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ROADWAY - PLAN NOTES

1. A pre-construction conference shall be held prior to the start of construction. The Contractor shall be responsible for securing all necessary permits prior to construction.
2. All roadway work and material shall be in accordance with the current APWA and City of Kirkland standards and specifications.
3. All public roadways shall be constructed of 2" Class "B" AC paving on 4" asphalt-treated base (ATB), unless otherwise approved by the Public Works Department.
4. A copy of the approved roadway plans must be on the job site whenever construction is in progress.
5. Density test reports will be required for all public roadways and all private roadways within plats. All trench backfill shall be compacted to 95 percent density in roadways, roadway shoulders, roadway prism and driveways, and 85 percent density in unpaved areas. All pipe zone compaction shall be 95 percent.
6. All commercial and residential driveways must conform to the City of Kirkland Department of Public Works Driveway Policy.
7. All concrete for sidewalks and curb and gutter must be 4,000 psi minimum. (5-3/4 sack mix.)
8. In the case of new road construction or reconstruction requiring mailboxes to be moved or rearranged, the Developer/Contractor shall coordinate with the U.S. Postal Service for the new location of the mailbox structure.
9. Any roadway signage or striping removed or temporarily moved by the Contractor shall be restored so as to meet the current City of Kirkland standards.
10. It is the responsibility of the Contractor to provide adequate temporary traffic control to ensure traffic safety during construction activities. Therefore, the Contractor shall submit a traffic control plan to the Public Works Department at least 48 hours prior to starting any work in the right-of-way. All traffic control devices shall conform to the "Manual on Uniform Traffic Control Devices" (MUTCD) or as modified by the Traffic Engineer.
11. Where a sidewalk is to be constructed above a slope or adjacent to a rockery or retaining wall where the lowest finished elevation of the slope, rockery, or retaining wall is to be thirty inches (30") or more below the finished elevation of the sidewalk, a safety railing shall be required when: (a) The plane of the wall face is less than 4' in horizontal distance from the outside edge of the sidewalk; (b) The slopes adjacent to the sidewalk average greater than two to one.
12. The maximum grade for private roadways shall be twenty percent (20%), or fifteen percent (15%) if used for fire access. For public roadways, the maximum grade shall be fifteen percent (15%).
13. Dead-end streets shall be appropriately signed and barricaded. See most current edition of the MUTCD.
14. Sidewalk and curb and gutter cannot be poured monolithically. There must be a cold joint or full-depth expansion joint between them.

15. Measures shall be taken by the developer to provide ground cover in areas within the right-of-way which have been stripped of natural vegetation or have a potential for erosion.
16. The developer shall coordinate with Puget Power for the design and installation of street lights on all newly-created public roadways and existing roadways.
17. When an existing roadway is to receive a half-street overlay, the existing roadway must be cold planed at the edge of the gutter and centerline. When the existing roadway is to receive a full-street overlay, it must be cold planed at the edge of both gutters. See City of Kirkland Standard Detail No. R.13.
18. All new signs required in the public right-of-way must be purchased from, and installed by, the City of Kirkland Public Works Department.
19. When installing new sidewalk, the area behind the sidewalk must be graded so that the yard drainage does not drain over the sidewalk.
20. Any existing public improvements damaged during construction shall be replaced prior to final inspection.
21. The Contractor is responsible for keeping all public streets free from mud and debris at all times. The Contractor shall be prepared to use power sweepers or other pieces of equipment necessary to keep the roadways clean.
22. Backfill in all street cuts on arterials will be control density fill (CDF). Contractor must provide steel plating necessary to allow the CDF to cure.
23. When constructing new curb and gutter which does not align with the existing edge of pavement, the roadway must be tapered from the ends of the new curb and gutter to match the existing pavement. The entry taper into the new improvements shall be 5:1, and leaving the new improvements shall be 10:1.
24. When an existing roadway is to be widened, the existing pavement must be saw cut at least one foot from the edge to provide a proper match between new and existing asphalt. However, when the existing pavement contains alligatored areas, those areas must be removed prior to widening. All saw cuts shall be parallel or perpendicular to the right-of-way centerline.
25. All rockeries must be constructed in accordance with the most current guidelines of the Association.