

CITY OF KIRKLAND

2024 ANNUAL REPLACEMENT OF AGING AND FAILING INFRASTRUCTURE

BID SET

JUNE 5, 2024

JOB NO. 23-24-PW

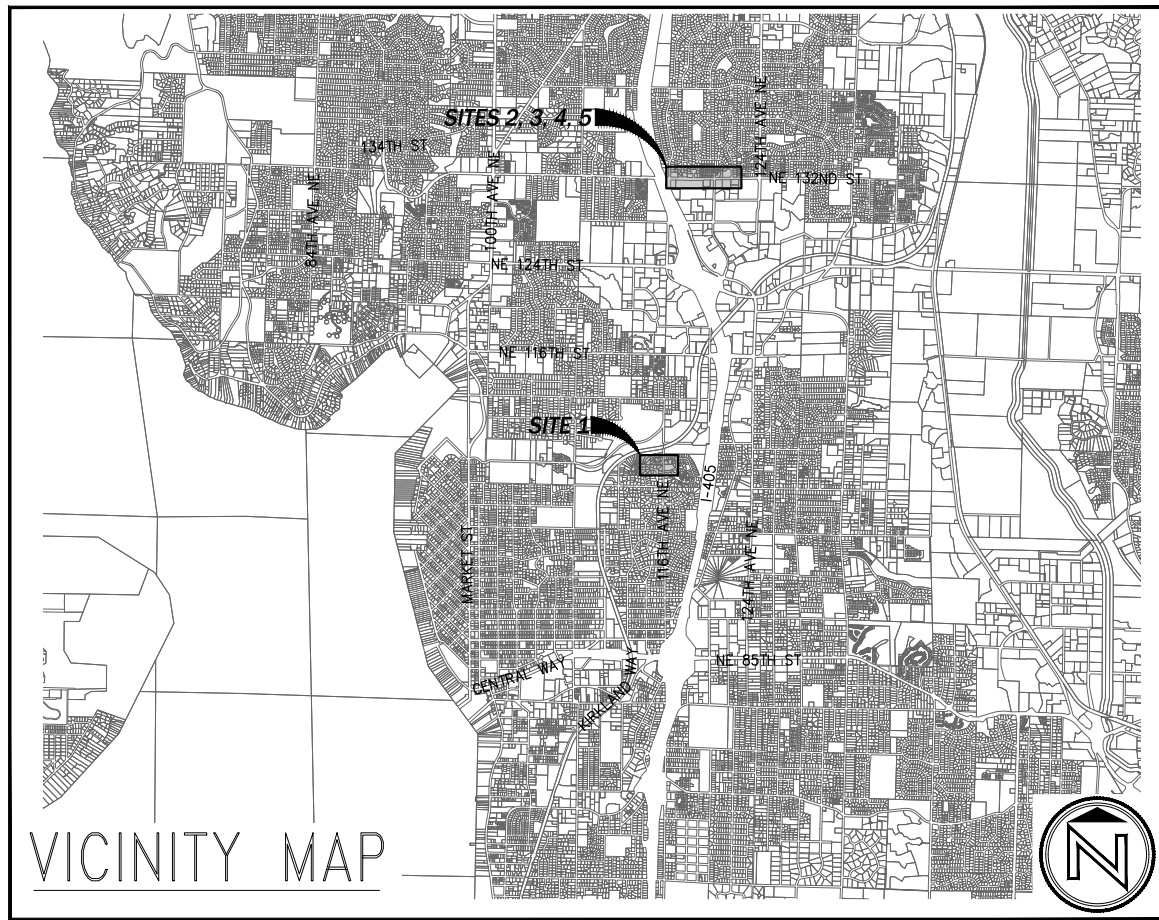
CIP NO. SDC0470024

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LEGEND

	EXISTING	PROPOSED
ROADWAY CENTERLINE	---	---
PROJECT BOUNDARY LINE	---	---
PROPERTY BOUNDARY LINE	---	---
RIGHT-OF-WAY LINE	---	---
EASEMENT LINE	---	---
EDGE OF PAVEMENT LINE	---	---
10' CONTOUR LINE	----- 290 -----	----- 290 -----
2' CONTOUR LINE	----- 290 -----	----- 290 -----
SANITARY SEWER MAIN	SS	---
WATER LINE	W	---
FIRE SUPPLY	F	---
STORM PIPE	SD	---
GAS LINE	GAS	---
FENCE LINE	X	---
POWER LINE	OP	---
BURIED POWER LINE	BP	---
UTILITY EASEMENT	---	---
TELEPHONE LINE	T	---
BURIED TELEPHONE LINE	BT	---
SWALE	---	---
SILT FENCE	---	X X X X X
CLEARING LIMIT	○	○
SANITARY SEWER CLEAN OUT	□	□
SANITARY SEWER MANHOLE	⊙	⊙
STORM DRAIN CATCH BASIN - TYPE I	⊙	⊙
STORM DRAIN CATCH BASIN - TYPE II	⊙	⊙
WATER CAP/PLUG	⊔	⊔
WATER COUPLING	⊔	⊔
THRUST BLOCK	⊔	⊔
WATER METER	⊔	⊔
2 NOZZLE FIRE HYDRANT	⊔	⊔
FLANGE/BUND FL JOINT	⊔	⊔
MECHANICAL JOINT	⊔	⊔
AIR RELIEF VALVE	⊔	⊔
BLOW-OFF VALVE	⊔	⊔
BUTTERFLY VALVE	⊔	⊔
CHECK VALVE	⊔	⊔
GATE/GENERAL VALVE	⊔	⊔
ASPHALT PAVEMENT	▒	▒
CONCRETE	▒	▒

GENERAL PROJECT NOTES

- ALL WORKMANSHIP, METHODS AND MATERIALS FOR THIS PROJECT SHALL CONFORM TO THE 2024 EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION AS PRODUCED BY WSDOT AND THE WASHINGTON STATE CHAPTER OF THE APWA; APPLICABLE CITY OF KIRKLAND MUNICIPAL CODE AND PUBLIC WORKS AND DEVELOPMENT STANDARDS; APPLICABLE KING COUNTY CODE AND PUBLIC WORKS AND DEVELOPMENT STANDARDS; AND ANY SPECIAL PROVISIONS PROVIDED BY THESE PLANS OR OTHER CONTRACT DOCUMENTS FOR THE PROJECT.
- EXISTING UTILITIES ARE SHOWN IN THESE PLANS PER THE LATEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES AND RELATED SURFACE FEATURES WITHIN THE PROJECT AREA AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE PLAN INFORMATION PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL, AT MINIMUM, CONTACT THE UNDERGROUND UTILITIES LOCATE CENTER (1-800-424-5555) TO HAVE UTILITIES VERIFIED ON THE GROUND PRIOR TO CONSTRUCTION.
- THE TEMPORARY EROSION AND SEDIMENTATION CONTROL (TESC) MEASURES SHOWN IN THESE PLANS SHALL BE CONSIDERED A MINIMUM. THE CONTRACTOR SHALL PROVIDE ANY REASONABLE ADDITIONAL MEASURES AS MAY BE REQUIRED TO FACILITATE ACTUAL SITE RUNOFF CONDITIONS AT THE TIME OF CONSTRUCTION. ALL NECESSARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN-PLACE PRIOR TO ANY DEMOLITION OR CONSTRUCTION ACTIVITIES.
- ALL NEW PAVEMENT, SIDEWALKS, AND CURB AND GUTTER INSTALLED BY THIS PROJECT SHALL BEAR ON SUITABLE, COMPACT FOUNDATION SOILS IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND PROJECT CONTRACT DOCUMENTS. SIMILAR EXISTING FACILITIES TO REMAIN, WHICH ARE DISTURBED OR DAMAGED DURING CONSTRUCTION, SHALL BE REPLACED IN-KIND TO THE SAME STANDARDS OF NEW FACILITIES.
- ALL PAVEMENT MARKINGS SHALL CONFORM TO THE WSDOT STANDARD PLANS AND SPECIFICATIONS AS AMENDED OR SUPPLEMENTED BY THE PROJECT PLANS, DETAILS, AND SPECIFICATIONS AS PROVIDED IN THE CONTRACT DOCUMENTS.
- AT LEAST TWO COPIES OF THESE PLANS SHALL BE ON THE JOB SITE WHEN CONSTRUCTION IS IN PROGRESS. THE CONTRACTOR SHALL ALSO HAVE COPIES OF THE APPLICABLE REGULATORY AGENCY STANDARDS AVAILABLE AT THE JOB SITE DURING THE RELATED CONSTRUCTION OPERATIONS. ALL APPLICABLE PERMITS SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION ACTIVITY. ONE COMPLETE SET OF PROJECT PLANS WITH RECORDS OF AS-BUILT INFORMATION SHALL BE PROVIDED TO THE PROJECT ENGINEER AT THE END OF THE PROJECT.
- THE CONTRACTOR SHALL COORDINATE ACTIVITIES OF ALL UTILITY PURVEYORS IMPACTED BY WORK FOR THIS PROJECT AND SHALL CONTACT THEM PRIOR TO CONSTRUCTION TO SCHEDULE WORK FOR PROVISIONS FOR AND BE RESPONSIBLE TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT AND KEEP IN SERVICE ALL EXISTING UTILITIES WHETHER SHOWN OR NOT SHOWN ON THESE PLANS DURING CONSTRUCTION.
- UTILITIES, OR INTERFERING PORTIONS OF UTILITIES, THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO COMPLETE THE PROPOSED WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES. CUTTING AND PLUGGING OF LINES TO BE ABANDONED SHALL BE CONSIDERED INCIDENTAL TO OTHER WORK PERFORMED.
- THE CONTRACTOR OR OWNER SHALL OBTAIN THE SERVICES OF A QUALIFIED SOILS ENGINEER AND/OR TESTING AGENCY TO PERFORM SUBGRADE/BACKFILL DENSITY TESTS OR TO DIRECT THE REMOVAL AND REPLACEMENT OF ANY UNSUITABLE MATERIALS DURING CONSTRUCTION. A REPRESENTATIVE OF THE SOILS ENGINEER AND/OR TESTING AGENCY SHALL BE AVAILABLE TO OBSERVE AND TO VERIFY FIELD CONDITIONS AS WORK PROCEEDS. THE SOILS ENGINEER SHALL SUBMIT FIELD REPORTS AS REQUIRED TO CERTIFY THE METHODS AND MATERIALS ARE IN ACCORDANCE WITH PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE THE APPROPRIATE SOILS INSPECTIONS AND TESTING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE TRAFFIC CONTROL DURING CONSTRUCTION ADJACENT TO OR WITHIN ALL PUBLIC ROADWAYS. TRAFFIC CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE PROPERTY DRIVEWAYS DURING CONSTRUCTION.

ABBREVIATIONS

AC	ASPHALT CONCRETE PAVEMENT	LT	LEFT
AP	ANGLE POINT	LUI	LAND USE INSPECTOR
ATB	ASPHALT TREATED BASE	MAX.	MAXIMUM
AVE	AVENUE	MDRT	MAJOR DEVELOPMENT REVIEW TEAM
BCR	BEGIN CURB RETURN	MH	MANHOLE
BOC	BACK OF CURB	MIN.	MINIMUM
BOW	BOTTOM OF WALL	MJ	MECHANICAL JOINT
☉	CENTERLINE	N	NORTH
CB	CATCH BASIN	NIC	NOT IN CONTRACT
CDF	CONTROLLED DENSITY FILL	O.C.	ON CENTER
CMF	CORRUGATED METAL PIPE	PC	POINT OF CURVATURE
CONC.	CONCRETE	PE	PLAIN END
CONN.	CONNECTION	PI	POINT OF INTERSECTION
CONT.	CONTINUOUS	PL	PLACE
COK	CITY OF KIRKLAND	PT	POINT OF TANGENCY
CIPP	CURED-IN-PLACE PIPE	PVI	POINT OF VERTICAL INTERSECTION
CPP	CORRUGATED POLYETHYLENE PIPE (W/SMOOTH INTERIOR WALLS)	PUE	PUBLIC UTILITY EASEMENT
CSBC	CRUSHED SURFACING BASE COURSE	REQ'D.	REQUIRED
CSTC	CRUSHED SURFACING TOP COURSE	ROW	RIGHT-OF-WAY
DIA.	DIAMETER	RT	RIGHT
DI	DUCTILE IRON	S	SOUTH
DW	DRIVEWAY	SD	STORM DRAIN
E	EAST	SDCB	STORM DRAIN CATCH BASIN
ECR	END CURB RETURN	SP	SPACE
EL.	ELEVATION	SS	SANITARY SEWER
EOP	EDGE OF PAVEMENT	SSD	STOPPING SIGHT DISTANCE
ESC	EROSION AND SEDIMENT CONTROL	SSMH	SANITARY SEWER MANHOLE
ESD	ENTERING SIGHT DISTANCE	STA	STATION
ESMT.	EASEMENT	TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
EVA	EMERGENCY VEHICLE ACCESS	TOC	TOP OF CURB
EXIST.	EXISTING	TYP.	TYPICAL
FL	FLOW LINE	TBW	TOP BACK OF WALK
FL	FLANGE	TOW	TOP OF WALL
FOC	FACE OF CURB	UNO	UNLESS NOTED OTHERWISE
HORIZ	HORIZONTAL	VERT.	VERTICAL
IE	INVERT ELEVATION	WSDOT	WASHINGTON DEPT. OF TRANSPORTATION
INT	INTERSECTION	W/	WITH
LCPE	LINED CORRUGATED POLYETHYLENE PIPE	W	WEST
LF	LINEAL FEET	WS	WATER SERVICE

EXISTING LANDSCAPE NOTES

- ALL EXISTING TREES WITHIN OR ADJACENT TO THE WORK AREA SHALL REMAIN UNLESS OTHERWISE NOTED ON PLANS OR APPROVED BY ENGINEER FOR REMOVAL.
- A TREE CLEARING PERMIT SHALL BE OBTAINED FROM THE CITY PRIOR TO ANY TREE REMOVAL. EACH TREE REMOVED FROM PRIVATE PROPERTY SHALL BE REPLACED WITH A NEW TREE PLANTED ON THE SAME PROPERTY AT A LOCATION AND OF A SPECIES COORDINATED WITH THE CITY AND PROPERTY OWNER DURING CONSTRUCTION. ALL TREE REMOVAL AND SITE RESTORATION EFFORTS SHALL BE IN ACCORDANCE WITH APPLICABLE CITY STANDARDS AND PROVISIONS OF THE CONTRACT DOCUMENTS.
- CONTRACTOR SHALL SEQUENCE AND EXECUTE WORK AND EMPLOY ALL REASONABLE PROTECTION MEASURES TO LIMIT AND MINIMIZE DISTURBANCE TO EXISTING LANDSCAPE AREAS AND VEGETATION IN OR IN PROXIMITY TO THE WORK ZONE(S). DISTURBANCE TO EXISTING LANDSCAPE AND VEGETATION SHALL BE LIMITED TO ONLY THAT NECESSARY TO COMPLETE THE WORK. DISTURBED LANDSCAPE SHALL BE REPLACED AND/OR RESTORED IN-KIND OR BETTER CONDITION.

PIPE BURSTING NOTES

- THE MEANS, METHODS, AND MATERIALS USED BY THE CONTRACTOR TO SUCCESSFULLY EXECUTE AND COMPLETE PIPE BURSTING WORK IN ACCORDANCE WITH THE PROJECT PLANS, SPECIAL PROVISIONS, AND STANDARD SPECIFICATIONS SHALL INCLUDE AND CONSIDER THE FOLLOWING EFFORTS AS SEQUENCED:
- MECHANICALLY CLEAR AND CLEAN EXISTING PIPES TO BE REPAIRED, INCLUDING BUT NOT LIMITED TO, REMOTE CUTTING OF ALL ROOTS AND/OR PROTRUDING PIPE MATERIAL WITHIN THE FULL INSIDE DIAMETER AND LENGTH OF EXISTING PIPE AND REMOVE ALL DEBRIS AND SEDIMENT FROM EXISTING PIPE AS REQUIRED TO FACILITATE SUCCESSFUL VIDEO INSPECTION AND SUBSEQUENT PIPE BURSTING WORK.
 - COMPLETE PRE-CONSTRUCTION CCTV VIDEO INSPECTION PER SPECIAL PROVISION SECTION 7-20.3.
 - PREPARE AND SUBMIT PIPE BURSTING WORK PLAN PER SPECIAL PROVISION SECTION 7-20.2.C.
 - THE LOCATION OF INSERTION AND RECEIVING PITS SHOULD BE SUCH THAT THEIR NUMBER AND EXTENT IS MINIMIZED AND THE LENGTH OF BURSTING IS MAXIMIZED CONSISTENT WITH THE EQUIPMENT AVAILABLE FOR THE BURST AND THE EXPECTED STRESS ON THE REPLACEMENT PIPE. THE SPACING OF THE PITS SHALL BE CONFIGURED SO THAT THE "SAFE PULLING FORCE" (SPF) OF THE NEWLY INSTALLED PIPE IS NOT EXCEEDED.
 - INSERTION/RECEIVING PIT SIZES WHERE SHOWN ON PLAN REPRESENT APPROXIMATE EXTENTS ANTICIPATED TO COMPLETE THE DESCRIBED WORK. CONTRACTOR SHALL LIMIT EXTENTS OF ENTRY PITS TO REDUCE IMPACTS AND MINIMIZE DISTURBANCE TO EXISTING PUBLIC AND PRIVATE PROPERTY FEATURES, VEGETATION, AND UTILITIES. EXISTING CATCH BASINS TO REMAIN SHALL BE USED IN-LIEU OF EXCAVATED ENTRY AND EXIT PITS WHERE PRACTICAL.
 - HDPE PIPE FOR REPLACEMENT/REPAIR SHALL BE OF THE NOMINAL SIZE SHOWN IN PLAN WITH A DIMENSION RADIO/PRESSURE RATING OF DR-17 UNLESS NOTED OTHERWISE. ALL PIPE SHALL BE HANDLED AT THE JOBSITE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 - PIPE BURSTING SHALL BE PERFORMED AS A CONTINUOUS ACTION WITH CONTIGUOUS JOINED HDPE REPLACEMENT PIPE AND PNEUMATIC SYSTEM INSTALLATION CONSISTENT WITH MANUFACTURER AND INDUSTRY STANDARDS.
 - COMPLETE POST-CONSTRUCTION CCTV VIDEO INSPECTION PER SPECIFICATION SECTION 7-20.3(6).

CURED-IN-PLACE PIPE (CIPP) NOTES


- THE MEANS, METHODS, AND MATERIALS USED BY THE CONTRACTOR TO SUCCESSFULLY EXECUTE AND COMPLETE CIPP WORK IN ACCORDANCE WITH THE CONTRACT PLANS, SPECIAL PROVISIONS, AND STANDARD SPECIFICATIONS SHALL INCLUDE AND CONSIDER THE FOLLOWING EFFORTS AS SEQUENCED:
- MECHANICALLY CLEAR AND CLEAN EXISTING PIPES TO BE REPAIRED, INCLUDING BUT NOT LIMITED TO, REMOTE CUTTING OF ALL ROOTS AND/OR PROTRUDING PIPE MATERIAL WITHIN THE FULL INSIDE DIAMETER AND LENGTH OF EXISTING PIPE AND REMOVE ALL DEBRIS AND SEDIMENT FROM EXISTING PIPE AS REQUIRED TO FACILITATE SUCCESSFUL VIDEO INSPECTION AND SUBSEQUENT CIPP LINER WORK.
 - FIELD VERIFY LENGTH AND DIAMETER OF STORM DRAIN PIPE TO BE REPAIRED AND NOTIFY CITY OF KIRKLAND UTILITIES DEPARTMENT INSPECTOR OF ANY DISCREPANCIES BETWEEN CONTRACT DRAWINGS AND FIELD MEASUREMENTS PRIOR TO FINAL PROCUREMENT AND DELIVERY OF CIPP LINER MATERIALS TO THE SITE.
 - COMPLETE PRE-CONSTRUCTION CCTV VIDEO INSPECTION PER SPECIFICATION SECTION 7-21.3.E(2).
 - PREPARE PRE-CONSTRUCTION CCTV REPORT AND PROVIDE TO CITY. REPORT SHALL SPECIFICALLY IDENTIFY LOCATIONS AND PROVIDE IMAGES OF SEGMENTS OF PIPE THAT ARE DAMAGED OR DETERIORATED TO AN EXTENT THAT CIPP CANNOT BE INSTALLED SUCCESSFULLY WITHOUT PIPE SPOT REPAIR IN THE JUDGEMENT OF THE CONTRACTOR. PIPE SPOT REPAIRS MAY CONSIST OF PATCH OR WHOLE REPLACEMENT OF DAMAGED PIPE SEGMENTS. THE PLANS SHOW LOCATIONS OF POTENTIAL SPOT REPAIRS BASED ON PREVIOUS MAINTENANCE VIDEOS THAT REQUIRE CONFIRMATION BY CONTRACTOR IN CCTV REPORT.
 - ENGINEER WILL REVIEW PRE-CONSTRUCTION CCTV REPORT AND CONSIDER CONTRACTOR RECOMMENDATIONS FOR SPOT REPAIRS TO CONFIRM AND AUTHORIZE SPECIFIC PIPE SEGMENTS TO BE PATCHED OR REPLACED. PIPE SPOT REPAIRS SHALL BE COMPLETED IN ACCORDANCE WITH PROJECT SPECIFICATIONS PRIOR TO CIPP INSTALLATION, INCLUDING BUT NOT LIMITED TO REMOVAL AND REPLACEMENT OF COMPLETE PIPE SEGMENTS IN ACCORDANCE WITH CITY PRE-APPROVED PLAN NO. CK-D-02.
 - CIPP INSTALLATION SHALL BE COMPLETED FROM EXISTING CATCH BASINS IN-LIEU OF EXCAVATED ENTRY AND INSERTION PITS WHERE PRACTICAL. IF ADDITIONAL EXCAVATION OR INSERTION OR RECEIVING PITS ARE REQUIRED TO EFFECTIVELY CLEAN, CLEAR, OR INSTALL CIPP, THEN THE EXTENTS SHOULD BE MINIMIZED TO ONLY THOSE NECESSARY TO COMPLETE THE WORK AND AVOID IMPACT AND CONFLICTS WITH EXISTING UTILITIES.
 - CIPP LINER SHALL BE INSTALLED IN ACCORDANCE WITH THE PROJECT PLANS, SPECIAL PROVISIONS, AND STANDARD SPECIFICATIONS IN ADDITION TO MANUFACTURER'S RECOMMENDATIONS AND ACCEPTED INDUSTRY STANDARDS. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY CONFLICTS BETWEEN THE PROVISIONS OF THE CONTRACT DOCUMENTS AND MANUFACTURER RECOMMENDATIONS OR INDUSTRY STANDARDS PRIOR TO COMMENCING WORK.
 - COMPLETE POST-CONSTRUCTION CCTV VIDEO INSPECTION FOR EACH CIPP INSTALLATION PER SPECIFICATION SECTION 7-21.7(11).

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CIP NO.	JOB NO.	ENGR.	REVIEW	SCALE	DATE
SDC0470024	23-24-PW	CMT/MJH	MJH	AS NOTED	6/5/24
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2024 ANNUAL REPLACEMENT OF AGING AND FAILING INFRASTRUCTURE

LEGEND, NOTES, AND ABBREVIATIONS

DRAWING REF. NO.	C0.01
SHEET	2
OF	7

CITY OF KIRKLAND STANDARD PLAN NOTES

EROSION/SEDIMENTATION CONTROL

- THE APPROVED CONSTRUCTION SEQUENCE SHALL BE AS FOLLOWS:
 - CONDUCT PRE-CONSTRUCTION MEETING.
 - FLAG OR FENCE CLEARING LIMITS.
 - POST SIGN WITH NAME AND PHONE NUMBER OF TESC SUPERVISOR.
 - INSTALL CATCH BASIN PROTECTION DOWNSTREAM AND AS DETERMINED BY THE CITY INSPECTOR.
 - GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
 - INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
 - CONSTRUCT SEDIMENT PONDS AND TRAPS.
 - GRADE AND STABILIZE CONSTRUCTION ROADS.
 - CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT.
 - MAINTAIN EROSION CONTROL MEASURE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
 - 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.
 - COVER ALL AREAS WITHIN THE SPECIFIED TIME FRAME WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, CRUSHED ROCK OR EQUIVALENT.
 - STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN 7 DAYS.
 - SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
 - UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES REMOVED IF APPROPRIATE.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS CLEAN AND FREE OF CONTAMINANTS AT ALL TIMES AND FOR PREVENTING AN ILLICIT DISCHARGE (KMC 15.52) INTO THE MUNICIPAL STORM DRAIN 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, AND ANY OTHER RESPONSIBLE PARTY MAY BE CHARGED ALL COSTS ASSOCIATED WITH THE CLEAN-UP AND MAY ALSO BE ASSESSED MONETARY PENALTIES (KMC 1.12.200). THE MINIMUM PENALTY IS \$500, A FINE FOR A REPEAT VIOLATION SHALL BE A MULTIPLIED BY THE NUMBER OF VIOLATIONS. A FINE MAY BE REDUCED OR WAIVED FOR PERSONS WHO IMMEDIATELY SELF-REPORT VIOLATION TO THE CITY AT 425-587-3000. 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.
- 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 (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.
- ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
- 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.
- 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.).
- 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.
- A COPY OF THE APPROVED ESC PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- 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.
- 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.
- THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G., ADDITIONAL SUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED FOR UNEXPECTED STORM EVENTS. ADDITIONALLY, MORE ESC FACILITIES MAY BE REQUIRED TO ENSURE COMPLETE SILTATION CONTROL. THEREFORE, DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED.
- 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.
- 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.
- 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.

- 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.
- 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).
- WHERE STRAW MULCH IS REQUIRED FOR TEMPORARY EROSION CONTROL, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2".
- ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) SHALL HAVE A 6' HIGH TEMPORARY CONSTRUCTION FENCE (CHAIN LINK WITH PIER BLOCKS) SEPARATING THE LOT (OR BUILDABLE PORTIONS OF THE LOT) FROM THE AREA RESTRICTED BY THE NGPE AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR CLEARING AND REMAIN IN PLACE UNTIL THE PLANNING DEPARTMENT AUTHORIZES REMOVAL.
- 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 UP-SLOPE OR 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.
- 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.
- 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.
- IF ANY PART(S) OF THE CLEARING LIMIT BOUNDARY OR TEMPORARY EROSION/SEDIMENTATION CONTROL PLAN IS/ARE DAMAGED, IT SHALL BE REPAIRED IMMEDIATELY.
- ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND RUNOFF.
- 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 BMP'S. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
- 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.
- ALL EROSION/SEDIMENTATION CONTROL PONDS WITH A DEAD STORAGE DEPTH EXCEEDING 6" MUST HAVE A PERIMETER FENCE WITH A MINIMUM HEIGHT OF 3'.
- 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 DETERMINED BY THE CITY OF KIRKLAND. ALSO, ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-QUARTER DEPTH.
- 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.
- 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.
- 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).
- ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE ADEQUATE PROTECTION FROM SEDIMENT. CATCH BASINS DIRECTLY DOWNSTREAM OF THE CONSTRUCTION ENTRANCE OR ANY OTHER CATCH BASIN AS DETERMINED BY THE CITY INSPECTOR SHALL BE PROTECTED WITH A "STORM DRAIN PROTECTION INSERT" OR EQUIVALENT.
- 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.
- DO NOT FLUSH CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM. IF EXPOSED AGGREGATE IS FLOUSED INTO THE STORM SYSTEM, IT COULD MEAN RE-CLEANING THE ENTIRE DOWNSTREAM STORM SYSTEM, OR POSSIBLY RE-LAYING THE STORM LINE.
- RECYCLED CONCRETE SHALL NOT BE STOCKPILED ON SITE, UNLESS FULLY COVERED WITH NO POTENTIAL FOR RELEASE OF RUNOFF.

STORM DRAINAGE

- A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
- BEFORE ANY CONSTRUCTION MAY OCCUR, THE CONTRACTOR SHALL HAVE PLANS WHICH HAVE BEEN SIGNED AND APPROVED BY THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT, OBTAINED ALL CITY, COUNTY, STATE, FEDERAL AND OTHER REQUIRED PERMITS, AND HAVE POSTED ALL REQUIRED BONDS.
- ALL STORM DRAINAGE IMPROVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF KIRKLAND PUBLIC WORKS

- PRE-APPROVED PLANS AND POLICIES AND THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, PREPARED BY WSDOT AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA).
- ANY DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL, ALL CHANGES SHALL BE SUBMITTED TO THE CITY.
- A COPY OF THE APPROVED STORM WATER PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR SIMILARLY STABILIZED TO THE SATISFACTION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FOR THE PREVENTION OF ON-SITE EROSION AFTER THE COMPLETION OF CONSTRUCTION.
- MINIMUM COVER OVER STORM DRAINAGE PIPES IN ROW OR VEHICULAR PATH SHALL BE 18 INCHES, UNLESS OTHER DESIGN IS APPROVED.
- STEEL PIPE SHALL HAVE ASPHALT TREATMENT #1 OR BETTER INSIDE AND OUTSIDE.
- ALL CATCH BASINS SHALL BE TYPE I UNLESS OTHERWISE NOTED. CATCH BASINS WITH A DEPTH OF OVER FIVE FEET (5') TO THE PIPE INVERT SHALL BE A TYPE II CATCH BASIN. TYPE II CATCH BASINS EXCEEDING FIVE FEET (5') IN DEPTH SHALL HAVE A STANDARD LADDER INSTALLED.
- ALL STORM DRAINAGE MAIN EXTENSIONS WITHIN THE PUBLIC RIGHT-OF-WAY OR IN EASEMENTS MUST BE STAKED FOR LINE AND GRADE PRIOR TO STARTING CONSTRUCTION.
- ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF ONE FOOT (1'), AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; 2"-MIXES ROCK/10%-20% PASSING. RECYCLED CONCRETE SHALL NOT BE USED FOR EROSION PROTECTION, INCLUDING FOR CONSTRUCTION ENTRANCE OR TEMPORARY STABILIZATION ELSEWHERE ON SITE.
- ALL PIPE, MANHOLES, CATCH BASINS, AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH THE CURRENT STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (WSDOT). THIS SHALL INCLUDE NECESSARY LEVELING OF THE TRENCH BOTTOM OR THE TOP OF THE FOUNDATION MATERIAL AS WELL AS PLACEMENT AND COMPACTION OF REQUIRED BEDDING MATERIAL TO UNIFORM GRADE SUCH THAT THE ENTIRE LENGTH OF THE PIPE WILL BE SUPPORTED ON A UNIFORM DENSE BEDDING. IF THE NATIVE MATERIAL IN THE BOTTOM OF THE TRENCH MEETS THE REQUIREMENTS FOR "GRAVEL BACKFILL FOR PIPE BEDDING," THE FIRST LIFT OF PIPE BEDDING MAY BE OMITTED PROVIDED THE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENEED, REGRADED, AND COMPACTED TO FORM A DENSE UNYIELDING BASE. ALL PIPE BEDDING SHALL BE APWA CLASS B, TYPE I, OR BETTER. PIPE SHALL NOT BE INSTALLED ON SOD, FROZEN EARTH, LARGE BOULDERS, OR ROCK. PIPE BEDDING FOR FLEXIBLE PIPES SHALL BE PEA GRAVEL TO THE SPRINGLINE OF THE PIPE.
- CONSTRUCTION OF DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25NTU, AND NOT CONSIDERED AN ILLICIT DISCHARGE (PER KMC 15.52.090). TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.
- ISSUANCE OF A BUILDING OR LAND SURFACE MODIFICATION PERMIT BY THE CITY OF KIRKLAND DOES NOT RELIEVE THE OWNER OF THE CONTINUING LEGAL OBLIGATION AND/OR LIABILITY CONNECTED WITH STORM SURFACE WATER DISPOSITION. FURTHER, THE CITY OF KIRKLAND DOES NOT ACCEPT ANY OBLIGATION FOR THE PROPER FUNCTIONING AND MAINTENANCE OF THE SYSTEM DURING OR FOLLOWING CONSTRUCTION EXCEPT AS OUTLINED IN THE CITY OF KIRKLAND PUBLIC WORKS STANDARDS.
- ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISMS AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, CONFINED SPACE PROTECTION, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE A TRAFFIC CONTROL PLAN APPROVED BY THE CITY OF KIRKLAND. ALL SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS, TRAFFIC CONTROL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY.
- NO FINAL CUT OR FILL SLOPE SHALL EXCEED SLOPE OF TWO (2) HORIZONTAL TO ONE (1) VERTICAL WITHOUT STABILIZATION BY ROCKERY OR BY A STRUCTURAL RETAINING WALL.
- ALL MANHOLE LADDERS SHALL BE FIRMLY ATTACHED AND EXTEND TO WITHIN 1' OF THE BOTTOM OF THE STRUCTURE.
- APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL EXERCISE ALL CARE TO AVOID DAMAGE TO ANY UTILITY. IF CONFLICTS WITH EXISTING UTILITIES ARISE DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION INSPECTOR AND ANY CHANGES REQUIRED SHALL BE APPROVED BY THE DEVELOPMENT ENGINEER PRIOR TO COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT.
- THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION OF EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS, WIDTHS, THICKNESSES, AND ELEVATIONS OF ALL EXISTING PAVEMENTS AND STRUCTURES THAT ARE TO INTERFACE WITH NEW WORK. PROVIDE ALL DIMMING, CUTTING, SAW CUTTING, GRADING, LEVELING, SLOPING, COATING, AND OTHER WORK, INCLUDING MATERIALS AS NECESSARY, TO CAUSE THE INTERFACE WITH EXISTING WORKS TO BE PROPER, ACCEPTABLE TO THE ENGINEER AND THE CITY OF KIRKLAND, COMPLETE IN PLACE AND READY TO USE.
- ALL INLET, MANHOLE, AND CATCH BASIN FRAMES AND GRATES SHALL NOT BE ADJUSTED TO GRADE UNTIL IMMEDIATELY PRIOR TO FINAL PAVING. ALL CATCH BASIN GRATES SHALL BE SET 0.10' BELOW PAVEMENT LEVEL.
- OPEN CUT ROAD CROSSINGS FOR UTILITY TRENCHES ON EXISTING TRAVELED ROADWAY SHALL BE BACKFILLED ONLY WITH 5/8" MINUS CRUSHED ROCK AND MECHANICALLY COMPACTED (UNLESS OTHERWISE APPROVED BY THE CITY). FOR STREETS CLASSIFIED AS ARTERIALS OR COLLECTORS, BACKFILL FOR CROSSINGS SHALL BE CDF. CUTS INTO THE EXISTING ASPHALT SHALL BE NEAT LINE CUT WITH SAW OR JACKHAMMER IN A CONTINUOUS LINE. TEMPORARY COLD MIX PATCH SHALL BE PLACED IMMEDIATELY AFTER BACKFILL AND COMPACTION. A PERMANENT HOT MIX PATCH SHALL BE PLACED WITHIN 30 DAYS AND SHALL BE A MINIMUM OF 1" THICKER THAN THE ORIGINAL ASPHALT WITH A MINIMUM THICKNESS OF 2". SEE STANDARD D.02.
- ALL DAMAGES INCURRED TO PUBLIC AND/OR PRIVATE PROPERTY BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION SHALL BE PROMPTLY REPAIRED TO THE SATISFACTION OF THE CITY CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND/OR THE RELEASE OF THE PROJECT'S PERFORMANCE BOND.

- GROUT ALL SEAMS AND OPENINGS IN ALL INLETS, CATCH BASINS, AND MANHOLES. JETSET GROUT IS NOT ALLOWED.
- WHEN WIDENING AN EXISTING ROADWAY WHERE AN EXISTING TYPE I CATCH BASIN WILL REMAIN IN THE TRAVEL LANE, THE EXISTING FRAME AND COVER SHALL BE REPLACED WITH A ROUND LOCKING FRAME AND COVER.
- FOR OTHER THAN SINGLE-FAMILY DWELLINGS, ALL EXPOSED OR READILY EXPOSED INDOOR STORM DRAINAGE PIPING/PLUMBING SHALL BE LABELED WITH THE WORDS "STORM DRAIN" WITH MINIMUM 2-INCH HIGH LETTERS.
- RECYCLED CONCRETE SHALL NOT BE USED AROUND STORMWATER FACILITIES.
- ALL FASTENERS (BOLTS, NUTS, WASHERS, ETC.) ON MANHOLE AND CATCH BASIN LIDS TO BE STANDARD SIZE. NO METRIC FASTENERS ALLOWED.

ROADWAY

- 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.
- ALL ROADWAY WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CURRENT APWA AND CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
- ALL PUBLIC ROADWAYS SHALL BE CONSTRUCTED OF 2" CLASS "B" AC PAVING ON 4" ASPHALT-TREATED BASE (ATB), UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
- A COPY OF THE APPROVED ROADWAY PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- DENSITY TEST REPORTS WILL BE REQUIRED FOR ALL PUBLIC ROADWAYS AND ALL PRIVATE ROADWAYS WITHIN PLATS. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
- ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS MUST CONFORM TO THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS DRIVEWAY POLICY.
- ALL CONCRETE FOR SIDEWALKS AND CURB AND GUTTER MUST BE 4,000 PSI MINIMUM. (5-3/4 SACK MIX.)
- IN THE CASE OF NEW ROAD CONSTRUCTION OR RECONSTRUCTION REQUIRING MAILBOXES TO BE MOVED OR REARRANGED, THE DEVELOPER/CONTRACTOR SHALL COORDINATE WITH THE U.S. POSTAL SERVICE FOR THE NEW LOCATION OF THE MAILBOX STRUCTURE.
- ANY ROADWAY SIGNAGE OR STRIPING REMOVED OR TEMPORARILY MOVED BY THE CONTRACTOR SHALL BE RESTORED TO MEET THE CURRENT CITY OF KIRKLAND STANDARDS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADEQUATE TEMPORARY TRAFFIC CONTROL TO ENSURE TRAFFIC SAFETY DURING CONSTRUCTION ACTIVITIES. THEREFORE, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE RIGHT-OF-WAY. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) OR AS MODIFIED BY THE TRAFFIC ENGINEER.
- 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.
- 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%).
- DEAD-END STREETS SHALL BE APPROPRIATELY SIGNED AND BARRICADED. SEE MOST CURRENT EDITION OF THE MUTCD.
- SIDEWALK AND CURB AND GUTTER CANNOT BE POURED MONOLITHICALLY. THERE MUST BE A COLD JOINT OR FULL-DEPTH EXPANSION JOINT BETWEEN THEM.
- MEASURES SHALL BE TAKEN BY THE DEVELOPER TO PROVIDE GROUND COVER IN AREAS WITHIN THE RIGHT-OF-WAY WHICH HAVE BEEN STRIPPED OF NATURAL VEGETATION OR HAVE A POTENTIAL FOR EROSION.
- THE DEVELOPER SHALL COORDINATE WITH PUGET POWER FOR THE DESIGN AND INSTALLATION OF STREET LIGHTS ON ALL NEWLY-CREATED PUBLIC ROADWAYS AND EXISTING ROADWAYS.
- WHEN AN EXISTING ROADWAY IS TO RECEIVE A HALF-STREET OVERLAY, THE EXISTING ROADWAY MUST BE COLD PLANED AT THE EDGE OF THE GUTTER AND CENTERLINE. WHEN THE EXISTING ROADWAY IS TO RECEIVE A FULL-STREET OVERLAY, IT MUST BE COLD PLANED AT THE EDGE OF BOTH GUTTERS. SEE CITY OF KIRKLAND STANDARD DETAIL NO. R.13.
- ALL NEW SIGNS REQUIRED IN THE PUBLIC RIGHT-OF-WAY MUST BE PURCHASED FROM, AND INSTALLED BY, THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT.
- WHEN INSTALLING NEW SIDEWALK, THE AREA BEHIND THE SIDEWALK MUST BE GRADED SO THAT THE YARD DRAINAGE DOES NOT DRAIN OVER THE SIDEWALK.
- ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED PRIOR TO FINAL INSPECTION.
- 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.
- BACKFILL IN ALL STREET CUTS ON ARTERIALS WILL BE CONTROL DENSITY FILL (CDF). CONTRACTOR MUST PROVIDE STEEL PLATING NECESSARY TO ALLOW THE CDF TO CURE.
- WHEN CONSTRUCTING NEW CURB AND GUTTER WHICH DOES NOT ALIGN WITH THE EXISTING EDGE OF PAVEMENT, THE ROADWAY MUST BE TAPERED FROM THE ENDS OF THE NEW CURB AND GUTTER TO MATCH THE EXISTING PAVEMENT. THE ENTRY TAPER INTO THE NEW IMPROVEMENTS SHALL BE 5:1 AND LEAVING THE NEW IMPROVEMENTS SHALL BE 10:1.
- WHEN AN EXISTING ROADWAY IS TO BE WIDENED, THE EXISTING PAVEMENT MUST BE SAW CUT AT LEAST ONE FOOT FROM THE EDGE TO PROVIDE A PROPER MATCH BETWEEN NEW AND EXISTING ASPHALT. HOWEVER, WHEN THE EXISTING PAVEMENT CONTAINS ALLIGATORING AREAS, THOSE AREAS MUST BE REMOVED PRIOR TO WIDENING. ALL SAW CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE RIGHT-OF-WAY CENTERLINE.
- ALL ROCKERIES MUST BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT GUIDELINES OF THE ASSOCIATION.

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CIP NO.	JOB NO.	ENGR.	REVIEW	SCALE	DATE
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2024 ANNUAL REPLACEMENT OF AGING AND FAILING INFRASTRUCTURE

CITY OF KIRKLAND STANDARD PLAN NOTES

DRAWING REF. NO. CO.02

SHEET 3 OF 7



CONSTRUCTION NOTES

- 1 PIPE BURST EXIST. 12" CMP, NOMINAL SIZE AND APPROX. LENGTH OF HDPE REPLACEMENT PIPE PER PLAN; SEE PIPE BURSTING NOTES ON SHT. CO.01
- 2 APPROX. INSERTION/RECEIVING PIT, SEE PIPE BURSTING NOTES ON CO.01
- 3 EXIST. CATCH BASIN/MANHOLE TO REMAIN
- 4 REMOVE EXIST. FRAME AND GRATE, REPLACE W/STANDARD FRAME AND VANED GRATE PER COK PLAN NO. CK-D.16A AND CK-D.14
- 5 REMOVE, REPLACE EXIST. TYPE 2 CATCH BASIN; SIZE TO MATCH EXIST., CONN. EXIST. SD PIPE(S) PER COK PLAN NO. CK-D.09
- 6 REMOVE EXIST. FRAME AND GRATE, REPLACE W/24" MANHOLE FRAME W/LOCKING COVER AND LOGO PER COK PLAN NO. CK-D.18
- 7 REMOVE, REPLACE EXIST. CEMENT CONC. SIDEWALK TO NEAREST JOINT PER COK PLAN NO. CK-R.23
- 8 SAWCUT, REMOVE, AND REPLACE EXIST. HMA PAVEMENT SECTION PER COK PLAN NO. CK-R.12 APPROX. REPLACEMENT AREA PER PLAN, SEE NOTE 4
- 9 SAWCUT, REMOVE, AND REPLACE CONC. CURB AND GUTTER PER COK PLAN NO. CK-R.17, APPROX. LENGTH PER PLAN
- 10 REMOVE EXIST. TREE, SEE EXISTING LANDSCAPE NOTE ON CO.01
- 11 PROTECT EXIST. BURIED UTILITY, SEE NOTE 1
- 12 PROTECT EXIST. BURIED POWER AND/OR FRANCHISE UTILITY, SEE NOTE 1
- 13 REMOVE, REPLACE EXIST. TYPE 1 CATCH BASIN; CONN. EXIST. SD PIPE(S)
- 14 CIPP SD REPLACEMENT, NOMINAL SIZE EXIST. PIPE AND APPROX. LENGTH PER PLAN; SEE CIPP NOTES ON SHT. CO.01
- 15 PIPE SEGMENT PATCH OR REPLACEMENT, SEE CIPP NOTES ON CO.01
- 16 REMOVE EXIST. FLOW CONTROL RISER STRUCTURE

GENERAL NOTES

1. UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND BASED ON AVAILABLE GIS, FIELD OBSERVATIONS, AND UTILITY LOCATES. CONTRACTOR SHALL VERIFY PRIOR TO CONSTRUCTION.
2. STORM STRUCTURE DATA AND LOCATIONS SHOWN ARE APPROXIMATE BASED ON AVAILABLE CITY GIS AND AS-BUILT RECORDS. CATCH BASIN RIM AND INVERT ELEVATIONS ARE SHOWN TO ILLUSTRATE RELATIVE DEPTH OF PIPE AT STRUCTURE BASED ON FIELD MEASUREMENTS PROVIDED BY PROJECT SURVEYOR.
3. CITY SHALL COORDINATE AND SECURE ANY NECESSARY AGREEMENTS AND/OR EASEMENT WITH PROPERTY OWNERS PRIOR TO ANY WORK ON PRIVATE PROPERTY. NO WORK SHALL BE PERFORMED OUTSIDE OF THE RIGHT-OF-WAY WITHOUT PRIOR AUTHORIZATION BY ENGINEER. SEE EXISTING LANDSCAPE NOTES ON CO.01.
4. HMA PAVEMENT SECTION SHALL BE REPLACED IN-KIND.
5. SITE AND DRAINAGE STRUCTURE IMAGES PROVIDED WITH THESE PLANS AND APPENDIX D AND APPENDIX E OF THE SPECIAL PROVISIONS ARE FOR REFERENCE ONLY AND ARE INTENDED TO ILLUSTRATE EXISTING SITE CONDITIONS AT SPECIFIC LOCATIONS OF THE PROJECT TO AID CONTRACTOR IN WORK PLANNING EFFORTS. THEY DO NOT REPRESENT ALL SITE CONDITIONS AFFECTING THE WORK OR REQUIRING CONSIDERATION BY THE CONTRACTOR AND SHOULD NOT BE RELIED UPON FOR BIDDING PURPOSES.
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- ENTRY PIT
- STORM DRAIN PIPE REPLACEMENT
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- EXIST. SEWER PIPE
- EXIST. WATER PIPE
- EXIST. GAS PIPE
- EXIST. BURIED TELEPHONE
- EXIST. BURIED POWER
- SITE IMAGE REF., SEE NOTE 5



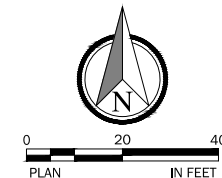
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B CB#9893 - VIEW SOUTHWEST
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C CB#10100 - VIEW WEST
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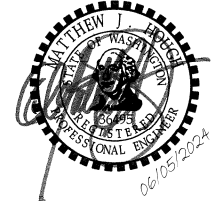


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CIP NO.	JOB NO.	ENGR.	REVIEW	SCALE	DATE
SDCO470024	23-24-PW	CMT/MJH	MJH	AS NOTED	6/5/24
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NO.	REVISION	BY	REVIEW		DATE



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2024 ANNUAL REPLACEMENT OF AGING AND FAILING INFRASTRUCTURE

STORM DRAINAGE PLAN
SITE 1

DRAWING REF. NO.
C3.01
SHEET
4
OF
7

CONSTRUCTION NOTES

- 1 PIPE BURST EXIST. 12" CMP, NOMINAL SIZE AND APPROX. LENGTH OF HDPE REPLACEMENT PIPE PER PLAN; SEE PIPE BURSTING NOTES ON SHT. CO.01
- 2 APPROX. INSERTION/RECEIVING PIT, SEE PIPE BURSTING NOTES ON CO.01
- 3 EXIST. CATCH BASIN/MANHOLE TO REMAIN
- 4 REMOVE EXIST. FRAME AND GRATE, REPLACE W/STANDARD FRAME AND VANED GRATE PER COK PLAN NO. CK-D.16A AND CK-D.14
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- 7 REMOVE, REPLACE EXIST. CEMENT CONC. SIDEWALK TO NEAREST JOINT PER COK PLAN NO. CK-R.23
- 8 SAWCUT, REMOVE, AND REPLACE EXIST. HMA PAVEMENT SECTION PER COK PLAN NO. CK-R.12 APPROX. REPLACEMENT AREA PER PLAN, SEE NOTE 4
- 9 SAWCUT, REMOVE, AND REPLACE CONC. CURB AND GUTTER PER COK PLAN NO. CK-R.17, APPROX. LENGTH PER PLAN
- 10 REMOVE EXIST. TREE, SEE EXISTING LANDSCAPE NOTE ON CO.01
- 11 PROTECT EXIST. BURIED UTILITY, SEE NOTE 1
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- 15 PIPE SEGMENT PATCH OR REPLACEMENT, SEE CIPP NOTES ON CO.01
- 16 REMOVE EXIST. FLOW CONTROL RISER STRUCTURE

GENERAL NOTES

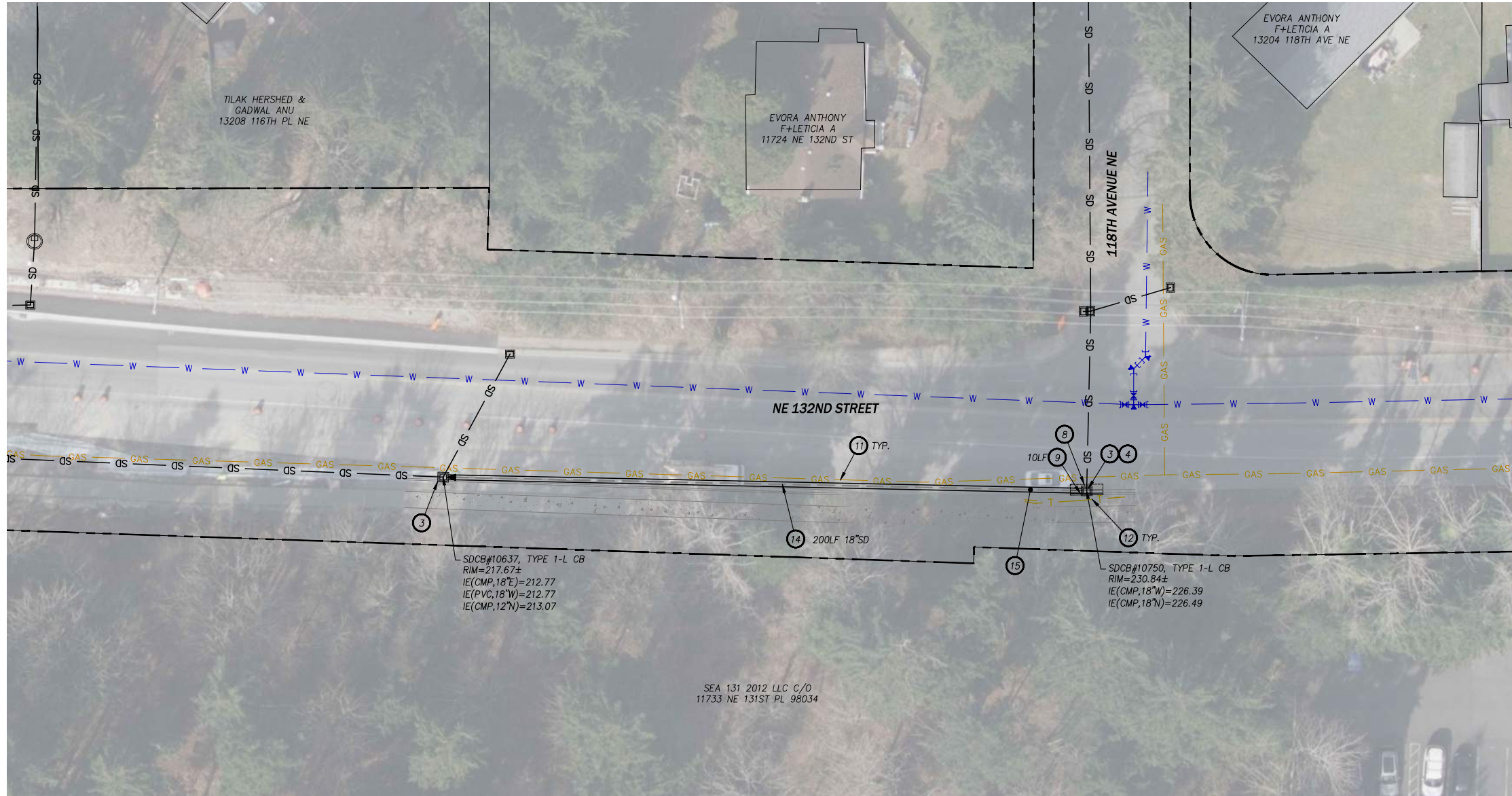
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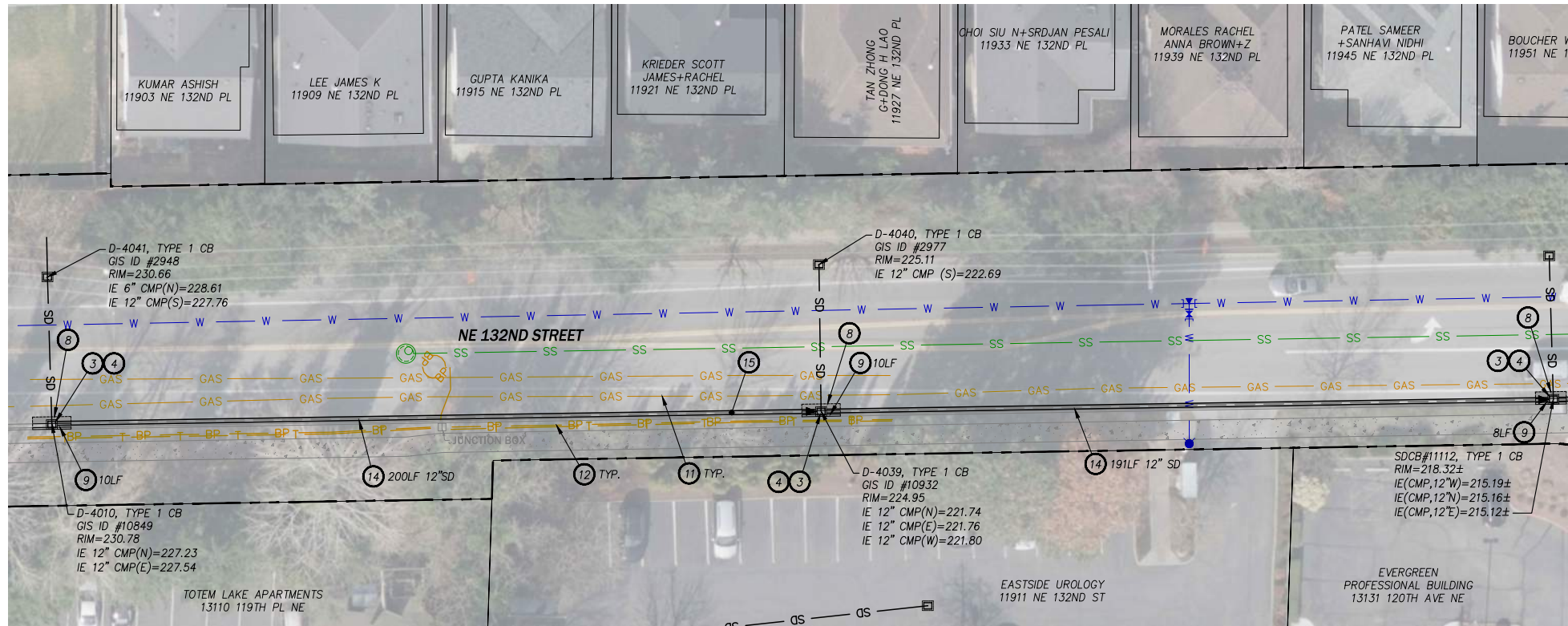
2024 ANNUAL REPLACEMENT OF AGING AND FAILING INFRASTRUCTURE

STORM DRAINAGE PLAN
SITE 2

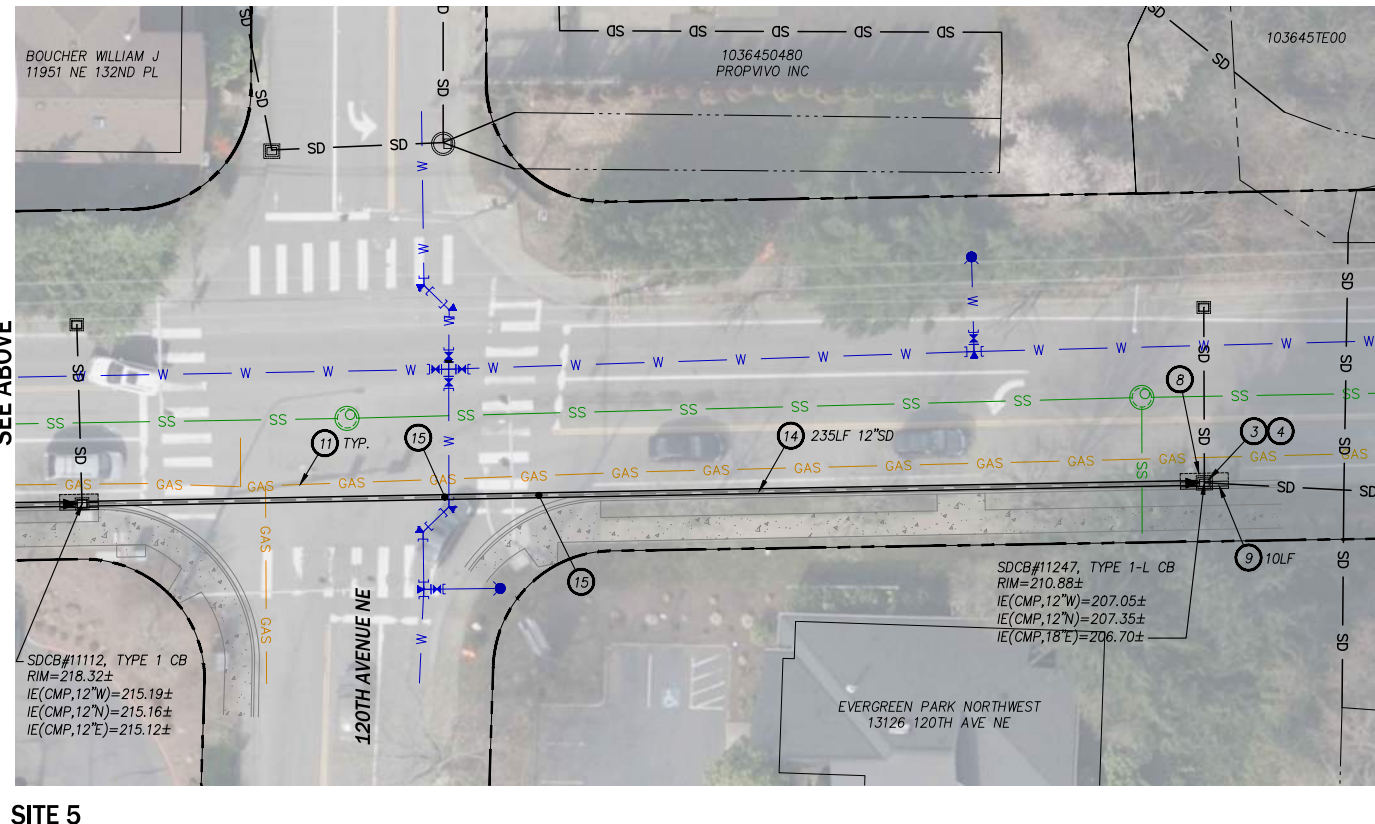
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DRAWING REF. NO.	C3.02
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OF	7

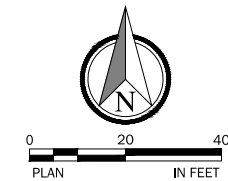
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SEE BELOW



SEE ABOVE



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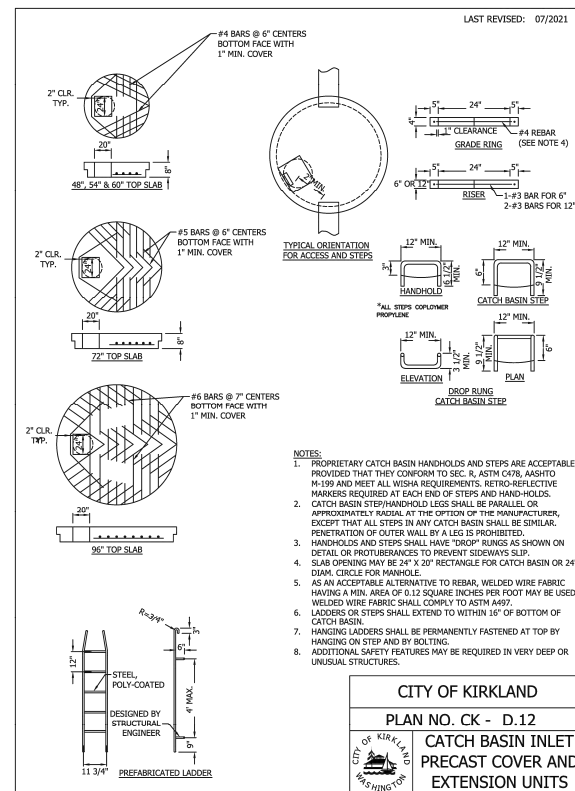
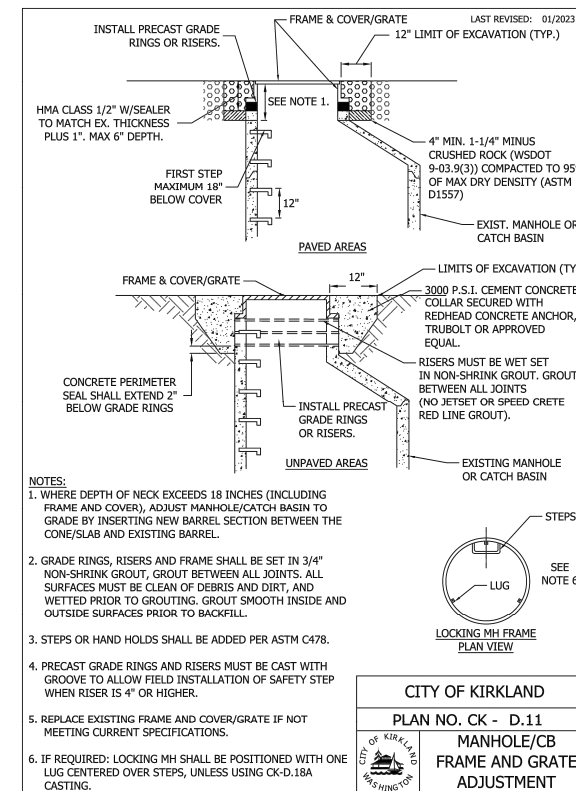
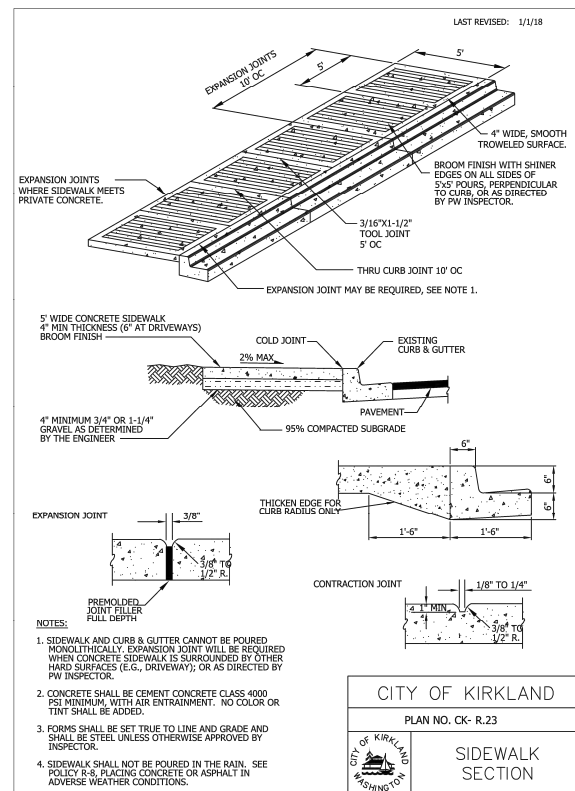
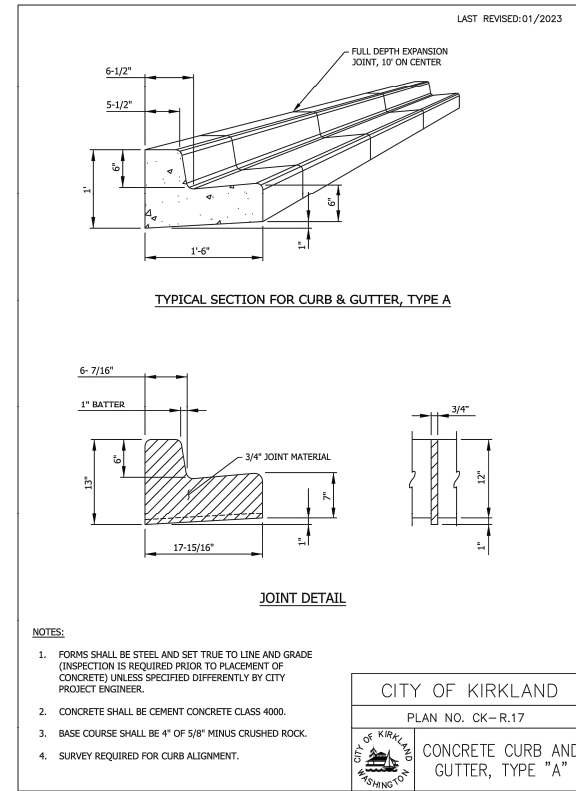
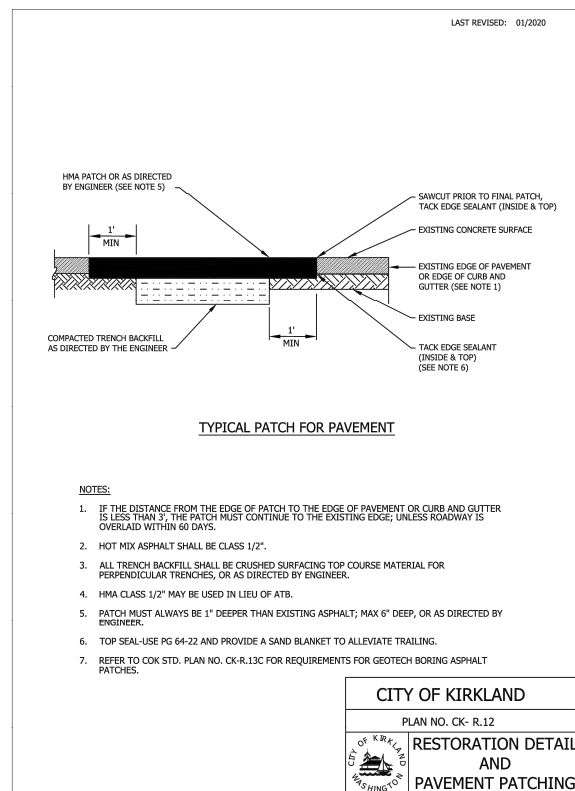
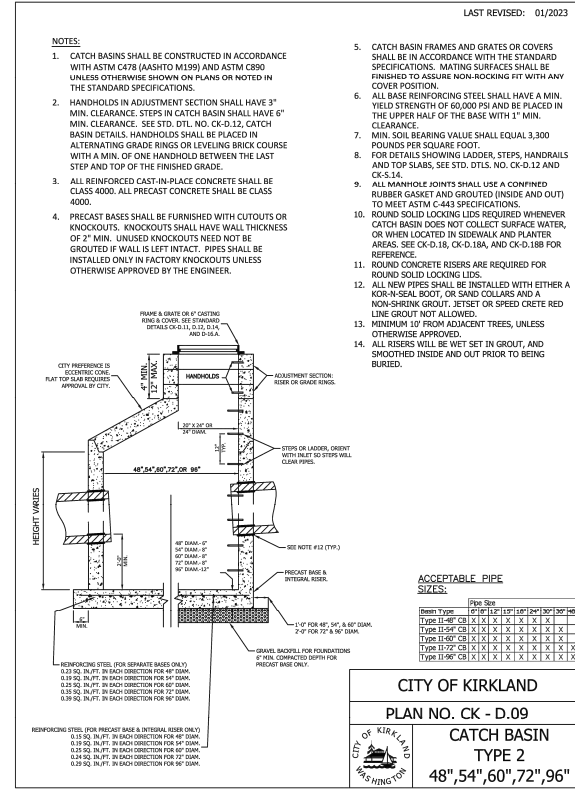
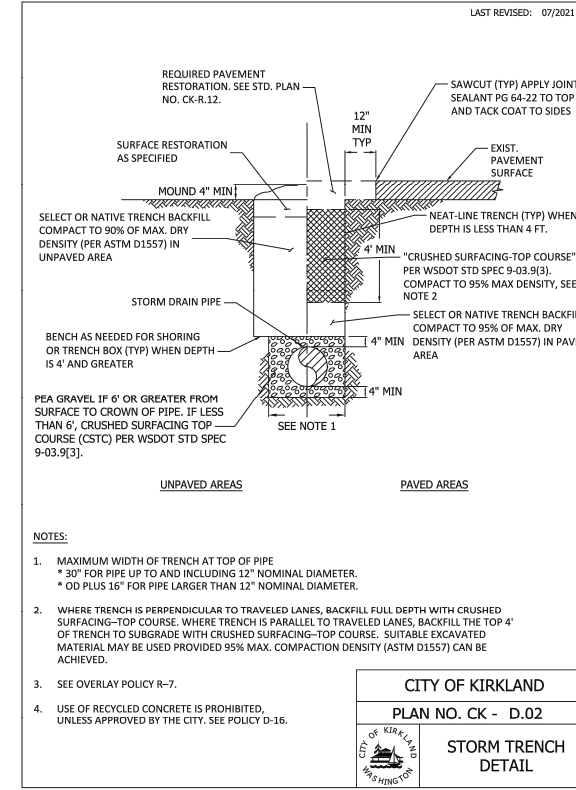
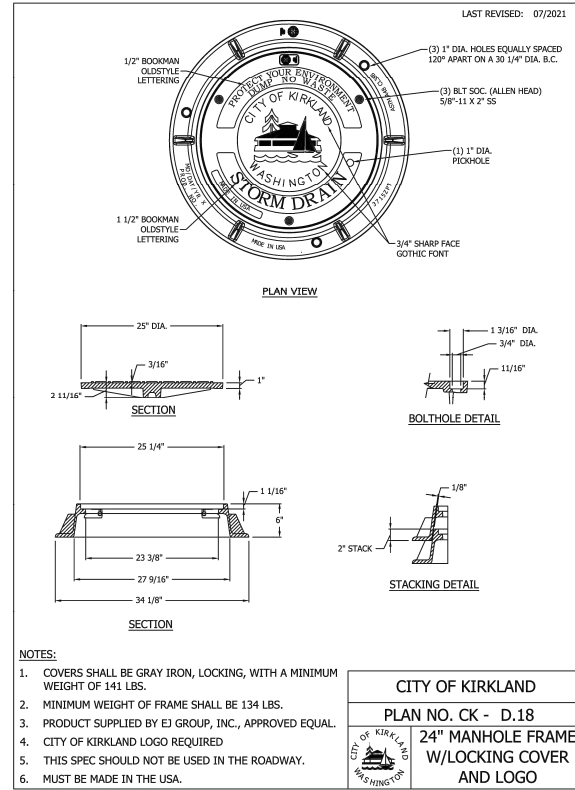
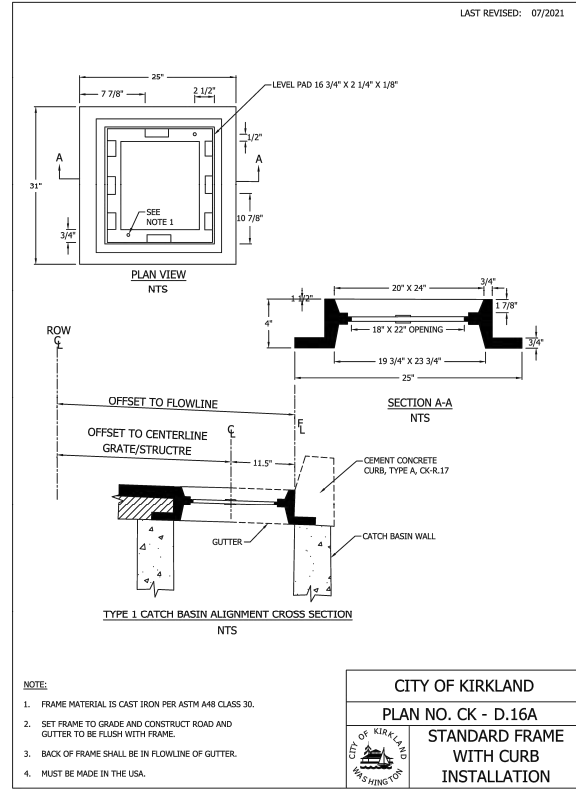
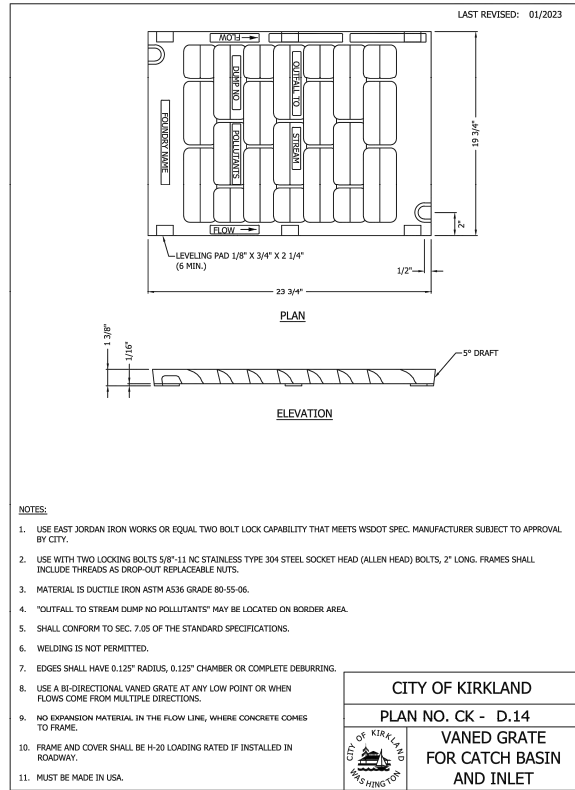
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2024 ANNUAL REPLACEMENT OF AGING AND FAILING INFRASTRUCTURE

STORM DRAINAGE PLAN
 SITE 3, 4, AND 5

DRAWING REF. NO. C3.03

SHEET 6 OF 7



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2024 ANNUAL REPLACEMENT OF AGING AND FAILING INFRASTRUCTURE

CITY OF KIRKLAND PRE-APPROVED PLANS

DRAWING REF. NO.
C3.100

SHEET
7
OF
7