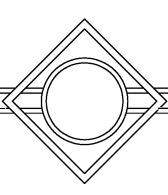
CITY OF SHORELINE

15TH AVE NE - SIDEWALK REHABILITATION NE 155TH ST TO NE 175TH ST

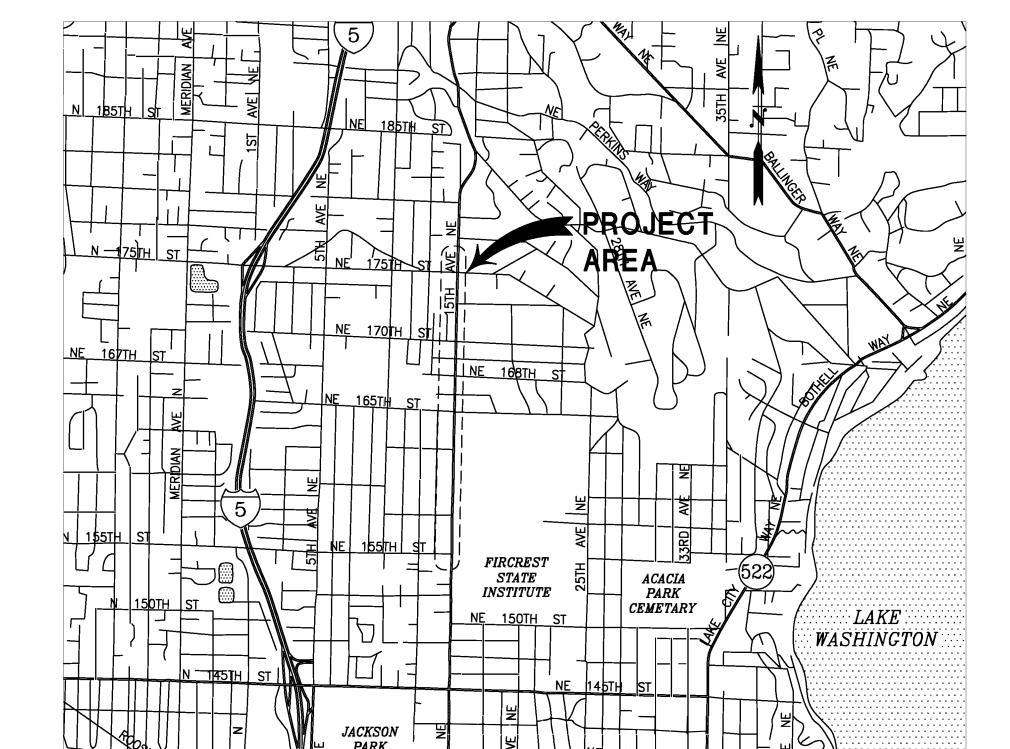
PROJECT No. 9571



SHEET INDEX

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VICINITY MAP



SHORELINE CITY COUNCIL

KEITH SCULLY MAYOR

BETSY ROBERTSON DEPUTY MAYOR

DORIS FUJIOKA McCONNELL LAURA MORK EBEA POBEE JOHN RAMSDELL CHRIS ROBERTS

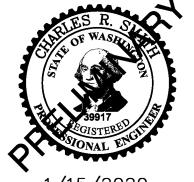
INTERIM DIRECTOR OF PUBLIC WORKS

TRICIA JUHNKE, P.E.

PROJECT MANAGER

JOSH KING, P.E., CITY OF SHORELINE CHARLES SMITH, P.E., REID MIDDLETON

APPROVED FOR CONSTRUCTION



TRICIA JUHNKE, PE CITY ENGINEER

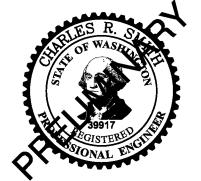
DATE APPROVED



ReidMiddleton

728 134th Street SW · Suite 200 Everett. Washington 98204 Ph: 425 741-3800

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CONSTRUCTION NOTE

ILLUMINATION CONDUIT/WIRE NOTE \bigotimes WATER/STORM DRAINAGE/EROSION CONTROL/UTILITY \bigotimes GENERAL/CONSTRUCTION NOTE

 \otimes

 \otimes STREET SIGN/CURVE ID RX REMOVAL NOTE

ABBREVIATIONS

ASBESTOS CEMENT ASPHALT CONCRETE PAVEMENT AVE AVENUE BLRD BOLLARD BEGIN PROJECT BEGIN VERTICAL CURVE ELEVATION BVCE

BEGIN VERTICAL CURVE STATION END VERTICAL CURVE ELEVATION END VERTICAL CURVE STATION CB CATCH BASIN

CONCRETE INLET CI CIP CAST IN PLACE CKT CURCUIT CENTER LINE CLEARANCE COL COLUMN CONT CONTINOUS COS CITY OF SHORELINE

CPP CORRUGATED PLASTIC PIPE CSBC CRUSHED SURFACING BASE COURSE CRUSHED SURFACING TOP COURSE CSTC

DUCTILE IRON PIPE DEPARTMENT OF ECOLOGY EAST, EASTING

ELEV ELEVATION EMBEDMENT EMBED EDGE OF LANE EOL EDGE OF PAVEMENT EOP EOS EDGE OF SHOULDER

EXISTING FACE OF BARRIER FACE OF CURB FS FIRE STATION GRATE ELEVATION GE HANDHOLE HMA HOT MIX ASPHALT INVERT ELEVATION

IES ILLUMINATION ENGINEERING SOCIETY ILLUMINATION ILLUM

INTERCEPT POINT JOINT UTILITY TRENCH JUT KCM 1000 CIRCULAR MILS LT LENGTH LINEAR FEET MATCH EXISTING MFG MANUFACTURER MH MAN HOLE

MIN

NOM

MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES MUTCD

NORTH, NORTHING

MINIMIIM

NORTH AMERICAN DATUM NORTHEAST NO NUMBER

NOMINAL ON CENTER ORDINARY HIGH WATER OVERHEAD POWER POINT OF CURVATURE

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728 134th Street SW - Suite 200 Everett. Washington 98204 Ph: 425 741-3800



CITY OF SHORELINE **DEPARTMENT OF** PUBLIC WORKS

CITY OF SHORELINE 15TH AVE NE SIDEWALK REHABILITATION NE 155TH ST TO NE 175TH ST LEGEND AND ABBREVIATIONS

DRAWING LN1 SHEET

ABBREVIATIONS (CONT)

ON CENTER OHW ORDINARY HIGH WATER OHP OVERHEAD POWER POINT OF CURVATURE

PUGET SOUND ENERGY PSE POINT OF TANGENCY POINT OF VERTICAL CURVATURE PVC POINT OF VERTICAL INTERSECTION PVI POINT OF VERTICAL TANGENCY

RADIUS, RANGE

RCP REINFORCED CONCRETE PIPE REINFORCED REINF

RIGHT OF WAY ROW

RAISED PAVEMENT MARKING RPM

R/W RIGHT OF WAY STORM DRAIN SECTION SEC

SINGLE MODE FIBER OPTIC SMFO SPEC SPECIFICATION SANITARY SEWER SANITARY SEWER MANHOLE

STA STATION

STORMWATER POLLUTION PREVENTION PLAN SWPPP

TOWNSHIP, TANGENT TELEPHONE / COMMUNICATIONS TEL

TMH TELEPHONE MANHOLE

TEMPORARY EROSION AND SEDIMENTATION CONTROL TESC

TOP OF WALL TYP TYPICAL

UPO UNIFORMED POLICE OFFICER

UTII UTILITY VALVE VC VERTICAL CURVE

WILLAMETTE MERIDIAN, WATER METER WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

(now what's below. Call before you dig.

CITY PROJ NUMBER: 10119

- ALL WORK SHALL CONFORM TO THESE APPROVED PLANS AND SPECIFICATIONS, THE SHORELINE MUNICIPAL CODE, THE ENGINEERING DEVELOPMENT MANUAL, 2020 WSDOT/APWA STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION. AND FEDERAL AND STATE REQUIREMENTS.
- ALL INSTALLATION METHODS AND MATERIALS SHALL MEET THE 2018 WSDOT/APWA STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION.
- 4. ANY CHANGES FROM THE APPROVED PLANS REQUIRE PRE-APPROVAL FROM THE CITY ENGINEER.
- CONSTRUCTION HOURS ARE PER SPECIAL PROVISION SECTION 1-08.0(2). APPROVED HOURS FOR LANE CLOSURES ARE IDENTIFIED IN SPECIAL PROVISION SECTION 1-10.2(2).
- 5. THE CONTRACTOR ASSUMES SOLE RESPONSIBILITY FOR WORKER SAFETY AND DAMAGE FROM CONSTRUCTION OPERATIONS TO STRUCTURES AND OTHER IMPROVEMENTS. ANY DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.
- ALL TRENCH EXCAVATION SHALL MEET OR EXCEED ALL APPLICABLE SHORING LAWS. ALL TRENCH SAFETY SYSTEMS SHALL
 MEET WISHA REQUIREMENTS.
- 8. SURVEYING FOR PUBLIC FACILITIES SHALL BE PERFORMED UNDER THE DIRECTION OF A WASHINGTON LICENSED LAND SURVEYOR. VERTICAL DATUM SHALL BE NAVD 88. HORIZONTAL DATUM SHALL BE WASHINGTON STATE (GRID) COORDINATES, NORTH ZONE, USING NAD 83/11 SURVEY CONTROL AND ANY TWO CITY OF SHORELINE HORIZONTAL CONTROL MONUMENTS. FOR PROJECTS WITHIN A FLOOD CONTROL ZONE, THE SURVEYOR SHALL PROVIDE CONVERSION CALCULATIONS TO NGVD 1920
- 9. REPLACE OR RELOCATE ALL SIGNS, STRIPING, POLES AND OTHER ITEMS IN THE RIGHT-OF-WAY THAT ARE DAMAGED OR REMOVED DURING CONSTRUCTION. USE THERMOPLASTIC ON STOP BARS, CROSSWALKS, AND BICYCLE LANES. ADJUST ALL CASTINGS TO FINISHED GRADE.
- 10. RETAIN, REPLACE OR RESTORE ALL VEGETATION IN RIGHTS-OF-WAY, EASEMENTS, AND ACCESS TRACTS DISTURBED DURING CONSTRUCTION
- 11. ALL WORK (INCLUDING BUT NOT LIMITED TO OPEN CUT RESTORATION AND REPAIR, REMOVAL OF STRUCTURE, EXCAVATION, RESTORATION, STAGING, ETC.) SHALL BE LIMITED TO PUBLIC RIGHT-OF-WAY. CONSTRUCTION EASEMENT FOR PRIVATE PROPERTY FOR WORK TO BE PERFORMED WILL NOT BE PROVIDED.
- 12. EXISTING UTILITY LOCATIONS HAVE BEEN OBTAINED FROM CITY OF SHORELINE GIS DATA, AVAILABLE RECORD DRAWINGS AND FIELD SURVEY. EXISTING UTILITIES SHOWN SHOULD BE CONSIDERED APPROXIMATE AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN, AND TO DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HEREON WHICH MAY BE IMPACTED BY THE CONSTRUCTION ACTIVITIES. IMMEDIATELY NOTIFY THE CITY ENGINEER IF A CONFLICT EXISTS.
- 13. THE EXISTING TOPOGRAPHIC AND PHYSICAL FEATURES SHOWN ON THESE PLANS ARE BASED ON THE CITY OF SHORELINE'S GIS DATA. THE GIS AERIAL IMAGE SHOWN ON THE PLANS IS FROM YEAR 2017. THE CONTRACTOR MAY ENCOUNTER VARIATIONS BETWEEN ACTUAL CONDITIONS AND THOSE SHOWN IN THE PLANS. THESE VARIATIONS WILL NOT BE THE BASIS FOR A CLAIM FOR EXTRA COMPENSATION.
- 14. CAUTION EXTREME HAZARD-OVERHEAD ELECTRICAL SERVICE LINES ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXTENT OF ANY HAZARD CREATED BY OVERHEAD ELECTRICAL POWER IN ALL AREAS AND SHALL FOLLOW PROCEDURES DURING CONSTRUCTION AS REQUIRED BY LAW AND REGULATIONS. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL MEET THE UTILITY OWNERS AND DETERMINE THE EXTENT OF HAZARD AND REMEDIAL MEASURES AND SHALL TAKE WHATEVER PRECAUTIONS MAY BE REQUIRED.
- 15. THE CITY ENGINEER WILL COORDINATE AND NOTIFY RESIDENTS AND BUSINESSES IN ADVANCE OF ANY WORK AFFECTING ACCESS OR SERVICE AND SHALL MINIMIZE INTERRUPTIONS TO DRIVEWAYS FOR RESIDENTS AND BUSINESSES ADJACENT TO THE PROJECT. CONTRACTOR TO NOTIFY CITY ENGINEER ONE (1) WEEK PRIOR TO COMMENCEMENT OF WORK TO PROVIDE CITY ENGINEER TIME TO NOTIFY RESIDENTS AND BUSINESSES.
- 16. ALL LAWN AND VEGETATED AREAS DISTURBED BY CONSTRUCTION EQUIPMENT, VEHICLES OR PERSONNEL SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER, AT THE CONTRACTOR'S EXPENSE.
- 17. THE CONTRACTOR SHALL PREPARE UTILITY PROTECTION PLANS ON AN AS-NEEDED BASIS, INCLUDING BUT NOT EXPRESSLY LIMITED TO PROTECTION PLANS FOR WATER MAINS AND SERVICES WITHIN 5 HORIZONTAL FEET OF TRENCH EXTENT SHOWN ON PLAN SHEFTS:
- 18. PROTECT EXISTING CURB, GUTTER, SIDEWALK, DRIVEWAYS, AND SHOULDER (PAVED OR GRAVEL) TO REMAIN FROM DAMAGE. DEMOLISH ONLY THOSE EXISTING FACILITIES INDICATED ON THE PLANS. CONTRACTORS SHALL REPLACE AT THEIR COST ANY FACILITY TO REMAIN THAT IS DAMAGED AS A RESULT OF CONTRACTORS OPERATIONS.
- 19. ADJUST TO GRADE MANHOLES, CATCH BASINS, VALVES, AND UTILITY CASTINGS IN PUBLIC RIGHTS-OF-WAY OR EASEMENTS AFTER PAVING.

STORM DRAINAGE NOTES (SD)

- 1. INSTALL CITY PROVIDED "NO DUMPING" MEDALLIONS AT ALL CURBSIDE STORM DRAIN INLETS.
- PRIOR TO FINAL INSPECTION, CLEAN AND FLUSH STORM DRAIN PIPES AND VACTOR OUT STRUCTURES TO REMOVE SEDIMENT, TRASH, DEBRIS AND RUBBLE. DO NOT DISCHARGE WASH WATER TO ANY STORM DRAIN SYSTEM OR TO SURFACE WATERS.
- ALL PIPE LENGTHS, INVERTS, INVERT ELEVATIONS AND DRAINAGE STRUCTURE LOCATIONS ARE MEASURED AT THE CENTER OF THE DRAINAGE STRUCTURE UNLESS OTHERWISE NOTED.
- . MANHOLE OR CATCH BASIN COVERS SHALL BE ORIENTED AS SHOWN ON THE PLAN.

TEMPORARY EROSION AND SEDIMENT CONTROL (TESC) NOTES

- THE IMPLEMENTATION AND MAINTENANCE OF EROSION CONTROL FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR ON A DAILY BASIS AND UNTIL ALL CONSTRUCTION IS APPROVED.
- THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL WATER QUALITY AND OTHER APPLICABLE EROSION AND SEDIMENT CONTROL STANDARDS.
- AT ALL TIMES PROTECT CRITICAL AREAS AND THEIR BUFFERS, ADJACENT PRIVATE PROPERTIES AND PUBLIC PROPERTY AND SURVEY MONUMENTS
- 4. EROSION SEDIMENTATION CONTROL (ESC) FACILITIES MUST BE CONSTRUCTED PRIOR TO AND IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT—LADEN WATER OR AIRBORNE SEDIMENT DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER OR AIR QUALITY STANDARDS DURING THE CONSTRUCTION PERIOD. THESE ESC FACILITIES SHALL BE UPGRADED TO INCLUDE ADDITIONAL SUMPS, DITCHES, FENCES, ETC. AS NEEDED FOR UNEXPECTED STORM EVENTS.
- 5. CONTRACTOR SHALL PROVIDE TRUCK AND VEHICULAR WHEEL WASHES IF DEEMED NECESSARY BY THE CITY.
- ANY AREA STRIPPED OF VEGETATION (INCLUDING ROADWAY EMBANKMENTS), WHERE NO FURTHER WORK IS ANTICIPATED FOR A PERIOD OF 2 DAYS, SHALL BE IMMEDIATELY STABILIZED WITH APPROVED ESC METHODS AS FOLLOWS.
- 6.1. FROM MAY 1 THROUGH SEPTEMBER 30, INSTALL TESC COVER MEASURES TO PROTECT DISTURBED AREAS THAT WILL REMAIN LINWORKED FOR SEVEN DAYS OR MORE
- 6.2. FROM OCTOBER 1 THROUGH APRIL 30
- 6.2.1. INSTALL TESC COVER MEASURES TO PROTECT DISTURBED AREAS THAT WILL REMAIN UNWORKED FOR TWO DAYS OR MORE.
- 6.2.2. PROTECT STOCKPILES AND STEEP CUT/FILL SLOPES IF UNWORKED FOR MORE THAN 12 HOURS.
- 5.2.3. STOCKPILE ON SITE ENOUGH COVER MATERIALS TO COVER ALL DISTURBED AREAS. ANY AREA FEEDING ESC MEASURES, NOT REQUIRING IMMEDIATE ATTENTION, SHALL BE ADDRESSED WITHIN 15 DAYS.
- . ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 48 HOURS FOLLOWING A STORM EVENT.
- BY OCTOBER 8, SEED ALL AREAS THAT WILL REMAIN UNWORKED FROM OCTOBER 1 THROUGH APRIL 30. MULCH ALL SEEDED AREAS.
- 9. AT NO TIME SHALL MORE THEN ONE (1) FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS & CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT—LADEN WATER INTO A DOWNSTREAM SYSTEM.
- 10. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST-GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (E.G. ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE). WHERE STRAW MULCH FOR TEMPORARY EROSION CONTROL IS REQUIRED, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF TWO INCHES.
- 11. FILTER FABRIC FENCING SHALL BE PURCHASED IN A CONTINUOUS ROLL AND CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST WITH A MINIMUM 24 INCHES OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.
- 12. THE FILTER FABRIC FENCE SHALL BE INSTALLED TO FOLLOW THE CONTOURS WHERE FEASIBLE. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF SIX FEET APART AND DRIVEN SECURELY INTO THE GROUND MINIMUM OF 30 INCHES. A TRENCH SHALL BE EXCAVATED UPGRADIENT AND ADJACENT TO THE WOOD POST TO ALLOW THE FILTER FABRIC TO BE BURIFD.
- 13. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPGRADIENT SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES, TIE WIRES, OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF FOUR INCHES. THE STANDARD STRENGTH FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
- 14. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF STANDARD NOTES APPLY. FILTER FABRIC FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPGRADIENT SLOPE AREA HAS BEEN PERMANENTLY STABILIZED. FILTER FABRIC FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
- 15. THE EROSION PREVENTION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHOWN ON THE TESC ARE MINIMUM REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE TO ENSURE THE TESC PERFORMS IN ACCORDANCE WITH THE 2012 DEPARTMENT OF ECOLOGY STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOLUME II.
- 16. BEFORE ANY GROUND DISTURBANCE OCCURS ALL DOWNSTREAM BEST MANAGEMENT PRACTICES MUST BE CONSTRUCTED AND OPERATIONAL.
- 17. BEST MANAGEMENT PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL SITE CONSTRUCTION IS COMPLETED AND PERMANENT STABILIZATIONS IS ESTABLISHED AND APPROVED BY THE CITY.
- 18. INSPECT AND MAINTAIN BEST MANAGEMENT PRACTICES DAILY IN ACCORDANCE WITH THE 2012 DEPARTMENT OF ECOLOGY STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOLUME II.
- 19. FAILURE TO MAINTAIN TESC MEASURES IN ACCORDANCE WITH ADOPTED STANDARDS MAY RESULT IN THE WORK BEING PERFORMED AT THE CITY'S DIRECTION AND THE COSTS DEDUCTED FROM MONIES OWED TO CONTRACTOR.
- 20. DURING THE LIFE OF THE PROJECT, THE CONTRACTOR SHALL MAINTAIN IN GOOD CONDITION AND PROMPTLY REPAIR, RESTORE OR REPLACE ALL GRADE SURFACES, WALLS, DRAINS, DAMS, STRUCTURES, VEGETATION, TESC MEASURES, AND OTHER PROTECTIVE DEVICES IN ACCORDANCE WITH APPROVED PLANS.

UTILITY PROTECTION NOTES

- CONTRACTOR SHALL EXERCISE CARE WHILE EXCAVATING AND PERFORMING OTHER WORK NEAR ANY UTILITY INFRASTRUCTURE, INCLUDING ABOVE GROUND, OVERHEAD, AND UNDERGROUND FACILITIES.
- 2. FOR ANY EXCAVATION WITHIN 3 FEET OF EXISTING UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL PROTECT EXISTING UTILITY AND EXCAVATE WITH EXTREME CAUTION IN PROXIMITY AND CONTACT UTILITY COMPANY. CONTRACTOR SHALL PROVIDE UTILITY POTHOLING WHERE NECESSARY TO LOCATE UTILITIES.
- 3. ANY EXCAVATION WITHIN 2 FEET OF EXISTING GAS OR WATER INFRASTRUCTURE SHALL BE BY HAND OR BY VACUUM EXCAVATION
- CONTRACTOR SHALL NOT REPAIR DAMAGE TO CHARGED WATER MAINS OR SERVICES, BUT SHALL IMMEDIATELY NOTIFY THE SPU EMERGENCY DISPATHER AT (206) 386-1800.
- IF A CAST IRON PIPE (CIP) PIPE BELL IS EXPOSED DURING CONSTRUCTION, CONTRACTOR SHALL CONTACT SPU EMERGENCY DISPATCHER AT (206) 386-1800. A CREW WILL BE DISPATCHED TO INSPECT THE BELL AND DETERMINE IF IT SHOULD BE RE-CAULKED.
- WHEN CROSSING EXISTING UTILITIES, A CONTRACTOR SHALL MAINTAIN 18" MINIMUM VERTICAL CLEARANCE FROM OUTSIDE WALL OF ALL SPU FACILITIES TO THE OUTSIDE WALL OF THE PROPOSED LINE, UNLESS OTHERWISE DIRECTED BY THE FINGINEFR
- 7. WHEN EXCAVATING UNDER SPU WATER MAINS, CONTRACTOR SHALL SUBMIT A WATER MAIN SUPPORT AND PROTECTION PLAN. THE PLAN SHALL SHOW HOW THE PIPE WILL BE SUPPORTED AND METHOD OF EXCAVATION AROUND THE PIPE.

TRAFFIC CONTROL GENERAL NOTES (TC)

- INTERIM TRAFFIC CONTROL: THE CONTRACTOR SHALL BE RESPONSIBLE FOR INTERIM TRAFFIC CONTROL DURING CONSTRUCTION ON OR ALONG TRAVELED CITY ROADS. REFER TO SPECIAL PROVISION SECTION 1-10.2(2) FOR REQUIREMENTS REGARDING TRAFFIC CONTROL PLANS.
- TRAFFIC CONTROL SHALL FOLLOW THE GUIDELINES OF SECTION 1-07.23 OF THE WSDOT/APWA STANDARD SPECIFICATIONS.
- 3. ALL BARRICADES, SIGNS AND FLAGGING SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD. FOR MORE SPECIFIC REQUIREMENTS FOR BARRICADES, SEE SECTION 5.7 AND DRAWING NO. 5-002 OF KING COUNTY ROAD STANDARDS. SIGNS MUST BE LEGIBLE AND VISIBLE AND SHALL BE REMOVED AT THE END OF EACH WORK DAY IF NOT APPLICABLE AFTER CONSTRUCTION HOURS.
- 4. TEMPORARY ROAD CLOSURES AND DETOURS: WHEN CITY AGREES THAT TEMPORARY ROAD CLOSURES CANNOT BE AVOIDED THE CONTRACTOR SHALL POST "TO BE CLOSED" SIGNS A MINIMUM OF FIVE DAYS PRIOR TO THE CLOSURE. THE TYPES AND LOCATIONS OF THE SIGNS SHALL BE SHOWN ON A DETOUR PLAN. A DETOUR PLAN MUST BE PREPARED AND SUBMITTED TO THE CITY OF SHORELINE PLANNING AND DEVELOPMENT SERVICES DEPARTMENT AT LEAST 10 WORKING DAYS IN ADVANCE, AND APPROVED PRIOR TO CLOSING ANY CITY ROAD. IN ADDITION, THE CONTRACTOR MUST NOTIFY, IN WRITING, LOCAL FIRE, SCHOOL, LAW ENFORCEMENT AUTHORITIES, METRO TRANSIT, AND ANY OTHER AFFECTED PERSONS AS DIRECTED BY THE ENGINEER AT LEAST FIVE DAYS PRIOR TO CLOSING.
- 5. ANY INTERRUPTION OF NORMAL TRAFFIC FLOW SHALL REQUIRE TRAFFIC CONTROL INCLUDING BUT NOT LIMITED TO FLAGGING WHICH SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF TRAFFIC IMPACT.
- 6. CONTRACTOR SHALL PROTECT EXISTING TRAFFIC CONTROL SIGNS WITHIN THE LIMITS OF WORK.
- ALL SITES MUST REVERT TO PASSIVELY FUNCTIONAL (NO FLAGGERS NEEDED, ETC) TRAFFIC LANE CONFIGURATIONS OUTSIDE OF WORK HOURS.
- 8. PEDESTRIAN AND BICYCLE ACCESS MUST BE ACCOMMODATED AT ALL TIMES DURING CONSTRUCTION.
- MINIMIZE ACCESS IMPACTS TO DRIVEWAYS. CONTRACTOR SHALL NOT BLOCK ANY DRIVEWAY WITHOUT HAVING OBTAINED PRIOR APPROVAL FROM RESIDENT. CONTRACTOR SHALL RESTORE DRIVEWAY ACCESS AT THE END OF EACH WORKING DAY.

TREE PROTECTION NOTES (TP)

- 1. BEFORE ANY CLEARING OR GRADING OCCURS INSTALL TREE PROTECTION AS REQUIRED
- DO NOT ALLOW FILL, EXCAVATION, THE STORAGE OF TOOLS, EQUIPMENT, CONSTRUCTION MATERIALS OR STOCKPILE OIL,
 OR TRAFFIC OR UTILITY CONSTRUCTION INCLUDING IRRIGATION SYSTEMS WITHIN THE DRIP—LINE AREAS OF TREES THAT
 ARE TO BE RETAINED EXCEPT AS SHOWN ON THE PLANS.
- 3. WHEN TRENCHING WITHIN THE ROOT ZONE OF PROTECTED TREES, THE FOLLOWING PROCEDURE MUST BE FOLLOWED:
 - 3.A. TO THE MAXIMUM EXTENT POSSIBLE, THE HOE SHOULD BE OPERATED TO "COMB" THE MATERIAL IN A DIRECTION AWAY FROM THE TRUNK, AS OPPOSED TO CUTTING ACROSS THE ROOTS.
 - 3.B. TUNNEL UNDER ROOTS GREATER THAN 1" DIAMETER. CLEANLY CUT ANY TORN ROOTS TO THE EDGE OF THE TRENCH. COVER EXPOSED ROOTS WITH VISQUEEN OR LIKE MATERIAL AND KEEP MOIST DURING OPEN GROUND PROCEDURES
 - 3.C. IF ANY ROOTS OF ONE INCH DIAMETER OR GREATER OF THE TREE ARE ACCIDENTALLY DAMAGED BY THE EQUIPMENT, STOP EQUIPMENT OPERATION AND EXCAVATE AROUND THE TREE ROOT BY HAND/SHOVEL AND CLEAN CUT DAMAGED PORTIONS OF THE TREE ROOT WITH LOPPER OR PRUNING SAW. EQUIPMENT OPERATION CAN RESUME, WORKING CAREFULLY AROUND EXPOSED LARGE ROOTS TO BE PROTECTED.
- 4. INSTALL FLOW DIVERSION MEASURES OUTSIDE OF THE CRITICAL ROOT ZONE OF TREES TO BE PROTECTED. AT NO TIME SHALL CONSTRUCTION STORMWATER BE DIRECTED TOWARD TREES TO BE PROTECTED. CONSTRUCTION STORMWATER SHALL NOT POND WITHIN A TREE'S CRITICAL ROOT ZONE.
- 5. CONCRETE TRUCKS SHALL NOT DEPOSIT WASTE OR WASH OUT MATERIALS FROM THEIR TRUCKS WITHIN THE TREE PROTECTION ZONE OR AREAS THAT DRAIN TO THE TREE PROTECTION ZONE.
- ALL TREE WORK, INCLUDING ROOT PRUNING SHALL CONFORM TO CURRENT ADOPTED STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) A300. ALL TREE PRUNING SHALL COMPLY WITH THE CURRENT SAFETY STANDARDS ANSI 2133.1 FOR PRUNING.

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DEPARTMENT OF
PUBLIC WORKS
CITY PROJ NUMBER: 10119

CITY OF SHORELINE

15TH AVE NE SIDEWALK REHABILITATION

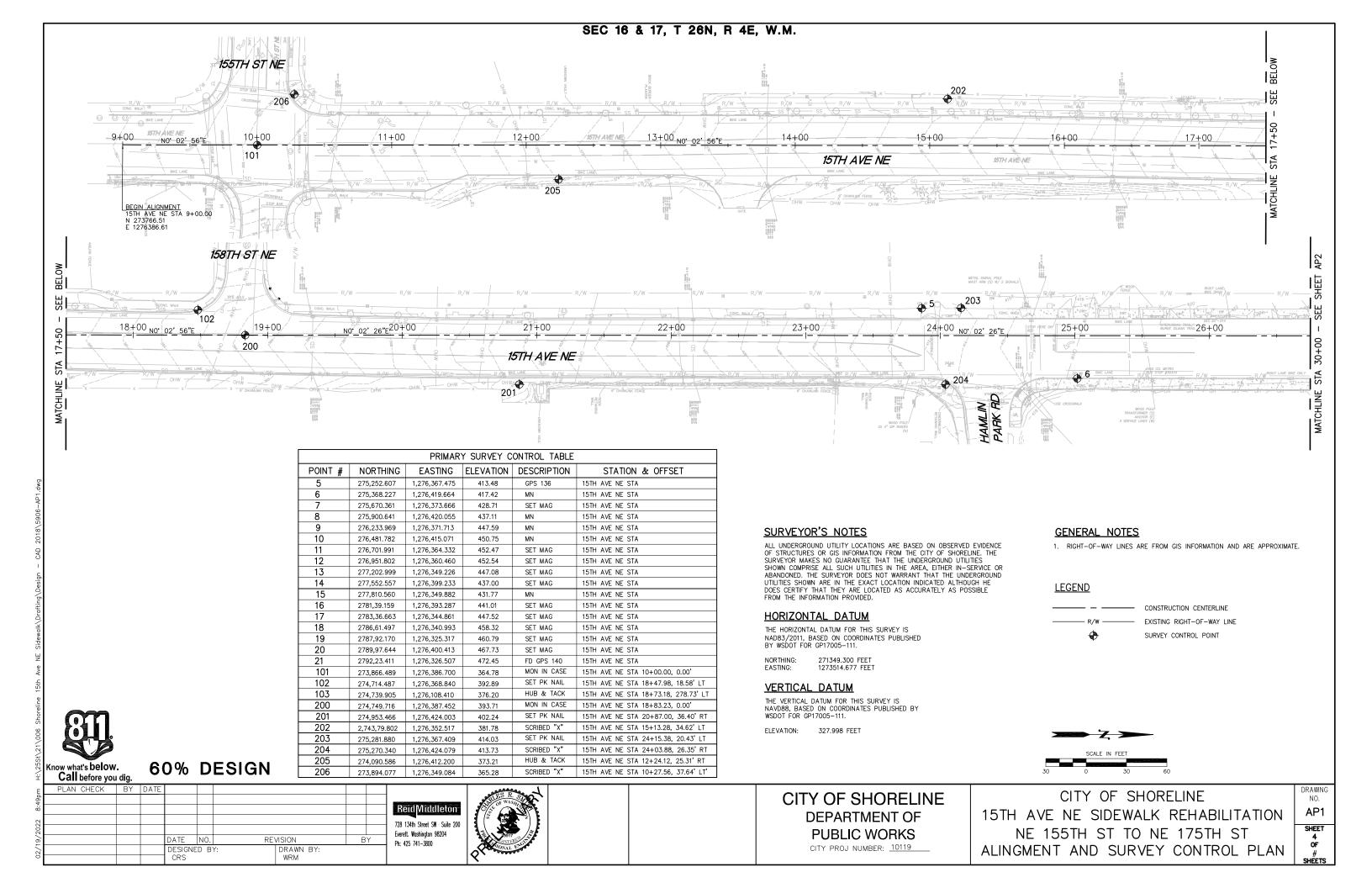
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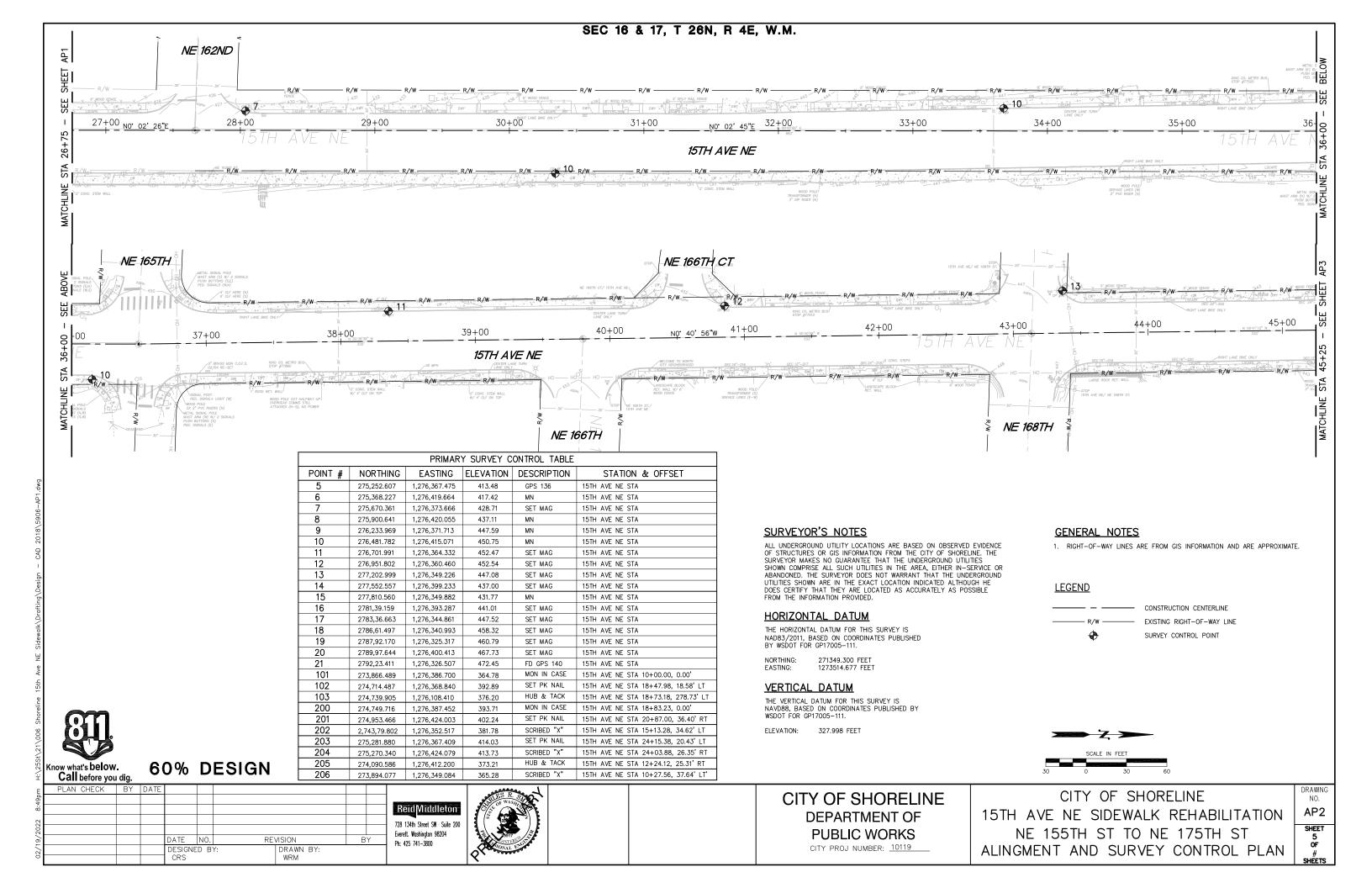
GENERAL NOTES

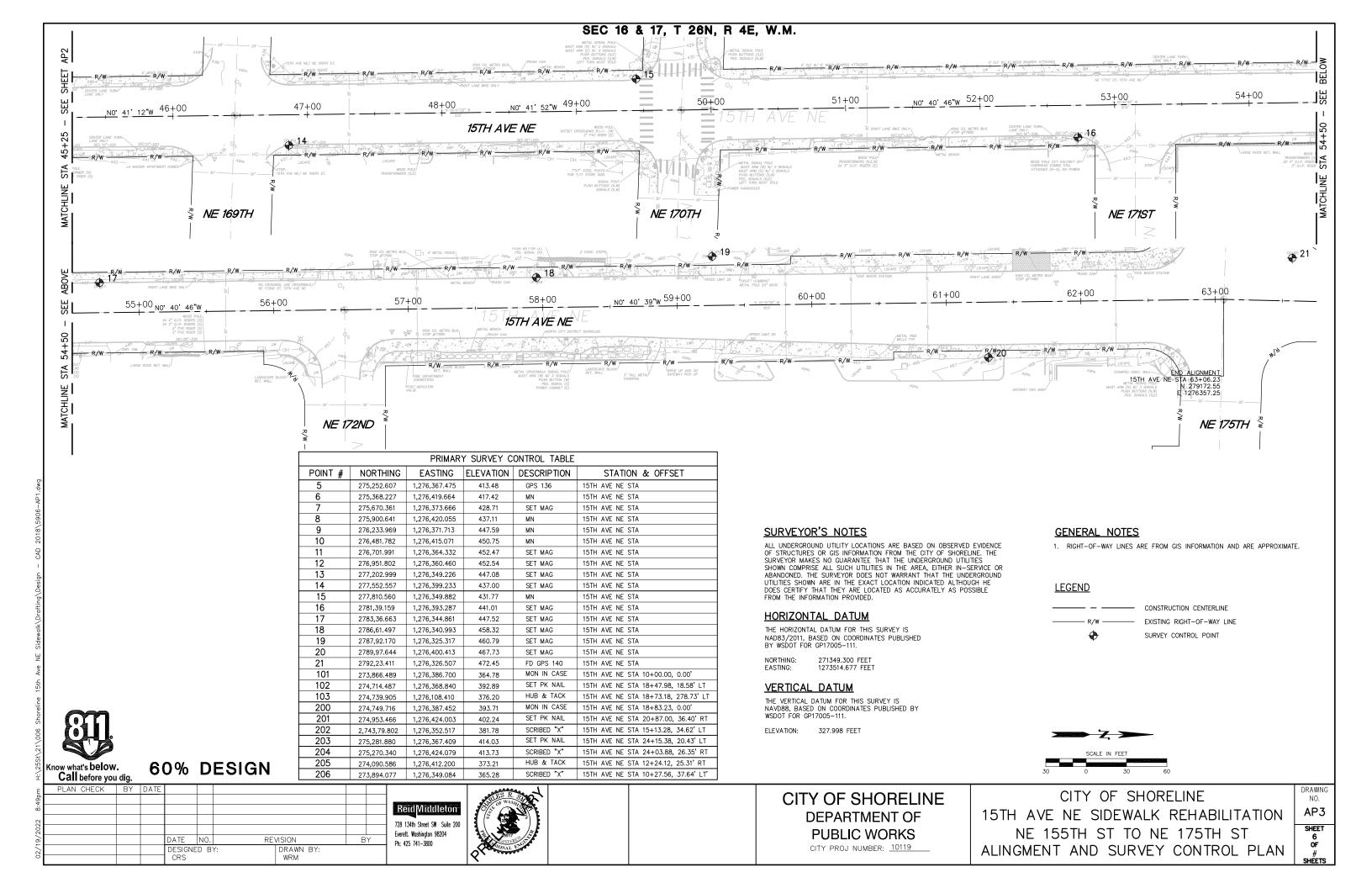
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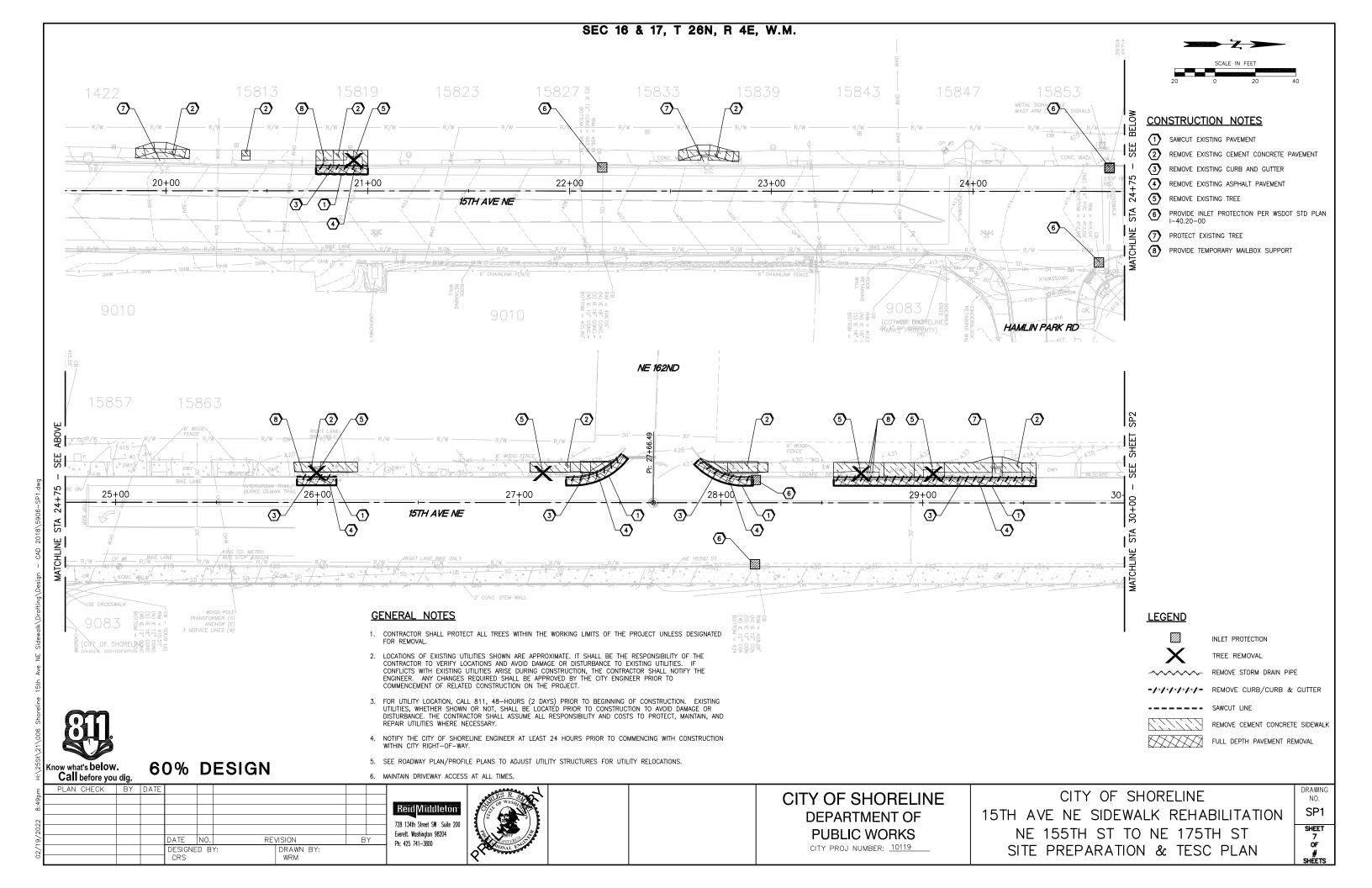
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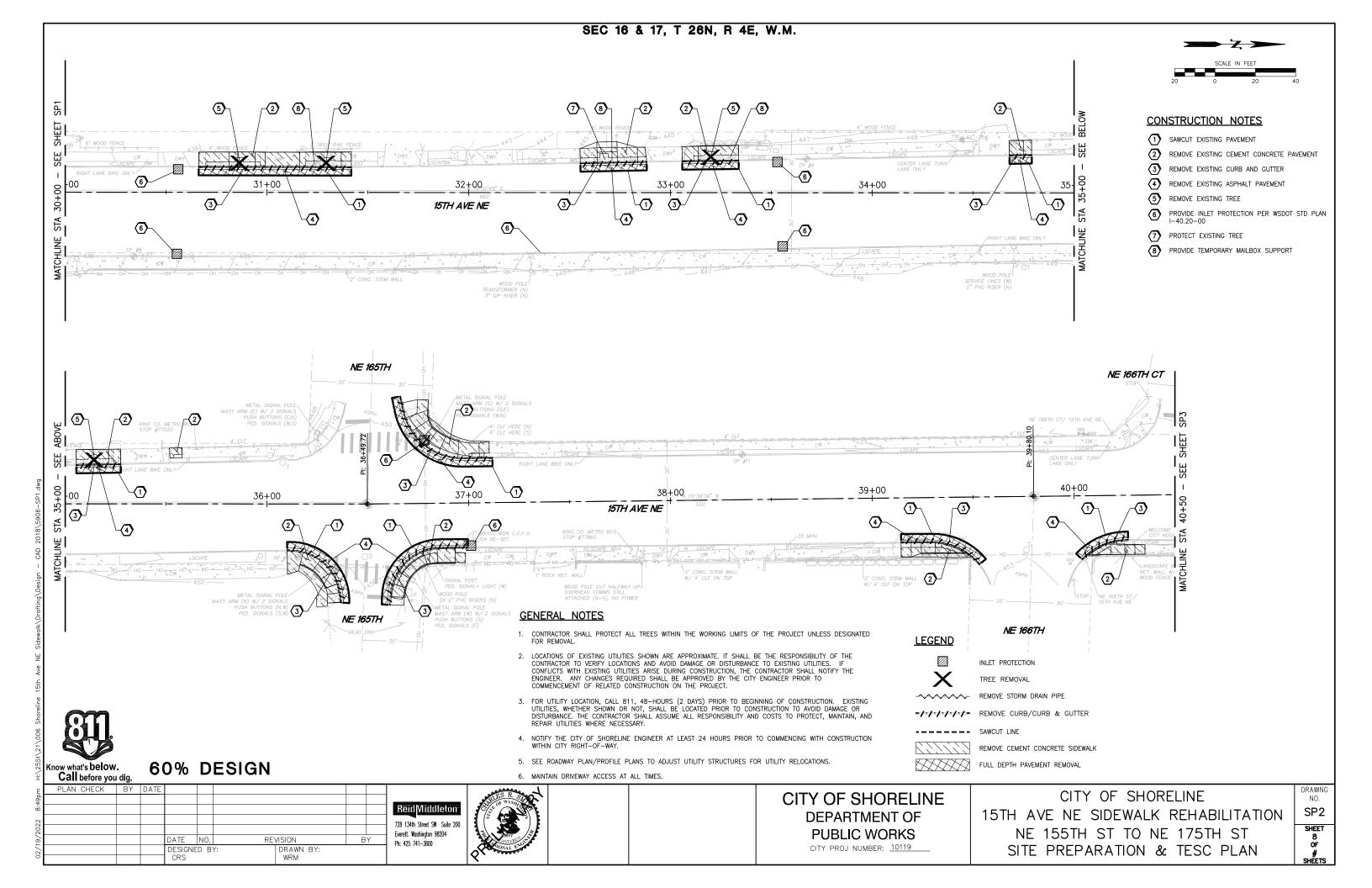
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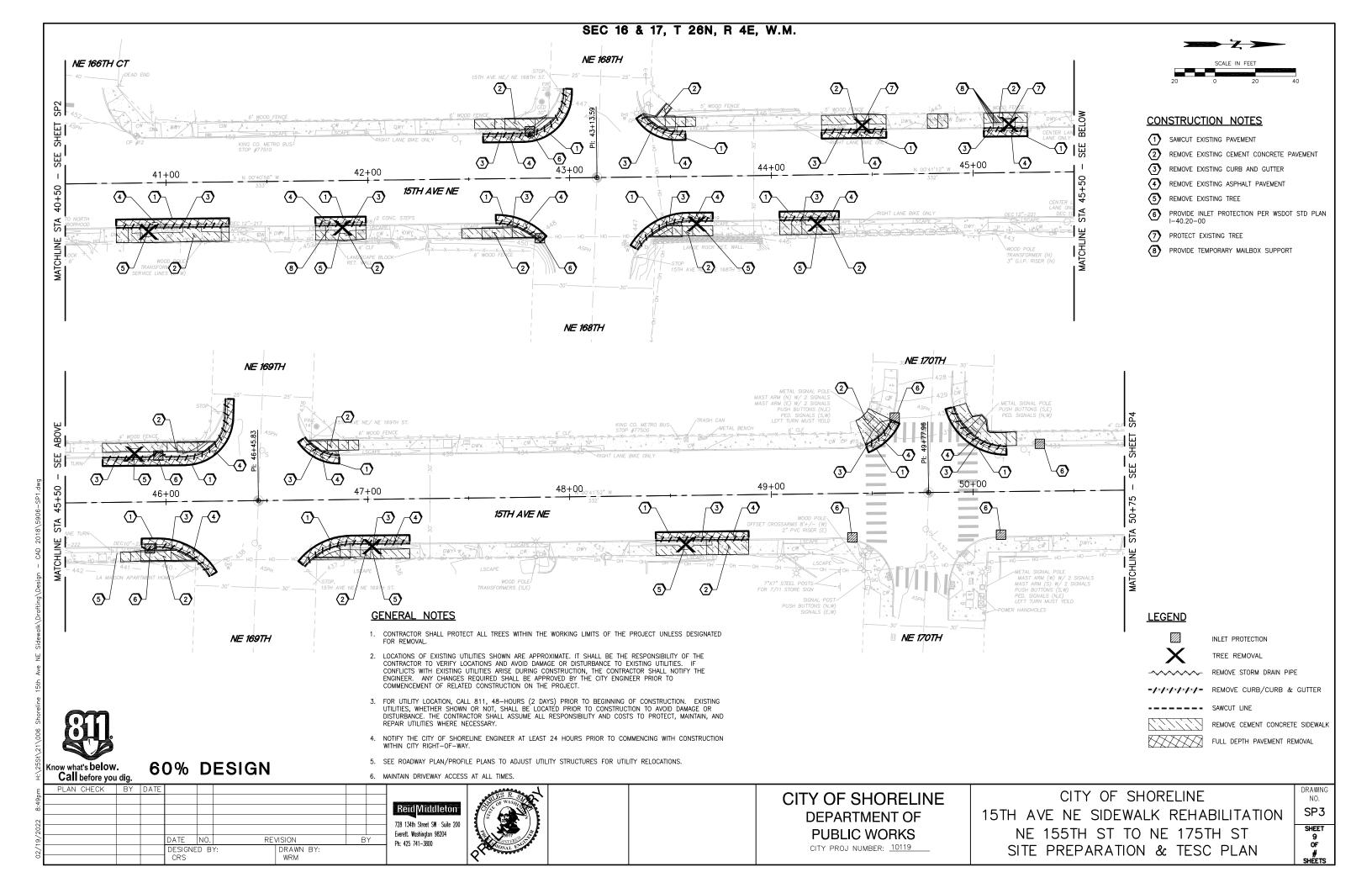


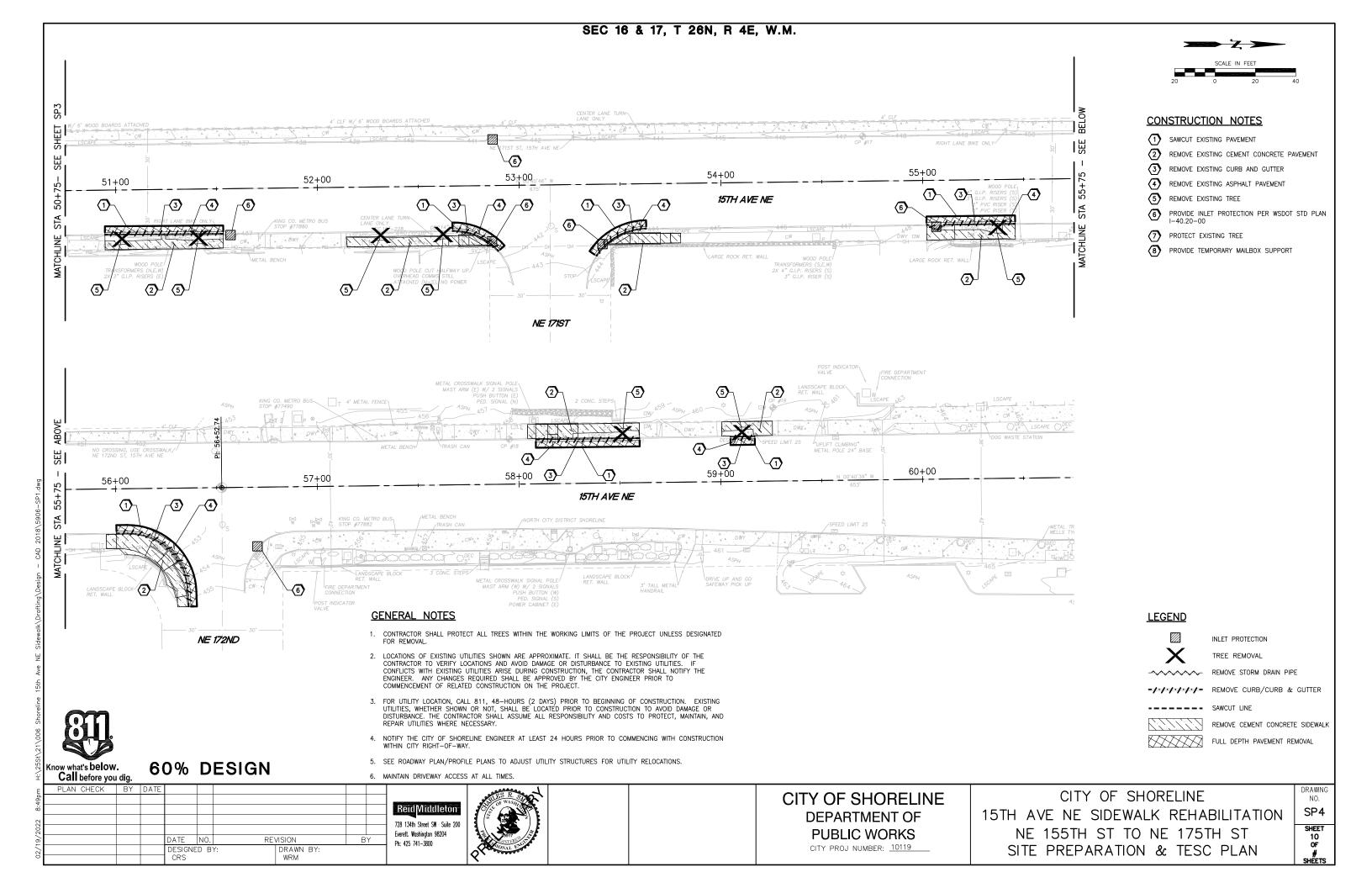


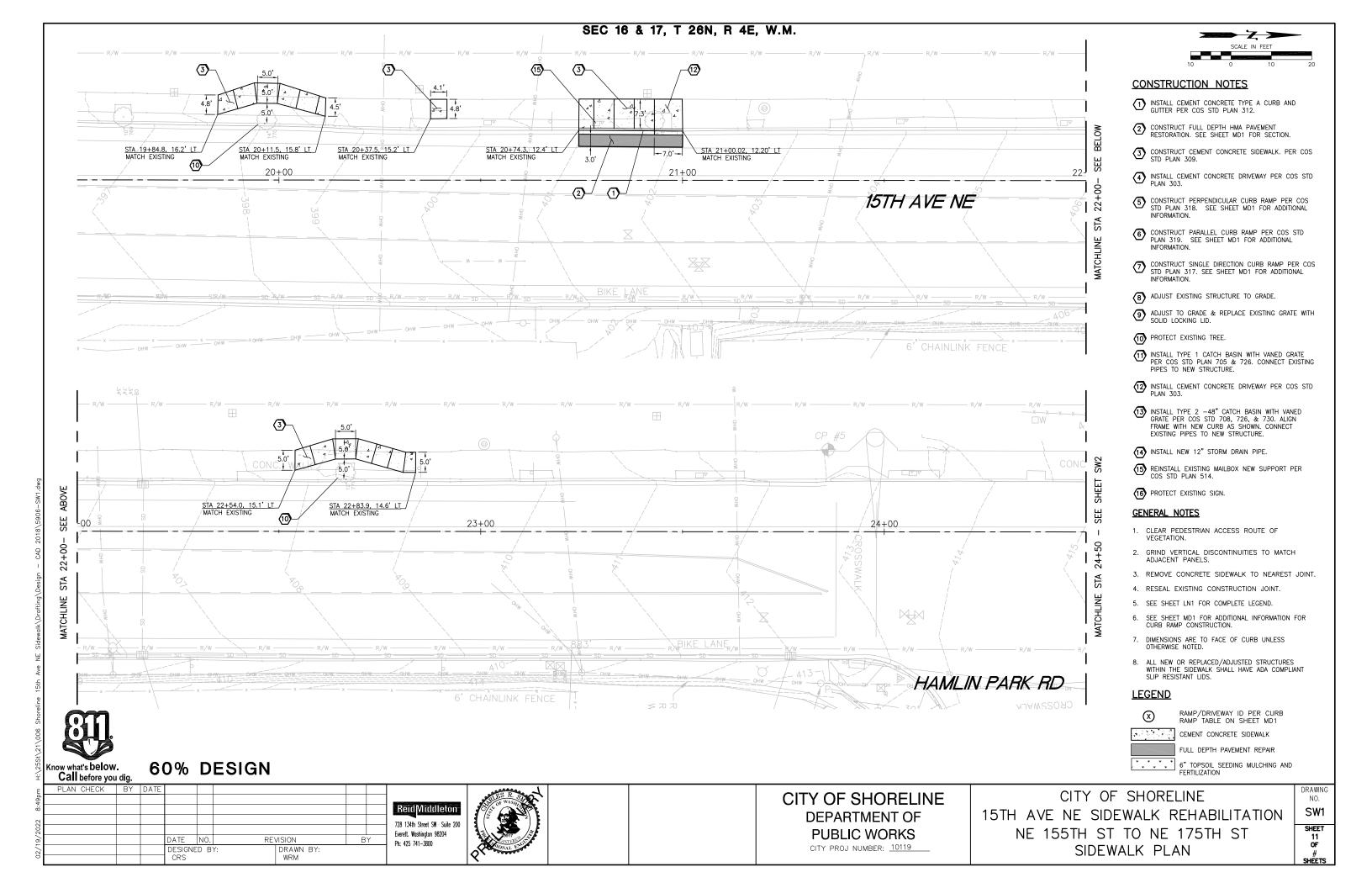


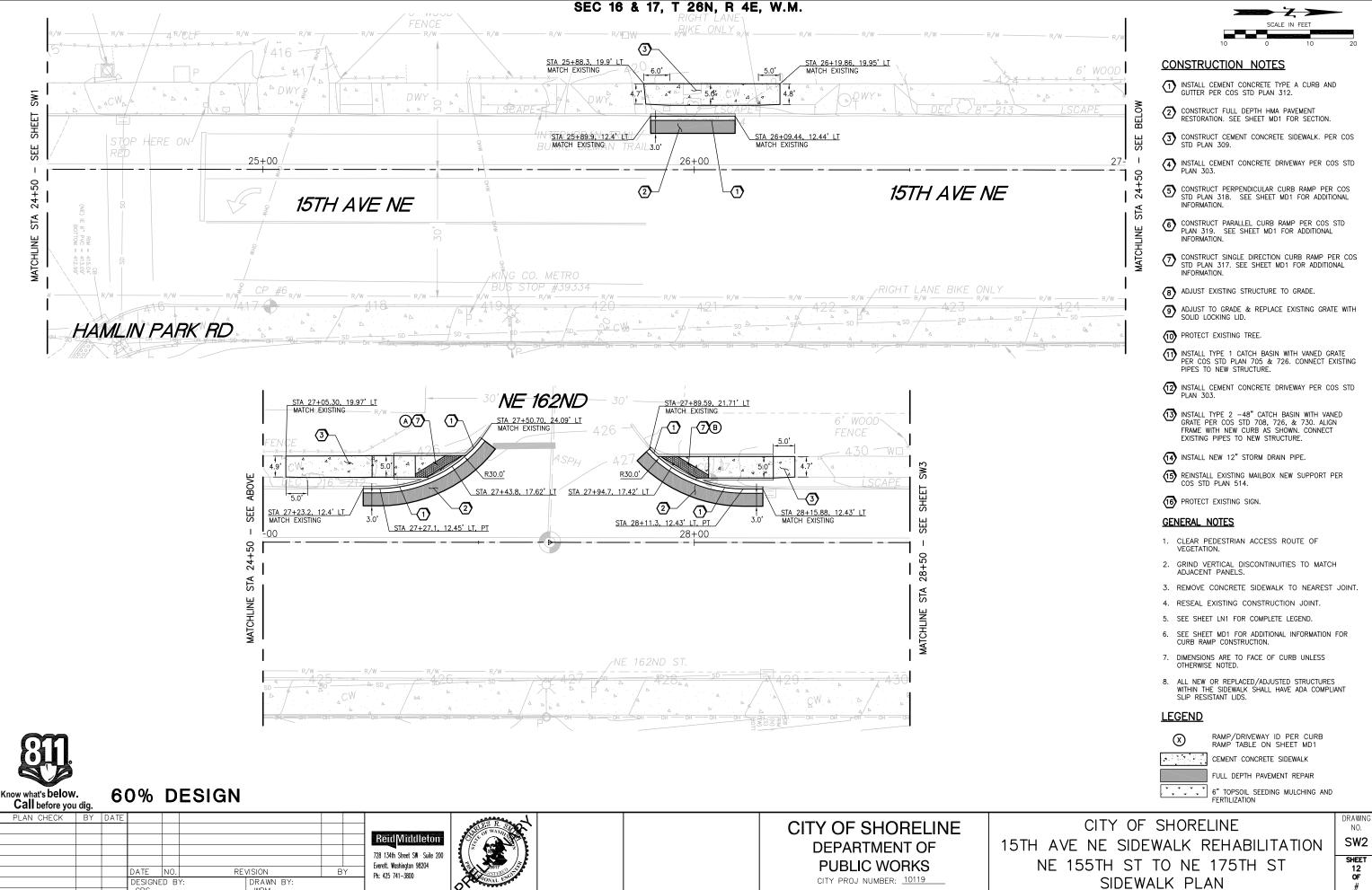








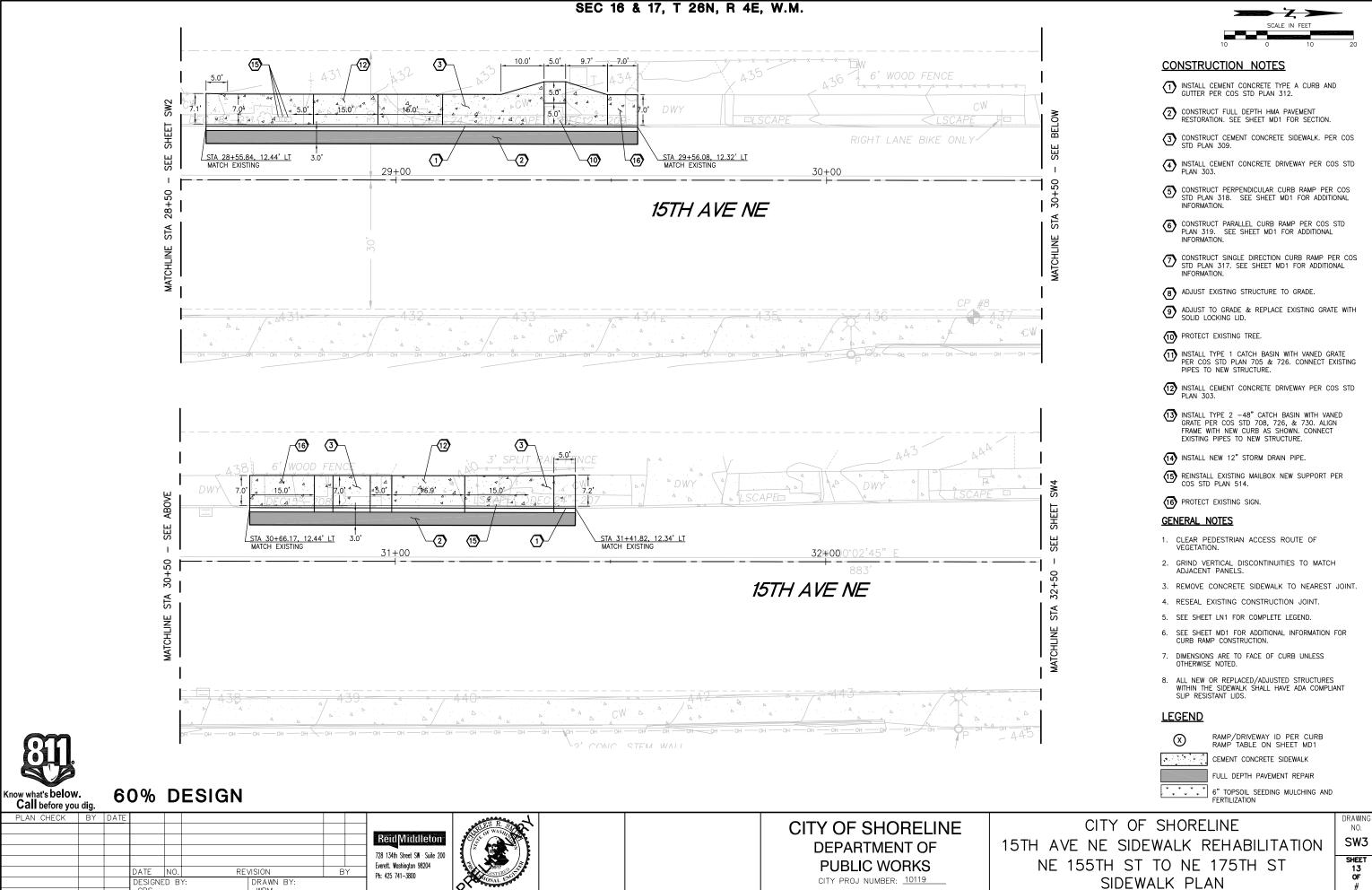




CRS

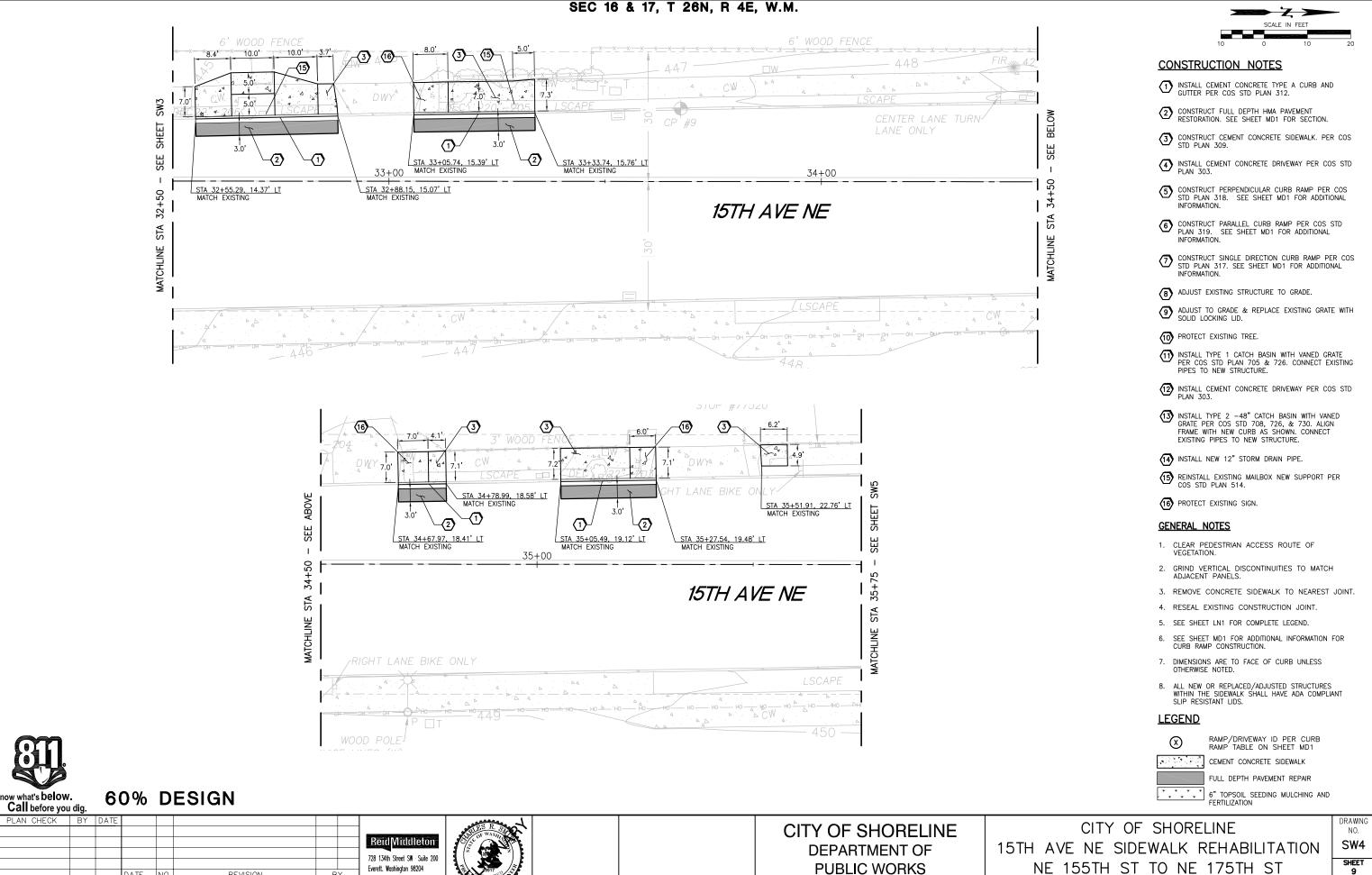
WRM

SW2



CRS

WRM



CITY PROJ NUMBER: 10119

REVISION

DRAWN BY

WRM

DESIGNED BY

CRS

Ph: 425 741-3800

SIDEWALK PLAN

Everett. Washington 98204

DESIGNED BY

CRS

DRAWN BY

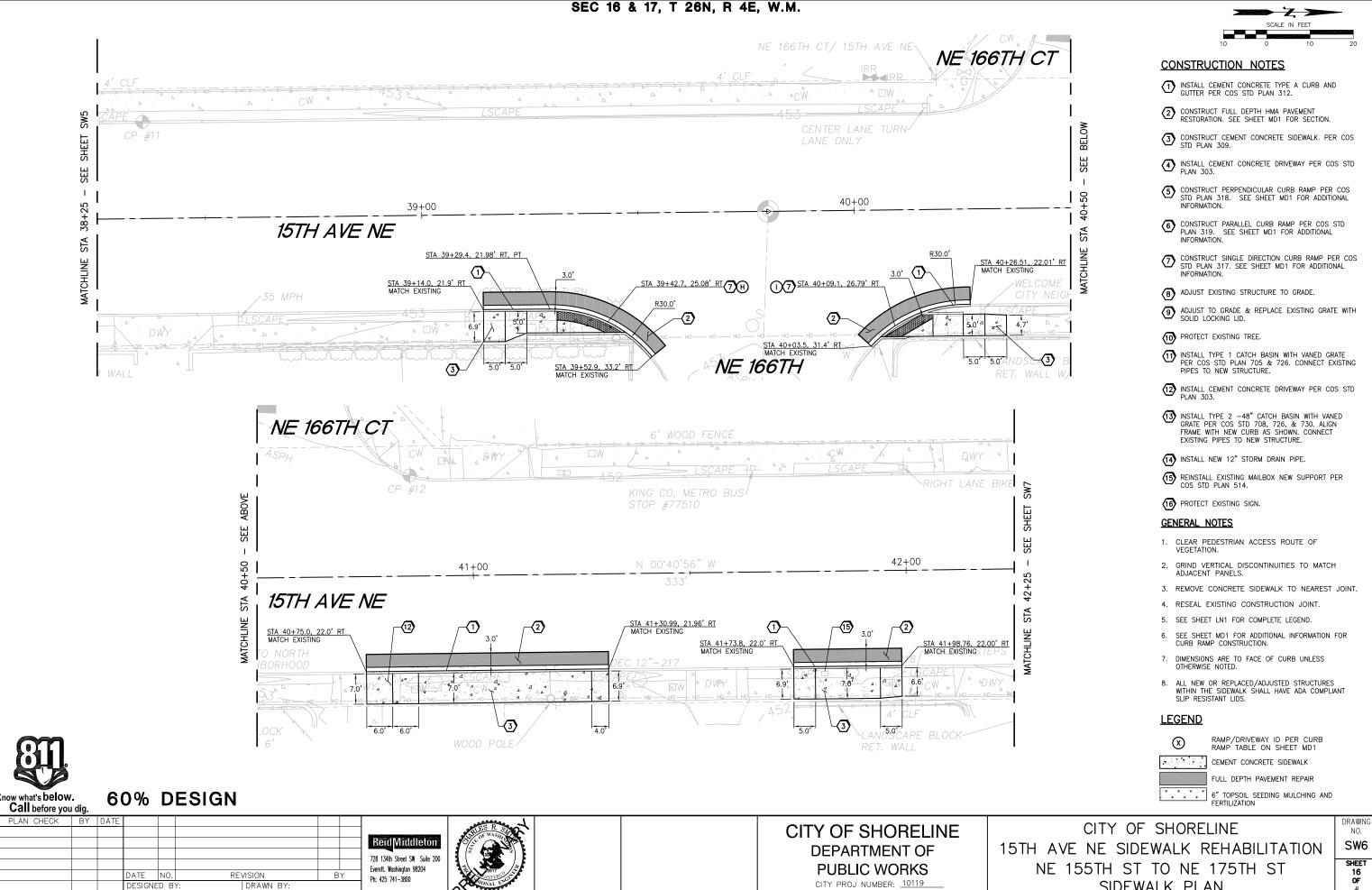
WRM

PUBLIC WORKS

CITY PROJ NUMBER: 10119

NE 155TH ST TO NE 175TH ST SIDEWALK PLAN

15 0F



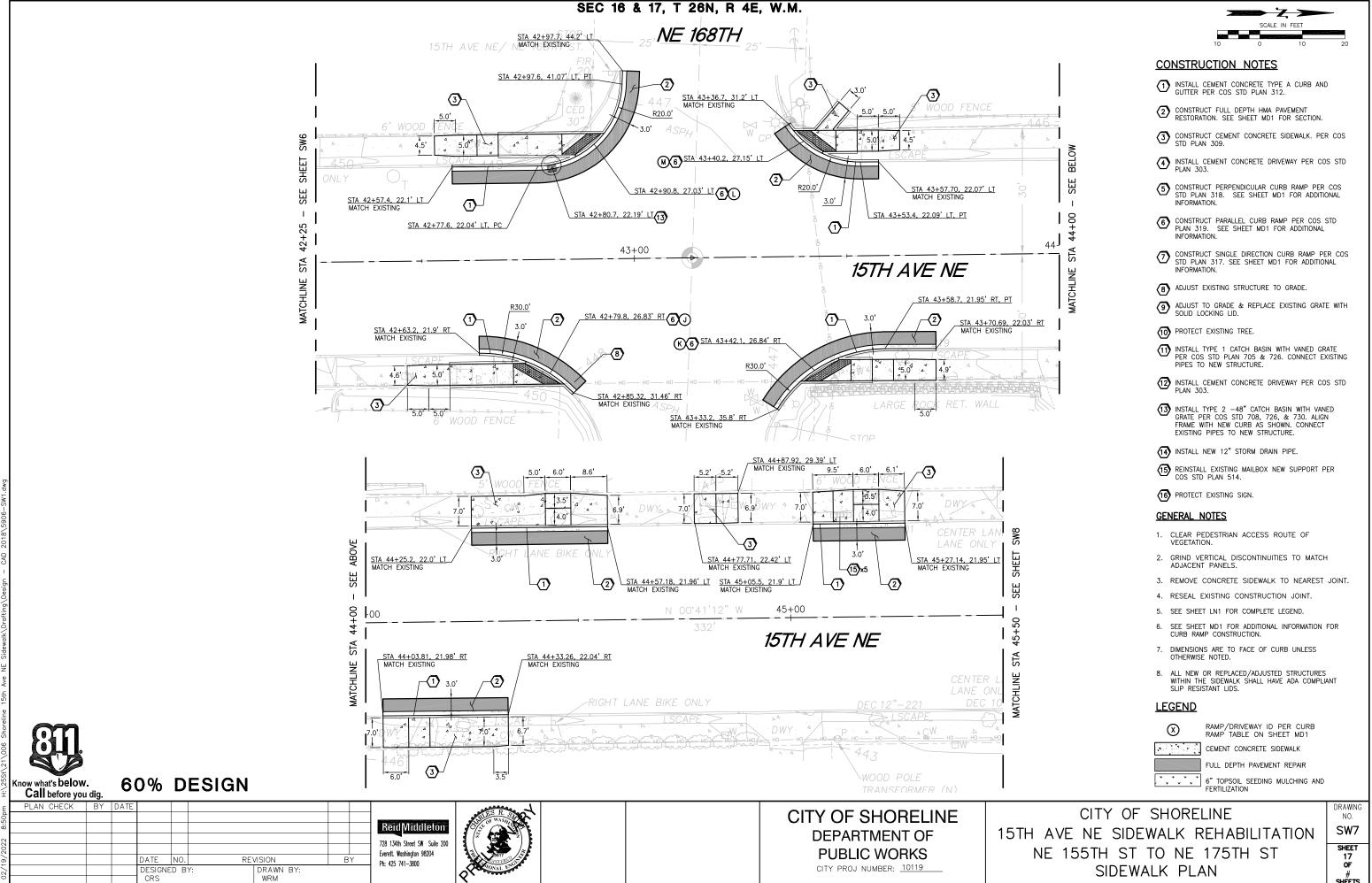
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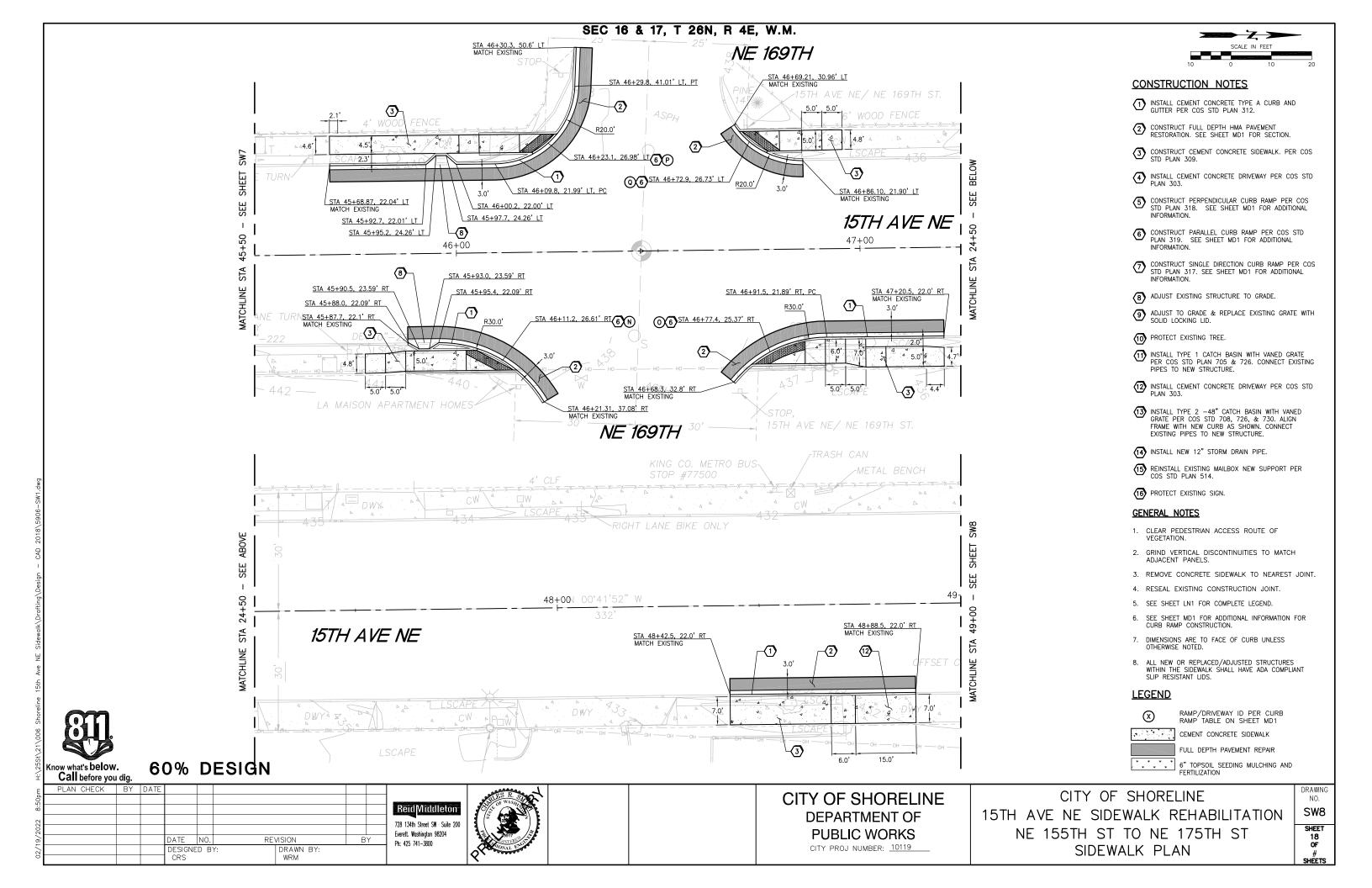
SHEET 16 OF

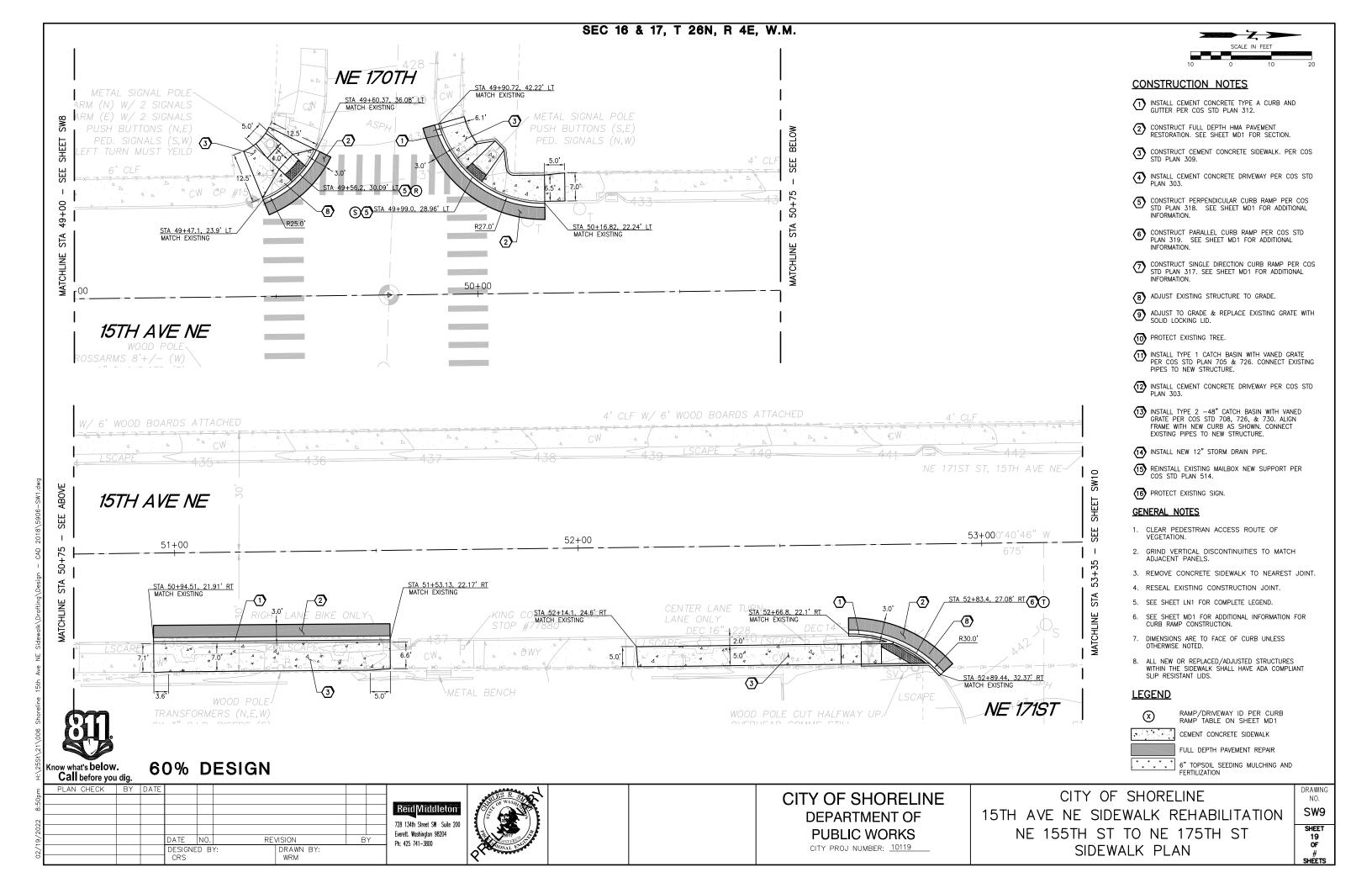
SIDEWALK PLAN

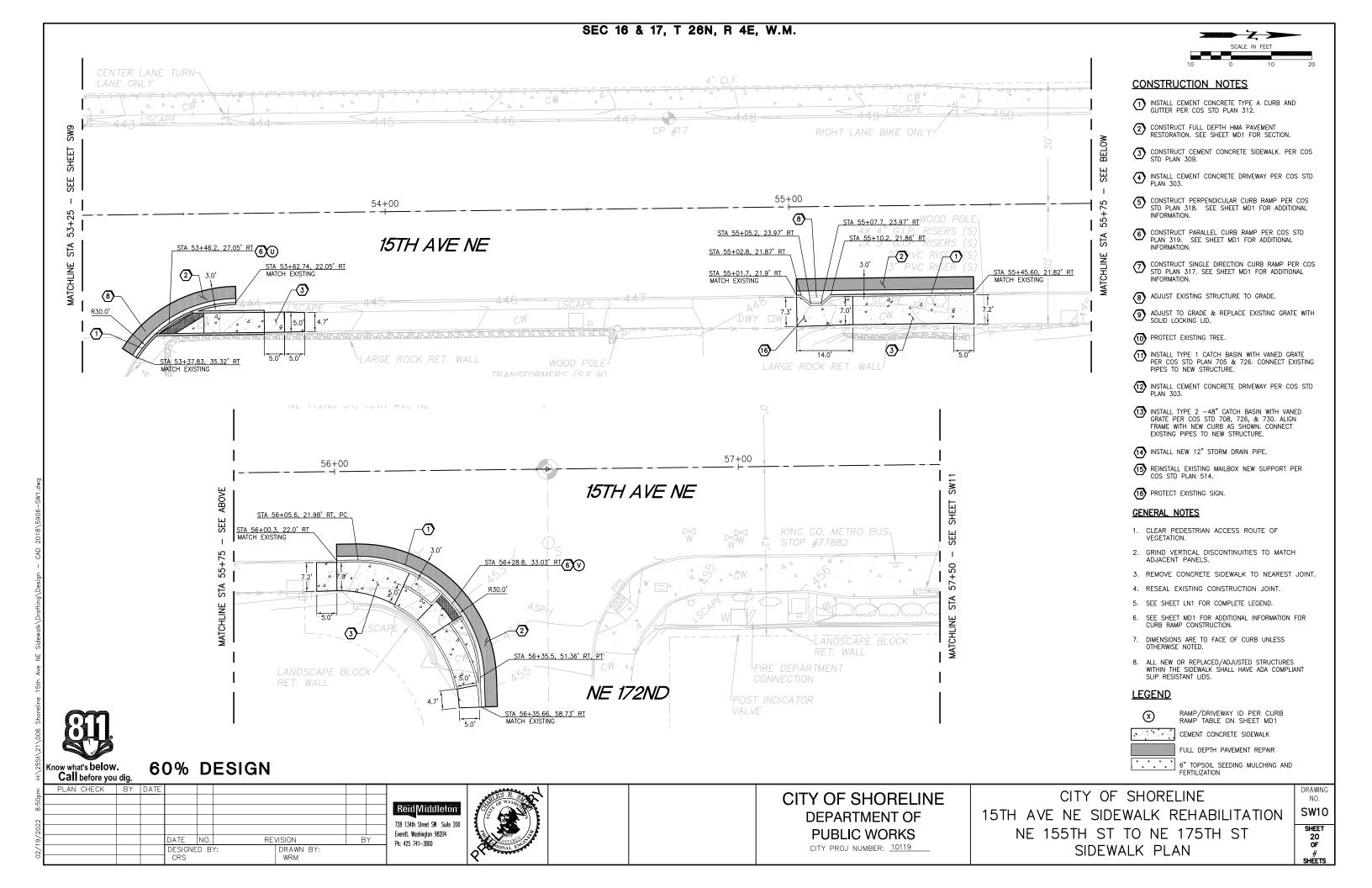
SW6

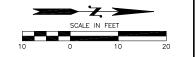












CONSTRUCTION NOTES

- 1) INSTALL CEMENT CONCRETE TYPE A CURB AND GUTTER PER COS STD PLAN 312.
- 2 CONSTRUCT FULL DEPTH HMA PAVEMENT RESTORATION. SEE SHEET MD1 FOR SECTION.
- CONSTRUCT CEMENT CONCRETE SIDEWALK. PER COS STD PLAN 309.
- 4 INSTALL CEMENT CONCRETE DRIVEWAY PER COS STD PLAN 303.
- 5 CONSTRUCT PERPENDICULAR CURB RAMP PER COS STD PLAN 318. SEE SHEET MD1 FOR ADDITIONAL INFORMATION.
- 6 CONSTRUCT PARALLEL CURB RAMP PER COS STD PLAN 319. SEE SHEET MD1 FOR ADDITIONAL INFORMATION.
- CONSTRUCT SINGLE DIRECTION CURB RAMP PER COS STD PLAN 317. SEE SHEET MD1 FOR ADDITIONAL INFORMATION.
- (8) ADJUST EXISTING STRUCTURE TO GRADE.
- ADJUST TO GRADE & REPLACE EXISTING GRATE WITH SOLID LOCKING LID.
- PROTECT EXISTING TREE.
- (11) INSTALL TYPE 1 CATCH BASIN WITH VANED GRATE PER COS STD PLAN 705 & 726. CONNECT EXISTING PIPES TO NEW STRUCTURE.
- 12 INSTALL CEMENT CONCRETE DRIVEWAY PER COS STD PLAN 303.
- (3) INSTALL TYPE 2 -48" CATCH BASIN WITH VANED GRATE PER COS STD 708, 726, & 730. ALIGN FRAME WITH NEW CURB AS SHOWN. CONNECT EXISTING PIPES TO NEW STRUCTURE.
- 14 INSTALL NEW 12" STORM DRAIN PIPE.
- (15) REINSTALL EXISTING MAILBOX NEW SUPPORT PER COS STD PLAN 514.
- 16 PROTECT EXISTING SIGN.

GENERAL NOTES

- CLEAR PEDESTRIAN ACCESS ROUTE OF VEGETATION.
- GRIND VERTICAL DISCONTINUITIES TO MATCH ADJACENT PANELS.
- 3. REMOVE CONCRETE SIDEWALK TO NEAREST JOINT.
- 4. RESEAL EXISTING CONSTRUCTION JOINT.
- 5. SEE SHEET LN1 FOR COMPLETE LEGEND.
- SEE SHEET MD1 FOR ADDITIONAL INFORMATION FOR CURB RAMP CONSTRUCTION.
- DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- 8. ALL NEW OR REPLACED/ADJUSTED STRUCTURES WITHIN THE SIDEWALK SHALL HAVE ADA COMPLIANT SLIP RESISTANT LIDS.

LEGEND

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RAMP/DRIVEWAY ID PER CURB RAMP TABLE ON SHEET MD1

CEMENT CONCRETE SIDEWALK

FULL DEPTH PAVEMENT REPAIR

6" TOPSOIL SEEDING MULCHING AND FERTILIZATION

CITY OF SHORELINE

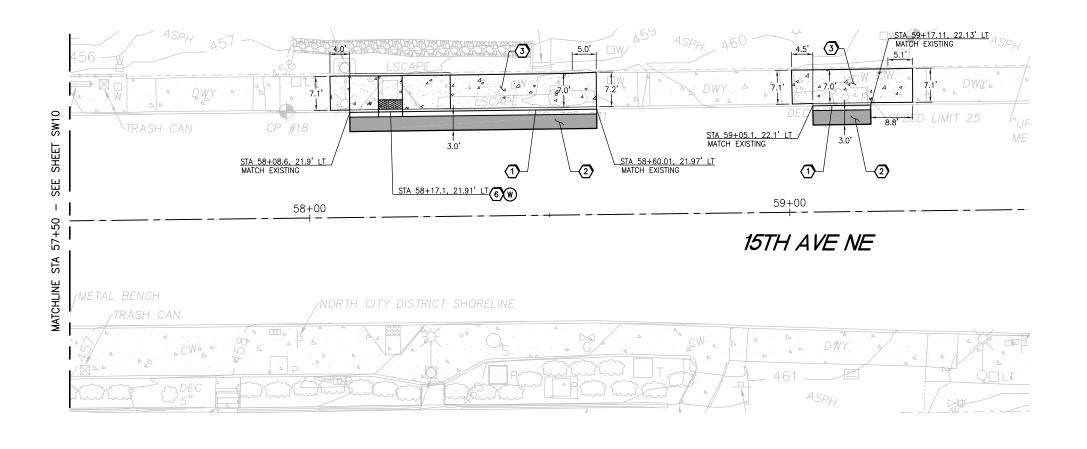
15TH AVE NE SIDEWALK REHABILITATION

NE 155TH ST TO NE 175TH ST

SIDEWALK PLAN

DRAWING NO. SW11

SHEET 21 0F #





60% DESIGN

Ξ	PLAN CHECK	BY	DATE						
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				DATE	NO.	RE'	VISION	В	Υ
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ı				CRS			WRM		

Reid Viduleton

8 134th Street SW Suite 200
rett. Washington 98204
425 741–3800

CITY OF SHORELINE
DEPARTMENT OF
PUBLIC WORKS
CITY PROJ NUMBER: 10119

PAVEMENT RESTORATION SECTION SEE PLAN FOR LOCAITON

* SEE PLAN FOR LOCATION

CONSTRUCTION NOTES:

- 1 2" HMA CL 3/8 IN, PG 58-22
- 2 4" HMA CL 1/2 IN, PG 58-22
- (3) CRUSHED SURFACING TOP COURSE
- 4 CRUSHED SURFACING BASE COURSE
- 5 CEMENT CONCRETE SIDEWALK PER COS STANDARD STANDARD DETAIL NO. 309.
- 6 TYPE A CEMENT CONCRETE CURB AND GUTTER, PER COS STANDARD DETAILS NO. 312.
- 7 COMPACTED SUBGRADE
- 8 SEEDING, FERTILIZING AND MULCHING
- 9 SAWCUT, SEE SP SHEETS FOR LOCATIONS.

RAMP (X)

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RT RAMP

LENGTH

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RT RAMP

WIDTH

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RAMP

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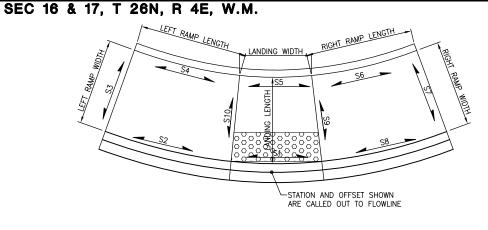
10.0

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CURB RAMP - PARALLEL NOT TO SCALE

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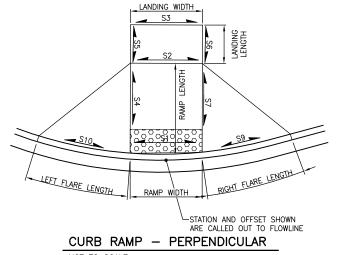
5.0

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NOT TO SCALE

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4.7%

2.4%

7.0%

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6.5%

5.1%

6.8%

5.0%

7.5%

7.5%

7.0%

2.0%

0.5%

14.8%

7.0%

7.0%

8.0%

2.5%

S6

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6.5%

6.1%

7.7%

1.5%

0.0%

1.5%

0.5%

1.5%

1.0%

1.5%

1.5%

0.6%

6.3%

1.5%

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4.3%

7.4%

S7

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1.6%

2.9%

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S8

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3.3%

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S9

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1.5%

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S10

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0.5%

1.5%

RIGHT/LEFT RAMP LENGTH LANDING LENGTH STATION AND OFFSET SHOWN ARE CALLED OUT TO FLOWLINE S5

S3

6.0%

13.4%

1.0%

1.5%

1.5%

1.5%

0.0%

7.0%

7.5%

7.5%

4.6%

7.8%

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3.1%

0.5%

6.4%

2.0%

1.5%

16.0%

6.9%

CURB TRAMP - SINGLE DIRECTION

S2

0.7%

3.3%

7.2%

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0.0%

0.8%

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-1.1%

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1.5%

1.8%

1.8%

0.0%

7.0%

6.9%

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1.5%

13.9%

5.8%

S1

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9.5%

4.4%

1.6%

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NOT TO SCALE

CURB RAMP TABLE

FLARE

LT RAMP LEFT FLARE

LENGTH

WIDTH

7.0

10.0

6.0

5.0

7.0

GENERAL NOTES FOR CURB RAMPS

- THE INTENDED CROSS SLOPE FOR ALL RAMPS AND LANDINGS IS 1.5% BUT DUE TO EXISTING GUTTER AND ROADWAY SLOPES, ACHIEVING 1.5% MAY NOT BE POSSIBLE. CONTRACTOR SHALL CONSTRUCT WITH CROSS SLOPES AS CLOSE TO 1.5% (OR LESS) AS POSSIBLE WITHIN EXISTING CONDITIONS CROSS SLOPES SHALL BE APPROVED BY
- 2. RAMP RUNNING SLOPE SHALL NOT EXCEED 7.5%. MAY BE LENGTHENED TO ACHIEVE 7.5% OR LESS SLOPE TO A MAXIMUM LENGTH OF 15 FEET UNLESS NOTED OTHERWISE. THE LENGTH AND RUNNING SLOPE OF THE RAMP SHALL BE APPROVED BY THE ENGINEER PRIOR TO

- 5. CONTRACTOR SHALL GRADE LANDING TO DRAIN TO GUTTER

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728 134th Street SW - Suite 200 Everett. Washington 98204 Ph: 425 741-3800



CITY OF SHORELINE **DEPARTMENT OF** PUBLIC WORKS CITY PROJ NUMBER: 10119

8.3

4.7

CITY OF SHORELINE 15TH AVE NE SIDEWALK REHABILITATION NE 155TH ST TO NE 175TH ST MISCELLANEOUS DETAILS

DRAWING NO. MD1 SHEET

22 0F

- THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.
- PLACING CEMENT CONCRETE.
- 3. MINIMUM FLARE LENGTH SHALL BE 4 FEET WITH A MAXIMUM SLOPE OF 10.0%. FLARE MAY BE LENGTHENED TO A MAXIMUM OF 7 FEET TO ACHIEVE A SLOPE OF 10.0% OR LESS FINAL LENGTHS AND SLOPES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT
- 4 SEE TABLE ON THIS SHEET FOR CURB RAMP LENGTHS. LENGTHS SHALL BE ADJUSTED TO ACHIEVE REQUIRED SLOPES TO ACCOMMODATE EXISTING SITE CONDITIONS. ALL SLOPES AND LENGTHS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.
- 6. CURB RAMPS AND DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED IN ACCORDANCE WITH WSDOT STD PLANS F-45 10-02 EXCEPT AS MODIFIED BY DETAILS ON THIS
- 7. RAMPS SHALL MEET ALL ADA SPECIFICATIONS