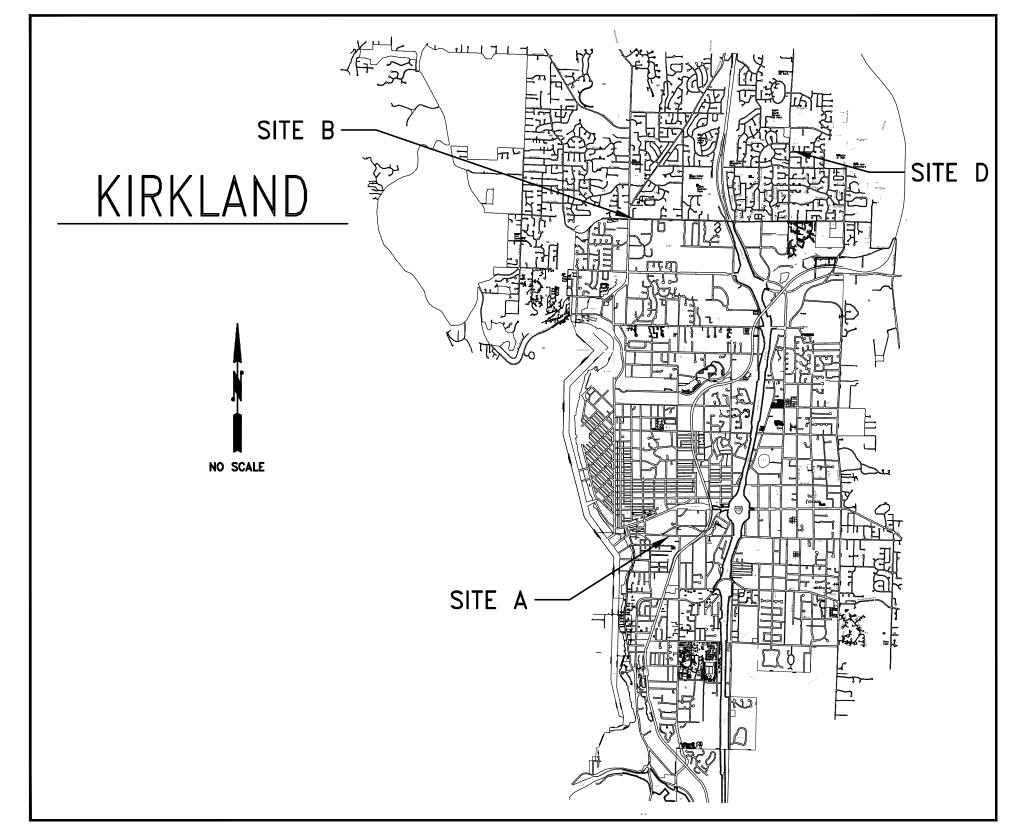
# 2021 AGING INFRASTRUCTURE PROJECT

JOB NO. 20-21-PW

AUGUST 2021 SDC0470000

### CITY OFFICIALS

CONTACT PERSONNEL				
NAME	<u>AGENCY</u>	<u>PHONE</u>		
JOSEPHINE BAYAN, PMP STEVE HOOPES RIK MAYER BEN McVITTIE	COK PROJECT ENGINEER COK FIELD REPRESENTATIVE COK FIELD REPRESENTATIVE COK FIELD REPRESENTATIVE	425.572.6878 425.623.5086 206.496.4265 425.410.4606		
PATTY MILLER FREMONT AGUINALDO JOE FORDON JAY SCHWAB SCOTT CHRISTENSON KELLY NESBITT KEN McDOWELL CONST. COORDINATOR JEFF MILES	PUGET SOUND ENERGY (GAS) PUGET SOUND ENERGY (ELECTRIC) COMCAST CABLE ZIPLY FIBER VERIZON BUSINESS NORTHSHORE UTILITY DISTRICT WOODINVILLE WATER DISTRICT KING COUNTY METRO LAKE WASH. SCHOOL DISTRICT	206.305.7950 425.223.0936 425.263.5348 425.263.4019 425.471.1079 425.398.4431 425.487.4104 206.684.2732 425.936.1120		
EMERGENCY POLICE MAIN LINE FIRE MAIN LINE SPILL RESPONSE HOTLINE ONE CALL UTILITY LOCATE	NORCOM COK COK COK	911 425.587.3400 425.864.3650 425.587.3900 800.424.5555		



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C09	11	STANDARD DETAILS



DATE NO. **REVISION** 



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	SURVEY NO.:		FIELD BOOK(S):	
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### Osborn Consulting, Inc.

Bellevue | Seattle | Spokane www.osbornconsulting.com



CITY OF KIRKLAND

FUNDING NO.

INFRASTRUCTURE PROJECT

COVER SHEET AND SHEET INDEX EXISTING STORM DRAIN REPAIR

2021 AGING

REFERENCE SHEET NO.

RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.

2. 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 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 THE WASHINGTON DEPARTMENT OF TRANSPORTATION (WSDOT) AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA).

4. ANY DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL, ALL CHANGES SHALL BE SUBMITTED TO THE CITY. 5. A COPY OF THE APPROVED STORM WATER PLANS AND REQUIRED PERMITS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS

6. ALL PIPE LENGTHS, INVERT ELEVATIONS AND DRAINAGE STRUCTURE LOCATIONS ARE MEASURED AT THE CENTER OF THE DRAINAGE

STRUCTURE UNLESS NOTED OTHERWISE. 7. ALL IE DEPTHS LISTED ARE MEASURE FROM TOP OF RIM TO PIPE INVERT.

8. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE EXISTING TOPOGRAPHIC AND PHYSICAL FEATURES SHOWN ON THESE PLANS ARE BASED ON THE COK GIS DATA. THE CONTRACTOR MAY ENCOUNTER VARIATIONS BETWEEN ACTUAL CONDITIONS AND THOSE SHOWN IN THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS.

9. 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 ENGINEER PRIOR TO ANY COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT

10. 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 (811) OR 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.

11. 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 COK, COMPLETE IN PLACE AND READY TO USE.

12. 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.

13. ALL PIPE, MANHOLES, CATCH BASINS, AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH THE CURRENT WSDOT STANDARD SPECIFICATIONS. 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 THE PIPE BEDDING MAY BE OMITTED PROVIDED THE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENED, REGRADED, AND COMPACTED TO FORM A DENSE UNYIELDING BASE. ALL PIPE BEDDING SHALL BE PER COK STANDARD PLAN CK-D.02. PIPE SHALL NOT BE INSTALLED ON SOD, FROZEN EARTH, LARGE BOULDERS, OR ROCK.

14. 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

15. CONSTRUCTION OF DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN THE CITY OF KIRKLAND (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 NORTHSHORE UTILITIES AND KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.

16. 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 COK. ALL SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS, TRAFFIC CONTROL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY.

17. 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 FT BELOW PAVEMENT LEVEL. 18. OPEN CUT ROAD CROSSINGS FOR UTILITY TRENCHES ON EXISTING TRAVELED ROADWAY SHALL BE BACKFILLED PER COK STANDARD PLAN CK-D.02 (UNLESS OTHERWISE APPROVED BY THE CITY). FOR STREETS CLASSIFIED AS ARTERIALS OR COLLECTORS, SUCH AS SITE B, BACKFILL FOR CROSSINGS SHALL BE 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-IN THICKER

THAN THE ORIGINAL ASPHALT WITH A MINIMUM THICKNESS OF 2-IN. 19. ALL DAMAGES INCURRED TO PUBLIC AND/OR PRIVATE PROPERTY BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION SHALL BE PROMPTLY REPAIRED, AT NO ADDITIONAL COST TO THE CITY, TO THE SATISFACTION OF THE CITY CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND/OR THE RELEASE OF THE PROJECT'S PERFORMANCE BOND.

20. GROUT ALL SEAMS AND OPENINGS IN ALL INLETS, CATCH BASINS, AND MANHOLES. JETSET GROUT IS NOT ALLOWED.

21. RECYCLED CONCRETE SHALL NOT BE USED AROUND STORMWATER FACILITIES.

22. ALL FASTENERS (BOLTS, NUTS, WASHERS, ETC.) ON MANHOLE AND CATCH BASIN LIDS TO BE STANDARD SIZE. NO METRIC FASTENERS ALLOWED.

23. TEMPORARY ROAD CLOSURES AND DETOURS: WHEN TEMPORARY ROAD CLOSURES CANNOT BE AVOIDED THE CONTRACTOR SHALL POST "TO BE CLOSED" SIGNS A MINIMUM OF FIVE DAYS PRIOR TO THE CLOSING. THE TYPES AND LOCATIONS OF THE SIGNS SHALL BE SHOWN ON A DETOUR PLAN.

24. HAUL ROUTES: IF THE CONSTRUCTION IS DETERMINED BY THE REVIEWING AGENCY TO REQUIRE SPECIAL ROUTING OF LARGE TRUCKS OR HEAVY CONSTRUCTION EQUIPMENT TO PREVENT IMPACTS TO SURROUNDING ROADS, RESIDENCES OR BUSINESSES, THE CONTRACTOR SHALL BE REQUIRED TO DEVELOP AND USE AN APPROVED HAUL ROUTE.

CY

DIAM.

CITY OF KIRKLAND

ELECTRIC / POWER

CUBIC YARD

**DUCTILE IRON** 

DIAMETER

**EACH** 

25. SEE THE PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION.

AVE

CB

#### CURED-IN-PLACE-PIPE (CIPP) NOTES:

1. THE CONTRACTOR SHALL INDEPENDENTLY VERIFY THE CONDITION OF ALL PIPES AND CATCH BASINS PRIOR TO MATERIAL PROCUREMENT AND/OR BEGINNING WORK. WHERE EXISTING CONDITIONS ARE NOT CONSISTENT WITH THE PLANS. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE CITY PROJECT MANAGER.

2. PRIOR TO INSTALLING CIPP LINER, THE CONTRACTOR SHALL PREPARE THE PIPE IN CONFORMANCE WITH SPECIFICATION SECTION 7-22.3(1) INCLUDING CLEANING THE HOST PIPE BY REMOVING ALL SEDIMENT, DEBRIS, ROOTS, LATERAL PIPES, AND OTHER OBJECTS PROTRUDING INTO THE PIPE ACCESSIBLE INTERNALLY WITH A REMOTE CONTROLLED CUTTER.

3. AFTER CIPP LINER HAS CURED, FLUSH CIPP LINER TO REMOVE CHEMICAL RESIDUES FROM CIPP LINER. SEE NOTE 4 BELOW. 4. NO CONTAMINANTS, CURE WATER, CURING STEAM CONDENSATION, WASH WATER OR WASTES SHALL BE DISPOSED OF INTO THE CITY'S STORM DRAINAGE SYSTEM. THE CONTRACTOR SHALL COLLECT AND PROPERLY DISPOSE OF THESE MATERIALS TO OFF-SITE FACILITIES OR IF THE CONTAMINANTS ARE ALLOWED BY KING COUNTY WASTEWATER TREATMENT DIVISION, OBTAIN COMMERCIAL (NON-RESIDENTIAL) SEWER USE CERTIFICATION FROM NORTHSHORE UTILITY DISTRICT TO DISCHARGE CONTAMINANT TO THE SANITARY SEWER SYSTEM. THE CONTRACTOR'S APPROACH SHALL BE DOCUMENTED IN THE SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN.

5. AFTER CIPP LINER HAS CURED, THE CONTRACTOR SHALL CUT OUT AND REMOVE THE LINER WITHIN DRAINAGE STRUCTURES AND INSTALL A WATER TIGHT SEAL AKA HYDROPHILIC END SEALS BETWEEN THE LINER PIPE AND THE STRUCTURE WALL. IF A DITCH/STREAM IS LOCATED AT THE UPSTREAM AND/OR DOWNSTREAM END OF THE CIPP INSTALLATION, THEN THE CIPP LINER SHALL BE CUT AND GROUND TO MATCH THE CULVERT END OF THE HOST PIPE.

6. IN THE EVENT OF A SPILL, CONTRACTOR SHALL IMMEDIATELY CONTACT THE COK 24 HOUR SPILL RESPONSE (425-587-3900) AND THEN CALL THE DEPARTMENT OF ECOLOGY SPILL RESPONSE HOTLINE (800-258-5990). THE CITY PROJECT MANAGER IS TO BE

7. WHEN A DITCH OR STREAM IS LOCATED AT THE UPSTREAM AND/OR DOWNSTREAM END OF A PROPOSED CIPP INSTALLATION, THEN PRIOR TO INSTALLATION OF THE CIPP, THE CONTRACTOR SHALL INSTALL A LINED TRAP/SUMP IN THE DITCH/STREAM TO PREVENT CONTAMINANTS, CURE WATER, CURING STEAM CONDENSATION, WASH WATER, OR WASTES FROM ENTERING THE DITCH OR STREAM. THE IMPERMEABLE BERM SHALL BE INSTALLED TO CONTAIN CONTAMINANTS, CURE WATER, CURING STEAM CONDENSATION, WASH WATER, OR WASTES, FOR THE CONTRACTOR'S REMOVAL AND DISPOSAL.

THE CONTRACTOR SHALL CONFIRM LATERAL CONNECTIONS PRIOR TO CIPP INSTALLATION. PER CCTV INSPECTION VIDEOS.

9. ALL METHODS AND MATERIALS SHALL MEET CITY ADOPTED STANDARDS. 10. PRIOR TO FINAL INSPECTION, CLEAN AND FLUSH STORM DRAIN PIPES AND VACTOR OUT STRUCTURES TO REMOVE SEDIMENT, TRASH, DEBRIS. AND RUBBLE. DO NOT DISCHARGE WASH WATER TO ANY STORM DRAIN SYSTEM OR SURFACE WATERS.

#### TEMPORARY EROSION AND SEDIMENT CONTROL (TESC) NOTES:

1. EROSION CONTROL AND WATER POLLUTION CONTROL IS REQUIRED FOR THIS PROJECT. THE IMPLEMENTATION AND MAINTENANCE OF EROSION CONTROL FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR ON A DAILY BASIS AND UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED.

2. CONTRACTOR SHALL SUBMIT A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR CITY APPROVAL. SEE SPECIFICATION

3. EROSION SEDIMENTATION CONTROL (ESC) FACILITIES MUST BE CONSTRUCTED PRIOR TO AND IN CONJUNCTION WITH ALL CONSTRUCTION ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER OR AIRBORNE SEDIMENT DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER OR AIR QUALITY STANDARDS DURING THE CONSTRUCTION PERIOD. THESE ESC FACILITIES SHALL BE UPGRADED TO INCLUDE ADDITIONAL SUMPS, DITCHES, FENCES, ETC. AS NEEDED FOR UNEXPECTED STORM EVENTS.

4. THE CONTRACTOR SHALL MONITOR DOWNSTREAM DRAINAGE STRUCTURES AND DRAINAGE DITCHES AND INSTALL EROSION CONTROL AND WATER POLLUTION CONTROL BEST MANAGEMENT PRACTICES (BMPS) INCLUDING FILTER FABRIC PROTECTION FOR CATCH BASINS.

5. PRIOR TO LEAVING A SITE AT THE END OF THE DAY OR COMPLETING WORK ON A SITE, THE CONTRACTOR SHALL STABILIZE ALL SOILS EXPOSED AS A RESULT OF THE CONTRACTOR'S OPERATIONS.

6. CONTRACTOR SHALL ENSURE ALL CHEMICAL OR HAZARDOUS MATERIALS ARE CONTAINED AND HANDLED APPROPRIATELY. NO CHEMICAL OR HAZARDOUS MATERIALS SHALL BE DISCHARGED TO THE STORM DRAIN SYSTEM.

7. AT NO TIME SHALL MORE THEN ONE (1) FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS & CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO A DOWNSTREAM SYSTEM.

8. THE EROSION PREVENTION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHOWN ON THE PLANS ARE MINIMUM REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE TO ENSURE THE TESC PERFORMS IN ACCORDANCE WITH THE 2014 DEPARTMENT OF ECOLOGY STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOLUME II.

9. CONTRACTOR SHALL REMOVE ALL EROSION CONTROL AND WATER POLLUTION CONTROL BMPS AFTER THE PROJECT IS COMPLETED AND ACCEPTED BY THE CITY PROJECT MANAGER.

#### TEMPORARY BYPASS NOTES:

NECESSARY.

GEOGRAPHIC INFORMATION SYSTEMS N/A

N/A

JR

FEET

IDENTIFICATION

LINEAR FOOT

**INCHES** 

INVERT ELEVATION

1. LOCATION OF EXISTING UTILITIES SHOWN, INCLUDING THE STORM DRAINAGE SYSTEM ARE FROM THE COK GIS DATA AND ARE PROVIDED FOR USE IN PREPARING TEMPORARY BYPASS PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL FIELD CONDITIONS PRIOR TO SUBMITTING THE TEMPORARY BYPASS PLAN.

CITY AUTHORIZATION SHALL BE REQUIRED PRIOR TO IMPLEMENTATION OF TEMPORARY STORMWATER SYSTEM BYPASS AT ANY SITE. 3. SOME PIPES MAY EXPERIENCE DRY WEATHER FLOWS. THE CONTRACTOR SHALL ACCOUNT FOR THIS DURING PREPARATION OF THE TEMPORARY BYPASS PLAN.

4. TEMPORARY BYPASS PUMPS AND PIPING SHALL BE SIZED FOR CONVEYING MAXIMUM FLOWS THROUGH THE PIPE BEING REPAIRED/REPLACED.

5. A MINIMUM OF ONE (1) STANDBY PUMP SHALL BE PROVIDED BY CONTRACTOR. DIESEL GENERATORS OR DIESEL-DRIVEN PUMPS SHALL BE EQUIPPED WITH CONTAINMENT TO PREVENT OIL AND/OR FUEL SPILLS.

6. STORMWATER FLOWS SHALL BE DIVERTED TO THE SAME STORMWATER SYSTEM DOWNSTREAM OF THE PROJECT. 7. CONTRACTOR SHALL ENSURE THAT THE BYPASS SYSTEM DOES NOT INTRODUCE ANY CONTAMINANTS OR TURBIDITY INTO THE

STORMWATER. 8. BYPASS SYSTEM TO REMAIN ACTIVE FOR THE FULL DURATION REQUIRED BY THE WORK, INCLUDING OUTSIDE OF WORKING HOURS IF

#### **I FGFND**

<u>LEGEND</u>	
——————————————————————————————————————	EXISTING GAS
	EXISTING SANITARY SEWER
W W W	EXISTING WATER
————— T——— T———	EXISTING UNDERGROUND COMMUNICATIONS
————— E——— E——	EXISTING UNDERGROUND POWER LINE
OHP OHP	EXISTING OVERHEAD POWER
——————————————————————————————————————	EXISTING STORM DRAIN
	EXISTING MAILBOX
(W)	EXISTING WATER MANHOLE
$\bowtie$	EXISTING WATER VALVE
$\blacksquare$	EXISTING WATER METER
<del>-</del> O-	EXISTING UTILITY POLE
	EXISTING STORM DRAIN CLEANOUT
S	EXISTING SANITARY SEWER MANHOLE
	EXISTING SIGN
	EXISTING FIBEROPTIC MANHOLE
■ P	EXISTING POWER BOX
Q	EXISTING FIRE HYDRANT
MH	EXISTING STORM DRAIN MANHOLE
CB	EXISTING CATCH BASIN
	STRAW WATTLE
	VERTICAL CURB AND GUTTER TO BE REPLACED
	ACCESS ROUTE
xxxxx	CHAIN LINK FENCE
	PROPOSED CATCH BASIN TYPE 1
	EXISTING PIPE TO BE REPLACED
	EXISTING PIPE TO BE LINED
	IMPERMEABLE BERM
	EXISTING CONTOUR
	PARCEL BOUNDARY
	ASPHALT PAVEMENT RESTORATION
+ + + + + + +	LANDSCAPE RESTORATION TO MATCH EXISTING
	GRAVEL RESTORATION TO MATCH EXISTING
	CEMENT CONCRETE SIDEWALK RESTORATION

TYP

VAR

XXX

**SOUTHWEST** 

**TYPICAL** 

WATER

**TELECOMMUNICATIONS** 

PIPE TYPE VARIES

**TRANSPORTATION** 

WASHINGTON DEPARTMENT OF

#### **ABBREVIATIONS**

REVISION

APPROX. APPROXIMATE

**AVENUE** 

CATCH BASIN

**BEST MANAGEMENT PRACTICES** 

CONTROLLED DENSITY FILL

CORRUGATED METAL PIPE



Know what's **below** Call 811 before you dig.

DATE NO.

ONC	CONCRETE		E	X EXISTING
				S COVER STATE OF WASHINGTON OF
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**MANHOLE** 

NOT APPLICABLE

NOT TO SCALE

**NORTHWEST** 

**NORTHEAST** 

NUMBER

**NORTH** 

### Osborn Consulting, Inc.

PL

PLACE

ROAD

SOUTH

REFERENCE

STORM DRAIN

SOUTHEAST

POLYVINYL CHLORIDE

Bellevue | Seattle | Spokane www.osbornconsulting.com



SEGMENT

STREET

STANDARD

SQUARE FOOT

**SPECIFICATION** 

SANITARY SEWER

SEATTLE PUBLIC UTILITIES

#### CITY OF KIRKLAND 123 FIFTH AVENUE KIRKLAND, WA 9803 (425) 587-3800 www.kirklandwa.gov

FUNDING NO.

2021 AGING INFRASTRUCTURE PROJECT

CEMENT CONCRETE DRIVEWAY RESTORATION

2-IN ASPHALT GRIND AND OVERLAY

STAGING AREA

PHOTO CALLOUT

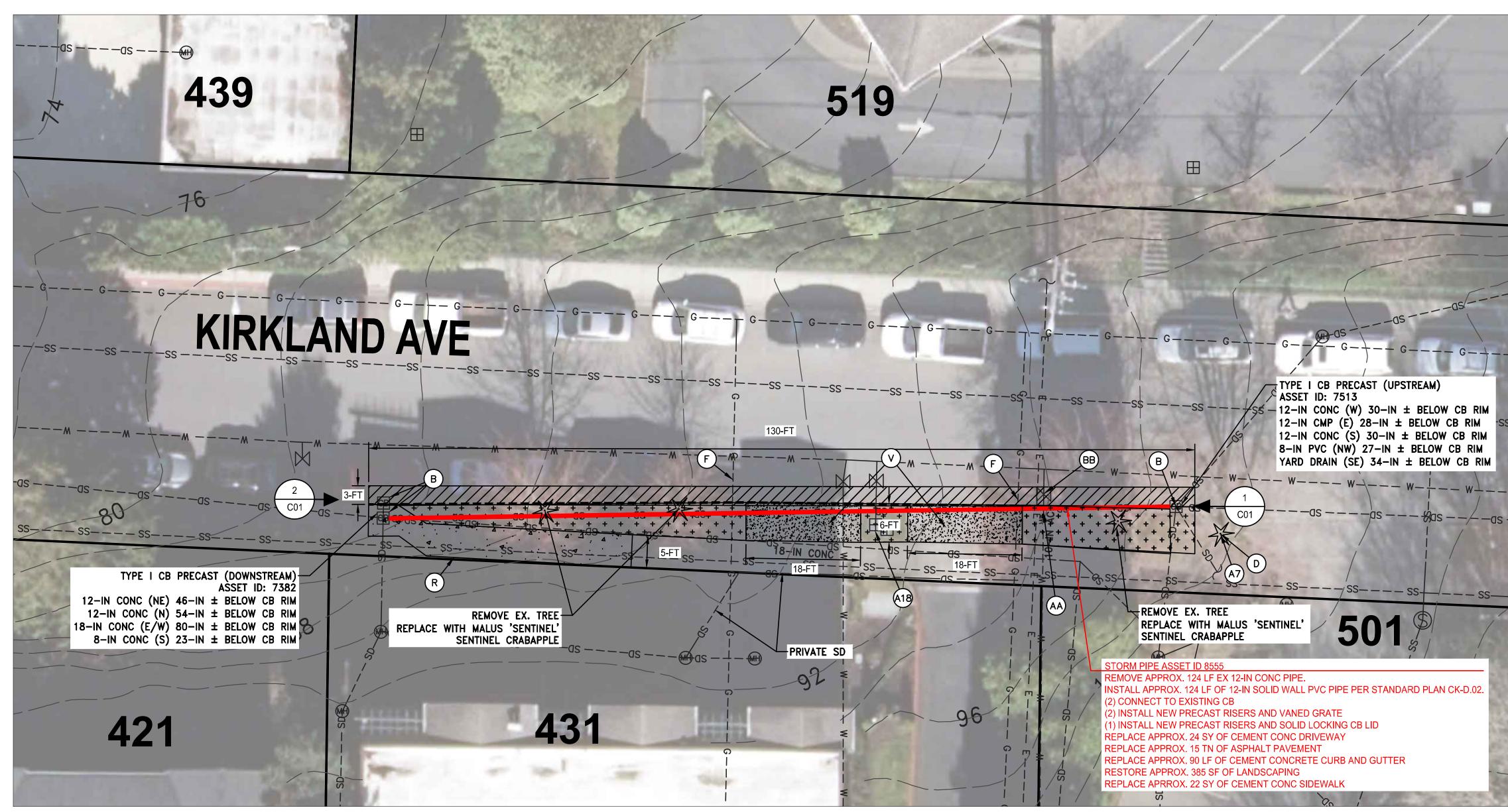
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GENERAL NOTES AND LEGEND EXISTING STORM DRAIN REPAIR

SHEET NO G02 SHEET

OF 11

SHEETS



(##) CONSTRUCTION NOTES:

- A. EXISTING FEATURE, PROTECT IN PLACE:
- 2. WATERLINE 3. CURB AND GUTTER
- 5. UNDERGROUND POWER
- 6. LANDSCAPING/VEGETATION 7. TREE AND/OR SHRUB
- 9. SIDEWALK
- 11. CATCH BASIN 17. ASPHALT PAVEMENT
- 18. IRRIGATION BOX
- B. INSTALL CATCH BASIN OR STORM DRAIN INLET PROTECTION PER CITY OF KIRKLAND

REVISION

- STANDARD PLAN CK-E.11.
- D. CONTRACTOR SHALL PROTECT TRUNK, CANOPY AND ROOTS OF EXISTING TREES/SHRUBS. TREE BRANCHES MAY BE TRIMMED WHERE NECESSARY TO ALLOW FOR ACCESS AFTER CONSULTATION WITH CITY ENGINEER AND PROPERTY OWNER. IF EXCAVATION IS REQUIRED WITHIN THE DRIPLINED (CRZ), ONLY HAND EXCAVATION OR VACTOR EXCAVATION WILL BE PERMITTED.
- F. GAS LINE IN CLOSE PROXIMITY OF REPAIR. CONTRACTOR SHALL PROTECT PUGET SOUND ENERGY GAS LINES IN THE VICINITY AND SHALL PROCEED WITH CAUTION. PRIOR TO EXCAVATING WITHIN 3-FEET OF A GAS LINE, CONTRACTOR SHALL CONTACT THE PSE AREA CONTACT PATTY MILLER (206.305.7950) AND SHALL POTHOLE THE GAS LINE PRIOR TO WORK TO VERIFY THAT NO CONFLICTS EXIST BETWEEN THE GAS LINE AND THE REPAIR. IF CONFLICT DOES EXIST, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER.
- G. RESTORE ASPHALT PAVEMENT PER CITY OF KIRKLAND STANDARD PLAN CK-R.12. N. CONTRACTOR TO RESTORE CEMENT CONCRETE DRIVEWAY TO THE NEAREST JOINT TO MATCH
- EXISTING PER CITY OF KIRKLAND STANDARD PLAN CK-R.21. O. RESTORE EXISTING CEMENT CONCRETE CURB AND GUTTER PER CITY OF KIRKLAND

. RESTORE VEGETATION TO MATCH EXISTING.

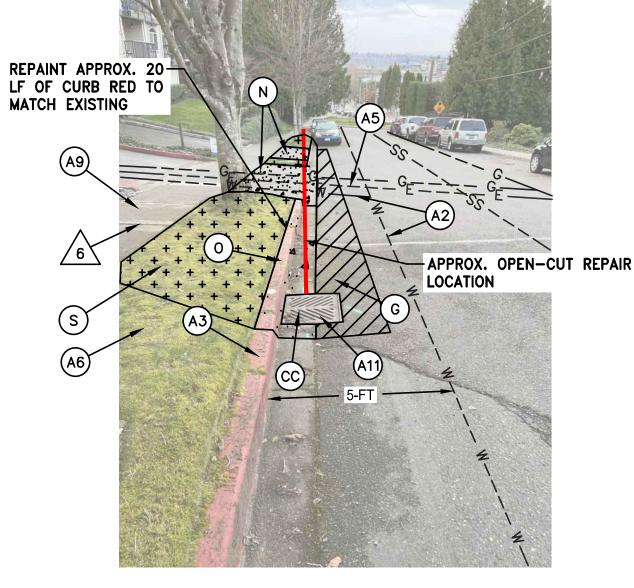
- STANDARD PLAN CK-R.17. R. RESTORE EXISTING CEMENT CONCRETE SIDEWALK TO NEAREST JOINT PER CITY OF KIRKLAND STANDARD PLAN CK-R.23.
- REMOVE AND TEMPORARILY RELOCATE EXISTING SIGN DURING CONSTRUCTION. CONTRACTOR TO REINSTALL SIGN FOLLOWING CONSTRUCTION, LOCATION TO BE FIELD APPROVED BY THE ENGINEER. V. COORDINATE DRIVEWAY CLOSURE WITH PROPERTY OWNER DURING CONSTRUCITON.
- AA. REMOVE AND REPLACE EXISTING 10-INCH AC WATER MAIN PER CITY OF KIRKLAND STANDARD PLAN CK-W-24 (APPROX 8LF) WITH 10-IN CL 52 DI PIPE AND TWO ROMAC COUPLERS.
- BB. REPLACE WATER VALVE AND BOX PER CITY OF KIRKLAND STANDARD PLAN CK-W.35. CC. REMOVE AND REPLACE EXISTING PRECAST RISERS AND GRATE WITH NEW RISERS PER CITY OF KIRKLAND STANDARD PLAN CK-D.11 AND NEW GRATE PER CITY OF KIRKLAND
- STANDARD PLAN CK-D.14. DD. REMOVE AND REPLACE EXISTING PRECAST RISERS AND LID WITH NEW RISERS PER CITY OF KIRKLAND STANDARD PLAN CK-D.11 AND NEW SOLID RECTANGULAR LID PER WSDOT STANDARD PLAN B-30.20-04.

#### **EXISTING UTILITY NOTES:**

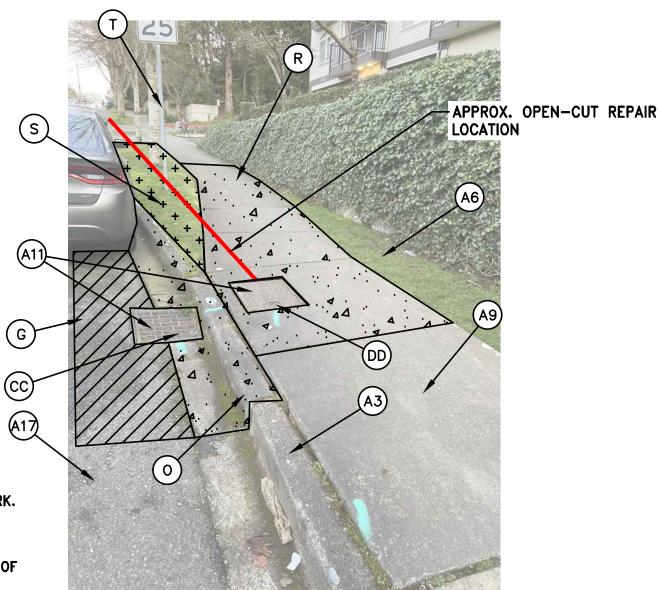
- ALL UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND BASED ON FIELD OBSERVATIONS, UTILITY LOCATES, AND AVAILABLE GIS AND ASBUILT DATA. CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION.
- 2. OPEN-CUT REPAIR IS IN CLOSE PROXIMITY TO GAS SERVICE LINES. SPECIAL PRECAUTIONS AND COORDINATION WITH PUGET SOUND ENERGY WILL BE REQUIRED.
- OPEN-CUT REPAIR IS IN CLOSE PROXIMITY TO UNDERGROUND POWER SERVICE. SPECIAL PRECAUTIONS AND COORDINATION WITH PUGET SOUND ENERGY WILL BE REQUIRED.
- 4. OPEN-CUT REPAIR IS IN CLOSE PROXIMITY TO A WATER LINE AND VALVE STRUCTURE. SPECIAL PRECAUTIONS AND COORDINATION WITH CITY OF KIRKLAND WILL BE REQUIRED.

#### ##\ TRAFFIC CONTROL NOTES:

- 1. CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY ENGINEER FOR APPROVAL PRIOR TO BEGINNING THE WORK. THE TRAFFIC CONTROL PLAN SHALL FOLLOW THE GUIDELINES OF SECTION 1-07.23 OF THE WSDOT/APWA STANDARD SPECIFICATIONS.
- 4. CONTRACTOR SHALL RESTORE TWO-WAY TRAFFIC AT THE END OF EACH WORKING DAY.
- 5. CONTRACTOR SHALL ALWAYS MAINTAIN AN 11-FT WIDE DRIVING
- 6. WHERE WORK ZONES OR TRAFFIC CONTROL IMPACT PEDESTRIAN CIRCULATION. A SPOTTER/FLAGGER SHALL ASSIST PEDESTRIANS THROUGH THE WORK ZONE OR A FULLY SIGNED PEDESTRIAN DETOUR PLACED AT SAFE/LEGAL CROSSING LOCATIONS.



EXISTING CB (ASSET ID 7513) FACING SOUTH TOWARDS REPAIR C01 N.T.S.



EXISTING CB (ASSET ID 7382) FACING NORTH TOWARDS REPAIR **∖** co1 ∫ N.T.S.

SITE PHOTOS

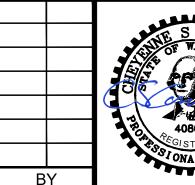
2021 AGING





Call 811 before you dig.

DATE NO.



COV WASH	UPI NO.:		FED. AID PROJ. NO.:	
	SURVEY NO.:		FIELD BOOK(S):	
0803 STERED CITY	HORZ. DATUM:	N/A	VERT. DATUM:	N/A
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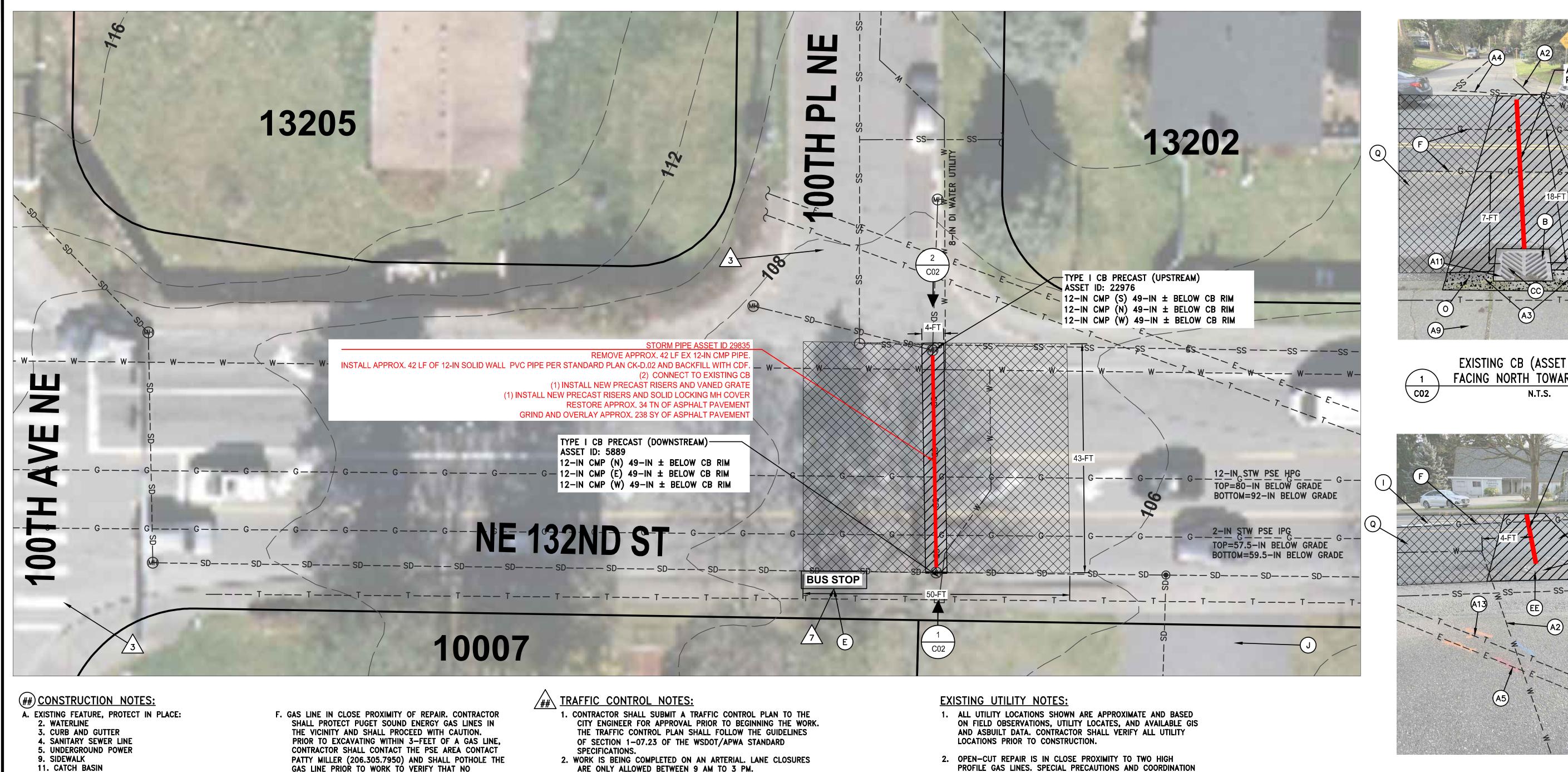


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FUNDING NO.

INFRASTRUCTURE PROJECT SITE A - 431 KIRKLAND AVENUE OPEN-CUT REPAIR

SHEET NO SHEET OF



- 11. CATCH BASIN 13. UNDERGROUND CABLE
- B. INSTALL CATCH BASIN OR STORM DRAIN INLET PROTECTION PER CITY OF KIRKLAND STANDARD PLAN
- CK-E.11. E. KING COUNTY METRO BUS STOP. CONTRACTOR TO COORDINATE BUS STOP ACCESS DURING CONSTRUCTION WITH KING COUNTY METRO.

REVISION

- RESTORATION PER CITY OF KIRKLAND STANDARD PLAN CK-R.31. J. MINIMIZE IMPACT TO EXISTING DRIVEWAY AND MAINTAIN ACCESS TO PRIVATE PROPERTY THROUGHOUT CONSTRUCTION.
  - O. RESTORE EXISTING CEMENT CONCRETE CURB AND GUTTER PER CITY OF KIRKLAND STANDARD PLAN CK-R.17.
  - Q. GRIND AND OVERLAY, 2-IN DEPTH, PER CITY OF

CONFLICTS EXIST BETWEEN THE GAS LINE AND THE

G. RESTORE ASPHALT PAVEMENT PER CITY OF KIRKLAND

I. CONTRACTOR SHALL RESTORE ROAD PAVEMENT MARKINGS

TO MATCH EXISTING FOLLOWING FINAL PAVEMENT

IMMEDIATELY NOTIFY THE ENGINEER.

STANDARD PLAN CK-R.12.

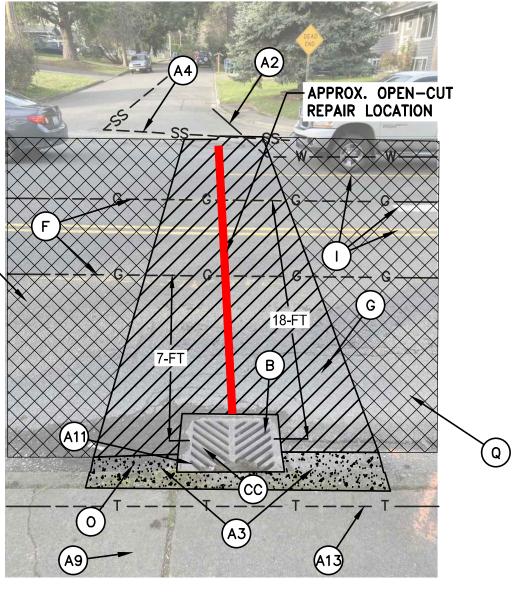
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REPAIR. IF CONFLICT DOES EXIST, CONTRACTOR SHALL

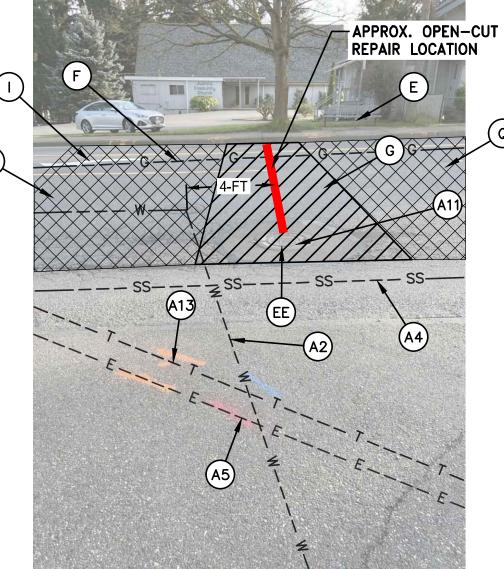
- KIRKLAND STANDARD PLAN CK-R.13A. CC. REMOVE AND REPLACE EXISTING PRECAST RISERS AND GRATE WITH NEW RISERS PER CITY OF KIRKLAND STANDARD PLAN CK-D.11 AND NEW GRATE PER CITY OF KIRKLAND STANDARD PLAN CK-D.14.
- EE. REMOVE AND REPLACE EXISTING RECAST RISERS AND LID WITH NEW RISERS PER CITY OF KIRKLAND STANDARD PLAN CK-D.11 AND NEW SOLID LOCKING MH COVER PER CITY OF KIRKLAND STANDARD PLAN CK-D.18A.

- ARE ONLY ALLOWED BETWEEN 9 AM TO 3 PM. 3. TRAFFIC CONTROL SIGNAGE REQUIRED AT ALL LEGS OF THE
- 4. CONTRACTOR SHALL RESTORE TWO-WAY TRAFFIC AT THE END OF EACH WORKING DAY. 5. CONTRACTOR SHALL ALWAYS MAINTAIN AN 11-FT WIDE DRIVING
- LANE IN EACH DIRECTION. 6. WHERE WORK ZONES OR TRAFFIC CONTROL IMPACT PEDESTRIAN CIRCULATION. A SPOTTER/FLAGGER SHALL ASSIST PEDESTRIANS THROUGH THE WORK ZONE OR A FULLY SIGNED PEDESTRIAN DETOUR PLACED AT SAFE/LEGAL CROSSING LOCATIONS.
- 7. TRAFFIC CONTROL PLAN SHALL ACCOUNT FOR PEDESTRIAN ACCESS TO ADJACENT METRO BUS STOP.

- PROFILE GAS LINES. SPECIAL PRECAUTIONS AND COORDINATION WITH PUGET SOUND ENERGY WILL BE REQUIRED.
- 3. OPEN-CUT REPAIR IS IN CLOSE PROXIMITY TO A WATER LINE AND STRUCTURE. SPECIAL PRECAUTIONS AND COORDINATION WITH NORTHSHORE UTILITIES WILL BE REQUIRED.

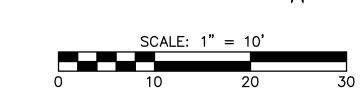


EXISTING CB (ASSET ID 5889) FACING NORTH TOWARDS REPAIR



EXISTING CB (ASSET ID 22976) FACING SOUTH TOWARDS REPAIR N.T.S.

SITE PHOTOS





DATE NO.



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	SURVEY NO.:		FIELD BOOK(S):	
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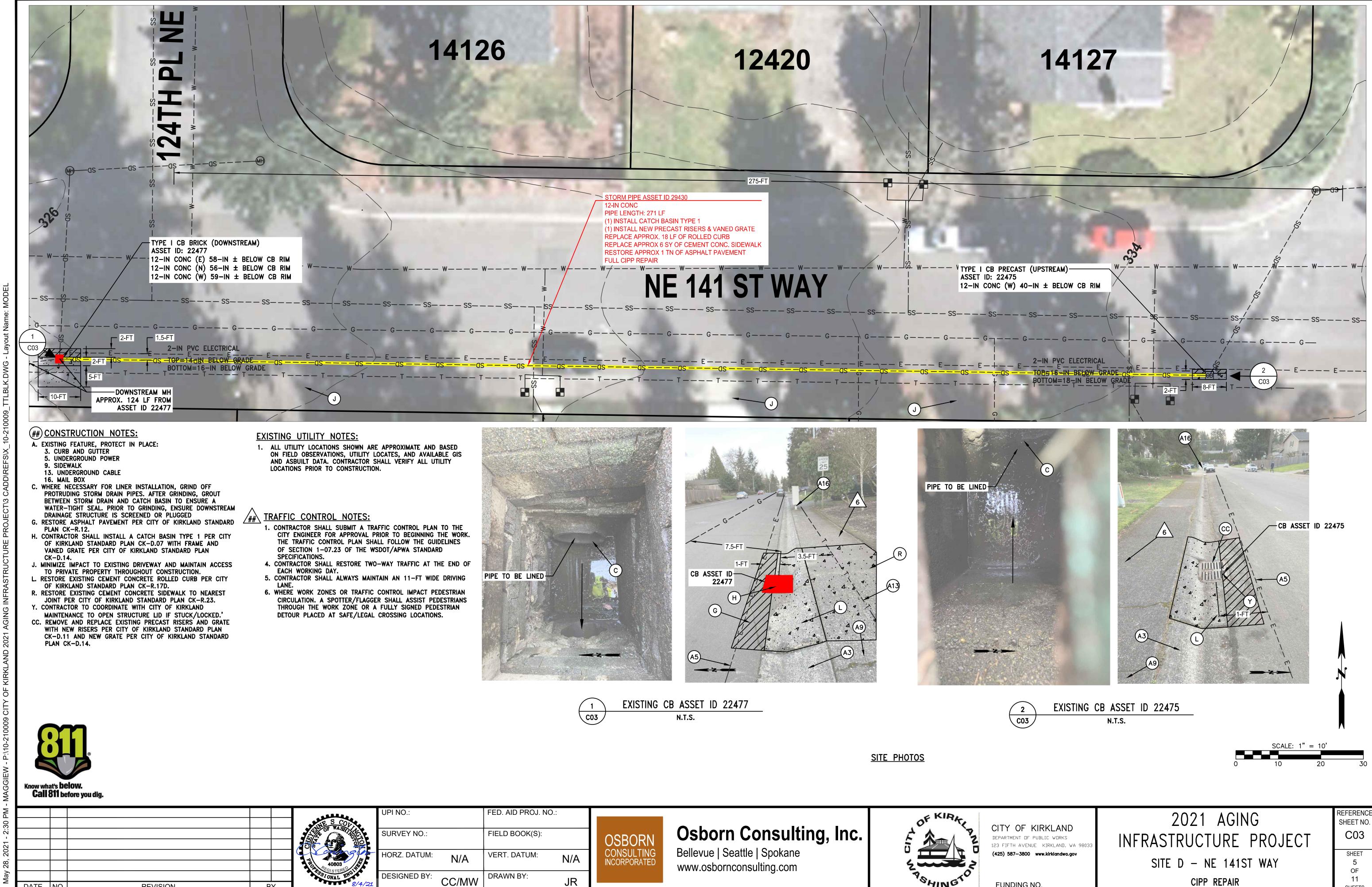
FUNDING NO.

INFRASTRUCTURE PROJECT SITE B - NE 132ND ST AND 100TH PL NE

OPEN-CUT REPAIR

2021 AGING

SHEET NO C02 SHEET OF

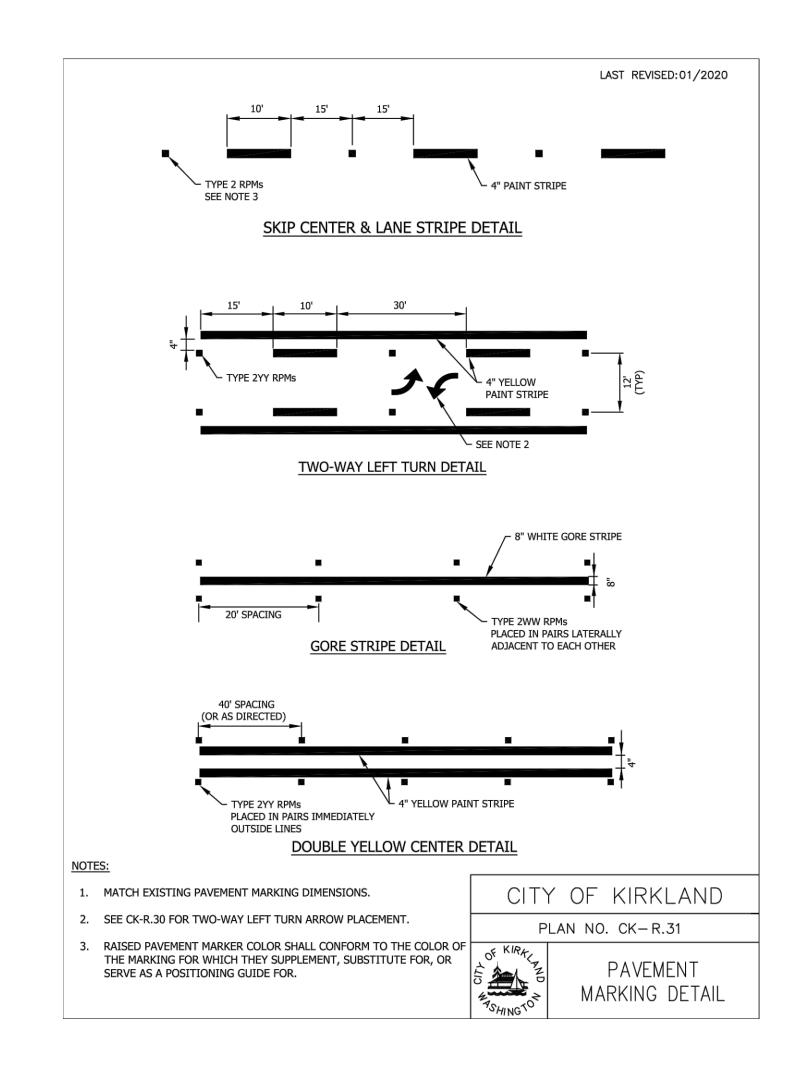


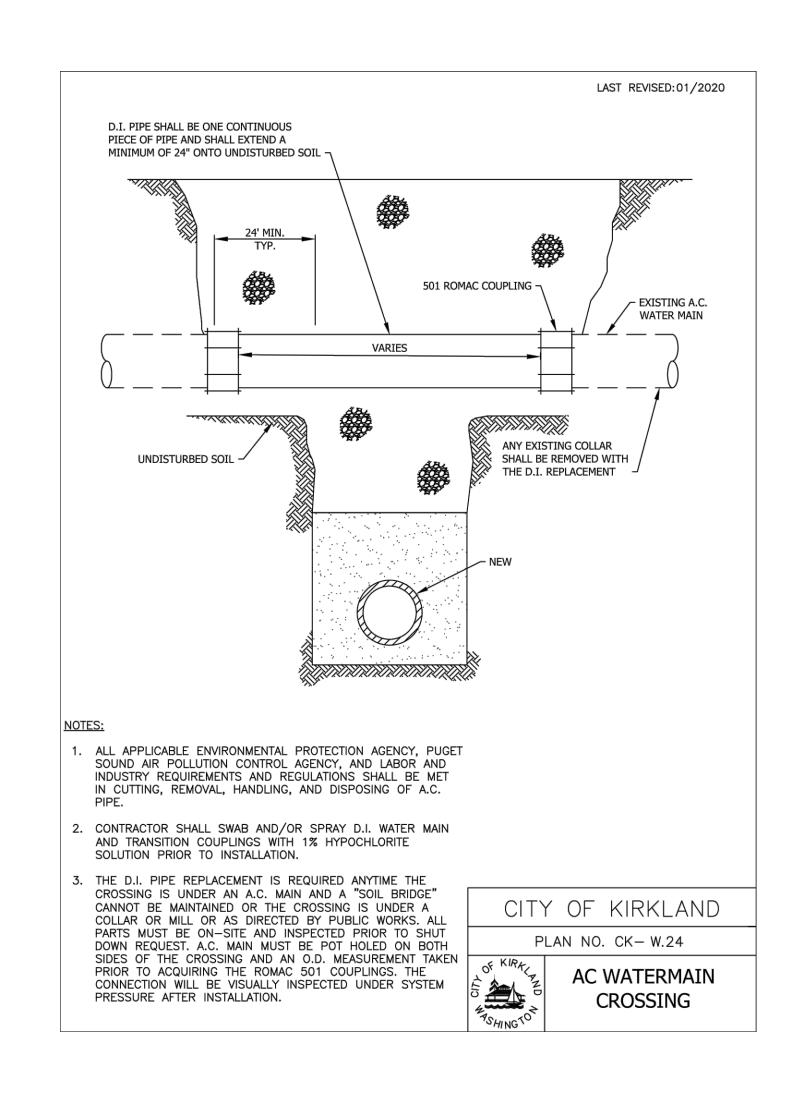
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DATE NO.

**REVISION** 

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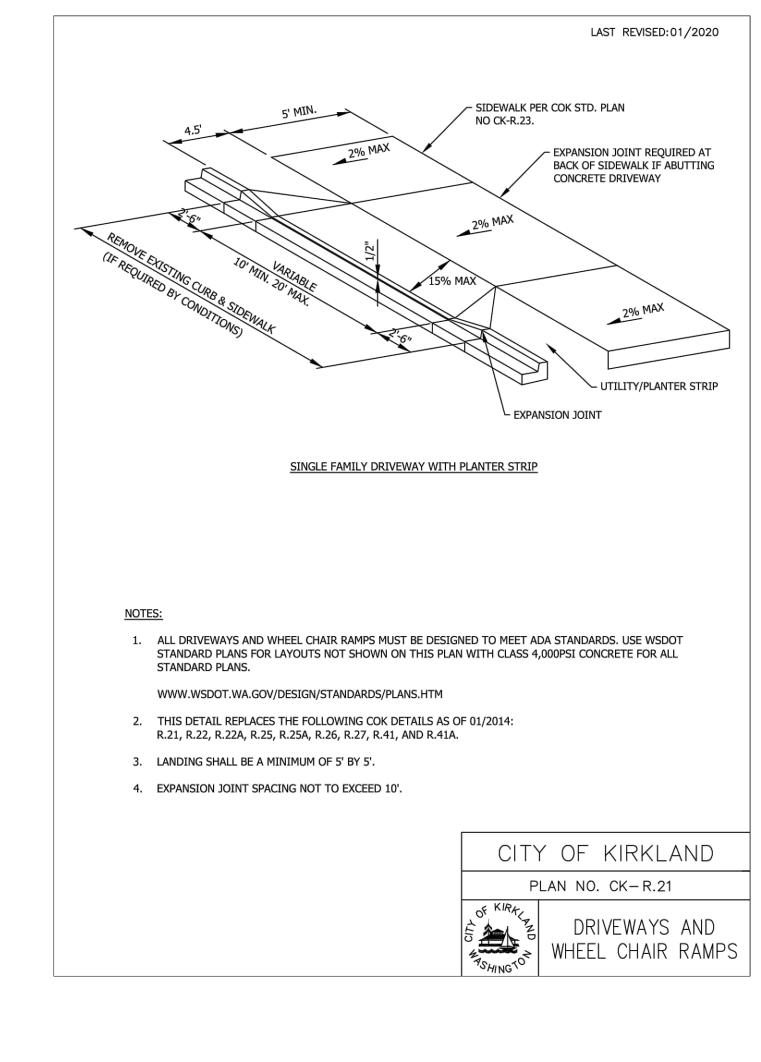
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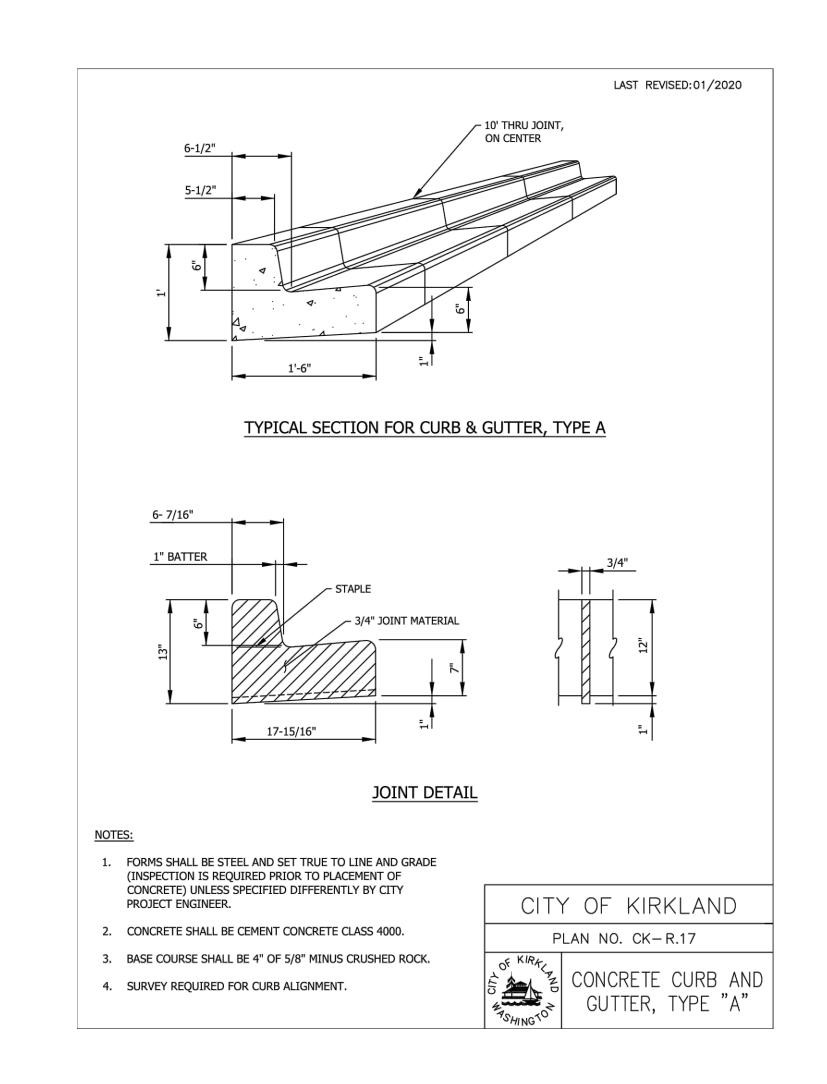
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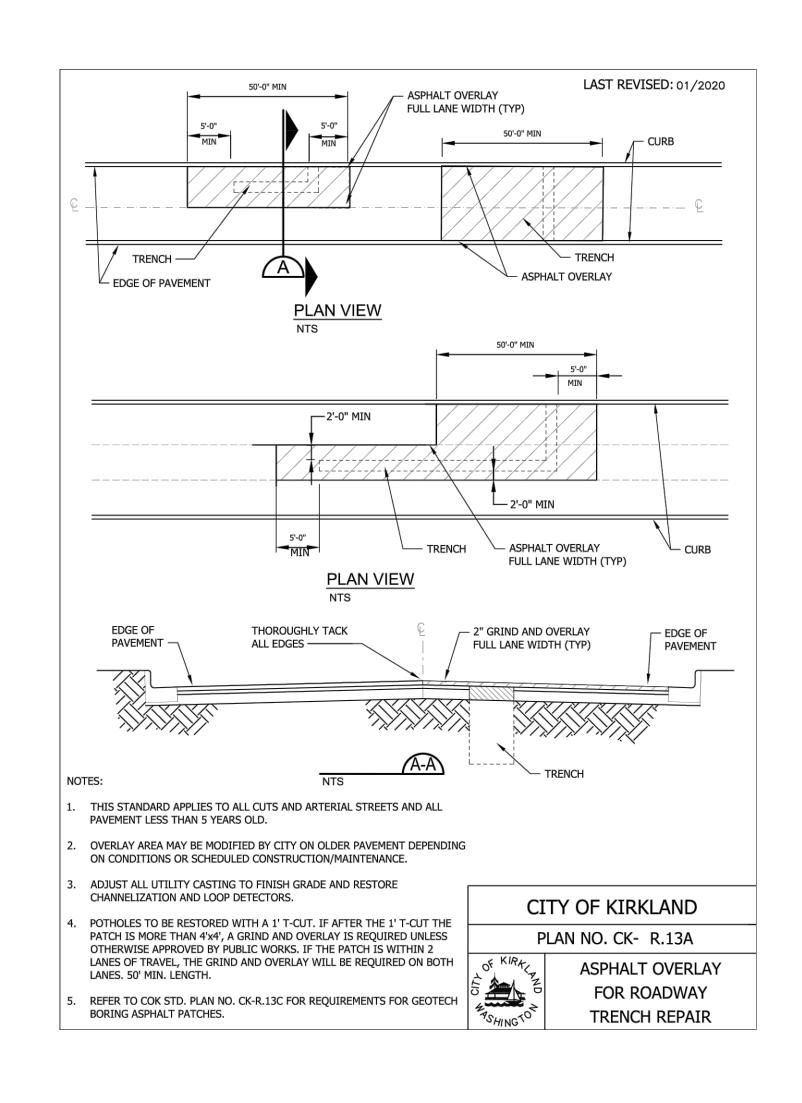
OPEN CUT & CIPP REPAIR

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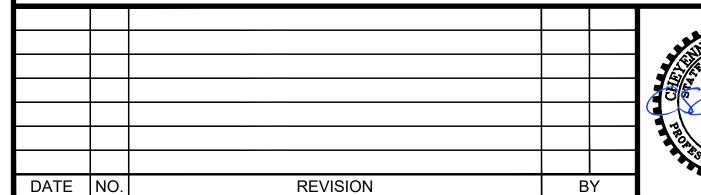
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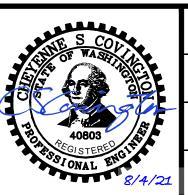












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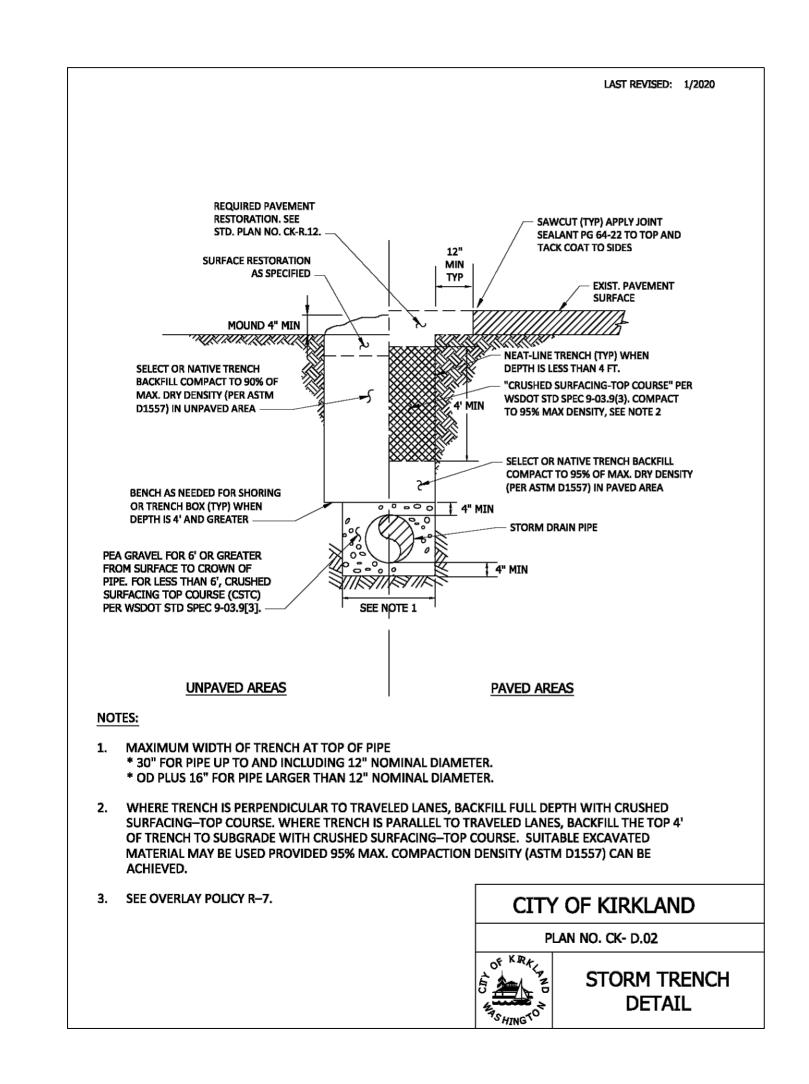
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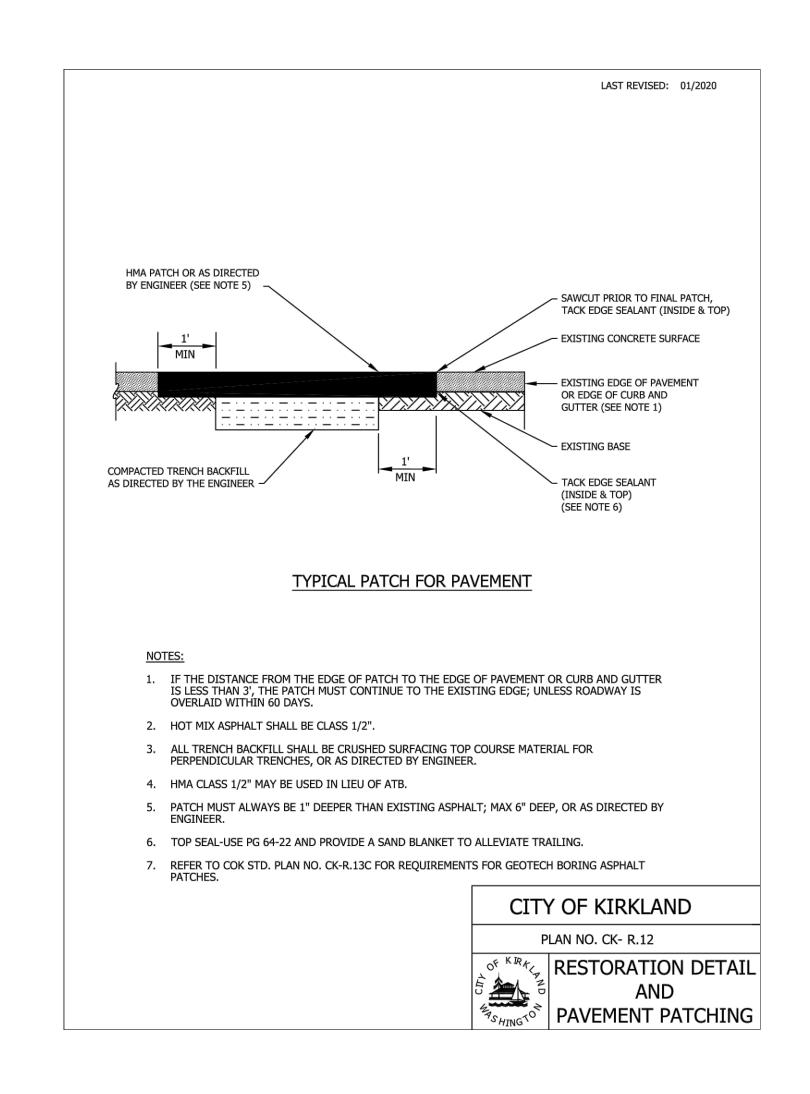
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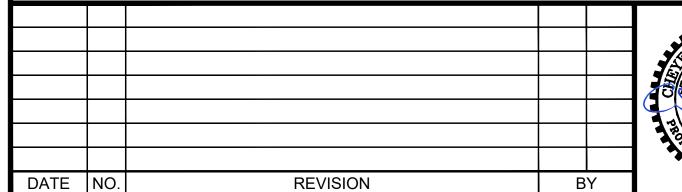
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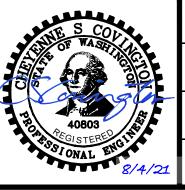
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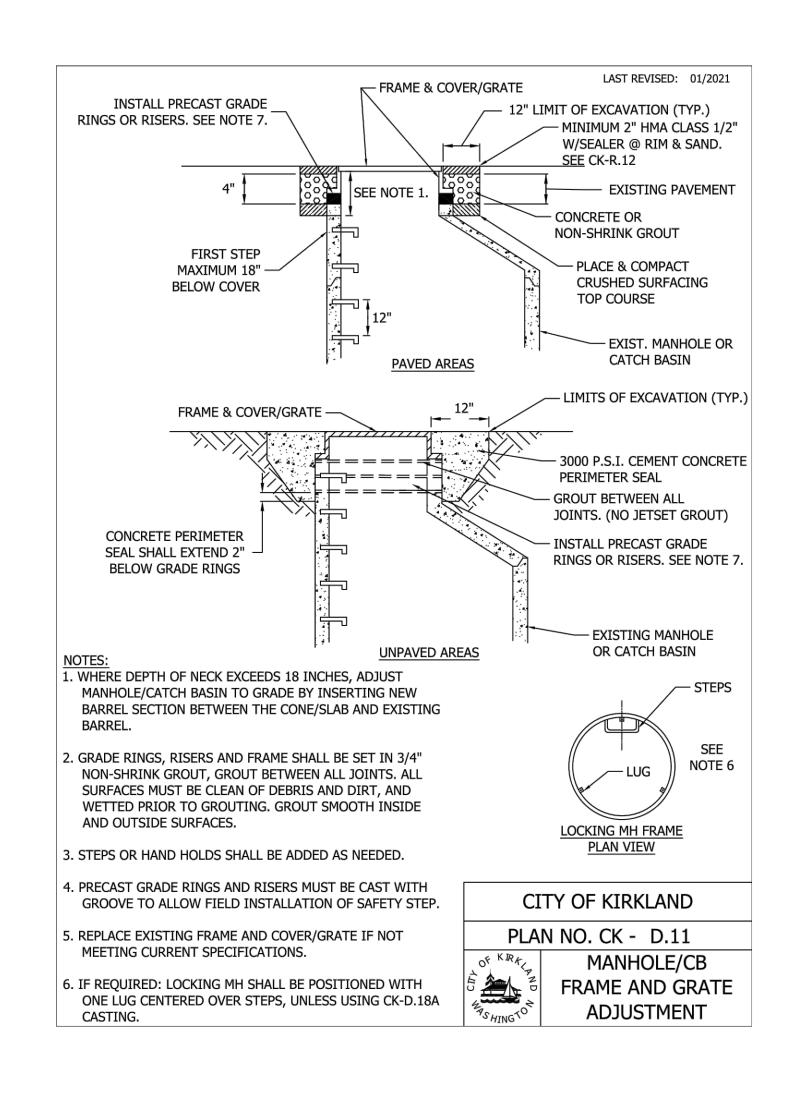
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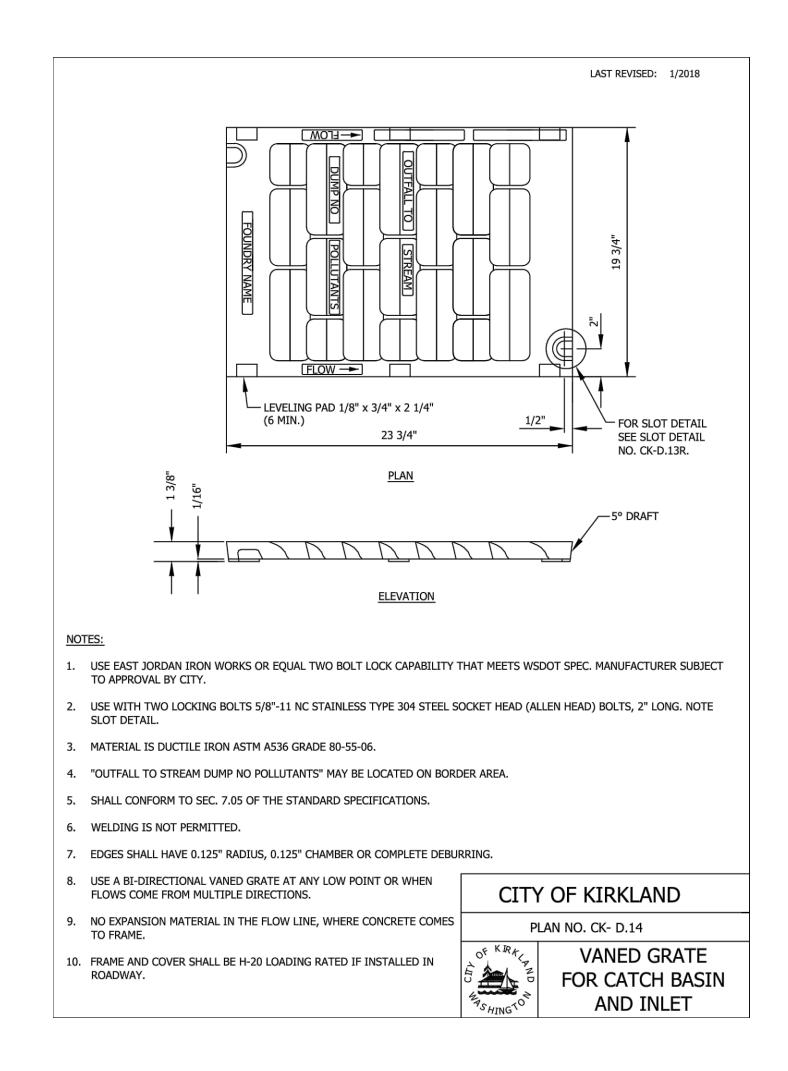
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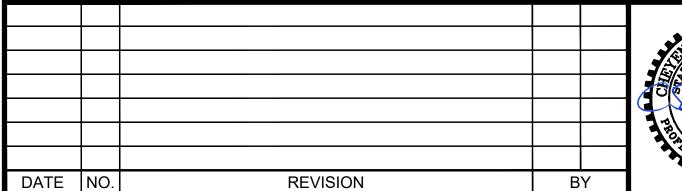
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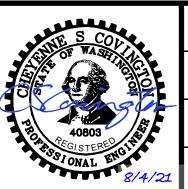
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LAST REVISED: 1/1/2018

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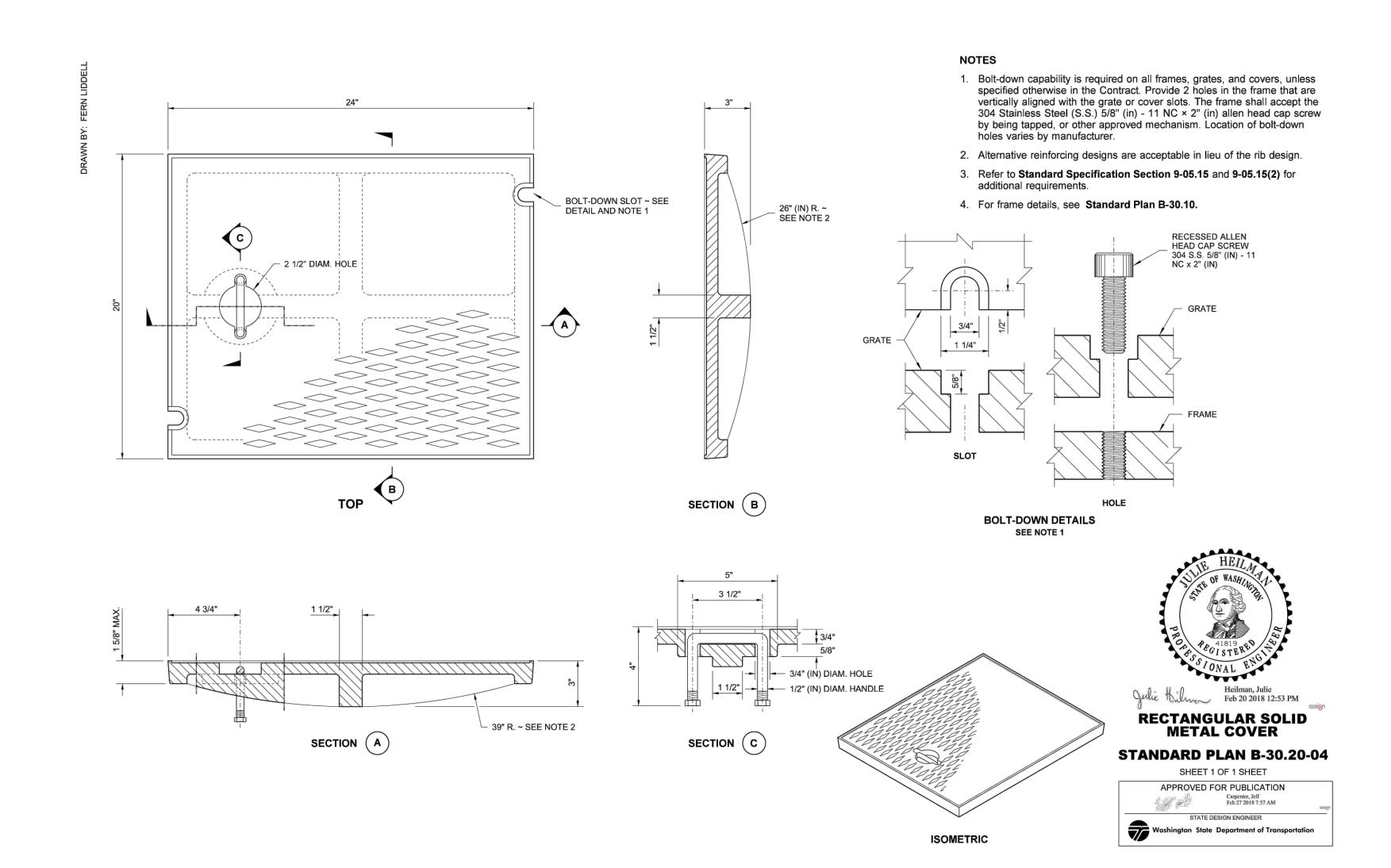
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2021 AGING INFRASTRUCTURE PROJECT STANDARD DETAILS

OPEN CUT & CIPP REPAIR

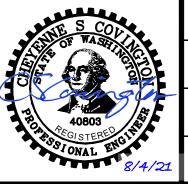
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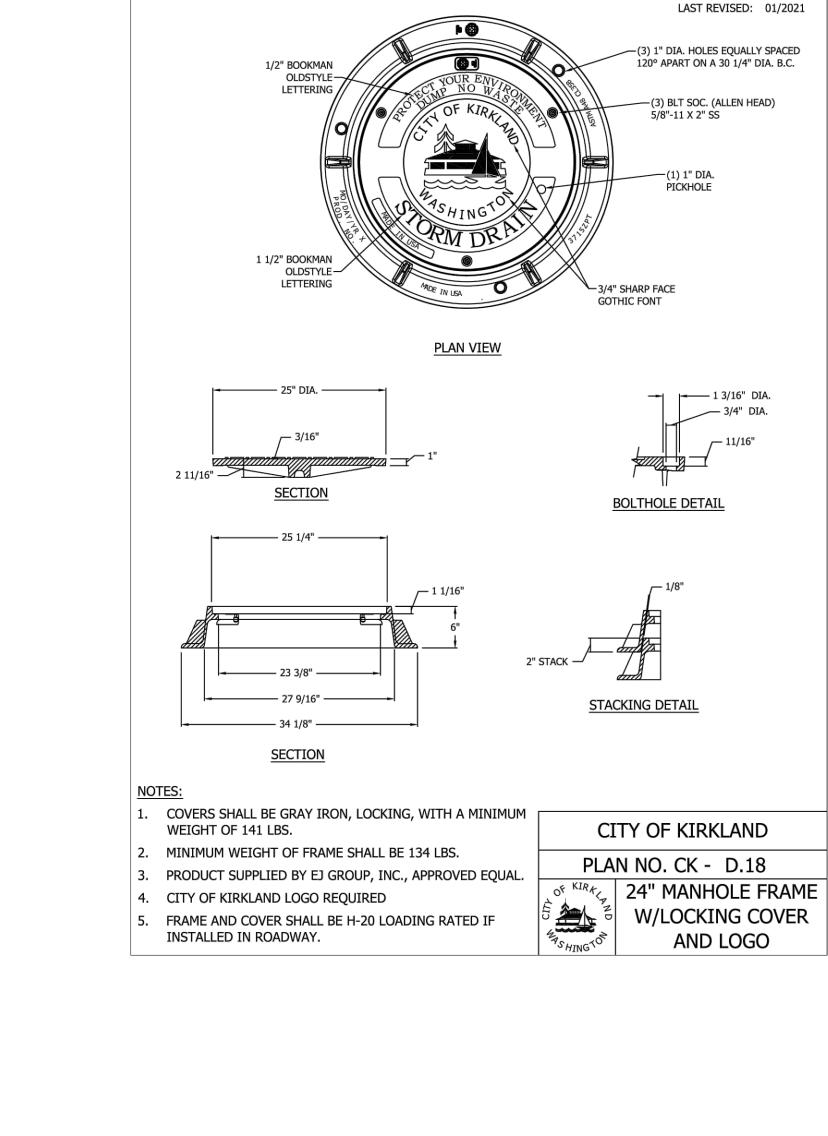


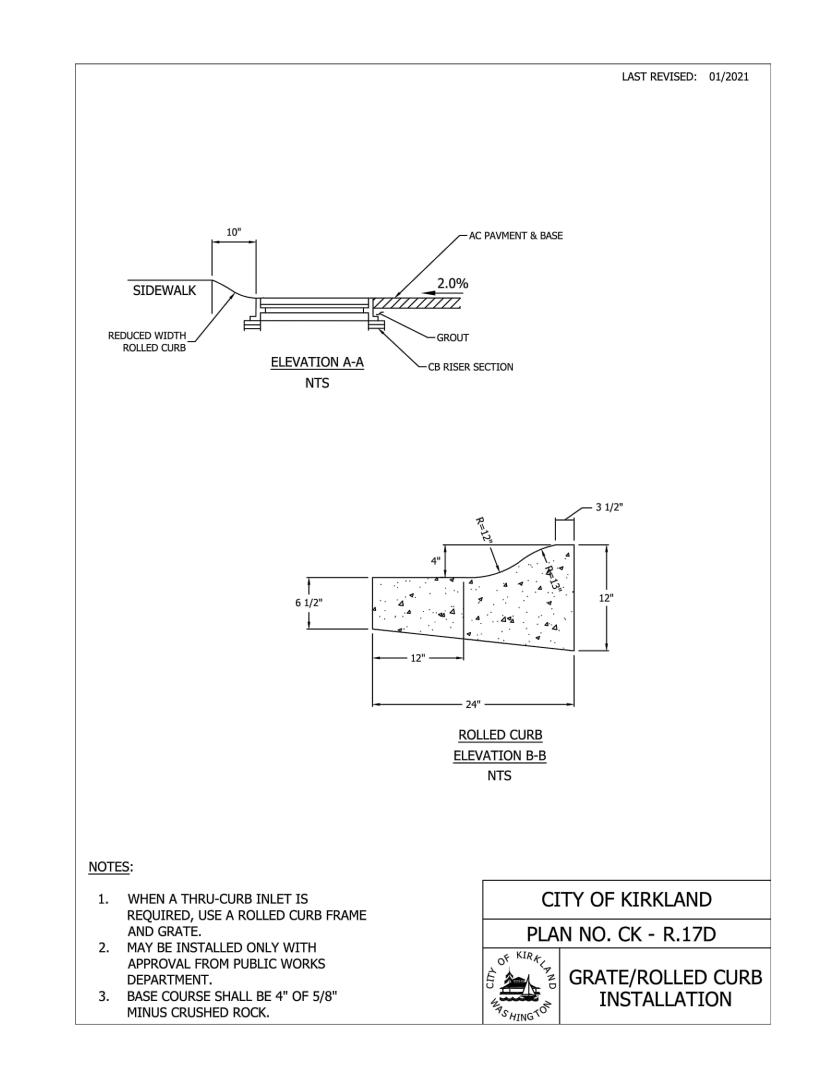
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DEPARTMENT OF PUBLIC WORKS

FUNDING NO.

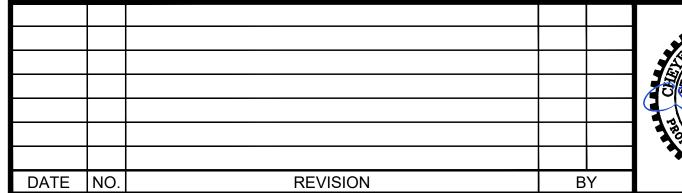
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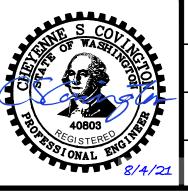
STANDARD DETAILS OPEN CUT & CIPP REPAIR REFERENCE SHEET NO. C08 SHEET











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	HORZ. DATUM:	N/A	VERT. DATUM:	N/A
21	DESIGNED BY:	CC/MW	DRAWN BY:	JR



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STANDARD DETAILS
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