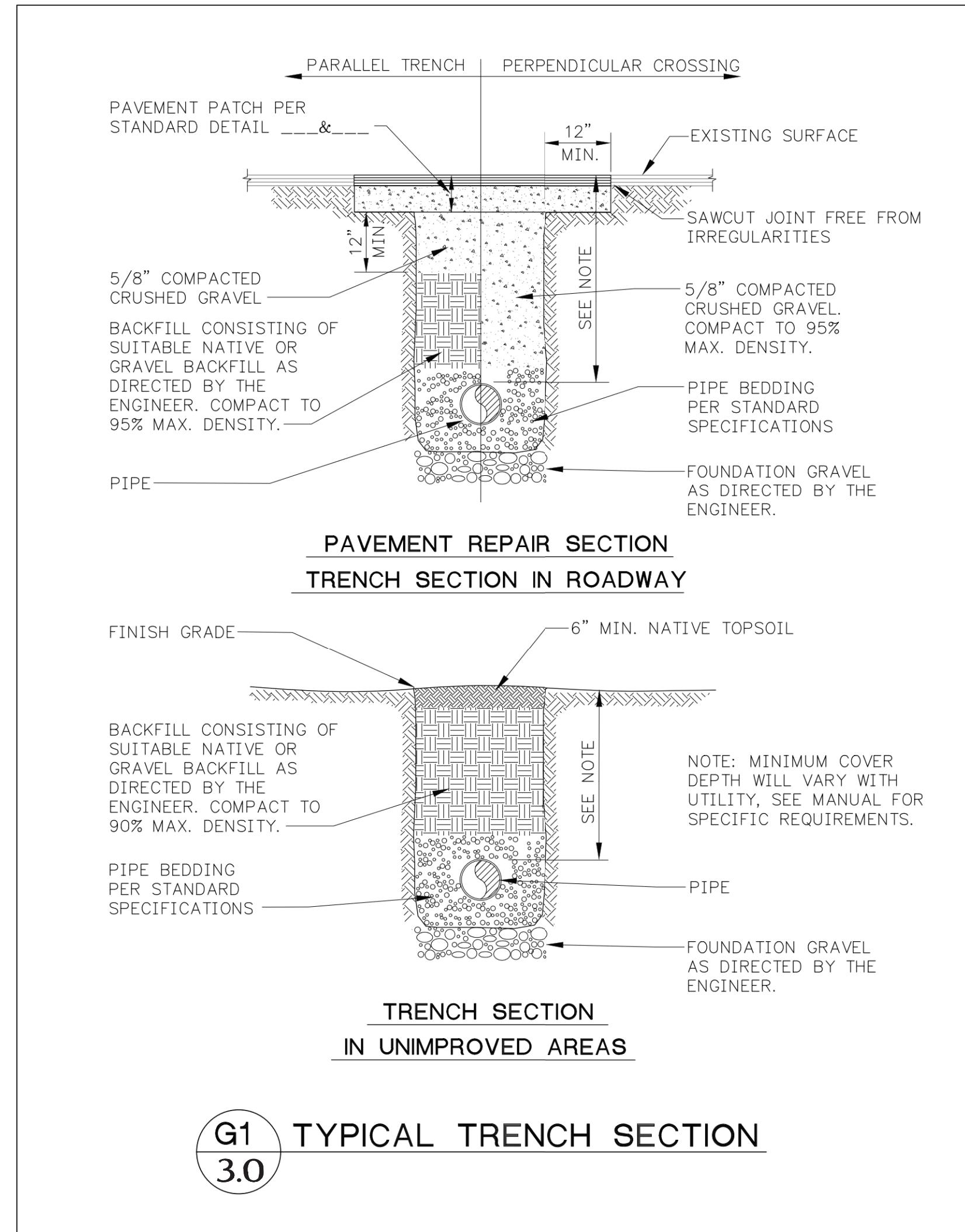
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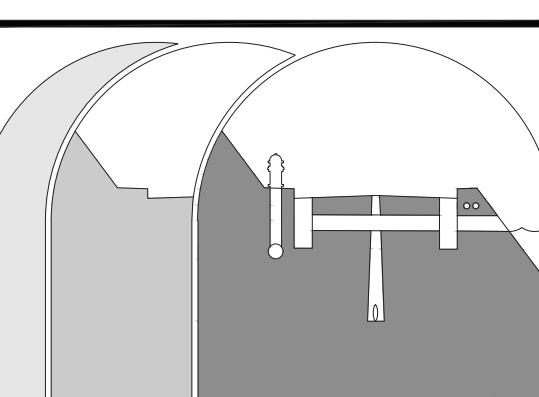
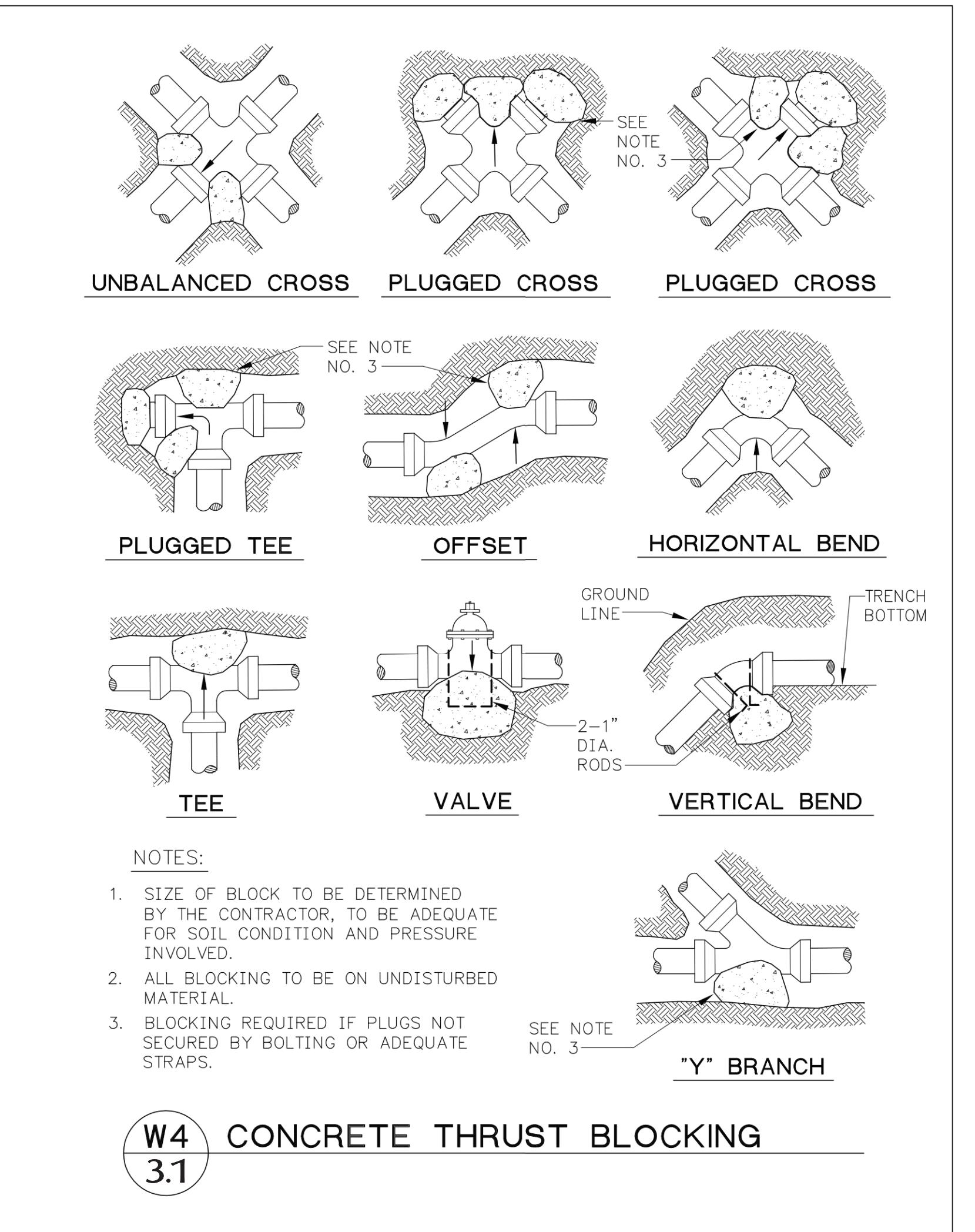
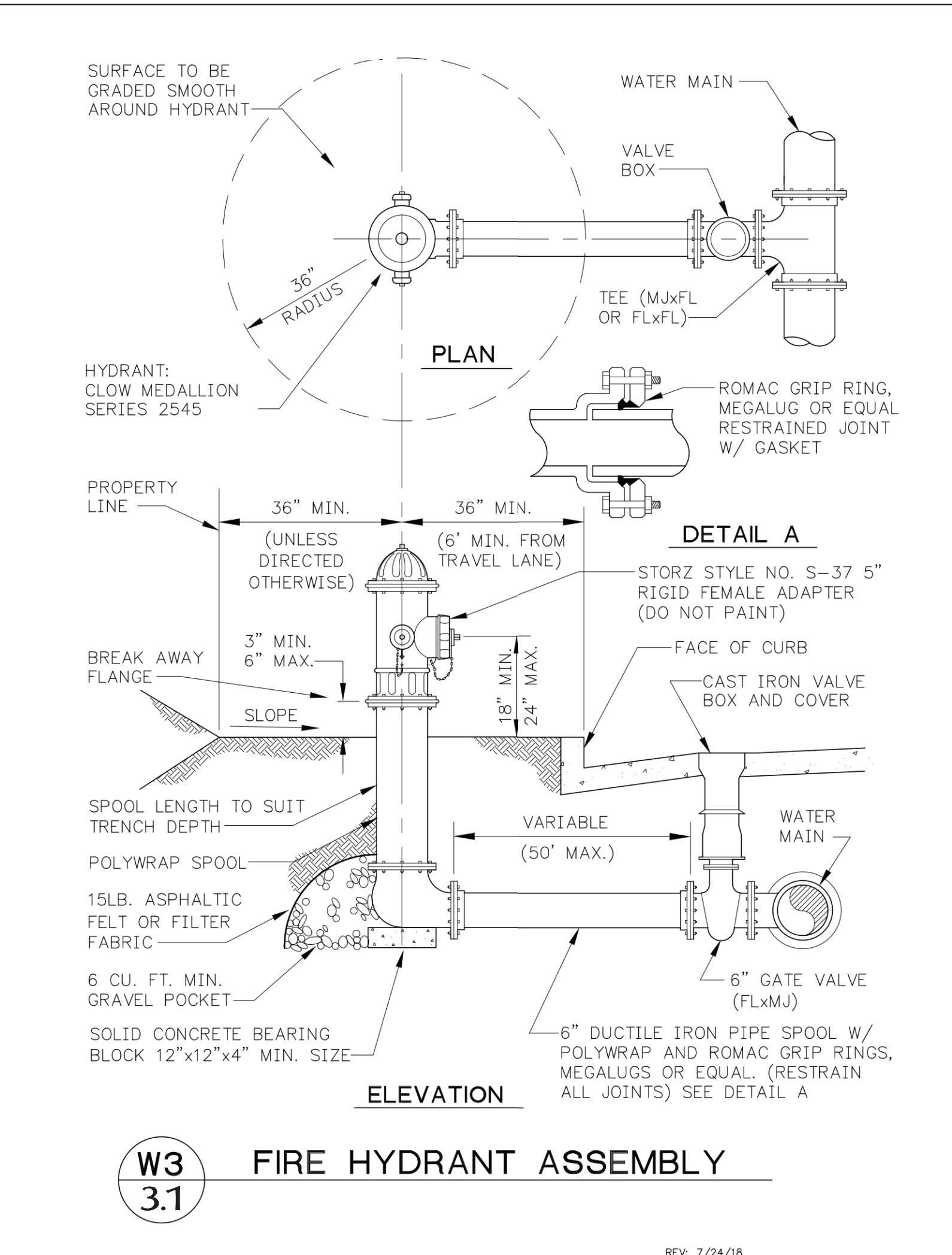
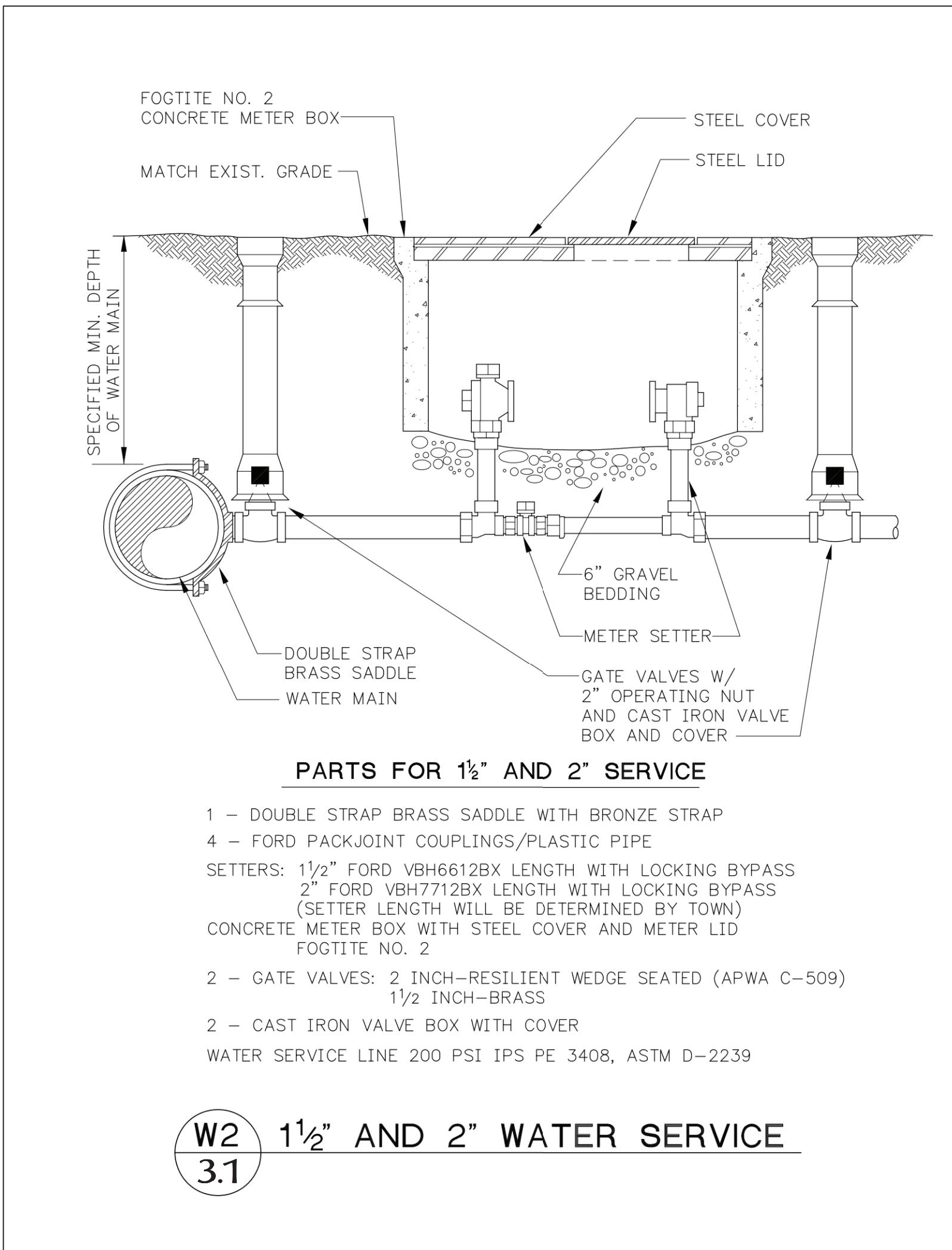
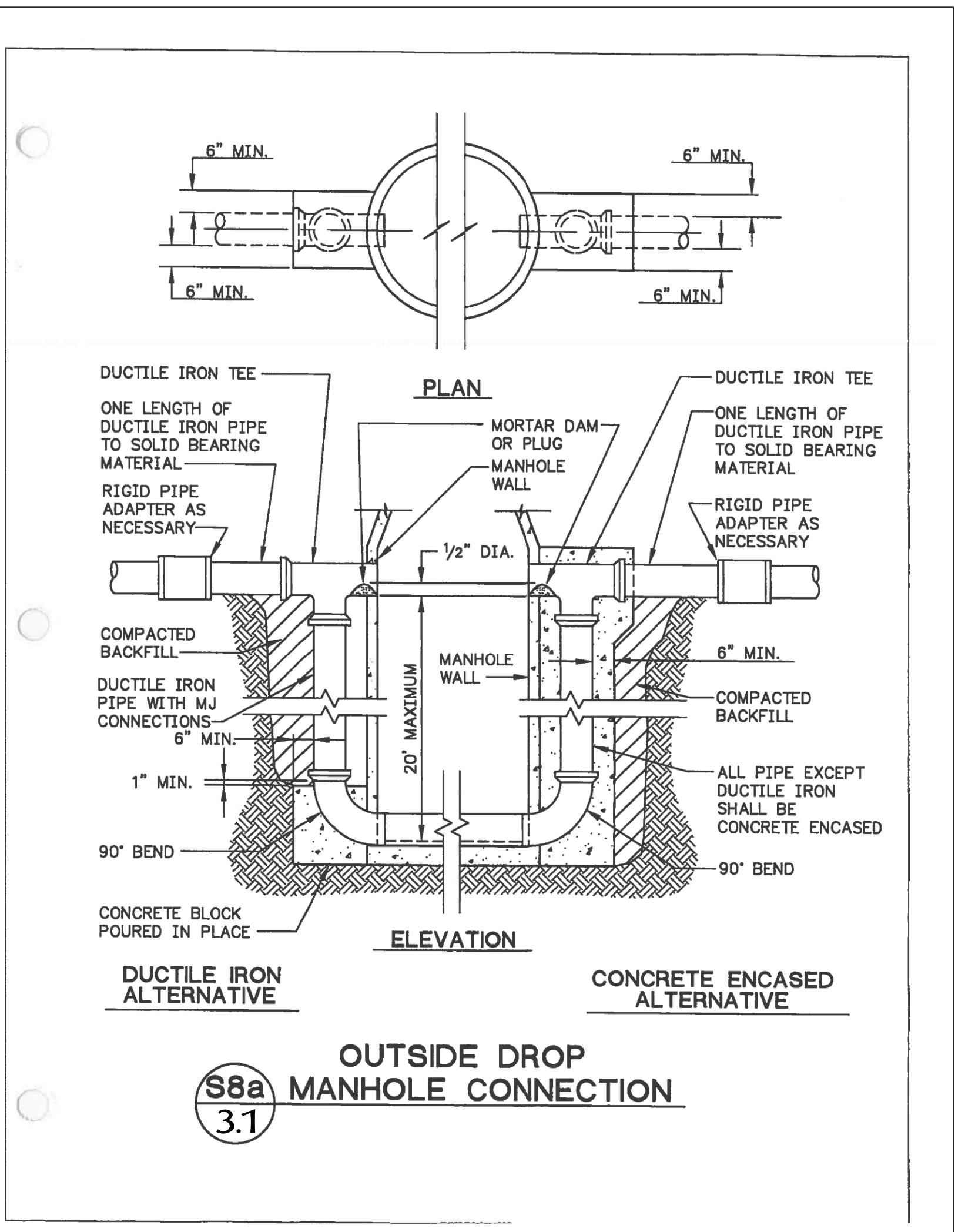
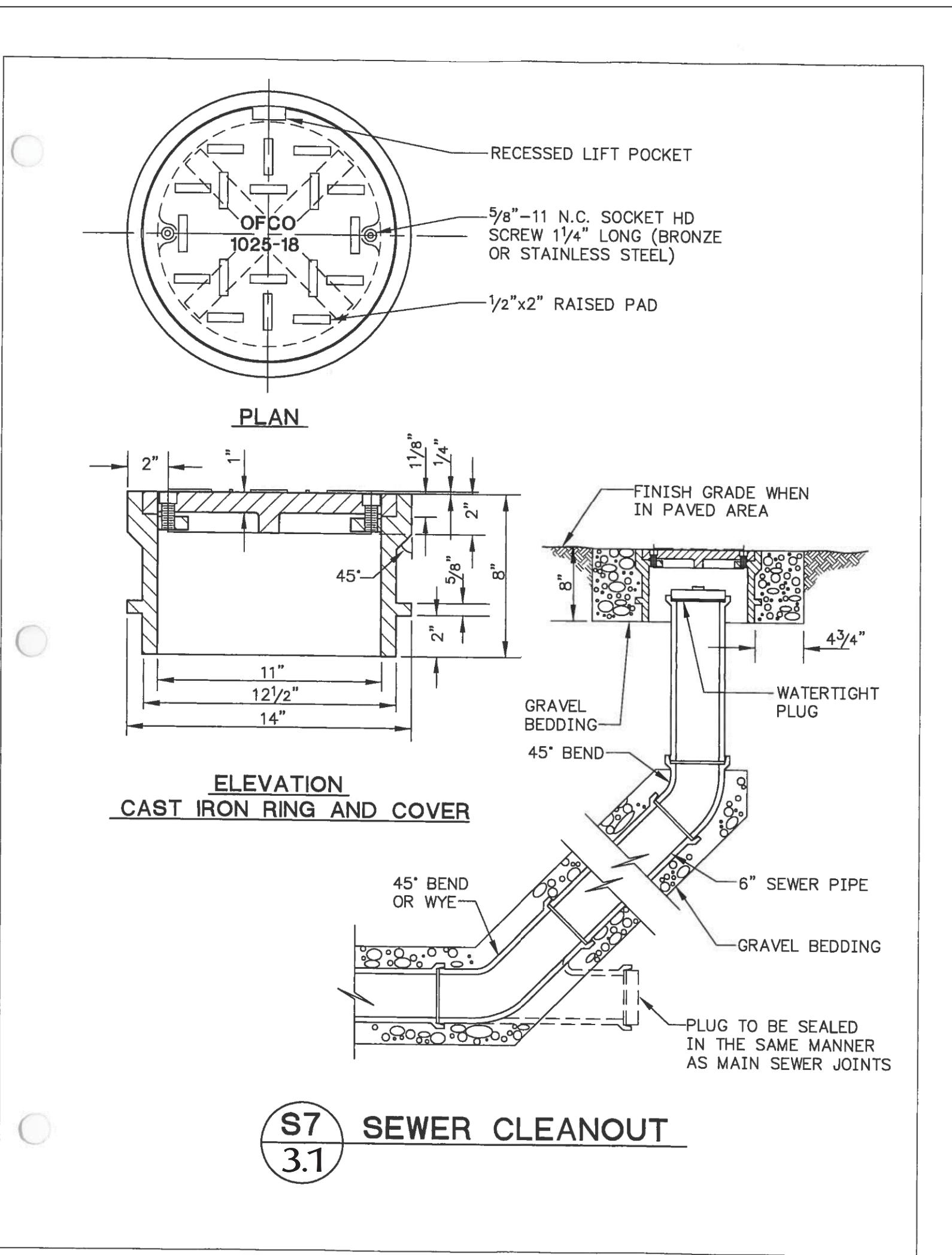
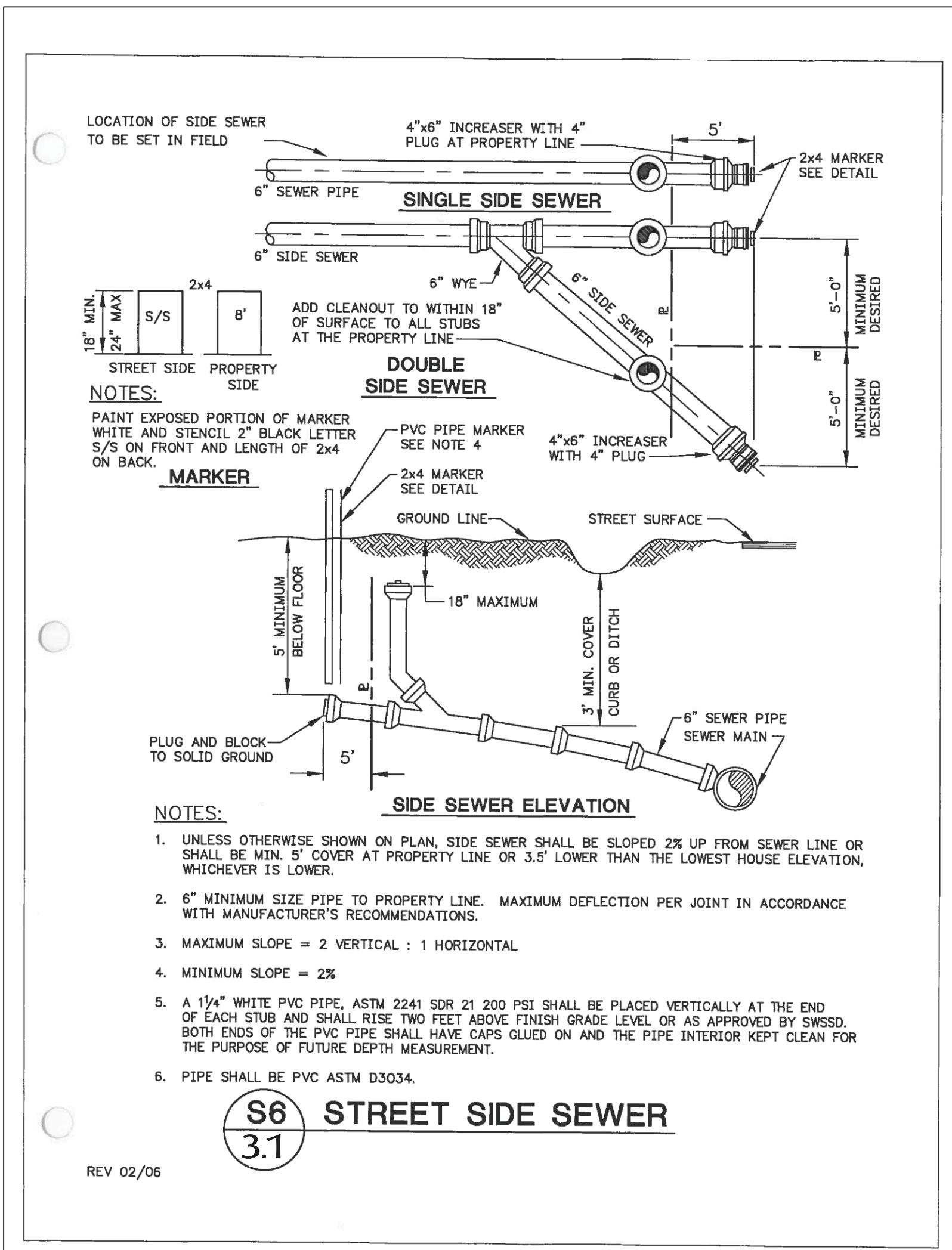
JOB NUMBER: **21098**

DWG NAME: **21098PLN.DWG**

SHEET NUMBER:







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3 2-29-24 ARCH REVISION P.L.S.

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PROJECT:
CENTER STREET MIXED-USE FOR
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SEWER & WATER DETAILS

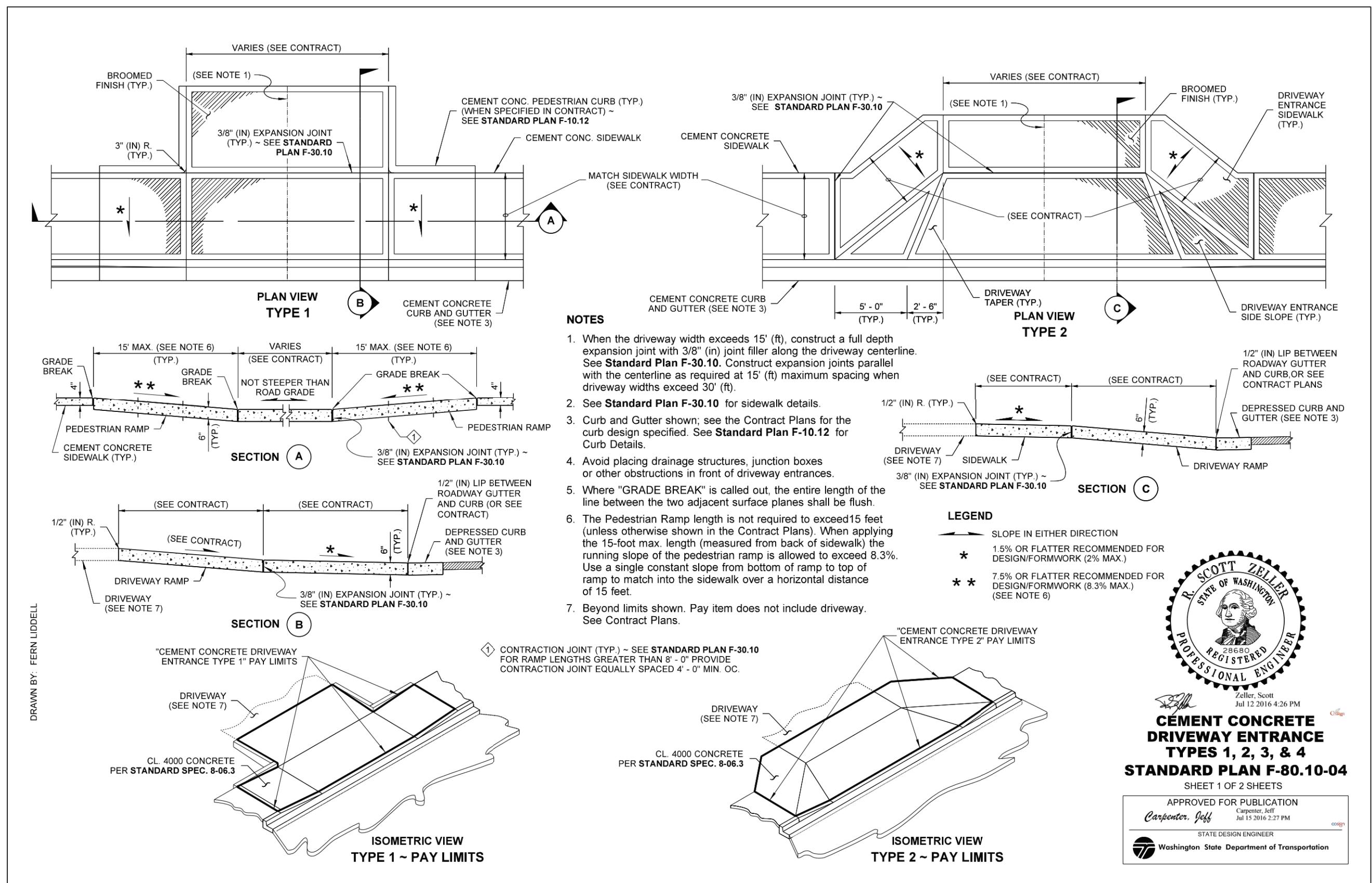
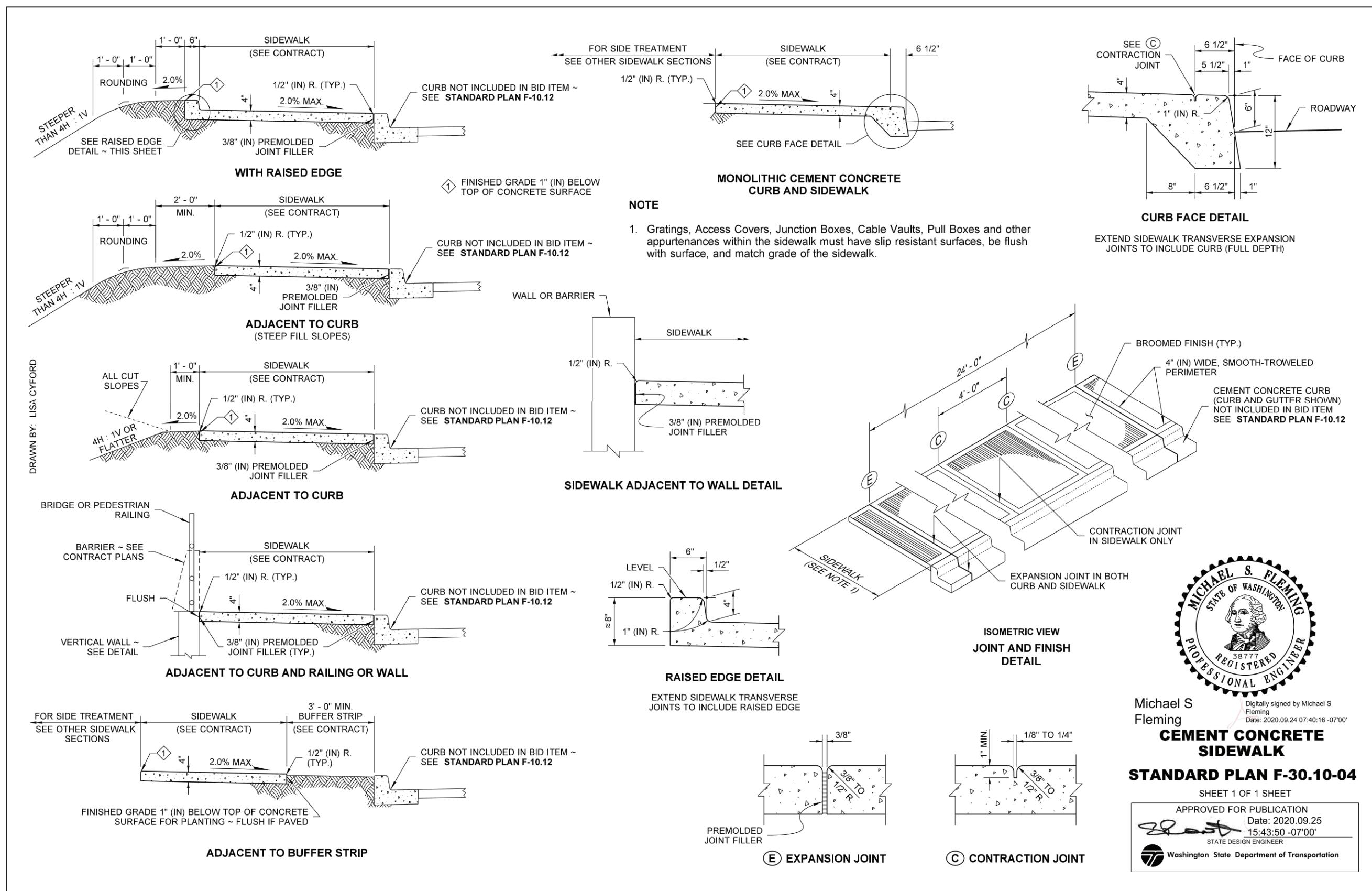
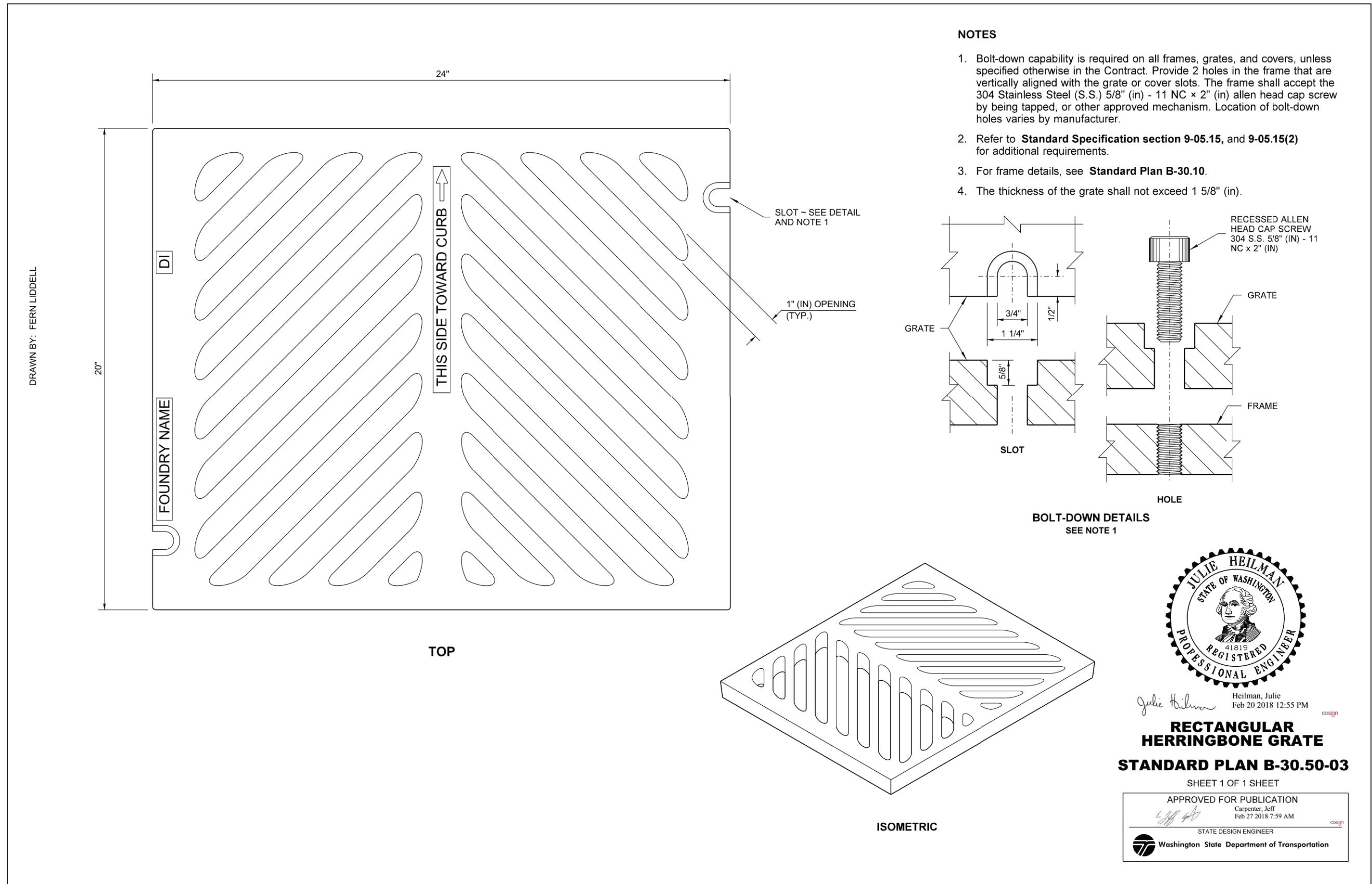
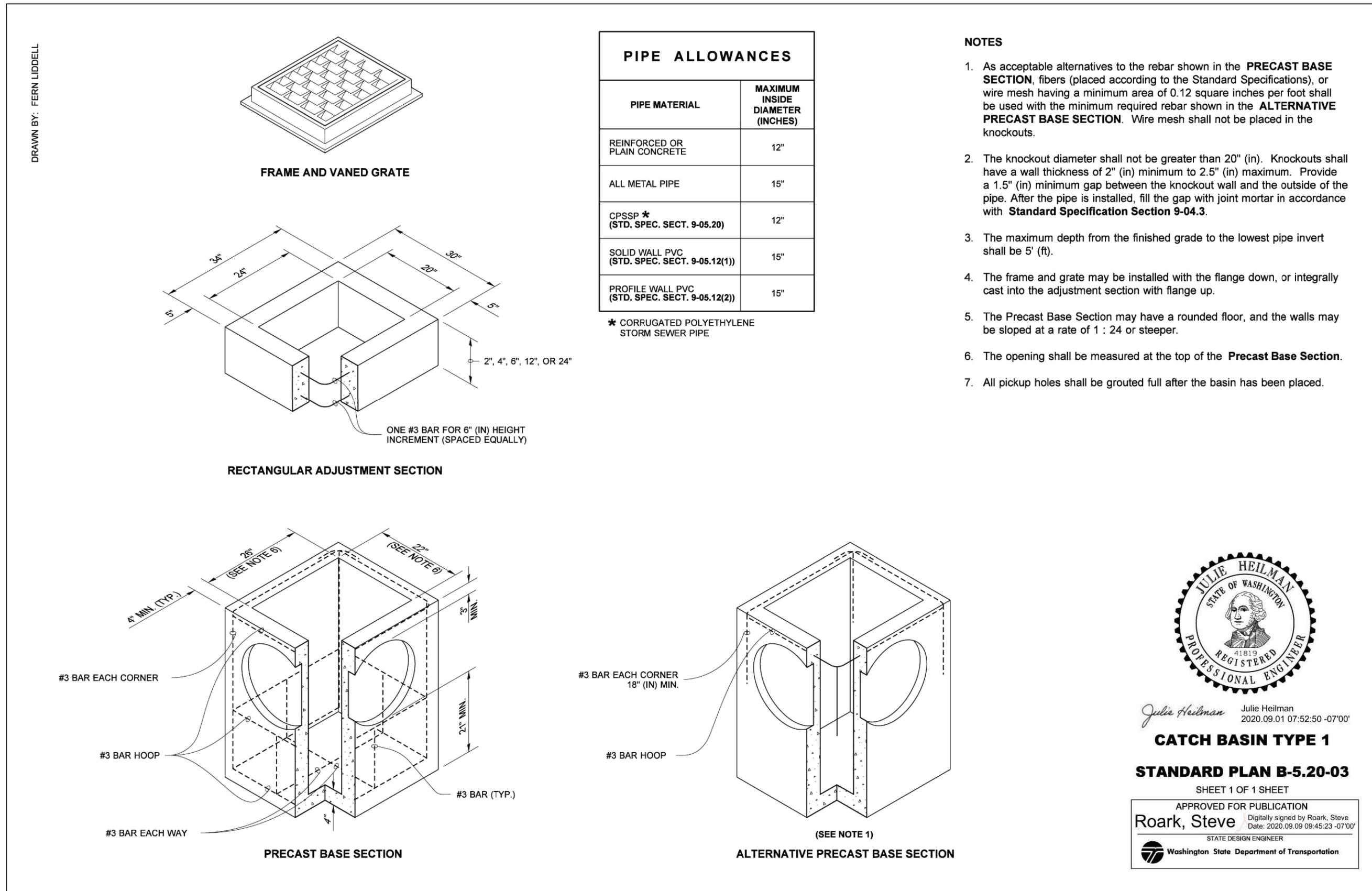
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SCALE: AS NOTED
DRAWN BY: C.SEVERIN
DESIGNED BY: P.SEVERIN
DATE: 02.22.2024
JOB NUMBER: 21098
DWG NAME: 21098PLN.DWG
SHEET NUMBER:

C3.1

IN A PORTION OF THE NE QUARTER OF SECTION 36, TOWNSHIP 34 N, RANGE 02 E, W.M. LA CONNER, WASHINGTON



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DESIGNED BY: **P.SEVERIN**

DATE: **02.22.2024**

JOB NUMBER: **21098**

DWG NAME: **21098PLN.DWG**

SHEET NUMBER:

C3.3

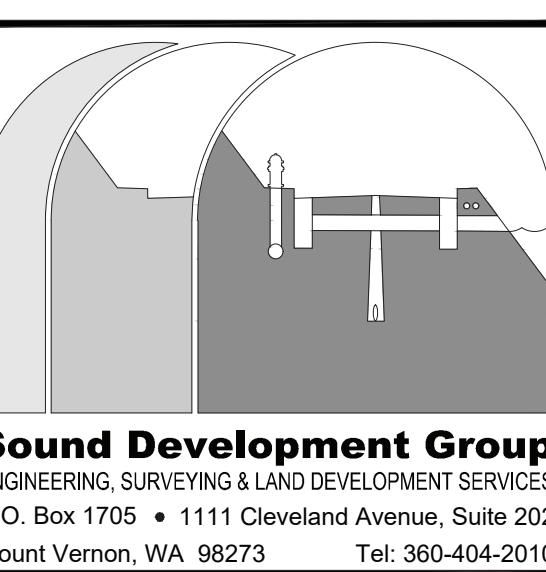
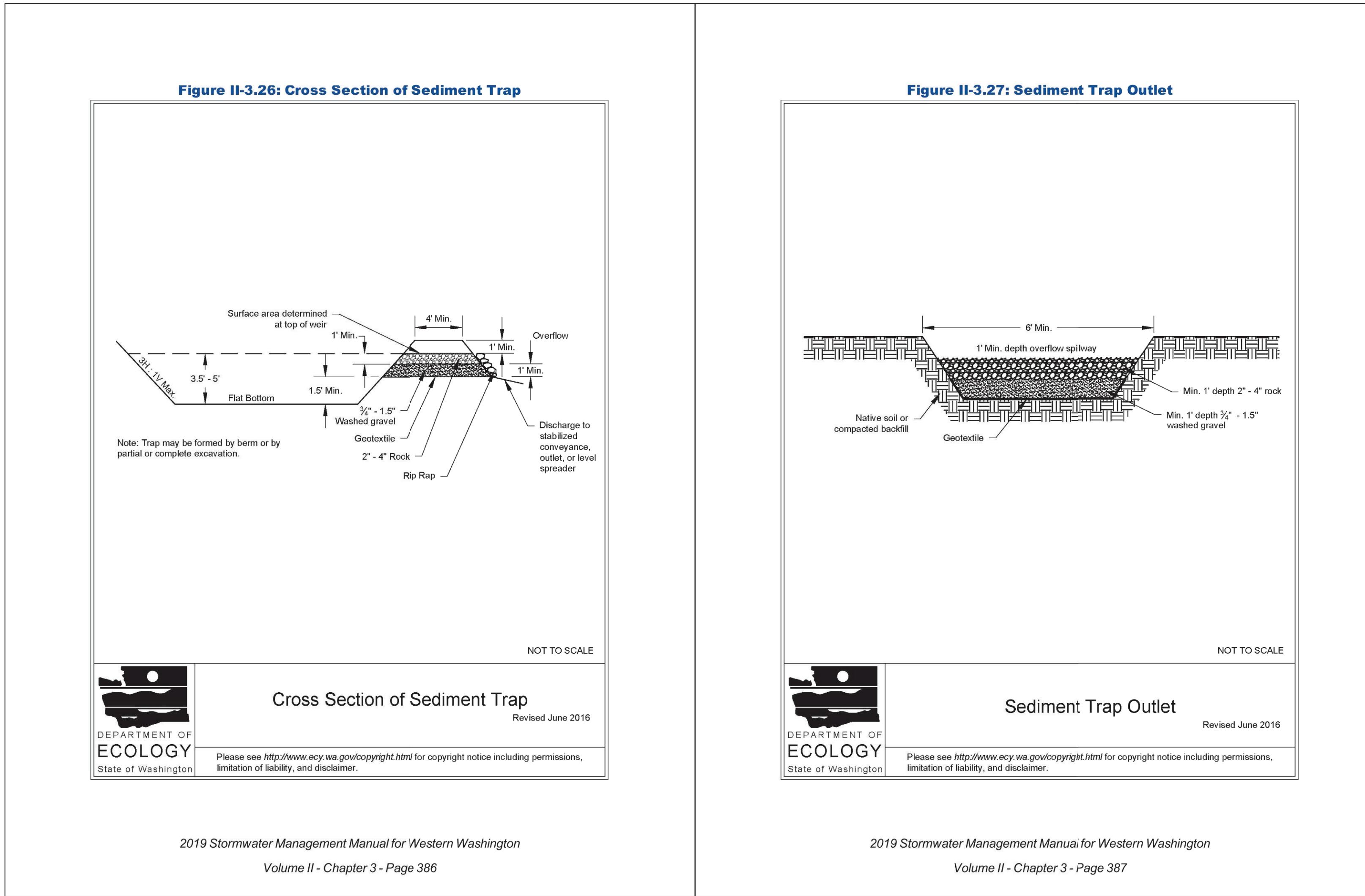
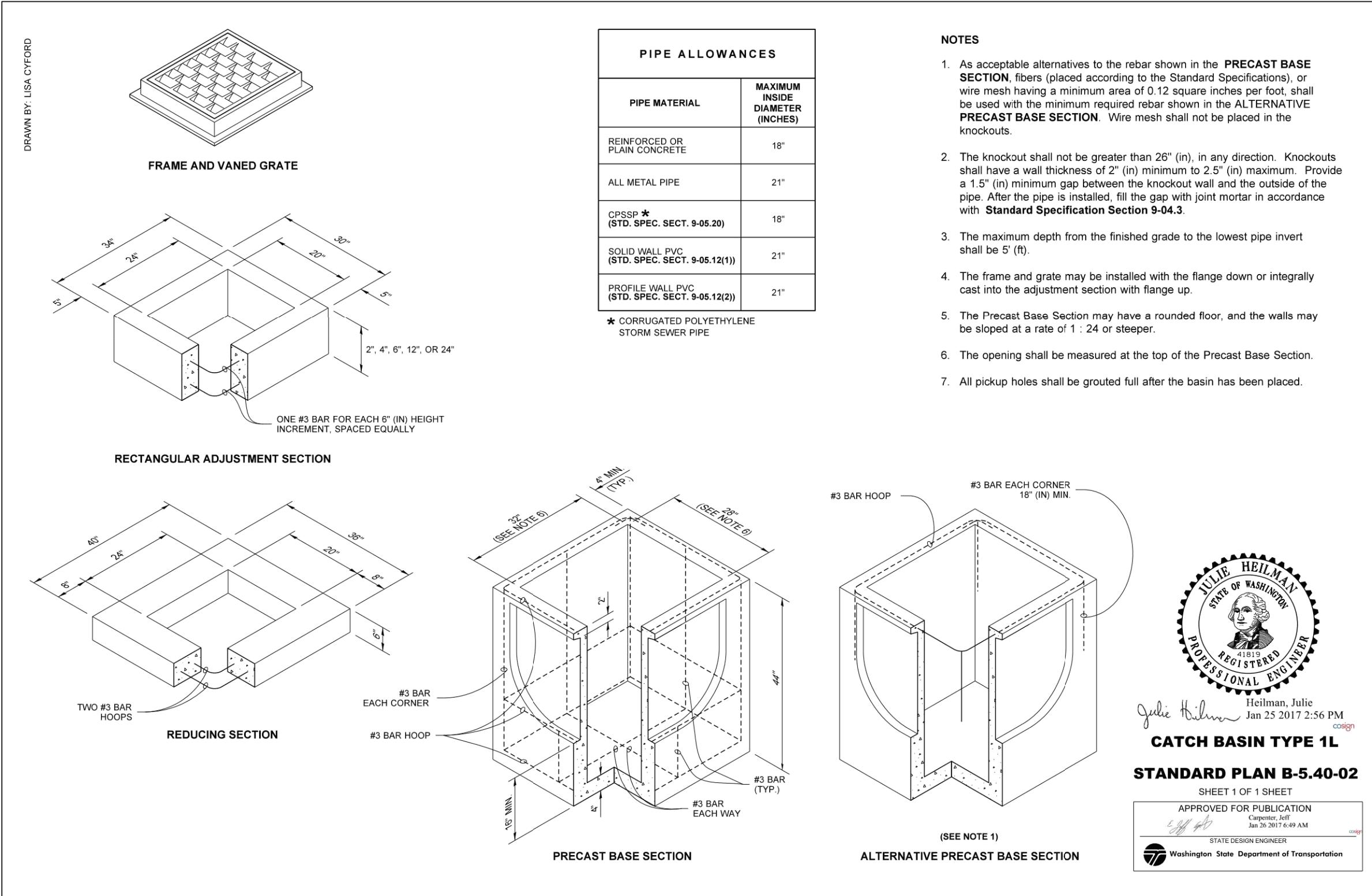
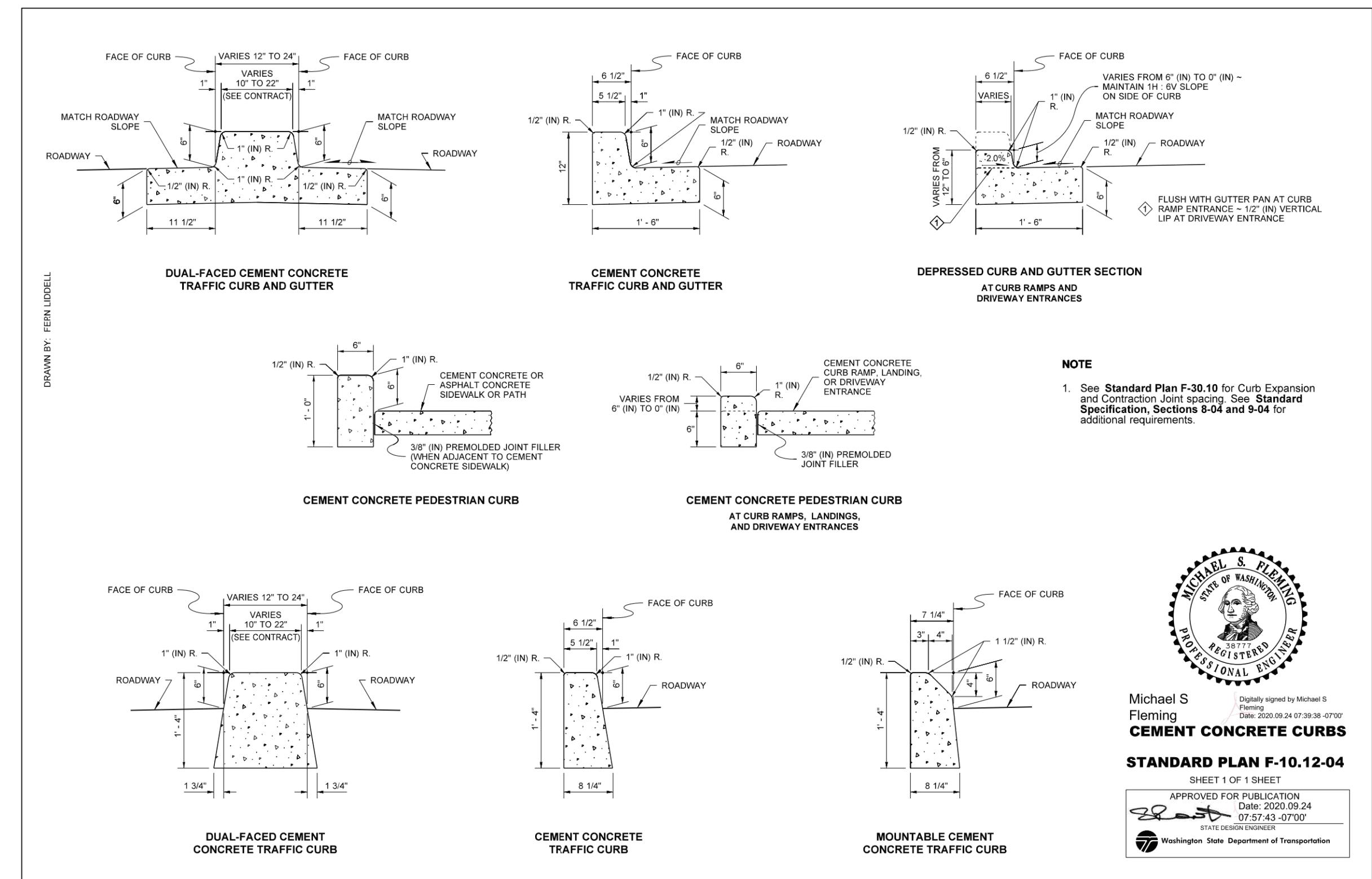
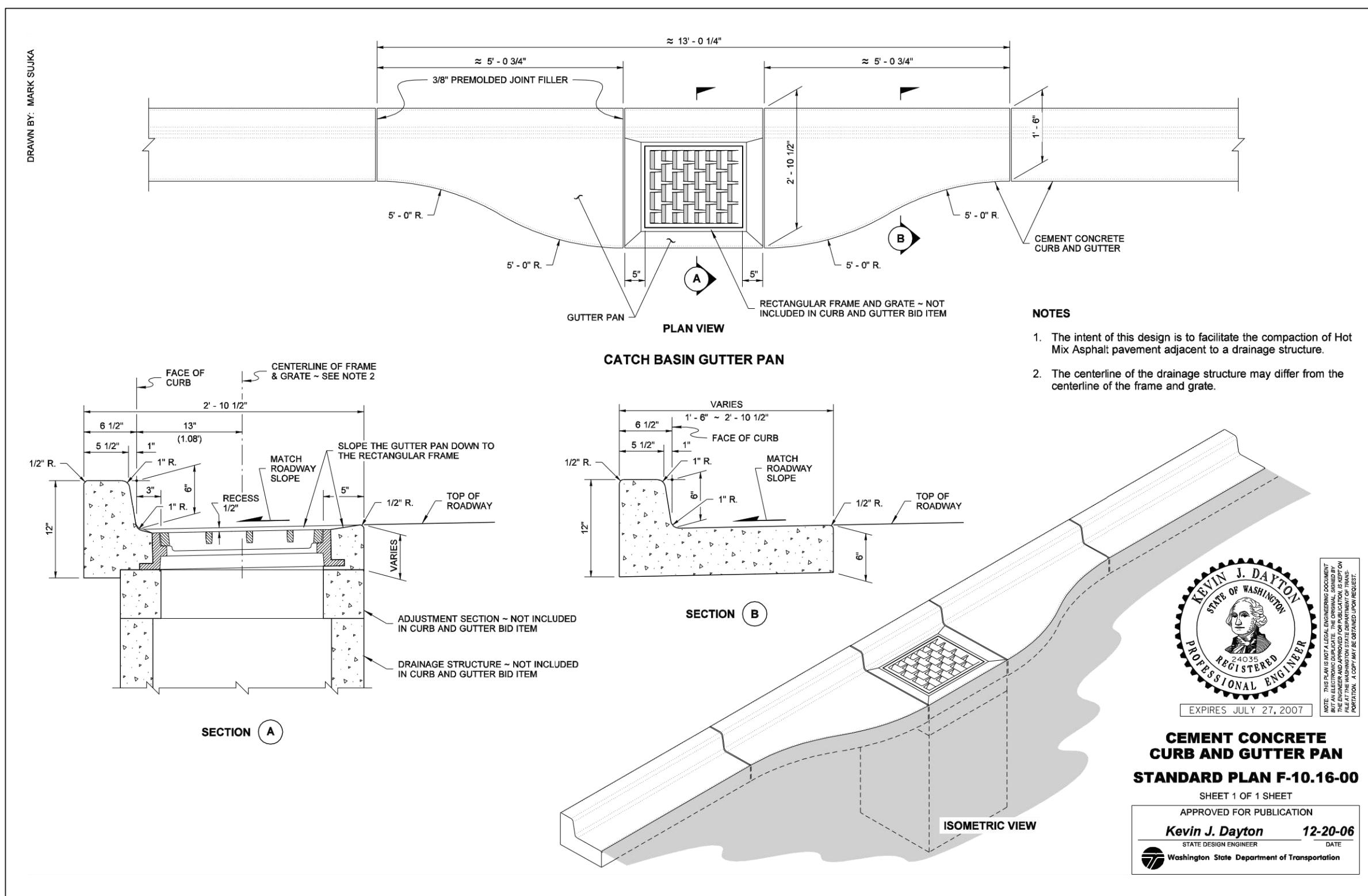
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MIXED-USE
FOR
KSA INVESTMENTS, LLC**

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FOR
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WSDOT STANDARD PLANS
& SEDIMENT TRAP DETAIL



SCALE: AS NOTED
DRAWN BY: C.SEVERIN
DESIGNED BY: P.SEVERIN
DATE: 02.22.2024
JOB NUMBER: 21098
DWG NAME: 21098PLN.DWG
SHEET NUMBER: C3.4

IN A PORTION OF THE NE QUARTER OF SECTION 36, TOWNSHIP 34 N, RANGE 02 E, W.M. LA CONNER, WASHINGTON

GENERAL CONSTRUCTION NOTES

- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE 2024 STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION AS PREPARED BY WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND THE AMERICAN PUBLIC WORKS ASSOCIATION (WSDOT/APA), HEREIN REFERRED TO AS THE "STANDARD SPECIFICATIONS". REFERENCES WILL BE MADE TO THE STANDARD SPECIFICATIONS MANUAL AND THE STANDARD PLANS BOOK.
- EXISTING UTILITIES HAVE BEEN TAKEN FROM AVAILABLE FIELD AND OFFICE RECORDS. THE CONTRACTOR IS RESPONSIBLE FOR UTILIZING THE ONE-CALL UTILITY LOCATE SERVICE, 1-800-24-5555, A MINIMUM OF TWO WORKING DAYS PRIOR TO ANY CONSTRUCTION. DAMAGES TO THE EXISTING UTILITIES RESULTING FROM THIS CONSTRUCTION SHALL BE REPAIRED BY AND AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL VERIFY ANY POTENTIAL UTILITY CONFLICTS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL MAKE DAILY EFFORTS TO KEEP THE SITE IN A NEAT AND ORDERLY CONDITION TO THE SATISFACTION OF THE OWNER, ENGINEER, AND TOWN OF LA CONNER PUBLIC WORKS DEPARTMENT. IF CONSTRUCTION OCCURS DURING RAINY WEATHER CONDITIONS, THEREBY CAUSING DEBRIS TO BE TRACKED ONTO THE EXISTING ASPHALT, THE CONTRACTOR SHALL CONSTRUCT A QUARRY SPALL ROADWAY 20-FEET WIDE BY 100-FEET LONG MINIMUM. THE CONTRACTOR IS RESPONSIBLE FOR DAMAGES TO EXISTING IMPROVEMENTS RESULTING FROM THIS CONSTRUCTION.
- ALL PIPE CONNECTIONS SHALL BE MADE TO STRUCTURES USING PVC SAND COLLARS.
- UPON INSTALLATION OF ALL PIPES TO STORM STRUCTURES, THE KNOCKOUT AREA SHALL BE NEATLY MUDDED INSIDE AND OUT OF THE CATCH BASIN USING A NON-SHRINK CONCRETE GROUT.
- UPON COMPLETION OF ALL CRUSHES TOP COARSE GRADING AND PREPARATION FOR ASPHALT PAVING, ALL CATCH BASIN STRUCTURES SHALL BE CORRECTLY ADJUSTED SO AS TO BE FLUSH WITH THE PROPOSED FINISH GRADE.
- UPON PROJECT COMPLETION, THE CONTRACTOR SHALL FLUSH ALL STORM PIPES TO REMOVE ANY DEBRIS. DEBRIS SHALL NOT BE DISPOSED INTO THE DOWNSTREAM DRAINAGE SYSTEM, BUT DISPOSED IN AN APPROPRIATE MANNER.
- BLOCK LETTERING SHALL BE EMBOSSED ON THE TOP SURFACES OF GRATES AND COVERS AS FOLLOWS:

 - "DRAIN" - 3-INCH LETTERS ON ALL SOLID COVERS.
 - "OUTLET TO STREAM DUMP NO POLLUTANTS" - ½-INCH LETTERS ON ALL GRATES

- ALL SOLID COVERS AND GRATES SHALL BE SECURED WITH 5/8-INCH STAINLESS STEEL SOCKET HEAD CAP SCREWS.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND APPLYING FOR ALL PERMITS ASSOCIATED WITH THIS CONSTRUCTION NOT OBTAINED BY THE OWNER AND/OR ENGINEER.
- THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED PRIOR TO CONSTRUCTION IF ANY DISCREPANCY IN PLANS AND EXISTING CONDITIONS IS DISCOVERED.

- THE CONTRACTOR SHALL STOCKPILE CLEAN, NATIVE TERRAIN MATERIALS, FREE OF DEBRIS AND DEBRIS LARGER THAN TWO INCHES, TO BE USED AS FILL IN THE PROPOSED LANDSCAPE AREAS. THE CONTRACTOR SHALL STOCKPILE EXCESS NATIVE MATERIAL ON THE SITE AS DIRECTED BY THE OWNER. EXCESS AND UNSUITABLE NATIVE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN APPROVED DUMPSITE RETAINED BY THE CONTRACTOR. DEBRIS AND STRUCTURES REMOVED FROM SITE SHALL BE DISPOSED AT AN APPROVED DUMPSITE SITE RETAINED BY THE CONTRACTOR.
- ALL PORTIONS OF THE SITE UNDER THE PROPOSED ASPHALT SHALL BE EXCAVATED TO REMOVE ALL ORGANIC MATERIAL, PREPARATION FOR CONSTRUCTION. THE SUBGRADE SHALL BE PREPARED CONFORMING TO SECTION 2-26.8(1) OF THE STANDARD SPECIFICATIONS, AND COMPACTED TO A MINIMUM OF 105% MAXIMUM DENSITY WITH A MINIMUM TEN-TON SELF-PROPELLED VIBRATORY ROLLER. ANY AREAS THAT INDICATE PUMPING, UNSTABLE, OR YIELDING SOIL CONDITIONS SHALL BE EXCAVATED AND REPLACED WITH TWO INCH TO FOUR-INCH QUARRY SPALLS. STOCKPILED MATERIAL SHALL BE PROTECTED FROM OVER SATURATION RAINFALL OR PONDED WATER. FINAL GRADED CONDITIONS SHALL BE RAKED TO REMOVE ALL DEBRIS LARGER THAN ONE-INCH FROM THE SURFACE.
- ORGANIC MATERIAL AND NON-SUITABLE NATIVE MATERIAL DISCOVERED DURING SUBGRADE EXCAVATION AND SITE PREPARATION SHALL BE ENTIRELY REMOVED AND DISPOSED OF BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- DURING PERIODS OF RAINFALL, THE CONTRACTOR SHALL PREVENT WATER FROM STREAMING ON THE SUBGRADE OR ON THE PREPARED GRAVEL SUBGRADE. THE CONTRACTOR IS RESPONSIBLE FOR SUBGRADE PROTECTION, REPAIR, AND REPLACEMENT OF SUBGRADE MATERIALS SHALL BE PAID FOR BY AND AT THE CONTRACTOR'S EXPENSE. STORM RUNOFF SHALL BE DISCHARGED TO THE STREAM SYSTEM OR ON SITE LOCATION THAT WILL NOT IMPACT THE NEIGHBORING PROPERTIES. THIS PROJECT, DOWNSTREAM CONVEYANCE SYSTEM. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY DITCHING AND PUMPS TO REMOVE ANY STANDING WATER FROM THE WORK AREA.
- STRUCTURAL FILL TO FILL IN THE SWALE IS TO BE GLACIAL TILL, OR AS APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER. STRUCTURAL FILL FOR DRY WEATHER CONSTRUCTION MAY CONTAIN UP TO 10 PERCENT FINEST (THAT PERTAINING TO THE U.S. NO. 200 SIEVE) BASED ON THE PORTION PASSING THE U.S. NO. 4 SIEVE. IMPORTED FILL HAVING MORE THAN 10 PERCENT FINEST IS TO BE REVIEWED BY THE DESIGN TEAM PRIOR TO THE START OF CONSTRUCTION. STRUCTURAL FILL FOR WET WEATHER CONSTRUCTION MAY CONTAIN UP TO 10 PERCENT FINEST (THAT PERTAINING TO THE U.S. NO. 200 SIEVE) BASED ON THE PORTION PASSING THE U.S. NO. 4 SIEVE. IMPORTED MATERIAL SHALL BE SUPPLIED BY THE OWNER PER 2000 TONS OF IMPORTED MATERIAL CRITERIA FOR COMPACTED SWALE LINERS IS GIVEN IN SECTION V-1.3.3 OF THE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON. REFER TO THE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION ON STRUCTURAL FILL SPECIFICATIONS.

ALL AREAS THAT DO NOT MEET THE REQUIRED SPECIFICATIONS SHALL BE RE-COMPACTED AND RETESTED AT NO COST TO THE OWNER.

14. GRAVEL BORROW (IMPORTED STRUCTURAL FILL) SHALL COMPLY WITH SECTION 9-03.14(1) OF THE 2024 STANDARD SPECIFICATIONS OR THE IMPORTED STRUCTURAL FILL REQUIREMENTS OUTLINED IN THE GEOTECHNICAL REPORT. WHOEVER IS SUPPLYING THE GRAVEL BORROW SHALL CONDUCT A GRAVEL TEST AND GRAVEL COMPACTATION TESTS TO THE REQUIRED SPECIFICATIONS. THE TESTS PERFORMED SHALL NOT EXCEED 1000 TONS. ALL GRAVEL BASE IMPORTED TO THE SITE SHALL HAVE A CONSISTENT GRADATION. PRIOR TO IMPORTING ANY GRAVEL BASE MATERIAL, THE CONTRACTOR SHALL PROVIDE GRADATION AND TEST RESULTS TO THE ENGINEER FOR APPROVAL. GRADATION AND PROCTOR TEST RESULTS SHALL BE SUPPLIED BY THE CONTRACTOR PER 2000 TONS OF IMPORTED MATERIAL. THE CONTRACTOR SHALL RETAIN LICENSED PERSONNEL TO PERFORM COMPACTION TESTS FOR THE FOLLOWING:

- TOP OF PREPARED GRAVEL BORROW WITHIN THE PARKING LOT AND ROAD SECTION ON A 50-FOOT GRIDINTERVAL FOR GRAVEL FILLS GREATER THAN TWO FEET.
- ONE TEST ADJACENT TO ALL STRUCTURES WITHIN THE ASPHALT.
- TRENCHES WITH THREE FEET OR LESS OF GRAVEL TRENCH BACKFILL: TOP CENTER OF UTILITY TRENCH AT 50-FOOT INTERVALS.
- TRENCHES WITH MORE THAN THREE FEET OF GRAVEL TRENCH BACKFILL: TOP CENTER OF UTILITY TRENCH AND MID-DEPTH OF TRENCH, BOTH AT 50-FOOT INTERVALS. ALL TEST RESULTS SHALL MEET OR EXCEED THE SPECIFICATIONS.

ALL AREAS THAT DO NOT MEET THE REQUIRED SPECIFICATIONS SHALL BE RE-COMPACTED AND RETESTED AT NO ADDITIONAL COST TO THE OWNER.

15. CRUSHED SURFACING TOP COURSE SHALL CONFORM TO SECTION 5-03.9(3) OF THE 2024 STANDARD SPECIFICATIONS. EACH LIFT SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 105% MAXIMUM DENSITY AS DETERMINED BY ASTM D-1557 TESTING PROCEDURE. PLACEMENT AND GRADING OF COMPACTED CRUSHED TOP COURSE MATERIAL WITHIN THE ASPHALT AREAS SHALL HAVE A TOLERANCE OF PLUS OR MINUS ONE-HALF INCH FROM THE DESIGNATED TOP OF CRUSHED SURFACING TOP COURSE. THE OWNER SHALL PROVIDE GRADATION AND DEGRADATION TEST RESULTS TO THE ENGINEER FOR APPROVAL OF SITE MATERIAL.

16. ASPHALT CONCRETE PAVEMENT SHALL CONFORM TO SECTION 5-04 OF THE 2024 STANDARD SPECIFICATIONS. THE FINAL GRADING OF CRUSHED SURFACING TOP COURSE WILL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO ASPHALT PAVING. ALL BUTTING EDGES OF EXISTING ASPHALT SHALL BE CUT FULL DEPTH TO PROVIDE A NEAT STABLE EDGE FOR THE NEW ASPHALT. ALL CUT SURFACES SHALL BE TACK COATED AS WELL AS ALL STRUCTURES THAT ADJACENT TO THE NEW ASPHALT. ALL BUTTING EDGES OF EXISTING ASPHALT MUST BE SEALER WITH HOT BITUMEN. CCR-1 AND SAND COAT ASPHALT SURFACE SHALL HAVE A LOSS OF MATERIAL AND COLOR CONDITIONS DETERMINED BY THE ENGINEER SHALL BE SEALED ACCORDING TO SECTION 5-04.8(3)C CRACK SEALING. AT NO ADDITIONAL COST TO THE OWNER, WITHIN 24 HOURS PRIOR TO PAVING, SOL RESIDUAL HERBICIDE SHALL BE APPLIED TO ALL CRUSHED TOP COURSE SURFACES WITHIN THE PARKING LOTS AND ROAD.

17. HOT MIX ASPHALT SHALL BE PLACED AT THE LOCATIONS AND DEPTHS INDICATED ON THE PLANS. HOT MIX ASPHALT SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 101% OF THE RICE DENSITY. COMPACTION SHALL OCCUR BETWEEN THE TEMPERATURES OF 180 DEGREES FAHRENHEIT AND 300 DEGREES FAHRENHEIT. DURING COLD WEATHER CONDITIONS, AS DETERMINED BY THE ENGINEER, ALL TRUCKLOADS OF ASPHALT SHALL BE COVERED SO TO RETAIN HEAT. THE OWNER SHALL RETAIN LICENSED TESTING PERSONNEL TO PROVIDE COMPACTION TESTS AT 50-FOOT GRIDINTERVALS THROUGH THE ENTIRE ROAD SECTION. COMPACTION TESTS FOR HOT MIX ASPHALT IN HAVING A MAXIMUM DENSITY LESS THAN 91% THE OWNER MAY, AT HIS EXCLUSIVE DISCRETION, HAVE COMPACTED TESTS MADE BY THE ENGINEER. HOT MIX ASPHALT THAT DOES NOT MEET THE REQUIRED COMPACTATION SHALL EITHER BE REMOVED BY THE CONTRACTOR AT THEIR EXPENSE OR SHALL HAVE EQUAL THE INTENDED DESIGN, ADDITIONAL TESTING AND ASPHALT TO COMPENSATE FOR UNACCEPTABLE COMPACTION TEST RESULTS SHALL BE THE EXPENSE OF THE CONTRACTOR. NO ASPHALT PAVING OR ROLLING COMPACTATION OF ASPHALT IS ALLOWED AFTER DARK. ALL ROLLING SHALL BE COMPLETED BY SUNSET TIME.

18. CONCRETE SIDEWALKS SHALL BE INSTALLED AS INDICATED ON THE CIVIL PLANS. SIDEWALKS SHALL BE SIX INCHES THICK SUPPORTED BY A MINIMUM OF SIX INCHES OF GRAVEL BORROW, COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY AS DETERMINED BY COMPACTION TESTING. UNLESS OTHERWISE SPECIFIED, SIDEWALKS ADJACENT TO PROPOSED ASPHALT SHALL HAVE THICKENED EDGE. SIDEWALKS SHALL HAVE FULL DEPTH EXPANSION JOINTS INSTALLED AT 25-FOOT INTERVALS WITH ONE EXPANDED METAL JOINT AT THE FEET CENTER. EXTRUDED CURB SHOULD BE PLACED ON THE SIDEWALK. PAVING CONCRETE PLACEMENT AND BONDING TO CONCRETE PAVING OR CURB SURFACES SHOULD BE PLACED IN STRAIGHT LINES AND ACCORDING TO RADII SHOWN ON THE PLANS. PAVING THAT EXTENDS MORE THAN THREE INCHES BEYOND THE BACK OF EXTRUDED CONCRETE CURB SHALL BE CUT FULL DEPTH AND REMOVED. ALL CONCRETE PAVEMENT, UNLESS OTHERWISE SPECIFIED, IS TO HAVE 1.5-INCH CRACK JOINTS SPACED AT 12 FEET MAXIMUM INTERVALS IN BOTH DIRECTIONS AND ARE TO BE SEALED TO RESTRICT WATER INFILTRATION INTO THE JOINTS.

STORM SEWER

- THE FOLLOWING MATERIALS ARE ACCEPTABLE FOR THE STORM SEWERS IDENTIFIED ON THE PLANS:
- PVC PIPE (POLYVINYL CHLORIDE) OVER 4 INCH DIAMETER SHALLOW CONFORM TO SECTION 9-05.12(2) OF THE STANDARD SPECIFICATIONS, MEETING THE REQUIREMENTS OF ASTM D304/SDR35. PVC PIPE 8" IN DIAMETER AND UNDER SHALLOW CONFORM TO SECTION 9-05.15(2) OF THE STANDARD SPECIFICATIONS MEETING THE REQUIREMENTS OF AASHTO M24 TYPE S.
- CORRUGATED POLYETHYLENE PIPE (CPP) SHALL HAVE A SMOOTH BARREL INTERIOR, CORRUGATED EXTERIOR, CONFORMING TO SECTION 9-05.17(2) MEETING THE REQUIREMENTS OF AASHTO M24.
- PROFILE WALL PVC STORM PIPE 15" AND UNDER SHALLOW CONFORM TO SECTION 9-05.12(2) OF THE STANDARD SPECIFICATIONS, MEETING THE REQUIREMENTS OF AASHTO M304/SDR35. ALL FITTINGS SHALL CONFORM TO F794. ALL PIPES SHALL HAVE GASKETED JOINTS.

2. STORM CATCH BASINS AS INDICATED ON THE PLANS SHALL CONFORM TO TOWN OF LA CONNER PUBLIC WORKS DEPARTMENT AND:

BURLINGTON CATCH BASIN PER CIZ CONCRETE CB DETAIL
TYPE 1 CATCH BASIN PER WSDOT STD B-5.20-01
TYPE 1 CATCH BASIN PER WSDOT STD. PLAN B-50-01
CATCH BASIN STD. GRATE PER WSDOT STD. PLAN B-50-01
ALL CATCH BASINS SHALL HAVE A MINIMUM 2-FOOT SUMP UNLESS OTHERWISE INDICATED.

IF SUBGRADE CONDITIONS ARE SOFT BELOW PROPOSED STRUCTURES, THE FOUNDATION SHALL BE OVER-EXCAVATED TWO FEET BELOW THE STRUCTURE, AND THREE FEET FROM THE SIDES OF THE STRUCTURE, AND BACK-FILLED WITH MECHANICALLY COMPACTED 2-4 QUARRY SPALLS. ALL STRUCTURE JOINTS MUST BE GASKETED.

3. ALL PVC PIPE CONNECTIONS SHALL BE MADE TO STRUCTURES USING PVC SAND COLLARS.

4. UPON INSTALLATION OF ALL PIPES TO STORM STRUCTURES, THE KNOCKOUT AREA SHALL BE NEATLY MUDDED INSIDE AND OUT OF THE CATCH BASIN USING A NON-SHRINK CONCRETE GROUT.

5. UPON COMPLETION OF ALL CRUSHES TOP COARSE GRADING AND PREPARATION FOR ASPHALT PAVING, ALL CATCH BASIN STRUCTURES SHALL BE CORRECTLY ADJUSTED SO AS TO BE FLUSH WITH THE PROPOSED FINISH GRADE.

6. UPON PROJECT COMPLETION, THE CONTRACTOR SHALL FLUSH ALL STORM PIPES TO REMOVE ANY DEBRIS. DEBRIS SHALL NOT BE DISPOSED INTO THE DOWNSTREAM DRAINAGE SYSTEM, BUT DISPOSED IN AN APPROPRIATE MANNER.

7. BLOCK LETTERING SHALL BE EMBOSSED ON THE TOP SURFACES OF GRATES AND COVERS AS FOLLOWS:

A. "DRAIN" - 3-INCH LETTERS ON ALL SOLID COVERS.

B. "OUTLET TO STREAM DUMP NO POLLUTANTS" - ½-INCH LETTERS ON ALL GRATES

8. ALL SOLID COVERS AND GRATES SHALL BE SECURED WITH 5/8-INCH STAINLESS STEEL SOCKET HEAD CAP SCREWS.

A LIGHT COATING OF ANTI-SEIZE THREAD COMPOUND SHALL BE APPLIED TO THE SCREWS AT THE TIME OF INSTALLATION. THE ANTI-SEIZE COMPOUND USED SHALL BE LOCITE 767 OR APPROVED EQUAL. ANTI-SEIZE COMPOUND SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

OTHER LOCKING DEVICES ARE ACCEPTABLE SUBJECT TO APPROVAL BY TOWN OF LA CONNER PUBLIC WORKS DIRECTOR.

SANITARY SEWER

2. THE LOCATION OF THE SANITARY SEWER SERVICE IS INDICATED ON THE PLANS. SEWER SERVICE SHALL BE INSTALLED AT THE SLOPE AND LOCATION AS INDICATED ON THE CIVIL PLANS.

3. SEWER PIPE SHALL BE PVC, COMPLIANT TO ASTM F2034, SDR 35 AND SECTION 9-05.12 OF THE 2024 STANDARD SPECIFICATIONS. JOINTS SHALL BE BELL AND SPURG WITH A RUBBER GASKET. MATERIALS AND CONSTRUCTION SHALL CONFORM TO SECTION 7-08 AND SECTION 7-17 WSDOT/APA, AND THE TOWN OF LA CONNER PUBLIC WORKS DEPARTMENT.

4. CLEANOUTS SHALL BE INSTALLED AT LOCATIONS AND ELEVATIONS AS SHOWN ON THE CONSTRUCTION PLANS. CLEANOUTS SHALL CONFORM TO THE CONSTRUCTION DETAIL, AND THE TOWN OF LA CONNER REQUIREMENTS. CLEANOUTS SHALL BE INSTALLED TO MATCH FINISH GRADE WITH CONCRETE AND ASPHALT AREAS.

5. THE CONTRACTOR IS TO INSTALL ALL COMPONENTS OF THE SANITARY SEWER SYSTEM TO PREVENT ANY INTRUSION ON EXISTING GROUNDWATER.

6. AIR PRESSURE TESTING, IF REQUIRED BY THE TOWN OF LA CONNER PUBLIC WORKS, SHALL BE PERFORMED BY THE CONTRACTOR ON ALL PROPOSED SEWER LINES. THE PRESSURE TEST SHALL BE PERFORMED AT FIVE PSI FOR TEN MINUTES WITH NO SIGNIFICANT GAUGE DROP. ADEQUATE TIME (TWO MINUTES MINIMUM) SHALL ELAPSE BEFORE THE PRESSURE TEST IS PERFORMED TO ALLOW THE PRESSURE TO STABILIZE. THE CONTRACTOR IS RESPONSIBLE FOR RETAINING ALL STRUCTURES, CLEANOUTS AND PIPE ENDS DURING THIS TEST.

UTILITY TRENCHES

ALL TRENCHES SHALL BE DUG TO PROVIDE A MINIMUM WIDTH OF EIGHT INCHES ON EITHER SIDE OF THE PROPOSED UTILITY AS INDICATED ON THE UTILITY TRENCH DETAIL WITHIN THE CIVIL DRAWINGS. ALL STORM AND SEWER PIPES SHALL BE BURIED WITH PE GRAVEL OR BACKFILL WITH 10% OF THE MATERIAL PASSING THE 14-INCH SCREEN. BEDDING MATERIAL SHALL ALSO BE USED TO COVER THE PIPE TO A MINIMUM OF FOUR INCHES ABOVE THE TOP OF THE PIPE. THE CONTRACTOR SHALL CAREFULLY TAMP AND HAND COMPACT BEDDING AND COVER MATERIAL TO ASSURE ADEQUATE SUPPORT UNDER THE BARREL OF THE PIPE.

2. TRENCH BACKFILL MATERIAL SHALL CONSIST OF COMPACTED GRAVEL BORROW PLACED IN LOOSE LIFTS NOT EXCEEDING EIGHT INCHES AND COMPACTED TO A MINIMUM OF 105% MAXIMUM DENSITY AS DETERMINED AS ASTM D 1557 TESTING PROCEDURE. THE INITIAL LIFT OF GRAVEL TRENCH BACKFILL OVER THE PIPE SHALL NOT EXCEED 12 INCHES IN ORDER TO PROTECT THE PIPE. STRUCTURAL FILL SHALL BE USED AS TRENCH BACKFILL IN ALL TRENCHES UNDER PROPOSED ASPHALT, CONCRETE, CONSTRUCTION TRAFFIC AREAS, AND WITHIN FIVE FEET BEYOND IMPERVIOUS SURFACES. NATIVE MATERIAL SHALL NOT BE USED AS TRENCH BACKFILL.

3. NATIVE SOIL MATERIALS SHALL BE USED AS TRENCH BACKFILL ONLY AT LOCATIONS BEYOND THOSE REQUIREMENT GRAVEL. STRUCTURAL FILL, THE USE OF NATIVE SOIL MATERIALS AS TRENCH BACKFILL, WITHIN THOSE AREAS REQUIRING GRAVEL, MUST BE APPROVED BY THE GEOTECHNICAL ENGINEER, TOWN OF LA CONNER AND OWNER PRIOR TO THE WORK BEING PERFORMED. THE USE OF NATIVE SOILS WITHIN TRENCHES REQUIRING GRAVEL WILL ONLY BE ACCEPTED WITH THE APPROVAL OF THE GEOTECHNICAL ENGINEER AND THE NATIVE SOILS MUST BE COMPACTED TO A MINIMUM OF 105% MAXIMUM DENSITY. THE USE OF NATIVE SOILS AS TRENCH BACKFILL SHALL NOT PRECLUDE THE MINIMUM ASPHALT SECTION REQUIREMENTS AS IDENTIFIED ON THE CIVIL PLANS.

4. AT LOCATIONS WHERE NATIVE SOILS ARE USED, RESULTING IN A PUMPING, UNSTABLE TRENCH CONDITIONS, OR THE SOILS USED CONTAIN UNSUITABLE PRODUCTS, THE CONTRACTOR SHALL REMOVE ALL UNSUITABLE MATERIALS AND REPLACE WITH APPROPRIATE NATIVE MATERIAL OR IMPORTED GRAVEL STRUCTURAL FILL MATERIAL AT THE CONTRACTOR'S EXPENSE.

5. THE BOTTOM OF UTILITY TRENCHES SHALL HAVE A STABLE, NON-YIELDING, SOIL CONDITION SUITABLE FOR SUPPORTING THE DESIGN LOADS. WHERE THE BOTTOM OF TRENCH CONDITIONS EXHIBIT PUMPY, YIELDING CONDITIONS, THE BOTTOM OF TRENCH SHALL BE OVER-EXCAVATED TO EXPOSE FIRM, STABLE MATERIAL, AND BACKFILLED WITH TWO INCHES OF SHOT SHOCK MATERIAL. THE EXCAVATION SHOT SHOCK MATERIAL SHALL BE PLACED IN THE TRENCH, AND THE EXCAVATION SHALL BE DONE TO TWO FEET BELOW THE PIPE BEDDING MATERIAL AND BACKFILLED WITH TWO INCH TO FOUR-INCH SHOT SHOCK MATERIAL.

6. THE CONTRACTOR SHALL PROVIDE AND COORDINATE WITH PUGET SOUND ENERGY, VERIZON NORTHEAST, COMCAST CABLE SERVICES AND CASCADE NATURAL GAS FOR THE UNDERGROUND INSTALLATION OF POWER, TELEPHONE, UTILITIES AND VAULT TRENCHING AND BACKFILLING AS REQUIRED AND DELINEATED ON SAID UTILITY PLANS TO PROVIDE SERVICE TO LOT OWNERS HEREIN, UNLESS SPECIFICALLY IDENTIFIED OTHERWISE ON THE PLANS. ALL NON-METALLIC UTILITY CONDUITS SHALL HAVE DETECTABLE MARKING TAPE CONFORMING TO WSDOT SECTION 9-15.18 INSTALLED DURING CONDUIT PLACEMENT.

7. PE GRAVEL SHALL NOT BE USED WITHIN ANY PORTION OF THE WATER SYSTEM.

8. THE OWNER SHALL RETAIN LICENSED AND QUALIFIED PERSONNEL TO PROVIDE COMPACTION TESTING FOR THE FOLLOWING:

A. TRENCHES WITH THREE FEET OR LESS OF GRAVEL TRENCH BACKFILL: TOP CENTER OF UTILITY TRENCH AT 50-FOOT INTERVALS.

B. TRENCHES WITH MORE THAN THREE FEET OF GRAVEL TRENCH BACKFILL: TOP CENTER OF UTILITY TRENCH AND MID-DEPTH OF TRENCH, BOTH AT 50-FOOT INTERVALS. ALL TEST RESULTS SHALL MEET OR EXCEED THE SPECIFICATIONS. ALL AREAS THAT DO NOT MEET THE REQUIRED SPECIFICATIONS SHALL BE RE-COMPACTED AND RETESTED AT NO ADDITIONAL COST TO THE OWNER.

C. ANY AREAS THAT YIELD, DEFLECT, OR PUMP UNDER NORMAL CONSTRUCTION TRAFFIC AS DIRECTED BY THE ENGINEER SHALL BE RE-COMPACTED AND RETESTED AT NO ADDITIONAL COST TO THE OWNER.

9. AS COMPACTION TESTS ARE PERFORMED, THE OWNER IS RESPONSIBLE FOR PROVIDING ALL COMPACTION RECORDS TO THE CONTRACTOR, ENGINEER AND TOWN OF LA CONNER PUBLIC WORKS DEPARTMENT.

10. ALL TRENCH EXCAVATION OVER A DEPTH OF 4 FEET SHALL BE SHORED AND CRIBBED IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON INDUSTRIAL SAFETY AND HEALTH ACT, CHAPTER 49.17 RCW, AND IN ACCORDANCE WITH SECTION 2.09 OF THE STANDARD SPECIFICATIONS.

11. IF GROUND WATER IS ENCOUNTERED, TRENCH GRAINS SHALL BE INSTALLED IN TRENCHES WITH GROUND WATER CONDITIONS. SEDIMENT DRAINS SHALL GRAVITY DRAIN TO DAYLIGHT OR THE NEAREST CATCH BASIN. PERFORATED PIPE OPENINGS SHALL BE SIZED TO NOT ALLOW BEDDING MATERIAL INTO SAID DRAIN PIPE.

CONFLICT NOTE

ALL CONSTRUCTION WITHIN TOWN OF LA CONNER RIGHT OF WAY SHALL BE IN COMPLIANCE WITH THE TOWN OF LA CONNER CONSTRUCTION STANDARDS. IN THE EVENT THAT THERE IS A CONFLICT BETWEEN THE PROJECT PLANS AND SPECIFICATIONS, THE TOWN OF LA CONNER CONSTRUCTION STANDARDS/NOTES SHALL BE USED.

TOWN OF LA CONNER NOTE

PLEASE NOTE THAT ALL CONSTRUCTION ACTIVITIES, MATERIALS, PRACTICES AND OTHER REQUIRED ASPECTS OF THE PROJECT MUST BE IN COMPLIANCE WITH THE TOWN OF LA CONNER SPECIFICATIONS, PLANS AND STANDARD DETAILS, WHICH ARE FOUND IN SECTION E OF THE TOWN OF LA CONNER INFRASTRUCTURE IMPROVEMENTS PROJECT MANUAL. THE CONTRACTOR IS REQUIRED TO HAVE A COPY OF THE AFOREMENTIONED MANUAL FOR REFERENCE ON-SITE WITH CIVIL PLAN SET