Council Meeting Date: September 10, 2018 Agenda Item: 7(e)

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Authorizing the City Manager to Execute a Right-of-Way

Improvement Phasing Agreement with Trammell Crow Residential

for Design and Construction of Right-of-Way Improvements Associated with the Westminster Way N and N 155th Street

Intersection Improvements Project

DEPARTMENT: Public Works

PRESENTED BY: Tricia Juhnke, City Engineer

ACTION: Ordinance Resolution X Motion

____ Discussion ____ Public Hearing

PROBLEM/ISSUE STATEMENT:

Trammell Crow Residential (TCR) is currently under contract to purchase the parcels that make up the triangular area between Westminster Way, N 155th Street and Aurora Avenue N. The parcels are within the Aurora Square Community Renewal Area (CRA), and are directly adjacent to the City's Westminster Way N and N 155th Street Intersection Improvements (Westminster & 155th) project.

TCR plans to redevelop the lots into a multi-family development currently identified as the Alexan. The City's code requires developers to design and construct frontage improvements and SEPA mitigations to City standards. The Alexan project is scheduled to begin site and building construction in the fall of 2018, with completion in late 2020/early 2021.

On a parallel track, the City has finished 60% design of the Westminster and 155th Intersection project in the CRA, which includes the intersection of Westminster Way N and N 155th Street, Westminster Way N, from Aurora Avenue N to the intersection with N 155th Street, and a new one-way access road from Westminster Way to Aurora Avenue N at N 157th Street. In the 2018 - 2023 CIP, construction was anticipated to begin on this project in 2019.

There is overlap in both scope and schedule between the City project and the required improvements for the Alexan project. To address and coordinate the overlapping projects, an agreement is needed to define the improvements and assign responsibility for constructing them. This agreement is based on three key elements:

- 1. To minimize the construction impacts on Shoreline residents and to keep the roadways operating through the construction of two distinct projects.
- 2. Ensuring the Alexan project is financially responsible for their proportional share of the infrastructure, as defined in City Code and the State Environmental Policy Act (SEPA).

3. The schedule for construction of both projects is coordinated so the infrastructure improvements are complete before the Alexan project is occupied.

Based on the City's project cost estimate developed at 60% design completion, the traditional frontage improvements and SEPA mitigations for the Alexan project would cost approximately \$2.1 million to construct. The Agreement generally sets forth that the City will complete its improvements as described above and that as compensation for construction of the Alexan frontage and SEPA improvements, TCR will construct select right-of-way improvements on Westminster Way and on N 155th Street that are of equal value to the Alexan frontage and SEPA improvements constructed by the City. The Agreement is included as Attachment A. Tonight, Council is schedule to authorize the City Manager to execute this agreement with TCR.

RESOURCE/FINANCIAL IMPACT:

The 2018-2023 Capital Improvement Plan includes funding for the Westminster and 155th Intersection project. The approved CIP assumed contribution/ financial responsibility by development projects as shown below:

EXPENDITURES							
Project Administration	\$508,581						
Construction	\$2,610,000						
Total Project Cost	\$3,118,581						
Revenues							
General Fund Contribution	\$300,000						
Private Donations	\$1,630,000						
Roads Capital Fund	\$1,080,000						
Total Project Revenues	\$3,118,581						

The cost estimates prepared at 60% design completion are higher than currently approved within the CIP. The new estimates have been used to determine the financial responsibility for the Alexan project.

In addition to this agreement, there are two additional revenue sources to support the City portion of the project:

- Staff is pursuing grant funding from the Transportation Improvement Board as an Economic Development Project. The construction costs by TCR for the Alexan project would serve as grant match and should eliminate the need for additional City funding.
- 2. As other properties within the CRA redevelop, they will be required to contribute their proportional share of the cost of these improvements, or other improvements defined in the CRA plan. The former Sears property has recently been acquired by Merlone Geier Partners (MGP) and they are in the preliminary phases of design. Financial contributions to this project would most likely be facilitated either through a "latecomers' agreement", or a "development agreement". Depending on the timing of the redevelopment, the City may have to provide local funds for construction until the MGP or another property redevelops.

7e-2 Page 2

Adjustments to project funding will be made after execution of this Agreement and as part of the 2019-2024 CIP.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute the Right-of-Way Improvement Phasing Agreement with Trammell Crow Residential.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

In 2015, the City Council adopted Ordinance No. 705 designating a planned action (Planned Action) for the Aurora Square Community Renewal Area pursuant to the State Environmental Policy Act (SEPA). Ordinance No. 705 can be found at the following link: http://www.shorelinewa.gov/home/showdocument?id=21860.

The Planned Action identified mitigation associated with development of the CRA including 11 transportation projects to support redevelopment of the area, including three projects focused on the need to transform Westminster Way N between N 155th Street to N 160th Street into a more pedestrian-friendly street that provides for additional retail and residential frontage.

To support the redevelopment of the CRA, Council has authorized, through the CIP, the Westminster and 155th Intersection project which addresses these three specific projects from the Planned Action:

Project No. 4: Westminster Way N from N 155th Street to N 160th Street Project No. 5: N 157th Street from Westminster Way N to Aurora Avenue N Project No. 6: Intersection of N 155th Street and Westminster Way N

The project is has reached 60 percent design, and final design will be completed in fall 2018.

Redevelopment Project at Westminster Way N and N 155th Street

Prior to the adoption of the Planned Action, a building permit was submitted for a multi-family development on multiple properties making up the triangle between Westminster Way N, Aurora Avenue N and N 155th Street. Since the project was submitted prior to the Planned Action, it is subject to a separate determination under SEPA. The project, originally known as Potala, went into receivership prior to completion of the SEPA determination. After a lengthy process, TCR is under contract to purchase the properties, now referred to as the Alexan.

The final SEPA determination has not been issued but the following traffic mitigations have been identified for the project:

- Pedestrian crossing on Westminster Way N
- Construction of N 157th Street
- Contribution to intersection improvements at N 155th Street and Westminster Way N

Under the City's development code, the project is also required to build frontage improvements including curb, gutter and sidewalk.

As part of the project, the City Council adopted Ordinance No. 830, which amended Ordinance No. 703 for the vacation of right-of-way on July 16, 2018. The staff report for Ordinance No. 830 can be found at the following link:

http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport071618-7b.pdf.

Project Coordination

The scope of the City's Capital Improvement project and the mitigation for the Alexan project overlap. In developing and funding the CIP project, the need to coordinate the City project with the redevelopment project was anticipated. Over the past several months, TCR has worked closely with the City to advance the project with a goal to secure building permits for the Alexan in the fall of 2018. There are several key elements that still need to be addressed prior to issuance of the building permit including:

- Executing this agreement to define responsibility for the right-of-way improvements; and
- Completing the requirements of the street vacation including monetary compensation and recording of lot line adjustments for transfer and merging of parcels.

DISCUSSION

Typical Approach to Frontage and Intersection Improvements

Developers are required to design and construct any required street and frontage improvements to City standards at the developer's expense. These are typically confined to frontage improvements that directly abut or serve the development, or are required as SEPA mitigations.

Trammel Crow Residential is proposing a mixed use retail/multi-family residential development on the parcels that make up the triangular area between Aurora Ave. N., Westminster Way N and N 155th Street. In this specific case, the City's Development Code and Engineering Development Manual require TCR to construct street and frontage improvements along the north side of N 155th Street and along the east side of Westminster Way N, including parts, but not all, of the signalized intersection. Also, based on TCR's traffic impact analysis, TCR is required to construct a new one-way street (N 157th Street) linking Westminster Way N and Aurora Avenue N, located near the north end of their parcels. The estimate for the components required by the Alexan project is \$2,100,000. Please refer to Attachment C for details of the improvements TCR would be required to provide using the typical approach to frontage.

Using this approach, the City would be responsible for design and construction of the remainder of the intersection and any other improvements that are required for the roadway and intersection to function safely and efficiently until the former Sears property is redeveloped at a later time.

To simplify design and construction of both the City's and TCR's improvements, staff is proposing an alternative approach.

Alternative Approach for These Projects

Instead of requiring TCR to design and construct standard frontage improvements and SEPA mitigations, staff have identified alternative right-of-way improvements of equal value for TCR to design and construct. The alternative improvements include the sidewalk and amenity zone directly abutting their parcels along N 155th Street, the entire width of Westminster Way N, including the sidewalks of both sides of the street from N 157th Street to just north of the signal infrastructure for the N 155th Street Intersection,

and the new access road at N 157th Street. Attachment C provides details of the improvements that TCR would be required to provide using this alternative approach.

The alternative approach simplifies the transition between TCR's frontage and the City improvement project, allows City staff to retain control over the construction of the signalized intersection, and minimizes the amount of re-work needed to keep the roadways operating safely throughout construction. Attachment B shows the details of the scope of the alternative right-of-way improvements.

Right-of-Way Design and Construction Agreement

To address and coordinate the two projects, staff prepared an agreement (Attachment A) defining the limits of TCR's alternative right-of-way improvements. The Agreement generally sets forth that TCR will finalize the design of their alternative improvements and submit them for City review when they apply for their right-of-way permits. TCR will then finance and construct the alternative improvements to City standards instead of constructing their traditional frontage and SEPA mitigation improvements. The Agreement also sets forth that the City will separately finance and construct its project, completing improvements necessary for the intersection, streets and frontage to operate safely and efficiently. In summary, TCR's scope of improvements within the Agreement include:

- Re-construction of Westminster Way N from approximately 200 feet North of N 155th Street to Aurora Avenue N, including sidewalk and amenity zone on both sides of Westminster Way N;
- Construction of a new N 157th Street between Westminster Way N and Aurora Avenue N;
- Construction of sidewalk and amenity zone on the North side of N 155th Street and the Northeast corner of the intersection, excluding the curb line.

The scope of work for the City capital project will include:

- Reconstruction of the signalized intersection of N 155th Street and Westminster Way N;
- Sidewalk improvements in areas outside TCRs requirements;
- Reconstruction of N 155th Street roadway and curb line between Westminster Way N and Aurora Avenue N.

Additionally, the City will acquire the right-of-way from Seattle City Light that is necessary to connect the new N 157th Street to Aurora Avenue N.

The Agreement also includes key schedule milestones as follows:

- City will construct the intersection improvements in second quarter of 2020 and will notify TCR by September 1, 2020 that the intersection improvements are completed; the City will also notify TCR that they may proceed with their improvements.
- TCR will begin construction within three months of receiving the City's notice to proceed.
- All improvements are scheduled to be completed and operational by second quarter of 2021 and prior to the Request for Occupancy on the building permit.

Based on the cost estimate developed with the 60% design plans, the total project construction cost is estimated at \$4,500,000. The estimate for the components required by the Alexan project is \$2,100,000. The scope of TCR's requirements within the Agreement is equivalent to the construction costs for their improvements required by the project.

Outside of this Agreement, the City will be working with other developers such as MGP to develop similar agreements to further fund the transportation mitigation projects identified in the Planned Action and support the redevelopment of the Community Renewal area.

COUNCIL GOALS ADDRESSED

This project supports Council Goal #1 to strengthen Shoreline's economic base to maintain the public services that the community expects, and supports Council Goal #2 to improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

RESOURCE/FINANCIAL IMPACT

The 2018-2023 Capital Improvement Plan includes funding for the Westminster and 155th Intersection project. The approved CIP assumed contribution/ financial responsibility by development projects as shown below:

EXPENDITURES								
Project Administration	\$508,581							
Construction	\$2,610,000							
Total Project Cost	\$3,118,581							
Revenues								
General Fund Contribution	\$300,000							
Private Donations	\$1,630,000							
Roads Capital Fund	\$1,080,000							
Total Project Revenues	\$3,118,581							

The cost estimates prepared at 60% design completion are higher than currently approved within the CIP. The new estimates have been used to determine the financial responsibility for the Alexan project.

In addition to this agreement, there are two additional revenue sources to support the City portion of the project:

- 3. Staff is pursuing grant funding from the Transportation Improvement Board as an Economic Development Project. The construction costs by TCR for the Alexan project would serve as grant match and should eliminate the need for additional City funding.
- 4. As other properties within the CRA redevelop, they will be required to contribute their proportional share of the cost of these improvements, or other improvements defined in the CRA plan. The former Sears property has recently been acquired by Merlone Geier Partners (MGP) and they are in the

Page 7

preliminary phases of design. Financial contributions to this project would most likely be facilitated either through a "latecomers' agreement", or a "development agreement". Depending on the timing of the redevelopment, the City may have to provide local funds for construction until the MGP or another property redevelops.

Adjustments to project funding will be made after execution of this Agreement and as part of the 2019-2024 CIP.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute the Right-of-Way Improvement Phasing Agreement with Trammell Crow Residential.

ATTACHMENTS

Attachment A: Right-of-Way Improvement Phasing Agreement

Attachment B: Westminster Way N and N 155th St Construction Phasing and Cost

Breakdown

Attachment C: Westminster Way N and N 155th Street Construction Phasing Exhibit

RIGHT OF WAY IMPROVEMENT PHASING AGREEMENT

THIS RIGHT OF WA	Y IMPROVEMENT PHASING AGREEMENT (this "Agreement")
is dated as of	, 2018 ("Effective Date"), between the CITY OF SHORELINE,
a Washington municipal corp	oration ("City"), and MAPLE MULTI-FAMILY LAND TX, L.P., a
Delaware limited partnership	(" <u>Developer</u> "), or its assigns.

RECITALS

WHEREAS, Developer is under contract to acquire certain real property located at 15560 Westminster Way North, Shoreline, Washington 98133 (the "Alexan Property"), on which Developer intends to develop a multi-family apartment project (the "Alexan Project"); and

WHEREAS, as part of the standard development regulations in the City the Alexan Property must undertake certain standard frontage improvements, as well as some required SEPA mitigations; and

WHEREAS, the existing and final pavement grades and elevations on Westminster Way N and North 155th Street and the new alignment create difficulties for the construction of typical standard frontage improvements for the Alexan Property without extensive additional road construction and related temporary drainage; and

WHEREAS, the City's current CIP schedule identifies certain city improvements to Westminster Way and to 155th Street in 2020; and

WHEREAS, due to the difficulty of constructing standard frontage improvements for the Alexan Property, as well as the added expense and difficulty of coordinating the City's CIP improvements with the standard frontage improvements, the City and the Developer desire to enter in this cooperative agreement that allows the Developer to construct "in lieu" alternative frontage improvements to the standard frontage improvements in amount equal to the standard frontage improvements, and to phase the City's CIP improvements in coordination with the alternative frontage improvements; and

WHEREAS, the City has determined that these two phased improvements are in the public interest because they would: (1) coordinate the design and construction of the City's CIP improvements with the Alexan Property alternative frontage improvements; (2) enhance traffic operations and circulation during the construction of the phased improvements; (3) increase traffic safety; and (4) decrease overall disruption for the phased improvements; and

WHEREAS, the parties are entering into this Agreement in order to set forth the scope and phasing of the improvements to be constructed by the City and Developer.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual undertakings and promises contained herein, and the benefits to be realized by each party and in future consideration of the benefit to the general public by this Agreement, the parties agree as follows:

Section 1. DEFINED TERMS. Each defined term in this Agreement shall have the meaning ascribed to that term in this Section 1 unless otherwise defined in this Agreement:

"Property" means the property located at 15560 Westminster Way North, Shoreline, Washington 98133, in the area commonly referred to as the Westminster Triangle.

"Standard Frontage Improvements" means the typical right-of-way improvements that Developer would construct under the City's default improvement requirements for development in the City. (**Figure 4 – Typical Right-of-Way Improvements**").

"Alternative Frontage Improvements" or "Developer Project" means the improvements Developer will construct on Westminster Way, N 157th Street and along N 155th Street in lieu of constructing Standard Frontage Improvements (**Figure 3**– **Alternative Right-of-Way Improvements**) and specifically excludes any improvements on property owned by third parties not specifically addressed herein. The "Developer Project" shall include the portion of improvements in and around N 157th Street located on City of Seattle Property, and the driveway transition at N 157th Street located on adjacent private property. The City shall be responsible for obtaining, at the City's sole expense, all Rights of Entry, Construction Permits, or Temporary Construction Easements necessary for Developer to complete improvements on any property owned by third parties in a timely manner so as not to delay Developer's work on the Developer Project.

"CIP Improvements" or "City Project" means the infrastructure improvements proposed in the City's CIP to be made to Westminster Way and N 155th Street in accordance with plans identified in this Agreement (**Figure 2**).

Section 2. PHASED PROJECT DESCRIPTION.

2.1 Description of Phased Project. The Phased Project consists of, and is defined collectively as, the combined design, phasing, construction, and improvement of the right-of-way and frontage improvements consisting of: (1) "Alternative Frontage Improvements" or "Developer Project" and (2) "CIP Improvements" or "City Improvements."

2.2 Phased Project Improvements.

Subject to potential adjustment of the scopes, as provided in this Agreement, the parties shall construct the following segments of the Phased Project:

- a. Developer shall design and construct all roadway and frontage improvements within the areas identified in **Figure 3**, attached hereto and incorporated herein (the "Developer Project"), and that are not within the scope of the City Improvements, in accordance with the City's adopted road standards in effect on the Effective Date of this Agreement. Construction of said improvements shall be done in lieu of the Standard Frontage Improvements and related SEPA mitigation.
- b. The City shall design and construct all roadway and frontage improvements within City Project, in accordance with the City's adopted road standards in effect on the Effective Date of this Agreement.

A summary of the improvements to be completed by each party can be found in **Table 1**.

2.3 Unknown Conditions in the Roadway. If Developer encounters conditions within the area of the Developer Improvements that are (1) subsurface or otherwise concealed physical conditions that differ materially from those indicated in or reasonably inferable from the information provided by City (2) unknown physical conditions of an unusual nature that differ materially from those ordinarily found to exist and generally recognized as inherent in construction of the same type as the Developer Improvements (including cultural resources, hazardous substances, etc.) (the "Conditions"), Developer will be entitled to recover Developer's actual costs and expenses reasonably incurred as a result of the Conditions from the City.

Section 3. Plans and Specifications.

- 3.1 Preliminary Plans. The City has created sixty percent engineering design plans, ("Preliminary Plans"), shown on Figure 1, for both phases of the project. The Developer Project, shown on Figure 3, and the City Project, shown on Figure 2, are depicted at the sixty percent engineering level (Figure 1). Both the Developer and the City shall use the Preliminary Plans as the basis to complete their respective Final Plans and shall pay their respective costs to complete the Final Plans (defined below).
- 3.2 Final Plans. Developer shall use good faith efforts to complete, and the City will use good faith efforts to approve, a ninety percent plan set ("Final Plans") for the Developer Project. Developer shall be solely responsible for further developing the Preliminary Plans and providing the required construction Final Plans and Specifications necessary to obtain Right of Way Permit approval from the City. The Final Plans, and all material and workmanship provided by Developer, shall conform to conditions of Right of Way (ROW) Permit that shall be required and issued by the City prior to Developer undertaking Developer Project improvements.

The City shall be solely responsible for developing the Final Plans and Specifications necessary for the City Project and other improvements not part of the Developer Project at the City's sole cost and expense.

Section 4. Phasing Schedule. Following the City's approval of the ninety percent Final Plans, the parties shall develop a mutually acceptable schedule for construction outlining when each portion of the respective City Project and Developer Project will be performed ("Phasing Schedule"). Notwithstanding anything to the contrary contained in the Phasing Schedule, Developer shall not begin construction of the Developer Improvements prior to receiving a ROW

Permit and written notice to proceed from the City ("Notice to Proceed"), which shall not be unreasonably withheld, conditioned or delayed. Nothing in this Agreement will be deemed to restrict construction of the Alexan Project. The Notice to Proceed is anticipated to occur approximately three (3) months after commencement of Construction of the Alexan Project, but in any event, shall occur no later than twenty-three (23) months after commencement of construction of the Alexan Project, unless a different date is agreed to in writing by both parties. Nothing in this Agreement will be deemed to restrict construction of the Alexan Project and Developer may begin construction on the Alexan Project and the right of way work related to the Alexan Project (outside of the City Project and the Developer Project) without the Notice to Proceed.

Section 5. Monthly Meetings. The City and the Developer understand that time is of the essence in this project in relation to completion and coordination of schedules. Following the execution of this agreement and continuing until completion of the Project, the City engineer responsible for the City Project and a representative from Developer with appropriate decision-making authority shall meet at least one (1) time per month ("Progress Meeting"). At each Progress Meeting, each party shall discuss any design and/or construction issues that must be coordinated between the parties. The Parties may use the Progress Meeting to negotiate any amendments or modifications of this Agreement, subject in all cases to the mutual agreement of the Parties, with only major modifications requiring the approval of the City Council. The Progress Meeting shall be held at a time and place reasonably convenient for both parties. At least one representative from each party shall have appropriate decision-making authority to resolve any design and/or construction related issues. Following each meeting a Progress Schedule or summary of the meeting shall be provided to both parties.

Section 6. <u>Design Standards</u>. The City Project and the Developer Project designs shall conform to the following plans, standards and guidelines:

- City of Shoreline Comprehensive Plan
- City of Shoreline Transportation Master Plan (TMP)
- City of Shoreline Surface Water Master Plan
- City of Shoreline Municipal Code (SMC)
- City of Shoreline Engineering Design Manual (EDM)
- City of Shoreline Standard Details
- Washington State Department of Transportation Standard Plans and Specifications for Road, Bridge, and Municipal Construction (most recent addition with any published amendments)
- Other Industry design standards as outlined in the aforementioned documents

Alignment, Roadway Section, Roadway Plan and Profile, Drainage, Illumination, Channelization and Signing, Accent Paving, Irrigation, and Planting shall be consistent with the 60% Preliminary Plan set provided by the City.

Connections to Aurora Avenue North require Channelization Plan Approval by Washington State Department of Transportation (WSDOT) and must meet WSDOT's Design Manual Standards. The City is actively pursuing Channelization Plan Approval for the Developer's

project based on the 60% Preliminary Plan design and will continue to do so. Any deviations from the City's Preliminary Plan design will require the developer to obtain Channelization Plan Approval from the State.

Section 7. Delays and/or Failure to Complete Project. Developer and the City agree that the Phasing Schedule is critical to the Parties' coordination of the City's construction of the City Improvements with the Developer's construction of the Developer Improvements, as well as the occupancy of the Development Project. The parties agree to use commercially reasonable efforts to complete all improvements within the time allotted in the Phasing Schedule, and within the estimated cost, as revised based on the Final Plan Sets.

Notwithstanding anything to the contrary contained in this Agreement, neither party shall be deemed to be in default where delays in performance or failure to perform are due to war, insurrection, strike or other labor disturbances, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, extended appeals by third parties or similar basis for excused performance which are not within the reasonable control of the party to be excused. Upon the request of either party, an extension of time for such cause shall be granted in writing for the period of the forced delay, or longer, as may be mutually agreed upon.

Section 8. <u>Further Discretionary Actions.</u> In addition to the Right of Way Permit, prior to beginning construction of the Developer Improvements, Developer shall obtain all other required federal, state or City permits and approvals; provided, however, the City's issuance of the Right of Way Permit or any other permits required for the Roadway Project shall not be tied to or have any impact on the issuance of any permits required to begin construction of the Alexan Project.

Section 9. Waiver. Failure by either party at any time to require performance by the other party of any of the provisions or requirements of the Agreement shall in no way affect the parties' rights hereunder to enforce any and all requirements of this Agreement, nor shall any failure by a party to declare a default or breach of the Agreement by the other party be deemed a waiver of a default or breach or a waiver of this non-waiver clause.

Section 10. Binding Effect. A memorandum of this agreement shall be recorded against the Alexan Project and Property and shall run with the land, subject only to the express conditions or limitations of this Agreement, and shall be binding upon and inure to the benefit of the respective successors and assigns of the parties. Upon assignment of this Agreement or the conveyance of any parcel of the Alexan Property to which this Agreement is applicable, the assignee/grantee shall be deemed to assume all rights, obligations and liabilities set forth in this Agreement as they relate to such parcel.

Section 11. Severability. If any portion of this Agreement is determined by a court of competent jurisdiction to be invalid or unenforceable to any extent, the validity of the remaining provisions shall not be affected thereby.

Section 12. <u>Liens.</u> Neither party will be liable for any labor, services, materials or equipment furnished or to be furnished to the other party or anyone holding an interest in the Roadway Project

(or any part thereof) through or under such party.

Section 13. <u>Indemnification /Hold Harmless</u>. The Developer shall defend, indemnify, and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees resulting from the negligent, gross negligent and/or intentional acts, errors or omissions of the Developer its agents or employees arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

The City shall defend, indemnify, and hold the Developer, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees resulting from the negligent, gross negligent and/or intentional acts, errors or omissions of the City, its agents or employees arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the Developer.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Developer and the City, its officers, officials, employees, and volunteers, each party's liability hereunder shall be only to the extent of their negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes each party's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purpose of this indemnification. This waiver has been mutually negotiated by the parties.

The provisions of this Section shall survive the expiration or termination of this Agreement.

Section 14. <u>Insurance</u>. Developer shall comply with the insurance requirements of the Right of Way permit.

Section 15. Time of Essence. Time is of the essence of this Agreement.

Section 16. <u>Assignment.</u> Developer shall not assign this Agreement or any rights hereunder without the City's prior written consent; provided however, that Developer may assign this Agreement to an entity controlled by, controlling, or under common control with Developer ("<u>Permitted Assigns</u>"), so long as (a) Developer gives written notice of such assignment to the City before the closing of Developer's purchase of the Alexan Property, and (b) Developer and the proposed assignee execute and deliver to the City a fully executed assignment of the rights and obligations of Developer under this Agreement.

Section 17. <u>Independent Contractor.</u> This Agreement shall not be construed to create any partnership, joint venture, or other relationship of any kind between the City and Developer. Neither party shall have any right or authority, express or implied, to commit or otherwise obligate the other party in any manner whatsoever.

Section 18. <u>Dispute Resolution</u>. Developer and the City agree that all disputes arising under this Agreement which cannot be settled through timely mutual negotiation, will be subject to mediation before resorting to litigation. The mediator will be selected by mutual agreement of the parties. If

the parties cannot agree on a mediator, a mediator shall be designated by a reputable mediation association such as the Washington Mediation Association. Any mediator so designated must be acceptable to all parties. The mediation will be conducted in Washington State. Any party may terminate the mediation at any time.

All communications during the mediation are confidential and shall be treated as settlement negotiations for the purpose of applicable rules of evidence, including Evidence Rule 408. However, evidence that is independently admissible shall not be rendered inadmissible by nature of its use during the mediation process. The mediator may not testify for either party in any subsequent legal proceeding related to the dispute. No recording or transcript shall be made of the mediation proceedings. The costs of any mediation proceedings shall be shared equally by the Developer and the City. Any costs for legal representation shall be borne by the hiring party.

Section 19. <u>Default/Notices</u>. If either party breaches its obligations under this Agreement, the non-breaching party shall give the breaching party written notice of such breach and the opportunity to cure such breach for a period of thirty (30) days after delivery of the notice of breach.

All notices which may be or are required to be given pursuant to this Agreement shall be in writing and delivered to the parties at the following addresses:

To City:

City of Shoreline
17500 Midvale Avenue N.
Shoreline, WA 98133
Attention: Debbie Terry
Fax No.:
Phone:

To Developer:

Maple Multi-Family Land TX, L.P. 2003 Western Avenue, Suite 330 Seattle, WA 98121

Email:

Attention: Mark Hoyt Fax No.: (206) 682-7100 Phone: (206) 484-3392 Email: mhoyt@tcr.com With a copy to:

Cairncross & Hempelmann 524 2nd Avenue, Suite 500 Attention: Ryan White Fax No.: (206) 254-4551 Phone: (206) 587-0700

Email: rwhite@cairncross.com

Any such notices shall be either (a) sent by certified mail, return receipt requested, in which case notice shall be deemed delivered three (3) days after deposit, postage prepaid in the U.S. mail, (b) sent by a nationally recognized overnight courier, in which case notice shall be deemed delivered when actually delivered pursuant to the records of such courier, or (c) sent by email or facsimile transmission to the party with a copy to the person provided above, receipt of which has been confirmed by telephone, and by regular mail, in which case notice shall be deemed delivered on the next business day following confirmed receipt, or (d) hand delivered, in which case notice shall be deemed delivered when actually delivered. Any notice given by counsel to a party shall have the same effect as if given by such party. The above addresses and phone numbers may be changed by written notice to the other party; provided, however, that no notice of a change of address shall be effective until actual receipt of such notice. Copies of notices are for informational purposes only, and a failure to give or receive copies of any notice shall not be deemed a failure to give notice.

IN WITNESS HEREOF, the parties have duly executed this Agreement as of the date first set forth above.

CITY:

CITY OF SHORELINE, a Washington municipal corporation

Ву:
Name: Debbie Tarry
Title: City Manager
DEVELOPER:
MAPLE MULTI-FAMILY LAND TX, L.P., a Delaware limited partnership
By:
Name: Mark Hoyt

Attachment A

Title: Vice President

[Acknowledgments follow]

City of Shoreline	
STATE OF WASHINGTON)) cc
COUNTY OF KING) ss.)
appeared before me, and said I that he was authorized to execute	r have satisfactory evidence that Debbie Tarry is the person who person acknowledged that he signed this instrument, on oath stated ute the instrument and acknowledged it as the City Manager of the and voluntary act of such party for the uses and purposes mentioned
Dated:	, 2018.
(Use this space for notarial stan	Notary Public Print Name My commission expires
	[Acknowledgments follow]

Developer						
STATE OF WASHINGTON)) ss					
COUNTY OF KING						
I certify that I know of appeared before me, and said						

I certify that I know or have satisfactory evidence that Mark Hoyt is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the Vice President of Maple Multi-Family TX, L.P., a Delaware limited partnership, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

	Notary Public
	Print Name
	My commission expires
Use this space for no	tarial stamp/seal)

Figure 1

PRELIMINARY PLANS CITY OF SHORELINE

WESTMINSTER WAY N AND N 155TH ST INTERSECTION IMPROVEMENTS

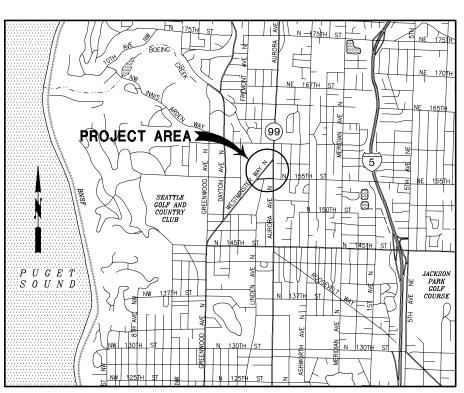
PROJECT No. XX



SHEET INDEX

NO	NIANAT	DECODIDATION
NO.	NAME	DESCRIPTION
1	COV	COVER SHEET, VICINITY MAP, AND SHEET INDEX
2	LN1	LEGEND AND ABBREVIATIONS
3	GN1	GENERAL NOTES
4	AP1	ALIGNMENT AND SURVEY CONTROL PLAN
5-8	ES1-ES4	TEMPORARY EROSION AND SEDIMENTATION CONTROL PLAN
9-12	SP1-SP4	SITE PREPARATION PLAN
13-15	RS1-RS3	TYPICAL ROADWAY SECTIONS
16-21	PP1-PP6	ROADWAY PLAN AND PROFILE
22-26	IL1-IL5	ILLUMINATION PLAN
27 - 31	CS1 - CS5	CHANNELIZATION AND SIGNING PLAN
32-36	TS1-TS5	TRAFFIC SIGNAL PLAN
37	L1	ACCENT PAVING LAYOUT PLAN
38-40	L2-L4	IRRIGATION PLAN
41-43	L5-L7	PLANTING PLAN
44-45	L8-L9	HARDSCAPE DETAILS
46	L10	IRRIGATION DETAILS
47	L11	PLANTING DETAILS

VICINITY MAP



SHORELINE CITY COUNCIL

WILL HALL MAYOR

JESSE SALOMON DEPUTY MAYOR

SUSAN CHANG DORIS McCONNELL KEITH A. McGLASHAN CHRIS ROBERTS KEITH SCULLY

DIRECTOR OF PUBLIC WORKS

RANDY WITT, P.E.

PROJECT MANAGER

ALISA ARMENT, CITY OF SHORELINE CARL EINFELD, P.E., REID MIDDLETON



ReidMiddleton

Ph: 425 741-3800

APPROVED FOR CONSTRUCTION

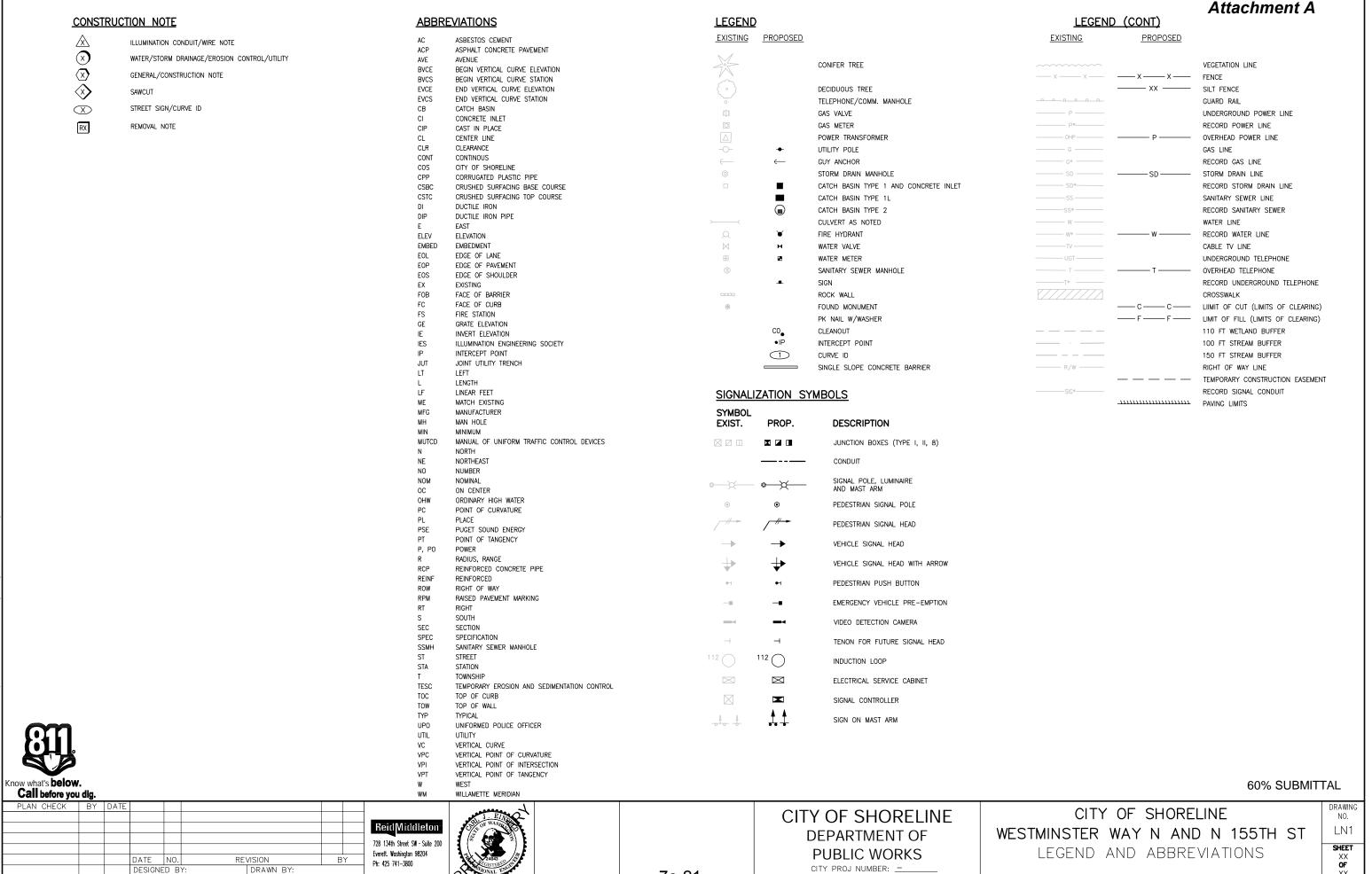
TRICIA JUHNKE, PE

DATE APPROVED



60% SUBMITTAL





7e-21

WAC

ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT PLANS AND SPECIFICATIONS.

ALL WORK SHALL COMPLY WITH, IN ORDER OF PRECEDENCE: *THE CITY OF SHORELINE "ENGINEERING DEVELOPMENT MANUAL", 2014 EDITION (SHORELINE STANDARDS AND SHORELINE ENGINEERING DETAILS).

*WSDOT/APWA "2018 STANDARD SPECIFICATIONS FOR ROAD,

- BRIDGE, AND MUNICIPAL CONSTRUCTION" (WSDOT/APWA).

 3. THE CONTRACTOR SHALL VERIFY ALL EXISTING DATA SHOWN IN THESE DOCUMENTS AND NOTIFY ENGINEER IMMEDIATELY OF ANY CONFLICTS
- WITH PROPOSED FEATURES PRIOR TO CONSTRUCTION.

 4. ALL COMPACTION METHODS, MATERIALS AND PERFORMANCE CRITERIA SHALL BE IN ACCORDANCE WITH THE PROJECT PLANS AND SPECIFICATIONS.
- ALL EXISTING AND PROPOSED CATCH BASINS DOWNSTREAM OF DISTURBED AREA SHALL BE PROTECTED DURING CONSTRUCTION PER WSDOT STD PLAN 1-7.
- MSDUT STD PLAN T-6. STORM DRAINAGE (SD) PIPE SHALL BE CORRUGATED POLYETHYLENE PIPE WITH SMOOTH INTERIOR WALLS UNLESS NOTED OTHERWISE. 7. ALL PIPE LENGTHS, INVERT ELEVATIONS AND DRAINAGE STRUCTURE
- LOCATIONS ARE MEASURED AT THE CENTER OF THE DRAINAGE STRUCTURE UNLESS NOTED OTHERWISE.
- ALL LOCATIONS OF EXISTING UTILITIES SHOWN HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN AND AVOID OTHER UTILITIES NOT SHOWN ON THE PLANS.
 EXISTING UTILITIES SHALL BE PROTECTED, SUPPORTED, OR MAINTAINED DURING CONSTRUCTION.

 9. CONTACT THE UNDERGROUND UTILITIES LOCATION SERVICE
- (1-800-424-5555) AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.

 10. SEE THE PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION.

SITE NOTES (SN)

now what's **below.**

- SN.1. THE CONTRACTOR SHALL HAVE ANY REQUIRED PERMIT(S) AND CONDITIONS AND THE APPROVED PLANS AVAILABLE AT THE JOB SITE. SN.2. ALL WORK SHALL CONFORM TO THESE APPROVED PLANS AND
- SPECIFICATIONS, THE SHORELINE MUNICIPAL CODE, THE ENGINEERING DEVELOPMENT GUIDE, AND FEDERAL AND STATE REQUIREMENTS.
- SN.3. ALL INSTALLATION METHODS AND MATERIALS SHALL MEET THE WSDOT/APWA STANDARD SPECIFICATIONS
- SN.4. ANY CHANGES FROM THE APPROVED PLANS REQUIRE PRE-APPROVAL FROM THE ENGINEER.
- SN.5. SEE SPECIFICATIONS SECTION 1-08.0(2) FOR HOURS OF WORK
- LOCATIONS FOR EXISTING UTILITIES ARE APPROXIMATE.
- SN.8. THE CONTRACTOR ASSUMES SOLE RESPONSIBILITY FOR WORKER SAFETY AND DAMAGE FROM CONSTRUCTION OPERATIONS TO STRUCTURES AND OTHER IMPROVEMENTS
- SN.9. SURVEYING FOR PUBLIC FACILITIES SHALL BE PERFORMED UNDER THE DIRECTION OF A WASHINGTON LICENSED LAND SURVEYOR. VERTICAL DATUM SHALL BE NAVD 1988. HORIZONTAL DATUM SHALL BE WASHINGTON STATE (GRID) COORDINATES, NORTH ZONE, USING NAD 83/91 SURVEY CONTROL AND TO ANY TWO CITY OF SHORELINE HORIZONTAL CONTROL MONUMENTS. FOR PROJECTS WITHIN A FLOOD CONTROL ZONE, THE SURVEYOR SHALL PROVIDE CONVERSION CALCULATIONS TO NGVD 1929.

 SN.10. REPLACE OR RELOCATE ALL SIGNS, STRIPING, POLES AND OTHER
- ITEMS IN THE RIGHT-OF-WAY THAT ARE DAMAGED OR REMOVED DURING
- SN.11. RETAIN, REPLACE OR RESTORE ALL VEGETATION IN RIGHTS-OF-WAY. EASEMENTS, AND ACCESS TRACTS DISTURBED DURING CONTRACTION.
 SN.12. INTERRUPTION OF NORMAL TRAFFIC FLOW SHALL REQUIRE TRAFFIC
- CONTROL, REFER TO THE MANUAL OF UNIFORM TRAFFIC CONTROL.
 DEVICES (MUTCD) AND WSDOT STANDARD SPECIFICATIONS. TRAFFIC
 CONTROL IS REQUIRED FOR ALL TRANSVERSE CUTS IN ROADWAY, FOR
 INFORMATION CONTACT THE CITY OF SHORELINE RIGHT—OF—WAY
- INSPECTOR.

 SN.13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, 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 REQUIRES A RIGHT—OF—WAY USE PERMIT, TO BE REVIEWED PRIOR TO CONSTRUCTION AND INSPECTED DURING CONSTRUCTION.

 SN.14. THE CONTRACTOR SHALL RESTORE TO CURRENT STANDARDS CRITICAL AREAS, AND PUBLIC AND PRIVATE PROPERTY DAMAGED BY CONTRACTOR'S CREATIONS.
- CONTRACTOR'S OPERATIONS.

SITE NOTES cont.

- SN.15. AT ALL TIMES MAINTAIN ACCESS TO BUILDINGS FOR FIRE, PEDESTRIAN AND VEHICULAR ACCESS.

 SN.16. BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, ESTABLISH
- CLEARING LIMITS, INSTALL CONSTRUCTION ENTRANCE, AND INSTALL BEST MANAGEMENT PRACTICES.
- SN17. ALL UTILITY TRENCHES AND ROADWAY SUBGRADES WITHIN CITY RIGHT-OF-WAY SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH KING COUNTY ROAD STANDARDS. 100% CRUSHED ROCK OR CONTROLLED DENSITH FILL (CDF).

EROSION AND SEDIMENTATION CONTROL REQUIREMENTS (TESC)

- TESC.1. 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. TESC.2. AT ALL TIMES PROTECT CRITICAL AREAS AND THEIR BUFFERS ADJACENT PRIVATE PROPERTIES AND PUBLIC PROPERTY AND SURVEY
- TESC.3. 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.

 TESC.4 STABILIZED CONSTRUCTION ENTRANCES AND WASH PADS SHALL BE
- C.4 STABILIZED CONSTRUCTION ENTIRANCES AND WASH FAUS SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED BY THE CITY OF SHORELINE TO ENSURE THAT PAVED AREAS ARE KEPT CLEAN FOR THE PROJECT DURATION.
- TESC.5. 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.
 - FROM MAY 1 THROUGH SEPTEMBER 30, INSTALL TESC COVER
 MEASURES TO PROTECT DISTURBED AREAS THAT WILL REMAIN UNWORKED FOR SEVEN DAYS OR MORE.
 • FROM OCTOBER 1 THROUGH APRIL 30:
 - A) INSTALL TESC COVER MEASURES TO PROTECT DISTURBED AREAS THAT WILL REMAIN UNWORKED FOR TWO DAYS OR
 - B) PROTECT STOCKPILES AND STEEP CUT/FILL SLOPES IF UNWORKED FOR MORE THAN 12 HOURS
 - C) STOCKPILE ON SITE ENOUGH COVER MATERIALS TO COVER ALL DISTURBED AREAS.
- ANY AREA NEEDING ESC MEASURES, NOT REQUIRING IMMEDIATE ATTENTION, SHALL BE ADDRESSED WITHIN 15 DAYS.
- TESC.6. ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 48 HOURS
- FOLLOWING A STORM EVENT.

 TESC.7. BY OCTOBER 8, SEED ALL AREAS THAT WILL REMAIN UNWORKED FROM OCTOBER 1 THROUGH APRIL 30. MULCH ALL SEEDED AREAS.

 TESC.8. 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.

 TESC.9. 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.
- TESC. 10. 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
- SPEICED TOBETHER WITH AT A SUPPORT POST WITH A MINIMOM 25 INCHES OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST. TESC.11. 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 FADRE TO BE BUSINESS. FABRIC TO BE BURIED.
- SC.12. 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.
- STAPLED TO EXISTING TREES.
 TESC.13. 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

EROSION AND SEDIMENTATION CONTROL REQUIREMENTS (TESC) cont.

- TESC.14. 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.

 TESC.15. BEFORE ANY GROUND DISTURBANCE OCCURS ALL DOWNSTREAM
 BEST MANAGEMENT PRACTICES MUST BE CONSTRUCTED AND
- TESC.16. BEST MANAGEMENT PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL SITE CONSTRUCTION IS COMPLETED AND PERMANENT STABILIZATIONS IS ESTABLISHED AND APPROVED BY THE CITY.
- STABILIZATIONS IS ESTABLISHED AND APPROVED BY THE CITY.

 TESC. 17. INSPECT AND MAINTAIN BEST MANAGEMENT PRACTICES DAILY IN

 ACCORDANCE WITH THE 2012 DEPARTMENT OF ECOLOGY STORMWATER

 MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOLUME II.

 TESC. 18. 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.
 TESC.19. 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.

 TESC. 20. THE CONTRACTOR SHALL MONITOR DOWNSTREAM DRAINAGE FEATURES, AND, WITH THE CITY'S APPROVAL, SHALL REMOVE ALL
- SEDIMENT DEPOSITION RESULTING FORM THE PROJECT—RELATED WORK.
 TESC.21. ALL WORK SHALL BE PERFORMED PER APPROVED PLANS AND
 SPECIFICATIONS. THE CONTRACTOR SHALL MAINTAIN A SET OF APPROVED
 PLANS AND SPECIFICATIONS AND ASSOCIATED PERMITS ONSITE. TESC.22. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALI
- FEDERAL, STATE, AND LOCAL LAWS.
 TESC.23. BEFORE REMOVING ANY TEMPORARY MEASURES, INSTALL AND ESTABLISH THE UPSTREAM PERMANENT MEASURES

TRAFFIC CONTROL CONDITIONS (TC)

- TC.1. INTERIM TRAFFIC CONTROL: THE DEVELOPER/CONTRACTOR SHALL BE RESPONSIBLE FOR INTERIM TRAFFIC CONTROL DURING CONSTRUCTION ON OR ALONG TRAVELED CITY ROADS.
 TC.2. WHEN ROAD OR DRAINAGE WORK IS TO BE PERFORMED ON CITY
- ROADS THAT ARE OPEN TO TRAFFIC, THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A WRITTEN TRAFFIC CONTROL PLAN FOR APPROVAL BY THE REVIEWING AGENCY 10 DAYS PRIOR TO BEGINNING THE WORK. TRAFFIC CONTROL SHALL FOLLOW THE GUIDELINES OF
- SECTION 1-07.23 OF THE WSDOT/APWA STANDARD SPECIFICATIONS.

 TC.3. ALL BARRICADES, SIGNS AND FLAGGING SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCO. FOR MORE SPECIFIC REQUIREMENTS FOR BARRICADES, SEE SECTION 5.7 AND DRAWING NO. 5-003 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.
- TC.4. TEMPORARY ROAD CLOSURES AND DETOURS: WHEN TEMPORARY ROAD CLOSURES CANNOT BE AVOIDED THE DEVELOPER/CONTRACTOR SHALL POST "TO BE CLOSED" SIGNS A MINIMUM OF FIVE DAYS PRIOR TO THE CLOSING. THE TYPES AND LOCATIONS OF THE SIGNS SHALL BE SHOWN ON A DETOUR PLAN.
- ON A DETOUR PLAN.

 T.C.5. A DETOUR PLAN MUST BE PREPARED AND SUBMITIED 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 DEVELOPER/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.

 TC.6. HAUL ROUTES: IF THE CONSTRUCTION OF A PROPOSED DEVELOPMENT IS DETERMINED BY THE REVWING AGENCY TO REQUIRE SPECIAL ROUTING OF LARGE TRUCKS OR HEAVY CONSTRUCTION EQUIPMENT TO PREVENT IMPACTS TO SURROUNDING ROADS, RESIDENCES OR BUSINESSES, THE DEVELOPER/CONTRACTOR SHALL BE REQUIRED TO DEVELOP AND USE AN APPROVED HAUL ROUTE.

 TC.7. WHEN REQUIRED, THE HAUL ROUTE PLAN MUST BE PREPARED AND
- SUBMITIED TO THE REVIEWING AGENCY AND APPROVED PRIOR TO BEGINNING CONSTRUCTION. THE HAUL ROUTE PLAN SHALL ADDRESS ROUTING, HOURS OF OPERATION, SIGNAGE AND FLAGGING, AND DAIL'S
- TC.8. IF THE CONTRACTOR'S TRAFFIC FAILS TO USE THE DESIGNATED HAUL ROUTE, THE REVIEWING AGENCY MAY PROHIBIT OR LIMIT FURTHER WORK ON THE DEVELOPMENT UNTIL SUCH TIME AS THE REQUIREMENTS OF THE HAUL ROUTE ARE COMPLIED WITH.
- TC.9. FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION, INTERRUPTION OF NORMAL TRAFFIC FLOW SHALL REQUIRE TRAFFIC CONTROL (SEE #SN.12, FOR DETAILS).

7e-22

TRAFFIC CONTROL CONDITIONS cont.

TC.10. CONTRACTOR SHALL PROTECT EXISTING TRAFFIC CONTROL SIGNS

SITE GRADING CONDITIONS (SG)

- SG.1. ALL DISTURBED AREAS INCLUDING FACES OF CUT AND FILL SLOPES SHALL BE PREPARED AND MAINTAINED TO CONTROL EROSION. THIS CONTROL MAY CONSIST OF EFFECTIVE PLANTING. THE PROTECTION FOR THESE AREAS SHALL BE INSTALLED AND MAINTAINED AS SOON AS PRACTICAL AND PRIOR TO BOND RELEASE.

 SG.2. PROVISIONS SHALL BE MADE TO PREVENT ANY SURFACE WATER OR SEPPAGE FROM DAMAGING THE CUT FACE OF ANY EXCAVATION OR THE SLOPING FACE OF A FILL. CARRY ANY SURFACE WATER THAT IS OR MIGHT BE CONCENTRATED AS A RESULT OF A FILL OR EXCAVATION TO A NATIRAL WATERCOLIPSE OR DESIGNATED RETENTION FACILITY.
- A NATURAL WATERCOURSE OR DESIGNATED RETENTION FACILITY. PREVENT ANY SEDIMENT FROM LEAVING THE SITE.
- PREVENT ANY SEDIMENT FROM LEAVING THE STE.

 SG.3. SIGNS OF WARNING OF HAZARDOUS CONDITIONS, IF SUCH EXIST,
 SHALL BE AFFIXED AT LOCATIONS AS REQUIRED BY THE ENGINEER.

 SG.4. FENCING, WHERE REQUIRED, TO PROTECT LIFE, LIMB AND PROPERTY,
 SHALL BE INSTALLED WITH LOCKABLE CATES WHICH MUST BE CLOSED
 AND LOCKED WHEN NOT WORKING THE SITE. THE FENCE MUST BE NO LESS THAN FIVE (5) FEET IN HEIGHT AND THE FENCE MATERIAL SHALL
- HAVE NO HORIZONTAL OPENING LARGER THAN TWO (2) INCHES.

 SG.5. THE TOPS AND THE TOES OF CUT AND FILL SLOPES SHALL BE SET BACK FROM STRUCTURES AS FAR AS IS NECESSARY FOR ADEQUACY OF FOUNDATION SUPPORT AND TO PREVENT DAMAGE AS A RESULT OF WATER RUNOFF OR EROSION OF THE SLOPES.

60% SUBMITTAL

Call before you dig. PLAN CHECK BY DATE BY NO. REVISION DESIGNED BY DRAWN BY WAC

ReidMiddleton 728 134th Street SW - Suite 20 Everett. Washington 98204



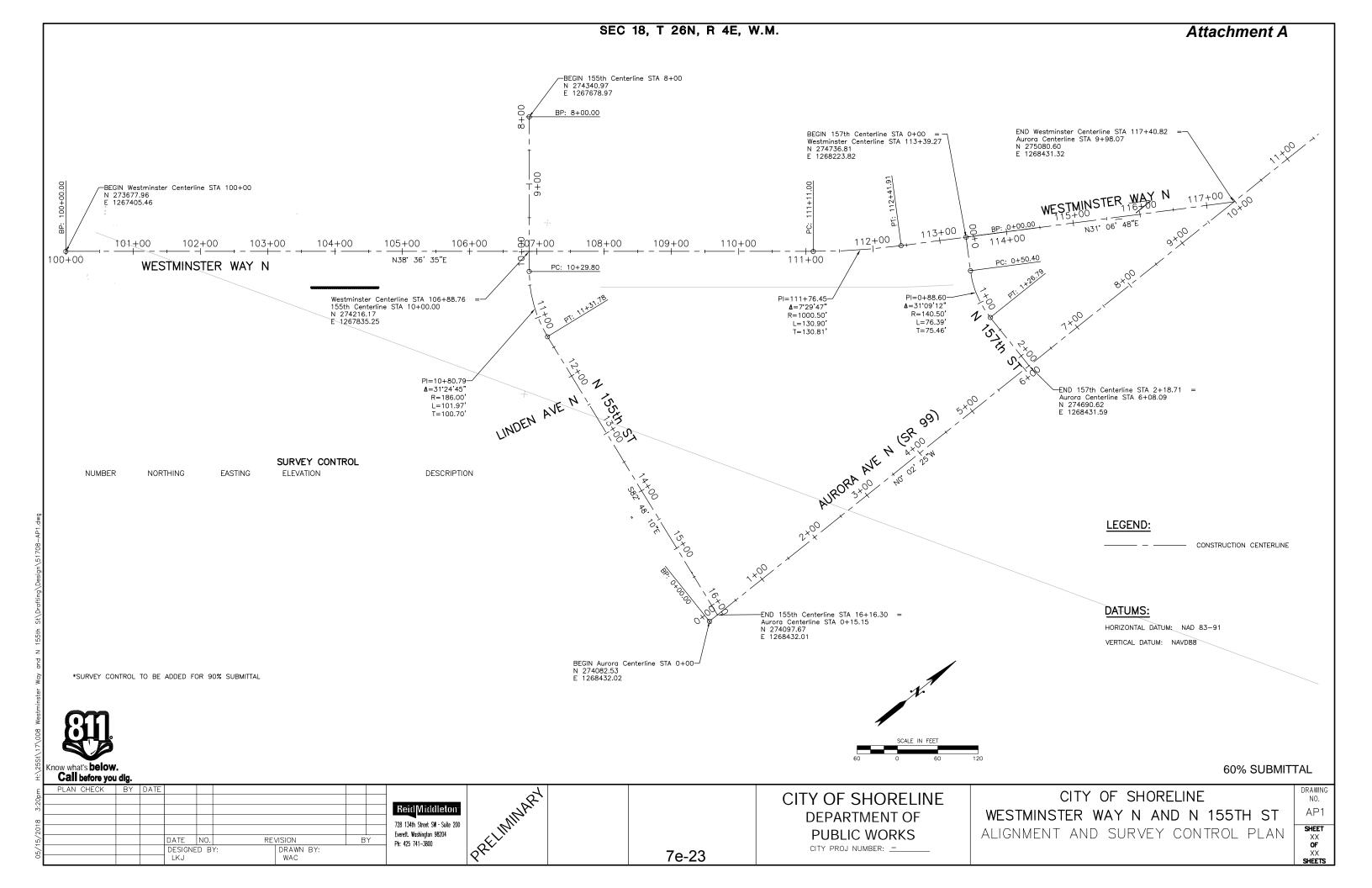


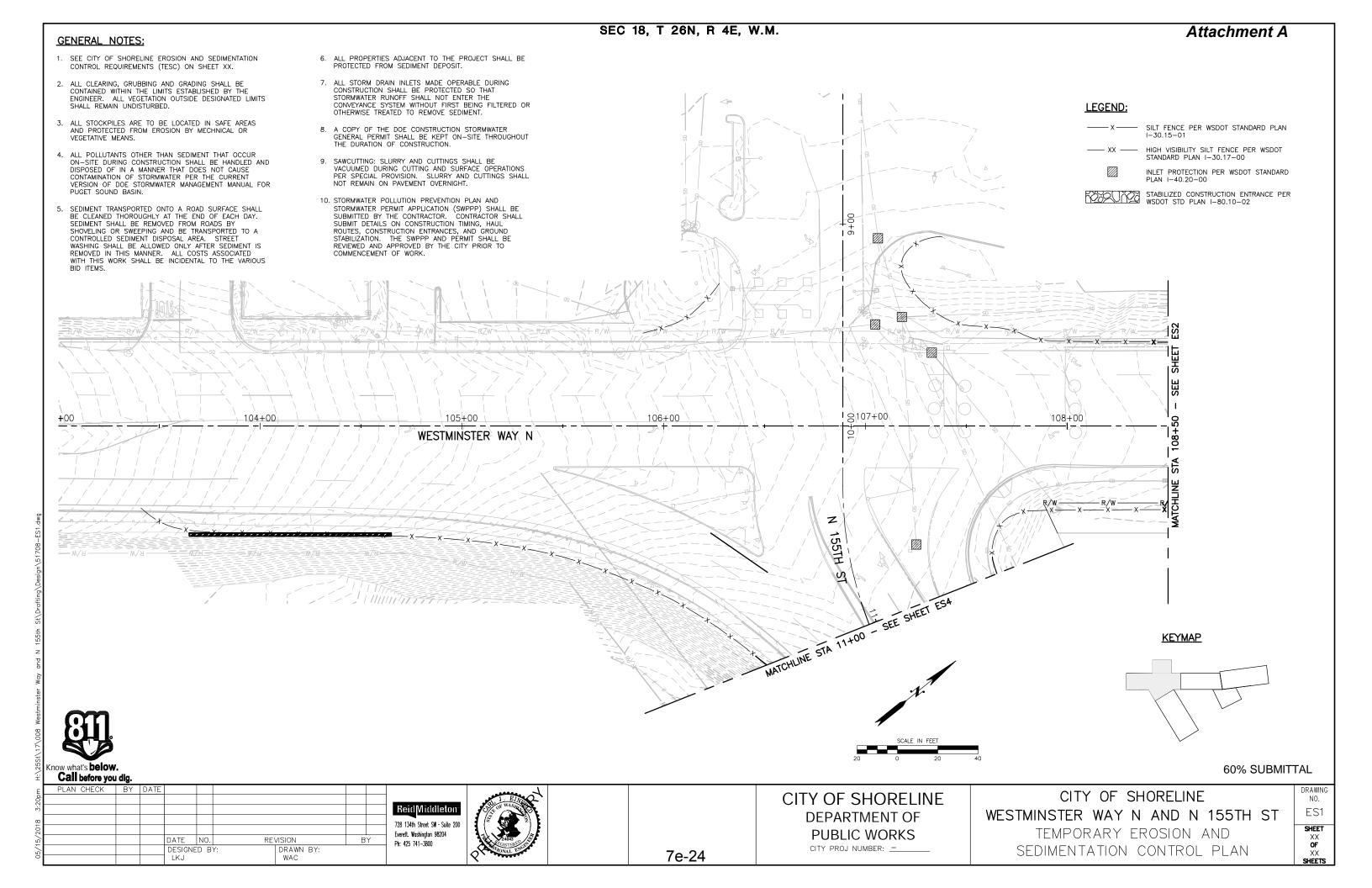
CITY OF SHORELINE **DEPARTMENT OF** PUBLIC WORKS

CITY PROJ NUMBER: ____

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST GENERAL NOTES

DRAWING NO. GN1 SHEET





WESTMINSTER WAY N

Attachment A

GENERAL NOTES:

- 1. SEE CITY OF SHORELINE EROSION AND SEDIMENTATION CONTROL REQUIREMENTS (TESC) ON SHEET XX.
- 2. ALL CLEARING, GRUBBING AND GRADING SHALL BE CONTAINED WITHIN THE LIMITS ESTABLISHED BY THE ENGINEER. ALL VEGETATION OUTSIDE DESIGNATED LIMITS SHALL REMAIN UNDISTURBED.
- 3. ALL STOCKPILES ARE TO BE LOCATED IN SAFE AREAS AND PROTECTED FROM EROSION BY MECHNICAL OR VEGETATIVE MEANS.
- 4. ALL POLLUTANTS OTHER THAN SEDIMENT THAT OCCUR ON-SITE DURING CONSTRUCTION SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER PER THE CURRENT VERSION OF DOE STORMWATER MANAGEMENT MANUAL FOR PUGET SOUND BASIN.
- 5. SEDIMENT TRANSPORTED ONTO A ROAD SURFACE SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM ROADS BY SHOVELING OR SWEEPING AND BE TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCIDENTAL TO THE VARIOUS BID ITEMS.
- 6. ALL PROPERTIES ADJACENT TO THE PROJECT SHALL BE PROTECTED FROM SEDIMENT DEPOSIT.
- 7. ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT STORMWATER RUNOFF SHALL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- 8. A COPY OF THE DOE CONSTRUCTION STORMWATER GENERAL PERMIT SHALL BE KEPT ON—SITE THROUGHOUT THE DURATION OF CONSTRUCTION.
- SAWCUTTING: SLURRY AND CUTTINGS SHALL BE VACUUMED DURING CUTTING AND SURFACE OPERATIONS PER SPECIAL PROVISION. SLURRY AND CUTTINGS SHALL NOT REMAIN ON PAVEMENT OVERNIGHT.
- 10. STORMWATER POLLUTION PREVENTION PLAN AND STORMWATER PERMIT APPLICATION (SWPPP) SHALL BE SUBMITTED BY THE CONTRACTOR. CONTRACTOR SHALL SUBMIT DETAILS ON CONSTRUCTION TIMING, HAUL ROUTES, CONSTRUCTION ENTRANCES, AND GROUND STABILIZATION. THE SWPPP AND PERMIT SHALL BE REVIEWED AND APPROVED BY THE CITY PRIOR TO COMMENCEMENT OF WORK.

LEGEND:

- SILT FENCE PER WSDOT STANDARD PLAN

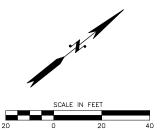
109+00

HIGH VISIBILITY SILT FENCE PER WSDOT STANDARD PLAN I-30.17-00

110+00

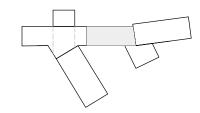
INLET PROTECTION PER WSDOT STANDARD

STABILIZED CONSTRUCTION ENTRANCE PER WSDOT STD PLAN I-80.10-02



7e-25





60% SUBMITTAL

I	Call before you	ı aıg.								
ε	PLAN CHECK	BY	DATE							Ī
21p										1
3.										1
∞										ı
201										ı
2				DATE	NO.	RE'	VISION	В	Υ	1
5/1				DESIGNED BY:		Y:	DRAWN BY:			ĺ
õ				LKJ WAC		WAC				

728 134th Street SW · Suite 200 Everett. Washington 98204

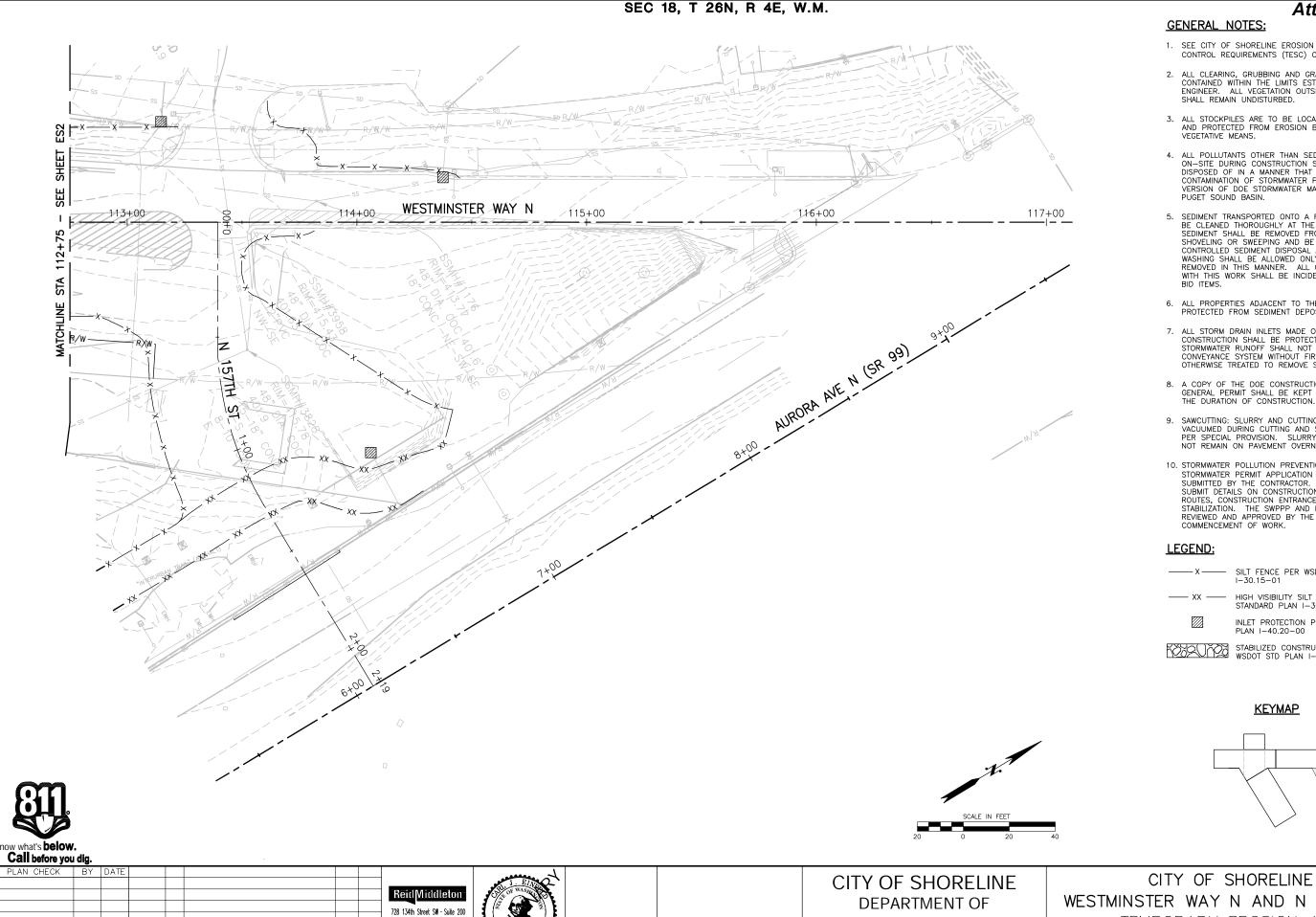
CITY OF SHORELINE **DEPARTMENT OF PUBLIC WORKS** CITY PROJ NUMBER: ____

SĮ.

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST

TEMPORARY EROSION AND SEDIMENTATION CONTROL PLAN DRAWING NO. ES2

SHEET



7e-26

Everett. Washington 98204

DESIGNED BY

DRAWN BY

WAC

Attachment A

- 1. SEE CITY OF SHORELINE EROSION AND SEDIMENTATION CONTROL REQUIREMENTS (TESC) ON SHEET XX.
- 2. ALL CLEARING, GRUBBING AND GRADING SHALL BE CONTAINED WITHIN THE LIMITS ESTABLISHED BY THE ENGINEER. ALL VEGETATION OUTSIDE DESIGNATED LIMITS SHALL REMAIN UNDISTURBED.
- 3. ALL STOCKPILES ARE TO BE LOCATED IN SAFE AREAS AND PROTECTED FROM EROSION BY MECHNICAL OR VEGETATIVE MEANS.
- 4. ALL POLLUTANTS OTHER THAN SEDIMENT THAT OCCUR ON-SITE DURING CONSTRUCTION SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER PER THE CURRENT VERSION OF DOE STORMWATER MANAGEMENT MANUAL FOR PUGET SOUND BASIN.
- 5. SEDIMENT TRANSPORTED ONTO A ROAD SURFACE SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM ROADS BY SHOVELING OR SWEEPING AND BE TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCIDENTAL TO THE VARIOUS BID ITEMS.
- 6. ALL PROPERTIES ADJACENT TO THE PROJECT SHALL BE PROTECTED FROM SEDIMENT DEPOSIT.
- 7. ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT STORMWATER RUNOFF SHALL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- 8. A COPY OF THE DOE CONSTRUCTION STORMWATER GENERAL PERMIT SHALL BE KEPT ON—SITE THROUGHOUT THE DURATION OF CONSTRUCTION.
- SAWCUTTING: SLURRY AND CUTTINGS SHALL BE VACUUMED DURING CUTTING AND SURFACE OPERATIONS PER SPECIAL PROVISION. SLURRY AND CUTTINGS SHALL NOT REMAIN ON PAVEMENT OVERNIGHT.
- 10. STORMWATER POLLUTION PREVENTION PLAN AND STORMWATER PERMIT APPLICATION (SWPPP) SHALL BE SUBMITTED BY THE CONTRACTOR. CONTRACTOR SHALL SUBMIT DETAILS ON CONSTRUCTION TIMING, HAUL ROUTES, CONSTRUCTION ENTRANCES, AND GROUND STABILIZATION. THE SWPPP AND PERMIT SHALL BE REVIEWED AND APPROVED BY THE CITY PRIOR TO

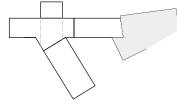
SILT FENCE PER WSDOT STANDARD PLAN I-30.15-01

HIGH VISIBILITY SILT FENCE PER WSDOT STANDARD PLAN I-30.17-00

INLET PROTECTION PER WSDOT STANDARD PLAN I-40.20-00

STABILIZED CONSTRUCTION ENTRANCE PER WSDOT STD PLAN I-80.10-02

KEYMAP

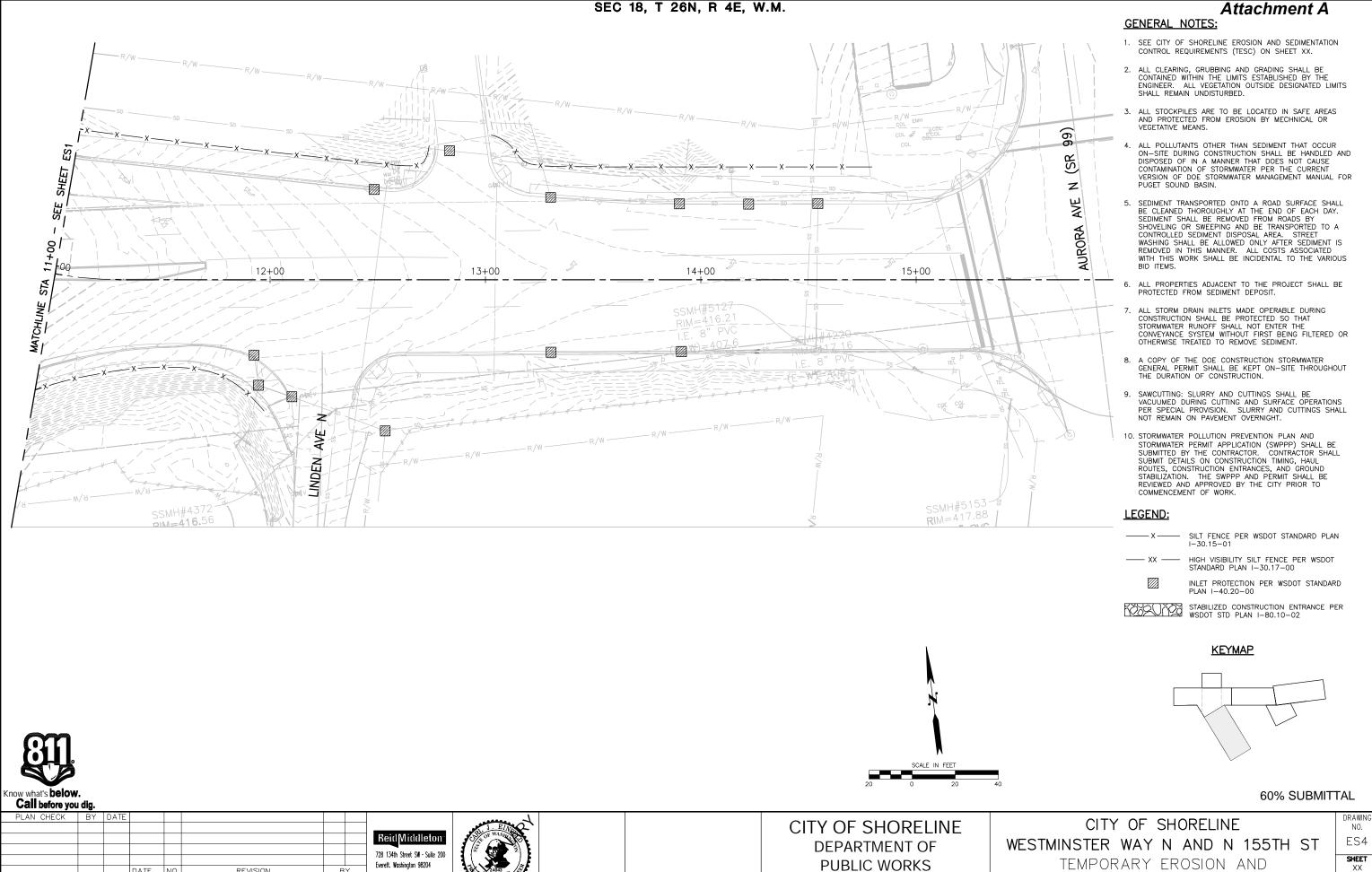


60% SUBMITTAL

WESTMINSTER WAY N AND N 155TH ST TEMPORARY EROSION AND **PUBLIC WORKS** CITY PROJ NUMBER: ____ SEDIMENTATION CONTROL PLAN

DRAWING NO. ES3

SHEET



7e-27

CITY PROJ NUMBER: ____

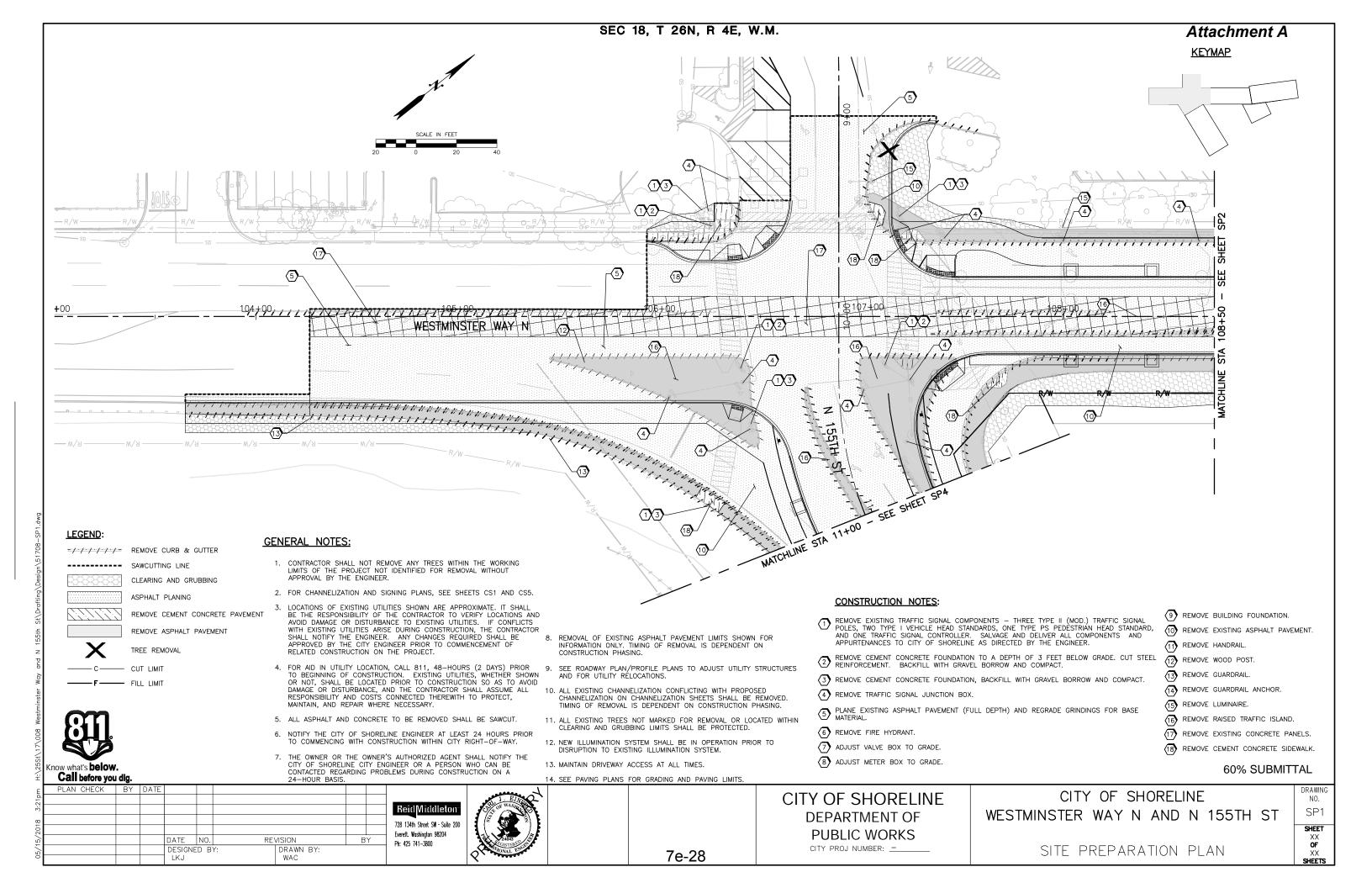
DESIGNED BY

DRAWN BY:

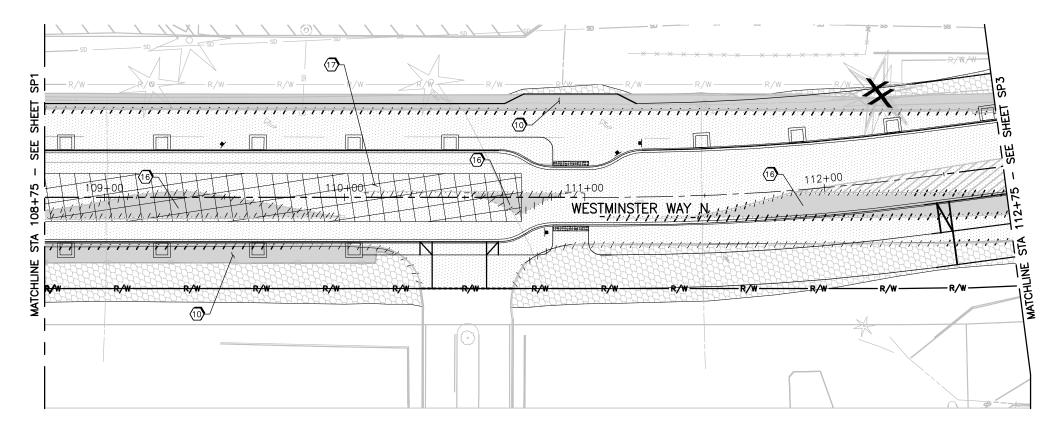
WAC

ES4 SHEET

SEDIMENTATION CONTROL PLAN



Attachment A



LEGEND:

-/-/-/-/- REMOVE CURB & GUTTER

CLEARING AND GRUBBING

SAWCUTTING LINE

ASPHALT PLANING

— FILL LIMIT

AST THE TENTING

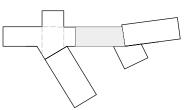
REMOVE CEMENT CONCRETE PAVEMENT

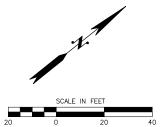
REMOVE ASPHALT PAVEMENT

TREE REMOVAL

C CUT LIMIT

<u>KEYMAP</u>





GENERAL NOTES:

- 1. CONTRACTOR SHALL NOT REMOVE ANY TREES WITHIN THE WORKING LIMITS OF THE PROJECT NOT IDENTIFIED FOR REMOVAL WITHOUT APPROVAL BY THE ENGINEER.
- 2. FOR CHANNELIZATION AND SIGNING PLANS, SEE SHEETS CS1 AND CS5
- 3. LOCATIONS OF EXISTING UTILITIES SHOWN ARE APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY LOCATIONS AND AVOID DAMAGE OR DISTURBANCE TO EXISTING UTILITIES. IF CONFLICTS WITH EXISTING UTILITIES ARISE DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER. ANY CHANGES REQUIRED SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT.
- 4. FOR AID IN UTILITY LOCATION, CALL 811, 48-HOURS (2 DAYS) PRIOR TO BEGINNING OF CONSTRUCTION. EXISTING UTILITIES, WHETHER SHOWN OR NOT, SHALL BE LOCATED PRIOR TO CONSTRUCTION SO AS TO AVOID DAMAGE OR DISTURBANCE, AND THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY AND COSTS CONNECTED THEREWITH TO PROTECT, MAINTAIN, AND REPAIR WHERE NECESSARY.
- 5. ALL ASPHALT AND CONCRETE TO BE REMOVED SHALL BE SAWCUT.
- 6. NOTIFY THE CITY OF SHORELINE ENGINEER AT LEAST 24 HOURS PRIOR TO COMMENCING WITH CONSTRUCTION WITHIN CITY RIGHT—OF—WAY.
- 7. THE OWNER OR THE OWNER'S AUTHORIZED AGENT SHALL NOTIFY THE CITY OF SHORELINE CITY ENGINEER OR A PERSON WHO CAN BE CONTACTED REGARDING PROBLEMS DURING CONSTRUCTION ON A 24-HOUR BASIS.
- 8. REMOVAL OF EXISTING ASPHALT PAVEMENT LIMITS SHOWN FOR INFORMATION ONLY. TIMING OF REMOVAL IS DEPENDENT ON CONSTRUCTION PHASING.
- SEE ROADWAY PLAN/PROFILE PLANS TO ADJUST UTILITY STRUCTURES AND FOR UTILITY RELOCATIONS.
- 10. ALL EXISTING CHANNELIZATION CONFLICTING WITH PROPOSED CHANNELIZATION ON CHANNELIZATION SHEETS SHALL BE REMOVED. TIMING OF REMOVAL IS DEPENDENT ON CONSTRUCTION PHASING.
- 11. ALL EXISTING TREES NOT MARKED FOR REMOVAL OR LOCATED WITHIN CLEARING AND GRUBBING LIMITS SHALL BE PROTECTED.
- 12. NEW ILLUMINATION SYSTEM SHALL BE IN OPERATION PRIOR TO DISRUPTION TO EXISTING ILLUMINATION SYSTEM.
- 13. MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
- 14. SEE PAVING PLANS FOR GRADING AND PAVING LIMITS.

CONSTRUCTION NOTES:

- REMOVE EXISTING TRAFFIC SIGNAL COMPONENTS THREE TYPE II (MOD.) TRAFFIC SIGNAL POLES, TWO TYPE I VEHICLE HEAD STANDARDS, ONE TYPE PS PEDESTRIAN HEAD STANDARD, AND ONE TRAFFIC SIGNAL CONTROLLER. SALVAGE AND DELIVER ALL COMPONENTS AND APPURTENANCES TO CITY OF SHORELINE AS DIRECTED BY THE ENGINEER.
- 2 REMOVE CEMENT CONCRETE FOUNDATION TO A DEPTH OF 3 FEET BELOW GRADE. CUT STEEL REINFORCEMENT. BACKFILL WITH GRAVEL BORROW AND COMPACT.
- (3) REMOVE CEMENT CONCRETE FOUNDATION, BACKFILL WITH GRAVEL BORROW AND COMPACT.
- REMOVE TRAFFIC SIGNAL JUNCTION BOX.
- $\ensuremath{\overline{)}}$ plane existing asphalt pavement (full depth) and regrade grindings for use as base material.
- 6 REMOVE FIRE HYDRANT.
- 7 ADJUST VALVE BOX TO GRADE.
- 8 ADJUST METER BOX TO GRADE.
- 9 REMOVE BUILDING FOUNDATION.
- 10 REMOVE EXISTING ASPHALT PAVEMENT.
- (11) REMOVE HANDRAIL.
- 12 REMOVE WOOD POST.
- (13) REMOVE GUARDRAIL.
- (14) REMOVE GUARDRAIL ANCHOR.
- (15) REMOVE LUMINAIRE.
- (16) REMOVE RAISED TRAFFIC ISLAND.
- (17) REMOVE EXISTING CONCRETE PANELS.
- (18) REMOVE CEMENT CONCRETE SIDEWALK.

60% SUBMITTAL

_		a aig.								
Ε	PLAN CHECK	BY	DATE							
71p										
3										Reid Middleto
x										728 134th Street SW · Suite
202										Everett. Washington 98204
ò				DATE	NO.	REV	ISION	В	Υ	Ph: 425 741-3800
5				DESIGNE	D B	Y:	DRAWN BY:			111. 423 /41-3000
റ്			1	1 121			W/A C			

Beid Viddleton
3 134th Street SW - Suite 200
rett. Woshington 98204
425 741–3800



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

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST

SITE PREPARATION PLAN

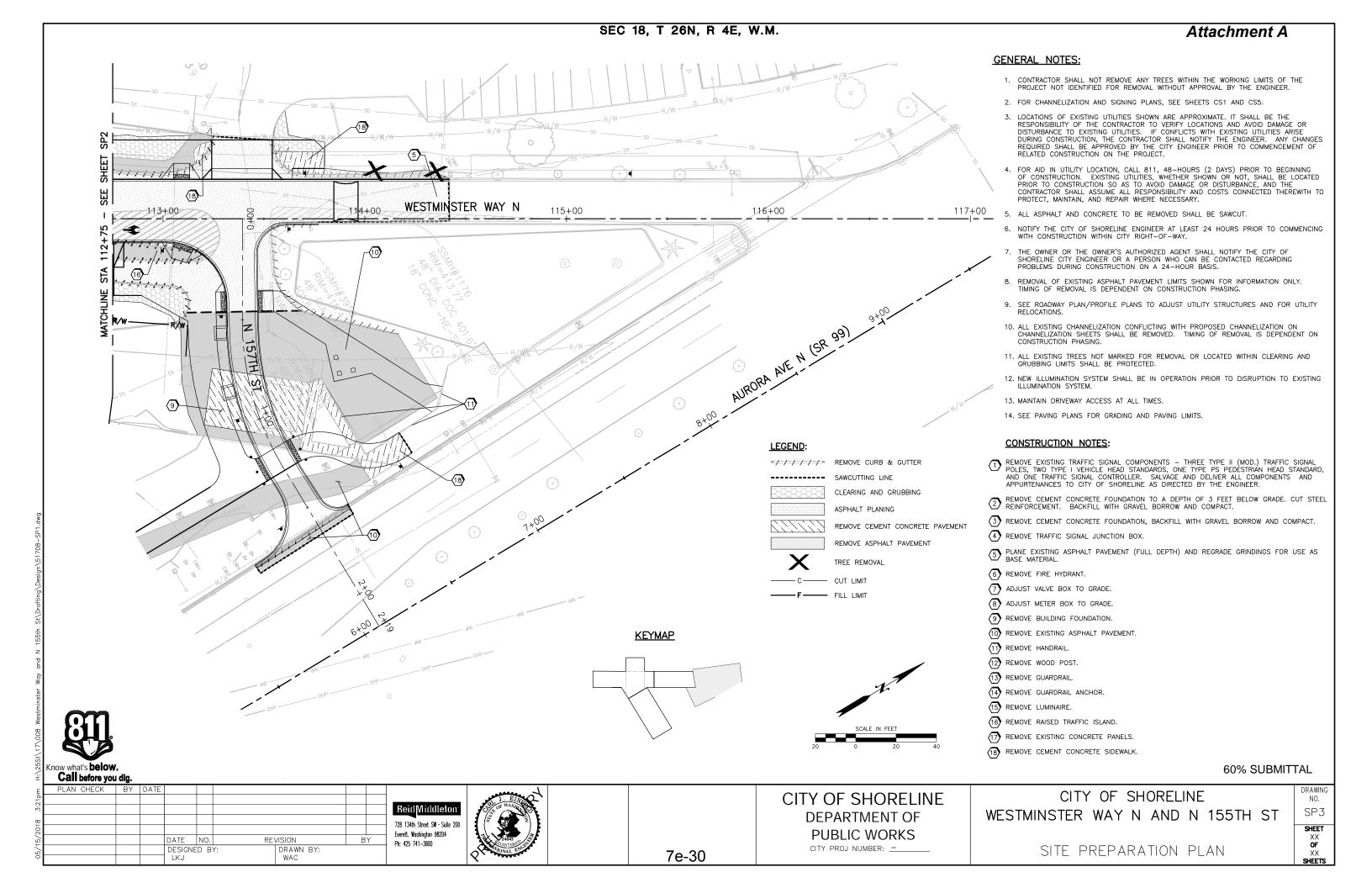
SP2
SHEET
XX
OF
XX

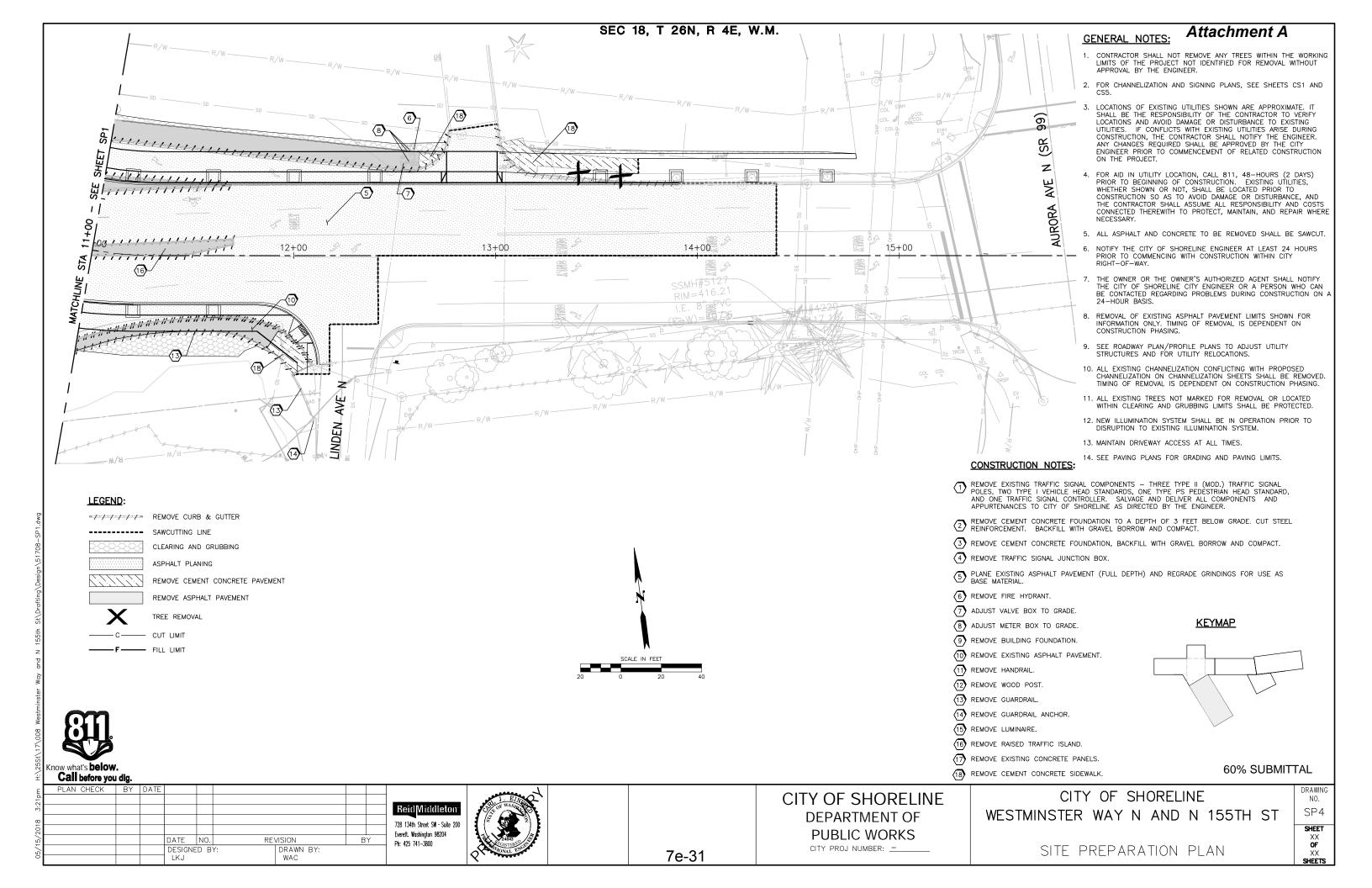
DRAWING

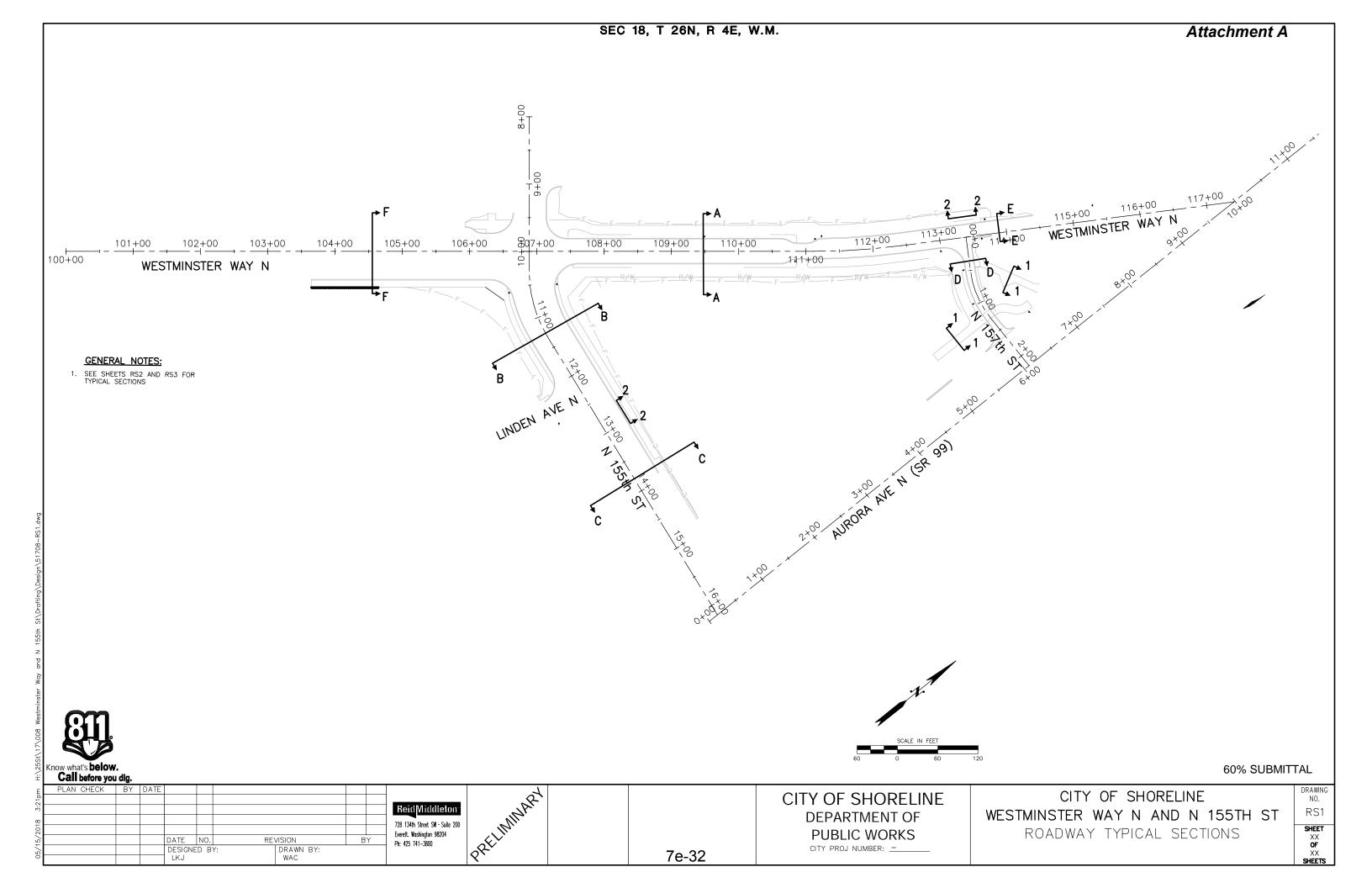
nster Way and N 155th St\Drafting\Design\51708—

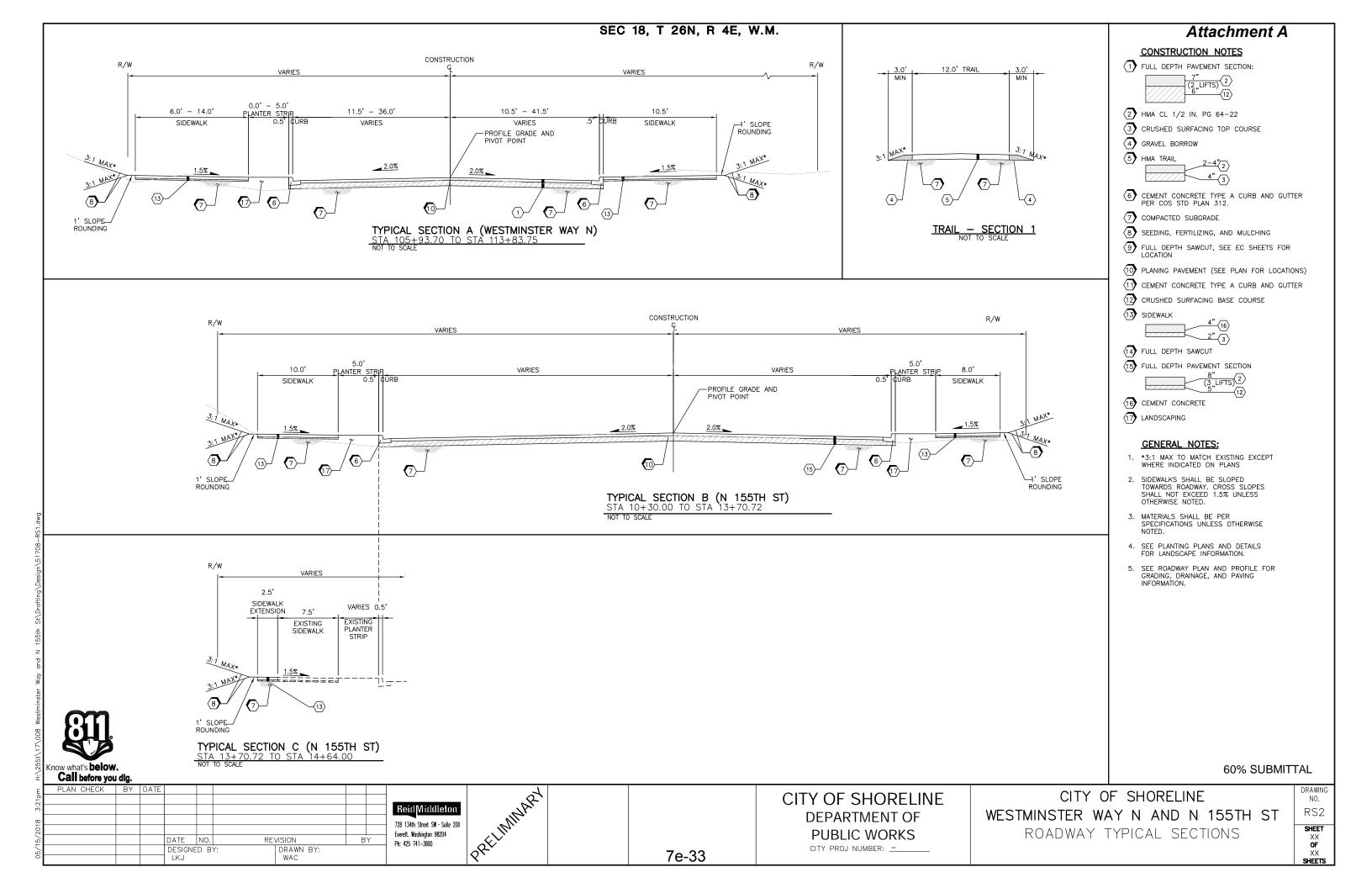
H:\25St\17\008 Westminster Way and N

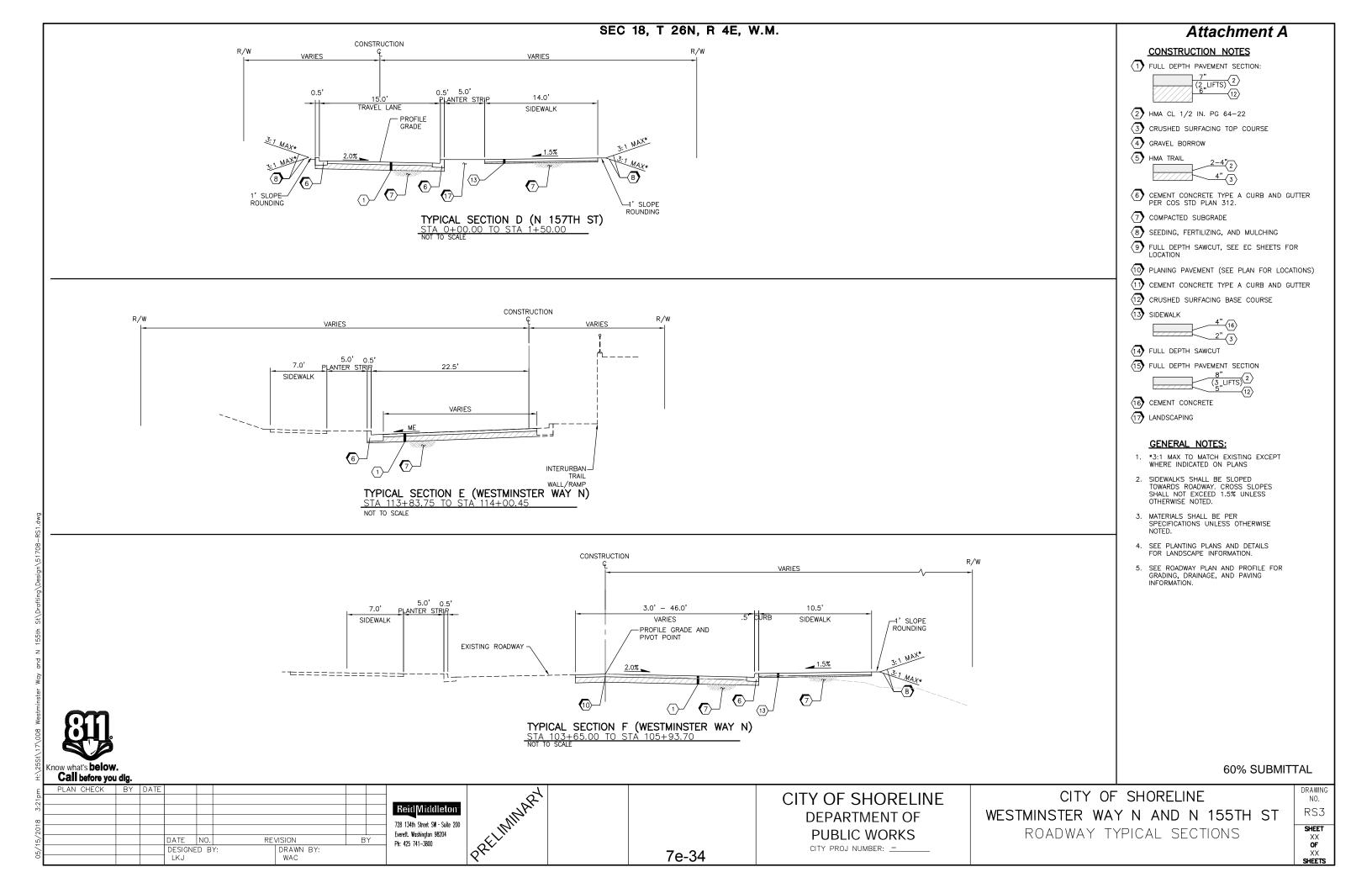
Know what's below.
Call before you dig.
PLAN CHECK BY

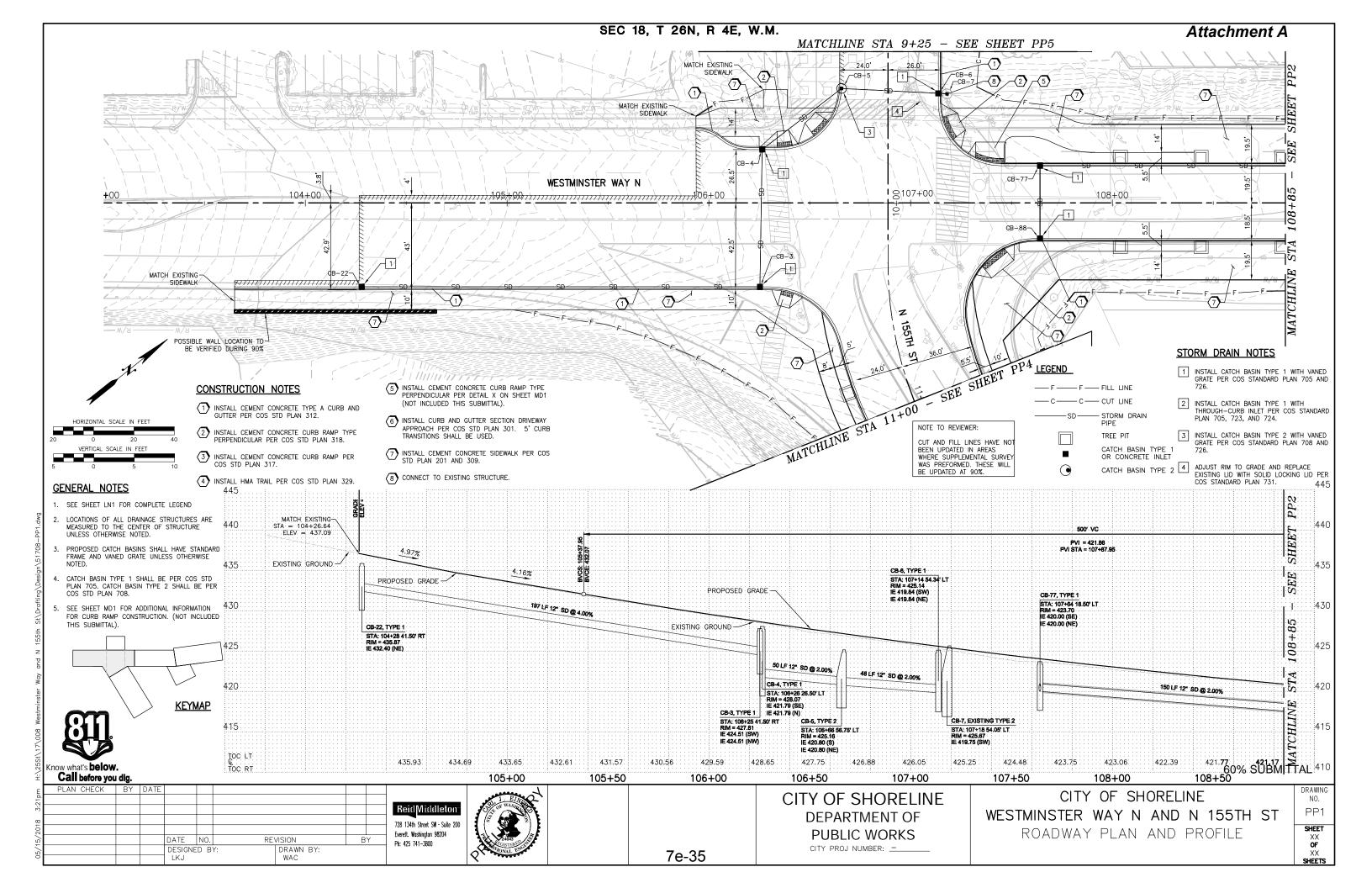


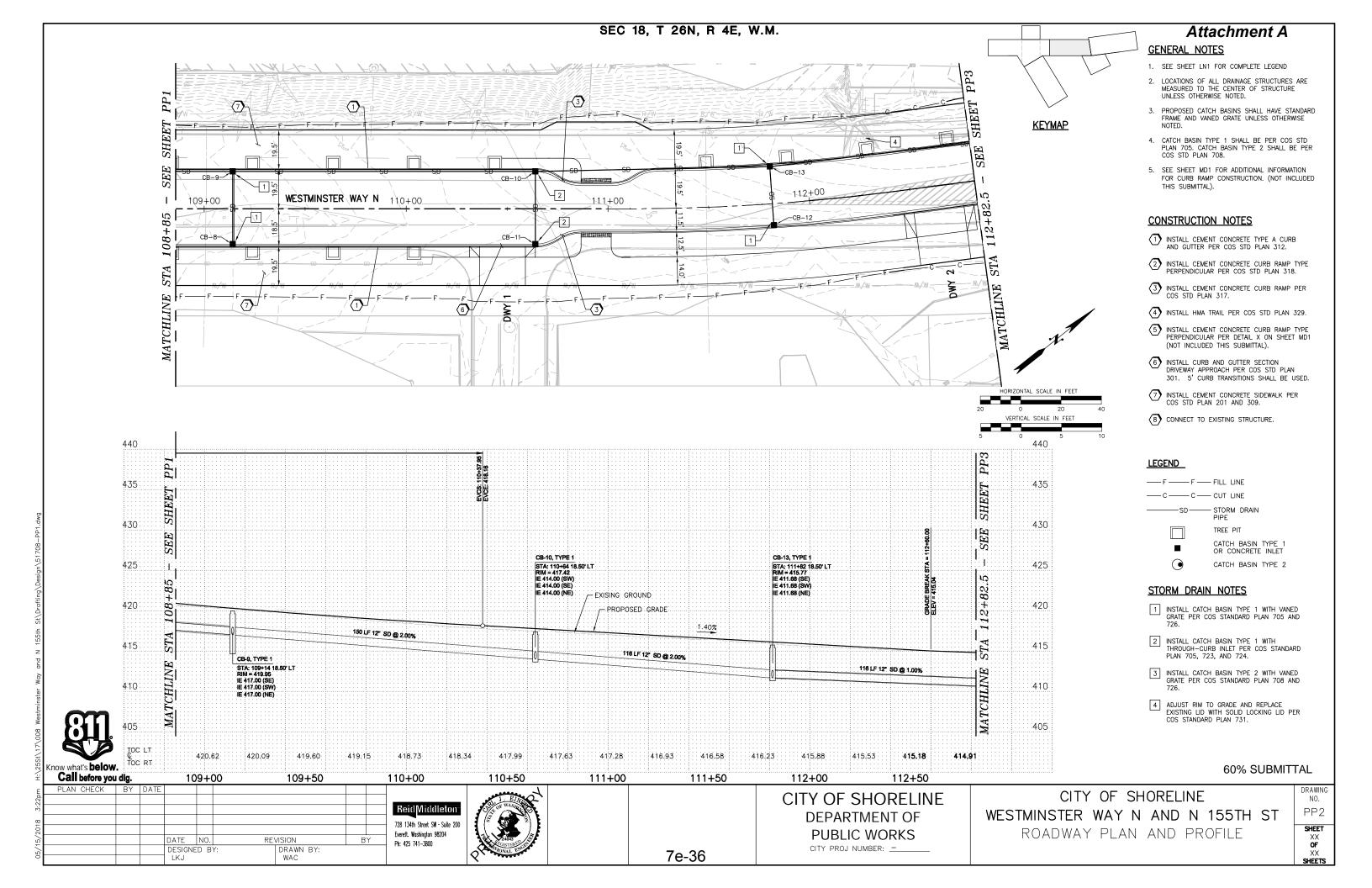


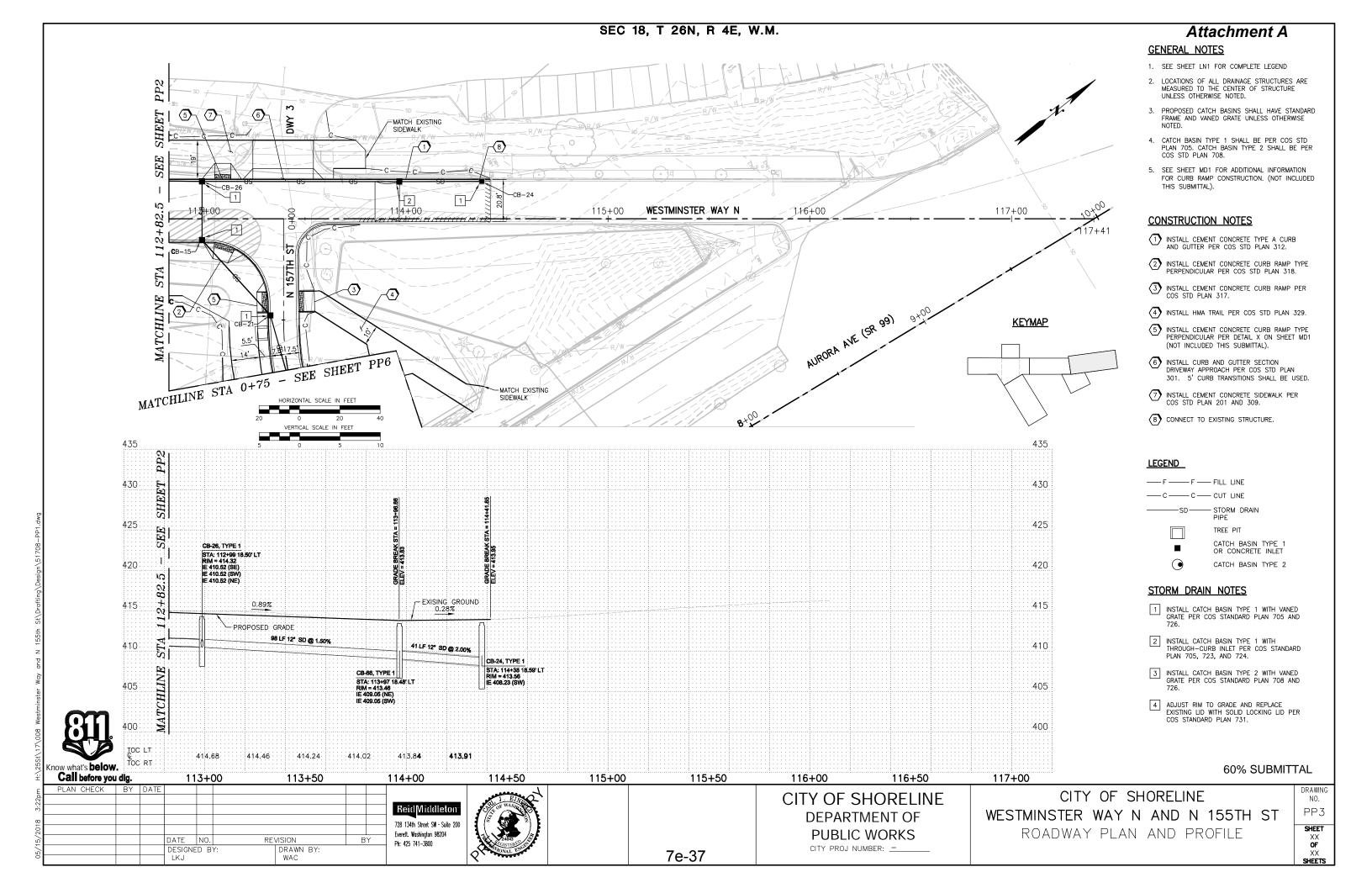


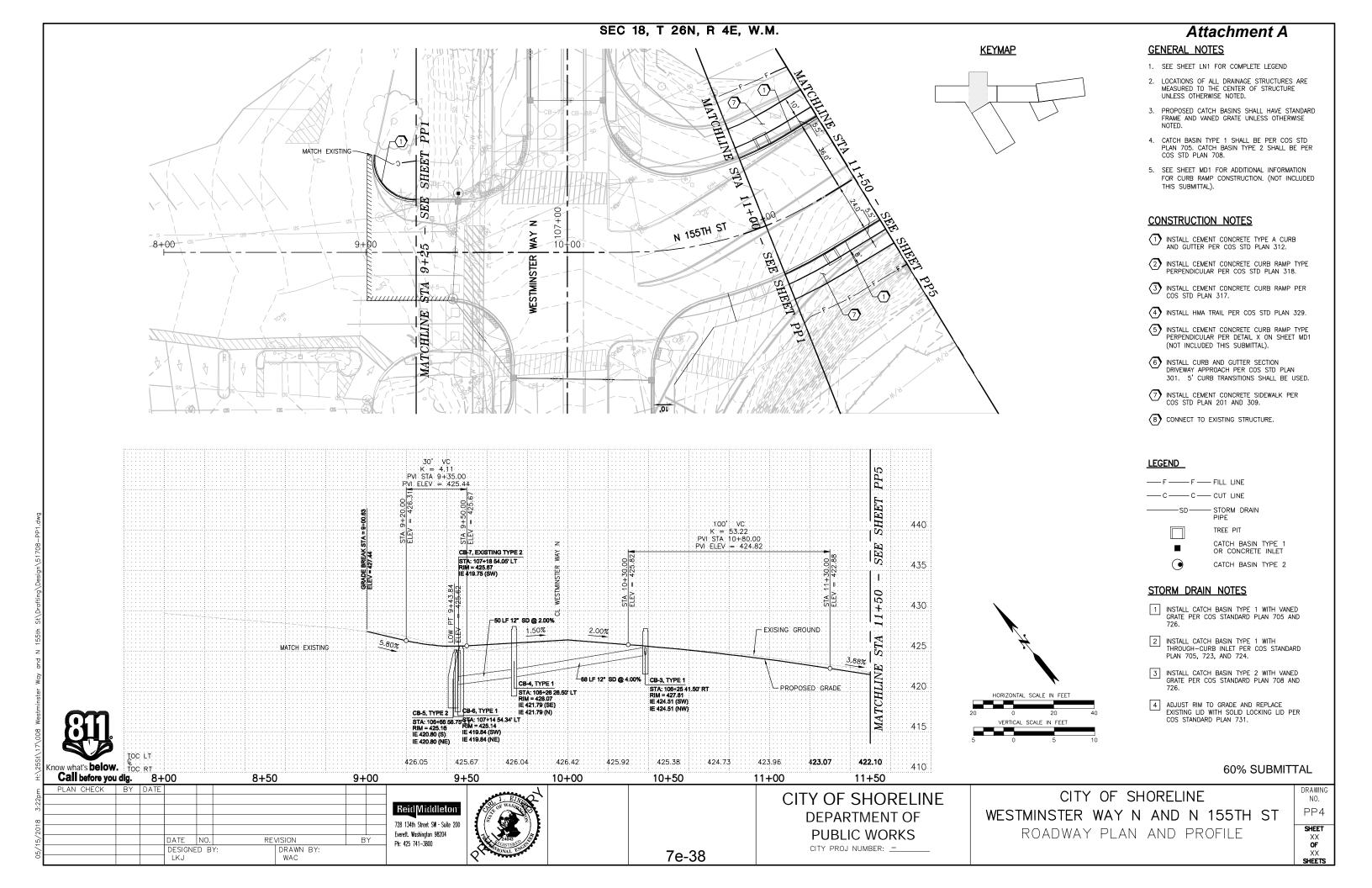


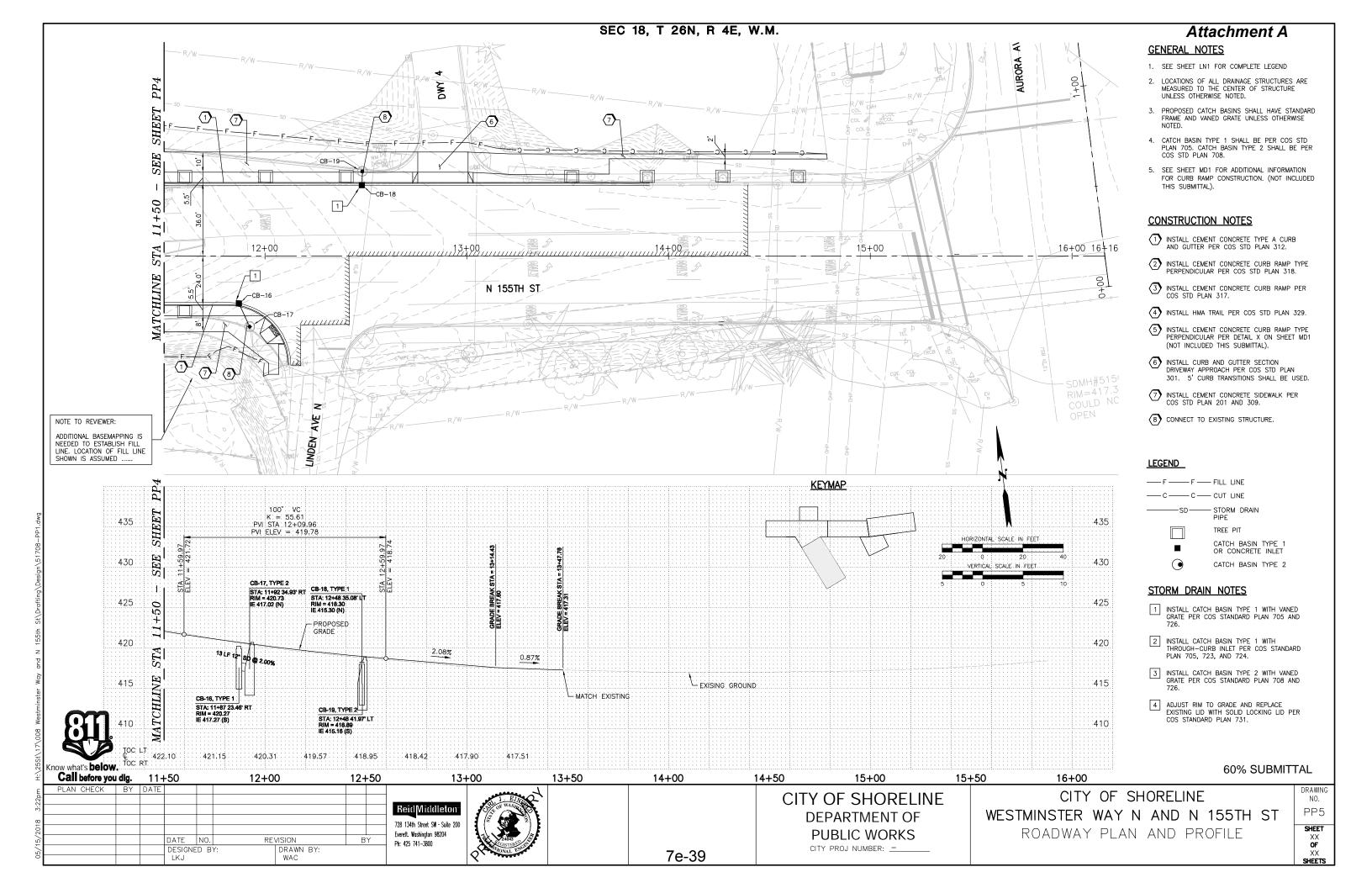


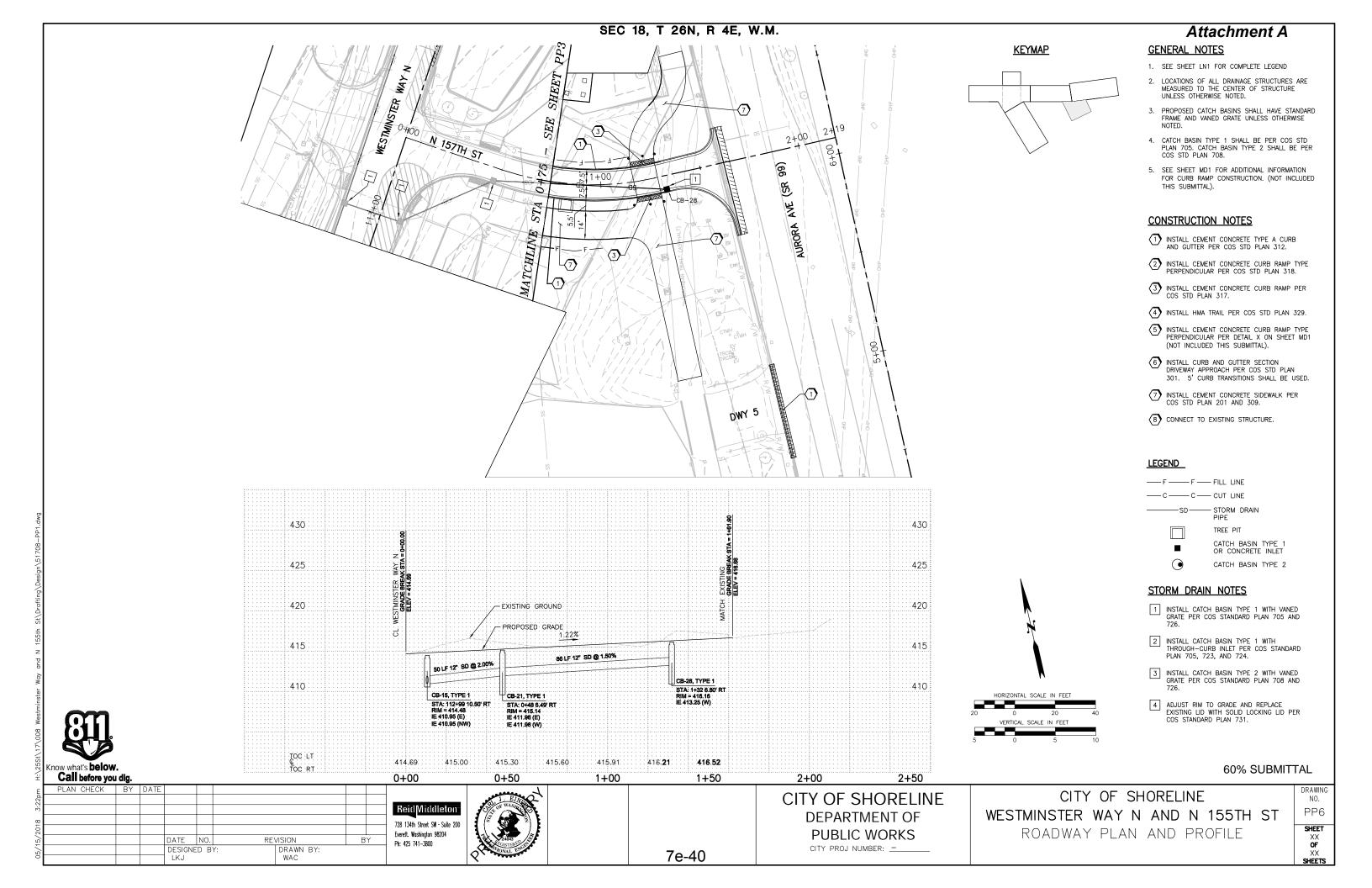


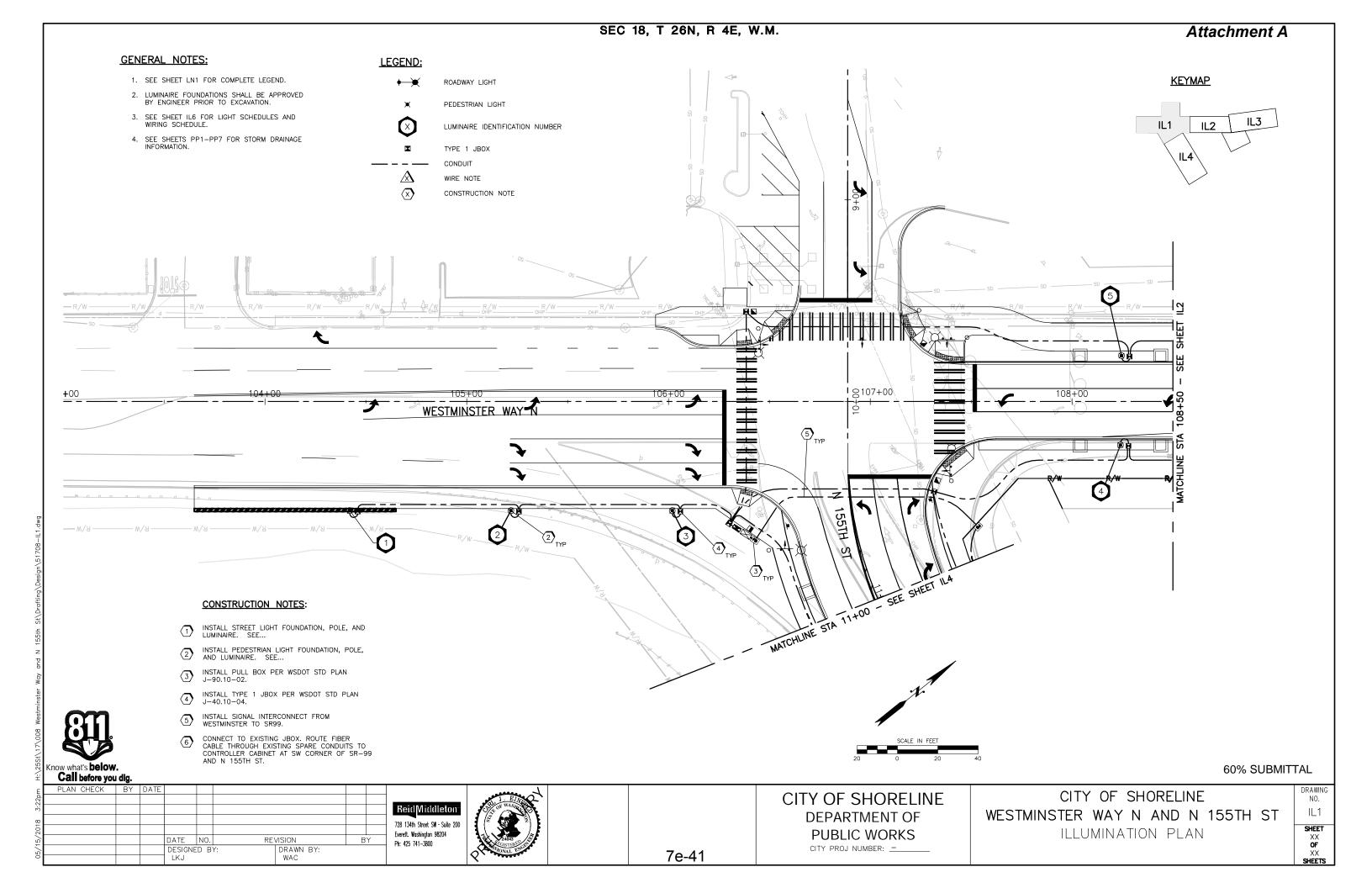












─₩ESTMINSTER WAY N

12

7e-42

1

112+00

GENERAL NOTES:

- 1. SEE SHEET LN1 FOR COMPLETE LEGEND.
- 2. LUMINAIRE FOUNDATIONS SHALL BE APPROVED BY ENGINEER PRIOR TO EXCAVATION.
- 3. SEE SHEET IL6 FOR LIGHT SCHEDULES AND WIRING SCHEDULE.
- 4. SEE SHEETS PP1-PP7 FOR STORM DRAINAGE INFORMATION.

ROADWAY LIGHT PEDESTRIAN LIGHT

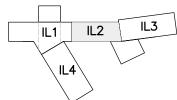
LUMINAIRE IDENTIFICATION NUMBER

TYPE 1 JBOX CONDUIT

WIRE NOTE

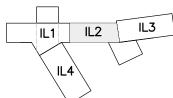
CONSTRUCTION NOTE

KEYMAP



LEGEND:

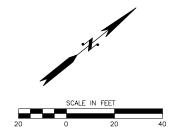
 \otimes



CONSTRUCTION NOTES:

109+00

- INSTALL STREET LIGHT FOUNDATION, POLE, AND LUMINAIRE. SEE...
- INSTALL PEDESTRIAN LIGHT FOUNDATION, POLE, AND LUMINAIRE. SEE...
- INSTALL PULL BOX PER WSDOT STD PLAN J-90.10-02.
- INSTALL TYPE 1 JBOX PER WSDOT STD PLAN J-40.10-04.
- INSTALL SIGNAL INTERCONNECT FROM WESTMINSTER TO SR99.
- CONNECT TO EXISTING JBOX. ROUTE FIBER CABLE THROUGH EXISTING SPARE CONDUITS TO CONTROLLER CABINET AT SW CORNER OF SR-99 AND N 155TH ST.



60% SUBMITTAL

Ï	Call before you	u dig.								
Ε	PLAN CHECK	BY	DATE							Г
3:22pm										
M)										
20										
50										
15/				DATE	NO.	RE'	VISION	В	Υ	
05/1				DESIGNE	D B	Y:	DRAWN BY:			
0				LKJ			WAC			

728 134th Street SW Suite 200 Everett. Washington 98204

110+00

2 TYP

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

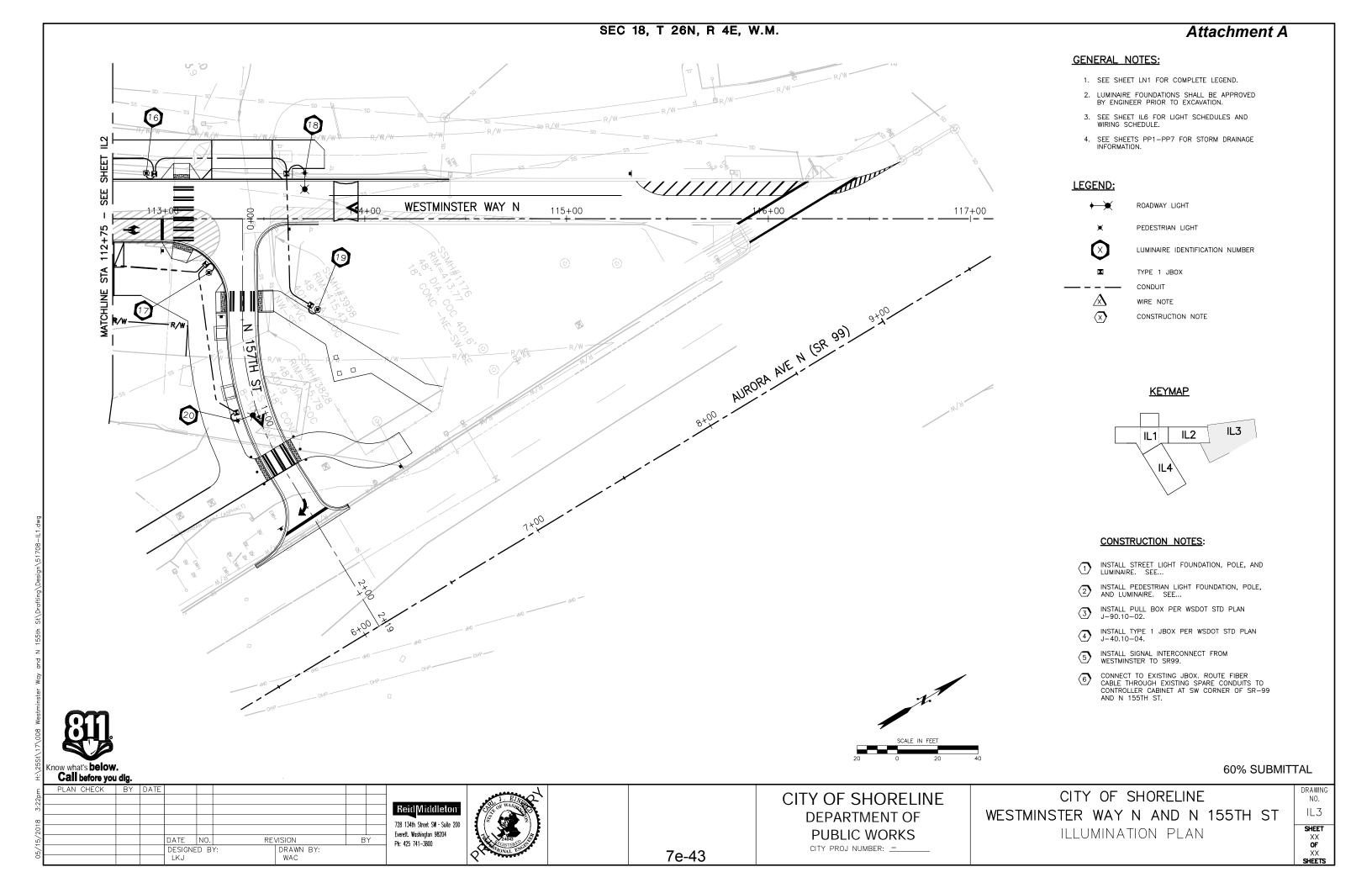
CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST ILLUMINATION PLAN

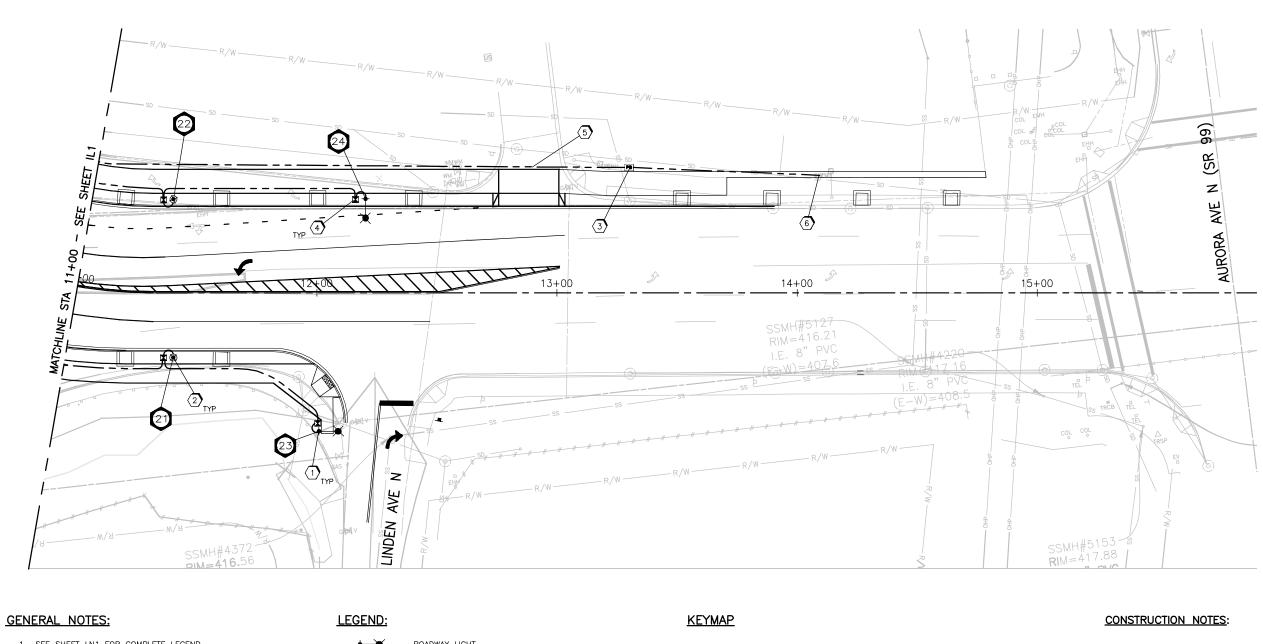
IL2 SHEET

DRAWING

NO.

now what's **below.**





SEC 18, T 26N, R 4E, W.M.

- 1. SEE SHEET LN1 FOR COMPLETE LEGEND.
- 2. LUMINAIRE FOUNDATIONS SHALL BE APPROVED BY ENGINEER PRIOR TO EXCAVATION.
- 3. SEE SHEET IL6 FOR LIGHT SCHEDULES AND WIRING SCHEDULE.
- 4. SEE SHEETS PP1-PP7 FOR STORM DRAINAGE

REVISION

DRAWN BY: WAC

ROADWAY LIGHT



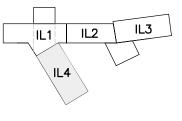
PEDESTRIAN LIGHT LUMINAIRE IDENTIFICATION NUMBER



TYPE 1 JBOX CONDUIT



WIRE NOTE CONSTRUCTION NOTE





INSTALL STREET LIGHT FOUNDATION, POLE, AND LUMINAIRE. SEE...

Attachment A

- INSTALL PEDESTRIAN LIGHT FOUNDATION, POLE, AND LUMINAIRE. SEE...
- (3) INSTALL PULL BOX PER WSDOT STD PLAN J-90.10-02.
- INSTALL TYPE 1 JBOX PER WSDOT STD PLAN J-40.10-04.
- INSTALL SIGNAL INTERCONNECT FROM WESTMINSTER TO SR99.
- CONNECT TO EXISTING JBOX. ROUTE FIBER CABLE THROUGH EXISTING SPARE CONDUITS TO CONTROLLER CABINET AT SW CORNER OF SR-99 AND N 155TH ST.

now what's below Call before you				
PLAN CHECK	BY	DATE		

DATE NO.

DESIGNED BY

728 134th Street SW Suite 200 Everett. Washington 98204



	CITY OF SHORELIN
	DEPARTMENT OF
	PUBLIC WORKS
	CITY PROJ NUMBER: -
7e-44	

CITY OF SHORELINE
DEPARTMENT OF
PUBLIC WORKS

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST ILLUMINATION PLAN

DRAWING	
NO.	
114	
'-'	
SHEET	
XX	
OF	
I YY	

SHEETS

60% SUBMITTAL

	ROADWAY LIGHT STANDARD SCHEDULE										
LUM NO.	CIRCUIT NO.	STATION, OFFSET	LUMINAIRE TYPE	MOUNTING HEIGHT	MAST ARM LENGTH	BASE TYPE					
7	-	STA XX+XX.X, XX.X RT	GC2-90F-MV-NW-2-GY-700-WL-PCR7	35'	6'	FIXED					
10	_	STA XX+XX.X, XX.X RT	GC2-90F-MV-NW-2-GY-700-WL-PCR7	35'	6'	FIXED					
15	_	STA XX+XX.X, XX.X RT	GC2-90F-MV-NW-2-GY-700-WL-PCR7	35'	6'	FIXED					
18	_	STA XX+XX.X, XX.X RT	GC2-90F-MV-NW-2-GY-700-WL-PCR7	35'	6'	FIXED					
20	-	STA XX+XX.X, XX.X RT	GC2-90F-MV-NW-2-GY-700-WL-PCR7	35'	6'	FIXED					
23	-	STA XX+XX.X, XX.X RT	GC2-90F-MV-NW-2-GY-700-WL-PCR7	35'	6'	FIXED					
24	_	STA XX+XX.X, XX.X RT	GC2-90F-MV-NW-2-GY-700-WL-PCR7	35'	6'	FIXED					

		PEDESTRIAN	LIGHT STANDARD SCHEDULE		
LUM NO.	CIRCUIT NO.	STATION, OFFSET	LUMINAIRE TYPE	MOUNTING HEIGHT	BASE TYPE
1	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
2	_	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
3	_	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
4	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
5	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
6	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
8	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
9	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
11	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
12	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
13	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
14	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
16	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
17	_	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
19	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
21	-	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED
22	_	STA XX+XX.X, XX.X' LT	SCL STD NO. 5723.15-031859	14'	FIXED

	BREAKER SCHEDULE WESTMINSTER ROAD												
	TYPE D SERVICE (120/240V) - 100 AMPS MAIN BREAKER												
CIRCUITS BREAKER RATING CO		CONTACTOR	VOLTAGE	LOAD (KVA)	REMARKS								
1	ILLUM A	30 AMPS	30 AMPS	240									
2	ILLUM B	30 AMPS	30 AMPS	240									
3	ILLUM C	30 AMPS	30 AMPS	240									
			CONTINUOUS	S LOAD									

Attachment A

CONDUIT RUN NO.	CONDUIT SIZE	ILLUM #8	ILLUM #6	ILLUM #4	GROUND	SERVICE 250KCM	REMARKS
							SERVICE ENTRANCE

60% SUBMITTAL

now what's **below. Call** before you dig. DATE NO.
DESIGNED BY: REVISION
DRAWN BY:
WAC

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



CITY OF SHORELINE DEPARTMENT OF PUBLIC WORKS

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST ILLUMINATION DETAILS

DRAWING NO. IL5 SHEET

XX

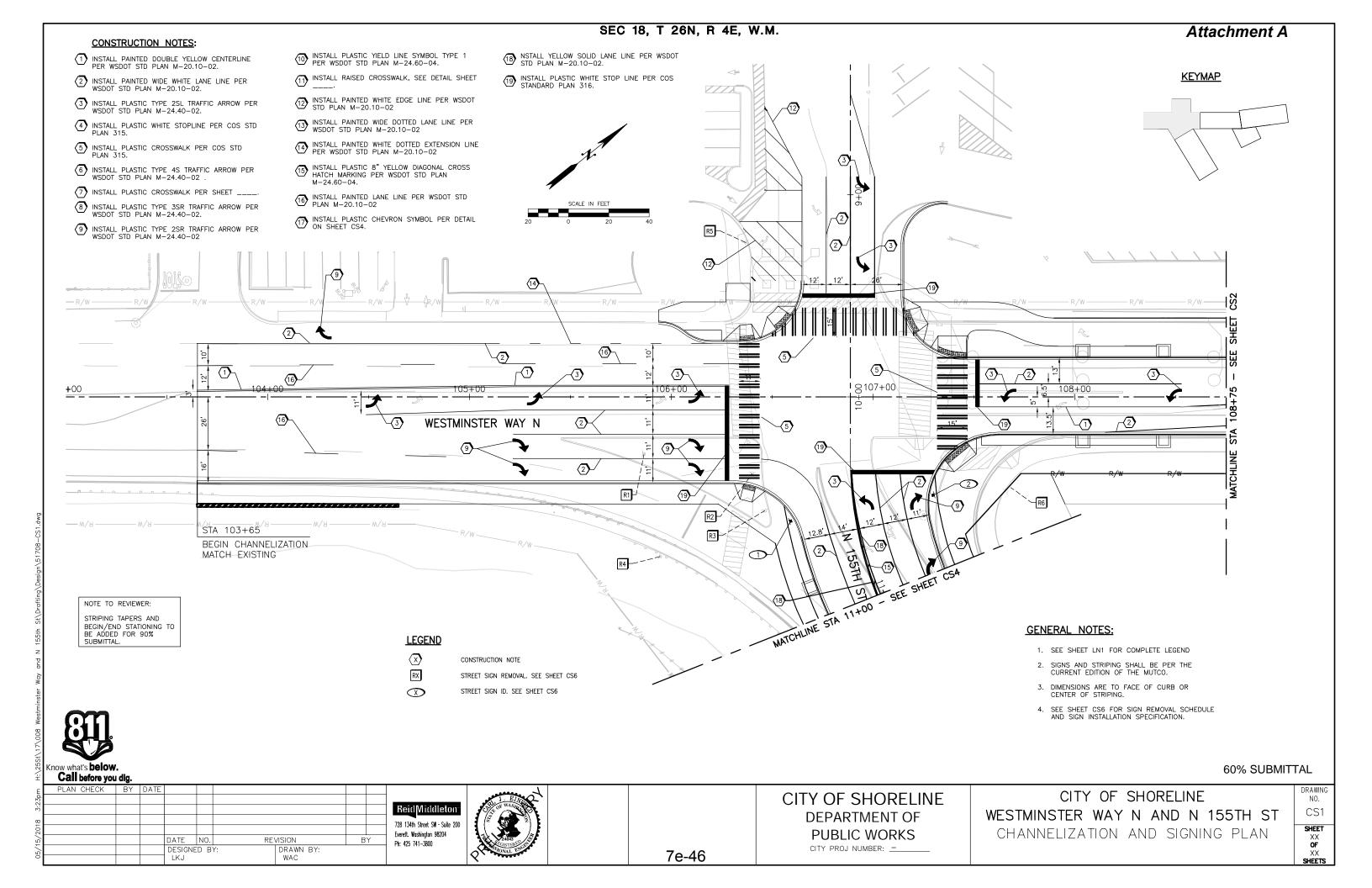
OF

XX

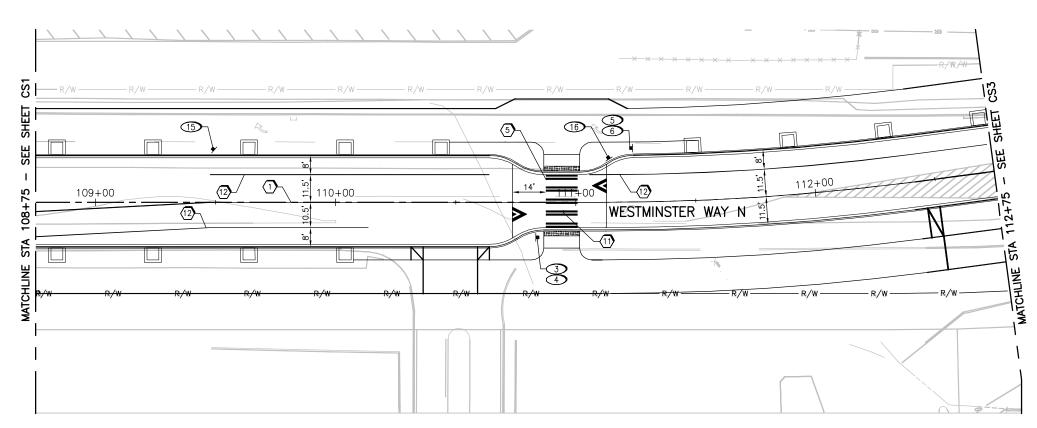
SHEETS

7e-45

CITY PROJ NUMBER: ____



SEC 18, T 26N, R 4E, W.M.



LEGEND

 $\langle X \rangle$

CONSTRUCTION NOTE

RX

STREET SIGN REMOVAL. SEE SHEET CS6

 \bigcirc

STREET SIGN ID. SEE SHEET CS6

GENERAL NOTES:

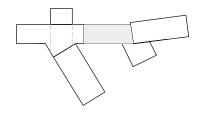
- 1. SEE SHEET LN1 FOR COMPLETE LEGEND
- 2. SIGNS AND STRIPING SHALL BE PER THE CURRENT EDITION OF THE MUTCO.
- 3. DIMENSIONS ARE TO FACE OF CURB OR CENTER OF STRIPING.
- 4. SEE SHEET CS6 FOR SIGN REMOVAL SCHEDULE AND SIGN INSTALLATION SPECIFICATION.

Attachment A

CONSTRUCTION NOTES:

- 1) INSTALL PAINTED DOUBLE YELLOW CENTERLINE PER WSDOT STD PLAN M-20.10-02.
- (2) INSTALL PAINTED WIDE WHITE LANE LINE PER WSDOT STD PLAN M-20.10-02.
- $\ensuremath{\mbox{(3)}}$ INSTALL PLASTIC TYPE 2SL TRAFFIC ARROW PER WSDOT STD PLAN M-24.40-02.
- 4 INSTALL PLASTIC WHITE STOPLINE PER COS STD
- 5 INSTALL PLASTIC CROSSWALK PER COS STD PLAN 315.
- $\begin{picture}(6)\put(0.000){$<$} \end{picture}$ install plastic type 4s traffic arrow per wsdot std plan M-24.40-02 .
- (7) INSTALL PLASTIC CROSSWALK PER SHEET ____.
- 8 INSTALL PLASTIC TYPE 3SR TRAFFIC ARROW PER WSDOT STD PLAN M-24.40-02.
- 9 INSTALL PLASTIC TYPE 2SR TRAFFIC ARROW PER WSDOT STD PLAN M-24.40-02
- 10 INSTALL PLASTIC YIELD LINE SYMBOL TYPE 1 PER WSDOT STD PLAN M-24.60-04.
- 11) INSTALL RAISED CROSSWALK, SEE DETAIL SHEET
- (12) INSTALL PAINTED WHITE EDGE LINE PER WSDOT STD PLAN M-20.10-02
- (13) INSTALL PAINTED WIDE DOTTED LANE LINE PER WSDOT STD PLAN M-20.10-02
- (14) INSTALL PAINTED WHITE DOTTED EXTENSION LINE PER WSDOT STD PLAN M-20.10-02
- (15) INSTALL PLASTIC 8" YELLOW DIAGONAL CROSS HATCH MARKING PER WSDOT STD PLAN M-24.60-04.
- 16 INSTALL PAINTED LANE LINE PER WSDOT STD PLAN M-20.10-02
- 17) INSTALL PLASTIC CHEVRON SYMBOL PER DETAIL ON SHEET CS4.
- 18 INSTALL YELLOW SOLID LANE LINE PER WSDOT STD PLAN M-20.10-02.
- 19 INSTALL PLASTIC WHITE STOP LINE PER COS STANDARD PLAN 316.

KEYMAP



60% SUBMITTAL

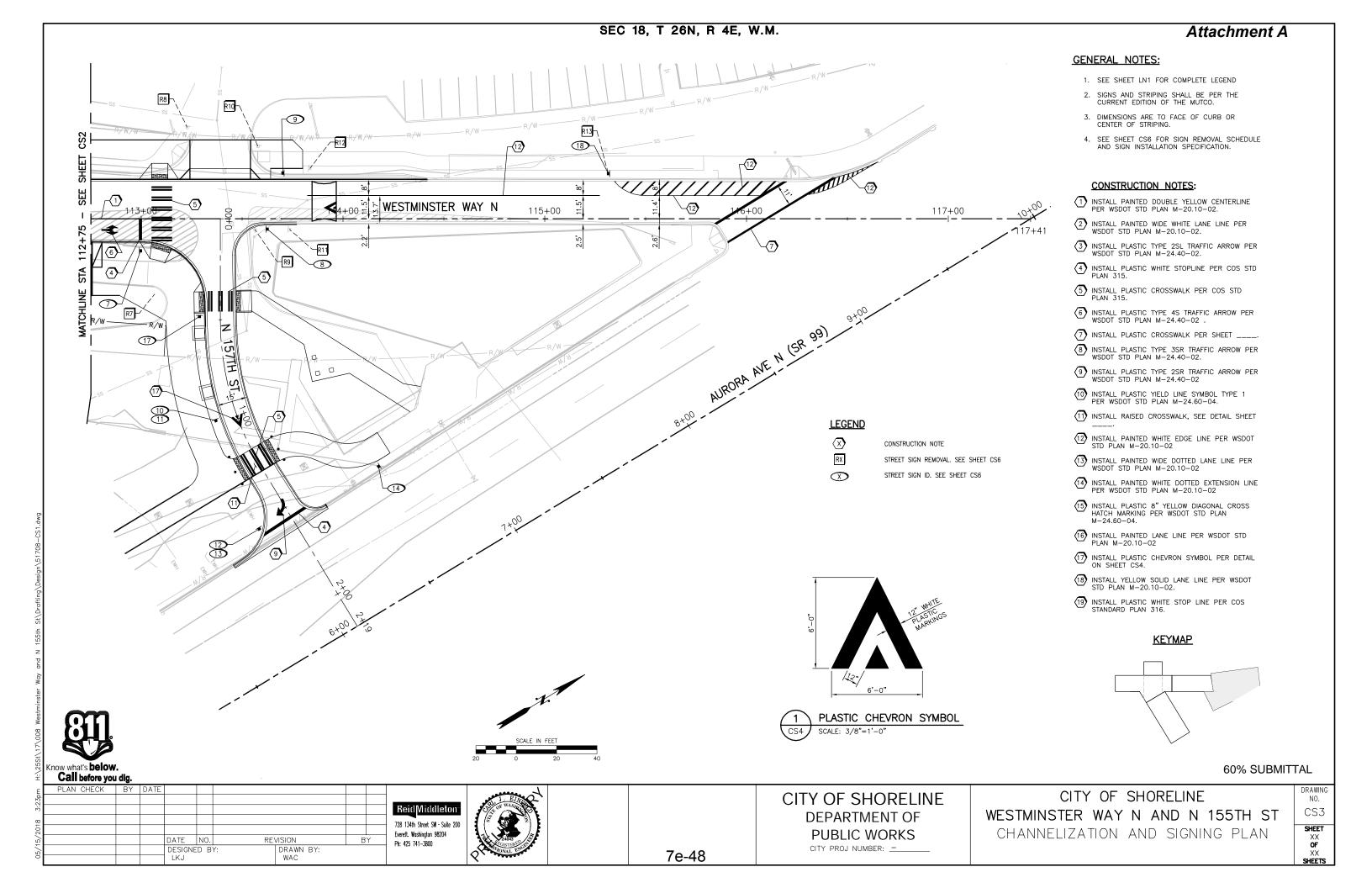
Ξ	Call before you	u dig.								
Ε	PLAN CHECK	BY	DATE							
3:23pm										ReidMiddleton
ω										728 134th Street SW · Suite 200
201										Everett. Washington 98204
15/				DATE	NO.	RE\	/ISION	В	Υ	Ph: 425 741-3800
05/1				DESIGN	ED B	BY:	DRAWN BY:			1 11. 12.5 711 3000
0				LKJ			WAC			

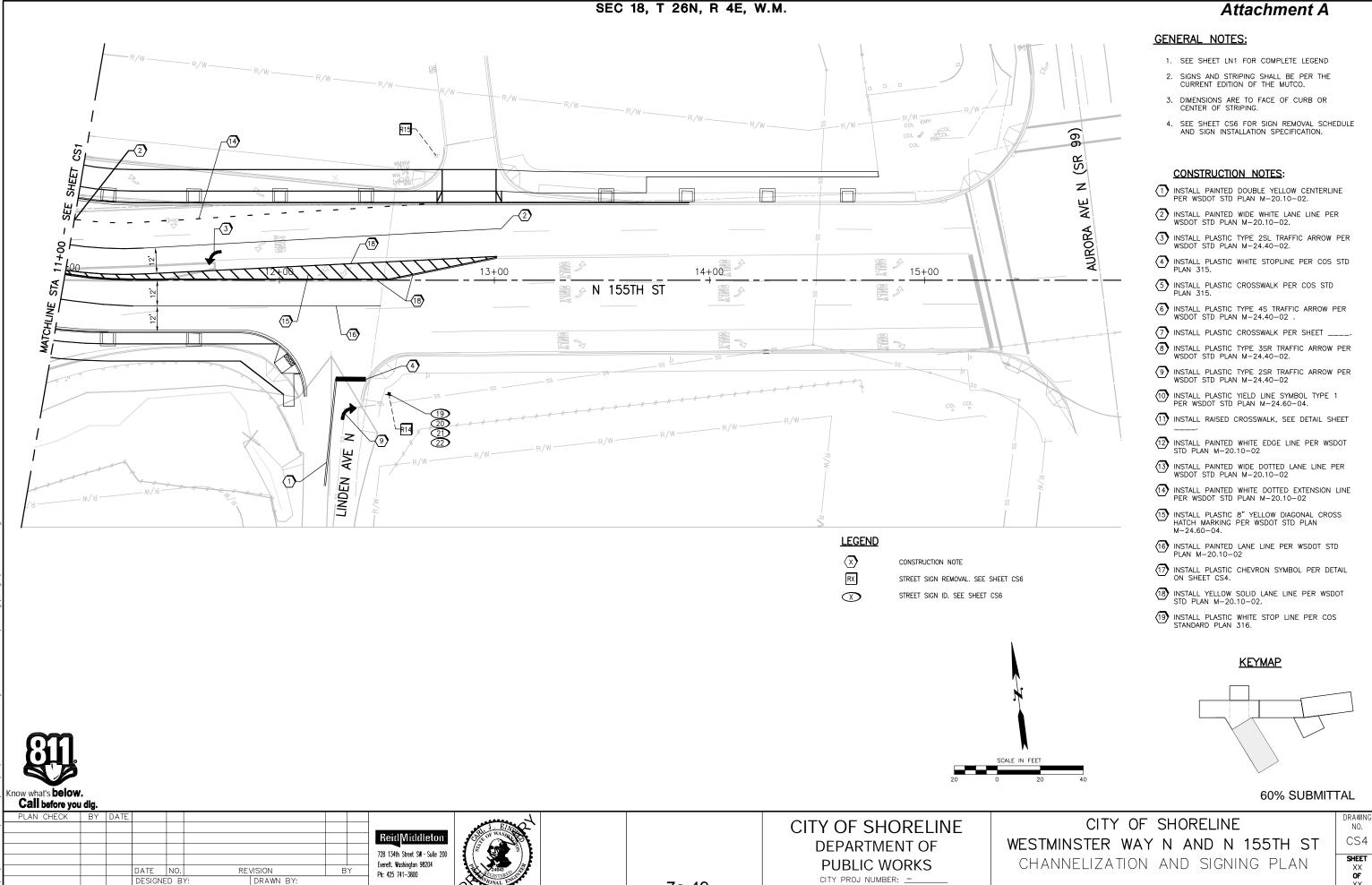
PUBLIC WORKS CITY PROJ NUMBER: ____ 7e-47

CITY OF SHORELINE **DEPARTMENT OF**

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST CHANNELIZATION AND SIGNING PLAN

DRAWING NO. CS2 SHEET





7e-49

WAC

CS4 SHEET

Atta	۸h	m	<u> </u>	4	<u> </u>
Alla	CH	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	en.	ι	A

	SIGN REMOVAL SCHEDULE										
R1	EXISTING SIGN LOCATION										
SIGN NO.	STATION	OFFSET (FT)	DESCRIPTION	REMARKS							
R1	105+86	29' RT	AURORA AVE N	REMOVE EXISTING SIGN & POST							
R2	106+38	22' RT	NO RIGHT TURN SYMBOL	REMOVE EXISTING SIGN & POST							
R3	106+46	57' RT	AURORA; AURORA AVE N	REMOVE EXISTING SIGNS & POST							
R4	105+94	80' RT	STOP HERE ON RED	REMOVE EXISTING SIGN & POST							
R5	106+37	77' LT	RIGHT LANE MUST TURN RIGHT	REMOVE EXISTING SIGN & POST							
R6	107+67	45' RT	YIELD	REMOVE EXISTING SIGN & POST							
R7	113+06	38' RT	STOP	REMOVE EXISTING SIGN & POST							
R8	113+23	46' LT	STOP	REMOVE EXISTING SIGN & POST							
R9	113+56	5' RT	STOP; ONE WAY (2 SIGNS)	REMOVE EXISTING SIGNS & POST							
R10	113+58	36' LT	ONE WAY	REMOVE EXISTING SIGN & POST							
R11	113+74	5' RT	DO NOT ENTER SYMBOL	REMOVE EXISTING SIGN & POST							
R12	113+83	25' LT	DO NOT ENTER SYMBOL	REMOVE EXISTING SIGN & POST							
R13	115+32	22' LT	STOP	REMOVE EXISTING SIGN, POST REMAINS							
R14	12+50	53' RT	STOP; STREET NAMES	REMOVE EXISTING SIGNS & POST							
R15	12+73	58' LT	STOP	REMOVE EXISTING SIGN & POST							

SIGN INSTALLATION SPECIFICATION									
①									
SIGN NO.	LOCATION	OFFSET	DESIGNATION	SIGN SIZE	REMARKS				
1			R9—3BL (USE CROSSWALK WITH LEFT ARROW)	18" X 12"	NEW, ORIENT TO FACE PEDESTRIANS				
2			R9-3BR (USE CROSSWALK WITH RIGHT ARROW)	18" X 12"	NEW, ORIENT TO FACE PEDESTRIANS				
3			W11-2 (ADVANCE PEDESTRIAN CROSSING)	36" x 36"	NEW, MOUNT ABOVE SIGN 4				
4			W16-7L (DIAGONAL DOWNWARD ARROW 135 PLAQUE)	30" x 18"	NEW, MOUNT BELOW SIGN 3				
5			W11-2 (ADVANCE PEDESTRIAN CROSSING)	36" x 36"	NEW, MOUNT ABOVE SIGN 6				
6			W16-7L (DIAGONAL DOWNWARD ARROW 135 PLAQUE)	30" x 18"	NEW, MOUNT BELOW SIGN 5				
7			R1-1 (STOP)	36" X 36"	NEW				
8			R5-1 (DO NOT ENTER SYMBOL)	36" x 36"	NEW				
9			R5-1 (DO NOT ENTER SYMBOL)	36" x 36"	NEW, MOUNT ON POLE				
10			W11-15 (BICYCLE/PEDESTRIAN WARNING)	36" x 36"	NEW, MOUNT ON POLE ABOVE SIGN 11				
11			W11-15P (TRAIL CROSSING)	30" x 18"	NEW, MOUNT BELOW SIGN 10				
12			R1-1 (STOP)	36" X 36"	NEW, MOUNT ABOVE SIGN 13				
13			R3-2 (NO LEFT TURN SYMBOL)	36" x 36"	NEW, MOUNT BELOW SIGN 12				
14			R3-1 (NO RIGHT TURN SYMBOL)	36" x 36"	NEW				
15			R7-1 (NO PARKING ANYTIME WITH ARROW)	12" X 18"	NEW				
16			R7-1 (NO PARKING ANYTIME WITH ARROW)	12" X 18"	NEW				
17			R2-1 (SPEED LIMIT 20)	36" x 48"	NEW				
18	115+32	22' LT	R2-1 (SPEED LIMIT 30)	36" x 48"	NEW				
19			STREET NAME SIGN (LINDEN AVE N)	48" X 9"	NEW, MOUNT ABOVE SIGN 20				
20			STREET NAME SIGN (N 155TH ST)	48" X 9"	NEW, MOUNT BELOW SIGN 19				
21			R1-1 (STOP)	36" X 36"	NEW, MOUNT BELOW SIGN 20				
22			R3-2 (NO LEFT TURN SYMBOL)	36" X 36"	NEW, MOUNT BELOW SIGN 21				

NOTE: STREET NAME SIGNS SHALL COMPLY WITH CITY OF SHORELINE STANDARD DRAWING NO. 517

w what's **below**.

Know what's **below. Call before you dig.**

PLAN CHECK BY DATE

DATE NO. REVISION BY

DESIGNED BY: DRAWN BY:

LKJ WAC

Reid Widdleton

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



Te-50

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

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST SIGNAGE SCHEDULE

DRAWING NO. CS5

60% SUBMITTAL

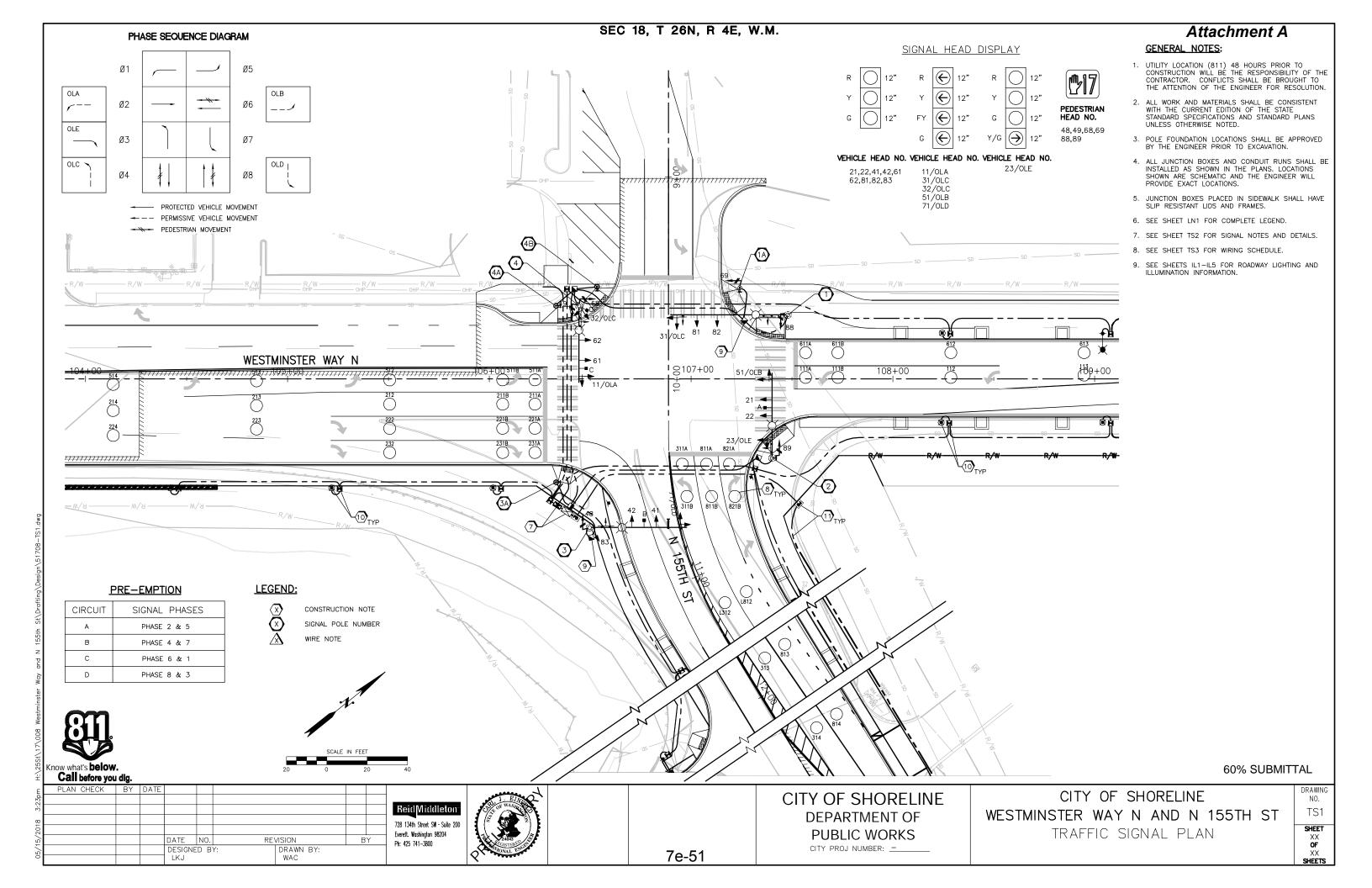
SHEET

XX

OF

XX

SHEETS



15 3"

19 3"

21 2"

24 2"

16 4"

17

18 4"

20

22 2"

23

RUN CONDUIT SERVICE POWER ILLUM. DET 2C(S)

COMMENTS

RUN

15

16

17

18

19

20 21

22

23

24

SIGNAL DISPLY NOTES:

- 1. ALL VEHICLE SIGNAL HEADS SHALL HAVE LED DISPLAYS, TUNNEL VISORS, BACKPLATES, AND TYPE M MOUNTING (EXCEPT HEADS 32/OLA AND 83 SHALL HAVE TYPE K MOUNTING). BACKPLATES SHALL BE BLACK AND LOUVERED WITH A 3" WIDE STRIP OF YELLOW REFLECTIVE TAPE AROUND THE PERIMETER OF EACH.
- 2. ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE LED COUNTDOWN DISPLAYS AND TYPE E MOUNTINGS.
- 3. ALL MAST-ARM MOUNTED STREET NAME SIGNS SHALL ALL MASI-ARM MUUNIED STREET NAME SIGNS SHAH
 HAVE HIGH INTENSITY TYPE IV PRISMATIC SHEETING
 AND MOUNTED WITH STAINLESS STEEL STRAPS PER
 WSDOT STANDARD PLAN G—30.10—04.
- 4. PEDESTRIAN PUSHBUTTONS SHALL BE ACCESSIBLE PEDESTRIAN SIGNAL DETECTORS AND MOUNTED PER MANUFACTURERS RECOMMENDATIONS AND WSDOT STANDARD PLAN J-20.26-01.

CONSTRUCTION NOTES:

- (1) CONSTRUCT FOUNDATION PER WSDOT STD. PLANS J-26.10-03 AND J-26.15-01. FURNISH AND INSTALL TYPE III SIGNAL POLE WITH 58' MAST ARM, ONE 16 LUMINAIRE ARM WITH ___ WATT LED LUMINAIRE, THREE VEHICLE SIGNAL HEADS, ONE STREET NAME SIGN, ONE "NO U-TURN" SIGN, ONE POLE MOUNTED TERMINAL CABINET, ONE PEDESTRIAN SIGNAL HEAD, AND ONE PEDESTRIAN PUSHBUTTON ASSEMBLY.
- TA FURNISH AND INSTALL FOUNDATION PER WSDOT STD. PLAN J-20.10-03. FURNISH AND INSTALL TYPE PS SIGNAL POLE, ONE PEDESTRIAN SIGNAL HEAD, AND ONE PEDESTRIAN PUSHBUTTON
- 2) CONSTRUCT FOUNDATION PER WSDOT STD. PLANS J-26.10-03 AND J-26.15-01. FURNISH AND INSTALL TYPE III SIGNAL POLE WITH 42' MAST ARM, ONE 16'LUMINAIRE ARM WITH ___ WATT LED LUMINAIRE, FOUR VEHICLE SIGNAL HEADS, ONE EVP DETECTOR, ONE STREET NAME SIGN, ONE POLE MOUNTED TERMINAL CABINET, ONE PEDESTRIAN SIGNAL HEAD, AND ONE PEDESTRIAN PUSHBUTTON ASSEMBLY.
- FURNISH AND INSTALL FOUNDATION PER WSDOT STD. PLAN J-20.10-03. FURNISH AND INSTALL TYPE PPB SIGNAL POLE, AND ONE PEDESTRIAN PUSHBUTTON ASSEMBLY.
- CONSTRUCT FOUNDATION PER WSDOT STD. PLANS J-26.10-03 AND J-26.15-01. FURNISH AND INSTALL TYPE III SIGNAL POLE WITH 48' MAST ARM, ONE 16'LUMINAIRE ARM WITH __ WATT LED LUMINAIRE, FOUR VEHICLE SIGNAL HEADS, ONE VIDEO DETECTION CAMERA, ONE PTZ CAMERA, ONE EVP DETECTOR, ONE STREET NAME SIGN, ONE POLE MOUNTED TERMINAL CABINET, AND ONE PEDESTRIAN SIGNAL HEAD.
- TO PLAN 1-20 10 07 FIRST PLAN 1-20 10 07 FIR STD. PLAN J-20.10-03. FURNISH AND INSTALL TYPE PPB SIGNAL POLE, AND ONE PEDESTRIAN PUSHBUTTON ASSEMBLY.
- 4 CONSTRUCT FOUNDATION PER WSDOT STD. PLANS J-26.10-03 AND J-26.15-01. FURNISH AND INSTALL TYPE III SIGNAL POLE WITH 40' MAST ARM, ONE 12'LUMINAIRE ARM WITH __ WATT LED LUMINARIE, FOUR VEHICLE SIGNAL
 HEADS, TWO EVP DETECTORS, ONE STREET NAME
 SIGN, ONE POLE MOUNTED TERMINAL CABINET,
 AND TWO PEDESTRIAN SIGNAL HEADS.
- FURNISH AND INSTALL FOUNDATION PER WSDOT STD. PLAN J-20.10-03. FURNISH AND INSTALL TYPE PPB SIGNAL POLE, AND ONE PEDESTRIAN PUSHBUTTON ASSEMBLY.
- FURNISH AND INSTALL FOUNDATION PER WSDOT STD. PLAN J-20.10-03. FURNISH AND INSTALL TYPE PPB SIGNAL POLE, AND ONE PEDESTRIAN PUSHBUTTON ASSEMBLY.
- FURNISH AND INSTALL TYPE P CONTROLLER CABINET AND SERVICE CABINET ON SINGLE FOUNDATION PER DETAIL ___.
- 8 INSTALL LOOP PER COS STD. PLAN 420.
- INSTALL JUNCTION BOX PER WSDOT STD PLANS J-40.30-04 AND J-40.30-04.
- INSTALL ILLUMINATION SYSTEM. SEE ILLUMINATION PLANS (IL1-IL6) FOR ADDITIONAL
- (1) INSTALL SIGNAL INTERCONNECT TO EXISTING FACILITIES AT SR-99. SEE ILLUMINATION PLANS (IL1-IL6) FOR ADDITIONAL INFORMATION.

Everett. Washington 98204

Ph: 425 741-3800

NO.	SIZE	WIRE	#10	#8	TWISTED			EVP 3CS	HEAD 5C	HEAD	HEAD	DUAL	BONDING	FILL	FILL	33	NO.
		#2			2-#14	LOOP	PPB	363	5C	7C	10C	ELEMENT	#8		(26%)		
1	SAWCUT																1
2	2"																2
3	2"																3
4	2"																4
5	2"																5
6	2"																6
7	2"																7
8	3"																8
9	4"																9
10	3"																10
11	4"																11
12	2"																12
13	2" RGS																13
14	2"																14

CONDUIT AND WIRING SCHEDULE*

VEHICLE VEHICLE VIDEO GROUND/ CONDUIT ALLOW.

*WIRING SCHEDULE TO BE COMPLETED FOR 90% SUBMITTAL

60% SUBMITTAL

Call before you dig. PLAN CHECK BY DATE REVISION BY DESIGNED BY DRAWN BY WAC

728 134th Street SW - Suite 200



CITY OF SHORELINE **DEPARTMENT OF** PUBLIC WORKS

WESTMINSTER WAY N AND N 155TH ST SIGNAL NOTES AND DETAILS

CITY OF SHORELINE

TS2 SHEET

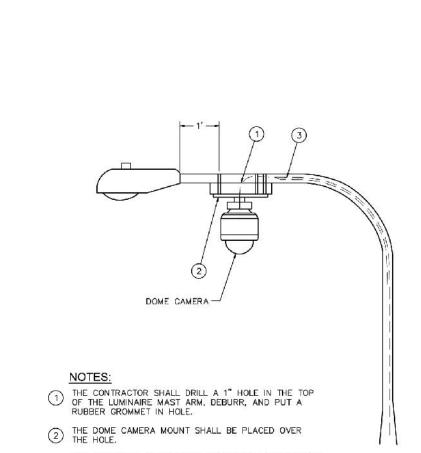
DRAWING

NO.

7e-52

CITY PROJ NUMBER: ____

now what's **below.**



THE COMPOSITE CABLE SHALL BE PULLED THROUGH THE LUMINAIRE ARM, THROUGH THE 1" HOLE, THROUGH THE CAMERA MOUNT, AND INTO THE CAMERA HOUSING.

DOME PTZ CAMERA ON LUMINAIRE ARM MOUNTING DETAIL

NOT TO SCALE

now what's **below**

Know what's **below. Call before you dig.**

PLAN CHECK BY DATE

DATE NO. REVISION BY

DESIGNED BY: DRAWN BY:
LKJ WAC

Reid Viddleton

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

AL WAS NOT
24043 EGISTER SEE
ONAL EDG

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

LINE F S

CITY OF SHORELINE
WESTMINSTER WAY N AND N 155TH ST
SIGNAL DETAILS

DRAWING NO. TS3

60% SUBMITTAL

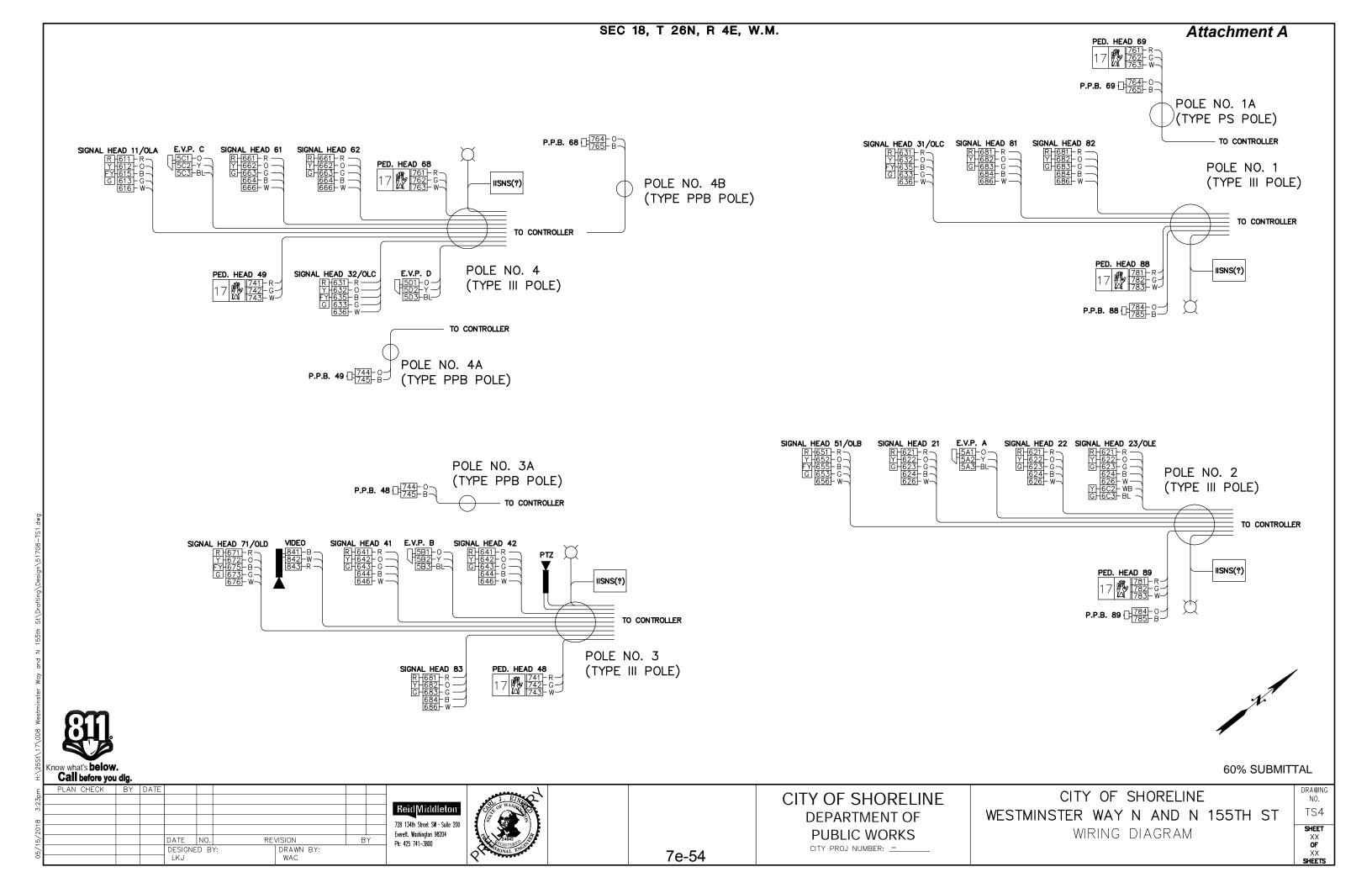
SHEET

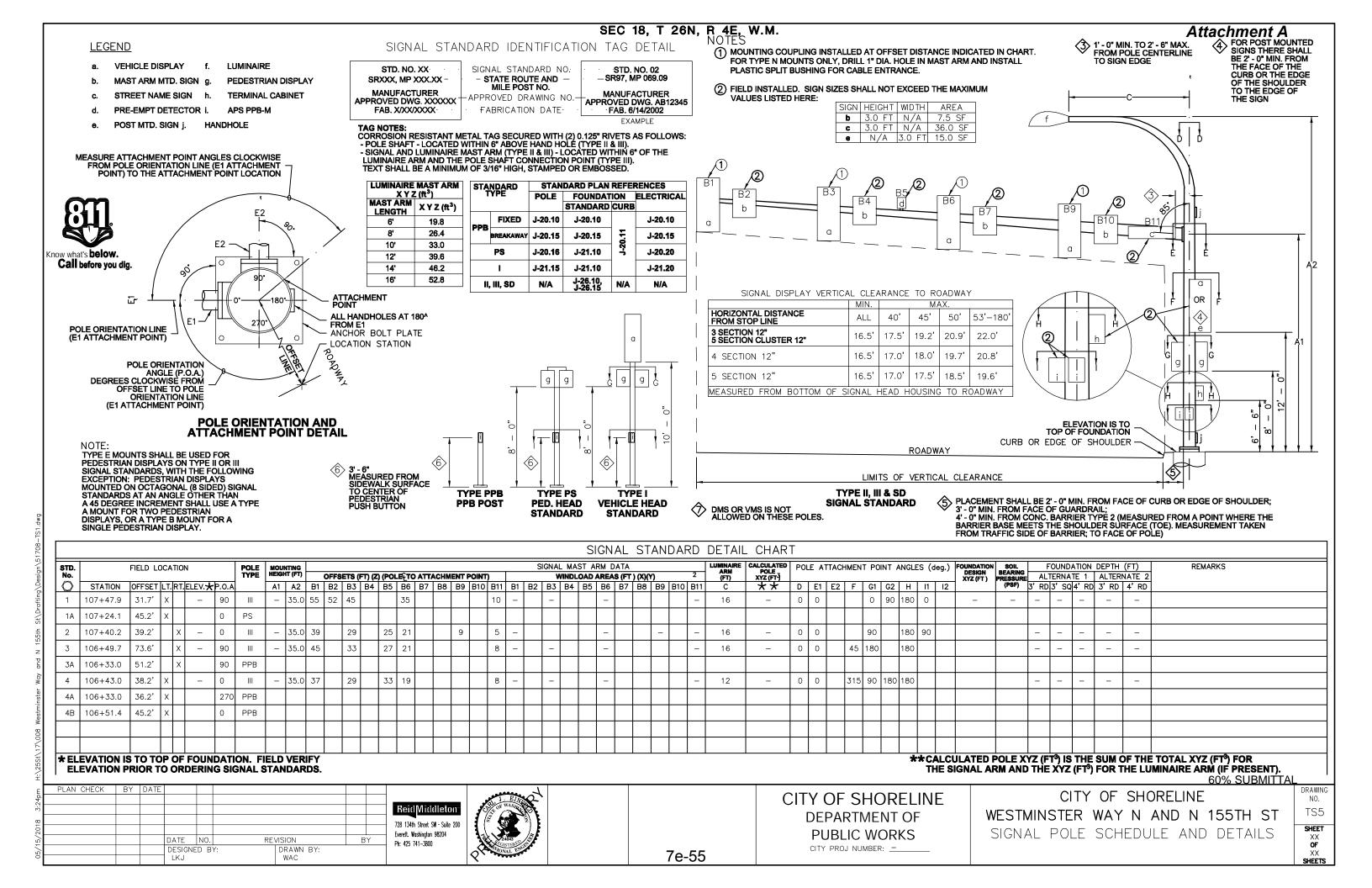
XX

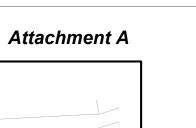
OF

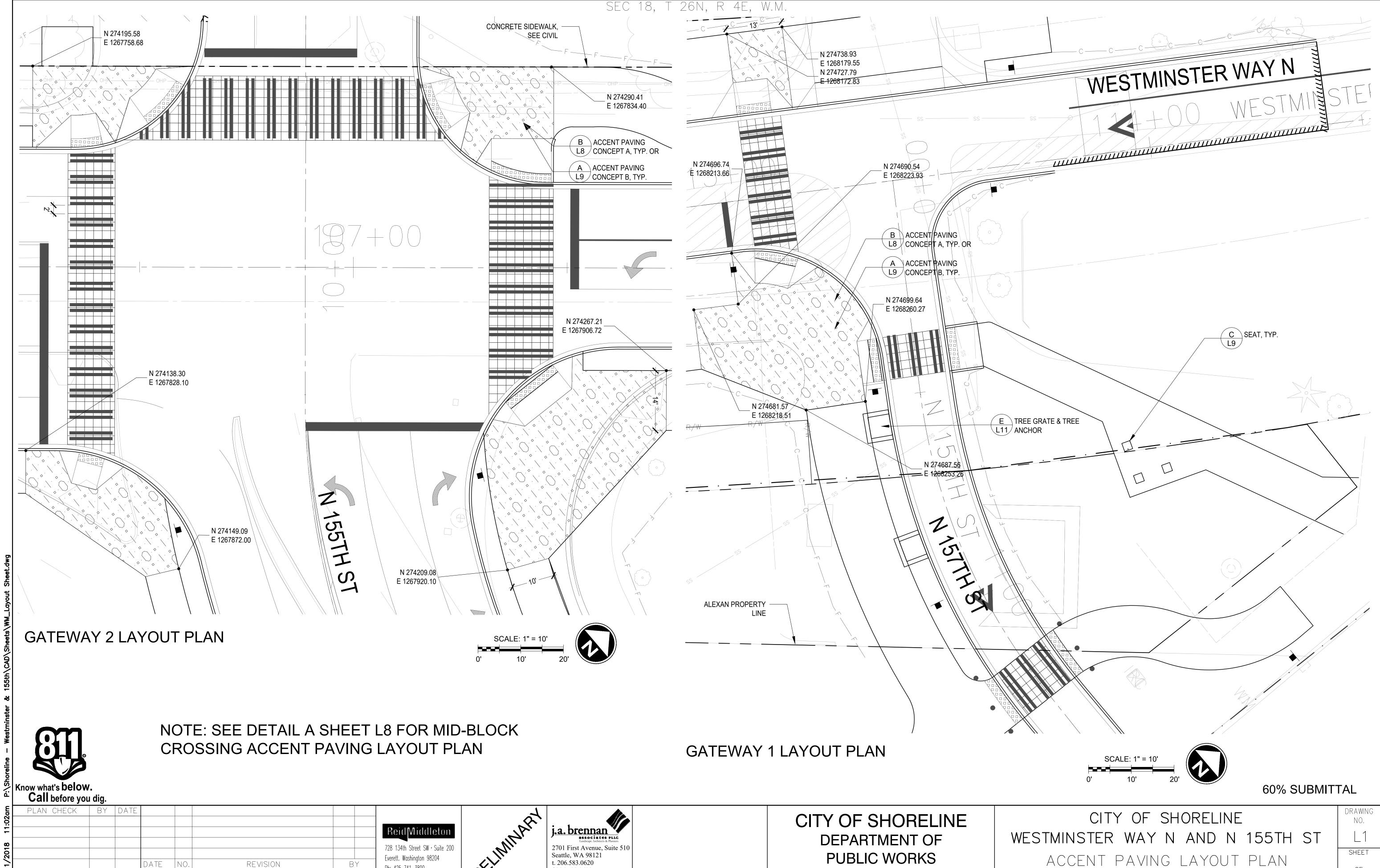
XX

SHEETS









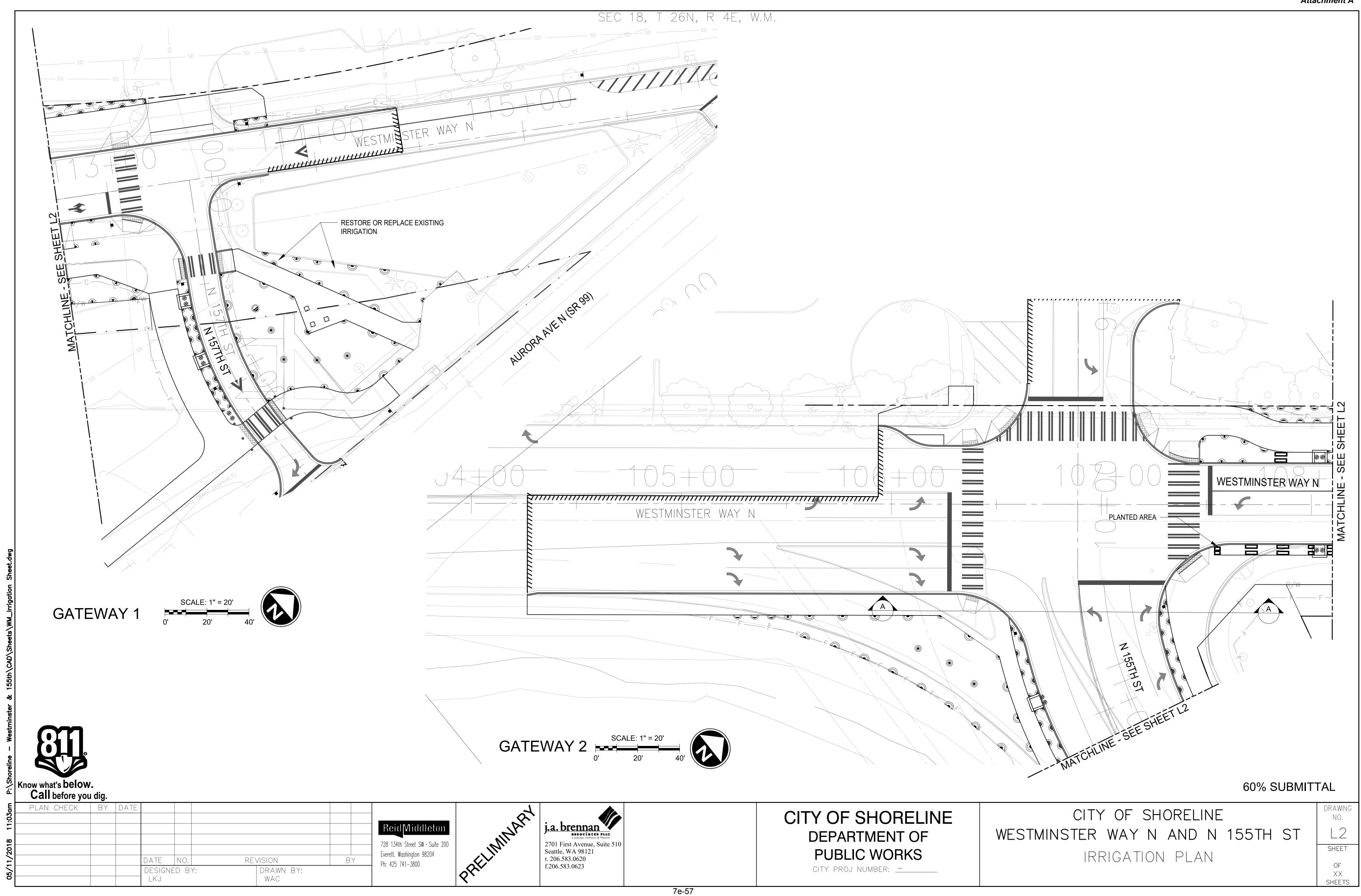
CITY PROJ NUMBER: _____

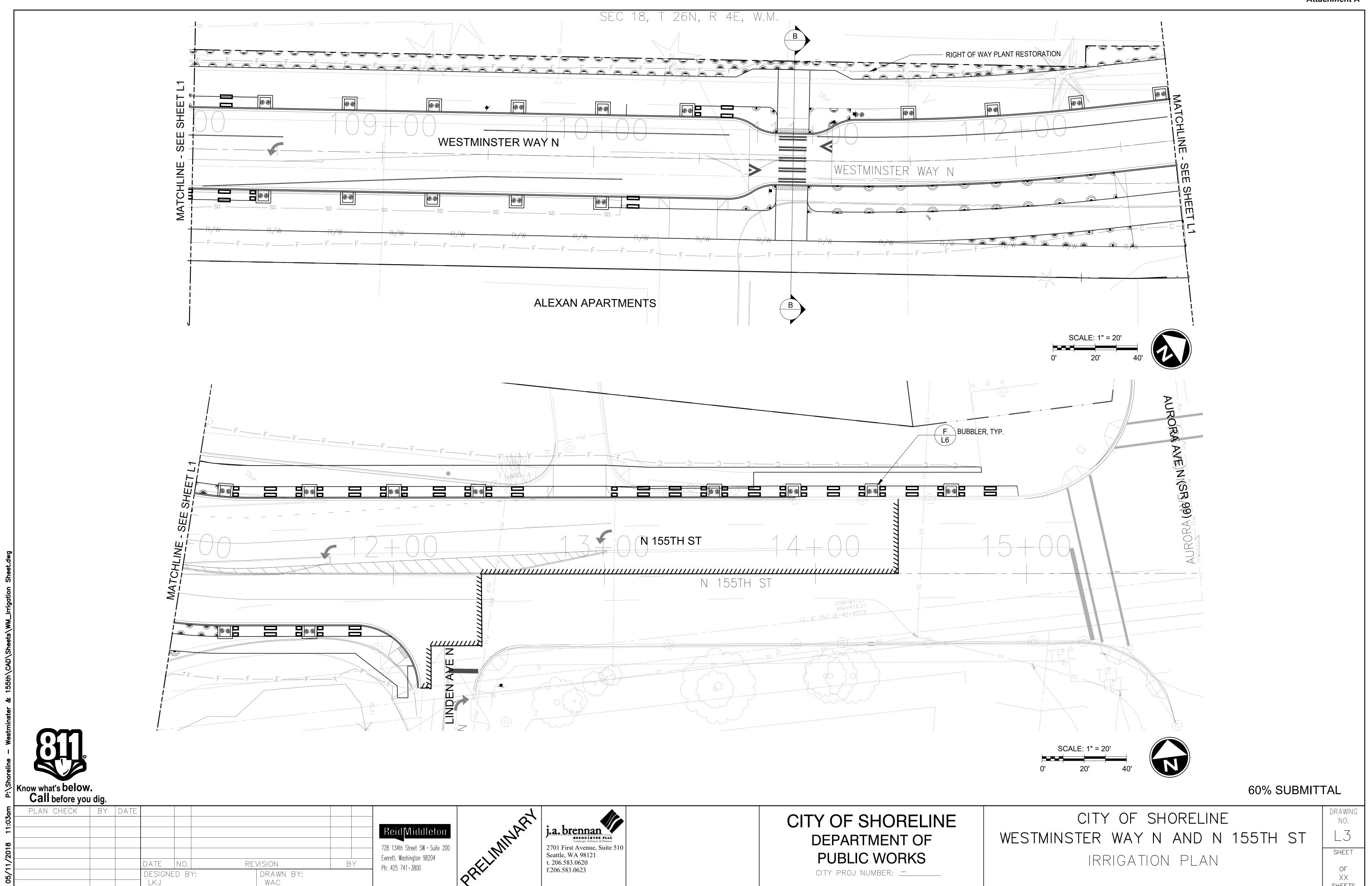
f.206.583.0623

Ph: 425 741-3800

DESIGNED BY:

DRAWN BY:





IRRIGATION LEGEND

NOZZLE: PRECISION STRIP SERIES

TORO- 570Z - 6" POP UP HEAD

NOZZLES VARY, SEE BELOW

15RCS 15SST 15 LCS

GPM: 4' X 15' 4' X 30' '4 X 15'

.49 1.21 .49

TORO- 570Z - 6" POP UP HEAD

NOZZLES VARY, SEE BELOW

POP UP SYMBOL: 5' radius

POP UP SYMBOL: 8' radius

POP UP SYMBOL: 10' radius

180° 90°

POP UP SYMBOL: 12' radius

360° 180° 90°

GPM: 3.70 1.85 .92

POP UP SYMBOL: 15' radius 360° 180° 90°

> 138° 230° 270° 1.23 2.48 2.78 **((**

GPM: 2.60 1.30 .65

GPM: .79 .39

180° 90° GPM: .41 .10

GPM: .52

NOZZLE: PRECISION (5'-15' Radius)

IRRIGATION POP-UP HEADS:

2. VERIFY CONDITIONS IN THE FIELD BEFORE BEGINNING WORK. BRING TO THE ATTENTION OF THE OWNER ANY ADVERSE CONDITIONS THAT WILL AFFECT THE IRRIGATION SYSTEM.

3. ALL EQUIPMENT SHALL BE INSTALLED PER STATE AND LOCAL CODES. INSTALLER TO BE RESPONSIBLE FOR ALL PERMITS.

4. LOCATE ALL UNDERGROUND UTILITIES 48HRS PRIOR TO ANY SITE EXCAVATION. CALL (800) 424-5555

5. INSTALL ALL PIPING UNDER PAVED AREAS PRIOR TO PAVING. PROVIDE SLEEVES UNDER ALL PAVING/VEHICLE ROUTES FOR MAIN LINES, LATERAL LINES AND CONTROL WIRES.

6. CONTRACTOR TO PROVIDE STAKE OUT AND VERIFICATION OF FINAL LOCATION FOR VALVES, SLEEVES, AND HEADS WITH THE OWNER PRIOR TO INSTALLATION.

7. ALL LINES SHALL BE THOROUGHLY FLUSHED PRIOR TO PRESSURE TEST AND INSTALLATION OF HEADS OR OTHER EQUIPMENT. CONTRACTOR TO PERFORM PRESSURE TEST PRIOR TO TESTING WITH OWNER.

8. ADJUST ALL HEADS, AS APPLICABLE, FOR MAXIMUM PERFORMANCE AND TO PREVENT OVERSPRAY. THROTTLE VALVES AS NEEDED TO OBTAIN OPTIMUM OPERATING PRESSURE.

9. MAINTAIN INSTALLATION RECORDS WITH ACCURATE DIMENSIONS TO ALL IRRIGATION EQUIPMENT. (INCLUDING DEPTH OF BURIED PIPE AND WIRES), FOR USE IN FORMULATING THE "RECORD DRAWINGS" SET OF THE INSTALLED SYSTEM.

10. FROM CONTROLLER DRAW TWO SPARE YELLOW WIRES TO EACH CONTROL VALVE BOX. ALL VALVE BOXES CONTAIN 4 SPARE YELLOW WIRES.

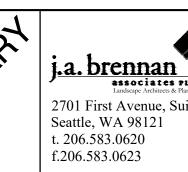
11. SPLICE CONTROL WIRES WITHIN VALVE BOXES ONLY, USING 3M-DRY SPLICE CONNECTORS. DO NOT SPLICE SIGNAL WIRE BETWEEN CONTROLLER AND VALVES. PROVIDE A 24" EXPANSION LOOP FOR ALL WIRES WITHIN EACH VALVE BOX.

12. COORDINATE PIPE LAYOUT WITH TREE ROOTS



PLAN CHECK	BY	DATE						
			DATE	NO.	RE'	VISION	В	Υ
			DESIGNE	ED B	<u></u>	DRAWN BY:		
			LKJ			WAC		

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





CITY OF SHORELINE **DEPARTMENT OF PUBLIC WORKS**

CITY PROJ NUMBER: _____

IRRIGATION SCHEDULE

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST

Z0 → VALVE/ZONE # GPM −GPM 1-1/2" ──VALVE SIZE

VALVE CALLOUT

LATERAL LINE SCH. 40 PVC PIPE SIZE VARIES SEE PLAN — — SCH. 40 PVC SLEEVING.

1 1/2" MAINLINE SCH. 40 PVC PIPE

CONTROLLER: TORO CUSTOM COMMAND MODEL:

POINT OF CONNECTION, SEE DIAGRAM

TORO PEB ELECTRIC REMOTE CONTROL VALVE.

SIZE VARIES SEE PLANS. PROVIDE VALVE BOX

MATCHING KEY AND HOSE ELL. PROVIDE VALVE

APPROVED EQUAL SIZE ACCORDINGLY. PROVIDE

TWO UNIONS. PROVIDE VALVE BOX W/LOCKING

QUICK COUPLING VALVE - TORO 100-SLSC W/

W/LOCKING LID SEE SPECS.

BOX W/ LOCKING LID SEE SPECS.

BALL VALVE - 2" KBI PVC BALL VALVE OR

LID SEE SPECS.

LID SEE SPECS.

MISC. EQUIPMENT

P.O.C. DRAIN VALVE - 2" MUELLER MARK ORISEAL OR APPROVED EQUAL. PROVIDE VALVE BOX. FLOW SENSOR - PROVIDE 2" RAINBIRD FLOW

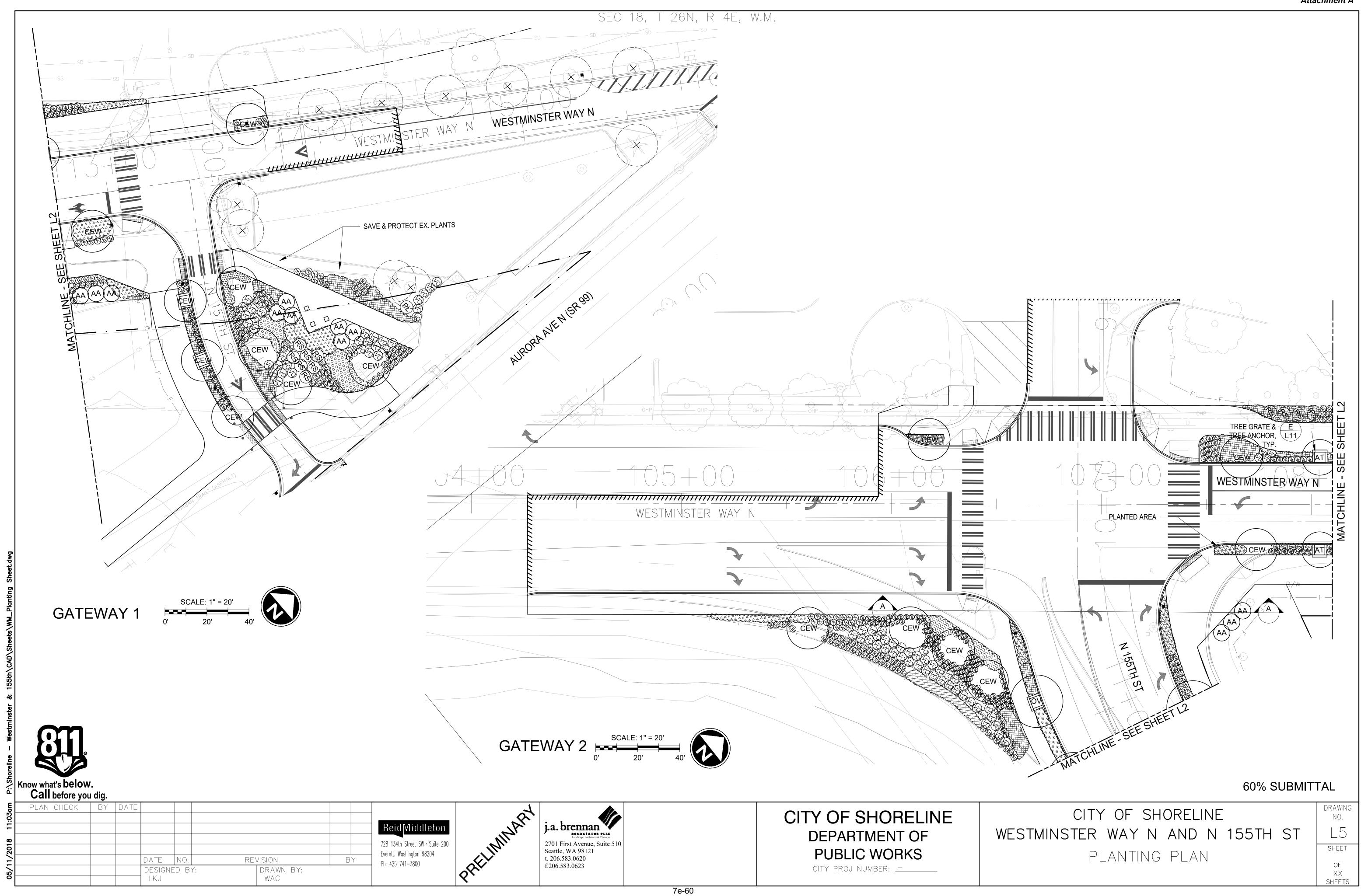
MASTER VALVE. RAINBIRD PEB ELECTRIC REMOTE CONTROL VALVE. SIZE VARIES SEE PLANS. PROVIDE VALVE BOX W/LOCKING LID SEE SPECS.

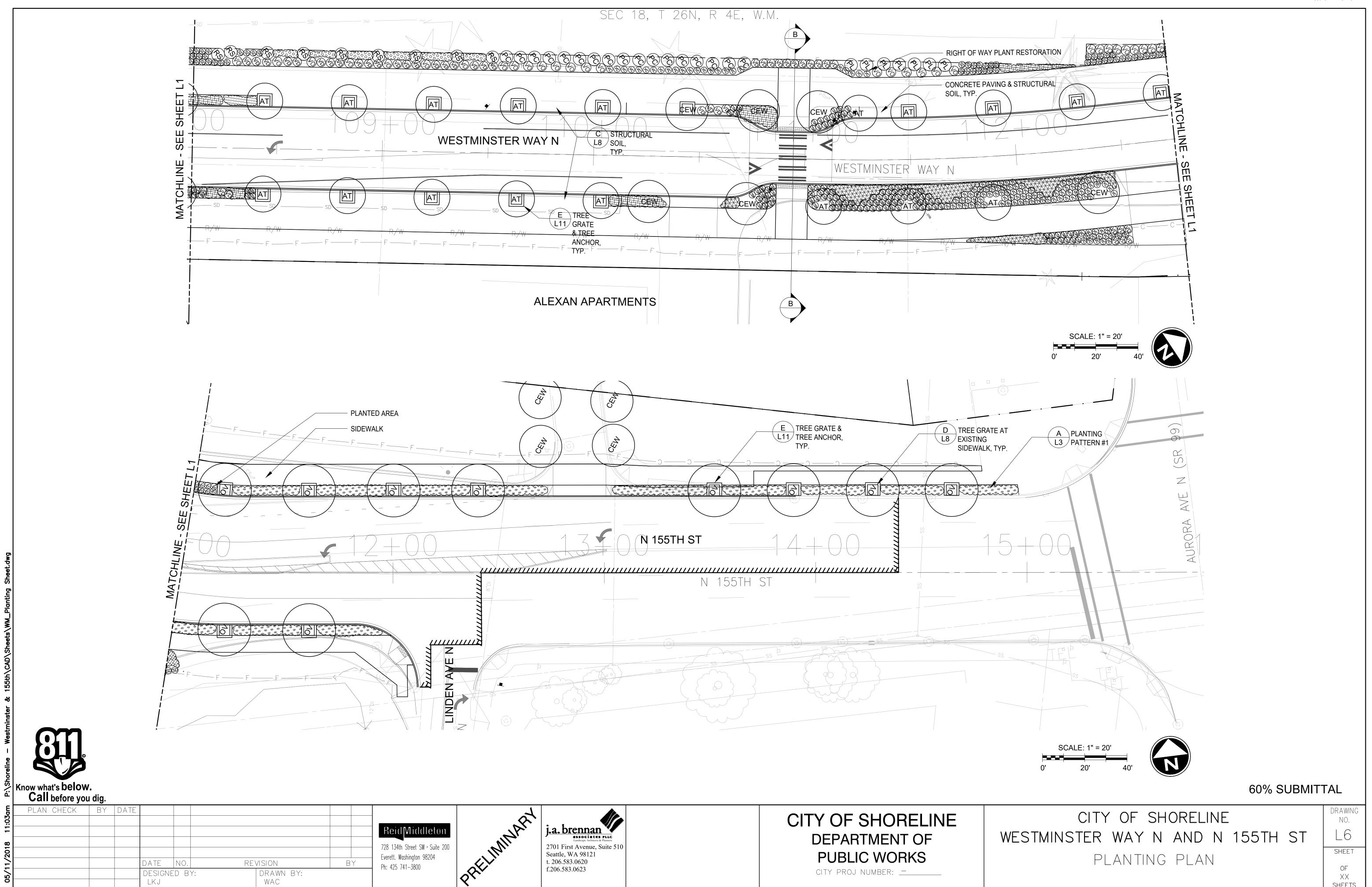
SENSOR MODEL - FS200P OR APPROVED EQUAL

GATE VALVE. WILKINS OR APPROVED EQUAL, SIZE ACCORDINGLY. PROVIDE VALVE BOX W/LOCKING — — SIZE VARIES SEE PLANS P.O.C. POINT OF CONNECTION (NTS) 80 PSI IN 12" MAIN 1" METER BY OWNER MUELLER CURB STOP **GATE VALVE** DOUBLE CHECK VALVE.-GALV., BRASS, & PVC PER DETAILS -

DESIGN PRESSURE 68 PSI

60% SUBMITTAL







PLANTING PATTERN #1 LAYOUT

<u>GENERAL NOTES:</u>

- 1. SEE SHEET L5 AND L6 FOR DETAIL PLANTING PLANS
- 2. SEE SHEET L11 FOR PLANTING DETAILS
- 3. PLACE 3" MULCH IN ALL PLANTING BEDS.
- 4. PROVIDE ROOT BARRIER IN 10' SEGMENTS CENTERED ON TREE WHERE ABUTTING PAVEMENT

Know what's below.

Call before you dig.

	Outi belole you	a dig.							
	PLAN CHECK	BY	DATE						
mbcu:									
-									
0] -
202									
<u> </u>				DATE	NO.	RE'	VISION	BY] '
/cn				DESIGNE	ED BY:		DRAWN BY:		
				LKJ			WAC		

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







CITY OF SHORELINE DEPARTMENT OF **PUBLIC WORKS**

CITY PROJ NUMBER: _____

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST

PLANT SCHEDULE

60% SUBMITTAL						
55TH ST	DRAWING NO. L7 SHEET					

PLANT SCHEDULE

	DECIDUOU	S TREES					
	COUNT	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	CONDITION	SPACING
AT	25	AT	ACER TRUNCATUM X. A. PLATANOIDES	'KEITHSFORM' NORWEGIAN SUNSET MAPLE	1-3/4"-2" CAL	B&B/CONTAINER	AS SHOWN
CEW	25	CEW	CORNUS NUTTALLII 'EDDIE'S WHITE WONDER'	EDDIE'S WHITE WONDER DOGWOOD	1-3/4"-2" CAL	B&B/CONTAINER	AS SHOWN
ov)	11	OV	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM	1-3/4"-2" CAL	B&B/CONTAINER	AS SHOWN

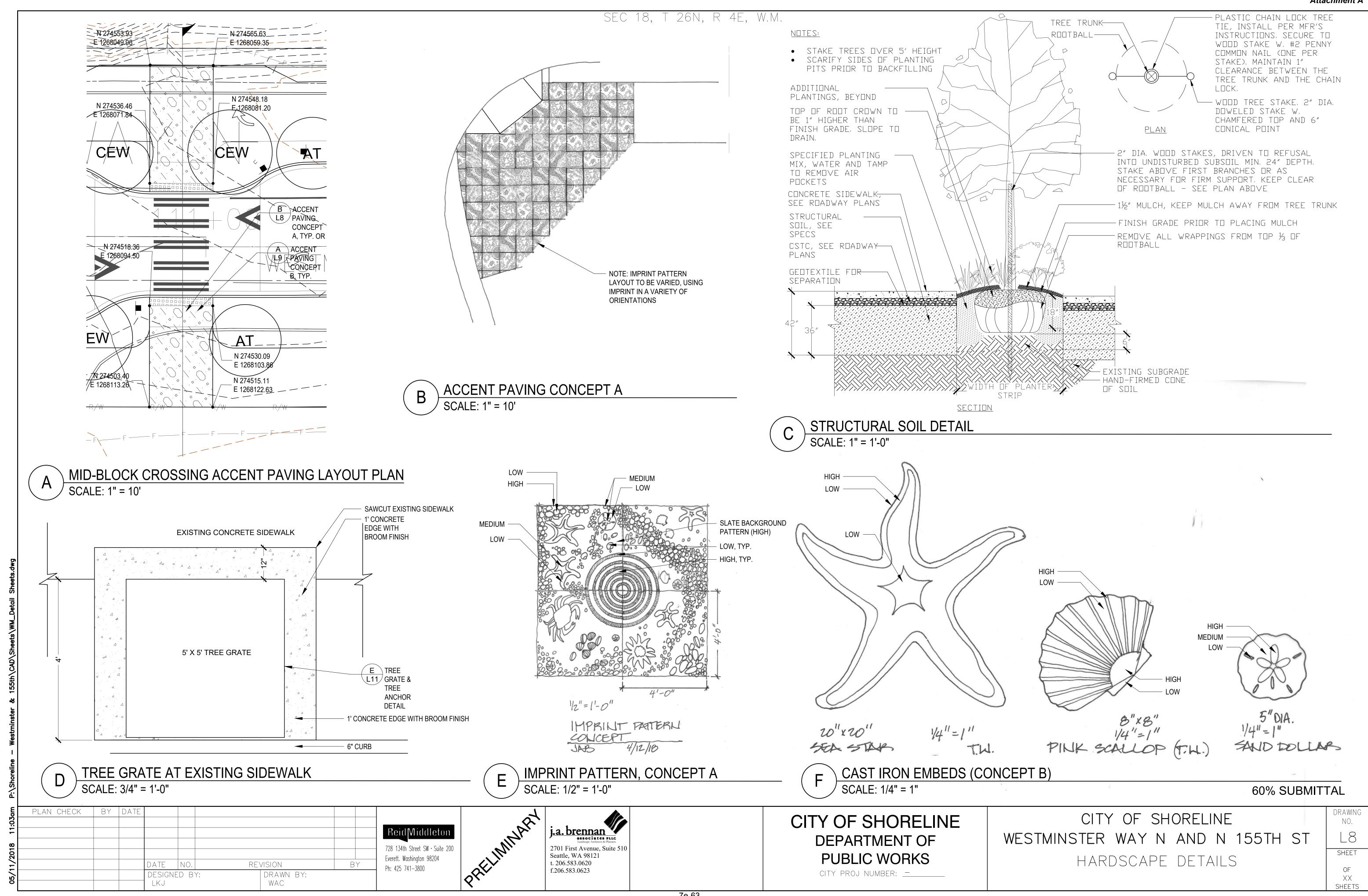
	LARGE SHE						
	COUNT	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	CONDITION	SPACING
`)	0	AA	AMELANCHIER ALNIFOLIA	SERVICEBERRY	5 GAL.	MULTISTEM	AS SHOWN
	0	PL	PHILADELPHUS LEWISII	MOCK ORANGE	2 GAL	CONTAINER	6' O.C.
$\mathcal{L}(x)$	0	PC	PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	2 GAL	CONTAINER	6' O.C.
	0	RS	RIBES SANGUINEUM	RED FLOWERING CURRANT	5 GAL	CONTAINER	6' O.C.
$\Big) \Big[$	0	VO	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	2 GAL	CONTAINER	4' O.C.

	SMALL SHF	RUBS / GROUN	NDCOVERS				
	COUNT	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	CONDITION	SPACING
(CSI)	0	CSK	CORNUS SERICEA 'KELSEYI'	DWARF RED TWIG DOGWOOD	1 GAL	CONTAINER	3' O.C.
	0	EC	ERICA CARNEA 'MYRETOUN RUBY'	MYRETOUN RUBY HEATH	1 GAL	CONTAINER	12" O.C.
	0	EP	EPIMEDIUM X VERSICOLOR	HYBRID EPIMEDIUM	1 GAL	CONTAINER	24" O.C.
$\begin{array}{c c} \hline \\ \hline $	0	GCP	GERANIUM X CANTABRIGIENSE 'CAMBRIDGE'	CRANESBILL GERANIUM	1 GAL	CONTAINER	2' O.C.
	0	MR	MAHONIA REPENS	CREEPING OREGON GRAPE	1 GAL	CONTAINER	18" O.C.
RG	0	RG	ROSA GYMNOCARPA	BALDHIP ROSE	1 GAL	CONTAINER	3' O.C.
SD	0	SD	SPIRAEA DENSIFLORA	SUBALPINE SPIRAEA	1 GAL	CONTAINER	3' O.C.
00000	0	SM	SYMPHORICARPOS MOLLIS	CREEPING SNOWBERRY	1 GAL	CONTAINER	24" O.C.
VC	0	VC	VACCINIUM CORYMBOSUM	EVERGREEN BLUEBERRY	1 GAL	CONTAINER	3' O.C.
(VD)	0	VD	VIBURNUM DAVIDII	DAVID VIBURNUM	5 GAL	CONTAINER	3' O.C.

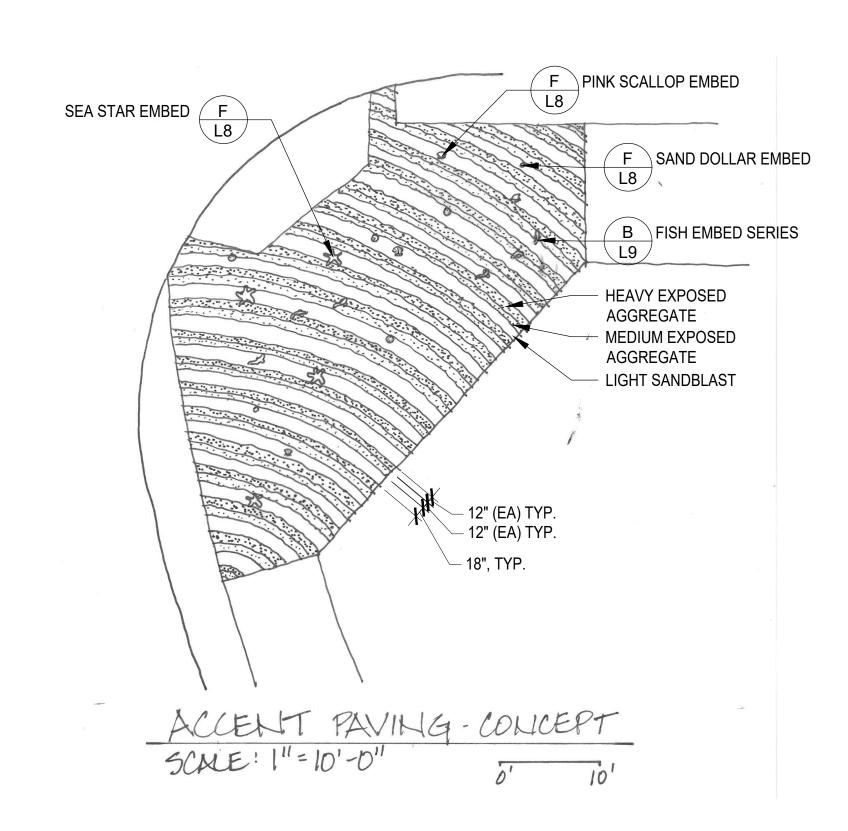
	HERBACEC	OUS					
	COUNT	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	CONDITION	SPACING
	0	BS	BLECHNUM SPICANT	DEER FERN	1 GAL	CONTAINER	18" O.C.
	0	PM	POLYSTICHUM MUNITUM	SWORD FERN	1 GAL	CONTAINER	30" O.C.

	PLANTING I	
	COUNT	
+ + + + + + + + + + + + + + + + + + +	0	
+	0	_
	0	

	PLANTING PATTERN #1											
	COUNT	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	CONDITION	SPACING					
	0	CSK	CORNUS SERICEA 'KELSEYI'	DWARF RED TWIG DOGWOOD	1 GAL	CONTAINER	3' O.C.					
+''- ++- <u>+</u>	0	EP	EPIMEDIUM X VERSICOLOR	HYBRID EPIMEDIUM	1 GAL	CONTAINER	2' O.C.					
	0	MR	MAHONIA REPENS	CREEPING OREGON GRAPE	1 GAL	CONTAINER	18" O.C.					
	0	VC	VACCINIUM CORYMBOSUM	EVERGREEN BLUEBERRY	1 GAL	CONTAINER	3' O.C.					
	0	VD	VIBURNUM DAVIDII	DAVID VIBURNUM	5 GAL	CONTAINER	3' O.C.					

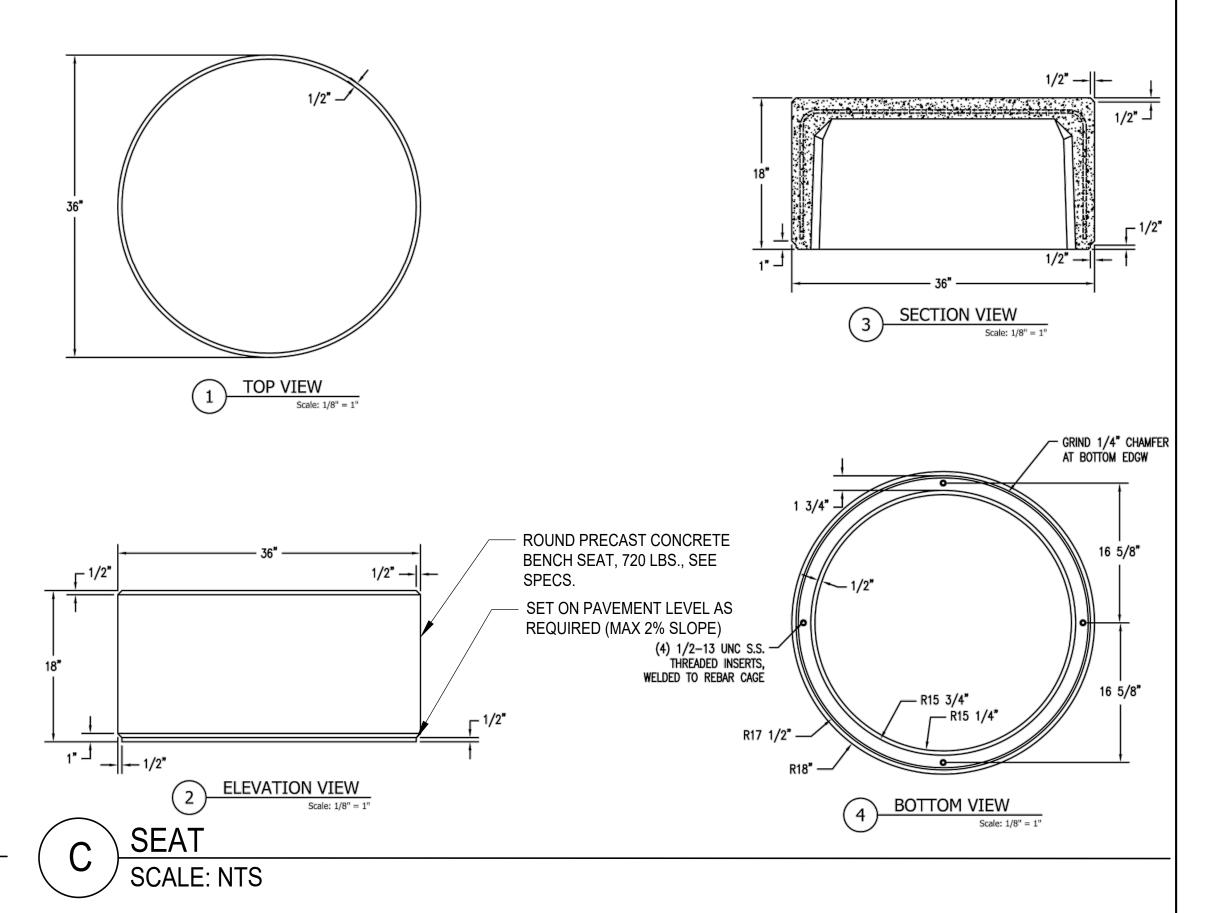






NOTES:

1. Material: cast iron
2. Baked-On-Cil Finish
3. ADA compliant
4. 2X each 9" studs for embedment
4. 2X each 9" studs for embedment
4. 2X each 9" studs for embedment
6. Www.ironagogratos.com
6. Due to cesting inconsistencies.
6. all dimensions are nominal.



B CAST IRON FISH (CONCEPT B)
SCALE: NTS

60% SUBMITTAL

ā	PLAN CHECK	BY	DATE							
:03										
7										R
18										728
,50										Evere
1				DATE	NO.	RE'	VISION	В	Y	Ph:
5/				DESIGNE	DB	Y:	DRAWN BY:			
0				I LKJ			WAC			

ACCENT PAVING CONCEPT B

SCALE: 1" = 10'

Reid Middleton

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

RELIMINARY

j.a. brennan

| Sand Ciates Flict |
| Landscape Architects & Planners |
| 2701 First Avenue, Suite 510 |
| Seattle, WA 98121 |
| t. 206.583.0620 |
| f.206.583.0623 |

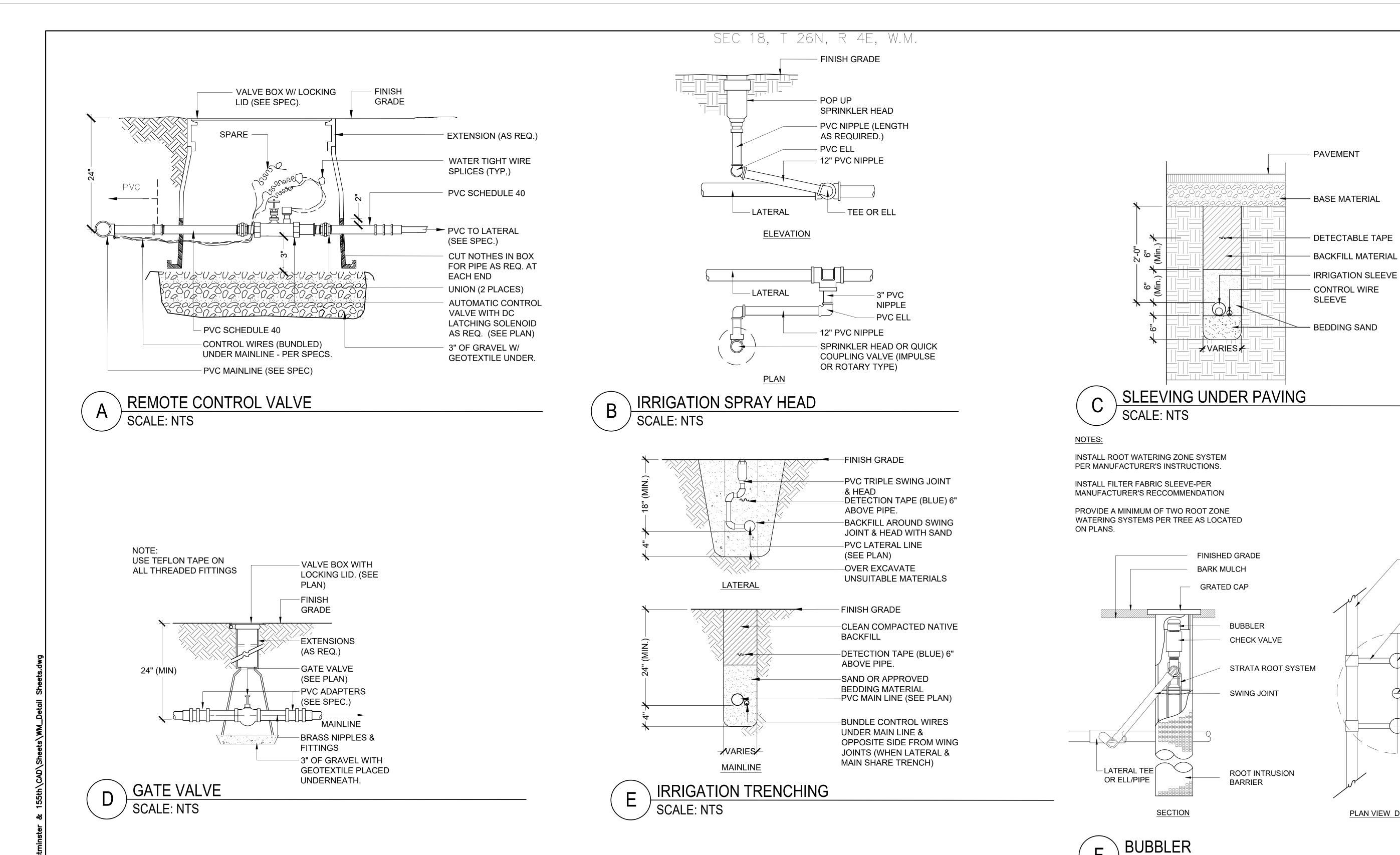
CITY OF SHORELINE
DEPARTMENT OF
PUBLIC WORKS
CITY PROJ NUMBER: _______

CITY OF SHORELINE
WESTMINSTER WAY N AND N 155TH ST
HARDSCAPE DETAILS

DRAWING
NO.

L9
SHEET

OF
XX
SHEETS



60% SUBMITTAL

LATERAL PIPE

SWING JOINT

VARIES

TREE CANOPY SIZE

ROOT ZONE WATERING

SYSTEM WITH BUBBLER

TREE TRUNK SIZE VARIES

HALF THE DISTANCE BETWEEN

THE TRUNK AND TREE CANOPY

PLAN CHECK | BY DATE date |no.| REVISION DRAWN BY: DESIGNED BY: WAC

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



j.a. brennan

associates PLLC
Landscape Architects & Planners 2701 First Avenue, Suite 510

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

SCALE: NTS

CITY OF SHORELINE WESTMINSTER WAY N AND N 155TH ST IRRIGATION DETAILS

PLAN VIEW DIAGRAM

DRAWING SHEET OF $\times \times$

NOTES:

A

1. TREE PIT SHALL NOT BE LESS THAN 2 TIMES ROOT BALL DIAM.

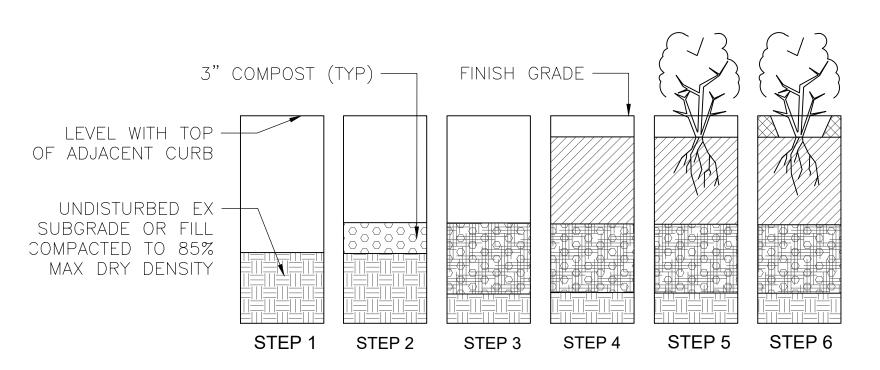
- 2. CUT ALL TIES & FOLD BACK BURLAP FROM UPPER 1/3 OF ROOT BALL.
- 3. WATER DAILY UNTIL ESTABLISHED, FERTILIZE & USE GROWTH HORMONE.
- 4. WHERE A CONTINUOUS PLANTING STRIP IS ALLOWED, WIDEN TREE PIT TO SIDEWALK.
- 5. IF TREE IS REMOVED FOR RIGHT-OF-WAY, A TREE NEED TO BE PLANTED.
- 6. TREE SPACING PER PLAN & FILED APPROVAL BY THE ENGINEER (CITY OF SEATTLE, 100c).



STREET TREE PLANTING
SCALE: NTS

NOTES:

- 1. ALL DIMENSIONS INDICATE COMPACTED DEPTHS. FINE COMPOST, TOPSOIL TYPE A & MULCH SHALL BE COMPACTED TO 85% DRY DENSITY.
- 2. INCREASE DEPTH OF EXCAVATION & TOPSOIL TO ACCOMMODATE TREE ROOT BALL DEPTH OF 18"-30"
- 3. MOUND TOPSOIL IN PLANTER STRIPS AND MEDIANS PER DTL 6



STEP 1
EXCAVATE EX SOIL TO 18" BELOW
FINISH GRADE. AVOID UNDERMINING
NEARBY FEATURES.

STEP 2

INSTALL 3" DEPTH FINE COMPOST

STEP 3

SCARIFY FINE COMPOST TO A 6"
DEPTH. ENGINEER SHALL REVIEW &
APPROVE SCARIFICATION PRIOR TO
PROCEEDING TO STEP 4.

STEP 4

INSTALL 15" DEPTH TOPSOIL TYPE A AND REVIEW FINISH GRADE WITH ENGINEER PRIOR TO PLANTING

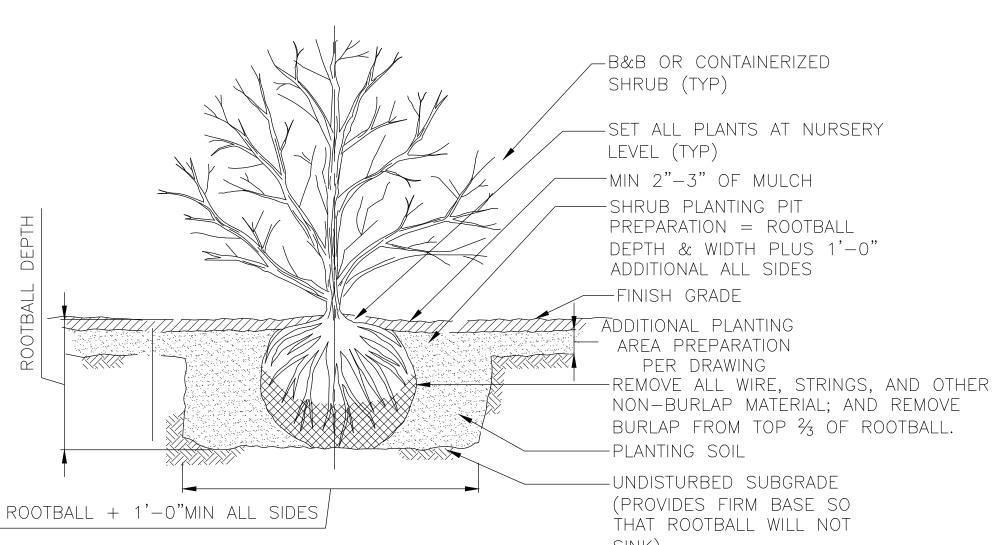
STEP 5

INSTALL PLANTS, MATERIALS & IRRIGATION PER PLANS

STEP 6

INSTALL 1 1/2" DEPTH MULCH

SOIL PREPARATION
SCALE: NTS



SINK)

EROSION
CONTROL
FABRIC
2:1 TYP

SET ROOTCROWN AT OR
JUST ABOVE SOIL LEVEL
(TYP)

SEE NOTE 6

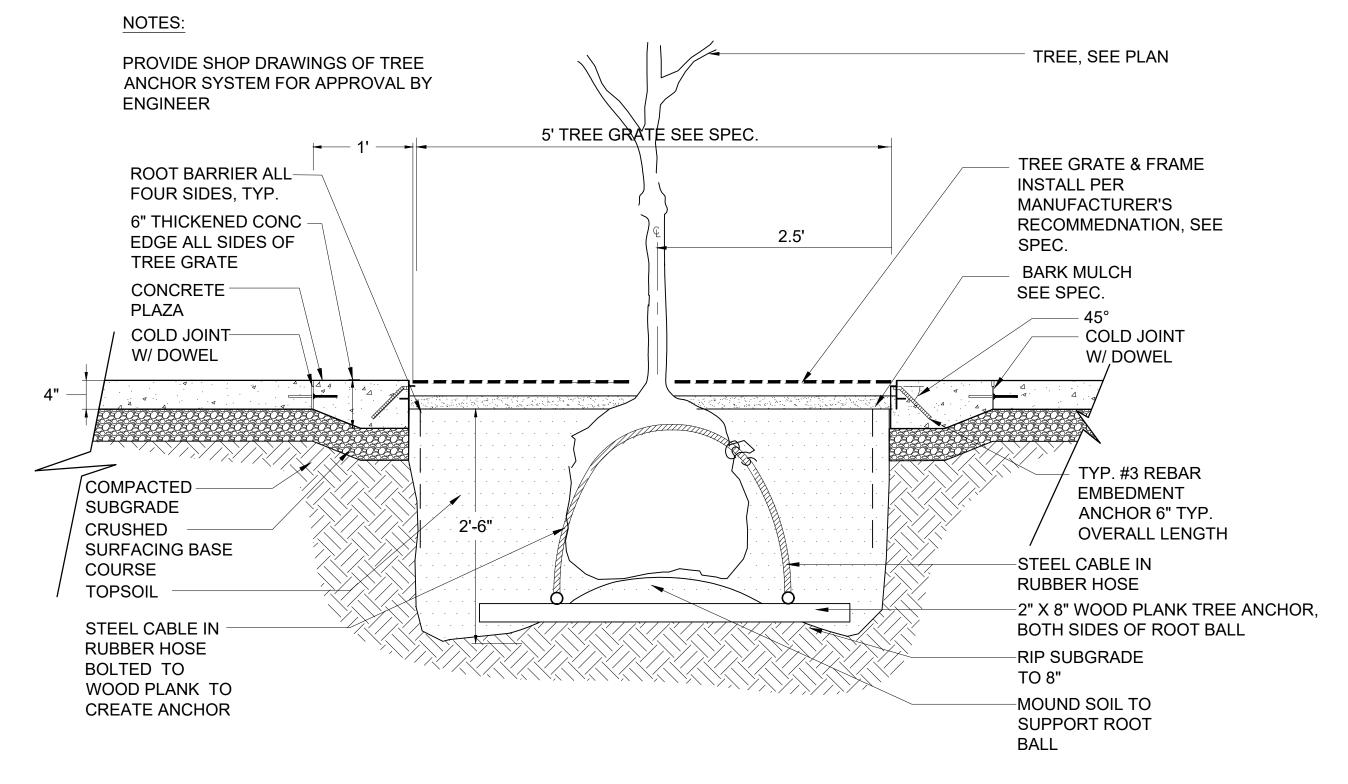
EXISTING GRADE (SEE
GRADING PLAN)

—1:1 MAX

NOTES:

- 1. SHAPE SOIL TO PROVIDE 3' DIAMETER OR ROOTBALL DIAMETER, WHICHEVER IS GREATER, WATERING RING.
- 2. REMOVE ALL WIRE, STRINGS, AND OTHER NON-BURLAP MATERIAL; AND REMOVE BURLAP FROM TOP 3/3 OF ROOTBALL.
- 3. INSTALL EROSION CONTROL FABRIC ON SLOPES STEEPER THAN 2:1. CUT THROUGH FABRIC TO ALLOW FOR SHRUB PLANTING WHERE NECESSARY.

C SHRUB ON SLOPE SCALE: NTS



E TREE GRATE AND TREE ANCHOR DETAIL SCALE: NTS

60% SUBMITTAL

	-									
E	PLAN CHECK	BY	DATE							
3										
=										ReidMiddl
0										700 174th Chroat CW
2										728 134th Street SW ·
<u>`</u>				DATE	NO.	REV	/ISION	В	Y	Everett. Washington 982 Ph: 425 741-3800
- 6				DESIGNE	ĒD B	Y:	DRAWN BY:			111. 725 /41-5000
Š				LKJ			WAC			

Reid Middleton

8 134th Street SW · Suite 200
erett. Washington 98204
: 425 741-3800



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

CITY OF SHORELINE
WESTMINSTER WAY N AND N 155TH ST
PLANTING DETAILS

DRAWING
NO.

1 1
SHEET

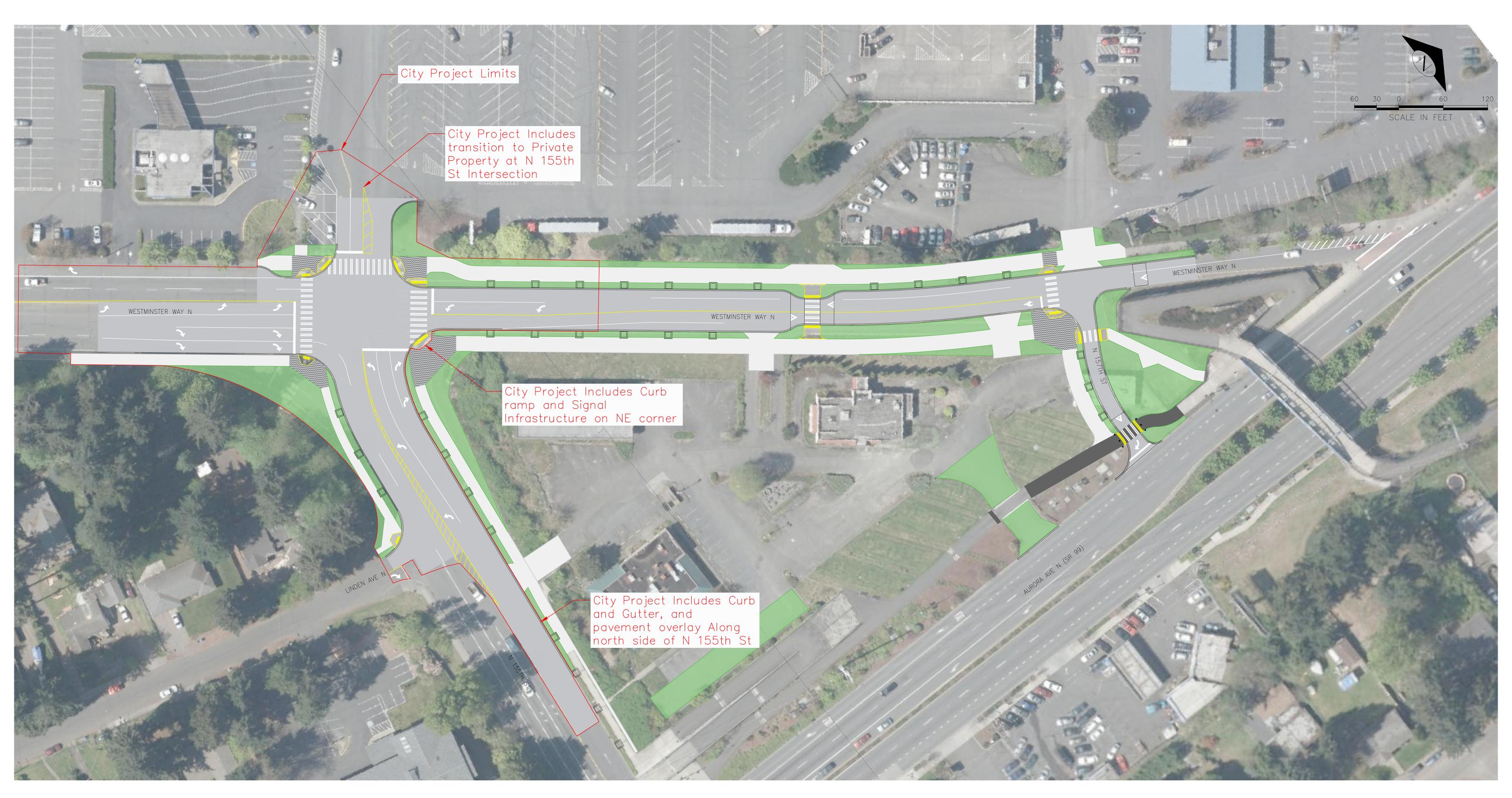
OF
XX
SHEETS

SEC 18, T 26N, R 4E, W.M.

SHRUB PLANTING

SCALE: NTS

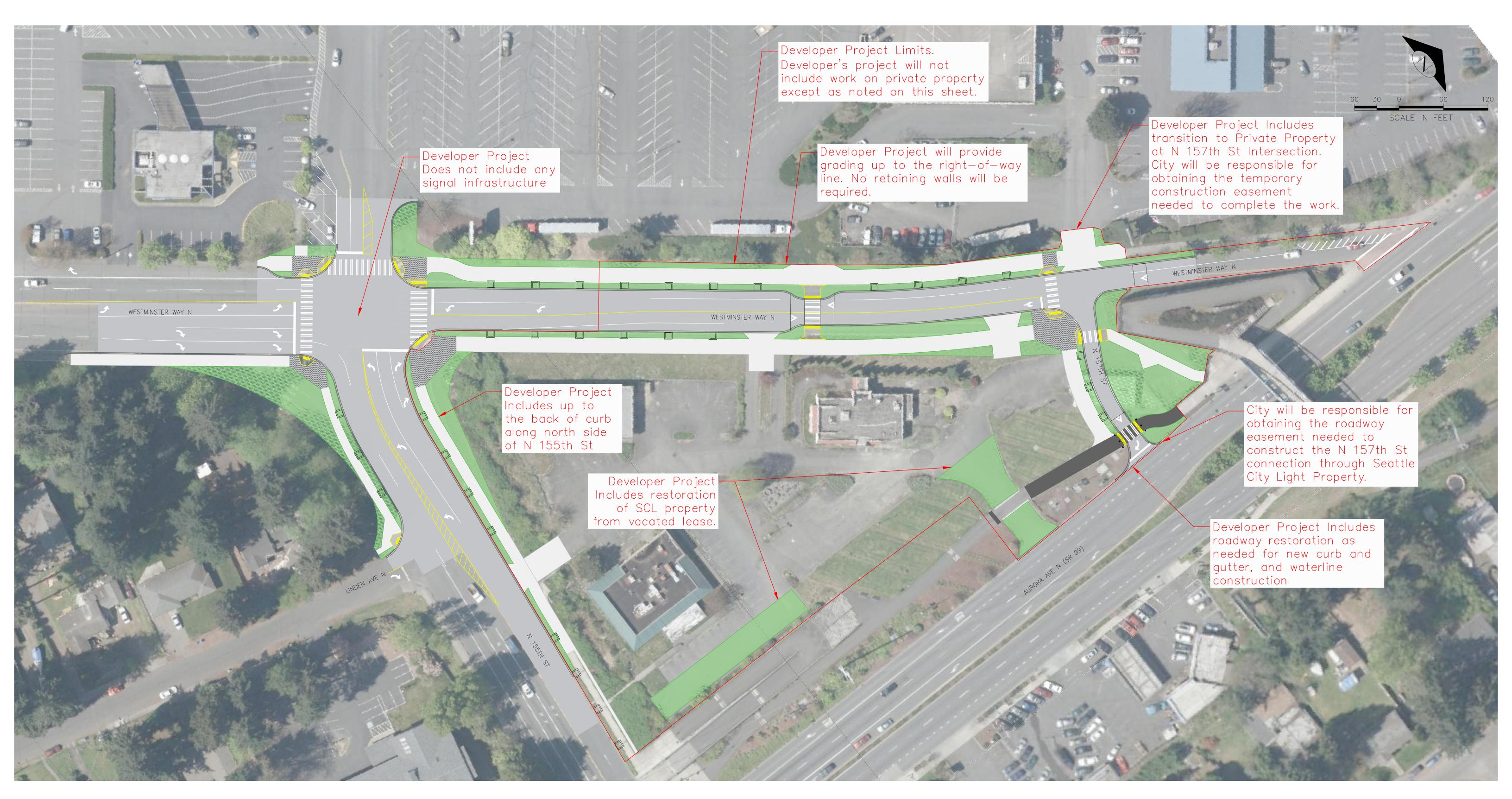
FIGURE 2: SCOPE OF IMPROVEMENTS - CITY PROJECT



City Project to be constructed in Q2 2020

Project Elements, schedule, and limits are approximate.

FIGURE 3: SCOPE OF IMPROVEMENTS - DEVELOPER PROJECT



Developer Project to be constructed after the Completion of the City Project

Project Elements, schedule, and limits are approximate.

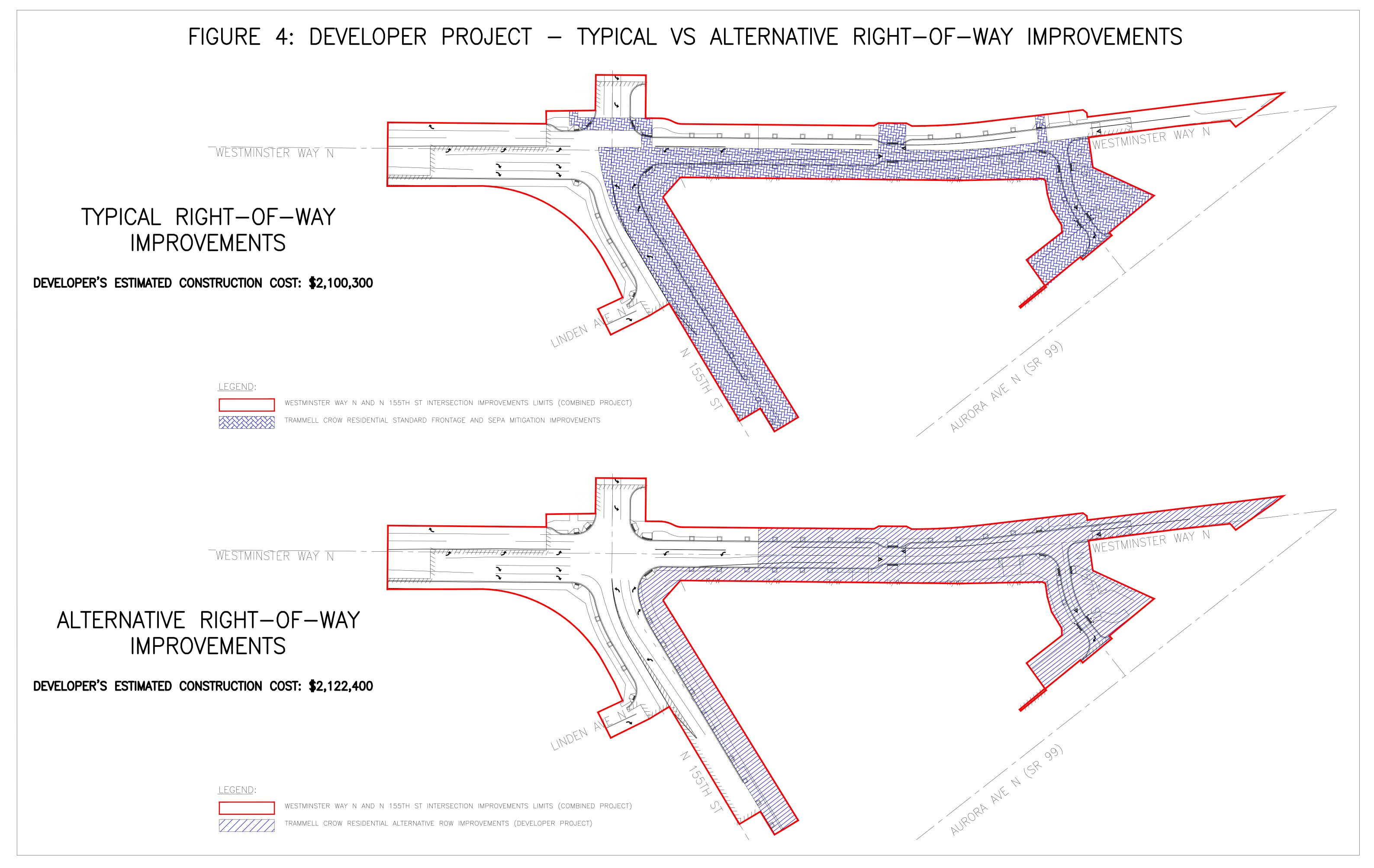


Table 1: Summary of Transportation Improvements for Combined Project as shown in the 60% Preliminary Plan design

Roadway Segment	Construction Project	Summary Description
N 155 th St (Aurora Ave N – Westminster Way N)	City	 Realign roadway at intersection Pavement Overlay, Striping, and signage Eight-foot sidewalk along south side of street west of Linden Five-foot amenity zone with treepits, illumination, irrigation, and landscaping along south side of street west of Linden Roadway drainage Curb and Gutter on both sides of the street
N 155 th St (Aurora Ave N – Westminster Way N)	Developer	 Ten-foot sidewalk along north side of street Four-foot amenity zone with treepits, illumination, irrigation, and landscaping along north side of street east of Linden Five-foot amenity zone with treepits, illumination, irrigation, and landscaping along north side of street west of Linden
Westminster Way N & N 155 th St	City	 Signal infrastructure Pavement Overlay, striping, and signage for all intersection legs Paving, Curb & Gutter, Drainage, Sidewalk, Amenity zone along Westminster Way N south of the intersection ADA curb ramps on all corners of the intersection Decorative Pavement on the northwest, southwest, and southeast corners Paving, Curb & Gutter, Drainage, Sidewalk for west leg of the intersection
Westminster Way N & N 155 th St	Developer	Decorative Pavement on the northeast corner
Westminster Way N (N 155 th St to STA 9+00)	City	 14-foot shared use path along west side of street Five-foot amenity zone with treepits, illumination, irrigation, and landscaping along west side of street Curb and Gutter on both sides of the street Pavement Overlay, Striping, and signage Roadway drainage
Westminster Way N (N 155 th St to STA 9+00)	Developer	 14-foot shared use path along east side of street Five-foot amenity zone with treepits, illumination, irrigation, and landscaping along east side of street
Westminster Way N (STA 9+00 to N 157 th St)	Developer	 14-foot shared use path along both sides of street Five-foot amenity zone with treepits, illumination, irrigation, and landscaping along both sides of street

On-street parking, or curb extensions on both sides street Mid-block raised crosswalk with ADA curb ramps Curb and Gutter on both sides of the street Paving, striping, signage, and drainage No retaining walls are in the design and shall not required Westminster Way N N 157 th St Paving, striping, signage, and drainage for all intersection legs Curb and Gutter Decorative Pavement on southwest and southead corners
ADA curb ramps for crossings across south and explain the intersection.
legs of the intersection Westminster Way N (N 157 th St to Aurora Ave N) Pive-foot amenity zone with treepits, illumination irrigation, and landscaping along east side of street south of STA 114+50 Paving and drainage south of STA 114+50 Curb and Gutter on west side of street south of STA 114+50 Speed Hump just south of STA 114+00 Striping and Signage
N 157 th St (Westminster Way N to Aurora Ave N) • 10-foot sidewalk along north side of street • Amenity zone will illumination, irrigation and landscaping along north side of street • 14-foot shared use path along south side of street • Five-foot amenity zone with treepits, illumination irrigation, and landscaping along south side of street • Paving, striping, signage, curb and gutter, and drainage • Raised crosswalk for Interurban Trail Crossing as detailed in 60% Preliminary Plan design • Interurban Trail realignment as detailed in 60% Preliminary Plan design
ADA curb ramps for trail crossing as detailed in 60 Preliminary Plan design
<u> </u>

Attachment A

		 All costs associated with obtaining roadway easement and construction permit
Other	City	 Obtain WSDOT Channelization Plan Approval for 60% design. (Any design changes to connections to Aurora Ave N proposed by developer would require the developer to get subsequent approval from WSDOT)

Attachment B: Westminster Way N and N 155th Street Construction Phasing and Cost Breakdown

The project will be constructed in two phases as follows:

- 1. Intersection Phase (by City contractor). This phase includes the intersection of Westminster Way N and N 155th St, all signal infrastructure and all curb ramps at the intersection, N 155th St up to the back of curb on the north side, and Westminster Way N south of station 109+00. This phase excludes the area behind the curb and curb ramp on the northeast corner of the intersection, the sidewalk and amenity zone on the east side of Westminster Way N south of Station 109+00, and the sidewalk and amenity zone on the north side of N 155th St.
- 2. **Roadway Phase** (by Trammell Crow Residential (TCR) contractor). This phase includes Westminster Way N north of Station 109+00, N 157th Street, Interurban Trail modifications, and all work at the north end of the project. This sidewalk and amenities behind curb in the northeast quadrant of the Westminster Way N/N 155th Street intersection and along the north side of N 155th Street are included.

The primary reasons justifying the above phasing are:

- 1. Westminster Way south of Station 109+00 encompasses all of the traffic signal loops.
- Existing and final pavement grades on Westminster Way N are close to matching at Station 109+00 with only a minor amount of temporary asphalt transition needed to accommodate traffic.
- 3. Constructing the curb and gutter in the northeast quadrant of the Westminster Way N/N 155th Street intersection with the intersection phase facilitates pavement grading within the intersection and also provides protection of the signal pole in that corner.
- 4. Constructing the sidewalk in the northeast quadrant of the Westminster Way N/N 155th Street intersection and along the north side of N 155th Street with the roadway phase provides more space for TCR's contractor to complete their building improvements and regrade the existing existing stormwater facilities along the north side of N 155th Street, and avoids the potential for damage from construction to new accent paving and sidewalks.

The overall project provides improvements to the existing infrastructure surrounding the TCR development. Without the modifications to the intersection and Westminster Way N the proposed frontage improvements for the development would have difficulties connecting to the existing surface streets. The City's commitment to the project provides cohesive enhancements to the corridor and offers interconnected access to the surrounding area and amenities.

The cost breakdown for phases is as follows:

	City Cost	TCR Cost	Total
Intersection Phase	\$1,535,900	\$880,600	\$2,416,500
Roadway Phase	\$902,700	\$1,219,700	\$2,122,400
Total	\$2,438,600	\$2,100,300	\$4,538,900

City costs are considered improvements that were not directly triggered by the development of the adjacent property. These costs include improvements to Westminster Way N south of N 155th Street, the south side of N 155th Street, and the western side of Westminster Way N north of the intersection.

TCR costs are those improvements along the frontage of the adjacent development and any related improvements associated with SEPA mitigation requirements.

