128TH AVE NE GREENWAY
KIRKLAND, WASHINGTON
PROJECT# XXXX
128TH AVE NE FROM NE 75TH ST TO NE 112TH PL
NE 112TH ST FROM 128TH AVE NE TO SLATER AVE NE
LENGTH 12,400 FEET = 2.35 MILES

CITY OFFICIALS
AMY WALEK DEPUTY MAYOR
JAY ARNOLD MAYOR
JON PASCAL COUNCIL MEMBER
PENNY SWEET COUNCIL MEMBER
TORY NIXON COUNCIL MEMBER
DAVE ASHNER COUNCIL MEMBER
TOM NEIR COUNCIL MEMBER
KURT TRIPLETT CITY MANAGER
KATHY BROCHN PUBLIC WORKS DIRECTOR
DAVE SNIDER, P.E. CAPITAL PROJECTS MANAGER

CONTACT PERSONNEL
LAURA DRAKE, P.E. PROJECT ENGINEER 425-587-3833
RIK MAYER COK INSPECTOR 206-456-4265
GREG NEUMAN COK STREET DEPARTMENT 425-587-3900
JASON OSBORN COK STORM 425-587-3900
TOM CHRIEST COK WATER & WASTEWATER DEPT. 425-587-3900
JOSH PANTSKE PROJECT ENGINEER 425-587-3917
JEANNE COLEMAN PUGET SOUND ENERGY 425-449-7410
JAY SCHWAB FRONTIER COMMUNICATIONS 425-263-4035
JOHN NICHOLSON INTEGRA TELECOM 425-970-7000
RAYMOND PILKenton COMCAST CABLE 425-263-5332
KIRKLAND, WASHINGTON
128TH AVE NE FROM NE 75TH ST TO NE 112TH PL
NE 112TH ST FROM 128TH AVE NE TO SLATER AVE NE
LENGTH 12,400 FEET = 2.35 MILES

CITY OFFICIALS
AMY WALEK DEPUTY MAYOR
JAY ARNOLD MAYOR
JON PASCAL COUNCIL MEMBER
PENNY SWEET COUNCIL MEMBER
TORY NIXON COUNCIL MEMBER
DAVE ASHNER COUNCIL MEMBER
TOM NEIR COUNCIL MEMBER
KURT TRIPLETT CITY MANAGER
KATHY BROCHN PUBLIC WORKS DIRECTOR
DAVE SNIDER, P.E. CAPITAL PROJECTS MANAGER

CONTACT PERSONNEL
LAURA DRAKE, P.E. PROJECT ENGINEER 425-587-3833
RIK MAYER COK INSPECTOR 206-456-4265
GREG NEUMAN COK STREET DEPARTMENT 425-587-3900
JASON OSBORN COK STORM 425-587-3900
TOM CHRIEST COK WATER & WASTEWATER DEPT. 425-587-3900
JOSH PANTSKE PROJECT ENGINEER 425-587-3917
JEANNE COLEMAN PUGET SOUND ENERGY 425-449-7410
JAY SCHWAB FRONTIER COMMUNICATIONS 425-263-4035
JOHN NICHOLSON INTEGRA TELECOM 425-970-7000
RAYMOND PILKenton COMCAST CABLE 425-263-5332

90% SUBMITTAL - NOT FOR CONSTRUCTION

COVER SHEET
CV1
1 OF 43
MAY 1 TO SEPTEMBER 30 – SOILS MUST BE STABILIZED WITHIN 7 DAYS OF GRADING.

SEEDING, MULCHING, PLASTIC COVERING, CRUSHED ROCK WITHIN THE FOLLOWING AREAS, THOSE AREAS MUST BE REMOVED PRIOR TO WIDENING. ALL SAW CUTS SHALL BE CUT AT LEAST ONE FOOT FROM THE EDGE TO PROVIDE A PROPER MATCH BETWEEN NEW AND CURRENT PAVEMENT. THE ENTRY TAPER INTO THE NEW ROADWAY shall be prepared: CS/TD. ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR ADJOINING PROPERTY.

19. CLEARING LIMITS SHALL BE DELINEATED WITH A CLEARING CONTROL FENCE. THE CONTRACTOR SHALL ENSURE THAT ALL CLEARING LIMITSare set by the clearing control inspector. The inspector can require seeding of additional areas in order to protect surface waters, adjacent properties, or natural ecosystems.

20. WHEN INSTALLING NEW SIDEWALK, THE AREA BEHIND THE SIDEWALK MUST BE GRADED SO THAT THE WALL IS STEEP. CONSIDERATION MUST BE GIVEN TO THE LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, DRAINAGE FACILITIES.

21. ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AND THE FILTER FABRIC CLEANED IF IT IS NONFUNCTIONAL BY EXCESSIVE SILT DEPOSITS.

22. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL PUBLIC STREETS FREE FROM MUD AND ACCUMULATED DURING CONSTRUCTION.

23. ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT ACCUMULATION OR DEPOSITED ON THE PUBLIC STREETS.

24. AT NO TIME SHALL MORE THAN 1’ OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A 100-FOOT RANGE OF ANY GROUND COVER BEYOND THE FLAGGED CLEARING LIMITS. THE CONTRACTOR SHALL LIMIT SEDIMENT AND CONTAMINANTS AT ALL TIMES AND FOR PREVENTING AN ILLICIT DISCHARGE (KMC 15.52) FROM REACHING PUBLIC STREET SYSTEM, THE STREET SHALL BE IMMEDIATELY CLEANED WITH POWER WASHING.

25. CONTRACTORS TO SUBMIT SCHEDULE TO PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE PROJECT AREA TO BE CONSIDERED THE BEGINNING OF THE WET SEASON. STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25 NTU, AND NOT CONSIDERED AN ILLICIT DISCHARGE AND AS REFINED BY THE WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR CAN REQUIRE SEEDING OF THE DRIP LINE OF TIBS TO BE COVERED, SLIT FERTILIZER, AND BLENDED IN BLACK. CLEANING PROCEDURES ALSO INCLUDE REMOVE IN-STREAM BARRIERS OR DRAINAGE FACILITIES.

26. IF A SEDIMENT POND IS NOT PROPOSED, A BAKER TANK OR OTHER TEMPORARY GROUND STORAGE TANK MAY BE REQUIRED DURING CONSTRUCTION, END OF EVERY RAINFALL, AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. IN ADDITION, TEMPORARY SEDIMENT PONDS AND ALL TEMPORARY DRAINAGE FACILITIES AND GUTTER TO MATCH THE EXISTING PAVEMENT. THE ENTRY TAPER INTO THE NEW ROADWAY shall be prepared: CS/TD.

27. THE WASHED GRAVEL BACKFILL ADJACENT TO THE FILTER FABRIC FENCE SHALL BE REPLACED AND THE FILTER FABRIC CLEANED IF IT IS NONFUNCTIONAL BY EXCESSIVE SEDIMENT DEPOSITS. THE CONTRACTOR SHALL BE PREPARED TO REPLACE ANY FILTER FABRIC THAT IS DRAFTY OR DAMAGED AT TIMES. SEDIMENT VARIES FROM SITE TO SITE, AND THE CONTRACTOR SHALL CONSIDER THE CONTRACTED AND PROPOSED USE OF THE MATERIALS TO BE USED.

28. PRIOR TO THE OCTOBER 1 OF EACH YEAR (THE BEGINNING OF THE WET SEASON), ALL TEMPORARY DRAINAGE FACILITIES ON THE PROJECT SITE SHALL BE CLEANED AND MAINTAINED. IN ADDITION TO CLEANING, THE CONTRACTOR SHALL PREPARE A COMPREHENSIVE REPORT TO THE WORKS CONSTRUCTION INSPECTOR. THE REPORTS TO CONSTITUTE DATA PROVING THE COMPLIANCE OF THE CONTRACTOR WITH THE REQUIREMENTS.

29. CONTRACTORS TO SUBMIT SCHEDULE TO PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE PROJECT AREA TO BE CONSIDERED THE BEGINNING OF THE WET SEASON. STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25 NTU, AND NOT CONSIDERED AN ILLICIT DISCHARGE AND AS REFINED BY THE WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR CAN REQUIRE SEEDING OF THE DRIP LINE OF TIBS TO BE COVERED, SLIT FERTILIZER, AND BLENDED IN BLACK. CLEANING PROCEDURES ALSO INCLUDE REMOVE IN-STREAM BARRIERS OR DRAINAGE FACILITIES.

30. ANY PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT ACCUMULATION OR DEPOSITED ON THE PUBLIC STREETS.
STORM DRAINAGE NOTES

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION TO DISCUSS THE REQUIREMENTS OF THIS SPECIFICATIONS AND OTHER REQUIRED PERMITS, AND HAVE ALL NEEDED DOCUMENTATION ON HAND AT THE SITE.

2. BEFORE ANY CONSTRUCTION MAY OCCUR, THE CONTRACTOR SHALL HAVE PLANS WHICH INCLUDE LOCATION AND APPROXIMATE SIZE AND LOCATION OF THE CITY’S EXISTING PUBLIC SERVICES INFRASTRUCTURE, PERMITTED AND APPROVED BY THE CITY OF KIRKLAND, PUBLIC WORKS DEPARTMENT, AND THE CITY OF KIRKLAND, WATER AND SEWER DEPARTMENT. EXISTING WORKS TO BE PREPARED TO SATISFY THE REQUIREMENTS OF THIS SPECIFICATIONS, AND THE REQUIREMENTS OF PRE-APPROVED PLANS AND POLICIES AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. CONSTRUCTION SHALL BE APPROVED BY THE CITY CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND PROJECT INSPECTION.

3. ALL STORM DRAINAGE MAINS AND EXTENSIONS ALONG THE PUBLIC RIGHT-OF-WAY OR IN ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THIS SPECIFICATIONS.

4. INTEGRITY OF UTILITY TRENCHES ON EXISTING TRAVELED ROADWAY MAY BE IMPROVED BY USING ROCK/CYCLING REQUIRED, AND COMPACTING TO A APEX OVAL BASE. ALL PIPE BEDDING SHALL BE APWA CLASS B, TYPE I, OR BETTER. PIPE SHALL NOT BE PLACED OVER UNSTABLE BASE. IF THE NATIVE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENED, REGRADED, AND COMPACTED TO FORM A DENSE UNYIELDING BASE.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUFFICIENT SAFETY DEVICES PROTECTION APPARATUS, COMPARE SPEECH PROTECTION, IN AUDIBLE AND OR VISIBLE DEVICES TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH PERIPHERY PERFORMANCE OF WORK COVERED BY THIS SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION INSPECTOR AND ANY CHANGES REPORTS SHALL BE APPROVED BY THE DEVELOPMENT ENGINEER PRIOR TO COMMENCEMENT OF RELATIVE CONSTRUCTION ON THE PROJECT.

6. THE CONTRACTOR SHALL VACCULATE THE LOCATION, WIDTH, THICKNESS, AND ELEVATION OF ALL STORM DRAINAGE MAINS AND EXTENSIONS THAT ARE TO BE CONSTRUCTED FOR THE CITY’S UTILITIES.crawlerDriver crawlers crawl for information, extract it, and make it available for use by third parties. This information is used for the benefit of the public, to improve accessibility, accuracy, and reliability of information. Crawlers use a variety of techniques to ensure that the information is up-to-date and accurate, and to ensure that it is available to all users. The information is used for the benefit of the public, to improve accessibility, accuracy, and reliability of information. Crawlers use a variety of techniques to ensure that the information is up-to-date and accurate, and to ensure that it is available to all users.
FLEXIBLE DELINEATOR POST

128TH AVE NE GREENWAY
KIRKLAND GREENWAYS
KIRKLAND, WA

NOTE: CHEVRON PAVEMENT MARKINGS AT SPEED HUMPS AND SLOTTED SPEED HUMPS SHALL FOLLOW STANDARD PLAN NO. CK-R.67 AND CK-R.67B

RAISED INTERSECTION CHEVRON PAVEMENT MARKING
NOTES:
1. BIDIRECTIONAL BIKE SHARROW PAVEMENT MARKINGS SHALL BE PLACED EVERY 120 FEET ALONG THE CORRIDOR. MARKINGS SHALL BE FIELD ADJUSTED TO AVOID BEING INSTALLED ON UTILITY LIDS, OR OTHER STRUCTURES IN THE ROADWAY. FINAL PLACEMENT TO BE VERIFIED BY ENGINEER.

2. SIGNS TO BE INSTALLED PER STANDARD PLAN NO. CK-R.43

16' MIN. 60' (TYP.)

OM-3R (6"x18" - modified)
OM-3R (6"x18" - CUSTOM)

ONE ROAD LANE CUSTOM SIGN (30"x30")
ONE ROAD LANE CUSTOM SIGN (30"x30")
R8-3 (12"x12") CUSTOM SIGN (12"x6")
R8-3 (12"x12") CUSTOM SIGN (12"x6")
R8-3 (12"x12") CUSTOM SIGN (12"x6")
R8-3 (12"x12") CUSTOM SIGN (12"x6")

10' POST 10' POST
10' POST 10' POST
100' (TYP.) 5' POST R15' (TYP)

6" SOLID WHITE LANE LINE (TYP.)
COLORED THERMO PLASTIC PAVEMENT MARKING (TYP.)
PAINT AND POST CURB EXTENSION TYPICAL LAYOUT DETAIL

BIDIRECTIONAL BIKE SHARROW PAVEMENT MARKING; SEE DETAIL ON SHEET DT3

TYPICAL BICYCLE CROSSING PAVEMENT MARKING

N.T.S.

128TH AVE NE GREENWAY KIRKLAND GREENWAYS KIRKLAND, WA
SHEET NAME
SHEET NUMBER
DRAWING NUMBER
DATE
REV. 1
REV. 2
REV. 3
CHECKED: KL/AL
PREPARED: CS/TD
OF
90% SUBMITTAL - NOT FOR CONSTRUCTION
811 1ST AVE SUITE 500, SEATTLE, WA 98104 PHONE: (206) 297-1601 FAX: (301) 927-2800 www.tooledesign.com
CITY OF KIRKLAND 123 FIFTH AVENUE KIRKLAND, WA 98033 PHONE: (425) 587-3000
NOTES:
1. ALL ROUNDED CORNERS SHALL HAVE A 1" RADIUS.
2. MARKING SHALL BE THERMOPLASTIC, HEAT FUSED PREFORMED, 90 MIL., OR EQUAL APPROVED BY ENGINEER.

BI-DIRECTIONAL SHARROW DETAIL

NOTES:
1. BI DIRECTIONAL BIKE SHARROW MARKING SHALL BE THERMOPLASTIC, HEAT FUSED, 90 MIL., OR EQUAL APPROVED BY ENGINEER.

BIKE DOT WITH ARROW DETAIL

NOTES:
1. BI DIRECTIONAL BIKE SHARROW MARKING SHALL BE THERMOPLASTIC, HEAT FUSED, 90 MIL., OR EQUAL APPROVED BY ENGINEER.

BIKE DOT WITH ARROW DETAIL

NOTES:
1. BI DIRECTIONAL BIKE SHARROW MARKING SHALL BE THERMOPLASTIC, HEAT FUSED, 90 MIL., OR EQUAL APPROVED BY ENGINEER.

BIKE ON THE BI DIRECTIONAL SHARROW TO BE ORIENTED UPRIGHT TO A VEHICLE COMING FROM THE INTERSECTION
5/8" MINUS CRUSHED ROCK GRAVEL BASE COURSE, COMPACTED TO 95% MAX DENSITY (ASTM D1557)

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

EXISTING GRADE

3/8" MINUS CRUSHED ROCK GRAVEL ADA ACCESSIBLE TOP COURSE, COMPACTED TO 95% MAX DENSITY (ASTM D1557)

NOTES:
1. TRAIL CENTERLINE TO BE STAKED IN FIELD BY CONTRACTOR AND APPROVED BY THE APPROPRIATE CITY INSPECTOR.
2. ALL HAZARD TREES AND TREE LIMBS, AS DEFINED BY THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES HAZARD TREE BULLETIN, SHALL BE FELLED AND REMOVED FROM THE SITE.
3. SUBGRADE TO BE TREATED WITH AN APPROVED HERBICIDE PRIOR TO PLACING CRUSHED ROCK.
4. MINIMUM BRANCH CLEARANCE ABOVE TRAIL SURFACE = 7'-0"

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CURB AND GUTTER PER STANDARD PLAN NO. CK-R.23

CURB WALL DETAIL

N.T.S.

CURB AND GUTTER PER STANDARD PLAN NO. CK-R.23

CURB WALL DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete sidewalk per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CURB AND GUTTER PER STANDARD PLAN NO. CK-R.23

CURB WALL DETAIL

N.T.S.

CURB AND GUTTER PER STANDARD PLAN NO. CK-R.23

CURB WALL DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.

EXISTING GRADE

ADJUST SIDE SLOPE AS NEEDED, 3(H): 1(V) MAX SIDE SLOPE (TYP)

Cement concrete per standard plans, per N.T.S.

Cement concrete sidewalk per standard plans, per N.T.S.

CRUSHED ROCK PATH

N.T.S.

CURB WALL DETAIL

N.T.S.

WEDGE CURB DETAIL

N.T.S.

ROLLED CURB TO WEDGE CURB TRANSITION DETAIL

N.T.S.
### Survey Control Notes:

**Horizontal Basis of Bearings:** NAD 83/91

The Washington State Plane Coordinate System, North Zone, North American Datum of 1983, U.S. Survey Feet. A mean project combined scale factor of 0.9999714 is used.

**Vertical Datum:**

The vertical datum is NAVD88, GPS Derived from the WSRN-CORS using Geoid12B model.

**Methodology:**

3 independent horizontal-vertical control point positions per street intersection were derived from direct real-time RTK (Real Time Kinematic) GNSS observations, utilizing the Washington State Reference Network (WSRN) in the realization of NAD 83/2011 Epoch 2010.00.

A mean northings and eastings coordinate shift was applied to NAD 83/2011 coordinates to yield NAD 83/91 coordinates.

**Date Visited:**

Between December 2017, and January 2018.
SITE PREPARATION NOTES:
1. SEE CH SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE CS SHEET SERIES FOR AS-BUILT REMOVALS.
3. SEE TS SHEET SERIES FOR TRAFFIC SIGNAL REMOVALS.
4. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
5. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
6. PLACE/sign EXISTING ITEMS TO BE REMOVED TO BE REMOVED PRIOR TO CONSTRUCTION.
7. SITE ACCESS MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
8. TRIM TREE FOR STREET LIGHT & SIGHT DISTANCE TRIM TREE FOR STREET LIGHT & SIGHT DISTANCE.
9. REMOVE STOP BAR.
10. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
11. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
12. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
13. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
14. PLACE/sign EXISTING ITEMS TO BE REMOVED TO BE REMOVED PRIOR TO CONSTRUCTION.
15. SITE ACCESS MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
16. TRIM TREE FOR STREET LIGHT & SIGHT DISTANCE TRIM TREE FOR STREET LIGHT & SIGHT DISTANCE.
17. REMOVE STOP BAR.
18. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
19. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
20. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
21. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
22. PLACE/sign EXISTING ITEMS TO BE REMOVED TO BE REMOVED PRIOR TO CONSTRUCTION.
23. SITE ACCESS MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
24. TRIM TREE FOR STREET LIGHT & SIGHT DISTANCE TRIM TREE FOR STREET LIGHT & SIGHT DISTANCE.
25. REMOVE STOP BAR.
26. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
27. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
28. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
29. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
30. PLACE/sign EXISTING ITEMS TO BE REMOVED TO BE REMOVED PRIOR TO CONSTRUCTION.
31. SITE ACCESS MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
SITE PREPARATION NOTES:
1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE CH SHEET SERIES FOR SIGN REMOVALS.
3. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
4. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
5. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
6. DRIVeways, ACESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
7. PAVEMENT TO BE SAWCUT WHEN REMOVAL LIMIT ABUTS PAVEMENT TO REMAIN IN PLACE.
8.KEE AND PROTECT ALL EXISTING VEGETATION OUTSIDE THE CLEARING AND GRUBBING LIMIT.
9.driveaway ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
11. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
12. SITE PREPARATION LEGEND:
- RIGHT-OF-WAY
- APPROXIMATE LIMITS OF WORK
- TREE, VEGETATION AND SOIL PROTECTION FENCE
- TREE CRITICAL ROOT ZONE, SEE NOTE 11
- CLEARING AND GRUBBING
- REMOVE ASPHALT PAVEMENT
- PLANE / GRIND AND OVERLAY, AS SHOWN ON PLANS
- REMOVE CURB
- REMOVE ITEM

SITE PREPARATION CONSTRUCTION NOTES:
- PRESERVE AND PROTECT INLET, SW, CB, UTILITY LTD
- PRESERVE AND PROTECT TREE
- PRESERVE TREE, SEE NOTE 11
- TREE CRITICAL ROOT ZONE, SEE NOTE 11
- REMOVE CURB
- NOTE TO REVIEWER: TREE TRIMMING ON PRIVATE PROPERTY MAY REQUIRE TCE TO BE COORDINATED
SITE PREPARATION NOTES:
1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE CH SHEET SERIES FOR SIGN REMOVALS.
3. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
4. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
5. ALL UTILITIES ARE LOCATED USING GPR AND APPROXIMATE BASED ON FIELD LOCATES, POTHOLING, AND AS-BUILT DRAWINGS.
6. ALLOTTED 24-HOURS TO CLEAR/REMOVAL OF EXISTING ASPHALT PAVEMENT PRIOR TO CONSTRUCTION.
7. GROUND ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
8. PAVEMENT TO BE SAWCUT WHERE MINIMUM LIMIT AREA IS FAIR HEAD PAVEMENT TO REMAIN IN PLACE.
9. SAVE AND PROTECT ALL EXISTING VEGETATION OUTSIDE THE CLEARING AND GRUBBING LIMITS.
10. SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING REQUIREMENTS.
11. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
12. DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
13. PAVEMENT TO BE SAWCUT WHERE REMOVAL LIMIT ADJACENT TO PAVEMENT TO REMAIN IN PLACE.
14. SAVE AND PROTECT ALL EXISTING VEGETATION OUTSIDE THE CLEARING AND GRUBBING LIMITS.
15. SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.

SITE PREPARATION LEGEND:
- RIGHT-OF-WAY
- APPROXIMATE LIMITS OF WORK
- TREES, VEGETATION AND SOIL PROTECTION FENCE
- TREE CRITICAL ROOT ZONE, SEE NOTE 11
- CLEARING AND GRUBBING
- REMOVE ASPHALT PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CURB
- SAWCUT PAVEMENT
- REMOVE ITEM

SITE PREPARATION CONSTRUCTION NOTES:
- PRESERVE AND PROTECT INLET, SW, CW, UTILITY LID
- PRESERVE AND PROTECT TREE
- REMOVE TREE, SEE NOTE 10
- REMOVE TREE ON VEGETATION, SEE NOTE 10
- REMOVE CURB

KEY MAP
SITE PREPARATION NOTES:

1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE CH SHEET SERIES FOR SIGN REMOVALS.
3. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
4. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
5. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POTHOLING, AND AS-BUILT DRAWINGS.
6. SITE ADJUSTMENTS MAY BE REQUIRED BY CITY OF KIRKLAND FOLLOWING SIGN INSTALLATION (TYP). FUND TIMES TO BE RESUBMITTED FOR ENGINEER'S APPROVAL PRIOR TO REMOVAL.
7. DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
8. PAVEMENT TO BE SAWCUT WHEN REMOVAL LIMIT ABUTS PAVEMENT TO REMAIN IN PLACE.
9. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
12. SITE PREPARATION NOTES: CHAINALIZATION AND SIGNAGE NOT INCLUDED ON THE SP PLAN. 

SITE PREPARATION LEGEND:

- RIGHT-OF-WAY
- APPROXIMATE LIMITS OF WORK
- TREE, VEGETATION AND SOIL PROTECTION FENCE
- See Standard Plan No. CK-R.49
- TREE CRITICAL ROOT ZONE, see note 11
- CLEARING AND GRUBBING
- REMOVE ASPHALT PAVEMENT
- PLANE / GRIND AND OVERLAY, AS SHOWN ON PLANS
- REMOVE CURB
- SAWCUT PAVEMENT
- REMOVE ITEM
- SITE PREPARATION CONSTRUCTION NOTES:

- PROTECT EXISTING WIRE, VAC, LB, UTILITY LID
- PROTECT EXISTING FENCE
- REMOVE TREE, see note 10
- SEE TREE ON VEGETATION, see note 10

NOTE TO REVIEWER:
PATHWAY IMPROVEMENTS AND TREE AND VEGETATION TRIMMING/REMOVAL ON PRIVATE PROPERTY MAY REQUIRE TCE TO BE COORDINATED.
SITE PREPARATION NOTES:
1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE TS SHEET SERIES FOR TRAFFIC SIGNAL REMOVALS.
3. SEE CH SHEET SERIES FOR SIGN REMOVALS.
4. SEE TS SHEETS FOR TRAFFIC SIGN REMOVALS.
5. UNDERGROUND UTILITY LOCATIONS ShOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
6. DIMENSIONS SHOWN ARE APPROXIMATE AND MUST BE COORDINATED PRIOR TO CONSTRUCTION.
7. SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING REQUIREMENTS FOR EXISTING TREES.
8. PAVEMENT TO BE SAWCUT WHEN REMOVAL LIMIT ABUTS PAVEMENT TO REMAIN IN PLACE.
9. SEE UNDERGROUND UTILITY LOCATIONS ShOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POHOLING, AND AS-BUILT DRAWINGS.
10. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
11. DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
12. PAVEMENT TO BE SAWCUT WHEN REMOVAL LIMIT ABUTS PAVEMENT TO REMAIN IN PLACE.

SITE PREPARATION LEGEND:
- RIGHT-OF-WAY
- APPROXIMATE LIMITS OF WORK
- TIME. INTEGRTATIONS AND BIDE PROTECTION FENCES
- TREE CRITICAL ROOT ZONE, SEE NOTE 11
- CLEARING AND GROUNDWORK
- REMOVE ASPHALT PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CURB
- REMOVE TREE
- REMOVE ITEMS
- SITE PREPARATION CONSTRUCTION NOTES:
- PRESERVE AND PROTECT INLET, MH, CB, UTILITY LID
- PRESERVE AND PROTECT TREE, SEE NOTE 10
- REMOVE CURB
- SAWCUT PAVEMENT
- REMOVE TREE

NOTE TO REVIEWER:
- PEDESTRIAN BEACON AND CURB SIDE PUSH BUTTON INSTALLATION DELAYED MPRITY MAY REQUIRE TO BE COORDINATED
PAVING AND GRADING NOTES:
1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE SP SHEET SERIES FOR TREE PROTECTION.
3. SEE PF AND AL SHEET SERIES FOR CENTERLINE AND ELEVATION INFORMATION.
4. SEE ON SHEET SERIES FOR CROSSWALK LOCATIONS.
5. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
6. ALL ELEVATIONS REFER TO BOTTOM OF CURB (FLOW LINE), UNLESS OTHERWISE NOTED.
7. ALL CURB ARE 6 INCHES TALL, UNLESS OTHERWISE NOTED.

PAVING AND GRADING AND DRAINAGE LEGEND:
- RIGHT-OF-WAY
- CURB AND GUTTER PER STANDARD PLAN NO. CK-R.17
- VERTICAL CURB PER STANDARD PLAN NO. CK-R.17C
- FULL DEPTH HMA PER STANDARD PLAN NO. CK-R.18
- PAVEMENT PATCH PER STANDARD PLAN NO. CK-R.12
- CEMENT CONCRETE RAMP OR SIDEWALK, PER STANDARD PLAN NO. CK-R.23
- GRIND EXISTING HMA AND OVERLAY (DEPTH PER PLANS)
- LAWN
- EXISTING CURB/ROCK
- PROPOSED CONTURS
- DETECTABLE WARNING SURFACE PER STANDARD PLAN NO. CK-R.25B
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN PER STANDARD PLAN NO. CK-R.27, D.08, D.09 (AS NOTED ON PLANS)

MULTI-USE TRAIL
MATCH EXISTING ROLLED CURB
ELEV 326.3±
MATCH EXISTING CURB
ELEV 326.3±
MATCH EXISTING TRAIL
ELEV 326.7±
MATCH EXISTING TRAIL
ELEV 326.8±

5.9’
8.3’
2’

TRANSITION FROM EXISTING ROLLED CURB TO WEDGE CURB; SEE DETAIL ON SHEET DT4

MULTI-USE TRAIL
MATCH EXISTING ROLLED CURB
ELEV 334.3±
MATCH EXISTING DRIVEWAY
ELEV 334.8±
MATCH EXISTING TRAIL
ELEV 335.0±
MATCH EXISTING ROLLED CURB
ELEV 334.3±
8.7’
9.4’
6.3’

TRANSITION FROM EXISTING ROLLED CURB TO WEDGE CURB; SEE DETAIL ON SHEET DT4

5 10 020
128TH AVE NE GREENWAY
KIRKLAND GREENWAYS
KIRKLAND, WA
120 1ST AVE SUITE 500, SEATTLE, WA  98104
PHONE: (206) 297-1601   FAX:  (301) 927-2800
www.tooledesign.com
43
MAY 2018
REV. 1
CHECKED: KL/AL
PREPARED: CS/TD
OF
90% SUBMITTAL - NOT FOR CONSTRUCTION
7.6' ± 2' WIDE ASPHALT PAVEMENT PATCH
BACK OF EXISTING ROLLED CURB (APPROX)
FACE OF EXISTING ROLLED CURB (APPROX)
NEW CONCRETE SIDEWALK 6.0'
MATCH EXISTING ROLLED CURB
TRANSITION FROM EXISTING ROLLED CURB TO WEDGE CURB; SEE DETAIL ON SHEET DT4
18" - 24" DEPTH ROOT BARRIER, SEE CRUSHED ROCK PATH DETAIL ON SHEET DT4

4.4' 2' WIDE ASPHALT PAVEMENT PATCH
NEW CONCRETE SIDEWALK
MATCH EXISTING ROLLED CURB
TRANSITION FROM EXISTING ROLLED CURB TO WEDGE CURB; SEE DETAIL ON SHEET DT4

PAVING AND GRADING NOTES:
1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE SP SHEET SERIES FOR TREE PROTECTION.
3. SEE PF AND AL SHEET SERIES FOR CENTERLINE AND ELEVATION INFORMATION.
4. SEE ON SHEET SERIES FOR CROSSWALL LOCATIONS.
5. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
6. ALL ELEVATIONS ARE TO BOTTOM OF CURB (FLOW LINE), UNLESS OTHERWISE NOTED.
7. ALL CURB IS 6 INCHES TALL, UNLESS OTHERWISE NOTED.

PAVING AND GRADING AND DRAINAGE LEGEND:
RIGHT-OF-WAY
VERTICAL CURB PER STANDARD PLAN NO. CK-R.17C
FULL DEPTH HMA PER STANDARD PLAN NO. CK-R.09
PAVEMENT PATCH PER STANDARD PLAN NO. CK-R.12
CEMENT CONCRETE RAMP OR SIDEWALK, PER STANDARD PLAN NO. CK-R.21, CK-R.23
GRIND EXISTING HMA AND OVERLAY (DEPTH PER PLANS)
LAWN
EXISTING CONTOURS
PROPOSED CONTOURS
DETECTABLE WARNING SURFACE PER STANDARD PLAN NO. CK-R.25B
EXISTING CATCH BASIN
PROPOSED CATCH BASIN PER STANDARD PLAN NO. CK-D.07, D.08, D.09 (AS NOTED ON PLANS)
CHANNELIZATION AND SIGNING NOTES:

1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE NT SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
4. SEE NT SHEET SERIES FOR PLANTING AND GRADING PLANS.
5. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. SIGNS AND SYMBOLS, MARKING LOCATIONS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BASED ON CONDITIONS. SIGNS SHALL NOT BE PLACED WHERE SIGHT LINES TO THE SIGN ARE BLOCKED BY TREES.
8. SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
9. REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

90% SUBMITTAL - NOT FOR CONSTRUCTION
CHANNELIZATION AND SIGNING NOTES:

1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE DP SHEET SERIES FOR TREES PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
4. SEE PU SHEET SERIES FOR PLUMBING AND GARDENING PLANS.
5. END OF SHEET SERIES FOR PLUMBING SHADOW AND GARDEN PREPARATION. CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLAN.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. BOUNDARY SYMBOLS, MARKINGS, AND LOCATIONS SHOWN IN THIS DRAWING PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD. PHYSICAL DISTANCES TO COMPACT WITH DRIVEWAYS, UTILITIES, AND VEGETATION. SIGNS SHALL NOT BE PLACED WHERE SUCH LIES TO THE SIGN AND THE BLOCKS OF TREES.
8. SIGNS NOTED "TO BE REMOVED" SHALL BE REMOVED AND ENSURE THE LOCATION OF BOUNDARY, UTILITIES, AND VEGETATION PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
9. REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.
CHANNELIZATION AND SIGNING NOTES:

1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE DD SHEET SERIES FOR PAVEMENT OR TRENCH AND INSTALLATION TIMING PLAN.
4. SEE PV SHEET SERIES FOR PLACING AND GROUND PLANS.
5. CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. BOUNDARY SYMBOLS, BOUNDARY LINES SHALL BE DESIGNED BY THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BASED ON CONDITIONS.
8. SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
9. REPLACE ALL "25 SPEED LIMIT" SIGNS WITH "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

CUSTOM SIGN, SEE PAINT AND POST CURB EXTENSION DETAIL ON SHEET DT2.

CUSTOM BOLLARDS, SEE PAINT AND POST CURB EXTENSIONS DETAIL ON SHEET DT2.
CHANNELIZATION AND SIGNING NOTES:

1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE NT SHEET SERIES FOR TRAFFIC PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
4. SEE PT SHEET SERIES FOR PAVING AND GRADES PLANS.
5. CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. sign and symbol, warning locations shall be verified by the engineer prior to installation. Locations shown are approximate only. Actual locations shall be determined in the field based on conditions. Signs shall not be placed where sign lines to the sign lines are blocked by trees.
8. signs noted "to be removed" shall include removal and salvage of sign and post specifications unless otherwise noted.
9. replace all R2-25 "25 SPEED LIMIT" signs with R2-20 "20 SPEED LIMIT" signs along the Kirkland Greenway route.
CHANNELIZATION AND SIGNING NOTES:

1. DO NOT USE SHEETS FOR CONSTRUCTION NOTES AND ORGANIZATION.
2. DO NOT USE SHEETS FOR PLANTING WORKING AND ENSUING DETAILS.
3. DO NOT USE SHEETS FOR TREE PROTECTION, TREE AND VEGETATION MAPPING, AND CHANNELIZATION REMOVALS.
4. DO NOT USE SHEETS FOR BUFFER AND GROWTH PLANS.
5. DO NOT USE SHEETS FOR CHANNELIZATION DESIGN AND MAINTENANCE.
6. DO NOT USE SHEETS FOR CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLAN.
7. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
8. BUS AND BICYCLE, BANNER LOCATION SHALL NOT BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BASED ON CONDITIONS. SIGNS SHALL NOT BE PLACED TO CONFLICT WITH DRIVEWAYS, UTILITIES, OR VEGETATION. SIGNS SHALL NOT BE PLACED WHERE SIGHT LINES TO THE SIGN ARE BLOCKED BY TREES.
9. SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
10. REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.
MATCHLINE SEE BELOW RIGHT
CHANNELIZATION AND SIGNING NOTES:
1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
4. SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.
5. SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. SIGN AND SYMBOL MARKING LOCATIONS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BASED ON CONDITIONS. SIGNS SHALL NOT BE PLACED WHERE VISIBILITY OR FIELD OF VIEW CONFLICTS WITH DRIVEWAYS, UTILITIES, OR VEGETATION. SIGNS SHALL NOT BE PLACED WHERE SIGHT LINES TO THE SIGN ARE BLOCKED BY TREES.
8. SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
9. REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

R2-20 (24"x30") 10' POST
D11-1 (24"x18") SIGNS ARE BACK-TO-BACK
M6-3 (12"x9")
M6-1R (12"x9")

BIKE DOT (TYP.)
MODIFIED BI-DIRECTIONAL SHARROW (TYP.)

128TH AVE NE GREENWAY
KIRKLAND GREENWAYS
KIRKLAND, WA
CHANNELIZATION AND SIGNING NOTES:

1. SEE N.T.S. SHEET SERIES FOR GENERAL NOTES AND LEGENDS.
2. SEE PAVEMENT MARKING DETAILS SERIES FOR PAVEMENT MARKING DETAILS.
3. SEE STREET NAME SIGN DETAIL SERIES FOR STREET NAME SIGN DETAIL AND GENERAL NOTES.
4. SEE BIKE ROUTE DIRECTORY FOR BIKE ROUTE AND GENERAL NOTES.
5. SEE STOP SIGN DETAIL SERIES FOR STOP SIGN AND GENERAL NOTES.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. BOSS AND SYMBOLS, WARNING LOCATIONS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BASED ON CONDITIONS. SIGNS SHALL NOT BE PLACED WHERE SIGNS CONFLICT WITH DRIVEWAYS, UTILITIES, OR VEGETATION. SIGNS SHALL NOT BE PLACED WHERE SIGNS CONFLICT WITH VEGETATION.
8. SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
9. REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

90% SUBMITTAL - NOT FOR CONSTRUCTION
CHANNELIZATION AND SIGNING NOTES:

1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.
4. SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
5. SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. ALL SYMBOLS, WARNING LOCATIONS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BASED ON CONDITIONS.
8. SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
9. REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.
CHANNELIZATION AND SIGNING NOTES:

1. SEE N.T.S. SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE D.P. SHEET SERIES FOR PLANTING, SHADING, AND EARTHWORK DETAILS.
3. SEE D.P. SHEET SERIES FOR TREE PROTECTION, TREE AND SHRUB PLANTING, AND CHANNELIZATION REMOVALS.
4. SEE P.V. SHEET SERIES FOR PAVING AND GRADING PLANS.
5. SEE O.P. SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNS NOT INCLUDED ON THIS SHEET OR PLAN.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. BOSS AND SYMBOL, WARNING LOCATIONS SHALL BE DESIGNED BY THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BASED ON CONDITIONS. SIGNS SHALL NOT BE PLACED WHERE SIGN LENS TO THE SIGN IS BLOCKED BY TREES.
8. SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF BOSS AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
9. REPLACE ALL "25 SPEED LIMIT" SIGNS WITH "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

10%. SUBMITTAL - NOT FOR CONSTRUCTION
CONSTRUCTION NOTES:

1. INSTALL SOLAR-POWERED RECTANGULAR RAPID-FLASHING BEACON (RRFB) SYSTEM BACK-TO-BACK INCLUDING POLE, FOUNDATION, SOLAR PANEL, XAV2 AUDIBLE PUSH BUTTON AND SIGNS ACCORDING TO MANUFACTURER’S REQUIREMENT. SEE SHEET 43 FOR RRFB DETAILS.
2. INSTALL BIKE PUSH BUTTON POST, FOUNDATION, PUSH BUTTON, SIGNS AND MAKE WIRE CONNECTION ACCORDING TO MANUFACTURER’S REQUIREMENT. INSTALL 1” CONDUIT FROM PUSH BUTTON POST FOUNDATION TO THE NEW RRFB FOUNDATION. CUT SIDEWALK ALONG THE CONCRETE PANEL SEAM LINE TO MINIMUM THE IMPACT. SEE SHEET 43 FOR RRFB DETAILS.
3. INSTALL BIKE PUSH BUTTON POST, FOUNDATION, PUSH BUTTON AND SIGN R11-25 ACCORDING TO MANUFACTURER’S REQUIREMENT.
4. TEMPORARY REMOVE THE EXISTING RRFB AND CORE-DRILL THE EXISTING RRFB BASE TO INSTALL 1” CONDUIT FROM THE EXISTING RRFB BASE TO THE NEW BIKE PUSH BUTTON BASE. MAKE WIRE CONNECTION. CUT SIDEWALK ALONG THE CONCRETE PANEL SEAM LINE TO MINIMUM THE IMPACT. REPLACE EX PUSH BUTTON WITH XAV2 AUDIBLE PUSH BUTTON.
5. REPLACE EXISTING CONTROL UNIT WITH XAVCU2-DC CONTROL UNIT. MAKE WIRE CONNECTION.
6. SAW CUT THE SIDEWALK ALONG THE CONCRETE SEAM LINE TO MINIMIZE THE IMPACT. INSTALL ONE 1” CONDUIT. AFTER THE CONDUIT INSTALLATION, REINSTALL THE CONCRETE SIDEWALK TO MATCH THE SURROUNDING AREA.
7. REPLACE EX PUSH BUTTON WITH XAV2 AUDIBLE PUSH BUTTON.
8. REPLACE EX SIGNS S1-1 ON RRFB WITH NEW SIGNS W11-15. SEE SIGN W11-15 DETAILS BELOW.

SIGNS:

WIRING SCHEDULE

<table>
<thead>
<tr>
<th>RUN</th>
<th>INCLOSURE OR ATTACHMENT</th>
<th>NEW</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>F-INC-7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GENERAL NOTES:

1. THE RRFB, PUSH BUTTON POST AND CONDUIT LOCATIONS SHOWN ARE APPROXIMATED. THEY SHALL BE PLACED OUTSIDE WHEEL CHAIR RAMP AND LANDING AREA.
2. ALL WORK SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARD PLANS AND SPECIFICATIONS.
3. INVESTIGATE EX. UNDERGROUND UTILITIES PRIOR TO ANY POLE FOUNDATION EXCAVATION OR CONDUIT TRENCHING TO AVOID DAMAGE TO ANY EXISTING UNDERGROUND UTILITIES.
4. SOLAR POWER PANEL SHALL BE 85W AND BATTERY SHALL BE 100 AHR.
5. CONDUITS SHALL BE SCHEDULE 80 PVC.
6. ALL MATERIALS SHALL GO THROUGH THE SUBMITTAL PROCESS AND BE APPROVED BY THE CITY ENGINEER.
EXISTING PHASE DIAGRAM:

PROPOSED PHASE DIAGRAM:

SIGNAL DISPLAYS:

CONSTRUCTION NOTES:

1. USE EX. TENON AT END OF MAST ARM TO INSTALL NEW 4 SECTION SIGNAL HEAD 71/41.
2. REPLACE EX. SIGN WITH NEW SIGN S2.
3. USE EX. TENON ON THE MAST ARM TO INSTALL NEW 3 SECTION SIGNAL HEAD 43.
4. RELOCATE EX. SIGN S3 FROM 14.5' ON MAST ARM FROM POLE TO 6' ON MAST ARM FROM POLE.
5. INSTALL NEW 4 SECTION SIGNAL HEAD 31/81 USING EX. TENON AT END OF MAST ARM.
6. USE EX. TENON ON THE MAST ARM TO INSTALL NEW 3 SECTION SIGNAL HEAD 83.
7. RELOCATE EX. SIGN S3 FROM 10'' ON MAST ARM FROM POLE TO 4' ON MAST ARM FROM POLE.
8. INSTALL BIKE BUSH BUTTON POST, FOUNDATION AND BIKE PUSHBUTTON WITH SIGN R10-4.
9. SAW CUT THE SIDEWALK ALONG THE CONCRETE PANEL SEAM LINE TO MINIMIZE THE IMPACT TO INSTALL ONE 1" CONDUIT. AFTER THE CONDUIT INSTALLATION, REINSTALL THE CONCRETE SIDEWALK TO MATCH THE SURROUNDING AREA.
10. REMOVE EXISTING 4-SECTION VEHICLE SIGNAL HEAD (3-BALL, 1-ARROW).

Vehicle Movement

- Protected
- Permissive

Pedestrian Movement

- Protected
- Permissive

Flash Yellow

- Traffic
- Pedestrians

Legend

- MAST ARM MOUNTED
- CLAMLASH LED COUNTDOWN
FIELD WIRE TERMINATIONS:
NOT TO SCALE

POLE NO. 1
EX TERMINAL CABINET
TO CONTROLLER

POLE NO. 2
EX TERMINAL CABINET
TO CONTROLLER

POLE NO. 3
BIKE PUSH BUTTON
TO CONTROLLER

POLE NO. 4
BIKE PUSH BUTTON
TO CONTROLLER

WIRING SCHEDULE

<table>
<thead>
<tr>
<th>RUN NO.</th>
<th>INCLUSION OF ATTACHMENT</th>
<th>EXISTING</th>
<th>NEW</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>VEH 2C(SH)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>VEH 3(SH)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>VEH 4C(SH)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>VEH 5C(SH)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>VEH 6C(SH)</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

NOTE:
GIVE AT LEAST 7 DAYS ADVANCED NOTICE TO CITY OF KIRKLAND SIGNAL TIMING GROUP (425-587-3688) FOR THE CABINET WIRE TERMINATION.

GENERAL NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARD PLANS AND SPECIFICATIONS.
2. INVESTIGATE EX. UNDERGROUND UTILITIES PRIOR TO ANY POLE FOUNDATION EXCAVATION OR CONDUIT TRENCHING TO AVOID DAMAGE TO ANY EXISTING UNDERGROUND UTILITIES.
3. CONDUITS SHALL BE SCHEDULE 80 PVC.
4. ALL MATERIALS SHALL GO THROUGH THE SUBMITTAL PROCESS AND BE APPROVED BY THE CITY ENGINEER.

NOTE:
GIVE AT LEAST 7 DAYS ADVANCED NOTICE TO CITY OF KIRKLAND SIGNAL TIMING GROUP (425-587-3688) FOR THE CABINET WIRE TERMINATION.

GENERAL NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARD PLANS AND SPECIFICATIONS.
2. INVESTIGATE EX. UNDERGROUND UTILITIES PRIOR TO ANY POLE FOUNDATION EXCAVATION OR CONDUIT TRENCHING TO AVOID DAMAGE TO ANY EXISTING UNDERGROUND UTILITIES.
3. CONDUITS SHALL BE SCHEDULE 80 PVC.
4. ALL MATERIALS SHALL GO THROUGH THE SUBMITTAL PROCESS AND BE APPROVED BY THE CITY ENGINEER.
POLE ORIENTATION ANGLE (P.O.A.)
DEGREES CLOCKWISE FROM OFFSET LINE TO MAST ARM ATTACHMENT (SETS ANCHOR BOLT ORIENTATION)

POLE ORIENTATION

FOUNDATION DEPTH TABLE

<table>
<thead>
<tr>
<th>ALLOWABLE LATERAL SEARING PRESSURE (psf)</th>
<th>FOUNDATION TYPE</th>
<th>XYZ (CUBIC FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000</td>
<td>2 ROUND</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>3 ROUND</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>4 ROUND</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>2 SQUARE</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>3 SQUARE</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>4 SQUARE</td>
<td>12&quot;</td>
</tr>
<tr>
<td>2,000</td>
<td>2 ROUND</td>
<td>10&quot;</td>
</tr>
<tr>
<td></td>
<td>3 ROUND</td>
<td>10&quot;</td>
</tr>
<tr>
<td></td>
<td>4 ROUND</td>
<td>10&quot;</td>
</tr>
<tr>
<td></td>
<td>2 SQUARE</td>
<td>10&quot;</td>
</tr>
<tr>
<td></td>
<td>3 SQUARE</td>
<td>10&quot;</td>
</tr>
<tr>
<td></td>
<td>4 SQUARE</td>
<td>10&quot;</td>
</tr>
</tbody>
</table>

LIMITS OF VERTICAL CLEARANCE

MAST ARM DATA DETAIL

NOT TO SCALE

SIGNAL STANDARD DETAIL CHART

<table>
<thead>
<tr>
<th>STD. No.</th>
<th>REFERENCE ROADWAY</th>
<th>POLE TYPE</th>
<th>MOUNTING HEIGHT (FT)</th>
<th>SIGNAL MAST ARM DATA</th>
<th>LUMINAIRE ARM (FT)</th>
<th>POLE ATTACHMENT POINT ANGLES (deg.)</th>
<th>FOUNDATION DESIGN XYZ (FT)</th>
<th>SOIL BEARING PRESSURE (PSF)</th>
<th>FOUNDATION DEPTH (FT)</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NE 85TH ST</td>
<td>III</td>
<td>19.0</td>
<td>40.0</td>
<td>44.0</td>
<td>20.5</td>
<td>32</td>
<td>27.5</td>
<td>4</td>
<td>14.4</td>
</tr>
<tr>
<td>2</td>
<td>NE 85TH ST</td>
<td>III</td>
<td>19.0</td>
<td>40.0</td>
<td>30.5</td>
<td>22.5</td>
<td>20</td>
<td>14.6</td>
<td>4</td>
<td>14.4</td>
</tr>
</tbody>
</table>

*SEE WSDOT STANDARD PLAN J-20.10-03 FOR FOUNDATION DETAILS.
CONSTRUCTION NOTES:

- INSTALL SOLAR POWERED RECTANGULAR RAPID-FLASHING BEACON (RRFB) SYSTEM BACK-TO-BACK INCLUDING POLE, FOUNDATION, SOLAR PANEL, XAVI AUDIBLE PUSH BUTTON AND SIGNS ACCORDING TO MANUFACTURE'S REQUIREMENT. SEE SHEET 43 FOR RRFB DETAILS.
- INSTALL PUSH BUTTON POST, FOUNDATION, BIKE PUSH BUTTON AND SIGN R10-25 ACCORDING TO MANUFACTURE'S REQUIREMENT.
- INSTALL ONE 1” CONDUIT. CUT THE SIDEWALK ALONG THE CONCRETE PANEL SEAM LINE TO MINIMIZE THE IMPACT.
- INSTALL ONE 1” CONDUIT. PLACE THE CONDUIT ALONG THE FENCE AT BACK OF THE SIDEWALK. CUT THE SIDEWALK ALONG THE CONCRETE PANEL SEAM LINE TO MINIMIZE THE IMPACT.

SEE SHEET 38 FOR GENERAL NOTES.

WIRING SCHEDULE

<table>
<thead>
<tr>
<th>NO.</th>
<th>INCLOSURE OR ATTACHMENT</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>PUSH BUTTON BC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1” PVC</td>
<td></td>
</tr>
</tbody>
</table>
NOTES

1. PEDESTRIAN PUSHER BUTTON AND SIGN ASSEMBLY - MAY BE SEPARATE PARTS. USE 9" (IN) X 12" (IN) R10-25 SIGN IN ACCORDANCE WITH 2009 MUTCD. SIGN MAY INCLUDE INTEGRATED WARNING LIGHTS.

2. SEE WSDOT STANDARD PLAN J-21.10-04 FOR SIGNAL STANDARD FOUNDATION WITH FIXED BASE DETAILS.

3. NOT USED

4. SEE STANDARD PLAN G-32-18 FOR SIGNAL INSTALLATION ON SIGNAL STANDARD DETAILS.

5. TERMINATE RRFB WIRE CONNECTIONS PER MANUFACTURER'S RECOMMENDATION.

6. CONTROL CABINET ENCLOSURE SHALL BE SIZED BY THE RRFB MANUFACTURER. THE CONTROL CABINET SHALL BE MANUFACTURED PER TERMINAL CABINET REQUIREMENTS OF WSDOT STANDARD SPECIFICATION SECTION 9-29.25.

RECTANGULAR RAPID-FLASHING BEACON

SIGN W11-2

SIGN W16-7PR OR W16-7PL

SIGN W16-7PR AND W16-7PL

SIGN W11-2

SIGN W11-15 ~ 30" (IN) X 30" (IN)

SIGN W16-7PR ~ 24" (IN) X 12" (IN)

MATCHLINE

Type FB Signal Standard

Pedestrian Pushbutton XAV2 and Sign Assembly (See Note 1)

Use Details Above Matchline for Side Elevation Views

Bi-Directional Configuration Details

Matchline

Control Cabinet Enclosure (See Note 4)

1. PEDESTRIAN PUSHER BUTTON AND SIGN ASSEMBLY - MAY BE SEPARATE PARTS. USE 9" (IN) X 12" (IN) R10-25 SIGN IN ACCORDANCE WITH 2009 MUTCD. SIGN MAY INCLUDE INTEGRATED WARNING LIGHTS.

2. SEE WSDOT STANDARD PLAN J-21.10-04 FOR SIGNAL STANDARD FOUNDATION WITH FIXED BASE DETAILS.

3. NOT USED

4. SEE STANDARD PLAN G-32-18 FOR SIGNAL INSTALLATION ON SIGNAL STANDARD DETAILS.

5. TERMINATE RRFB WIRE CONNECTIONS PER MANUFACTURER'S RECOMMENDATION.

6. CONTROL CABINET ENCLOSURE SHALL BE SIZED BY THE RRFB MANUFACTURER. THE CONTROL CABINET SHALL BE MANUFACTURED PER TERMINAL CABINET REQUIREMENTS OF WSDOT STANDARD SPECIFICATION SECTION 9-29.25.