CITY OF KIRKLAND

8TH AVENUE WEST SEWERMAIN AND WATERMAIN REPLACEMENT

PUBLIC WORKS PROJECT NO. 54-23-PW

CITY OF KIRKLAND
DEPARTMENT OF PUBLIC WORKS
123 FIFTH AVENUE
KIRKLAND, WASHINGTON 98033

CITY OFFICIALS

PENNY SWEET	MAYOR
JAY ARNOLD	DEPUTY MAYOR
NEAL BLACK	COUNCIL MEMBER
KELLI CURTIS	COUNCIL MEMBER
AMY FALCONE	COUNCIL MEMBER
TOBY NIXON	COUNCIL MEMBER
JON PASCAL	COUNCIL MEMBER
KURT TRIPLETT	CITY MANAGER
TRUC DEVER	PUBLIC WORKS DIRECTOR
ROD STEITZER	CAPITAL PROJECTS MANAGER

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-	CALL BEFORE YOU DIG	811

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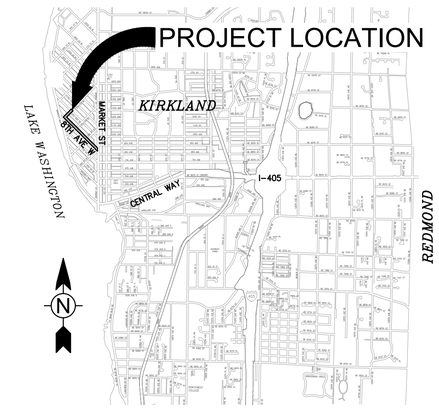

LOCATION MAP

VICINITY MAP

TETRA TECH

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SYMBOLS AND LINETYPES

WATER SYMBOLS

EXST PROP

- COUPLING
- FLANGExMJ ADAPTER
- WM WATER METER BOX
- FIRE HYDRANT ASSEMBLY
- WET TAP

JOINTS

- FLANGE/BLIND FL
- MECHANICAL
- MECHANICAL PLUG

EXST PROP

VALVES

- BUTTERFLY
- GATE/GENERAL
- AIR/VAC VALVE
- PIV POST INDICATOR VALVE

REDUCERS

- REDUCER

BENDS

- 90 DEGREE BEND, FL
- 45 DEGREE BEND, FL
- 22.5 DEGREE BEND, FL
- 11.5 DEGREE BEND, FL

EXISTING UTILITIES

- W WATER
- SS SANITARY SEWER
- 2" MPE IP G GAS MAIN
- G GAS SERVICE
- SD STORM DRAINAGE
- UE POWER (UNDERGROUND)
- UT TELECOM CABLE (FIBER & COPPER)
- SANITARY SEWER MAN HOLE (CENTER OF LID)
- SSCO SANITARY SEWER CLEAN OUT
- STORM DRAIN MAN HOLE (CENTER OF LID)
- STORM DRAIN CATCH BASIN (CENTER OF LID)
- STP STAND PIPE
- NATURAL GAS VALVE BOX
- NATURAL GAS METER
- UTILITY POLE
- UG UTILITY POLE WITH UNDERGROUND CONDUITS
- UTILITY POLE GUY ANCHOR
- LIGHT STANDARD
- PAD MOUNTED TRANSFORMER
- P ELECTRICAL VAULT
- EL ELECTRICAL JUNCTION BOX
- TEL TELECOM RISER
- TEL TELECOM JUNCTION BOX
- CTV CABLE TV JUNCTION BOX

PROPOSED SANITARY

- MAIN SEWER LINE/SIDE SEWER
- SS SANITARY SEWER MANHOLE
- CO SANITARY SEWER CLEANOUT

SHEET REFERENCING

SECTIONS ARE CROSS REFERENCED IN THE FOLLOWING MANNER:

SECTION CUT ON SHEET 4:

SECTION NUMBER — 2 — SHEET ON WHICH SECTION IS SHOWN — 5

ON SHEET 5 THIS SECTION IS DEFINED AS:

SECTION NUMBER — 2 — SHEET FROM WHICH SECTION WAS CUT — 4

SECTION
SCALE: NONE

SECTION OR DETAIL CUT AND SHOWN ON THE SAME SHEET:

SECTION NUMBER — 3 — SAME SHEET (OPTIONAL) —

3 — 5 — SECTION NUMBER — SAME SHEET

OTHER SYMBOLS

- EDGE OF GRAVEL
- EDGE OF PAVEMENT
- CONCRETE CURB AND GUTTER
- X CHAINLINK FENCE (CLF)
- TOPOGRAPHY BREAKLINE
- EDGE OF CLEARING
- ROCKERY
- HEDGE
- POST
- PH-1 POTHOLE / CORING LOCATION
- B1 BOREHOLE
- SURVEY REFERENCE POINT
- DECIDUOUS
- CONIFEROUS
- SIGN WITH METAL POST
- SIGN WITH WOOD POST
- MB MAILBOX
- PAVEMENT, ASPHALT
- PAVEMENT, CONCRETE
- Patch PAVEMENT, ASPHALT PATCH IN ROADWAY
- A-L1 ALIGNMENT SEGMENT LABEL

ABBREVIATIONS

@	AT
AC	ASBESTOS CEMENT
ACP	ASPHALT CONCRETE PAVEMENT
APPROX	APPROXIMATE
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AVE	AVENUE
BFV	BUTTERFLY VALVE
CB	CATCH BASIN
CDF	CONTROLLED DENSITY FILL
CF	CUBIC FEET
CI	CAST IRON
CIP	CAST IN PLACE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CO	CLEAN OUT
COK	CITY OF KIRKLAND
CONC	CONCRETE
CP	CONTROL POINT
CSTC	CRUSHED SURFACING TOP COURSE
D	DEPTH
D/W	DRIVEWAY
DEMO	DEMOLISH
DEPT	DEPARTMENT
DI	DUCTILE IRON
DIA, DIAM	DIAMETER
DS	DECIDUOUS
E	EAST
EA	EACH
EL	ELEVATION
EOP OR EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EW	EACH WAY
EXST/EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLANGE
FR	FIR TREE
FT OR '	FOOT
G	GAS
GA	GUY ANCHOR
GALV	GALVANIZED
GB	GRADE BREAK
GV	GAS VALVE
HDPE	HIGH DENSITY POLYETHYLENE
HPA	HYDRAULIC PROJECT APPROVAL
HP	HIGH PRESSURE
HR	HOUR
HORZ	HORIZONTAL
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
IN OR "	INCH
INT	INTERSECTION
INV	INVERT
IP	INTERMEDIATE PRESSURE
LB	LEFT BANK
LF	LINEAR FEET
LS	LUMP SUM/LIGHT STANDARD
LT	LEFT
MH	MANHOLE
MAX	MAXIMUM
MIN	MINIMUM
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
MON	MONUMENT (SURFACE)
MPE IP	MEDIUM DENSITY POLYETHYLENE INTERMEDIATE PRESSURE (FOR GAS MAIN)
N	NORTH
N/A	NOT APPLICABLE
NC	NORMALLY CLOSED
NIC	NOT IN CONTRACT
NO. OR #	NUMBER
NTS	NOT TO SCALE
NW	NORTHWEST
OC	ON CENTER
OD	OUTSIDE DIAMETER
OHWM	ORDINARY HIGH WATER MARK
OHP	OVERHEAD POWER OR UTILITY
P	POWER/POWER DISTRIBUTION
P/T	POWER/TELEPHONE
PAV	PAVEMENT
PC	POINT OF CURVATURE
PE	PLAIN END
PERF	PERFORATED
PG	PROPOSED GRADE
PH	POTHOLE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PO	POST
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
R	RADIUS
R/W OR ROW	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
REQD	REQUIRED
RB	RIGHT BANK
REINF	REINFORCED
RIM	MANHOLE RIM
RR	RAILROAD
RS	ROAD SIGN
RT	RIGHT
S	SOUTH, SLOPE
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SHT	SHEET
SI	STORM INVERT
SIM	SIMILAR
SMH	SANITARY SEWER MANHOLE
SP	STAND PIPE
SPEC	SPECIFICATIONS
SQ	SQUARE
SS	SANITARY SEWER
ST	STREET
STA	STATION
STD	STANDARD
SST	STAINLESS STEEL
STL	STEEL
STW IP	STEEL WRAPPED INTERMEDIATE PRESSURE (FOR GAS MAIN)
SY	SQUARE YARD
T	TELEPHONE
TEMP	TEMPORARY
TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
TCB	TELE-COMMUNICATION BOX
TV	TELEVISION CABLE
TW	TOP OF WALL
TYP	TYPICAL
UNK	UNKNOWN
UP	UTILITY POLE
VERT	VERTICAL
W	WATER OR WEST
W/	WITH
WDFW	WASHINGTON DEPARTMENT OF FISH AND WILDLIFE
WM	WATER METER
WSEL	WATER SURFACE ELEVATION
WDOT	WASHINGTON DEPARTMENT OF TRANSPORTATION
WL	WORK LIMITS
WV	WATER VALVE
WW	WATER WELL
WWF	WELDED WIRE FABRIC

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HUNTER BENNETT DAGGETT — STATE OF WASHINGTON — 58114 — REGISTERED PROFESSIONAL ENGINEER
1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
2-SymbolsAbbreviations	HBD	GAM	NONE	1/5/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

SYMBOLS AND ABBREVIATIONS

SHEET 2 / 24

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GENERAL 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. CONTRACTOR TO VERIFY PERMIT REQUIREMENTS WITH OWNER PRIOR TO CONSTRUCTION.
2. RIGHT-OF-WAY AND PROPERTY LINES SHOWN ON THE PLANS ARE APPROXIMATE. THEY ARE BASED ON ASSESSORS MAPS AND EXISTING SURVEY CONTROL.
3. ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF KIRKLAND (COK) STANDARDS, WITH THE 2023 WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION AS MODIFIED FOR THIS CONTRACT, WITH APPLICABLE AWWA STANDARDS, WITH THESE DRAWINGS, AND WITH THE PROJECT SPECIFICATIONS.
4. AN APPROVED SET OF THESE CONSTRUCTION PLANS AND THE PROJECT SPECIFICATIONS (INCLUDING ADDENDA AND CHANGE ORDERS) SHALL BE ON THE JOBSITE DURING ANY CONSTRUCTION ACTIVITY.
5. ANY REVISIONS TO THESE PLANS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.
6. CONSTRUCTION SEQUENCE: CONSTRUCTION SHALL BE SEQUENCED TO MINIMIZE THE FREQUENCY AND LENGTH OF SANITARY SEWER AND WATER SERVICE SHUTDOWNS EXPERIENCED BY CUSTOMERS.
7. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE LOCATIONS SHOWN AND FOR DISCOVERY OF POSSIBLE ADDITIONAL UTILITIES NOT SHOWN SO AS TO AVOID DAMAGE OR DISTURBANCE. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION PRIOR TO ANY CONSTRUCTION. THE OWNER OR THEIR REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 811. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THEIR ACTIVITIES WITH LOCAL UTILITY COMPANIES TO ENSURE THAT ALL UTILITIES ARE INSTALLED ACCORDING TO THESE PLANS AND THE REQUIREMENTS OF THE INDIVIDUAL UTILITY COMPANIES.
9. CONTRACTOR'S SURVEYOR SHALL OFFSET EXISTING SURVEY MONUMENTS AND PROPERTY CORNERS PRIOR TO CONSTRUCTION AND SHALL REPLACE THEM AS REQUIRED BY STATE LAW. CONTRACTOR SHALL BE RESPONSIBILE FOR OBTAINING ANY REQUIRED PERMITS ASSOCIATED WITH THIS TASK. CONTRACTOR SHALL PROVIDE A LETTER SIGNED BY THEIR LICENSED SURVEYOR STATING THAT ALL SUCH FEATURES DISTURBED DURING CONSTRUCTION WERE REESTABLISHED IN ACCORDANCE WITH APPLICABLE STATE LAW AND LISTING THE APPROXIMATE PROJECT STATION AND OFFSET OF EACH MONUMENT AND PROPERTY CORNER. REESTABLISHED MONUMENTS SHALL BE BROUGHT TO CURRENT CITY STANDARDS PER THE PROJECT DETAILS. THREE EXISTING CONTROL POINTS HAVE BEEN NOTED AT THE INTERSECTIONS OF 8TH AVENUE W WITH 5TH STREET W, 4TH STREET W, AND 3RD STREET W. CONTRACTOR SHALL NOTIFY PUBLIC WORKS INSPECTOR IF OTHERS ARE DISCOVERED DURING CONSTRUCTION. SEE SECTION 1-07.16 OF THE STANDARD SPECIFICATIONS.
10. CONTRACTOR SHALL POTHOLE A MINIMUM OF 100 FEET AHEAD OF PIPE LAYING OPERATIONS TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF EXISTING UTILITIES AND TO DETERMINE IF A CONFLICT EXISTS. IF A CONFLICT EXISTS, THE ENGINEER SHALL BE NOTIFIED PRIOR TO ANY CHANGE IN LINE OR GRADE FOR SANITARY SEWER, AND ANY CHANGE IN LINE FOR WATERMAIN.
11. CONTRACTOR SHALL NOTIFY PUBLIC WORKS INSPECTOR IMMEDIATELY OF POOR SOILS, STANDING WATER IN EXCAVATIONS, AND/OR ANY DISCREPANCIES NOTED IN THE PLANS.
12. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PROPERTIES TO A CONDITION EQUAL TO OR BETTER THAN EXISTING, AS DETERMINED BY PUBLIC WORKS INSPECTOR AND PROPERTY OWNER. IF DAMAGE IS A RESULT OF THE CONTRACTOR'S ACTIVITIES, THE CONTRACTOR SHALL BEAR ALL RESPONSIBILITY AND COSTS FOR NECESSARY REPAIRS.
13. ALL EXISTING TREES SHALL BE PRESERVED UNLESS OTHERWISE NOTED. IF ANY CONFLICTS ARE NOTED, COORDINATE WITH THE PUBLIC WORKS INSPECTOR. ANY TREE REMOVAL OR PRUNING SHALL COMPLY WITH CITY OF KIRKLAND TREE CODES. ANY ROOTS SMALLER THAN 2 INCHES IN DIAMETER SHALL BE CLEANLY CUT. ROOTS 2 INCHES IN DIAMETER AND LARGER SHALL BE MODIFIED AS RECOMMENDED BY AN ARBORIST AND APPROVED BY THE ENGINEER.
14. CONTRACTOR SHALL MAINTAIN A CLEAN AND LEGIBLE SET OF “RECORD DRAWINGS” ON A FULL-SIZED PLAN SET REFLECTING AS-CONSTRUCTED CONDITIONS. PROVIDE RECORD DRAWINGS TO CITY AT COMPLETION OF CONSTRUCTION.
15. FOR DRAWING CLARITY OVERHEAD UTILITIES ARE NOT SHOWN.
16. NO CONTAMINATED SOILS ARE KNOWN TO BE PRESENT WITHIN THE PROJECT BOUNDARIES. IF CONTAMINATED SOILS ARE ENCOUNTERED, THE PUBLIC WORKS INSPECTOR SHALL BE NOTIFIED IMMEDIATELY. CONTAMINATED SOILS SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.

ROADWAY - PLAN NOTES

1. ALL ROADWAY WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CURRENT APWA AND CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS. SEE SPECIAL PROVISIONS, SECTION 1-04.2, FOR ORDER OF PRECEDENCE.
2. 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 90 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
3. ALL CONCRETE FOR SIDEWALKS AND CURB AND GUTTER MUST BE 4,000 PSI MINIMUM. (5-3/4 SACK MIX.)
4. ANY ROADWAY SIGNAGE OR STRIPING REMOVED OR TEMPORARILY MOVED BY THE CONTRACTOR SHALL BE RESTORED TO MEET THE CURRENT CITY OF KIRKLAND STANDARDS.
5. 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 5 WORKING DAYS 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 CITY TRAFFIC ENGINEER.

ROADWAY - PLAN NOTES (CONTINUED)

6. 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.
7. 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%).
8. SIDEWALK AND CURB AND GUTTER CANNOT BE POURED MONOLITHICALLY. THERE MUST BE A COLD JOINT OR FULL-DEPTH EXPANSION JOINT BETWEEN THEM.
9. 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 PRE-APPROVED PLAN NO. CK-R.13.
10. ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED PRIOR TO FINAL INSPECTION.
11. 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.
12. ALL STANDARD DETAIL AND PRE-APPROVED PLAN REFERENCES TO ASPHALT CONCRETE, CLASS B, OR ATB SHALL BE INTERPRETED AS HOT MIX ASPHALT. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR HOT MIX ASPHALT.
13. CONTRACTOR SHALL REPLACE CURBS, GUTTERS, SIDEWALKS, ADA RAMPS, DRIVEWAYS, AND OTHER PAVED SURFACES DAMAGED BY CONSTRUCTION. PAYMENT WILL ONLY BE MADE WITHIN THE LIMITS DESCRIBED IN THE SPECIFICATIONS. DAMAGED SECTIONS OUTSIDE OF THESE LIMITS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. REPLACEMENT SECTIONS SHALL MEET THE REQUIREMENTS IN THE SPECIFICATIONS AND PRE-APPROVED PLANS, UNLESS A MODIFICATION IS ALLOWED TO MATCH EXISTING CONDITIONS. ALL SUCH ALLOWED MODIFICATIONS MUST BE APPROVED IN WRITING BY PUBLIC WORKS INSPECTOR PRIOR TO CONSTRUCTION.

SANITARY SEWER - PLAN NOTES

1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS AND CURRENT WSDOT/APWA STANDARDS AND SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION. SEE SPECIAL PROVISIONS, SECTION 1-04.2, FOR ORDER OF PRECEDENCE.
2. ALL MANHOLES AND CLEANOUTS SHALL CONFORM TO CITY OF KIRKLAND PRE-APPROVED PLANS CK-S.16 AND CK-S.17 AND WSDOT/APWA STANDARDS. MANHOLES SHALL BE ECCENTRIC CONES WITH MANUFACTURER-APPROVED GASKETS AND 1/2" POLYPROPYLENE-ENCAPSULATED SAFETY STEPS AND LADDERS. ALL MANHOLES SHALL HAVE CAST IRON RINGS AND DUCTILE IRON COVERS. LIDS SHALL HAVE 2" RAISED LETTERS MARKED "SEWER." ALL CLEANOUTS SHALL HAVE CAST IRON RINGS AND COVERS MARKED "CO" THAT ARE IN PAVED AREAS.
3. ALL SIDE SEWERS SHALL BE TESTED FOR ACCEPTANCE AT THE SAME TIME THE MAIN SEWER IS TESTED. SIDE SEWER LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION AND BACKFILLING. ALL SIDE SEWERS SHALL BE CAPPED WITH A WATERTIGHT PLUG, HAVE A CLEANOUT AND TEST TEE INSTALLED, AND SHALL BE MARKED FOR LOCATION WITH A 2" X 4" STAKE PAINTED WHITE, MARKED SEWER, WITH 3' EXPOSED, AND THE DEPTH OF THE CAP WRITTEN ON THE STAKE. SEE PRE-APPROVED PLAN NO. CK-S.18. THE STAKE SHALL BE SECURED TO THE END OF THE PLUG WITH WIRE A MINIMUM OF 16 GAUGE. INITIAL SIDE SEWER INSTALLATION SHALL RUN TO THE PROPERTY LINE. THE REMAINING SIDE SEWER SHALL NOT BE INSTALLED UNTIL TESTING AND ACCEPTANCE OF THE SEWER TRUNK LINE BY THE CITY OF KIRKLAND IS COMPLETED. NUMBER AND LOCATION OF SIDE SEWERS SHOWN ARE APPROXIMATE ONLY AND MAY BE CHANGED AS REQUIRED DURING CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER WHEN EXACT LOCATIONS ARE DETERMINED AND PROVIDE THE ENGINEER AND THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS WITH AN AS-BUILT. IF APPROVED BY THE PUBLIC WORKS DEPARTMENT, ALL DOUBLE-SIDED SEWER WYES MUST BE AT THE PROPERTY LINE.
4. ALL MAIN-LINE TRENCHES SHALL BE SHALL BE COMPACTED TO 95 PERCENT DENSITY PRIOR TO TESTING SEWER LINES FOR ACCEPTANCE.
5. PRESSURE TESTING OF GRAVITY SEWER MAINS SHALL CONFORM TO THE FOLLOWING STANDARDS: (1) AIR TESTING WILL REQUIRE A MINIMUM OF 4 PSI FOR 15 MINUTES WITH NO PRESSURE DROP; (2) WATER TESTING WILL REQUIRE A MINIMUM OF 10' OF HEAD IN A STANDPIPE AT THE TEST LOCATION FOR 15 MINUTES WITH NO DROP IN THE WATER LEVEL IN THE STANDPIPE. EITHER TEST IS ACCEPTABLE.
6. NEW CONNECTIONS TO EXISTING MANHOLES OR SEWER LINES SHALL BE SEALED OFF UNTIL UPSTREAM CONSTRUCTION IS FINISHED, TESTED, CLEANED, AND ACCEPTED. ALL CONSTRUCTION DEBRIS AND WATER SHALL BE REMOVED PRIOR TO OPENING THE SEAL.
7. ALL PVC SEWER PIPE AND FITTINGS SHALL MEET THE REQUIREMENTS OF ASTM SPECIFICATIONS D-3034 FOR 4" TO 15" DIAMETER AND ASTM F679 FOR 18" TO 27" DIAMETER. PIPE SHALL BE SDR-35 AND SHALL CONFORM TO STANDARD SPECIFICATIONS. BEDDING AND BACKFILL SHALL MEET WSDOT AND APWA SPECIFICATIONS.
8. MINIMUM SLOPE FOR SIDE SEWERS SHALL BE TWO PERCENT (2%).
9. AN APPROVED COPY OF THE SEWER PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
10. PRIOR TO CONSTRUCTION OF SEWER LINES, THE NECESSARY LOT CORNERS MUST BE SET, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF THE LOCATION OF PIPES, MANHOLES, AND INVERT ELEVATIONS.
11. UNLESS OTHERWISE SHOWN, ALL MANHOLES SHALL HAVE A MINIMUM OF 0.10' TO A MAXIMUM OF 1.00' DROP BETWEEN INVERT IN AND INVERT OUT.
12. PVC SEWER PIPE SHALL BE TESTED FOR DEFLECTION ACCORDING TO WSDOT/APWA SPECIFICATIONS.
13. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST ALL MANHOLE LIDS AND CLEANOUT LIDS TO MATCH FINAL ASPHALT ELEVATIONS IN ROADWAYS OR GROUND ELEVATIONS IN LANDSCAPED AREAS.
14. ALL NEW SEWER MAIN EXTENSIONS SHALL BE VIDEOED PRIOR TO FINAL ACCEPTANCE.

SANITARY SEWER - PLAN NOTES (CONTINUED)

15. ALL FASTENERS (BOLTS, NUTS, WASHERS, ETC.) ON MANHOLE AND CATCH BASIN LIDS TO BE STANDARD SIZE. NO METRIC FASTENERS ALLOWED.
16. COORDINATES OF MANHOLE CENTERS ARE SHOWN ON THE PLANS BY STATIONING ALONG A DEFINED ALIGNMENT. CONE SECTIONS SHALL BE ROTATED TO PLACE LIDS AS FAR FROM VEHICLE WHEEL PATHS AS POSSIBLE. CONTRACTOR SHALL COORDINATE WITH THE PUBLIC WORKS INSPECTOR PRIOR TO FINAL PLACEMENT OF CONE SECTIONS, FLAT TOPS AND CASTINGS. COORDINATE LOCATION OF LADDER RUNGS WITH MANHOLE COVER.
17. EXISTING SIDE SEWER LOCATIONS ARE SHOWN BASED ON CCTV INSPECTION. CONTRACTOR SHALL POTHOLE EXISTING SIDE SEWERS AT THE EDGE OF RIGHT-OF-WAY IN ADVANCE OF SIDE SEWER CONSTRUCTION AND SET NEW MAINLINE CONNECTIONS SUCH THAT NEW SIDE SEWERS IN THE RIGHT-OF-WAY ARE PERPENDICULAR TO THE MAINLINE. SIDE SEWER INSTALLATION SHALL RUN TO THE PROPERTY LINE OR AS SHOWN ON DRAWINGS. NUMBER AND LOCATION OF SIDE SEWERS SHOWN ARE APPROXIMATE ONLY AND MAY BE CHANGED AS REQUIRED DURING CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER WHEN EXACT LOCATIONS ARE DETERMINED AND PROVIDE THE ENGINEER AND COK DEPARTMENT OF PUBLIC WORKS WITH AN AS-BUILT FOLLOWING PROJECT COMPLETION.
18. SLOPES SHOWN ON GRAVITY SEWER PROFILES ARE BASED ON MANHOLE CENTER TO CENTER DISTANCES AND ARE SHOWN FOR CONVENIENCE. THE PIPE INVERT ELEVATIONS SHOWN ON THE PROFILES SHALL GOVERN FOR PIPE INSTALLATION.
19. REQUIRED SEPARATION BETWEEN WATER LINES AND SANITARY SEWERS IS DESCRIBED BELOW. FOR ILLUSTRATION OF SEPARATION REQUIREMENTS, SEE PRE-APPROVED PLAN NO. CK-S.02.
    - 19.1. HORIZONTAL SEPARATION (PARALLEL) - A MINIMUM HORIZONTAL SEPARATION OF TEN (10) FEET BETWEEN GRAVITY SANITARY SEWERS AND ANY POTABLE WATER LINES SHALL BE MAINTAINED, WHENEVER POSSIBLE. THE DISTANCE SHALL BE MEASURED FROM EDGE TO EDGE.
    - 19.2. UNUSUAL CONDITIONS (PARALLEL) - WHEN LOCAL CONDITIONS PREVENT A HORIZONTAL SEPARATION AS DESCRIBED ABOVE, A GRAVITY SEWER LINE MAY BE LAID CLOSER THAN TEN (10) FEET TO A WATER LINE PROVIDED:
        - 19.2.1. IT IS LAID IN A SEPARATE TRENCH; OR IT IS LAID IN THE SAME TRENCH WITH THE WATER LINE THAT IS LOCATED AT ONE SIDE ON A BENCH OF UNDISTURBED EARTH; AND
        - 19.2.2. IN EITHER CASE, THE ELEVATION OF THE CROWN OF THE GRAVITY SEWER MUST BE AT LEAST 18 INCHES BELOW THE INVERT OF THE WATER LINE. WHEN THIS VERTICAL SEPARATION CANNOT BE OBTAINED, THE GRAVITY SEWER SHALL BE CONSTRUCTED OF MATERIALS AND JOINTS THAT ARE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION AND SHALL BE PRESSURE TESTED TO ASSURE WATER TIGHTNESS PRIOR TO BACKFILLING.
    - 19.3. VERTICAL SEPARATION (PERPENDICULAR) - SEWER LINES CROSSING WATER LINES SHALL BE LAID BELOW THE WATER LINES TO PROVIDE A SEPARATION OF AT LEAST 18 INCHES BETWEEN THE INVERT OF THE WATER LINE AND THE CROWN OF THE SEWER LINE, WHENEVER POSSIBLE.
    - 19.4. UNUSUAL CONDITIONS (PERPENDICULAR) - WHEN LOCAL CONDITIONS PREVENT A VERTICAL SEPARATION AS DESCRIBED ABOVE, THE FOLLOWING CONSTRUCTION SHALL BE USED:
        - 19.4.1. GRAVITY SEWERS PASSING OVER OR UNDER WATER LINES SHALL BE:
            - 19.4.1.1. CONSTRUCTED OF MATERIAL DESCRIBED IN PRE-APPROVED PLAN NO. CK-S.02. THE ONE SEGMENT OF THE MAXIMUM STANDARD LENGTH OF PIPE (BUT NO LESS THAN 18 FEET LONG) SHALL BE USED WITH THE PIPES CENTERED TO MAXIMIZE JOINT SEPARATION; OR
            - 19.4.1.2. CONSTRUCTED OF STANDARD GRAVITY SEWER MATERIAL ENCASED IN CONCRETE OR IN A 1/4" THICK CONTINUOUS STEEL CASING WITH ALL VOIDS PRESSURE-GROUTED WITH SAND-CEMENT GROUT.
            - 19.4.1.3. THE LENGTH OF THE SEWER PIPE, IN BOTH 19.4.1.1. AND 19.4.1.2. ABOVE, SHALL BE CENTERED AT THE POINT OF CROSSING SO THAT THE JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE WATER LINE. THE SEWER PIPE SHALL BE THE LONGEST STANDARD LENGTH AVAILABLE FROM THE MANUFACTURER.
        - 19.4.2. WATER LINES PASSING UNDER GRAVITY SEWERS, IN ADDITION, SHALL BE PROTECTED BY PROVIDING:
            - 19.4.2.1. A VERTICAL SEPARATION OF AT LEAST 18 INCHES BETWEEN THE INVERT OF THE SEWER AND THE CROWN OF THE WATER LINE;
            - 19.4.2.2. ADEQUATE STRUCTURAL SUPPORT FOR THE SEWERS TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING ON AND BREAKING OF THE WATER LINES; AND
            - 19.4.2.3. THE LENGTH OF THE SEWER PIPE SHALL BE CENTERED AT THE POINT OF CROSSING SO THAT THE JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE WATER LINE. THE SEWER PIPE SHALL BE THE LONGEST STANDARD LENGTH AVAILABLE FROM THE MANUFACTURER.
        - 19.4.3. PRESSURE SEWERS SHALL ONLY BE CONSTRUCTED UNDER WATER LINES WITH DUCTILE IRON PIPE OR STANDARD SEWER PIPE IN A STEEL CASING FOR A DISTANCE OF AT LEAST TEN (10) FEET ON EACH SIDE OF THE CROSSING.

PROPOSED MANHOLE TABLE

MANHOLE LABEL	SIZE	STATION	CENTER NORTHING	CENTER EASTING	SHEET NO.
SSMH 836	54" DIA.	S1+41.86	252945.65	1300322.91	SHEET 7
SSMH 825	48" DIA.	S3+03.29	252831.31	1300208.93	SHEET 7
SSMH 832	48" DIA.	S4+13.30	252753.64	1300286.87	SHEET 8
SSMH 861	48" DIA.	S7+42.08	252521.28	1300519.46	SHEET 8
SSMH 891	48" DIA.	S10+31.39	252318.71	1300726.02	SHEET 9
SSMH 22	48" DIA.	S13+02.21	252129.02	1300919.30	SHEET 9
SSMH 914	48" DIA.	S14+32.29	252038.15	1301012.39	SHEET 10
SSMH 935	48" DIA.	S17+82.24	251791.96	1301261.09	SHEET 10

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1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
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CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

GENERAL, ROADWAY, AND SANITARY SEWER NOTES

SHEET 3 / 24

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WATER - PLAN NOTES

1. ALL WATER MAIN WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH CURRENT AWWA, WSDOT, AND APWA STANDARD SPECIFICATIONS, AS MODIFIED BY CITY OF KIRKLAND SPECIAL PROVISIONS. SEE SPECIAL PROVISIONS, SECTION 1-04.2, FOR ORDER OF PRECEDENCE.
2. ALL WATER MAIN MATERIALS UTILIZED SHALL BE NEW, NO PARTS SHALL BE REUSED. ANY PART REMOVED FROM THE SYSTEM FOR ANY REASON MAY NOT BE REUSED AND SHALL BE REPLACED WITH A NEW PART. (E.G. A ROMAC WITH A BAD GASKET MUST BE REPLACED WITH AN ENTIRELY NEW ROMAC ASSEMBLY).
3. THE WATER MAIN SHALL BE CLASS 52 DUCTILE IRON PIPE CONFORMING TO ANSI/AWWA C151/A21.5186 OR THE MOST RECENT REVISION. THE PIPE SHALL BE 1/16" CEMENT LINED AND SEALED IN ACCORDANCE WITH ANSI/AWWA C104/A21.4-90. THE CAST IRON OR DUCTILE IRON PIPE FITTINGS SHALL BE CLASS 250 AS PER ANSI/AWWA C110/A21.10-82. PIPE BEDDING SHALL BE COMPACTED TO 95 PERCENT OF ITS MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT. UNLESS IT IS NECESSARY TO CLEAR EXISTING UTILITIES, THE WATER MAIN SHOULD BE INSTALLED WITH UNDER 60" OF COVER BUT NEVER LESS THAN 36" OF COVER TO THE TOP OF THE PIPE. ANY DEVIATIONS FROM THIS SHALL BE APPROVED BY THE CITY OF KIRKLAND APPROVING AUTHORITY PRIOR TO START OF CONSTRUCTION ACTIVITIES.
4. CONCRETE BLOCKING FOR WATER MAINS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH CITY OF KIRKLAND PRE-APPROVED PLANS AND AWWA AND CITY OF KIRKLAND SPECIFICATIONS AND SHALL BE INSTALLED AT ALL VERTICAL AND HORIZONTAL BENDS AND FITTINGS. PRIOR TO BLOCKING, THE FITTINGS SHALL BE WRAPPED WITH VISQUEEN.
5. ALL CONNECTIONS TO EXISTING MAINS AND ALL TESTING AND DISINFECTION SHALL BE PERFORMED UNDER THE SUPERVISION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS INSPECTOR.
6. ALL CONTRACTORS WORKING WITH AC PIPE MUST BE STATE-CERTIFIED. THE CONTRACTOR SHALL PROVIDE PROTECTIVE CLOTHING AND EQUIPMENT (COVERALLS, GLOVES, BOOTS, HEAD COVERING, GOGGLES, RESPIRATORS, ETC.) TO CREWS WORKING WITH ASBESTOS CEMENT PIPE IN ORDER TO ASSURE THE WORKER'S EXPOSURE TO ASBESTOS MATERIAL IS AT OR BELOW THE LIMITS PRESCRIBED IN WAC 296-62-07705. WORKS METHODS SHALL COMPLY WITH PSCAA RULES AND REGULATIONS.
7. A 5' MINIMUM HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ALL WATER FACILITIES AND UNDERGROUND POWER AND TELEPHONE FACILITIES, UNLESS OTHERWISE APPROVED BY THE CITY OF KIRKLAND.
8. PRESSURE AND PURITY TESTING SHALL BE DONE IN THE PRESENCE OF, AND UNDER THE SUPERVISION OF, A CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS INSPECTOR. THE CONTRACTOR SHALL PROVIDE ALL PLUGS AND TEMPORARY BLOWOUT ASSEMBLIES FOR PRESSURE TESTING AND DISINFECTION PRIOR TO FINAL TIE-IN. NO CONNECTION SHALL BE MADE BETWEEN THE NEW MAIN AND THE EXISTING MAINS UNTIL THE NEW PIPING HAS BEEN DISINFECTED, FLUSHED, AND PASSED BOTH PRESSURE AND PURITY TESTING. TEMPORARY PLUGS AND BLOCKING SHALL BE INSTALLED AT THE POINTS OF CONNECTION TO THE EXISTING SYSTEM. FOR CONSTRUCTION OF NEW WATER MAIN, THE SERVICES, HYDRANTS ETC., WILL BE TESTED WITH THE MAIN. PRESSURE TESTING WILL REQUIRE A MINIMUM OF 200 PSI FOR 15 MINUTES WITH NO PRESSURE DROP. UPON SATISFACTORY COMPLETION OF THE PRESSURE TEST, THE LINE SHALL BE DISINFECTED, FLUSHED, AND THEN A SAMPLE SHALL BE TAKEN FOR PURITY TESTING BY THE PUBLIC WORKS INSPECTOR.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CITY OF KIRKLAND INSPECTOR 24 HOURS IN ADVANCE OF BACKFILLING ALL WATER MAIN CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING AS-BUILT DRAWINGS OF ALL CONSTRUCTION NOT INSTALLED ACCORDING TO THE APPROVED PLANS. (THIS DOES NOT GIVE APPROVAL FOR AS-BUILT CONSTRUCTION.)
10. THE CONTRACTOR SHALL CONTACT THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FIVE (5) DAYS PRIOR TO ANY WORK REQUIRING THE SHUTDOWN OF EXISTING WATER MAINS. THE CONTRACTOR IS REQUIRED TO GIVE TWO (2) WORKING DAYS NOTICE TO ALL CUSTOMERS AFFECTED BY A WATER MAIN SHUTDOWN (NOTICES AND MAPS FOR THE SHUTDOWN WILL BE PROVIDED BY THE WATER DIVISION). SHUTDOWNS SHALL BE SCHEDULED FOR MONDAYS, TUESDAYS, WEDNESDAYS, AND THURSDAYS BETWEEN 8:30 AM AND 2 PM. SHUTDOWNS AFFECTING INSTITUTIONS SHALL BE SCHEDULED AT NIGHT. ONLY WATER DIVISION PERSONNEL OR A DESIGNATE OF THE WATER DIVISION MANAGER MAY OPERATE VALVES, AND/OR HYDRANTS, BLOW-OFFS, ETC., FOR FILLS, SHUT DOWNS, FLUSHING, OR RECHARGING OF WATER LINES. TWO (2) WORKING DAYS NOTICE TO THE WATER DIVISION IS REQUIRED TO SCHEDULE FILLS.
11. THERE SHALL BE NO WATER MAIN CONSTRUCTION ON A SATURDAY, SUNDAY, OR HOLIDAYS OBSERVED BY THE CITY OF KIRKLAND. NO EXCAVATION SHALL BE ALLOWED OUTSIDE THE HOURS OF 7 AM AND 3 PM ON WORKING DAYS.
12. SHOULD THE WATER MAIN WORK NECESSITATE THE CLOSING OF CERTAIN GATE VALVES WITHIN THE EXISTING SYSTEM, THE CITY OF KIRKLAND MAINTENANCE DEPARTMENT SHALL BE RESPONSIBLE FOR THE OPERATION OF SUCH VALVES.
13. MEGALUGS (OR SIMILAR PRODUCT) SHALL BE REQUIRED ON ALL FITTINGS AND VALVES. APPROPRIATE CONCRETE BLOCKING IS ALSO REQUIRED IN ADDITION TO MEGALUGS.
14. FOR THE DURATION OF ANY WATER MAIN INSTALLATION PROJECT, ALL EXISTING AND NEWLY INSTALLED VALVE CANS ARE TO REMAIN ACCESSIBLE TO WATER DIVISION PERSONNEL.
15. WHEN IT BECOMES NECESSARY TO RE-PLUMB THE CUSTOMER'S SIDE OF AN EXISTING WATER METER AS THE RESULT OF THE RELOCATION OF THE EXISTING SERVICE OR TO COMPLY WITH OTHER CITY OF KIRKLAND PUBLIC WORKS SPECIFICATIONS, THE CUSTOMER'S SIDE SHALL BE RECONNECTED WITH THE APPROPRIATE PLUMBING MATERIALS (AND RELATED FITTINGS) SUCH AS BRASS, COPPER, POLYETHYLENE WITH A 200 P.S.I. RATING, OR PVC. ALL PARTS, PIPE, AND/OR FITTINGS SHALL BE NEW FROM THE BACK SIDE OF THE METER TO THE CONNECTION POINT OF THE CUSTOMER'S SERVICE.

WATER - PLAN NOTES (CONTINUED)

16. NO TIE-IN WILL BE ALLOWED INTO THE EXISTING TAILPIECE ON THE CUSTOMER'S SIDE OF THE METER. IF THE EXISTING METER DOES NOT HAVE A CHECK VALVE INSTALLED ON THE BACK SIDE OF THE METER (CUSTOMER'S SIDE) A CHECK VALVE CANNOT BE INSTALLED WHEN DOING THE TIE-IN.
17. IF A FITTING, EITHER DURING INSTALLATION OR AFTER, IS FOUND TO BE DEFECTIVE IN ANY WAY AS DETERMINED BY THE CITY, THE CONTRACTOR SHALL REPLACE THE ENTIRE FITTING AND NOT JUST THE DEFECTIVE COMPONENT.
18. BEGINNING JANUARY 1, 2014, ALL PIPES, PIPE FITTINGS, PLUMBING FITTINGS, AND PLUMBING FIXTURES USED FOR POTABLE WATER, MUST HAVE A MAXIMUM LEAD CONTENT NOT TO EXCEED 0.25%, PER "LEAD FREE" STANDARDS AS DEFINED IN SECTION 9 OF NSF/ANSI STANDARD 61.
19. A MAXIMUM OF ONE WATER SYSTEM TIE-IN SHALL BE PERMITTED EACH WORKING DAY, UNLESS MULTIPLE TIE-INS ARE BENEFICIAL TO THE OPERATION OF THE WATER SYSTEM, AS DETERMINED BY THE PUBLIC WORKS INSPECTOR.
20. IF CONCRETE THRUST BLOCKS WILL NOT BE FULLY CURED AT THE TIME THE SYSTEM IS PRESSURIZED, THE CONTRACTOR SHALL PROVIDE TEMPORARY THRUST RESTRAINT.
21. WHERE EXISTING WATER MAINS ARE ABANDONED INTACT ADJACENT TO CONNECTIONS BETWEEN THE NEW AND EXISTING WATER MAINS, AND AT ANY OTHER BREAK OR OPENING OF THE EXISTING WATER MAIN, THE CONTRACTOR SHALL MAKE A CLEAN CUT AND FIT IT WITH A MECHANICAL CAP. EXISTING SERVICE LINES SHALL BE REMOVED FROM THE METER TO THE CORPORATION STOP AND THE CORPORATION STOP CLOSED. ANY DAMAGE TO THE MAIN SHALL BE FITTED WITH A REPAIR CLAMP AT THE CONTRACTOR'S EXPENSE.
22. RE-USE EXISTING WATER METERS EXCEPT WHERE PUBLIC WORKS INSPECTOR DIRECTS THAT NEW METER PROVIDED BY THE CITY SHALL BE USED.
23. IRRIGATION SYSTEMS LOCATED ADJACENT TO WATER METERS TO BE REPLACED SHALL BE TESTED FOR OPERABILITY BEFORE STARTING SERVICE INSTALLATION. IF INSTALLATION OF NEW WATER SERVICE AND/OR METER REMOVES CONNECTION TO IRRIGATION SYSTEM, CONTRACTOR SHALL RECONNECT IRRIGATION SYSTEM. THIS WORK IS CONSIDERED INCIDENTAL TO WATER SERVICE INSTALLATION.

WATER - CONSTRUCTION CRITERIA

1. UNLESS OTHERWISE SPECIFIED, THE MINIMUM NEW WATER SERVICE SIZE SHALL BE 1" POLY WITH A 1" ANGLE STOP. CRIMPING WILL NOT BE ALLOWED ON ANY NEW OR EXISTING SERVICE.
2. NEW MAIN INSTALLATIONS: ALL NEW WATER MAINS SHALL BE LAID STARTING AT THE EXISTING MAIN. ALL VALVES SHALL BE CUT IN FIRST, (DEPENDING ON THE REQUIREMENTS FOR THE NEW INSTALLATION) ALLOWING FOR A GAP FROM THE VALVE, (NO LESS THAN 3' LONG AND NO MORE THAN 10' LONG) WITH TEMPORARY BLOCKING PER CK-W.10. TYPICALLY A THREE-WAY VALVE CLUSTER IS REQUIRED AT THE CUT-IN TEE. DO NOT USE A WET TAP VALVE WITHOUT PRIOR AUTHORIZATION BY PUBLIC WORKS. THE NEW MAIN SHALL BE LAID STARTING AT THIS POINT. AFTER INSPECTION OF THE NEW MAIN AND APPURTENANCES (SERVICES, HYDRANTS, AIR/VACS AND BLOW-OFFS, ETC.), THE MAIN SHALL BE FILLED PER CK-W.10, PRESSURE TESTED, FLUSHED AND A "SATISFACTORY" PURITY SAMPLE TAKEN PRIOR TO TIE-IN. THE CONTRACTOR WILL BE REQUIRED TO RENT A 2" HYDRANT METER FROM THE CITY PER CK-W.10 FOR FILLING AND FLUSHING OF THE NEW MAIN.
3. HYDRANTS INSTALLED WITH NEW MAIN EXTENSIONS SHALL BE TESTED WITH THE FOOT VALVE OPEN AND THE MAIN VALVE (HYDRANT) CLOSED. HYDRANT WILL THEN BE INSPECTED AND OPERATED DURING FLUSH.
4. THE CONTRACTOR SHALL COORDINATE SHUT DOWNS, FILLS AND FLUSHES WITH THE CITY OF KIRKLAND INSPECTOR WHO WILL THEN COORDINATE DATES AND TIMES WITH THE WATER DIVISION. ALL VALVES, INCLUDING HYDRANTS, BLOW-OFFS, ETC., SHALL BE OPERATED BY CITY OF KIRKLAND WATER DEPARTMENT PERSONNEL. A MINIMUM OF TWO (2) WORKING DAYS NOTICE TO ALL AFFECTED PROPERTY OWNERS IS REQUIRED BEFORE A SHUT DOWN CAN OCCUR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE IS REQUIRED TO SCHEDULE FILLS. NOTE: SCHEDULING OF SHUT DOWNS WILL NOT BE ALLOWED TO OCCUR FOR DAYS IMMEDIATELY FOLLOWING HOLIDAYS OBSERVED BY THE CITY OF KIRKLAND.
5. IN GENERAL, FLUSHES ARE SCHEDULED FOR THE NEXT WORKING DAY AFTER THE NEW WATER SYSTEM IS FILLED. IT IS ASSUMED THAT THE PRESSURE TEST WILL ALSO BE PERFORMED ON THE DAY OF THE FILL. TO ADHERE TO THIS SCHEDULE, THE WATER DIVISION MUST BE NOTIFIED BY THE CITY INSPECTOR OR PROJECT MANAGER BY 1PM ON THE DAY OF THE FILL CONFIRMING THAT THE PRESSURE TEST WAS SUCCESSFUL IN ORDER TO RECEIVE THE FLUSH ON THE FOLLOWING WORKING DAY.

PAVEMENT CORE AND POTHOLE NOTES

1. DURING DESIGN THE OWNER CONDUCTED LIMITED PAVEMENT CORING TO EVALUATE DEPTH OF EXISTING PAVEMENT. A SUMMARY OF THE RESULTS FOLLOWS:

CORE#	STREET, LANE	APPROX.	SHEET STATION	HMA NOS. (IN.)	CRUSHED THICKNESS THICKNESS (IN.)	SUBGRADE NOTES AGGREGATE BASE
CORE-1	5TH ST W, EB	W1+95	7 & 11	5.0	2.5	MEDIUM DENSE, SILTY SAND
CORE-2	5TH ST W, WB	W2+21	7 & 11	4.0	2.0	MEDIUM DENSE, SILTY SAND
CORE-3	5TH ST W, WB	S2+25 W3+28	7 & 11	5.5	-	DENSE, ASPHALT GRINDINGS AND SILTY SAND
CORE-4	8TH AVE W, SB	S3+96 W4+78	8 & 11	1.75	3.25	MEDIUM DENSE, VERY SILTY SAND
CORE-5	8TH AVE W, SB	S5+77 W6+58	8 & 11	1.0	2.0	DENSE, SILTY SAND WITH GRAVEL
CORE-6	8TH AVE W, NB	S7+46 W8+27	8 & 11	3.0	1.0	MEDIUM DENSE TO DENSE, SILTY SAND
CORE-7	8TH AVE W, SB	S9+66 W10+47	9 & 12	3.0	-	MEDIUM DENSE, SILTY SAND WITH GRAVEL
CORE-8	8TH AVE W, NB	S10+24 W11+06	9 & 12	1.0	1.0	MEDIUM DENSE, SILTY SAND
CORE-9	8TH AVE W, NB	S12+61 W13+42	9 & 12	1.75	1.25	MEDIUM DENSE, SILTY SAND WITH GRAVEL
CORE-10	8TH AVE W, SB	S14+84 W15+65	10 & 12	1.5	-	DENSE, SILTY SAND WITH GRAVEL
CORE-11	8TH AVE W, SB	S16+77 W17+58	10 & 12	2.5	-	VERY DENSE TO DENSE, SILTY GRAVEL WITH ASPHALT FRAGMENTS
CORE-12	8TH AVE W, NB	S18+04	10 & 12 W18+85	2.0	-	VERY DENSE TO DENSE, SILTY SAND WITH GRAVEL AND ASPHALT FRAGMENTS

2. DURING DESIGN THE OWNER CONDUCTED LIMITED POTHOLING OF EXISTING UTILITIES. DEPTH IS TOP OF UTILITY FROM GRADE. A SUMMARY OF THE RESULTS FOLLOWS:

PH#	UTILITY	UTILITY MATERIAL	(NO.)	APPROX. SIZE (IN.)	DEPTH (IN.)	APPROX. STATION	APPROX. ASPHALT THICKNESS (IN.)	SHEET NOS.
1	WATER	DI	(ONE)	8	52	W1+00	7	7 & 11
2	SANITARY	CONC	(ONE)	6	48	S1+31 W2+45	6	7 & 11
3	TELECOM (FIBER)	PVC	(ONE)	1.5	20	S1+60 W2+64	5	7 & 11
4	GAS	STW	(ONE)	2	39	S3+24 W3+92	5	7 & 11
	WATER	CI	(ONE)	4	23	S3+24 W3+92	5	7 & 11
5	(NOT COMPLETED)	-	-	-	-	-	-	-
6	ELECTRIC	PVC	(TWO)	3	31	S12+91 W13+72	5	9 & 12
	TELECOM	PVC	(FOUR)	2	31	S12+91 W13+72	5	9 & 12
7	WATER	DI	(ONE)	8	43.5	S19+17 W19+99	8	10 & 12

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CITY OF KIRKLAND WASHINGTON

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PUBLIC WORKS DEPARTMENT
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WATER AND POTHOLE NOTES

SHEET 4 / 24

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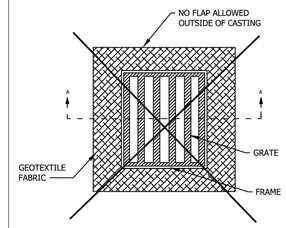
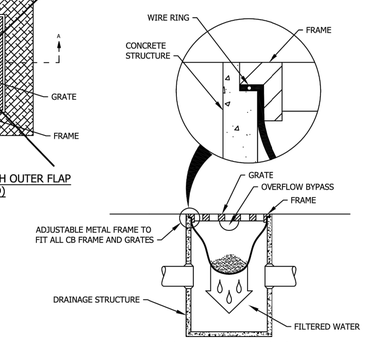
TEMPORARY EROSION AND SEDIMENTATION CONTROL NOTES

1. THE APPROVED CONSTRUCTION SEQUENCE SHALL BE AS FOLLOWS:
   - A. CONDUCT PRE-CONSTRUCTION MEETING.
   - B. FLAG OR FENCE CLEARING LIMITS.
   - C. POST SIGN WITH NAME AND PHONE NUMBER OF TESC SUPERVISOR.
   - D. INSTALL CATCH BASIN PROTECTION DOWNSTREAM AND AS DETERMINED BY THE CITY INSPECTOR.
   - 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 A THE MUNICIPAL STORM DRAIN SYSTEM. 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, VENDOR, AND ANY OTHER RESPONSIBLE PARTY MAY BE CHARGED ALL COSTS ASSOCIATED WITH THE CLEAN-UP AND MAY ALSO BE ASSESSED A FINE (KMC 1.12.200). THE MINIMUM FINE IS $500. A FINE FOR A REPEAT VIOLATION SHALL BE DETERMINED BY MULTIPLYING THE SURFACE WATER FINE BY THE NUMBER OF VIOLATIONS. A FINE MAY BE REDUCED OR WAIVED FOR PERSONS WHO IMMEDIATELY SELF-REPORT VIOLATION TO THE CITY AT 425-587-3900. 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 25 NTU, 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 (206-477-5300), NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR, AND CITY OF KIRKLAND WASTEWATER DIVISION LEAD APPROVAL.
4. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
5. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE SET BY SURVEY AND 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 PLANS. 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 THEIR 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 TESC 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.
16. THE LONG-TERM USE OF PLASTIC COVERING ON A SITE SHALL BE LIMITED TO ONE WET SEASON (OCTOBER 1 TO APRIL 30). AFTER THAT, THE SITE WILL BE REQUIRED TO HYDROSEED OR INSTALL OTHER TESC METHODS AS APPROVED BY THE PUBLIC WORKS DEPARTMENT.
17. 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).
18. WHERE STRAW MULCH IS REQUIRED FOR TEMPORARY EROSION CONTROL, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2".
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 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 USING METHODS. 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.

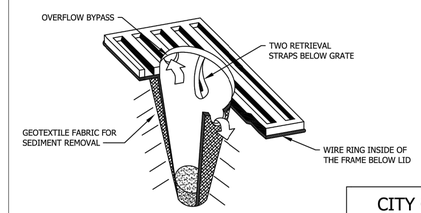
LAST REVISED: 01/2020



PROTECTION INSERSET WITH OUTER FLAP
(NOT ALLOWED)



STORM DRAIN PROTECTION
INSERT SECTION A-A



STORM DRAIN PROTECTION INSERT
ISOMETRIC VIEW (TYP.)

CITY OF KIRKLAND	
PLAN NO. CK- E.11	
CITY OF KIRKLAND WASHINGTON	STORM DRAIN PROTECTION INSERT

1 – STORM DRAIN PROTECTION INSERT
COK PLAN NO. CK-E.11
SCALE: NONE

TETRA TECH
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Seattle, Washington 98121
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HUNTER BENNETT-HAGELIN
STATE OF WASHINGTON
58114
REGISTERED PROFESSIONAL ENGINEER
1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
5–TescNotes	HBD	GAM	SHOWN	12/28/2023

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033–6189 – (425)587–3800

TESC NOTES
AND DETAILS

SHEET 5 / 24

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Xref Filenames: | Kirkland Border | CSWA-HBD |

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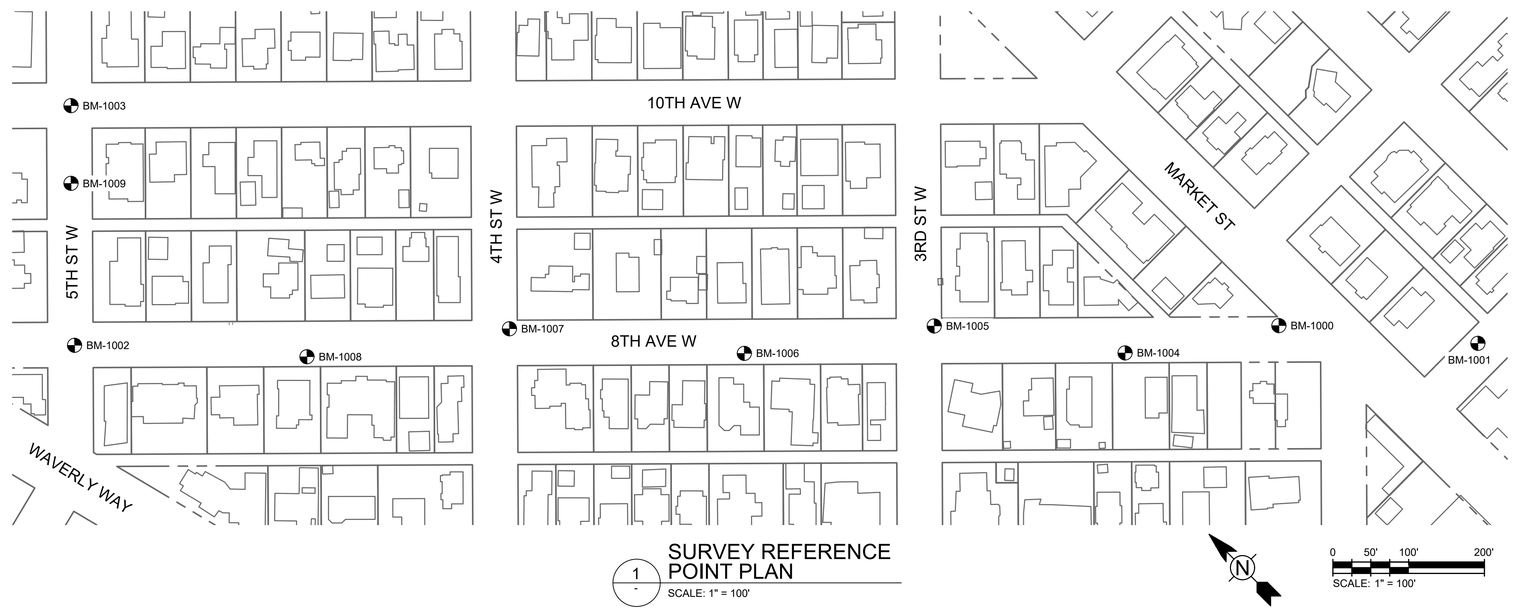
PROPOSED SANITARY SEWER ALIGNMENT					
NUMBER	STATION	LENGTH	LINE/CHORD DIRECTION	START NORTHING & EASTING	END NORTHING & EASTING
S-L1	S1+00.00 TO S1+41.86	41.86	N44° 40' 52.80"W	N: 252915.889 E: 1300352.341	N: 252945.651 E: 1300322.909
S-L2	S1+41.86 TO S3+03.29	161.43	S44° 54' 19.67"W	N: 252945.651 E: 1300322.909	N: 252831.315 E: 1300208.950
S-L3	S3+03.29 TO S4+13.30	110.02	S45° 05' 21.65"E	N: 252831.315 E: 1300208.950	N: 252753.642 E: 1300286.865
S-L4	S4+13.30 TO S7+42.08	328.77	S45° 01' 45.84"E	N: 252753.642 E: 1300286.865	N: 252521.285 E: 1300519.461
S-L5	S7+42.08 TO S10+31.39	289.32	S45° 33' 29.32"E	N: 252521.285 E: 1300519.461	N: 252318.710 E: 1300726.021
S-L6	S10+31.39 TO S13+02.21	270.81	S45° 32' 10.04"E	N: 252318.710 E: 1300726.021	N: 252129.016 E: 1300919.299
S-L7	S13+02.21 TO S14+32.29	130.09	S45° 41' 33.01"E	N: 252129.016 E: 1300919.299	N: 252038.148 E: 1301012.390
S-L8	S14+32.29 TO S17+82.24	349.95	S45° 17' 25.46"E	N: 252038.148 E: 1301012.390	N: 251791.956 E: 1301261.091
S-L9	S17+82.24 TO S19+61.84	179.60	S44° 30' 19.08"E	N: 251791.956 E: 1301261.091	N: 251663.867 E: 1301386.987
S-L10	S19+61.84 TO S19+90.36	28.52	S0° 00' 00.00"E	N: 251663.867 E: 1301386.987	N: 251635.344 E: 1301386.987

PROPOSED WATERMAIN ALIGNMENT					
NUMBER	STATION	LENGTH	LINE/CHORD DIRECTION	START NORTHING & EASTING	END NORTHING & EASTING
W-L11	W1+00.00 TO W3+98.95	298.95	S44° 09' 37.92"W	N: 253041.237 E: 1300433.092	N: 252826.771 E: 1300224.821
W-L12	W3+98.95 TO W9+52.12	553.17	S45° 09' 51.35"E	N: 252826.771 E: 1300224.821	N: 252436.743 E: 1300617.092
W-L13	W9+52.12 TO W15+11.76	559.64	S45° 34' 41.94"E	N: 252436.743 E: 1300617.092	N: 252045.034 E: 1301016.789
W-L14	W15+11.76 TO W19+97.44	485.68	S44° 50' 32.60"E	N: 252045.034 E: 1301016.789	N: 251700.661 E: 1301359.273
W-L15	W19+97.44 TO W20+00.49	3.05	S81° 33' 10.42"E	N: 251700.661 E: 1301359.273	N: 251700.213 E: 1301362.289
W-L16	W20+00.49 TO W20+57.60	57.11	S87° 41' 57.14"E	N: 251700.213 E: 1301362.289	N: 251697.920 E: 1301419.348

EXISTING STREET CENTERLINE ALIGNMENT					
NUMBER	STATION	LENGTH	LINE/CHORD DIRECTION	START NORTHING & EASTING	END NORTHING & EASTING
L17	0+00.00 TO 3+15.52	315.52	S44° 31' 28.38"W	N: 253050.781 E: 1300438.125	N: 252825.828 E: 1300216.875
L18	3+15.52 TO 8+74.02	558.50	S45° 11' 37.77"E	N: 252825.828 E: 1300216.875	N: 252432.250 E: 1300613.125
L19	8+74.02 TO 14+34.53	560.51	S45° 25' 20.65"E	N: 252432.250 E: 1300613.125	N: 252038.844 E: 1301012.375
L20	14+34.53 TO 19+11.03	476.50	S45° 10' 50.43"E	N: 252038.844 E: 1301012.375	N: 251702.969 E: 1301350.375
L21	19+11.03 TO 19+95.60	84.57	S43° 31' 58.15"E	N: 251702.969 E: 1301350.375	N: 251641.656 E: 1301408.625

SURVEY REFERENCE POINT TABLE				
POINT NO.	NORTHING	EASTING	ELEV.	DESCRIPTION AND APPROXIMATE LOCATION
1000	251,716.922	1,301,361.485	137.19	SET MAG NAIL AND WASHER IN ASPHALT AT NORTHWEST QUADRANT OF 8TH AVENUE WEST AND MARKET STREET, 1.3' SOUTH OF EDGE OF PAVEMENT AT WESTERLY ADA WING.
1001	251,525.462	1,301,525.255	136.91	SET SCRIBED X AT NORTHEAST QUADRANT OF MARKET STREET AND 8TH AVENUE AT BACK OF CONCRETE WALK 1.75' EAST OF ADA RAMP AND 9' EAST OF COMMUNICATIONS VAULT.
1002	252,822.498	1,300,219.064	112.51	FOUND CONCRETE MONUMENT WITH LEAD AND TACK DOWN 1.35' IN CASE AT INTERSECTION OF 5TH STREET WEST AND 8TH AVENUE WEST.
1003	253,048.514	1,300,440.866	146.78	SET MAG NAIL AND WASHER IN ASPHALT AT INTERSECTION OF 5TH STREET WEST AND 10TH AVENUE WEST, 2' NE OF SSMH.
1004	251,835.191	1,301,192.442	140.87	SET MAG NAIL AND WASHER IN ASPHALT ON SOUTH SIDE OF 8TH AVENUE WEST, 270' SOUTHEAST OF INTERSECTION WITH 3RD STREET WEST, 0.7' NORTHEAST OF FACE OF CONCRETE CURB, AND 10.3' N66E OF 4" DECIDUOUS TREE.
1005	252,038.289	1,301,039.655	145.53	SET MAG NAIL AND WASHER IN ASPHALT AT EAST SIDE OF INTERSECTION OF 8TH AVENUE WEST AND 3RD STREET WEST, 10' N70W OF POWER POLE.
1006	252,189.942	1,300,836.978	145.64	SET MAG NAIL AND WASHER ON SOUTH SIDE OF 8TH AVENUE WEST, 270' NORTHWEST OF INTERSECTION WITH 3RD STREET WEST, AT HOUSE #319.
1007	252,432.159	1,300,640.306	137.01	SET MAG NAIL AND WASHER IN ASPHALT AT EAST SIDE OF INTERSECTION OF 8TH AVENUE WEST AND 4TH STREET WEST, 3' S50W OF CATCH BASIN.
1008	252,595.130	1,300,425.430	127.91	SET MAG NAIL AND WASHER ON SOUTH SIDE OF 8TH AVENUE WEST, 250' NORTHWEST OF INTERSECTION WITH 4TH STREET WEST, AT HOUSE #425.
17131	249,331.729	1,304,645.416	140.46	FOUND 4"x4" CONCRETE MONUMENT WITH BRASS PLUG WITH PUNCH DOWN 0.8' IN CASE ON CENTERLINE KIRKLAND AVENUE AND ON WEST EDGE OF EASTERLY CROSSWALK OF 6TH STREET.
17142	254,531.656	1,304,509.517	229.94	FOUND 4"x4" CONCRETE MONUMENT WITH 1-3/4" BRASS DISK WITH PUNCH DOWN 0.25' IN CASE AT INTERSECTION OF 6TH STREET AND 18TH AVENUE.



1 SURVEY REFERENCE POINT PLAN
SCALE: 1" = 100'

SURVEY NOTES

1. HORIZONTAL DATUM: WASHINGTON COORDINATES, NORTH ZONE, BASED UPON NAD'83/91.
2. VERTICAL DATUM: NAVD'88
3. UNITS: UNITED STATES SURVEY FEET

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HUNTER BENNETT-DAGGETT STATE OF WASHINGTON 58114 REGISTERED PROFESSIONAL ENGINEER 1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
6-13-Sewer and Water Plans	HBD	GAM	SHOWN	1/26/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

SURVEY AND ALIGNMENT NOTES

SHEET 6 / 24

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Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | GSWA-HBD |

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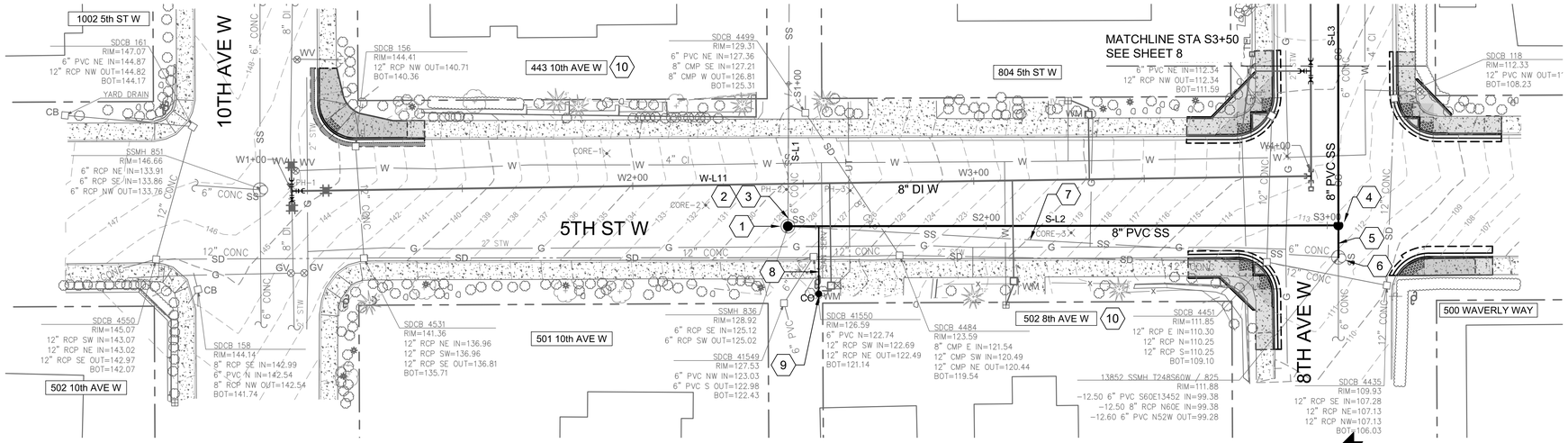
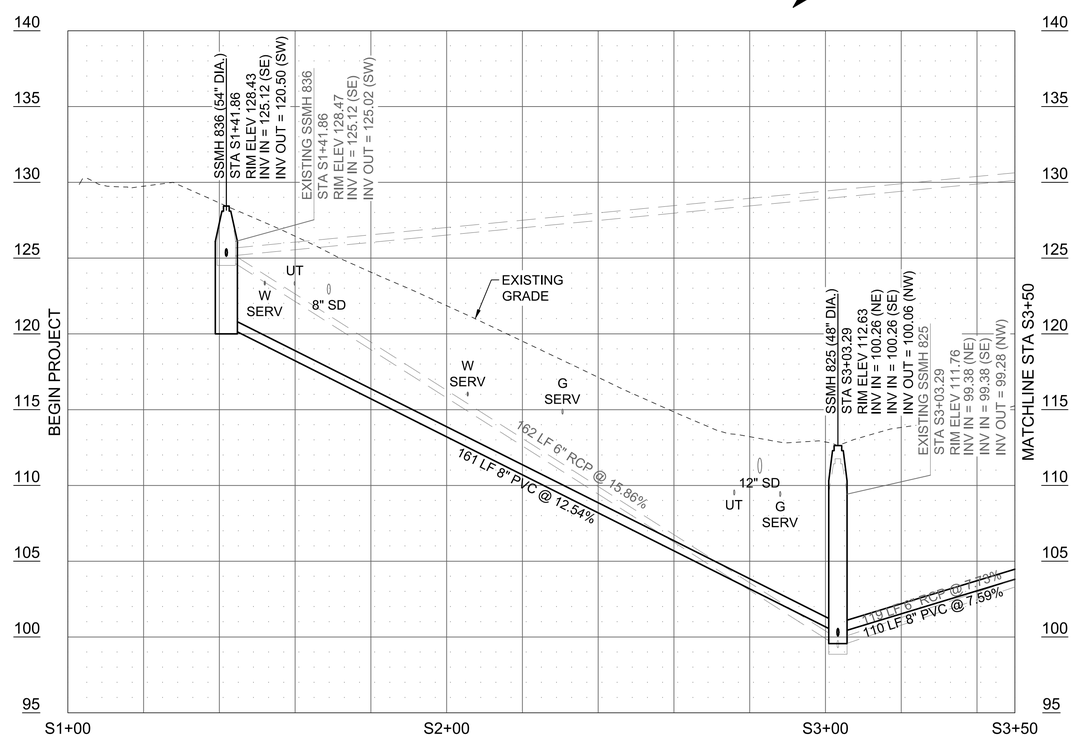


5TH STREET W SEWER PLAN

SCALE: 1" = 20'



PROFILE PROPOSED SANITARY SEWER ALIGNMENT

SCALE: HORIZ: 1"= 20' VERT: 1"= 5'

GENERAL NOTES

1. PROPOSED WATER SYSTEM ON SEWER PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 11 AND 12 FOR WATER SYSTEM DESIGN.
2. PROTECT ALL EXISTING CROSSING UTILITIES.
3. SANITARY SEWER TRENCH PER COK PRE-APPROVED PLAN CK-S.01.
4. SEE SHEETS 14, 15, AND 16 FOR PAVEMENT PATCH AND ROADWAY RESTORATION DESIGN.
5. SEE SHEETS 17, 18, 19, AND 20 FOR CURB RAMP DETAILS.
6. SEWER PIPE, MANHOLES, AND OTHER FEATURES THAT ARE REPLACED IN PLACE BY THIS PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
7. CONTRACTOR SHALL RESTORE TO PREVIOUS CONDITION ANY LANDSCAPING DAMAGED BY CONSTRUCTION OF SIDE SEWERS, CLEAN OUTS, AND OTHER SEWER ITEMS. SEE GENERAL NOTES 12 AND 13, SHEET 3.
8. ELEVATIONS OF CROSSING UTILITIES SHOWN IN PROFILE VIEW ARE APPROXIMATE. CONTRACTOR SHALL CONFIRM DEPTHS BEFORE STARTING EXCAVATION.
9. FOR WATER AND SEWER SEPARATION REQUIREMENTS, SEE SANITARY SEWER NOTE 19, SHEET 3, AND COK STD DETAIL CK-W.01.
10. CONTRACTOR SHALL INSTALL AND MAINTAIN PLUGS AND TEMPORARY BYPASSES AS REQUIRED TO MAINTAIN SEWER SERVICE DURING CONSTRUCTION.

CONSTRUCTION NOTES

1. REPLACE EXISTING MANHOLE WITH NEW 54-INCH DIAMETER MANHOLE PER COK PRE-APPROVED PLANS CK-S.09 AND CK-S.12.
2. CONNECT EXISTING SANITARY SEWER TO NEW MANHOLE PER DET 5/21.
3. INSTALL INTERNAL DROP CONNECTION PER COK PRE-APPROVED PLAN CK-S.12.
4. INSTALL NEW MANHOLE PER COK PRE-APPROVED PLAN CK-S.09. PROVIDE LOCKING MANHOLE COVER PER COK PRE-APPROVED PLAN CK-S.16.
5. INSTALL 10 LF SEGMENT OF 6" PVC TO CONNECT NEW MANHOLE TO EXISTING PIPE DOWNSTREAM OF EXISTING MANHOLE. CONNECT TO EXISTING PIPE USING ROMAC 501 COUPLING. MATCH SLOPE OF EXISTING PIPE.
6. DEMOLISH AND REMOVE EXISTING MANHOLE.
7. CAP AND ABANDON EXISTING SANITARY SEWER SEGMENT.
8. REPLACE EXISTING SIDE SEWER TO PROPERTY LINE. CONNECT TO MAIN PER DETS 2/21 AND 3/21. REPLACE ANY REMOVED SIDEWALK, CURB AND GUTTER TO MATCH EXISTING. MINIMUM LENGTH OF REPLACEMENT IS 5 FEET FOR SIDEWALK AND 10 FEET FOR CURB AND GUTTER.
9. INSTALL CLEAN OUT ASSEMBLY ON SIDE SEWER PER DETAIL 4/21. FINAL LOCATION SHALL BE DETERMINED DURING CONSTRUCTION AND APPROVED BY CITY.
10. SEWER SERVICE FOR PARCEL IS LOCATED OUTSIDE PROJECT EXTENTS.

TETRA TECH
www.tetratech.com
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Seattle, Washington 98121
Phone: 206-883-9300 Fax: 206-883-9301

HUNTER BENNETT-DAGGETT
STATE OF WASHINGTON
58114
REGISTERED PROFESSIONAL ENGINEER
1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
6-13-Sewer and Water Plans	HBD	GAM	SHOWN	1/26/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

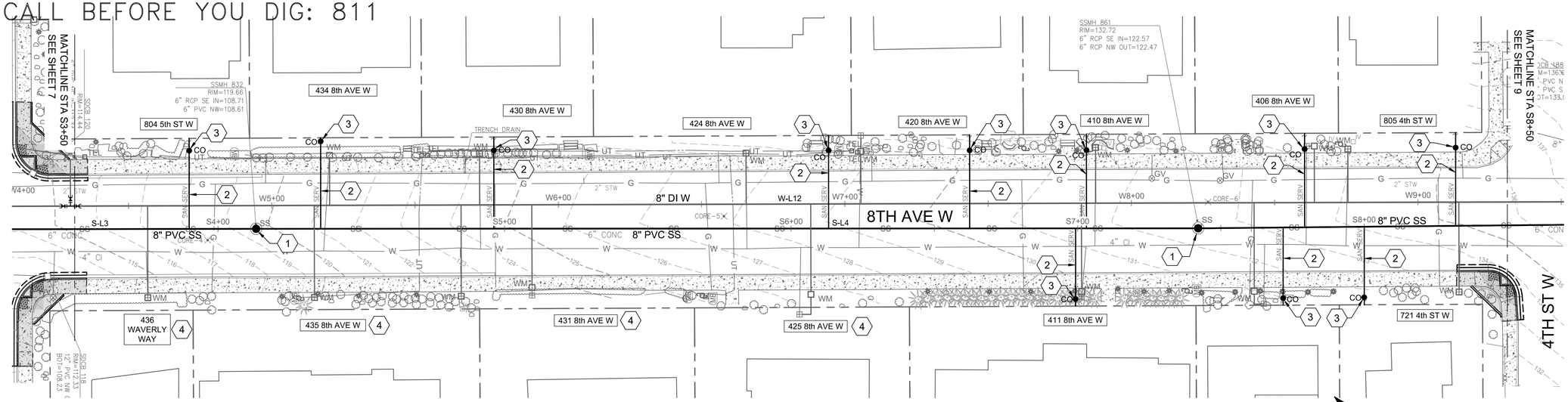
CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

SEWER PLAN AND PROFILE
STA S1+00 TO S3+50

SHEET 7 / 24

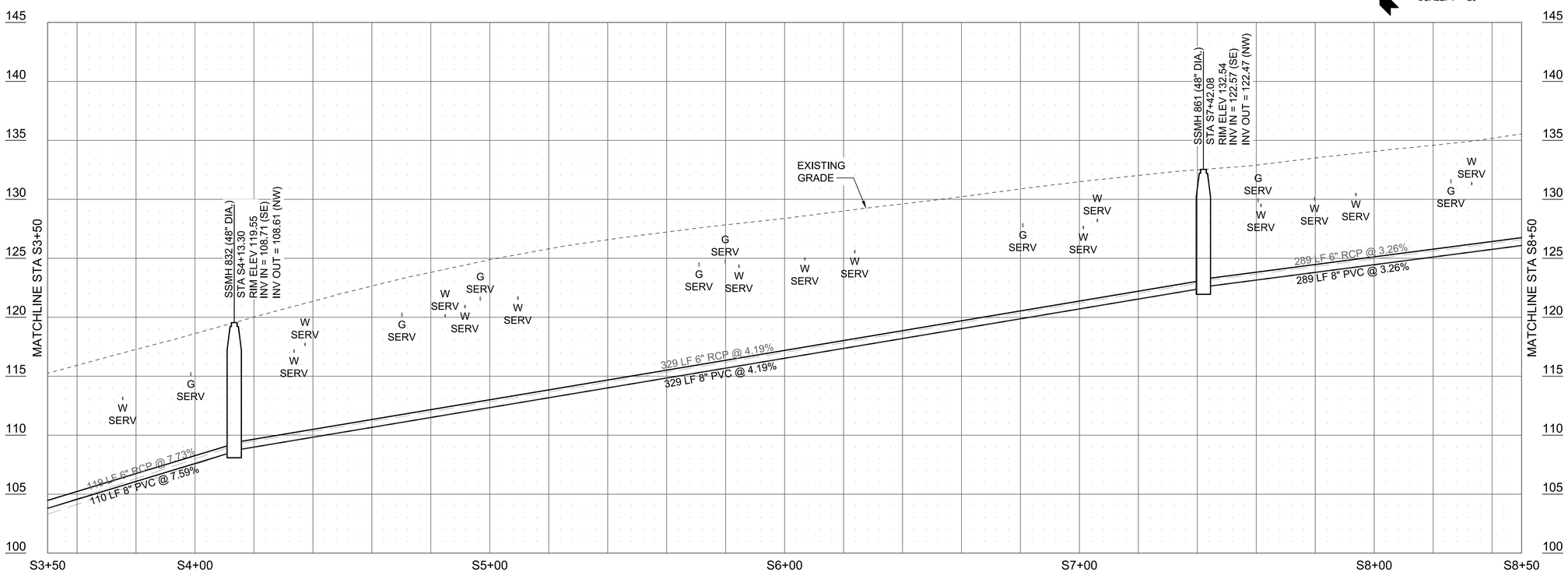
Path: G:\Projects\Seattle\47442\200-47442-23001\CAD\SheetFiles\6-13-Sewer and Water Plans.dwg Plot date: Jan 26, 2024-04:51:12pm CAD User: H.BENNETTDAGGETT.
Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | GSWA-HBD |

CALL BEFORE YOU DIG: 811



8TH AVENUE W SEWER PLAN

SCALE: 1" = 20'



PROFILE PROPOSED SANITARY SEWER ALIGNMENT

SCALE: HORIZ: 1"= 20' VERT: 1"= 5'

GENERAL NOTES

1. PROPOSED WATER SYSTEM ON SEWER PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 11 AND 12 FOR WATER SYSTEM DESIGN.
2. PROTECT ALL EXISTING CROSSING UTILITIES.
3. SANITARY SEWER TRENCH PER COK PRE-APPROVED PLAN CK-S.01.
4. SEE SHEETS 14, 15, AND 16 FOR PAVEMENT PATCH AND ROADWAY RESTORATION DESIGN.
5. SEE SHEETS 17, 18, 19, AND 20 FOR CURB RAMP DETAILS.
6. SEWER PIPE, MANHOLES, AND OTHER FEATURES THAT ARE REPLACED IN PLACE BY THIS PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
7. CONTRACTOR SHALL RESTORE TO PREVIOUS CONDITION ANY LANDSCAPING DAMAGED BY CONSTRUCTION OF SIDE SEWERS, CLEAN OUTS, AND OTHER SEWER ITEMS. SEE GENERAL NOTES 12 AND 13, SHEET 3.
8. ELEVATIONS OF CROSSING UTILITIES SHOWN IN PROFILE VIEW ARE APPROXIMATE. CONTRACTOR SHALL CONFIRM DEPTHS BEFORE STARTING EXCAVATION.
9. FOR WATER AND SEWER SEPARATION REQUIREMENTS, SEE SANITARY SEWER NOTE 19, SHEET 3, AND COK PRE-APPROVED PLAN CK-W.01.
10. CONTRACTOR SHALL INSTALL AND MAINTAIN PLUGS AND TEMPORARY BYPASSES AS REQUIRED TO MAINTAIN SEWER SERVICE DURING CONSTRUCTION.

CONSTRUCTION NOTES

1. REPLACE EXISTING MANHOLE WITH NEW 48-INCH DIAMETER MANHOLE PER COK PRE-APPROVED PLAN CK-S.09.
2. REPLACE EXISTING SIDE SEWER TO PROPERTY LINE. CONNECT TO MAIN PER DETS 2/21 AND 3/21. REPLACE ANY REMOVED SIDEWALK, CURB AND GUTTER TO MATCH EXISTING. MINIMUM LENGTH OF REPLACEMENT IS 5 FEET FOR SIDEWALK AND 10 FEET FOR CURB AND GUTTER.
3. INSTALL CLEAN OUT ASSEMBLY ON SIDE SEWER PER DETAIL 4/21. FINAL LOCATION SHALL BE DETERMINED DURING CONSTRUCTION AND APPROVED BY CITY.
4. SEWER SERVICE FOR PARCEL IS LOCATED OUTSIDE PROJECT EXTENTS.

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Phone: 206-883-9300 Fax: 206-883-9301

HUNTER BENNETT DAGGETT — STATE OF WASHINGTON — 58114 — REGISTERED PROFESSIONAL ENGINEER — 1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
6-13-Sewer and Water Plans	HBD	GAM	SHOWN	1/26/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

SEWER PLAN AND PROFILE
STA S3+50 TO S8+50

SHEET 8 / 24

Path: G:\Projects\Seattle\47442-230011\CAD\SheetFiles\6-13-Sewer and Water Plans.dwg Plot date: Jan 26, 2024-04:51:28pm CAD User: H.BENNETTDAGGETT.
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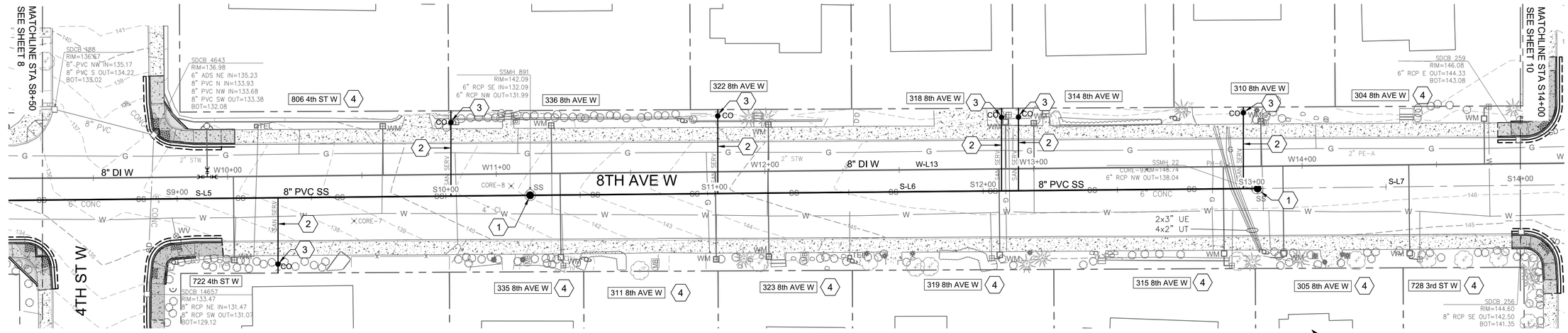
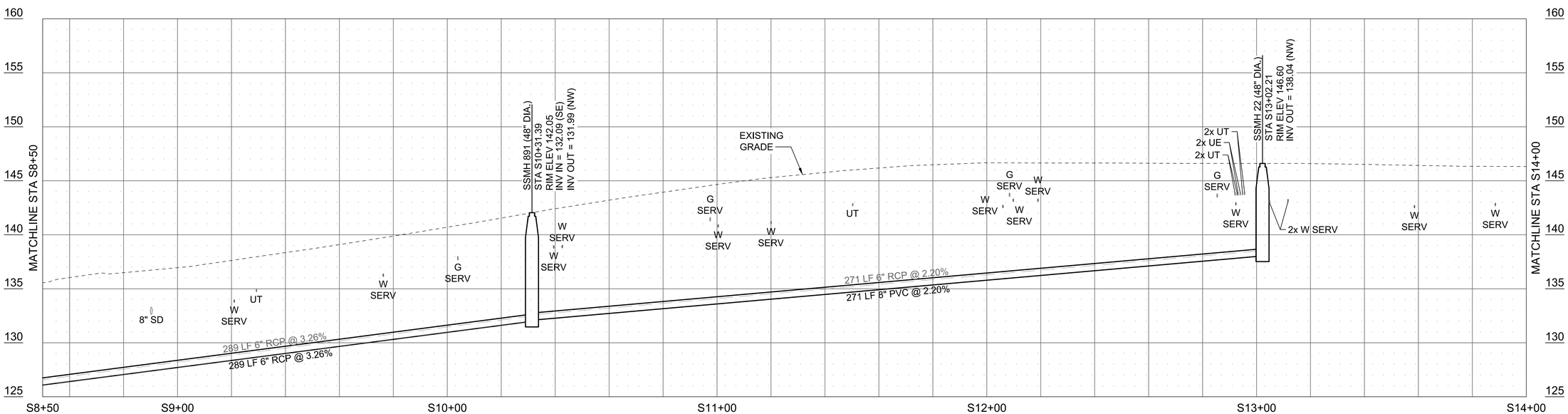


1 8TH AVENUE W SEWER PLAN

SCALE: 1" = 20'



PROFILE PROPOSED SANITARY SEWER ALIGNMENT

SCALE: HORIZ: 1"= 20' VERT: 1"= 5'

GENERAL NOTES

1. PROPOSED WATER SYSTEM ON SEWER PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 11 AND 12 FOR WATER SYSTEM DESIGN.
2. PROTECT ALL EXISTING CROSSING UTILITIES.
3. SANITARY SEWER TRENCH PER COK PRE-APPROVED PLAN CK-S.01.
4. SEE SHEETS 14, 15, AND 16 FOR PAVEMENT PATCH AND ROADWAY RESTORATION DESIGN.
5. SEE SHEETS 17, 18, 19, AND 20 FOR CURB RAMP DETAILS.
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9. FOR WATER AND SEWER SEPARATION REQUIREMENTS, SEE SANITARY SEWER NOTE 19, SHEET 3, AND COK PRE-APPROVED PLAN CK-W.01.
10. CONTRACTOR SHALL INSTALL AND MAINTAIN PLUGS AND TEMPORARY BYPASSES AS REQUIRED TO MAINTAIN SEWER SERVICE DURING CONSTRUCTION.

CONSTRUCTION NOTES

1. REPLACE EXISTING MANHOLE WITH NEW 48-INCH DIAMETER MANHOLE PER COK PRE-APPROVED PLAN CK-S.09.
2. REPLACE EXISTING SIDE SEWER TO PROPERTY LINE. CONNECT TO MAIN PER DETS 2/21 AND 3/21. REPLACE ANY REMOVED SIDEWALK, CURB AND GUTTER TO MATCH EXISTING. MINIMUM LENGTH OF REPLACEMENT IS 5 FEET FOR SIDEWALK AND 10 FEET FOR CURB AND GUTTER.
3. INSTALL CLEAN OUT ASSEMBLY ON SIDE SEWER PER DETAIL 4/21. FINAL LOCATION SHALL BE DETERMINED DURING CONSTRUCTION AND APPROVED BY CITY.
4. SEWER SERVICE FOR PARCEL IS LOCATED OUTSIDE PROJECT EXTENTS.

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HUNTER BENNETT-DAGGETT, STATE OF WASHINGTON, 58114, REGISTERED PROFESSIONAL ENGINEER, 1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
6-13-Sewer and Water Plans	HBD	GAM	SHOWN	1/26/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

SEWER PLAN AND PROFILE
STA S8+50 TO S14+00

SHEET 9 / 24

Path: G:\Projects\Seattle\47442-23001\CAD\SheetFiles\6-13-Sewer and Water Plans.dwg Plot date: Jan 26, 2024-04:51:45pm CAD User: H.BENNETTDAGGETT.
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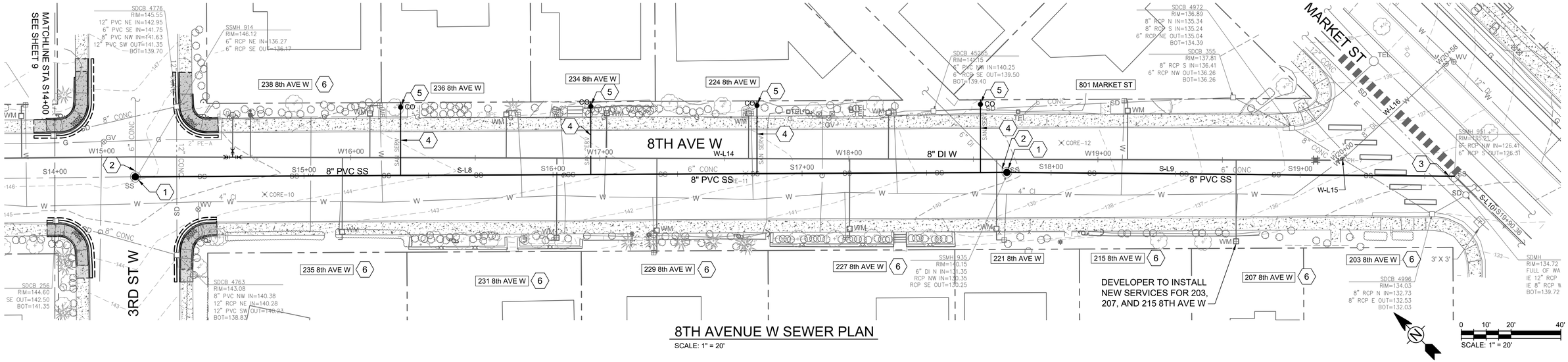

8TH AVENUE W SEWER PLAN

SCALE: 1" = 20'

GENERAL NOTES

1. PROPOSED WATER SYSTEM ON SEWER PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 11 AND 12 FOR WATER SYSTEM DESIGN.
2. PROTECT ALL EXISTING CROSSING UTILITIES.
3. SANITARY SEWER TRENCH PER COK PRE-APPROVED PLAN CK-S.01.
4. SEE SHEETS 14, 15, AND 16 FOR PAVEMENT PATCH AND ROADWAY RESTORATION DESIGN.
5. SEE SHEETS 17, 18, 19, AND 20 FOR CURB RAMP DETAILS.
6. SEWER PIPE, MANHOLES, AND OTHER FEATURES THAT ARE REPLACED IN PLACE BY THIS PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
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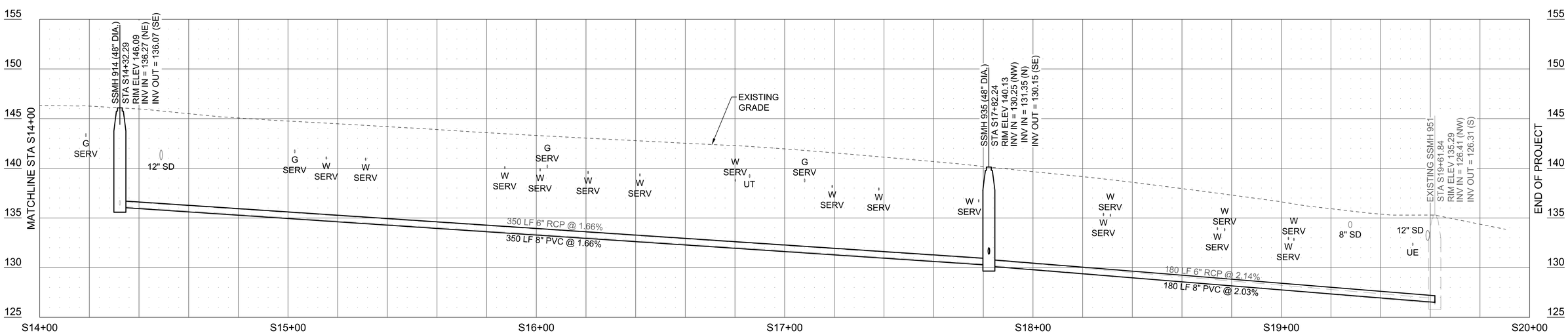
9. FOR WATER AND SEWER SEPARATION REQUIREMENTS, SEE SANITARY SEWER NOTE 19, SHEET 3, AND COK PRE-APPROVED PLAN CK-W.01.
10. CONTRACTOR SHALL INSTALL AND MAINTAIN PLUGS AND TEMPORARY BYPASSES AS REQUIRED TO MAINTAIN SEWER SERVICE DURING CONSTRUCTION.

CONSTRUCTION NOTES

1. REPLACE EXISTING MANHOLE WITH NEW 48-INCH DIAMETER MANHOLE PER COK PRE-APPROVED PLAN CK-S.09.
2. CONNECT EXISTING SANITARY SEWER TO NEW MANHOLE PER DET 5/21.
3. CONNECT NEW SANITARY SEWER TO EXISTING MANHOLE PER DET 6/21.
4. REPLACE EXISTING SIDE SEWER TO PROPERTY LINE. CONNECT TO MAIN PER DETS 2/21 AND 3/21. REPLACE ANY REMOVED SIDEWALK, CURB AND GUTTER TO MATCH EXISTING. MINIMUM LENGTH OF REPLACEMENT IS 5 FEET FOR SIDEWALK AND 10 FEET FOR CURB AND GUTTER.
5. INSTALL CLEAN OUT ASSEMBLY ON SIDE SEWER PER DETAIL 4/21. FINAL LOCATION SHALL BE DETERMINED DURING CONSTRUCTION AND APPROVED BY CITY.
6. SEWER SERVICE FOR PARCEL IS LOCATED OUTSIDE PROJECT EXTENTS.



PROFILE PROPOSED SANITARY SEWER ALIGNMENT

SCALE: HORIZ: 1"= 20' VERT: 1"= 5'

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HUNTER BENNETT-MACKEY | STATE OF WASHINGTON | 58114 | REGISTERED PROFESSIONAL ENGINEER
1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
6-13-Sewer and Water Plans	HBD	GAM	SHOWN	1/26/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

SEWER PLAN AND PROFILE
STA S14+00 TO S20+00

SHEET 10 / 24

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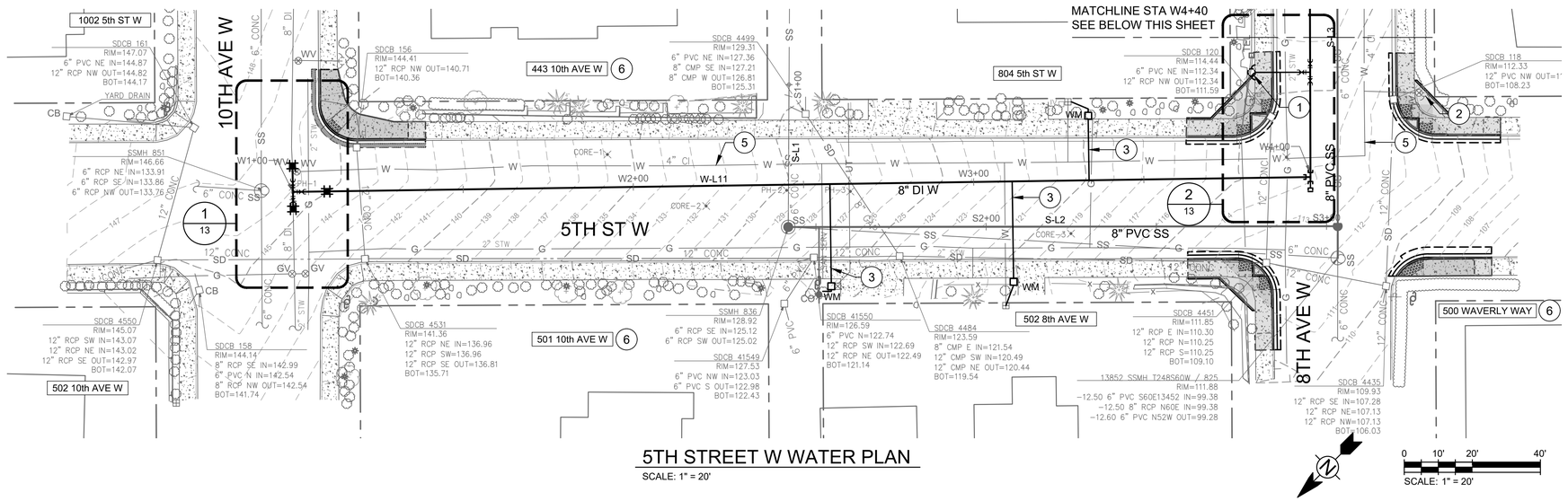
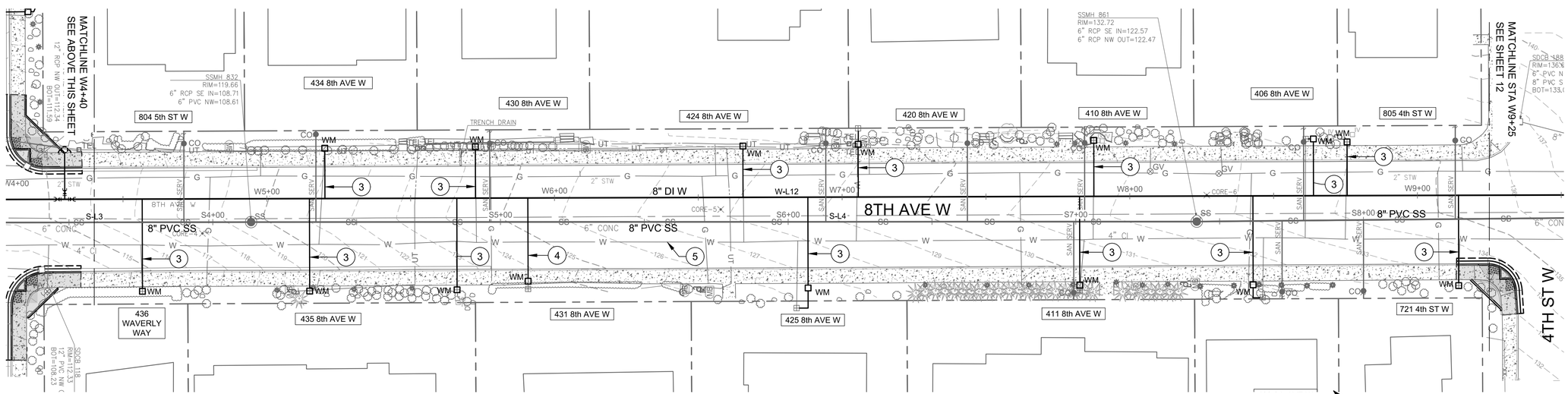


5TH STREET W WATER PLAN

SCALE: 1" = 20'



8TH AVENUE W WATER PLAN

SCALE: 1" = 20'

GENERAL NOTES

1. PROPOSED SANITARY SEWER ON WATER PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 7, 8, 9, AND 10 FOR SANITARY SEWER DESIGN.
2. PROTECT ALL EXISTING CROSSING UTILITIES.
3. WATER TRENCH PER DETAIL 5/22.
4. SEE SHEETS 14, 15, AND 16 FOR PAVEMENT PATCH AND ROADWAY RESTORATION DESIGN.
5. SEE SHEETS 17, 18, 19, AND 20 FOR CURB RAMP DETAILS.
6. CONTRACTOR SHALL RESTORE TO PREVIOUS CONDITION ANY LANDSCAPING DAMAGED BY CONSTRUCTION OF WATER SERVICES, METER BOXES, AND OTHER WATER ITEMS. SEE GENERAL NOTES 12 AND 13, SHEET 3.
7. MAINTAIN MINIMUM OF 4 FEET HORIZONTAL CLEARANCE BETWEEN NEW AND EXISTING WATERMAINS.
8. THRUST BLOCKS NOT SHOWN. MEGALUG JOINT RESTRAINTS AND THRUST BLOCKS ARE REQUIRED AT ALL FITTINGS AND VALVES. SEE WATER NOTE 13, SHEET 4.
9. FOR WATER AND SEWER SEPARATION REQUIREMENTS, SEE SANITARY SEWER NOTE 19, SHEET 3, AND COK PRE-APPROVED PLAN CK-W.01.

CONSTRUCTION NOTES

1. FIRE HYDRANT ASSEMBLY, INCLUDING 6-INCH GATE VALVE, PER COK STD DETAIL CK-W.14. INSTALL 8-INCH X 6-INCH FL TEE WITH TWO 8-INCH FL X MJ GATE VALVES.
2. REMOVE EXISTING FIRE HYDRANT ASSEMBLY. PLUG OR CAP FIRE HYDRANT SUPPLY PIPE. REMOVE VALVE CAN. CONTRACTOR TO SCHEDULE WORK TO MINIMIZE DURATION WHEN HYDRANT SERVICE NOT AVAILABLE.
3. 1-INCH WATER SERVICE PER COK PRE-APPROVED PLAN CK-W.18 INCLUDING METER BOX PER CK-W.21. REPLACE ANY REMOVED SIDEWALK, CURB AND GUTTER TO MATCH EXISTING. MINIMUM LENGTH OF REPLACEMENT IS 5 FEET FOR SIDEWALK AND 10 FEET FOR CURB AND GUTTER.
4. 1-INCH WATER SERVICE PER COK PRE-APPROVED PLAN CK-W.18 INCLUDING TRAVEL METER BOX PER CK-W.23. REPLACE ANY REMOVED SIDEWALK, CURB AND GUTTER TO MATCH EXISTING. MINIMUM LENGTH OF REPLACEMENT IS 5 FEET FOR SIDEWALK AND 10 FEET FOR CURB AND GUTTER.
5. ABANDON EXISTING WATER MAIN IN PLACE, EXCEPT WHERE NOTED. PLUG ENDS AND ABANDON AFTER ACCEPTANCE OF PROPOSED WATER MAIN.
6. WATER SERVICE FOR PARCEL IS LOCATED OUTSIDE PROJECT EXTENTS.

TETRA TECH
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HUNTER BENNETT-DAGELEY | STATE OF WASHINGTON | 58114 | REGISTERED PROFESSIONAL ENGINEER
1/26/2024

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6-13-Sewer and Water Plans	HBD	GAM	SHOWN	1/26/2024

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CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

WATER PLAN
STA W1+00 TO W9+25

SHEET 11 / 24

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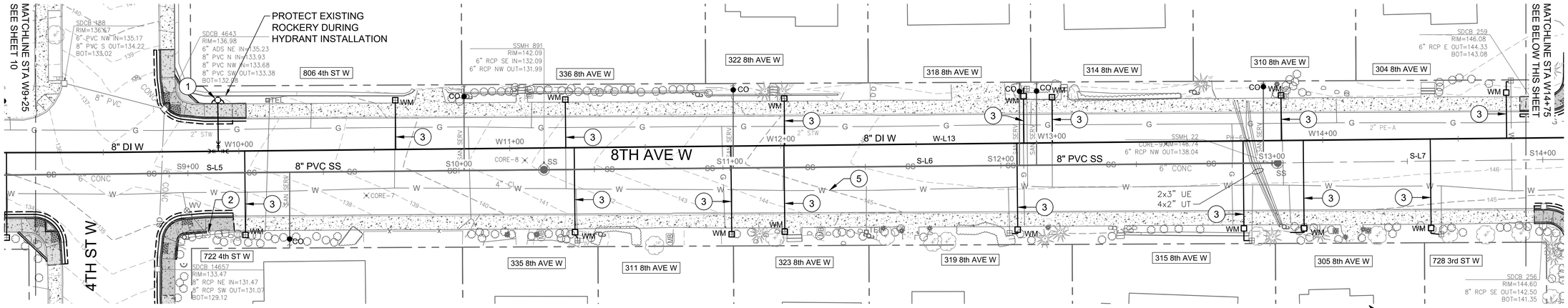

8TH AVENUE W WATER PLAN

SCALE: 1" = 20'

SCALE: 1" = 20'

GENERAL NOTES

1. PROPOSED SANITARY SEWER ON WATER PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 7, 8, 9, AND 10 FOR SANITARY SEWER DESIGN.
2. PROTECT ALL EXISTING CROSSING UTILITIES.
3. WATER TRENCH PER DETAIL 5/22.
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7. MAINTAIN MINIMUM OF 4 FEET HORIZONTAL CLEARANCE BETWEEN NEW AND EXISTING WATERMAINS.
8. THRUST BLOCKS NOT SHOWN. MEGALUG JOINT RESTRAINTS AND THRUST BLOCKS ARE REQUIRED AT ALL FITTINGS AND VALVES. SEE WATER NOTE 13, SHEET 4.
9. FOR WATER AND SEWER SEPARATION REQUIREMENTS, SEE SANITARY SEWER NOTE 19, SHEET 3, AND COK PRE-APPROVED PLAN CK-W.01.

CONSTRUCTION NOTES

1. FIRE HYDRANT ASSEMBLY, INCLUDING 6-INCH GATE VALVE, PER COK PRE-APPROVED PLAN CK-W.14. INSTALL 8-INCH X 6-INCH FL TEE WITH TWO 8-INCH FL X MJ GATE VALVES.
2. REMOVE EXISTING FIRE HYDRANT ASSEMBLY. PLUG OR CAP FIRE HYDRANT SUPPLY PIPE. REMOVE VALVE CAN. CONTRACTOR TO SCHEDULE WORK TO MINIMIZE DURATION WHEN HYDRANT SERVICE NOT AVAILABLE.
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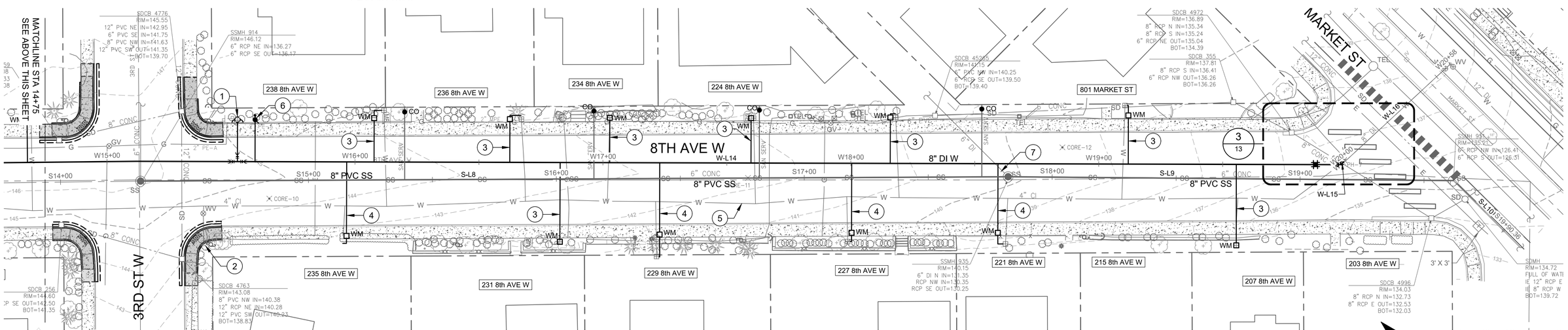
4. 1-INCH WATER SERVICE PER COK PRE-APPROVED PLAN CK-W.18 INCLUDING TRAVEL METER BOX PER CK-W.23. REPLACE ANY REMOVED SIDEWALK, CURB AND GUTTER TO MATCH EXISTING. MINIMUM LENGTH OF REPLACEMENT IS 5 FEET FOR SIDEWALK AND 10 FEET FOR CURB AND GUTTER.
5. ABANDON EXISTING WATER MAIN IN PLACE, EXCEPT WHERE NOTED. PLUG ENDS AND ABANDON AFTER ACCEPTANCE OF PROPOSED WATER MAIN.
6. 2-INCH AIR AND VACUUM RELEASE VALVE ASSEMBLY PER COK PRE-APPROVED PLAN CK-W.09. FIELD ADJUST FINAL LOCATION TO LOCATE RELEASE VALVE AT HIGH POINT ON NEW WATER MAIN.
7. LOCATE EXISTING 6-INCH PVC SEWER PRIOR TO CROSSING WITH WATER MAIN.



8TH AVENUE W WATER PLAN

SCALE: 1" = 20'

SCALE: 1" = 20'

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HUNTER BENNETT-DAGETT | STATE OF WASHINGTON | 58114 | REGISTERED PROFESSIONAL ENGINEER | 1/26/2024

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CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

WATER PLAN
STA W9+25 TO W20+58

SHEET 12 / 24

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Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | (SWA-HBD |

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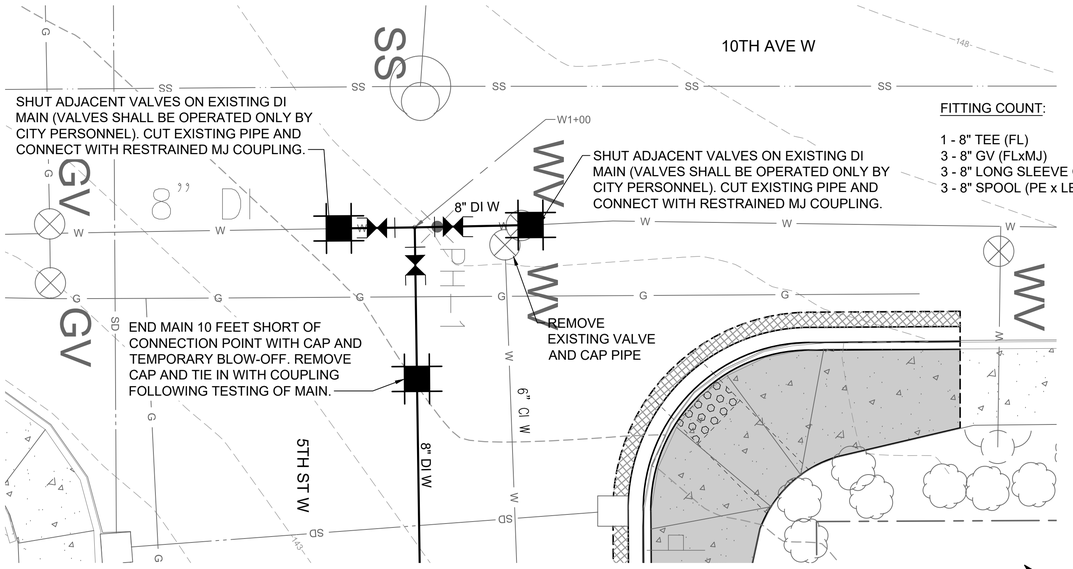
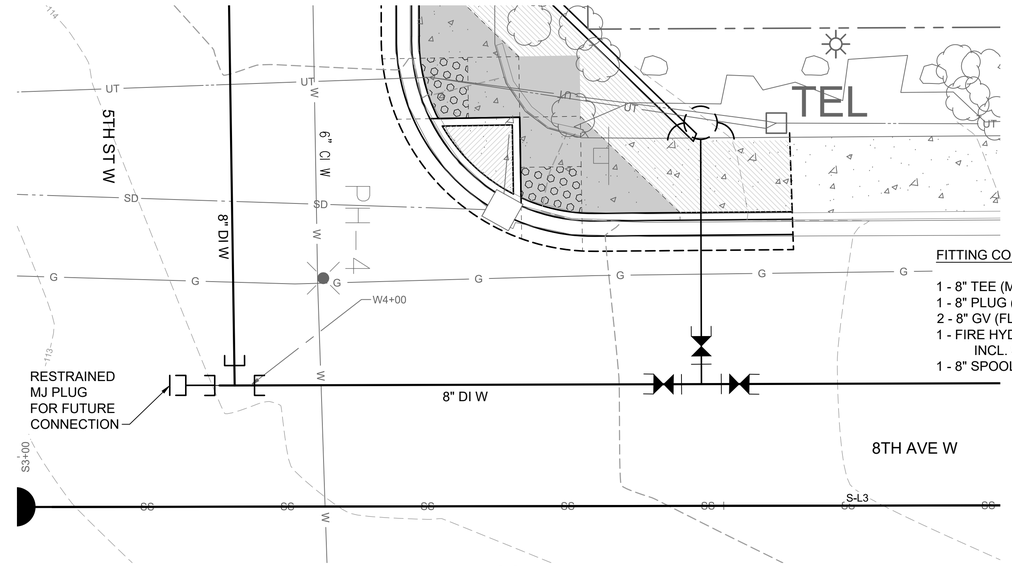


FITTING COUNT:

1 - 8" TEE (FL)
3 - 8" GV (FLxMJ)
3 - 8" LONG SLEEVE COUPLING (MJ)
3 - 8" SPOOL (PE x LENGTH REQ'D)

1 / 11 CONNECTION DETAIL
5TH ST W AND 10TH AVE W
SCALE: 1" = 5'

0 2.5' 5' 10'
SCALE: 1" = 5'

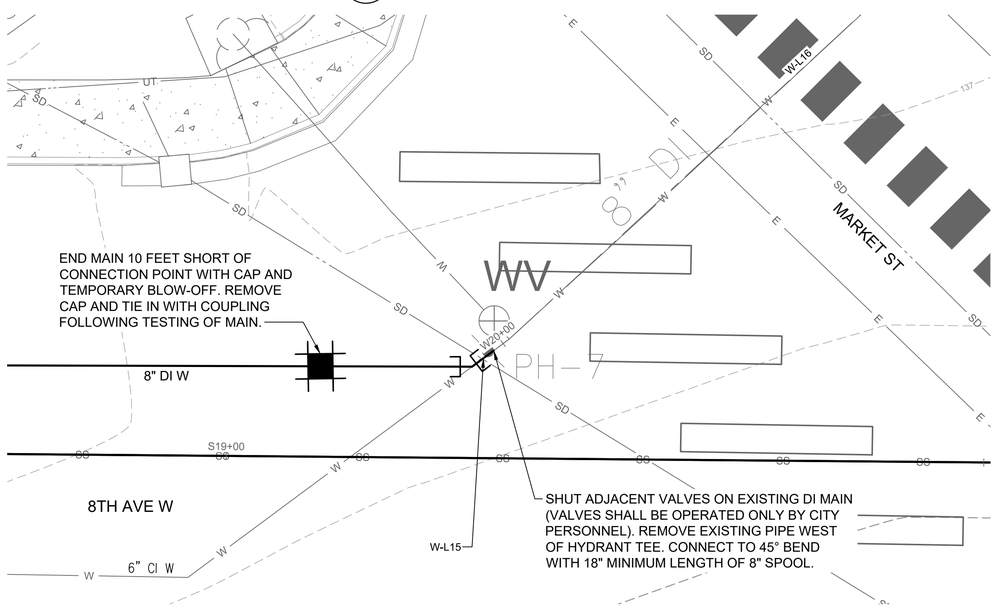


FITTING COUNT:

1 - 8" TEE (MJ)
1 - 8" PLUG (MJ)
2 - 8" GV (FLxMJ)
1 - FIRE HYDRANT ASSEMBLY
INCL. 8"x6" TEE (FL) AND 6" GV (FLxMJ)
1 - 8" SPOOL (PE x LENGTH REQ'D)

2 / 11 FITTINGS DETAIL
5TH ST W AND 8TH AVE W
SCALE: 1" = 5'

0 2.5' 5' 10'
SCALE: 1" = 5'



FITTING COUNT:

1 - 8" 45° BEND (MJ)
1 - 8" LONG SLEEVE COUPLING (MJ)
2 - 8" SPOOL (PE x LENGTH REQ'D)

3 / 12 CONNECTION DETAIL
8TH AVENUE W AND MARKET ST
SCALE: 1" = 5'

0 2.5' 5' 10'
SCALE: 1" = 5'

GENERAL NOTES

1. PROPOSED SANITARY SEWER ON WATER PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 7, 8, 9, AND 10 FOR SANITARY SEWER DESIGN.
2. PROTECT ALL EXISTING CROSSING UTILITIES.
3. WATER TRENCH PER DETAIL 3/22.
4. SEE SHEETS 14, 15, AND 16 FOR PAVEMENT PATCH AND ROADWAY RESTORATION DESIGN.
5. SEE SHEETS 17, 18, 19, AND 20 FOR CURB RAMP DETAILS.
6. CONTRACTOR SHALL RESTORE TO PREVIOUS CONDITION ANY LANDSCAPING DAMAGED BY CONSTRUCTION OF WATER SERVICES, METER BOXES, AND OTHER WATER ITEMS. SEE GENERAL NOTES 12 AND 13, SHEET 3.
7. MAINTAIN MINIMUM OF 4 FEET HORIZONTAL CLEARANCE BETWEEN NEW AND EXISTING WATERMAINS.
8. THRUST BLOCKS NOT SHOWN. MEGALUG JOINT RESTRAINTS AND THRUST BLOCKS ARE REQUIRED AT ALL FITTINGS AND VALVES. SEE WATER NOTE 13, SHEET 4.
9. FOR WATER AND SEWER SEPARATION REQUIREMENTS, SEE SANITARY SEWER NOTE 19, SHEET 3, AND COK STD DETAIL CK-W.01.

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1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
6-13-Sewer and Water Plans	HBD	GAM	SHOWN	1/26/2024

NO.	REVISION	BY	REVIEW	DATE

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WATER
CONNECTION PLANS

SHEET 13 / 24

Path: G:\Project1\Seattle\47442\200-47442-23001\CAD\SheetFiles\6-13-Sewer and Water Plans.dwg Plot date: Jan 26, 2024-04:53:08pm CAD User: H.BENNETTDAGGETT.
Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | GSWA-HBD |

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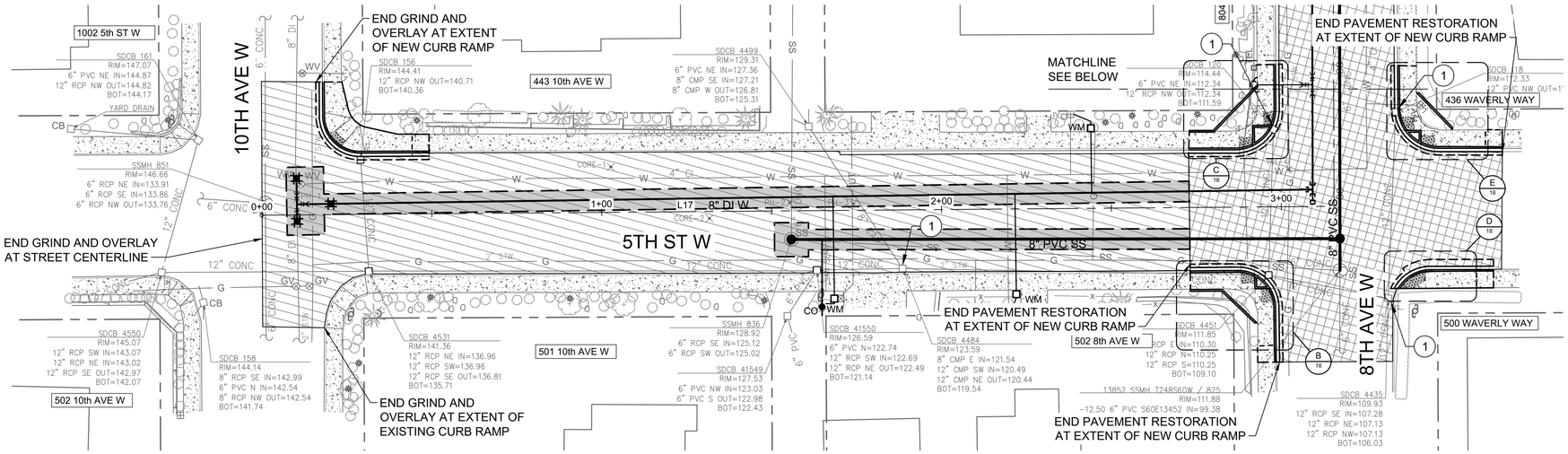
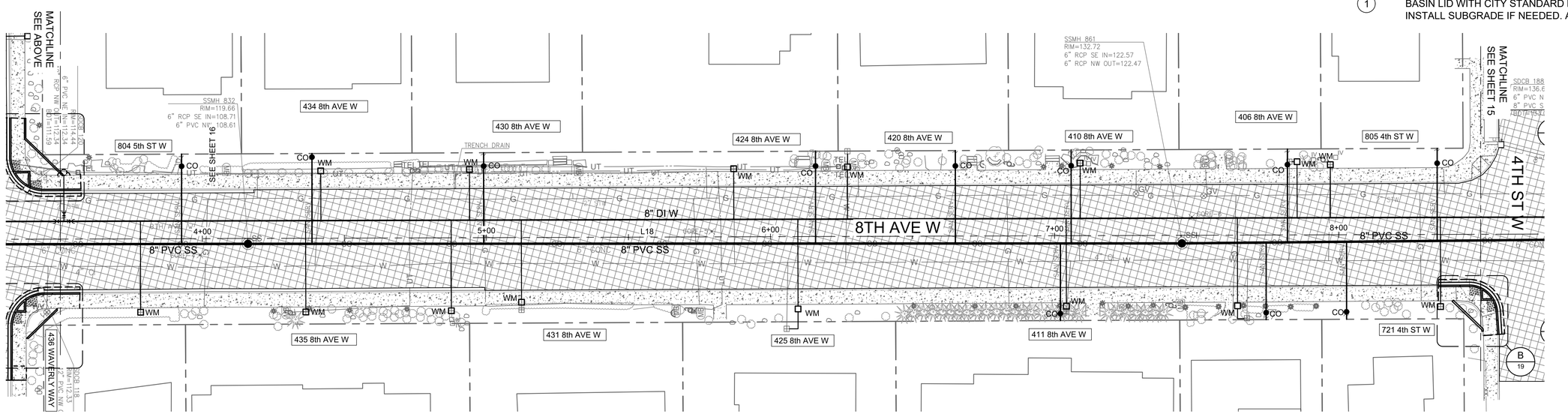


5TH STREET W
STREET RESTORATION PLAN

SCALE: 1" = 20'



8TH AVENUE W
STREET RESTORATION PLAN

SCALE: 1" = 20'

GENERAL NOTES

1. SEE SHEET 16 FOR STREET CROSS SECTIONS AT PAVEMENT CORE LOCATIONS.
2. PROPOSED SANITARY SEWER AND WATER ON STREET RESTORATION PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 7, 8, 9, AND 10 FOR SANITARY SEWER DESIGN, AND SHEETS 11 AND 12 FOR WATER DESIGN.
3. SUBGRADE SHALL BE COMPACTED TO 95% OF MAX DRY DENSITY (ASTM D1557) BEFORE INSTALLING AC PAVEMENT. THE CONDITION OF ALL SUBGRADE SHALL BE INSPECTED AND APPROVED BY CITY INSPECTOR BEFORE PAVING OPERATIONS BEGIN.
4. WHERE VOIDS EXIST OR ADDITIONAL MATERIAL IS REQUIRED TO MATCH STREET PROFILE, FILL MATERIAL SHALL BE 1-1/4" MINUS CRUSHED ROCK (WSDOT 9-03.9(3)) COMPACTED TO 95% OF MAX DRY DENSITY (ASTM D1557).
5. PROTECT EXISTING VALVE BOXES, MANHOLE RIMS, CATCH BASINS, MONUMENTS AND OTHER ITEMS IN PAVEMENT DURING PAVING AND RAISE TO ELEVATION OF FINISHED PAVEMENT.
6. FOLLOWING COMPLETION OF PAVING, STRIPING AND PAVEMENT MARKING SHALL BE INSTALLED TO MATCH EXISTING.
7. TEMPORARY TRENCH PATCH EXTENTS ARE NOT SHOWN.
8. CONTRACTOR'S SURVEYOR SHALL SURVEY EXISTING ROAD SURFACE TO ESTABLISH EXISTING CENTERLINE ELEVATION, GUTTER ELEVATION, CROSS SLOPE, AND OTHER DATA REQUIRED TO MATCH EXISTING STREET PROFILE.

CONSTRUCTION LEGEND

GRIND AND OVERLAY: 2-INCH DEPTH PER COK PRE-APPROVED PLANS CK-R.13 AND CK-R.13A. FINAL STREET PROFILE TO MATCH EXISTING (SEE NOTE 8).

PAVEMENT RESTORATION: EXCAVATE EXISTING PAVEMENT AND SUBGRADE TO 4-INCH DEPTH (SEE NOTES 3 AND 4). INSTALL 4-INCH DEPTH OF NEW HMA PAVEMENT IN 2 LIFTS. FINAL STREET PROFILE TO MATCH EXISTING (SEE NOTE 8).

T-CUT AND PERMANENT TRENCH PATCH: APPROXIMATE LIMITS SHOWN. DEPTH 1 INCH DEEPER THAN EXISTING PAVEMENT, 6 INCHES MAXIMUM. PERMANENT PATCH REQUIRED ONLY IN GRIND AND OVERLAY AREAS. SIDE SEWER AND WATER SERVICE PERMANENT TRENCH PATCH NOT SHOWN.

(1) BEFORE COMPLETING PAVING, CURB, AND GUTTER, REPLACE EXISTING CATCH BASIN LID WITH CITY STANDARD LID PER COK PRE-APPROVED PLAN CK-D.14. INSTALL SUBGRADE IF NEEDED. ADJUST ALL IRON TO GRADE AFTER PAVING.

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FILE	ENGR.	REVIEW	SCALE	DATE
14-16-Roadway Plans and Sections	HBD	GAM	SHOWN	1/17/2024

NO.	REVISION	BY	REVIEW	DATE

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ROADWAY SURFACE RESTORATION PLAN STA 0+00 TO 8+50

SHEET 14 / 24

Path: Q:\Projects\Seattle\47442\200-47442-23001\CAD\SheetFiles\14-16-Roadway Plans and Sections.dwg Plot date: Jan 26, 2024-04:54:46pm CAD User: H.BENNETTDAGGETT.
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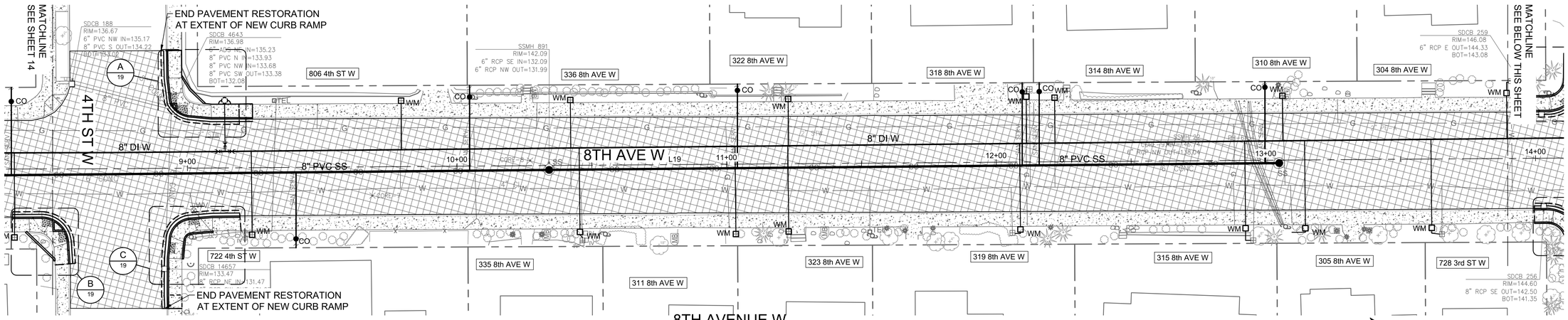


8TH AVENUE W STREET RESTORATION PLAN

SCALE: 1" = 20'

0 10' 20' 40'
SCALE: 1" = 20'

GENERAL NOTES

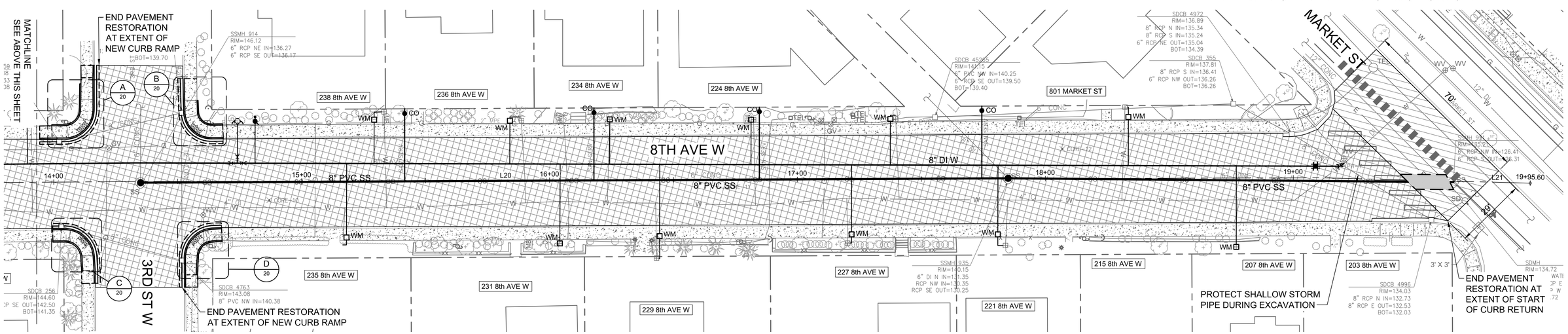
1. SEE SHEET 16 FOR STREET CROSS SECTIONS AT PAVEMENT CORE LOCATIONS.
2. PROPOSED SANITARY SEWER AND WATER ON STREET RESTORATION PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 7, 8, 9, AND 10 FOR SANITARY SEWER DESIGN, AND SHEETS 11 AND 12 FOR WATER DESIGN.
3. SUBGRADE SHALL BE COMPACTED TO 95% OF MAX DRY DENSITY (ASTM D1557) BEFORE INSTALLING AC PAVEMENT.
4. WHERE VOIDS EXIST OR ADDITIONAL MATERIAL IS REQUIRED TO MATCH STREET PROFILE, FILL MATERIAL SHALL BE 1-1/4" MINUS CRUSHED ROCK (WSDOT 9-03.9(3)) COMPACTED TO 95% OF MAX DRY DENSITY (ASTM D1557).
5. PROTECT EXISTING VALVE BOXES, MANHOLE RIMS, CATCH BASINS, MONUMENTS AND OTHER ITEMS IN PAVEMENT DURING PAVING AND RAISE TO ELEVATION OF FINISHED PAVEMENT.
6. FOLLOWING COMPLETION OF PAVING, STRIPING AND PAVEMENT MARKING SHALL BE INSTALLED TO MATCH EXISTING.
7. TEMPORARY TRENCH PATCH EXTENTS ARE NOT SHOWN.
8. CONTRACTOR'S SURVEYOR SHALL SURVEY EXISTING ROAD SURFACE TO ESTABLISH EXISTING CENTERLINE ELEVATION, GUTTER ELEVATION, CROSS SLOPE, AND OTHER DATA REQUIRED TO MATCH EXISTING STREET PROFILE.

CONSTRUCTION LEGEND

GRIND AND OVERLAY: 2-INCH DEPTH PER COK PRE-APPROVED PLANS DETAILS CK-R.13 AND CK-R.13A. FINAL STREET PROFILE TO MATCH EXISTING.

PAVEMENT RESTORATION: EXCAVATE EXISTING PAVEMENT AND SUBGRADE TO 4-INCH DEPTH (SEE NOTES 3 AND 4). INSTALL 4-INCH DEPTH OF NEW HMA PAVEMENT IN 2 LIFTS. FINAL STREET PROFILE TO MATCH EXISTING (SEE NOTE 8).

T-CUT AND PERMANENT TRENCH PATCH: APPROXIMATE LIMITS SHOWN. DEPTH 1 INCH DEEPER THAN EXISTING PAVEMENT, 6 INCHES MAXIMUM. PERMANENT PATCH REQUIRED ONLY IN GRIND AND OVERLAY AREAS. SIDE SEWER AND WATER SERVICE PERMANENT TRENCH PATCH NOT SHOWN.



8TH AVENUE W STREET RESTORATION PLAN

SCALE: 1" = 20'

0 10' 20' 40'
SCALE: 1" = 20'

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NO.	REVISION	BY	REVIEW	DATE

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ROADWAY SURFACE RESTORATION PLAN STA 8+50 TO 19+96

SHEET 15 / 24

Path: G:\Projects\Seattle\47442\200-47442-23001\CAD\SheetFiles\14-16-Roadway Plans and Sections.dwg Plot date: Jan 26, 2024-04:55:27am CAD User: HLBENNETTDAGGETT.
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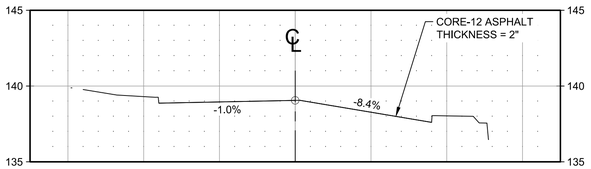
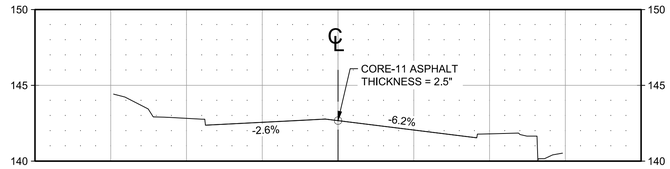


EXISTING STREET CENTERLINE ALIGNMENT - STA 18+27
Scale: Horiz: 1"=20' Vert: 1"=10'



EXISTING STREET CENTERLINE ALIGNMENT - STA 16+52
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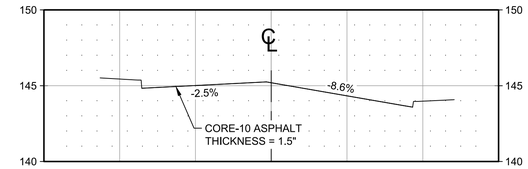

EXISTING STREET CENTERLINE ALIGNMENT - STA 14+77
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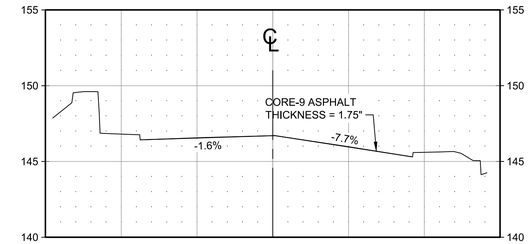

EXISTING STREET CENTERLINE ALIGNMENT - STA 12+57
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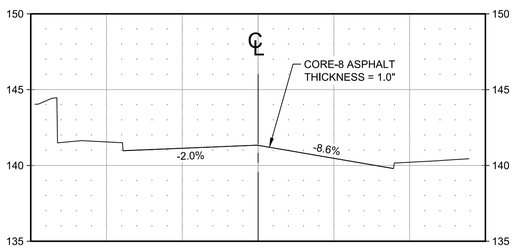

EXISTING STREET CENTERLINE ALIGNMENT - STA 10+14
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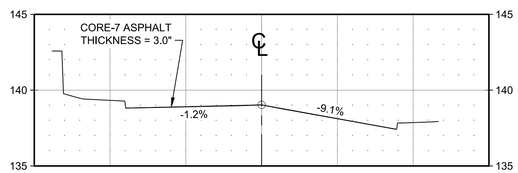

EXISTING STREET CENTERLINE ALIGNMENT - STA 9+57
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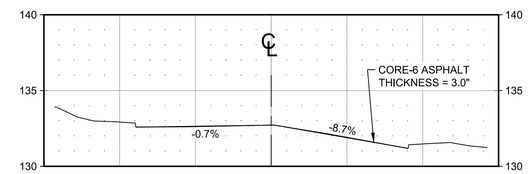

EXISTING STREET CENTERLINE ALIGNMENT - STA 7+44
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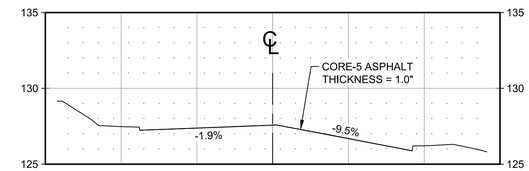

EXISTING STREET CENTERLINE ALIGNMENT - STA 5+69
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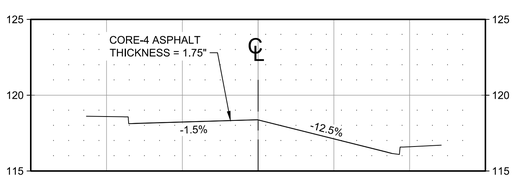

EXISTING STREET CENTERLINE ALIGNMENT - STA 3+96
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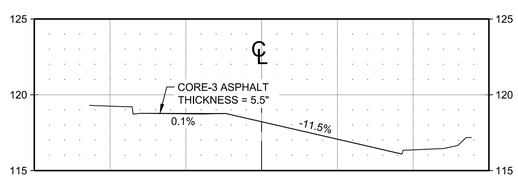

EXISTING STREET CENTERLINE ALIGNMENT - STA 2+53
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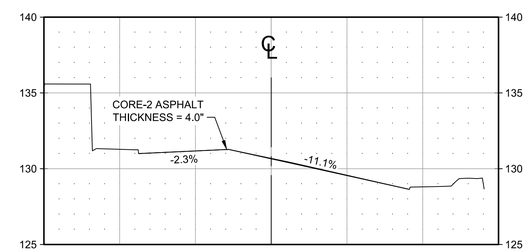

EXISTING STREET CENTERLINE ALIGNMENT - STA 1+44
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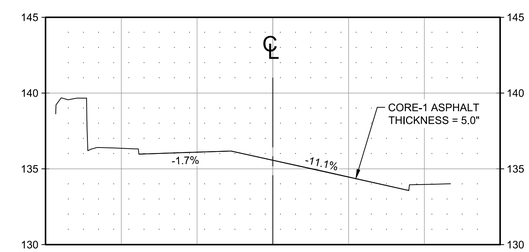

EXISTING STREET CENTERLINE ALIGNMENT - STA 1+01
Scale: Horiz: 1"=20' Vert: 1"=10'

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FILE	ENGR.	REVIEW	SCALE	DATE
14-16-Roadway Plans and Sections	HBD	GAM	SHOWN	1/17/2024

NO.	REVISION	BY	REVIEW	DATE

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ROADWAY SURFACE RESTORATION
CROSS SECTIONS

SHEET
16
24

Path: G:\Project1\Seattle\47442\200-47442-23001\CAD\SheetFiles\14-16-Roadway Plans and Sections.dwg Plot date: Jan 26, 2024-04:55:44pm CAD User: H.BENNETTDAGGETT.
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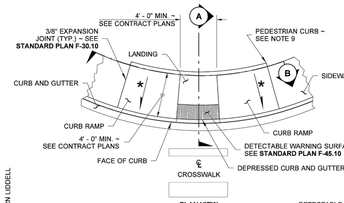
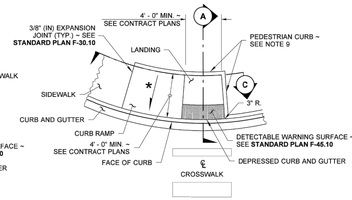


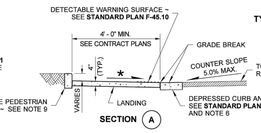
PLAN VIEW
TYPE PARALLEL A



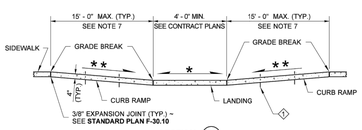
PLAN VIEW
TYPE PARALLEL B

DRAWN BY: FERN LIDDELL

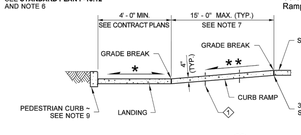
1 CONTRACTION JOINT (TYP.) ~ SEE **STANDARD PLAN F-30.1** FOR CURB RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.



SECTION (A)

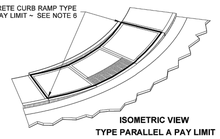


SECTION (B)
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)



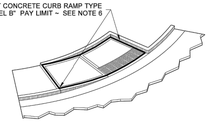
SECTION (C)
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)

"CEMENT CONCRETE CURB RAMP TYPE PARALLEL A" PAY LIMIT ~ SEE NOTE 6



ISOMETRIC VIEW
TYPE PARALLEL A PAY LIMIT

"CEMENT CONCRETE CURB RAMP TYPE PARALLEL B" PAY LIMIT ~ SEE NOTE 6



ISOMETRIC VIEW
TYPE PARALLEL B PAY LIMIT

NOTES

1. At marked crosswalks, the connection between the landing and the roadway must be contained within the width of the crosswalk markings.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in the Depressed Curb and Gutter where the Landing connects to the roadway.
4. See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type __" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
7. The Curb Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet. Do not include abutting landing(s) in the15-foot max. measurement. When a ramp is constructed on a radius, the 15-foot max. length is measured on the inside radius along the back of the walkway.
8. Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14.**
9. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.

LEGEND

- SLOPE IN EITHER DIRECTION
- * 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- ** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) ~ SEE NOTE 7

R. SCOTT ZELLER — STATE OF WASHINGTON — 20600 — REGISTERED PROFESSIONAL ENGINEER

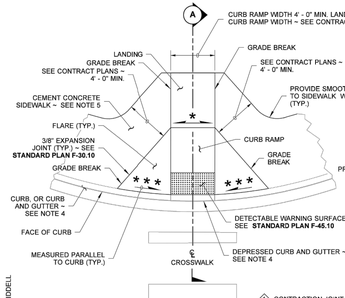
Zeller, Scott
Jun 24 2016 7:19 AM

PARALLEL CURB RAMP

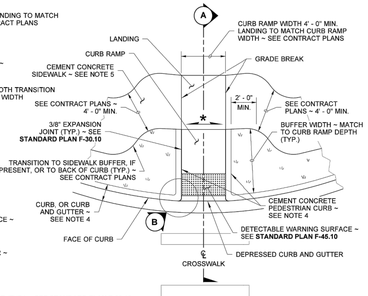
STANDARD PLAN F-40.12-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jan 29 2016 2:27 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation



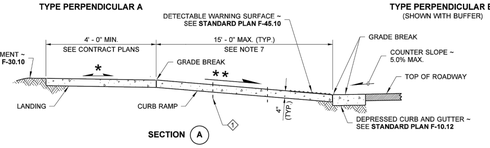
PLAN VIEW
TYPE PERPENDICULAR A



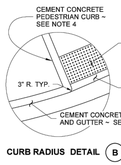
PLAN VIEW
TYPE PERPENDICULAR B
(SHOWN WITH BUFFER)

DRAWN BY: FERN LIDDELL

1 CONTRACTION JOINT (TYP.) ~ SEE **STANDARD PLAN F-30.10** FOR CURB RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.

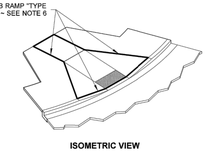


SECTION (A)



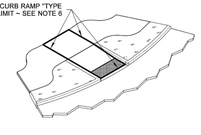
CURB RADIUS DETAIL (B)

"CEMENT CONCRETE CURB RAMP TYPE PERPENDICULAR "A" PAY LIMIT ~ SEE NOTE 6



ISOMETRIC VIEW
TYPE PERPENDICULAR A PAY LIMIT

"CEMENT CONCRETE CURB RAMP TYPE PERPENDICULAR "B" PAY LIMIT ~ SEE NOTE 6



ISOMETRIC VIEW
TYPE PERPENDICULAR B PAY LIMIT

NOTES

1. At marked crosswalks, the connection between the curb ramp and the roadway must be contained within the width of the crosswalk markings.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in front of the Curb Ramp where it connects to the roadway.
4. See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
5. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type __" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
7. The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length, the running slope of the Curb Ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the landing over a horizontal distance of 15 feet. Do not include the abutting landing in the 15-foot max. measurement.
8. Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14.**
9. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.

LEGEND

- SLOPE IN EITHER DIRECTION
- * 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- ** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)
- *** 9.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (10% MAX.)

R. SCOTT ZELLER — STATE OF WASHINGTON — 20600 — REGISTERED PROFESSIONAL ENGINEER

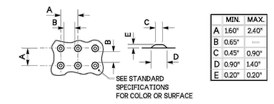
Digitally signed by R. Scott Zeller
Date: 2020.09.22 13:23:53 -07'00'

PERPENDICULAR CURB RAMP

STANDARD PLAN F-40.15-04

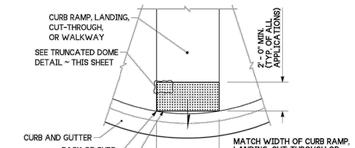
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Date: 2020.09.25 14:44:37 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

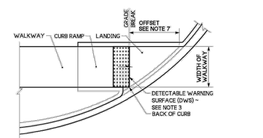


	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	
C	0.45"	0.90"
D	0.90"	1.40"
E	0.20"	0.20"

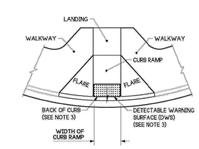
TRUNCATED DOME DETAILS
SEE NOTE 3



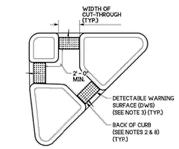
DETECTABLE WARNING SURFACE DETAIL



SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING < 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



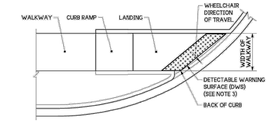
PERPENDICULAR CURB RAMP
(SEE NOTE 6)



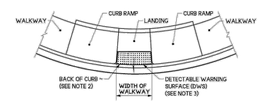
ISLAND CUT-THROUGH

NOTES

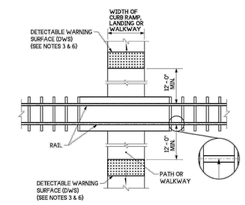
1. Permanent Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2" (in) on each side of the DWS is permitted.
2. Permanent Detectable Warning Surfaces (DWS) shall be placed on a minimum 4" (in) thick concrete pad. The DWS panel shall be placed adjacent to the back of the curb and with no more than a 2" (in) gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: if the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2" (in) from the back of the curb is permitted (measured at the leading corners of the DWS panel).
3. The rows of truncated domes shall be aligned to be parallel to the direction of travel, and perpendicular to the grade break at the back of curb.
4. If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
5. See Standard Plans for sidewalk and curb ramp details.
6. If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail crossing.
7. When the grade break between the curb ramp and the landing is less than or equal to 5 feet from the back of curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.
8. Glued or stick down Detectable Warning Surfaces are allowed only for temporary work zone applications.



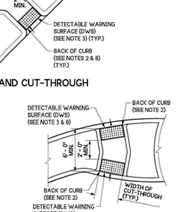
SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING > 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



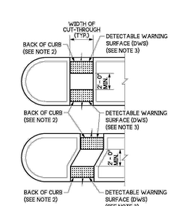
PARALLEL CURB RAMP
(SEE NOTE 6)



PEDESTRIAN PAILROAD CROSSING

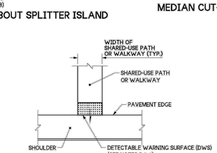


ROUNDABOUT SPLITTER ISLAND



MEDIAN CUT-THROUGH

LEGEND
- DIRECTION OF TRAVEL



SHARED-USE PATH CONNECTION

HANNA W. LOWER — STATE OF WASHINGTON — 45315 — REGISTERED PROFESSIONAL ENGINEER

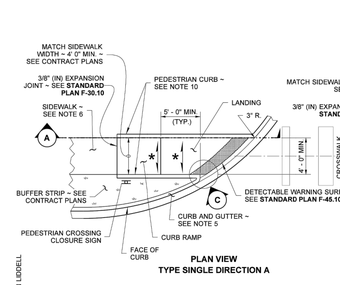
Oct 13, 2023

DETECTABLE WARNING SURFACE

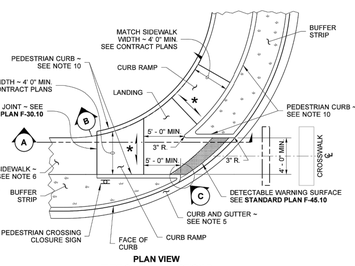
STANDARD PLAN F-45.10-04

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Oct 16, 2023
STATE DESIGN ENGINEER
Washington State Department of Transportation



PLAN VIEW
TYPE SINGLE DIRECTION A

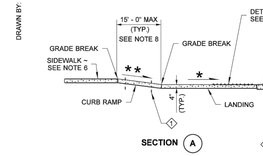


PLAN VIEW
TYPE SINGLE DIRECTION B

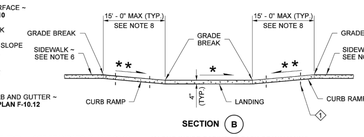
DRAWN BY: FERN LIDDELL

NOTES

1. This plan is to be used where pedestrian crossing in one direction is not permitted.
2. At marked crosswalks, the connection between the Landing and the roadway must be contained within the width of the crosswalk markings.
3. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
4. Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing or in the Depressed Curb and Gutter where the Landing connects to the roadway.
5. See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb, Gutter and Pedestrian Curb details.
6. See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
7. The Bid Item "Cement Concrete Curb Ramp Type __" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
8. The Curb Ramp length is not required to exceed 15 feet (unless shown otherwise in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
9. Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14.**
10. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.



SECTION (A)



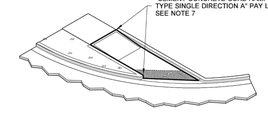
SECTION (B)
(ALONG INSIDE RADIUS AT BACK OF WALKWAY)

1 CONTRACTION JOINT (TYP.) ~ SEE **STANDARD PLAN F-30.10** FOR CURB RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.

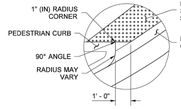
LEGEND

- SLOPE IN EITHER DIRECTION
- * 1.5 OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- ** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) SEE NOTE 7

"CEMENT CONCRETE CURB RAMP TYPE SINGLE DIRECTION A" PAY LIMIT ~ SEE NOTE 7

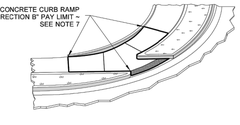


ISOMETRIC VIEW
TYPE SINGLE DIRECTION A
PAY LIMIT



DETAIL (C)

"CEMENT CONCRETE CURB RAMP TYPE SINGLE DIRECTION B" PAY LIMIT ~ SEE NOTE 7



ISOMETRIC VIEW
TYPE SINGLE DIRECTION B
PAY LIMIT

R. SCOTT ZELLER — STATE OF WASHINGTON — 20600 — REGISTERED PROFESSIONAL ENGINEER

Zeller, Scott
Jun 24 2016 7:21 AM

SINGLE DIRECTION CURB RAMP

STANDARD PLAN F-40.16-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jan 29 2016 2:29 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

TETRA TECH
www.tetratech.com
2003 Western Avenue, Suite 700
Seattle, Washington 98121
Phone: 206-883-9300 Fax: 206-883-9301

HUNTER BENNETT-BAGGETT — STATE OF WASHINGTON — 58114 — REGISTERED PROFESSIONAL ENGINEER

1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
17-20 ADA RAMPS	KJV	GAM	SHOWN	1/17/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

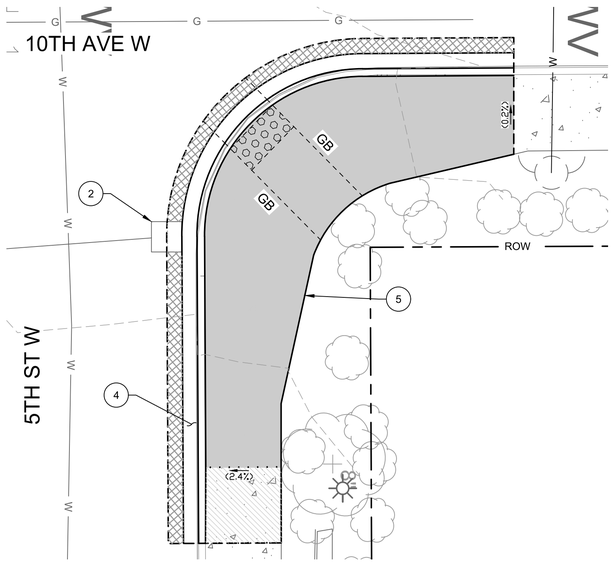
CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

CURB RAMP DETAILS

SHEET 17 / 24

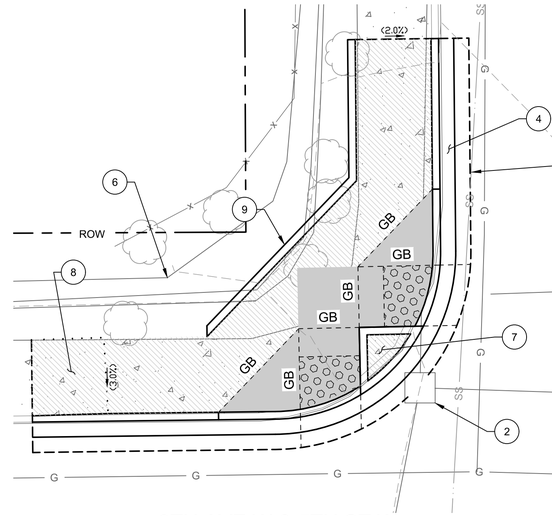
Path: P:\47442\200-47442-23001\CAD\SheetFiles\17-20 ADA RAMPS.dwg Plot date: Jan 26, 2024-04:56:36pm CAD User: H.BENNETTDAGGETT
Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | GSWA-HBD |

CALL BEFORE YOU DIG: 811

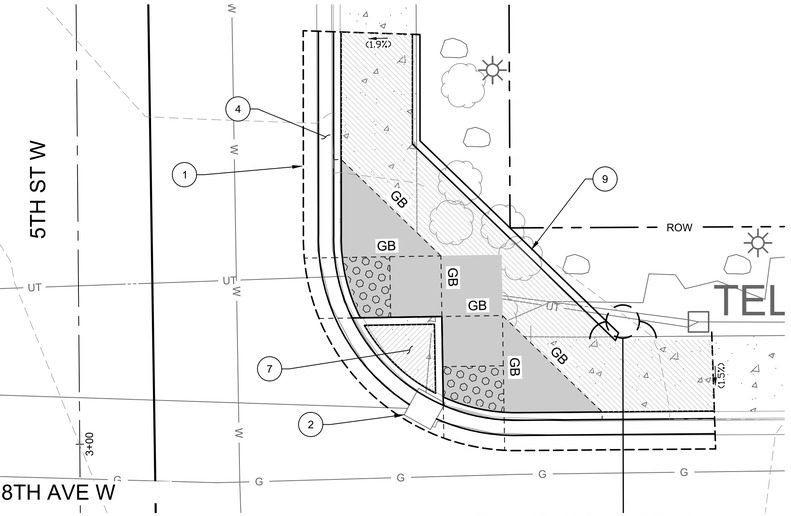


A 14 — 10TH AVE W & 5TH ST W SOUTH ADA RAMP
SCALE: 1"=5'-0"

0 2.5' 5' 10'
SCALE: 1" = 5'



B 14 — 8TH AVE W & 5TH ST W NORTH ADA RAMP
SCALE: 1"=5'-0"

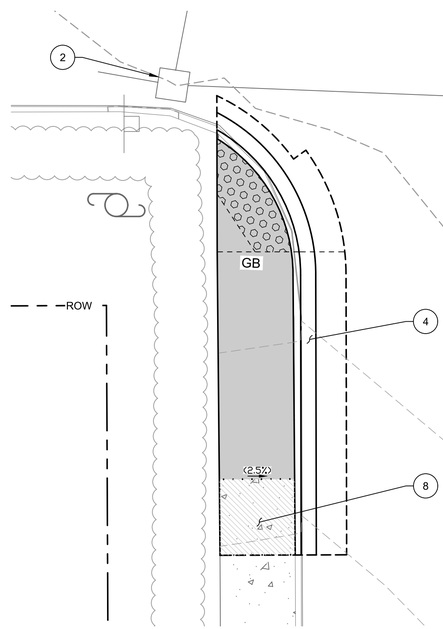


0 2.5' 5' 10'
SCALE: 1" = 5'

C 14 — 8TH AVE W & 5th ST W EAST ADA RAMP
SCALE: 1"=5'-0"

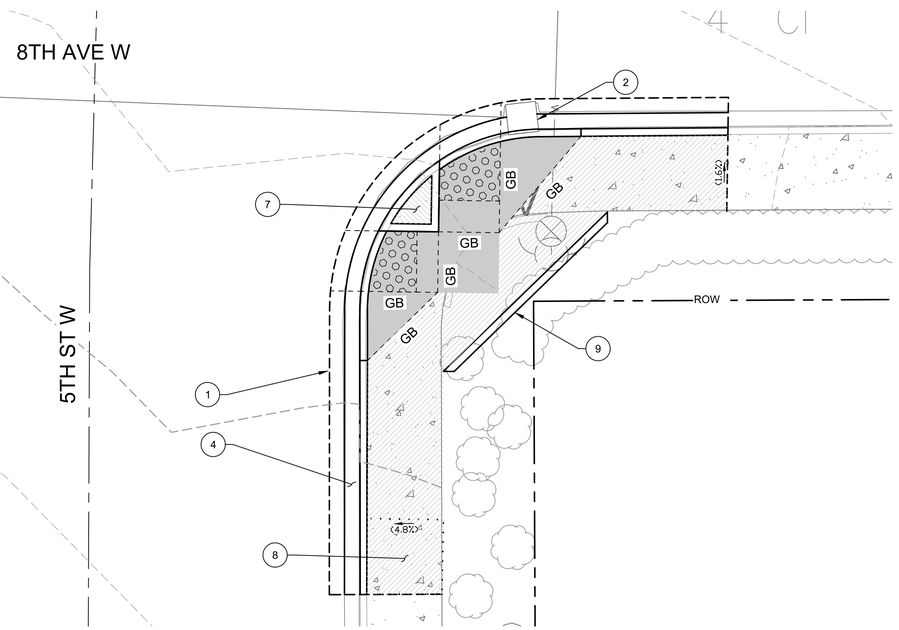
LEGEND

(1.5%)	EXISTING SLOPE
1.5%	PROPOSED SLOPE
	SAWCUT
ROW	RIGHT OF WAY
GB	GRADE BREAK
	EXISTING GROUND CONTOUR
	GRADE BREAK
	TRANSITION PANEL
	DETECTABLE WARNING PER STANDARD PLAN F-45.10-04
	NEW CEMENT CONCRETE SIDEWALK - MATCH EXISTING AND REPLACE TO THE NEAREST SCORE JOINT
	EXISTING VEGETATION
	CURB RAMP
	NEW HMA PAVEMENT
	CURB
	CURB AND GUTTER



D 14 — 8TH AVE W & 5th ST W WEST ADA RAMP
SCALE: 1"=5'-0"

0 2.5' 5' 10'
SCALE: 1" = 5'



E 14 — 8TH AVE W & 5th ST W SOUTH ADA RAMP
SCALE: 1"=5'-0"

GENERAL NOTES

1. CURB RAMP DESIGN AND EXTENTS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD FIT CURB RAMPS TO MATCH EXISTING ELEVATIONS AND COMPLY WITH WSDOT CURB RAMP STANDARD PLANS.
2. PROPOSED SANITARY SEWER AND WATER ON STREET RESTORATION PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 7, 8, 9, AND 10 FOR SANITARY SEWER DESIGN, AND SHEETS 11 AND 12 FOR WATER DESIGN.
3. CONTRACTOR SHALL RESTORE EXISTING LANDSCAPING ADJACENT TO CURB RAMP FOLLOWING CONSTRUCTION. SEE GENERAL NOTE 12, SHEET 3.
4. CONTRACTOR SHALL PROTECT EXISTING TREES DURING CONSTRUCTION. SEE GENERAL NOTE 13, SHEET 3.
5. MATCH EXISTING CURB RAMP RADII.
6. RUNNING AND CROSS SLOPES OF ALL RAMP FLARES SHALL MEET ADA REQUIREMENTS.
7. CONTRACTOR'S SURVEYOR SHALL STAKE PROPERTY CORNERS PRIOR TO STARTING DEMOLITION OR CONSTRUCTION WORK AT ANY INTERSECTION. NOTIFY ENGINEER IF WORK OUTSIDE RIGHT OF WAY IS EXPECTED TO BE REQUIRED.

CONSTRUCTION NOTES

1. CONSTRUCT TYPE PERPENDICULAR A PER STANDARD PLAN F-40.15-04 SHEET 17.
2. PROTECT EXISTING CATCH BASIN.
3. MATCH NEW CURB TO EXISTING CURB HEIGHT.
4. CONSTRUCT CONCRETE CURB AND GUTTER PER PRE-APPROVED PLAN CK-R.17.
5. CONSTRUCT TYPE PARALLEL A PER STANDARD PLAN F-40.12-03 SHEET 17.
6. PROTECT EXISTING RETAINING WALL.
7. 6 INCH ELEVATED ISLAND SURROUNDED BY CURB.
8. CONSTRUCT 5 FOOT WIDE TRANSITION PANEL WHERE EXISTING CROSS SLOPES ARE GREATER THAN 2.1%.
9. PEDESTRIAN CURB PER WSDOT STANDARD PLAN F-40. 12-03 SHEET 17.

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HUNTER BENNETT-DAGGETT — STATE OF WASHINGTON — 58114 — REGISTERED PROFESSIONAL ENGINEER — 1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
16-20 ADA RAMPS	KJV	GAM	SHOWN	1/17/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

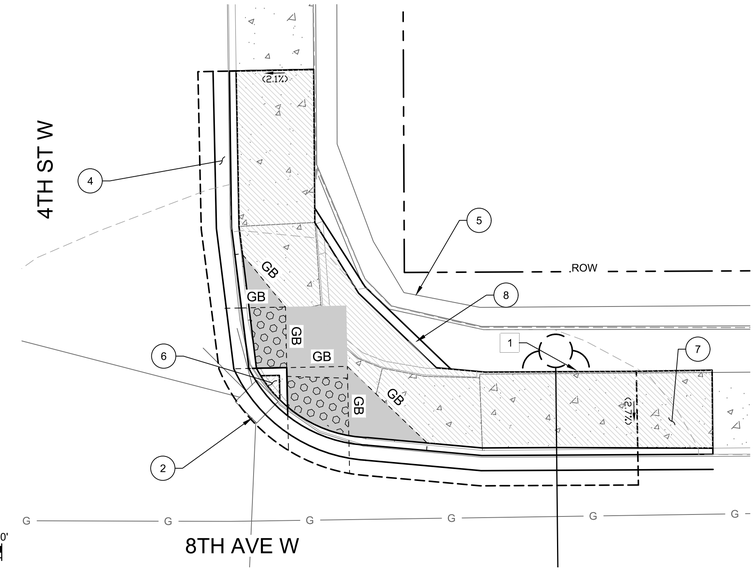
CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

ADA RAMPS
8TH AVE W, 10TH AVE W
& 5TH ST W

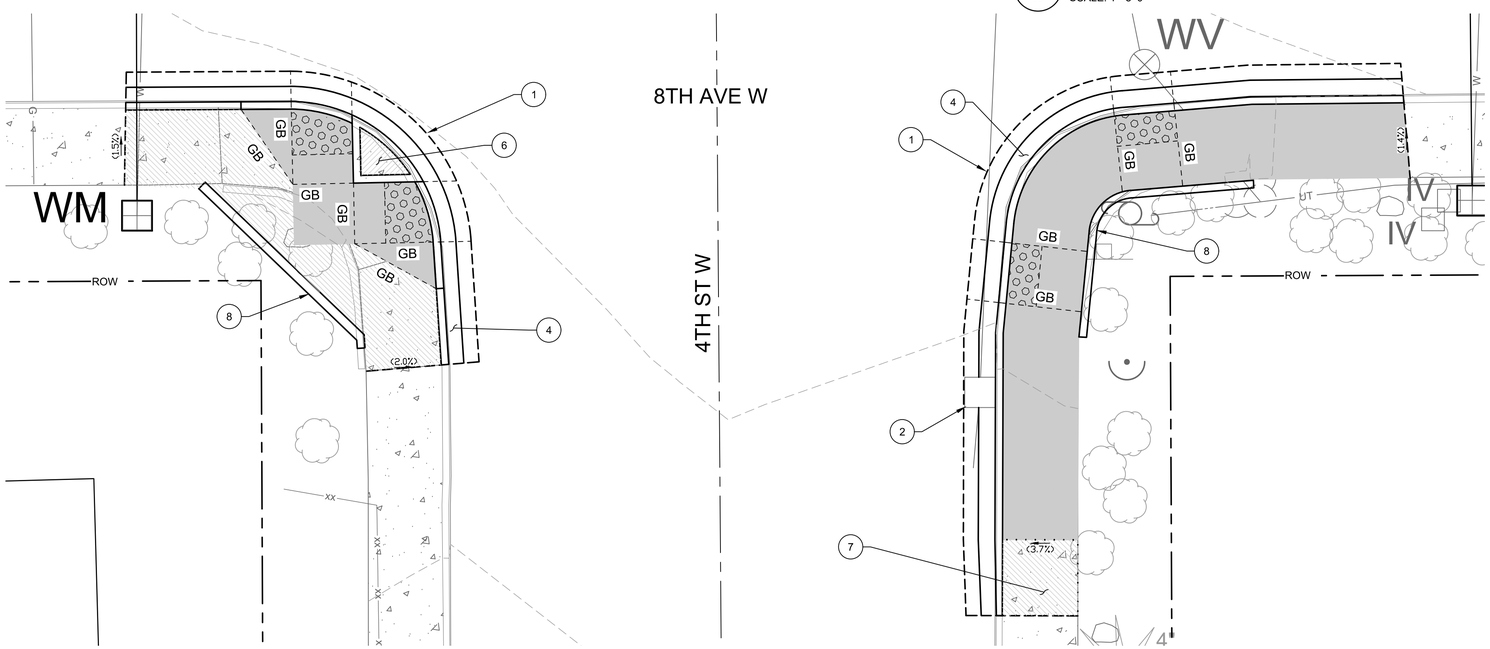
SHEET 18 / 24

Path: P:\47442\200-47442-23001\CAD\SheetFiles\17-20 ADA RAMPS.dwg Plot date: Jan 26, 2024-04:57:30pm CAD User: H.BENNETTDAGGETT.
Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | GSWA-HBD |

CALL BEFORE YOU DIG: 811

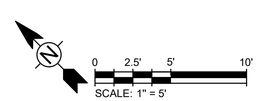


A 15 8TH AVE W & 4TH ST W EAST ADA RAMP
SCALE: 1"=5'-0"



B 15 8TH AVE W & 4TH ST W WEST ADA RAMP
SCALE: 1"=5'-0"

C 15 8TH AVE W & 4TH ST W SOUTH ADA RAMP
SCALE: 1"=5'-0"



GENERAL NOTES

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2. PROPOSED SANITARY SEWER AND WATER ON STREET RESTORATION PLAN IS SHOWN FOR REFERENCE ONLY. SEE SHEETS 7, 8, 9, AND 10 FOR SANITARY SEWER DESIGN, AND SHEETS 11 AND 12 FOR WATER DESIGN.
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4. CONTRACTOR SHALL PROTECT EXISTING TREES DURING CONSTRUCTION. SEE GENERAL NOTE 13, SHEET 3.
5. MATCH EXISTING CURB RAMP RADII.
6. RUNNING AND CROSS SLOPES OF ALL RAMP FLARES SHALL MEET ADA REQUIREMENTS.
7. CONTRACTOR'S SURVEYOR SHALL STAKE PROPERTY CORNERS PRIOR TO STARTING DEMOLITION OR CONSTRUCTION WORK AT ANY INTERSECTION. NOTIFY ENGINEER IF WORK OUTSIDE RIGHT OF WAY IS EXPECTED TO BE REQUIRED.

CONSTRUCTION NOTES

1. CONSTRUCT TYPE PERPENDICULAR A PER STANDARD PLAN F-40.15-04 SHEET 17.
2. PROTECT EXISTING CATCH BASIN.
3. MATCH NEW CURB TO EXISTING CURB HEIGHT.
4. CONSTRUCT CONCRETE CURB AND GUTTER PER PRE-APPROVED PLAN CK-R.17.
5. PROTECT EXISTING RETAINING WALL.
6. 6 INCH ELEVATED ISLAND SURROUNDED BY CURB.
7. CONSTRUCT 5 FOOT WIDE TRANSITION PANEL WHERE EXISTING CROSS SLOPES ARE GREATER THAN 2.1%.
8. PEDESTRIAN CURB PER WSDOT STANDARD PLAN F-40. 12-03 SHEET 17.

LEGEND

(1.5%)	EXISTING SLOPE
1.5%	PROPOSED SLOPE
	SAWCUT
ROW	RIGHT OF WAY
GB	GRADE BREAK
	EXISTING GROUND CONTOUR
	GRADE BREAK
	TRANSITION PANEL
	DETECTABLE WARNING PER STANDARD PLAN F-45.10-04
	NEW CEMENT CONCRETE SIDEWALK - MATCH EXISTING AND REPLACE TO THE NEAREST SCORE JOINT
	EXISTING VEGETATION
	CURB RAMP
	NEW HMA PAVEMENT
	CURB
	CURB AND GUTTER

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HUNTER BENNETT-DAGERT STATE OF WASHINGTON 58114 REGISTERED PROFESSIONAL ENGINEER 1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
17-20 ADA RAMPS	KJV	GAM	SHOWN	1/17/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

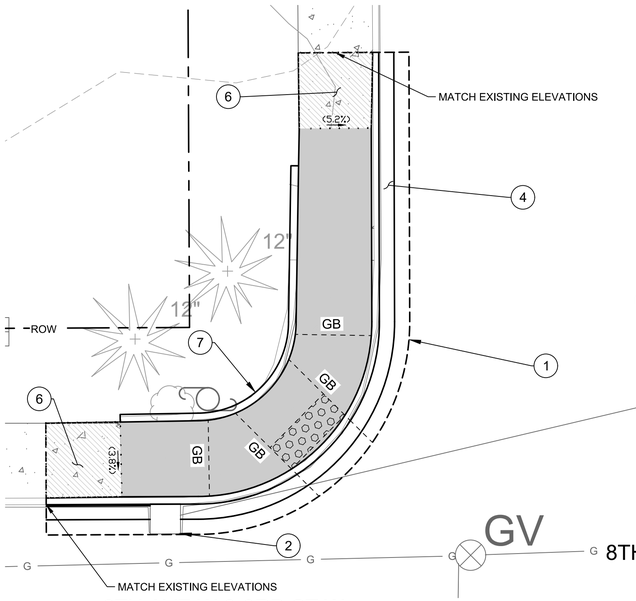
CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

ADA RAMPS
8TH AVE W & 4TH ST W

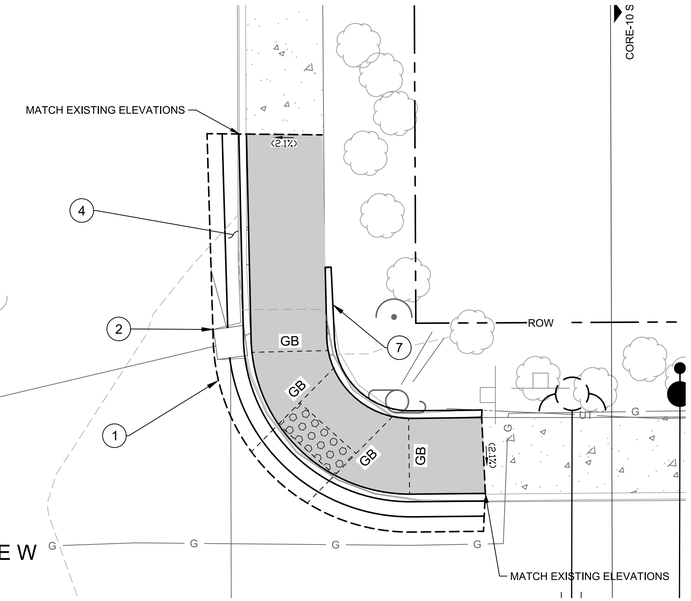
SHEET 19 / 24

Path: P:\47442\200-47442-23001\CAD\SheetFiles\17-20 ADA RAMPS.dwg Plot date: Jan 26, 2024-04:58:05pm CAD User: H.BENNETTDAGERT.
Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | CSWA-HBD |

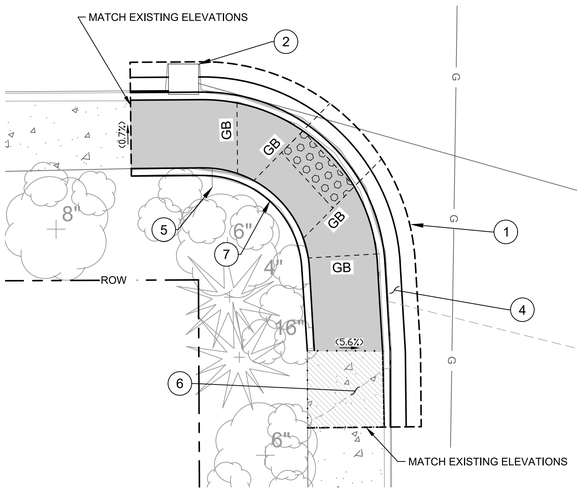
CALL BEFORE YOU DIG: 811



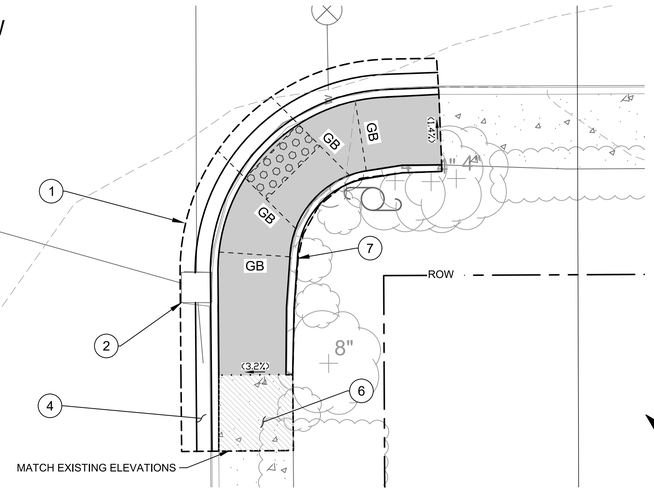
A 15 8TH AVE W & 3RD ST W NORTH ADA RAMP
SCALE: 1"=5'-0"



B 15 8TH AVE W & 3RD ST W EAST ADA RAMP
SCALE: 1"=5'-0"



C 15 8TH AVE W & 3RD ST W WEST ADA RAMP
SCALE: 1"=5'-0"



D 15 8TH AVE W & 3RD ST W SOUTH ADA RAMP
SCALE: 1"=5'-0"

0 2.5' 5' 10'
SCALE: 1" = 5'

LEGEND

- (1.5%) EXISTING SLOPE
- 1.5% PROPOSED SLOPE
- SAWCUT
- ROW RIGHT OF WAY
- GB GRADE BREAK
- EXISTING GROUND CONTOUR
- GRADE BREAK
- TRANSITION PANEL
- DETECTABLE WARNING PER STANDARD PLAN F-45.10-04
- NEW CEMENT CONCRETE SIDEWALK - MATCH EXISTING AND REPLACE TO THE NEAREST SCORE JOINT
- EXISTING VEGETATION
- CURB RAMP
- NEW HMA PAVEMENT
- CURB
- CURB AND GUTTER

GENERAL NOTES

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CONSTRUCTION NOTES

1. CONSTRUCT TYPE PARALLEL A PER WSDOT STANDARD PLAN F-40.12-03 SHEET 17.
2. PROTECT EXISTING CATCH BASIN.
3. MATCH NEW CURB TO EXISTING CURB HEIGHT.
4. CONSTRUCT CONCRETE CURB AND GUTTER PER PRE-APPROVED PLAN CK-R.17.
5. REMOVE AND RELOCATE EXISTING SIGN BEHIND THE CURB.
6. CONSTRUCT 5 FOOT WIDE TRANSITION PANEL WHERE EXISTING CROSS SLOPES ARE GREATER THAN 2.1%.
7. PEDESTRIAN CURB PER WSDOT STANDARD PLAN F-40. 12-03 SHEET 17.

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HUNTER BENNETT DAGGETT STATE OF WASHINGTON 58114 REGISTERED PROFESSIONAL ENGINEER
1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
17-20 ADA RAMPS	KJV	GAM	SHOWN	1/17/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

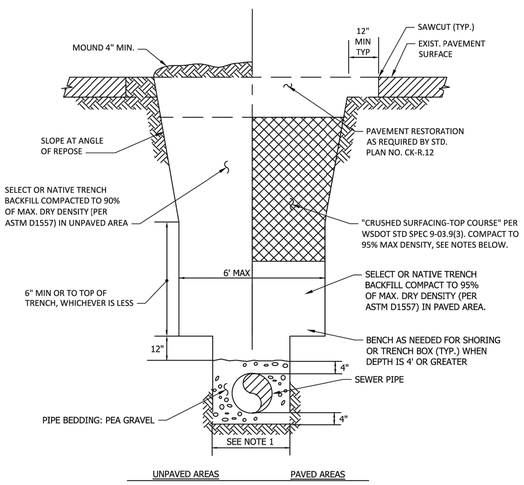
CURB RAMP PLANS
8TH AVE W & 3RD ST W

SHEET 20 / 24

Path: P:\47442\200-47442-23001\CAD\SheetFiles\17-20 ADA RAMPS.dwg Plot date: Jan 26, 2024-04:58:41pm CAD User: H.BENNETTDAGGETT.
Xref Filename: | Kirkland Border | C-XP-Survey-Original | C-UT-Proposed | C-XP-Survey-Additional | C-XP-PARCELS | RAMP-C-SP-SITE | GSWA-HBD |

CALL BEFORE YOU DIG: 811

LAST REVISED: 01/2020



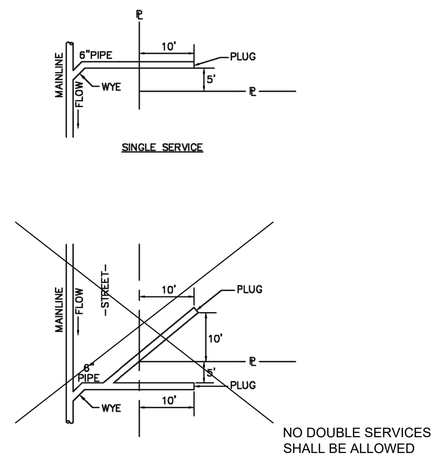
NOTES

1. TRENCH BACKFILL BELOW TOP 4 FEET MAY BE NATIVE MATERIALS OR AS REQUIRED BY THE SPECIFICATIONS, OR AS DIRECTED BY THE PUBLIC WORKS INSPECTOR.
2. MINIMUM TRENCH WIDTH SHALL BE PIPE ID + 24".
3. IN PAVED AREAS USE CRUSHED ROCK BACKFILL
   * FULL DEPTH OF TRENCH WHERE SEWER MAIN CROSSES PERPENDICULAR TO THE TRAVELED LANE OR DRIVEWAY.
   * TOP FOUR FEET WHERE SEWER MAIN RUNS PARALLEL TO THE TRAVELED LANE, UNLESS EXISTING MATERIAL IS DETERMINED BY THE ENGINEER TO BE SUITABLE FOR BACKFILL.
4. THE STREET SHALL BE OVERLAID WHEN THE ASPHALT ROADWAY IS LESS THAN 5YRS OLD FOR UTILITY CROSSINGS, THE STREET SHALL BE OVERLAID AT LEAST 25 FEET ON EACH SIDE OF THE TRENCH. SEE OVERLAY POLICY R-7.

CITY OF KIRKLAND	
PLAN NO. CK- S.01	
CITY OF KIRKLAND WASHINGTON	SANITARY SEWER TRENCH DETAIL

1 SANITARY SEWER TRENCH COK PLAN NO. CK-S.01
SCALE: NONE

LAST REVISED:11/30/99

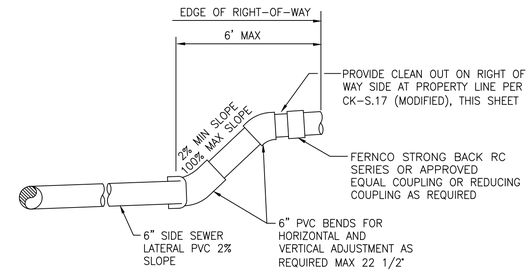


NOTES:

1. WHERE SIDE SEWER CONNECTS TO MANHOLE: INVERT OF SIDE SEWER SHALL BE EQUAL TO OR ABOVE MAIN SEWER CROWN, BUT NOT TO EXCEED 18" ABOVE INVERT OF MAIN SEWER. (FOR COMMERCIAL AND MULTIFAMILY APPLICATIONS ONLY)
2. UNLESS OTHERWISE INDICATED ON PLAN, SIDE SEWER SHALL BE MIN. OF 6' DEEP AT PROPERTY LINE, OR 5' LOWER THAN THE LOWEST ELEVATION, WHICHEVER IS LOWER.
3. TRENCH BACKFILL SHALL BE PER CITY OF KIRKLAND STD. PLAN NO. CK-S.01.

CITY OF KIRKLAND	
PLAN NO. CK- S.19A	
CITY OF KIRKLAND WASHINGTON	SIDE SEWER STUB "PLAN VIEW" (MODIFIED)

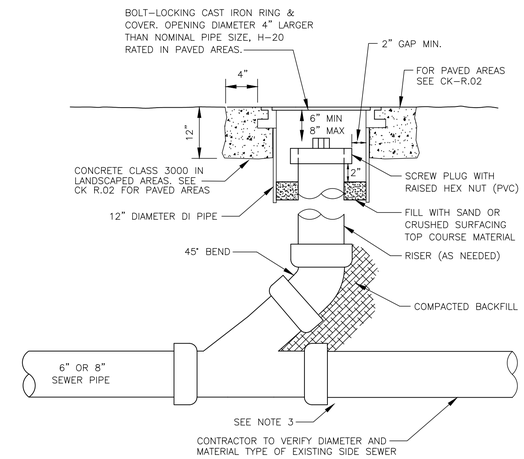
2 SIDE SEWER STUB PLAN VIEW COK PLAN NO. CK-S.19A
SCALE: NONE



NOTES:

1. TRENCH SECTION, BEDDING, BACKFILL, AND RESTORATION PER CITY OF KIRKLAND PRE-APPROVED PLANS.
2. WHERE TESTING OF SEWER IS REQUIRED BY PLANS AND SPECIFICATIONS INSTALL TEMPORARY CAP AND TEST SIDE SEWER LATERAL WITH THE SEWER MAIN.
3. INSTALL SIDE SEWER LATERAL AT 2% SLOPE TO MAXIMIZE DEPTH AT EDGE OF RIGHT-OF-WAY.
4. AFTER ACCEPTANCE OF TESTING BY PUBLIC WORKS INSPECTOR, REMOVE TEMPORARY CAP AND CONNECT TO EXISTING SIDE SEWER AT PROPERTY LINE.
5. NO WORK MAY OCCUR ON PRIVATE PROPERTY UNLESS NOTED OTHERWISE ON PLAN.
6. SIDE SEWER SHALL BE A MINIMUM OF SIX FEET DEEP AT PROPERTY LINE.

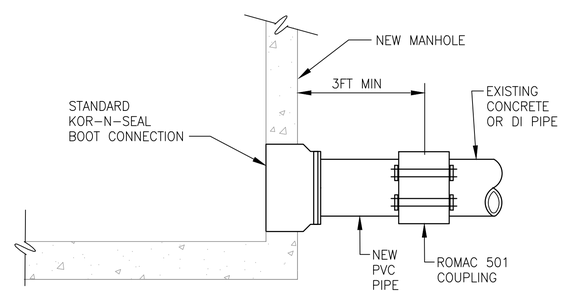
3 SIDE SEWER PROFILE VIEW
SCALE: NONE



NOTES:

1. CAST IRON COVER SHALL READ "SEWER".
2. LOCKING BOLTS FOR COVER SHALL BE 5/8" -11 NC STAINLESS STEEL TYPE 304 SOCKET (ALLEN) HEAD BOLTS, 2 INCHES LONG.
3. PROVIDE TRANSITIONAL COUPLING TO CONNECT TO EXISTING SIDE SEWER. TRANSITIONAL COUPLINGS SHALL BE FERNCO STRONG BACK RC SERIES OR APPROVED EQUAL.

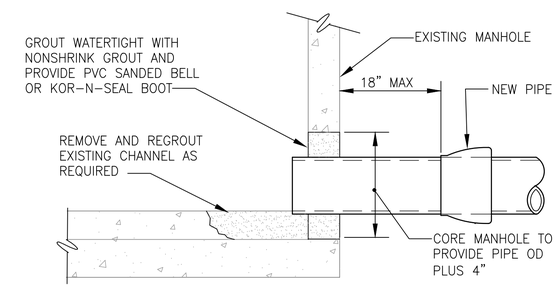
4 CLEANOUT DETAIL
SCALE: NONE



NOTES:

1. PIPE ENDS SHALL BE CUT TRUE AND FLUSH, THE PIPE SHALL BUTT TOGETHER EVENLY AND TIGHT.
2. CRUSHED SURFACING TOP COURSE SHALL BE PLACED AND COMPACTED AROUND CONNECTION TO ASSURE PIPE STAYS TRUE AND NO SETTLEMENT OCCURS.
3. CCTV INSPECTION AND APPROVAL REQUIRED FOR INSTALLATION.

5 NEW MANHOLE CONNECTION TO EXISTING PIPE DETAIL
SCALE: NONE



6 NEW PIPE CONNECTION TO EXISTING MANHOLE DETAIL
SCALE: NONE

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HUNTER BENNETT-DAGGETT STATE OF WASHINGTON 58114 REGISTERED PROFESSIONAL ENGINEER 1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
21-Sanitary Details	HBD	GAM	SHOWN	12/28/2023

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

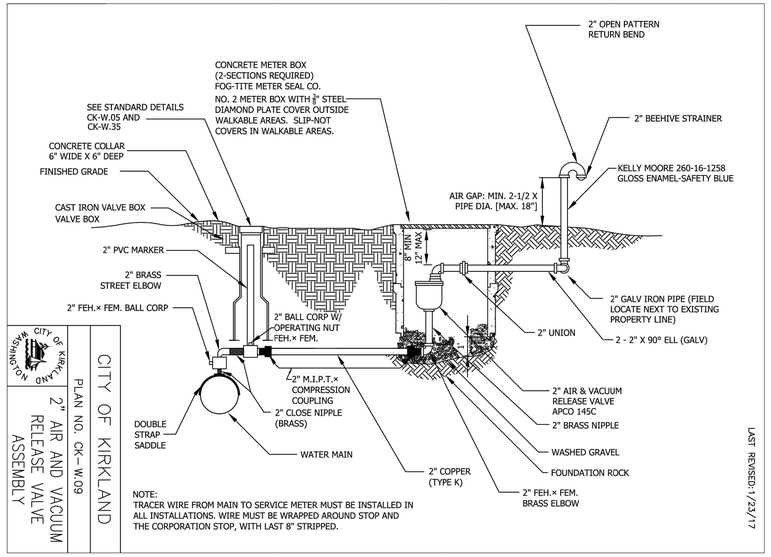
CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

SANITARY SEWER DETAILS

SHEET 21 / 24

Path: P:\47442\200-47442-23001\CAD\SheetFiles\21-Sanitary Details.dwg Plot date: Jan 26, 2024-04:59:09pm CAD User: H.BENNETTDAGGETT.
Xref Filename: | C-SP-PROP-SEWER | C-XP-TOPO-AS-BUILT-UTILITIES | c-xp-topo | C-SP-PROP-WATER | Kirkland Border | GSWA-HBD |

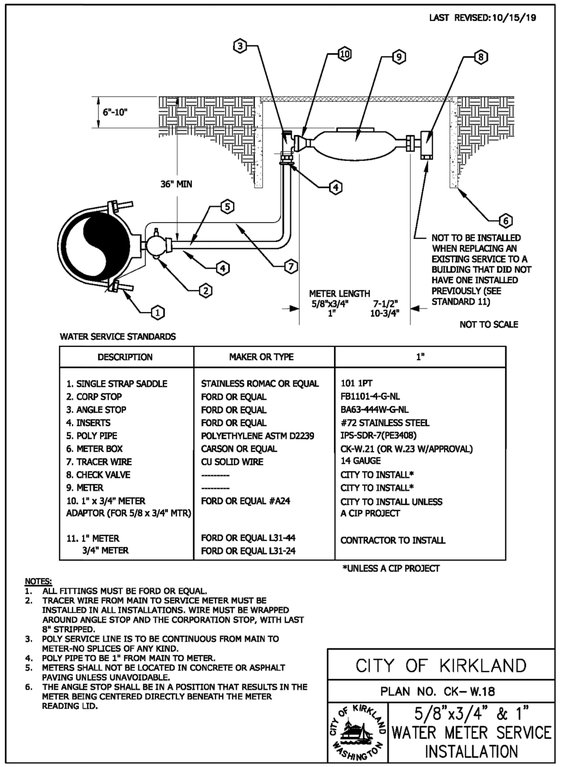
CALL BEFORE YOU DIG: 811



2" AIR AND VACUUM RELEASE VALVE ASSEMBLY COK PLAN NO. CK-W.09

1 / -

SCALE: NONE



DESCRIPTION	MAKER OR TYPE	1"
1. SINGLE STRAP SADDLE	STAINLESS ROMAC OR EQUAL	101 1PT
2. CORP STOP	FORD OR EQUAL	FB1101-4-G-NL
3. ANGLE STOP	FORD OR EQUAL	BA63-444W-G-NL
4. INSERTS	FORD OR EQUAL	#72 STAINLESS STEEL
5. POLY PIPE	POLYETHYLENE ASTM D2239	IPS-SDR-7(PE3408)
6. METER BOX	CARSON OR EQUAL	CK-W.21 (OR W.23 W/APPROVAL)
7. TRACER WIRE	CU SOLID WIRE	14 GAUGE
8. CHECK VALVE	----------	CITY TO INSTALL*
9. METER	----------	CITY TO INSTALL*
10. 1" x 3/4" METER ADAPTOR (FOR 5/8 x 3/4" MTR)	FORD OR EQUAL #A24	CITY TO INSTALL UNLESS A CIP PROJECT
11. 1" METER	FORD OR EQUAL L31-44	CONTRACTOR TO INSTALL
3/4" METER	FORD OR EQUAL L31-24	

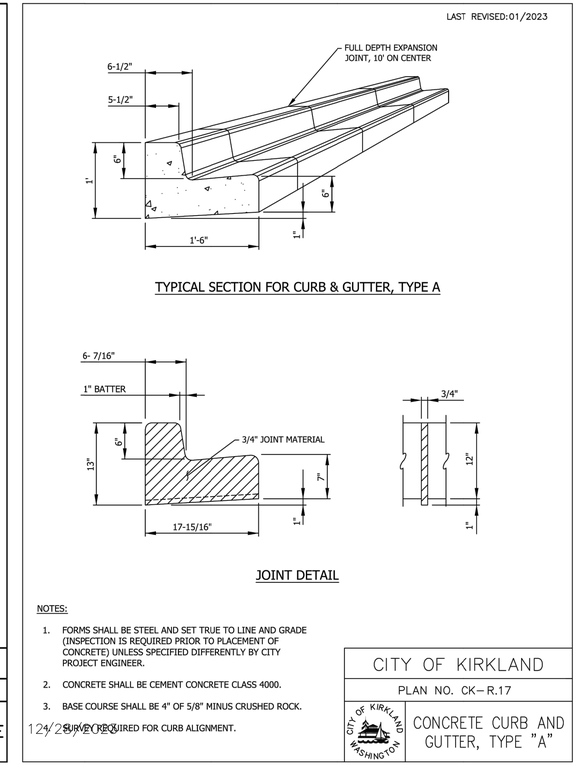
*UNLESS A CIP PROJECT

NOTES:
1. ALL FITTINGS MUST BE FORD OR EQUAL.
2. TRACER WIRE FROM MAIN TO SERVICE METER MUST BE INSTALLED IN ALL INSTALLATIONS. WIRE MUST BE WRAPPED AROUND ANGLE STOP AND THE CORPORATION STOP, WITH LAST 8" STRIPPED.
3. POLY SERVICE LINE IS TO BE CONTINUOUS FROM MAIN TO METER-NO SPLICES OF ANY KIND.
4. POLY PIPE TO BE 1" FROM MAIN TO METER.
5. METERS SHALL NOT BE LOCATED IN CONCRETE OR ASPHALT PAVING UNLESS UNAVOIDABLE.
6. THE ANGLE STOP SHALL BE IN A POSITION THAT RESULTS IN THE METER BEING CENTERED DIRECTLY BENEATH THE METER READING LID.

WATER METER SERVICE INSTALLATION COK PLAN NO. CK-W.18

2 / -

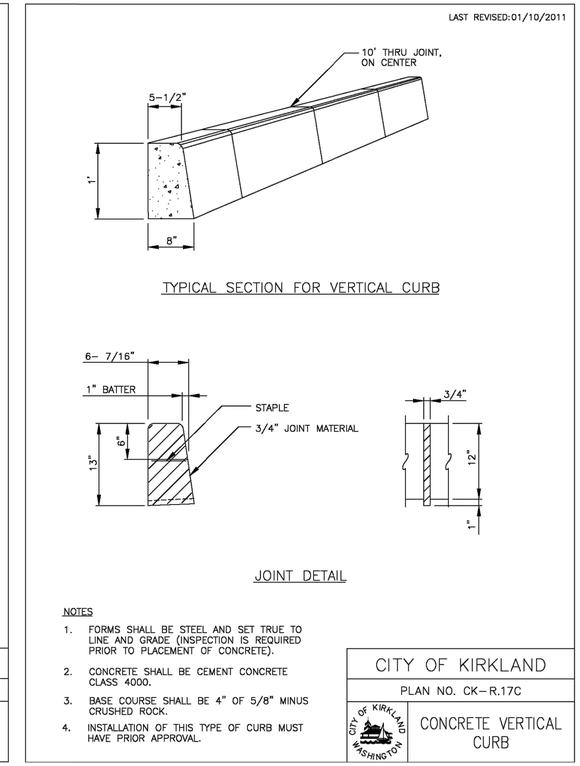
SCALE: NONE



CONCRETE CURB AND GUTTER, TYPE A COK PLAN NO. CK-R.17

3 / -

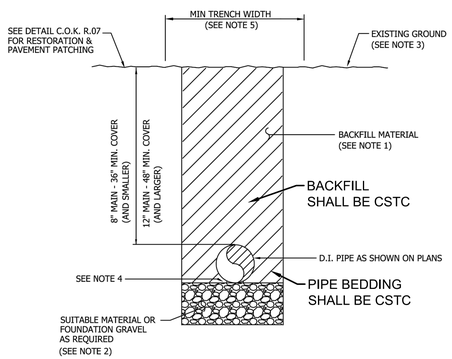
SCALE: NONE



CONCRETE VERTICAL CURB COK PLAN NO. CK-R.17C

4 / -

SCALE: NONE



NOTES

1. ALL TRENCH BACKFILL MATERIAL SHALL CONSIST OF ~~SUITABLE NATIVE EXCAVATED MATERIAL OR IMPORTED BACKFILL MATERIAL AS AUTHORIZED BY THE ENGINEER.~~ ALL TRENCHES SHALL BE COMPACTED TO 95% MDD.
2. FOUNDATION GRAVEL SHALL BE REQUIRED TO PROVIDE A SOLID FOUNDATION FOR THE WATER MAIN IN THOSE AREAS OF THE TRENCH WHICH HAVE UNSUITABLE MATERIAL OR SOFT SPOTS.
3. GRAVEL SHOULDERS AND DRIVEWAYS SHALL BE RESTORED WITH A 3" MIN. THICKNESS LAYER OF 5/8" MINUS CRUSHED SURFACING.
4. PLACE AND COMPACT BACKFILL IN MAXIMUM 4" LIFT TO PIPE SPRINGLINE TO ASSURE NO VOIDS UNDER PIPE.
5. MINIMUM TRENCH WIDTH IS PIPE I.D. + 24",

WATER TRENCH DETAIL

5 / –

SCALE: NONE

USE WSDOT STANDARD PLAN F-80.10-03. AMEND AS FOLLOWS:
- ALL DRIVEWAYS MUST BE DESIGNED TO MEET ADA STANDARDS.
- CITY OF KIRKLAND SIDEWALKS SHALL BE MIN. 5' WIDE.
- CONCRETE SHALL BE CLASS 4000.
- MATCH EXISTING RAMP DIMENSIONS.
- USE COK DETAIL CK-R.23 FOR SIDEWALK DETAILS.
- USE COK DETAIL CK-R.17 FOR CURB AND GUTTER DETAILS.

CEMENT CONCRETE DRIVEWAY ENTRANCE DETAIL

6 / –

SCALE: NTS

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HUNTER BENNETT DAGGETT — STATE OF WASHINGTON — 58114 — REGISTERED PROFESSIONAL ENGINEER — 1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
22-Water Details	HBD	GAM	SHOWN	12/28/2023

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

WATER AND STREET DETAILS

SHEET 22 / 24

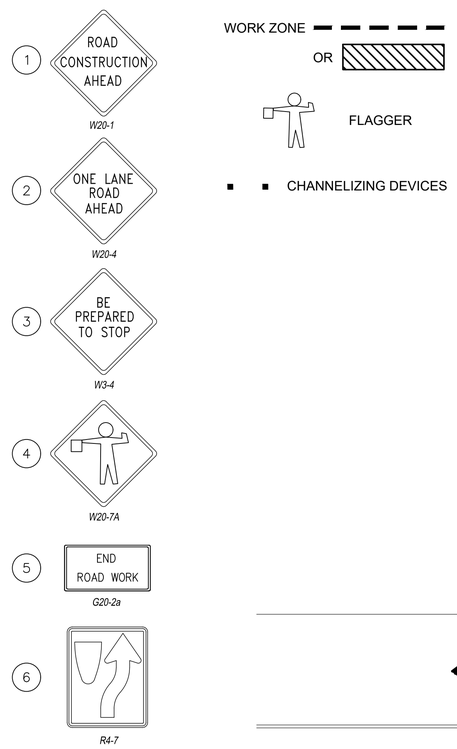
Path: P:\47442\200-47442-23001\CAD\SheetFiles\22-Water Details.dwg Plot date: Jan 26, 2024-04:59:25pm CAD User: H.BENNETTDAGGETT.
Xref Filename: | Kirkland Border | (GSWA-HBD) |

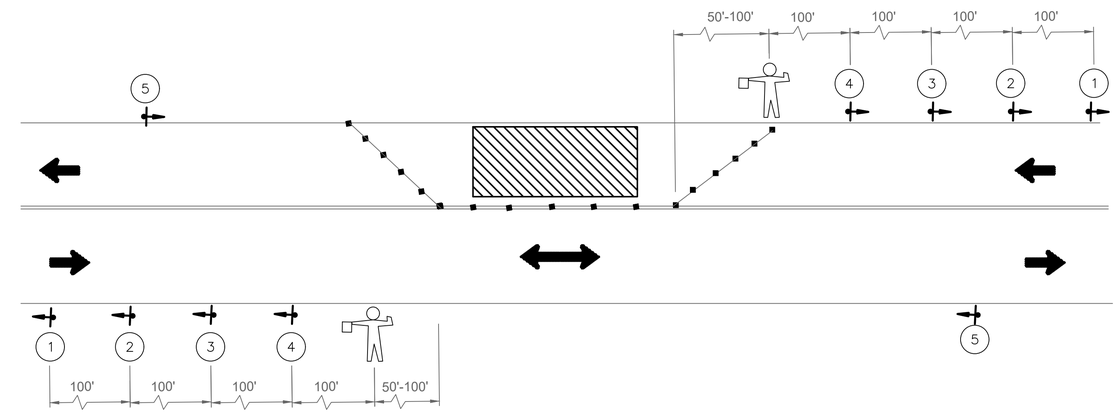
CALL BEFORE YOU DIG: 811

TRAFFIC CONTROL NOTES

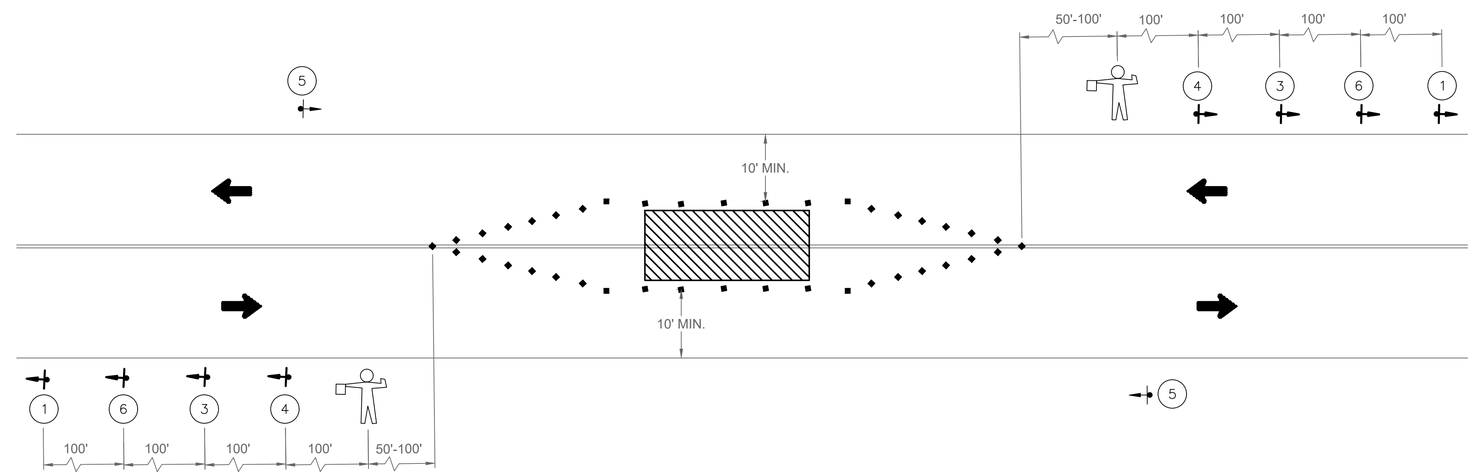
1. THE CONTRACTOR SHALL PREPARE AND SUBMIT FOR APPROVAL BY THE ENGINEER A DETAILED TRAFFIC CONTROL PLAN. THE PLAN SHALL BE SUBMITTED AT THE PRECONSTRUCTION CONFERENCE, OR PRIOR TO THE CONFERENCE. THE PLAN SHALL INCLUDE DETOUR ROUTES AND SIGNAGE AND SHALL DEMONSTRATE COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE PLAN SHALL INCLUDE INFORMATION ON PROPOSED USE OF UNIFORMED POLICE OFFICERS. THE PLAN SHALL DEMONSTRATE TEMPORARY COVERING OF EXISTING SIGNS BOTH WITHIN AND OUTSIDE OF THE WORK ZONE THAT ARE IN CONFLICT WITH THE PROPOSED TEMPORARY TRAFFIC CONTROL PLAN. THE OWNER MAY TAKE UP TO 10 WORKING DAYS TO REVIEW THE PLAN AND WILL PROVIDE A WRITTEN RESPONSE WHICH MAY REQUIRE ADJUSTMENTS AND RESUBMITTAL OF THE PLAN. CONTRACTOR SHALL RECEIVE WRITTEN APPROVAL PRIOR TO IMPLEMENTING THE PLAN AND INITIAL NOTIFICATION OF THE PUBLIC OF UPCOMING ROAD CLOSURE.
2. THE PLAN SHALL INCLUDE MULTIPLE STAGES CORRESPONDING TO CLOSURE OF SUCCESSIVE BLOCKS AS THE WORK PROGRESSES AND SIGNAGE SPECIFIC TO THE SUCCESSIVE STAGES.
3. THE TRAFFIC CONTROL PLAN SHALL ADDRESS ANY PEDESTRIAN, CYCLIST, OR VEHICLE IMPACTS ASSOCIATED WITH CONSTRUCTION STAGING AND PIPE LAYDOWN AREAS.
4. THE TRAFFIC CONTROL PLAN AND SCHEDULE SHALL BE UPDATED IMMEDIATELY TO REFLECT ANY CHANGES IN THE PROPOSED CONSTRUCTION ACTIVITIES. ENGINEER MAY REQUEST AN UPDATED TRAFFIC CONTROL PLAN IF THEY OBSERVE A VARIATION FROM THE CONTRACTOR'S CURRENT PLAN. SUCH UPDATE SHALL BE PROVIDED WITHIN 24 HOURS OF THE REQUEST.
5. THE TRAFFIC CONTROL PLAN SHALL DESIGNATE A TRAFFIC CONTROL SUPERVISOR WHO SHALL BE PRESENT ON THE JOBSITE DAILY. PROVIDE A 24-HOUR CONTACT TELEPHONE NUMBER FOR THE TRAFFIC CONTROL SUPERVISOR.
6. FOLLOWING APPROVAL OF THE TRAFFIC CONTROL PLAN, PROVIDE SEVEN (7) WORKING DAYS NOTICE TO THE CITY PRIOR TO MAKING ANY CHANGES TO THE EXISTING TRAFFIC PATTERN.
7. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, LANE AND BLOCK CLOSURES ON 8TH AVENUE W, 5TH STREET W, AND SIDE STREETS SHALL BE LIMITED TO THE HOURS OF 9:00 A.M. TO 3:00 P.M. ON ANY WORK DAY. OUTSIDE OF THOSE TIMES, TRAFFIC SHALL BE RESTORED TO NORMAL TRAFFIC LANES. CONTRACTOR SHALL MAINTAIN APPROPRIATE LANE MARKERS AND TRAFFIC CONTROLS.
8. AT THE END OF WORK HOURS, A MAXIMUM OF 20 FEET OF UNFILLED TRENCH LINE MAY BE LEFT BELOW GRADE AND SHEETED. CONTRACTOR SHALL PROPERLY SHORE EXCAVATION BELOW THE SHEET, SECURE THE SHEET, RAMP THE EDGES OF THE SHEET, AND PROVIDE APPROPRIATE SIGNS. THE ENGINEER MAY REVOKE THIS ALLOWANCE IF THE CONTRACTOR FAILS TO PROPERLY SHORE EXCAVATION BELOW THE SHEET, SECURE THE SHEET, RAMP THE EDGES OF THE SHEET, OR PROVIDE APPROPRIATE SIGNS. NO SHEETS WILL BE ALLOWED OVER WEEKENDS OR HOLIDAYS OBSERVED BY THE CITY OF KIRKLAND WITHOUT PRIOR AUTHORIZATION BY THE ENGINEER.
9. CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY SERVICES AT ALL TIMES AND SHALL LIMIT CONSTRUCTION ACTIVITIES, INCLUDING TRENCHING AND MATERIALS STORAGE, IN SUCH A WAY AS TO ALLOW IMMEDIATE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES. CONTRACTOR SHALL HAVE STEEL SHEETS ONSITE SUITABLE TO SPAN ALL EXCAVATIONS AND MAKE THE ROADWAY SAFELY PASSABLE FOR ANY EMERGENCY VEHICLE.
10. CONTRACTOR SHALL COORDINATE UNINTERRUPTED SERVICE BY US MAIL AND GARBAGE/RECYCLING SERVICES AND COORDINATION OF ROUTE REVISIONS WITH APPLICABLE TRANSIT AGENCIES.
11. CONTRACTOR SHALL MAINTAIN VEHICULAR ACCESS TO DRIVEWAYS AT ALL TIMES AND SHALL LIMIT CONSTRUCTION ACTIVITIES INCLUDING TRENCHING AND MATERIALS STORAGE IN SUCH A WAY TO ALLOW ACCESS WITH A DELAY NO GREATER THAN 15 MINUTES. CONTRACTOR SHALL HAVE STEEL SHEETS ON SITE SUITABLE TO SPAN ALL EXCAVATIONS AND MAKE THE ROADWAY SAFELY PASSABLE FOR ANY VEHICLE.
12. PEDESTRIAN TRAFFIC MUST BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH SECTION 1-07.23(1) OF THE SPECIAL PROVISIONS. IF AT ANY POINT, THE DESIGNATED PEDESTRIAN CORRIDOR WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES, PROVIDE APPROPRIATE SIGNAGE, BARRICADES, AND/OR PAVEMENT MARKINGS AS NEEDED TO DETOUR PEDESTRIAN TRAFFIC AROUND THE WORK ZONE.
13. DAMAGED OR MISSING SIGNS AND TRAFFIC CONTROLS SHALL BE REPLACED BY THE CONTRACTOR.
14. EXISTING STREET LIGHTING SYSTEMS SHALL REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
15. UPON FAILURE OF THE CONTRACTOR TO PROVIDE NECESSARY TRAFFIC CONTROLS OR TO IMPLEMENT ANY PORTION OF THE TRAFFIC CONTROL PLAN, THE CITY MAY IMPLEMENT SUCH MEASURES AND DEDUCT THE COST FROM PAYMENTS OWED TO THE CONTRACTOR.
16. ALL ROADWAYS AND PEDESTRIAN ROUTES SHALL BE KEPT CLEAN AT ALL TIMES TO ALLOW SAFE TRAVEL AND MINIMIZE DUST.

LEGEND





1 – ONE-LANE CLOSURE TYPICAL TRAFFIC CONTROL PLAN
SCALE: NONE



2 – ROAD CENTER WORK TYPICAL TRAFFIC CONTROL PLAN
SCALE: NONE

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HUNTER BENNETT DAGGETT
STATE OF WASHINGTON
58114
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1/26/2024

FILE	ENGR.	REVIEW	SCALE	DATE
23-24-TrafficControl	HBD	GAM	SHOWN	1/11/2024

NO.	REVISION	BY	REVIEW	DATE

CITY OF KIRKLAND WASHINGTON

CITY OF KIRKLAND
PUBLIC WORKS DEPARTMENT
123 FIFTH AVENUE – KIRKLAND, WA 98033-6189 – (425)587-3800

TRAFFIC CONTROL NOTES AND DETAILS

SHEET 23 / 24

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Xref Filename: | C-XP-PARCELS | Kirkland Border | GSWA-HBD |

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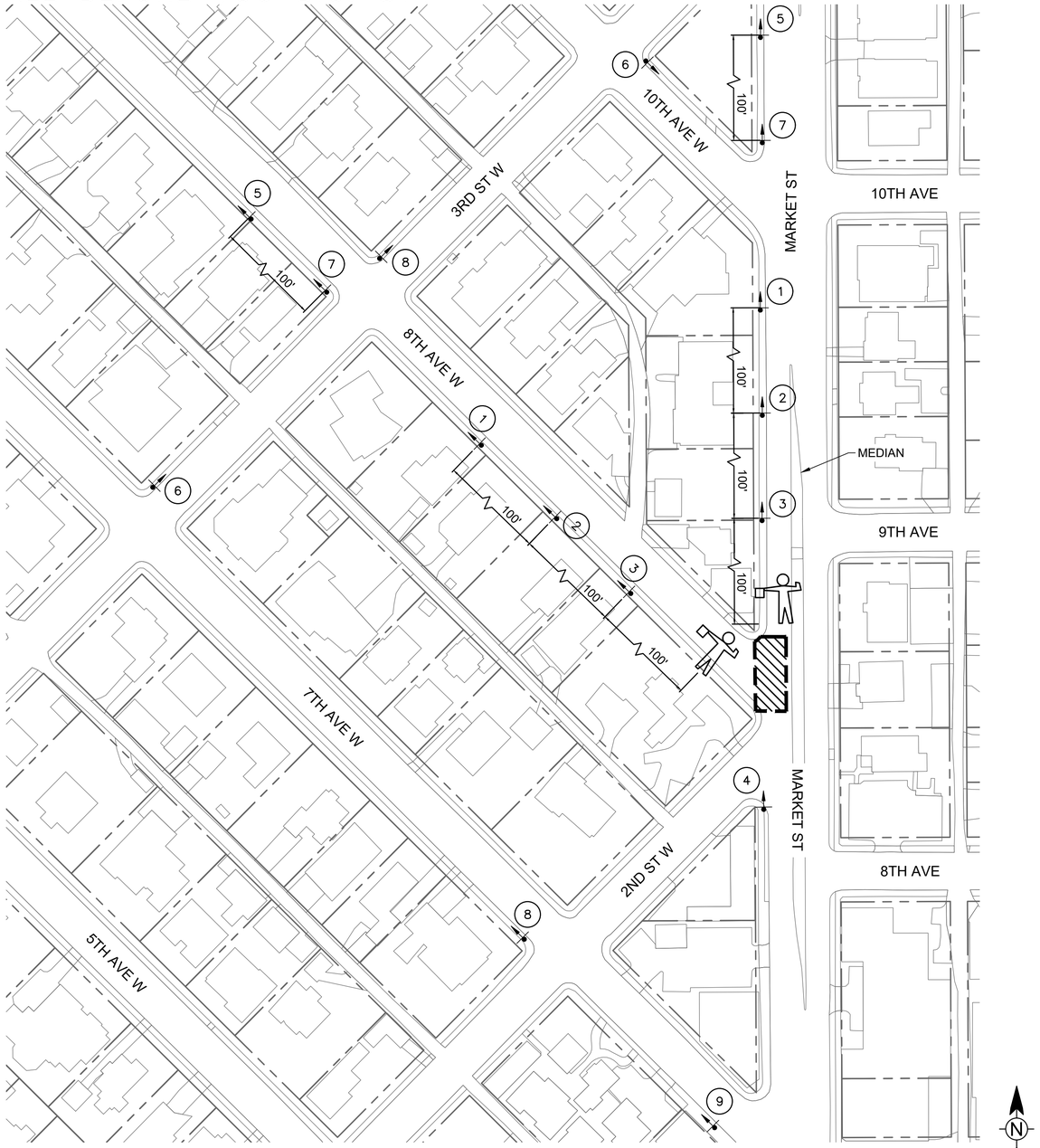

1 MARKET ST INTERSECTION TYPICAL TRAFFIC CONTROL PLAN
SCALE: NONE

LEGEND

1 ROAD CONSTRUCTION AHEAD — W20-1

2 BE PREPARED TO STOP — W3-4

3 — W20-7A

4 END ROAD WORK — G20-2a

5 DETOUR AHEAD — W20-2a

6 DETOUR — M4-10L

7 DETOUR — M4-10R

8 DETOUR — M4-10

9 END DETOUR — M4-8A

WORK ZONE

OR

FLAGGER

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HUNTER BENNETT DAGGETT — STATE OF WASHINGTON — 58114 — REGISTERED PROFESSIONAL ENGINEER — 1/26/2024

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TRAFFIC CONTROL DETAILS

SHEET 24 / 24

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Xref Filename: | C-XP-PARCELS | Kirkland Border | GSWA-HBD |