

NE 75TH ST GREENWAY

KIRKLAND, WASHINGTON

PROJECT# 25-18-PW

KIRKLAND AVE FROM RAILROAD AVE TO 116TH AVE NE

N 75TH ST FROM 116TH AVE NE TO 130TH AVE NE

130TH AVE NE FROM NE 75TH ST TO NE 70TH PL

LENGTH 9,400 FEET = 1.78 MILES

TOOLE DESIGN
 720 3RD AVE SUITE 2020
 SEATTLE, WA 98104
 PHONE: (206) 297-1601
 FAX: (301) 927-2800
 WWW.TOOLEDESIGN.COM

CITY OF KIRKLAND WASHINGTON
 CITY OF KIRKLAND
 123 FIFTH AVENUE
 KIRKLAND, WA 98033
 PHONE: (425) 587-3000

NE 75TH ST GREENWAY
 KIRKLAND GREENWAYS
 PROJECT# 25-18-PW
 KIRKLAND, WA



VICINITY MAP
 N.T.S.

LIMIT OF WORK
 SEE LOCATION MAP
 SHEET NT1

CITY OFFICIALS
 PENNY SWEET MAYOR
 JAY ARNOLD DEPUTY MAYOR
 TOM NEIR COUNCIL MEMBER
 KELLI CURTIS COUNCIL MEMBER
 TOBY NIXON COUNCIL MEMBER
 DAVE ASHER COUNCIL MEMBER
 JON PASCAL COUNCIL MEMBER
 KURT TRIPLETT CITY MANAGER
 KATHY BROWN PUBLIC WORKS DIRECTOR
 ROD STEITZER, P.E. CAPITAL PROJECTS MANAGER

CONTACT PERSONNEL

| | | |
|----------------------|------------------------------|--------------|
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| JASON OSBORN | COK STORMWATER | 425-587-3900 |
| TOM CHRIEST | COK WATER & WASTEWATER DEPT. | 425-587-3900 |
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| DISPATCH | COK FIRE DEPARTMENT | 425-587-3650 |
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| JOHN NICHOLSON | INTEGRA TELECOM | 425-970-7000 |
| RAYMOND PILKENTON | COMCAST CABLE | 425-263-5332 |
| CONST. COORDINATOR | KING COUNTY METRO | 206-684-2732 |
| BETH BROOK | LAKE WASH. SCHOOL DIST. | 425-882-5147 |
| JEFF MILES | LAKE WASH. SCHOOL DIST. | 425-882-5120 |
| GREG MATOTE | NORTHSHORE UTILITY DIST. | 425-398-4400 |
| | EMERGENCY | 911 |
| | ONE CALL | 800-424-5555 |



100% SUBMITTAL - NOT FOR CONSTRUCTION

PREPARED: CS/TD
 CHECKED: KLJ/LAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 COVER SHEET

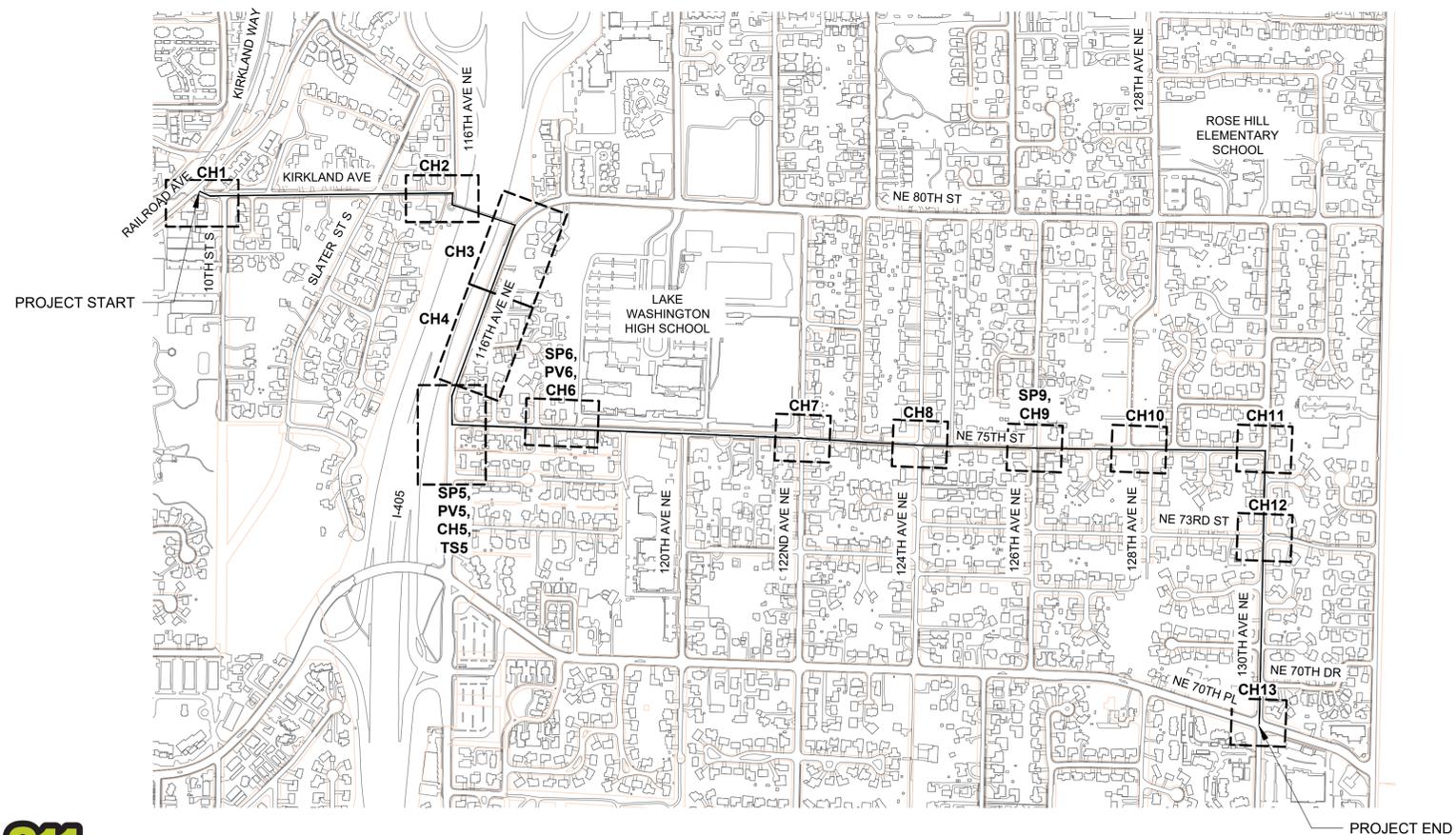
DRAWING NUMBER
CV1
 SHEET NUMBER
1 OF **31**

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BASE MAP NOTES:

- SEE ALIGNMENT PLANS FOR SURVEY CONTROL NOTES. THE ALIGNMENT PLANS INDICATE WHICH ROAD SEGMENTS AND INTERSECTIONS WERE SURVEYED BY LIN AND ASSOCIATES.
- THE BASE MAPS FOR ALL OTHER ROAD SEGMENTS AND INTERSECTIONS WERE CREATED FROM GIS PROVIDED BY THE CITY OF KIRKLAND AND DO NOT REFLECT SURVEY ACCURACY.
- THE CONTRACTOR SHALL CONFIRM ACTUAL FIELD CONDITIONS AND SHALL NOTIFY ENGINEER OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION.



LOCATION MAP
1"=500'



GENERAL NOTES

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
3. ALL ROADWAY WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CURRENT APWA AND CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
4. ALL PUBLIC ROADWAYS SHALL BE CONSTRUCTED OF 2" CLASS "B" AC PAVING ON 4" ASPHALT-TREATED BASE (ATB), UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
5. A COPY OF THE APPROVED ROADWAY PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
6. DENSITY TEST REPORTS WILL BE REQUIRED FOR ALL PUBLIC ROADWAYS AND ALL PRIVATE ROADWAYS WITHIN PLATS. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
7. ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS MUST CONFORM TO THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS DRIVEWAY POLICY.
8. ALL CONCRETE FOR SIDEWALKS AND CURB AND GUTTER MUST BE 4,000 PSI MINIMUM. (5-3/4 SACK MIX.)
9. IN THE CASE OF NEW ROAD CONSTRUCTION OR RECONSTRUCTION REQUIRING MAILBOXES TO BE MOVED OR REARRANGED, THE CONTRACTOR SHALL COORDINATE WITH THE U.S. POSTAL SERVICE FOR THE NEW LOCATION OF THE MAILBOX STRUCTURE.
10. ANY ROADWAY SIGNAGE OR STRIPING REMOVED OR TEMPORARILY MOVED BY THE CONTRACTOR SHALL BE RESTORED SO AS TO MEET THE CURRENT CITY OF KIRKLAND STANDARDS.
11. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADEQUATE TEMPORARY TRAFFIC CONTROL TO ENSURE TRAFFIC SAFETY DURING CONSTRUCTION ACTIVITIES. THEREFORE, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE RIGHT-OF-WAY. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) OR AS MODIFIED BY THE TRAFFIC ENGINEER.
12. WHERE A SIDEWALK IS TO BE CONSTRUCTED ABOVE A SLOPE OR ADJACENT TO A ROCKERY OR RETAINING WALL WHERE THE LOWEST FINISHED ELEVATION OF THE SLOPE, ROCKERY, OR RETAINING WALL IS TO BE THIRTY INCHES (30") OR MORE BELOW THE FINISHED ELEVATION OF THE SIDEWALK, A SAFETY RAILING SHALL BE REQUIRED WHEN: (A) THE PLANE OF THE WALL FACE IS LESS THAN 4' IN HORIZONTAL DISTANCE FROM THE OUTSIDE EDGE OF THE SIDEWALK; (B) THE SLOPES ADJACENT TO THE SIDEWALK AVERAGE GREATER THAN TWO TO ONE.
13. THE MAXIMUM GRADE FOR PRIVATE ROADWAYS SHALL BE TWENTY PERCENT (20%), OR FIFTEEN PERCENT (15%) IF USED FOR FIRE ACCESS. FOR PUBLIC ROADWAYS, THE MAXIMUM GRADE SHALL BE FIFTEEN PERCENT (15%).
14. DEAD-END STREETS SHALL BE APPROPRIATELY SIGNED AND BARRICADED. SEE MOST CURRENT EDITION OF THE MUTCD.
15. SIDEWALK AND CURB AND GUTTER CANNOT BE POURED MONOLITHICALLY. THERE MUST BE A COLD JOINT OR FULL-DEPTH EXPANSION JOINT BETWEEN THEM.
16. MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO PROVIDE GROUND COVER IN AREAS WITHIN THE RIGHT-OF-WAY WHICH HAVE BEEN STRIPPED OF NATURAL VEGETATION OR HAVE A POTENTIAL FOR EROSION.
17. THE CONTRACTOR SHALL COORDINATE WITH PUGET POWER FOR THE DESIGN AND INSTALLATION OF STREET LIGHTS ON ALL NEWLY-CREATED PUBLIC ROADWAYS AND EXISTING ROADWAYS.
18. WHEN AN EXISTING ROADWAY IS TO RECEIVE A HALF-STREET OVERLAY, THE EXISTING ROADWAY MUST BE COLD PLANNED AT THE EDGE OF THE GUTTER AND CENTERLINE. WHEN THE EXISTING ROADWAY IS TO RECEIVE A FULL-STREET OVERLAY, IT MUST BE COLD PLANNED AT THE EDGE OF BOTH GUTTERS. SEE CITY OF KIRKLAND STANDARD DETAIL NO. R-13.
19. THE TEMPORARY EROSION AND SEDIMENTATION CONTROL (TESC) MEASURES SHOWN IN THESE PLANS SHALL BE CONSIDERED A MINIMUM. THE CONTRACTOR SHALL PROVIDE ANY REASONABLE ADDITIONAL MEASURES AS MAY BE REQUIRED TO FACILITATE ACTUAL SITE RUNOFF CONDITIONS AT THE TIME OF CONSTRUCTION. ALL NECESSARY TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN-PLACE PRIOR TO ANY DEMOLITION OR CONSTRUCTION ACTIVITIES.
20. WHEN INSTALLING NEW SIDEWALK, THE AREA BEHIND THE SIDEWALK MUST BE GRADED SO THAT THE YARD DRAINAGE DOES NOT DRAIN OVER THE SIDEWALK.
21. ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED PRIOR TO FINAL INSPECTION.
22. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL PUBLIC STREETS FREE FROM MUD AND DEBRIS AT ALL TIMES. THE CONTRACTOR SHALL BE PREPARED TO USE POWER SWEEPERS OR OTHER PIECES OF EQUIPMENT NECESSARY TO KEEP THE ROADWAYS CLEAN.
23. BACKFILL IN ALL STREET CUTS ON ARTERIALS WILL BE CONTROL DENSITY FILL (CDF). CONTRACTOR MUST PROVIDE STEEL PLATING NECESSARY TO ALLOW THE CDF TO CURE.
24. WHEN CONSTRUCTING NEW CURB AND GUTTER WHICH DOES NOT ALIGN WITH THE EXISTING EDGE OF PAVEMENT, THE ROADWAY MUST BE TAPERED FROM THE ENDS OF THE NEW CURB AND GUTTER TO MATCH THE EXISTING PAVEMENT. THE ENTRY TAPER INTO THE NEW IMPROVEMENTS SHALL BE 5:1, AND LEAVING THE NEW IMPROVEMENTS SHALL BE 10:1.
25. WHEN AN EXISTING ROADWAY IS TO BE WIDENED, THE EXISTING PAVEMENT MUST BE SAW CUT AT LEAST ONE FOOT FROM THE EDGE TO PROVIDE A PROPER MATCH BETWEEN NEW AND EXISTING ASPHALT. HOWEVER, WHEN THE EXISTING PAVEMENT CONTAINS ALLIGATORED AREAS, THOSE AREAS MUST BE REMOVED PRIOR TO WIDENING. ALL SAW CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE RIGHT-OF-WAY CENTERLINE.
26. ALL ROCKERIES MUST BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT GUIDELINES OF THE ASSOCIATION.

**CITY OF KIRKLAND STANDARD
EROSION AND SEDIMENT CONTROL (ESC) NOTES**

1. THE APPROVED CONSTRUCTION SEQUENCE SHALL BE AS FOLLOWS:
 - a. CONDUCT PRE-CONSTRUCTION MEETING.
 - b. FLAG OR FENCE CLEARING LIMITS AS DIRECTED BY ENGINEER.
 - c. POST SIGN WITH NAME AND PHONE NUMBER OF TESC SUPERVISOR.
 - d. INSTALL CATCH BASIN PROTECTION IF REQUIRED.
 - e. GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
 - f. INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
 - g. CONSTRUCT SEDIMENT PONDS AND TRAPS.
 - h. GRADE AND STABILIZE CONSTRUCTION ROADS.
 - i. CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT.
 - j. MAINTAIN EROSION CONTROL MEASURE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
 - k. RELOCATE EROSION CONTROL MEASURES OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE, THE EROSION AND SEDIMENT CONTROL IS ALWAYS IN ACCORDANCE WITH THE CITY TESC MINIMUM REQUIREMENTS.
 - l. COVER ALL AREAS WITHIN THE SPECIFIED TIME FRAME WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, CRUSHED ROCK OR EQUIVALENT.
 - m. STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN 7 DAYS.
 - n. SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
 - o. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES REMOVED IF APPROPRIATE.
2. CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS CLEAN AND FREE OF CONTAMINANTS AT ALL TIMES AND FOR PREVENTING AN ILLICIT DISCHARGE (KMC 15.52) INTO THE MUNICIPAL STORM DRAIN. IF YOUR CONSTRUCTION PROJECT CAUSES AN ILLICIT DISCHARGE TO THE MUNICIPAL STORM DRAIN SYSTEM, THE CITY OF KIRKLAND STORM MAINTENANCE DIVISION WILL BE CALLED TO CLEAN THE PUBLIC STORM SYSTEM, AND OTHER AFFECTED PUBLIC INFRASTRUCTURE. THE CONTRACTOR(S), PROPERTY OWNER, AND ANY OTHER RESPONSIBLE PARTY MAY BE CHARGED ALL COSTS ASSOCIATED WITH THE CLEAN-UP AND MAY ALSO BE ASSESSED MONETARY PENALTIES (KMC 1.12.200). THE MINIMUM PENALTY IS \$250. A FINAL INSPECTION OF YOUR PROJECT WILL NOT BE GRANTED UNTIL ALL COSTS ASSOCIATED WITH THE CLEAN-UP, AND PENALTIES, ARE PAID TO THE CITY OF KIRKLAND.
3. CONSTRUCTION DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25NTU, AND NOT CONSIDERED AN ILLICIT DISCHARGE (PER KMC 15.52.090). TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.
4. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
5. THE BOUNDARIES OF THE CLEARING LIMITS AS DIRECTED BY THE ENGINEER SHALL BE CLEARLY FLAGGED IN THE FIELD BY A CLEARING CONTROL FENCE PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE OR REMOVAL OF ANY GROUND COVER BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE PERMITTEE/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
6. APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
7. THE IMPLEMENTATION OF THIS ESC PLAN AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.
8. A COPY OF THE APPROVED ESC PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
9. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS. WHEREVER POSSIBLE, MAINTAIN NATURAL VEGETATION FOR SILT CONTROL.
10. THE ESC FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS ON THE APPROVED SYSTEM. LOCATIONS MAY BE MOVED TO SUIT FIELD CONDITIONS, SUBJECT TO APPROVAL BY THE ENGINEER AND THE CITY OF KIRKLAND INSPECTOR.
11. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G., ADDITIONAL SUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED FOR UNEXPECTED STORM EVENTS. ADDITIONALLY, MORE ESC FACILITIES MAY BE REQUIRED TO ENSURE COMPLETE SILTATION CONTROL. THEREFORE, DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED.
12. THE ESC FACILITIES SHALL BE INSPECTED BY THE PERMITTEE/CONTRACTOR DAILY DURING NON-RAINFALL PERIODS, EVERY HOUR (DAYLIGHT) DURING A RAINFALL EVENT, AND AT THE END OF EVERY RAINFALL, AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. IN ADDITION, TEMPORARY SILTATION PONDS AND ALL TEMPORARY SILTATION CONTROLS SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED, PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL, AND THE POTENTIAL FOR EROSION HAS PASSED. WRITTEN RECORDS SHALL BE KEPT DOCUMENTING THE REVIEWS OF THE ESC FACILITIES.
13. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 48 HOURS FOLLOWING A STORM EVENT.
14. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
15. ALL DENUDED SOILS MUST BE STABILIZED WITH AN APPROVED TEMPORARY ESC METHOD (E.G. SEEDING, MULCHING, PLASTIC COVERING, CRUSHED ROCK) WITHIN THE FOLLOWING TIMELINES:
 - MAY 1 TO SEPTEMBER 30 – SOILS MUST BE STABILIZED WITHIN 7 DAYS OF GRADING.
 - OCTOBER 1 TO APRIL 30 – SOILS MUST BE STABILIZED WITHIN 2 DAYS OF GRADING.
 - STABILIZE SOILS AT THE END OF THE WORKDAY PRIOR TO A WEEKEND, HOLIDAY, OR PREDICTED RAIN EVENT.

**CITY OF KIRKLAND STANDARD
EROSION AND SEDIMENT CONTROL NOTES (CONT)**

16. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (EXAMPLE: ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE).
17. WHERE STRAW MULCH IS REQUIRED FOR TEMPORARY EROSION CONTROL, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2".
18. ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) SHALL HAVE A 6' HIGH TEMPORARY CONSTRUCTION FENCE (CHAIN LINK WITH PIER BLOCKS) SEPARATING THE LOT (OR BUILDABLE PORTIONS OF THE LOT) FROM THE AREA RESTRICTED BY THE NGPE AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR CLEARING AND REMAIN IN PLACE UNTIL THE PLANNING DEPARTMENT AUTHORIZES REMOVAL.
19. CLEARING LIMITS SHALL BE DELINEATED WITH A CLEARING CONTROL FENCE. THE CLEARING CONTROL FENCE SHALL CONSIST OF A 6-FT. HIGH CHAIN LINK FENCE ADJACENT TO THE DRIP LINE OF TREES TO BE SAVED, WETLAND OR STREAM BUFFERS, AND SENSITIVE SLOPES. CLEARING CONTROL FENCES ALONG WETLAND OR STREAM BUFFERS OR UPSLOPE OF SENSITIVE SLOPES SHALL BE ACCOMPANIED BY AN EROSION CONTROL FENCE. IF APPROVED BY THE CITY, A FOUR-FOOT HIGH ORANGE MESH CLEARING CONTROL FENCE MAY BE USED TO DELINEATE CLEARING LIMITS IN ALL OTHER AREAS.
20. OFF-SITE STREETS MUST BE KEPT CLEAN AT ALL TIMES. IF DIRT IS DEPOSITED ON THE PUBLIC STREET SYSTEM, THE STREET SHALL BE IMMEDIATELY CLEANED WITH POWER SWEEPER OR OTHER EQUIPMENT. ALL VEHICLES SHALL LEAVE THE SITE BY WAY OF THE CONSTRUCTION ENTRANCE AND SHALL BE CLEANED OF ALL DIRT THAT WOULD BE DEPOSITED ON THE PUBLIC STREETS.
21. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF 1' AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; AND 1"-2" ROCK/10%-20% PASSING. RECYCLED CONCRETE SHALL NOT BE USED FOR EROSION PROTECTION, INCLUDING CONSTRUCTION ENTRANCE OR TEMPORARY STABILIZATION ELSEWHERE ON THE SITE.
22. IF ANY PART(S) OF THE CLEARING LIMIT BOUNDARY OR TEMPORARY EROSION/SEDIMENTATION CONTROL PLAN IS/ARE DAMAGED, IT SHALL BE REPAIRED IMMEDIATELY.
23. ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND RUNOFF.
24. AT NO TIME SHALL MORE THAN 1' OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED IMMEDIATELY FOLLOWING REMOVAL OF EROSION CONTROL BMPs. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
25. ANY PERMANENT RETENTION/DETENTION FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES AND SHALL PROVIDE ADEQUATE STORAGE CAPACITY. IF THE PERMANENT FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION OR DISPERSION SYSTEM, THE FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN. NO UNDERGROUND DETENTION TANK, DETENTION VAULT, OR SYSTEM WHICH BACKS UNDER OR INTO A POND SHALL BE USED AS A TEMPORARY SETTLING BASIN.
26. ALL EROSION/SEDIMENTATION CONTROL PONDS WITH A DEAD STORAGE DEPTH EXCEEDING 6" MUST HAVE A PERIMETER FENCE WITH A MINIMUM HEIGHT OF 3'.
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 SILT ACCUMULATION AS DETERMINED BY THE CITY OF KIRKLAND. ALSO, ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-QUARTER DEPTH.
28. PRIOR TO THE OCTOBER 1 OF EACH YEAR (THE BEGINNING OF THE WET SEASON), ALL DISTURBED AREAS SHALL BE REVIEWED TO IDENTIFY WHICH ONES CAN BE SEEDED IN PREPARATION FOR THE WINTER RAINS. THE IDENTIFIED DISTURBED AREA SHALL BE SEEDED WITHIN ONE WEEK AFTER OCTOBER 1. A SITE PLAN DEPICTING THE AREAS TO BE SEEDED AND THE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR CAN REQUIRE SEEDING OF ADDITIONAL AREAS IN ORDER TO PROTECT SURFACE WATERS, ADJACENT PROPERTIES, OR DRAINAGE FACILITIES.
29. ANY AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT (INCLUDING A 5-FOOT BUFFER) MUST BE SURROUNDED BY SILT FENCE PRIOR TO CONSTRUCTION AND UNTIL FINAL STABILIZATION OF THE SITE TO PREVENT SOIL COMPACTION AND SILTATION BY CONSTRUCTION ACTIVITIES.
30. IF THE TEMPORARY CONSTRUCTION ENTRANCE OR ANY OTHER AREA WITH HEAVY VEHICLE LOADING IS LOCATED IN THE SAME AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT, 6" OF SEDIMENT BELOW THE GRAVEL SHALL BE REMOVED PRIOR TO INSTALLATION OF THE INFILTRATION FACILITY OR PERVIOUS PAVEMENT (TO REMOVE FINES ACCUMULATED DURING CONSTRUCTION).
31. ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE ADEQUATE PROTECTION FROM SEDIMENT. CATCH BASINS DIRECTLY DOWNSTREAM OF THE CONSTRUCTION ENTRANCE OR ANY OTHER CATCH BASIN AS DETERMINED BY THE CITY INSPECTOR SHALL BE PROTECTED WITH A "STORM DRAIN PROTECTION INSERT" OR EQUIVALENT.
32. IF A SEDIMENT POND IS NOT PROPOSED, A BAKER TANK OR OTHER TEMPORARY GROUND AND/OR SURFACE WATER STORAGE TANK MAY BE REQUIRED DURING CONSTRUCTION, DEPENDING ON WEATHER CONDITIONS.
33. DO NOT FLUSH CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM. IF EXPOSED AGGREGATE IS FLUSHED INTO THE STORM SYSTEM, IT COULD MEAN RE-CLEANING THE ENTIRE DOWNSTREAM STORM SYSTEM, OR POSSIBLY RE-LAYING THE STORM LINE.
34. RECYCLED CONCRETE SHALL NOT BE STOCKPILED ON SITE, UNLESS FULLY COVERED WITH NO POTENTIAL FOR RELEASE OF RUNOFF.



**NE 75TH ST GREENWAY
KIRKLAND GREENWAYS
PROJECT# 25-18-PW
KIRKLAND, WA**

PREPARED: CS/TD
CHECKED: KL/JAL
DATE
DECEMBER 2019
REV. 1
REV. 2
REV. 3
SHEET NAME
**GENERAL NOTES
AND LEGEND**
DRAWING NUMBER
NT2
SHEET NUMBER
3 OF **31**



**CITY OF KIRKLAND STANDARD
STORM DRAINAGE NOTES**

- A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
- BEFORE ANY CONSTRUCTION MAY OCCUR, THE CONTRACTOR SHALL HAVE PLANS WHICH HAVE BEEN SIGNED AND APPROVED BY THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT, OBTAINED ALL CITY, COUNTY, STATE, FEDERAL AND OTHER REQUIRED PERMITS, AND HAVE POSTED ALL REQUIRED BONDS.
- ALL STORM DRAINAGE IMPROVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF KIRKLAND PUBLIC WORKS PRE-APPROVED PLANS AND POLICIES AND THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, PREPARED BY WSDOT AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA).
- ANY DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL. ALL CHANGES SHALL BE SUBMITTED TO THE CITY.
- A COPY OF THE APPROVED STORM WATER PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR SIMILARLY STABILIZED TO THE SATISFACTION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FOR THE PREVENTION OF ON-SITE EROSION AFTER THE COMPLETION OF CONSTRUCTION.
- MINIMUM COVER OVER STORM DRAINAGE PIPES IN ROW OR VEHICULAR PATH SHALL BE 18 INCHES, UNLESS OTHER DESIGN IS APPROVED.
- STEEL PIPE SHALL HAVE ASPHALT TREATMENT #1 OR BETTER INSIDE AND OUTSIDE.
- ALL CATCH BASINS SHALL BE TYPE I UNLESS OTHERWISE NOTED. CATCH BASINS WITH A DEPTH OF OVER FIVE FEET (5') TO THE PIPE INVERT SHALL BE A TYPE II CATCH BASIN. TYPE II CATCH BASINS EXCEEDING FIVE FEET (5') IN DEPTH SHALL HAVE A STANDARD LADDER INSTALLED.
- ALL STORM DRAINAGE MAIN EXTENSIONS WITHIN THE PUBLIC RIGHT-OF-WAY OR IN EASEMENTS MUST BE STAKED FOR LINE AND GRADE PRIOR TO STARTING CONSTRUCTION.
- ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF ONE FOOT (1') AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; 2"-MINUS ROCK/10%-20% PASSING. RECYCLED CONCRETE SHALL NOT BE USED FOR EROSION PROTECTION, INCLUDING FOR CONSTRUCTION ENTRANCE OR TEMPORARY STABILIZATION ELSEWHERE ON SITE.
- ALL PIPE, MANHOLES, CATCH BASINS, AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH THE CURRENT STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (WSDOT). THIS SHALL INCLUDE NECESSARY LEVELING OF THE TRENCH BOTTOM OR THE TOP OF THE FOUNDATION MATERIAL AS WELL AS PLACEMENT AND COMPACTION OF REQUIRED BEDDING MATERIAL TO UNIFORM GRADE SO THAT THE ENTIRE LENGTH OF THE PIPE WILL BE SUPPORTED ON A UNIFORMLY DENSE, UNYIELDING BASE. IF THE NATIVE MATERIAL IN THE BOTTOM OF THE TRENCH MEETS THE REQUIREMENTS FOR "GRAVEL BACKFILL FOR PIPE BEDDING," THE FIRST LIFT OF PIPE BEDDING MAY BE OMITTED PROVIDED THE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENEED, REGRADED, AND COMPACTED TO FORM A DENSE UNYIELDING BASE. ALL PIPE BEDDING SHALL BE APWA CLASS B, TYPE I, OR BETTER. PIPE SHALL NOT BE INSTALLED ON SOD, FROZEN EARTH, LARGE BOULDERS, OR ROCK. PIPE BEDDING FOR FLEXIBLE PIPES SHALL BE PEA GRAVEL TO THE SPRINGLINE OF THE PIPE.
- CONSTRUCTION OF DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25NTU, AND NOT CONSIDERED A PROHIBITED DISCHARGE (PER KMC 15.52.090). TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.
- ISSUANCE OF A BUILDING OR LAND SURFACE MODIFICATION PERMIT BY THE CITY OF KIRKLAND DOES NOT RELIEVE THE OWNER OF THE CONTINUING LEGAL OBLIGATION AND/OR LIABILITY CONNECTED WITH STORM SURFACE WATER DISPOSITION. FURTHER, THE CITY OF KIRKLAND DOES NOT ACCEPT ANY OBLIGATION FOR THE PROPER FUNCTIONING AND MAINTENANCE OF THE SYSTEM DURING OR FOLLOWING CONSTRUCTION EXCEPT AS OUTLINED IN THE CITY OF KIRKLAND PUBLIC WORKS STANDARDS.
- ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, CONFINED SPACE PROTECTION, FLAGGERS, AND 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 THE CONTRACT. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE A TRAFFIC CONTROL PLAN APPROVED BY THE CITY OF KIRKLAND. ALL SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS, TRAFFIC CONTROL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY.
- NO FINAL CUT OR FILL SLOPE SHALL EXCEED SLOPES OF TWO (2) HORIZONTAL TO ONE (1) VERTICAL WITHOUT STABILIZATION BY ROCKERY OR BY A STRUCTURAL RETAINING WALL.
- ALL MANHOLE LADDERS SHALL BE FIRMLY ATTACHED AND EXTEND TO WITHIN 1' OF THE BOTTOM OF THE STRUCTURE.
- APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL EXERCISE ALL CARE TO AVOID DAMAGE TO ANY UTILITY. IF CONFLICTS WITH EXISTING UTILITIES ARISE DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION INSPECTOR AND ANY CHANGES REQUIRED SHALL BE APPROVED BY THE DEVELOPMENT ENGINEER PRIOR TO COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT.
- THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION OF EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.

**CITY OF KIRKLAND STANDARD
STORM DRAINAGE NOTES (CONT)**

- THE CONTRACTOR SHALL VERIFY THE LOCATIONS, WIDTHS, THICKNESSES, AND ELEVATIONS OF ALL EXISTING PAVEMENTS AND STRUCTURES THAT ARE TO INTERFACE WITH NEW WORK. PROVIDE ALL TRIMMING, CUTTING, SAW CUTTING, GRADING, LEVELING, SLOPING, COATING, AND OTHER WORK, INCLUDING MATERIALS AS NECESSARY, TO CAUSE THE INTERFACE WITH EXISTING WORKS TO BE PROPER, ACCEPTABLE TO THE ENGINEER AND THE CITY OF KIRKLAND, COMPLETE IN PLACE AND READY TO USE.
- ALL INLET, MANHOLE, AND CATCH BASIN FRAMES AND GRATES SHALL NOT BE ADJUSTED TO GRADE UNTIL IMMEDIATELY PRIOR TO FINAL PAVING. ALL CATCH BASIN GRATES SHALL BE SET 0.10' BELOW PAVEMENT LEVEL.
- OPEN CUT ROAD CROSSINGS FOR UTILITY TRENCHES ON EXISTING TRAVELED ROADWAY SHALL BE BACKFILLED ONLY WITH 5/8" MINUS CRUSHED ROCK AND MECHANICALLY COMPACTED (UNLESS OTHERWISE APPROVED BY THE CITY). FOR STREETS CLASSIFIED AS ARTERIALS OR COLLECTORS, BACKFILL FOR CROSSINGS SHALL BE CONTROL DENSITY FILL (CDF). CUTS INTO THE EXISTING ASPHALT SHALL BE NEAT LINE CUT WITH SAW OR JACKHAMMER IN A CONTINUOUS LINE. A TEMPORARY COLD MIX PATCH MUST BE PLACED IMMEDIATELY AFTER BACKFILL AND COMPACTION. A PERMANENT HOT MIX PATCH SHALL BE PLACED WITHIN 30 DAYS AND SHALL BE A MINIMUM OF 1" THICKER THAN THE ORIGINAL ASPHALT WITH A MINIMUM THICKNESS OF 2". SEE STANDARD D.02.
- ALL DAMAGES INCURRED TO PUBLIC AND/OR PRIVATE PROPERTY BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION SHALL BE PROMPTLY REPAIRED TO THE SATISFACTION OF THE CITY CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND/OR THE RELEASE OF THE PROJECT'S PERFORMANCE BOND.
- GROUT ALL SEAMS AND OPENINGS IN ALL INLETS, CATCH BASINS, AND MANHOLES. JETSET GROUT IS NOT ALLOWED.
- WHEN WIDENING AN EXISTING ROADWAY WHERE AN EXISTING TYPE I CATCH BASIN WILL REMAIN IN THE TRAVEL LANE, THE EXISTING FRAME AND COVER SHALL BE REPLACED WITH A ROUND, LOCKING FRAME AND COVER.
- FOR OTHER THAN SINGLE-FAMILY DWELLINGS, ALL EXPOSED OR READILY EXPOSED INDOOR STORM DRAINAGE PIPING/PLUMBING SHALL BE LABELED WITH THE WORDS "STORM DRAIN" WITH MINIMUM 2 INCH HIGH LETTERS.
- RECYCLED CONCRETE SHALL NOT BE USED AROUND STORMWATER FACILITIES.

CHANNELIZATION AND SIGNING NOTES

- THE CONTRACTOR SHALL FURNISH AND INSTALL ALL SIGNAGE UNLESS NOTED OTHERWISE ON THE PLANS.
- THE D11-1 SIGNS ARE PLACEHOLDERS AND WILL BE REPLACED WITH CUSTOM GREENWAY SIGNS. COORDINATE THE GREENWAY SIGNS WITH CITY ENGINEER.
- ALL STRIPING LINES SHALL BE PAINT. ALL OTHER PAVEMENT MARKINGS SHALL BE PLASTIC.
- SIGN LOCATIONS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. SIGN 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 IS BLOCKED BY TREES.
- CONTRACTOR SHALL REMOVE EXISTING PAVEMENT STRIPING, MARKING AND SIGNAGE IN CONFLICT WITH NEW CHANNELIZATION.
- ALL CHANNELIZATION DIMENSIONS ADJACENT TO CURB ARE MEASURED TO THE FACE OF CURB.
- SOLID BICYCLE LANE LINE STRIPES ARE WHITE, 6 INCHES WIDE UNLESS OTHERWISE NOTED.

LANDSCAPE AND RESTORATION NOTES

- PROTECT EXISTING TREES PER SITE PREPARATION NOTES AND PLANS. PROTECT ALL VEGETATION ON PRIVATE PROPERTY.
- TRIM AND REMOVE VEGETATION AND TREES PER SITE PREPARATION NOTES AND PLANS.
- RESTORE EXISTING LANDSCAPE IMPACTED BY CONSTRUCTION TO EXISTING CONDITIONS OR BETTER PER SPECIFICATIONS. RESTORED LANDSCAPE TO MEET AND MATCH EXISTING LANDSCAPE GRADES AND PAVEMENT EDGES.

CHANNELIZATION AND SIGNING LEGEND

| EXISTING | PROPOSED | DETAIL |
|----------|----------|--|
| | 4" SYL | 4" SOLID YELLOW LINE |
| | 4" DYL | 4" DASHED YELLOW LINE |
| | | 4" YELLOW TWO-WAY LEFT TURN LANE LINES |
| | 6" SWL | 6" SOLID WHITE LINE |
| | 6" DWL | 6" DASHED WHITE LINE |
| | 6" DYL | 6" DASHED YELLOW LINE |
| | 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE |
| | 12" MMC | 12" MOUNTABLE MEDIAN CURB |
| | | SIGN AND POST (POST HT. PER PLANS) |
| | | BICYCLE LANE SYMBOL |
| | | SHARED LANE MARKING (SHARROW) |
| | | BI-DIRECTIONAL SHARROW |
| | | MODIFIED BI-DIRECTIONAL SHARROW |
| | | BIKE DOT |
| | | WHITE PAVEMENT MARKING |
| | | BICYCLE CROSSING PAVEMENT MARKING |
| | | FLEXIBLE DELINEATOR POST |
| | | 10' CROSSWALK |
| | | 18" STOP BAR |
| | | YIELD SYMBOL PAVEMENT MARKING |

ABBREVIATIONS

| | |
|--|---|
| <p>+/- = PLUS OR MINUS ASPH = ASPHALT ASTM = AMERICAN STANDARD TEST METHOD APS = ACCESSIBLE PEDESTRIAN SIGNAL AVE = AVENUE BC = BOTTOM OF CURB BLDG = BUILDING BP = BEGINNING POINT BW = BOTTOM OF WALL CB = CATCH BASIN CL = CENTERLINE COK = CITY OF KIRKLAND CONC = CONCRETE CRZ = CRITICAL ROOT ZONE CW = CROSSWALK CY = CUBIC YARD DIA = DIAMETER DSYCL = DOUBLE SOLID YELLOW CENTERLINE DW = DRIVEWAY DWG = DRAWING DWL = DASHED WHITE LINE DYL = DASHED YELLOW LINE E = EAST ELEV = ELEVATION EP = END POINT EQ = EQUAL ESC = EROSION AND SEDIMENT CONTROL EX/EXIST = EXISTING FT = FOOT GIS = GEOGRAPHIC INFORMATION SYSTEMS HMA = HOT MIX ASPHALT H/V = HORIZONTAL TO VERTICAL IN = INCH LF = LINEAR FOOT LS = LUMP SUM LT = LEFT MAX = MAXIMUM</p> | <p>MIN = MINIMUM MMC = MOUNTABLE MEDIAN CURB MPH = MILE PER HOUR MUTCD = MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES N = NORTH NO. = NUMBER N.T.S. = NOT TO SCALE O.C. = ON CENTER OFF = OFFSET PC = POINT OF CURVATURE P.E. = PROFESSIONAL ENGINEER PI = POINT OF INTERSECTION PL = PLACE PT = POINT OF TANGENCY R = RADIUS ROW = RIGHT-OF-WAY RRFB = RECTANGULAR RAPID FLASHING BEACON RT = RIGHT S = SOUTH SB = STOP BAR SF = SQUARE FOOT SPEC = SPECIFICATION STA = STATION STD = STANDARD SQ = SQUARE SWL = SOLID WHITE LINE SY = SQUARE YARD TC = TOP OF CURB TCE = TEMPORARY CONSTRUCTION EASEMENT TW = TOP OF WALL TYP = TYPICAL U.N.O. = UNLESS NOTED OTHERWISE W = WEST WI = WITH WSDOT = WASHINGTON STATE DEPARTMENT OF TRANSPORTATION</p> |
|--|---|



NE 75TH ST GREENWAY
 KIRKLAND GREENWAYS
 PROJECT# 25-18-PW
 KIRKLAND, WA

PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
GENERAL NOTES AND LEGEND

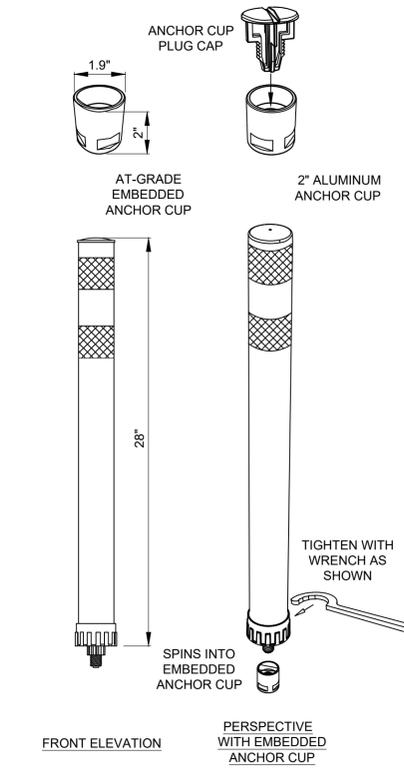
DRAWING NUMBER
NT3
 SHEET NUMBER
4 OF **31**



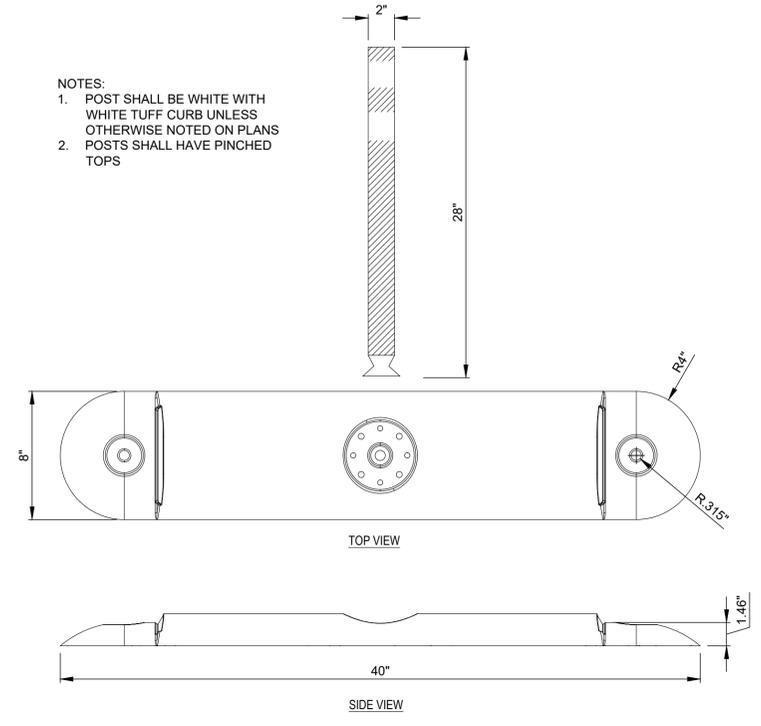
100% SUBMITTAL - NOT FOR CONSTRUCTION

NE 75TH ST GREENWAY
 KIRKLAND GREENWAYS
 PROJECT# 25-18-PW
 KIRKLAND, WA

PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 DETAILS
 DRAWING NUMBER
DT1
 SHEET NUMBER
5 OF **31**

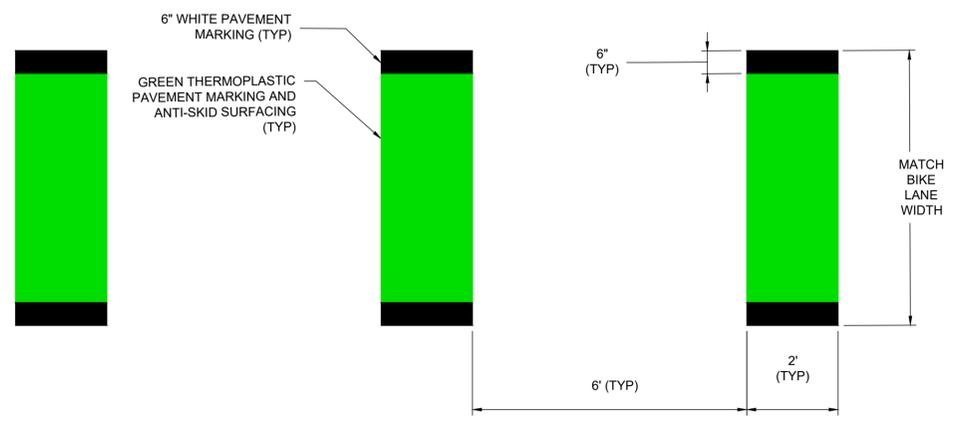


- NOTES:
 1. POST SHALL BE WHITE WITH WHITE TUFF CURB UNLESS OTHERWISE NOTED ON PLANS
 2. POSTS SHALL HAVE PINCHED TOPS

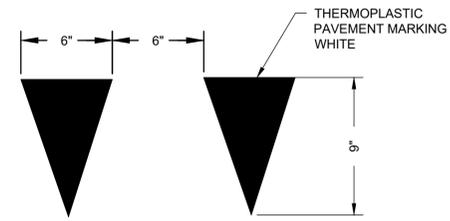


FLEXIBLE DELINEATOR POST
 N.T.S. **1** TYP

WHITE TUFF CURB WITH POST DETAIL
 N.T.S. **2** TYP

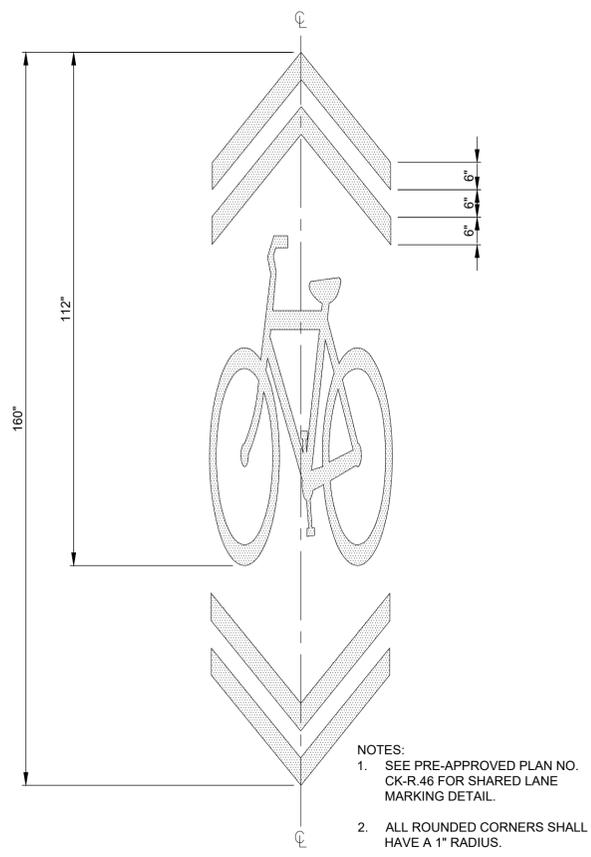


TYPICAL BICYCLE CROSSING PAVEMENT MARKING
 N.T.S. **3** TYP

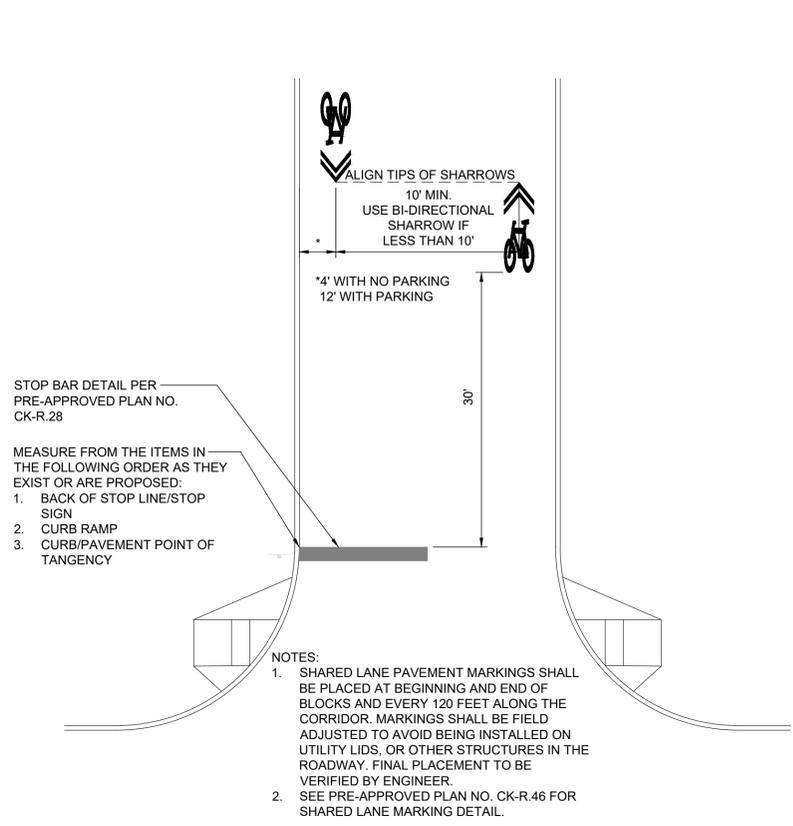


YIELD SYMBOL PAVEMENT MARKING
 N.T.S. **4** TYP

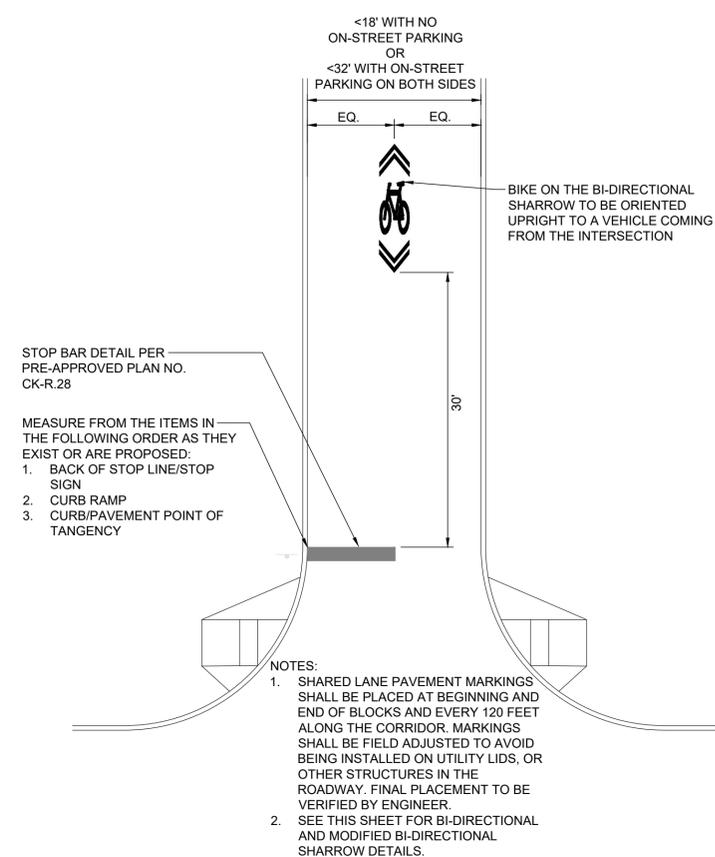




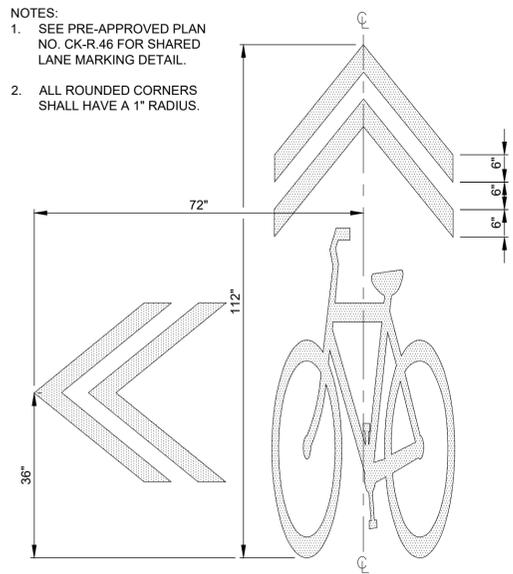
BIDIRECTIONAL BIKE SHARROW DETAIL (3) TYP
 N.T.S.



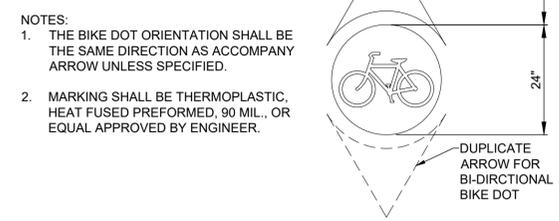
SHARED LANE PAVEMENT MARKING (SHARROW) PLACEMENT (1) TYP
 N.T.S.



BI-DIRECTIONAL SHARROW PLACEMENT (2) TYP
 N.T.S.



MODIFIED BI-DIRECTIONAL SHARROW DETAIL (4) TYP
 N.T.S.



BIKE DOT WITH ARROW DETAIL (5) TYP
 N.T.S.

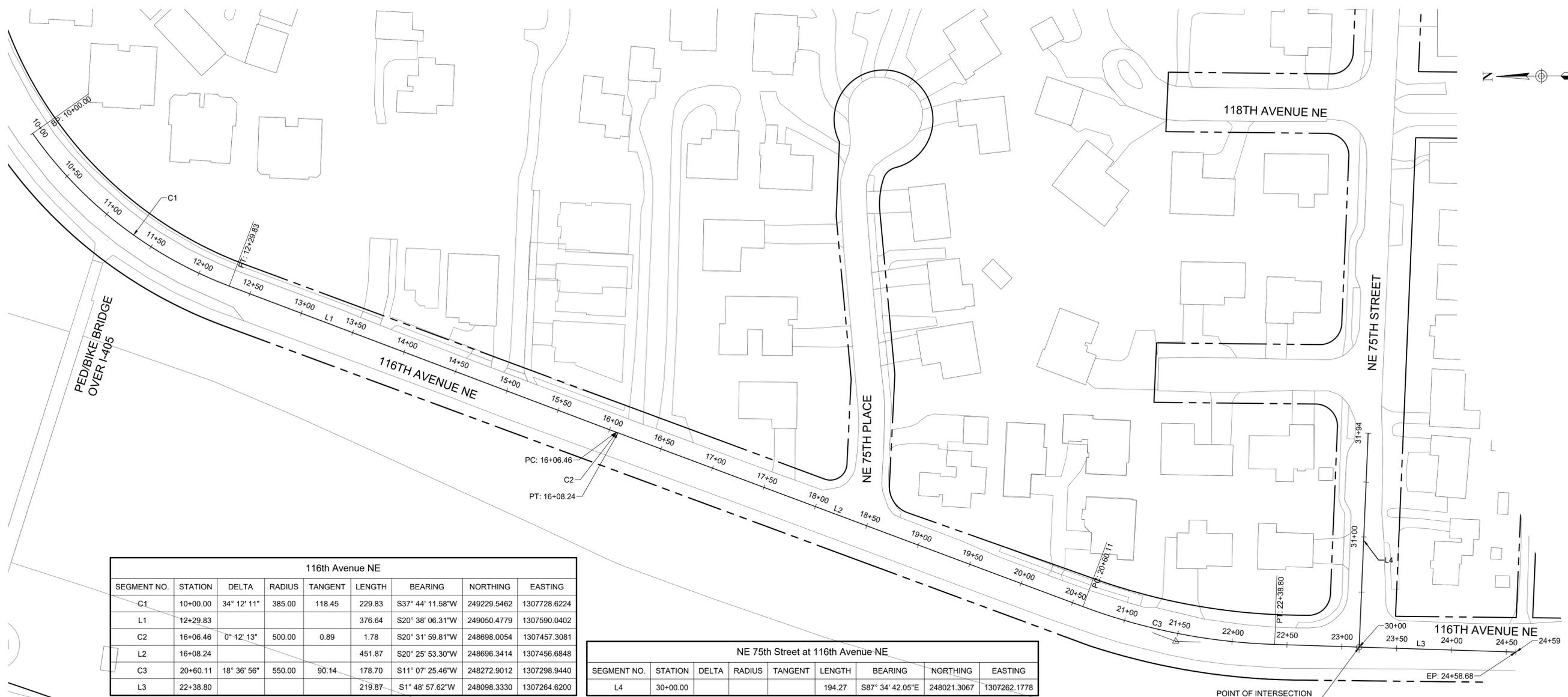


NE 75TH ST GREENWAY
 KIRKLAND GREENWAYS
 PROJECT# 25-18-PW
 KIRKLAND, WA



PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
ALIGNMENT PLAN

DRAWING NUMBER
AL1
 SHEET NUMBER
7 OF **31**



| 116th Avenue NE | | | | | | | | |
|-----------------|----------|-------------|--------|---------|--------|------------------|-------------|--------------|
| SEGMENT NO. | STATION | DELTA | RADIUS | TANGENT | LENGTH | BEARING | NORTHING | EASTING |
| C1 | 10+00.00 | 34° 12' 11" | 385.00 | 118.45 | 229.83 | S37° 44' 11.58"W | 249229.5462 | 1307728.6224 |
| L1 | 12+29.83 | | | | 376.64 | S20° 38' 06.31"W | 249050.4779 | 1307590.0402 |
| C2 | 16+06.46 | 0° 12' 13" | 500.00 | 0.89 | 1.78 | S20° 31' 59.81"W | 248698.0054 | 1307457.3081 |
| L2 | 16+08.24 | | | | 451.87 | S20° 25' 53.30"W | 248696.3414 | 1307456.6848 |
| C3 | 20+60.11 | 18° 36' 56" | 550.00 | 90.14 | 178.70 | S11° 07' 25.46"W | 248272.9012 | 1307298.9440 |
| L3 | 22+38.80 | | | | 219.87 | S1° 48' 57.62"W | 248098.3330 | 1307264.6200 |

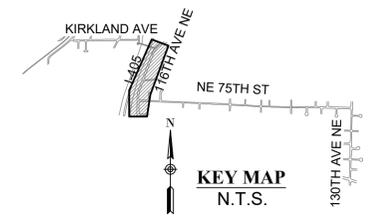
| NE 75th Street at 116th Avenue NE | | | | | | | | |
|-----------------------------------|----------|-------|--------|---------|--------|------------------|-------------|--------------|
| SEGMENT NO. | STATION | DELTA | RADIUS | TANGENT | LENGTH | BEARING | NORTHING | EASTING |
| L4 | 30+00.00 | | | | 194.27 | S87° 34' 42.05"E | 248021.3067 | 1307262.1778 |

SURVEY CONTROL NOTES:

HORIZONTAL BASIS OF BEARINGS: NAD 83/91
 THE WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM OF NAD 83/91, (US SURVEY FEET), MEAN PROJECT COMBINED SCALE FACTOR = 0.999970114
 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 NETWORK (RTN) GPS OBSERVATIONS, UTILIZING THE WASHINGTON STATE REFERENCE NETWORK (WSRN) IN THE REALIZATION OF NAD 83/2011 EPOCH 2010.00.
 A MEAN NORTHING AND EASTING COORDINATE SHIFT FROM NAD 83/2011 TO NAD 83/91 WAS DETERMINED FROM 3 PUBLISHED WSDOT DATA SHEETS AND 1 CITY OF BELLEVUE DATA SHEET, LOCAL TO THE PROJECT AREA. A SHIFT OF -0.342 IN NORTHING AND A SHIFT OF -0.354 IN EASTING WERE APPLIED TO THE NAD 83/2011 COORDINATES TO YIELD NAD 83/91 COORDINATES.

DATE VISITED
 BETWEEN DECEMBER 2017, AND JANUARY 2018.

| SURVEY CONTROL | | | | | |
|----------------|------------|-----------|-------------|------------|--------------|
| NORTHING | EASTING | ELEVATION | DESCRIPTION | STREET A | STREET B |
| 247934.58 | 1309280.67 | 435.23 | MON IN CASE | NE 75TH ST | 122ND AVE NE |
| 247905.36 | 1309952.97 | 434.50 | MON IN CASE | NE 75TH ST | 124TH AVE NE |



100% SUBMITTAL - NOT FOR CONSTRUCTION

SITE PREPARATION NOTES:

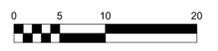
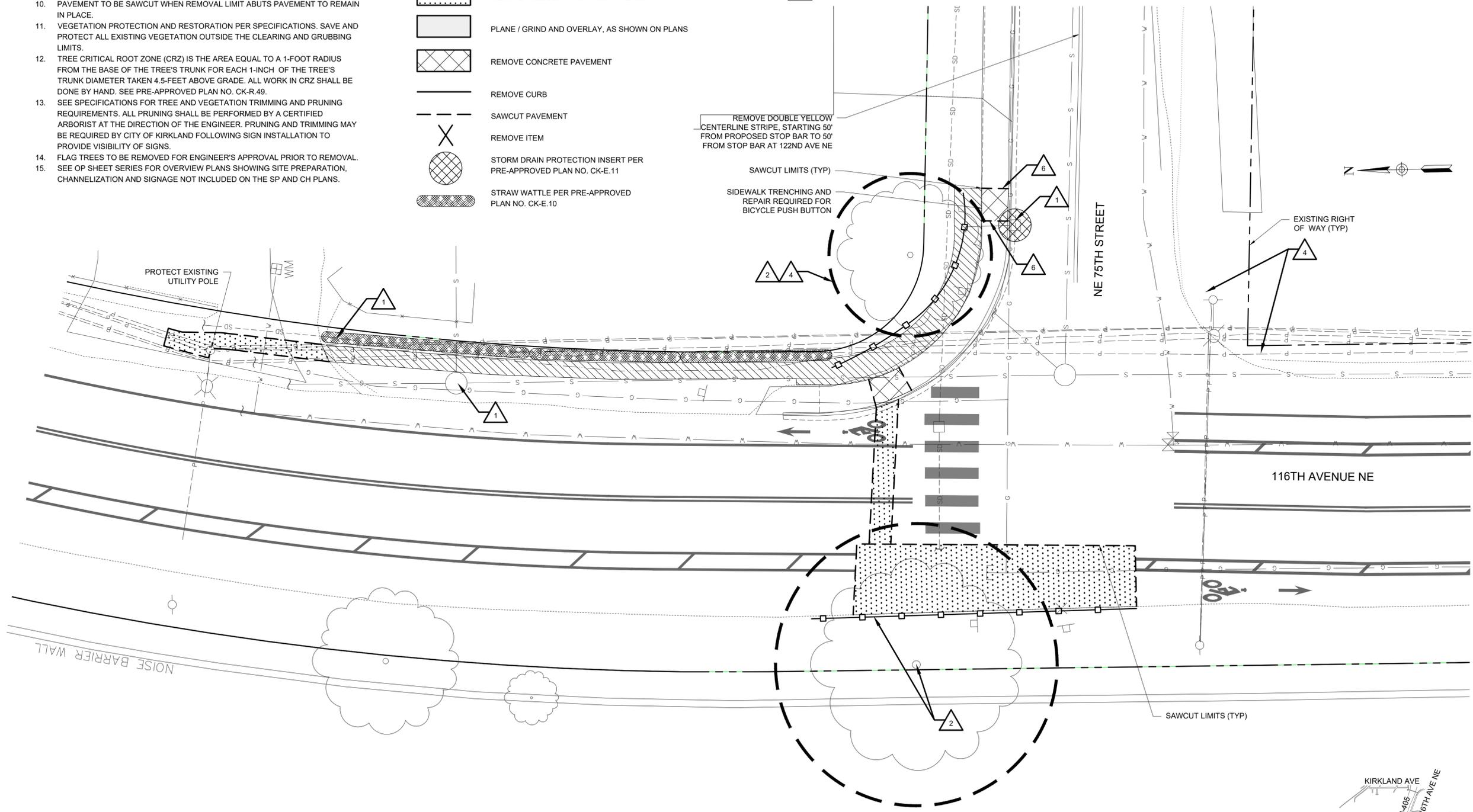
1. SEE AL SHEET SERIES FOR TEMPORARY EASEMENT LIMITS.
2. SEE PV SHEETS SERIES FOR PAVING LIMITS/
3. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
4. SEE CH SHEET SERIES FOR SIGN REMOVALS.
5. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POTHOLES, AND AS-BUILT DRAWINGS.
8. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
9. DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
10. PAVEMENT TO BE SAWCUT WHEN REMOVAL LIMIT ABUTS PAVEMENT TO REMAIN IN PLACE.
11. VEGETATION PROTECTION AND RESTORATION PER SPECIFICATIONS. SAVE AND PROTECT ALL EXISTING VEGETATION OUTSIDE THE CLEARING AND GRUBBING LIMITS.
12. TREE CRITICAL ROOT ZONE (CRZ) IS THE AREA EQUAL TO A 1-FOOT RADIUS FROM THE BASE OF THE TREE'S TRUNK FOR EACH 1-INCH OF THE TREE'S TRUNK DIAMETER TAKEN 4.5-FEET ABOVE GRADE. ALL WORK IN CRZ SHALL BE DONE BY HAND. SEE PRE-APPROVED PLAN NO. CK-R.49.
13. SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING AND PRUNING REQUIREMENTS. ALL PRUNING SHALL BE PERFORMED BY A CERTIFIED ARBORIST AT THE DIRECTION OF THE ENGINEER. PRUNING AND TRIMMING MAY BE REQUIRED BY CITY OF KIRKLAND FOLLOWING SIGN INSTALLATION TO PROVIDE VISIBILITY OF SIGNS.
14. FLAG TREES TO BE REMOVED FOR ENGINEER'S APPROVAL PRIOR TO REMOVAL.
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
- TREE, VEGETATION AND SOIL PROTECTION FENCE PER PRE-APPROVED PLAN NO. CK-R.49
- TREE CRITICAL ROOT ZONE, SEE NOTE 10
- CLEARING AND GRUBBING
- REMOVE FULL DEPTH ASPHALT PAVEMENT
- PLANE / GRIND AND OVERLAY, AS SHOWN ON PLANS
- REMOVE CONCRETE PAVEMENT
- REMOVE CURB
- SAWCUT PAVEMENT
- REMOVE ITEM
- STORM DRAIN PROTECTION INSERT PER PRE-APPROVED PLAN NO. CK-E.11
- STRAW WATTLE PER PRE-APPROVED PLAN NO. CK-E.10

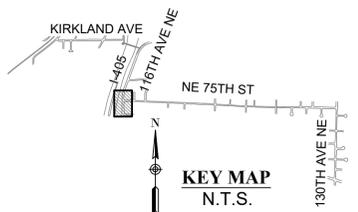
SITE PREPARATION CONSTRUCTION NOTES:

- PRESERVE AND PROTECT OR ADJUST INLET, MH, CB, UTILITY LID
- PRESERVE AND PROTECT TREE, SEE NOTES 9 & 10
- REMOVE TREE, SEE NOTE 12
- TRIM / PRUNE TREE OR VEGETATION, SEE NOTE 11
- REMOVE CURB
- SAWCUT AT NEAREST JOINT



PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE: DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME: SITE PREPARATION

DRAWING NUMBER: SP5
 SHEET NUMBER: 8 OF 31



100% SUBMITTAL - NOT FOR CONSTRUCTION

SITE PREPARATION NOTES:

- SEE AL SHEET SERIES FOR TEMPORARY EASEMENT LIMITS.
- SEE PV SHEETS SERIES FOR PAVING LIMITS/
- SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
- SEE CH SHEET SERIES FOR SIGN REMOVALS.
- SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
- ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
- UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POTHOLES, AND AS-BUILT DRAWINGS.
- CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
- DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
- PAVEMENT TO BE SAWCUT WHEN REMOVAL LIMIT ABUTS PAVEMENT TO REMAIN IN PLACE.
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- TREE CRITICAL ROOT ZONE (CRZ) IS THE AREA EQUAL TO A 1-FOOT RADIUS FROM THE BASE OF THE TREE'S TRUNK FOR EACH 1-INCH OF THE TREE'S TRUNK DIAMETER TAKEN 4.5-FEET ABOVE GRADE. ALL WORK IN CRZ SHALL BE DONE BY HAND. SEE PRE-APPROVED PLAN NO. CK-R.49.
- SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING AND PRUNING REQUIREMENTS. ALL PRUNING SHALL BE PERFORMED BY A CERTIFIED ARBORIST AT THE DIRECTION OF THE ENGINEER. PRUNING AND TRIMMING MAY BE REQUIRED BY CITY OF KIRKLAND FOLLOWING SIGN INSTALLATION TO PROVIDE VISIBILITY OF SIGNS.
- FLAG TREES TO BE REMOVED FOR ENGINEER'S APPROVAL PRIOR TO REMOVAL.
- SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.

SITE PREPARATION LEGEND:

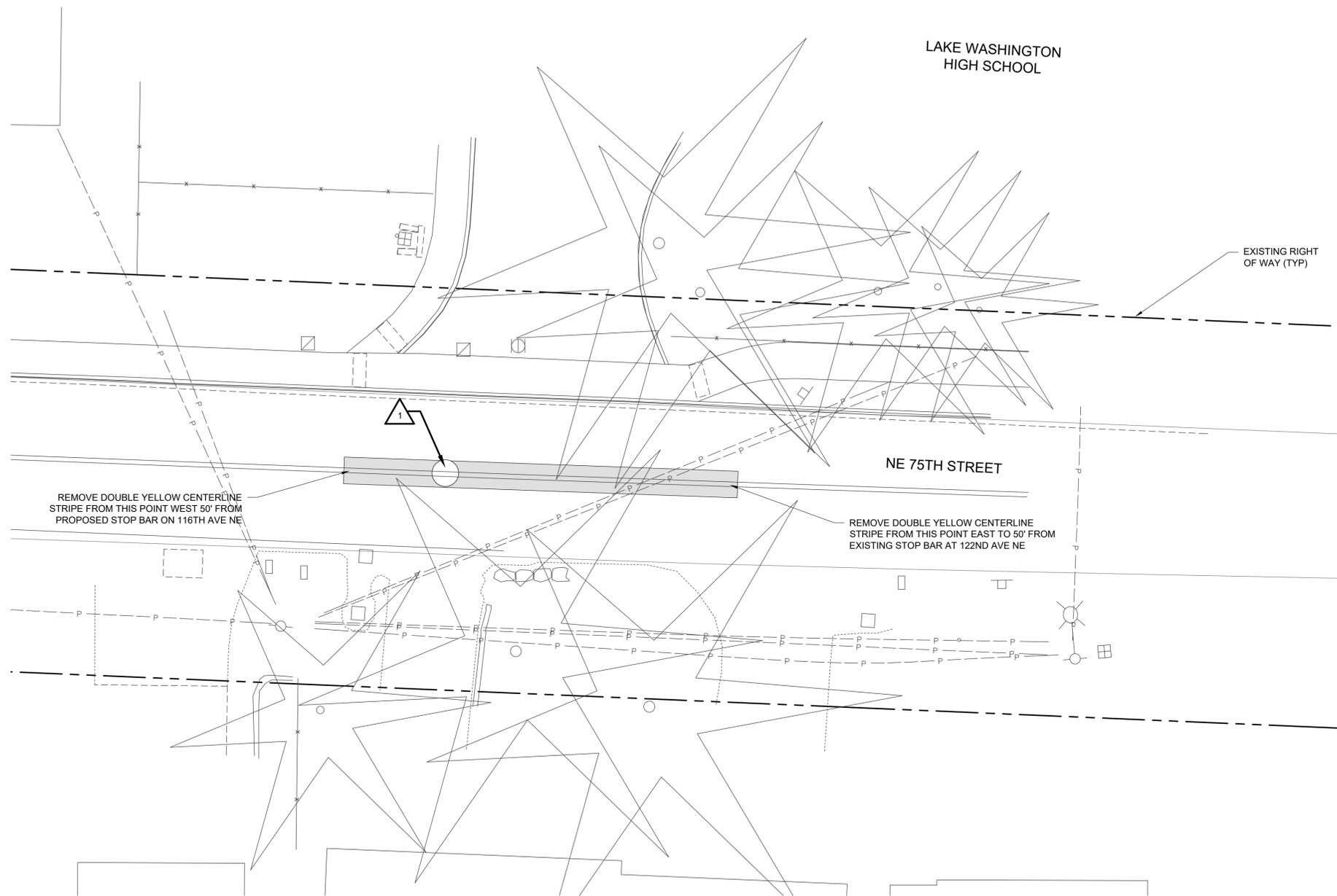
- RIGHT-OF-WAY
- TREE, VEGETATION AND SOIL PROTECTION FENCE PER PRE-APPROVED PLAN NO. CK-R.49
- ▬ TREE CRITICAL ROOT ZONE, SEE NOTE 10
- ▨ CLEARING AND GRUBBING
- ▤ REMOVE FULL DEPTH ASPHALT PAVEMENT
- ▥ PLANE / GRIND AND OVERLAY, AS SHOWN ON PLANS
- ▧ REMOVE CONCRETE PAVEMENT
- REMOVE CURB
- - - SAWCUT PAVEMENT
- X REMOVE ITEM
- ⊗ STORM DRAIN PROTECTION INSERT PER PRE-APPROVED PLAN NO. CK-E.11
- ▩ STRAW WATTLE PER PRE-APPROVED PLAN NO. CK-E.10

SITE PREPARATION CONSTRUCTION NOTES:

- PRESERVE AND PROTECT OR ADJUST INLET, MH, CB, UTILITY LID
- PRESERVE AND PROTECT TREE, SEE NOTES 9 & 10
- REMOVE TREE, SEE NOTE 12
- TRIM / PRUNE TREE OR VEGETATION, SEE NOTE 11
- REMOVE CURB
- SAWCUT AT NEAREST JOINT



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SITE PREPARATION NOTES:

1. SEE AL SHEET SERIES FOR TEMPORARY EASEMENT LIMITS.
2. SEE PV SHEETS SERIES FOR PAVING LIMITS/
3. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
4. SEE CH SHEET SERIES FOR SIGN REMOVALS.
5. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE BASED ON FIELD LOCATES, POTHOLING, AND AS-BUILT DRAWINGS.
8. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
9. DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF KIRKLAND.
10. PAVEMENT TO BE SAWCUT WHEN REMOVAL LIMIT ABUTS PAVEMENT TO REMAIN IN PLACE.
11. VEGETATION PROTECTION AND RESTORATION PER SPECIFICATIONS. SAVE AND PROTECT ALL EXISTING VEGETATION OUTSIDE THE CLEARING AND GRUBBING LIMITS.
12. TREE CRITICAL ROOT ZONE (CRZ) IS THE AREA EQUAL TO A 1-FOOT RADIUS FROM THE BASE OF THE TREE'S TRUNK FOR EACH 1-INCH OF THE TREE'S TRUNK DIAMETER TAKEN 4.5-FEET ABOVE GRADE. ALL WORK IN CRZ SHALL BE DONE BY HAND. SEE PRE-APPROVED PLAN NO. CK-R.49.
13. SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING AND PRUNING REQUIREMENTS. ALL PRUNING SHALL BE PERFORMED BY A CERTIFIED ARBORIST AT THE DIRECTION OF THE ENGINEER. PRUNING AND TRIMMING MAY BE REQUIRED BY CITY OF KIRKLAND FOLLOWING SIGN INSTALLATION TO PROVIDE VISIBILITY OF SIGNS.
14. FLAG TREES TO BE REMOVED FOR ENGINEER'S APPROVAL PRIOR TO REMOVAL.

15. SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.

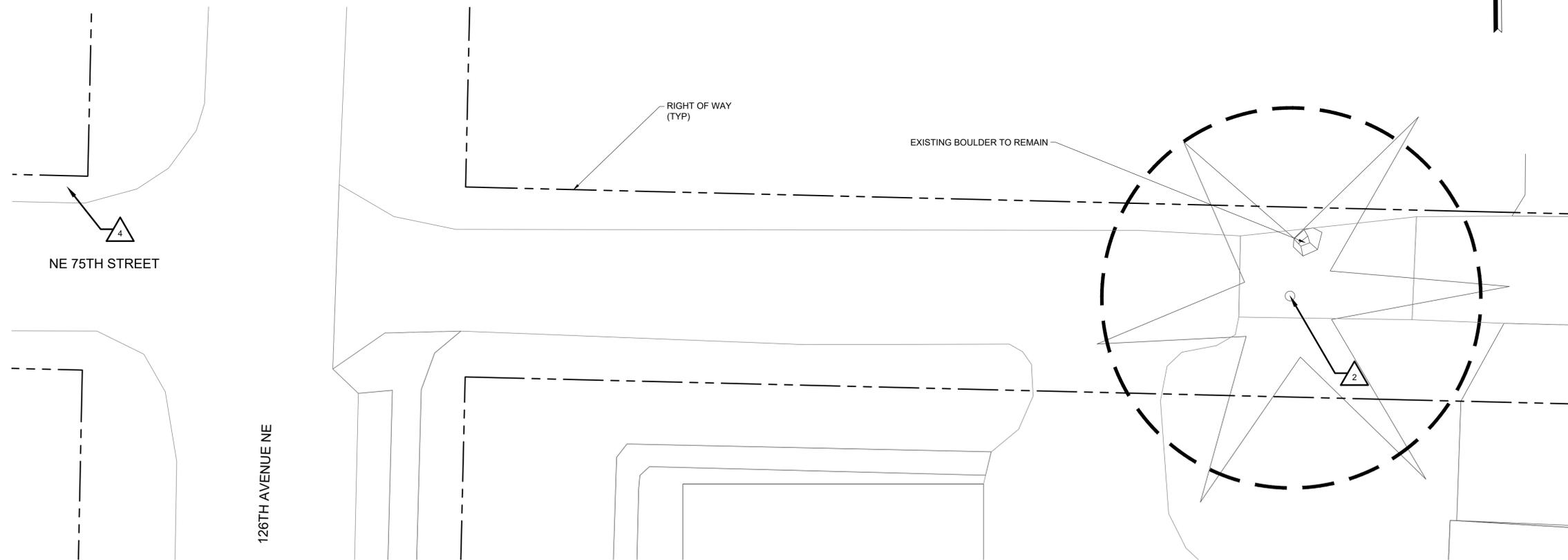
SITE PREPARATION LEGEND:

- RIGHT-OF-WAY
- TREE, VEGETATION AND SOIL PROTECTION FENCE PER PRE-APPROVED PLAN NO. CK-R.49
- TREE CRITICAL ROOT ZONE, SEE NOTE 10
- ▨ CLEARING AND GRUBBING
- ▤ REMOVE FULL DEPTH ASPHALT PAVEMENT
- ▥ PLANE / GRIND AND OVERLAY, AS SHOWN ON PLANS
- ▧ REMOVE CONCRETE PAVEMENT
- REMOVE CURB
- - - SAWCUT PAVEMENT

- SAWCUT PAVEMENT
- REMOVE ITEM
- STORM DRAIN PROTECTION INSERT PER PRE-APPROVED PLAN NO. CK-E.11
- STRAW WATTLE PER PRE-APPROVED PLAN NO. CK-E.10

SITE PREPARATION CONSTRUCTION NOTES:

- 1 PRESERVE AND PROTECT OR ADJUST INLET, MH, CB, UTILITY LID
- 2 PRESERVE AND PROTECT TREE, SEE NOTES 9 & 10
- 3 REMOVE TREE, SEE NOTE 12
- 4 TRIM / PRUNE TREE OR VEGETATION, SEE NOTE 11
- 5 REMOVE CURB



TOOLE DESIGN
 720 3RD AVE SUITE 2020
 SEATTLE, WA 98104
 PHONE: (206) 297-1601
 FAX: (301) 927-2800
 WWW.TOOLEDESIGN.COM

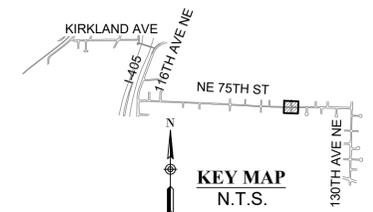
CITY OF KIRKLAND WASHINGTON
 CITY OF KIRKLAND
 123 FIFTH AVENUE
 KIRKLAND, WA 98033
 PHONE: (425) 587-3000

NE 75TH ST GREENWAY
 KIRKLAND GREENWAYS
 PROJECT# 25-18-PW
 KIRKLAND, WA



PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 SITE PREPARATION

DRAWING NUMBER
SP9
 SHEET NUMBER
10 OF **31**



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PAVING AND GRADING NOTES:

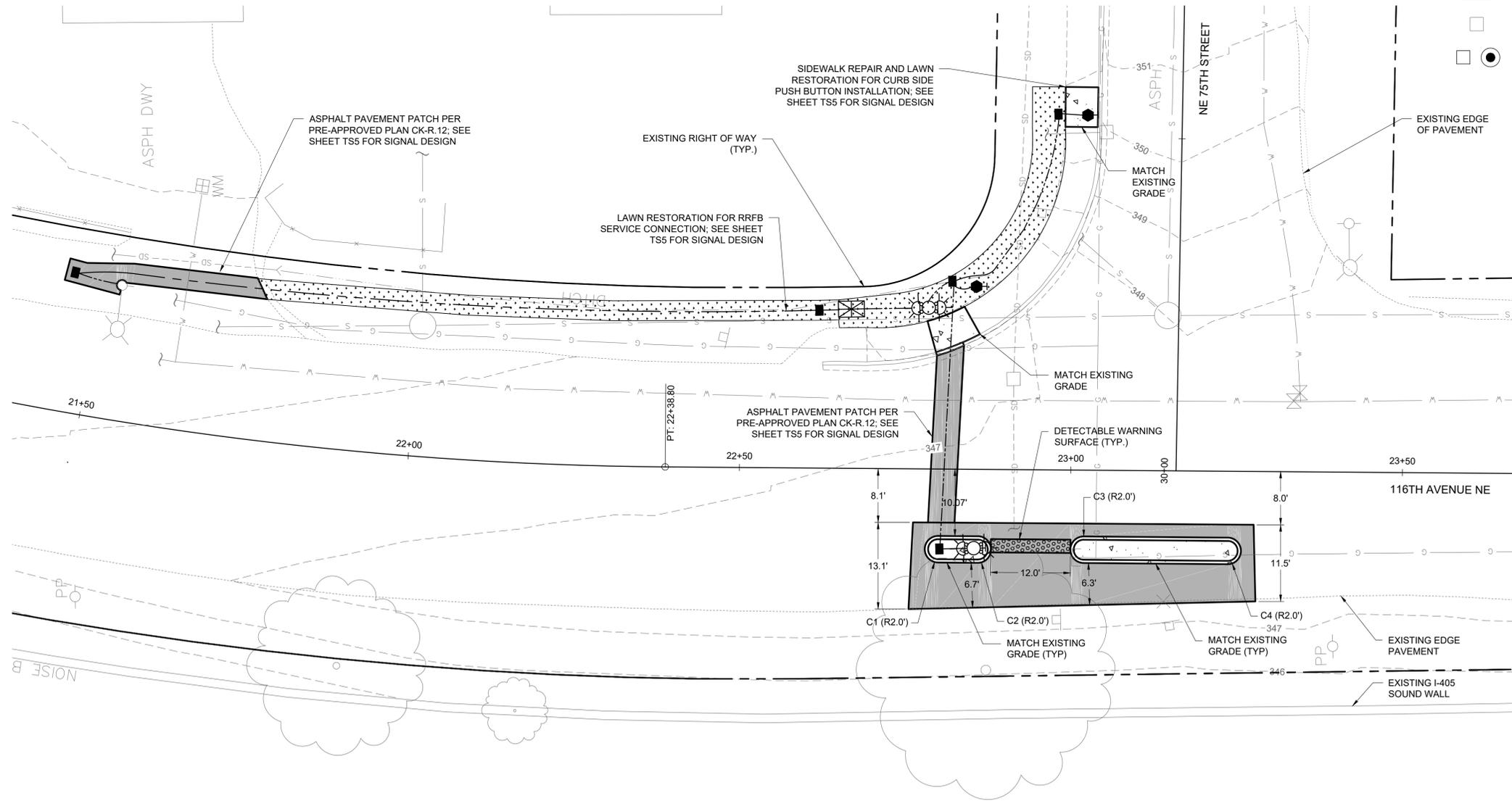
1. SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
2. SEE SP SHEET SERIES FOR TREE PROTECTION.
3. SEE AL AND IS SHEET SERIES FOR CENTERLINE AND ELEVATION INFORMATION.
4. SEE CH SHEET SERIES FOR CROSSWALK LOCATIONS.
5. SEE TS SHEET SERIES FOR SIGNAL INFORMATION.
6. ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
7. ALL ELEVATIONS ARE TO BOTTOM OF CURB (FLOW LINE), UNLESS OTHERWISE NOTED.
8. ALL CURBS ARE 6 INCHES TALL, UNLESS OTHERWISE NOTED.
9. ADJUST UTILITY LID TO FINISHED GRADE.

**INTERSECTION CURB RETURN CURVE DATA
BOTTOM CURB ELEVATIONS**

| C1 | | | |
|---------------------------------|---------------------------|--|----------|
| L=6.28', R=2.0', D=180° 00' 00" | | | |
| PC | STA:22+80.06, OFF:10.07'R | | 347.4' ± |
| 1/2 | STA:22+78.06, OFF:12.07'R | | 347.4' ± |
| PT | STA:22+80.06, OFF:14.07'R | | 347.4' ± |
| C2 | | | |
| L=6.28', R=2.0', D=180° 00' 00" | | | |
| PC | STA:22+86.06, OFF:10.07'R | | 347.4' ± |
| 1/2 | STA:22+88.06, OFF:12.07'R | | 347.4' ± |
| PT | STA:22+86.06, OFF:14.07'R | | 347.5' ± |
| C3 | | | |
| L=6.28', R=2.0', D=180° 00' 00" | | | |
| PC | STA:23+02.03, OFF:9.98'R | | 347.4' ± |
| 1/2 | STA:23+00.03, OFF:11.98'R | | 347.4' ± |
| PT | STA:23+02.03, OFF:13.98'R | | 347.5' ± |
| C4 | | | |
| L=6.28', R=2.0', D=180° 00' 00" | | | |
| PC | STA:23+23.76, OFF:9.99'R | | 347.5' ± |
| 1/2 | STA:23+25.76, OFF:11.99'R | | 347.5' ± |
| PT | STA:23+23.76, OFF:13.99'R | | 347.5' ± |

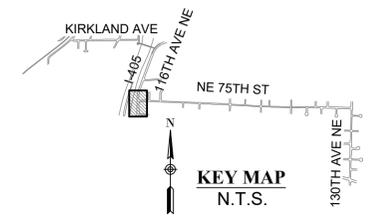
PAVING AND GRADING AND DRAINAGE LEGEND:

- RIGHT-OF-WAY
- ==== CURB AND GUTTER PER PRE-APPROVED PLAN NO. CK-R.17
- ==== VERTICAL CURB PER PRE-APPROVED PLAN NO. CK-R.17C
- FULL DEPTH HMA PER PRE-APPROVED PLAN NO. CK-R.09, PAVEMENT PATCH PER PRE-APPROVED PLAN NO. CK-R.12
- ▣ CEMENT CONCRETE RAMP OR SIDEWALK, PER PRE-APPROVED PLAN NO. CK-R.21, CK-R.23
- GRIND EXISTING HMA AND OVERLAY (DEPTH PER PLANS)
- LAWN
- 120- EXISTING CONTOURS
- 120- PROPOSED CONTOURS
- DETECTABLE WARNING SURFACE PER PRE-APPROVED PLAN NO. CK-R.25B
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN PER PRE-APPROVED PLAN NO. CK-D.06, D.07, D.08, D.09 (AS NOTED ON PLANS)



PREPARED: CS/TD
CHECKED: KL/JAL
DATE
DECEMBER 2019
REV. 1
REV. 2
REV. 3

SHEET NAME
PAVING AND GRADING PLAN
DRAWING NUMBER
PV5
SHEET NUMBER
11 OF 31



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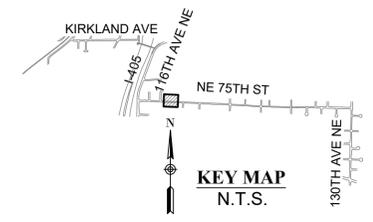
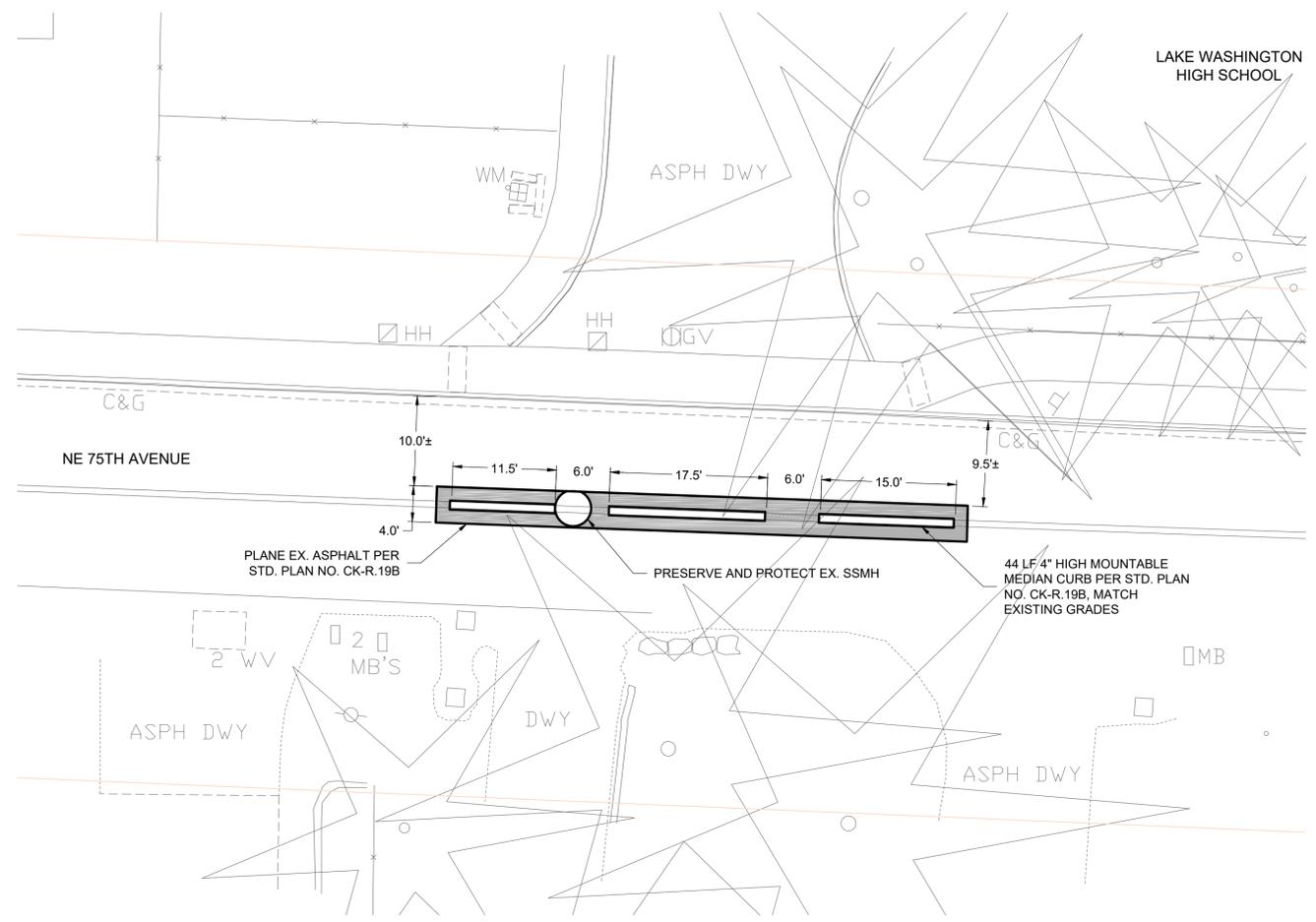




PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 PAVING AND GRADING PLAN
 DRAWING NUMBER
PV6
 SHEET NUMBER
 12 OF 31

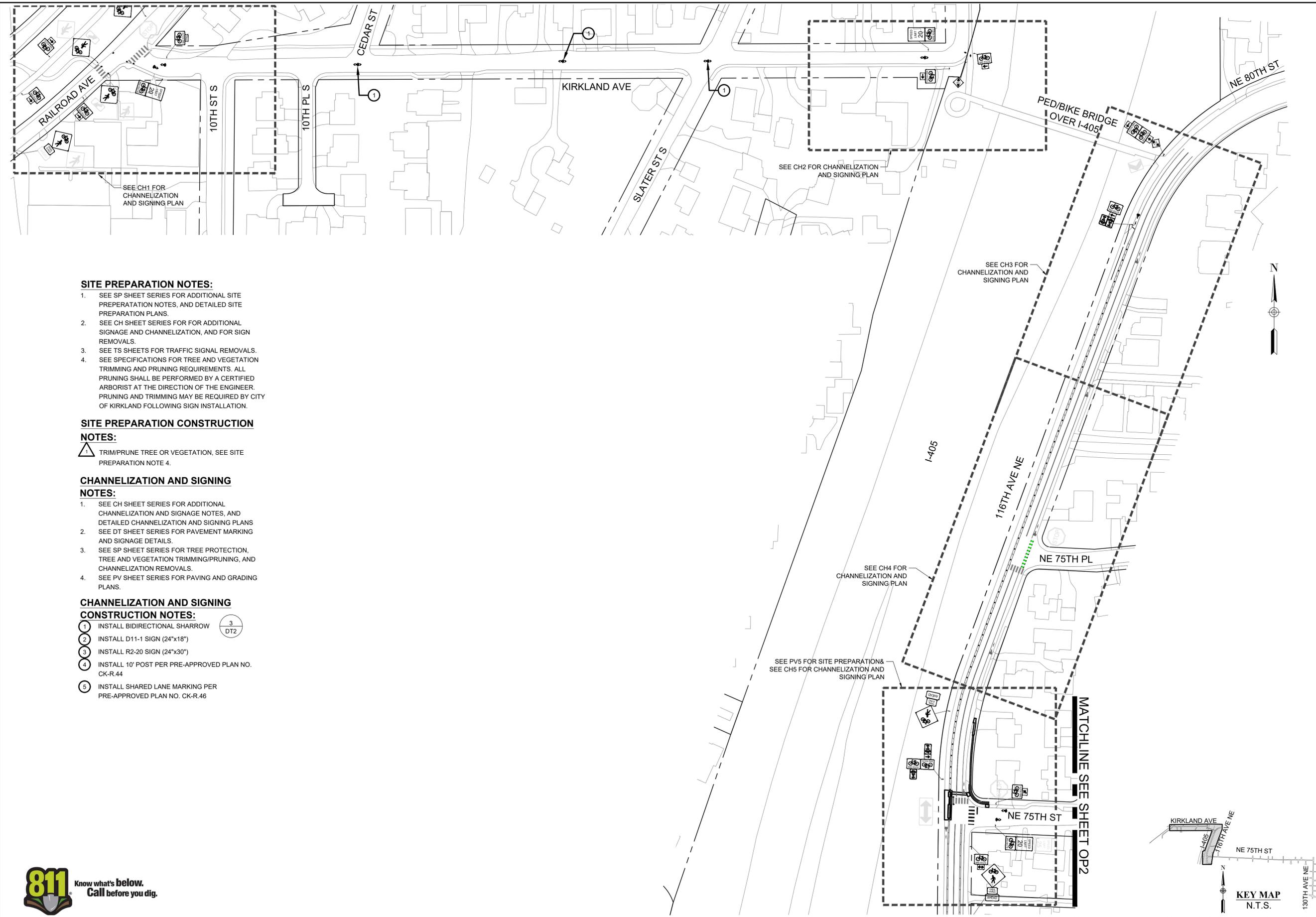
- PAVING AND GRADING NOTES:**
- SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
 - SEE SP SHEET SERIES FOR TREE PROTECTION.
 - SEE AL AND IS SHEET SERIES FOR CENTERLINE AND ELEVATION INFORMATION.
 - SEE CH SHEET SERIES FOR CROSSWALK LOCATIONS.
 - SEE TS SHEET SERIES FOR SIGNAL INFORMATION.
 - ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
 - ALL ELEVATIONS ARE TO BOTTOM OF CURB (FLOW LINE), UNLESS OTHERWISE NOTED.
 - ALL CURBS ARE 6 INCHES TALL, UNLESS OTHERWISE NOTED.
 - ADJUST UTILITY LID TO FINISHED GRADE.
 - COORDINATE INSTALLATION OF CATCH BASIN WITH CITY ENGINEER
 - PIPE INSTALLATION SHALL FOLLOW PRE-APPROVED PLAN NO. CK-D-02

- PAVING AND GRADING AND DRAINAGE LEGEND:**
- RIGHT-OF-WAY
 - ==== CURB AND GUTTER PER PRE-APPROVED PLAN NO. CK-R.17
 - ==== VERTICAL CURB PER PRE-APPROVED PLAN NO. CK-R.17C
 - FULL DEPTH HMA PER PRE-APPROVED PLAN NO. CK-R.09, PAVEMENT PATCH PER PRE-APPROVED PLAN NO. CK-R.12
 - ▭ CEMENT CONCRETE RAMP OR SIDEWALK, PER PRE-APPROVED 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 PRE-APPROVED PLAN NO. CK-R.25B
 - EXISTING CATCH BASIN
 - PROPOSED CATCH BASIN PER PRE-APPROVED PLAN NO. CK-D.06, D.07, D.08, D.09 (AS NOTED ON PLANS)



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SITE PREPARATION NOTES:

1. SEE SP SHEET SERIES FOR ADDITIONAL SITE PREPARATION NOTES, AND DETAILED SITE PREPARATION PLANS.
2. SEE CH SHEET SERIES FOR FOR ADDITIONAL SIGNAGE AND CHANNELIZATION, AND FOR SIGN REMOVALS.
3. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
4. SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING AND PRUNING REQUIREMENTS. ALL PRUNING SHALL BE PERFORMED BY A CERTIFIED ARBORIST AT THE DIRECTION OF THE ENGINEER. PRUNING AND TRIMMING MAY BE REQUIRED BY CITY OF KIRKLAND FOLLOWING SIGN INSTALLATION.

SITE PREPARATION CONSTRUCTION NOTES:

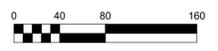
1. TRIM/PRUNE TREE OR VEGETATION. SEE SITE PREPARATION NOTE 4.

CHANNELIZATION AND SIGNING NOTES:

1. SEE CH SHEET SERIES FOR ADDITIONAL CHANNELIZATION AND SIGNAGE NOTES, AND DETAILED CHANNELIZATION AND SIGNING PLANS
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING/PRUNING, AND CHANNELIZATION REMOVALS.
4. SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.

CHANNELIZATION AND SIGNING CONSTRUCTION NOTES:

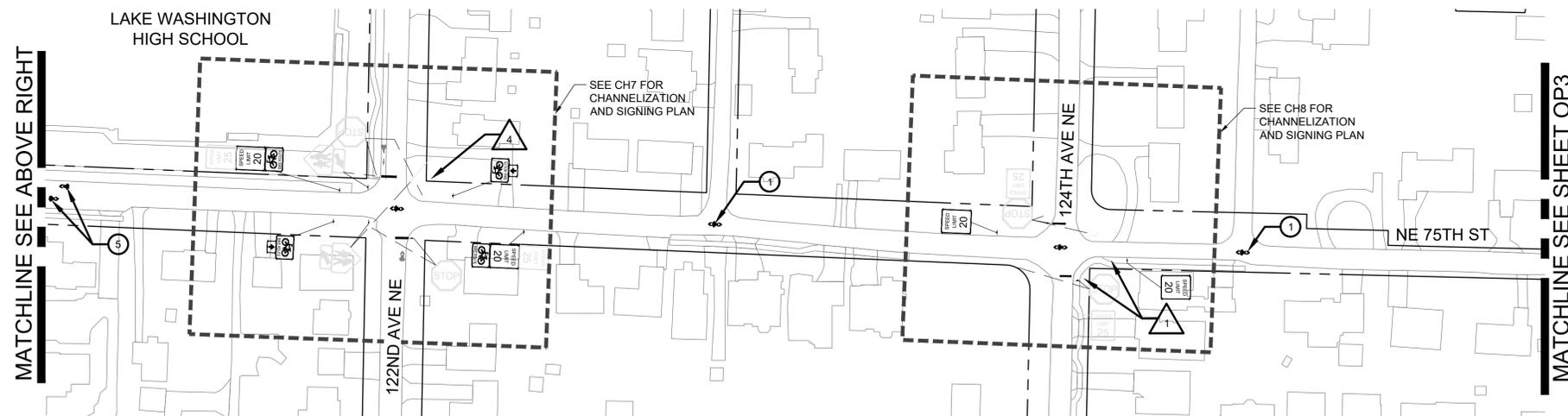
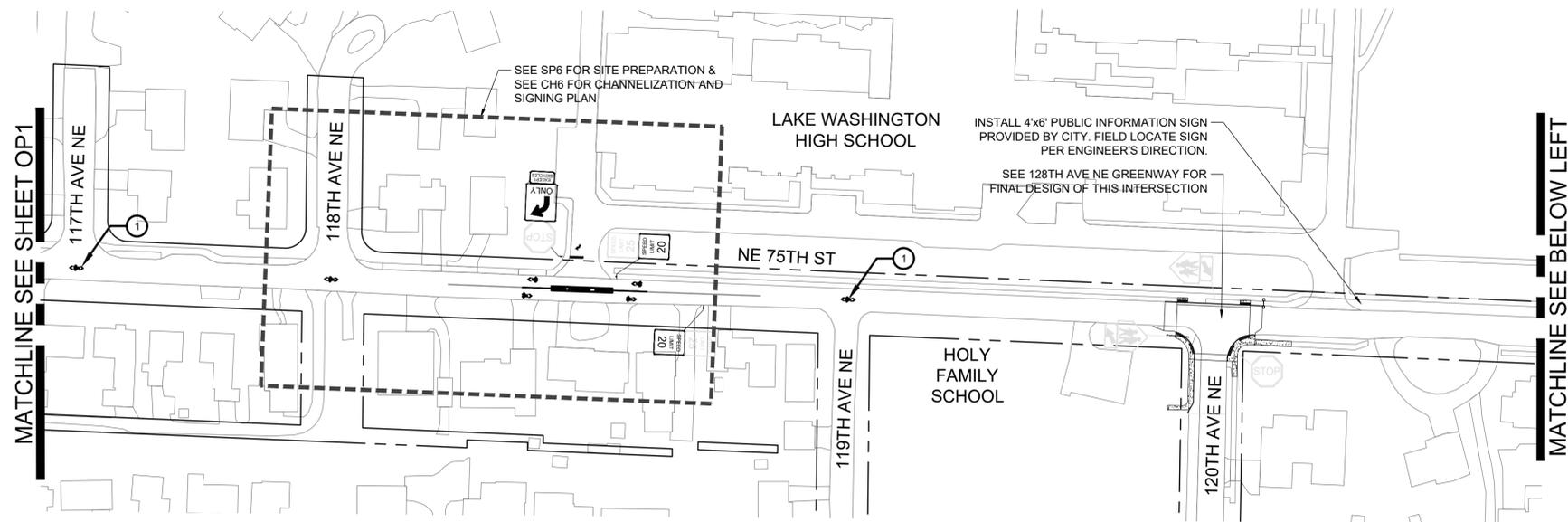
1. INSTALL BIDIRECTIONAL SHARROW 
2. INSTALL D11-1 SIGN (24"x18")
3. INSTALL R2-20 SIGN (24"x30")
4. INSTALL 10' POST PER PRE-APPROVED PLAN NO. CK-R.44
5. INSTALL SHARED LANE MARKING PER PRE-APPROVED PLAN NO. CK-R.46



PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE: DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME: OVERVIEW PLAN

DRAWING NUMBER: **OP1**
 SHEET NUMBER: **13 OF 31**

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SITE PREPARATION NOTES:

1. SEE SP SHEET SERIES FOR ADDITIONAL SITE PREPARATION NOTES, AND DETAILED SITE PREPARATION PLANS.
2. SEE CH SHEET SERIES FOR FOR ADDITIONAL SIGNAGE AND CHANNELIZATION, AND FOR SIGN REMOVALS.
3. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
4. SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING AND PRUNING REQUIREMENTS. ALL PRUNING SHALL BE PERFORMED BY A CERTIFIED ARBORIST AT THE DIRECTION OF THE ENGINEER. PRUNING AND TRIMMING MAY BE REQUIRED BY CITY OF KIRKLAND FOLLOWING SIGN INSTALLATION.

SITE PREPARATION CONSTRUCTION NOTES:

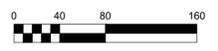
- △ TRIM/PRUNE TREE OR VEGETATION, SEE SITE PREPARATION NOTE 4.

CHANNELIZATION AND SIGNING NOTES:

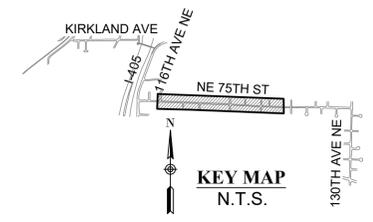
1. SEE CH SHEET SERIES FOR ADDITIONAL CHANNELIZATION AND SIGNAGE NOTES, AND DETAILED CHANNELIZATION AND SIGNING PLANS
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING/PRUNING, AND CHANNELIZATION REMOVALS.
4. SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.

CHANNELIZATION AND SIGNING CONSTRUCTION NOTES:

1. INSTALL BIDIRECTIONAL SHARROW
2. INSTALL D11-1 SIGN (24"x18")
3. INSTALL R2-20 SIGN (24"x30")
4. INSTALL 10' POST PER PRE-APPROVED PLAN NO. CK-R.44
5. INSTALL SHARED LANE MARKING PER PRE-APPROVED PLAN NO. CK-R.46



PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 OVERVIEW PLAN
 DRAWING NUMBER
OP2
 SHEET NUMBER
14 OF **31**



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PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE: DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME: OVERVIEW PLAN
 DRAWING NUMBER: OP3
 SHEET NUMBER: 15 OF 31

SITE PREPARATION NOTES:

1. SEE SP SHEET SERIES FOR ADDITIONAL SITE PREPARATION NOTES, AND DETAILED SITE PREPARATION PLANS.
2. SEE CH SHEET SERIES FOR FOR ADDITIONAL SIGNAGE AND CHANNELIZATION, AND FOR SIGN REMOVALS.
3. SEE TS SHEETS FOR TRAFFIC SIGNAL REMOVALS.
4. SEE SPECIFICATIONS FOR TREE AND VEGETATION TRIMMING AND PRUNING REQUIREMENTS. ALL PRUNING SHALL BE PERFORMED BY A CERTIFIED ARBORIST AT THE DIRECTION OF THE ENGINEER. PRUNING AND TRIMMING MAY BE REQUIRED BY CITY OF KIRKLAND FOLLOWING SIGN INSTALLATION.

SITE PREPARATION CONSTRUCTION NOTES:

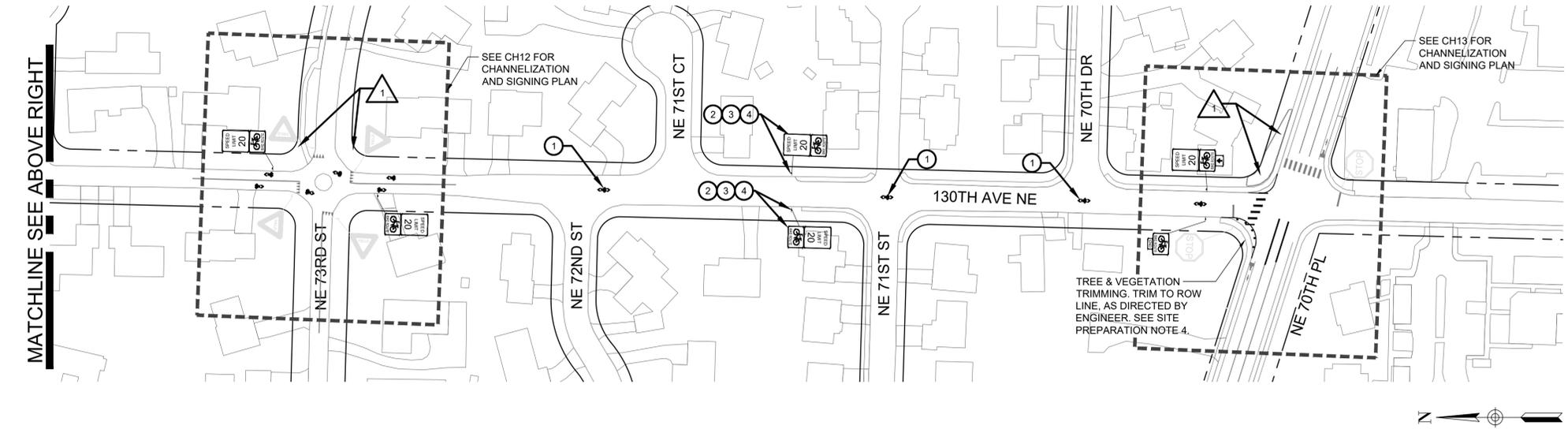
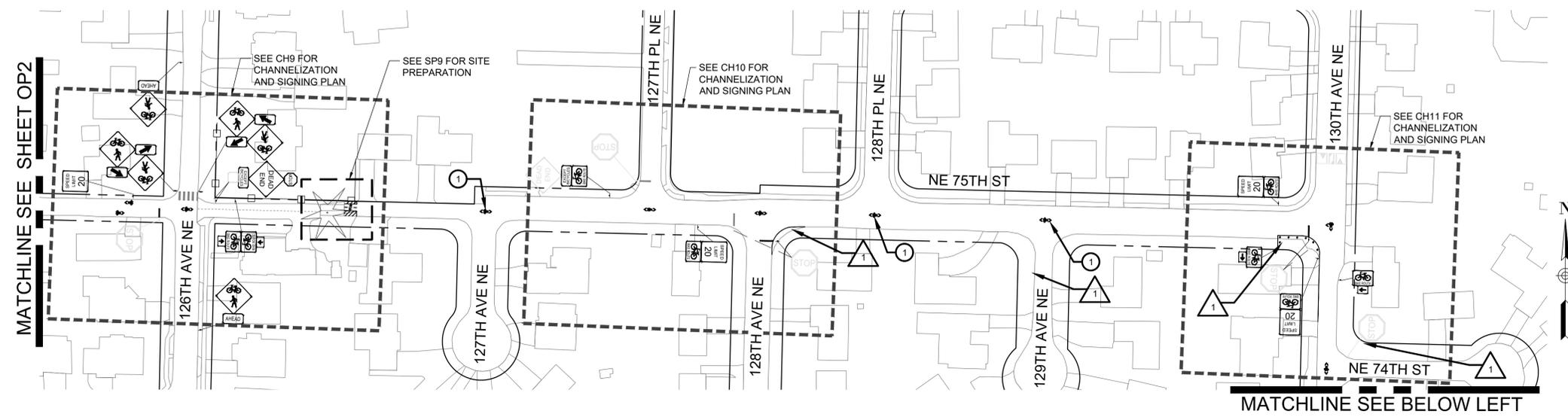
- NOTES:**
- △ TRIM/PRUNE TREE OR VEGETATION, SEE SITE PREPARATION NOTE 4.

CHANNELIZATION AND SIGNING NOTES:

1. SEE CH SHEET SERIES FOR ADDITIONAL CHANNELIZATION AND SIGNAGE NOTES, AND DETAILED CHANNELIZATION AND SIGNING PLANS
2. SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
3. SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING/PRUNING, AND CHANNELIZATION REMOVALS.
4. SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.

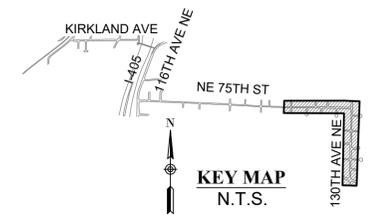
CHANNELIZATION AND SIGNING CONSTRUCTION NOTES:

- ① INSTALL BIDIRECTIONAL SHARROW
- ② INSTALL D11-1 SIGN (24"x18")
- ③ INSTALL R2-20 SIGN (24"x30")
- ④ INSTALL 10' POST PER PRE-APPROVED PLAN NO. CK-R.44
- ⑤ INSTALL SHARED LANE MARKING PER PRE-APPROVED PLAN NO. CK-R.46



TREE & VEGETATION TRIMMING. TRIM TO ROW LINE, AS DIRECTED BY ENGINEER. SEE SITE PREPARATION NOTE 4.

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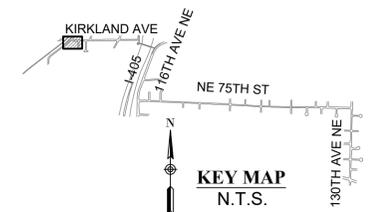
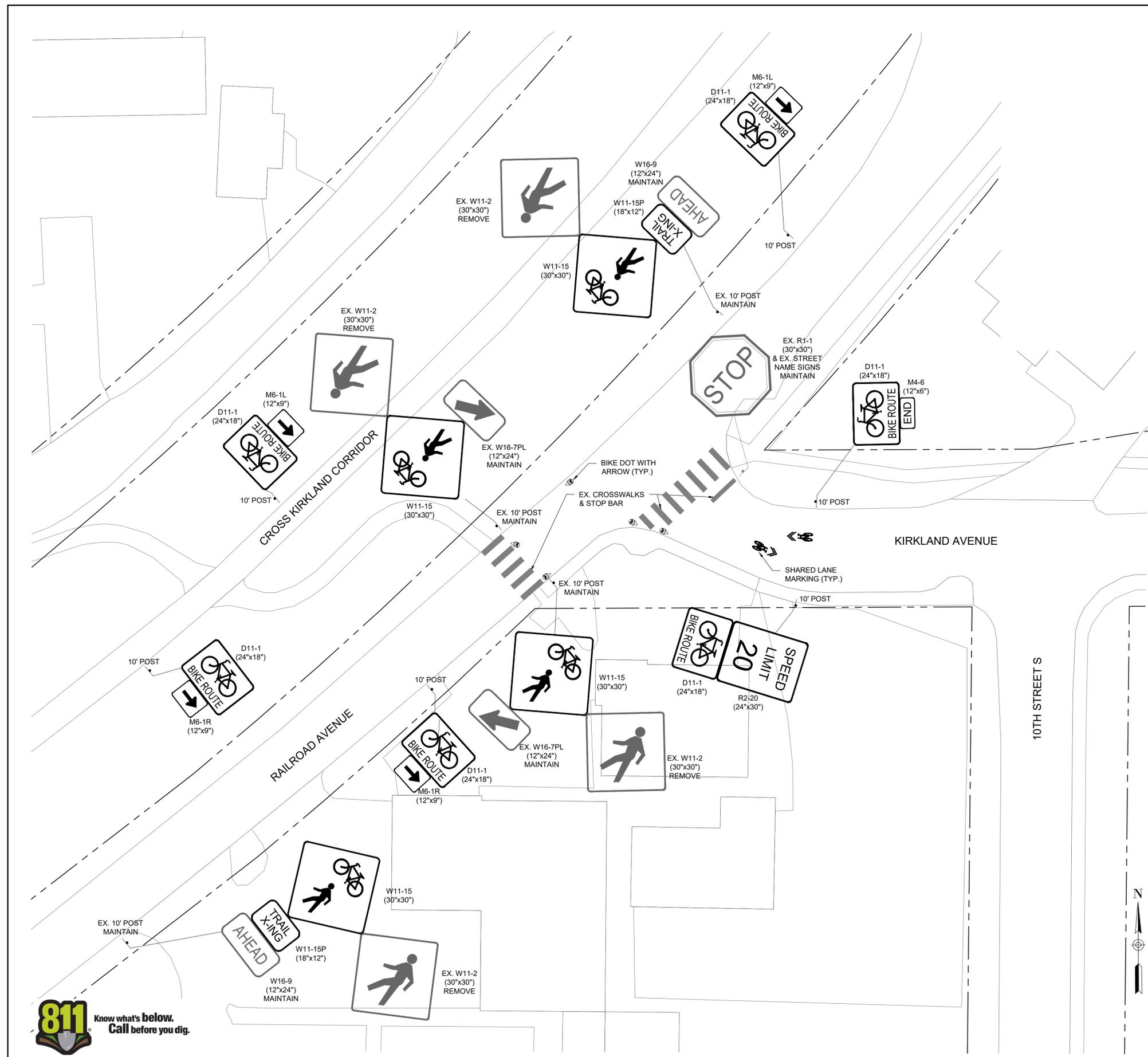


CHANNELIZATION AND SIGNING NOTES:

- SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
- SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
- SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
- SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.
- SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
- ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
- 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 TO CONFLICT WITH DRIVEWAYS, UTILITIES, OR VEGETATION. SIGNS SHALL NOT BE PLACED WHERE SIGHT LINES TO THE SIGN ARE BLOCKED BY TREES.
- SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
- REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

CHANNELIZATION AND SIGNING LEGEND DETAIL

| ITEM | DETAIL |
|------------------------------------|--|
| 4" SYL | 4" SOLID YELLOW LINE |
| 4" DYL | 4" DASHED YELLOW LINE |
| 4" YLW TW-WAY LEFT TURN LINES | 4" YELLOW TWO-WAY LEFT TURN LANE LINES |
| 6" SWL | 6" SOLID WHITE LINE |
| 6" DWL | 6" DASHED WHITE LINE |
| 6" DYL | 6" DASHED YELLOW LINE |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB |
| SIGN AND POST (POST HT. PER PLANS) | SIGN AND POST |
| SIGN | SIGN |
| BICYCLE LANE SYMBOL | BICYCLE LANE SYMBOL |
| SHARED LANE MARKING (SHARROW) | SHARED LANE MARKING (SHARROW) |
| BI-DIRECTIONAL SHARROW | BI-DIRECTIONAL SHARROW |
| MODIFIED BI-DIRECTIONAL SHARROW | MODIFIED BI-DIRECTIONAL SHARROW |
| BIKE DOT | BIKE DOT |
| WHITE PAVEMENT MARKING | WHITE PAVEMENT MARKING |
| BICYCLE CROSSING PAVEMENT MARKING | BICYCLE CROSSING PAVEMENT MARKING |
| FLEXIBLE DELINEATOR POST | FLEXIBLE DELINEATOR POST |
| 10' CROSSWALK | 10' CROSSWALK |
| 18" STOP BAR | 18" STOP BAR |
| YIELD SYMBOL PAVEMENT MARKING | YIELD SYMBOL PAVEMENT MARKING |



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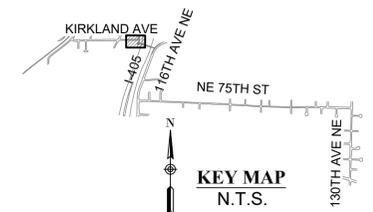
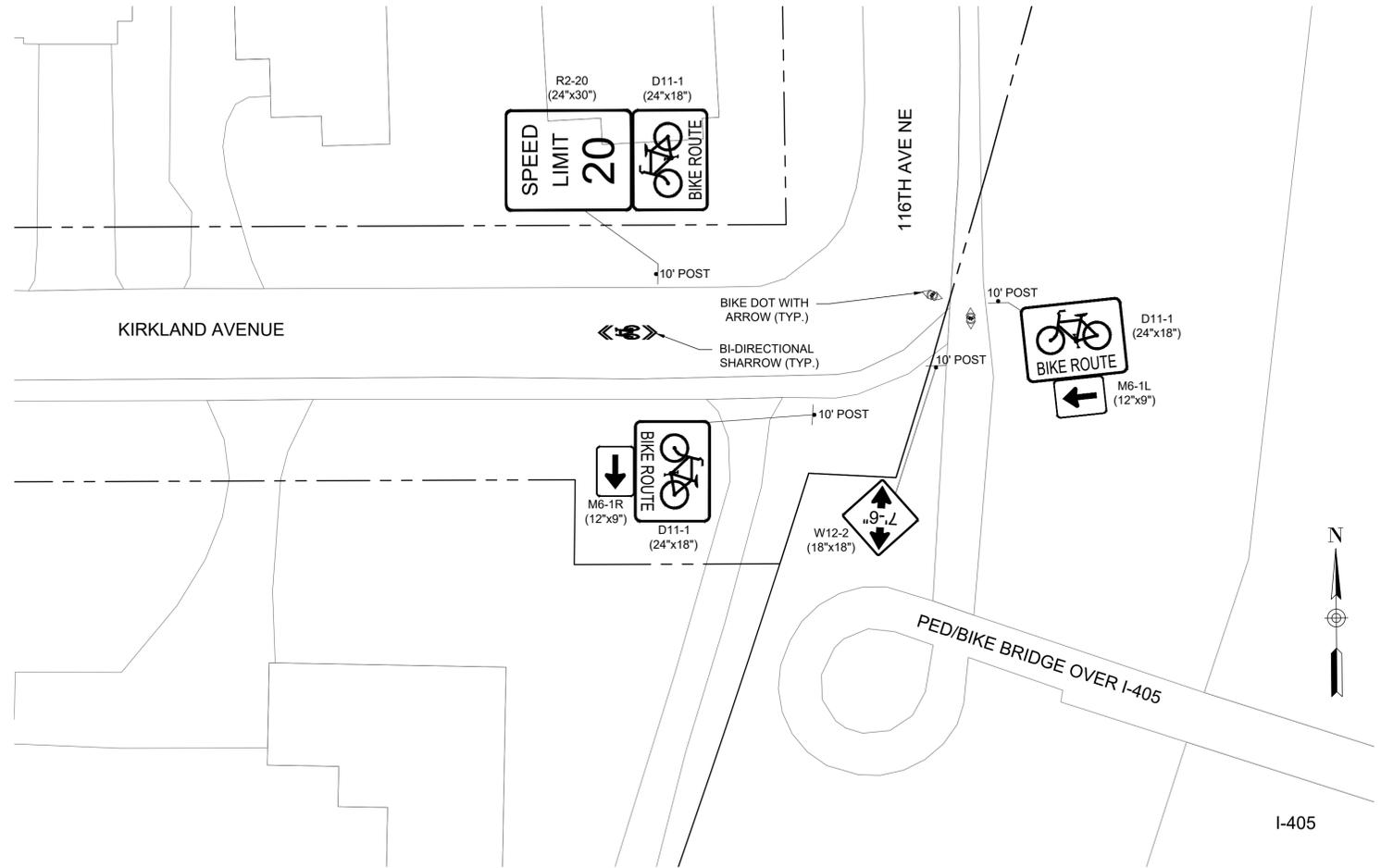
PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 CHANNELIZATION AND SIGNING PLAN
 DRAWING NUMBER
CH2
 SHEET NUMBER
 17 OF 31

CHANNELIZATION AND SIGNING NOTES:

- SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
- SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
- SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
- SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.
- SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
- ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
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- REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

CHANNELIZATION AND SIGNING LEGEND DETAIL

| ITEM | DETAIL | |
|-----------------------------------|--|---|
| 4" SYL | 4" SOLID YELLOW LINE | |
| 4" DYL | 4" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 4" YLW TW | 4" YELLOW TWO-WAY LEFT TURN LANE LINES | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" SWL | 6" SOLID WHITE LINE | |
| 6" DWL | 6" DASHED WHITE LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DYL | 6" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB | PRE-APPROVED PLAN NO. CK-R.19B |
| SIGN AND POST | SIGN AND POST (POST HT. PER PLANS) | PRE-APPROVED PLANS NO. CK-R.43 ; CK-R.44 |
| STOP SIGN | SIGN | |
| BICYCLE LANE SYMBOL | BICYCLE LANE SYMBOL | PRE-APPROVED PLAN NO. CK-R.34 & WSDOT STD. PLAN M-9.50-02 |
| SHARROW | SHARED LANE MARKING (SHARROW) | PRE-APPROVED PLAN NO. CK-R.46 |
| BI-DIRECTIONAL SHARROW | BI-DIRECTIONAL SHARROW | DT2 |
| MODIFIED BI-DIRECTIONAL SHARROW | MODIFIED BI-DIRECTIONAL SHARROW | DT2 |
| BIKE DOT | BIKE DOT | DT2 |
| WHITE PAVEMENT MARKING | WHITE PAVEMENT MARKING | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| BICYCLE CROSSING PAVEMENT MARKING | BICYCLE CROSSING PAVEMENT MARKING | DT1 |
| FLEXIBLE DELINEATOR POST | FLEXIBLE DELINEATOR POST | DT1 |
| 10" CROSSWALK | 10" CROSSWALK | PRE-APPROVED PLAN NO. CK-R.28 |
| 18" STOP BAR | 18" STOP BAR | PRE-APPROVED PLAN NO. CK-R.28 |
| YIELD SYMBOL PAVEMENT MARKING | YIELD SYMBOL PAVEMENT MARKING | DT1 |



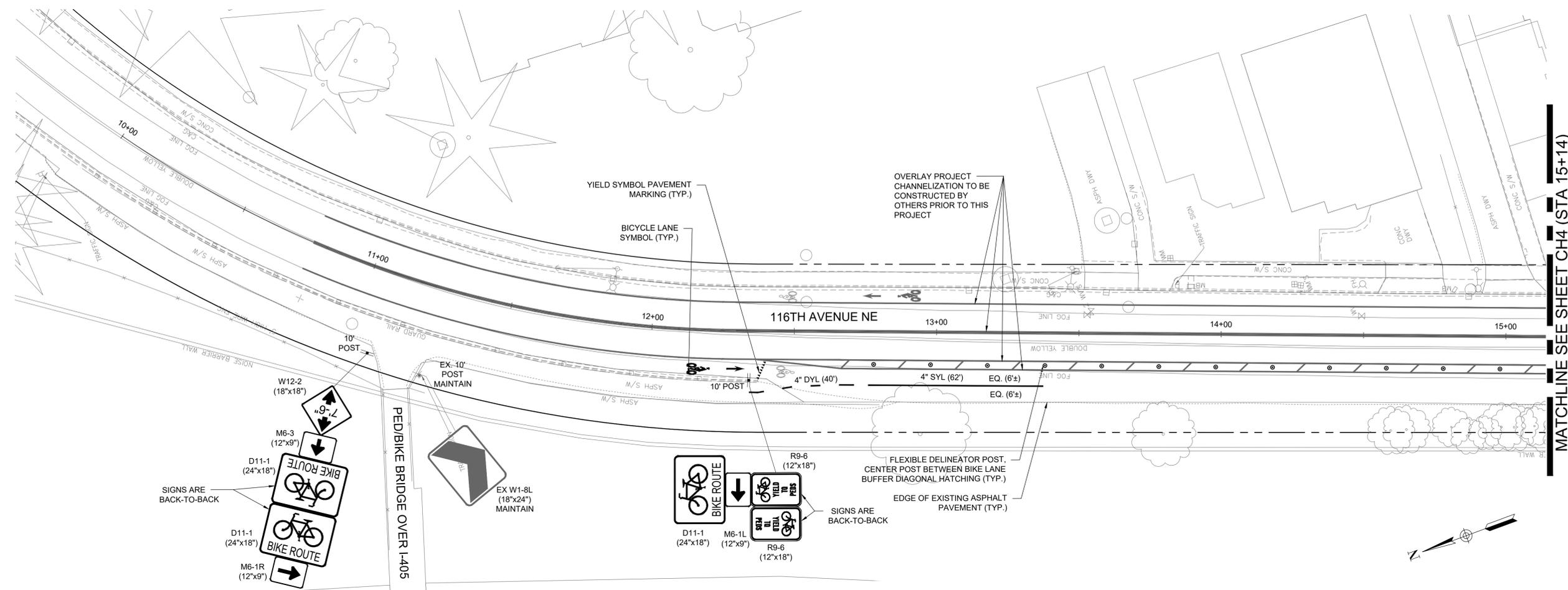
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NE 75TH ST GREENWAY
 KIRKLAND GREENWAYS
 PROJECT# 25-18-PW
 KIRKLAND, WA



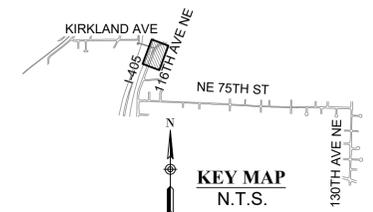
PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
CHANNELIZATION AND SIGNING PLAN
 DRAWING NUMBER
CH3
 SHEET NUMBER
18 OF 31



MATCHLINE SEE SHEET CH4 (STA 15+14)

- CHANNELIZATION AND SIGNING NOTES:**
- SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
 - SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
 - SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
 - SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.
 - SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
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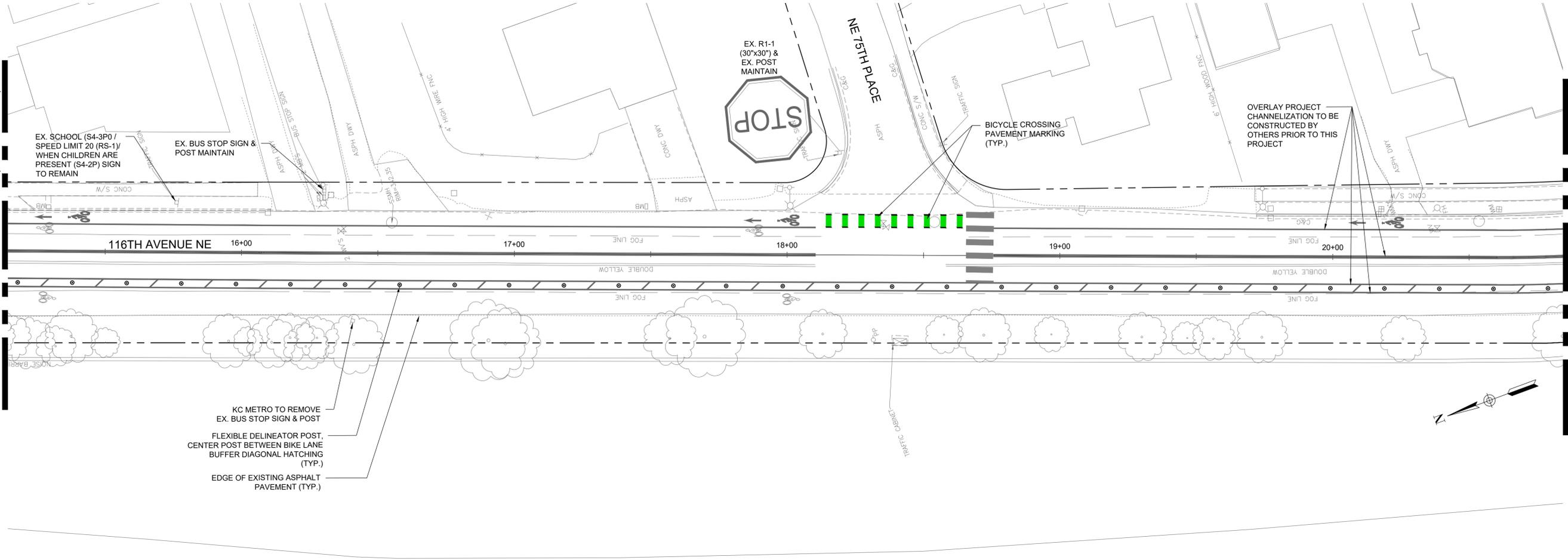
| ITEM | DETAIL | ITEM | DETAIL |
|----------|--|------|-----------------------------------|
| 4" SYL | 4" SOLID YELLOW LINE | | BICYCLE CROSSING PAVEMENT MARKING |
| 4" DYL | 4" DASHED YELLOW LINE | | FLEXIBLE DELINEATOR POST |
| | 4" YELLOW TWO-WAY LEFT TURN LANE LINES | | 10' CROSSWALK |
| 6" SWL | 6" SOLID WHITE LINE | | 18" STOP BAR |
| 6" DWL | 6" DASHED WHITE LINE | | YIELD SYMBOL PAVEMENT MARKING |
| 6" DYL | 6" DASHED YELLOW LINE | | |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE | | |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB | | |
| | SIGN AND POST (POST HT. PER PLANS) | | |
| | SIGN | | |
| | BICYCLE LANE SYMBOL | | |
| | SHARED LANE MARKING (SHARROW) | | |
| | BI-DIRECTIONAL SHARROW | | |
| | MODIFIED BI-DIRECTIONAL SHARROW | | |
| | BIKE DOT | | |
| | WHITE PAVEMENT MARKING | | |



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MATCHLINE SEE SHEET CH3 (STA 15+14)

MATCHLINE SEE SHEET CH5 (STA 20+84)

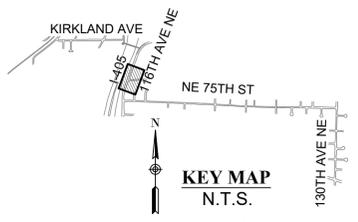


KC METRO TO REMOVE EX. BUS STOP SIGN & POST
 FLEXIBLE DELINEATOR POST, CENTER POST BETWEEN BIKE LANE BUFFER DIAGONAL HATCHING (TYP.)
 EDGE OF EXISTING ASPHALT PAVEMENT (TYP.)

- CHANNELIZATION AND SIGNING NOTES:**
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 - SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
 - SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
 - SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.
 - SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
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CHANNELIZATION AND SIGNING LEGEND

| ITEM | DETAIL | ITEM | DETAIL |
|----------|--|------|-----------------------------------|
| 4" SYL | 4" SOLID YELLOW LINE | | BICYCLE CROSSING PAVEMENT MARKING |
| 4" DYL | 4" DASHED YELLOW LINE | | FLEXIBLE DELINEATOR POST |
| | 4" YELLOW TWO-WAY LEFT TURN LANE LINES | | 10' CROSSWALK |
| 6" SWL | 6" SOLID WHITE LINE | | 18" STOP BAR |
| 6" DWL | 6" DASHED WHITE LINE | | YIELD SYMBOL PAVEMENT MARKING |
| 6" DYL | 6" DASHED YELLOW LINE | | |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE | | |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB | | |
| | SIGN AND POST (POST HT. PER PLANS) | | |
| | SIGN | | |
| | BICYCLE LANE SYMBOL | | |
| | SHARED LANE MARKING (SHARROW) | | |
| | BI-DIRECTIONAL SHARROW | | |
| | MODIFIED BI-DIRECTIONAL SHARROW | | |
| | BIKE DOT | | |
| | WHITE PAVEMENT MARKING | | |



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 720 3RD AVE SUITE 2020
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CITY OF KIRKLAND WASHINGTON
 CITY OF KIRKLAND
 123 FIFTH AVENUE
 KIRKLAND, WA 98033
 PHONE: (425) 587-3000

NE 75TH ST GREENWAY
 KIRKLAND GREENWAYS
 PROJECT# 25-18-PW
 KIRKLAND, WA



PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE: DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME: CHANNELIZATION AND SIGNING PLAN
 DRAWING NUMBER: CH4
 SHEET NUMBER: 19 OF 31

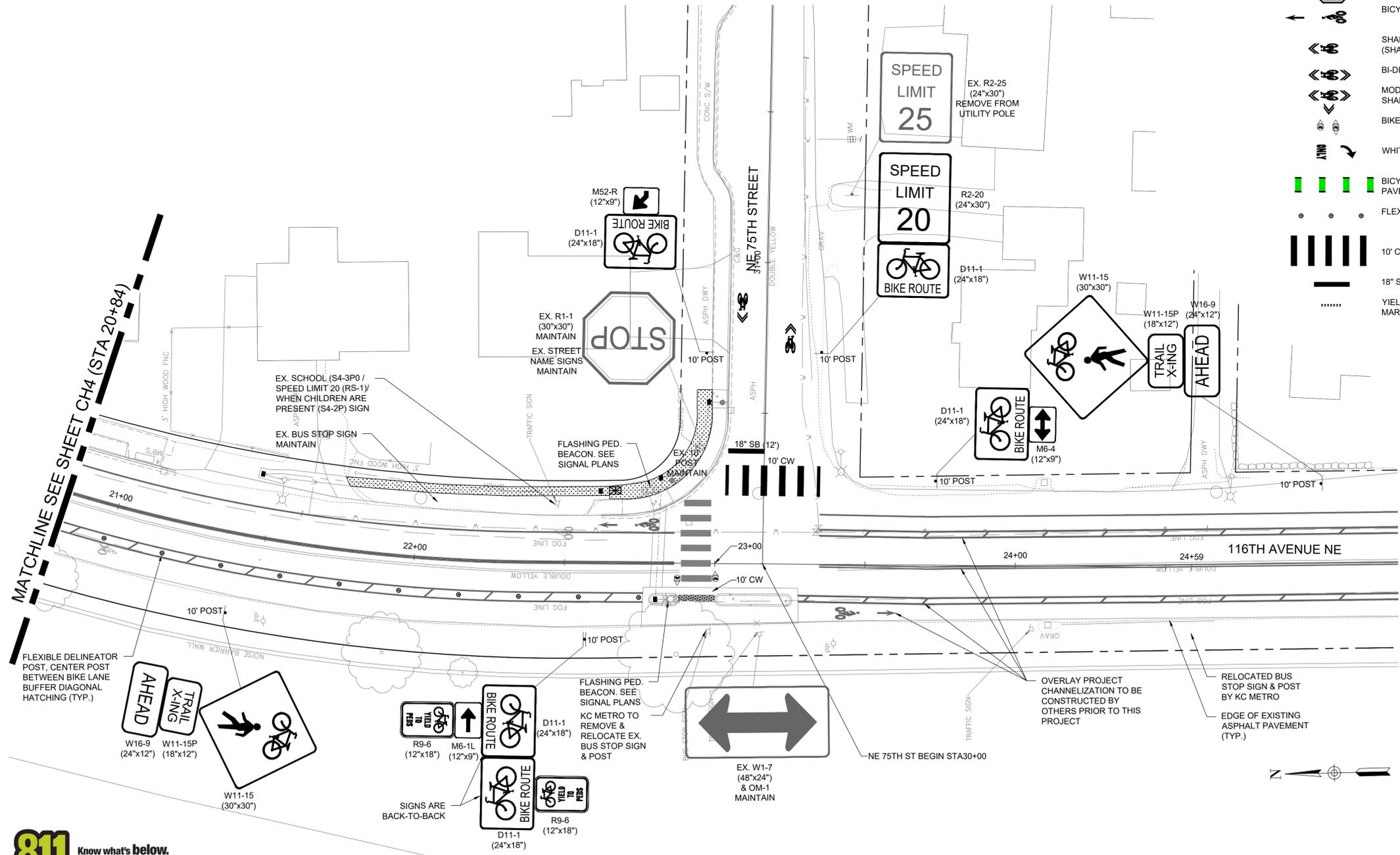




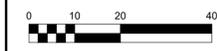
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CHANNELIZATION AND SIGNING LEGEND

| ITEM | DETAIL | PLAN NO. |
|----------|--|---|
| 4" SYL | 4" SOLID YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 4" DYL | 4" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 4" YL | 4" YELLOW TWO-WAY LEFT TURN LANE LINES | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" SWL | 6" SOLID WHITE LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DWL | 6" DASHED WHITE LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DYL | 6" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB | PRE-APPROVED PLAN NO. CK-R.19B |
| | SIGN AND POST (POST HT. PER PLANS) | PRE-APPROVED PLANS NO. CK-R.43 & CK-R.44 |
| | SIGN | |
| | BICYCLE LANE SYMBOL | PRE-APPROVED PLAN NO. CK-R.34 & WSDOT STD. PLAN M-9.50-02 |
| | SHARED LANE MARKING (SHARROW) | PRE-APPROVED PLAN NO. CK-R.46 |
| | BI-DIRECTIONAL SHARROW | |
| | MODIFIED BI-DIRECTIONAL SHARROW | |
| | BIKE DOT | |
| | WHITE PAVEMENT MARKING | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | BICYCLE CROSSING PAVEMENT MARKING | |
| | FLEXIBLE DELINEATOR POST | |
| | 10' CROSSWALK | PRE-APPROVED PLAN NO. CK-R.28 |
| | 18" STOP BAR | PRE-APPROVED PLAN NO. CK-R.28 |
| | YIELD SYMBOL PAVEMENT MARKING | |



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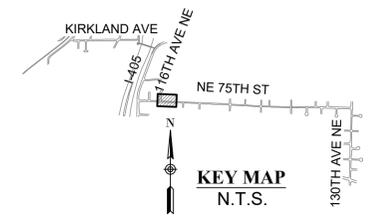


CHANNELIZATION AND SIGNING NOTES:

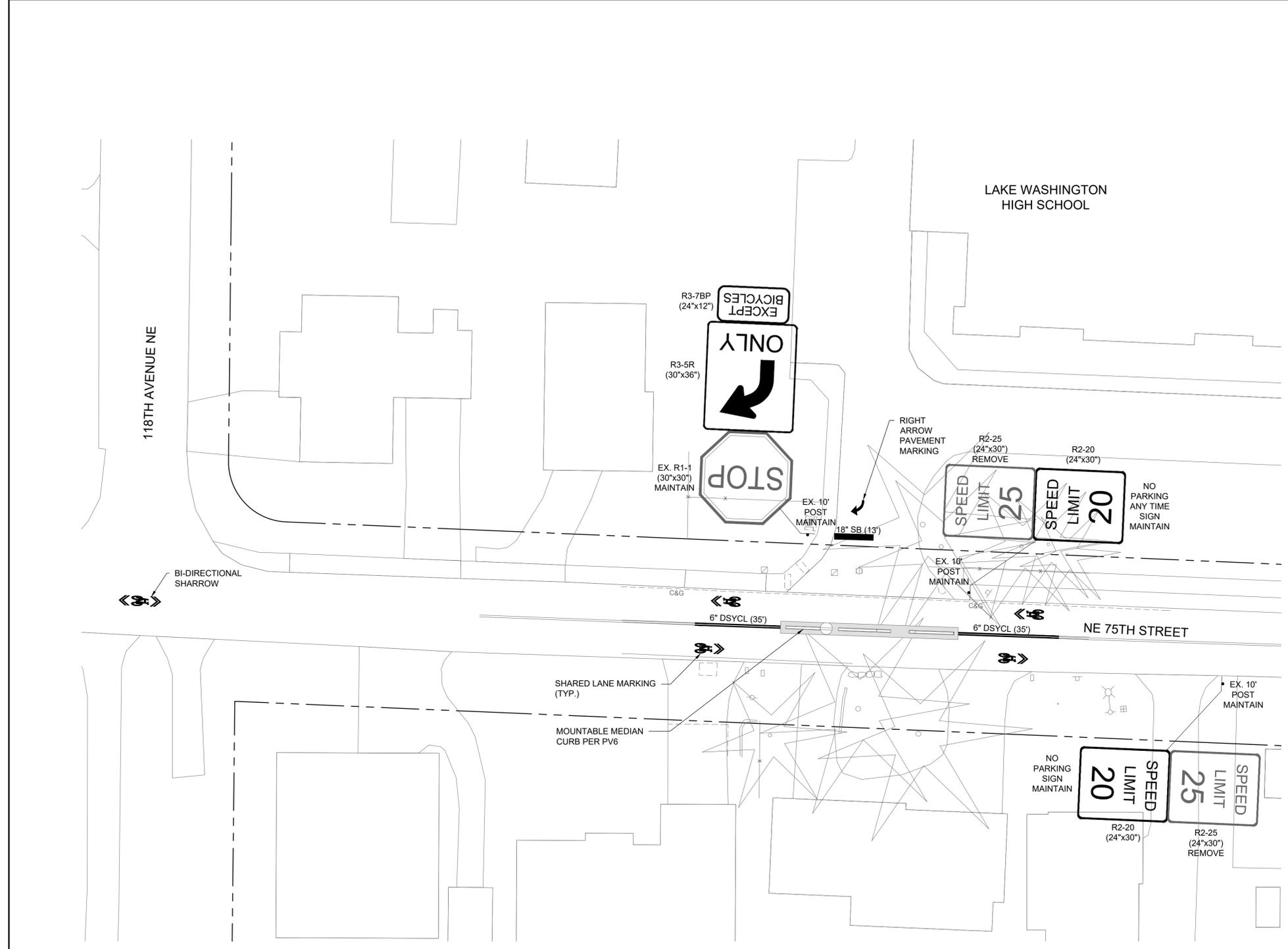
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CHANNELIZATION AND SIGNING LEGEND DETAIL

| ITEM | DETAIL | REFERENCE |
|----------|--|---|
| 4" SYL | 4" SOLID YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 4" DYL | 4" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| | 4" YELLOW TWO-WAY LEFT TURN LANE LINES | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" SWL | 6" SOLID WHITE LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DWL | 6" DASHED WHITE LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DYL | 6" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB | PRE-APPROVED PLAN NO. CK-R.19B |
| | SIGN AND POST (POST HT. PER PLANS) | PRE-APPROVED PLANS NO. CK-R.43 CK-R.44 |
| | SIGN | |
| | BICYCLE LANE SYMBOL | PRE-APPROVED PLAN NO. CK-R.34 & WSDOT STD. PLAN M-9.50-02 |
| | SHARED LANE MARKING (SHARROW) | PRE-APPROVED PLAN NO. CK-R.46 |
| | BI-DIRECTIONAL SHARROW | 2 DT2, 3 DT2, 1 DT2 |
| | MODIFIED BI-DIRECTIONAL SHARROW | 4 DT2 |
| | BIKE DOT | 5 DT2 |
| | WHITE PAVEMENT MARKING | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | BICYCLE CROSSING PAVEMENT MARKING | 2 DT1 |
| | FLEXIBLE DELINEATOR POST | 1 DT1 |
| | 10' CROSSWALK | PRE-APPROVED PLAN NO. CK-R.28 |
| | 18" STOP BAR | PRE-APPROVED PLAN NO. CK-R.28 |
| | YIELD SYMBOL PAVEMENT MARKING | 4 DT1 |



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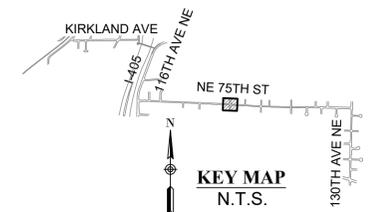
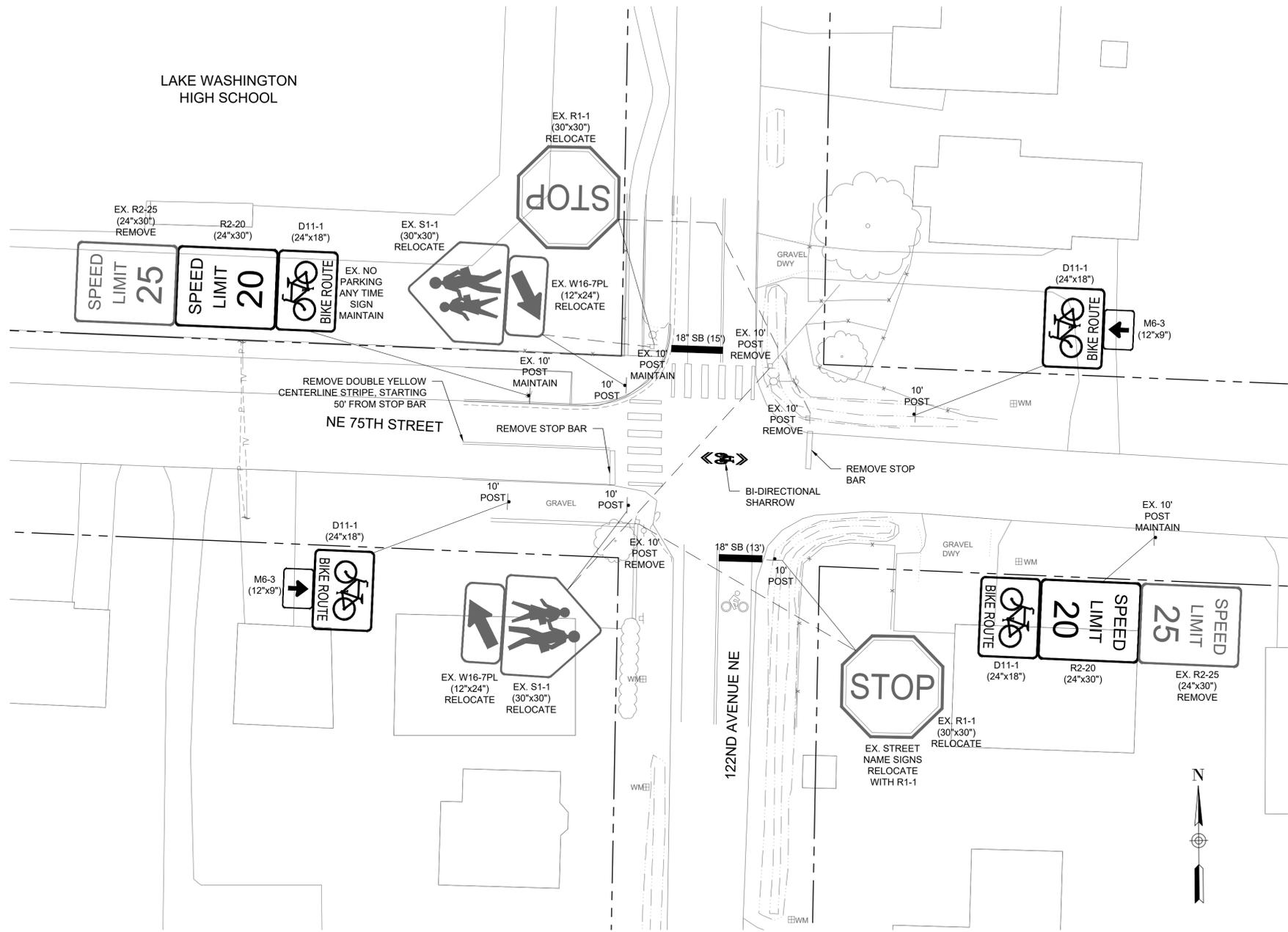


CHANNELIZATION AND SIGNING NOTES:

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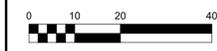
CHANNELIZATION AND SIGNING LEGEND

| ITEM | DETAIL |
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| | PRE-APPROVED PLAN NO. CK-R-31 |
| | 4" YELLOW TWO-WAY LEFT TURN LANE LINES |
| | PRE-APPROVED PLAN NO. CK-R-31 |
| 6" SWL | 6" SOLID WHITE LINE |
| 6" DWL | 6" DASHED WHITE LINE |
| 6" DYL | 6" DASHED YELLOW LINE |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB |
| | PRE-APPROVED PLAN NO. CK-R-19B |
| | SIGN AND POST (POST HT. PER PLANS) |
| | PRE-APPROVED PLANS NO. CK-R-43 & CK-R-44 |
| STOP | SIGN |
| Bicycle Symbol | BICYCLE LANE SYMBOL |
| | PRE-APPROVED PLAN NO. CK-R-34 & WSDOT STD. PLAN M-9.50-02 |
| Sharrows | SHARED LANE MARKING (SHARROW) |
| | PRE-APPROVED PLAN NO. CK-R-46 |
| Bi-directional Sharrows | BI-DIRECTIONAL SHARROW |
| Modified Bi-directional Sharrows | MODIFIED BI-DIRECTIONAL SHARROW |
| Bike Dot | BIKE DOT |
| White Pavement Marking | WHITE PAVEMENT MARKING |
| | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| Bicycle Crossing Pavement Marking | BICYCLE CROSSING PAVEMENT MARKING |
| Flexible Delineator Post | FLEXIBLE DELINEATOR POST |
| 10' Crosswalk | 10' CROSSWALK |
| | PRE-APPROVED PLAN NO. CK-R-28 |
| 18" Stop Bar | 18" STOP BAR |
| Yield Symbol Pavement Marking | YIELD SYMBOL PAVEMENT MARKING |
| | PRE-APPROVED PLAN NO. CK-R-28 |



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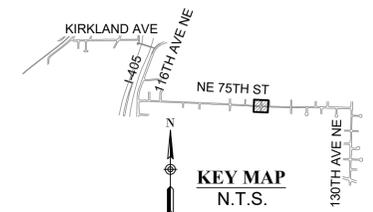
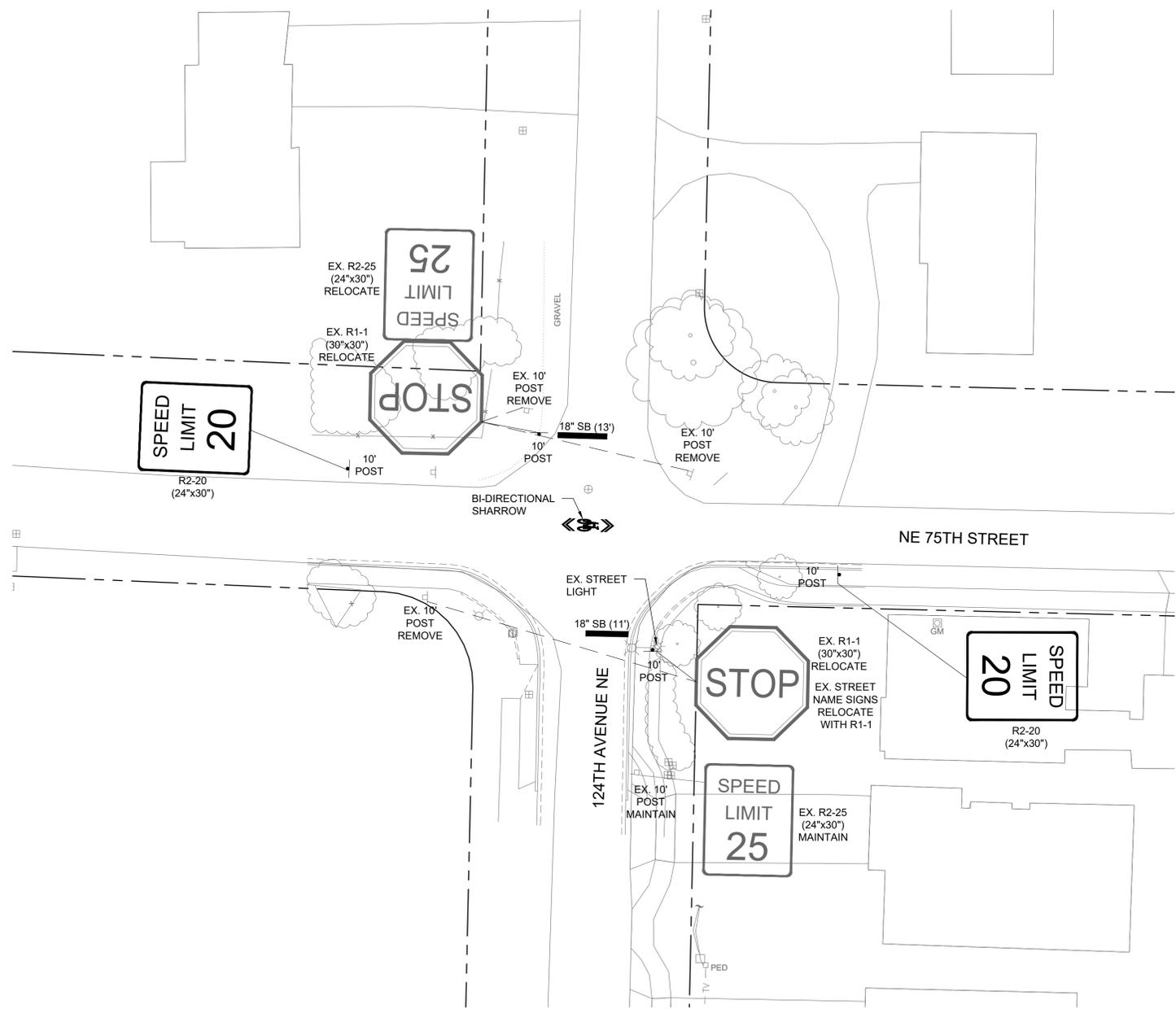
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 CHECKED: KL/JAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 CHANNELIZATION AND SIGNING PLAN
 DRAWING NUMBER
CH8
 SHEET NUMBER
23 OF **31**

CHANNELIZATION AND SIGNING NOTES:

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CHANNELIZATION AND SIGNING LEGEND DETAIL

| ITEM | DETAIL |
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| 12" MMC | 12" MOUNTABLE MEDIAN CURB |
| | SIGN AND POST (POST HT. PER PLANS) |
| | SIGN |
| | BICYCLE LANE SYMBOL |
| | SHARED LANE MARKING (SHARROW) |
| | BI-DIRECTIONAL SHARROW |
| | MODIFIED BI-DIRECTIONAL SHARROW |
| | BIKE DOT |
| | WHITE PAVEMENT MARKING |
| | BICYCLE CROSSING PAVEMENT MARKING |
| | FLEXIBLE DELINEATOR POST |
| | 10' CROSSWALK |
| | 18" STOP BAR |
| | YIELD SYMBOL PAVEMENT MARKING |
| | PRE-APPROVED PLAN NO. CK-R.31 |
| | PRE-APPROVED PLAN NO. CK-R.19B |
| | PRE-APPROVED PLANS NO. CK-R.43 & CK-R.44 |
| | PRE-APPROVED PLAN NO. CK-R.34 & WSDOT STD. PLAN M-9.50-02 |
| | PRE-APPROVED PLAN NO. CK-R.46 |
| | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | PRE-APPROVED PLAN NO. CK-R.28 |
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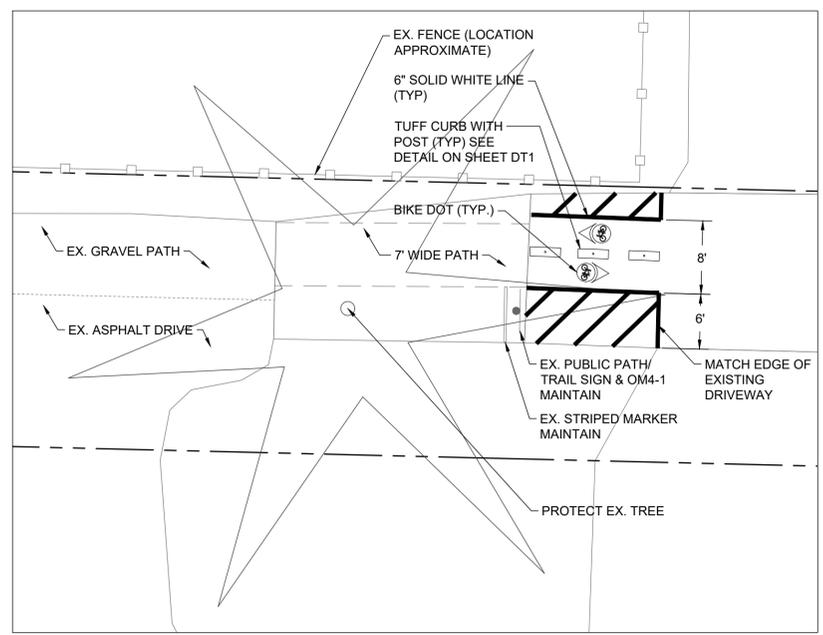
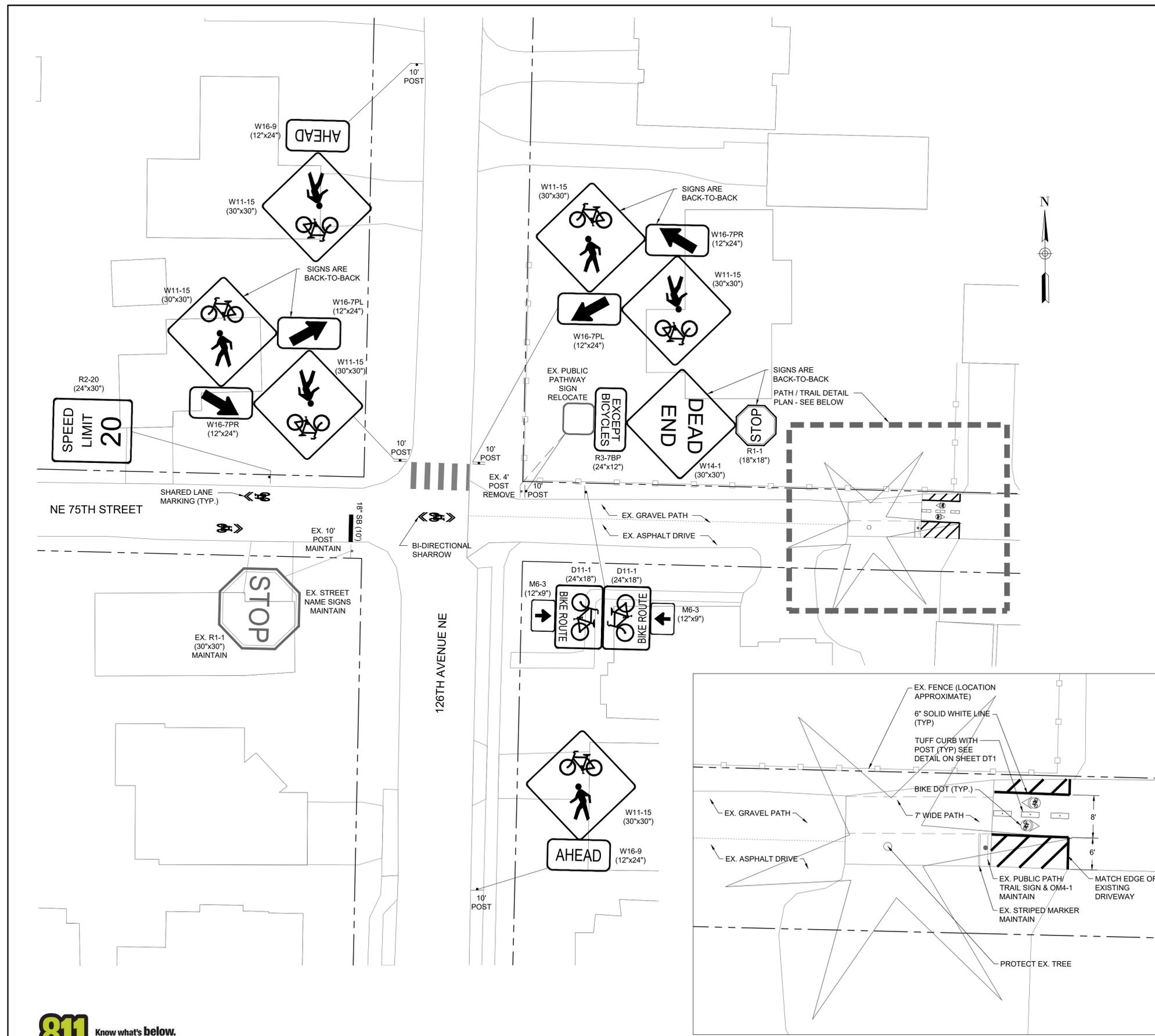


CHANNELIZATION AND SIGNING NOTES:

- SEE NT SHEET SERIES FOR GENERAL NOTES AND LEGEND.
- SEE DT SHEET SERIES FOR PAVEMENT MARKING AND SIGNAGE DETAILS.
- SEE SP SHEET SERIES FOR TREE PROTECTION, TREE AND VEGETATION TRIMMING, AND CHANNELIZATION REMOVALS.
- SEE PV SHEET SERIES FOR PAVING AND GRADING PLANS.
- SEE OP SHEET SERIES FOR OVERVIEW PLANS SHOWING SITE PREPARATION, CHANNELIZATION AND SIGNAGE NOT INCLUDED ON THE SP AND CH PLANS.
- ALL DIMENSIONS ARE IN FEET, UNLESS OTHERWISE NOTED.
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- SIGNS NOTED "TO BE REMOVED" SHALL INCLUDE REMOVAL AND SALVAGE OF SIGN AND POST PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
- REPLACE ALL R2-25 "25 SPEED LIMIT" SIGNS WITH R2-20 "20 SPEED LIMIT" SIGNS ALONG THE KIRKLAND GREENWAY ROUTE.

CHANNELIZATION AND SIGNING LEGEND DETAIL

| ITEM | DETAIL | PLAN NO. |
|----------|--|---|
| 4" SYL | 4" SOLID YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 4" DYL | 4" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 4" YLTL | 4" YELLOW TWO-WAY LEFT TURN LANE LINES | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" SWL | 6" SOLID WHITE LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DWL | 6" DASHED WHITE LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DYL | 6" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE | PRE-APPROVED PLAN NO. CK-R.31 |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB | PRE-APPROVED PLAN NO. CK-R.19B |
| | SIGN AND POST (POST HT. PER PLANS) | PRE-APPROVED PLANS NO. CK-R.43 & CK-R.44 |
| | SIGN | |
| | BICYCLE LANE SYMBOL | PRE-APPROVED PLAN NO. CK-R.34 & WSDOT STD. PLAN M-9.50-02 |
| | SHARED LANE MARKING (SHARROW) | PRE-APPROVED PLAN NO. CK-R.46 |
| | BI-DIRECTIONAL SHARROW | DT2 |
| | MODIFIED BI-DIRECTIONAL SHARROW | DT2 |
| | BIKE DOT | DT2 |
| | WHITE PAVEMENT MARKING | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | BICYCLE CROSSING PAVEMENT MARKING | DT1 |
| | FLEXIBLE DELINEATOR POST | DT1 |
| | 10' CROSSWALK | PRE-APPROVED PLAN NO. CK-R.28 |
| | 18" STOP BAR | PRE-APPROVED PLAN NO. CK-R.28 |
| | YIELD SYMBOL PAVEMENT MARKING | DT1 |



PATH / TRAIL DETAIL PLAN
 1"=10'



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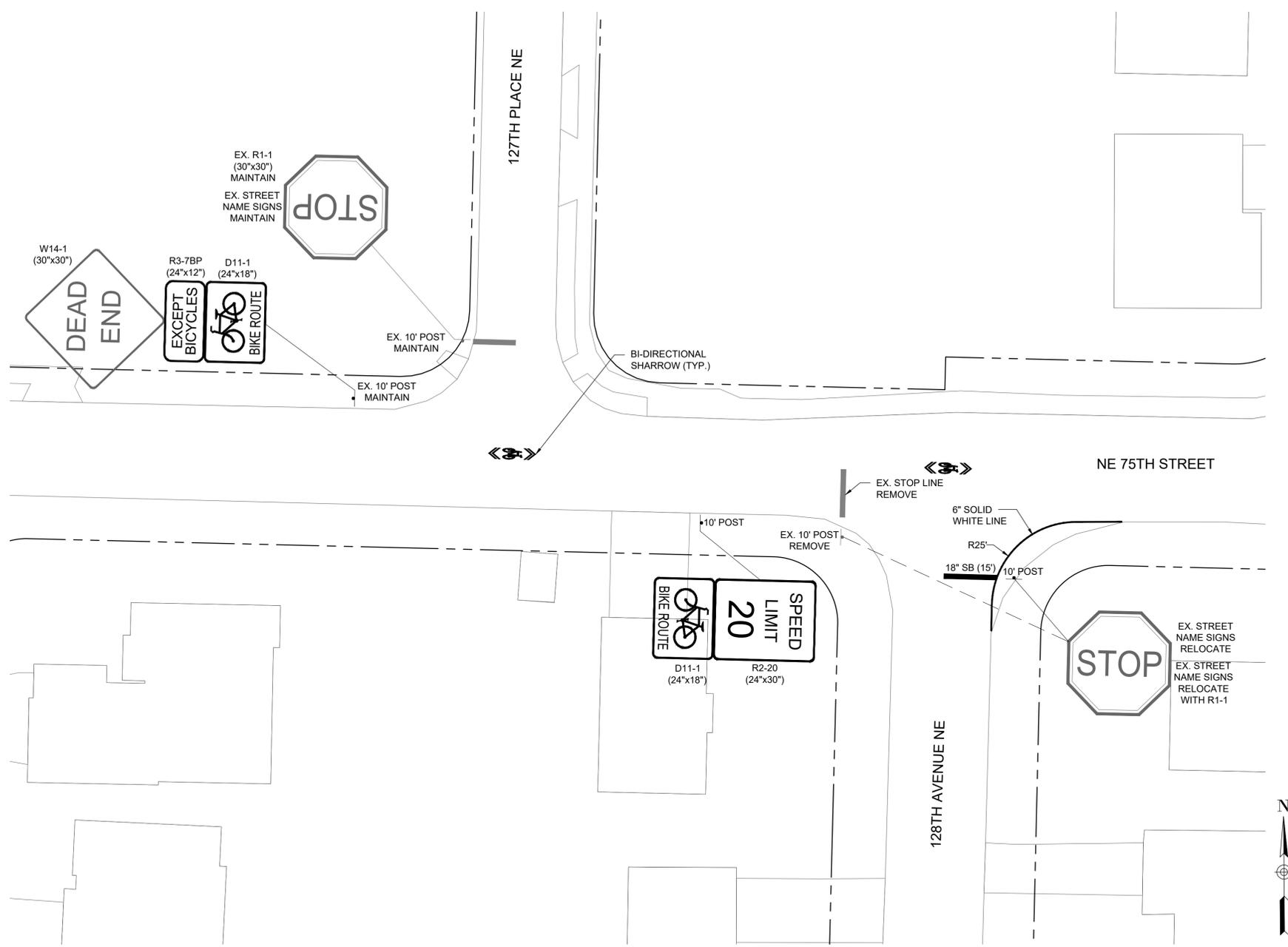
PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
CHANNELIZATION AND SIGNING PLAN
 DRAWING NUMBER
CH10
 SHEET NUMBER
25 OF 31

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CHANNELIZATION AND SIGNING LEGEND DETAIL

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|----------|---|
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| | PRE-APPROVED PLAN NO. CK-R-31 |
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| | PRE-APPROVED PLAN NO. CK-R-31 |
| 6" SWL | 6" SOLID WHITE LINE |
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| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB |
| | PRE-APPROVED PLAN NO. CK-R-19B |
| | SIGN AND POST (POST HT. PER PLANS) |
| | PRE-APPROVED PLANS NO. CK-R.43 CK-R.44 |
| | SIGN |
| | BICYCLE LANE SYMBOL |
| | PRE-APPROVED PLAN NO. CK-R-34 & WSDOT STD. PLAN M-9.50-02 |
| | SHARED LANE MARKING (SHARROW) |
| | PRE-APPROVED PLAN NO. CK-R-46 |
| | BI-DIRECTIONAL SHARROW |
| | MODIFIED BI-DIRECTIONAL SHARROW |
| | BIKE DOT |
| | WHITE PAVEMENT MARKING |
| | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | BICYCLE CROSSING PAVEMENT MARKING |
| | FLEXIBLE DELINEATOR POST |
| | 10' CROSSWALK |
| | PRE-APPROVED PLAN NO. CK-R-28 |
| | 18' STOP BAR |
| | PRE-APPROVED PLAN NO. CK-R-28 |
| | YIELD SYMBOL PAVEMENT MARKING |
| | PRE-APPROVED PLAN NO. CK-R-28 |



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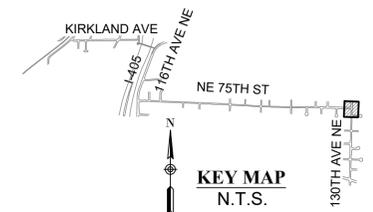
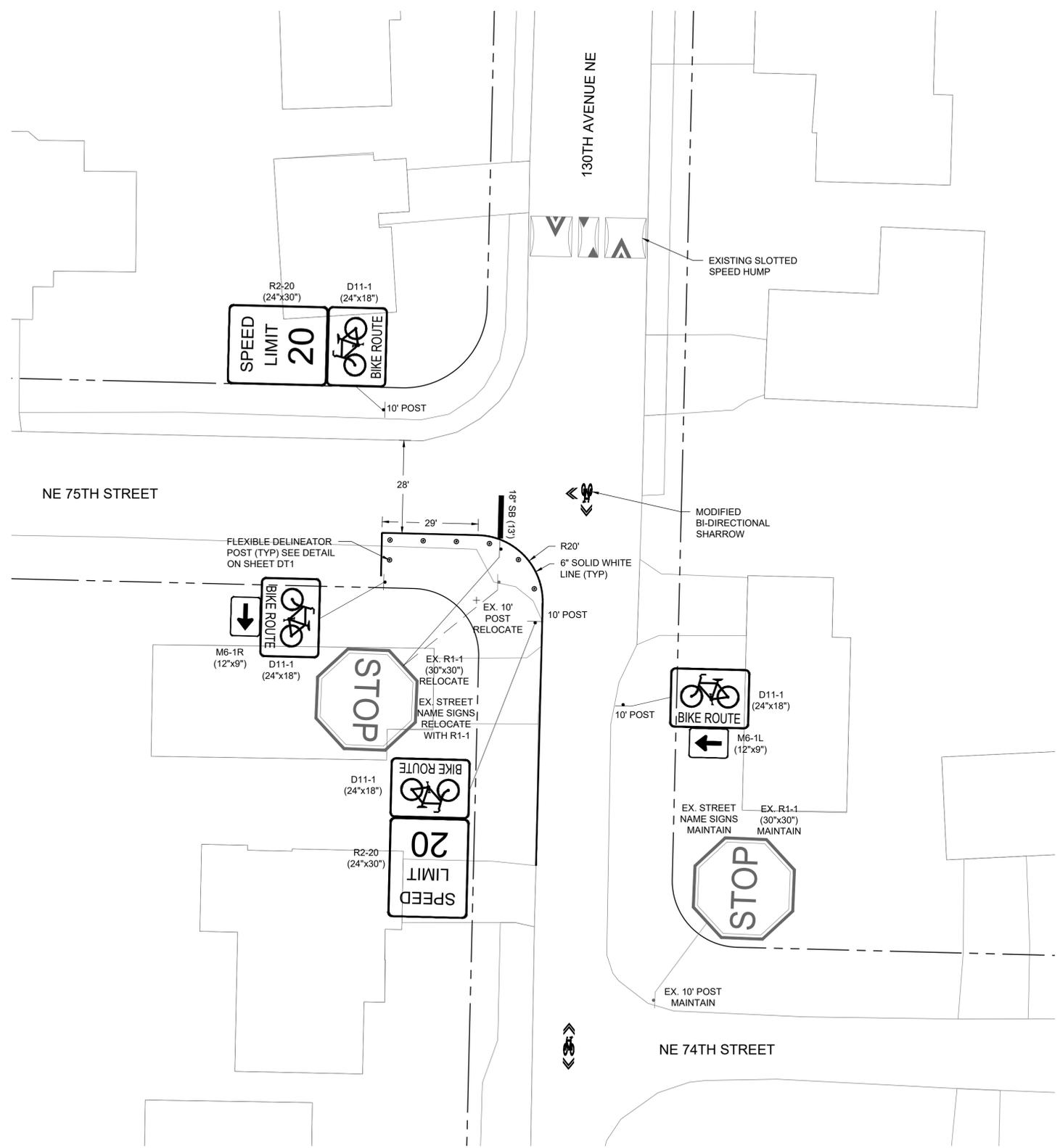


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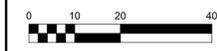
CHANNELIZATION AND SIGNING LEGEND

| ITEM | DETAIL |
|----------|---|
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| 6" SWL | 6" SOLID WHITE LINE |
| 6" DWL | 6" DASHED WHITE LINE |
| 6" DYL | 6" DASHED YELLOW LINE |
| 6" DSYCL | 6" DOUBLE SOLID YELLOW CENTER LINE |
| 12" MMC | 12" MOUNTABLE MEDIAN CURB |
| | SIGN AND POST (POST HT. PER PLANS) |
| | SIGN |
| | BICYCLE LANE SYMBOL |
| | SHARED LANE MARKING (SHARROW) |
| | BI-DIRECTIONAL SHARROW |
| | MODIFIED BI-DIRECTIONAL SHARROW |
| | BIKE DOT |
| | WHITE PAVEMENT MARKING |
| | BICYCLE CROSSING PAVEMENT MARKING |
| | FLEXIBLE DELINEATOR POST |
| | 10' CROSSWALK |
| | 18" STOP BAR |
| | YIELD SYMBOL PAVEMENT MARKING |
| | PRE-APPROVED PLAN NO. CK-R.31 |
| | PRE-APPROVED PLAN NO. CK-R.19B |
| | PRE-APPROVED PLANS NO. CK-R.43 & CK-R.44 |
| | PRE-APPROVED PLAN NO. CK-R.34 & WSDOT STD. PLAN M-9.50-02 |
| | PRE-APPROVED PLAN NO. CK-R.46 |
| | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | PRE-APPROVED PLAN NO. CK-R.28 |
| | PRE-APPROVED PLAN NO. CK-R.28 |



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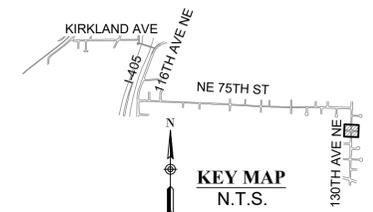
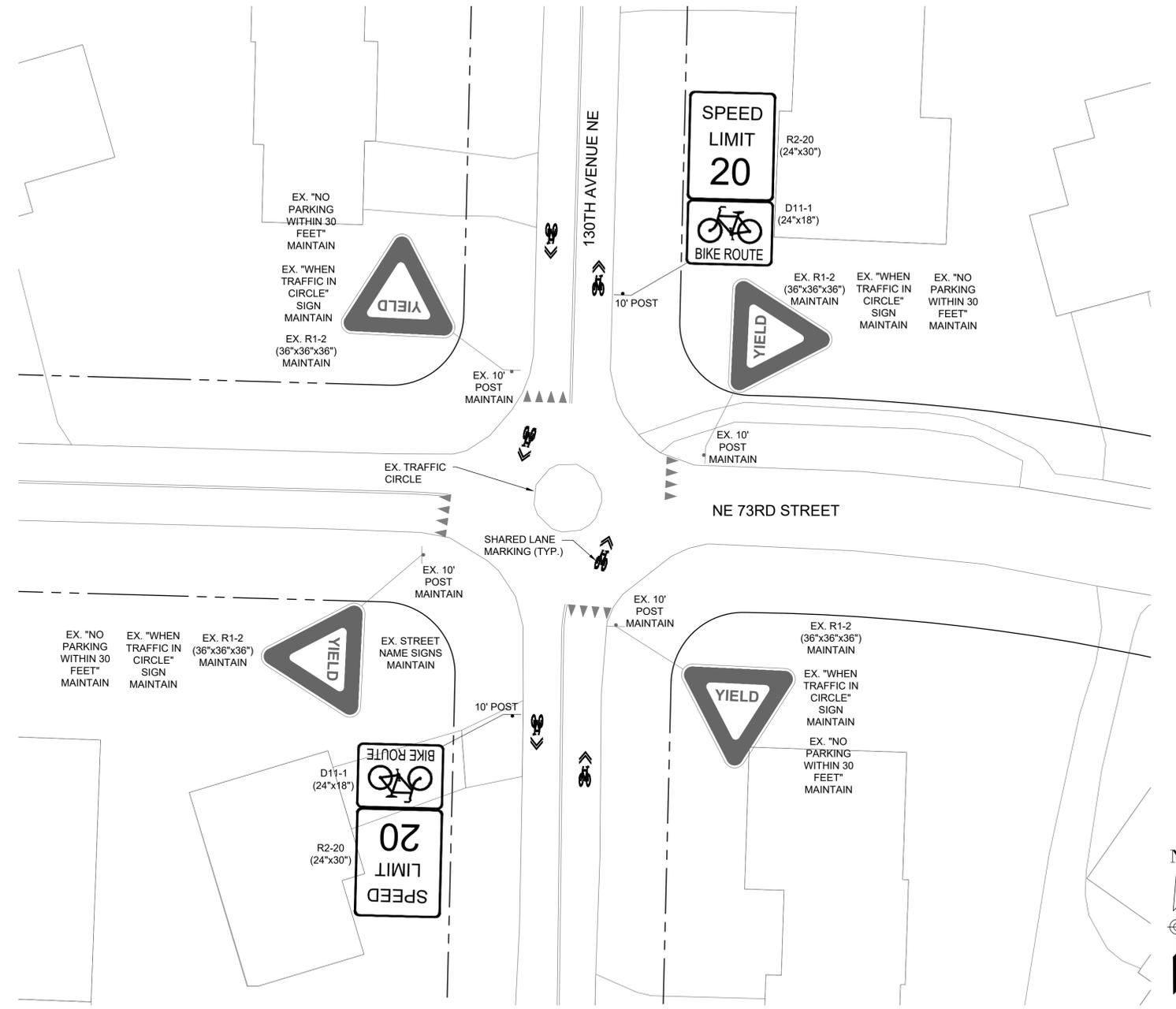
PREPARED: CS/TD
 CHECKED: KL/JAL
 DATE
 DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
 CHANNELIZATION AND SIGNING PLAN
 DRAWING NUMBER
CH12
 SHEET NUMBER
27 OF **31**

CHANNELIZATION AND SIGNING NOTES:

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| | 4" YELLOW TWO-WAY LEFT TURN LANE LINES | PRE-APPROVED PLAN NO. CK-R-31 |
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| 6" DYL | 6" DASHED YELLOW LINE | PRE-APPROVED PLAN NO. CK-R-31 |
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| | STOP SIGN | |
| | BICYCLE LANE SYMBOL | PRE-APPROVED PLAN NO. CK-R-34 & WSDOT STD. PLAN M-9.50-02 |
| | SHARED LANE MARKING (SHARROW) | PRE-APPROVED PLAN NO. CK-R-46 |
| | BI-DIRECTIONAL SHARROW | 2 DT2, 3 DT2, 1 DT2 |
| | MODIFIED BI-DIRECTIONAL SHARROW | 4 DT2 |
| | BIKE DOT | 5 DT2 |
| | WHITE PAVEMENT MARKING | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | BICYCLE CROSSING PAVEMENT MARKING | 2 DT1, 1 DT1 |
| | FLEXIBLE DELINEATOR POST | 1 DT1 |
| | 10' CROSSWALK | PRE-APPROVED PLAN NO. CK-R-28 |
| | 18" STOP BAR | PRE-APPROVED PLAN NO. CK-R-28 |
| | YIELD SYMBOL PAVEMENT MARKING | 4 DT1 |



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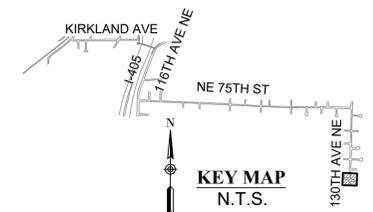
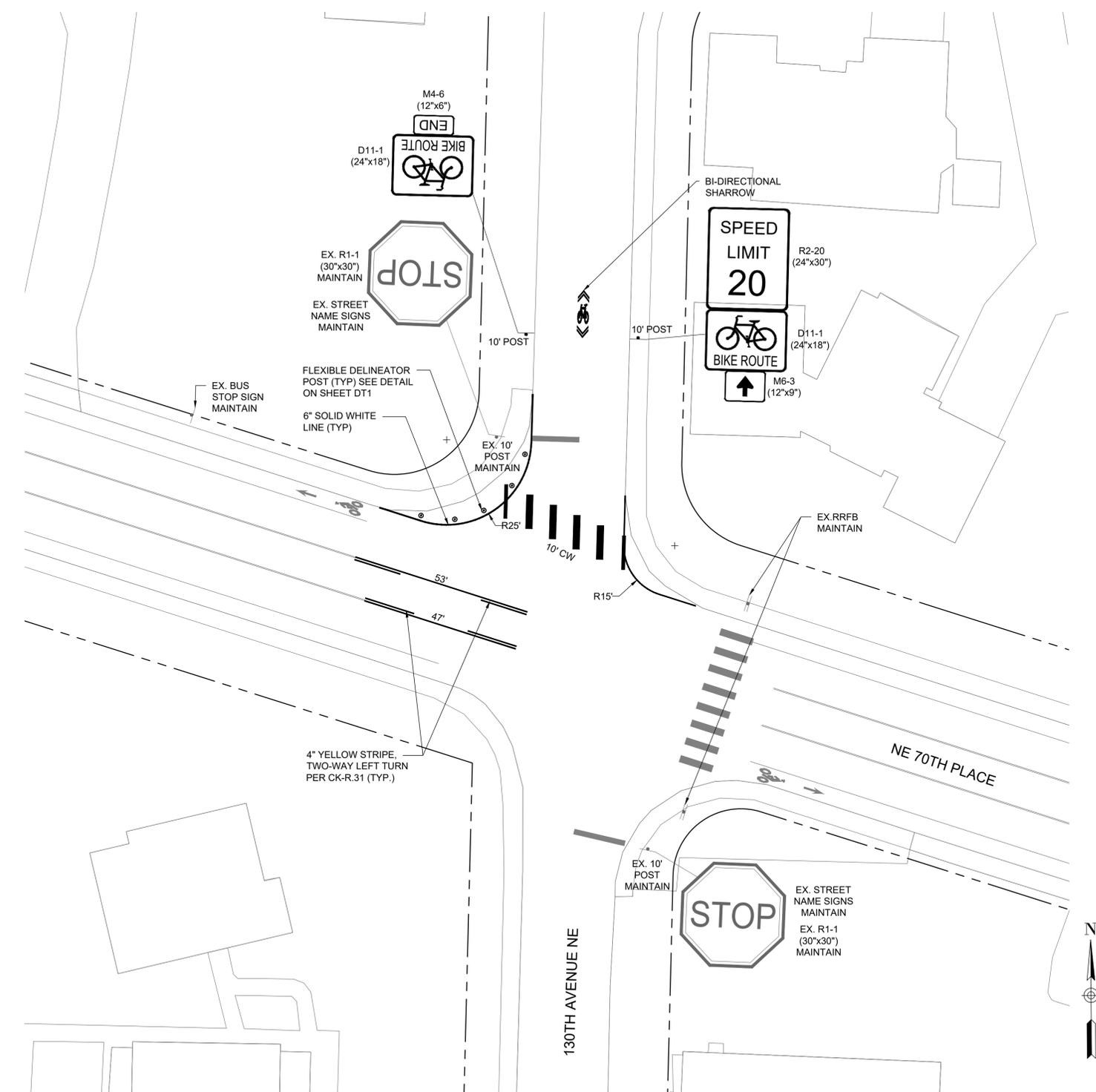


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| | SIGN |
| | BICYCLE LANE SYMBOL |
| | PRE-APPROVED PLAN NO. CK-R-34 & WSDOT STD. PLAN M-9.50-02 |
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| | PRE-APPROVED PLAN NO. CK-R-46 |
| | BI-DIRECTIONAL SHARROW |
| | MODIFIED BI-DIRECTIONAL SHARROW |
| | BIKE DOT |
| | WHITE PAVEMENT MARKING |
| | WSDOT STD. PLANS M-80.10-01 & M-24.40-02 |
| | BICYCLE CROSSING PAVEMENT MARKING |
| | FLEXIBLE DELINEATOR POST |
| | 10' CROSSWALK |
| | PRE-APPROVED PLAN NO. CK-R-28 |
| | 18" STOP BAR |
| | PRE-APPROVED PLAN NO. CK-R-28 |
| | YIELD SYMBOL PAVEMENT MARKING |



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SIGN SCHEDULE

| SIGN CODE | SIGN IMAGE | DESCRIPTION (SIZE) | QUANTITY PER SHEET | | | | | | | | | | | | | TOTAL QTY. | | | |
|-----------|------------|---|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------------|------|------|------|
| | | | OP1 | OP2 | OP3 | CH1 | CH2 | CH3 | CH4 | CH5 | CH6 | CH7 | CH8 | CH9 | CH10 | | CH11 | CH12 | CH13 |
| D11-1 | | BIKE ROUTE (24"x18") | | | 2 | 6 | 3 | 3 | | 5 | 4 | | | 2 | 2 | 4 | 2 | 2 | 35 |
| M4-6 | | END (12"x6") | | | | 1 | | | | | | | | | | | | 1 | 2 |
| M5-2R | | DIRECTIONAL ARROW (12"x9") | | | | | | | | 1 | | | | | | | | | 1 |
| M6-1L | | LEFT ARROW (12"x9") | | | | 2 | 1 | 1 | | 1 | | | | | | 1 | | | 6 |
| M6-1R | | RIGHT ARROW (12"x9") | | | | 2 | 1 | 1 | | | | | | | | 1 | | | 5 |
| M6-3 | | STRAIGHT ARROW (12"x9") | | | | | | 1 | | | | 2 | | 2 | | | | 1 | 6 |
| M6-4 | | LEFT/RIGHT ARROWS (12"x9") | | | | | | | | 1 | | | | | | | | | 1 |
| R1-1 | | STOP (18"x18") | | | | | | | | | | | | | 1 | | | | 1 |
| R2-20 | | SPEED LIMIT 20 (24"x30") | | | 2 | 1 | 1 | | | 1 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 18 |
| R3-5R | | RIGHT TURN ONLY - MANDATORY MOVEMENT LANE CONTROL (30"x36") | | | | | | | | | 1 | | | | | | | | 1 |
| R3-7BP | | EXCEPT BICYCLES (24"x12") | | | | | | | | | 1 | | | 1 | 1 | | | | 3 |
| R9-6 | | BIKE YIELD TO PEDS (12"x18") | | | | | | 2 | | 2 | | | | | | | | | 4 |
| W11-15 | | COMBINATION BIKE AND PED CROSSING (30"x30") | | | | 4 | | | | 2 | | | | | 6 | | | | 12 |
| W11-15P | | TRAIL X-ING (18"x12") | | | | 2 | | | | 2 | | | | | | | | | 4 |
| W12-2 | | LOW CLEARANCE (WITH ARROWS) (18"x18") | | | | | 1 | 1 | | | | | | | | | | | 2 |
| W14-1 | | DEAD END (30"x30") | | | | | | | | | | | | | 1 | | | | 1 |
| W16-7PL | | DIAGONAL DOWNWARD ARROW (24"x12") | | | | | | | | | | | | | 2 | | | | 2 |
| W16-7PR | | DIAGONAL DOWNWARD ARROW (24"x12") | | | | | | | | | | | | | 2 | | | | 2 |
| W16-9P | | AHEAD (24"x12") | | | | | | | | 2 | | | | | 2 | | | | 4 |

CHANNELIZATION AND SIGNING NOTES:

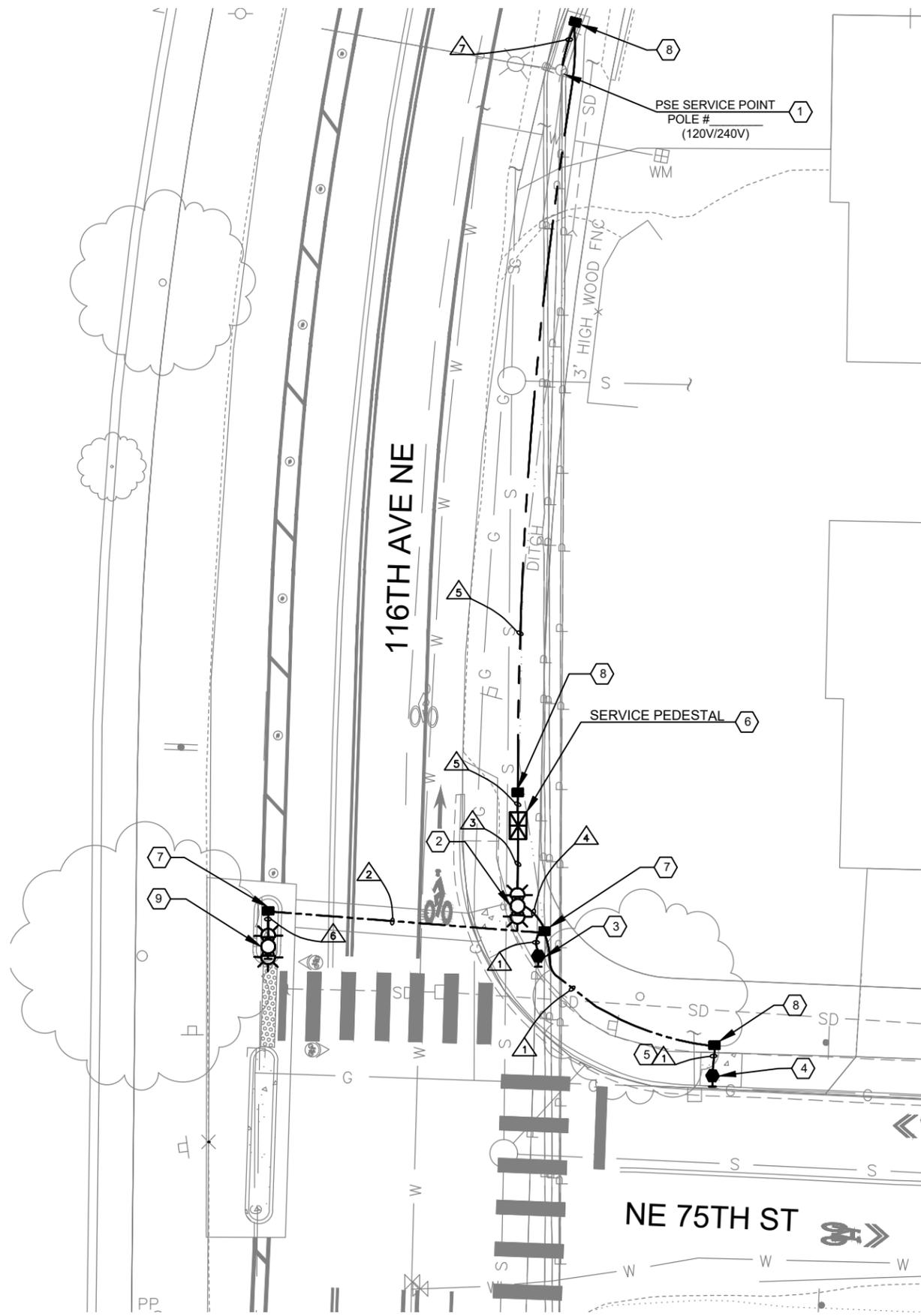
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PREPARED: CS/TD
 CHECKED: KLJ/L
 DATE
DECEMBER 2019
 REV. 1
 REV. 2
 REV. 3
 SHEET NAME
SIGN SCHEDULE

DRAWING NUMBER
CH14
 SHEET NUMBER
29 OF 31





CONSTRUCTION NOTES:

- ① INSTALL ONE 2" CONDUIT RISER ON NORTH SIDE OF POLE FOR RRFB SERVICE. PULL SERVICE CONDUCTORS TO TOP OF RISER AND COIL 15' OF WIRE FOR CONNECTION BY PSE.
- ② INSTALL AC-POWERED RECTANGULAR RAPID FLASH BEACON (RRFB) SYSTEM BACK-TO-BACK INCLUDING POLE, FOUNDATION, CONTROLLER ENCLOSURE UNIT, AND SIGNS ACCORDING TO MANUFACTURER'S REQUIREMENT. SEE DRAWING TSDT1 DETAIL A FOR RRFB DETAILS.
- ③ INSTALL BREAKAWAY PUSHBUTTON POST, FOUNDATION, XAV2 AUDIBLE PUSH BUTTON AND SIGN R10-25 ACCORDING TO WSDOT STANDARD PLAN J-20.15-03 AND MANUFACTURER'S REQUIREMENT.
- ④ INSTALL BREAKAWAY PUSH BUTTON POST EAST OF EXISTING CATCH BASIN, FOUNDATION, BIKE BULLDOG PUSH BUTTON AND SIGN R10-25C ACCORDING TO MANUFACTURER'S REQUIREMENT. SEE DRAWING TSDT1 DETAIL B FOR DETAILS. THE DISTANCE BETWEEN BIKE PUSHBUTTON FACE AND CURB FACE SHALL BE 2'.
- ⑤ INSTALL ONE 2" CONDUIT. RESTORE FULL SIDEWALK PANEL TO MATCH SURROUNDING AREA.
- ⑥ COORDINATE WITH PSE FOR SERVICE PEDESTAL TYPE AND INSTALLATION.
- ⑦ INSTALL SLIP-RESISTANT TYPE 2 JUNCTION BOX ACCORDING TO WSDOT STANDARD PLAN J-40.10-04.
- ⑧ COORDINATE WITH PSE FOR SECONDARY HANDHOLE INSTALLATION.
- ⑨ INSTALL AC-POWERED RECTANGULAR RAPID FLASH BEACON (RRFB) SYSTEM BACK-TO-BACK INCLUDING POLE, FOUNDATION, SIGNS, AND XAV2 AUDIBLE PUSHBUTTON ACCORDING TO MANUFACTURER'S REQUIREMENT. SEE DRAWING TSD1 DETAIL A FOR RRFB DETAILS.

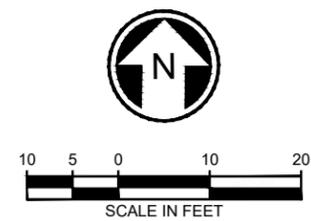
GENERAL NOTES:

- 1. RRFB, PUSHBUTTON POST AND CONDUIT LOCATIONS SHOWN ARE APPROXIMATE. FINAL INSTALLATION LOCATION SHALL AVOID CURB RAMP AND LANDING AREA, AND SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
- 2. ALL WORK SHALL BE PERFORMED PER CITY OF KIRKLAND STANDARD PLANS AND SPECIFICATIONS, UNLESS OTHERWISE NOTED IN THE DRAWING.
- 3. INVESTIGATE EXISTING UNDERGROUND UTILITIES PRIOR TO ANY POLE FOUNDATION EXCAVATION OR CONDUIT TRENCHING TO AVOID DAMAGE TO ANY EXISTING UNDERGROUND UTILITIES.
- 4. CONDUITS SHALL BE SCHEDULE 80 PVC.
- 5. ALL MATERIALS SHALL GO THROUGH THE SUBMITTAL REVIEW PROCESS AND BE APPROVED BY THE CITY ENGINEER.
- 6. REFERENCE TO CITY'S PRE-APPROVED POLICY R-24: RECTANGULAR RAPID FLASH BEACON (RRFB) INSTALLATION POLICY FOR RRFB COMPONENT LIST.
- 7. REFERENCE SHEET SP5, PV5 AND CH5 FOR SITE PREPARATION, PAVEMENT REPAIR, AND ROADWAY CHANNELIZATION AND SIGNING.

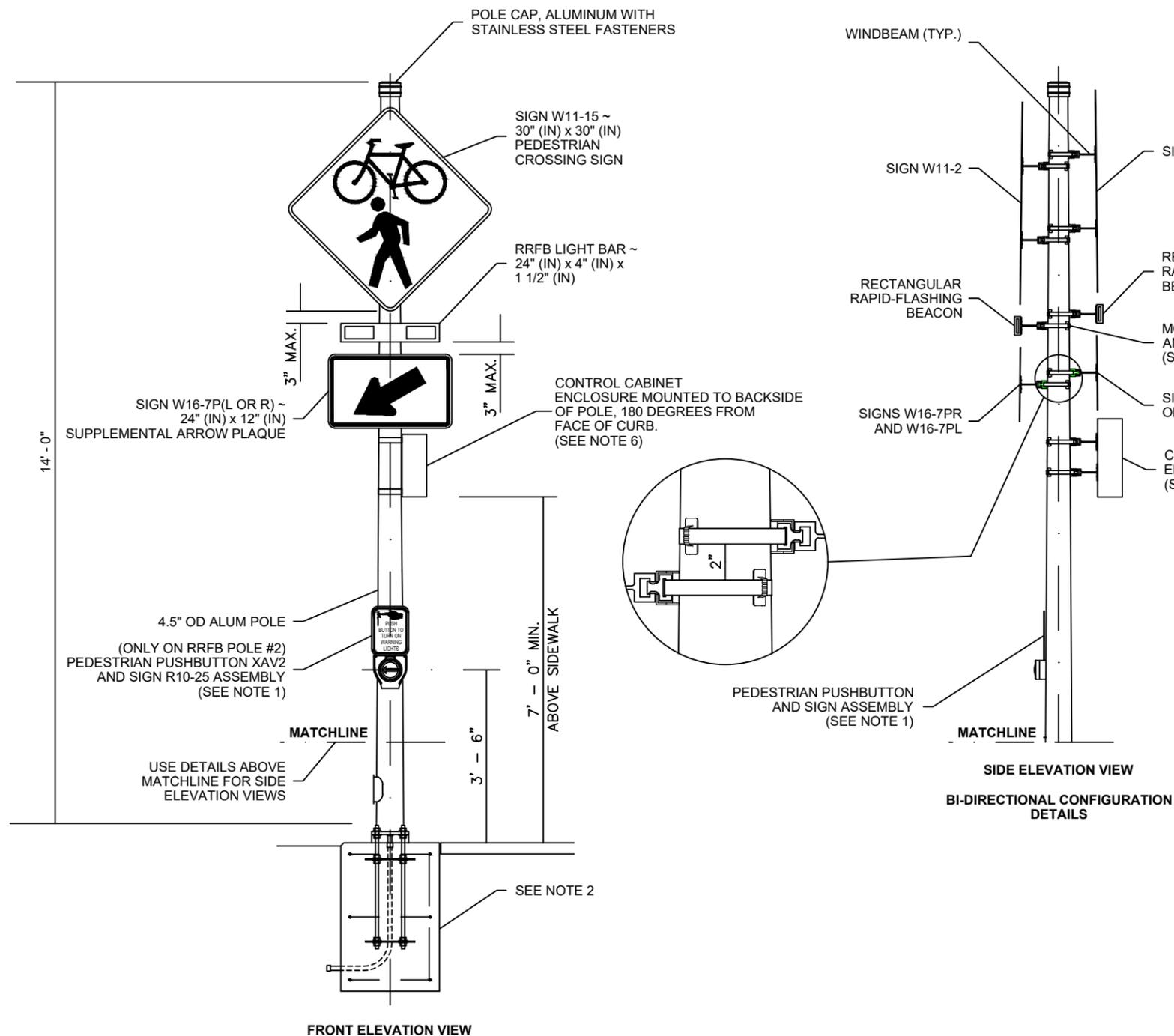
WIRING SCHEDULE

| RUN NO. # | CONDUIT SIZE | SERVICE POWER 2-#2 | CONTROLLER 2-#10 | RRFB 1-4C | PUSH BUTTON 1-8C | GROUND #8 | REMARK |
|-----------|-------------------|--------------------|------------------|-----------|------------------|-----------|--------|
| 1 | 2" PVC | | | | 1 | 1 | |
| 2 | 3" HDPE | | | 1 | 1 | 1 | |
| 3 | 2" PVC | | 1 | | | 1 | |
| 4 | 2" PVC | | | 1 | 3 | 1 | |
| 5 | 2" PVC | 1 | | | | 1 | |
| 6 | 2" PVC | | | 1 | 1 | 1 | |
| 7 | 2" PVC WITH RISER | 1* | | | | 1 | |

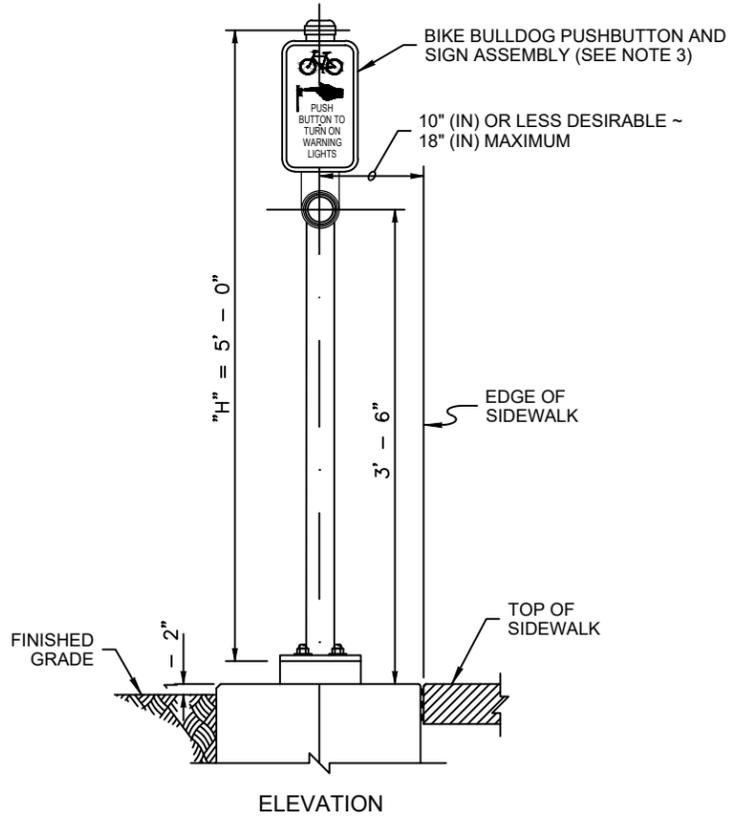
* COIL 15' OF WIRE FOR PSE POWER CONNECTION.



100% SUBMITTAL - NOT FOR CONSTRUCTION



**AC POWERED RECTANGULAR RAPID FLASH BEACON
DETAIL A (NTS)**



**BIKE PUSHBUTTON POST
DETAIL B (NTS)**

NOTES

1. PEDESTRIAN PUSHBUTTON 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. COORDINATE WITH CITY OF KIRKLAND FOR AUDIBLE MESSAGE.
2. SEE WSDOT STANDARD PLAN J-21.10-04 FOR SIGNAL STANDARD FOUNDATION WITH FIXED BASE DETAILS.
3. BIKE PUSHBUTTON AND SIGN ASSEMBLY - MAY BE SEPARATE PARTS. USE 9" (IN) X 12" (IN) R10-25C SIGN IN ACCORDANCE WITH 2009 MUTCD. SIGN MAY INCLUDE INTEGRATED WARNING LIGHTS. COORDINATE WITH CITY OF KIRKLAND FOR AUDIBLE MESSAGE. SEE WSDOT STANDARD PLAN J-20.10-04 FOR INSTALLATION DETAILS.
4. SEE WSDOT STANDARD PLAN G-30.10 FOR SIGN 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.