**EXISTING LEGEND**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>MONUMENT IN CASE</td>
</tr>
<tr>
<td>B.</td>
<td>SURFACE MONUMENT</td>
</tr>
<tr>
<td>C.</td>
<td>TELEPHONE VAULT LID</td>
</tr>
<tr>
<td>D.</td>
<td>FIBER OPTIC VAULT LID</td>
</tr>
<tr>
<td>E.</td>
<td>STORM DRAIN CLEAN-OUT</td>
</tr>
<tr>
<td>F.</td>
<td>CULVERT</td>
</tr>
<tr>
<td>G.</td>
<td>SEWER MANHOLE</td>
</tr>
<tr>
<td>H.</td>
<td>SEWER CLEAN-OUT</td>
</tr>
<tr>
<td>I.</td>
<td>FIBER OPTIC MANHOLE</td>
</tr>
<tr>
<td>J.</td>
<td>WATER VALVE</td>
</tr>
<tr>
<td>K.</td>
<td>WATER METER</td>
</tr>
<tr>
<td>L.</td>
<td>HIGH VOLTAGE POWER POLE</td>
</tr>
<tr>
<td>M.</td>
<td>HIGH VOLTAGE POWER POLE W/UG CONNECT</td>
</tr>
<tr>
<td>N.</td>
<td>HIGH VOLTAGE POWER POLE &amp;/VS CONNECT</td>
</tr>
<tr>
<td>O.</td>
<td>HIGH VOLTAGE POWER POLE &amp;/VS CONNECT</td>
</tr>
<tr>
<td>P.</td>
<td>TRAFFIC SIGNAL</td>
</tr>
<tr>
<td>Q.</td>
<td>TRAFFIC SIGNAL W/ LUMINARIE</td>
</tr>
<tr>
<td>R.</td>
<td>TRAFFIC SIGNAL W/ LUMINARIE</td>
</tr>
<tr>
<td>S.</td>
<td>TRAFFIC SIGNAL W/ LUMINARIE</td>
</tr>
<tr>
<td>T.</td>
<td>PEDSTRIAN SIGNAL</td>
</tr>
<tr>
<td>U.</td>
<td>JUNCTION BOX</td>
</tr>
<tr>
<td>V.</td>
<td>TRAFFIC CONTROL CABINET</td>
</tr>
<tr>
<td>W.</td>
<td>BACKUP POWER SUPPLY</td>
</tr>
<tr>
<td>X.</td>
<td>INTERCONNECT CABINET</td>
</tr>
<tr>
<td>Y.</td>
<td>ELECTRICAL SERVICE CABINET</td>
</tr>
<tr>
<td>Z.</td>
<td>TRAFFIC ATTENUATOR LOOP</td>
</tr>
</tbody>
</table>

**PROPOSED LEGEND**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>CONDUIT</td>
</tr>
<tr>
<td>B.</td>
<td>PAVED POWER</td>
</tr>
<tr>
<td>C.</td>
<td>PAVED TELEPHONE</td>
</tr>
<tr>
<td>D.</td>
<td>PAVED FIBER OPTIC</td>
</tr>
<tr>
<td>E.</td>
<td>PAVED WATER</td>
</tr>
<tr>
<td>F.</td>
<td>PAVED GAS</td>
</tr>
<tr>
<td>G.</td>
<td>OVERHEAD UTILITY LINE (DENREC)</td>
</tr>
<tr>
<td>H.</td>
<td>SAND</td>
</tr>
<tr>
<td>I.</td>
<td>CONCRETE</td>
</tr>
<tr>
<td>J.</td>
<td>CONCRETE</td>
</tr>
<tr>
<td>K.</td>
<td>RUBBER STAMP</td>
</tr>
<tr>
<td>L.</td>
<td>ROADWAY LG</td>
</tr>
<tr>
<td>M.</td>
<td>LOT LG</td>
</tr>
<tr>
<td>N.</td>
<td>YARD LG</td>
</tr>
<tr>
<td>O.</td>
<td>RAILROAD CROSSING ARM</td>
</tr>
</tbody>
</table>

**ABBREVIATIONS**

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC</td>
<td>ASPHALT CONCRETE</td>
</tr>
<tr>
<td>AP</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>APA</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>AR</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>AS</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>AT</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>BU</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>CC</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>CH</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>CP</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>D</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>E</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>F</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>G</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>H</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>I</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>J</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>K</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>L</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>M</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>N</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>O</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>P</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>Q</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>R</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>S</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>T</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>U</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>V</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>W</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>X</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>Y</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
<tr>
<td>Z</td>
<td>ASPHALT CONCRETE POWER</td>
</tr>
</tbody>
</table>

**LEGEND & ABBREVIATIONS**

- **AC**: ASPHALT CONCRETE
- **AP**: ASPHALT CONCRETE POWER
- **APA**: ASPHALT CONCRETE POWER
- **AR**: ASPHALT CONCRETE POWER
- **AS**: ASPHALT CONCRETE POWER
- **AT**: ASPHALT CONCRETE POWER
- **BU**: ASPHALT CONCRETE POWER
- **CC**: ASPHALT CONCRETE POWER
- **CH**: ASPHALT CONCRETE POWER
- **CP**: ASPHALT CONCRETE POWER
- **D**: ASPHALT CONCRETE POWER
- **E**: ASPHALT CONCRETE POWER
- **F**: ASPHALT CONCRETE POWER
- **G**: ASPHALT CONCRETE POWER
- **H**: ASPHALT CONCRETE POWER
- **I**: ASPHALT CONCRETE POWER
- **J**: ASPHALT CONCRETE POWER
- **K**: ASPHALT CONCRETE POWER
- **L**: ASPHALT CONCRETE POWER
- **M**: ASPHALT CONCRETE POWER
- **N**: ASPHALT CONCRETE POWER
- **O**: ASPHALT CONCRETE POWER
- **P**: ASPHALT CONCRETE POWER
- **Q**: ASPHALT CONCRETE POWER
- **R**: ASPHALT CONCRETE POWER
- **S**: ASPHALT CONCRETE POWER
- **T**: ASPHALT CONCRETE POWER
- **U**: ASPHALT CONCRETE POWER
- **V**: ASPHALT CONCRETE POWER
- **W**: ASPHALT CONCRETE POWER
- **X**: ASPHALT CONCRETE POWER
- **Y**: ASPHALT CONCRETE POWER
- **Z**: ASPHALT CONCRETE POWER
1. The locations of existing underground utility systems, as shown herein, are taken from utility locate paint marks or as-built plans and are only approximations.

The contractor shall determine the exact location of all existing utilities before commencing work, and agrees to be fully responsible for any and all damages which might be occasioned by the contractor's failure to exactly locate and preserve any and all underground utilities. All locator services should be contacted prior to any construction or subsurface exploration. Call 1-800-424-5555.


3. Contour interval = 1 foot.

4. Storm and sewer connections have been drawn from center of lid to center of lid.

5. The locations and dimensions of underground vaults have not been verified and are approximate.

HORIZONTAL DATUM
Washington State Plane Coordinate System, North Zone, NAD 83/11.

VERTICAL DATUM
NAD 88.

SURVEY NOTES
1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITY SYSTEM, AS SHOWN HEREIN, ARE TAKEN FROM UTILITY LOCATE PAINT MARKS OR AS-BUILT PLANS AND ARE ONLY APPROXIMATIONS.

THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. ALL LOCATOR SERVICES SHOULD BE CONTACTED PRIOR TO ANY CONSTRUCTION OR SUBSURFACE EXPLORATION. CALL 1-800-424-5555.


3. CONTOUR INTERVAL = 1 FOOT.

4. STORM AND SEWER CONNECtions HAVE BEEn DRAWn FROM CENTER OF LID TO CENTER OF LID.

5. THE LOCATIONS AND DIMENSIONS OF UNDERGROUND VAULTS HAVE NOT BEEN VERIFIED AND ARE APPROXIMATE.

HORIZONTAL DATUM
Washington State Plane Coordinate System, North Zone, NAD 83/11.

VERTICAL DATUM
NAD 88.

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITY SYSTEM, AS SHOWN HEREIN, ARE TAKEN FROM UTILITY LOCATE PAINT MARKS OR AS-BUILT PLANS AND ARE ONLY APPROXIMATIONS.

THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. ALL LOCATOR SERVICES SHOULD BE CONTACTED PRIOR TO ANY CONSTRUCTION OR SUBSURFACE EXPLORATION. CALL 1-800-424-5555.


3. CONTOUR INTERVAL = 1 FOOT.

4. STORM AND SEWER CONNECtions HAVE BEEn DRAWn FROM CENTER OF LID TO CENTER OF LID.

5. THE LOCATIONS AND DIMENSIONS OF UNDERGROUND VAULTS HAVE NOT BEEN VERIFIED AND ARE APPROXIMATE.

HORIZONTAL DATUM
Washington State Plane Coordinate System, North Zone, NAD 83/11.

VERTICAL DATUM
NAD 88.
SECTION GENERAL NOTES
1. SHARED USE PATH LAYOUT AND EDGE TREATMENT VARY, REFER TO ROADWAY SHEETS 16-20, WALL SHEETS 26-37, RESTORATION TABLE SHEET 6, AND LANDSCAPE PLAN SHEETS 44-47.
2. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH WSDOT/APWA STANDARD SPECIFICATIONS.

SECTION CONSTRUCTION NOTES
1. HMA CL 1/2" PG 56H-22
2. CRUSHED SURFACING TOP COURSE
3. CEMENT CONC. TRAFFIC CURB & GUTTER PER C.O.K. STD PLAN CK-R-17
4. DRAINAGE DITCH FOR EMBANKMENT & WALL BACKFILL
5. PLANTED STRIP PER LANDSCAPE PLAN AND DETAIL SHEETS 44-47
6. COATED CHAIN LINK FENCE (4') PER C.O.K. STD PLAN CK-R-51A, LOCATIONS PER ROADWAY SHEETS 16-20; AT WALL LOCATIONS, SURFACE MOUNT TO CONCRETE WALL CAP FOR DETAIL 2, SHEET 30
7. HORIZONTAL/VERTICAL CONTROL POINTS, SEE ROADWAY SHEETS 16-20 AND INTERSECTION PLAN SHEET 21-22
8. CURB LOCATION PER SITE PREP PLAN SHEETS 7-4, ERECTING CURB AT EDGE OF TRAFFIC PAVEMENT WHERE WALLS ARE NOT PRESENT
9. CEMENT CONC. SHOULDER/WALL CAP; DEPTH AND FOUNDATION VARIES AT WALL LOCATIONS, SEE WALL SHEETS 26-37
10. 2'6" DEPTH (8" MIN)
11. HMA CL 1/2" PG 56H-22 FOR OVERLAY

TYPICAL SECTION
NOTES
EXISTING ASPHALT DEPTH VARIES 6'-21', REFER TO EXISTING CONDITIONS PLANS FOR MORE INFO

TYPICAL SECTIONS

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

BID DOCUMENT
010600

KPG

KPG PROJECT No. 2T16

11/28/2018
**POINT TABLE**

<table>
<thead>
<tr>
<th>STATION</th>
<th>OFFSET</th>
<th>ELEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>30+11.5</td>
<td>18.6'</td>
</tr>
<tr>
<td>2</td>
<td>30+11.5</td>
<td>21.6'</td>
</tr>
<tr>
<td>3</td>
<td>30+14.5</td>
<td>18.6'</td>
</tr>
<tr>
<td>4</td>
<td>30+16.5</td>
<td>21.6'</td>
</tr>
<tr>
<td>5</td>
<td>30+21.5</td>
<td>18.6'</td>
</tr>
<tr>
<td>6</td>
<td>30+21.5</td>
<td>21.6'</td>
</tr>
<tr>
<td>7</td>
<td>30+26.5</td>
<td>18.6'</td>
</tr>
<tr>
<td>8</td>
<td>30+26.5</td>
<td>21.6'</td>
</tr>
</tbody>
</table>

**SHOULDER DETAIL**

STA 30+15 NTS

**POINT TABLE**

<table>
<thead>
<tr>
<th>STATION</th>
<th>OFFSET</th>
<th>ELEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>31+76.3</td>
<td>18.6'</td>
</tr>
<tr>
<td>10</td>
<td>31+76.3</td>
<td>21.6'</td>
</tr>
<tr>
<td>11</td>
<td>31+80.3</td>
<td>18.6'</td>
</tr>
<tr>
<td>12</td>
<td>31+80.3</td>
<td>21.6'</td>
</tr>
<tr>
<td>13</td>
<td>31+85.3</td>
<td>18.6'</td>
</tr>
<tr>
<td>14</td>
<td>31+85.3</td>
<td>21.6'</td>
</tr>
</tbody>
</table>

**SHOULDER DETAIL**

STA 31+18 NTS

Note: Cement concrete pad shall be paid as cement concrete, measured as 2x the surface area to account for extra depth.

For treatment of existing joint see illumination & signalization plans sheet 26.

**SECTION A-A**

1. **Proposed back of concrete shoulder**
2. **Proposed back of concrete pad**
3. ** Existing concrete foundation pad**
4. **Existing concrete pedestal**
5. **Existing traffic cabinet**
6. **Existing service cabinet**

**NOTE:** Cement concrete pad shall be paid as cement concrete, measured as 2x the surface area to account for extra depth.
FLEXIBLE GUIDE POSTS AT VERTICAL OBSTRUCTION DETAIL

NOTES:
- Restoration shown on landscape plan sheets 44-47 takes precedence over this restoration table.
- Finish grade shall be smooth and consistent with existing grade.
- Sides shall not exceed 2:1.
- Restore to clearing and grading limits as shown on demolition plan sheets 7-9.
- Increase depth of CSTC/topsoil as required to bring finished grade flush with adjacent surface as shown on typical sections sheet 4.

RESTORATION TABLE

<table>
<thead>
<tr>
<th>EXISTING CONDITION</th>
<th>RESTORATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNIMPROVED AREA / SLOPE</td>
<td>SEEDING, FERTILIZING, AND MULCHING WITH MODERATE-TERM MULCH</td>
</tr>
<tr>
<td>LANDSCAPE AREAS</td>
<td>2&quot; BARK MULCH OVER 4&quot; TOPSOIL TYPE A</td>
</tr>
<tr>
<td>GRAVEL</td>
<td>2&quot; CSTC</td>
</tr>
</tbody>
</table>

CITY OF KIRKLAND
STONE TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

TYPICAL DETAILS

BID DOCUMENT
01/05/20

KPG INTERDISCIPLINARY DESIGN
1200 4th Avenue, Suite 400
Seattle, Washington 98104
(206) 622-0700
www.kpg.com
GENERAL NOTES

1. Preserve and protect all utilities, structures, and vegetation not called out for removal.

2. For treatment of existing items not noted in these site prep plans, refer to the other plan subsets produced herein.

3. Items noted for removal are to be soundly, isolated, and disposed of at the contractor's expense.

4. Maintain roadway and business access at all times except as defined in the special provisions.

5. Asphalts, concrete removal, and cleaning & grouting limits shown are approximate, limits shall be marked in the field by the contractor and approved by the engineer prior to any demolition/cleaning activities.

6. Adjust drainage lines as necessary to avoid utilities.

7. Sidewalks shall be removed to nearest joint beyond limits shown unless directed otherwise.

8. Existing utility locations and depths are based on as-built records and best available information. Contractor shall field verify utility locations and depths prior to construction activities.

CONSTRUCTION NOTES

- Remove Railroad Tie
- Remove Guardrail
- Relocate end of fence to right of way line
- DAMCUT: A remove pavement and curb (where present) as required to construct storm & water improvements, or as directed by the engineer. See storm sheets 10-14 & roadway sheets 16-20 for additional details.

LEGEND

- REMOVE: Concrete, asphalt, and curbing (where present)
- REMOVE PAVEMENT AND CURB (WHERE PRESENT) AS REQUIRED TO CONSTRUCT STORM & WATER IMPROVEMENTS, OR AS DIRECTED BY THE ENGINEER. SEE STORM SHEETS 10-14 & ROADWAY SHEETS 16-20 FOR ADDITIONAL DETAILS.
- FIELD PREPARE & TEST PLAN

SITE PREPARATION & TEST PLAN
WILLOWS RD NE
STA 20+00 TO STA 27+28
KPG PROJECT NO. 353 17132
CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
GENERAL NOTES
1. Preserve and protect all utilities, structures, and vegetation not called out for removal.
2. For treatment of existing trees not noted in these site prep plans, refer to the other plan subsets provided herein.
3. Items noted for removal are to be soundproofed, sealed, and disposed of at the contractor's expense.
4. Maintain roadway and business access at all times except as defined in the special provisions.
5. Asphalt & concrete removal and cleaning & grubbing limits shown and represented. Limits shall be marked in the field by the contractor and approved by the engineer prior to any demolition/cleaning activities.
6. Adjust limits as necessary to avoid utilities.
7. Sidewalk shall be removed to nearest joint beyond limits shown unless directed otherwise.
8. Existing utility locations and depths are based on as-built records and best available information. Contractor shall perform utility surveys and depths prior to construction activities.

CONSTRUCTION NOTES
1. Remove railroad ties.
2. Remove drainage.
3. Relocate end of fence to right of way line.
4. Grub and remove pavement and curb (where present) as required to construct storm & water improvements, or as directed by the engineer. See Storm Sheets 10-14 & roadway sheets 16-20 for additional details.

LEGEND
- Remove cement concrete
- Remove asphalt concrete
- Remove curb & gutter or curbed curb
- Full depth grubbing, locations noted
- Cleaning & grubbing limits, locations noted
- High visibility silt fence per C.O.5 STD PLAN OK-E.03
- Inlet protection per C.O.5 STD PLAN OK-E.11
- Remove continuous / deciduous tree

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

SITE PREPARATION & ESD PLAN
WILLOWS RD NE
BID DOCUMENT
01/03/20

cityofkirkland.indd12:20:089
12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
12/20/2019 3:20 PM

PROJECT MANAGER
ENGINEERING MANAGER
DRAWN BY
CHECKED BY
DESIGNED BY
DOCUMENT
01/03/20

12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
12/20/2019 3:20 PM

PROJECT MANAGER
ENGINEERING MANAGER
DRAWN BY
CHECKED BY
DESIGNED BY
DOCUMENT
01/03/20

12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
12/20/2019 3:20 PM

PROJECT MANAGER
ENGINEERING MANAGER
DRAWN BY
CHECKED BY
DESIGNED BY
DOCUMENT
01/03/20

12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
12/20/2019 3:20 PM

PROJECT MANAGER
ENGINEERING MANAGER
DRAWN BY
CHECKED BY
DESIGNED BY
DOCUMENT
01/03/20

12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
12/20/2019 3:20 PM

PROJECT MANAGER
ENGINEERING MANAGER
DRAWN BY
CHECKED BY
DESIGNED BY
DOCUMENT
01/03/20

12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
12/20/2019 3:20 PM

PROJECT MANAGER
ENGINEERING MANAGER
DRAWN BY
CHECKED BY
DESIGNED BY
DOCUMENT
01/03/20

12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
12/20/2019 3:20 PM

PROJECT MANAGER
ENGINEERING MANAGER
DRAWN BY
CHECKED BY
DESIGNED BY
DOCUMENT
01/03/20

12/20/2019 3:20 PM

KPG PROJECT No.: 9644

FILED: 01/03/20

Nelson J. Olson, P.E.
GENERAL NOTES

1. STORM DRAIN PIPE ALONG NEW DIRECTION SHALL BE IN CONFORMITY WITH PER C.O.K. STD PLANS CK-D.15 AND CK-D.16.

2. INSTALL CATCH BASIN LOCATIONS AND SPACING ARE BASED ON AS BUILT RECORDS AND PER C.O.K. SID PLAN CK-D.11.

3. REPLACE EXISTING PIPE WITH NEW CATCH BASIN.

CONSTRUCTION NOTES

1. CONNECT EXISTING PIPE TO NEW STRUCTURE.

2. INSTALL STORM DRAIN PIPE TO EXISTING STRUCTURE.

3. CONSTRUCT EXISTING PIPE TO NEW STRUCTURE.

4. INSTALL IN A DRAIN PIPE TO EXISTING STRUCTURE.

5. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

6. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

7. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

8. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

9. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

10. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

11. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

12. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

13. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

14. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

15. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

16. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

17. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

18. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

19. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

20. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

21. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

22. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

23. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

24. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

25. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

26. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

27. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

28. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

29. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

30. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

31. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

32. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

33. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

34. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

35. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

36. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

37. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

38. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

39. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

40. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

41. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

42. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

43. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

44. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

45. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

46. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

47. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

48. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

49. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

50. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

51. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

52. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

53. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

54. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

55. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

56. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

57. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

58. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

59. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

60. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

61. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

62. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

63. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

64. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

65. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

66. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

67. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

68. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

69. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

70. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

71. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

72. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

73. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

74. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

75. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

76. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

77. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

78. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

79. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

80. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

81. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

82. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

83. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

84. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

85. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

86. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

87. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

88. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

89. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

90. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

91. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

92. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

93. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

94. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

95. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

96. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

97. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

98. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

99. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

100. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

101. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

102. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

103. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

104. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

105. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

106. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

107. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

108. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

109. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

110. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

111. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

112. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

113. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

114. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

115. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

116. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

117. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

118. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

119. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

120. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

121. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

122. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

123. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

124. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

125. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

126. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

127. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

128. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

129. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

130. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

131. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

132. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

133. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

134. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

135. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

136. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

137. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

138. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

139. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

140. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

141. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

142. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

143. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

144. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.

145. INSTALL IN A DRAIN PIPE TO NEW STRUCTURE.
GENERAL NOTES

1. STORM TRENCH SHALL BE PER C.O.K. STD PLAN CK-0.03. EXCEPT THAT THE BASE MATERIAL SHALL BE CSS.
2. CATCH BASIN LOCATIONS AND FINishes ARE APPROXIMATE FINISHED GRADE AT CENTER OF STRUCTURE. WATER DRAINAGE BOUNDARY ELEVATIONS VARY PER DETAIL NOTES.
3. STORM PIPES SHALL BE PVC SDR 35.
4. ALL PENETRATIONS SHALL BE COMPLETED BY CORING UNLESS THE STRUCTURAL AND ASSOCIATED DRILLS PCE PENETRATION AT THE CORRECT BOUNDARY ELEVATION.
5. EXISTING UTILITY LOCATIONS AND DEPTHS ARE BASED ON AS-BUILT RECORDS AND BEST AVAILABLE INFORMATION. CONTRACTOR SHALL FIELD VERIFY UTILITY LOCATIONS AND DEPTHS PRIOR TO CONSTRUCTION ACTIVITIES.

CONSTRUCTION NOTES

1. CONNECT EXISTING PIPE TO NEW STRUCTURE.
2. INSTALL OPEN CURB FACE FRAME AND GRATE PER C.O.K. STD PLAN CK-D.08.
3. INSTALL STORMWATER DETENTION VAULT PER DETAIL SHEET 15.
4. INSTALL ROUN RES RECTANGULAR FRAME
6. INSTALL SEGMENTED DRAINAGE CONCRETE PER C.O.K. STD PLAN CK-0.15.

LEGEND

STORM DRAINAGE STRUCTURE ID NUMBER EXISTING PIPE
2 CATCH BASIN TYPE 1 PER C.O.K. STD PLAN CK-0.28
2 CATCH BASIN TYPE 2 PER C.O.K. STD PLAN CK-0.08
DIRECTIONAL FLOW ARROW
EXISTING PIPE
LUMINAIRE & ASSOCIATED EQUIPMENT SEE SHEETS 38-42

PROFILE

STORM DRAIN PLAN & PROFILE
WILLOWS RD NE
CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE
BID DOCUMENT
010500
CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE
CONSTRUCTION NOTES

1. CONNECT EXISTING PIPE TO NEW STRUCTURE.
2. INSTALL OPEN CURB FACE FRAME AND GRATE PER C.O.K. STD PLAN CK-D.08.
3. INSTALL STORMWATER DETENTION VAULT PER DETAIL SHEET 15.
4. INSTALL ROUN RES RECTANGULAR FRAME
6. INSTALL SEGMENTED DRAINAGE CONCRETE PER C.O.K. STD PLAN CK-0.15.
GENERAL NOTES
1. STORM TRENCH SHALL BE PER C.O.K. STD PLAN CK-0.03. EXCEPT TILL THE BEDDING AND SHOVEL MATERIAL SHALL BE COBBLESTONE.
2. CATCH BASIN LOCATIONS AND FINISHED GRADES ARE APPROXIMATED. FINISHED GRADES AT CENTER OF STRUCTURE MATCH FINISHED GRADES AND FURROW ELEVATIONS UNLESS OTHERWISE NOTED.
3. STORM PIPES SHALL BE PVC SDR 35.
4. ALL PENETRATIONS SHALL BE PER C.O.K. UNLESS THE STRUCTURE PENETRATIONS CONSIST OF A CAST IN PLACE PENETRATION AT THE CORRECT MINIMUM ELEVATION.
5. EXISTING UTILITY LOCATIONS AND DEPTHS ARE BASED ON AS-BUILT RECORDS AND BEST AVAILABLE INFORMATION. CONTRACTOR SHALL FIELD CHECK UTILITY LOCATIONS AND DEPTHS PRIOR TO CONSTRUCTION ACTIVITIES.

CONSTRUCTION NOTES
1. CONNECT EXISTING PIPE TO NEW STRUCTURE.
2. ADJUST EXISTING STORM DRAIN STRUCTURE TO GRADE PER C.O.K. STD PLAN CK-0.11.
3. INSTALL STORMWATER DETENTION VALLEY PER DETAIL, SHEET 15.
4. CONNECT NEW STORM DRAIN PIPE TO EXISTING STRUCTURE.
7. INSTALL ROUND SOIL LOCKING LID PER C.O.K. STD PLAN CK-0.18.

LEGEND
STORM DRAINAGE STRUCTURE ID NUMBER
STORM DRAIN PIPE
CONNECT EXISTING PIPE TO NEW STRUCTURE
ADJUST EXISTING STORM DRAIN STRUCTURE TO GRADE PER C.O.K. STD PLAN CK-0.11
INSTALL STORMWATER DETENTION VALLEY PER DETAIL, SHEET 15
CONNECT NEW STORM DRAIN PIPE TO EXISTING STRUCTURE
INSTALL OPEN CURB FACE FRAME AND GRATE PER C.O.K. STD PLAN CK-0.14
INSTALL RECTANGULAR FRAME WITH VARIOUS GRATE PER C.O.K. STD PLAN CK-0.14
INSTALL ROUND SOIL LOCKING LID PER C.O.K. STD PLAN CK-0.18

STORM DRAIN PLAN & PROFILE
WILLOWS RD NE
STA 35+25 TO STA 38+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE
STORM DRAIN PLAN & PROFILE
WILLOWS RD NE
STA 35+25 TO STA 38+70

KPG PROJECT NO. 802G
SIT 14 OF 53
GENERAL NOTES
1. FOR SUBMITTAL & SURVEY CONTROL, SEE SHEET 3.
2. FOR TYPICAL SECTIONS & PAYMENT DEPTIF, SEE SHEET 4.
3. FOR TREATMENT OF FIRST STORM STRUCTURES, SEE SHEETS 10-14.
4. CONTRACTOR SHALL PROVIDE ALL DRAWINGS AND SETS OF PLANS NOT SPECIFIED FOR REVIEW.

CONSTRUCTION NOTES
1. COATED CHAIN LINE FENCE (1") PER C.O.K. STD PLAN CK-R-19A AT WALL LOCATION SURFACE MOUNT FOR DETAIL 2 SHEET 33.
2. STOPLINE WALL HIGHLIGHT LOUISIANA MUD & HARDWARE PER C.O.K. STD PLAN CK-W.10, LOCATION AS DIRECTIONS.
3. INSTALL SHOULDER/MB Wall 30-130. ALGINATE CHAIN LINK FENCE, WITH BACK OF CURB INSTALL GUARD RAIL ANCHOR AND END SECTION FOR MB WALL CK-W.23.00 AT EACH END.
5. REMOVE EXISTING HYDRANT ASSEMBLY TO EXISTING INSTALL NEW HYDRANT ASSEMBLY PER C.O.K. STD PLAN CK-W.14.
7. COAT CONCRETE VERTICAL CURB PER C.O.K. STD PLAN CK-R.17, LOCATION AS DIRECTED.
8. INSTALL GUARD RAIL PER WSDOT STD PLAN CK-R.51A AT STORAGE TO TEMPLE ASSOCIATION.
11. CURB, SEE SHEETS 36-37.
12. LIFE STRUCTURE, SEE SHEETS 10-14.
13. USE PAVEMENT, SEE SHEETS 26-37.
GENERAL NOTES
1. CURB RAMP LOCATION SHOWN IS RAMP CENTER AT FACE OF CURB.
2. ALL RAMPS AND SIGNAGE SHALL BE COMPLIANT WITH CURRENT ADA STANDARDS, OR TO MAXIMUM EXTENT POSSIBLE. ANY ADJUSTMENTS REQUIRED FOR COMPLIANCE SHALL BE APPROVED BY THE ENGINEER.
3. SEE SHEET 4 FOR TYPICAL SETS & PERMITS DEPICT. SEE ROADWAY SHEETS 18-20 FOR ROADWAY & SIDEWALK.
4. FINAL ELEVATION AT FACE OF CURB SHALL BE PER ROADWAY SHEETS 18-20, CURB SHEETS 58-72, AND LANDSCAPE SHEETS 44-41, TO THE LIMITS DEFINED ON SITE PREPARATION SHEETS 7-8.

CONSTRUCTION NOTES
1. PROPOSED CURB RAMP PER WSDOT STD PLAN F-40.15, OVER 6" CURB.
2. SINGLE DIRECTION CURB RAMP PER WSDOT STD PLAN F-40.18, OVER 6" CURB.
3. PEDESTRIAN CURB PER C.O.K. STD PLAN CK-R.17A.
4. PEDESTRIAN RAMP PER WSDOT STD PLAN F-40.16, OVER 6" CURB.
5. PEDESTRIAN CURB PER WSDOT STD PLAN F-40.15, OVER 6" CURB.
6. PEDESTRIAN CURB PER WSDOT STD PLAN F-40.15, OVER 6" CURB.

POINT TABLE

<table>
<thead>
<tr>
<th>#</th>
<th>STATION</th>
<th>DTGSST</th>
<th>ELEV</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>20+44.8</td>
<td>32.4&quot;</td>
<td>41.86</td>
<td>TOP OF FLARE</td>
</tr>
<tr>
<td>2</td>
<td>20+44.9</td>
<td>32.5&quot;</td>
<td>41.63</td>
<td>TOP OF FLARE</td>
</tr>
<tr>
<td>3</td>
<td>20+50.0</td>
<td>45.5&quot;</td>
<td>41.88</td>
<td>BOTTOM OF RAMP</td>
</tr>
<tr>
<td>4</td>
<td>20+51.0</td>
<td>45.5&quot;</td>
<td>42.07</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>5</td>
<td>20+51.8</td>
<td>44.4&quot;</td>
<td>42.13</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>6</td>
<td>20+51.0</td>
<td>44.3&quot;</td>
<td>42.03</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>7</td>
<td>20+50.0</td>
<td>45.5&quot;</td>
<td>42.03</td>
<td>LANDING</td>
</tr>
<tr>
<td>8</td>
<td>20+51.0</td>
<td>45.5&quot;</td>
<td>42.03</td>
<td>TAPE</td>
</tr>
<tr>
<td>9</td>
<td>20+50.0</td>
<td>45.5&quot;</td>
<td>42.03</td>
<td>TAPE</td>
</tr>
<tr>
<td>10</td>
<td>20+50.0</td>
<td>45.5&quot;</td>
<td>42.03</td>
<td>TAPE</td>
</tr>
<tr>
<td>11</td>
<td>20+50.0</td>
<td>45.5&quot;</td>
<td>42.03</td>
<td>TAPE</td>
</tr>
<tr>
<td>12</td>
<td>20+51.8</td>
<td>44.4&quot;</td>
<td>42.13</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>13</td>
<td>20+52.3</td>
<td>35.5&quot;</td>
<td>41.88</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>14</td>
<td>20+52.3</td>
<td>35.5&quot;</td>
<td>41.88</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>15</td>
<td>20+52.3</td>
<td>35.5&quot;</td>
<td>41.88</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>16</td>
<td>20+52.3</td>
<td>35.5&quot;</td>
<td>41.88</td>
<td>TOP OF RAMP</td>
</tr>
</tbody>
</table>

LEGEND
1. CURB & GUTTER PER C.O.K. STD PLAN CK-R.37, FLOWLINE NOTES.
2. CONCRETE CURB, SIDEWALK PER C.O.K. STD PLAN CK-R.23, OVER 6" CURB.
3. PEDESTRIAN CURB, RAMP, AS NEEDED.
5. PEDESTRIAN PUSH BUTTON & POLE. SEE SHEET 33.
6. STAIR STRUCTURE, SEE SHEETS 16-14.
7. LIGHT & EQUIPMENT, SEE SHEETS 38-42.
8. SIGN, SEE SHEETS 48-50.
GENERAL NOTES
1. EMBANKMENT CONSTRUCTION UNDER DRIVeways SHALL BE GRAVEL BORDON

CONSTRUCTION NOTES
1. CEMENT CONCRETE DRIVEWAY APPROACH TYPE I per WSDOT STD PLAN F-60.10. OVER 4' CSTC, ENTRANCE SHALL BE REVISED-SLOPED AT 1:0.33 SLOPE SLIDE WITH 0.5' TOP AT FLOWLINE. THICKET WIDTH AND CENTERLINE LOCATION AS NOTED.
3. REMOVE & REPLACE CEMENT CONCRETE CURB WITH INTEGRATED LIGHTING PER SPECIAL PROVIDING SECTION B-04.

POINT TABLE

<table>
<thead>
<tr>
<th>#</th>
<th>STATION</th>
<th>OFFSET</th>
<th>ELEV</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>24+30.0</td>
<td>111'</td>
<td>35.42</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>2</td>
<td>24+18.0</td>
<td>111'</td>
<td>43.89</td>
<td>BOTTOM OF RAMP</td>
</tr>
<tr>
<td>3</td>
<td>25+04.0</td>
<td>111'</td>
<td>49.53</td>
<td>BOTTOM OF RAMP</td>
</tr>
<tr>
<td>4</td>
<td>25+05.0</td>
<td>111'</td>
<td>49.70</td>
<td>TOP OF RAMP</td>
</tr>
</tbody>
</table>

LEGEND
- APPROXIMATE FILL CATCH LINE
- EXTRUDED CURB, AS NOTED
- ASPHALT DRIVEWAY: 3'-0" COMMERCIAL 1MA OVER 2' CSTC
- CEMENT CONCRETE DRIVEWAY ENTRANCE, AS NOTED
GENERAL NOTES
1. EMBANKMENT CONSTRUCTION UNDER DRIVEWAYS SHALL BE GRAVEL BOXON.

CONSTRUCTION NOTES
1. CEMENT CONC. DRIVEWAY APPROACH TYPE I PER MOST STD PLANS
   F-10-11, OVER 4' CTC ENTRANCE SHALL BE REVERSE-SLOPED AT
   1.25% GRADE SLOPE WITH 0.15' GP AT SHOULDER. WIDTH, WIDTH, AND
   CENTERLINE LOCATION AS NOTED.
2. EXTRUDED CEMENT CONC. CURB PER CLOK STD PLAN CK-R19.
3. TRENCH & REPLACE CEMENT CONC. CURB WITH INTEGRATED LIGHTING
   PER SPECIAL PROVISIONS SECTION B-54.

POINT TABLE

<table>
<thead>
<tr>
<th>#</th>
<th>NUMBER</th>
<th>STATION</th>
<th>OFFSET</th>
<th>ELEV.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>35+54.9</td>
<td>0.0' FT</td>
<td>83.51</td>
<td>TOP OF RAMP</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>35+56.9</td>
<td>7.5' FT</td>
<td>82.42</td>
<td>BOTTOM OF RAMP</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>35+18.0</td>
<td>5.9' FT</td>
<td>61.43</td>
<td>BOTTOM OF RAMP</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>35+08.0</td>
<td>5.4' FT</td>
<td>81.50</td>
<td>TOP OF RAMP</td>
<td></td>
</tr>
</tbody>
</table>

LEGEND
- SAWN PER SITE PREPARATION PLAN SHEETS 7-9
- EXTRUDED CCRB AS NOTED
- ASPHALT DRIVEWAY, 3' COMMERCIAL HMA OVER 2' CTC
- CEMENT CONC. DRIVEWAY ENTRANCE, AS NOTED
- APPROXIMATE FILL CATCH LINE

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

DRIVEWAY PLAN & PROFILE
WILLOWS RD NE

KPG PROJECT No. 2018 SAT 24 OF 53

BID DOCUMENT 016-200

CITY OF KIRKLAND
WILLOWS RD NE

KPG PROJECT No. 2018 SAT 24 OF 53
GENERAL NOTES:
1. ENVIRONMENTAL CONSTRUCTION UNDER DRIVEWAYS SHALL BE GRAVEL BOTTOM.

CONSTRUCTION NOTES:
1. CURB & GUTTERS: DRIVEWAY APPROACH TYPE 1 PER MOST IDP PLANS. F-LINE 11, 4" CURB ELEVATION SHALL BE REVEWED/SLOPED AT 1:36 UNLESS SPECIFIED AT FLOWLINE. THROUGH WOTH AND CURBLINE LOCATION AS NOTED.
2. EXUDED CURB CONCRETE CURB PER C.O.D. STD PLAN 04-R18.
3. REMOVE & REPLACE CONCRETE CURB WITH INTEGRATED LIGHTING PER SPEC THEREAL PROVIDING SECTION B-16.

POINT TABLE

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>STATION</th>
<th>OFFSET</th>
<th>ELEV</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>STA 37+35.7</td>
<td>11.5' ST</td>
<td>100.40</td>
<td>TOP OF RAMP</td>
</tr>
<tr>
<td>2</td>
<td>STA 37+20.9</td>
<td>11.5' ST</td>
<td>96.23</td>
<td>BOTTOM OF RAMP</td>
</tr>
<tr>
<td>3</td>
<td>STA 36+81.3</td>
<td>11.5' ST</td>
<td>93.36</td>
<td>BOTTOM OF RAMP</td>
</tr>
<tr>
<td>4</td>
<td>STA 36+75.4</td>
<td>11.5' ST</td>
<td>92.99</td>
<td>TOP OF RAMP</td>
</tr>
</tbody>
</table>

LEGEND
- SQUARE CURVE: 3' CURB, EXE OVER 2' CDTI
- CURB & GUTTERS: DRIVEWAY ENTRANCE AS NOTED
- APPROXIMATE FILL & CUT LINE
GENERAL NOTES
1. ELEVATIONS HAVE BEEN PROVIDED FOR USE AS A GUIDE FOR CONSTRUCTION. THE RETAINING WALL SHALL BE CONSTRUCTED PER TYPICAL SECTIONS, DETAILS, AND MANUFACTURER'S RECOMMENDATIONS EXCEPT AS ADJUSTED IN THE FIELD BY THE ENGINEER.

CONSTRUCTION NOTES
1. BLOCK WALL PER DETAIL 1, SHEET 30.
GENERAL NOTES
1. ELEVATIONS HAVE BEEN PROVIDED FOR USE AS A GUIDE FOR CONSTRUCTION. THE RETAINING WALL SHALL BE CONSTRUCTED PER TYPICAL SECTIONS, DETAILS, AND MANUFACTURER’S RECOMMENDATIONS EXCEPT AS ADJUSTED IN THE FIELD BY THE ENGINEER.

2. SEE DETAIL 3, SHEET 30 FOR CONCRETE SHOULDERS AND WALL INSTALLATION AT FENCE POST LOCATIONS.

CONSTRUCTION NOTES
1. BLOCK WALL PER DETAIL 1, SHEET 30.

LEGEND
- BLOCK WALL
- SOIL EXCAVATION SHAPE, EXCAVATION SHEET 11-37

PROFILE
- APPROX TOP OF WALL
- APPROX BOTTOM OF WALL
- CONCRETE SHELF
- FG AT FACE OF WALL
- ED AT FACE OF WALL
- EDGE 2' OFFSET FROM FACE OF WALL
- APPROX TOP OF EMBERSMENT

WALL 2
STA 0+00 TO STA 3+27

PLATE
- SCALE IN FEET
- WALL PLAN & PROFILE
- WILLows RD NE
- WALL 2

GENERAL NOTES
1. ELEVATIONS HAVE BEEN PROVIDED FOR USE AS A GUIDE FOR CONSTRUCTION. THE RETAINING WALL SHALL BE CONSTRUCTED PER TYPICAL SECTIONS, DETAILS, AND MANUFACTURER’S RECOMMENDATIONS EXCEPT AS ADJUSTED IN THE FIELD BY THE ENGINEER.

2. SEE DETAIL 3, SHEET 30 FOR CONCRETE SHOULDERS AND WALL INSTALLATION AT FENCE POST LOCATIONS.

CONSTRUCTION NOTES
1. BLOCK WALL PER DETAIL 1, SHEET 30.

LEGEND
- BLOCK WALL
- SOIL EXCAVATION SHAPE, EXCAVATION SHEET 11-37

PROFILE
- APPROX TOP OF WALL
- APPROX BOTTOM OF WALL
- CONCRETE SHELF
- FG AT FACE OF WALL
- ED AT FACE OF WALL
- EDGE 2' OFFSET FROM FACE OF WALL
- APPROX TOP OF EMBERSMENT

WALL 2
STA 0+00 TO STA 3+27

PLATE
- SCALE IN FEET
- WALL PLAN & PROFILE
- WILLows RD NE
- WALL 2

GENERAL NOTES
1. ELEVATIONS HAVE BEEN PROVIDED FOR USE AS A GUIDE FOR CONSTRUCTION. THE RETAINING WALL SHALL BE CONSTRUCTED PER TYPICAL SECTIONS, DETAILS, AND MANUFACTURER’S RECOMMENDATIONS EXCEPT AS ADJUSTED IN THE FIELD BY THE ENGINEER.

2. SEE DETAIL 3, SHEET 30 FOR CONCRETE SHOULDERS AND WALL INSTALLATION AT FENCE POST LOCATIONS.

CONSTRUCTION NOTES
1. BLOCK WALL PER DETAIL 1, SHEET 30.

LEGEND
- BLOCK WALL
- SOIL EXCAVATION SHAPE, EXCAVATION SHEET 11-37

PROFILE
- APPROX TOP OF WALL
- APPROX BOTTOM OF WALL
- CONCRETE SHELF
- FG AT FACE OF WALL
- ED AT FACE OF WALL
- EDGE 2' OFFSET FROM FACE OF WALL
- APPROX TOP OF EMBERSMENT

WALL 2
STA 0+00 TO STA 3+27

PLATE
- SCALE IN FEET
- WALL PLAN & PROFILE
- WILLows RD NE
- WALL 2

GENERAL NOTES
1. ELEVATIONS HAVE BEEN PROVIDED FOR USE AS A GUIDE FOR CONSTRUCTION. THE RETAINING WALL SHALL BE CONSTRUCTED PER TYPICAL SECTIONS, DETAILS, AND MANUFACTURER’S RECOMMENDATIONS EXCEPT AS ADJUSTED IN THE FIELD BY THE ENGINEER.

2. SEE DETAIL 3, SHEET 30 FOR CONCRETE SHOULDERS AND WALL INSTALLATION AT FENCE POST LOCATIONS.

CONSTRUCTION NOTES
1. BLOCK WALL PER DETAIL 1, SHEET 30.

LEGEND
- BLOCK WALL
- SOIL EXCAVATION SHAPE, EXCAVATION SHEET 11-37

PROFILE
- APPROX TOP OF WALL
- APPROX BOTTOM OF WALL
- CONCRETE SHELF
- FG AT FACE OF WALL
- ED AT FACE OF WALL
- EDGE 2' OFFSET FROM FACE OF WALL
- APPROX TOP OF EMBERSMENT

WALL 2
STA 0+00 TO STA 3+27

PLATE
- SCALE IN FEET
- WALL PLAN & PROFILE
- WILLows RD NE
- WALL 2

GENERAL NOTES
1. ELEVATIONS HAVE BEEN PROVIDED FOR USE AS A GUIDE FOR CONSTRUCTION. THE RETAINING WALL SHALL BE CONSTRUCTED PER TYPICAL SECTIONS, DETAILS, AND MANUFACTURER’S RECOMMENDATIONS EXCEPT AS ADJUSTED IN THE FIELD BY THE ENGINEER.

2. SEE DETAIL 3, SHEET 30 FOR CONCRETE SHOULDERS AND WALL INSTALLATION AT FENCE POST LOCATIONS.

CONSTRUCTION NOTES
1. BLOCK WALL PER DETAIL 1, SHEET 30.

LEGEND
- BLOCK WALL
- SOIL EXCAVATION SHAPE, EXCAVATION SHEET 11-37

PROFILE
- APPROX TOP OF WALL
- APPROX BOTTOM OF WALL
- CONCRETE SHELF
- FG AT FACE OF WALL
- ED AT FACE OF WALL
- EDGE 2' OFFSET FROM FACE OF WALL
- APPROX TOP OF EMBERSMENT

WALL 2
STA 0+00 TO STA 3+27

PLATE
- SCALE IN FEET
- WALL PLAN & PROFILE
- WILLows RD NE
- WALL 2
GENERAL NOTES
1. ELEVATIONS HAVE BEEN PROVIDED FOR USE AS A GUIDE FOR CONSTRUCTION. THE RETAINING WALL SHALL BE CONSTRUCTED PER TYPICAL SECTIONS, DETAILS, AND MANUFACTURER'S RECOMMENDATIONS EXCEPT AS ADJUSTED IN THE FIELD BY THE ENGINEER.

CONSTRUCTION NOTES
- BLOCK WALL PER DETAIL 1, SHEET 30.

LEGEND
- BLOCK WALL
- SOLDIER PILE WALL, SEE SHEETS 31-37
MANUFACTURER’S RECOMMENDATIONS, REQUIRED FOR GEOFABRIC PER CONTRACTOR’S STRUCTURAL DESIGN
STRUCTURAL EARTH WALLS (APPROX STA 22+26 TO 22+69)
NO. BY APPR.

- GRAVEL WALLS WITHIN APPROX THE REINFORCEMENT ZONE
- BORROW EMBANKMENT AND DRAIN AND DRAIN BACKFILL, FOR STRUCTURAL
- STA/0FF LIMITS FOR BLOCK WALLS SHALL BE TOP OF WALL TO HORIZONTAL CONTROL POINT SHOWN.
- W/ DIA SST KWIK BOLT W/ (4) SELF-LOCKING NUTS STAINLESS STEEL
- TOP BACK OF CONC. WALL CAP SHOULDER PER DETAIL 2, THIS SHEET
- 6" THICK CEMENT CONCRETE CAP FINISH TO TOP BACK OF CONCRETE SHOULDER PER DETAIL 2, THIS SHEET
- 4" COATED CHAIN LINK FENCE PER CJXK, STD PLAN 04-45/6, SURFACE MOUNTED AT TOP BACK OF CONC. WALL CAP SHOULDER PER DETAIL 2, THIS SHEET
- TOP BACK OF WALL
- CHAIN LINK FENCE POST

BLOCK WALL GENERAL NOTES
1. SEE WALL PLAN SHEETS 28-29 FOR WALL LOCATIONS, STA/0FF CALLOUTS ARE TO HORIZONTAL CONTROL POINT SHOWN.
2. CONTRACTOR SHALL PROTECT EXISTING UTILITIES WHILE EXCAVATING FOR WALL, THIS MAY REQUIRE TEMPORARY SHORING DEPENDING ON THE CONSTRUCTION METHODS EMPLOYED BY THE CONTRACTOR.
3. EMBEDMENT SHALL BE PER MANUFACTURER’S RECOMMENDATIONS.
4. EXCAVATION LIMITS FOR BLOCK WALLS SHALL BE TOP OF WALL TO 12" WALL EMBEDMENT.
5. BLOCK WALL SHALL BE STRAIGHT-FACED 21° KEYSTONE STANDARD BLOCKS, NEAR VERTICAL, OR APPROVED EQUAL, BLOCKS SHALL BE A COLOR FROM MANUFACTURER’S STANDARD COLORS. COLOR AND FINISH SHALL BE AS APPROVED BY THE OWNER. UNIT CORE FILL PER MANUFACTURER’S REQUIREMENTS.

- GRAVEL, BORROW EMBANKMENT AND MODULAR BLOCK WALL BACKFILL FOR STRUCTURAL EARTH WALLS (APPROX STA 22+26 TO 22+69) WITHIN THE REINFORCEMENT ZONE SHALL BE "GRAVEL, BORROW FOR STRUCTURAL EARTH WALL."
- WALL DRAIN AND DRAIN ROCK PER MANUFACTURER’S RECOMMENDATIONS, DRAIN TO DAYLIGHT.
- UNSUITABLE FOUNDATION EXCAVATION (IF REQUIRED), LIMITS AS DIRECTED BY THE CONTRACTOR, ARTICULATE 2' DEPTH ON AVERAGE, BACKFILL, WITH GRAVEL, BORROW

MODULAR BLOCK FILL WALL DETAIL
- 6" THICK CEMENT CONCRETE FOUNDATION PAD EXTEND 6" BEYOND FACE AND BACK OF BASE BLOCK, COMPACT TO SIDE WALL DRY DENSITY
- TOP BACK OF WALL CHAIN LINK FENCE SURFACE MOUNT DETAIL
- CEMENT CONCRETE SHOULDER PER DETAIL 2, SHEET 36
- TOP BACK OF CONCRETE SHOULDER
- RINNED WALL CAP TO 12" MIN AT FENCE POST LOCATIONS

TYPICAL DETAILS

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

KPG PROJECT NO. MAP SHEET 30 OF 53
WALL 5
STA 0+00 TO STA 1+60

TOP OF CONCRETE
CAP/SHOULDER AND FINISH GRADE

BOTTOM OF CONCRETE
CAP AND TOP OF WALL

FACE OF WALL 5 ALIGNMENT

APPROXIMATE BOTTOM
OF EXCAVATION

SCALE IN FEET

0 5 10 15 20 25

NO. DATE BY APPR. REVISIONS

APPROVED BY

BID DOCUMENT
12/12/19

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

PLAN AND PROFILE
WALL 5

1/10 FT. = 1'-0"

WILLIAMSON & ASSOCIATES

18097 THAVENUE
SUITE 1100
SEATTLE, WA 98101
(206) 625-3777
FAX: (206) 625-1851

PROFILE

HOR: 1"=10'
VER: 1"=5'

SCALE IN FEET
0 5 10 15 20 25

NO. DATE BY APPR. REVISIONS

Approved By

BID DOCUMENT
12/12/19
GENERAL STRUCTURAL NOTES

DESIGN OBJECTIVE
APPLICABLE BUILDING NOTES AND CODES
INTERNATIONAL BUILDING CODE, BC 2015 EDITION WITH STATE OF WASHINGTON AMENDMENTS,
EXCEPT WHERE OTHER CODES ARE MORE RESTRICTIVE.

SOLDIER PILES
PER GEO-TECHNICAL REPORT PREPARED BY GEODESIGN, DATED 11-24-2018
WORK SHALL COMPLY WITH WSDOT STANDARD SPECIFICATIONS 8-16, UNLESS OTHERWISE NOTED IN THE DRAWINGS.

COATING:
ALL PILES SHALL BE HOT-DIP GALVANIZED OR PAINTED WITH ONE COAT OF SHELL APPLIED
HORSESHOE ZINC-IRON PRIMER AS INDICATED ON THE PLANS.

LAGGING:
PRESSURE TREATED, DOUGLAS FIR - LARCH GRADE 2 OR BETTER, PER WSDOT STANDARD
GRAVITY WALLS: STANDARD 21" DEEP STRAIGHT FACE BLOCKS (KEYSTONE OR APPROVED EQUAL)
SUBMIT CALCULATION AND SHOP DRAWING.

CONCRETE:
ALL EPLAIN, FABRICATION AND ERECTION OF REINFORCED CONCRETE STRUCTURES SHALL COMPLY WITH
AASHTO LC-13, 2008 EDITION. CONCRETE CONSTRUCTION SHALL CONFORM TO AASHTO RC-18 BUILDING CODE, LATEST EDITION.
DESIGN STRENGTH
CAST-IN-PLACE CONCRETE, UNLESS OTHERWISE NOTED
fck = 4000 psi at 28 DAYS
REINFORCING STEEL SHALL BE IN ACCORDANCE WITH ASTM A615, GRADE 60.
SUBMIT CONCRETE MIX DESIGN AND REINFORCING BAR SHOP DRAWING.

STEEL:
ALL STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING ASTM DESIGNATIONS UNLESS NOTED OTHERWISE
ON THE DRAWINGS. SUBMIT SHOP DRAWINGS.

WIDE FLANGE SHAPES
ASTM A929 OR ASTM A992, GRADE 50
ANGLES, PLATES AND BARS
ASTM A36, UNLESS OTHERWISE NOTED
SUBMIT SHOP DRAWING AND MILL TEST DATA.

SPECIAL INSPECTION
THE FOLLOWING ITEMS REQUIRE SPECIAL INSPECTION PER BC SECTION 170A:
SOLDIER PILES, SPECIAL COATING,
+ FOUNDATION EXCAVATIONS,
+ BACKFILL BEHIND STRUCTURAL WALLS
+ SHABBY EXCAVATION

MISCELLANEOUS
SUBMIT ALL REQUIRED SHOP DRAWINGS AND RECEIVE THEIR SATISFACTORY REVIEW FROM THE
ENGINEER PRIOR TO FABRICATION
COORDINATE AND VERIFY ALL DIMENSIONS WITH GENERAL AND CIVIL DRAWINGS AND CONDITIONS
AT THE PROJECT SITE PRIOR TO STARTING WORK AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY
DISCREPANCIES.

SUBMIT TEMPORARY ERECTED EXCAVATION AND SHOULDERING AS REQUIRED FOR STABILITY OF THE
STRUCTURE AND ADJACENT STRUCTURES, DURING ALL PHASES OF CONSTRUCTION REFER TO
WSDOT STANDARD SPECIFICATIONS FOR INFORMATION NOT CONTAINED IN THESE GENERAL NOTES.

SCHEDULED DATES
ENGINEERING MANAGER DATE: 12/12/19
DESIGNER DATE: 12/12/19
CONSTRUCTION MANAGER DATE: 12/12/19
CONTRACTOR DATE: 12/12/19

ABBREVIATIONS
\begin{tabular}{ | c | c | c | c |}
\hline
\textbf{ABBR} & \textbf{DESCRIPTION} & \textbf{A.B.} & \textbf{A.B.} \\
\hline
AB & ABBREVIATION & LB & LBS. \\
AP & APPROXIMATE & MIN. & MAX. \\
MBT & BOTTOM & MIN. & WHT. \\
CL & CENTER LINE & FT & FT. \\
CS & CLEAR & PSP & POUNDS PER SQ FT \\
CONC & CONCRETE & SQUARE FT & SQUARE FT. \\
CON & CONTINUOUS & POUNDS PER SQ IN & POUNDS PER SQ IN. \\
DA & DIAMETER & B & B. \\
D & DRAWING & REQUIRED & REQUIRED. \\
EA & EACH & SIM. & SIMILAR. \\
EF & EACH FACE & SPF. & SPAACING. \\
EL & ELEVATION & SS ST. & STAINLESS STEEL. \\
ES & EACH SIDE & STD. & STANDARD. \\
EM & EACH WAY & T.B. & TOP AND BOTTOM. \\
FW & FOUNDATION & T.C. & TOP OF CONCRETE. \\
FT & FEET OR FOOT & T.O. & TOP OF TERRAINT. \\
F & FOUNDING & T.T. & TOP OF TILL. \\
K & KIPS PER SQ IN & WHT. & WHT. \\
KSF & KIPS PER SQ FT & WHT. & WHT. \\

NOTES:
1. DRAWING APPLIES TO DRILLED SOLIDER PILE WALL WITH TIMBER LAGGING, DESIGNED AS A CANTILEVERED WALL.
2. ALL PRESSURES EXRESSED AS AN EQUIVALENT FLUID UNIT WEIGHT.
3. ACTIVE EARTH AND SURCHARGE PRESSURES ACT OVER THE PILE SPACING WITHIN RETAINED WALL HEIGHT
4. PASSIVE EARTH PRESSURE ACTS OVER 3 TIMES SHAFT DIAMETER OR PIPE SPACING, WHICHEVER IS LESSER
5. SLOPE OF ACTIVE PRESSURE
6. CANTILEVER SOLIDER PILE PRESSURE DIAGRAM

GENERAL STRUCTURAL NOTES, SOIL PRESSURE DIAGRAM & ABBREVIATIONS
KPG PROJECT NO. 11732
BID DOCUMENT
12/10/19
CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

5-4
### PILE SCHEDULE

#### WALL 3A

<table>
<thead>
<tr>
<th>PILE NO</th>
<th>PILE SIZE</th>
<th>STA</th>
<th>OFFSET</th>
<th>TOS EL (F')</th>
<th>TOP OF SHAFT EL (F')</th>
<th>BOTTOM OF COATING MIN LF (FROM TOS)</th>
<th>MIN EMBED (F')</th>
<th>APPROX SHAFT LENGTH (F')</th>
<th>APPROX WIDE FLANGE LENGTH (F')</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>P3-1</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-2</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-3</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-4</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-5</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-6</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-7</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-8</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-9</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-10</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### WALL 3C

<table>
<thead>
<tr>
<th>PILE NO</th>
<th>PILE SIZE</th>
<th>STA</th>
<th>OFFSET</th>
<th>TOS EL (F')</th>
<th>TOP OF SHAFT EL (F')</th>
<th>BOTTOM OF COATING MIN LF (FROM TOS)</th>
<th>MIN EMBED (F')</th>
<th>APPROX SHAFT LENGTH (F')</th>
<th>APPROX WIDE FLANGE LENGTH (F')</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>P3-1</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-2</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-3</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-4</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-5</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-6</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-7</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-8</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-9</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3-10</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PILE SCHEDULE (CONTINUED)

#### WALL 4

<table>
<thead>
<tr>
<th>PILE NO</th>
<th>PILE SIZE</th>
<th>STA</th>
<th>OFFSET</th>
<th>TOS EL (F')</th>
<th>TOP OF SHAFT EL (F')</th>
<th>BOTTOM OF COATING MIN LF (FROM TOS)</th>
<th>MIN EMBED (F')</th>
<th>APPROX SHAFT LENGTH (F')</th>
<th>APPROX WIDE FLANGE LENGTH (F')</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4-1</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P4-2</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P4-3</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P4-4</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P4-5</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P4-6</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P4-7</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### WALL 5

<table>
<thead>
<tr>
<th>PILE NO</th>
<th>PILE SIZE</th>
<th>STA</th>
<th>OFFSET</th>
<th>TOS EL (F')</th>
<th>TOP OF SHAFT EL (F')</th>
<th>BOTTOM OF COATING MIN LF (FROM TOS)</th>
<th>MIN EMBED (F')</th>
<th>APPROX SHAFT LENGTH (F')</th>
<th>APPROX WIDE FLANGE LENGTH (F')</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>P5-1</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-2</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-3</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-4</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-5</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-6</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-7</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-8</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-9</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5-10</td>
<td>W16x40</td>
<td>34+00.00</td>
<td>38.00</td>
<td>78.42</td>
<td>8.50</td>
<td>10.03</td>
<td>11.25</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PILE ID

- **PILE SCHEDULE**
- **PILE SCHEDULE (CONTINUED)**
- **BID DOCUMENT 12/19/19**
- **CITY OF KIRKLAND**
- **SOLDIER PILE WALL SCHEDULE**
- **KPC PROJECT NO. 17100**
- **4TH CS OF 53**

**NO.** | **DATE** | **APPROVED**
---|---|---
**NO.** | **DATE** | **APPROVED**
---|---|---

- **PROJECT MANAGER:**
- **PROJECT ENGINEER:**
- **CONTRACTOR:**
CRUSHED SURFACING

TOP COURSE

GRAVEL BORROW FOR EMBANKMENT AND WALL BACKFILL

STEEL PILE

DRILLED SHAFT SEE NOTE 1

LAGGING

NOTE: 1. PRESERVE AND PROTECT EXISTING MOSSY WALL

GRAVEL BORROW FOR EMBANKMENT AND WALL BACKFILL

DRILLED SHAFT, SEE NOTE 1

LAGGING

ALUMINUM PL 1/2X6X0" SPACER OR CEDAR SHIM, 2 MIN PER BAY

REMOVE CONCRETE FOR LAGGING PLACEMENT

CONCRETE CAP

3#5 DOWEL ES EMBED 4" INTO GRAVITY MODULAR BLOCK

FIBERGLASS PIN

CAP AT MODULAR BLOCK

BROOM FINISH TOP, CLASS 1 FLUSH FACE

#4 CAP TIE BENDS

CAP AT SOLDIER PILE

CONCRETE CAP

PARTIAL ELEVATION

WALL 3A

SCALE: 1/8" = 1'-0"

WALL 3C

SCALE: 1/8" = 1'-0"

WALL 4

SCALE: 1/8" = 1'-0"

WALL 5

SCALE: 1/8" = 1'-0"

REMOVING WALL PARTIAL ELEVATION

SCALE: 8'-0" = 1'-0"

CONCRETE CAP PARTIAL SECTION

SCALE: 8'-0" = 1'-0"

CAP AT MODULAR BLOCK DETAIL

SCALE: 1/8" = 1'-0"

BID DOCUMENT

CITY OF KIRKLAND

CKC TO RCC REGIONAL CONNECTOR

WILLOWS RD NE

TYPICAL SECTIONS AND DETAILS
NOTES:

1. MINIMIZE CUTTING AND LAGGING AS MUCH AS POSSIBLE. ALL CUTS, HOLES AND ABRASIONS IN TREATED TIMBER LAGGING SHALL BE FILLED TREATED WITH PRESERVATIVES COMPATIBLE WITH THE ORIGINAL PRESERVATIVE TREATMENT.
CONSTRUCTION NOTES

1. EXISTING SIGNAL POLES TO REMAIN, PROTECT POLE AND ALL ASSOCIATED EQUIPMENT DURING CONSTRUCTION. SEE SPECIAL PROVIDENCE.

2. EXISTING SIGNAL POLE AND LUMINARIES TO REMAIN, RELOCATE EXISTING SIGNAL POLE STYLE PUSH BUTTONS TO NEW PPB SIGNAL POLES. INSTALL TRANSPORT AERIAL ACCESS SUPPORT SYSTEM FOR THE POLE. REFLECTIVE BANDS AROUND POLE AT 1'-6" ABOVE FINISHED SIDEWALK GRADE. INSTALL BRIEFCASE TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.35, AND INSTALL TRANSPORT AERIAL ACCESS SUPPORT SYSTEM FOR THE POLE. COMPLETE PUSH BUTTON CONTROL FACE SHALL BE INSTALLED PARALLEL TO THE CROSSWALK SERVED. ORIENTATION AND LOCATION OF THE POLE FOUNDATION AND NEW PPB POLE. COMPLETE WIRING PER THE WIRE NOTES. THIS SHEET. INSTALL 21N WIDE REFLECTIVE BANDS AROUND POLE AT 1'-6" ABOVE FINISHED SIDEWALK GRADE. SEE SPECIAL PROVIDENCES.

3. LOCATION OF EXISTING ELECTRICAL SERVICE CABINET, INSTALL NEW PUSH BUTTON INTO EXISTING BREAKER PANEL. INSTALL WIRE SIZE SHALL MATCH THE LARGEST CONDUCTOR SHOWN. WIRE SIZE SHALL MATCH THE LARGEST CONDUCTOR SHOWN. INSTALL LOW PRESSURE WATER MAIN TO CONTROLLER SHALL BE PER THE LA TEST ADA GUIDELINES AND HAVE S I GRIP RESISTANT LIDS AND METAL FRAMES. INSTALL WIRE SIZE SHALL MATCH THE LARGEST CONDUCTOR SHOWN. WIRE SIZE SHALL MATCH THE LARGEST CONDUCTOR SHOWN.

GENERAL NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, LATEST AMENDMENTS TO THE STANDARD SPECIFICATIONS, CITI OF KIRKLAND STANDARDS AND THESE PLANS.

2. THE LOCATION OF ALL CONDUIT AND LUMINARIES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY AND FINAL LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL NEW POLE FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ERECTION.

3. NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (8X), EXCEPT ALL EXPOSED CONDUIT SHALL BE REMOVED. BACKFILL AND ABANDON ALL EXISTING UNUSED CONDUIT, REMOVE UNUSED WIRING. INSTALL 2IN WIDE HIGH INTENSITY REFLECTIVE BANDS AROUND POLE AT 1'-6" AND 2'-0" ABOVE GRADE (OR REMOVE COMPLETELY) AND BACKFILL AND REMOVE COMPLETELY) AND BACKFILL AND ABANDON ALL EXISTING UNUSED CONDUIT, REMOVE UNUSED WIRING. INSTALL 2IN WIDE HIGH INTENSITY REFLECTIVE BANDS AROUND POLE AT 1'-6" AND 2'-0" ABOVE GRADE (OR REMOVE COMPLETELY) AND BACKFILL AND ABANDON ALL EXISTING UNUSED HOLES PER DETAILS, SHEET 43. INSTALL LOW PRESSURE WATER MAIN TO CONTROLLER SHALL BE PER THE LA TEST ADA GUIDELINES AND HAVE SLIP RESISTANT LIDS AND METAL FRAMES. INSTALL LOW PRESSURE WATER MAIN TO CONTROLLER SHALL BE PER THE LA TEST ADA GUIDELINES AND HAVE SLIP RESISTANT LIDS AND METAL FRAMES. INSTALL LOW PRESSURE WATER MAIN TO CONTROLLER SHALL BE PER THE LA TEST ADA GUIDELINES AND HAVE SLIP RESISTANT LIDS AND METAL FRAMES. INSTALL LOW PRESSURE WATER MAIN TO CONTROLLER SHALL BE PER THE LA TEST ADA GUIDELINES AND HAVE SLIP RESISTANT LIDS AND METAL FRAMES.

4. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

5. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

6. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

7. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

8. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

9. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

10. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

11. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

12. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

13. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.

14. CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.
GENERAL NOTES
1. All work shall be completed in accordance with WSDOT/OPA standard plans, standards specifications, latest amendments to the standards specifications, city of Kirkland standards and these plans.
2. The location of all conduit and luminaires shown on this plan are for graphic representation only. Final location shall be determined by the engineer in the field. All new pole locations shall be approved by the engineer prior to excavation.
3. Number of conduit bends between pull points shall not be more than the equivalent of four quarter bends (90 degrees total). If number of bends exceeds 360 degrees, the contractor shall install additional junction boxes as required.
4. Utility location (SA-4-A-005) prior to construction shall be the responsibility of the contractor. Conduits shall be brought to the attention of the engineer for resolution.
5. All anchors installed in sidewalks should be lockable and have slip resistant legs and metal frames.
6. Contractor shall contact engineer to coordinate all work on city-owned systems.
7. Existing or higher illumination levels shall be maintained by using existing or temporary illumination until the new system is operational. The contractor is also responsible for maintaining a clearance zone of 15' around existing aerial power lines during construction. Coordinate work with the power company.
8. Contractor shall coordinate with PSE pole services representative lane maker at (425) 462-3624.
9. For illumination one line diagram, see sheet 43.
10. For treatment of existing utilities, see site preparation & tee plans sheets 7-9.
11. For conduit trench construction see special provisions section 9-20.03.

WIRE NOTES
1. All PVC conduit containing conductors shall contain ground wire (Tape showing). Wire size shall match the largest conductor (AWG or ACSR) and/or as otherwise noted in the wire notes. Conductors that do not contain electrical conductors shall include a detectable pull tape and shall be labeled "City of Kirkland".
2. All conduit shall be rigid PVC SCH 80.

CONSTRUCTION NOTES
1. Following activation of new illumination system remote existing luminaire, luminaire pole, luminaire arm and all associated equipment. Grub screw existing foundation 3 feet below grade (or remove completely and backfill) and compact sides for special provisions, coordinate work with city transportation maintenance and operations department representative, salvage for special provisions.
2. Construct luminaire pole foundation type "A" per WSDOT TLC-28.30, furnish and install roadway luminaire pole, luminaire arm, and all associated equipment. For retrofitting per WSDOT TLC-28.40 (type B, 1/2 sheet arm), J-28.32, J-28.42, and J-28.70, furnish and install one wrap around luminaire pole of 6" wide white reflective tape at 2'-0" and 5'-0" above pole base plate. See special provisions.
3. Remove existing junction box and associated conduit and unused wiring. Cap and abandon all existing unused conduit, except all exposed conduit shall be removed, backfill and compact for special provisions.

LUMINAIRE SCHEDULE

<table>
<thead>
<tr>
<th>LUMINAIRE</th>
<th>STATION</th>
<th>OFFSET</th>
<th>LUMINAIRE TYPE</th>
<th>LUMINAIRE ARM</th>
<th>MOUNTING HEIGHT</th>
<th>BASE</th>
<th>CIRCUIT</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>WILLOWS RD 241+63.2</td>
<td>12.8' HT</td>
<td>400W, TYPE R, 52-120-02, 240V</td>
<td>6'</td>
<td>30</td>
<td>BREAKAWAY</td>
<td>CW</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>WILLOWS RD 254+16.0</td>
<td>12.8' HT</td>
<td>400W, TYPE R, 52-120-02, 240V</td>
<td>6'</td>
<td>30</td>
<td>BREAKAWAY</td>
<td>CW</td>
<td></td>
</tr>
</tbody>
</table>

LEGEND
- = CONDUIT
- = WIRE NOTE
- = CONSTRUCTION NOTE
- = SIGNAL NOTE
GENERAL NOTES
1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH WSDOT/APWA STANDARDS, STANDARDS SPECIFICATIONS, LATEST AMENDMENTS TO THE STANDARD SPECIFICATIONS, CITY OF KIRKLAND STANDARDS AND THESE PLANS.
2. THE LOCATION OF ALL CONDUIT AND LUMINARIES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY AND FINAL LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL NEW POLE FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO DETACTION.
3. NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (DEGREES TOTAL). IF NUMBER OF BENDS EXCEEDS 360 DEGREES, THE CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES, AS REQUIRED.
4. UTILITY LOCATION (364-A-D) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
5. ALL JUNCTION BOXES INSTALLED IN SIDWALKS SHALL BE LOCKABLE AND HAVE SLIP RESISTANT LIDS AND METAL FRAME.
6. CONTRACTOR SHALL CONTACT ENGINEER TO COORDINATE ALL WORK ON CITY-OWNED SYSTEMS.
7. EXISTING OR HIGHER ILLUMINATION LEVELS SHALL BE MAINTAINED BY USING EXISTING OR TEMPORARY ILLUMINATION UNTIL THE NEW SYSTEM IS OPERATIONAL. THE CONTRACTOR IS ALSO RESPONSIBLE FOR MAINTAINING A CLEARANCE ZONE OF 25' AROUND EXISTING AERIAL POWER LINES DURING CONSTRUCTION. COORDINATE WORK WITH THE POWER COMPANY.
8. CONTRACTOR SHALL COORDINATE WITH PSE POLE SERVICES REPRESENTATIVE LANE MAKER AT COORD-306.
9. FOR ILLUMINATION ONE LINE DIAGRAM SEE SHEET 43.
10. FOR TREATMENT OF EXISTING UTILITIES, SEE SITE PREPARATION & TCO PLAN SHEETS 1-6.
11. FOR CONDUIT TRENCH CONSTRUCTION SEE SPECIAL PROVISIONS SECTION 8-23.0.0.

CONSTRUCTION NOTES
1. CONSTRUCT LUMINARE POLE FOUNDATION (TYPE B) PER WSDOT STANDARDS. FOUNDATION SHALL BE FULLY DETAILED AND INSTALL. ROADWAY LUMINARE POLE, LUMINARE ARM, AND ALL ASSOCIATED EQUIPMENT/CONDUCT/MARKING PER WSDOT STANDARDS.
2. PERMANDENT TYPE JK PLANT, 28-32 G, 28-40 G, 28-40 L, AND 28-70 L, FURNISH, AND INSTALL ONE WRAP AROUND LUMINARE POLE OF #3 ALL WHITE REFLECTIVE TAPE AT 2'-0" AND 5'-0" ABOVE POLE BASE PLATE. SEE SPECIAL PROVISIONS 1-25.0.0.0.
3. EXISTING LUMINARE TO BE REMOVED FROM PSE POLE BY CONTRACTOR. COORDINATE WORK WITH PSE POLE SERVICES REPRESENTATIVE.

LUMINARE SCHEDULE

<table>
<thead>
<tr>
<th>Luminaire #</th>
<th>Station</th>
<th>Offset</th>
<th>Luminaire Type</th>
<th>Luminaire Arm</th>
<th>Mounting Height</th>
<th>Base</th>
<th>Circuit #</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>WILLows</td>
<td>34-0</td>
<td>12L 9600K, TYPE IN</td>
<td>96-00-02, 240V</td>
<td>6&quot;</td>
<td>30</td>
<td>BREAKAWAY</td>
<td>EX</td>
</tr>
<tr>
<td>2</td>
<td>WILLows</td>
<td>55-7</td>
<td>12L 9600K, TYPE IN</td>
<td>96-00-02, 240V</td>
<td>6&quot;</td>
<td>30</td>
<td>BREAKAWAY</td>
<td>EX</td>
</tr>
<tr>
<td>3</td>
<td>WILLows</td>
<td>76-4</td>
<td>12L 9600K, TYPE IN</td>
<td>96-00-02, 240V</td>
<td>6&quot;</td>
<td>30</td>
<td>BREAKAWAY</td>
<td>EX</td>
</tr>
</tbody>
</table>

WIRE NOTES

<table>
<thead>
<tr>
<th>BACKWIRE/ CONNECTOR SIZE</th>
<th>CONDUCTORS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2&quot; (PRU)</td>
<td>SPARE</td>
</tr>
<tr>
<td>2</td>
<td>2- (PRU)</td>
<td>SPARE</td>
</tr>
<tr>
<td>3</td>
<td>1- (PRU)</td>
<td>REMOVE EX EX-WIRING</td>
</tr>
<tr>
<td>4</td>
<td>1- (PRU)</td>
<td>REMOVE EX PUSH BUTTON WIRING</td>
</tr>
</tbody>
</table>

NOTES
1. ALL PVC CONDUIT CONTAINING CONDUCTORS SHALL CONTAIN GROUND WIRE INSTALLED SHOWING WIRE SIZE SHALL MATCH THE LONGEST CONDUCTOR (IN AND OR OR AS OTHERWISE NOTED IN THE WIRE NOTES). CONDUCTORS THAT DO NOT CONTAIN ELECTRICAL CONDUCTORS SHALL INCLUDE A DETECTABLE PULL TAPE AND SHALL BE LABELED "TYPE OF CONDUIT".
2. ALL CONDUIT SHALL BE RIGID PVC SCH 80.

LEGEND

- Site
- Site
- Existing
- New
- Description
- ILLUMINATION & SIGNALIZATION PLAN WILLows RD NE STA 27+25 TO STA 31+25
**GENERAL NOTES**

1. All work shall be completed in accordance with WSDOT/APWA standard plans, standard specifications, latest amendments to the standard specifications, City of Kirkland standards and these plans.

2. The location of all conduit and luminaires shown on this plan are for graphic representation only and final location shall be determined by the engineer in the field. All new pole foundation locations shall be approved by the engineer prior to excavation.

3. Number of conduit bends between pull points shall not be more than the equivalent of four quarter bends (25 degrees total). If number of bends exceeds 30 degrees, the contractor shall install additional junction boxes as required.

4. Utility location (SG-4-020) prior to construction shall be brought to the attention of the engineer for resolution.

5. All conduit boxes installed in walks shall be lockable and have slip resistantSexy and metal frames.

6. Contractor shall contact engineer to coordinate all work on City-owned systems.

7. Existing or higher illumination levels shall be maintained by using existing or temporary illumination until the new system is operational. The contractor is also responsible for maintaining a clearance zone of 25' around existing arterial power lines during construction. Coordinate work with the power company.

8. Contractor shall coordinate with PSE pole services representative lane maker at Cosmopolis 3-024.

9. For illumination one line diagonal see sheet 43.

10. For treatment of existing utilities, see Site Preparation Provision 8-20.3.

11. For conduit trench construction see special provisions section 8-20.3(c).

**LEGEND**

- **0** ROADWAY (CORBA STYLE) LUMINAIRE
- **00** TYPE 0 SIGNAL POLE WITH CORBA HEAD AND MAST ARM
- **0** PREPPED SIGNAL POLE
- **0** ELECTRICAL SERVICE CABINET
- **0** TRAFFIC CONTROLLER CABINET
- **0** JUNCTION BOX TYPE 1 & 2
- **0** CONDUIT
- **0** WIRE NOTE
- **0** CONSTRUCTION NOTE
- **0** SIGNAL NOTE

**WIRE NOTES**

- **1** BACKWIRE / CONDUCTOR
- **2** CONDUCTORS
- **3** COMMENTS

1. All PVC conduit containing conductors shall contain ground wire (duct sheathing). Wire size shall match the largest conductor (AWG) and/or as otherwise noted in the wire notes. Conductors that do not contain electrical conductors shall include a detectable pull tape and shall be labeled TOTY of available.

2. All conduit shall be RIGID PVC SCH 80.

**CONSTRUCTION NOTES**

- **1** CONSTRUCT LUMINAIRE POLE FOUNDATION (TYPE B) PER WSDOT Std.
- **2** PLAN 0-20.9, INSTALL AND TEST LUMINAIRE POLE LUMINAIRE ARM, AND ALL ASSOCIATED EQUIPMENT/CONDUIT/WIRING PER WSDOT STD PLAN 0-20.10 TYPE B SHEET MAST ARM, 0-20.24, 0-20.30, 0-20.40, AND 0-20.70, AND INSTALL ONE WRAP AROUND LUMINAIRE POLE OF 6" X 2"-Rolled White Reflective Tape at 2'-0" and 5'-0" Above Base Plate. See Special Provisions.

**WIRE SCHEDULE**

<table>
<thead>
<tr>
<th>LUMINAIRE #</th>
<th>STATION</th>
<th>OFFSET</th>
<th>LUMINAIRE TYPE</th>
<th>LUMINAIRE ARM</th>
<th>MOUNTING HEIGHT</th>
<th>BASE</th>
<th>CIRCUIT #</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>WILLOWS RD 32+20.3</td>
<td>6.5 ft</td>
<td>BRK 400K, TYPE B, 2D-02-02, 240V</td>
<td>6'</td>
<td>30'</td>
<td>BREAKAWAY</td>
<td>EX</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>WILLOWS RD 34+21.4</td>
<td>6.5 ft</td>
<td>BRK 400K, TYPE B, 2D-02-02, 240V</td>
<td>6'</td>
<td>30'</td>
<td>BREAKAWAY</td>
<td>EX</td>
<td></td>
</tr>
</tbody>
</table>
GENERAL NOTES

1. All work shall be completed in accordance with WSDOT/AAPA standard plans, standard specifications, latest amendments to the standard specifications, city of Kirkland standards and these plans.

2. The location of all conduit and luminaire shown on this plan are for graphic representation only and final location shall be determined by the engineer in the field. All new pole foundation locations shall be approved by the engineer prior to construction.

3. Number of conduit bends between pull points shall not be more than the equivalent of four quarter bends (90-degrees total). If number of bends exceeds 90-degrees, the contractor shall install additional junction boxes, as required.

4. Utility location (DNR–A–025) prior to construction shall be the responsibility of the contractor. Conduits shall be brought to the attention of the Engineer for resolution.

5. All conduit boxes installed in luminaire shall be lockable and have surge resistant lids and metal frames.

6. Contractor shall contact engineer to coordinate all work on City-owned systems.

7. Existing or higher illumination levels shall be maintained by using existing or temporary illumination until the new system is operational. The contractor is also responsible for maintaining a clearance zone of 10' around existing arterial power poles during construction. Coordinate work with the power company.

8. Contractor shall coordinate with PSE pole services representative lane maker at 253-472-3624.

9. For illumination one line diagram see sheet 43.

10. For treatment of existing utilities, see site preparation & utility plan sheets 4–6.

11. For conduit trench construction see special provisions section 9–22.0(D).

LEGEND

CASTING | NEW | DESCRIPTION
--- | --- | ---
0-48 | | Roadway (Cobra Style) Luminaires
0-120 | | Type S signal pole with Cobra head and mast arm
= | | Type PP signal pole
| | Electrical Service Cabinet
| | Traffic Controller Cabinet
| | Junction Box Type 1 & 2

BID DOCUMENT
01/02/20

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

ILLUMINATION & SIGNALIZATION PLAN
WILLOWS RD NE
STA 36+25 TO STA 39+70

KPG PROJECT NO.

INTERDISCIPLINARY DESIGN
TACOMA, WA

360.435.6260
www.kpg.com
HOLE REPAIR PROCEDURE - BOLT HOLE SIZE 1/2 INCH DIAMETER OR LESS

1. Apply silicone caulk to threads of SS bolt with shank.
2. Tighten SS bolt until shank is tight against standard.
3. Cut off SS bolt even with standard.
4. File SS bolt to match contour of standard.
5. Treat SS bolt and surrounding pole with galvanizing repair paint meeting the requirement of standard specification 9-08.1(2).
6. Apply two coats. Paint shall be dry before applying second coat.

1. Apply silicone caulk to threads of hot-dipped galvanized hex socket pipe plug.
2. Tighten plug until flush with standard.
3. Fill hex socket with paintable silicone caulk.
4. Treat pipe and surrounding pole with galvanizing repair paint meeting the requirement of standard specification 9-08.1(2).
5. Apply two coats. Paint shall be dry before applying second coat.
CONSTRUCTION NOTES

ROADWAY PLANTER AREA: INSTALL 12" TOPSOIL TYPE A AS OUTLINED IN THE SPECIAL PROVISIONS AND TYPED WITH 3" BARK OR WOODCHIP Mulch TYPE.

BICYCLE-PED RESTORATION AREA: SEE RESTORATION TABLE.

SEG. SHOULDERS: SEE TYPICAL SECTIONS SHEET 4.

---

NEW INVESTMENTS, LLC
12413 WILLOWS RD NE
2726059003

KING COUNTY PARKS
N/A
2726059147

MEY SAVER
TOTEM LK ASS
30712 141ST AVE NE
726059069

KPG IT\d3.\d1g
11'\nterio\d plann\d

---

PLAN SCALE IN FEET

0 10 20 30 40 50 60

---

PLANT SYMBOL

PLANT QUANTITY

---

SEE SHEET 47 FOR LANDSCAPE SCHEDULE, DETAILS AND GENERAL NOTES
CONSTRUCTION NOTES

1. SWANRYD PLANTER AREA: INSTALL 12" TOPSOIL TYPE A AS OUTLINED IN THE SPECIAL PROVISIONS AND TYPED WITH 3" DANK OR WOOD CHIP MULCH, TYP.


3. COMP. SHALOER, SEE TYPICAL SECTIONS SHEET 4.

SEE SHEET 47 FOR LANDSCAPE SCHEDULE, DETAILS AND GENERAL NOTES.
CONSTRUCTION NOTES
- Bicyclists' Planned Area: Install 12" Topsoil Type A as outlined in the special provisions and topsoiled with 3" bark or wood chip mulch, Typ.
- Bike Path Restoration Area: See restoration table sheet 5.
- Ostom, Shoulder: See typical sections sheet 4.

PLANTER RESTORATION AREA: INSTALL 6" TOPSOIL TYPE A AND 3" BARK OR WOOD CHIP MULCH OVER SHOWN DOCUMENTED AREA.

PLANT SYMBOL

PLANT QUANTITY

SEE SHEET 47 FOR LANDSCAPE SCHEDULE, DETAILS AND GENERAL NOTES
### PLANT SCHEDULE

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>COMMON NAME</th>
<th>QTY</th>
<th>SIZE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CISTUS X CANESCENS / ROCKROSE</td>
<td>88</td>
<td>2 GAL. CONT.</td>
<td>FULL &amp; BURSY</td>
</tr>
<tr>
<td>2</td>
<td>COTONEASTER AMPULATUS / CRANBERRY COTONEASTER</td>
<td>148</td>
<td>2 GAL. CONT.</td>
<td>FULL &amp; BURSY</td>
</tr>
<tr>
<td>3</td>
<td>LAVANDULA STOECHAS &quot;SILVER ANOUK&quot; / SILVER ANOUK LAVENDER</td>
<td>142</td>
<td>1 GAL. CONT.</td>
<td>FULL &amp; BURSY</td>
</tr>
<tr>
<td>4</td>
<td>MAHONIA REPENS / LOW OREGON GRAPE</td>
<td>181</td>
<td>1 GAL. CONT.</td>
<td>FULL &amp; BURSY</td>
</tr>
<tr>
<td>5</td>
<td>MASSAELLA TONISUMA / MEXICAN FEATHER GRASS</td>
<td>340</td>
<td>1 GAL. CONT.</td>
<td>FULL &amp; BURSY</td>
</tr>
<tr>
<td>6</td>
<td>SEZISALIA AUTUMNALS/AUTUMN MOOR GRASS</td>
<td>1</td>
<td>1 GAL. CONT.</td>
<td>FULL &amp; BURSY</td>
</tr>
<tr>
<td>7</td>
<td>RUBUS PENTALOBUS &quot;EMERALD CARPET&quot; / EMERALD CARPET BRAMBLE</td>
<td>854</td>
<td>1 GAL. CONT.</td>
<td>18&quot; O.C. TRI. SP. TYP.</td>
</tr>
<tr>
<td>8</td>
<td>ALLAN &quot;MILLENNIUM&quot; / MILLENIUM ORNAMENTAL ONION</td>
<td>170</td>
<td>QUART CONT.</td>
<td>18&quot; O.C. TRI. SP. TYP.</td>
</tr>
</tbody>
</table>

**GENERAL NOTES**

1. All plant materials shall meet the American Standard for Nursery Stock, ANSI 260.1 Most Current Version.
2. Plant, maintain and warranty as per special provisions.
3. Do not substitute species without the approval of Engineer.
4. Property restoration to be done as directed by the Project Engineer.
5. All planted areas to receive 12" topsoil Type A and 3" bark or wood chip mulch, unless otherwise noted on the plans.
6. All disturbed areas not being planted or seeded shall receive 3" bark or wood chip mulch.
GENERAL NOTES
1. All existing striping, markings, and signs in conflict with the
   improvements shall be removed.
2. Contractor shall preserve and protect all signs not
   specifically called out for removal or relocation, unless
   directed otherwise.
3. All symbols shall be centered in lane.
4. All markings shall be 4" clear from crosswalks.
5. All signage and markings shall conform to the latest
   edition of the MUTCD.
6. All signs installed in proposed planters shall have
   minimum 8' vertical clearance from path.
7. All new and relocated signs shall be installed per C.O.K.
   STD Plan CK-R.43.

CONSTRUCTION NOTES
1. Painted double yellow centerline per C.O.K. STD Plan CK-R.21
2. Thermoplastic stop bar per C.O.K. STD Plan CK-R.28
3. Painted 8" white gore stripe per C.O.K. STD Plan CK-R.21
4. Thermoplastic traffic arrow per WSDOT STD Plan M-24.40
5. Thermoplastic crosswalk per C.O.K. STD Plan CK-R.28
6. Install flexible guide posts per detail 1, sheet 6
7. Painted white edge line per WSDOT STD Plan M-20.10
8. 4" yellow paint line

SIGN SCHEDULE

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>STATION</th>
<th>OFFSET</th>
<th>DESIGNATION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SI</td>
<td>21+34.5</td>
<td>16.4'</td>
<td>RT W10-5MOD, W13-1MOD</td>
<td>NEW</td>
</tr>
<tr>
<td>S2</td>
<td>22+25.3</td>
<td>13.0'</td>
<td>RT 42-1 25 MPH</td>
<td>NEW</td>
</tr>
</tbody>
</table>

LEGEND
- EXISTING SIGN
- PROPOSED SIGN
- SIGN SCHEDULE NOTE
- UNIVERSAL LUMINAIRE & JUNCTION BOX, SEE SHEETS 38-42
GENERAL NOTES

1. All existing stripings, markings, and signs in conflict with the improvements shall be removed.
2. Contractor shall preserve and protect all signs not specifically called out for removal or relocation, unless directed otherwise.
3. All symbols shall be centered in lane.
4. All markings shall be 4" clear from crosswalks.
5. All signage and markings shall conform to the latest edition of the MUTCD.
6. All signs installed in improved planter shall have minimum 6' vertical clearance from path.
7. All new and relocated signs shall be installed per C.O.K. STD Plan CR-4-25.

CONSTRUCTION NOTES

4. Thermoplastic traffic arrow per WSDOT STD Plan M-24.40.
6. Install flexible guide posts per Detail 1, Sheet 6.
7. Painted white edge line per WSDOT STD Plan M-23.10.
8. Yellow paint line.

SIGN SCHEDULE

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>STATION</th>
<th>OFFSET</th>
<th>DESIGNATION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>S3</td>
<td>28+16.5</td>
<td>26.8'</td>
<td>RT</td>
<td>1-1</td>
</tr>
<tr>
<td>S4</td>
<td>28+28.4</td>
<td>28.7'</td>
<td>PRIVATE</td>
<td>RELOCATE</td>
</tr>
<tr>
<td>S5</td>
<td>34+66.0</td>
<td>6.5'</td>
<td>W1-901L</td>
<td>10 MPH</td>
</tr>
</tbody>
</table>

LEGEND

EXISTING SIGN

PROPOSED SIGN

SIGN SCHEDULE NOTE

LEGEND

EXISTING SIGN

PROPOSED SIGN

SIGN SCHEDULE NOTE

LUMINAIRE & JUNCTION BOX, SEE SHEETS 38-42
GENERAL NOTES
1. All existing striping, markings, and signs in conflict with the improvements shall be removed.
2. Contractor shall preserve and protect all signs not specifically called out for removal or relocation, unless directed otherwise.
3. All symbols shall be centered in lane.
4. All markings and striping shall conform to the latest edition of the MUTCD.
5. All signs installed in proposed planter shall have minimum 8' vertical clearance from path.
6. All new and relocated signs shall be installed per C.O.K. STD PLAN CK-R.43.

CONSTRUCTION NOTES
- Painted double yellow centerline per C.O.K. STD PLAN CK-R.31
- Thermoplastic stop bar per C.O.K. STD PLAN CK-R.28
- Thermoplastic traffic arrow per WSDOT STD PLAN M-24.40
- Thermoplastic crosswalk per C.O.K. STD PLAN CK-R.32
- Install flexible guide posts per detail 1, sheet 6
- Painted white edge line per WSDOT STD PLAN M-20.10
- 4" yellow paint line

SIGN SCHEDULE

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>STATION</th>
<th>OFFSET</th>
<th>DESIGNATION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>S6</td>
<td>36+42.9</td>
<td>32.0' RT</td>
<td>PRIVATE</td>
<td>RELOCATE</td>
</tr>
<tr>
<td>S7</td>
<td>36+06.9</td>
<td>32.0' RT</td>
<td>RR-7</td>
<td>REMOVE</td>
</tr>
<tr>
<td>S8</td>
<td>37+26.8</td>
<td>23.0' RT</td>
<td>R1-1, R-9</td>
<td>RELOCATE</td>
</tr>
<tr>
<td>S9</td>
<td>36+50.0</td>
<td>13.0' RT</td>
<td>W0-10, W0-1</td>
<td>NEW</td>
</tr>
</tbody>
</table>

LEGEND
- EXISTING SIGN
- PROPOSED SIGN
- SIGN SCHEDULE NOTE

SECTION 42 LUMINAIRE & JUNCTION BOX, SEE SHEETS 38-42

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PLAN
WILLOWS RD NE
STA 36+25 TO STA 36+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

BID
DOCUMENT
01/03/20

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PLAN
WILLOWS RD NE
STA 36+25 TO STA 38+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PLAN
WILLOWS RD NE
STA 36+25 TO STA 38+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PLAN
WILLOWS RD NE
STA 36+25 TO STA 38+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PLAN
WILLOWS RD NE
STA 36+25 TO STA 38+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PLAN
WILLOWS RD NE
STA 36+25 TO STA 38+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PLAN
WILLOWS RD NE
STA 36+25 TO STA 38+70

CITY OF KIRKLAND
CKC TO RCC REGIONAL CONNECTOR
WILLOWS RD NE

CHANNELIZATION & SIGNING PL
Potholes

<table>
<thead>
<tr>
<th>Station</th>
<th>Offset</th>
<th>CG</th>
<th>Description</th>
<th>Top Util Depth (ft)</th>
<th>Bot Util Depth (ft)</th>
<th>Pavement Depth (in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>36+250.8</td>
<td>4.1' RT</td>
<td>City of Kirkland - Water 18&quot; D</td>
<td>2.02</td>
<td>3.32</td>
<td>10</td>
</tr>
<tr>
<td>29</td>
<td>36+305.5</td>
<td>6.1' RT</td>
<td>PVC - Power 4&quot; PVC</td>
<td>2.82</td>
<td>3.15</td>
<td>6</td>
</tr>
<tr>
<td>30</td>
<td>36+350.5</td>
<td>6.1' RT</td>
<td>Frontier - Cem (2) 4&quot; PVC</td>
<td>2.82</td>
<td>3.15</td>
<td>6</td>
</tr>
<tr>
<td>31</td>
<td>36+390.8</td>
<td>0.2' RT</td>
<td>Frontier - Cem 4&quot; PVC</td>
<td>3.83</td>
<td>3.83</td>
<td>8</td>
</tr>
<tr>
<td>32</td>
<td>36+396.6</td>
<td>12.3' RT</td>
<td>PVC - Gas</td>
<td>3.50</td>
<td>3.67</td>
<td>0</td>
</tr>
<tr>
<td>33</td>
<td>36+396.6</td>
<td>12.3' RT</td>
<td>Concast - Cem 6&quot; Link</td>
<td>5.33</td>
<td>NOT FOUND</td>
<td>0</td>
</tr>
<tr>
<td>34</td>
<td>36+395.9</td>
<td>9.7' RT</td>
<td>Frontier - Cem (3) 4&quot; PVC</td>
<td>2.67</td>
<td>3.83</td>
<td>8</td>
</tr>
<tr>
<td>35</td>
<td>36+395.9</td>
<td>9.7' RT</td>
<td>PVC - Power 4&quot; PVC</td>
<td>4.17</td>
<td>4.50</td>
<td>8</td>
</tr>
<tr>
<td>36</td>
<td>37+332.2</td>
<td>0.7' RT</td>
<td>City of Kirkland - Water</td>
<td>NOT FOUND</td>
<td>NOT FOUND</td>
<td>10</td>
</tr>
</tbody>
</table>

Existing Conditions & Pothole Plan

Willy's Rd NE

Station 35+25 to STA 38+70

Approved By:

City of Kirkland

CKC To RCC Regional Connector

Willy's Rd NE

01/03/20

KPG Project No. 17132

Plan 53 OF 53
### SURVEY NOTES
1. **The locations of existing underground utility systems, as shown herein, are taken from utility locate paint marks or as-built plans and are only approximations.**

   The contractor shall determine the exact location of all existing utilities before commencing work, and agree to be fully responsible for any and all damages which might be occasioned by the contractor’s failure to exactly locate and preserve any and all underground utilities. All locator services should be contacted prior to any construction or subsurface exploration. Call 1-800-424-5555.


3. Contour interval = 1 foot.

4. Storm and sewer connections have been drawn from center of lid to center of lid.

5. The locations and dimensions of underground vaults have not been verified and are approximate.

### HORIZONTAL DATUM
Washington State Plane Coordinate System, North Zone, NAD 83/11.

### VERTICAL DATUM
NAVD 88.

---

**CONTROL POINT LIST**

<table>
<thead>
<tr>
<th>PT</th>
<th>DESCRIPTION</th>
<th>NORTHING</th>
<th>EASTING</th>
<th>ELEVATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>SCRIBE 263328.20</td>
<td>1315306.86</td>
<td>174.84'</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>SPIKE 263315.44</td>
<td>1315363.03</td>
<td>58.72'</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>SPIKE 263371.07</td>
<td>1315006.77</td>
<td>104.58'</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>SPIKE 263300.82</td>
<td>1315326.03</td>
<td>77.65'</td>
<td></td>
</tr>
<tr>
<td>101</td>
<td>SPIKE 263272.71</td>
<td>1315418.26</td>
<td>65.40'</td>
<td></td>
</tr>
<tr>
<td>102</td>
<td>SPIKE 263416.09</td>
<td>1315306.08</td>
<td>117.37'</td>
<td></td>
</tr>
<tr>
<td>103</td>
<td>SPIKE 264079.63</td>
<td>1315363.33</td>
<td>129.69'</td>
<td></td>
</tr>
<tr>
<td>104</td>
<td>PK 263635.52</td>
<td>1315049.59</td>
<td>140.08'</td>
<td></td>
</tr>
<tr>
<td>105</td>
<td>SPIKE 263629.28</td>
<td>1314727.14</td>
<td>172.33'</td>
<td></td>
</tr>
<tr>
<td>105*</td>
<td>SPIKE 263371.11</td>
<td>1314096.67</td>
<td>174.41'</td>
<td></td>
</tr>
<tr>
<td>200</td>
<td>HT 263849.49</td>
<td>1315158.51</td>
<td>131.07'</td>
<td></td>
</tr>
<tr>
<td>300</td>
<td>PK 263156.61</td>
<td>1315315.57</td>
<td>60.82'</td>
<td></td>
</tr>
<tr>
<td>305</td>
<td>HT 263463.26</td>
<td>1315388.14</td>
<td>121.87'</td>
<td></td>
</tr>
<tr>
<td>306</td>
<td>SPIKE 262778.84</td>
<td>1315321.08</td>
<td>59.36'</td>
<td></td>
</tr>
<tr>
<td>307</td>
<td>PK 263002.45</td>
<td>1315377.57</td>
<td>80.17'</td>
<td></td>
</tr>
<tr>
<td>106</td>
<td>PK 263029.49</td>
<td>1315375.06</td>
<td>58.00'</td>
<td></td>
</tr>
</tbody>
</table>

*Not shown on this sheet*
## Point Table

<table>
<thead>
<tr>
<th>Station</th>
<th>Offset</th>
<th>Elevation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>STA 30+16.5, 21.0' RFT</td>
<td>25.5' R</td>
<td>5.50</td>
<td>Conc Shoulder</td>
</tr>
<tr>
<td>STA 30+21.5, 21.0' RFT</td>
<td>25.5' R</td>
<td>5.56</td>
<td>Conc Shoulder</td>
</tr>
<tr>
<td>STA 30+16.5, 22.0' R</td>
<td>5.50</td>
<td>Top Step</td>
<td></td>
</tr>
<tr>
<td>STA 30+21.5, 22.0' R</td>
<td>5.50</td>
<td>Top Step</td>
<td></td>
</tr>
<tr>
<td>STA 30+16.5, 31.0' R</td>
<td>65.12</td>
<td>Exit Landing</td>
<td></td>
</tr>
<tr>
<td>STA 30+21.5, 31.0' R</td>
<td>65.18</td>
<td>Exit Landing</td>
<td></td>
</tr>
</tbody>
</table>

**Plan**

- See Volume 1 Plans for Shoulder Details
- 10 Steps (5' Wide), Rise = 8', Run = 11'

**Section A-A**

- Establish Elevation for Concrete Steps with Gravel Surcharge
- Count Concrete Steps and Handrail Per Details 1, Sheet 10
- Remove Existing Rails and Post in Conflict with Improvements
- Existing Rails and Rails to Proposed Rail Post
- Flue Depth Saw Cut See Plan for Location, Bottom of Proposed Stair to Match Bottom of Existing Landing
- Compacted Subgrade
- Exchange Wet 1' Boehner into Existing Slope

---

**Stair Detail**

STA 30+15

**Description**

- Typical Details
- RID: A-12
- CITY OF KIRKLAND
- CKC TO RCC REGIONAL CONNECTOR
- WILLOWS RD NE

**Typical Details**

- BID DOCUMENT
- CITY OF KIRKLAND
- CKC TO RCC REGIONAL CONNECTOR
- WILLOWS RD NE

---

**KPG PROJECT No.** SIG 7 OF 11
### Point Table

<table>
<thead>
<tr>
<th>Station</th>
<th>Offset</th>
<th>Elev</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>31+76.0</td>
<td>21.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>2</td>
<td>31+76.0</td>
<td>25.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>3</td>
<td>31+80.0</td>
<td>21.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>4</td>
<td>31+80.0</td>
<td>25.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>5</td>
<td>31+84.0</td>
<td>21.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>6</td>
<td>31+84.0</td>
<td>25.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>7</td>
<td>31+84.0</td>
<td>30.3'</td>
<td>Landing</td>
</tr>
<tr>
<td>8</td>
<td>31+89.0</td>
<td>21.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>9</td>
<td>31+89.0</td>
<td>25.0'</td>
<td>Landing</td>
</tr>
<tr>
<td>10</td>
<td>31+89.0</td>
<td>30.3'</td>
<td>Landing</td>
</tr>
</tbody>
</table>

### Plan

- **Cement Concrete Steps and Handrail** per Detail 1, Sheet 10, except Surface Mount Posts (offset) at the top landing. Per Detail 2, Sheet 9.
- **Establish Embankment for Concrete Steps** with gravel, sodding for structural earthwall, excavate min. 1' benches into existing slope.

### Section A-A

- **Proposed Landing**
- **Masonry Block Wall** per Detail 1, Sheet 9
- **Concrete at Face of Wall**
- **E1 at Face of Wall**
- **E2 2' Offset from Face of Wall**

### Section D-C

- **Proposed Landing**
- **Existing Landing**
- **Cut Existing Rails and Mill to Proposed Rail Post**

### Stair Detail

- **Cement Concrete Steps and Handrail** per Detail 1, Sheet 10, except Surface Mount Posts (offset) at the top landing. Per Detail 2, Sheet 9.
**BLOCK WALL GENERAL NOTES**

1. Contractor shall protect excavating utilities while excavating for wall. This may require temporary silt fencing and shielding of the site.
2. Excavation shall be for manufacturer's recommendations.
3. Max pay dirt for block walls shall be top of wall to 12" max embedded.
4. Block wall shall be straight-faced 2" thick concrete standard blocks, with a color from manufacturer's standards. Color and finish shall be as approved by the owner. Unit core fill per manufacturer's requirements.

---

**MODULAR BLOCK FILL WALL AT STAIRS DETAIL**

**LANDING OVER MODULAR BLOCK DETAIL**
CONCRETE STEPS AND METAL HANDRAIL DETAILS:

1. Concrete: Cement concrete class 4000.
2. All steps: Same dimensions, within 3/8 in. max. difference.
3. Risers: 7 1/2 in. max., 3 in. min., all equal height.
4. Treads: 12 in. max., 11 in. min., with transverse 1/4" per foot slope.
5. Metal handrail: Required for 4 steps or more.
6. Rebar: All concrete steps are reinforced with No. 4 rebar to Grade 60 or ASTM A706.
7. See Sec. 3.06.
NOTES

1. ALL FENCING MATERIALS SHALL COMPLY WITH THE WSDOT/APWA STANDARD SPECIFICATIONS SECTION 9-16 CLASS 1 MATERIAL INSTALLATIONS PER MANUFACTURER'S RECOMMENDATIONS.

2. SHOP DRAWINGS OF RAILING SHALL BE SUBMITTED FOR APPROVAL SHOWING COMPLETE DIMENSIONS AND DETAILS OF FABRICATION AND INCLUDING AN ERECTION DIAGRAM. MATERIALS BEING USED SHALL BE SPECIFIED IN THE SHOP DRAWINGS.

3. ALL STEEL PARTS SHALL BE GIVEN A BLACK ULTRAVIOLET-INSENSITIVE THERMOPLASTIC POWDER COATING AT LEAST 3 MILS THICK AND SHALL HAVE A UNIFORM FINISH.

4. CUTTING SHALL BE DONE BY SAWING OR MUSING AND ALL CUTS SHALL BE TRUE AND SMOOTH. FLAME CUTTING WILL NOT BE PERMITTED.

5. ALL MATERIALS SHALL BE ADEQUATELY WRAPPED TO ENSURE SURFACE PROTECTION DURING HANDLING AND TRANSPORTATION TO THE JOB SITE.

6. ANY WELDING OF STEEL SHALL BE IN ACCORDANCE WITH THE LATEST AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

7. PANEL HEIGHT: 3 FEET FOR PEDESTRIAN USES

4 FEET FOR COMBINED BICYCLE AND PEDESTRIAN USES