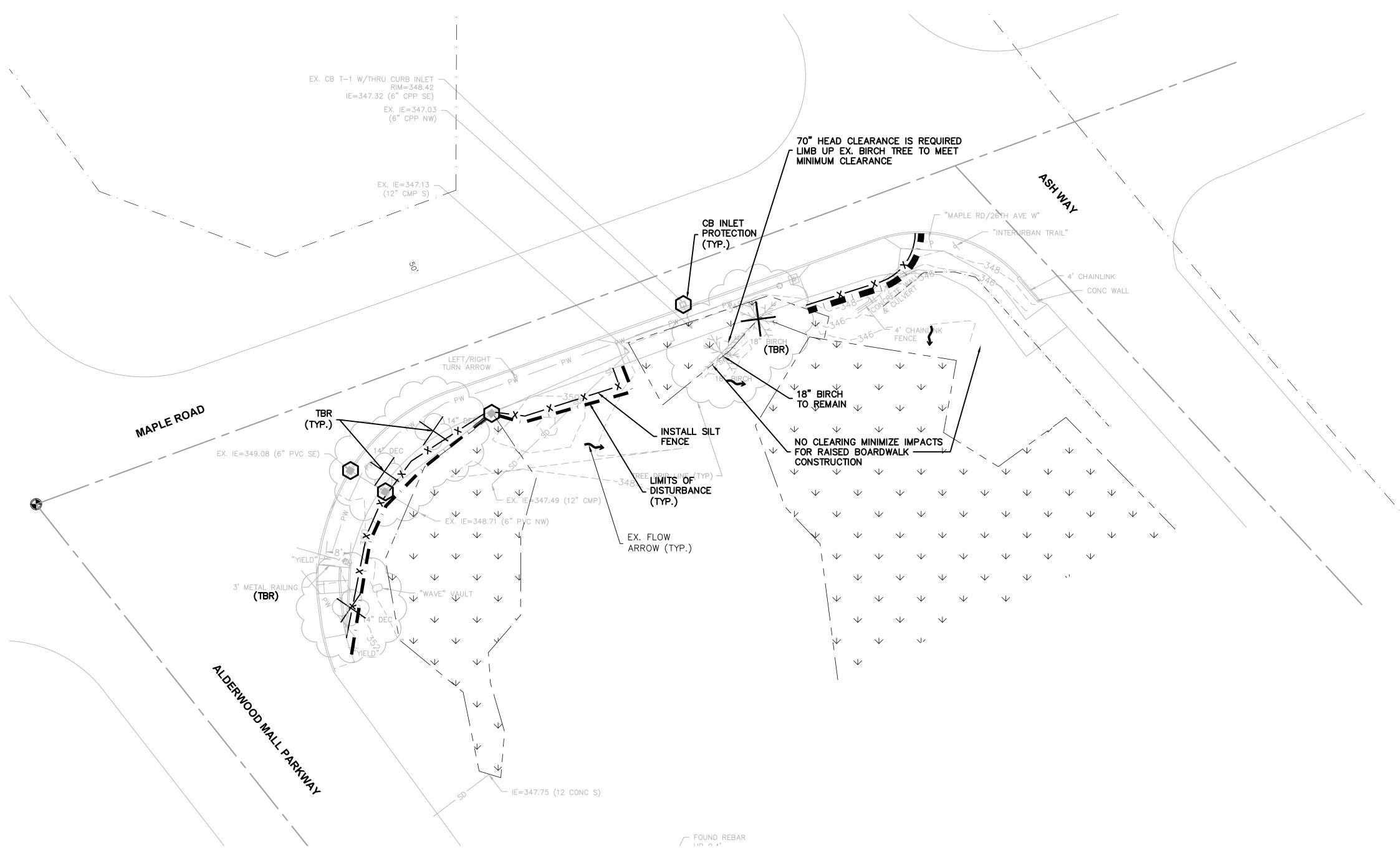


SECTION 15, TOWNSHIP 27N, RANGE 4E, W.M.



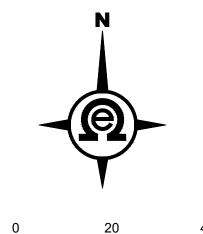
CONSTRUCTION SEQUENCE:

- * CONTACT CITY OF LYNNWOOD, 425.670.5220 AND SCHEDULE PRECONSTRUCTION MEETING.
- 1. CLEARING/CONSTRUCTION LIMITS SHALL BE STAKED & SILT FENCING
- 2. CLEAR, GRUB AND REMOVE ALL VEGETATION WITHIN THE CLEARING LIMITS.
- 3. ROUGH GRADE SITE. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE CONTINUED PERFORMANCE.
- 4. INSTALL STORM WATER COLLECTION SYSTEM W/ SEDIMENT PROTECTION MEASURES. SEE NOTE ABOVE.
- 5. CONSTRUCT CURB, SIDEWALK PER PLAN. OBTAIN RIGHT-OF-WAY DISTURBANCE PERMIT PRIOR TO WORK WITHIN R.O.W.
- 6. INSTALL/REPAIR PAVEMENT.
- 7. CLEAN STORM DRAINAGE CONVEYANCE SYSTEM (DO NOT FLUSH), AFTER VEGETATION HAS BEEN ESTABLISHED.
- 8. WHEN SITE IS STABLE, REMOVE REMAINING TEMPORARY ESC FACILITIES.

LEGEND

■ | ■■ | ■ CLEARING LIMITS

CB INLET PROTECTION





Know what's below. Call two business days before you dig

CONTRACTORS NOTES:

- CONTRACTOR TO MINIMIZE VEGETATION DISTURBANCE BETWEEN AREA OF WORK & CRITICAL AREAS. ALL EXCAVATED MATERIAL SHALL BE PLACED ON ROAD SIDE OF WORK AREA OR IMMEDIATELY IN TRUCK FOR OFF SITE STORAGE DISPOSAL.
- CB INLET PROTECTION SHALL BE INSTALLED IN ALL STORM DRAIN INLETS DOWNSLOPE AND WITH IN 500 FEET OF A DISTURBED OR CONSTRUCTED AREA.

TEMPORARY EROSION AND SEDIMENTATION **CONTROL NOTES**

- 1. APPROVAL OF THIS EROSION AND SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
- 2. THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED. AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED.
- 3. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN (INCLUDING INDIVIDUAL TREES TO BE SAVED) SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
- 4. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED AS OUTLINED ON THE TYPICAL CONSTRUCTION SEQUENCE AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS.
- 5. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G. ADDITIONAL SUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED FOR UNEXPECTED STORM EVENTS.
- 6. CONSTRUCTION ACCESS TO THE SITE SHALL BE ONLY AS SHOWN ON THE APPROVED PLANS. ALL VEHICLES LEAVING THE SITE, ONTO PUBLIC RIGHTS-OF-WAY, SHALL BE CLEANED TO PREVENT "TRACKING" OF MUD,
- 7. THE CONTRACTOR SHALL CLEAN ACCESS STREETS AND RIGHT-OF-WAY AT LEAST DAILY OR MORE FREQUENTLY AS MAY BE NECESSARY AND SO DIRECTED BY THE CITY OF LYNNWOOD (CITY). DO NOT CONVEY STREET DEBRIS INTO THE STORM SYSTEM.
- 8. CLEAN OR REMOVE AND REPLACE INLET PROTECTION DEVICES WHEN SEDIMENT HAS FILLED ONE-THIRD OF THE AVAILABLE STORAGE. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.
- 9. STOCKPILES SHALL BE LOCATED IN SAFE AREAS AND ADEQUATELY PROTECTED BY TEMPORARY SECURED PLASTIC COVER, SEEDING OR MULCHING. HYDROSEEDING IS PREFERRED.
- 10. WHERE STRAW MULCH FOR TEMPORARY EROSION CONTROL IS REQUIRED, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2 INCHES.
- 11. ANY AREA STRIPPED OF VEGETATION, INCLUDING ROADWAY EMBANKMENTS, WHERE NO FURTHER WORK IS ANTICIPATED FOR A PERIOD OF 2 DAYS BETWEEN OCTOBER 1ST TO MAY 31ST OR 7 DAYS BETWEEN JUNE 1ST TO SEPTEMBER 30TH. SHALL BE IMMEDIATELY STABILIZED WITH THE APPROVED ESC METHODS (E.G., SEEDING, TEMPORARY EROSION AND MULCHING, NETTING, EROSION BLANKETS, ETC.).
- 12. VEGETATION SHALL BE ESTABLISHED ON AREAS DISTURBED OR ON AREAS OF CONSTRUCTION AS NECESSARY TO MINIMIZE EROSION. AREAS TO BE ROUGH GRADED WITH FINISHED GRADING TO FOLLOW NEAR PROJECT COMPLETION ARE TO BE SEEDED WITH ANNUAL, PERENNIAL OR HYBRID RYE GRASS. THIS ALSO INCLUDES PERIMETER DIKES AND THE SEDIMENT BASIN EMBANKMENT. HYDROSEEDING IS PREFERRED.
- 13. IMMEDIATELY FOLLOWING FINISH GRADING, PERMANENT VEGETATION WILL BE APPLIED AS APPROVED PER THE APPROVED PLANS, CURRENT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARDS AND SPECIFICATIONS AND THE CITY REQUIREMENTS.
- 14. ADDITIONAL BEST MANAGEMENT PRACTICES (BMP) MAY BE REQUIRED AT ANY TIME DURING CONSTRUCTION.

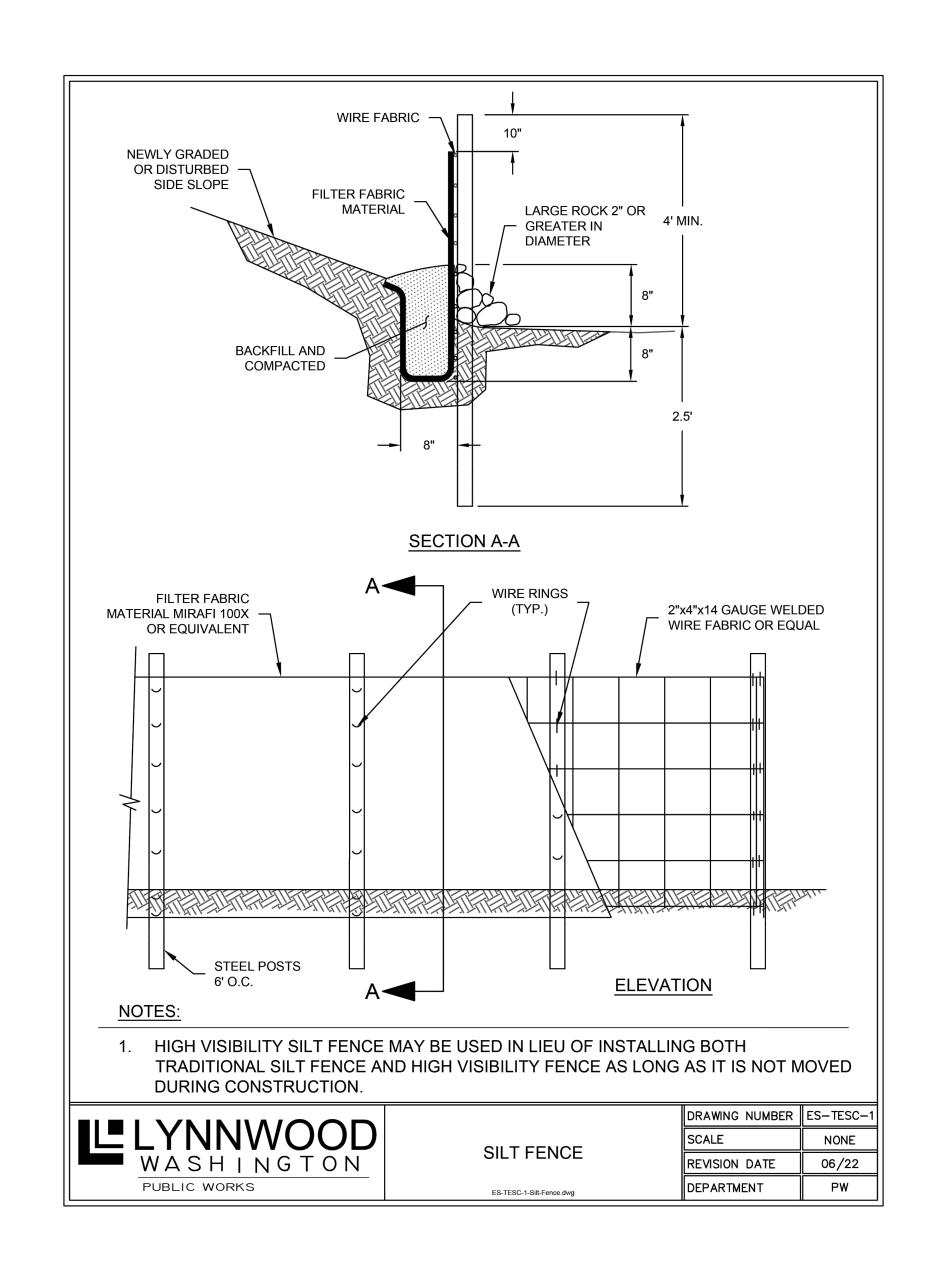


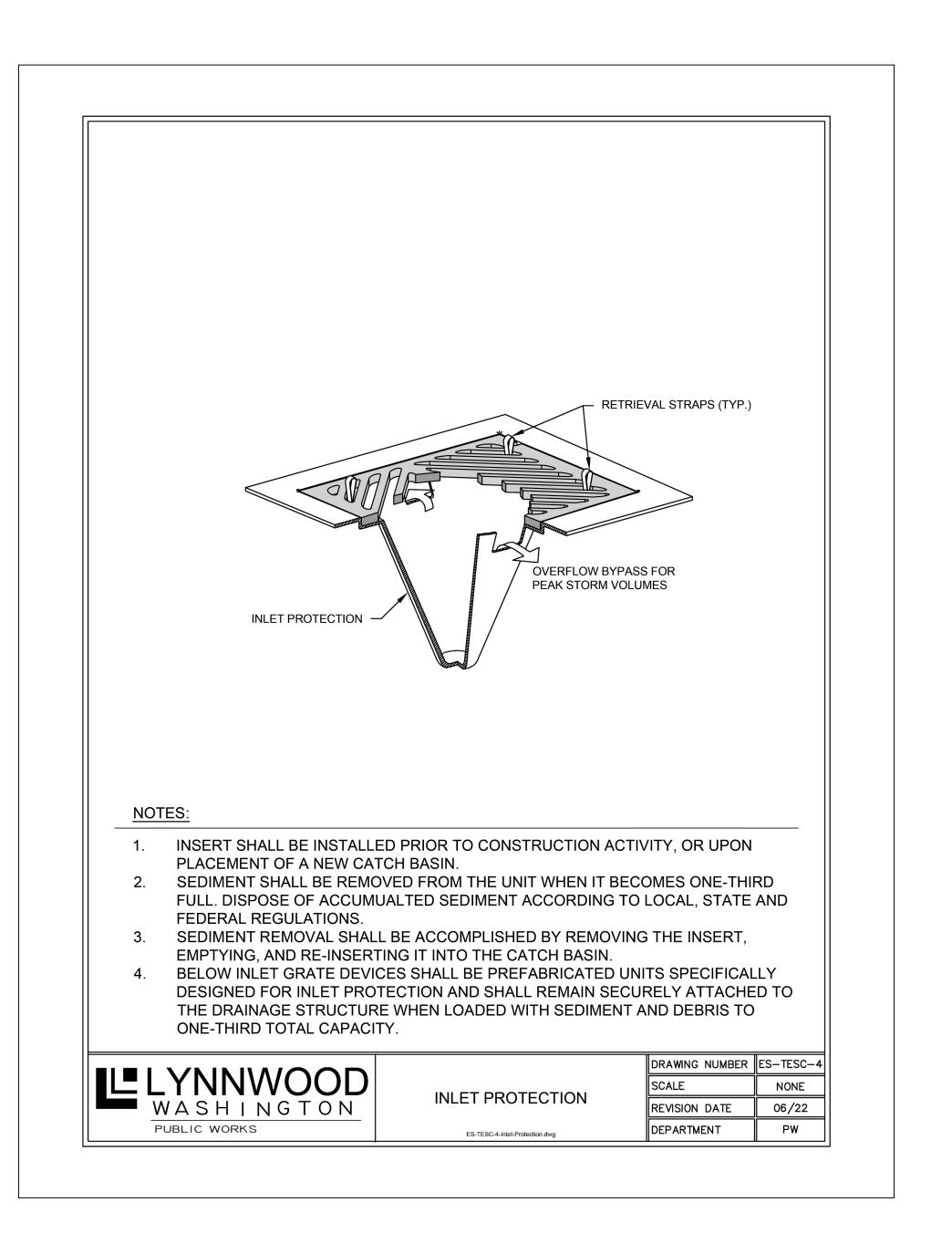


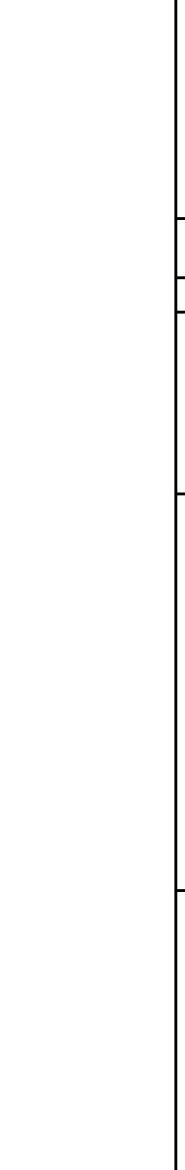
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SECTION 15, TOWNSHIP 27N, RANGE 4E, W.M.









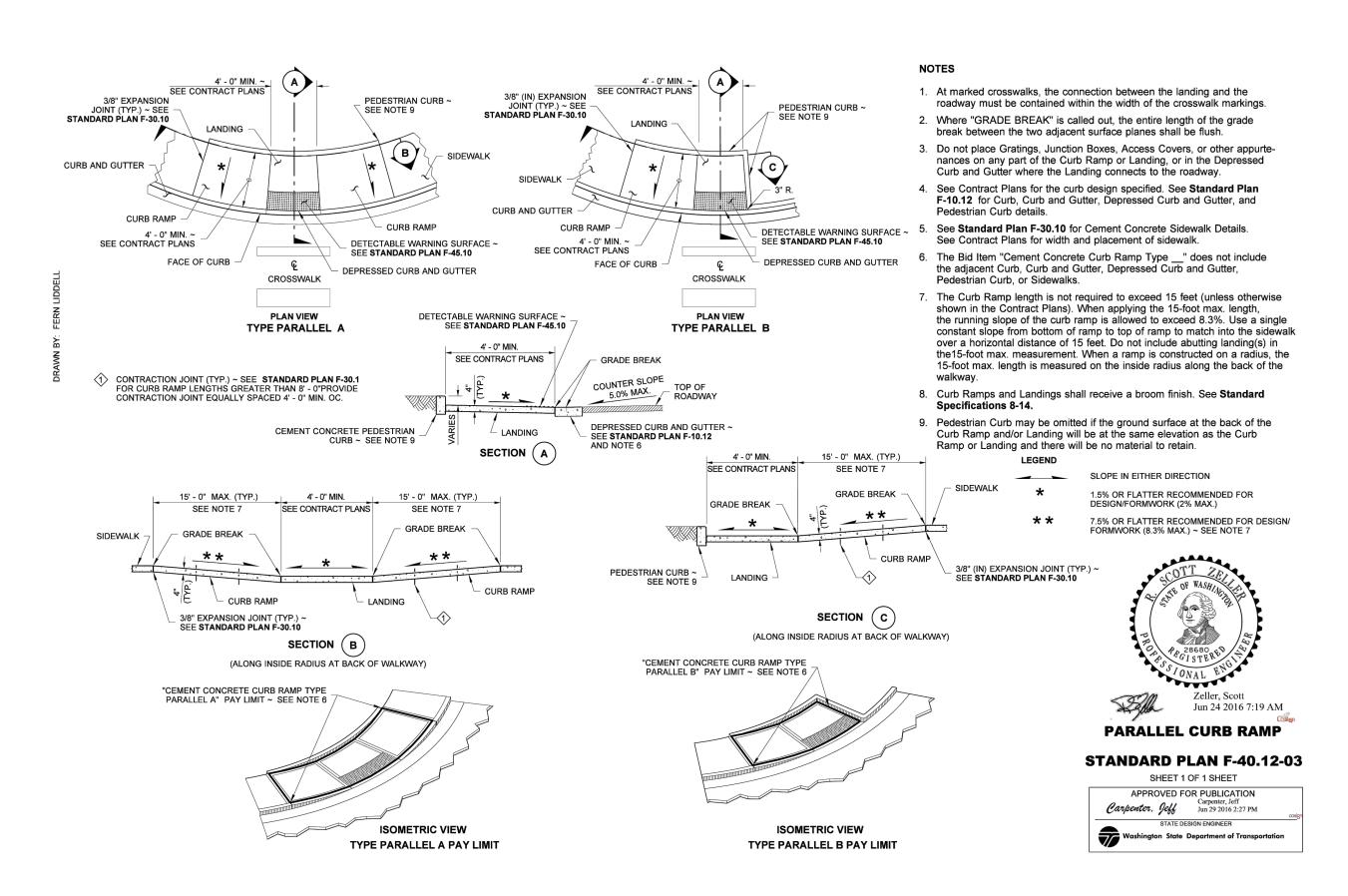
LYNNWOOD PLACE
BOARDWALK

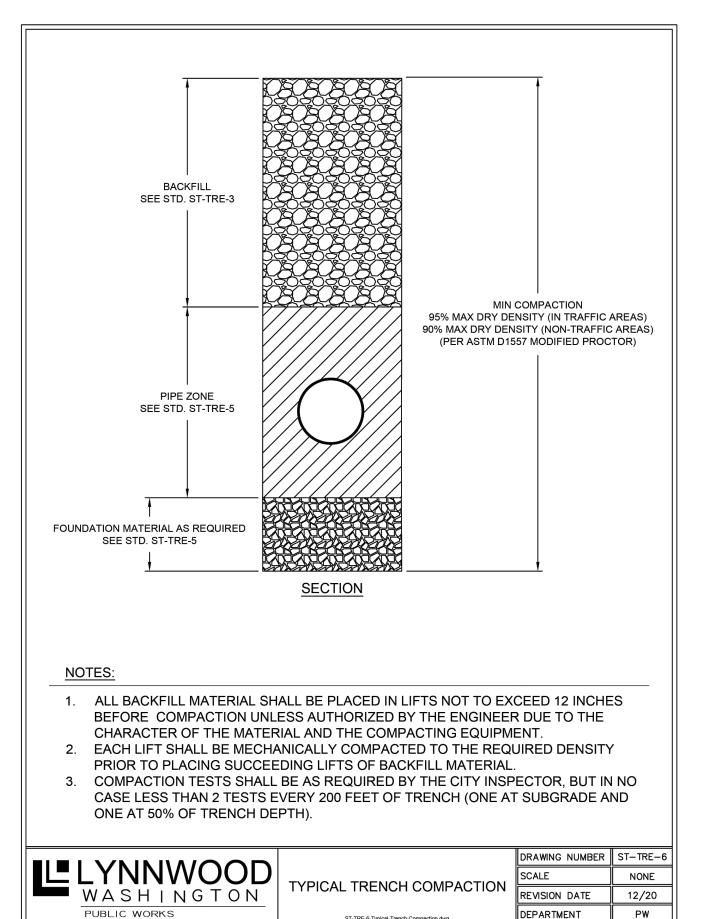
CITY OF LYNNWOOD, WASHINGTON
PORTION OF SECTION 15, TOWNSHIP

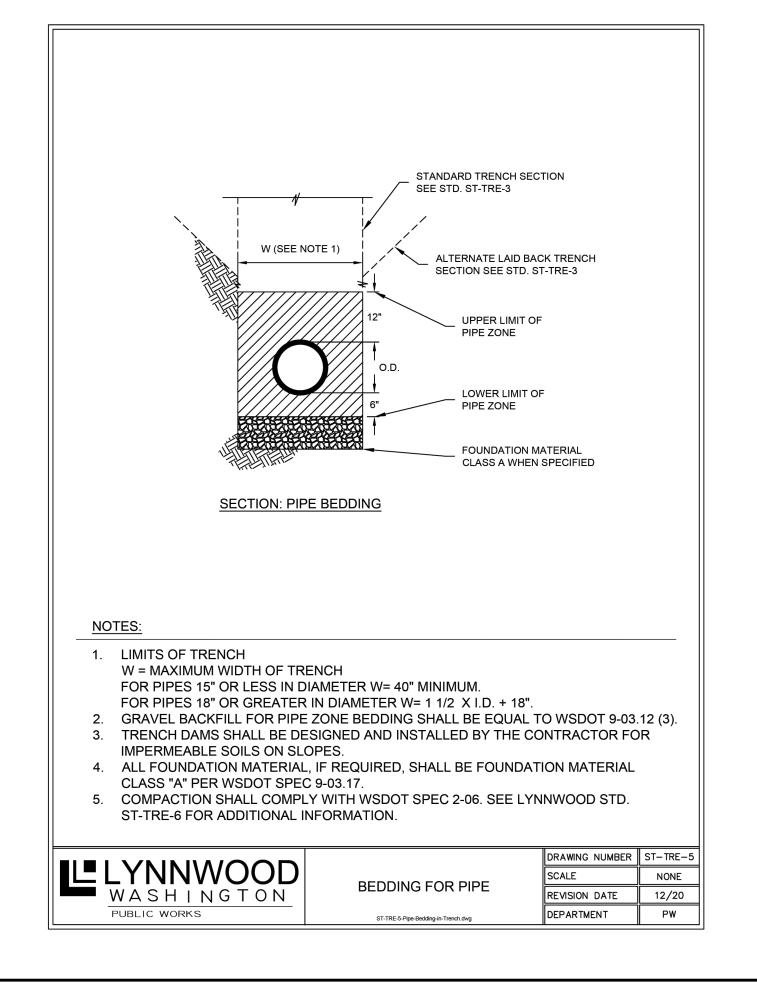
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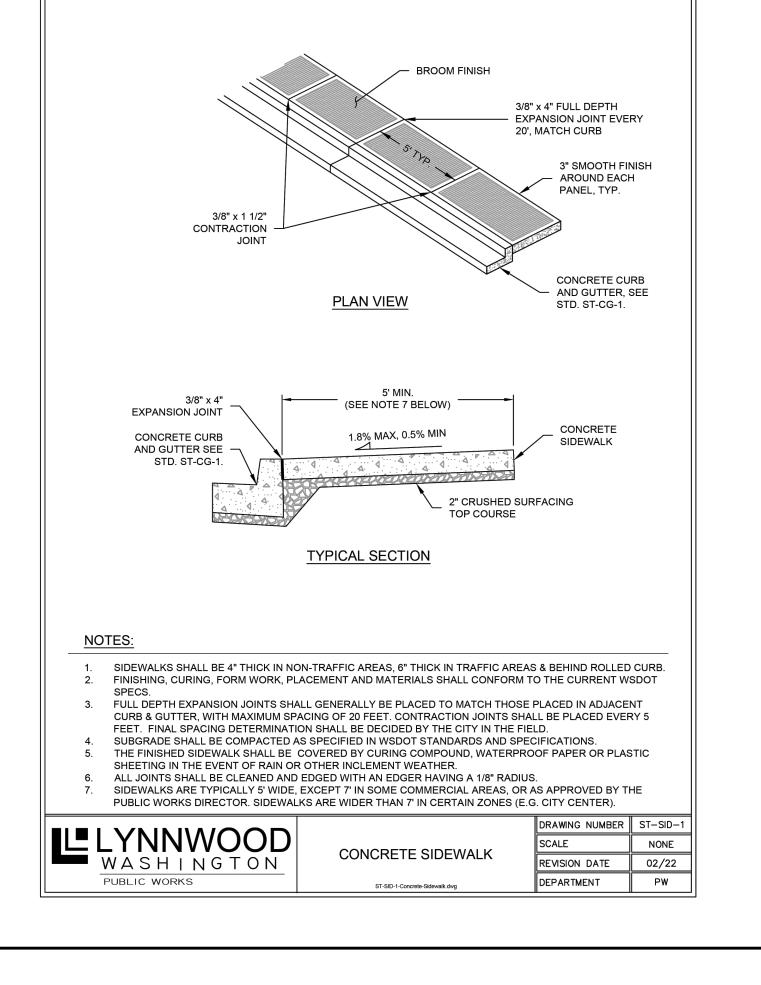
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SECTION 15, TOWNSHIP 27N, RANGE 4E, W.M.

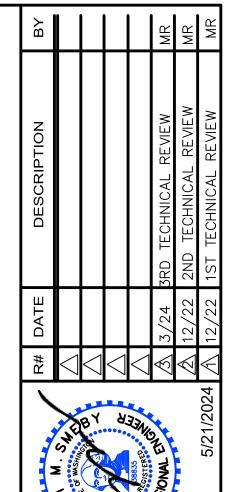




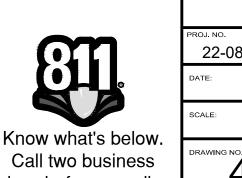


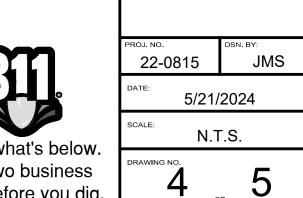














SECTION 15, TOWNSHIP 27N, RANGE 4E, W.M.

PRIVATE DEVELOPER GENERAL NOTES:

1. ALL WORK AND MATERIALS SHALL BE ACCORDING TO THE LATEST ADDITION OF "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION" (STANDARD SPECIFICATIONS) PREPARED BY WASHINGTON STATE CHAPTER, AMERICAN PUBLIC WORKS ASSOCIATION (APWA), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT), CITY OF LYNNWOOD (CITY) STANDARD PLANS AND PLAN NOTES, SPECIFICATIONS, ANY CONDITIONS OF APPROVAL AND AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL ENGINEER OF RECORD TO CORRECT ANY ERROR, OMISSIONS, OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO THE CITY.

2. ALL CONSTRUCTION IS SUBJECT TO INSPECTION BY THE CITY. ALL WORK WITHIN THE SITE AND CITY RIGHT-OF-WAY SHALL BE SUBJECT TO INSPECTION BY THE CITY'S INSPECTOR. THE CONTRACTOR SHALL NOTIFY THE CITY OF THEIR SCHEDULE IN SUFFICIENT TIME TO PERMIT INSPECTION PRIOR TO AND DURING WORK. INSPECTIONS ARE LIMITED TO WEEKDAYS. FOR ONLINE INSPECTION REQUESTS AND MANAGING PERMITS GO TO

HTTP: //DBS.LYNNWOODWA.GOV TO REGISTER AN ACCOUNT

3. BEFORE ISSUANCE OF PERMITS, CONSTRUCTION, OR ANY DEVELOPMENT ACTIVITY, A PRECONSTRUCTION MEETING IS REQUIRED BETWEEN THE CITY'S INSPECTOR, THE APPLICANT AND THE APPLICANT'S CONSTRUCTION REPRESENTATIVE. TO SCHEDULE A PRECONSTRUCTION MEETING CONTACT DEVENG@LYNNWOODWA.GOV.

- 4. BEFORE ANY ON-SITE MOBILIZATION OR WORK MAY BEGIN, THE CONTRACTOR MUST HAVE AN APPROVED SPILL PREVENTION CONTROL AND COUNTERMEASURES (SPCC) PLAN AND AN APPROVED STORM WATER POLLUTION PREVENTION (SWPP) PLAN. SUBMITTAL OF THESE PLANS FOR APPROVAL PRIOR TO THE PRECONSTRUCTION MEETING IS REQUIRED. SEE WSDOT STANDARD SPECIFICATIONS, SECTION 8-01.3(1)A.
- 5. WORK NOT READY FOR A REQUESTED INSPECTION UPON THE ARRIVAL OF THE CITY INSPECTOR MUST BE RESCHEDULED FOR INSPECTION AND A RE-INSPECTION FEE MAY BE IMPOSED.
- 6. THE CONTRACTOR SHALL ALWAYS KEEP A PLAN SET ON SITE FOR RECORDING "AS-BUILT" INFORMATION. SEE SECTION 1-05.18 OF THE PROJECT WSDOT STANDARD SPECIFICATIONS FOR RECORD DRAWINGS REQUIREMENTS. A SURVEY SHALL BE PROVIDED AS NECESSARY TO CONFIRM ELEVATIONS, INVERTS AND GRADES FOR THE IMPROVEMENTS INCLUDING UTILITY, ROAD AND PEDESTRIAN IMPROVEMENTS INCLUDING AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBLE ROUTES. PROVIDE THE CITY WITH AN "AS-BUILT" PLAN SET AT THE COMPLETION OF CONSTRUCTION STAMPED AND SIGNED BY A LICENSED SURVEYOR AND/OR THE DESIGN ENGINEER, VERIFYING THE INFORMATION IS ACCURATE. THE "AS-BUILT" PLAN SET SHALL BE PROVIDED IN
- 7. THE LOCATION OF EXISTING UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 811 2 FULL BUSINESS DAYS MINIMUM PRIOR TO THE BEGINNING OF CONSTRUCTION TO REQUEST UTILITY LOCATIONS. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND PERMITTING AGENCY PER NOTE 3 AND SHALL BE RESOLVED AS SET FORTH IN SECTION 2-05 POTHOLING OF THE WSDOT STANDARD SPECIFICATIONS PRIOR TO PROCEEDING WITH CONSTRUCTION
- 8. SEE SECTION 1-07.6 OF THE WSDOT STANDARD SPECIFICATIONS FOR A NON-INCLUSIVE LIST OF PERMITS KNOWN TO BE REQUIRED FOR THIS PROJECT. PERMITS OBTAINED AND PAID FOR BY THE CITY WILL BETRANSFERRED TO THE CONTRACTOR AND PICKED UP BY THEM PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR WILL BE REQUIRED TO SHOW A CONTRACTOR'S LICENSE AND A CITY BUSINESS LICENSE BEFORE PERMITS WILL BE ISSUED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL OTHER APPLICABLE PERMITS AND EASEMENTS AS MAY BE REQUIRED BY THE CITY OR OTHER PERMITTING AGENCIES.
- 9. CONSTRUCTION NOISE SHALL BE LIMITED AS PER LYNNWOOD MUNICIPAL CODE (LMC) (SECTION 10.12.300) FROM 7:00 AM TO 6:00 PM (MONDAY THROUGH FRIDAY). WEEKEND WORK IS PROHIBITED UNLESS APPROVED PER LMC10.12.300. SEE ALSO SECTION 1-07.5(5), NOISE CONTROL AND WORK PERFORMED AT NIGHT, IN THE WSDOT STANDARD SPECIFICATIONS.
- 10. DATUM SHALL BE CITY OF LYNNWOOD (NAVD88) UNLESS OTHERWISE APPROVED BY THE DIRECTOR OF PUBLIC WORKS. THE BENCHMARK SHALL TIE TO THE CITY'S BENCHMARK LIST.
- 11. APPROVAL MUST BE OBTAINED FROM THE CITY DEPARTMENT OF PUBLIC WORKS BEFORE ANY STRUCTURES, FILL OR OBSTRUCTIONS, INCLUDING FENCES, ARE LOCATED WITHIN ANY DRAINAGE EASEMENT, FLOOD PLAIN OR NATIVE GROWTH PROTECTION EASEMENT (NGPE).
- 12. WHERE CONSTRUCTION IS CARRIED OUT IN AREAS NOT SPECIFIED ON THE PLANS AND WHICH HAVE EXISTING IMPROVEMENTS. APPROPRIATE MEASURES SHALL BE TAKEN TO RESTORE SUCH AREAS TO CONDITIONS EXISTING PRIOR TO CONSTRUCTION OR AS REQUIRED BY THE CITY DEPARTMENT OF PUBLIC WORKS.
- 13. OFF-SITE PREMISE STAGING OR STORAGE AREAS SHALL REQUIRE A WRITTEN RELEASE FROM THE AFFECTED PROPERTY OWNER. IN ADDITION, A RELEASE FROM THE CITY SHALL BE REQUIRED DESIGNATING THAT DAMAGE TO CITY PROPERTY IS NEGLIGIBLE OR NON-EXISTENT.
- 14. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE SAFETY OF EMPLOYEES ON THE PROJECT AND SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF FEDERAL, STATE, AND MUNICIPAL SAFETY LAWS AND BUILDING CODES. THE CONTRACTOR SHALL ERECT AND PROPERLY MAINTAIN, AT ALL TIMES, AS REQUIRED BY THE CONDITIONS AND PROGRESS OF THE WORK, ALL NECESSARY SAFEGUARDS FOR PROTECTION OF WORKERS AND THE PUBLIC; SHALL POST DANGER SIGNS WARNING AGAINST KNOWN OR UNUSUAL HAZARDS: AND SHALL DESIGNATE A RESPONSIBLE MEMBER OF THEIR ORGANIZATION ON THE CONSTRUCTION SITE WHOSE DUTY SHALL BE THE PREVENTION OF ACCIDENTS
- 15. THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL SIGNS AND DEVICES AS SET FORTH ON THE TRAFFIC CONTROL PLANS PROVIDED WITH THE CONTRACT DRAWINGS OR SUBMIT ALTERNATE TRAFFIC CONTROL PLANS IN ACCORDANCE WITH SECTION 1-10.2(2) OF THE WSDOT STANDARD SPECIFICATIONS. FOR FURTHER NOTES REFERENCE THE LYNNWOOD STANDARD TRAFFIC CONTROL NOTES.
- 16. IF THE PROJECT IS TIED TO FEDERAL FUNDING REQUIRING THE STEEL BUY AMERICA ACT, ALL STEEL COMPONENTS SHALL MEET THE BUY AMERICA REQUIREMENTS. SUBMIT INFORMATION TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO MATERIAL ORDER.
- 17. AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL. IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG SURFACE REQUIREMENTS. SURFACE OF LIDS OR GRATES MUST BE FIRM, STABLE, AND SLIP RESISTANT (PROWAG R302.7). RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2). GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3). NO LIDS ARE ALLOWED IN CURB RAMPS.

STORM DRAINAGE NOTES:

- 1. REFER TO THE LATEST EDITION OF THE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON (SWMMWW) FOR DEVELOPMENT
- 2. ALL REQUIRED STORM WATER RETENTION/DETENTION FACILITIES SHALL BE CONSTRUCTED AND OPERABLE PRIOR TO PAVING AND BUILDING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY OF LYNNWOOD (CITY) DEPARTMENT OF PUBLIC WORKS.
- 3. CONNECTIONS TO STORM CATCH BASINS AND MANHOLES SHALL BE SEALED WATERTIGHT WITH NON—SHRINK GROUT OR KOR—N—SEAL®TYPE 3.
- 4. ALL PIPES WITHIN THE PUBLIC RIGHT-OF-WAY SHALL MEET CURRENT WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) AND AMERICAN PUBLIC WORKS ASSOCIATION (APWA) STANDARDS AND SPECIFICATIONS AND/OR AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS AND SHALL BE INSTALLED PER WSDOT SECTION 7-08.
- TRENCH BACKFILL SHALL MEET THE REQUIREMENTS OF CITY STANDARD
- 6. REFER TO WATER STANDARD DETAILS SPECIFIC TO THRUST RESTRAINT FOR ANY STORMWATER FORCE MAINS.
- WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER OR DIRECTOR OF PUBLIC WORKS, THE EXISTING MANHOLES, CATCH BASINS, OR INLETS SHALL BE ADJUSTED TO THE GRADE AS STAKED. ALL PIPE 5. FREQUENCY OF TRENCH COMPACTION TESTING AND STRUCTURES SHALL BE STAKED FOR SURVEY LINE AND GRADE PRIOR TO THE START OF CONSTRUCTION. ALL CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND CITY PRIOR TO
- 8. ALL STORMWATER CATCH BASINS WITH A DEPTH OVER 5 FEET TO FLOW LINE. SHALL BE TYPE 2 STRUCTURES PER CURRENT WSDOT/APWA STANDARDS. ALL TYPE 1 AND 2 STRUCTURES SHALL BE PROVIDED WITH 3 LOCKING BOLTS. LADDER ACCESS IS REQUIRED ON ALL TYPE 2 STRUCTURES, WHEN 4 FEET OR GREATER IN DEPTH AS MEASURED TO
- THE INSIDE FINISH FLOOR, OR AS APPROVED BY THE CITY. 9. COMPACTION TESTING FOR TRENCHES SHALL BE PER GRADING
- 10. PROVIDE A 6-INCH STYROFOAM BLOCK BETWEEN INSTALLED STORMWATER PIPES AND ALL OTHER UTILITIES WITHIN 6 INCHES OF THE
- 11. ALL STORMWATER PIPES SHALL BE ABANDONED PER WSDOT 7-08.3(4). ALL STORMWATER CATCH BASINS AND MANHOLES SHALL BE ABANDONED PER WSDOT 7-05.3(2).
- 12. DEVELOPER TO PROVIDE A CERTIFIED ELECTRONIC VIDEO RECORD OF STORM DRAINAGE CONSTRUCTION AFTER FINAL CLEANING; FINAL CLEANING AS REQUIRED PER WSDOT SPECIFICATIONS 7-04.3(1) AND AS DIRECTED BY THE CITY PUBLIC WORKS INSPECTOR
- 13. DRAINAGE OUTLETS (STUB-OUTS) SHALL BE PROVIDED FOR EACH INDIVIDUAL LOT, UNLESS OTHERWISE APPROVED BY THE CITY. STUB-OUTS SHALL CONFORM TO THE FOLLOWING AND AS DIRECTED BY THE CITY DEPARTMENT OF PUBLIC WORKS:

A) EACH OUTLET SHALL BE SUITABLY LOCATED AT THE LOWEST ELEVATION ON THE LOT. SO AS TO SERVICE ALL FUTURE ROOF DOWNSPOUTS AND FOOTING DRAINS, DRIVEWAYS, YARD DRAINS, AND ANY OTHER SURFACE OR SUBSURFACE DRAINS NECESSARY TO RENDER THE LOTS SUITABLE FOR THEIR INTENDED USE.

B) EACH OUTLET SHALL HAVE FREE FLOWING, POSITIVE DRAINAGE TO AN APPROVED STORM WATER CONVEYANCE SYSTEM, OR AN APPROVED OUTFALL LOCATION.

C)OUTLETS ON EACH LOT SHALL BE LOCATED WITH A PRESSURE TREATED TWO-BY-FOUR. EACH MARKER BOARD SHALL BE CLEARLY IDENTIFIABLE, PROTECTED AND STUBBED 5 FEET ABOVE THE FINISH GRADE.

D) ALL PIPE MATERIAL SHALL BE MINIMUM 4"IN SIZE WITH A SMOOTH WALL INTERIOR AND CONFORM TO THE APPROVED PLANS AND/OR CURRENT WSDOT/APWA STANDARDS AND PECIFICATIONS. MATÉRIAL SHALL BE CORRUGATED POLYETHYLENE OR POLYVINYL CHLORIDE. CORRUGATED METAL PIPE IS NOT ALLOWED. ALL SUBSTITUTIONS ARE SUBJECT TO APPROVAL BY THE ENGINEER AND CITY DIRECTOR OF PUBLIC WORKS, PRIOR TO CONSTRUCTION.

E) A 12-GAUGE TRACER WIRE SHALL BE INSTALLED AS REQUIRED BY THE CITY PUBLIC WORKS INSPECTOR. TRACER TAPE IS NOT AN ACCEPTABLE ALTERNATIVE TO TRACER WIRE. SEE DETAIL ST-TRE-3 FOR WIRE AND TAPE REQUIREMENTS.

F)DRAINAGE EASEMENTS ARE REQUIRED FOR DRAINAGE SYSTEMS DESIGNED TO CONVEY FLOWS THROUGH INDIVIDUAL LOTS. VERIFICATION AND APPROVAL ARE REQUIRED PRIOR TO CONSTRUCTION.

G)THE APPLICANT/CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE LOCATIONS OF ALL STUB-OUT CONVEYANCE LINES WITH RESPECT TO THE UTILITIES (E.G., POWER, GAS, TELEPHONE, TELEVISION).

H)ALL INDIVIDUAL STUB-OUTS SHALL BE PRIVATELY OWNED AND MAINTAINED BY THE LOT HOMEOWNER.

- 14. FOR RESIDENTIAL STORMWATER DESIGN DETAILS REFER TO THE LATEST EDITION OF THE SWMMWW:
 - A) V-3 DISPERSION BEST MANAGEMENT PRACTICE (BMP)
 - B) V-4 ROOF DOWNSPOUT BMPS C) V-5 INFILTRATION BMPS
 - D) V-6 FILTRATION BMPS

GRADING NOTES:

- GRADING SHALL NOT RESULT IN ANY ADDITIONAL WATER RUNOFF TO ADJOINING PROPERTY. IF ADDITIONAL WATER RUNOFF DOES RESULT, THE APPLICANT WILL SUBMIT A PLAN OF CORRECTIVE ACTION FOR CITY OF LYNNWOOD (CITY) APPROVAL AND WILL COMMENCE WITH THAT ACTION IMMEDIATELY UPON NOTICE FROM THE CITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND REPAIRING EXISTING IMPROVEMENTS, AS REQUIRED, UNTIL CONSTRUCTION IS APPROVED BY THE CITY PUBLIC WORKS DEPARTMENT.
 - THE CITY SHALL VERIFY AND APPROVE ALL BACKFILL TRENCHES AND ROADWAY SUBGRADE PRIOR TO PAVING. THE CITY WILL BE PROVIDED WITH THE DENSITY REPORT FROM A CERTIFIED "TESTING LAB" SHOWING SATISFACTORY COMPACTION PER STANDARD SPECIFICATIONS 2-03.3(14)D. ALL SUBGRADE PREPARATORY REQUIREMENTS SHALL CONFORM TO SECTION 2-06 OF THE STANDARD
- 4. THE MAXIMUM CUT/FILL SLOPE SHALL NOT EXCEED 2 FEET HORIZONTAL TO 1 FOOT VERTICAL, UNLESS OTHERWISE APPROVED BY THE CITY. AT NO TIME SHALL THE TOE OF ANY FILL SLOPE BE NEARER TO THE PROPERTY LINE THAN 1/2 THE FILL HEIGHT WITH A MINIMUM OF 2 FEET. CUT SLOPES SHALL NOT BE NEARER TO A PROPERTY LINE THAN 1/5 THE HEIGHT OF THE CUT WITH A MINIMUM OF 2 FEET.

A) HORIZONTALLY: A MINIMUM OF TWO LOCATIONS EVERY 200 FEET OF TRENCH, OR A MINIMUM OF TWO LOCATIONS PER DAY, WHICHEVER IS MORE FREQUENT SHALL APPLY.ADDITIONAL TESTS MAY BE REQUIRED WHEN VARIATIONS OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, WEATHER CONDITIONS, SITE CONDITIONS, ETC. B) VERTICAL TESTING SHALL USE THE DEEPEST PORTION OF THE TRENCH LINE TO DETERMINE MINIMUM TESTING DEPTHS AS FOLLOWS:

-FOR TRENCHES 12-FEET AND UNDER, COMPLETE A MINIMUM OF ONE TEST AT APPROXIMATELY ONE HALF OF THE TRENCH DEPTH AND AN ADDITIONAL TEST AT OR NEAR THE SURFACE. -FOR TRENCHES 12- TO 16-FEET-DEEP, COMPLETE TESTS AT APPROXIMATELY 4-FOOT INTERVALS ABOVE THE PIPE, ONE TEST AT OR NEAR THE SURFACE, AND ONE TEST APPROXIMATELY HALFWAY IN BETWEEN. -FOR TRENCHES GREATER THAN 16-FEET-DEEP; COMPLETE TESTS AT APPROXIMATELY FOUR-FOOT INTERVALS ABOVE THE PIPE TO THE SURFACE (FOUR TESTS REQUIRED) OR AS DIRECTED BY THE CITY.

C)STRUCTURED AREAS, SUCH AS AN EASEMENT NEAR A BUILDING, SHALL REQUIRE ADDITIONAL TESTING IN THE ZONE OF INFLUENCE FROM THE LICENSED GEOTECHNICAL CONSULTANT SUCH THAT THE COMPACTION SHALL NOT ADVERSELY AFFECT THE NEARBY OR SURROUNDING STRUCTURES.

D)IF COMPACTION DOES NOT MEET THE MINIMUM STANDARDS REQUIRED, ADDITIONAL EXCAVATION AND TESTING AS DIRECTED BY THE CITY SHALL BE COMPLETED. THE CITY RESERVES THE RIGHT TO REQUIRE ADDITIONAL TESTING IN AREAS THAT ARE QUESTIONABLE. E)COMPACTION TESTING COSTS ARE THE RESPONSIBILITY OF THE CONTRACTOR. COPIES OF ALL TESTING REPORTS SHALL BE PROVIDED TO THE CITY FOR VERIFICATION AND PROJECT RECORDS AND JURISDICTIONAL

ALL TRAFFIC MARKINGS AND SIGNAGE TO BE IN ACCORDANCE WITH THE

PLANS ARE TO BE INSTALLED BY THE CONTRACTOR PRIOR TO ANY

2. A MINIMUM OF ONE CURRENT STATE CERTIFIED TRAFFIC CONTROL SUPERVISOR

3. RETRO-REFLECTORIZED SIGNS AND FLASHING BEACONS SHALL BE INSTALLED AT

4. TAPER LENGTHS, OFFSET WIDTHS, CONE SPACING, AND TRAFFIC CONTROL SIGN

FLAGGERS ARE REQUIRED TO CONTROL TRAFFIC WHENEVER CONTRACTOR MUST

INTERRUPT TRAFFIC FLOW TO ACCESS THE WORK SITE WITH MATERIALS AND

IF WORK INTERFERES WITH COMMUNITY TRANSIT BUS STOPS, NOTICE MUST BE

7. PEDESTRIANS AND BIKE TRAFFIC MUST BE SAFELY ESCORTED THROUGH

PROVIDED VIA EMAIL TO CONSTRUCTION.SUPERVISOR@COMMTRANS.ORG 72 HOURS

CURRENT WASHINGTON STATE ADOPTED AND MODIFIED MANUAL ON UNIFORM

TRAFFIC CONTROL DEVICES, PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES

(PROWAG) R205, AND CITY OF LYNNWOOD (CITY) CURRENT STANDARDS. TRAFFIC

CONTROL SIGNS AND DEVICES AS SET FORTH ON APPROVED TRAFFIC CONTROL

TRAFFIC CONTROL GENERAL NOTES:

CONSTRUCTION WITHIN THE PROJECT SITE.

PRIOR TO WORK COMMENCING.

CONSTRUCTION SITES WHENEVER PRESENT.

MUST BE PRESENT ON-SITE DURING TRAFFIC CONTROL.

ALL TRAFFIC CONTROL SIGNS FOR NIGHT-TIME USE.

SPACING MAY VARY AS APPROVED BY THE ENGINEER.

NATIVE GROWTH PROTECTION AREA NOTES:

ALL NATIVE GROWTH PROTECTION AREAS (NGPA) SHALL BE LEFT IN A SUBSTANTIALLY NATURAL STATE ONCE SPECIFIED LANDSCAPING HAS BEEN INSTALLED, INSPECTED, AND APPROVED BY THE COMMUNITY DEVELOPMENT DEPARTMENT. NO CLEARING, GRADING, FILLING, BUILDING CONSTRUCTION OR PLACEMENT, FENCE CONSTRUCTION OR ROAD CONSTRUCTION OF ANY KIND SHALL OCCUR WITHIN THESE AREAS; PROVIDED THAT UNDERGROUND UTILITY LINES AND DRAINAGE DISCHARGE SWALES MAY CROSS SUCH AREAS UTILIZING THE SHORTEST ALIGNMENT POSSIBLE, IF AND ONLY IF NO FEASIBLE ALIGNMENT IS AVAILABLE, WHICH WOULD AVOID SUCH A CROSSING. REMOVAL OF VEGETATION BY THE PROPERTY OWNER SHALL BE LIMITED TO THAT WHICH IS DEAD, DISEASED, OR HAZARDOUS; AND AS APPROVED BY THE CITY OF LYNNWOOD (CITY). NO ADJUSTMENT TO THE BOUNDARY OF ANY SUCH AREA SHALL OCCUR, UNLESS FIRST APPROVED THROUGH THE FORMAL REPLAT PROCESS.





밀질 OM NNW BOA

22-0815 5/21/2024 N.T.S.

Know what's below Call two business days before you dig.