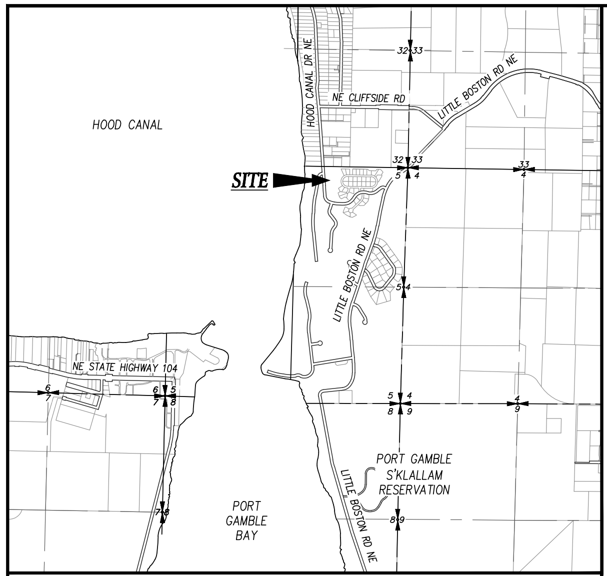

VICINITY MAP

N.T.S.

A PORTION OF GOVERNMENT LOT 5 & A PORTION OF THE NE 1/4, NE 1/4 , SECTION 5, TOWNSHIP 27, RANGE 2 EAST, W.M.
KITSAP COUNTY WASHINGTON

TRIBAL COUNCIL

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VICE CHAIRMAN	CHRIS TOM
COUNCIL PERSON I	RENEE VEREGGE
COUNCIL PERSON II	DONOVAN ASHWORTH
COUNCIL PERSON III	MATTHEW IVES
COUNCIL PERSON IV	KYLE CARPENTER

PROJECT CONTACTS

PLANNING DIRECTOR	JOE SPARR
PROJECT MANAGER	RORY MCLEOD
PROJECT MANAGER	ABIGAIL WELCH

CONSULTANTS

CIVIL ENGINEER	MAP, LTD PO BOX 720 SILVERDALE, WA 98383 K PAT FUHRER, PE, PRESIDENT patf@map-limited.com
CULTURAL RESOURCES	WILLAMETTE CULTURAL RESOURCES ASSOCIATES, LTD 2827 NE MARTIN LUTHER KING BLVD PORTLAND, OR 97212 ROBERT KOPPERL, PHD, RPA
GEO-TECHNICAL ENGINEER	KRAZAN & ASSOCIATES, INC 1230 FINN HILL RD NW, SUITE A POULSBO, WA 98370 SHAWN WILLIAMS, LEG shawnwilliams@krazan.com
LAND SURVEYOR	AES CONSULTANTS, INC PO BOX 930 SILVERDALE, WA 98383 STEVE OTTMAR, PLS aes@bainbridge.net
UTILITY LOCATES	APPLIED PROFESSIONAL SERVICES, INC. 43530 SE NORTH BEND WAY NORTH BEND, WA 98045 ADAM DAVIS adamd@apslocates.com

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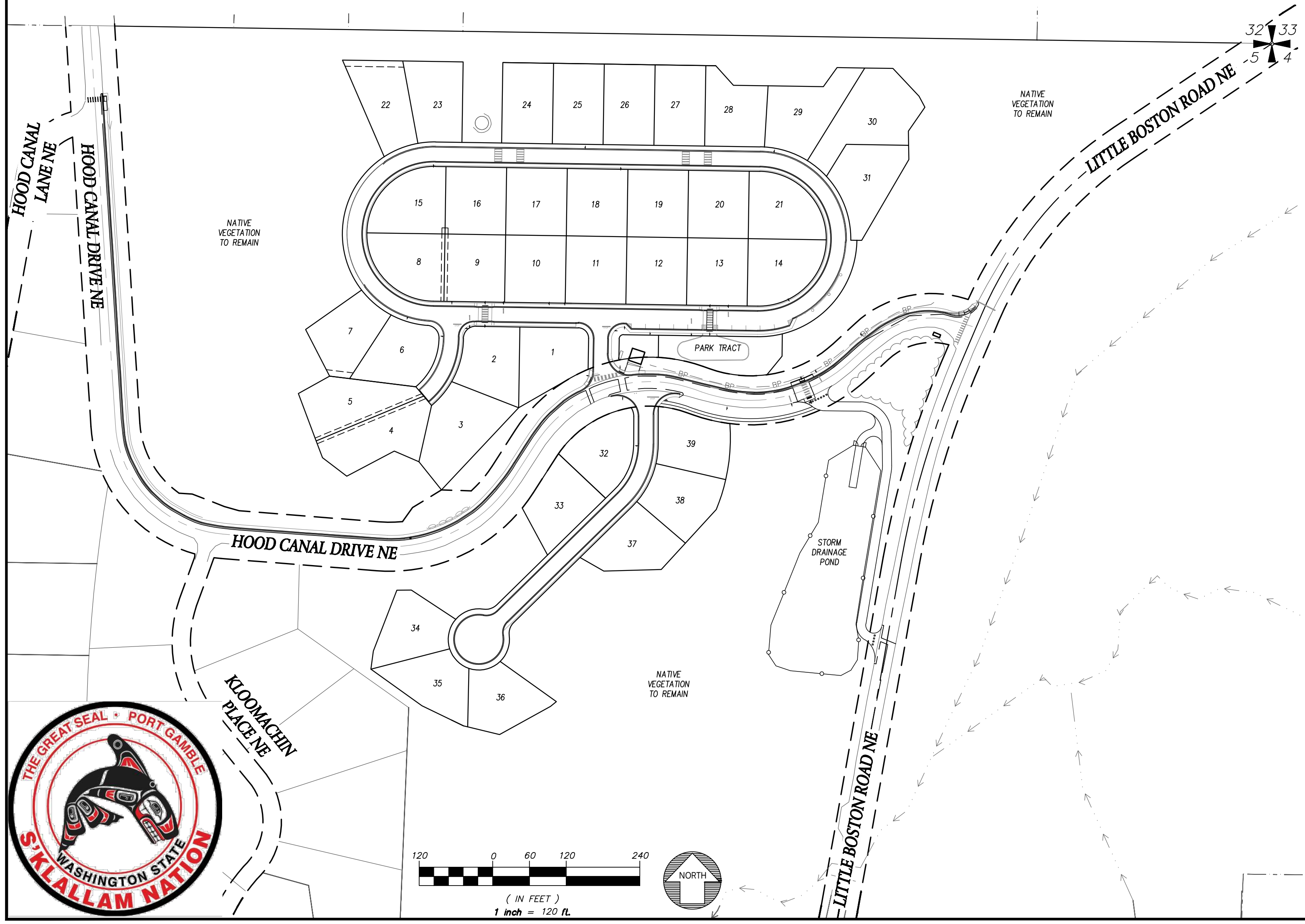

GENERAL NOTES

1. THIS PROJECT IS SUBJECT TO AN INADVERTENT DISCOVERY PLAN WHICH IS INCLUDED IN THE PROJECT BID DOCUMENTS.
2. ALL CONSTRUCTION SHALL FOLLOW THE RECOMMENDATIONS CONTAINED IN THE GEO–TECHNICAL INVESTIGATION REPORT PREPARED FOR THIS PROJECT BY KRAZAN AND ASSOCIATES DATED OCTOBER 2, 2023.
3. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE MOST CURRENT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION PREPARED BY WSDOT AND APWA AS ADOPTED BY THE PORT GAMBLE S'KLALLAM TRIBE.
4. ANY REVISIONS TO THE ACCEPTED CONSTRUCTION PLANS SHALL BE REVIEWED AND APPROVED BY THE PROJECT MANAGER PRIOR TO IMPLEMENTATION IN THE FIELD.
5. THE CONTRACTOR SHALL MAINTAIN A SET OF THE BID SET DRAWINGS ON–SITE AT ALL TIMES WHILE CONSTRUCTION IS IN PROGRESS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE TRAFFIC CONTROL AT ALL TIMES DURING CONSTRUCTION ALONGSIDE OR WITHIN ALL PUBLIC ROADWAYS. TRAFFIC FLOW ON EXISTING PUBLIC ROADWAYS SHALL BE MAINTAINED AT ALL TIMES, UNLESS PERMISSION IS OBTAINED FROM THE PGST FOR ROAD CLOSURE AND/OR DETOURS.
7. THE LOCATION OF EXISTING UTILITIES ON THIS PLAN IS APPROXIMATE ONLY. THE CONTRACTOR SHALL CONTRACT THE "UNDERGROUND LOCATE" CENTER AT 811, AND NON–SUBSCRIBING INDIVIDUAL UTILITY COMPANIES 48 HOURS IN ADVANCE OF THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL PROVIDE FOR PROTECTION OF EXISTING UTILITIES FROM DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.

NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

nəxʷqíyt nəxʷsƛ̕áýəḿ

PORT GAMBLE S'KLALLAM TRIBE

PLAT OF RACCOON TOWN

COVER SHEET

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH P. FUHRER 29653

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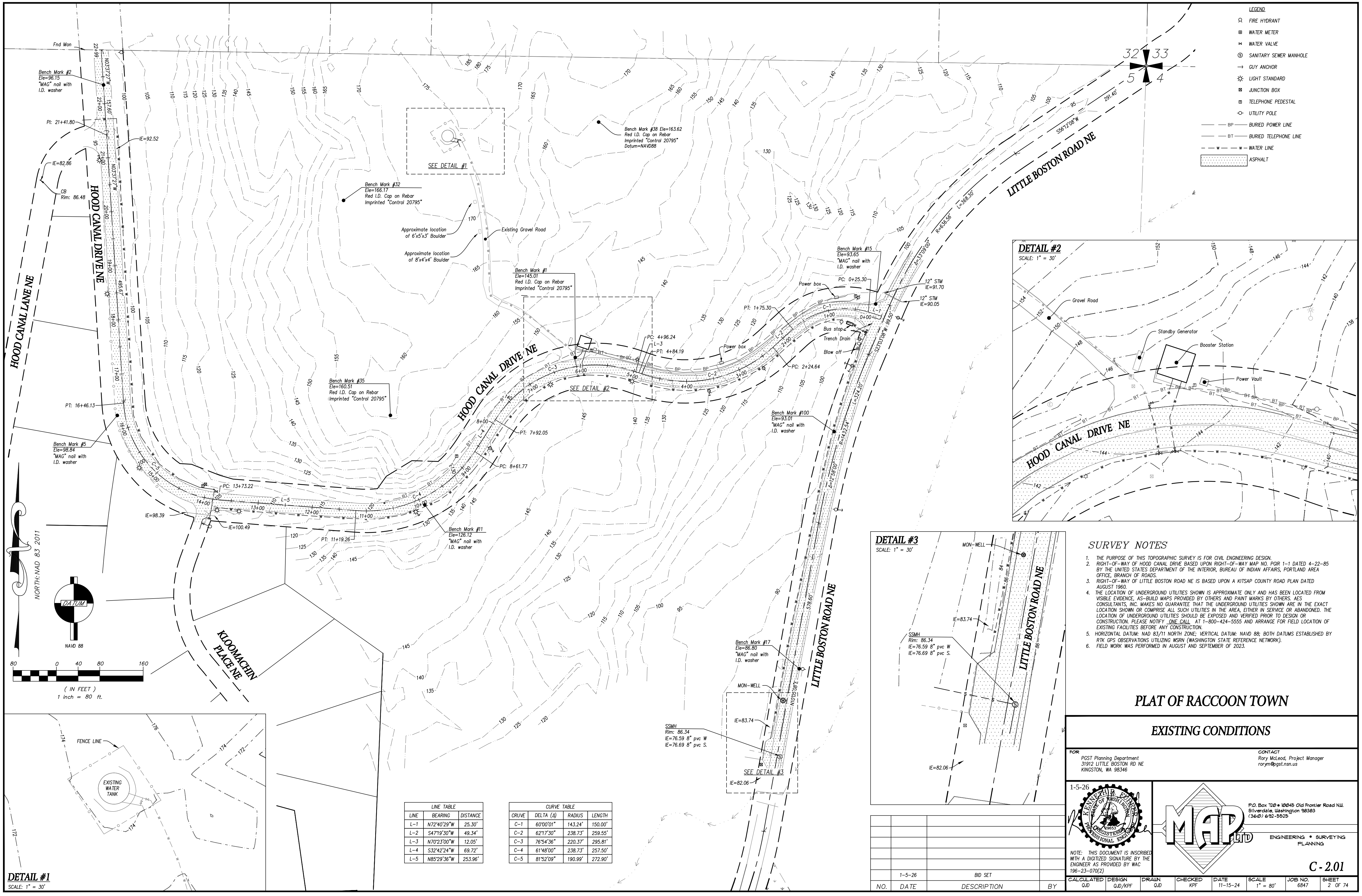
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 120'	6847	1 OF 74


Fnd Mon
22+99
N03°37'27"W
Bench Mark #2
Ele=96.15
"MAG" nail with
I.D. washer
22+00
157.60'
PI: 21+41.80
IE=92.52
IE=82.86
CB
Rim: 86.48
21+00
20+00
19+00
18+00
17+00
495.67'
HOOD CANAL DRIVE NE
HOOD CANAL LANE NE
PT: 16+46.13
16+00
Bench Mark #5
Ele=98.84
"MAG" nail with
I.D. washer
C-5
15+00
14+00
PC: 13+73.22
13+00
L-5
12+00
11+00
10+00
IE=98.39
IE=100.49
PT: 11+19.26
C-4
9+00
PC: 8+61.77
L-4
8+00
PT: 7+92.05
7+00
C-3
6+00
5+00
4+00
C-2
3+00
2+00
L-2
1+00
C-1
0+00
L-1
Bench Mark #11
Ele=126.12
"MAG" nail with
I.D. washer
Bench Mark #35
Ele=160.51
Red I.D. Cap on Rebar
Imprinted "Control 20795"
Bench Mark #32
Ele=166.17
Red I.D. Cap on Rebar
Imprinted "Control 20795"
SEE DETAIL #1
Approximate location
of 6'x5'x3' Boulder
Approximate location
of 8'x4'x4' Boulder
Existing Gravel Road
Bench Mark #38 Ele=163.62
Red I.D. Cap on Rebar
Imprinted "Control 20795"
Datum=NAVD88
Bench Mark #1
Ele=145.01
Red I.D. Cap on Rebar
Imprinted "Control 20795"
PC: 4+96.24
L-3
PT: 4+84.19
SEE DETAIL #2
Power box
PT: 1+75.30
PC: 2+24.64
Power box
Bench Mark #15
Ele=93.65
"MAG" nail with
I.D. washer
PC: 0+25.30
12" STM
IE=91.70
12" STM
IE=90.05
Bus stop
Trench Drain
Blow off
S23°03'08"W 99.50'
L=324.20'
Bench Mark #100
Ele=93.01
"MAG" nail with
I.D. washer
R=1432.54'
Δ=12°58'00"
Δ=33°09'00"
R=636.56'
L=368.30'
S56°12'08"W
291.40'
LITTLE BOSTON ROAD NE
32
33
5
4
578.60'
N10°05'08"E
Bench Mark #17
Ele=86.80
"MAG" nail with
I.D. washer
MON-WELL
IE=83.74
SSMH
Rim: 86.34
IE=76.59 8" pvc W
IE=76.69 8" pvc S.
SEE DETAIL #3
IE=82.06
KLOOMACHIN PLACE NE
NORTH: NAD 83 2011
DATUM
NAVD 88
80
0
40
80
160
(IN FEET)
1 inch = 80 ft.
DETAIL #1
SCALE: 1" = 30'
FENCE LINE
EXISTING WATER TANK
DETAIL #2
SCALE: 1" = 30'
Gravel Road
Standby Generator
Booster Station
Power Vault
HOOD CANAL DRIVE NE
DETAIL #3
SCALE: 1" = 30'
MON-WELL
IE=83.74
SSMH
Rim: 86.34
IE=76.59 8" pvc W
IE=76.69 8" pvc S.
LITTLE BOSTON ROAD NE
IE=82.06

LEGEND

- Ω FIRE HYDRANT
- ⊞ WATER METER
- ⋈ WATER VALVE
- Ⓢ SANITARY SEWER MANHOLE
- → GUY ANCHOR
- ☼ LIGHT STANDARD
- ⊠ JUNCTION BOX
- Ⓣ TELEPHONE PEDESTAL
- -○- UTILITY POLE
- —— —BP— BURIED POWER LINE
- —— —BT— BURIED TELEPHONE LINE
- — —W— —W— WATER LINE
- ▨ ASPHALT

LINE TABLE		
LINE	BEARING	DISTANCE
L-1	N72°40'29"W	25.30'
L-2	S47°19'30"W	49.34'
L-3	N70°23'00"W	12.05'
L-4	S32°42'24"W	69.72'
L-5	N85°29'36"W	253.96'

CURVE TABLE			
CRUVE	DELTA (Δ)	RADIUS	LENGTH
C-1	60°00'01"	143.24'	150.00'
C-2	62°17'30"	238.73'	259.55'
C-3	76°54'36"	220.37'	295.81'
C-4	61°48'00"	238.73'	257.50'
C-5	81°52'09"	190.99'	272.90'

SURVEY NOTES

1. THE PURPOSE OF THIS TOPOGRAPHIC SURVEY IS FOR CIVIL ENGINEERING DESIGN.
2. RIGHT-OF-WAY OF HOOD CANAL DRIVE BASED UPON RIGHT-OF-WAY MAP NO. PGIR 1-1 DATED 4-22-85 BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF INDIAN AFFAIRS, PORTLAND AREA OFFICE, BRANCH OF ROADS.
3. RIGHT-OF-WAY OF LITTLE BOSTON ROAD NE IS BASED UPON A KITSAP COUNTY ROAD PLAN DATED AUGUST 1960.
4. THE LOCATION OF UNDERGROUND UTILITIES SHOWN IS APPROXIMATE ONLY AND HAS BEEN LOCATED FROM VISIBLE EVIDENCE, AS-BUILD MAPS PROVIDED BY OTHERS AND PAINT MARKS BY OTHERS. AES CONSULTANTS, INC. MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION SHOWN OR COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE EXPOSED AND VERIFIED PRIOR TO DESIGN OR CONSTRUCTION. PLEASE NOTIFY ONE CALL AT 1-800-424-5555 AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE ANY CONSTRUCTION.
5. HORIZONTAL DATUM: NAD 83/11 NORTH ZONE; VERTICAL DATUM: NAVD 88; BOTH DATUMS ESTABLISHED BY RTK GPS OBSERVATIONS UTILIZING WSRN (WASHINGTON STATE REFERENCE NETWORK).
6. FIELD WORK WAS PERFORMED IN AUGUST AND SEPTEMBER OF 2023.

PLAT OF RACCOON TOWN

EXISTING CONDITIONS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

1-5-26

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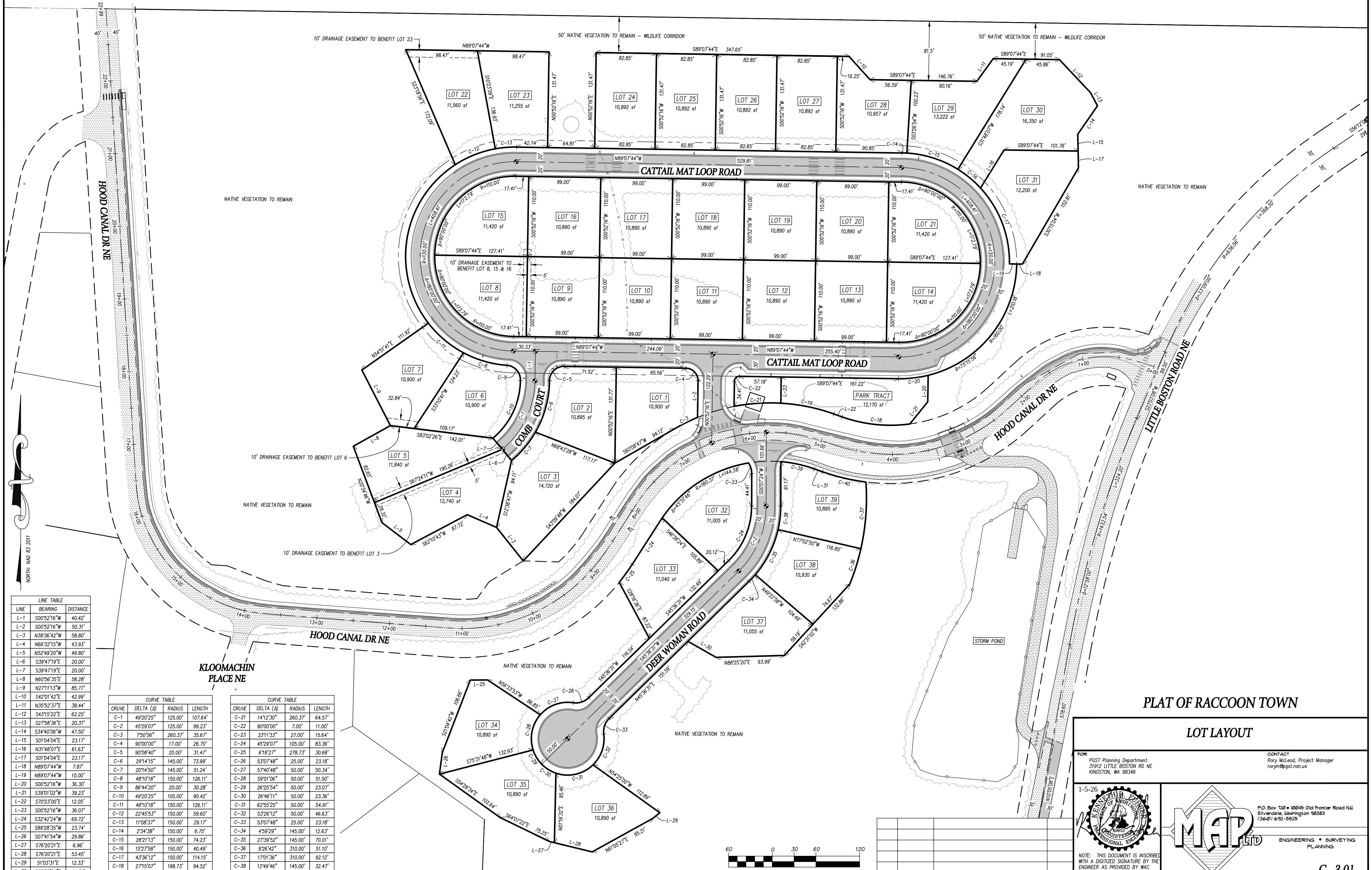
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 80'	6847	2 OF 74



10' DRAINAGE EASEMENT TO BENEFIT LOT 23
50' NATIVE VEGETATION TO REMAIN – WILDLIFE CORRIDOR
50' NATIVE VEGETATION TO REMAIN – WILDLIFE CORRIDOR
NATIVE VEGETATION TO REMAIN
CATTAIL MAT LOOP ROAD
CATTAIL MAT LOOP ROAD
COMB COURT
DEER WOMAN ROAD
HOOD CANAL DR NE
HOOD CANAL DR NE
HOOD CANAL DR NE
LITTLE BOSTON ROAD NE
KLOOMACHIN PLACE NE
LOT 22 11,560 sf
LOT 23 11,255 sf
LOT 24 10,892 sf
LOT 25 10,892 sf
LOT 26 10,892 sf
LOT 27 10,892 sf
LOT 28 10,957 sf
LOT 29 13,222 sf
LOT 30 16,350 sf
LOT 31 12,200 sf
LOT 15 11,420 sf
LOT 16 10,890 sf
LOT 17 10,890 sf
LOT 18 10,890 sf
LOT 19 10,890 sf
LOT 20 10,890 sf
LOT 21 11,420 sf
LOT 8 11,420 sf
LOT 9 10,890 sf
LOT 10 10,890 sf
LOT 11 10,890 sf
LOT 12 10,890 sf
LOT 13 10,890 sf
LOT 14 11,420 sf
LOT 7 10,900 sf
LOT 6 10,900 sf
LOT 5 11,840 sf
LOT 4 12,740 sf
LOT 3 14,720 sf
LOT 2 10,895 sf
LOT 1 10,900 sf
PARK TRACT 12,170 sf
LOT 32 11,005 sf
LOT 33 11,040 sf
LOT 34 10,890 sf
LOT 35 10,890 sf
LOT 36 10,890 sf
LOT 37 11,055 sf
LOT 38 10,930 sf
LOT 39 10,895 sf
10' DRAINAGE EASEMENT TO BENEFIT LOT 8, 15 & 16
10' DRAINAGE EASEMENT TO BENEFIT LOT 6
10' DRAINAGE EASEMENT TO BENEFIT LOT 3
STORM POND
NORTH: NAD 83 2011
60 0 30 60 120
(IN FEET)
1 inch = 60 ft.

LINE TABLE		
LINE	BEARING	DISTANCE
L–1	S00°52'16"W	40.42'
L–2	S00°52'16"W	50.31'
L–3	N38°36'42"W	58.80'
L–4	N66°32'15"W	43.93'
L–5	N52°49'20"W	49.80'
L–6	S39°47'19"E	20.00'
L–7	S39°47'19"E	20.00'
L–8	N60°56'35"E	58.28'
L–9	N27°11'13"W	85.77'
L–10	S42°01'42"E	42.99'
L–11	N35°52'37"E	38.44'
L–12	S43°15'22"E	62.25'
L–13	S27°58'36"E	20.37'
L–14	S34°40'06"W	47.50'
L–15	S01°04'04"E	23.17'
L–16	N31°48'07"E	61.63'
L–17	S01°04'04"E	23.17'
L–18	N89°07'44"W	7.87'
L–19	N89°07'44"W	10.00'
L–20	S00°52'16"W	36.30'
L–21	S39°01'02"W	39.23'
L–22	S70°23'00"E	12.05'
L–23	S00°52'16"W	36.07'
L–24	S32°42'24"W	69.72'
L–25	S89°28'35"W	23.74'
L–26	S07°41'54"W	29.86'
L–27	S76°20'21"E	6.96'
L–28	S76°20'21"E	53.45'
L–29	51°03'31"E	12.33'
L–30	S60°20'04"E	44.51'
L–31	S70°23'00"E	12.05'

CURVE TABLE			
CRUVE	DELTA (Δ)	RADIUS	LENGTH
C–1	49°20'25"	125.00'	107.64'
C–2	45°29'07"	125.00'	99.23'
C–3	7°50'56"	260.37'	35.67'
C–4	90°00'00"	17.00'	26.70'
C–5	90°08'40"	20.00'	31.47'
C–6	29°14'15"	145.00'	73.99'
C–7	20°14'50"	145.00'	51.24'
C–8	48°10'18"	150.00'	126.11'
C–9	86°44'20"	20.00'	30.28'
C–10	49°20'25"	105.00'	90.42'
C–11	48°10'18"	150.00'	126.11'
C–12	22°45'53"	150.00'	59.60'
C–13	11°08'37"	150.00'	29.17'
C–14	2°34'38"	150.00'	6.75'
C–15	28°21'13"	150.00'	74.23'
C–16	15°27'58"	150.00'	40.49'
C–17	43°36'12"	150.00'	114.15'
C–18	27°15'07"	198.73'	94.52'
C–19	16°23'52"	260.37'	74.52'
C–20	14°44'04"	160.00'	41.15'

CURVE TABLE			
CRUVE	DELTA (Δ)	RADIUS	LENGTH
C–21	14°12'30"	260.37'	64.57'
C–22	90°00'00"	7.00'	11.00'
C–23	33°11'33"	27.00'	15.64'
C–24	45°29'07"	105.00'	83.36'
C–25	6°18'27"	278.73'	30.68'
C–26	53°07'48"	25.00'	23.18'
C–27	57°40'48"	50.00'	50.34'
C–28	59°01'06"	50.00'	51.50'
C–29	26°25'54"	50.00'	23.07'
C–30	26°46'11"	50.00'	23.36'
C–31	62°55'25"	50.00'	54.91'
C–32	53°26'12"	50.00'	46.63'
C–33	53°07'48"	25.00'	23.18'
C–34	4°59'29"	145.00'	12.63'
C–35	27°39'52"	145.00'	70.01'
C–36	9°26'42"	310.00'	51.10'
C–37	17°01'36"	310.00'	92.12'
C–38	12°49'46"	145.00'	32.47'
C–39	14°57'38"	180.37'	47.10'
C–40	12°36'53"	278.73'	61.37'

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

LOT LAYOUT

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
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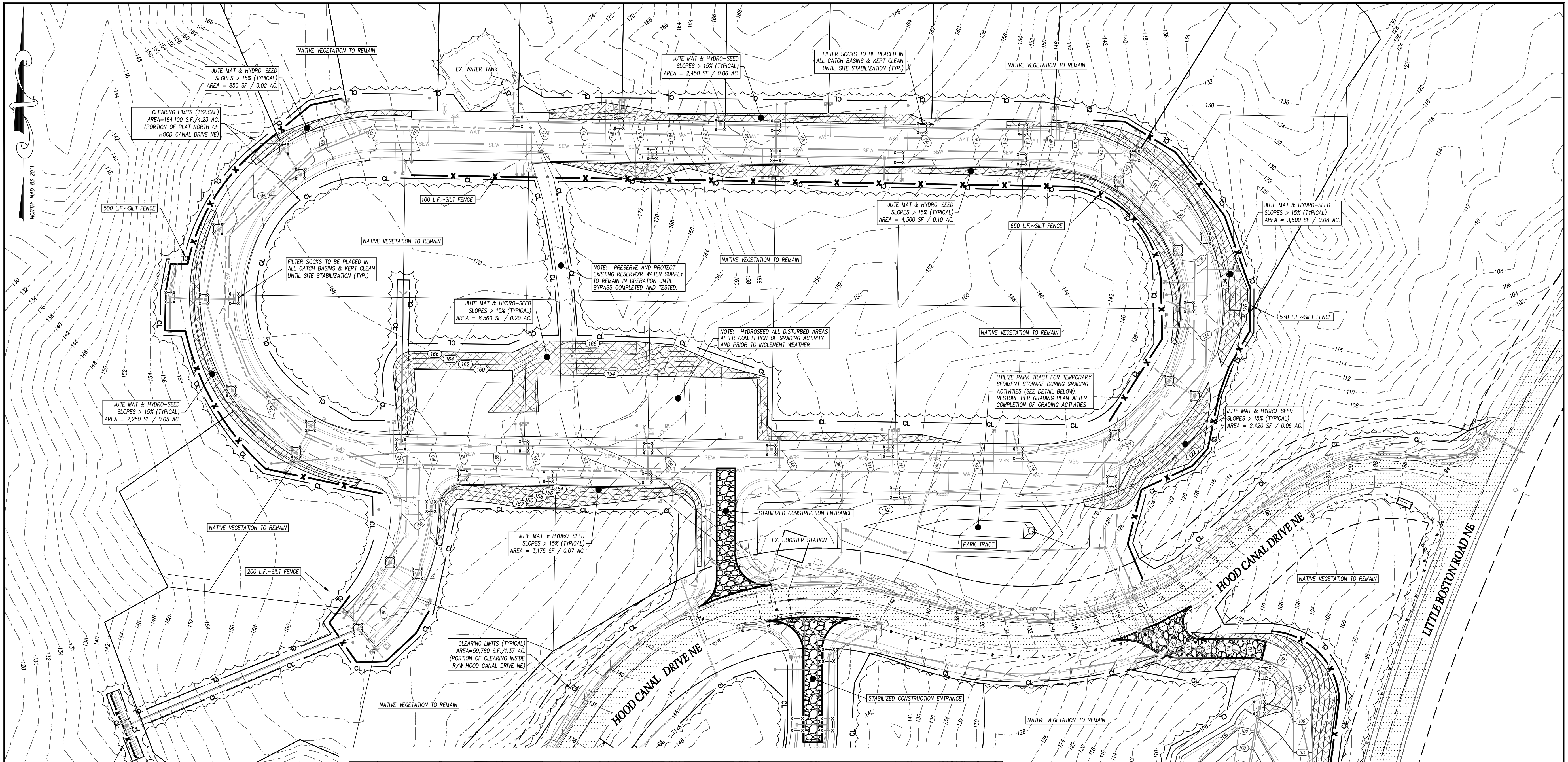
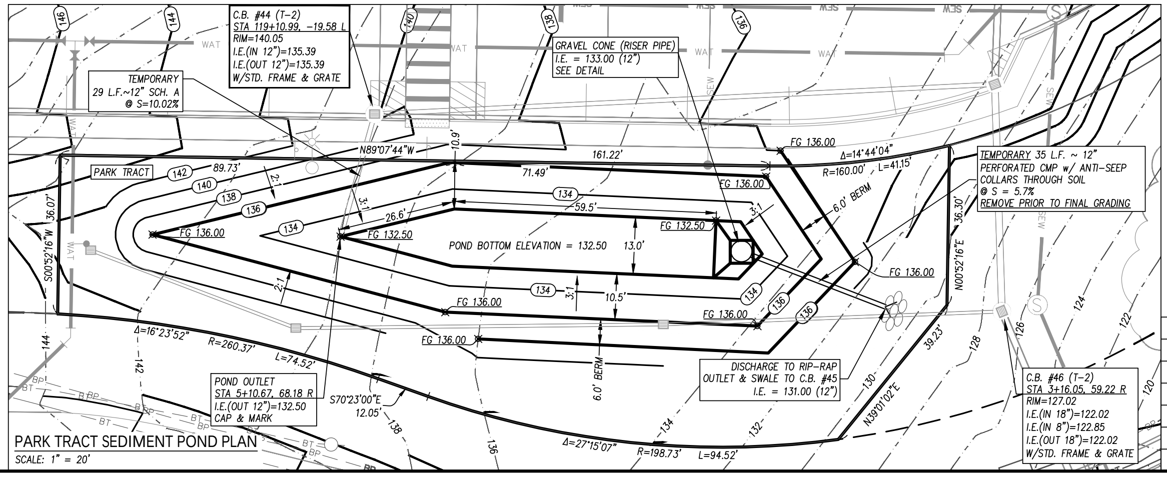
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 60'	6847	3 OF 74


NORTH: NAD 83 2011
NATIVE VEGETATION TO REMAIN
EX. WATER TANK
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 850 SF / 0.02 AC.
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 2,450 SF / 0.06 AC.
FILTER SOCKS TO BE PLACED IN ALL CATCH BASINS & KEPT CLEAN UNTIL SITE STABILIZATION (TYP.)
NATIVE VEGETATION TO REMAIN
CLEARING LIMITS (TYPICAL) AREA=184,100 S.F./4.23 AC. (PORTION OF PLAT NORTH OF HOOD CANAL DRIVE NE)
500 L.F.~SILT FENCE
100 L.F.~SILT FENCE
NATIVE VEGETATION TO REMAIN
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 4,300 SF / 0.10 AC.
650 L.F.~SILT FENCE
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 3,600 SF / 0.08 AC.
FILTER SOCKS TO BE PLACED IN ALL CATCH BASINS & KEPT CLEAN UNTIL SITE STABILIZATION (TYP.)
NOTE: PRESERVE AND PROTECT EXISTING RESERVOIR WATER SUPPLY TO REMAIN IN OPERATION UNTIL BYPASS COMPLETED AND TESTED.
NATIVE VEGETATION TO REMAIN
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 8,560 SF / 0.20 AC.
NOTE: HYDROSEED ALL DISTURBED AREAS AFTER COMPLETION OF GRADING ACTIVITY AND PRIOR TO INCLEMENT WEATHER
NATIVE VEGETATION TO REMAIN
530 L.F.~SILT FENCE
UTILIZE PARK TRACT FOR TEMPORARY SEDIMENT STORAGE DURING GRADING ACTIVITIES (SEE DETAIL BELOW). RESTORE PER GRADING PLAN AFTER COMPLETION OF GRADING ACTIVITIES
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 2,250 SF / 0.05 AC.
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 2,420 SF / 0.06 AC.
STABILIZED CONSTRUCTION ENTRANCE
EX. BOOSTER STATION
PARK TRACT
NATIVE VEGETATION TO REMAIN
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA = 3,175 SF / 0.07 AC.
200 L.F.~SILT FENCE
HOOD CANAL DRIVE NE
NATIVE VEGETATION TO REMAIN
LITTLE BOSTON ROAD NE
CLEARING LIMITS (TYPICAL) AREA=59,780 S.F./1.37 AC. (PORTION OF CLEARING INSIDE R/W HOOD CANAL DRIVE NE)
HOOD CANAL DRIVE NE
STABILIZED CONSTRUCTION ENTRANCE
NATIVE VEGETATION TO REMAIN
NATIVE VEGETATION TO REMAIN
70 L.F.~SILT FENCE


TEMPORARY 29 L.F.~12" SCH. A @ S=10.02%
C.B. #44 (T-2) STA 119+10.99, -19.58 L RIM=140.05 I.E.(IN 12")=135.39 I.E.(OUT 12")=135.39 W/STD. FRAME & GRATE
GRAVEL CONE (RISER PIPE) I.E. = 133.00 (12") SEE DETAIL
PARK TRACT
N89°07'44"W
161.22'
71.49'
89.73'
59.5'
26.6'
FG 136.00
FG 132.50
POND BOTTOM ELEVATION = 132.50
13.0'
10.5'
6.0' BERM
FG 136.00
Δ=14°44'04" R=160.00' L=41.15'
TEMPORARY 35 L.F. ~ 12" PERFORATED CMP w/ ANTI-SEEP COLLARS THROUGH SOIL @ S = 5.7% REMOVE PRIOR TO FINAL GRADING
S00°52'16"W 36.07'
N00°52'16"E 36.30'
Δ=16°23'52" R=260.37' L=74.52'
POND OUTLET STA 5+10.67, 68.18 R I.E.(OUT 12")=132.50 CAP & MARK
S70°23'00"E 12.05'
DISCHARGE TO RIP-RAP OUTLET & SWALE TO C.B. #45 I.E. = 131.00 (12")
N39°01'02"E 39.23'
Δ=27°15'07" R=198.73' L=94.52'
C.B. #46 (T-2) STA 3+16.05, 59.22 R RIM=127.02 I.E.(IN 18")=122.02 I.E.(IN 8")=122.85 I.E.(OUT 18")=122.02 W/STD. FRAME & GRATE

PARK TRACT SEDIMENT POND PLAN

SCALE: 1" = 20'

Table II-3.6: Mulch Standards and Guidelines

Mulch Material	Guideline	Description
Straw	**Quality Standards**	Air-dried; free from undesirable seed and coarse material.
	Application Rates	2"-3" thick; 5 bales per 1,000 sf or 2-3 tons per acre
	Remarks	Cost-effective protection when applied with adequate thickness. Hand-application generally requires greater thickness than blown straw. The thickness of straw may be reduced by half when used in conjunction with seeding. In windy areas straw must be held in place by crimping, using a tackifier, or covering with netting. Blown straw always has to be held in place with a tackifier as even light winds will blow it away. Straw, however, has several deficiencies that should be considered when selecting mulch materials. It often introduces and/or encourages the propagation of weed species and it has no significant long-term benefits It should also not be used within the ordinary high-water elevation of surface waters (due to flotation).

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

LEGEND

⊠	SILT DRAIN INLET PROTECTION
— CL —	CLEARING LIMITS
—x—	SILT FENCING (TO BE PLACED AT TOE OF FILL SLOPES)
▨	JUTE MAT & HYDRO-SEED SLOPES <15%

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM WATER POLLUTION PREVENTION PLAN - NORTH

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH P. FUHRER
29653

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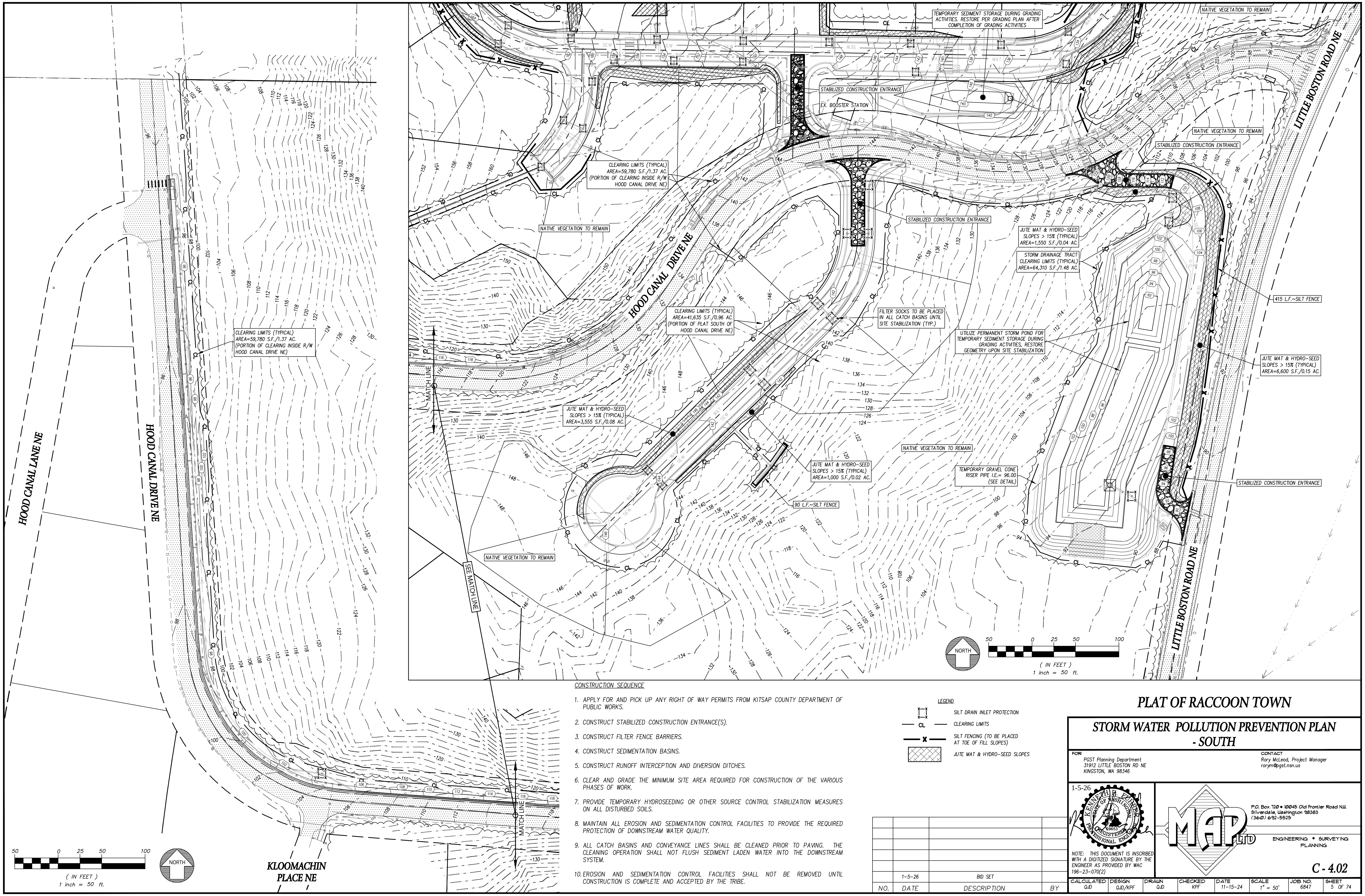
C - 4.01

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 40'	6847	4 OF 74


TEMPORARY SEDIMENT STORAGE DURING GRADING ACTIVITIES. RESTORE PER GRADING PLAN AFTER COMPLETION OF GRADING ACTIVITIES
NATIVE VEGETATION TO REMAIN
STABILIZED CONSTRUCTION ENTRANCE
EX. BOOSTER STATION
NATIVE VEGETATION TO REMAIN
STABILIZED CONSTRUCTION ENTRANCE
LITTLE BOSTON ROAD NE
CLEARING LIMITS (TYPICAL) AREA=59,780 S.F./1.37 AC. (PORTION OF CLEARING INSIDE R/W HOOD CANAL DRIVE NE)
NATIVE VEGETATION TO REMAIN
STABILIZED CONSTRUCTION ENTRANCE
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA=1,550 S.F./0.04 AC.
STORM DRAINAGE TRACT CLEARING LIMITS (TYPICAL) AREA=64,310 S.F./1.48 AC.
HOOD CANAL DRIVE NE
415 L.F.~SILT FENCE
CLEARING LIMITS (TYPICAL) AREA=41,635 S.F./0.96 AC. (PORTION OF PLAT SOUTH OF HOOD CANAL DRIVE NE)
FILTER SOCKS TO BE PLACED IN ALL CATCH BASINS UNTIL SITE STABILIZATION (TYP.)
UTILIZE PERMANENT STORM POND FOR TEMPORARY SEDIMENT STORAGE DURING GRADING ACTIVITIES, RESTORE GEOMETRY UPON SITE STABILIZATION
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA=6,600 S.F./0.15 AC.
MATCH LINE
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA=3,555 S.F./0.08 AC.
NATIVE VEGETATION TO REMAIN
JUTE MAT & HYDRO-SEED SLOPES > 15% (TYPICAL) AREA=1,000 S.F./0.02 AC.
TEMPORARY GRAVEL CONE RISER PIPE I.E.= 96.00 (SEE DETAIL)
STABILIZED CONSTRUCTION ENTRANCE
90 L.F.~SILT FENCE
NATIVE VEGETATION TO REMAIN
SEE MATCH LINE
LITTLE BOSTON ROAD NE
NORTH
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
HOOD CANAL LANE NE
HOOD CANAL DRIVE NE
CLEARING LIMITS (TYPICAL) AREA=59,780 S.F./1.37 AC. (PORTION OF CLEARING INSIDE R/W HOOD CANAL DRIVE NE)
MATCH LINE
NORTH
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
KLOOMACHIN PLACE NE

CONSTRUCTION SEQUENCE

1. APPLY FOR AND PICK UP ANY RIGHT OF WAY PERMITS FROM KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS.
2. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE(S).
3. CONSTRUCT FILTER FENCE BARRIERS.
4. CONSTRUCT SEDIMENTATION BASINS.
5. CONSTRUCT RUNOFF INTERCEPTION AND DIVERSION DITCHES.
6. CLEAR AND GRADE THE MINIMUM SITE AREA REQUIRED FOR CONSTRUCTION OF THE VARIOUS PHASES OF WORK.
7. PROVIDE TEMPORARY HYDROSEEDING OR OTHER SOURCE CONTROL STABILIZATION MEASURES ON ALL DISTURBED SOILS.
8. MAINTAIN ALL EROSION AND SEDIMENTATION CONTROL FACILITIES TO PROVIDE THE REQUIRED PROTECTION OF DOWNSTREAM WATER QUALITY.
9. 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.
10. EROSION AND SEDIMENTATION CONTROL FACILITIES SHALL NOT BE REMOVED UNTIL CONSTRUCTION IS COMPLETE AND ACCEPTED BY THE TRIBE.

LEGEND

⊡	SILT DRAIN INLET PROTECTION
— CL —	CLEARING LIMITS
— x —	SILT FENCING (TO BE PLACED AT TOE OF FILL SLOPES)
▨	JUTE MAT & HYDRO-SEED SLOPES

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM WATER POLLUTION PREVENTION PLAN - SOUTH

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
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1-5-26
KENNETH R. FUHRER
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CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 50'	6847	5 OF 74

General Erosion and Sedimentation Control Notes

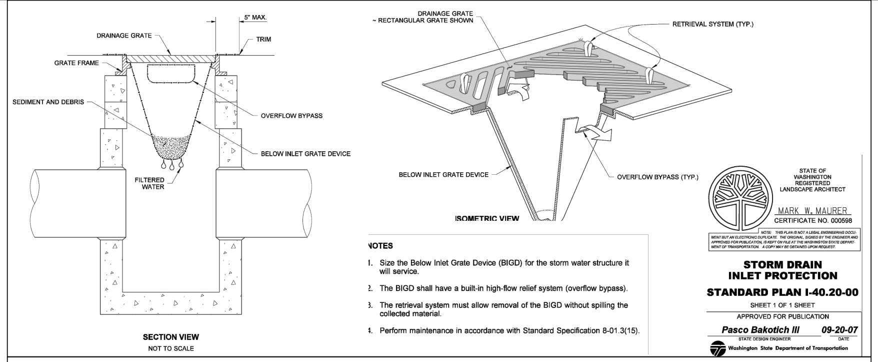
1. The following erosion and sedimentation control notes apply to all construction site activities at all times, unless otherwise specified on these plans:
2. Approval of this erosion and sedimentation control plan does not constitute an acceptance of the permanent road or drainage design.
3. The owner and his/her contractor shall be responsible at all times for preventing silt-laden runoff from discharging from the project site. Failure by the owner and/or contractor can result in a fine. The designated temporary contact person noted on this plan must be available for contact by telephone on a 24 hour basis throughout construction and until the project has been completed and accepted by the county.
4. The implementation of these ESC plans and the construction, maintenance, replacement and upgrading of these facilities is the responsibility of the owner and/or contractor from the beginning of construction until all construction is completed and accepted by the county and the site is stabilized.
5. Prior to beginning any work on the project site, a preconstruction conference must be held, and shall be attended by the general contractor, the project engineer, representatives from affected utilities, and a representative of Kitsap County.
6. The erosion and sedimentation control facilities shown on this plan are to be considered adequate basic requirements for the anticipated site conditions. During construction, deviations from this plan may be necessary in order to maintain water quality. Minor departures from this plan are permitted subject to the approval of the county inspector. However, except for emergency situations, all other deviations from this plan must be designed by the project engineer and approved by Kitsap County prior to installation.
7. All erosion and sedimentation control measures shall be inspected by the owner and/or contractor on a frequent basis and immediately after each rainfall, and maintained as necessary to insure their continued functioning. All sediment must be removed from silt fences, straw bales, sediment ponds, etc. prior to the sediment reaching 1/3 its maximum potential depth.
8. At no time shall concrete, concrete by-products, vehicle fluids, paint, chemicals, or other polluting matter be permitted to discharge to the temporary or permanent drainage system, or to discharge from the project site.
9. Permanent detention/retention ponds, pipes, tanks or vaults may only be used for sediment containment when specifically indicated on these plans.

Minimum Erosion and Sedimentation Control Requirements

1. Stabilization and sediment trapping. All exposed and unworked soils, including soil stockpiles, shall be stabilized by suitable application of BMPs that protect soil from the erosive forces of raindrop impact and flowing water. Applicable practices include, but are not limited to vegetative establishment, mulching, plastic covering, and the early application of gravel base on areas to be paved. From October 1 to April 30, no soils shall remain unstabilized for more than 2 days. From May 1 to September 30, no soils shall remain unstabilized for more than 7 days.
2. At all times of the year, the contractor shall have sufficient materials, equipment and labor on-site to stabilize and prevent erosion from all denuded areas within 12-hours as site and weather conditions dictate.
3. From October 1st to April 30th, the Project Engineer shall visit the development site a minimum of once per week for the purpose of inspecting the erosion and sedimentation control facilities, reviewing the progress of construction, and verifying the effectiveness of the erosion control measures being undertaken. The Project Engineer shall immediately inform the County of any problems or potential problems observed during said site visits, as well as of any recommended changes in the erosion control measures to be undertaken. When requested by the County, the Project Engineer shall provide the County with written records of said weekly site visits, including dates of visits and noted site observations.
4. In the event that ground on a project site is left bare after September 30th, the County may issue a Stop Work Order for the entire project until satisfactory controls are provided. In addition, the Owner will be subject to the penalties provided in Section 12.32 of the Kitsap County Code.
5. In the event that ground on a project site is left bare after September 30th, and the County is unsuccessful in contacting the Owner or his/her designated emergency contact person, the County may enter the project site and install temporary ground cover measures and bill the Owner for all expenses incurred by the County. These costs will be in addition to any monetary penalties levied against the Owner.
6. Delineation of clearing and easement limits. Clearing limits, setbacks, buffers, and sensitive or critical areas such as steep slopes, wetlands and riparian corridors shall be clearly marked in the field and inspected by Kitsap County Department of Community Development prior to commencement of land clearing activities. During the construction period, no disturbance beyond the flagged clearing limits shall be permitted. The flagging shall be maintained by the applicant/contractor for the duration of construction.

7. Protection of adjacent properties. Adjacent properties shall be protected from sediment deposition by appropriate use of vegetative buffer strips, sediment barriers or filters, dikes or mulching, or by a combination of these measures and other appropriate BMPs.
8. Timing and stabilization of sediment trapping measures. Sediment ponds and traps, perimeter dikes, sediment barriers and other BMPs intended to trap sediment on-site shall be constructed as a first step in grading. These BMPs shall be functional before land disturbing activities take place. Earthen structures such as dams, dikes, and diversions shall be stabilized according to the timing indicated in item (1) above.
9. Slope Stabilization. Cut and fill slopes shall be constructed in a manner that will minimize erosion. Roughened soil surfaces are preferred to smooth surfaces. Interceptors should be constructed at the top of long, steep slopes which have significant areas above that contribute runoff. Concentrated runoff should not be allowed to flow down the face of a cut or fill slope unless contained within an adequate channel or pipe slope drain. Wherever a slope face crosses a water seepage plane, adequate drainage or other protection should be provided. In addition, slopes should be stabilized in accordance with item (1) above.
10. Controlling off-site erosion. Properties and waterways downstream from development sites shall be protected from erosion due to increases in the volume, velocity, and peak flow rate of stormwater runoff from the development site by the implementation of appropriate BMPs to minimize adverse downstream impacts.
11. Stabilization of temporary conveyance channels and outlets. All temporary on-site conveyance channels shall be designed, constructed and stabilized to prevent erosion from the expected flow velocity from a 2-year frequency, 24-hour duration storm for the post-development condition. Stabilization adequate to prevent erosion of outlets, adjacent streambanks, slopes and downstream reaches shall be provided at the outlets of all conveyance systems.
12. Storm drain inlet protection. All storm drain inlets made operable during construction shall be protected so that stormwater runoff shall not enter the conveyance system without first being filtered or otherwise treated to remove sediment. After proper written application, the requirement for inlet protection may be waived by the County on a site-specific basis when the conveyance system downstream of the inlet discharges to an appropriate sediment containment BMP and the conveyance system can be adequately cleaned following site stabilization.
13. Underground utility construction. The construction of underground utility lines shall be limited, where feasible, to no more than 500 feet of open trench at any one time. Where consistent with safety and space considerations, excavated material shall be placed on the uphill side of the trench. Dewatering devices shall discharge to an appropriate sediment trap or pond, preceded by adequate energy dissipation, prior to runoff leaving the site.
14. Constructed access routes. Wherever construction vehicle access routes intersect paved roads, provisions must be made to minimize the transport of sediment (mud) onto the paved road by use of appropriate BMPs such as a Stabilized Construction Entrance. If sediment is transported onto a road surface, the roads shall be cleaned thoroughly, as a minimum, at the end of each day. Sediment shall be removed from roads by shoveling or sweeping and be transported to a controlled sediment disposal area. Street washing shall be allowed only after sediment is removed in this manner.
15. Removal of temporary BMPs. All temporary erosion and sediment control BMPs shall be removed within 30 days after final site stabilization is achieved or after the temporary BMPs are no longer needed. Trapped sediment shall be removed or stabilized on-site. Disturbed soil areas resulting from removal of temporary BMPs shall be permanently stabilized. The removal of temporary erosion and sediment control BMPs may not be required for those projects, such as single family plats, that will be followed by additional construction under a different permit. In these circumstances, the need for removing or retaining the measures will be evaluated on a site-specific basis.
16. Dewatering construction sites. Dewatering devices shall discharge into an appropriate sediment trap or pond, designed to accept such a discharge, preceded by adequate energy dissipation, prior to runoff leaving the site.
17. Control of pollutants other than sediment on construction sites. All pollutants other than sediment that occur on-site during construction shall be handled and legally disposed of in a manner that does not cause contamination of storm or surface waters. Pollutants of concern include, but are not limited to, fuels, lubricants, solvents, concrete bi-products and construction materials

18. Maintenance. All temporary and permanent erosion and sediment control BMPs shall be maintained and repaired as needed to assure continued performance of their intended function. All maintenance and repair shall be conducted in accordance with the Manual. The Applicant shall be responsible for assuring that any such facilities damaged during floods, storms or other adverse weather conditions are immediately returned to normal operating condition.
19. Financial liability. A performance covenant or performance surety, shall be required for all projects to ensure compliance with the approved erosion and sediment control plan, as outlined in Section 12.12 of the Kitsap County Code.



SECTION VIEW

NOT TO SCALE

NOTES

1. Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.
2. The BIGD shall have a built-in high-flow relief system (overflow bypass).
3. The retrieval system must allow removal of the BIGD without spilling the collected material.
4. Perform maintenance in accordance with Standard Specification 8-01.3(15).

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

MARK W. MAURER

CERTIFICATE NO. 000598

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

STORM DRAIN INLET PROTECTION

STANDARD PLAN I-40.20-00

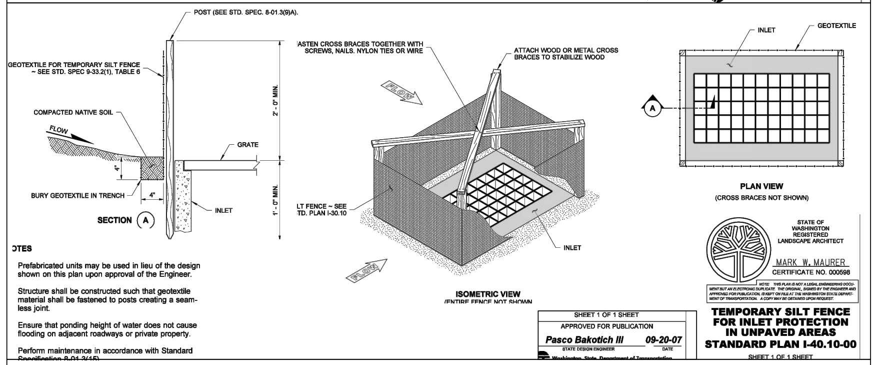
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 09-20-07

STATE DESIGN ENGINEER DATE

Washington State Department of Transportation


POST (SEE STD. SPEC. 8-01.3(9)A).
GEOTEXTILE FOR TEMPORARY SILT FENCE ~ SEE STD. SPEC 9-33.2(1), TABLE 6
COMPACTED NATIVE SOIL
FLOW
4"
4"
BURY GEOTEXTILE IN TRENCH
GRATE
INLET
2' - 0" MIN.
1' - 0" MIN.
SECTION A
FASTEN CROSS BRACES TOGETHER WITH SCREWS, NAILS. NYLON TIES OR WIRE
ATTACH WOOD OR METAL CROSS BRACES TO STABILIZE WOOD
FLOW
FLOW
SILT FENCE ~ SEE STD. PLAN I-30.10
INLET
ISOMETRIC VIEW (ENTIRE FENCE NOT SHOWN)
INLET
GEOTEXTILE
A
PLAN VIEW (CROSS BRACES NOT SHOWN)

NOTES

Prefabricated units may be used in lieu of the design shown on this plan upon approval of the Engineer.

Structure shall be constructed such that geotextile material shall be fastened to posts creating a seamless joint.

Ensure that ponding height of water does not cause flooding on adjacent roadways or private property.

Perform maintenance in accordance with Standard Specification 8-01.3(15).

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

MARK W. MAURER

CERTIFICATE NO. 000598

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SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 09-20-07

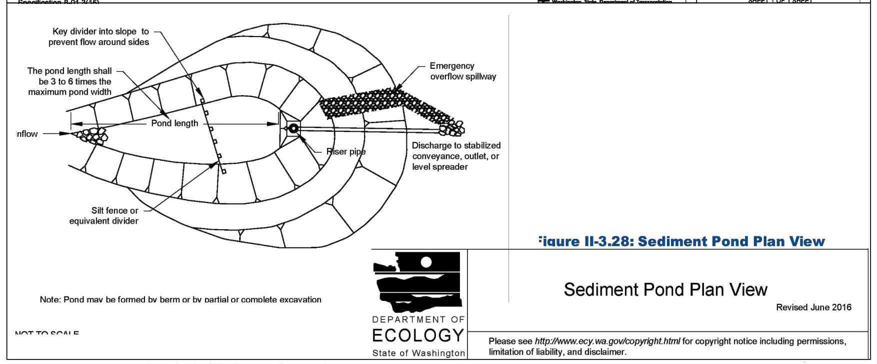
STATE DESIGN ENGINEER DATE

Washington State Department of Transportation

TEMPORARY SILT FENCE FOR INLET PROTECTION IN UNPAVED AREAS

STANDARD PLAN I-40.10-00

SHEET 1 OF 1 SHEET


Key divider into slope to prevent flow around sides
The pond length shall be 3 to 6 times the maximum pond width
Emergency overflow spillway
Inflow
Pond length
Riser pipe
Discharge to stabilized conveyance, outlet, or level spreader
Silt fence or equivalent divider

Note: Pond may be formed by berm or by partial or complete excavation

NOT TO SCALE

Figure II-3.28: Sediment Pond Plan View

DEPARTMENT OF ECOLOGY State of Washington

Sediment Pond Plan View

Revised June 2016

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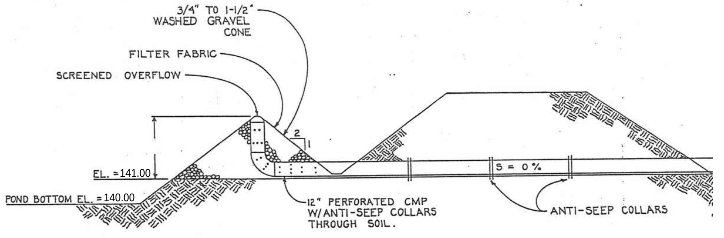
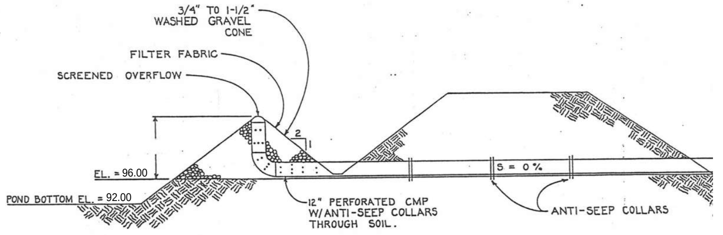


PARK TRACT

GRAVEL CONE DETAIL

N.T.S.



STORM POND

GRAVEL CONE DETAIL

N.T.S.

BMP C233: Silt Fence

Purpose Use of a silt fence reduces the transport of coarse sediment from a construction site by providing a temporary physical barrier to sediment and reducing the runoff velocities of overland flow. See Figure 4.19 for details on silt fence construction.

Conditions of Use Silt fence may be used downslope of all disturbed areas.

- Silt fence is not intended to treat concentrated flows, nor is it intended to treat substantial amounts of overland flow. Any concentrated flows must be conveyed through the drainage system to a sediment pond. The only circumstance in which overland flow can be treated solely by a silt fence, rather than by a sediment pond, is when the area draining to the fence is one acre or less and flow rates are less than 0.5 cfs.
- Silt fences should not be constructed in streams or used in V-shaped ditches. They are not an adequate method of silt control for anything deeper than sheet or overland flow.

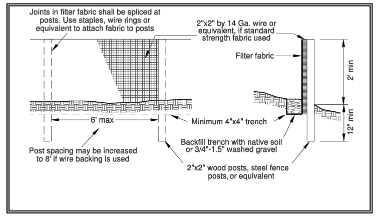

Joints in filter fabric shall be spliced at posts. Use staples, wire rings or equivalent to attach fabric to posts
2"x2" by 14 Ga. wire or equivalent, if standard strength fabric used
Filter fabric
2' min
12" min
6' max
Minimum 4"x4" trench
Post spacing may be increased to 8' if wire backing is used
Backfill trench with native soil or 3/4"-1.5" washed gravel
2"x2" wood posts, steel fence posts, or equivalent

Figure 4.19 – Silt Fence

Design and Installation Specifications

- Drainage area of 1 acre or less or in combination with sediment basin in a larger site.
- Maximum slope steepness (normal (perpendicular) to fence line) 1:1.
- Maximum sheet or overland flow path length to the fence of 100 feet.
- No flows greater than 0.5 cfs.
- The geotextile used shall meet the following standards. All geotextile properties listed below are minimum average roll values (i.e., the test result for any sampled roll in a lot shall meet or exceed the values shown in Table 4.10).

Table 4.10
Geotextile Standards

Polymeric Mesh AOS (ASTM D4751)	0.60 mm maximum for slit film wovens (#30 sieve). 0.30 mm maximum for all other geotextile types (#50 sieve). 0.15 mm minimum for all fabric types (#100 sieve).
Water Permittivity (ASTM D4491)	0.02 sec^{-1} minimum
Grab Tensile Strength (ASTM D4632)	180 lbs. Minimum for extra strength fabric. 100 lbs minimum for standard strength fabric.
Grab Tensile Strength (ASTM D4632)	30% maximum
Ultraviolet Resistance (ASTM D4355)	70% minimum

- Standard strength fabrics shall be supported with wire mesh, chicken wire, 2-inch x 2-inch wire, safety fence, or jute mesh to increase the strength of the fabric. Silt fence materials are available that have synthetic mesh backing attached.
- Filter fabric material shall contain ultraviolet ray inhibitors and stabilizers to provide a minimum of six months of expected usable construction life at a temperature range of 0°F. to 120°F.
- 100 percent biodegradable silt fence is available that is strong, long lasting, and can be left in place after the project is completed, if permitted by local regulations.
- Standard Notes for construction plans and specifications follow. Refer to Figure 4.19 for standard silt fence details.

  The contractor shall install and maintain temporary silt fences at the locations shown in the Plans. The silt fences shall be constructed in the areas of clearing, grading, or drainage prior to starting those activities. A silt fence shall not be considered temporary if the silt fence must function beyond the life of the contract. The silt fence shall prevent soil carried by runoff water from going beneath, through, or over the top of the silt fence, but shall allow the water to pass through the fence.

  The minimum height of the top of silt fence shall be 2 feet and the maximum height shall be 2½ feet above the original ground surface.

  The geotextile shall be sewn together at the point of manufacture, or at an approved location as determined by the Engineer, to form geotextile lengths as required. All sewn seams shall be located at a support post. Alternatively, two sections of silt fence can be overlapped, provided the Contractor can demonstrate, to the satisfaction of the Engineer, that the overlap is long enough and that the adjacent fence sections are close enough together to prevent silt laden water from escaping through the fence at the overlap.

BMP C105: Stabilized Construction Entrance

Purpose Construction entrances are stabilized to reduce the amount of sediment transported onto paved roads by vehicles or equipment by constructing a stabilized pad of quarry spalls at entrances to construction sites.

Conditions of Use Construction entrances shall be stabilized wherever traffic will be leaving a construction site and traveling on paved roads or other paved areas within 1,000 feet of the site.

On large commercial, highway, and road projects, the designer should include enough extra materials in the contract to allow for additional stabilized entrances not shown in the initial Construction SWPPP. It is difficult to determine exactly where access to these projects will take place; additional materials will enable the contractor to install them where needed.

Design and Installation Specifications

- See Figure 4.2 for details. Note: the 100' minimum length of the entrance shall be reduced to the maximum practicable size when the size or configuration of the site does not allow the full length (100').
- A separation geotextile shall be placed under the spalls to prevent fine sediment from pumping up into the rock pad. The geotextile shall meet the following standards:

Grab Tensile Strength (ASTM D4751)	200 psi min.
Grab Tensile Elongation (ASTM D4632)	30% max.
Mullen Burst Strength (ASTM D3786-80a)	400 psi min.
AOS (ASTM D4751)	20-45 (U.S. standard sieve size)

- Consider early installation of the first lift of asphalt in areas that will paved; this can be used as a stabilized entrance. Also consider the installation of excess concrete as a stabilized entrance. During large concrete pours, excess concrete is often available for this purpose.
- Hog fuel (wood-based mulch) may be substituted for or combined with quarry spalls in areas that will not be used for permanent roads. Hog fuel is generally less effective at stabilizing construction entrances and should be used only at sites where the amount of traffic is very limited. Hog fuel is not recommended for entrance stabilization in urban areas. The effectiveness of hog fuel is highly variable and it generally requires more maintenance than quarry spalls. The inspector may at any time require the use of quarry spalls if the hog fuel is not preventing sediment from being tracked onto pavement or if the hog fuel is being carried onto pavement. Hog fuel is prohibited in permanent roadbeds because organics in the subgrade soils cause degradation of the subgrade support over time.
- Fencing (see BMPs C103 and C104) shall be installed as necessary to restrict traffic to the construction entrance.
- Whenever possible, the entrance shall be constructed on a firm, compacted subgrade. This can substantially increase the effectiveness of the pad and reduce the need for maintenance.

Maintenance Standards

- Quarry spalls (or hog fuel) shall be added if the pad is no longer in accordance with the specifications.
- If the entrance is not preventing sediment from being tracked onto pavement, then alternative measures to keep the streets free of sediment shall be used. This may include street sweeping, an increase in the dimensions of the entrance, or the installation of a wheel wash.
- Any sediment that is tracked onto pavement shall be removed by shoveling or street sweeping. The sediment collected by sweeping shall be removed or stabilized on site. The pavement shall not be cleaned by washing down the street, except when sweeping is ineffective and there is a threat to public safety. If it is necessary to wash the streets, the construction of a small sump shall be considered. The sediment would then be washed into the sump where it can be controlled.
- Any quarry spalls that are loosened from the pad, which end up on the roadway shall be removed immediately.
- If vehicles are entering or exiting the site at points other than the construction entrance(s), fencing (see BMPs C103 and C104) shall be installed to control traffic.
- Upon project completion and site stabilization, all construction accesses intended as permanent access for maintenance shall be permanently stabilized.

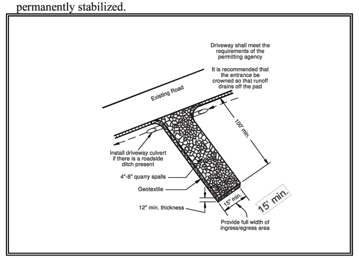

Driveway shall meet the requirements of the permitting agency
It is recommended that the entrance be crowned so that runoff drains off the pad
Existing Road
100' min.
Install driveway culvert if there is a roadside ditch present
4"-8" quarry spalls
Geotextile
12" min. thickness
15' min.
15' min.
Provide full width of ingress/egress area

Figure 4.2 – Stabilized Construction Entrance

STANDARD EROSION CONTROL NOTES

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 COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.

THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED BY THE SURVEYOR 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.

THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO INSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.

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 AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT–LADEN WATER DO NOT LEAVE THE SITE.

THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.

THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITH 48 HOURS FOLLOWING A MAJOR STORM EVENT.

AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. 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.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

TEMPORARY EROSION AND SEDIMENTATION CONTROL MAINTENANCE REQUIREMENTS

1. EROSION AND SEDIMENTATION CONTROL FACILITIES SHALL BE INSPECTED AFTER EACH STORM EVENT AND DAILY DURING PROLONGED RAINFALL.
2. NECESSARY REPAIRS OR REPLACEMENT OF FACILITIES SHALL BE ACCOMPLISHED PROMPTLY.
3. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE–HALF THE MAXIMUM POTENTIAL DEPTH.
4. SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE ESC FACILITIES ARE NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

PLAT OF RACCOON TOWN

STORM WATER POLLUTION PREVENTION PLAN NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH R. FUHRER
29653

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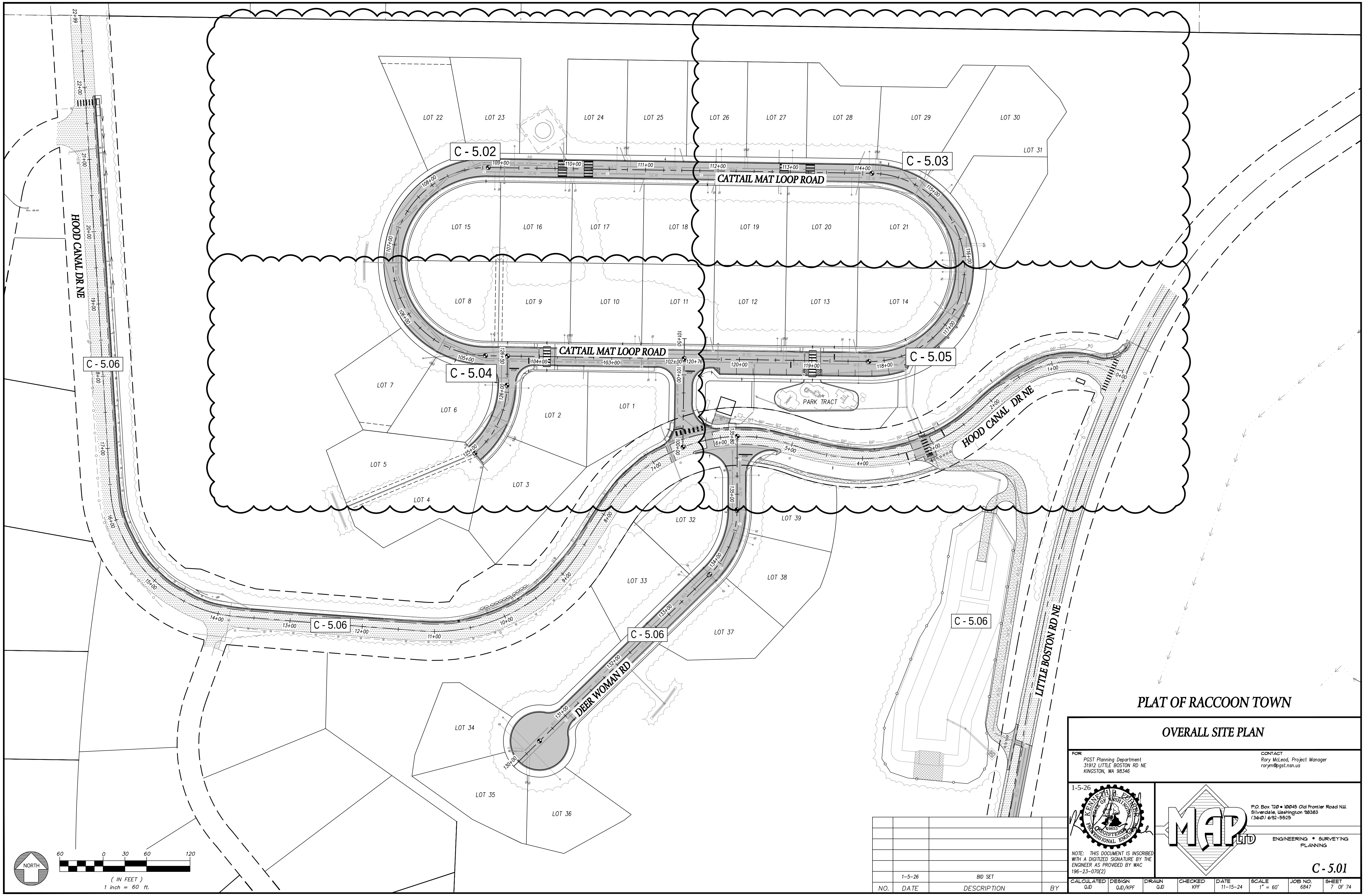

C - 5.02
C - 5.03
C - 5.04
C - 5.05
C - 5.06
CATTAIL MAT LOOP ROAD
HOOD CANAL DR NE
DEER WOMAN RD
LITTLE BOSTON RD NE
PARK TRACT
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
LOT 34
LOT 35
LOT 36
LOT 37
LOT 38
LOT 39
NORTH
60 0 30 60 120
(IN FEET)
1 inch = 60 ft.

PLAT OF RACCOON TOWN

OVERALL SITE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
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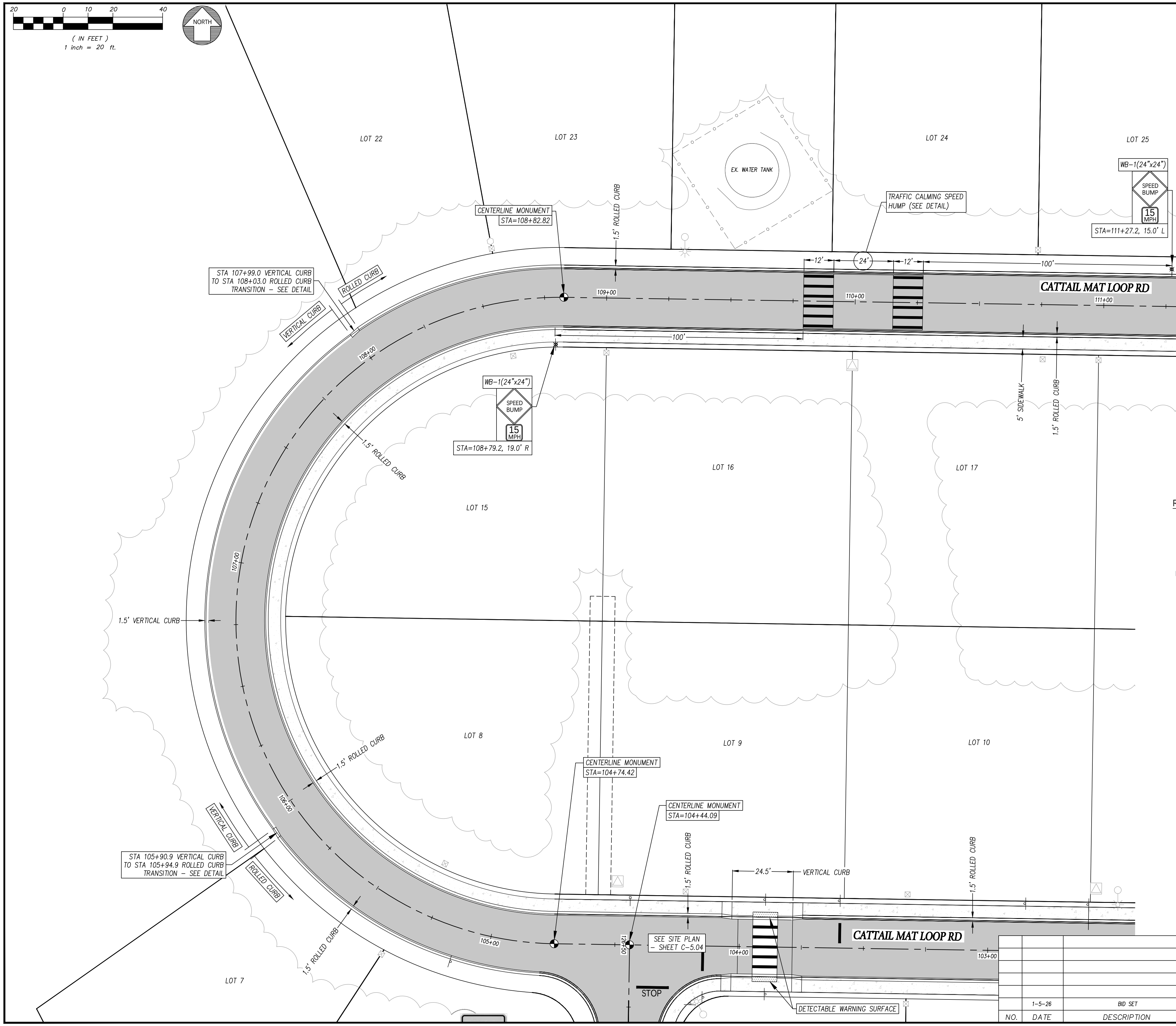
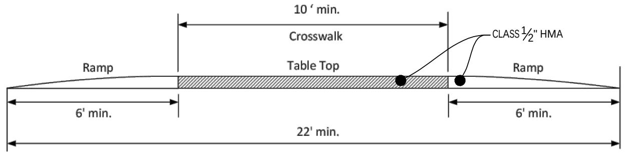

20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH
LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
EX. WATER TANK
CENTERLINE MONUMENT
STA=108+82.82
1.5' ROLLED CURB
TRAFFIC CALMING SPEED HUMP (SEE DETAIL)
WB-1(24"x24")
SPEED BUMP
15 MPH
STA=111+27.2, 15.0' L
C
SEE C-5.07
1.5' ROLLED CURB
12' LANE WIDTH
STA 107+99.0 VERTICAL CURB TO STA 108+03.0 ROLLED CURB TRANSITION – SEE DETAIL
ROLLED CURB
VERTICAL CURB
12'
24'
12'
100'
CATTAIL MAT LOOP RD
109+00
110+00
111+00
112+00
SEE SITE PLAN – SHEET C-5.03
108+00
100'
C
SEE C-5.07
WB-1(24"x24")
SPEED BUMP
15 MPH
STA=108+79.2, 19.0' R
5' SIDEWALK
1.5' ROLLED CURB
WB-1(24"x24")
SPEED BUMP
15 MPH
STA=111+85.4, 19.0' R
12' LANE WIDTH
1.5' ROLLED CURB
LOT 16
LOT 17
LOT 18
LOT 19
LOT 15
107+00
1.5' VERTICAL CURB
LOT 8
LOT 9
LOT 10
1.5' ROLLED CURB
CENTERLINE MONUMENT
STA=104+74.42
CENTERLINE MONUMENT
STA=104+44.09
106+00
VERTICAL CURB
STA 105+90.9 VERTICAL CURB TO STA 105+94.9 ROLLED CURB TRANSITION – SEE DETAIL
ROLLED CURB
1.5' ROLLED CURB
24.5'
VERTICAL CURB
1.5' ROLLED CURB
1.5' ROLLED CURB
105+00
126+50
SEE SITE PLAN – SHEET C-5.04
104+00
CATTAIL MAT LOOP RD
103+00
STOP
DETECTABLE WARNING SURFACE
LOT 7

RAISED CROSSWALK REQUIREMENTS

- Existing guidelines for marked crossings, including accessibility criteria, should be followed (see Section 1510.09(2)(b) - Marked Crossings).
- The width of the tabletop must be a minimum 10 feet with detectable warning surfaces on both ends.
- The entrance and exit ramp length must be a minimum of 6 feet or 4% to 8.3% slope (whichever is longer) with a parabolic cross section.

Exhibit 1510-25 Raised Crosswalk Cross-Section


10 ' min.
Crosswalk
Table Top
CLASS ½" HMA
Ramp
Ramp
6' min.
6' min.
22' min.

- For streets with existing curb and sidewalk:
    - The height should match the sidewalk so pedestrians can cross at a constant grade.
    - If on-street parking is present, include a curb extension to make waiting pedestrians and the raised crosswalk itself more visible (see Section 1510.09(5) – Curb Extensions).
- For streets without existing curb and sidewalk:
    - The height should be 3-4 inches.
    - Ramps meeting the accessibility criteria must be installed on both ends of the tabletop.
    - Flexible delineators should be considered to prevent vehicles from swerving into the shoulder to avoid the speed table.
- Signage and pavement markings should follow Section 1510.09(2)(b) – Marked Crossings and MUTCD guidelines, specifically Section 3b.26 – Speed Hump Markings.

PLAT OF RACCOON TOWN

SITE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

29653

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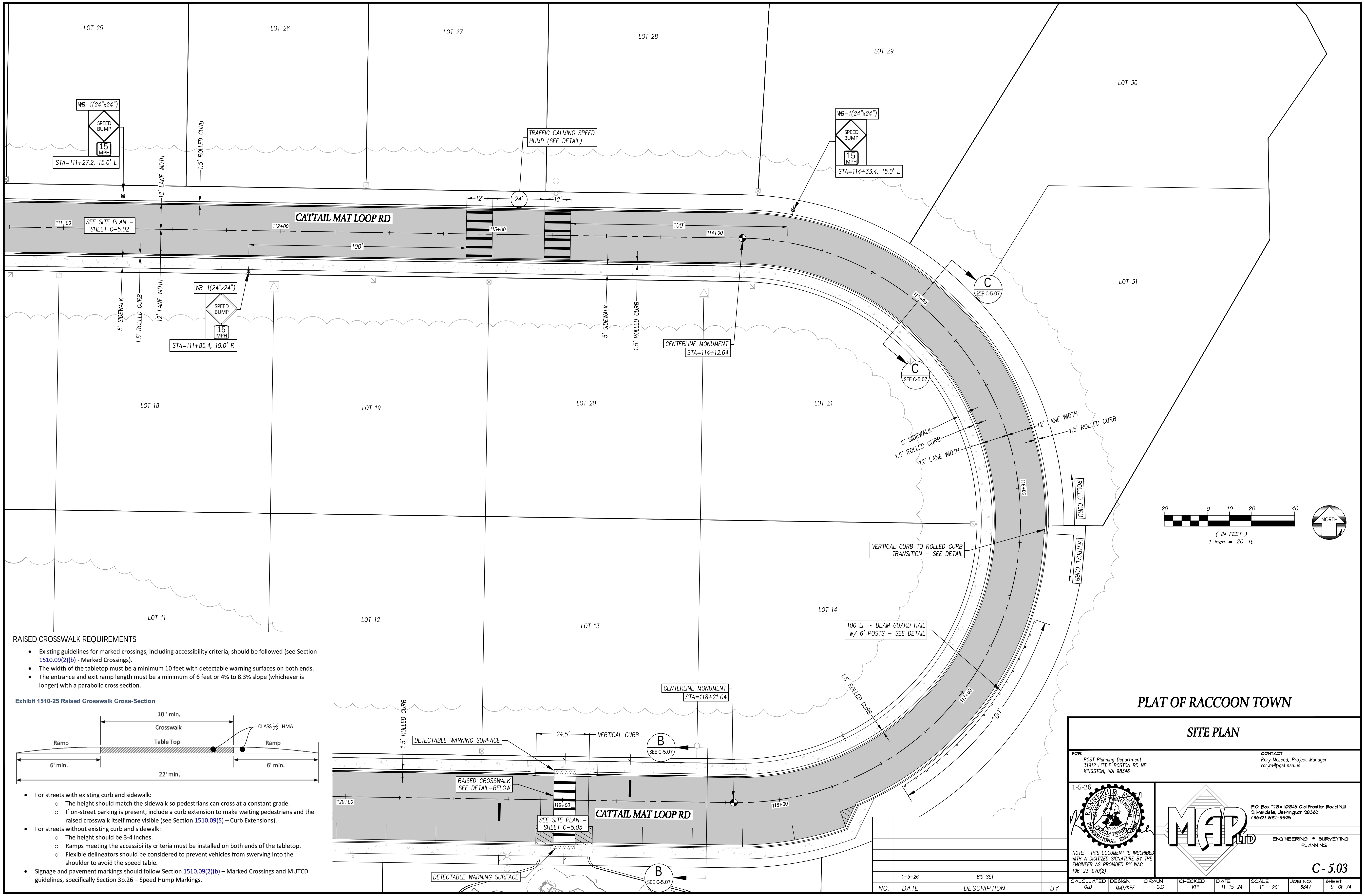
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
WB-1(24"x24")
SPEED BUMP
15 MPH
STA=111+27.2, 15.0' L
1.5' ROLLED CURB
12' LANE WIDTH
TRAFFIC CALMING SPEED HUMP (SEE DETAIL)
WB-1(24"x24")
SPEED BUMP
15 MPH
STA=114+33.4, 15.0' L
12'
24'
12'
111+00
SEE SITE PLAN – SHEET C-5.02
CATTAIL MAT LOOP RD
112+00
113+00
100'
100'
114+00
5' SIDEWALK
1.5' ROLLED CURB
12' LANE WIDTH
WB-1(24"x24")
SPEED BUMP
15 MPH
STA=111+85.4, 19.0' R
5' SIDEWALK
1.5' ROLLED CURB
CENTERLINE MONUMENT
STA=114+12.64
C
SEE C-5.07
C
SEE C-5.07
115+00
LOT 18
LOT 19
LOT 20
LOT 21
5' SIDEWALK
1.5' ROLLED CURB
12' LANE WIDTH
12' LANE WIDTH
1.5' ROLLED CURB
116+00
ROLLED CURB
VERTICAL CURB
VERTICAL CURB TO ROLLED CURB TRANSITION – SEE DETAIL
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH
LOT 11
LOT 12
LOT 13
LOT 14
100 LF ~ BEAM GUARD RAIL w/ 6' POSTS – SEE DETAIL
1.5' ROLLED CURB
117+00
100'
CENTERLINE MONUMENT
STA=118+21.04
1.5' ROLLED CURB
DETECTABLE WARNING SURFACE
24.5'
VERTICAL CURB
B
SEE C-5.07
RAISED CROSSWALK SEE DETAIL–BELOW
120+00
119+00
SEE SITE PLAN – SHEET C-5.05
CATTAIL MAT LOOP RD
118+00
DETECTABLE WARNING SURFACE
B
SEE C-5.07

RAISED CROSSWALK REQUIREMENTS

- Existing guidelines for marked crossings, including accessibility criteria, should be followed (see Section 1510.09(2)(b) - Marked Crossings).
- The width of the tabletop must be a minimum 10 feet with detectable warning surfaces on both ends.
- The entrance and exit ramp length must be a minimum of 6 feet or 4% to 8.3% slope (whichever is longer) with a parabolic cross section.

Exhibit 1510-25 Raised Crosswalk Cross-Section

10 ′ min.
Crosswalk
CLASS ½" HMA
Ramp
Table Top
Ramp
6' min.
6' min.
22' min.

- For streets with existing curb and sidewalk:
  - The height should match the sidewalk so pedestrians can cross at a constant grade.
  - If on-street parking is present, include a curb extension to make waiting pedestrians and the raised crosswalk itself more visible (see Section 1510.09(5) – Curb Extensions).
- For streets without existing curb and sidewalk:
  - The height should be 3-4 inches.
  - Ramps meeting the accessibility criteria must be installed on both ends of the tabletop.
  - Flexible delineators should be considered to prevent vehicles from swerving into the shoulder to avoid the speed table.
- Signage and pavement markings should follow Section 1510.09(2)(b) – Marked Crossings and MUTCD guidelines, specifically Section 3b.26 – Speed Hump Markings.

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

SITE PLAN

FOR
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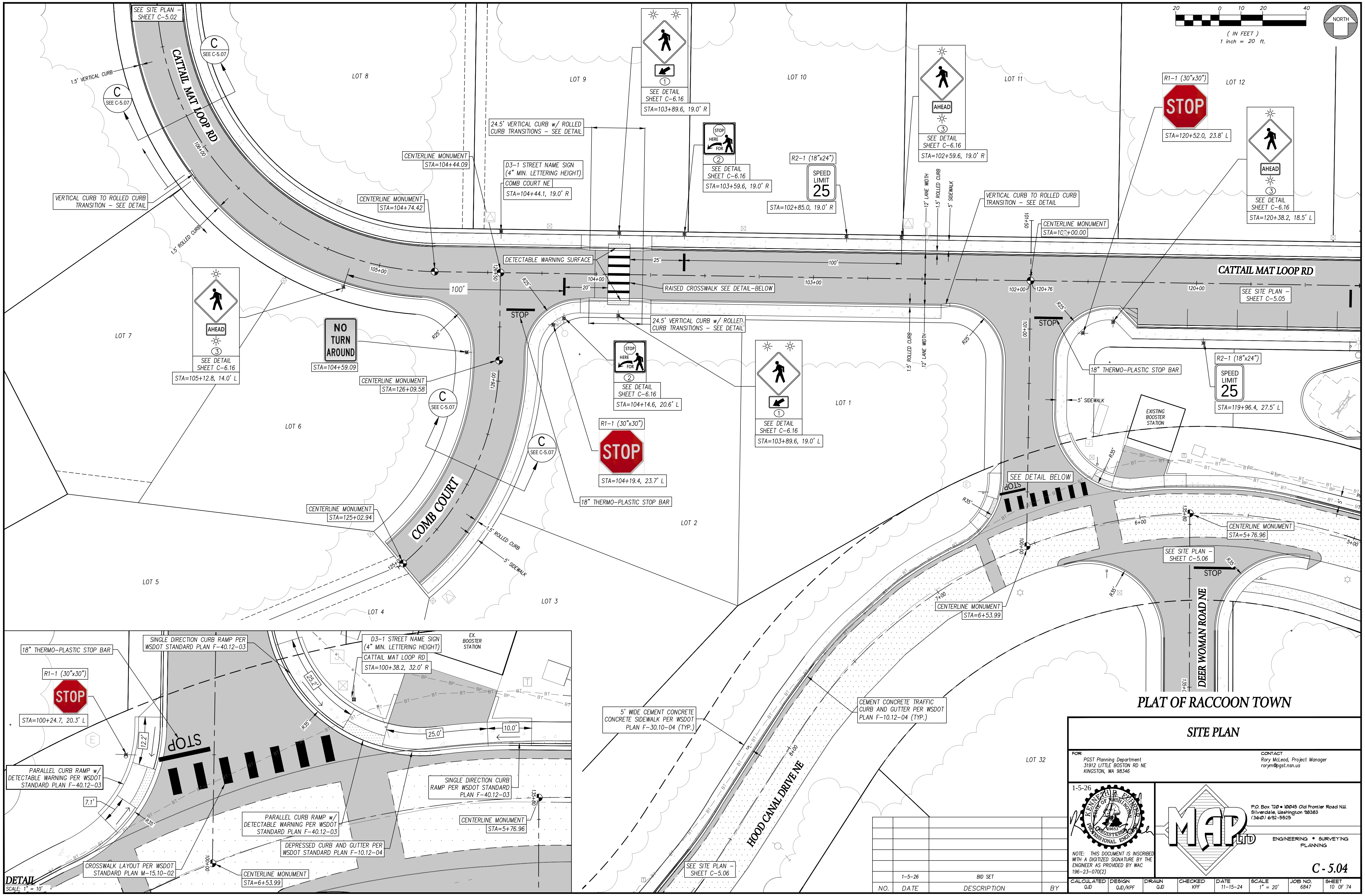
SEE SITE PLAN – SHEET C–5.02
C SEE C-5.07
C SEE C-5.07
1.5' VERTICAL CURB
CATTAIL MAT LOOP RD
106+00
VERTICAL CURB TO ROLLED CURB TRANSITION – SEE DETAIL
1.5' ROLLED CURB
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 7
LOT 6
LOT 5
LOT 4
LOT 3
LOT 2
LOT 1
LOT 32
CENTERLINE MONUMENT STA=104+44.09
CENTERLINE MONUMENT STA=104+74.42
24.5' VERTICAL CURB w/ ROLLED CURB TRANSITIONS – SEE DETAIL
D3–1 STREET NAME SIGN (4" MIN. LETTERING HEIGHT)
COMB COURT NE
STA=104+44.1, 19.0' R
SEE DETAIL SHEET C–6.16
STA=103+89.6, 19.0' R
STOP HERE FOR
SEE DETAIL SHEET C–6.16
STA=103+59.6, 19.0' R
R2–1 (18"x24")
SPEED LIMIT 25
STA=102+85.0, 19.0' R
AHEAD
SEE DETAIL SHEET C–6.16
STA=102+59.6, 19.0' R
12' LANE WIDTH
1.5' ROLLED CURB
5' SIDEWALK
VERTICAL CURB TO ROLLED CURB TRANSITION – SEE DETAIL
101+50
CENTERLINE MONUMENT STA=102+00.00
R1–1 (30"x30")
STOP
STA=120+52.0, 23.8' L
AHEAD
SEE DETAIL SHEET C–6.16
STA=120+38.2, 18.5' L
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH
105+00
126+50
100'
DETECTABLE WARNING SURFACE
104+00
20'
25'
100'
103+00
RAISED CROSSWALK SEE DETAIL–BELOW
102+00
120+76
120+00
CATTAIL MAT LOOP RD
SEE SITE PLAN – SHEET C–5.05
AHEAD
SEE DETAIL SHEET C–6.16
STA=105+12.8, 14.0' L
NO TURN AROUND
STA=104+59.09
R25'
STOP
R25'
24.5' VERTICAL CURB w/ ROLLED CURB TRANSITIONS – SEE DETAIL
CENTERLINE MONUMENT STA=126+09.58
126+00
C SEE C-5.07
STOP HERE FOR
SEE DETAIL SHEET C–6.16
STA=104+14.6, 20.6' L
SEE DETAIL SHEET C–6.16
STA=103+89.6, 19.0' L
1.5' ROLLED CURB
12' LANE WIDTH
101+00
R25'
R25'
STOP
18" THERMO–PLASTIC STOP BAR
R2–1 (18"x24")
SPEED LIMIT 25
STA=119+96.4, 27.5' L
5' SIDEWALK
EXISTING BOOSTER STATION
R1–1 (30"x30")
STOP
STA=104+19.4, 23.7' L
C SEE C-5.07
18" THERMO–PLASTIC STOP BAR
CENTERLINE MONUMENT STA=125+02.94
COMB COURT
1.5' ROLLED CURB
5' SIDEWALK
125+00
R35'
SEE DETAIL BELOW
STOP
R35'
135+80
6+00
CENTERLINE MONUMENT STA=5+76.96
5+00
100+00
SEE SITE PLAN – SHEET C–5.06
R35'
STOP
R35'
7+00
CENTERLINE MONUMENT STA=6+53.99
DEER WOMAN ROAD NE
135+00
5' WIDE CEMENT CONCRETE SIDEWALK PER WSDOT PLAN F–30.10–04 (TYP.)
CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT PLAN F–10.12–04 (TYP.)
8+00
HOOD CANAL DRIVE NE
SEE SITE PLAN – SHEET C–5.06
18" THERMO–PLASTIC STOP BAR
SINGLE DIRECTION CURB RAMP PER WSDOT STANDARD PLAN F–40.12–03
D3–1 STREET NAME SIGN (4" MIN. LETTERING HEIGHT)
CATTAIL MAT LOOP RD
STA=100+38.2, 32.0' R
EX. BOOSTER STATION
R1–1 (30"x30")
STOP
STA=100+24.7, 20.3' L
25.2'
12.2'
STOP
R35'
25.0'
10.0'
PARALLEL CURB RAMP w/ DETECTABLE WARNING PER WSDOT STANDARD PLAN F–40.12–03
7.1'
R35'
SINGLE DIRECTION CURB RAMP PER WSDOT STANDARD PLAN F–40.12–03
135+80
CENTERLINE MONUMENT STA=5+76.96
PARALLEL CURB RAMP w/ DETECTABLE WARNING PER WSDOT STANDARD PLAN F–40.12–03
DEPRESSED CURB AND GUTTER PER WSDOT STANDARD PLAN F–10.12–04
CROSSWALK LAYOUT PER WSDOT STANDARD PLAN M–15.10–02
100+00
CENTERLINE MONUMENT STA=6+53.99
DETAIL
SCALE: 1" = 10'

PLAT OF RACCOON TOWN

SITE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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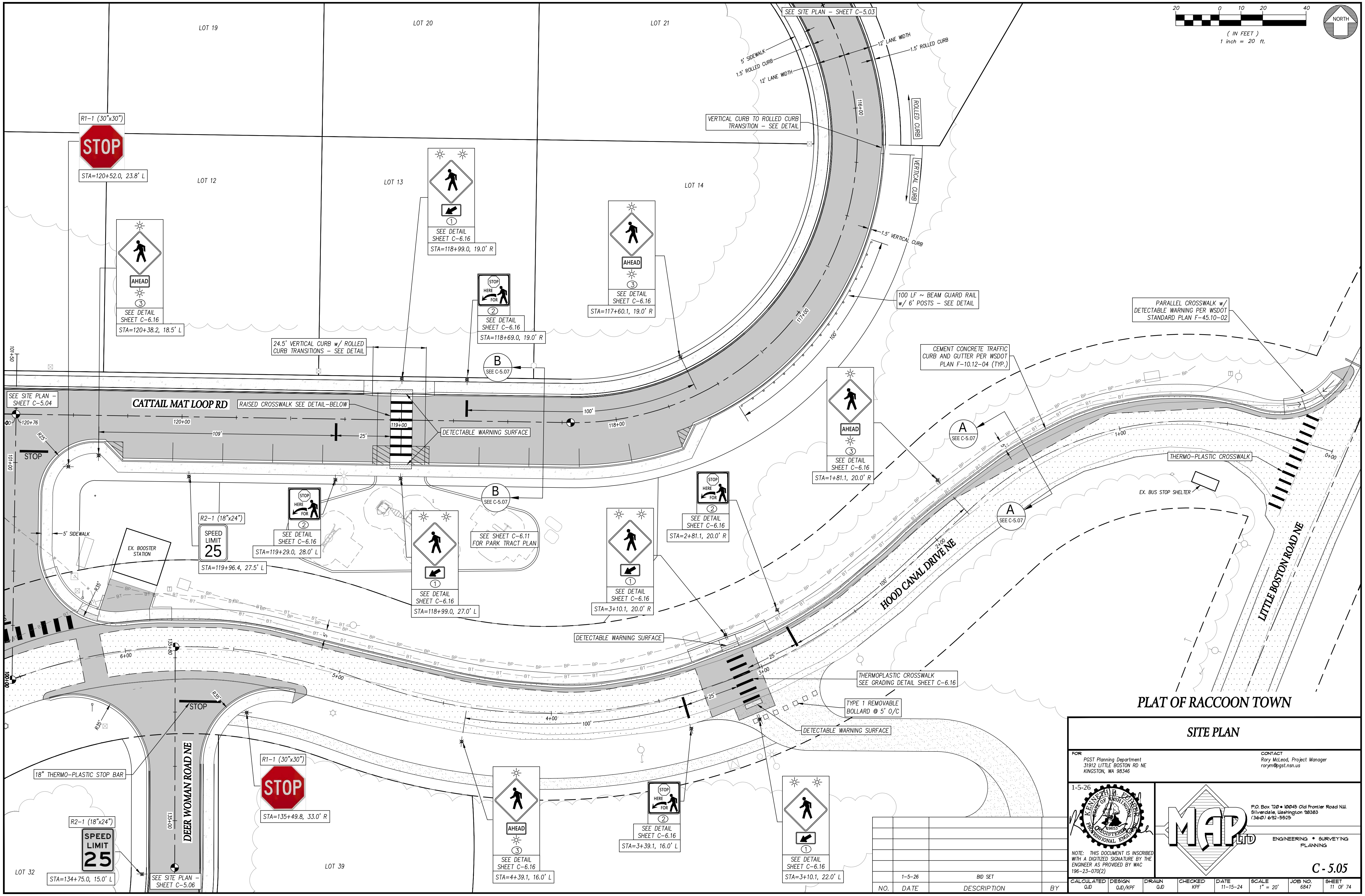
C - 5.04

NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 20'	6847	10 OF 74


LOT 19
LOT 20
LOT 21
SEE SITE PLAN – SHEET C–5.03
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH
5' SIDEWALK
1.5' ROLLED CURB
12' LANE WIDTH
12' LANE WIDTH
1.5' ROLLED CURB
116+00
ROLLED CURB
VERTICAL CURB
VERTICAL CURB TO ROLLED CURB TRANSITION – SEE DETAIL
1.5' VERTICAL CURB
R1–1 (30"x30")
STOP
STA=120+52.0, 23.8' L
LOT 12
LOT 13
LOT 14
AHEAD
3
SEE DETAIL SHEET C–6.16
STA=120+38.2, 18.5' L
1
SEE DETAIL SHEET C–6.16
STA=118+99.0, 19.0' R
STOP HERE FOR
2
SEE DETAIL SHEET C–6.16
STA=118+69.0, 19.0' R
AHEAD
3
SEE DETAIL SHEET C–6.16
STA=117+60.1, 19.0' R
100 LF ~ BEAM GUARD RAIL w/ 6' POSTS – SEE DETAIL
117+00
100'
24.5' VERTICAL CURB w/ ROLLED CURB TRANSITIONS – SEE DETAIL
B
SEE C-5.07
PARALLEL CROSSWALK w/ DETECTABLE WARNING PER WSDOT STANDARD PLAN F–45.10–02
CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT PLAN F–10.12–04 (TYP.)
101+50
SEE SITE PLAN – SHEET C–5.04
CATTAIL MAT LOOP RD
RAISED CROSSWALK SEE DETAIL–BELOW
120+76
120+00
119+00
118+00
100'
109'
25'
R25'
STOP
101+00
DETECTABLE WARNING SURFACE
AHEAD
3
SEE DETAIL SHEET C–6.16
STA=1+81.1, 20.0' R
A
SEE C-5.07
1+00
0+00
THERMO–PLASTIC CROSSWALK
EX. BUS STOP SHELTER
A
SEE C-5.07
B
SEE C-5.07
5' SIDEWALK
EX. BOOSTER STATION
R2–1 (18"x24")
SPEED LIMIT 25
STA=119+96.4, 27.5' L
STOP HERE FOR
2
SEE DETAIL SHEET C–6.16
STA=119+29.0, 28.0' L
1
SEE DETAIL SHEET C–6.16
STA=118+99.0, 27.0' L
SEE SHEET C–6.11 FOR PARK TRACT PLAN
1
SEE DETAIL SHEET C–6.16
STA=3+10.1, 20.0' R
STOP HERE FOR
2
SEE DETAIL SHEET C–6.16
STA=2+81.1, 20.0' R
2+00
100'
HOOD CANAL DRIVE NE
LITTLE BOSTON ROAD NE
R35'
DETECTABLE WARNING SURFACE
6+00
135+50
5+00
100+00
3+00
25'
25'
THERMOPLASTIC CROSSWALK SEE GRADING DETAIL SHEET C–6.16
TYPE 1 REMOVABLE BOLLARD @ 5' O/C
4+00
100'
DETECTABLE WARNING SURFACE
R35'
STOP
R35'
18" THERMO–PLASTIC STOP BAR
R1–1 (30"x30")
STOP
STA=135+49.8, 33.0' R
DEER WOMAN ROAD NE
135+00
R2–1 (18"x24")
SPEED LIMIT 25
STA=134+75.0, 15.0' L
LOT 32
SEE SITE PLAN – SHEET C–5.06
LOT 39
AHEAD
3
SEE DETAIL SHEET C–6.16
STA=4+39.1, 16.0' L
STOP HERE FOR
2
SEE DETAIL SHEET C–6.16
STA=3+39.1, 16.0' L
1
SEE DETAIL SHEET C–6.16
STA=3+10.1, 22.0' L
BP
BT

PLAT OF RACCOON TOWN

SITE PLAN

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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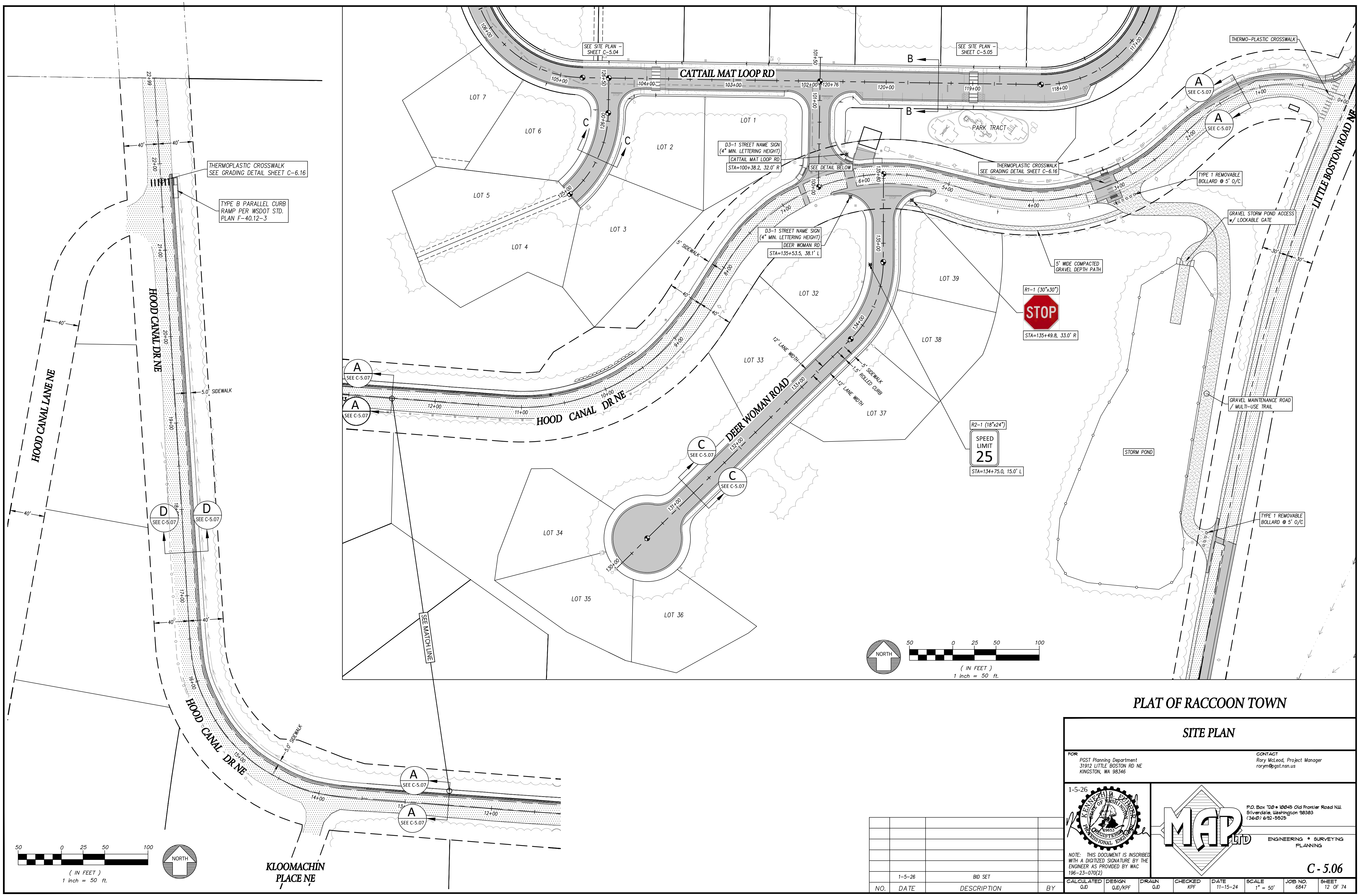
C - 5.05

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 20'	6847	11 OF 74


SEE SITE PLAN – SHEET C–5.04
SEE SITE PLAN – SHEET C–5.05
CATTAIL MAT LOOP RD
106+00
105+00
104+00
103+00
102+00
101+50
101+00
100+00
120+76
120+00
119+00
118+00
117+00
126+50
126+00
125+00
B
B
C
C
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 32
LOT 33
LOT 34
LOT 35
LOT 36
LOT 37
LOT 38
LOT 39
PARK TRACT
D3–1 STREET NAME SIGN (4" MIN. LETTERING HEIGHT)
CATTAIL MAT LOOP RD
STA=100+38.2, 32.0' R
SEE DETAIL BELOW
D3–1 STREET NAME SIGN (4" MIN. LETTERING HEIGHT)
DEER WOMAN RD
STA=135+53.5, 38.1' L
THERMOPLASTIC CROSSWALK SEE GRADING DETAIL SHEET C–6.16
THERMO–PLASTIC CROSSWALK
TYPE 1 REMOVABLE BOLLARD @ 5' O/C
GRAVEL STORM POND ACCESS w/ LOCKABLE GATE
5' WIDE COMPACTED GRAVEL DEPTH PATH
R1–1 (30"x30")
STOP
STA=135+49.8, 33.0' R
R2–1 (18"x24")
SPEED LIMIT 25
STA=134+75.0, 15.0' L
GRAVEL MAINTENANCE ROAD / MULTI–USE TRAIL
STORM POND
TYPE 1 REMOVABLE BOLLARD @ 5' O/C
LITTLE BOSTON ROAD NE
30'
30'
A SEE C-5.07
A SEE C-5.07
0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
9+00
10+00
11+00
12+00
135+80
135+00
134+00
133+00
132+00
131+00
130+00
5' SIDEWALK
40'
40'
12' LANE WIDTH
5' SIDEWALK
1.5' ROLLED CURB
12' LANE WIDTH
DEER WOMAN ROAD
HOOD CANAL DR NE
A SEE C-5.07
A SEE C-5.07
C SEE C-5.07
C SEE C-5.07
SEE MATCH LINE
NORTH
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
22+99
40'
40'
22+00
THERMOPLASTIC CROSSWALK SEE GRADING DETAIL SHEET C–6.16
TYPE B PARALLEL CURB RAMP PER WSDOT STD. PLAN F–40.12–3
21+00
HOOD CANAL DR NE
HOOD CANAL LANE NE
40'
20+00
5.0' SIDEWALK
19+00
40'
D SEE C-5.07
D SEE C-5.07
18+00
17+00
40'
40'
16+00
HOOD CANAL DR NE
5.0' SIDEWALK
15+00
14+00
13+00
12+00
A SEE C-5.07
A SEE C-5.07
KLOOMACHIN PLACE NE
NORTH
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

PLAT OF RACCOON TOWN

SITE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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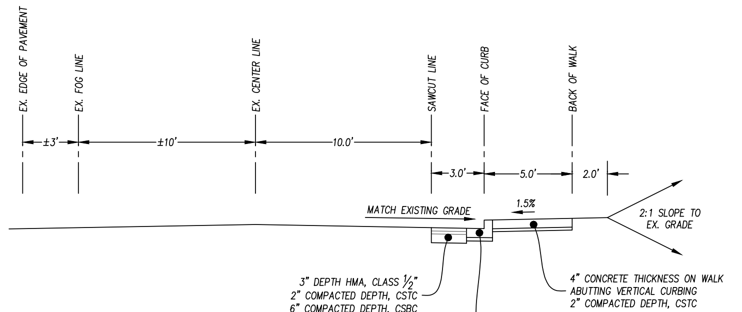
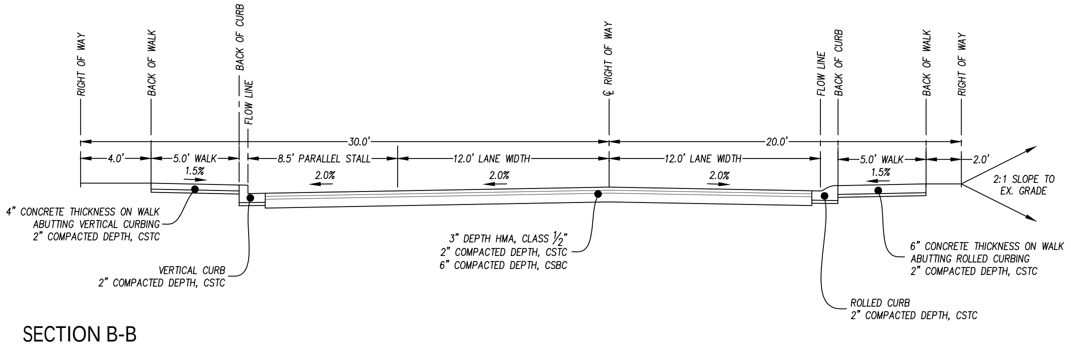
NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 50'	6847	12 OF 74


EX. EDGE OF PAVEMENT
EX. FOG LINE
EX. CENTER LINE
SAWCUT LINE
FACE OF CURB
BACK OF WALK
±3'
±10'
10.0'
3.0'
5.0'
2.0'
1.5%
MATCH EXISTING GRADE
2:1 SLOPE TO EX. GRADE
3" DEPTH HMA, CLASS ½"
2" COMPACTED DEPTH, CSTC
6" COMPACTED DEPTH, CSBC
4" CONCRETE THICKNESS ON WALK ABUTTING VERTICAL CURBING
2" COMPACTED DEPTH, CSTC
VERTICAL CURB
2" COMPACTED DEPTH, CSTC

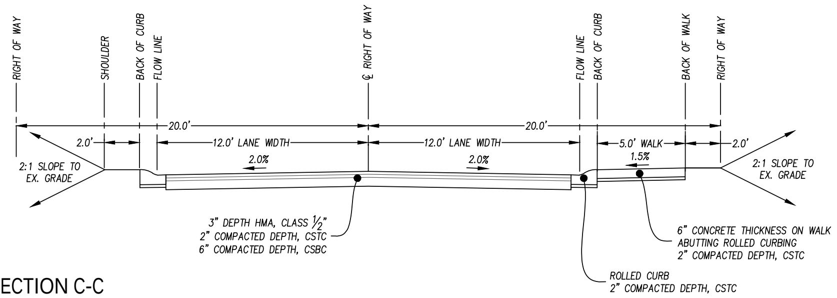
SECTION A-A

SCALE: 1" = 5'


RIGHT OF WAY
BACK OF WALK
BACK OF CURB
FLOW LINE
℄ RIGHT OF WAY
FLOW LINE
BACK OF CURB
BACK OF WALK
RIGHT OF WAY
30.0'
20.0'
4.0'
5.0' WALK
8.5' PARALLEL STALL
12.0' LANE WIDTH
12.0' LANE WIDTH
5.0' WALK
2.0'
1.5%
2.0%
2.0%
2.0%
1.5%
2:1 SLOPE TO EX. GRADE
4" CONCRETE THICKNESS ON WALK ABUTTING VERTICAL CURBING
2" COMPACTED DEPTH, CSTC
VERTICAL CURB
2" COMPACTED DEPTH, CSTC
3" DEPTH HMA, CLASS ½"
2" COMPACTED DEPTH, CSTC
6" COMPACTED DEPTH, CSBC
ROLLED CURB
2" COMPACTED DEPTH, CSTC
6" CONCRETE THICKNESS ON WALK ABUTTING ROLLED CURBING
2" COMPACTED DEPTH, CSTC

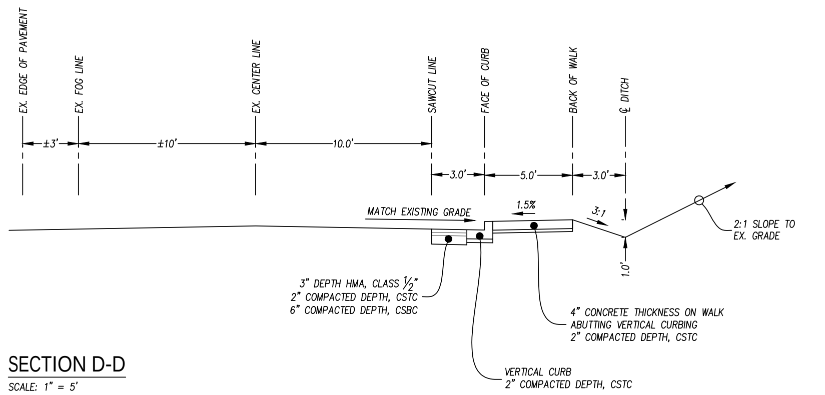
SECTION B-B

SCALE: 1" = 5'


RIGHT OF WAY
SHOULDER
BACK OF CURB
FLOW LINE
℄ RIGHT OF WAY
FLOW LINE
BACK OF CURB
BACK OF WALK
RIGHT OF WAY
20.0'
20.0'
2.0'
12.0' LANE WIDTH
12.0' LANE WIDTH
5.0' WALK
2.0'
2.0%
2.0%
1.5%
2:1 SLOPE TO EX. GRADE
2:1 SLOPE TO EX. GRADE
3" DEPTH HMA, CLASS ½"
2" COMPACTED DEPTH, CSTC
6" COMPACTED DEPTH, CSBC
6" CONCRETE THICKNESS ON WALK ABUTTING ROLLED CURBING
2" COMPACTED DEPTH, CSTC
ROLLED CURB
2" COMPACTED DEPTH, CSTC

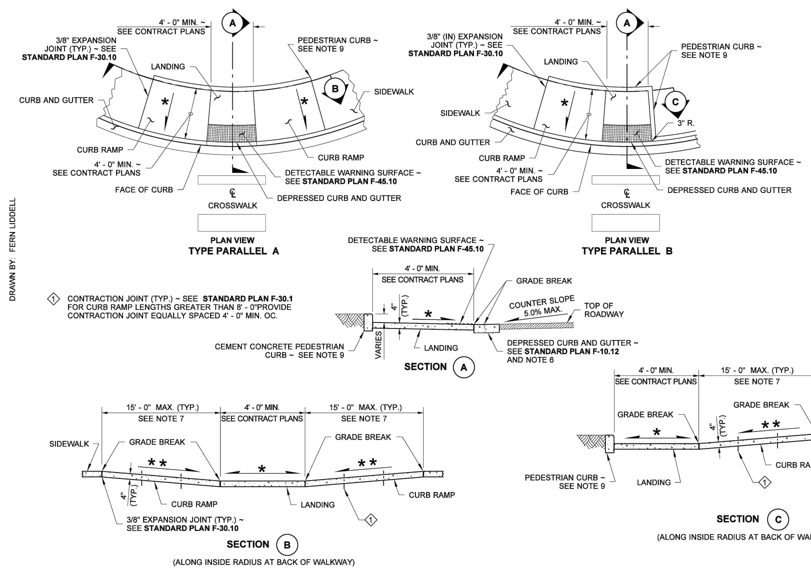
SECTION C-C

SCALE: 1" = 5'


EX. EDGE OF PAVEMENT
EX. FOG LINE
EX. CENTER LINE
SAWCUT LINE
FACE OF CURB
BACK OF WALK
℄ DITCH
±3'
±10'
10.0'
3.0'
5.0'
3.0'
1.5%
3:1
1.0'
MATCH EXISTING GRADE
2:1 SLOPE TO EX. GRADE
3" DEPTH HMA, CLASS ½"
2" COMPACTED DEPTH, CSTC
6" COMPACTED DEPTH, CSBC
4" CONCRETE THICKNESS ON WALK ABUTTING VERTICAL CURBING
2" COMPACTED DEPTH, CSTC
VERTICAL CURB
2" COMPACTED DEPTH, CSTC

SECTION D-D

SCALE: 1" = 5'

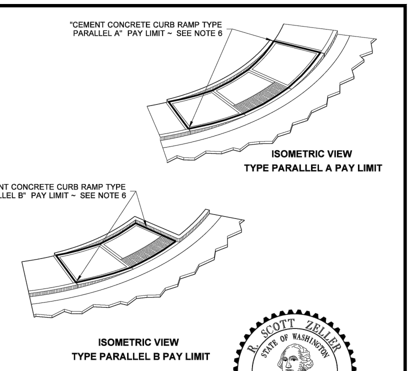

DRAWN BY: FERN LIDDELL
PLAN VIEW
TYPE PARALLEL A
PLAN VIEW
TYPE PARALLEL B
3/8" EXPANSION JOINT (TYP.) ~ SEE STANDARD PLAN F-30.10
4' - 0" MIN. ~ SEE CONTRACT PLANS
PEDESTRIAN CURB ~ SEE NOTE 9
LANDING
SIDEWALK
CURB AND GUTTER
CURB RAMP
FACE OF CURB
CROSSWALK
DETECTABLE WARNING SURFACE ~ SEE STANDARD PLAN F-45.10
DEPRESSED CURB AND GUTTER
3" R.
CONTRACTION JOINT (TYP.) ~ SEE STANDARD PLAN F-30.1 FOR CURB RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.
GRADE BREAK
COUNTER SLOPE 5.0% MAX.
TOP OF ROADWAY
VARIES
CEMENT CONCRETE PEDESTRIAN CURB ~ SEE NOTE 9
DEPRESSED CURB AND GUTTER ~ SEE STANDARD PLAN F-10.12 AND NOTE 6
SECTION A
15' - 0" MAX. (TYP.) SEE NOTE 7
4' - 0" MIN. SEE CONTRACT PLANS
SECTION B
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)
SECTION C
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)
3/8" (IN) EXPANSION JOINT (TYP.) ~ SEE STANDARD PLAN F-30.10

NOTES

1. At marked crosswalks, the connection between the landing 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 the Depressed Curb and Gutter where the Landing 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 otherwise shown 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 sidewalk over a horizontal distance of 15 feet. Do not include abutting landing(s) in the15-foot max. measurement. When a ramp is constructed on a radius, the 15-foot max. length is measured on the inside radius along the back of the walkway.
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 be no 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


"CEMENT CONCRETE CURB RAMP TYPE PARALLEL A" PAY LIMIT ~ SEE NOTE 6
ISOMETRIC VIEW
TYPE PARALLEL A PAY LIMIT
"CEMENT CONCRETE CURB RAMP TYPE PARALLEL B" PAY LIMIT ~ SEE NOTE 6
ISOMETRIC VIEW
TYPE PARALLEL B PAY LIMIT

R. SCOTT ZELLER
28680

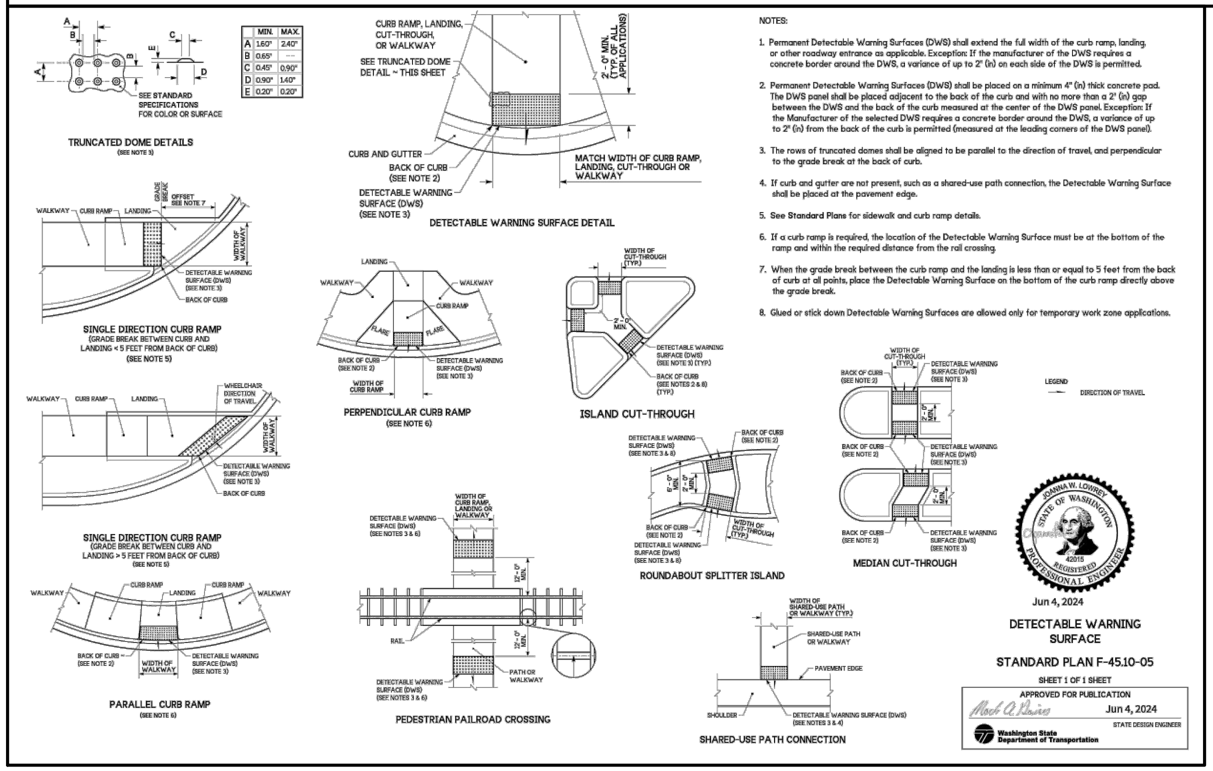
Zeller, Scott
Jun 24 2016 7:19 AM

PARALLEL CURB RAMP

STANDARD PLAN F-40.12-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Carpenter, Jeff
Carpenter, Jeff
Jun 29 2016 2:27 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation


TRUNCATED DOME DETAILS
(SEE NOTE 3)
SEE STANDARD SPECIFICATIONS FOR COLOR OR SURFACE
CURB RAMP, LANDING, CUT-THROUGH, OR WALKWAY
SEE TRUNCATED DOME DETAIL ~ THIS SHEET
2' - 0" MIN. (TYP. ALL APPLICATIONS)
CURB AND GUTTER
BACK OF CURB (SEE NOTE 2)
DETECTABLE WARNING SURFACE (DWS) (SEE NOTE 3)
MATCH WIDTH OF CURB RAMP, LANDING, CUT-THROUGH OR WALKWAY
DETECTABLE WARNING SURFACE DETAIL
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)
PERPENDICULAR CURB RAMP
(SEE NOTE 6)
ISLAND CUT-THROUGH
PEDESTRIAN RAILROAD CROSSING
ROUNDABOUT SPLITTER ISLAND
MEDIAN CUT-THROUGH
SHARED-USE PATH CONNECTION
WALKWAY
CURB RAMP
LANDING
FLARE
RAIL
WIDTH OF CUT-THROUGH (TYP.)
WHEELCHAIR DIRECTION OF TRAVEL
PATH OR WALKWAY
PAVEMENT EDGE
SHOULDER
LEGEND
DIRECTION OF TRAVEL

	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	-
C	0.45"	0.90"
D	0.90"	1.40"
E	0.20"	0.20"

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.

JOANNA W. LOWREY
42015

Jun 4, 2024

DETECTABLE WARNING SURFACE

STANDARD PLAN F-45.10-05

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Mark A. Gaines
Jun 4, 2024
STATE DESIGN ENGINEER
Washington State Department of Transportation

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

SITE NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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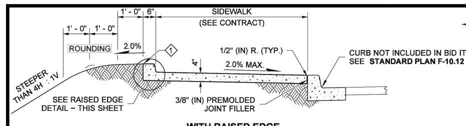
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	-	6847	13 OF 74

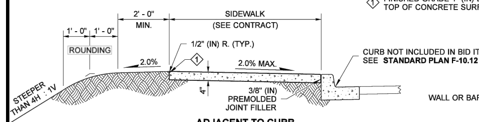
Contact Standard Plans Office regarding use of the plan on Projects

DRAWN BY: LISA CYFORD

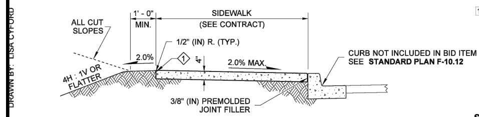

1' - 0"
6"
1' - 0"
1' - 0"
SIDEWALK
(SEE CONTRACT)
ROUNDING
2.0%
1
1/2" (IN) R. (TYP.)
2.0% MAX.
4"
STEEPER THAN 4H : 1V
SEE RAISED EDGE DETAIL ~ THIS SHEET
3/8" (IN) PREMOLDED JOINT FILLER
CURB NOT INCLUDED IN BID ITEM ~ SEE **STANDARD PLAN F-10.12**

WITH RAISED EDGE

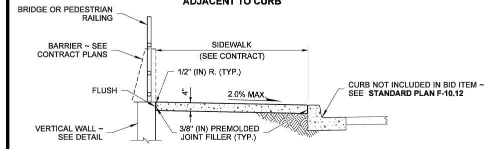
◇1 FINISHED GRADE 1" (IN) BELOW TOP OF CONCRETE SURFACE


2' - 0" MIN.
1' - 0"
1' - 0"
SIDEWALK
(SEE CONTRACT)
ROUNDING
2.0%
1/2" (IN) R. (TYP.)
1
2.0% MAX.
4"
STEEPER THAN 4H : 1V
3/8" (IN) PREMOLDED JOINT FILLER
CURB NOT INCLUDED IN BID ITEM ~ SEE **STANDARD PLAN F-10.12**

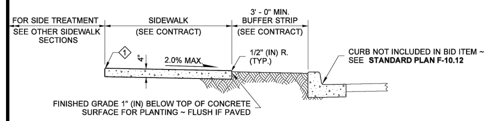
ADJACENT TO CURB
(STEEP FILL SLOPES)


1' - 0" MIN.
SIDEWALK
(SEE CONTRACT)
ALL CUT SLOPES
1/2" (IN) R. (TYP.)
2.0%
1
4"
2.0% MAX.
4H : 1V OR FLATTER
3/8" (IN) PREMOLDED JOINT FILLER
CURB NOT INCLUDED IN BID ITEM ~ SEE **STANDARD PLAN F-10.12**

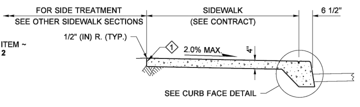
ADJACENT TO CURB


BRIDGE OR PEDESTRIAN RAILING
BARRIER ~ SEE CONTRACT PLANS
SIDEWALK
(SEE CONTRACT)
1/2" (IN) R. (TYP.)
FLUSH
4"
2.0% MAX.
VERTICAL WALL ~ SEE DETAIL
3/8" (IN) PREMOLDED JOINT FILLER (TYP.)
CURB NOT INCLUDED IN BID ITEM ~ SEE **STANDARD PLAN F-10.12**

ADJACENT TO CURB AND RAILING OR WALL


FOR SIDE TREATMENT
SEE OTHER SIDEWALK SECTIONS
SIDEWALK
(SEE CONTRACT)
3' - 0" MIN.
BUFFER STRIP
(SEE CONTRACT)
1
4"
2.0% MAX.
1/2" (IN) R. (TYP.)
CURB NOT INCLUDED IN BID ITEM ~ SEE **STANDARD PLAN F-10.12**
FINISHED GRADE 1" (IN) BELOW TOP OF CONCRETE SURFACE FOR PLANTING ~ FLUSH IF PAVED

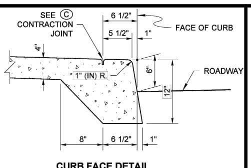
ADJACENT TO BUFFER STRIP


FOR SIDE TREATMENT
SEE OTHER SIDEWALK SECTIONS
SIDEWALK
(SEE CONTRACT)
6 1/2"
1/2" (IN) R. (TYP.)
1
2.0% MAX.
4"
SEE CURB FACE DETAIL

MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

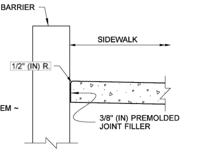
NOTE

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.

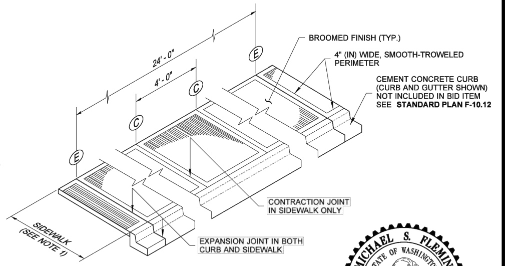

SEE C CONTRACTION JOINT
6 1/2"
5 1/2"
1"
FACE OF CURB
4"
1" (IN) R.
6"
12"
ROADWAY
8"
6 1/2"
1"

CURB FACE DETAIL

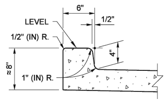
EXTEND SIDEWALK TRANSVERSE EXPANSION JOINTS TO INCLUDE CURB (FULL DEPTH)


WALL OR BARRIER
SIDEWALK
1/2" (IN) R.
3/8" (IN) PREMOLDED JOINT FILLER

SIDEWALK ADJACENT TO WALL DETAIL

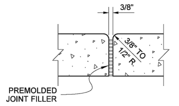

24' - 0"
4' - 0"
E
C
C
E
BROOMED FINISH (TYP.)
4" (IN) WIDE, SMOOTH-TROWELED PERIMETER
CEMENT CONCRETE CURB (CURB AND GUTTER SHOWN) NOT INCLUDED IN BID ITEM SEE **STANDARD PLAN F-10.12**
CONTRACTION JOINT IN SIDEWALK ONLY
EXPANSION JOINT IN BOTH CURB AND SIDEWALK
SIDEWALK (SEE NOTE 1)

ISOMETRIC VIEW
JOINT AND FINISH DETAIL

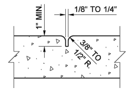

6"
1/2"
LEVEL
1/2" (IN) R.
4"
≈8"
1" (IN) R.

RAISED EDGE DETAIL

EXTEND SIDEWALK TRANSVERSE JOINTS TO INCLUDE RAISED EDGE


3/8"
3/8" TO 1/2" R.
PREMOLDED JOINT FILLER

(E) EXPANSION JOINT


1" MIN.
1/8" TO 1/4"
3/8" TO 1/2" R.

(C) CONTRACTION JOINT

MICHAEL S. FLEMING 38777

Michael S Fleming
Digitally signed by Michael S Fleming
Date: 2020.09.24 07:40:16 -07'00'

CEMENT CONCRETE SIDEWALK

STANDARD PLAN F-30.10-04

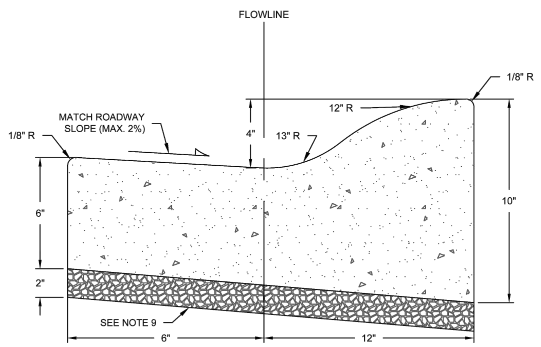
SHEET 1 OF 1 SHEET

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

NOTE:

2" OF CSTC COMPACTED TO FIRM AND UNYIELDING CONDITION UNDER ALL SIDEWALKS.

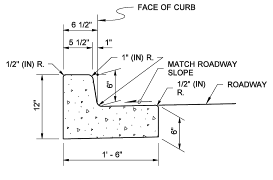
SIDEWALKS ABUTTING ROLLED CURBING TO BE 6" MINIMUM CONCRETE THICKNESS.


FLOWLINE
1/8" R
MATCH ROADWAY SLOPE (MAX. 2%)
1/8" R
12" R
4"
13" R
6"
10"
2"
SEE NOTE 9
6"
12"

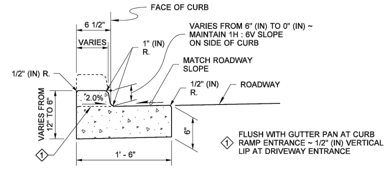
NOTES:

1. FORMS SHALL BE TRUE TO LINE AND GRADE AND SECURELY STAKED.
2. EXPANSION JOINTS SHALL BE PLACED ADJACENT TO CATCH BASINS, INLETS, CURB RETURNS, ALLEYS, OR A MAXIMUM SPACING OF 20 FEET. EXPANSION JOINTS SHALL ALSO BE PLACED BETWEEN CURB AND GUTTER AND SIDEWALK.
3. THRU JOINTS SHALL BE 3/8" WIDE PRE-MOLDED JOINT FILLER.
4. ALL JOINTS SHALL BE CLEANED AND EDGED.
5. CONCRETE SHALL HAVE A COMPRESSION STRENGTH OF 4,000 PSI.
6. STEEL FORMS ONLY MAY BE USED ON TANGENT SECTIONS, WOOD FORMS MAY BE USED ON CURVED SECTIONS.
7. FINISH SHALL BE LIGHT BROOM FINISH, PERPENDICULAR TO CURB FACE.
8. THE FINISHED CONCRETE SHALL BE COVERED BY CURING COMPOUND. WATERPROOF PAPER OR PLASTIC SHEETING IN THE EVENT OF RAIN OR OTHER INCLEMENT WEATHER. CURING TIME SHALL BE AS SPECIFIED.
9. 2" OF CRUSHED SURFACING TOP COURSE COMPACTED TO FIRM AND UNYIELDING CONDITION.
10. ALL SIDEWALKS POURED BEHIND ROLLED CURB IN RESIDENTIAL APPLICATIONS SHALL BE AN INCREASED DEPTH OF SIX INCHES (6") THICK.

CONCRETE ROLLED CURB AND GUTTER


FACE OF CURB
6 1/2"
5 1/2"
1"
1/2" (IN) R.
1" (IN) R.
MATCH ROADWAY SLOPE
1/2" (IN) R.
ROADWAY
12"
6"
6"
1' - 6"

CEMENT CONCRETE TRAFFIC CURB AND GUTTER


FACE OF CURB
6 1/2"
VARIES
1" (IN) R.
VARIES FROM 6" (IN) TO 0" (IN) ~ MAINTAIN 1H : 6V SLOPE ON SIDE OF CURB
MATCH ROADWAY SLOPE
1/2" (IN) R.
1/2" (IN) R.
ROADWAY
2.0%
VARIES FROM 12" TO 6"
6"
1
1' - 6"

◇1 FLUSH WITH GUTTER PAN AT CURB RAMP ENTRANCE ~ 1/2" (IN) VERTICAL LIP AT DRIVEWAY ENTRANCE

DEPRESSED CURB AND GUTTER SECTION

AT CURB RAMPS AND

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.

NOTE:
2" OF CSTC COMPACTED TO FIRM AND UNYIELDING CONDITION UNDER ALL CURBING

MICHAEL S. FLEMING 38777

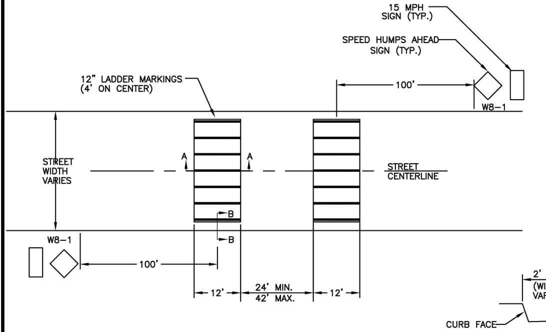
Michael S Fleming
Digitally signed by Michael S Fleming
Date: 2020.09.24 07:39:38 -07'00'

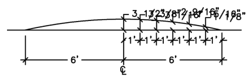
CEMENT CONCRETE CURBS

STANDARD PLAN F-10.12-04

SHEET 1 OF 1 SHEET

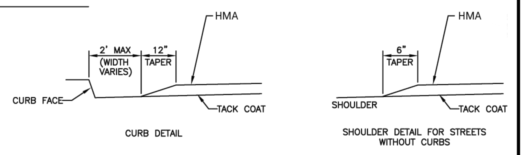
APPROVED FOR PUBLICATION
Date: 2020.09.24
07:57:43 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation


15 MPH SIGN (TYP.)
SPEED HUMPS AHEAD SIGN (TYP.)
12" LADDER MARKINGS (4' ON CENTER)
100'
W8–1
STREET WIDTH VARIES
A
A
STREET CENTERLINE
B
B
W8–1
100'
12'
24' MIN.
42' MAX.
12'


3 1/2" 3 1/8" 2 9/16" 1 5/8"
1' 1' 1' 1' 1' 1'
6'
6'
℄

PARABOLIC CROWN

SECTION A–A


HMA
2' MAX (WIDTH VARIES)
12" TAPER
CURB FACE
TACK COAT
HMA
6" TAPER
SHOULDER
TACK COAT

CURB DETAIL

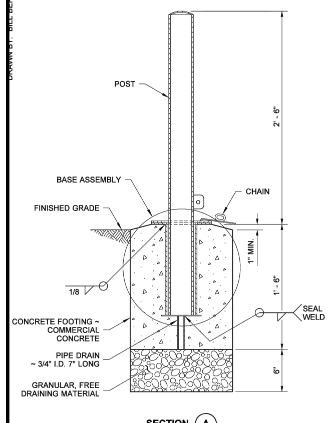
SHOULDER DETAIL FOR STREETS WITHOUT CURBS

SECTION B–B

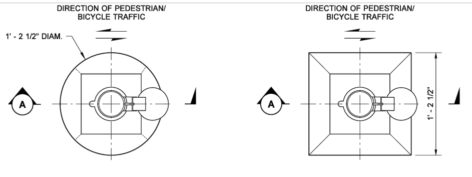
TRAFFIC CALMING SPEED HUMP

SPEED HUMP DETAIL
N.T.S.

DRAWN BY: BILL BERENS


POST
2' - 6"
BASE ASSEMBLY
CHAIN
FINISHED GRADE
1" MIN.
1' - 6"
1/8
SEAL WELD
CONCRETE FOOTING ~ COMMERCIAL CONCRETE
PIPE DRAIN ~ 3/4" I.D. 7" LONG
6"
GRANULAR, FREE DRAINING MATERIAL

SECTION (A)

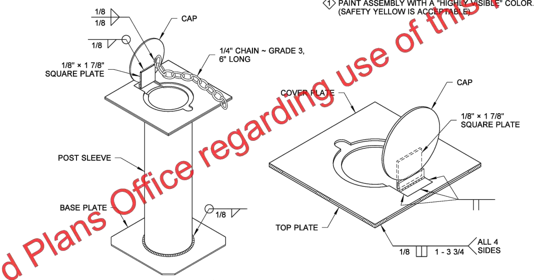

DIRECTION OF PEDESTRIAN/ BICYCLE TRAFFIC
1' - 2 1/2" DIAM.
A
DIRECTION OF PEDESTRIAN/ BICYCLE TRAFFIC
A
1' - 2 1/2"

ROUND FOOTING

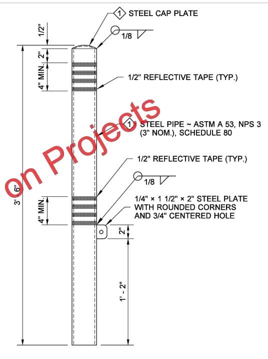
SQUARE FOOTING

PLAN VIEW

◇1 PAINT ASSEMBLY WITH A "HIGHLY VISIBLE" COLOR. (SAFETY YELLOW IS ACCEPTABLE)


1/8
1/8
CAP
1/8
1/8" × 1 7/8" SQUARE PLATE
1/4" CHAIN ~ GRADE 3, 6" LONG
COVER PLATE
CAP
1/8" × 1 7/8" SQUARE PLATE
POST SLEEVE
BASE PLATE
1/8
TOP PLATE
1/8
1 - 3 3/4
ALL 4 SIDES

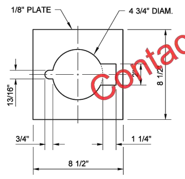
◇1 BASE ASSEMBLY


1 STEEL CAP PLATE
1/2"
1/8
2"
4" MIN.
1/2" REFLECTIVE TAPE (TYP.)
1 STEEL PIPE ~ ASTM A 53, NPS 3 (3" NOM.), SCHEDULE 80
3' 6"
1/2" REFLECTIVE TAPE (TYP.)
1/8
4" MIN.
1/4" × 1 1/2" × 2" STEEL PLATE WITH ROUNDED CORNERS AND 3/4" CENTERED HOLE
2"
1' - 2"

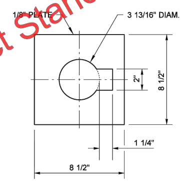
POST

NOTE

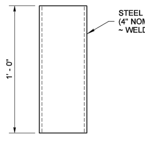
This bollard does not have an effective breakaway design feature and cannot be installed within the Design Clear Zone.


1/8" PLATE
4 3/4" DIAM.
13/16"
2"
8 1/2"
3/4"
1 1/4"
8 1/2"

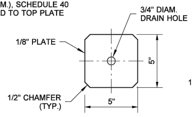
COVER PLATE


1/8" PLATE
3 13/16" DIAM.
2"
8 1/2"
1 1/4"
8 1/2"

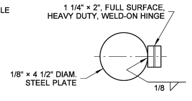
TOP PLATE


1' - 0"
STEEL PIPE ~ ASTM A 53, NPS 4 (4" NOM.), SCHEDULE 40 ~ WELD TO TOP PLATE

POST SLEEVE


3/4" DIAM. DRAIN HOLE
1/8" PLATE
5"
1/2" CHAMFER (TYP.)
5"

BASE PLATE


1 1/4" × 2", FULL SURFACE, HEAVY DUTY, WELD-ON HINGE
1/8" × 4 1/2" DIAM. STEEL PLATE
1/8

CAP AND HINGE

BAKOTICH, PASCO III 24557
EXPIRES JUNE 19, 2010

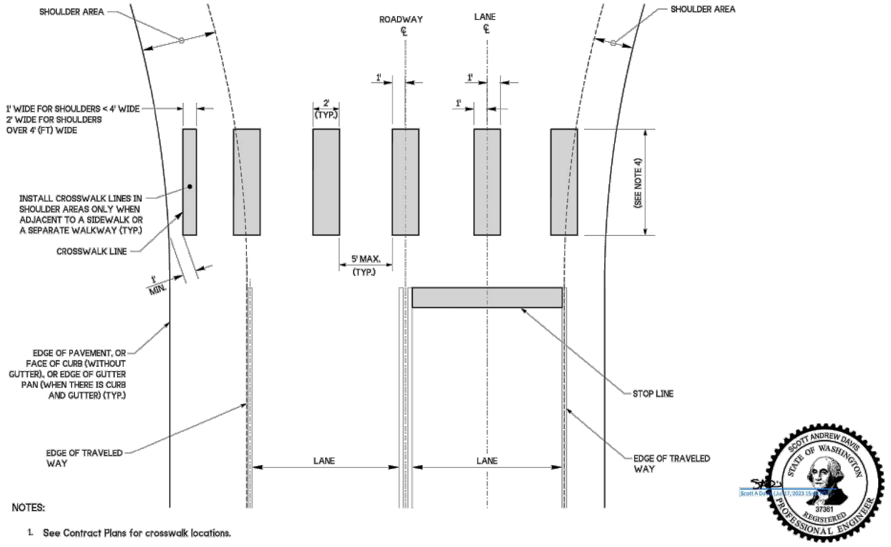
NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

BOLLARD TYPE 1

STANDARD PLAN H-60.10-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Pasco Bakotich III *07-03-08*
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation


SHOULDER AREA
ROADWAY ℄
LANE ℄
SHOULDER AREA
1'
1'
1'
1' WIDE FOR SHOULDERS < 4' WIDE 2' WIDE FOR SHOULDERS OVER 4' (FT) WIDE
2' (TYP.)
(SEE NOTE 4)
INSTALL CROSSWALK LINES IN SHOULDER AREAS ONLY WHEN ADJACENT TO A SIDEWALK OR A SEPARATE WALKWAY (TYP.)
CROSSWALK LINE
5' MAX. (TYP.)
1' MIN.
EDGE OF PAVEMENT, OR FACE OF CURB (WITHOUT GUTTER), OR EDGE OF GUTTER PAN (WHEN THERE IS CURB AND GUTTER) (TYP.)
STOP LINE
EDGE OF TRAVELED WAY
LANE
LANE
EDGE OF TRAVELED WAY

CROSSWALK DETAIL

NOTES:

1. See Contract Plans for crosswalk locations.
2. To the maximum extent possible, curb ramp centerline should be perpendicular to the crosswalk centerline.
3. To the maximum extent possible, crosswalks should be perpendicular to the traveled way centerline.
4. See Contract plans for crosswalk width.
5. To maximim extent possible, place crosswalk bars out of the wheel paths.

SCOTT ANDREW DAVIS 37361

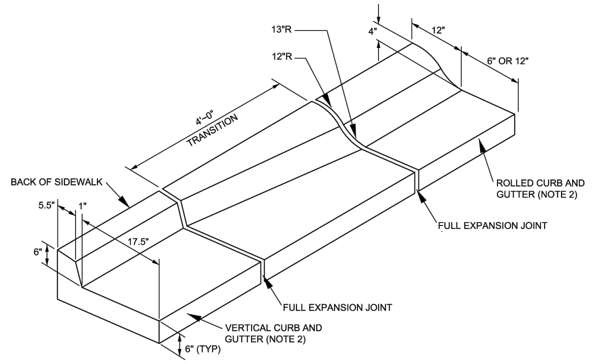
Jul 17, 2023

CROSSWALK LAYOUT

STANDARD PLAN M-15.10-02

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Jul 17, 2023
STATE DESIGN ENGINEER
Washington State Department of Transportation


13"R
12"R
4"
12"
6" OR 12"
4'-0" TRANSITION
BACK OF SIDEWALK
5.5"
1"
17.5"
6"
ROLLED CURB AND GUTTER (NOTE 2)
FULL EXPANSION JOINT
FULL EXPANSION JOINT
VERTICAL CURB AND GUTTER (NOTE 2)
6" (TYP)

NOTES

1. ALIGN BACK OF VERTICAL, TRANSITION, AND ROLLED CURB PARALLEL TO FRONT OF SIDEWALK.

VERTICAL CURB TO ROLLED CURB TRANSITION

NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

PLAT OF RACCOON TOWN

SITE NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER 29653

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MAP LTD
P.O. Box 720 • 10045 Old Frontier Road N.W.
Silverdale, Washington 98383
(360) 692-5525

ENGINEERING • SURVEYING
PLANNING

C - 5.08

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	–	6847	14 OF 74

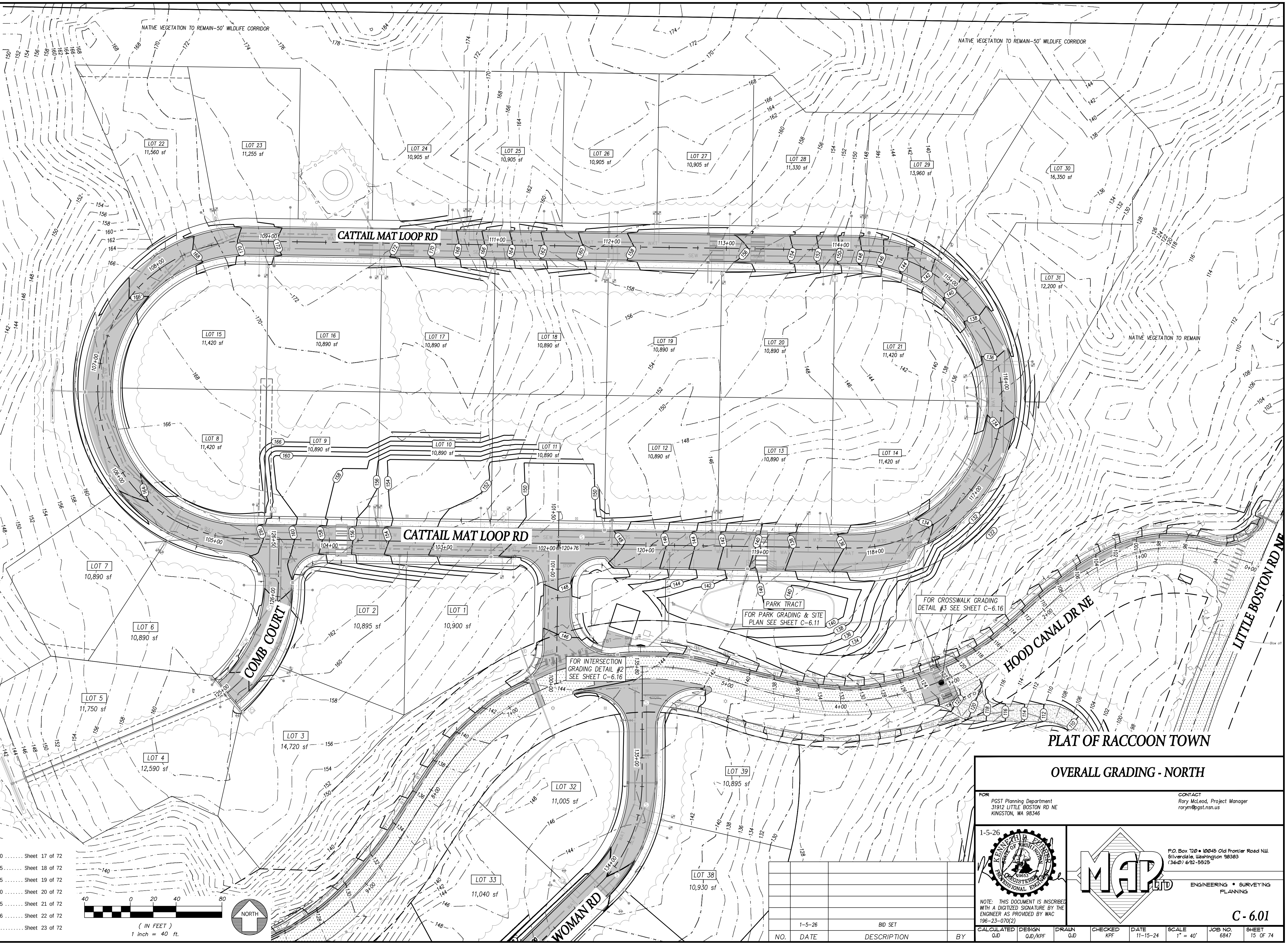
GENERAL NOTES

1. ALL CONSTRUCTION SHALL FOLLOW THE RECOMMENDATIONS CONTAINED IN THE GEOTECHNICAL INVESTIGATION REPORT PREPARED FOR THIS PROJECT BY KRAZAN AND ASSOCIATES DATED OCTOBER 2, 2023.
2. POST-CONSTRUCTION SOILS AMENDMENT (BMP T5.13) WILL BE APPLIED TO EACH LOT AFTER THE FUTURE HOME CONSTRUCTION.

GRADING NOTES

THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN THE EVENT OR DISCOVERY OF POOR SOILS, GROUNDWATER OR DISCREPANCIES IN THE EXISTING CONDITIONS AS NOTED ON THE PLANS.

1. MAXIMUM SLOPE STEEPNESS SHALL BE 2:1 (HORIZONTAL TO VERTICAL) FOR CUT AND FILL SLOPES.
2. UNLESS OTHERWISE SPECIFIED, ALL EMBANKMENTS IN THE PLAN SET SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 2-03.3(14)B OF THE WSDOT STANDARD SPECIFICATIONS. EMBANKMENT COMPACTIONS SHALL CONFORM TO SECTION 2-03.3(14)C, METHOD B OF SAID STANDARD SPECIFICATIONS.
3. EMBANKMENTS DESIGNED TO IMPOUND WATER SHALL BE COMPACTED TO 95% MAXIMUM DENSITY PER SECTION 2-03.3(14)C, METHOD C OF WSDOT STANDARD SPECIFICATIONS.
4. ALL AREAS RECEIVING FILL MATERIAL SHALL BE PREPARED BY REMOVING VEGETATION, NON-COMPLYING FILL, TOPSOIL AND OTHER UNSUITABLE MATERIAL BY SCARIFYING THE SURFACE TO PROVIDE A BOND WITH THE NEW FILL, AND WHERE SLOPES ARE STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL AND THE HEIGHT IS GREATER THAN 5 FT., BY BENCHING INTO SOUND COMPETENT MATERIAL AS DETERMINED BY A SOILS ENGINEER.


NATIVE VEGETATION TO REMAIN-50' WILDLIFE CORRIDOR
NATIVE VEGETATION TO REMAIN-50' WILDLIFE CORRIDOR
NATIVE VEGETATION TO REMAIN
CATTAIL MAT LOOP RD
CATTAIL MAT LOOP RD
COMB COURT
HOOD CANAL DR NE
LITTLE BOSTON RD NE
WOMAN RD
LOT 22 11,560 sf
LOT 23 11,255 sf
LOT 24 10,905 sf
LOT 25 10,905 sf
LOT 26 10,905 sf
LOT 27 10,905 sf
LOT 28 11,330 sf
LOT 29 13,960 sf
LOT 30 16,350 sf
LOT 31 12,200 sf
LOT 15 11,420 sf
LOT 16 10,890 sf
LOT 17 10,890 sf
LOT 18 10,890 sf
LOT 19 10,890 sf
LOT 20 10,890 sf
LOT 21 11,420 sf
LOT 8 11,420 sf
LOT 9 10,890 sf
LOT 10 10,890 sf
LOT 11 10,890 sf
LOT 12 10,890 sf
LOT 13 10,890 sf
LOT 14 11,420 sf
LOT 7 10,890 sf
LOT 6 10,890 sf
LOT 5 11,750 sf
LOT 4 12,590 sf
LOT 3 14,720 sf
LOT 2 10,895 sf
LOT 1 10,900 sf
LOT 39 10,895 sf
LOT 32 11,005 sf
LOT 33 11,040 sf
LOT 38 10,930 sf
PARK TRACT
FOR PARK GRADING & SITE PLAN SEE SHEET C-6.11
FOR CROSSWALK GRADING DETAIL #3 SEE SHEET C-6.16
FOR INTERSECTION GRADING DETAIL #2 SEE SHEET C-6.16
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.
NORTH

GRADING SHEETS (NORTH)

C - 6.03	CATTAIL MAT LOOP ROAD STATION 100+00 - 101+50	Sheet 17 of 72
C - 6.03	CATTAIL MAT LOOP ROAD STATION 102+00 - 105+25	Sheet 18 of 72
C - 6.04	CATTAIL MAT LOOP ROAD STATION 105+25 - 109+75	Sheet 19 of 72
C - 6.05	CATTAIL MAT LOOP ROAD STATION 109+75 - 114+00	Sheet 20 of 72
C - 6.06	CATTAIL MAT LOOP ROAD STATION 114+00 - 117+75	Sheet 21 of 72
C - 6.07	CATTAIL MAT LOOP ROAD STATION 117+75 - 120+76	Sheet 22 of 72
C - 6.08	COMB COURT STATION 125+00 - 126+50	Sheet 23 of 72

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

OVERALL GRADING - NORTH

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH P. FUHRER
29653

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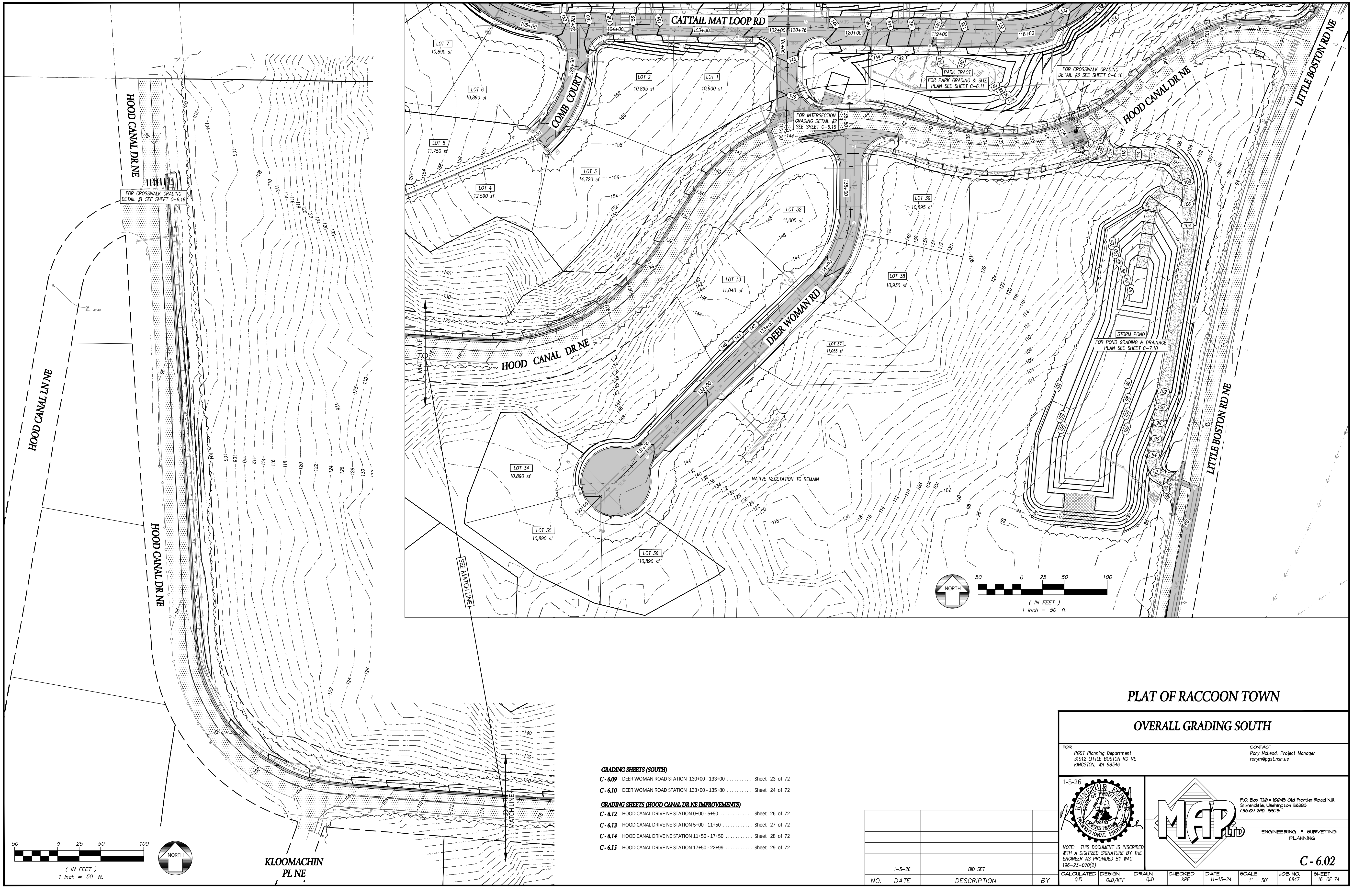
(360) 692-5525

ENGINEERING • SURVEYING
PLANNING

C - 6.01

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 40'	6847	15 OF 74


CATTAIL MAT LOOP RD
COMB COURT
HOOD CANAL DR NE
HOOD CANAL LN NE
DEER WOMAN RD
LITTLE BOSTON RD NE
KLOOMACHIN PL NE
LOT 1 10,900 sf
LOT 2 10,895 sf
LOT 3 14,720 sf
LOT 4 12,590 sf
LOT 5 11,750 sf
LOT 6 10,890 sf
LOT 7 10,890 sf
LOT 32 11,005 sf
LOT 33 11,040 sf
LOT 34 10,890 sf
LOT 35 10,890 sf
LOT 36 10,890 sf
LOT 37 11,055 sf
LOT 38 10,930 sf
LOT 39 10,895 sf
PARK TRACT
FOR PARK GRADING & SITE PLAN SEE SHEET C-6.11
FOR CROSSWALK GRADING DETAIL #3 SEE SHEET C-6.16
FOR INTERSECTION GRADING DETAIL #2 SEE SHEET C-6.16
FOR CROSSWALK GRADING DETAIL #1 SEE SHEET C-6.16
STORM POND
FOR POND GRADING & DRAINAGE PLAN SEE SHEET C-7.10
NATIVE VEGETATION TO REMAIN
MATCH LINE
SEE MATCH LINE
NORTH
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

PLAT OF RACCOON TOWN

OVERALL GRADING SOUTH

GRADING SHEETS (SOUTH)

- **C - 6.09** DEER WOMAN ROAD STATION 130+00 - 133+00 .... Sheet 23 of 72
- **C - 6.10** DEER WOMAN ROAD STATION 133+00 - 135+80 .... Sheet 24 of 72

GRADING SHEETS (HOOD CANAL DR NE IMPROVEMENTS)

- **C - 6.12** HOOD CANAL DRIVE NE STATION 0+00 - 5+50 .... Sheet 26 of 72
- **C - 6.13** HOOD CANAL DRIVE NE STATION 5+00 - 11+50 .... Sheet 27 of 72
- **C - 6.14** HOOD CANAL DRIVE NE STATION 11+50 - 17+50 .... Sheet 28 of 72
- **C - 6.15** HOOD CANAL DRIVE NE STATION 17+50 - 22+99 .... Sheet 29 of 72

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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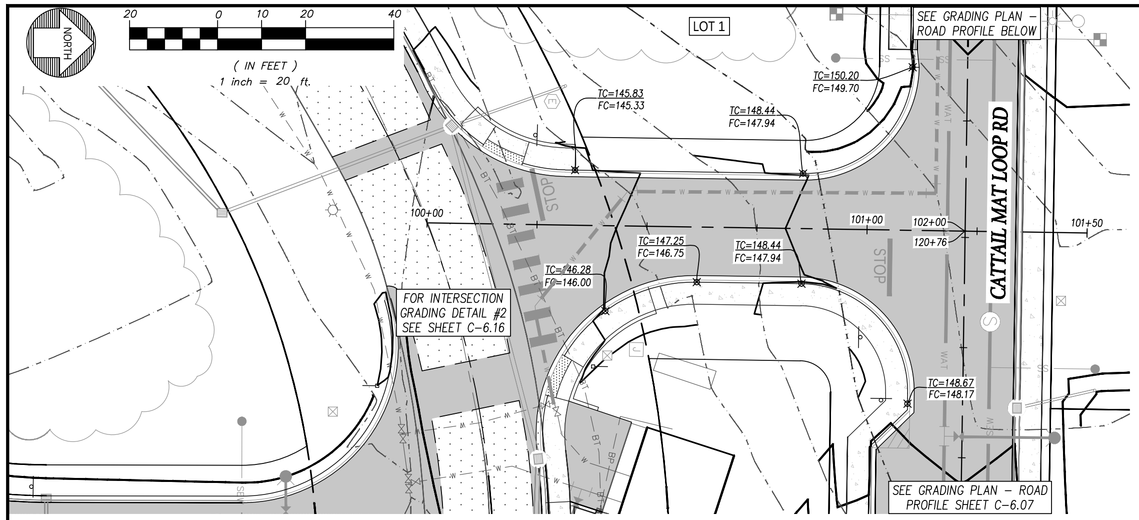
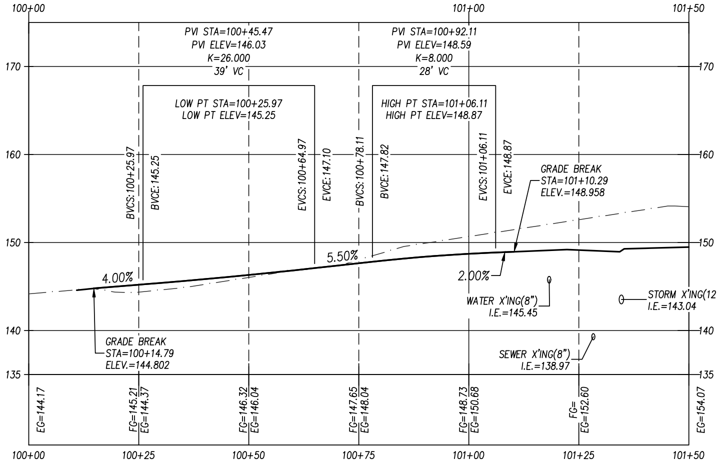
PLANNING

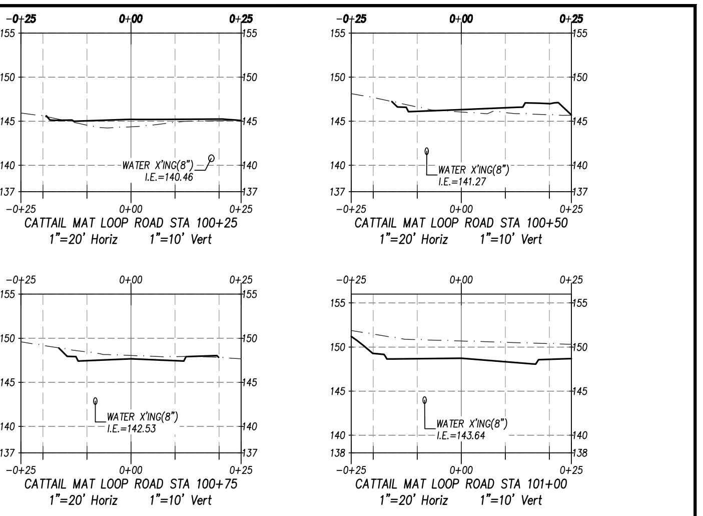
C - 6.02

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 50'	6847	16 OF 74


NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
LOT 1
SEE GRADING PLAN - ROAD PROFILE BELOW
CATTAIL MAT LOOP RD
TC=145.83
FC=145.33
TC=150.20
FC=149.70
TC=148.44
FC=147.94
100+00
101+00
102+00
120+76
101+50
TC=147.25
FC=146.75
TC=148.44
FC=147.94
TC=146.28
FC=146.00
FOR INTERSECTION GRADING DETAIL #2 SEE SHEET C-6.16
STOP
TC=148.67
FC=148.17
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.07


PVI STA=100+45.47
PVI ELEV=146.03
K=26.000
39' VC
PVI STA=100+92.11
PVI ELEV=148.59
K=8.000
28' VC
LOW PT STA=100+25.97
LOW PT ELEV=145.25
HIGH PT STA=101+06.11
HIGH PT ELEV=148.87
BVCS:100+25.97
BVCE:145.25
EVCS:100+64.97
EVCE:147.10
BVCS:100+78.11
BVCE:147.82
EVCS:101+06.11
EVCE:148.87
GRADE BREAK
STA=101+10.29
ELEV.=148.958
4.00%
5.50%
2.00%
WATER X'ING(8")
I.E.=145.45
STORM X'ING(12")
I.E.=143.04
SEWER X'ING(8")
I.E.=138.97
GRADE BREAK
STA=100+14.79
ELEV.=144.802
EG=144.17
FG=145.21
EG=144.37
FG=146.32
EG=146.04
FG=147.65
EG=148.04
FG=148.73
EG=150.68
FG=
EG=152.60
EG=154.07
100+00
100+25
100+50
100+75
101+00
101+25
101+50
135
140
150
160
170

CATTAIL MAT LOOP ENTRANCE STA 100+00 - 101+50
1"=20' Horiz
1"=10'

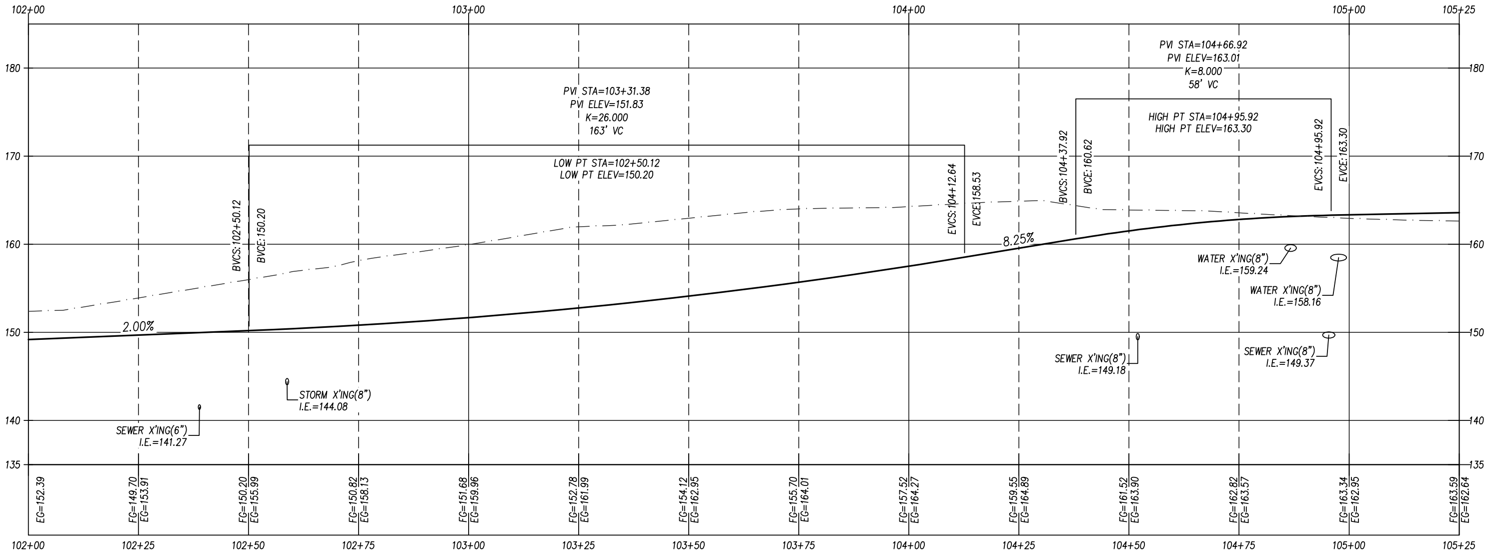

WATER X'ING(8")
I.E.=140.46
WATER X'ING(8")
I.E.=141.27
WATER X'ING(8")
I.E.=142.53
WATER X'ING(8")
I.E.=143.64

CATTAIL MAT LOOP ROAD STA 100+25
1"=20' Horiz 1"=10' Vert

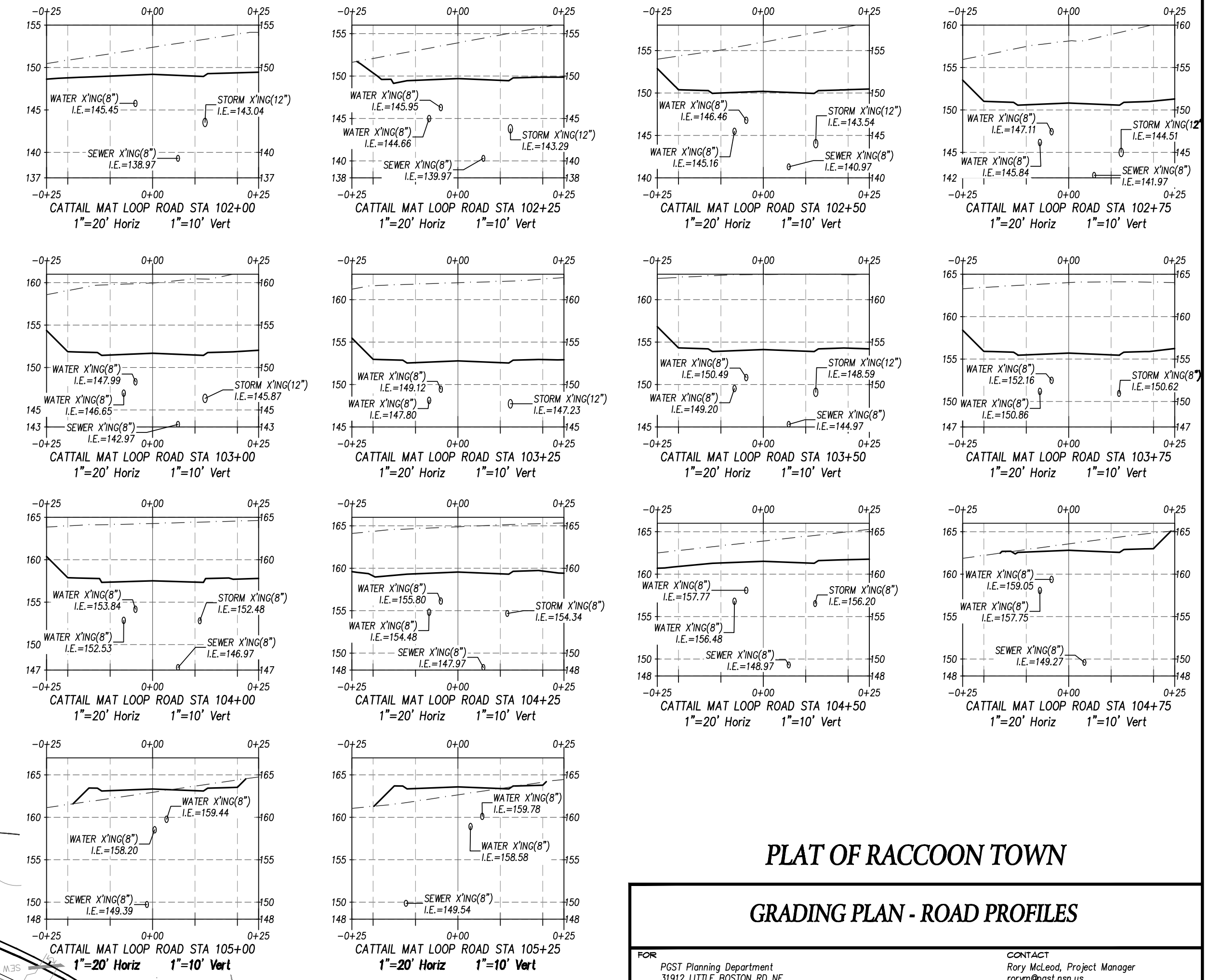
CATTAIL MAT LOOP ROAD STA 100+50
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 100+75
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 101+00
1"=20' Horiz 1"=10' Vert


PVI STA=103+31.38
PVI ELEV=151.83
K=26.000
163' VC
PVI STA=104+66.92
PVI ELEV=163.01
K=8.000
58' VC
LOW PT STA=102+50.12
LOW PT ELEV=150.20
HIGH PT STA=104+95.92
HIGH PT ELEV=163.30
BVCS:102+50.12
BVCE:150.20
EVCS:104+12.64
EVCE:158.53
BVCS:104+37.92
BVCE:160.62
EVCS:104+95.92
EVCE:163.30
2.00%
8.25%
WATER X'ING(8")
I.E.=159.24
WATER X'ING(8")
I.E.=158.16
SEWER X'ING(8")
I.E.=149.18
SEWER X'ING(8")
I.E.=149.37
STORM X'ING(8")
I.E.=144.08
SEWER X'ING(6")
I.E.=141.27
EG=152.39
FG=149.70
EG=153.91
FG=150.20
EG=155.99
FG=150.82
EG=158.13
FG=151.68
EG=159.96
FG=152.78
EG=161.99
FG=154.12
EG=162.95
FG=155.70
EG=164.01
FG=157.52
EG=164.27
FG=159.55
EG=164.89
FG=161.52
EG=163.90
FG=162.82
EG=163.57
FG=163.34
EG=162.95
FG=163.59
EG=162.64
102+00
102+25
102+50
102+75
103+00
103+25
103+50
103+75
104+00
104+25
104+50
104+75
105+00
105+25
135
140
150
160
170
180

CATTAIL MAT LOOP ROAD STA 102+00 - 105+25
1"=20' Horiz
1"=10'


WATER X'ING(8")
I.E.=145.45
STORM X'ING(12")
I.E.=143.04
SEWER X'ING(8")
I.E.=138.97
WATER X'ING(8")
I.E.=145.95
WATER X'ING(8")
I.E.=144.66
STORM X'ING(12")
I.E.=143.29
SEWER X'ING(8")
I.E.=139.97
WATER X'ING(8")
I.E.=146.46
STORM X'ING(12")
I.E.=143.54
WATER X'ING(8")
I.E.=145.16
SEWER X'ING(8")
I.E.=140.97
WATER X'ING(8")
I.E.=147.11
STORM X'ING(12")
I.E.=144.51
WATER X'ING(8")
I.E.=145.84
SEWER X'ING(8")
I.E.=141.97
WATER X'ING(8")
I.E.=147.99
STORM X'ING(12")
I.E.=145.87
WATER X'ING(8")
I.E.=146.65
SEWER X'ING(8")
I.E.=142.97
WATER X'ING(8")
I.E.=149.12
WATER X'ING(8")
I.E.=147.80
STORM X'ING(12")
I.E.=147.23
WATER X'ING(8")
I.E.=150.49
STORM X'ING(12")
I.E.=148.59
WATER X'ING(8")
I.E.=149.20
SEWER X'ING(8")
I.E.=144.97
WATER X'ING(8")
I.E.=152.16
STORM X'ING(8")
I.E.=150.62
WATER X'ING(8")
I.E.=150.86
WATER X'ING(8")
I.E.=153.84
STORM X'ING(8")
I.E.=152.48
WATER X'ING(8")
I.E.=152.53
SEWER X'ING(8")
I.E.=146.97
WATER X'ING(8")
I.E.=155.80
STORM X'ING(8")
I.E.=154.34
WATER X'ING(8")
I.E.=154.48
SEWER X'ING(8")
I.E.=147.97
WATER X'ING(8")
I.E.=157.77
STORM X'ING(8")
I.E.=156.20
WATER X'ING(8")
I.E.=156.48
SEWER X'ING(8")
I.E.=148.97
WATER X'ING(8")
I.E.=159.05
WATER X'ING(8")
I.E.=157.75
SEWER X'ING(8")
I.E.=149.27
WATER X'ING(8")
I.E.=159.44
WATER X'ING(8")
I.E.=158.20
SEWER X'ING(8")
I.E.=149.39
WATER X'ING(8")
I.E.=159.78
WATER X'ING(8")
I.E.=158.58
SEWER X'ING(8")
I.E.=149.54

CATTAIL MAT LOOP ROAD STA 102+00
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 102+25
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 102+50
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 102+75
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 103+00
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 103+25
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 103+50
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 103+75
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 104+00
1"=20' Horiz 1"=10' Vert

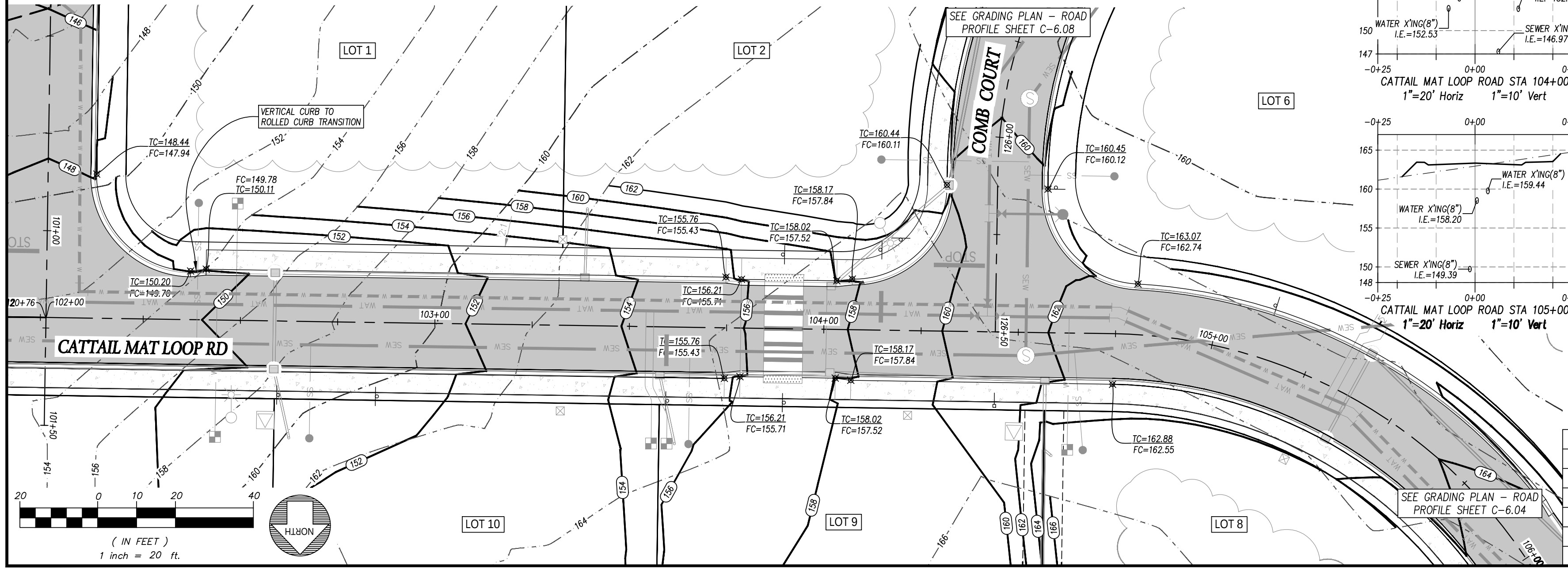
CATTAIL MAT LOOP ROAD STA 104+25
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 104+50
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 104+75
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 105+00
1"=20' Horiz 1"=10' Vert

CATTAIL MAT LOOP ROAD STA 105+25
1"=20' Horiz 1"=10' Vert


LOT 1
LOT 2
LOT 6
LOT 10
LOT 9
LOT 8
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.08
COMB COURT
VERTICAL CURB TO ROLLED CURB TRANSITION
TC=148.44
FC=147.94
FC=149.78
FC=150.11
TC=150.20
FC=149.70
TC=160.44
FC=160.11
TC=160.45
FC=160.12
TC=158.17
FC=157.84
TC=155.76
FC=155.43
TC=158.02
FC=157.52
TC=156.21
FC=155.71
TC=155.76
FC=155.43
TC=158.17
FC=157.84
TC=163.07
FC=162.74
TC=156.21
FC=155.71
TC=158.02
FC=157.52
TC=162.88
FC=162.55
CATTAIL MAT LOOP RD
102+00
103+00
104+00
105+00
101+00
STOP
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.04
NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH B. FUHRER
29653

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C - 6.03

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
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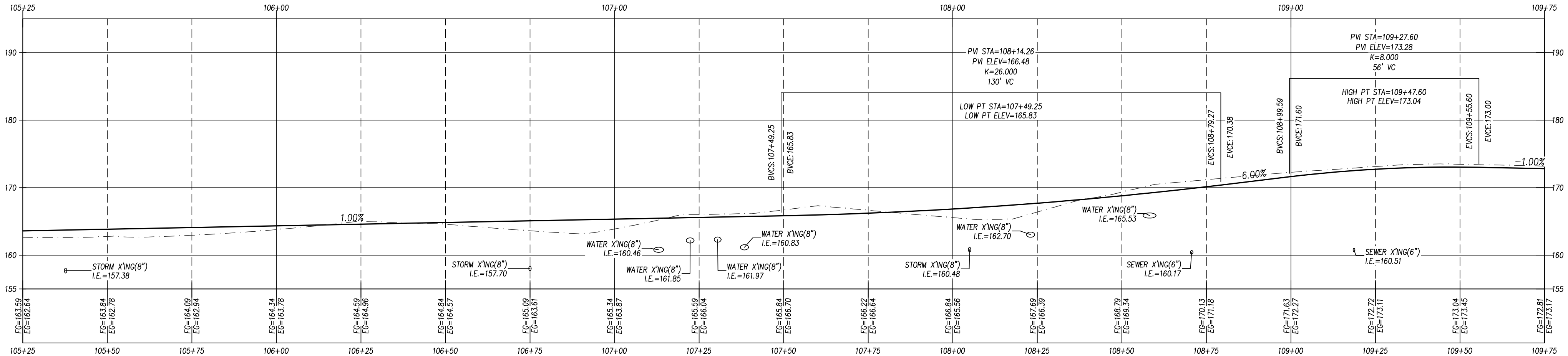
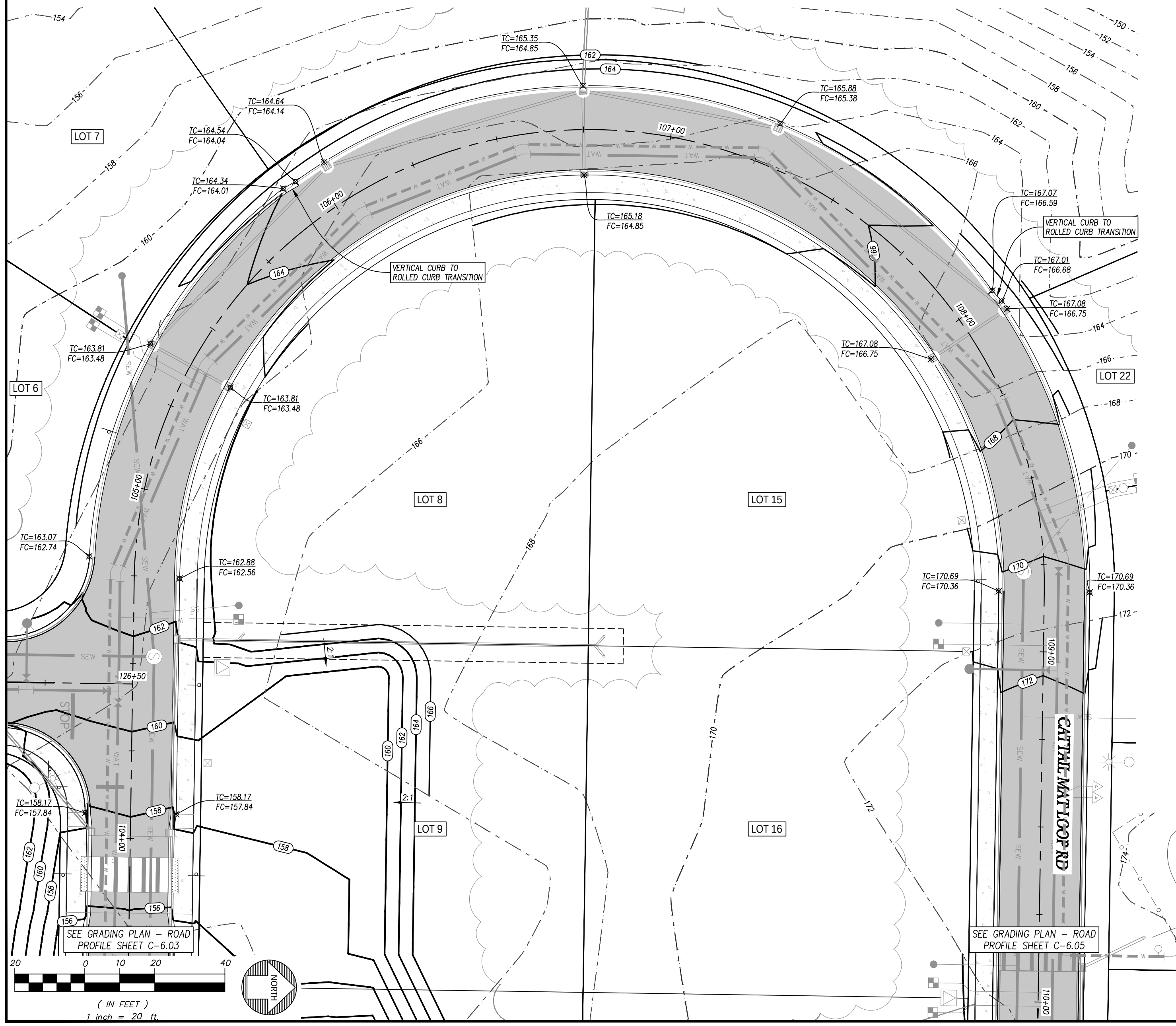
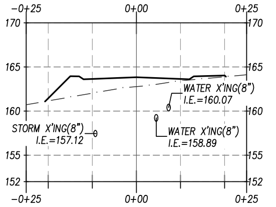
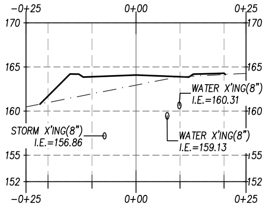

105+25
106+00
107+00
108+00
109+00
109+75
PVI STA=108+14.26
PVI ELEV=166.48
K=26.000
130' VC
PVI STA=109+27.60
PVI ELEV=173.28
K=8.000
56' VC
LOW PT STA=107+49.25
LOW PT ELEV=165.83
HIGH PT STA=109+47.60
HIGH PT ELEV=173.04
BVCS:107+49.25
BVCE:165.83
EVCS:108+79.27
EVCE:170.38
BVCS:108+99.59
BVCE:171.60
EVCS:109+55.60
EVCE:173.00
1.00%
6.00%
-1.00%
STORM X'ING(8")
I.E.=157.38
STORM X'ING(8")
I.E.=157.70
WATER X'ING(8")
I.E.=160.46
WATER X'ING(8")
I.E.=161.85
WATER X'ING(8")
I.E.=161.97
WATER X'ING(8")
I.E.=160.83
STORM X'ING(8")
I.E.=160.48
WATER X'ING(8")
I.E.=162.70
WATER X'ING(8")
I.E.=165.53
SEWER X'ING(8")
I.E.=160.17
SEWER X'ING(6")
I.E.=160.51
FG=163.59 EG=162.64
FG=163.84 EG=162.78
FG=164.09 EG=162.94
FG=164.34 EG=163.78
FG=164.59 EG=164.96
FG=164.84 EG=164.57
FG=165.09 EG=163.61
FG=165.34 EG=163.87
FG=165.59 EG=166.04
FG=165.84 EG=166.70
FG=166.22 EG=166.64
FG=166.84 EG=165.36
FG=167.69 EG=166.39
FG=168.79 EG=169.34
FG=170.13 EG=171.18
FG=171.63 EG=172.27
FG=172.72 EG=173.11
FG=173.04 EG=173.45
FG=172.81 EG=173.17
190
180
170
160
155
105+25
105+50
105+75
106+00
106+25
106+50
106+75
107+00
107+25
107+50
107+75
108+00
108+25
108+50
108+75
109+00
109+25
109+50
109+75

CATTAIL MAT LOOP STA 105+25 - 109+75
1"=20' Horiz
1"=10'

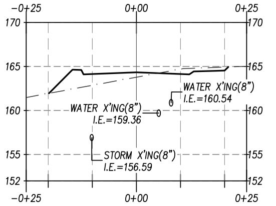

LOT 7
LOT 6
LOT 8
LOT 15
LOT 22
LOT 9
LOT 16
TC=165.35
FC=164.85
TC=165.88
FC=165.38
TC=164.64
FC=164.14
TC=164.54
FC=164.04
TC=164.34
FC=164.01
TC=165.18
FC=164.85
TC=167.07
FC=166.59
VERTICAL CURB TO
ROLLED CURB TRANSITION
VERTICAL CURB TO
ROLLED CURB TRANSITION
TC=167.01
FC=166.68
TC=167.08
FC=166.75
TC=167.08
FC=166.75
TC=163.81
FC=163.48
TC=163.81
FC=163.48
TC=163.07
FC=162.74
TC=162.88
FC=162.56
TC=170.69
FC=170.36
TC=170.69
FC=170.36
TC=158.17
FC=157.84
TC=158.17
FC=157.84
105+00
106+00
107+00
108+00
109+00
110+00
104+00
126+50
CATTAIL MAT LOOP RD
2:1
SEE GRADING PLAN - ROAD
PROFILE SHEET C-6.03
SEE GRADING PLAN - ROAD
PROFILE SHEET C-6.05
NORTH
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.


WATER X'ING(8")
I.E.=160.07
STORM X'ING(8")
I.E.=157.12
WATER X'ING(8")
I.E.=158.89

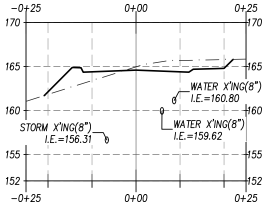
CATTAIL MAT LOOP ROAD STA 105+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=160.31
STORM X'ING(8")
I.E.=156.86
WATER X'ING(8")
I.E.=159.13

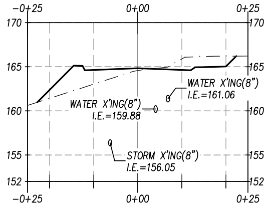
CATTAIL MAT LOOP ROAD STA 105+75
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=160.54
WATER X'ING(8")
I.E.=159.36
STORM X'ING(8")
I.E.=156.59

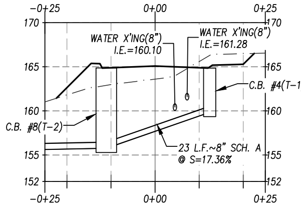
CATTAIL MAT LOOP ROAD STA 106+00
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=160.80
STORM X'ING(8")
I.E.=156.31
WATER X'ING(8")
I.E.=159.62

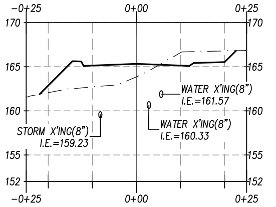
CATTAIL MAT LOOP ROAD STA 106+25
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=161.06
WATER X'ING(8")
I.E.=159.88
STORM X'ING(8")
I.E.=156.05

CATTAIL MAT LOOP ROAD STA 106+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=160.10
WATER X'ING(8")
I.E.=161.28
C.B. #4(T-1)
C.B. #8(T-2)
23 L.F.~8" SCH. A
@ S=17.36%

CATTAIL MAT LOOP ROAD STA 106+75
1"=20' Horiz 1"=10' Vert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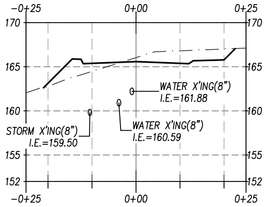
I.E.=161.57
STORM X'ING(8")
I.E.=159.23
WATER X'ING(8")
I.E.=160.33

CATTAIL MAT LOOP ROAD STA 107+00
1"=20' Horiz 1"=10' Vert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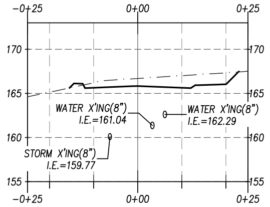
I.E.=161.88
STORM X'ING(8")
I.E.=159.50
WATER X'ING(8")
I.E.=160.59

CATTAIL MAT LOOP ROAD STA 107+25
1"=20' Horiz 1"=10' Vert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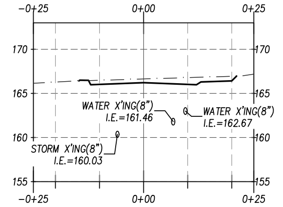
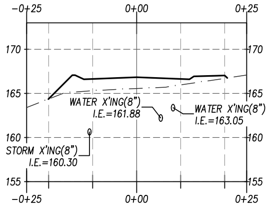
I.E.=161.04
WATER X'ING(8")
I.E.=162.29
STORM X'ING(8")
I.E.=159.77

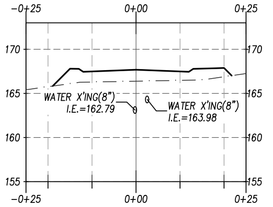
CATTAIL MAT LOOP ROAD STA 107+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=161.46
WATER X'ING(8")
I.E.=162.67
STORM X'ING(8")
I.E.=160.03

CATTAIL MAT LOOP ROAD STA 107+75
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=161.88
WATER X'ING(8")
I.E.=163.05
STORM X'ING(8")
I.E.=160.30

CATTAIL MAT LOOP ROAD STA 108+00
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
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WATER X'ING(8")
I.E.=163.98

CATTAIL MAT LOOP ROAD STA 108+25
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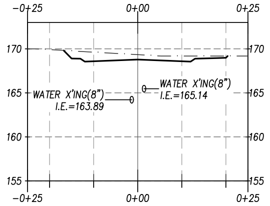
WATER X'ING(8")
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WATER X'ING(8")
I.E.=165.14

CATTAIL MAT LOOP ROAD STA 108+50
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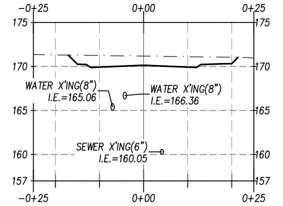
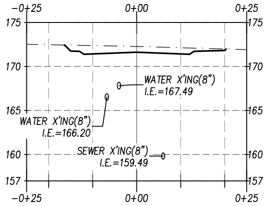

WATER X'ING(8")
I.E.=165.06
WATER X'ING(8")
I.E.=166.36
SEWER X'ING(6")
I.E.=160.05

CATTAIL MAT LOOP ROAD STA 108+75
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
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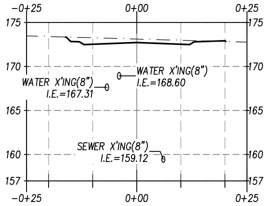
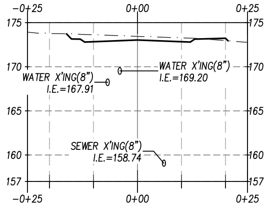
WATER X'ING(8")
I.E.=166.20
SEWER X'ING(8")
I.E.=159.49

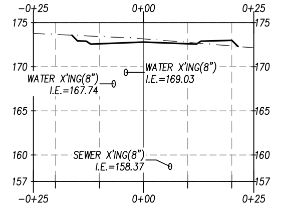
CATTAIL MAT LOOP ROAD STA 109+00
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=167.31
WATER X'ING(8")
I.E.=168.60
SEWER X'ING(8")
I.E.=159.12

CATTAIL MAT LOOP ROAD STA 109+25
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=167.91
WATER X'ING(8")
I.E.=169.20
SEWER X'ING(8")
I.E.=158.74

CATTAIL MAT LOOP ROAD STA 109+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8")
I.E.=167.74
WATER X'ING(8")
I.E.=169.03
SEWER X'ING(8")
I.E.=158.37

CATTAIL MAT LOOP ROAD STA 109+75
1"=20' Horiz 1"=10' Vert

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH R. FUHRER
29653

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ENGINEERING • SURVEYING
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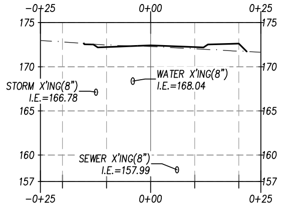
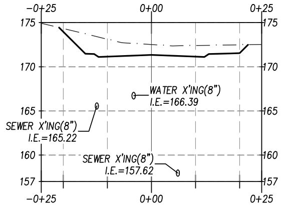
C - 6.04

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

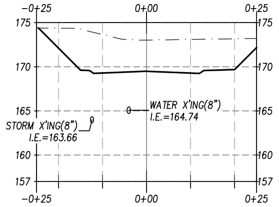
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	18 OF 74


-0+25
0+00
0+25
175
170
165
160
157
STORM X'ING(8")
I.E.=166.78
WATER X'ING(8")
I.E.=168.04
SEWER X'ING(8")
I.E.=157.99

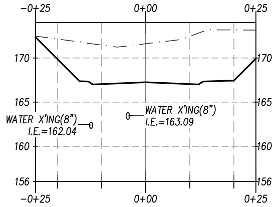
CATTAIL MAT LOOP ROAD STA 110+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
175
170
165
160
157
SEWER X'ING(8")
I.E.=165.22
WATER X'ING(8")
I.E.=166.39
SEWER X'ING(8")
I.E.=157.62

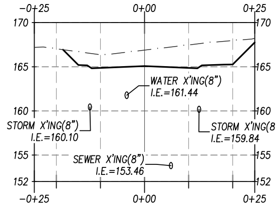
CATTAIL MAT LOOP ROAD STA 110+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
175
170
165
160
157
STORM X'ING(8")
I.E.=163.66
WATER X'ING(8")
I.E.=164.74

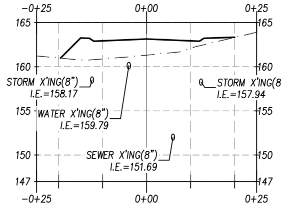
CATTAIL MAT LOOP ROAD STA 110+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
170
165
160
156
WATER X'ING(8")
I.E.=162.04
WATER X'ING(8")
I.E.=163.09

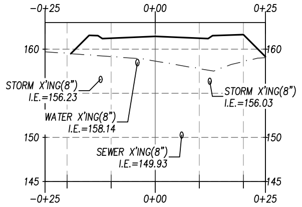
CATTAIL MAT LOOP ROAD STA 110+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
170
165
160
155
152
WATER X'ING(8")
I.E.=161.44
STORM X'ING(8")
I.E.=160.10
STORM X'ING(8")
I.E.=159.84
SEWER X'ING(8")
I.E.=153.46

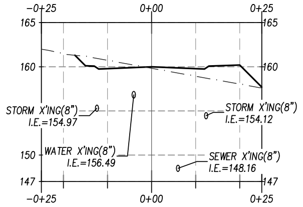
CATTAIL MAT LOOP ROAD STA 111+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
165
160
155
150
147
STORM X'ING(8")
I.E.=158.17
STORM X'ING(8")
I.E.=157.94
WATER X'ING(8")
I.E.=159.79
SEWER X'ING(8")
I.E.=151.69

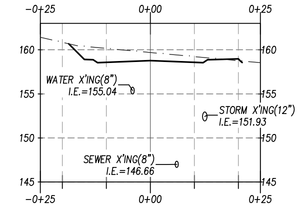
CATTAIL MAT LOOP ROAD STA 111+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
147
STORM X'ING(8")
I.E.=156.23
STORM X'ING(8")
I.E.=156.03
WATER X'ING(8")
I.E.=158.14
SEWER X'ING(8")
I.E.=149.93

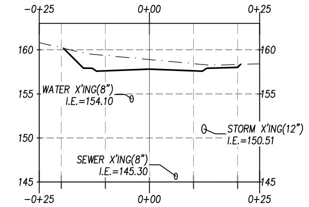
CATTAIL MAT LOOP ROAD STA 111+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
165
160
155
150
147
STORM X'ING(8")
I.E.=154.97
STORM X'ING(8")
I.E.=154.12
WATER X'ING(8")
I.E.=156.49
SEWER X'ING(8")
I.E.=148.16

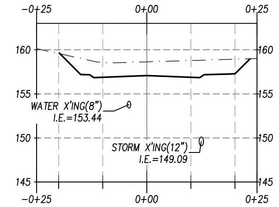
CATTAIL MAT LOOP ROAD STA 111+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=155.04
STORM X'ING(12")
I.E.=151.93
SEWER X'ING(8")
I.E.=146.66

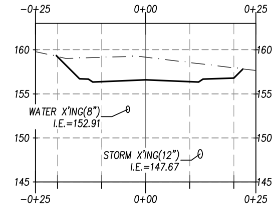
CATTAIL MAT LOOP ROAD STA 112+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=154.10
STORM X'ING(12")
I.E.=150.51
SEWER X'ING(8")
I.E.=145.30

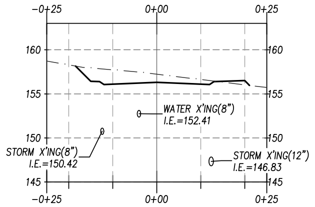
CATTAIL MAT LOOP ROAD STA 112+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=153.44
STORM X'ING(12")
I.E.=149.09

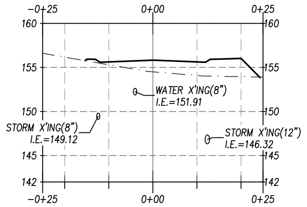
CATTAIL MAT LOOP ROAD STA 112+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=152.91
STORM X'ING(12")
I.E.=147.67

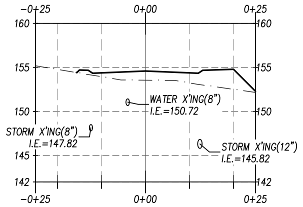
CATTAIL MAT LOOP ROAD STA 112+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=152.41
STORM X'ING(8")
I.E.=150.42
STORM X'ING(12")
I.E.=146.83

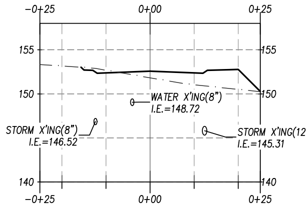
CATTAIL MAT LOOP ROAD STA 113+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
142
WATER X'ING(8")
I.E.=151.91
STORM X'ING(8")
I.E.=149.12
STORM X'ING(12")
I.E.=146.32

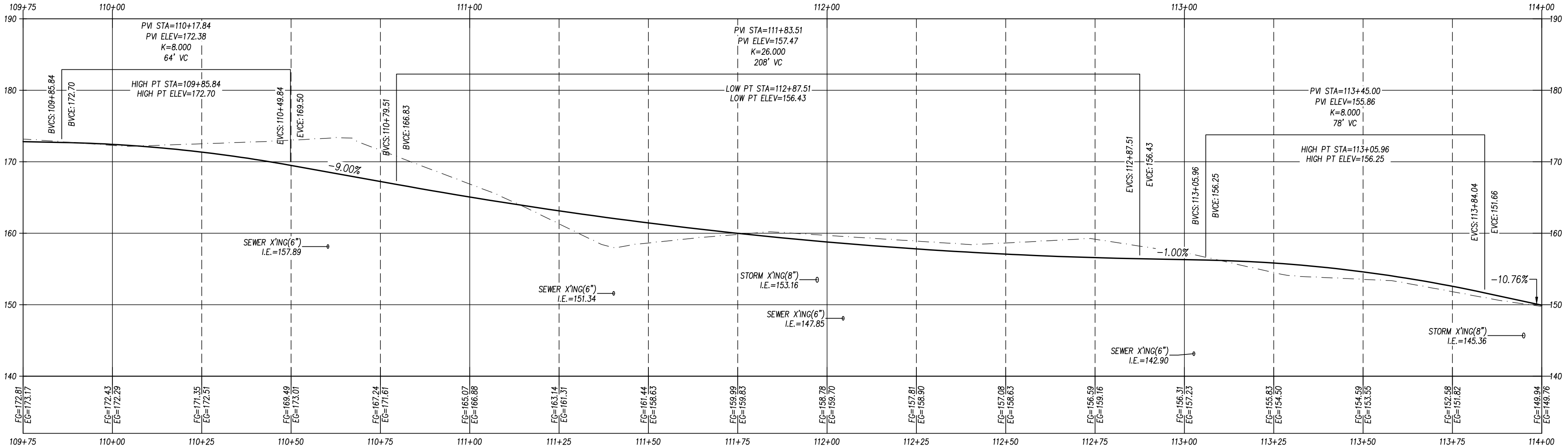
CATTAIL MAT LOOP ROAD STA 113+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
142
WATER X'ING(8")
I.E.=150.72
STORM X'ING(8")
I.E.=147.82
STORM X'ING(12")
I.E.=145.82

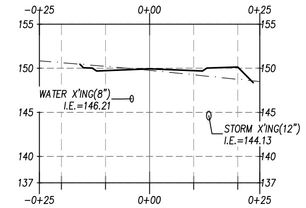
CATTAIL MAT LOOP ROAD STA 113+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
155
150
145
140
WATER X'ING(8")
I.E.=148.72
STORM X'ING(8")
I.E.=146.52
STORM X'ING(12")
I.E.=145.31

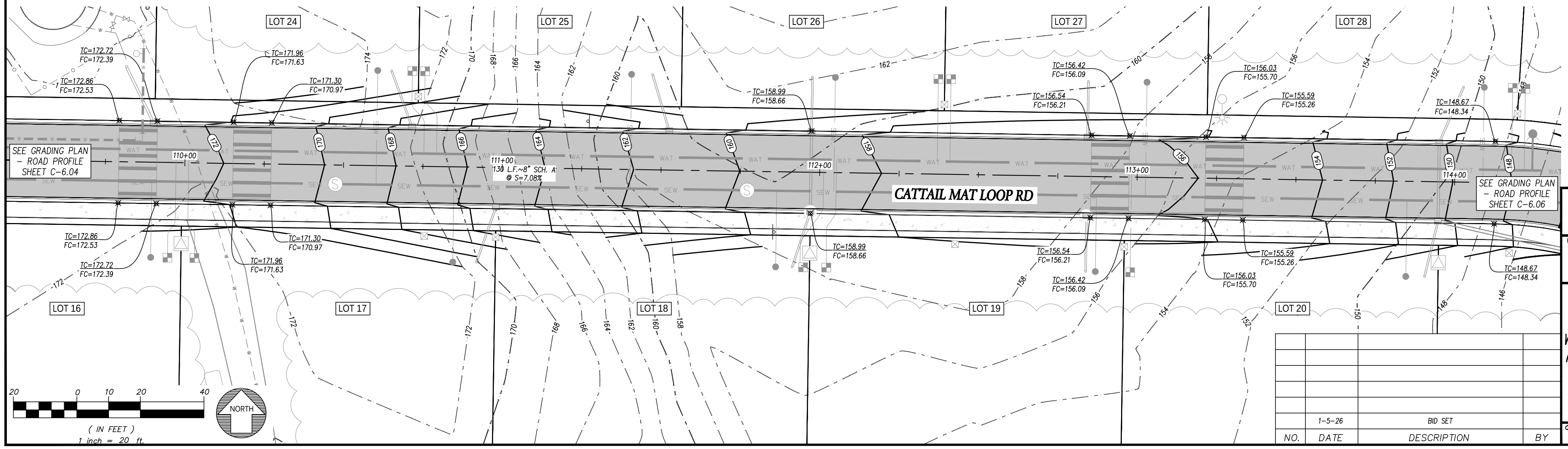
CATTAIL MAT LOOP ROAD STA 113+75
1"=20' Horiz 1"=10' Vert


109+75
110+00
111+00
112+00
113+00
114+00
190
180
170
160
150
140
PVI STA=110+17.84
PVI ELEV=172.38
K=8.000
64' VC
HIGH PT STA=109+85.84
HIGH PT ELEV=172.70
BVCS:109+85.84
BVCE:172.70
EVCS:110+49.84
EVCE:169.50
BVCS:110+79.51
BVCE:166.83
PVI STA=111+83.51
PVI ELEV=157.47
K=26.000
208' VC
LOW PT STA=112+87.51
LOW PT ELEV=156.43
EVCS:112+87.51
EVCE:156.43
PVI STA=113+45.00
PVI ELEV=155.86
K=8.000
78' VC
HIGH PT STA=113+05.96
HIGH PT ELEV=156.25
BVCS:113+05.96
BVCE:156.25
EVCS:113+84.04
EVCE:151.66
-9.00%
-1.00%
-10.76%
SEWER X'ING(6")
I.E.=157.89
SEWER X'ING(6")
I.E.=151.34
STORM X'ING(8")
I.E.=153.16
SEWER X'ING(6")
I.E.=147.85
SEWER X'ING(6")
I.E.=142.90
STORM X'ING(8")
I.E.=145.36
FG=172.81 EG=173.17
FG=172.43 EG=172.29
FG=171.35 EG=172.51
FG=169.49 EG=173.07
FG=167.24 EG=171.61
FG=165.07 EG=166.88
FG=163.14 EG=161.31
FG=161.44 EG=158.63
FG=159.99 EG=159.83
FG=158.78 EG=159.70
FG=157.81 EG=158.90
FG=157.08 EG=158.63
FG=156.59 EG=159.16
FG=156.31 EG=157.23
FG=155.83 EG=154.50
FG=154.59 EG=153.55
FG=152.58 EG=151.82
FG=149.94 EG=149.76
109+75
110+00
110+25
110+50
110+75
111+00
111+25
111+50
111+75
112+00
112+25
112+50
112+75
113+00
113+25
113+50
113+75
114+00

CATTAIL MAT LOOP ROAD STA 109+75 - 114+00
1"=20' Horiz
1"=10'


-0+25
0+00
0+25
155
150
145
140
137
WATER X'ING(8")
I.E.=146.21
STORM X'ING(12")
I.E.=144.13

CATTAIL MAT LOOP ROAD STA 114+00
1"=20' Horiz 1"=10' Vert


LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.04
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.06
CATTAIL MAT LOOP RD
110+00
111+00
112+00
113+00
114+00
138 L.F.~8" SCH. 40
@ S=7.08%
TC=172.72
FC=172.39
TC=172.86
FC=172.53
TC=171.96
FC=171.63
TC=171.30
FC=170.97
TC=158.99
FC=158.66
TC=156.42
FC=156.09
TC=156.54
FC=156.21
TC=156.03
FC=155.70
TC=155.59
FC=155.26
TC=148.67
FC=148.34
WAT
SEW
S
172
170
168
166
164
162
160
158
156
154
152
150
148
146
174
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER
29653

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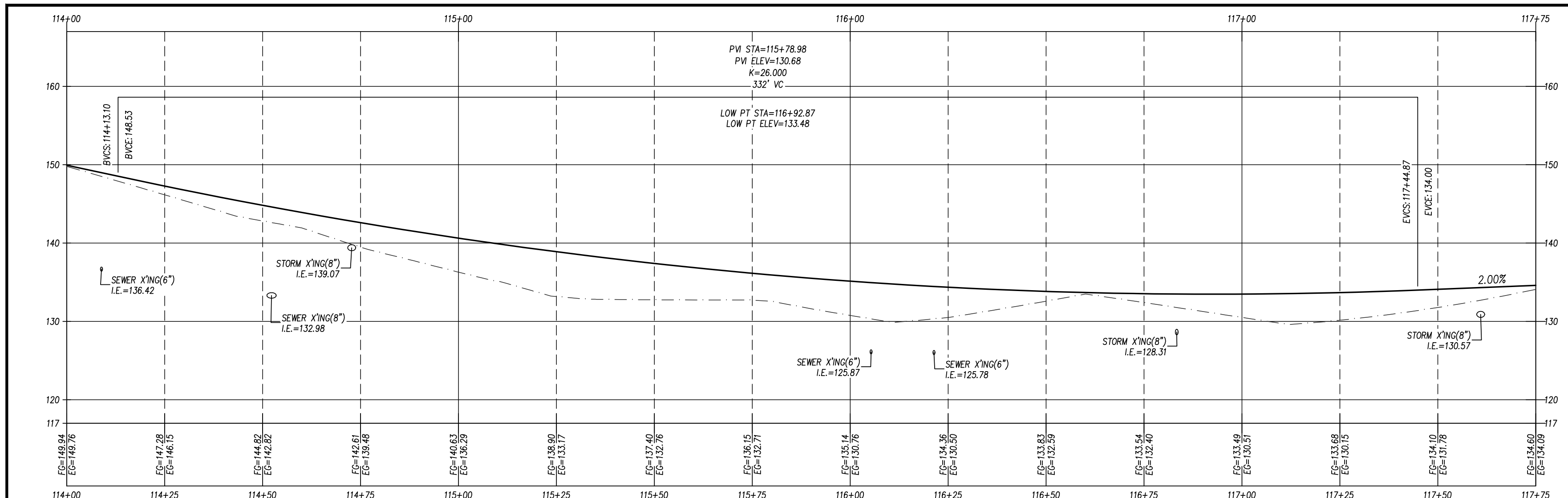
Silverdale, Washington 98383
(360) 692-5525

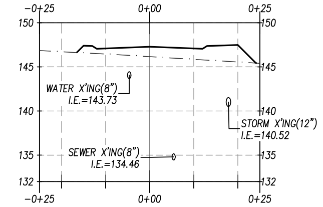
ENGINEERING • SURVEYING
PLANNING

C - 6.05

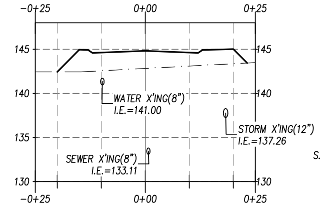
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	19 OF 74



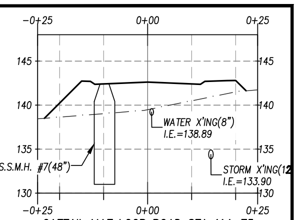
CATTAIL MAT LOOP STA 114+00 – 117+75
1"=20' Horiz
1"=10'


WATER X'ING(8") I.E.=143.73
SEWER X'ING(8") I.E.=134.46
STORM X'ING(12") I.E.=140.52
−0+25
0+00
0+25

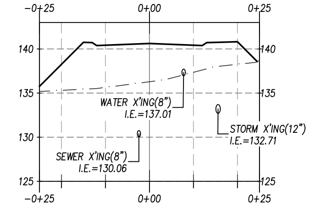
CATTAIL MAT LOOP ROAD STA 114+25
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=141.00
SEWER X'ING(8") I.E.=133.11
STORM X'ING(12") I.E.=137.26

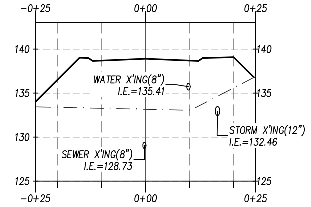
CATTAIL MAT LOOP ROAD STA 114+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=138.89
S.S.M.H. #7(48")
STORM X'ING(12") I.E.=133.90

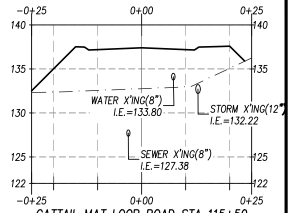
CATTAIL MAT LOOP ROAD STA 114+75
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=137.01
SEWER X'ING(8") I.E.=130.06
STORM X'ING(12") I.E.=132.71

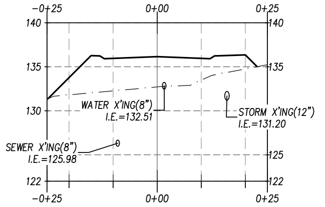
CATTAIL MAT LOOP ROAD STA 115+00
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=135.41
SEWER X'ING(8") I.E.=128.73
STORM X'ING(12") I.E.=132.46

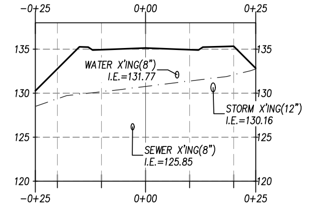
CATTAIL MAT LOOP ROAD STA 115+25
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=133.80
SEWER X'ING(8") I.E.=127.38
STORM X'ING(12") I.E.=132.22

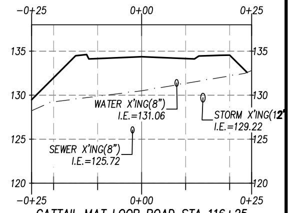
CATTAIL MAT LOOP ROAD STA 115+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=132.51
SEWER X'ING(8") I.E.=125.98
STORM X'ING(12") I.E.=131.20

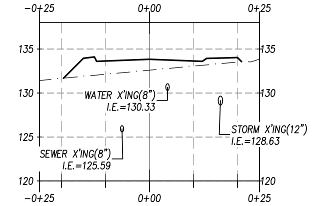
CATTAIL MAT LOOP ROAD STA 115+75
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=131.77
SEWER X'ING(8") I.E.=125.85
STORM X'ING(12") I.E.=130.16

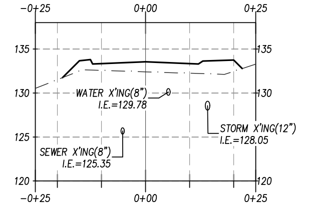
CATTAIL MAT LOOP ROAD STA 116+00
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=131.06
SEWER X'ING(8") I.E.=125.72
STORM X'ING(12") I.E.=129.22

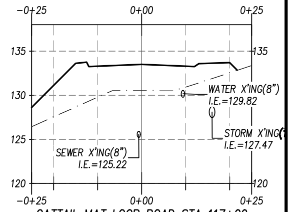
CATTAIL MAT LOOP ROAD STA 116+25
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=130.33
SEWER X'ING(8") I.E.=125.59
STORM X'ING(12") I.E.=128.63

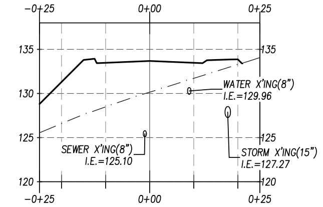
CATTAIL MAT LOOP ROAD STA 116+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=129.78
SEWER X'ING(8") I.E.=125.35
STORM X'ING(12") I.E.=128.05

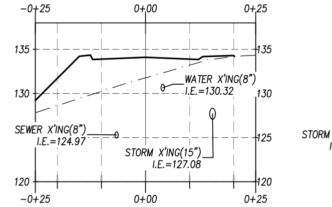
CATTAIL MAT LOOP ROAD STA 116+75
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=129.82
SEWER X'ING(8") I.E.=125.22
STORM X'ING(12") I.E.=127.47

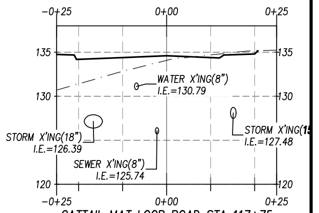
CATTAIL MAT LOOP ROAD STA 117+00
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=129.96
SEWER X'ING(8") I.E.=125.10
STORM X'ING(15") I.E.=127.27

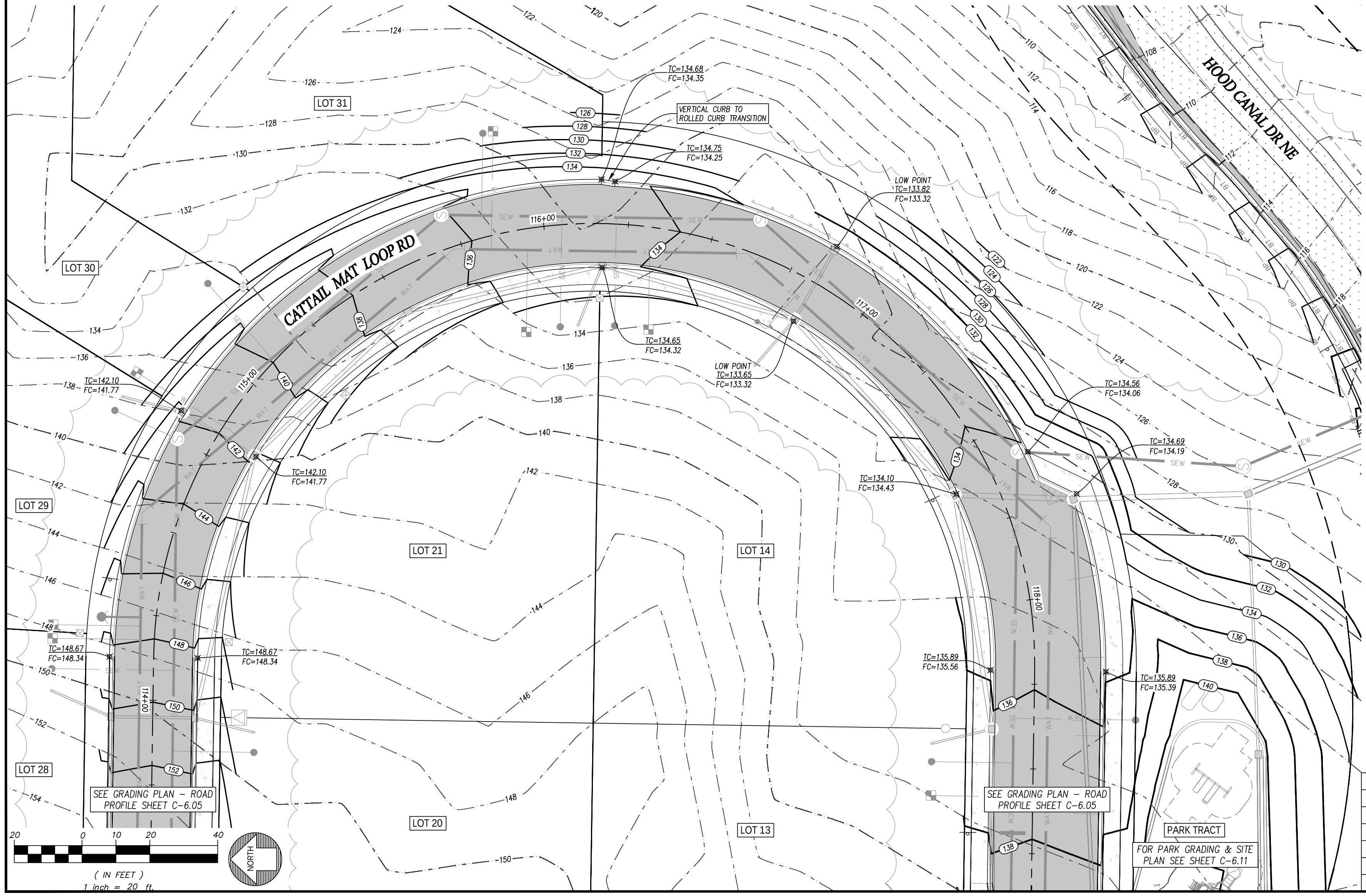
CATTAIL MAT LOOP ROAD STA 117+25
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=130.32
SEWER X'ING(8") I.E.=124.97
STORM X'ING(15") I.E.=127.08

CATTAIL MAT LOOP ROAD STA 117+50
1"=20' Horiz 1"=10' Vert


WATER X'ING(8") I.E.=130.79
STORM X'ING(18") I.E.=126.39
SEWER X'ING(8") I.E.=125.74
STORM X'ING(15") I.E.=127.48

CATTAIL MAT LOOP ROAD STA 117+75
1"=20' Horiz 1"=10' Vert


CATTAIL MAT LOOP RD
HOOD CANAL DR NE
LOT 31
LOT 30
LOT 29
LOT 28
LOT 21
LOT 20
LOT 14
LOT 13
PARK TRACT
VERTICAL CURB TO ROLLED CURB TRANSITION
TC=134.68 FC=134.35
TC=134.75 FC=134.25
LOW POINT TC=133.82 FC=133.32
LOW POINT TC=133.65 FC=133.32
TC=134.65 FC=134.32
TC=142.10 FC=141.77
TC=142.10 FC=141.77
TC=134.10 FC=134.43
TC=134.56 FC=134.06
TC=134.69 FC=134.19
TC=148.67 FC=148.34
TC=148.67 FC=148.34
TC=135.89 FC=135.56
TC=135.89 FC=135.39
114+00
115+00
116+00
117+00
118+00
SEE GRADING PLAN – ROAD PROFILE SHEET C-6.05
SEE GRADING PLAN – ROAD PROFILE SHEET C-6.05
FOR PARK GRADING & SITE PLAN SEE SHEET C-6.11
NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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(360) 692-5525
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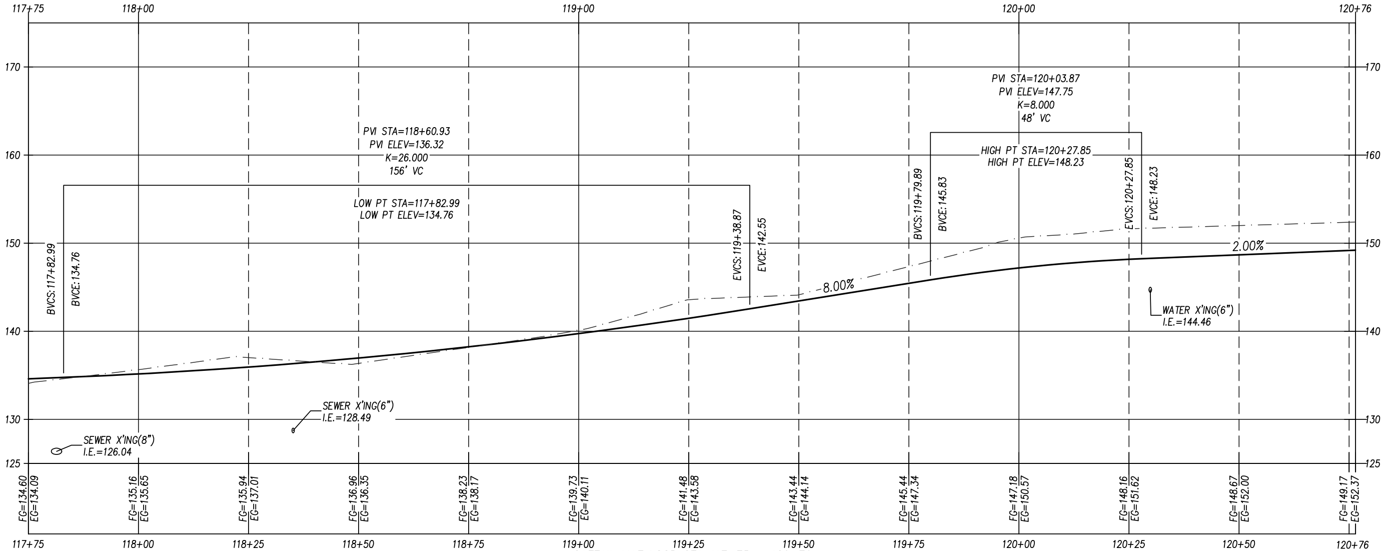
PLANNING

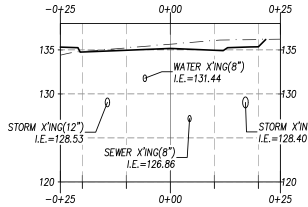
C - 6.06

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

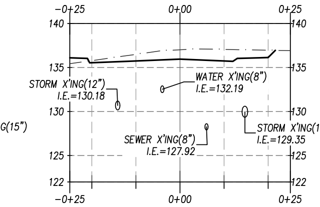
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	20 OF 74


117+75
118+00
119+00
120+00
120+76
170
160
150
140
130
125
PVI STA=120+03.87
PVI ELEV=147.75
K=8.000
48' VC
PVI STA=118+60.93
PVI ELEV=136.32
K=26.000
156' VC
HIGH PT STA=120+27.85
HIGH PT ELEV=148.23
LOW PT STA=117+82.99
LOW PT ELEV=134.76
BVCS:117+82.99
BVCE:134.76
EVCS:119+38.87
EVCE:142.55
BVCS:119+79.89
BVCE:145.83
EVCS:120+27.85
EVCE:148.23
8.00%
2.00%
WATER X'ING(6")
I.E.=144.46
SEWER X'ING(6")
I.E.=128.49
SEWER X'ING(8")
I.E.=126.04
FG=134.60 EG=134.09
FG=135.16 EG=135.65
FG=135.94 EG=137.01
FG=136.96 EG=136.35
FG=138.23 EG=138.17
FG=139.73 EG=140.11
FG=141.48 EG=143.58
FG=143.44 EG=144.14
FG=145.44 EG=147.34
FG=147.18 EG=150.57
FG=148.16 EG=151.62
FG=148.67 EG=152.00
FG=149.17 EG=152.37
117+75
118+00
118+25
118+50
118+75
119+00
119+25
119+50
119+75
120+00
120+25
120+50
120+76

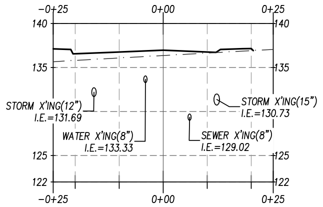
CATTAIL MAT LOOP STA 117+75 – 120+76
1"=20' Horiz
1"=10'


−0+25
0+00
0+25
135
130
125
120
WATER X'ING(8")
I.E.=131.44
STORM X'ING(12")
I.E.=128.53
SEWER X'ING(8")
I.E.=126.86
STORM X'ING(15")
I.E.=128.40

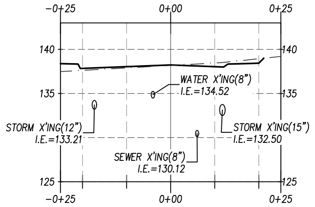
CATTAIL MAT LOOP ROAD STA 118+00
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
140
135
130
125
122
STORM X'ING(12")
I.E.=130.18
WATER X'ING(8")
I.E.=132.19
SEWER X'ING(8")
I.E.=127.92
STORM X'ING(15")
I.E.=129.35

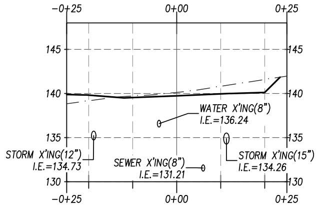
CATTAIL MAT LOOP ROAD STA 118+25
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
140
135
130
125
122
STORM X'ING(12")
I.E.=131.69
WATER X'ING(8")
I.E.=133.33
STORM X'ING(15")
I.E.=130.73
SEWER X'ING(8")
I.E.=129.02

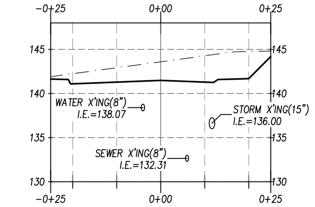
CATTAIL MAT LOOP ROAD STA 118+50
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
140
135
130
125
WATER X'ING(8")
I.E.=134.52
STORM X'ING(12")
I.E.=133.21
STORM X'ING(15")
I.E.=132.50
SEWER X'ING(8")
I.E.=130.12

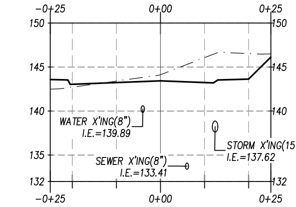
CATTAIL MAT LOOP ROAD STA 118+75
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
145
140
135
130
125
WATER X'ING(8")
I.E.=136.24
STORM X'ING(12")
I.E.=134.73
SEWER X'ING(8")
I.E.=131.21
STORM X'ING(15")
I.E.=134.26

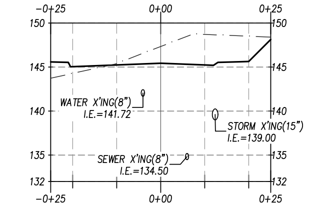
CATTAIL MAT LOOP ROAD STA 119+00
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
145
140
135
130
125
WATER X'ING(8")
I.E.=138.07
STORM X'ING(15")
I.E.=136.00
SEWER X'ING(8")
I.E.=132.31

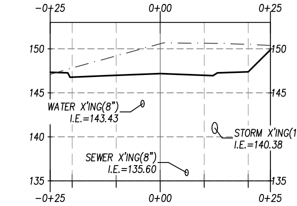
CATTAIL MAT LOOP ROAD STA 119+25
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
150
145
140
135
132
WATER X'ING(8")
I.E.=139.89
STORM X'ING(15")
I.E.=137.62
SEWER X'ING(8")
I.E.=133.41

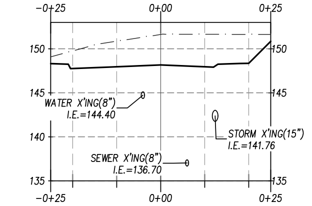
CATTAIL MAT LOOP ROAD STA 119+50
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
150
145
140
135
132
WATER X'ING(8")
I.E.=141.72
STORM X'ING(15")
I.E.=139.00
SEWER X'ING(8")
I.E.=134.50

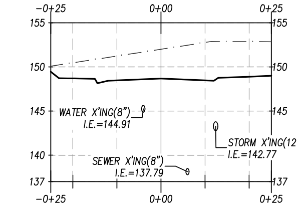
CATTAIL MAT LOOP ROAD STA 119+75
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
150
145
140
135
WATER X'ING(8")
I.E.=143.43
STORM X'ING(15")
I.E.=140.38
SEWER X'ING(8")
I.E.=135.60

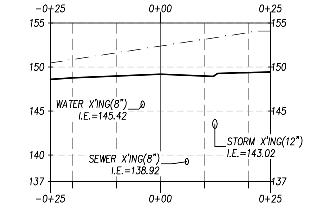
CATTAIL MAT LOOP ROAD STA 120+00
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
150
145
140
135
WATER X'ING(8")
I.E.=144.40
STORM X'ING(15")
I.E.=141.76
SEWER X'ING(8")
I.E.=136.70

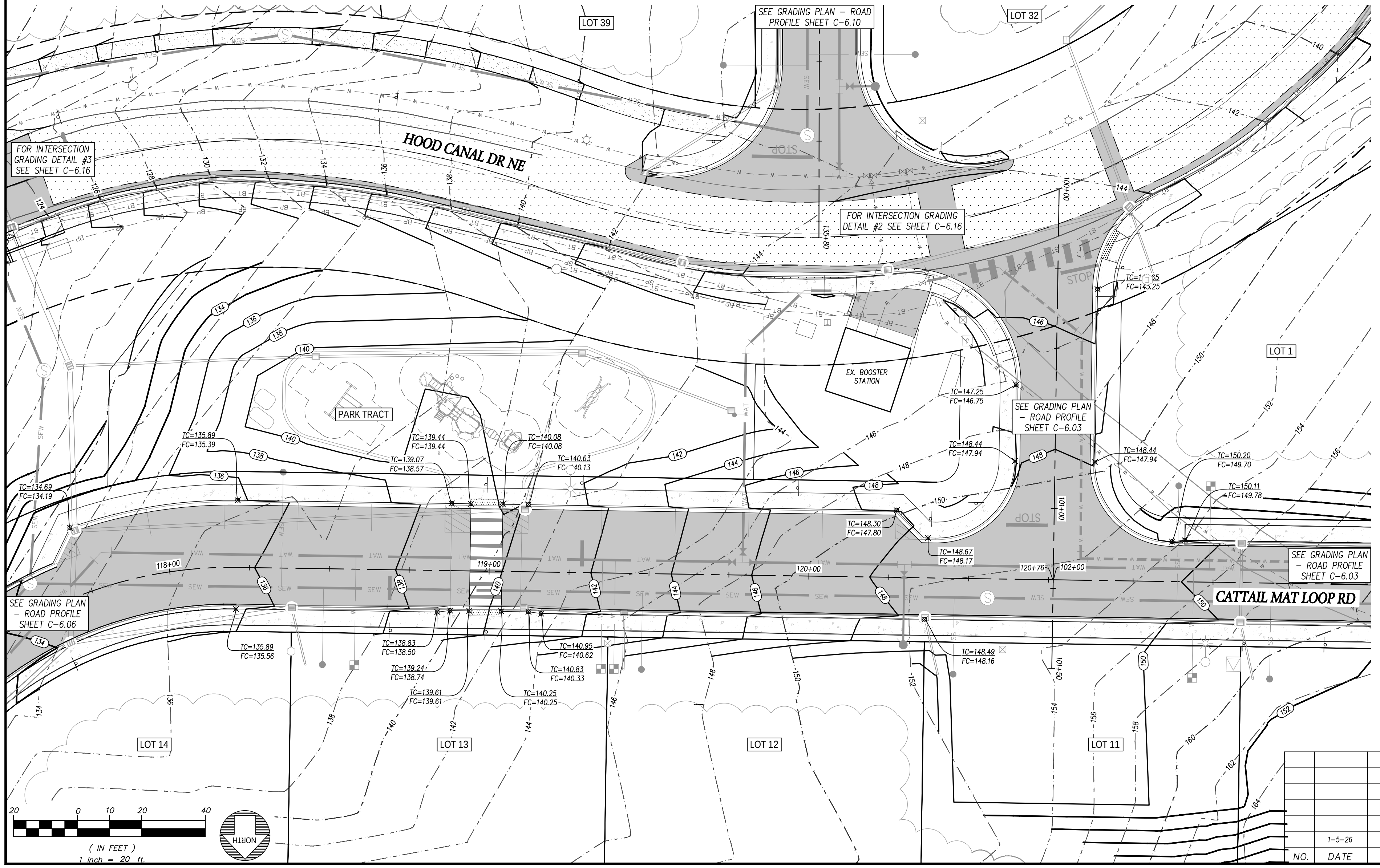
CATTAIL MAT LOOP ROAD STA 120+25
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
155
150
145
140
137
WATER X'ING(8")
I.E.=144.91
STORM X'ING(12")
I.E.=142.77
SEWER X'ING(8")
I.E.=137.79

CATTAIL MAT LOOP ROAD STA 120+50
1"=20' Horiz 1"=10' Vert


−0+25
0+00
0+25
155
150
145
140
137
WATER X'ING(8")
I.E.=145.42
STORM X'ING(12")
I.E.=143.02
SEWER X'ING(8")
I.E.=138.92

CATTAIL MAT LOOP ROAD STA 120+75
1"=20' Horiz 1"=10' Vert


SEE GRADING PLAN – ROAD PROFILE SHEET C-6.10
LOT 39
LOT 32
HOOD CANAL DR NE
FOR INTERSECTION GRADING DETAIL #3 SEE SHEET C-6.16
FOR INTERSECTION GRADING DETAIL #2 SEE SHEET C-6.16
EX. BOOSTER STATION
PARK TRACT
LOT 1
SEE GRADING PLAN – ROAD PROFILE SHEET C-6.03
SEE GRADING PLAN – ROAD PROFILE SHEET C-6.06
CATTAIL MAT LOOP RD
LOT 14
LOT 13
LOT 12
LOT 11
STOP
118+00
119+00
120+00
120+76
102+00
101+00
100+00
TC=135.89 FC=135.39
TC=134.69 FC=134.19
TC=139.07 FC=138.57
TC=139.44 FC=139.44
TC=140.08 FC=140.08
TC=140.63 FC=140.13
TC=147.25 FC=146.75
TC=148.44 FC=147.94
TC=148.44 FC=147.94
TC=148.30 FC=147.80
TC=148.67 FC=148.17
TC=150.20 FC=149.70
TC=150.11 FC=149.78
TC=145.75 FC=145.25
TC=135.89 FC=135.56
TC=138.83 FC=138.50
TC=139.24 FC=138.74
TC=139.61 FC=139.61
TC=140.95 FC=140.62
TC=140.83 FC=140.33
TC=140.25 FC=140.25
TC=148.49 FC=148.16
124
126
128
130
132
134
136
138
140
142
144
146
148
150
152
154
156
158
160
162
164
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER
29653

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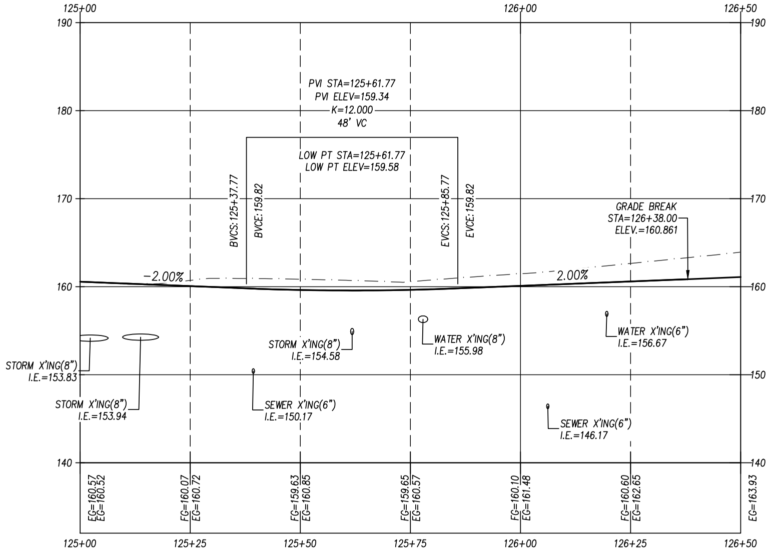
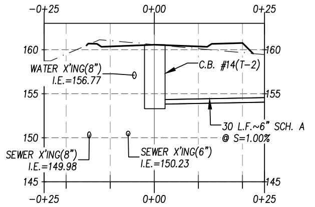
C - 6.07

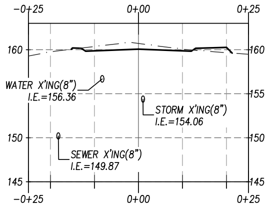
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	21 OF 74


125+00
126+00
126+50
190
180
170
160
150
140
PVI STA=125+61.77
PVI ELEV=159.34
K=12.000
48' VC
LOW PT STA=125+61.77
LOW PT ELEV=159.58
BVCS:125+37.77
BVCE:159.82
EVCS:125+85.77
EVCE:159.82
GRADE BREAK
STA=126+38.00
ELEV.=160.861
-2.00%
2.00%
STORM X'ING(8")
I.E.=153.83
STORM X'ING(8")
I.E.=153.94
STORM X'ING(8")
I.E.=154.58
SEWER X'ING(6")
I.E.=150.17
WATER X'ING(8")
I.E.=155.98
WATER X'ING(6")
I.E.=156.67
SEWER X'ING(6")
I.E.=146.17
FG=160.57
EG=160.52
FG=160.07
EG=160.72
FG=159.63
EG=160.85
FG=159.65
EG=160.57
FG=160.10
EG=161.48
FG=160.60
EG=162.65
EG=163.93
125+00
125+25
125+50
125+75
126+00
126+25
126+50

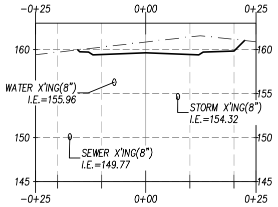
COMB COURT STA 125+00 - 126+50
1"=20' Horiz
1"=10'


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=156.77
C.B. #14(T-2)
30 L.F.~6" SCH. A
@ S=1.00%
SEWER X'ING(8")
I.E.=149.98
SEWER X'ING(6")
I.E.=150.23

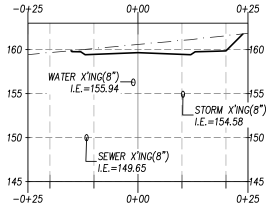
COMB COURT STA 125+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=156.36
STORM X'ING(8")
I.E.=154.06
SEWER X'ING(8")
I.E.=149.87

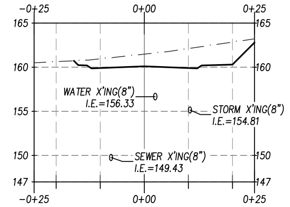
COMB COURT STA 125+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=155.96
STORM X'ING(8")
I.E.=154.32
SEWER X'ING(8")
I.E.=149.77

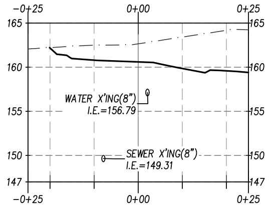
COMB COURT STA 125+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
160
155
150
145
WATER X'ING(8")
I.E.=155.94
STORM X'ING(8")
I.E.=154.58
SEWER X'ING(8")
I.E.=149.65

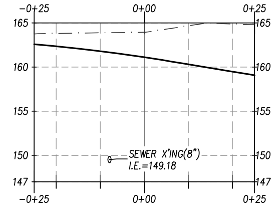
COMB COURT STA 125+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
165
160
155
150
147
WATER X'ING(8")
I.E.=156.33
STORM X'ING(8")
I.E.=154.81
SEWER X'ING(8")
I.E.=149.43

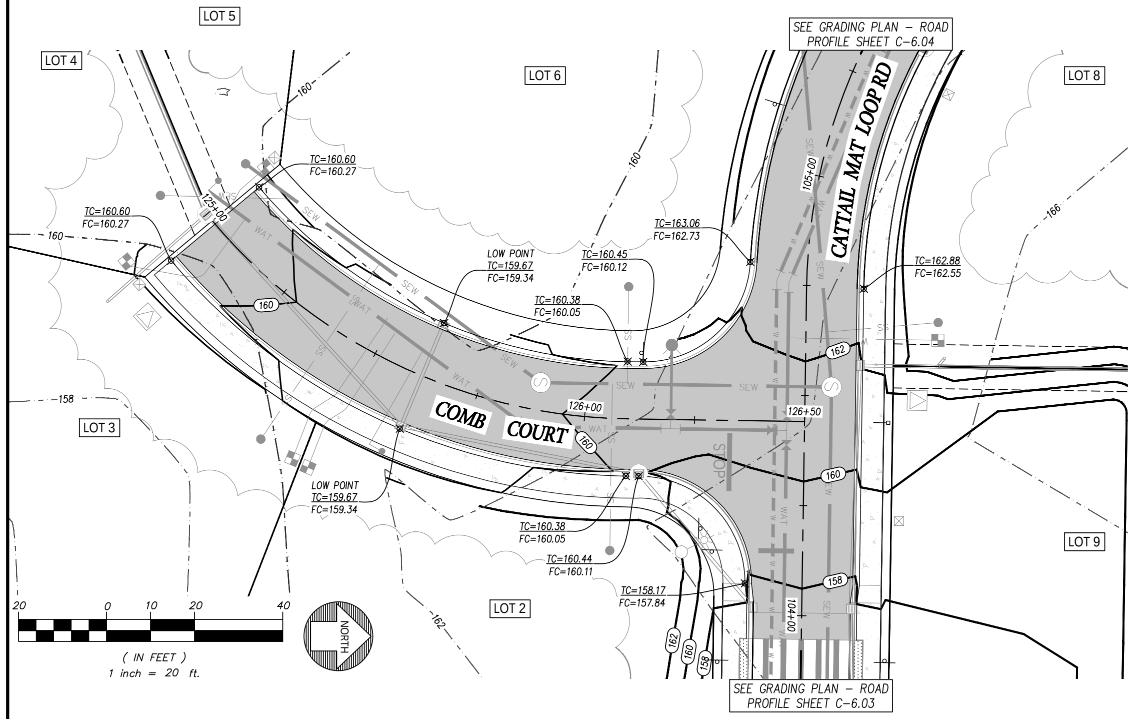
COMB COURT STA 126+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
165
160
155
150
147
WATER X'ING(8")
I.E.=156.79
SEWER X'ING(8")
I.E.=149.31

COMB COURT STA 126+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
165
160
155
150
147
SEWER X'ING(8")
I.E.=149.18

COMB COURT STA 126+50
1"=20' Horiz 1"=10' Vert


LOT 5
LOT 4
LOT 6
LOT 8
LOT 3
LOT 2
LOT 9
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.04
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.03
CATTAIL MAT LOOP RD
COMB COURT
TC=160.60
FC=160.27
TC=160.60
FC=160.27
LOW POINT
TC=159.67
FC=159.34
TC=160.45
FC=160.12
TC=163.06
FC=162.73
TC=160.38
FC=160.05
TC=162.88
FC=162.55
LOW POINT
TC=159.67
FC=159.34
TC=160.38
FC=160.05
TC=160.44
FC=160.11
TC=158.17
FC=157.84
125+00
126+00
126+50
105+00
104+00
160
162
158
166
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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29653

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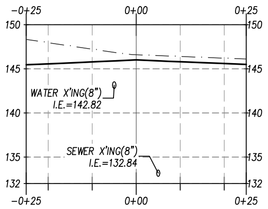
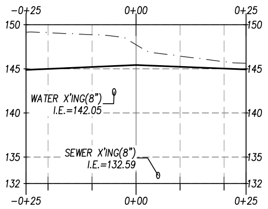
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

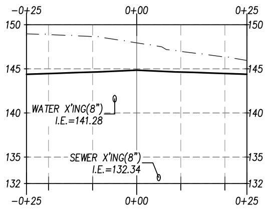
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	22 OF 74


-0+25
0+00
0+25
150
145
140
135
132
WATER X'ING(8")
I.E.=142.82
SEWER X'ING(8")
I.E.=132.84

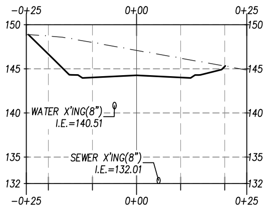
DEER WOMAN ROAD STA 130+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
150
145
140
135
132
WATER X'ING(8")
I.E.=142.05
SEWER X'ING(8")
I.E.=132.59

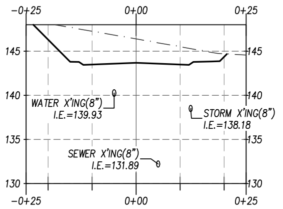
DEER WOMAN ROAD STA 130+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
150
145
140
135
132
WATER X'ING(8")
I.E.=141.28
SEWER X'ING(8")
I.E.=132.34

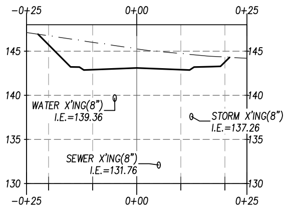
DEER WOMAN ROAD STA 130+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
150
145
140
135
132
WATER X'ING(8")
I.E.=140.51
SEWER X'ING(8")
I.E.=132.01

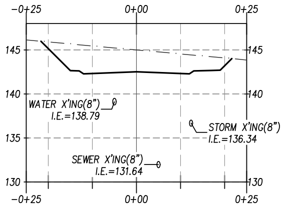
DEER WOMAN ROAD STA 131+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=139.93
STORM X'ING(8")
I.E.=138.18
SEWER X'ING(8")
I.E.=131.89

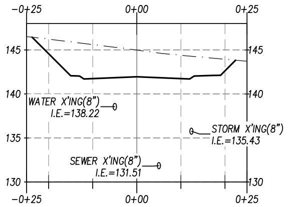
DEER WOMAN ROAD STA 131+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=139.36
STORM X'ING(8")
I.E.=137.26
SEWER X'ING(8")
I.E.=131.76

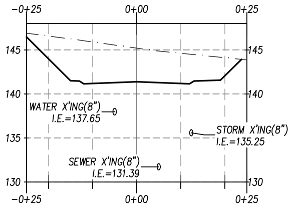
DEER WOMAN ROAD STA 131+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=138.79
STORM X'ING(8")
I.E.=136.34
SEWER X'ING(8")
I.E.=131.64

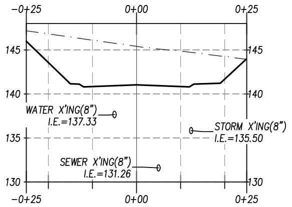
DEER WOMAN ROAD STA 131+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=138.22
STORM X'ING(8")
I.E.=135.43
SEWER X'ING(8")
I.E.=131.51

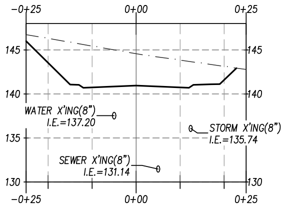
DEER WOMAN ROAD STA 132+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=137.65
STORM X'ING(8")
I.E.=135.25
SEWER X'ING(8")
I.E.=131.39

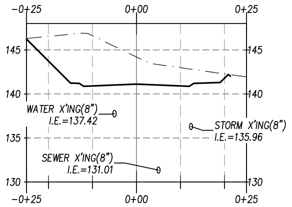
DEER WOMAN ROAD STA 132+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=137.33
STORM X'ING(8")
I.E.=135.50
SEWER X'ING(8")
I.E.=131.26

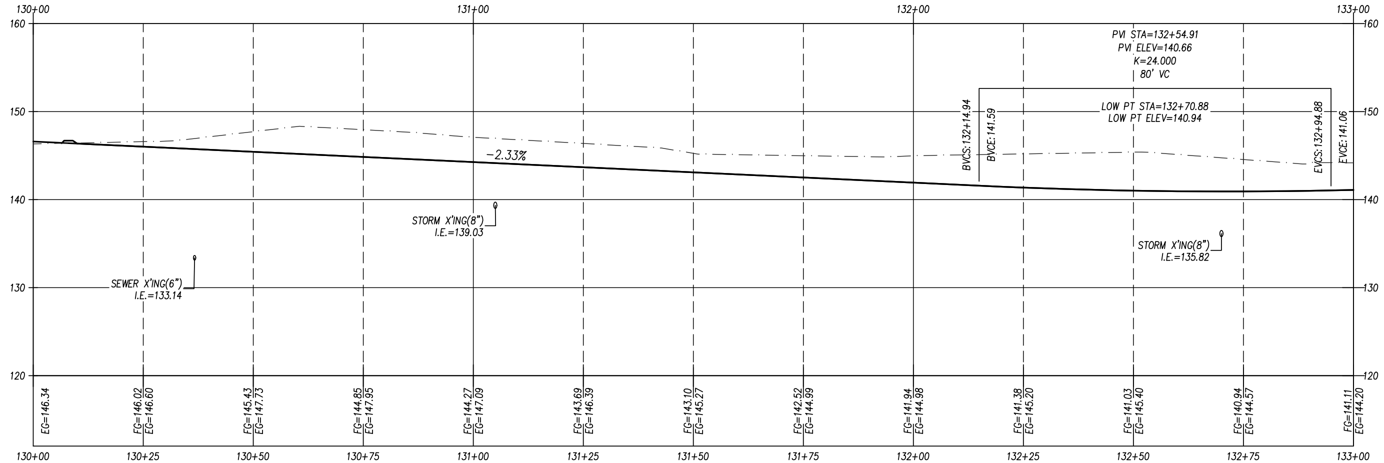
DEER WOMAN ROAD STA 132+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=137.20
STORM X'ING(8")
I.E.=135.74
SEWER X'ING(8")
I.E.=131.14

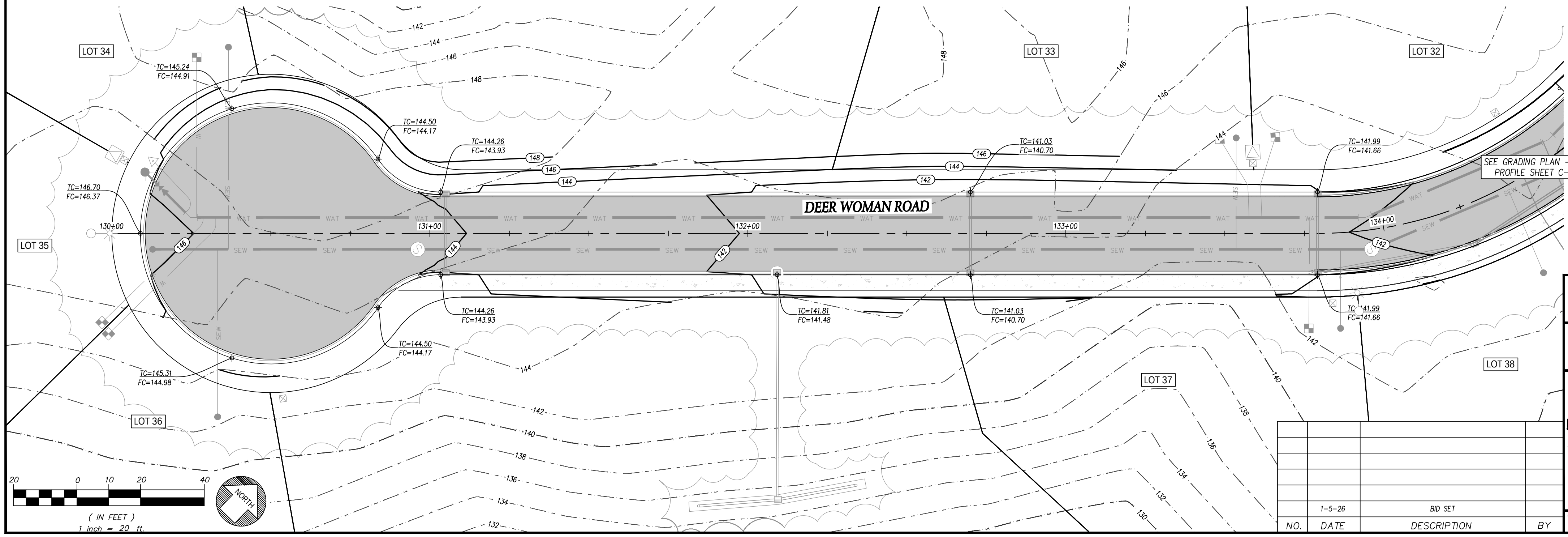
DEER WOMAN ROAD STA 132+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=137.42
STORM X'ING(8")
I.E.=135.96
SEWER X'ING(8")
I.E.=131.01

DEER WOMAN ROAD STA 133+00
1"=20' Horiz 1"=10' Vert



CL DEER WOMAN ROAD STA 130+00 - 133+00
1"=20' Horiz
1"=10'


LOT 34
LOT 35
LOT 36
LOT 33
LOT 32
LOT 37
LOT 38
DEER WOMAN ROAD
TC=145.24
FC=144.91
TC=144.50
FC=144.17
TC=144.26
FC=143.93
TC=146.70
FC=146.37
TC=145.31
FC=144.98
TC=144.26
FC=143.93
TC=144.50
FC=144.17
TC=141.81
FC=141.48
TC=141.03
FC=140.70
TC=141.03
FC=140.70
TC=141.99
FC=141.66
TC=141.99
FC=141.66
130+00
131+00
132+00
133+00
134+00
WAT
SEW
142
144
146
148
140
138
136
134
132
SEE GRADING PLAN - ROAD PROFILE SHEET C-6.10
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER
29653

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(360) 692-5525
ENGINEERING • SURVEYING
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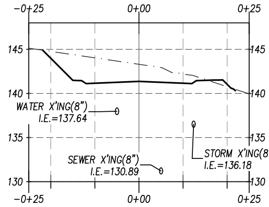
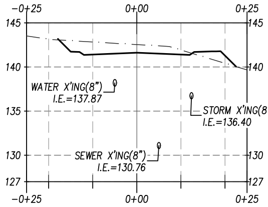
C - 6.09

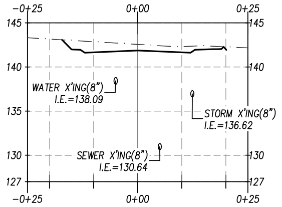
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	23 OF 74


-0+25
0+00
0+25
145
140
135
130
WATER X'ING(8")
I.E.=137.64
SEWER X'ING(8")
I.E.=130.89
STORM X'ING(8")
I.E.=136.18

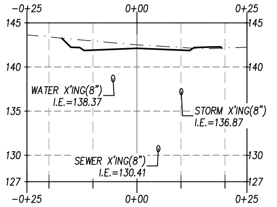
DEER WOMAN ROAD STA 133+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=137.87
STORM X'ING(8")
I.E.=136.40
SEWER X'ING(8")
I.E.=130.76

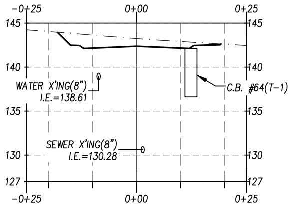
DEER WOMAN ROAD STA 133+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=138.09
STORM X'ING(8")
I.E.=136.62
SEWER X'ING(8")
I.E.=130.64

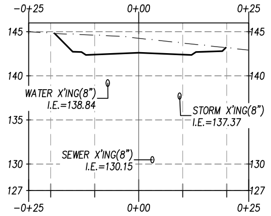
DEER WOMAN ROAD STA 133+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=138.37
STORM X'ING(8")
I.E.=136.87
SEWER X'ING(8")
I.E.=130.41

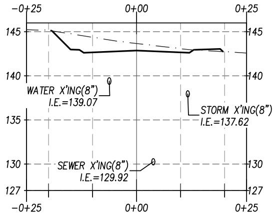
DEER WOMAN ROAD STA 134+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=138.61
C.B. #64(T-1)
SEWER X'ING(8")
I.E.=130.28

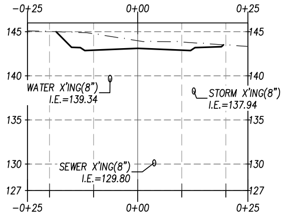
DEER WOMAN ROAD STA 134+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=138.84
STORM X'ING(8")
I.E.=137.37
SEWER X'ING(8")
I.E.=130.15

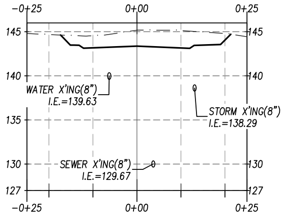
DEER WOMAN ROAD STA 134+50
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=139.07
STORM X'ING(8")
I.E.=137.62
SEWER X'ING(8")
I.E.=129.92

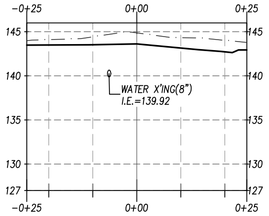
DEER WOMAN ROAD STA 134+75
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=139.34
STORM X'ING(8")
I.E.=137.94
SEWER X'ING(8")
I.E.=129.80

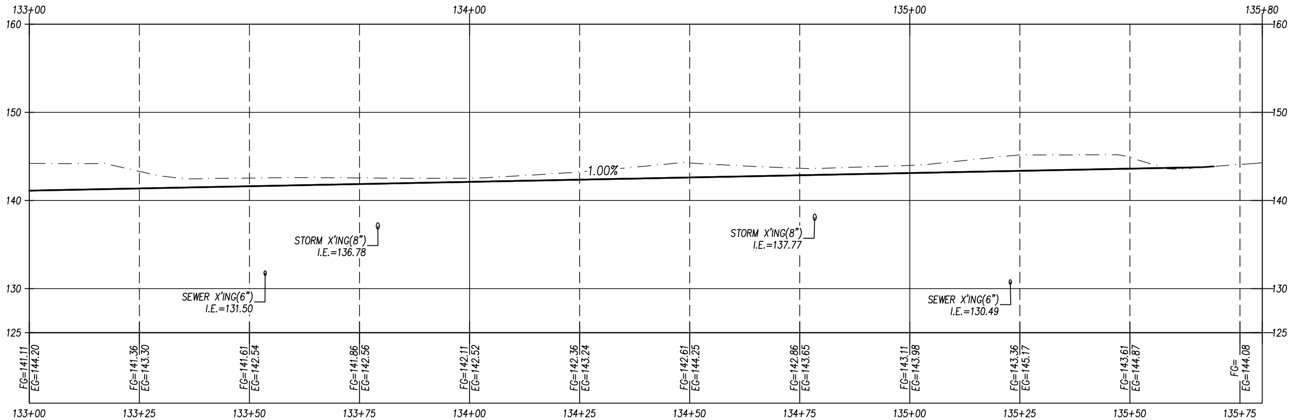
DEER WOMAN ROAD STA 135+00
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=139.63
STORM X'ING(8")
I.E.=138.29
SEWER X'ING(8")
I.E.=129.67

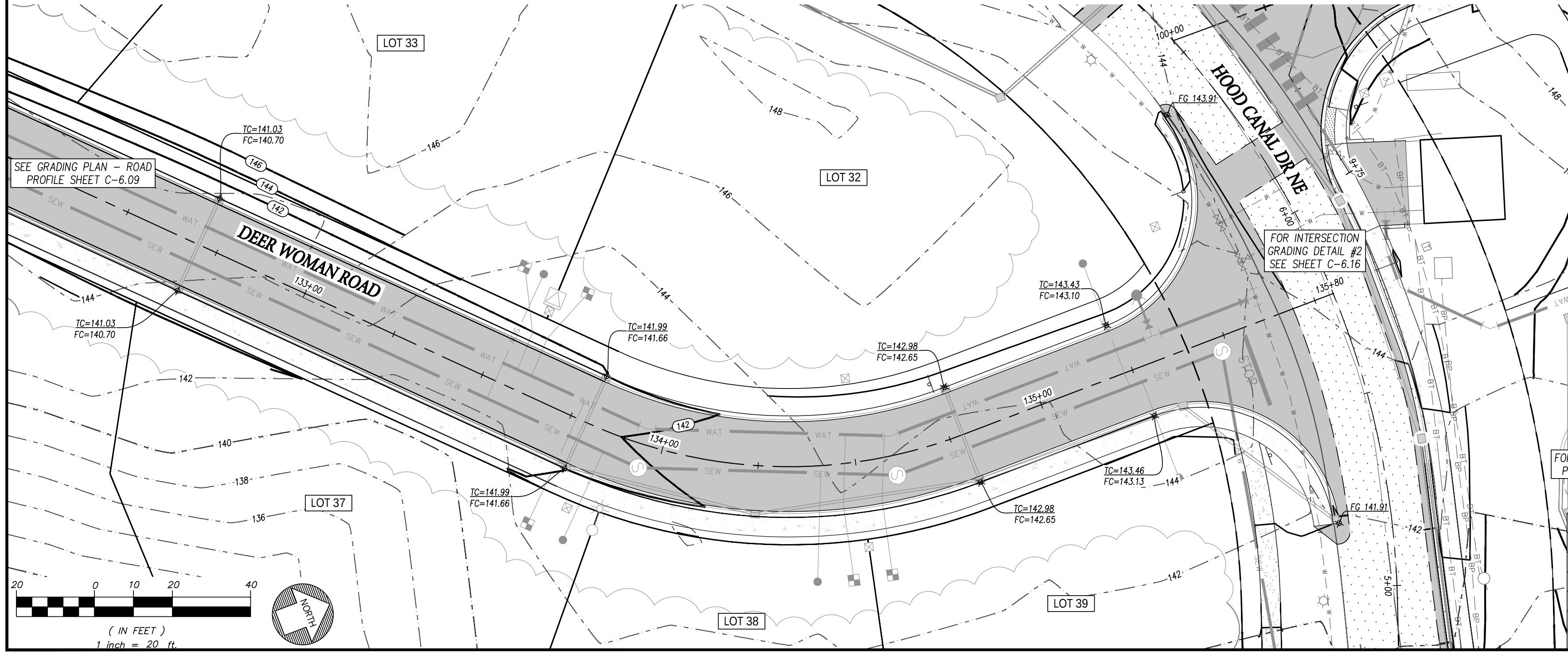
DEER WOMAN ROAD STA 135+25
1"=20' Horiz 1"=10' Vert


-0+25
0+00
0+25
145
140
135
130
127
WATER X'ING(8")
I.E.=139.92

DEER WOMAN ROAD STA 135+50
1"=20' Horiz 1"=10' Vert



CL DEER WOMAN ROAD STA 133+00 – 135+80
1"=20' Horiz
1"=10'


LOT 33
LOT 32
LOT 37
LOT 38
LOT 39
DEER WOMAN ROAD
HOOD CANAL DR NE
SEE GRADING PLAN – ROAD PROFILE SHEET C-6.09
TC=141.03
FC=140.70
TC=141.03
FC=140.70
TC=141.99
FC=141.66
TC=141.99
FC=141.66
TC=142.98
FC=142.65
TC=142.98
FC=142.65
TC=143.43
FC=143.10
TC=143.46
FC=143.13
FC 143.91
FC 141.91
FOR INTERSECTION GRADING DETAIL #2 SEE SHEET C-6.16
PARK TRACT
FOR PARK GRADING & SITE PLAN SEE SHEET C-6.11
133+00
134+00
135+00
135+80
100+00
120+00
146
144
142
140
138
136
148
WAT
SEW
NORTH
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

GRADING PLAN - ROAD PROFILES

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH P. FUHRER 29653

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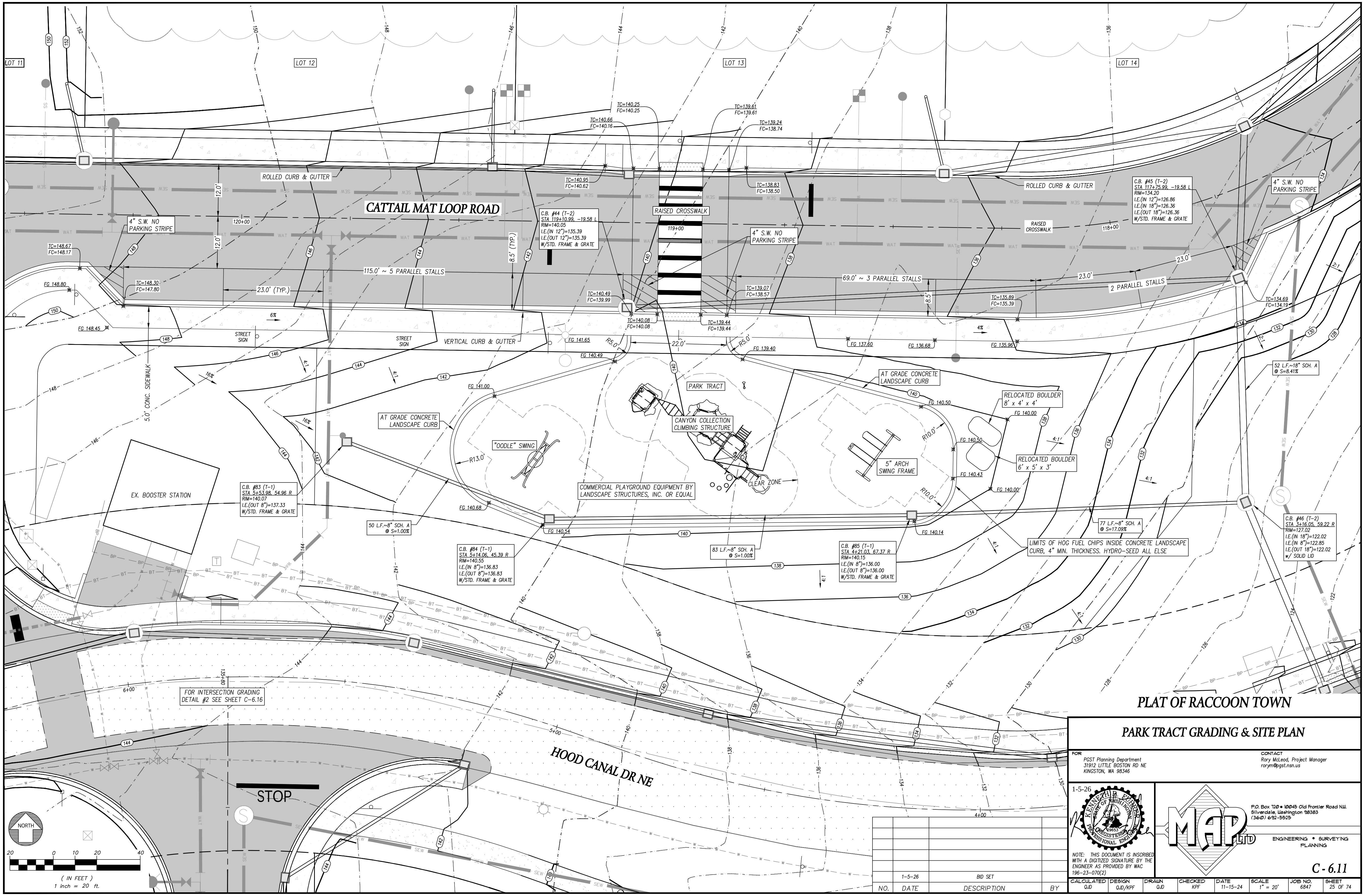
(360) 692-5525

ENGINEERING • SURVEYING
PLANNING

C - 6.10

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	24 OF 74


LOT 11
LOT 12
LOT 13
LOT 14
CATTAIL MAT LOOP ROAD
ROLLED CURB & GUTTER
RAISED CROSSWALK
4" S.W. NO PARKING STRIPE
TC=140.25 FC=140.25
TC=140.66 FC=140.16
TC=139.61 FC=139.61
TC=139.24 FC=138.74
TC=140.95 FC=140.62
TC=138.83 FC=138.50
TC=148.67 FC=148.17
TC=148.30 FC=147.80
TC=140.49 FC=139.99
TC=140.08 FC=140.08
TC=139.44 FC=139.44
TC=139.07 FC=138.57
TC=135.89 FC=135.39
TC=134.69 FC=134.19
C.B. #44 (T-2) STA 119+10.99, -19.58 L RIM=140.05 I.E.(IN 12")=135.39 I.E.(OUT 12")=135.39 W/STD. FRAME & GRATE
C.B. #45 (T-2) STA 117+75.99, -19.58 L RIM=134.20 I.E.(IN 12")=126.86 I.E.(IN 18")=126.36 I.E.(OUT 18")=126.36 W/STD. FRAME & GRATE
120+00
119+00
118+00
12.0'
8.5' (TYP.)
8.5'
115.0' ~ 5 PARALLEL STALLS
69.0' ~ 3 PARALLEL STALLS
23.0' (TYP.)
23.0'
2 PARALLEL STALLS
FG 148.80
FG 148.45
FG 141.65
FG 140.49
FG 139.40
FG 137.60
FG 136.68
FG 135.96
FG 141.00
FG 140.50
FG 140.00
FG 140.43
FG 140.68
FG 140.54
FG 140.14
6%
4%
16%
4:1
2:1
STREET SIGN
VERTICAL CURB & GUTTER
5.0' CONC. SIDEWALK
R5.0'
22.0'
PARK TRACT
AT GRADE CONCRETE LANDSCAPE CURB
CANYON COLLECTION CLIMBING STRUCTURE
"OODLE" SWING
R13.0'
R10.0'
CLEAR ZONE
5" ARCH SWING FRAME
RELOCATED BOULDER 8' x 4' x 4'
RELOCATED BOULDER 6' x 5' x 3'
COMMERCIAL PLAYGROUND EQUIPMENT BY LANDSCAPE STRUCTURES, INC. OR EQUAL
LIMITS OF HOG FUEL CHIPS INSIDE CONCRETE LANDSCAPE CURB, 4" MIN. THICKNESS. HYDRO-SEED ALL ELSE
EX. BOOSTER STATION
C.B. #83 (T-1) STA 5+53.98, 54.96 R RIM=140.07 I.E.(OUT 8")=137.33 W/STD. FRAME & GRATE
50 L.F.~8" SCH. A @ S=1.00%
C.B. #84 (T-1) STA 5+14.06, 45.39 R RIM=140.55 I.E.(IN 8")=136.83 I.E.(OUT 8")=136.83 W/STD. FRAME & GRATE
83 L.F.~8" SCH. A @ S=1.00%
C.B. #85 (T-1) STA 4+21.03, 67.37 R RIM=140.15 I.E.(IN 8")=136.00 I.E.(OUT 8")=136.00 W/STD. FRAME & GRATE
77 L.F.~8" SCH. A @ S=17.09%
52 L.F.~18" SCH. A @ S=8.41%
C.B. #46 (T-2) STA 3+16.05, 59.22 R RIM=127.02 I.E.(IN 18")=122.02 I.E.(IN 8")=122.85 I.E.(OUT 18")=122.02 w/ SOLID LID
FOR INTERSECTION GRADING DETAIL #2 SEE SHEET C-6.16
HOOD CANAL DR NE
STOP
6+00
5+00
4+00
SEW
WAT
SS
W
BP
BT
150
148
146
144
142
140
138
136
134
132
130
128
126
124
122
NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

PLAT OF RACCOON TOWN

PARK TRACT GRADING & SITE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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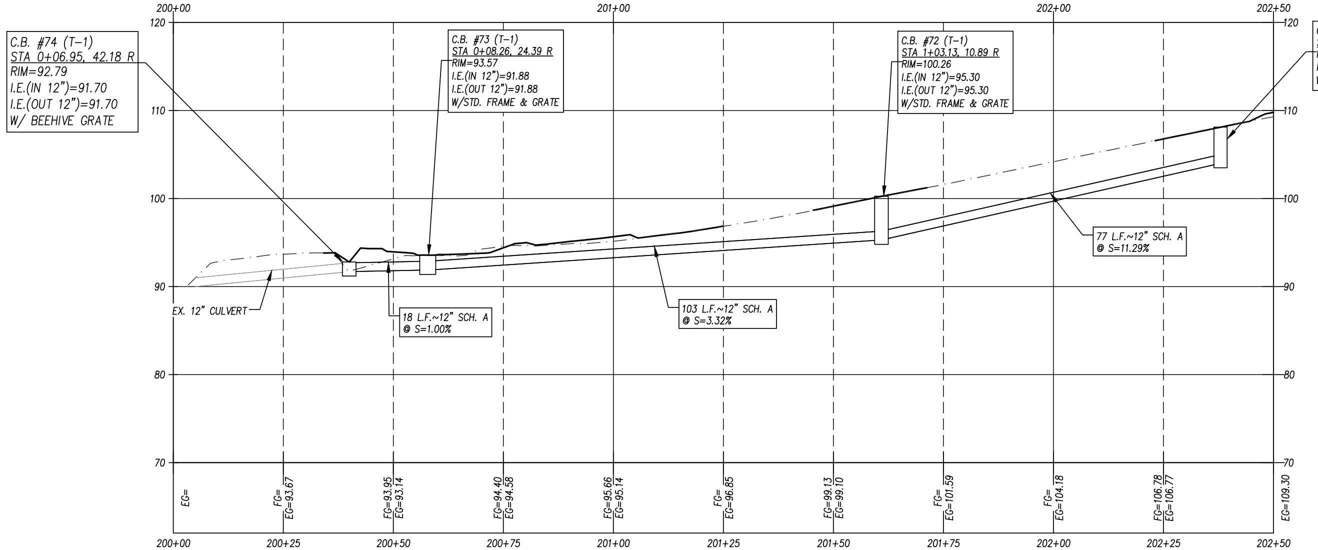
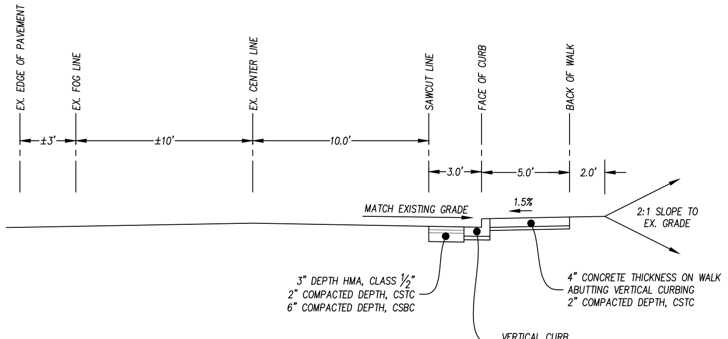
C - 6.11

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	25 OF 74

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

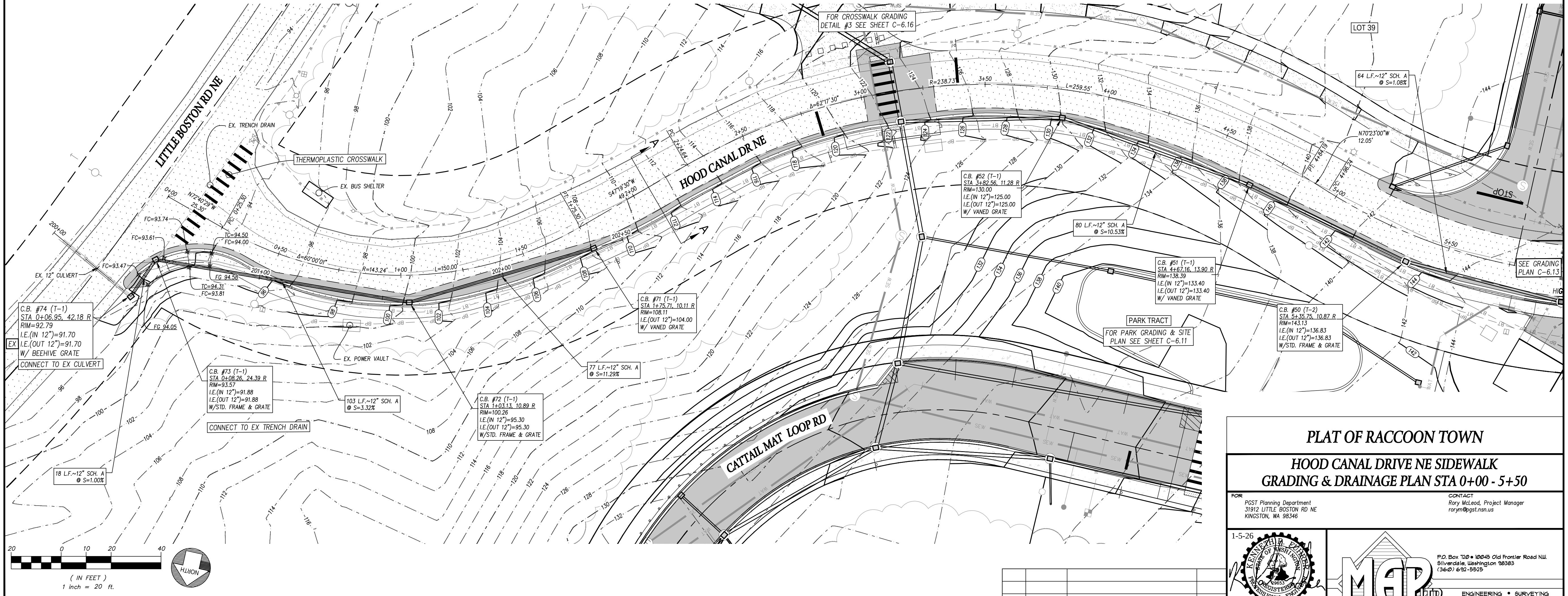

C.B. #74 (T-1)
STA 0+06.95, 42.18 R
RIM=92.79
I.E.(IN 12")=91.70
I.E.(OUT 12")=91.70
W/ BEEHIVE GRATE
C.B. #73 (T-1)
STA 0+08.26, 24.39 R
RIM=93.57
I.E.(IN 12")=91.88
I.E.(OUT 12")=91.88
W/STD. FRAME & GRATE
C.B. #72 (T-1)
STA 1+03.13, 10.89 R
RIM=100.26
I.E.(IN 12")=95.30
I.E.(OUT 12")=95.30
W/STD. FRAME & GRATE
C.B. #71 (T-1)
STA 1+75.71, 10.11 R
RIM=108.11
I.E.(OUT 12")=104.00
W/ VANED GRATE
EX. 12" CULVERT
18 L.F.~12" SCH. A
@ S=1.00%
103 L.F.~12" SCH. A
@ S=3.32%
77 L.F.~12" SCH. A
@ S=11.29%
200+00
200+25
200+50
200+75
201+00
201+25
201+50
201+75
202+00
202+25
202+50
120
110
100
90
80
70
EG=
FG=
EG=93.67
FG=93.95
EG=93.14
FG=94.40
EG=94.58
FG=95.66
EG=95.14
FG=
EG=96.85
FG=99.13
EG=99.10
FG=
EG=101.59
FG=
EG=104.18
FG=106.78
EG=106.77
EG=109.30

WALK STORM ALIGN 1 STA 200+00 - 202+50
1"=20' Horiz
1"=10'


EX. EDGE OF PAVEMENT
EX. FOG LINE
EX. CENTER LINE
SAWCUT LINE
FACE OF CURB
BACK OF WALK
±3'
±10'
10.0'
3.0'
5.0'
2.0'
1.5%
MATCH EXISTING GRADE
2:1 SLOPE TO
EX. GRADE
3" DEPTH HMA, CLASS 1/2"
2" COMPACTED DEPTH, CSTC
6" COMPACTED DEPTH, CSBC
4" CONCRETE THICKNESS ON WALK
ABUTTING VERTICAL CURBING
2" COMPACTED DEPTH, CSTC
VERTICAL CURB
2" COMPACTED DEPTH, CSTC

SECTION A-A

SCALE: 1" = 5'


LITTLE BOSTON RD NE
HOOD CANAL DR NE
CATTAIL MAT LOOP RD
FOR CROSSWALK GRADING
DETAIL #3 SEE SHEET C-6.16
LOT 39
THERMOPLASTIC CROSSWALK
EX. TRENCH DRAIN
EX. BUS SHELTER
EX. POWER VAULT
EX. 12" CULVERT
FC=93.74
FC=93.61
FC=93.47
TC=94.50
FC=94.00
TC=94.31
FC=93.81
FG 94.58
FG 94.05
N72°40'29"W
25.30'
S47°19'30"W
49.24'
Δ=60°00'01"
R=143.24'
L=150.00'
Δ=62°17'30"
R=238.73'
L=259.55'
N70°23'00"W
12.05'
PT: 4+84.19
PC: 4+96.24
C.B. #74 (T-1)
STA 0+06.95, 42.18 R
RIM=92.79
I.E.(IN 12")=91.70
I.E.(OUT 12")=91.70
W/ BEEHIVE GRATE
CONNECT TO EX CULVERT
EX
C.B. #73 (T-1)
STA 0+08.26, 24.39 R
RIM=93.57
I.E.(IN 12")=91.88
I.E.(OUT 12")=91.88
W/STD. FRAME & GRATE
CONNECT TO EX TRENCH DRAIN
18 L.F.~12" SCH. A
@ S=1.00%
103 L.F.~12" SCH. A
@ S=3.32%
C.B. #72 (T-1)
STA 1+03.13, 10.89 R
RIM=100.26
I.E.(IN 12")=95.30
I.E.(OUT 12")=95.30
W/STD. FRAME & GRATE
77 L.F.~12" SCH. A
@ S=11.29%
C.B. #71 (T-1)
STA 1+75.71, 10.11 R
RIM=108.11
I.E.(OUT 12")=104.00
W/ VANED GRATE
C.B. #52 (T-1)
STA 3+82.56, 11.28 R
RIM=130.00
I.E.(IN 12")=125.00
I.E.(OUT 12")=125.00
W/ VANED GRATE
80 L.F.~12" SCH. A
@ S=10.53%
C.B. #51 (T-1)
STA 4+67.16, 13.90 R
RIM=138.39
I.E.(IN 12")=133.40
I.E.(OUT 12")=133.40
W/ VANED GRATE
64 L.F.~12" SCH. A
@ S=1.08%
C.B. #50 (T-2)
STA 5+35.75, 10.87 R
RIM=143.13
I.E.(IN 12")=136.83
I.E.(OUT 12")=136.83
W/STD. FRAME & GRATE
PARK TRACT
FOR PARK GRADING & SITE
PLAN SEE SHEET C-6.11
SEE GRADING
PLAN C-6.13
STOP
A
A
0+00
0+50
1+00
1+50
2+00
2+50
3+00
3+50
4+00
4+50
5+00
5+50
200+00
201+00
202+00
202+50
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

HOOD CANAL DRIVE NE SIDEWALK
GRADING & DRAINAGE PLAN STA 0+00 - 5+50

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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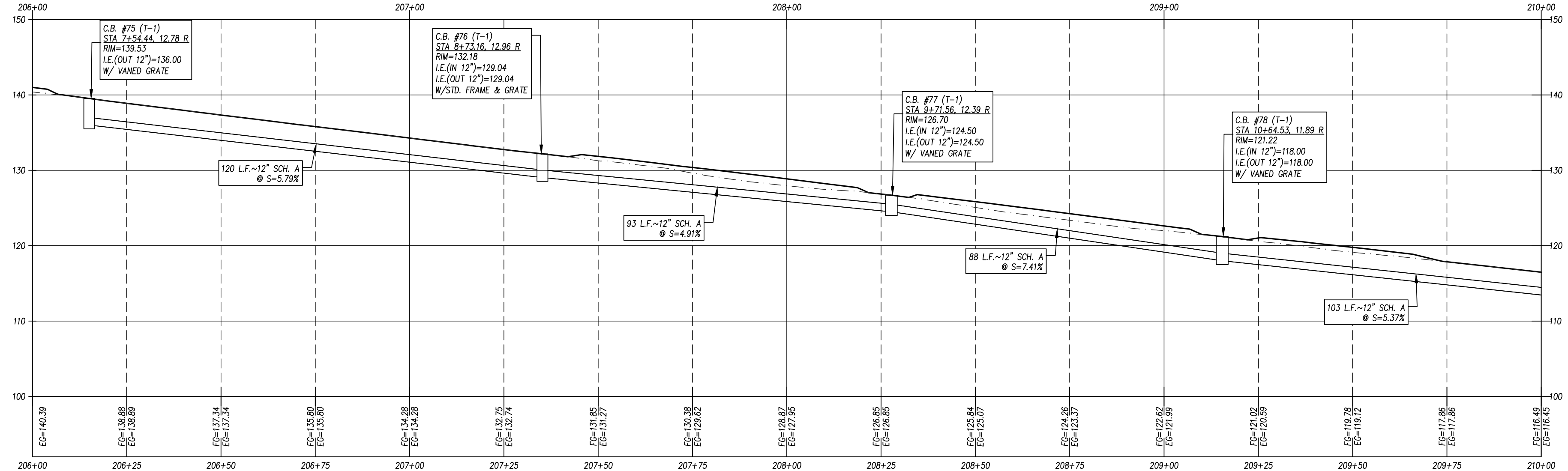
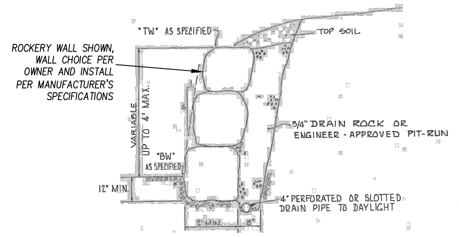
C - 6.12

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	26 OF 74



WALK STORM ALIGN 2 STA 206+00 – 210+00
1"=20' Horiz
1"=10'


"TW" AS SPECIFIED
TOP SOIL
ROCKERY WALL SHOWN, WALL CHOICE PER OWNER AND INSTALL PER MANUFACTURER'S SPECIFICATIONS
VARIABLE UP TO 4' MAX.
3/4" DRAIN ROCK OR ENGINEER - APPROVED PIT-RUN
"BW" AS SPECIFIED
12" MIN.
4" PERFORATED OR SLOTTED DRAIN PIPE TO DAYLIGHT
2' MIN.
6"

1. THE WALLS SHALL BE CONSTRUCTED OF SOUND QUARRY ROCKS AND SHALL PRESENT A SOLID ROCK FACE, CONSTRUCTED WITH WELL-ANCHORED ROCKS OF VARIOUS SIZES AND SHAPES. THE ROCK SHALL BE SOUND QUARRIED ROCK HAVING A WEIGHT OF NOT LESS THAN 155 POUNDS PER CUBIC FOOT. THE ROCK SHALL BE DURABLE, FREE OF CRACKS, SEAMS AND OTHER NATURAL DEFECTS.

2. THE MINIMUM WEIGHT OF THE ROCKS USED IN THE WALL SHALL BE AS LISTED BELOW:

WALL HEIGHT	BOTTOM LAYER	TOP LAYER
0 FEET TO 4 FEET	800 POUNDS	200 POUNDS

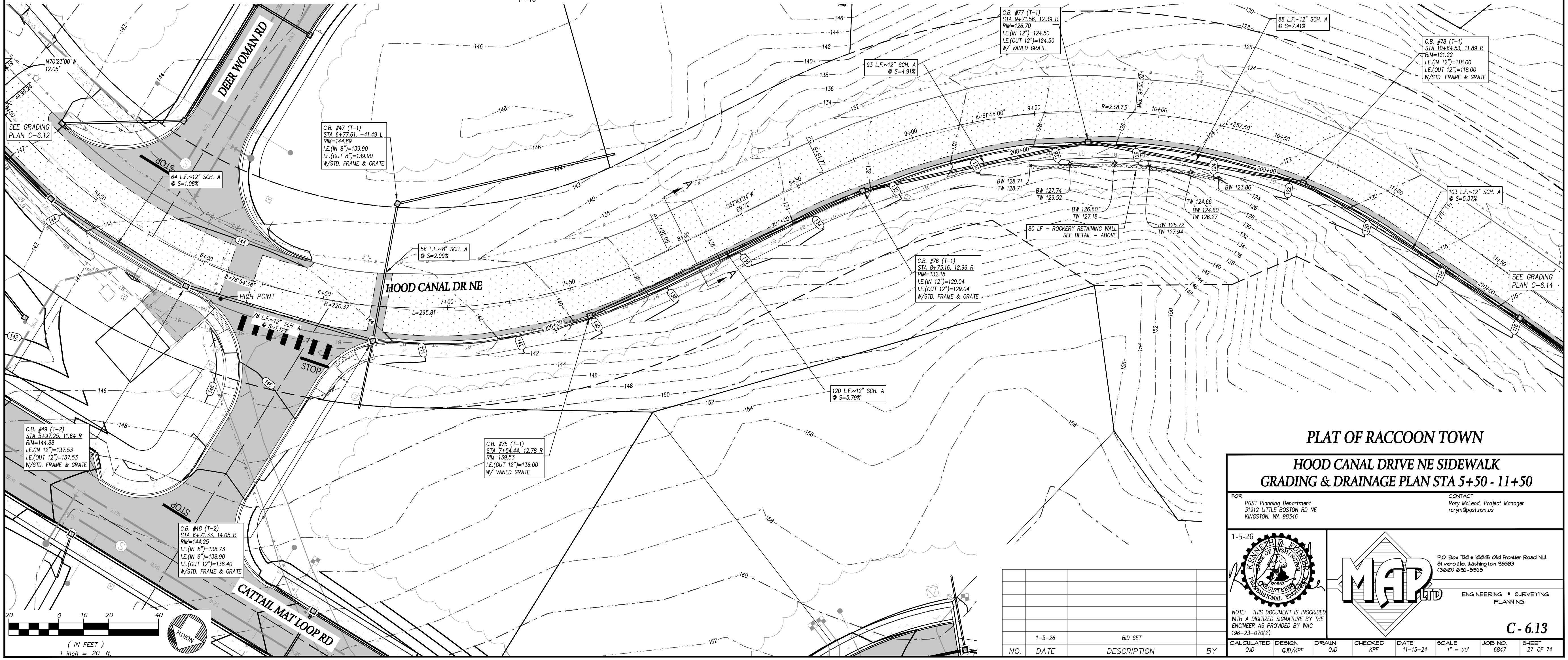
3. THE LAYERS BETWEEN THE BOTTOM AND TOP SHALL BE GRADED UNIFORMLY BETWEEN THE WEIGHTS GIVEN ABOVE.

4. THE SUB-GRADE SHALL BE COMPACTED TO A FIRM UNYIELDING SURFACE TO THE SATISFACTION OF THE ENGINEER.

5. THE WALL SHALL BE CONSTRUCTED BY PLACING ROCKS WHEREBY ONE ROCK IS IN CONTRACT WITH TWO OTHERS WITH A MINIMUM OF THREE BEARING SURFACES PER ROCK.

6. THE ROCKS SHALL BE PLACED BY A COMBINATION OF MACHINE AND MANUAL METHODS WITH ROCKS BEING SELECTED TO PRODUCE A UNIFORM ROCK FACE. THE ROCKS SHALL BE KEYED IN PLACE AND BACKFILLED AROUND AND BEHIND WITH THE APPROVED BACKFILL MATERIAL. THE BACKFILL MATERIAL SHALL BE THOROUGHLY TAMPED BEFORE THE NEXT COURSE OF ROCK IS PLACED.

ROCK RETAINING WALL
N.T.S.


DEER WOMAN RD
HOOD CANAL DR NE
CATTAIL MAT LOOP RD
SEE GRADING PLAN C-6.12
SEE GRADING PLAN C-6.14
N70°23'00"W 12.05'
C.B. #47 (T-1)
STA 6+77.61, -41.49 L
RIM=144.89
I.E.(IN 8")=139.90
I.E.(OUT 8")=139.90
W/STD. FRAME & GRATE
64 L.F.~12" SCH. A @ S=1.08%
56 L.F.~8" SCH. A @ S=2.09%
78 L.F.~12" SCH. A @ S=1.12%
HIGH POINT
Δ=76°54'38"
R=220.37'
L=295.81'
S32°42'24"W 69.72'
93 L.F.~12" SCH. A @ S=4.91%
C.B. #77 (T-1)
STA 9+71.56, 12.39 R
RIM=126.70
I.E.(IN 12")=124.50
I.E.(OUT 12")=124.50
W/ VANED GRATE
88 L.F.~12" SCH. A @ S=7.41%
C.B. #78 (T-1)
STA 10+64.53, 11.89 R
RIM=121.22
I.E.(IN 12")=118.00
I.E.(OUT 12")=118.00
W/STD. FRAME & GRATE
Δ=61°48'00"
R=238.73'
L=257.50'
BW 128.71 TW 128.71
BW 127.74 TW 129.52
BW 126.60 TW 127.18
BW 123.86
TW 124.66
BW 124.60 TW 126.27
BW 125.72 TW 127.94
80 LF ~ ROCKERY RETAINING WALL SEE DETAIL - ABOVE
103 L.F.~12" SCH. A @ S=5.37%
C.B. #76 (T-1)
STA 8+73.16, 12.96 R
RIM=132.18
I.E.(IN 12")=129.04
I.E.(OUT 12")=129.04
W/STD. FRAME & GRATE
120 L.F.~12" SCH. A @ S=5.79%
C.B. #75 (T-1)
STA 7+54.44, 12.78 R
RIM=139.53
I.E.(OUT 12")=136.00
W/ VANED GRATE
C.B. #49 (T-2)
STA 5+97.25, 11.64 R
RIM=144.88
I.E.(IN 12")=137.53
I.E.(OUT 12")=137.53
W/STD. FRAME & GRATE
C.B. #48 (T-2)
STA 6+71.33, 14.05 R
RIM=144.25
I.E.(IN 8")=138.73
I.E.(IN 6")=138.90
I.E.(OUT 12")=138.40
W/STD. FRAME & GRATE
STOP
5+50
6+00
6+50
7+00
7+50
8+00
8+50
9+00
9+50
10+00
10+50
11+00
206+00
207+00
208+00
209+00
210+00
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

HOOD CANAL DRIVE NE SIDEWALK
GRADING & DRAINAGE PLAN STA 5+50 - 11+50

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
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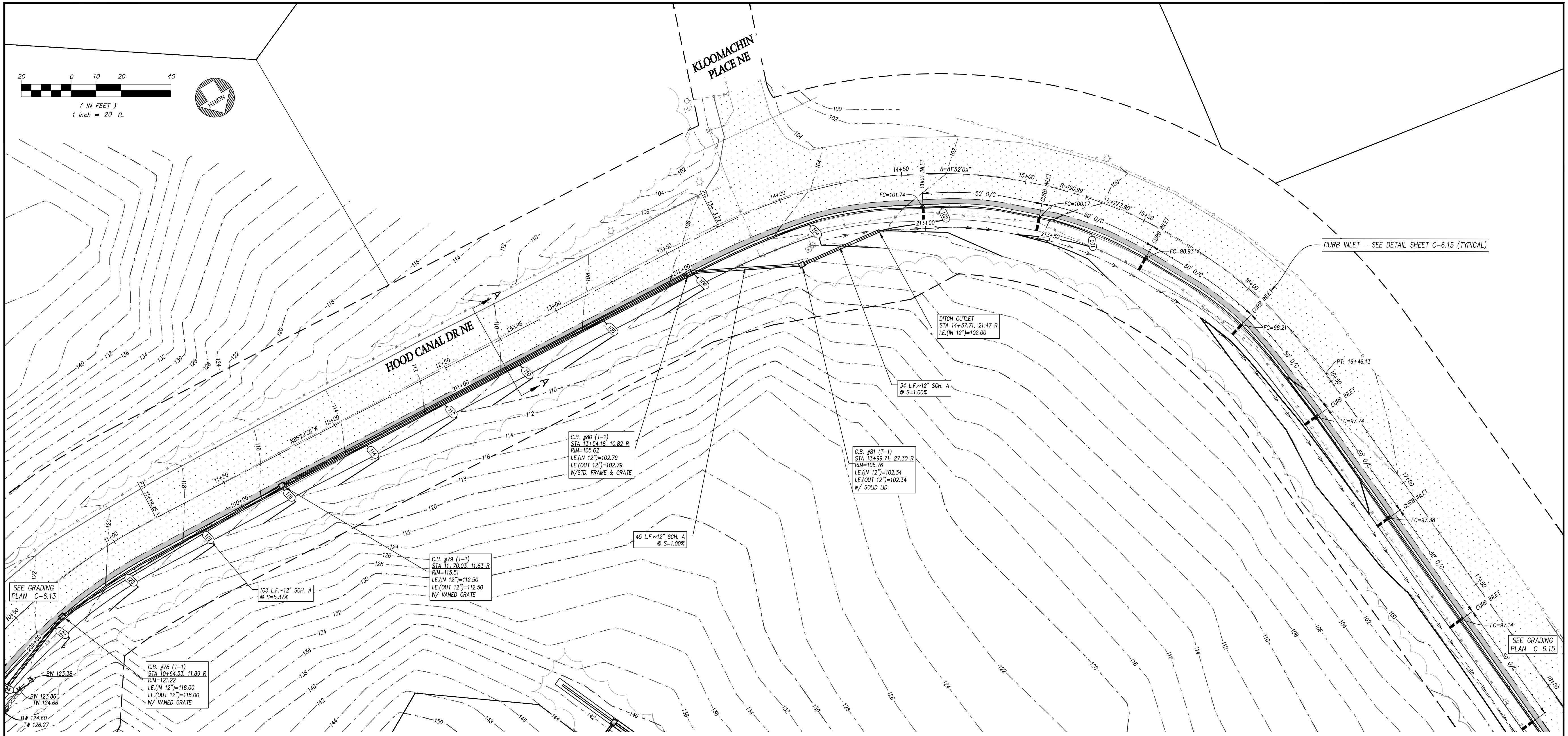
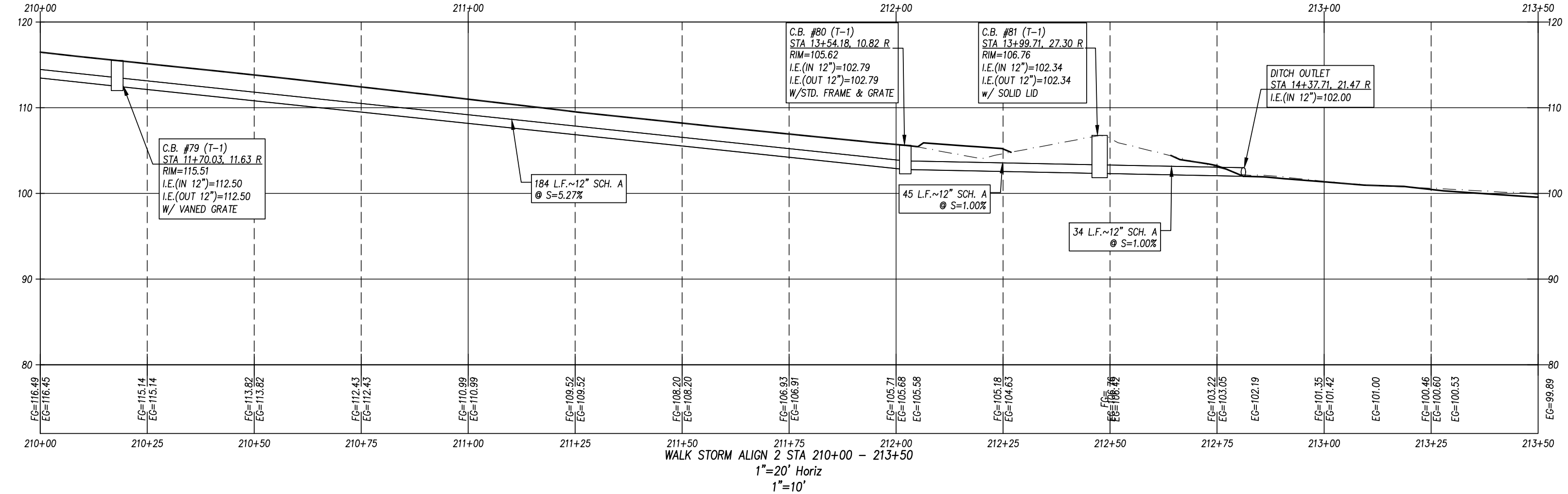
C - 6.13

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	27 OF 74


20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH
KLOOMACHIN PLACE NE
HOOD CANAL DR NE
N85°29'36"W
253.96'
Δ=81°52'09"
R=190.99'
L=272.90'
PC 13+73.22
PI 11+19.26
PT: 16+46.13
FC=101.74
FC=100.17
FC=98.93
FC=98.21
FC=97.74
FC=97.38
FC=97.14
50' O/C
CURB INLET
CURB INLET – SEE DETAIL SHEET C-6.15 (TYPICAL)
DITCH OUTLET
STA 14+37.71, 21.47 R
I.E.(IN 12")=102.00
34 L.F.~12" SCH. A
@ S=1.00%
C.B. #81 (T-1)
STA 13+99.71, 27.30 R
RIM=106.76
I.E.(IN 12")=102.34
I.E.(OUT 12")=102.34
W/ SOLID LID
C.B. #80 (T-1)
STA 13+54.18, 10.82 R
RIM=105.62
I.E.(IN 12")=102.79
I.E.(OUT 12")=102.79
W/STD. FRAME & GRATE
45 L.F.~12" SCH. A
@ S=1.00%
C.B. #79 (T-1)
STA 11+70.03, 11.63 R
RIM=115.51
I.E.(IN 12")=112.50
I.E.(OUT 12")=112.50
W/ VANED GRATE
103 L.F.~12" SCH. A
@ S=5.37%
C.B. #78 (T-1)
STA 10+64.53, 11.89 R
RIM=121.22
I.E.(IN 12")=118.00
I.E.(OUT 12")=118.00
W/ VANED GRATE
SEE GRADING PLAN C-6.13
SEE GRADING PLAN C-6.15
BW 123.38
BW 123.86
TW 124.66
BW 124.60
TW 126.27
A
A


C.B. #80 (T-1)
STA 13+54.18, 10.82 R
RIM=105.62
I.E.(IN 12")=102.79
I.E.(OUT 12")=102.79
W/STD. FRAME & GRATE
C.B. #81 (T-1)
STA 13+99.71, 27.30 R
RIM=106.76
I.E.(IN 12")=102.34
I.E.(OUT 12")=102.34
w/ SOLID LID
DITCH OUTLET
STA 14+37.71, 21.47 R
I.E.(IN 12")=102.00
C.B. #79 (T-1)
STA 11+70.03, 11.63 R
RIM=115.51
I.E.(IN 12")=112.50
I.E.(OUT 12")=112.50
W/ VANED GRATE
184 L.F.~12" SCH. A
@ S=5.27%
45 L.F.~12" SCH. A
@ S=1.00%
34 L.F.~12" SCH. A
@ S=1.00%
120
110
100
90
80
FG=116.49
EG=116.45
FG=115.14
EG=115.14
FG=113.82
EG=113.82
FG=112.43
EG=112.43
FG=110.99
EG=110.99
FG=109.52
EG=109.52
FG=108.20
EG=108.20
FG=106.93
EG=106.91
FG=105.71
EG=105.68
EG=105.58
FG=105.18
EG=104.63
FG=106.76
EG=106.42
FG=103.22
EG=103.05
EG=102.19
FG=101.35
EG=101.42
EG=101.00
FG=100.46
EG=100.60
EG=100.53
EG=99.89
210+00
210+25
210+50
210+75
211+00
211+25
211+50
211+75
212+00
212+25
212+50
212+75
213+00
213+25
213+50

WALK STORM ALIGN 2 STA 210+00 – 213+50
1"=20' Horiz
1"=10'

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

HOOD CANAL DRIVE NE SIDEWALK
GRADING & DRAINAGE PLAN STA 11+50 - 17+50

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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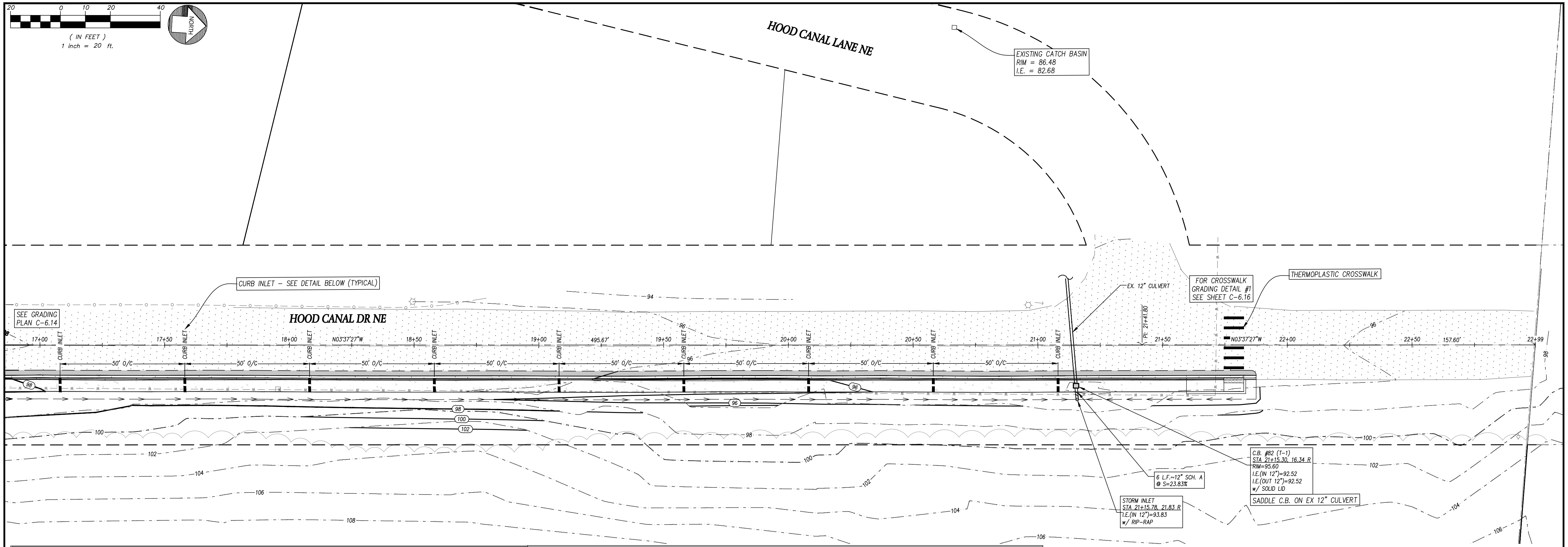
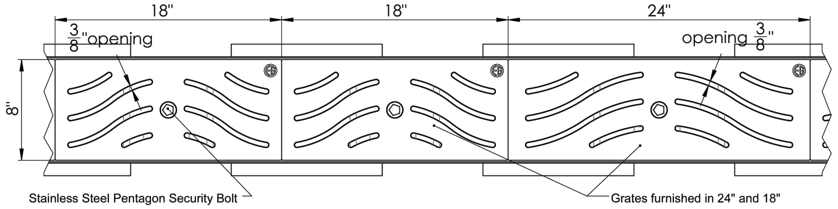
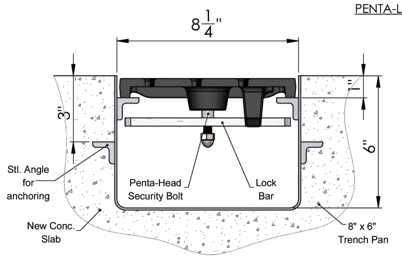
C - 6.14

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	28 OF 74


20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH
HOOD CANAL LANE NE
EXISTING CATCH BASIN
RIM = 86.48
I.E. = 82.68
CURB INLET – SEE DETAIL BELOW (TYPICAL)
SEE GRADING PLAN C-6.14
HOOD CANAL DR NE
17+00
17+50
18+00
18+50
19+00
19+50
20+00
20+50
21+00
21+50
22+00
22+50
22+99
N03°37'27"W
495.67'
157.60'
CURB INLET
50' O/C
PI: 21+41.80
EX. 12" CULVERT
FOR CROSSWALK GRADING DETAIL #1 SEE SHEET C-6.16
THERMOPLASTIC CROSSWALK
94
96
98
100
102
104
106
108
C.B. #82 (T-1)
STA 21+15.30, 16.34 R
RIM=95.60
I.E.(IN 12")=92.52
I.E.(OUT 12")=92.52
w/ SOLID LID
SADDLE C.B. ON EX 12" CULVERT
6 L.F.~12" SCH. A
@ S=23.83%
STORM INLET
STA 21+15.78, 21.83 R
I.E.(IN 12")=93.83
w/ RIP-RAP


18"
18"
24"
3/8" opening
opening 3/8"
8"
Stainless Steel Pentagon Security Bolt Secures Stainless Steel Locking Bar to Frame
Grates furnished in 24" and 18" Standard Lengths

8" WIDE CAST IRON GRATES-
TSUNAMI STYLE W/
PENTA-LOCK CHANNEL FRAME
SCALE 1 : 7


8 1/4"
1"
3"
6"
Stl. Angle for anchoring
Penta-Head Security Bolt
Lock Bar
New Conc. Slab
8" x 6" Trench Pan

CROSS SECTION
SCALE 1 : 4

PERSPECTIVE OF ASSEMBLY
N.T.S.

Product No. : T-08C Tsunami

Grate Material: ASTM-A48 Class 30B Cast Iron

Frame Material: Plain Steel

Load Rating: Non-Traffic (Pedestrain)

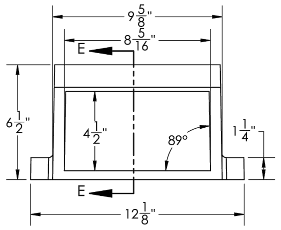
Made in USA 🇺🇸

Grate + Frame Weight: 22.77 lbs./LF.

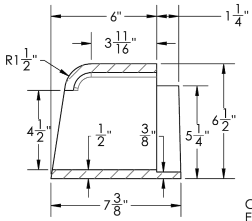
8"x18" Frame Openings: 16"sq.in.

8"x24" Frame Openings: 22"sq.in.

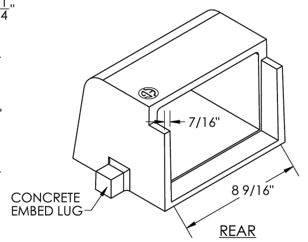
EVERGRATE
Durable. Dependable. Design.
A DIVISION OF J.R. HOE


9 5/8"
8 5/16"
E
E
6 1/2"
4 1/2"
89°
1 1/4"
12 1/8"

FRONT
SCALE 1 : 4

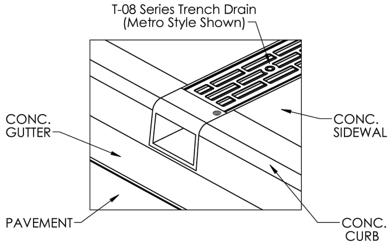

6"
1 1/4"
3 11/16"
R1 1/2"
4 1/2"
1/2"
3/8"
5 1/4"
6 1/2"
7 3/8"

SECTION E-E
SCALE 1 : 4


7/16"
8 9/16"
CONCRETE EMBED LUG

REAR
SCALE 1 : 4

PERSPECTIVE OF C-846T
N.T.S.


T-08 Series Trench Drain (Metro Style Shown)
CONC. GUTTER
CONC. SIDEWALK
PAVEMENT
CONC. CURB

INSTALLATION DETAIL
SCALE 1 : 12

Product No. : C-846T

Material: ASTM-A48 Class 30B Gray Iron

Weight: 28.5 lbs. ea.

Made in USA 🇺🇸

EVERGRATE
Durable. Dependable. Design.
A DIVISION OF J.R. HOE

PLAT OF RACCOON TOWN

HOOD CANAL DRIVE NE SIDEWALK
GRADING & DRAINAGE PLAN STA 17+50 - 22+99

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH R. FUHRER
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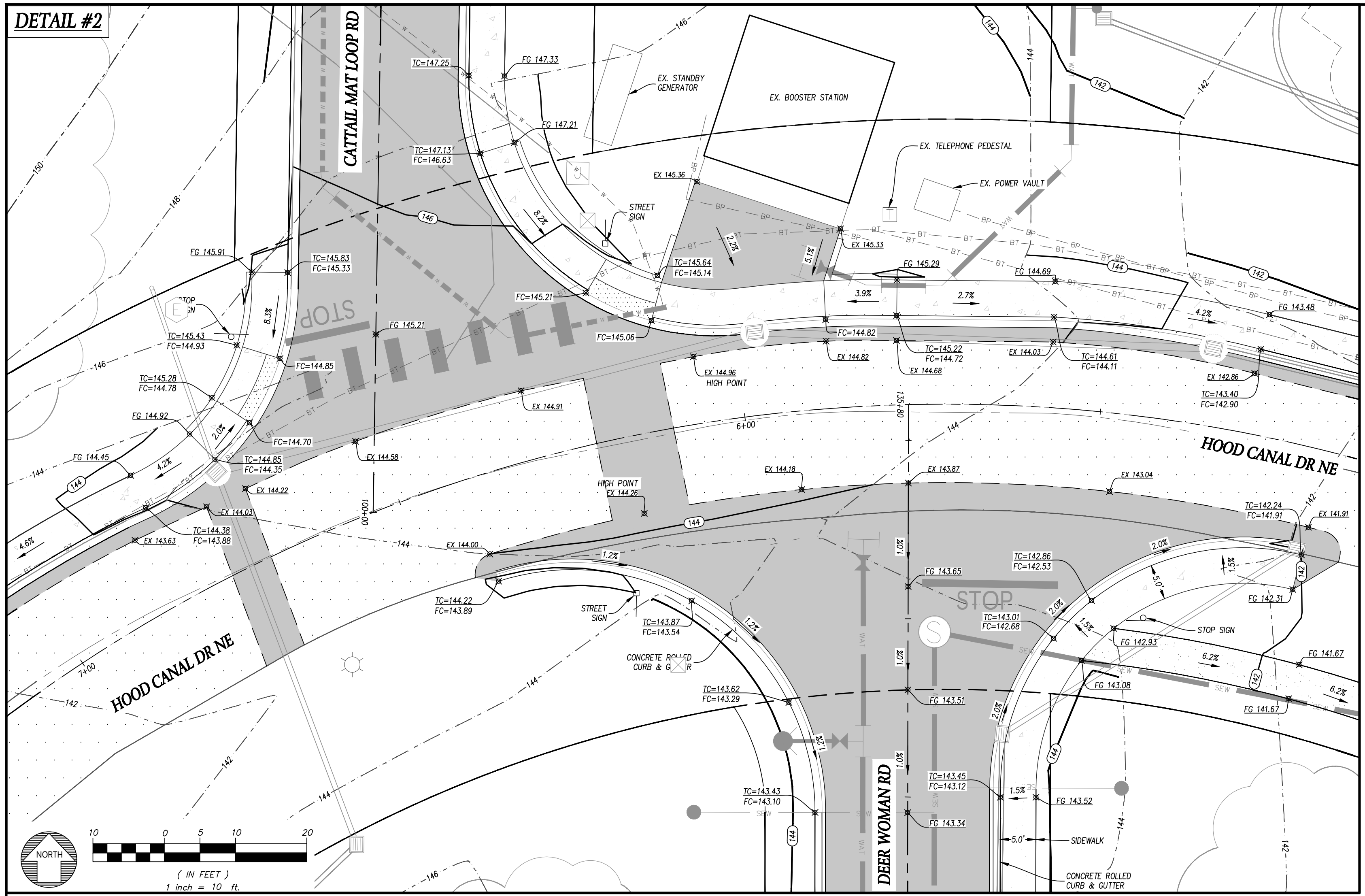
C - 6.15

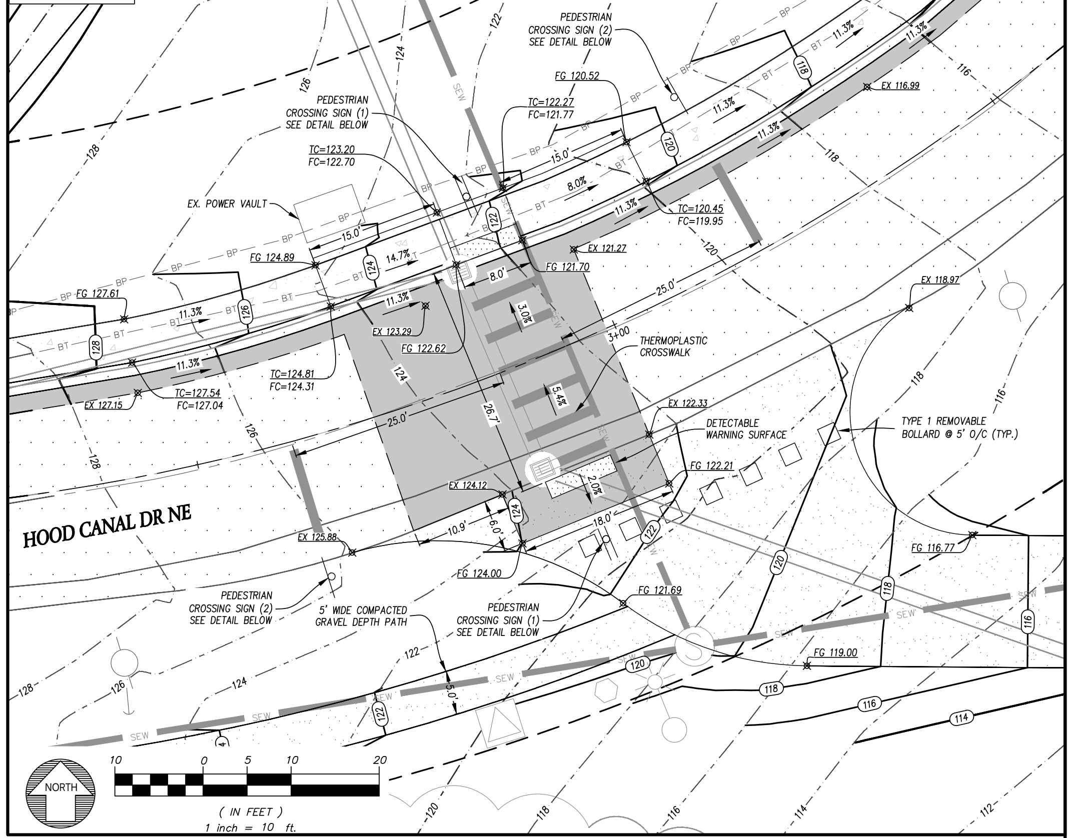
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	29 OF 74

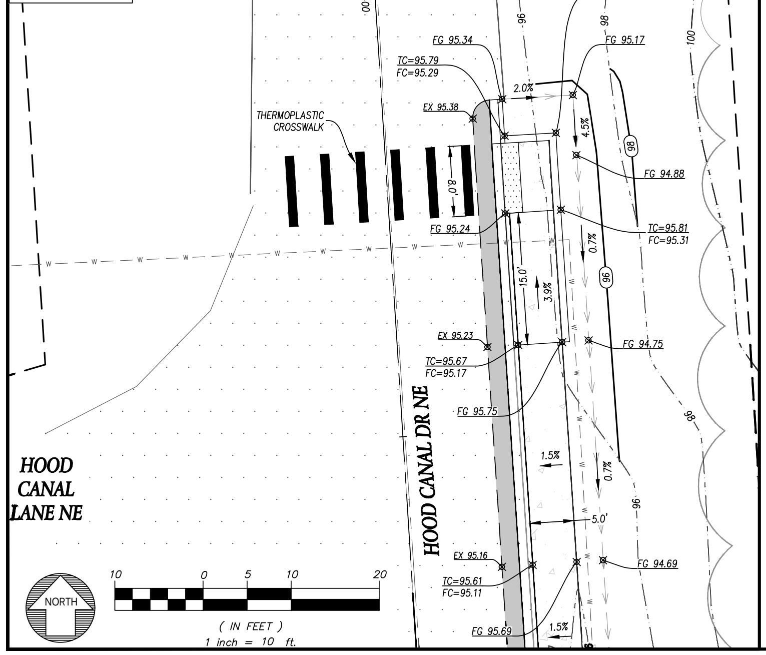
DETAIL #2


CATTAIL MAT LOOP RD
HOOD CANAL DR NE
HOOD CANAL DR NE
DEER WOMAN RD
EX. BOOSTER STATION
EX. STANDBY GENERATOR
EX. TELEPHONE PEDESTAL
EX. POWER VAULT
STREET SIGN
STOP SIGN
STOP
HIGH POINT
CONCRETE ROLLED CURB & GUTTER
SIDEWALK
CONCRETE ROLLED CURB & GUTTER
TC=147.25
FG 147.33
FG 147.21
TC=147.13
FC=146.63
EX 145.36
FG 145.91
TC=145.83
FC=145.33
TC=145.64
FC=145.14
FC=145.21
FG 145.29
FG 144.69
FG 143.48
TC=145.43
FC=144.93
TC=145.28
FC=144.78
FC=144.85
FG 145.21
FC=145.06
FC=144.82
EX 144.82
TC=145.22
FC=144.72
EX 144.68
EX 144.03
TC=144.61
FC=144.11
EX 142.86
TC=143.40
FC=142.90
FG 144.92
EX 144.96
HIGH POINT
EX 144.91
FC=144.70
FG 144.45
TC=144.85
FC=144.35
EX 144.58
EX 144.22
EX 144.03
TC=144.38
FC=143.88
EX 143.63
HIGH POINT
EX 144.26
EX 144.18
EX 143.87
EX 143.04
TC=142.24
FC=141.91
EX 141.91
EX 144.00
TC=144.22
FC=143.89
TC=143.87
FC=143.54
FG 143.65
TC=142.86
FC=142.53
FG 142.31
TC=143.01
FC=142.68
FG 142.93
FG 141.67
FG 143.08
TC=143.62
FC=143.29
FG 143.51
FG 141.67
TC=143.43
FC=143.10
TC=143.45
FC=143.12
FG 143.52
FG 143.34
6+00
7+00
135+80
100+00
8.2%
2.2%
5.1%
3.9%
2.7%
4.2%
8.3%
2.0%
4.2%
4.6%
1.2%
1.2%
2.0%
5.0'
2.0%
1.5%
6.2%
6.2%
1.0%
1.0%
1.0%
2.0%
1.5%
5.0'
NORTH
10 0 5 10 20
(IN FEET)
1 inch = 10 ft.

DETAIL #3

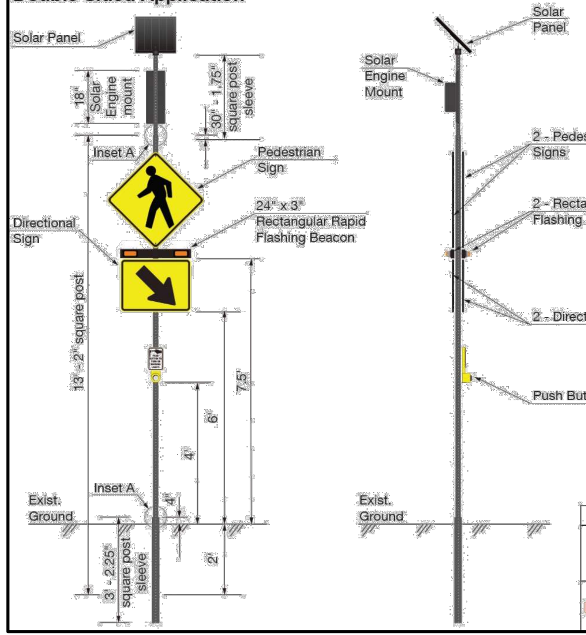

HOOD CANAL DR NE
PEDESTRIAN CROSSING SIGN (2) SEE DETAIL BELOW
PEDESTRIAN CROSSING SIGN (1) SEE DETAIL BELOW
EX. POWER VAULT
THERMOPLASTIC CROSSWALK
DETECTABLE WARNING SURFACE
TYPE 1 REMOVABLE BOLLARD @ 5' O/C (TYP.)
PEDESTRIAN CROSSING SIGN (2) SEE DETAIL BELOW
5' WIDE COMPACTED GRAVEL DEPTH PATH
PEDESTRIAN CROSSING SIGN (1) SEE DETAIL BELOW
FG 120.52
TC=122.27
FC=121.77
EX 116.99
TC=123.20
FC=122.70
TC=120.45
FC=119.95
EX 121.27
FG 121.70
FG 124.89
FG 127.61
EX 118.97
EX 123.29
FG 122.62
TC=124.81
FC=124.31
TC=127.54
FC=127.04
EX 127.15
EX 122.33
FG 122.21
EX 124.12
EX 125.88
FG 124.00
FG 121.69
FG 116.77
FG 119.00
3+00
11.3%
15.0'
8.0'
14.7%
8.0'
3.0%
25.0'
5.4%
26.1'
25.0'
2.0%
18.0'
10.9'
6.0'
NORTH
10 0 5 10 20
(IN FEET)
1 inch = 10 ft.

DETAIL #1


HOOD CANAL LANE NE
HOOD CANAL DR NE
THERMOPLASTIC CROSSWALK
22+00
TC=95.90
FC=95.40
FG 95.34
FG 95.17
TC=95.79
FC=95.29
EX 95.38
FG 94.88
FG 95.24
TC=95.81
FC=95.31
EX 95.23
FG 94.75
TC=95.67
FC=95.17
FG 95.75
EX 95.16
TC=95.61
FC=95.11
FG 94.69
FG 95.69
2.0%
4.5%
8.0'
15.0'
3.9%
0.7%
1.5%
0.7%
5.0'
1.5%
NORTH
10 0 5 10 20
(IN FEET)
1 inch = 10 ft.

Rectangular Rapid Flashing Beacon

Double Sided Application


Solar Panel
18" Solar Engine mount
30" - 1.75" square post sleeve
Inset A
Pedestrian Sign
Directional Sign
24" x 3" Rectangular Rapid Flashing Beacon
13' - 2" square post
7.5'
6'
4'
4'
2'
3' - 2.25" square post sleeve
Inset A
Exist. Ground
Solar Panel
Solar Engine Mount
2 - Pedestrian Signs
2 - Rectangular Rapid Flashing Beacons
2 - Directional Signs
Push Button
Exist. Ground
Inset A
Square Post Sleeve with Corner Bolt Assembly

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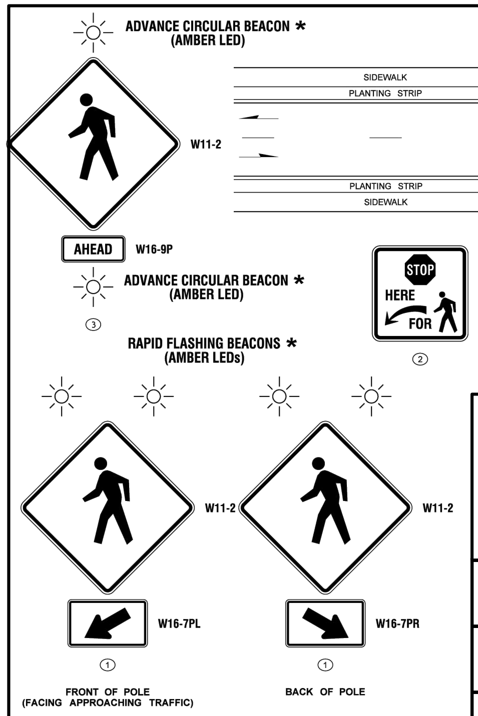
ACP International and SA-SO also trust that the above technical data and product information is based on thorough and accurate testing of the product, but are not liable for any loss or damage to the product (or any other product, employee, or building from which the product might come into direct or indirect contact) resulting from an intentional or unintentional mishandling of the product.

Dimension Plan

Rectangular Rapid Flashing Beacon

SA-SO

Drawn By:	Approved By:	Date:
J.Y. Rollins	K. Hessler	05/11/15


ADVANCE CIRCULAR BEACON * (AMBER LED)
W11-2
AHEAD
W16-9P
ADVANCE CIRCULAR BEACON * (AMBER LED)
③
STOP HERE FOR
R1-5L
②
RAPID FLASHING BEACONS * (AMBER LEDs)
W11-2
W11-2
W16-7PL
W16-7PR
①
①
100'
SIDEWALK
PLANTING STRIP
25'
25'
STOP LINE (TYP.)
PLANTING STRIP
SIDEWALK
①
②
③
③
②
①

FRONT OF POLE
(FACING APPROACHING TRAFFIC)

BACK OF POLE

MID-BLOCK CROSSING ON
TWO-LANE TWO-WAY ROADWAY

Washington State
Department of Transportation

PEDESTRIAN CROSSING DETAILS

Plot 5
PLAN REF NO
IS-23

SHEET 5 OF X SHEETS

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

INTERSECTIONS AND CROSSWALK GRADING & DETAILS - HOOD CANAL DRIVE

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
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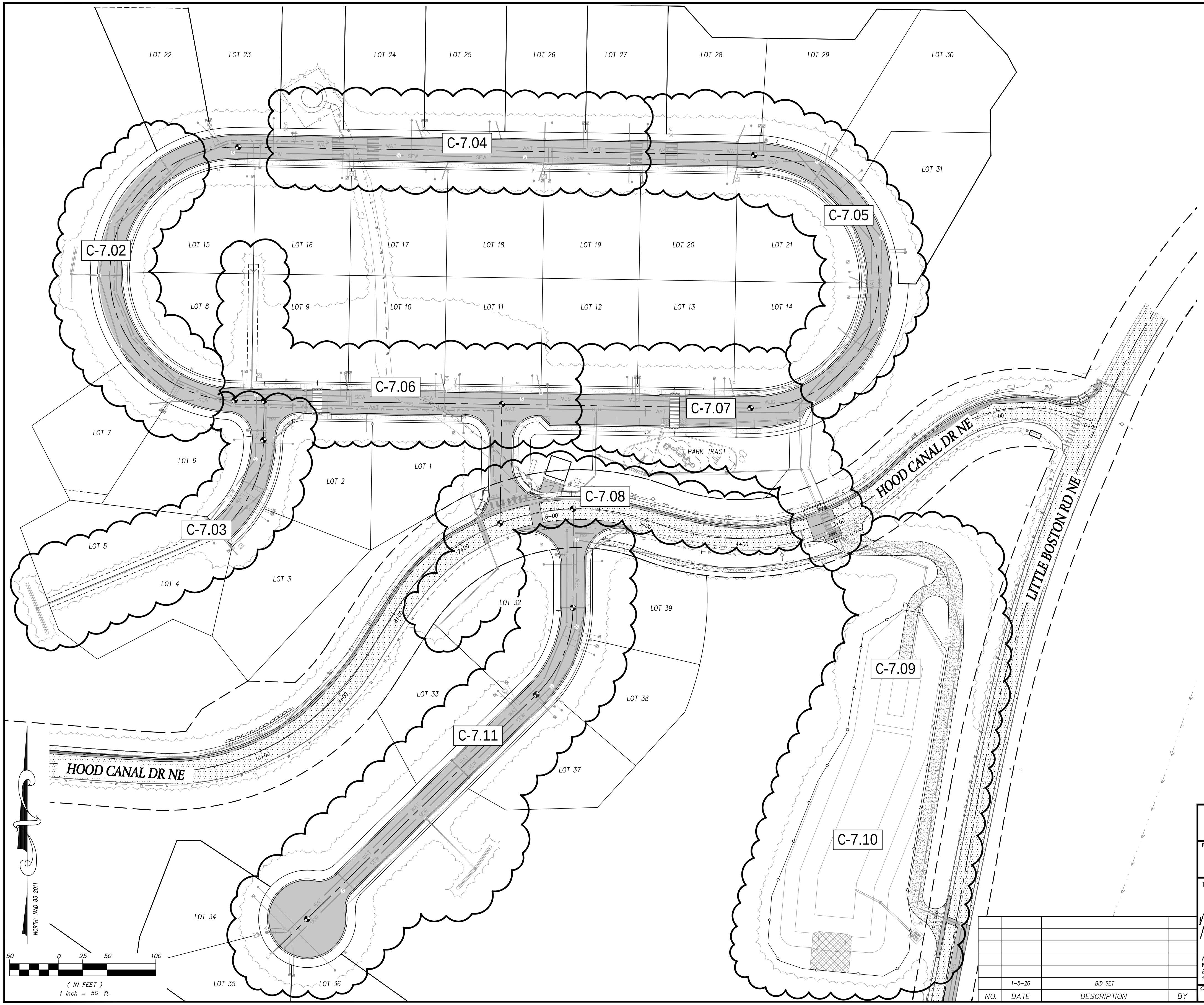
C - 6.16

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 10'	6847	30 OF 74


LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 7
LOT 6
LOT 1
LOT 2
LOT 5
LOT 4
LOT 3
LOT 32
LOT 39
LOT 33
LOT 38
LOT 37
LOT 34
LOT 35
LOT 36
PARK TRACT
C-7.02
C-7.03
C-7.04
C-7.05
C-7.06
C-7.07
C-7.08
C-7.09
C-7.10
C-7.11
HOOD CANAL DR NE
HOOD CANAL DR NE
LITTLE BOSTON RD NE
NORTH: NAD 83 2011
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

NOTE:

FOR HOOD CANAL DRIVE NE DRAINAGE PLAN SEE SHEETS C–6.12, C–6.13, C–6.14 and C–6.15

DRAINAGE NOTES

1. THE CONTRACTOR SHALL ENSURE THAT THE DRAINAGE IS INSTALLED AND OPERATIONAL PRIOR TO COMMENCEMENT OF PAVING WORK.
2. ALL STEEL PIPE AND PARTS SHALL BE GALVANIZED. ALL SUBMERGED STEEL PIPES AND PARTS SHALL BE GALVANIZED AND HAVE ASPHALT TREATMENT #1 OR BETTER.
3. DRAINAGE STUBOUTS ON INDIVIDUAL LOTS SHALL BE LOCATED WITH A FIVE FOOT HIGH 2" X 4" STAKE MARKED "STORM". THE STUBOUT SHALL EXTEND ABOVE SURFACE LEVEL AND BE SECURED TO THE STAKE.
4. ALLOWABLE PIPE MATERIALS PER WSDOT STD. SPEC, 7–02, 7–03 & 7–04.
5. REFER TO WSDOT STD. SPEC. 7–02.2 FOR SCHEDULE "A" PIPE AS CALLED OUT ON THESE PLANS.

NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

PLAT OF RACCOON TOWN

OVERALL STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH E. FUHRER
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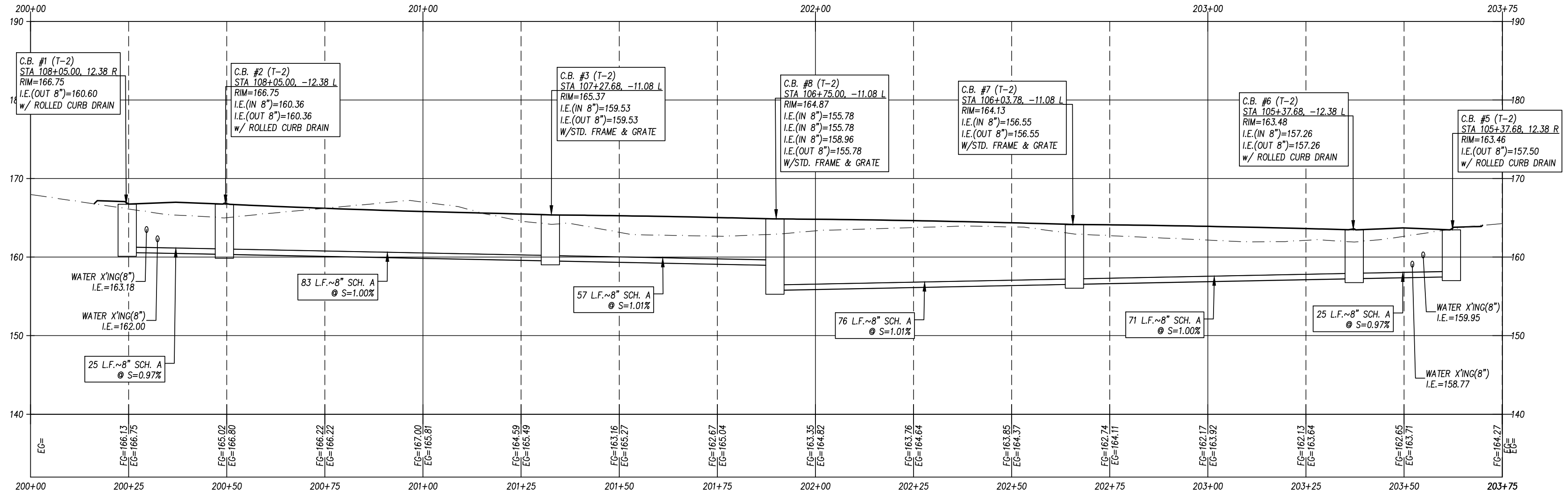
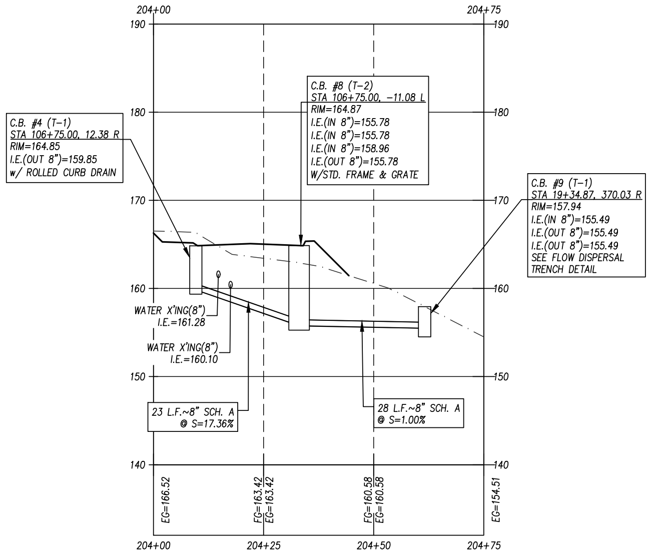
C - 7.01

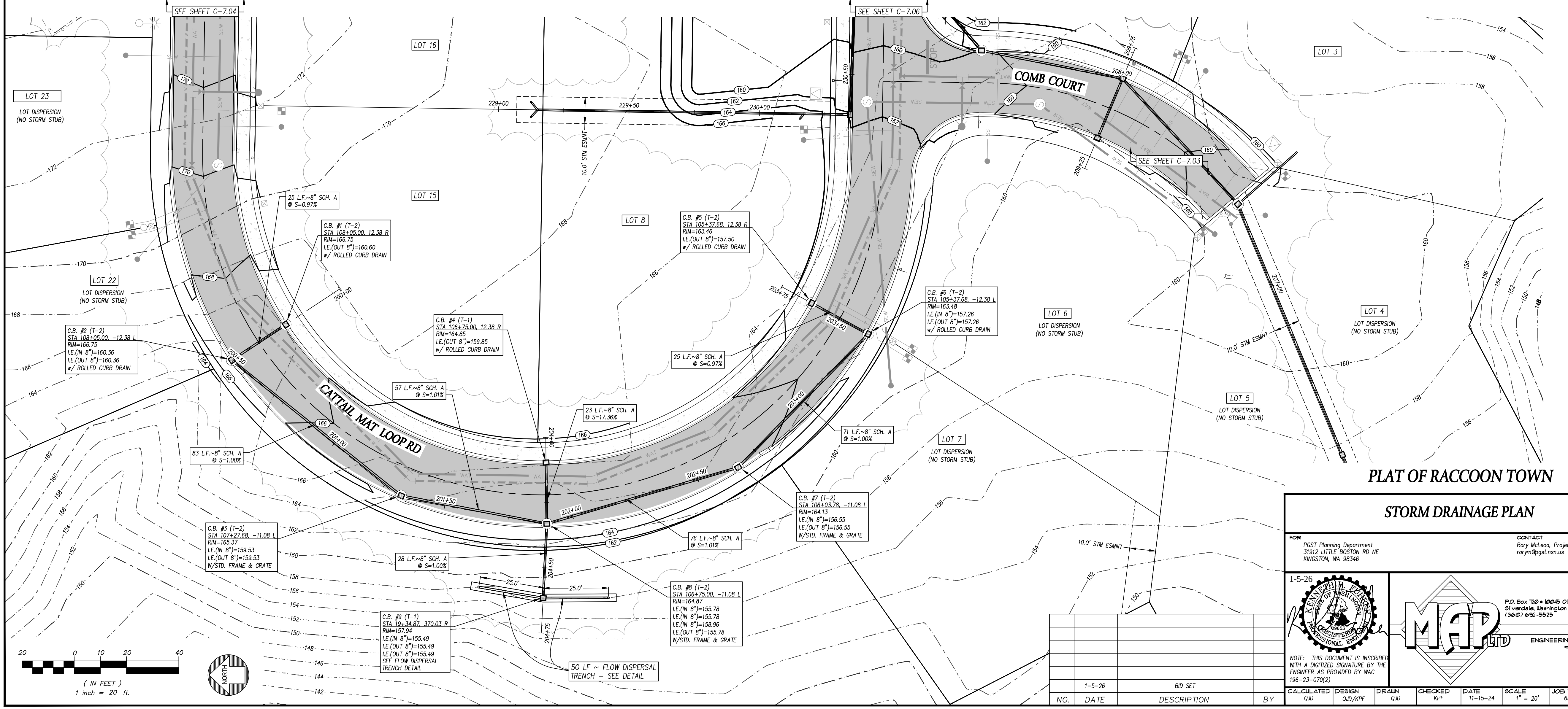
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 50'	6847	31 OF 74


200+00
201+00
202+00
203+00
203+75
190
180
170
160
150
140
C.B. #1 (T-2)
STA 108+05.00, 12.38 R
RIM=166.75
I.E.(OUT 8")=160.60
w/ ROLLED CURB DRAIN
C.B. #2 (T-2)
STA 108+05.00, -12.38 L
RIM=166.75
I.E.(IN 8")=160.36
I.E.(OUT 8")=160.36
w/ ROLLED CURB DRAIN
C.B. #3 (T-2)
STA 107+27.68, -11.08 L
RIM=165.37
I.E.(IN 8")=159.53
I.E.(OUT 8")=159.53
W/STD. FRAME & GRATE
C.B. #8 (T-2)
STA 106+75.00, -11.08 L
RIM=164.87
I.E.(IN 8")=155.78
I.E.(IN 8")=155.78
I.E.(IN 8")=158.96
I.E.(OUT 8")=155.78
W/STD. FRAME & GRATE
C.B. #7 (T-2)
STA 106+03.78, -11.08 L
RIM=164.13
I.E.(IN 8")=156.55
I.E.(OUT 8")=156.55
W/STD. FRAME & GRATE
C.B. #6 (T-2)
STA 105+37.68, -12.38 L
RIM=163.48
I.E.(IN 8")=157.26
I.E.(OUT 8")=157.26
w/ ROLLED CURB DRAIN
C.B. #5 (T-2)
STA 105+37.68, 12.38 R
RIM=163.46
I.E.(OUT 8")=157.50
w/ ROLLED CURB DRAIN
WATER X'ING(8")
I.E.=163.18
WATER X'ING(8")
I.E.=162.00
25 L.F.~8" SCH. A
@ S=0.97%
83 L.F.~8" SCH. A
@ S=1.00%
57 L.F.~8" SCH. A
@ S=1.01%
76 L.F.~8" SCH. A
@ S=1.01%
71 L.F.~8" SCH. A
@ S=1.00%
25 L.F.~8" SCH. A
@ S=0.97%
WATER X'ING(8")
I.E.=159.95
WATER X'ING(8")
I.E.=158.77
EG=
FG=166.13
EG=166.75
FG=165.02
EG=166.80
FG=166.22
EG=166.22
FG=167.00
EG=165.81
FG=164.59
EG=165.49
FG=163.16
EG=165.27
FG=162.67
EG=165.04
FG=163.35
EG=164.82
FG=163.76
EG=164.64
FG=163.85
EG=164.37
FG=162.74
EG=164.11
FG=162.17
EG=163.92
FG=162.13
EG=163.64
FG=162.65
EG=163.71
FG=164.27
EG=
EG=
200+25
200+50
200+75
201+25
201+50
201+75
202+25
202+50
202+75
203+25
203+50

STORM ALIGNMENT-1 STA 200+00 – 203+75
1"=20' Horiz
1"=10'


204+00
204+75
190
180
170
160
150
140
C.B. #4 (T-1)
STA 106+75.00, 12.38 R
RIM=164.85
I.E.(OUT 8")=159.85
w/ ROLLED CURB DRAIN
C.B. #8 (T-2)
STA 106+75.00, -11.08 L
RIM=164.87
I.E.(IN 8")=155.78
I.E.(IN 8")=155.78
I.E.(IN 8")=158.96
I.E.(OUT 8")=155.78
W/STD. FRAME & GRATE
C.B. #9 (T-1)
STA 19+34.87, 370.03 R
RIM=157.94
I.E.(IN 8")=155.49
I.E.(OUT 8")=155.49
I.E.(OUT 8")=155.49
SEE FLOW DISPERSAL
TRENCH DETAIL
WATER X'ING(8")
I.E.=161.28
WATER X'ING(8")
I.E.=160.10
23 L.F.~8" SCH. A
@ S=17.36%
28 L.F.~8" SCH. A
@ S=1.00%
EG=166.52
FG=163.42
EG=163.42
FG=160.58
EG=160.58
EG=154.51
204+25
204+50

STORM ALIGN 2 STA 204+00 – 204+75
1"=20' Horiz
1"=10'


SEE SHEET C-7.04
SEE SHEET C-7.06
SEE SHEET C-7.03
LOT 23
LOT DISPERSION
(NO STORM STUB)
LOT 16
LOT 15
LOT 8
LOT 22
LOT DISPERSION
(NO STORM STUB)
LOT 3
LOT 4
LOT DISPERSION
(NO STORM STUB)
LOT 5
LOT DISPERSION
(NO STORM STUB)
LOT 6
LOT DISPERSION
(NO STORM STUB)
LOT 7
LOT DISPERSION
(NO STORM STUB)
COMB COURT
CATTAIL MAT LOOP RD
10.0' STM ESMNT
10.0' STM ESMNT
10.0' STM ESMNT
229+00
229+50
230+00
230+50
200+00
200+50
201+00
201+50
202+00
202+50
203+00
203+50
203+75
204+00
204+50
204+75
206+00
207+00
209+25
209+75
C.B. #1 (T-2)
STA 108+05.00, 12.38 R
RIM=166.75
I.E.(OUT 8")=160.60
w/ ROLLED CURB DRAIN
C.B. #2 (T-2)
STA 108+05.00, -12.38 L
RIM=166.75
I.E.(IN 8")=160.36
I.E.(OUT 8")=160.36
w/ ROLLED CURB DRAIN
C.B. #3 (T-2)
STA 107+27.68, -11.08 L
RIM=165.37
I.E.(IN 8")=159.53
I.E.(OUT 8")=159.53
W/STD. FRAME & GRATE
C.B. #4 (T-1)
STA 106+75.00, 12.38 R
RIM=164.85
I.E.(OUT 8")=159.85
w/ ROLLED CURB DRAIN
C.B. #5 (T-2)
STA 105+37.68, 12.38 R
RIM=163.46
I.E.(OUT 8")=157.50
w/ ROLLED CURB DRAIN
C.B. #6 (T-2)
STA 105+37.68, -12.38 L
RIM=163.48
I.E.(IN 8")=157.26
I.E.(OUT 8")=157.26
w/ ROLLED CURB DRAIN
C.B. #7 (T-2)
STA 106+03.78, -11.08 L
RIM=164.13
I.E.(IN 8")=156.55
I.E.(OUT 8")=156.55
W/STD. FRAME & GRATE
C.B. #8 (T-2)
STA 106+75.00, -11.08 L
RIM=164.87
I.E.(IN 8")=155.78
I.E.(IN 8")=155.78
I.E.(IN 8")=158.96
I.E.(OUT 8")=155.78
W/STD. FRAME & GRATE
C.B. #9 (T-1)
STA 19+34.87, 370.03 R
RIM=157.94
I.E.(IN 8")=155.49
I.E.(OUT 8")=155.49
I.E.(OUT 8")=155.49
SEE FLOW DISPERSAL
TRENCH DETAIL
25 L.F.~8" SCH. A
@ S=0.97%
83 L.F.~8" SCH. A
@ S=1.00%
57 L.F.~8" SCH. A
@ S=1.01%
23 L.F.~8" SCH. A
@ S=17.36%
25 L.F.~8" SCH. A
@ S=0.97%
71 L.F.~8" SCH. A
@ S=1.00%
76 L.F.~8" SCH. A
@ S=1.01%
28 L.F.~8" SCH. A
@ S=1.00%
25.0'
25.0'
50 LF ~ FLOW DISPERSAL
TRENCH - SEE DETAIL
160
162
164
166
168
170
172
154
156
158
150
152
142
144
146
148
NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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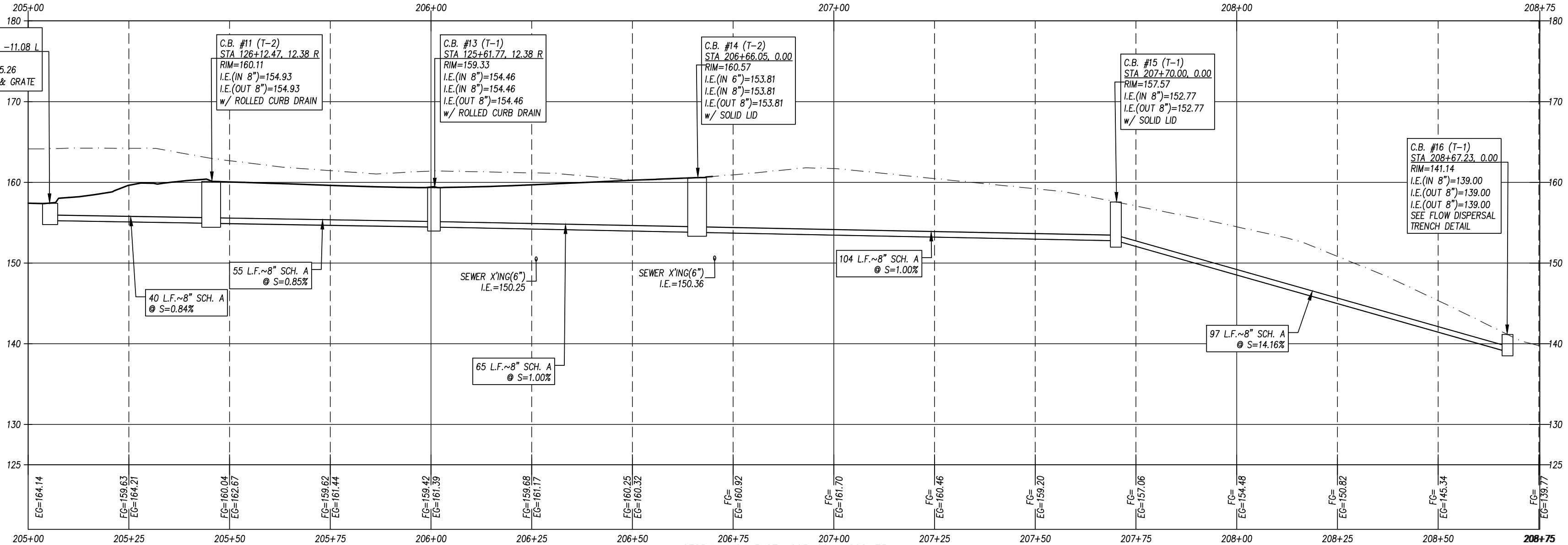
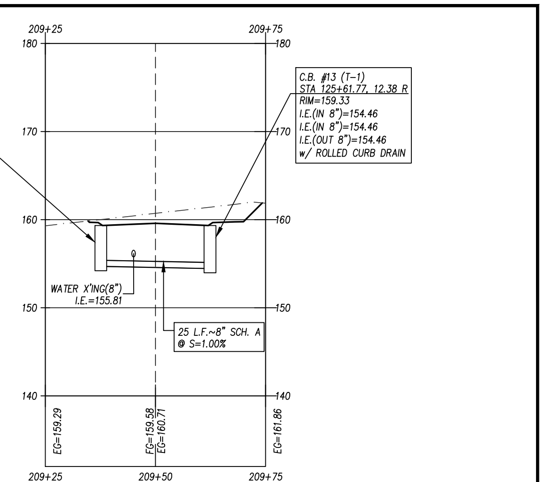
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

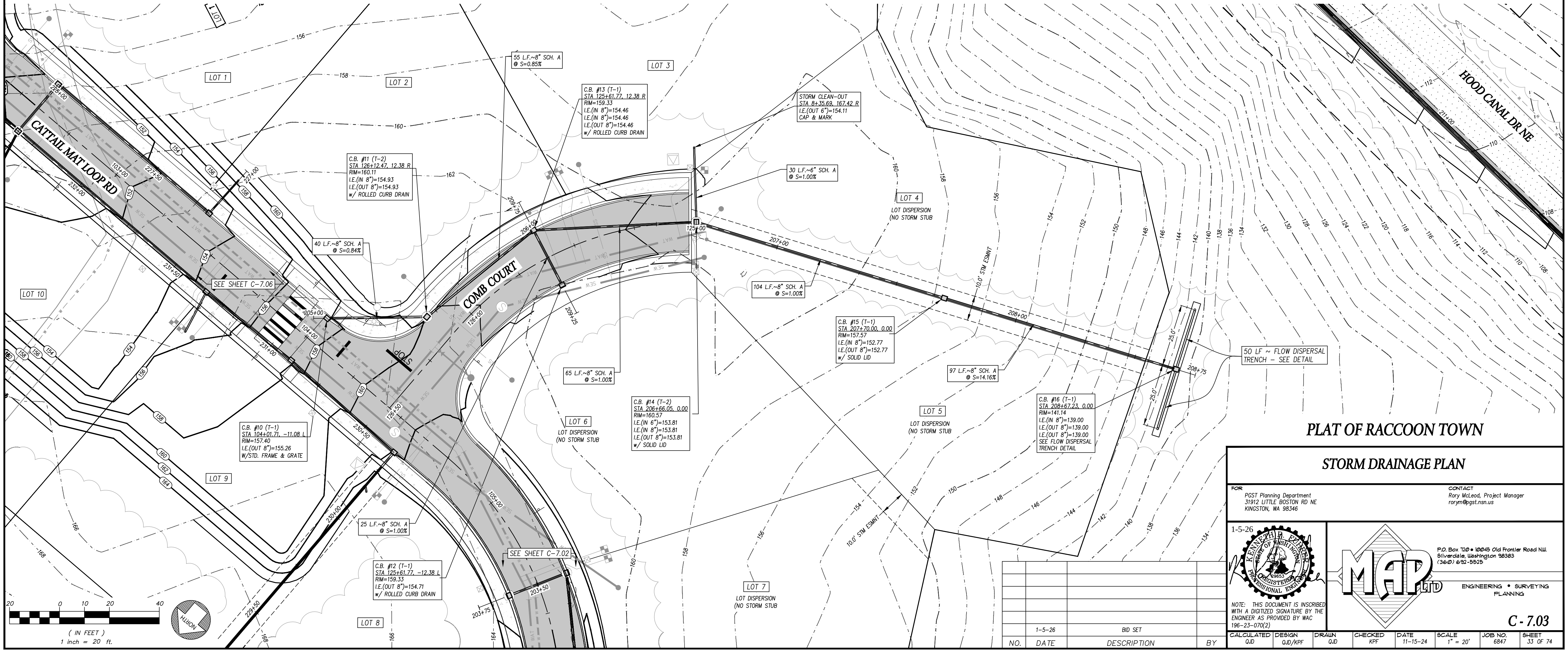
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	32 OF 74


205+00
206+00
207+00
208+00
208+75
180
170
160
150
140
130
125
C.B. #10 (T-1)
STA 104+01.71, -11.08 L
RIM=157.40
I.E.(OUT 8")=155.26
W/STD. FRAME & GRATE
C.B. #11 (T-2)
STA 126+12.47, 12.38 R
RIM=160.11
I.E.(IN 8")=154.93
I.E.(OUT 8")=154.93
w/ ROLLED CURB DRAIN
C.B. #13 (T-1)
STA 125+61.77, 12.38 R
RIM=159.33
I.E.(IN 8")=154.46
I.E.(IN 8")=154.46
I.E.(OUT 8")=154.46
w/ ROLLED CURB DRAIN
C.B. #14 (T-2)
STA 206+66.05, 0.00
RIM=160.57
I.E.(IN 6")=153.81
I.E.(IN 8")=153.81
I.E.(OUT 8")=153.81
w/ SOLID LID
C.B. #15 (T-1)
STA 207+70.00, 0.00
RIM=157.57
I.E.(IN 8")=152.77
I.E.(OUT 8")=152.77
w/ SOLID LID
C.B. #16 (T-1)
STA 208+67.23, 0.00
RIM=141.14
I.E.(IN 8")=139.00
I.E.(OUT 8")=139.00
I.E.(OUT 8")=139.00
SEE FLOW DISPERSAL
TRENCH DETAIL
40 L.F.~8" SCH. A @ S=0.84%
55 L.F.~8" SCH. A @ S=0.85%
SEWER X'ING(6") I.E.=150.25
SEWER X'ING(6") I.E.=150.36
65 L.F.~8" SCH. A @ S=1.00%
104 L.F.~8" SCH. A @ S=1.00%
97 L.F.~8" SCH. A @ S=14.16%
EG=164.14
FG=159.63 EG=164.21
FG=160.04 EG=162.67
FG=159.62 EG=161.44
FG=159.42 EG=161.39
FG=159.68 EG=161.17
FG=160.25 EG=160.32
FG= EG=160.92
FG= EG=161.70
FG= EG=160.46
FG= EG=159.20
FG= EG=157.06
FG= EG=154.48
FG= EG=150.82
FG= EG=145.34
FG= EG=139.77
205+00
205+25
205+50
205+75
206+00
206+25
206+50
206+75
207+00
207+25
207+50
207+75
208+00
208+25
208+50
208+75

STORM ALIGN 3 STA 205+00 – 208+75
1"=20' Horiz
1"=10'


209+25
209+75
180
170
160
150
140
130
C.B. #12 (T-1)
STA 125+61.77, -12.38 L
RIM=159.33
I.E.(OUT 8")=154.71
w/ ROLLED CURB DRAIN
C.B. #13 (T-1)
STA 125+61.77, 12.38 R
RIM=159.33
I.E.(IN 8")=154.46
I.E.(IN 8")=154.46
I.E.(OUT 8")=154.46
w/ ROLLED CURB DRAIN
WATER X'ING(8") I.E.=155.81
25 L.F.~8" SCH. A @ S=1.00%
EG=159.29
FG=159.58 EG=160.71
EG=161.86
209+25
209+50
209+75

STORM ALIGN 4 STA 209+25 – 209+75
1"=20' Horiz
1"=10'


LOT 1
LOT 2
LOT 3
LOT 4
LOT DISPERSION (NO STORM STUB
LOT 5
LOT DISPERSION (NO STORM STUB
LOT 6
LOT DISPERSION (NO STORM STUB
LOT 7
LOT DISPERSION (NO STORM STUB
LOT 8
LOT 9
LOT 10
CATTAIL MAT LOOP RD
COMB COURT
HOOD CANAL DR NE
STOP
SEE SHEET C-7.06
SEE SHEET C-7.02
55 L.F.~8" SCH. A @ S=0.85%
C.B. #13 (T-1)
STA 125+61.77, 12.38 R
RIM=159.33
I.E.(IN 8")=154.46
I.E.(IN 8")=154.46
I.E.(OUT 8")=154.46
w/ ROLLED CURB DRAIN
C.B. #11 (T-2)
STA 126+12.47, 12.38 R
RIM=160.11
I.E.(IN 8")=154.93
I.E.(OUT 8")=154.93
w/ ROLLED CURB DRAIN
STORM CLEAN-OUT
STA 8+35.69, 167.42 R
I.E.(OUT 6")=154.11
CAP & MARK
30 L.F.~6" SCH. A @ S=1.00%
40 L.F.~8" SCH. A @ S=0.84%
104 L.F.~8" SCH. A @ S=1.00%
10.0' STM ESMNT
C.B. #15 (T-1)
STA 207+70.00, 0.00
RIM=157.57
I.E.(IN 8")=152.77
I.E.(OUT 8")=152.77
w/ SOLID LID
50 LF ~ FLOW DISPERSAL TRENCH - SEE DETAIL
97 L.F.~8" SCH. A @ S=14.16%
65 L.F.~8" SCH. A @ S=1.00%
C.B. #14 (T-2)
STA 206+66.05, 0.00
RIM=160.57
I.E.(IN 6")=153.81
I.E.(IN 8")=153.81
I.E.(OUT 8")=153.81
w/ SOLID LID
C.B. #16 (T-1)
STA 208+67.23, 0.00
RIM=141.14
I.E.(IN 8")=139.00
I.E.(OUT 8")=139.00
I.E.(OUT 8")=139.00
SEE FLOW DISPERSAL
TRENCH DETAIL
C.B. #10 (T-1)
STA 104+01.71, -11.08 L
RIM=157.40
I.E.(OUT 8")=155.26
W/STD. FRAME & GRATE
25 L.F.~8" SCH. A @ S=1.00%
C.B. #12 (T-1)
STA 125+61.77, -12.38 L
RIM=159.33
I.E.(OUT 8")=154.71
w/ ROLLED CURB DRAIN
25.0'
25.0'
10.0' STM ESMNT
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH P. FUHRER
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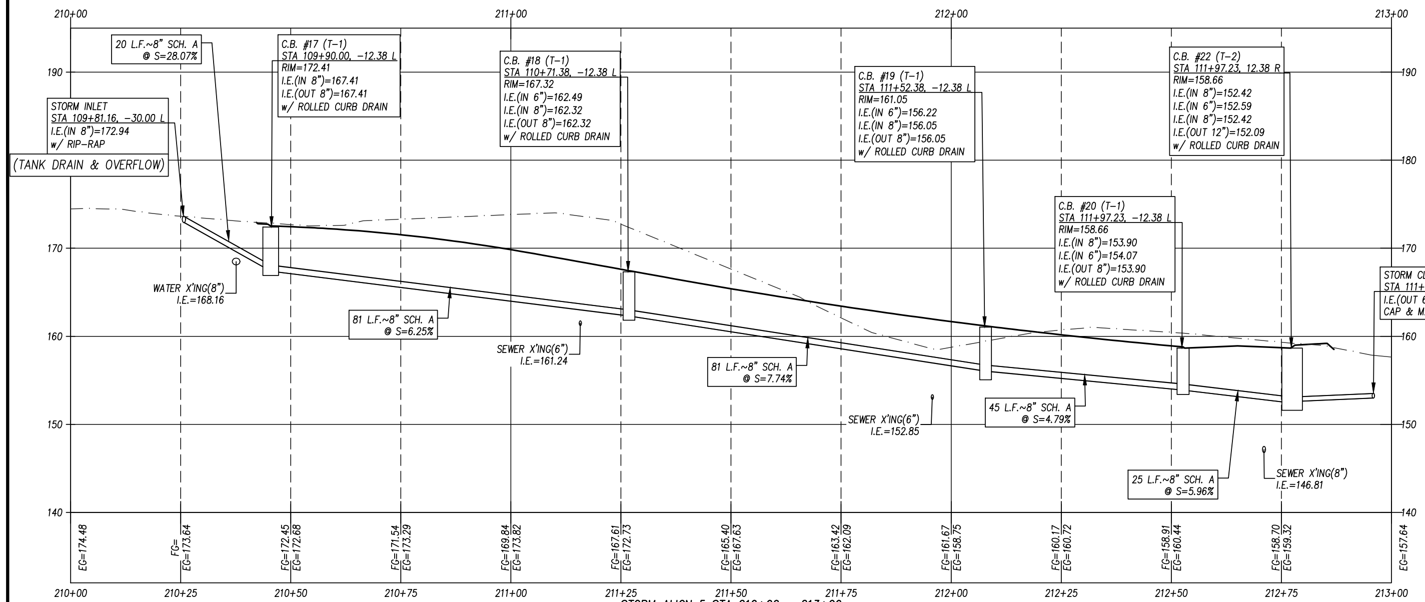
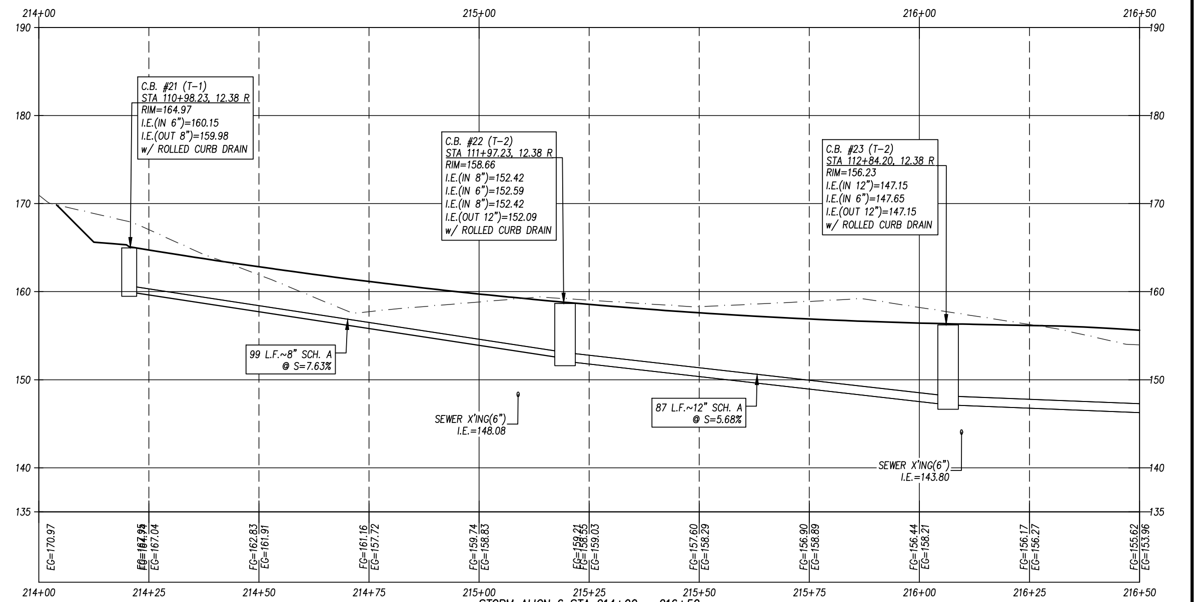
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

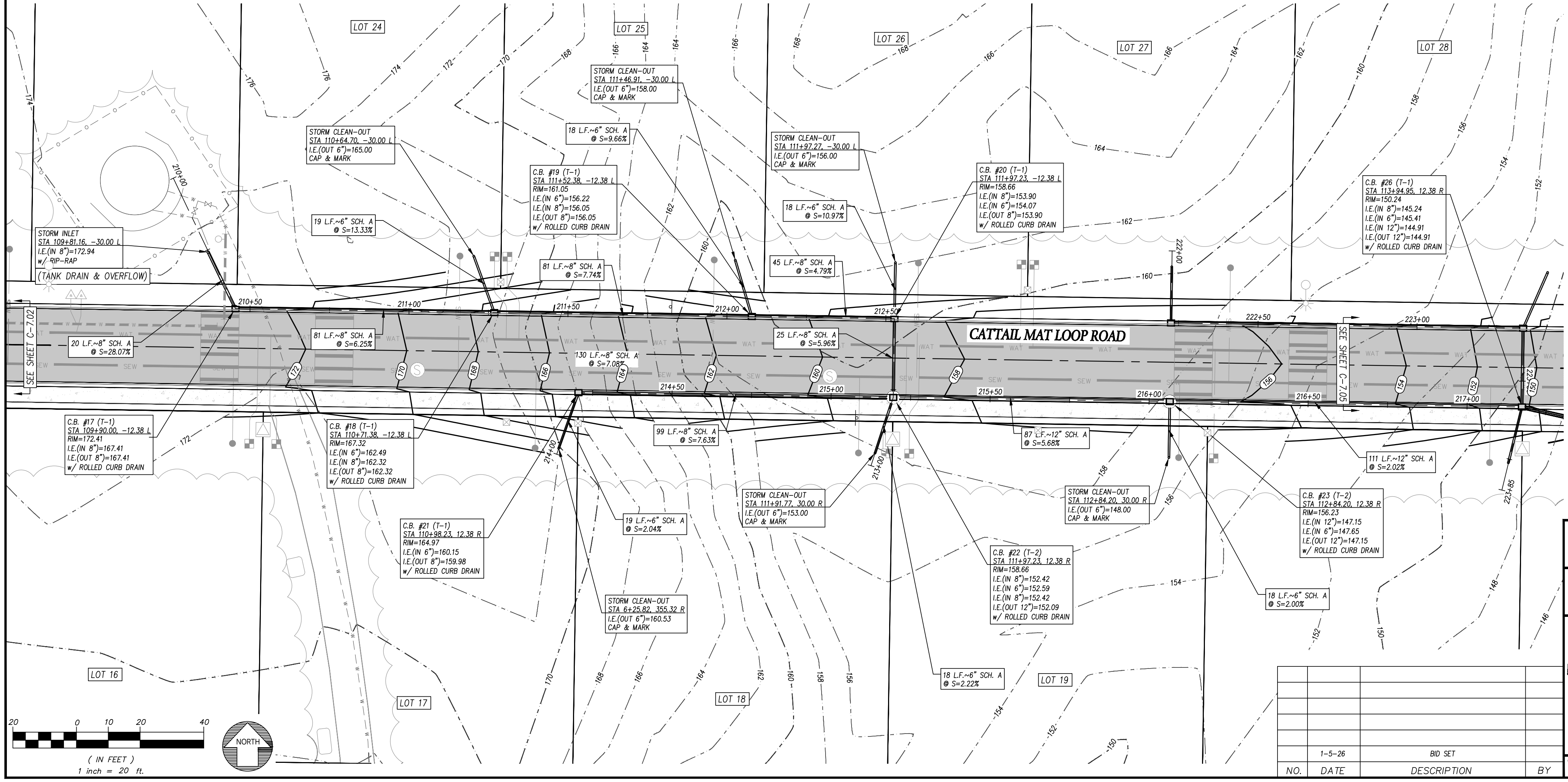
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	33 OF 74



STORM ALIGN 5 STA 210+00 – 213+00
1"=20' Horiz
1"=10'



STORM ALIGN 6 STA 214+00 – 216+50
1"=20' Horiz
1"=10'


LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 16
LOT 17
LOT 18
LOT 19
CATTAIL MAT LOOP ROAD
SEE SHEET C-7.02
SEE SHEET C-7.05
STORM CLEAN-OUT STA 111+46.91, -30.00 L I.E.(OUT 6")=158.00 CAP & MARK
STORM CLEAN-OUT STA 110+64.70, -30.00 L I.E.(OUT 6")=165.00 CAP & MARK
18 L.F.~6" SCH. A @ S=9.66%
C.B. #19 (T-1) STA 111+52.38, -12.38 L RIM=161.05 I.E.(IN 6")=156.22 I.E.(IN 8")=156.05 I.E.(OUT 8")=156.05 w/ ROLLED CURB DRAIN
STORM CLEAN-OUT STA 111+97.27, -30.00 L I.E.(OUT 6")=156.00 CAP & MARK
18 L.F.~6" SCH. A @ S=10.97%
C.B. #20 (T-1) STA 111+97.23, -12.38 L RIM=158.66 I.E.(IN 8")=153.90 I.E.(IN 6")=154.07 I.E.(OUT 8")=153.90 w/ ROLLED CURB DRAIN
C.B. #26 (T-1) STA 113+94.95, 12.38 R RIM=150.24 I.E.(IN 8")=145.24 I.E.(IN 6")=145.41 I.E.(IN 12")=144.91 I.E.(OUT 12")=144.91 w/ ROLLED CURB DRAIN
19 L.F.~6" SCH. A @ S=13.33%
STORM INLET STA 109+81.16, -30.00 L I.E.(IN 8")=172.94 w/ RIP-RAP
(TANK DRAIN & OVERFLOW)
81 L.F.~8" SCH. A @ S=7.74%
45 L.F.~8" SCH. A @ S=4.79%
20 L.F.~8" SCH. A @ S=28.07%
81 L.F.~8" SCH. A @ S=6.25%
130 L.F.~8" SCH. A @ S=7.08%
25 L.F.~8" SCH. A @ S=5.96%
C.B. #17 (T-1) STA 109+90.00, -12.38 L RIM=172.41 I.E.(IN 8")=167.41 I.E.(OUT 8")=167.41 w/ ROLLED CURB DRAIN
C.B. #18 (T-1) STA 110+71.38, -12.38 L RIM=167.32 I.E.(IN 6")=162.49 I.E.(IN 8")=162.32 I.E.(OUT 8")=162.32 w/ ROLLED CURB DRAIN
99 L.F.~8" SCH. A @ S=7.63%
87 L.F.~12" SCH. A @ S=5.68%
111 L.F.~12" SCH. A @ S=2.02%
STORM CLEAN-OUT STA 111+91.77, 30.00 R I.E.(OUT 6")=153.00 CAP & MARK
STORM CLEAN-OUT STA 112+84.20, 30.00 R I.E.(OUT 6")=148.00 CAP & MARK
C.B. #23 (T-2) STA 112+84.20, 12.38 R RIM=156.23 I.E.(IN 12")=147.15 I.E.(IN 6")=147.65 I.E.(OUT 12")=147.15 w/ ROLLED CURB DRAIN
19 L.F.~6" SCH. A @ S=2.04%
C.B. #21 (T-1) STA 110+98.23, 12.38 R RIM=164.97 I.E.(IN 6")=160.15 I.E.(OUT 8")=159.98 w/ ROLLED CURB DRAIN
C.B. #22 (T-2) STA 111+97.23, 12.38 R RIM=158.66 I.E.(IN 8")=152.42 I.E.(IN 6")=152.59 I.E.(IN 8")=152.42 I.E.(OUT 12")=152.09 w/ ROLLED CURB DRAIN
18 L.F.~6" SCH. A @ S=2.00%
STORM CLEAN-OUT STA 6+25.82, 355.32 R I.E.(OUT 6")=160.53 CAP & MARK
18 L.F.~6" SCH. A @ S=2.22%
210+00
210+50
211+00
211+50
212+00
212+50
214+00
214+50
215+00
215+50
216+00
216+50
217+00
213+00
222+00
222+50
223+00
223+85
WAT
SEW
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
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1-5-26

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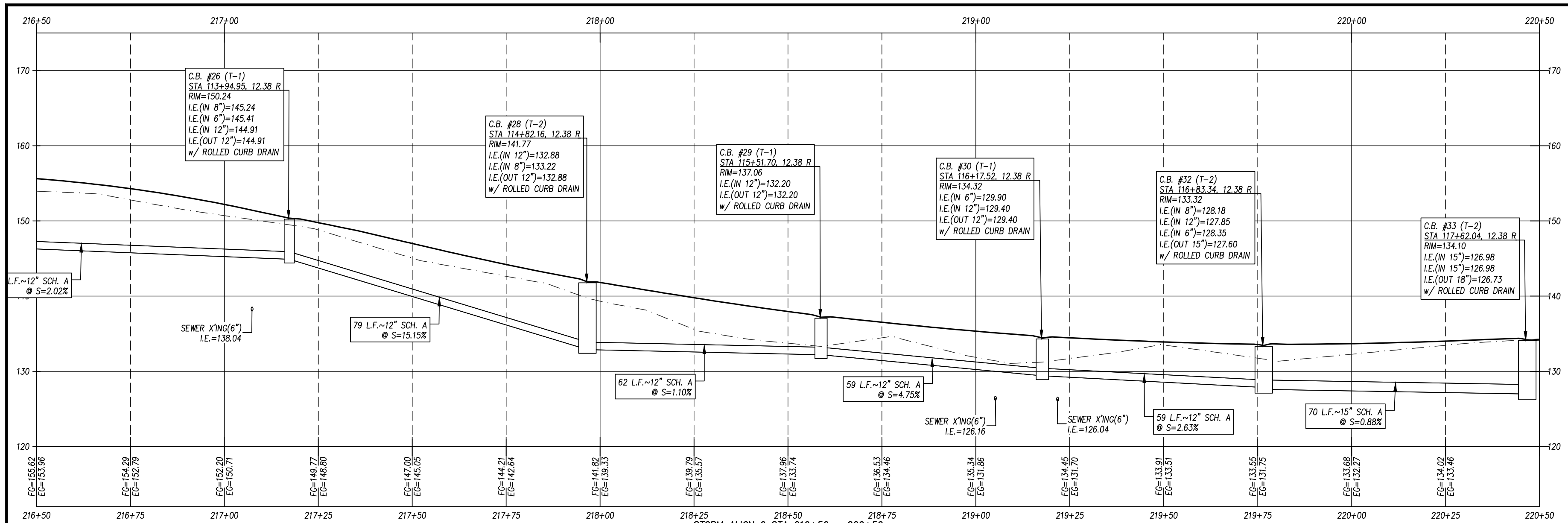
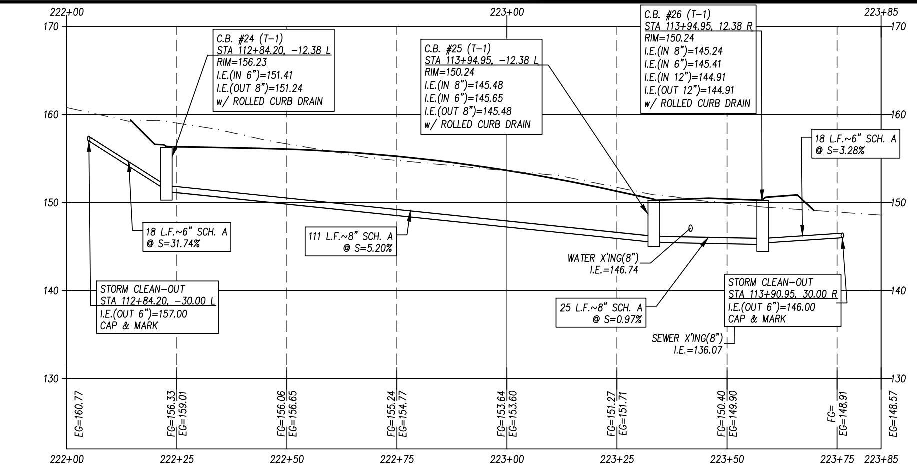
C - 7.04

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

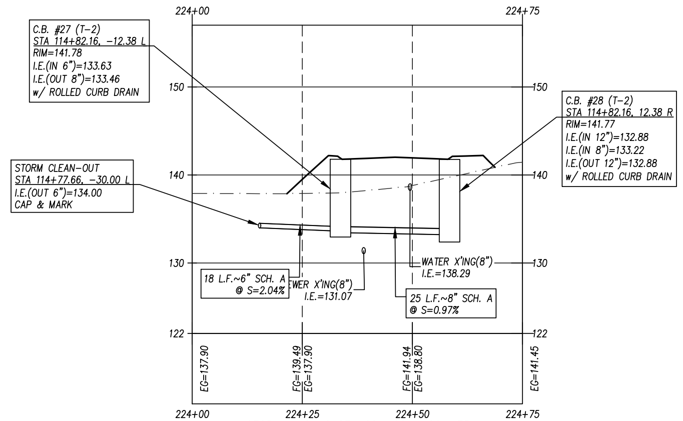
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	34 OF 74


216+50
217+00
218+00
219+00
220+00
220+50
C.B. #26 (T-1) STA 113+94.95, 12.38 R RIM=150.24 I.E.(IN 8")=145.24 I.E.(IN 6")=145.41 I.E.(IN 12")=144.91 I.E.(OUT 12")=144.91 w/ ROLLED CURB DRAIN
C.B. #28 (T-2) STA 114+82.16, 12.38 R RIM=141.77 I.E.(IN 12")=132.88 I.E.(IN 8")=133.22 I.E.(OUT 12")=132.88 w/ ROLLED CURB DRAIN
C.B. #29 (T-1) STA 115+51.70, 12.38 R RIM=137.06 I.E.(IN 12")=132.20 I.E.(OUT 12")=132.20 w/ ROLLED CURB DRAIN
C.B. #30 (T-1) STA 116+17.52, 12.38 R RIM=134.32 I.E.(IN 6")=129.90 I.E.(IN 12")=129.40 I.E.(OUT 12")=129.40 w/ ROLLED CURB DRAIN
C.B. #32 (T-2) STA 116+83.34, 12.38 R RIM=133.32 I.E.(IN 8")=128.18 I.E.(IN 12")=127.85 I.E.(IN 6")=128.35 I.E.(OUT 15")=127.60 w/ ROLLED CURB DRAIN
C.B. #33 (T-2) STA 117+62.04, 12.38 R RIM=134.10 I.E.(IN 15")=126.98 I.E.(IN 15")=126.98 I.E.(OUT 18")=126.73 w/ ROLLED CURB DRAIN
L.F.~12" SCH. A @ S=2.02%
SEWER X'ING(6") I.E.=138.04
79 L.F.~12" SCH. A @ S=15.15%
62 L.F.~12" SCH. A @ S=1.10%
59 L.F.~12" SCH. A @ S=4.75%
SEWER X'ING(6") I.E.=126.16
SEWER X'ING(6") I.E.=126.04
59 L.F.~12" SCH. A @ S=2.63%
70 L.F.~15" SCH. A @ S=0.88%
170 160 150 140 130 120
EG=155.62 EG=153.96
FG=154.29 EG=152.79
FG=152.20 EG=150.71
FG=149.77 EG=148.80
FG=147.00 EG=145.05
FG=144.21 EG=142.64
FG=141.62 EG=139.33
FG=139.79 EG=135.57
FG=137.96 EG=133.74
FG=136.53 EG=134.46
FG=135.34 EG=131.86
FG=134.45 EG=131.70
FG=133.91 EG=133.51
FG=133.55 EG=131.75
FG=133.68 EG=132.27
FG=134.02 EG=133.46
216+50 216+75 217+00 217+25 217+50 217+75 218+00 218+25 218+50 218+75 219+00 219+25 219+50 219+75 220+00 220+25 220+50

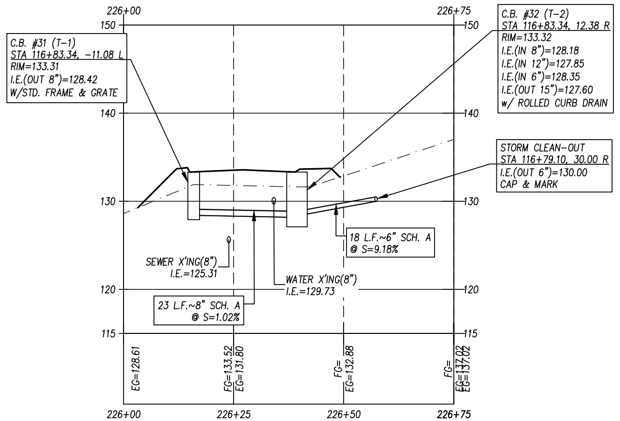
STORM ALIGN 6 STA 216+50 – 220+50
1"=20' Horiz
1"=10'


222+00
223+00
223+85
C.B. #24 (T-1) STA 112+84.20, -12.38 L RIM=156.23 I.E.(IN 6")=151.41 I.E.(OUT 8")=151.24 w/ ROLLED CURB DRAIN
C.B. #25 (T-1) STA 113+94.95, -12.38 L RIM=150.24 I.E.(IN 8")=145.48 I.E.(IN 6")=145.65 I.E.(OUT 8")=145.48 w/ ROLLED CURB DRAIN
C.B. #26 (T-1) STA 113+94.95, 12.38 R RIM=150.24 I.E.(IN 8")=145.24 I.E.(IN 6")=145.41 I.E.(IN 12")=144.91 I.E.(OUT 12")=144.91 w/ ROLLED CURB DRAIN
18 L.F.~6" SCH. A @ S=3.28%
18 L.F.~6" SCH. A @ S=31.74%
111 L.F.~8" SCH. A @ S=5.20%
WATER X'ING(8") I.E.=146.74
STORM CLEAN-OUT STA 112+84.20, -30.00 L I.E.(OUT 6")=157.00 CAP & MARK
25 L.F.~8" SCH. A @ S=0.97%
STORM CLEAN-OUT STA 113+90.95, 30.00 R I.E.(OUT 6")=146.00 CAP & MARK
SEWER X'ING(8") I.E.=136.07
170 160 150 140 130
EG=160.77
FG=156.33 EG=159.01
FG=156.06 EG=156.65
FG=155.24 EG=154.71
FG=153.64 EG=153.60
FG=151.27 EG=151.71
FG=150.40 EG=149.90
FG= EG=148.91
EG=148.57
222+00 222+25 222+50 222+75 223+00 223+25 223+50 223+75 223+85

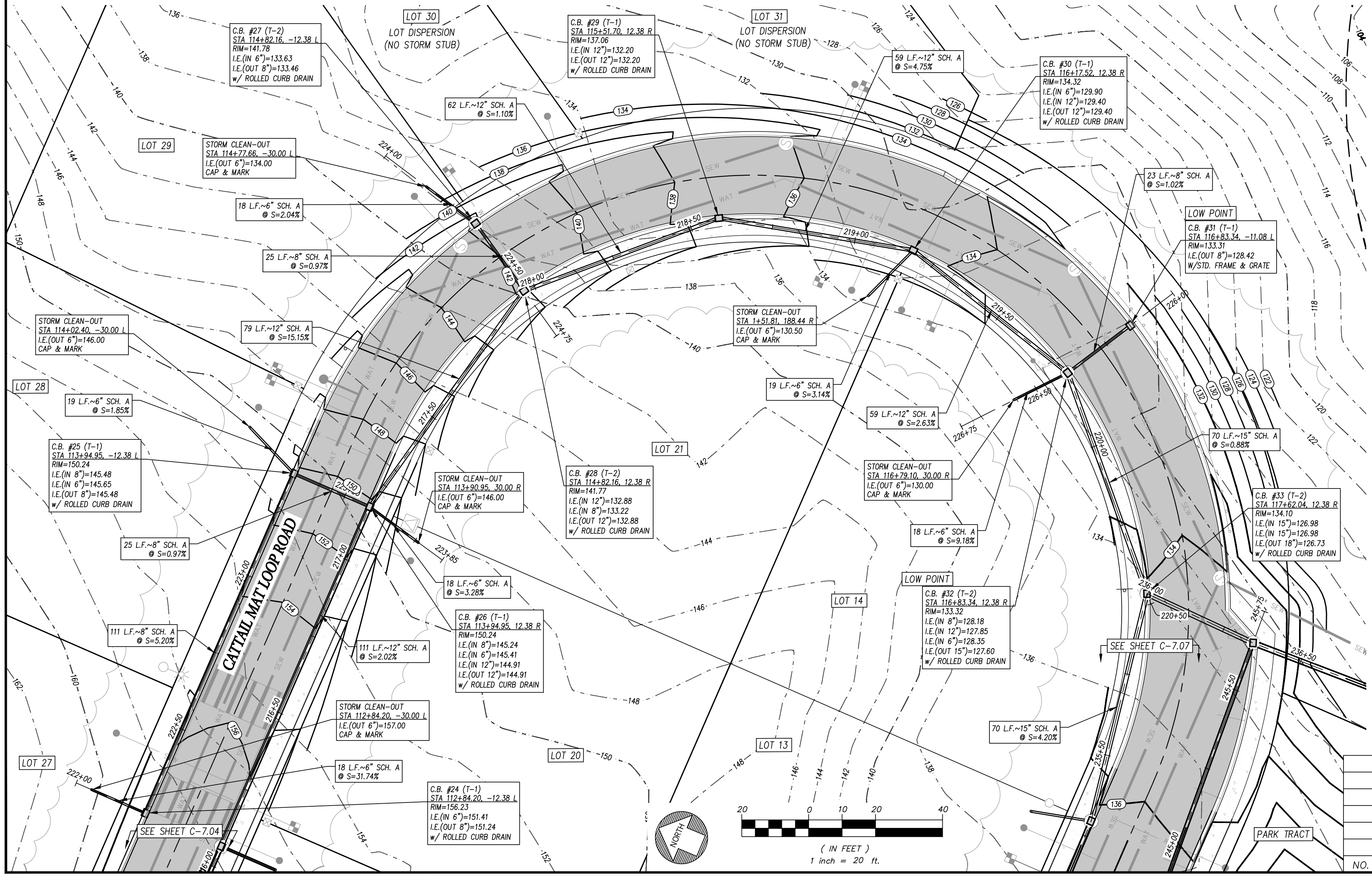
STORM ALIGN 7 STA 222+00 – 223+85
1"=20' Horiz
1"=10'


224+00
224+75
C.B. #27 (T-2) STA 114+82.16, -12.38 L RIM=141.78 I.E.(IN 6")=133.63 I.E.(OUT 8")=133.46 w/ ROLLED CURB DRAIN
C.B. #28 (T-2) STA 114+82.16, 12.38 R RIM=141.77 I.E.(IN 12")=132.88 I.E.(IN 8")=133.22 I.E.(OUT 12")=132.88 w/ ROLLED CURB DRAIN
STORM CLEAN-OUT STA 114+77.66, -30.00 L I.E.(OUT 6")=134.00 CAP & MARK
WATER X'ING(8") I.E.=138.29
18 L.F.~6" SCH. A @ S=2.04%
WER X'ING(8") I.E.=131.07
25 L.F.~8" SCH. A @ S=0.97%
150 140 130 122
EG=137.90
FG=139.49 EG=137.90
FG=141.94 EG=138.80
EG=141.45
224+00 224+25 224+50 224+75

STORM ALIGN 8 STA 224+00 – 224+75
1"=20' Horiz
1"=10'


226+00
226+75
C.B. #31 (T-1) STA 116+83.34, -11.08 L RIM=133.31 I.E.(OUT 8")=128.42 W/STD. FRAME & GRATE
C.B. #32 (T-2) STA 116+83.34, 12.38 R RIM=133.32 I.E.(IN 8")=128.18 I.E.(IN 12")=127.85 I.E.(IN 6")=128.35 I.E.(OUT 15")=127.60 w/ ROLLED CURB DRAIN
STORM CLEAN-OUT STA 116+79.10, 30.00 R I.E.(OUT 6")=130.00 CAP & MARK
18 L.F.~6" SCH. A @ S=9.18%
SEWER X'ING(8") I.E.=125.31
WATER X'ING(8") I.E.=129.73
23 L.F.~8" SCH. A @ S=1.02%
150 140 130 120 115
EG=128.61
FG=133.52 EG=131.80
FG= EG=132.88
FG=137.02 EG=137.02
226+00 226+25 226+50 226+75

STORM ALIGN 9 STA 226+00 – 226+75
1"=20' Horiz
1"=10'


LOT 30
LOT DISPERSION (NO STORM STUB)
LOT 31
LOT DISPERSION (NO STORM STUB)
LOT 29
LOT 28
LOT 27
LOT 21
LOT 20
LOT 14
LOT 13
PARK TRACT
CATTAIL MAT LOOP ROAD
C.B. #27 (T-2) STA 114+82.16, -12.38 L RIM=141.78 I.E.(IN 6")=133.63 I.E.(OUT 8")=133.46 w/ ROLLED CURB DRAIN
C.B. #29 (T-1) STA 115+51.70, 12.38 R RIM=137.06 I.E.(IN 12")=132.20 I.E.(OUT 12")=132.20 w/ ROLLED CURB DRAIN
59 L.F.~12" SCH. A @ S=4.75%
C.B. #30 (T-1) STA 116+17.52, 12.38 R RIM=134.32 I.E.(IN 6")=129.90 I.E.(IN 12")=129.40 I.E.(OUT 12")=129.40 w/ ROLLED CURB DRAIN
62 L.F.~12" SCH. A @ S=1.10%
STORM CLEAN-OUT STA 114+77.66, -30.00 L I.E.(OUT 6")=134.00 CAP & MARK
18 L.F.~6" SCH. A @ S=2.04%
25 L.F.~8" SCH. A @ S=0.97%
23 L.F.~8" SCH. A @ S=1.02%
LOW POINT
C.B. #31 (T-1) STA 116+83.34, -11.08 L RIM=133.31 I.E.(OUT 8")=128.42 W/STD. FRAME & GRATE
STORM CLEAN-OUT STA 114+02.40, -30.00 L I.E.(OUT 6")=146.00 CAP & MARK
79 L.F.~12" SCH. A @ S=15.15%
STORM CLEAN-OUT STA 1+51.81, 188.44 R I.E.(OUT 6")=130.50 CAP & MARK
19 L.F.~6" SCH. A @ S=3.14%
19 L.F.~6" SCH. A @ S=1.85%
59 L.F.~12" SCH. A @ S=2.63%
C.B. #25 (T-1) STA 113+94.95, -12.38 L RIM=150.24 I.E.(IN 8")=145.48 I.E.(IN 6")=145.65 I.E.(OUT 8")=145.48 w/ ROLLED CURB DRAIN
STORM CLEAN-OUT STA 113+90.95, 30.00 R I.E.(OUT 6")=146.00 CAP & MARK
C.B. #28 (T-2) STA 114+82.16, 12.38 R RIM=141.77 I.E.(IN 12")=132.88 I.E.(IN 8")=133.22 I.E.(OUT 12")=132.88 w/ ROLLED CURB DRAIN
STORM CLEAN-OUT STA 116+79.10, 30.00 R I.E.(OUT 6")=130.00 CAP & MARK
70 L.F.~15" SCH. A @ S=0.88%
25 L.F.~8" SCH. A @ S=0.97%
18 L.F.~6" SCH. A @ S=9.18%
C.B. #33 (T-2) STA 117+62.04, 12.38 R RIM=134.10 I.E.(IN 15")=126.98 I.E.(IN 15")=126.98 I.E.(OUT 18")=126.73 w/ ROLLED CURB DRAIN
18 L.F.~6" SCH. A @ S=3.28%
LOW POINT
C.B. #32 (T-2) STA 116+83.34, 12.38 R RIM=133.32 I.E.(IN 8")=128.18 I.E.(IN 12")=127.85 I.E.(IN 6")=128.35 I.E.(OUT 15")=127.60 w/ ROLLED CURB DRAIN
SEE SHEET C-7.07
C.B. #26 (T-1) STA 113+94.95, 12.38 R RIM=150.24 I.E.(IN 8")=145.24 I.E.(IN 6")=145.41 I.E.(IN 12")=144.91 I.E.(OUT 12")=144.91 w/ ROLLED CURB DRAIN
111 L.F.~8" SCH. A @ S=5.20%
111 L.F.~12" SCH. A @ S=2.02%
STORM CLEAN-OUT STA 112+84.20, -30.00 L I.E.(OUT 6")=157.00 CAP & MARK
18 L.F.~6" SCH. A @ S=31.74%
C.B. #24 (T-1) STA 112+84.20, -12.38 L RIM=156.23 I.E.(IN 6")=151.41 I.E.(OUT 8")=151.24 w/ ROLLED CURB DRAIN
70 L.F.~15" SCH. A @ S=4.20%
SEE SHEET C-7.04
NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH R. FUHRER
29653

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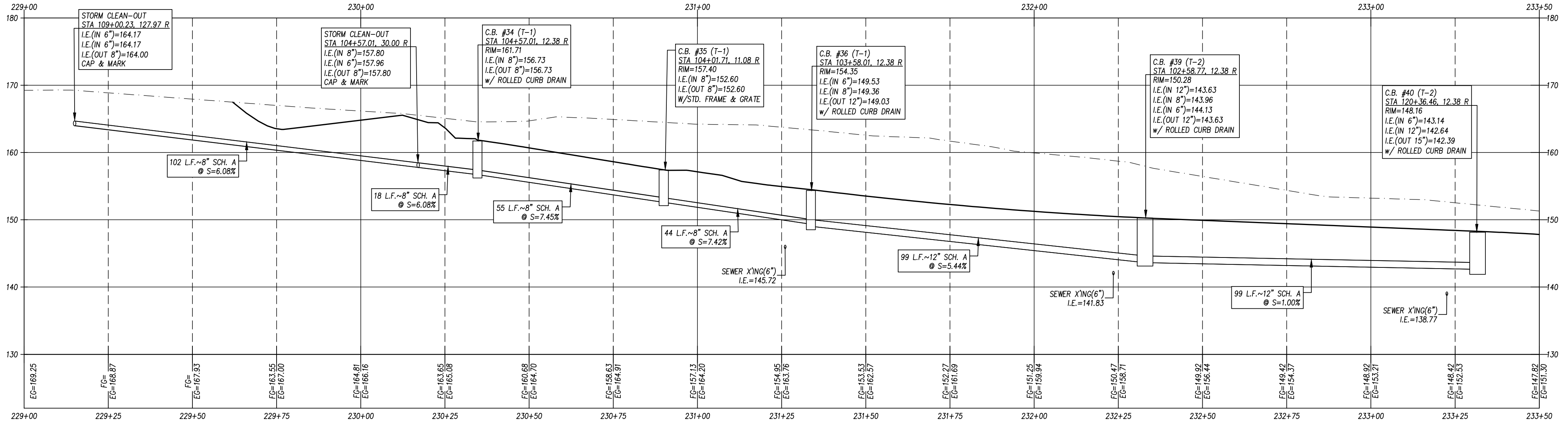
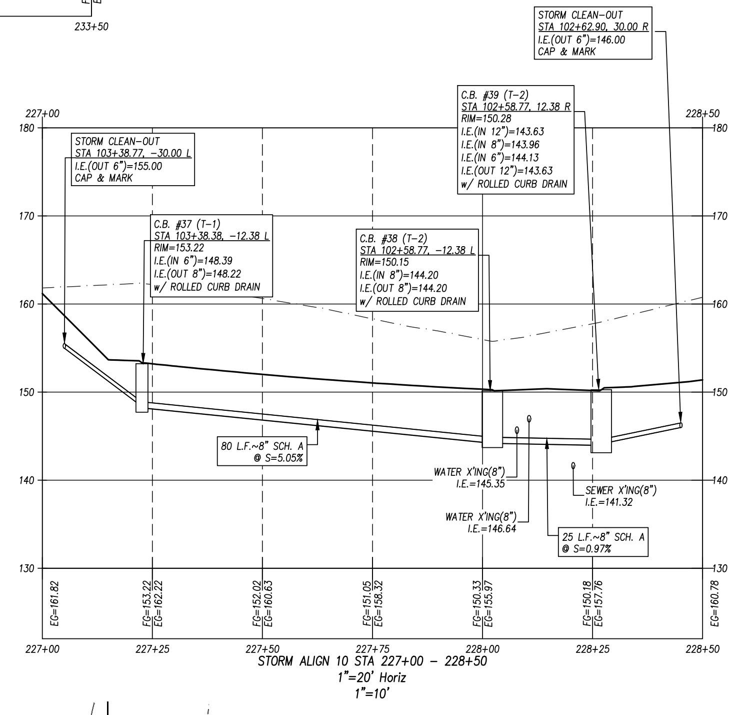
PLANNING

C - 7.05

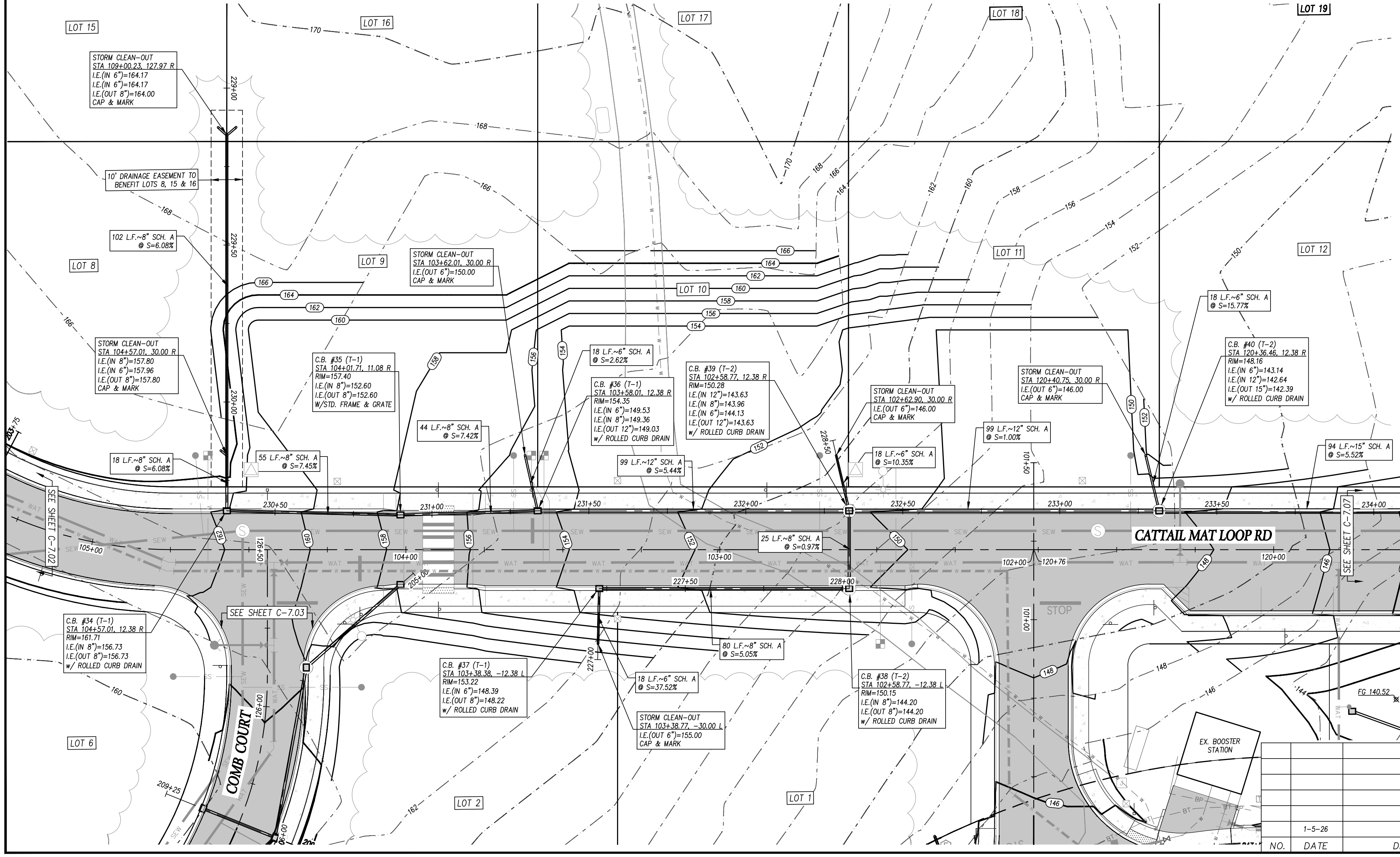
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	35 OF 74


STORM CLEAN-OUT STA 109+00.23, 127.97 R I.E.(IN 6")=164.17 I.E.(IN 6")=164.17 I.E.(OUT 8")=164.00 CAP & MARK
STORM CLEAN-OUT STA 104+57.01, 30.00 R I.E.(IN 8")=157.80 I.E.(IN 6")=157.96 I.E.(OUT 8")=157.80 CAP & MARK
C.B. #34 (T-1) STA 104+57.01, 12.38 R RIM=161.71 I.E.(IN 8")=156.73 I.E.(OUT 8")=156.73 w/ ROLLED CURB DRAIN
C.B. #35 (T-1) STA 104+01.71, 11.08 R RIM=157.40 I.E.(IN 8")=152.60 I.E.(OUT 8")=152.60 W/STD. FRAME & GRATE
C.B. #36 (T-1) STA 103+58.01, 12.38 R RIM=154.35 I.E.(IN 6")=149.53 I.E.(IN 8")=149.36 I.E.(OUT 12")=149.03 w/ ROLLED CURB DRAIN
C.B. #39 (T-2) STA 102+58.77, 12.38 R RIM=150.28 I.E.(IN 12")=143.63 I.E.(IN 8")=143.96 I.E.(IN 6")=144.13 I.E.(OUT 12")=143.63 w/ ROLLED CURB DRAIN
C.B. #40 (T-2) STA 120+36.46, 12.38 R RIM=148.16 I.E.(IN 6")=143.14 I.E.(IN 12")=142.64 I.E.(OUT 15")=142.39 w/ ROLLED CURB DRAIN
102 L.F.~8" SCH. A @ S=6.08%
18 L.F.~8" SCH. A @ S=6.08%
55 L.F.~8" SCH. A @ S=7.45%
44 L.F.~8" SCH. A @ S=7.42%
99 L.F.~12" SCH. A @ S=5.44%
99 L.F.~12" SCH. A @ S=1.00%
SEWER X'ING(6") I.E.=145.72
SEWER X'ING(6") I.E.=141.83
SEWER X'ING(6") I.E.=138.77
180
170
160
150
140
130
229+00
229+25
229+50
229+75
230+00
230+25
230+50
230+75
231+00
231+25
231+50
231+75
232+00
232+25
232+50
232+75
233+00
233+25
233+50

STORM ALIGN 11 STA 229+00 – 233+50
1"=20' Horiz
1"=10'


STORM CLEAN-OUT STA 102+62.90, 30.00 R I.E.(OUT 6")=146.00 CAP & MARK
STORM CLEAN-OUT STA 103+38.77, -30.00 L I.E.(OUT 6")=155.00 CAP & MARK
C.B. #37 (T-1) STA 103+38.38, -12.38 L RIM=153.22 I.E.(IN 6")=148.39 I.E.(OUT 8")=148.22 w/ ROLLED CURB DRAIN
C.B. #38 (T-2) STA 102+58.77, -12.38 L RIM=150.15 I.E.(IN 8")=144.20 I.E.(OUT 8")=144.20 w/ ROLLED CURB DRAIN
C.B. #39 (T-2) STA 102+58.77, 12.38 R RIM=150.28 I.E.(IN 12")=143.63 I.E.(IN 8")=143.96 I.E.(IN 6")=144.13 I.E.(OUT 12")=143.63 w/ ROLLED CURB DRAIN
80 L.F.~8" SCH. A @ S=5.05%
25 L.F.~8" SCH. A @ S=0.97%
WATER X'ING(8") I.E.=145.35
WATER X'ING(8") I.E.=146.64
SEWER X'ING(8") I.E.=141.32
227+00
227+25
227+50
227+75
228+00
228+25
228+50

STORM ALIGN 10 STA 227+00 – 228+50
1"=20' Horiz
1"=10'


LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 6
LOT 2
LOT 1
10' DRAINAGE EASEMENT TO BENEFIT LOTS 8, 15 & 16
CATTAIL MAT LOOP RD
COMB COURT
SEE SHEET C-7.02
SEE SHEET C-7.03
SEE SHEET C-7.07
STOP
PARK TRACT
EX. BOOSTER STATION
STORM CLEAN-OUT STA 103+62.01, 30.00 R I.E.(OUT 6")=150.00 CAP & MARK
STORM CLEAN-OUT STA 120+40.75, 30.00 R I.E.(OUT 6")=146.00 CAP & MARK
18 L.F.~6" SCH. A @ S=2.62%
18 L.F.~6" SCH. A @ S=10.35%
18 L.F.~6" SCH. A @ S=15.77%
18 L.F.~6" SCH. A @ S=37.52%
94 L.F.~15" SCH. A @ S=5.52%

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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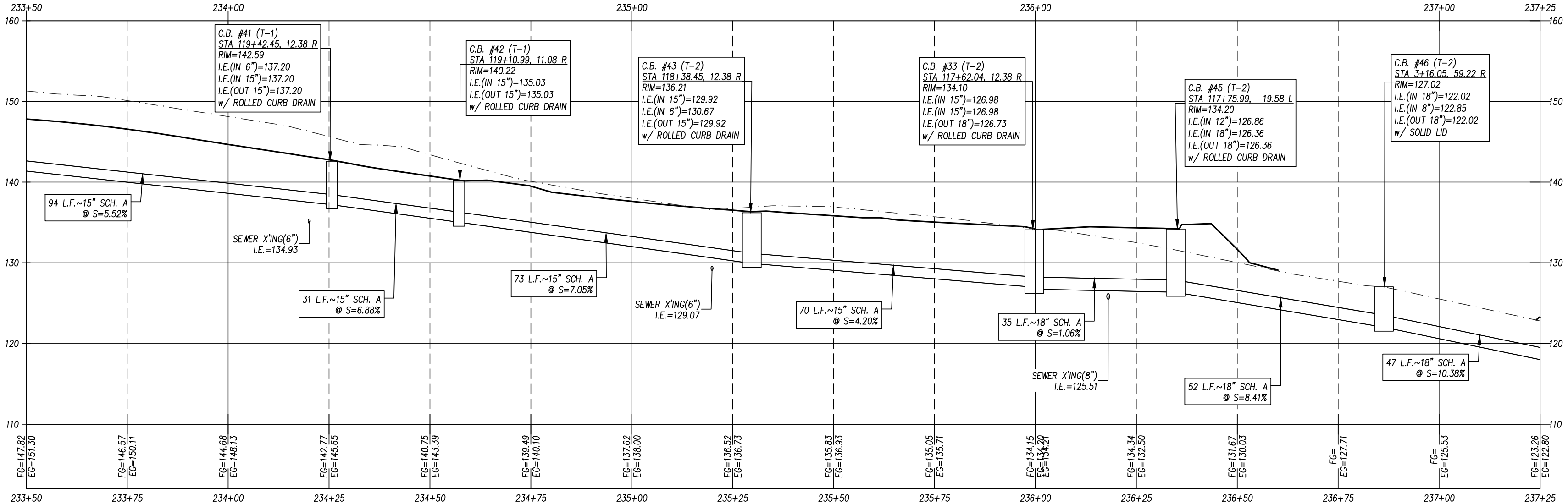
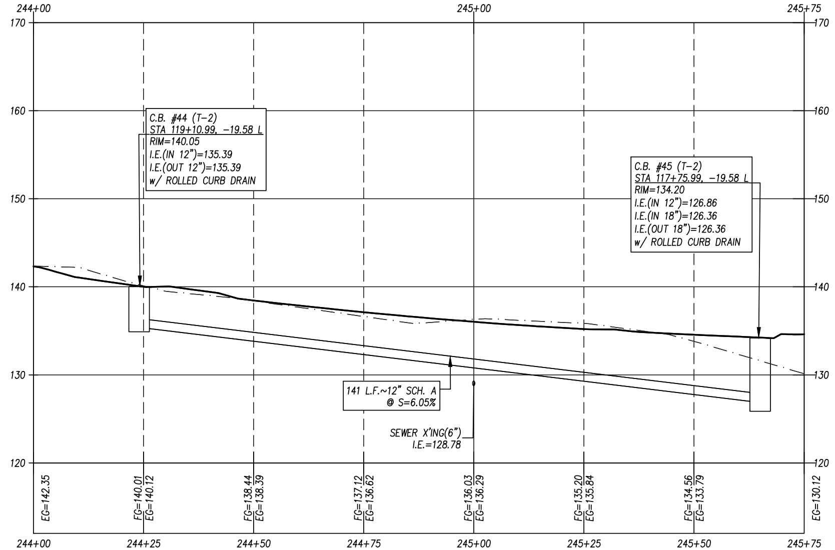
C - 7.06

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

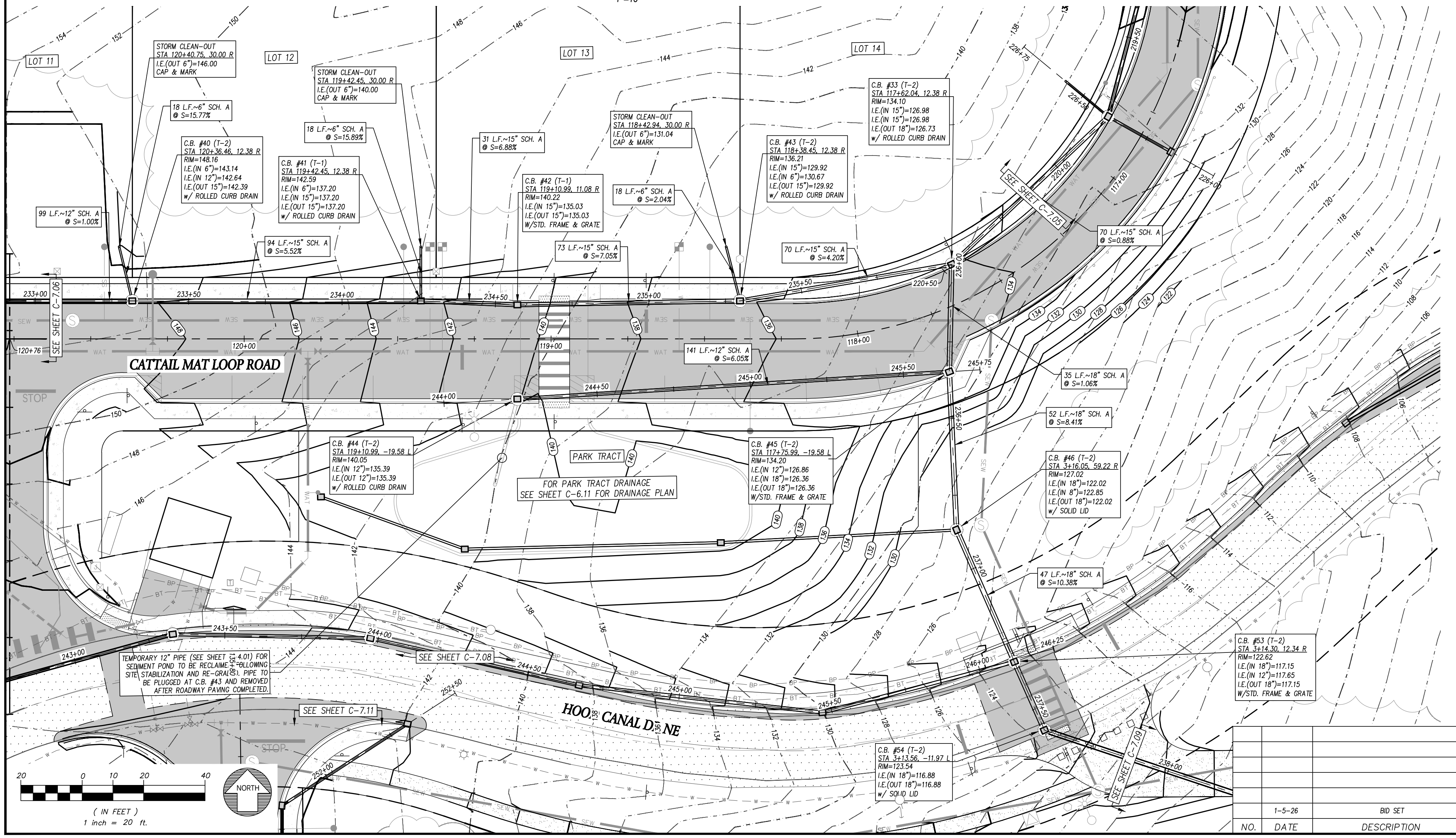
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	36 OF 74


C.B. #41 (T-1)
STA 119+42.45, 12.38 R
RIM=142.59
I.E.(IN 6")=137.20
I.E.(IN 15")=137.20
I.E.(OUT 15")=137.20
W/ ROLLED CURB DRAIN
C.B. #42 (T-1)
STA 119+10.99, 11.08 R
RIM=140.22
I.E.(IN 15")=135.03
I.E.(OUT 15")=135.03
W/ ROLLED CURB DRAIN
C.B. #43 (T-2)
STA 118+38.45, 12.38 R
RIM=136.21
I.E.(IN 15")=129.92
I.E.(IN 6")=130.67
I.E.(OUT 15")=129.92
W/ ROLLED CURB DRAIN
C.B. #33 (T-2)
STA 117+62.04, 12.38 R
RIM=134.10
I.E.(IN 15")=126.98
I.E.(IN 15")=126.98
I.E.(OUT 18")=126.73
W/ ROLLED CURB DRAIN
C.B. #45 (T-2)
STA 117+75.99, -19.58 L
RIM=134.20
I.E.(IN 12")=126.86
I.E.(IN 18")=126.36
I.E.(OUT 18")=126.36
W/ ROLLED CURB DRAIN
C.B. #46 (T-2)
STA 3+16.05, 59.22 R
RIM=127.02
I.E.(IN 18")=122.02
I.E.(IN 8")=122.85
I.E.(OUT 18")=122.02
W/ SOLID LID
94 L.F.~15" SCH. A @ S=5.52%
SEWER X'ING(6") I.E.=134.93
31 L.F.~15" SCH. A @ S=6.88%
73 L.F.~15" SCH. A @ S=7.05%
SEWER X'ING(6") I.E.=129.07
70 L.F.~15" SCH. A @ S=4.20%
35 L.F.~18" SCH. A @ S=1.06%
SEWER X'ING(8") I.E.=125.51
52 L.F.~18" SCH. A @ S=8.41%
47 L.F.~18" SCH. A @ S=10.38%
233+50
234+00
235+00
236+00
237+00
237+25
160
150
140
130
120
110

STORM ALIGN 11 STA 233+50 - 237+25
1"=20' Horiz
1"=10'


C.B. #44 (T-2)
STA 119+10.99, -19.58 L
RIM=140.05
I.E.(IN 12")=135.39
I.E.(OUT 12")=135.39
W/ ROLLED CURB DRAIN
C.B. #45 (T-2)
STA 117+75.99, -19.58 L
RIM=134.20
I.E.(IN 12")=126.86
I.E.(IN 18")=126.36
I.E.(OUT 18")=126.36
W/ ROLLED CURB DRAIN
141 L.F.~12" SCH. A @ S=6.05%
SEWER X'ING(6") I.E.=128.78
244+00
245+00
245+75
170
160
150
140
130
120

STORM ALIGN 12 STA 244+00 - 245+75
1"=20' Horiz
1"=10'


LOT 11
LOT 12
LOT 13
LOT 14
STORM CLEAN-OUT
STA 120+40.75, 30.00 R
I.E.(OUT 6")=146.00
CAP & MARK
STORM CLEAN-OUT
STA 119+42.45, 30.00 R
I.E.(OUT 6")=140.00
CAP & MARK
STORM CLEAN-OUT
STA 118+42.94, 30.00 R
I.E.(OUT 6")=131.04
CAP & MARK
18 L.F.~6" SCH. A @ S=15.77%
18 L.F.~6" SCH. A @ S=15.89%
18 L.F.~6" SCH. A @ S=2.04%
C.B. #40 (T-2)
STA 120+36.46, 12.38 R
RIM=148.16
I.E.(IN 6")=143.14
I.E.(IN 12")=142.64
I.E.(OUT 15")=142.39
W/ ROLLED CURB DRAIN
99 L.F.~12" SCH. A @ S=1.00%
C.B. #41 (T-1)
STA 119+42.45, 12.38 R
RIM=142.59
I.E.(IN 6")=137.20
I.E.(IN 15")=137.20
I.E.(OUT 15")=137.20
W/ ROLLED CURB DRAIN
C.B. #42 (T-1)
STA 119+10.99, 11.08 R
RIM=140.22
I.E.(IN 15")=135.03
I.E.(OUT 15")=135.03
W/STD. FRAME & GRATE
C.B. #43 (T-2)
STA 118+38.45, 12.38 R
RIM=136.21
I.E.(IN 15")=129.92
I.E.(IN 6")=130.67
I.E.(OUT 15")=129.92
W/ ROLLED CURB DRAIN
C.B. #33 (T-2)
STA 117+62.04, 12.38 R
RIM=134.10
I.E.(IN 15")=126.98
I.E.(IN 15")=126.98
I.E.(OUT 18")=126.73
W/ ROLLED CURB DRAIN
31 L.F.~15" SCH. A @ S=6.88%
94 L.F.~15" SCH. A @ S=5.52%
73 L.F.~15" SCH. A @ S=7.05%
70 L.F.~15" SCH. A @ S=4.20%
70 L.F.~15" SCH. A @ S=0.88%
141 L.F.~12" SCH. A @ S=6.05%
35 L.F.~18" SCH. A @ S=1.06%
52 L.F.~18" SCH. A @ S=8.41%
47 L.F.~18" SCH. A @ S=10.38%
SEE SHEET C-7.06
SEE SHEET C-7.05
SEE SHEET C-7.08
SEE SHEET C-7.11
SEE SHEET C-7.09
CATTAIL MAT LOOP ROAD
STOP
PARK TRACT
FOR PARK TRACT DRAINAGE
SEE SHEET C-6.11 FOR DRAINAGE PLAN
C.B. #44 (T-2)
STA 119+10.99, -19.58 L
RIM=140.05
I.E.(IN 12")=135.39
I.E.(OUT 12")=135.39
W/ ROLLED CURB DRAIN
C.B. #45 (T-2)
STA 117+75.99, -19.58 L
RIM=134.20
I.E.(IN 12")=126.86
I.E.(IN 18")=126.36
I.E.(OUT 18")=126.36
W/STD. FRAME & GRATE
C.B. #46 (T-2)
STA 3+16.05, 59.22 R
RIM=127.02
I.E.(IN 18")=122.02
I.E.(IN 8")=122.85
I.E.(OUT 18")=122.02
W/ SOLID LID
C.B. #53 (T-2)
STA 3+14.30, 12.34 R
RIM=122.62
I.E.(IN 18")=117.15
I.E.(IN 12")=117.65
I.E.(OUT 18")=117.15
W/STD. FRAME & GRATE
C.B. #54 (T-2)
STA 3+13.56, -11.97 L
RIM=123.54
I.E.(IN 18")=116.88
I.E.(OUT 18")=116.88
W/ SOLID LID
TEMPORARY 12" PIPE (SEE SHEET C-4.01) FOR SEDIMENT POND TO BE RECLAIMED FOLLOWING SITE STABILIZATION AND RE-GRADE. PIPE TO BE PLUGGED AT C.B. #43 AND REMOVED AFTER ROADWAY PAVING COMPLETED.
HOOD CANAL DR NE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH R. FUHRER
29653

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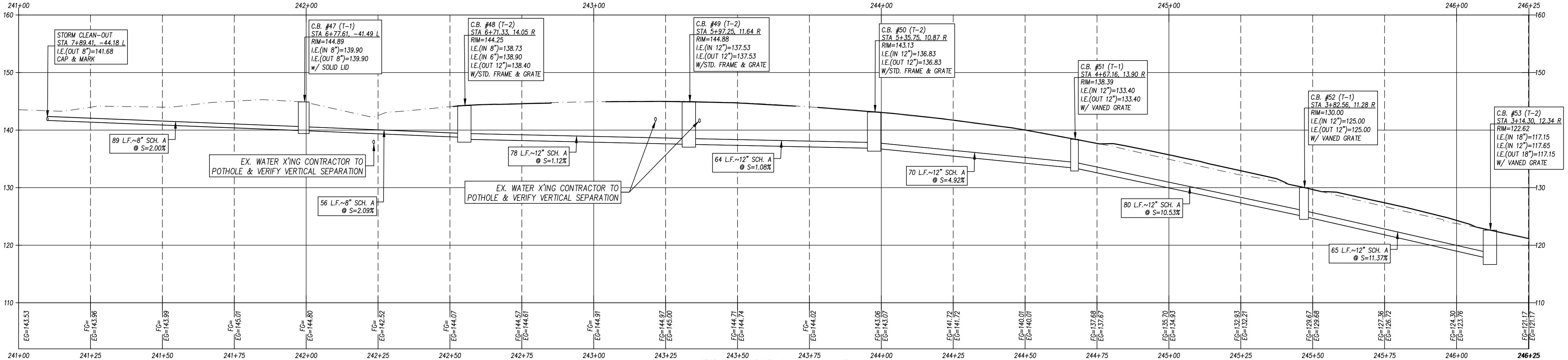
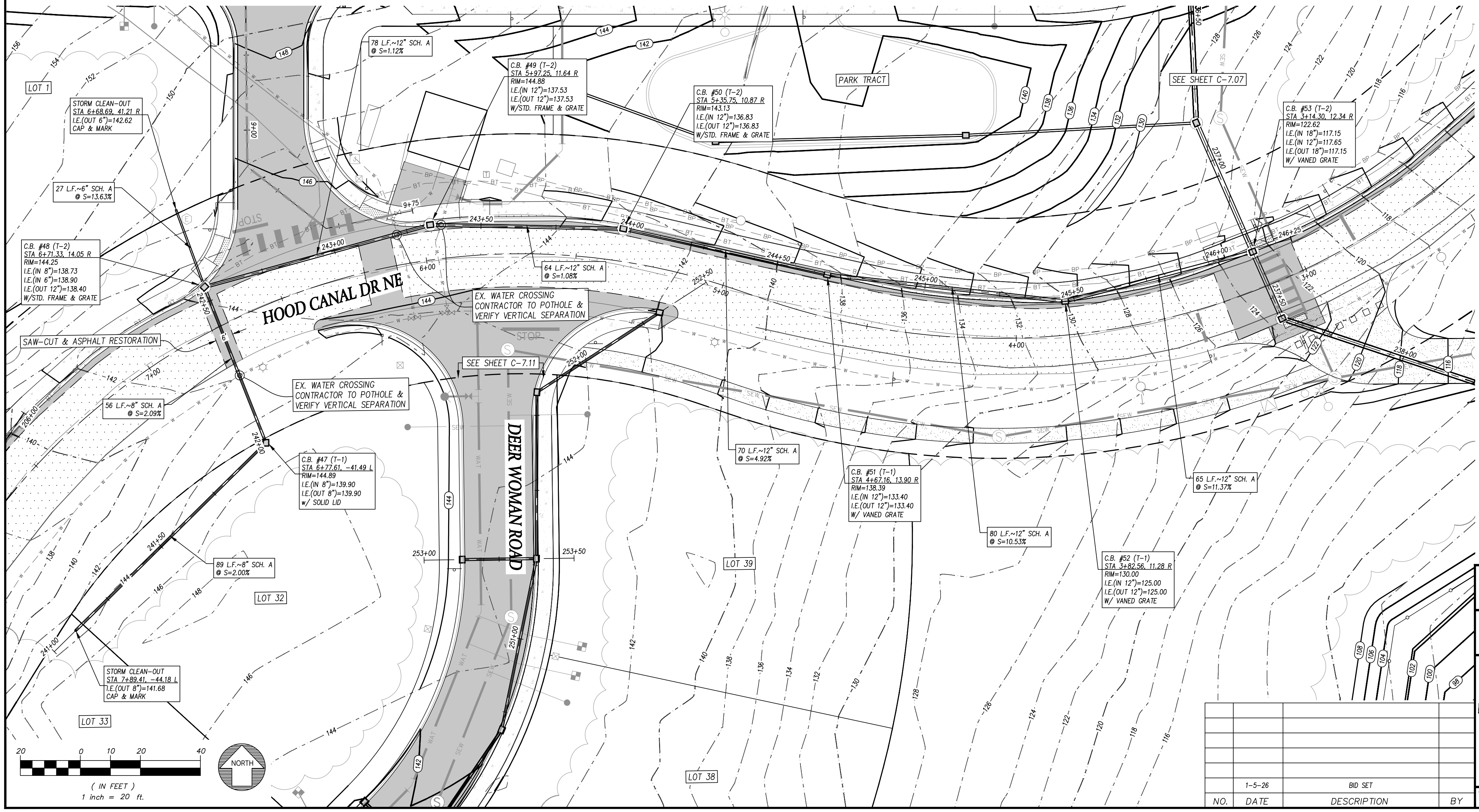
C - 7.07

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	37 OF 74


241+00
242+00
243+00
244+00
245+00
246+00
246+25
160
150
140
130
120
110
STORM CLEAN-OUT
STA 7+89.41, -44.18 L
I.E.(OUT 8")=141.68
CAP & MARK
C.B. #47 (T-1)
STA 6+77.61, -41.49 L
RIM=144.89
I.E.(IN 8")=139.90
I.E.(OUT 8")=139.90
w/ SOLID LID
C.B. #48 (T-2)
STA 6+71.33, 14.05 R
RIM=144.25
I.E.(IN 8")=138.73
I.E.(IN 6")=138.90
I.E.(OUT 12")=138.40
W/STD. FRAME & GRATE
C.B. #49 (T-2)
STA 5+97.25, 11.64 R
RIM=144.88
I.E.(IN 12")=137.53
I.E.(OUT 12")=137.53
W/STD. FRAME & GRATE
C.B. #50 (T-2)
STA 5+35.75, 10.87 R
RIM=143.13
I.E.(IN 12")=136.83
I.E.(OUT 12")=136.83
W/STD. FRAME & GRATE
C.B. #51 (T-1)
STA 4+67.16, 13.90 R
RIM=138.39
I.E.(IN 12")=133.40
I.E.(OUT 12")=133.40
W/ VANED GRATE
C.B. #52 (T-1)
STA 3+82.56, 11.28 R
RIM=130.00
I.E.(IN 12")=125.00
I.E.(OUT 12")=125.00
W/ VANED GRATE
C.B. #53 (T-2)
STA 3+14.30, 12.34 R
RIM=122.62
I.E.(IN 18")=117.15
I.E.(IN 12")=117.65
I.E.(OUT 18")=117.15
W/ VANED GRATE
89 L.F.~8" SCH. A @ S=2.00%
EX. WATER X'ING CONTRACTOR TO POTHOLE & VERIFY VERTICAL SEPARATION
56 L.F.~8" SCH. A @ S=2.09%
78 L.F.~12" SCH. A @ S=1.12%
EX. WATER X'ING CONTRACTOR TO POTHOLE & VERIFY VERTICAL SEPARATION
64 L.F.~12" SCH. A @ S=1.08%
70 L.F.~12" SCH. A @ S=4.92%
80 L.F.~12" SCH. A @ S=10.53%
65 L.F.~12" SCH. A @ S=11.37%
EG=143.53
FG= EG=143.96
FG= EG=143.99
FG= EG=145.01
FG= EG=144.80
FG= EG=142.52
FG= EG=144.07
FG=144.57 EG=144.61
FG= EG=144.91
FG=144.97 EG=145.00
FG=144.71 EG=144.74
FG= EG=144.02
FG=143.06 EG=143.07
FG=141.72 EG=141.72
FG=140.01 EG=140.01
FG=137.68 EG=137.67
FG=135.70 EG=134.93
FG=132.93 EG=132.21
FG=129.67 EG=129.68
FG=127.36 EG=126.72
FG=124.30 EG=123.76
FG=121.17 EG=121.17
241+00
241+25
241+50
241+75
242+00
242+25
242+50
242+75
243+00
243+25
243+50
243+75
244+00
244+25
244+50
244+75
245+00
245+25
245+50
245+75
246+00
246+25

STORM ALIGN 13 STA 241+00 – 246+25
1"=20' Horiz
1"=10'


LOT 1
STORM CLEAN-OUT
STA 6+68.69, 41.21 R
I.E.(OUT 6")=142.62
CAP & MARK
27 L.F.~6" SCH. A @ S=13.63%
C.B. #48 (T-2)
STA 6+71.33, 14.05 R
RIM=144.25
I.E.(IN 8")=138.73
I.E.(IN 6")=138.90
I.E.(OUT 12")=138.40
W/STD. FRAME & GRATE
SAW-CUT & ASPHALT RESTORATION
56 L.F.~8" SCH. A @ S=2.09%
EX. WATER CROSSING CONTRACTOR TO POTHOLE & VERIFY VERTICAL SEPARATION
C.B. #47 (T-1)
STA 6+77.61, -41.49 L
RIM=144.89
I.E.(IN 8")=139.90
I.E.(OUT 8")=139.90
w/ SOLID LID
89 L.F.~8" SCH. A @ S=2.00%
LOT 32
STORM CLEAN-OUT
STA 7+89.41, -44.18 L
I.E.(OUT 8")=141.68
CAP & MARK
LOT 33
78 L.F.~12" SCH. A @ S=1.12%
C.B. #49 (T-2)
STA 5+97.25, 11.64 R
RIM=144.88
I.E.(IN 12")=137.53
I.E.(OUT 12")=137.53
W/STD. FRAME & GRATE
C.B. #50 (T-2)
STA 5+35.75, 10.87 R
RIM=143.13
I.E.(IN 12")=136.83
I.E.(OUT 12")=136.83
W/STD. FRAME & GRATE
PARK TRACT
SEE SHEET C-7.07
C.B. #53 (T-2)
STA 3+14.30, 12.34 R
RIM=122.62
I.E.(IN 18")=117.15
I.E.(IN 12")=117.65
I.E.(OUT 18")=117.15
W/ VANED GRATE
HOOD CANAL DR NE
64 L.F.~12" SCH. A @ S=1.08%
EX. WATER CROSSING CONTRACTOR TO POTHOLE & VERIFY VERTICAL SEPARATION
STOP
SEE SHEET C-7.11
DEER WOMAN ROAD
70 L.F.~12" SCH. A @ S=4.92%
C.B. #51 (T-1)
STA 4+67.16, 13.90 R
RIM=138.39
I.E.(IN 12")=133.40
I.E.(OUT 12")=133.40
W/ VANED GRATE
80 L.F.~12" SCH. A @ S=10.53%
65 L.F.~12" SCH. A @ S=11.37%
C.B. #52 (T-1)
STA 3+82.56, 11.28 R
RIM=130.00
I.E.(IN 12")=125.00
I.E.(OUT 12")=125.00
W/ VANED GRATE
LOT 39
LOT 38
243+00
243+50
244+00
244+50
245+00
245+50
246+00
246+25
241+00
241+50
242+00
242+50
252+00
252+50
253+00
253+50
251+00
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
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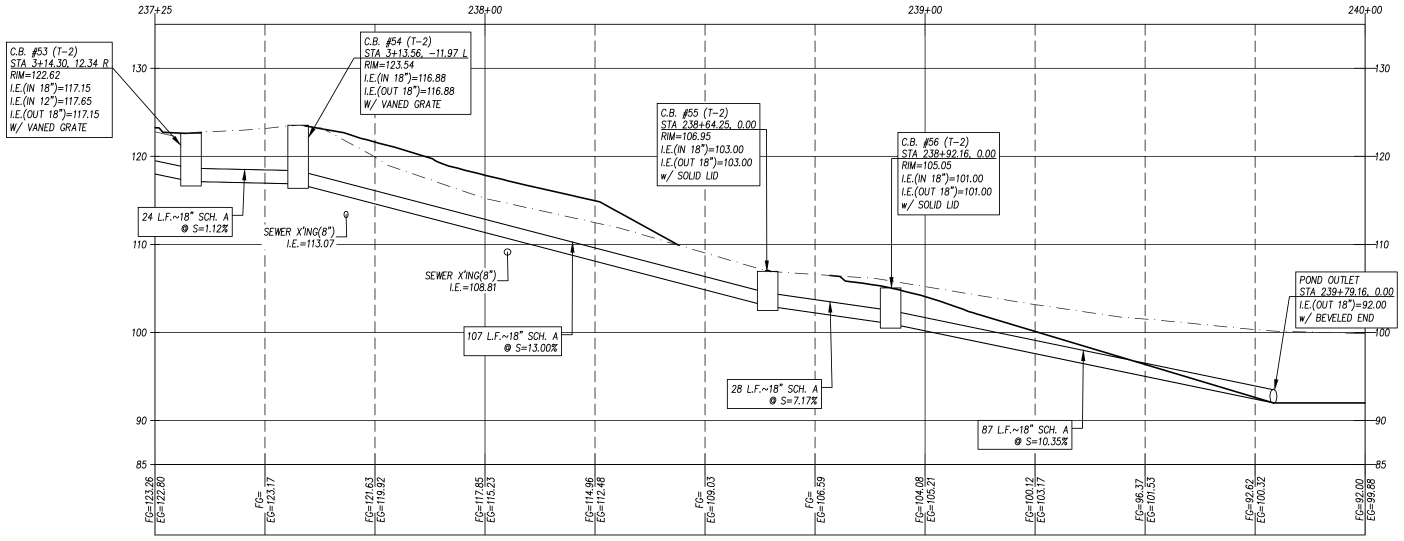
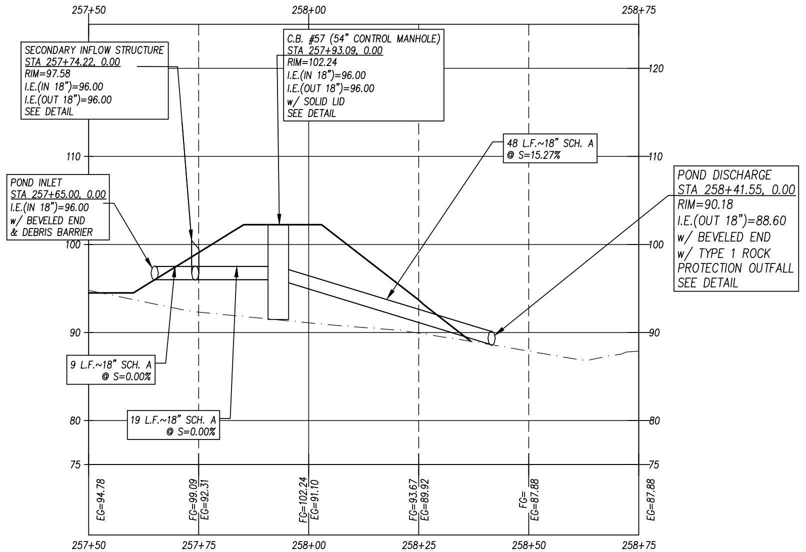
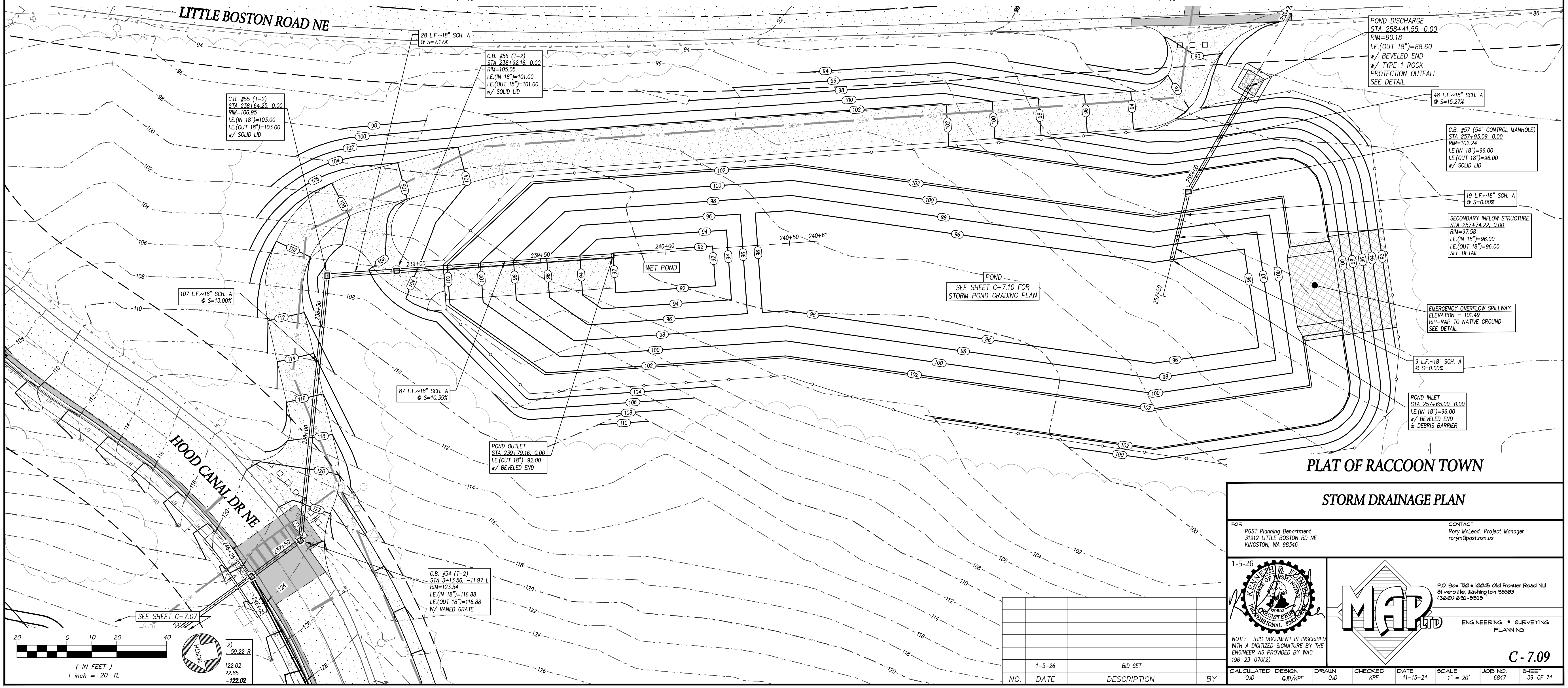
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	38 OF 74


237+25
238+00
239+00
240+00
130
120
110
100
90
85
C.B. #53 (T-2)
STA 3+14.30, 12.34 R
RIM=122.62
I.E.(IN 18")=117.15
I.E.(IN 12")=117.65
I.E.(OUT 18")=117.15
W/ VANED GRATE
C.B. #54 (T-2)
STA 3+13.56, -11.97 L
RIM=123.54
I.E.(IN 18")=116.88
I.E.(OUT 18")=116.88
W/ VANED GRATE
C.B. #55 (T-2)
STA 238+64.25, 0.00
RIM=106.95
I.E.(IN 18")=103.00
I.E.(OUT 18")=103.00
w/ SOLID LID
C.B. #56 (T-2)
STA 238+92.16, 0.00
RIM=105.05
I.E.(IN 18")=101.00
I.E.(OUT 18")=101.00
w/ SOLID LID
24 L.F.~18" SCH. A @ S=1.12%
SEWER X'ING(8") I.E.=113.07
SEWER X'ING(8") I.E.=108.81
107 L.F.~18" SCH. A @ S=13.00%
28 L.F.~18" SCH. A @ S=7.17%
87 L.F.~18" SCH. A @ S=10.35%
POND OUTLET
STA 239+79.16, 0.00
I.E.(OUT 18")=92.00
w/ BEVELED END
FG=123.26 EG=122.80
FG= EG=123.17
FG=121.63 EG=119.92
FG=117.85 EG=115.23
FG=114.96 EG=112.48
FG= EG=109.03
FG= EG=106.59
FG=104.08 EG=105.21
FG=100.12 EG=103.17
FG=96.37 EG=101.53
FG=92.62 EG=100.32
FG=92.00 EG=99.88
237+25
237+50
237+75
238+00
238+25
238+50
238+75
239+00
239+25
239+50
239+75
240+00

STORM ALIGN 11 STA 237+25 – 240+00
1"=20' Horiz
1"=10'


257+50
258+00
258+75
120
110
100
90
80
75
SECONDARY INFLOW STRUCTURE
STA 257+74.22, 0.00
RIM=97.58
I.E.(IN 18")=96.00
I.E.(OUT 18")=96.00
SEE DETAIL
C.B. #57 (54" CONTROL MANHOLE)
STA 257+93.09, 0.00
RIM=102.24
I.E.(IN 18")=96.00
I.E.(OUT 18")=96.00
w/ SOLID LID
SEE DETAIL
48 L.F.~18" SCH. A @ S=15.27%
POND INLET
STA 257+65.00, 0.00
I.E.(IN 18")=96.00
w/ BEVELED END
& DEBRIS BARRIER
POND DISCHARGE
STA 258+41.55, 0.00
RIM=90.18
I.E.(OUT 18")=88.60
w/ BEVELED END
w/ TYPE 1 ROCK
PROTECTION OUTFALL
SEE DETAIL
9 L.F.~18" SCH. A @ S=0.00%
19 L.F.~18" SCH. A @ S=0.00%
EG=94.78
FG=99.09 EG=92.31
FG=102.24 EG=91.10
FG=93.67 EG=89.92
FG= EG=87.88
EG=87.88
257+50
257+75
258+00
258+25
258+50
258+75

STORM ALIGN 19 STA 257+50 – 258+75
1"=20' Horiz
1"=10'


LITTLE BOSTON ROAD NE
HOOD CANAL DR NE
28 L.F.~18" SCH. A @ S=7.17%
C.B. #56 (T-2)
STA 238+92.16, 0.00
RIM=105.05
I.E.(IN 18")=101.00
I.E.(OUT 18")=101.00
w/ SOLID LID
C.B. #55 (T-2)
STA 238+64.25, 0.00
RIM=106.95
I.E.(IN 18")=103.00
I.E.(OUT 18")=103.00
w/ SOLID LID
107 L.F.~18" SCH. A @ S=13.00%
87 L.F.~18" SCH. A @ S=10.35%
POND OUTLET
STA 239+79.16, 0.00
I.E.(OUT 18")=92.00
w/ BEVELED END
C.B. #54 (T-2)
STA 3+13.56, -11.97 L
RIM=123.54
I.E.(IN 18")=116.88
I.E.(OUT 18")=116.88
W/ VANED GRATE
WET POND
POND
SEE SHEET C-7.10 FOR
STORM POND GRADING PLAN
239+00
239+50
240+00
240+50
240+61
238+50
238+00
237+50
246+25
246+00
258+00
257+50
POND DISCHARGE
STA 258+41.55, 0.00
RIM=90.18
I.E.(OUT 18")=88.60
w/ BEVELED END
w/ TYPE 1 ROCK
PROTECTION OUTFALL
SEE DETAIL
48 L.F.~18" SCH. A @ S=15.27%
C.B. #57 (54" CONTROL MANHOLE)
STA 257+93.09, 0.00
RIM=102.24
I.E.(IN 18")=96.00
I.E.(OUT 18")=96.00
w/ SOLID LID
19 L.F.~18" SCH. A @ S=0.00%
SECONDARY INFLOW STRUCTURE
STA 257+74.22, 0.00
RIM=97.58
I.E.(IN 18")=96.00
I.E.(OUT 18")=96.00
SEE DETAIL
EMERGENCY OVERFLOW SPILLWAY
ELEVATION = 101.49
RIP-RAP TO NATIVE GROUND
SEE DETAIL
9 L.F.~18" SCH. A @ S=0.00%
POND INLET
STA 257+65.00, 0.00
I.E.(IN 18")=96.00
w/ BEVELED END
& DEBRIS BARRIER
SEE SHEET C-7.07
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
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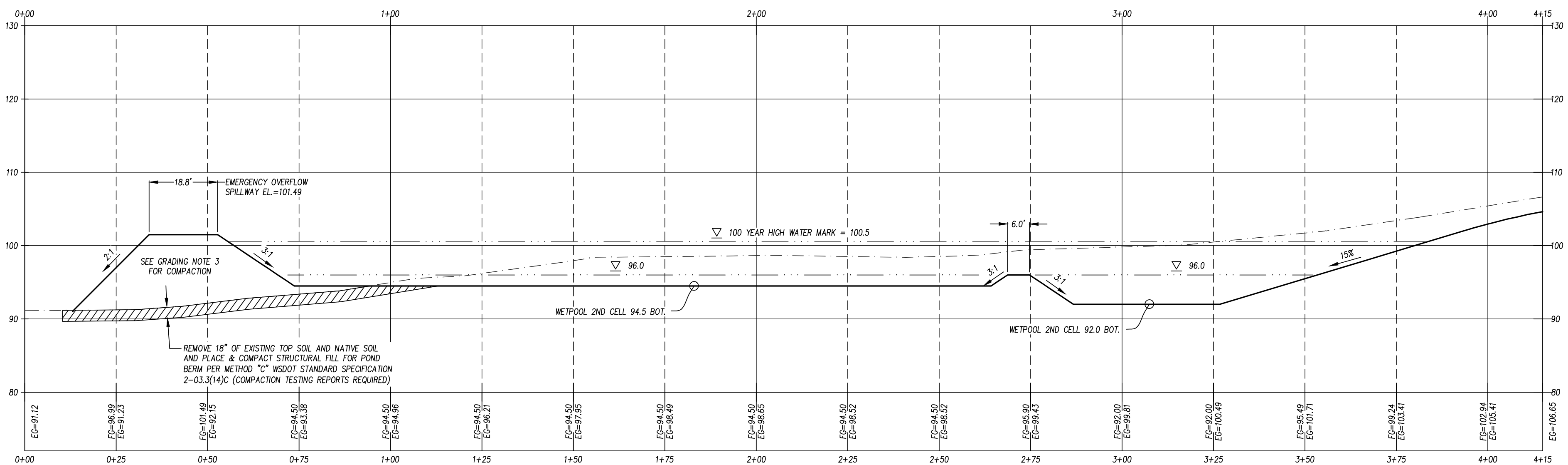
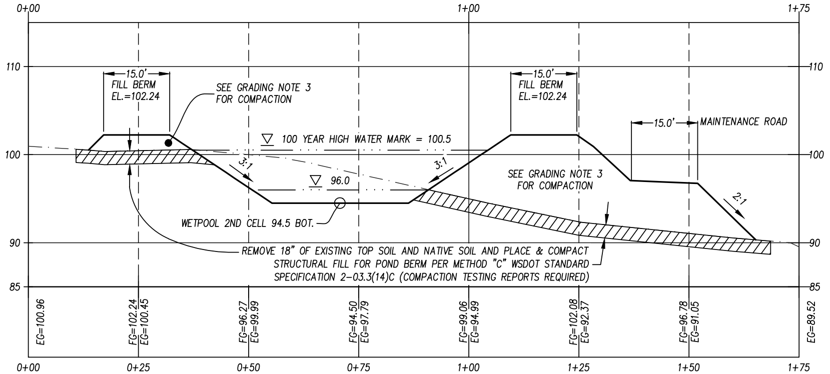
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

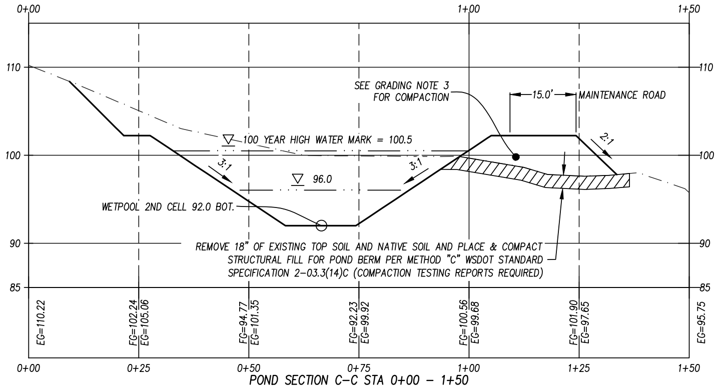
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	39 OF 74


EMERGENCY OVERFLOW SPILLWAY EL.=101.49
18.8'
100 YEAR HIGH WATER MARK = 100.5
96.0
6.0'
SEE GRADING NOTE 3 FOR COMPACTION
2:1
3:1
15%
WETPOOL 2ND CELL 94.5 BOT.
WETPOOL 2ND CELL 92.0 BOT.
REMOVE 18" OF EXISTING TOP SOIL AND NATIVE SOIL AND PLACE & COMPACT STRUCTURAL FILL FOR POND BERM PER METHOD "C" WSDOT STANDARD SPECIFICATION 2-03.3(14)C (COMPACTION TESTING REPORTS REQUIRED)
0+00
0+25
0+50
0+75
1+00
1+25
1+50
1+75
2+00
2+25
2+50
2+75
3+00
3+25
3+50
3+75
4+00
4+15
130
120
110
100
90
80

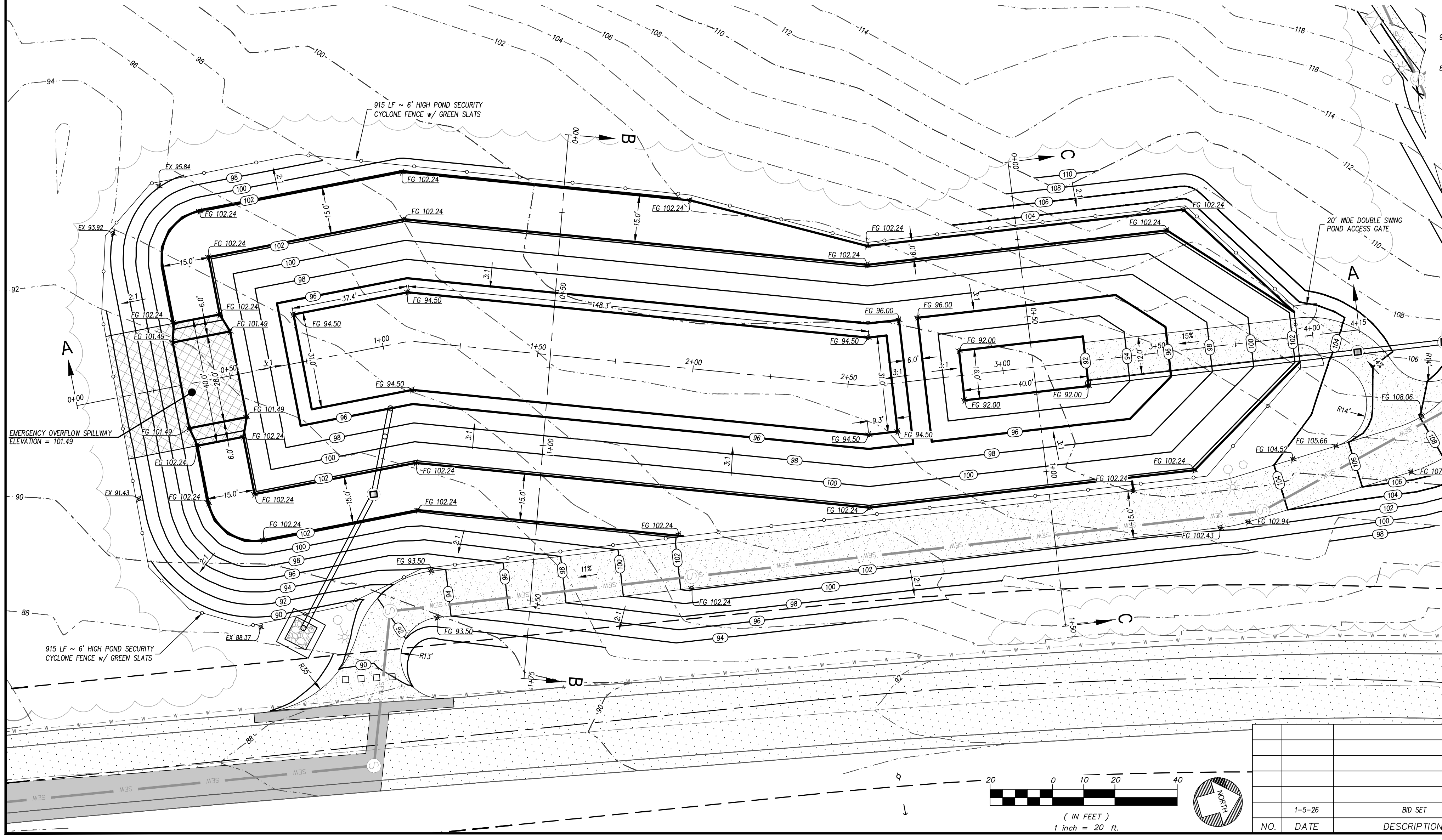
POND SECTION A-A STA 0+00 - 4+15
1"=20' Horiz
1"=10'


15.0'
FILL BERM EL.=102.24
SEE GRADING NOTE 3 FOR COMPACTION
100 YEAR HIGH WATER MARK = 100.5
96.0
3:1
2:1
15.0'
MAINTENANCE ROAD
WETPOOL 2ND CELL 94.5 BOT.
REMOVE 18" OF EXISTING TOP SOIL AND NATIVE SOIL AND PLACE & COMPACT STRUCTURAL FILL FOR POND BERM PER METHOD "C" WSDOT STANDARD SPECIFICATION 2-03.3(14)C (COMPACTION TESTING REPORTS REQUIRED)
0+00
0+25
0+50
0+75
1+00
1+25
1+50
1+75
110
100
90
85

POND SECTION B-B STA 0+00 - 1+75
1"=20' Horiz
1"=10'


SEE GRADING NOTE 3 FOR COMPACTION
15.0'
MAINTENANCE ROAD
100 YEAR HIGH WATER MARK = 100.5
96.0
3:1
2:1
WETPOOL 2ND CELL 92.0 BOT.
REMOVE 18" OF EXISTING TOP SOIL AND NATIVE SOIL AND PLACE & COMPACT STRUCTURAL FILL FOR POND BERM PER METHOD "C" WSDOT STANDARD SPECIFICATION 2-03.3(14)C (COMPACTION TESTING REPORTS REQUIRED)
0+00
0+25
0+50
0+75
1+00
1+25
1+50
110
100
90
85

POND SECTION C-C STA 0+00 - 1+50
1"=20' Horiz
1"=10'


915 LF ~ 6' HIGH POND SECURITY CYCLONE FENCE w/ GREEN SLATS
EMERGENCY OVERFLOW SPILLWAY ELEVATION = 101.49
20' WIDE DOUBLE SWING POND ACCESS GATE
A
B
C
FG 102.24
FG 101.49
FG 94.50
FG 96.00
FG 92.00
FG 93.50
FG 108.06
FG 107.31
FG 105.66
FG 104.52
FG 102.94
FG 102.43
EX 95.84
EX 93.92
EX 91.43
EX 88.37
148.3'
37.4'
40.0'
31.0'
15.0'
6.0'
12.0'
9.3'
3:1
2:1
11%
15%
R35'
R13'
R14'
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

GENERAL NOTES

1. ALL CONSTRUCTION SHALL FOLLOW THE RECOMMENDATIONS CONTAINED IN THE GEOTECHNICAL INVESTIGATION REPORT PREPARED FOR THIS PROJECT BY KRAZAN AND ASSOCIATES DATED OCTOBER 2, 2023.
2. POST-CONSTRUCTION SOILS AMENDMENT (BMP T5.13) WILL BE APPLIED TO EACH LOT AFTER THE FUTURE HOME CONSTRUCTION.

GRADING NOTES

THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN THE EVENT OR DISCOVERY OF POOR SOILS, GROUNDWATER OR DISCREPANCIES IN THE EXISTING CONDITIONS AS NOTED ON THE PLANS.

1. MAXIMUM SLOPE STEEPNESS SHALL BE 2:1 (HORIZONTAL TO VERTICAL) FOR CUT AND FILL SLOPES.
2. UNLESS OTHERWISE SPECIFIED, ALL EMBANKMENTS IN THE PLAN SET SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 2-03.3(14)B OF THE WSDOT STANDARD SPECIFICATIONS. EMBANKMENT COMPACTIONS SHALL CONFORM TO SECTION 2-03.3(14)C, METHOD B OF SAID STANDARD SPECIFICATIONS.
3. EMBANKMENTS DESIGNED TO IMPOUND WATER SHALL BE COMPACTED TO 9% MAXIMUM DENSITY PER SECTION 2-03.3(14)C, METHOD C OF WSDOT STANDARD SPECIFICATIONS.
4. ALL AREAS RECEIVING FILL MATERIAL SHALL BE PREPARED BY REMOVING VEGETATION, NON-COMPLYING FILL, TOPSOIL AND OTHER UNSUITABLE MATERIAL BY SCARIFYING THE SURFACE TO PROVIDE A BOND WITH THE NEW FILL, AND WHERE SLOPES ARE STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL AND THE HEIGHT IS GREATER THAN 5 FT., BY BENCHING INTO SOUND COMPETENT MATERIAL AS DETERMINED BY A SOILS ENGINEER.

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM DRAINAGE POND & GRADING PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER
29653

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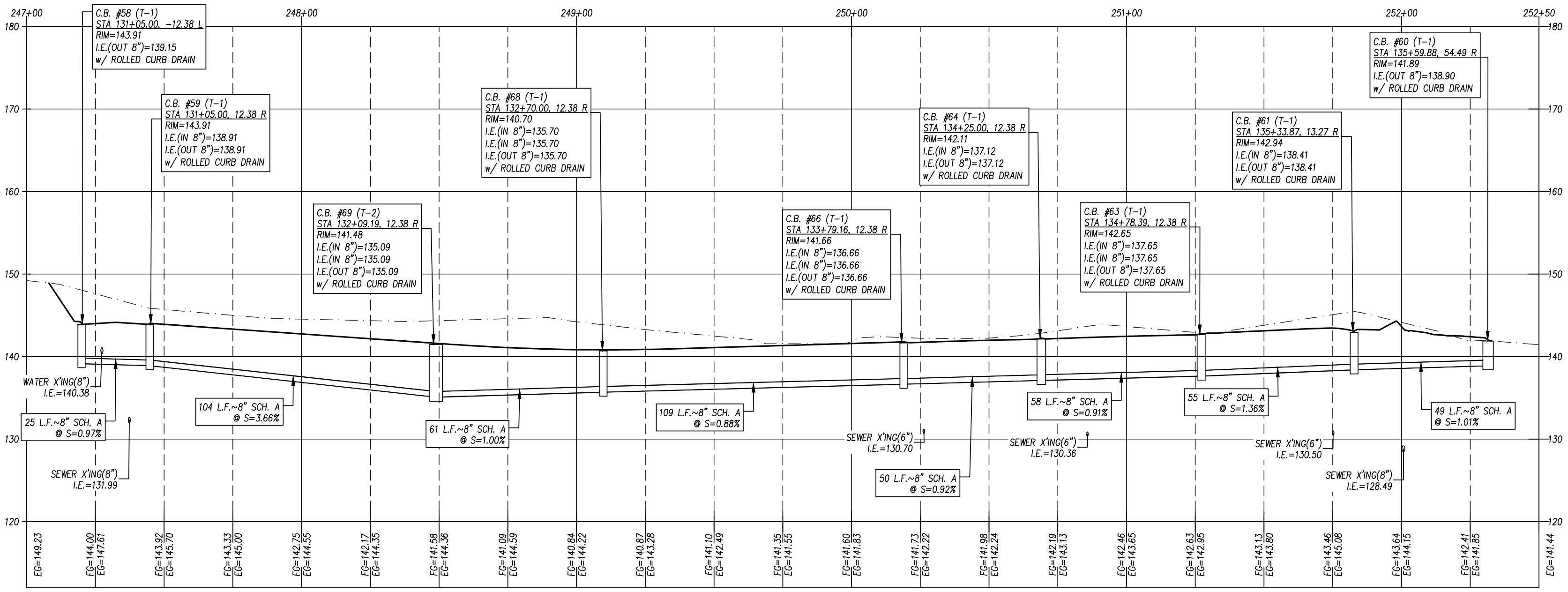
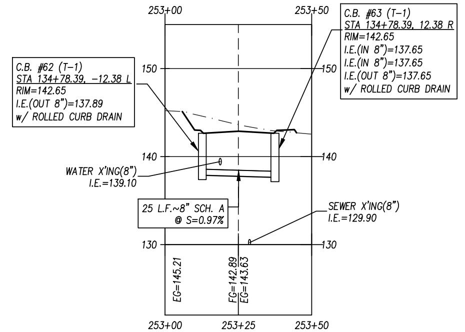
Silverdale, Washington 98383
(360) 692-5525
ENGINEERING • SURVEYING
PLANNING

C - 7.10

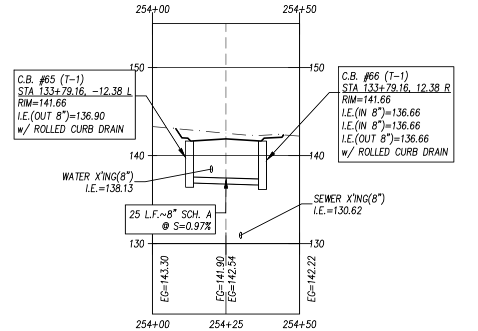
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	40 OF 74


C.B. #58 (T-1)
STA 131+05.00, -12.38 L
RIM=143.91
I.E.(OUT 8")=139.15
w/ ROLLED CURB DRAIN
C.B. #59 (T-1)
STA 131+05.00, 12.38 R
RIM=143.91
I.E.(IN 8")=138.91
I.E.(OUT 8")=138.91
w/ ROLLED CURB DRAIN
C.B. #69 (T-2)
STA 132+09.19, 12.38 R
RIM=141.48
I.E.(IN 8")=135.09
I.E.(IN 8")=135.09
I.E.(OUT 8")=135.09
w/ ROLLED CURB DRAIN
C.B. #68 (T-1)
STA 132+70.00, 12.38 R
RIM=140.70
I.E.(IN 8")=135.70
I.E.(IN 8")=135.70
I.E.(OUT 8")=135.70
w/ ROLLED CURB DRAIN
C.B. #66 (T-1)
STA 133+79.16, 12.38 R
RIM=141.66
I.E.(IN 8")=136.66
I.E.(IN 8")=136.66
I.E.(OUT 8")=136.66
w/ ROLLED CURB DRAIN
C.B. #64 (T-1)
STA 134+25.00, 12.38 R
RIM=142.11
I.E.(IN 8")=137.12
I.E.(OUT 8")=137.12
w/ ROLLED CURB DRAIN
C.B. #63 (T-1)
STA 134+78.39, 12.38 R
RIM=142.65
I.E.(IN 8")=137.65
I.E.(IN 8")=137.65
I.E.(OUT 8")=137.65
w/ ROLLED CURB DRAIN
C.B. #61 (T-1)
STA 135+33.87, 13.27 R
RIM=142.94
I.E.(IN 8")=138.41
I.E.(OUT 8")=138.41
w/ ROLLED CURB DRAIN
C.B. #60 (T-1)
STA 135+59.88, 54.49 R
RIM=141.89
I.E.(OUT 8")=138.90
w/ ROLLED CURB DRAIN
WATER X'ING(8")
I.E.=140.38
25 L.F.~8" SCH. A
@ S=0.97%
SEWER X'ING(8")
I.E.=131.99
104 L.F.~8" SCH. A
@ S=3.66%
61 L.F.~8" SCH. A
@ S=1.00%
109 L.F.~8" SCH. A
@ S=0.88%
SEWER X'ING(6")
I.E.=130.70
50 L.F.~8" SCH. A
@ S=0.92%
58 L.F.~8" SCH. A
@ S=0.91%
SEWER X'ING(6")
I.E.=130.36
55 L.F.~8" SCH. A
@ S=1.36%
SEWER X'ING(6")
I.E.=130.50
SEWER X'ING(8")
I.E.=128.49
49 L.F.~8" SCH. A
@ S=1.01%
180
170
160
150
140
130
120
247+00
247+25
247+50
247+75
248+00
248+25
248+50
248+75
249+00
249+25
249+50
249+75
250+00
250+25
250+50
250+75
251+00
251+25
251+50
251+75
252+00
252+25
252+50

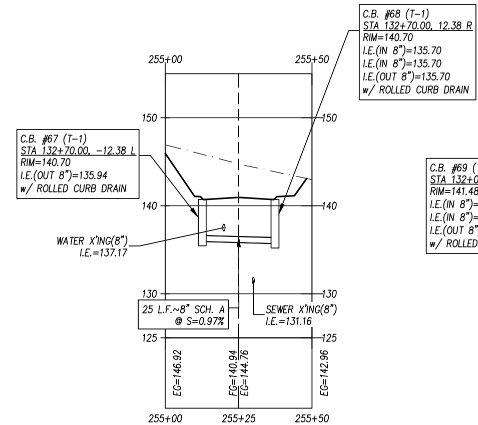
STORM ALIGN 14 STA 247+00 – 252+50
1"=30' Horiz
1"=10' Vert


C.B. #62 (T-1)
STA 134+78.39, -12.38 L
RIM=142.65
I.E.(OUT 8")=137.89
w/ ROLLED CURB DRAIN
C.B. #63 (T-1)
STA 134+78.39, 12.38 R
RIM=142.65
I.E.(IN 8")=137.65
I.E.(IN 8")=137.65
I.E.(OUT 8")=137.65
w/ ROLLED CURB DRAIN
WATER X'ING(8")
I.E.=139.10
25 L.F.~8" SCH. A
@ S=0.97%
SEWER X'ING(8")
I.E.=129.90
253+00
253+25
253+50

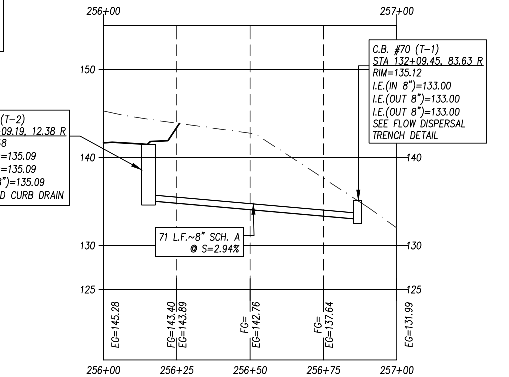
STORM ALIGN 15 STA 253+00 – 253+50
1"=30' Horiz
1"=10' Vert


C.B. #65 (T-1)
STA 133+79.16, -12.38 L
RIM=141.66
I.E.(OUT 8")=136.90
w/ ROLLED CURB DRAIN
C.B. #66 (T-1)
STA 133+79.16, 12.38 R
RIM=141.66
I.E.(IN 8")=136.66
I.E.(IN 8")=136.66
I.E.(OUT 8")=136.66
w/ ROLLED CURB DRAIN
WATER X'ING(8")
I.E.=138.13
25 L.F.~8" SCH. A
@ S=0.97%
SEWER X'ING(8")
I.E.=130.62
254+00
254+25
254+50

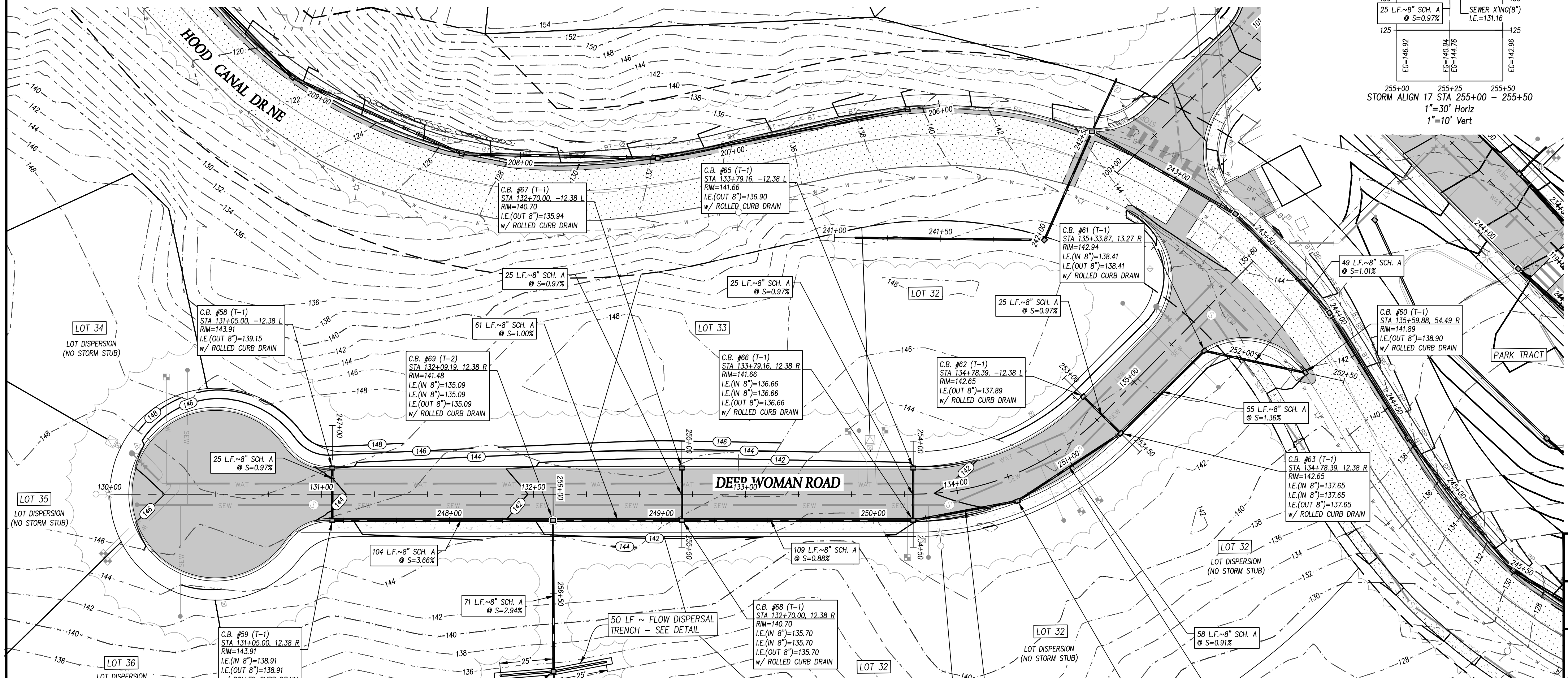
STORM ALIGN 16 STA 254+00 – 254+50
1"=30' Horiz
1"=10' Vert


C.B. #67 (T-1)
STA 132+70.00, -12.38 L
RIM=140.70
I.E.(OUT 8")=135.94
w/ ROLLED CURB DRAIN
C.B. #68 (T-1)
STA 132+70.00, 12.38 R
RIM=140.70
I.E.(IN 8")=135.70
I.E.(IN 8")=135.70
I.E.(OUT 8")=135.70
w/ ROLLED CURB DRAIN
WATER X'ING(8")
I.E.=137.17
25 L.F.~8" SCH. A
@ S=0.97%
SEWER X'ING(8")
I.E.=131.16
255+00
255+25
255+50

STORM ALIGN 17 STA 255+00 – 255+50
1"=30' Horiz
1"=10' Vert


C.B. #69 (T-2)
STA 132+09.19, 12.38 R
RIM=141.48
I.E.(IN 8")=135.09
I.E.(IN 8")=135.09
I.E.(OUT 8")=135.09
w/ ROLLED CURB DRAIN
C.B. #70 (T-1)
STA 132+09.45, 83.63 R
RIM=135.12
I.E.(IN 8")=133.00
I.E.(OUT 8")=133.00
I.E.(OUT 8")=133.00
SEE FLOW DISPERSAL
TRENCH DETAIL
71 L.F.~8" SCH. A
@ S=2.94%
256+00
256+25
256+50
256+75
257+00

STORM ALIGN 18 STA 256+00 – 257+00
1"=30' Horiz
1"=10' Vert


HOOD CANAL DR NE
DEER WOMAN ROAD
LOT 32
LOT 33
LOT 34
LOT DISPERSION
(NO STORM STUB)
LOT 35
LOT DISPERSION
(NO STORM STUB)
LOT 36
LOT DISPERSION
(NO STORM STUB)
PARK TRACT
50 LF ~ FLOW DISPERSAL
TRENCH - SEE DETAIL
NORTH
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

PLAT OF RACCOON TOWN

STORM DRAINAGE PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
STATE OF WASHINGTON
29653
REGISTERED PROFESSIONAL ENGINEER

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ENGINEERING • SURVEYING
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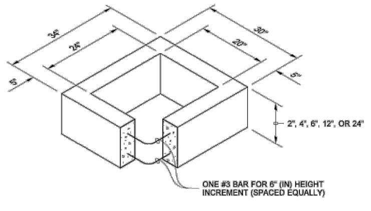
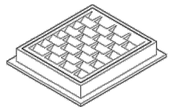
C - 7.11

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 30'	6847	41 OF 74


34"
24"
30"
20"
5"
5"
2", 4", 6", 12", OR 24"
ONE #3 BAR FOR 6" (IN) HEIGHT INCREMENT (SPACED EQUALLY)

RECTANGULAR ADJUSTMENT SECTION



FRAME AND VANED GRATE

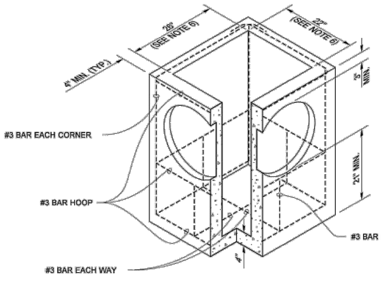
PIPE ALLOWANCES

PIPE MATERIAL	MAXIMUM INSIDE DIAMETER (INCHES)
REINFORCED OR 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"

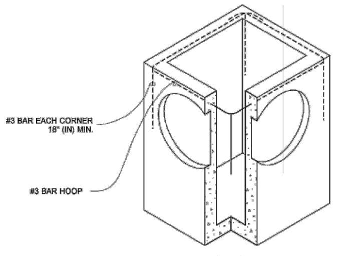
* CORRUGATED POLYETHYLENE STORM SEWER PIPE

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.


26" (SEE NOTE 6)
22" (SEE NOTE 6)
4" MIN. (TYP.)
3" MIN.
21" MIN.
4"
#3 BAR EACH CORNER
#3 BAR HOOP
#3 BAR (TYP.)
#3 BAR EACH WAY

PRECAST BASE SECTION


#3 BAR EACH CORNER 18" (IN) MIN.
#3 BAR HOOP

(SEE NOTE 1)

ALTERNATIVE PRECAST BASE SECTION

JULIE HEILMAN 41819

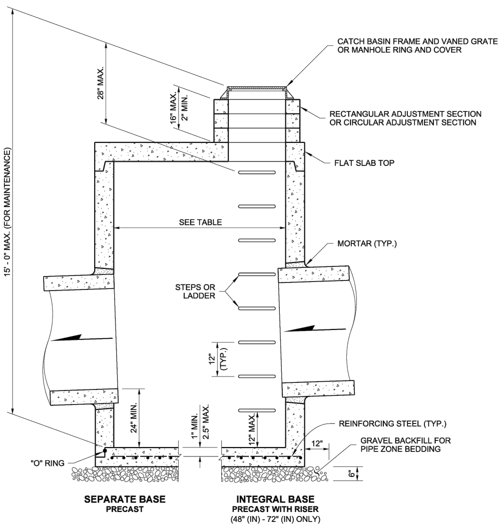
Julie Heilman
Julie Heilman
2020.09.01 07:52:50 -07'00'

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


15' - 0" MAX. (FOR MAINTENANCE)
28" MAX.
16" MAX.
2" MIN.
CATCH BASIN FRAME AND VANED GRATE OR MANHOLE RING AND COVER
RECTANGULAR ADJUSTMENT SECTION OR CIRCULAR ADJUSTMENT SECTION
FLAT SLAB TOP
SEE TABLE
MORTAR (TYP.)
STEPS OR LADDER
12" (TYP.)
24" MIN.
1" MIN.
2.5" MAX.
12" MAX.
12"
6"
REINFORCING STEEL (TYP.)
GRAVEL BACKFILL FOR PIPE ZONE BEDDING
"O" RING

SEPARATE BASE
PRECAST

INTEGRAL BASE
PRECAST WITH RISER
(48" (IN) - 72" (IN) ONLY)

CATCH BASIN DIMENSIONS

CATCH BASIN DIAMETER	MIN. WALL THICKNESS	MIN. BASE THICKNESS	MAXIMUM KNOCKOUT SIZE	MINIMUM DISTANCE BETWEEN KNOCKOUTS
48"	4"	6"	36"	8"
54"	4.5"	8"	42"	8"
60"	5"	8"	48"	8"
72"	6"	8"	60"	12"
84"	8"	12"	72"	12"
96"	8"	12"	84"	12"
120"	10"	12"	96"	12"
144"	12"	12"	108"	12"

PIPE ALLOWANCES

CATCH BASIN DIAMETER	PIPE MATERIAL WITH MAXIMUM INSIDE DIAMETER				
	CONCRETE	ALL METAL	CPSSP ① PP ④	SOLID WALL PVC ②	PROFILE WALL PVC ③
48"	24"	30"	24"	30"	30"
54"	30"	36"	30"	36"	36"
60"	36"	42"	36"	42"	42"
72"	42"	54"	42"	48"	48"
84"	54"	60"	54"	48"	48"
96"	60"	72"	60"	48"	48"
120"	66"	84"	60"	48"	48"
144"	78"	96"	60"	48"	48"

① Corrugated Polyethylene Storm Sewer Pipe (See **Standard Specification Section 9-05.20**)
② (See **Standard Specification Section 9-05.12(1)**)
③ (See **Standard Specification Section 9-05.12(2)**)
④ Polypropylene Pipe (See **Standard Specification Section 9-05.24**)

NOTES

1. No steps are required when height is 4' or less.
2. The bottom of the precast catch basin may be sloped to facilitate cleaning.
3. The rectangular frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.
4. 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.**

JULIE HEILMAN 41819

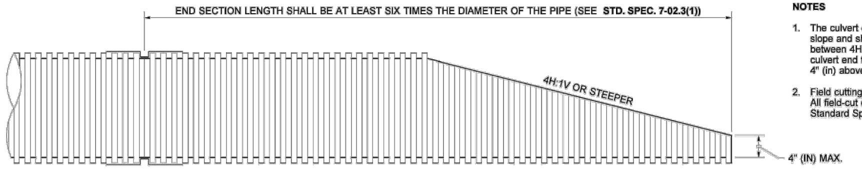
Heilman, Julie
Feb 20 2018 12:49 PM
cosign

CATCH BASIN TYPE 2

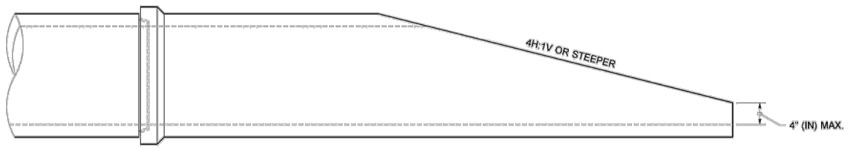
STANDARD PLAN B-10.20-02

SHEET 1 OF 1 SHEET

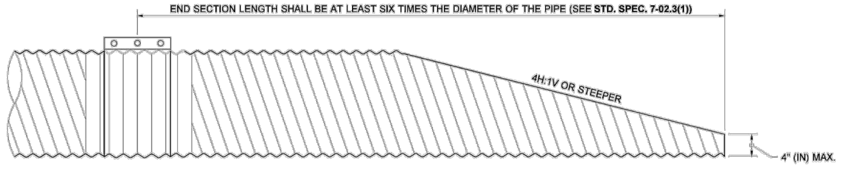
APPROVED FOR PUBLICATION
Carpenter, Jeff
Mar 2 2018 10:01 AM
cosign
STATE DESIGN ENGINEER
Washington State Department of Transportation


END SECTION LENGTH SHALL BE AT LEAST SIX TIMES THE DIAMETER OF THE PIPE (SEE STD. SPEC. 7-02.3(1))
4H:1V OR STEEPER
4" (IN) MAX.

THERMOPLASTIC PIPE


4H:1V OR STEEPER
4" (IN) MAX.

CONCRETE PIPE


END SECTION LENGTH SHALL BE AT LEAST SIX TIMES THE DIAMETER OF THE PIPE (SEE STD. SPEC. 7-02.3(1))
4H:1V OR STEEPER
4" (IN) MAX.

METAL PIPE

NOTES

1. The culvert ends shall be mitered to match the embankment or ditch slope and shall not be mitered flatter than 4H : 1V. When slopes are between 4H :1 V and 6H :1 V, shape the slope in the vicintiy of the culvert end to ensure that no part of the culvert protrudes more than 4" (in) above the ground line.
2. Field cutting of culvert ends is permitted when approved by the Engineer. All field-cut culvert pipe shall be treated with treatment as shown in the Standard Specifications or General Special Provisions.

FOR CULVERTS 30" (IN) DIAMETER OR LESS

JULIE HEILMAN 41819

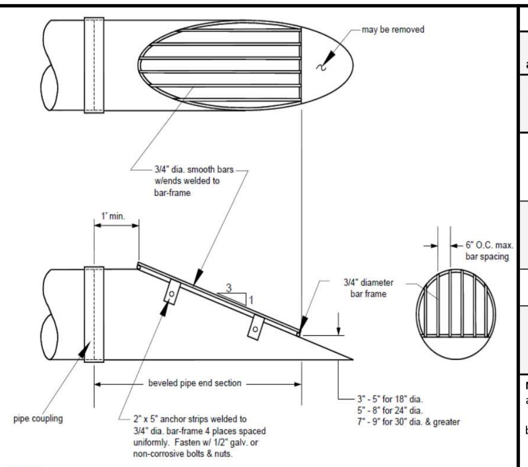
Mar 14, 2022

MITERED END SECTIONS

STANDARD PLAN B-70.20-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Mark Gaines Mar 15, 2022
Mark Gaines (Mar 15, 2022 22:26 PDT)
STATE DESIGN ENGINEER
Washington State Department of Transportation


may be removed
3/4" dia. smooth bars w/ends welded to bar-frame
1' min.
6" O.C. max. bar spacing
3
1
3/4" diameter bar frame
beveled pipe end section
pipe coupling
2" x 5" anchor strips welded to 3/4" dia. bar-frame 4 places spaced uniformly. Fasten w/ 1/2" galv. or non-corrosive bolts & nuts.
3" - 5" for 18" dia.
5" - 8" for 24" dia.
7" - 9" for 30" dia. & greater

NOTES:

1. CMP or LCPE pipe end-section shown; for concrete pipe beveled end section, see KCRS drawing No. 2-001.
2. All steel parts must be galvanized and asphalt coated (treatment 1 or better).

DEBRIS BARRIER

N.T.S.

Table II-4.4. Rock Protection at Outfalls.

Discharge Velocity at Design Flow (fps)		Required Protection Minimum Dimensions[a]				
Greater Than	Less Than or Equal to	Type	Thickness	Width	Length	Height
0	5	Rock lining[b]	1 foot	Diameter + 6 feet	8 feet or 4x diameter, whichever is greater	Crown + 1 foot
5	10	Riprap[c,d]	2 feet	Diameter + 6 feet or 3x diameter, whichever is greater	12 feet or 4x diameter, whichever is greater	Crown + 1 foot
10	20	Gabion Outfall	As required	As required	As required	Crown + 1 foot
20	N/A	Engineered energy dissipator required				

Notes:

a. These sizes assume that erosion is dominated by outfall energy. In many cases sizing will be governed by conditions in the receiving waters.

b. Rock lining shall be quarry spalls with gradation as follows:
  - Passing 8-inch square sieve: 100%
  - Passing 3-inch square sieve: 40 to 60% maximum
  - Passing 3/4-inch square sieve: 0 to 10% maximum

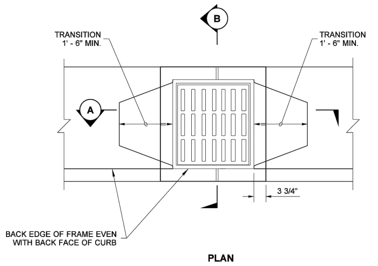
c. Riprap shall be reasonably well graded with gradation as follows:
  - Maximum stone size: 24 inches (nominal diameter)
  - Median stone size: 16 inches
  - Minimum stone size: 4 inches

d. Riprap sizing is governed by side slopes on outlet channel, assumed to be approximately 3H:1V.

Culvert Pipe Schedules

Schedule (Fill Height)	Diameter in Inches	Concrete	Steel 2⅔" × ½"	Aluminum 2⅔" × ½"	Thermoplastic PE[1], PVC[2], or PP[3]
A 2' - 15'	12, 18, 24	Plain or Cl. IV	.064" (16 Ga.)	.060" (16 Ga.)	PE, PVC, or PP
	30, 36	Class III	.064" (16 Ga.)	.075" (14 Ga.)	PE, PVC, or PP
	42, 48	Class III	.064" (16 Ga.)	.105" (12 Ga.)	PE, PVC, or PP
B 15' - 25'	12, 18, 24	Class V	.064" (16 Ga.)	.060" (16 Ga.)	PE, PVC, or PP
	30, 36	Class V	.064" (16 Ga.)	.075" (14 Ga.)	PE, PVC, or PP
	42, 48	Class V	.064" (16 Ga.)	.105" (12 Ga.)	PE, PVC, or PP
C 25' - 40'	12, 18, 24	None	.064" (16 Ga.)	.060" (16 Ga.)	None
	30, 36	None	.064" (16 Ga.)	.075" (14 Ga.)	None
	42, 48	None	.064" (16 Ga.)	.105" (12 Ga.)	None
D 40' - 60'	12, 18	None	.064" (16 Ga.)	.060" (16 Ga.)	None
	24	None	.064" (16 Ga.)	.075" (14 Ga.)	None
	30, 36	None	.064" (16 Ga.)	.105" (12 Ga.)	None
	42, 48	None	.079" (14 Ga.)	.135" (10 Ga.)	None

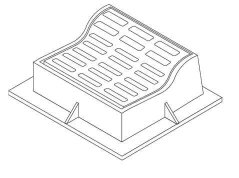
[1] Corrugated polyethylene pipe.
[2] Polyvinyl chloride pipe. Solid wall or profile wall for diameters through 27 inches Profile wall for diameters larger than 27 inches.
[3] Polypropylene pipe, 12 inch to 30 inch diameters approved for Schedule A and Schedule B, and 36 inch to 60 inch diameters approved for Schedule A only.


B
A
TRANSITION 1' - 6" MIN.
TRANSITION 1' - 6" MIN.
3 3/4"
BACK EDGE OF FRAME EVEN WITH BACK FACE OF CURB

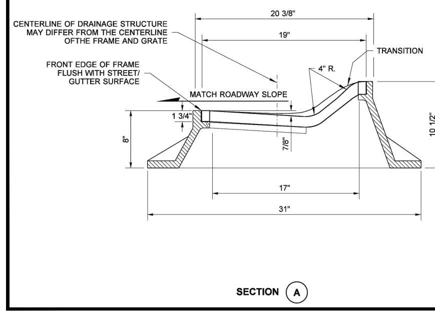
PLAN
ROLLED INLET

NOTES

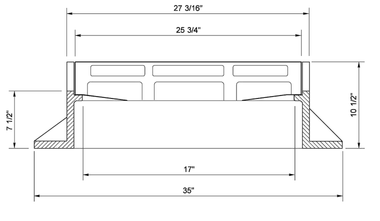
1. Bolt down capability is required on all frames, grates, and covers, unless specified otherwise in the contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" allen head cap screw 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 Adjustment Section Details ~ See **Standard Plan B-30.90**.
4. Size and dimensions of drains vary by Manufacturer, but open area shall be 1.5 square feet minimum.



ISOMETRIC VIEW


CENTERLINE OF DRAINAGE STRUCTURE MAY DIFFER FROM THE CENTERLINE OFTHE FRAME AND GRATE
FRONT EDGE OF FRAME FLUSH WITH STREET/ GUTTER SURFACE
20 3/8"
19"
TRANSITION
4" R.
MATCH ROADWAY SLOPE
1 3/4"
8"
7/8"
10 1/2"
17"
31"

SECTION A


27 3/16"
25 3/4"
7 1/2"
10 1/2"
17"
35"

SECTION B

JULIE HEILMAN 41819

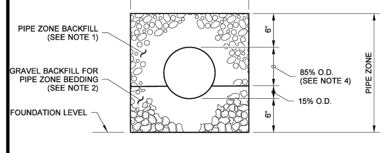
Julie Heilman
Julie Heilman
2020.09.01 07:51:27 -07'00'

ROLLED CURB DRAIN

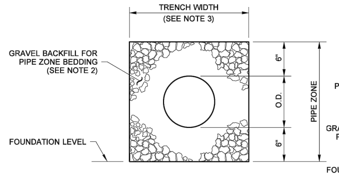
STANDARD PLAN B-30.05-00

SHEET 1 OF 1 SHEET

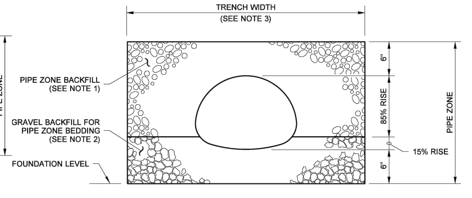
APPROVED FOR PUBLICATION
Roark, Steve Digitally signed by Roark, Steve Date: 2020.09.09 09:49:15 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation


TRENCH WIDTH (SEE NOTE 3)
PIPE ZONE BACKFILL (SEE NOTE 1)
GRAVEL BACKFILL FOR PIPE ZONE BEDDING (SEE NOTE 2)
FOUNDATION LEVEL
6"
85% O.D. (SEE NOTE 4)
15% O.D.
6"
PIPE ZONE

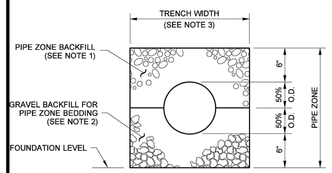
CONCRETE AND DUCTILE IRON PIPE


TRENCH WIDTH (SEE NOTE 3)
GRAVEL BACKFILL FOR PIPE ZONE BEDDING (SEE NOTE 2)
FOUNDATION LEVEL
6"
O.D.
6"
PIPE ZONE

THERMOPLASTIC PIPE


TRENCH WIDTH (SEE NOTE 3)
PIPE ZONE BACKFILL (SEE NOTE 1)
GRAVEL BACKFILL FOR PIPE ZONE BEDDING (SEE NOTE 2)
FOUNDATION LEVEL
6"
85% RISE
15% RISE
6"
PIPE ZONE

PIPE ARCHES


TRENCH WIDTH (SEE NOTE 3)
PIPE ZONE BACKFILL (SEE NOTE 1)
GRAVEL BACKFILL FOR PIPE ZONE BEDDING (SEE NOTE 2)
FOUNDATION LEVEL
6"
50% O.D.
50% O.D.
6"
PIPE ZONE

METAL AND STEEL RIB
REINFORCED POLYETHYLENE PIPE

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 bedded to spring line.

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

JULIE HEILMAN 41819

Heilman, Julie
Feb 20 2018 12:56 PM
cosign

PIPE ZONE BEDDING AND BACKFILL

STANDARD PLAN B-55.20-02

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Carpenter, Jeff
Feb 27 2018 8:01 AM
cosign
STATE DESIGN ENGINEER
Washington State Department of Transportation

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM DRAINAGE NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER 29653

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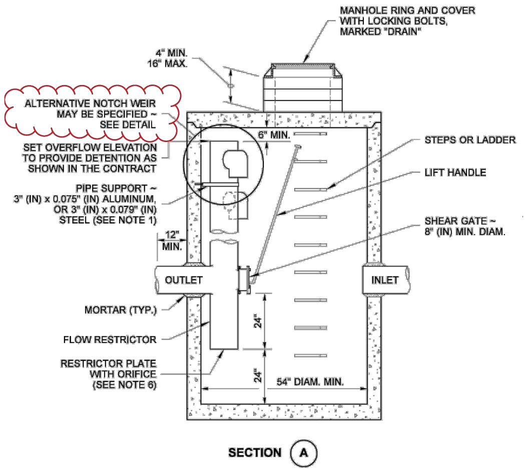
C - 7.12

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	-	6847	42 OF 74


MANHOLE RING AND COVER
WITH LOCKING BOLTS,
MARKED "DRAIN"
4" MIN.
16" MAX.
ALTERNATIVE NOTCH WEIR
MAY BE SPECIFIED ~
SEE DETAIL
SET OVERFLOW ELEVATION
TO PROVIDE DETENTION AS
SHOWN IN THE CONTRACT
6" MIN.
PIPE SUPPORT ~
3" (IN) x 0.075" (IN) ALUMINUM,
OR 3" (IN) x 0.079" (IN)
STEEL (SEE NOTE 1)
12"
MIN.
STEPS OR LADDER
LIFT HANDLE
SHEAR GATE ~
8" (IN) MIN. DIAM.
OUTLET
INLET
MORTAR (TYP.)
FLOW RESTRICTOR
RESTRICTOR PLATE
WITH ORIFICE
(SEE NOTE 6)
24"
24"
54" DIAM. MIN.

SECTION (A)

C.B. #60 (54" CONTROL MANHOLE DETAIL)

N.T.S.

NOTES

1. The pipe supports and the flow restrictor shall be constructed of the same material and be anchored at a maximum spacing of 36" (in). Attach the pipe supports to the manhole with 5/8" (in) stainless steel expansion bolts or embed the supports into the manhole wall 2" (in).
2. The vertical riser stem of the flow restrictor shall be the same diameter as the horizontal outlet pipe with a minimum diameter of 12" (in).
3. The flow restrictor shall be fabricated from one of the following materials:

   0.060" (in) Corrugated Aluminum Alloy Drain Pipe
   0.064" (in) Corrugated Galvanized Steel Drain Pipe with Treatment 1
   0.064" (in) Corrugated Aluminized Steel Drain Pipe
   0.060" (in) Aluminum alloy flat sheet, in accordance with **ASTM B 209, 5052 H32 or EPS**
   High Density Polyethylene Storm Sewer Pipe

4. The frame and ladder or steps are to be offset so that: the shear gate is visible from the top; the climb-down space is clear of the riser and gate; the frame is clear of the curb.
5. The multi-orifice elbows may be located as shown, or all placed on one side of the riser to assure ladder clearance. The size of the elbows and their placement shall be specified in the Contract.
6. Restrictor plate with orifice as specified in the Contract. The opening is to be cut round and smooth.
7. The shear gate shall be made of aluminum alloy in accordance with **ASTM B 26 and ASTM B 275**, designation **ZG32A**; or cast iron in accordance with **ASTM A 48, Class 30B**.

   The lift handle shall be made of a similar metal to the gate (to prevent galvanic corrosion), it may be of solid rod or hollow tubing, with adjustable hook as required.

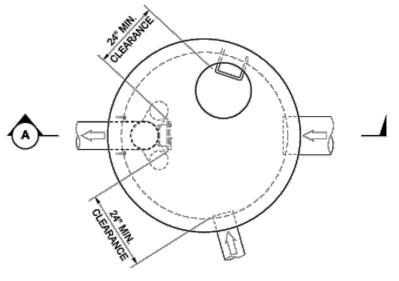
   A neoprene rubber gasket is required between the riser mounting flange and the gate flange.

   Install the gate so that the level-line mark is level when the gate is closed.

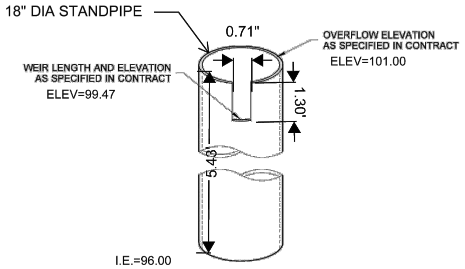
   The mating surfaces of the lid and the body shall be machined for proper fit.

   All shear gate bolts shall be stainless steel.

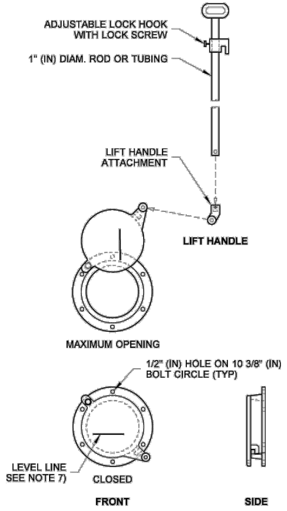
8. The shear gate maximum opening shall be controlled by limited hinge movement, a stop tab, or some other device.
9. Alternative shear gate designs are acceptable if material specifications are met.


24" MIN.
CLEARANCE
A
24" MIN.
CLEARANCE

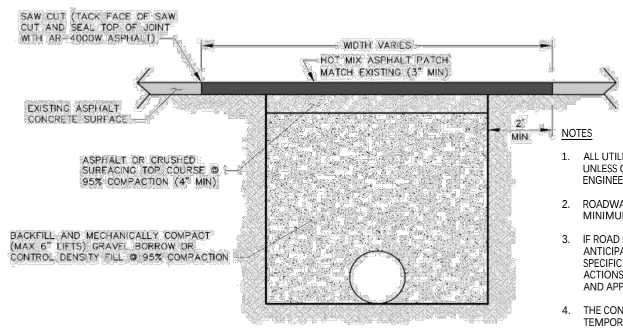
PLAN VIEW


18" DIA STANDPIPE
0.71"
OVERFLOW ELEVATION
AS SPECIFIED IN CONTRACT
ELEV=101.00
WEIR LENGTH AND ELEVATION
AS SPECIFIED IN CONTRACT
ELEV=99.47
1.30'
5.43'
I.E.=96.00

NOTCH WEIR DETAIL


ADJUSTABLE LOCK HOOK
WITH LOCK SCREW
1" (IN) DIAM. ROD OR TUBING
LIFT HANDLE
ATTACHMENT
LIFT HANDLE
MAXIMUM OPENING
1/2" (IN) HOLE ON 10 3/8" (IN)
BOLT CIRCLE (TYP)
LEVEL LINE
SEE NOTE 7)
CLOSED
FRONT
SIDE

SHEAR GATE DETAILS


SAW CUT (TACK FACE OF SAW
CUT AND SEAL TOP OF JOINT
WITH AR-4000W ASPHALT)
WIDTH VARIES
HOT MIX ASPHALT PATCH
MATCH EXISTING (3" MIN)
EXISTING ASPHALT
CONCRETE SURFACE
2'
MIN
ASPHALT OR CRUSHED
SURFACING TOP COURSE @
95% COMPACTION (4" MIN)
BACKFILL AND MECHANICALLY COMPACT
(MAX 6" LIFTS) GRAVEL BORROW OR
CONTROL DENSITY FILL @ 95% COMPACTION

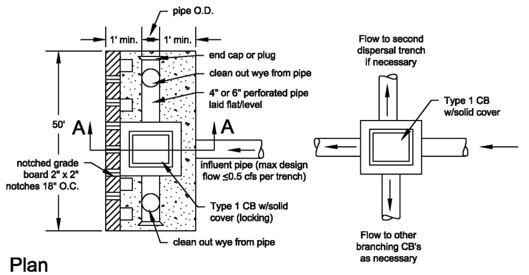
NOTES

1. ALL UTILITIES SHALL HAVE 36" MIN COVER UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. ROADWAY PUSHES & BORES SHALL HAVE 48" MINIMUM COVER.
3. IF ROAD CLOSURES OR DETOURS ARE ANTICIPATED, A TRAFFIC PLAN INCLUDING SPECIFIC DATES AND DURATIONS OF SUCH ACTIONS SHALL BE FILED WITH THE ENGINEER AND APPROVED 3 WEEKS PRIOR TO WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY AND PERMANENT PATCHING.
5. NO OPEN TRENCHES LEFT OVERNIGHT
6. CONTRACTOR IS RESPONSIBLE TO PROVIDE TRAFFIC CONTROL.

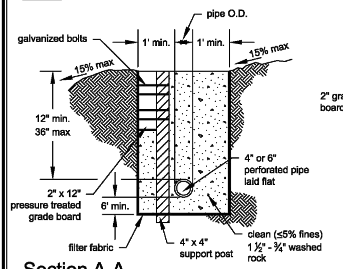
ROAD TRENCH AND RESTORATION DETAIL

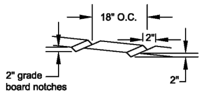
NO SCALE

Figure V-4.5: Standard Dispersion Trench with Notched Grade Board


pipe O.D.
1' min.
1' min.
end cap or plug
clean out wye from pipe
4" or 6" perforated pipe
laid flat/level
50'
A
A
notched grade
board 2" x 2"
notches 18" O.C.
influent pipe (max design
flow ≤0.5 cfs per trench)
Type 1 CB w/solid
cover (locking)
clean out wye from pipe
Flow to second
dispersal trench
if necessary
Type 1 CB
w/solid cover
Flow to other
branching CB's
as necessary

Plan


pipe O.D.
galvanized bolts
1' min.
1' min.
15% max
15% max
12" min.
36" max
4" or 6"
perforated pipe
laid flat
2" x 12"
pressure treated
grade board
6' min.
filter fabric
4" x 4"
support post
clean (≤5% fines)
1 ½" - ¾" washed
rock


18" O.C.
2"
2" grade
board notches
2"

Section A-A

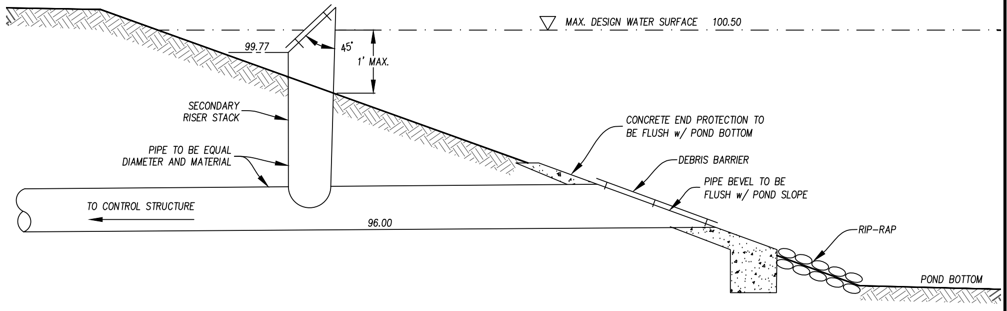
Notes:
1. This trench shall be constructed so as to prevent point discharge and/or erosion.
2. Trenches may be placed no closer than 50 feet to one another. (100 feet along flowline)
3. Trench and grade board must be level. Align to follow contours of site.
4. Support post spacing as required by soil conditions to ensure grade board remains level.

NOT TO SCALE

DEPARTMENT OF
ECOLOGY
State of Washington

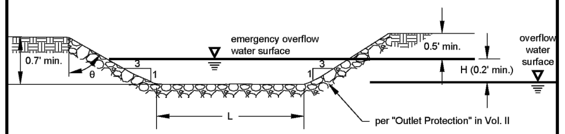
Standard Dispersion Trench with Notched Grade Board

Revised May 2019


MAX. DESIGN WATER SURFACE 100.50
99.77
45°
1' MAX.
SECONDARY
RISER STACK
PIPE TO BE EQUAL
DIAMETER AND MATERIAL
TO CONTROL STRUCTURE
96.00
CONCRETE END PROTECTION TO
BE FLUSH w/ POND BOTTOM
DEBRIS BARRIER
PIPE BEVEL TO BE
FLUSH w/ POND SLOPE
RIP-RAP
POND BOTTOM

SECONDARY INFLOW STRUCTURE DETAIL

N.T.S.


emergency overflow
water surface
0.7' min.
θ
3
1
3
1
0.5' min.
H (0.2' min.)
overflow
water
surface
L
per "Outlet Protection" in Vol. II

NOT TO SCALE

DEPARTMENT OF
ECOLOGY
State of Washington

Weir Section for Emergency Overflow Spillway

Revised June 2016

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NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM DRAINAGE NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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C - 7.13

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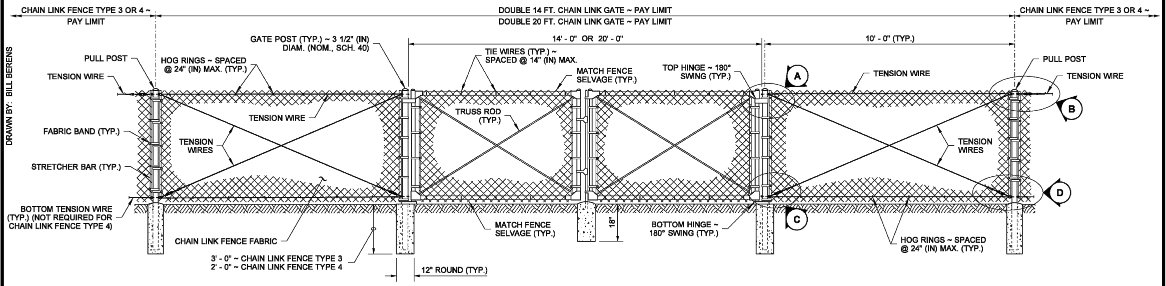
QJD	QJD/KPF	QJD	KPF	11-15-24	-	6847	43 OF 74

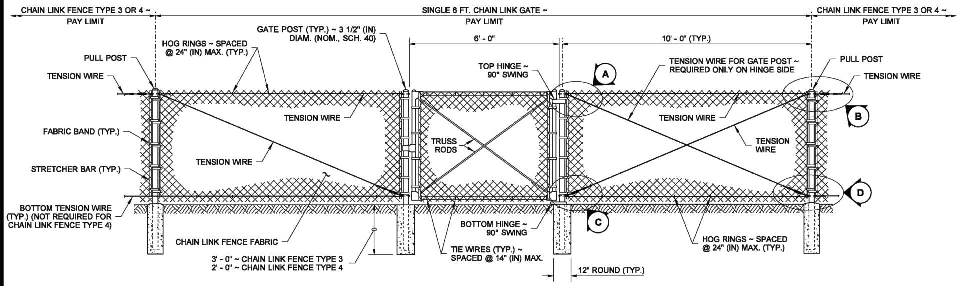
DRAWN BY: BILL BERENS

NOTES

1. Materials shall meet the requirements of **Standard Specification 9-16**.


CHAIN LINK FENCE TYPE 3 OR 4 ~ PAY LIMIT
DOUBLE 14 FT. CHAIN LINK GATE ~ PAY LIMIT
DOUBLE 20 FT. CHAIN LINK GATE ~ PAY LIMIT
CHAIN LINK FENCE TYPE 3 OR 4 ~ PAY LIMIT
GATE POST (TYP.) ~ 3 1/2" (IN) DIAM. (NOM., SCH. 40)
14' - 0" OR 20' - 0"
10' - 0" (TYP.)
PULL POST
TENSION WIRE
HOG RINGS ~ SPACED @ 24" (IN) MAX. (TYP.)
TIE WIRES (TYP.) ~ SPACED @ 14" (IN) MAX.
MATCH FENCE SELVAGE (TYP.)
TOP HINGE ~ 180° SWING (TYP.)
A
TENSION WIRE
PULL POST
TENSION WIRE
B
TENSION WIRE
TRUSS ROD (TYP.)
FABRIC BAND (TYP.)
TENSION WIRES
STRETCHER BAR (TYP.)
TENSION WIRES
D
BOTTOM TENSION WIRE (TYP.) (NOT REQUIRED FOR CHAIN LINK FENCE TYPE 4)
CHAIN LINK FENCE FABRIC
MATCH FENCE SELVAGE (TYP.)
18"
BOTTOM HINGE ~ 180° SWING (TYP.)
C
HOG RINGS ~ SPACED @ 24" (IN) MAX. (TYP.)
3' - 0" ~ CHAIN LINK FENCE TYPE 3
2' - 0" ~ CHAIN LINK FENCE TYPE 4
12" ROUND (TYP.)

DOUBLE GATE


CHAIN LINK FENCE TYPE 3 OR 4 ~ PAY LIMIT
SINGLE 6 FT. CHAIN LINK GATE ~ PAY LIMIT
CHAIN LINK FENCE TYPE 3 OR 4 ~ PAY LIMIT
GATE POST (TYP.) ~ 3 1/2" (IN) DIAM. (NOM., SCH. 40)
HOG RINGS ~ SPACED @ 24" (IN) MAX. (TYP.)
6' - 0"
10' - 0" (TYP.)
PULL POST
TENSION WIRE
TOP HINGE ~ 90° SWING
A
TENSION WIRE FOR GATE POST ~ REQUIRED ONLY ON HINGE SIDE
PULL POST
TENSION WIRE
B
TENSION WIRE
TENSION WIRE
FABRIC BAND (TYP.)
TRUSS RODS
TENSION WIRE
TENSION WIRE
STRETCHER BAR (TYP.)
D
BOTTOM TENSION WIRE (TYP.) (NOT REQUIRED FOR CHAIN LINK FENCE TYPE 4)
BOTTOM HINGE ~ 90° SWING
C
CHAIN LINK FENCE FABRIC
TIE WIRES (TYP.) ~ SPACED @ 14" (IN) MAX.
HOG RINGS ~ SPACED @ 24" (IN) MAX. (TYP.)
3' - 0" ~ CHAIN LINK FENCE TYPE 3
2' - 0" ~ CHAIN LINK FENCE TYPE 4
12" ROUND (TYP.)

SINGLE GATE

Barry, Ed
May 6 2014 3:57 PM

CHAIN LINK GATE

STANDARD PLAN L-30.10-02

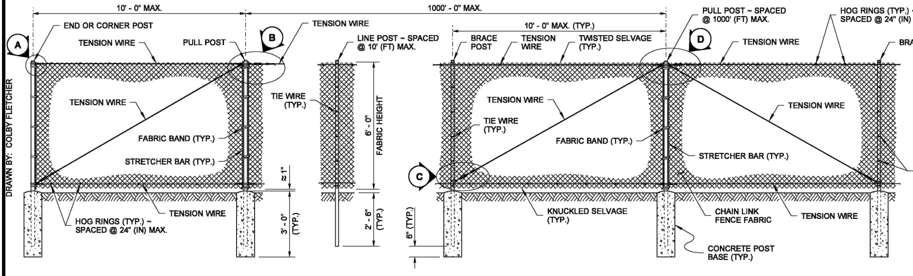
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Bakotich, Pasco
Jun 11 2014 1:40 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

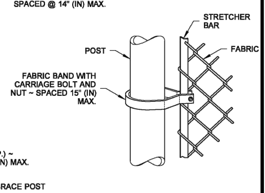
DRAWN BY: COLBY FLETCHER

NOTES

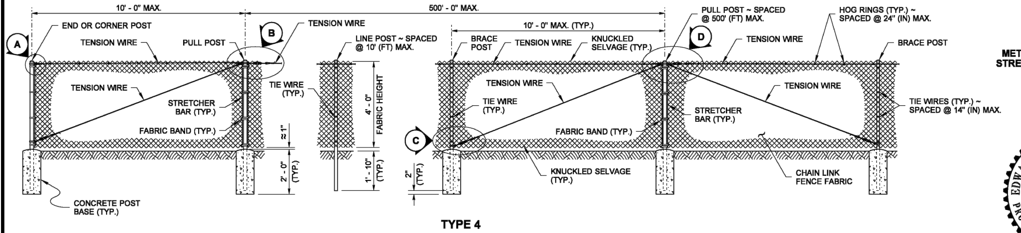
1. All concrete post bases shall be 10" (in) minimum diameter.
2. Along the top and bottom, using Hog Rings, fasten the Chain Link Fence Fabric to the Tension Wire within the limits of the first full fabric weave.
3. Details are illustrative and shall not limit hardware design or post selection of any particular fence type.
4. Fencing shall be used for security and boundary delineation only.


10' - 0" MAX.
1000' - 0" MAX.
A
END OR CORNER POST
TENSION WIRE
PULL POST
B
TENSION WIRE
LINE POST ~ SPACED @ 10' (FT) MAX.
10' - 0" MAX. (TYP.)
BRACE POST
TENSION WIRE
TWISTED SELVAGE (TYP.)
PULL POST ~ SPACED @ 1000' (FT) MAX.
D
TENSION WIRE
HOG RINGS (TYP.) ~ SPACED @ 24" (IN) MAX.
BRACE POST
TENSION WIRE
TIE WIRE (TYP.)
6' - 0"
FABRIC HEIGHT
TENSION WIRE
TIE WIRE (TYP.)
TENSION WIRE
FABRIC BAND (TYP.)
STRETCHER BAR (TYP.)
FABRIC BAND (TYP.)
STRETCHER BAR (TYP.)
≈1"
C
TIE WIRES (TYP.) ~ SPACED @ 14" (IN) MAX.
TENSION WIRE
HOG RINGS (TYP.) ~ SPACED @ 24" (IN) MAX.
3' - 0" (TYP.)
2' - 6" (TYP.)
6" (TYP.)
KNUCKLED SELVAGE (TYP.)
CHAIN LINK FENCE FABRIC
TENSION WIRE
CONCRETE POST BASE (TYP.)

TYPE 3


STRETCHER BAR
POST
FABRIC
FABRIC BAND WITH CARRIAGE BOLT AND NUT ~ SPACED 15" (IN) MAX.

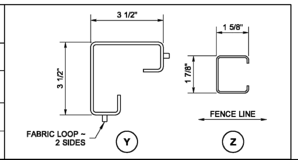
METHOD OF FASTENING STRETCHER BAR TO POST


10' - 0" MAX.
500' - 0" MAX.
A
END OR CORNER POST
TENSION WIRE
PULL POST
B
TENSION WIRE
LINE POST ~ SPACED @ 10' (FT) MAX.
10' - 0" MAX. (TYP.)
BRACE POST
TENSION WIRE
KNUCKLED SELVAGE (TYP.)
PULL POST ~ SPACED @ 500' (FT) MAX.
D
TENSION WIRE
HOG RINGS (TYP.) ~ SPACED @ 24" (IN) MAX.
BRACE POST
TENSION WIRE
STRETCHER BAR (TYP.)
FABRIC BAND (TYP.)
TIE WIRE (TYP.)
4' - 0"
FABRIC HEIGHT
≈1"
TENSION WIRE
TIE WIRE (TYP.)
C
FABRIC BAND (TYP.)
STRETCHER BAR (TYP.)
TENSION WIRE
TIE WIRES (TYP.) ~ SPACED @ 14" (IN) MAX.
2' - 0" (TYP.)
1' - 10" (TYP.)
2" (TYP.)
KNUCKLED SELVAGE (TYP.)
CHAIN LINK FENCE FABRIC
CONCRETE POST BASE (TYP.)

TYPE 4

POST AND RAIL SPECIFICATIONS

POST	PIPE	ROLL FORMED	
	NOM. SIZE (SCH. 40) I.D.	SECTION	WEIGHT (lb/ft)
END, CORNER, OR PULL POST	2 1/2" DIAM.	Ⓨ	5.10
LINE OR BRACE POST	2" DIAM.	Ⓩ	1.85


3 1/2"
3 1/2"
1 5/8"
1 7/8"
FENCE LINE
FABRIC LOOP ~ 2 SIDES
Y
Z

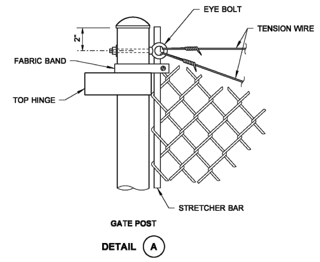
Barry, Ed
Jul 14 2015 11:14 AM

CHAIN LINK FENCE TYPES 3 AND 4

STANDARD PLAN L-20.10-03

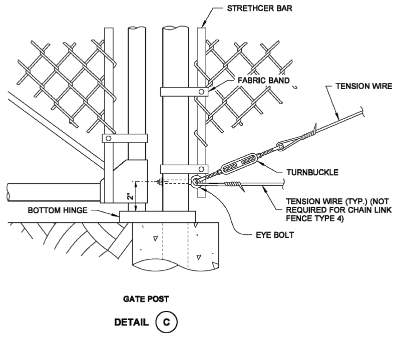
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jul 14 2015 11:24 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation


EYE BOLT
TENSION WIRE
2"
FABRIC BAND
TOP HINGE
STRETCHER BAR

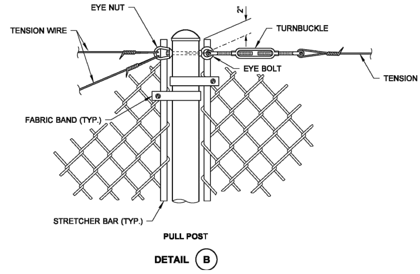
GATE POST

DETAIL Ⓐ


STRETHCER BAR
FABRIC BAND
TENSION WIRE
TURNBUCKLE
2"
BOTTOM HINGE
TENSION WIRE (TYP.) (NOT REQUIRED FOR CHAIN LINK FENCE TYPE 4)
EYE BOLT

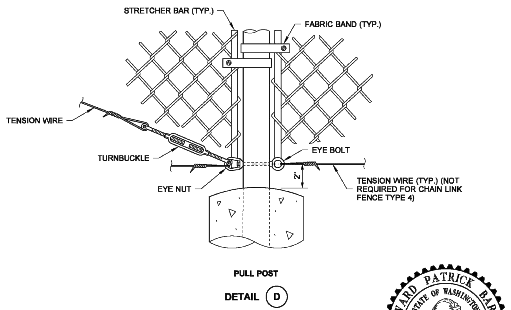
GATE POST

DETAIL Ⓒ


EYE NUT
2"
TENSION WIRE
TURNBUCKLE
EYE BOLT
TENSION WIRE
FABRIC BAND (TYP.)
STRETCHER BAR (TYP.)

PULL POST

DETAIL Ⓑ


STRETCHER BAR (TYP.)
FABRIC BAND (TYP.)
TENSION WIRE
TURNBUCKLE
EYE BOLT
EYE NUT
2"
TENSION WIRE (TYP.) (NOT REQUIRED FOR CHAIN LINK FENCE TYPE 4)

PULL POST

DETAIL Ⓓ

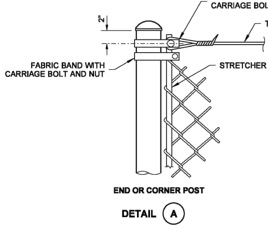
Barry, Ed
May 6 2014 3:58 PM

CHAIN LINK GATE

STANDARD PLAN L-30.10-02

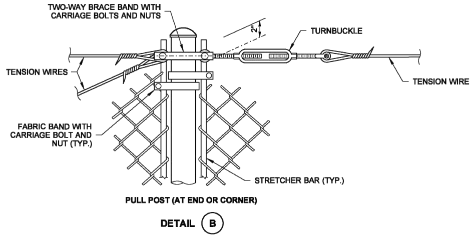
SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
Bakotich, Pasco
Jun 11 2014 1:41 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation


2"
BRACE BAND WITH CARRIAGE BOLT AND NUT
TENSION WIRE
FABRIC BAND WITH CARRIAGE BOLT AND NUT
STRETCHER BAR

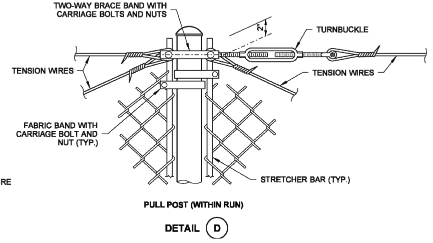
END OR CORNER POST

DETAIL Ⓐ


TWO-WAY BRACE BAND WITH CARRIAGE BOLTS AND NUTS
2"
TURNBUCKLE
TENSION WIRES
TENSION WIRE
FABRIC BAND WITH CARRIAGE BOLT AND NUT (TYP.)
STRETCHER BAR (TYP.)

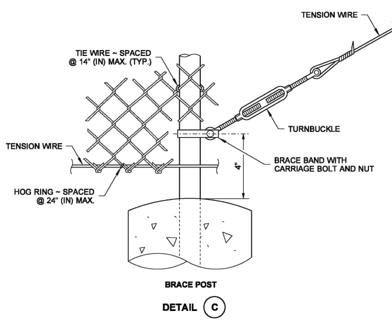
PULL POST (AT END OR CORNER)

DETAIL Ⓑ


TWO-WAY BRACE BAND WITH CARRIAGE BOLTS AND NUTS
2"
TURNBUCKLE
TENSION WIRES
TENSION WIRES
FABRIC BAND WITH CARRIAGE BOLT AND NUT (TYP.)
STRETCHER BAR (TYP.)

PULL POST (WITHIN RUN)

DETAIL Ⓓ


TENSION WIRE
TIE WIRE ~ SPACED @ 14" (IN) MAX. (TYP.)
TURNBUCKLE
TENSION WIRE
BRACE BAND WITH CARRIAGE BOLT AND NUT
4"
HOG RING ~ SPACED @ 24" (IN) MAX.

BRACE POST

DETAIL Ⓒ

Barry, Ed
Jul 14 2015 11:14 AM

CHAIN LINK FENCE TYPES 3 AND 4

STANDARD PLAN L-20.10-03

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jul 14 2015 11:25 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

STORM DRAINAGE NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

29653

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Silverdale, Washington 98383
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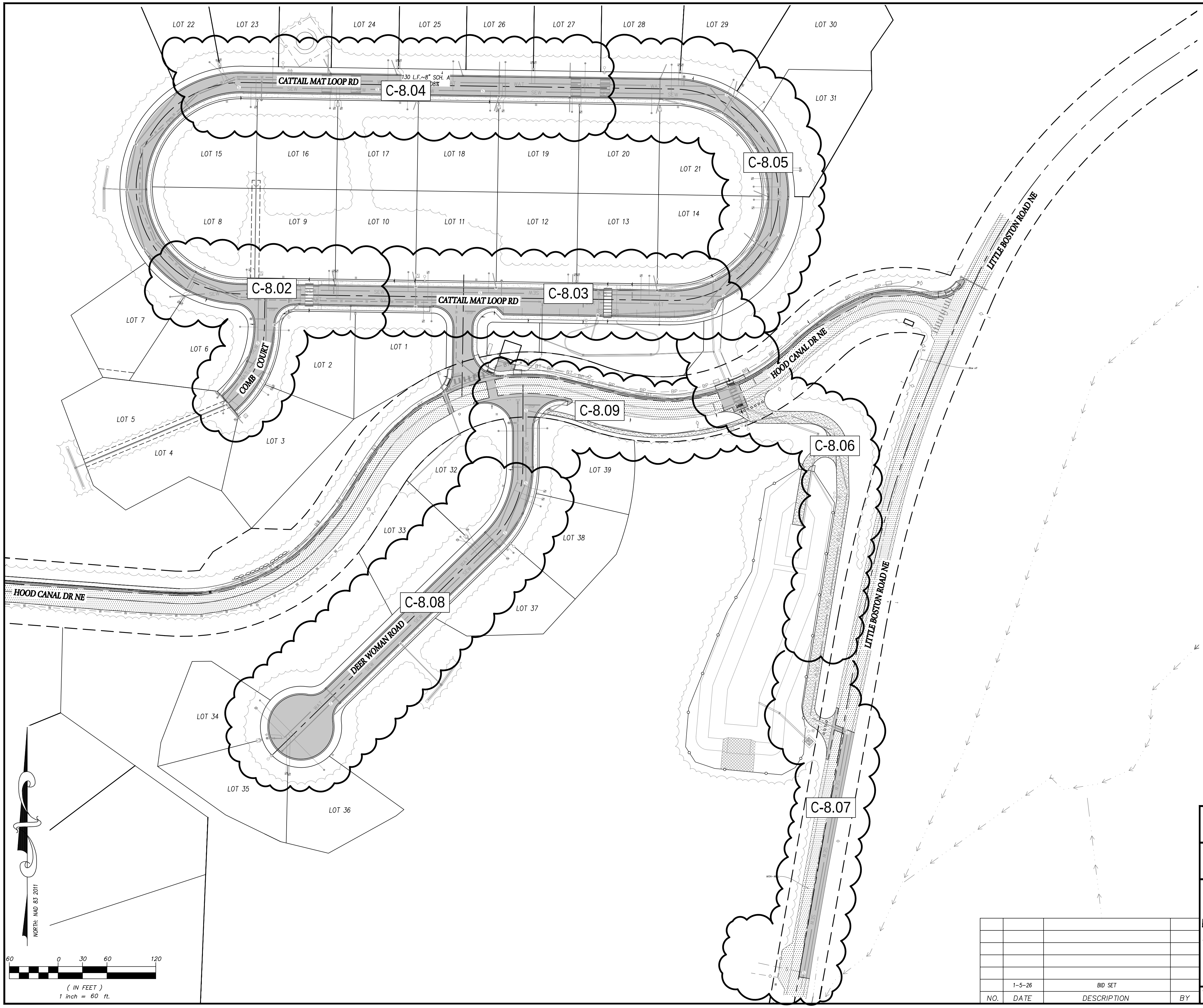
C - 7.14

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	-	6847	44 OF 74


LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
CATTAIL MAT LOOP RD
130 L.F.~8" SCH.
C-8.04
C-8.05
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
C-8.02
C-8.03
CATTAIL MAT LOOP RD
LOT 7
LOT 6
LOT 1
LOT 2
COMB COURT
LOT 5
LOT 4
LOT 3
HOOD CANAL DR NE
C-8.09
LITTLE BOSTON ROAD NE
C-8.06
LOT 32
LOT 39
LOT 33
LOT 38
HOOD CANAL DR NE
C-8.08
LOT 37
DEER WOMAN ROAD
LITTLE BOSTON ROAD NE
LOT 34
LOT 35
LOT 36
C-8.07
NORTH: NAD 83 2011
60 0 30 60 120
(IN FEET)
1 inch = 60 ft.

GENERAL CONSTRUCTION NOTES

1. CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF THE "THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION" PREPARED BY THE WASHINGTON STATE CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION.
2. THE CONTRACTOR SHALL ARRANGE FOR A PRE-CONSTRUCTION CONFERENCE PRIOR TO COMMENCING CONSTRUCTION. THE TRIBAL ENGINEER AND THE PROJECT ENGINEER SHALL BE IN ATTENDANCE.
3. ALL SEWER INSTALLATION INSPECTIONS AND TEST OBSERVATIONS SHALL BE MADE BY THE TRIBAL ENGINEER AND/OR THE PROJECT ENGINEER. PRIOR TO FINAL ACCEPTANCE OF ALL INSTALLATIONS THE ENGINEER SHALL CONDUCT AN INSPECTION OF ALL MAIN LINES BY THE USE OF TELEVISION EQUIPMENT. FINAL ACCEPTANCE OF SEWER INSTALLATIONS WILL NOT BE MADE UNTIL TESTS AND INSPECTIONS ARE COMPLETE AND PROVE SATISFACTORY.
4. REQUIREMENTS FOR SEWER PIPE INSTALLATION TO MEET WSDOT STANDARD SPECIFICATION 7-17.
5. REFER TO WSDOT STANDARD B-55.10-00 FOR PIPE BEDDING.
6. REFER TO WSDOT STANDARD B-55.20-03 FOR PIPE BACKFILL AND COMPACTION REQUIREMENTS.
7. THE PHYSICAL CONNECTION TO AN EXISTING MANHOLE OR SEWER SHALL NOT BE MADE UNTIL AUTHORIZED BY THE ENGINEER. SUCH AUTHORIZATION WILL NOT BE GIVEN UNTIL ALL UPSTREAM LINES HAVE BEEN COMPLETELY CLEANED AND ALL DEBRIS REMOVED.
8. GRAVITY MAINS SHALL BE TESTED BY THE LOW PRESSURE AIR METHOD. PRESSURE MAINS SHALL BE TESTED BY THE HYDROSTATIC TEST METHOD. ALL TESTS SHALL BE MADE IN THE PRESENCE OF THE ENGINEER.
9. DROP MANHOLES SHALL, IN ALL RESPECTS, BE CONSTRUCTED AS A STANDARD MANHOLE WITH THE EXCEPTION OF THE OUTSIDE DROP CONNECTION AS SHOWN ON THE STANDARD PLAN "DROP MANHOLE CONNECTION".
10. MANHOLES SHALL BE PRECAST REINFORCED CONCRETE UNITS WITH ECCENTRIC CONES CONFORMING TO THE STANDARD PLAN "TYPE 1 MANHOLE". JOINTS BETWEEN PRECAST WALL SECTIONS SHALL BE CONFINED O-RING TYPE.
11. MANHOLE FAME AND COVERS SHALL BE CAST IRON, THREE BOLT LOCKING TYPE, OLYMPIC FOUNDRY TYPE MH30D/T, OR EQUAL. BOLTS SHALL BE $\frac{5}{8}$" STAINLESS STEEL SOCKET HEAD, COUNTERSUNK. THE COVER SHALL HAVE THE WORD "SEWER" IN 2" RAISED LETTERS CAST IN IT.
12. CLEAN-OUT FRAME AND COVERS SHALL BE CAST IRON TWO BOLT LOCKING TYPE, OLYMPIC FOUNDRY TYPE M1025, OR EQUAL. BOLTS SHALL BE $\frac{5}{8}$" STAINLESS STEEL SOCKET HEAD, COUNTERSUNK.
13. ALL SIDE SEWERS SHALL BE 6" DIAMETER MINIMUM AND LAID ON A MINIMUM SLOPE OF 2 PERCENT. ALL SIDE SEWERS SHALL BE PROVIDED WITH A CLEAN-OUT AND TEST TEES FOR EACH BUILDING TO BE SERVED.
14. CHECK DAMS SHALL BE PLACED AT 100 FOOT INTERVALS ON GRAVITY MAINS LAID ON 6 PERCENT OR GREATER SLOPES.
15. CONCRETE PIPE ANCHORS SHALL BE PLACED ON SEWER MAINS WHERE SLOPES EXCEED 20 PERCENT. ANCHORS SHALL BE PLACED ON 36 FOOT CENTERS FOR SLOPES 20 TO 35 PERCENT, ON 24 FOOT CENTERS FOR SLOPES 35 TO 50 PERCENT, AND ON 16 FOOT CENTERS FOR SLOPES 50 PERCENT AND GREATER.

PLAT OF RACCOON TOWN

OVERALL SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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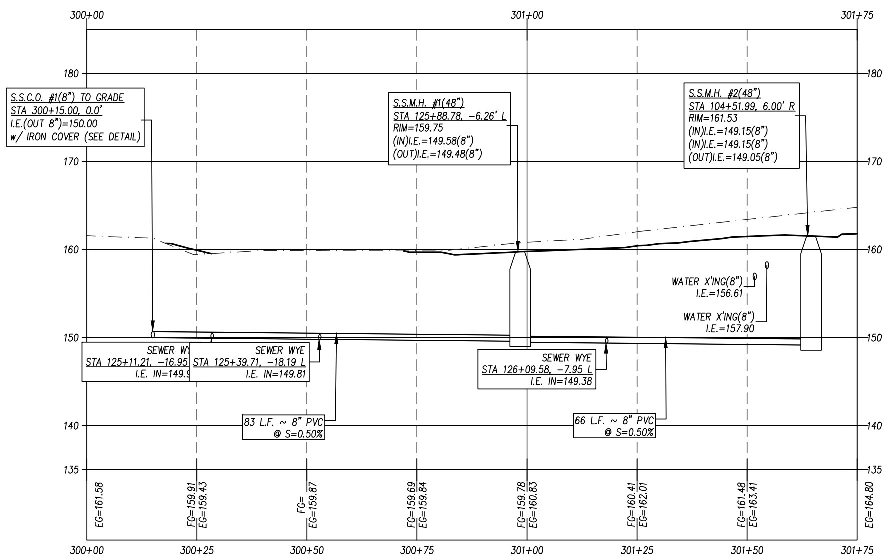
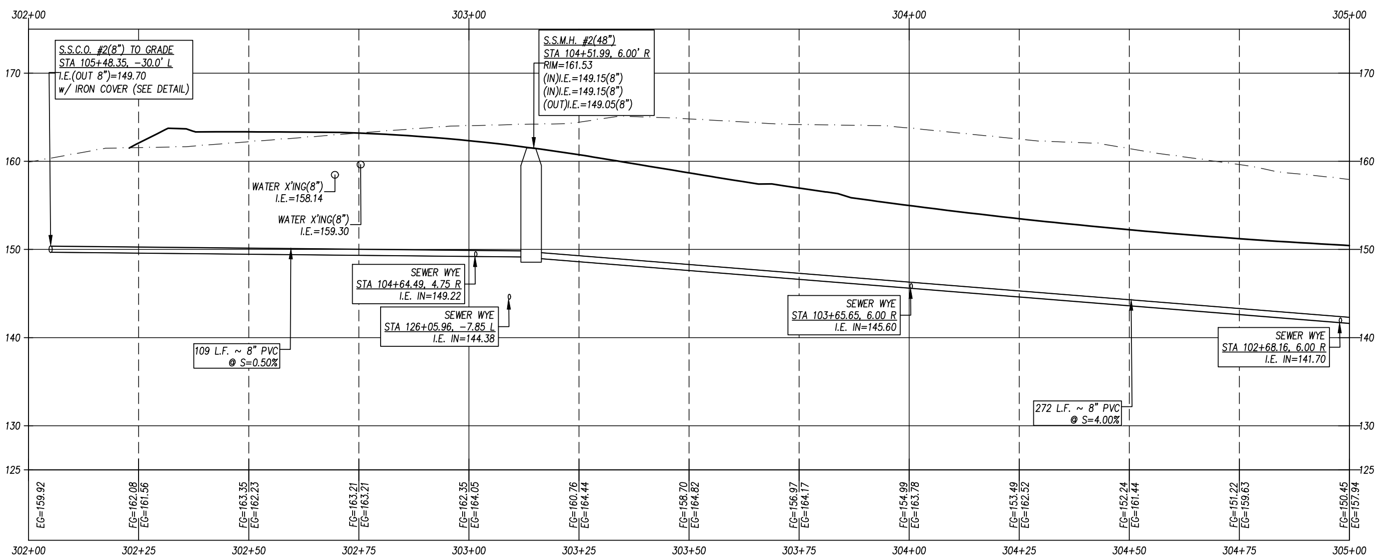
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

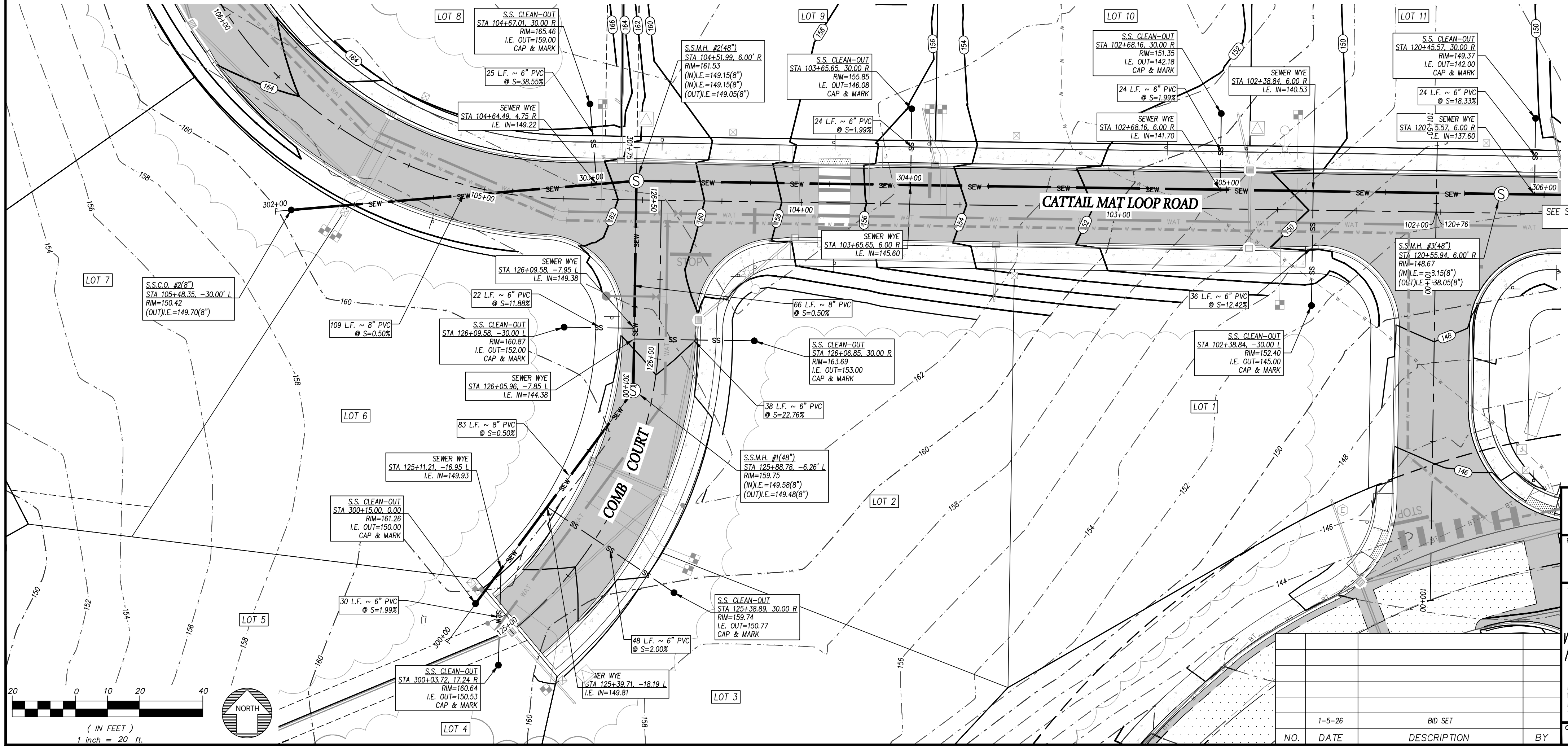
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 60'	6847	45 OF 74


300+00
301+00
301+75
180
170
160
150
140
135
S.S.C.O. #1(8") TO GRADE
STA 300+15.00, 0.0'
I.E.(OUT 8")=150.00
w/ IRON COVER (SEE DETAIL)
S.S.M.H. #1(48")
STA 125+88.78, -6.26' L
RIM=159.75
(IN)I.E.=149.58(8")
(OUT)I.E.=149.48(8")
S.S.M.H. #2(48")
STA 104+51.99, 6.00' R
RIM=161.53
(IN)I.E.=149.15(8")
(IN)I.E.=149.15(8")
(OUT)I.E.=149.05(8")
WATER X'ING(8")
I.E.=156.61
WATER X'ING(8")
I.E.=157.90
SEWER WY
STA 125+11.21, -16.95
I.E. IN=149.9
SEWER WYE
STA 125+39.71, -18.19 L
I.E. IN=149.81
SEWER WYE
STA 126+09.58, -7.95 L
I.E. IN=149.38
83 L.F. ~ 8" PVC
@ S=0.50%
66 L.F. ~ 8" PVC
@ S=0.50%
EG=161.58
FG=159.91
EG=159.43
FG=
EG=159.87
FG=159.69
EG=159.84
FG=159.78
EG=160.83
FG=160.41
EG=162.01
FG=161.48
EG=163.41
EG=164.80
300+00
300+25
300+50
300+75
301+00
301+25
301+50
301+75

SEWER ALIGN 1 STA 300+00 – 301+75
1"=20' Horiz
1"=10'


302+00
303+00
304+00
305+00
170
160
150
140
130
125
S.S.C.O. #2(8") TO GRADE
STA 105+48.35, -30.0' L
I.E.(OUT 8")=149.70
w/ IRON COVER (SEE DETAIL)
S.S.M.H. #2(48")
STA 104+51.99, 6.00' R
RIM=161.53
(IN)I.E.=149.15(8")
(IN)I.E.=149.15(8")
(OUT)I.E.=149.05(8")
WATER X'ING(8")
I.E.=158.14
WATER X'ING(8")
I.E.=159.30
SEWER WYE
STA 104+64.49, 4.75 R
I.E. IN=149.22
SEWER WYE
STA 126+05.96, -7.85 L
I.E. IN=144.38
109 L.F. ~ 8" PVC
@ S=0.50%
SEWER WYE
STA 103+65.65, 6.00 R
I.E. IN=145.60
272 L.F. ~ 8" PVC
@ S=4.00%
SEWER WYE
STA 102+68.16, 6.00 R
I.E. IN=141.70
EG=159.92
FG=162.08
EG=161.56
FG=163.35
EG=162.23
FG=163.21
EG=163.21
FG=162.35
EG=164.05
FG=160.76
EG=164.44
FG=158.70
EG=164.82
FG=156.97
EG=164.17
FG=154.99
EG=163.78
FG=153.49
EG=162.52
FG=152.24
EG=161.44
FG=151.22
EG=159.63
FG=150.45
EG=157.94
302+00
302+25
302+50
302+75
303+00
303+25
303+50
303+75
304+00
304+25
304+50
304+75
305+00

SEWER ALIGN 2 STA 302+00 – 305+00
1"=20' Horiz
1"=10'


LOT 8
LOT 9
LOT 10
LOT 11
LOT 7
LOT 6
LOT 5
LOT 4
LOT 3
LOT 2
LOT 1
CATTAIL MAT LOOP ROAD
COMB COURT
S.S. CLEAN-OUT
STA 104+67.01, 30.00 R
RIM=165.46
I.E. OUT=159.00
CAP & MARK
25 L.F. ~ 6" PVC
@ S=38.55%
SEWER WYE
STA 104+64.49, 4.75 R
I.E. IN=149.22
S.S.M.H. #2(48")
STA 104+51.99, 6.00' R
RIM=161.53
(IN)I.E.=149.15(8")
(IN)I.E.=149.15(8")
(OUT)I.E.=149.05(8")
S.S. CLEAN-OUT
STA 103+65.65, 30.00 R
RIM=155.85
I.E. OUT=146.08
CAP & MARK
24 L.F. ~ 6" PVC
@ S=1.99%
S.S. CLEAN-OUT
STA 102+68.16, 30.00 R
RIM=151.35
I.E. OUT=142.18
CAP & MARK
24 L.F. ~ 6" PVC
@ S=1.99%
SEWER WYE
STA 102+68.16, 6.00 R
I.E. IN=141.70
SEWER WYE
STA 102+38.84, 6.00 R
I.E. IN=140.53
S.S. CLEAN-OUT
STA 120+45.57, 30.00 R
RIM=149.37
I.E. OUT=142.00
CAP & MARK
24 L.F. ~ 6" PVC
@ S=18.33%
SEWER WYE
STA 120+5.57, 6.00 R
I.E. IN=137.60
SEE SANITARY SEWER PLAN
SHEET C-8.03
S.S.M.H. #3(48")
STA 120+55.94, 6.00' R
RIM=148.67
(IN)I.E.=3.15(8")
(OUT)I.E.=38.05(8")
SEWER WYE
STA 103+65.65, 6.00 R
I.E. IN=145.60
66 L.F. ~ 8" PVC
@ S=0.50%
36 L.F. ~ 6" PVC
@ S=12.42%
S.S. CLEAN-OUT
STA 102+38.84, -30.00 L
RIM=152.40
I.E. OUT=145.00
CAP & MARK
S.S.C.O. #2(8")
STA 105+48.35, -30.00' L
RIM=150.42
(OUT)I.E.=149.70(8")
109 L.F. ~ 8" PVC
@ S=0.50%
SEWER WYE
STA 126+09.58, -7.95 L
I.E. IN=149.38
22 L.F. ~ 6" PVC
@ S=11.88%
S.S. CLEAN-OUT
STA 126+09.58, -30.00 L
RIM=160.87
I.E. OUT=152.00
CAP & MARK
SEWER WYE
STA 126+05.96, -7.85 L
I.E. IN=144.38
S.S. CLEAN-OUT
STA 126+06.85, 30.00 R
RIM=163.69
I.E. OUT=153.00
CAP & MARK
38 L.F. ~ 6" PVC
@ S=22.76%
83 L.F. ~ 8" PVC
@ S=0.50%
S.S.M.H. #1(48")
STA 125+88.78, -6.26' L
RIM=159.75
(IN)I.E.=149.58(8")
(OUT)I.E.=149.48(8")
SEWER WYE
STA 125+11.21, -16.95 L
I.E. IN=149.93
S.S. CLEAN-OUT
STA 300+15.00, 0.00
RIM=161.26
I.E. OUT=150.00
CAP & MARK
30 L.F. ~ 6" PVC
@ S=1.99%
S.S. CLEAN-OUT
STA 125+38.89, 30.00 R
RIM=159.74
I.E. OUT=150.77
CAP & MARK
48 L.F. ~ 6" PVC
@ S=2.00%
S.S. CLEAN-OUT
STA 300+03.72, 17.24 R
RIM=160.64
I.E. OUT=150.53
CAP & MARK
SEWER WYE
STA 125+39.71, -18.19 L
I.E. IN=149.81
302+00
303+00
304+00
305+00
306+00
104+00
103+00
102+00
120+76
105+00
106+00
301+75
301+00
300+00
126+50
126+00
125+00
101+50
101+00
100+00
STOP
SEW
WAT
SS
NORTH
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER
29653

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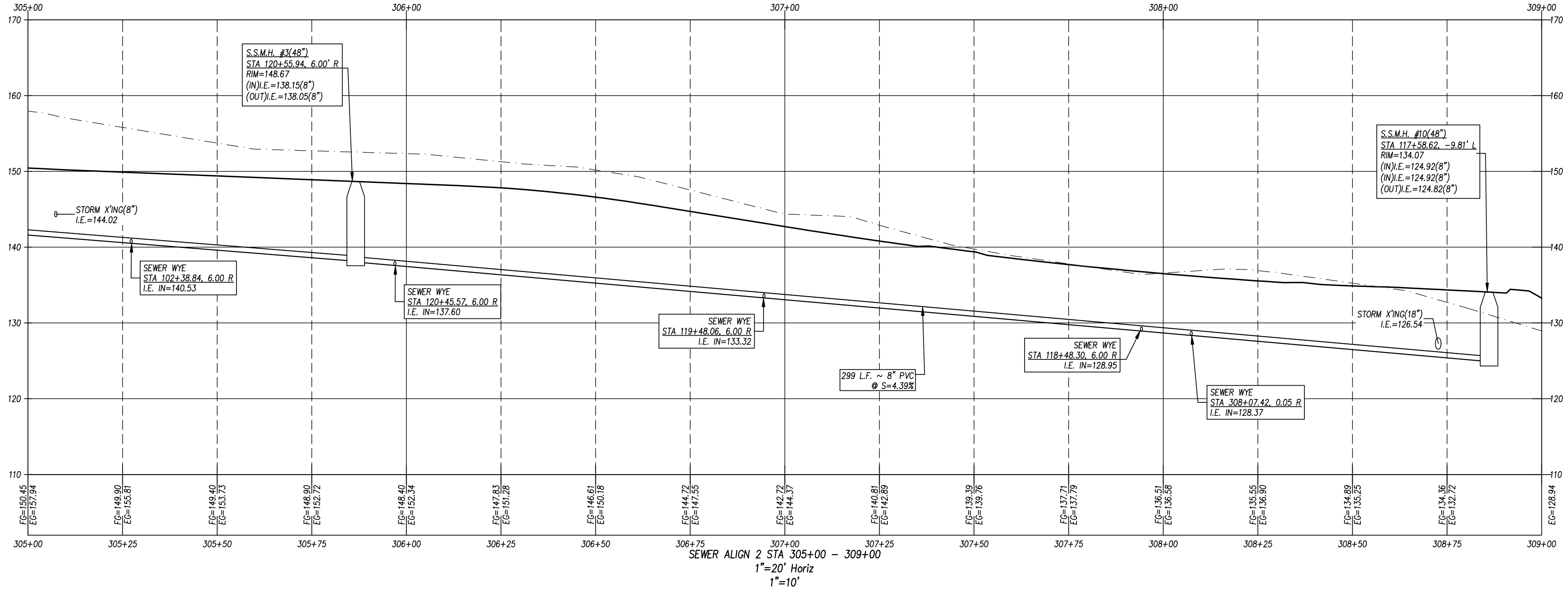
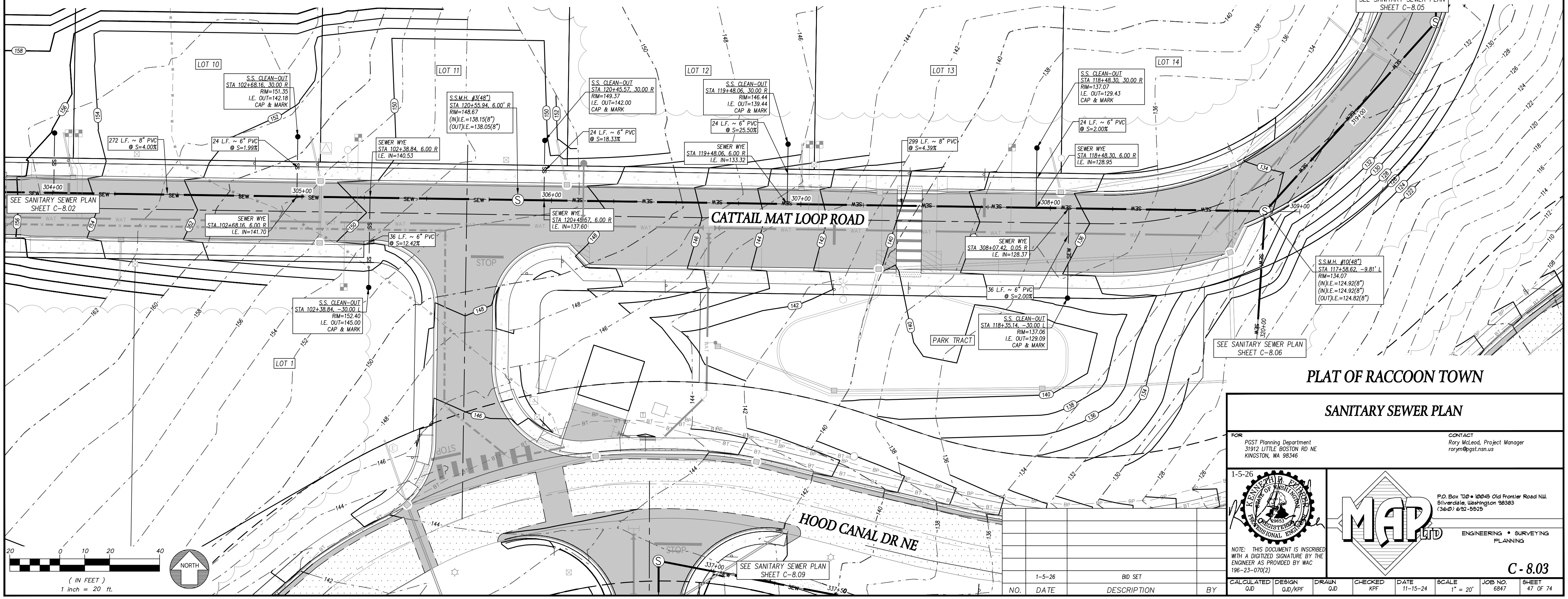
C - 8.02

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	46 OF 74



SEWER ALIGN 2 STA 305+00 – 309+00
1"=20' Horiz
1"=10'


158
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 1
PARK TRACT
S.S. CLEAN-OUT
STA 102+68.16, 30.00 R
RIM=151.35
I.E. OUT=142.18
CAP & MARK
272 L.F. ~ 8" PVC
@ S=4.00%
24 L.F. ~ 6" PVC
@ S=1.99%
SEWER WYE
STA 102+38.84, 6.00 R
I.E. IN=140.53
S.S.M.H. #3(48")
STA 120+55.94, 6.00' R
RIM=148.67
(IN)I.E.=138.15(8")
(OUT)I.E.=138.05(8")
S.S. CLEAN-OUT
STA 120+45.57, 30.00 R
RIM=149.37
I.E. OUT=142.00
CAP & MARK
24 L.F. ~ 6" PVC
@ S=18.33%
S.S. CLEAN-OUT
STA 119+48.06, 30.00 R
RIM=146.44
I.E. OUT=139.44
CAP & MARK
24 L.F. ~ 6" PVC
@ S=25.50%
SEWER WYE
STA 119+48.06, 6.00 R
I.E. IN=133.32
299 L.F. ~ 8" PVC
@ S=4.39%
S.S. CLEAN-OUT
STA 118+48.30, 30.00 R
RIM=137.07
I.E. OUT=129.43
CAP & MARK
24 L.F. ~ 6" PVC
@ S=2.00%
SEWER WYE
STA 118+48.30, 6.00 R
I.E. IN=128.95
SEE SANITARY SEWER PLAN
SHEET C-8.05
SEE SANITARY SEWER PLAN
SHEET C-8.02
304+00
305+00
306+00
307+00
308+00
309+00
319+00
320+00
SEW
WAT
SS
S
SEWER WYE
STA 102+68.16, 6.00 R
I.E. IN=141.70
36 L.F. ~ 6" PVC
@ S=12.42%
SEWER WYE
STA 120+45.57, 6.00 R
I.E. IN=137.60
CATTAIL MAT LOOP ROAD
SEWER WYE
STA 308+07.42, 0.05 R
I.E. IN=128.37
36 L.F. ~ 6" PVC
@ S=2.00%
S.S. CLEAN-OUT
STA 102+38.84, -30.00 L
RIM=152.40
I.E. OUT=145.00
CAP & MARK
S.S. CLEAN-OUT
STA 118+35.14, -30.00 L
RIM=137.06
I.E. OUT=129.09
CAP & MARK
S.S.M.H. #10(48")
STA 117+58.62, -9.81' L
RIM=134.07
(IN)I.E.=124.92(8")
(IN)I.E.=124.92(8")
(OUT)I.E.=124.82(8")
SEE SANITARY SEWER PLAN
SHEET C-8.06
STOP
HOOD CANAL DR NE
SEE SANITARY SEWER PLAN
SHEET C-8.09
337+00
337+50
BT
BP
162
160
156
154
152
150
148
146
144
142
140
138
136
134
132
130
128
126
124
122
120
118
116
114
112
110
108
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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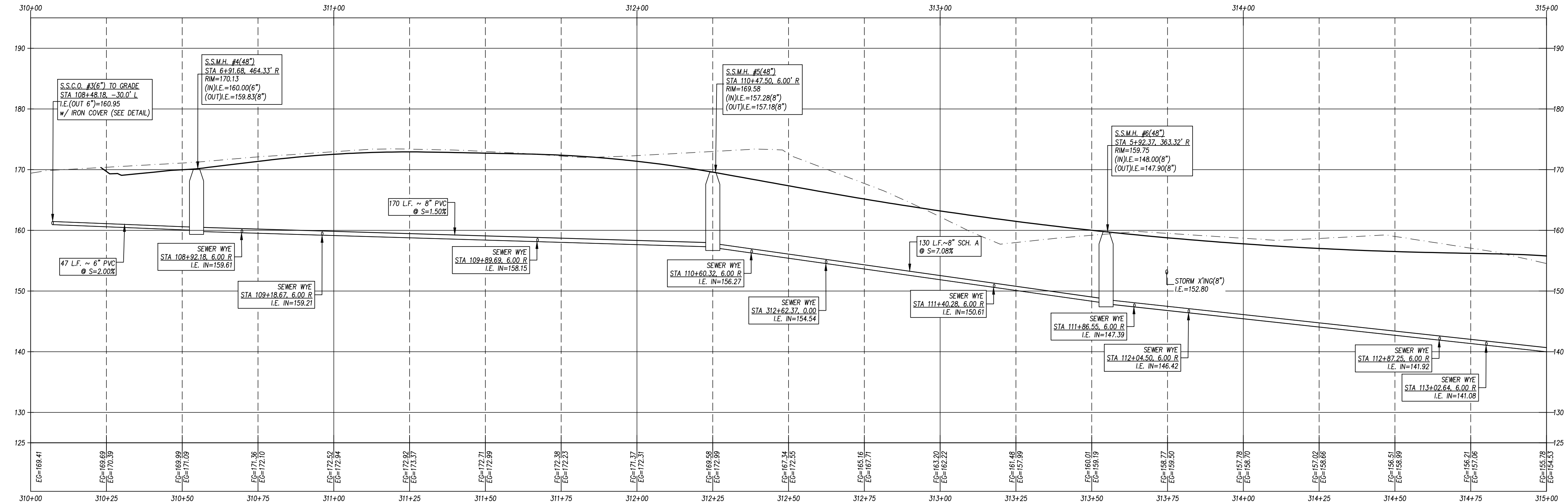
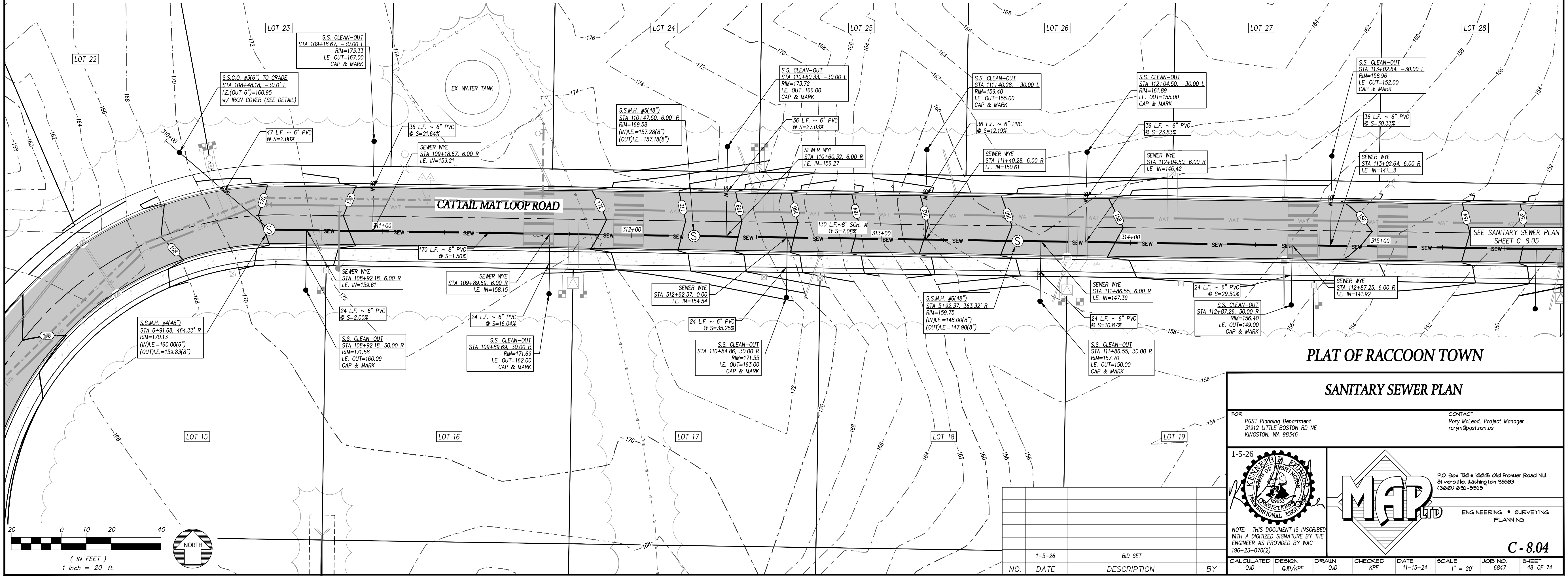
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	47 OF 74


310+00
311+00
312+00
313+00
314+00
315+00
190
180
170
160
150
140
130
125
S.S.C.O. #3(6") TO GRADE
STA 108+48.18, -30.0' L
I.E.(OUT 6")=160.95
w/ IRON COVER (SEE DETAIL)
S.S.M.H. #4(48")
STA 6+91.68, 464.33' R
RIM=170.13
(IN)I.E.=160.00(6")
(OUT)I.E.=159.83(8")
S.S.M.H. #5(48")
STA 110+47.50, 6.00' R
RIM=169.58
(IN)I.E.=157.28(8")
(OUT)I.E.=157.18(8")
S.S.M.H. #6(48")
STA 5+92.37, 363.32' R
RIM=159.75
(IN)I.E.=148.00(8")
(OUT)I.E.=147.90(8")
170 L.F. ~ 8" PVC
@ S=1.50%
47 L.F. ~ 6" PVC
@ S=2.00%
SEWER WYE
STA 108+92.18, 6.00 R
I.E. IN=159.61
SEWER WYE
STA 109+18.67, 6.00 R
I.E. IN=159.21
SEWER WYE
STA 109+89.69, 6.00 R
I.E. IN=158.15
SEWER WYE
STA 110+60.32, 6.00 R
I.E. IN=156.27
SEWER WYE
STA 312+62.37, 0.00
I.E. IN=154.54
130 L.F.~8" SCH. A
@ S=7.08%
SEWER WYE
STA 111+40.28, 6.00 R
I.E. IN=150.61
STORM X'ING(8")
I.E.=152.80
SEWER WYE
STA 111+86.55, 6.00 R
I.E. IN=147.39
SEWER WYE
STA 112+04.50, 6.00 R
I.E. IN=146.42
SEWER WYE
STA 112+87.25, 6.00 R
I.E. IN=141.92
SEWER WYE
STA 113+02.64, 6.00 R
I.E. IN=141.08
EG=169.41
FG=169.69
EG=170.39
FG=169.99
EG=171.09
FG=171.36
EG=172.10
FG=172.52
EG=172.94
FG=172.92
EG=173.37
FG=172.71
EG=172.99
FG=172.38
EG=172.23
FG=171.37
EG=172.31
FG=169.58
EG=172.99
FG=167.34
EG=172.55
FG=165.16
EG=167.71
FG=163.20
EG=162.22
FG=161.48
EG=157.99
FG=160.01
EG=159.19
FG=158.77
EG=159.50
FG=157.78
EG=158.70
FG=157.02
EG=158.66
FG=156.51
EG=158.99
FG=156.21
EG=157.06
FG=155.78
EG=154.53
310+00
310+25
310+50
310+75
311+00
311+25
311+50
311+75
312+00
312+25
312+50
312+75
313+00
313+25
313+50
313+75
314+00
314+25
314+50
314+75
315+00

SEWER ALIGN 3 STA 310+00 - 315+00
1"=20' Horiz
1"=10'


LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
EX. WATER TANK
CATTAIL MAT LOOP ROAD
310+00
311+00
312+00
313+00
314+00
315+00
SEW
WAT
S.S.C.O. #3(6") TO GRADE
STA 108+48.18, -30.0' L
I.E.(OUT 6")=160.95
w/ IRON COVER (SEE DETAIL)
S.S. CLEAN-OUT
STA 109+18.67, -30.00 L
RIM=173.33
I.E. OUT=167.00
CAP & MARK
47 L.F. ~ 6" PVC
@ S=2.00%
36 L.F. ~ 6" PVC
@ S=21.64%
SEWER WYE
STA 109+18.67, 6.00 R
I.E. IN=159.21
S.S.M.H. #5(48")
STA 110+47.50, 6.00' R
RIM=169.58
(IN)I.E.=157.28(8")
(OUT)I.E.=157.18(8")
S.S. CLEAN-OUT
STA 110+60.33, -30.00 L
RIM=173.72
I.E. OUT=166.00
CAP & MARK
36 L.F. ~ 6" PVC
@ S=27.03%
SEWER WYE
STA 110+60.32, 6.00 R
I.E. IN=156.27
S.S. CLEAN-OUT
STA 111+40.28, -30.00 L
RIM=159.40
I.E. OUT=155.00
CAP & MARK
36 L.F. ~ 6" PVC
@ S=12.19%
SEWER WYE
STA 111+40.28, 6.00 R
I.E. IN=150.61
S.S. CLEAN-OUT
STA 112+04.50, -30.00 L
RIM=161.89
I.E. OUT=155.00
CAP & MARK
36 L.F. ~ 6" PVC
@ S=23.83%
SEWER WYE
STA 112+04.50, 6.00 R
I.E. IN=146.42
S.S. CLEAN-OUT
STA 113+02.64, -30.00 L
RIM=158.96
I.E. OUT=152.00
CAP & MARK
36 L.F. ~ 6" PVC
@ S=30.33%
SEWER WYE
STA 113+02.64, 6.00 R
I.E. IN=141. 3
SEE SANITARY SEWER PLAN
SHEET C-8.05
130 L.F.~8" SCH. A
@ S=7.08%
170 L.F. ~ 8" PVC
@ S=1.50%
SEWER WYE
STA 108+92.18, 6.00 R
I.E. IN=159.61
SEWER WYE
STA 109+89.69, 6.00 R
I.E. IN=158.15
SEWER WYE
STA 312+62.37, 0.00
I.E. IN=154.54
24 L.F. ~ 6" PVC
@ S=2.00%
24 L.F. ~ 6" PVC
@ S=16.04%
24 L.F. ~ 6" PVC
@ S=35.25%
S.S.M.H. #4(48")
STA 6+91.68, 464.33' R
RIM=170.13
(IN)I.E.=160.00(6")
(OUT)I.E.=159.83(8")
S.S. CLEAN-OUT
STA 108+92.18, 30.00 R
RIM=171.58
I.E. OUT=160.09
CAP & MARK
S.S. CLEAN-OUT
STA 109+89.69, 30.00 R
RIM=171.69
I.E. OUT=162.00
CAP & MARK
S.S. CLEAN-OUT
STA 110+84.86, 30.00 R
RIM=171.55
I.E. OUT=163.00
CAP & MARK
S.S.M.H. #6(48")
STA 5+92.37, 363.32' R
RIM=159.75
(IN)I.E.=148.00(8")
(OUT)I.E.=147.90(8")
SEWER WYE
STA 111+86.55, 6.00 R
I.E. IN=147.39
24 L.F. ~ 6" PVC
@ S=10.87%
S.S. CLEAN-OUT
STA 111+86.55, 30.00 R
RIM=157.70
I.E. OUT=150.00
CAP & MARK
24 L.F. ~ 6" PVC
@ S=29.50%
S.S. CLEAN-OUT
STA 112+87.26, 30.00 R
RIM=156.40
I.E. OUT=149.00
CAP & MARK
SEWER WYE
STA 112+87.25, 6.00 R
I.E. IN=141.92
150
152
154
156
158
160
162
164
166
168
170
172
174
176
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER
29653

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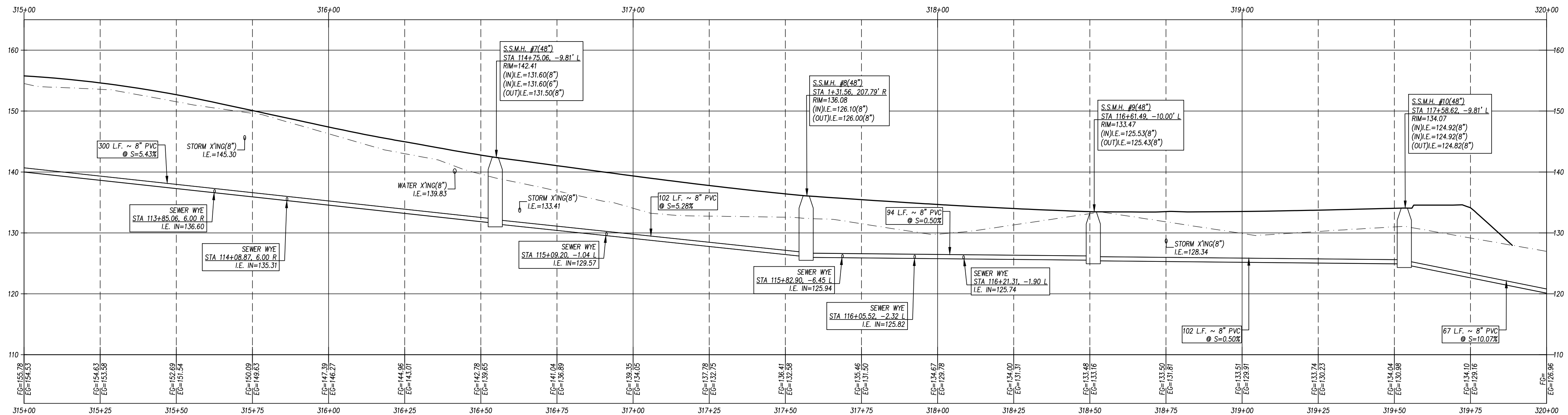
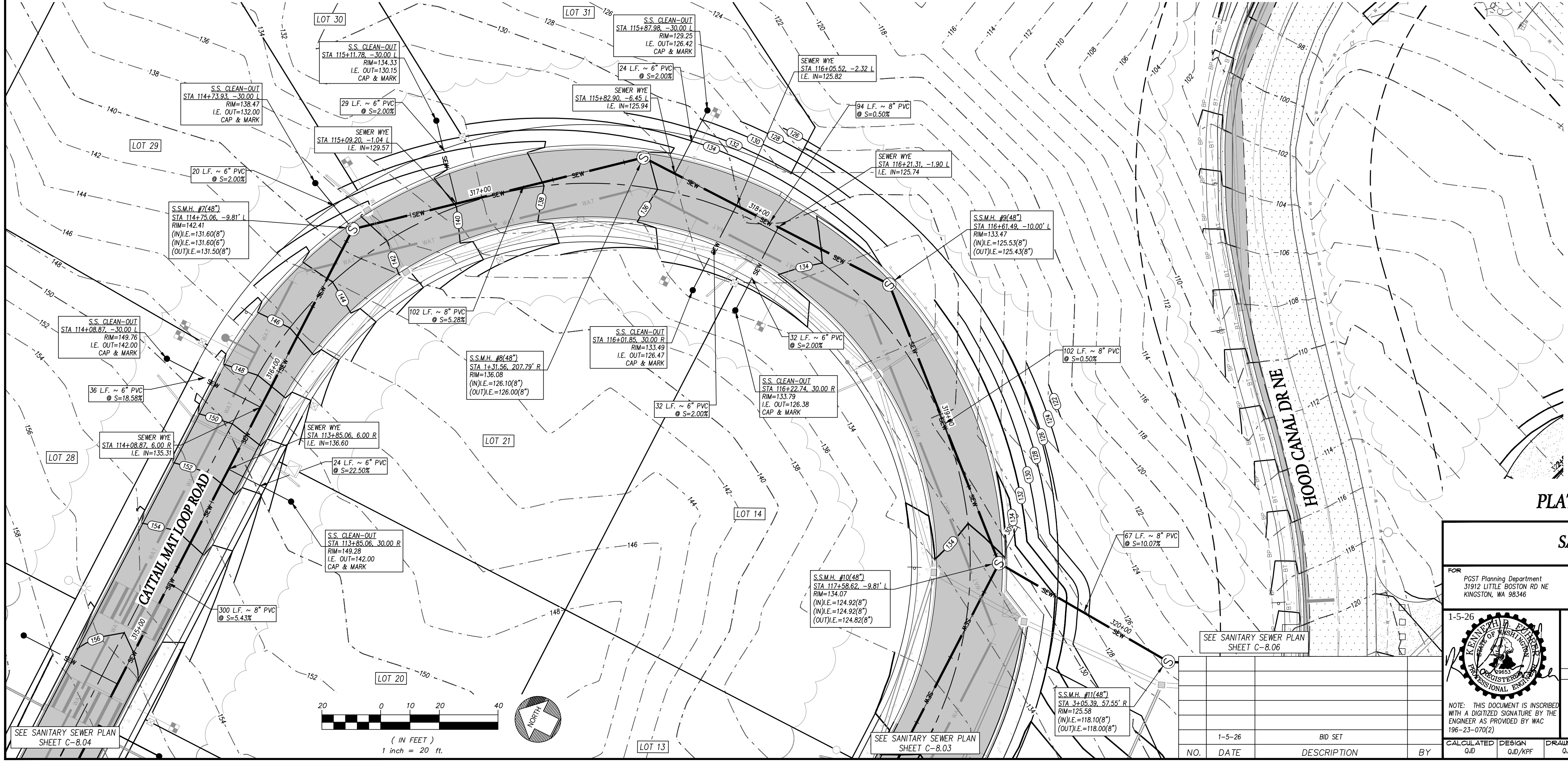
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	48 OF 74

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	


315+00
316+00
317+00
318+00
319+00
320+00
160
150
140
130
120
110
S.S.M.H. #7(48")
STA 114+75.06, -9.81' L
RIM=142.41
(IN)I.E.=131.60(8")
(IN)I.E.=131.60(6")
(OUT)I.E.=131.50(8")
S.S.M.H. #8(48")
STA 1+31.56, 207.79' R
RIM=136.08
(IN)I.E.=126.10(8")
(OUT)I.E.=126.00(8")
S.S.M.H. #9(48")
STA 116+61.49, -10.00' L
RIM=133.47
(IN)I.E.=125.53(8")
(OUT)I.E.=125.43(8")
S.S.M.H. #10(48")
STA 117+58.62, -9.81' L
RIM=134.07
(IN)I.E.=124.92(8")
(IN)I.E.=124.92(8")
(OUT)I.E.=124.82(8")
300 L.F. ~ 8" PVC @ S=5.43%
STORM X'ING(8") I.E.=145.30
WATER X'ING(8") I.E.=139.83
STORM X'ING(8") I.E.=133.41
102 L.F. ~ 8" PVC @ S=5.28%
94 L.F. ~ 8" PVC @ S=0.50%
STORM X'ING(8") I.E.=128.34
102 L.F. ~ 8" PVC @ S=0.50%
67 L.F. ~ 8" PVC @ S=10.07%
SEWER WYE STA 113+85.06, 6.00 R I.E. IN=136.60
SEWER WYE STA 114+08.87, 6.00 R I.E. IN=135.31
SEWER WYE STA 115+09.20, -1.04 L I.E. IN=129.57
SEWER WYE STA 115+82.90, -6.45 L I.E. IN=125.94
SEWER WYE STA 116+05.52, -2.32 L I.E. IN=125.82
SEWER WYE STA 116+21.31, -1.90 L I.E. IN=125.74
FG=155.78 EG=154.53
FG=154.63 EG=153.58
FG=152.69 EG=151.54
FG=150.09 EG=149.63
FG=147.39 EG=146.27
FG=144.96 EG=143.01
FG=142.78 EG=139.65
FG=141.04 EG=136.89
FG=139.35 EG=134.05
FG=137.78 EG=132.75
FG=136.41 EG=132.58
FG=135.46 EG=131.50
FG=134.67 EG=129.78
FG=134.00 EG=131.31
FG=133.48 EG=133.16
FG=133.50 EG=131.81
FG=133.51 EG=129.91
FG=133.74 EG=130.23
FG=134.04 EG=130.98
FG=134.10 EG=129.16
FG= EG=126.96
315+00
315+25
315+50
315+75
316+00
316+25
316+50
316+75
317+00
317+25
317+50
317+75
318+00
318+25
318+50
318+75
319+00
319+25
319+50
319+75
320+00

SEWER ALIGN 3 STA 315+00 – 320+00
1"=20' Horiz
1"=10'


LOT 30
LOT 31
LOT 29
LOT 28
LOT 21
LOT 14
LOT 20
LOT 13
S.S. CLEAN-OUT
STA 115+11.78, -30.00 L
RIM=134.33
I.E. OUT=130.15
CAP & MARK
S.S. CLEAN-OUT
STA 115+87.98, -30.00 L
RIM=129.25
I.E. OUT=126.42
CAP & MARK
S.S. CLEAN-OUT
STA 114+73.93, -30.00 L
RIM=138.47
I.E. OUT=132.00
CAP & MARK
29 L.F. ~ 6" PVC @ S=2.00%
24 L.F. ~ 6" PVC @ S=2.00%
SEWER WYE STA 115+82.90, -6.45 L I.E. IN=125.94
SEWER WYE STA 116+05.52, -2.32 L I.E. IN=125.82
SEWER WYE STA 115+09.20, -1.04 L I.E. IN=129.57
94 L.F. ~ 8" PVC @ S=0.50%
SEWER WYE STA 116+21.31, -1.90 L I.E. IN=125.74
20 L.F. ~ 6" PVC @ S=2.00%
S.S.M.H. #7(48")
STA 114+75.06, -9.81' L
RIM=142.41
(IN)I.E.=131.60(8")
(IN)I.E.=131.60(6")
(OUT)I.E.=131.50(8")
S.S.M.H. #9(48")
STA 116+61.49, -10.00' L
RIM=133.47
(IN)I.E.=125.53(8")
(OUT)I.E.=125.43(8")
S.S. CLEAN-OUT
STA 114+08.87, -30.00 L
RIM=149.76
I.E. OUT=142.00
CAP & MARK
102 L.F. ~ 8" PVC @ S=5.28%
S.S. CLEAN-OUT
STA 116+01.85, 30.00 R
RIM=133.49
I.E. OUT=126.47
CAP & MARK
32 L.F. ~ 6" PVC @ S=2.00%
102 L.F. ~ 8" PVC @ S=0.50%
36 L.F. ~ 6" PVC @ S=18.58%
S.S.M.H. #8(48")
STA 1+31.56, 207.79' R
RIM=136.08
(IN)I.E.=126.10(8")
(OUT)I.E.=126.00(8")
S.S. CLEAN-OUT
STA 116+22.74, 30.00 R
RIM=133.79
I.E. OUT=126.38
CAP & MARK
32 L.F. ~ 6" PVC @ S=2.00%
SEWER WYE STA 114+08.87, 6.00 R I.E. IN=135.31
SEWER WYE STA 113+85.06, 6.00 R I.E. IN=136.60
24 L.F. ~ 6" PVC @ S=22.50%
S.S. CLEAN-OUT
STA 113+85.06, 30.00 R
RIM=149.28
I.E. OUT=142.00
CAP & MARK
67 L.F. ~ 8" PVC @ S=10.07%
S.S.M.H. #10(48")
STA 117+58.62, -9.81' L
RIM=134.07
(IN)I.E.=124.92(8")
(IN)I.E.=124.92(8")
(OUT)I.E.=124.82(8")
300 L.F. ~ 8" PVC @ S=5.43%
S.S.M.H. #11(48")
STA 3+05.39, 57.55' R
RIM=125.58
(IN)I.E.=118.10(8")
(OUT)I.E.=118.00(8")
CATTAIL MAT LOOP ROAD
HOOD CANAL DR NE
315+00
316+00
317+00
318+00
319+00
320+00
SEW
WAT
SEE SANITARY SEWER PLAN SHEET C-8.04
SEE SANITARY SEWER PLAN SHEET C-8.03
SEE SANITARY SEWER PLAN SHEET C-8.06
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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29653

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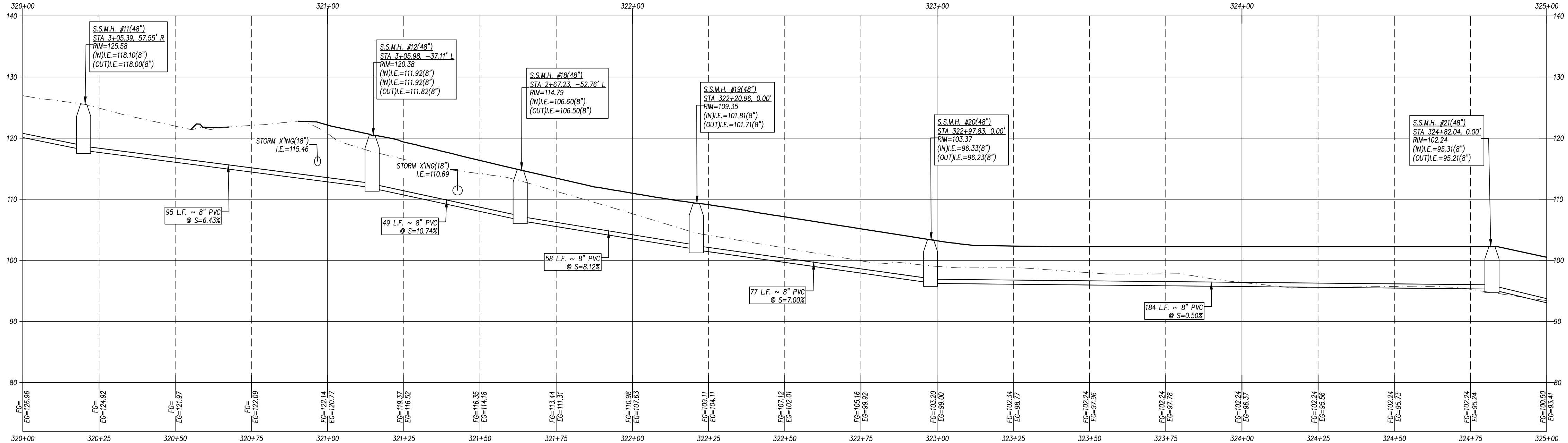
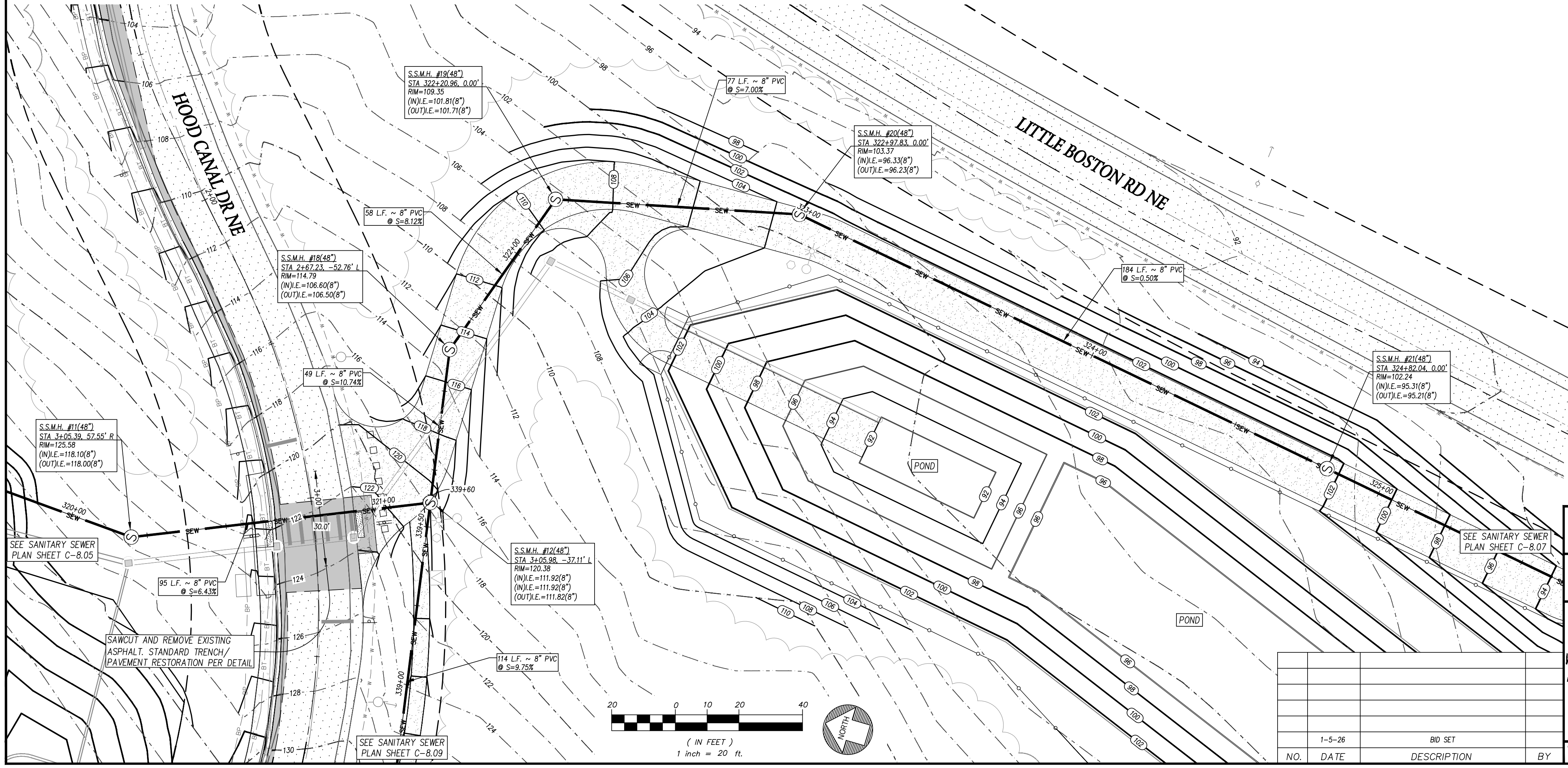
C - 8.05

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	49 OF 74


320+00
321+00
322+00
323+00
324+00
325+00
140
130
120
110
100
90
80
S.S.M.H. #11(48")
STA 3+05.39, 57.55' R
RIM=125.58
(IN)I.E.=118.10(8")
(OUT)I.E.=118.00(8")
S.S.M.H. #12(48")
STA 3+05.98, -37.11' L
RIM=120.38
(IN)I.E.=111.92(8")
(IN)I.E.=111.92(8")
(OUT)I.E.=111.82(8")
S.S.M.H. #18(48")
STA 2+67.23, -52.76' L
RIM=114.79
(IN)I.E.=106.60(8")
(OUT)I.E.=106.50(8")
S.S.M.H. #19(48")
STA 322+20.96, 0.00'
RIM=109.35
(IN)I.E.=101.81(8")
(OUT)I.E.=101.71(8")
S.S.M.H. #20(48")
STA 322+97.83, 0.00'
RIM=103.37
(IN)I.E.=96.33(8")
(OUT)I.E.=96.23(8")
S.S.M.H. #21(48")
STA 324+82.04, 0.00'
RIM=102.24
(IN)I.E.=95.31(8")
(OUT)I.E.=95.21(8")
STORM X'ING(18")
I.E.=115.46
STORM X'ING(18")
I.E.=110.69
95 L.F. ~ 8" PVC
@ S=6.43%
49 L.F. ~ 8" PVC
@ S=10.74%
58 L.F. ~ 8" PVC
@ S=8.12%
77 L.F. ~ 8" PVC
@ S=7.00%
184 L.F. ~ 8" PVC
@ S=0.50%
FG= EG=126.96
FG= EG=124.92
FG= EG=121.97
FG= EG=122.09
FG=122.14 EG=120.77
FG=119.37 EG=116.52
FG=116.35 EG=114.18
FG=113.44 EG=111.31
FG=110.98 EG=107.63
FG=109.11 EG=104.11
FG=107.12 EG=102.01
FG=105.16 EG=99.92
FG=103.20 EG=99.00
FG=102.34 EG=98.77
FG=102.24 EG=97.96
FG=102.24 EG=97.78
FG=102.24 EG=96.37
FG=102.24 EG=95.56
FG=102.24 EG=95.73
FG=102.24 EG=95.24
FG=100.50 EG=93.41
320+00
320+25
320+50
320+75
321+00
321+25
321+50
321+75
322+00
322+25
322+50
322+75
323+00
323+25
323+50
323+75
324+00
324+25
324+50
324+75
325+00

SEWER ALIGN 3 STA 320+00 – 325+00
1"=20' Horiz
1"=10'


HOOD CANAL DR NE
LITTLE BOSTON RD NE
S.S.M.H. #19(48")
STA 322+20.96, 0.00'
RIM=109.35
(IN)I.E.=101.81(8")
(OUT)I.E.=101.71(8")
77 L.F. ~ 8" PVC
@ S=7.00%
S.S.M.H. #20(48")
STA 322+97.83, 0.00'
RIM=103.37
(IN)I.E.=96.33(8")
(OUT)I.E.=96.23(8")
58 L.F. ~ 8" PVC
@ S=8.12%
184 L.F. ~ 8" PVC
@ S=0.50%
S.S.M.H. #18(48")
STA 2+67.23, -52.76' L
RIM=114.79
(IN)I.E.=106.60(8")
(OUT)I.E.=106.50(8")
49 L.F. ~ 8" PVC
@ S=10.74%
S.S.M.H. #21(48")
STA 324+82.04, 0.00'
RIM=102.24
(IN)I.E.=95.31(8")
(OUT)I.E.=95.21(8")
S.S.M.H. #11(48")
STA 3+05.39, 57.55' R
RIM=125.58
(IN)I.E.=118.10(8")
(OUT)I.E.=118.00(8")
SEE SANITARY SEWER PLAN SHEET C-8.05
95 L.F. ~ 8" PVC
@ S=6.43%
SAWCUT AND REMOVE EXISTING ASPHALT. STANDARD TRENCH/ PAVEMENT RESTORATION PER DETAIL
S.S.M.H. #12(48")
STA 3+05.98, -37.11' L
RIM=120.38
(IN)I.E.=111.92(8")
(IN)I.E.=111.92(8")
(OUT)I.E.=111.82(8")
114 L.F. ~ 8" PVC
@ S=9.75%
SEE SANITARY SEWER PLAN SHEET C-8.09
SEE SANITARY SEWER PLAN SHEET C-8.07
POND
POND
SEW
320+00
321+00
322+00
323+00
324+00
325+00
339+00
339+50
339+60
3+00
30.0'
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH E. FURNER
29653

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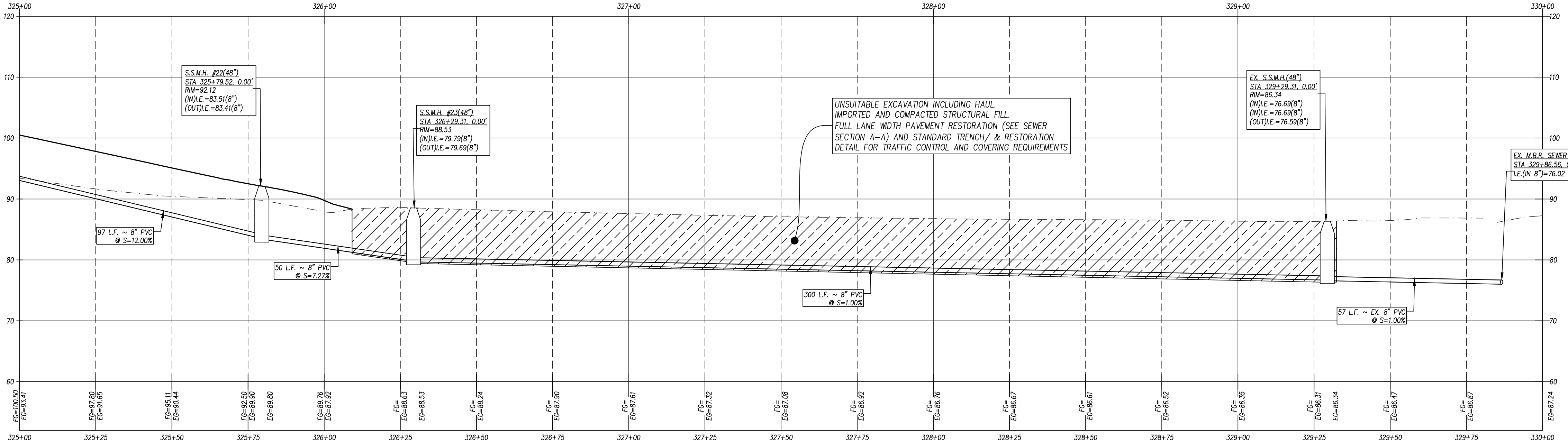
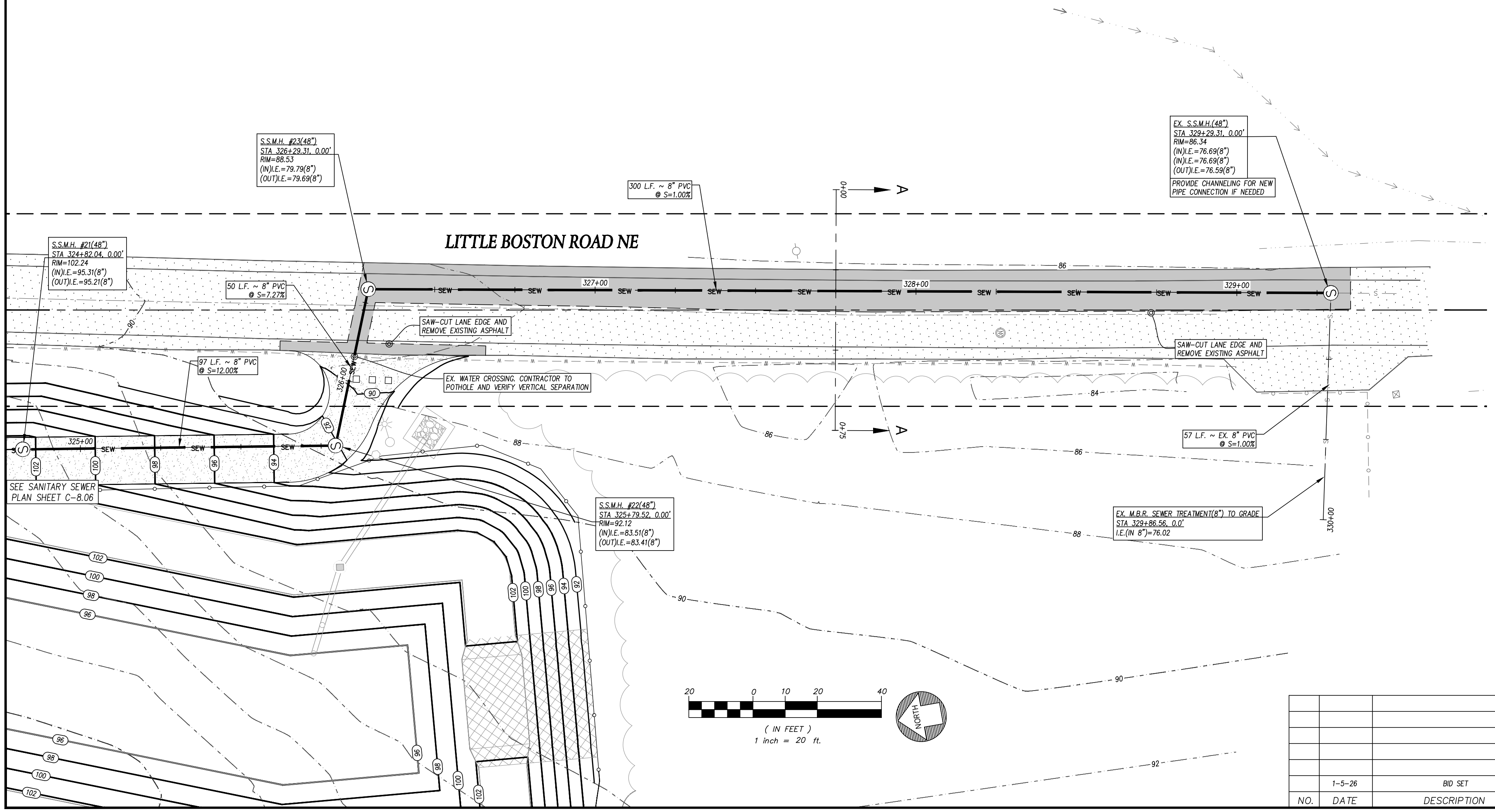
C - 8.06

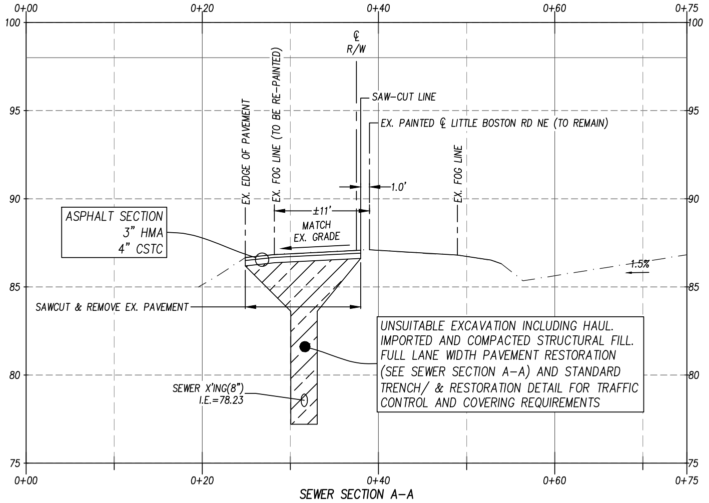
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	50 OF 74



SEWER ALIGN 3 STA 325+00 – 330+00
1"=20' Horiz
1"=10'



S.S.M.H. #23(48")
STA 326+29.31, 0.00'
RIM=88.53
(IN)I.E.=79.79(8")
(OUT)I.E.=79.69(8")
300 L.F. ~ 8" PVC
@ S=1.00%
0+00
A
EX. S.S.M.H.(48")
STA 329+29.31, 0.00'
RIM=86.34
(IN)I.E.=76.69(8")
(IN)I.E.=76.69(8")
(OUT)I.E.=76.59(8")
PROVIDE CHANNELING FOR NEW PIPE CONNECTION IF NEEDED
LITTLE BOSTON ROAD NE
S.S.M.H. #21(48")
STA 324+82.04, 0.00'
RIM=102.24
(IN)I.E.=95.31(8")
(OUT)I.E.=95.21(8")
50 L.F. ~ 8" PVC
@ S=7.27%
86
327+00
328+00
329+00
SEW
SAW-CUT LANE EDGE AND REMOVE EXISTING ASPHALT
SAW-CUT LANE EDGE AND REMOVE EXISTING ASPHALT
97 L.F. ~ 8" PVC
@ S=12.00%
EX. WATER CROSSING. CONTRACTOR TO POTHOLE AND VERIFY VERTICAL SEPARATION
326+00
90
84
86
0+75
A
57 L.F. ~ EX. 8" PVC
@ S=1.00%
325+00
102
100
98
96
94
92
SEE SANITARY SEWER PLAN SHEET C-8.06
88
86
S.S.M.H. #22(48")
STA 325+79.52, 0.00'
RIM=92.12
(IN)I.E.=83.51(8")
(OUT)I.E.=83.41(8")
EX. M.B.R. SEWER TREATMENT(8") TO GRADE
STA 329+86.56, 0.0'
I.E.(IN 8")=76.02
330+00
88
90
90
92
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH



0+00
0+20
0+40
0+60
0+75
100
95
90
85
80
75
℄
R/W
SAW-CUT LINE
EX. PAINTED ℄ LITTLE BOSTON RD NE (TO REMAIN)
EX. EDGE OF PAVEMENT
EX. FOG LINE (TO BE RE-PAINTED)
EX. FOG LINE
1.0'
±11'
MATCH
EX. GRADE
ASPHALT SECTION
3" HMA
4" CSTC
1.5%
SAWCUT & REMOVE EX. PAVEMENT
UNSUITABLE EXCAVATION INCLUDING HAUL.
IMPORTED AND COMPACTED STRUCTURAL FILL.
FULL LANE WIDTH PAVEMENT RESTORATION (SEE SEWER SECTION A-A) AND STANDARD TRENCH/ & RESTORATION DETAIL FOR TRAFFIC CONTROL AND COVERING REQUIREMENTS
SEWER X'ING(8")
I.E.=78.23

SEWER SECTION A-A
1"=10' Horiz 1"=5' Vert

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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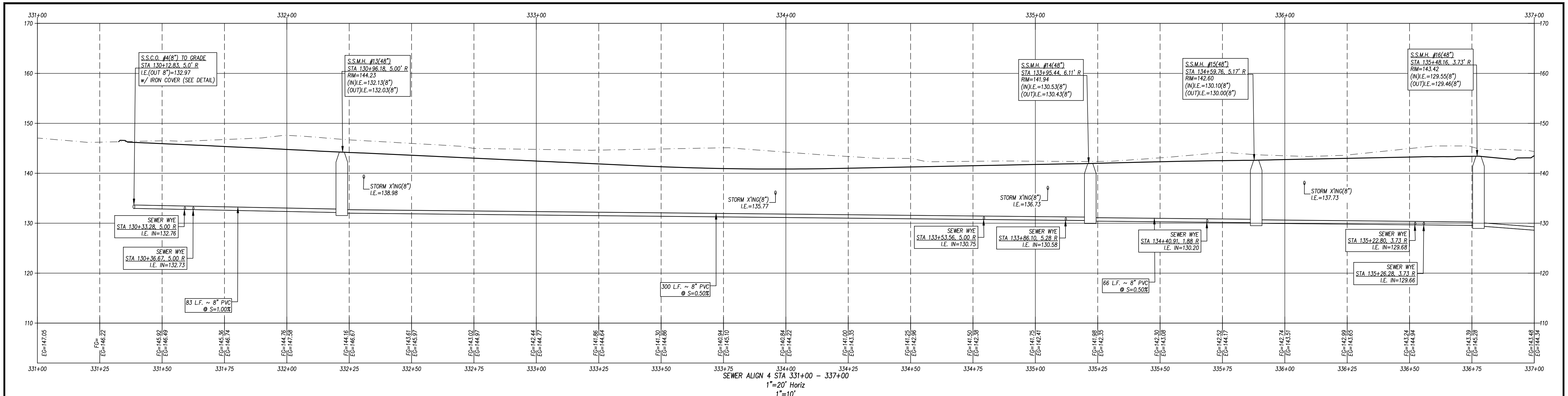
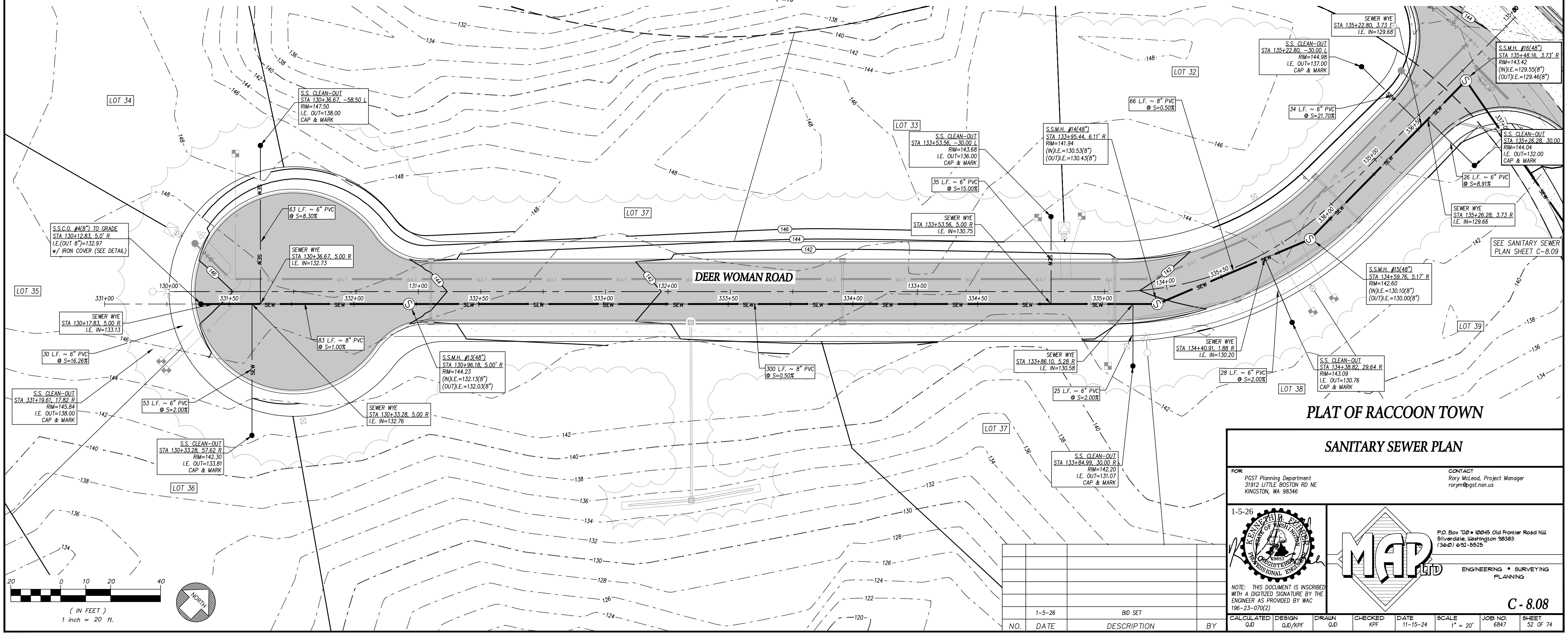
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	51 OF 74


331+00
332+00
333+00
334+00
335+00
336+00
337+00
170
160
150
140
130
120
110
S.S.C.O. #4(8") TO GRADE
STA 130+12.83, 5.0' R
I.E.(OUT 8")=132.97
w/ IRON COVER (SEE DETAIL)
S.S.M.H. #13(48")
STA 130+96.18, 5.00' R
RIM=144.23
(IN)I.E.=132.13(8")
(OUT)I.E.=132.03(8")
S.S.M.H. #14(48")
STA 133+95.44, 6.11' R
RIM=141.94
(IN)I.E.=130.53(8")
(OUT)I.E.=130.43(8")
S.S.M.H. #15(48")
STA 134+59.76, 5.17' R
RIM=142.60
(IN)I.E.=130.10(8")
(OUT)I.E.=130.00(8")
S.S.M.H. #16(48")
STA 135+48.16, 3.73' R
RIM=143.42
(IN)I.E.=129.55(8")
(OUT)I.E.=129.46(8")
STORM X'ING(8")
I.E.=138.98
STORM X'ING(8")
I.E.=135.77
STORM X'ING(8")
I.E.=136.73
STORM X'ING(8")
I.E.=137.73
SEWER WYE
STA 130+33.28, 5.00 R
I.E. IN=132.76
SEWER WYE
STA 130+36.67, 5.00 R
I.E. IN=132.73
83 L.F. ~ 8" PVC
@ S=1.00%
300 L.F. ~ 8" PVC
@ S=0.50%
SEWER WYE
STA 133+53.56, 5.00 R
I.E. IN=130.75
SEWER WYE
STA 133+86.10, 5.28 R
I.E. IN=130.58
SEWER WYE
STA 134+40.91, 1.88 R
I.E. IN=130.20
66 L.F. ~ 8" PVC
@ S=0.50%
SEWER WYE
STA 135+22.80, 3.73 R
I.E. IN=129.68
SEWER WYE
STA 135+26.28, 3.73 R
I.E. IN=129.66
EG=147.05
FG= EG=146.22
FG=145.92 EG=146.49
FG=145.36 EG=146.74
FG=144.76 EG=147.58
FG=144.16 EG=146.67
FG=143.61 EG=145.97
FG=143.02 EG=144.97
FG=142.44 EG=144.77
FG=141.86 EG=144.64
FG=141.30 EG=144.86
FG=140.94 EG=145.10
FG=140.84 EG=144.22
FG=141.00 EG=143.35
FG=141.25 EG=142.96
FG=141.50 EG=142.38
FG=141.75 EG=142.41
FG=141.98 EG=142.35
FG=142.30 EG=143.08
FG=142.52 EG=144.17
FG=142.74 EG=143.51
FG=142.99 EG=143.65
FG=143.24 EG=144.94
FG=143.39 EG=145.28
FG=143.48 EG=144.34
331+00
331+25
331+50
331+75
332+00
332+25
332+50
332+75
333+00
333+25
333+50
333+75
334+00
334+25
334+50
334+75
335+00
335+25
335+50
335+75
336+00
336+25
336+50
336+75
337+00

SEWER ALIGN 4 STA 331+00 – 337+00
1"=20' Horiz
1"=10'


LOT 34
LOT 33
LOT 32
LOT 37
LOT 35
LOT 36
LOT 37
LOT 38
LOT 39
DEER WOMAN ROAD
S.S. CLEAN-OUT
STA 130+36.67, -58.50 L
RIM=147.50
I.E. OUT=138.00
CAP & MARK
63 L.F. ~ 6" PVC
@ S=8.30%
S.S.C.O. #4(8") TO GRADE
STA 130+12.83, 5.0' R
I.E.(OUT 8")=132.97
w/ IRON COVER (SEE DETAIL)
SEWER WYE
STA 130+36.67, 5.00 R
I.E. IN=132.73
SEWER WYE
STA 130+17.83, 5.00 R
I.E. IN=133.13
30 L.F. ~ 6" PVC
@ S=16.26%
S.S. CLEAN-OUT
STA 331+19.61, 17.82 R
RIM=145.84
I.E. OUT=138.00
CAP & MARK
53 L.F. ~ 6" PVC
@ S=2.00%
S.S. CLEAN-OUT
STA 130+33.28, 57.62 R
RIM=142.30
I.E. OUT=133.81
CAP & MARK
83 L.F. ~ 8" PVC
@ S=1.00%
S.S.M.H. #13(48")
STA 130+96.18, 5.00' R
RIM=144.23
(IN)I.E.=132.13(8")
(OUT)I.E.=132.03(8")
SEWER WYE
STA 130+33.28, 5.00 R
I.E. IN=132.76
300 L.F. ~ 8" PVC
@ S=0.50%
S.S. CLEAN-OUT
STA 133+53.56, -30.00 L
RIM=143.68
I.E. OUT=136.00
CAP & MARK
35 L.F. ~ 6" PVC
@ S=15.00%
SEWER WYE
STA 133+53.56, 5.00 R
I.E. IN=130.75
S.S.M.H. #14(48")
STA 133+95.44, 6.11' R
RIM=141.94
(IN)I.E.=130.53(8")
(OUT)I.E.=130.43(8")
SEWER WYE
STA 133+86.10, 5.28 R
I.E. IN=130.58
25 L.F. ~ 6" PVC
@ S=2.00%
S.S. CLEAN-OUT
STA 133+84.99, 30.00 R
RIM=142.20
I.E. OUT=131.07
CAP & MARK
66 L.F. ~ 8" PVC
@ S=0.50%
SEWER WYE
STA 134+40.91, 1.88 R
I.E. IN=130.20
28 L.F. ~ 6" PVC
@ S=2.00%
S.S. CLEAN-OUT
STA 134+38.82, 29.64 R
RIM=143.09
I.E. OUT=130.76
CAP & MARK
S.S.M.H. #15(48")
STA 134+59.76, 5.17' R
RIM=142.60
(IN)I.E.=130.10(8")
(OUT)I.E.=130.00(8")
SEWER WYE
STA 135+22.80, 3.73 R
I.E. IN=129.68
S.S. CLEAN-OUT
STA 135+22.80, -30.00 L
RIM=144.98
I.E. OUT=137.00
CAP & MARK
34 L.F. ~ 6" PVC
@ S=21.70%
S.S.M.H. #16(48")
STA 135+48.16, 3.73' R
RIM=143.42
(IN)I.E.=129.55(8")
(OUT)I.E.=129.46(8")
S.S. CLEAN-OUT
STA 135+26.28, 30.00
RIM=144.04
I.E. OUT=132.00
CAP & MARK
26 L.F. ~ 6" PVC
@ S=8.91%
SEWER WYE
STA 135+26.28, 3.73 R
I.E. IN=129.66
SEE SANITARY SEWER
PLAN SHEET C-8.09
STOP
SEW
WAT
130+00
131+00
132+00
133+00
134+00
135+00
331+00
331+50
332+00
332+50
333+00
333+50
334+00
334+50
335+00
335+50
336+00
336+50
337+00
135+80
120
122
124
126
128
130
132
134
136
138
140
142
144
146
148
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH P. FUHRER
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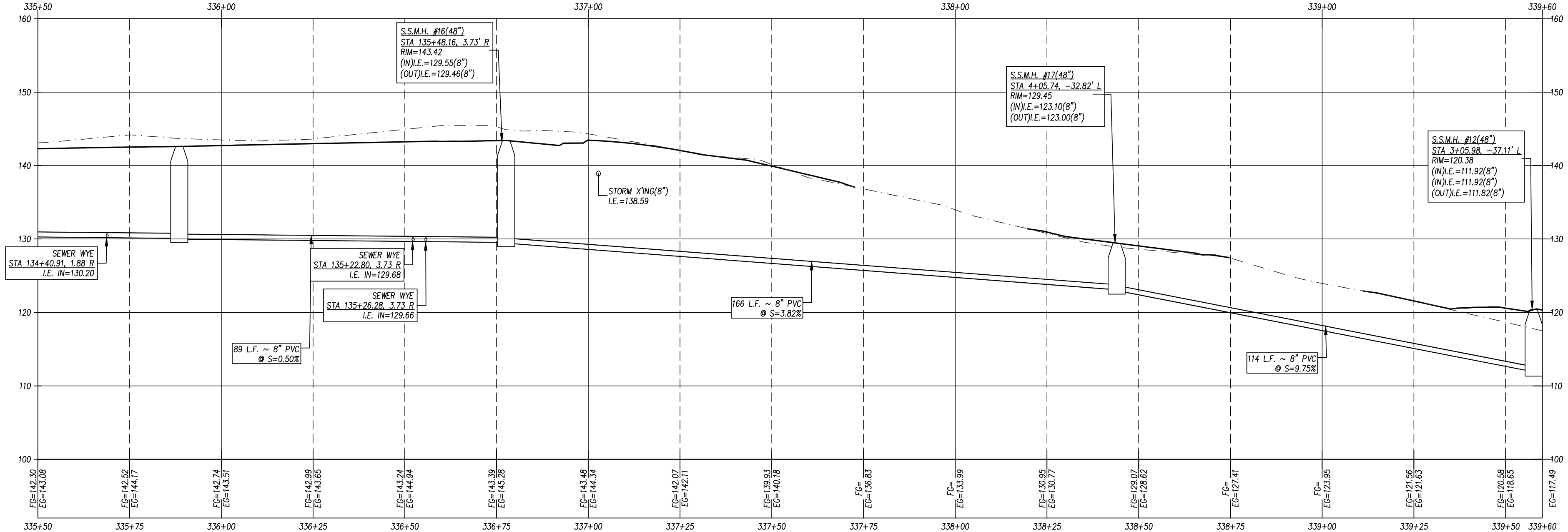
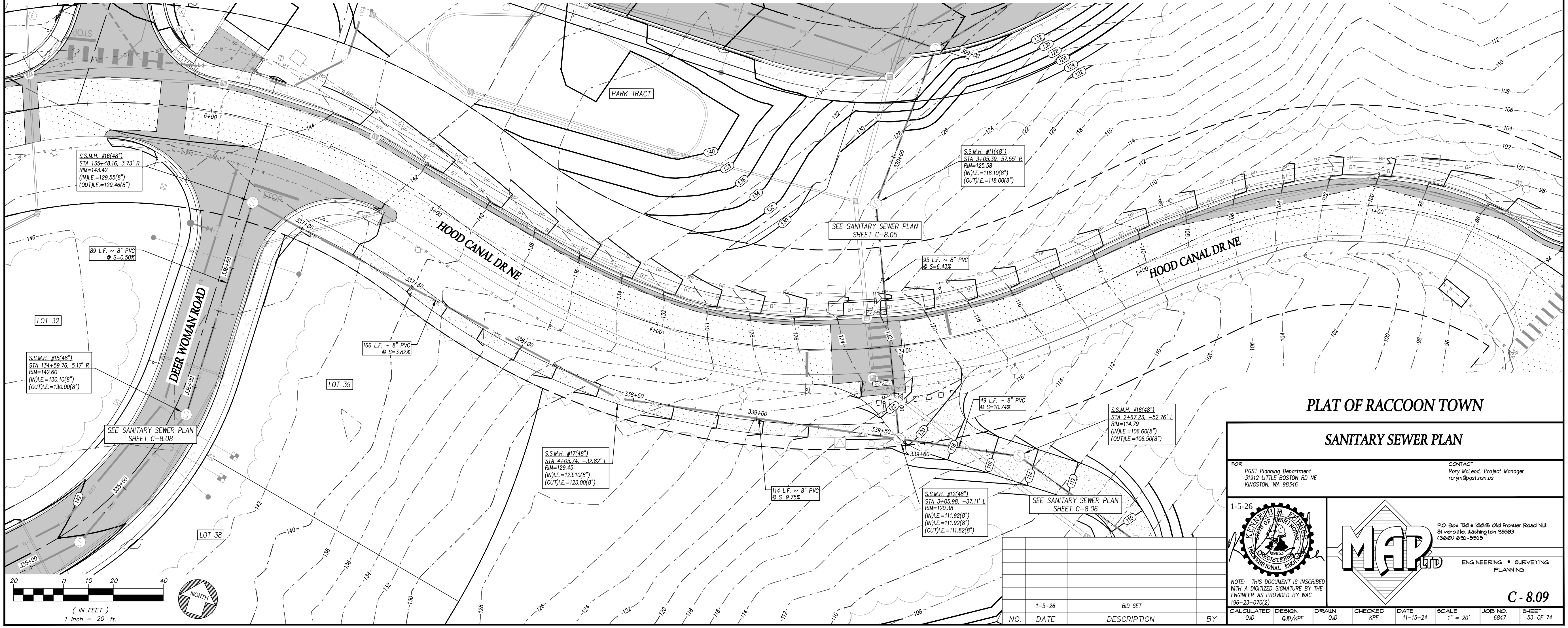
NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	52 OF 74



SEWER ALIGN 4 STA 335+50 – 339+60
1"=20' Horiz
1"=10'


PARK TRACT
HOOD CANAL DR NE
HOOD CANAL DR NE
DEER WOMAN ROAD
LOT 32
LOT 39
LOT 38
S.S.M.H. #16(48")
STA 135+48.16, 3.73' R
RIM=143.42
(IN)I.E.=129.55(8")
(OUT)I.E.=129.46(8")
S.S.M.H. #11(48")
STA 3+05.39, 57.55' R
RIM=125.58
(IN)I.E.=118.10(8")
(OUT)I.E.=118.00(8")
SEE SANITARY SEWER PLAN
SHEET C-8.05
95 L.F. ~ 8" PVC
@ S=6.43%
89 L.F. ~ 8" PVC
@ S=0.50%
166 L.F. ~ 8" PVC
@ S=3.82%
S.S.M.H. #15(48")
STA 134+59.76, 5.17' R
RIM=142.60
(IN)I.E.=130.10(8")
(OUT)I.E.=130.00(8")
SEE SANITARY SEWER PLAN
SHEET C-8.08
49 L.F. ~ 8" PVC
@ S=10.74%
S.S.M.H. #18(48")
STA 2+67.23, -52.76' L
RIM=114.79
(IN)I.E.=106.60(8")
(OUT)I.E.=106.50(8")
S.S.M.H. #17(48")
STA 4+05.74, -32.82' L
RIM=129.45
(IN)I.E.=123.10(8")
(OUT)I.E.=123.00(8")
114 L.F. ~ 8" PVC
@ S=9.75%
S.S.M.H. #12(48")
STA 3+05.98, -37.11' L
RIM=120.38
(IN)I.E.=111.92(8")
(IN)I.E.=111.92(8")
(OUT)I.E.=111.82(8")
SEE SANITARY SEWER PLAN
SHEET C-8.06
337+00
337+50
338+00
338+50
339+00
339+50
339+60
335+50
336+00
336+50
1+00
3+00
4+00
5+00
6+00
309+00
320+00
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

PLAT OF RACCOON TOWN

SANITARY SEWER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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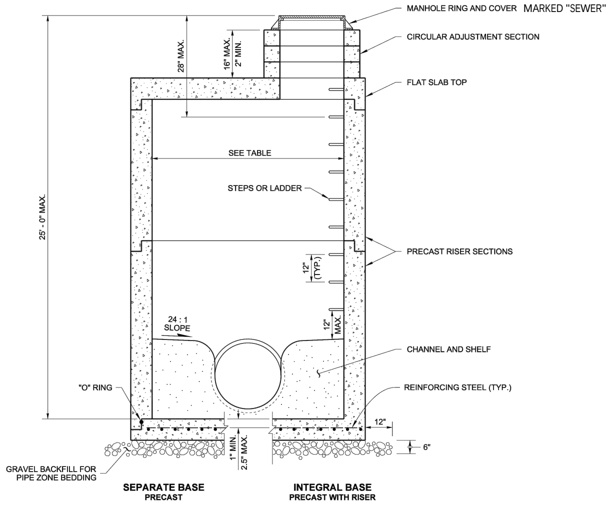
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	53 OF 74

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	


MANHOLE RING AND COVER MARKED "SEWER"
CIRCULAR ADJUSTMENT SECTION
FLAT SLAB TOP
PRECAST RISER SECTIONS
CHANNEL AND SHELF
REINFORCING STEEL (TYP.)
28" MAX.
16" MAX.
2" MIN.
SEE TABLE
STEPS OR LADDER
25' - 0" MAX.
12" (TYP.)
12" MAX.
24 : 1 SLOPE
"O" RING
12"
6"
1" MIN.
2.5" MAX.
GRAVEL BACKFILL FOR PIPE ZONE BEDDING
SEPARATE BASE
PRECAST
INTEGRAL BASE
PRECAST WITH RISER

NOTES

1. Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum.
2. For pipe allowances, see **Standard Plan B-10.20.**
3. No steps are required when height is 4' (ft) or less.

MANHOLE DIMENSION TABLE

DIAM.	MIN. WALL THICKNESS	MIN. BASE THICKNESS	MAXIMUM KNOCKOUT SIZE	MINIMUM DISTANCE BETWEEN KNOCKOUTS
48"	4"	6"	36"	8"
54"	4.5"	8"	42"	8"
60"	5"	8"	48"	8"
72"	6"	8"	60"	12"
84"	8"	12"	72"	12"
96"	8"	12"	84"	12"
120"	10"	12"	96"	12"
144"	12"	12"	108"	12"

41819

Julie Heilman

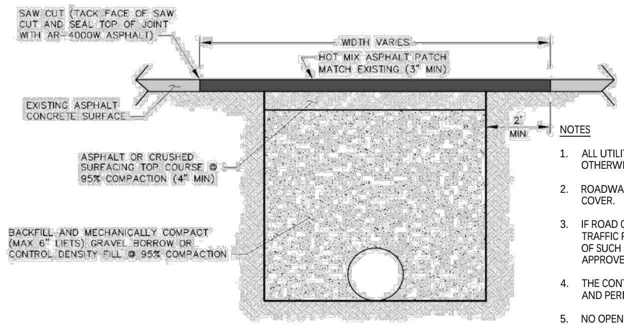
Heilman, Julie
Jan 25 2017 2:58 PM
cosign

MANHOLE TYPE 3

STANDARD PLAN B-15.60-02

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jan 26 2017 6:50 AM
cosign
STATE DESIGN ENGINEER
Washington State Department of Transportation

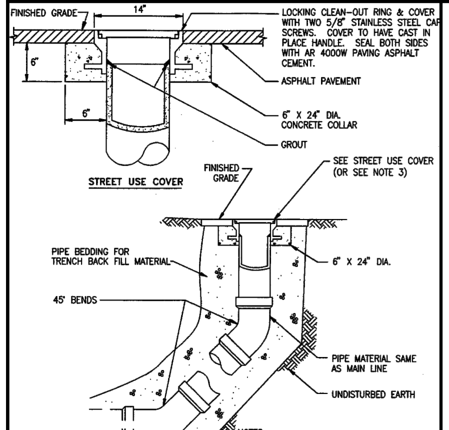

SAW CUT (TACK FACE OF SAW CUT AND SEAL TOP OF JOINT WITH AR-4000W ASPHALT)
WIDTH VARIES
HOT MIX ASPHALT PATCH MATCH EXISTING (3" MIN)
EXISTING ASPHALT CONCRETE SURFACE
2' MIN
ASPHALT OR CRUSHED SURFACING TOP COURSE @ 95% COMPACTION (4" MIN)
BACKFILL AND MECHANICALLY COMPACT (MAX 6" LIFTS) GRAVEL BORROW OR CONTROL DENSITY FILL @ 95% COMPACTION

NOTES

1. ALL UTILITIES SHALL HAVE 36" MIN COVER UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. ROADWAY PUSHES & BORES SHALL HAVE 48" MINIMUM COVER.
3. IF ROAD CLOSURES OR DETOURS ARE ANTICIPATED, A TRAFFIC PLAN INCLUDING SPECIFIC DATES AND DURATIONS OF SUCH ACTIONS SHALL BE FILED WITH THE ENGINEER AND APPROVED 3 WEEKS PRIOR TO WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY AND PERMANENT PATCHING.
5. NO OPEN TRENCHES LEFT OVERNIGHT
6. CONTRACTOR IS RESPONSIBLE TO PROVIDE TRAFFIC CONTROL.

ROAD TRENCH AND RESTORATION DETAIL

NO SCALE

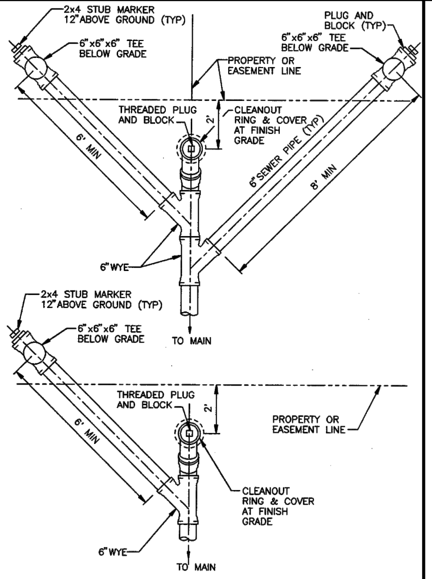

FINISHED GRADE
14"
6"
6"
LOCKING CLEAN-OUT RING & COVER WITH TWO 5/8" STAINLESS STEEL CAP SCREWS. COVER TO HAVE CAST IN PLACE HANDLE. SEAL BOTH SIDES WITH AR 4000W PAVING ASPHALT CEMENT.
ASPHALT PAVEMENT
6" X 24" DIA. CONCRETE COLLAR
GROUT
STREET USE COVER
FINISHED GRADE
SEE STREET USE COVER (OR SEE NOTE 3)
PIPE BEDDING FOR TRENCH BACK FILL MATERIAL
6" X 24" DIA.
45° BENDS
PIPE MATERIAL SAME AS MAIN LINE
UNDISTURBED EARTH

NOTES:

1. RESTORATION SHALL BE IN ACCORDANCE WITH LOCAL REGULATORY REQUIREMENTS.
2. TRENCH BACKFILL SHALL BE COMPACTED AND TESTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS AND LOCAL REQULATORY REQUIREMENTS.
3. SEE EASEMENT CLEANOUT FRAME & COVER DETAIL FOR CLEANOUTS LOCATED IN EASEMENTS

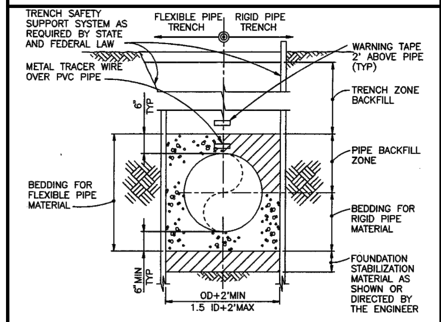
STREET CLEANOUT

NO SCALE


2x4 STUB MARKER 12" ABOVE GROUND (TYP)
6"x6"x6" TEE BELOW GRADE
PLUG AND BLOCK (TYP)
6"x6"x6" TEE BELOW GRADE
PROPERTY OR EASEMENT LINE
THREADED PLUG AND BLOCK
2'
CLEANOUT RING & COVER AT FINISH GRADE
6" SEWER PIPE (TYP)
6' MIN
8' MIN
6" WYE
TO MAIN
2x4 STUB MARKER 12" ABOVE GROUND (TYP)
6"x6"x6" TEE BELOW GRADE
THREADED PLUG AND BLOCK
2'
PROPERTY OR EASEMENT LINE
6' MIN
CLEANOUT RING & COVER AT FINISH GRADE
6" WYE
TO MAIN

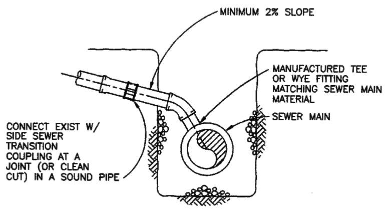
SIDE SEWER PLAN

NO SCALE


TRENCH SAFETY SUPPORT SYSTEM AS REQUIRED BY STATE AND FEDERAL LAW
FLEXIBLE PIPE TRENCH
RIGID PIPE TRENCH
WARNING TAPE 2' ABOVE PIPE (TYP)
METAL TRACER WIRE OVER PVC PIPE
TRENCH ZONE BACKFILL
6" TYP
PIPE BACKFILL ZONE
BEDDING FOR FLEXIBLE PIPE MATERIAL
BEDDING FOR RIGID PIPE MATERIAL
FOUNDATION STABILIZATION MATERIAL AS SHOWN OR DIRECTED BY THE ENGINEER
6" MIN TYP
OD+2'MIN
1.5 ID+2'MAX

TYPICAL PIPE TRENCH

NO SCALE


MINIMUM 2% SLOPE
MANUFACTURED TEE OR WYE FITTING MATCHING SEWER MAIN MATERIAL
SEWER MAIN
CONNECT EXIST W/ SIDE SEWER TRANSITION COUPLING AT A JOINT (OR CLEAN CUT) IN A SOUND PIPE

SIDE SEWER CONNECTION

NO SCALE

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

SANITARY SEWER NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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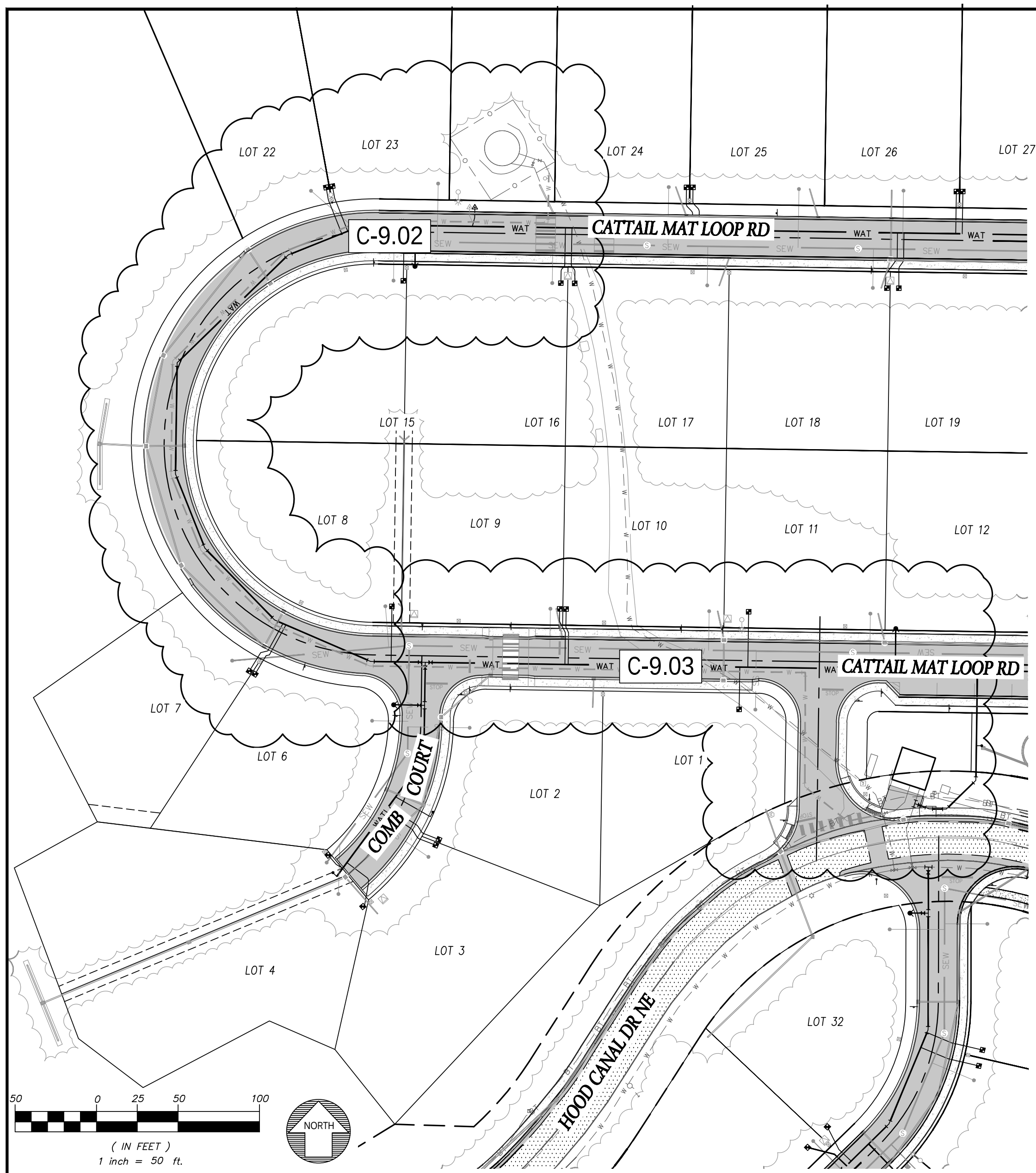
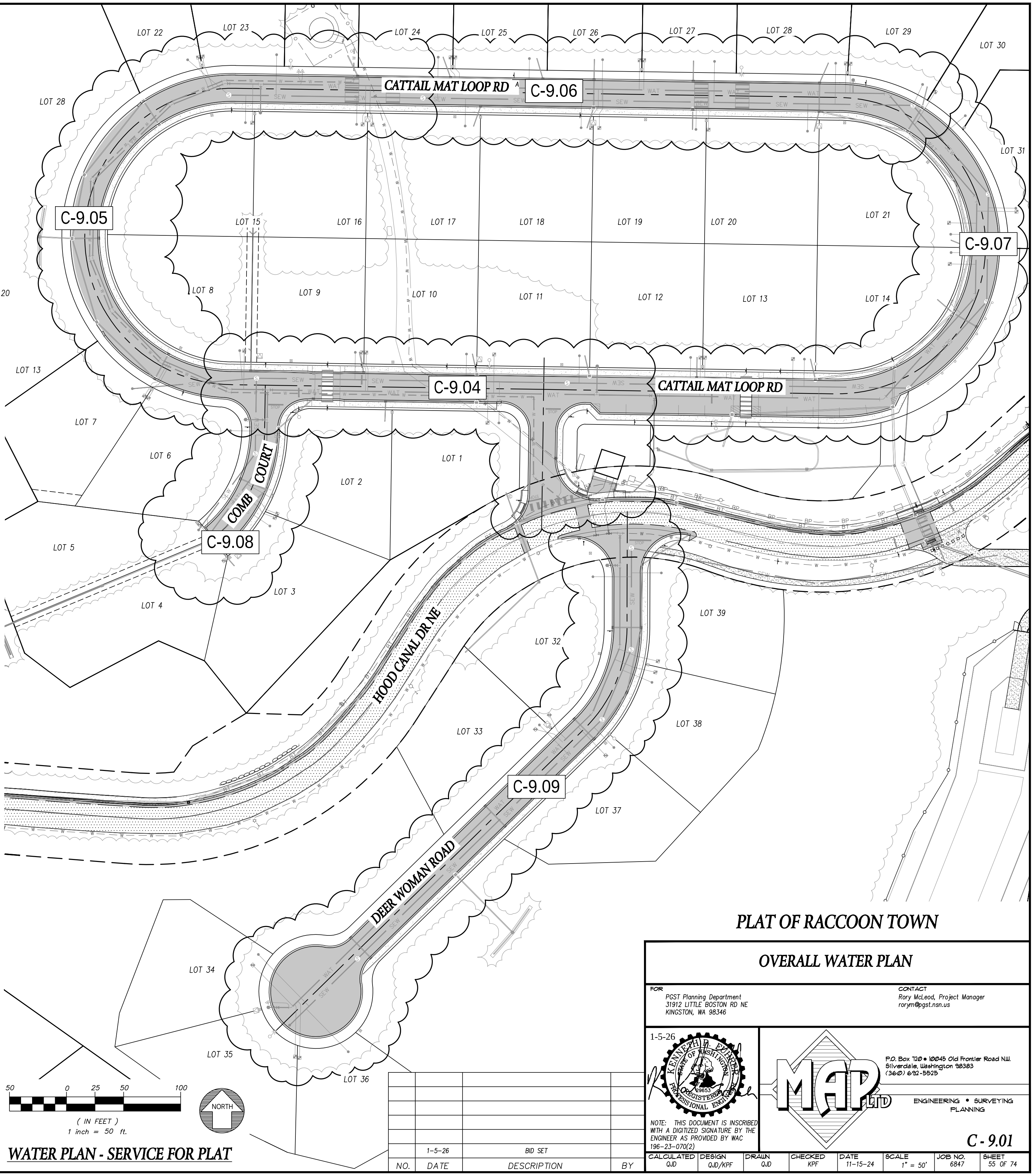
C - 8.10

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	-	6847	54 OF 74


LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
C-9.02
CATTAIL MAT LOOP RD
WAT
SEW
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
C-9.03
CATTAIL MAT LOOP RD
LOT 7
LOT 6
LOT 1
LOT 2
COMB COURT
LOT 3
LOT 4
HOOD CANAL DR NE
LOT 32
LOT 39
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
NORTH

WATER PLAN - RESERVOIR SUPPLY PIPE RE-ROUTE


LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
CATTAIL MAT LOOP RD
C-9.06
LOT 28
C-9.05
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
C-9.07
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 13
C-9.04
CATTAIL MAT LOOP RD
LOT 7
LOT 6
LOT 1
LOT 2
COMB COURT
C-9.08
LOT 5
LOT 4
LOT 3
HOOD CANAL DR NE
LOT 39
LOT 32
LOT 33
LOT 38
C-9.09
LOT 37
DEER WOMAN ROAD
LOT 34
LOT 35
LOT 36
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
NORTH

WATER PLAN - SERVICE FOR PLAT

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

OVERALL WATER PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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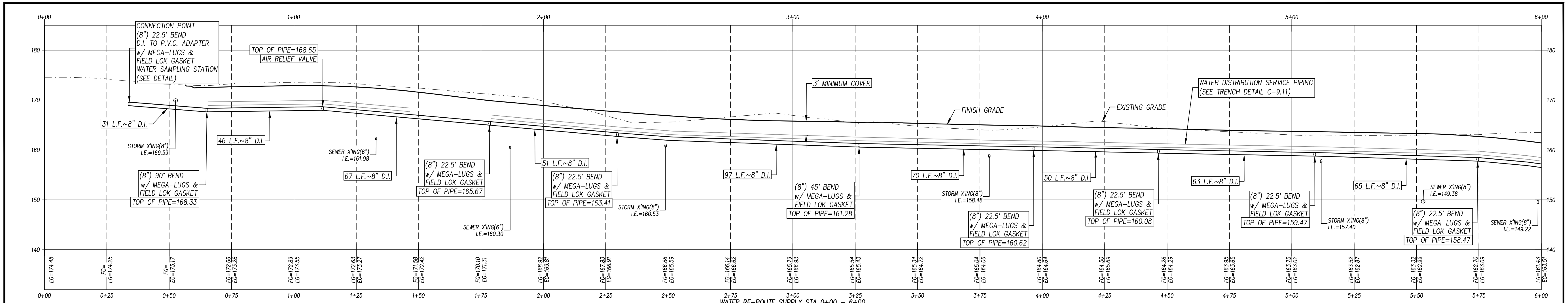
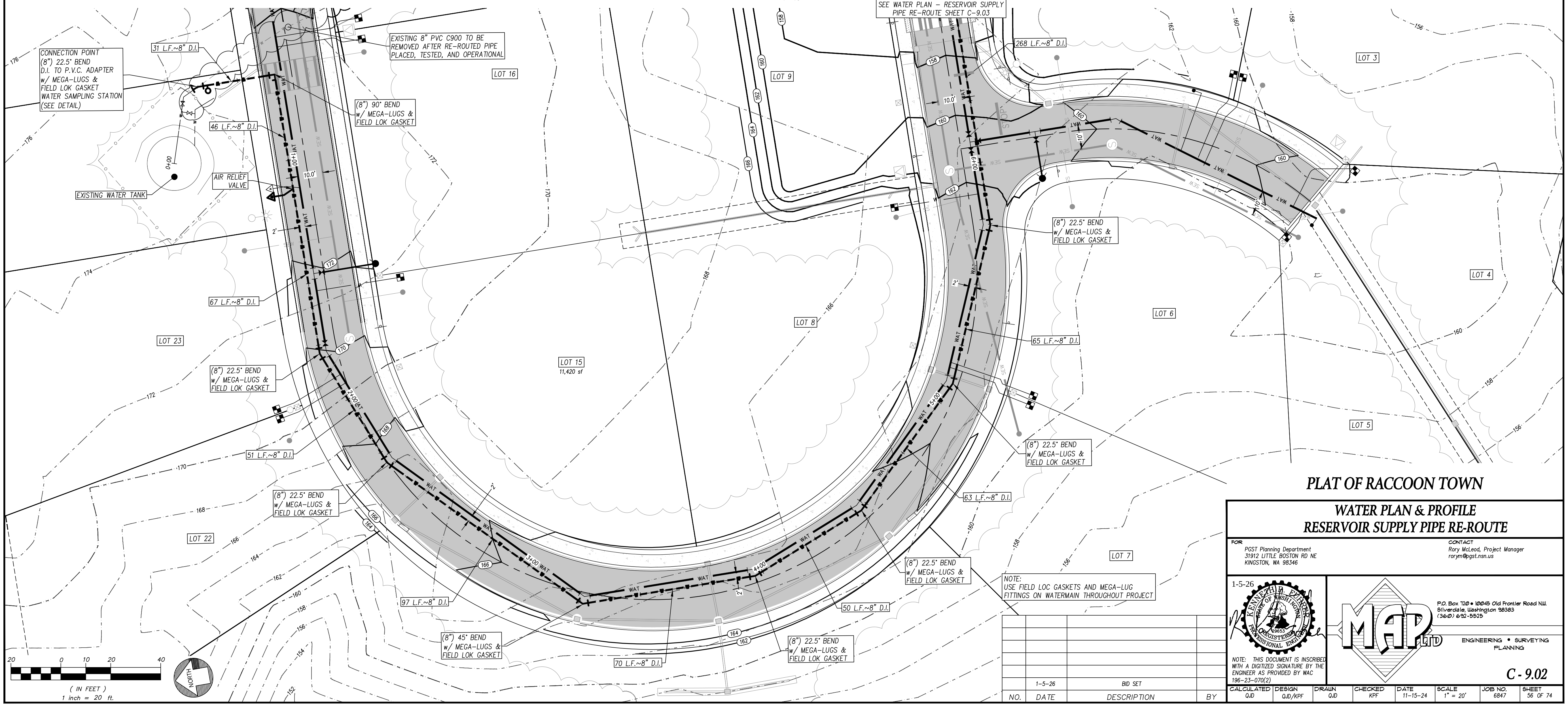
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 50'	6847	55 OF 74


CONNECTION POINT
(8") 22.5° BEND
D.I. TO P.V.C. ADAPTER
w/ MEGA-LUGS &
FIELD LOK GASKET
WATER SAMPLING STATION
(SEE DETAIL)
TOP OF PIPE=168.65
AIR RELIEF VALVE
3' MINIMUM COVER
WATER DISTRIBUTION SERVICE PIPING
(SEE TRENCH DETAIL C-9.11)
FINISH GRADE
EXISTING GRADE
31 L.F.~8" D.I.
STORM X'ING(8")
I.E.=169.59
46 L.F.~8" D.I.
(8") 90° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=168.33
SEWER X'ING(6")
I.E.=161.98
67 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=165.67
SEWER X'ING(6")
I.E.=160.30
51 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=163.41
STORM X'ING(8")
I.E.=160.53
97 L.F.~8" D.I.
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=161.28
70 L.F.~8" D.I.
STORM X'ING(8")
I.E.=158.48
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=160.62
50 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=160.08
63 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=159.47
STORM X'ING(8")
I.E.=157.40
65 L.F.~8" D.I.
SEWER X'ING(8")
I.E.=149.38
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=158.47
SEWER X'ING(8")
I.E.=149.22
180
170
160
150
140
0+00
1+00
2+00
3+00
4+00
5+00
6+00
EG=174.48
FG= EG=174.25
FG= EG=173.17
FG=172.66 EG=173.28
FG=172.89 EG=173.55
FG=172.63 EG=173.27
FG=171.58 EG=172.42
FG=170.10 EG=171.31
FG=168.92 EG=169.81
FG=167.83 EG=166.91
FG=166.86 EG=165.59
FG=166.14 EG=166.62
FG=165.79 EG=166.93
FG=165.54 EG=165.43
FG=165.34 EG=164.72
FG=165.04 EG=164.06
FG=164.80 EG=164.64
FG=164.50 EG=163.69
FG=164.26 EG=164.29
FG=163.95 EG=163.65
FG=163.75 EG=163.02
FG=163.52 EG=162.87
FG=163.32 EG=162.99
FG=162.70 EG=163.09
FG=161.43 EG=163.51
0+00
0+25
0+50
0+75
1+00
1+25
1+50
1+75
2+00
2+25
2+50
2+75
3+00
3+25
3+50
3+75
4+00
4+25
4+50
4+75
5+00
5+25
5+50
5+75
6+00

WATER RE-ROUTE SUPPLY STA 0+00 - 6+00
1"=20' Horiz
1"=10'


CONNECTION POINT
(8") 22.5° BEND
D.I. TO P.V.C. ADAPTER
w/ MEGA-LUGS &
FIELD LOK GASKET
WATER SAMPLING STATION
(SEE DETAIL)
31 L.F.~8" D.I.
EXISTING 8" PVC C900 TO BE
REMOVED AFTER RE-ROUTED PIPE
PLACED, TESTED, AND OPERATIONAL
LOT 16
(8") 90° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
46 L.F.~8" D.I.
0+00
EXISTING WATER TANK
AIR RELIEF
VALVE
1+00
10.0'
2'
WAT
67 L.F.~8" D.I.
LOT 23
LOT 15
11,420 sf
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
2+00
51 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
LOT 22
3+00
97 L.F.~8" D.I.
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
70 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
4+00
50 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
63 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
5+00
65 L.F.~8" D.I.
LOT 7
LOT 8
LOT 9
LOT 6
LOT 5
LOT 4
LOT 3
SEE WATER PLAN - RESERVOIR SUPPLY
PIPE RE-ROUTE SHEET C-9.03
268 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
6+00
176
174
172
170
168
166
164
162
160
158
156
154
152
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG
FITTINGS ON WATERMAIN THROUGHOUT PROJECT

PLAT OF RACCOON TOWN

WATER PLAN & PROFILE
RESERVOIR SUPPLY PIPE RE-ROUTE

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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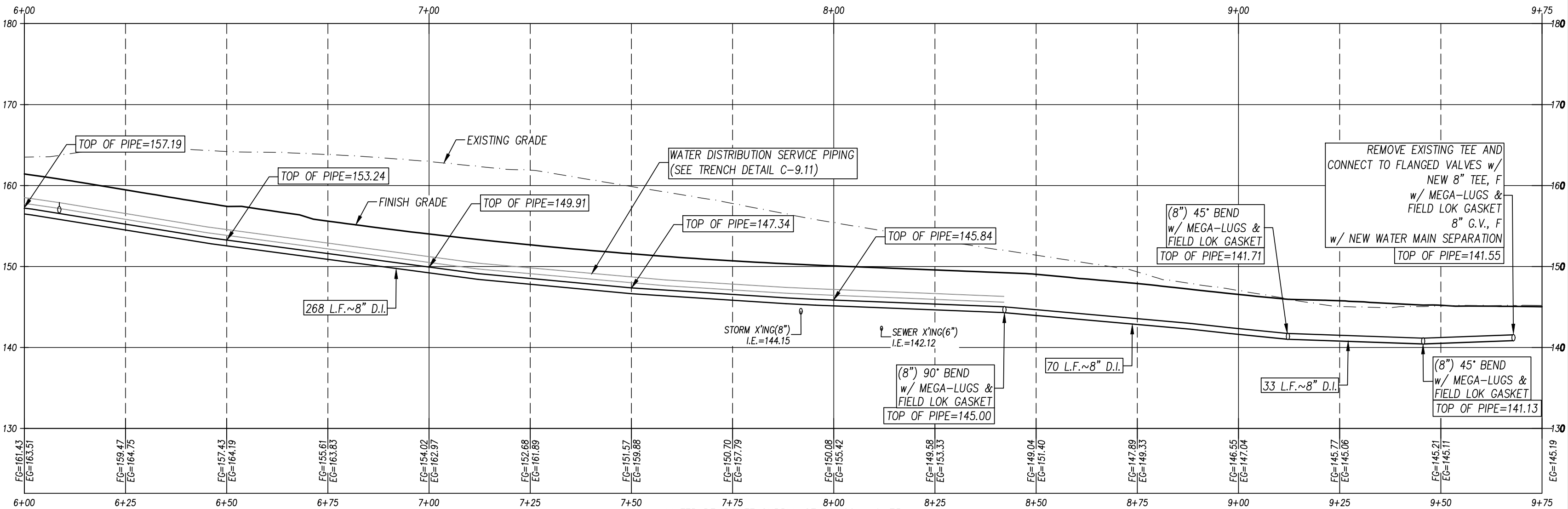
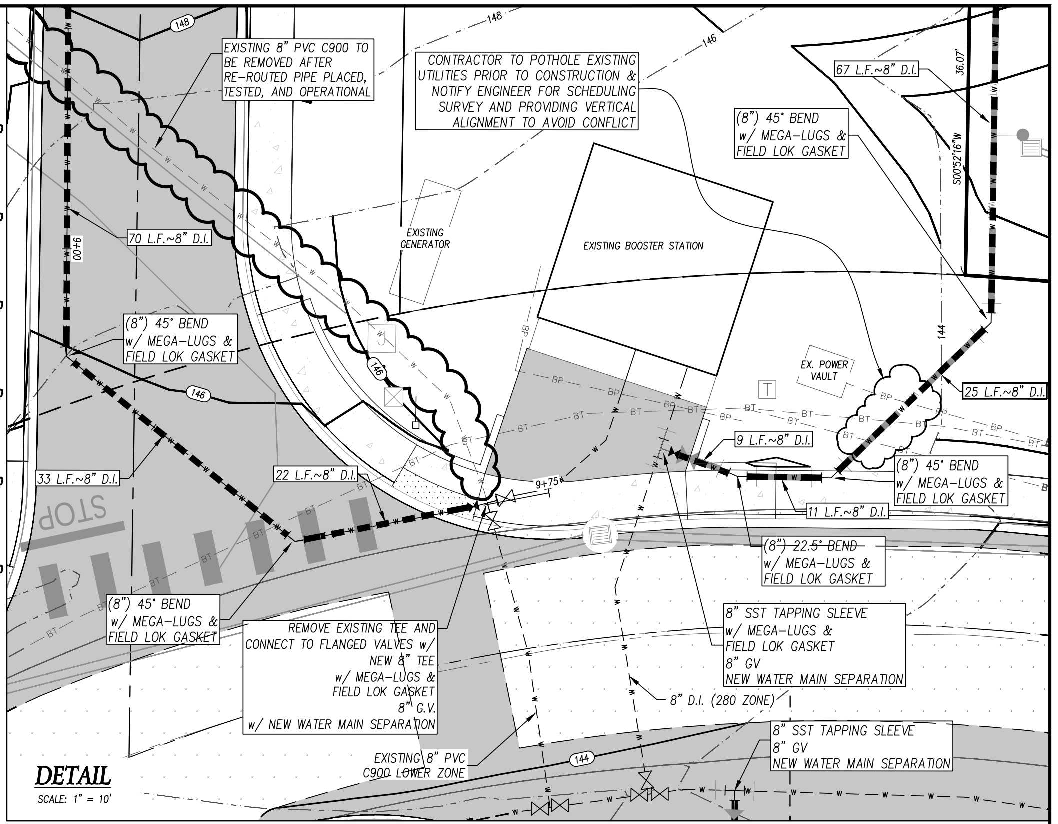
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	56 OF 74

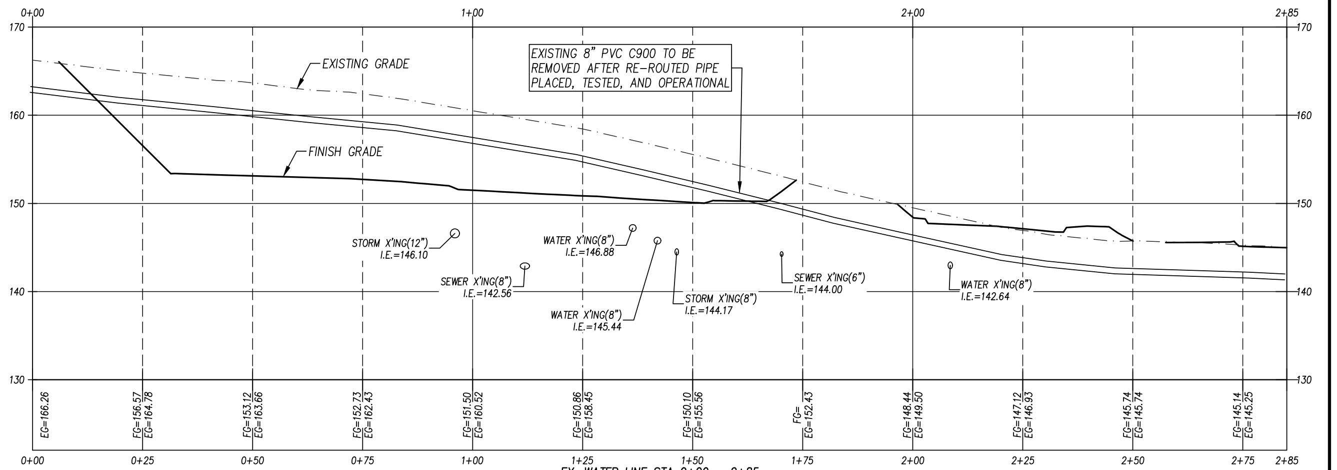


TOP OF PIPE=157.19
EXISTING GRADE
TOP OF PIPE=153.24
WATER DISTRIBUTION SERVICE PIPING (SEE TRENCH DETAIL C-9.11)
FINISH GRADE
TOP OF PIPE=149.91
TOP OF PIPE=147.34
TOP OF PIPE=145.84
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET TOP OF PIPE=141.71
REMOVE EXISTING TEE AND CONNECT TO FLANGED VALVES w/ NEW 8" TEE, F w/ MEGA-LUGS & FIELD LOK GASKET 8" G.V., F w/ NEW WATER MAIN SEPARATION
TOP OF PIPE=141.55
268 L.F.~8" D.I.
STORM X'ING(8") I.E.=144.15
SEWER X'ING(6") I.E.=142.12
(8") 90° BEND w/ MEGA-LUGS & FIELD LOK GASKET TOP OF PIPE=145.00
70 L.F.~8" D.I.
33 L.F.~8" D.I.
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET TOP OF PIPE=141.13
6+00
7+00
8+00
9+00
9+75
180
170
160
150
140
130
FG=161.43 EG=163.51
FG=159.47 EG=164.75
FG=157.43 EG=164.19
FG=155.61 EG=163.83
FG=154.02 EG=162.97
FG=152.68 EG=161.89
FG=151.57 EG=159.88
FG=150.70 EG=157.79
FG=150.08 EG=155.42
FG=149.58 EG=153.33
FG=149.04 EG=151.40
FG=147.89 EG=149.33
FG=146.55 EG=147.04
FG=145.77 EG=145.06
FG=145.21 EG=145.11
EG=145.19
6+00
6+25
6+50
6+75
7+00
7+25
7+50
7+75
8+00
8+25
8+50
8+75
9+00
9+25
9+50
9+75

WATER RE-ROUTE SUPPLY STA 6+00 - 9+75
1"=20' Horiz
1"=10'

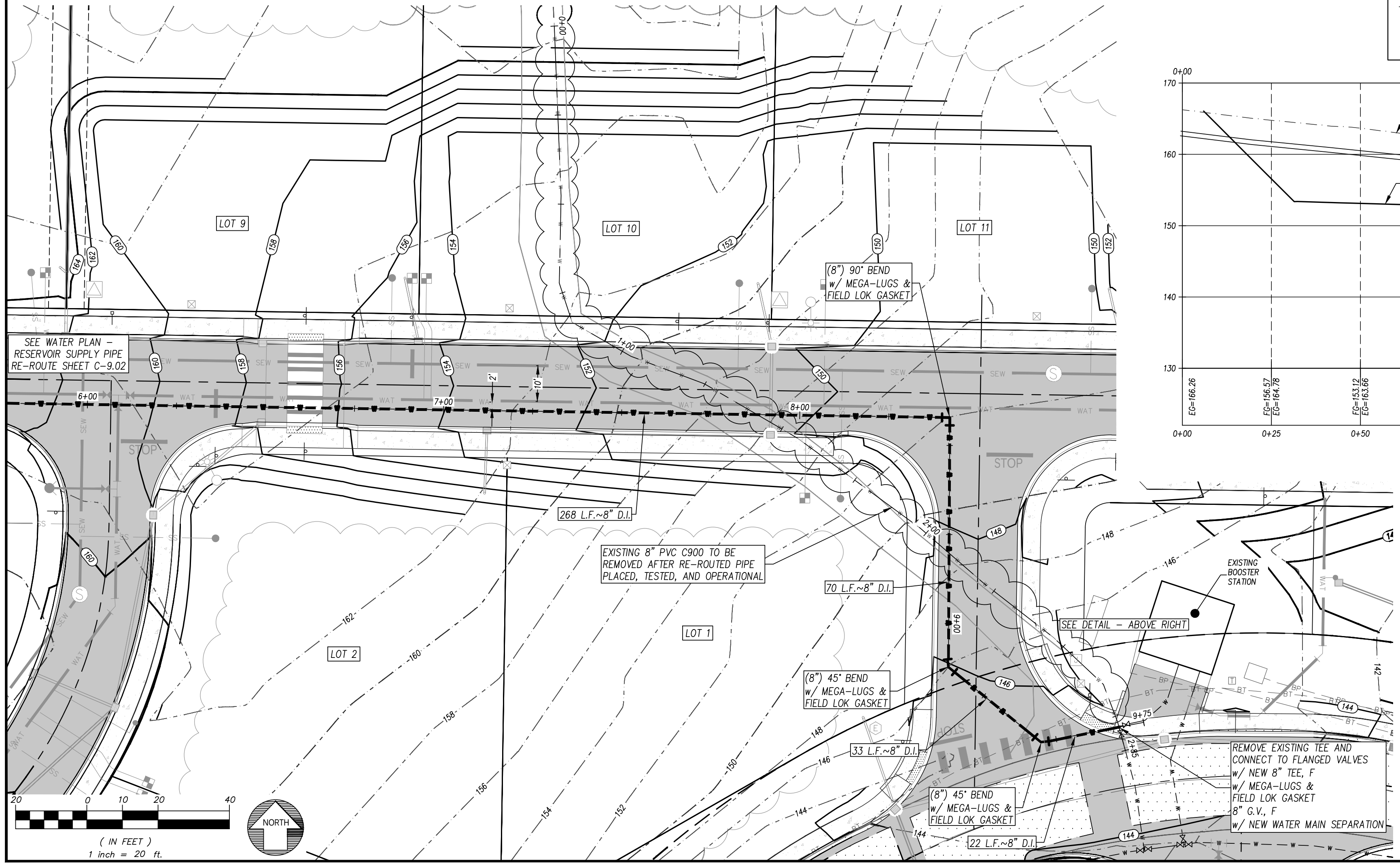


EXISTING 8" PVC C900 TO BE REMOVED AFTER RE-ROUTED PIPE PLACED, TESTED, AND OPERATIONAL
CONTRACTOR TO POTHOLE EXISTING UTILITIES PRIOR TO CONSTRUCTION & NOTIFY ENGINEER FOR SCHEDULING SURVEY AND PROVIDING VERTICAL ALIGNMENT TO AVOID CONFLICT
67 L.F.~8" D.I.
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET
36.07'
S00°52'16"W
EXISTING GENERATOR
EXISTING BOOSTER STATION
70 L.F.~8" D.I.
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET
EX. POWER VAULT
25 L.F.~8" D.I.
9 L.F.~8" D.I.
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET
33 L.F.~8" D.I.
22 L.F.~8" D.I.
9+75
11 L.F.~8" D.I.
STOP
(8") 22.5° BEND w/ MEGA-LUGS & FIELD LOK GASKET
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET
REMOVE EXISTING TEE AND CONNECT TO FLANGED VALVES w/ NEW 8" TEE w/ MEGA-LUGS & FIELD LOK GASKET 8" G.V. w/ NEW WATER MAIN SEPARATION
8" SST TAPPING SLEEVE w/ MEGA-LUGS & FIELD LOK GASKET 8" GV NEW WATER MAIN SEPARATION
8" D.I. (280 ZONE)
EXISTING 8" PVC C900 LOWER ZONE
8" SST TAPPING SLEEVE 8" GV NEW WATER MAIN SEPARATION
DETAIL
SCALE: 1" = 10'



EXISTING GRADE
EXISTING 8" PVC C900 TO BE REMOVED AFTER RE-ROUTED PIPE PLACED, TESTED, AND OPERATIONAL
FINISH GRADE
STORM X'ING(12") I.E.=146.10
WATER X'ING(8") I.E.=146.88
SEWER X'ING(8") I.E.=142.56
WATER X'ING(8") I.E.=145.44
STORM X'ING(8") I.E.=144.17
SEWER X'ING(6") I.E.=144.00
WATER X'ING(8") I.E.=142.64
0+00
1+00
2+00
2+85
170
160
150
140
130
EG=166.26
FG=156.57 EG=164.78
FG=153.12 EG=163.66
FG=152.73 EG=162.43
FG=151.50 EG=160.52
FG=150.86 EG=158.45
FG=150.10 EG=155.56
FG= EG=152.43
FG=148.44 EG=149.50
FG=147.12 EG=146.93
FG=145.74 EG=145.74
FG=145.14 EG=145.25
0+00
0+25
0+50
0+75
1+00
1+25
1+50
1+75
2+00
2+25
2+50
2+75
2+85

EX. WATER LINE STA 0+00 - 2+85
1"=20' Horiz
1"=10'



LOT 9
LOT 10
LOT 11
(8") 90° BEND w/ MEGA-LUGS & FIELD LOK GASKET
SEE WATER PLAN - RESERVOIR SUPPLY PIPE RE-ROUTE SHEET C-9.02
6+00
7+00
8+00
1+00
STOP
268 L.F.~8" D.I.
EXISTING 8" PVC C900 TO BE REMOVED AFTER RE-ROUTED PIPE PLACED, TESTED, AND OPERATIONAL
70 L.F.~8" D.I.
EXISTING BOOSTER STATION
SEE DETAIL - ABOVE RIGHT
LOT 2
LOT 1
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET
33 L.F.~8" D.I.
9+75
REMOVE EXISTING TEE AND CONNECT TO FLANGED VALVES w/ NEW 8" TEE, F w/ MEGA-LUGS & FIELD LOK GASKET 8" G.V., F w/ NEW WATER MAIN SEPARATION
(8") 45° BEND w/ MEGA-LUGS & FIELD LOK GASKET
22 L.F.~8" D.I.
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NORTH

NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG FITTINGS ON WATERMAIN THROUGHOUT PROJECT

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER PLAN & PROFILE
RESERVOIR SUPPLY PIPE RE-ROUTE

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH E. EVANS
STATE OF WASHINGTON
29631
REGISTERED PROFESSIONAL ENGINEER

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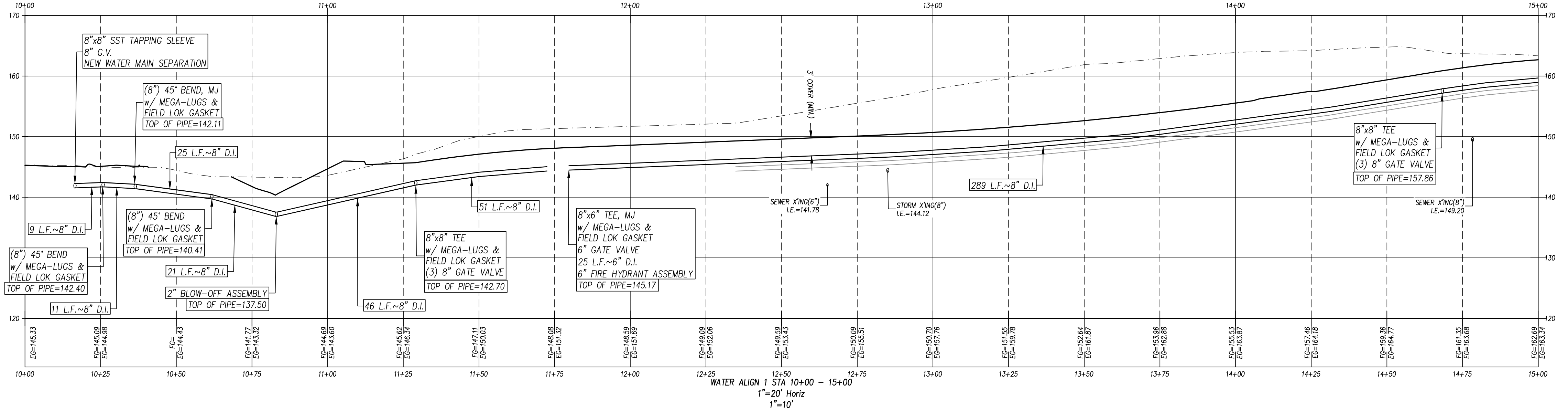
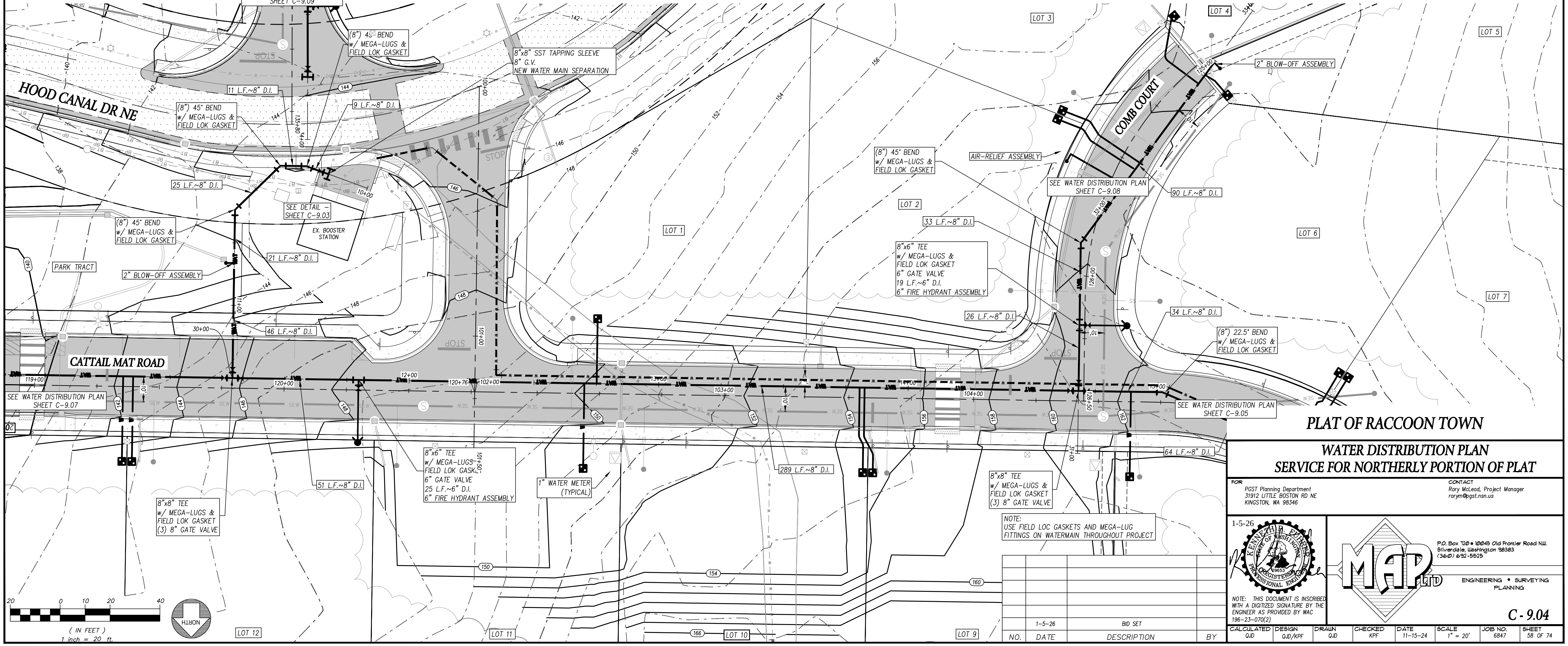
C - 9.03

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	57 OF 74


8"x8" SST TAPPING SLEEVE
8" G.V.
NEW WATER MAIN SEPARATION
(8") 45° BEND, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=142.11
25 L.F.~8" D.I.
3' COVER (MIN)
9 L.F.~8" D.I.
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=140.41
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=142.40
21 L.F.~8" D.I.
2" BLOW-OFF ASSEMBLY
TOP OF PIPE=137.50
11 L.F.~8" D.I.
46 L.F.~8" D.I.
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
TOP OF PIPE=142.70
51 L.F.~8" D.I.
8"x6" TEE, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
25 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
TOP OF PIPE=145.17
SEWER X'ING(6")
I.E.=141.78
STORM X'ING(8")
I.E.=144.12
289 L.F.~8" D.I.
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
TOP OF PIPE=157.86
SEWER X'ING(8")
I.E.=149.20
170
160
150
140
130
120
10+00
11+00
12+00
13+00
14+00
15+00
EG=145.33
FG=145.09 EG=144.98
FG= EG=144.43
FG=141.77 EG=143.32
FG=144.69 EG=143.60
FG=145.62 EG=146.34
FG=147.11 EG=150.03
FG=148.08 EG=151.32
FG=148.59 EG=151.69
FG=149.09 EG=152.06
FG=149.59 EG=153.43
FG=150.09 EG=155.51
FG=150.70 EG=157.76
FG=151.55 EG=159.78
FG=152.64 EG=161.87
FG=153.96 EG=162.88
FG=155.53 EG=163.87
FG=157.46 EG=164.18
FG=159.36 EG=164.77
FG=161.35 EG=163.68
FG=162.69 EG=163.34
10+00
10+25
10+50
10+75
11+00
11+25
11+50
11+75
12+00
12+25
12+50
12+75
13+00
13+25
13+50
13+75
14+00
14+25
14+50
14+75
15+00

WATER ALIGN 1 STA 10+00 – 15+00
1"=20' Horiz
1"=10'


SEE WATER DISTRIBUTION PLAN
SHEET C-9.09
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
8"x8" SST TAPPING SLEEVE
8" G.V.
NEW WATER MAIN SEPARATION
HOOD CANAL DR NE
11 L.F.~8" D.I.
9 L.F.~8" D.I.
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
25 L.F.~8" D.I.
SEE DETAIL –
SHEET C-9.03
EX. BOOSTER
STATION
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
PARK TRACT
2" BLOW-OFF ASSEMBLY
21 L.F.~8" D.I.
46 L.F.~8" D.I.
CATTAIL MAT ROAD
SEE WATER DISTRIBUTION PLAN
SHEET C-9.07
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
51 L.F.~8" D.I.
8"x6" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
25 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
1" WATER METER
(TYPICAL)
289 L.F.~8" D.I.
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 9
LOT 10
LOT 11
LOT 12
COMB COURT
2" BLOW-OFF ASSEMBLY
AIR-RELIEF ASSEMBLY
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
SEE WATER DISTRIBUTION PLAN
SHEET C-9.08
90 L.F.~8" D.I.
33 L.F.~8" D.I.
8"x6" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
19 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
26 L.F.~8" D.I.
34 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
SEE WATER DISTRIBUTION PLAN
SHEET C-9.05
64 L.F.~8" D.I.
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
STOP
119+00
120+00
120+76
102+00
103+00
104+00
12+00
13+00
10+00
11+00
30+00
101+00
101+50
126+00
126+50
31+00
135+80
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH

NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG
FITTINGS ON WATERMAIN THROUGHOUT PROJECT

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER DISTRIBUTION PLAN
SERVICE FOR NORTHERLY PORTION OF PLAT

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH P. FUHRER
29653

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CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
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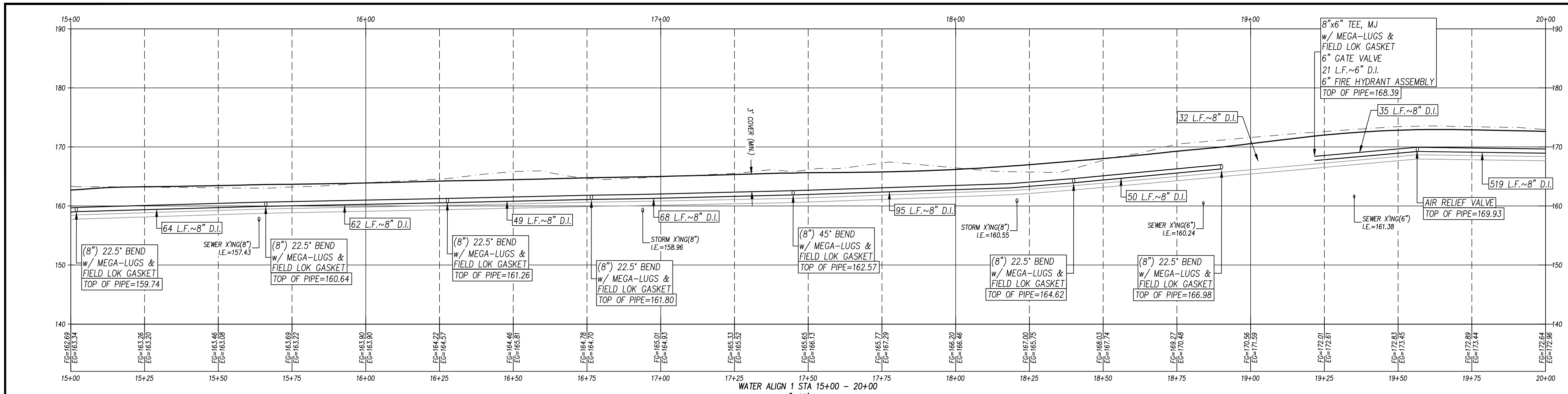
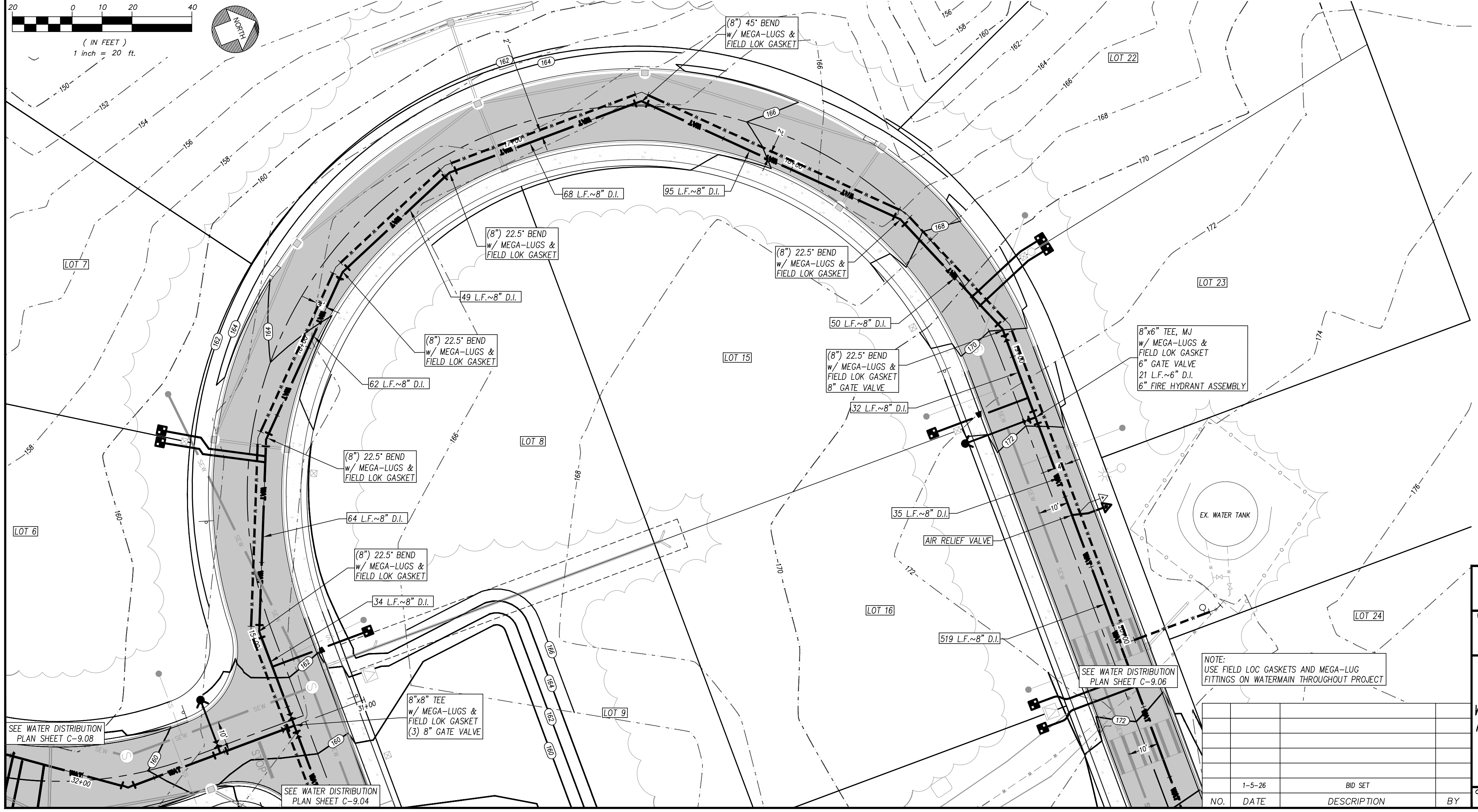

15+00
16+00
17+00
18+00
19+00
20+00
190
180
170
160
150
140
8"x6" TEE, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
21 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
TOP OF PIPE=168.39
32 L.F.~8" D.I.
35 L.F.~8" D.I.
3' COVER (MIN.)
519 L.F.~8" D.I.
AIR RELIEF VALVE
TOP OF PIPE=169.93
64 L.F.~8" D.I.
62 L.F.~8" D.I.
49 L.F.~8" D.I.
68 L.F.~8" D.I.
95 L.F.~8" D.I.
50 L.F.~8" D.I.
SEWER X'ING(8")
I.E.=157.43
STORM X'ING(8")
I.E.=158.96
STORM X'ING(8")
I.E.=160.55
SEWER X'ING(6")
I.E.=160.24
SEWER X'ING(6")
I.E.=161.38
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=159.74
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=160.64
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=161.26
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=161.80
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=162.57
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=164.62
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=166.98
15+25
15+50
15+75
16+25
16+50
16+75
17+25
17+50
17+75
18+25
18+50
18+75
19+25
19+50
19+75

WATER ALIGN 1 STA 15+00 - 20+00
1"=20' Horiz
1"=10'


20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH
LOT 6
LOT 7
LOT 8
LOT 9
LOT 15
LOT 16
LOT 22
LOT 23
LOT 24
EX. WATER TANK
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
68 L.F.~8" D.I.
95 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
49 L.F.~8" D.I.
62 L.F.~8" D.I.
64 L.F.~8" D.I.
34 L.F.~8" D.I.
50 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
8" GATE VALVE
32 L.F.~8" D.I.
8"x6" TEE, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
21 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
35 L.F.~8" D.I.
AIR RELIEF VALVE
519 L.F.~8" D.I.
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
SEE WATER DISTRIBUTION PLAN SHEET C-9.08
SEE WATER DISTRIBUTION PLAN SHEET C-9.04
SEE WATER DISTRIBUTION PLAN SHEET C-9.06
15+00
31+00
32+00
150
152
154
156
158
160
162
164
166
168
170
172
174
176

NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG FITTINGS ON WATERMAIN THROUGHOUT PROJECT

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER DISTRIBUTION PLAN
SERVICE FOR NORTHERLY PORTION OF PLAT

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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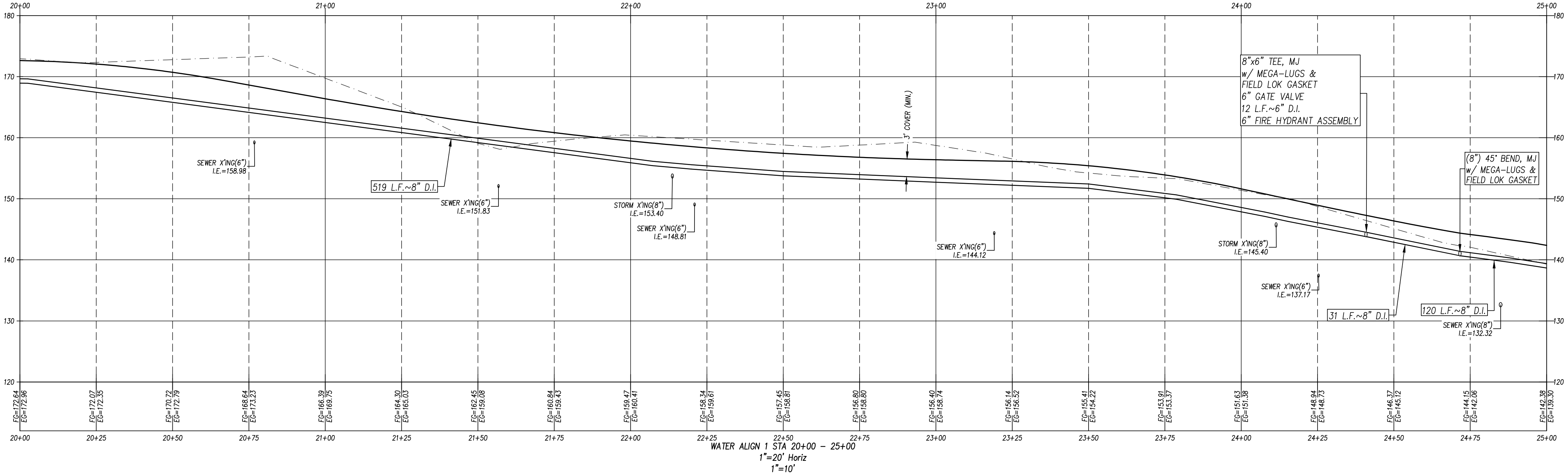
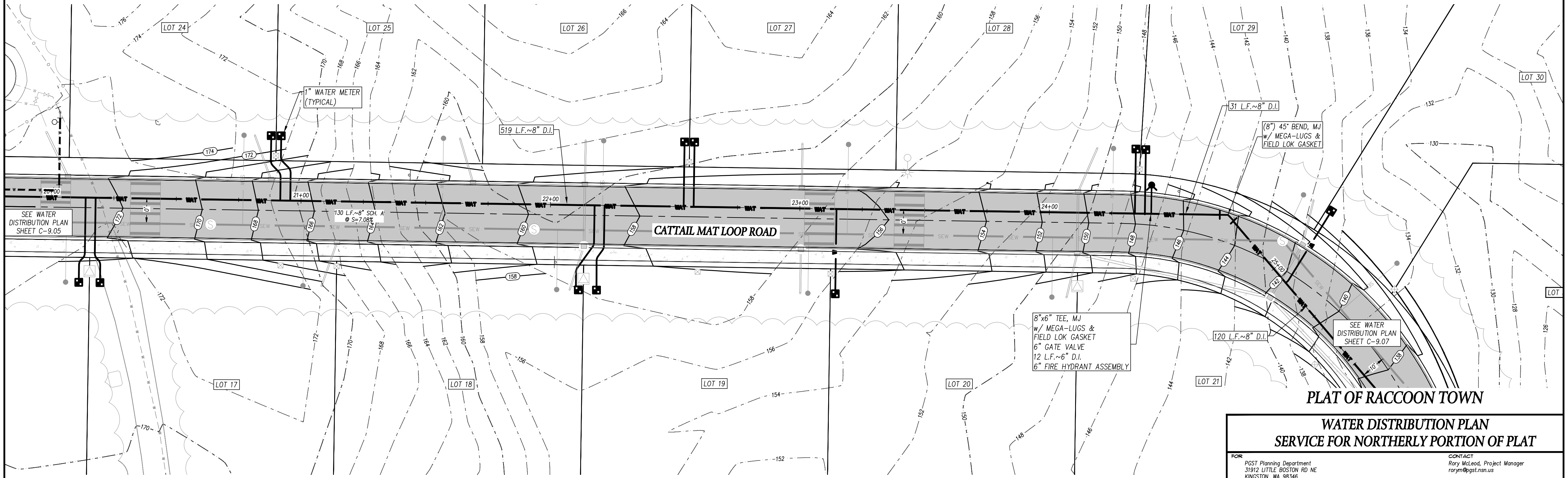
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	59 OF 74

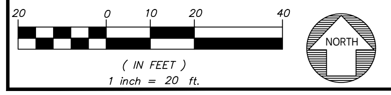


WATER ALIGN 1 STA 20+00 – 25+00
1"=20' Horiz
1"=10'


LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
1" WATER METER
(TYPICAL)
519 L.F.~8" D.I.
31 L.F.~8" D.I.
(8") 45° BEND, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
SEE WATER
DISTRIBUTION PLAN
SHEET C-9.05
130 L.F.~8" SCH. A
@ S=7.08%
CATTAIL MAT LOOP ROAD
20+00
21+00
22+00
23+00
24+00
25+00
WAT
SEW
8"x6" TEE, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
12 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
120 L.F.~8" D.I.
SEE WATER
DISTRIBUTION PLAN
SHEET C-9.07
176
174
172
170
168
166
164
162
160
158
156
154
152
150
148
146
144
142
140
138
136
134
132
130
128
126

PLAT OF RACCOON TOWN

NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG FITTINGS ON WATERMAIN THROUGHOUT PROJECT


20
0
10
20
40
NORTH

(IN FEET)
1 inch = 20 ft.

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

WATER DISTRIBUTION PLAN
SERVICE FOR NORTHERLY PORTION OF PLAT

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
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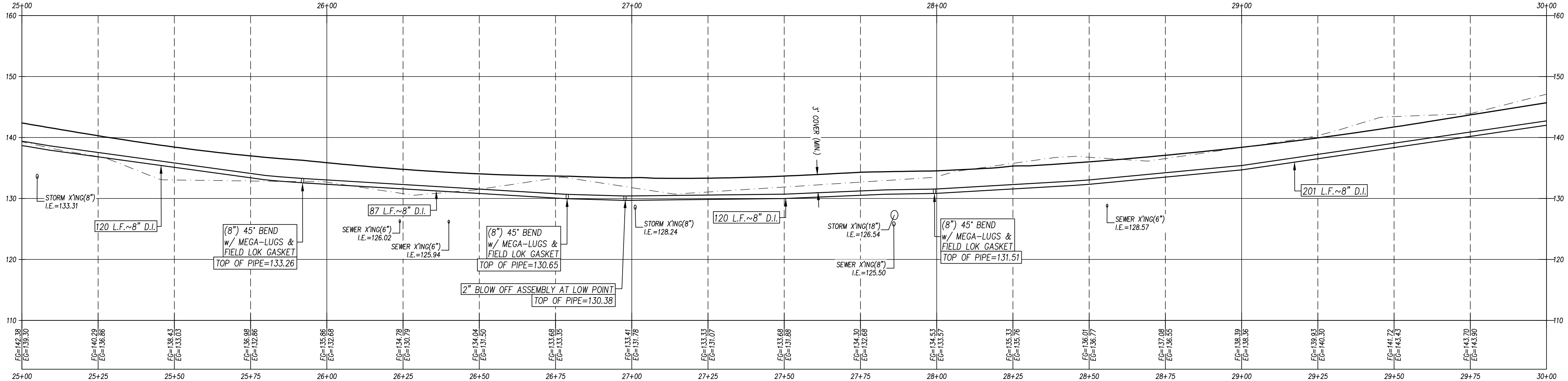
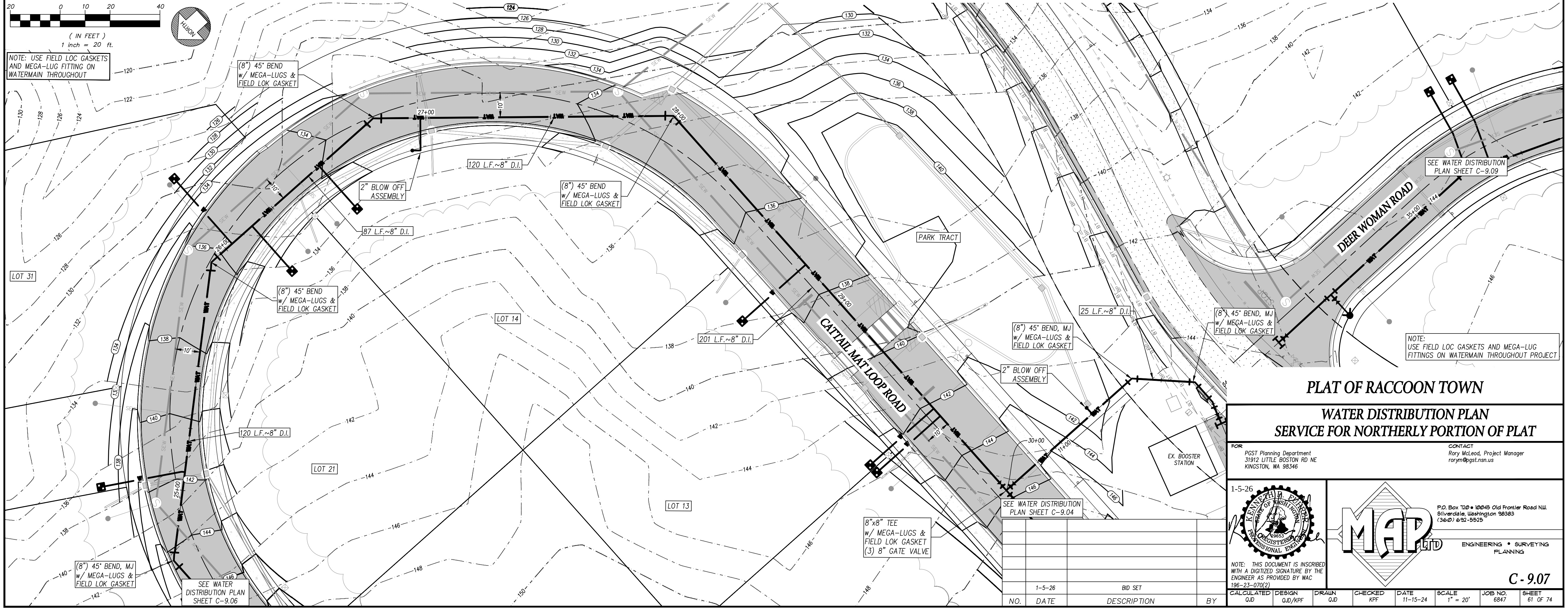
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	60 OF 74



WATER ALIGN 1 STA 25+00 – 30+00
1"=20' Horiz
1"=10'


20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH
NOTE: USE FIELD LOC GASKETS AND MEGA-LUG FITTING ON WATERMAIN THROUGHOUT
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
27+00
28+00
26+00
25+00
29+00
30+00
11+00
35+00
120 L.F.~8" D.I.
2" BLOW OFF
ASSEMBLY
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
87 L.F.~8" D.I.
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
PARK TRACT
LOT 31
LOT 14
LOT 21
LOT 13
201 L.F.~8" D.I.
CATTAIL MAT LOOP ROAD
120 L.F.~8" D.I.
25 L.F.~8" D.I.
(8") 45° BEND, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
(8") 45° BEND, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
2" BLOW OFF
ASSEMBLY
DEER WOMAN ROAD
SEE WATER DISTRIBUTION
PLAN SHEET C-9.09
NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG
FITTINGS ON WATERMAIN THROUGHOUT PROJECT
EX. BOOSTER
STATION
SEE WATER DISTRIBUTION
PLAN SHEET C-9.04
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
(8") 45° BEND, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
SEE WATER
DISTRIBUTION PLAN
SHEET C-9.06
10'
SEW
124
126
128
130
132
134
136
138
140
142
144
146
148
150

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER DISTRIBUTION PLAN
SERVICE FOR NORTHERLY PORTION OF PLAT

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH D. FUHRER
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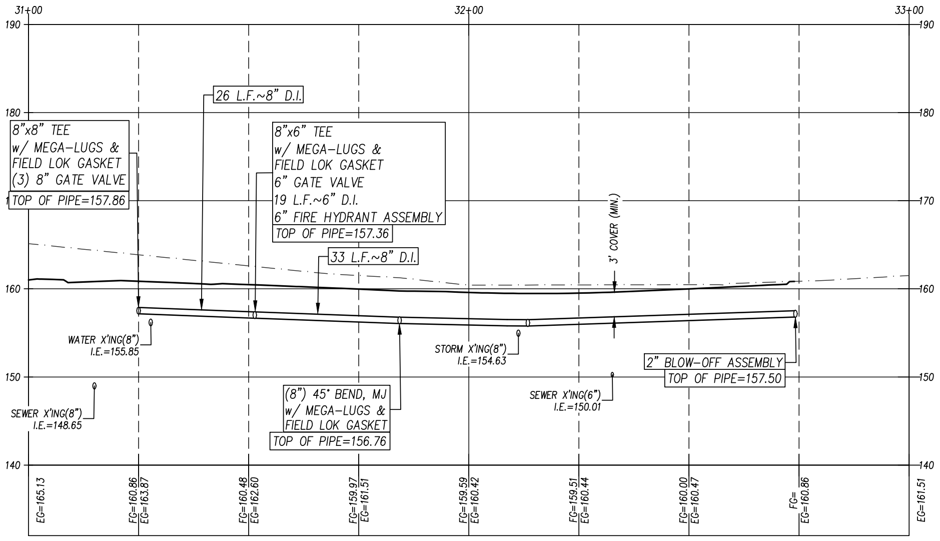
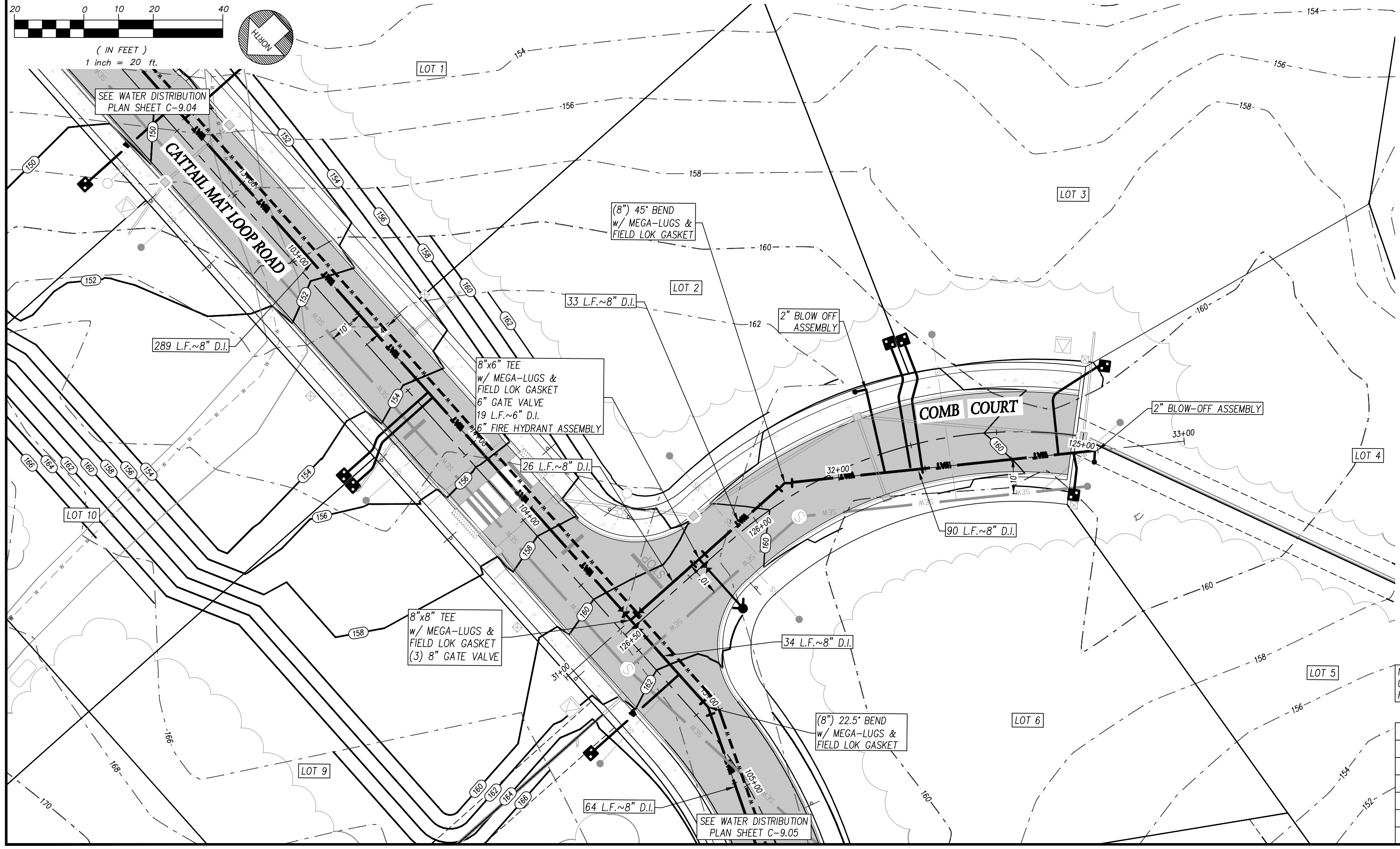
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	61 OF 74


31+00
32+00
33+00
190
180
170
160
150
140
26 L.F.~8" D.I.
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
TOP OF PIPE=157.86
8"x6" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
19 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
TOP OF PIPE=157.36
33 L.F.~8" D.I.
3' COVER (MIN.)
WATER X'ING(8")
I.E.=155.85
STORM X'ING(8")
I.E.=154.63
2" BLOW-OFF ASSEMBLY
TOP OF PIPE=157.50
SEWER X'ING(8")
I.E.=148.65
(8") 45° BEND, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=156.76
SEWER X'ING(6")
I.E.=150.01
EG=165.13
FG=160.86
EG=163.87
FG=160.48
EG=162.60
FG=159.97
EG=161.51
FG=159.59
EG=160.42
FG=159.51
EG=160.44
FG=160.00
EG=160.47
FG=
EG=160.86
EG=161.51
31+25
31+50
31+75
32+25
32+50
32+75

WATER ALIGN 2 STA 31+00 – 33+00
1"=20' Horiz
1"=10'


20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 9
LOT 10
154
156
158
160
162
SEE WATER DISTRIBUTION
PLAN SHEET C-9.04
CATTAIL MAT LOOP ROAD
COMB COURT
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
33 L.F.~8" D.I.
2" BLOW OFF
ASSEMBLY
2" BLOW-OFF ASSEMBLY
289 L.F.~8" D.I.
8"x6" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
19 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
26 L.F.~8" D.I.
90 L.F.~8" D.I.
8"x8" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
(3) 8" GATE VALVE
34 L.F.~8" D.I.
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
64 L.F.~8" D.I.
SEE WATER DISTRIBUTION
PLAN SHEET C-9.05
103+00
104+00
105+00
125+00
126+00
31+00
32+00
33+00

NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG
FITTINGS ON WATERMAIN THROUGHOUT PROJECT

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER DISTRIBUTION PLAN
SERVICE FOR NORTHERLY PORTION OF PLAT

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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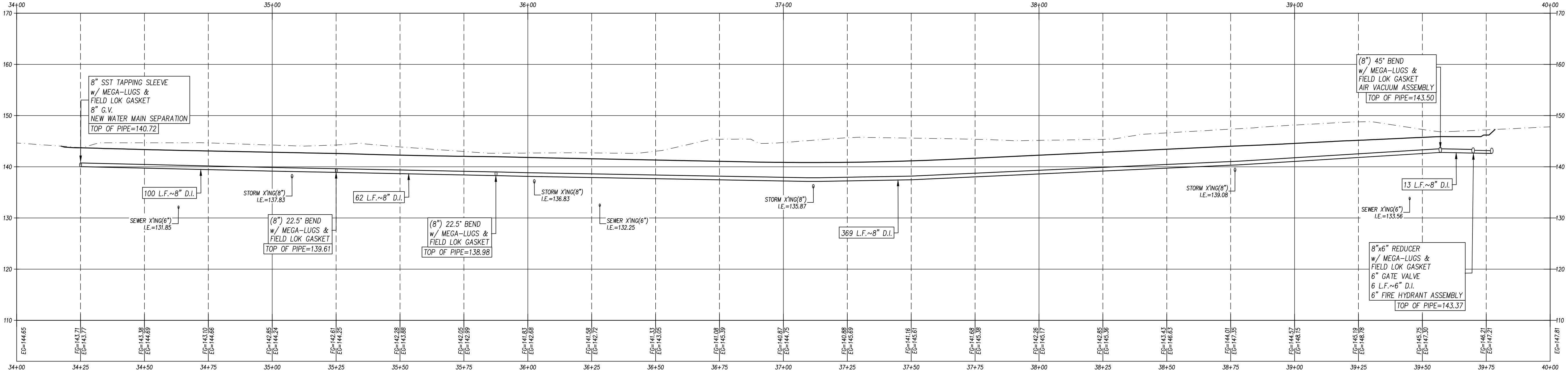
MAP LTD

P.O. Box 720 • 10045 Old Frontier Road N.W.
Silverdale, Washington 98383
(360) 692-5525

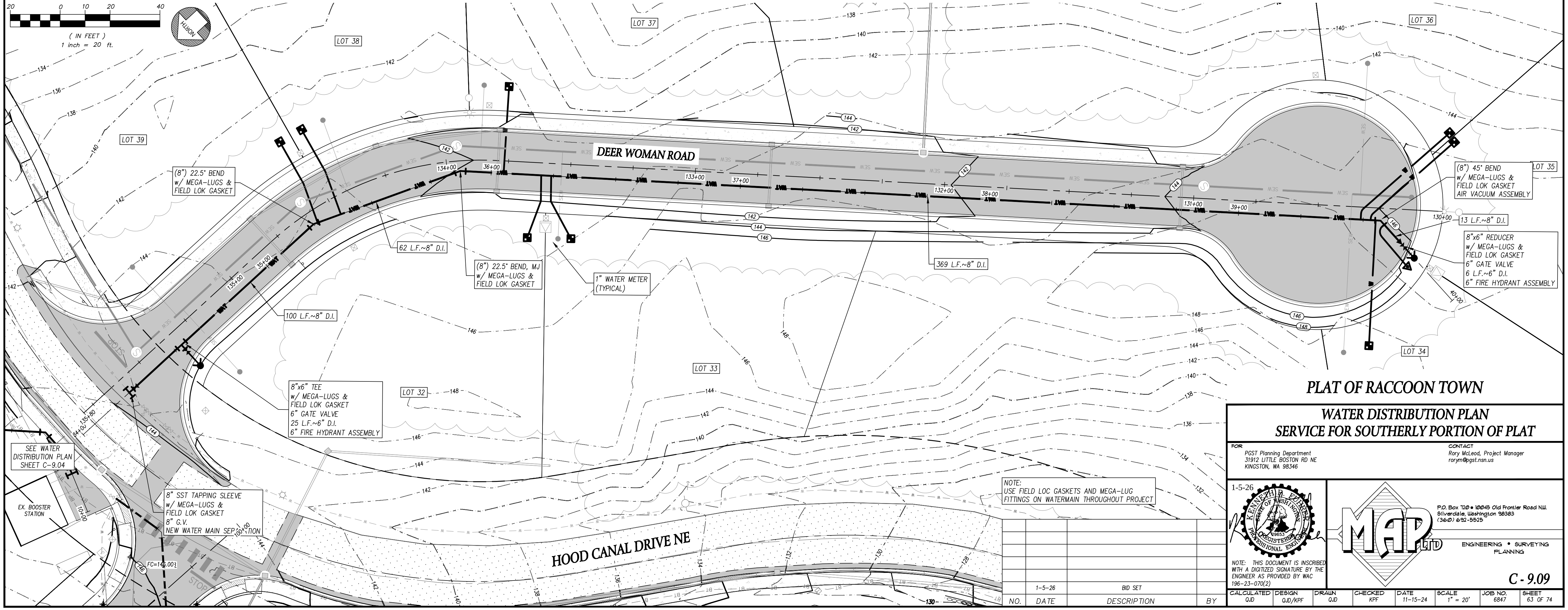
ENGINEERING • SURVEYING
PLANNING

C - 9.08

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	62 OF 74


34+00
35+00
36+00
37+00
38+00
39+00
40+00
170
160
150
140
130
120
110
8" SST TAPPING SLEEVE
w/ MEGA-LUGS &
FIELD LOK GASKET
8" G.V.
NEW WATER MAIN SEPARATION
TOP OF PIPE=140.72
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
AIR VACUUM ASSEMBLY
TOP OF PIPE=143.50
100 L.F.~8" D.I.
STORM X'ING(8")
I.E.=137.83
62 L.F.~8" D.I.
STORM X'ING(8")
I.E.=136.83
STORM X'ING(8")
I.E.=135.87
STORM X'ING(8")
I.E.=139.08
13 L.F.~8" D.I.
SEWER X'ING(8")
I.E.=131.85
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=139.61
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
TOP OF PIPE=138.98
SEWER X'ING(6")
I.E.=132.25
369 L.F.~8" D.I.
SEWER X'ING(6")
I.E.=133.56
8"x6" REDUCER
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
6 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
TOP OF PIPE=143.37
EG=144.65
FG=143.71 EG=143.77
FG=143.38 EG=144.69
FG=143.10 EG=144.66
FG=142.85 EG=144.24
FG=142.61 EG=144.25
FG=142.28 EG=143.88
FG=142.05 EG=142.99
FG=141.83 EG=142.68
FG=141.58 EG=142.72
FG=141.33 EG=143.05
FG=141.08 EG=145.39
FG=140.87 EG=144.75
FG=140.88 EG=145.69
FG=141.16 EG=145.61
FG=141.68 EG=145.38
FG=142.26 EG=145.17
FG=142.85 EG=145.36
FG=143.43 EG=146.63
FG=144.01 EG=147.35
FG=144.57 EG=148.15
FG=145.19 EG=148.78
FG=145.75 EG=147.30
FG=146.21 EG=147.21
EG=147.81
34+00
34+25
34+50
34+75
35+00
35+25
35+50
35+75
36+00
36+25
36+50
36+75
37+00
37+25
37+50
37+75
38+00
38+25
38+50
38+75
39+00
39+25
39+50
39+75
40+00

WATER ALIGN 3 STA 34+00 – 40+00
1"=20' Horiz
1"=10'


20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
NORTH
LOT 38
LOT 37
LOT 36
LOT 39
LOT 35
LOT 34
LOT 33
LOT 32
DEER WOMAN ROAD
HOOD CANAL DRIVE NE
134+00
36+00
133+00
37+00
132+00
38+00
131+00
39+00
130+00
40+00
135+00
35+00
(8") 22.5° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
62 L.F.~8" D.I.
(8") 22.5° BEND, MJ
w/ MEGA-LUGS &
FIELD LOK GASKET
1" WATER METER
(TYPICAL)
369 L.F.~8" D.I.
(8") 45° BEND
w/ MEGA-LUGS &
FIELD LOK GASKET
AIR VACUUM ASSEMBLY
13 L.F.~8" D.I.
8"x6" REDUCER
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
6 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
100 L.F.~8" D.I.
8"x6" TEE
w/ MEGA-LUGS &
FIELD LOK GASKET
6" GATE VALVE
25 L.F.~6" D.I.
6" FIRE HYDRANT ASSEMBLY
SEE WATER
DISTRIBUTION PLAN
SHEET C-9.04
EX. BOOSTER
STATION
8" SST TAPPING SLEEVE
w/ MEGA-LUGS &
FIELD LOK GASKET
8" G.V.
NEW WATER MAIN SEPARATION
FC=145.00
STOP
134
136
138
140
142
144
146
148
132
130
128

NOTE:
USE FIELD LOC GASKETS AND MEGA-LUG FITTINGS ON WATERMAIN THROUGHOUT PROJECT

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER DISTRIBUTION PLAN
SERVICE FOR SOUTHERLY PORTION OF PLAT

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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ENGINEERING • SURVEYING
PLANNING

C - 9.09

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	63 OF 74

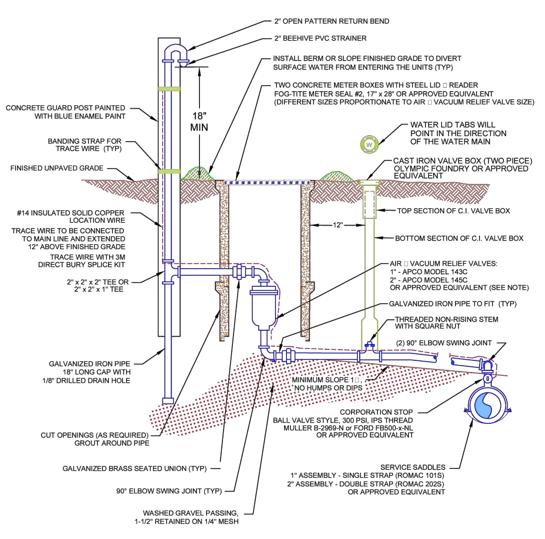
WATER DISTRIBUTION NOTES:

1. All Materials And Workmanship Shall Conform To The Requirements Of AWWA, APWA/WSDOT And The PGST.
   Flushing, Dechlorinating, Bacterial Testing And Hydrostatic Testing Are Required On All Installations Per Section 7-09 WSDOT Standard Specifications.
   All Materials Are To Be NSF/ANSI Standard 61 Certified. All chemicals intended for potable use shall be NSF/ANSI 60 certified.
2. All 3" And Larger Pipe Shall Be Ductile Iron Pipe Thickness Class 50 And Cement Lined. Class 52 Will Be Used When Conditions Require Thicker Wall Pipe. IE: In Casing Under A Road.
   Heavy Duty Polyethylene (HDPE) DR 9 Or DR 7 May Be Used Or Required By The Engineer. The HDPE Will Be Fused Or Electro Coupled Including Joints, Bends, Saddlers, Etc....
   All 2" Pipe, Shall Be Iron Pipe Size Polyethylene (HDPE), 200 PSI With Fused Joints Or Brass Compression Fittings With Stainless Steel Inserts.
3. The CONTRACTOR Shall Grade All Roads To Design Subgrade Elevation Before Installing Any Underground Utilities. If The CONTRACTOR Changes The Subgrade Elevation After Completing Construction On Of Any Underground Utilities, The CONTRACTOR Agrees To Raise Or Lower Subgrade Elevation, At No Cost To OWNER.
   The Minimum Cover For Water Mains Shall Be Three Feet And Shall Be Maintained At All Points.
4. Installation Of Water Mains And Service Lines Shall Include: Locator Wire And Water Marking Tape To Be Buried Along The Entire Length Of The Pipe.
   Warning Tape Shall Be Installed Approximately 18" Below Grade.
   Locator Wire Is To Be 14 Gauge Solid Core Neoprene Or Larger And Shall Be Run To 12" Above Grade At Each Gate Valve, Hydrant Flange, Air Vac, Blow Off And Meter Box.
   All Splices In The Locator Wire Shall Be Made Using Direct Bury Splice Kits, Equal To 3M #DBR.
5. All 2" To 12" Gate Valves Shall Be Resilient-seated Gate Valves, Conforming To AWWA C-509.
   Concrete Or Fiberglass Markers With "Water Stickers" With The Distance From Valve To Marker Written On The Back With Permanent Marker Are Required.
6. Services Shall Be (1" Minimum) 200 PSI Iron Pipe Size, Polyethylene Pipe Meeting ASTM D2737, Equal To Driscopipe 5100 And Shall Include A Corporation Stop On The Saddle At The Main.
7. The Contractor Shall Comply With All The Requirements Of The State And Local And Health Authorities.
8. A Pre-con Meeting Will Be Required.
9. PGST Staff Must Be Present For Any Wet Tap, Intertie, Final Connection, Etc....
   Contractor Shall Give A 48 Hour Notice In Writing Of Any Wet Tap, Intertie, Final Connection, Hydro Static Testing, Etc....
10. All Valves Connected Directly To EXISTING Infrastructure Shall Have A Locking Plug Installed And Can Only Be Operated By Staff.
11. The Contractor Is Prohibited From Operating Any Valve Connected Directly To Existing PGST Infrastructure.
    The Contractor May Operate Valves Within The Scope Of Their Work. IE: Contractor May Operate Valves On The Newly Installed System To Isolate Pipe Runs In Order To Find A Leak During Pressure Testing.
12. The Road And Structure Locations Shown Are Approximate And Intended To Show The Relative Location On The Proposed Water System Only.
13. All Locations Of Existing Utilities Are Approximate And It Shall Be The Responsibility Of The Contractor To Verify The Exact Location To Avoid Damage Or Disturbance.
    The Contractor Shall Call 811 For Underground Locates. Ground Will Not Be Broken Until All Underground Utilities Have Been Located. Then The Contractor Shall Pot Hole By Hand All Locate Utilities.
    The Contractor Is Required To Photograph The Locate Paint And The Actual Locations After Pot Holing And Shall Share These Photographs With PGST Staff When Requested.

AIR-VACUUM RELIEF VALVE ASSEMBLY

NOTES:

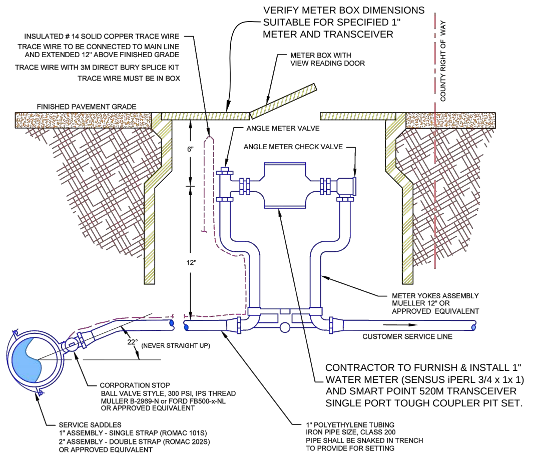
1. AIR & VACUUM RELIEF VALVE ASSEMBLY MUST BE INSTALLED AT HIGHEST POINT OF LINE. IF A HIGH POINT FALLS IN A LOCATION WHERE ASSEMBLY CANNOT BE INSTALLED, PROVIDE ADDITIONAL DEPTH OF LINE TO CREATE A HIGH POINT AT A LOCATION, WHERE ASSEMBLY CAN BE INSTALLED.
2. ALL PIPE AND FITTINGS SHALL BE GALVANIZED IRON.


2" OPEN PATTERN RETURN BEND
2" BEEHIVE PVC STRAINER
INSTALL BERM OR SLOPE FINISHED GRADE TO DIVERT SURFACE WATER FROM ENTERING THE UNITS (TYP)
TWO CONCRETE METER BOXES WITH STEEL LID & READER FOG-TITE METER SEAL #2, 17" x 28" OR APPROVED EQUIVALENT (DIFFERENT SIZES PROPORTIONATE TO AIR & VACUUM RELIEF VALVE SIZE)
CONCRETE GUARD POST PAINTED WITH BLUE ENAMEL PAINT
18" MIN
BANDING STRAP FOR TRACE WIRE (TYP)
WATER LID TABS WILL POINT IN THE DIRECTION OF THE WATER MAIN
W
FINISHED UNPAVED GRADE
CAST IRON VALVE BOX (TWO PIECE) OLYMPIC FOUNDRY OR APPROVED EQUIVALENT
#14 INSULATED SOLID COPPER LOCATION WIRE
TOP SECTION OF C.I. VALVE BOX
TRACE WIRE TO BE CONNECTED TO MAIN LINE AND EXTENDED 12" ABOVE FINISHED GRADE
12"
BOTTOM SECTION OF C.I. VALVE BOX
TRACE WIRE WITH 3M DIRECT BURY SPLICE KIT
AIR & VACUUM RELIEF VALVES: 1" - APCO MODEL 143C 2" - APCO MODEL 145C OR APPROVED EQUIVALENT (SEE NOTE)
2" x 2" x 2" TEE OR 2" x 2" x 1" TEE
GALVANIZED IRON PIPE TO FIT (TYP)
THREADED NON-RISING STEM WITH SQUARE NUT
(2) 90° ELBOW SWING JOINT
GALVANIZED IRON PIPE 18" LONG CAP WITH 1/8" DRILLED DRAIN HOLE
MINIMUM SLOPE 1%, NO HUMPS OR DIPS
CORPORATION STOP BALL VALVE STYLE, 300 PSI, IPS THREAD MULLER B-2969-N or FORD FB500-x-NL OR APPROVED EQUIVALENT
CUT OPENINGS (AS REQUIRED) GROUT AROUND PIPE
GALVANIZED BRASS SEATED UNION (TYP)
SERVICE SADDLES 1" ASSEMBLY - SINGLE STRAP (ROMAC 101S) 2" ASSEMBLY - DOUBLE STRAP (ROMAC 202S) OR APPROVED EQUIVALENT
90° ELBOW SWING JOINT (TYP)
WASHED GRAVEL PASSING, 1-1/2" RETAINED ON 1/4" MESH

SINGLE SERVICE CONNECTION 5/8" - 1"

NOTES:

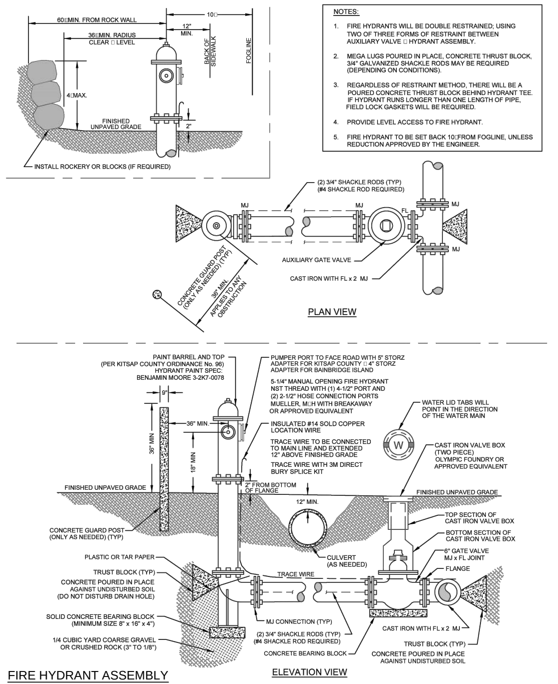
1. THE DISTRICT'S RESPONSIBILITY "ENDS" AT THE METER BOX.
2. PROPERTIES THAT HAVE PLANS FOR HOUSE FIRE SPRINKLERS, MUST BE SINGLE SERVICE CONNECTIONS WITH 1" SETTERS.
3. TRAFFIC LOCATIONS:
   CARSON MSBCF 1118-12 PLASTIC BOX OR EQUIVALENT, DUCTILE IRON LID WITH VIEW READING DOOR FOR NON-PRV APPLICATIONS.
   CARSON MSBCF 1324-12 PLASTIC BOX OR EQUIVALENT, DUCTILE IRON LID WITH METER READING LID FOR PRV APPLICATIONS.
   METER BOXES MUST HAVE A 1-3/4" DRILLED HOLE IN A CORNER OR TOUCH PAD ADAPTOR (NOT TO INTERFERE WITH METER OR PRV).
4. NON-TRAFFIC LOCATIONS:
   CARSON 1419-12 PLASTIC BOX OR EQUIVALENT, PLASTIC LID WITH METER READING DOOR FOR PRV & NON PRV APPLICATIONS.
   METER BOXES MUST HAVE A 1-3/4" DRILLED HOLE IN A CORNER OR TOUCH PAD ADAPTOR (NOT TO INTERFERE WITH METER OR PRV).


VERIFY METER BOX DIMENSIONS SUITABLE FOR SPECIFIED 1" METER AND TRANSCEIVER
INSULATED # 14 SOLID COPPER TRACE WIRE
TRACE WIRE TO BE CONNECTED TO MAIN LINE AND EXTENDED 12" ABOVE FINISHED GRADE
TRACE WIRE WITH 3M DIRECT BURY SPLICE KIT
TRACE WIRE MUST BE IN BOX
METER BOX WITH VIEW READING DOOR
COUNTY RIGHT OF WAY
FINISHED PAVEMENT GRADE
ANGLE METER VALVE
ANGLE METER CHECK VALVE
6"
12"
METER YOKES ASSEMBLY MUELLER 12" OR APPROVED EQUIVALENT
CUSTOMER SERVICE LINE
22° (NEVER STRAIGHT UP)
CONTRACTOR TO FURNISH & INSTALL 1" WATER METER (SENSUS iPERL 3/4 x 1x 1) AND SMART POINT 520M TRANSCEIVER SINGLE PORT TOUGH COUPLER PIT SET.
CORPORATION STOP BALL VALVE STYLE, 300 PSI, IPS THREAD MULLER B-2969-N or FORD FB500-x-NL OR APPROVED EQUIVALENT
SERVICE SADDLES 1" ASSEMBLY - SINGLE STRAP (ROMAC 101S) 2" ASSEMBLY - DOUBLE STRAP (ROMAC 202S) OR APPROVED EQUIVALENT
1" POLYETHYLENE TUBING IRON PIPE SIZE, CLASS 200 PIPE SHALL BE SNAKED IN TRENCH TO PROVIDE FOR SETTING

FIRE HYDRANT ASSEMBLY

NOTES:

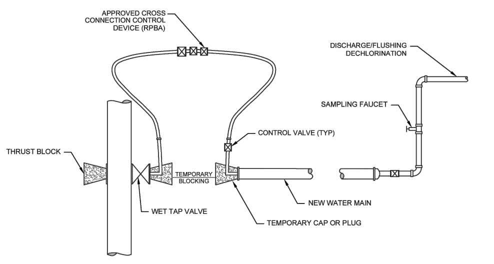
1. FIRE HYDRANTS WILL BE DOUBLE RESTRAINED; USING TWO OF THREE FORMS OF RESTRAINT BETWEEN AUXILIARY VALVE & HYDRANT ASSEMBLY.
2. MEGA LUGS POURED IN PLACE, CONCRETE THRUST BLOCK, 3/4" GALVANIZED SHACKLE RODS MAY BE REQUIRED (DEPENDING ON CONDITIONS).
3. REGARDLESS OF RESTRAINT METHOD, THERE WILL BE A POURED CONCRETE THRUST BLOCK BEHIND HYDRANT TEE. IF HYDRANT RUNS LONGER THAN ONE LENGTH OF PIPE, FIELD LOCK GASKETS WILL BE REQUIRED.
4. PROVIDE LEVEL ACCESS TO FIRE HYDRANT.
5. FIRE HYDRANT TO BE SET BACK 10' FROM FOGLINE, UNLESS REDUCTION APPROVED BY THE ENGINEER.


60' MIN. FROM ROCK WALL
36' MIN. RADIUS CLEAR & LEVEL
10'
12" MIN.
BACK OF SIDEWALK
FOGLINE
4' MAX.
FINISHED UNPAVED GRADE
2"
INSTALL ROCKERY OR BLOCKS (IF REQUIRED)
(2) 3/4" SHACKLE RODS (TYP) (#4 SHACKLE ROD REQUIRED)
MJ
MJ
FL
MJ
MJ
AUXILIARY GATE VALVE
CAST IRON WITH FL x 2 MJ
CONCRETE GUARD POST (ONLY AS NEEDED) (TYP)
36" MIN. APPLIES TO ANY OBSTRUCTION
PLAN VIEW
PAINT BARREL AND TOP (PER KITSAP COUNTY ORDINANCE No. 96) HYDRANT PAINT SPEC: BENJAMIN MOORE 3-2K7-0078
PUMPER PORT TO FACE ROAD WITH 5" STORZ ADAPTER FOR KITSAP COUNTY & 4" STORZ ADAPTER FOR BAINBRIDGE ISLAND
5-1/4" MANUAL OPENING FIRE HYDRANT NST THREAD WITH (1) 4-1/2" PORT AND (2) 2-1/2" HOSE CONNECTION PORTS MUELLER, M&H WITH BREAKAWAY OR APPROVED EQUIVALENT
9"
36" MIN.
36" MIN
18" MIN
INSULATED #14 SOLD COPPER LOCATION WIRE
TRACE WIRE TO BE CONNECTED TO MAIN LINE AND EXTENDED 12" ABOVE FINISHED GRADE
TRACE WIRE WITH 3M DIRECT BURY SPLICE KIT
WATER LID TABS WILL POINT IN THE DIRECTION OF THE WATER MAIN
W
CAST IRON VALVE BOX (TWO PIECE) OLYMPIC FOUNDRY OR APPROVED EQUIVALENT
FINISHED UNPAVED GRADE
2" FROM BOTTOM OF FLANGE
12" MIN.
FINISHED UNPAVED GRADE
TOP SECTION OF CAST IRON VALVE BOX
BOTTOM SECTION OF CAST IRON VALVE BOX
CONCRETE GUARD POST (ONLY AS NEEDED) (TYP)
CULVERT (AS NEEDED)
6" GATE VALVE MJ x FL JOINT
FLANGE
PLASTIC OR TAR PAPER
TRUST BLOCK (TYP)
TRACE WIRE
CONCRETE POURED IN PLACE AGAINST UNDISTURBED SOIL (DO NOT DISTURB DRAIN HOLE)
MJ CONNECTION (TYP)
SOLID CONCRETE BEARING BLOCK (MINIMUM SIZE 8" x 16" x 4")
(2) 3/4" SHACKLE RODS (TYP) (#4 SHACKLE ROD REQUIRED)
CAST IRON WITH FL x 2 MJ
1/4 CUBIC YARD COARSE GRAVEL OR CRUSHED ROCK (3" TO 1/8")
CONCRETE BEARING BLOCK
TRUST BLOCK (TYP)
CONCRETE POURED IN PLACE AGAINST UNDISTURBED SOIL
ELEVATION VIEW

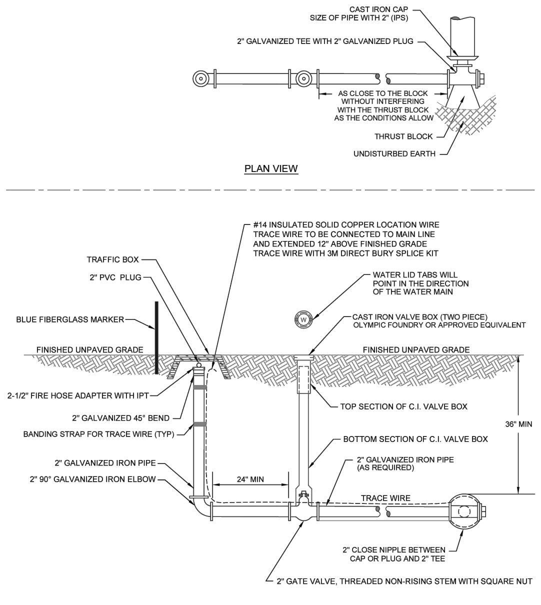
NEW WATER MAIN SEPARATION

NOTES:

1. STAYING IN COMPLIANCE WITH D.O.H.'S EMPHASIS ON CROSS CONNECTIONS, A PHYSICAL SEPARATION BETWEEN THE EXISTING WATER MAIN AND ANY NEW EXTENSIONS, WILL BE MAINTAINED DURING THE COURSE OF CONSTRUCTION. THE INITIAL FILLING AND FLUSHING, WILL BE DONE THROUGH A REDUCED PRESSURE BACKFLOW ASSEMBLY (RPBA).
2. PUT A BLIND FLANGE/CAP WITH A 2" TAP WITH A STANDPIPE.
3. 5' TO 8' FROM THE TAP VALVE, LAY THE FIRST PIPE WITH A BLIND FLANGE/CAP OR PLUG WITH A 2" TAP AND STANDPIPE.
4. WHEN THE CONSTRUCTION OF THE MAIN IS DONE, FILL THE NEW MAIN USING HOSES AND REDUCED PRESSURE BACKFLOW ASSEMBLY (RPBA).
5. FLUSH CHLORINATED WATER USING THE REDUCED PRESSURE BACKFLOW ASSEMBLY (RPBA).
6. BACTI SAMPLES
7. HYDROSTATIC TEST
8. MAKE FINAL CONNECTION, SWABBING ALL PARTS AND PIPE WITH CHLORINE SOLUTION. ("INSPECTOR MUST BE PRESENT")
9. AFTER FINAL CONNECTION, PERFORM DEBRIS FLUSH.

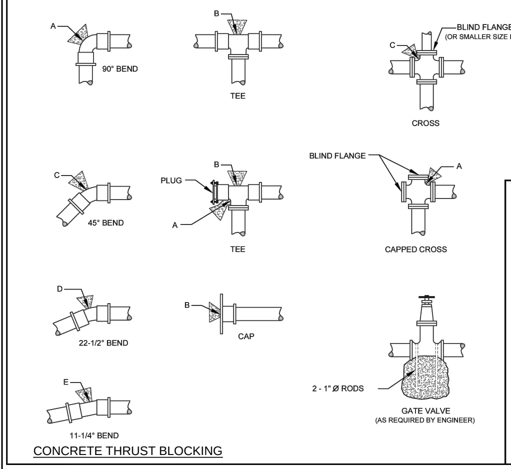

APPROVED CROSS CONNECTION CONTROL DEVICE (RPBA)
DISCHARGE/FLUSHING DECHLORINATION
SAMPLING FAUCET
CONTROL VALVE (TYP)
THRUST BLOCK
TEMPORARY BLOCKING
NEW WATER MAIN
WET TAP VALVE
TEMPORARY CAP OR PLUG

2" BLOW-OFF ASSEMBLY


CAST IRON CAP SIZE OF PIPE WITH 2" (IPS)
2" GALVANIZED TEE WITH 2" GALVANIZED PLUG
AS CLOSE TO THE BLOCK WITHOUT INTERFERING WITH THE THRUST BLOCK AS THE CONDITIONS ALLOW
THRUST BLOCK
UNDISTURBED EARTH
PLAN VIEW
#14 INSULATED SOLID COPPER LOCATION WIRE TRACE WIRE TO BE CONNECTED TO MAIN LINE AND EXTENDED 12" ABOVE FINISHED GRADE TRACE WIRE WITH 3M DIRECT BURY SPLICE KIT
TRAFFIC BOX
2" PVC PLUG
WATER LID TABS WILL POINT IN THE DIRECTION OF THE WATER MAIN
W
BLUE FIBERGLASS MARKER
CAST IRON VALVE BOX (TWO PIECE) OLYMPIC FOUNDRY OR APPROVED EQUIVALENT
FINISHED UNPAVED GRADE
FINISHED UNPAVED GRADE
2-1/2" FIRE HOSE ADAPTER WITH IPT
TOP SECTION OF C.I. VALVE BOX
2" GALVANIZED 45° BEND
36" MIN
BANDING STRAP FOR TRACE WIRE (TYP)
BOTTOM SECTION OF C.I. VALVE BOX
2" GALVANIZED IRON PIPE
2" GALVANIZED IRON PIPE (AS REQUIRED)
2" 90° GALVANIZED IRON ELBOW
24" MIN
TRACE WIRE
2" CLOSE NIPPLE BETWEEN CAP OR PLUG AND 2" TEE
2" GATE VALVE, THREADED NON-RISING STEM WITH SQUARE NUT

ELEVATION VIEW

CONCRETE THRUST BLOCKING


A
90° BEND
B
TEE
C
BLIND FLANGE (OR SMALLER SIZE PIPE)
CROSS
C
45° BEND
PLUG
B
A
TEE
BLIND FLANGE
A
CAPPED CROSS
D
22-1/2° BEND
B
CAP
2 - 1" Ø RODS
GATE VALVE (AS REQUIRED BY ENGINEER)
E
11-1/4° BEND

NOT REQUIRED ON MEGA LUG & FIELD LOK JOINTED PIPE

DISTURBED SOIL

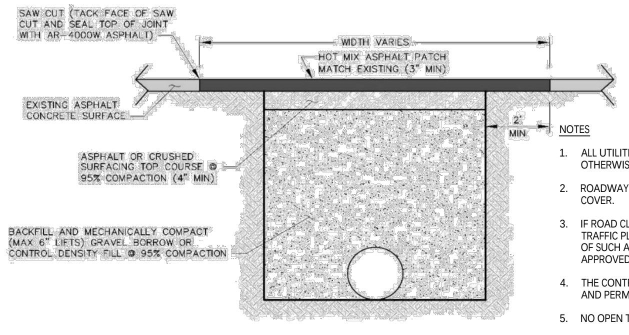
PIPE SIZE	A (FT^2)	B (FT^2)	C (FT^2)	D (FT^2)	E (FT^2)
4"	3	1	1	1	1
6"	4	4	2	1	1
8"	7	6	4	2	1
10"	11	10	6	3	2
12"	16	14	9	5	3

NOTES:

1. BEARING AREA OF CONCRETE THRUST-BLOCK BASED ON 200 PSI PRESSURE AND SAFE SOIL BEARING LOAD OF 2000 POUNDS PER SQUARE FOOT.
2. AREAS MUST BE ADJUSTED FOR OTHER PIPE SIZES, PRESSURES AND SOIL CONDITIONS.
3. CONCRETE BLOCKING SHALL BE CAST IN PLACE AND HAVE A MINIMUM OF 1/4 SQUARE FOOT BEARING AGAINST THE FITTING.
4. BLOCK SHALL BEAR AGAINST FITTINGS ONLY AND SHALL BE CLEAR OF JOINTS TO PERMIT TAKING UP OR DISMANTLING OF JOINT.
5. CONTRACTOR SHALL INSTALL BLOCKING ADEQUATE TO WITHSTAND OPERATION PRESSURE UNDER ALL CONDITIONS OF SERVICE.

ROAD TRENCH AND RESTORATION DETAIL

NO SCALE


SAW CUT, TACK FACE OF SAW CUT AND SEAL TOP OF JOINT WITH AR-4000W ASPHALT
WIDTH VARIES
HOT MIX ASPHALT PATCH MATCH EXISTING (3" MIN)
EXISTING ASPHALT CONCRETE SURFACE
2' MIN
ASPHALT OR CRUSHED SURFACING TOP COURSE @ 95% COMPACTION (4" MIN)
BACKFILL AND MECHANICALLY COMPACT (MAX 6" LIFTS) GRAVEL BORROW OR CONTROL DENSITY FILL @ 95% COMPACTION

NOTES

1. ALL UTILITIES SHALL HAVE 36" MIN COVER UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. ROADWAY PUSHES & BORES SHALL HAVE 48" MINIMUM COVER.
3. IF ROAD CLOSURES OR DETOURS ARE ANTICIPATED, A TRAFFIC PLAN INCLUDING SPECIFIC DATES AND DURATIONS OF SUCH ACTIONS SHALL BE FILED WITH THE ENGINEER AND APPROVED 3 WEEKS PRIOR TO WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY AND PERMANENT PATCHING.
5. NO OPEN TRENCHES LEFT OVERNIGHT
6. CONTRACTOR IS RESPONSIBLE TO PROVIDE TRAFFIC CONTROL.

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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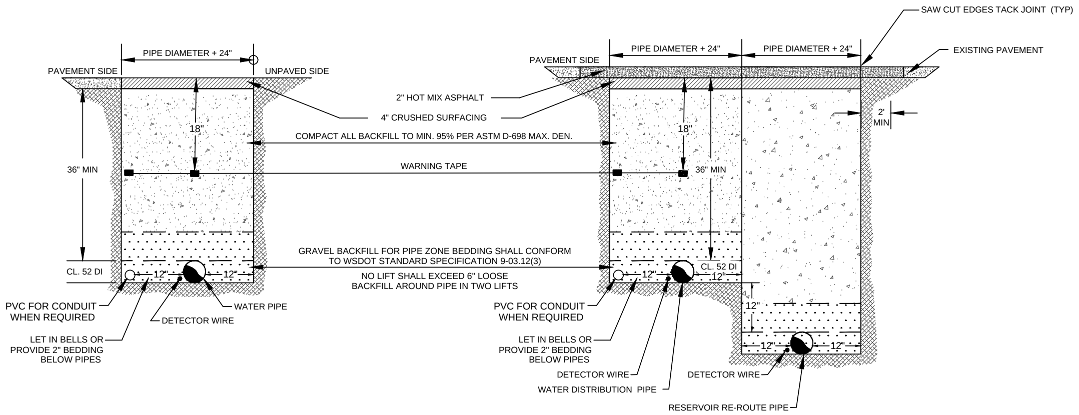
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	-	6847	64 OF 74

NOTE:

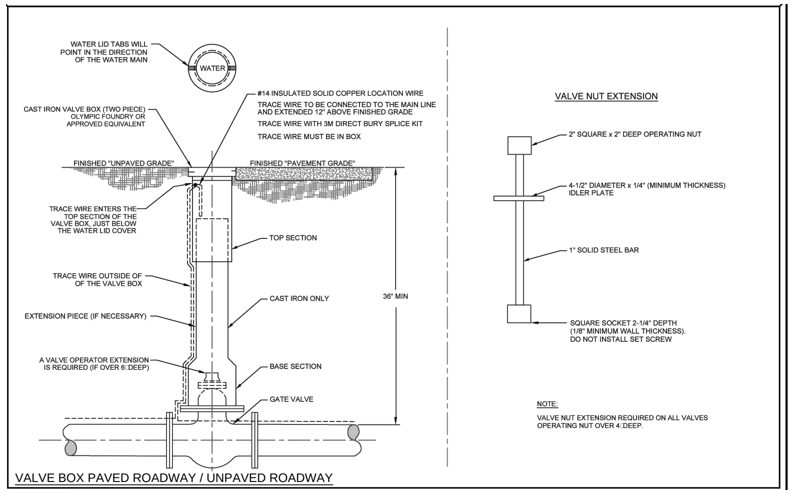
1. CONTRACTORS ARE REQUIRED TO MEET ALL WASHINGTON STATE DOT STANDARDS AND KITSAP COUNTY STANDARDS FOR TRENCH AND ASPHALT SURFACING.
2. ASPHALT CONCRETE MIX SHALL BE CLASS "B".
3. ALL UTILITIES SHALL HAVE 36" MIN. COVER UNLESS, OTHERWISE APPROVED BY THE COUNTY ENGINEER.
4. IF ROAD CLOSURES OR DETOURS ARE ANTICIPATED, A TRAFFIC PLAN INCLUDING; SPECIFIC DATES AND DURATIONS OF SUCH ACTIONS SHALL BE FILED WITH THE KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS.
5. THE APPLICANT IS RESPONSIBLE FOR ALL TEMPORARY AND PERMANENT PATCHING.
6. NO OPEN TRENCHES LEFT OVERNIGHT.


PIPE DIAMETER + 24"
PAVEMENT SIDE
UNPAVED SIDE
18"
36" MIN
CL. 52 DI
12"
12"
2" HOT MIX ASPHALT
4" CRUSHED SURFACING
COMPACT ALL BACKFILL TO MIN. 95% PER ASTM D-698 MAX. DEN.
WARNING TAPE
GRAVEL BACKFILL FOR PIPE ZONE BEDDING SHALL CONFORM TO WSDOT STANDARD SPECIFICATION 9-03.12(3)
NO LIFT SHALL EXCEED 6" LOOSE BACKFILL AROUND PIPE IN TWO LIFTS
PVC FOR CONDUIT WHEN REQUIRED
LET IN BELLS OR PROVIDE 2" BEDDING BELOW PIPES
DETECTOR WIRE
WATER PIPE
SAW CUT EDGES TACK JOINT (TYP)
EXISTING PAVEMENT
PIPE DIAMETER + 24"
PIPE DIAMETER + 24"
PAVEMENT SIDE
2' MIN
18"
36" MIN
CL. 52 DI
12"
12"
12"
12"
12"
PVC FOR CONDUIT WHEN REQUIRED
LET IN BELLS OR PROVIDE 2" BEDDING BELOW PIPES
DETECTOR WIRE
WATER DISTRIBUTION PIPE
DETECTOR WIRE
RESERVOIR RE-ROUTE PIPE

ALONG SHOULDER

WITHIN PAVING

TYPICAL STANDARD TRENCH
& PAVEMENT RESTORATION
WITH OR WITHOUT FIBER CONDUIT

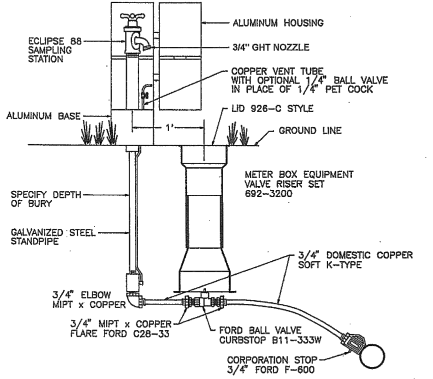

WATER LID TABS WILL POINT IN THE DIRECTION OF THE WATER MAIN
WATER
CAST IRON VALVE BOX (TWO PIECE) OLYMPIC FOUNDRY OR APPROVED EQUIVALENT
#14 INSULATED SOLID COPPER LOCATION WIRE
TRACE WIRE TO BE CONNECTED TO THE MAIN LINE AND EXTENDED 12" ABOVE FINISHED GRADE
TRACE WIRE WITH 3M DIRECT BURY SPLICE KIT
TRACE WIRE MUST BE IN BOX
FINISHED "UNPAVED GRADE"
FINISHED "PAVEMENT GRADE"
TRACE WIRE ENTERS THE TOP SECTION OF THE VALVE BOX, JUST BELOW THE WATER LID COVER
TOP SECTION
TRACE WIRE OUTSIDE OF OF THE VALVE BOX
CAST IRON ONLY
36" MIN
EXTENSION PIECE (IF NECESSARY)
A VALVE OPERATOR EXTENSION IS REQUIRED (IF OVER 6DEEP)
BASE SECTION
GATE VALVE
VALVE NUT EXTENSION
2" SQUARE x 2" DEEP OPERATING NUT
4-1/2" DIAMETER x 1/4" (MINIMUM THICKNESS) IDLER PLATE
1" SOLID STEEL BAR
SQUARE SOCKET 2-1/4" DEPTH (1/8" MINIMUM WALL THICKNESS). DO NOT INSTALL SET SCREW

NOTE:

VALVE NUT EXTENSION REQUIRED ON ALL VALVES OPERATING NUT OVER 4DEEP.

VALVE BOX PAVED ROADWAY / UNPAVED ROADWAY

ECLIPSE NO. 88 SAMPLING STATION


ALUMINUM HOUSING
ECLIPSE 88 SAMPLING STATION
3/4" GHT NOZZLE
COPPER VENT TUBE WITH OPTIONAL 1/4" BALL VALVE IN PLACE OF 1/4" PET COCK
ALUMINUM BASE
LID 926-C STYLE
1'
GROUND LINE
METER BOX EQUIPMENT VALVE RISER SET 692-3200
SPECIFY DEPTH OF BURY
GALVANIZED STEEL STANDPIPE
3/4" DOMESTIC COPPER SOFT K-TYPE
3/4" ELBOW MIPT x COPPER
3/4" MIPT x COPPER FLARE FORD C28-33
FORD BALL VALVE CURBSTOP B11-333W
CORPORATION STOP 3/4" FORD F-600

Sampling Stations shall be ' bury, with a 3/4" FIP inlet, and a (3/4" hose or unthreaded) nozzle.

All stations shall be enclosed in a lockable, nonremovable, aluminum-cast housing.

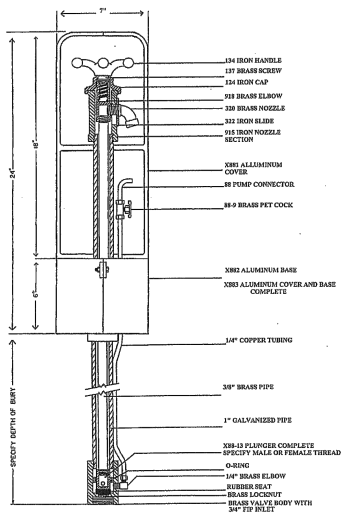
When opened, the station shall require no key for operation, and the water will flow in an all brass waterway.

All working parts will also be of brass and be removable from above ground with no digging. Exterior piping shall be galvanized steel (brass pipe also available).

A copper vent tube will enable each station to be pumped free of standing water to prevent freezing and to minimize bacteria growth.

Eclipse No. 88 Sampling Station shall be manufactured by Kupferle Foundry, St. Louis, MO 63102.

ECLIPSE # 88 SAMPLING STATION


7"
24"
18"
6"
SPECIFY DEPTH OF BURY
134 IRON HANDLE
137 BRASS SCREW
124 IRON CAP
918 BRASS ELBOW
320 BRASS NOZZLE
322 IRON SLIDE
915 IRON NOZZLE SECTION
X881 ALLUMINUM COVER
88 PUMP CONNECTOR
88-9 BRASS PET COCK
X882 ALUMINUM BASE
X883 ALUMINUM COVER AND BASE COMPLETE
1/4" COPPER TUBING
3/8" BRASS PIPE
1" GALVANIZED PIPE
X88-13 PLUNGER COMPLETE SPECIFY MALE OR FEMALE THREAD
O-RING
1/4" BRASS ELBOW
RUBBER SEAT
BRASS LOCKNUT
BRASS VALVE BODY WITH 3/4" FIP INLET

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

WATER NOTES & DETAILS

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

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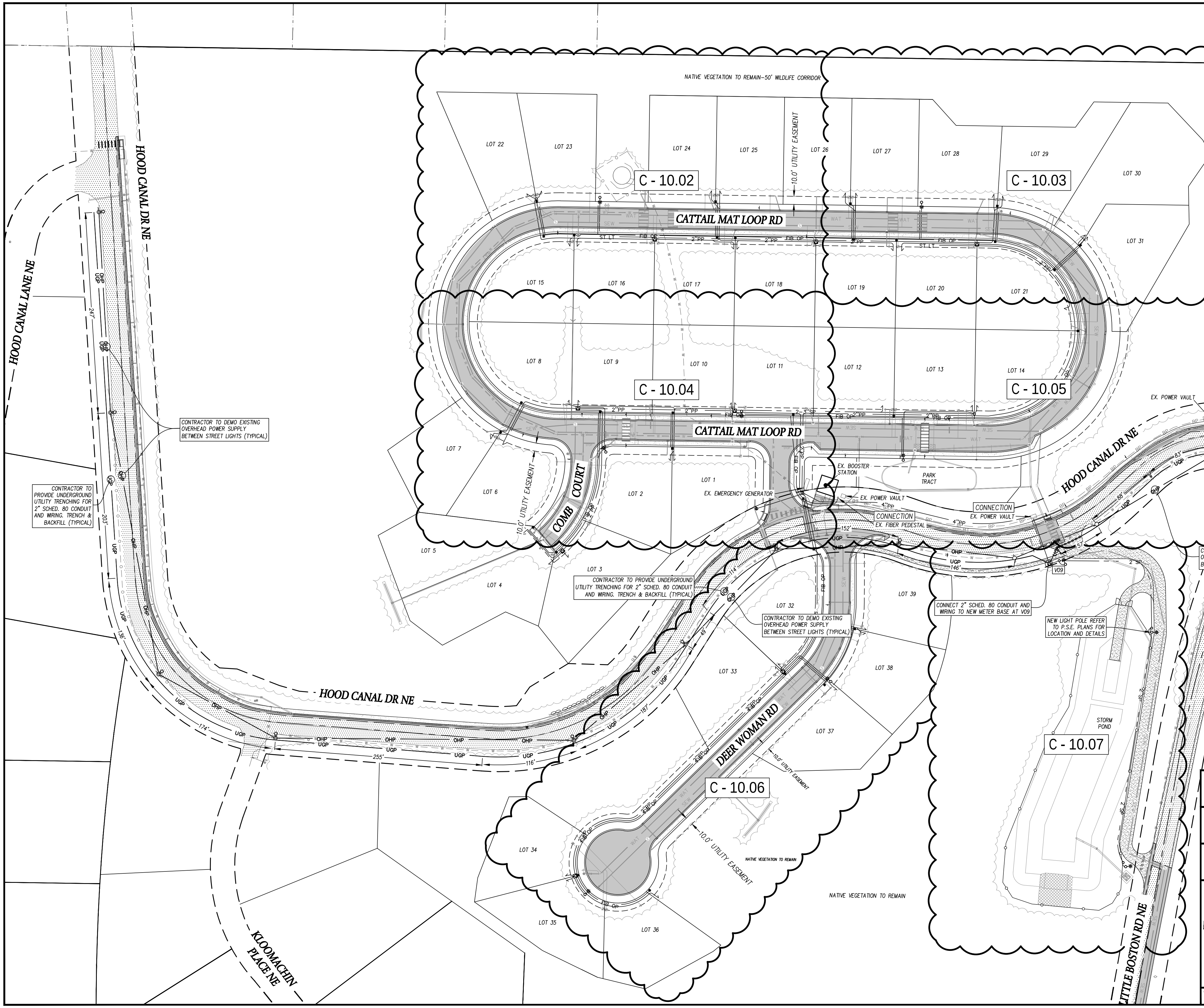
CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	-	6847	65 OF 74


NATIVE VEGETATION TO REMAIN–50' WILDLIFE CORRIDOR
NATIVE VEGETATION TO REMAIN
C - 10.02
C - 10.03
C - 10.04
C - 10.05
C - 10.06
C - 10.07
CATTAIL MAT LOOP RD
CATTAIL MAT LOOP RD
COMB COURT
DEER WOMAN RD
HOOD CANAL DR NE
HOOD CANAL DR NE
HOOD CANAL DR NE
HOOD CANAL LANE NE
LITTLE BOSTON RD NE
LITTLE BOSTON RD NE
KLOOMACHIN PLACE NE
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
LOT 34
LOT 35
LOT 36
LOT 37
LOT 38
LOT 39
10.0' UTILITY EASEMENT
10.0' UTILITY EASEMENT
10.0' UTILITY EASEMENT
10.0' UTILITY EASEMENT
EX. BOOSTER STATION
EX. EMERGENCY GENERATOR
EX. POWER VAULT
EX. POWER VAULT
EX. POWER VAULT
EX. FIBER PEDESTAL
CONNECTION
CONNECTION
PARK TRACT
STORM POND
V09
2"PP
4"PP
FIB OP
OHP
UGP
247'
203'
136'
174'
255'
116'
187'
114'
152'
146'
88'
57'
CONTRACTOR TO DEMO EXISTING OVERHEAD POWER SUPPLY BETWEEN STREET LIGHTS (TYPICAL)
CONTRACTOR TO PROVIDE UNDERGROUND UTILITY TRENCHING FOR 2" SCHED. 80 CONDUIT AND WIRING. TRENCH & BACKFILL (TYPICAL)
CONTRACTOR TO PROVIDE UNDERGROUND UTILITY TRENCHING FOR 2" SCHED. 80 CONDUIT AND WIRING. TRENCH & BACKFILL (TYPICAL)
CONTRACTOR TO DEMO EXISTING OVERHEAD POWER SUPPLY BETWEEN STREET LIGHTS (TYPICAL)
CONTRACTOR TO DEMO EXISTING OVERHEAD POWER SUPPLY BETWEEN STREET LIGHTS (TYPICAL)
CONNECT 2" SCHED. 80 CONDUIT AND WIRING TO NEW METER BASE AT V09
NEW LIGHT POLE REFER TO P.S.E. PLANS FOR LOCATION AND DETAILS

CONTRACTOR TO DEMOLISH OVERHEAD POWER SUPPLY TO EACH STREET LIGHT AND RELOCATE UNDERGROUND. CONTRACTOR TO PROVIDE TRENCHING AND 2" SCHEDULE 80 CONDUIT w/ WIRING TO ALL EXISTING TRIBE STREETLIGHTS ON SOUTH SIDE OF HOOD CANAL DRIVE AND CONNECT TO NEW METER BASE AT V09

60 0 30 60 120

(IN FEET)
1 inch = 60 ft.

NORTH: NAD 83 2011

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

OVERALL DRY UTILITIES PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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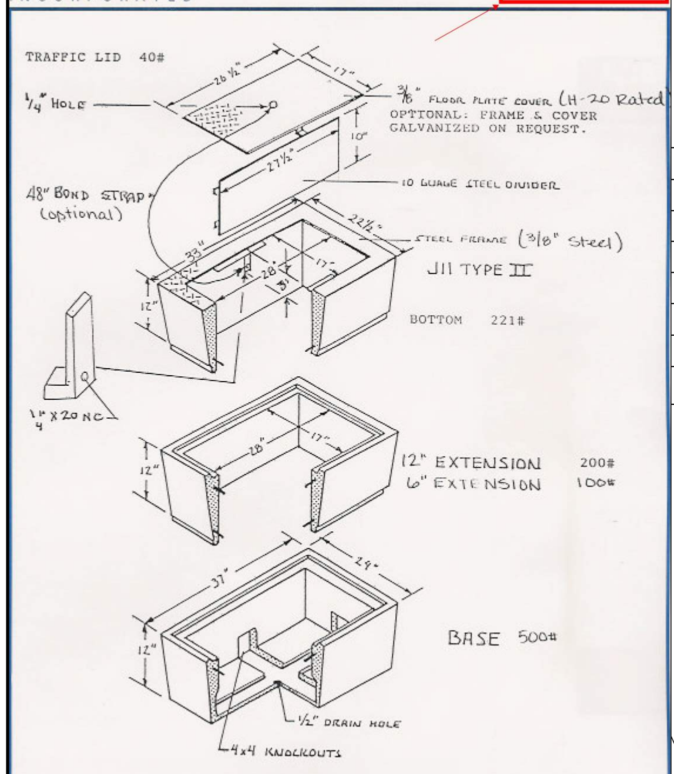
C - 10.01

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 60'	6847	66 OF 74

FOG TITE
INCORPORATED

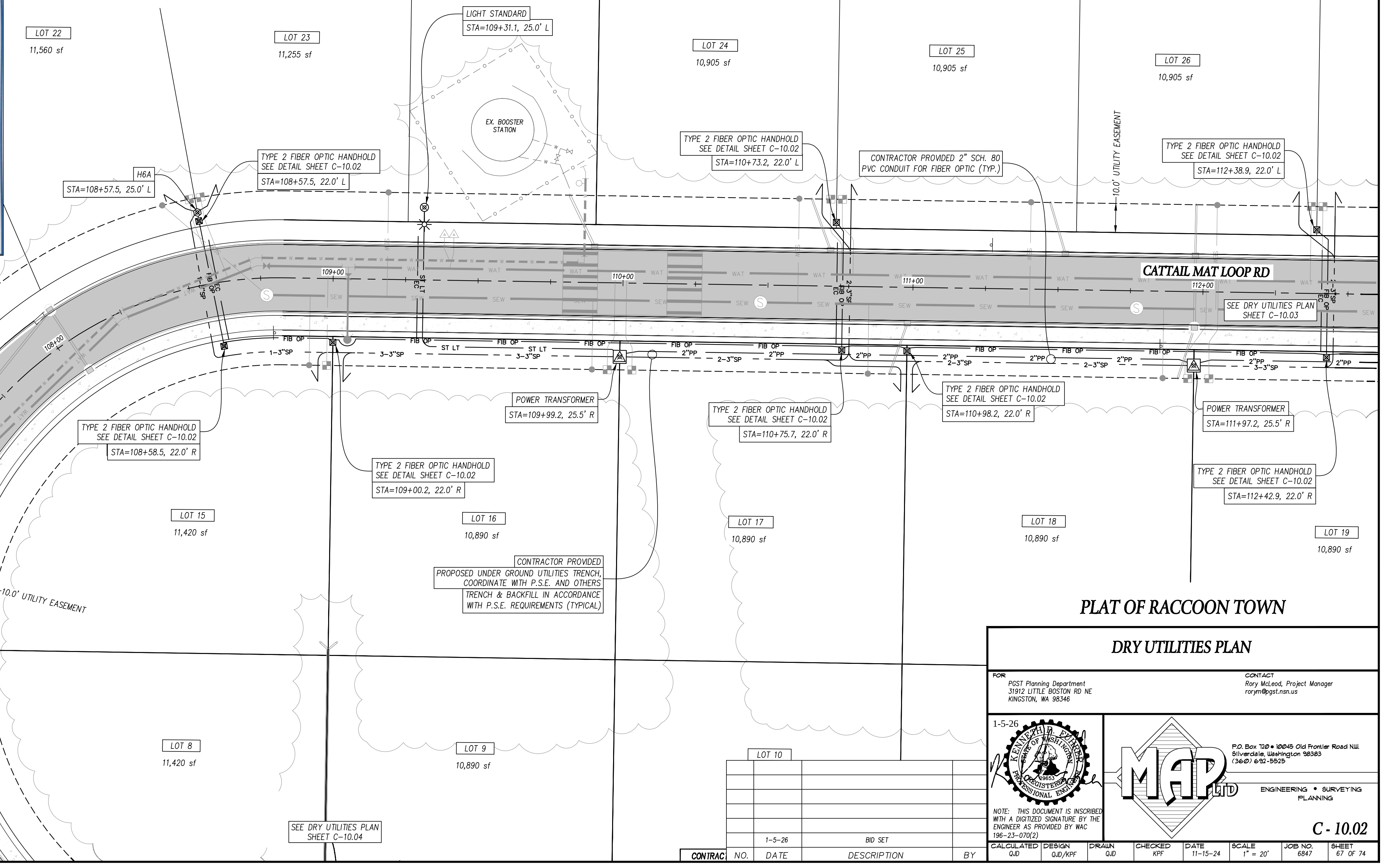
J11 TYPE 2


TRAFFIC LID 40#
1/4" HOLE
26 1/2"
17"
3/8" FLOOR PLATE COVER (H-20 Rated)
OPTIONAL: FRAME & COVER GALVANIZED ON REQUEST.
10"
27 1/2"
10 GUAGE STEEL DIVIDER
48" BOND STRAP (optional)
22 1/2"
STEEL FRAME (3/8" Steel)
33"
28"
17"
3"
J11 TYPE II
12"
BOTTOM 221#
1/4" X 20 NC
12" EXTENSION 200#
6" EXTENSION 100#
28"
17"
12"
37"
24"
12"
BASE 500#
1/2" DRAIN HOLE
4x4 KNOCKOUTS

TYPE 2 FIBER OPTIC HANDHOLD DETAIL - CONTRACTOR PROVIDED

LEGEND

Ⓔ	POWER HANDHOLD (FOR FUTURE CONNECTION)
○	POWER HANDHOLD
J	POWER JUNCTION BOX
△	POWER TRANSFORMER
○✳	STREET LIGHT
⊠	TYPE 2 FIBER OPTIC HANDHOLD
ST LT	POWER FOR STREET LIGHT
2"SP	2" SECONDARY POWER
1–3"SP	(1) 3" SECONDARY POWER
2–3"SP	(2) 3" SECONDARY POWER
3–3"SP	(3) 3" SECONDARY POWER
2"PP	2" PRIMARY POWER
4"PP	4" PRIMARY POWER
FIB OP	2" SCHED. 80 CONDUIT FOR FIBER OPTIC
EC	EMPTY 2" SCHED. 80 AT ALL CROSSINGS SWEEP UP AND TAPE ABOVE FG


NATIVE VEGETATION TO REMAIN–50' WILDLIFE CORRIDOR
LOT 22
11,560 sf
LOT 23
11,255 sf
LIGHT STANDARD
STA=109+31.1, 25.0' L
EX. BOOSTER STATION
LOT 24
10,905 sf
LOT 25
10,905 sf
LOT 26
10,905 sf
10.0' UTILITY EASEMENT
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=110+73.2, 22.0' L
CONTRACTOR PROVIDED 2" SCH. 80
PVC CONDUIT FOR FIBER OPTIC (TYP.)
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=112+38.9, 22.0' L
H6A
STA=108+57.5, 25.0' L
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=108+57.5, 22.0' L
CATTAIL MAT LOOP RD
109+00
110+00
111+00
112+00
108+00
107+00
SEE DRY UTILITIES PLAN
SHEET C–10.03
FIB OP
EC
ST LT
2–3"SP
1–3"SP
3–3"SP
2"PP
2"SP
WAT
SEW
POWER TRANSFORMER
STA=109+99.2, 25.5' R
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=110+75.7, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=110+98.2, 22.0' R
POWER TRANSFORMER
STA=111+97.2, 25.5' R
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=108+58.5, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=109+00.2, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD
SEE DETAIL SHEET C–10.02
STA=112+42.9, 22.0' R
CONTRACTOR PROVIDED
PROPOSED UNDER GROUND UTILITIES TRENCH,
COORDINATE WITH P.S.E. AND OTHERS
TRENCH & BACKFILL IN ACCORDANCE
WITH P.S.E. REQUIREMENTS (TYPICAL)
LOT 15
11,420 sf
LOT 16
10,890 sf
LOT 17
10,890 sf
LOT 18
10,890 sf
LOT 19
10,890 sf
10.0' UTILITY EASEMENT
10.0' UTILITY EASEMENT
NATIVE VEGETATION TO REMAIN
LOT 8
11,420 sf
LOT 9
10,890 sf
LOT 10
SEE DRY UTILITIES PLAN
SHEET C–10.04

NOTE:
REFER TO FINAL PUGET SOUND ENERGY AND ALSO TO LIGHT INSTALLATION PLANS FOR ACTUAL LOCATION AND CONSTRUCTION REQUIREMENTS

CONTRACTOR TO PROVIDE ALL 2" SCH. 40 CONDUIT NECESSARY FOR FRONTAGE LIGHTING FL1/HH1 – FL3/HH3

20 0 10 20 40
NORTH
(IN FEET)
1 inch = 20 ft.

PLAT OF RACCOON TOWN

DRY UTILITIES PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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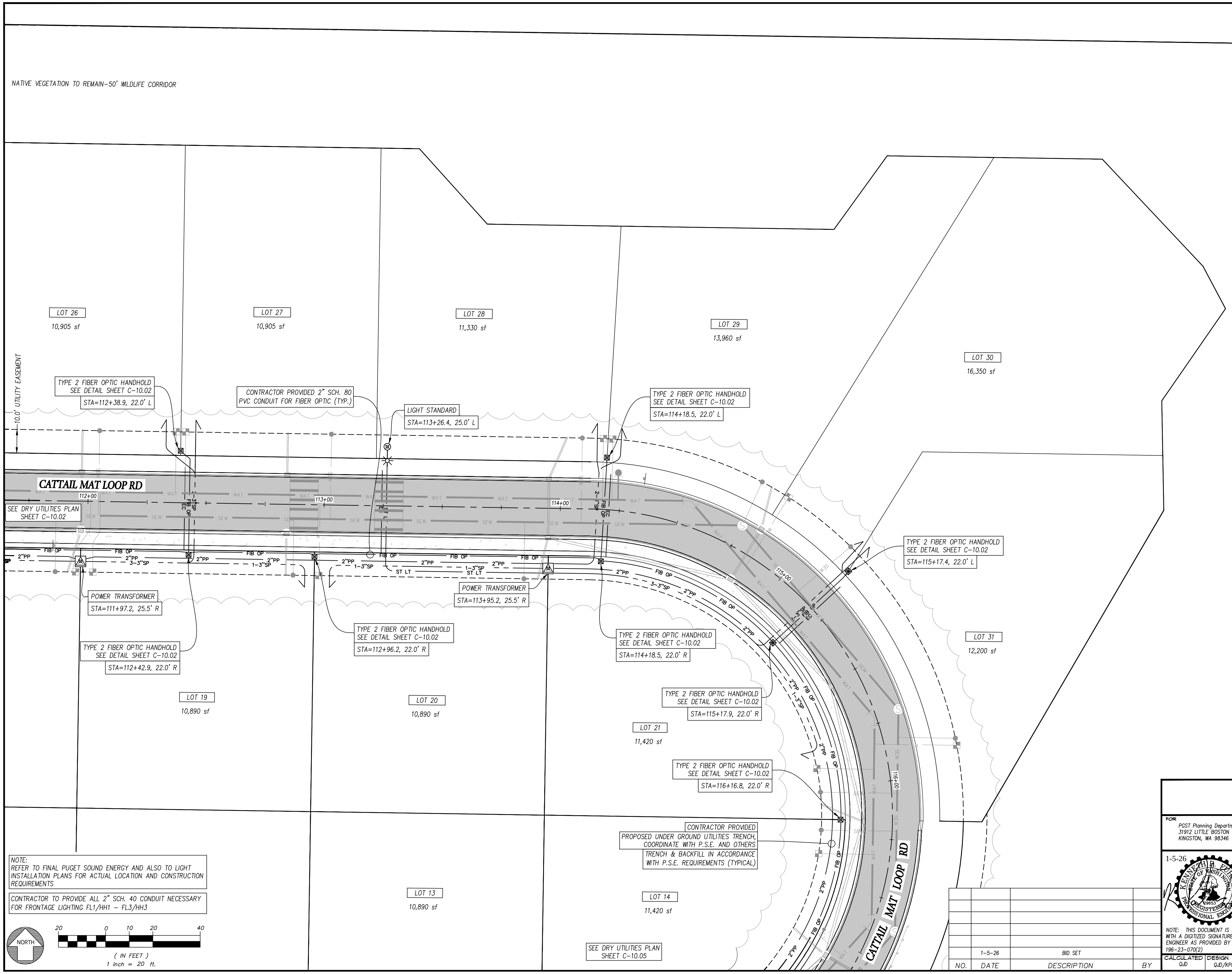
NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

CONTRACT

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 20'	6847	67 OF 74


NATIVE VEGETATION TO REMAIN–50' WILDLIFE CORRIDOR
LOT 26
10,905 sf
LOT 27
10,905 sf
LOT 28
11,330 sf
LOT 29
13,960 sf
LOT 30
16,350 sf
LOT 31
12,200 sf
LOT 19
10,890 sf
LOT 20
10,890 sf
LOT 21
11,420 sf
LOT 13
10,890 sf
LOT 14
11,420 sf
10.0' UTILITY EASEMENT
CATTAIL MAT LOOP RD
112+00
113+00
114+00
115+00
116+00
WAT
SEW
FIB OP
EC
2"PP
3–3"SP
1–3"SP
2–3"SP
ST LT
SEE DRY UTILITIES PLAN SHEET C–10.02
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=112+38.9, 22.0' L
CONTRACTOR PROVIDED 2" SCH. 80 PVC CONDUIT FOR FIBER OPTIC (TYP.)
LIGHT STANDARD STA=113+26.4, 25.0' L
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=114+18.5, 22.0' L
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=115+17.4, 22.0' L
POWER TRANSFORMER STA=111+97.2, 25.5' R
POWER TRANSFORMER STA=113+95.2, 25.5' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=112+42.9, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=112+96.2, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=114+18.5, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=115+17.9, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02 STA=116+16.8, 22.0' R
CONTRACTOR PROVIDED PROPOSED UNDER GROUND UTILITIES TRENCH, COORDINATE WITH P.S.E. AND OTHERS TRENCH & BACKFILL IN ACCORDANCE WITH P.S.E. REQUIREMENTS (TYPICAL)
SEE DRY UTILITIES PLAN SHEET C–10.05
NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NOTE:
REFER TO FINAL PUGET SOUND ENERGY AND ALSO TO LIGHT INSTALLATION PLANS FOR ACTUAL LOCATION AND CONSTRUCTION REQUIREMENTS

CONTRACTOR TO PROVIDE ALL 2" SCH. 40 CONDUIT NECESSARY FOR FRONTAGE LIGHTING FL1/HH1 – FL3/HH3

LEGEND

Ⓔ	POWER HANDHOLD (FOR FUTURE CONNECTION)
⬡	POWER HANDHOLD
J	POWER JUNCTION BOX
△	POWER TRANSFORMER
○–☀	STREET LIGHT
☒	TYPE 2 FIBER OPTIC HANDHOLD
ST LT	POWER FOR STREET LIGHT
2"SP	2" SECONDARY POWER
1–3"SP	(1) 3" SECONDARY POWER
2–3"SP	(2) 3" SECONDARY POWER
3–3"SP	(3) 3" SECONDARY POWER
2"PP	2" PRIMARY POWER
4"PP	4" PRIMARY POWER
FIB OP	2" SCHED. 80 CONDUIT FOR FIBER OPTIC
EC	EMPTY 2" SCHED. 80 AT ALL CROSSINGS SWEEP UP AND TAPE ABOVE FG

NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

PLAT OF RACCOON TOWN

DRY UTILITIES PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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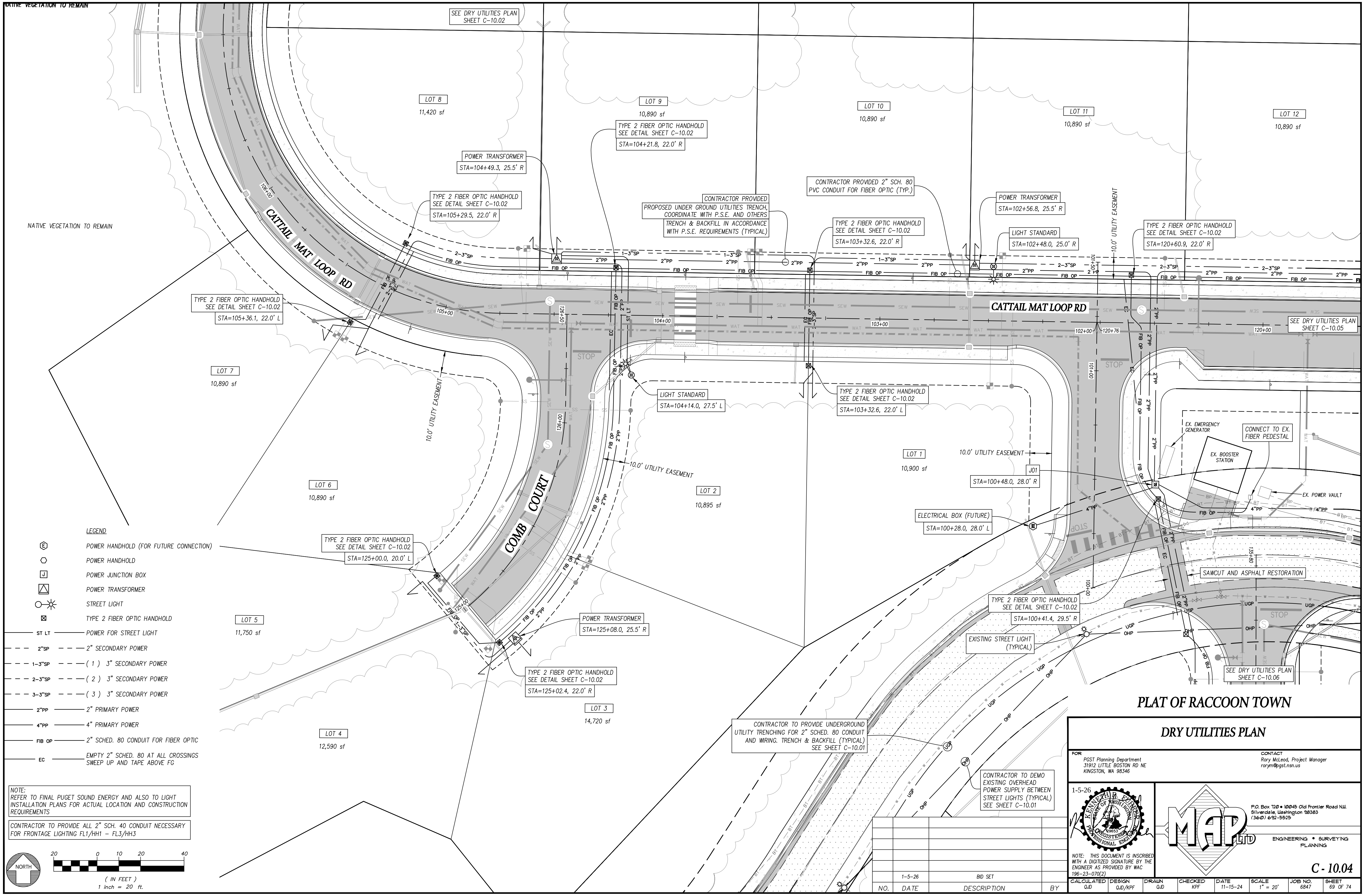
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 20'	6847	68 OF 74


NATIVE VEGETATION TO REMAIN
SEE DRY UTILITIES PLAN SHEET C-10.02
LOT 8
11,420 sf
LOT 9
10,890 sf
LOT 10
10,890 sf
LOT 11
10,890 sf
LOT 12
10,890 sf
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=104+21.8, 22.0' R
POWER TRANSFORMER STA=104+49.3, 25.5' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=105+29.5, 22.0' R
CONTRACTOR PROVIDED PROPOSED UNDER GROUND UTILITIES TRENCH, COORDINATE WITH P.S.E. AND OTHERS TRENCH & BACKFILL IN ACCORDANCE WITH P.S.E. REQUIREMENTS (TYPICAL)
CONTRACTOR PROVIDED 2" SCH. 80 PVC CONDUIT FOR FIBER OPTIC (TYP.)
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=103+32.6, 22.0' R
POWER TRANSFORMER STA=102+56.8, 25.5' R
LIGHT STANDARD STA=102+48.0, 25.0' R
10.0' UTILITY EASEMENT
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=120+60.9, 22.0' R
NATIVE VEGETATION TO REMAIN
CATTAIL MAT LOOP RD
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=105+36.1, 22.0' L
CATTAIL MAT LOOP RD
SEE DRY UTILITIES PLAN SHEET C-10.05
LOT 7
10,890 sf
10.0' UTILITY EASEMENT
LIGHT STANDARD STA=104+14.0, 27.5' L
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=103+32.6, 22.0' L
EX. EMERGENCY GENERATOR
CONNECT TO EX. FIBER PEDESTAL
EX. BOOSTER STATION
LOT 1
10,900 sf
10.0' UTILITY EASEMENT
J01 STA=100+48.0, 28.0' R
EX. POWER VAULT
10.0' UTILITY EASEMENT
LOT 6
10,890 sf
LOT 2
10,895 sf
COMB COURT
ELECTRICAL BOX (FUTURE) STA=100+28.0, 28.0' L
STOP
SAWCUT AND ASPHALT RESTORATION
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=125+00.0, 20.0' L
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=100+41.4, 29.5' R
POWER TRANSFORMER STA=125+08.0, 25.5' R
EXISTING STREET LIGHT (TYPICAL)
LOT 5
11,750 sf
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=125+02.4, 22.0' R
SEE DRY UTILITIES PLAN SHEET C-10.06
LOT 3
14,720 sf
LOT 4
12,590 sf
CONTRACTOR TO PROVIDE UNDERGROUND UTILITY TRENCHING FOR 2" SCHED. 80 CONDUIT AND WIRING. TRENCH & BACKFILL (TYPICAL) SEE SHEET C-10.01
CONTRACTOR TO DEMO EXISTING OVERHEAD POWER SUPPLY BETWEEN STREET LIGHTS (TYPICAL) SEE SHEET C-10.01
FIB OP
2"PP
1-3"SP
2-3"SP
4"PP
UGP
OHP
SEW
WAT
ST LT
EC
NORTH

LEGEND

Ⓔ	POWER HANDHOLD (FOR FUTURE CONNECTION)
⬡	POWER HANDHOLD
J	POWER JUNCTION BOX
△	POWER TRANSFORMER
○-✳	STREET LIGHT
☒	TYPE 2 FIBER OPTIC HANDHOLD
ST LT	POWER FOR STREET LIGHT
2"SP	2" SECONDARY POWER
1-3"SP	(1) 3" SECONDARY POWER
2-3"SP	(2) 3" SECONDARY POWER
3-3"SP	(3) 3" SECONDARY POWER
2"PP	2" PRIMARY POWER
4"PP	4" PRIMARY POWER
FIB OP	2" SCHED. 80 CONDUIT FOR FIBER OPTIC
EC	EMPTY 2" SCHED. 80 AT ALL CROSSINGS SWEEP UP AND TAPE ABOVE FG

NOTE:
REFER TO FINAL PUGET SOUND ENERGY AND ALSO TO LIGHT INSTALLATION PLANS FOR ACTUAL LOCATION AND CONSTRUCTION REQUIREMENTS

CONTRACTOR TO PROVIDE ALL 2" SCH. 40 CONDUIT NECESSARY FOR FRONTAGE LIGHTING FL1/HH1 – FL3/HH3

20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NO.	DATE	DESCRIPTION	BY
	1-5-26	BID SET	

PLAT OF RACCOON TOWN

DRY UTILITIES PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

KENNETH D. FUHRER
29653

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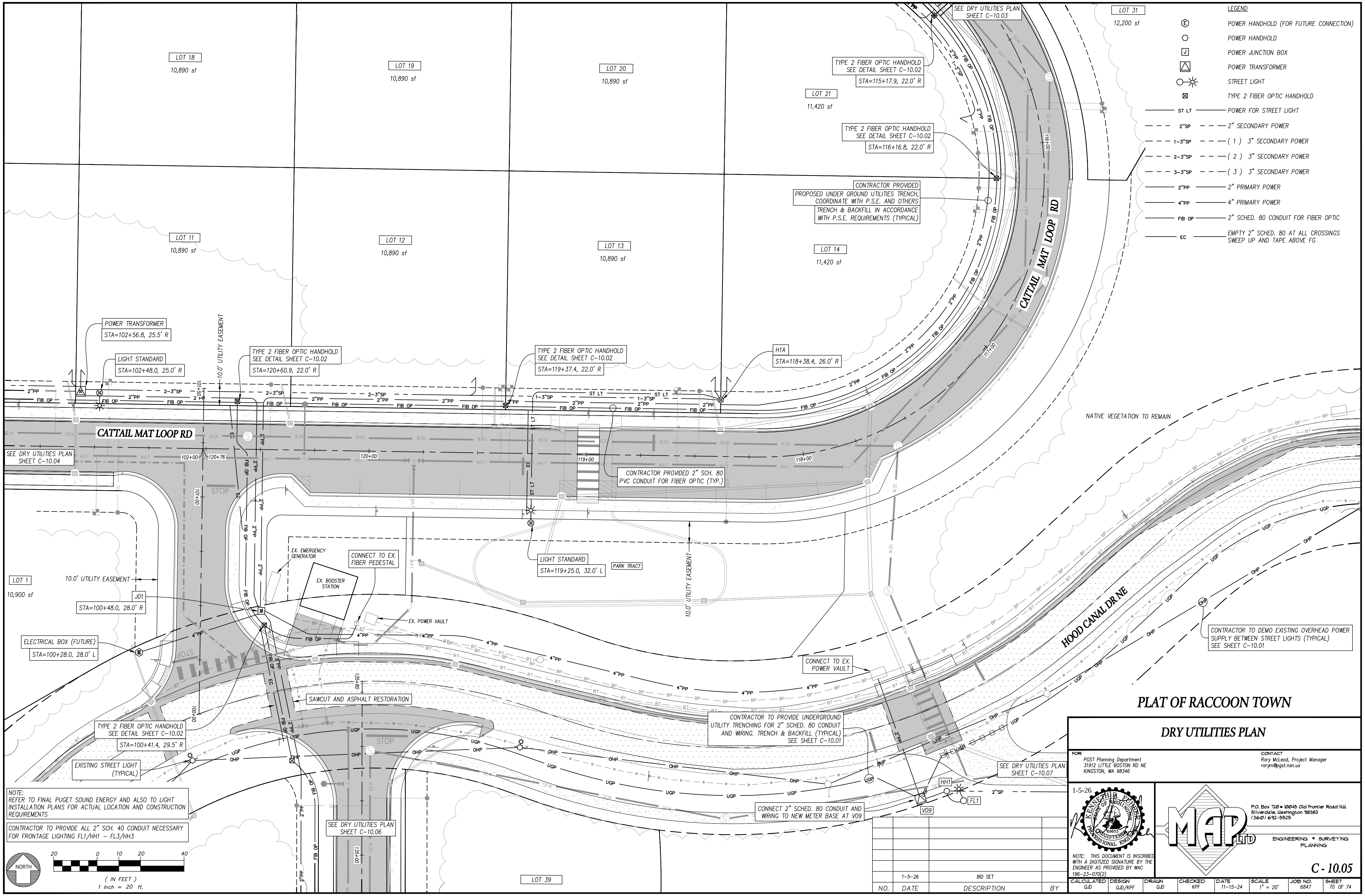
C - 10.04

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	69 OF 74


LOT 18
10,890 sf
LOT 19
10,890 sf
LOT 20
10,890 sf
LOT 21
11,420 sf
LOT 31
12,200 sf
LOT 11
10,890 sf
LOT 12
10,890 sf
LOT 13
10,890 sf
LOT 14
11,420 sf
LOT 1
10,900 sf
LOT 39
SEE DRY UTILITIES PLAN SHEET C-10.03
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=115+17.9, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=116+16.8, 22.0' R
CONTRACTOR PROVIDED PROPOSED UNDER GROUND UTILITIES TRENCH, COORDINATE WITH P.S.E. AND OTHERS TRENCH & BACKFILL IN ACCORDANCE WITH P.S.E. REQUIREMENTS (TYPICAL)
CATTAIL MAT LOOP RD
POWER TRANSFORMER STA=102+56.8, 25.5' R
LIGHT STANDARD STA=102+48.0, 25.0' R
10.0' UTILITY EASEMENT
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=120+60.9, 22.0' R
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=119+37.4, 22.0' R
H1A STA=118+38.4, 26.0' R
NATIVE VEGETATION TO REMAIN
SEE DRY UTILITIES PLAN SHEET C-10.04
CONTRACTOR PROVIDED 2" SCH. 80 PVC CONDUIT FOR FIBER OPTIC (TYP.)
EX. EMERGENCY GENERATOR
CONNECT TO EX. FIBER PEDESTAL
EX. BOOSTER STATION
LIGHT STANDARD STA=119+25.0, 32.0' L
PARK TRACT
10.0' UTILITY EASEMENT
J01 STA=100+48.0, 28.0' R
EX. POWER VAULT
ELECTRICAL BOX (FUTURE) STA=100+28.0, 28.0' L
HOOD CANAL DR NE
CONTRACTOR TO DEMO EXISTING OVERHEAD POWER SUPPLY BETWEEN STREET LIGHTS (TYPICAL) SEE SHEET C-10.01
CONNECT TO EX. POWER VAULT
SAWCUT AND ASPHALT RESTORATION
CONTRACTOR TO PROVIDE UNDERGROUND UTILITY TRENCHING FOR 2" SCHED. 80 CONDUIT AND WIRING. TRENCH & BACKFILL (TYPICAL) SEE SHEET C-10.01
TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C-10.02 STA=100+41.4, 29.5' R
EXISTING STREET LIGHT (TYPICAL)
SEE DRY UTILITIES PLAN SHEET C-10.07
HH1
FL1
V09
CONNECT 2" SCHED. 80 CONDUIT AND WIRING TO NEW METER BASE AT V09
SEE DRY UTILITIES PLAN SHEET C-10.06
STOP
NORTH
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NOTE:
REFER TO FINAL PUGET SOUND ENERGY AND ALSO TO LIGHT INSTALLATION PLANS FOR ACTUAL LOCATION AND CONSTRUCTION REQUIREMENTS

CONTRACTOR TO PROVIDE ALL 2" SCH. 40 CONDUIT NECESSARY FOR FRONTAGE LIGHTING FL1/HH1 - FL3/HH3

LEGEND

Ⓔ	POWER HANDHOLD (FOR FUTURE CONNECTION)
⬡	POWER HANDHOLD
J	POWER JUNCTION BOX
△	POWER TRANSFORMER
○-✳	STREET LIGHT
⊠	TYPE 2 FIBER OPTIC HANDHOLD
ST LT	POWER FOR STREET LIGHT
2"SP	2" SECONDARY POWER
1-3"SP	(1) 3" SECONDARY POWER
2-3"SP	(2) 3" SECONDARY POWER
3-3"SP	(3) 3" SECONDARY POWER
2"PP	2" PRIMARY POWER
4"PP	4" PRIMARY POWER
FIB OP	2" SCHED. 80 CONDUIT FOR FIBER OPTIC
EC	EMPTY 2" SCHED. 80 AT ALL CROSSINGS SWEEP UP AND TAPE ABOVE FG

PLAT OF RACCOON TOWN

DRY UTILITIES PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26
KENNETH P. FUHRER
29653

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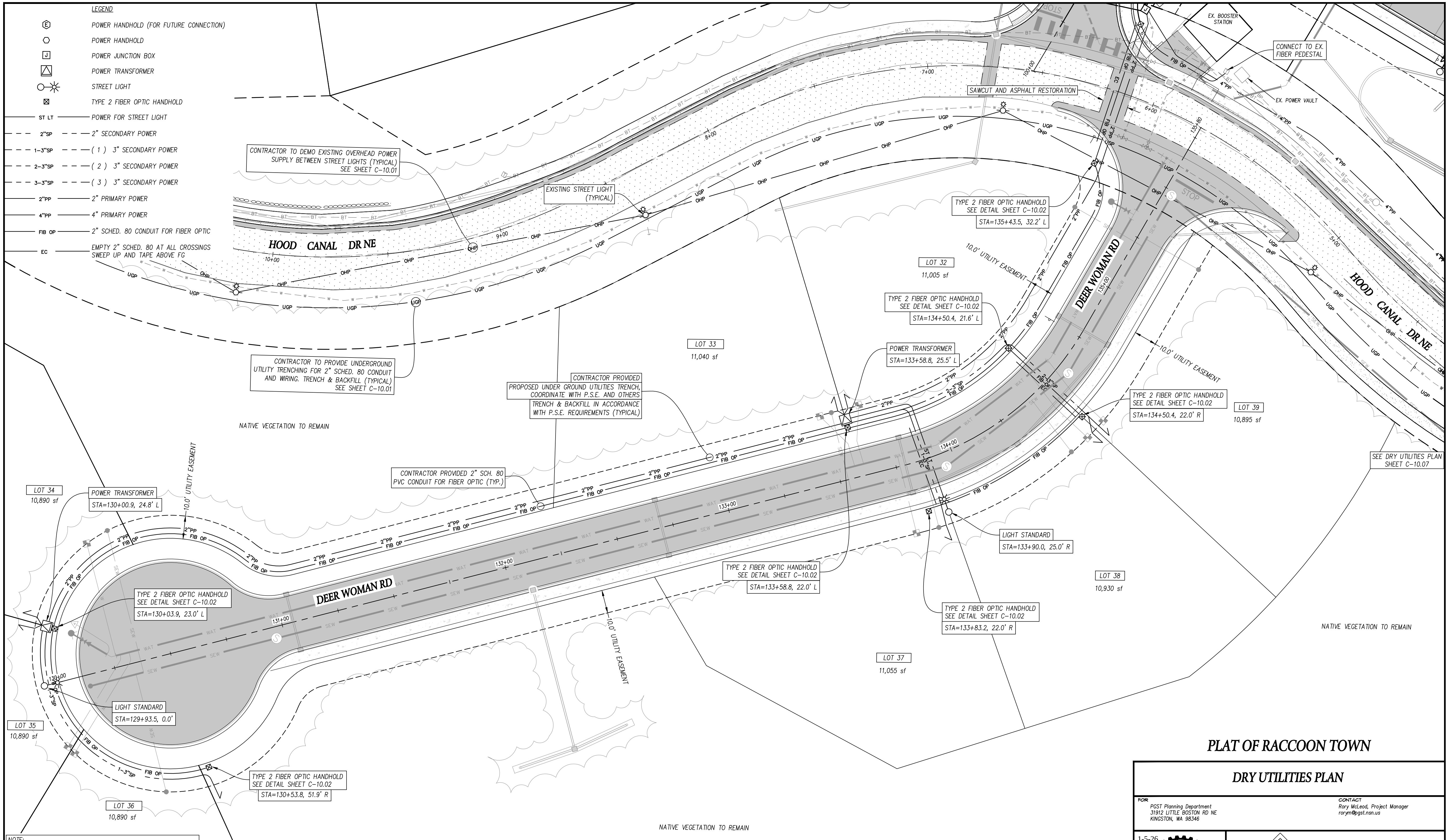
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	70 OF 74

LEGEND

Ⓔ	POWER HANDHOLD (FOR FUTURE CONNECTION)
⬡	POWER HANDHOLD
J	POWER JUNCTION BOX
△	POWER TRANSFORMER
○—☼	STREET LIGHT
⊠	TYPE 2 FIBER OPTIC HANDHOLD
ST LT	POWER FOR STREET LIGHT
2"SP	2" SECONDARY POWER
1–3"SP	(1) 3" SECONDARY POWER
2–3"SP	(2) 3" SECONDARY POWER
3–3"SP	(3) 3" SECONDARY POWER
2"PP	2" PRIMARY POWER
4"PP	4" PRIMARY POWER
FIB OP	2" SCHED. 80 CONDUIT FOR FIBER OPTIC
EC	EMPTY 2" SCHED. 80 AT ALL CROSSINGS SWEEP UP AND TAPE ABOVE FG


HOOD CANAL DR NE
DEER WOMAN RD
LOT 32
11,005 sf
LOT 33
11,040 sf
LOT 34
10,890 sf
LOT 35
10,890 sf
LOT 36
10,890 sf
LOT 37
11,055 sf
LOT 38
10,930 sf
LOT 39
10,895 sf
EX. BOOSTER STATION
EX. POWER VAULT
10.0' UTILITY EASEMENT
NATIVE VEGETATION TO REMAIN
STOP
OHP
UGP
BT
BP
W
WAT
SEW
2"PP
4"PP
FIB OP
2–3"SP
1–3"SP
ST LT
EC
7+00
8+00
9+00
10+00
6+00
5+00
100+00
130+00
131+00
132+00
133+00
134+00
135+00
135+80

CONTRACTOR TO DEMO EXISTING OVERHEAD POWER SUPPLY BETWEEN STREET LIGHTS (TYPICAL) SEE SHEET C–10.01

EXISTING STREET LIGHT (TYPICAL)

SAWCUT AND ASPHALT RESTORATION

CONNECT TO EX. FIBER PEDESTAL

TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02
STA=135+43.5, 32.2' L

TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02
STA=134+50.4, 21.6' L

POWER TRANSFORMER
STA=133+58.8, 25.5' L

TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02
STA=134+50.4, 22.0' R

SEE DRY UTILITIES PLAN SHEET C–10.07

CONTRACTOR TO PROVIDE UNDERGROUND UTILITY TRENCHING FOR 2" SCHED. 80 CONDUIT AND WIRING. TRENCH & BACKFILL (TYPICAL) SEE SHEET C–10.01

CONTRACTOR PROVIDED
PROPOSED UNDER GROUND UTILITIES TRENCH, COORDINATE WITH P.S.E. AND OTHERS TRENCH & BACKFILL IN ACCORDANCE WITH P.S.E. REQUIREMENTS (TYPICAL)

CONTRACTOR PROVIDED 2" SCH. 80 PVC CONDUIT FOR FIBER OPTIC (TYP.)

LIGHT STANDARD
STA=133+90.0, 25.0' R

TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02
STA=133+58.8, 22.0' L

TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02
STA=133+83.2, 22.0' R

POWER TRANSFORMER
STA=130+00.9, 24.8' L

TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02
STA=130+03.9, 23.0' L

LIGHT STANDARD
STA=129+93.5, 0.0'

TYPE 2 FIBER OPTIC HANDHOLD SEE DETAIL SHEET C–10.02
STA=130+53.8, 51.9' R

NATIVE VEGETATION TO REMAIN

NOTE:
REFER TO FINAL PUGET SOUND ENERGY AND ALSO TO LIGHT INSTALLATION PLANS FOR ACTUAL LOCATION AND CONSTRUCTION REQUIREMENTS

CONTRACTOR TO PROVIDE ALL 2" SCH. 40 CONDUIT NECESSARY FOR FRONTAGE LIGHTING FL1/HH1 – FL3/HH3

NORTH

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

PLAT OF RACCOON TOWN

DRY UTILITIES PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
Rory McLeod, Project Manager
rorym@pgst.nsn.us

1-5-26

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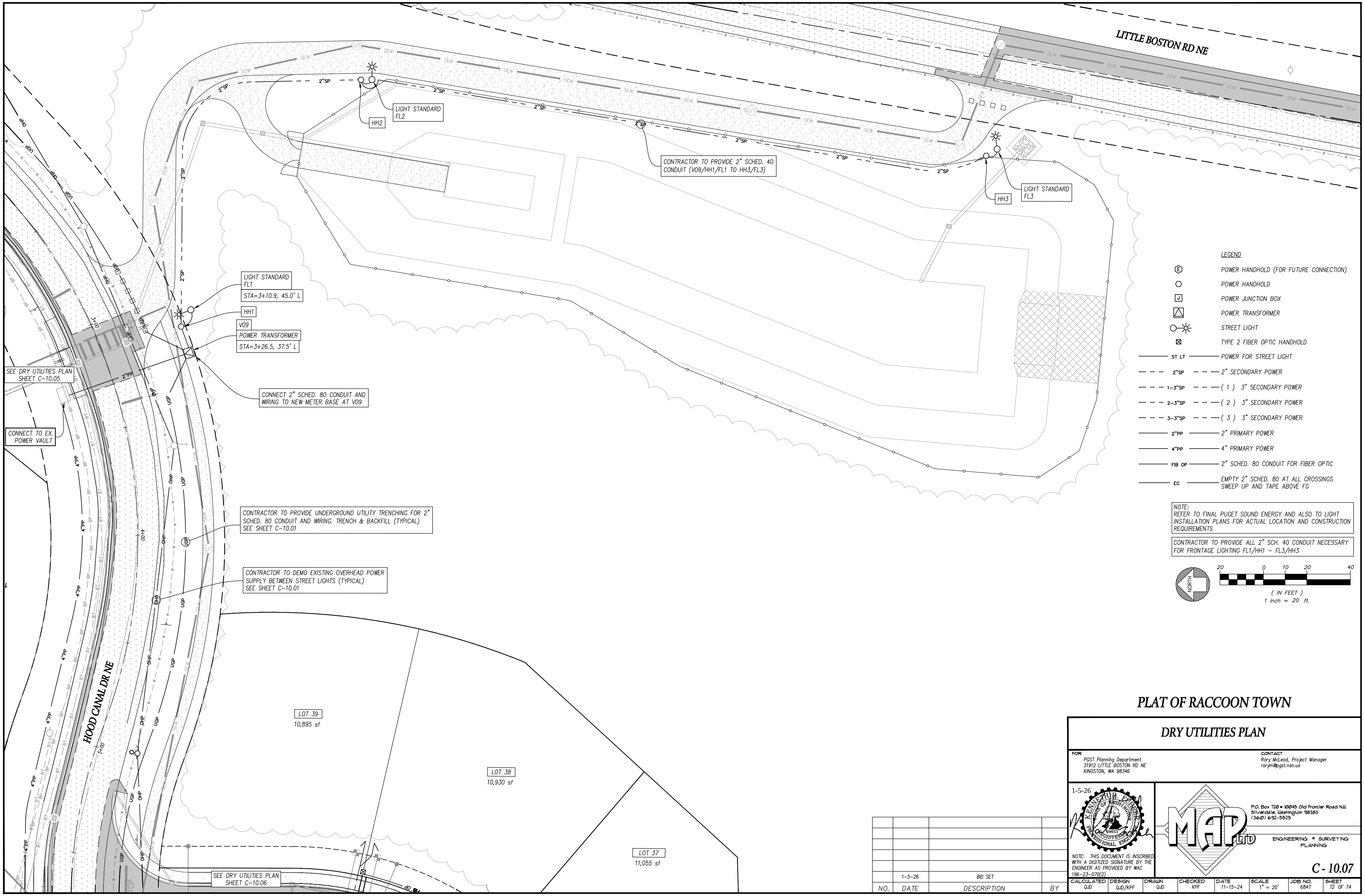
C - 10.06

NO.	DATE	DESCRIPTION	BY
	1–5–26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11–15–24	1" = 20'	6847	71 OF 74


LITTLE BOSTON RD NE
HOOD CANAL DR NE
LIGHT STANDARD
FL2
HH2
CONTRACTOR TO PROVIDE 2" SCHED. 40 CONDUIT (V09/HH1/FL1 TO HH3/FL3)
LIGHT STANDARD
FL3
HH3
LIGHT STANDARD
FL1
STA=3+10.9, 45.0' L
HH1
V09
POWER TRANSFORMER
STA=3+26.5, 37.5' L
SEE DRY UTILITIES PLAN SHEET C-10.05
CONNECT TO EX. POWER VAULT
CONNECT 2" SCHED. 80 CONDUIT AND WIRING TO NEW METER BASE AT V09
CONTRACTOR TO PROVIDE UNDERGROUND UTILITY TRENCHING FOR 2" SCHED. 80 CONDUIT AND WIRING. TRENCH & BACKFILL (TYPICAL) SEE SHEET C-10.01
CONTRACTOR TO DEMO EXISTING OVERHEAD POWER SUPPLY BETWEEN STREET LIGHTS (TYPICAL) SEE SHEET C-10.01
LOT 39
10,895 sf
LOT 38
10,930 sf
LOT 37
11,055 sf
SEE DRY UTILITIES PLAN SHEET C-10.06
2"SP
2"PP
4"PP
UGP
OHP
SEW
3+00
4+00
5+00
NORTH
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.

LEGEND

Ⓔ	POWER HANDHOLD (FOR FUTURE CONNECTION)
⬡	POWER HANDHOLD
J	POWER JUNCTION BOX
△	POWER TRANSFORMER
○—✳	STREET LIGHT
⊠	TYPE 2 FIBER OPTIC HANDHOLD
——— ST LT ———	POWER FOR STREET LIGHT
— — — 2"SP — — —	2" SECONDARY POWER
— — — 1-3"SP — — —	(1) 3" SECONDARY POWER
— — — 2-3"SP — — —	(2) 3" SECONDARY POWER
— — — 3-3"SP — — —	(3) 3" SECONDARY POWER
——— 2"PP ———	2" PRIMARY POWER
——— 4"PP ———	4" PRIMARY POWER
——— FIB OP ———	2" SCHED. 80 CONDUIT FOR FIBER OPTIC
——— EC ———	EMPTY 2" SCHED. 80 AT ALL CROSSINGS SWEEP UP AND TAPE ABOVE FG

NOTE:
REFER TO FINAL PUGET SOUND ENERGY AND ALSO TO LIGHT INSTALLATION PLANS FOR ACTUAL LOCATION AND CONSTRUCTION REQUIREMENTS

CONTRACTOR TO PROVIDE ALL 2" SCH. 40 CONDUIT NECESSARY FOR FRONTAGE LIGHTING FL1/HH1 – FL3/HH3

PLAT OF RACCOON TOWN

DRY UTILITIES PLAN

FOR
PGST Planning Department
31912 LITTLE BOSTON RD NE
KINGSTON, WA 98346

CONTACT
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rorym@pgst.nsn.us

1-5-26

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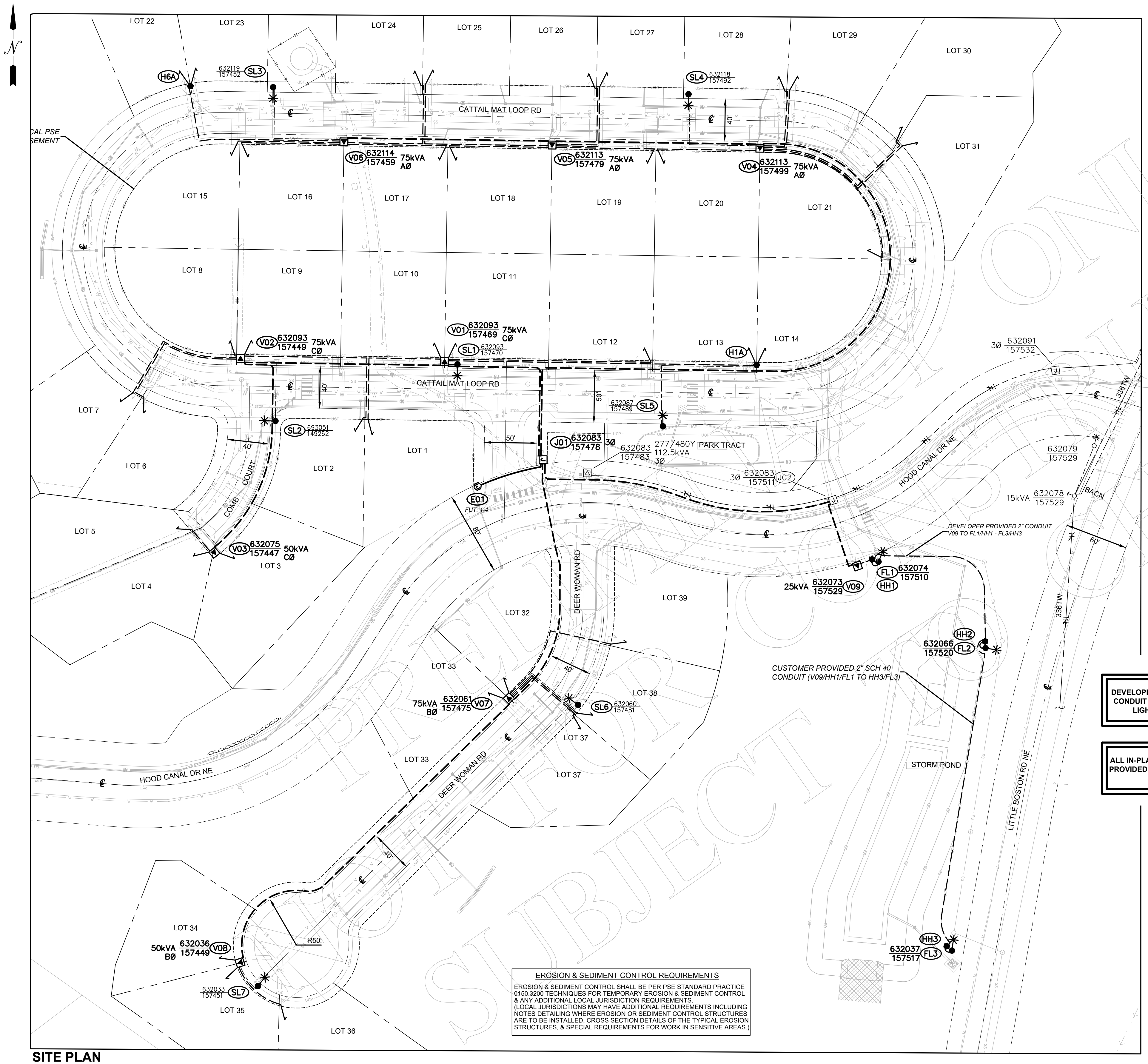
	1-5-26	BID SET	

CALCULATED	DESIGN	DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET
QJD	QJD/KPF	QJD	KPF	11-15-24	1" = 20'	6847	72 OF 74


N
LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
H6A
632119
157452
SL3
SL4
632118
157492
CATTAIL MAT LOOP RD
40'
CAL PSE
SEMENT
V06 632114
157459 75kVA
AØ
V05 632113
157479 75kVA
AØ
V04 632113
157499 75kVA
AØ
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
H1A
V02 632093
157449 75kVA
CØ
V01 632093
157469 75kVA
CØ
SL1 632093
157470
3Ø 632091
157532
CATTAIL MAT LOOP RD
40'
50'
632087
157489 SL5
LOT 7
SL2 693051
149262
LOT 6
LOT 2
LOT 1
50'
J01 632083
157478 3Ø
632083
157483 277/480Y
112.5kVA
3Ø
PARK TRACT
3Ø 632083
157511 J02
632079
157529
15kVA 632078
157529
BACN
336TW
HOOD CANAL DR NE
COMB COURT
40'
E01
FUT: 1-4"
80'
LOT 5
V03 632075
157447 50kVA
CØ
LOT 3
LOT 4
DEVELOPER PROVIDED 2" CONDUIT
V09 TO FL1/HH1 - FL3/HH3
25kVA 632073
157529 V09
FL1 632074
157510
HH1
60'
DEER WOMAN RD
LOT 39
LOT 32
336TW
HH2
632066
157520 FL2
LOT 33
40'
75kVA 632061
BØ 157475 V07
SL6 632060
157481
LOT 38
CUSTOMER PROVIDED 2" SCH 40
CONDUIT (V09/HH1/FL1 TO HH3/FL3)
LOT 37
LOT 33
LOT 37
HOOD CANAL DR NE
DEER WOMAN RD
STORM POND
LITTLE BOSTON RD NE
40'
LOT 34
50kVA 632036
BØ 157449 V08
R50'
HH3
632037
157517 FL3
632033
157451 SL7
LOT 35
LOT 36

EROSION & SEDIMENT CONTROL REQUIREMENTS

EROSION & SEDIMENT CONTROL SHALL BE PER PSE STANDARD PRACTICE 0150.3200 TECHNIQUES FOR TEMPORARY EROSION & SEDIMENT CONTROL & ANY ADDITIONAL LOCAL JURISDICTION REQUIREMENTS. (LOCAL JURISDICTIONS MAY HAVE ADDITIONAL REQUIREMENTS INCLUDING NOTES DETAILING WHERE EROSION OR SEDIMENT CONTROL STRUCTURES ARE TO BE INSTALLED, CROSS SECTION DETAILS OF THE TYPICAL EROSION STRUCTURES, & SPECIAL REQUIREMENTS FOR WORK IN SENSITIVE AREAS.)

SITE PLAN

SCALE: 1" = 50'

DEVELOPER TO PROVIDE ALL 2" SCH 40 CONDUIT NECESSARY FOR FRONTAGE LIGHTING FL1/HH1 - FL3/HH3

ALL IN-PLAT LIGHTING CIRCUITRY TO BE PROVIDED ON PLATS W/O#105106677; PM LOREN WEIR

SITE SPECIFIC NOTES

SL1 - SL7

- INST NEW 25' MH CONCRETE OCTAGONAL GRAY MAST DIRECT POLES W/ NEW 8' ARMS
  CUSTOMER TO PROVIDE SONO-TUBES; SEE INSTALL TABLE AND DETAIL FOR DIMENSIONS (PG.2)
- INST NEW 39W LED 3000K TYPE 2 GRAY CHFL
- ORIENT OVER ROADWAY AS SHOWN
- INST SMART NODE AND SERIAL NUMBER
- INST STREET LIGHT TAG

FL1 - FL3

- INST NEW 25' MH CONCRETE OCTAGONAL GRAY MAST DIRECT POLES W/ NEW 8' ARMS
  CUSTOMER TO PROVIDE SONO-TUBES; SEE INSTALL TABLE AND DETAIL FOR DIMENSIONS (PG.2)
- INST NEW 39W LED 3000K TYPE 2 GRAY CHFL
- ORIENT AS SHOWN OVER WALKING PATH
- INST SMART NODE AND SERIAL NUMBER
- INST STREET LIGHT TAG

HH1 - HH3

- INST NEW STREET LIGHT HANDHOLE HHSL3, 3 - 3POS FARGOS

SPAN NOTES

V01/HH1/FL1 - HH3/FL3

- DEVELOPER TO PROVIDE/INSTALL 2" SCH40 CONDUIT, MULE TAPE & PULL ROPE
- POTELCO TO INSTALL #6 TPX SECONDARY CABLE
  SEE ONE-LINE AND CIRCUITRY TABLES

SL1 - SL7

- #6 CIC CIRCUITRY TO SL1 - SL7 PROVIDED AND INSTALLED BY PSE PLATS (PM: LOREN WEIR)
  SEE ONE-LINE AND CIRCUITRY TABLE

STREET LIGHT NOTES

POTELCO:

1. ALL STREET LIGHTING POLES ARE TO BE INSTALLED PER STANDARD 6375.4800 (PAGE #2) IN THE "LINE WORK PRACTICES MANUAL".
2. ALL POLES (WOOD, CONCRETE OR FIBERGLASS) ARE TO BE SET PLUMB AND EMBEDDED TO THE GROUND LINE MARKED ON THE POLE.
3. BACKFILL AROUND POLE WITH 5/8" MINUS GRAVEL AND COMPACT IN 6" LIFTS. (PEA GRAVEL AND NATIVE SOILS ARE NOT ACCEPTABLE.) APPROXIMATELY 1 CU. YD. OF 5/8" MINUS CRUSHED ROCK WILL BE REQUIRED.
4. IN ALL SHOEBOX AND COBRAHEAD INSTALLATIONS, THE LUMINAIRE MUST BE LEVELED.

DEVELOPER / CUSTOMER:

1. THE DEVELOPER IS REQUIRED TO SUPPLY AND INSTALL PLASTIC (NON PAPER) STREET LIGHT TUBES (MINIMUM 18" DIAMETER) TO AID IN THE INSTALLATION OF THE STREET LIGHTING POLES.
2. DEVELOPER MUST SUPPLY DURABLE LID/COVER AT EACH STREET LIGHT TUBE.
3. DEVELOPER TO PROVIDE ALL TRENCHING AND CONDUIT WITH PULL-STRINGS FOR STREET LIGHTING CIRCUITRY.
4. CONDUIT SHALL BE SCH 40 PVC, CONDUIT CROSSING ROADWAYS OR DRIVEWAYS SHALL BE SCH 80 PVC.

FOREMAN (CHECK BOX WHEN COMPLETED)

☐ PSE Equipment LOCKED/SECURED & Work Area left in CLEAN/SAFE Condition.
☐ Grid, Cable, and Switch numbers INSTALLED & VERIFIED.
☐ Field Changes RED-LINED on As-built.
☐ Material VERIFIED and CHANGES noted on Paperwork.
☐ Total PRIMARY Cable noted on As-built.
☐ Company ID#'s RECORDED in correct location on As-built.
☐ Indicate correct FUSE SIZE on As-built & VERIFY proper PHASE.
☐ Deviations noted on the As-built and their reason.

☐ I certify that the work performed meets PSE's standards and procedures and that all quality requirements are met.

Foreman's Signature ____________________

Print Name ____________________ Date ____________

PROJECT PHASE	NOTIF#	ORDER#
PWR Superior	515802193	105106885

Vicinity Map 47.8666, -122.5673

N

JOB SITE

N/A

Construction Manager Contact Information:

Manager: MIKE HAMMONS
Cell Phone: 425-765-1395
E-Mail: MIKE.HAMMONS@PSE.COM

Developer Locates Req'd	Yes
PSE Locates Req'd	No
Outages Req'd	No
Flagging Req'd	No

Owner / Developer Contact Info

Rory McLeod
N/A
N/A
ATTN: rorym@pgst.nsn.us 360-981-9614 office

For contacts below dial 1-888-CALL PSE (225-5773)

CALL (800) 424-5555
2 BUSINESS DAYS BEFORE YOU DIG

THIS SKETCH NOT TO BE RELIED UPON FOR EXACT LOCATION OF EXISTING FACILITIES

☒ NEW BUSINESS			☐ CORRECTIVE / 10 DAY WAIVED
3	N/A	N/A	N/A
2	N/A	N/A	N/A
1	N/A	N/A	N/A
REV#	**DATE**	**BY**	**DESCRIPTION**

COUNTY KITSAP	Emer Sect N/A	Gas Wk Ctr N/A	POWER WK CTR 3515
1/4 SEC 05SE-T27N-R02E	OP MAP N/A		PLAT MAP N/A
U-MAP NO (POWER) 2702E020	OH CKT MAP 2702E040	UG CKT MAP 2702E017	CIRCUIT NO PGA-13

REAL ESTATE/EASEMENT N/A		PERMIT N/A	
FUNCTION	**CONTACT**	**PHONE NO**	**DATE**
ACCOUNT MGR	L. KINNEY	425.516.5432	
ENGR - POWER	R. HONEYSETT	206.552.4189	
ENGR - GAS	N/A	N/A	N/A
DRAWN BY	R. HONEYSETT	206.552.4189	
CHECKED BY			
APPROVED BY			
FOREMAN #1			
FOREMAN #2			
MAPPING			

JOINT FACILITIES ARRANGEMENTS

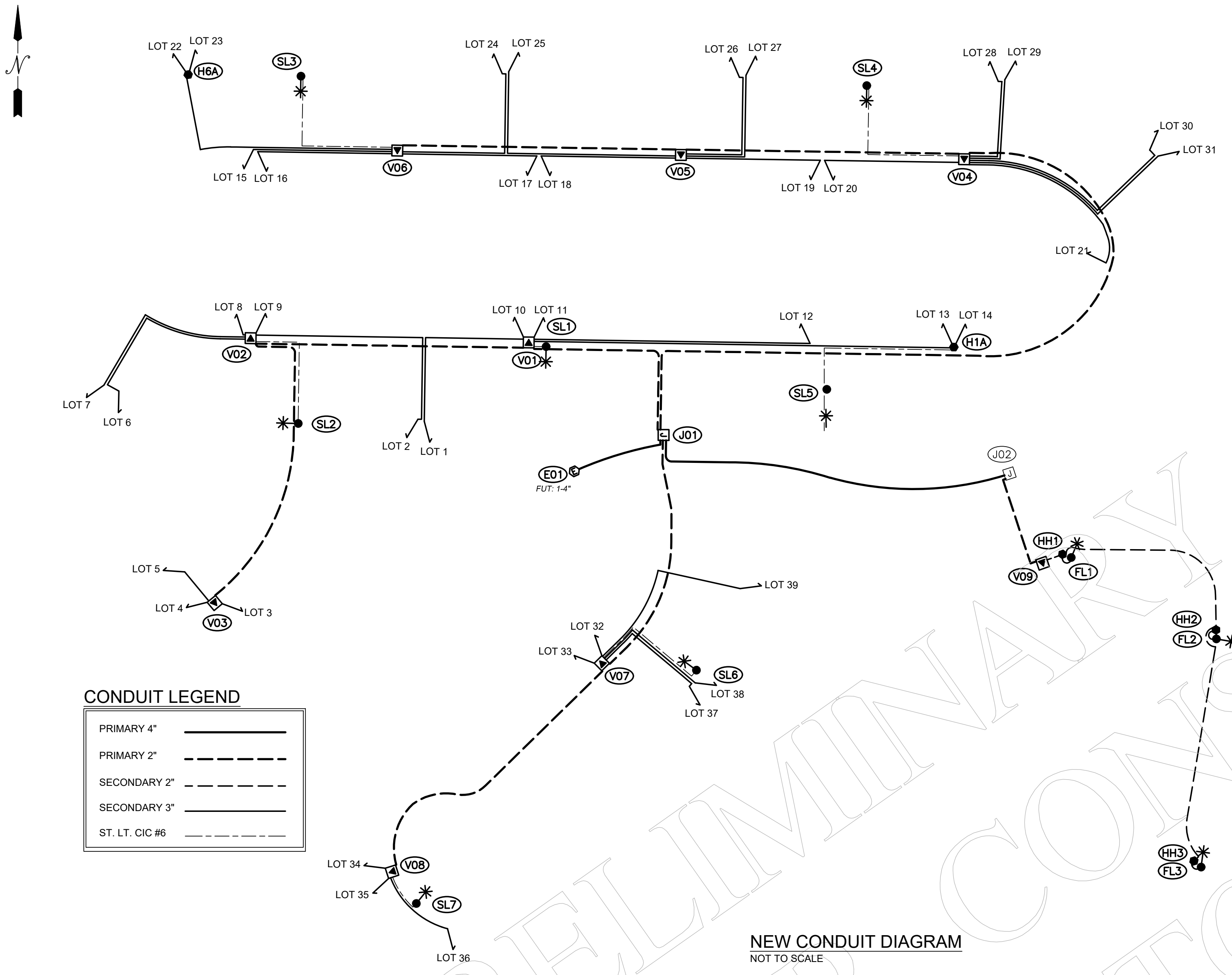
UTILITIES	N/A	N/A	N/A	N/A
CONTACT	N/A	N/A	N/A	N/A
PHONE#	N/A	N/A	N/A	N/A

PSE PUGET SOUND ENERGY

RACOON TOWN

STREET LIGHT INSTALLS
31912 Little Boston Rd NE, Kingston, WA 98346

INCIDENT N/A	MAOP N/A
Gas Order N/A	Elect Order N/A
SCALE AS NOTED	PAGE 1/2


N
LOT 22
LOT 23
H6A
SL3
LOT 24
LOT 25
LOT 26
LOT 27
SL4
LOT 28
LOT 29
LOT 30
LOT 31
LOT 15
LOT 16
V06
LOT 17
LOT 18
V05
LOT 19
LOT 20
V04
LOT 21
LOT 8
LOT 9
LOT 10
LOT 11
SL1
LOT 12
LOT 13
LOT 14
H1A
LOT 7
LOT 6
V02
V01
SL5
SL2
LOT 2
LOT 1
J01
E01
FUT: 1-4"
J02
HH1
V09
FL1
LOT 5
LOT 4
LOT 3
V03
LOT 39
LOT 32
LOT 33
V07
SL6
LOT 38
LOT 37
HH2
FL2
HH3
FL3
LOT 34
V08
LOT 35
SL7
LOT 36

CONDUIT LEGEND

- PRIMARY 4"
- PRIMARY 2"
- SECONDARY 2"
- SECONDARY 3"
- ST. LT. CIC #6

NEW CONDUIT DIAGRAM

NOT TO SCALE

STREET LIGHT CIRCUITRY TABLE - IN PLAT - 105106677

SITE #	FROM	CABLE INFO		AS-BUILT		REMARKS
		TYPE	LF	TYPE	LENGTH	
SL1	V01	#6 CIC	10			
SL2	V02	#6 CIC	90			
SL3	V06	#6 CIC	115			
SL4	V04	#6 CIC	115			
SL5	H1A	#6 CIC	150			
SL6	V07	#6 CIC	90			
SL7	V08	#6 CIC	30			
		TOTAL FT =	600	TOTAL FT =		

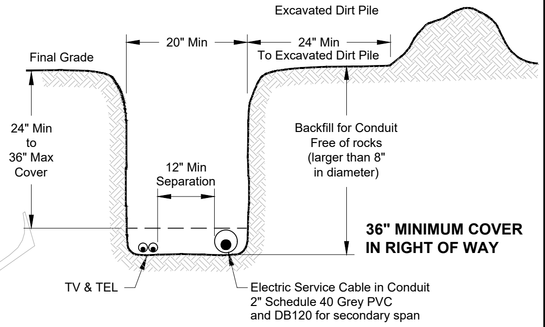
STREET LIGHT CIRCUITRY TABLE - FRONTAGE - 105106885

SITE #	FROM	CABLE INFO		AS-BUILT		REMARKS
		TYPE	LF	TYPE	LENGTH	
HH1	V09	#6 TPX	20			- BY POLE SERVICES
FL1	HH1	#6 TPX	15			- BY POLE SERVICES
HH2	HH1	#6 TPX	180			- BY POLE SERVICES
FL2	HH2	#6 TPX	15			- BY POLE SERVICES
HH2	HH3	#6 TPX	310			- BY POLE SERVICES
FL3	HH3	#6 TPX	15			- BY POLE SERVICES
		TOTAL FT =	555	TOTAL FT =		

STREET LIGHT HANDHOLE TABLE

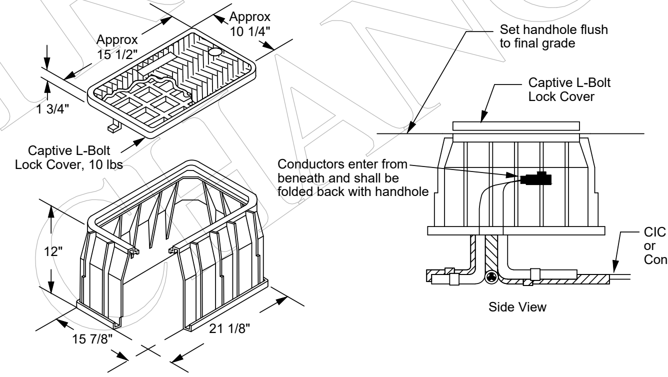
SITE	PEDESTAL OR HANDHOLE	NUMBER OF POSITIONS REQUIRED	REMARKS
HH1	HANDHOLE	3	
HH2	HANDHOLE	3	
HH3	HANDHOLE	3	

Backfill for In Conduit - The backfill layer shall be soil that is free from construction debris, glass, sharp rocks, frozen clods, and rocks larger than 8" in diameter.


Excavated Dirt Pile
Final Grade
20" Min
24" Min
To Excavated Dirt Pile
24" Min
to
36" Max
Cover
12" Min
Separation
Backfill for Conduit
Free of rocks
(larger than 8"
in diameter)
36" MINIMUM COVER
IN RIGHT OF WAY
TV & TEL
Electric Service Cable in Conduit
2" Schedule 40 Grey PVC
and DB120 for secondary span

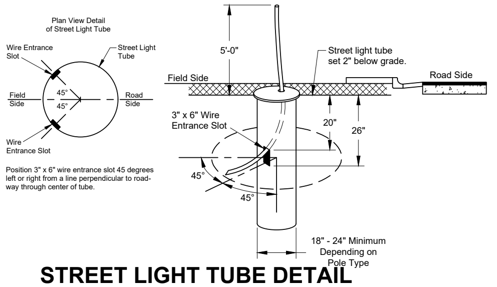
CUSTOMER-SUPPLIED JOINT TRENCH DETAIL

Electric Service Cable in Conduit (NTS)


Approx
15 1/2"
Approx
10 1/4"
1 3/4"
Captive L-Bolt
Lock Cover, 10 lbs
12"
15 7/8"
21 1/8"
Set handhole flush
to final grade
Captive L-Bolt
Lock Cover
Conductors enter from
beneath and shall be
folded back with handhole
CIC
or
Conduit
Side View

STREETLIGHT HH @ HH1 - HH3

NOT TO SCALE


Plan View Detail
of Street Light Tube
Wire Entrance
Slot
Street Light
Tube
Field
Side
45°
45°
Road
Side
Wire
Entrance Slot
5'-0"
Street light tube
set 2" below grade.
Field Side
Road Side
3" x 6" Wire
Entrance Slot
20"
26"
45°
45°
18" - 24" Minimum
Depending on
Pole Type

Position 3" x 6" wire entrance slot 45 degrees left or right from a line perpendicular to roadway through center of tube.

STREET LIGHT TUBE DETAIL

SCALE: NONE

STREET LIGHT TABLE - IN PLAT (105106677)

SITE #	POLE					LUMINAIRE		TUBE		POLE BASE TYPE (Direct Buried or Basemount)	WO # (INTOLIGHT)	BILLING SCH.	TOTAL CONN LOAD	SMART STREET LIGHT NODE	NOTES
	GRID #	INTOLIGHT TAG #	TYPE	MTG HT.	ARM	WATTS	STYLE	TUBE LENGTH	TUBE DIAMETER						
SL1	632093 157470		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
SL2	632051 157470		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
SL3	632119 157452		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
SL4	632118 157492		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
SL5	632087 157489		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
SL6	632060 157481		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
SL7	632033 157451		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		

STREET LIGHT TABLE - FRONTAGE (105106885)

SITE #	POLE					LUMINAIRE		TUBE		POLE BASE TYPE (Direct Buried or Basemount)	WO # (INTOLIGHT)	BILLING SCH.	TOTAL CONN LOAD	SMART STREET LIGHT NODE	NOTES
	GRID #	INTOLIGHT TAG #	TYPE	MTG HT.	ARM	WATTS	STYLE	TUBE LENGTH	TUBE DIAMETER						
FL1	632074 157510		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
FL2	632066 157520		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		
FL3	632037 157517		CONC. OCT. GRAY	25'	8'	39W	LED 3000K TYPE 2	5'	18"	DIRECT BURIED	105106885	51	120/240		

EROSION & SEDIMENT CONTROL REQUIREMENTS

EROSION & SEDIMENT CONTROL SHALL BE PER PSE STANDARD PRACTICE 0150.3200 TECHNIQUES FOR TEMPORARY EROSION & SEDIMENT CONTROL & ANY ADDITIONAL LOCAL JURISDICTION REQUIREMENTS. (LOCAL JURISDICTIONS MAY HAVE ADDITIONAL REQUIREMENTS INCLUDING NOTES DETAILING WHERE EROSION OR SEDIMENT CONTROL STRUCTURES ARE TO BE INSTALLED, CROSS SECTION DETAILS OF THE TYPICAL EROSION STRUCTURES, & SPECIAL REQUIREMENTS FOR WORK IN SENSITIVE AREAS.)

☒ NEW BUSINESS		☐ CORRECTIVE / 10 DAY WAIVED	
3	N/A	N/A	N/A
2	N/A	N/A	N/A
1	N/A	N/A	N/A
REV#	DATE	BY	DESCRIPTION

REAL ESTATE/EASEMENT		PERMIT	
N/A		N/A	
FUNCTION	CONTACT	PHONE NO	DATE
ACCOUNT MGR	L. KINNEY	425.516.5432	
ENGR - POWER	R. HONEYSETT	206.552.4189	
ENGR - GAS	N/A	N/A	N/A
DRAWN BY	R. HONEYSETT	206.552.4189	
CHECKED BY			
APPROVED BY			
FOREMAN #1			
FOREMAN #2			
MAPPING			

COUNTY	Emer Sect	Gas Wk Ctr	POWER WK CTR
KITSAP	N/A	N/A	3515
1/4 SEC	OP MAP		PLAT MAP
05SE-T27N-R02E	N/A		N/A
U-MAP NO (POWER)	OH CKT MAP	UG CKT MAP	CIRCUIT NO
2702E020	2702E040	2702E017	PGA-13

JOINT FACILITIES ARRANGEMENTS

UTILITIES	N/A	N/A	N/A	N/A
CONTACT	N/A	N/A	N/A	N/A
PHONE#	N/A	N/A	N/A	N/A

PUGET SOUND ENERGY

RACOON TOWN

STREET LIGHT INSTALLS

31912 Little Boston Rd NE, Kingston, WA 98346

INCIDENT N/A	MAOP N/A
Gas Order N/A	Elect Order N/A
SCALE AS NOTED	PAGE 2/2

PRELIMINARY
NOT FOR CONSTRUCTION
SUBJECT TO CHANGE