

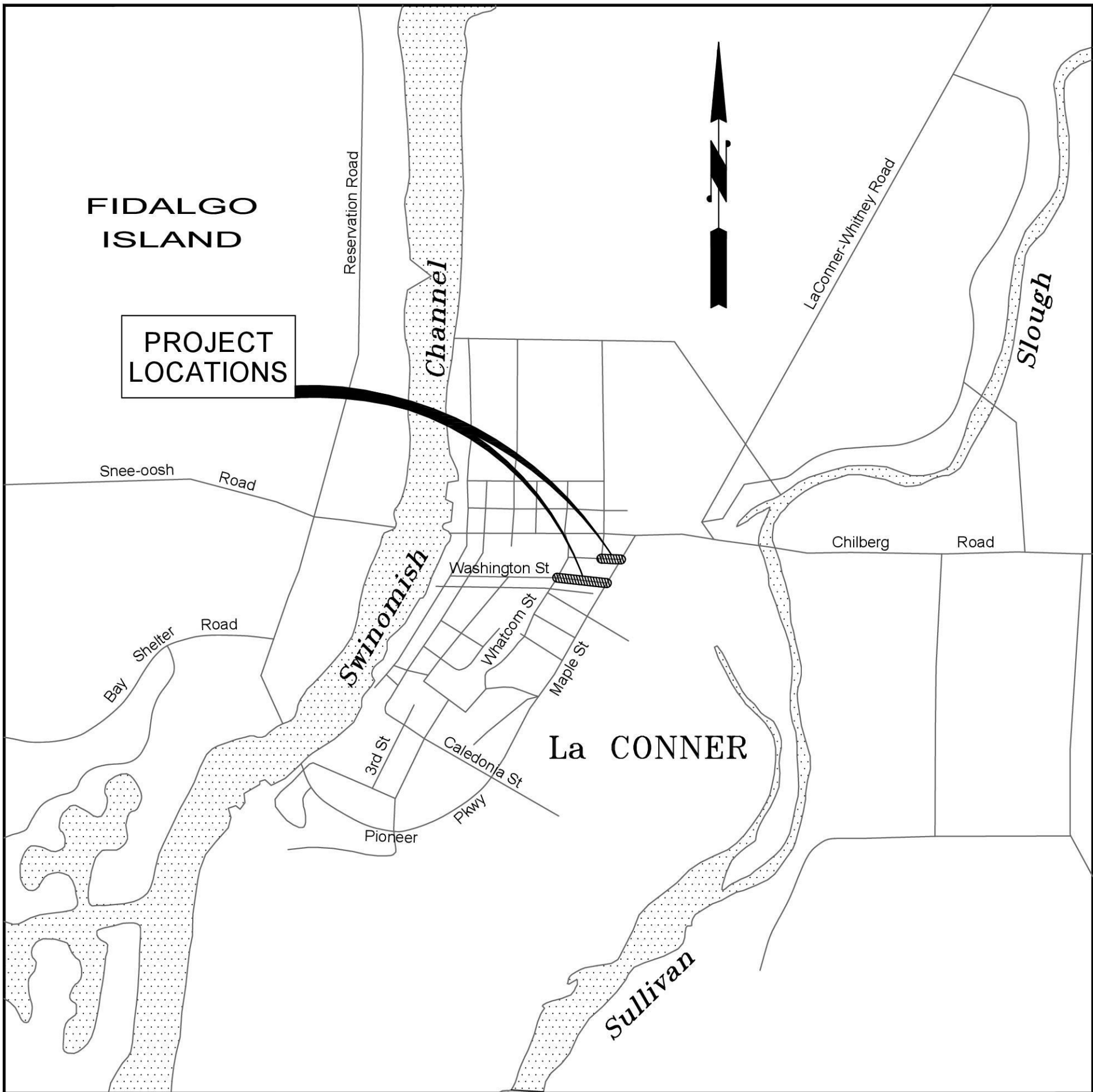
TOWN OF LA CONNER

WASHINGTON ST AND ROAD ST

PEDESTRIAN IMPROVEMENTS

GENERAL NOTES

- 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."
- THE LOCATION OF THE EXISTING UTILITIES SHOWN ON THE DRAWING ARE APPROXIMATE. LOCATION AND PROTECTION OF UNDERGROUND UTILITIES SHALL BE IN ACCORDANCE WITH CHAPTER 19.122 RCW. CALL 1-800-424-5555 AT LEAST TWO BUSINESS DAYS BEFORE ANY EXCAVATION.
- CAUTION - EXTREME HAZARD - THE CONTRACTOR IS CAUTIONED THAT OVERHEAD ELECTRICAL SERVICE LINES ARE GENERALLY NOT SHOWN ON THE DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXTENT OF ANY HAZARD CREATED BY OVERHEAD ELECTRICAL POWER AND SHALL FOLLOW ANY APPLICABLE PROCEDURES AS REQUIRED BY LAW.
- APPROXIMATE LIMITS WHERE WORK IS REQUIRED IS SHOWN ON PLANS. ACTUAL LIMITS WILL BE FIELD PAINTED PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL VERIFY THAT A SMOOTH TRANSITION OCCURS AT BOUNDARIES OF DIFFERENT TYPES OF ROADWAY REPAIRS.
- ASPHALT CEMENT PAVING (AC) SHALL BE CLASS B HMA.
- ALL SOILS, ORGANIC MATERIAL AND ASPHALT PAVING THAT IS EXCAVATED IS TO BE DISPOSED OF OFFSITE.
- RAISE ALL STORM DRAINS, VALVE BOXES, MANHOLE COVERS AND MONUMENT COVERS TO MATCH FINISH GRADE. MONUMENT COVERS MUST BE RAISED WITHOUT DISTURBING MONUMENT. RISER EXTENSION CASTINGS ARE ACCEPTABLE.
- CONTRACTOR TO COORDINATE LIMITED ROAD CLOSURES WITH TOWN. PROVISIONS REQUIRED TO ALLOW TRAFFIC TO IMPACTED PROPERTIES.
- THE CONTRACTOR SHALL ARRANGE AND ATTEND A PRECONSTRUCTION CONFERENCE PRIOR TO THE START OF CONSTRUCTION.
- STATIONING IS ALONG PROPOSED STORM DRAIN ALIGNMENT.
- CONTRACTOR SHALL SUBMIT TESC PLAN AT PRE-CONSTRUCTION CONFERENCE.
- CATCH BASINS TO BE TYPE 1 PER TOWN STANDARD PLAN B-1.
- INLETS TO BE PER WSDOT STANDARD PLAN B-25.60-3.
- CATCH BASINS AND INLETS TO BE PROVIDED WITH HERRING BONE GRATE PER STANDARD PLAN B-2D.
- POTHOLE ALL UTILITY CROSSINGS PRIOR TO THE START OF CONSTRUCTION TO OBTAIN DEPTH INFORMATION. NOTIFY ENGINEER OF ANY CONFLICTS WITH EXISTING UTILITIES ONCE THE POTHOLE DATA IS OBTAINED.
- DRIVEWAYS TO BE TYPE 1 PER STANDARD PLAN F-4.
- CURB AND GUTTER MUST BE SLOPED TOWARD EXISTING OR PROPOSED STORM STRUCTURES TO AID IN STORMWATER RUNOFF AND COLLECTION. LOW POINTS SHALL BE CATCH BASIN OR INLET RIM ELEVATION.



VICINITY MAP

NO SCALE

SHEET INDEX

- | | |
|---|--|
| 1 | COVER SHEET - GENERAL NOTES, LEGEND, VICINITY MAP |
| 2 | WASHINGTON ST PLAN AND PROFILE - STA -0+25 to STA 3+49 |
| 3 | ROAD ST PLAN AND PROFILE - STA -0+25 TO STA 1+59 |
| 4 | RRFB LOCATION |
| 5 | DETAILS |
| 6 | DETAILS |
| 7 | DETAILS |
| 8 | DETAILS |

LEGEND

PROPOSED	EXISTING	DESCRIPTION
	⊗ WV	WATER VALVE
	⊗ WM	WATER METER
	⊗ W	WATER MANHOLE
	⊗ S	FIRE HYDRANT
	⊗ D	SEWER MANHOLE
	⊗	STORM DRAIN MANHOLE
	⊗	STORM CATCH BASIN
	⊗	POST OR BOLLARD
	⊗	MAILBOX
	⊗	SIGN
	⊗	POINT ELEVATION
	⊗	POWER POLE
	⊗	GUY POLE
	⊗	GUY ANCHOR
	⊗	GUTTER FLOW LINE
	⊗	WATER PIPE
	⊗	SANITARY SEWER PIPE
	⊗	STORM DRAIN PIPE
	⊗	GAS PIPE
	⊗	BUILDING LINE
	⊗	FENCE LINE (TYPE AS NOTED)
	⊗	PROPERTY LINE
	⊗	EXISTING RIGHT-OF-WAY LINE
	⊗	ROCKERY
	⊗	SHRUBBERY
	⊗	CONCRETE PAVING
	⊗	ASPHALT PAVING

ABBREVIATIONS

- | | |
|------|-----------------------------------|
| AC | ASBESTOS CEMENT |
| CB | CATCH BASIN |
| CPP | CORRUGATED PLASTIC PIPE |
| DW | DRIVEWAY |
| EX | EXISTING |
| IE | INVERT ELEVATION |
| LF | LINEAR FEET |
| PH | POTHOLE |
| R | RADIUS |
| RRFB | RECTANGULAR RAPID FLASHING BEACON |



WASHINGTON ST AND ROAD ST
PEDESTRIAN IMPROVEMENTS

TOWN OF LA CONNER
COVER SHEET

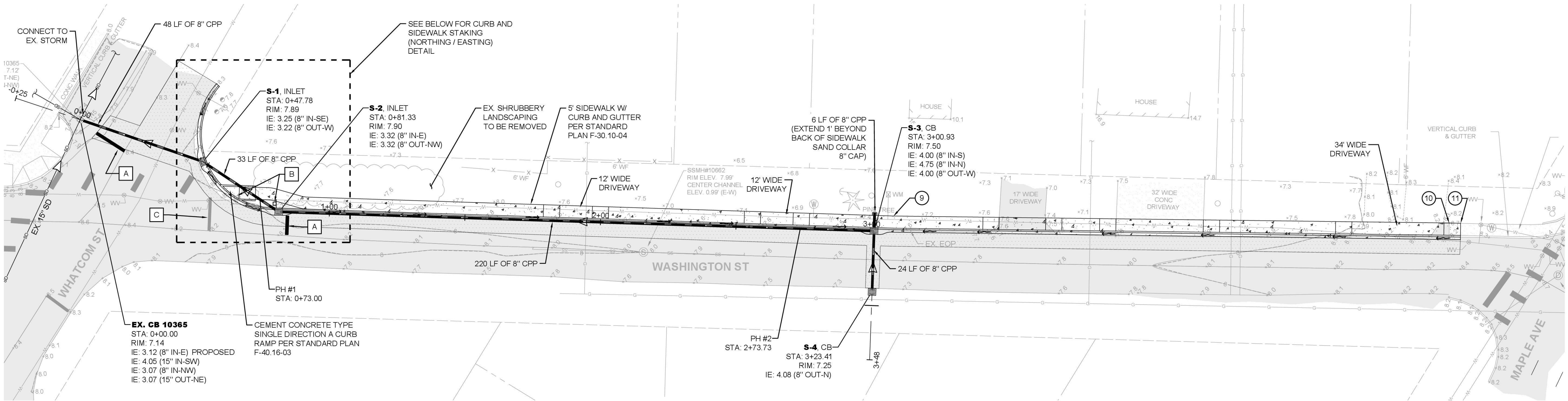
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LA CONNER

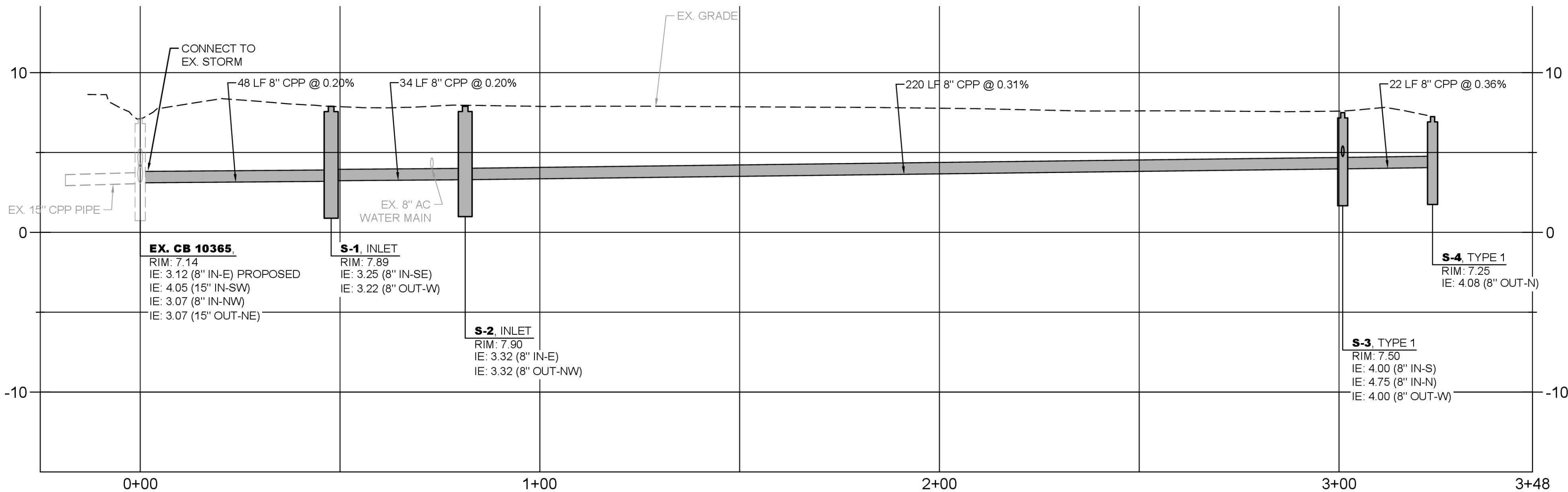
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PROJECT NO.
TOLC00002014
SHEET NO. 1 of 8



WASHINGTON STREET PLAN
STA -0+25 TO STA 3+49



WASHINGTON STREET PROFILE
STA -0+25 TO STA 3+49
SCALE - H: 1"=20', V: 1"=5'

PROPOSED CATCH
BASIN/INLET TABLE

S-1	NORTHING:	511833.0564'
	EASTING:	1237462.3297'
S-2	NORTHING:	511816.8831'
	EASTING:	1237489.1080'
S-3	NORTHING:	511810.7460'
	EASTING:	1237708.6424'
S-4	NORTHING:	511785.1155'
	EASTING:	1237707.7962'

POTHOLE INFORMATION
TABLE

PH #1 - EX. 8" AC WATER, 37" TO TOP,
36" FROM FOG LINE

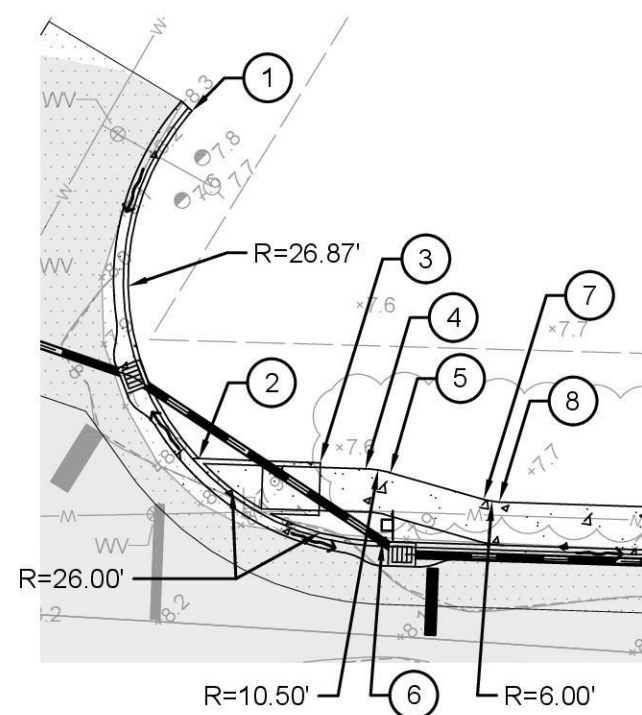
PH #2 - EX. 8" AC WATER, 39" TO TOP, 45"
FROM FOG LINE

CHANNELIZATION NOTES

- PAINTED STOP BAR PER STANDARD
PLAN M-15-10-02
- RELOCATE EXISTING STOP SIGN AND
STREET NAME SIGNS.
- REMOVE EXISTING STOP BAR.
- MATCH PROPOSED PAVEMENT
MARKINGS INTO EXISTING MARKINGS

SIDEWALK STAKING (BACK OF WALK)
NORTHING AND EASTING TABLE

① N: 511860.8081' E: 1237467.1762'	⑦ N: 511820.3324' E: 1237497.5854'
② N: 511824.6041' E: 1237467.8998'	⑧ N: 511820.0735' E: 1237499.1955'
③ N: 511824.1534' E: 1237467.8998'	⑨ N: 511813.0854' E: 1237715.7100'
④ N: 511823.5257' E: 1237485.2328'	⑩ N: 511810.5210' E: 1237920.6030'
⑤ N: 511823.1107' E: 1237487.8358'	⑪ N: 511810.4143' E: 1237924.7879'
⑥ N: 511815.9738' E: 1237486.9891'	



CURB AND SIDEWALK STAKING
(NORTHING / EASTING) DETAIL



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WASHINGTON ST AND ROAD ST
PEDESTRIAN IMPROVEMENTS

TOWN OF LA CONNER

WASHINGTON ST PLAN AND PROFILE
STA - 0+25 TO STA 3+49

LA CONNER

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NO. DATE REVISION: _____
BY: CK

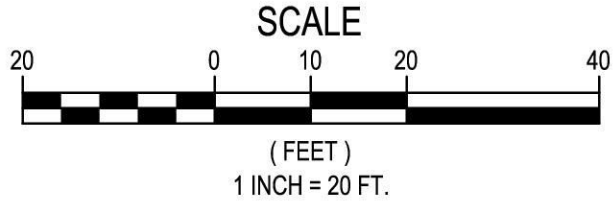
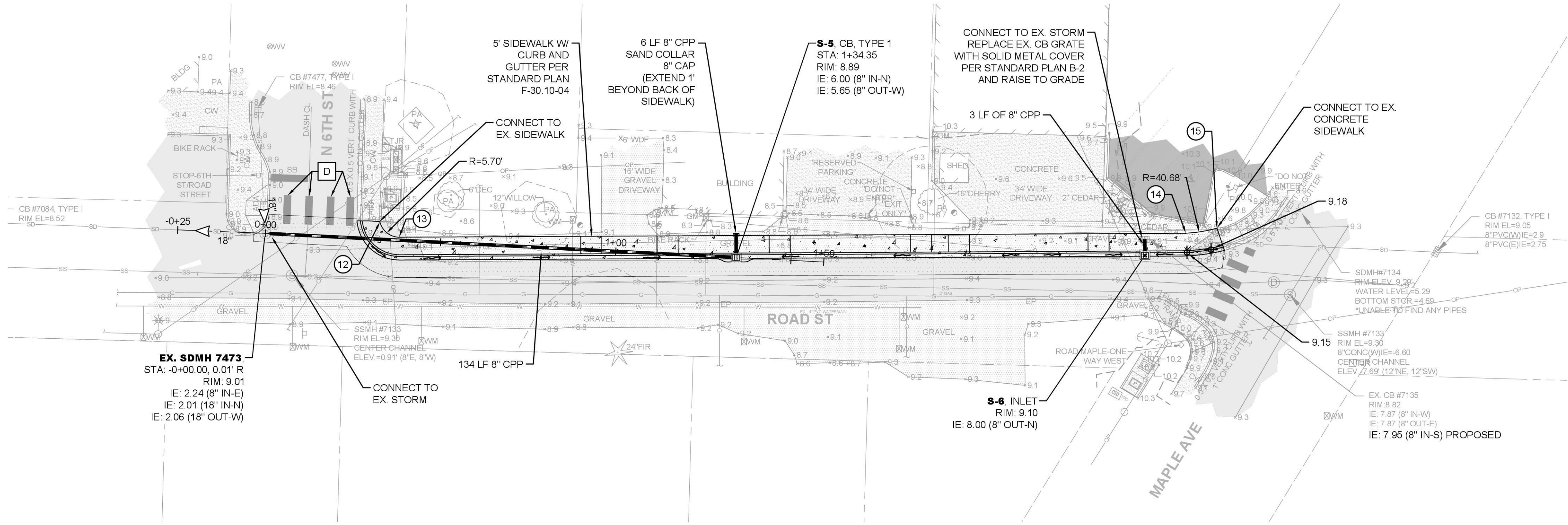


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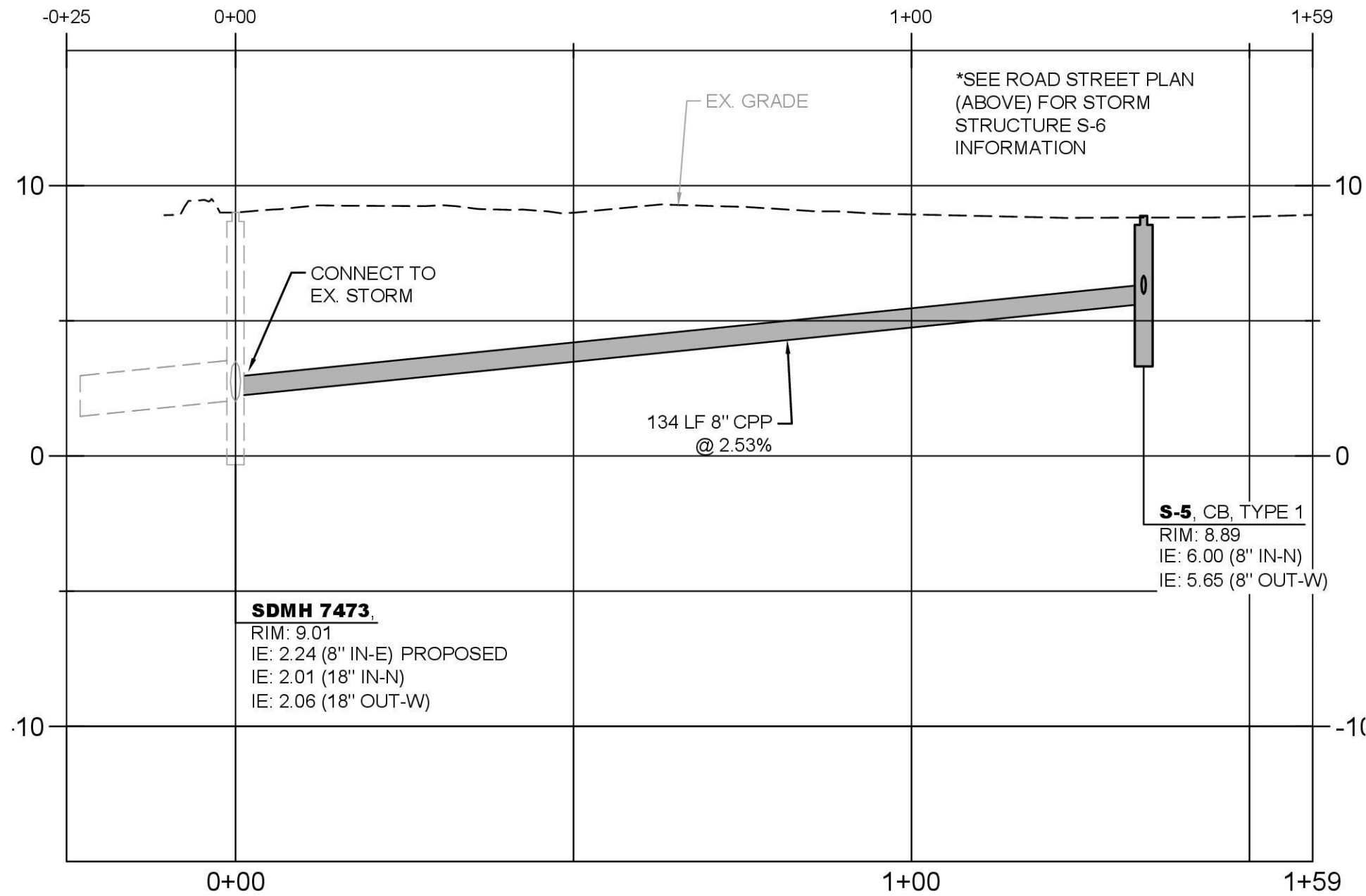
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SHEET NO. 2 OF 8



ROAD STREET PLAN
STA -0+25 TO STA 1+59



ROAD STREET PROFILE
STA -0+25 TO STA 1+59
SCALE - H: 1"=20', V: 1"=5'

SIDEWALK STAKING (BACK OF WALK)
NORTHING AND EASTING TABLE

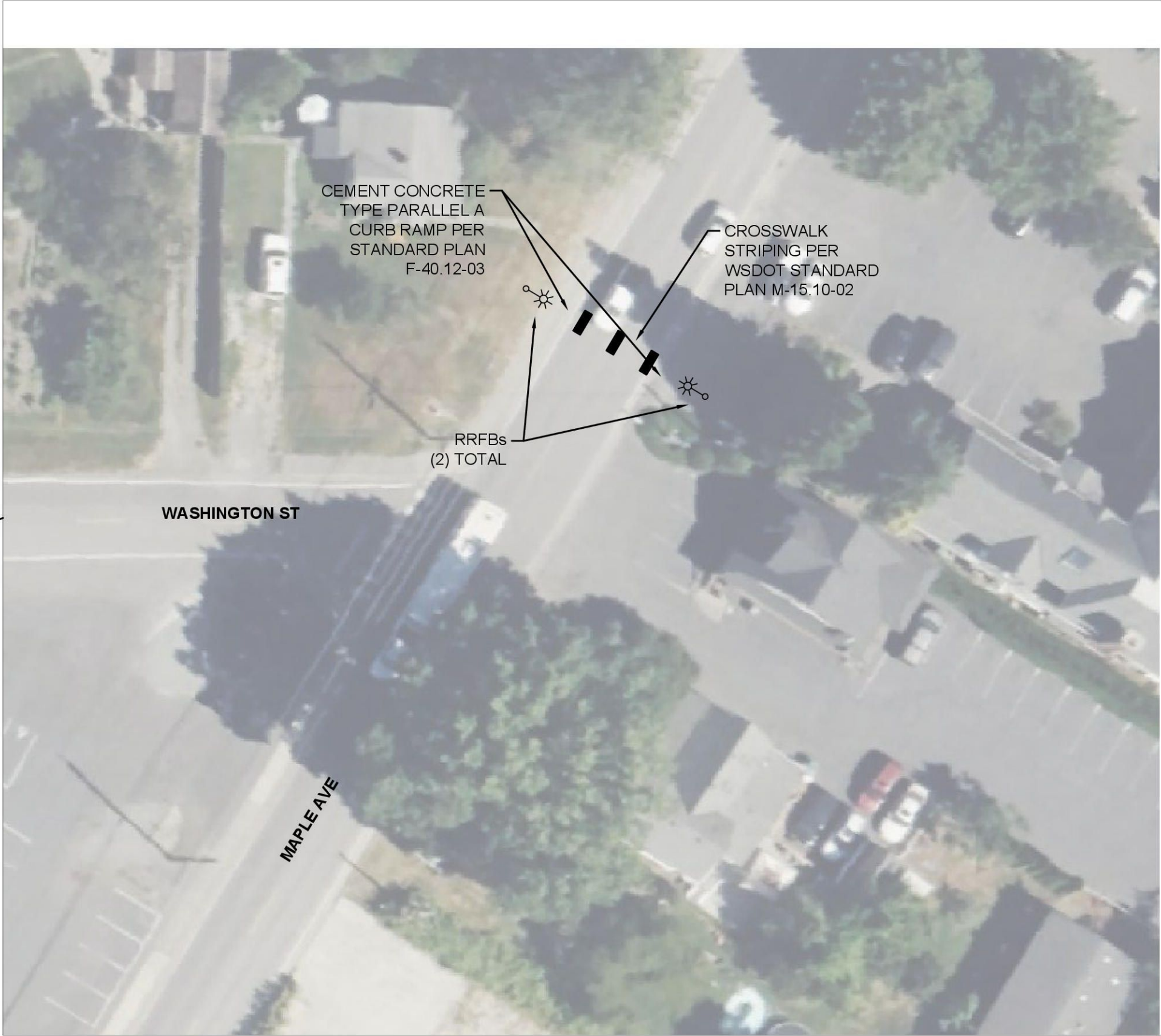
12	N: 512039.2319'
	E: 1237850.2640'
13	N: 512034.7998'
	E: 1237855.7016'
14	N: 512035.9344'
	E: 1238079.8837'
15	N: 512037.3816'
	E: 1238088.8161'

PROPOSED CATCH
BASIN/INLET TABLE

S-5	NORTHING:	512027.3890'
	EASTING:	1237951.7740'
S-6	NORTHING:	512029.6040'
	EASTING:	1238068.3164'

SIDEWALK STAKING (BACK OF WALK)
NORTHING AND EASTING TABLE

A	PAINTED STOP BAR PER STANDARD PLAN M-15-10-02
B	RELOCATE EXISTING STOP SIGN AND STREET NAME SIGNS.
C	REMOVE EXISTING STOP BAR.
D	MATCH PROPOSED PAVEMENT MARKINGS INTO EXISTING MARKINGS



INTERSECTION OF MAPLE AVE
AND RAINIER STREET



NOTES:

1. RRFBs PROVIDED BY THE TOWN OF LA CONNER.
2. COORDINATE RRFB PLACEMENT WITH TOWN OF LA CONNER.

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WASHINGTON ST AND ROAD ST
PEDESTRIAN IMPROVEMENTS

TOWN OF LA CONNER

RRFB LOCATION

LA CONNER

WA

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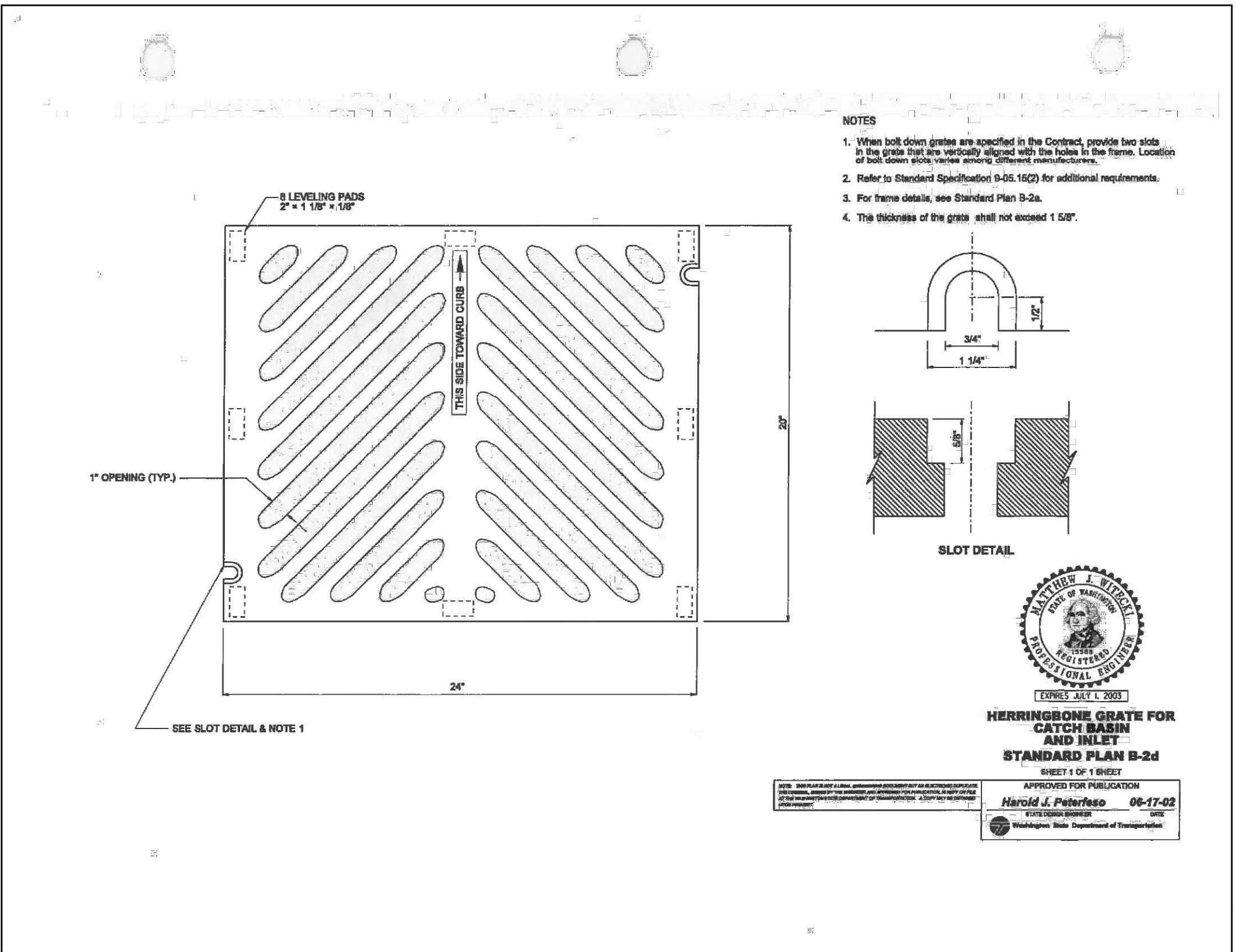
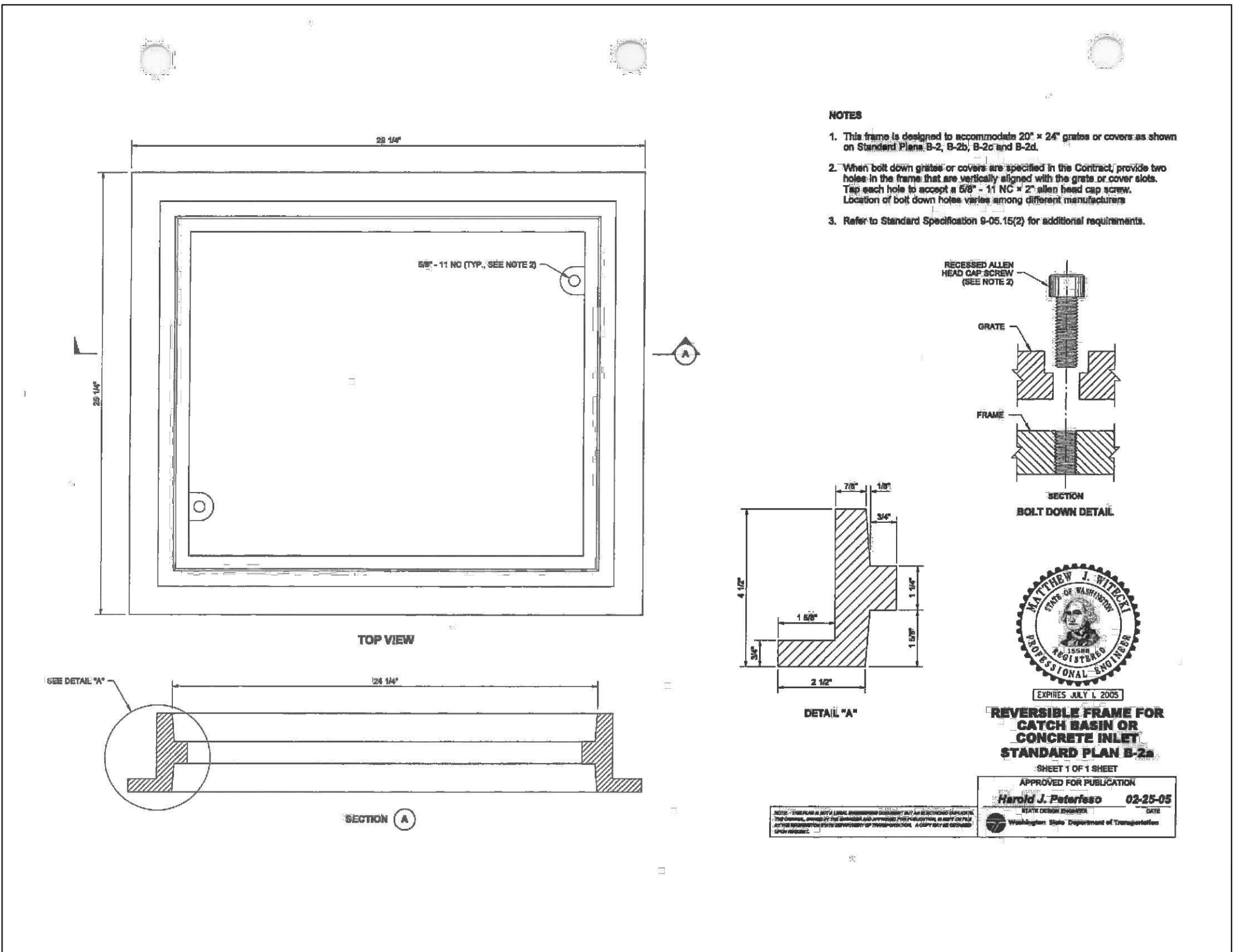
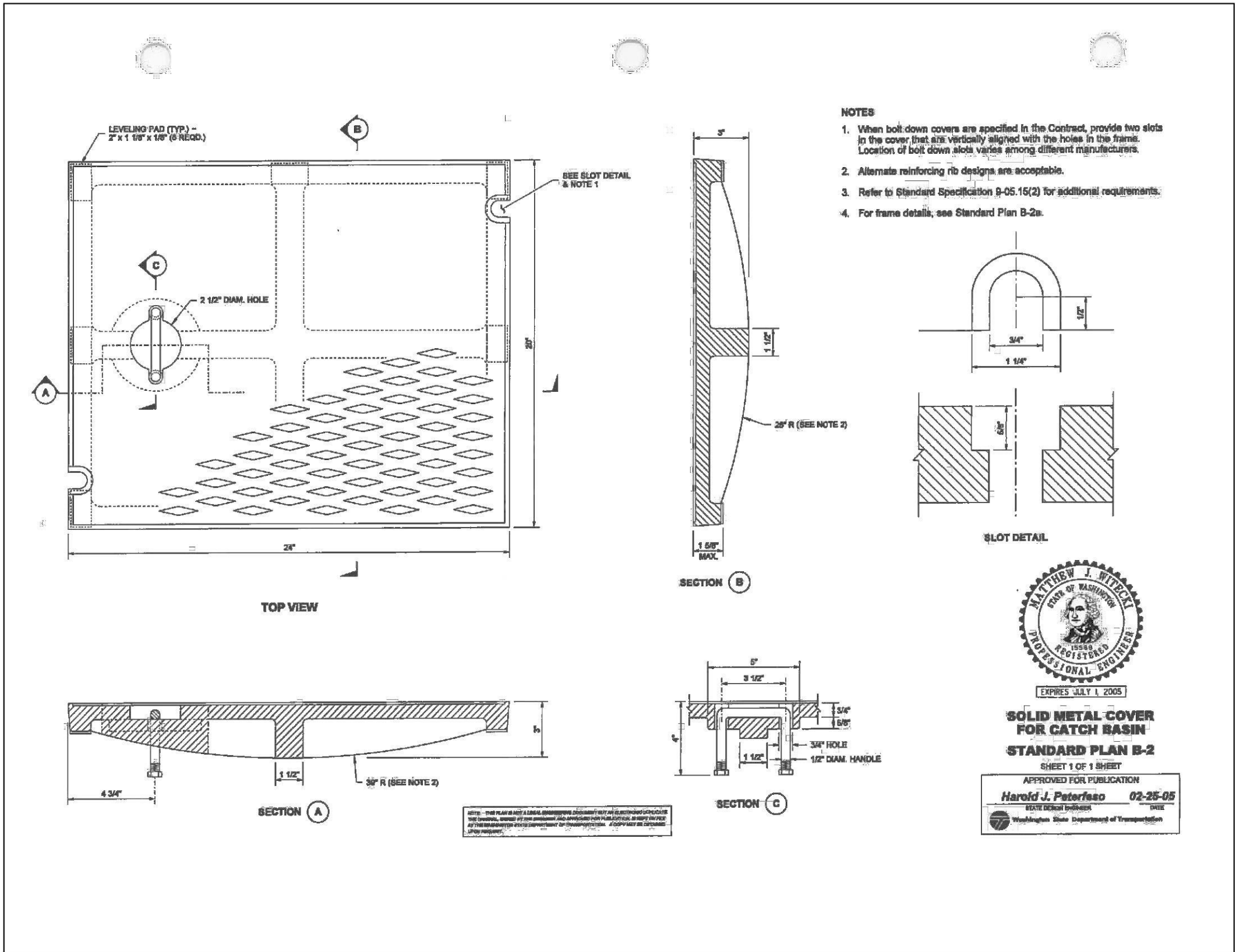
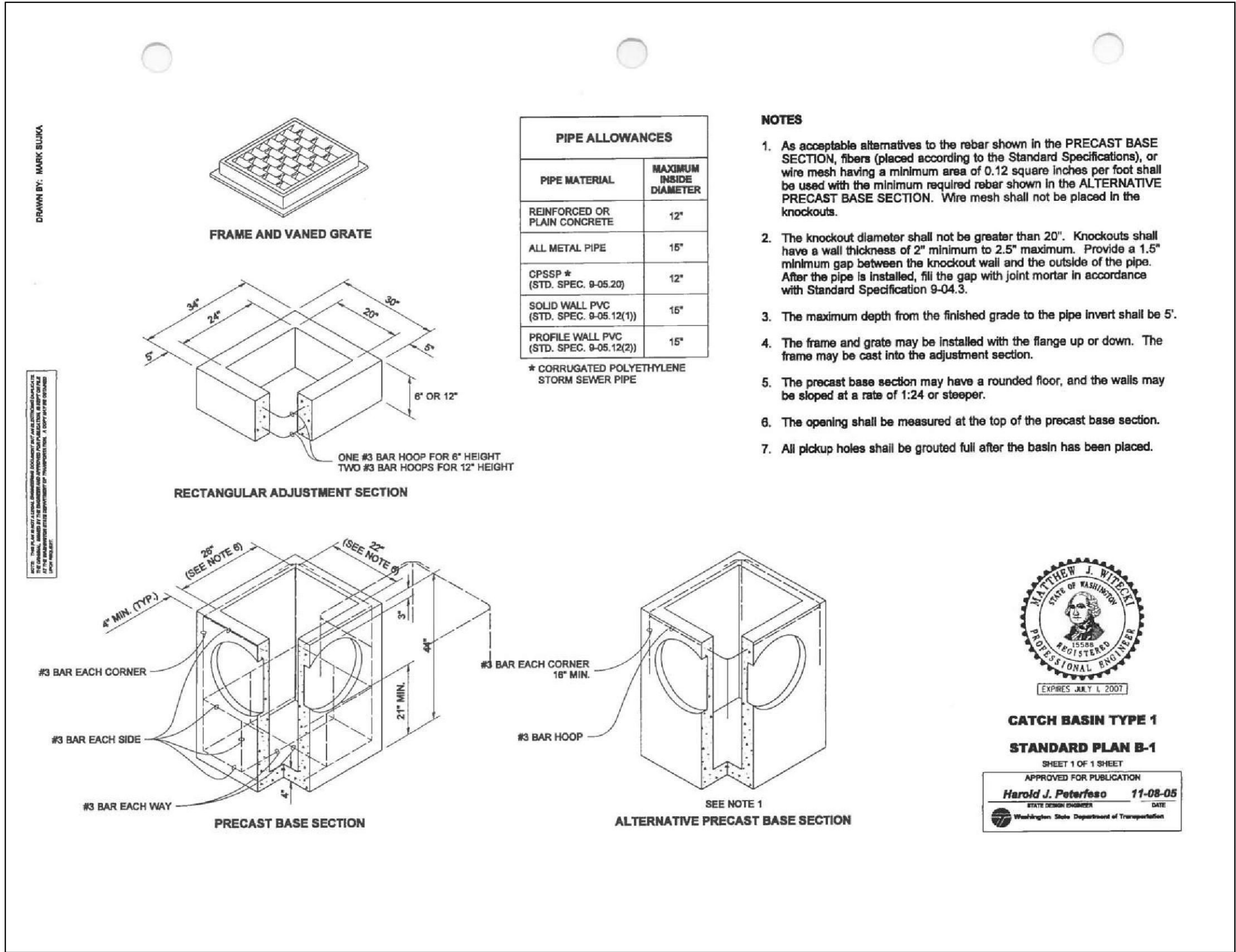


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SHEET NO. **4** OF 8
4



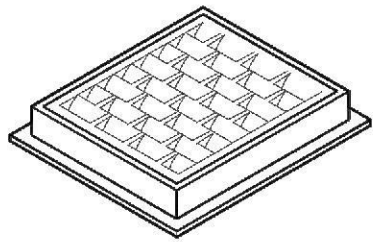
PORTION SEC. 36, TWP. 34 N., RNG 2 E., W.M.

NOTES

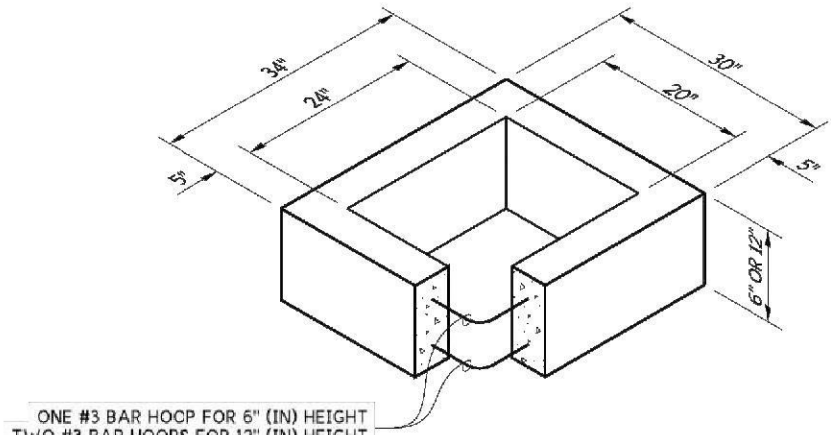
- As acceptable alternatives to the rebar shown in the PRECAST BASE SECTION, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the ALTERNATIVE PRECAST BASE SECTION. Wire mesh shall not be placed in the knockouts.
- The knockout diameter shall not be greater than 18" (in) . Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, Fill the gap with joint mortar in accordance with Standard Specification Section 9-04.3.
- The maximum depth from the finished grade to the lowest pipe invert shall be 5' (ft).
- The frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.
- The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1 : 24 or steeper.
- The opening shall be measured at the top of the precast base section.
- All pickup holes shall be grouted full after the inlet has been placed.
- Pipe allowances will vary depending on pipe material used. Contact the Region Hydraulic Engineer for assistance.

PIPE ALLOWANCES	
PIPE MATERIAL	MAXIMUM INSIDE DIAMETER (INCHES)
REINFORCED OR PLAIN CONCRETE	12"
ALL METAL PIPE	15"
CPSSP ★ (STD. SPEC. SECT. 9-05.20)	12"
POLYPROPYLENE (STD. SPEC. SECT. 9-05.24)	12"
SOLID WALL PVC (STD. SPEC. SECT. 9-05.12(1))	15"
PROFILE WALL PVC (STD. SPEC. SECT. 9-05.12(2))	15"

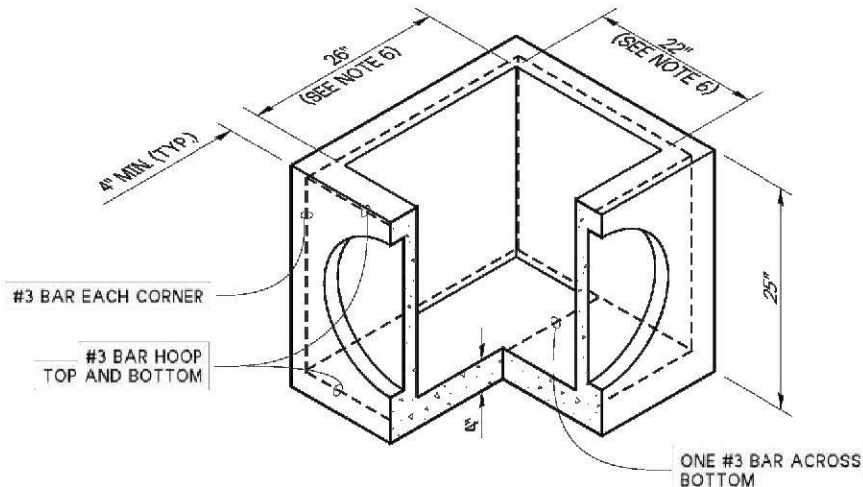
★ CORRUGATED POLYETHYLENE STORM SEWER PIPE



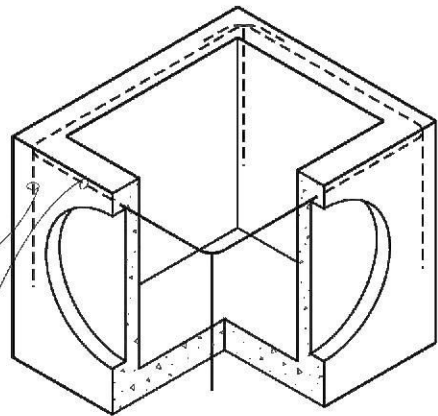
FRAME AND VANED GRATE



RECTANGULAR ADJUSTMENT SECTION



PRECAST BASE SECTION



ALTERNATIVE PRECAST BASE SECTION
(SEE NOTE 1)



Aug 23, 2023

CONCRETE INLET

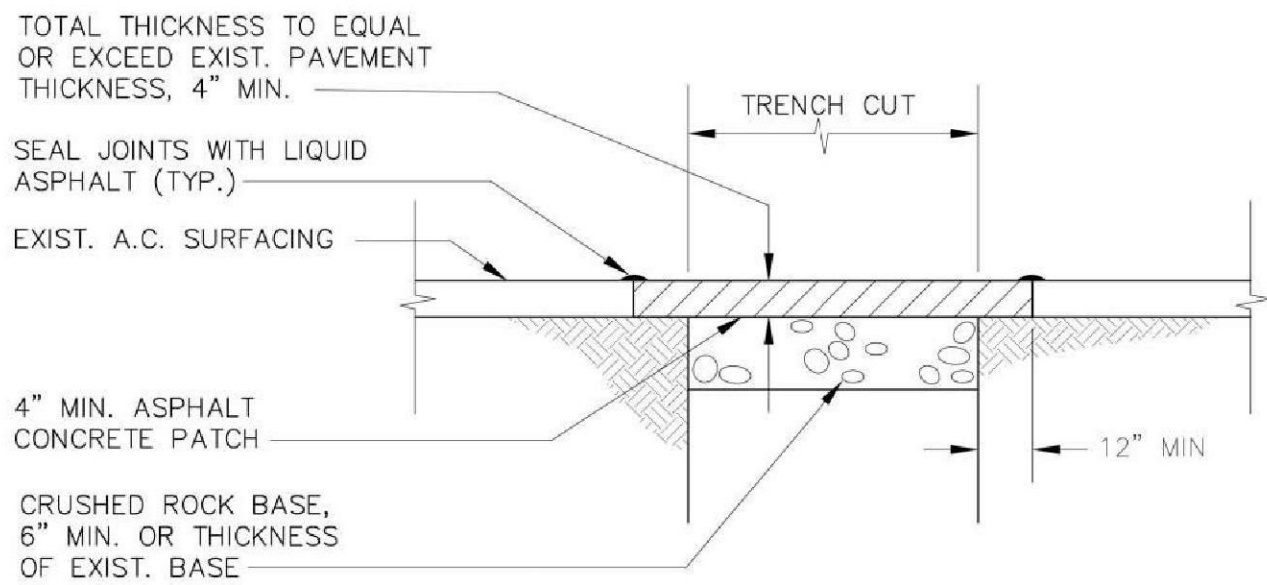
STANDARD PLAN B-25.60-03

SHEET 1 OF 1 SHEET

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Aug 23, 2023

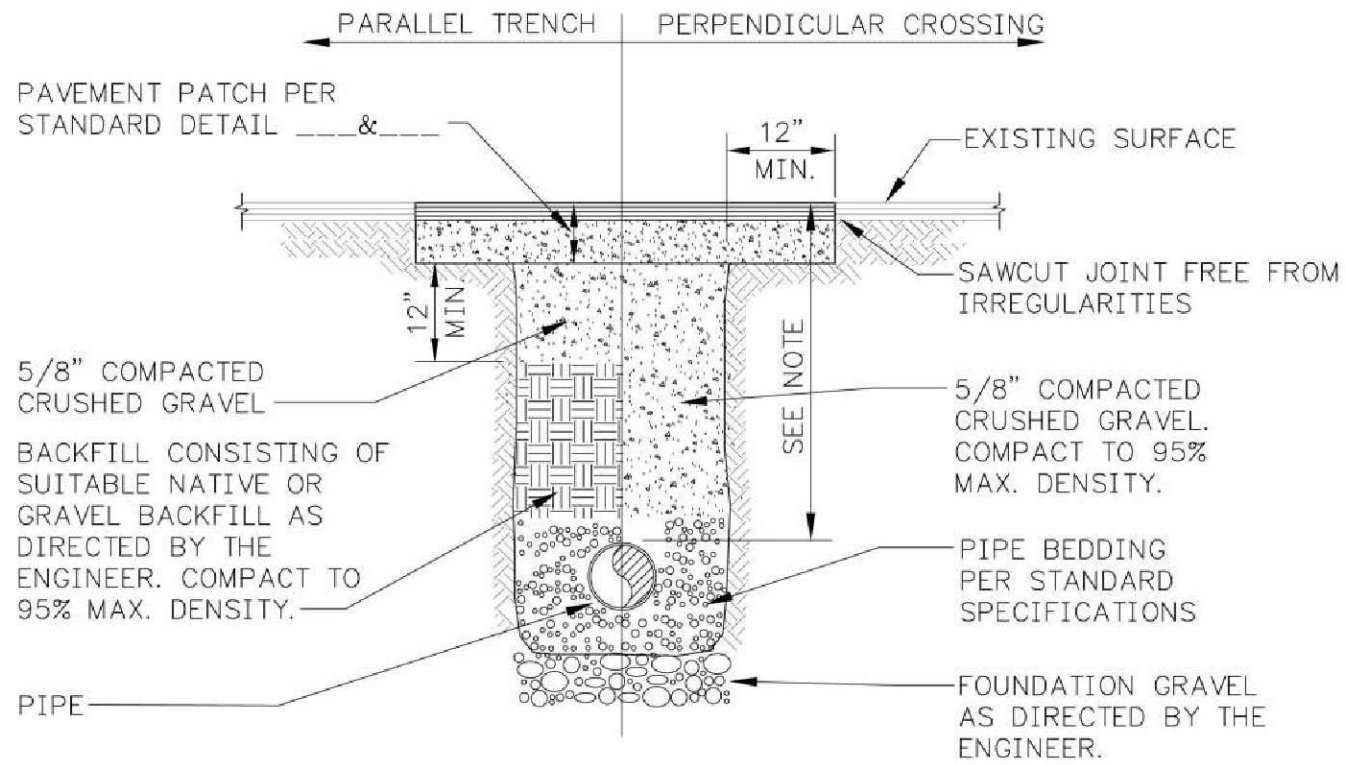
Washington State
Department of Transportation



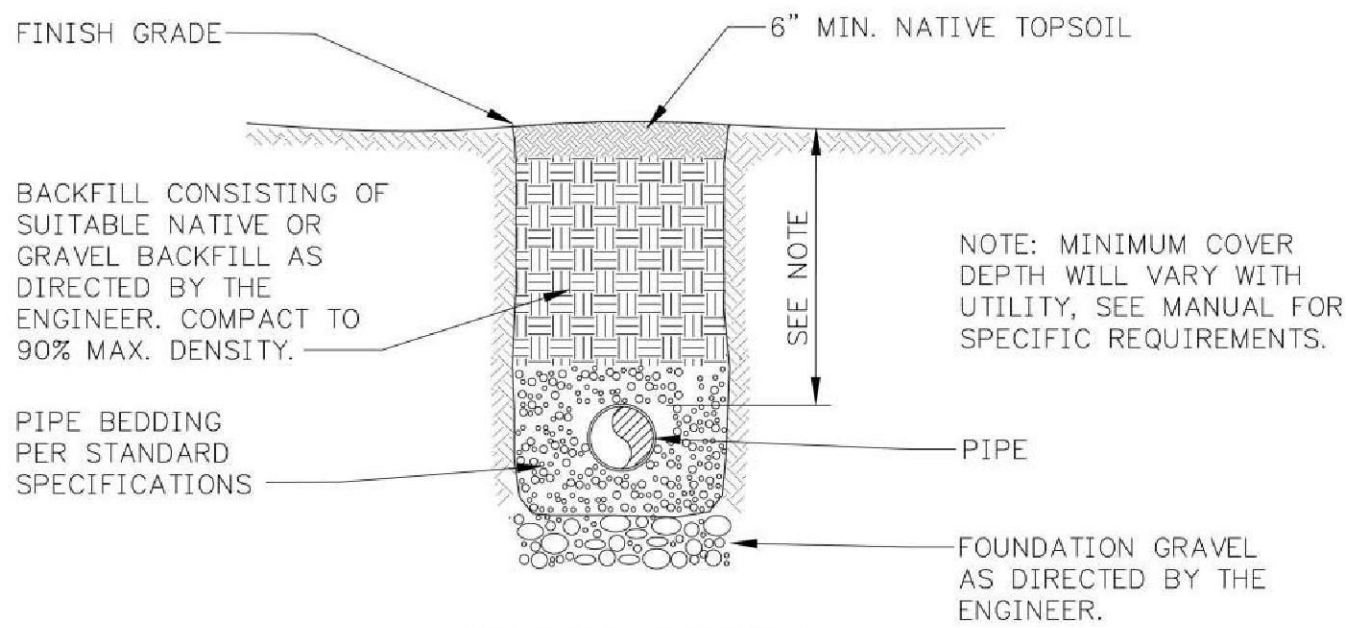
NOTE: ASPHALT TREATED BASE MAY BE SUBSTITUTED FOR THE FIRST LIFT ASPHALT CONCRETE AND CRUSHED BASE. SEE SPECIFICATIONS.



REV 12/01



PAVEMENT REPAIR SECTION
TRENCH SECTION IN ROADWAY



TRENCH SECTION
IN UNIMPROVED AREAS

G1 TYPICAL TRENCH SECTION

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PEDESTRIAN IMPROVEMENTS

TOWN OF LA CONNER

DETAILS

LA CONNER

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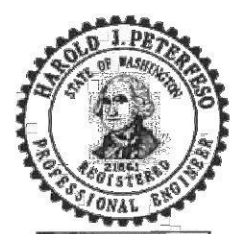
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6



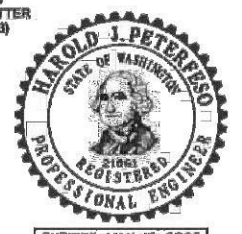
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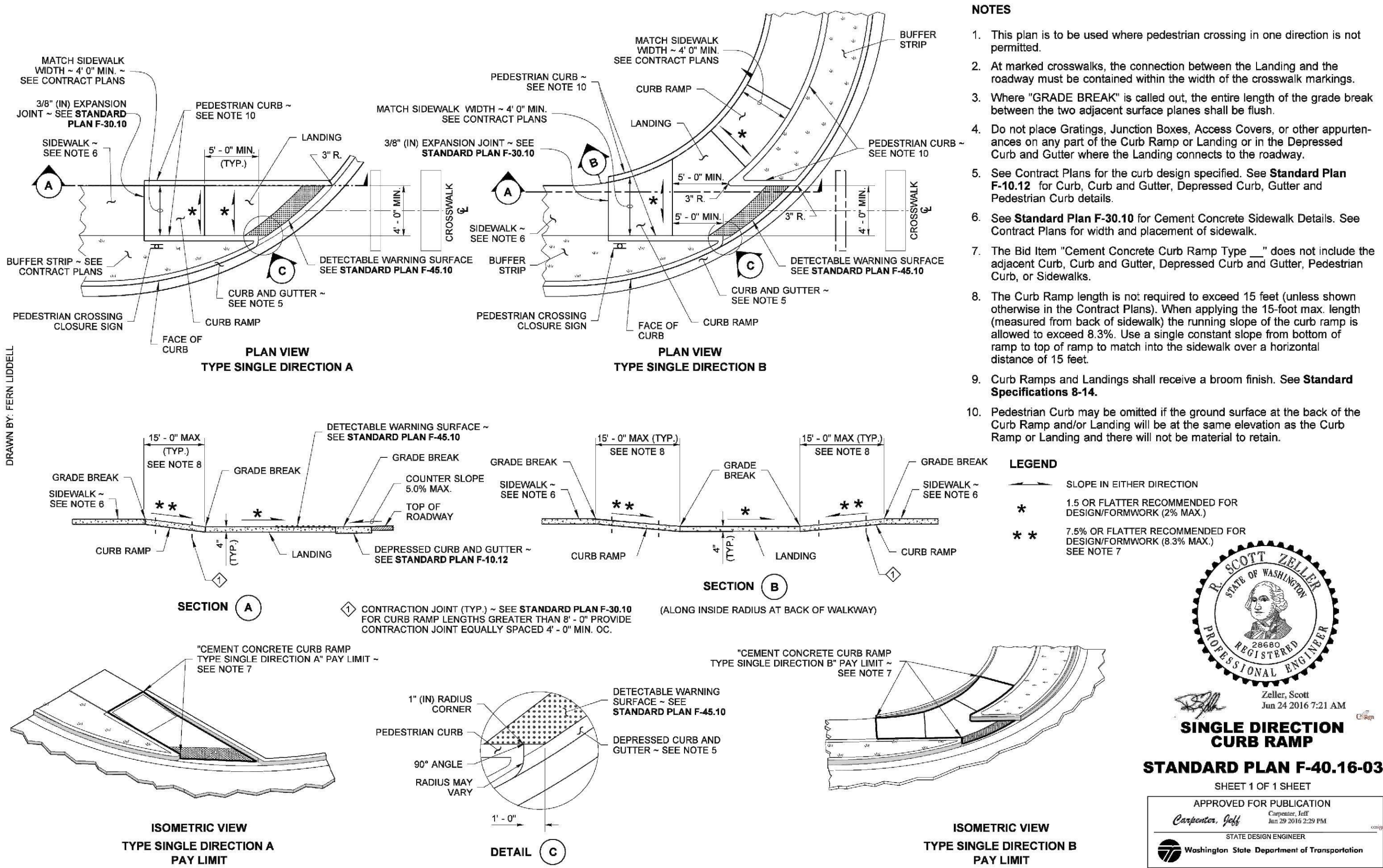
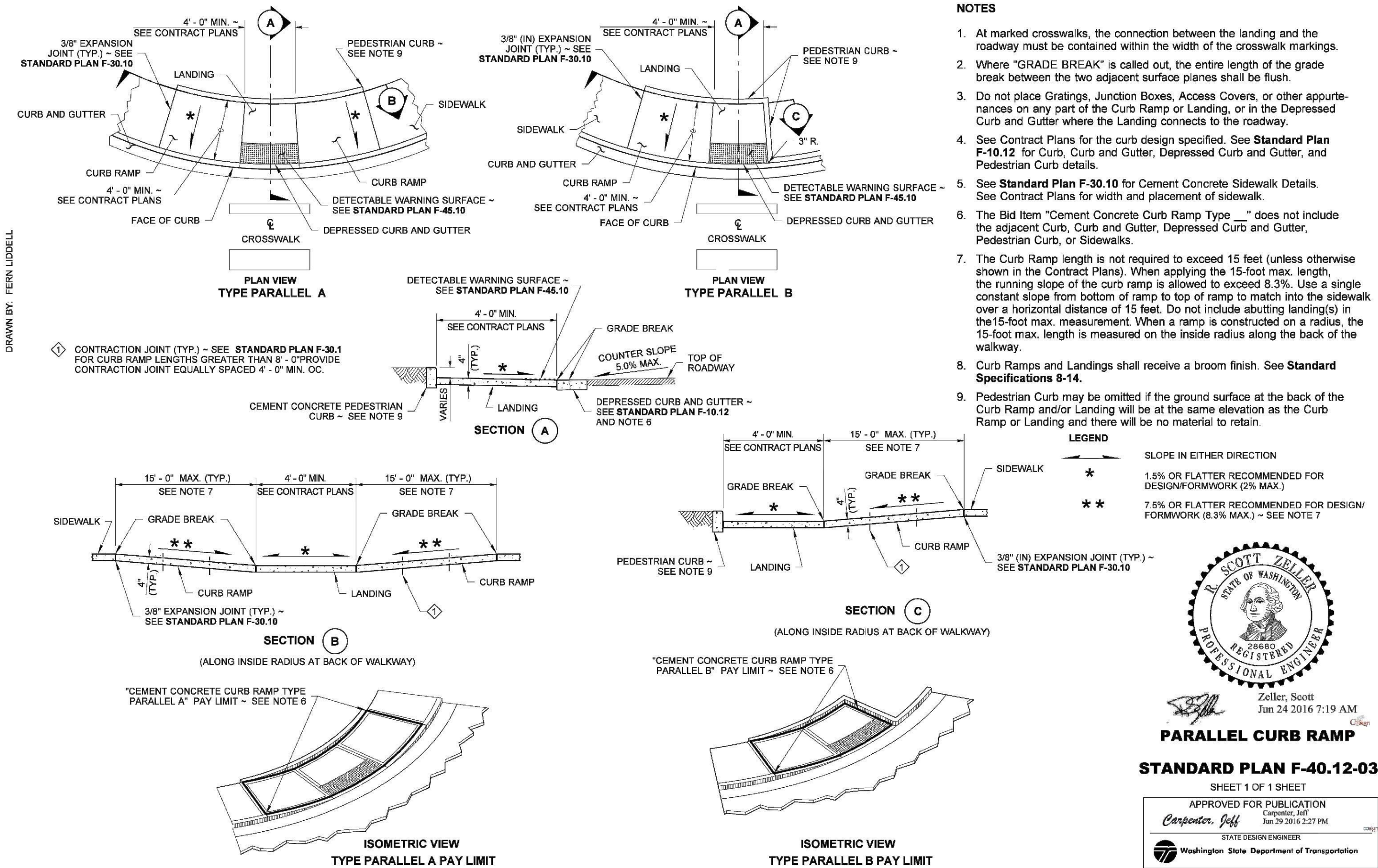
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