

## **INDEX**

### **ROADWAY POLICIES**

- R-1 Private Driveway Paving Material Requirements
- R-2 Paving of Private Roads Providing Access to Public Utilities
- R-3 Guidelines for Traffic Islands
- R-4 Driveway Policy
- R-5 Curb Ramp Installation and Replacement Policy
- R-6 Parking Restrictions in the Public Right-of-way
- R-7 Street Asphalt Overlay Policy
- R-8 Placing Concrete or Asphalt in Adverse Weather Conditions
- R-9 New Plat Road Paving Policy
- R-10 Street Tree Selection List, and Planting and Pruning Procedures
- R-11 Replacement of Existing Curb and Sidewalk
- R-12 Required Right of Way Dedications for Principal and Minor Arterials
- R-13 Intersection Sight Distance
- R-14 Neighborhood Access Street Improvement Modification and Waiver Process
- R-15 Permitted Landscaping in the Public Right-of-Way
- R-16 Fences in or Next to Public Right-of-Way
- R-17 Speed Limits
- R-18 Permanent Radar Signs
- R-19 Curb Painting: Authorization for Paintings by Adjacent Property Owners
- R-20 Neighborhood Traffic Control Program (NTCP) Traffic Planning and Community Acceptance
- R-21 Roadside Memorial Sign Program

- R-22 Pedestrian Flag Program
- R-23 Frequently Asked Questions about Easements and Roads
- R-24 Rectangular Rapid Flash Beacon (RRFB) Installation Policy
- R-25 Use of Temporary Soil Nails
- R-26 Development Street Lighting Standards
- R-27 Long-term Street Improvement Closure Policy
- R-28 Right-of-way Restoration Securities on All Projects Except In-Fill Single Family
- R-29 Guidelines for Temporary Traffic Control Plan Preparation
- R-30 Street Light Installation Policy
- R-31 Policy for Installation of Accessible Pedestrian Signals and Pushbuttons
- R-32 Marking of On-Street Bike Lane as part of Resurfacing Project Policy
- R-33 Crosswalk Location Evaluation Policy
- R-34A On-Street Parking
- R-34B On-Street Parking Impact Study
- R-35 Guidelines for Temporary Non-Vehicle use of Parking Stalls
- R-36 Bike Parking Guidelines
- R-37 Mailbox No Parking Signs: Authorization for Property Owners
- R-38 Transportation Impact Analysis Review (TIAR)
- R-39 Short-Term Parking Design, Use, and Location
- R-40 Street Lighting Design Guidelines
- R-41 Parking Sensor Replacement

## **ROADWAY PRE-APPROVED NOTES & PLANS**

Street Sign Designations .....	R.01
General Utility Adjustment H.M.A. Pavement .....	R.02
Monument Case and Cover .....	R.03
AASHTO SU Design Vehicle 1" = 40' .....	R.04
AASHTO SU Design Vehicle 1" = 20' .....	R.05
Joint Occupancy Trenches in Residential Plats .....	R.06
Section of Longitudinal or Transverse Cut .....	R.07
Half-Street Section .....	R.08
Standard Road Cross Section .....	R.09
Standard Alley Cross Section .....	R.10
Thickened Edge Roadway .....	R.11
Restoration Detail and Pavement Patching .....	R.12
Butt Joint, Cold Planing and Cold Mix Ramp .....	R.13
Asphalt Overlay for Roadway Trench Repair .....	R.13A
Full Width Cold Planing Detail .....	R.13B
Geotech Boring Asphalt Patch .....	R.13C
Edge Restoration Details .....	R.14
Typical Vehicle Cul-De-Sac Street >200 feet .....	R.15
Typical Vehicle Turn-Arounds Street <200 feet .....	R.16
Concrete Curb and Gutter (Type A) .....	R.17
Cement Concrete Pedestrian Curb .....	R.17A
Flat Curb and Valley Gutter .....	R.17B
Concrete Vertical Curb.....	R.17C
Grate/Rolled Curb Installation .....	R.17D
Cement Concrete Curb (E-1, E-2, E-3, and E-4) .....	R.18
Extruded Curb .....	R.19
Median Curb .....	R.19A
Mountable Median Curb .....	R.19B
Typical Stamped Cement Concrete Center Median Detail .....	R.20
Driveways and Wheel Chair Ramps .....	R.21
NOT USED .....	R.22
Sidewalk Section .....	R.23

Curb Radius Standards & Curb Ramp Locations .....	R.24
NOT USED .....	R.25
NOT USED .....	R.25A
Truncated Dome Tactile Warning Surface.....	R.25B
Type 5 Flexible Delineator Surface Mount .....	R.26
NOT USED .....	R.27
Crosswalk and Stop Bar Detail .....	R.28
Crosswalk and Stop Bar Detail for Uncontrolled Approaches .....	R.28A
Lane Markers (Dimensions) .....	R.29
Two-Way Left Turn Lane and Typical Arrow .....	R.30
Pavement Marking Detail .....	R.31
NOT USED .....	R.32
Handicap Sign and Marking .....	R.33
Bicycle Lane Markings .....	R.34
Bicycle Detection Markings .....	R.34A
Bicycle and Pedestrian Lane Markings .....	R.34B
Typical Bicycle Lane – Width, Signing & Marking .....	R.35
Typical Buffered Bicycle Lane – Width, Signing & Marking .....	R.35A
Typical Buffered Bicycle / Pedestrian Shared Path.....	R.35B
Typical Bicycle Lane Treatments at Intersection .....	R.36
Green Bike Lane at Intersection .....	R.36A
Bike Lane Treatment at Drop Lane Right Turn .....	R.36B
Typical Intersection/Conflict Zone Bike Lane Pavement Marking .....	R.36C
Typical Driveway Crossing Bike Lane Pavement Marking.....	R.36D
Typical Bike Box at a Signalized Intersection .....	R.36E
Typical Two Stage Left Turn Bike Box .....	R.36F
NOT USED.....	R.37
Transverse Bar Pavement Marking Pattern .....	R.38
Private Sidewalk and Driveway for Unimproved Right-of-Way .....	R.39
Bicycle Parking Rack.....	R.40
NOT USED.....	R.41
NOT USED.....	R.42
Standard Sign Installation.....	R.43
Street Name Sign Standard .....	R.44

Mailbox Cluster – Traditional Wood Design .....	R.45A
Mailbox Cluster – Metal Design.....	R.45B
Shared Lane Marking.....	R.46
Central Business District Pedestrian Light Standard .....	R.47
Pedestrian Light Pole Base Detail.....	R.47A
Street and Pedestrian Light Plan Layout.....	R.47B
CBD Street Light Specifications.....	R.47C
Pedestrian Circulation in the CBD .....	R.47D
Totem Lake Neighborhood, Totem Center & NRHBD Street Light Specifications.....	R.47E
Pedestrian Circulation in Totem Lake .....	R.47F
Juanita Business District Street Light Specifications.....	R.47G
Pedestrian Circulation in Juanita Business District.....	R.47H
Juanita Business District Street Light Standard .....	R.47I
Pedestrian Circulation in NRHBD.....	R.47J
NE 85 <sup>th</sup> St. Street Light Specifications .....	R.47K
NE 85 <sup>th</sup> St. Street Light Standards .....	R.47L
Totem Lake Pedestrian Street Light Standard .....	R.47M
Tree Planting Detail .....	R.48
4'X6' Tree Well Planting Detail .....	R.48A
Tree Protection .....	R.49
Conditions Requiring Safety Railings .....	R.50
Safety Railing in Sidewalk .....	R.51
Chain Link Sidewalk Safety Rail .....	R.51A
Rockery Wall (Right-of-way and Private Access Road Only).....	R.52
Rockery Detail Bank Support .....	R.53
Rockery Detail Sidewalk Support .....	R.54
Ecology Block Wall .....	R.55
Timber Retaining Wall .....	R.56
Cement Concrete Steps .....	R.57
Timber Stairs .....	R.58
Timber Stair Landing .....	R.59
Permitted Groundcover Public Landscape Strip .....	R.60
Bollards .....	R.61
Alternate Bollard.....	R.61A

Pedestrian/Walkway Easement .....	R.62
Wood Safety Railing .....	R.63
Board Fence .....	R.64
Asphalt Section for Multipurpose and Paved Paths .....	R.65
NOT USED .....	R.66
Speed Hump Marking and Signage .....	R.67
Speed Cushion Marking and Signage .....	R.67B
Equestrian Soft Trail Detail .....	R.68
Raised Crosswalk Detail .....	R.69
Raised Crosswalk Signing Detail .....	R.69A
Raised Crosswalk Signing Detail .....	R.69B
Shared-Use Path: Adjacent to Roadway Detail .....	R.70
Shared Sidewalk Sign Detail .....	R.71
Soil Preparation for Tree Planting .....	R.72
Trail Bridge Guideline .....	R.73
Fence – Post and Two Rail .....	R.74
Fence – Post and Three Rail (CKC Fencing) .....	R.75

## **ROADWAY - PLAN NOTES**

1. A pre-construction conference shall be held prior to the start of construction. The Contractor shall be responsible for securing all necessary permits prior to construction.
2. All roadway work and material shall be in accordance with the current APWA and City of Kirkland standards and specifications.
3. All public roadways shall be constructed of 2" Class "B" AC paving on 4" asphalt-treated base (ATB), unless otherwise approved by the Public Works Department.
4. A copy of the approved roadway plans must be on the job site whenever construction is in progress.
5. Density test reports will be required for all public roadways and all private roadways within plats. All trench backfill shall be compacted to 95 percent density in roadways, roadway shoulders, roadway prism and driveways, and 85 percent density in unpaved areas. All pipe zone compaction shall be 95 percent.
6. All commercial and residential driveways must conform to the City of Kirkland Department of Public Works Driveway Policy.
7. All concrete for sidewalks and curb and gutter must be 4,000 psi minimum. (5-3/4 sack mix.)
8. In the case of new road construction or reconstruction requiring mailboxes to be moved or rearranged, the Developer/Contractor shall coordinate with the U.S. Postal Service for the new location of the mailbox structure.
9. Any roadway signage or striping removed or temporarily moved by the Contractor shall be restored to meet the current City of Kirkland standards.
10. It is the responsibility of the Contractor to provide adequate temporary traffic control to ensure traffic safety during construction activities. Therefore, the Contractor shall submit a traffic control plan to the Public Works Department at least 48 hours prior to starting any work in the right-of-way. All traffic control devices shall conform to the "Manual on Uniform Traffic Control Devices" (MUTCD) or as modified by the Traffic Engineer.
11. Where a sidewalk is to be constructed above a slope or adjacent to a rockery or retaining wall where the lowest finished elevation of the slope, rockery, or retaining wall is to be thirty inches (30") or more below the finished elevation of the sidewalk, a safety railing shall be required when: (a) The plane of the wall face is less than 4' in horizontal distance from the outside edge of the sidewalk; (b) The slopes adjacent to the sidewalk average greater than two to one.
12. The maximum grade for private roadways shall be twenty percent (20%), or fifteen percent (15%) if used for fire access. For public roadways, the maximum grade shall be fifteen percent (15%).
13. Dead-end streets shall be appropriately signed and barricaded. See most current edition of the MUTCD.

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