

PATH: U:\P50\Projects\Clients\1521-KingCo\554-1521-075-ELST\985ves\CAOD\Phase 21\T03.Dwg PLOTTED BY: purgebut DATE: Monday, June 14, 2021 4:10:06 PM LAYOUT: GNT

EROSION/SEDIMENTATION CONTROL NOTES:

1. APPROVAL OF THIS 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.).
2. THE IMPLEMENTATION OF THIS ESC PLAN AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/ESC SUPERVISOR UNTIL ALL CONSTRUCTION IS APPROVED.
3. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED BY SURVEY TAPE OR FENCING, PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, DISTURBANCE BEYOND THE CLEARING LIMITS IS NOT PERMITTED. THE CLEARING LIMITS SHALL BE MAINTAINED BY THE APPLICANT/ESC SUPERVISOR FOR THE DURATION OF CONSTRUCTION.
4. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS CONSTRUCTED WHEEL WASH SYSTEMS OR WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN AND TRACK OUT TO ROAD RIGHT-OF-WAY DOES NOT OCCUR FOR THE DURATION OF THE PROJECT.
5. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING SO AS TO ENSURE THAT THE TRANSPORT OF SEDIMENT TO SURFACE WATERS, DRAINAGE SYSTEMS, FLOW CONTROL BMP LOCATIONS (EXISTING AND PROPOSED), AND ADJACENT PROPERTIES IS MINIMIZED.
6. 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 AS NEEDED FOR UNEXPECTED STORM EVENTS AND MODIFIED TO ACCOUNT FOR CHANGING SITE CONDITIONS (E.G., ADDITIONAL COVER MEASURES, ADDITIONAL SUMP PUMPS, RELOCATION OF DITCHES AND SILT FENCES, PERIMETER PROTECTION ETC.) OR AS DIRECTED BY THE CITY.
7. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/ESC SUPERVISOR DURING NON-RAINFALL PERIODS, EVERY HOUR (DAYLIGHT) DURING A RAINFALL EVENT, AND AT THE END OF EVERY RAINFALL, AND MAINTAINED TO ENSURE THEIR CONTINUED PROPER 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 OF WEEKLY REVIEWS OF THE ESC FACILITIES DURING THE WET SEASON (OCT. 1 TO APRIL 30) AND OF MONTHLY REVIEWS DURING THE DRY SEASON (MAY 1 TO SEPT 30).
8. ANY AREAS OF EXPOSED SOILS, INCLUDING ROADWAY EMBANKMENTS, THAT WILL NOT BE DISTURBED FOR TWO CONSECUTIVE DAYS DURING THE WET SEASON OR SEVEN DAYS DURING THE DRY SEASON SHALL BE IMMEDIATELY STABILIZED WITH THE APPROVED ESC COVER METHODS (E.G., SEEDING, MULCHING, PLASTIC COVERING, ETC.).
9. ANY AREA NEEDING ESC MEASURES THAT DO NOT REQUIRE IMMEDIATE ATTENTION SHALL BE ADDRESSED WITHIN SEVEN (7) DAYS.
10. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH (MORE FREQUENTLY AS REQUIRED BY THE PUBLIC WORKS CONSTRUCTION INSPECTOR) OR WITHIN TWENTY-FOUR (24) HOURS FOLLOWING A STORM EVENT.
11. AT NO TIME SHALL MORE THAN ONE (1) FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
12. 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 FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION SYSTEM, THE PERMANENT FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN. ELSE THE TEMPORARY FACILITY MUST BE GRADED SO THAT THE BOTTOM AND SIDES ARE AT LEAST THREE FEET ABOVE THE FINAL GRADE OF THE PERMANENT FACILITY. NO UNDERGROUND DETENTION TANK, DETENTION VAULT, OR SYSTEM WHICH BACKS UNDER OR INTO A POND SHALL BE USED AS A TEMPORARY SETTLING BASIN. FLOW CONTROL BMP AREAS (EXISTING OR PROPOSED) SHALL NOT BE USED AS TEMPORARY FACILITIES AND SHALL BE PROTECTED FROM SEDIMENTATION AND INTRUSION.
13. COVER MEASURES WILL BE APPLIED IN CONFORMANCE WITH APPENDIX D OF THE KING COUNTY SURFACE WATER DESIGN MANUAL.
14. PRIOR TO THE BEGINNING OF THE WET SEASON (OCTOBER 1) OF EACH YEAR, 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 SKETCH MAP DEPICTING THE AREAS TO BE SEEDED AND THE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR MAY REQUIRE SEEDING OF ADDITIONAL AREAS IN ORDER TO PROTECT SURFACE WATERS, ADJACENT PROPERTIES, OR DRAINAGE FACILITIES.
15. ALL EROSION/SEDIMENTATION CONTROL PONDS WITH A DEAD STORAGE DEPTH EXCEEDING SIX INCHES (6") MUST HAVE A HIGHLY VISIBLE PERIMETER FENCE WITH A MINIMUM HEIGHT OF THREE FEET (3').
16. ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) OR SENSITIVE AREA TRACT SHALL HAVE A MINIMUM FOUR-FOOT (4') HIGH TEMPORARY CONSTRUCTION FENCE (CYCLONE OR PLASTIC MESH) 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 A DWELLING IS CONSTRUCTED AND OWNERSHIP TRANSFERRED TO THE FIRST OWNER/OCCUPANT.
17. CLEARING LIMITS SHALL BE DELINEATED WITH A CLEARING CONTROL FENCE. THE CLEARING CONTROL FENCE SHALL CONSIST OF A FOUR-FOOT (4') HIGH TEMPORARY CONSTRUCTION FENCE. CLEARING CONTROL FENCES ALONG WETLAND OR STREAM BUFFERS OR UPSLOPE OF SENSITIVE SLOPES SHALL BE ACCOMPANIED BY TWO ROWS OF EROSION CONTROL FENCE. IF DETERMINED APPROPRIATE BY CITY OF SAMMAMISH A SIX-FOOT (6') HIGH CHAIN LINK FENCE MAY BE REQUIRED.
18. IF SEDIMENT IS TRACKED OFFSITE, PUBLIC ROADS SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY, OR MORE FREQUENTLY DURING WET WEATHER, IF NECESSARY TO PREVENT SEDIMENT FROM ENTERING WATERS OF THE STATE. SEDIMENT SHALL BE REMOVED FROM ROADS BY SHOVELING OR PICKUP SWEEPING AND SHALL BE TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA. STREET WASHING WILL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. STREET WASH WASTEWATER SHALL BE CONTROLLED BY PUMPING BACK ONSITE, OR OTHERWISE BE PREVENTED FROM DISCHARGING INTO DRAINAGE SYSTEMS TRIBUTARY TO SURFACE WATERS.
19. ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE THEIR GRATES COVERED WITH FILTER FABRIC DURING CONSTRUCTION. CATCH BASINS DIRECTLY DOWNSTREAM OF THE CONSTRUCTION ENTRANCE OR ANY OTHER CATCH BASIN AS DETERMINED BY THE PUBLIC WORKS CONSTRUCTION INSPECTOR SHALL BE PROTECTED WITH A "FILTER FABRIC SOCK" OR EQUIVALENT. AT NO TIME SHALL MORE SEDIMENT THAN ONE-THIRD (1/3) OF THE AVAILABLE STORAGE BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN INSERT. SEE SECTION D.2.1.5.3 OF THE 2016 KCSWDM APPENDIX D.

EROSION/SEDIMENTATION CONTROL NOTES (CONTINUED):

20. 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 SAMMAMISH PUBLIC WORKS CONSTRUCTION INSPECTOR. ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-HALF FOOT (0.5') DEPTH.
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 WSDOT SPECIFICATIONS 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; AND 1"-2" ROCK/10%-20% PASSING.
22. FLUSHING CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM SHALL NOT BE ALLOWED. IF EXPOSED AGGREGATE IS FLUSHED INTO THE STORM SYSTEM, IT MAY RESULT IN RE-INSPECTION AND RE-CLEANING THE ENTIRE AFFECTED DOWNSTREAM STORM SYSTEM, OR POSSIBLY RE-LAYING THE STORM LINE.
23. MAXIMUM RELEASE RATE FROM THE SITE AT ANY TIME DURING CONSTRUCTION AND DURING THE MAINTENANCE AND DEFECT PERIOD SHALL BE NO MORE THAN ONE-HALF OF THE 2-YEAR PEAK FLOW WHEN THE FLOW CONTROL STRUCTURE IS BYPASSED.
24. DURING THE WET SEASON (OCTOBER 1 – APRIL 30) NOTES:

a. THE ALLOWED TIME THAT A DISTURBED AREA MAY REMAIN UNWORKED WITHOUT COVER MEASURES IS REDUCED TO TWO CONSECUTIVE WORKING DAYS, RATHER THAN SEVEN (SECTION D.2.1.2).

b. STOCKPILES AND STEEP CUT AND FILL SLOPES ARE TO BE PROTECTED IF UNWORKED FOR MORE THAN 12 HOURS (SECTION D.2.1.2).

c. COVER MATERIALS SUFFICIENT TO COVER ALL DISTURBED AREAS SHALL BE STOCKPILED ON SITE (SECTION D.2.1.2).

d. ALL AREAS THAT ARE TO BE UNWORKED DURING THE WET SEASON SHALL BE SEEDED WITHIN ONE WEEK OF THE BEGINNING OF THE WET SEASON (SECTION D.2.1.2.6).

e. MULCH IS REQUIRED TO PROTECT ALL SEEDED AREAS (SECTION D.2.1.2.2).

f. FIFTY LINEAR FEET OF SILT FENCE (AND THE NECESSARY STAKES) PER ACRE OF DISTURBANCE MUST BE STOCKPILED ON SITE (SECTION D.2.1.3.1).

g. CONSTRUCTION ROAD AND PARKING LOT STABILIZATION ARE REQUIRED FOR ALL SITES UNLESS THE SITE IS UNDERLAIN BY COARSE-GRAINED SOIL (SECTION D.2.1.4.2).

h. SEDIMENT RETENTION IS REQUIRED UNLESS NO OFFSITE DISCHARGE IS ANTICIPATED FOR THE SPECIFIED DESIGN FLOW (SECTION D.2.1.5).

i. SURFACE WATER CONTROLS ARE REQUIRED UNLESS NO OFFSITE DISCHARGE IS ANTICIPATED FOR THE SPECIFIED DESIGN FLOW (SECTION D.2.1.6).

j. PHASING AND MORE CONSERVATIVE BMPS MUST BE EVALUATED FOR CONSTRUCTION ACTIVITY NEAR SURFACE WATERS (SECTION D.2.4.3).

k. ANY RUNOFF GENERATED BY DEWATERING MAY BE REQUIRED TO DISCHARGE TO THE SANITARY SEWER (WITH APPROPRIATE DISCHARGE AUTHORIZATION), PORTABLE SAND FILTER SYSTEMS, OR HOLDING TANKS (SECTION D.2.2).

l. WHEN LOCATED WITHIN AN ENVIRONMENTALLY CRITICAL AREA, A WET SEASON PERMIT IS REQUIRED.
25. A DETAILED CONSTRUCTION SEQUENCE IS REQUIRED TO ENSURE THAT EROSION AND SEDIMENT CONTROL MEASURES ARE APPLIED AT THE APPROPRIATE TIMES. A CONSTRUCTION SEQUENCE TEMPLATE IS PROVIDED BELOW, TO BE UPDATED TO SPECIFICALLY MATCH THE PROJECT:

a. PRE-CONSTRUCTION MEETING.

b. POST SIGN WITH NAME AND PHONE NUMBER OF CSWPP/ESC SUPERVISOR.

c. FLAG OR FENCE CLEARING LIMITS.

d. INSTALL CATCH BASIN PROTECTION, IF REQUIRED.

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 PUBLIC WORKS 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 ESC 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 SEVEN (7) DAYS.

n. SEED OR SOD ANY AREAS TO REMAIN UN-WORKED FOR MORE THAN THIRTY (30) DAYS.

o. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES (BMPS) REMOVED IF APPROPRIATE.

STORM DRAINAGE NOTES:

1. PROOF OF LIABILITY INSURANCE SHALL BE SUBMITTED TO PUBLIC WORKS PRIOR TO THE CONSTRUCTION OF THE DRAINAGE FACILITIES, PREFERABLY AT THE PRECONSTRUCTION MEETING.
2. ALL PIPE AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH WSDOT SPECIFICATIONS. THIS SHALL INCLUDE LEVELING AND COMPACTING THE TRENCH BOTTOM, THE TOP OF THE FOUNDATION MATERIAL, AND ANY REQUIRED PIPE BEDDING, TO A UNIFORM GRADE SO THAT THE ENTIRE PIPE IS SUPPORTED BY A UNIFORMLY DENSE UNYIELDING BASE.
3. A LICENSED SURVEYOR SHALL SURVEY AND STAKE ALL STORM DRAIN FACILITIES AND CONVEYANCE LINES WITH ASSOCIATED EASEMENTS AND DEDICATIONS NOT LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY. PUBLIC WORKS CONSTRUCTION INSPECTOR SHALL INSPECT AND VERIFY LOCATIONS PRIOR TO FINAL PLAT AND EASEMENT RECORDING.
4. STEEL PIPE SHALL BE ALUMINIZED, OR GALVANIZED WITH ASPHALT TREATMENT #1 OR BETTER INSIDE AND OUTSIDE.
5. ALL DRAINAGE STRUCTURES, SUCH AS CATCH BASINS AND MANHOLES, NOT LOCATED WITHIN A TRAVELED ROADWAY OR SIDEWALK, SHALL HAVE SOLID LOCKING LIDS. ALL DRAINAGE STRUCTURES ASSOCIATED WITH A PERMANENT RETENTION/DETENTION FACILITY SHALL HAVE SOLID LOCKING LIDS.
6. ALL DRIVEWAY CULVERTS LOCATED WITHIN SAMMAMISH RIGHT-OF-WAY SHALL BE OF SUFFICIENT LENGTH TO PROVIDE A MINIMUM 3:1 SLOPE FROM THE EDGE OF THE DRIVEWAY TO THE BOTTOM OF THE DITCH. CULVERTS SHALL HAVE BEVELED END SECTIONS TO MATCH THE SIDE SLOPE.
7. DRAINAGE OUTLETS (STUB-OUTS) SHALL BE PROVIDED FOR EACH INDIVIDUAL LOT, EXCEPT FOR THOSE LOTS APPROVED FOR INFILTRATION. STUB-OUTS SHALL CONFORM TO THE FOLLOWING:

a. EACH OUTLET SHALL BE SUITABLY LOCATED AT THE LOWEST ELEVATION ON THE LOT, SO AS TO SERVICE ALL FUTURE ROOF DOWNSPOUTS AND FOOTING DRAINS, DRIVEWAYS, YARD DRAINS, AND ANY OTHER SURFACE OR SUBSURFACE DRAINS NECESSARY TO RENDER THE LOTS SUITABLE FOR THEIR INTENDED USE. EACH OUTLET SHALL HAVE FREE-FLOWING, POSITIVE DRAINAGE TO AN APPROVED STORMWATER CONVEYANCE SYSTEM OR TO AN APPROVED OUTFALL LOCATION.

b. OUTLETS ON EACH LOT SHALL BE LOCATED WITH A FIVE-FOOT-HIGH, 2" X 4" STAKE MARKED "STORM" OR "DRAIN". THE STUB-OUT SHALL EXTEND ABOVE SURFACE LEVEL, BE VISIBLE, AND BE SECURED TO THE STAKE.

c. PIPE MATERIAL SHALL CONFORM TO UNDERDRAIN SPECIFICATIONS DESCRIBED IN THE PUBLIC WORKS STANDARDS AND, IF NON-METALLIC, THE PIPE SHALL CONTAIN WIRE OR OTHER ACCEPTABLE DETECTION.

d. DRAINAGE EASEMENTS ARE REQUIRED FOR DRAINAGE SYSTEMS DESIGNED TO CONVEY FLOWS THROUGH INDIVIDUAL LOTS.

e. THE APPLICANT/CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE LOCATIONS OF ALL STUB-OUT CONVEYANCE LINES WITH RESPECT TO THE UTILITIES (E.G. POWER, GAS, TELEPHONE, TELEVISION).

f. ALL INDIVIDUAL STUB-OUTS SHALL BE PRIVATELY OWNED AND MAINTAINED BY THE LOT HOMEOWNER.
8. ACCEPTABLE STORM PIPE MATERIAL IS AS FOLLOWS: PLAIN AND REINFORCED CONCRETE PIPE; CORRUGATED OR SPIRAL RIB ALUMINUM PIPE; CORRUGATED STEEL PIPE (ALUMINIZED OR GALVANIZED WITH TREATMENTS 1, 2 OR 5); SPIRAL RIB STEEL PIPE (ALUMINIZED OR GALVANIZED WITH TREATMENTS 1, 2 OR 5); DUCTILE IRON PIPE (WATER SUPPLY, CLASS 50 OR 52); POLYPROPYLENE CULVERT OR STORM SEWER PIPE (WSDOT SECTION 9-05.24), HIGH DENSITY POLYETHYLENE PIPE (HDPE, INCLUDING SOLID WALL POLYETHYLENE PIPE). REFER TO THE 2016 KING COUNTY SURFACE WATER DESIGN MANUAL SECTION 4.2 AND THE 2016 SAMMAMISH SURFACE WATER DESIGN MANUAL ADDENDUM CHAPTER 4 FOR DETAILS.
9. MINIMUM COVER OVER STORM DRAINAGE PIPES AND FACILITIES SHALL BE TWO FEET (2') UNLESS OTHERWISE SHOWN AND APPROVED.
10. THE MOST RECENTLY UPDATED WSDOT STANDARD PLANS SECTION B SHALL BE USED TO DETERMINE ACCEPTABLE DESIGN AND CONSTRUCTION STANDARDS FOR DRAINAGE STRUCTURES.
11. 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 MANHOLE LADDERS SHALL BE FIRMLY ATTACHED AND EXTEND TO WITHIN 16" OF THE BOTTOM OF THE STRUCTURE. LADDERS REQUIRED WITHIN DRAINAGE STRUCTURES SHALL NOT BLOCK INLET OR OUTLET PIPES AND MUST BE ACCESSIBLE FROM STRUCTURE OPENING. REFER TO WSDOT STANDARD PLANS FOR DETAILS AND SPECIFICATIONS.
12. ALL CATCH BASIN INLETS LOCATED OUTSIDE OF SURFACE WATER FLOW LINE SHALL BE TYPE 2 WITH SOLID ROUND LOCKING COVERS. FOR STRUCTURES LOCATED IN ROADWAYS, LIDS SHALL NOT BE LOCATED WITHIN THE WHEEL PATH.
13. ALL INLET, MANHOLE, AND CATCH BASIN FRAMES AND GRATES SHALL NOT BE ADJUSTED TO GRADE UNTIL IMMEDIATELY PRIOR TO FINAL PAVING, EXCEPT CATCH BASIN INLETS LOCATED IN THE CURB FLOW LINE. ALL CATCH BASIN GRATES SHALL BE SET 0.10' BELOW PAVEMENT LEVEL.
14. ALL CATCH BASIN GRATES SHALL BE VANED GRATES OR SOLID LID COVERS. HERRINGBONE GRATES ARE NOT ALLOWED. ALL CATCH BASINS LOCATED IN UNPAVED AREAS MUST HAVE AT LEAST A TWO (2) FEET WIDE AND FOUR (4) INCH THICK ASPHALT RING AROUND THE PERIMETER.
15. 12-INCH IS THE MINIMUM NOMINAL SURFACE WATER CONVEYANCE PIPE DIAMETER TO BE MAINTAINED BY THE CITY.
16. MAXIMUM PIPE RUN BETWEEN STRUCTURES SHALL BE 300 FEET. FOR MAINTENANCE OF STRUCTURES, A TRUCK TURNAROUND SHALL BE PROVIDED. MAXIMUM DISTANCE BETWEEN MAINTENANCE VEHICLE ACCESS AND DRAINAGE STRUCTURE SHALL BE 150 FEET.
17. MINIMUM PIPE SLOPE SHALL BE 0.5%.
18. ONCE BACKFILL IS COMPLETE, THE LINE AND GRADE AT PIPE FLOW LINE LEAVING STANDING WATER GREATER THAN ONE-HALF INCH IN DEPTH SHALL NOT BE ACCEPTED AND MUST BE REPAIRED PRIOR TO ACCEPTANCE BY THE CITY.
19. ROOF AND FOOTING DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM SEPARATELY.
20. ALL PUBLIC STORMWATER FACILITIES SHALL BE DRAINED, JETTED, AND CLEANED PRIOR TO FINAL PLAT, PRIOR TO ACCEPTANCE INTO MAINTENANCE AND DEFECT PERIOD AND PRIOR TO THE RELEASE OF MAINTENANCE AND DEFECT INCLUDING ALL STORM PONDS, VAULTS, CATCH BASINS, AND CONVEYANCE PIPES.
21. ALL PRIVATE STORMWATER FACILITIES SHALL BE DRAINED, JETTED, AND CLEANED PRIOR TO FINAL OCCUPANCY.
22. ALL FILTER CARTRIDGES SHALL BE INSPECTED EVERY SIX MONTHS DURING THE MAINTENANCE AND DEFECT PERIOD TO PROVIDE PROPER FUNCTION AND SHALL BE REPLACED PRIOR TO RELEASE OF MAINTENANCE AND DEFECT.

STORM DRAINAGE NOTES (CONTINUED):

23. PRIOR TO FINAL PAVING ALL STORMWATER PIPE LOCATED IN THE PUBLIC RIGHT-OF-WAY OR IDENTIFIED TO BE MAINTAINED BY THE CITY IN A PUBLIC EASEMENT SHALL BE RECORDED UNDER CLOSED CIRCUIT TELEVISION (CCTV). AN ELECTRONIC COPY SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR REVIEW AND APPROVAL.
24. LOW IMPACT DEVELOPMENT (LID) INFILTRATION AND DISPERSION AREAS SHALL BE PROTECTED FROM COMPACTION AND SEDIMENT ACCUMULATION DURING CONSTRUCTION. SCARIFY BOTTOM OF ALL INFILTRATION FACILITIES INCLUDING RAIN GARDENS, BIORETENTION AREAS, POROUS PAVEMENTS, INFILTRATION TRENCHES, DRY WELLS, AND INFILTRATION FACILITIES MINIMUM 12-INCHES PRIOR TO BACKFILL WITH ROCK OR MEDIA. ALL BACKFILL SHALL BE MINIMALLY COMPACTED UP TO 85% DENSITY OR AS SPECIFIED ON PLANS.
25. ALL ROCKERY OR RETAINING WALL DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM, OR DAYLIGHTED TO AN ACCEPTABLE DISCHARGE LOCATION AS APPROVED BY THE CITY.
26. PRIOR TO FINAL PLAT APPROVAL, ALL PUBLIC AND PRIVATE STORMWATER FACILITIES SHALL BE CONSTRUCTED AND IN FULL OPERATION. THESE FACILITIES SHALL INCLUDE THE STORMWATER CONVEYANCE SYSTEM, DETENTION, WATER QUALITY, LOW IMPACT DEVELOPMENT BEST MANAGEMENT PRACTICES (LID BMPS) AND ANY REQUIRED MONITORING FACILITIES. THE CONVEYANCE SYSTEM SHALL INCLUDE ALL DRAINAGE STRUCTURES, PIPING, DITCHING, CURB, GUTTER, AND ROAD PAVING WITH THE EXCEPTION OF THE FINAL LIFT OF ASPHALT. UNLESS USED TO REDUCE THE SIZE OF DETENTION OR WATER QUALITY FACILITIES, LID BMPS SUCH AS BASIC DISPERSION AND INFILTRATION DEVICES LOCATED ON INDIVIDUAL SINGLE FAMILY RESIDENTIAL LOTS MAY BE CONSTRUCTED WITH SFR BUILDING PERMIT AND ARE NOT REQUIRED TO BE CONSTRUCTED PRIOR TO FINAL PLAT. IF SINGLE FAMILY LID BMPS WERE USED TO REDUCE THE SIZE OF DETENTION OR WATER FACILITIES (CREDIT GIVEN), LID BMPS SHALL BE CONSTRUCTED AND IN FULL OPERATION PRIOR TO FINAL PLAT APPROVAL.
27. THE DEVELOPER SHALL PURCHASE FROM THE CITY AND INSTALL STORM DRAIN MARKERS AND ADHESIVE, STATING "ONLY RAIN DOWN THE DRAIN", ON ALL CATCH BASINS. INSTALLATION INSTRUCTIONS ARE PROVIDED WITH THE DRAIN MARKERS. PLACEMENT ON ROADWAY ASPHALT SHALL BE AVOIDED.
28. THE 100-YEAR DESIGN ELEVATION OF DOWNSTREAM STORMWATER FACILITIES SUCH AS STORMWATER PONDS OR VAULTS SHALL BE AT OR BELOW ALL PIPE INVERTS. EXCEPTION TO THIS STANDARD IS THE PIPE FROM THE FIRST CATCH BASIN JUST UPSTREAM OF THE STORMWATER FACILITY MAY BE SUBMERGED TO ALLOW PIPE INLET TO FACILITY TO BE SUBMERGED.
29. IMPROVEMENTS AND/OR BUILDINGS SHALL NOT BE INSTALLED UNTIL DRAINAGE FACILITIES ARE "IN OPERATION", (SMC 13.20.060).

CONFORMED DRAWINGS



REVISIONS	DATE	BY	DESIGNED
			R. MCCABE
			DRAWN R. MCCABE
			CHECKED R. PARKER
			APPROVED D. PROCTOR

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME BL1521075P21T03GN-01
JOB No. 554-1521-075 P21T03
DATE JUNE 2021

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PROJECT NAME

KING COUNTY PARKS AND RECREATION  
INGLEWOOD HILL ROAD  
PARKING LOT - PHASE 1

SAMMAMISH, WA

CITY OF SAMMAMISH  
STANDARD NOTES

SHEET NO.  
177 OF 213

GN1

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

CITY OF SAMMAMISH PUBLIC WORKS  
DEVELOPMENT REVIEW

These drawings have been reviewed for compliance with City of Sammamish Clearing and Grading and Stormwater requirements and also in accordance with the requirements as established in the Settlement Agreement between King County vs. City of Sammamish No. C17-0921 JCC and King County vs. City of Sammamish No. 17-2-29922-7 SEA and have been deemed ACCEPTABLE. The reviewer accepts no responsibility for any errors and/or omissions made by the preparer of these drawings.

17 February 2022



PATH: U:\PSO\Projects\Clients\1521-075-ELST\99Sect\CADD\Phase 21\T03.Dwg\ PLOTTED BY: purgebut DATE: Monday, June 14, 2021 4:10:19 PM LAYOUT: GN2

ROADWAY NOTES:

- ALL CONCRETE FOR SIDEWALKS AND CURB AND GUTTER MUST BE 4,000-PSI MINIMUM AND FOUR (4) INCHES THICK WHEN NOT VEHICLE ACCESSIBLE AND SIX (6) INCHES THICK WHEN ACCESSIBLE TO VEHICLES OR EIGHT (8) INCHES THICK IN COMMERCIAL DRIVEWAYS.
- IN THE CASE OF NEW ROAD CONSTRUCTION OR RECONSTRUCTION REQUIRING MAILBOXES TO BE MOVED OR REARRANGED, THE APPLICANT/CONTRACTOR SHALL COORDINATE WITH THE U.S. POSTAL SERVICE FOR THE NEW LOCATION OF THE MAILBOX STRUCTURE, AND SHALL NOTIFY THE CITY PUBLIC WORKS CONSTRUCTION INSPECTOR AND MAILBOX USER(S) OF THE CHANGE A MINIMUM OF TWO (2) WEEKS BEFORE IT OCCURS.
- ANY ROADWAY SIGNAGE OR STRIPING THAT IS DAMAGED, REMOVED, OR TEMPORARILY RELOCATED BY THE CONTRACTOR SHALL BE RESTORED TO MEET THE CURRENT CITY OF SAMMAMISH PUBLIC WORKS 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 CITY PUBLIC WORKS CONSTRUCTION INSPECTOR 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 APPROVED 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 VERTICAL WALL FACE IS LESS THAN FOUR FEET IN HORIZONTAL DISTANCE FROM THE NEAR SIDE FACE OF THE FACILITY; (B) THE VERTICAL WALL FACE IS GREATER THAN FOUR FEET HORIZONTALLY TO THE NEAR SIDE FACE OF THE FACILITY AND THE SLOPE TO THE WALL IS STEEPER THAN 1V:3H; (C) THE SLOPES ADJACENT TO THE FACILITY AVERAGE GREATER THAN 1V:2H. SEE FIGURE 15.3 OF THE PUBLIC WORKS STANDARDS.
- DEAD-END STREETS SHALL BE SIGNED IN ACCORDANCE WITH THE MUTCD. WHERE A ROADWAY CONNECTION IS PLANNED, SIGNAGE SHALL BE PROVIDED TO DESIGNATE A FUTURE ROADWAY EXTENSION.
- SIDEWALK AND CURB AND GUTTER CANNOT BE POURED MONOLITHICALLY. THERE MUST BE A FULL DEPTH EXPANSION JOINT BETWEEN THEM.
- THE DEVELOPER SHALL COORDINATE WITH PUGET SOUND ENERGY FOR THE DESIGN AND INSTALLATION OF STREETLIGHTS ON ALL NEWLY CREATED PUBLIC ROADWAYS AND EXISTING ROADWAYS THAT ARE LOCAL STREETS. NEW STREETLIGHTS ON ARTERIAL STREETS SHALL BE DESIGNED BY CONSULTANT ENGINEER AND APPROVED BY THE CITY.
- 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 FOR THE FULL WIDTH OF THE ROADWAY.
- ALL NEW CHANNELIZATION AND SIGNAGE SHALL BE PROVIDED AND LAID OUT CONSISTENT WITH THE CITY OF SAMMAMISH PUBLIC WORKS TRAFFIC ENGINEER APPROVAL. CONTACT THE CITY TRAFFIC ENGINEER AT LEAST ONE (1) WEEK PRIOR TO SCHEDULING CHANNELIZATION.
- ALL NEW SIGNS REQUIRED IN THE PUBLIC RIGHT-OF-WAY MUST BE INSTALLED BY THE APPLICANT/CONTRACTOR PER CITY OF SAMMAMISH PUBLIC WORKS STANDARDS. PROCUREMENT AND INSTALLATION SHALL BE PAID FOR BY THE APPLICANT/CONTRACTOR. TO INITIATE SIGNAGE INSTALLATION, CONTRACTOR SHALL CONTACT THE PUBLIC WORKS INSPECTOR A MINIMUM OF SIX (6) WEEKS PRIOR TO FINAL PLAT/FINAL ACCEPTANCE. TEMPORARY STREET SIGNS MAY BE REQUIRED FOR INTERNAL PLAT ROADS FOR EMERGENCY VEHICLE ACCESS. ANY NO PARKING SIGNS SHALL BE INSTALLED PRIOR TO FINAL PLAT.
- WHEN INSTALLING NEW SIDEWALK, THE AREA BEHIND THE SIDEWALK MUST BE GRADED SO THAT SURFACE WATER DOES NOT DRAIN OVER THE SIDEWALK.
- ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR REPAIRED PRIOR TO RELEASE OF MAINTENANCE AND DEFECT.
- 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, BACKFILL FOR CROSSINGS SHALL BE CDF. CUTS INTO THE EXISTING ASPHALT SHALL BE NEAT LINE CUT WITH SAW OR JACKHAMMER IN A CONTINUOUS LINE. A TEMPORARY COLD MIX PATCH MUST BE PLACED IMMEDIATELY AFTER BACKFILL AND COMPACTION. A PERMANENT HOT MIX PATCH SHALL BE PLACED WITHIN 30 DAYS AND SHALL BE A MINIMUM OF 1" THICKER THAN THE ORIGINAL ASPHALT WITH A MINIMUM THICKNESS OF 2".
- ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY (MODIFIED PROCTOR ASTM-D1557) IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 90 PERCENT DENSITY (MODIFIED PROCTOR ASTM-D1557) IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT (MODIFIED PROCTOR ASTM-D1557).
- WHEN CONSTRUCTING NEW CURB AND GUTTER THAT DOES NOT ALIGN WITH THE EXISTING EDGE OF PAVEMENT, THE ROADWAY MUST BE TAPERED AND SHALL MEET THE CURRENT CITY PUBLIC WORKS STANDARDS.
- 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. WHEN THE EXISTING PAVEMENT CONDITION PREVENTS A STRAIGHT CUT, THE SAW CUT MUST BE MADE AT THE NEAREST LANE EDGE. ALL SAW CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE RIGHT-OF-WAY CENTERLINE.
- ALL PEDESTRIAN ACCESS AREAS INCLUDING SIDEWALKS AND SIDEWALK RAMPS SHALL BE CONSISTENT WITH CURRENT ADA REQUIREMENTS. IT IS THE RESPONSIBILITY OF THE ENGINEER, CONTRACTOR, AND APPLICANT TO ENSURE ALL PEDESTRIAN ACCESS MEET CURRENT ADA STANDARDS. WHEN THIS CANNOT BE MET, MAXIMUM EXTENT FEASIBLE (MEF) DOCUMENTATION SHALL BE SUBMITTED TO THE CITY PRIOR TO FINAL ACCEPTANCE.
- PROOF ROLLING SHALL BE REQUIRED OF ALL SIDEWALKS, CURBS, AND ROADWAYS AT THE DISCRETION OF THE CITY PUBLIC WORKS CONSTRUCTION INSPECTOR TO ENSURE ADEQUATE COMPACTION.

GENERAL NOTES:

- ALL DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH PERMIT CONDITIONS, THE SAMMAMISH MUNICIPAL CODE (SMC), THE SAMMAMISH PUBLIC WORKS STANDARDS (PWS) AND THE CONDITIONS OF APPROVAL. IT SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION, OR DEVIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO THE CITY OF SAMMAMISH.
- THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THE CITY OF SAMMAMISH PUBLIC WORKS DEVELOPMENT REVIEW CHECKLIST. ANY DEVIATION FROM ADOPTED STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY IN WRITING PRIOR TO CONSTRUCTION.
- APPROVAL OF THIS PLAN DOES NOT CONSTITUTE AN APPROVAL OF UTILITIES NOT OWNED BY THE CITY (E.G. DOMESTIC WATER CONVEYANCE, SEWER CONVEYANCE, GAS, ELECTRICAL, ETC.).
- PRIOR TO ANY CONSTRUCTION OR DEVELOPMENT ACTIVITY, A PRECONSTRUCTION MEETING SHALL BE HELD BETWEEN THE CITY OF SAMMAMISH, THE APPLICANT(S), AND THE APPLICANT'S CONSTRUCTION REPRESENTATIVE.
- A COPY OF THESE APPROVED PLANS SHALL BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- CONSTRUCTION HOURS ARE 7:00 AM TO 8:00 PM MONDAY THROUGH FRIDAY AND 9:00 AM TO 6:00 PM ON SATURDAYS. WORK IS NOT ALLOWED ON SUNDAYS AND SOME HOLIDAYS IN ACCORDANCE WITH SMC 16.05.030.
- IT SHALL BE THE APPLICANT'S/CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL NECESSARY CONSTRUCTION EASEMENTS BEFORE INITIATING ANY OFF-SITE WORK.
- VERTICAL DATUM SHALL BE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988) UNLESS OTHERWISE APPROVED BY THE CITY OF SAMMAMISH. HORIZONTAL DATUM SHALL BE IN THE WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, USING NORTH AMERICAN DATUM OF 1983 (NAD 83 (1991)) UNLESS OTHERWISE APPROVED BY THE CITY.
- DEWATERING (GROUNDWATER) SYSTEM CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT WSDOT STANDARD SPECIFICATIONS.
- OPEN CUTTING OF ROADWAYS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY AND NOTED ON THESE APPROVED PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, 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 CONTRACTOR. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE AT LEAST ONE FLAGGER FOR EACH LANE OF TRAFFIC AFFECTED. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY. WORK IN RIGHT-OF-WAY IS NOT AUTHORIZED UNTIL A TRAFFIC CONTROL PLAN IS APPROVED BY THE CITY.
- ANY CHANGES TO THE APPROVED PLANS MUST BE SUBMITTED TO THE CITY IN WRITING. NO CONSTRUCTION ON THESE CHANGES SHALL BEGIN UNTIL APPROVED BY THE CITY.
- PER RCW SECTION 19.122, CALL 811 BETWEEN TEN (10) AND TWO (2) BUSINESS DAYS BEFORE BEGINNING EXCAVATION WHERE ANY UNDERGROUND UTILITIES MAY BE LOCATED. FAILURE TO DO SO COULD MEAN BEARING SUBSTANTIAL REPAIR COSTS.
- 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 PUBLIC WORKS CONSTRUCTION INSPECTOR AND ANY CHANGES REQUIRED SHALL BE APPROVED BY THE CITY OF SAMMAMISH PUBLIC WORKS DEPARTMENT PRIOR TO COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
- 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 PUBLIC WORKS CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND/OR THE RELEASE OF THE PROJECT'S PERFORMANCE BOND.
- ALL LANDSCAPED AREAS OF THE PROJECT SHALL INCLUDE A MINIMUM OF 8-INCHES OF COMPOSTED SOIL AMENDMENT ATOP A MINIMUM OF 4-INCHES SCARIFIED SOIL.
- NO FINAL CUT OR FILL SLOPE SHALL EXCEED SLOPES OF TWO (2) HORIZONTAL TO ONE (1) VERTICAL WITHOUT STABILIZATION BY ROCKERY OR BY A STRUCTURAL RETAINING WALL, UNLESS DESIGNED AND COMPLETED UNDER THE SUPERVISION OF A LICENSED GEOTECHNICAL ENGINEER.
- THESE PLANS ARE APPROVED FOR STANDARD ROAD AND DRAINAGE IMPROVEMENTS ONLY. STRUCTURES SUCH AS BRIDGES, VAULTS, AND RETAINING WALLS REQUIRE ADDITIONAL PERMITS FROM THE CITY PRIOR TO CONSTRUCTION.
- NO MATERIALS OR EQUIPMENT SHALL BE PLACED OR STORED ON PUBLIC RIGHT-OF-WAY AT ANY TIME.
- ANY CONSTRUCTION RESULTING IN A NEED FOR TRAFFIC CONTROL WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE A RIGHT-OF-WAY PERMIT APPROVED BY THE CITY.
- CONSTRUCTION NOISE SHALL BE LIMITED TO THE CONSTRUCTION HOURS AS STATED IN SMC 16.05.030.

STORMWATER POLLUTION PREVENTION AND SPILL CONTROL NOTES:

- ALL POLLUTANTS, INCLUDING WASTE MATERIALS, THAT OCCUR ONSITE SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER.
- COVER, CONTAINMENT, AND PROTECTION FROM VANDALISM SHALL BE PROVIDED FOR ALL CHEMICALS, LIQUID PRODUCTS, PETROLEUM PRODUCTS, AND NON-INERT WASTES PRESENT ON THE SITE (SEE CHAPTER 173-304 WAC FOR THE DEFINITION OF INERT WASTE). ONSITE FUELING TANKS SHALL INCLUDE SECONDARY CONTAINMENT.
- MAINTENANCE AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, SOLVENT AND DE-GREASING CLEANING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN DISCHARGE OR SPILLAGE OF POLLUTANTS TO THE GROUND OR INTO STORMWATER RUNOFF MUST BE CONDUCTED USING SPILL PREVENTION MEASURES, SUCH AS DRIP PANS. CONTAMINATED SURFACES SHALL BE CLEANED IMMEDIATELY FOLLOWING ANY DISCHARGE OR SPILL INCIDENT. EMERGENCY REPAIRS MAY BE PERFORMED ONSITE USING TEMPORARY PLASTIC PLACED BENEATH AND, IF RAINING, OVER THE VEHICLE.
- APPLICATION OF AGRICULTURAL CHEMICALS, INCLUDING FERTILIZERS AND PESTICIDES, SHALL BE CONDUCTED IN A MANNER AND AT APPLICATION RATES THAT WILL NOT RESULT IN LOSS OF CHEMICAL TO STORMWATER RUNOFF. MANUFACTURERS' RECOMMENDATIONS FOR APPLICATION RATES AND PROCEDURES SHALL BE FOLLOWED.
- MEASURES SHALL BE USED TO PREVENT OR TREAT CONTAMINATION OF STORMWATER RUNOFF BY PH MODIFYING SOURCES. THESE SOURCES INCLUDE, BUT ARE NOT LIMITED TO, BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHING AND CURING WATERS, WASTE STREAMS GENERATED FROM CONCRETE GRINDING AND SAWING, EXPOSED AGGREGATE PROCESSES, AND CONCRETE PUMPING AND MIXER WASHOUT WATERS. STORMWATER DISCHARGES SHALL NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE WATER QUALITY STANDARD FOR PH IN THE RECEIVING WATER.

CONFORMED DRAWINGS



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PROJECT NAME

KING COUNTY PARKS AND RECREATION  
INGLEWOOD HILL ROAD  
PARKING LOT - PHASE 1

SAMMAMISH, WA

CITY OF SAMMAMISH  
STANDARD NOTES

SHEET NO.  
178 OF 213

GN2

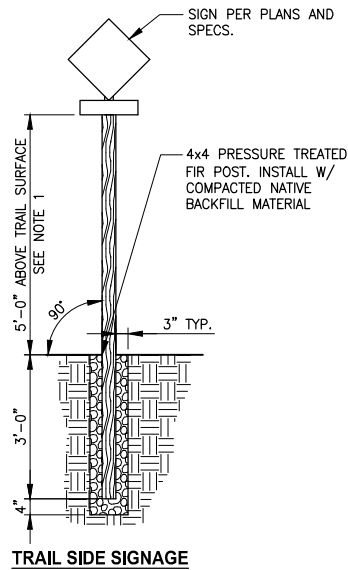
CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

CITY OF SAMMAMISH STAMPS

CITY OF SAMMAMISH PUBLIC WORKS  
DEVELOPMENT REVIEW

These drawings have been reviewed for compliance with City of Sammamish Clearing and Grading and Stormwater requirements and also in accordance with the requirements as established in the Settlement Agreement between King County vs. City of Sammamish No. C17-0921 JCC and King County vs. City of Sammamish No. 17-2-29922-7 SEA and have been deemed ACCEPTABLE. The reviewer accepts no responsibility for any errors and/or omissions made by the preparer of these drawings.  
17 February 2022

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- NOTES:
1. STAKE SIGN LOCATIONS FOR APPROVAL.
  2. SEE SHEET AL1 FOR SIGN SCHEDULE.

**TRAIL SIGNAGE  
DETAIL**

NOT TO SCALE



004

R5-601L (MOD)  
12" X 18"  
BACKGROUND: WHITE  
LEGEND: BLACK

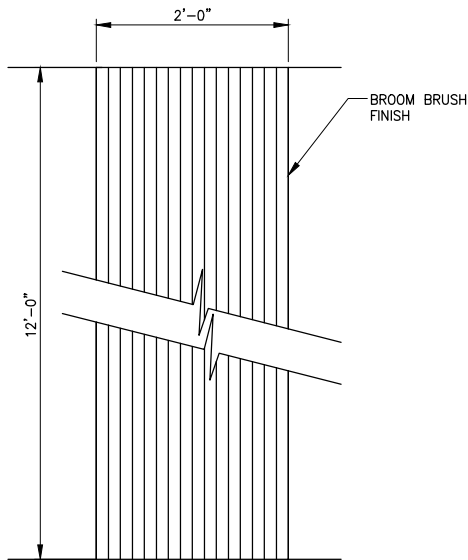


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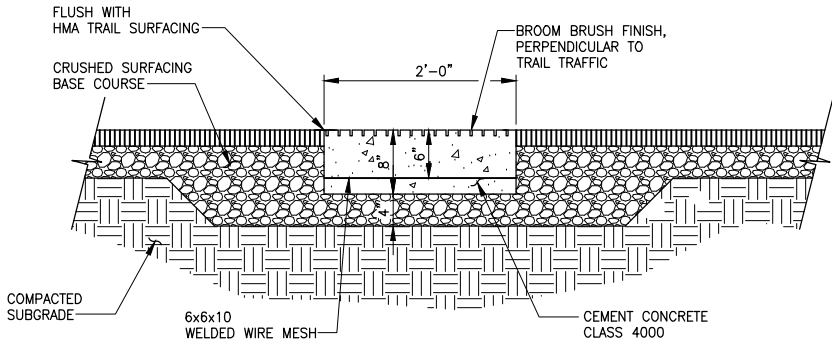
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BACKGROUND: WHITE  
LEGEND: BLACK

**SIGN  
DETAIL**

NOT TO SCALE



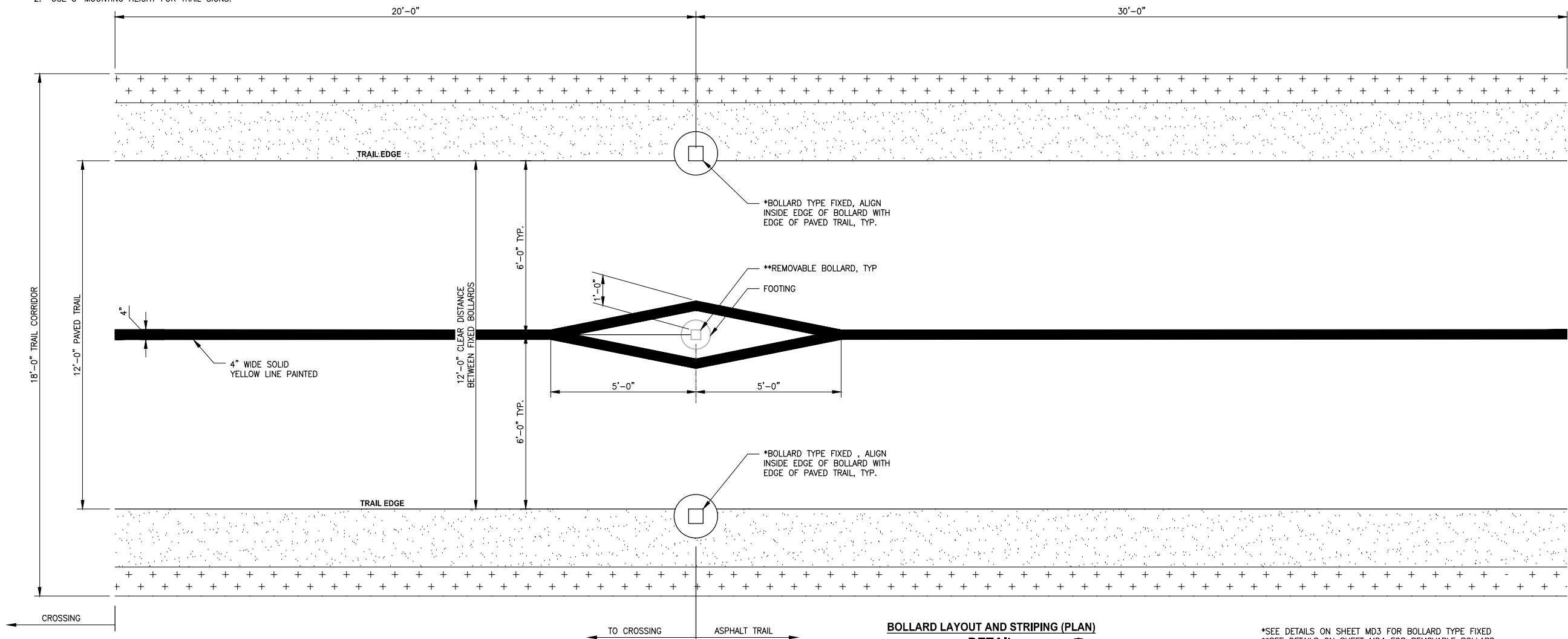
**PLAN**



**SECTION**

**CONCRETE WARNING BAND  
DETAIL**

NOT TO SCALE



**BOLLARD LAYOUT AND STRIPING (PLAN)  
DETAIL**

NOT TO SCALE

CONFORMED DRAWINGS

\*SEE DETAILS ON SHEET MD3 FOR BOLLARD TYPE FIXED  
\*\*SEE DETAILS ON SHEET MD4 FOR REMOVABLE BOLLARD

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date

**CITY OF SAMMAMISH PUBLIC WORKS  
DEVELOPMENT REVIEW**

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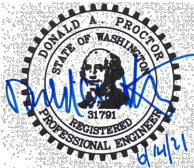
REVISIONS	DATE	BY	DESIGNED
			R. MCCABE
			R. MCCABE
			R. PARKER
			D. PROCTOR

ONE INCH AT FULL SCALE.  
IF NOT, SCALE ACCORDINGLY

FILE NAME  
BL1521075P21T03MD-01

JOB No.  
554-1521-075 P21T03

DATE  
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PROJECT NAME

**KING COUNTY PARKS AND RECREATION  
INGLEWOOD HILL ROAD  
PARKING LOT - PHASE 1**

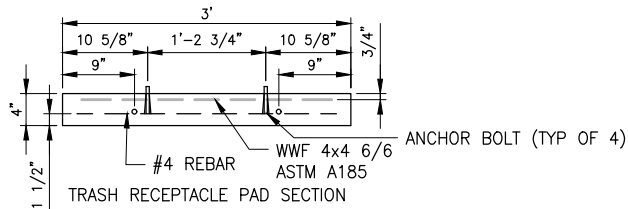
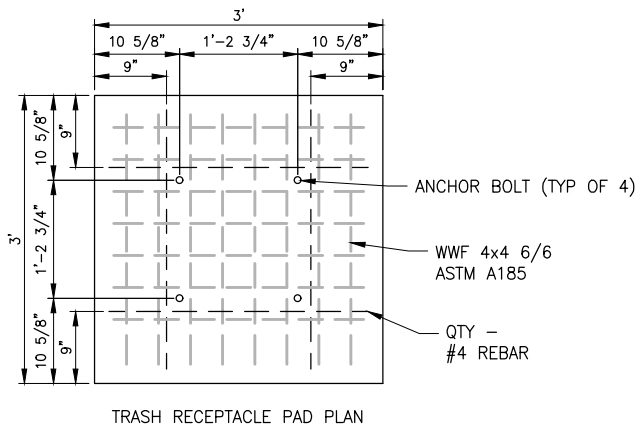
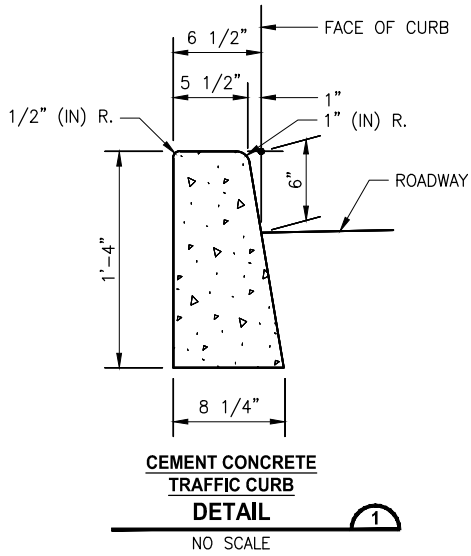
SAMMAMISH, WA

**DETAILS**

SHEET NO.  
179 OF 213

**MD1**

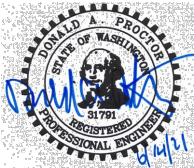
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- NOTES
1. CONCRETE PAD TO BE INSTALLED LEVEL AND PARALLEL TO TRAIL.
  2. ADJUST ANCHOR BOLT LOCATIONS TO MATCH TRASH RECEPTACLE ANCHOR FLANGES (SEE SPECIAL PROVISIONS SECTION 8-30).

CONCRETE PAD FOR TRASH RECEPTACAL  
DETAIL 2  
NO SCALE

CONFORMED DRAWINGS



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PARKING LOT - PHASE 1**  
SAMMAMISH, WA

DETAILS

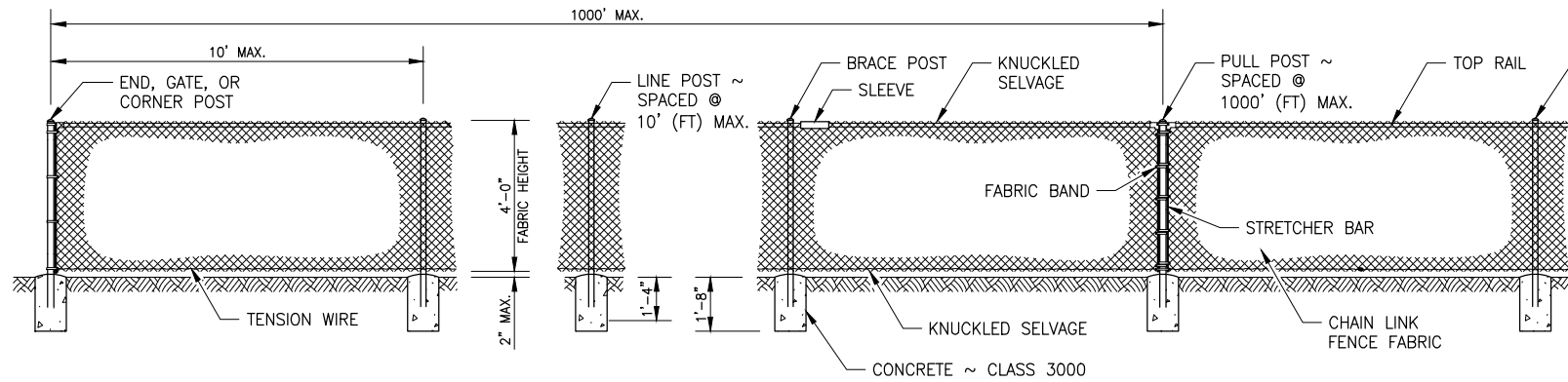
SHEET NO.  
180 OF 213  
**MD2**

CITY OF SAMMAMISH APPROVAL	
City Engineer	Date
Community Development	Date

CITY OF SAMMAMISH STAMPS

**CITY OF SAMMAMISH PUBLIC WORKS  
DEVELOPMENT REVIEW**  
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TYPE 6

POST AND RAIL SPECIFICATIONS			
MEMBER	PIPE NOM. SIZE (SCH. 40)	CONC. SECTION	WEIGHT (LB./FT.)
END, CORNER, OR PULL POST	2 1/2" DIAM.	A	5.10
LINE OR BRACE POST	2" DIAM.	B	2.40
BRACE OR TOP RAIL	1 1/4" DIAM.	C	1.35
GATE POST	3 1/2" DIAM.		

3 1/2"

3 1/2"

1 7/8"

FABRIC LOOPS  
~ TWO SIDES

A

1 5/8"

1 7/8"

FENCE LINE

B

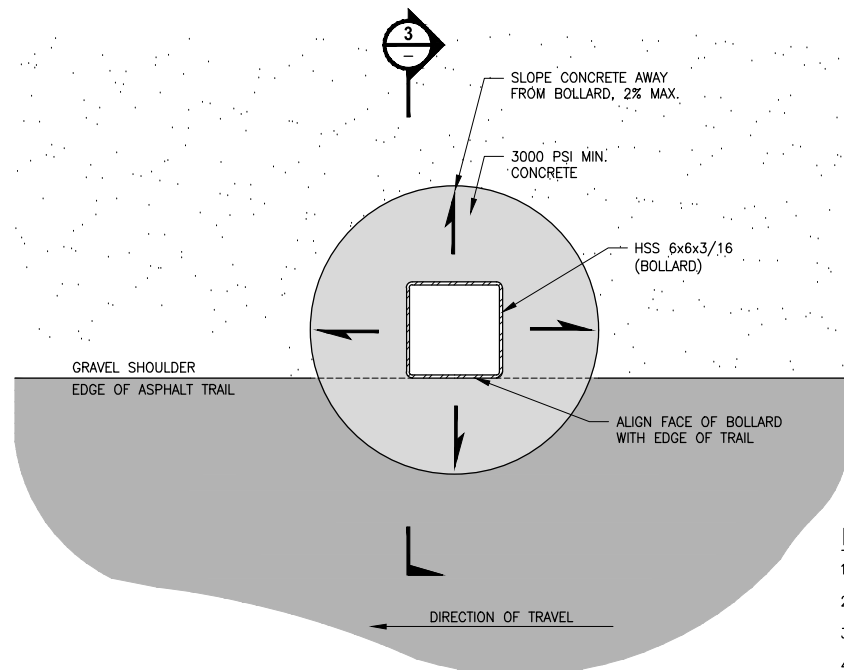
1 1/4"

1 5/8"

C

- NOTES
- ALL CONCRETE POST BASES SHALL BE 10" (IN) MINIMUM DIAMETER.
  - TENSION WIRE SHALL BE PLACED WITHIN THE LIMITS OF THE FIRST FULL FABRIC WEAVE.
  - DETAILS ARE ILLUSTRATIVE AND SHALL NOT LIMIT HARDWARE DESIGN OR POST SELECTION OF ANY PARTICULAR FENCE TYPE.

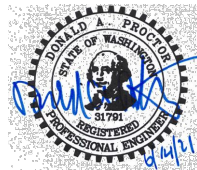
COATED CHAIN LINK FENCE WITH TOP RAIL  
DETAIL  
NO SCALE



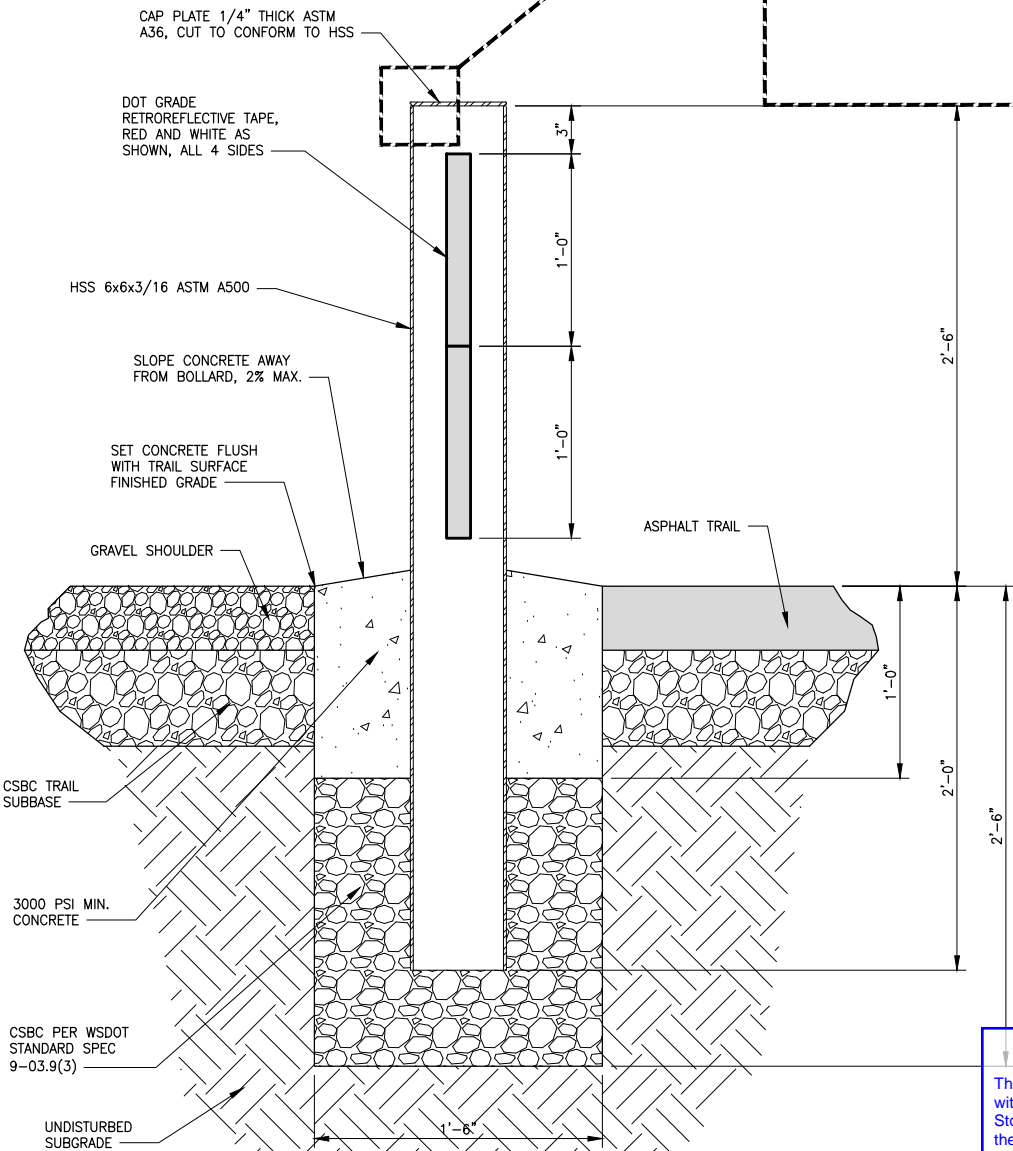
FIXED STEEL BOLLARD (PLAN VIEW)  
DETAIL  
NOT TO SCALE

NOTES:

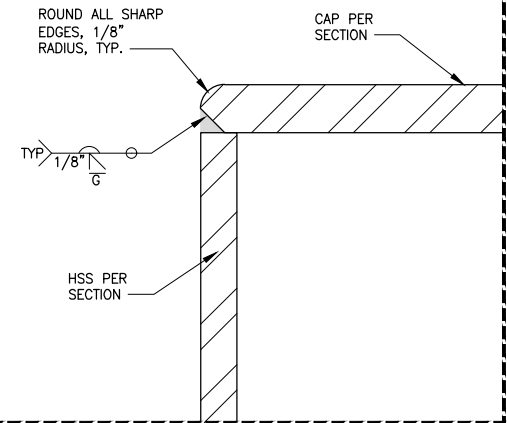
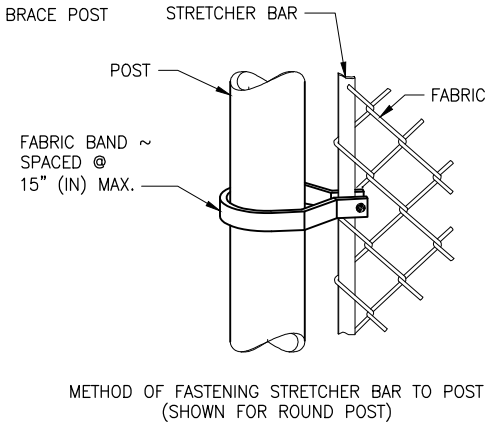
- BOLLARD ASSEMBLY SHALL BE POWDER COATED WHITE AFTER WELDING.
- APPLY RETROREFLECTIVE TAPE PER PLAN AFTER POWDER COATING.
- CONCRETE SHALL ACHIEVE A 28-DAY STRENGTH OF 3,000 PSI MINIMUM.
- ALL WELDS SHALL CONFORM TO THE REQUIREMENTS OF AWS D1.4. WLDG SHALL BE PERFORMED BY AWS/WABO CERTIFIED WELDERS QUALIFIED FOR WELDS USING THE APPROVED ELECTRODES.



CONFORMED DRAWINGS



FIXED STEEL BOLLARD (ELEVATION)  
DETAIL  
NOT TO SCALE



CITY OF SAMMAMISH APPROVAL	
City Engineer	Date

**CITY OF SAMMAMISH PUBLIC WORKS DEVELOPMENT REVIEW**

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17 February 2022

REVISIONS	DATE	BY	DESIGNED
			R. MCCABE
			R. MCCABE
			R. PARKER
			D. PROCTOR

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
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BL1521075P21T03MD-01
JOB No.
554-1521-075 P21T03
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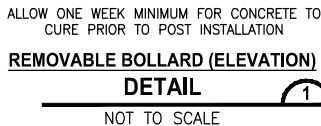
SAMMAMISH, WA

**DETAILS**

SHEET NO.  
181 OF 213

**MD3**





- REMOVABLE BOLLARD (PLAN)**  
**DETAIL**
- NOT TO SCALE

CITY OF SAMMAMISH STAMPS

**CITY OF SAMMAMISH PUBLIC WORKS  
DEVELOPMENT REVIEW**

These drawings have been reviewed for compliance with City of Sammamish Clearing and Grading and Stormwater requirements and also in accordance with the requirements as established in the Settlement Agreement between King County vs. City of Sammamish No. C17-0921 JCC and King County vs. City of Sammamish No. 17-2-29922-7 SEA and have been deemed **ACCEPTABLE**. The reviewer accepts no responsibility for any errors and/or omissions made by the preparer of these drawings.

**17 February 2022**

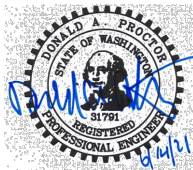
▷	REVISIONS	DATE	BY	DESIGNED R. MCCABE
				DRAWN R. MCCABE
				CHECKED R. PARKER
				APPROVED D. PROCTOR

ONE INCH AT FULL SCALE.  
IF NOT, SCALE ACCORDINGLY

FILE NAME  
BL1521075P21T03MD-01

JOB No.  
554-1521-075 P21T03

DATE  
JUNE 2021



PROJECT NAME  
**KING COUNTY PARKS AND RECREATION  
INGLEWOOD HILL ROAD  
PARKING LOT - PHASE 1**  
SAMMAMISH, WA

## DETAILS

SHEET NO.  
82 OF 213

**MD4**