SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.

72ND ST NW AND 272ND AVE NW SIDEWALK IMPROVEMENTS

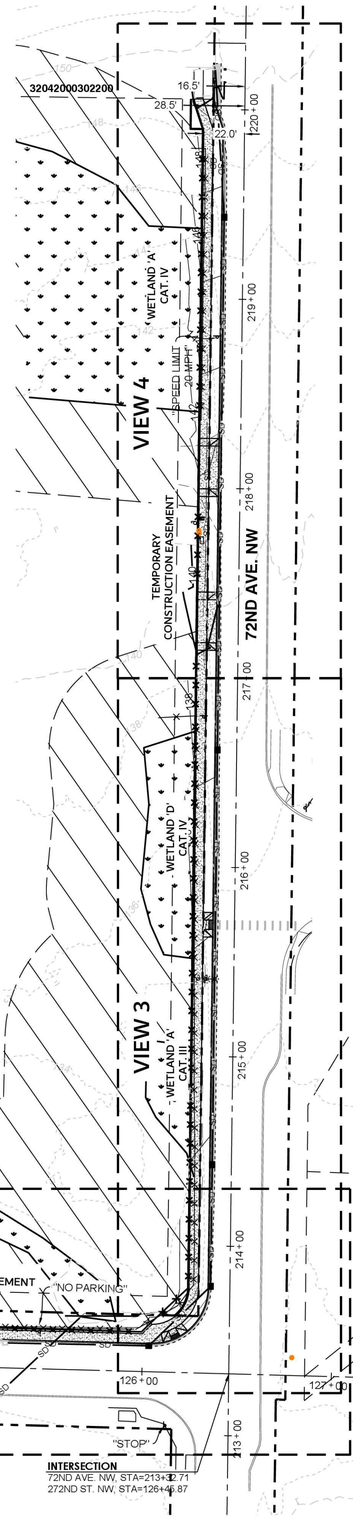
CITY OF STANWOOD

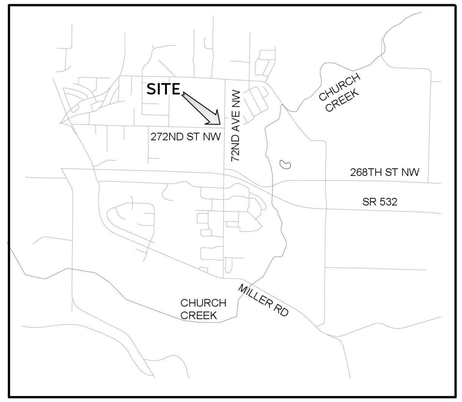
OWNER / APPLICANT
ALAN LYTTON
CITY OF STANWOOD
10220 270TH STREET NW
STANWOOD, WA 98292

CIVIL ENGINEER
DAVID HARMSEN, PE
HARMSEN, LLC
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201
(425) 252-1884
davidh@harmsenllc.com

LAND SURVEYOR
AARON TYSON, PLS
HARMSEN, LLC
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201
(425) 252-1884
aaront@harmsenllc.com

SHEET INDEX





VICINITY MAP
SCALE 1" = 2000'

BASIS OF BEARING

N 50°22'13" W BETWEEN FOUND MONUMENTS AS SHOWN.
COORDINATE SYSTEM, NORTH ZONE

DATUM NAVD 88
BENCHMARK

BENCHMARK: CONTROL PT 1 = GPS 930
ELEV=136.30

ELEVATION ESTABLISHED FROM GPS OBSERVATIONS UTILIZING THE WASHINGTON STATE REFERENCE NETWORK.

0 40 80 Feet

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

HARMSEN ENGINEERS SURVEYORS
(425) 252-1884
(206) 343-5903
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201

DAVID W. HARMSEN STATE OF WASHINGTON 13745 REGISTERED PROFESSIONAL ENGINEER

REVISIONS

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

COVER SHEET & SITE LAYOUT PLAN

DATE: 1/27/26

JOB #: 24-381

811 Know what's below. Call before you dig.

C1.0

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C1.0 COVER.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.

EROSION AND SEDIMENTATION CONTROLS

1. THE CONTRACTOR IS RESPONSIBLE FOR CONFORMING TO ALL EROSION AND SEDIMENTATION CONTROL REQUIREMENTS FROM THE CITY, D.O.E., THE SWPPP PREPARED BY THE CONTRACTOR FOR THIS PROJECT, AND AS CONTAINED ON THE CIVIL PLANS HEREIN. THE CONTRACTOR MUST INSPECT ALL EROSION CONTROL DEVICES DURING AND AFTER EACH RAINFALL OCCURANCE, AND SHALL UPGRADE AND SUPPLEMENT ALL EROSION CONTROL ELEMENTS AS NECESSARY TO PREVENT ANY DIRTY RUNOFF WATER FROM ENTERING ANY EXISTING AND PROPOSED DRAINAGE FACILITIES, AND FROM IMPACTING OFFSITE PROPERTIES. THE CONTRACTOR SHALL DO ALL TESTING, CREATE AND RETAIN ALL RECORDS AND CREATE ALL REPORTING AS REQUIRED BY D.O.E. AND PROVIDE COPIES OF REPORTS TO THE OWNER. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER FOR THE SUBMITTAL OF REPORTS TO DOE.
2. THE CONTRACTOR MUST PERFORM ALL SITE CONSTRUCTION ACTIVITIES IN SUCH A MANNER TO PROVIDE ALL RUNOFF WATERS AN OPPORTUNITY FOR SEDIMENT AND DEBRIS TO SETTLE OUT OF RUNOFF WATERS, PRIOR TO THEM FLOWING INTO ANY EXISTING OR PROPOSED DRAINAGE FACILITY.
3. FILTER FABRIC FENCE IS TO BE INSTALLED AT ALL LOCATIONS WHERE IT APPEARS SURFICIAL RUNOFF WILL EXIT THE SITE OR ENTER A BUFFER AREA TO AID IN THE REMOVAL OF DEBRIS FROM STORMWATER EXITING THE SUBJECT PROPERTY AND ENTERING THE BUFFER. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION, CLEANING, REPLACEMENT IF NECESSARY, AND MAINTENANCE OF FILTER FABRIC SILT FENCE AS NECESSARY TO ADEQUATELY CONTROL ALL SURFACE RUNOFF FROM THIS PROPERTY AND ITS ASSOCIATED DEVELOPMENT.
4. THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING THE PROJECT SITE AND DETERMINING LOCATIONS WHERE STORMWATER MAY EXIT THE SUBJECT PROPERTY AND FLOW ONTO ADJACENT AREAS. AT ALL THESE LOCATIONS, THE CONTRACTOR MUST INSTALL FILTER FABRIC FENCE TO AID IN THE REMOVAL OF DEBRIS FROM STORMWATER EXITING THE SUBJECT PROPERTY. CONSTRUCTION ACTIVITIES SHALL NOT BE ALLOWED TO CAUSE ANY CONCENTRATED RUNOFF WATERS ONTO ADJOINING PROPERTIES OR RIGHT OF WAY AREAS.
5. AFTER SITE WORK IS COMPLETED AND SITE SOIL CONDITIONS ARE STABILIZED, THE CONTRACTOR SHALL CLEAN UP AND REMOVE THE EROSION CONTROL ITEMS AND ALL ACCUMULATED DEBRIS. UNTIL THE SITE IS APPROPRIATELY STABILIZED, AS DETERMINED BY THE CITY PUBLIC WORKS DEPARTMENT. THE CONTRACTOR IS RESPONSIBLE FOR ALL EROSION AND SEDIMENTATION CONTROL FACILITIES.
6. WITHIN NEW CATCH BASINS AS THEY ARE INSTALLED AND ALL EXISTING CATCH BASINS RECEIVING STORM RUNOFF FROM THE PROJECT AREA, THE CONTRACTOR SHALL INSTALL FILTER FABRIC SOCKS UNDER THE RESPECTIVE GRATES. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING, MAINTENANCE, AND REPLACEMENT OF FILTER FABRIC SOCKS AS NECESSARY TO CONTINUALLY ALLOW STORMWATER TO BE FILTERED PRIOR TO ENTERING THE EXISTING AND NEW DRAINAGE SYSTEMS.
7. UPON COMPLETION OF THE PROJECT IMPROVEMENTS, THE CONTRACTOR IS RESPONSIBLE FOR THOROUGHLY CLEANING OUT ALL NEW AND EXISTING STORM PIPES AND ASSOCIATED STORM STRUCTURES INCLUDING CATCH BASINS.
8. AS SOON AS PARTICULAR GRADING ACTIVITIES ARE COMPLETE, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MIXTURE OF GRASS SEED, FERTILIZER, AND MULCH TO ASSIST IN STABILIZING THE DISTURBED SOILS. HAND-APPLIED SEED AND FERTILIZER IS ACCEPTABLE PROVIDING THE WEATHER CONDITIONS ARE SUPPORTIVE, OTHERWISE, HYDROSEEDING SHALL BE PERFORMED.
9. CONSTRUCTION IMPROVEMENTS ARE REQUIRED ON SITE, AND WITHIN THE ADJOINING PUBLIC RIGHT-OF-WAY, AS IDENTIFIED ON THE CIVIL PLANS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THESE ON-SITE AND OFF-SITE PROPERTIES IN SUCH A MANNER THAT A SIGNIFICANT RAINFALL EVENT WILL NOT CAUSE SILT-LADENED STORM RUNOFF WATERS TO ENTER ANY PORTION OF AN EXISTING OR NEW DRAINAGE SYSTEM, WITHOUT BEING APPROPRIATELY FILTERED AND CLEANED. THE PROJECT SITE SHALL BE MANAGED AND MAINTAINED SO THAT NO DAMAGES OCCUR FROM NORMAL RAINFALL EVENTS EXPERIENCED IN THE CITY OF STANWOOD.
10. THROUGHOUT THE COURSE OF THE PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR HAVING THE ADJOINING ROADWAY SWEPT IF DEBRIS IS TRANSPORTED FROM THE PROJECT SITE ONTO THE ADJOINING ROADWAY. THE ROADWAYS MUST BE THOROUGHLY SWEPT TO REMOVE AS MUCH DEBRIS AS POSSIBLE, AND THEN WASHED OR VACUUMED. WHEREVER ROAD-WASHING ACTIVITIES OCCUR, SEDIMENT-CONTROL DEVICES MUST BE IN PLACE TO TRAP SILT AND DEBRIS FROM BEING WASHED INTO THE DRAINAGE SYSTEM AND UPON ADJOINING PROPERTIES. THE CONTRACTOR SHALL PROTECT ALL PROPERTIES FROM BEING DAMAGED AND IMPACTED BY WASH WATER.

EXISTING UTILITIES

1. THERE ARE MANY EXISTING UTILITIES THAT WILL BE CROSSED WITH THE PROPOSED IMPROVEMENTS HEREIN. FOR ALL SLOPE-CONTROLLED UTILITIES SUCH AS STORM DRAINAGE, WATER, AND SANITARY SEWER, THE CONTRACTOR MUST HORIZONTALLY AND VERTICALLY ASBUILT ALL EXISTING UTILITIES WITHIN THE ALIGNMENT OF THE PROPOSED SLOPE-CONTROLLED UTILITY PRIOR TO PERFORMING ANY ASSOCIATED CONSTRUCTION. THE CONTRACTOR MUST OBTAIN THE HORIZONTAL LOCATION AND VERTICAL ELEVATION OF THE EXISTING UTILITY AND COMPARE IT TO THE DESIGNED IMPROVEMENT. CONFLICTS BETWEEN PROPOSED UTILITIES AND EXISTING UTILITIES MUST BE IMMEDIATELY BROUGHT TO THE ENGINEER'S ATTENTION SO A RESOLUTION CAN BE ACHIEVED IN A TIMELY MANNER.
2. THROUGHOUT THE COURSE OF THIS PROJECT, VARIOUS UTILITY COMPANIES WILL BE INVOLVED IN SITE IMPROVEMENTS FOR PROPOSED UTILITY CROSSINGS AND TO MAKE CONNECTIONS FROM THE PROPOSED WORK HEREIN TO THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH EACH UTILITY COMPANY PRIOR TO COMMENCING SITE ACTIVITIES, AND CONDUCTING A COORDINATION MEETING ONSITE WITH A REPRESENTATIVE FROM EVERY UTILITY COMPANY. THE CONTRACTOR SHALL PERFORM EXCAVATION, BACKFILL, AND WORK AS REQUIRED BY THE UTILITY COMPANIES FOR THE COMPLETE AND FUNCTIONAL INSTALLATION OF EACH SERVICE. CONTRACTOR TO COORDINATE WHAT TYPE OF INSPECTION WILL BE REQURIED BY EXISITNG UTILITY COMPANIES WHEN CROSSING THEIR SPECIFIC UTILITY.
3. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES. ANY DAMAGED UTILITY CONDITIONS MUST BE PROMPTLY REPAIRED, IN CONFORMANCE WITH UTILITY COMPANY REQUIREMENTS, AT THE CONTRACTOR'S EXPENSE.
4. CONSTRUCTION OF THESE IMPERVIOUS AND UTILITY IMPROVEMENTS WILL REQUIRE THAT SOME UTILITIES TEMPORARILY BE SHUT DOWN. PRIOR TO PERFORMING ANY WORK THAT WILL INTERRUPT ANY EXISTING SERVICES; THE CONTRACTOR MUST COORDINATE WITH THE ASSOCIATED UTILITY COMPANY AND THE ASSOCIATED PROPERTY OWNERS REGARDING THE TEMPORARY UTILITY SHUTDOWN. UTILITY SHUTDOWNS MUST BE PERFORMED AND COORDINATED SO IMPACT TO THOSE EXISTING PARTIES SERVED IS MINIMIZED.
5. FOR POWER, TELEPHONE, TV CABLE, FIBER OPTIC, AND GAS: THE CONTRACTOR MUST INDEPENDENTLY COORDINATE WITH EACH UTILITY COMPANY REGARDING TRENCH CONDITIONS AND REQUIREMENTS, BEDDING ANO COVER MATERIALS, CONDUIT AND ROAD CASINGS. TYPICALLY, A COMMON 48" WIDE TRENCH, BEDDED AND COVERED WITH SIX INCHES OF CLEAN SAND, AND SUFFICIENT DEPTH FOR THREE FEET OF CONDUIT COVER IS ACCEPTABLE TO THE UTILITY COMPANIES. THE CONTRACTOR SHALL EXCAVATE, GRADE, AND PROVIDE BACKFILL FOR ALL VAULTS AND STRUCTURES.
6. WITHIN THIS PROJECT, ONSITE AND OFFSITE, THERE MAY BE EXISTING UTILITIES THAT ARE TO BE ABANDONED IN PLACE. NO OPEN ENDED CONDUITS OR PIPES SHALL BE LEFT, AND ALL OPEN ENDED UTILITIES THAT ARE ABANDONED MUST BE PLUGGED WITH A CONCRETE GROUT MATERIAL OR CAPPED. EVEN ABANDONED UTILITIES SHALL BE ASBUILT AND PROVIDED TO THE PROJECT ENGINEER AT THE COMPLETION OF THIS PROJECT.

STREET CONSTRUCTION

1. ALL WORKMANSHIP AND MATERIALS SHALL COMPLY WITH THE STANWOOD STREET AND UTILITY STANDARDS AND STANDARD DETAILS AND THE MOST CURRENT COPY OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD. PRIOR TO DISRUPTION OF ANY TRAFFIC, TRAFFIC CONTROL PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.
3. A LICENSED ENGINEERING OR SURVEYING FIRM SHALL STAKE ALL CURB AND GUTTER, STREET GRADES, SIDEWALK GRADES AND ANY OTHER VERTICAL AND/OR HORIZONTAL ALIGNMENT.
4. WHERE NEW ASPHALT JOINS EXISTING, THE EXISTING ASPHALT SHALL BE CUT TO A NEAT VERTICAL EDGE AND TACKED WITH ASPHALT EMULSION TYPE, CSS-1, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE NEW ASPHALT SHALL BE FEATHERED BACK OVER EXISTING TO PROVIDE FOR A SEAL AT THE SAW CUT LOCATION AND THE JOINT SEALED WITH GRADE AR4000W PAVING ASPHALT.
5. COMPACTION OF SUBGRADE, ROCK AND ASPHALT SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
6. FORM AND SUBGRADE INSPECTION BY THE CITY IS REQUIRED BEFORE POURING CONCRETE. TWENTY-FOUR HOURS NOTICE IS REQUIRED FOR FORM INSPECTION.
7. SEE THE STANWOOD STREET AND UTILITY STANDARDS CHAPTER 2 FOR TESTING AND SAMPLING FREQUENCIES.
8. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE DEVELOPER SHALL PROVIDE AND INSTALL ALL STREET NAME, REGULATORY, WARNING AND GUIDE SIGNS.

CLEARING AND EXCAVATION

1. IF NATURAL, UNDISTURBED, SUBGRADE CONDITIONS ARE IDENTIFIED DURING THE COURSE OF THIS WORK THAT REQUIRES ADDITIONAL EXCAVATION BELOW THE DESIGNED SUBGRADE ELEVATIONS; THE CONTRACTOR SHALL NOTIFY THE OWNER AND GEOTECHNICAL ENGINEER REGARDING THE ENCOUNTERED CONDITIONS. AS DIRECTED BY THE ENGINEER AND OWNER, THE CONTRACTOR SHALL PERFORM ADDITIONAL EXCAVATION TO REMOVE SOFT, YIELDING, OR ORGANIC MATERIALS WITHIN THE PRISMS OF THE PROPOSED ONSITE AND OFFSITE IMPROVEMENTS. WHERE NECESSARY, EXCAVATION SHALL BE PERFORMED TO REMOVE VEGETATION, TOPSOIL, DEBRIS, REMNANT STRUCTURES, ORGANIC MATERIALS, AND ANY OTHER DELETERIOUS MATERIAL THAT MAY DETRIMENTALLY IMPACT SITE EXCAVATION OR FOUNDATION SUPPORT FOR THE PROPOSED IMPROVEMENTS. STRIPPED MATERIALS SHALL NOT BE USED, NOR MIXED, WITH ANY GRANULAR MATERIALS TO BE USED AS STRUCTURAL FILL WITHIN UTILITY TRENCHES OR PROPOSED ROADWAY IMPROVEMENTS. GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT BY GEOTEST RECOMMENDS LIMITING EARTHWORK OPERATIONS TO THE DRY SEASON (APRIL 1 - OCTOBER 31) AS THE UNDERLYING SOILS ARE MOISTURE SENSITIVE. THE CONTRACTOR SHALL REVIEW THIS REPORT IN ITS ENTIRETY.
2. ALL SUBGRADE CONDITIONS SHALL BE PREPARED AND COMPACTED CONFORMING TO WSDOT SECTION 2-06.3(1) AND 2-06.3(2). THE SUBGRADE CONDITIONS SHALL BE COMPACTED TO A MINIMUM OF 95 PERCENT MAXIMUM DRY DENSITY AT A MOISTURE CONTENT PLUS OR MINUS 2 PERCENT FROM OPTIMUM. THE CONTRACTOR MUST HAVE ALL SUBGRADES, AT THE BOTTOM OF GRAVEL, INSPECTED AND TESTED BY OWNER'S RETAINED SOILS ENGINEER AND INSPECTED BY THE CITY. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO ACHIEVE THE REQUIRED SUBGRADE CONDITIONS, INCLUDING PROTECTING THE SUBGRADE FROM EXCESSIVE MOISTURE, AND CONDITIONING THE NATIVE SUBGRADE TO REMOVE MOISTURE.
3. EXCAVATION SHALL BE PERFORMED, AT A MINIMUM, TO THE DESIGNED SUBGRADE ELEVATION FOR THE BOTTOM OF GRAVEL. THIS SUBGRADE SHALL BE PREPARED AS SPECIFIED. WHERE SOFT, YIELDING, OR ORGANIC CONDITIONS EXIST AT THE DESIGNED SUBGRADE ELEVATION, ADDITIONAL EXCAVATION MUST BE PERFORMED TO EXPOSE FIRM, NON-YIELDING, NON-ORGANIC, SUBGRADE CONDITIONS. ALL OVER-EXCAVATION WORK MUST BE BROUGHT TO THE ENGINEER'S AND OWNER'S ATTENTION AND APPROVED BY THE OWNER PRIOR TO THE CONTRACTOR PERFORMING THE WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR CLEARING BRUSH, TREES, STUMPS, AND OTHER VEGETATION IN ORDER TO PREPARE THE SITE FOR CONSTRUCTION. ON-SITE BURNING IS NOT ALLOWED. THE CONTRACTOR IS RESPONSIBLE FOR ALL LOADING, HAULING, AND PROPER OFFSITE DISPOSAL OF VEGETATED MATTER. THE USE OF CHIPPED VEGETATION IS PERMISSIBLE IN THE TEMPORARY EROSION AND SEDIMENTATION CONTROL FACILITIES INSTALLED, MAINTAINED, AND OPERATED BY THE CONTRACTOR.
5. SUBGRADE CONDITIONS AND PLACED-MATERIAL CONDITIONS THAT ARE APPROVED, BUT LATER FAIL TO MEET SPECIFICATIONS DUE TO EXCESSIVE TRAFFIC, UNPROTECTED FROM WEATHER, OR UNDUE IMPACTS, AS DETERMINED BY THE CITY, SHALL BE REBUILT/RECONSTRUCTED BY THE CONTRACTOR AT THE CONTRACTOR'S COST.
6. DURING ALL COURSES OF THIS PROJECT, THE CONTRACTOR IS TO PROVIDE ALL POSSIBLE MEANS TO PREVENT STORMWATER FROM PONDING ON THE EXCAVATED SUBGRADE AND ON PLACED MATERIAL SURFACES, AND FROM CAUSING EXCESSIVE MOISTURE. PROVISIONS TO PREVENT AND/OR REMOVE STORM RUNOFF SHALL INCLUDE, BUT ARE NOT LIMITED TO, PLASTIC COVERS, TEMPORARY DITCHING, PUMPS, AND SILTATION PONDS. ALL STORMWATER DISCHARGED FROM THIS SITE SHALL BE THOROUGHLY FILTERED THROUGH EROSION AND SEDIMENTATION CONTROLS PRIOR TO BEING DISCHARGED INTO ANY NEW OR EXISTING CONVEYANCE SYSTEM.
7. THE ON-SITE SOILS ARE VERY MOISTURE-SENSITIVE; THEREFORE, ALL CONSTRUCTION PRACTICES AND SITE OPERATIONS SHALL BE PERFORMED TO PROTECT THE UNDERLYING SOILS.
8. AT ANY LOCATIONS WHERE TREE STUMPS OR ORGANIC MATERIALS ARE REMOVED FROM WITHIN THE IMPERVIOUS AND UTILITY TRENCH AREAS, THE CONTRACTOR SHALL BACKFILL THE LIMITS OF THE OVEREXCAVATION WITH COMPACTED STRUCTURAL FILL MATERIAL AS SPECIFIED. NATIVE MATERIAL SHALL NOT BE USED AS BACKFILL AT ANY LOCATION BELOW OR WITHIN THREE FEET OF THE PROPOSED ROAD WIDENING IN THE RIGHT-OF-WAY, EXCEPT AS SURFACE GRADING AS SPECIFIED BY THE OWNER AND AS FILL WITHIN LOW LANDSCAPE AREAS.
9. AT ALL LOCATIONS WHERE GRADING AND EXCAVATION OF NATIVE SOILS RESULTS IN A SLOPED CONDITION STEEPER THAN 10: 1, THE SURFACE SHALL BE TRACKED SO AS TO CREATE A RIDGED PATTERN PERPENDICULAR TO THE DIRECTION OF SLOPE. UNLESS ONLY EXPOSED TO WEATHER FOR LESS THAN FIVE WORKING DAYS AND UNLESS WET WEATHER CONDITIONS EXIST OR ARE ANTICIPATED, ALL SLOPED CONDITIONS STEEPER THAN 10:1 SHALL BE PROMPTLY COVERED WITH A DENSE STRAW MAT OR OTHER EROSION CONTROLLING MEDIUM. ALL DISTURBED SOIL CONDITIONS SHALL BE SEEDED WITH GRASS AS SPECIFIED.

STORM DRAINAGE NOTES

1. THE FOLLOWING PIPE MATERIALS ARE APPROVED FOR USE AS STORM DRAINAGE PRODUCTS FOR THE PROPOSED IMPROVEMENTS. WHICHEVER CHOSEN, THE SAME TYPE SHALL BE USED THROUGHOUT EACH INDIVIDUAL STORM SEWER SYSTEM BETWEEN STRUCTURES. IF A SPECIFIC MATERIAL IS IDENTIFIED ON THE CIVIL PLANS, OR HEREIN, THE CONTRACTOR SHALL PROVIDE THE INSTALLATION AS NOTED.
   a. REINFORCED CONCRETE PIPE SHALL CONFORM TO SECTION 9-05.3 AND SECTION 9-05.7.
   b. PVC STORM PIPES SHALL CONFORM TO WSDOT SECTION 9-05.12 (1) MEETING THE REQUIREMENTS OF ASTM D 3034, SOR 35. ALL PVC PIPES SHALL HAVE CASKETED JOINTS CONNECTED WITH INJECTION MOLDED FITTINGS ALSO WITH GASKETS. ALL PVC PIPE SHALL BE SOLID WALL, NOT PROFILE WALL.
   c. CORRUGATED POLYETHYLENE PIPE (CPP) SHALL HAVE A SMOOTH BARREL INTERIOR, CORRUGATED EXTERIOR CONFORMING TO WSDOT SECTION 9-05.20 AND MEETING THE REQUIREMENTS OF AASHTO M-294. POLYETHYLENE PIPE THAT IS CORRUGATED INSIDE AND OUTSIDE IS NOT ACCEPTABLE WITHIN ANY PORTION OF THIS PROJECT. ALL JOINTS SHALL BE PREMIUM, WATER TIGHT COUPLERS WITH GASKETS. NON-CASKETED BANDS THAT ARE SECURED WITH POLYETHYLENE TIE-STRIPS ARE UNACCEPTABLE.
   d. DUCTILE IRON PIPE SHALL BE CLASS 50, CONFORMING TO WSDOT SECTION 9-05.13.
64. ALL STORM PIPE INSTALLATIONS MUST HAVE AT LEAST 24 INCHES OF COVER EXCEPT FOR DUCTILE IRON PIPE WHICH CAN BE INSTALLED WITH NOT LESS THAN 12 INCHES OF COVER.
65. AT ALL LOCATIONS WHERE STORM PIPES CONNECT TO CONCRETE STRUCTURES, THE CONTRACTOR SHALL NEATLY GROUT THE INSIDE AND OUTSIDE OF THE STRUCTURE TO TOTALLY ENCOMPASS THE STORM PIPE CONNECTION. GROUTING MATERIAL SHALL BE NONSHRINK, CONCRETE-TYPE MATERIAL. THE CONSTRUCTION OF STORM PIPE CONNECTIONS TO CATCH BASIN STRUCTURES SHALL BE PERFORMED IN SUCH A WAY THAT NO GROUND WATER WILL LEAK INTO THE STRUCTURE, NOR WILL WATER LEAK FROM THE STRUCTURE. THE CONTRACTOR HAS THE OPTION OF USING RUBBER BOOTS OR OTHER DEVICES TO ASSURE NO LEAKAGE OCCURS. AT ALL LOCATIONS WHERE PVC PIPE IS USED AT CONNECTIONS TO CONCRETE STRUCTURES, THE CONTRACTOR SHALL INSTALL A PVC/SAND COLLAR ADAPTER OR RUBBER BOOT ADAPTOR ON THE END OF THE PVC PIPE IN ORDER TO PROVIDE A CLEAN, GROUTED, WATERTIGHT CONNECTION BETWEEN THE STORM PIPE AND THE CONCRETE STRUCTURE.
66. UPON COMPLETION OF ALL SITE IMPROVEMENTS, THE CONTRACTOR SHALL THOROUGHLY FLUSH OUT ALL STORM PIPES TO REMOVE ALL DEBRIS. DEBRIS REMOVED FROM THE STORM SYSTEM IS NOT TO BE WASHED INTO THE DOWNSTREAM DRAINAGE SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR THE APPROPRIATE DISPOSAL OF ALL MATERIALS REMOVED FROM THE STORM SYSTEM CLEANING.
67. STORM CATCH BASIN STRUCTURES AND THEIR APPURTENANCES SHALL CONFORM TO THE REQUIREMENTS OF CLTY PUBLIC WORKS DEPARTMENT AND THE FOLLOWING WSDOT STANDARD PLANS:
   e. TYPE I CATCH BASIN-STANDARD PLAN B-S.20-00
   f. TYPE IL CATCH BASIN-STANDARD PLAN B-5 40-00
   g. SOLID METAL COVER FOR CATCH BASINS-STANDARD PLAN B-30.10-00 AND B-30.20-01
   h. METAL FRAME AND GRATE-STANDARD PLAN B-30. 1 0-00 AND B-30.50-00
   i. CATCH BASIN TYPE II-48", 60" 96" INCH-STANDARD PLAN B-10.20-00
   j. MISCELLANEOUS DETAILS FOR DRAINAGE STRUCTURES-STANDARD PLAN B-30.90-D0
68. IF SUBGRADE CONDITIONS ARE SOFT BELOW PROPOSED STRUCTURES, THE FOUNDATION SHALL BE OVER-EXCAVATED TWO FEET BELOW THE STRUCTURE AND TO THREE FEET BEYOND THE PERIMETER EDGE OF THE STRUCTURE AND FILLED WITH MECHANICALLY COMPACTED QUARRY SPALLS TO PROVIDE FOR A FIRM, DENSE, NON-YIELDING SUBGRADE CONDITION. IF DIRECTED BY THE OWNER'S SOILS ENGINEER, THE BOTTOM AND SIDES OF THE OVER-EXCAVATION SHALL BE LINED WITH GEOTEXTILE FABRIC AS SPECIFIED FOR THE ROAD SUBGRADE.
69. AT THE END OF ALL STORM SEWER SERVICES, THE CONTRACTOR SHALL INSTALL A MARKER POST AS INDICATED ON THE CIVIL PLANS. THE MARKER POST SHALL BE INSTALLED VERTICALLY PLUMB, PAINTED WHITE AND NEATLY STENCILED WITH LARGE BLACK LETTERS THE WORD "STORM." AS WITH ALL UTILITIES, THE MARKER POST MUST BE INSTALLED AT THE SAME TIME AS THE UTILITY. ALL STORM DRAIN PIPE AND SERVICES SHALL BE INSTALLED WITH DETECTABLE MARKING TAP INSTALLED 18" ABOVE THE PIPE CROWN, OR 12" BELOW FINISHED GRADE (WHICHEVER IS DEEPER). DETECTABLE MARKING TAPE SHALL CONFORM TO WSDOT/APWA STANDARD SPECIFICATIONS, WITH MESSAGE CONVEYING "STORM DRAIN" AND BE COLORED CODED GREEN. IN ADDITION, ALL CURVILINEAR PIPES SHALL BE INSTALLED WITH 14 GAUGE COATED COPPER WIRE WRAPPED AROUND THE PIPE, BROUGHT UP BARED AND WRAPPED THREE TIMES AROUND THE MANHOLE RING OR CATCH BASIN FRAME. TAPE AND INSTALLATION SHALL BE PER WSDOT/APWA STANDARDS. THE CONTRACTOR SHALL FURNISH AND INSTALL THE TAPE AND WIRE.
70. AT VARIOUS LOCATIONS WITHIN THE STORM DRAINAGE SYSTEMS, CLEAN OUT ASSEMBLIES ARE IDENTIFIED. CLEAN OUT ASSEMBLIES SHALL BE INSTALLED AT THE LOCATIONS AND ELEVATIONS AS IDENTIFIED ON THE CIVIL PLAN. WITHIN LANDSCAPED AREAS, THE TOP OF THE CLEAN OUT SHALL COMPRISE ITS CAP, SET FLUSH WITH THE FINISHED LANDSCAPE GRADE. WITHIN HARD SURFACED AREAS, THE TOP OF THE CLEAN OUT CAP SHALL BE CONTAINED WITHIN A CONCRETE OR ALUMINUM FOG-TIGHT ENCLOSURE, WITH THE CLEAN OUT CAP SET WITHIN THREE TO SIX INCHES BELOW THE ENCLOSURE'S LID. AT ALL LOCATIONS WHERE THE FOG-TIGHT ENCLOSURE IS INSTALLED, IT SHALL BE SET FLUSH WITH THE FINISHED HARD SURFACED GRADE.

NOTE

1. CONTRACTOR TO PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION.

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C2.0 SWPPP.DWG 1/27/2026

HARMSEN ENGINEERS SURVEYORS
(425) 252-1884
(206) 343-5903
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201

DAVID W. HARMSEN
STATE OF WASHINGTON
33745
REGISTERED
PROFESSIONAL ENGINEER
1/27/26

REVISIONS

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

STANDARD NOTES

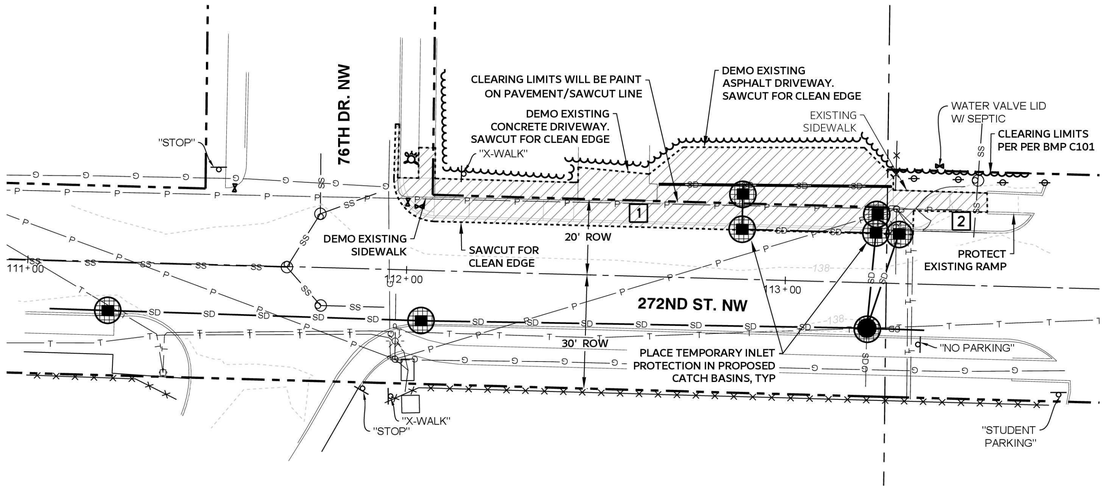
DATE: 1/27/26

JOB #: 24-381

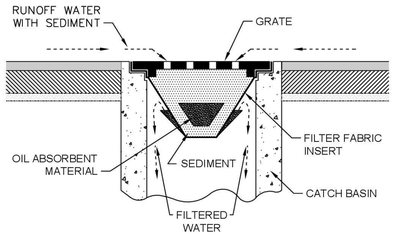
811 Know what's below. Call before you dig.

C2.0

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.

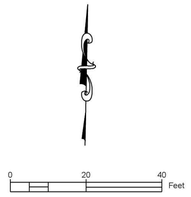


1 SWPP PLAN (STA 111+00 TO 113+80)
SCALE: 1" = 20'



"GULLYWASHER", "SILT SACK" OR OTHER APPROVED CATCH BASIN INSERT MAY BE USED FOR INLET PROTECTION. CONTACT:
PRICE-MOON ENTERPRISES
PH: 360.563.6709, OR "SILTSACK" BY ACF ENVIRONMENTAL AT
PH: 1.800.644.9223 (OR APPROVED EQUAL)

3 TEMPORARY INLET PROTECTION
SCALE: NONE

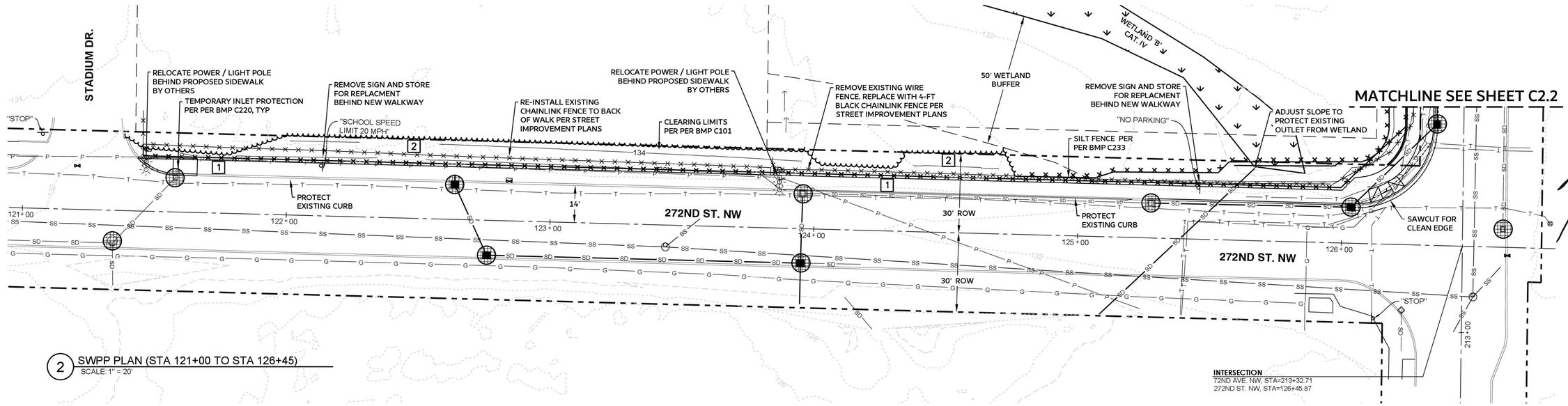


SWPP NOTES

1. COVER PRACTICE: STABILIZE FUTURE BUILDING AND PAVED AREAS WITH ROCK PER APPROPRIATE SECTION (BMP C107)
2. COVER PRACTICE: STABILIZE FUTURE LANDSCAPE AREAS WITH SEEDING (BMP C120) AND MULCHING (BMP C121)

LEGEND

- TO BE DEMOLISHED
- CLEARING LIMITS (BMP C101)
- SILT FENCE (BMP C233)
- TEMPORARY INLET PROTECTION (BMP C220) PER DETAIL ON C2.1



2 SWPP PLAN (STA 121+00 TO STA 126+45)
SCALE: 1" = 20'

INTERSECTION
72ND AVE. NW, STA=213+32.71
272ND ST. NW, STA=126+45.87

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

REVISIONS

HARMSEN ENGINEERS SURVEYORS
(425) 252-1884
(206) 343-5903
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201

DAVID W. HARMSEN
STATE OF WASHINGTON
33745
REGISTERED PROFESSIONAL ENGINEER
12/1/25

72ND ST NW AND 272ND AVE NW SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

SWPPP (STA 111+00 TO STA 113+80 AND STA 121+00 TO STA 126+45)

DATE: 1/27/26

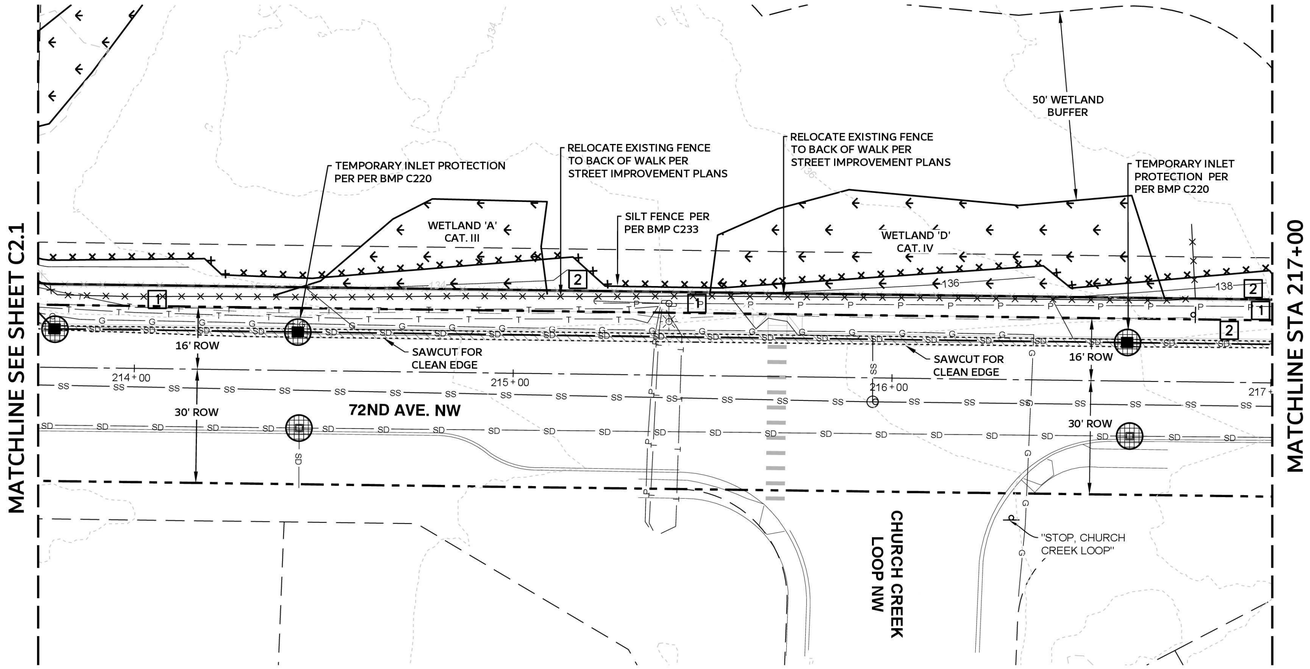
JOB #: 24-381

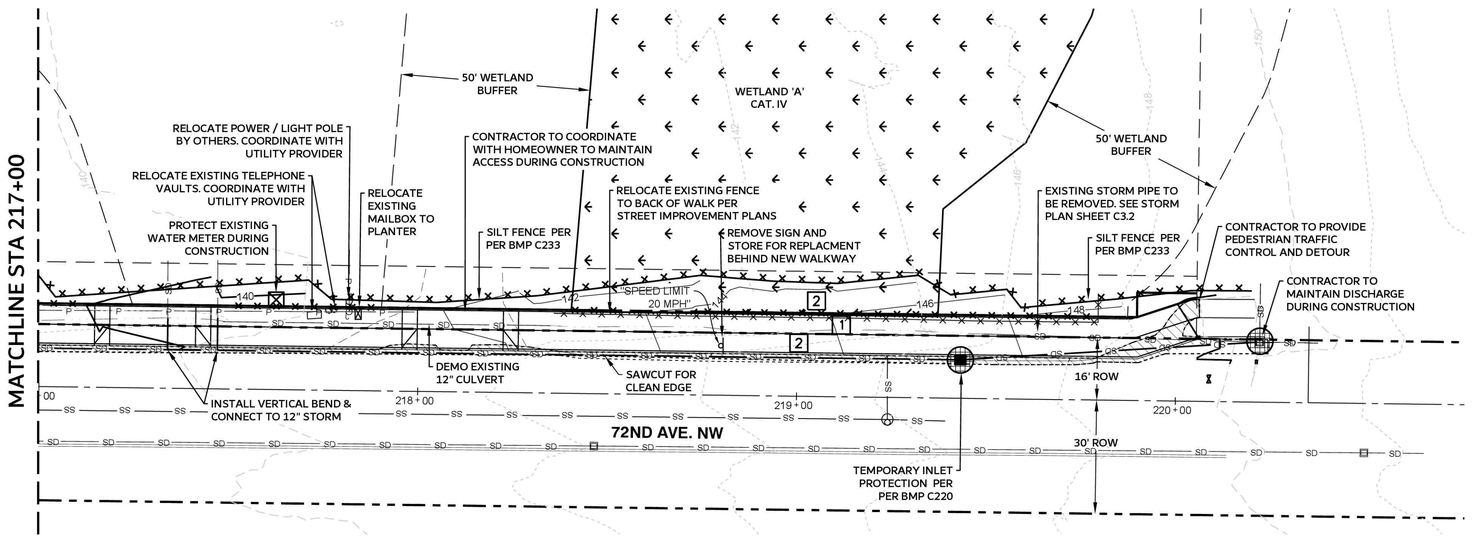
811 Know what's below. Call before you dig.

C2.1

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C2.0 SWPPP.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.





0 20 40 Feet

SWPP NOTES

1. COVER PRACTICE: STABILIZE FUTURE BUILDING AND PAVED AREAS WITH ROCK PER APPROPRIATE SECTION (BMP C107)
2. COVER PRACTICE: STABILIZE FUTURE LANDSCAPE AREAS WITH SEEDING (BMP C120) AND MULCHING (BMP C121)

LEGEND

- TO BE DEMOLISHED
- CLEARING LIMITS (BMP C101)
- SILT FENCE (BMP C233)
- TEMPORARY INLET PROTECTION (BMP C220) PER DETAIL ON C2.1

CITY OF STANWOOD
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DAVID W. HARMSEN STATE OF WASHINGTON 33745 REGISTERED PROFESSIONAL ENGINEER 1/27/26

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292
SWPPP (STA 213+60 TO STA 217+00 AND STA 217+00 TO STA 219+80)

DATE: 1/27/26

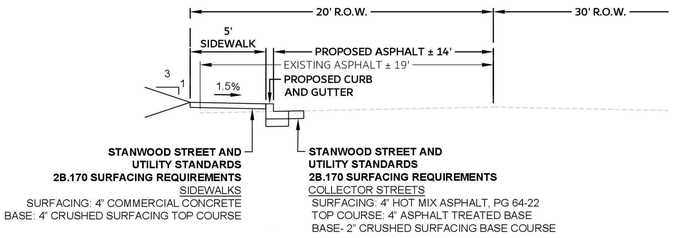
JOB #: 24-381

811 Know what's below. Call before you dig.

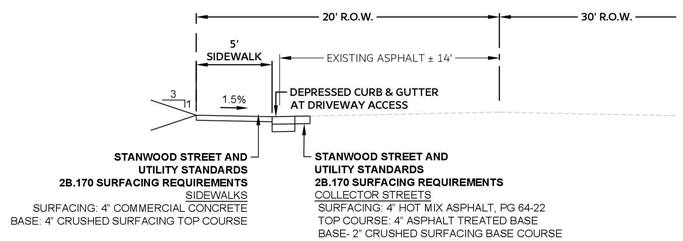
C2.2

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C2.0 SWPPP.DWG 1/27/2026

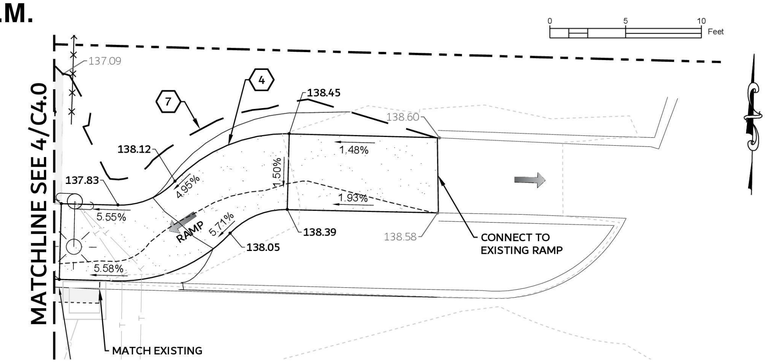
SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.



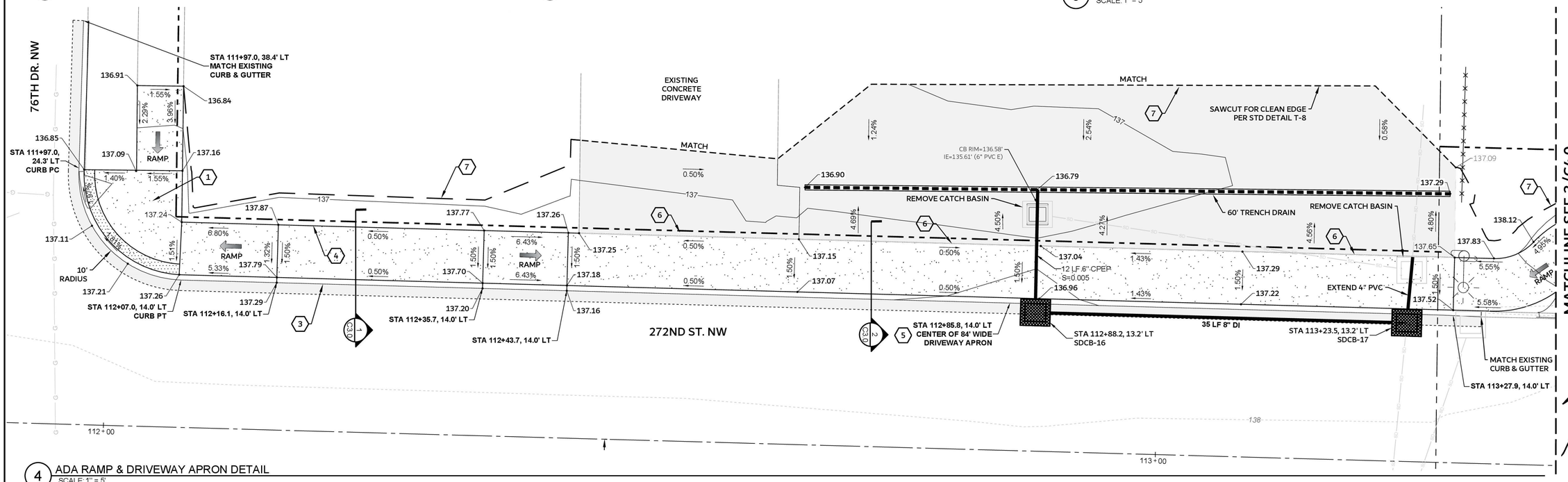
1 272ND ST. NW (112+16.1-112+35.7)
SCALE: 1" = 5'



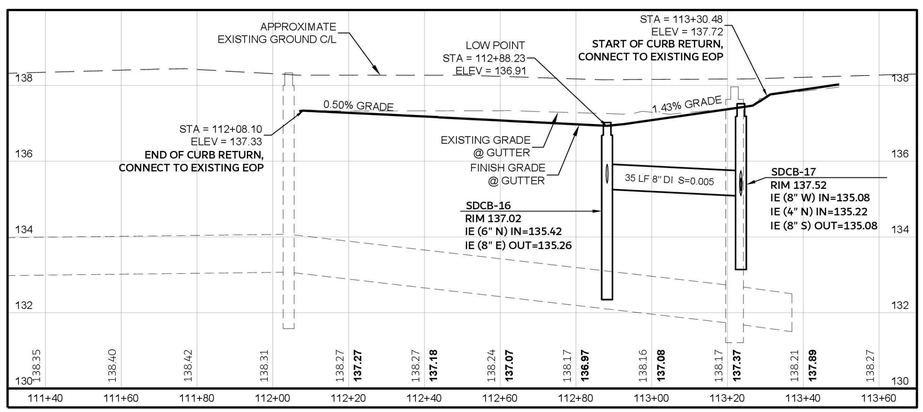
2 272ND ST. NW @ DRIVEWAY (112+43.7-112+27.9)
SCALE: 1" = 5'



3 ADA RAMP (EAST)
SCALE: 1" = 5'



4 ADA RAMP & DRIVEWAY APRON DETAIL
SCALE: 1" = 5'



272ND ST. NW - PROFILE (111+30 TO 113+70)
SCALE: H: 1"=20'
V: 1"=2'

CONSTRUCTION NOTES

1. ADA PERPENDICULAR CURB RAMP PER WSDOT STD PLAN F-40.15-04
2. ADA SINGLE DIRECTION CURB RAMP PER WSDOT STD PLAN F-40.16-03
3. CONSTRUCT CONCRETE CURB & GUTTER PER WSDOT STD PLAN F-10.12-04
4. CONSTRUCT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10-04
5. CONSTRUCT 84' WIDE TYPE 1 DROP CURB DRIVEWAY PER WSDOT STD PLAN F-80.10-04
6. MATCH EXISTING DRIVEWAY ELEAVATIONS
7. GRADING CATCH-LINE

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

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BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C3.0 ROAD & STORM.DWG 1/27/2026

REVISIONS

HARMSEN ENGINEERS SURVEYORS
(425) 252-1884
(206) 343-5903
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201

DAVID M. HARMSEN STATE OF WASHINGTON 33745 REGISTERED PROFESSIONAL ENGINEER
1/27/26

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

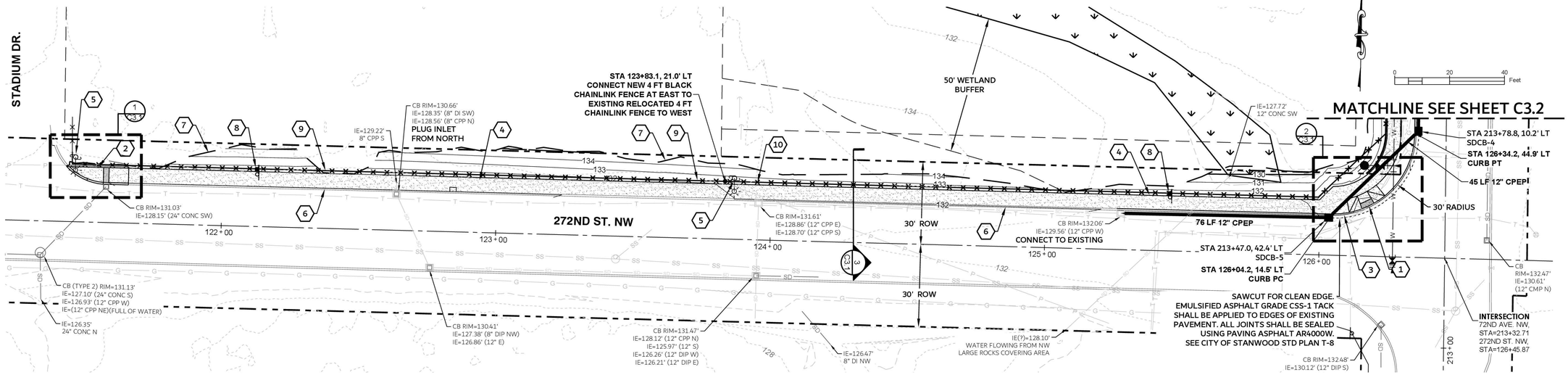
272ND ROAD & STORM PLAN AND PROFILE 112+00 TO 113+50

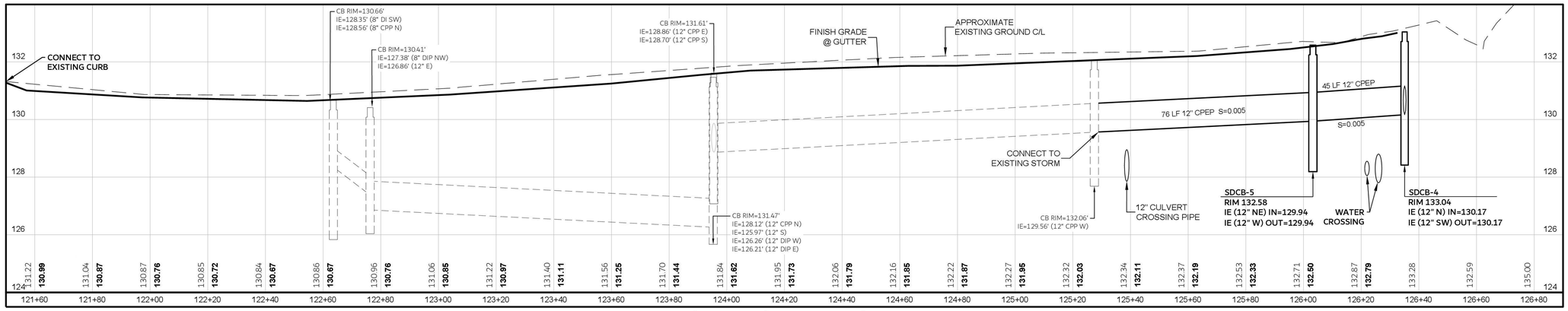
DATE: 1/27/26
JOB #: 24-381

811 Know what's below. Call before you dig.

C3.0

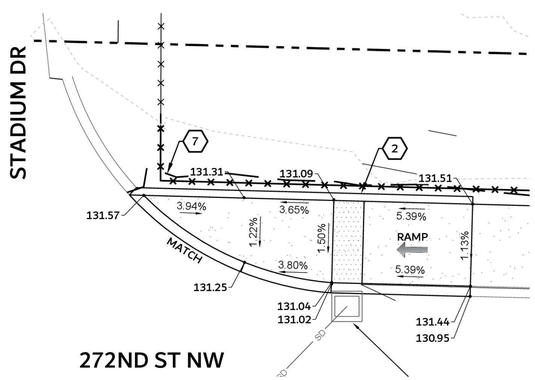
SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.



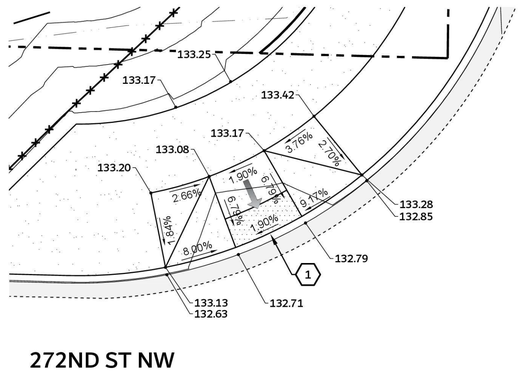


272ND ST. NW - PROFILE (121+50 TO 126+90)

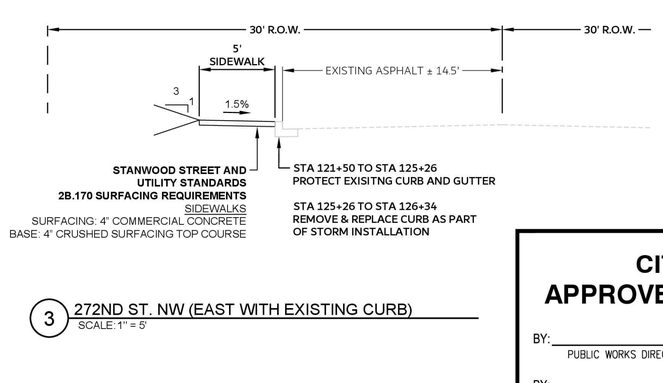
SCALE: H: 1"=20'
V: 1"=2'



1 ADA RAMP (STADIUM DR. & 272ND ST. NW)
SCALE: 1" = 5'



2 ADA RAMP (272ND ST. NW & 72ND AVE NW)
SCALE: 1" = 5'



3 272ND ST. NW (EAST WITH EXISTING CURB)
SCALE: 1" = 5'

CONSTRUCTION NOTES

1. ADA PERPENDICULAR CURB RAMP PER WSDOT STD PLAN F-40.15-04
2. ADA SINGLE DIRECTION CURB RAMP PER WSDOT STD PLAN F-40.16-03
3. CONSTRUCT CONCRETE CURB & GUTTER PER WSDOT STD PLAN F-10.12-04
4. CONSTRUCT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10-04
5. RELOCATED POWER / LIGHT POLE BY OTHERS
6. PROTECT EXISTING CONCRETE CURB & GUTTER
7. GRADING CATCH-LINE
8. RELOCATED EXISTING SIGN
9. RELOCATED EXISTING 4 FT CHAINLINK FENCE AT BACK OF WALK
10. 4 FT BLACK CHAINLINK FENCE AT BACK OF WALK

CITY OF STANWOOD
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COMMUNITY DEVELOPMENT DIRECTOR

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EVERETT, WA 98201

REVISIONS

DAVID W. HARMSEN STATE OF WASHINGTON 13745 REGISTERED PROFESSIONAL ENGINEER 1/27/26

72ND ST NW AND 272ND AVE NW SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

272ND ROAD & STORM PLAN AND PROFILE 121+60 TO 126+20

DATE: 1/27/26

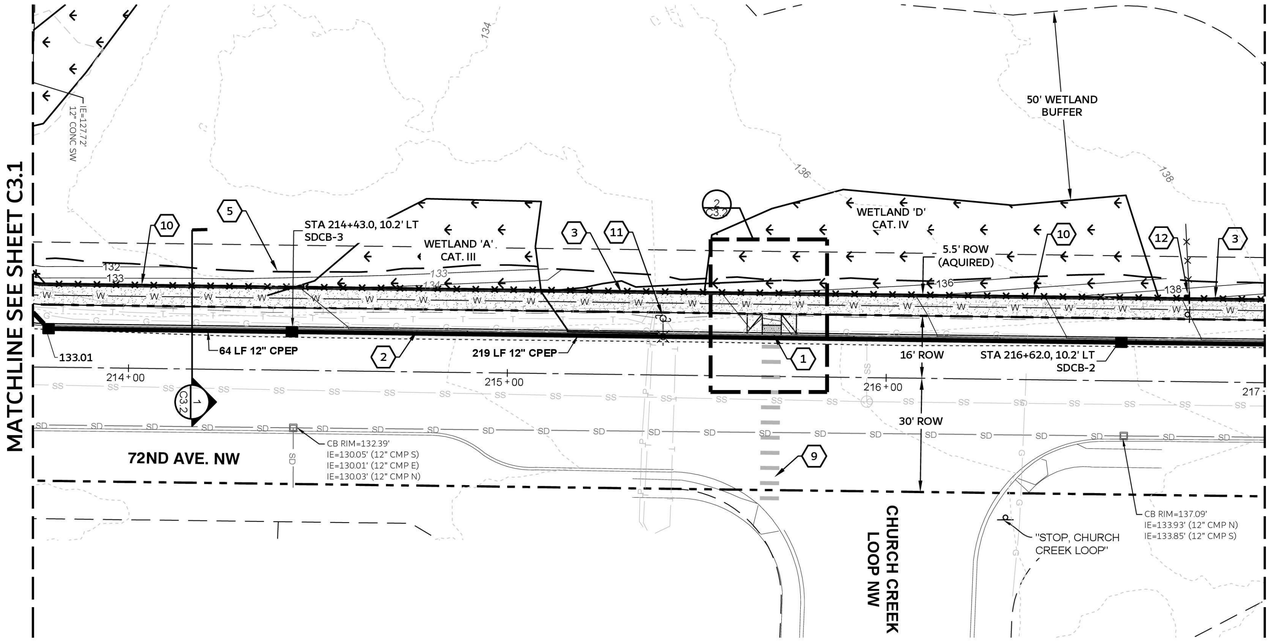
JOB #: 24-381

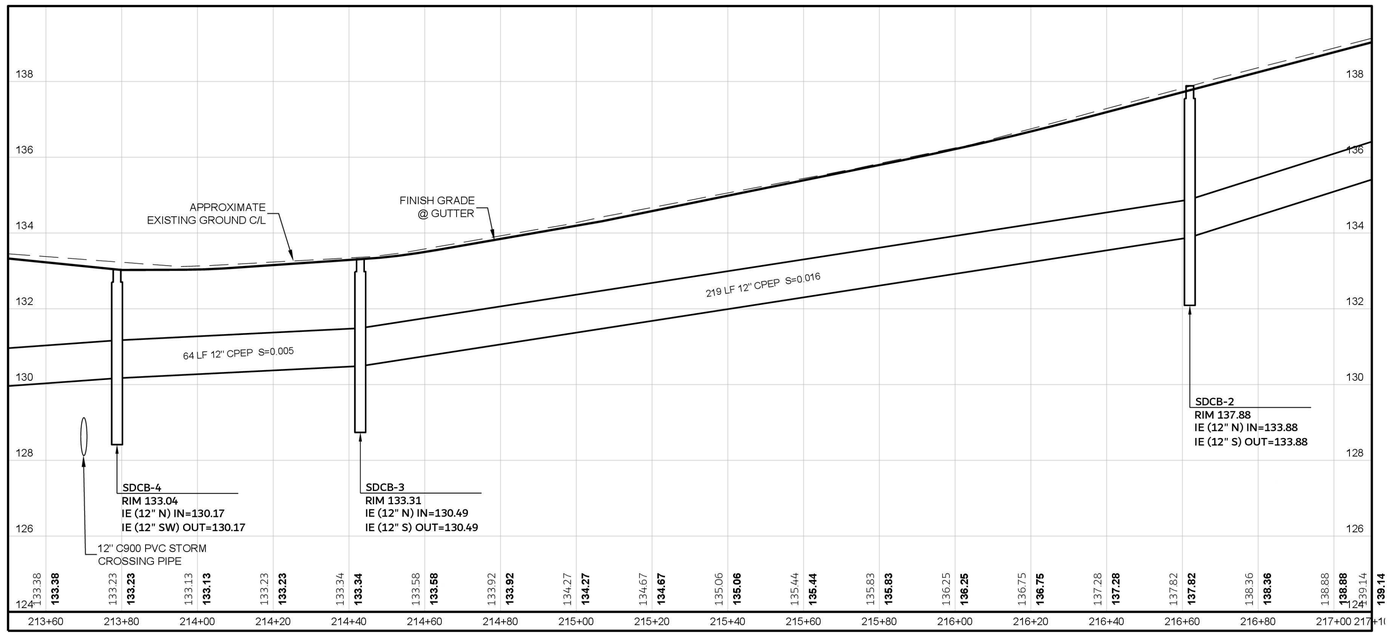
811 Know what's below. Call before you dig.

C3.1

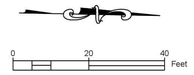
P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C3.0 ROAD & STORM.DWG 1/27/2026

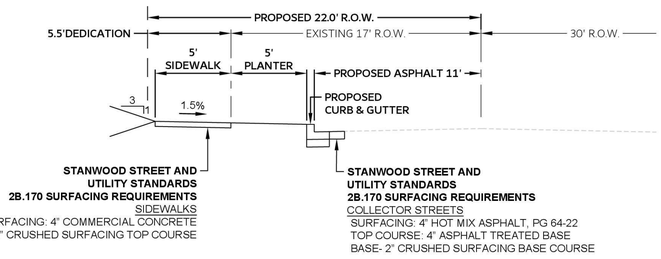
SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.



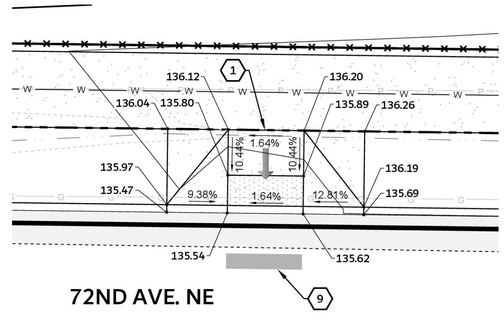


72ND AVE. NW - PROFILE (213+50 TO 217+10)
SCALE: H: 1"=20'
V: 1"=2'





1 72ND AVE. NW
SCALE: 1" = 5'



2 ADA RAMP (72ND AVE. NE SOUTH RAMP)
SCALE: 1" = 5'

CONSTRUCTION NOTES

1. ADA PERPENDICULAR CURB RAMP PER WSDOT STD PLAN F-40.15-04
2. CONSTRUCT CONCRETE CURB & GUTTER PER WSDOT STD PLAN F-10.12-04
3. CONSTRUCT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10-04
4. CONSTRUCT 22' WIDE TYPE 1 DROP CURB DRIVEWAY PER WSDOT STD PLAN F-80.10-04
5. GRADING CATCH-LINE
6. PROTECT EXISTING WATER METER DURING CONSTRUCTION
7. RELOCATE EXISTING MAILBOX TO PLANTER
8. RELOCATE EXISTING TELEPHONE VAULTS. COORDINATE WITH UTILITY PROVIDER
9. CROSSWALK PER WSDOT STD PLAN M-15.10-02
10. 4-FT BLACK CHAINLINK FENCE AT BACK OF WALK
11. RELOCATED POWER / LIGHT POLE BY OTHERS
12. RELOCATE EXISTING SIGN

CITY OF STANWOOD
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COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

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REVISIONS

DAVID W. HARMSEN STATE OF WASHINGTON 13745 REGISTERED PROFESSIONAL ENGINEER

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

72ND ROAD & STORM PLAN AND PROFILE 213+60 TO 214+40

DATE: 1/27/26

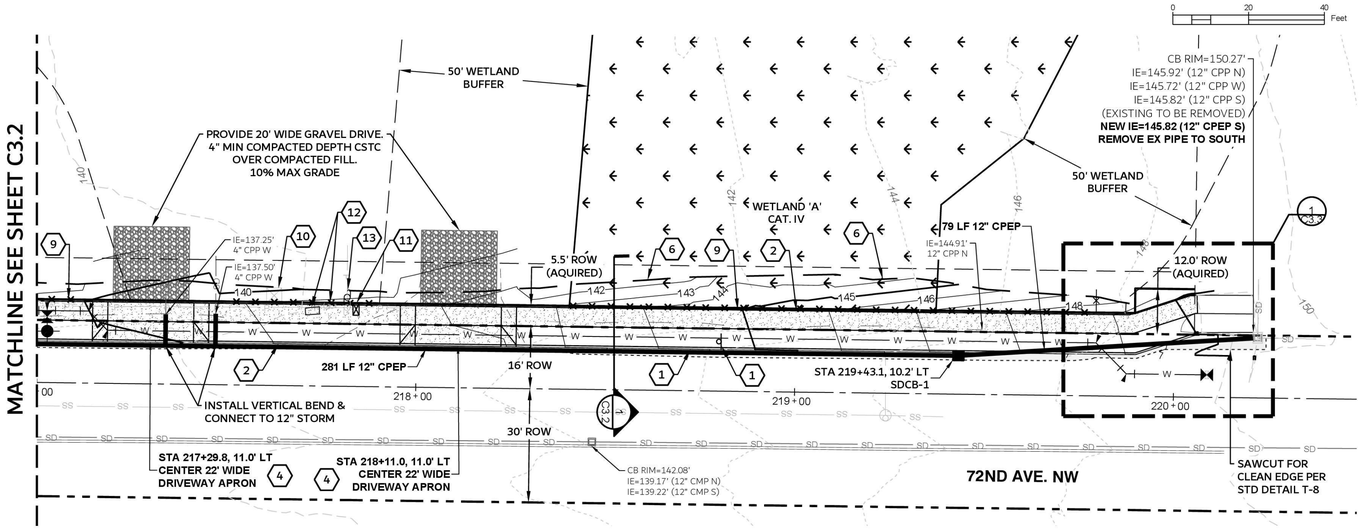
JOB #: 24-381

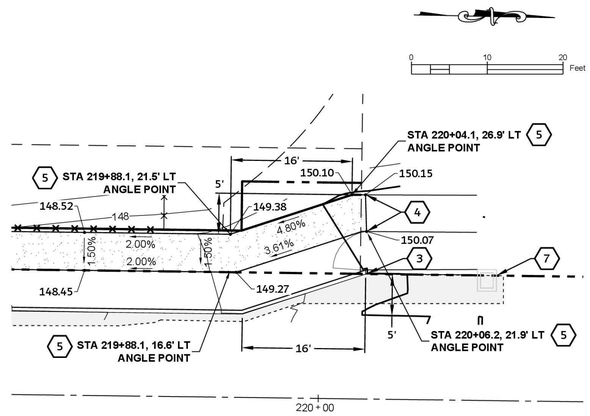
811 Know what's below. Call before you dig.

C3.2

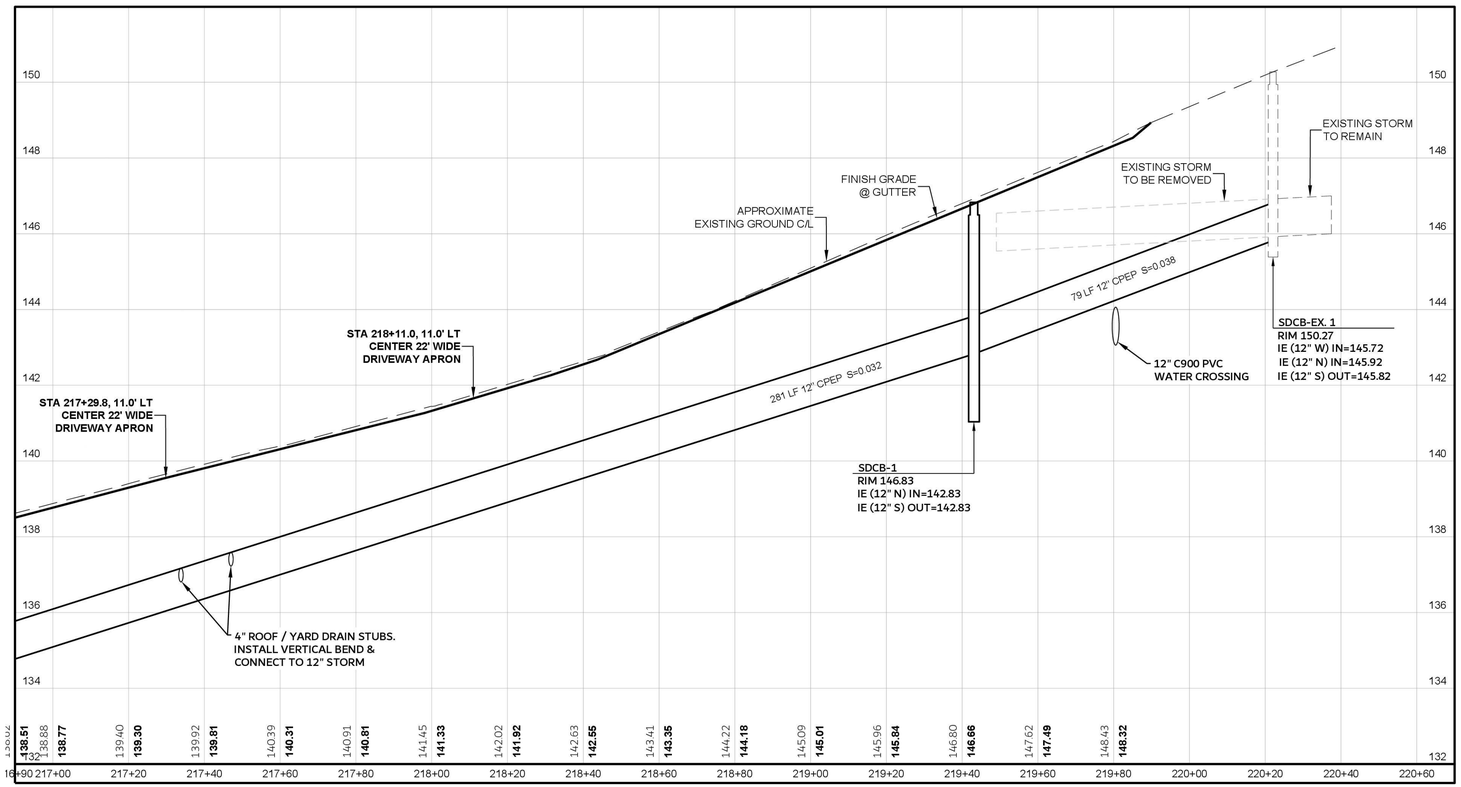
P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C3.0 ROAD & STORM.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.





1 SIDEWALK CONNECTION DETAIL
SCALE: 1" = 10'



72ND AVE. NW - PROFILE (216+90 TO 220+70)
SCALE: H: 1"=20'
V: 1"=2'

CONSTRUCTION NOTES

1. CONSTRUCT CONCRETE CURB & GUTTER PER WSDOT STD PLAN F-10.12-04
2. CONSTRUCT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10-04
3. CONNECT TO EXISTING CURB
4. CONNECT TO EXISTING SIDEWALK. MATCH GRADE AND ELEVATION
5. ANGLE POINT AT PROPOSED SIDEWALK
6. GRADING CATCH-LINE
7. MATCH EXISTING CURB & GUTTER AT SDCB
8. RE-INSTALL EXISTING SIGN
9. 4 FT BLACK CHAINLINK FENCE AT BACK OF WALK. EXTEND TO NORTH END OF PROPERTY
10. PROTECT EXISTING WATER METER DURING CONSTRUCTION
11. RELOCATE EXISTING MAILBOX TO PLANTER
12. RELOCATE EXISTING TELEPHONE VAULTS. COORDINATE WITH UTILITY PROVIDER
13. RELOCATED POWER / LIGHT POLE BY OTHERS

CITY OF STANWOOD
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REVISIONS

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72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

72ND ROAD & STORM PLAN AND PROFILE 218+20 TO 219+80

DATE: 1/27/26

JOB #: 24-381

811 Know what's below. Call before you dig.

C3.3

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C3.0 ROAD & STORM.DWG 1/27/2026

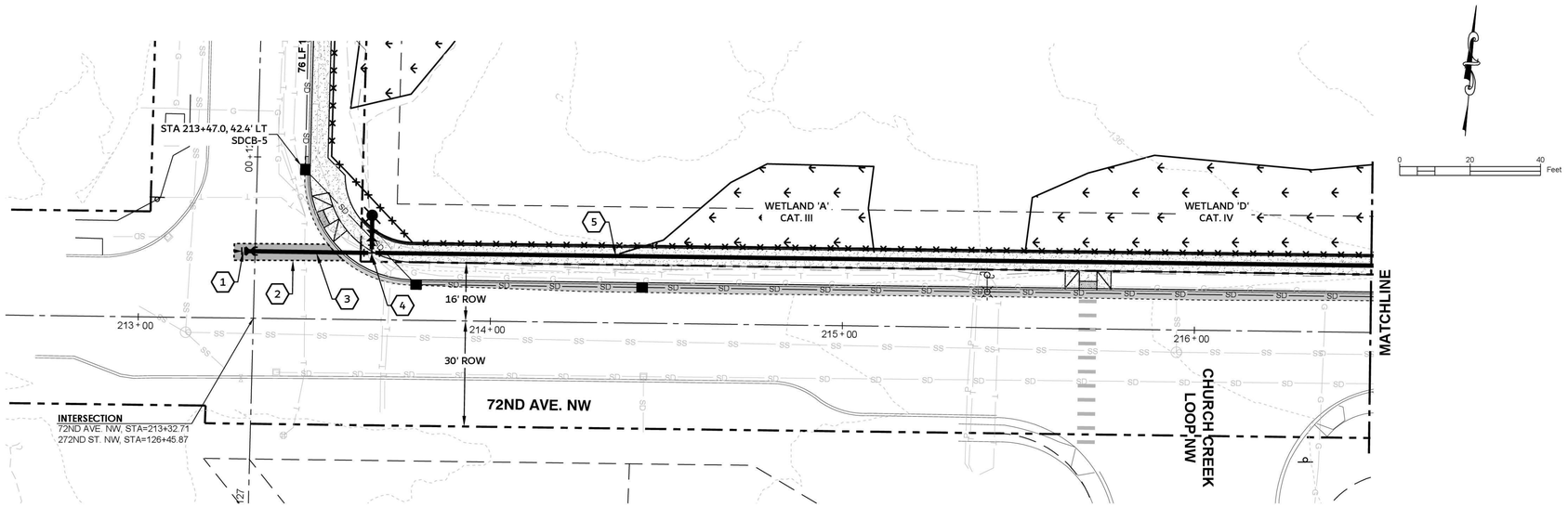
SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.

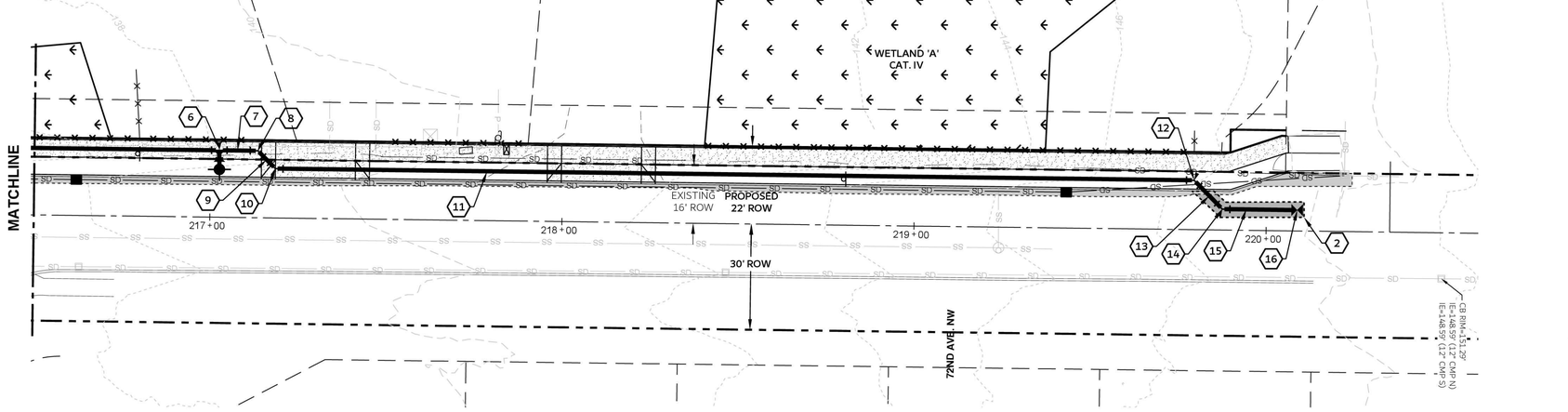
WATER MAIN CONSTRUCTION GENERAL NOTES

1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH CITY OF STANWOOD STANDARDS AND THE MOST CURRENT COPY OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AWWA STANDARDS, APWA AND MUNICIPAL CONSTRUCTION.
2. A PRECONSTRUCTION MEETING SHALL BE HELD WITH THE CITY PRIOR TO THE START OF CONSTRUCTION.
3. WATER MAINS SHALL BE DUCTILE IRON CEMENT MORTAR LINED THICKNESS C900.
4. GATE VALVES SHALL BE RESILIENT WEDGE, NRS (NON RISING STEM) WITH O-RING SEALS. VALVE ENDS SHALL BE MECHANICAL JOINT OR ANSI FLANGES. GATE VALVES SHALL HAVE STAINLESS STEEL BONNET AND GLAND BOLTS. GATE VALVES SHALL HAVE ELECTROSTATICALLY APPLIED FUSION-BONDED EPOXY-RESIN COATING MEETING OR EXCEEDING AWWA C550. VALVES SHALL CONFORM TO AWWA C509 OR C515. GATE VALVES SHALL BE MUELLER, M & H, AVK, OR WATEROUS. EXISTING VALVES TO BE OPERATED BY CITY EMPLOYEES ONLY.
5. HYDRANTS SHALL BE WATEROUS PACER. HYDRANTS SHALL BE BAGGED UNTIL SYSTEM IS APPROVED. HYDRANTS WILL COME COMPLETE WITH STORZ ADAPTERS.
6. ALL LINES SHALL BE CHLORINATED AND TESTED IN CONFORMANCE WITH THE ABOVE REFERENCED SPECIFICATION (NOTE 1).
7. ALL WATER PIPES AND SERVICES SHALL BE INSTALLED WITH DETECTABLE MARKING TAPE INSTALLED 18" ABOVE THE PIPE CROWN, OR 12" BELOW FINISHED GRADE (WHICHEVER IS DEEPER). DETECTABLE MARKING TAPE SHALL CONFORM TO WSDOT/APWA STANDARD SPECIFICATIONS. IN ADDITION, ALL NON-METALLIC PIPES AND SERVICES SHALL BE INSTALLED WITH 14 GAUGE COATED COPPER WIRE WRAPPED AROUND THE PIPE, BROUGHT UP WITH THREE FEET OF LOOSE WIRE AND TIED OFF AT VALVE BODY, METER BOX OR AS DIRECTED BY THE INSPECTOR. THE CONTRACTOR SHALL FURNISH AND INSTALL THE TAPE AND WIRE.
8. PROVIDE TRAFFIC CONTROL PLAN(S) AS REQUIRED IN ACCORDANCE WITH MUTCD.
9. ALL WATER MAINS SHALL BE STAKED FOR GRADES AND ALIGNMENT BY AN ENGINEERING OR SURVEYING FIRM CAPABLE OF PERFORMING SUCH WORK.
10. ALL EXISTING CEMENT ASBESTOS PIPES SHALL BE HANDLED AND DISPOSED OF ACCORDING TO STATE AND FEDERAL STATUTES.
11. CALL UNDERGROUND LOCATE AT 1-800-424-5555 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATIONS.
12. THE CITY WILL BE GIVEN 72 HOURS NOTICE PRIOR TO SCHEDULING A SHUTDOWN. SHUTDOWNS SHALL NOT OCCUR ON MONDAYS, FRIDAYS, CITY HOLIDAYS, OR THE DAY BEFORE OR AFTER A CITY HOLIDAY. WHERE CONNECTIONS REQUIRE "FIELD VERIFICATION", CONNECTION POINTS WILL BE EXPOSED BY CONTRACTOR AND FITTINGS VERIFIED 48 HOURS PRIOR TO DISTRIBUTING SHUTDOWN NOTICES.
13. AT ANY CONNECTION TO AN EXISTING LINE WHERE A NEW VALVE IS NOT INSTALLED, THE EXISTING VALVE MUST BE PRESSURE TESTED TO CITY STANDARDS PRIOR TO CONNECTION. IF AN EXISTING VALVE FAILS TO PASS THE TEST, THE CONTRACTOR SHALL MAKE THE NECESSARY PROVISIONS TO TEST THE NEW LINE PRIOR TO CONNECTION TO THE EXISTING SYSTEM OR INSTALL A NEW VALVE.
14. ALL WATER PIPE AND APPURTENANCES SHALL BE LEAD FREE IN ACCORDANCE WITH THE SAFE DRINKING WATER ACT, SECTION 1417.

CONSTRUCTION NOTES

1. CONNECT TO EXISTING WATER LINE
   1- 12" DI TAPPING SLEEVE
   1- 12" DI TAPPING GV, FLxMJ
   THRUST BLOCKING
   CONTRACTOR TO POTHOLE AND VERIFY LOCATION OF EXISTING WATERLINE
2. SAWCUT AND PATCH
3. 34 LF 12" C900 PVC PIPE
4. 1- 12"x6" TEE, MJxFL
   1- 6" GV, FLxMJ (HYDRANT)
   10 LF 6" C900 PVC PIPE
   1- HYDRANT ASSEMBLY
5. 334 LF 12" C900 PVC PIPE
6. 1- 12"x6" TEE, MJxFL
   1- 6" GV, FLxMJ (HYDRANT)
   5 LF 6" C900 PVC PIPE
   1- HYDRANT ASSEMBLY
7. 9 LF 12" C900 PVC PIPE
8. 1- 12" 45° DI BEND, MJ
9. 6 LF 12" C900 PVC PIPE
10. 1- 12" 45° DI BEND, MJ
11. 260 LF 12" C900 PVC PIPE
12. 1- 12" 45° DI BEND, MJ
13. 11 LF 12" C900 PVC PIPE
14. 1- 12" 45° DI BEND, MJ
15. 21 LF 12" C900 PVC PIPE
16. CONNECT TO EXISTING VALVE.
    COORDINATE WITH UTILITY PROVIDER





CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

HARMSEN ENGINEERS SURVEYORS
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201
(425) 252-1884
(206) 343-5903

DAVID W HARMSEN STATE OF WASHINGTON 33745 REGISTERED PROFESSIONAL ENGINEER 1/27/26

REVISIONS

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

WATER PLAN

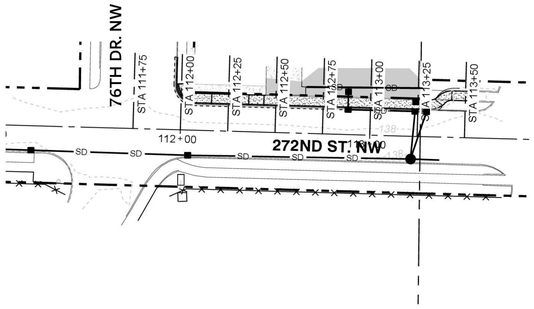
DATE: 1/27/26

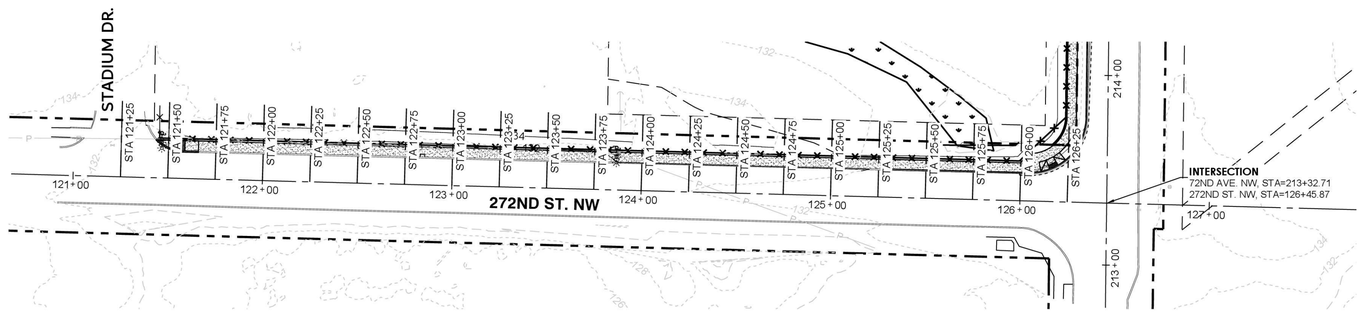
JOB #: 24-381

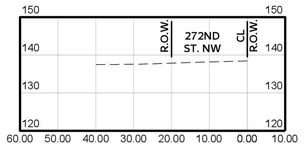
811 Know what's below. Call before you dig.

C4.0

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.







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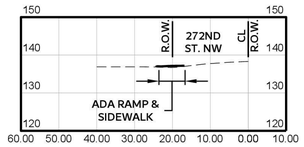

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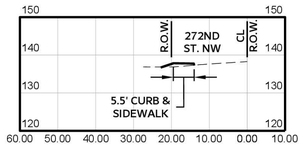

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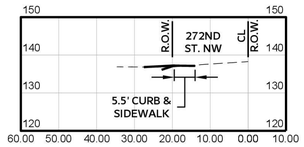

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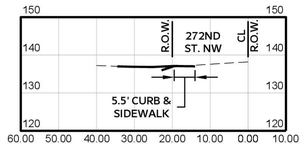

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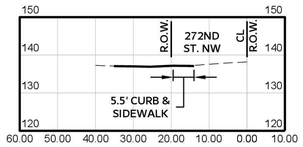

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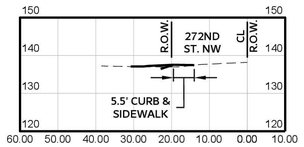

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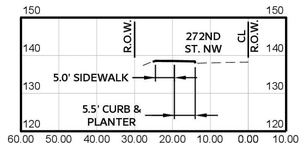

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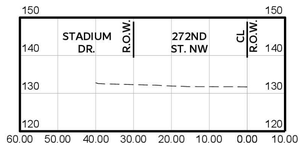

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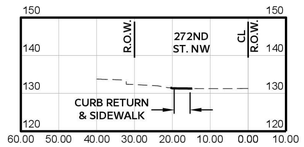

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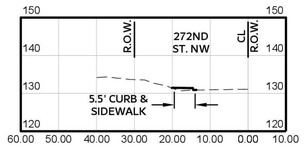

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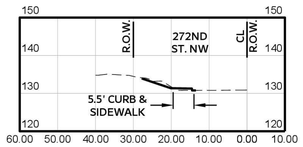

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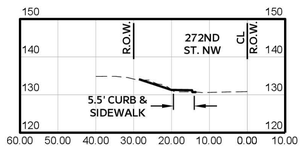

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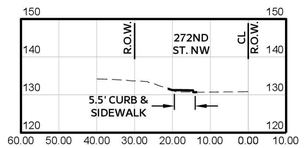

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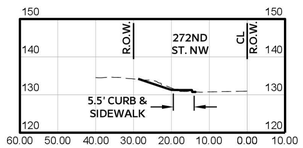

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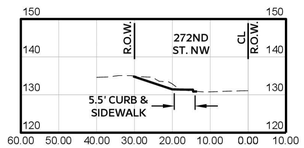

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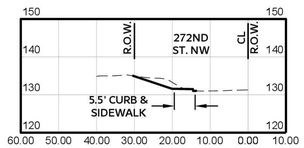

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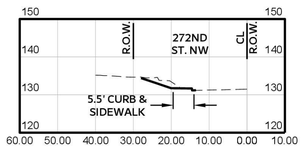

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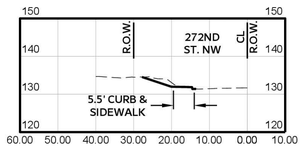

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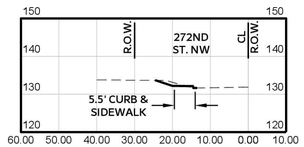

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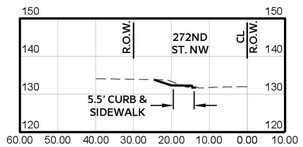

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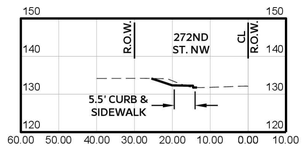

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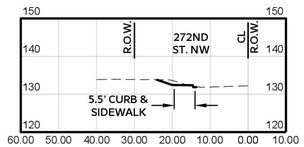

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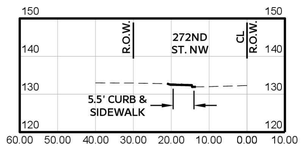

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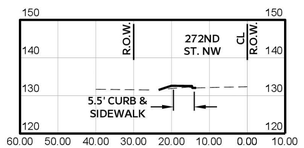

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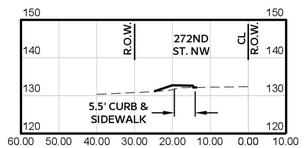

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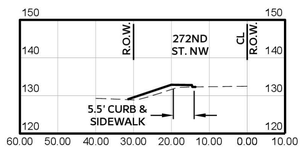

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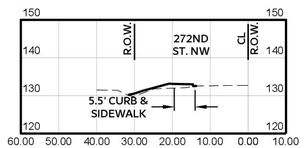

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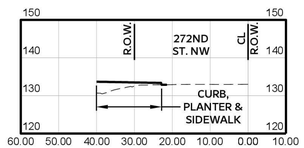

STA 126+25.00

CITY OF STANWOOD
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BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

REVISIONS

HARMSEN ENGINEERS SURVEYORS
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2822 COLBY AVE., SUITE 300
EVERETT, WA 98201

DAVID W. HARMSEN
STATE OF WASHINGTON
33745
REGISTERED PROFESSIONAL ENGINEER
1/27/26

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

272ND STREET NW CROSS SECTIONS

DATE: 1/27/26

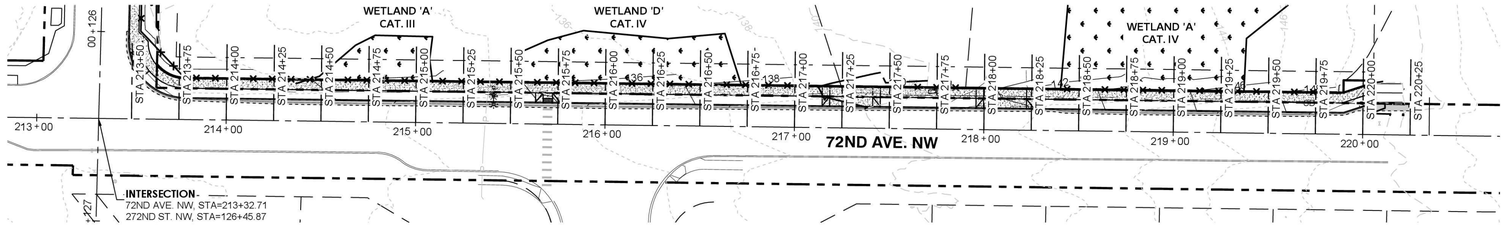
JOB #: 24-381

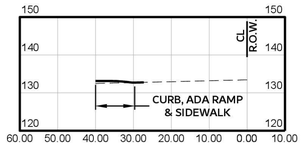
811 Know what's below. Call before you dig.

C5.0

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C5.0 CROSS SECTIONS.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.





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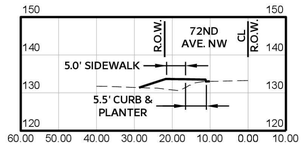

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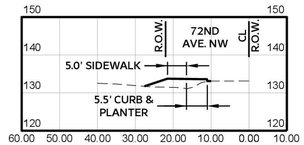

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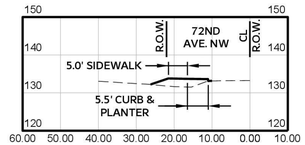

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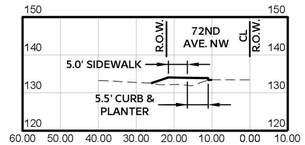

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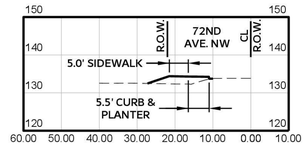

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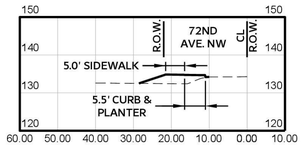

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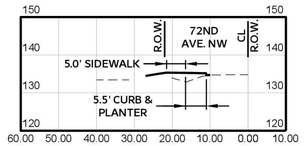

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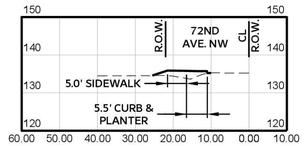

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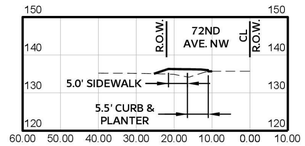

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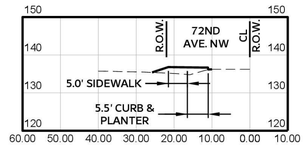

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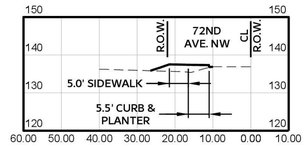

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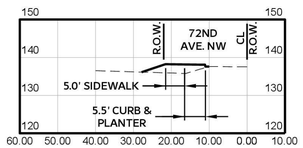

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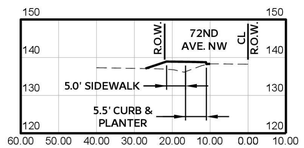

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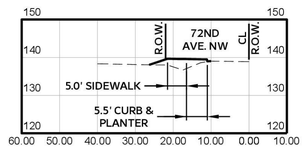

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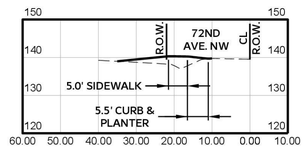

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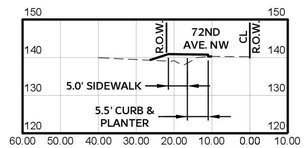

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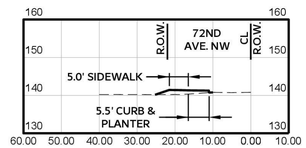

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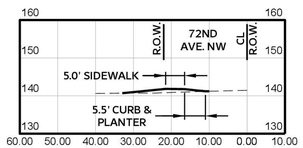

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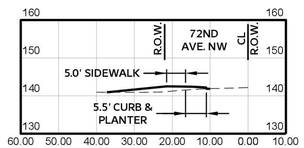

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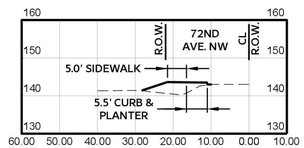

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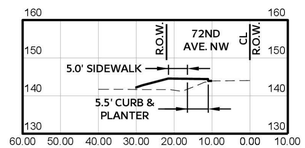

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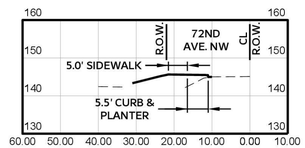

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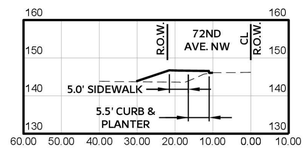

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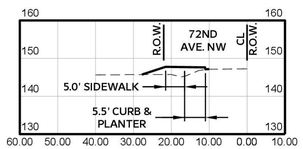

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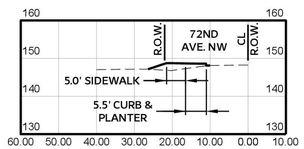

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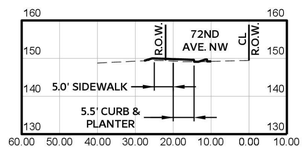

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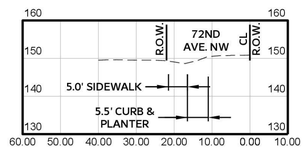


STA 220+25.00

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

REVISIONS

HARMSEN ENGINEERS SURVEYORS
(425) 252-1884
(206) 343-5903
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201

DAVID W. HARMSEN
STATE OF WASHINGTON
33745
REGISTERED
PROFESSIONAL ENGINEER
1/27/26

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

72ND AVENUE NW CROSS SECTIONS

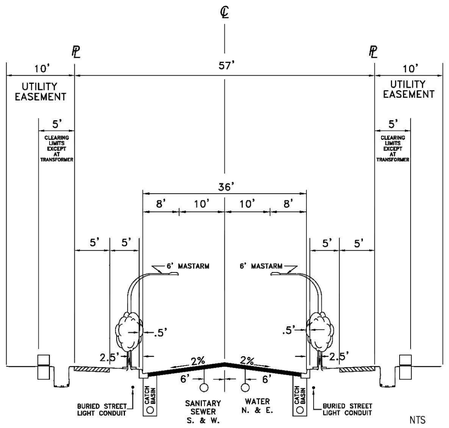
DATE: 1/27/26

JOB #: 24-381

811 Know what's below. Call before you dig.

C5.1

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C5.0 CROSS SECTIONS.DWG 1/27/2026



NTS

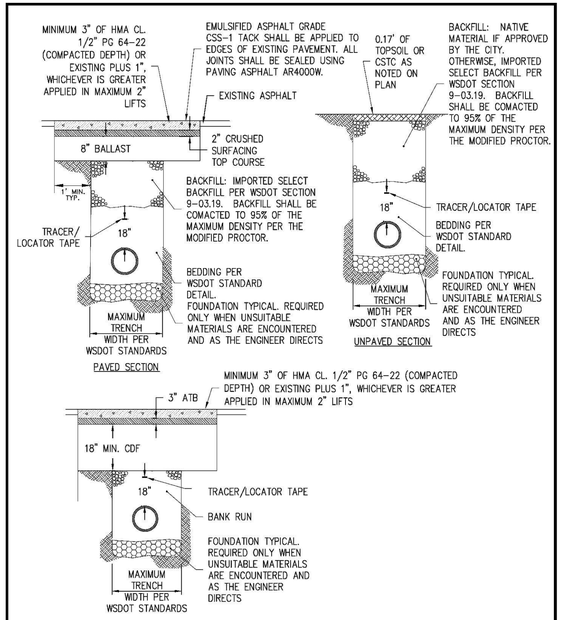
GENERAL NOTES:

1. THE SECTION INCLUDES A 10 FT TRAVEL LANE AND 8 FT PARKING LANE ON EACH SIDE OF THE ROW CENTERLINE.

2. IF THE ROAD IS A DESIGNATED BIKEWAY ROUTE, BICYCLE LANES MAY BE REQUIRED IN ADDITION TO THE PARKING LANES.

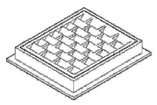
3. INDUSTRIAL/COMMERCIAL ROADS SERVING SIGNIFICANT VOLUMES OF TRUCK TRAFFIC MAY REQUIRE ADDITIONAL WIDTH.

City of Stanwood	TRANSPORTATION STANDARD DETAIL	
	STREET DESIGN - COMMERCIAL AND NEIGHBORHOOD COLLECTOR/MAJOR COLLECTOR	
File:STADETT03 | Revised:Dec. 12, 2013 | Printed:Jan. 10, 2014	DRAWING NO.	T-3



City of Stanwood	TRANSPORTATION STANDARD DETAIL	
	TRENCH RESTORATION	
File:STADETT08 | Revised:Dec. 12, 2013 | Printed:Jan. 10, 2014	DRAWING NO.	T-8

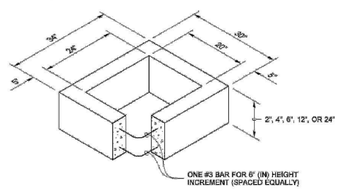
DRAWN BY: FERN LIDDELL



FRAME AND VANED GRATE

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

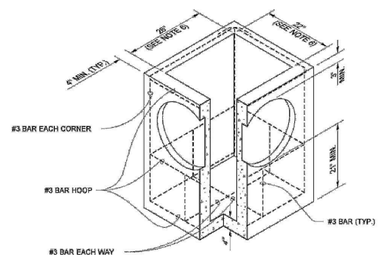
* CORRUGATED POLYETHYLENE STORM SEWER PIPE



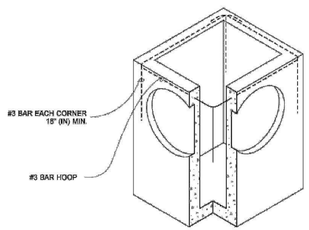
RECTANGULAR ADJUSTMENT SECTION

NOTES

1. As acceptable alternatives to the rebar shown in the **PRECAST BASE SECTION**, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the **ALTERNATIVE PRECAST BASE SECTION**. Wire mesh shall not be placed in the knockouts.
2. The knockout diameter shall not be greater than 20" (in). Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with **Standard Specification Section 9-04.3**.
3. The maximum depth from the finished grade to the lowest pipe invert shall be 5' (ft).
4. The frame and grate may be installed with the flange down, or integrally cast into the adjustment section with flange up.
5. The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1 : 24 or steeper.
6. The opening shall be measured at the top of the **Precast Base Section.**
7. All pickup holes shall be grouted full after the basin has been placed.



PRECAST BASE SECTION



(SEE NOTE 1)

ALTERNATIVE PRECAST BASE SECTION

JULIE HEILMAN STATE OF WASHINGTON 21891 REGISTERED PROFESSIONAL ENGINEER

Julie Heilman 2020.09.01 07:52:50 -07'00'

CATCH BASIN TYPE 1

STANDARD PLAN B-5.20-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Roark, Steve Digitally signed by Roark, Steve Date: 2020.09.09 09:45:23 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

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(206) 343-5903
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201

REVISIONS

DAVID W. HARMSEN STATE OF WASHINGTON 33745 REGISTERED PROFESSIONAL ENGINEER 1/27/26

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

STANDARD DETAILS

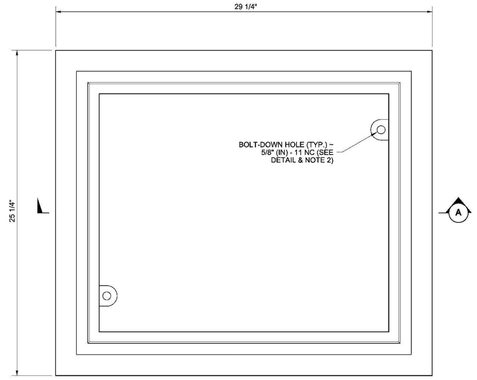
DATE: 1/27/26

JOB #: 24-381

811 Know what's below. Call before you dig.

C6.0

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.



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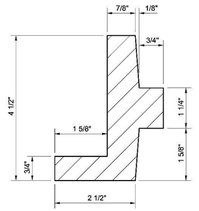
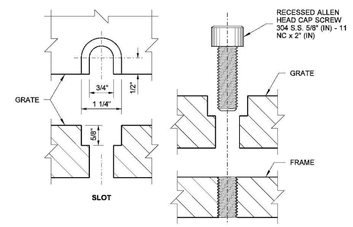


DETAIL B

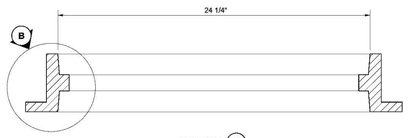
NOTES

1. This frame is designed to accommodate 20" (in) × 24" (in) grates or covers as shown on **Standard Plans B-30.20, B-30.30, B-30.40,** and **B-30.50.**
2. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC × 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
3. Refer to **Standard Specification Section 9-05.15** and **9-05.15(2)** for additional requirements.

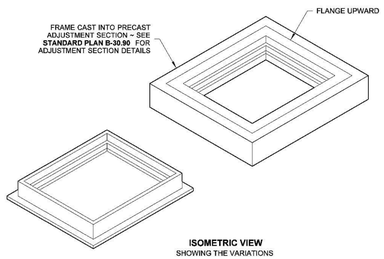


BOLT-DOWN DETAILS
SEE NOTE 2

DRAWN BY: FERN LIDDELL



SECTION A



ISOMETRIC VIEW
SHOWING THE VARIATIONS

HILLIE HEILMAN STATE OF WASHINGTON 43810 REGISTERED PROFESSIONAL ENGINEER
Heilman, Julie
Feb 20 2018 12:52 PM
coslgn

RECTANGULAR FRAME (REVERSIBLE)

STANDARD PLAN B-30.10-03

SHEET 1 OF 1 SHEET

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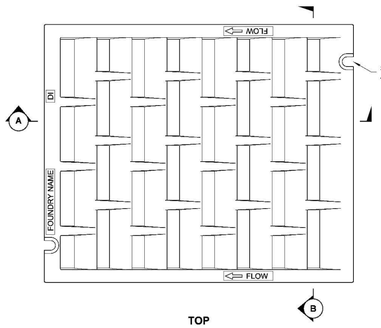
Cameron, Jeff
Feb 27 2018 7:55 AM
coslgn
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL



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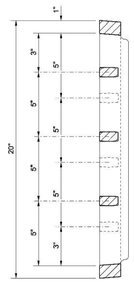
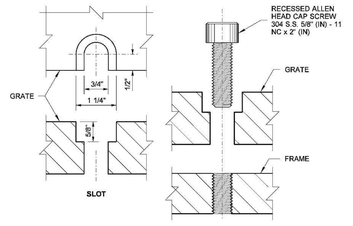


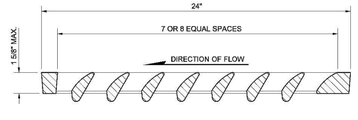
SECTION B

NOTES

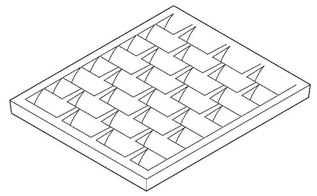
1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC × 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
2. Refer to **Standard Specification Section 9-05.15** and **9-05.15(2)** for additional requirements.
3. For frame details, see **Standard Plan B-30.10**.



BOLT-DOWN DETAILS
SEE NOTE 1



SECTION A



ISOMETRIC

HILLIE HEILMAN STATE OF WASHINGTON 43810 REGISTERED PROFESSIONAL ENGINEER
Heilman, Julie
Feb 20 2018 12:54 PM
coslgn

RECTANGULAR VANED GRATE

STANDARD PLAN B-30.30-03

SHEET 1 OF 1 SHEET

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Feb 27 2018 8:38 AM
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STATE DESIGN ENGINEER
Washington State Department of Transportation

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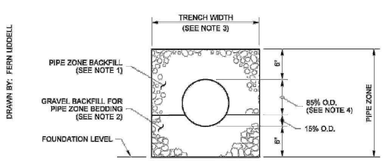
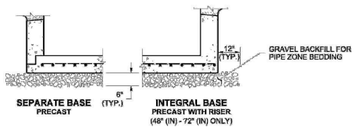


CONCRETE AND DUCTILE IRON PIPE

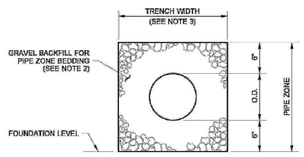


TYPICAL CONDITION FOR DRAINAGE STRUCTURE

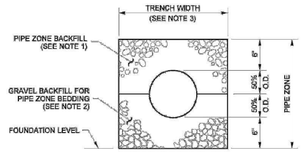
THIS DETAIL APPLIES TO **STANDARD PLANS B-5.20, B-5.40, B-5.60, B-10.20, B-10.40, B-10.20.B-15.40, B-15.60, B-25.20, B-25.60, B-35.20** AND **B-35.40.**

NOTES

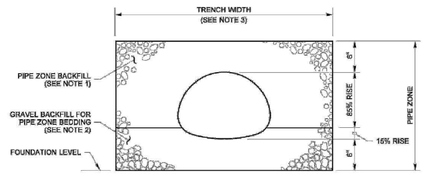
1. See **Standard Specifications Section 7-08.3(3)** for Pipe Zone Backfill.
2. See **Standard Specifications Section 9-03.12(3)** for Gravel Backfill for Pipe Zone Bedding.
3. See **Standard Specifications Section 2-09.4** for Measurement of Trench Width.
4. For sanitary sewer installation, concrete pipe shall be imbedded to spring line.



THERMOPLASTIC PIPE



METAL AND STEEL RIB REINFORCED POLYETHYLENE PIPE



PIPE ARCHES

CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS		
PIPE	**SIZE**	**MINIMUM DISTANCE BETWEEN BARRELS**
CIRCULAR PIPE (DIAMETER)	**UP TO 48"**	**24"**
METAL PIPE ARCH (SPAN)	**48" AND LARGER**	**DIAMETER/2 OR 36" WHICHEVER IS LESS**

HILLIE HEILMAN STATE OF WASHINGTON 43810 REGISTERED PROFESSIONAL ENGINEER
Aug 17, 2021

PIPE ZONE BEDDING AND BACKFILL

STANDARD PLAN B-55.20-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Aug 17, 2021
STATE DESIGN ENGINEER
Washington State Department of Transportation

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

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DAVID W. HARMSEN STATE OF WASHINGTON 33745 REGISTERED PROFESSIONAL ENGINEER 1/27/26

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

STANDARD DETAILS

DATE: 1/27/26

JOB #: 24-381

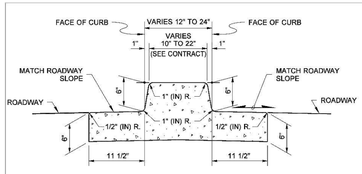
811 Know what's below. Call before you dig.

C6.1

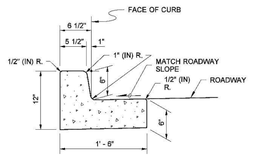
P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C6.0 STANDARD DETAILS.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.

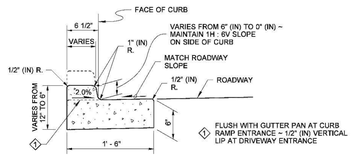
DRAWN BY: FERN LIDDELL



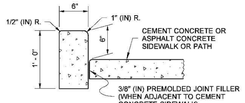
DUAL-FACED CEMENT CONCRETE TRAFFIC CURB AND GUTTER



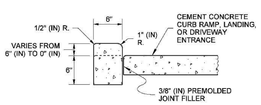
CEMENT CONCRETE TRAFFIC CURB AND GUTTER



DEPRESSED CURB AND GUTTER SECTION
AT CURB RAMPS AND DRIVEWAY ENTRANCES



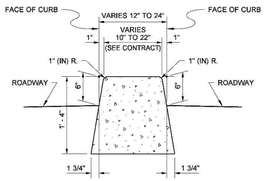
CEMENT CONCRETE PEDESTRIAN CURB



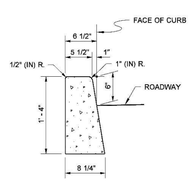
CEMENT CONCRETE PEDESTRIAN CURB
AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES

NOTE

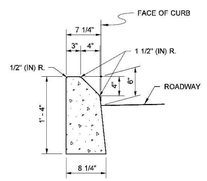
1. See **Standard Plan F-30.10** for Curb Expansion and Contraction Joint spacing. See **Standard Specification, Sections 8-04 and 9-04** for additional requirements.



DUAL-FACED CEMENT CONCRETE TRAFFIC CURB



CEMENT CONCRETE TRAFFIC CURB



MOUNTABLE CEMENT CONCRETE TRAFFIC CURB

Michael S Fleming
Digitally signed by Michael S Fleming
Date: 2020.09.24 07:39:38 -07'00'

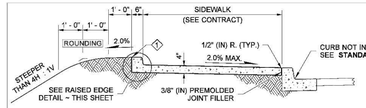
CEMENT CONCRETE CURBS

STANDARD PLAN F-10.12-04

SHEET 1 OF 1 SHEET

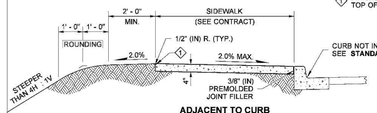
APPROVED FOR PUBLICATION
Date: 2020.09.24 07:57:43 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: LISA CYFORD

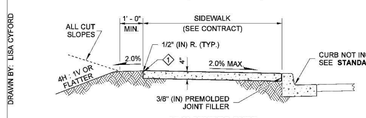


WITH RAISED EDGE

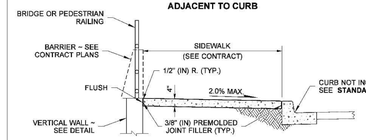
1 FINISHED GRADE 1" (IN) BELOW TOP OF CONCRETE SURFACE



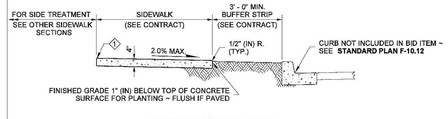
ADJACENT TO CURB
(STEEP FILL SLOPES)



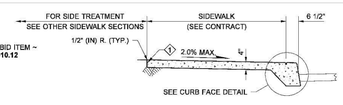
ADJACENT TO CURB



ADJACENT TO CURB AND RAILING OR WALL



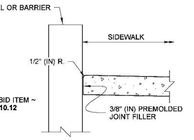
ADJACENT TO BUFFER STRIP



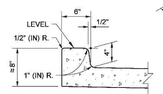
MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

NOTE

1. Gratings, Access Covers, Junction Boxes, Cable Vaults, Pull Boxes and other appurtenances within the sidewalk must have slip resistant surfaces, be flush with surface, and match grade of the sidewalk.



SIDEWALK ADJACENT TO WALL DETAIL

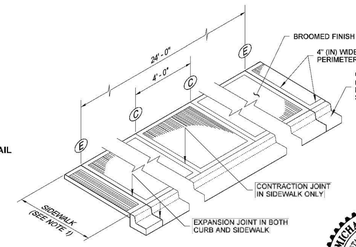


RAISED EDGE DETAIL

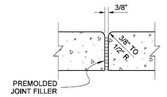
EXTEND SIDEWALK TRANSVERSE JOINTS TO INCLUDE RAISED EDGE

CURB FACE DETAIL

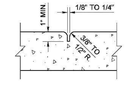
EXTEND SIDEWALK TRANSVERSE EXPANSION JOINTS TO INCLUDE CURB (FULL DEPTH)



ISOMETRIC VIEW
JOINT AND FINISH DETAIL



(E) EXPANSION JOINT



(C) CONTRACTION JOINT

Michael S Fleming
Digitally signed by Michael S Fleming
Date: 2020.09.24 07:49:16 -07'00'

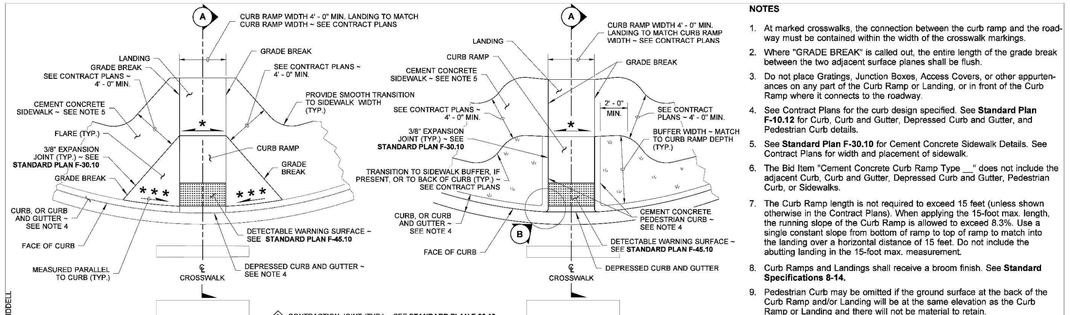
CEMENT CONCRETE SIDEWALK

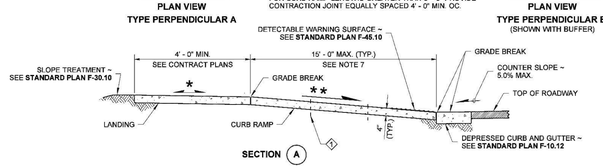
STANDARD PLAN F-30.10-04

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Date: 2020.09.25 15:43:50 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL





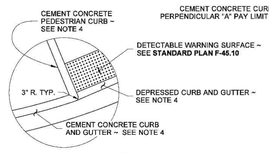
SECTION (A)

NOTES

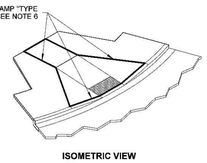
1. At marked crosswalks, the connection between the curb ramp and the roadway must be contained within the width of the crosswalk markings.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place Gratings, Junction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

LEGEND

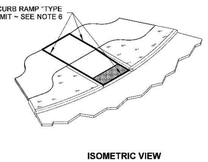
- SLOPE IN EITHER DIRECTION
- * 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- ** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)
- *** 9.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (10% MAX.)



CURB RADIUS DETAIL (B)



ISOMETRIC VIEW
TYPE PERPENDICULAR A PAY LIMIT



ISOMETRIC VIEW
TYPE PERPENDICULAR B PAY LIMIT

R. SCOTT ZELLER
Digitally signed by R. Scott Zeller
Date: 2020.09.22 13:23:53 -07'00'

PERPENDICULAR CURB RAMP

STANDARD PLAN F-40.15-04

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Date: 2020.09.25 14:44:37 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

REVISIONS

HARMSEN ENGINEERS SURVEYORS
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201
(425) 252-1884
(206) 343-5903

DAVID M HARMSEN
Date: 1/27/26

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

STANDARD DETAILS

DATE: 1/27/26

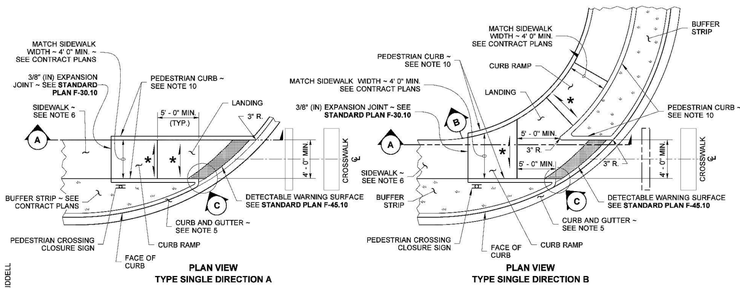
JOB #: 24-381

811 Know what's below. Call before you dig.

C6.2

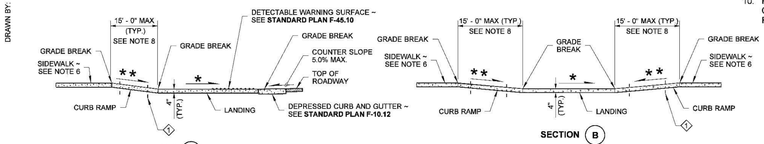
P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C6.0 STANDARD DETAILS.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.



PLAN VIEW
TYPE SINGLE DIRECTION A

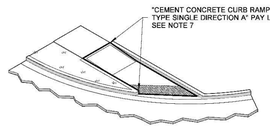
PLAN VIEW
TYPE SINGLE DIRECTION B



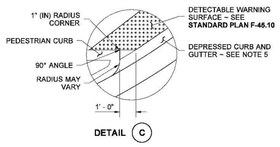
SECTION (A)

SECTION (B)
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)

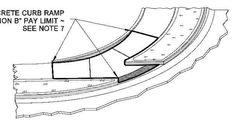
1 CONTRACTION JOINT (TYP.) ~ SEE **STANDARD PLAN F-30.10** FOR CURB RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.



ISOMETRIC VIEW
TYPE SINGLE DIRECTION A
PAY LIMIT



DETAIL (C)



ISOMETRIC VIEW
TYPE SINGLE DIRECTION B
PAY LIMIT

NOTES

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

LEGEND

SLOPE IN EITHER DIRECTION

* 1.5 OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)

** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) SEE NOTE 7

R. SCOTT ZELLER — STATE OF WASHINGTON — 29680 — REGISTERED PROFESSIONAL ENGINEER

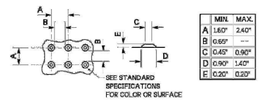
Zeller, Scott
Jun 24 2016 7:21 AM

SINGLE DIRECTION CURB RAMP

STANDARD PLAN F-40.16-03

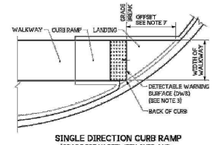
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jun 24 2016 1:29 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

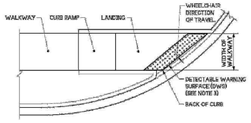


	MIN.	MAX.
A	1.60"	2.40"
B	0.60"	---
C	0.45"	0.90"
D	0.90"	1.40"
E	0.20"	0.20"

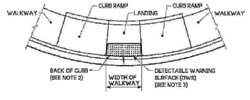
TRUNCATED DOME DETAILS
(SEE NOTE 1)



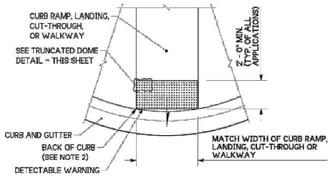
SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING < 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



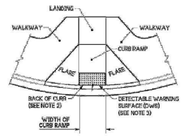
SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING > 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



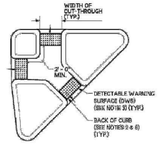
PARALLEL CURB RAMP
(SEE NOTE 6)



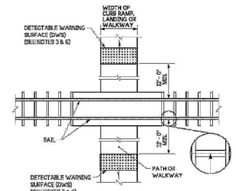
DETECTABLE WARNING SURFACE DETAIL



PERPENDICULAR CURB RAMP
(SEE NOTE 6)

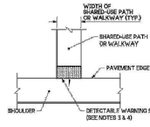


ISLAND CUT-THROUGH



PEDESTRIAN RAILROAD CROSSING

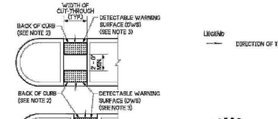
ROUNDABOUT SPLITTER ISLAND



SHARED-USE PATH CONNECTION

NOTES:

1. Permanent Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2" (in) on each side of the DWS is permitted.
2. Permanent Detectable Warning Surfaces (DWS) shall be placed on a minimum 4" (in) thick concrete pad. The DWS panel shall be placed adjacent to the back of the curb and with no more than a 2" (in) gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: If the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2" (in) from the back of the curb is permitted (measured at the leading corners of the DWS panel).
3. The rows of truncated domes shall be aligned to be parallel to the direction of travel, and perpendicular to the grade break at the back of curb.
4. If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
5. See Standard Plans for sidewalk and curb ramp details.
6. If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail crossing.
7. When the grade break between the curb ramp and the landing is less than or equal to 5 feet from the back of curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.
8. Glued or stick down Detectable Warning Surfaces are allowed only for temporary work zone applications.



MEDIAN CUT-THROUGH

Legend
DIRECTION OF TRAVEL

JOSHUA W. LOWERY — STATE OF WASHINGTON — 22015 — REGISTERED PROFESSIONAL ENGINEER

Jun 4, 2024

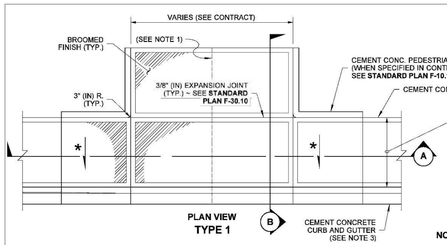
DETECTABLE WARNING SURFACE

STANDARD PLAN F-45.10-05

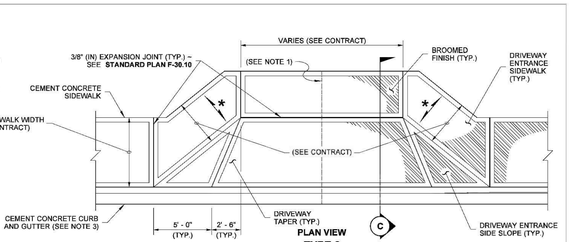
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Jun 4, 2024
STATE DESIGN ENGINEER
Washington State Department of Transportation

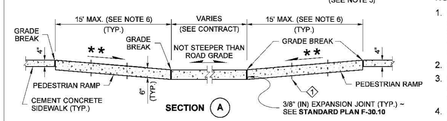
DRAWN BY: FERN LUDELL



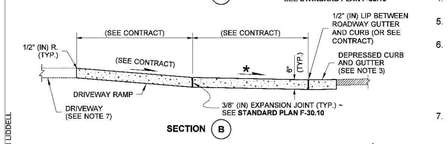
PLAN VIEW
TYPE 1



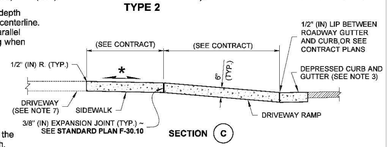
PLAN VIEW
TYPE 2



SECTION (A)



SECTION (B)



SECTION (C)

NOTES

1. When the driveway width exceeds 15' (ft), construct a full depth expansion joint with 3/8" (in) joint filler along the driveway centerline. See **Standard Plan F-30.10.** Construct expansion joints parallel with the centerline as required at 15' (ft) maximum spacing when driveway widths exceed 30' (ft).
2. See **Standard Plan F-30.10** for sidewalk details.
3. Curb and Gutter shown; see the Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb Details.
4. Avoid placing drainage structures, junction boxes or other obstructions in front of driveway entrances.
5. Where "GRADE BREAK" is called out, the entire length of the line between the two adjacent surface planes shall be flush.
6. The Pedestrian Ramp length is not required to exceed15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the pedestrian ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
7. Beyond limits shown. Pay item does not include driveway. See Contract Plans.

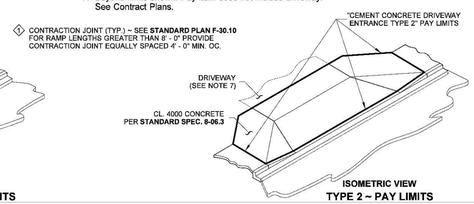
LEGEND

SLOPE IN EITHER DIRECTION

* 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)

** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) (SEE NOTE 6)

1 CONTRACTION JOINT (TYP.) ~ SEE **STANDARD PLAN F-30.10** FOR RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.



ISOMETRIC VIEW
TYPE 1 ~ PAY LIMITS

ISOMETRIC VIEW
TYPE 2 ~ PAY LIMITS

R. SCOTT ZELLER — STATE OF WASHINGTON — 29680 — REGISTERED PROFESSIONAL ENGINEER

Zeller, Scott
Jul 12 2016 4:26 PM

CEMENT CONCRETE DRIVEWAY ENTRANCE TYPES 1, 2, 3, & 4

STANDARD PLAN F-80.10-04

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jul 12 2016 2:27 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

CITY OF STANWOOD
APPROVED FOR CONSTRUCTION

BY: _____ DATE: _____
PUBLIC WORKS DIRECTOR

BY: _____ DATE: _____
COMMUNITY DEVELOPMENT DIRECTOR

PERMIT NO. _____

HARMSEN ENGINEERS SURVEYORS
2822 COLBY AVE., SUITE 300
EVERETT, WA 98201
(425) 252-1884
(206) 343-5903

REVISIONS

DAVID W. HARMSEN — STATE OF WASHINGTON — 31745 — REGISTERED PROFESSIONAL ENGINEER

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

STANDARD DETAILS

DATE: 1/27/26

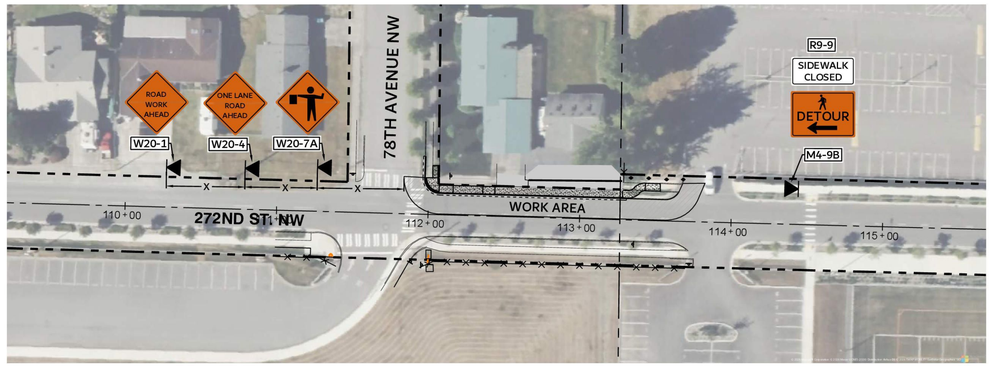
JOB #: 24-381

Know what's below. Call before you dig.

C6.3

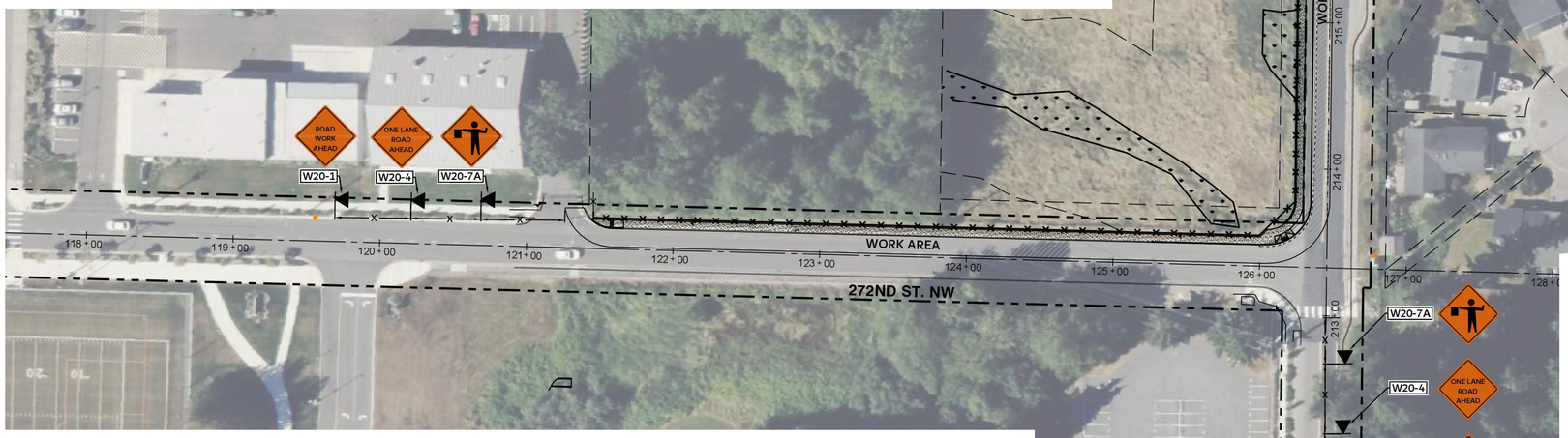
P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C6.0 STANDARD DETAILS.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.



WESTERN WORK AREA (272ND STREET NW & 78TH AVENUE NW)

SCALE 1" = 50'



EASTERN WORK AREA (272ND STREET NW & 72ND AVENUE NW)

SCALE 1" = 50'

0 50 100 Feet

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STATE OF WASHINGTON
33745
REGISTERED PROFESSIONAL ENGINEER

72ND ST NW AND 272ND AVE NW
SIDEWALK IMPROVEMENTS
27312 72ND AVE NW
STANWOOD, WA 98292

TRAFFIC CONTROL PLAN

DATE: 1/27/26

JOB #: 24-381

811 Know what's below. Call before you dig.

C7.0

P:\WORK\PROJECTS\2024\24HRM0381 CITY OF STANWOOD - 272ND & 72ND\CE\DWG\PROJECT\C7.0 TRAFFIC CONTROL.DWG 1/27/2026

SECTION 20, TOWNSHIP 32 NORTH, RANGE 04 EAST, W.M.

RECOMMENDED SIGN SPACING = X (1)		
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350'±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25-30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)

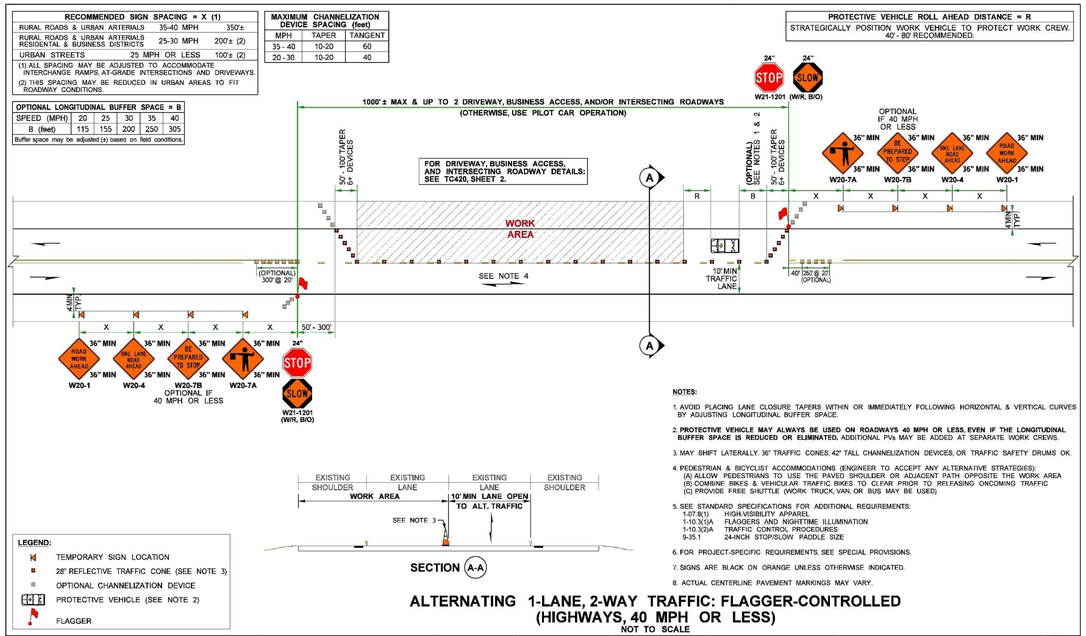
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
35 - 40	10-20	60
20 - 30	10-20	40

OPTIONAL LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	20	25	30	35	40
B (feet)	115	155	200	250	305

Buffer space may be adjusted (±) based on field conditions.

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R
STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW.
40' - 80' RECOMMENDED.



NOTES:

1. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE.
2. **PROTECTIVE VEHICLE MAY ALWAYS BE USED ON ROADWAYS 40 MPH OR LESS, EVEN IF THE LONGITUDINAL BUFFER SPACE IS REDUCED OR ELIMINATED.** ADDITIONAL PVs MAY BE ADDED AT SEPARATE WORK CREWS.
3. MAY SHIFT LATERALLY. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
4. PEDESTRIAN & BICYCLIST ACCOMMODATIONS (ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES):
   (A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA
   (B) COMBINE BIKES & VEHICULAR TRAFFIC. BIKES TO CLEAR PRIOR TO RELEASING ONCOMING TRAFFIC
   (C) PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS MAY BE USED)
5. SEE STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS:
   1-07.8(1) HIGH-VISIBILITY APPAREL
   1-10.3(1)A FLAGGERS AND NIGHTTIME ILLUMINATION
   1-10.3(2)A TRAFFIC CONTROL PROCEDURES
   9-35.1 24-INCH STOP/SLOW PADDLE SIZE
6. FOR PROJECT-SPECIFIC REQUIREMENTS, SEE SPECIAL PROVISIONS.
7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
8. ACTUAL CENTERLINE PAVEMENT MARKINGS MAY VARY.

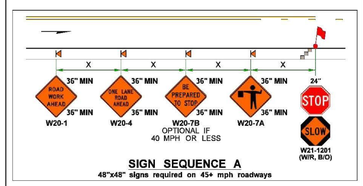
ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (HIGHWAYS, 40 MPH OR LESS)

NOT TO SCALE

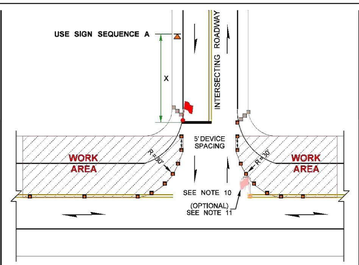
FILE NAME	C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\420Hwy40-AltTrafficFlagger.dgn			REGION NO.	STATE	FED.AID PROJ.NO.		Plot 1
TIME	2:05:02 PM						Washington State Department of Transportation	PLAN SHT NO TC420
DATE	4/2/2024			10	WASH			
PLOTTED BY	LintzF			JOB NUMBER				SHEET 1 OF 4 SHEETS
DESIGNED BY								
ENTERED BY				CONTRACT NO.		LOCATION NO.		
CHECKED BY								
PROJ. ENGR.				P.E. STAMP BOX	DATE	P.E. STAMP BOX	DATE	TYPICAL TRAFFIC CONTROL PLANS
REGIONAL ADM.	REVISION	DATE	BY					

NOTES:

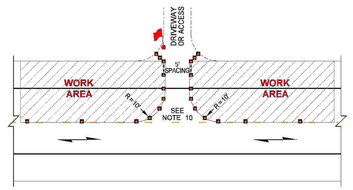
9. FOR LEGEND, TABLES, AND ADDITIONAL NOTES: SEE TC420, SHEET 1.
10. WORK MAY BRIEFLY OCCUR WITHIN LANE CLOSURE ACROSS INTERSECTING ROADWAY APPROACHES, BUSINESS ACCESSES, OR DRIVEWAYS. **MAY HOLD APPROACH OR ACCESS TRAFFIC FOR 5 MINUTES OR LESS** (ENGINEER MAY ACCEPT HOLDS UP TO 10 MINUTES) WHILE RESTRICTING TURNS FROM MAINLINE CHANNELIZATION DEVICES DELINEATING APPROACH OR ACCESS MAY BE REMOVED OR RELOCATED AS NEEDED.
11. SINGLE FLAGGER (WITH RED FLAG/RED GLOW CONE FLASHLIGHT) MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING & TURNING TRAFFIC.



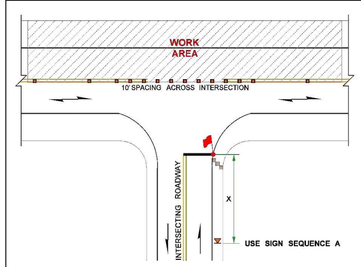
SIGN SEQUENCE A
48"x48" signs required on 45+ mph roadways



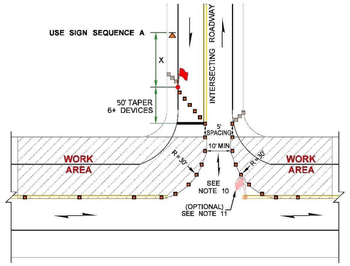
UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (TWO OPEN LANES)



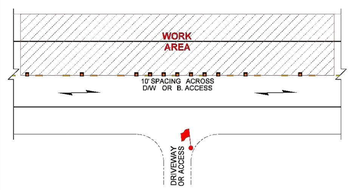
DRIVEWAY OR BUSINESS ACCESS DETAIL
SAME SIDE AS LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SINGLE OPEN LANE)



DRIVEWAY OR BUSINESS ACCESS DETAIL
OPPOSITE OF LANE CLOSURE

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (HIGHWAYS, 40 MPH OR LESS)

NOT TO SCALE

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