SCHOOL AND TRANSIT CONNECTOR SIDEWALK

JOB NO. 39-22-PW

JUNE 2022 NMC 1260000

CITY OFFICIALS

PENNY SWEET

JAY ARNOLD

NEAL BLACK

KELLI CURTIS

AMY FALCONE

TOBY NIXON

JON PASCAL

KURT TRIPLETT

JULIE UNDERWOOD

ROD STEITZER, PE

MAYOR

DEPUTY MAYOR

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

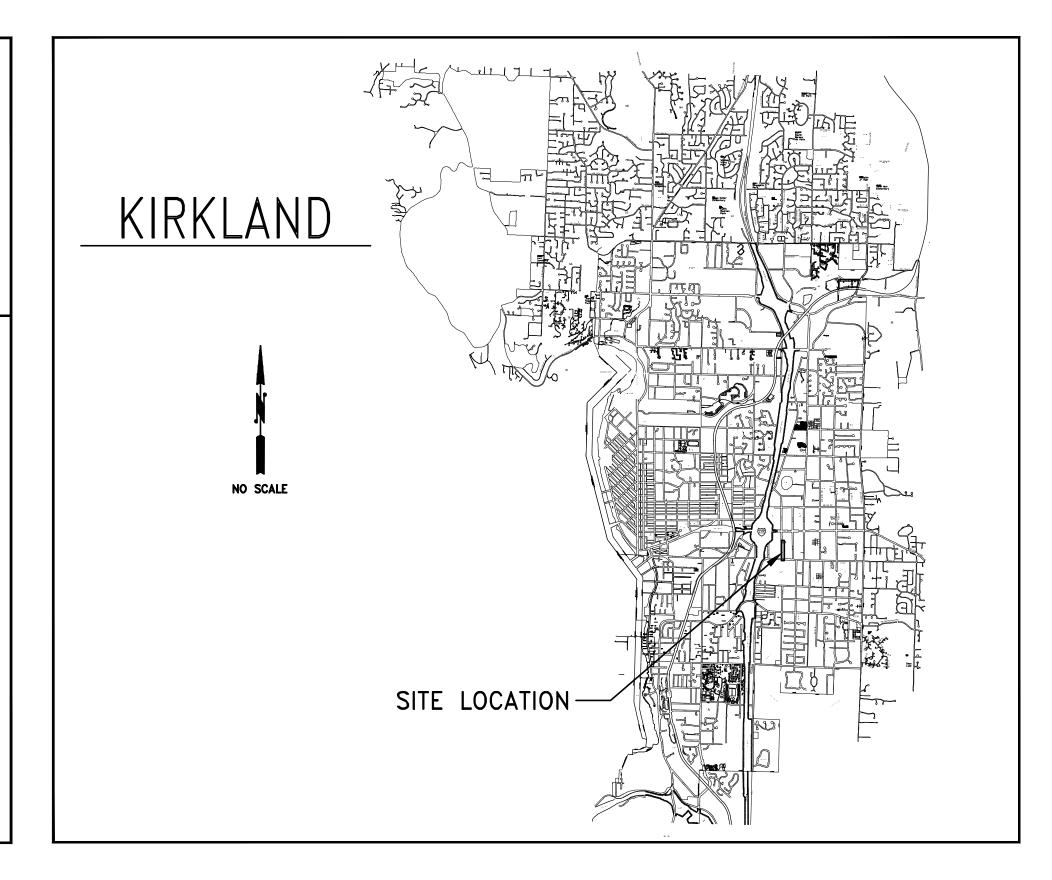
CITY MANAGER

PUBLIC WORKS DIRECTOR

CAPITAL PROJECTS MANAGER

CONTACT PERSONNEL

MATTHEW BROOKS STEVE HOOPES RIK MAYER BEN McVITTIE PATTY MILLER FREMONT AGUINALDO JOE FORDON CHERYL SCHNEIDER SCOTT CHRISTENSON KELLY NESBITT KEN McDOWELL CONST. COORDINATOR	AGENCY COK PROJECT ENGINEER COK FIELD REPRESENTATIVE COK FIELD REPRESENTATIVE COK FIELD REPRESENTATIVE PUGET SOUND ENERGY (GAS) PUGET SOUND ENERGY (ELECTRIC) COMCAST CABLE ZIPLY FIBER VERIZON BUSINESS NORTHSHORE UTILITY DISTRICT WOODINVILLE WATER DISTRICT KING COUNTY METRO	PHONE 425.587.3845 425.623.5086 206.496.4265 425.410.4606 206.305.7950 425.223.0936 425.263.5348 425.949.0230 425.471.1079 425.398.4431 425.487.4104 206.684.2732
JEFF MILES EMERGENCY POLICE MAIN LINE FIRE MAIN LINE SPILL RESPONSE HOTLINE ONE CALL UTILITY LOCATE	NORCOM COK COK COK	425.936.1120 911 425.587.3400 425.864.3650 425.587.3900 800.424.5555



INDEX OF DRAWINGS

DRAWING NO.	SHEET NO.	SHEET TITLE
G01	1	COVER SHEET AND SHEET INDEX
G02	2	GENERAL NOTES AND LEGEND
C01	3	TESC AND DEMO
C02	4	SITE PLAN - 1
C03	5	SITE PLAN - 2
C04	6	DETAILS - 1
C05	7	DETAILS - 2
C06	8	DETAILS - 3
C07	9	DETAILS - 4

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SURVEY NO.:		FIELD BOOK(S):	
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CITY OF KIRKLAND

DEPARTMENT OF PUBLIC WORKS

123 FIFTH AVENUE KIRKLAND, WA 9803

(425) 587-3800 www.kirklandwa.gov

FLINDING NO

SCHOOL AND TRANSIT CONNECTOR SIDEWALK COVER SHEET AND SHEET INDEX

REFERENCE SHEET NO. G01 SHEET 1 OF 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 PLANS AND REQUIRED PERMITS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS. 7. 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.

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.

9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, WIDTHS, THICKNESSES, AND ELEVATIONS OF ALL EXISTING PAVEMENTS AND STRUCTURES THAT ARE TO INTERFACE WITH NEW WORK.

10. ALL DISTURBED AREAS SHALL BE 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.

11. PIPE AND CATCH BASIN 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.

12. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.

13. 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.

14. 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.

15. 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, 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.

16. 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.

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. 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.

3. 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.

4. 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.

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.

6. 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.

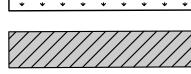
7. THE EROSION PREVENTION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHOWN ON THE PLANS ARE MINIMUM REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE TO ENSURE THE TESC PERFORMS IN ACCORDANCE WITH THE 2014 DEPARTMENT OF ECOLOGY STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOLUME II.

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

LEGEND PROPOSED

ASPHALT WALKWAY

* * * * * * * * | SOIL AMENDMENT OVERLAID WITH 3-INC OF ARBORIST WOOD CHIP MULCH



ASPHALT PAVEMENT RESTORATION

EXISTING

MONUMENT IN CASE △ PK NAIL REBAR & CAP ☐ CATCH BASIN

(D) STORM DRAIN MANHOLE (II) YARD DRAIN

^ CULVERT

SEWER MANHOLE

-O- POWER POLE

-Q- POWER POLE W/UNDERGROUND CONNECT

POWER POLE WITH LUMINAIRE POWER POLE WITH LUMINAIRE AND UNDERGROUND CONNECT

POWER VAULT LID

POWER TRANSFORMER

D POWER METER POWER OUTLET

-O GUY POLE

TRAFFIC SIGNAL

TRAFFIC SIGNAL WITH LUMINAIRE

PEDESTRIAN SIGNAL

GUY ANCHOR

TRAFFIC CONTROL CABINET

☐ INTERCONNECT CABINET

TRAFFIC ATTENUATOR LOOP

STREET LIGHT (DECORATIVE)

STREET LIGHT (LUMINAIRE)

LOT LIGHT

X YARD LIGHT

TELEPHONE MANHOLE

TELEPHONE RISER

TELEPHONE VAULT LID

^{IV}□ TV RISER

FO FIBER OPTIC VAULT LID

Ø GAS VALVE

₩ WATER VALVE

WATER METER

Q FIRE HYDRANT

UTILITY RISER (GENERIC/UNKNOWN)

UTILITY ACCESS (GENERIC/UNKNOWN)

GUARD POST

BOULDER

______ TV _____

_____ SD _____

SEWER FENCE

> HEDGE (HEIGHT NOTED) PAINTED STRIPE

PAINTED SKIP STRIPE

MAILBOX (# OF BOXES)

DECIDUOUS TREE, DIAMETER (# OF TRUNKS)

CONIFEROUS TREE, DIAMETER (# OF TRUNKS)

SHRUB

STUMP, DIAMETER

PAINTED POWER

PAINTED TV

PAINTED GAS

STORM

PAINTED WATER

PAINTED TELEPHONE

PAINTED FIBER OPTIC

EDGE OF PAVEMENT FLOWLINE

CONTOUR

CONCRETE GRAVEL

GRASS ROCKERY

BRICK RIPRAP **ABBREVIATIONS**

AMERICAN PUBLIC WORKS ASSOCIATION

BEST MANAGEMENT PRACTICES

CATCH BASIN

CONTROLLED DENSITY FILL

CITY OF KIRKLAND

CONCRETE

CRITICAL ROOT ZONE

EROSION SEDIMENTATION CONTROL

INVERT ELEVATION

MANUAL OF UNIFORM TRAFFIC CONTROL

POLYVINYL CHLORIDE

TEMPORARY EROSION AND SEDIMENT CONTROL

WASHINGTON STATE DEPARTMENT OF

TRANSPORTATION

EXISTING

ASPHALT/CONCRETE

CHAINLINK

YARD DRAIN

STRUCTURE

DRIVEWAY

CORRUGATED METAL PIPE

CORRUGATED PLASTIC PIPE

INVERT ELEVATION

DATE NO. REVISION BY

UPI NO.: FED. AID PROJ. NO.: SURVEY NO.: FIELD BOOK(S): HORZ. DATUM: VERT. DATUM: N/A DESIGNED BY: DRAWN BY: JAR



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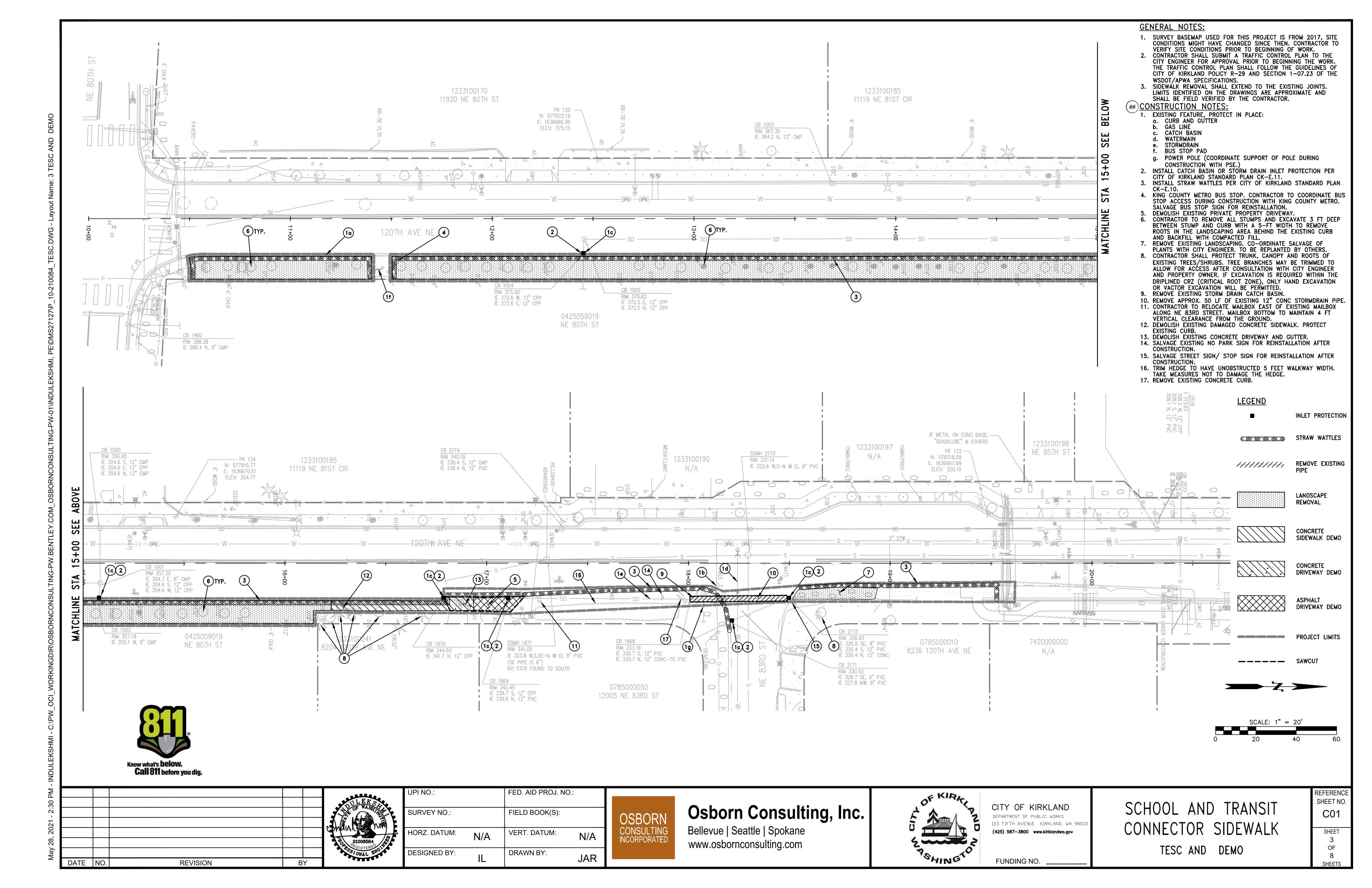


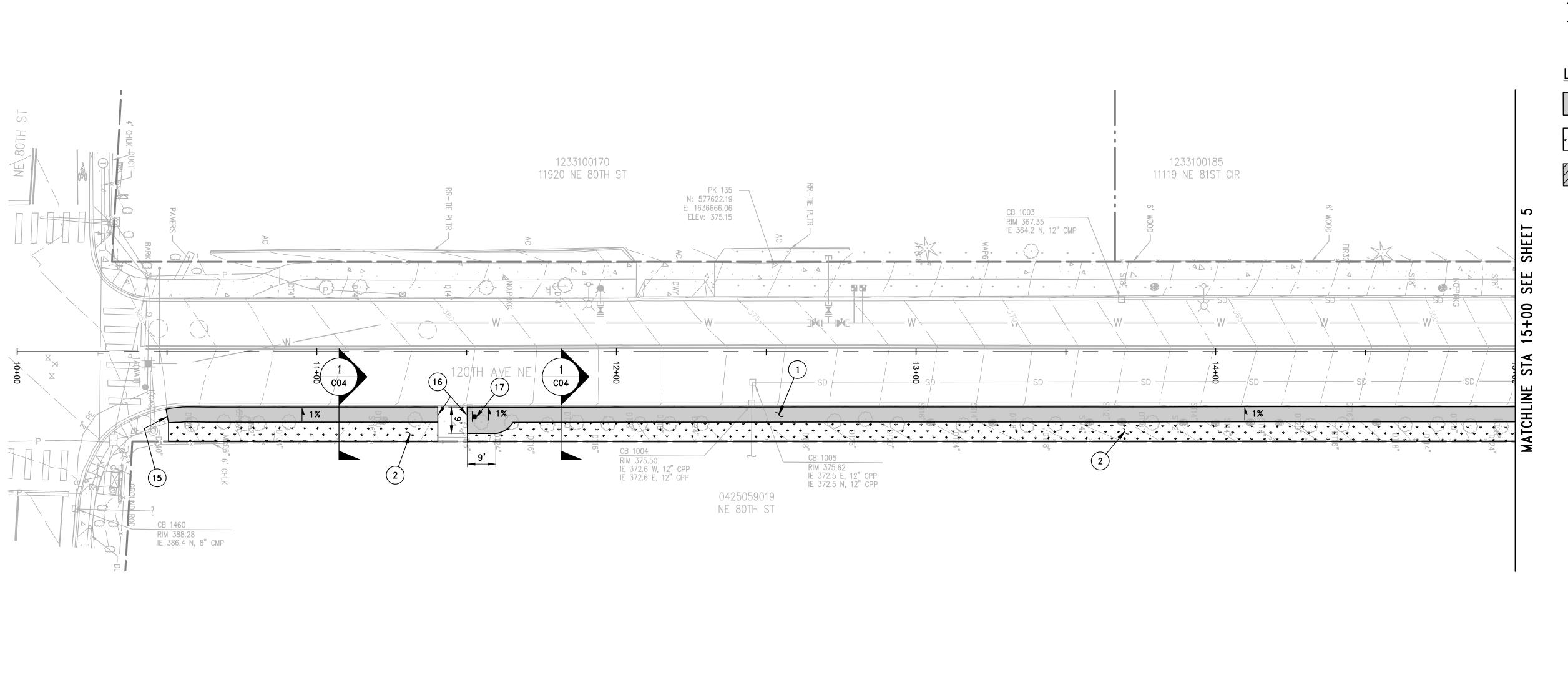
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FUNDING NO.

SCHOOL AND TRANSIT CONNECTOR SIDEWALK GENERAL NOTES AND LEGEND

SHEET NO SHEET OF



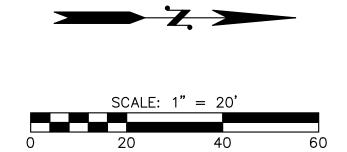


- 1. ASPHALT WALKWAY PER DETAIL 1 ON SHEET CO4. MATCH EXISTING BACK OF CURB ELEVATION.
- 2. SOIL AMENDMENT PER CITY OF KIRKLAND STANDARD PLAN CK-E.12. IMPORT AMENDED SOIL MEETING REQUIREMENTS LISTED ON THE STANDARD PLAN.
- 15. MATCH EXISTING EDGE OF WALKWAY.
- 16. MATCH EXISTING EDGE OF BUS STOP PAD.
- 17. REINSTALL BUS STOP SIGN PER DETAIL 4 ON SHEET CO4.

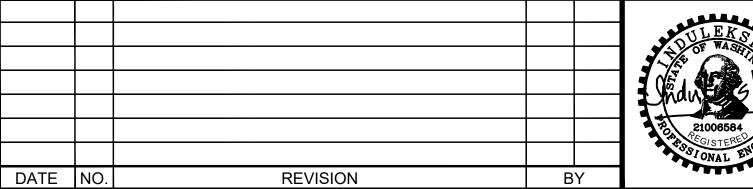
<u>LEGEND</u>

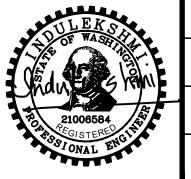
	ASPHALT WALKWAY
* * * * * * * * * * * * * * * * * * *	SOIL AMENDMENT OVERLAID WITH 3-INCHES OF ARBORIST WOOD CHIP MULCH

ASPHALT PAVEMENT RESTORATION









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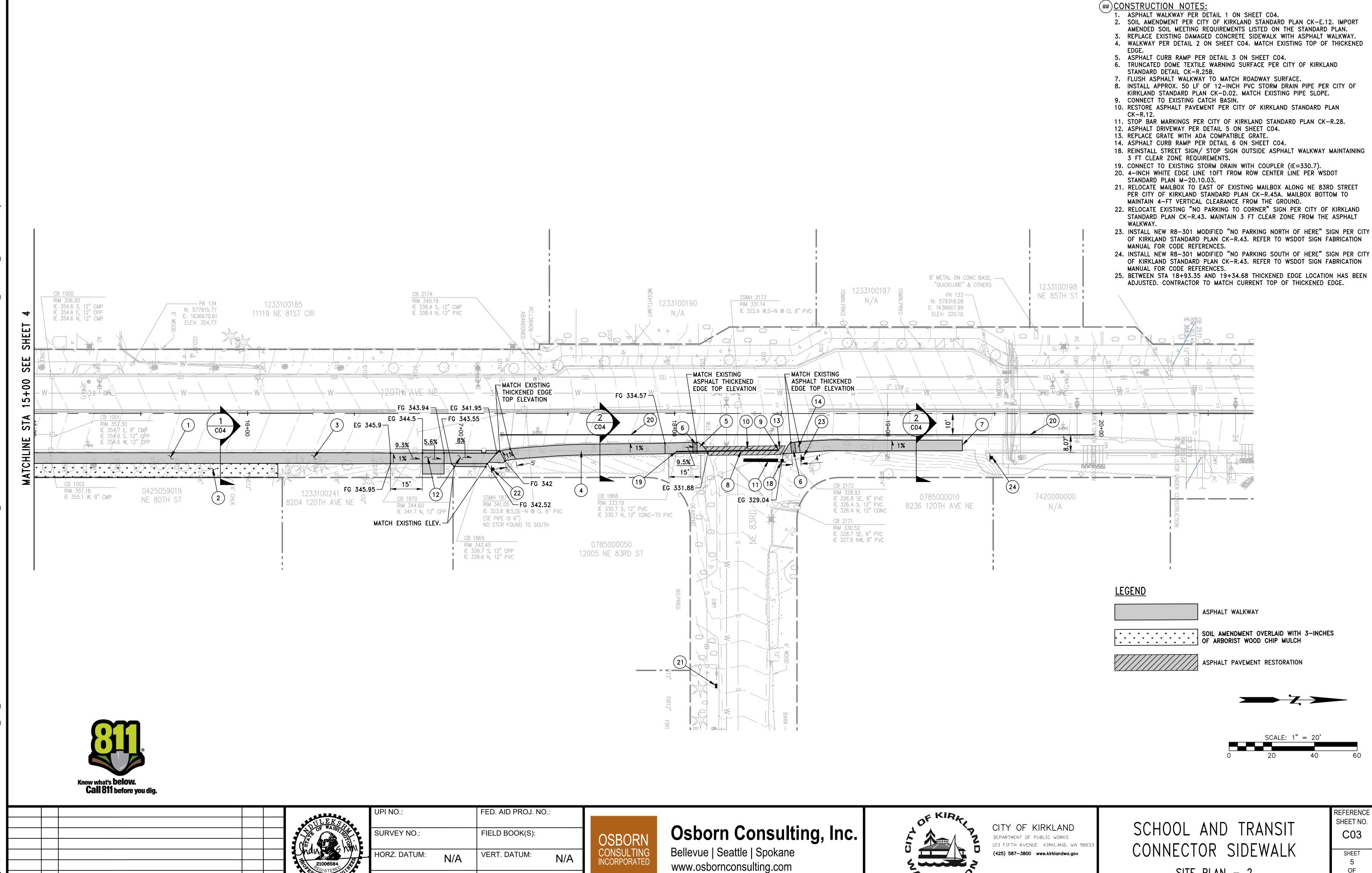
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SITE PLAN - 1

SCHOOL AND TRANSIT

CONNECTOR SIDEWALK

REFERENCE SHEET NO. C02



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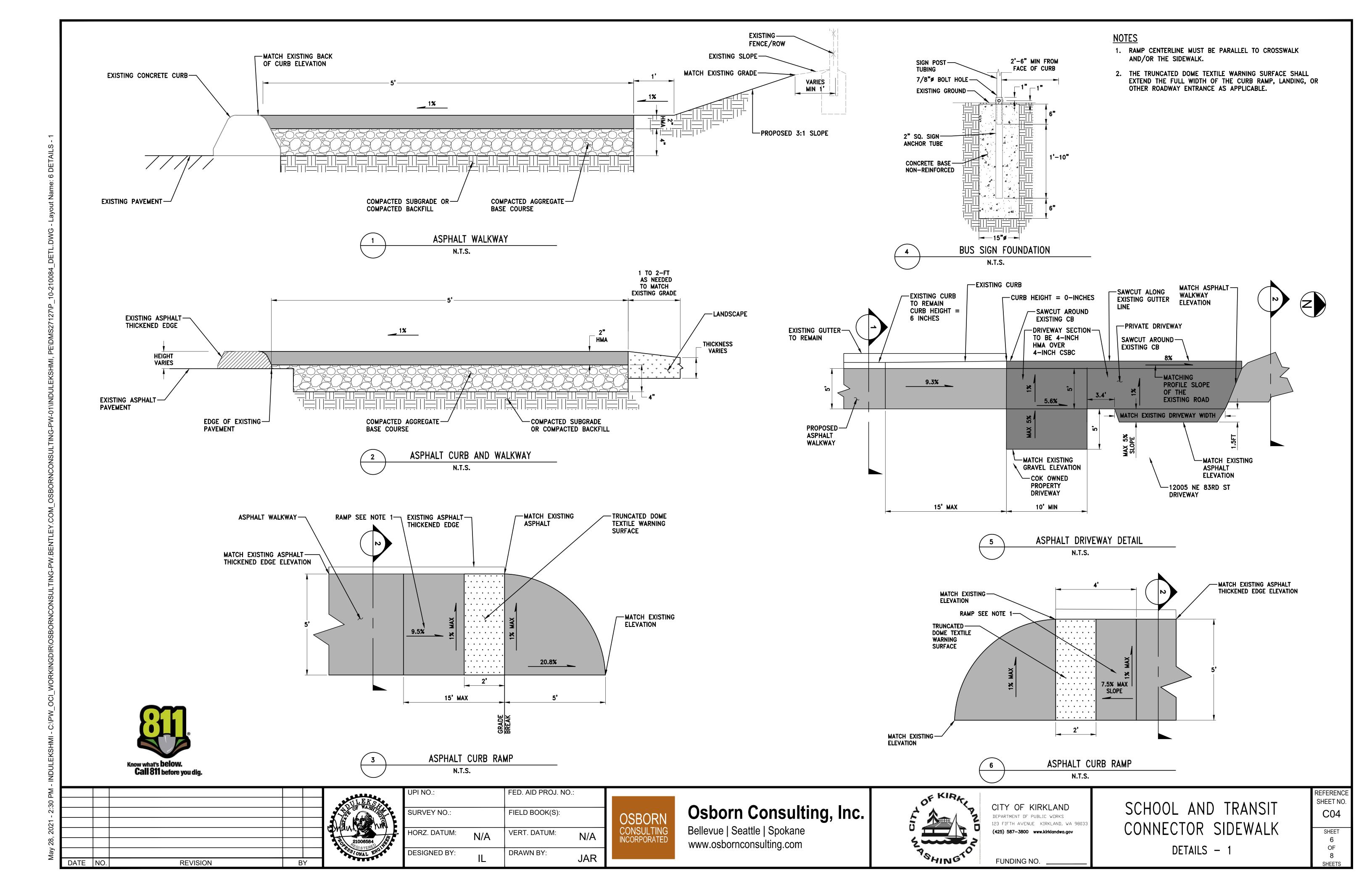
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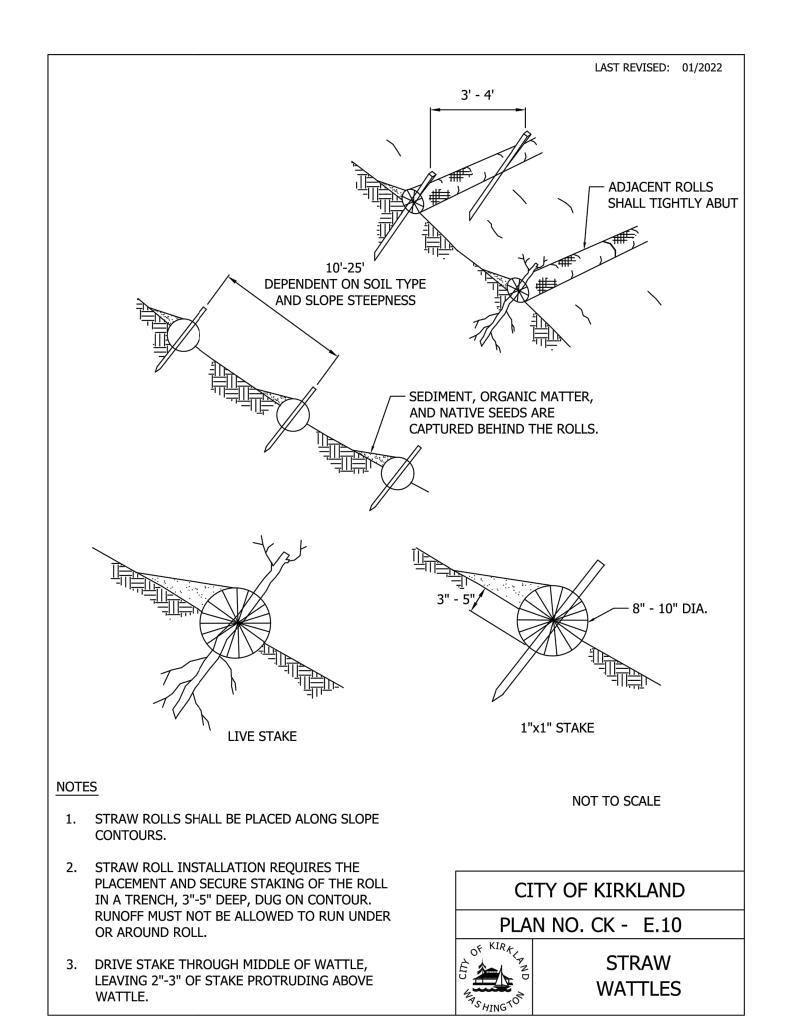
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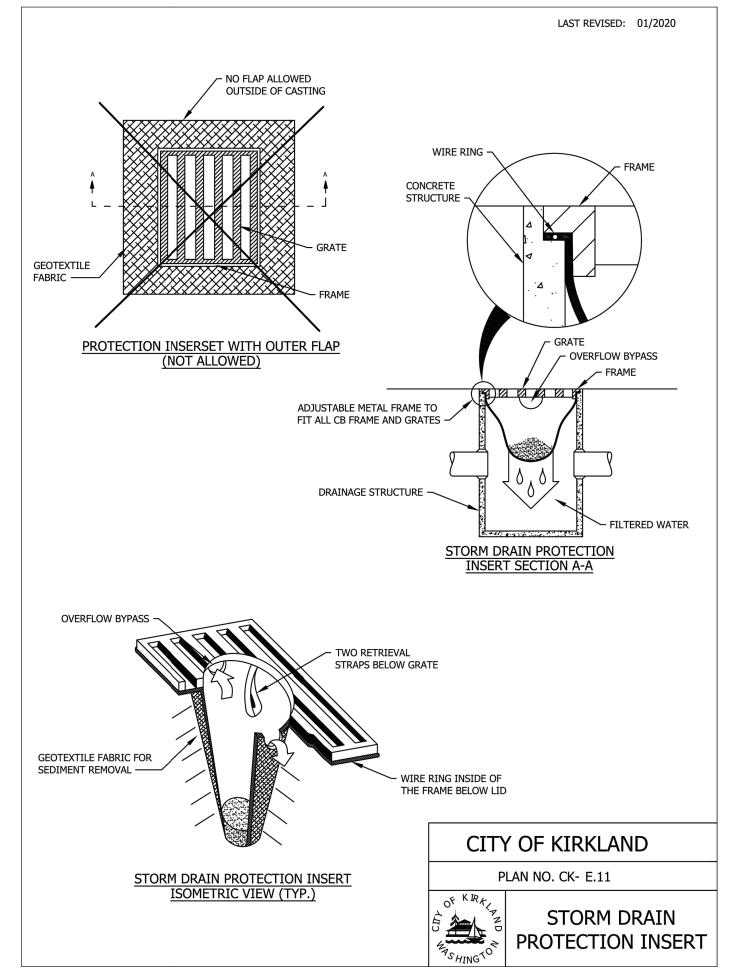
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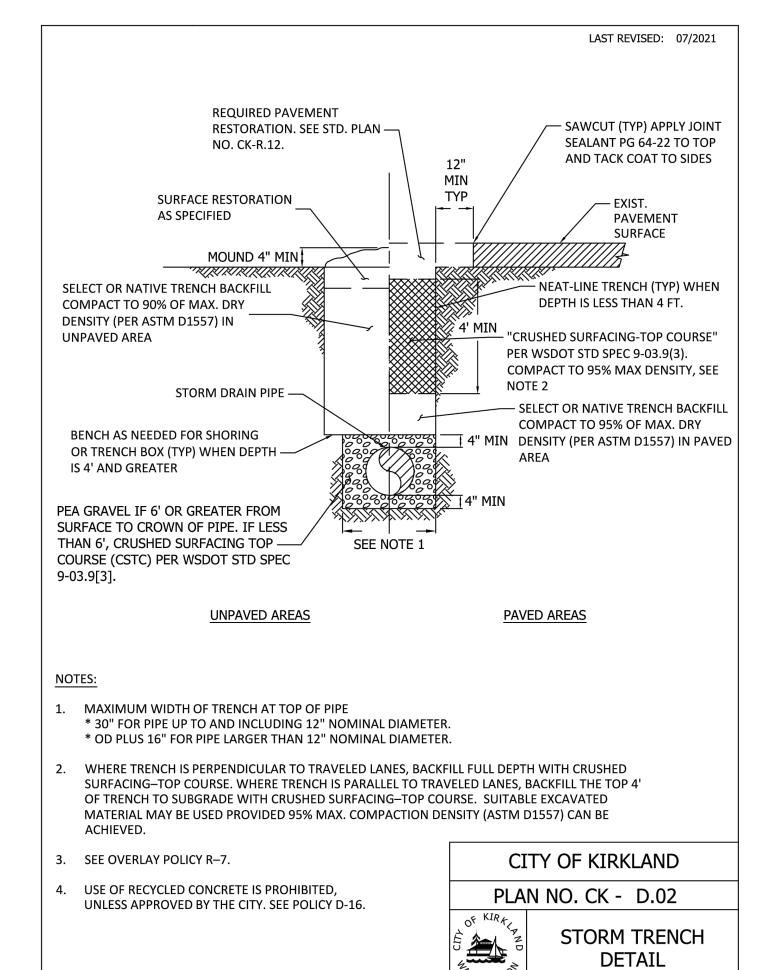
SITE PLAN - 2

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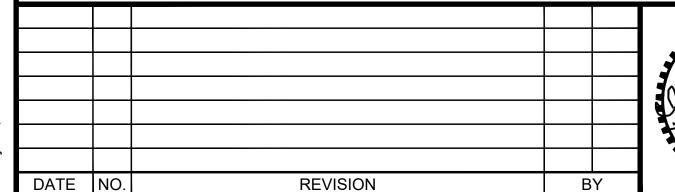


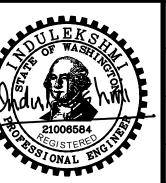












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DEPARTMENT OF PUBLIC WORKS

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FUNDING NO.

SCHOOL AND TRANSIT CONNECTOR SIDEWALK

DETAILS - 2

SHEET NO.

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SHEET

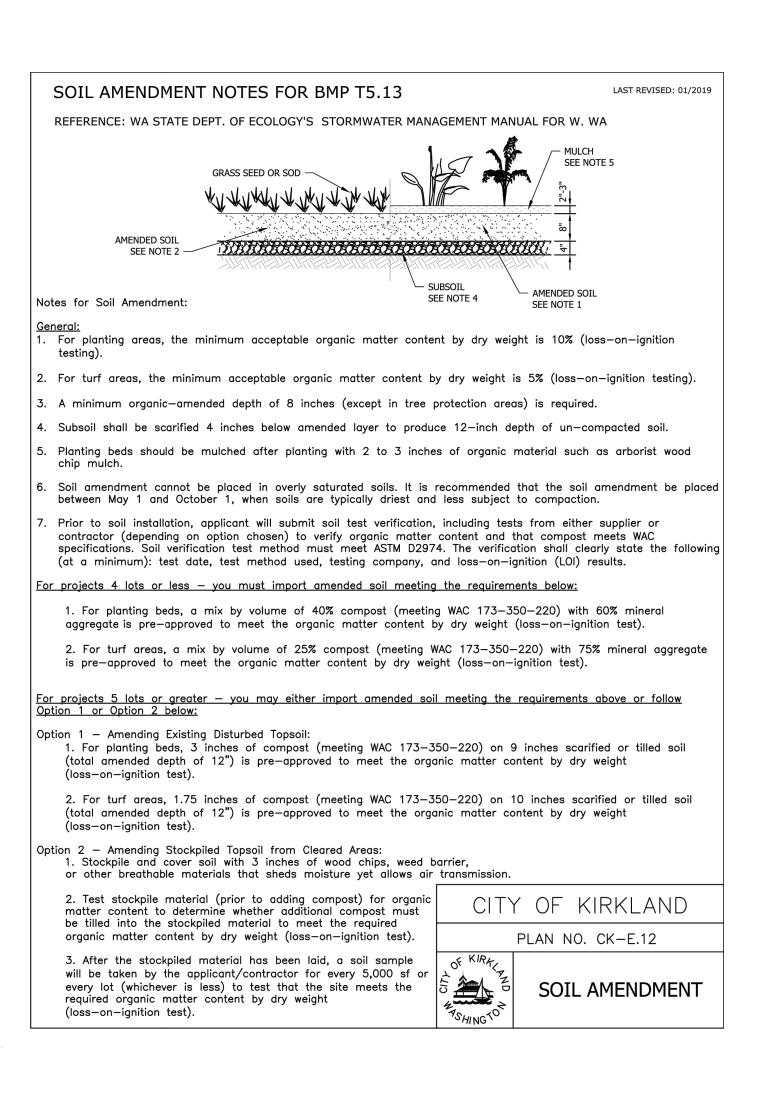
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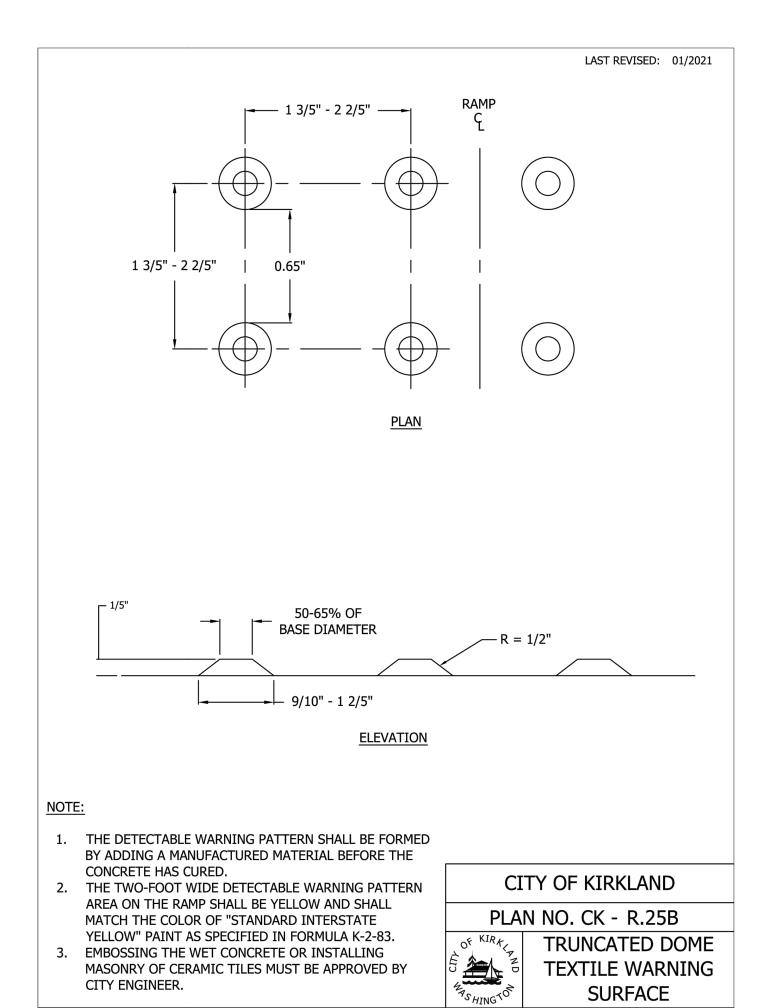
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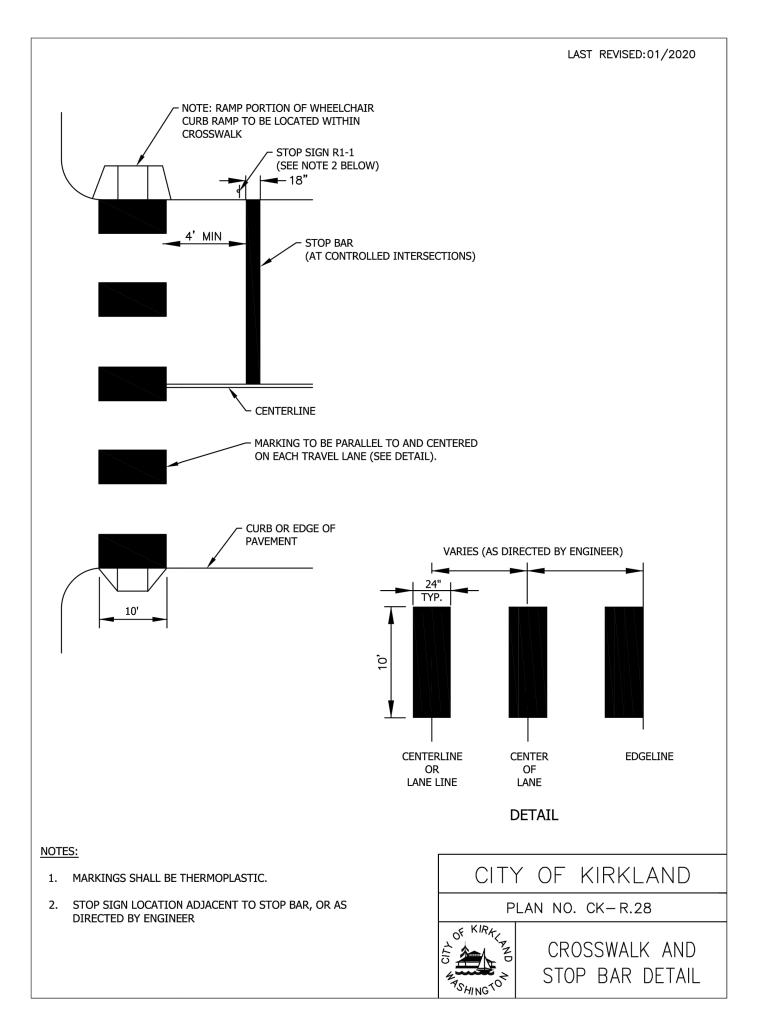
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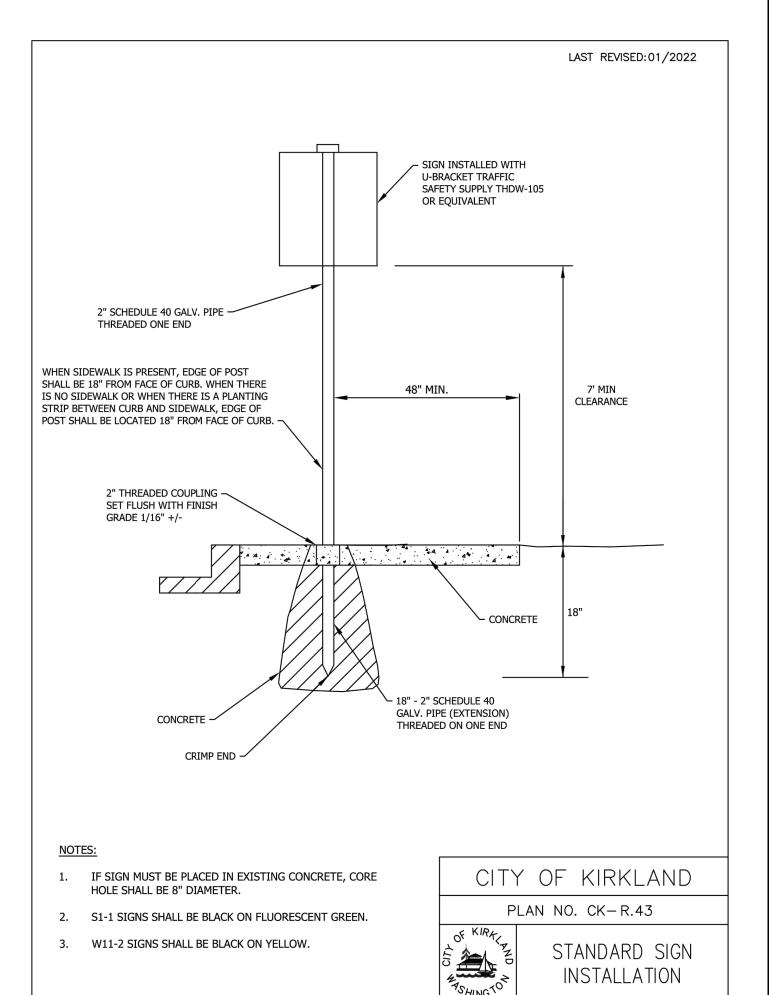
SHEETS



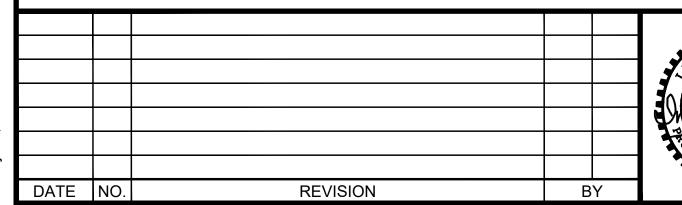














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	SURVEY NO.:		FIELD BOOK(S):	
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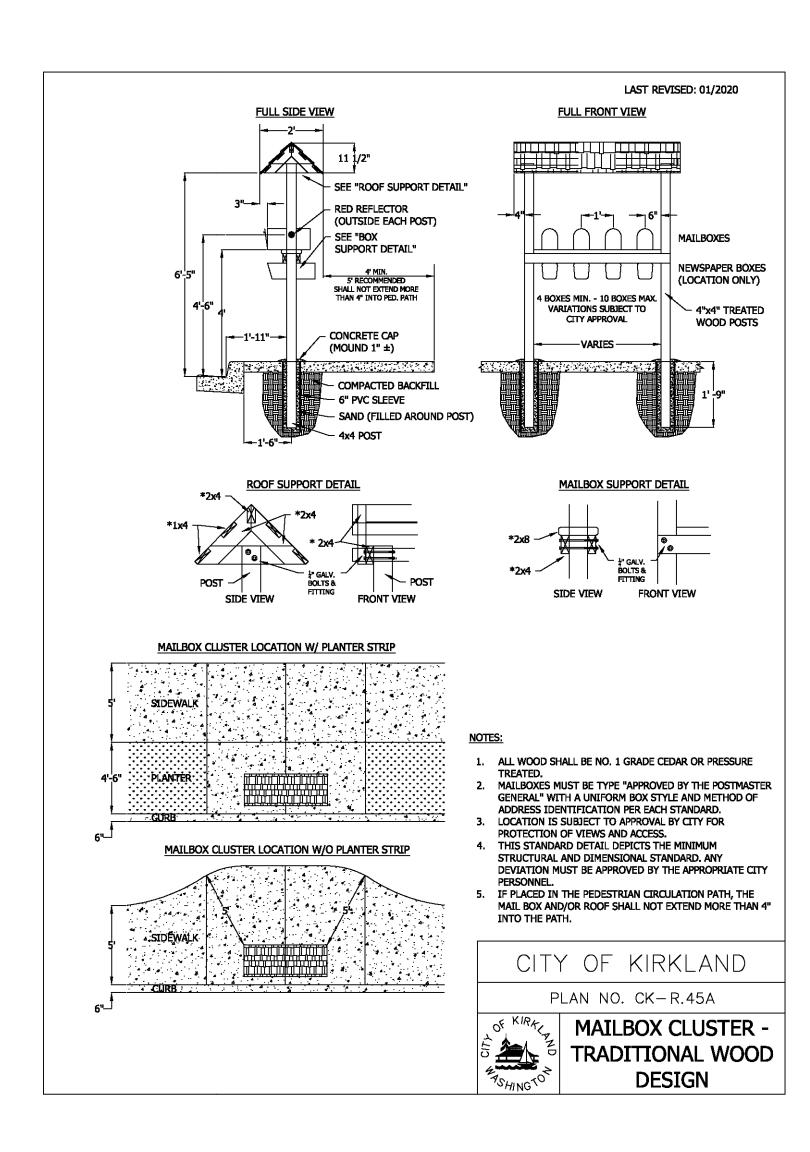


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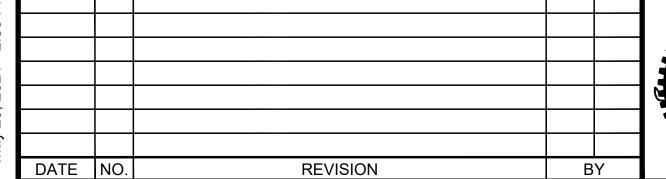
FUNDING NO.

SCHOOL AND TRANSIT CONNECTOR SIDEWALK SHEET NO. SHEET OF

DETAILS - 3









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SCHOOL AND TRANSIT CONNECTOR SIDEWALK DETAILS - 4

REFERENCE SHEET NO. C07 SHEET OF