Project Background:

The gas work related was done on job order/notification 109080485/11075394 and was completed in 2016. The project has some outstanding restoration. The restoration work is to be done on job order/notification 109159570/12053464. The Seattle permit number related used to be 218412 but was later updated to SUUMP0000469.

Puget Sound Energy has applied for a permit revision (SUUMP0000469-A001) with updated ramp designs that align with the modern times. There are additional traffic control plans, ADA ramp designs and MEFs to account for the updated ramp designs.

Description of Proposed Work:

This project is to restore the middle ADA ramp, concrete curb, and replace the brick in the intersection of 1st Ave & Pike St. The ramp, curb, and brick is outlined in the satellite photo below. The existing north and south most ramp (Existing North Ramp and Existing South Ramp) will not be worked.

The ADA ramp will use cast iron tactile tiles.

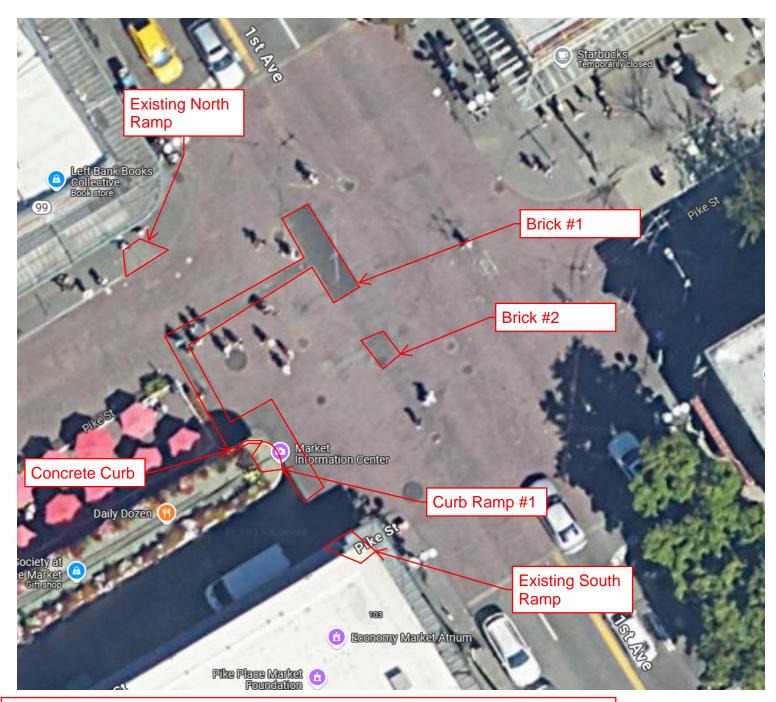
PSE will use Pike Place Market brick that has been removed in the past. This brick has been approved in the past. Pictures attached.

If new brick us used, new bricks used will be a ratio of 80% Rembrandt and 20% Georgian. Email from supplier attached.

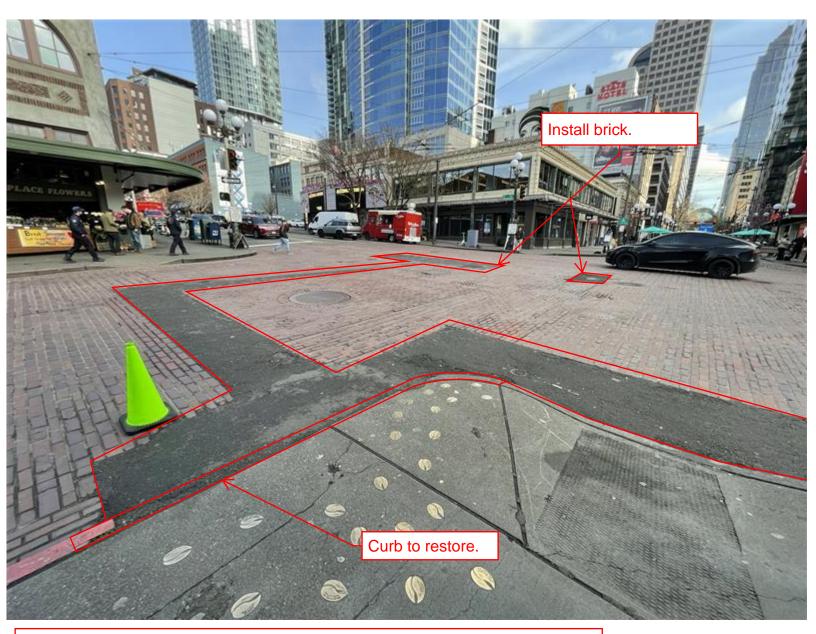
Brass inlays will be photographed before removal, and new hooves with the same engraving will be replaced in kind.

Working Hours:

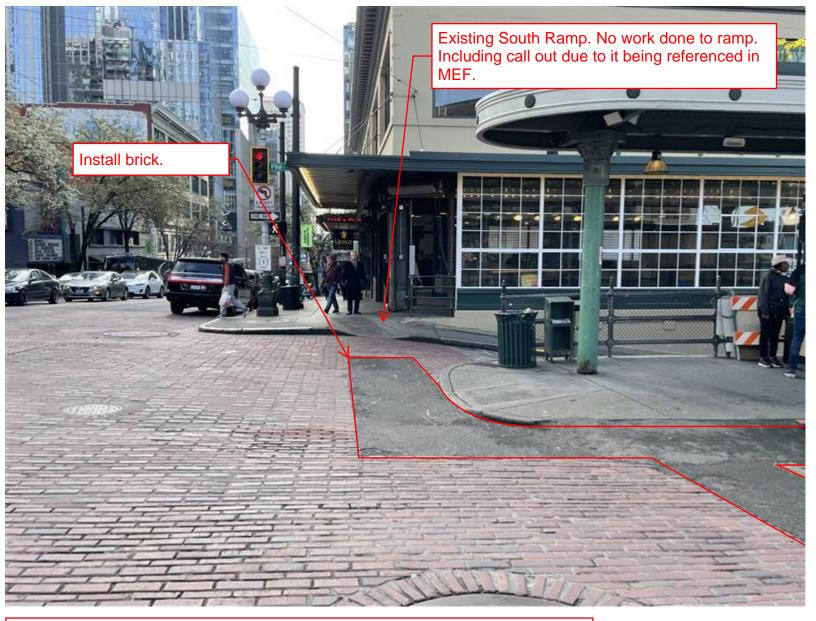
Work will be performed from 8am to 4pm. There would be road closures overnight to allow brickwork to cure for 24 hours. There are traffic control plans for each situation.



Satellite Overview



Ramp not marked out on this photo.



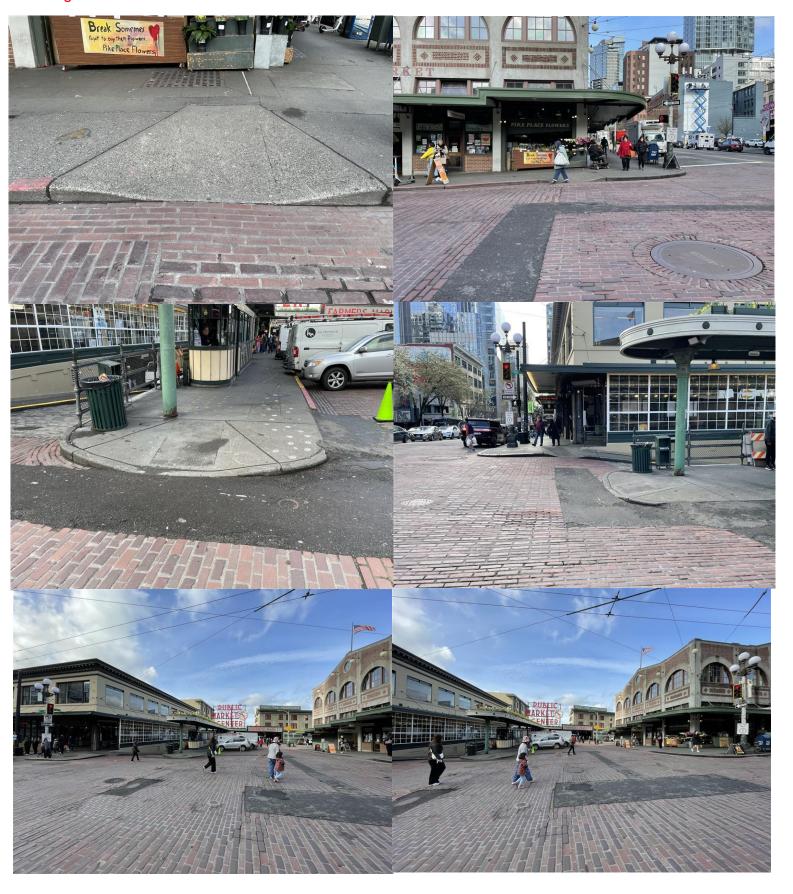
Ramp and curb not marked out on this photo.

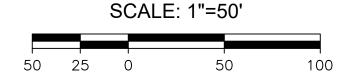




Curb Ramp #1, Redone to accommodate today's standards. Truncated domes similar to waterfront (cast iron tactile tile) will be installed.

Existing Conditions:





Sheet Index

Sht. No.	Description
1	COVER SHEET
2	GENERAL NOTES
3	CURB RAMP DETAILS

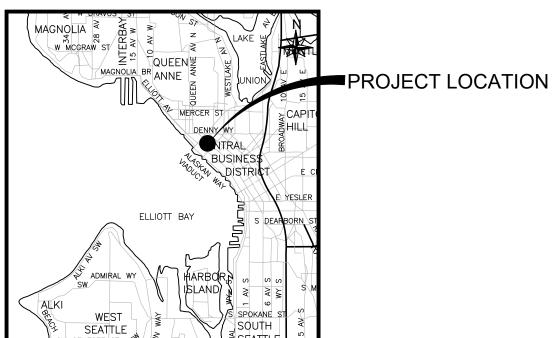
CURB RAMP NOTES:

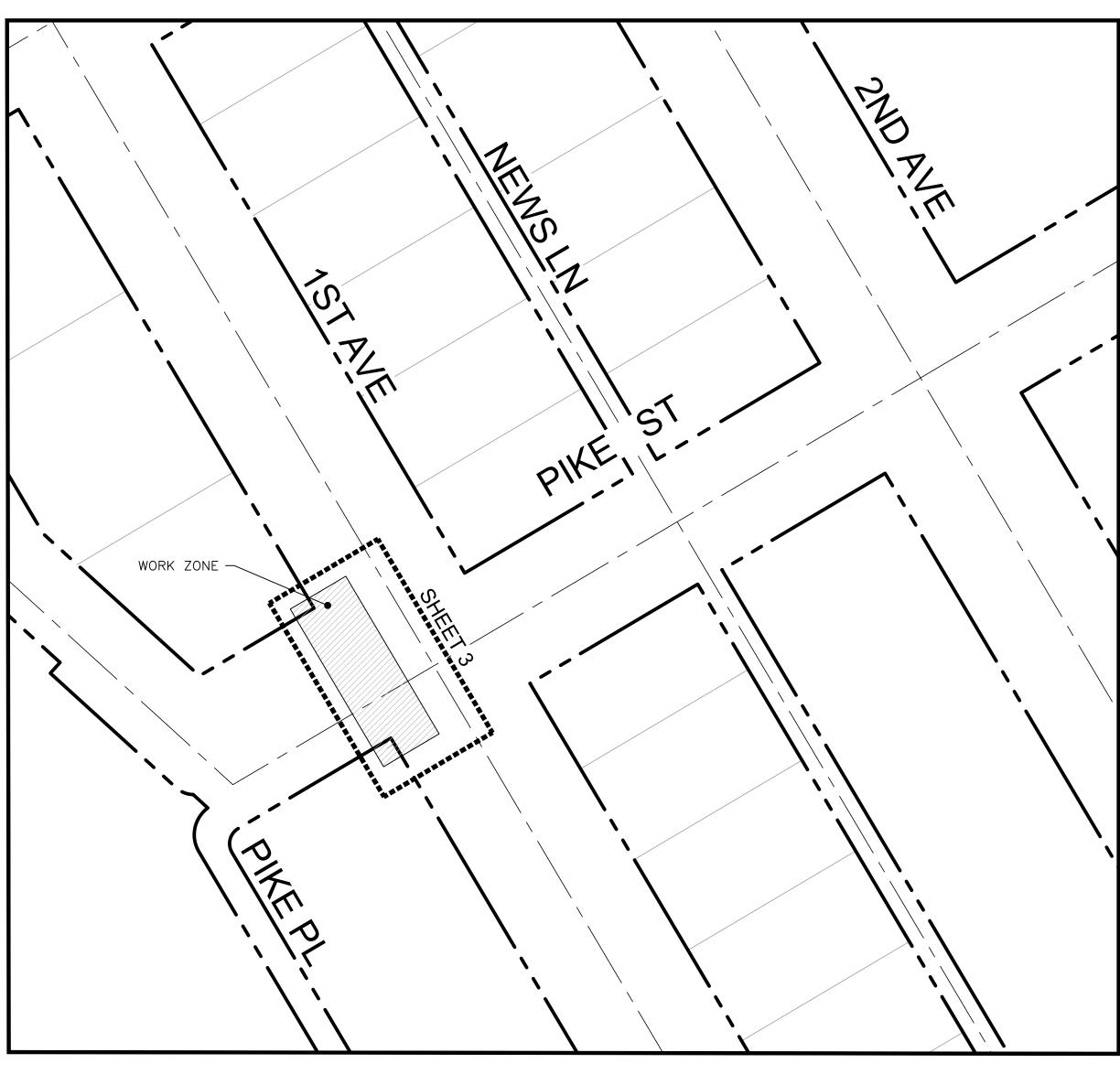
UNLESS OTHERWISE NOTED ON THE DRAWINGS:

- 1. ALL NEWLY CONSTRUCTED PEDESTRIAN ACCESS ROUTES INCLUDING SIDEWALK AND CURB RAMPS MUST MEET CURRENT ADA STANDARDS AND GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE.
- 2. WHERE THE DRAWINGS DENOTE "MEF" FOR CURB RAMP ELEMENTS. THIS DESIGNATION THE CONTRACTOR MUST NOTIFY THE ENGINEER PER SECTION 8-14.3(7) AND ALLOW THE ENGINEER THE OPPORTUNITY TO INSPECT THE CURB RAMP LAYOUT AND DIRECT ADJUSTMENTS AS NECESSARY. EVERY EFFORT WILL BE MADE TO ACHIEVE AN ADA COMPLIANT RAMP.
- 3. THE CONTRACTOR MUST NOTIFY THE ENGINEER IF A CURB RAMP CANNOT BE CONSTRUCTED PER THE DRAWINGS, RESULTING IN NON-COMPLIANT SLOPES AND/OR DIMENSIONS. PRIOR TO INSTALLING THE CURB RAMP, THE ENGINEER MUST APPROVE THE CURB RAMP LAYOUT.
- 4. PEDESTRIAN ACCESS THROUGH THE PROJECT MUST BE MAINTAINED IN COMPLIANCE WITH SDOT PEDESTRIAN MOBILITY IN AND AROUND WORK ZONES, AND CURRENT SDOT TRAFFIC CONTROL MANUAL FOR IN-STREET WORK.
- 5. FOR ASSET MANAGEMENT PURPOSES, THIS PROJECT INCLUDES THE FOLLOWING:

NEW CURB RAMPS	0
REBUILT CURB RAMPS	1
PROJECT TOTAL	1

PROJECT LOCATOR MAP SCALE: 1"=9000'





KEY MAP SCALE: 1"=50'

CONSTRUCTION NOTES:

REQUIREMENTS.

UTILITIES WERE LOCATED PRIOR TO SURVEY USING

RECORDS. EACH UTILITY WAS THEN FIELD VERIFIED

METHODS. THE UTILITIES WILL BE POTHOLED PRIOR

VERIFIED IN ACCORDANCE WITH SEATTLE STANDARD

TO GAS INSTALLATION AND CLEARANCES WILL BE

SPECIFICATIONS AS WELL AS STATE AND FEDERAL

RECORDS PROVIDED BY EACH OWNER AND CITY

BY GROUND PENETRATING RADAR AND OTHER

KEY TO SERVICE ACTION

T&T ###	TEST & TIE SERVICE
PEI T&T ###	POLYETHYLENE INSERTED SERVICE
###	REPLACE COMPLETE SVC
T&T	REPLACE STUB AND TEST & TIE EXTENSION
###	INSTALL NEW SERVICE

CUT & CAP SERVICE RETIRE WITH MAIN (RETIRE ABOVE GROUND RISER)

METHOD OF CONSTRUCTION OPEN TRENCH INSERTION HOLE HOG BORE

T&T ###	TEST & TIE SERVICE
PEI T&T ###	POLYETHYLENE INSERTED SERVICE
###	REPLACE COMPLETE SVC
T&T ###	REPLACE STUB AND TEST & TIE EXTENSION
###	INSTALL NEW SERVICE ADDRESS

CONSULTING ENGINEERS, LLC 33400 8th Avenue So, Ste #205 Federal Way, WA 98003

LYNNWOOD (425) 297-9900

FEDERAL WAY (253) 838-6113 www.esmcivil.com

> ESM PROJECT # 300-2151-024 SUUMP #0000469-A001 SUIP #86614 DATE: 07/09/2025

PSD PIPE STORM DRAIN

LEGEND

			LLOLIND
+ +	BIKE RACK	P	POWER MANHOLE
0	BOLLARD	\bowtie	SIGNAL CONTROL BOX
	CURB RAMP		SIGNAL JUNCTION BOX
П	INFORMATION SIGN		TRAFFIC SIGNAL POLE
CV	CABLE TV VAULT	FO	FIBER OPTIC MANHOLE
S	SANITARY SEWER MANHOLE		TELEPHONE JUNCTION BOX (UG
	STORM DRAIN CATCH BASIN	\bigcirc	TELEPHONE MANHOLE
D	STORM DRAIN MANHOLE	O ^U	UTILITY CLEAN OUT
	YARD DRAIN	Q	FIRE HYDRANT
**	LUMINAIRE W/ARM	W	WATER MANHOLE
*	LUMINAIRE	\blacksquare	WATER METER
©	GAS MANHOLE LID	$^{MW}\!\otimes$	MONITORING WELL
Ø	GAS VALVE	\bowtie	WATER VALVE
G	GAS VAULT	\odot	DECIDUOUS (DC)
P- ①	GUY POLE	•	FOUND CASED MONUMENT
РВ	ELECTRICAL JUNCTION PULL/BOX	● OM	FOUND OTHER MONUMENT
•	FOUND SURVEY PK NAIL	٠	FOUND SURVEY REBAR & CAP
Θ	FOUND SCRIBE		JUNCTION BOX
	POWER POLE	- \$-	POWER POLE WITH LUMINAIRE

ABBREVIATIONS

ASPH	ASPHALT	PVLT	POWER VAULT
СВ	CATCH BASIN	ROW	RIGHT OF WAY
CC	CONCRETE CULVERT	SSMH	SANITARY SEWER MANHOLE
C/L	CENTERLINE	SSS	SIDE SEWER SANITARY
DWY	DRIVEWAY	SDMH	STORM DRAIN MANHOLE
EX	EXISTING	SL	STREET LIGHT
FH	FIRE HYDRANT	SS	STREET SIGN
F/L	FLOWLINE	ТМН	TELEPHONE MANHOLE
GS	GAS SERVICE	TJB	TELEPHONE JUNCTION BOX
GV	GAS VALVE	TVLT	TELEPHONE VAULT
НН	HAND HOLE	TS	TRAFFIC SIGNAL POLE
IM	IRRIGATION METER	TYP	TYPICAL
JB	JUNCTION BOX	UP	UTILITY POLE
МВ	MAILBOX	WMH	WATER MANHOLE
MW	MONITORING WELL	WM	WATER METER
OHT	OVERHEAD TROLLY	WS	WATER SERVICE
PSS	PIPE SEWER SANITARY	WV	WATER VALVE

RIGHT OF WAY LINE TV CABLE, BURIED FIBER OPTIC LINE ----- STORM TELEPHONE, BURIED SANITARY SEWER OVERHEAD TROLLEY ---- TREE DRIPLINE BRICK PAVER RESTORATION PROPOSED CURB RAMP PROPOSED CURB RAMP

PAGE # QUANTITY SIZE MATERIAL

SIGNATURES

Project Manager Contact Information:

Name: ERIK ALVARADO

PROJECT MANAGER	DATE	
INSPECTOR	DATE	

Cell Phone: 425-326-6028 E-Mail: Erik.Alvarado@pse.com "Locates Required" Yes ☐
"Flagging Required" Yes ☐

For contacts below dial 1-888-CALL PSE (225-5773)

CALL (800) 424-5555 2 BUSINESS DAYS BEFORE YOU DIG THIS SKETCH NOT TO BE RELIED UPON FOR EXACT LOCATIONS OF EXISTING FACILITIES REAL ESTATE/EASEMENT SUUMP #0000469-A001

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REV#	DATE	BY	DESCRIPTIO	N	FUNCTION	CONTACT	PHONE NO	DATE
<u> </u>					PROJECT MGR	ERIK ALVARADO	425-326-6028	
À					ENGR - GAS	D FRIEZE	425-462-3862	
A					DRAWN BY	A STAUFFER	425-456-2722	
					CHECKED BY	S FRANCISCO	425-462-3960	
COUNTY		Emer Sect		GAS WK CTR	APPROVED BY			
KING		N/	'A	N/A	CP APPROVAL	M GALLARDO	425-462-3859	
1/4 SEC		OP MAP		PLAT MAP				
N/A		N/	'A	N/A	MAPPING			
IOINT FACILITIES ARRANGEMENTS								

JOINT FACILITIES ARRANGEMENTS UTILITIES N/A N/A CONTACT N/A N/A N/A PHONE# N/A N/A

PUGET PSE SOUND **ENERGY** DESIGNED BY PUGET SOUND ENERGY

1501 PIKE PL SEATTLE, WA **COVER SHEET**

SAP Sup Order Nbr 109 159570 ESM-109159570-RAMP 1"=50'

109159570

- 3. ANY CONFLICTS WITH THE SIGNAL SYSTEM AND CONSTRUCTION SEQUENCE MUST BE COORDINATED WITH THE SIGNAL OPERATIONS OFFICE AS SOON AS KNOWN. CONTACT DODD PHARIS AT 206-684-5105. A MINIMUM FIVE WORKING-DAY NOTICE IS REQUIRED FOR ANY WORK REQUESTED OF TRAFFIC SIGNAL ELECTRICIAN CREWS. SDOT CREWS WILL NOT BE SCHEDULED UNTIL AN ACCOUNT HAS BEEN SET UP FOR THE SPECIFIC PROJECT WITH A DEPOSIT TO COVER ALL COSTS TO RESOLVE THE CONFLICT AND A RESPONSIBLE PARTY HAS SIGNED THE SDOT-SIGNAL PRIVATE CONTRACTOR BILLING AGREEMENT. ANY WORK PERFORMED BY SDOT CREWS EXCEEDING THE DEPOSIT AMOUNT WILL BE INVOICED AND BILLED TO THE CONTRACTOR. ANY UNUSED MONEY WILL BE REFUNDED AT THE CONCLUSION OF THE PROJECT.
- 4. ANY SIGNAL ITEMS, INCLUDING BUT NOT LIMITED TO SIGNAL HEADS, POLE FOUNDATIONS, PEDESTALS, DETECTOR LOOPS, CONDUITS, HANDHOLES, AND ASSOCIATED SPAN WRES AND CABLES THAT ARE DAMAGED OR DESTROYED SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 5. ANY SIGNAL ITEMS WHICH ARE DISTURBED AS A RESULT OF GRADE CHANGE ARE REQUIRED TO BE REGRADED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
- 6. ACCESS TO CONTROLLER CABINETS AND ASSOCIATED SIGNAL EQUIPMENT MUST BE AVAILABLE AT ALL TIMES. SPACE MUST BE PROVIDED FOR DOOR SWING. ANY FENCES, EQUIPMENT AND MATERIAL STORAGE SHALL NOT BLOCK ACCESS TO SIGNAL EQUIPMENT. ANY COSTS AND/OR TIME LOSS INCURRED BY SDOT CREWS IN GAINING ACCESS TO BLOCKED SIGNAL EQUIPMENT WLL BE AT THE CONTRACTOR'S EXPENSE.
- 7. ANY WORK THAT WILL DAMAGE OR DESTROY TRAFFIC LOOP DETECTORS MUST NOTIFY SIGNAL OPERATIONS OFFICE AT EARLIEST TIME NO LESS THAN TWO WEEKS PRIOR TO SCHEDULED WORK. SIGNAL OPERATIONS OFFICE WILL PREPARE AN ESTIMATE TO COVER THE COST ASSOCIATED WITH TEMPORARY DETECTION AND TIMING, DIS-CONNECTION, DETECTOR TESTING, RE-CONNECTION AND RESTORATION OF PERMANENT TIMING. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO RESTORE THE DETECTOR LOOPS WITHIN TWO (2) WEEKS OF DESTRUCTION OR PROVIDE TEMPORARY DETECTION DURING THE INTERIM. FULLY RESTORED PAVEMENT MUST BE IN PLACE BEFORE THE LOOPS CAN BE RESTORED. A DEPOSIT FOR THE FULL ESTIMATE PREPARED BY THE SIGNAL OPERATIONS OFFICE AND A SIGNED SDOT-SIGNAL PRIVATE CONTRACTOR BILLING AGREEMENT BILLING IS REQUIRED PRIOR TO SCHEDULED WORK.
- DISCONNECT AND TEMPORARY TIMING WILL BE SCHEDULED NO LESS THAN FIVE (5) WORKING DAYS AFTER RECEIPT OF THE DEPOSIT. SIGNAL OPERATIONS PERSONNEL WILL WORK ON A TIME AND MATERIAL BASIS. ANY UNUSED MONEY WILL BE REFUNDED AT THE CONCLUSION OF THE PROJECT.
- 8. THE CONTRACTOR SHALL INVESTIGATE FOR UNDERGROUND UTILITIES PRIOR TO ANY POLE FOUNDATION EXCAVATION OR CONDUIT TRENCHING TO AVOID DAMAGE TO ANY UNDERGROUND UTILITIES (INCLUDING SIDE SEWERS).
- 9. THE CONTRACTOR SHALL VERIFY THE CAPACITIES OF ALL EXISTING CONDUITS OR DUCT RUNS DESIGNATED FOR USE ON THIS PROJECT. ANY DISCREPANCIES WITH THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO ANY CONSTRUCTION WORK.
- 10. EXISTING SIGNS WHICH ARE REMOVED (STREET NAME SIGNS, SIGNAL SIGNS, ETC.) FROM AN EXISTING POLE SHALL BE REINSTALLED PER PLAN OR ADJUSTED IN THE FIELD WITH THE ENGINEER'S APPROVAL.
- 11. IF A CONTROLLER CABINET, HANDHOLE, CONDUIT, POLE, OR PEDESTAL IS TO BE RELOCATED IN SUCH A WAY AS TO LENGTHEN THE TRAFFIC CABLE RUNS, NEW WRING OF THE AFFECTED LINES MAY BE REQUIRED. SPLICES WILL NOT BE ALLOWED IN ANY ITS EQUIPMENT CABLES, SIGNAL INTERCONNECT, PREEMPT, TRUNK, OR VIDEO DETECTION LINES, NOR IN PEDESTRIAN PUSHBUTTON WRING.
- 12. ANY EXCAVATION IN PROXIMITY TO AN EXISTING POLE OR DOWN GUY MUST BE DONE WITHOUT UNDERMINING THEIR STABILITY. INSPECTION IS REQUIRED PRIOR TO ANY EXCAVATION.
- 13. ALL POLE INSTALLATIONS SHALL BE INSPECTED AT SEVERAL STAGES; INCLUDING BUT NOT LIMITED TO FOUNDATION EXCAVATION. BOLT. REBAR AND CONDUIT INSTALLATIONS. POLE SET FOR PROPER RAKE, LUMINAIRE INSTALLATIONS, WRING, GROUNDING AND BONDING.
- 14. SIGNAL CONDUITS THAT ENTER THE CONSTRUCTION SITE, SUCH AS THOSE CROSSING THE STREET OR INTERCONNECT TO OTHER SIGNALIZED INTERSECTIONS. MUST BE RECONNECTED. THE RECONNECTIONS MUST BE INSPECTED AND APPROVED IN WRITING BY THE SDOT INSPECTOR BEFORE THE BACKFILL AND PAVING WORK MAY BE SCHEDULED.
- 15. PRIOR TO CURB INSTALLATION, SIDEWALK INSTALLATION, STREET PAYING, OR TREE INSTALLATION ALL CONDUITS, EXISTING AND NEWLY INSTALLED, MUST BE INSPECTED FOR CONTINUITY. PULL STRINGS SHALL BE PRESENT IN ALL NEW CONDUITS. EXISTING CONDUIT MUST BE ACCOUNTED FOR, BE CLEAR OF DEBRIS, EXTEND ABOVE THE BOTTOM OR TERMINATE IN THE SIDE OF THE HANDHOLE, AND HAVE MOVEMENT IN THE CABLES OR HAVE A PULL STRING AVAILABLE TO SHOW MOVEMENT. ALL CONDUITS THAT ARE ABANDONED SHALL BE LABELED SUCH IN EACH ACCESS THEY PASS THROUGH.
- 16. TO ORDER INSPECTIONS CALL THE SIGNAL INSPECTION SUPERVISOR, RAYMOND HILL 206-391-3714. THREE WORKING DAYS NOTICE IS REQUIRED.
- 17. TO MEET THE REQUIREMENTS OF THE PAVEMENT RESTORATION RULES: IF SIDEWALKS ARE REMOVED AS A PART OF THE STREET IMPROVEMENT, A CONSTRUCTION WINDOW OF NO LESS THAN 5 DAYS SHALL BE PROVIDED FOR SDOT SIGNAL CREWS TO INSTALL ANY INFRASTRUCTURE NOT INCLUDED IN THE PLANS BEFORE THE SIDEWALK IS RESTORED. THIS WINDOW SHALL BE COORDINATED BETWEEN SDOT CREW CHIEF AND CONTRACTOR TO PROVIDE A WNDOW SCHEDULED NOT LESS THAN 5 WORKING DAYS PRIOR TO THE WNDOW.
- 18. LANDINGS ARE TO REMAIN CLEAR AND PEDESTRIAN PUSH BUTTONS MUST REMAIN EASILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES.
- 19. ALL MATERIALS USED SHALL GO THROUGH THE SUBMITTAL PROCESS OUTLINED IN THE STANDARD SPECIFICATIONS. IF A PHYSICAL SAMPLE IS TO BE SUBMITTED, THE SAMPLE WILL BE DELIVERED TO THE CR SIGNAL SHOP. CLEARLY LABEL YOUR SAMPLE WITH THE PROJECT NAME AND THE COMPANY AND CONTACT PHONE NUMBER. CALL CREW CHIEF AT 206-386-1517 THE DAY BEFORE TO ARRANGE DELIVERY.
- 20. IF PLAN REQUIRES NEW STEEL STRAIN POLES TO BE INSTALLED, PLEASE NOTE; SIGNAL POLES CAN TAKE 4 TO 6 MONTHS OF LEAD TIME TO ACQUIRE. PLEASE ORDER YOUR POLES AT THE EARLIEST POSSIBLE DATE. SHOP DRAWINGS AND DETAILS SHALL BE REVIEWED BY THE SIGNAL DESIGN ENGINEER.

- 21. ONLY ELECTRICAL CONTRACTORS WITH TRAFFIC SIGNAL CONSTRUCTION EXPERIENCE ARE ALLOWED TO WORK ON TRAFFIC SIGNAL ITEMS. INTERCONNECT TERMINATION AND POWERING UP AND DOWN OF SIGNALS IS EXCLUSIVELY HANDLED BY SDOT SIGNAL ELECTRICIANS. ALL OTHER SIGNAL RELATED WORK PERFORMED SHALL BE DONE BY A QUALIFIED SIGNAL CONTRACTOR AND INSPECTED UPON COMPLETION.
- 22. EXISTING SIGNAL SHALL REMAIN OPERATIONAL UNTIL TIME TO CUT OVER TO NEW INSTALLATION. CONTRACTOR IS REQUIRED TO PROVIDE TRAFFIC CONTROL AND ONE OR MORE UNIFORMED POLICE OFFICERS DURING THE PERIOD THE SIGNAL IS DARK. SIGNAL CUT OVER SHALL NOT BE SCHEDULED UNTIL THE INSPECTOR HAS SIGNED OFF ON THE CHECKOUT LIST. CUT OVER SHALL BE SCHEDULED WITH SIGNAL OPERATIONS OFFICE AT LEAST 5 WORKING DAYS IN ADVANCE.

SPU NOTES:

- 1. CONTRACTOR SHALL EXERCISE CARE WHEN EXCAVATING NEAR CHARGED WATER MAINS, SANITARY SEWER AND STORM DRAIN INFRASTRUCTURE.
- 2. IF DAMAGED, CONTRACTOR SHALL NOT REPAIR DAMAGE TO CHARGED WATER MAINS OR WATER SERVICES BUT SHALL IMMEDIATELY NOTIFY THE SPU EMERGENCY DISPATCHER AT 206-386-1800.
- 3. IF A CAST IRON PIPE (CIP) PIPE BELL IS EXPOSED DURING CONSTRUCTION, CONTRACTOR SHALL CONTACT SPU EMERGENCY DISPATCHER AT 206-684-1800. A CREW WILL BE DISPATCHED TO INSPECT THE BELL AND DETERMINE IF IT SHOULD BE RE-CAULKED.
- 4. IF WATER MAIN JOINTS ARE EXPOSED, NOTIFY THE SPU ASSET PROTECTION ENGINEER (BILL DUYUNGAN (206) 423-3757) SO SPU CAN INSPECT IT. DEPENDING UPON SPU'S FIELD ASSESSMENT, SPU MAY NEED TO INSTALL JOINT CLAMPS, WHICH MIGHT RESULT IN ADDITIONAL RESTORATION AREA.
- 5. IF TYPE 165 INLET IS WITHIN THE PAVEMENT REMOVAL AREA, REPLACE THE INLET WITH TYPE 250A OR B AND INSTALL 8-INCH MIN, CL 50, DIP, FROM THE INLET TO THE CB. BENDS ARE NOT ALLOWED.
- 6. SPU WILL OBSERVE EXCAVATION WHICH COULD IMPACT ITS UTILITIES. CONTRACTOR SHALL CONTACT SPU ENGINEER, BILL DUYUNGAN, (206-684-4217) AT LEAST 48 HOURS PRIOR TO START OF CONSTRUCTION.
- 7. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF WATERMAINS, WATER SERVICE LINES, PUBLIC SEWER AND STORM PIPES, SIDE SEWER LATERALS PRIOR TO EXCAVATION OR TUNNELING OVER OR BELOW THE PIPES.
- 8. POTHOLING OR EXCAVATION WITHIN 2 FEET OF SPU PIPES SHALL BE BY SOIL-VACUUMING.
- 9. CONTRACTOR SHALL MAINTAIN A MINIMUM 5' HORIZONTAL AND 18" VERTICAL SEPARATION, OVER OR BELOW SPU PIPES PER COS STANDARD SPEC 1-07.17(2). WHEN TUNNELING UNDER THE PIPES, MAINTAIN AT LEAST 3 FEET VERTICAL SEPARATION, PER SECTION 2-16 OF THE C.O.S.
- 10. THE CONTRACTOR SHALL MAINTAIN MINIMUM 10' SEPARATION FROM THE EDGE OF EXCAVATION TO EXISTING WATER THRUST BLOCKS. IF THE MINIMUM SEPARATION CAN NOT BE ACHIEVED, CONTACT SPU PRIOR TO EXCAVATION CLOSE TO THE BLOCK.
- 11. ANY STORM/SEWER PIPES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH AN APPROVED PIPE, MATCHING THE EXISTING PIPE NOMINAL PIPE DIAMETER AND GRADE. TO CONNECT EXISTING AND NEW PIPES. MISSION ARC STAINLESS SHIELDED COUPLINGS OR APPROVED EQUAL SHALL BE USED.
- 12. WHEN REQUIRED DUE TO PROJECT IMPACT, CONTRACTOR SHALL ADJUST VALVE BOXES AND CASTINGS IN ACCORDANCE WITH STANDARD SPECIFICATIONS, SECTION 7-20. CASTINGS, SUCH AS DRAINAGE INLETS, MAINTENANCE HOLES, VALVE CHAMBERS, AND METER BOXES SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO CONSTRUCTION OF THE FINAL SURFACE COURSE (SEE STANDARD SPECIFICATIONS, SECTION 5-04.3 (9) B). CASTINGS OR LIDS THAT ARE WORN OR BROKEN SHALL BE REPLACED PRIOR TO INSTALLATION OF THE FINAL SURFACE
- 13. WHEN EXCAVATING OR TUNNELING UNDER SPU PIPES, CONTRACTOR MAY BE REQUIRED TO SUBMIT A PIPE SUPPORT OR PROTECTION PLAN. THE PLAN SHALL SHOW HOW THE PIPE WILL BE SUPPORTED AND PROTECTED, EQUIPMENT AND METHOD OF EXCAVATION AROUND THE PIPE. FOR PIPES GREATER THAN 12 INCHES OR WHEN DIAGONAL CROSSING IS PROPOSED, SPU COULD REQUIRE THE PLAN TO BE PREPARED

 15. THE PERMITTEE SHALL LOCATE AND PROTECT ALL CASTINGS AND UTILITIES DURING BY A REGISTERED ENGINEER.

SCL NOTES:

- 1. REFER TO SCL CONSTRUCTION STANDARD 0214.00 FOR MINIMUM CLEARANCES FROM ELECTRICAL CONDUITS AND VAULTS. LOCATIONS, DIMENSIONS AND DEPTHS OF SCL'S VAULTS, MANHOLES AND HANDHOLES WITHIN PROJECT AREA MUST BE VERIFIED PRIOR TO CONSTRUCTION TO AVOID DAMAGE TO EXISTING SCL FACILITIES.
- 2. CONTRACTOR SHALL EXERCISE CARE WHEN EXCAVATING NEAR ENERGIZED CABLES.
- 3. NOTIFY SCL'S ESR AT 206-386-4200 FOUR WEEKS PRIOR TO THE START OF THE PROJECT.
- 4. ALL EXCAVATIONS ADJACENT TO SEATTLE CITY LIGHT POLES OR FACILITIES (VAULTS, HANDHOLES, ETC.) SHALL COMPLY WITH WAC 296-155, PART N, EXCAVATION, TRENCHING AND SHORING, POLE PROJECTION/SUPPORTING SYSTEMS USED WHILE EXCAVATING SHALL COMPLY WITH WAC 296-155-655, GENERAL PROTECTION REQUIREMENTS, ITEM (9) AND SHALL NOT AFFECT THE STRUCTURAL INTEGRITY OF POLES WHILE THE SYSTEMS ARE IN PLACE OR AFTER THE SYSTEMS HAVE BEEN REMOVED.
- 5. ALL CONSTRUCTION WORKERS, THEIR TOOLS, MACHINERY, TEMPORARY STRUCTURES, EQUIPMENT AND MATERIALS SHALL MAINTAIN A MINIMUM 10-FEET CLEARANCE FROM MANY TYPES OF POWER LINES (WAC 296-24-960). SEATTLE CITY LIGHT TRANSMISSION LINES REQUIRE 15-FEET RADIAL CLEARANCE, IF THIS PROJECT REQUIRES WORK IN PROXIMITY TO ANY ENERGIZED LINES, NOTIFY US IN ADVANCE SO THAT WE CAN DE-ENERGIZE AND GROUND THE LINES, OR RELOCATE THE LINES TEMPORARILY. THIS WORK WILL BE DONE AT THE CUSTOMER'S EXPENSE. THE COST MUST BE PAID IN ADVANCE OF ANY WORK.
- 6. SEE SEATTLE DPD CLIENT ASSISTANCE MEMO 122, ELECTRIC UTILITY CLEARANCE REQUIREMENTS FOR ACCEPTABLE CLEARANCES. CHANGES TO SEATTLE CITY LIGHT'S SYSTEM TO MEET APPROPRIATE, CLEARANCES WILL BE PERFORMED AT CONTRACTOR'S EXPENSE.
- 7. EXISTING STREET LIGHTING SYSTEM SHALL BE MAINTAINED DURING CONSTRUCTION.
- 8. WORK MUST BE SCHEDULED SUCH THAT NO TWO (2) ADJACENT OR OPPOSITE STREETLIGHTS ARE DISABLED AT ANY ONE TIME.
- 9. ANY EXCAVATION IN PROXIMITY TO AN EXISTING STREETLIGHT POLE MUST BE DONE WITHOUT UNDERMINING ITS STABILITY. CONTRACTOR IS RESPONSIBLE FOR TEMPORARY STABILIZING

GENERAL NOTES: EFFECTIVE DATE 5/8/24

- 1. ALL WORK SHALL CONFORM TO THE 2023 EDITION OF CITY OF SEATTLE STANDARD SPECIFICATIONS, THE 2023 EDITION OF THE CITY OF SEATTLE STANDARD PLANS; AND SEATTLE DEPARTMENT OF TRANSPORTATION DIRECTOR'S RULE 01-2017 RIGHT-OF-WAY OPENING AND RESTORATION RULES. A COPY OF THESE DOCUMENTS SHALL BE ON SITE 26. PERMITTEE SHALL NOTIFY KING COUNTY METRO AT 206-477-1140 FOURTEEN DAYS IN DURING CONSTRUCTION.
- 2. A COPY OF THE APPROVED PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- 3. ERRORS AND OMISSIONS ON THE PERMITTED PLANS MUST BE CORRECTED BY THE ENGINEER AND APPROVED BY THE CITY OF SEATTLE.
- 4. ALL PERMITS REQUIRED FOR WORK WITHIN THE PUBLIC RIGHT OF WAY MUST BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.
- PRIOR TO THE START OF CONSTRUCTION WITHIN THE RIGHT OF WAY, THE PERMITTEE SHALL SCHEDULE AND ATTEND A PRECONSTRUCTION MEETING WITH THE CITY OF SEATTLE DEPARTMENT OF TRANSPORTATION.
- PERMITTEE SHALL CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION, STREET USE INSPECTOR A MINIMUM OF 2 BUSINESS DAYS PRIOR TO NEEDING AN INSPECTION.
- 7. ALL DAMAGE TO CITY INFRASTRUCTURE CAUSED BY THE CONSTRUCTION SHALL BE IMMEDIATELY REPORTED AND REPAIRED AS REQUIRED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION. TO REPORT DAMAGE TO SPU INFRASTRUCTURE, INCLUDING ANY SEWAGE RELEASE OR BLOCKAGE, CALL 206-386-1800.
- THE APPROVED PLANS SHALL SHOW THE APPROXIMATE AREA OF PAVEMENT RESTORATION BASED ON THE DEPTH OF UTILITY CUTS AND/OR THE AREA OF CURB AND/OR PAVEMENT TO BE REMOVED AND REPLACED. THE ACTUAL LIMITS OF THE PAVEMENT RESTORATION SHALL BE PER THE DIRECTOR'S RULE 01-2017, RIGHT-OF-WAY OPENING AND RESTORATION RULE AND WILL BE DETERMINED IN THE FIELD BY THE SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR PRIOR TO THE PAVEMENT RESTORATION. FOR SPU WATER SERVICES, APPLICANT MUST SHOW THE PAVEMENT RESTORATION LIMITS FOR THE PROPOSED AND THE EXISTING WATER SERVICES TO BE RETIRED, INCLUDING SERVICES THAT ARE OUTSIDE THE PROJECT AREA, BUT SERVE THE PARCEL.
- 9. DATUM: NAVD88 AND NAD 83 (2011) 2010.00 EPOCH.
- 10. SURVEYING AND STAKING OF ALL IMPROVEMENTS IN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED PRIOR TO CONSTRUCTION. PERMITTEE TO STAKE THE CURB AT THE CENTERLINE OF DRAINAGE GRATES PER STANDARD PLAN 260A. SURVEY GRADE SHEETS MUST BE SUBMITTED AND APPROVED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION AT LEAST 2 BUSINESS DAYS PRIOR TO CONSTRUCTION.
- 11. IF AN EXISTING CURB IS TO BE REMOVED AND REPLACED IN THE SAME LOCATION THE PERMITTEE SHALL PROVIDE THE STREET USE INSPECTOR A PLAN WITH EXISTING FLOW LINE AND TOP OF CURB ELEVATIONS IDENTIFIED. PERMITTEE TO STAKE THE LOCATION OF THE EXISTING CURB PRIOR TO DEMOLITION.
- 12. THE PERMITTEE MUST BE RESPONSIBLE FOR REFERENCING AND REPLACING ALL SURVEY MONUMENTS THAT MAY BE DISTURBED, DESTROYED OR REMOVED BY THE PROJECT AND 2 WORKING DAYS, PRIOR TO THE WORK, MUST FILE AN APPLICATION FOR PERMIT TO REMOVE OR DESTROY A SURVEY MONUMENT WITH THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, PURSUANT TO WAC 332-120. THE PERMITTEE MUST PROVIDE THE ENGINEER AND SPU LAND SURVEY WITH A COPY OF THE APPROVED PERMIT AND COMPLETION REPORT. SEE STANDARD SPECIFICATION 1- 07.28 ITEM 17.
- 13. THE PERMITTEE SHALL SUBMIT ALL APPLICABLE DOCUMENTS REQUIRED UNDER SECTION 1-05.3 OF THE STANDARD SPECIFICATIONS PRIOR TO CONSTRUCTION. A MATERIAL SOURCE FORM FOR ALL MATERIALS TO BE PLACED IN THE RIGHT OF WAY AND MIX DESIGNS FOR ALL ASPHALT, CONCRETE AND AGGREGATES TO BE PLACED IN THE RIGHT OF WAY MUST BE SUBMITTED TO THE SEATTLE DEPARTMENT OF TRANSPORTATION FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION. A REVISED MATERIAL SOURCE FORM AND MIX DESIGNS MUST BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF ANY SUBSTITUTE MATERIALS.
- 14. THE PERMITTEE SHALL NOTIFY THE SEATTLE FIRE DEPARTMENT DISPATCHER (206-386-1495) AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL WATER SERVICE INTERRUPTIONS, HYDRANT SHUTOFFS, AND STREET CLOSURES OR OTHER ACCESS BLOCKAGE. THE PERMITTEE SHALL ALSO NOTIFY THE DISPATCHER OF ALL NEW, RELOCATED, OR ELIMINATED HYDRANTS RESULTING FROM THIS WORK.
- CONSTRUCTION.
- 16. THE PERMITTEE SHALL CONTACT THE UNDERGROUND UTILITIES LOCATOR SERVICE (811) AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- 17. IT IS THE SOLE RESPONSIBILITY OF THE PERMITTEE TO VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.
- 18. THE PERMITTEE SHALL ADJUST ALL EXISTING MAINTENANCE HOLE RIMS, DRAINAGE STRUCTURE LIDS, VALVE BOXES, AND UTILITY ACCESS STRUCTURES TO FINISH GRADE WITHIN AREAS AFFECTED BY THE PROPOSED IMPROVEMENTS.
- 19. THE PERMITTEE SHALL FOLLOW SPU CORE TAP PROCEDURES FOR ALL NEW CONNECTIONS TO EXISTING SEWER OR DRAINAGE MAINS OR STRUCTURES. CONTRACTORS ARE NOT ALLOWED TO CORE INTO MAINS OR STRUCTURES WITHOUT PRIOR APPROVAL FROM SPU-DWW. TO SCHEDULE CORE CUT CONTACT SPU-DWW AT 206-615-0511 A MINIMUM OF 2 BUSINESS DAYS IN ADVANCE.
- 20. ALL UTILITY SERVICE CONNECTIONS SHOWN ON THIS PLAN REQUIRE SEPARATE PERMITS.
- 21. THE PERMITTEE SHALL PROVIDE FOR ALL TESTING AS REQUIRED BY THE STREET USE
- 22. INSPECTION AND ACCEPTANCE OF ALL WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE DONE BY REPRESENTATIVES OF THE CITY OF SEATTLE. IT SHALL BE THE PERMITTEE'S RESPONSIBILITY TO COORDINATE AND SCHEDULE APPROPRIATE INSPECTIONS ALLOWING FOR PROPER ADVANCE NOTICE. THE SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR MAY REQUIRE REMOVAL AND RECONSTRUCTION OF ANY ITEMS PLACED IN THE RIGHT OF WAY THAT DO NOT MEET CITY STANDARDS OR THAT WERE CONSTRUCTED WITHOUT APPROPRIATE INSPECTIONS.
- 23. THE PERMITTEE SHALL PROVIDE A PLAN FOR STORMWATER AND EROSION CONTROL AND INSTALL, MAINTAIN AND REMOVE TEMPORARY FACILITIES PER SECTION 8-01. AS CONSTRUCTION PROGRESSES AND CONDITIONS DICTATE, ADDITIONAL CONTROL FACILITIES MAY BE REQUIRED. DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE PERMITTEE TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY THE PERMITTEE'S ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES THAT MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES.
- 24. ALL DISTURBED SOILS MUST BE AMENDED PER STANDARD PLAN 142 AND SECTION 8-02 OF THE STANDARD SPECIFICATIONS UNLESS WITHIN ONE FOOT OF A CURB OR SIDEWALK, THREE FEET OF A UTILITY STRUCTURE (E.G. WATER METER, UTILITY POLE, HAND HOLE, ETC.), OR THE DRIPLINE OF AN EXISTING TREE.

- 25. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL FOR IN-STREET WORK. AN APPROVED TRAFFIC CONTROL PLAN WILL BE REQUIRED FOR ALL ARTERIAL STREETS, HIGH IMPACT AREAS AND CONSTRUCTION HUBS PRIOR TO BEGINNING CONSTRUCTION.
- ADVANCE OF ANY IMPACT TO TRANSIT OPERATIONS. CALL 206-477-1150 FOR ANY COORDINATION RELATED TO KING COUNTRY METRO TROLLEY (INCLUDING SLU AND FIRST HILL STREET CAR). CONTACT KING COUNTY METRO TWO MONTHS PRIOR FOR ANY TROLLEY DE-ENERGIZING REQUESTS.
- 27. COORDINATE PARKING/LOADING SIGN(S) AND PAY STATION REMOVAL / RELOCATION AND INSTALLATION WITH SDOT CURBSPACE MANAGEMENT CURBSIDEOPS@SEATTLE.GOV AND 206-684-8175 WITH AT LEAST 10 BUSINESS DAYS' NOTICE. SDOT WILL PERFORM THE
- 28. ALL STREET NAME SIGNS MUST BE INSTALLED BY SEATTLE DEPARTMENT OF TRANSPORTATION AT THE PERMITTEE'S EXPENSE.
- 29. ALL WORK PERFORMED BY SEATTLE CITY LIGHT, SEATTLE PUBLIC UTILITIES, AND OTHER UTILITIES TO INSTALL, REPAIR, REMOVE OR RELOCATE UTILITIES SHALL BE DONE AT THE PERMITTEE'S EXPENSE.
- 30. PERMITTEE MUST CONTACT THE SEATTLE DEPARTMENT OF PARKS AND RECREATION TO APPLY FOR A SEPARATE PERMIT IF WORKING WITHIN A DESIGNATED PARK BOULEVARD.
- 31. CARE SHALL BE EXERCISED WHEN EXCAVATING OR REMOVING PAVEMENT NEAR EXISTING CHARGED WATER MAINS. CAST IRON WATER MAINS ARE KNOWN TO BE SENSITIVE TO EXCESSIVE VIBRATION. COORDINATE PROTECTION METHODS WITH SPU.

URBAN FORESTRY NOTES: REVISED 8/2020

- CONTRACTOR SHALL PREPARE A TREE, SOIL AND VEGETATION PROTECTION WORK PLAN. NOTE AND PHOTOGRAPH CONDITIONS AND MATERIALS IN EXISTING TREE PITS INCLUDING PAVERS FOR REVIEW BY SDOT URBAN FORESTRY, ADHERE TO SDOT STANDARD SPECIFICATIONS 1-07.16(2) & 8-01.3(2)B.
- 2. CONTRACTOR SHALL NOTIFY THE ENGINEER AND SDOT URBAN FORESTRY (DOT_LA@SEATTLE.GOV) 72 HOURS MIN. PRIOR TO BOTH DEMOLITION AND EXCAVATION WITHIN THE TREE DRIP LINE.
- 3. PNEUMATIC EXCAVATION REQUIRED;
- ALL TRENCH EXCAVATION WITHIN THE CRITICAL ROOT ZONE (SEE STANDARD PLAN 133) SHALL BE PERFORMED TO FULL DEPTH AND WIDTH OF EXCAVATION USING PNEUMATIC METHODS ONLY UNDER THE SUPERVISION ON AN URBAN FORESTRY ARBORIST. WATER SLUICING IS NOT ALLOWED. RETAIN ALL STRUCTURAL ROOTS (2" DIA AND LARGER) ACROSS TRENCHES. SDOT URBAN FORESTRY ARBORIST TO DIRECT PRUNING IF NECESSARY.
- 4. AVOID DAMAGE TO ROOTS DURING CONCRETE SAWCUTTING, DEMOLITION AND TRENCHING.
- REMOVE PAVEMENT WITHIN TREE DRIP LINE BY SAWCUTTING FREQUENTLY (12 TO 18 INCHES O.C.) TO ALLOW SMALL PIECES TO BREAK OUT. IF PART OF PAVEMENT IS FIRMLY ATTACHED TO ROOTS GREATER THAN 2", PRUNE ROOTS UNDER SUPERVISION OF SDOT URBAN FORESTRY ARBORIST.
- 6. PROTECT TREE ROOTS AFTER EXPOSURE DUE TO CONCRETE REMOVAL, PNEUMATIC EXCAVATION AND OTHER CONSTRUCTION ACTIVITY. ONLY EXPOSE ROOTS THAT CAN BE BACKFILLED WITHIN ONE WORKING DAY. MAINTAIN MOIST SUB-GRADE UNTIL CONCRETE IS INSTALLED.
- 7. TRENCH BACKFILL WITHIN CRITICAL ROOT ZONE SHALL BE COS MINERAL AGGREGATE TYPE 17. USE BACKHOE WITHIN CRITICAL ROOT ZONE IS PROHIBITED.

KC METRO NOTES: REVISED 1/4/21

- ANY CONSTRUCTION OR INSTALLATION ACTIVITIES AFFECTING TRANSIT OPERATIONS OR FACILITIES MUST BE COORDINATED THROUGH METRO TRANSIT CONSTRUCTION INFORMATION CENTER. PLEASE PROVIDE FIVE BUSINESS DAYS NOTIFICATION FOR BUS STOP IMPACTS AND TEN BUSINESS DAYS NOTIFICATION FOR BUS REROUTES. FOR NOTIFICATION INFORMATION AND GUIDELINES, PLEASE VISIT: HTTPS://KINGCOUNTY.GOV/DEPTS/TRANSPORTATION/METRO/ABOUT/CONSTRUCTION -CONTRACTORS/TRANSIT-SYSTEM-IMPACTS.ASPX OR CONTACT CONSTRUCTION COORDINATORS AT 206-477-1140 OR 206-477-1150 FOR TROLLEY RELATED ACTIVITIES.
- 2. PER WAC 296-155. ALL NON-QUALIFIED PERSONNEL AND EQUIPMENT MUST MAINTAIN 10' CLEARANCES FROM THE CONTACT WIRE. CONTACT LABOR & INDUSTRIES FOR MORE INFORMATION.
- 3. METRO KC PD WORK REQUIRES A MINIMUM OF 20 WORKING DAYS NOTIFICATION FOR EACH TROLLEY WIRE MOVE. MOVEMENT OF TROLLEY OVERHEAD TO ACCOMMODATE CONSTRUCTION SHALL BE AT OWNERS EXPENSE. CONTACT DAVID WHEELER AT 206-263-1702.
- 4. PERMANENT WIRE MOVES REQUIRE AN APPROVED CHANNELIZATION PLAN.
- 5. PROTECT ALL STRAIN POLES ON SITE.

TROLLEY RELATED ACTIVITIES.

6. METRO REQUIRES A MINIMUM OF 15 BUSINESS-DAY NOTIFICATION FOR TROLLEY LINE DEACTIVATIONS; LINE DEACTIVATIONS ARE PERMITTED ON WEEKENDS ONLY.



CONSULTING ENGINEERS, LLC 33400 8th Avenue So, Ste #205 Federal Way, WA 98003 LYNNWOOD (425) 297-9900 FEDERAL WAY (253) 838-6113

ESM PROJECT # 300-2151-024

SUUMP #0000469-A001 SUIP #86614

www.esmcivil.com

For contacts below dial 1-888-CALL PSE (225-5773) **Project Manager Contact Information:** ERIK ALVARADO CALL (800) 424-5555 Cell Phone: 425-326-6028 **2 BUSINESS DAYS BEFORE YOU DIG** F-Mail[.] Erik.Alvarado@pse.com THIS SKETCH NOT TO BE RELIED UPON FOR EXACT LOCATION OF EXISTING FACILITIES REAL ESTATE/EASEMENT "Locates Required" SUUMP #0000469-A001 "Flagging Required" Yes 🗆 REV# DATE BY DESCRIPTION FUNCTION CONTACT PHONE NO DATE ERIK ALVARADO 425-326-6028 PROJECT MGR ENGR - GAS D FRIEZE 425-462-3862 DRAWN BY A STAUFFER | 425-456-2722 CHECKED BY S FRANCISCO | 425-462-3960 GAS WK CTR PPROVED BY mer Sect PGRPC017 CP APPROVAL M GALLARDO | 425-462-3859 OP MAP PLAT MAP /4 SEC SE 31-25-04 188.068 191.069A MAPPING JOINT FACILITIES ARRANGEMENTS UTILITIES N/A N/A CONTACT N/A N/A N/A N/A

PHONE# N/A **PUGET** SOUND **ENERGY**

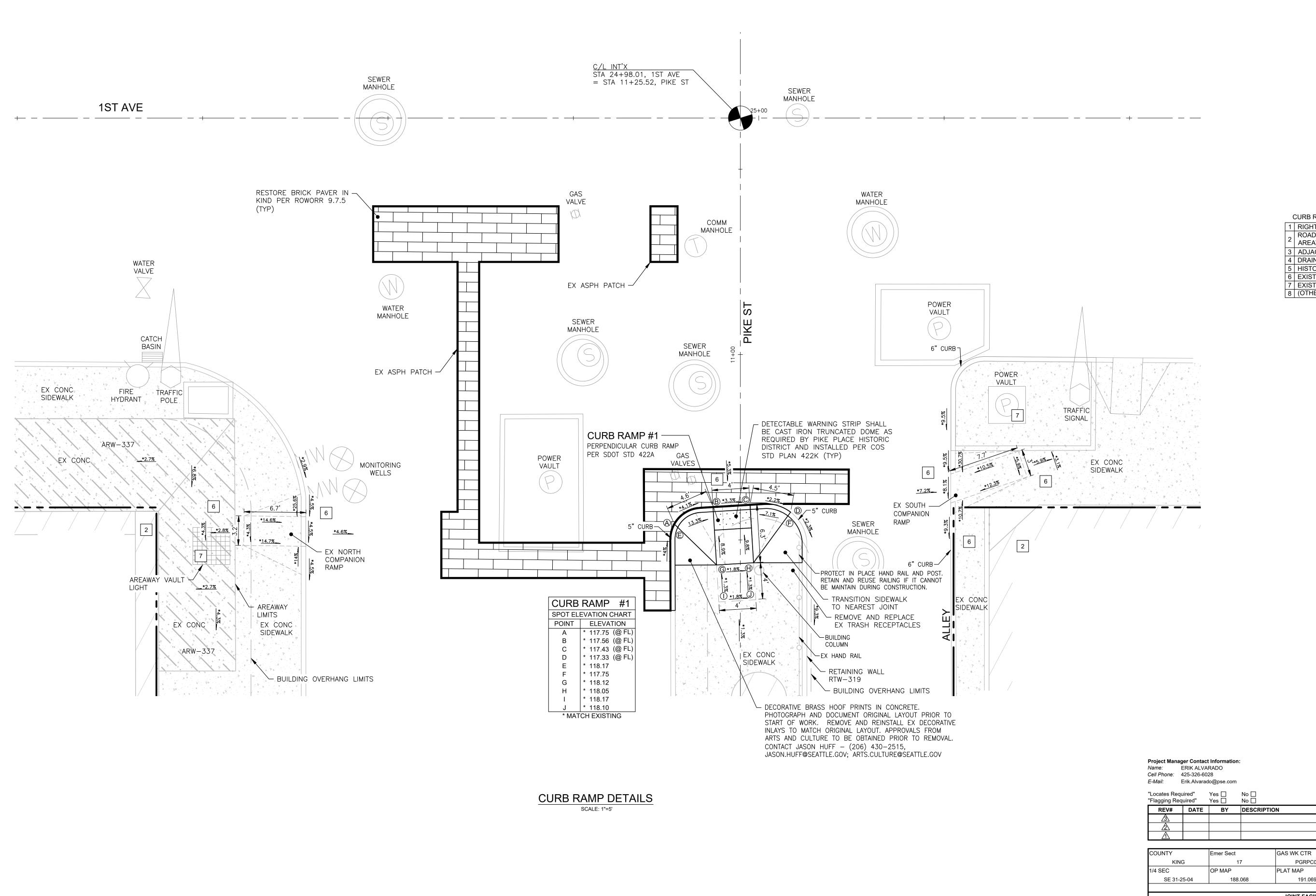
DESIGNED BY INFRASOURCE

1501 PIKE PL GENERAL NOTES SEATTLE, WA

N/A

SAP Sup Order Nbr 109159570 ESM-109159570-RAMP SCALE N/A

N/A









CURB RAMP NON-STANDARD JUSTIFICATION CODES

1 RIGHT-OF-WAY AVAILABILITY

ROADWAY STRUCTURAL CONSTRAINT: WALL, AREAWAY, OR BRIDGE

ADJACENT DEVELOPED FACILITY 4 DRAINAGE

5 HISTORIC FEATURE

6 EXISTING ROAD/SIDEWALK SLOPES

7 EXISTING UTILITY VAULT OR UTILITY STRUCTURE

8 (OTHER)





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M GALLARDO | 425-462-3859

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CALL (800) 424-5555 2 BUSINESS DAYS BEFORE YOU DIG

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ATE	BY	DESCRIPTIO	N	FUNCTION	CONTACT	PHONE NO	DATE
				PROJECT MGR	ERIK ALVARADO	425-326-6028	
				ENGR - GAS	D FRIEZE	425-462-3862	
				DRAWN BY	A STAUFFER	425-456-2722	
				CHECKED BY	S FRANCISCO	425-462-3960	
	Emer Sect	_	GAS WK CTR	APPROVED BY			

CP APPROVAL

PLAT MAP 191.069A MAPPING JOINT FACILITIES ARRANGEMENTS UTILITIES N/A N/A N/A

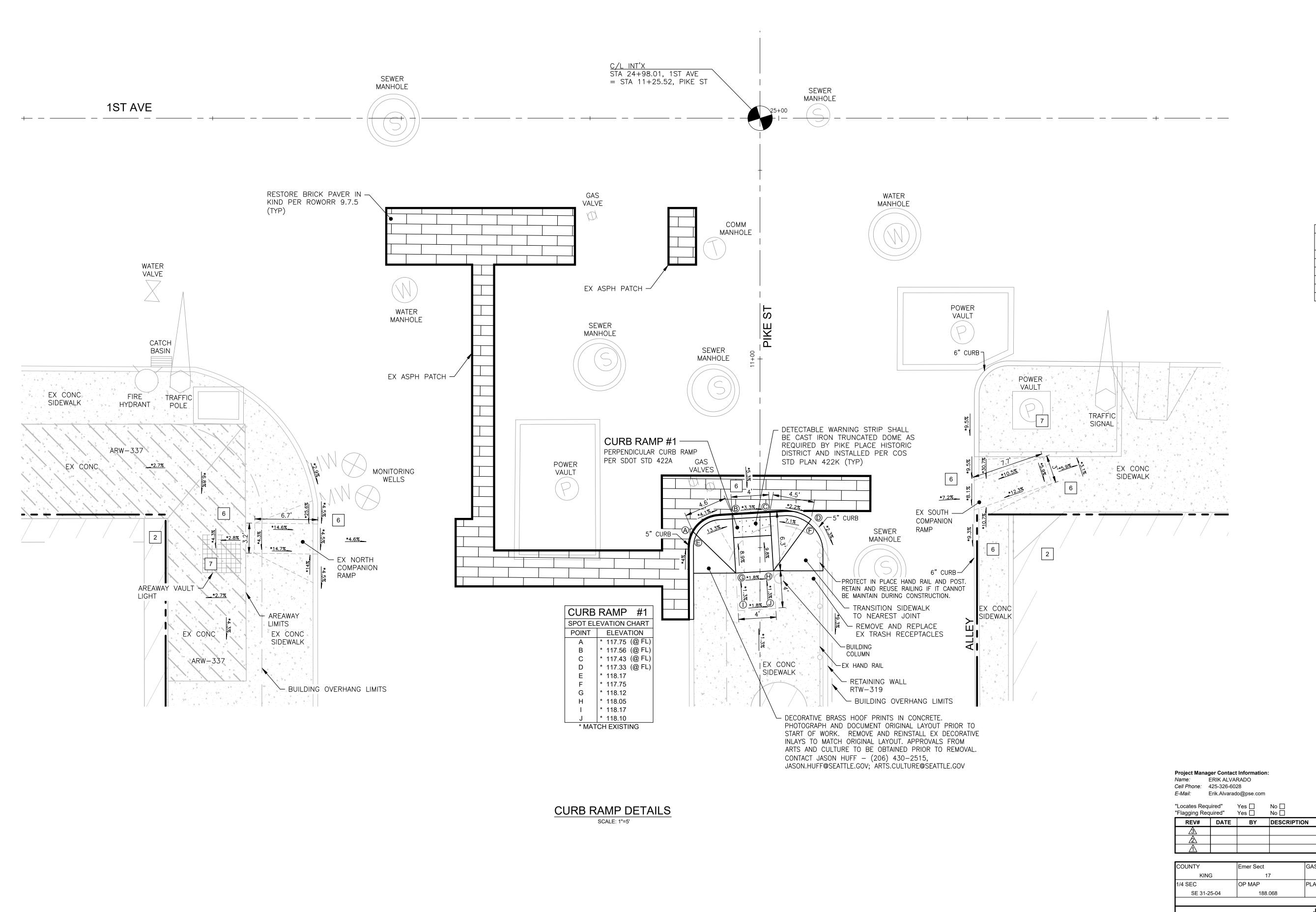
CONTACT N/A PHONE# N/A N/A N/A SAP Sup Order Nbr

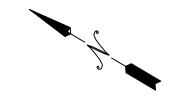


1501 PIKE PL CURB RAMP DETAILS SEATTLE, WA

PGRPC017

109159570 ESM-109159570-RAMP SCALE 3/3 1"=5'





SCALE: 1"=5'



CURB RAMP NON-STANDARD JUSTIFICATION CODES

1 RIGHT-OF-WAY AVAILABILITY

ROADWAY STRUCTURAL CONSTRAINT: WALL, AREAWAY, OR BRIDGE ADJACENT DEVELOPED FACILITY

4 DRAINAGE 5 HISTORIC FEATURE

6 EXISTING ROAD/SIDEWALK SLOPES

7 EXISTING UTILITY VAULT OR UTILITY STRUCTURE

8 (OTHER)



CONSULTING ENGINEERS, LLC 33400 8th Avenue So, Ste #205 Federal Way, WA 98003 LYNNWOOD (425) 297-9900 FEDERAL WAY (253) 838-6113

ESM PROJECT # 300-2151-024 SUUMP #0000469-A001 SUIP #86614

www.esmcivil.com

For contacts below dial 1-888-CALL PSE (225-5773)

CALL (800) 424-5555 2 BUSINESS DAYS BEFORE YOU DIG

ail: Erik.Alvarado@pse.com				THIS SKETCH NOT TO BE RELIED UPON FOR EXACT LOCATION OF EXISTING FACILITIES				
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2					ENGR - GAS	D FRIEZE	425-462-3862	
A					DRAWN BY	A STAUFFER	425-456-2722	
					CHECKED BY	S FRANCISCO	425-462-3960	
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KINC	G	1	7	PGRPC017	CP APPROVAL	M GALLARDO	425-462-3859	
SEC		OP MAP		PLAT MAP				
SE 31-2	25-04	188.	068	191.069A	MAPPING			

JOINT FACILITIES ARRANGEMENTS UTILITIES N/A N/A N/A CONTACT N/A PHONE# N/A N/A N/A



1501 PIKE PL CURB RAMP DETAILS SEATTLE, WA

SAP Sup Order Nbr 109159570 ESM-109159570-RAMP SCALE 3/3 1"=5'



Pike Place Market Brick. This brick is currently being cleaned and evaluated for use. This Pike Place brick has been approved in the past for other projects. A random sample from each bin was photographed and is below.









Alvarado, Erik

From: Stacey Hillesland <stacey.hillesland@willamettegraystone.com>

Sent: Wednesday, June 4, 2025 12:12 PM

To: Alvarado, Erik **Subject:** Belden Brick details

Attachments: Test Report Rembrandt.pdf

CAUTION - EXTERNAL EMAIL

Phishing? Click the PhishAlarm "Report Phish" button.

Hi Erik,

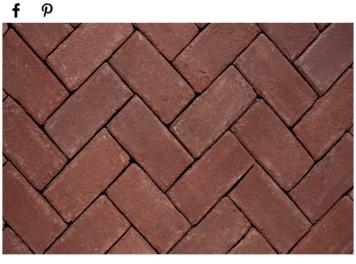
See attached regarding the Clay pavers ordered by the City of Seattle for Pikes Street. Colors ordered were the Rembrandt and the Georgian. 75% Rembrandt and 25% Georgian. These selections are generally stocking and available to ship.

Let me know if you have any further questions. Thanks



REMBRANDT PAVERS

Туре	Paver
Color	Brown
Texture	Sandmold
Plant	Plant 3
Manufacturing Method	Molded
Coating	Sand
Series	Crestline



P

GEORGIAN PAVERS

Туре	Paver
Color	Red
Texture	Sandmold
Plant	Plant 3
Manufacturing Method	Molded
Coating	Sand
Series	Crestline





Designed for Durability

Engineered for Ultimate Strength

Advantage® Cast Iron Premier ADA Tactile Detectable Warning Tiles are manufactured in strict accordance with ASTM A-48, Class 35B Grey Cast Iron. The Advantage® Cast In Place Premier System is lightweight with exceptional high strength, and utilizes the most advanced metallurgical Engineering Science and Technology to meet and exceed the most stringent accessibility standards. This new self-threading corrosion-resistant anchor system allows the installer to position the anchors with ease and full control. Advantage® Cast Iron Premier is aesthetically pleasing, has exceptional longevity and incorporates integral texture for a permanent slip resistant surface.

Advantage® Cast Iron Premier Detectable Warning Tiles can be used to meet ADA compliance in the following applications:

- Curb Ramps
- Pedestrian Crossings
- Transit Platforms
- Vehicular Passage Ways
- Parking Areas
- Top of Stair Landings

COMPLIANCE

Advantage® Cast Iron Tactile Systems are in full compliance with ADA Accessibility Guidelines and state requirements. Advantage® Tactile Systems is your one stop source for all tactile systems for internal and external applications while providing a complete range of products designed for safety, convenience and code compliance.



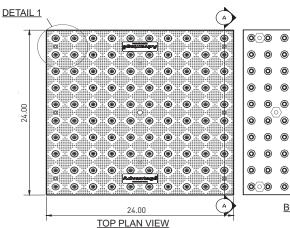
PRODUCT FEATURES

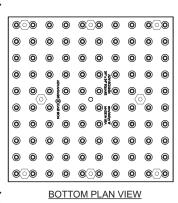
- Lightweight and easy to install
- Self-threading corrosion-resistant composite nylon anchors
- Complies with "Buy America" domestic content requirements
- Engineered to endure the toughest conditions such as snow plows, maintenance and excessive vehicular loads
- · Maintenance-free natural patina finish
- ASTM A48, Class 35B Grey Cast Iron
- Can be recycled after its lifecycle
- 10 year manufacturer's warranty

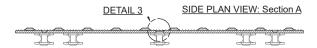
See back for details. (800) 679-4022

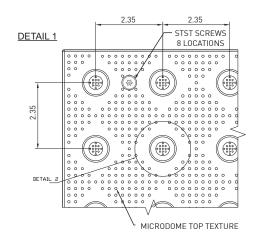


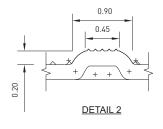
Advantage® Cast Iron Premier

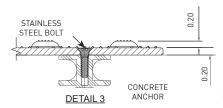












Advantage Tactile Systems Inc.

241 Main Street, Suite 100 Buffalo, NY 14203 USA Phone: (800) 679-4022 Fax: (800) 769-4463 www.advantagetactile.com



STANDARD
COLOR

OPTIONAL COLORS

Uncoated
Natural Patina

Federal Yellow Safety Red Onyx Black

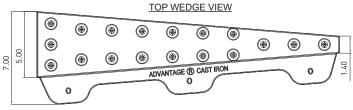
ADVANTAGE® CAST IRON PREMIER SIZE			
Standard	Radial		
24" x 12"	15'		
24" x 18"	20'		
24" x 24"	25'		
24" x 30"	30'		

TILE SPECIFICATIONS

Gray Cast Iron Detectable/Tactile Warning Surface Indicator Tiles shall meet or exceed the following test criteria:

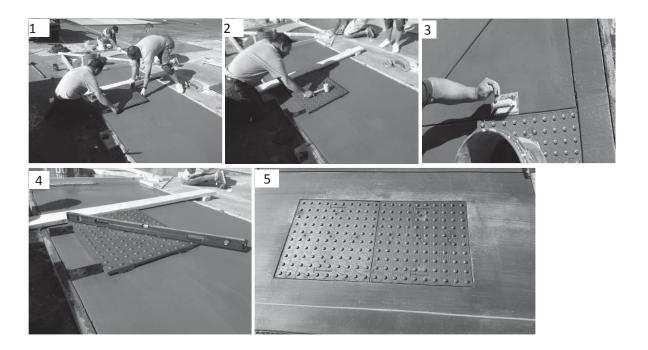
ASTM Reference	Test Description	Value
ASTM C 1028	Static Coefficient of Friction	≥ 1.0 wet/dry
AASHTO T4 33	Impact Resistance	No damage @ 54 J
ASTM A 48	Gray Iron Castings	Class 35B
ASTM C 501	Abrasive Wear Index on Walking Surface	≥ 70
	Anchor Pullout Test	795 lbs per anchor

Tiles to be fastened with stainless steel security screws and glass reinforced nylon anchors.





Installation Instructions Cast-In-Place Cast Iron Detectable Warning

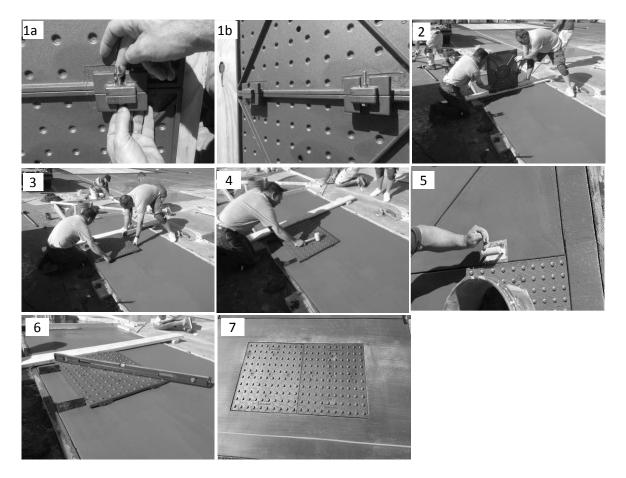


- 1. Maintaining a 4-7 slump range, pour and float the concrete and prepare for tile installation.
- 2. Without removing any concrete, place the tile on the curb ramp 6"-8" from the curb line.
- 3. Tamp the tile in grid pattern across the top face, embedding the tile into the concrete using a rubber mallet or vibrate into place using a vibrating mechanism fixed with a soft base such as wood.
- 4. Create an edge around the perimeter of the tile using a 3/8" radius edging tool then float the concrete around the tile's perimeter using a steel trowel.
- 5. Using a smart level make sure ramp and tile are in compliance with ADA requirements and in accordance with contract documents.
- 6. Apply a broom-finish to the curb ramp and ensure face of tile is clean and free of any concrete debris.

Please call 1(800) 679-4022 with any additional questions regarding the installation.



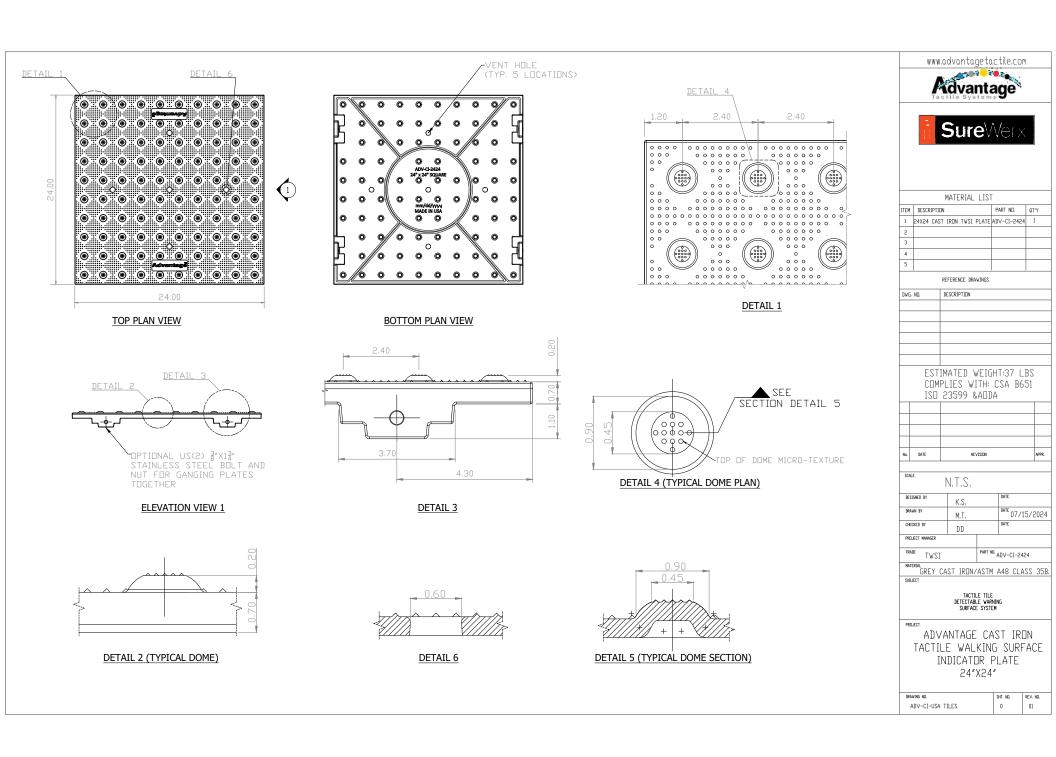
Installation Instructions Cast-In-Place Cast Iron Detectable Warning



- 1. Connect multiple tiles with 3/8" x 1-3/4" bolts (figure 1a and 1b)
- 2. Maintaining a 4-7 slump range, pour and float the concrete and prepare for tile installation.
- 3. Without removing any concrete, place the tile on the curb ramp 6"-8" from the curb line.
- 4. Tamp the tile in grid pattern across the top face, embedding the tile into the concrete using a rubber mallet or vibrate into place using a vibrating mechanism fixed with a soft base such as wood.
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- 6. Using a smart level make sure ramp and tile are in compliance with ADA requirements and in accordance with contract documents.
- 7. Apply a broom-finish to the curb ramp and ensure face of tile is clean and free of any concrete debris.

Please call 1-844-697-2920 with any additional questions regarding the installation.





Alvarado, Erik

From: Alvarado, Erik

Sent: Wednesday, July 23, 2025 9:14 AM

To: Matt Shearer Cc: Guay, John

Subject: 109159570, 1501 PIKE PL, SUUMP0000469-A001, DONH-COA-01692, Brass Inlay

Hooves

Hi Matt,

I know we talked over the phone about this but wanted to document this via email, which I will print for the historic district.

After talking with the pike place market foundation, they mentioned their contractor doesn't have much experience with removing and reinstalling the brass inlays. Because there isn't a long history of removing/reinstalling, To avoid any complications during construction, PSE has decided to install new hooves that will have the same placement and engraving as the existing ones. We will photograph the existing brass inlays prior to removal and reset in the same location during construction of the new ramp. There are 11 brass inlays impacted, and the pike place market foundation let us know it typically takes 2 weeks for the hooves to get engraved.



V/R, **Erik Alvarado, PMP** Project Manager