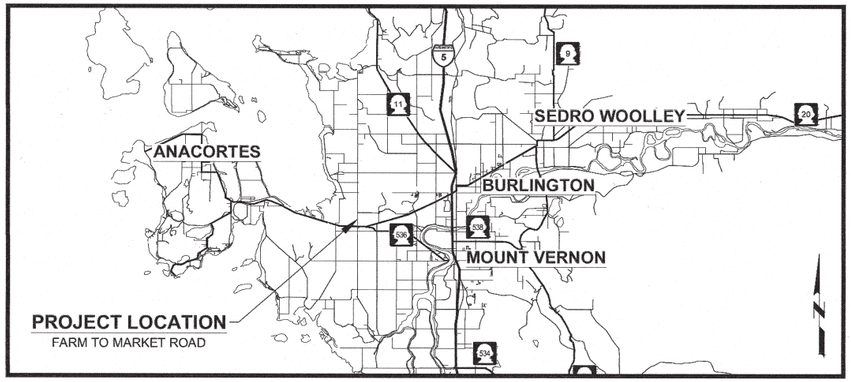
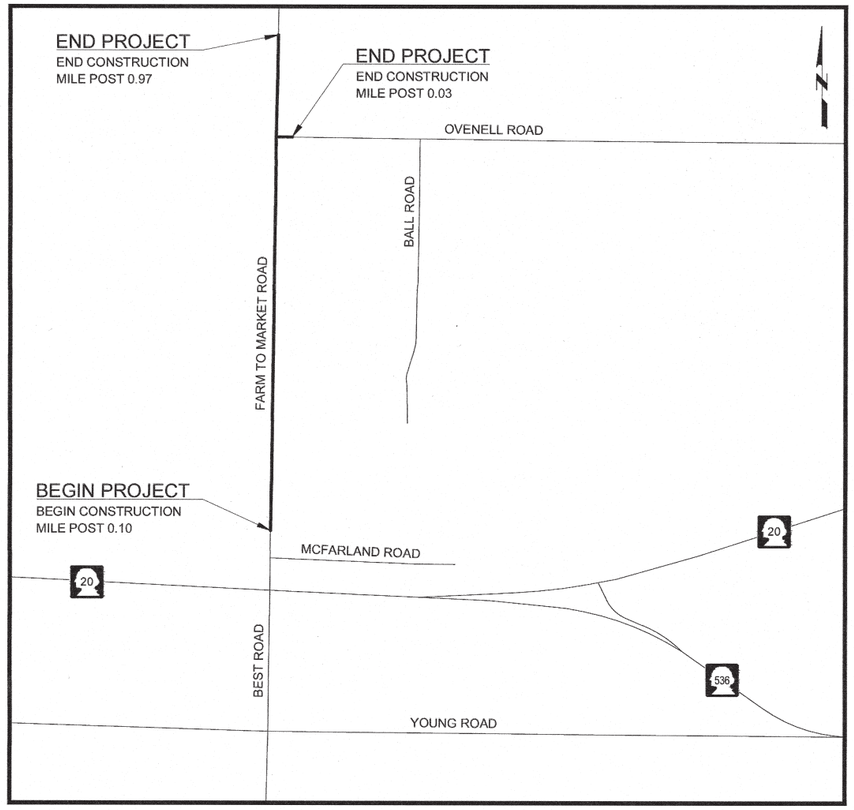
2025 HMA OVERLAY - FARM TO MARKET ROAD

ESHMA25-1



VICINITY MAP NTS



SITE MAP NTS

SKAGIT COUNTY OFFICIALS

BOARD OF COMMISSIONERS
- LISA JANICKI, CHAIR
- RON WESEN, COMMISSIONER
- PETER BROWNING, COMMISSIONER

04/10/25
THOMAS M. WELLER, P.E., ACTING COUNTY ENGINEER — DATE

PLAN SHEET INDEX

SURVEY NOTES:

HORIZONTAL DATUM: NAD83 WASHINGTON STATE PLANE NORTH ZONE
VERTICAL DATUM: NAVD88

811 Know what's **below** **Call** before you dig.
Determina lo que está **bajo tierra** **Llama** antes de excavar.

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

ENGINEER OF RECORD
COUNTY ENGINEER

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
DRAWN BY: DJB
CHECKED BY: JAS
APPROVED BY: TMW

2025 HMA OVERLAY

PROJECT LOCATED NEAR: BOW, WA
SEC. 04, 05, 08, & 09, T. 34N., R. 03E., W.M.

COVER SHEET

1 INCH SCALE BAR ADJUST SCALE ACCORDINGLY

SHEET 01 OF 09

SUMMARY OF QUANTITIES

ITEM NO.	SPEC.	QUANTITY	UNIT	ITEM DESCRIPTION
1	1-09.7	1	L.S.	MOBILIZATION
2	8-22.5	440.00	L.F.	REMOVING PAINT LINE
3	4-04.5	0.28	MI.	SHOULDER FINISHING
4	5-04.5	16,730	S.Y.	PLANING BITUMINOUS PAVEMENT
5	5-04.5	1,880	TON	HMA CL. ½ IN. PG. 58H-22
6	5-04.5	64	TON	HMA FOR APPROACH CL. ½ IN. PG. 58H-22
7	8-01.5	1	L.S.	EROSION CONTROL AND WATER POLLUTION PREVENTION
8	8-22.5	7,878	L.F.	PLASTIC LINE
9	8-22.5	305	L.F.	PLASTIC WIDE LINE
10	8-22.5	17	L.F.	PLASTIC STOP LINE
11	8-22.5	4	EACH	PLASTIC TRAFFIC ARROW
12	8-22.5	1	EACH	PLASTIC RAILROAD CROSSING SYMBOL
13	8-23.5(SP)	20,200	L.F.	TEMPORARY PAVEMENT MARKING-SHORT DURATION
14	1-10.5	240	HR	PORTABLE CHANGEABLE MESSAGE SIGN
15	1-10.5	1	L.S.	PROJECT TEMPORARY TRAFFIC CONTROL
16	1-10.5	160	HR	FLAGGERS
17	1-10.5	40	HR	OTHER TRAFFIC CONTROL LABOR
18	1-10.5	1	L.S.	TRAFFIC CONTROL SUPERVISOR
19	1-10.5	132	S.F.	CONSTRUCTION SIGNS CLASS A
20	1-05.4 (SP)	1	L.S.	ROADWAY SURVEYING
21	8-13.5	2	EACH	ADJUST MONUMENT CASE AND COVER
22	7-05.5	1	EACH	ADJUST CATCH BASIN
23	2-11.5	1	L.S.	TRIMMING AND CLEANUP
24	1-04.4(1)	1	CALC	MINOR CHANGE
25	1-07.15(1)	1	L.S.	SPCC PLAN
26	1-10.5(2) (SP)	1	EST.	WORK ZONE SAFETY CONTIGENCY
27	2-05.5 (SP)	1130	S.Y.	PAVEMENT PULVERIZING

THE CONTRACTOR SHALL INCLUDE FOR COMPENSATION THE AMOUNT OF ANY TAXES PAID IN THE VARIOUS UNIT BID PRICES IN ACCORDANCE WITH SECTION 1-07.2

GENERAL NOTES:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CONTRACT PLANS AND PROVISIONS, THE CURRENT ADOPTED EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), WAC 468-95 AND THE CURRENT WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES BEFORE DIGGING, IN ACCORDANCE WITH RCW 19.122.030. CALL 1-800-424-5555 AND VISIT WWW.CALLBEFOREYOUDIG.ORG FOR DETAILS.
3. THE DEBRIS MATERIAL RESULTING FROM THE PLANING OPERATIONS WILL BECOME THE PROPERTY OF SKAGIT COUNTY PUBLIC WORKS AND DISPOSED OF AT A COUNTY-PROVIDED SITE. DETAILS OF THIS WORK CAN BE FOUND IN THE PROJECT'S SPECIAL PROVISIONS SECTION AS SKAGIT COUNTY SPECIFICATION 5-04.3(14) "PLANING BITUMINOUS PAVEMENT".
4. THE CONTRACTOR IS OBLIGATED TO PREVENT EROSION AND THE RELEASE OF SEDIMENT AND OTHER POLLUTANTS THROUGH BEST MANAGEMENT PRACTICES (BMPS). THE GOAL IS TO KEEP POLLUTANTS OUT OF STORM DRAINS, WATERWAYS AND ADJACENT PROPERTIES.

LEGEND

LINETYPES:

- WSDOT TURN BACK LINE
- BURLINGTON NORTHERN SANTA FE (BNSF) RIGHT OF WAY
- APPROXIMATE COUNTY RIGHT OF WAY
- EXISTING EDGE OF ASPHALT
- EXISTING GUARDRAIL
- EXISTING RAILROAD
- DOUBLE CENTERLINE
- EDGE LINE
- STOP BAR
- WIDE LINE
- STATE HIGHWAY
- CONCRETE CURB
- ALIGNMENT (10+00, 11+00, 12+00)

SYMBOLS:

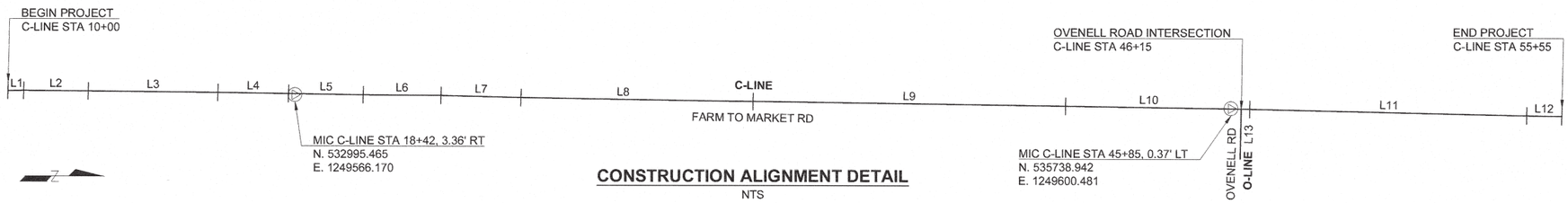
- MONUMENT IN CASE
- TYPE 2L TRAFFIC ARROW
- TYPE 2R TRAFFIC ARROW
- PROPOSED CLASS A SIGN
- EXISTING ROAD SIGN
- CB — EXISTING CATCH BASIN
- RR — RAILROAD CROSSING SYMBOL - LAYOUT B

HATCHES:

- PLANING / PAVING LIMITS
- PAVEMENT PULVERIZING / SHOULDER FINISHING
- HMA FOR APPROACH

ABBREVIATIONS:

AC	ACRE
AP	ANGLE POINT
APPROX	APPROXIMATE
ASPH	ASPHALT
AVE	AVENUE
BLDG	BUILDING
BLVD	BOULEVARD
BVC	BEGIN VERTICAL CURVE
CALC	CALCULATED
CAT	CATEGORY
CB	CATCH BASIN
CIP	CAST IRON PIPE
CFS	CUBIC FEET PER SECOND
CL & ℄	CENTERLINE
CP	CONTROL POINT
CPCP	CORRUGATED POLYETHYLENE CULVERT PIPE
CPSSP	CORRUGATED POLYETHYLENE STORM SEWER PIPE
CONT'D	CONTINUED
CULV	CULVERT
CY	CUBIC YARD
DEG	DEGREE
DIA	DIAMETER
DWG	DRAWING
E	EAST/EASTING
EL & ELEV	ELEVATION
EST	ESTIMATED
EVC	END VERTICAL CURVE
FGR	FACE OF GUARDRAIL
FT & '	FEET
GALV	GALVANIZED
GND	GROUND
GR	GUARDRAIL
HMA	HOT MIX ASPHALT
HR	HOUR
IN & "	INCHES
INV	INVERT
K	CURVE COEFFICIENT
L	LENGTH OF CURVE
LF	LINEAR FEET
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
MIC	MONUMENT IN CASE
MON	MONUMENT
MP	MILE POST
MUTCD	MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES
N	NORTH/NORTHING
NTS	NOT TO SCALE
OD	OUTSIDE DIAMETER
OHW	ORDINARY HIGH WATER MARK
PCMS	PORTABLE CHANGEABLE MESSGE SIGN
PERF	PERFORATED PIPE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
R	RADIUS
RD	ROAD
RGE	RANGE
R/W & ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
SEC	SECTION
SF	SQUARE FOOT
SHLD	SHOULDER
SPEC	SPECIFICATIONS
ST	STREET
STA	STATION
SY	SQUARE YARD
SYMM	SYMMETRICAL
TWN	TOWNSHIP
TYP	TYPICAL
UG	UNDERGROUND
VCL	VERTICAL CURVE LENGTH
VPI	VERTICAL POINT INTERSECTION
W	WEST
W.M.	WILLAMETTE MERIDIAN
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION



CONSTRUCTION ALIGNMENT DETAIL

NTS

ALIGNMENT LINE TABLE

LINE #	DISTANCE (FT)	BEARING
L13	147.00	N88° 58' 16.37"W
L1	46.24	N0° 24' 00.73"W
L2	189.27	N0° 24' 09.48"E
L3	379.94	N0° 31' 51.01"E
L4	207.38	N0° 39' 47.10"E
L5	218.51	N0° 48' 08.59"E
L6	228.23	N0° 20' 56.26"E
L7	234.18	N1° 23' 41.05"E
L8	597.53	N0° 52' 14.50"E
L9	915.73	N0° 45' 21.81"E
L10	489.05	N0° 42' 59.86"E
L11	811.70	N1° 12' 38.89"E
L12	103.25	N0° 56' 51.42"E

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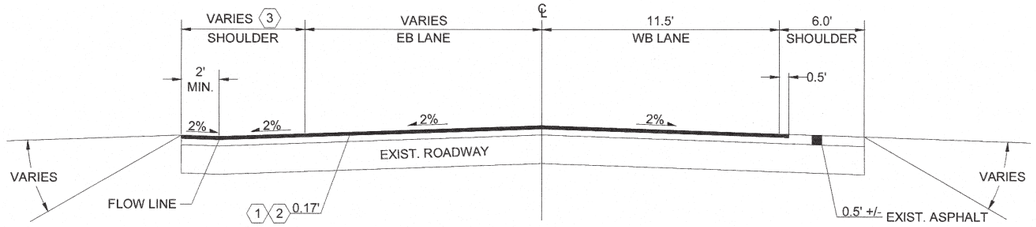
2025 HMA OVERLAY

LEGEND, ABBREVIATIONS, NOTES, & SUMMARY OF QUANTITIES

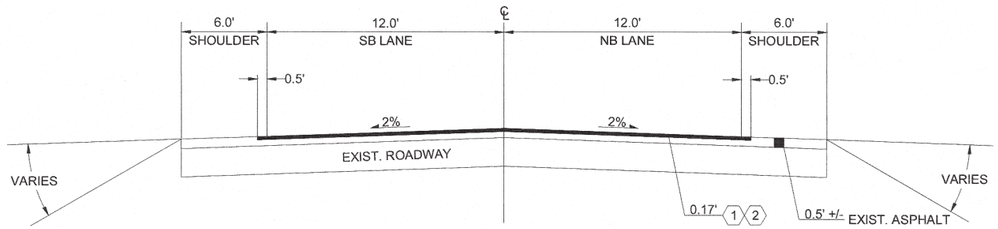
1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
02 OF 09



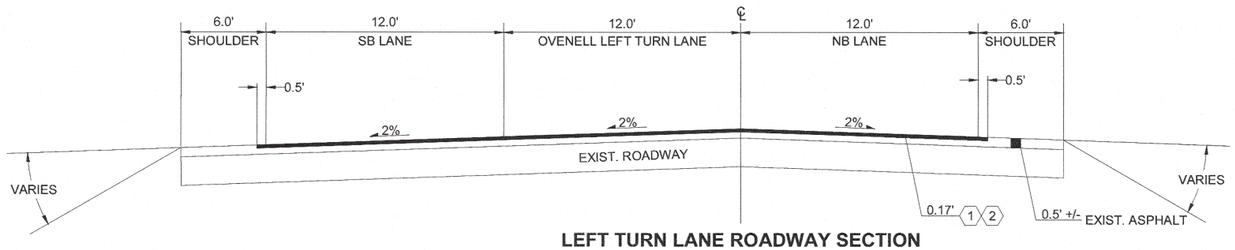
OVENELL ROADWAY SECTION

O-LINE STA. 20+00 TO 21+47



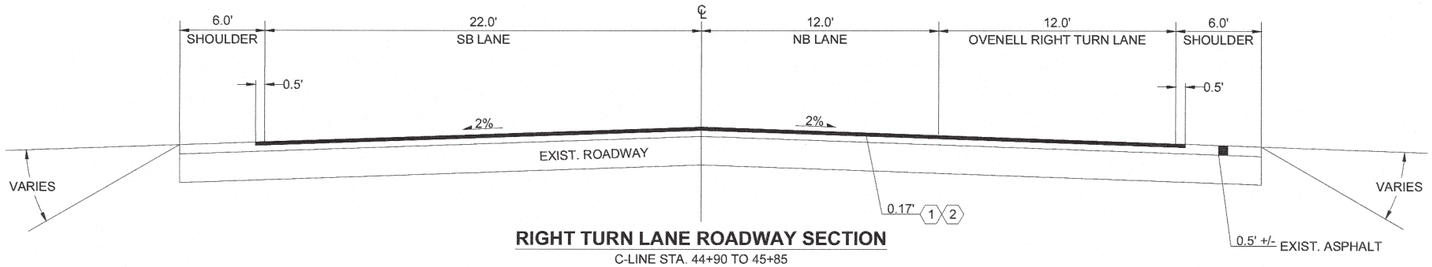
TYPICAL PLANING & PAVING SECTION

C-LINE STA. 10+00 TO 17+61
C-LINE STA. 32+22 TO 40+00



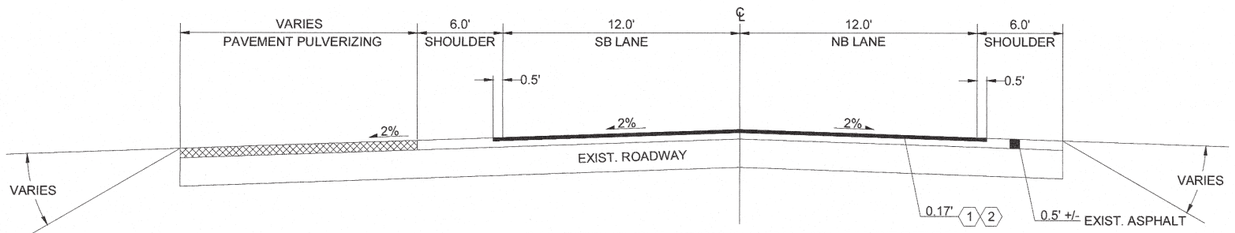
LEFT TURN LANE ROADWAY SECTION

C-LINE STA. 46+65 TO 49+00



RIGHT TURN LANE ROADWAY SECTION

C-LINE STA. 44+90 TO 45+85

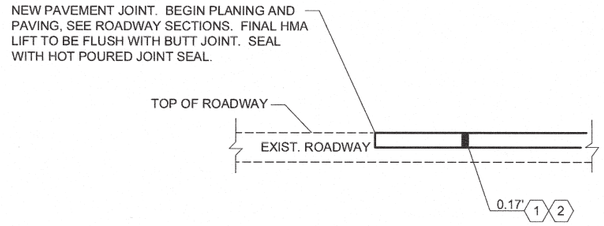


PAVEMENT PULVERIZING ROADWAY SECTION

C-LINE STA. 17+61 TO 32+22

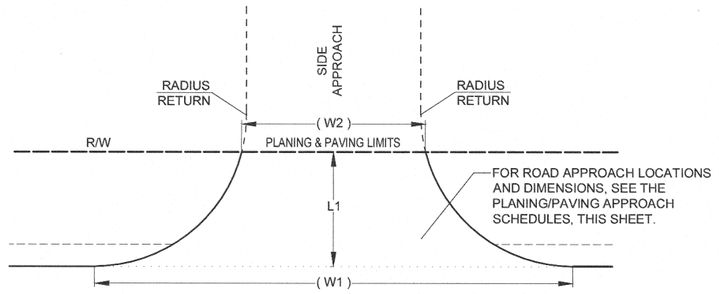
1 ROADWAY SECTIONS

Scale: NTS



2 BUTT JOINT DETAIL

Scale: NTS



3 APPROACH DETAIL

Scale: NTS

PLANING/PAVING APPROACH SCHEDULE							
ROAD	STATION	LT/RT	W1*	W2*	L1*	DEPTH	S.Y.
FARM TO MARKET RD DWY #13527	C-LINE 17+08	RT	144	41	30	0.17	270
FARM TO MARKET RD DWY #13225 & #13221	C-LINE 33+91	RT	156	73	24	0.17	281

NOTES:

1. ALL DIMENSIONS SHOWN IN PLANS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS
3. FIELD INSPECTOR TO VERIFY LOCATIONS WHERE PLANING/PAVING WIDTHS ARE DIFFERENT THAN 0.5' OUTSIDE OF EDGE LINE.

CONSTRUCTION NOTES:

1. PLANING BITUMINOUS ASPHALT
2. HMA CL ½ IN. PG 58H-22
3. PLANING BITUMINOUS ASPHALT DEPTH VARIES

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2025 HMA OVERLAY

ROADWAY SECTIONS, BUTT JOINT DETAIL, & APPROACH DETAILS

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
03 OF 09

DARONB - April 10, 2025 - 9:23 AM - P:\2025 HMAO_ESHMA25-1\VI_CAD\CONTRACTPLANS\CAD FILES\VI - 100 PERCENT\02-LA-ESHMA25-1.DWG

CONSTRUCTION STORMWATER POLLUTION PREVENTION (SWPPP) ELEMENTS:

ELEMENT 1 - PRESERVE VEGETATION/MARK CLEARING LIMITS

a. BEFORE BEGINNING LAND-DISTURBING ACTIVITIES, INCLUDING CLEARING AND GRADING, CLEARLY MARK ALL CLEARING LIMITS, SENSITIVE AREAS AND THEIR BUFFERS, AND TREES THAT ARE TO BE PRESERVED WITHIN THE CONSTRUCTION AREA.

b. RETAIN THE DUFF LAYER, NATIVE TOPSOIL, AND NATURAL VEGETATION IN AN UNDISTURBED STATE TO THE MAXIMUM DEGREE PRACTICABLE.

ELEMENT 2 - ESTABLISH CONSTRUCTION ACCESS

a. LIMIT CONSTRUCTION VEHICLE ACCESS AND EXIT TO ONE ROUTE, IF POSSIBLE.

b. STABILIZE ACCESS POINTS WITH A PAD OF QUARRY SPALLS, CRUSHED ROCK, OR OTHER EQUIVALENT BMPS, TO MINIMIZE TRACKING SEDIMENT ONTO PUBLIC ROADS.

c. LOCATE WHEEL WASH OR TIRE BATHS ON SITE, IF THE STABILIZED CONSTRUCTION ENTRANCE IS NOT EFFECTIVE IN PREVENTING TRACKING SEDIMENT ONTO PUBLIC ROADS.

d. IF SEDIMENT IS TRACKED OFF SITE, CLEAN THE AFFECTED ROADWAY THOROUGHLY AT THE END OF EACH DAY, OR MORE FREQUENTLY AS NECESSARY (FOR EXAMPLE, DURING WET WEATHER). REMOVE SEDIMENT FROM ROADS BY SHOVELING, SWEEPING, OR PICKUP AND TRANSPORT OF THE SEDIMENT TO A CONTROLLED SEDIMENT DISPOSAL AREA.

e. CONDUCT STREET WASHING ONLY AFTER SEDIMENT REMOVAL IN ACCORDANCE WITH 2.d ABOVE.

f. CONTROL STREET WASH WASTEWATER BY PUMPING BACK ON SITE OR OTHERWISE PREVENTING IT FROM DISCHARGING INTO SYSTEMS TRIBUTARY TO WATERS OF THE STATE.

ELEMENT 3 - CONTROL FLOW RATES

a. PROTECT PROPERTIES AND WATERWAYS DOWNSTREAM OF DEVELOPMENT SITES FROM EROSION AND THE ASSOCIATED DISCHARGE OF TURBID WATERS DUE TO INCREASES IN THE VELOCITY AND PEAK VOLUMETRIC FLOW RATE OF STORMWATER RUNOFF FROM THE PROJECT SITE, AS REQUIRED BY LOCAL PLAN APPROVAL AUTHORITY.

b. WHERE NECESSARY TO COMPLY WITH 3.a (ABOVE), CONSTRUCT STORMWATER INFLITRATION OR DETENTION BMPs AS ONE OF THE FIRST STEPS IN GRADING. ASSURE THAT DETENTION BMPs FUNCTION PROPERLY BEFORE CONSTRUCTING SITE IMPROVEMENTS (E.G., IMPERVIOUS SURFACES).

c. IF PERMANENT INFILTRATION PONDS ARE USED FOR FLOW CONTROL DURING CONSTRUCTION, PROTECT THESE FACILITIES FROM SILTATION DURING THE CONSTRUCTION PHASE.

ELEMENT 4 - INSTALL SEDIMENT CONTROLS

THE PERMITTEE MUST DESIGN, INSTALL AND MAINTAIN EFFECTIVE EROSION CONTROLS AND SEDIMENT CONTROLS TO MINIMIZE THE DISCHARGE OF POLLUTANTS. AT A MINIMUM, THE PERMITTEE MUST DESIGN, INSTALL AND MAINTAIN SUCH CONTROLS TO:

a. CONSTRUCT SEDIMENT CONTROL BMPS (SEDIMENT PONDS, TRAPS, FILTERS, INFILTRATION FACILITIES, ETC.) AS ONE OF THE FIRST STEPS IN GRADING. THESE BMPS MUST BE FUNCTIONAL BEFORE OTHER LAND DISTURBING ACTIVITIES TAKE PLACE.

b. MINIMIZE SEDIMENT DISCHARGES FROM THE SITE. THE DESIGN, INSTALLATION, AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS MUST ADDRESS FACTORS SUCH AS THE AMOUNT, FREQUENCY, INTENSITY AND DURATION OF PRECIPITATION, THE NATURE OF RESULTING STORMWATER RUNOFF, AND SOIL CHARACTERISTICS, INCLUDING THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT ON THE SITE.

c. DIRECT STORMWATER RUNOFF FROM DISTURBED AREAS THROUGH A SEDIMENT POND OR OTHER APPROPRIATE SEDIMENT REMOVAL BMP BEFORE THE RUNOFF LEAVES A CONSTRUCTION SITE OR BEFORE DISCHARGE TO AN INFILTRATION FACILITY. RUNOFF FROM FULLY STABILIZED AREAS MAY BE DISCHARGED WITHOUT A SEDIMENT REMOVAL BMP BUT MUST CONTROL FLOW RATES PER ELEMENT 3: CONTROL FLOW RATES.

d. LOCATE BMPS INTENDED TO TRAP SEDIMENT ON SITE IN A MANNER TO AVOID INTERFERENCE WITH THE MOVEMENT OF JUVENILE SALMONIDS ATTEMPTING TO ENTER OFF-CHANNEL AREAS OR DRAINAGES.

e. PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATERS, DIRECT STORMWATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORMWATER INFILTRATION, UNLESS INFEASIBLE.

f. WHERE FEASIBLE, DESIGN OUTLET STRUCTURES THAT WITHDRAW IMPOUNDED STORMWATER FROM THE SURFACE TO AVOID DISCHARGING SEDIMENT THAT IS STILL SUSPENDED LOWER IN THE WATER COLUMN.

ELEMENT 5 - STABILIZE SOILS

a. THE PERMITTEE MUST STABILIZE EXPOSED AND UNWORKED SOILS BY APPLICATION OF EFFECTIVE BMPS THAT PREVENT EROSION. APPLICABLE BMPS INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY AND PERMANENT SEEDING, SODDING, MULCHING, PLASTIC COVERING, EROSION CONTROL FABRICS AND MATTING, SOIL APPLICATION OF POLYACRYLAMIDE (PAM), THE EARLY APPLICATION OF GRAVEL BASE ON AREAS TO BE PAVED, AND DUST CONTROL.

b. THE PERMITTEE MUST CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE SOIL EROSION.

c. THE PERMITTEE MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOW RATES AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND TO MINIMIZE DOWNSTREAM CHANNEL AND STREAM BANK EROSION.

d. DEPENDING ON THE GEOGRAPHIC LOCATION OF THE PROJECT, THE PERMITTEE MUST NOT ALLOW SOILS TO REMAIN EXPOSED AND UNWORKED FOR MORE THAN THE TIME PERIODS SET FORTH BELOW TO PREVENT EROSION:

WEST OF THE CASCADE MOUNTAINS CREST
DURING THE DRY SEASON (MAY 1 - SEPTEMBER 30): 7 DAYS DURING THE WET SEASON (OCTOBER 1 - APRIL 30): 2 DAYS

EAST OF THE CASCADE MOUNTAINS CREST, EXCEPT FOR CENTRAL BASIN* DURING THE DRY SEASON (JULY 1 - SEPTEMBER 30): 10 DAYS
DURING THE WET SEASON (OCTOBER 1 - JUNE 30): 5 DAYS

THE CENTRAL BASIN*, EAST OF THE CASCADE MOUNTAINS CREST DURING THE DRY SEASON (JULY 1 - SEPTEMBER 30): 30 DAYS DURING THE WET SEASON (OCTOBER 1 - JUNE 30): 15 DAYS
NOTE THE CENTRAL BASIN IS DEFINED AS THE PORTIONS OF EASTERN WASHINGTON WITH MEAN ANNUAL PRECIPITATION OF FEWER THAN 12 INCHES.

e. THE PERMITTEE MUST STABILIZE SOILS AT THE END OF THE SHIFT BEFORE A HOLIDAY OR WEEKEND IF NEEDED BASED ON THE WEATHER FORECAST.

f. THE PERMITTEE MUST STABILIZE SOIL STOCKPILES FROM EROSION, PROTECTED WITH SEDIMENT TRAPPING MEASURES, AND WHERE POSSIBLE, BE LOCATED AWAY FROM STORM DRAIN INLETS, WATERWAYS, AND DRAINAGE CHANNELS.

g. THE PERMITTEE MUST MINIMIZE THE AMOUNT OF SOIL EXPOSED DURING CONSTRUCTION ACTIVITY.

h. THE PERMITTEE MUST MINIMIZE THE DISTURBANCE OF STEEP SLOPES.

i. THE PERMITTEE MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.

ELEMENT 6 - PROTECT SLOPES

a. THE PERMITTEE MUST DESIGN AND CONSTRUCT CUT-AND-FILL SLOPES IN A MANNER TO MINIMIZE EROSION. APPLICABLE PRACTICES INCLUDE, BUT ARE NOT LIMITED TO, REDUCING CONTINUOUS LENGTH OF SLOPE WITH TERRACING AND DIVERSIONS, REDUCING SLOPE STEEPNESS, AND ROUGHENING SLOPE SURFACES (FOR EXAMPLE, TRACK WALKING).

b. THE PERMITTEE MUST DIVERT OFF-SITE STORMWATER (RUN-ON) OR GROUNDWATER AWAY FROM SLOPES AND DISTURBED AREAS WITH INTERCEPTOR DIKES, PIPES, AND/OR SWALES. OFF-SITE STORMWATER SHOULD BE MANAGED SEPARATELY FROM STORMWATER GENERATED ON THE SITE.

c. AT THE TOP OF SLOPES, COLLECT DRAINAGE IN PIPE SLOPE DRAINS OR PROTECTED CHANNELS TO PREVENT EROSION.

i. WEST OF THE CASCADE MOUNTAINS CREST: TEMPORARY PIPE SLOPE DRAINS MUST HANDLE THE PEAK 10-MINUTE FLOW RATE FROM A TYPE 1A, 10-YEAR, 24-HOUR FREQUENCY STORM FOR THE DEVELOPED CONDITION. ALTERNATIVELY, THE 10-YEAR, 1-HOUR FLOW RATE PREDICTED BY AN APPROVED CONTINUOUS RUNOFF MODEL, INCREASED BY A FACTOR OF 1.6, MAY BE USED. THE HYDROLOGIC ANALYSIS MUST USE THE EXISTING LAND COVER CONDITION FOR PREDICTING FLOW RATES FROM TRIBUTARY AREAS OUTSIDE THE PROJECT LIMITS. FOR TRIBUTARY AREAS ON THE PROJECT SITE, THE ANALYSIS MUST USE THE TEMPORARY OR PERMANENT PROJECT LAND COVER CONDITION, WHICHEVER WILL PRODUCE THE HIGHEST FLOW RATES. IF USING THE WESTERN WASHINGTON HYDROLOGY MODEL (WWHM) TO PREDICT FLOWS, BARE SOIL AREAS SHOULD BE MODELED AS "LANDSCAPED AREA."

ii. EAST OF THE CASCADE MOUNTAINS CREST: TEMPORARY PIPE SLOPE DRAINS MUST HANDLE THE EXPECTED PEAK FLOW RATE FROM A 6-MONTH, 3-HOUR STORM FOR THE DEVELOPED CONDITION, REFERRED TO AS THE SHORT DURATION STORM.

i. PLACE EXCAVATED MATERIAL ON THE UPHILL SIDE OF TRENCHES, CONSISTENT WITH SAFETY AND SPACE CONSIDERATIONS.

j. PLACE CHECK DAMS AT REGULAR INTERVALS WITHIN CONSTRUCTED CHANNELS THAT ARE CUT DOWN A SLOPE.

ELEMENT 7 - PROTECT DRAIN INLETS

a. PROTECT ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SO THAT STORMWATER RUNOFF DOES NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR TREATED TO REMOVE SEDIMENT.

b. CLEAN OR REMOVE AND REPLACE INLET PROTECTION DEVICES WHEN SEDIMENT HAS FILLED ONE-THIRD OF THE AVAILABLE STORAGE (UNLESS A DIFFERENT STANDARD IS SPECIFIED BY THE PRODUCT MANUFACTURER).

ELEMENT 8 - STABILIZE CHANNELS AND OUTLETS

a. DESIGN, CONSTRUCT, AND STABILIZE ALL ON-SITE CONVEYANCE CHANNELS TO PREVENT EROSION FROM THE FOLLOWING EXPECTED PEAK FLOWS:

i. WEST OF THE CASCADE MOUNTAINS CREST: CHANNELS MUST HANDLE THE PEAK 10-MINUTE FLOW RATE FROM A TYPE 1A, 10-YEAR, 24-HOUR FREQUENCY STORM FOR THE DEVELOPED CONDITION. ALTERNATIVELY, THE 10-YEAR, 1-HOUR FLOW RATE INDICATED BY AN APPROVED CONTINUOUS RUNOFF MODEL, INCREASED BY A FACTOR OF 1.6, MAY BE USED. THE HYDROLOGIC ANALYSIS MUST USE THE EXISTING LAND COVER CONDITION FOR PREDICTING FLOW RATES FROM TRIBUTARY AREAS OUTSIDE THE PROJECT LIMITS. FOR TRIBUTARY AREAS ON THE PROJECT SITE, THE ANALYSIS MUST USE THE TEMPORARY OR PERMANENT PROJECT LAND COVER CONDITION, WHICHEVER WILL PRODUCE THE HIGHEST FLOW RATES. IF USING THE WWHM TO PREDICT FLOWS, BARE SOIL AREAS SHOULD BE MODELED AS "LANDSCAPED AREA."

ii. EAST OF THE CASCADE MOUNTAINS CREST: CHANNELS MUST HANDLE THE EXPECTED PEAK FLOW RATE FROM A 6-MONTH, 3-HOUR STORM FOR THE DEVELOPED CONDITION, REFERRED TO AS THE SHORT DURATION STORM.

b. PROVIDE STABILIZATION, INCLUDING ARMORING MATERIAL, ADEQUATE TO PREVENT EROSION OF OUTLETS, ADJACENT STREAM BANKS, SLOPES, AND DOWNSTREAM REACHES AT THE OUTLETS OF ALL CONVEYANCE SYSTEMS.

ELEMENT 9 - CONTROL POLLUTANTS

DESIGN, INSTALL, IMPLEMENT, AND MAINTAIN EFFECTIVE POLLUTION PREVENTION MEASURES TO MINIMIZE THE DISCHARGE OF POLLUTANTS. THE PERMITTEE MUST:

a. HANDLE AND DISPOSE OF ALL POLLUTANTS, INCLUDING WASTE MATERIALS AND DEMOLITION DEBRIS THAT OCCUR ON SITE IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER.

b. PROVIDE COVER, CONTAINMENT, AND PROTECTION FROM VANDALISM FOR ALL CHEMICALS, LIQUID PRODUCTS, PETROLEUM PRODUCTS, AND OTHER MATERIALS THAT HAVE THE POTENTIAL TO POSE A THREAT TO HUMAN HEALTH OR THE ENVIRONMENT. ON-SITE FUELING TANKS MUST INCLUDE SECONDARY CONTAINMENT. SECONDARY CONTAINMENT MEANS PLACING TANKS OR CONTAINERS WITHIN AN IMPERVIOUS STRUCTURE CAPABLE OF CONTAINING 110% OF THE VOLUME CONTAINED IN THE LARGEST TANK WITHIN THE CONTAINMENT STRUCTURE. DOUBLE- WALLED TANKS DO NOT REQUIRE ADDITIONAL SECONDARY CONTAINMENT.

c. CONDUCT MAINTENANCE, FUELING, AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES USING SPILL PREVENTION AND CONTROL MEASURES. CLEAN CONTAMINATED SURFACES IMMEDIATELY FOLLOWING ANY SPILL INCIDENT.

d. DISCHARGE WHEEL WASH OR TIRE BATH WASTEWATER TO A SEPARATE ON-SITE TREATMENT SYSTEM THAT PREVENTS DISCHARGE TO SURFACE WATER, SUCH AS CLOSED-LOOP RECIRCULATION OR UPLAND LAND APPLICATION, OR TO THE SANITARY SEWER WITH LOCAL SEWER DISTRICT APPROVAL.

e. APPLY FERTILIZERS AND PESTICIDES IN A MANNER AND AT APPLICATION RATES THAT WILL NOT RESULT IN LOSS OF CHEMICAL TO STORMWATER RUNOFF. FOLLOW MANUFACTURERS' LABEL REQUIREMENTS FOR APPLICATION RATES AND PROCEDURES.

f. USE BMPS TO PREVENT CONTAMINATION OF STORMWATER RUNOFF BY pH-MODIFYING SOURCES. THE SOURCES FOR THIS CONTAMINATION INCLUDE, BUT ARE NOT LIMITED TO: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHING AND CURING WATERS, RECYCLED CONCRETE STOCKPILES, WASTE STREAMS GENERATED FROM CONCRETE GRINDING AND SAWING, EXPOSED AGGREGATE PROCESSES, DEWATERING CONCRETE VAULTS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS.

g. ADJUST THE pH OF STORMWATER OR AUTHORIZED NON-STORMWATER IF NECESSARY TO PREVENT AN EXCEEDANCE OF GROUNDWATER AND/OR SURFACE WATER QUALITY STANDARDS.

h. ASSURE THAT WASHOUT OF CONCRETE TRUCKS IS PERFORMED OFF-SITE OR IN DESIGNATED CONCRETE WASHOUT AREAS ONLY. DO NOT WASH OUT CONCRETE TRUCK DRUMS OR CONCRETE HANDLING EQUIPMENT ONTO THE GROUND, OR INTO STORM DRAINS, OPEN DITCHES, STREETS, OR STREAMS. WASHOUT OF CONCRETE HANDLING EQUIPMENT MAY BE DISPOSED OF IN A DESIGNATED CONCRETE WASHOUT AREA OR IN A FORMED AREA AWAITING CONCRETE WHERE IT WILL NOT CONTAMINATE SURFACE OR GROUNDWATER. DO NOT DUMP EXCESS CONCRETE ON SITE, EXCEPT IN DESIGNATED CONCRETE WASHOUT AREAS. CONCRETE SPILLAGE OR CONCRETE DISCHARGE DIRECTLY TO GROUNDWATER OR SURFACE WATERS OF THE STATE IS PROHIBITED. DO NOT WASH OUT TO FORMED AREAS AWAITING LID FACILITIES.

i. OBTAIN WRITTEN APPROVAL FROM ECOLOGY BEFORE USING ANY CHEMICAL TREATMENT, EXCEPT FOR CO2, DRY ICE, OR FOOD GRADE VINEGAR TO ADJUST pH.

j. UNCONTAMINATED WATER FROM WATER-ONLY BASED SHAFT DRILLING FOR CONSTRUCTION OF BUILDING, ROAD, AND BRIDGE FOUNDATIONS MAY BE INFILTRATED PROVIDED THE WASTEWATER IS MANAGED IN A WAY THAT PROHIBITS DISCHARGE TO SURFACE WATERS. PRIOR TO INFILTRATION, WATER FROM WATER-ONLY BASED SHAFT DRILLING THAT COMES INTO CONTACT WITH CURING CONCRETE MUST BE NEUTRALIZED UNTIL pH IS IN THE RANGE OF 6.5 TO 8.5 (SU).

ELEMENT 10 - CONTROL DEWATERING

j. PERMITTEES MUST DISCHARGE FOUNDATION, VAULT, AND TRENCH DEWATERING WATER, WHICH HAVE CHARACTERISTICS SIMILAR TO STORMWATER RUNOFF AT THE SITE, INTO A CONTROLLED CONVEYANCE SYSTEM BEFORE DISCHARGE TO A SEDIMENT TRAP OR SEDIMENT POND.

k. PERMITTEES MAY DISCHARGE CLEAN, NON-TURBID DEWATERING WATER, SUCH AS WELL-POINT GROUNDWATER, TO SYSTEMS TRIBUTARY TO, OR DIRECTLY INTO SURFACE WATERS OF THE STATE, AS SPECIFIED IN ELEMENT 8: STABILIZE CHANNELS AND OUTLETS, PROVIDED THE DEWATERING FLOW DOES NOT CAUSE EROSION OR FLOODING OF RECEIVING WATERS. DO NOT ROUTE CLEAN DEWATERING WATER THROUGH STORMWATER SEDIMENT PONDS. NOTE THAT "SURFACE WATERS OF THE STATE" MAY EXIST ON A CONSTRUCTION SITE AS WELL AS OFF SITE; FOR EXAMPLE, A CREEK RUNNING THROUGH A SITE.

l. OTHER DEWATERING TREATMENT OR DISPOSAL OPTIONS MAY INCLUDE:
i. INFILTRATION
ii. TRANSPORT OFF SITE IN A VEHICLE, SUCH AS A VACUUM FLUSH TRUCK, FOR LEGAL DISPOSAL IN A MANNER THAT DOES NOT POLLUTE STATE WATERS.
iii. ECOLOGY-APPROVED ON-SITE CHEMICAL TREATMENT OR OTHER SUITABLE TREATMENT TECHNOLOGIES.
iv. SANITARY OR COMBINED SEWER DISCHARGE WITH LOCAL SEWER DISTRICT APPROVAL, IF THERE IS NO OTHER OPTION.
v. USE OF A SEDIMENTATION BAG WITH DISCHARGE TO A DITCH OR SWALE FOR SMALL VOLUMES OF LOCALIZED DEWATERING.
vi. PERMITTEES MUST HANDLE HIGHLY TURBID OR CONTAMINATED DEWATERING WATER SEPARATELY FROM STORMWATER.

ELEMENT 11 - MAINTAIN BMPS

a. PERMITTEES MUST MAINTAIN AND REPAIR ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL BMPS AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION IN ACCORDANCE WITH BMP SPECIFICATIONS.

b. PERMITTEES MUST REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL BMPS WITHIN 30 DAYS AFTER ACHIEVING FINAL SITE STABILIZATION OR AFTER THE TEMPORARY BMPS ARE NO LONGER NEEDED.

ELEMENT 12 - MANAGE THE PROJECT

a. PHASE DEVELOPMENT PROJECTS TO THE MAXIMUM DEGREE PRACTICABLE AND TAKE INTO ACCOUNT SEASONAL WORK LIMITATIONS.

b. INSPECTION AND MONITORING - INSPECT, MAINTAIN AND REPAIR ALL BMPS AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. PROJECTS REGULATED UNDER THE CONSTRUCTION STORMWATER GENERAL PERMIT (CSWGP) MUST CONDUCT SITE INSPECTIONS AND MONITORING IN ACCORDANCE WITH SPECIAL CONDITION S4 OF THE CSWGP.

c. MAINTAINING AN UPDATED CONSTRUCTION SWPPP.

ELEMENT 13 - PROTECT LOW IMPACT DEVELOPMENT (LID) BMPS

a. THE PRIMARY PURPOSE OF LID BMPS/ON-SITE LID STORMWATER MANAGEMENT BMPS IS TO REDUCE THE DISRUPTION OF THE NATURAL SITE HYDROLOGY. LID BMPS ARE PERMANENT FACILITIES.

b. PERMITTEES MUST PROTECT ALL BIORETENTION AND RAIN GARDEN FACILITIES FROM SEDIMENTATION THROUGH INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL BMPS ON PORTIONS OF THE SITE THAT DRAIN INTO THE BIORETENTION AND/OR RAIN GARDEN FACILITIES. RESTORE THE FACILITIES TO THEIR FULLY FUNCTIONING CONDITION IF THEY ACCUMULATE SEDIMENT DURING CONSTRUCTION. RESTORING THE FACILITY MUST INCLUDE REMOVAL OF SEDIMENT AND ANY SEDIMENT-LADEN BIORETENTION/RAIN GARDEN SOILS, AND REPLACING THE REMOVED SOILS WITH SOILS MEETING THE DESIGN SPECIFICATION.

c. PERMITTEES MUST MAINTAIN THE INFILTRATION CAPABILITIES OF BIORETENTION AND RAIN GARDEN FACILITIES BY PROTECTING AGAINST COMPACTION BY CONSTRUCTION EQUIPMENT AND FOOT TRAFFIC. PROTECT COMPLETE LAWN AND LANDSCAPED AREAS FROM COMPACTION DUE TO CONSTRUCTION EQUIPMENT.

d. PERMITTEES MUST CONTROL EROSION AND AVOID INTRODUCING SEDIMENT FROM SURROUNDING LAND USES ONTO PERMEABLE PAVEMENTS. DO NOT ALLOW MUDDY CONSTRUCTION EQUIPMENT ON THE BASE MATERIAL OR PAVEMENT. DO NOT ALLOW SEDIMENT-LADEN RUNOFF ONTO PERMEABLE PAVEMENTS.

e. PERMITTEES MUST CLEAN PERMEABLE PAVEMENTS FOULED WITH SEDIMENTS OR NO LONGER PASSING AN INITIAL INFILTRATION TEST USING LOCAL STORMWATER MANUAL METHODOLOGY OR THE MANUFACTURER'S PROCEDURES.

f. PERMITTEES MUST KEEP ALL HEAVY EQUIPMENT OFF EXISTING SOILS UNDER LID FACILITIES THAT HAVE BEEN EXCAVATED TO FINAL GRADE TO RETAIN THE INFILTRATION RATE OF THE SOILS.

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

COUNTY ENGINEER

ENGINEER OF RECORD

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
DRAWN BY: DJB
CHECKED BY: JAS
APPROVED BY: TMW

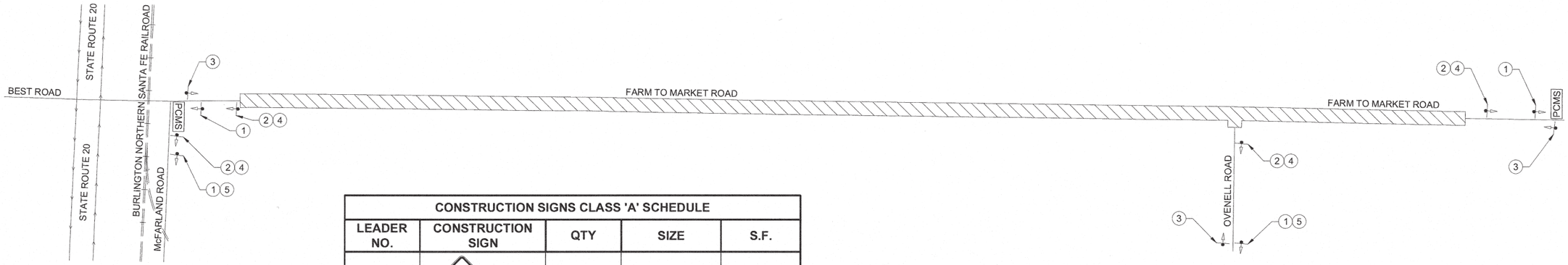
2025 HMA OVERLAY

SWPPP ELEMENTS

PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N., R. 03E, W.M.

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
04 OF 09



LEGEND:

- PROPOSED CLASS 'A' SIGN
- PROJECT LIMITS
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

CONSTRUCTION SIGNS CLASS 'A' SCHEDULE

LEADER NO.	CONSTRUCTION SIGN		QTY	SIZE	S.F.
1	ROAD WORK AHEAD	W20-1	4	36" X 36"	36
*2	MOTORCYCLES USE EXTREME CAUTION	W21-1701	4	36" X 36"	36
3	END ROAD WORK	G20-2	3	36" X 18"	14
*4	GROOVED PAVEMENT	W8-15	4	36" X 36"	36
5	FARM TO MARKET	W16-8P	2	36" X 12"	6
* COVER SIGNS UNLESS CONDITIONS ARE PRESENT			TOTAL S.F. = 128		

CONSTRUCTION SIGN CLASS A NOTES:

1. SIGNS SHALL BE SPACED IN ACCORDANCE WITH THE MOST CURRENT MUTCD. ADOPTED BY WAC 468-95 AND IT'S MODIFICATIONS.
2. SIGNS SHALL CONFORM TO THE CURRENT EDITION OF THE WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION
3. SIGNS SHALL NOT BE LOCATED WHERE THEY IMPAIR THE SIGHT DISTANCE OF THE TRAVELING PUBLIC.
4. IF WORK INCLUDES GROOVED PAVEMENT, ABRUPT LANE EDGES, STEEL PLATES, OR GRAVEL OR EARTH SURFACES, SIGNS SHALL BE PLACED STATING THE CONDITION, AS REQUIRED BY THE CURRENT MUTCD & WAC 468-95.
5. CONTRACTOR SHALL FURNISH ALL SIGNS.
6. SIGNS SHALL BE MOUNTED ON 4X4 WOOD POSTS.
7. CLASS B SIGNS ARE NOT SHOWN ON DRAWING.
8. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE AT-GRADE INTERSECTIONS AND DRIVEWAYS.
9. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY CONFLICTS PRIOR TO SIGN INSTALLATION.
10. COVER SIGNS UNLESS CONDITIONS ARE PRESENT.

PCMS

PANEL 1	PANEL 2
FTM RD	MM/DD/YY
PAVING	TO
AHEAD	MM/DD/YY
2.0 SEC	2.0 SEC

PORTABLE CHANGEABLE MESSAGE SIGN DETAIL

N.T.S.

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FEET)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

CHANNELIZATION DEVICE SPACING (FEET)

MPH	TAPER	TANGENT
50-60	40	80
35-45	30	60
25-30	20	40

MINIMUM TAPER LENGTH = L (FEET)

LANE WIDTH (FEET)	POSTED SPEED LIMIT (MPH)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

SIGN SPACING = X (FEET)

FREEWAYS/EXRESSWAYS	55-70 MPH	1500±
RURAL HIGHWAY	60-65 MPH	800±
RURAL ROADS	45-55	500±
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25-30 MPH	200±
URBAN STREETS	25 MPH-LESS	100±

CONSTRUCTION SIGNS CLASS 'B' NOTES:

1. ALL SIGNS SHOWN ON TRAFFIC CONTROL PLANS ARE CONSTRUCTION SIGNS CLASS 'B' UNLESS OTHERWISE SPECIFIED.
2. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
3. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. ALL TAPERS SHALL HAVE A SIX DEVICE MINIMUM.

GENERAL NOTES:

1. THE CONTRACTOR SHALL PLACE A SET OF THREE TRAFFIC DRUMS IN THE WORK ZONE. AS WORK PROCEEDS AWAY FROM THE MERGING TAPER AN ADDITIONAL SET OF DRUMS WILL BE REQUIRED FOR EVERY 1000' OF CLOSED LANE.
2. SEE SPECIAL PROVISION "CONSTRUCTION UNDER TRAFFIC".
3. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE AT-GRADE INTERSECTIONS AND DRIVEWAYS.

SIGN PROGRESSION "A"

CONSTRUCTION CLASS 'B' SIGNS
REFERENCE DATA

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

ENGINEER OF RECORD

COUNTY ENGINEER

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
DRAWN BY: DJB
CHECKED BY: JAS
APPROVED BY: TMW

PROJECT LOCATED NEAR: BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

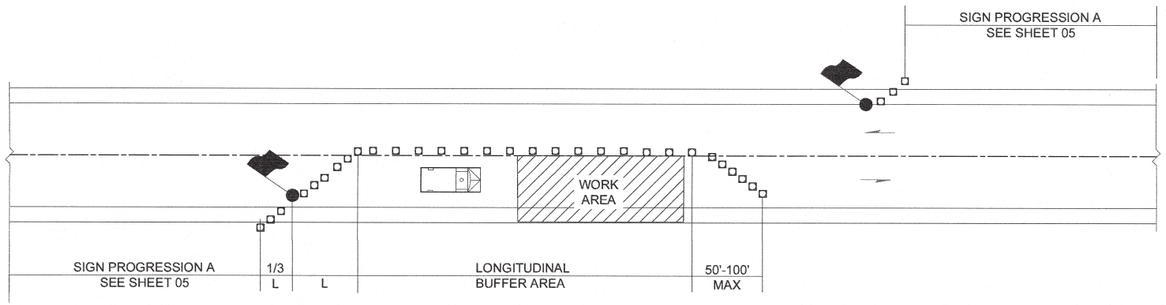
2025 HMA OVERLAY

CONSTRUCTION CLASS 'A' SIGNING PLAN & CONSTRUCTION CLASS 'B' SIGNS-REFERENCE DATA

1 INCH SCALE BAR ADJUST SCALE ACCORDINGLY

SHEET 05 OF 09

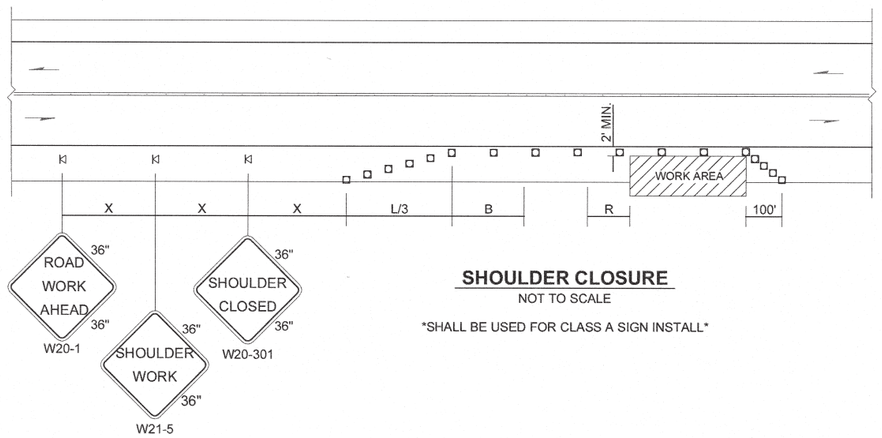
DARONB - April 10, 2025 - 10:42 AM - P:\2025 HMAO_ESHMA25-1\VI_CAD\CONTRACTPLANS\CAD FILES\VI - 100 PERCENT\04-TC-ESHMA25-1.DWG



SINGLE LANE CLOSURE

NOT TO SCALE

SHALL BE USED FOR TEMPORARY WORK ONLY



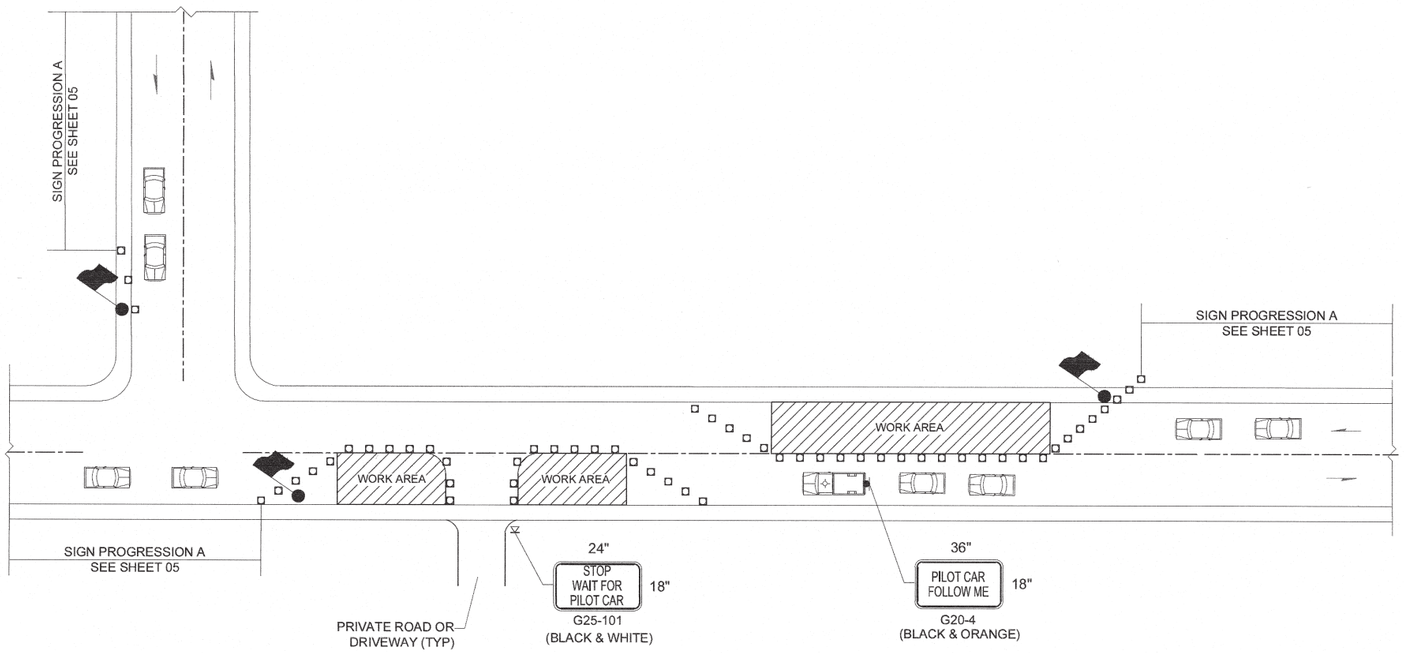
SHOULDER CLOSURE

NOT TO SCALE

SHALL BE USED FOR CLASS A SIGN INSTALL

LEGEND:

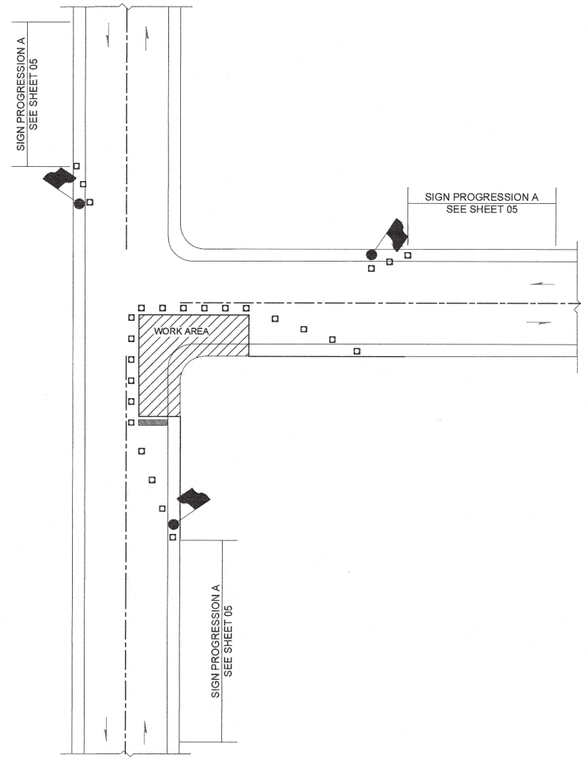
- PROPOSED CLASS 'B' SIGN
- FLAGGING STATION
- CHANNELIZING DEVICES
- PILOT VEHICLE
- MOTORIST VEHICLE



PILOT CAR OPERATION FOR ALTERNATING 2-WAY TRAFFIC W/ INTERSECTION (FLAGGER CONTROLLED)

NOT TO SCALE

SHALL BE USED FOR PLANING AND PAVING



INTERSECTION CLOSURE (FLAGGER CONTROLLED)

NOT TO SCALE

SHALL BE USED FOR TEMPORARY WORK ONLY

SKAGIT COUNTY
PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

COUNTY ENGINEER

ENGINEER OF RECORD

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
CHECKED BY: JAS
DRAWN BY: DJB
APPROVED BY: TMW

PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

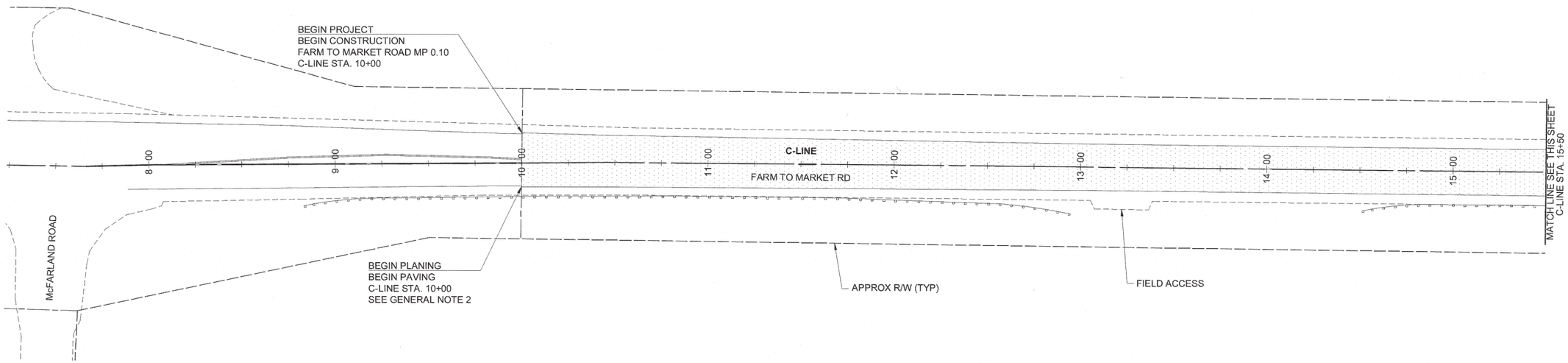
2025 HMA OVERLAY

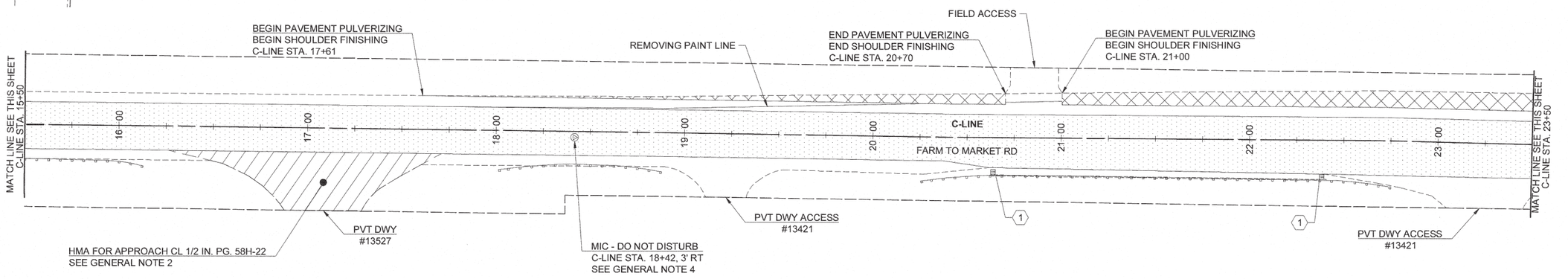
CLASS 'B' SIGNING PLAN

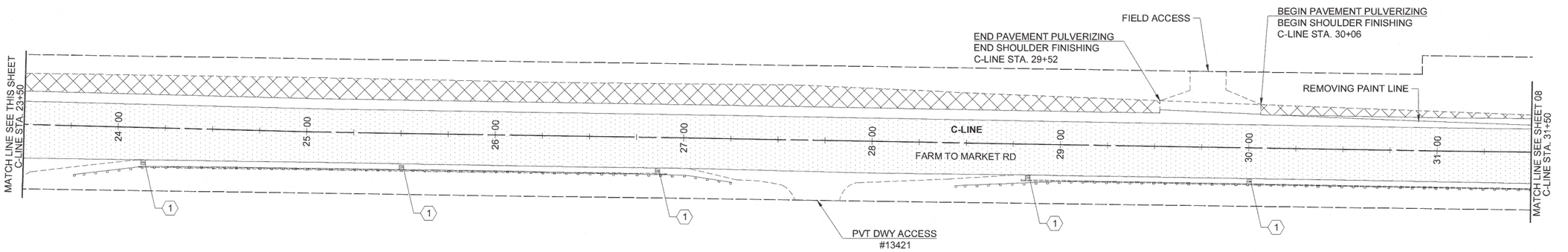
1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
06 OF 09

DARONB - April 10, 2025 - 10:52 AM - P:\2025 HMAO_ESHMA25-1\VI_CAD\CONTRACTPLANS\CAD FILES\VI - 100 PERCENT\05-TC-ESHMA25-1.DWG







GENERAL NOTES:

1. SEE LEGEND, ABBREVIATIONS, AND NOTES ON SHEET 02.
2. FOR ROADWAY SECTIONS, BUTT JOINT DETAIL, AND APPROACH DETAIL SEE SHEET 03.
3. ALL MEASUREMENTS ARE IN FEET UNLESS OTHERWISE NOTED.
4. PROTECT SURVEY MONUMENT CASE AND COVER TO AVOID PENALTY PER RCW 55.04.015 AND WAC 332-120-040.

CONSTRUCTION NOTES:

1. CONTRACTOR SHALL INSTALL "INLET PROTECTION". SEE WSDOT STANDARD PLAN I-40.20.00.

0 30 60 Feet

SKAGIT COUNTY
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PROJECT NO.: ESHMA25-1
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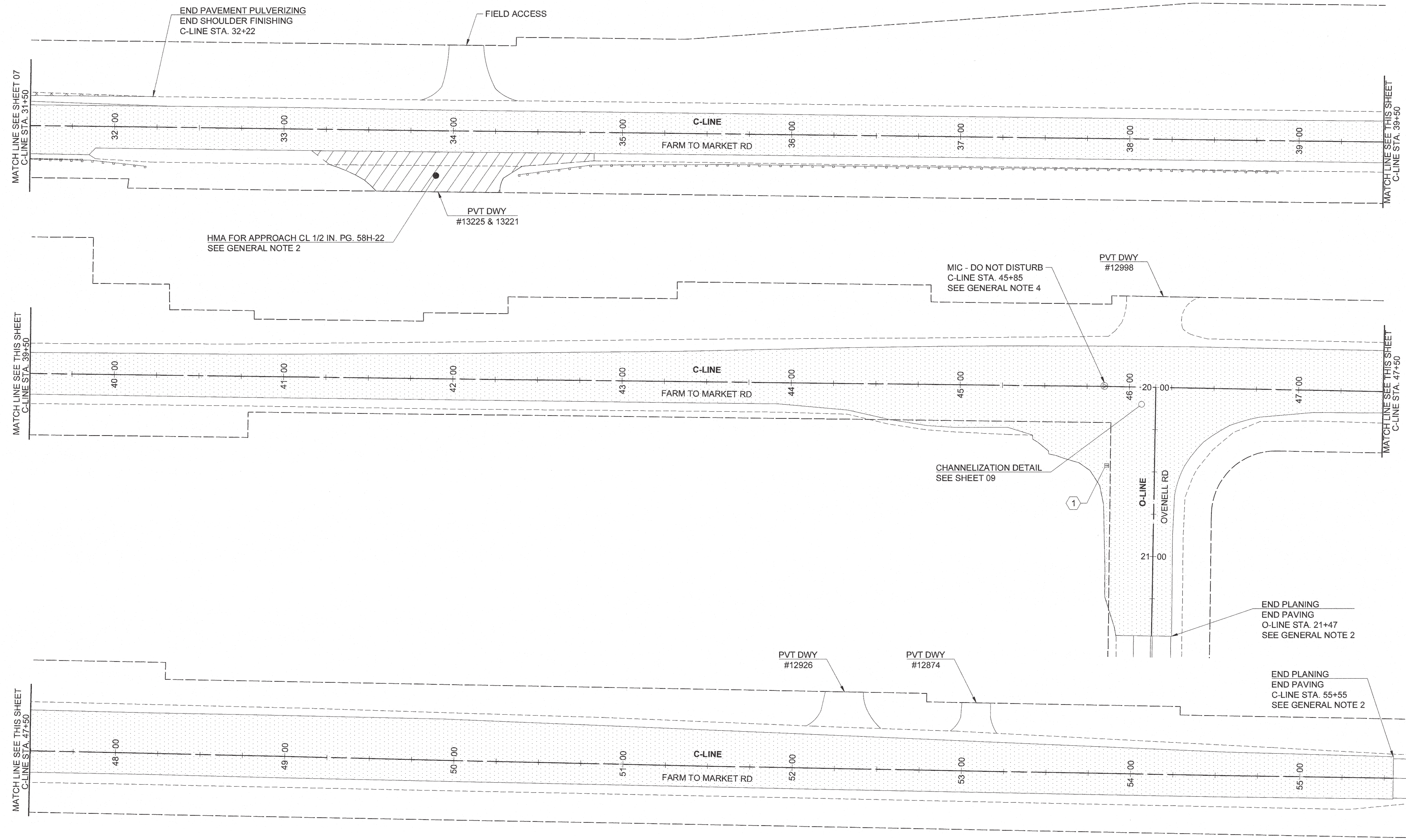
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

SITE PLAN
C-LINE STA. 10+00 TO 31+50

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
07 OF 09



GENERAL NOTES:

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(1.) CONTRACTOR SHALL INSTALL "INLET PROTECTION". SEE WSDOT STANDARD PLAN I-40.20.00.

0 30 60 Feet

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
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REVISIONS | NO. | DATE

ENGINEER OF RECORD

COUNTY ENGINEER

PROJECT NO.: ESHMA25-1
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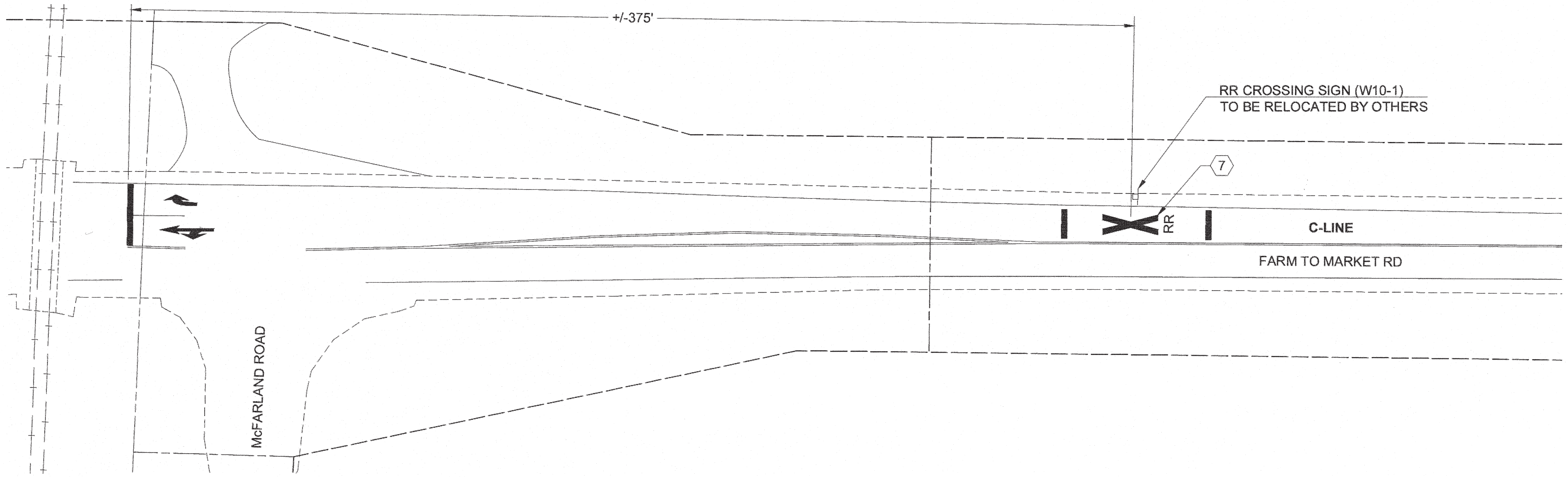
CHECKED BY: JAS | APPROVED BY: TMW

PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

SITE PLAN
C-LINE STA. 31+50 TO 55+55

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

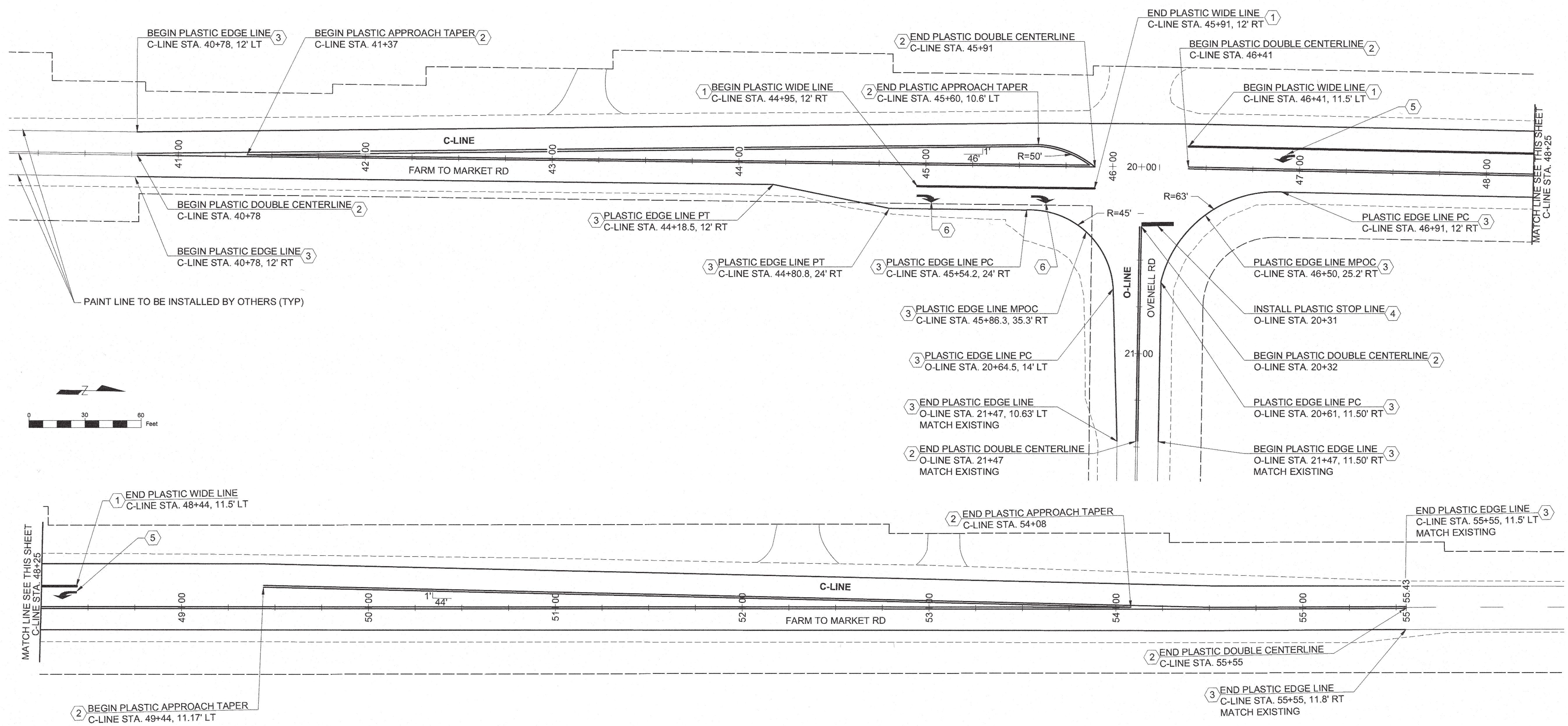


CONSTRUCTION NOTES:

1. CONTRACTOR SHALL INSTALL "PLASTIC WIDE LINE". SEE WSDOT STANDARD PLANS M-20.10-04 AND M-20.40-03.
2. CONTRACTOR SHALL INSTALL "PLASTIC DOUBLE CENTERLINE". SEE WSDOT STANDARD PLANS M-20.10-04 AND M-20.40-03.
3. CONTRACTOR SHALL INSTALL "PLASTIC EDGE LINE". SEE WSDOT STANDARD PLANS M-20.10-04 AND M-20.40-03.
4. CONTRACTOR SHALL INSTALL "PLASTIC STOP LINE". SEE WSDOT STANDARD PLAN M-24.60-04.
5. CONTRACTOR SHALL INSTALL "PLASTIC TRAFFIC ARROW-TYPE 2L". SEE WSDOT STANDARD PLAN M-24.40-02.
6. CONTRACTOR SHALL INSTALL "PLASTIC TRAFFIC ARROW-TYPE 2R". SEE WSDOT STANDARD PLAN M-24.40-02.
7. CONTRACTOR SHALL INSTALL "PLASTIC RAILROAD CROSSING SYMBOL - LAYOUT B". SEE WSDOT STANDARD PLAN M-11.10-04.

GENERAL NOTES:

1. FIELD INSPECTOR TO VERIFY LOCATION OF PAVEMENT MARKINGS PRIOR TO INSTALL.
2. DISTANCE BETWEEN LINES OF THE PLASTIC DOUBLE YELLOW CENTERLINE SHALL BE 4". SEE WSDOT STANDARD PLAN M-20.10-04.



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BOW, WA
SEC. 04, 05, 08 & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

CHANNELIZATION PLAN

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY