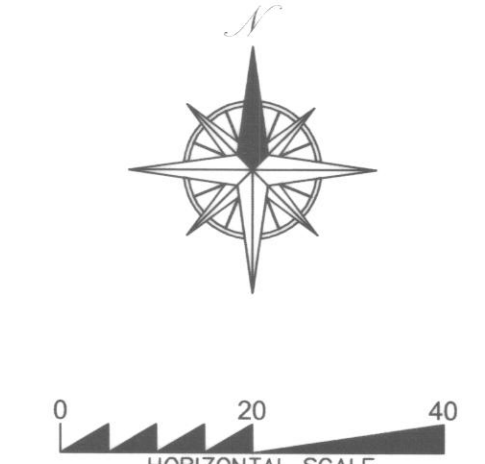
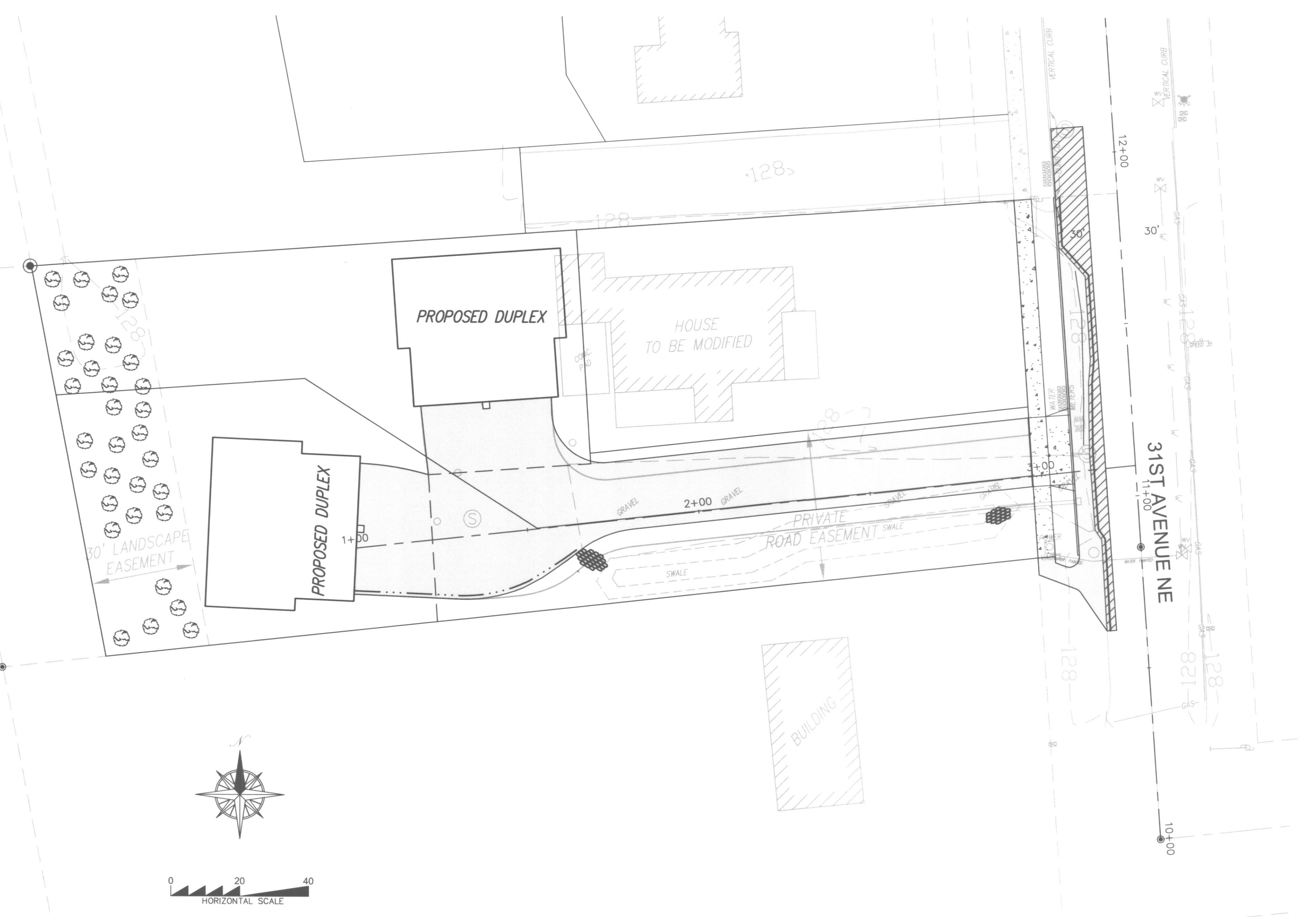
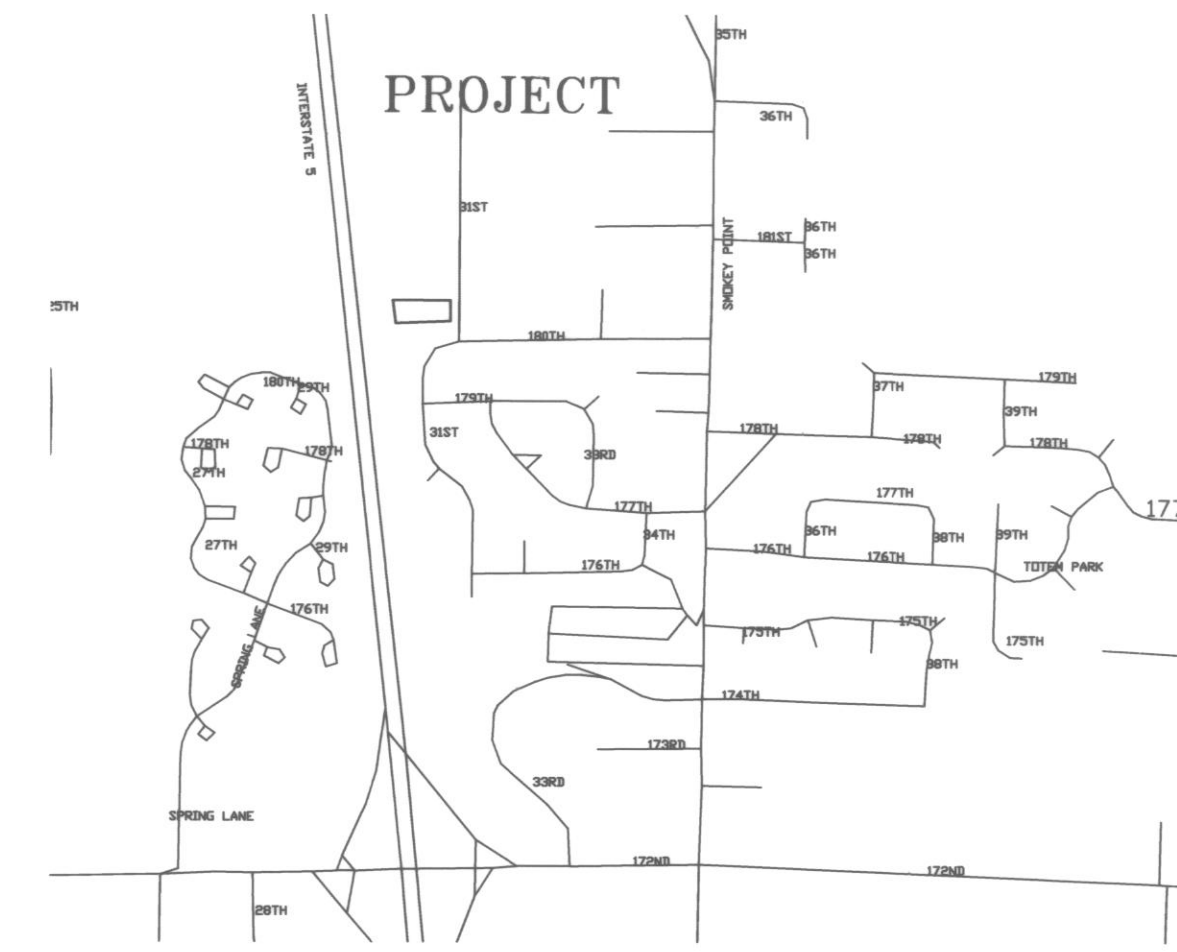


CALL 48 HOURS
BEFORE YOU DIG
1-800-553-4344

31ST AVE SHORT PLAT



SHEET INDEX:

- 1 - COVER
- 2 - EROSION AND SEDIMENT CONTROL PLAN
- 3 - ROAD IMPROVEMENTS PLAN & PROFILE
- 4 - STORM DRAINAGE PLAN & DETAILS
- 5 - SEWER AND WATER PLAN & PROFILE
- 6 - DETAIL SHEET

CONTACT PERSON
DAVID R. DOWNING AND ASSOC.
4229 78th St. N.E., Ste 104
MARYSVILLE, WA 98270
(360) 653-5385
FAX (360) 658-9053

OWNER
PAUL E. & LAURA M. CARLSON
c/o GAENZ HOMES
8612 44th Ave W
MUKILTEO, WA 98275
(425) 347-6484

APPLICANT
GAENZ HOMES, INC.
8612 44th Ave W
MUKILTEO, WA 98275
(425) 347-6484

OWNER
FRONTIER BANK
332 SW EVERETT MALL WAY
EVERETT, WA 98204

UTILITIES

SEWER	ARLINGTON
WATER	ARLINGTON
POWER	PUD
TELEPHONE	VERIZON
SCHOOLS	LAKEWOOD SCHOOL DIST 4
FIRE DISTRICT	ARLINGTON

DEVELOPMENT DATA

SITE ADDRESS	18016 31ST AVE NE
CURRENT ZONING	R-MD
PROPOSED LAND USE	SFR & DUPLEX
TOTAL AREA	30,478
TOTAL LOT AREA	30,478
NO. OF LOTS	3
AVERAGE LOT SIZE	10,159
MINIMUM LOT SIZE	7,969
PROPOSED DUPLEXES	2
DEDICATED RIGHT OF WAY	0
EXISTING STRUCTURES	1
33% OR GREATER	0
40% OR GREATER	0

DATUM
NAVD 88
3" BRASS DISK WASHINGTON
DATABASE #1946 700 FEET
SOUTH OF THE PROJECT
ELEVATION: 127.27 FEET

LEGAL DESCRIPTION
LOT 11, FIR ACRES, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 25 OF PLATS, PAGE 47 RECORDS OF SNOHOMISH COUNTY, WASHINGTON;
SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

GENERAL REQUIREMENTS

- ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION," WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, CURRENT EDITION, EXCEPT WHERE MODIFIED BY THE LATEST EDITION OF THE CITY OF ARLINGTON CONSTRUCTION STANDARDS AND SPECIFICATIONS.
- AN APPROVED COPY OF CONSTRUCTION PLANS MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN STREET USE AND ANY OTHER RELATED PERMITS PRIOR TO ANY CONSTRUCTION ACTIVITY IN THE CITY RIGHT-OF-WAY. SEE THE FOLLOWING SECTION - "WORK WITHIN EXISTING RIGHTS-OF-WAY."
- PRIOR TO ANY CONSTRUCTION ACTIVITY, THE CITY OF ARLINGTON PUBLIC WORKS DEPARTMENT (360) 403-3500 MUST BE CONTACTED FOR A PRECONSTRUCTION MEETING.
- ALL LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS, AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES WHICH MAY BE AFFECTED BY HIS WORK. THE CONTRACTOR SHALL CONTACT THE UTILITIES UNDERGROUND LOCATION SERVICE (1-800-424-5555) PRIOR TO CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE IMMEDIATELY CONTACTED IF A UTILITY CONFLICT EXISTS. A FEE OF \$35.00 WILL BE CHARGED FOR EACH RE-LOCATE REQUEST.
- ALL MATERIALS SHALL BE NEW AND UNDATED, OF AN APPROVED BRAND, WITH REPLACEMENT AND REPAIR PARTS READILY AVAILABLE FROM THE GENERAL ARLINGTON/EVERETT/SEATTLE AREA.
- ALL MATERIALS SHALL BE APPROVED BY THE CITY PRIOR TO INSTALLATION.
- ALL PUBLIC WATER, SEWER, AND STORM DRAINAGE PIPING NOT IN PUBLIC RIGHT-OF-WAY REQUIRES 10 FOOT WIDE PERMANENT EASEMENTS GRANTED TO THE CITY.
- AS-BUILT PLANS SHALL BE SUBMITTED FOR ALL DEVELOPMENTS, SHORT PLATS, SUBDIVISIONS, AND ANY OTHER CONSTRUCTION RELATING TO THE CITY OF ARLINGTON STREETS, DRAINAGE, AND UTILITY SYSTEMS. A REGISTERED LAND SURVEYOR OR PROFESSIONAL ENGINEER SHALL VERIFY THAT INSTALLATION OF ROADS AND UTILITIES WAS IN ACCORDANCE WITH THE APPROVED CONSTRUCTION PLANS, ANY VARIANCE TO THE PLAN AND PROFILE SHEETS SHALL BE SO NOTED ON THE PLANS AND THE WORD "AS-BUILT" WITH THE CURRENT DATE SHALL BE WRITTEN OR STAMPED ON THE PLANS.
- THE "AS-BUILT" PLAN SUBMITTAL SHALL INCLUDE THE FOLLOWING:
A. TWO FULL SIZE (22" X 34" OR 24" X 36") PHOTO MYLARS*, OR ORIGINAL MYLARS, EACH SHEET.
B. TWO SEPARATE SETS OF FULL SIZE PRINTS FOR EACH OF THE FOLLOWING: WATER, SEWER, STORM, STREETS AND TRAFFIC (UNLESS OTHERWISE DIRECTED BY THE ENGINEERING DEPARTMENT).
C. IF THE DESIGN DRAWINGS ARE DONE ON A CAD SYSTEM, ONE SET OF "AS-BUILTS" SHALL ALSO BE SUPPLIED ON CD IN A FORMAT COMPATIBLE WITH THE CITY'S AUTOCAD 2002 SYSTEM.
* SEPIA MYLARS OR XEROX COPIES ARE NOT A SUITABLE SUBSTITUTE FOR PHOTOGRAPHIC MYLAR.

GENERAL REQUIREMENTS (CONTINUED)

- AT THE PUBLIC WORKS DIRECTOR DISCRETION, PRIOR TO COMMENCING ANY CONSTRUCTION, PHOTOGRAPHS DEPICTING PRE-EXISTING ROADWAY CONDITIONS WILL BE REQUIRED EVERY 50 FEET IN PAVED AREAS OR ANY OTHER LOCATION AS SPECIFIED BY THE PUBLIC WORKS DIRECTOR. A 35 MM CAMERA OR DIGITAL (PREFERRED) SHALL BE USED AND COLOR PICTURES PROVIDED AS 5" X 7" PRINTS, CONTAINED IN ALBUMS, CATALOGUED AND CROSS-REFERENCED.
- SIGNING, FLAGGING AND TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THESE STANDARDS, (SEE STANDARD TRAFFIC CONTROL PLANS IN SECTION 4) THE WSDOT TRAFFIC MANUAL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- ONE LANE OF TRAFFIC SHALL REMAIN OPEN AT ALL TIMES, ATTENDED BY FLAGGERS AND APPROPRIATE CONSTRUCTION SIGNING PROVIDED. THE ROAD SHALL BE RESTORED TO TWO-WAY TRAFFIC AT THE END OF EACH WORKING DAY. APPLICATION FOR TOTAL ROAD CLOSURES MUST BE FILED WITH THE CITY PUBLIC WORKS DEPARTMENT AT LEAST 5 DAYS PRIOR TO THE ANTICIPATED CLOSURE.
- EXISTING DRAINAGE DITCHES, CULVERTS, ETC., SHALL BE KEPT CLEAN AT ALL TIMES. TEMPORARY DIVERSION OF ANY DRAINAGE SYSTEM WILL NOT BE PERMITTED WITHOUT THE CONSENT OF THE PUBLIC WORKS DIRECTOR. ANY DRAINAGE CULVERT, CATCH BASIN, MANHOLE OR OTHER DRAINAGE STRUCTURE DISTURBED BY EXCAVATION SHALL BE REPLACED WITH NEW MATERIAL OR REPAIRED TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR. TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES SHALL BE EMPLOYED TO PROTECT ADJACENT PROPERTY AND STORM DRAIN FACILITIES.
- GRAVEL SHOULDERS DISTURBED BY EXCAVATION SHALL BE SHAPED TO CITY STANDARDS AND PROVIDED WITH A MINIMUM OF 2 INCHES COMPACTED CRUSHED SURFACING TOP COURSE GRAVEL.
- IF IN THE OPINION OF THE PUBLIC WORKS DIRECTOR, WEATHER CONDITIONS DETERIORATE TO THE POINT WHERE THE TRAVELED ROADWAYS ARE UNSAFE FOR THE PUBLIC OR DETRIMENTAL TO THE RESTORATION OF THE ROADWAY, EXCAVATION SHALL CEASE IMMEDIATELY AND CLEANUP SHALL BE PROMPTLY ACCOMPLISHED.
- ALL PIPE OR OTHER MATERIAL STORED ALONG CITY RIGHT-OF-WAY MUST BE PLACED AT A SAFE DISTANCE FROM THE TRAVELED ROADWAY IN SUCH A MANNER AS TO AVOID FALLING ONTO THE ROADWAY.
- NO EXCESS OR UNSUITABLE MATERIAL SHALL BE WASTED ON CITY RIGHT-OF-WAY. ANY SUCH MATERIAL DUMPED ON PRIVATE PROPERTY MAY REQUIRE A GRADING PERMIT. VERIFICATION WITH CITY OF ARLINGTON PUBLIC WORKS DEPARTMENT DEVELOPMENT IS REQUIRED.
- STREET SURFACES SHALL BE CLEANED AT THE END OF EACH DAY'S OPERATION WITH A POWER BROOM OR OTHER APPROVED MEANS.
- NO OPEN CUT CROSSING OF CITY ROADS OR STREETS SHALL BE MADE WITHOUT THE PRIOR APPROVAL OF THE PUBLIC WORKS DIRECTOR.
- MAXIMUM AMOUNT OF OPEN TRENCH ON STREETS SHALL BE 400 LINEAL FEET. AT THE END OF EACH DAY, ALL DITCHES MUST BE BACKFILLED OR COVERED WITH STEEL PLATES AND BARRICADED WITH FLASHING WARNING LIGHTS TO PREVENT PEOPLE OR ANIMALS FROM FALLING INTO THE TRENCH.
- FINAL CLEANUP INCLUDING COMPLETE RESTORATION OF SHOULDERS, CLEANING OF DITCHES, CULVERTS AND CATCH BASINS, AND REMOVAL OF LOOSE MATERIAL FROM BACK SLOPES OF DITCHES SHALL NOT EXCEED 1500 L.F. BEHIND EXCAVATING OPERATIONS AS REQUIRED BY THE PUBLIC WORKS DIRECTOR.
- THE PERMITTEE WILL BE RESPONSIBLE TO COORDINATE WITH THE STATE DEPARTMENT OF NATURAL RESOURCES FOR ANY CONFLICT BETWEEN PERMIT WORK AND EXISTING MONUMENTATION.
- TO REMOVE EXISTING ASBESTOS CEMENT PIPE FROM TRENCHES, A FEE AND PERMIT IS REQUIRED FROM THE PUGET SOUND AIR POLLUTION CONTROL AGENCY. IN ADDITION, WASHINGTON STATE DEPARTMENT OF LABOR AND INDUSTRIES REQUIRES THAT OPERATORS REMOVING ASBESTOS CEMENT PIPE BE CERTIFIED.

CITY OF ARLINGTON
THIS SHEET HAS BEEN APPROVED PER CONDITIONS ON THE COVER SHEET.

CONSTRUCTION By: _____ City Engineer Date: _____	AS-BUILT ACKNOWLEDGEMENT By: <u>Paul Richard</u> City Engineer Date: <u>7/19/04</u>
---	--

CONSTRUCTION DRAWING REVIEW ACKNOWLEDGEMENT

THIS PLAN SHEET HAS BEEN REVIEWED AND EVALUATED FOR GENERAL COMPLIANCE WITH THE CITY OF ARLINGTON CODES AND ORDINANCES. CONFORMANCE OF THIS DESIGN WITH ALL APPLICABLE LAWS AND REGULATIONS IS THE FULL AND COMPLETE RESPONSIBILITY OF THE LICENSED DESIGN ENGINEER, WHOSE STAMP AND SIGNATURE APPEAR ON THIS SHEET. ACKNOWLEDGEMENT OF CONSTRUCTION DRAWING REVIEW DOES NOT IMPLY CITY APPROVAL FOR CONSTRUCTION ACTIVITIES THAT REQUIRE OTHER COUNTY, STATE OR FEDERAL PERMIT REVIEW AND APPROVAL. THE PROPERTY OWNER AND LICENSED DESIGN ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLIANCE OF ALL APPLICABLE PERMITS AND/OR AUTHORIZATIONS WHICH MAY BE REQUIRED. BUT ARE NOT LIMITED TO: WSDOT HYDRAULIC PROJECT APPROVAL (HPA), WSDOT NOTICE OF INTENT (NOI), ANY CORP OF ENGINEERS FULL PERMITS AND THE REQUIREMENTS OF THE ENDANGERED SPECIES ACT.

By: _____
CITY ENGINEER

Date: _____
THIS APPROVAL VALID FOR 18 MONTHS

AS-BUILT

BY	CMC	JMS
DESCRIPTION	AS-BUILT	REVISIONS
DATE	7/19/04	AS-BUILT
R#	1	AS-BUILT
	2	AS-BUILT
	3	AS-BUILT
	4	AS-BUILT
	5	AS-BUILT
	6	AS-BUILT

COVER

PATRICK HARRON & ASSOCIATES, LLC

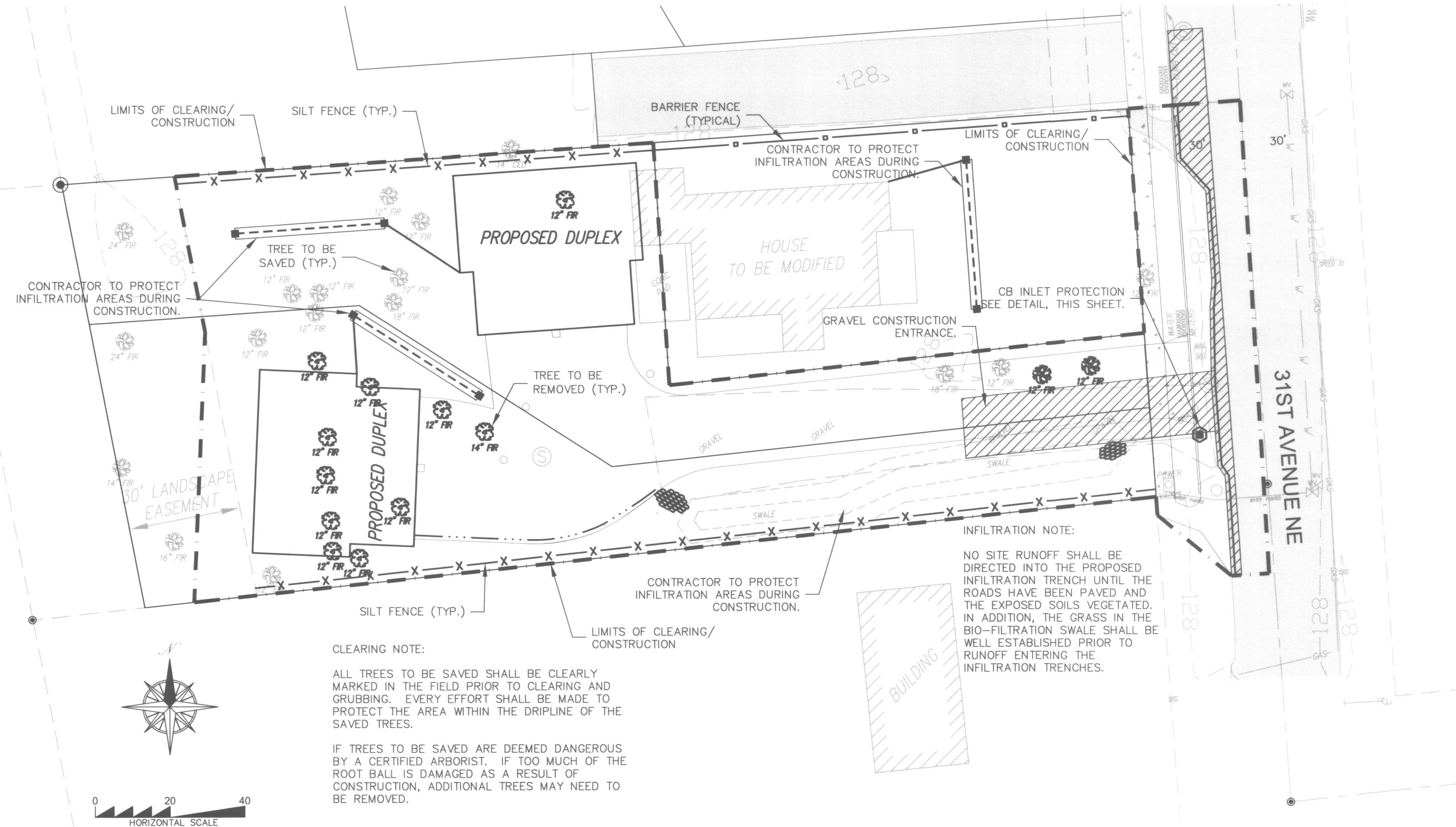
Patrick Harron & Associates, LLC
Engineering Planning
14900 Interurban Ave. S.
Suite Number 279
Seattle, WA 98168
T 206.674.4659
F 206.674.4660

PROJ. NO. 04112 DSN. BY: JMS
OWN. BY: CMC CHK. BY: JMS
QA. REV. APP. BY:

31ST AVE S.P.
ARLINGTON, SNOHOMISH, WASHINGTON
SW 1/4 OF THE NE 1/4 OF SECTION 20, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M.

PL: 31ST AVE
DATE: 7/19/04
SCALE: 1" = 20'
DRAWING NO. 1 OF 6

31ST AVE SHORT PLAT



GRADING QUANTITIES:
 CALCULATED USING AUTOCAD LDD (CIVIL MODUAL)
 GRID METHOD WITH 0.1' TOLLERANCES IN
 ELEVATION DIFFERENCES BETWEEN DTMs.

CUT = 250 CY
 FILL = 250 CY

CONSTRUCTION SEQUENCE:

- HOLD PRE-CONSTRUCTION MEETING, CALL 360.403.3500 TO SCHEDULE.
- FLAG OR FENCE CLEARING LIMITS PRIOR TO CLEARING/GRADING.
- POST A SIGN WITH THE NAME AND PHONE NUMBER OF THE ESC SUPERVISOR.
- GRADE AND INSTALL CONSTRUCTION ENTRANCE.
- INSTALL PERIMETER PROTECTION (SILT FENCE).
- GRADE AND STABILIZE CONSTRUCTION ROADS.
- CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT.
- MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH CITY OF ARLINGTON STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
- COVER ALL AREAS THAT WILL BE UNWORKED FOR MORE THAN SEVEN DAYS DURING THE DRY SEASON OR TWO DAYS DURING THE WET SEASON WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, OR EQUIVALENT.
- STABILIZE ALL AREAS WITHIN SEVEN DAYS OF REACHING FINAL GRADE.
- SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
- UPON COMPLETION OF THE PROJECT, STABILIZE ALL DISTURBED AREAS WITH A PERMANENT VEGETATIVE GROUND COVER AND REMOVE BMP'S IF APPROPRIATE.

WINTER CONSTRUCTION NOTE:

BETWEEN THE DATES OF OCTOBER 1 AND MARCH 31 ADDITIONAL ESC MEASURES MAY BE REQUIRED TO PROTECT THE ADJACENT PROPERTIES AND THE DOWNSTREAM SYSTEM FROM SEDIMENT LADEN RUNOFF.

THE CITY ENGINEER RETAINS THE RIGHT TO REQUIRE BMP'S IN ADDITION TO THOSE SHOWN ON THIS PLAN TO ADEQUATELY PROTECT THE ADJACENT AREAS.

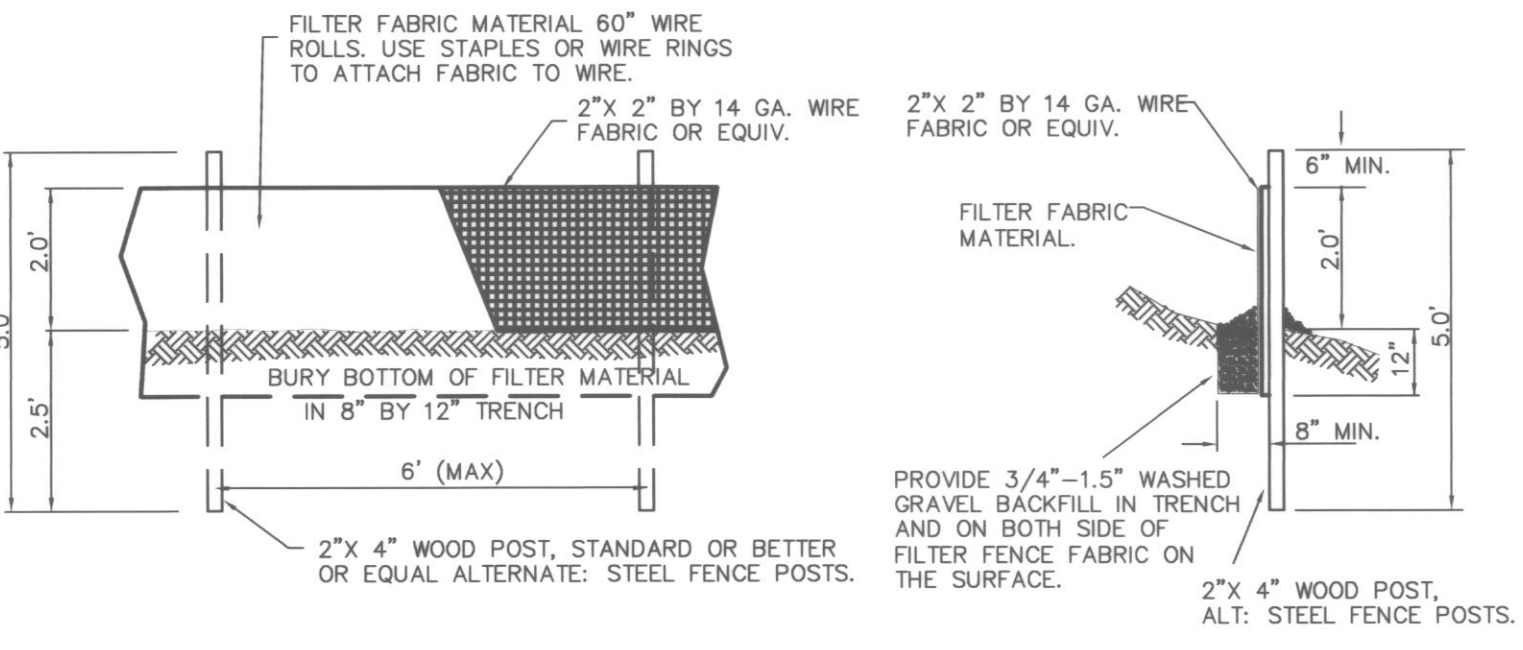
EXPOSED AREAS SHALL BE HYDROSEEDING AND MULCHED, SODDED, OR OTHERWISE PROTECTED ONCE GRADING IS COMPLETE.

INFILTRATION NOTE:
 NO SITE RUNOFF SHALL BE DIRECTED INTO THE PROPOSED INFILTRATION TRENCH UNTIL THE ROADS HAVE BEEN PAVED AND THE EXPOSED SOILS VEGETATED. IN ADDITION, THE GRASS IN THE BIO-FILTRATION SWALE SHALL BE WELL ESTABLISHED PRIOR TO RUNOFF ENTERING THE INFILTRATION TRENCHES.

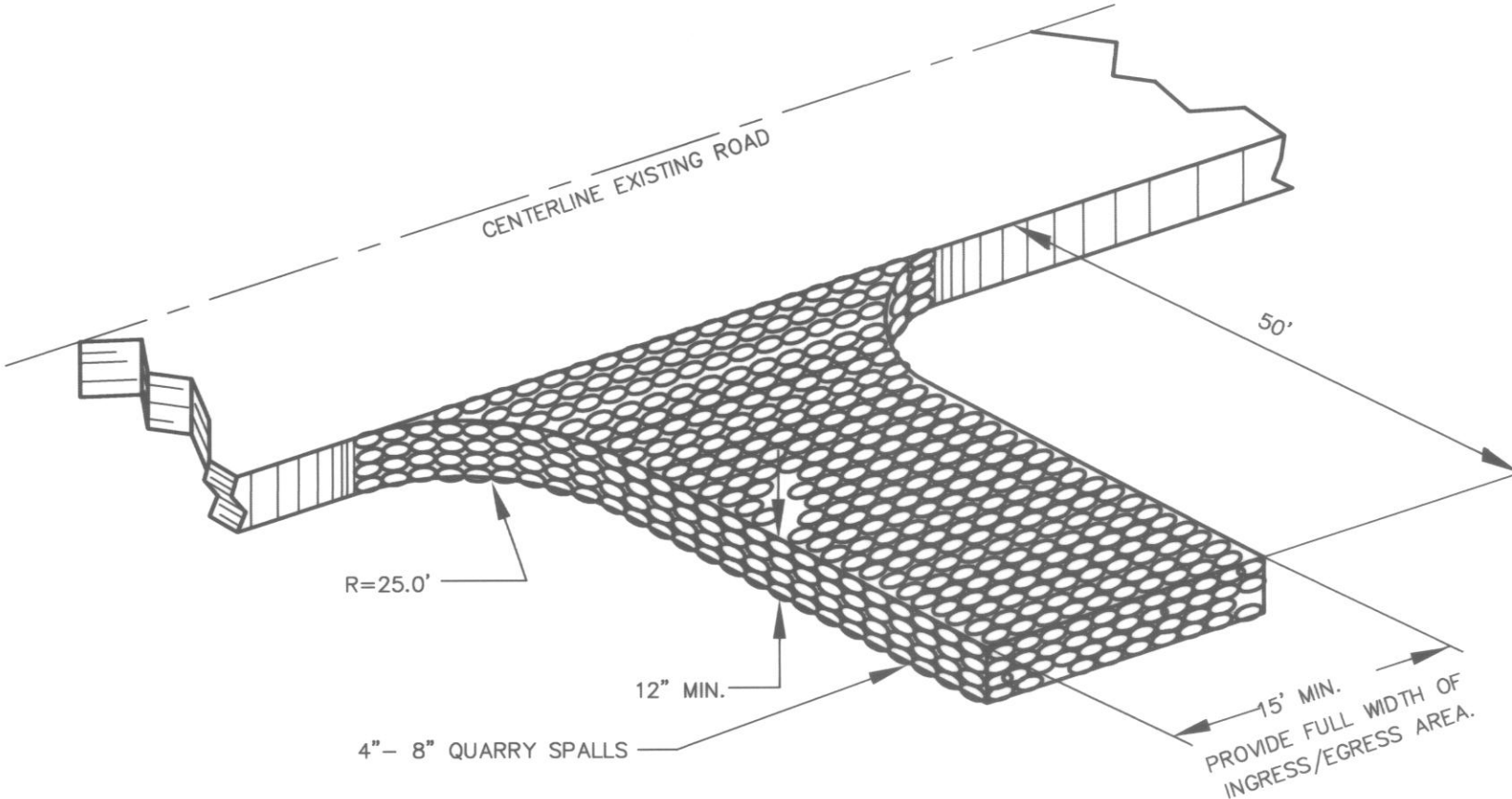
CLEARING NOTE:

ALL TREES TO BE SAVED SHALL BE CLEARLY MARKED IN THE FIELD PRIOR TO CLEARING AND GRUBBING. EVERY EFFORT SHALL BE MADE TO PROTECT THE AREA WITHIN THE DRIPLINE OF THE SAVED TREES.

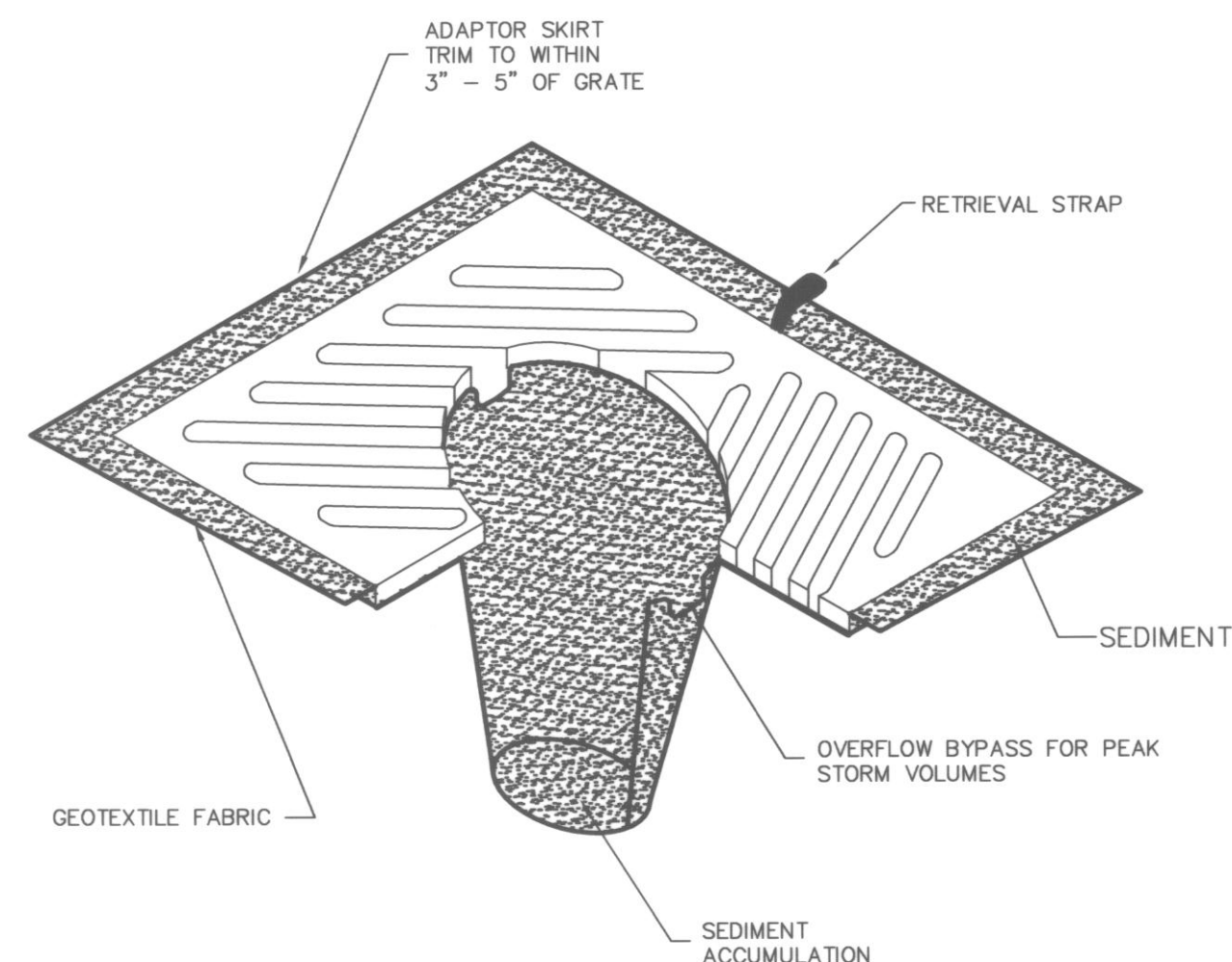
IF TREES TO BE SAVED ARE DEEMED DANGEROUS BY A CERTIFIED ARBORIST. IF TOO MUCH OF THE ROOT BALL IS DAMAGED AS A RESULT OF CONSTRUCTION, ADDITIONAL TREES MAY NEED TO BE REMOVED.



SILT FENCE DETAIL
 N.T.S.



GRAVEL CONSTRUCTION ENTRANCE
 N.T.S.



CATCH BASIN INLET PROTECTION
 N.T.S.

- NOTES**
- INSERT SHALL BE INSTALLED PRIOR TO CLEARING AND GRADING ACTIVITY, OR UPON PLACEMENT OF A NEW CATCH BASIN.
 - SEDIMENT SHALL BE REMOVED FROM THE UNIT WHEN IT BECOMES HALF FULL.
 - SEDIMENT REMOVAL SHALL BE ACCOMPLISHED BY REMOVING THE INSERT, EMPTYING, AND RE-INSERTING IT INTO THE CATCH BASIN.
 - SEE CITY STD'S G8 & G9
 - "GULLYWASHER", "SILT SACK" OR OTHER APPROVED CATCH BASIN INSERT MAY BE USED FOR INLET PROTECTION. CONTACT: PRICE-MOON ENTERPRISES PH: 360-563-6709 OR, ACF ENVIRONMENTAL PH: 1-800-644-9223 (OR APPROVED EQUAL).

R#	DATE	DESCRIPTION	BY
1	3/1/05	AS-BUILT	CMC
2	7/18/05	AS-BUILT REVISIONS	CMC



TESC PLAN

PATRICK HARRON & ASSOCIATES, LLC

**Patrick Harron & Associates, LLC
 Engineering
 Planning**

14900 Interurban Ave. S.
 Suite Number 279
 Seattle, WA 98168
 T 206.674.4659
 F 206.674.4660

PROJ NO:	04112	DSN BY:	JMS
DWN BY:	CMC	CHK BY:	JMS
QA REV:		APP BY:	

31ST AVE S.P.
 ARLINGTON, SNOHOMISH, WASHINGTON
 SW 1/4 OR THE NE 1/4 OF SECTION 20, TOWNSHIP
 31 NORTH, RANGE 5 EAST, W.M.

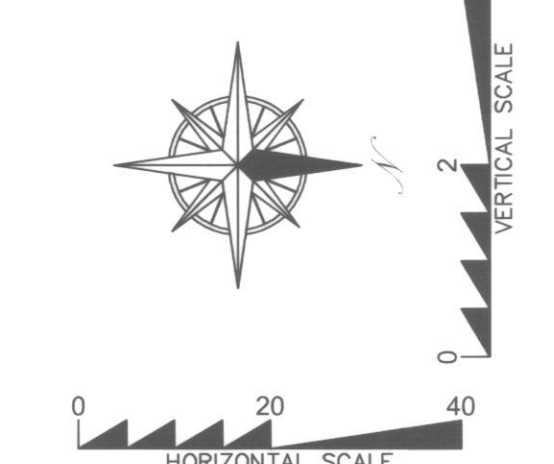
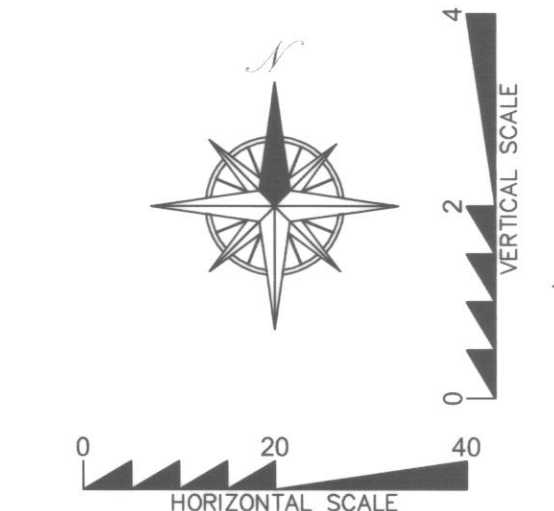
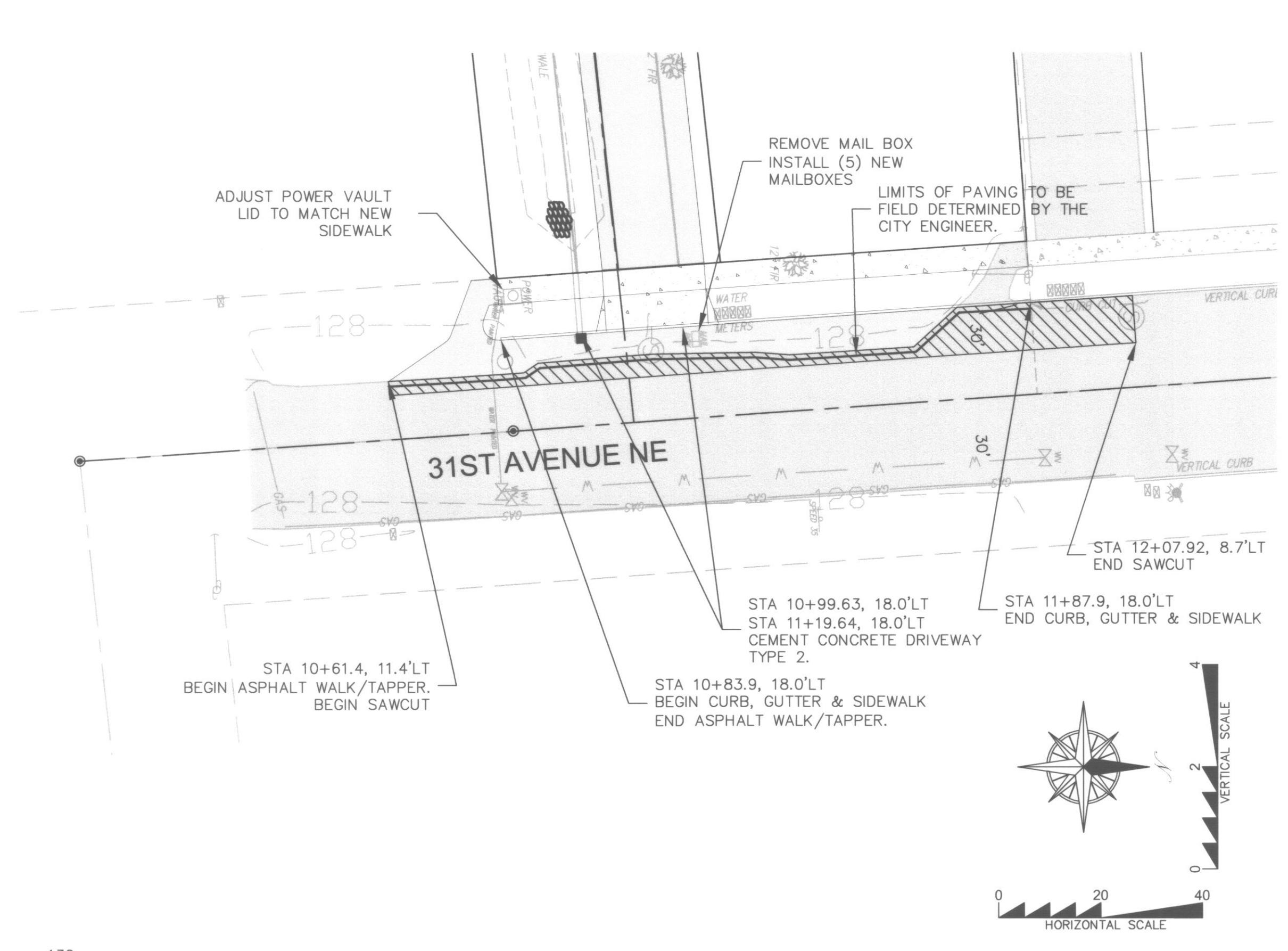
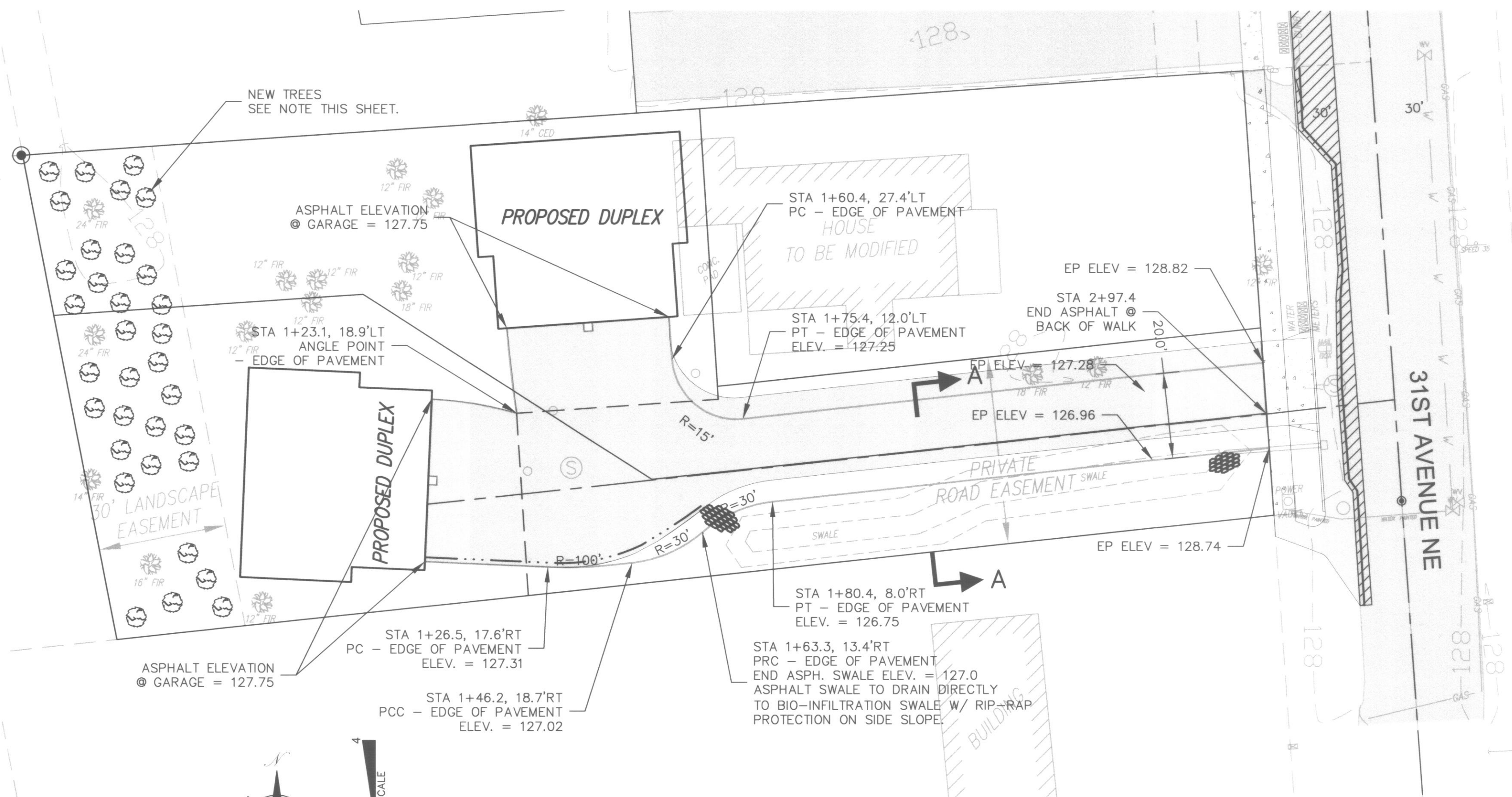
CITY OF ARLINGTON
 THIS SHEET HAS BEEN APPROVED FOR CONDITIONS ON THE COVER SHEET.

CONSTRUCTION By: _____ City Engineer	AS-BUILT ACKNOWLEDGEMENT By: City Engineer
Date: ___/___/___	Date: 26 APR 05

AS-BUILT

PPR:	
CADD FILE:	31ST AVE
DATE:	7/19/04
SCALE:	1" = 20'
DRAWING NO.:	2 OF 6

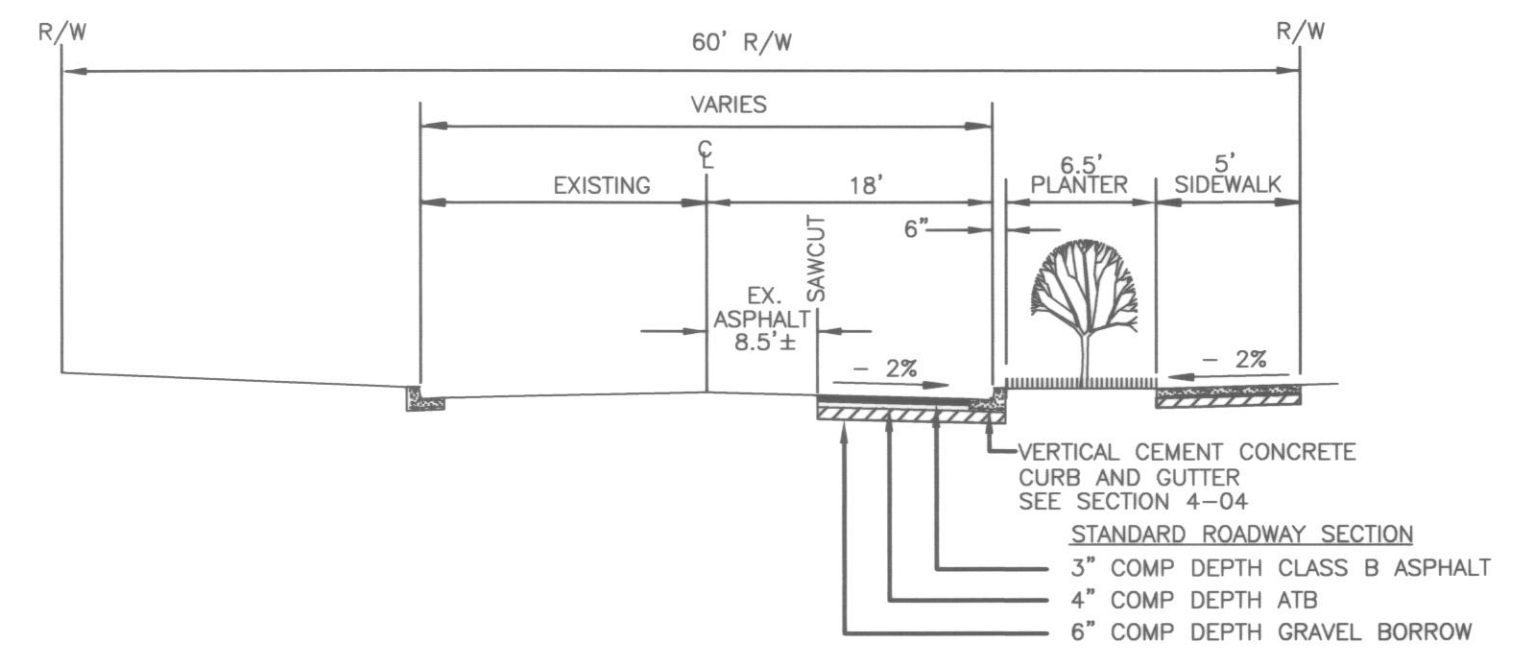
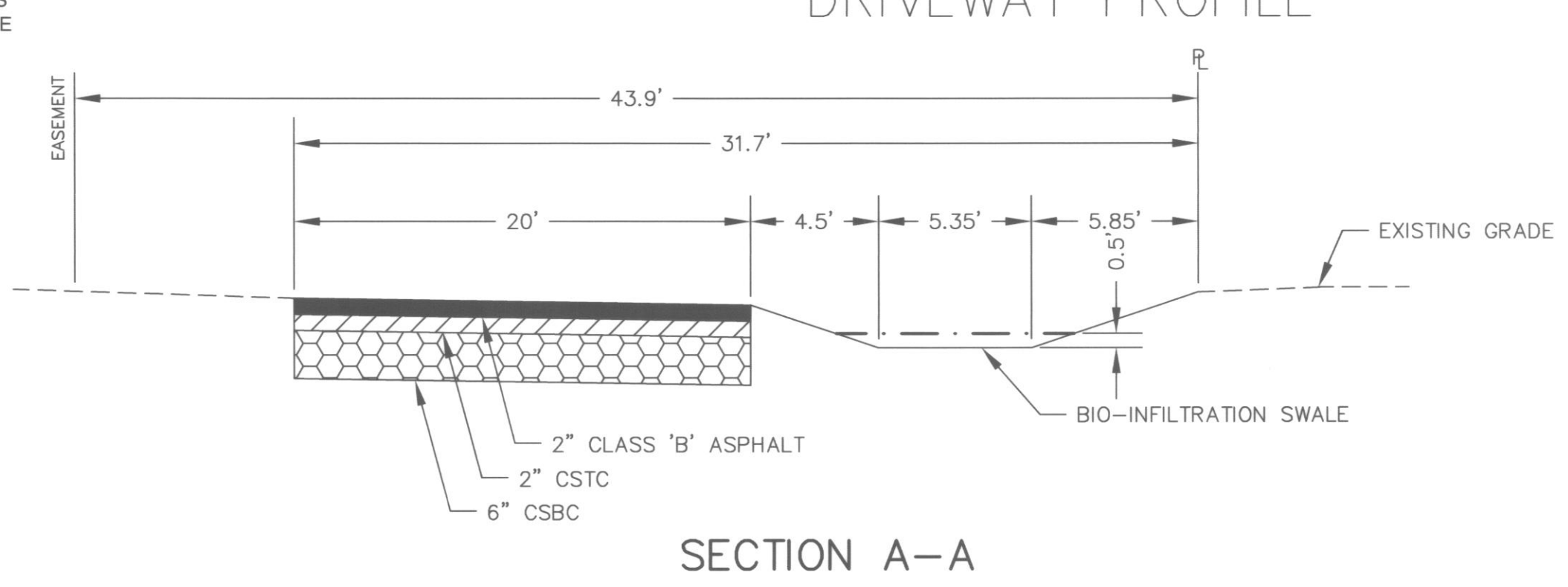
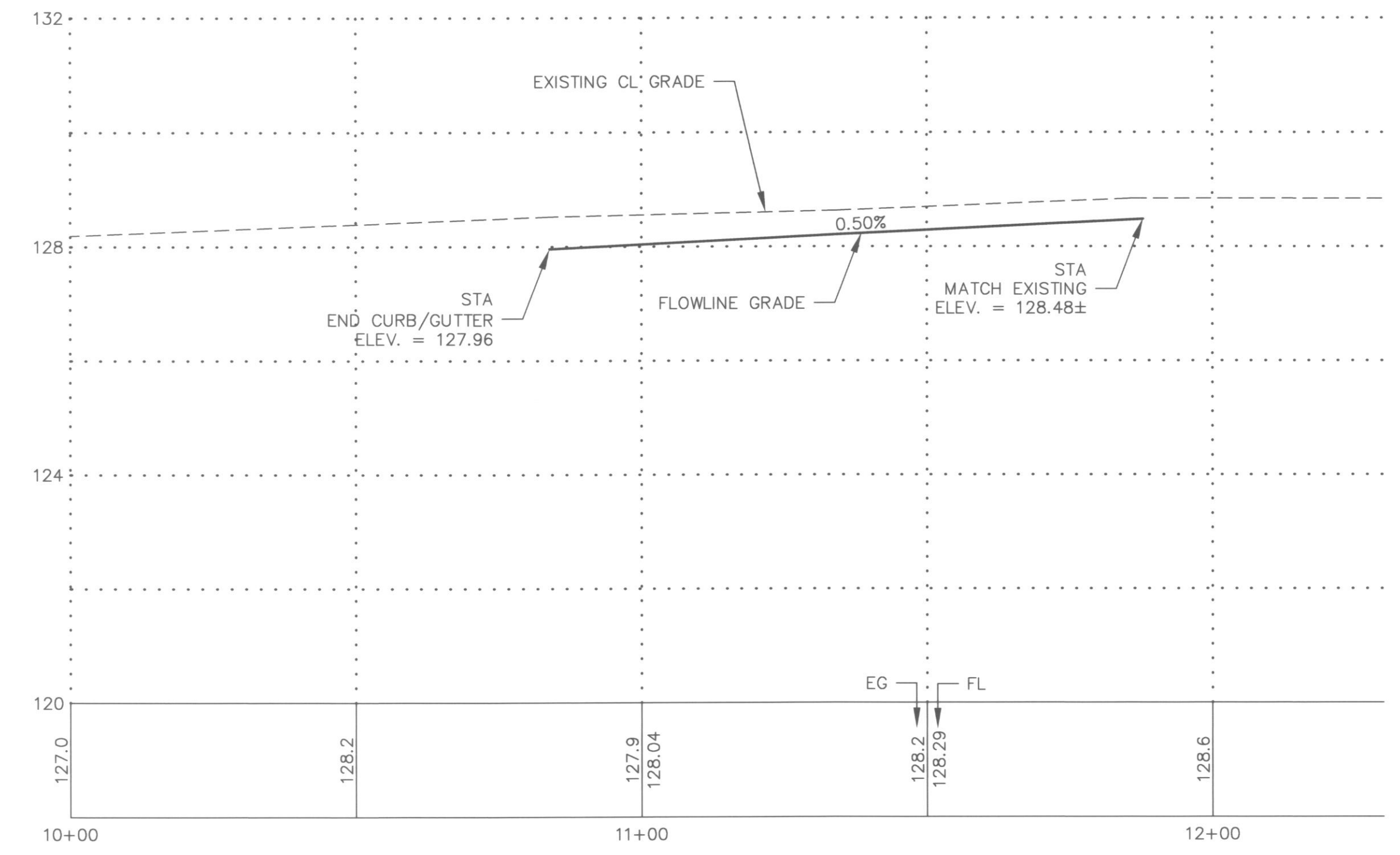
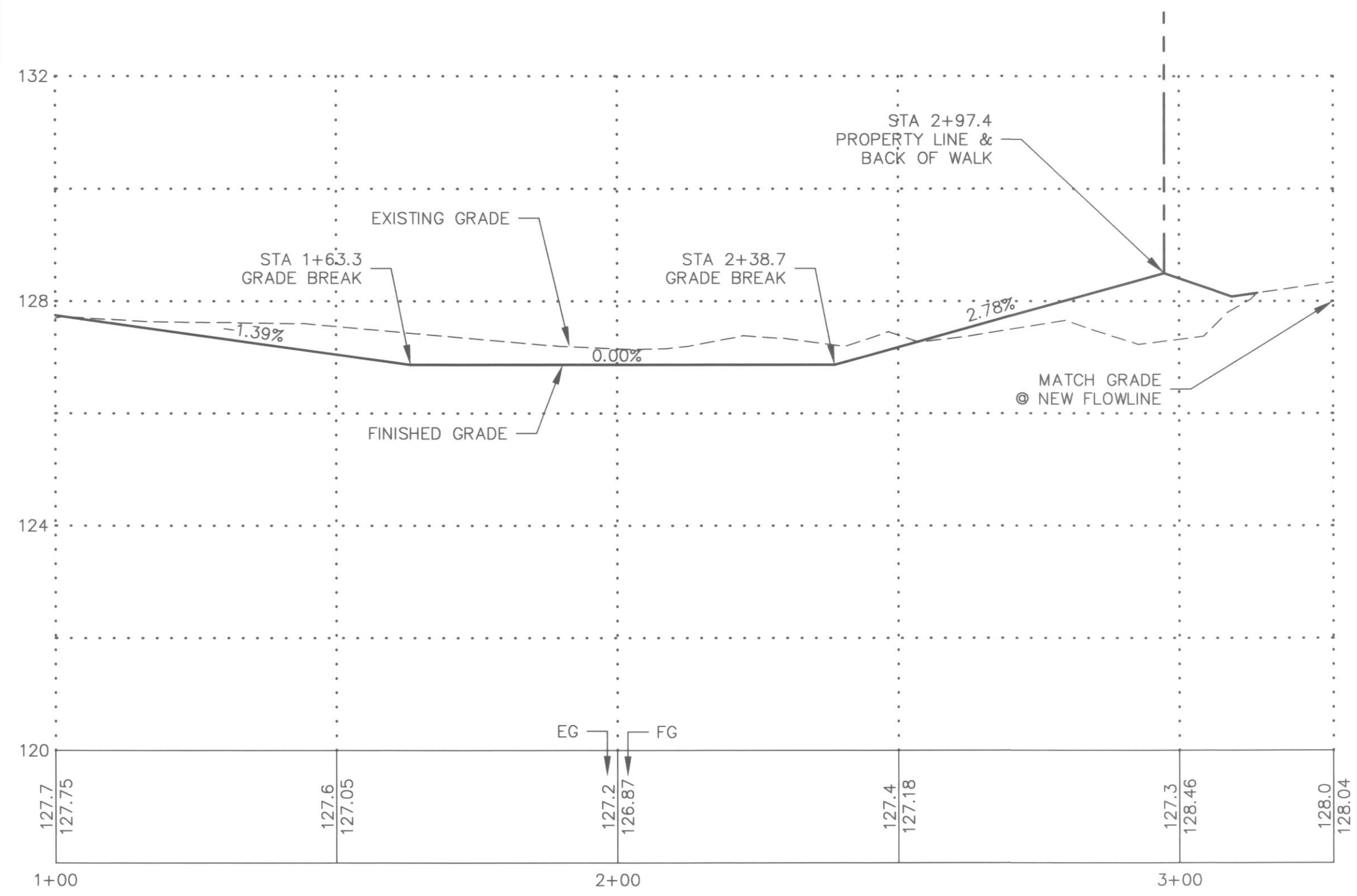
31ST AVE SHORT PLAT



NEW TREE PLANTING NOTE:
 NEW TREES SHALL BE PLANTED AT A RATIO OF 3:1 TO REPLACE THOSE TREES REMOVED AS A RESULT OF THIS PROJECT.
 NEW TREES SHALL BE 5-GALLON SIZE, MINIMUM.
 THE FOLLOWING IS A LIST OF THE ACCEPTABLE TREES:

- GRAND FIR, ABIES GRANDIS
- VINE MAPLE, ACER CINCATUM
- BIGLEAF MAPLE, ACER MACROPHYLLUM
- RED ALDER, ALNUS RUBRA
- WESTERN SERVICEBERRY, AMELANCHIER ALNIFOLIA
- PACIFIC MADRONE, ARBUTUS MENZIESII
- PACIFIC DOGWOOD, CORNUS NUTTALLII
- BLACK HAWTHORN, CRATEGUS SUKSDORFII
- OREGON ASH, FRAXINUS LATIFOLIA
- PACIFIC CRABAPPLE, MALUS FUSCA
- SITKA SPURGE, PICEA SITCHENSIS
- SHORE PINE, PINUS CONTORTA
- WESTERN WHITE PINE, PINUS MONTICOLA
- BLACK COTTONWOOD, POPULUS BALSAMIFERA
- BITTER CHERRY, PRUNUS EMARGINATA
- DOUGLAS FIR, PSEUDOTSUGA MENZIESII
- OREGON WHITE OAK, QUERCUS GARRYANA
- PACIFIC WILLOW, SALIX LUCIDA
- SCOUILER WILLOW, SALIX SCOUILERIANA
- SITKA WILLOW, SALIX SITCHENSIS
- WESTERN YEW, TAXUS BREVIFOLIA
- WESTERN RED CEDAR, THUJA PLICATA
- WESTERN HEMLOCK, TSUGA HETEROPHYLLA

THE ESC PLAN SHOWS THE REMOVAL OF 11 TREES THAT REQUIRE REPLACEMENT. THEREFORE 33 NEW TREES, ANY SELECTION OF THE ABOVE VARIETIES, WILL BE REQUIRED AS REPLACEMENTS. THE NEW TREES CAN BE PLANTED IN THE LANDSCAPE EASEMENT AS SHOWN OR DISPERSED THROUGHOUT THE SITE AND ALONG THE NORTH SIDE OF THE NEW DRIVE.



NOTES:
 REFER TO CITY OF ARLINGTON PUBLIC WORKS CONSTRUCTION STANDARDS FOR DETAIL:

- SHT R-4 - CEMENT CONCRETE CURB & GUTTER (SEE SHT. 6)
- SHT R-6 - CEMENT CONCRETE SIDEWALK (SEE SHT. 6)
- SHT R-8 - CEMENT CONCRETE DRIVEWAY - TYPE II (SEE SHT. 6)
- SHT R-23 - PAVEMENT PATCHING DETAILS
- SHT R-25 - TYPICAL TRENCH SECTION
- SHT R-26 - TYPICAL TRENCH COMPACTION

CITY OF ARLINGTON	
CONSTRUCTION	AS-BUILT ACKNOWLEDGMENT
By: <i>CE For PR</i> City Engineer	By: <i>CE For PR</i> City Engineer
Date: <i>7/19/04</i>	Date: <i>26 APR 05</i>

BY	DESCRIPTION	DATE	R#
JMC	AS-BUILT	3/1/05	1
JMC	AS-BUILT REVISIONS	7/18/05	2

ROAD & GRADING PLAN & PROFILE

Patrick Harron & Associates, LLC
 Engineering Planning
 14900 Interurban Ave. S.
 Suite Number 279
 Seattle, WA 98168
 T 206.674.4659
 F 206.674.4660

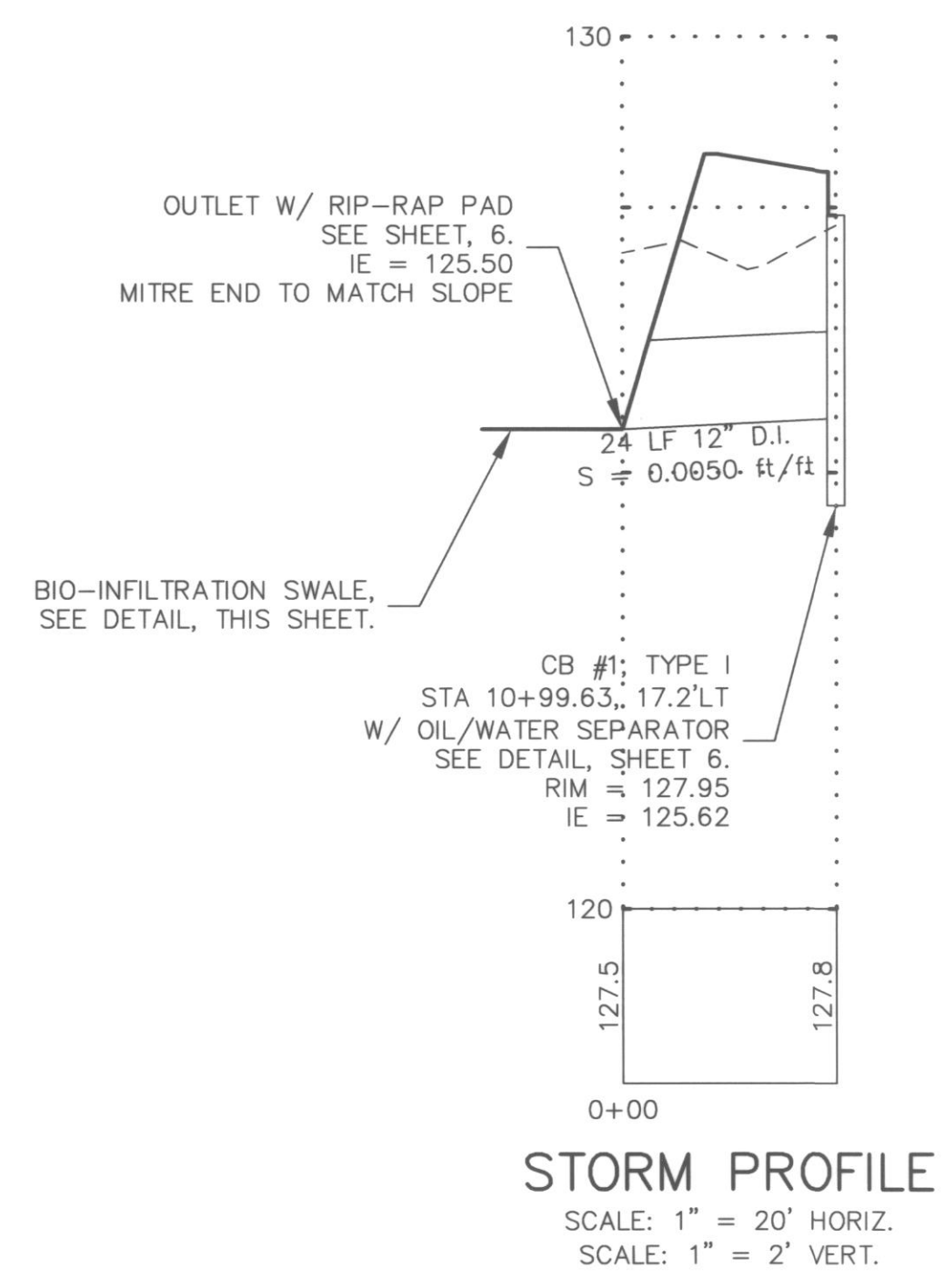
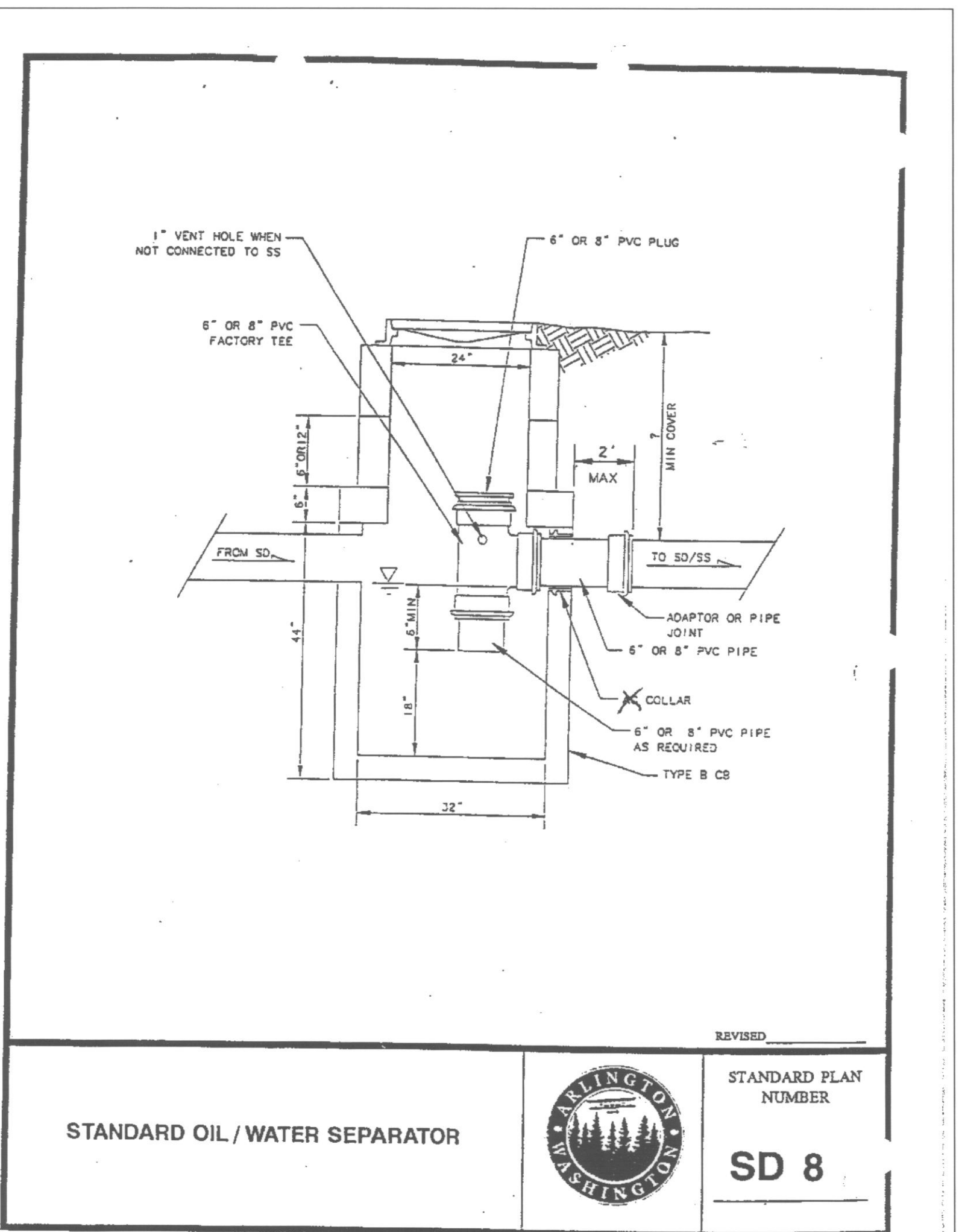
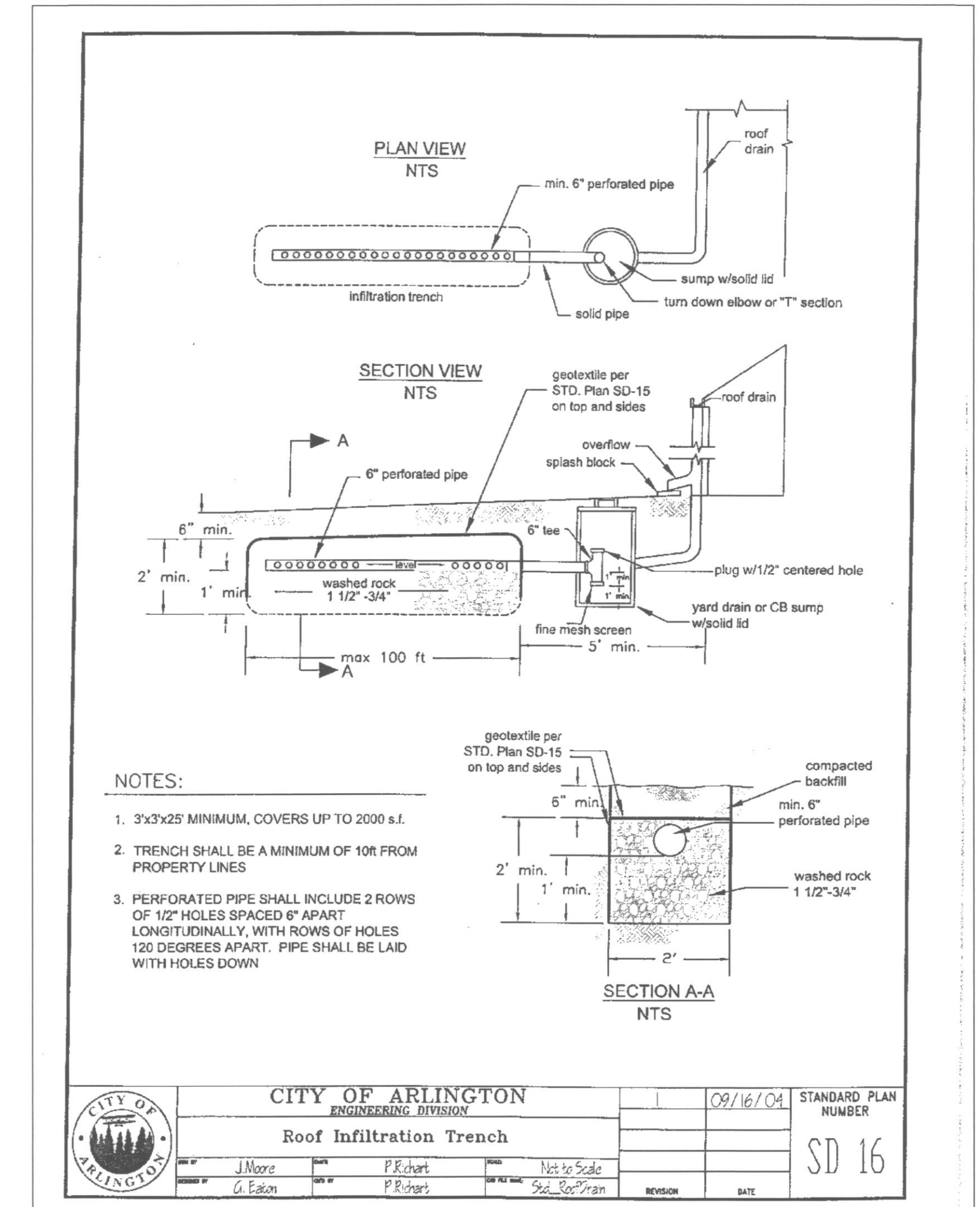
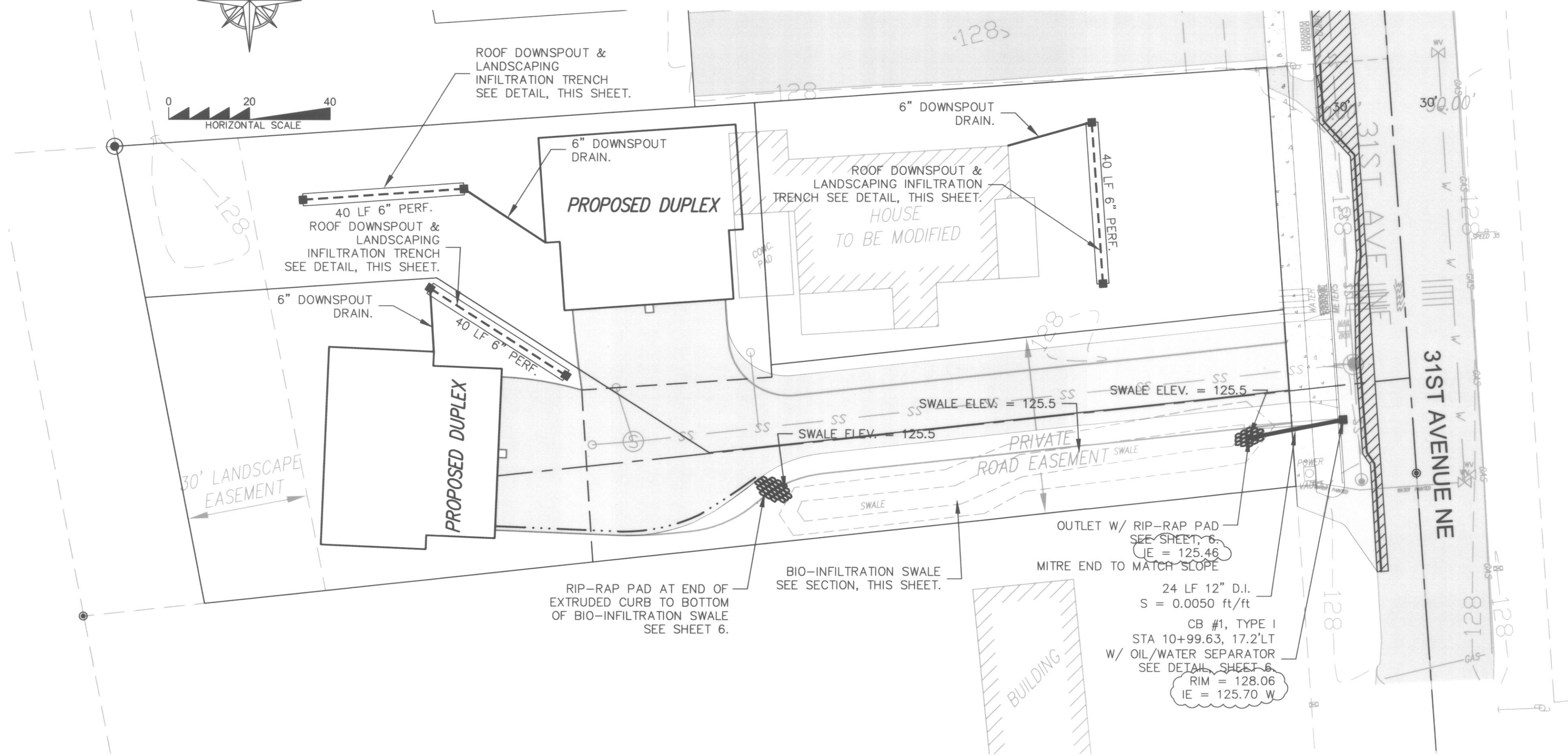
31ST AVE S.P.
 ARLINGTON, SNOHOMISH, WASHINGTON
 SW 1/4 OR THE NE 1/4 OF SECTION 20, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M.

PROJ. NO.	04112	DRN. BY	JMS
OWN. BY	CMC	CHK. BY	JMS
QA. REV.		APP. BY	

DATE: 7/19/04
 SCALE: 1" = 20'
 DRAWING NO. 3 OF 6

AS-BUILT

31ST AVE SHORT PLAT



NOTES:
REFER TO CITY OF ARLINGTON PUBLIC WORKS CONSTRUCTION STANDARDS FOR DETAIL:

- SHT SD-2 - STANDARD CATCH BASIN TYPE I
- SHT SD-5 - STANDARD GRATE CATCH BASIN OR INLET
- SHT SD-7 - TYPICAL FRAME AND GRATE INSTALLATION

AS-BUILT

CITY OF ARLINGTON THIS SHEET HAS BEEN APPROVED FOR CONDITIONS ON THE COVER SHEET.	
CONSTRUCTION	AS-BUILT ACKNOWLEDGEMENT
By: [Signature] City Engineer	By: [Signature] City Engineer
Date: [Blank]	Date: 26 APR 05

BY	DESCRIPTION	DATE	R#
CMC	AS-BUILT	3/1/05	1
CMC	AS-BUILT REVISIONS	1/18/04	2
CMC	AS-BUILT REVISIONS		3
CMC	AS-BUILT REVISIONS		4
CMC	AS-BUILT REVISIONS		5
CMC	AS-BUILT REVISIONS		6
CMC	AS-BUILT REVISIONS		7
CMC	AS-BUILT REVISIONS		8
CMC	AS-BUILT REVISIONS		9
CMC	AS-BUILT REVISIONS		10

STORM PLAN & DETAILS

PATRICK HARRON & ASSOCIATES, LLC

Patrick Harron & Associates, LLC
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PROJ. NO. 04112
DES. BY: JMS
CHK. BY: JMS
APP. BY: JMS

31ST AVE S.P.
ARLINGTON, SNOHOMISH, WASHINGTON
SW 1/4 OR THE NE 1/4 OF SECTION 20, TOWNSHIP
31 NORTH, RANGE 5 EAST, W.M.

PPL

CADD FILE: 31ST AVE

DATE: 7/19/04

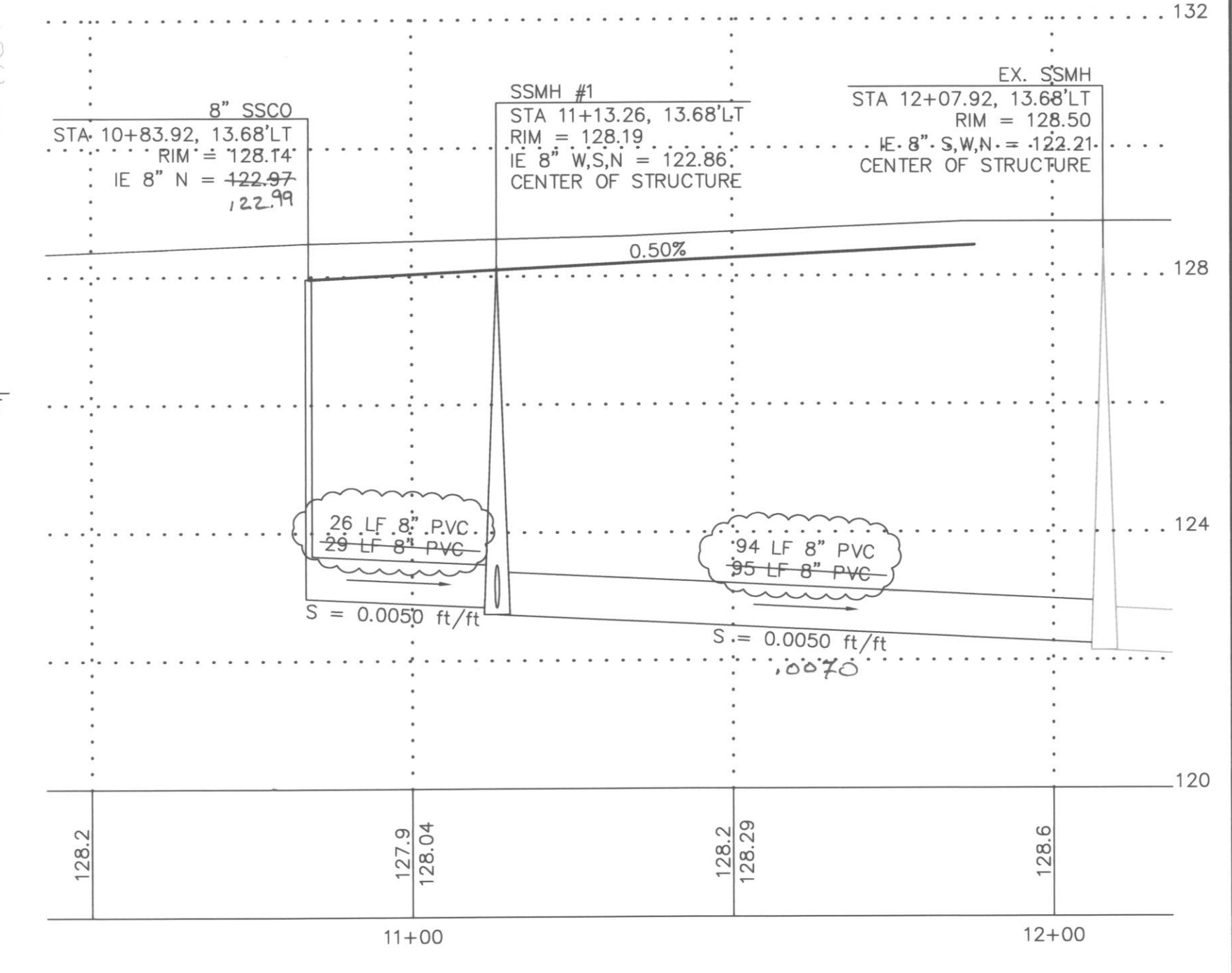
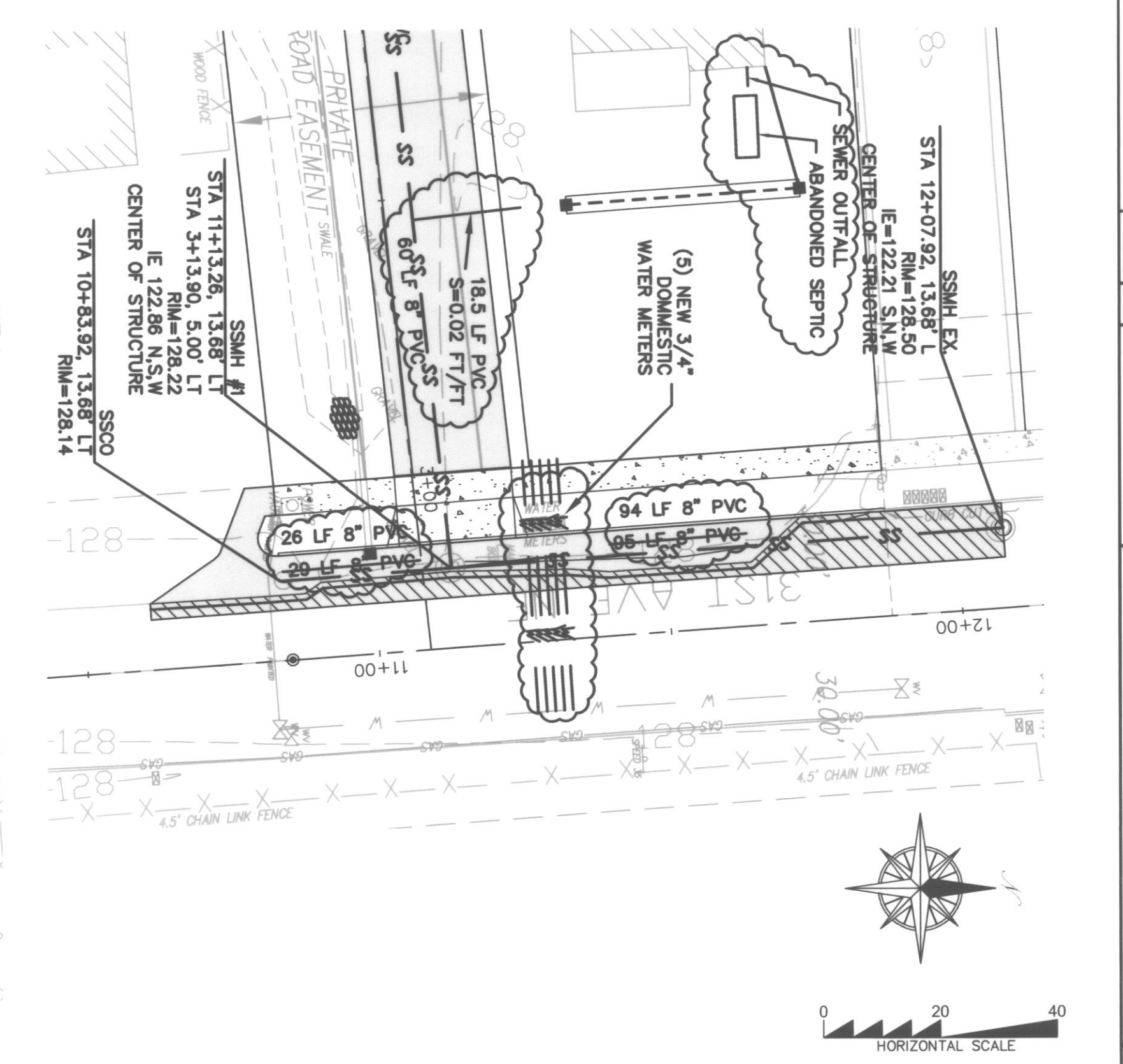
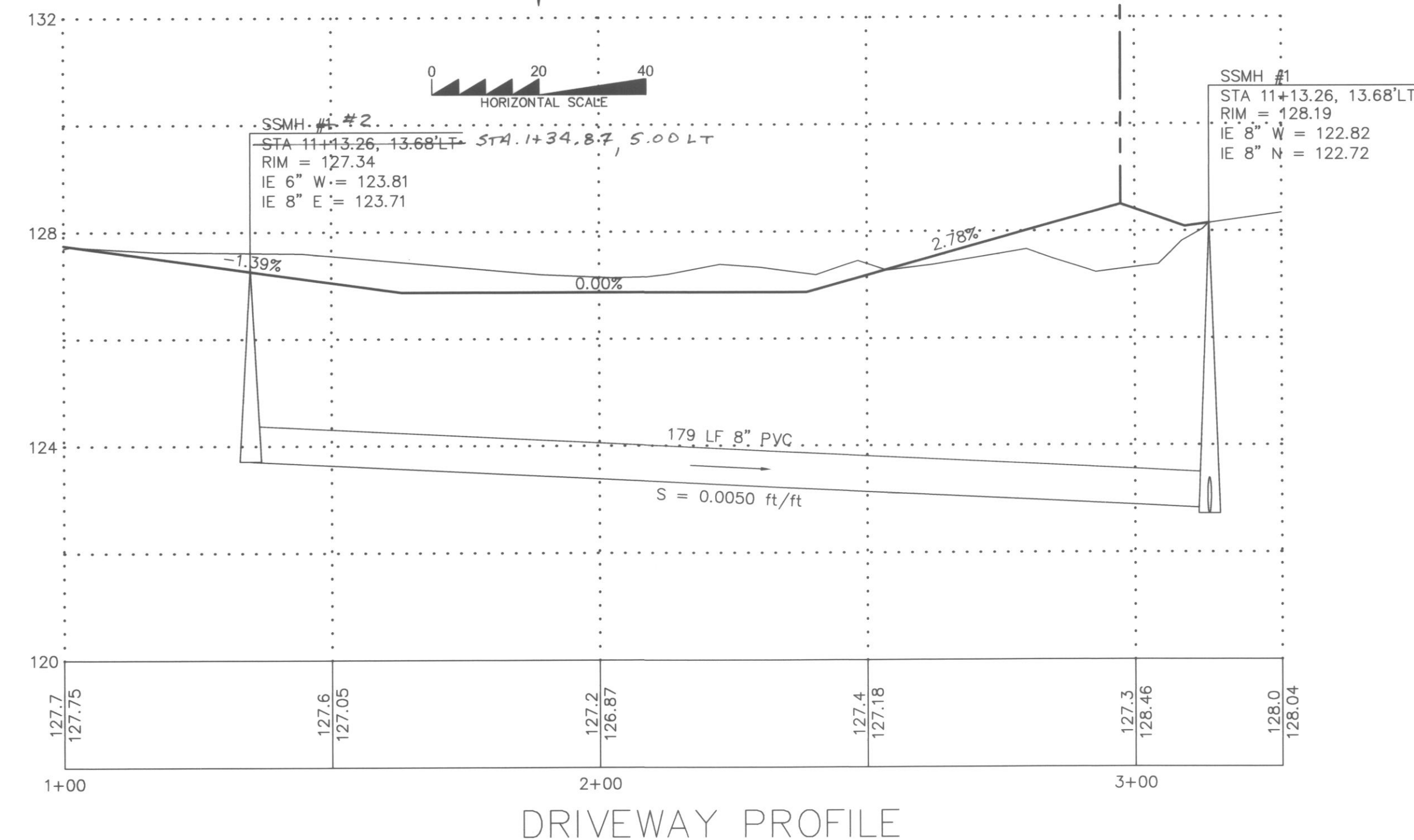
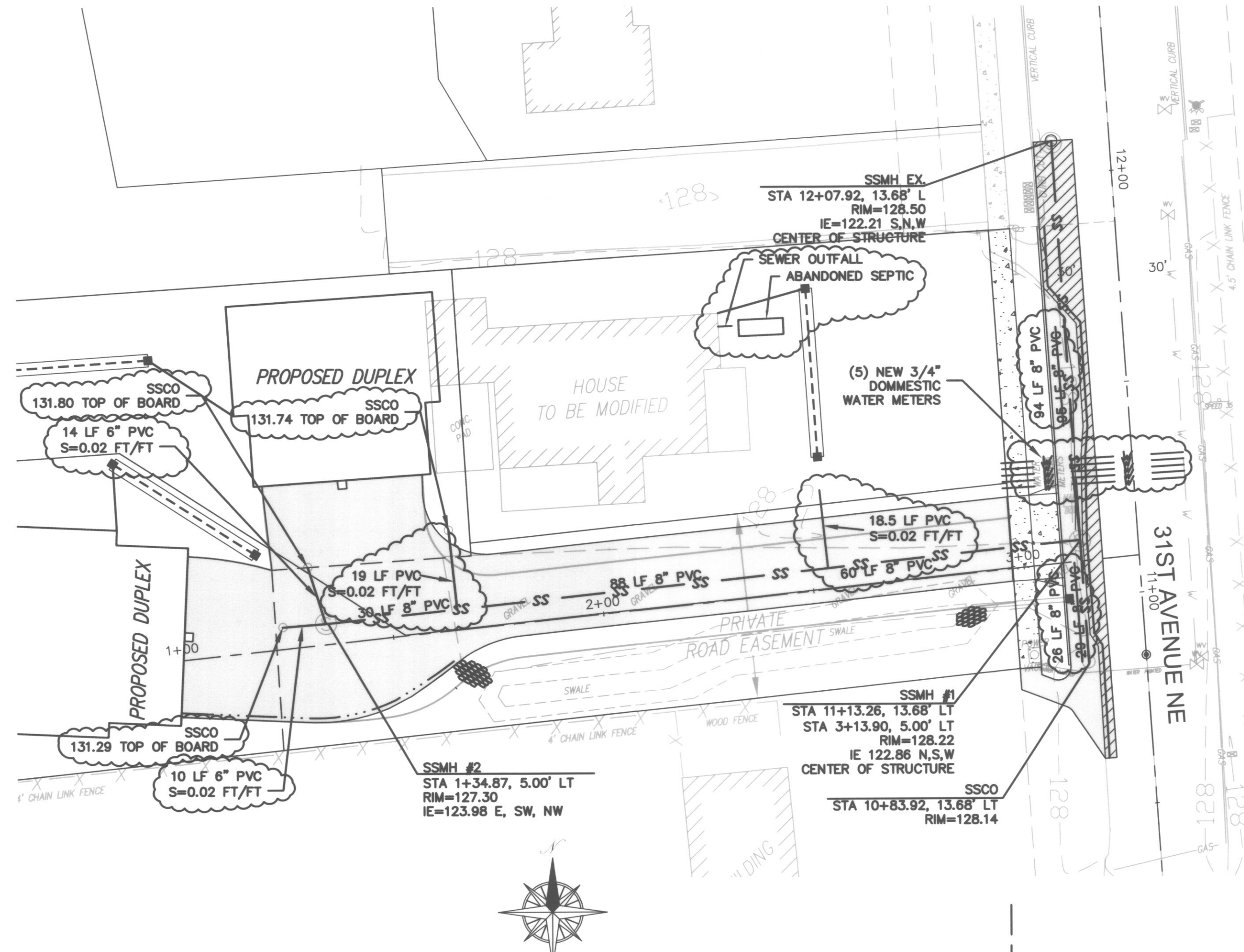
SCALE: 1" = 20'

DRAWING NO. 4 6

31ST AVE SHORT PLAT

SEWER SYSTEM NOTES:

1. PVC PIPE AND FITTINGS SHALL BE INTEGRAL WALL AND SPIGOT, RUBBER GASKET JOINT, PVC CONFORMING TO ASTM 3034 SDR 35.
2. ALL PVC SEWER PIPE AND FITTINGS MANUFACTURE AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE ASTM RECOMMENDED SPECIFICATIONS D3034-73, CURRENT REVISIONS, AND ALL INSTALLATION SHALL BE IN STRICT COMPLIANCE WITH THE MANUFACTURER'S DIRECTIONS. ALL PIPE SHALL BE CLEARLY MARKED WITH THE DATE OF MANUFACTURE. THERE SHALL BE NO REDUCTION IN PIPE WALL THICKNESS AT THE BELL AS A RESULT OF BELL FORMATION. ALL PIPE SHALL BE PROVIDED WITH A REFERENCE MARK FOR PROPER SPIGOT INSERTION. JOINT GASKETS SHALL BE FABRICATED FROM A COMPOUND OF WHICH THE BASIC POLYMER SHALL BE A SYNTHETIC RUBBER CONSISTING OF STYRENE, BUTADIENE, POLYISOPRENE, OR ANY COMBINATION THEREOF AND SHALL MEET THE REQUIREMENTS OF ASTM F477, LATEST REVISIONS.
3. CONNECTIONS FOR SIDE SEWER STUBS SHALL BE 6 INCHES INSIDE DIAMETER TEE FITTINGS FABRICATED IN THE MANUFACTURER'S PLANT. WYE BRANCHES SHALL BE USED WHERE THE SEWER MAIN SIZE IS LESS THAN 8" INSIDE DIAMETER. NO FIELD CUT-IN TEES OR WYES WILL BE ALLOWED UNDER THESE SPECIFICATIONS WITHOUT WRITTEN APPROVAL BY THE CITY.
4. MANHOLES SHALL BE OF THE OFFSET TYPE AND SHALL BE PRECAST CONCRETE SECTIONS WITH EITHER A CAST IN PLACE BASE OR A PRECAST BASE MADE FROM A 3,000 PSI STRUCTURAL CONCRETE. JOINTS BETWEEN PRECAST WALL SECTIONS SHALL BE CONFINED O RING OR AS OTHERWISE SPECIFIED. THEY SHALL BE CONSTRUCTED IN FULL COMPLIANCE WITH ASTM C478 AND THE DETAILS SHOWN ON STANDARD SPECIFICATIONS PRECAST MANHOLE AND AS FURTHER SPECIFIED HEREIN.
5. MANHOLE SECTIONS SHALL BE PLACED AND ALIGNED SO AS TO PROVIDE VERTICAL SIDES AND VERTICAL ALIGNMENT OF THE LADDER STEPS. THE COMPLETED MANHOLE SHALL BE RIGID, TRUE TO DIMENSION AND BE WATERTIGHT. ROUGH UNEVEN SURFACES WILL NOT BE PERMITTED.
6. WHERE WORK IS LOCATED IN PUBLIC RIGHT-OF-WAY, NOT LESS THAN 14 INCHES NOR MORE THAN 26 INCHES SHALL BE PROVIDED BETWEEN THE TOP OF THE CONE OR SLAB AND THE TOP OF THE MANHOLE FRAME.
7. CHANNELS SHALL BE MADE TO CONFORM ACCURATELY TO THE SEWER GRADE AND SHALL BE BROUGHT TOGETHER SMOOTHLY WITH WELL-ROUNDED JUNCTIONS, SATISFACTORY TO THE CITY ENGINEER.
8. THE CHANNELS SHALL BE FIELD POURED AFTER THE INLET AND OUTLET PIPES HAVE BEEN LAID AND FIRMLY GROUTED INTO PLACE AT THE PROPER ELEVATION. ALLOWANCES SHALL BE MADE FOR A MINIMUM OF 1/10 FOOT (0.1") DROP IN ELEVATION ACROSS THE MANHOLE IN THE DIRECTION OF FLOW.
9. BACKFILLING AND SURFACE RESTORATION SHALL CLOSELY FOLLOW INSTALLATION AND TESTING OF THE PIPE SO THAT NO MORE THAN 100 FEET OF PIPE IS LEFT EXPOSED WITH EXPRESS APPROVAL OF THE ENGINEER. CARE SHALL BE TAKEN TO INSURE THAT THE PIPE AND ITS PROTECTIVE COATINGS ARE NOT DAMAGED. NO ROCKS OR STONE SHALL BE PERMITTED WITHIN 12" OF THE PIPE.
10. WHEN REQUIRED IN AREAS OF UNSUITABLE TRENCH BOTTOM, FOUNDATION GRAVEL SHALL CONSIST OF CLEAN, GRANULAR MATERIAL FREE FROM OBJECTIONABLE MATERIALS SUCH AS VEGETABLE MATTER OR OTHER DELETERIOUS SUBSTANCES WITH AT LEAST 90 PERCENT COARSE MATERIAL RANGING FROM 1" IN DIAMETER TO 3" IN DIAMETER AND 100% 3" IN DIAMETER OR LESS.
11. 3/8" CLEAN MANUFACTURED PEA GRAVEL BEDDING SHALL BE REQUIRED.
12. BEDDING MATERIAL SHALL BE CAREFULLY PLACED AND FIRMLY COMPACTED TO PROVIDE A FIRM, UNIFORM GRADE FOR THE PIPE. THE MINIMUM THICKNESS OF THE LAYER OF BEDDING MATERIAL REQUIRED SHALL BE 4 INCHES UNDER THE BELL FOR ALL PIPE SIZES OF 27 INCHES DIAMETER AND SMALLER, 6 INCHES FOR ALL PIPE SIZES, 30 INCHES DIAMETER AND LARGER AND 6 INCHES UNDER THE BELL OF THE PIPE FOR ALL DIAMETER PIPES WHERE ROCK IS EXCAVATED. TO PROVIDE THIS FIRM, CONTINUOUS SUPPORT FOR THE PIPE, IT IS NECESSARY TO HAND TAMP OR "SLICE" BEDDING MATERIAL SOLIDLY UNDER THE PIPE.
13. AFTER THE PIPE LAYING OPERATION, ADDITIONAL BEDDING MATERIAL SHALL BE PLACED AND COMPACTED BY HAND TOOLS FOR THE FULL WIDTH OF THE TRENCH TO A HEIGHT OF 12" ABOVE THE TOP OF THE SEWER MAIN AND 6" ABOVE THE TOP OF THE WATER MAIN.
14. IT IS ASSUMED THAT EXCAVATED MATERIAL IS SUITABLE FOR TRENCH BACKFILL, WHERE EXCAVATED MATERIAL IS NOT APPROVED FOR BACKFILL, GRAVEL BASE, CLASS B, CONFORMING TO THE REQUIREMENTS OF SECTION 9-03.10 OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, OR GRANULAR MATERIAL COMMONLY KNOWN AS BANK RUN GRAVEL, SHALL BE USED AS DIRECTED BY THE ENGINEER.
15. ALL JOINTS SHALL BE MADE UP IN STRICT COMPLIANCE WITH THE MANUFACTURER'S DIRECTIONS AND ALL SEWER PIPE MANUFACTURE AND HANDLING SHALL MEET OR EXCEED THE ASTM AND CPWV RECOMMENDED SPECIFICATIONS, CURRENT REVISIONS.
16. FURTHER, ALL 8" OR LARGER PVC PIPE LAID SHALL BE DEFLECTION TESTED IN ACCORDANCE WITH SECTION 7-17-3 OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION. FOR ACCEPTANCE, PVC PIPE SHALL NOT HAVE ANY DIAMETER DECREASED BY 5 PERCENT OR MORE.
17. THE SEWER PIPE, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, SHALL BE INSTALLED UPGRADE FROM POINT OF CONNECTION ON THE EXISTING SEWER OR FROM A DESIGNATED STARTING POINT TO LINE AND GRADE PER APPROVED PLANS. THE SEWER PIPE SHALL BE INSTALLED WITH THE BELL END FORWARD OR UPGRADE. WHEN PIPE LAYING IS NOT IN PROGRESS, THE FORWARD END OF THE PIPE SHALL BE KEPT TIGHTLY CLOSED WITH AN APPROVED TEMPORARY PLUG. WHEREVER MOVABLE SHORING (STEEL BOX) IS USED IN THE DITCH, CARE SHALL BE TAKEN SO THAT THE PIPE AND/OR JOINTS DO NOT MOVE WHEN THE SHORING OR BOX IS MOVED. ANY INDICATION THAT JOINTS ARE NOT BEING ADEQUATELY HELD SHALL BE SUFFICIENT REASON FOR THE CITY ENGINEER TO REQUIRE RESTRAINTS, WHETHER OR NOT MOVABLE SHORING IS BEING USED.
18. AT THE TIME OF BUILDING PERMIT INDIVIDUAL LOT OWNERS MAY BE REQUIRED TO INSTALL MONITORING MANHOLES AS REQUIRED BY THE CITY.
19. ALL MANHOLE STRUCTURES SHALL BE INSPECTED AND SIGNED OFF PRIOR TO BACKFILL BEING ADDED TO THE EXCAVATION.
20. ACCESS SHALL BE PROVIDED TO THE CONSTRUCTION SITE AT ALL TIMES FOR INSPECTION PU
21. SEWER TRACER TAPE REQUIRED OVER ALL SEWER PIPE INSTALLATION.
22. INSTALL SIDE SEWER STUBS TO ONE SIDE OR THE OTHER OF CEMENT/ASPHALT DRIVEWAYS WHEN POSSIBLE.
23. SIDE SEWERS ARE TO BE CAPPED AND MARKED BY A 2" X 4" MARKED S/S. THE STUB MAKER MUST INCLUDE LOT NUMBER AND DEPTH OF STUB INVERT. (SEE SERVICE CONNECTION DETAIL, S-8).
24. SEWER BACKFILL WITHIN THE CITY RIGHT OF WAY TO BE COMPACTED TO 95% WITH TESTING RESULTS TO THE CITY OR CDF BACKFILL REQUIRED.
25. ALL SANITARY SEWER MANHOLES OUTSIDE OF PAVED OR CONCRETE AREAS MUST HAVE A 6' X 6' REINFORCED CONCRETE PAD SET TO FINISH GRADE.
26. SANITARY SEWER MARKER POSTS ARE REQUIRED TO HAVE A 12'18 GAGE WIRE TO THE STUB.
27. ALL SANITARY SIDE SEWERS ARE TO BE DIMENSION FROM THE NEAREST DOWNSTREAM MANHOLE RATHER THAN THE INVERT OF THE PIPE.
28. WYES ARE NOT ALLOWED ON LINES 8" AND LARGER, TEES ARE REQUIRED.
29. SIDE SEWERS STUBS MUST EXTEND A MINIMUM OF 10' BEYOND THE PROPERTY LINE AND A _____ OF 5' BEYOND THE UTILITY EASEMENT.



31ST AVE NE PROFILE

NOTE: TEMPORARY GRAVEL DRIVEWAY TO BE REPLACED WITH ASPHALT

NOTES:

REFER TO CITY OF ARLINGTON PUBLIC WORKS CONSTRUCTION STANDARDS FOR DETAIL:

- SHT S-1 - PRECAST MANHOLE
- SHT S-3 - STANDARD FRAME AND COVER
- SHT S-5 - MANHOLE STEPS AND LADDER
- SHT S-6 - TYPICAL TRENCH SECTION PVC PIPE
- SHT S-11 - CLEANOUT
- SHT W-2 - 3/4" AND 1" DOMESTIC WATER SERVICE (SEE SHT. 6)

AS-BUILT

CITY OF ARLINGTON
 THIS SHEET HAS BEEN APPROVED FOR CONDITIONS ON THE COVER SHEET.

CONSTRUCTION By: [Signature] City Engineer AS-BUILT ACKNOWLEDGMENT By: [Signature] City Engineer Date: 26 APR 05

BY	DESCRIPTION		
	DATE	DATE	DATE
CMC	3/1/04	02/18/04	
CMC			AS-BUILT
			AS-BUILT
			REVISED

APPROVED	
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SEWER & WATER PLAN & PROFILE

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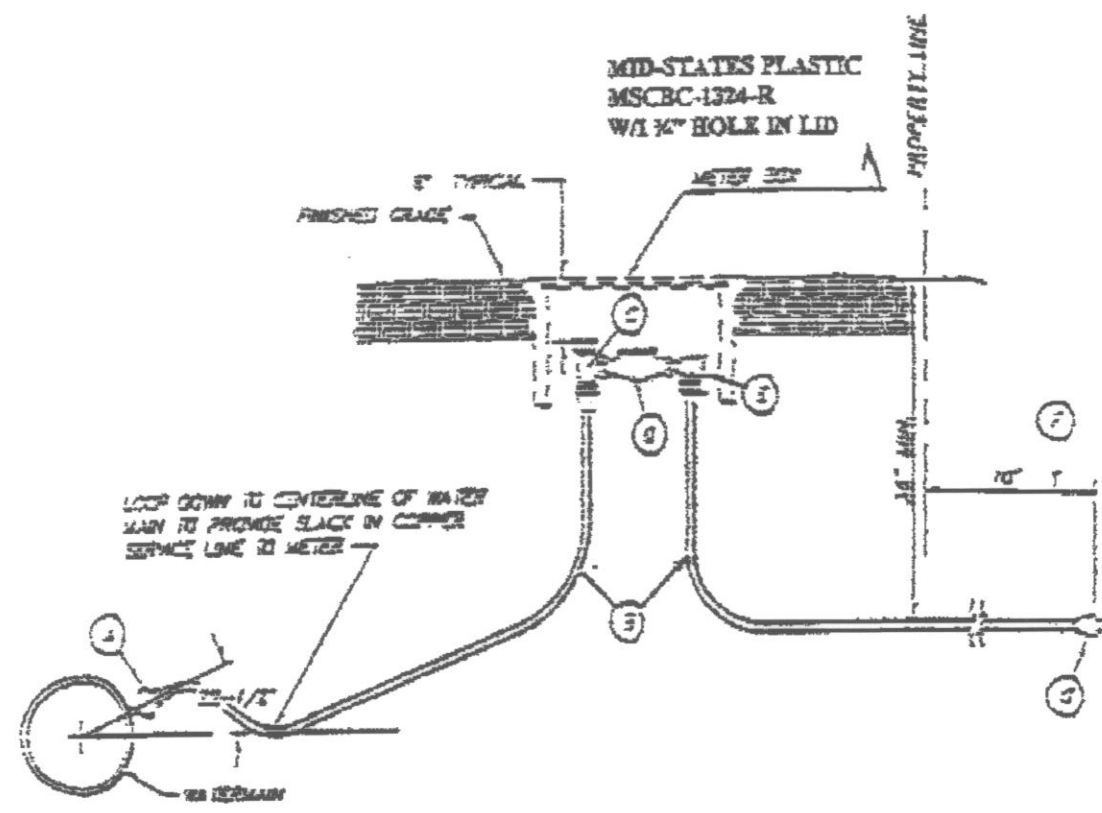
PROJ. NO. 04112
 DESIGNED BY JMS
 DRAWN BY CMC
 CHECKED BY JMS
 QA/RVW BY [Signature]

31ST AVE S.P.
 ARLINGTON, SNOHOMISH, WASHINGTON
 SW 1/4 OF THE NE 1/4 OF SECTION 20, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M.

CAD FILE: 31ST AVE
 DATE: 7/19/04
 SCALE: 1" = 20'
 DRAWING NO. 5 OF 6

31ST AVE SHORT PLAT

FROM : FRK NO. : Oct. 19 2004 03:07PM P2



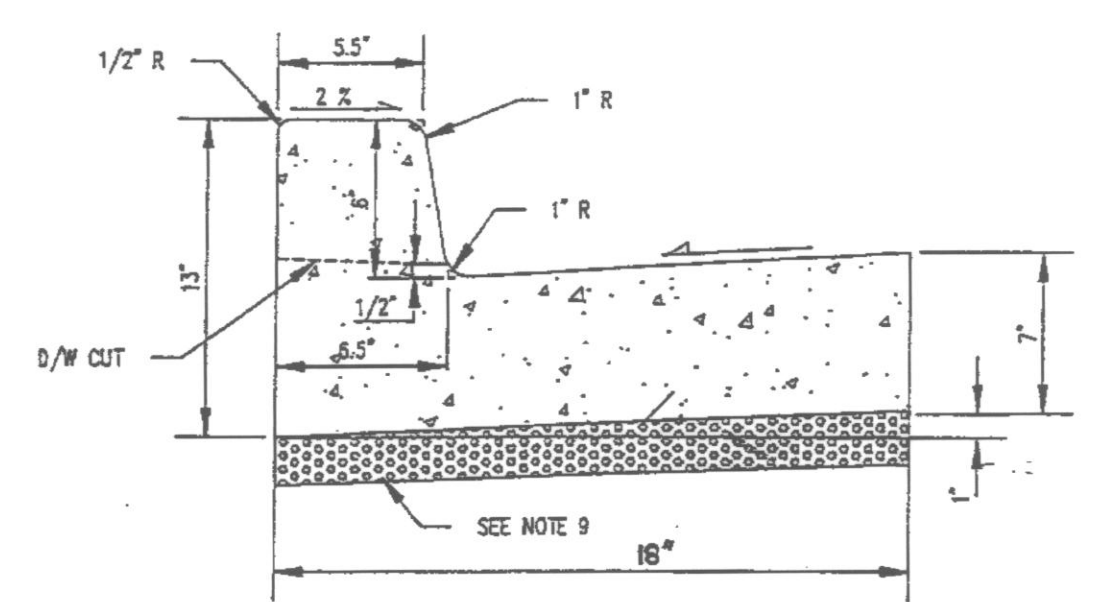
- NOTES:**
- A. Corporation stop shall be a Ball Corp. Either Ford or Mueller x Mipt or or threads. All others must be approved by the City of Arlington.
 - B. CTS CI 200 HI MOL. POLYPIPE, A # 10 Copper trace wire is required on Both Sides.
 - C. Angle Ball Meter Valve With Lock Wings, 1" 110 Compression x 5/8" Meter, 1" Service shall be 1" 110 Compression x Meter.
 - D. Blank Stub the Length of Future Water Meter. (Length Varies Depending on Service Size)
 - E. 90 Deg. Angle Check Coupling W/110 Adapter, 5/8" x 3/4" W/3/4" M.L.R. x 1" Comp.
 - F. CTS CI 200 HI MOL. POLYPIPE W/ # 10 Copper Trace Wire, Extend 18" Beyond Property Line.
 - G. Mueller 110 x IPT Pansole Adapter at end.

6-26-02

3/4" and 1" DOMESTIC WATER SERVICE



STANDARD PLAN NUMBER
W 2



TYPICAL SECTION

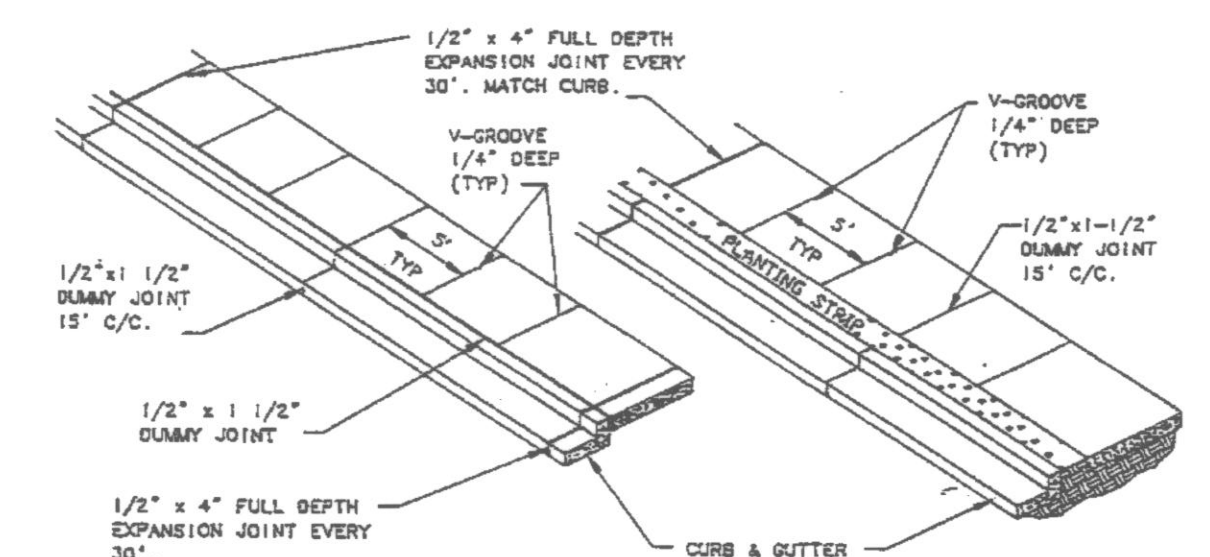
- NOTES**
- 1 FORMS SHALL BE TRUE TO LINE AND GRADE AND SECURELY STAKED.
 - 2 DUMMY JOINTS SHALL BE PLACED ON 15 FOOT CENTERS. DUMMY JOINTS SHALL BE 1/2" x 1-1/2".
 - 3 THRU JOINTS SHALL BE PLACED ADJACENT TO CATCH BASINS, INLETS AND AT POINTS OF TANGENCY ON STREETS, ALLEY AND DRIVEWAY RETURNS. MAXIMUM SPACING SHALL BE 30 FT. PRE-MOLDED JOINT FILLER SHALL BE 1/2" WIDE AND CONFORM TO AASHTO DESIGN M213.
 - 4 ALL JOINTS SHALL BE CLEAN AND EGGED.
 - 5 CONCRETE SHALL BE CEMENT CONCRETE, CLASS 3000.
 - 6 STEEL FORMS ONLY SHALL BE USED ON TANGENT SECTIONS. WOOD FORMS MAY BE USED ON CURVED SECTIONS.
 - 7 FINISH SHALL BE LIGHT BROOM FINISH.
 - 8 THE FINISHED CURB SHALL BE SPRAYED WITH A TRANSPARENT CURING COMPOUND AND COVERED BY WATERPROOF PAPER OR PLASTIC MEMBRANE IN THE EVENT OF RAIN OR OTHER UNSUITABLE WEATHER. CURING TIME SHALL BE A MINIMUM OF 72 HOURS.
 - 9 ALL CURB AND GUTTER SHALL BE PLACED ON A MIN OF 2" OF CRUSHED SURFACING TOP COURSE.
 - 10 DUMMY JOINT 1/2" x 1 1/2" BETWEEN A-1 CURB AND GUTTER AND THE SIDEWALK.

REVISED

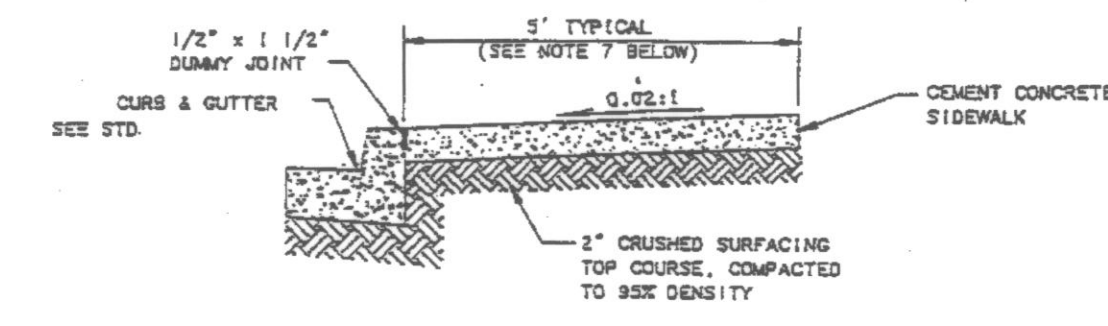
CEMENT CONCRETE CURB AND GUTTER



STANDARD PLAN NUMBER
R 4



PLAN VIEWS



TYPICAL SECTION

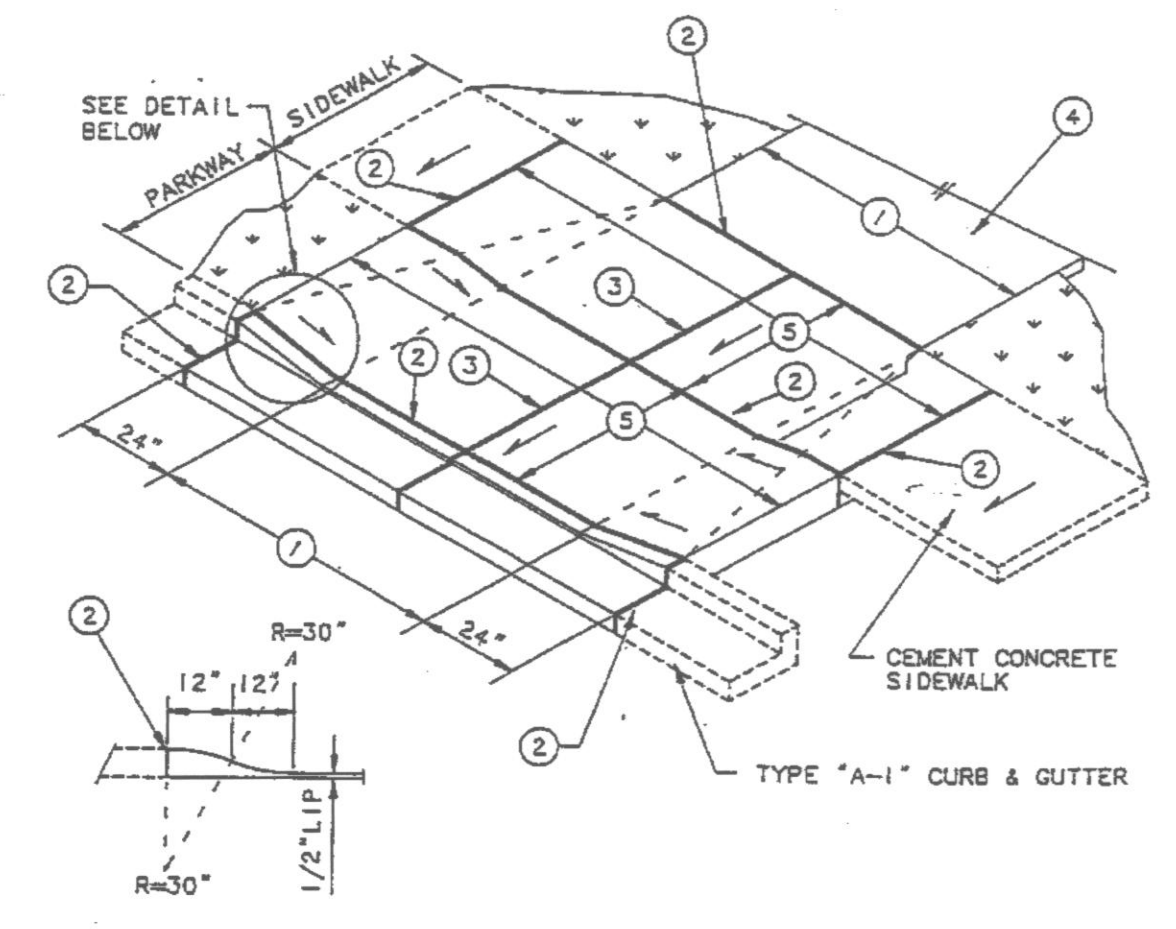
- NOTES**
1. SIDEWALKS SHALL BE A MINIMUM OF 4" THICK, AND SHALL BE CLASS 3000 CEMENT CONCRETE, WITH AIR ENTRAINMENT (MIN 4.5 %, MAX 5.5 %).
 2. FULL EXPANSION JOINTS SHALL GENERALLY BE PLACED TO MATCH THOSE PLACED IN ADJACENT CURB & GUTTER, WITH MAXIMUM SPACING OF 30 FEET. FINAL SPACING DETERMINATION SHALL BE DECIDED BY THE INSPECTOR IN THE FIELD.
 3. SUBGRADE SHALL BE COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY.
 4. SIDEWALK SHALL BE AT LEAST 6" THICK IN DRIVEWAYS AND BEHIND ROLL-CURBS.
 5. THE FINISHED SIDEWALK SHALL BE SPRAYED WITH A TRANSPARENT CURING COMPOUND COVERED BY WATERPROOF PAPER OR PLASTIC SHEETING IN THE EVENT OF RAIN OR OTHER INCLEMENT WEATHER. CURING TIME SHALL BE FOR A MINIMUM OF 72 HOURS.
 6. ALL JOINTS SHALL BE CLEANED AND EGGED WITH AN EDGER HAVING A 1/4" RADIUS.
 7. SIDEWALKS ARE TYPICALLY 5' WIDE, EXCEPT 6' IN COMMERCIAL AREAS, OR AS APPROVED BY THE CITY ENGINEER.

REVISED

CEMENT CONCRETE SIDEWALK



STANDARD PLAN NUMBER
R 6



CURB TRANSITION DETAIL

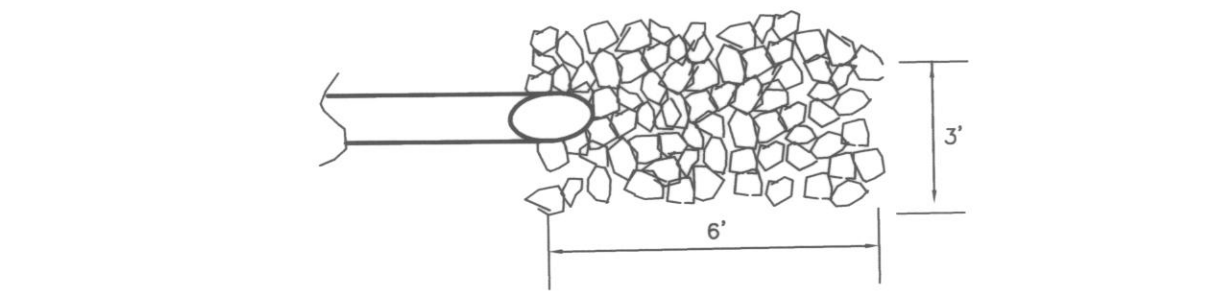
- NOTES**
- ① EQUALS WIDTH OF DRIVEWAY AT PROPERTY LINE.
 - ② 1/2" WIDE FULL DEPTH EXPANSION JOINT.
 - ③ FULL DEPTH EXPANSION JOINT IF ① IS 15' OR GREATER.
 - ④ DRIVEWAY TO BE SURFACED WITH ASPHALT OR CONCRETE.
 - ⑤ DRIVEWAY CEMENT CONCRETE SHALL BE A MIN OF 8" THICK AND IS TO BE PLACED ON A MINIMUM OF 2" CRUSHED SURFACING TOP COURSE COMPACTED TO 95% MAXIMUM DENSITY.

REVISED

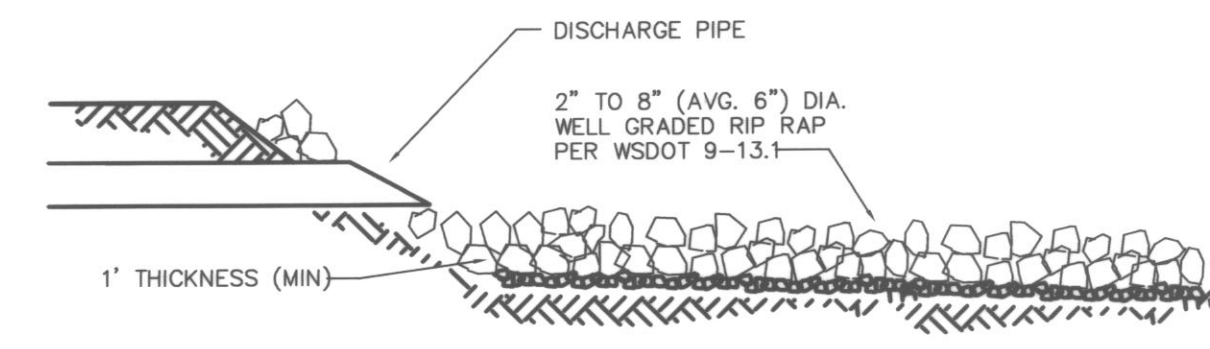
CEMENT CONCRETE DRIVEWAY TYPE 2



STANDARD PLAN NUMBER
R 8



PLAN



SECTION

RIP-RAP PAD
N.T.S.

BY	DESCRIPTION
CMC	AS-BUILT
CMC	AS-BUILT REVISIONS



DETAIL SHEET



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QA/QC BY.	APP. BY.

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ARLINGTON, SNOHOMISH, WASHINGTON
SW 1/4 OR THE NE 1/4 OF SECTION 20, TOWNSHIP
31 NORTH, RANGE 5 EAST, W.M.

CITY OF ARLINGTON <small>THIS SHEET HAS BEEN APPROVED PER CONDITIONS ON THE COVER SHEET.</small>	
CONSTRUCTION By: _____ Date: ____/____/____	AS-BUILT ACKNOWLEDGMENT By: City Engineer Date: 26 APR 05

AS-BUILT

PLN.	CADD FILE: 31ST AVE
DATE: 7/19/04	SCALE: N.T.S.
DRAWING NO. 6	6