

IN A PORTION OF SECTION 24, TOWNSHIP 31 NORTH, RANGE 5 EAST, W.M.

CASPERSON SUBDIVISION

FOR
EAGLE HEIGHTS, L.L.C.

ARLINGTON, WASHINGTON
FEBRUARY 2005

SURVEY NOTES:

PLAT LEGAL DESCRIPTION

BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 31 NORTH, RANGE 5 EAST, WM,
DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 24; THENCE NORTH 2° 16' 33" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 830.00 FEET TO THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN VOLUME 92 OF DEEDS AT PAGE 495, RECORDS OF SNOHOMISH COUNTY; THENCE CONTINUE NORTH 2° 16' 33" EAST 30.00 FEET; THENCE SOUTH 89° 15' 29" EAST 630.00 FEET MORE OR LESS TO A POINT WHICH LIES 30.00 FEET NORTHERLY ON THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID DEED RECORDED IN VOLUME 92, PAGE 495; THENCE SOUTH 2° 16' 33" WEST 860.00 FEET TO THE SOUTH LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH 89° 15' 29" WEST 630.00 FEET TO THE POINT OF BEGINNING; EXCEPT ROAD RIGHT OF WAY ALONG THE SOUTH LINE THEREOF. ALSO KNOWN AS 172ND STREET)

SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

(LEGAL DESCRIPTION IS BASED ON BLA REVISION TO SNOHOMISH COUNTY BLA AFN 9901210286 PENDING RECORDING. REVISION APPROVAL DATED FEB. 10, 2003, CITY OF ARLINGTON.)

VERTICAL DATUM: NGVD29

WSDOT MONUMENT "BM31009-6" WITH A PUBLISHED ELEVATION OF NGVD 1929 = 421.02
NGVD29 + 3.73 = NAVD88 424.74

PROJECT BENCHMARK: REBAR W/CAP AS SHOWN HEREON ELEVATION = 392.75

BASIS OF BEARING

ASSUMED N 02°16' 33" E BETWEEN THE FOUND SOUTHWEST AND WEST CORNERS OF SECTION 24 AS SHOWN HEREON.

FIELD EQUIPMENT:

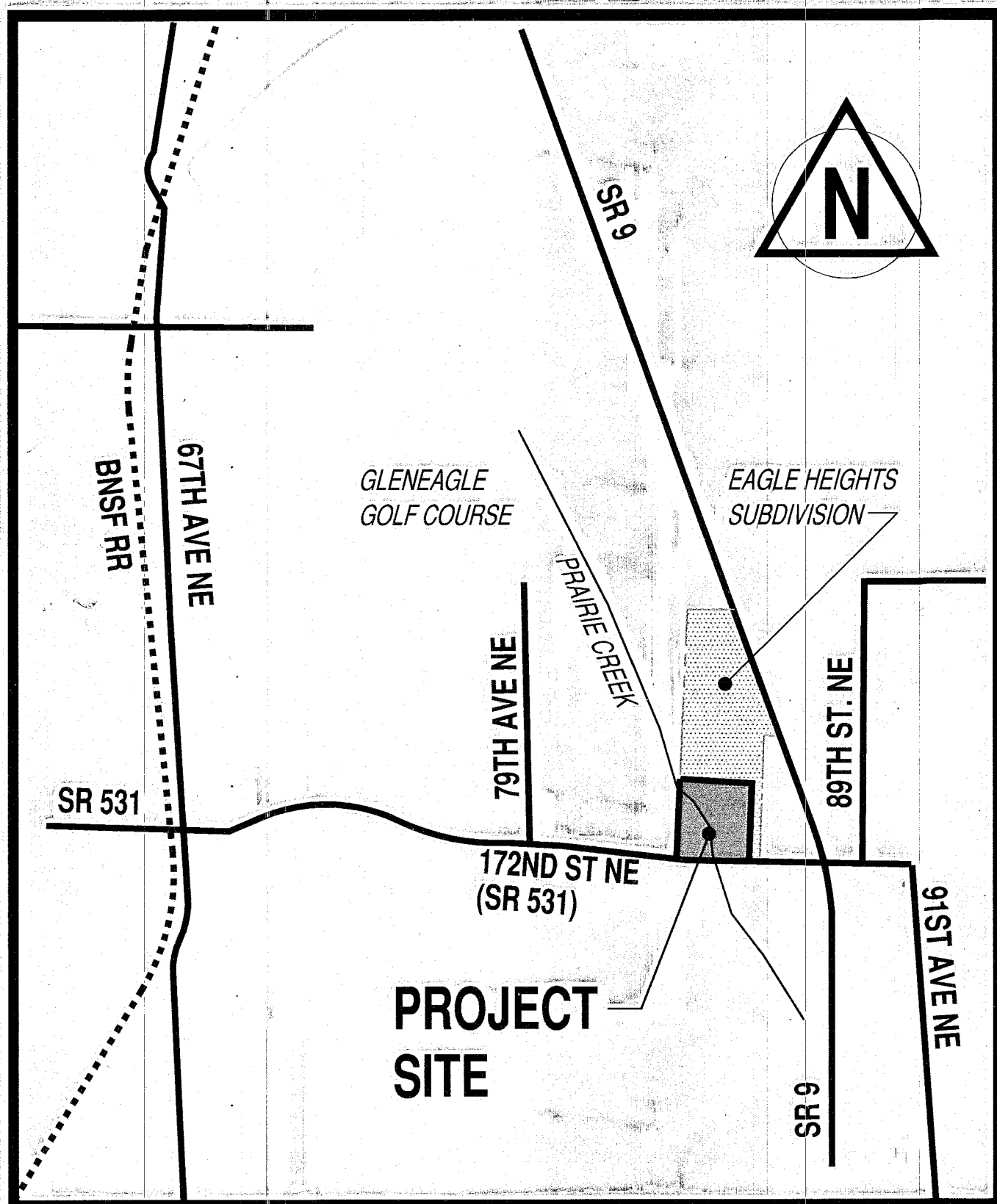
THIS SURVEY WAS ACCOMPLISHED BY FIELD TRAVERSE WITH A "LEICA TCRA 1105"

UTILITY NOTE:

UNDERGROUND UTILITY LOCATIONS SHOWN HEREON ARE BASED UPON SURFACE INDICATORS. NO UNDERGROUND LOCATE SERVICE WAS UTILIZED FOR THEIR LOCATION. THE USE OF THIS MAP FOR THEIR EXACT LOCATION IS NOT WARRANTED. PRIOR TO CONSTRUCTION, USER SHOULD CALL THE UTILITY LOCATE SERVICE AT 1-800-424-5555 48 HOURS BEFORE CONSTRUCTION.

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
---	EXISTING STORM DRAIN	---	PROPOSED STORM DRAIN
---	EXISTING TYPE 2 CB	---	PROPOSED STORM CATCH BASIN TYPE II
---	EXISTING TYPE 1 CB	---	PROPOSED STORM CATCH BASIN
---	EXISTING SANITARY SEWER	---	PROPOSED SANITARY SEWER
---	EXISTING SANITARY MANHOLE	---	PROPOSED SANITARY MANHOLE
---	EXISTING WATERLINE	---	PROPOSED SANITARY SEWER CLEANOUT
---	EXISTING WATER VALVE	---	PROPOSED WATERLINE
---	EXISTING FIRE HYDRANT	---	PROPOSED WATER VALVE
---	EXISTING GAS LINE	---	PROPOSED FIRE HYDRANT
---	EXISTING POWERLINE	---	PROPOSED AIR-VAC RELEASE ASSEMBLY
---	EXISTING FENCELINE	---	PROPOSED BLOW-OFF ASSEMBLY
---	EXISTING EDGE OF ASPHALT	---	PROPOSED UTILITY TRENCH
---	EXISTING CURB & GUTTER	---	PROPOSED GAS LINE
---	EXISTING CONCRETE	---	PROPOSED POWERLINE
---	EXISTING ASPHALT	---	PROPOSED EDGE OF ASPHALT
---	EXISTING GRAVEL	---	PROPOSED CURB AND GUTTER
---	EXISTING CONTOUR	---	PROPOSED CONCRETE
---	PROPOSED CONTOUR	---	PROPOSED ASPHALT
---		---	PROPOSED SANITARY SEWER GRINDER PUMP
---		---	E-ONE MODEL GP 2010 OR APPROVED EQUIVALENT.



VICINITY MAP

UTILITIES SERVING THE SITE

WATER:

CITY OF ARLINGTON
CONTACT: KAREN LATIMER
(360) 403.3505

TELEPHONE:

VERIZON
CONTACT: BARB ROBINSON
(360) 757.7624

GAS:

CASCADE NATURAL GAS
CONTACT: RICK JENNINGS
(360) 941.0499

SANITARY SEWER:

CITY OF ARLINGTON
CONTACT: KAREN LATIMER
(360) 403.3505

CABLE:

COMCAST
CONTACT: CASEY BROWN
(425) 263.5345

POWER:

SNOHOMISH PUD
CONTACT: ROLAND REED
(425) 347.4350

ENGINEER:

SOUND DEVELOPMENT GROUP, LLC
PAT SEVERIN, P.E.
P.O. BOX 1705
MOUNT VERNON, WA 98273
PHONE: (360) 404-2010
FAX: (360) 404-2013
EMAIL: pat@sdg-llc.com

SURVEYOR:

SOUND DEVELOPMENT GROUP, LLC
DENNIS ALBRIGHT, P.L.S.
P.O. BOX 1705
MOUNT VERNON, WA 98273
PHONE: (360) 404-2010
FAX: (360) 404-2013
EMAIL: dennis@sdg-llc.com

DEVELOPER:

EAGLE HEIGHTS, LLC
DAN MITZEL
1111 CLEVELAND AVE., SUITE 203
MOUNT VERNON, WA 98273
PHONE: (360) 404-2050
FAX: (360) 404-2055
EMAIL: danmitzel@mitzel.net

SHEET INDEX

SHEET 1	- COVER SHEET
SHEET 2	- EXISTING CONDITIONS, DEMOLITION, & TESS PLAN - (NOT INCLUDED)
SHEET 3	- OVERALL UTILITY, STRIPING AND SIGNAGE PLAN
SHEET 4	- 84TH AVE NE, STORM & SANITARY SEWER PLAN & PROFILE
SHEET 5	- 84TH AVE NE, ROAD, STORM & SANITARY SEWER PLAN & PROFILE
SHEET 6	- 172ND PLACE NE ROAD, STORM & SANITARY SEWER PLAN & PROFILE
SHEET 7	- "EAST" DITCH PLAN & PROFILE
SHEET 8	- "WEST" DITCH PLAN & PROFILE
SHEET 9	- ACCESS ROAD STORM & SANITARY SEWER PLAN & PROFILE
SHEET 10	- ACCESS ROAD STORM & SANITARY SEWER PLAN & PROFILE
SHEET 11	- WATERLINE PLAN
SHEET 12	- CITY OF ARLINGTON STANDARD DETAILS - (NOT INCLUDED)
SHEET 13	- CITY OF ARLINGTON STANDARD DETAILS - (NOT INCLUDED)
SHEET 14	- CITY OF ARLINGTON STANDARD DETAILS - (NOT INCLUDED)
SHEET 15	- MISCELLANEOUS DETAILS
SHEET 16	- SPECIFICATIONS - (NOT INCLUDED)
SHEET 17	- SPECIFICATIONS - (NOT INCLUDED)
SHEET 18	- SPECIFICATIONS - (NOT INCLUDED)
SHEET 19	- SPECIFICATIONS - (NOT INCLUDED)

CONSTRUCTION RECORD DRAWING NOTE:
FOR LOT DIMENSIONS AND AREAS REFER
TO FINAL PLAT DOCUMENTS.

CONSTRUCTION RECORD DRAWING

CONSTRUCTION RECORD NOTE: Construction record Survey Performed by Sound Development Group in February and March 2007. The Construction Records of said drawings were performed by Sound Development Group 03/20/07.	
CONSTRUCTION RECORD LEGEND	
●	-Indicates as Constructed location of Storm Sewer Yard Drain
●	-Indicates as Constructed location of Sanitary Service Stub
○	-Indicates as Constructed location of Water Meter
●	-Indicates as Constructed location of Water Stub
225.25	-Indicates Design Information
224.95	-Indicates Construction Record
□	-Indicates as Constructed location of Power Vault
■	-Indicates as Constructed location of CBU Mailbox

CALL 48 HOURS
BEFORE YOU DIG
1-800-424-5555

NO.	DATE	REVISIONS	BY	APPROV
1	04.11.05	REVISED PER JURISDICTION COMMENTS	PRL	PLS
2	08.08.05	REVISED PER JURISDICTION COMMENTS	NCM	PLS
3	09.09.05	REVISED PER JURISDICTION COMMENTS	NCM	PLS
4	09.09.05	CONSTRUCTION RECORD DRAWING	BPS	PLS
5	07.10.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS
6	08.07.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS

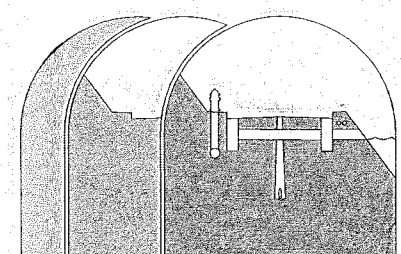
AS-BUILT DRAWING REVIEW ACKNOWLEDGMENT

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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: M. P. SEVERIN
CITY ENGINEER
DATE: 08/28/2007



EXPIRES 8/15/2010
JOB No. 79-SDG-02



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 Fax: 360-404-2013

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IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M.

ALLOWABLE IMPERVIOUS
AREA PER LOT
LOT 1 - 5,000 SF
ALL OTHER LOTS - 2,500 SF

DRIVEWAY TABLE

A STA 1+77.24, 15.0' LT
A STA 1+78.24, 15.0' RT
A STA 2+08.24, 15.0' RT
A STA 2+43.84, 15.0' RT
A STA 2+77.00, 15.0' RT
A STA 3+15.01, 15.0' RT
A STA 3+49.89, 15.0' RT
A STA 3+90.98, 15.0' LT
A STA 4+56.70, 15.0' RT
A STA 4+88.61, 15.0' RT
A STA 5+95.93, 15.0' LT
A STA 6+29.80, 15.0' LT
A STA 7+30.18, 15.0' LT
A STA 7+44.18, 15.0' RT
A STA 7+65.78, 15.0' LT
B STA 2+55.84, 15.0' LT
B STA 2+78.03, 15.0' RT
B STA 2+85.38, 15.0' LT
B STA 3+13.68, 15.0' RT
B STA 3+65.37, 15.0' LT
B STA 3+97.87, 15.0' LT
B STA 4+04.33, 15.0' RT

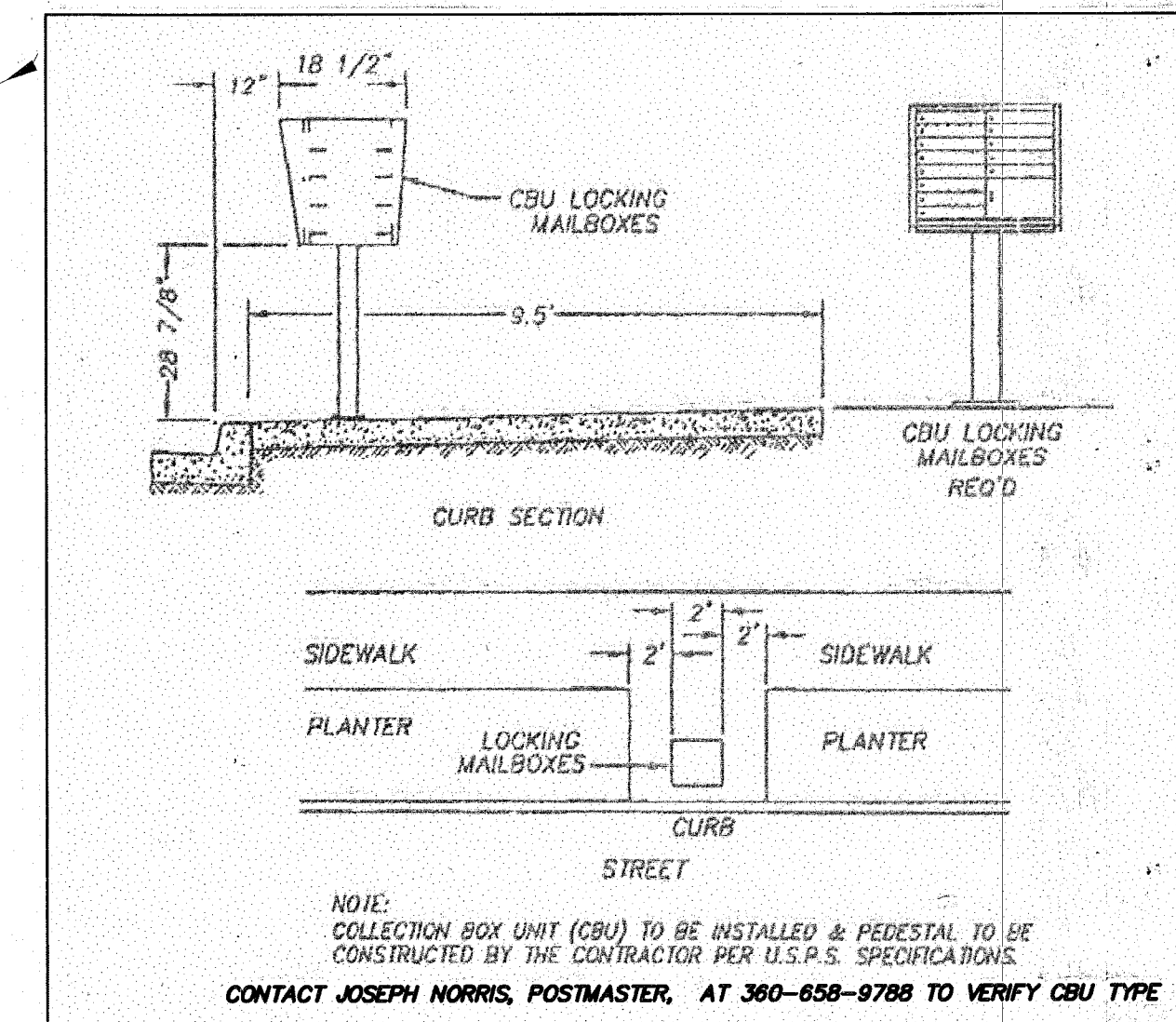
MAILBOX TABLE

MB#1 LOTS 1-6, 14-19 (13 UNIT BOX)
MB#2 LOTS 7-13, 20-24 (13 UNIT BOX)
MB#3 LOTS 25-37 (12 UNIT BOX)

GENERAL NOTES:

1. SEE CITY OF ARLINGTON STANDARD TYPE 2 DRIVEWAY DETAIL R814.
2. ALL DRIVEWAY WIDTHS ARE 20 FEET.
3. STATION IS TAKEN FROM THE CENTER OF THE DRIVEWAY CUT.
4. DRIVEWAYS SHALL BE 90° TO APPROACH OR APPROACH SHALL BE RELOCATED.

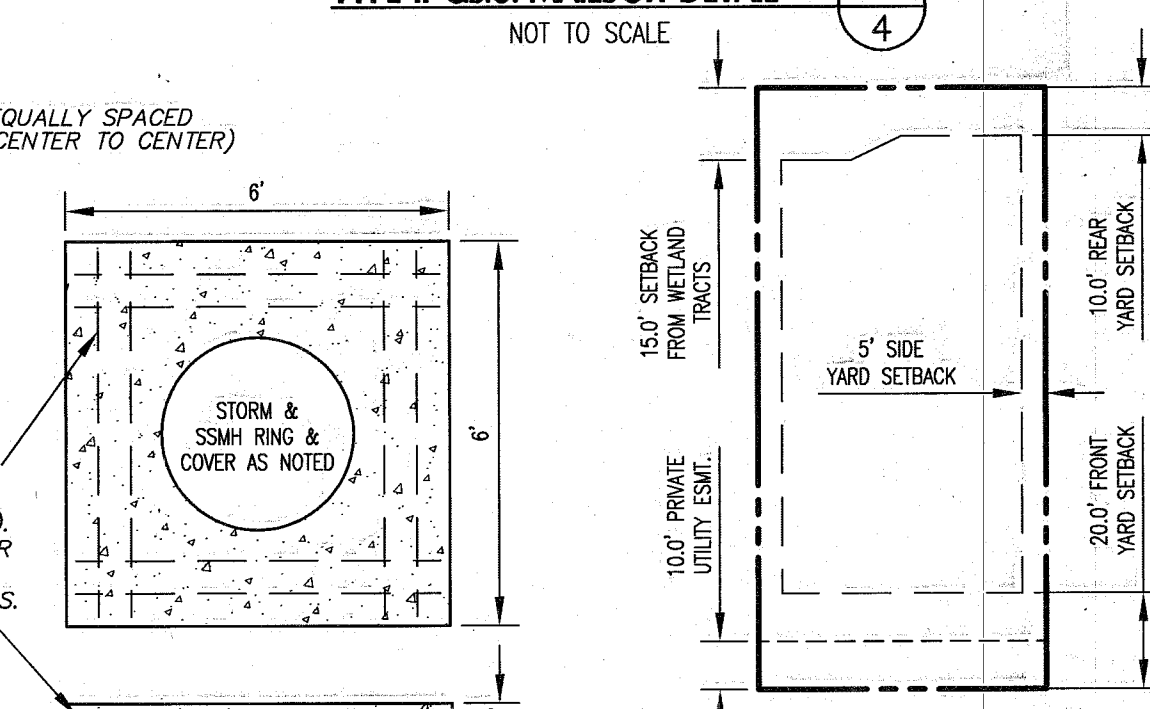
172ND STREET NE (SR 531)



NOTE:
COLLECTION BOX UNIT (CBU) TO BE INSTALLED & PEDESTAL TO BE
CONSTRUCTED BY THE CONTRACTOR PER U.S.P.S. SPECIFICATIONS.
CONTACT JOSEPH MORRIS, POSTMASTER, AT 360-658-9788 TO VERIFY CBU TYPE

TYPE II CBU MAILBOX DETAIL

NOT TO SCALE



MANHOLE CONCRETE PAD DETAIL

NOT TO SCALE

BUILDING SETBACK DETAIL

NOT TO SCALE

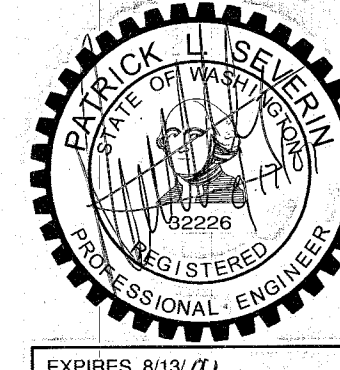
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THE ACCURACY THEREIN.

BY: Joseph Morris
CITY ENGINEER
DATE: 08/28/2007

MAILBOX LOCATION APPROVAL

Joseph Morris
CITY ENGINEER



CALL 48 HOURS
BEFORE YOU DIG
1-800-424-5555

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**OVERALL UTILITY, STRIPING
AND SIGNAGE PLAN**

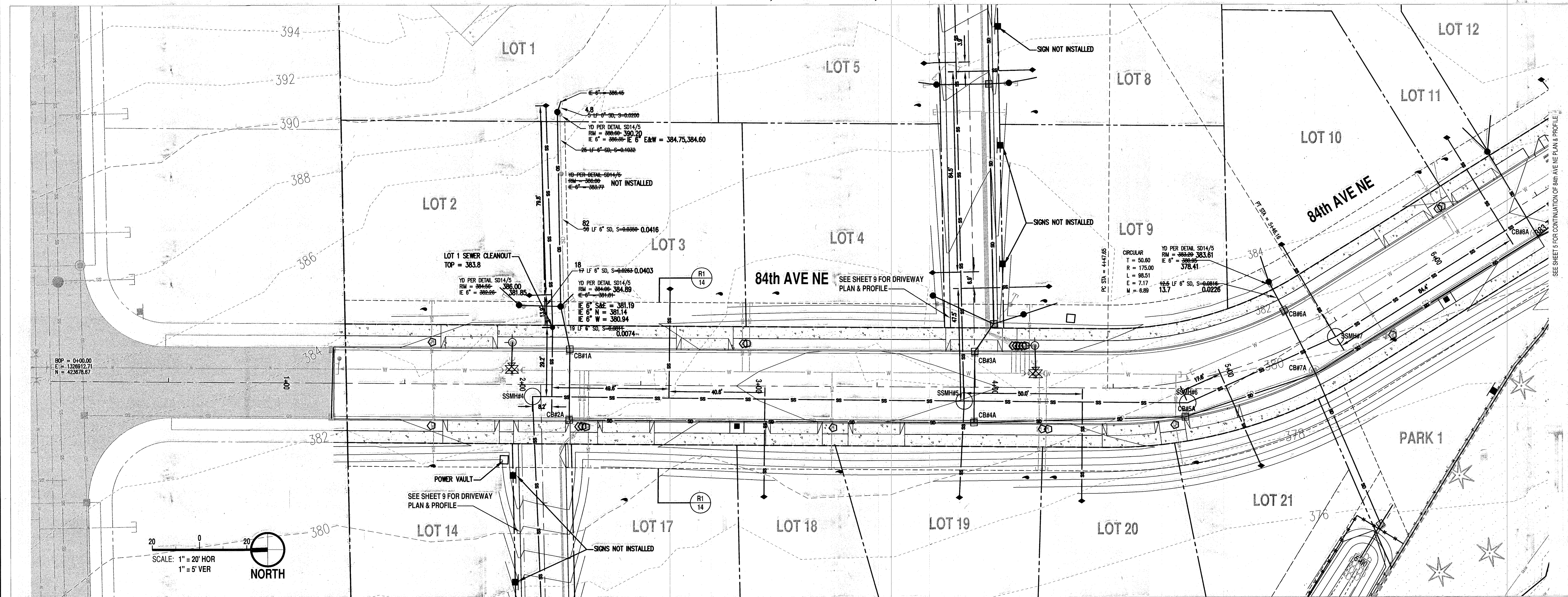
SCALE
DRAWN BY:
DESIGNED BY:
CHECKED BY:
FIELD BOOK/PAGE
DATE

1" = 40'
P.LAU
N.MOORE
P.SEVERIN
FEBRUARY 2005

PROJECT
**CASPERSON SUBDIVISION
FOR
EAGLE HEIGHTS, LLC**
IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M.

ARLINGTON, WASHINGTON

JOB NO.
1079-SDG-04
DRAWING NAME
79-SDG-02 ASB.dwg
SHEET
3 OF 19

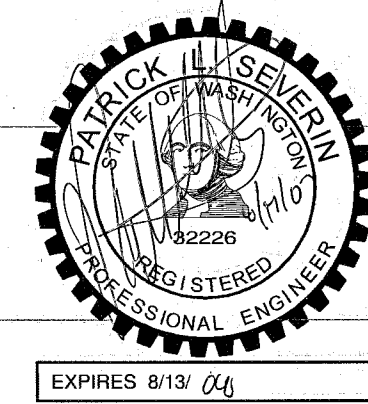


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CONSTRUCTION RECORD LEGEND

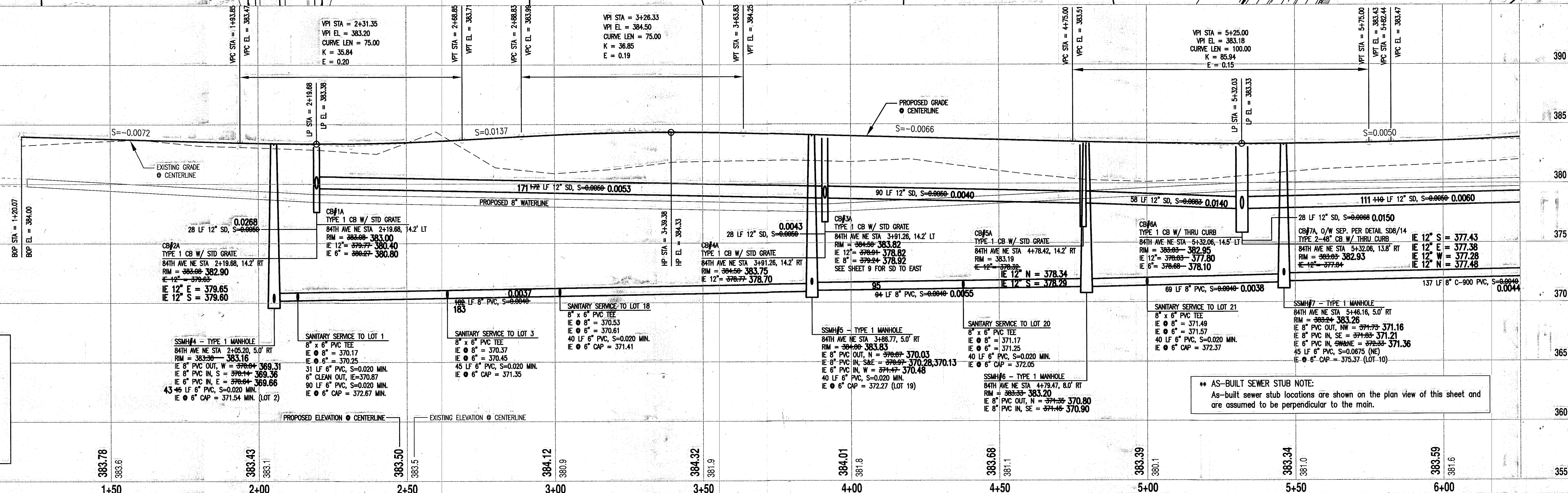
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AS-BUILT DRAWING REVIEW ACKNOWLEDGMENT

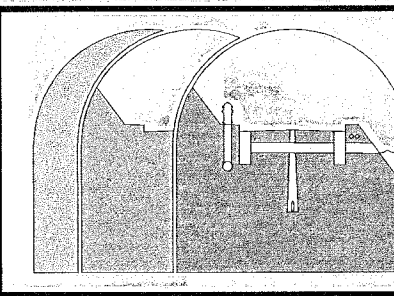
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BY: *[Signature]*
CITY ENGINEER
DATE: 08/28/2007



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1-800-424-5555

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Mount Vernon, WA 98273
Tel: 360-404-2010 Fax: 360-404-2013

SHEET DESCRIPTION
**84th AVE NE ROAD, STORM & SANITARY
SEWER PLAN & PROFILE**

SCALE
DRAWN BY: P.LAU
DESIGNED BY: N.MOORE
CHECKED BY: P.SEVERIN
FIELD BOOK/PAGE
DATE: FEBRUARY 2005

H: 1"=20' V: 1"=5'
PROJECT
P.LAU
N.MOORE
P.SEVERIN

**CASPERSON SUBDIVISION
FOR
EAGLE HEIGHTS, LLC**

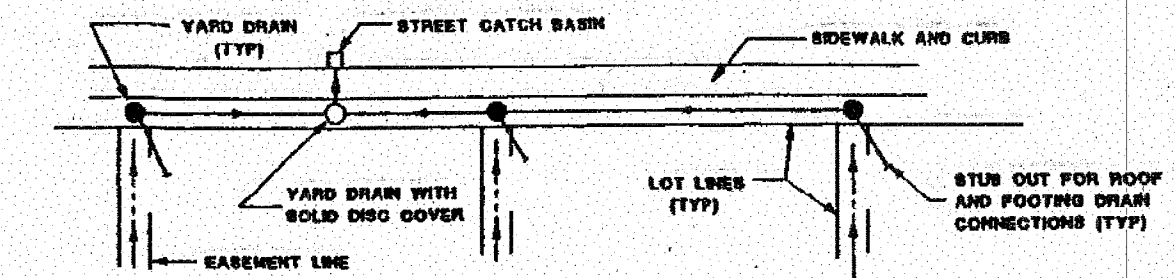
IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M.

ARLINGTON, WASHINGTON

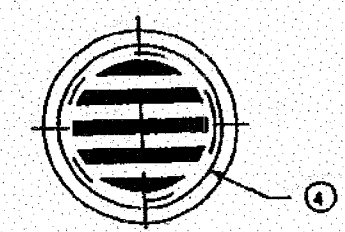
JOB NO.
79-SDG-04 ASB
DRAWING NAME
ASB01003.dwg
SHEET
4 OF 19

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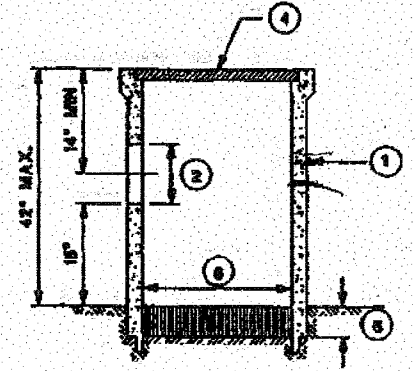
CURVE	DELTA	RADIUS	LENGTH	TANGENT	PC STATION/OFFSET	PT ELEV./MID ELEV.	PT STATION/OFFSET	PT ELEV.
CR1	84°13'55"	35.00'	51.45'	31.64'	A STA 6+41.35, 15.0' RT	383.77	B STA 6+46.09, 15.0' RT	383.59
CR2	77°02'37"	35.00'	47.13'	37.92'	B STA 6+44.37, 15.0' LT	383.63	A STA 7+25.71, 15.0' RT	385.70
CR3	90°00'00"	35.00'	54.98'	35.00'	A STA 8+45.26, 15.0' LT	388.59	A STA 8+50.26, 50.0' LT	390.21
CR4	90°00'00"	35.00'	54.98'	35.00'	A STA 8+45.26, 15.0' RT	388.59	A STA 8+50.26, 50.0' RT	388.59



TYPICAL LOT PLACEMENT



PLAN VIEW



ELEVATION VIEW

NOTES:

- YARD DRAINS TO BE CONSTRUCTED FROM CONCRETE PIPE, IN ACCORDANCE WITH ASTM C 14 UNLESS OTHERWISE SHOWN ON THE PLANS OR NOTED IN THE SPECIFICATIONS.
- CUTOFF HOLE SIZE IS EQUAL TO OUTLET PIPE OUTSIDE DIAMETER PLUS YARD DRAIN WALL THICKNESS.
- CONNECTION TO OUTLET PIPE TO BE MORTARED AND MADE FLUSH WITH INSIDE OF THE YARD DRAIN WALL.
- CAST IRON BELL GRATE, FITS INTO BELL RECESS AND EXTENDS FLUSH WITH FACE OF BELL. THE GRATE SHALL HAVE SLOTS (HOLES) THAT CONSTITUTE 80 PERCENT OPEN AREA FOR DRAINAGE. BELL SURFACE SHALL BE FINISHED TO AVERAGE NON-SKIDING FIT WITH ANY COVER POSITION.
- WASHED DRAIN ROCK, 3 INCHES MINIMUM DEPTH.
- VARIES 12 INCHES OR 18 INCHES.
- SPECIAL CAST YARD DRAIN MAY BE REQUIRED FOR MULTIPLE PIPE CONNECTIONS.
- See Std. Dwg. SD-8 for tee detail when required.

REVISED

YARD DRAIN CONNECTIONS



STANDARD PLAN NUMBER

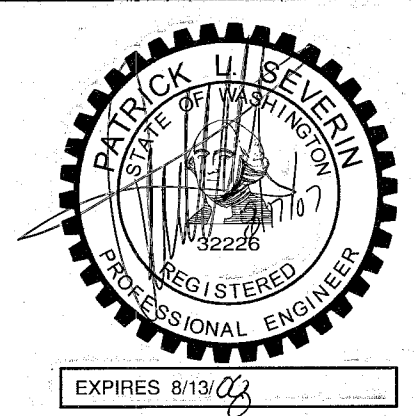
SD 14

CONSTRUCTION RECORD DRAWING

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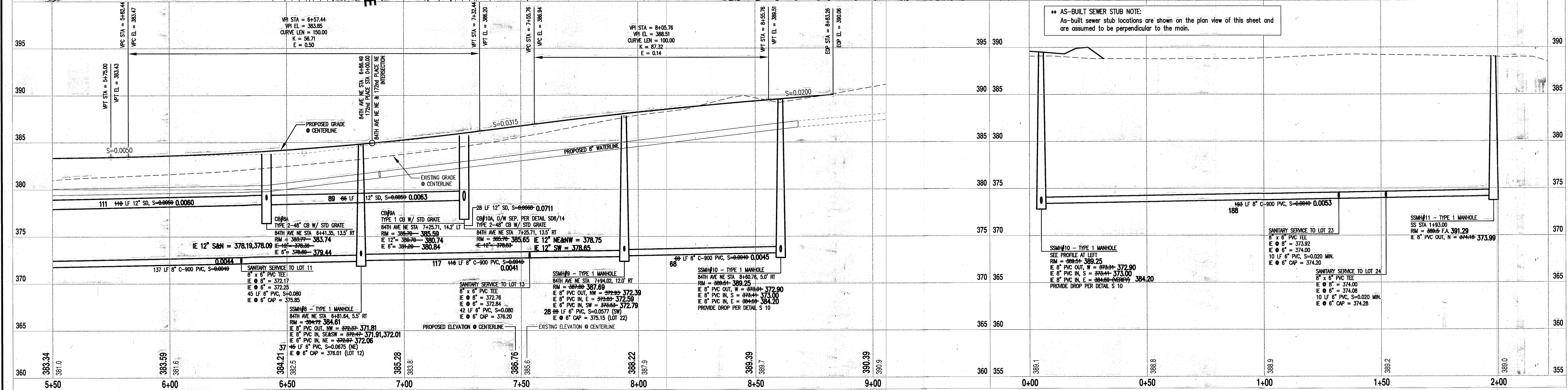
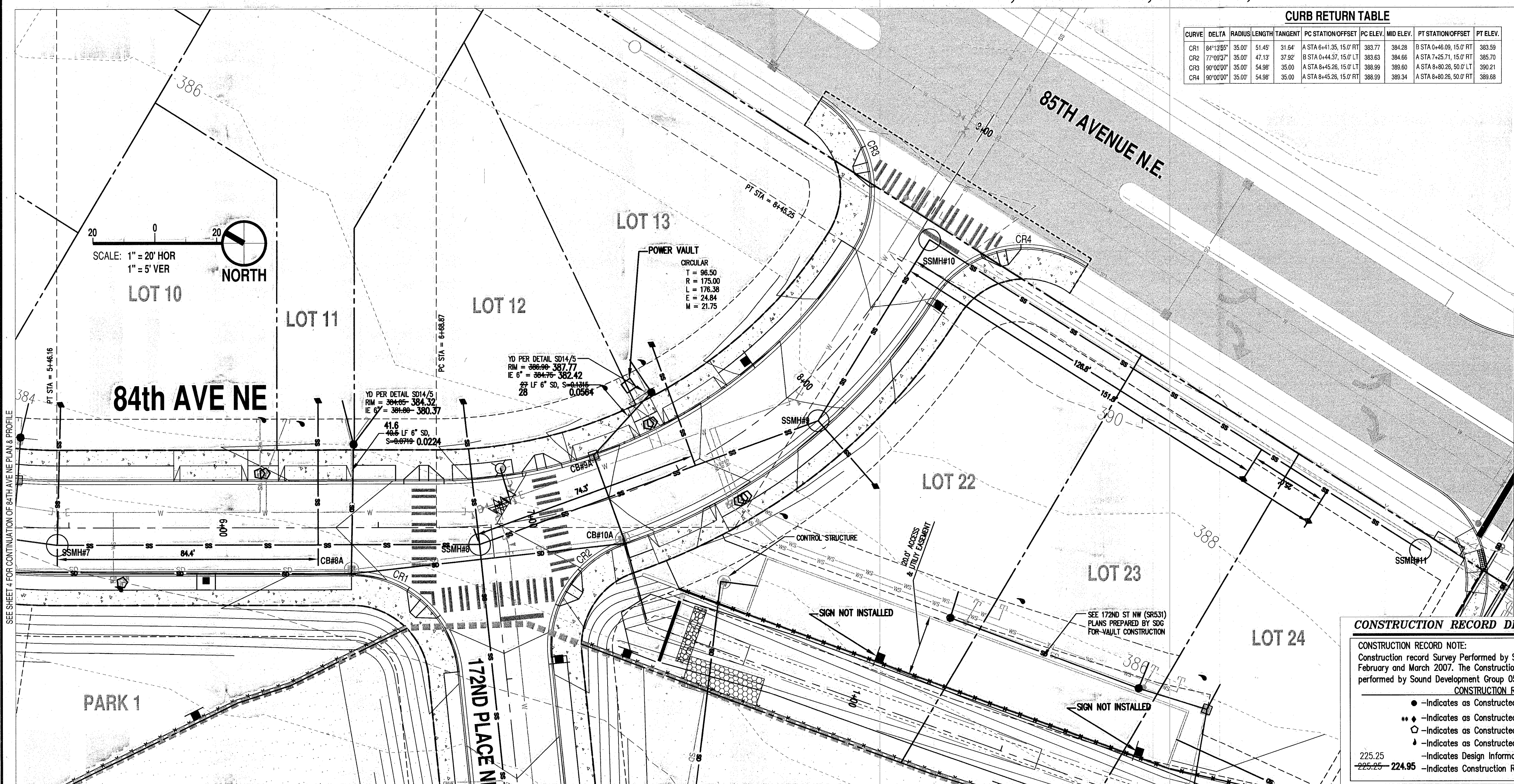


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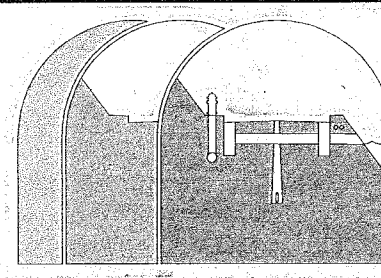
BY: *[Signature]*
CITY ENGINEER
DATE: 08/28/2007

AS-BUILT SEWER STUB NOTE:
As-built sewer stub locations are shown on the plan view of this sheet and are assumed to be perpendicular to the main.



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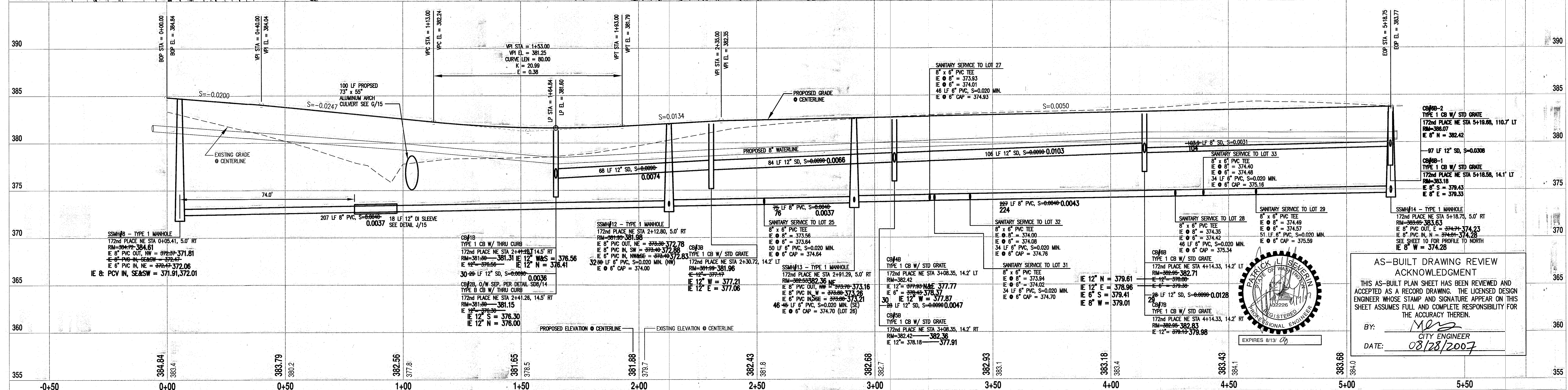
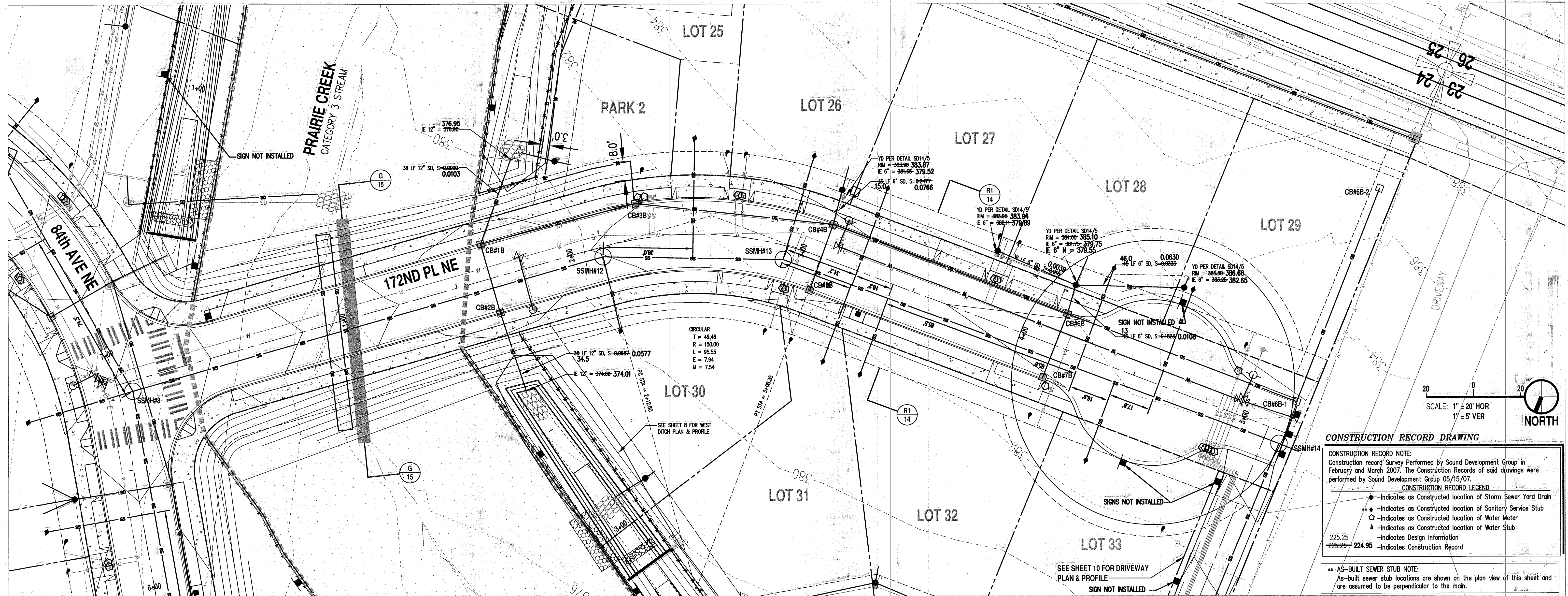
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Mount Vernon, WA 98273
Tel: 360-404-2010 Fax: 360-404-2013

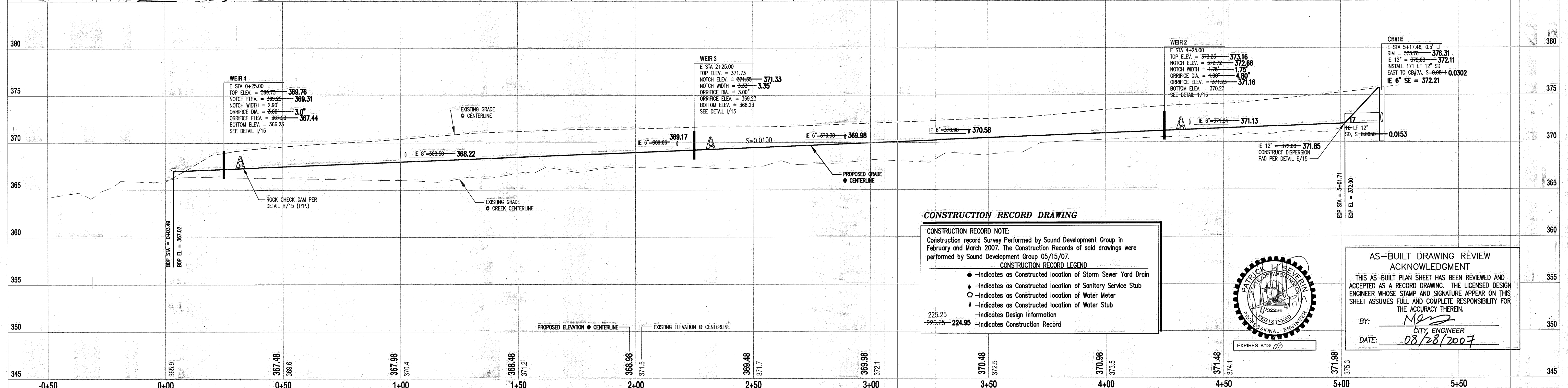
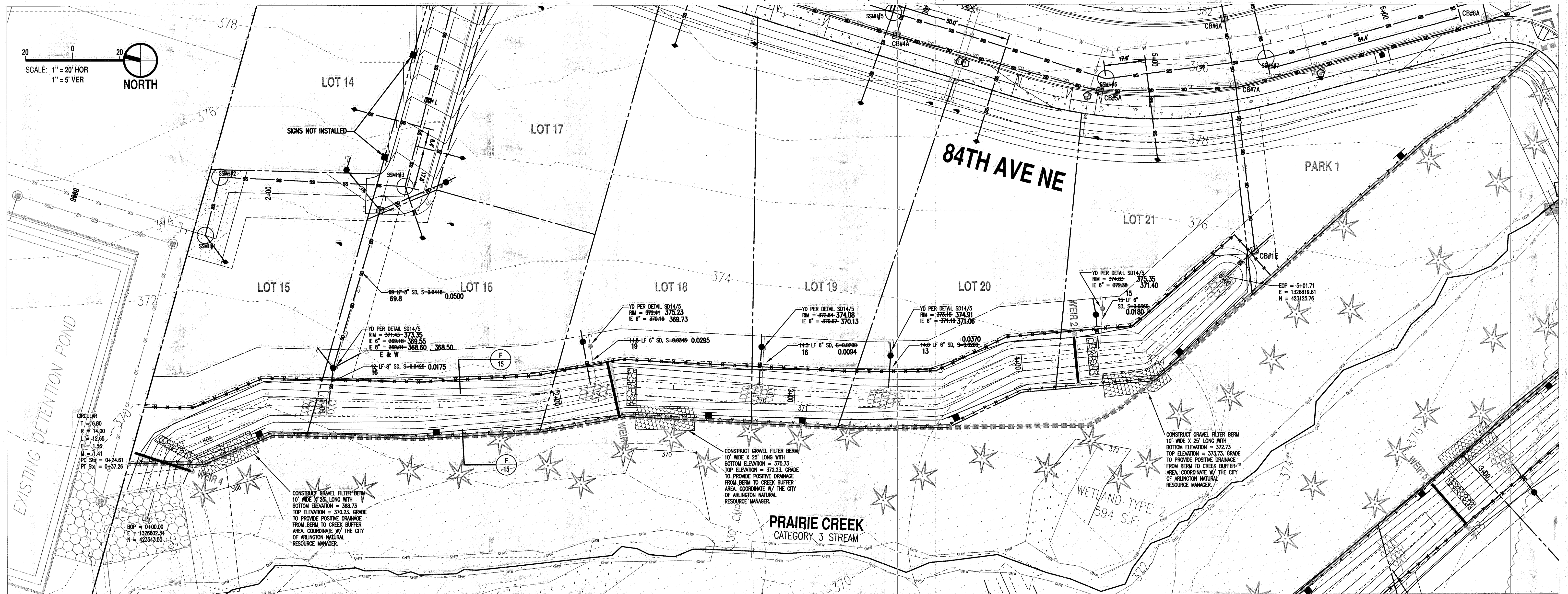
SHEET DESCRIPTION
84TH AVE NE ROAD, STORM & SANITARY SEWER PLAN & PROFILE

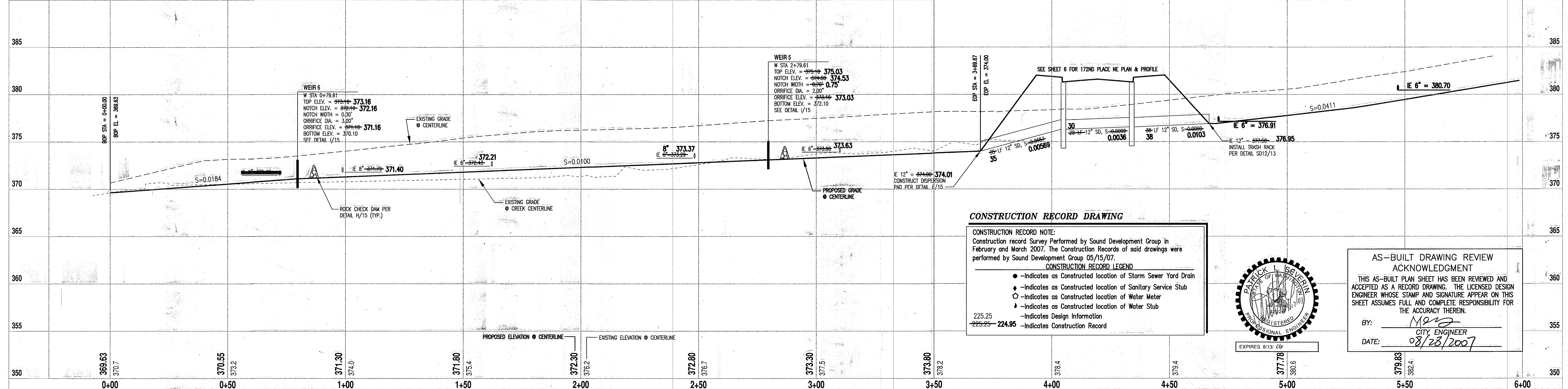
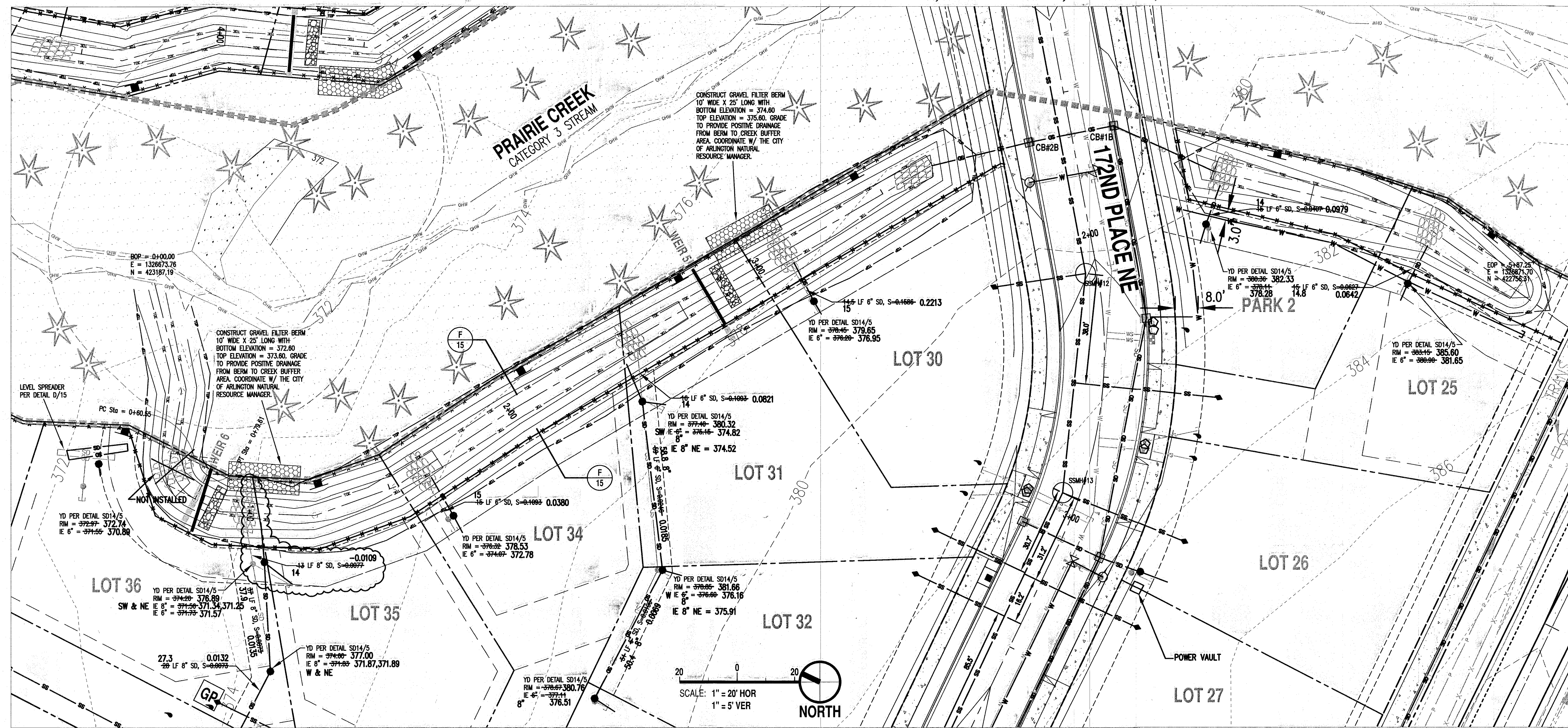
SCALE
DRAWN BY: P.LAU
DESIGNED BY: N.MOORE
CHECKED BY: P.SEVERIN
DATE: FEBRUARY 2005

PROJECT
CASPERSON SUBDIVISION FOR EAGLE HEIGHTS, LLC
IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M.
ARLINGTON, WASHINGTON

JOB NO.
79-SDG-04 ASB
DRAWING NAME
ASB02003.dwg
SHEET
5 OF 19





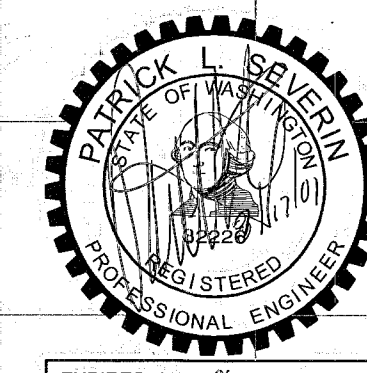


CONSTRUCTION RECORD DRAWING

CONSTRUCTION RECORD NOTE:
Construction record Survey Performed by Sound Development Group in February and March 2007. The Construction Records of said drawings were performed by Sound Development Group 05/15/07.

CONSTRUCTION RECORD LEGEND

- Indicates as Constructed location of Storm Sewer Yard Drain
- Indicates as Constructed location of Sanitary Service Stub
- Indicates as Constructed location of Water Meter
- Indicates as Constructed location of Water Stub
- Indicates Design Information
- Indicates Construction Record



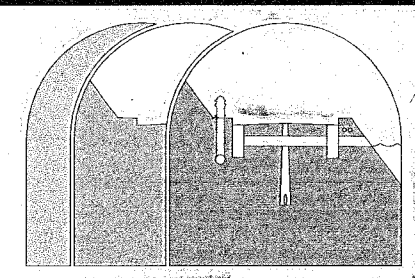
AS-BUILT DRAWING REVIEW ACKNOWLEDGMENT

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: M. J. Moore
CITY ENGINEER
DATE: 08/28/2007

CALL 48 HOURS BEFORE YOU DIG
1-800-424-5555

NO.	DATE	REVISIONS	BY	APPROVED
1	04.11.05	REVISED PER JURISDICTION COMMENTS	PRL	PLS
2	08.08.05	REVISED PER JURISDICTION COMMENTS	NCM	PLS
3	09.09.05	REVISED PER JURISDICTION COMMENTS	NCM	PLS
4	08.09.07	CONSTRUCTION RECORD DRAWING	BPS	PLS
5	07.10.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS
6	08.07.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS



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 Fax: 360-404-2013

SHEET DESCRIPTION

"WEST" DITCH PLAN & PROFILE

SCALE: H: 1"=20' V: 1"=5'
DRAWN BY: B. SCHAAD
DESIGNED BY: N. MOORE
CHECKED BY: P. SEVERIN
FIELD BOOK/PAGE: DATE: FEBRUARY 2005

PROJECT

CASPERSON SUBDIVISION
FOR
EAGLE HEIGHTS, LLC

IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M.

ARLINGTON, WASHINGTON

JOB NO. 79-SDG-04 ASB
DRAWING NAME ASB02002.dwg
SHEET 8 OF 19

84TH AVENUE NE

LOT 18

LOT 17

LOT 16

LOT 15

LOT 14

BOPI = 0+00.00
E = 1328904.48
N = 423471.26

CB#1A

CB#2A

SSMH#4

SSMH#3

CB#1N

SSMH#2

SSMH#1

POWER VAULT

SIGNS NOT INSTALLED

SIGNS NOT INSTALLED

SIGNS NOT INSTALLED

YD PER DETAIL SD14/5
RM = 375.40- 375.69
E 6° = 375.69- 372.69
26 LF 6" SD, S = 0.0036 -0.0059

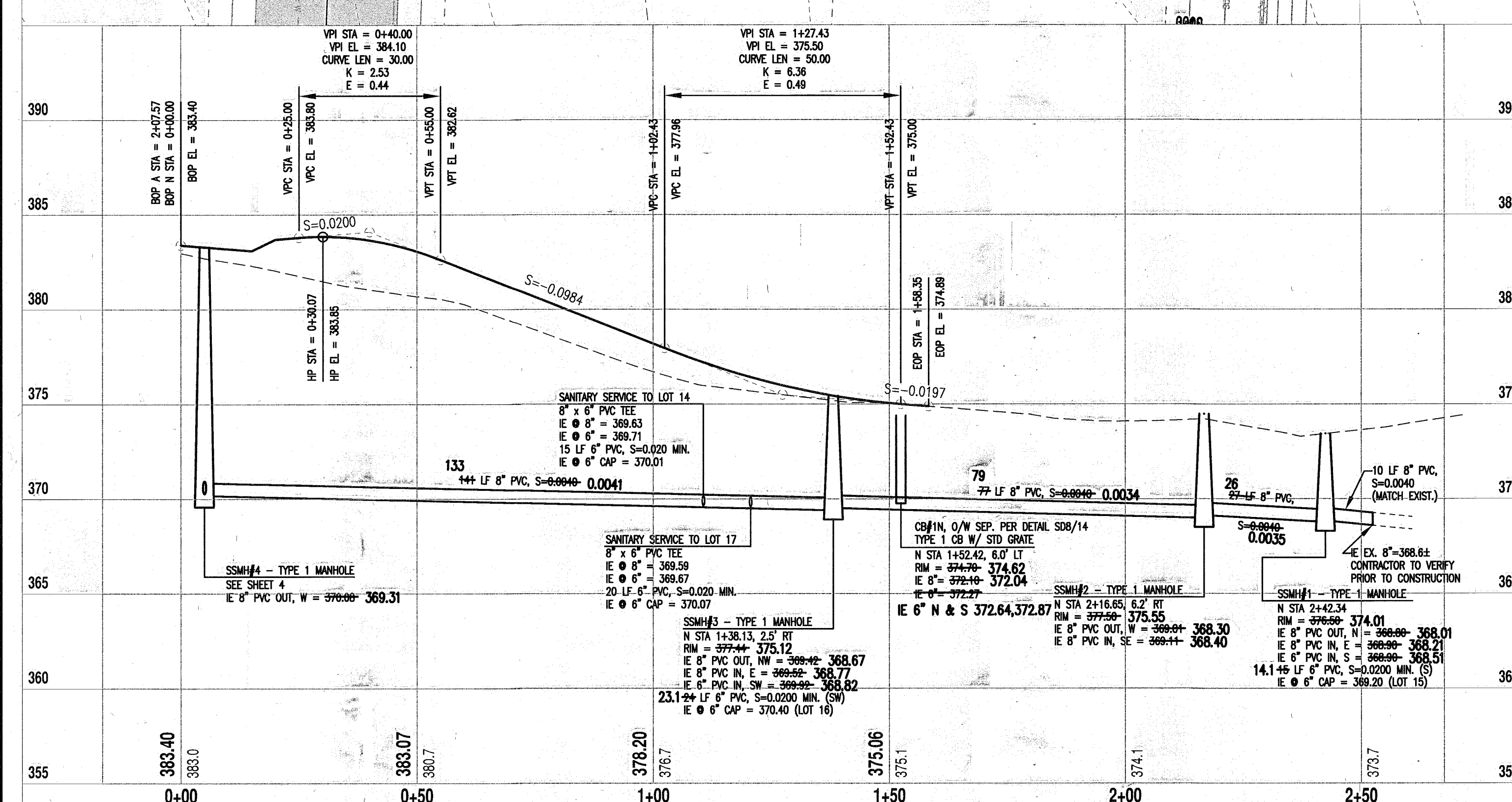
YD PER DETAIL SD14/5
RM = 375.34- 375.96
E 6° = 375.96- 373.31
26 LF 6" SD, S = 0.0343- 0.0288

SEE SHEET 7 FOR MORE INFORMATION

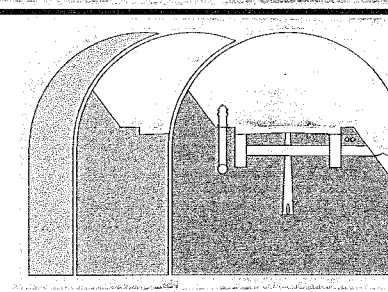
INSTALL CONCRETE PAD
AROUND MANHOLE PER B/4

SCALE: 1" = 20' HOR
1" = 5' VER

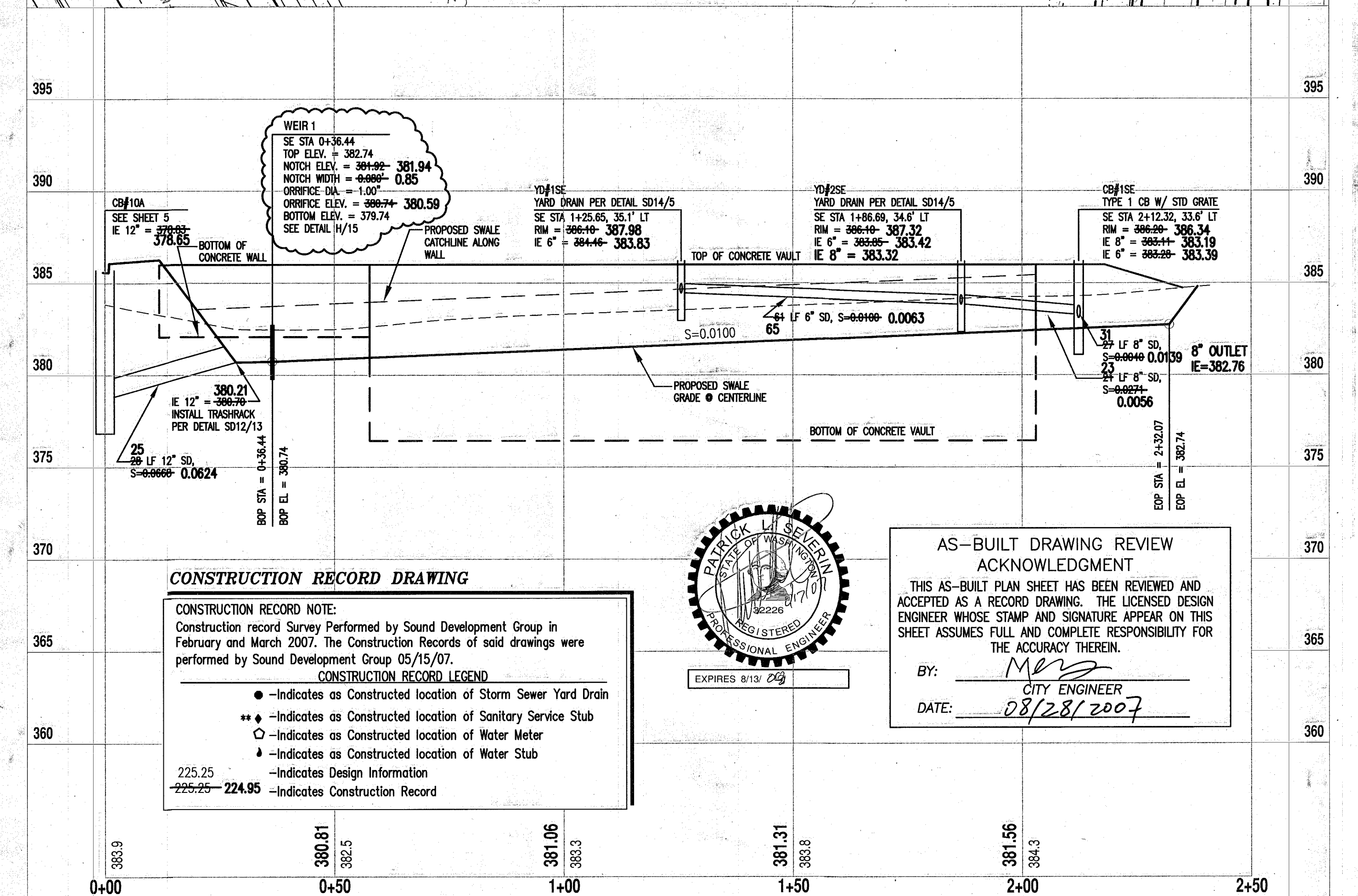
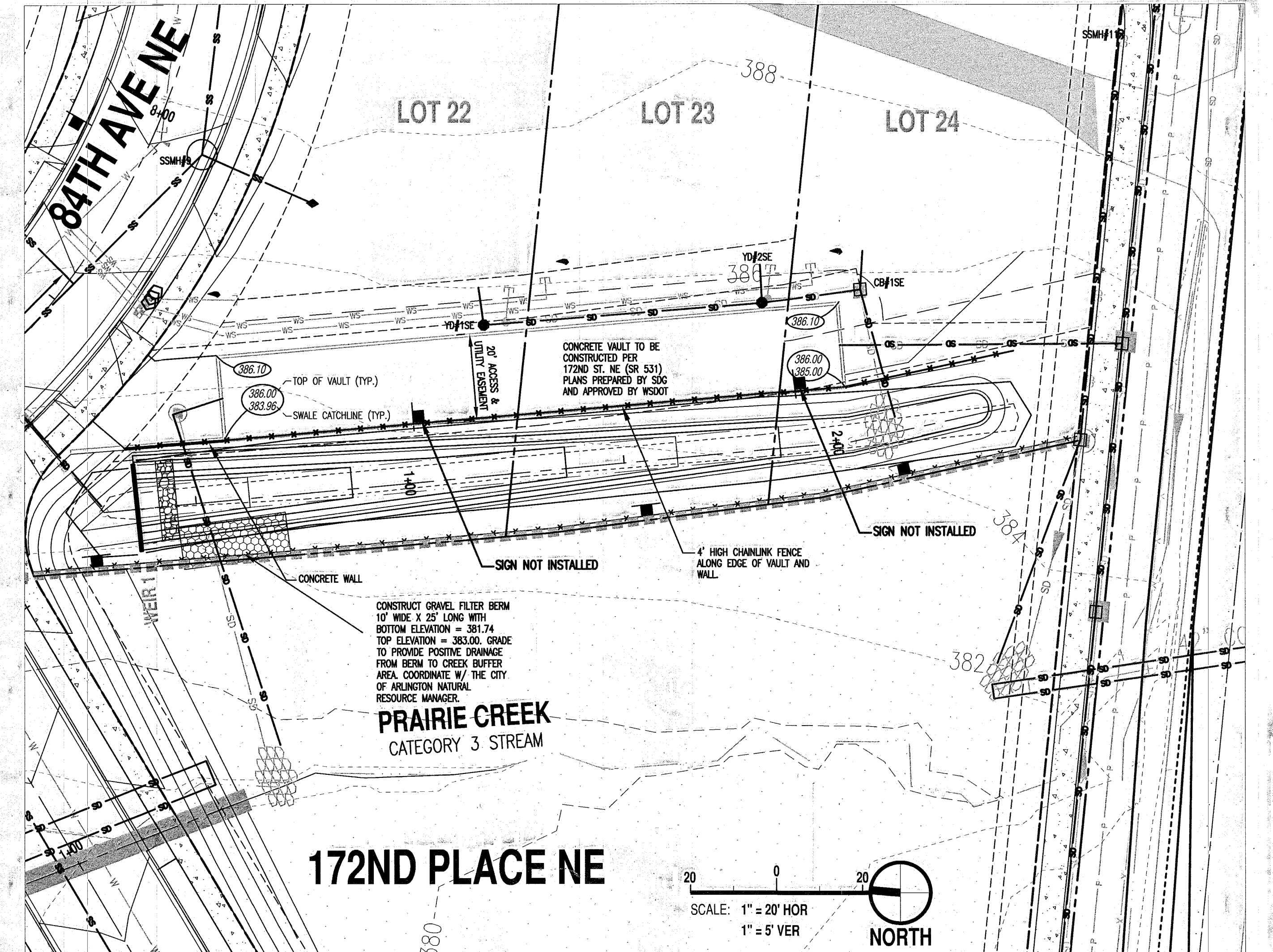
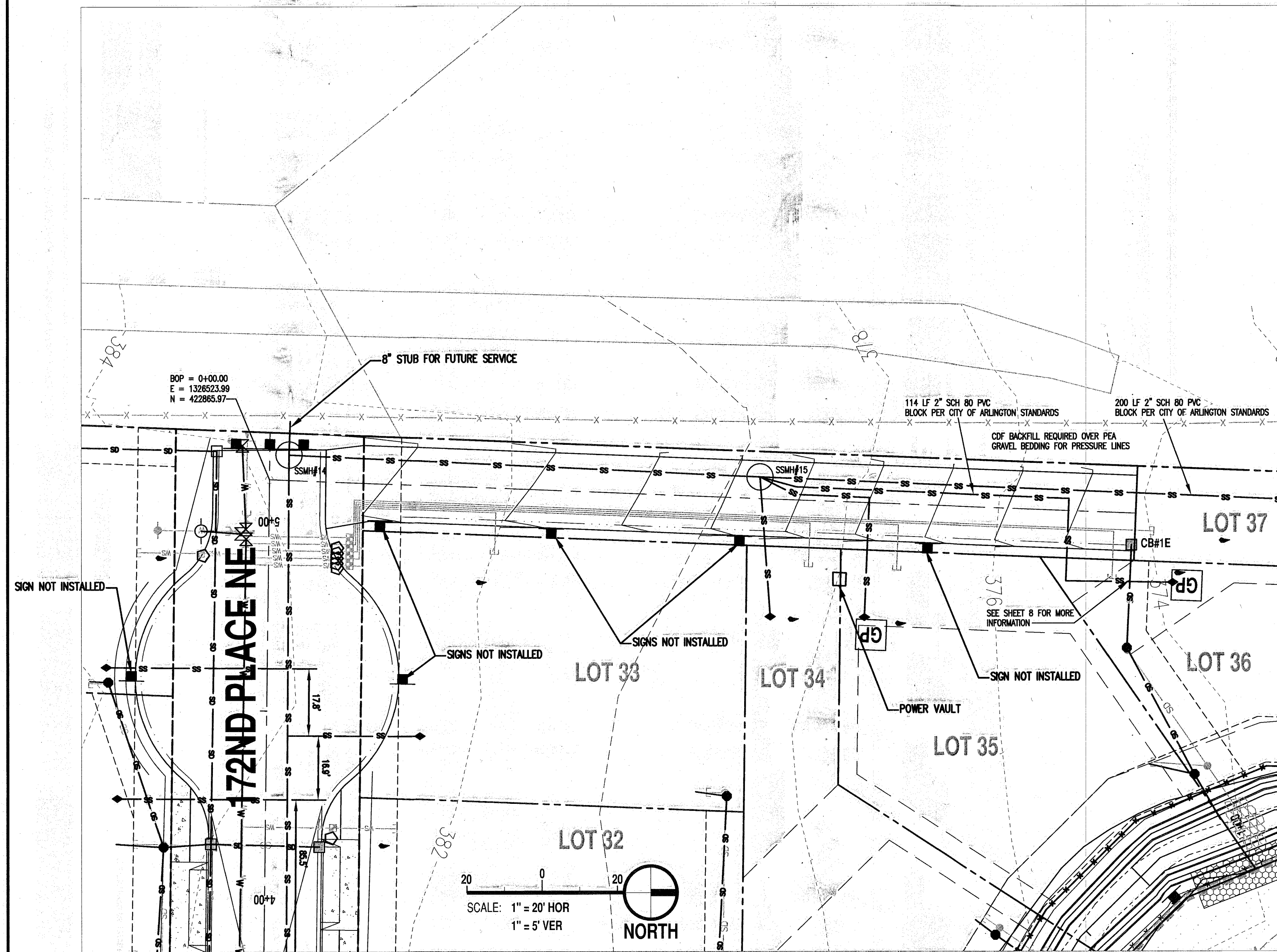
NORTH



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4	06/07/07	CONSTRUCTION RECORD DRAWING	BPS	PLS
5	07/10/07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS
6	08/07/07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS
NO	DATE	REVISIONS	BY	APRVD



JOB NO.
079-SDG-04 ASB
DRAWING NAME
ASB01007.dwg
SHEET
9 OF 19



NO	DATE	REVISIONS	BY	APPROVED
1	04.11.05	REVISED PER JURISDICTION COMMENTS	PRL	PLS
2	08.08.05	REVISED PER JURISDICTION COMMENTS	NOM	PLS
3	09.09.05	REVISED PER JURISDICTION COMMENTS	NOM	PLS
4	06.07.07	CONSTRUCTION RECORD DRAWING	BPS	PLS
5	07.10.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS
6	08.07.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	PLS

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 Fax: 360-404-2013

SHEET DESCRIPTION
ACCESS ROAD STORM & SANITARY SEWER PLAN & PROFILE

SCALE
H: 1"=20' - V: 1"=5'
DRAWN BY: P.LAU
DESIGNED BY: N.MOORE
CHECKED BY: P.SEVERIN
DATE: FEBRUARY 2005

PROJECT
CASPERSON SUBDIVISION FOR EAGLE HEIGHTS, LLC
IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M. ARLINGTON, WASHINGTON

JOB NO.
079-SDG-04 ASB
DRAWING NAME
ASB01008.dwg
SHEET
10 OF 19

WATER CONSTRUCTION NOTES:

- ① AFTER NEW MAIN IS FLUSHED, TESTED AND APPROVED BY CITY REMOVE EXISTING 2" BLOWOFF ASSEMBLY AND 8" DI CAP CONNECT TO EXISTING 8" DI
- ② RD A STA: 1+95.44, 6.0' L
1 - 8" X 6" FL TEE
2 - 8" FL X MJ GATE VALVES (N & S)
1 - 6" FL X MJ GATE VALVE
11 LF 6" DI
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ③ RD A STA: 4+16.57, 6.0' L
1 - 8" X 6" FL TEE
2 - 8" FL X MJ GATE VALVES (N & S)
1 - 6" FL X MJ GATE VALVE
11 LF 6" DI
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ④ RD A STA: 4+81.65, 2.8' L
1 - 22 1/2" MJ BEND
1 - 6" FL X MJ GATE VALVE
12 LF 6" DI
- ⑤ RD A STA: 5+46.90, 5.0' L
1 - 11 1/4" MJ BEND
1 - 6" FL X MJ GATE VALVE
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ⑥ RD A STA: 6+80.67, 4.6' L
1 - 22 1/2" MJ BEND
1 - 6" FL X MJ GATE VALVES
3 - 8" FL X MJ GATE VALVES
THURST BLOCK
- ⑦ RD A STA: 6+88.36, 6.5' L
1 - 8" FL TEE
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ⑧ RD A STA: 6+95.03, 7.7' L
2 LF 8" DI SPOOL
1 - 8" X 6" MJ X FL TEE (THURST BLOCK)
1 - 6" FL X MJ GATE VALVE
9 LF 6" DI
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ⑨ RD A STA: 7+93.92, 2.1' R
1 - 45" MJ BEND
THURST BLOCK
- ⑩ AFTER NEW MAIN IS FLUSHED, TESTED AND APPROVED BY CITY REMOVE EXISTING 2" BLOWOFF ASSEMBLY AND 8" DI CAP CONNECT TO EXISTING 8" DI
- ⑪ RD B STA: 0+07.05, 5.0' L
1 - 11 1/4" MJ BEND
THURST BLOCK
- ⑫ RD B STA: 1+79.48, 5.0' L
1 - 8" MJ X 6" FL TEE
THURST BLOCK
1 - 6" FL X MJ GATE VALVE
22 LF 6" DI
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ⑬ RD B STA: 2+14.08, 5.0' L
1 - 11 1/4" MJ BEND
THURST BLOCK
- ⑭ RD B STA: 2+95.63, 6.6' L
1 - 22 1/2" MJ BEND
THURST BLOCK
- ⑮ RD B STA: 3+14.39, 6.0' L
1 - 8" MJ X 6" FL TEE
THURST BLOCK
1 - 6" FL X MJ GATE VALVE
1 - 22 1/2" MJ BEND
THURST BLOCK
1 - 6" FL X MJ GATE VALVE
12 LF 6" DI
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ⑯ RD B STA: 4+97.49, 6.0' L
1 - 8" X 6" FL TEE
2 - 8" FL X MJ GATE VALVES (E & W)
THURST BLOCK
1 - 6" FL X MJ GATE VALVE
12 LF 6" DI
1 - FIRE HYDRANT ASSEMBLY PER STD. PLAN W-1
- ⑰ RD B STA: 5+21.41, 6.0' L
1 - 8" MJ DI CAP W/ MEGALUGS
1 - 2" TEMPORARY BLOWOFF ASSEMBLY PER STD. PLAN W-5
INSTALL MARKER POST PER DETAIL

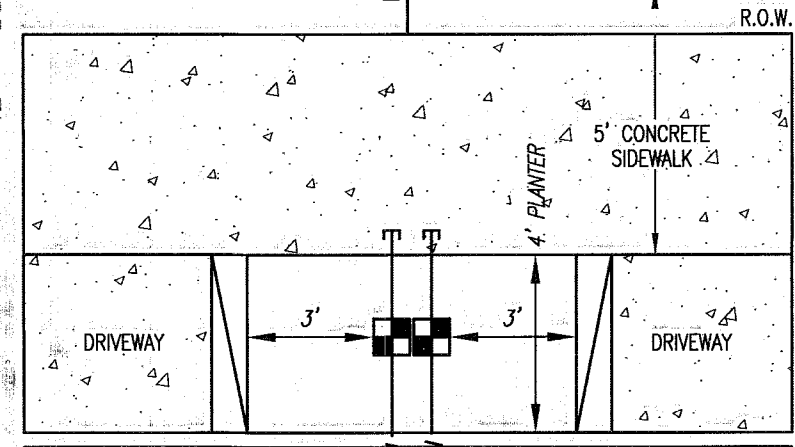
172ND STREET NE (SR 531)

CONSTRUCTION RECORD DRAWING

CONSTRUCTION RECORD NOTE:
Construction record Survey Performed by Sound Development Group in February and March 2007. The Construction Records of said drawings were performed by Sound Development Group 05/15/07.

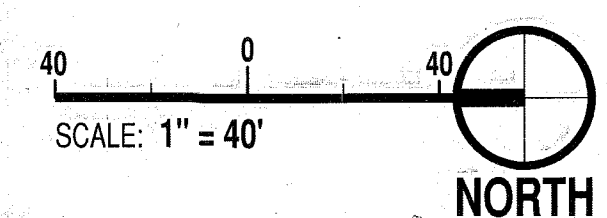
CONSTRUCTION RECORD LEGEND

- - Indicates as Constructed location of Storm Sewer Yard Drain
- ◆ - Indicates as Constructed location of Sanitary Service Stub
- - Indicates as Constructed location of Water Meter
- ▲ - Indicates as Constructed location of Water Stub
- Indicates Design Information
- 225.25 - 224.95 - Indicates Construction Record



WATER METER PLACEMENT DETAIL

NOT TO SCALE



AS-BUILT DRAWING REVIEW 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: *Me*
CITY ENGINEER
DATE: 08/28/2007



CASPERSON SUBDIVISION FOR EAGLE HEIGHTS, LLC

JOB NO. 079-SDG-04
DRAWING NAME 79-Water.dwg
SHEET 11 OF 19

ARLINGTON, WASHINGTON

PROJECT

1" = 40'
P.LAU
N. MOORE
P. SEVERIN

SCALE

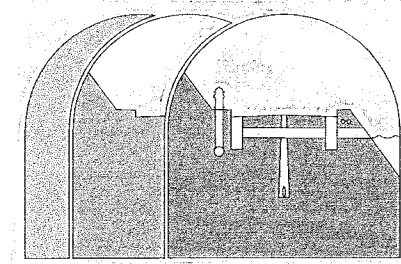
DRAWN BY:
DESIGNED BY:
CHECKED BY:
FIELD BOOK/PAGE
DATE: FEBRUARY 2005

SHEET DESCRIPTION

WATERLINE 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 Fax: 360-404-2013



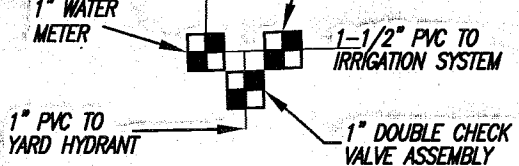
NO.	DATE	REVISIONS	BY	APPROVED
1	04.11.05	REVISED PER JURISDICTION COMMENTS	PLS	
2	08.08.05	REVISED PER JURISDICTION COMMENTS	PLS	
3	08.09.05	REVISED PER JURISDICTION COMMENTS	PLS	
4	06.07.07	CONSTRUCTION RECORD DRAWING	BPS	
5	07.07.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	
6	08.07.07	CONSTRUCTION RECORD DRAWING REVISED PER JURISDICTION COMMENTS	BPS	

CALL 48 HOURS BEFORE YOU DIG
1-800-424-5555

NOTES:
1. ALL BACKFLOW PREVENTION ASSEMBLIES MUST APPEAR ON THE STATE OF WASHINGTON DEPARTMENT OF HEALTH LIST OF APPROVED ASSEMBLIES.
2. ALL ASSEMBLIES SHALL BE TESTED BY A STATE OF WASHINGTON CERTIFIED BACKFLOW ASSEMBLY TESTER, AT THE OWNER'S EXPENSE.
3. THE CITY OF ARLINGTON WATER DEPARTMENT SHALL INSPECT THE ASSEMBLIES AFTER THEY HAVE BEEN TESTED. A COPY OF THE TEST REPORT MUST BE PROVIDED PRIOR TO CALLING FOR INSPECTION.

PARK WATER METER CONNECTION DETAIL

NOT TO SCALE



EXISTING DETENTION POND

BRIDGE

PRAIRIE CREEK

WETLAND TYPE 2

238 S.F.

238 S.F.

238 S.F.

238 S.F.

238 S.F.

IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M.

CITY OF ARLINGTON STANDARDS

Roadway and Related Work

2-9.02 MATERIALS

All materials shall conform to the requirements specified in the WSDOT/APWA Standard Specifications as follows:

- Asphalt concrete pavement, including patching, shall conform to "Class B" meeting the requirements of Section 5-04, 9-02.1(4) and 9-03.8.
- Asphalt for temporary patch shall be cold mix (MC 250) meeting the requirements of Section 9-02.
- Asphalt Treated Base (ATB) shall meet the requirements of Section 4-06 and all others referenced therein.
- Tack coat shall be emulsified asphalt grade CSS-1 as specified in Section 9-02.1(6).
- Crack sealing shall conform to Section 5-04.3(5C).

- Geotextile fabric for pavement reinforcement shall be needle punch non-woven 100% polypropylene Products such as "Peltom" or "Supac" as manufactured by Phillips Fiber Corporation, or approved equal. Other products may be submitted by the Developer to the City Engineer for review "as equal" substitutions.
- Asphaltic binders used with geotextile fabric shall conform to the manufacturer's recommendations for the fabric used. Cutback asphalts cannot be used with polypropylene fabrics due to reactions with solvents at high temperatures.
- Crushed Surfacing Top and Base Courses (CSTC) shall meet the requirements of Section 9-03.9(3).
- Cement concrete pavement patch shall be Class 4000 High Early Strength (HES) meeting the requirements of Section 6-02.

2-9.03 CONSTRUCTION REQUIREMENTS

General

Signs, barricades, lights and other warning devices shall be installed per the requirements of the MUTCD and shall be maintained 24 hours a day until the roadway work is completed and ready for traffic. See Section 1-3.18 TRAFFIC CONTROL PLAN for instructions.

The placing and compaction of the trench backfill and the preparation and compaction of the sub-grade shall be in accordance with the various applicable sections of the WSDOT/APWA Standard Specifications except as approved by the City Engineer.

Compaction of the sub-grade shall be completed prior to the required asphalt or patching as determined in the WSDOT Design Manual.

Pavement patching shall be scheduled to accommodate the demands of traffic and shall be performed as rapidly as possible to provide maximum safety and convenience to public traffic.

Before the pavement patch is to be constructed the pavement shall be saw cut so that the marginal edges of the patch will form a rectangular shape with straight edges and vertical faces.

When required, cold planing along the edge of existing roadways and at interfaces with existing pavements, shall be completed to the widths and depths established in the plans and specifications. The cold planing should be completed prior to trenching, when feasible, so that remaining pavement patching and overlays can be completed in a uniform manner.

Geotextile fabric materials, when required in the plans and specifications, shall be placed and constructed according to the manufacturer's recommendations. Only contractors experienced in the placement of the material shall be responsible for placement. The manufacturer should make available a representative to review the project conditions, proposed placement methods and equipment to be used, with the contractor and the City Inspector.

Asphalt Concrete on Granular Base

After the Crushed Surfacing Top Course subgrade or ATB has been leveled and compacted, Asphalt Concrete Pavement Class B shall be placed to the thickness indicated on the plans. Asphalt shall be compacted to a minimum 92% of the reference maximum density as determined by WSDOT Test Method 705.

Asphalt-Treated Base (ATB)

This work shall consist of one or more courses of ATB placed on the properly prepared subgrade. The ATB shall be compacted per the requirements of WSDOT 4-06.3(7).

Temporary Pavement Patching

The Developer shall furnish, place and maintain temporary pavement patching, at locations as directed by the City, until such time as a permanent pavement patch can be made. Generally, the permanent patch shall be completed within 2 weeks of the completion of trenching and road repairs, unless an extension is granted by the City. Temporary pavement patch shall consist of asphalt treated base (ATB) compacted to at least 90% of maximum dry density as established for the mix by WSDOT Test Method 705.

Temporary asphalt patching shall be required where roadway or walk is needed for vehicular or pedestrian traffic during the construction period, until permanent pavement and sidewalks can be constructed.

In the event that the temporary surface subsides after the initial placement, additional MC 250 and Crushed Surfacing shall be applied to maintain the surface.

Cement Concrete Pavement Patching

Streets which have cement concrete pavements overlaid with asphalt concrete shall be patched as shown on Standard Detail R-140. After the Crushed Surfacing Top Course subgrade for the pavement has been constructed and compacted to line and grade, the cement concrete pavement patch shall be placed and struck off to a thickness of 1 inch greater than the existing pavement or 8 inches minimum, whichever is greater. All work shall be in accordance with Section 5-05 of the WSDOT/APWA Standard Specifications, except as modified by these Standards.

The cement concrete portion of the patch shall be Class 4000 High Early Strength (HES). The thickness shall be 1 inch thicker than the existing concrete base or 8 inches whichever is greater. The top surface of the concrete patch shall match the top surface of the existing concrete base in no case shall the top of the concrete be higher than the top of the existing concrete base. Joints shall be placed to match existing or as directed by the City.

Expansion joints and control joints shall be placed to match existing or as directed by the City. The surface of the concrete patch shall be finished and brushed with a fiber brush to improve bonding with the asphalt overlay. Approved curing compound shall be placed on the finished concrete immediately after finishing.

Asphalt concrete plant mix shall not be placed until 3 days after the cement concrete base has been placed or otherwise permitted by the City. The asphalt concrete plant mix shall not be placed until the concrete base has received a tack coat of CRS-2 at a rate of 0.12 to 0.20 gallons per square yard. The edges of the existing asphalt and castings shall also be painted with the tack coat. The asphalt concrete pavement shall then be placed, leveled, and compacted to conform to the surface of the existing asphalt pavement. Immediately thereafter, all joints between the new and original asphalt pavement shall be painted with CSS-1 asphalt emulsion and covered with dry sand before the asphalt solidifies.

2-10 UNDERGROUND UTILITIES

2-10.01 GENERAL

The WSDOT/APWA Standard Specifications shall apply unless modified herein by these Standards.

When excavating existing pavement, the trench cut shall be a neat line made by either sawcutting or jack-hammering. Saw cutting will be required unless the cut is made prior to reconstruction or an overlay.

Temporary pavement patch shall be accomplished by using cold mix (MC 250), Asphalt Treated Base (ATB) or steel plates.

Where trench excavation equals or exceeds a depth of 4 feet, the Developer shall provide, construct, and maintain safety systems that meet the requirements of the Washington Industrial Safety and Health Act (WISHA), RCW 49.17 and WAC 296-155. The trench safety systems shall be designed by a qualified person, and meet accepted engineering requirements. See WAC 296-155.

The Developer shall furnish, install, and operate all necessary equipment to keep trenches free from water during construction, and shall dewater and dispose of the water so as not to cause damage to public or private property or nuisance to the public. Sufficient pumping equipment in good working condition shall be available at all times for all emergencies, including power outage, and shall have available at all times competent workers for the operation of the pumping equipment.

Compaction tests will be required to ensure adequate compaction on all lifts. All compaction tests shall be conducted by a licensed testing laboratory at the expense of the Developer. Water jetting or setting of backfill in trenches is not permitted.

2-10.02 TRENCH EXCAVATION

Dimensions

The length of trench excavation in advance of pipe laying shall be kept to a minimum and in no case shall exceed 150 feet unless specifically authorized by the City Inspector. The maximum permissible trench width between the foundation level and the top of the pipe shall be 40 inches for pipe 15 inches or smaller, or 1 1/2 times the pipe diameter, plus 18 inches for pipe 18 inches or larger. See Standard Details W-270 and SS-120. If the maximum trench width is exceeded without written authorization of the City Engineer, the Developer will be required to provide pipe of higher pressure class or to provide a higher class of bedding, as required by the City Engineer.

Interferences

The Developer shall not interfere with any existing utility without the written consent of the City Engineer and the utility owner. If it becomes necessary to remove or relocate an existing utility, this shall be completed by the City. If a utility owned by the City has to be removed or relocated to accommodate the Developer, it shall be approved by the City Engineer and at the Developer's cost. The cost of modifying other public or private utilities shall be similarly paid by the Developer unless other arrangements have been made with the utility owner(s). The Developer shall support and protect by timbers or otherwise all pipes, conduits, poles, wires or other apparatus which may be in any way affected by the excavation work and shall provide necessary support, sustain and protect them under, over, along or across the work. If any of the pipes, conduits, poles, wires or apparatus are damaged, they shall be repaired by the utility owner and the expense of such repairs shall be charged to the Developer, and their bond shall be liable.

Protection of Adjoining Property

The Developer shall at all times and at their expense preserve and protect from injury any adjoining property. Where in the protection of such property it is necessary to enter upon private property for the purpose of taking appropriate protective measures, the Developer shall obtain permission from the owner of such private property for such purpose. If they cannot obtain permission from such owner, the City Engineer may authorize him to enter the private premises solely for the purpose of making the property safe. The Developer shall at their expense, shore up and protect all buildings, walls, fences or other property likely to be impacted during the progress of the excavation work and shall be responsible for all damage to public or private property or highways resulting from the Developer's failure to properly protect and carry out the work. Whenever it may be necessary for the developer to trench through any lawn area, the sod shall be carefully cut and rolled and replaced after ditches have been backfilled as required in this chapter. All construction and maintenance work shall be completed in a manner to leave the lawn area clean of earth and debris and in a condition as nearly as possible which existed before such work began. The Developer shall not remove any trees or shrubs which exist in parking strip areas or easements across private property without first having notified and obtained the consent of the property owner, or in the case of public property, the appropriate City Department or City Official having control of such property.

Fences and Barriers

The Developer shall erect the fence, railing or barriers at the project site to prevent danger to pedestrians using the City street or sidewalks, and the protective barriers shall be maintained until the work is completed or the danger removed. A half hour prior to sunset lights shall be placed on any excavation materials, structures, or other obstructions in the streets. These lights shall be maintained throughout the night and must be placed on the street every night until the obstructions are removed. It is unlawful to remove the fence, railing, other protective barriers or any lights provided for the protection of the public.

Removal of Attractive Nuisance

It is unlawful for the Developer to suffer or permit to remain unguarded, at the place of excavation or opening, any machinery, equipment or other device having the characteristics of an attractive nuisance likely to attract children and be hazardous to their safety or health.

2-10.03 TRENCH BACKFILL

Trench backfill shall conform to City Standard Details W-270 and SS-120.

Unsuitable backfill material shall be removed from the site and hauled to an approved disposal site. The Contractor shall provide the City Engineer with the location of all disposal sites to be used and also copies of the permits and approvals for such disposal sites.

Imported material shall meet the requirements of Gravel Borrow, as specified in Section 9-03.14 of the WSDOT/APWA Standard Specifications, or Crushed Surfacing Top Course, as specified in Section 9-03.9(3) of the WSDOT/APWA Standard Specifications.

2-10.04 COMPACTION

Trench backfill shall be spread in layers and compacted by mechanical tampers of the impact type approved by the City Engineer. The backfill material shall be placed in successive layers with the first layer not to exceed 2 feet above the pipe and the following layers not exceeding 12 inches in loose thickness, with each layer being compacted to the density specified below.

Improved areas such as street and sidewalks shall be compacted to at least 90% of maximum dry density to within 4 feet of sub-grade. The last 4 feet shall be compacted to at least 95% of maximum dry density. Unimproved area or landscape areas shall be compacted to at least 90% of maximum dry density.

2-10.05 TRENCHING LONGITUDINAL TO ROADWAY

All utilities, including but not limited to sewer, water, drainage, gas, telephone, power, and cable TV, that are within the roadway section and longitudinal to the roadway, shall be backfilled according to the requirements later in City Standard Details W-270 and SS-120 to the pavement patch level or sub-grade, whichever applies. CDF backfill will be required as directed by the City Engineer.

Pavement restoration of longitudinal trenching for all underground utilities including water, sewer, power, gas, etc. shall be completed according to City Standard Details W-270, SS-120, or R-140. The limits of paving shall be as determined by the City Engineer on a project specific basis, and may require street grinding and overlays.

2-10.06 TRENCHING TRANSVERSE TO ROADWAY

Utility trenching that crosses transversely to the roadway alignment will not be permitted unless it can be shown that alternatives such as jacking, auguring or tunneling are not feasible or unless the utility can be installed just prior to reconstruction or an overlay of the road. Should an open cut be approved, the trench shall be backfilled according to the requirements later in City Standard Details W-270 and SS-120. One line shall remain accessible to emergency vehicles at all times unless previous arrangements with the Police, Fire, and Public Works Departments have been approved.

Pavement restoration of transverse trenching for all underground utilities including water, sewer, power, gas, etc. shall be completed according to Standard Details W-270, SS-120, or R-140. The limits of paving shall be as determined by the City Engineer on a case-by-case basis.

2-10.07 JACKING, AUGERING, OR TUNNELING

Tunneling may be required as a condition of permit approval, in certain situations, by the City Engineer, under pavements, buildings, railroad tracks, etc. The Developer shall install the pipe by jacking, auguring or tunneling, or installing the pipe in a casing pipe by a combination of these methods. The Developer shall be liable for damage to any existing facilities as a result of the jacking, auguring, or tunneling installation work. Approvals from other agencies or companies may be required for the proposed work. The Developer shall obtain all necessary permits, approvals and easements as may be necessary and shall provide copies to the City during the permit review process.

When use of a casing pipe is required, the Developer shall be responsible to select the gauge and size required, unless otherwise indicated on the drawings and consistent with their jacking or auguring operation, and shall be set to line and grade. During jacking or auguring operations, particular care shall be exercised to prevent caving ahead of the pipe which will cause voids outside the pipe. When the carrier pipe is installed within a casing pipe, the carrier pipe shall be skidded into position in an acceptable manner and to the line and grade as designated. The annular space between the casing and the pipe shall be filled with sand or as otherwise approved.

Prior to jacking or auguring activities, shop drawings describing these activities, including dimensioning of pit length and size of underground borings and complete description of shoring, shall be submitted to the City Engineer for approval.

2-18 CEMENT CONCRETE SIDEWALKS

This work shall consist of constructing cement concrete sidewalks, thicknesses for sidewalks, curb ramps, and bus shelter pads, including excavation for the depth of the sidewalk and sub-grade preparation, in accordance with these Standards, the WSDOT/APWA Standard Specifications and City Standard Detail R-170.

2-18.01 SIDEWALKS

- Sidewalk cross slopes shall not exceed 2 percent.
- Sidewalk located along a road shall follow the road grade in most cases. Where a sidewalk is separated from a road, its grade may or may not be controlled by the road grade. If not, the sidewalk grade shall not exceed 8.3% (1 foot vertical in 12 feet horizontal).
- In single-family residential zoned areas, the minimum width of sidewalk is 5 feet. In commercial/industrial and multi-family residential zoned areas, sidewalks of 6 or 7 feet may be required by the City Engineer. Where a sidewalk is located adjacent to a curb, the width of sidewalk is measured from the back of the curb to the back of the sidewalk.
- If it is necessary to install facilities, such as mailboxes, fire hydrants, sign posts, poles, pedestals, etc. within a sidewalk, then the sidewalk shall be widened to provide a minimum horizontal clearance of 48 inches around any part of the obstruction.
- Meandering sidewalks, where approved by the City, shall be constructed to maintain a full 5-foot width plus 1 foot of clearance around obstructions, including mailbox mountings that cannot be relocated. Additional right-of-way may be required to accommodate a meandering sidewalk or to relocate the obstruction behind the sidewalk.
- Sidewalk concrete thickness depends on the type of curb section, sidewalk location and whether the sidewalk is part of the driveway. 4 inches in vertical curb section. 5 inches in rolled curb section. 6 inches in the sidewalk next to curb (roll-deck only). 6 inches in driveway approaches.
- Subgrade compaction requirements shall comply with the WSDOT Standard Specifications and shall be as shown in Standard Detail RR-170.
- In cut areas, a drainage collection system shall be installed behind the sidewalk.

2-18.02 CURB RAMPS

In accordance with State law, curb ramps shall be provided at all pedestrian crossings with curb sections. It is required that when a ramp is constructed giving handicap access to the roadway area, the corresponding ramp at the opposite side of the roadway will also be required. Exact locations at each curb return will be determined in the field during construction.

Curb ramps shall be constructed in accordance with the WSDOT Standard Plan F-4010-00. Curb ramps shall be constructed where shown on the plans or as directed by the City Engineer. This work shall include curb ramps installed in new sidewalks and curb ramps to be installed in existing sidewalks. Existing sidewalks shall be neatly saw cut full depth prior to construction of curb ramps.

Curb ramps shall fall within crosswalks, marked or unmarked. Ramps may be as wide as the approaching sidewalk or walkway, but shall have a minimum width of 3 feet.

A diagonal curb ramp located at the midpoint of a curb radius, is not permitted in a new construction sidewalk. It may be allowed only when required in the modification of an existing curb/sidewalk.

A curb ramp shall not be located outside a curb radius unless approved by the City Engineer. Such a location places pedestrians where they are not readily seen by right turning vehicles.

Curb ramps shall not be obstructed by fire hydrants, sign posts, poles, pedestals or other utilities, or any other obstruction. A drainage low point and a catch basin or inlet within a curb ramp or crosswalk shall be avoided.

Curb ramps shall include detectable warnings, using a raised truncated dome design, in accordance with the ADA Accessibility Guidelines for Buildings and Facilities. A design is provided in WSDOT Standard Plan F-3a.

Ramp texturing is to be done with an expanded metal grate placed and removed from wet concrete to leave a diamond pattern as shown in WSDOT Standard Plan F-4010-00.

Curb ramps shall not be poured integral with sidewalk. Curb and gutter shall be isolated from curb ramps by expansion joint material on all sides.

2-18.03 MATERIALS

Materials shall meet the requirements of the following section of the WSDOT/APWA Standard Specifications:

Portland Cement	9-01
Concrete Aggregate	9-03
Pre-molded Joint Filler	9-04
Curing Compounds & Mixtures	9-23

Slump of the concrete mix shall not exceed 2 1/2 inches. Lamp black coloring agent for matching the color of newly constructed cement concrete sidewalks to the color of adjacent existing cement concrete sidewalks shall be added to the concrete during mixing in an amount not to exceed 3 1/2 pounds per cubic yard of concrete. No lamp black shall be used in curb ramps. The use of calcium chloride as an admixture is prohibited.

2-18.04 CONSTRUCTION REQUIREMENTS

General

The sidewalk section shall be placed after the placement of the curb and gutter section unless otherwise directed by the City Engineer.

The sub-grade shall be approved by the City Inspector prior to concrete being placed. Expansion joints shall be one-half inch full depth and placed to match those placed in curbs. If new sidewalk is poured adjacent a curb and gutter, in all other cases the maximum spacing on expansion joints shall be 10 feet on center. Control joints shall be 1/4 the thickness of the concrete on 5 foot centers.

A minimum distance of 5 feet is required from the face of curb to any obstruction on or within the sidewalk unless otherwise noted. Mailboxes shall be set at locations approved by the Postmaster and may be adjacent to the curb in residential areas.

Where there is insufficient suitable native material on the project site, the Contractor shall furnish, place and compact Gravel Borrow. All sidewalks shall be constructed over a minimum 2 inches of Crushed Surfacing Top Course meeting the requirements of Section 9-03.9(3) of the WSDOT/APWA Standard Specifications compacted to 95% of maximum dry density.

Form and Fine Grading

Wood forms shall be 2 inch x 4 inch (nominal) in lengths of not less than 10 feet. Steel forms may also be used. Forms shall be staked to a true line and grade. A sub-grade template shall then be set upon the forms and the fine grading completed so that the sub-grade will be a minimum of 4 inches below the top of the forms. Forms shall be provided around all street name sign posts and traffic sign posts that are placed in concrete areas. Forms used for this purpose shall be 1 foot square or 1 foot minimum diameter cutout, as approved by the City.

Placing and Finishing Concrete

The concrete shall be spread uniformly between the forms and thoroughly compacted with a steel shod strikeboard. Expansion joints and control joints shall be located and constructed in accordance with the Standard Details. In construction of expansion joints, the pre-molded joint filler shall be adequately supported until the concrete is placed on both sides of the joint.

Whenever castings are located in the sidewalk area, joints shall be installed at the casting location to control cracking of the sidewalk. If spacing of joints or scoring is such that installation of joint material would be unsuitable, the contractor shall install rebar to strengthen the sidewalk section.

Control joints shall be formed by first cutting a groove in the concrete with a tee bar of a depth equal to, but not greater than the joint filler material, and then working the premolded joint filler into the groove. Pre-molded joint filler for both expansion and control joints shall be positioned in true alignment at right angles to the line of the sidewalk and normal to and flush with the surface.

After the concrete has been thoroughly compacted and leveled, it shall be floated with wood floats and finished at the proper time with a metal float. Joints shall be edged with a 1/4 inch radius edger and the sidewalk edges shall be tooled with a 1/4 inch radius edger.

The surface shall be brushed with a fiber hair brush of an approved type in a transverse direction except that at driveway and alley crossings it shall be brushed longitudinally. The placing and finishing of all sidewalks shall be performed under the control of the City Engineer, and the tools used shall meet with his/her approval. After brush finish, the edges of the sidewalk and all joints shall be lightly edged again with an edging tool to give it a finished appearance.

Curing and Protection

The curing materials and procedures specified in Section 5-05.3(13) of the WSDOT/APWA Standard Specifications shall prevail, except that white pigment curing compounds shall not be used on sidewalks.

The Contractor shall have readily available sufficient protective covering, such as waterproof paper or plastic membrane, to cover the pour of an entire day in event of rain or other unsuitable weather.

The sidewalk shall be protected against damage or defacement of any kind until it has been accepted by the City. Sidewalk which is not acceptable to the City because of damage or defacement shall be removed and replaced by the Developer at their expense.

Curing and Wet Weather

In periods of low humidity, drying winds, or high temperatures, a fog spray shall be applied to concrete as soon after placement as conditions warrant in preventing the formation of shrinkage cracks. The spray shall be continued until conditions permit the application of a liquid curing membrane or other curing media. The City Engineer shall make the decision when the use of a fog spray is necessary.

Cold Weather Work

When the air temperature is expected to reach the freezing point during the day or night, the concrete shall be protected from freezing. The Contractor shall provide a sufficient supply of blankets or other suitable blanketing material and spread it over the pavement to a sufficient depth to prevent freezing of the concrete. The Contractor shall be responsible for the quality and strength of the cured concrete. Any concrete damaged by frost action or freezing shall be removed and replaced at the Developer's expense.

2-19 CURB AND GUTTER SECTIONS

2-19.01 DESCRIPTION

The standard curb and gutter section shall be Type 1, per Standard Detail R-180. Type 1 standard curb and gutter shall be used on both public and private roadways.

Curb sections conforming to City Standard Details R-180 through R-710 are intended for use in parking lot areas, temporary road sections and other locations subject to the review and approval of the City Engineer.

2-19.02 MATERIALS

Materials shall meet the requirements of the following Sections of the WSDOT/APWA Standard Specifications:

Portland Cement	9-01
Concrete Aggregate	9-03
Reinforcing Steel	9-07
Pre-molded Joint Filler	9-04
Curing Compounds & Mixtures	9-23

The Portland Cement Concrete shall meet the requirements of Section 5-05 of the WSDOT/APWA Standard Specifications. Concrete mix for curbs shall be Class 3000. Slump of the concrete shall not exceed 3 1/2 inches.

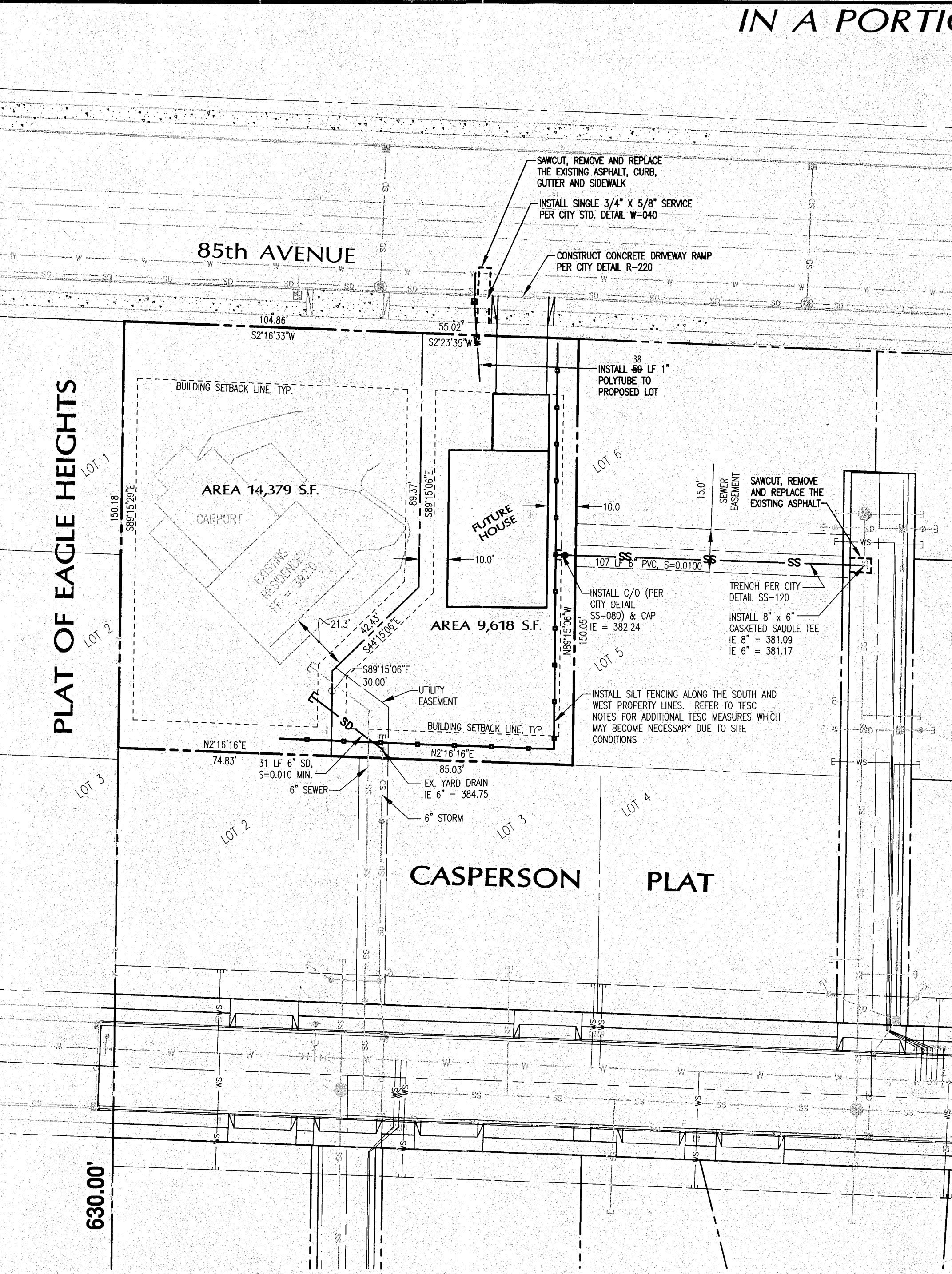
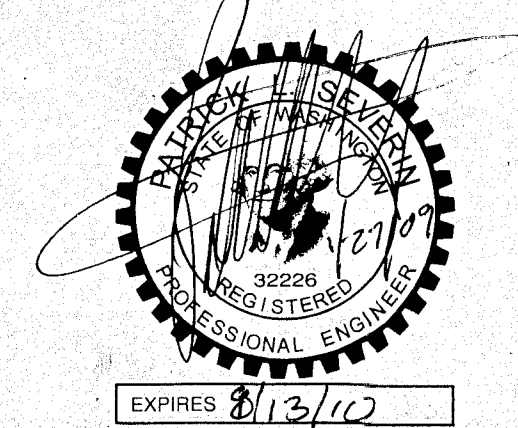
All new curb and gutter shall be placed over Crushed Surfacing Top Course not less than 4 inches and compacted to 95% maximum dry density.

Forms may be of wood or metal at the option of the contractor, provided that the forms as set will result in a curb, or curb and gutter of the specified thickness, cross section, grade and alignment shown on the construction plans.

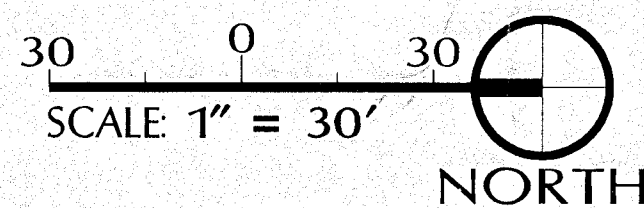
2-19.03 PLACING CONCRETE

The sub-grade shall be properly compacted and brought to specified grade before placing concrete. The sub-grade shall be thoroughly dampened immediately prior to the placement of concrete. No new curb and gutter is to be placed until forms have been checked and approved for line, grade and compaction by the City Inspector. Concrete shall be spaded and laid, tamped thoroughly into the forms to provide a dense, compacted concrete free of rock pockets. The exposed surfaces shall be floated, finished and brushed longitudinally with a fiber hair brush approved by the City Inspector.

The rate of concrete placement shall not exceed the rate at which the various placing and finishing operations can be performed in accordance with these Standards.



PROPOSED CASPERON RE-PLAT LOT 1 PROPERTY TAX ID # 01089200000100



CITY OF ARLINGTON PROJECT NUMBER: PWD20080197

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:
CITY ENGINEER, CITY OF ARLINGTON
DATE: 02/12/2009

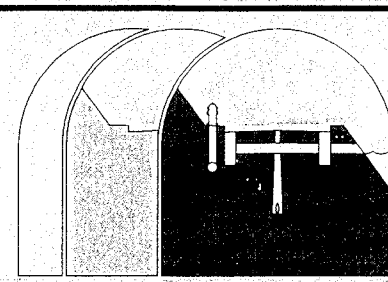
CALL 48 HOURS
BEFORE YOU DIG
1-800-424-5555

1	09.15.08
2	10.16.08
3	01.06.09

REVISED PER CITY COMMENTS
CONSTRUCTION RECORD DRAWINGS

PLAU	P. SEVERIN
PLAU	P. SEVERIN

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 Fax: 360-404-2013



SHEET DESCRIPTION

LOT 1 RE-PLAT
UTILITY PLAN

SCALE
DRAWN BY:
DESIGNED BY:
CHECKED BY:
FIELD BOOK/PAGE
DATE

1" = 30'
PLAU
P. SEVERIN
P. SEVERIN

PROJECT

CASPERON SUBDIVISION
FOR
EAGLE HEIGHTS, LLC

IN A PORTION OF SECTION 24, TOWNSHIP 31 N., RANGE 5 E., W.M.

ARLINGTON, WASHINGTON

JOB NO.
79-SDG-02
DRAWING NAME
0326.08 LOT 1-ASB
SHEET
1 OF 1