

# CITY OF ARLINGTON

SNOHOMISH COUNTY

WASHINGTON

## ARLINGTON AIRPORT SEWER EXTENSION



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Mayor

Cheri Carlson  
Chairperson

Tom Wright

John Swizer

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Jeff Morgan

Barbara Tolbert  
Airport Commission

Don Munson

ARLINGTON MUNICIPAL AIRPORT  
18204 59TH DR. NE  
ARLINGTON, WA 98223  
(360) 403-3470

AS-BUILT DRAWING APPROVAL  
ACKNOWLEDGMENT  
THIS AS-BUILT PLAN SHEET HAS BEEN REVIEWED AND ACCEPTED AS A  
RECORD DRAWING. THE LICENSED DESIGN ENGINEER WHOSE STAMP AND  
SIGNATURE APPEAR ON THIS SHEET ASSUMES FULL AND COMPLETE  
RESPONSIBILITY FOR THE ACCURACY THEREIN.  
By: Eric Hunt  
City Engineer, City of Arlington  
DATE: 4/10/2012

**RECORD DRAWING**  
Based upon best available information  
obtained during construction.  
Date: 02/13/2012  
By: S.D.C.  
Checked By: S.A.C.

CALL BEFORE YOU DIG  
(800) 424-5555

The logo for Gray & Osborne, Inc., featuring a stylized 'G' and 'O' intertwined.  
**Gray & Osborne, Inc.**  
CONSULTING ENGINEERS  
701 DEXTER AVENUE NORTH SUITE 200  
SEATTLE, WASHINGTON 98109 (206) 284-0880

SUMMARY OF QUANTITIES		
ITEM	QUANTITY	UNIT
PVC SEWER MAIN	383	LINEAR FEET
SEWER MANHOLES (48" DIAMETER)	2	EACH

## SYMBOL LEGEND

### ABBREVIATIONS

AVE	AVENUE
AC	ASBESTOS CEMENT PIPE
ADJ	ADJUST
ALT	ALTERNATE
ALUM	ALUMINUM
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS
ASSY	ASSEMBLY
BF	BLIND FLANGE
BLDG	BUILDING
BLK	BLOCK
BO	BLOW OFF
CTR	CENTER
CAP	CORRUGATED ALUMINUM PIPE
CB	CATCH BASIN
CI	CAST IRON
C	CENTER LINE
CLR	CLEARANCE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
C	CONDUIT
CONN	CONNECTION
CONTR	CONTRACTOR
CONT	CONTINUOUS
CPFP	CORRUGATED POLYETHYLENE PIPE
CPLG	COUPLING
CY	CUBIC YARD
CONT	CONTINUED
CL	CLASS
CF	CUBIC FEET
CFS	CUBIC FEET PER SECOND
DC	DEGREE OF CURVATURE
DI	DUCTILE IRON
DIA	DIAMETER
DOT	DEPARTMENT OF TRANSPORTATION
DIM	DIMENSION
DWGS	DRAWING(S)
D	DRAIN
E	EDGE OF ASPHALT
EA	EAST
EL	ELEVATION
EL	ELBOW
ELEC	ELECTRICAL
EXIST	EXISTING
FIG	FIGURE
FIN	FINISHED
FL	FLANGE
FT	FEET
F	FORCE MAIN
GA	GAUGE
GALV	GALVANIZED
GI	GALVANIZED IRON
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
INV	INVERT
IN	INCH
L	LENGTH
LB	POUND
LF	LINEAR FEET
MAX	MAXIMUM
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
MISC	MISCELLANEOUS
N	NORTH
NO	NUMBER
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
PI	POINT OF INTERSECTION
PP	POWER POLE
PVI	POINT OF VERTICAL INTERSECTION
PE	PLAIN END
PERF	PERFORATED
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENT
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
QTY	QUANTITY
RET	RETAINING
RR	RAILROAD
R	RADIUS
RED	REDUCER
REINF	REINFORCE
REQD	REQUIRED
R/W	RIGHT-OF-WAY
S	SLOPE
SL	SOUTH
SCH	SCHEDULE
SF	SQUARE FEET
SHT	SHEET
SPECS	SPECIFICATIONS
SQ	SQUARE
STA	STATION
STD	STANDARD
TC	TOP OF CURB
TEL	TELEPHONE
THRD	THREADED
THRU	THROUGH
TYP	TYPICAL
VERT	VERTICAL
W	WEST
W/	WITH
W/O	WITHOUT

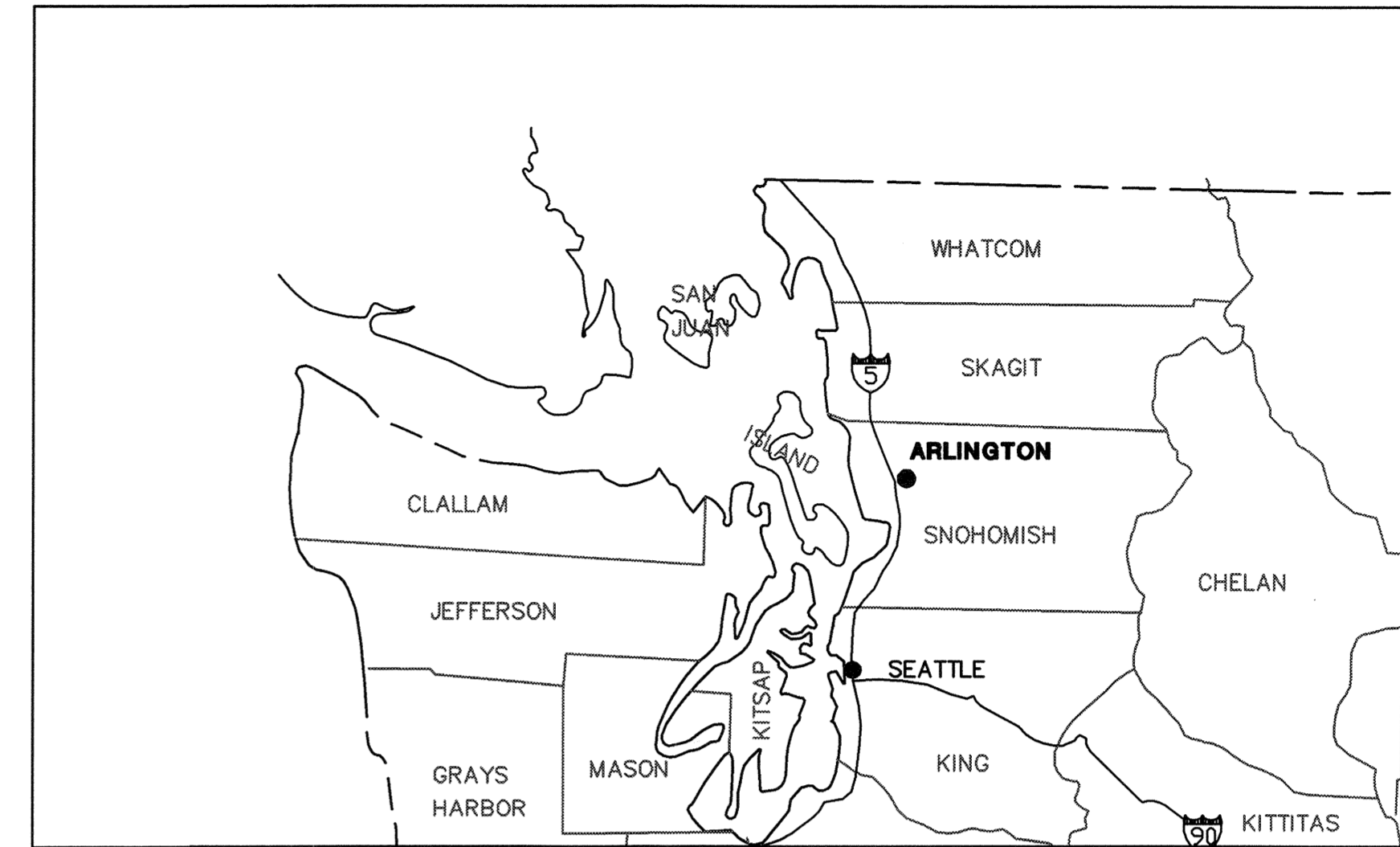
EXISTING	PROPOSED	DESCRIPTION
		CURB & GUTTER
		ASPHALT PAVEMENT
		GRAVEL SURFACING
		CONCRETE SURFACING
		CONCRETE SIDEWALK
		RIGHT-OF-WAY LINE
		CENTERLINE OF ROADWAY
		PROPERTY LINE
		PERMANENT EASEMENT LINE
		TEMPORARY EASEMENT LINE
		CONTOUR LINE
		BURIED ELECTRICAL
		BURIED TELEPHONE
		WATER MAIN (SIZE AS NOTED)
		GAS MAIN
		IRRIGATION LINE
		SANITARY SEWER
		SANITARY SEWER MANHOLE
		STORM DRAIN (SIZE AS NOTED)
		SANITARY SEWER FORCE MAIN
		DITCH
		CULVERT (SIZE & TYPE AS NOTED)
		FENCE (TYPE AS NOTED)
		FENCE (WITH GATE)
		POWER VAULT
		TELEPHONE VAULT
		TELEPHONE MANHOLE
		MANHOLE OR DRYWELL (AS NOTED)
		CLEANOUT
		TYPE 1 CATCH BASIN OR CURB INLET
		TYPE 2 CATCH BASIN
		POLE WITH GUY WIRE
		POWER / TELEPHONE / GUY POLE
		LUMINAIRE
		YARD LIGHT
		JUNCTION BOX (AS NOTED)
		GATE VALVE
		BUTTERFLY VALVE
		WATER METER
		FIRE HYDRANT
		REDUCER
		THRUST BLOCK
		TRANSITION COUPLING OR FLANGE COUPLING ADAPTER
		CAP/PLUG
		BLOW-OFF
		WELL

EXISTING	PROPOSED	DESCRIPTION
		MAIL BOX (NOTED)
		SIGN
		RIP RAP
		EMBANKMENT
		TREE (CONIFER)
		TREE (DECIDUOUS)
		SHRUBS
		WET LANDS
		BUILDINGS
		ROCK WALL
		ELEVATION POINT
		MONUMENT
		BORING AND TEST PIT LOCATIONS
		SECTION CORNER
		1/4 CORNER
		ANGLE POINT / CONTROL POINT
		BENCH MARK
		OWNERSHIP TIE
		DETAIL NUMBER
		REFERENCE SHEET

HORIZONTAL/VERTICAL CONTROL				
CONTROL POINT (C.P.) No.	COORDINATES		VERTICAL ELEVATION	DESCRIPTION
	NORTHING	EASTING		
1	425279.92	1318735.77	133.45	MAG NAIL/TAG "G&O CONTROL", E. SIDE AIRPORT, 50' E. OF GATE, 27' @ S10E FROM NE COR 3' CHAIN FENCE
2	425318.51	1318468.00	132.26	MAG NAIL/TAG "G&O CONTROL", E. SIDE AIRPORT, 85' N. OF NE COR OF HANGER 'D', IN CONC. SEAM
3	425670.55	1318471.11	132.79	MAG NAIL/TAG "G&O CONTROL", 36' @ N30W FROM NW COR OF RESTORATION BLDG
4	425559.30	1318661.62	134.34	MAG NAIL/TAG "G&O CONTROL", W. SIDE OF ACCESS RD. E. OF SE FENCE COR. E. OF RESTORATION BLDG
163	423039.60	1318662.05	127.59	MON IN CASE DOWN 0.9', WSDOT GP31531-163, 1998

NOTE: HORIZONTAL DATUM: NAD83[91]  
VERTICAL DATUM: NAVD88

SHEET NO.	DESCRIPTION
1	VICINITY & LOCATION MAPS, SYMBOL LEGEND, ABBREVIATIONS, SURVEY CONTROL AND INDEX
2	PLAN
3	PROFILE
4	DETAILS
5	SEWER NOTES AND T.E.S.C. DETAILS



**VICINITY MAP**  
NOT TO SCALE

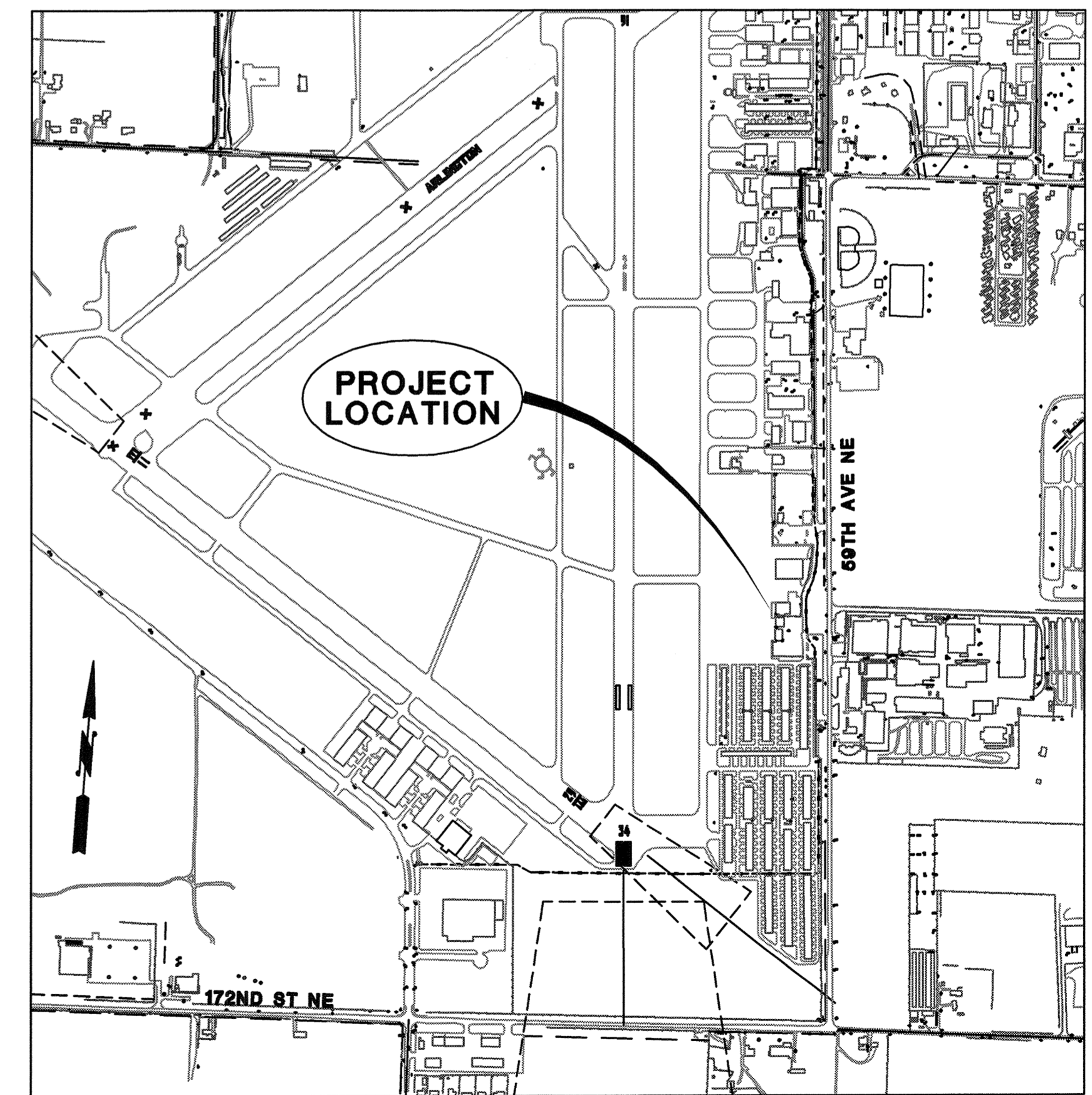
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By:   
City Engineer, City of Arlington  
DATE: 4/10/2012

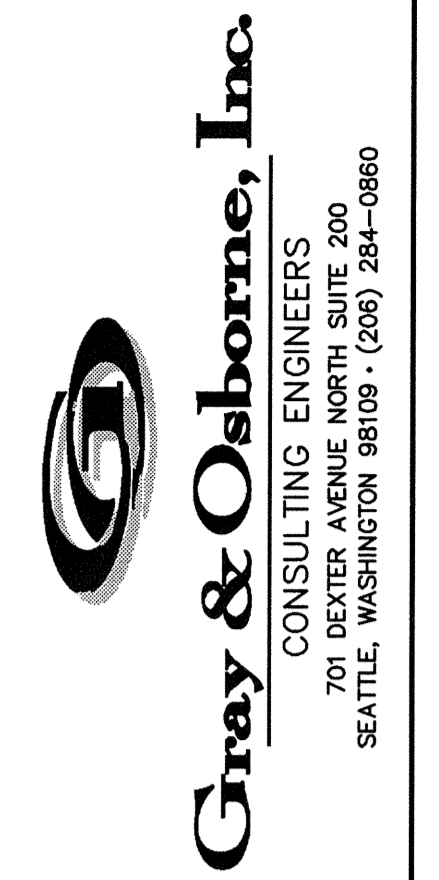
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By: S.D.C.  
Checked By: S.A.C.



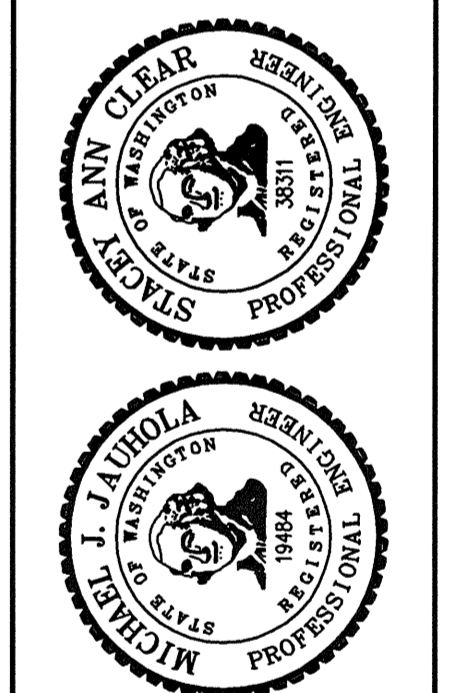
**LOCATION MAP**  
SCALE: 1"=750'

CALL BEFORE YOU DIG: (800) 424-5555



DATE: JAN 2009	SCALE: AS NOTED	DRAWN: J.C.V.	CHECKED: S.A.C.	APPROVED: K.E.E.
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APPD	DATE	REVISION	No.



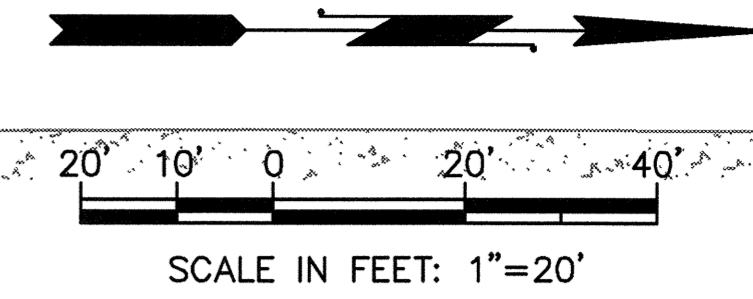
CITY OF ARLINGTON  
SNOHOMISH COUNTY WASHINGTON

**ARLINGTON AIRPORT SEWER  
EXTENSION**

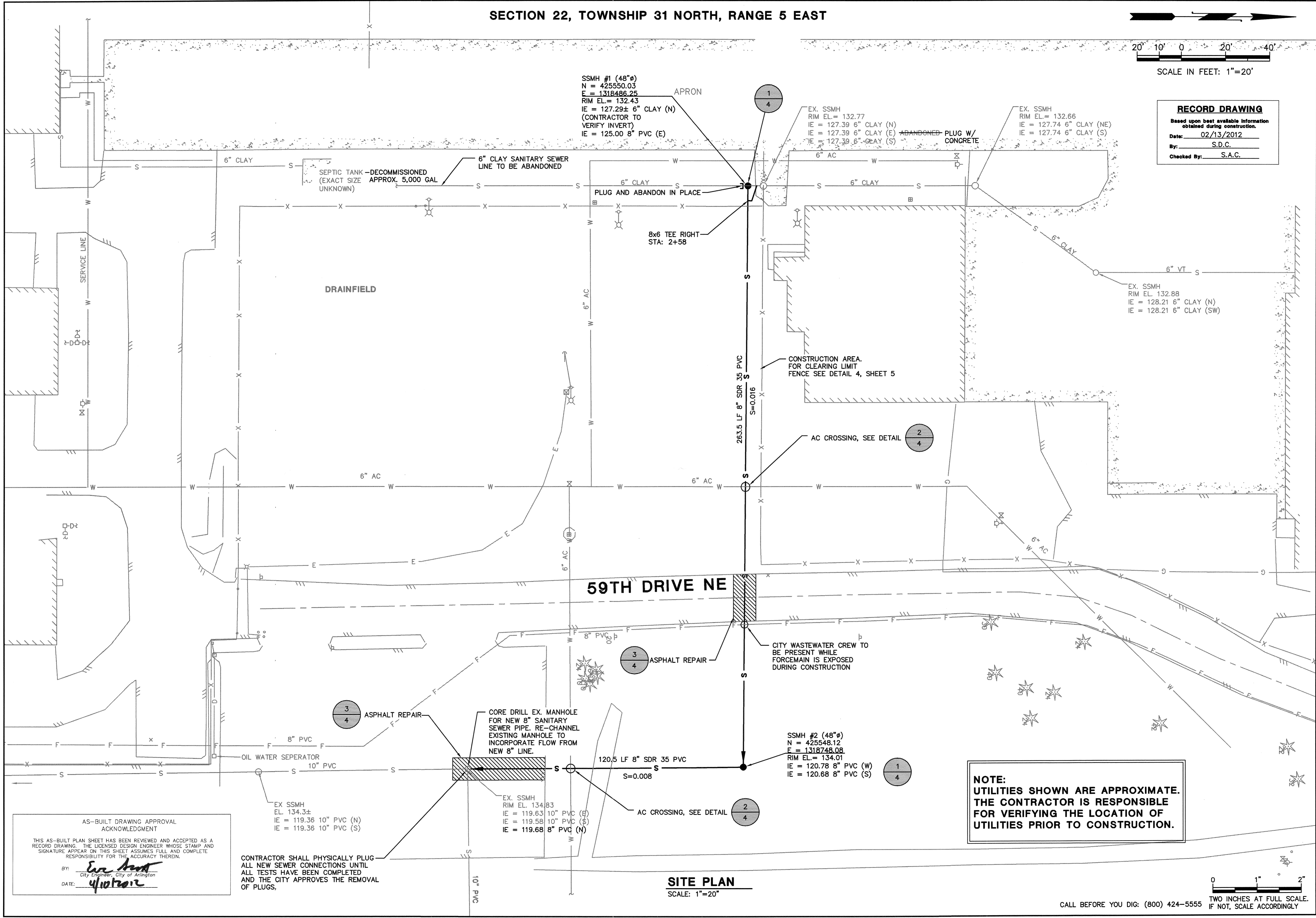
VICINITY & LOCATION MAPS, SYMBOL  
LEGEND, ABBREVIATIONS, SURVEY CONTROL  
AND INDEX

SHEET: 1
OF: 5
JOB NO.: 08594
DWG: SHT 1 LEGEND

SECTION 22, TOWNSHIP 31 NORTH, RANGE 5 EAST



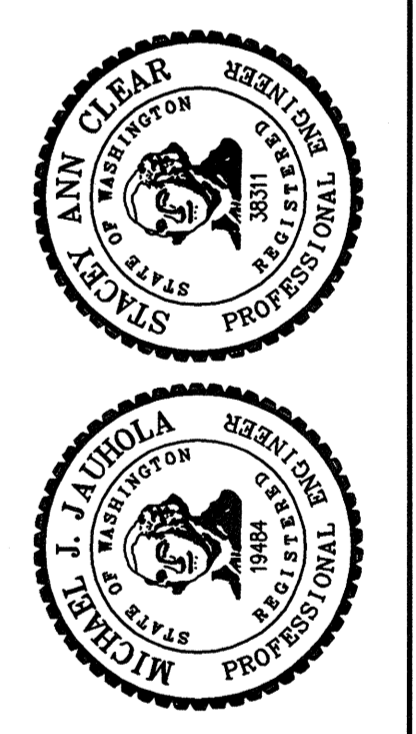
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DATE: JAN 2009	SCALE: AS NOTED	DRAWN: J.C.V.	CHECKED: S.A.C.	APPROVED: K.E.E.
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No.	REVISION	DATE	APPD



CITY OF ARLINGTON  
 WASHINGTON  
 SNYHOMISH COUNTY  
**ARLINGTON AIRPORT SEWER EXTENSION**  
 PLAN

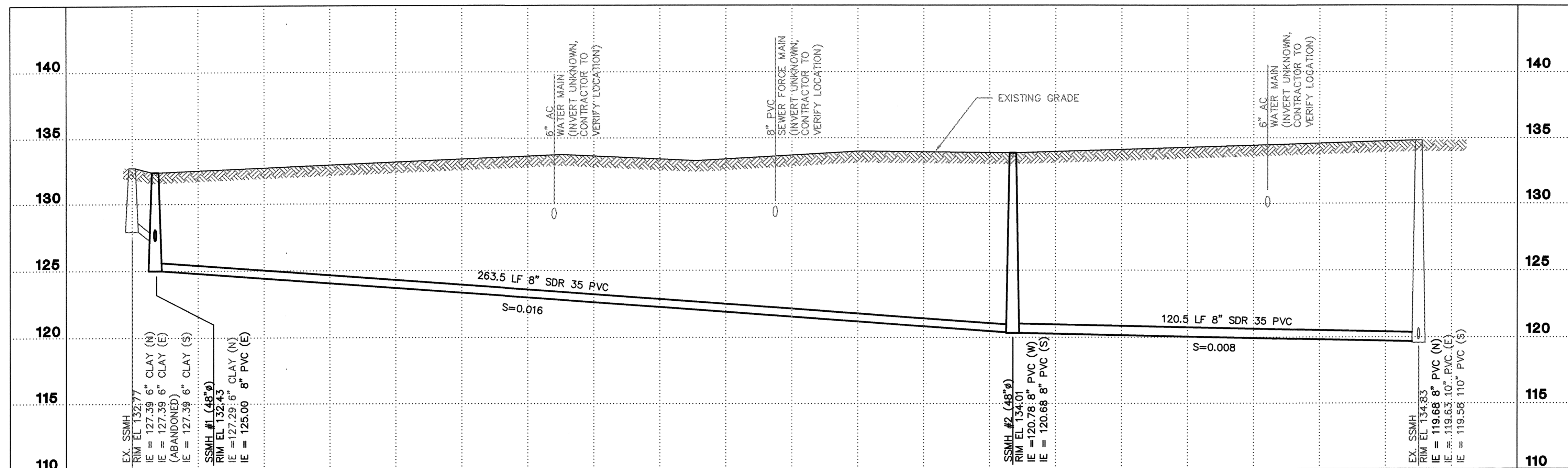
SHEET: 2
OF: 5
JOB NO.: 08594
DWG: SHT 2 PLAN

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 BY: *Eric A. ...*  
 City Engineer, City of Arlington  
 DATE: 4/10/12

CONTRACTOR SHALL PHYSICALLY PLUG ALL NEW SEWER CONNECTIONS UNTIL ALL TESTS HAVE BEEN COMPLETED AND THE CITY APPROVES THE REMOVAL OF PLUGS.

**SITE PLAN**  
 SCALE: 1"=20'

CALL BEFORE YOU DIG: (800) 424-5555  
 TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY



20' 10' 0 20' 40'  
 SCALE IN FEET: HORIZONTAL 1"=20'  
 VERTICAL 1"=5'

**PROFILE**

**RECORD DRAWING**  
 Based upon best available information  
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 By: S.D.C.  
 Checked By: S.A.C.

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 BY: *Eric Hunt*  
 City Engineer, City of Arlington  
 DATE: 4/10/2012

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 701 DEARBOURNE NORTH SUITE 2000  
 SEATTLE, WASHINGTON 98109 • (206) 254-0860

DATE: JAN 2009  
 SCALE: AS NOTED  
 DRAWN: J.C.V.  
 CHECKED: S.A.C.  
 APPROVED: K.E.E.

No.	REVISION	DATE	APPD

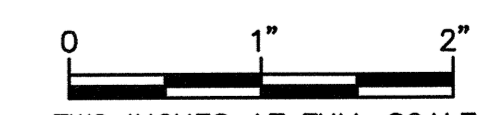
ANN CLEAR  
 WASHINGTON STATE  
 PROFESSIONAL ENGINEER  
 LICENSE NO. 10000

MICHAEL J. HUDOLA  
 WASHINGTON STATE  
 PROFESSIONAL ENGINEER  
 LICENSE NO. 10000

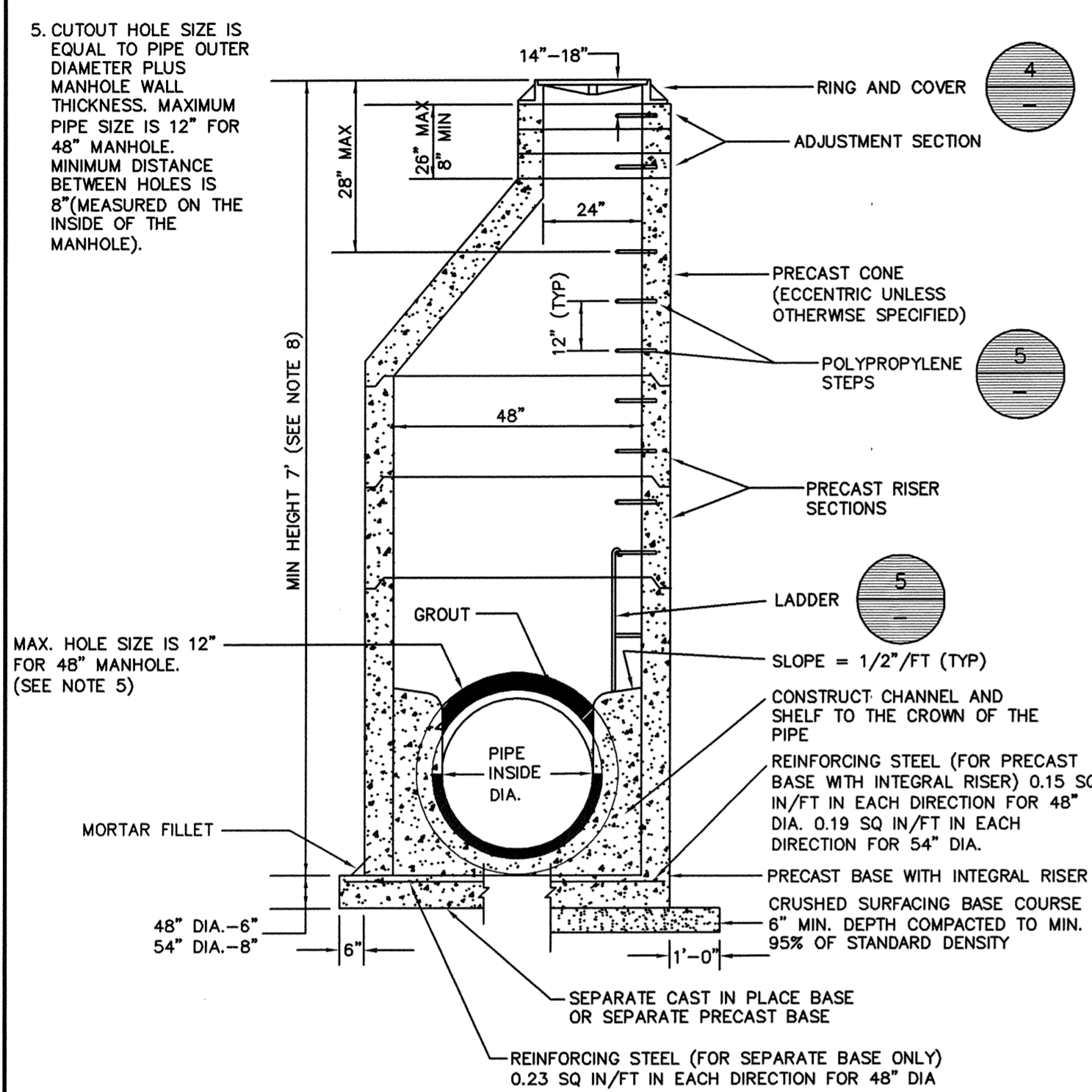
CITY OF ARLINGTON  
 WASHINGTON  
 SNOHOMISH COUNTY  
 ARLINGTON AIRPORT SEWER  
 EXTENSION  
 PROFILES

SHEET: 3  
 OF: 5  
 JOB NO.: 08594  
 DWG: SHT 3 PROFILE

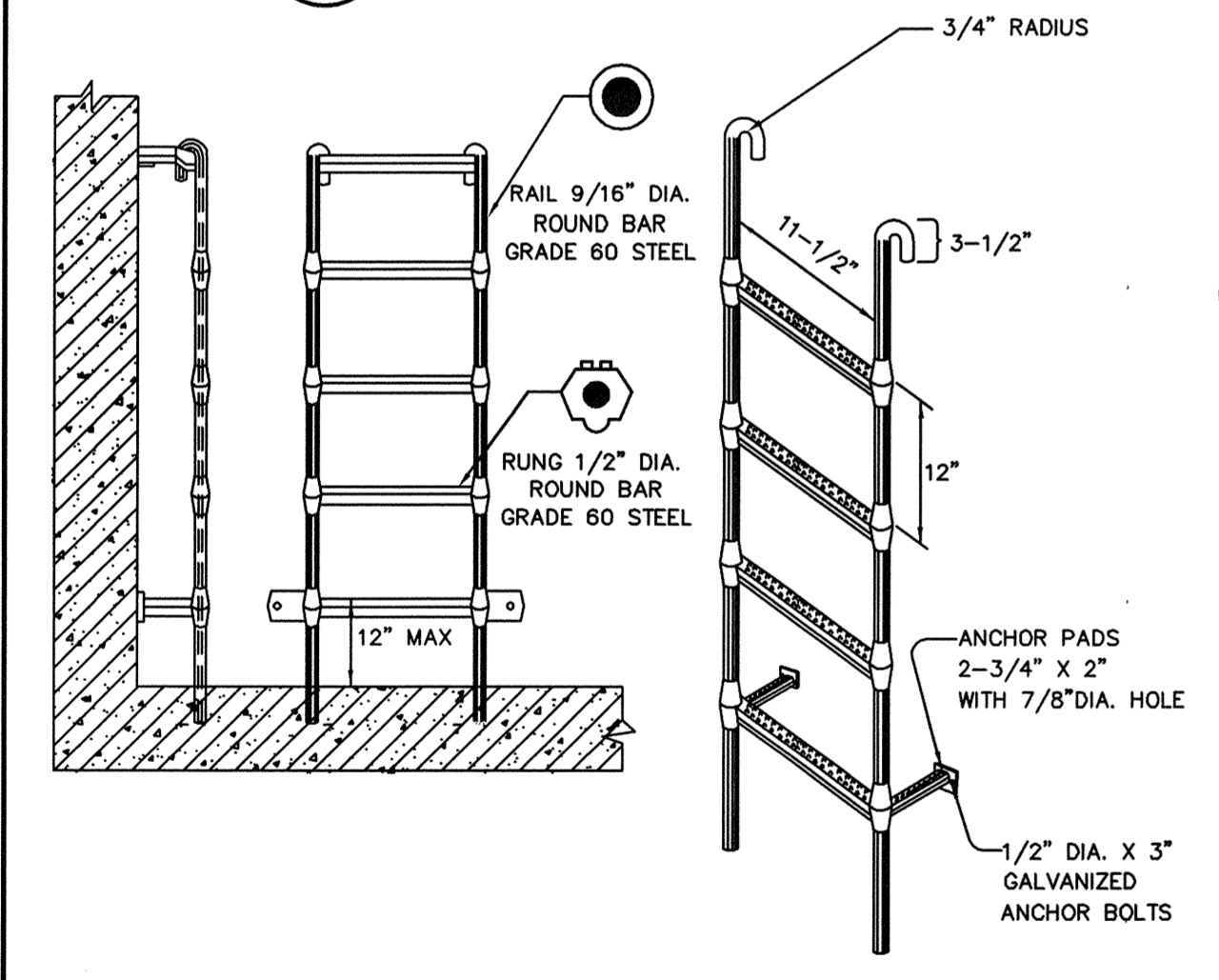
CALL BEFORE YOU DIG: (800) 424-5555  
 TWO INCHES AT FULL SCALE.  
 IF NOT, SCALE ACCORDINGLY



1. MANHOLES TO BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M-199 (ASTM C 478) UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN STANDARD SPECIFICATIONS.
2. ALL REINFORCED CAST IN PLACE CONCRETE SHALL BE CLASS 4000. NON-REINFORCED CONCRETE IN CHANNEL AND SHELF SHALL BE CLASS 3000. ALL PRECAST CONCRETE SHALL BE CLASS 4000.
3. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS.
4. ALL BASE REINFORCING STEEL SHALL HAVE A MINIMUM YIELD STRENGTH OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASE WITH 1" MINIMUM CLEARANCE.
5. CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAMETER PLUS MANHOLE WALL THICKNESS. MAXIMUM PIPE SIZE IS 12" FOR 48" MANHOLE. MINIMUM DISTANCE BETWEEN HOLES IS 8" (MEASURED ON THE INSIDE OF THE MANHOLE).
6. ALL INTERIOR AND EXTERIOR JOINTS TO BE GROUTED (SEE GROUT SPECIFICATIONS). GROUT TO BE 1/2" THICK MINIMUM AND 3" EACH SIDE OF JOINT MINIMUM. THEY MUST BE INSPECTED PRIOR TO BACKFILL.
7. CORE DRILLING ONLY. HAMMERING KNOCKOUTS WILL NOT BE ALLOWED. KOR-N-SEAL FACTORY INSTALLED BOOTS ARE ALLOWED.
8. MANHOLES 5'-7' DEEP MUST BE FLAT TOPS.

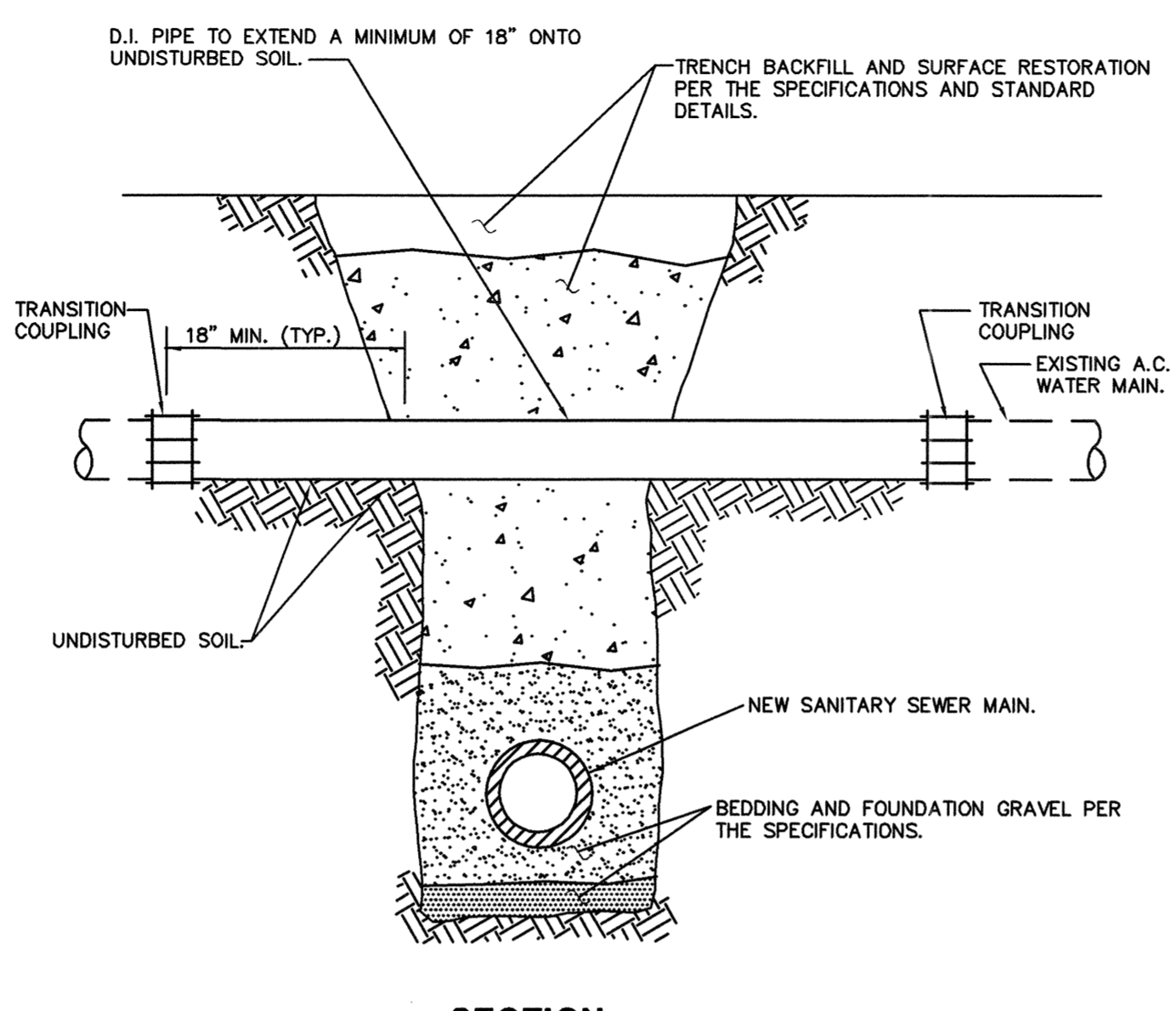


**1 PRECAST MANHOLE (SS-010)**  
TYP. NTS



**5 MANHOLE LADDER (SS-040)**  
TYP. NTS

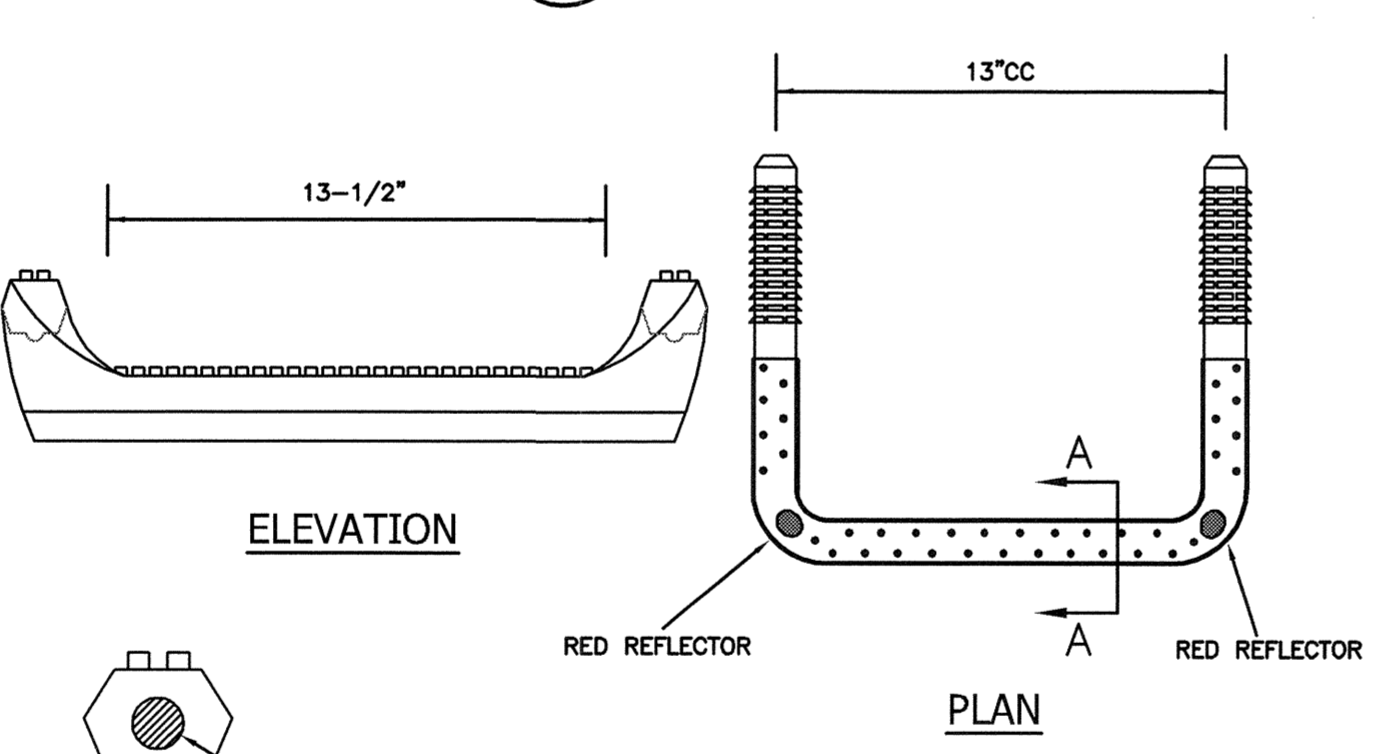
- NOTES:**
1. STEPS SHALL BE STEEL REINFORCED COPOLYMER POLYPROPYLENE PLASTIC CONFORMING TO:
    - (A) ASTM C 478 AND AASHTO M-199, MINIMUM HORIZONTAL LOAD SHALL BE 1500 LBS.
    - (B) ASTM A615 GRADE 60 (REINFORCING STEEL BAR).
    - (C) POLYPROPYLENE CONFORMS TO D-4101.
  2. MANHOLE STEPS SHALL HAVE MOLDED SAFETY HAND GRIP. RED REFLECTORS ARE REQUIRED.
  3. ALL FABRICATION DIMENSIONS INDICATED ARE MINIMUM.
  4. THE ENTIRE POLYPROPYLENE PLASTIC MATERIAL SURROUNDING THE REINFORCING STEEL BAR SHALL BE CAST MONOLITHICALLY. MINIMUM COVER SHALL BE 3/16-INCH.
  5. STEPS SHALL BE SPACED AT 12 INCHES.
  6. LADDER SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED MANUFACTURERS RECOMMENDED PROCEDURES.



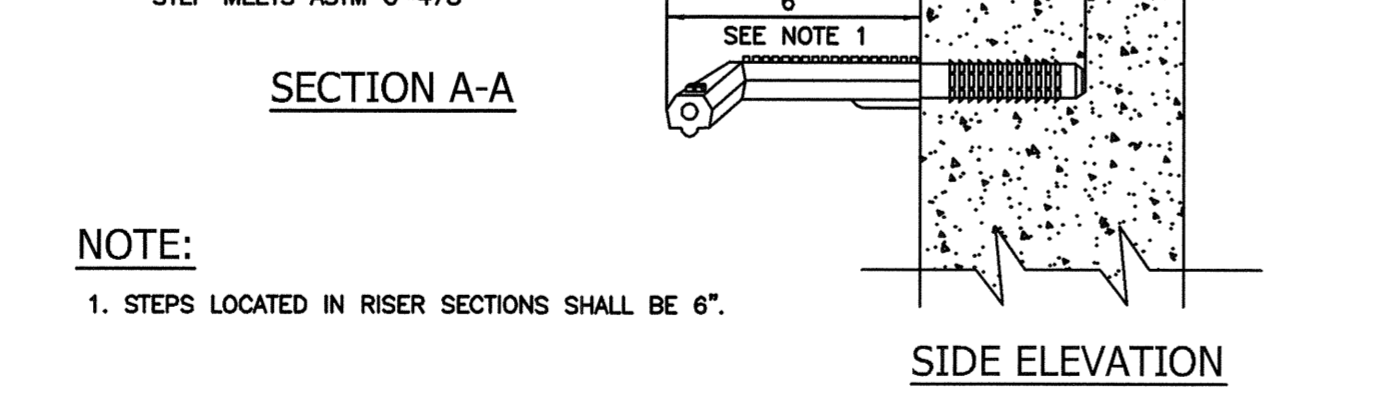
**SECTION**

- NOTES:**
1. IF A.C. PIPE IS TO BE REMOVED, ALL APPLICABLE ENVIRONMENTAL PROTECTION AGENCY, PUGET SOUND AIR POLLUTION CONTROL AGENCY, AND LABOR AND INDUSTRY REQUIREMENTS AND REGULATIONS SHALL BE MET IN CUTTING, HANDLING OR DISPOSING OF A.C. PIPE.
  2. REFER TO SECTION 4-3.41 OF THE CITY OF ARLINGTON STANDARDS & SPECIFICATIONS.

**2 AC PIPE CROSSING**  
TYP. NTS



**6 MANHOLE LADDER STEP (SS-050)**  
TYP. NTS



**7 MANHOLE PAD AND ADJUSTMENT (SS-070)**  
TYP. NTS

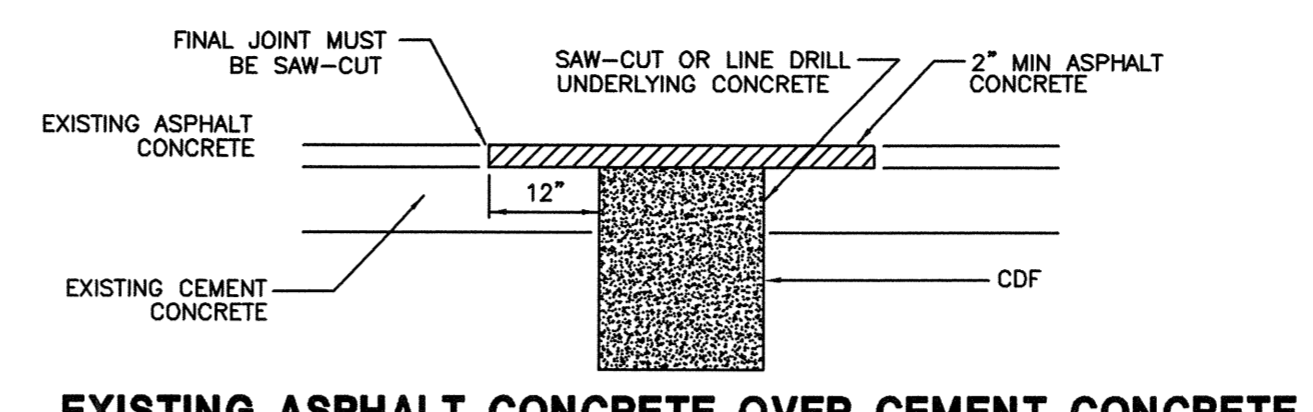
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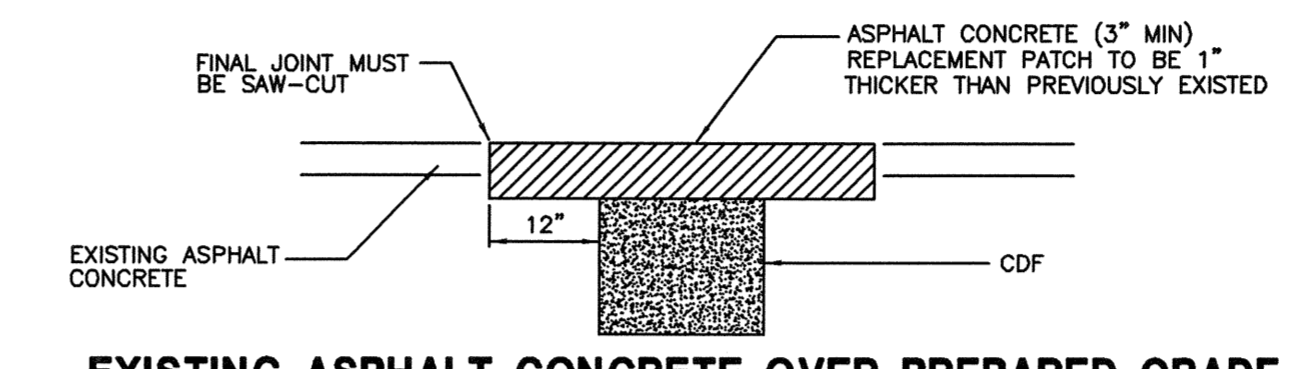
By: *[Signature]*  
City Engineer, City of Arlington  
Date: 4/10/2012

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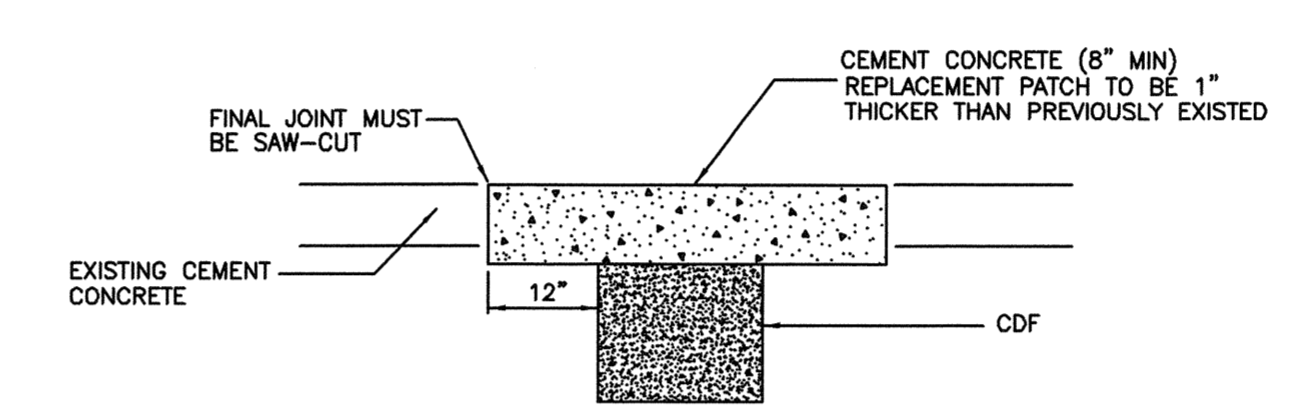
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Checked By: S.A.C.



**EXISTING ASPHALT CONCRETE OVER CEMENT CONCRETE**



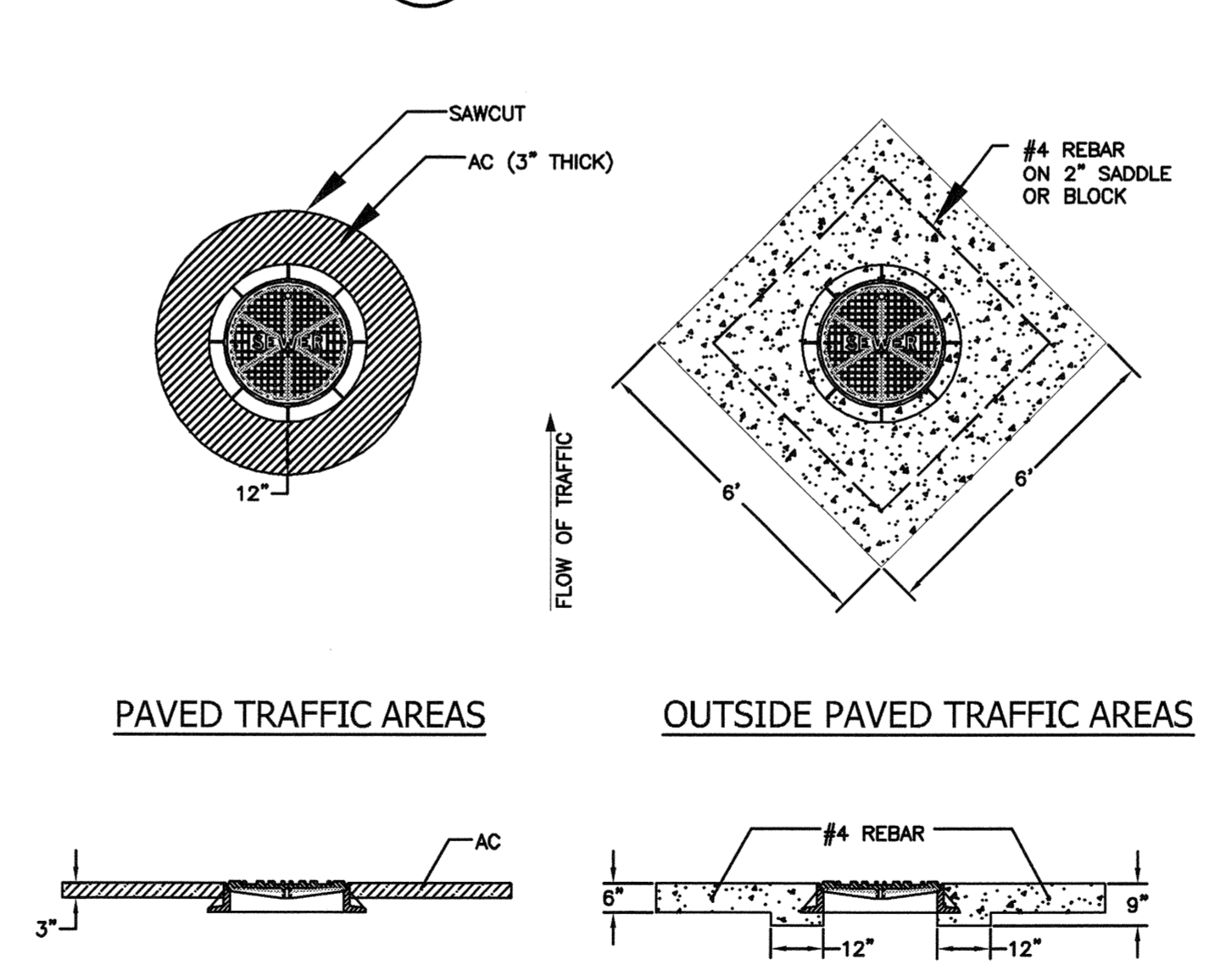
**EXISTING ASPHALT CONCRETE OVER PREPARED GRADE**



**EXISTING CEMENT CONCRETE OVER PREPARED GRADE**

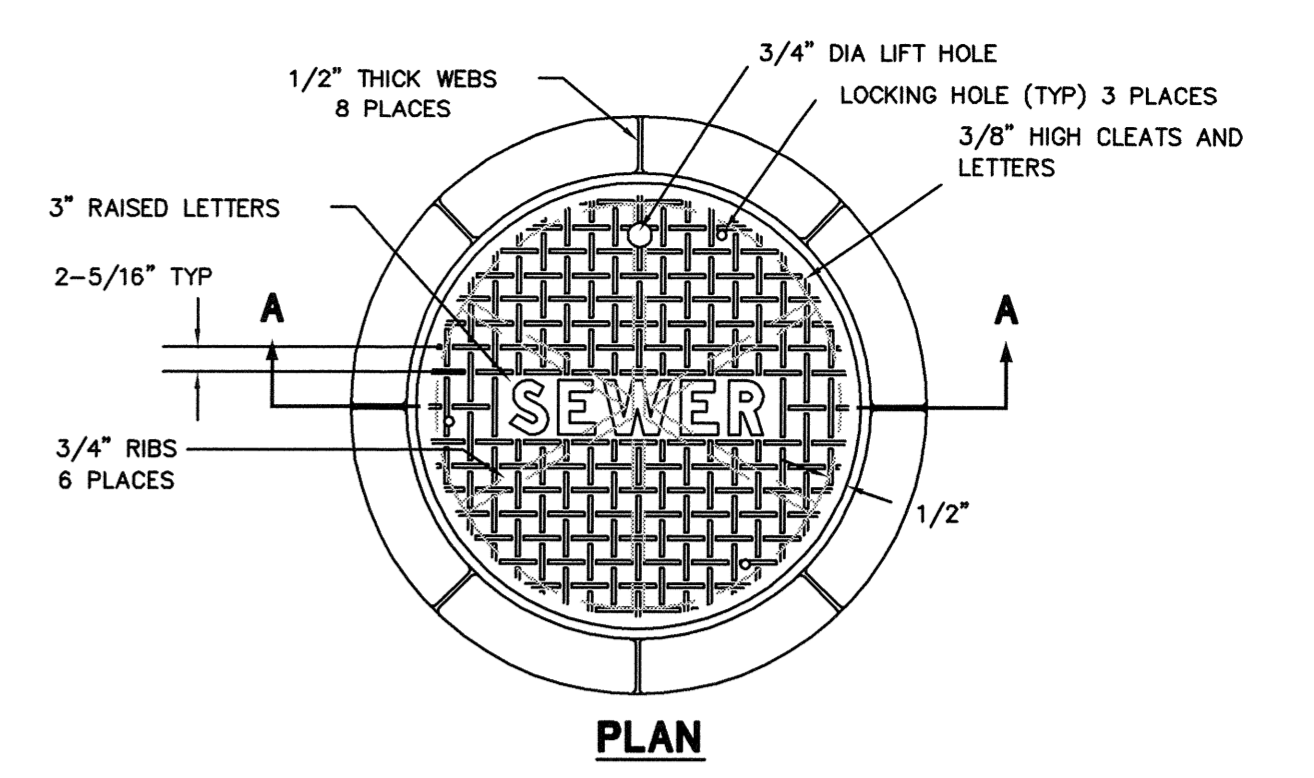
- NOTES:**
1. ALL TRENCHES IN ROADWAY AREAS SHALL BE BACKFILLED AND PATCHED WITH TEMPORARY ASPHALT AT THE END OF EACH WORK DAY, UNLESS PERMISSION IS GRANTED TO DO OTHERWISE BY THE CITY ENGINEER.
  2. ALL TEMPORARY PATCHES ON TRENCHES SHALL BE PERMANENTLY PATCHED WITHIN 2 WEEKS OF COMPLETION OF WORK WITHIN THE ROADWAY AREA.

**3 PATCH FOR PAVEMENT**  
TYP. NTS

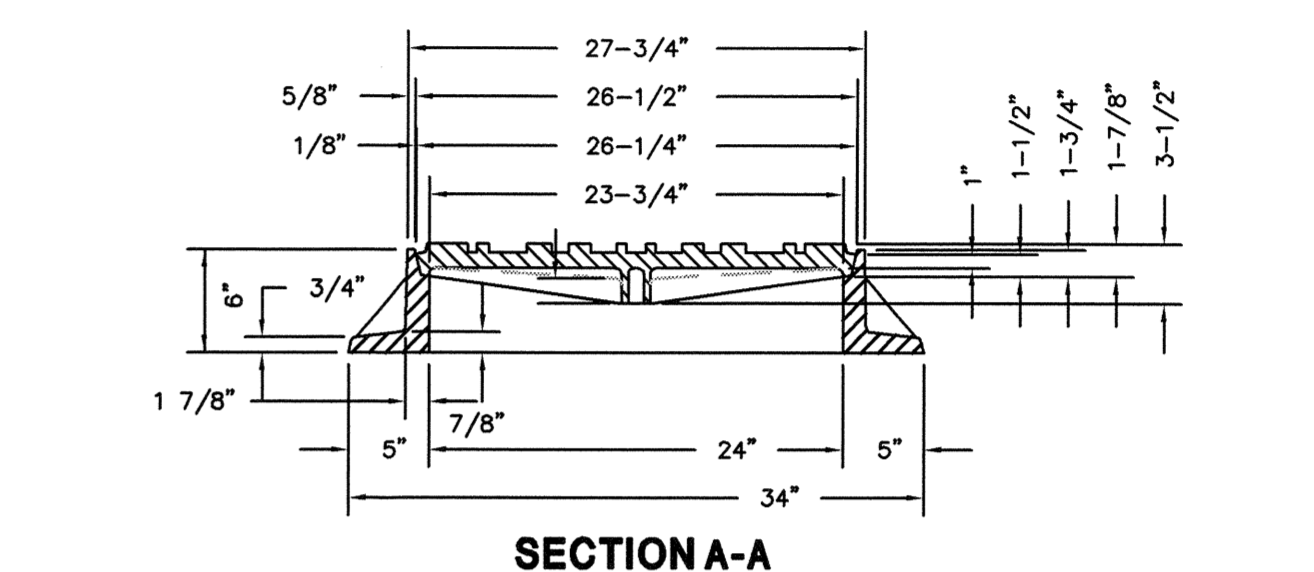


- NOTES:**
1. CONCRETE SHALL CONFORM TO CURRENT STANDARDS AND SHALL BE 5.5 SACK MIX. (MINIMUM 3000-PSI 28-DAY STRENGTH)
  2. WHERE DEPTH OF NECK EXCEEDS 26 INCHES, ADJUST MANHOLE TO GRADE BY INSERTING A NEW MANHOLE BARREL SECTION BETWEEN THE CONE AND EXISTING BARREL.
  3. ADJUSTMENT RINGS/BLOCK, TOP OF CONE SECTION, AND BOTTOM OF IRON RING, SHALL BE WET STACKED IN 3/4" GROUT, PLASTER SMOOTH INSIDE AND OUT.
  4. STEPS OR RUNGS SHALL BE ADDED AS NEEDED PER SS-040 AND SS-050.
  5. PRECAST ADJUSTMENT RINGS SHALL BE CAST WITH GROOVE TO ALLOW FIELD INSTALLATION OF SAFETY STEP.
  6. CONCRETE PERIMETER SEAL SHALL EXTEND TO 12 INCH MINIMUM OR 2 INCHES BELOW THE BOTTOM OF THE ADJUSTMENT RINGS OR BLOCKS.
  7. SAWCUT ONLY. NO OVERCUTTING LIMITS OF PATCH.
  8. IN NON-TRAFFIC AREAS (LANDSCAPED) THE CONCRETE PAD IS 4" THICK WITHOUT REINFORCEMENT.

**8 TYPICAL TRENCH SECTION & PAY LIMITS (SS-120)**  
TYP. NTS



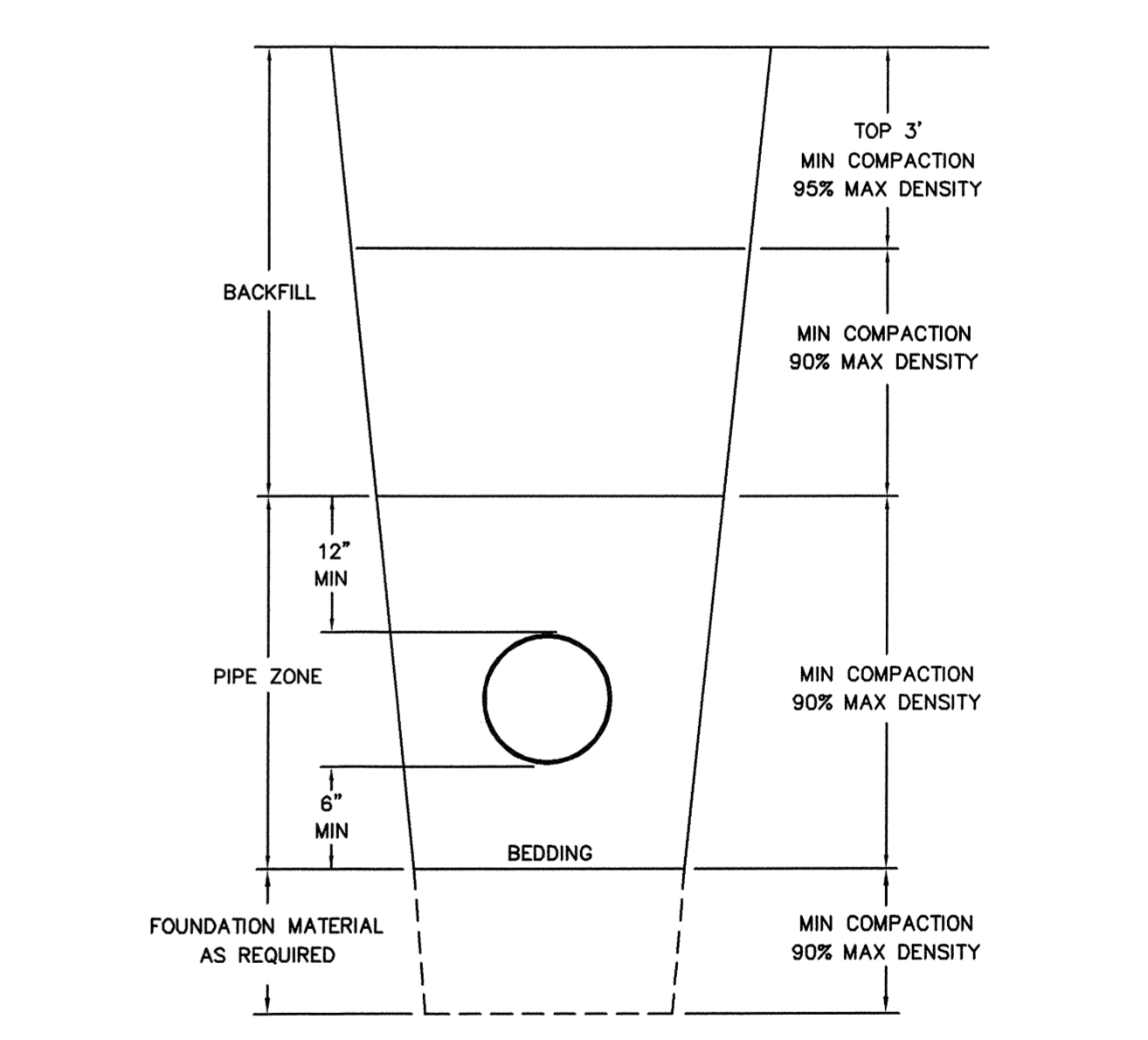
**PLAN**



**SECTION A-A**

- NOTES:**
1. MANHOLE RINGS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF AASHTO M 105, GRADE JOB.
  2. MANHOLE COVER TO BE DUCTILE IRON CONFORMING TO ASTM A536, OR 80-55-06 OLYMPIC FOUNDRY PART NO. MH30 OR APPROVED EQUAL.
  3. LOCKING COVER TO BE USED IN ALL LOCATIONS. THE LID SHALL BE LOCKED DOWN WITH 3-5/8" S.S. SOCKET HEAD CAP SCREWS.
  4. RING AND COVER SHALL BE TESTED FOR ACCURACY OF FIT AND SHALL BE MARKED IN SETS FOR DELIVERY.
  5. ALL CASTINGS TO HAVE A BITUMINOUS COATING.

**4 MANHOLE LOCKING FRAME AND COVER (SS-030)**  
TYP. NTS



**SECTION**

- NOTES:**
1. ALL BACKFILL MATERIAL SHALL BE PLACED IN LIFTS NOT TO EXCEED 12 INCHES BEFORE COMPACTION UNLESS AUTHORIZED BY THE CITY ENGINEER DUE TO THE CHARACTER OF THE MATERIAL AND THE COMPACTING EQUIPMENT.
  2. MECHANICAL COMPACTION OF BACK FILL MATERIAL SHALL NOT BEGIN UNTIL THE DEPTH OF COMPACTED BACKFILL MATERIAL IS 2 FEET ABOVE THE TOP OF PIPE.
  3. EACH LIFT SHALL BE MECHANICALLY COMPACTED TO THE REQUIRED DENSITY PRIOR TO PLACING SUCCEEDING LIFTS OF BACKFILL MATERIAL.
  4. COMPACTION TESTS SHALL BE AS REQUIRED BY THE CITY ENGINEER, BUT IN NO CASE LESS THAN 2 TESTS EVERY 200 FEET OF TRENCH (ONE AT SUBGRADE AND ONE AT 50% OF TRENCH DEPTH).
  5. IN-PLACE DENSITY AND MOISTURE CONTENT WILL BE DETERMINED USING NUCLEAR METHOD, ASTM 2922-71.
  6. LABORATORY MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT WILL BE DETERMINED USING THE MODIFIED PROCTOR METHOD IN ACCORDANCE WITH ASTM D-1557.
  7. BEDDING MATERIAL SHALL BE 3/8" MINUS.

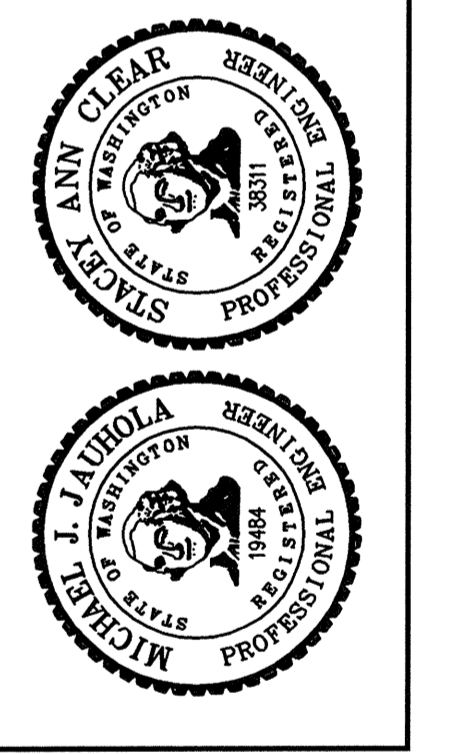
**8 TYPICAL TRENCH SECTION & PAY LIMITS (SS-120)**  
TYP. NTS

CALL BEFORE YOU DIG: (800) 424-5555

**Gray & Osborne, Inc.**  
CONSULTING ENGINEERS  
701 DEXTER AVENUE NORTH SUITE 200  
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN 2009  
SCALE: AS NOTED  
DRAWN: J.C.V.  
CHECKED: S.A.C.  
APPROVED: K.E.E.

DATE	APPD
REVISION	
No.	



**CITY OF ARLINGTON**  
WASHINGTON  
SNOWHISH COUNTY

**ARLINGTON AIRPORT SEWER EXTENSION**

DETAILS

SHEET: 4  
OF: 5

JOB NO.: 08594  
DWG: SHT 4 DETAILS

