

SHEET INDEX

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LEGEND

---	EXISTING RIGHT OF WAY LINE	---	PROPOSED PROPERTY BOUNDARY
---	ASBUILT ROAD CENTERLINE	---	PROPOSED ROAD RIGHT OF WAY
---	EXISTING ROAD CENTERLINE	---	PROPOSED ROAD CENTERLINE
---	EXISTING PROPERTY LINE	---	PROPOSED PROPERTY LINE (INTERIOR)
○	EXISTING PROPERTY CORNER	■	PROPOSED SIGN
SD	EXISTING STORM DRAIN	SD	PROPOSED STORM DRAIN
⊕	EXISTING TYPE 2 CB	⊕	PROPOSED STORM CATCH BASIN TYPE II
□	EXISTING TYPE 1 CB	■	PROPOSED STORM CATCH BASIN
SS	EXISTING SANITARY SEWER	SS	PROPOSED SANITARY SEWER
○	EXISTING SANITARY MANHOLE	SSS	PROPOSED SANITARY SIDE SEWER
W	EXISTING WATERLINE	●	PROPOSED SANITARY MANHOLE
⊕	EXISTING WATER METER	●	PROPOSED SANITARY SEWER CLEANOUT
⊕	EXISTING WATER VALVE	W	PROPOSED WATERLINE
⊕	EXISTING FIRE HYDRANT	⊕	PROPOSED WATER METER
G	EXISTING GAS LINE	⊕	PROPOSED WATER VALVE
P	EXISTING POWERLINE	⊕	PROPOSED FIRE HYDRANT
×	EXISTING FENCELINE	⊕	PROPOSED REDUCER
---	EXISTING EDGE OF ASPHALT	↑	PROPOSED BLOW-OFF ASSEMBLY
---	EXISTING CURB & GUTTER	UT	PROPOSED UTILITY TRENCH
---	EXISTING CONCRETE	G	PROPOSED GAS LINE
---	EXISTING ASPHALT	P	PROPOSED POWERLINE
---	EXISTING GRAVEL	---	PROPOSED CURB AND GUTTER
---	EXISTING CONTOUR	---	PROPOSED CONCRETE
---	PROPOSED CONTOUR	---	PROPOSED ASPHALT
		---	PROPOSED GRAVEL

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 LACONNER VOL. 1, PAGE 14

OWNER:

KSA INVESTMENTS, LLC
BRANDON ATKINSON
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BURLINGTON, WA 98233
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LYNDEN, WA 98264
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ENGINEER/SURVEYOR:

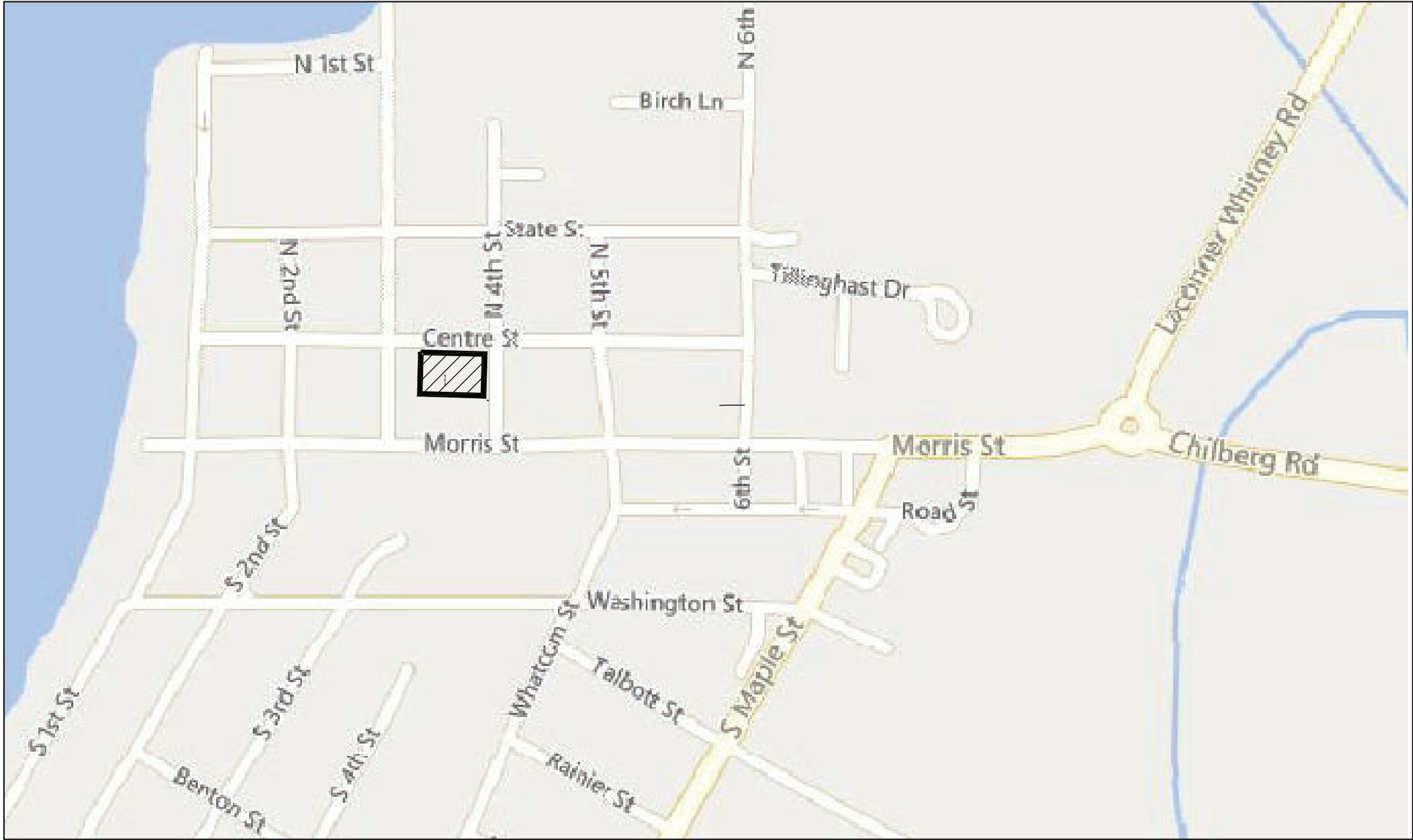
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MOUNT VERNON, WA 98273
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EM: eccosdesign@gmail.com



VICINITY MAP

NOT TO SCALE

UTILITIES SERVING THE SITE

WATER:

LA CONNER PUBLIC WORKS
CONTACT: BRIAN LEASE
(360) 466-3933

CABLE:

COMCAST
CONTACT: SHANE TURNER
(360) 316-9405

GAS:

CASCADE NATURAL GAS
CONTACT: TED MCCAMMANT
(360) 708-4689

POWER:

PUGET SOUND ENERGY
CONTACT: MIKE JUDY
(425) 324-0223

TELEPHONE:

ZIPLY FIBER
CONTACT: DENNIS KELLER
(360) 757-4530

SANITARY SEWER:

LA CONNER PUBLIC WORKS
CONTACT: BRIAN LEASE
(360) 466-3933

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.

PROJECT:

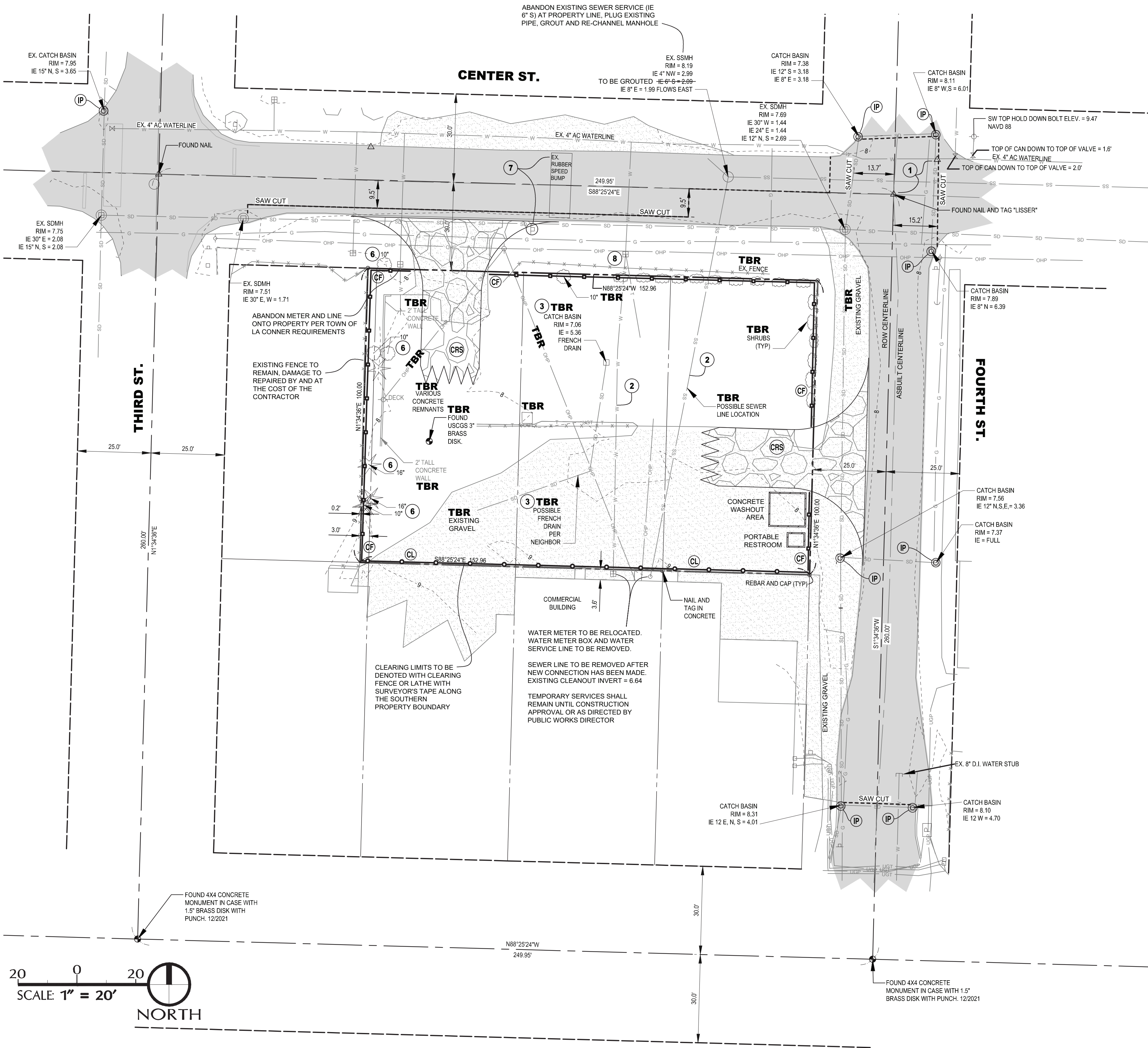
CENTER STREET
MIXED-USE
FOR
KSA INVESTMENTS, LLC

SHEET DESCRIPTION:

COVER SHEET



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



TESC PLAN LEGEND

CODE	SYMBOL	DESCRIPTION
CRS		CONSTRUCTION ROAD STABILIZATION, PER DETAIL A/1.2, IF EXISTING GRAVEL IS NOT SUFFICIENT FOR SEDIMENT REMOVAL FROM WHEELS. INSTALL RUMBLE STRIP PLATES AT ENTRANCE AND EXIT, AS REQUIRED BY THE FILL, GRADE AND/OR CLEARING PERMIT APPROVED ON 8/15/23 BY THE TOWN OF LA CONNER
CF		ORANGE CONSTRUCTION FENCE (BMP C103) OR EQUIVALENT HIGH VISIBILITY FENCE AT CESCL DISCRETION DURING DRY SEASON, SILT FENCE DURING WET SEASON
CL		CLEARING LIMITS - CLEARING / ORANGE CONSTRUCTION FENCE (BMP C103) OR LATHE AND SURVEYOR'S TAPE
VEG		RETAIN EXISTING VEGETATION
IP		INLET PROTECTION PER DETAIL B/1.2. TO BE INSTALLED ON ALL PROPOSED AND EXISTING CBs WITH OPEN GRATES
SP		SILT PROTECTION - STRAW WADDLES
PS		PERMANENT SEEDING AND PLANING, BMP C120 AND BMP T5.13
DC		DUST CONTROL
TBR		TO BE REMOVED

TESC NOTES:

- SILT FENCE SHALL BE INSTALLED IF WARRANTED BY SITE CONDITIONS AS DETERMINED BY THE PROJECT CESCL, ENGINEER OR CITY INSPECTOR. THE SILT FENCE SHALL BE PLACED AS REQUIRED TO PREVENT SILT LADEN RUNOFF FROM LEAVING THE SITE. SEE DETAIL C/2.1 FOR SILT FENCE INSTALLATION.
- TRENCH SPOILS ARE TO BE PLACED ON THE UPHILL SIDE OF THE TRENCH WHERE FEASIBLE.
- WHEN FEASIBLE, NO MORE THAN 500 LF OF TRENCH SHALL BE OPENED AT ONE TIME. TRENCH SPOILS ARE TO BE PLACED ON THE UPHILL SIDE OF THE TRENCH. ALL DEWATERING, ALTHOUGH NOT EXPECTED, WILL BE DISCHARGED TO THE SEDIMENT TRAP. SEDIMENT TRAP, IF NEEDED, IS TO BE CONSTRUCTED PER DETAILS ON SHEET C3.4 WITH A SEDIMENT TRAP SURFACE AREA OF 35 SF.
- CONSTRUCTION ACCESS WILL BE PROVIDED THROUGH THE TWO EXISTING GRAVELED ACCESS POINTS, ONE AS AN ENTRANCE AND THE OTHER AS AN EXIT. SHOULD THE EXISTING GRAVEL AREAS NOT RETAIN SEDIMENTS FROM VEHICLE WHEELS, A CONSTRUCTION ACCESS IS TO BE INSTALLED PER DETAIL A/1.2. REFER TO THE TESC PLAN NOTES ON SHEET C1.2 FOR INFORMATION ON STREET SWEEPING AND WASHING.
- ALL BMP'S ARE TO BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION.
- NO CONCRETE TRUCKS WILL BE ALLOWED TO WASHOUT ON-SITE. THE CONCRETE WASHOUT AREA HAS BEEN DENOTED FOR CONCRETE POURING AND FINISHING TOOLS ONLY.
- NO VEHICLE MAINTENANCE IS ALLOWED ON-SITE.
- ALL BMP'S SHALL BE INSPECTED AND MAINTAINED ON A REGULAR BASIS, AS DETERMINED BY THE TIME OF YEAR AND RAINFALL EVENTS.
- INLET PROTECTION IS TO BE INSTALLED ON ALL STORM STRUCTURES WITH OPEN GRATES WITHIN 300' OF THE SITE, WHICH MAY NOT BE SHOWN ON THE PLANS.

EXISTING CONDITIONS NOTES

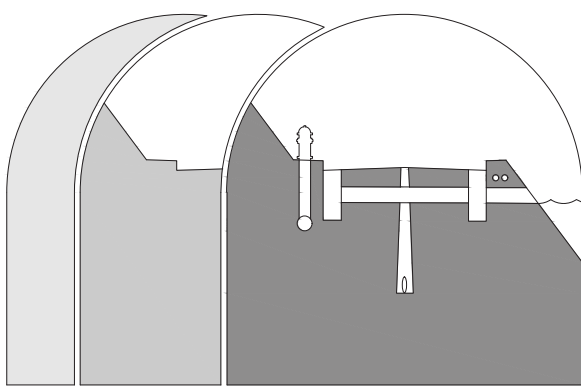
- CONTRACTOR TO MINIMIZE IMPACT TO ALL FOUND MONUMENTS AND TO SCHEDULE RESTORATION OF MONUMENT BY A LICENSED PROFESSIONAL LAND SURVEYOR AT THE COMPLETION OF CONSTRUCTION, AS NECESSARY AND APPROPRIATE. EXISTING USCGS 3" BRASS DISK IS TO BE REMOVED AND WILL NOT BE REPLACED, AS PRE-AUTHORIZED BY USCGS.
- CONTRACTOR TO POTHOLE AND CONFIRM UTILITY LINES DO NOT SERVE OTHER PROPERTIES. IF LINES DO NOT SERVE OTHER PROPERTIES, CONTRACTOR TO CALL FOR DISCONNECTION, CAPPING AND ABANDONMENT/REMOVAL OF UTILITIES ENTERING THE SITE FROM THE NORTH AND SOUTH PROPERTY LINES. UNDERGROUND AND ABOVE-GROUND UTILITIES ARE TO BE DISCONNECTED AT THE DIRECTION OF THE ASSOCIATED UTILITY PURVEYOR. ALL NECESSARY WORK (TRENCHING, BACKFILL, COMPACTION, ETC) IS THE RESPONSIBILITY OF THE CONTRACTOR, UNLESS UTILITY PURVEYOR SPECIFIES OTHERWISE.
- WATER AND SANITARY SEWER LINES ARE TO REMAIN LIVE UNTIL UTILITY IMPROVEMENTS ARE MADE ON FOURTH STREET, PER UTILITY PLAN, AND SERVICE IS RESTORED TO THE EXISTING LINES AND METER.
- CONTRACTOR TO POTHOLE STORM LINE AND CONFIRM IF THE STORM LINE/TRENCH DRAIN IS LIMITED TO THE SUBJECT PROPERTY. SHOULD THE FEATURE BE LIMITED TO THIS PROPERTY, THE STORM LINE AND TRENCH DRAIN IS TO BE REMOVED. SHOULD THE FEATURE NOT BE LIMITED TO THE SUBJECT PROPERTY, THE ENGINEER IS TO BE CONTACTED IMMEDIATELY FOR RE-ROUTING PLANS.
- CONTRACTOR TO LOCATE ALL NEXT INLINE VALVES PRIOR TO CONSTRUCTION AND/OR WORK ON WATER SYSTEM.
- CONTRACTOR TO COORDINATE ALL UTILITY AND ROAD SHUT-DOWN PERIODS WITH THE TOWN OF LA CONNER, EMERGENCY DEPARTMENTS, UTILITY PURVEYORS AND AFFECTED PROPERTIES (COMMERCIAL AND RESIDENTIAL). CONTRACTOR TO PROVIDE TRAFFIC CONTROL PLAN, APPROVED BY THE TOWN OF LA CONNER, PRIOR TO BEGINNING CONSTRUCTION.
- LANDSCAPING AND EXISTING SHRUBS ALONG THE WESTERN PROPERTY BOUNDARY ARE TO BE REMOVED. CONTRACTOR TO COORDINATE WITH NEIGHBORS SHOULD EXISTING FEATURES, THAT ARE TO REMAIN (I.E. FENCE LINES), ARE AFFECTED DURING THE REMOVAL PROCESS.
- CONTRACTOR TO REMOVE ALL EXISTING SIGNS AFFECTED BY CONSTRUCTION, INCLUDING BUT NOT LIMITED TO THE "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 AFFECTED SIGNS PER MUTCD. CONTRACTOR TO RESTORE EXISTING RUBBER SPEED BUMP AFFECTED BY CONSTRUCTION, OR REMOVE AND REPLACE AS DIRECTED BY THE TOWN OF LA CONNER.
- EXISTING WATER METER AND METER BOX TO BE REMOVED. NEW METER TO BE PROVIDED BY TOWN OF LA CONNER FOR USE AS A LANDSCAPE METER. SEE SHEETS C2.0-C2.3 FOR PLACEMENT AND ADDITIONAL INFORMATION. WATER LINE CROSSING CENTER STREET TO BE ABANDONED IN PLACE BY DIRECTION OF LA CONNER PUBLIC WORKS.
- ALL ASBESTOS CONCRETE (AC) PIPING REMOVED IS TO BE TREATED AS HAZARDOUS WASTE AND IS REQUIRED TO BE DISPOSED OF PROPERLY. CONTRACTOR TO OBTAIN APPROVAL OF DISPOSAL PLAN PRIOR TO REMOVING ANY AC MATERIALS FROM THEIR LOCATION.

PROJECT:

CENTER STREET
MIXED-USE
FOR
KSA INVESTMENTS, LLC

SHEET DESCRIPTION:

EXISTING CONDITIONS,
DEMOLITION
AND TESC PLAN



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	DESCRIPTION
1	8.22.23	ARCHITECT REVISION
2	11.27.23	DEA REVISION
3	2.29.24	ARCH REVISION

**CALL 48 HOURS
BEFORE YOU DIG
1.800.424.5555**

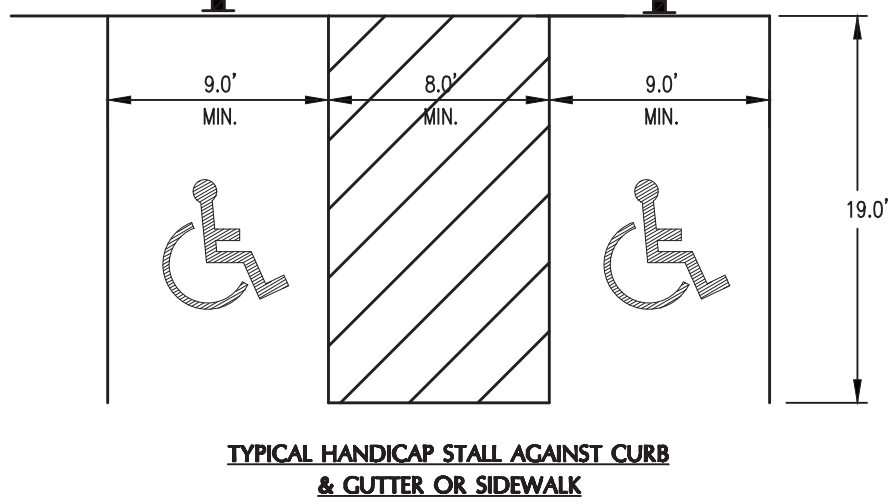


SCALE:	1" = 20'
DRAWN BY:	C.SEVERIN
DESIGNED BY:	P.SEVERIN
DATE:	02.22.2024
JOB NUMBER:	21098
DWG NAME:	21098PLN.DWG
SHEET NUMBER:	

C1.1

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 CONCERNS 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 D-2.0)
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 G33.0. CONCRETE CURB AND GUTTER PER WSDOT STANDARD PLAN F-1a.
CONCRETE PAVEMENT WITHIN THE PROPERTY BOUNDARY IS TO BE PER DETAIL B/2.0.
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 RAMP (ASPHALT/CONCRETE).
- CONTRACTOR TO COORDINATE ALL UTILITY AND ROAD SHUT-DOWN PERIODS WITH THE TOWN OF LA CONNER, EMERGENCY DEPARTMENTS, UTILITY PURVEYORS 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 THE "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 SIGNAGE PER 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 C1.1.
- CONTRACTOR TO REPAINT SKIP 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 E/3.2 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.

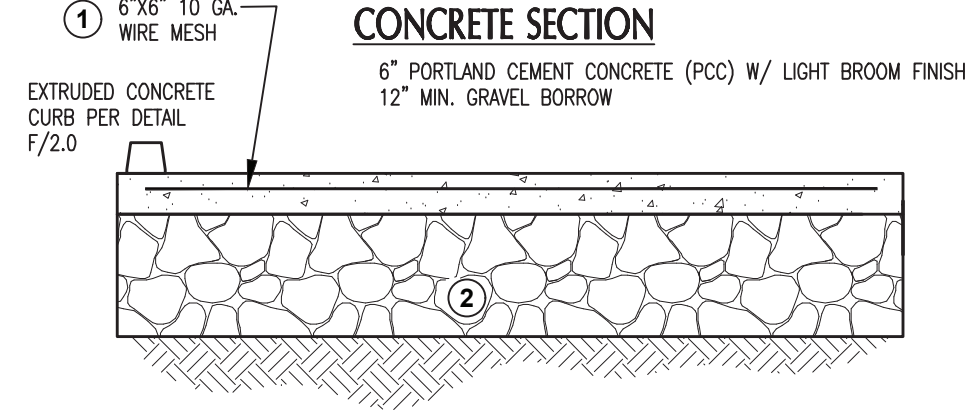


TYPICAL HANDICAP STALL AGAINST CURB & GUTTER OR SIDEWALK

GENERAL NOTES:

- CONCRETE PARKING AREAS OUTSIDE OF LIMITS OF GARAGE SHALL HAVE 6" CONCRETE OVER 12" GRAVEL BASE COMPACTED TO 95% OF MAX. DENSITY.
- DUMMY JOINTS SHALL BE PLACED NOT TO EXCEED 15' O.C. NOR LESS THAN 10' O.C. THEY SHALL NOT BE LESS THAN 3/16" IN THICKNESS AND SHALL EXTEND 2-1/4" DEEP.
- CEMENT CONCRETE SHALL BE CLASS 3000 AIR ENTRAINED.
- ALL JOINTS SHALL BE CLEANED AND EGED.
- SUBGRADE COMPACTION SHALL BE 95% MODIFIED PROCTOR.

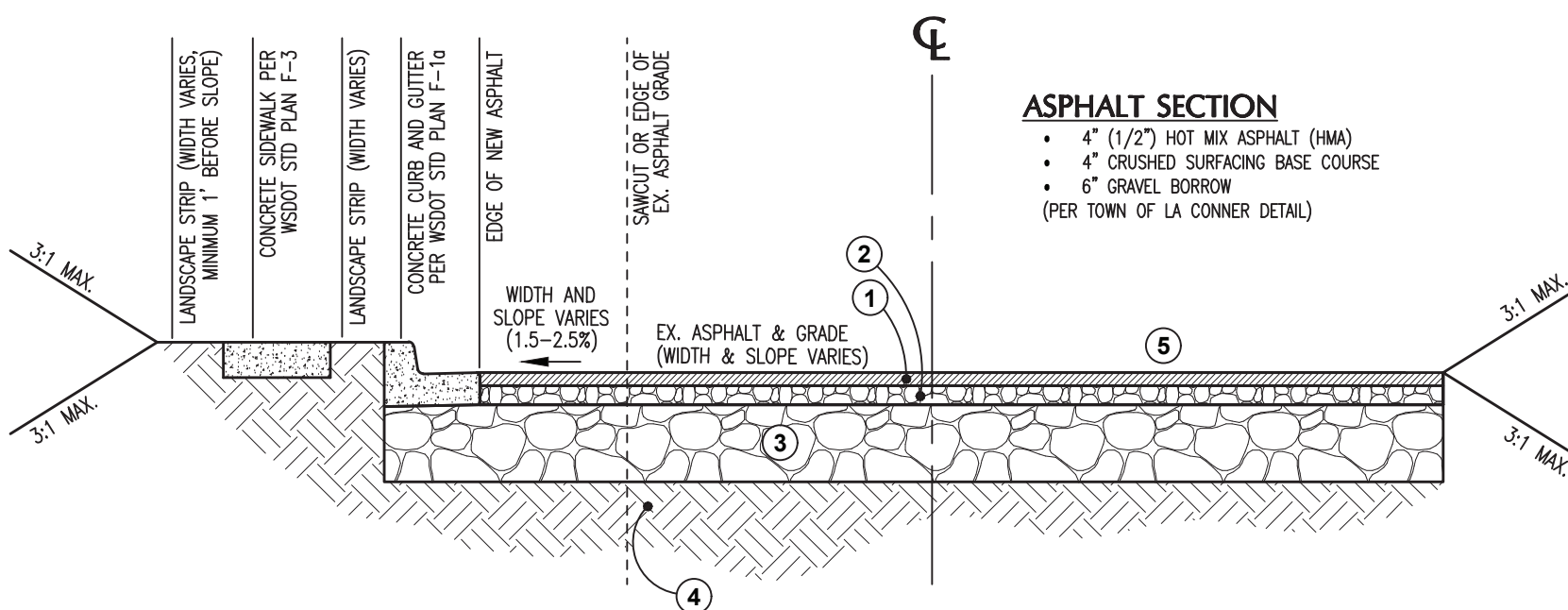
CMV TYPICAL PARKING STALL DIMENSIONS
NOT TO SCALE



GENERAL NOTES:

- ALL 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.
- GRAVEL BORROW, 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 9-03.14 OF THE 2023 STANDARD SPECIFICATIONS. AFTER SUBGRADE EXCAVATION, PRIOR TO THE PLACEMENT OF ANY STRUCTURAL FILL, CRUSHED ROCK, AND GRAVEL, THE CONTRACTOR SHALL SCHEDULE THEIR RETAINED GEOTECHNICAL ENGINEERING COMPANY TO INSPECT AND APPROVE ALL SUBGRADE CONDITIONS. THE CONTRACTOR SHALL PROVIDE A FULL-LOADED GRAVEL TRUCK FOR THIS INSPECTION PHASE.

CONCRETE PAVEMENT SECTION DETAIL
NOT TO SCALE



GENERAL NOTES:

- ALL ASPHALT SHALL BE 1/2" HOT MIX ASPHALT CONFORMING TO SECTION 9-04 OF THE 2023 STANDARD SPECIFICATIONS, COMPACTED TO A MINIMUM OF 91% RICE DENSITY. WHERE PROPOSED ASPHALT ADJUTS 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 SURFACING 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 SURFACING SHALL BE SPRAYED WITH 50% RESIDUAL HERBICIDE A MAXIMUM OF 24 HOURS PRIOR TO PAVING, ACCORDING TO SECTION 9-04.3(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 REFINISH ASPHALT SURFACE. SEE TOWN OF LA CONNER DETAIL G3/3.0 FOR ADDITIONAL INFORMATION.

TYPICAL STREET PAVEMENT SECTIONS
NOT TO SCALE

PROJECT:

CENTER STREET
MIXED-USE
FOR
KSA INVESTMENTS, LLC

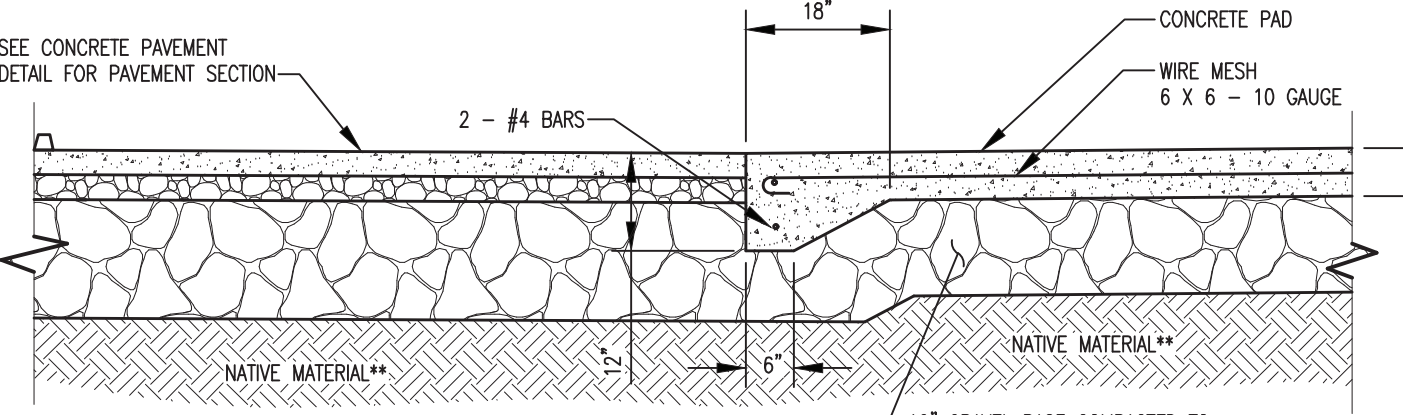
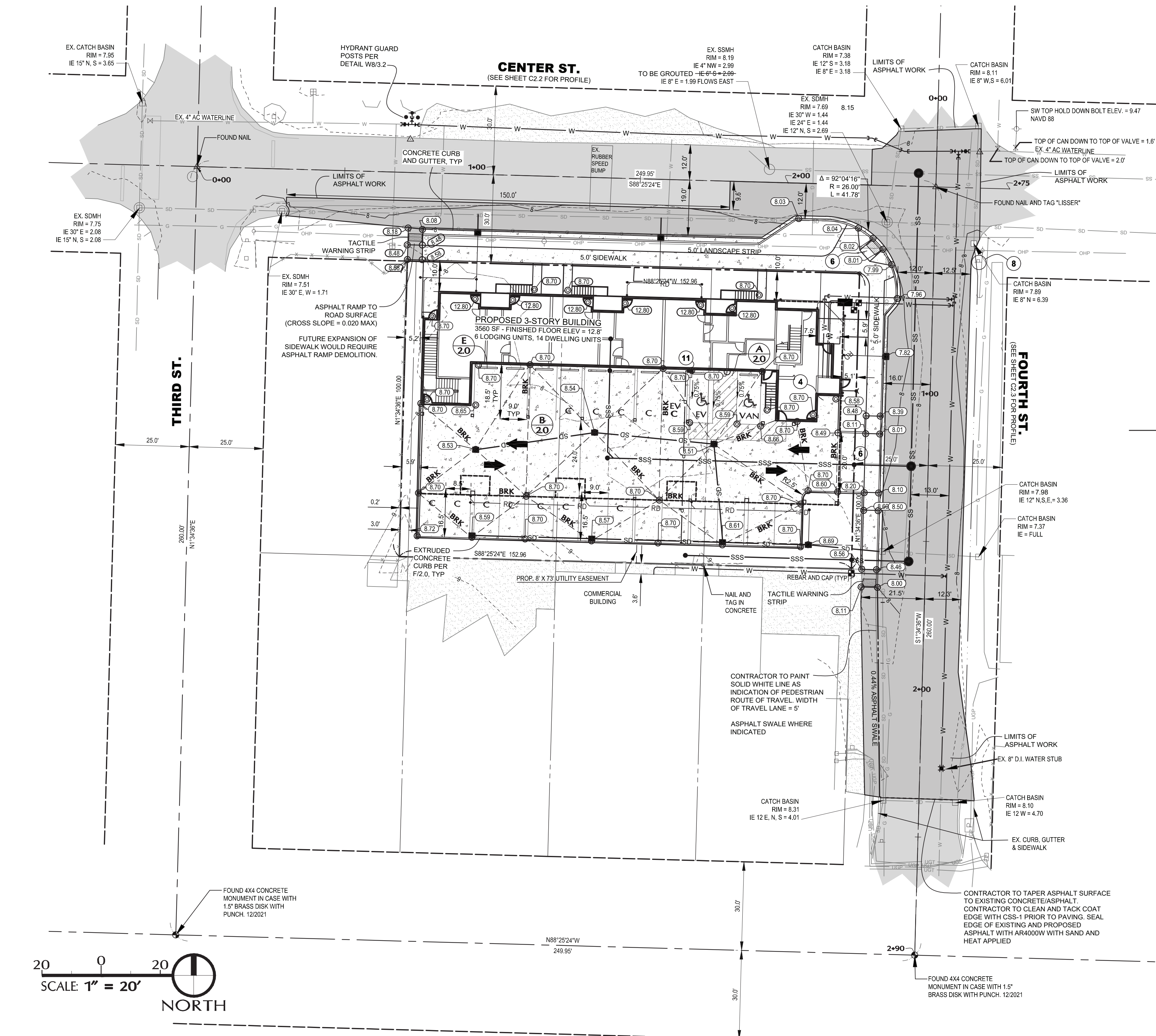
SHEET DESCRIPTION:

GRADING AND
DIMENSIONAL PLAN



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

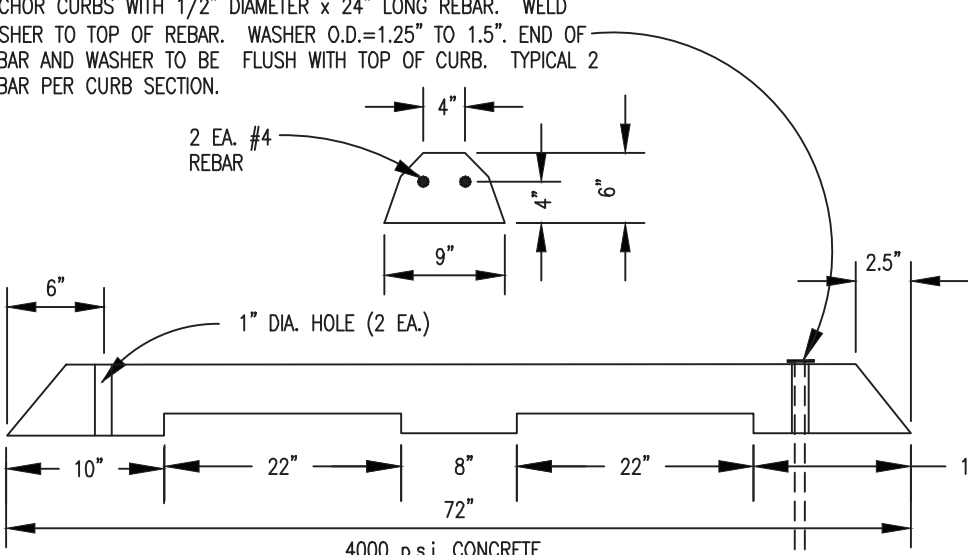
C2.0



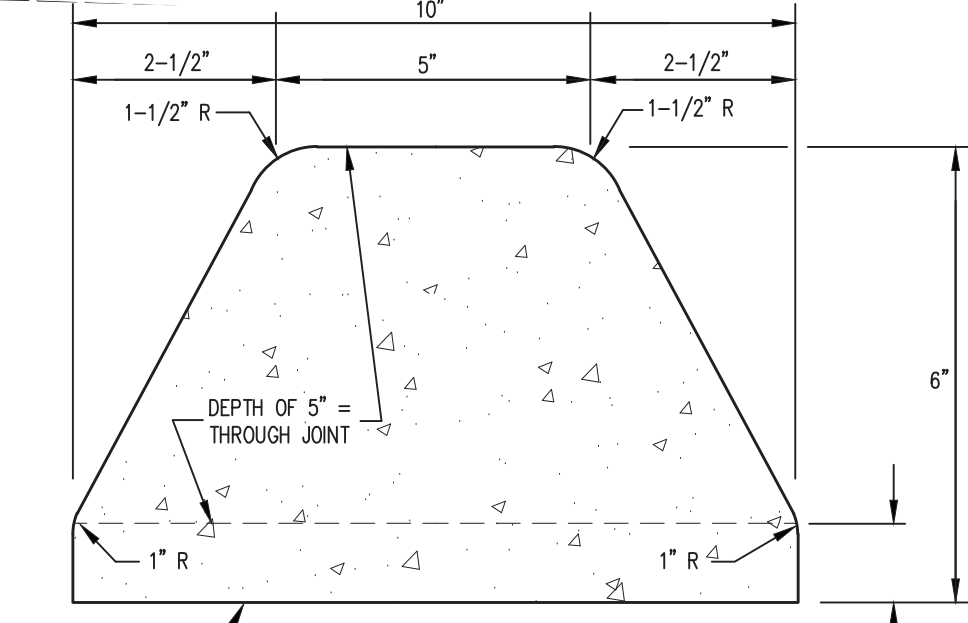
GENERAL NOTE:

SEE ARCHITECTURAL PLANS FOR ENCLOSURE DETAILS AND CONSTRUCTION.

CONCRETE DUMPSTER PAD DETAIL
NOT TO SCALE



CEMENT CONCRETE PARKING CURB DETAIL
NOT TO SCALE



EXTRUDED CONCRETE CURB DETAIL
NOT TO SCALE

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

LA CONNER, WASHINGTON

GENERAL UTILITY NOTES

- CONTRACTOR TO LOCATE AND VERIFY ALL SIZES, LOCATIONS, INVERTS AND MATERIALS OF EXISTING UTILITIES. NOTIFY ENGINEER IMMEDIATELY SHOULD ANY DISCREPANCIES OCCUR. CONTRACTOR TO COORDINATE WITH ALL FRANCHISE UTILITIES.
- ALL UTILITY STATIONING AND OFFSETS ON THIS SHEET ARE BASED ON THE FOURTH STREET ALIGNMENT, UNLESS SPECIFICALLY STATED OTHERWISE.
- ALL UTILITIES ARE TO BE CONNECTED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE DIRECTED BY THE TOWN OF LA CONNER. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY AND ROAD SHUT-DOWN PERIODS TO THE TOWN OF LA CONNER, UTILITY PURVEYORS, AND AFFECTED CUSTOMERS (COMMERCIAL/RESIDENTIAL). CONTRACTOR IS RESPONSIBLE FOR ALL SAWCUTS, EXCAVATION, REMOVAL OF MATERIALS, CONNECTIONS, BACKFILL, COMPACTION, RESTORATION, RESURFACING AND OTHER WORK AS NECESSARY FOR PROJECT COMPLETION. CONTRACTOR TO PROVIDE A TRAFFIC CONTROL PLAN, APPROVED BY THE TOWN OF LA CONNER. CONTRACTOR TO PROVIDE DOCUMENTATION FOR MATERIAL SOURCES AND THE DUMP SITE, SUBJECT TO THE APPROVAL OF THE TOWN OF LA CONNER.
- ELECTRIC VEHICLE (EV) CHARGING STATION AND 1-2" CONDUIT FOR FUTURE CHARGING STATION(S) TO BE INSTALLED BY THE CONTRACTOR WHERE INDICATED ON THESE PLANS. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
- CONTRACTOR TO PROVIDE POWER FROM BUILDING TO PROPOSED REDUCED-PRESSURE BACKFLOW ASSEMBLY (RPBA) IN WATERLINE NOTE W5 BELOW.

WATERLINE NOTES

- ALL JOINTS TO BE RESTRAINED UNDER THE FOLLOWING WATERLINE NOTES: W1-4, W7. THRUST-BLOCKING PER DETAIL W4/3.1
- FIXTURES TO BE INSTALLED WITHIN THE BUILDING'S MECHANICAL/RISER ROOM INCLUDE A 6" DOUBLE-CHECK DETECTOR ASSEMBLY (FIRE LINE) PER TOWN OF LA CONNER STANDARDS. SEE MECHANICAL PLAN FOR ADDITIONAL INFORMATION.
- CONTRACTOR TO VERIFY FIRE LINE SIZE WITH SPRINKLER DESIGNER PRIOR TO INSTALLATION (W4).
- CONTRACTOR TO INSTALL ALL WATERLINE ELEMENTS WITH REASONABLE SEPARATION FROM OTHER UTILITIES, AND PER DETAIL A/3.1 FOR SEWER. WHERE VERTICAL SEPARATIONS CANNOT BE MET, CONTRACTOR TO CENTER PIPE LENGTHS OVER THE SEWER.
- CONTRACTOR TO INSTALL BLOW-OFF ASSEMBLIES, PERFORM PRESSURE AND BACTERIOLOGICAL TESTING, AND OBTAIN THE TOWN OF LA CONNER'S APPROVAL PRIOR TO CONNECTING THE PROPOSED WATERLINE TO ANY PORTION OF THE EXISTING WATER DISTRIBUTION SYSTEM (SEE W1, W3, W7).

- W1** STA 0+72.20, 16.25 LT (CENTER STREET ALIGNMENT)
1-8" D.I. TEE, FL X FL
3-8" D.I. GATE VALVES, FL X MJ PER DETAIL W6/3.2
1-8" X 4" D.I. REDUCER, PE X MJ (W)
1-4" D.I. PUP (W)
1-4" TRANSITION COUPLING, DI X AC (W)
1-6" HYDRANT ASSEMBLY PER TOWN OF LA CONNER DETAIL W3/3.1, HYDRANT GUARD POSTS PER DETAIL W8/3.2 (N)
153 LF 8" D.I. PIPE TO BEND (E)
- W2** STA 2+27.94, 15.92 LT (CENTER STREET ALIGNMENT)
1-8" D.I. 22.5" BEND, MJ X MJ
10 LF 8" D.I. PIPE TO BEND
1-8" D.I. 22.5" BEND, MJ X MJ
16 LF 8" D.I. PIPE TO VALVE
- W3** STA 0+17.77, 7.31 LT
1-8" D.I. TEE, FL X FL
3-8" D.I. GATE VALVES, FL X MJ PER DETAIL W6/3.2
1-8" X 4" D.I. REDUCER, PE X MJ (E)
1-4" D.I. PUP (E)
1-4" TRANSITION COUPLING, DI X AC (E)
48 LF 8" D.I. PIPE TO TEE (S)
- W4** STA 0+67.89, 7.30 LT
1-8" X 6" D.I. TEE, MJ X FL
1-6" D.I. GATE VALVE, FL X MJ (W) PER DETAIL W6/3.2
42 LF 6" D.I. PIPE TO BEND (W)
1-6" X 4" D.I. 90° BEND, MJ X MJ
27 LF 6" D.I. PIPE TO RISER ROOM
160 LF 8" D.I. PIPE TO SLEEVE (S)
- W5** STA 0+69.92, 7.30 LT
1-2" SERVICE TAP
1-2" GATE VALVE PER DETAILS W2/3.1 & W6/3.2
31 LF 2" WATER SERVICE LINE TO METER PER DETAIL W2/3.1
1-1.5" SERVICE METER PER TOWN OF LA CONNER DETAIL W2/3.1
1- LANDSCAPE DUCT METER PER TOWN OF LA CONNER STANDARDS, TOWN OF LA CONNER TO SUPPLY NEW METER
1-2" REDUCED PRESSURE BACK FLOW ASSEMBLY PER DETAIL C/3.2 WITH HOTBOX MODEL HB2, POWER TO BE PROVIDED WITH 20' 1" CONDUIT AND BENDS AS NECESSARY, HOTBOX TO DRAIN TO DAYLIGHT
28 LF 2" WATER SERVICE LINE TO RISER ROOM PER DETAIL W2/3.1, BENDS AS NECESSARY
- W6** STA 1+61.52, 7.30 LT
1-1.5" SERVICE TAP INTO PROPOSED 8" WATERLINE PER DETAIL W2/3.1
1-1.5" GATE VALVE PER DETAILS W2/3.1 AND W6/3.2
31 LF 1.5" WATER SERVICE LINE (W)
1-H-20 RATED METER BOX AND 1" METER PER DETAIL W2/3.1
70 LF 1.5" WATER SERVICE LINE TO CONNECT TO EXISTING SERVICE LINE
- W7** STA 2+26.56, 7.30' LT
1-8" D.I. SLEEVE TO EXISTING 8" D.I. STUB
- W8** STA 2+26.56, 7.30' LT
1-4" FIRE DEPARTMENT CONNECTION PER DETAIL D/3.2
6 LF 4" D.I. PIPE TO RISER ROOM

SANITARY SEWER NOTES

- ALL INVERTS ARE APPROXIMATE. AS CONFLICTS WITH EXISTING UTILITIES MAY ARISE, CONTRACTOR TO FOLLOW GENERAL UTILITY NOTE 1 AND IS TO CONTACT THE ENGINEER IMMEDIATELY REGARDING UTILITY CONFLICTS.
 - CONTRACTOR TO INSTALL ALL SEWER ELEMENTS WITH MINIMUM SEPARATIONS FROM WATER LINES PER DETAIL A/2.1. WHERE VERTICAL SEPARATIONS CANNOT BE MET, CONTRACTOR IS TO CENTER PIPE LENGTHS AT CROSSINGS.
 - CONTRACTOR TO INSTALL CLEANOUTS PER TOWN OF LA CONNER DETAIL S/3.1.
 - CONTRACTOR TO INSTALL TYPE 1 MANHOLES (PER NOTES BELOW) PER DETAILS S/1/3.0, S/3/3.0, S/5/3.0
- S1** SADDLE 48" STANDARD MANHOLE (SSMH 2) ONTO EXISTING 8" SEWER LINE, IE E.W. = 1.67±, CHANNEL MANHOLE PER DETAIL S4/3.0
INSTALL 8" OUTSIDE DROP STRUCTURE PER DETAIL S8a/3.1 WITH ROMAC 501 COUPLING
INSTALL 94 LF 8" PVC PIPE FROM MANHOLE TO NOTE S2, IE N = 3.58, S = 0.004 MIN
- S2** INSTALL 48" STANDARD MANHOLE (SSMH 3) ONTO PROPOSED 8" SEWER LINE, IE 8" OUT (N) = 4.07±, IE 6" IN (W) = 4.11±, IE 8" IN (S) = 4.13±, CHANNEL MANHOLE PER DETAIL S4/3.0
INSTALL 30 LF 8" PVC PIPE, S = 0.004 MIN (S TO NOTE S3)
INSTALL 20 LF 6" PVC PIPE, S = 0.02 MIN (W)
INSTALL 6" PVC TEE-WYE, IE = 4.51±, WITH CLEANOUT PER DETAILS S6/3.1 & S7/3.1
INSTALL 53 LF 6" PVC PIPE, S = 0.02 MIN
INSTALL 6" PVC TEE-WYE, IE = 5.57±, WITH CLEANOUT PER DETAILS S6/3.1 & S7/3.1
INSTALL 32 LF 6" PVC PIPE, S = 0.02 MIN (N OF TEE-WYE)
INSTALL 6" PVC TEE-WYE, IE = 6.19±, WITH CLEANOUT PER DETAILS S6/3.1 & S7/3.1
INSTALL 6" PVC PIPE TO BUILDING CONNECTION POINT
- S3** INSTALL 48" STANDARD MANHOLE (SSMH 4), IE 8" OUT (N) = 4.53±, IE 6" IN (W) = 4.63±, CHANNEL MANHOLE PER DETAIL S4/3.0
INSTALL 18 LF 6" PVC PIPE, S = 0.010 MIN (W)
INSTALL 6" PVC TEE-WYE WITH CLEANOUT, IE = 5.00±
INSTALL 56 LF 6" PVC PIPE, S = 0.010 MIN
INSTALL 6" PVC TEE-WYE WITH CLEANOUT, IE = 6.12±
CONNECT TO EXISTING SEWER STUB WITH TEE-WYE AND CLEANOUT AND PER GENERAL UTILITY NOTE 1 AND STREET SIDE SEWER DETAIL S/3.1. MAINTAIN 2' OF COVER FOR LENGTH OF PIPE TO FOURTH STREET. MAINTAIN 5' HORIZONTAL AND 1.5' VERTICAL SEPARATION FROM WATER SERVICE LINE PER DETAIL A2.1.

STORMWATER NOTES

- CONTRACTOR TO RAISE THE RIM ELEVATION ON EXISTING CATCH BASINS 1 AND 2 (EX CB 1,2) AND EXISTING STORM MANHOLE 2 (EX SDMH 2) TO THE ELEVATIONS SPECIFIED BELOW
- BEFORE INSTALLING CATCH BASINS 9 AND 10, CONTRACTOR IS TO LOCATE THE EXISTING UNDERGROUND GAS LINES. CONTACT THE ENGINEER IMMEDIATELY SHOULD THE LOCATION OF THE GAS LINE CONFLICT WITH CATCH BASIN PLACEMENT OR STATED INVERTS. FOAM MITIGATION TO BE PROVIDED BETWEEN PROPOSED CATCH BASINS AND EXISTING GAS LINE.
- CONTRACTOR TO INSTALL TYPE I CATCH BASINS PER WSDOT STANDARD PLAN B-1 WITH GRATES PER WSDOT STANDARD PLAN B/2d
- CONTRACTOR TO COORDINATE DOWNSPOUT LOCATIONS WITH ARCHITECT. DOWNSPOUT LINES WILL CONNECT TO CATCH BASINS 7-10 AT THE INVERTS STATED BELOW, INDICATED WITH (DS). DOWNSPOUT INVERTS AT THE BUILDING, FURTHEST FROM THE CATCH BASIN, ARE PROVIDED. CONTRACTOR TO DETERMINE PIPE LENGTHS AND FITTINGS. ADJUSTMENTS TO INVERT ELEVATIONS TO ACCOMMODATE FOR EXISTING UTILITIES MAY BE MADE IN THE FIELD IF, AND ONLY IF, AT LEAST 1.5' OF COVER OVER THE DOWNSPOUT LINES IS MAINTAINED AND MINIMUM PIPE SLOPES ARE FOLLOWED (S = 0.010 MIN FOR 6" PIPES). CONFIRMATION WITH ENGINEER IS RECOMMENDED PRIOR TO INVERT CHANGES. CLEANOUTS TO BE INSTALLED PER DETAILS A/3.2 AND B/3.2, AS APPROPRIATE.

- CB 1** BURLINGTON CB, STD GRATE
RIM = 8.53
IE 8" PVC OUT, E = 6.03
- CB 2** BURLINGTON CB, STD GRATE
RIM = 8.54
IE 8" PVC IN, W = 5.62
IE 8" PVC OUT, E = 5.62
- CB 3** BURLINGTON CB, STD GRATE
RIM = 8.51
IE 8" PVC IN, W = 5.21
IE 8" PVC OUT, S = 5.21
- CB 4** TYPE I CB, STD GRATE
RIM = 8.58
IE 8" PVC IN, W = 5.74
- CB 5** TYPE I CB, STD GRATE
RIM = 8.57
IE 8" PVC IN, W = 5.33
IE 8" PVC OUT, E = 5.33
- CB 6** 1-CARTRIDGE STORMFILTER
SEE DETAIL ON SHEET C4.0
RIM = 8.58
IE 8" PVC IN, W = 4.88
IE 8" PVC IN, N = 4.88
IE 8" PVC OUT, E = 4.88
- CB 7** TYPE I CB, STD GRATE
RIM = 8.31
IE 6" PVC IN, N (DS) = 4.83
IE 8" PVC IN, W = 4.58
IE 8" PVC OUT, SE = 4.50
- EX CB 1** TYPE I CB, STD GRATE
RIM = 7.96 (RAISED RIM)
IE 12" PVC IN, SE = 3.36
IE 12" PVC OUT, N = 3.36
IE 6" PVC IN, NW = 4.25
- CB 8** TYPE I CB, STD GRATE
RIM = 7.81
IE 12" PVC IN, S = 2.92
IE 6" PVC IN, W (DS) = 5.10
IE 12" PVC OUT, N = 2.92
- EX SDMH 2** 48" MANHOLE, STD GRATE
RIM = 8.15 (RAISED RIM)
IE 30" PVC IN, W = 1.44
IE 12" PVC IN, N.S = 2.69
IE 30" PVC OUT, E = 1.44
- CB 9** TYPE 1L CB, STD GRATE
RIM = 7.72
IE 6" PVC IN, S (DS) = 5.22
IE 8" PVC OUT, N = 2.80
- CB 10** TYPE 1L CB, STD GRATE
RIM = 7.79
IE 6" PVC IN, S (DS) = 4.60
IE 8" PVC OUT, N = 2.88

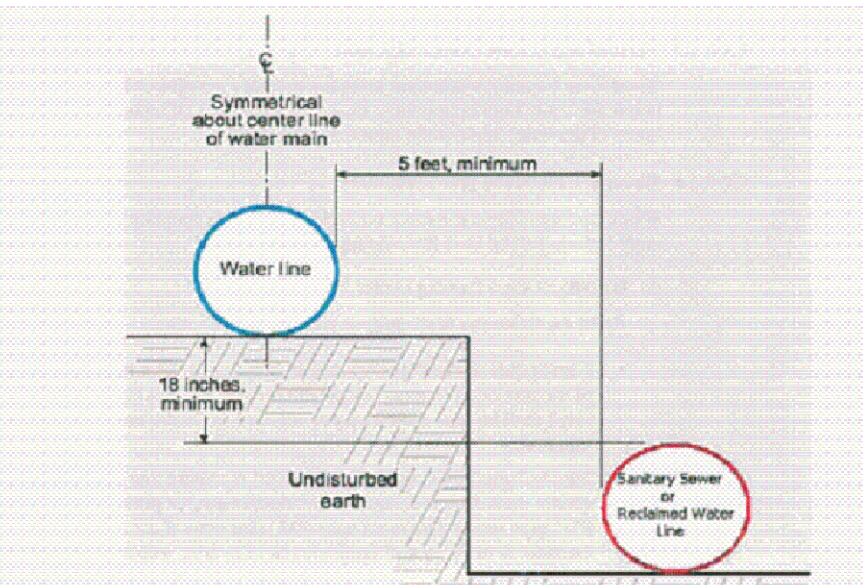
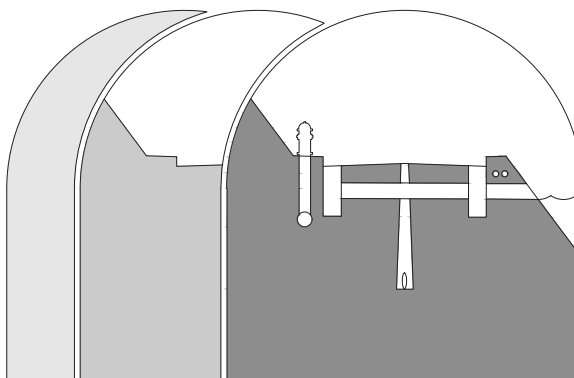


Figure C1-3 Required Separation between Water Lines and Sanitary Sewers, Unusual Conditions Parallel Construction

DOE MINIMUM SEPARATIONS
NOT TO SCALE

A
2.1



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

NO.	DATE	DESCRIPTION	APPROVED
1	8.22.23	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**

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

UTILITY PLAN

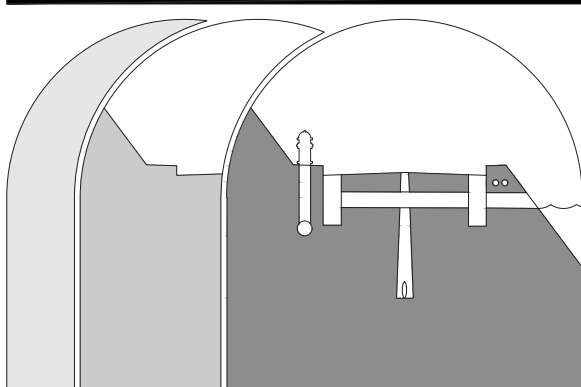
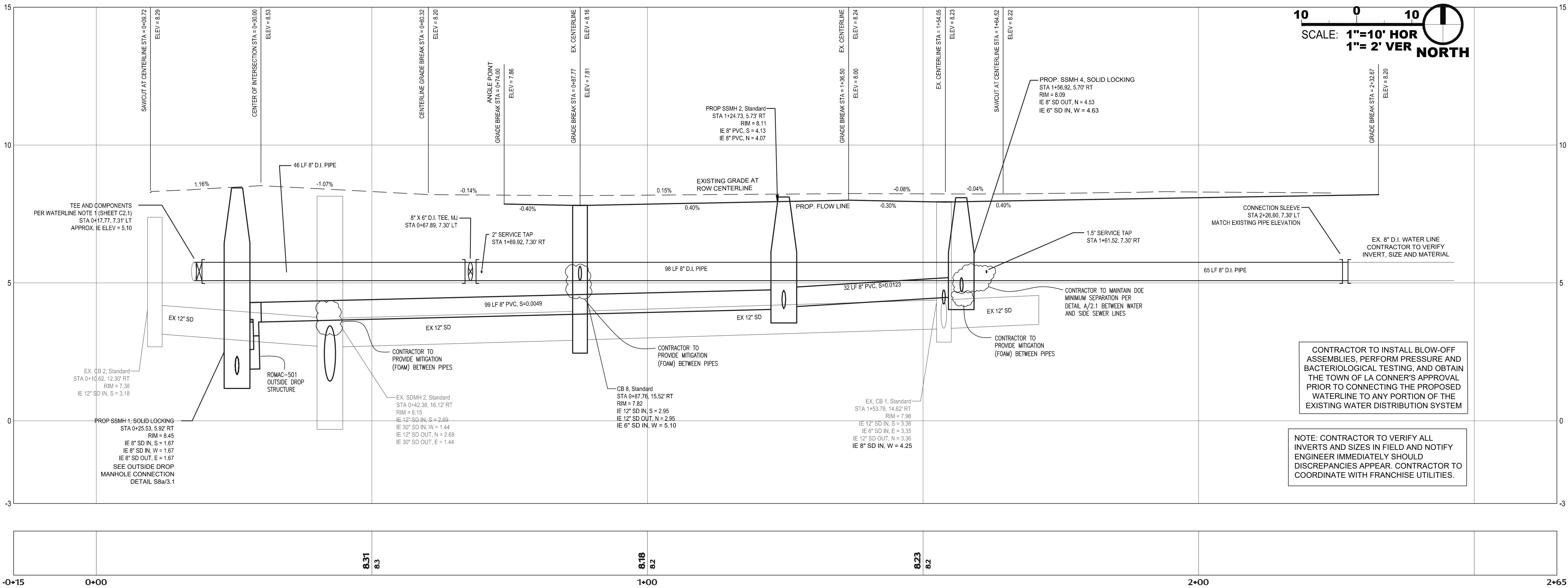
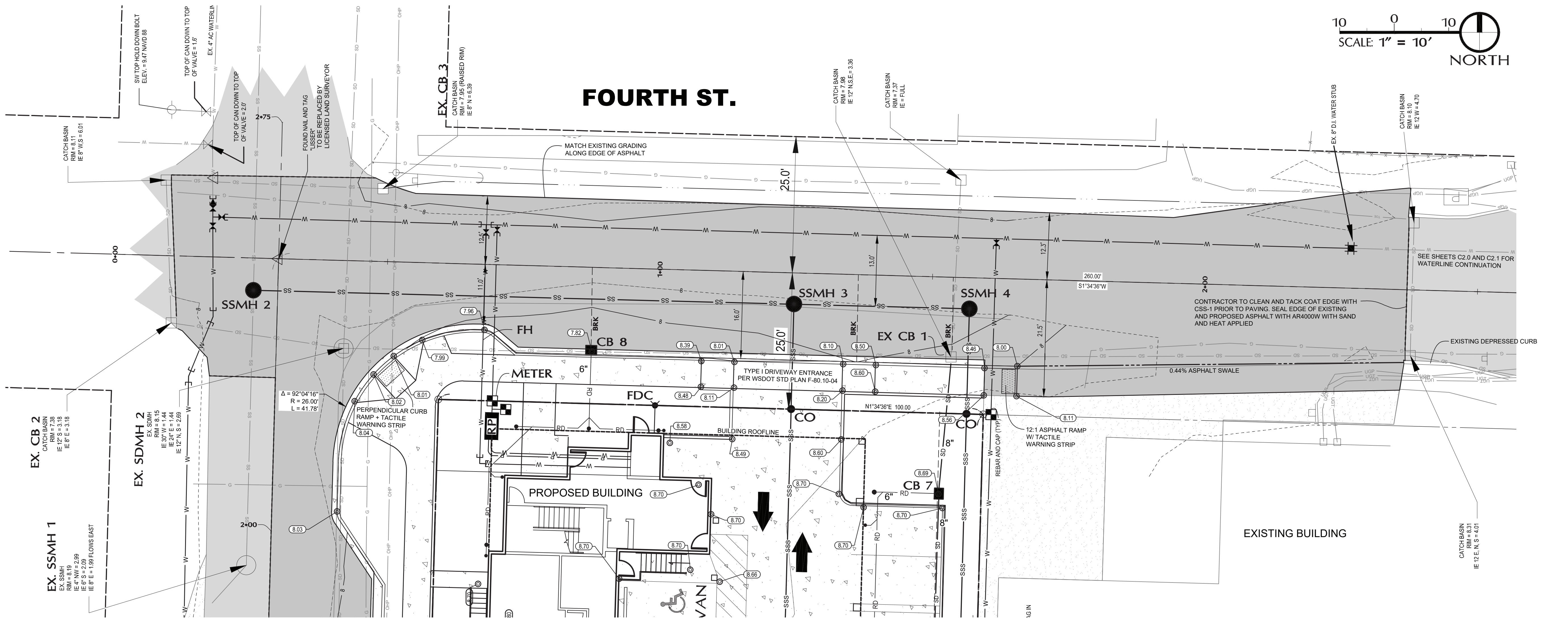
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SHEET DESCRIPTION:



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

C2.1



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ENGINEERING, SURVEYING & LAND DEVELOPMENT SERVICES
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Mount Vernon, WA 98273 Tel: 360-404-2010

SHEET REVISIONS:			
NO.	DATE	DESCRIPTION	APPROVED
1	9.22.23	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
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**CENTER STREET
MIXED-USE
FOR
KSA INVESTMENTS, LLC**

PROJECT:

**FOURTH STREET
ROADWAY IMPROVEMENTS
PLAN & PROFILE**

SHEET DESCRIPTION:



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

C2.3

SHEET REVISIONS:			
NO.	DATE	DESCRIPTION	APPROVED
1	9.22.23	ARCHITECT REVISION	P.L.S.
2	11.27.23	DEA REVISION	P.L.S.
3	2.29.24	ARCH REVISION	P.L.S.


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

SHEET DESCRIPTION:

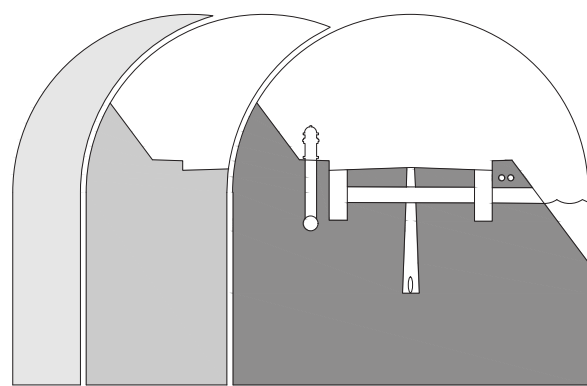
SITE & SEWER DETAILS

C3.0




 TYPE I - 48" MANHOLE





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P.O. Box 1705 • 1111 Cleveland Avenue, Suite 202
Mount Vernon, WA 98273 Tel: 360-404-2010

SHEET REVISIONS:			APPROVED
NO.	DATE	DESCRIPTION	
1	8.22.23	ARCHITECT REVISION	P.L.S.
2	11.27.23	DEA REVISION	P.L.S.
3	2.29.24	ARCH REVISION	P.L.S.

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**CENTER STREET
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PROJECT:

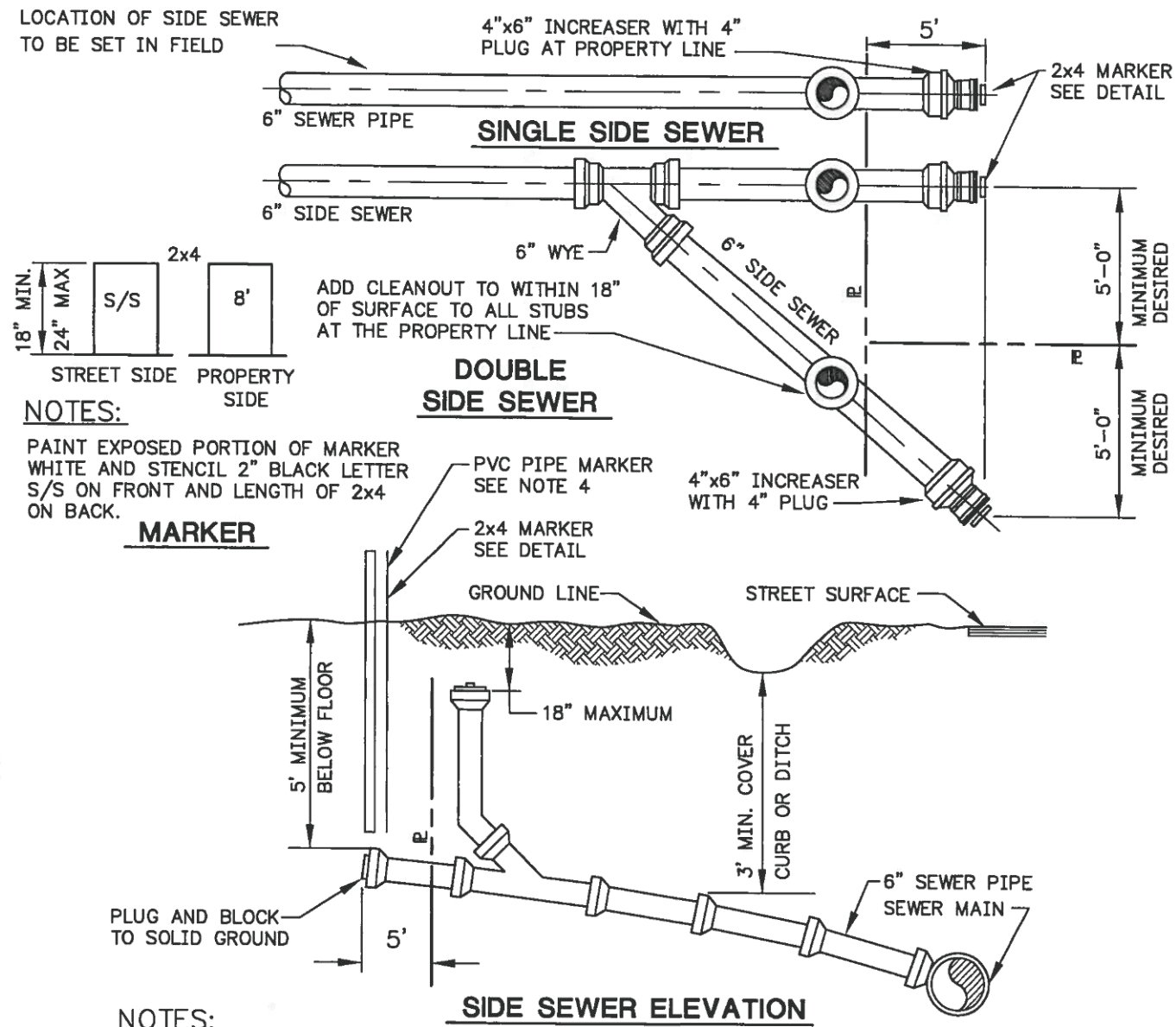
SHEET DESCRIPTION:

SEWER & WATER DETAILS



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

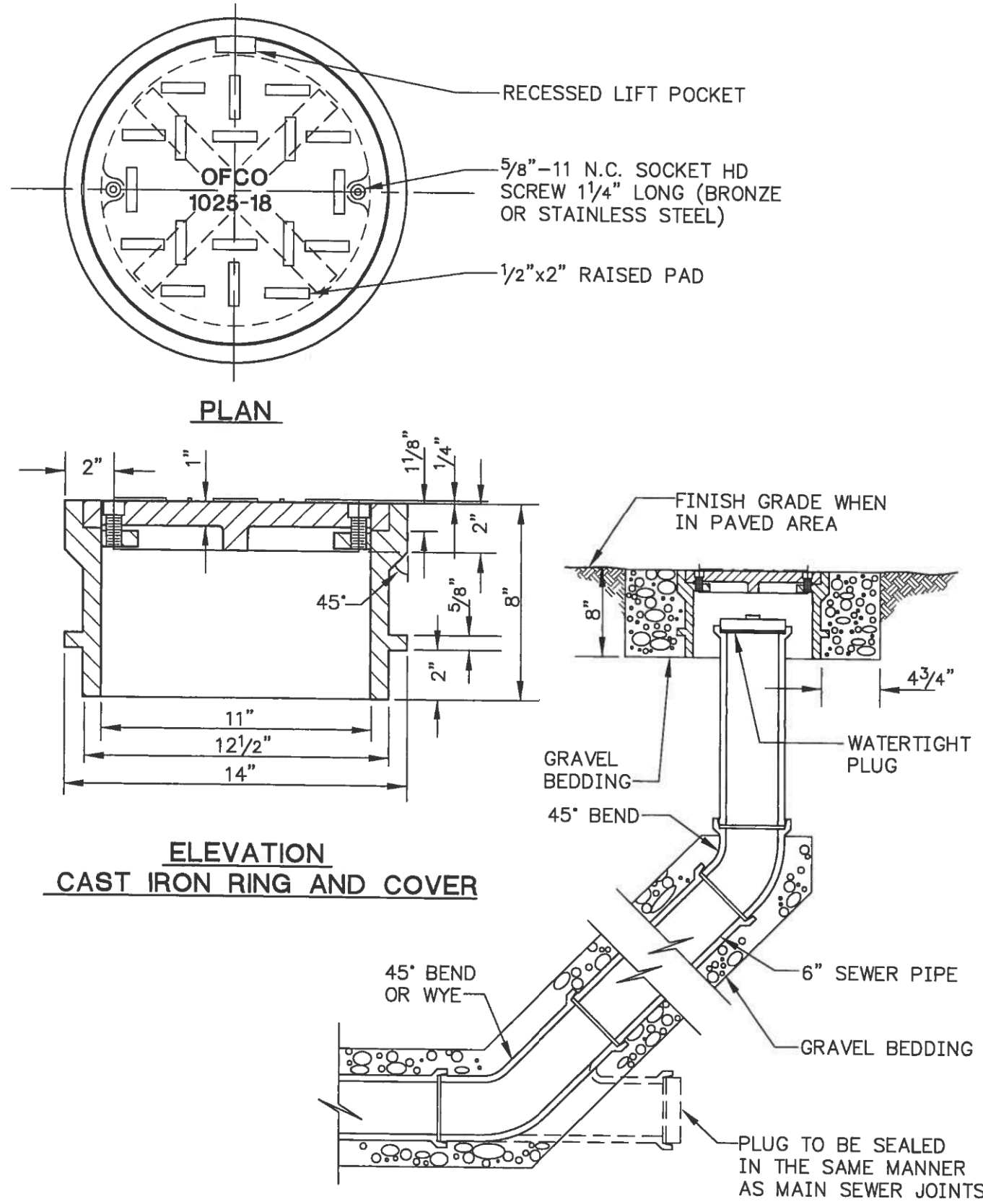


NOTES:

1. UNLESS OTHERWISE SHOWN ON PLAN, SIDE SEWER SHALL BE SLOPED 2% UP FROM SEWER LINE OR SHALL BE MIN. 5' COVER AT PROPERTY LINE OR 3.5' LOWER THAN THE LOWEST HOUSE ELEVATION, WHICHEVER IS LOWER.
2. 6" MINIMUM SIZE PIPE TO PROPERTY LINE. MAXIMUM DEFLECTION PER JOINT IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
3. MAXIMUM SLOPE = 2 VERTICAL : 1 HORIZONTAL.
4. MINIMUM SLOPE = 2%
5. A 1/4" WHITE PVC PIPE, ASTM 2241 SDR 21 200 PSI SHALL BE PLACED VERTICALLY AT THE END OF EACH STUB AND SHALL RISE TWO FEET ABOVE FINISH GRADE LEVEL OR AS APPROVED BY SWSD. BOTH ENDS OF THE PVC PIPE SHALL HAVE CAPS GLUED ON AND THE PIPE INTERIOR KEPT CLEAN FOR THE PURPOSE OF FUTURE DEPTH MEASUREMENT.
6. PIPE SHALL BE PVC ASTM D3034.

S6
3.1 **STREET SIDE SEWER**

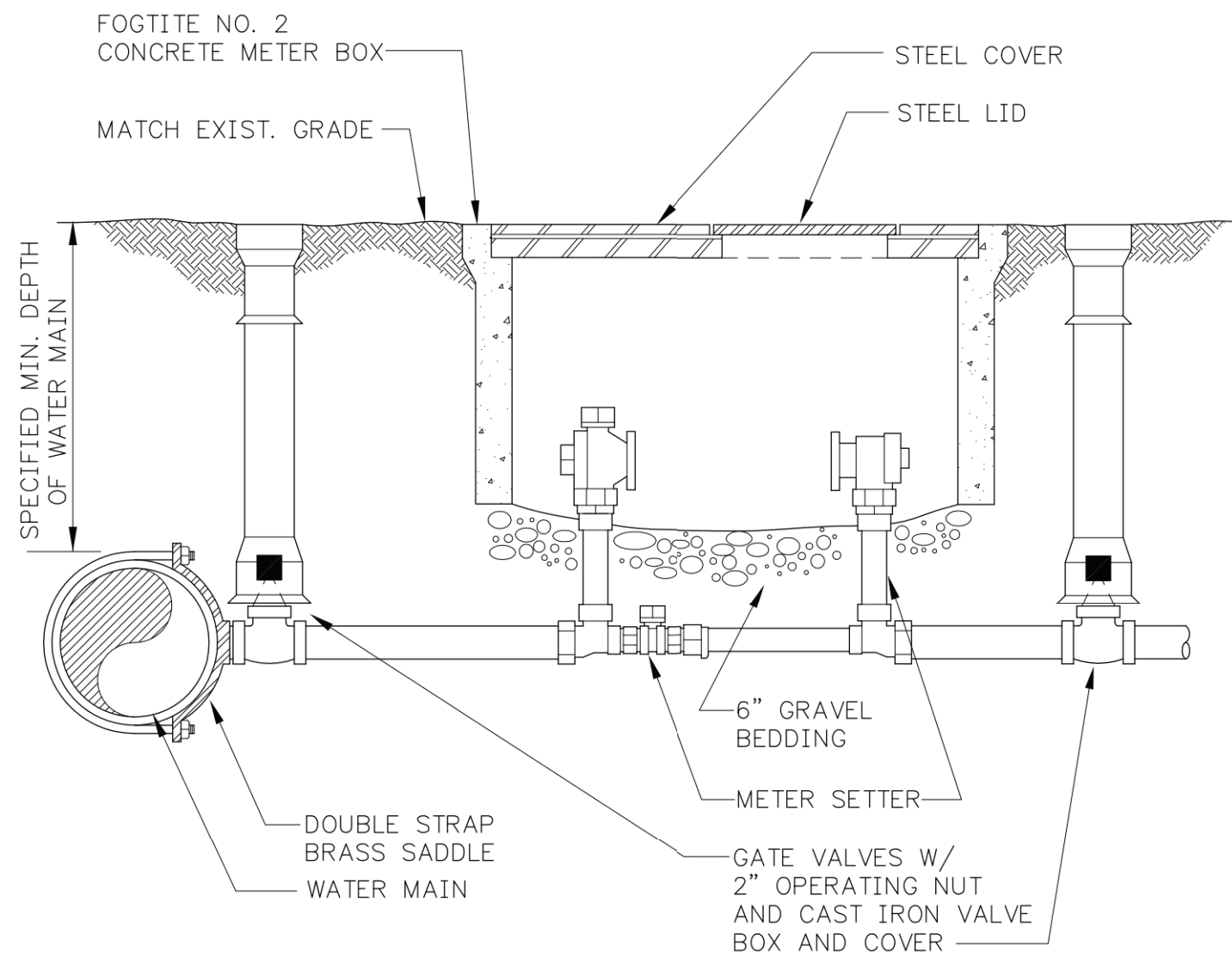
REV 02/06



**ELEVATION
CAST IRON RING AND COVER**

S7
3.1 **SEWER CLEANOUT**

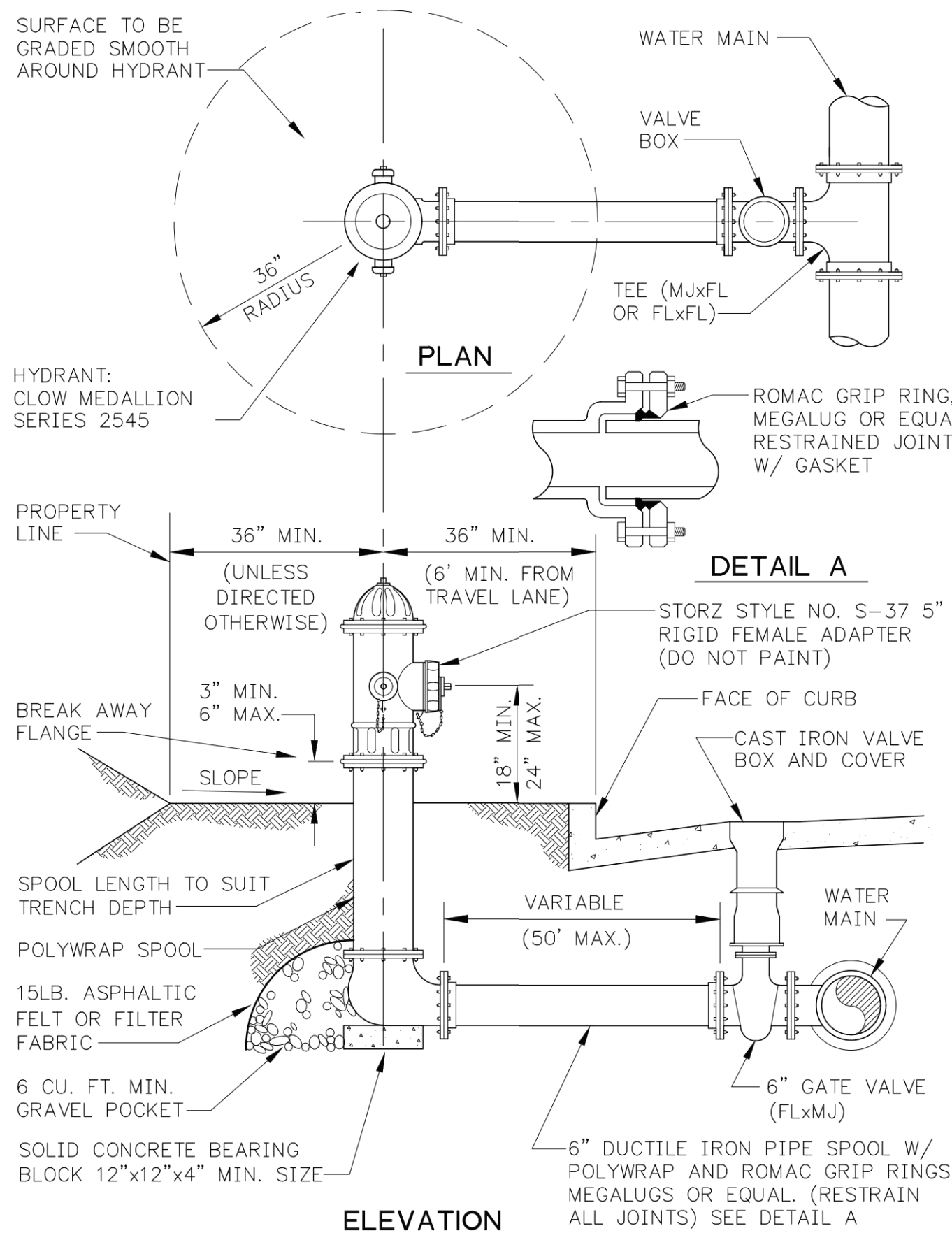
REV. 7/24/18



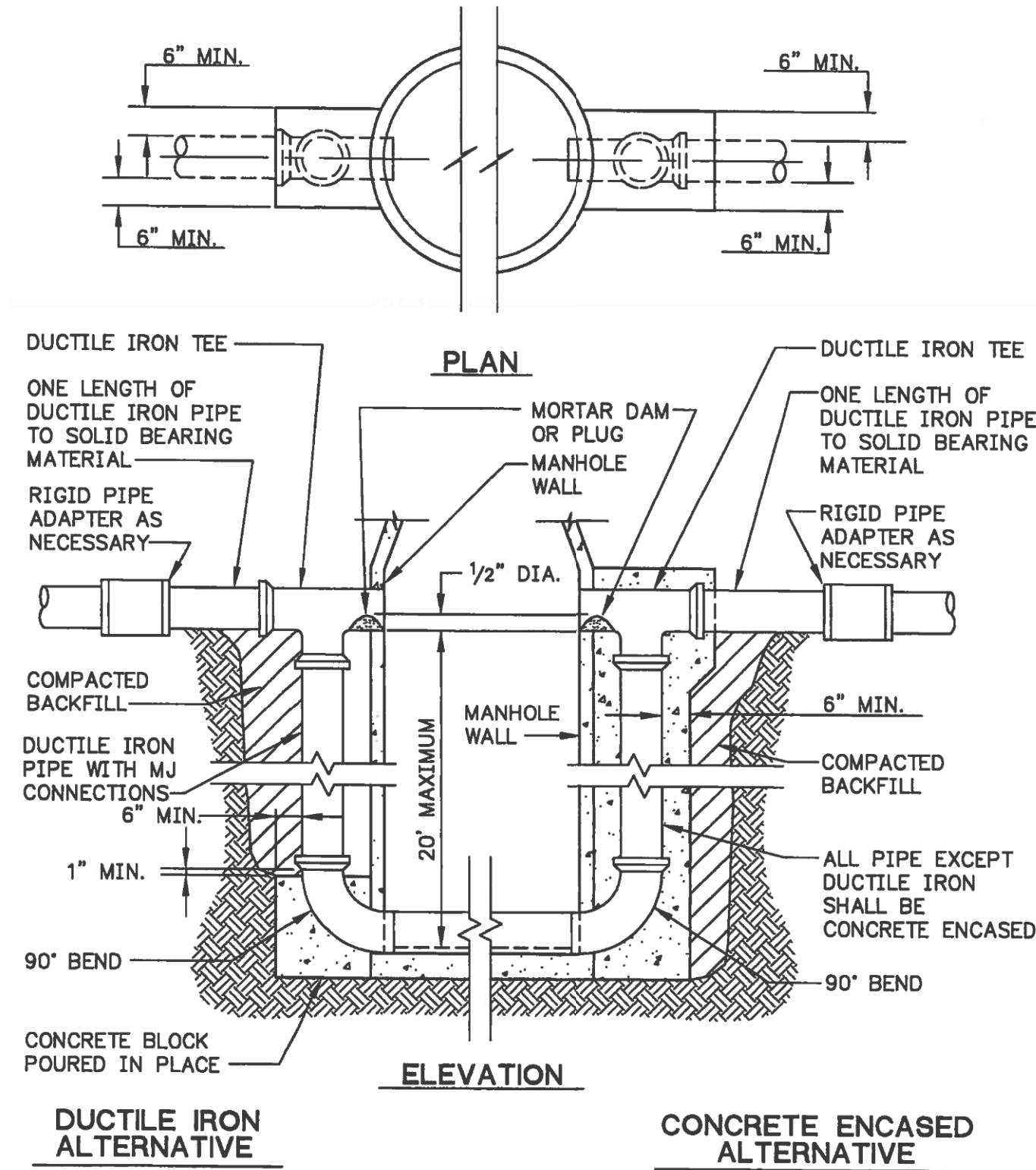
PARTS FOR 1 1/2" AND 2" SERVICE

- 1 - DOUBLE STRAP BRASS SADDLE WITH BRONZE STRAP
- 4 - FORD PACKJOINT COUPLINGS/PLASTIC PIPE
- SETTERS: 1 1/2" FORD VBH6612BX LENGTH WITH LOCKING BYPASS
- 2" FORD VBH7712BX LENGTH WITH LOCKING BYPASS
- (SETTER LENGTH WILL BE DETERMINED BY TOWN)
- CONCRETE METER BOX WITH STEEL COVER AND METER LID
- FOGTITE NO. 2
- 2 - GATE VALVES: 2 INCH-RESILIENT WEDGE SEATED (APWA C-509)
- 1 1/2 INCH-BRASS
- 2 - CAST IRON VALVE BOX WITH COVER
- WATER SERVICE LINE 200 PSI IPS PE 3408, ASTM D-2239

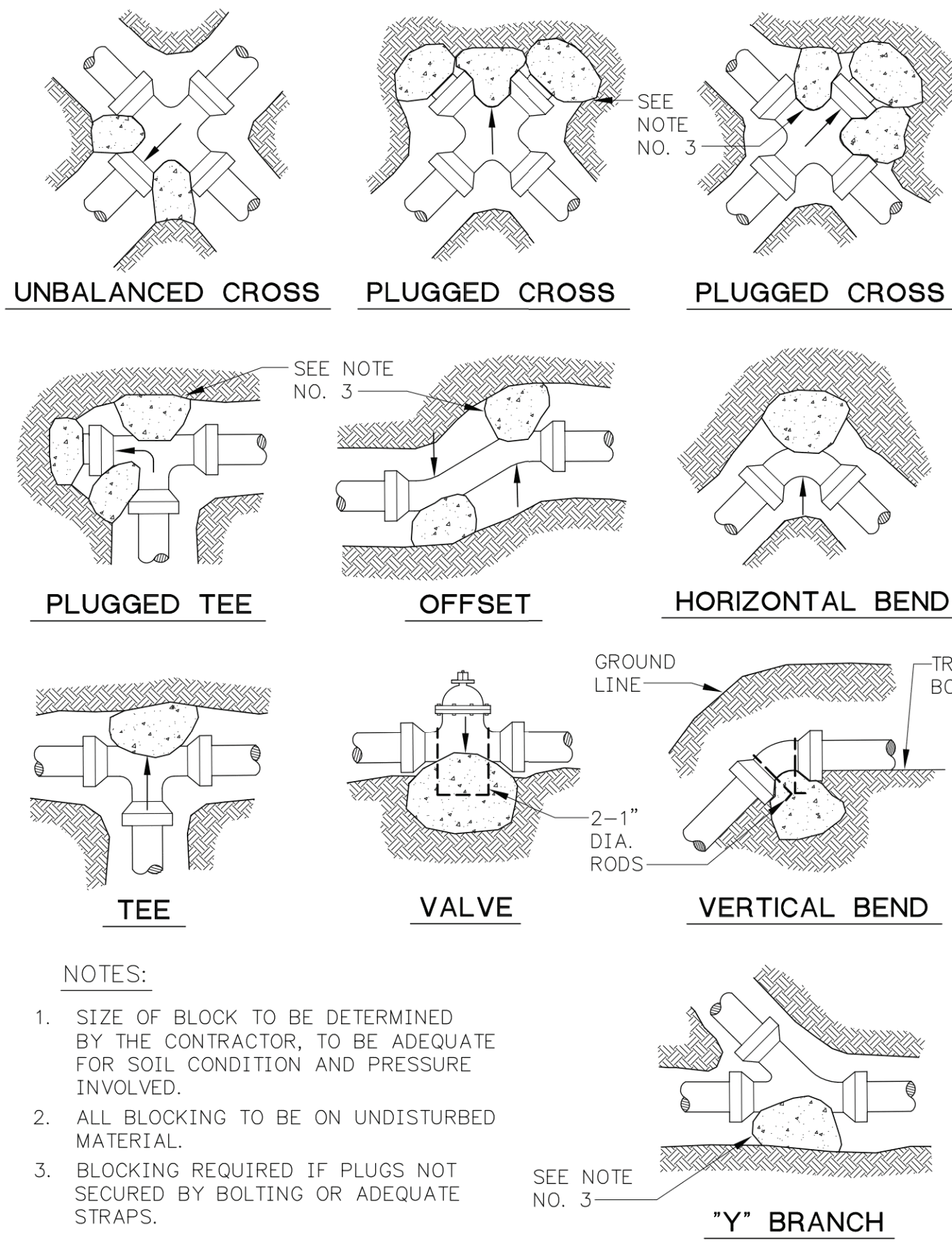
W2
3.1 **1 1/2" AND 2" WATER SERVICE**



W3
3.1 **FIRE HYDRANT ASSEMBLY**



S8a
3.1 **OUTSIDE DROP
MANHOLE CONNECTION**



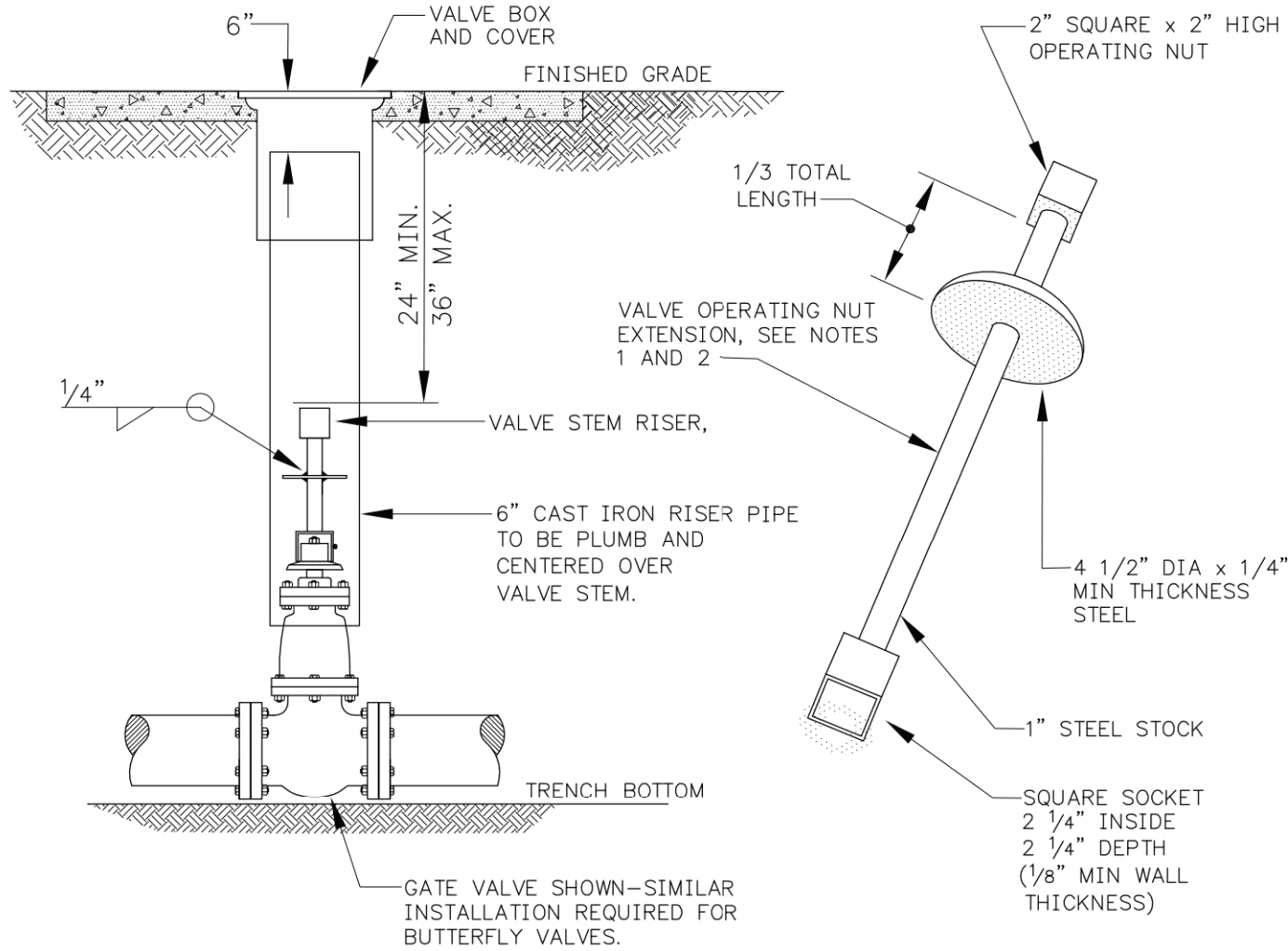
W4
3.1 **CONCRETE THRUST BLOCKING**

CUZ CONCRETE PRODUCTS
19604 67TH AVE NE ARLINGTON, WA 98223
(360) 435-5531 WWW.CUZCONCRETE.COM

CB BURLINGTON BASE

CUZ CONCRETE PRODUCTS
19604 67TH AVE NE ARLINGTON, WA 98223
(360) 435-5531 WWW.CUZCONCRETE.COM

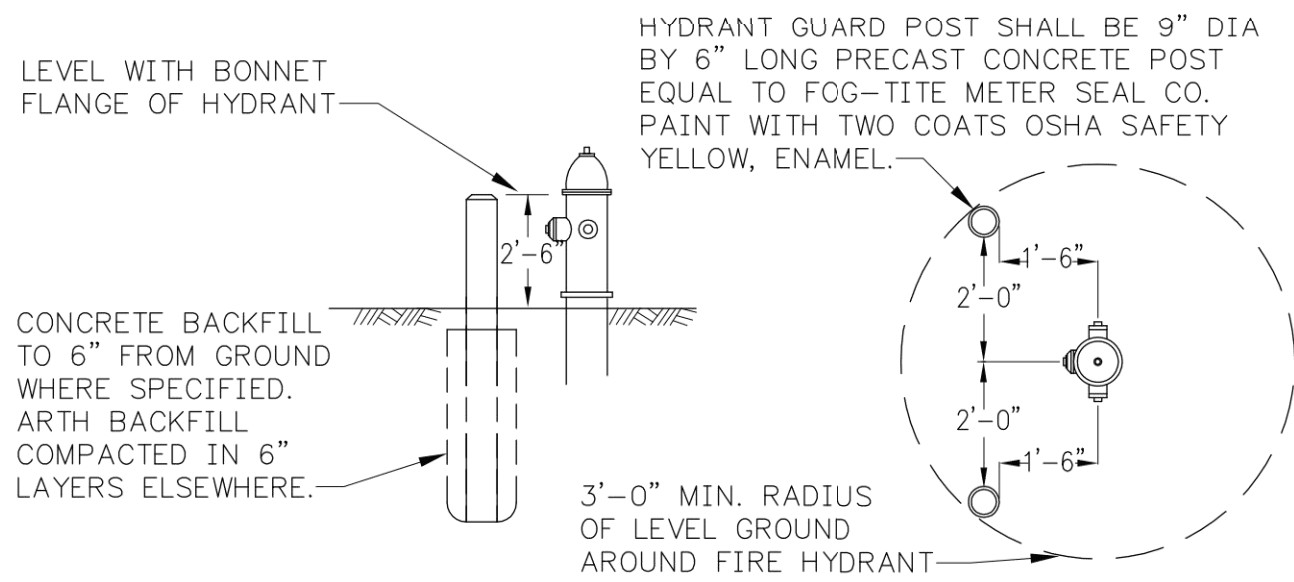
CB BURLINGTON



NOTES:

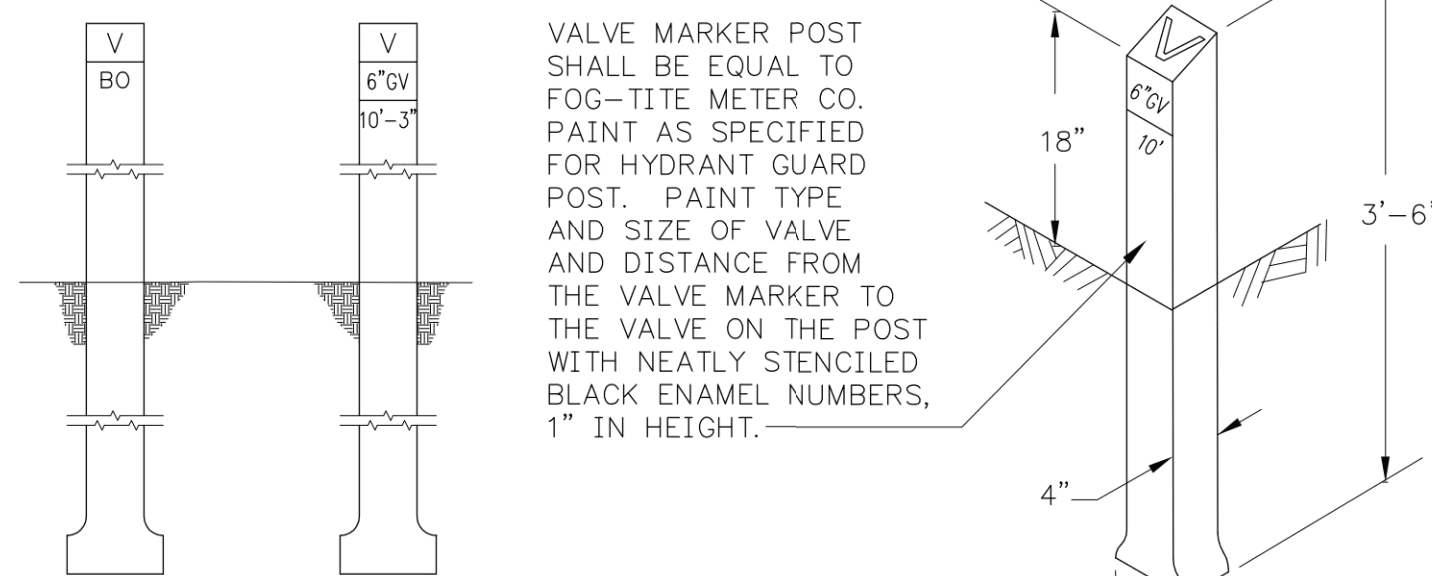
1. VALVE OPERATING NUT EXTENSIONS ARE REQUIRED WHEN THE VALVE NUT IS MORE THAN THREE (3) FEET BELOW FINISHED GRADE. EXTENSIONS ARE TO BE A MINIMUM OF ONE (1) FOOT LONG. ONLY ONE EXTENSION WILL BE ALLOWED PER VALVE.
2. ALL VALVE OPERATING NUT EXTENSIONS ARE TO BE MADE OF STEEL, SIZED AS NOTED, AND PAINTED WITH TWO (2) COATS OF METAL PAINT.

W6
3.2 VALVE OPERATING NUT EXTENSION



ELEVATION PLAN

FIRE HYDRANT GUARD POST



VALVE MARKER POST

NOTES:

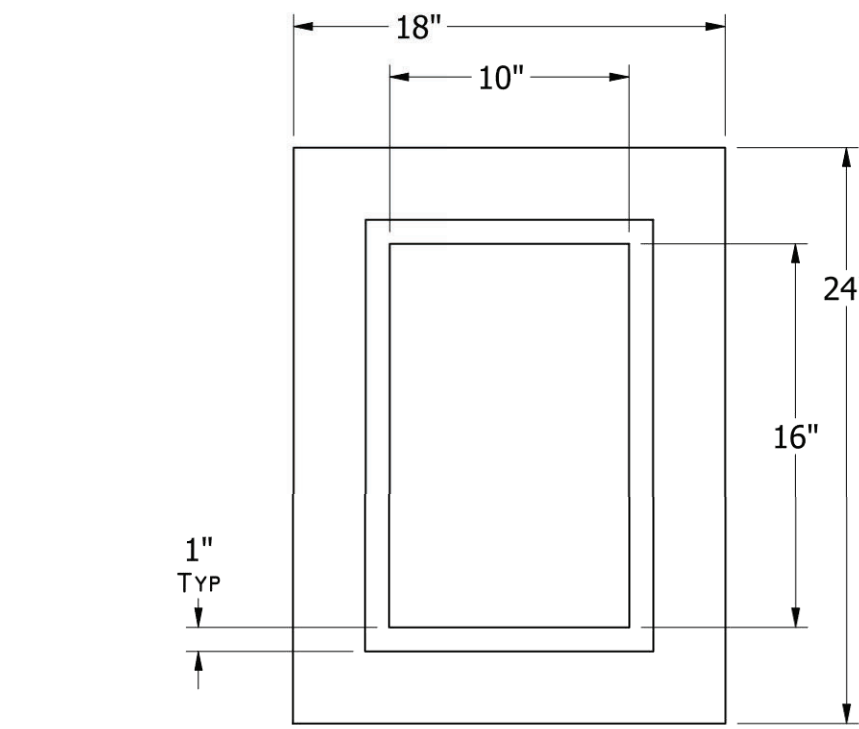
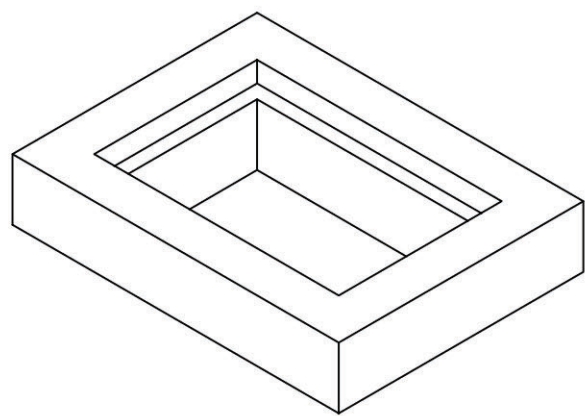
1. GUARD POSTS TO BE INSTALLED ONLY AS DIRECTED BY THE TOWN.
2. VALVE MARKERS TO BE USED FOR BLOW OFF AND MAINLINE VALVES OUTSIDE PAVED AREAS.

W8
3.2 VALVE MARKER POST
HYDRANT GUARD POST

- GENERAL NOTES:
- TOTAL WEIGHT: 800 LBS
 - CONFORMS TO WASHINGTON STATE APWA / WSDOT
 - ASTM C33 / C150: 28-DAY COMPRESSIVE STRENGTH F'c: 4000 PSI
 - REINFORCING REBAR: 0.12 SQ. IN PER FT.

CUZ CONCRETE PRODUCTS
19604 67TH AVE NE ARLINGTON, WA 98223
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CB BURLINGTON RISER

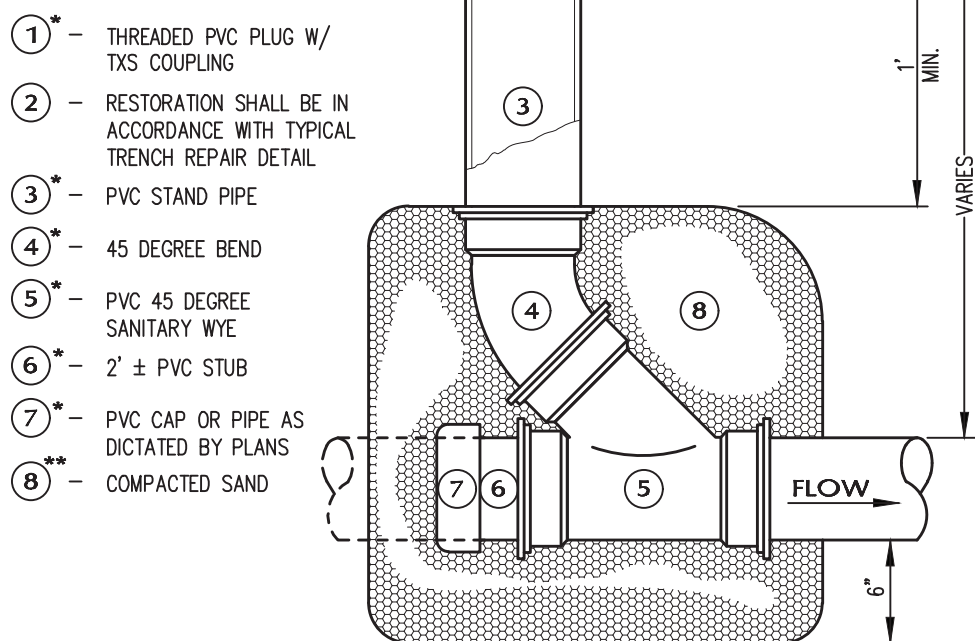


TOP VIEW

FRONT VIEW

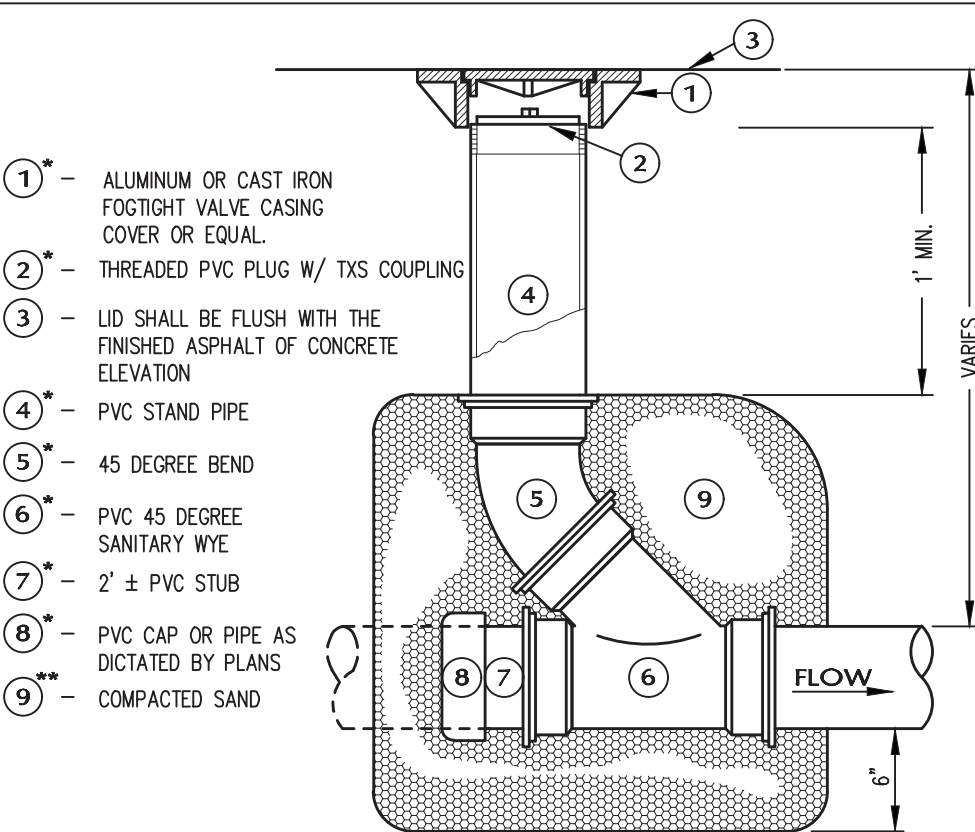
	Weight (lbs)
4"	150
6"	300

- GENERAL NOTES:
- CONFORMS TO WASHINGTON STATE APWA / WSDOT
 - ASTM C33 / C150: 28-DAY COMPRESSIVE STRENGTH F'c: 4000 PSI
 - REINFORCING REBAR: 0.12 sq. IN PER FT.



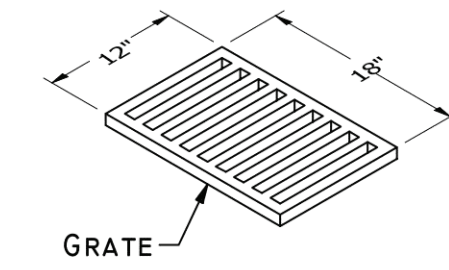
CLEANOUT DETAIL OUTSIDE ASPHALT OR CONCRETE AREAS

NOT TO SCALE



CLEANOUT DETAIL WITHIN ASPHALT OR CONCRETE AREAS

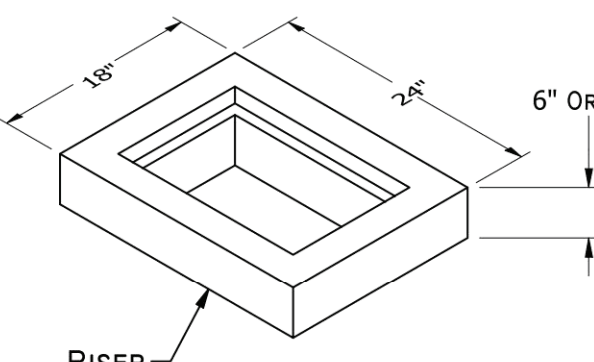
NOT TO SCALE



	W	L
Outside Dims.	18	24
Inside Dims.	10	16

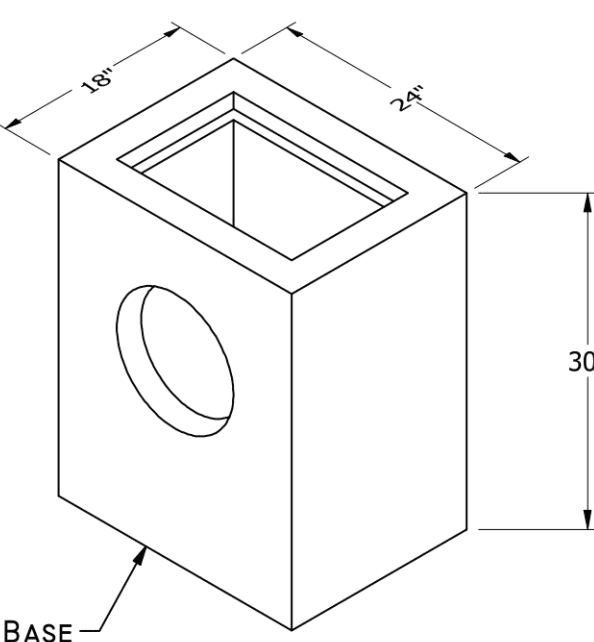
CONFORMS TO:

- WASHINGTON STATE APWA / WSDOT
- ASTM C33 & ASTM C150: 28-DAY COMPRESSIVE STRENGTH F'c = 4000 PSI



REINFORCING

- 0.12 SQ. IN. PER FOOT (ALL COMPONENTS)

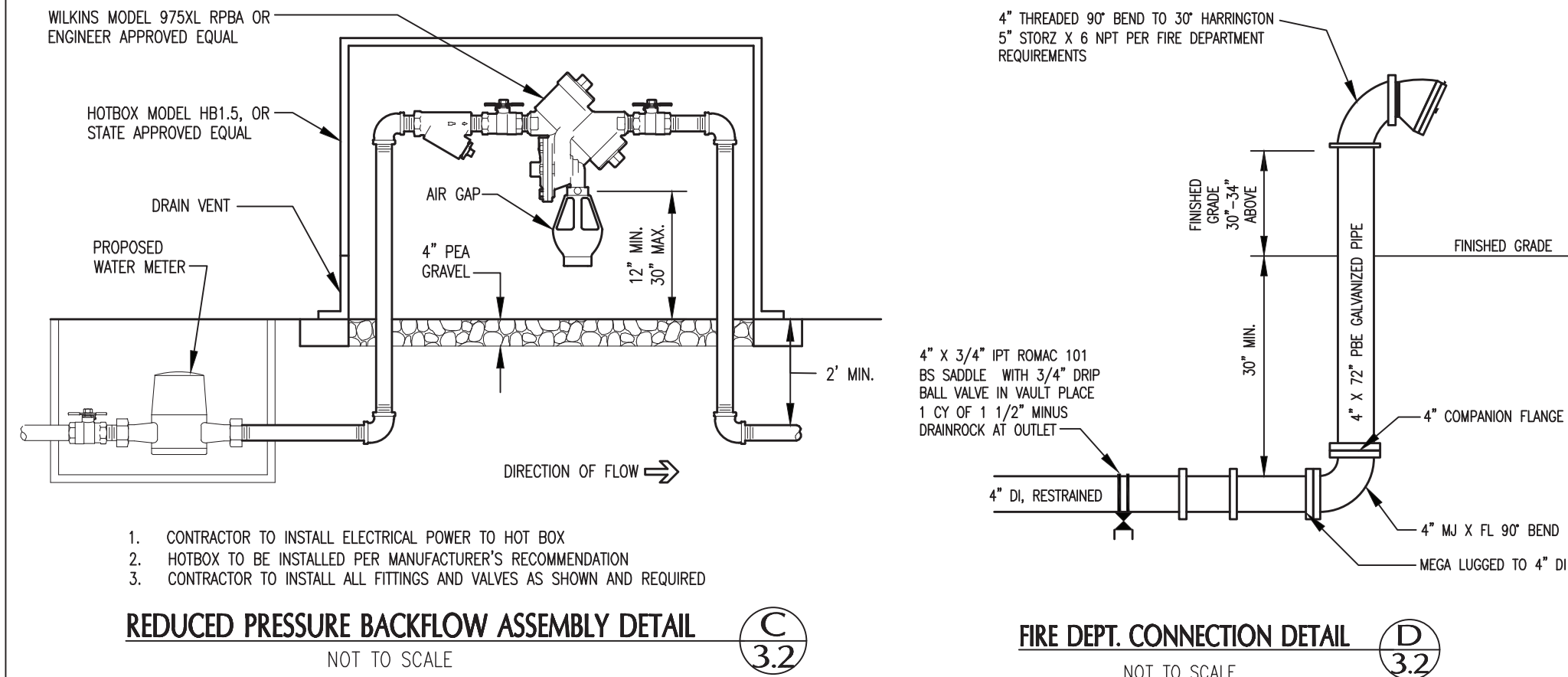


WEIGHTS

- 6" RISER: 150 LBS
- 12" RISER: 300 LBS
- BASE: 800 LBS

GRATE

- BASE AND RISERS ARE DESIGNED FOR USE OF THE GRATE WITH OR WITHOUT THE FRAME



REDUCED PRESSURE BACKFLOW ASSEMBLY DETAIL

NOT TO SCALE

FIRE DEPT. CONNECTION DETAIL

NOT TO SCALE

GENERAL NOTES:

(NOTE-1)

RESTORATION SHALL CONSIST OF REMOVING ALL ROCKS GREATER THAN 1" IN DIAMETER, BLENDING THE TOP OF THE TRENCH WITH THE SURROUNDING GRADE AND REMOVING ALL SPOILS FROM THE SITE.

IF THE EXISTING GRAVEL SHOULDER IS DISTURBED, REPAIR ACCORDING TO THE FOLLOWING REQUIREMENTS:

- A. 6" OF 5/8" MINUS CRUSHED SURFACING TOP COURSE PER SECTION 9-03.9(3), TO BE COMPACTED TO 95% OF MAXIMUM DENSITY.
- B. GRAVEL BORROW AS NECESSARY TO PREPARE ROAD PER SECTION 4-02 COMPACTED TO 95% OF MAXIMUM DENSITY. PLACE IN LOOSE LIFTS NOT EXCEEDING EIGHT INCHES.

(NOTE-2)

PIPE BEDDING AND COVER MATERIAL SHALL BE USED IN ALL TRENCHES REGARDLESS OF LOCATION. GRAVEL BORROW TRENCH BACKFILL SHALL BE USED IN ALL TRENCHES UNDER CRUSHED ROCK, CONSTRUCTION TRAFFIC AREAS, AND WITHIN FOUR FEET OF THE ABOVE-MENTIONED CONDITIONS.

(NOTE-3)

ANY SPECIAL CONDITIONS MUST FIRST BE APPROVED BY THE ENGINEER.

(NOTE-4)

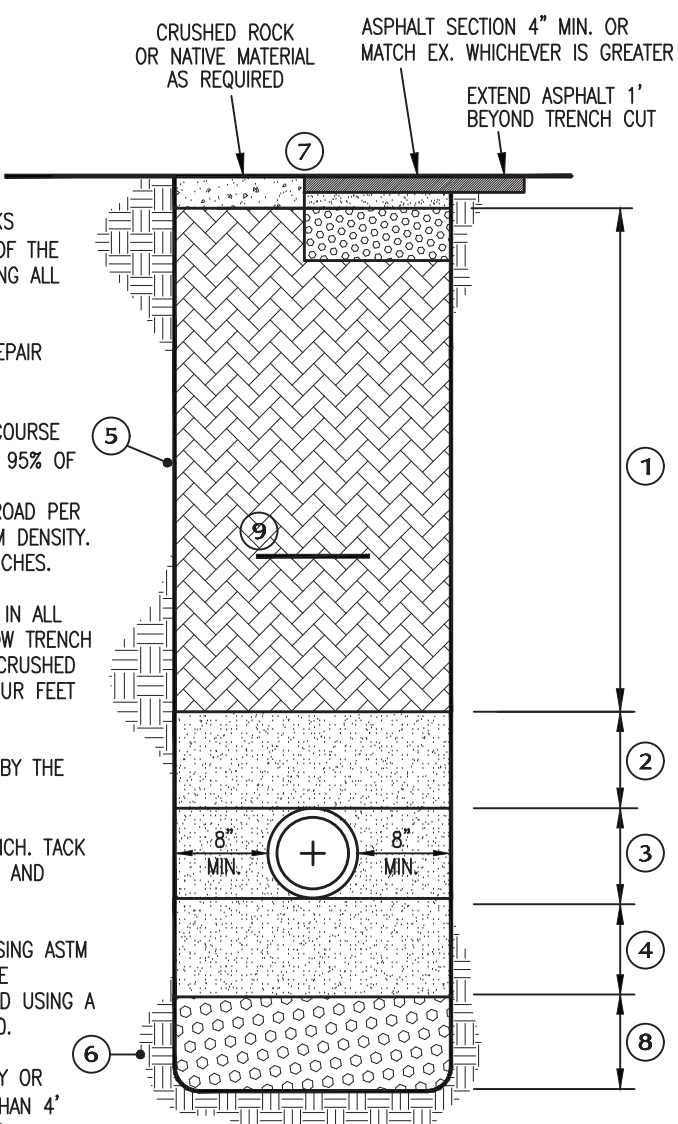
SAWCUT EXISTING ASPHALT 1" BEYOND EDGE OF TRENCH. TACK COAT FACE OF SAWCUT AND SEAL JOINT WITH CSS-1 AND SAND, APPLIED WITH HEAT.

(NOTE-5)

ALL DENSITIES FOR GRAVEL SHALL BE PROCTORED USING ASTM D-1557. ASPHALT SHALL BE PROCTORED USING STATE APPROVED METHODS. DENSITIES SHALL BE DETERMINED USING A NUCLEAR DENSOMETER CONFORMING TO ASTM D-2950.

(NOTE-6)

AT LOCATIONS WITHIN THE EXISTING ASPHALT ROADWAY OR WHERE THE EDGE OF THE UTILITY TRENCH IS LESS THAN 4" FROM THE EDGE OF ASPHALT, THE TRENCH SHALL BE BACKFILLED WITH CDP AS DIRECTED BY THE TOWN OF LA CONNER.



TYPICAL UTILITY TRENCH DETAIL

NOT TO SCALE

TRENCH NOTES:

1. GRAVEL BORROW PLACED IN LOOSE LIFTS NOT EXCEEDING 8" IN DEPTH AND COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY AT LOCATIONS WHERE REQUIRED AND/OR SPECIFIED. THE PERCENTAGE PASSING THE #200 SIEVE SHALL NOT EXCEED 5%. WATNE MATERIAL WHERE ACCEPTABLE MAY BE USED. PLACE NATIVE MATERIAL IN LIFTS NOT EXCEEDING 12 INCHES AND COMPACT TO A MINIMUM OF 90%.
2. 6" OF SAND, BUCKSHOT OR GRAVEL 100% PASSING THE 1/4" SCREEN TO BE HAND-COMPACTED ABOVE THE CROWN OF THE PIPE.
3. HAND-COMPACTED SAND, BUCKSHOT OR GRAVEL 100% PASSING THE 1/4" SCREEN TO BE HAND-COMPACTED ABOVE THE CROWN OF THE PIPE.
4. 6" OF SAND, BUCKSHOT OR GRAVEL 100% PASSING THE 1/4" SCREEN TO BE HAND-COMPACTED ABOVE THE CROWN OF THE PIPE.
5. TRENCH LINE.
6. UNDISTURBED EARTH.
7. SURFACE RESTORATION SHALL BE IN ACCORDANCE WITH GENERAL NOTE-1.
8. IN TRENCHES WITH SOFT, YIELDING MATERIAL, AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL OVER-EXCAVATE TO 2" BELOW PIPE INVERT AND BACKFILL WITH 2 1/2" MINUS BALLAST AGGREGATE THE BOTTOM OF PIPE BEDDING.
9. PLACE DETECTABLE TRACER TAPE (MIN. 1" ABOVE PIPE) PER SECTION 9-15.18 OF THE 2023 STANDARD SPECIFICATIONS.

PROJECT:

CENTER STREET
MIXED-USE
FOR
KSA INVESTMENTS, LLC

SHEET DESCRIPTION:


WATER, CATCH BASIN &
CONSTRUCTION DETAILS



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

C3.2

LA CONNER, WASHINGTON



Julie Heilmann
State of Washington
41010
REGISTERED
PROFESSIONAL ENGINEER

Heilmann, Julie
Feb 20 2018 12:55 PM

Julie Heilmann

**RECTANGULAR
HERRINGBONE GRATE**


STANDARD PLAN B-30.50-0

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Completed Jan
Feb 27 2018 7:59 AM

STATE DESIGN ENGINEER

Washington State Department of Transportation



Michael S
Fleming

Digitally signed by Michael S
Fleming
Date: 2020.09.24 07:40:16 -0700

**CEMENT CONCRETE
SIDEWALK**


STANDARD PLAN F-30-10-0

SHEET 1 OF 1 SHEET


APPROVED FOR PUBLICATION

Date: 2020.09.25
12:43:50 -0700

STATE DESIGN ENGINEER



Washington State Department of Transportation



 A. SCOTT ZELLER
 STATE OF WASHINGTON
 No. 36802
 MECHANICAL ENGINEERING
 REGISTERED PROFESSIONAL ENGINEER


Zeller, Scott
 360.122.0914 x 254 PM

**CEMENT CONCRETE
 DRIVEWAY ENTRANCE**
TYPES 1, 2, 3, & 4
STANDARD PLAN F-80.10-0

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
 Checked: Jeff
 360.122.0914 x 254 PM
 A. Scott Zeller
 360.122.0914 x 254 PM

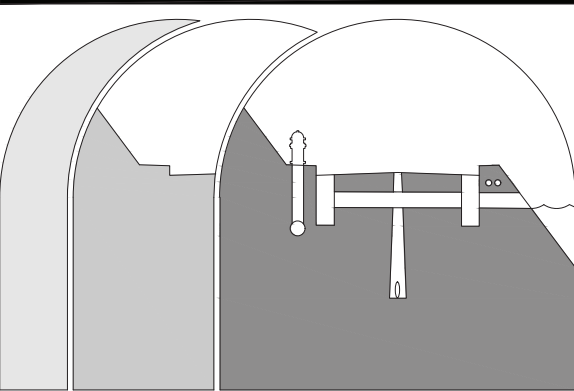
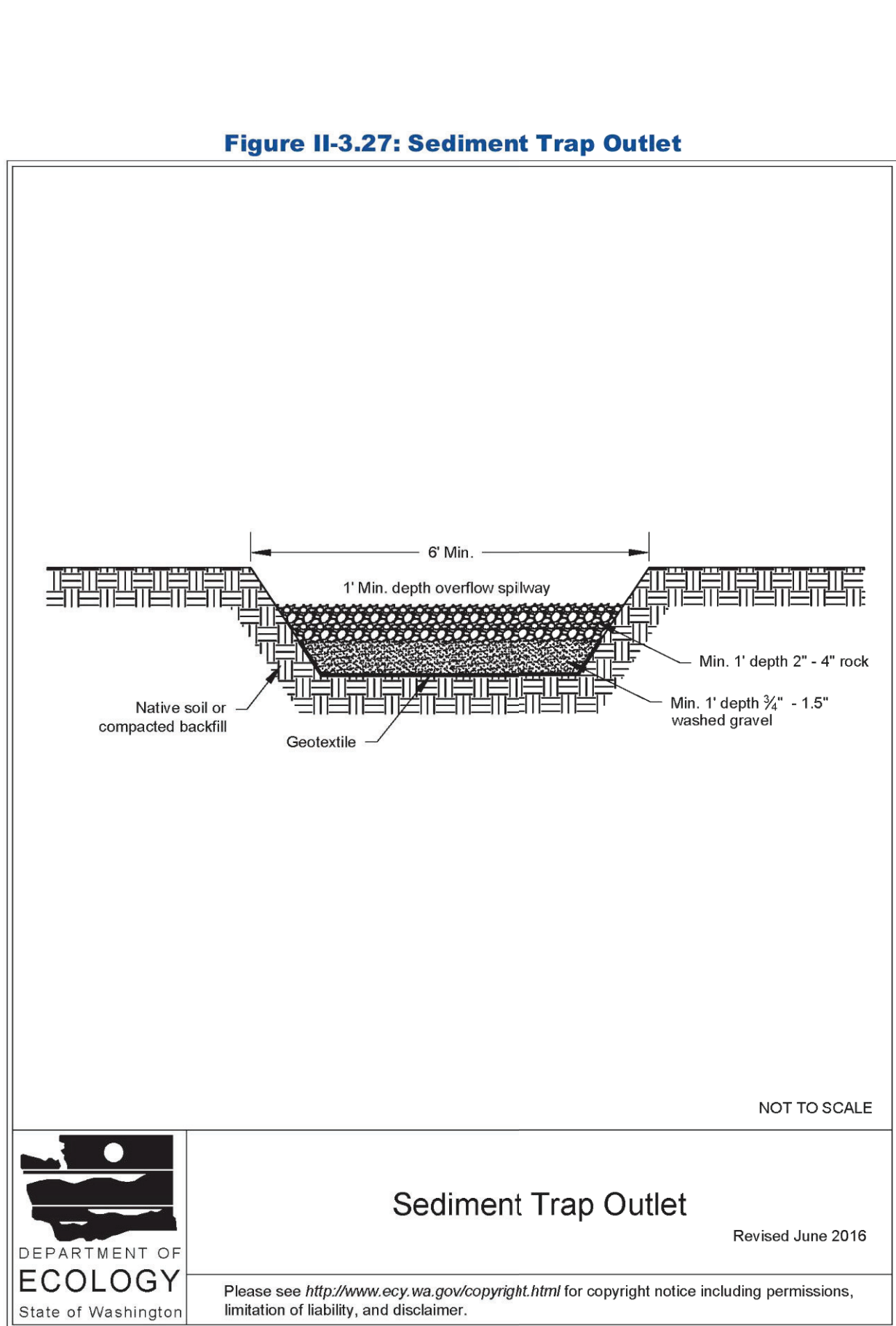
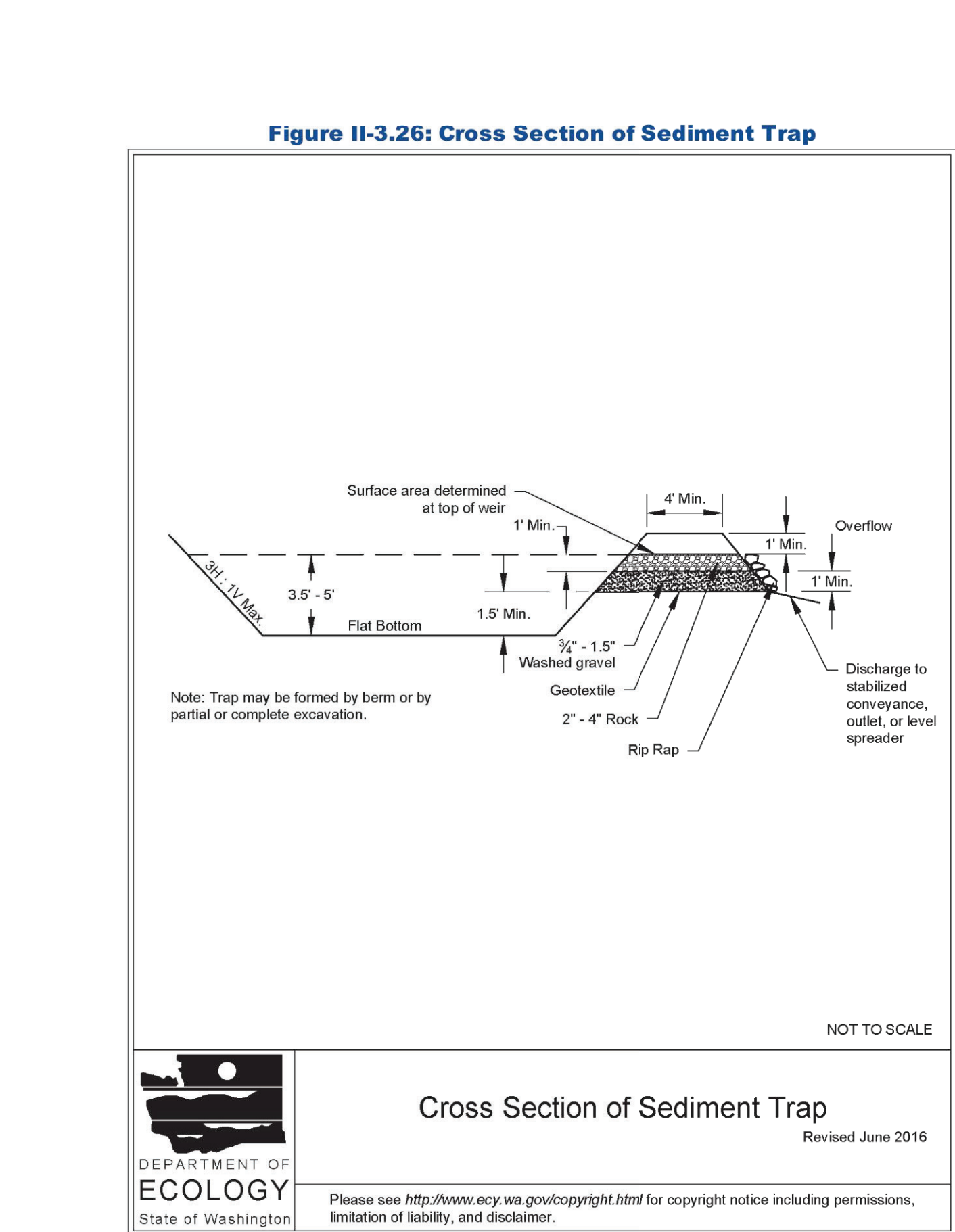
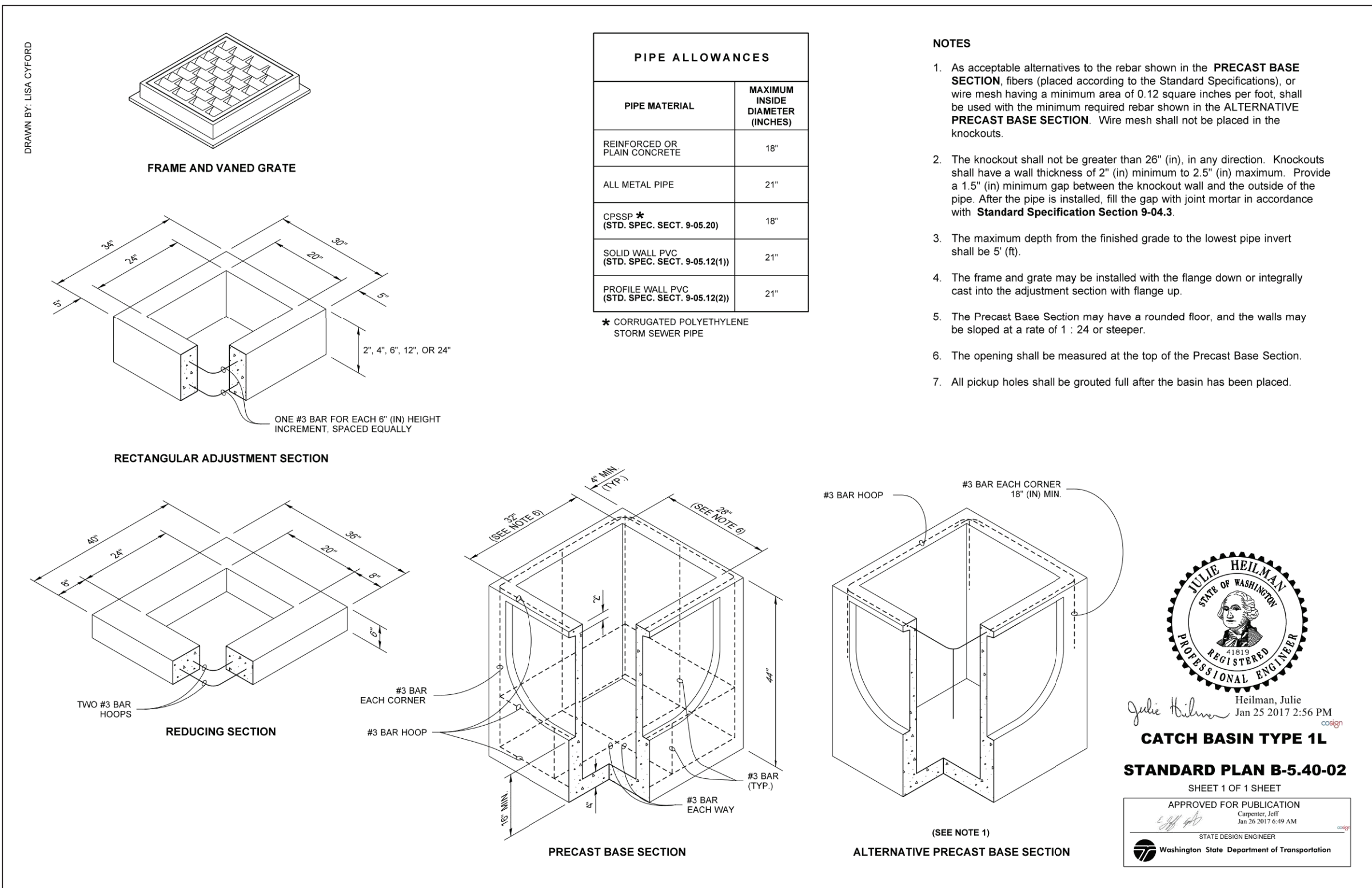
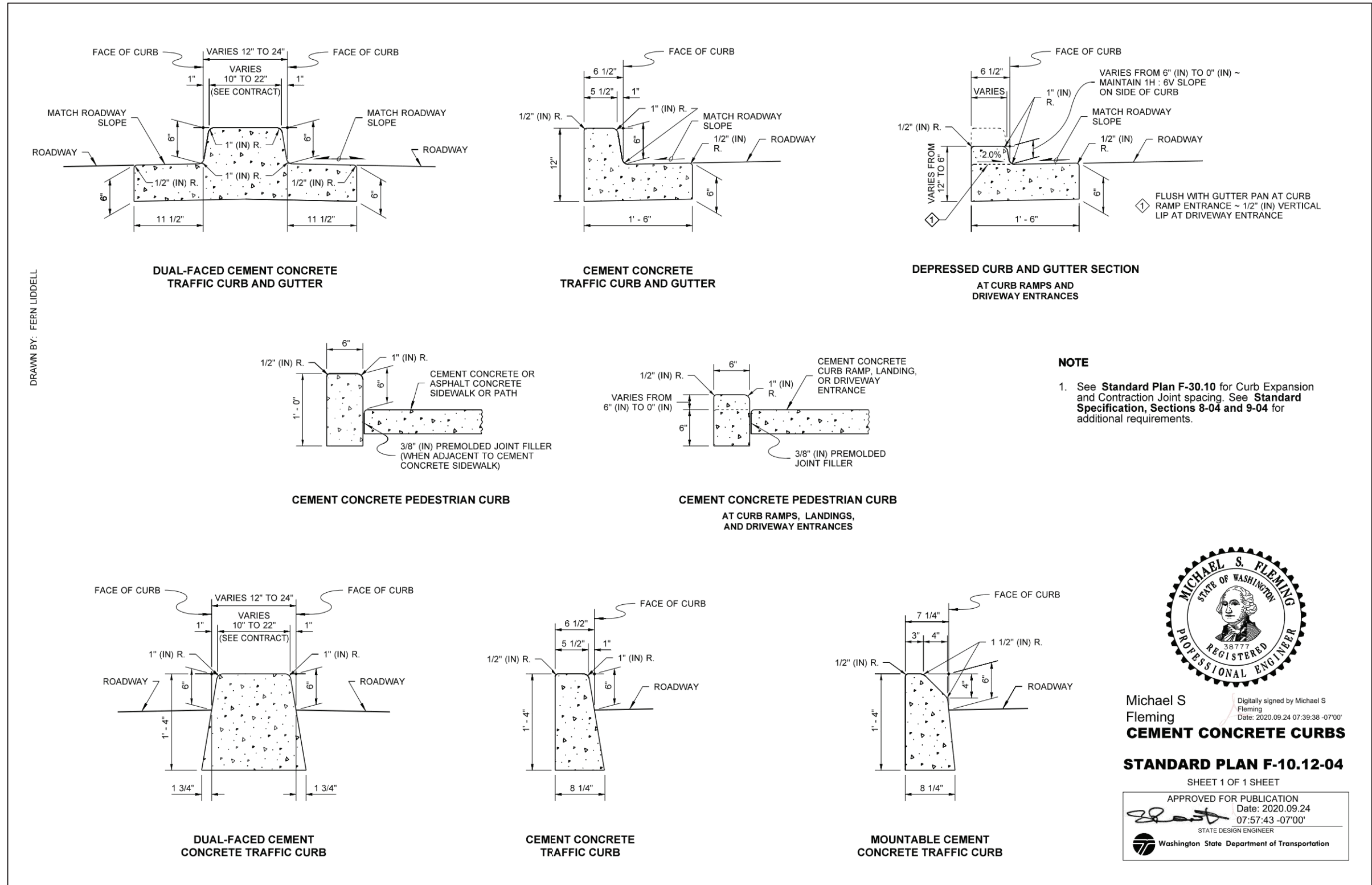
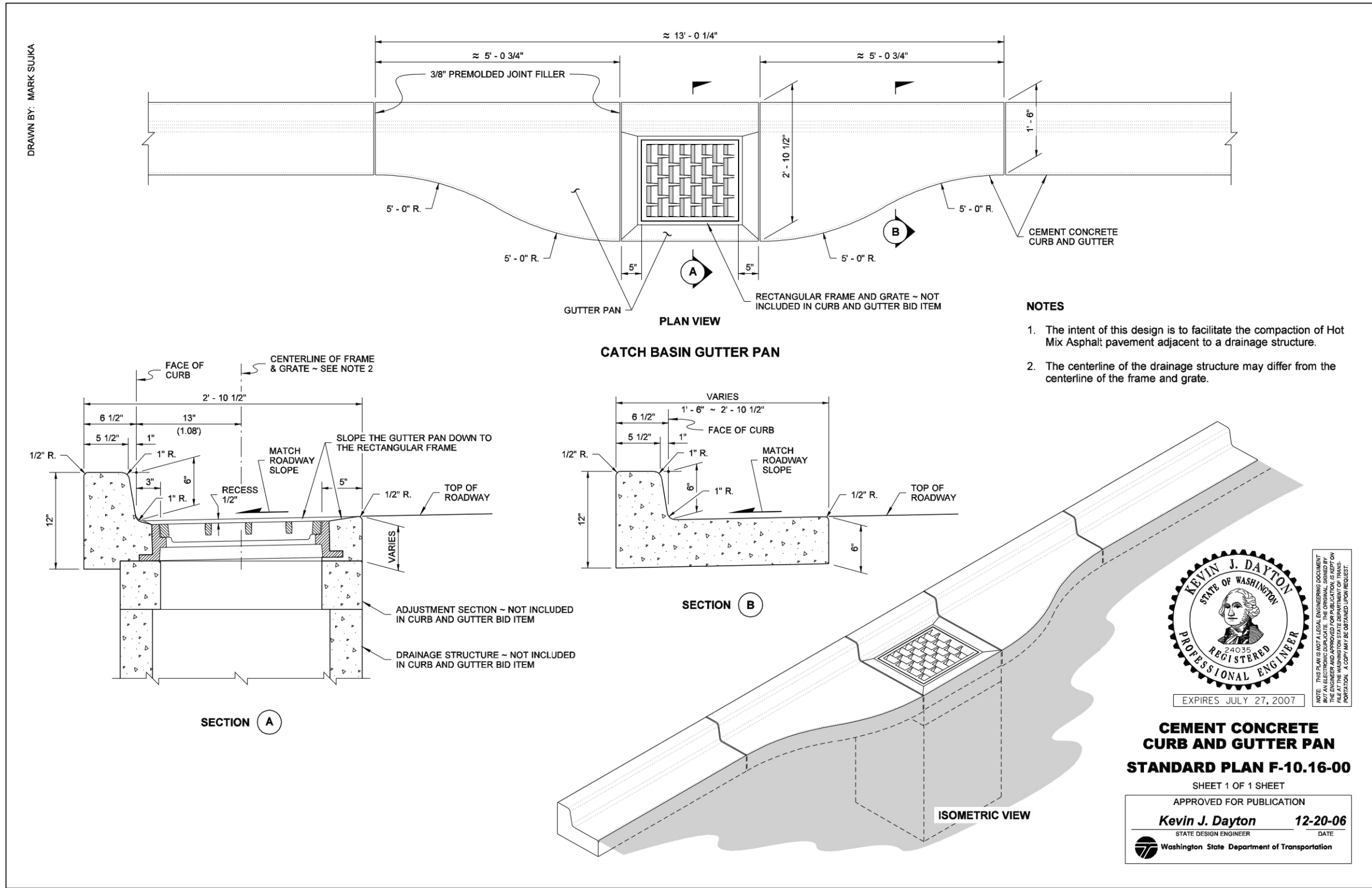
STATE DESIGN ENGINEER


 Washington State Department of Transportation

PROJECT: **CENTER STREET
MIXED-USE** FOR **KSA INVESTMENTS, I**

WSDOT STANDARD PLANS

C3.3



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	DESCRIPTION
1	9.22.23	ARCHITECT REVISION
2	11.27.23	DEA REVISION
3	2.29.24	ARCH REVISION

**CALL 48 HOURS
BEFORE YOU DIG
1.800.424.5555**

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

**WSDOT STANDARD PLANS
& SEDIMENT TRAP DETAIL**

PROJECT:

SHEET DESCRIPTION:



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

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/APWA, 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. 1-800-424-5555, 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.
- DURING ALL PHASES OF CONSTRUCTION, THE CONTRACTOR SHALL SWEEP AND REMOVE ALL DEBRIS TRACKED ONTO THE EXISTING ROADS. FAILURE TO KEEP ROAD FREE FROM DEBRIS OFF EXISTING ROADWAY MAY CAUSE WORK STOPPAGE. THE CONTRACTOR SHALL ALSO WATER THE SITE (IF REQUIRED) TO REDUCE CONSTRUCTION DUST.
- AT ALL TIMES, TRAFFIC LANES SHALL BE MAINTAINED ON EXISTING ROADS. TEMPORARY AND PARTIAL ROAD CLOSURE SHALL BE APPROVED BY TOWN OF LA CONNER PUBLIC WORKS, FIRE, AND POLICE DEPARTMENTS PRIOR TO CONSTRUCTION. DURING CONSTRUCTION WITHIN THE RIGHT-OF-WAYS, THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT FOR TRAFFIC CONTROL AND CONSTRUCTION WARNING/CONTROL SIGNS.
- THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS CONCERNING DISPOSAL OF MATERIALS, ALL ASPHALT, CONCRETE, BRICK, AND STRUCTURES REMOVED FROM THIS SITE SHALL BE DISPOSED OF IN AN APPROVED SITE OBTAINED BY THE CONTRACTOR.
- 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 TOPSOIL MATERIALS, FREE OF ROD 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 SHALL BE REMOVED FROM SITE AND DISPOSED AT AN APPROVED DISPOSAL SITE RETAINED BY THE CONTRACTOR.
- ALL PORTIONS OF THE SITE UNDER THE PROPOSED ASPHALT SHALL BE EXCAVATED TO EXPOSE A NON-ORGANIC MATERIAL SUITABLE FOR CONSTRUCTION. THE SUBGRADE SHALL BE PREPARED CONFORMING TO SECTION 2-6.3(1) OF THE STANDARD SPECIFICATIONS, AND COMPACTED TO A MINIMUM DENSITY WITH A MINIMUM SHOWN WITH A 27" CARTRIDGE. STORMFILTER CATCHBASIN CONFIGURATIONS ARE AVAILABLE WITH A DRY INLET BAY FOR VECTOR CONTROL. PEAK HYDRAULIC CAPACITY PER TABLE BELOW. IF THE SITE CONDITIONS EXCEED PEAK HYDRAULIC CAPACITY, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

- STORM CATCH BASINS AS INDICATED ON THE PLANS SHALL CONFORM TO TOWN OF LA CONNER PUBLIC WORKS DEPARTMENT AND: BURLINGTON CATCH BASIN PER CUZ CONCRETE CB DETAIL TYPE 1 CATCH BASIN PER WSDOT STD PLAN B-5-20-01 TYPE 1L CATCH BASIN PER WSDOT STD. PLAN B-4-0-01 CATCH BASIN STD. GRADE PER WSDOT STD. PLAN B-30-50-01 ALL CATCH BASINS SHALL HAVE A MINIMUM 4'-0" FOOT SUMP UNLESS OTHERWISE INDICATED.

IF SUBGRADE CONDITIONS ARE SOFT BELOW PROPOSED STRUCTURES, THE FOUNDATION SHALL BE OVER-EXCAVATED TWO-FOOT BELOW THE STRUCTURE AND THREE FEET FROM THE SIDES OF THE STRUCTURE, AND BACK-FILLED WITH MECHANICALLY COMPACTED 2-1/2" QUARRY SPALLS. ALL STRUCTURE JOINTS MUST BE GASKETED.

- ALL PVC 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 MUDDIED 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 OF INTO THE DOWNSTREAM DRAINAGE SYSTEM, BUT DISPOSED OF 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.
 - "OUTFALL TO STREAM DUMP NO POLLUTANTS" - 1/2-INCH LETTERS ON ALL GRATES
- 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 LOCTITE 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

- 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.
- SEWER PIPE SHALL BE PVC, CONFORMING TO ASTM D 3034, SDR 35 AND SECTION 9-05.12 OF THE 2024 STANDARD SPECIFICATIONS. ALL CATCH BASINS SHALL BE BUILT AND CONSTRUCTION SHALL CONFORM TO SECTION 7-08 AND SECTION 7-11 WSDOT/APWA, AND THE TOWN OF LA CONNER PUBLIC WORKS DEPARTMENT.
- 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 WITHIN CONCRETE AND ASPHALT AREAS.
- THE CONTRACTOR IS TO INSTALL ALL COMPONENTS OF THE SANITARY SEWER SYSTEM TO PREVENT ANY INTRUSION ON EXISTING GROUNDWATER.
- AIR PRESSURE TESTING, IF REQUIRED BY THE TOWN OF LA CONNER PUBLIC WORKS, SHALL BE PERFORMED BY THE CONTRACTOR ON ALL PROPOSED SANITARY SEWERS. THE PRESSURE TEST SHALL BE PERFORMED AT TWO 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 EXCAVATED 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 BEDDED WITH PEA GRAVEL OR BUCKSHOT WITH 100% 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.
- TRENCH BACKFILL MATERIAL SHALL CONSIST OF COMPACTED GRAVEL BORROW PLACED IN LOOSE LIFTS NOT EXCEEDING EIGHT INCHES AND COMPACTED TO A MINIMUM OF 100% MAXIMUM DENSITY AS DETERMINED AS ASTM D 1557 TESTING PROCEDURE. THE INITIAL LIFT OF GRAVEL TRENCH BACKFILL OVER THE PIPE SHALL NOT EXCEED 18 INCHES IN ORDER TO PROTECT THE PIPE. STRUCTURAL FILL SHALL BE USED TO 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.
- NATIVE SOIL MATERIALS MAY BE USED AS TRENCH BACKFILL ONLY AT LOCATIONS BEYOND THOSE REQUIRING 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 WILL ONLY BE ACCEPTED WITH THE APPROVAL OF THE GEOTECHNICAL ENGINEER, AND THE NATIVE SOILS MUST BE COMPACTED TO A MINIMUM OF 105 PERCENT MAXIMUM DRY DENSITY. THE USE OF NATIVE SOILS AS TRENCH BACKFILL SHALL NOT PRECLUDE THE MINIMUM ASPHALT SECTION REQUIREMENTS AS IDENTIFIED ON THE CIVIL PLANS.
- 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.
- 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 BACKFILL WITH TWO INCH TO FOUR INCH SHOT ROCK MATERIAL. WHERE OVER EXCAVATING EXPOSES SIMILAR UNSTABLE CONDITIONS, TRENCH OVER EXCAVATION SHALL BE DONE TO TWO FEET BELOW THE PIPE BEDDING MATERIAL AND BACKFILLED WITH TWO INCH TO FOUR INCH SHOT ROCK MATERIAL.
- THE CONTRACTOR SHALL PROVIDE AND COORDINATE WITH PUGET SOUND ENERGY, VERIZON NORTHWEST, 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 LOTS SHOWN HEREIN, UNLESS SPECIFICALLY IDENTIFIED OTHERWISE ON THE PLANS. ALL NONMUTUAL UTILITY CONDUITS SHALL HAVE DETECTABLE MARKING TAPE CONFORMING TO WSDOT SECTION 9-15.18 INSTALLED DURING CONDUIT PLACEMENT.
- PEA GRAVEL SHALL NOT BE USED WITHIN ANY PORTION OF THE WATER SYSTEM.
- THE OWNER SHALL RETAIN LICENSED AND QUALIFIED PERSONNEL TO PROVIDE COMPACTION TESTING FOR THE FOLLOWING:
 - 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.

- CRUSHED SURFACING TOP COURSE SHALL CONFORM TO SECTION 9-03.9(3) OF THE 2024 STANDARD SPECIFICATIONS. EACH LIFT SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 100% 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.

- 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 ABUTTING EDGES OF EXISTING ASPHALT SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT STREET EDGE FOR THE NEW ASPHALT. ALL SAW CUT FACES SHALL BE TACK COATED AS WELL AS ALL STRUCTURES THAT ABUT ASPHALT. THE SURFACE JOINT BETWEEN EXISTING AND NEW ASPHALT MUST BE SEALED WITH HEAT-APPLIED CSS-1 AND SAND COAT. ASPHALT SURFACE THAT HAS LOOSE MATERIAL OR POROUS CONDITIONS AS DETERMINED BY THE ENGINEER SHALL BE SEALED ACCORDING TO SECTION 5-04.3(5) 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 ROADS.

- 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 100% 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 AS TO RETAIN HEAT. THE OWNER SHALL RETAIN LICENSED MATERIALS TESTING PERSONNEL TO PROVIDE COMPACTION TESTS AT 50-FOOT GRID/INTERVAL THROUGHOUT THE PARKING LOT AND ROAD SECTION. IF COMPACTION TEST RESULTS OF HOT MIX ASPHALT INDICATE LESS THAN 91% THE OWNER MAY, AT HIS EXPENSE, HAVE CORE SAMPLES TAKEN AND ANALYZED TO SUBSTANTIATE DENSITY. HOT MIX ASPHALT THAT DOES NOT MEET THE REQUIRED COMPACTION, SHALL EITHER BE REMOVED BY THE CONTRACTOR AT THEIR EXPENSE OR SHALL HAVE EQUAL THE INTENDED DESIGN AND GRADE AND ASPHALT TO COMPENSATE FOR UNACCEPTABLE COMPACTION TEST RESULTS SHALL BE THE EXPENSE OF THE CONTRACTOR. NO ASPHALT PAVING OR ROLLING COMPACTION OF ASPHALT IS ALLOWED AFTER DARK. ALL ROLLING SHALL BE COMPLETED BY SUNSET TIME.

- 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 EDGES WITH FULL DEPTH EXPANSION JOINTS INSTALLED AT 25-FOOT INTERVALS WITH ONE-INCH SCORED STRESS JOINTS INSTALL AT FIVE FEET ON CENTER. EXTRUDED CURB SHALL BE PLACED ON FINISHED CONCRETE SURFACE AND BONDED WITH CONCRETE EPOXY OR CONCRETE SLURRY. CURBS SHALL BE PLACED IN STRAIGHT LINES AND ACCORDING TO RADI SHOWN ON THE PLANS. PAVEMENT THAT EXTENDS MORE THAN THREE INCHES BEYOND THE BACK OF EXTRUDED CONCRETE CURB SHALL BE SAW 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

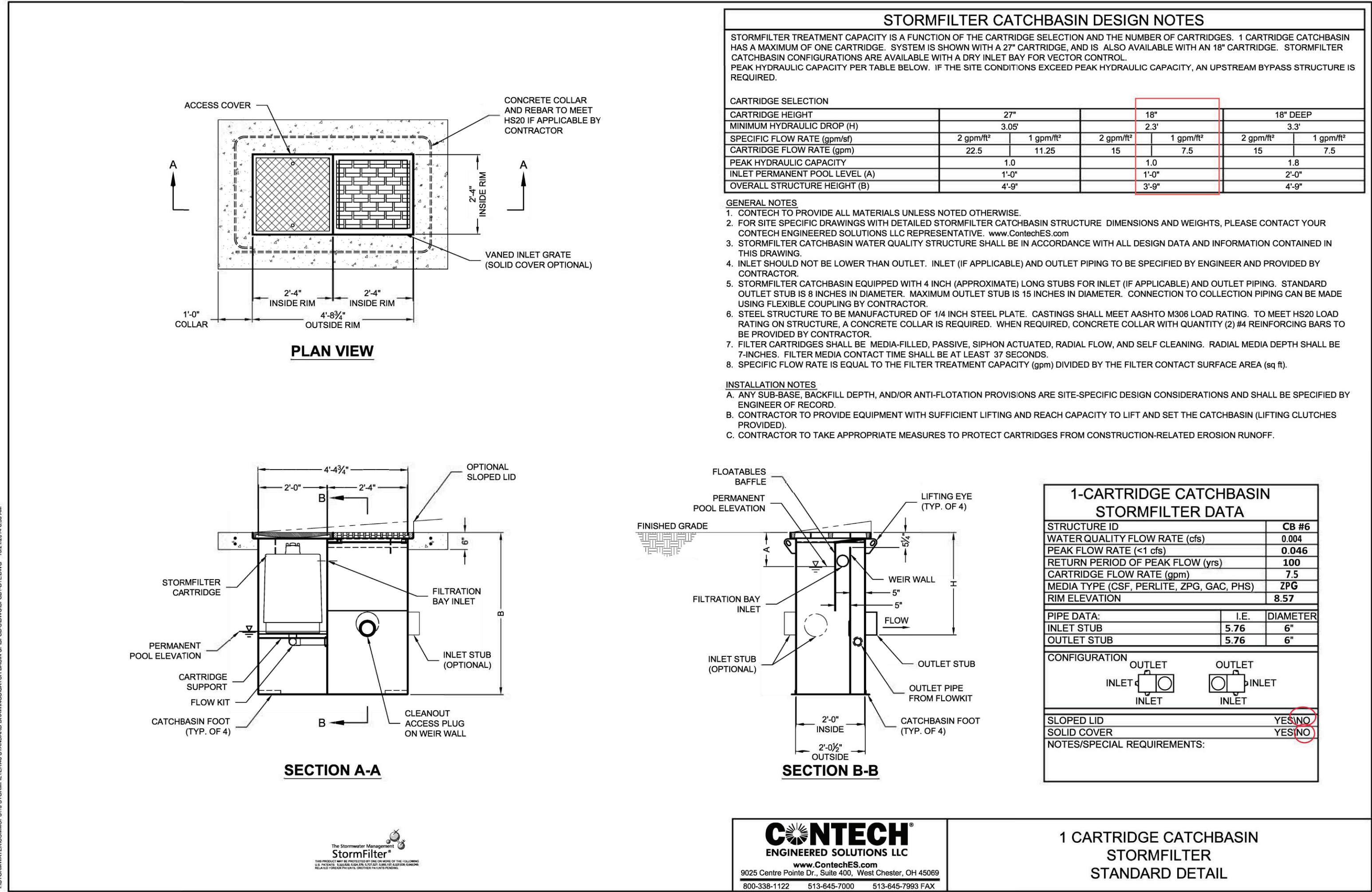
- THE FOLLOWING MATERIALS ARE ACCEPTABLE FOR THE STORM SEWERS IDENTIFIED ON THE PLANS:
 - PVC PIPE (POLYVINYL CHLORIDE) OVER 8" IN DIAMETER SHALL CONFORM TO SECTION 9-05.12(2) OF THE STANDARD SPECIFICATIONS, MEETING THE REQUIREMENTS OF ASTM D3034.SDR35. PVC PIPE 8" IN DIAMETER AND UNDER SHALL CONFORM TO SECTION 9-05.1(5) OF THE STANDARD SPECIFICATIONS MEETING THE REQUIREMENTS OF AASHTO M 294 TYPE S.
 - CORRUGATED POLYETHYLENE PIPE (CPP) SHALL HAVE A SMOOTH BARREL INTERIOR, CORRUGATED EXTERIOR, CONFORMING TO SECTION 9-05.1(7) MEETING THE REQUIREMENTS OF AASHTO M294.
 - PROFILE WALL PVC STORM PIPE 15" AND UNDER SHALL CONFORM TO SECTION 9-05.12(2) OF THE STANDARD SPECIFICATIONS, MEETING THE REQUIREMENTS OF AASHTO M294.SDR35. ALL FITTINGS SHALL CONFORM TO ASTM F 794. ALL PIPES SHALL HAVE GASKETED JOINTS.

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 CONSTRUCTION STANDARDS, 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 AFORMENTIONED MANUAL FOR REFERENCE ON-SITE WITH CIVIL PLAN SETS.



NOTES

- At marked crosswalks, the connection between the curb ramp and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in front of the Curb Ramp where it connects to the roadway.
- See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
- See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type..." does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length, the running slope of the Curb Ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the landing over a horizontal distance of 15 feet. Do not include the abutting landing in the 15-foot max. measurement.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
- Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.

LEGEND

- SLOPE IN EITHER DIRECTION
- 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)
- 9.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (10% MAX.)



Digitally signed by R. Scott Zeller
Date: 2020.09.22 12:23:53 -0700

PERPENDICULAR CURB RAMP

STANDARD PLAN F-40.15-04

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Date: 2020.09.25 14:44:37 -0700

STATE DESIGN ENGINEER
Washington State Department of Transportation

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	DESCRIPTION	APPROVED
1	9.22.23	ARCHITECT REVISION	P.L.S.
2	11.27.23	DEA REVISION	P.L.S.
3	2.29.24	ARCH REVISION	P.L.S.

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FOR
KSA INVESTMENTS, LLC

STANDARD
SPECIFICATIONS &
STORMFILTER 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:

C4.0