

Transmitted via Electronic Mail

February 19, 2025

Ms. Tena Seeds
Washington State Department of Ecology
Toxics Cleanup Program
15700 Dayton Ave N., Shoreline, WA 98133

RE: Notification of Construction Activities
Time Oil Bulk Terminal Site, Facility Site ID #75486194 and Cleanup Site ID #14604
2805 West Commodore Way, Seattle, Washington

Dear Ms. Seeds:

In accordance with the Soil and Remedial Elements Management Plan (SREMP), dated October 5, 2022 and prepared by CRETE Consulting (CRETE), this letter provides written notification to the Washington State Department of Ecology (Ecology) on behalf of TOC Seattle Terminal 1, LLC (TOCST) of the planned construction work and details the planned scope of work at the 2805 West Commodore Way Project (site), which is the western portion of the Upland parcels for the Time Oil Bulk Terminal Cleanup Site (excluding Lot F that is currently being redeveloped by InSite Property Group). TOCST plans to initiate construction activities in mid-late March 2025, which will include shoring, installation of a stormwater detention and discharge system, grading, and installation of a 12-inch gravel cap as required in the Engineering Design Report (EDR), dated June 28, 2021 (CRETE). The following list of monitoring wells within the work area will be protected and are not intended to be removed as part of this work:

Summary of Monitoring Wells to be Protected	
ASKO	Bulk Terminal
01MW15	01MW12
01MW46	01MW66
01MW56	
01MW57	
01MW58R	
01MW80	
01MW108	
MW05	
MW06	

Note that the above list of wells will be modified following construction by a licensed well driller to match final grades, and the modifications will be documented in a future submittal to Ecology.

TOC Seattle Terminal 1, LLC is currently working to solidify contracts with the construction team and project award is anticipated by late February/early March. TOCST received the King County Industrial Waste (KCIW) discharge authorization on February 11, 2025, which was the only outstanding item needed to obtain the required permits from the City of Seattle. Receipt of the City of Seattle permits is anticipated by March 5, 2025.

The proposed scope of work for the upcoming construction activities is discussed further below and has been developed per the requirements listed in the Long-Term Compliance Monitoring Plan (LTCMP), dated February 10, 2023 (CRETE). Exhibits to this notification include:

- Exhibit A: Grading Plan, dated December 30, 2024
- Exhibit B: Construction Schedule, dated February 12, 2025
- Exhibit C: Civil Drawings, dated December 20, 2024

Proposed Scope of Work

Earthwork construction activities will require some areas of the site to be cut and some areas to be filled to achieve the final elevations necessary to level out the site for placement of the 12-inch gravel cap. In an effort to minimize the amount of import brought to the site, a grading plan (Exhibit A) was developed to show which areas require cutting (removal) and which areas require filling. Approximately 6,500 cubic yards (cy) of existing soils require cutting and it is estimated that the site may require as much as ~8,600 cy of fill to achieve final site grades; however, grades will be adjusted in the field as needed to minimize the need for import fill. Based on the physical properties (grain size) observed during subsurface work conducted to date, it is expected that the majority, if not all, of the cut soils will be suitable for backfill, resulting in a net value of approximately 2,000 cy of import material depending on final grades established in the field.

Only soils determined to be unsuitable for reuse will be exported off site and disposed at an appropriate landfill. Unsuitable soils will be segregated and stockpiled for waste profiling to determine the appropriate disposal method, as discussed further below. Native site soils are assumed to be contaminated soils and will be treated as such during the construction project. All work activities will comply with the SREMP.

The scope of work required to complete grading efforts will include the following steps:

- The surface will be cleared of all vegetation and all upland features (such as, fencing, walls, pavement, and surface debris).
- Shoring installation will begin on the western portion of the south property line and proceed to the southeast. A combination of soldier piles and ecology blocks will be used for shoring along the south property line. Shoring lagging will extend no more than 8 feet below current ground surface, and soldier piles will extend up to 26.5 feet below current ground surface. Subsequently, the ecology block wall along the north property line will be installed. Any soils displaced during shoring installation will be managed in accordance with the SREMP. Work associated with shoring wall installation will occur outside of in-situ solidification and stabilization (ISS) Fill Areas and/or the ISS Swell Management Area (the existing shoring wall located in the vicinity of CAA-4 will be unaltered and will be incorporated into the southern property line shoring plan).
- Concurrent to shoring installation, the contractor will excavate the area on the western portion of the site to prepare for installation of the stormwater detention and discharge system. Excavation will be approximately 10 feet below ground surface, above any water bearing zones. Soils from this excavation area will be stockpiled and retained for eventual placement on top of the newly installed detention system. Any import fill required for installation of the stormwater detention system will be placed as specified in the construction civil drawings (Exhibit C); import fill is discussed further below. Collected stormwater will be discharged to the public utility.
- Grading in the vicinity of the interceptor trench will include removing overburden backfill material to bring the overall surface lower. The treatment media trench, vault, and gravity well will remain unaffected by the grading work. These structures will be protected with ecology block shoring features.
- Following completion of shoring installation, grading work will be completed throughout the site with the following considerations:
 - Any ISS and/or soils cut from the ISS & Soil Cut Area identified on Exhibit A will be consolidated into the adjacent ISS Fill Area and/or the ISS Swell Management Area.
 - Additional fill may be placed on top of ISS soils to achieve final grades. Fill may consist of any soils cut from the site outside of ISS areas and/or import fill, which is further discussed below.

- Soil determined to be unsuitable for backfill, will be segregated, stockpiled, and disposed of off-site, as discussed below.
- Once grading is complete and compaction is approved by the geotechnical engineer, limited underground utility conduits may be installed prior to installation of the compacted 12-inch gravel cap. The 12-inch gravel cap, underlain by an indicator fabric, will be installed to stabilize the subject site and provide a physical barrier above native site soils and will be comprised of import gravel fill as detailed below. The geotechnical engineer will also verify compaction of the 12-inch gravel cap.
- Permanent perimeter fencing and associated lighting will eventually be installed following cap installation.

Import Fill

If import fill is used for backfilling operations, the fill material shall be obtained from an approved source (approved by the Engineer [CRETE]) and meet the physical requirements set forth in the project specifications. Chemistry testing is required for import material with fines and is required for analysis from every source proposed. Fines are defined as 1-inch and smaller. Only backfill with a 1-inch minus component is required to be tested and only the 1-inch minus component is required to be tested. Chemical testing analytes, reporting limits, and methods are listed in Table 5 of the SREMP. Analytical testing methods listed in Table 5 may be updated if they achieve the import criteria value. These values are based on the levels used in the EDR approved by Ecology. Proposed revisions to the import criteria listed in Table 5 of the SREMP shall be approved by Ecology prior to receiving material on site. Table 5 from the SREMP is reproduced below.

**Table 5 Import Backfill 1-inch Minus Testing Criteria
(Source: SREMP)**

Analyte	Unit	Analyte Method	Reporting Limit	Criteria
PCB Aroclors	ug/kg dw	EPA 8082	4	ND
Semi-volatile organic compounds (SVOCs)	ug/kg dw	EPA 8270	20 See Note A	ND
Arsenic	mg/kg dw	EPA 6010	5	7.3
Cadmium	mg/kg dw	EPA 6010	0.2	0.77
Chromium	mg/kg dw	EPA 6010	0.5	48
Copper	mg/kg dw	EPA 6010	0.2	36
Lead	mg/kg dw	EPA 6010	2	21
Silver	mg/kg dw	EPA 6010	0.1	ND
Zinc	mg/kg dw	EPA 6010	1	85
Mercury	mg/kg dw	EPA 7471	0.02	0.07
Diesel range hydrocarbons	mg/kg dw	NWTPH-Dx	5	ND
Lube oil range hydrocarbons	mg/kg dw	NWTPH-Dx	10	ND
cPAH TEQ mg/kg dw (See Note B)	mg/kg dw	EPA 8270	0.007	ND

mg/kg dw = milligrams per kilogram dry weight

ug/kg dw = micrograms per kilogram dry weight

ND = Not detected at reporting limit

Note A: Most SVOCs, such as PAHs, have reporting limits of 20 ug/kg dw. Some SVOCs have higher reporting limits: 2,4-Dimethylphenol and 4-Methylphenol = 35 ug/kg dw; Benzoic Acid = 400 ug/kg dw; Bis(2-ethylhexyl)phthalate = 30 ug/kg dw; Hexachlorobutadiene = 90 ug/kg dw; Diethylphthalate = 50 ug/kg dw; and Pentachlorophenol = 200 ug/kg dw.

Note B: TEQ = Toxicity equivalent defined in WAC 173-340-900

Disposal Profiling

For disposal, contaminated soil shall be managed in accordance with applicable state and federal regulations, as determined based on the soil profile sample results. Soil disposal profiling will comply with the requirements listed in the SREMP.

If work activities encounter unforeseen environmental conditions (e.g., free product, drums, tanks, etc.), these conditions will be evaluated by on-site personnel, Ecology will be notified, and a plan will be developed for sampling the potential contamination, as appropriate, to properly characterize and manage the material in accordance with state and federal regulations.

Stormwater

During construction, surface water will be treated and discharged as per the TESC plan C8.05 in Exhibit C, including onsite treatment and discharge to King County through the combined storm sewer. A King County Industrial Waste (KCIW) discharge authorization is pending (receipt is anticipated by February 20th), and the Contractor will apply for a City of Seattle side sewer discharge permit prior to construction.

Execution of Work

The work will be executed per the SREMP and per all applicable laws and regulations. The final site surface will include a 12-inch compacted, gravel cap that will be maintained by the owner as required. Inspections of the gravel cap will follow the SREMP and will be led by the TOCST Project Coordinator.

Reporting

CRETE will be providing construction oversight and documentation during earthwork activities at the site. Soils will be field screened for contamination and any soil sampling will be completed by CRETE. Reporting will be completed per the requirements of the SREMP. The SREMP figures and attachments will be updated to reflect the revised site conditions following completion of construction.

Summary

Earthwork is expected to start on April 1 and be completed around August 31, 2024. All activities will be conducted per the SREMP and include the following general protective measures:

- All ISS material will remain in ISS areas (e.g., ISS Fill Area or ISS Swell Management Area) as denoted on Exhibit A
- Excess soil not suitable for backfill will be segregated, stockpiled and profiled for offsite waste disposal at an approved landfill. Sampling will comply with the requirements from the waste disposal facility.
- The entire work area will be capped per construction drawing C8.61 (Exhibit C).
- Any import soil brought on site will be tested per the SREMP.
- Ecology notifications will comply with the SREMP and Ecology will be noticed if any site control measures fail or are compromised. Proper action will take place under direction of Crete and Ecology and per approved documents.

We look forward to mobilizing in mid-late March 2025 so we can complete the remedy construction at the Time Oil Bulk Terminal Site. If you have any questions about this submittal, please contact me at 773-435-3725.

Sincerely,



Kim Hempel
Project Coordinator
Pioneer Engineering & Environmental Services, LLC

Attachments:

Exhibit A: Grading Plan, dated December 30, 2024

Exhibit B: Construction Schedule, dated February 12, 2025

Exhibit C: Civil Drawings, dated December 20, 2024

Distribution List:

Doug Ciserella and Mike Ciserella, TOC Seattle Terminal 1, LLC

Jamie Stevens, CRETE Consulting

Kristin Anderson, Floyd|Snider

EXHIBIT A

Grading Plan



EXHIBIT A: Grading Plan

SALMON BAY WEST
INTERIM CONDITION

(0.1' CONTOURS)

PRELIMINARY
12/30/2024



Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0.00%	0.50%	Red
2	0.50%	2.00%	Orange
3	2.00%	3.50%	Green
4	3.50%	4.50%	Blue
5	4.50%	90.00%	Purple

CUT AND FILL*:

CUT: 6,581 CY
FILL: 8,614 CY
NET: 2,033 CY (FILL)

ADDITIONAL CUT: 2040 CY
(DRAINS, WALLS, CHAMBERS, ETC)

NET CUT: 7 CY

DISTURBED AREA:
APPROX 174,917 SF, 4.0 AC

TOTAL USEABLE AREA:
(4.5% MAX)

APPROX 166,500 SF, 3.8 AC

RED numbers
are expected
CUT

GREEN
numbers are
expected FILL

*EARTHWORK QUANTITIES ARE PRELIMINARY AND ARE BASED ON A COMPARISON OF THE APPROXIMATE FINISHED GRADE TO THE EXISTING GRADE AS SURVEYED. QUANTITIES DO NOT ACCOUNT FOR STRIPPING, CONCRETE REMOVAL, OR EXPANSION OF SOILS.

EXHIBIT B

Construction Schedule

Construction Schedule

Tasks	2025											
	J	F	M	A	M	J	J	A	S	O	N	D
Mobilization			●									
Site Prep & Demolition				●								
Shoring (Soldier Pile)				●								
Stormwater Detention System Installation				■								
Shoring (Ecology Block)						■						
Site Grading							●					
Cap Installation							■					

2/12/2025

EXHIBIT C

Civil Drawings

\\verff.com\Civil\2000001-2009999\2000430_Salmon_Box\CAD\Design\SDCI-West-Interim\SSDW_Int-C8.00.dwg
AdrienneT
Dec 20, 2024 - 4:00pm

GENERAL NOTES

- CONTRACTOR SHALL SUBMIT CIVIL RELATED PRODUCTS NECESSARY TO COMPLETE CIVIL WORK TO ENGINEER FOR CONFORMANCE REVIEW.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, TRANSPORTATION, SUPPLIES, AND INCIDENTALS REQUIRED TO COMPLETE ALL WORK SHOWN ON THESE DRAWINGS AND TO OBTAIN ACCEPTANCE BY THE CITY OF SEATTLE.
- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH LOCAL REGULATIONS AND WITH THE 2023 EDITION OF CITY OF SEATTLE STANDARD SPECIFICATIONS, THE 2023 EDITION OF THE CITY OF SEATTLE STANDARD PLANS, 2025 EDITION OF THE WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
- THE INTENT OF THESE DRAWINGS IS TO PRESCRIBE A COMPLETE WORK. OMISSIONS FROM THE DRAWINGS OF DETAIL OF WORK WHICH ARE NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING THE OMITTED WORK.
- ANY PROPOSED ALTERATIONS BY THE CONTRACTOR AFFECTING THE REQUIREMENTS AND INFORMATION IN THESE DRAWINGS SHALL BE IN WRITING AND WILL REQUIRE APPROVAL OF THE ENGINEER.
- OWNER AND CONTRACTOR SHALL TOGETHER COORDINATE ALL CONSTRUCTION ACTIVITIES WITH ADJACENT PROPERTY OWNERS. DRIVEWAYS AND UTILITY SERVICES SHALL REMAIN IN OPERATION AND ACCESSIBLE AT ALL TIMES.
- ALL AREAS DISTURBED BEYOND PROPOSED IMPROVEMENTS DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL "PRE-CONSTRUCTION" STATE OR BETTER AT CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL DETERMINE OWNER AND CITY OF SEATTLE RECORD DRAWING REQUIREMENTS FOR BELOW GRADE UTILITIES AND PROVIDE NECESSARY DOCUMENTATION. CONTRACTOR SHALL SCHEDULE UTILITY OBSERVATIONS BY ENGINEER PRIOR TO BACKFILLING IF ENGINEER APPROVAL OR DOCUMENTATION IS REQUIRED. KPFF WILL NOT CERTIFY/APPROVE RECORD DOCUMENTS OF WORK WE HAVE NOT OBSERVED.
- CONTRACTOR IS ALERTED TO THE FACT THAT WORK WILL BE ACCOMPLISHED AROUND ACTIVE PSE AND SCL FACILITIES THAT ARE SERVING EXISTING CUSTOMERS. CONTRACTOR SHALL COORDINATE WITH PSE AND SCL TO DETERMINE WHICH FACILITIES ARE ENERGIZED AND SHALL IMPLEMENT SAFETY PROCEDURES PER THE ASSOCIATED UTILITY'S REQUIREMENTS. CONTRACTOR SHALL COORDINATE WITH PSE AND SCL TO CONFIRM EXISTING OR PROVIDE TEMPORARY TO MAINTAIN SERVICE TO CUSTOMERS THROUGHOUT CONSTRUCTION.
- ALL CONSTRUCTION METHODS AND ACTIVITIES SHALL BE IN ACCORDANCE WITH THE PERMIT, FINAL PLANS, AND SPECIFICATIONS AS APPROVED BY THE CITY OF SEATTLE. PROTECTION OF THE EXISTING FACILITIES, AND ROW'S SHALL CONSIST OF PERIMETER FENCING, TRAFFIC CONTROL MEASURES AND DIRECTIONAL SIGNAGE. THE CITY OF SEATTLE AND ITS REPRESENTATIVES SHALL BE PROVIDED ACCESS TO THE WORK, AND ANY ADDITIONAL INFORMATION AS REQUIRED TO CONFIRM COMPLIANCE.

BASIS OF DESIGN

CIVIL DESIGN IS BASED ON THE FOLLOWING DOCUMENTS:

TOPOGRAPHIC SURVEY PROVIDED BY AXIS SURVEY, DATED 2024-05-17

SHORING WALL PROVIDED BY CT ENGINEERING INC., DATED 2024-10-22

GEOTECHNICAL CONDITIONS DOCUMENTED IN GEOTECHNICAL REPORT BY PANGEO INC., DATED 2020-11-20

ENVIRONMENTAL CONDITIONS DOCUMENTED IN THE SOIL AND REMEDIAL ELEMENT MANAGEMENT PLAN BY CRETE CONSULTING INC., DATED 2022-10-05

WHERE THE PERMITTEE HAS AN ACTION OR RESPONSIBILITY AS REQUIRED BY THE CITY OF SEATTLE GENERAL NOTES, THE PERMITTEE'S CONTRACTOR SHALL COMPLETE THOSE ACTIONS OR RESPONSIBILITIES ON BEHALF OF THE PERMITTEE.

CITY OF SEATTLE GENERAL NOTES

- 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 DURING CONSTRUCTION.
- A COPY OF THE APPROVED PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- ERRORS AND OMISSIONS ON THE PERMITTED PLANS MUST BE CORRECTED BY THE ENGINEER AND APPROVED BY THE CITY OF SEATTLE.
- 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.
- 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.
- DATUM: NAVD88 AND NAD 83/91 2010.00 EPOCH.
- 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.
- 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.
- 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.
- 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.
- 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.
- THE PERMITTEE SHALL LOCATE AND PROTECT ALL CASTINGS AND UTILITIES DURING CONSTRUCTION.

- THE PERMITTEE SHALL CONTACT THE UNDERGROUND UTILITIES LOCATOR SERVICE (811) AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- 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.
- 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.
- 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.
- ALL UTILITY SERVICE CONNECTIONS SHOWN ON THIS PLAN REQUIRE SEPARATE PERMITS.
- THE PERMITTEE SHALL PROVIDE FOR ALL TESTING AS REQUIRED BY THE STREET USE INSPECTOR.
- 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.
- 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.
- 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.
- 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.
- PERMITTEE SHALL NOTIFY KING COUNTY METRO AT 206-477-1140 FOURTEEN DAYS IN 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.
- COORDINATE PARKING/LOADING SIGN(S) AND PAY STATION REMOVAL / RELOCATION AND INSTALLATION WITH SEATTLE DEPARTMENT OF TRANSPORTATION CURB SPACE MANAGEMENT AT 206-684-5370 WITH AT LEAST 10 BUSINESS DAYS' NOTICE. SIGNPOSTS ARE TO BE INSTALLED IN ACCORDANCE WITH STANDARD PLANS 616, 620, 621A, 621B, 625, & 626.
- ALL STREET NAME SIGNS MUST BE INSTALLED BY SEATTLE DEPARTMENT OF TRANSPORTATION AT THE PERMITTEE'S EXPENSE.
- 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.
- PERMITTEE MUST CONTACT THE SEATTLE DEPARTMENT OF PARKS AND RECREATION TO APPLY FOR A SEPARATE PERMIT IF WORKING WITHIN A DESIGNATED PARK BOULEVARD.
- 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.

CITY OF SEATTLE WATER NOTES

UNLESS OTHERWISE NOTED

- ALL MATERIALS FOR WATER DISTRIBUTION MUST BE NEW AND IN ACCORDANCE WITH SECTIONS 7- 11 TO 7-15 AND 9-30 OF THE CITY OF SEATTLE STANDARD SPECIFICATIONS.
- PIPE (W) 4" AND LARGER MUST BE DUCTILE IRON PIPE (DIP) CLASS 52 CONFORMING TOAWWA C-151 WITH DOUBLE THICK CEMENT MORTAR LINING CONFORMING TO AWWA C-104. JOINTS MUST BE RESTRAINED JOINT. LATERALS FOR HYDRANTS AND 4" AND LARGER SERVICES MUST BE DIP WITH MECHANICAL JOINTS (MJ).
- FITTINGS ON RESTRAINED JOINTED (RJ) PIPE (W) 4" AND LARGER MUST BE DUCTILE IRON, RESTRAINED JOINTED FITTINGS. RJ FITTINGS MUST CONFORM TO STANDARD SPECIFICATIONS 9- 30.2(3). MECHANICALLY JOINTED (MJ) FITTINGS MUST BE DUCTILE IRON AND CONFORM TO AWWA C-110 AND C-111, OR AWWA C-153. ALL RJ AND MJ FITTINGS MUST BE DOUBLE- THICK CEMENT MORTAR LINED CONFORMING TO AWWA C-104.
- ALL MECHANICAL JOINTS ON DUCTILE IRON PIPE MUST BE RESTRAINED WITH WEDGE RESTRAINT GLANDS (WRG). WEDGE RESTRAINT GLANDS MUST NOT BE USED ON CAST IRON PIPE.
- PIPE (W) 4" AND LARGER MUST BE SUBJECT TO SEATTLE PUBLIC UTILITIES TASTE AND ODOR TESTING PROCEDURE PER STANDARD SPECIFICATIONS 7-11.2(2) AND 7-11.2(3).
- ALL MATERIAL MUST BE SUPPLIED BY CONTRACTOR EXCEPT AS NOTED ON CITY OF SEATTLE STANDARD PLAN 300 SERIES.
- ALL CONNECTIONS TO EXISTING WATER MAINS WILL BE MADE BY SPU IN ACCORDANCE WITH CITY OF SEATTLE STANDARD PLAN 300 SERIES.
- FOUR WEEKS PRIOR TO LAYING PIPE THE CONTRACTOR MUST:
 - IN THE PRESENCE OF THE SPU RESIDENT ENGINEER, EXPOSE THE EXISTING WATERMAIN TO DETERMINE ITS ELEVATION AND ALIGNMENT AT CONNECTION POINTS. THE CONTRACTOR MUST EXPOSE THE PIPE ALL AROUND FOR SPU TO OBTAIN OUTSIDE DIAMETER AT THE SAME TIME.
 - PROVIDE ALL CONTROL SURVEYS REQUIRED TO DEFINE THE ALIGNMENT AND ELEVATIONS OF THE WATER MAIN IN CONFORMANCE WITH THE APPROVED PLAN. THE SURVEYS MUST BE PERFORMED BY A SURVEYOR LICENSED BY THE STATE OF WASHINGTON. ALL REFERENCE MARKS MUST BE PRESERVED DURING CONSTRUCTION. A GRADE SHEET, IN ACCEPTABLE FORMAT, MUST BE PROVIDED TO SPU PRIOR TO BEGINNING WORK.
- WATER/SEWER SEPARATION MUST BE PER COS STANDARD PLAN 286A. IF A SEWER OR SIDE SEWER IS ENCOUNTERED IN THE WM TRENCH, CONTACT SPU RESIDENT ENGINEER FOR DIRECTION.
- CONTRACTOR MUST USE A WAX TAPE COATING SYSTEM ON VALVE CONNECTIONS (FLANGED AND MJ) AS SPECIFIED IN STANDARD SPECIFICATIONS SECTION 7- 11.3(8)A TO FULLY ENCAPSULATE FLANGES, BOLTS, MJ FOLLOWERS, AND/OR WRGS.
- CONCRETE THRUST BLOCKING FOR VERTICAL BEND FITTINGS MUST BE PER CITY OF SEATTLE STANDARD PLAN #330A & 330B.
- CONCRETE THRUST BLOCKING FOR HORIZONTAL FITTINGS MUST BE PER CITY OF SEATTLE STANDARD PLAN #331A & 331B.
- IF DEFLECTING PIPE JOINTS FOR CURVES, HORIZONTAL AND VERTICAL ANGLE POINTS MUST BE CONSTRUCTED BY DEFLECTING A MAXIMUM ONE-HALF OF THE MANUFACTURER'S ALLOWABLE JOINT DEFLECTION FOR PIPE AND FITTINGS.
- THE CONTRACTOR MUST POTHOLE OR MAINTAIN AN OPEN EXCAVATION OF 60 FEET MINIMUM AHEAD OF THE WATER MAIN INSTALLATION TO UNCOVER AND OBTAIN LOCATION AND DEPTH INFORMATION FOR EXISTING CROSSING UTILITIES. THE CONTRACTOR MUST NOTIFY THE ENGINEER IF A CONFLICT IS IDENTIFIED TO ALLOW FOR ADJUSTMENTS THAT MAY BE NECESSARY.
- WHERE THE PROPOSED WATER MAIN DESIGNED ELEVATION OR ADJUSTED ELEVATION CROSSES THROUGH THE LOCATION OF EXISTING WATER SERVICES, THE CONTRACTOR MUST COORDINATE WORK WITH THE SPU RESIDENT ENGINEER.
- ALL WATER MAINS MUST BE PRESSURE TESTED IN ACCORDANCE WITH SECTION 7-11.3(11) AND DISINFECTED IN ACCORDANCE WITH SECTION 7-11.3(12) OF THE CITY OF SEATTLE STANDARD SPECIFICATIONS. ALL PRESSURE TESTING MUST BE DONE IN THE PRESENCE OF THE SPU RESIDENT ENGINEER. THE CONTRACTOR MUST PROVIDE PLUGS AND TEMPORARY BLOWOFF ASSEMBLIES FOR PRESSURE TESTING AND DISINFECTION. SEE COS STD PLAN 300 FOR FLUSHING CONNECTION DETAILS.
- INSTALL CORROSION PROTECTION AS DETAILED IN THE DRAWINGS.

kpff

1601 5th Avenue, Suite 1600
Seattle, WA 98101
206.622.5822
www.kpff.com

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

CIVIL GENERAL
NOTES

C8.00



SDCI 6819513-CN

\\verf.com\Civil\200001-2009999\2000430_Sanmon_Box\CA00\Design\SDCI-West-Interim\SGSW_Int-C8.00.dwg

AdrienneT

Dec 20, 2024 - 4:00pm

CITY OF SEATTLE STREET LIGHTING GENERAL NOTES:

1.

ALL DISCONNECTIONS: TEMPORARY OR FINAL SERVICE CONNECTIONS WILL BE MADE BY SEATTLE CITY LIGHT (SCL) AT PROJECT'S EXPENSE. COORDINATE ALL ENERGIZING AND DE-ENERGIZING OF STREET LIGHTING SERVICE WITH SCL ELECTRICAL SERVICE REPRESENTATIVE AND STREETLIGHT ENGINEER FIFTEEN (15) WORKING DAYS IN ADVANCE. ADDITIONAL TIME MAY BE NEEDED FOR CREW SCHEDULING AND MOBILIZATION.
2.

CONTRACTOR MUST MAKE PRIOR COORDINATION FOR FLOOD OR STREETLIGHT REMOVAL. CONTRACTOR MUST MAKE PRIOR DELIVERY COORDINATION FOR SALVAGED STREETLIGHT-RELATED MATERIALS TO SEATTLE CITY LIGHT SALVAGE YARD AT 4TH AVE S & S SPOKANE ST, 98134. CONTACT SALVAGE COORDINATOR AT 206-386-1765. NO ARTERIAL STREETLIGHT MAY BE DISABLED WITHOUT PRIOR APPROVAL FROM SEATTLE DEPARTMENT OF TRANSPORTATION, (SDOT).
3.

EXISTING STREET LIGHTING SYSTEM SHALL BE MAINTAINED DURING CONSTRUCTION.
4.

WORK MUST BE SCHEDULED SUCH THAT NO TWO (2) ADJACENT OR OPPOSITE STREETLIGHTS ARE DISABLED AT ANY ONE TIME.
5.

ANY EXCAVATION IN PROXIMITY TO AN EXISTING STREETLIGHT POLE MUST BE DONE WITHOUT UNDERMINING ITS STABILITY. CONTRACTOR IS RESPONSIBLE FOR TEMPORARY STABILIZING SUPPORT.
6.

INSTALLATION OF UNDERGROUND STREETLIGHT SYSTEMS, AND STREETLIGHT SYSTEM GROUNDING AND BONDING MUST BE PER SEATTLE CITY LIGHT (SCL) CONSTRUCTION STANDARD 1714.50.
7.

ALL WIRING, INCLUDING STREET LIGHTING, PEDESTRIAN LIGHTING AND FESTOON LIGHTING CIRCUITS MUST BE CLEARLY LABELED PER SEATTLE CITY LIGHT (SCL) CONSTRUCTION STANDARD 1714.10.
8.

EACH LUMINAIRE MUST BE FUSED PER (SCL) CONSTRUCTION STANDARD 1730.00.
9.

STREETLIGHT HANDHOLE AND CONDUIT REQUIREMENTS MUST CONFORM TO SCL CONSTRUCTION STANDARD 1716.07.
10.

PULL TAPE MUST BE INSTALLED THROUGH VACANT CONDUIT CAPPED PER (SCL) CONSTRUCTION STANDARD U2-11.40/NDK-40.
11.

MAINTAIN MINIMUM HORIZONTAL & VERTICAL CLEARANCES BETWEEN SCL UNDERGROUND STRUCTURES AND VARIOUS OTHER UTILITY STRUCTURES PER SCL CONSTRUCTION STANDARD 0214.00.
12.

FOR STREET LIGHTING INSPECTIONS CONTACT SCL ELECTRICAL REVIEWER TEN (10) WORKING DAYS IN ADVANCE.
13.

CONTRACTOR MUST CALL FOR AN ELECTRICAL REVIEWER INSPECTION OF THE STREET LIGHTING SYSTEM AT VARIOUS STAGES OF INSTALLATION/CONSTRUCTION OR AS INSTRUCTED BY THE SCL INSPECTOR.
14.

CONTRACTOR MUST PROVIDE AN OPERATOR AND MAN LIFT TRUCK FOR USE DURING INSPECTION OF INSTALLED STREETLIGHT FACILITIES.
15.

CONTRACTOR MUST ASSIST THE INSPECTOR DURING INSPECTIONS, COMMISSIONING, AND FINAL CONNECTION PHASES OF THE PROJECT AS INSTRUCTED BY THE INSPECTOR. SUCH ASSISTANCE WILL INCLUDE, BUT NOT BE LIMITED TO OPENING HANDHOLES, MANHOLES AND VARIOUS ACCESS COVERS, DISCONNECTING AND RECONNECTING FUSE HOLDERS AND MECHANICAL SPLICE CONNECTIONS, VERIFYING CONDUIT RUNS, ETC.
16.

PRIOR TO REQUESTING FINAL STREETLIGHT SERVICE CONNECTION, CONTRACTOR MUST CORRECT ALL PUNCH LIST ITEMS AND CALL FOR A RE-INSPECTION WHERE REQUIRED BY THE INSPECTOR. CONTRACTOR MUST PREPARE A SIGNED AS-BUILT AND WIRING DIAGRAM WHICH INCLUDES WHICH DUCT IS USED IN EACH DUCT BANK.

CITY OF SEATTLE DRAINAGE CB AND INLET NOTES

UNLESS OTHERWISE NOTED

1.

CATCH BASIN CONNECTIONS AND INLET CONNECTIONS MUST BE 8" DIAMETER. PIPE MUST BE CEMENT MORTAR LINED DUCTILE IRON CLASS 50 (MIN) PER SPECIFICATION 9-05.3. FITTINGS MUST BE CEMENT MORTAR LINED DUCTILE IRON. JOINTS MUST BE RUBBER GASKET, PUSH-ON OR MECHANICAL.
2.

BEDDING MUST BE CLASS D WITH SELECT NATIVE MATERIAL.
3.

CATCH BASIN CONNECTIONS MUST BE PLACED AT A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 100% PER STANDARD PLAN NO. 261 AND SPECIFICATION 7-08.3(4).
4.

INLET CONNECTIONS MUST BE PLACED AT A MINIMUM SLOPE OF 5% AND A MAXIMUM SLOPE OF 50% PER SPECIFICATION 7-08.3(5).
5.

CATCH BASINS AND INLETS MUST BE LOCATED PER STANDARD PLAN NO. 260A AND 260B.
6.

TELEVISION INSPECTION OF CATCH BASIN CONNECTIONS MUST BE PER SPECIFICATION 7-17.3(3)G.
7.

CONTRACTORS ARE NOT ALLOWED TO CORE INTO MAINS OR STRUCTURES WITHOUT PRIOR APPROVAL FROM SPU. TO SCHEDULE CORE TAPS, CONTACT SPU AT 206-615-0511 A MINIMUM OF 2 BUSINESS DAYS IN ADVANCE. SPU SHALL BE ON SITE PRIOR TO THE START OF CONTRACTOR PERFORMED CORE TAP. CONTRACTORS PERFORMING CORE TAPS MUST PROVIDE THE COUPON OF REMOVED MATERIAL TO SPU.

GENERAL KING COUNTY METRO NOTES

1.

ANY CONSTRUCTION OR INSTALLATION ACTIVITIES AFFECTING TRANSIT OPERATIONS OR FACILITIES MUST BE COORDINATED THROUGH METRO TRANSIT CONSTRUCTION INFORMATION CENTER. FOR NOTIFICATION INFORMATION AND GUIDELINES, PLEASE VISIT: <http://www.kingcounty.gov/transportation/kcdot/metrotransit/construction.aspx> OR CONTACT CONSTRUCTION COORDINATORS AT 206-477-1140. PLEASE PROVIDE FIVE BUSINESS DAYS NOTIFICATION FOR BUS REROUTES AND THREE BUSINESS DAYS NOTIFICATION FOR BUS STOP IMPACTS
2.

TO SCHEDULE SHELTER REMOVAL, PLEASE CONTACT plansreview@kingcounty.gov. PLEASE NOTE THAT METRO REQUIRES 3 WEEKS PRIOR NOTIFICATION FOR REMOVAL.
3.

PLEASE SEE THE FOLLOWING URL FOR STANDARD CONSTRUCTION DETAILS: <http://www.kingcounty.gov/depts/transportation/metro/design-construction-standards/passenger-facilities/construction.aspx>
4.

ALL METRO FOOTINGS MUST BE INSPECTED BY METRO INSPECTORS BEFORE ANY CONCRETE IS POURED. PLEASE CONTACT METRO INSPECTORS DIRECTLY AT 206-263-2381 OR 206-507-6550 OR VIA EMAIL AT tbur@kingcounty.gov. PLEASE NOTE THAT METRO REQUIRES NOTICE OF 3 WORKING DAYS TO SCHEDULE INSPECTION.
5.

AFTER FOOTING INSPECTION AND COMPLETED CONSTRUCTION, PLEASE CONTACT plansreview@kingcounty.gov TO SCHEDULE SHELTER FRAME INSTALLATION AND BUS STOP FLAGPOST INSTALLATION.
6.

FOR ANY CIVIL, STRUCTURAL OR ELECTRICAL DESIGN QUESTIONS, PLEASE CONTACT PAUL ENG AT (206) 477-5953 FOR ASSISTANCE.

CONSTRUCTION STORMWATER CONTROL (CSC) GENERAL NOTES:

1.

A FIRST GROUND DISTURBANCE INSPECTION IS REQUIRED PRIOR TO START OF WORK ON ALL SITES WITH LAND DISTURBING ACTIVITY. SCHEDULE A FIRST GROUND DISTURBANCE INSPECTION FOR AN ISSUED BUILDING PERMIT AT 206-684-8900 OR ONLINE AS DESCRIBED AT <http://www.seattle.gov/sdci/inspections/site-development-inspections>
2.

THE APPLICANT SHALL DESIGNATE AN EROSION AND SEDIMENT CONTROL (ESC) SUPERVISOR WHO SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPS). FOR LARGE CONSTRUCTION PROJECTS, THE ESC SUPERVISOR SHOULD BE A CERTIFIED EROSION AND SEDIMENT CONTROL LEAD (CESCL). PROVIDE THE NAME AND PHONE NUMBER OF THE ESC SUPERVISOR TO THE SITE INSPECTOR AT THE FIRST GROUND DISTURBANCE INSPECTION. ADDITIONALLY, ALL STORMWATER MANAGEMENT AND EARTHWORK ACTIVITIES SHALL BE CONDUCTED IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF THE SREMP TO PROTECT HUMAN HEALTH AND THE ENVIRONMENT.
3.

BMPS SHALL BE INSTALLED PRIOR TO STARTING CONSTRUCTION TO ENSURE SEDIMENT-LADEN WATER DOES NOT LEAVE THE PROJECT SITE OR ENTER ROADSIDE DITCHES, STORM DRAINS, SURFACE WATERS, OR WETLANDS.
4.

THE BMPS INCLUDED IN THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. THE APPLICANT IS RESPONSIBLE FOR ENSURING THAT BMPS ARE MODIFIED AS NEEDED FOR UNEXPECTED STORM EVENTS OR OTHER UNFORESEEN CIRCUMSTANCES, AND TO ACCOUNT FOR CHANGING SITE CONDITIONS.
5.

ANY AREAS OF DISTURBED SOIL THAT WILL NOT BE WORKED FOR TWO CONSECUTIVE DAYS DURING THE WET SEASON (OCT 1 TO APRIL 30) OR SEVEN DAYS DURING THE DRY SEASON (MAY 1 TO SEPT 30) SHALL BE IMMEDIATELY STABILIZED WITH APPROVED BMPS METHODS (E.G. STRAW, MULCH, PLASTIC COVERING, COLD MIX, ETC.)
6.

GRADING AND/OR SOIL DISTURBING ACTIVITIES MAY BE LIMITED OR PROHIBITED FOR CERTAIN SITES SUBJECT TO ECA STANDARDS (I.E. ECA STEEP SLOPES, LANDSLIDE PRONE AREAS, ETC.) BETWEEN OCTOBER 31ST AND APRIL 1ST. IF NOTED IN THE GEOTECHNICAL SPECIAL INSPECTIONS REQUIREMENTS, A GRADING SEASON EXTENSION LETTER (GSEL) ISSUED BY SDCI IS REQUIRED FOR ALL GRADING AND/OR SOIL DISTURBING ACTIVITIES DURING THIS PERIOD. THE GEOTECHNICAL SPECIAL INSPECTOR MUST SUBMIT ELECTRONIC APPLICATIONS FOR A GSEL USING THE SDCI PROJECT PORTAL. ALLOW FOUR TO SIX WEEKS FOR PROCESSING. FAILURE TO OBTAIN THE GSEL PRIOR TO OCTOBER 31 MAY RESULT IN A WORK STOPPAGE.
7.

CITY STREETS AND SIDEWALKS SHALL BE KEPT CLEAN AT ALL TIMES. NO MATERIAL SHALL BE STORED ON CITY STREETS OR SIDEWALKS WITHOUT A STREET USE PERMIT FROM THE SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT).
8.

POLLUTION CONTROL MEASURES SHALL BE FOLLOWED TO ENSURE THAT NO LIQUID PRODUCTS OR CONTAMINATED WATER ENTERS ANY STORM DRAINAGE FACILITIES OR OTHERWISE LEAVES THE PROJECT SITE. ANY HAZARDOUS MATERIALS OR LIQUID PRODUCTS THAT HAVE THE POTENTIAL TO POLLUTE RUNOFF SHALL BE STORED AND DISPOSED OF PROPERLY.
9.

ENSURE THAT WASHOUT FROM CONCRETE TRUCKS IS PERFORMED OFF-SITE OR IN DESIGNATED CONCRETE WASHOUT AREAS ONLY. DO NOT WASH OUT CONCRETE TRUCKS ONTO THE GROUND, OR TO STORM DRAINS OR OPEN DITCHES. DO NOT DUMP EXCESS CONCRETE ONSITE, EXCEPT IN DESIGNATED CONCRETE WASHOUT AREAS.
10.

ALL AREAS OF DISTURBED SOIL SHALL BE FULLY STABILIZED WITH THE APPROPRIATE SOIL AMENDMENT AND COVER MEASURES AT COMPLETION OF THE PROJECT. TYPICAL COVER MEASURES INCLUDE LANDSCAPING OR HYDROSEED WITH MULCH.

CITY OF SEATTLE MAINLINE CONVEYANCE AND DETENTION NOTES

UNLESS OTHERWISE NOTED

1.

MAINLINE PIPE, CULVERT PIPE AND DETENTION PIPE MUST BE AS APPROVED BY SEATTLE PUBLIC UTILITIES (SPU) AND AS SHOWN ON THE PROFILE.

A.

VCP MUST BE PER SPECIFICATION 9-05.5.

B.

DIP MUST BE PER SPECIFICATION 9-05.3. FITTINGS MUST BE CEMENT MORTAR LINED DUCTILE IRON. JOINTS MUST BE RUBBER GASKET, PUSH-ON OR MECHANICAL.

C.

RCP MUST BE PER SPECIFICATION 9-05.2.

D.

POLYPROPYLENE PIPE PER SPECIFICATION 9-05.17. POLYPROPYLENE PIPE DETENTION, FOR PIPE DIAMETERS 30" AND GREATER MUST BE TRIPLE WALL (SMOOTH INTERIOR), CORRUGATED STRUCTURAL CORE, AND SMOOTH EXTERIOR) POLYPROPYLENE PIPE. ALL JOINTS MUST BE BELL AND SPIGOT AND CONFORM TO ASTM D3212.
2.

BEDDING MUST BE CLASS B FOR ALL PIPE, EXCEPT DUCTILE IRON PIPE THAT IS LESS THAN 30-INCH ID, WHICH MAY BE CLASS D. SEE STANDARD PLAN NO. 285 AND SPECIFICATION 7-17.3(1). CONTROLLED DENSITY FILL (CDF) MUST NOT BE IN CONTACT WITH THE PIPE. BEDDING MATERIAL MUST BE:

A.

MINERAL AGGREGATE TYPE 22 FOR VCP AND POLYPROPYLENE PIPE.

B.

MINERAL AGGREGATE TYPE 9 FOR RCP.

C.

SELECT NATIVE OR MINERAL AGGREGATE TYPE 9 OR MINERAL AGGREGATE TYPE 22 FOR DIP.
3.

TEES ON NEW PIPE LESS THAN 24" IN DIAMETER MUST BE PREFABRICATED. ALL NEW CONNECTIONS TO EXISTING MAINLINES OR STRUCTURES, OR CONNECTIONS TO NEW MAINLINES WITHOUT PREFABRICATED TEES, MUST BE PER SPU CORE TAP PROCEDURES.
4.

DETENTION PIPE AND FLOW CONTROL STRUCTURES MUST BE PER STANDARD PLAN NO. 270, 270A AND 272B.
5.

ALL PIPELINES AND APPURTENANCES MUST BE CLEANED AND TESTED AFTER BACKFILLING PER SPECIFICATION 7-17.3(3). DEFLECTION TESTING OF FLEXIBLE PIPE MUST BE NO LESS THAN 30 DAYS AFTER BACKFILL AND PRIOR TO PAVING PER SPECIFICATION 7-17.3(3)F. TELEVISION INSPECTION OF MAINLINE MUST BE PER SPECIFICATION 7-17.3(3)G.
6.

WHERE A NEW PIPE CLEARS AN EXISTING OR NEW UTILITY BY 6" OR LESS, POLYETHYLENE PLASTIC FOAM MUST BE PLACED AS A CUSHION BETWEEN THE UTILITIES PER SPECIFICATION 1-07.17(2).
7.

PIPE 12" DIAMETER AND LARGER TO BE ABANDONED MUST BE FILLED WITH A PUMPABLE, FLOWABLE CEMENT SLURRY. SEE SPECIFICATION 2-02.3(5).

CITY OF SEATTLE SIDE SEWER NOTES (FOR USE WITH MAINLINE CONVEYANCE AND DETENTION NOTES)

UNLESS OTHERWISE NOTED

1.

ALL WORK MUST CONFORM TO THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS (SDCI) DIRECTOR'S RULE 4-2011, REQUIREMENTS FOR DESIGN AND CONSTRUCTION OF SIDE SEWERS.
2.

THE PERMITTEE MUST MAINTAIN DRAINAGE AND SEWER SERVICE TO PRIVATE PROPERTY DURING CONSTRUCTION.
3.

RELAY OR REPAIR OF SERVICE DRAINS/SIDE SEWERS NOT SHOWN FOR CONSTRUCTION ON THE APPROVED PLAN MUST BE UNDER SEPARATE PERMIT FROM SDCI.
4.

WHEN SHOWN ON THE APPROVED PLAN, RELAY EXISTING SERVICE DRAINS/SIDE SEWERS TO CLEAR OVER OR UNDER THE NEW UTILITY AND RECONNECT WITH SHIELDED FLEXIBLE REPAIR COUPLINGS PER SPECIFICATIONS 7-17.3(2)E AND 9-05.18 AND AS APPROVED BY A REPRESENTATIVE OF THE CITY OF SEATTLE.

A.

DIP WHEN MINIMUM CLEARANCES REQUIRED IN SPECIFICATION 1-07.17(2) ARE NOT MET. DIP MUST BE CEMENT MORTAR LINED DUCTILE IRON PIPE PER SPECIFICATION 9-05.3. JOINTS MUST BE RUBBER GASKET, PUSH-ON OR MECHANICAL. BEDDING MUST BE CLASS D PER SPECIFICATION 7-17.3(1)D.
5.

SERVICE DRAIN/SIDE SEWER PIPE MUST BE OF A MATERIAL APPROVED BY A REPRESENTATIVE OF THE CITY OF SEATTLE, FROM THE FOLLOWING, IN ORDER OF PRECEDENCE:

B.

MATCH EXISTING PIPE MATERIAL. BEDDING MUST BE CLASS B PER SPECIFICATION 7-17.3(1) FOR EACH PIPE MATERIAL.

C.

PVC PIPE AND FITTINGS MUST BE PER ASTM D 3034, SDR35 (MIN), WITH RUBBER GASKET JOINTS OR SCHEDULE 40 PER ASTM D1785 WITH SOLVENT WELDED JOINTS. BEDDING MUST BE CLASS B PER SPECIFICATION 7-17.3(1)B.
6.

SERVICE DRAINS/SIDE SEWERS MUST NOT BE BACKFILLED UNTIL THE PIPE HAS BEEN INSPECTED AND APPROVED AND THE SLOPE, LOCATION AND DEPTH IS RECORDED.
7.

THE PERMITTEE IS RESPONSIBLE FOR AS-BUILT RECORD INFORMATION FOR ALL WORK ON SERVICE DRAINS/SIDE SEWERS.

GENERAL PSE NOTES

1.

CONTACT MAPREQUEST@PSE.COM FOR UPDATED GAS MAPS OF AREA.
2.

MAINTAIN A MINIMUM 1' VERTICAL SEPARATION WHEN CROSSING GAS MAINS OR SERVICES.
3.

MAINTAIN A MINIMUM 3' HORIZONTAL SEPARATION WHEN RUNNING PARALLEL TO GAS MAINS OR SERVICES.

DOWNTOWN SEATTLE:

GLENN HUDEN | 206-396-4159 | GLENN.HUDEN@PSE.COM
4.

IF HP OR > 4" PIPE IS ENCOUNTERED, PLEASE CONTACT PSE PI INSPECTOR BEFORE WORKING NEAR HP OR > 4" GAS MAINS:

SOUTH SEATTLE:

TROY PETERSON | 206-396-0730 | TROY.PETERSON@PSE.COM

NORTH SEATTLE:

MITCH BALZER | 253-377-9539 | MITCHELL.BALZER@PSE.COM
5.

COORDINATE WITH PSE CUSTOMER CONSTRUCTION SERVICES AT 1-888-321-7779 AND A PSE PROJECT MANAGER FOR RELOCATION OF GAS MAINS AND SERVICES AS NEEDED.
6.

LOCATE AND PROTECT ALL GAS FACILITIES IN THE FIELD

CITY OF SEATTLE WATER SERVICE NOTES

1.

APPLICATION FOR A NEW METERED WATER SERVICE AND PAYMENT OF ALL FEES IS REQUIRED BEFORE SERVICE WILL BE AVAILABLE.
2.

APPLICANT WILL NEED A WATER AVAILABILITY CERTIFICATE (WAC) AND LEGAL DESCRIPTION OF PROPERTY WHEN SUBMITTING THE APPLICATION. TO OBTAIN A WAC, PLEASE CONTACT THE DEVELOPMENT SERVICES OFFICE AT (206) 684-3333 OR SPUWaterAvailability@seattle.gov.
3.

ALL WATER SERVICES SHALL BE LOCATED IN THE PUBLIC RIGHT OF WAY AND WITHIN THE FRONTAGE OF THE PARCEL BEING SERVED.
4.

WATER SERVICES SERVING PARCELS WITHOUT FRONTAGE TO THE PUBLIC RIGHT OF WAY (SUCH AS UNIT LOT SUBDIVISIONS) OR LANDLOCKED PARCELS SHALL BE SERVED BY A PRIVATE WATER SERVICE EXTENDING FROM THE WATER METER TO THE PARCEL BEING SERVED. THE WATER SERVICE SHALL BE INSTALLED IN A DEDICATED EASEMENT. THE EASEMENT SHALL BE OBTAINED BY THE DEVELOPER, RECORDED, AND A COPY SHALL BE PROVIDED TO SEATTLE PUBLIC UTILITIES (SPU) AT THE TIME OF APPLICATION SUBMITTAL.
5.

ALL WATER SERVICES PIPING ON PROPERTY MUST BE INSPECTED PRIOR TO BACKFILLING TRENCH. CONTACT (206) 684-5800 TO REQUEST AN INSPECTION.
6.

CUSTOMERS ARE REQUIRED TO INSTALL AN APPROVED AIR GAP OR REDUCED-PRESSURE BACKFLOW ASSEMBLY (RPBA/RPDA) ON ALL WATER SERVICE CONNECTIONS POSING A HIGH HEALTH CROSS-CONNECTION HAZARD (PURSUANT TO WAC 246-290-490). BACKFLOW PREVENTION IS ALSO REQUIRED ON WATER SERVICE CONNECTIONS SUCH AS FIRE SERVICES, IRRIGATION SERVICES, BUILDINGS EXCEEDING THREE STORIES OR 30 FT. IN HEIGHT ABOVE THE METER (MEASURED TO THE HIGHEST WATER FIXTURE), AND MAY BE REQUIRED FOR OTHER WATER SERVICES. SPU AND KING COUNTY HEALTH DEPARTMENT (KCHD) ARE THE ADMINISTRATIVE AUTHORITIES ENGAGED IN A JOINT PROGRAM IDENTIFYING ACTUAL AND POTENTIAL CROSS-CONNECTIONS BETWEEN THE PUBLIC WATER SUPPLY AND POSSIBLE SOURCES OF CONTAMINATION. FOR ANSWERS TO SPECIFIC CROSS-CONNECTION CONTROL QUESTIONS OR TO REQUEST AN INSPECTION, PLEASE CALL (206) 684-3536.



2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



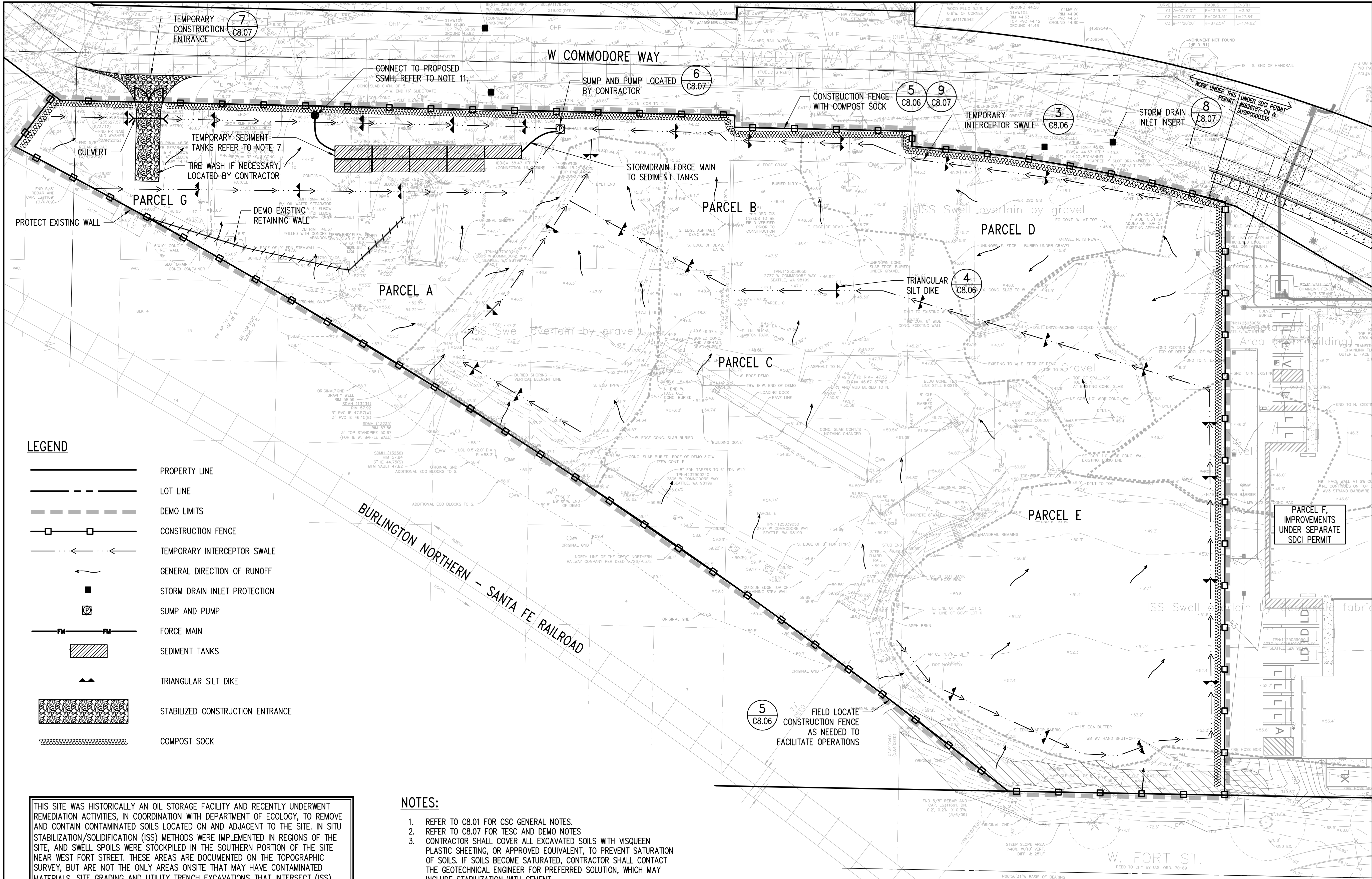
DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

CIVIL GENERAL NOTES

C8.01



SDCI 6819513-CN



THIS SITE WAS HISTORICALLY AN OIL STORAGE FACILITY AND RECENTLY UNDERWENT REMEDIATION ACTIVITIES, IN COORDINATION WITH DEPARTMENT OF ECOLOGY, TO REMOVE AND CONTAIN CONTAMINATED SOILS LOCATED ON AND ADJACENT TO THE SITE. IN SITU STABILIZATION/SOLIDIFICATION (ISS) METHODS WERE IMPLEMENTED IN REGIONS OF THE SITE, AND SWELL SPOILS WERE STOCKPILED IN THE SOUTHERN PORTION OF THE SITE NEAR WEST FORT STREET. THESE AREAS ARE DOCUMENTED ON THE TOPOGRAPHIC SURVEY, BUT ARE NOT THE ONLY AREAS ONSITE THAT MAY HAVE CONTAMINATED MATERIALS. SITE GRADING AND UTILITY TRENCH EXCAVATIONS THAT INTERSECT (ISS) AREAS MAY REQUIRE SPECIALIZED EQUIPMENT OR METHODS DUE TO THE HIGH STRENGTH OF THE STABILIZED SOIL (50 TO 800 PSI 28-DAY COMPRESSIVE STRENGTH). PRIOR TO ANY WORK, REFER TO THE SREMP (SOIL AND REMEDIAL ELEMENT MANAGEMENT PLAN), PREPARED BY CRETE (JAMIE STEVENS jamie.stevens@creteconsulting.com), DATED 10/05/2022. A COPY OF THIS DOCUMENT SHALL BE ON SITE DURING CONSTRUCTION. SPECIFICALLY, CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SREMP REQUIREMENTS PERTAINING TO, BUT NOT LIMITED TO, COORDINATION WITH ECOLOGY, WORKER HEALTH AND SAFETY, EARTHWORK PLANNING, DELINEATION AND MANAGEMENT OF POTENTIALLY CONTAMINATED AND UNCONTAMINATED SOILS, CONSTRUCTION STORMWATER MANAGEMENT, AND DOCUMENTATION AND REPORTING REQUIREMENTS.

**2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION**

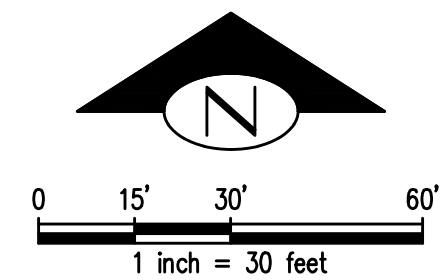


DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

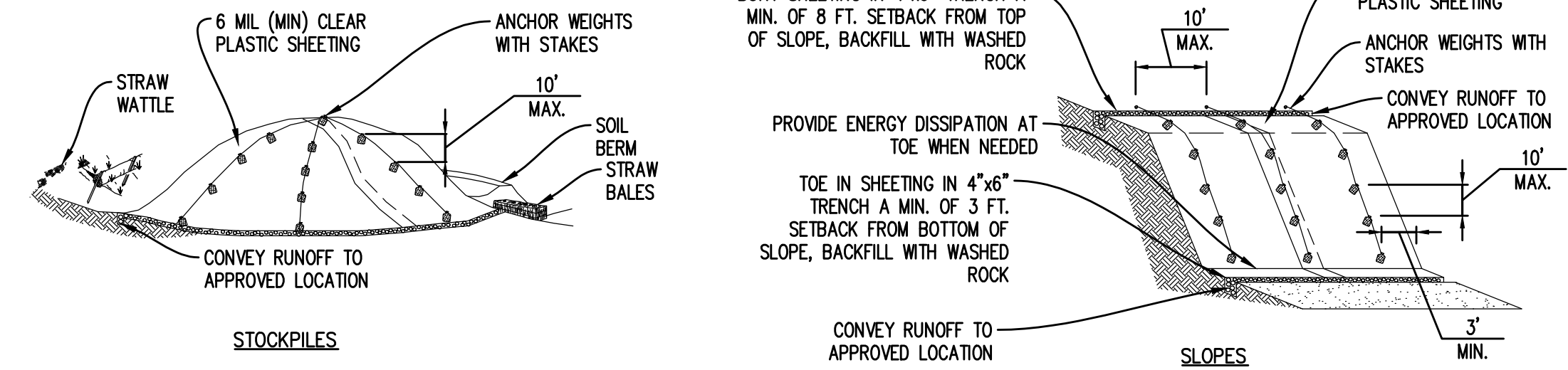
**DEMO AND TESC
PLAN**

C8.05

SDCI 6819513-CN



STOCKPILE AND EXPOSED SLOPE COVERING

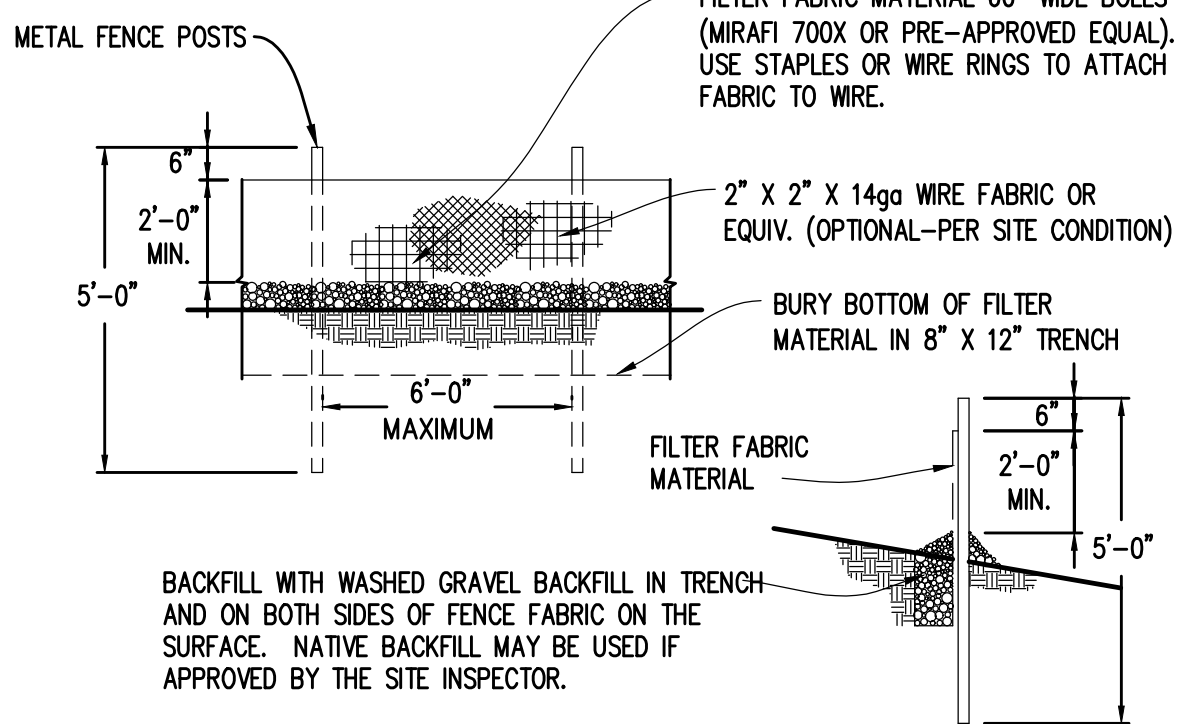


STOCKPILE COVER DETAIL

NTS

1

FILTER FENCE



NOTE: ANGLE SILT FENCE BACK UP THE SLOPE AT THE END OF RUN.

FILTER FABRIC FENCE DETAIL

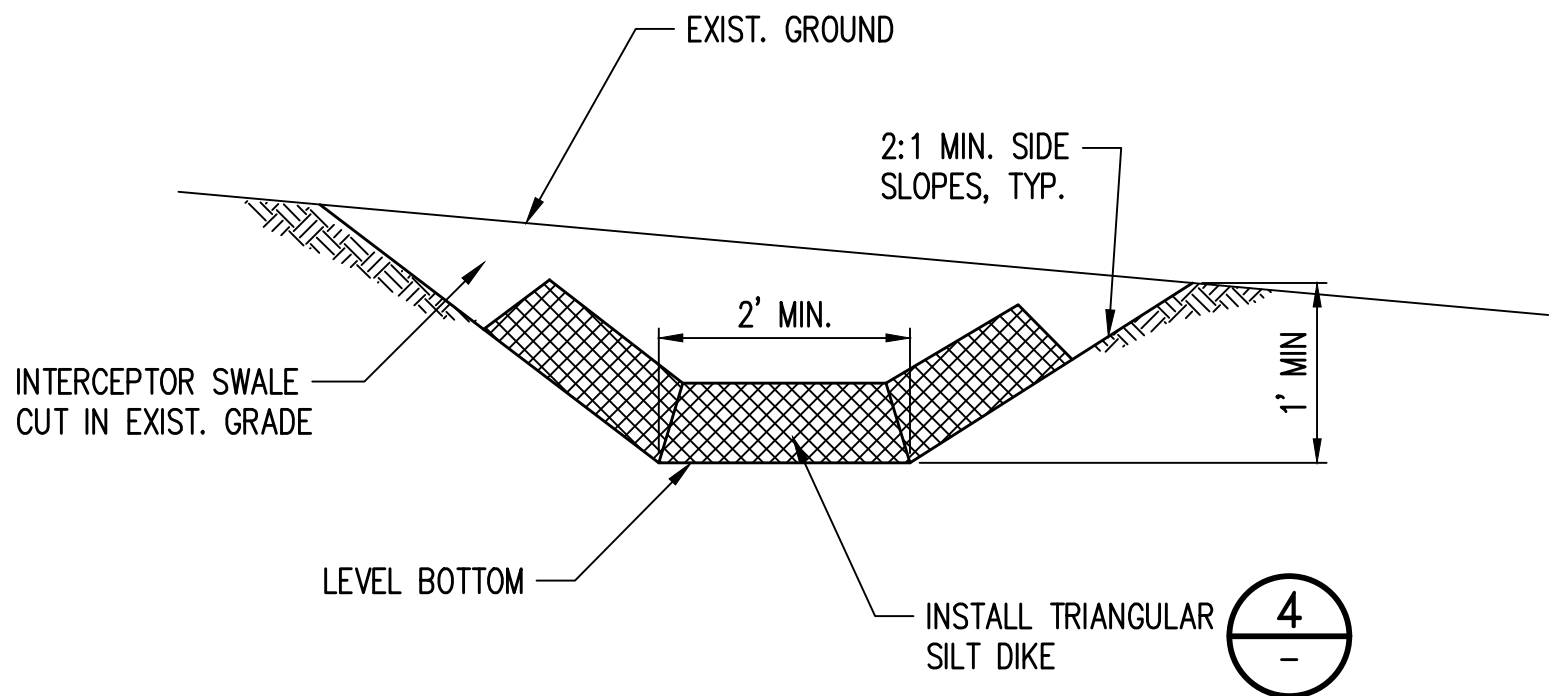
NTS

2

TEMPORARY INTERCEPTOR SWALE

NTS

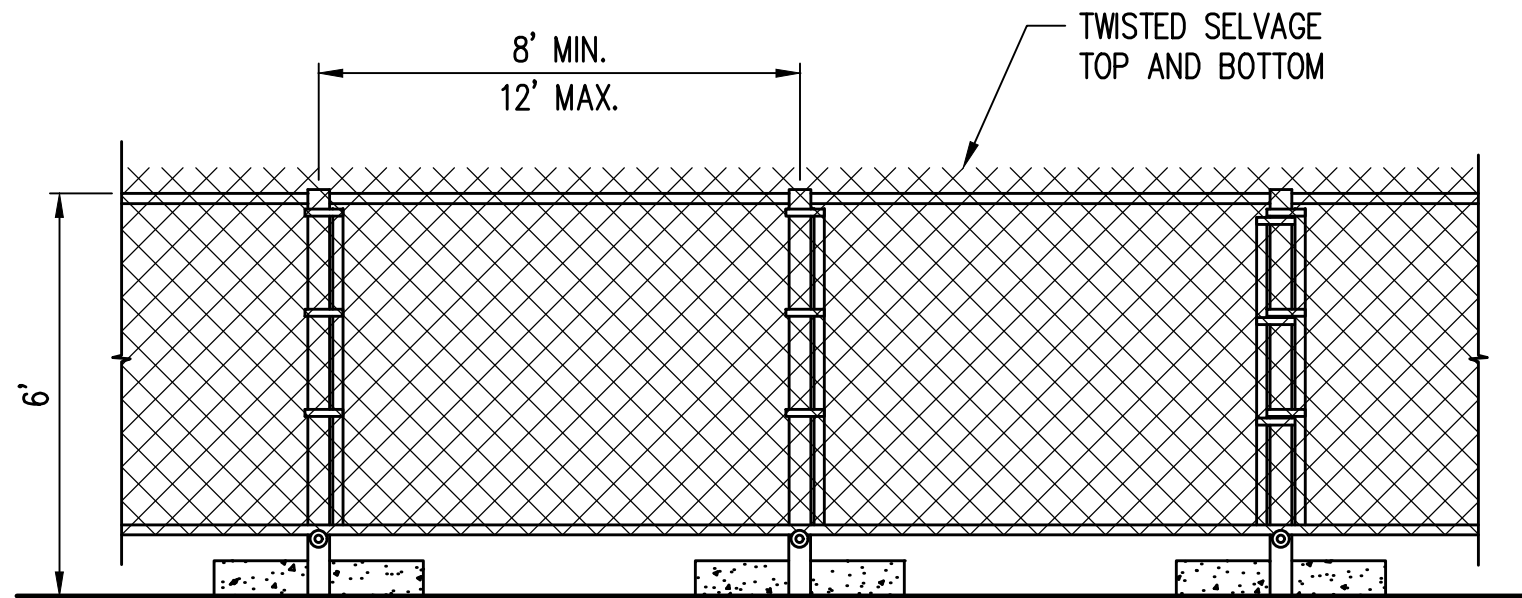
3



NOTE:
DAMAGE RESULTING FROM RUNOFF OR CONSTRUCTION
ACTIVITY SHALL BE REPAIRED IMMEDIATELY.

NOTES:

- GEOTEXTILE ENCASED CHECK DAMS SHALL MEET THE REQUIREMENTS OF COS STANDARD SPECIFICATIONS 8-01.3(5)A AND 9-14.5(4).
- INSTALL THE SLOPED ENDS OF THE CHECK DAM A MINIMUM OF 3" HIGHER THAN THE TOP OF THE CHECK DAM IN THE CHANNEL TO ENSURE THAT WATER FLOWS OVER THE DAM AND NOT AROUND IT.
- FLAT BOTTOM DITCH DESIGN SHOWN, CHECK DAM INSTALLATION DETAILS ARE SIMILAR FOR "V" BOTTOM DITCHES.
- PERFORM MAINTENANCE IN ACCORDANCE WITH COS STANDARD SPECIFICATION 8-01.3(14).



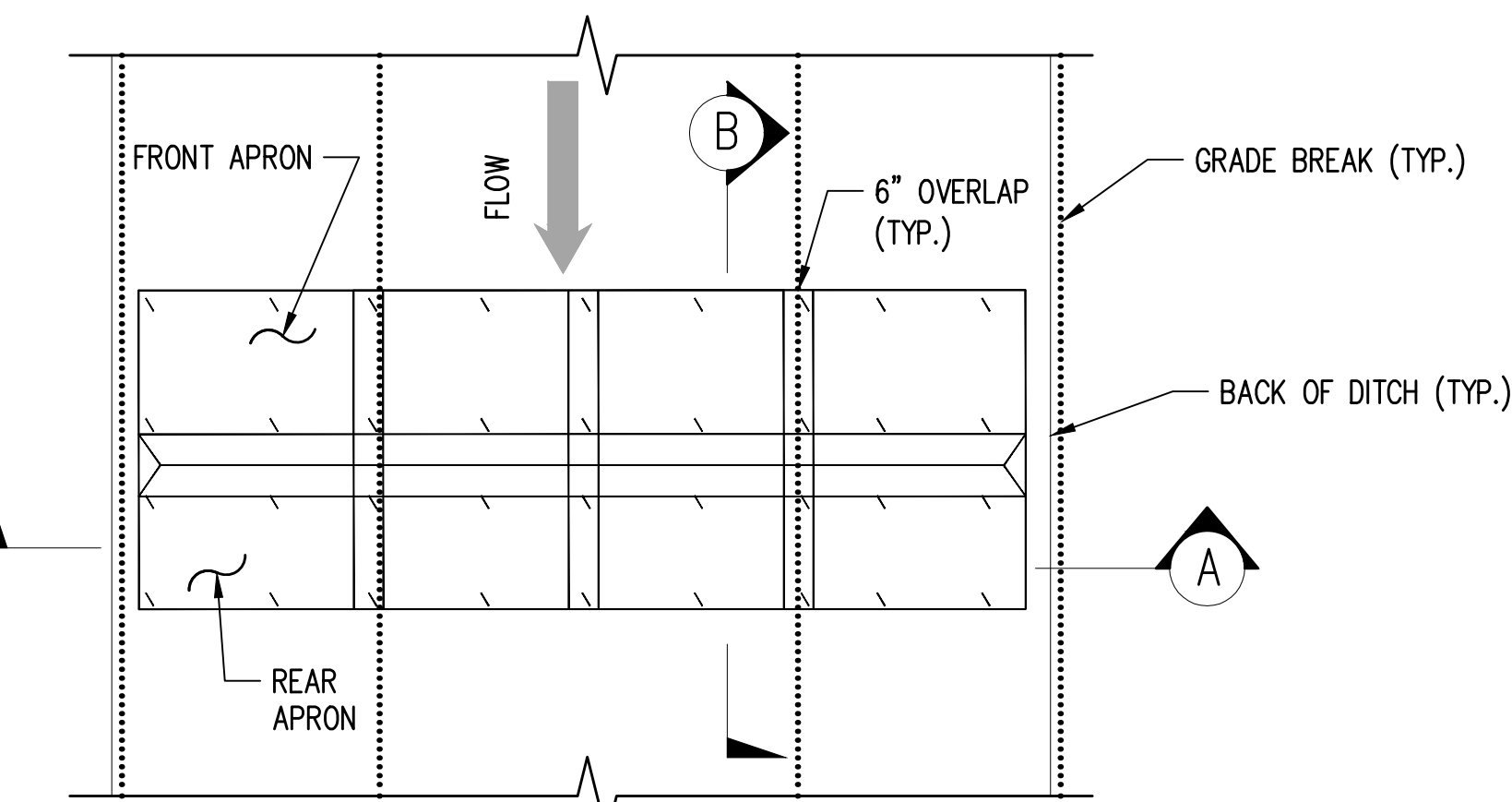
NOTES:

- CHAIN LINK FABRIC TO BE MINIMUM 11 GAUGE, GALVANIZED. NO RUSTED OR EXCESSIVELY MALFORMED FABRIC.
- FENCE BASES SHALL BE OF SUFFICIENT WEIGHT AND/OR SPREAD TO ADEQUATELY SUPPORT EACH PANEL.
- PANEL-TO-PANEL CONNECTIONS SHALL BE MADE AT A MINIMUM TWO LOCATIONS PER CONNECTION UNLESS OTHERWISE APPROVED.
- INSTALL 11'-8" X 5'-6" MESH CONSTRUCTION SCRIM PER FENCE PANEL AND CONSTRUCTION WARNING SIGNAGE 50' ON CENTER.

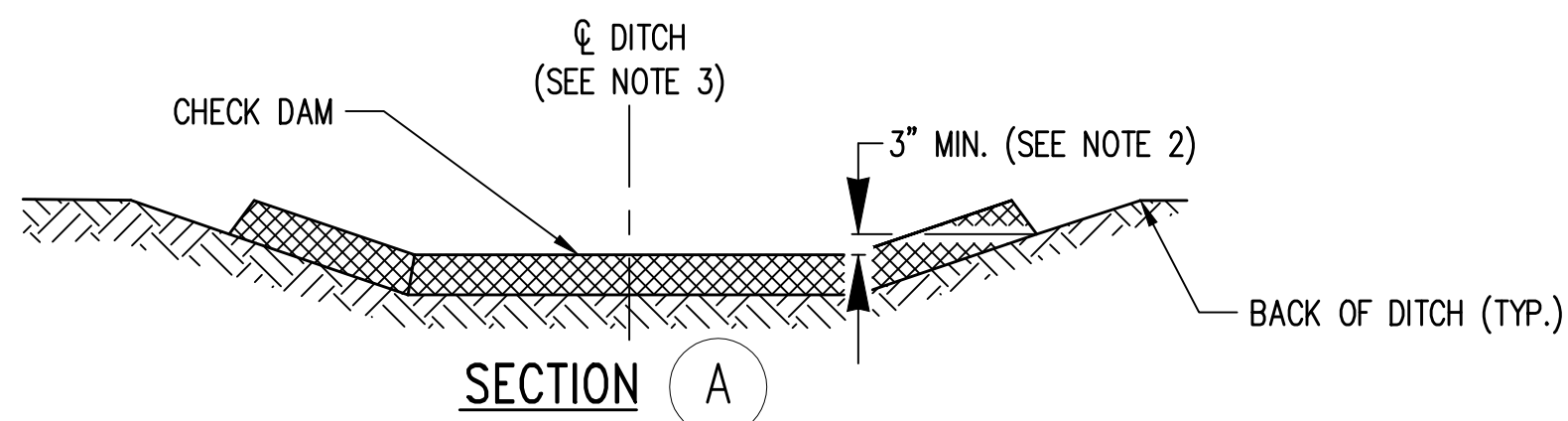
CONSTRUCTION FENCE DETAIL

NTS

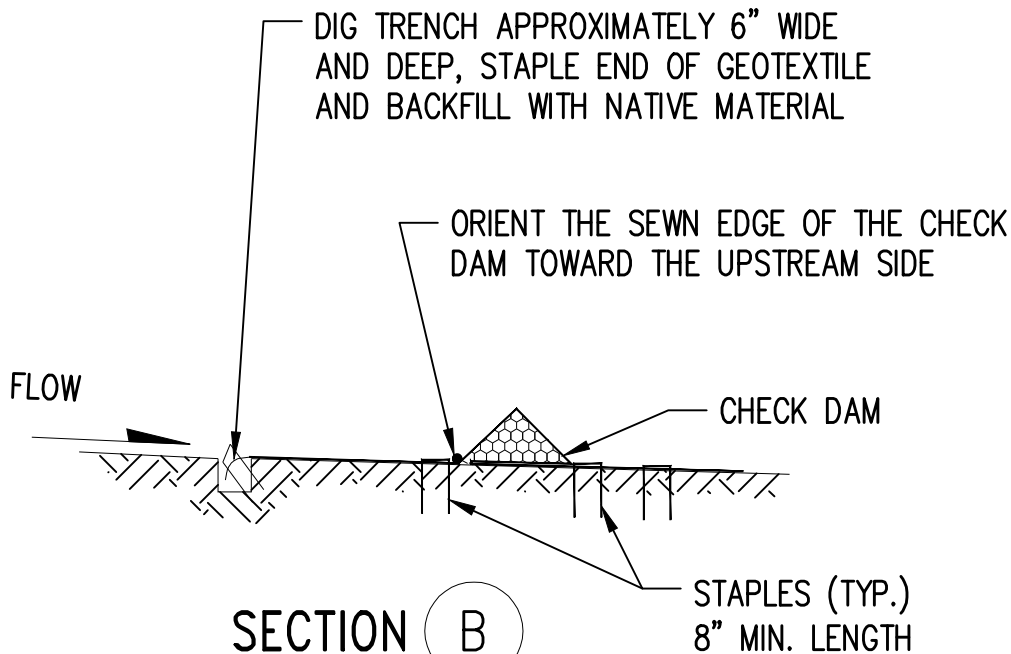
5



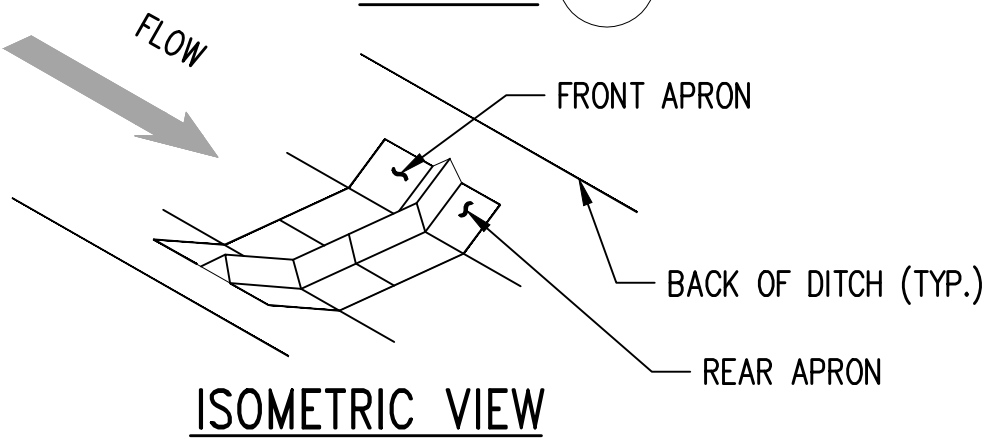
PLAN VIEW



SECTION A



SECTION B



ISOMETRIC VIEW

TRIANGULAR SILT DIKE

NTS

4

kpff

1601 5th Avenue, Suite 1600
Seattle, WA 98101
206.622.5822
www.kpff.com

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



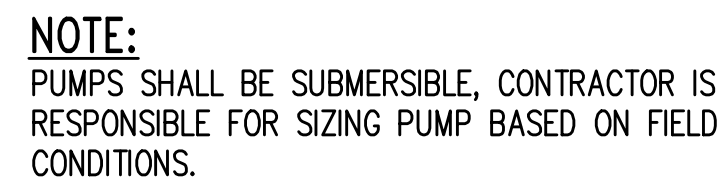
DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

TESC DETAILS

C8.06

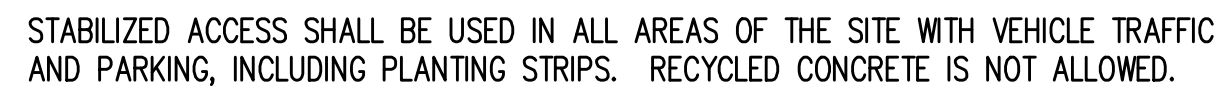
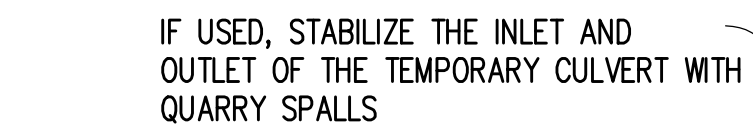
SDCI 6819513-CN





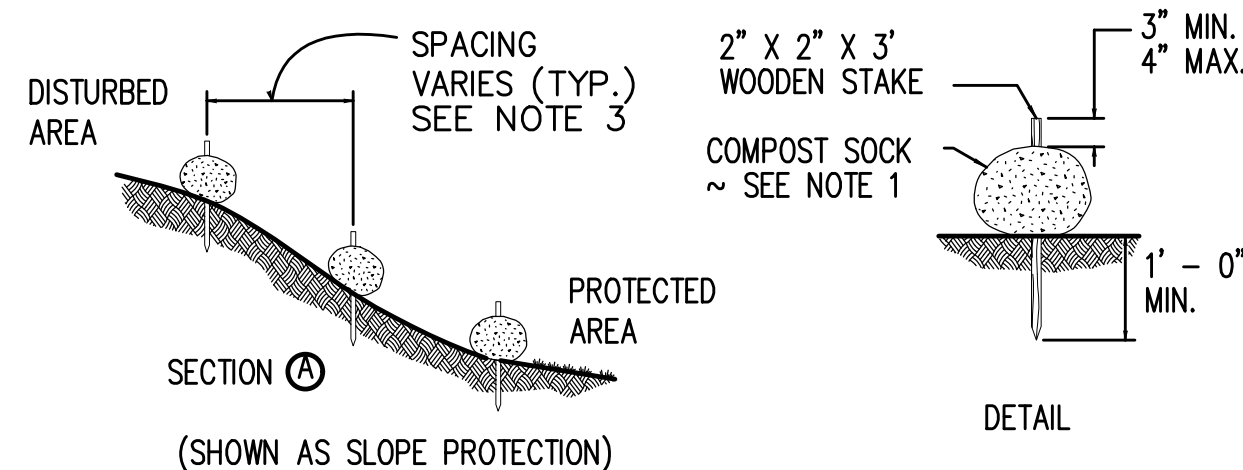
NTS

6



NTS

—



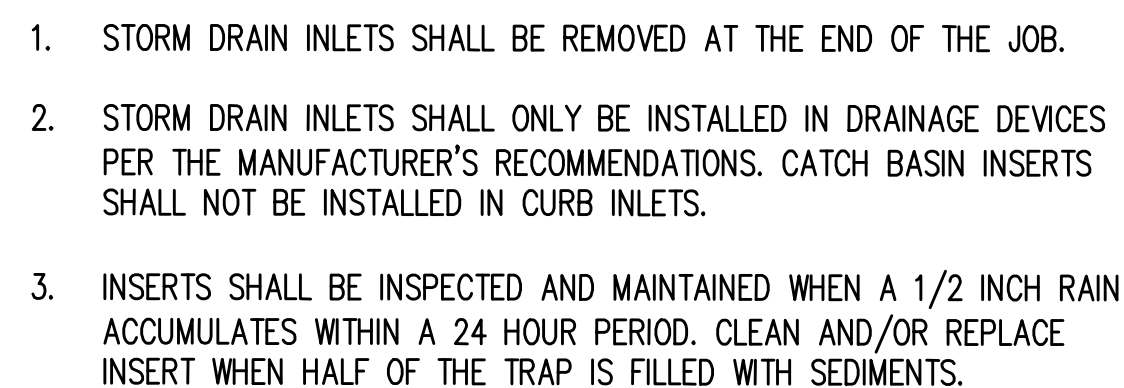
- NTS

9

1. CONTRACTOR IS ALERTED TO THE PRESENCE OF CONTAMINATION ON THE SITE. REFER TO C8.10 NOTE 1. FOR GENERAL NOTES REFER TO C8.01.
2. THIS PLAN IS INTENDED TO REFLECT THE MINIMUM EROSION AND SEDIMENTATION CONTROL MEASURES REQUIRED FOR THIS SITE. THE CONTRACTOR IS RESPONSIBLE FOR UPGRADING THESE MEASURES TO ACCOMMODATE SITE CONDITIONS, STORM EVENTS, AND TO PREVENT SEDIMENT AND SEDIMENT LADEN RUNOFF FROM LEAVING THE SITE.
3. CONTROL DEWATERING. A SEPARATE DEWATERING PERMIT IS REQUIRED FOR: ONE ACRE OR GREATER DISTURBED AREA; CONTAMINATED SURFACE AND/OR GROUNDWATER; EXCAVATION GREATER THAN 12 FEET IN DEPTH; SIGNIFICANT VOLUME OF GROUNDWATER; OTHER SITE SPECIFIC CONDITIONS LEADING TO SIGNIFICANT DEWATERING. CONTRACTOR SHALL OBTAIN NECESSARY PERMITS AND APPROVALS FROM SDCI, KCIW, AND ECOLOGY TO PERFORM THE WORK. CONTRACTOR IS RESPONSIBLE FOR DEWATERING OF THE EXCAVATION. CONTRACTOR SHALL ROUTE DEWATERING DISCHARGE TO THE ON-SITE SETTLEMENT AND TREATMENT SYSTEM TO MAINTAIN THE DISCHARGE BELOW TURBIDITY AND TREATMENT REQUIREMENTS BY AHJ (SEATTLE, ECOLOGY, KING COUNTY INDUSTRIAL WASTE/KCIW, ETC).
4. AREAS OF EXPOSED SOILS SHALL BE STABILIZED TO PREVENT SEDIMENT FROM BEING TRACKED AROUND OR OFF THE SITE. STABILIZATION BMPs SHALL CONSIST OF, BUT NOT BE LIMITED TO, FILTER FENCES, PLASTIC COVERING, DUST CONTROL, AND/OR SODDING/SEEDING. REFER TO C8.71-C8.72 FOR SELECT DETAILS.

- CONTRACTOR SHALL MONITOR DISCHARGE FLOW AND WATER QUALITY OF ALL AUTHORIZED DISCHARGES INTO COMBINED SEWER. INCLUDE SAND FILTERS AND ADDITIONAL SEDIMENTATION TANKS AS REQUIRED TO MEET KCIW DISCHARGE REQUIREMENTS. COORDINATE WITH KCIW FOR MAXIMUM DAILY DISCHARGE RATES.

1. ALL EXISTING STRUCTURES, VEGETATION, SURFACE IMPROVEMENTS AND UNDERGROUND STRUCTURES/UTILITIES WITHIN THE DEMOLITION LIMITS SHALL BE DEMOLISHED, UNLESS OTHERWISE NOTED, AND DISPOSED OF OFF-SITE IN A LEGAL MANNER.
2. DEMOLITION SHALL BE IN CONFORMANCE WITH APPLICABLE REGULATION, CODES, AND PERMIT REQUIREMENTS.
3. CONTRACTOR SHALL PROVIDE TRAFFIC AND PEDESTRIAN REROUTES AS NECESSARY TO COMPLETE THE WORK, AND OBTAIN APPROVAL FROM THE CITY PRIOR TO BEGINNING WORK. MAINTAIN PEDESTRIAN AND VEHICULAR ACCESS FOR ADJACENT PROPERTIES THROUGHOUT CONSTRUCTION.
4. PROTECT AND MAINTAIN UNINTERRUPTED UTILITY SERVICE TO EXISTING NEIGHBORING BUILDINGS DURING DEMOLITION AND CONSTRUCTION.
5. CONTRACTOR SHALL OBTAIN AND PAY FOR NECESSARY PERMITS TO EXECUTE DEMOLITION, INCLUDING PERMIT TO USE PUBLIC WATER SUPPLY FOR DUST SUPPRESSION.
5. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO DEMOLITION OR CONSTRUCTION ACTIVITIES. ALL EXISTING UTILITIES AND IMPROVEMENTS IN THE PUBLIC RIGHT-OF-WAY, ABOVE AND BELOW GRADE, SHALL BE PROTECTED UNLESS NOTED OTHERWISE.
6. ALL DISTURBED PAVEMENT IN PUBLIC RIGHT-OF-WAY SHALL BE REPLACED PER COS STANDARD PLANS AND SDOT DIRECTOR'S RULE 01-2017 "RIGHT-OF-WAY OPENING AND RESTORATION RULES".
7. CONTRACTOR SHALL PERFORM PRE-CONSTRUCTION AND POST-CONSTRUCTION TELEVISION INSPECTION OF SPU MAINLINE SEWER AND STORM DRAINAGE PIPE TO BE REUSED AND LOCATED WITHIN TEN FEET (OR WITHIN TWENTY FEET IF MAINLINES ARE THIRTY FEET OR MORE FROM THE SITE PROPERTY LINE) OF ANY PROPOSED SHORING ELEMENT. TELEVISION INSPECTION SHALL CONFORM TO COS STANDARD SPECIFICATION 7-17.3(3)G. COPIES OF THE TELEVISION INSPECTIONS SHALL BE PROVIDED TO SPU PRIOR TO THE PRECONSTRUCTION MEETING.
8. ANY DAMAGE RESULTING FROM PROJECT DEMOLITION ACTIVITIES TO EXISTING IMPROVEMENTS OR VEGETATION OUTSIDE OF WORK INDICATED ON PLAN SHALL BE REPAIRED/REPLACED IN KIND AT CONTRACTOR'S EXPENSE.
9. COORDINATE WITH PSE FOR ALL ABANDONING, CAPPING, AND REMOVAL/RELOCATION OF PSE'S GAS SERVICES AS INDICATED.
10. COORDINATE WITH OWNER AND SPU FOR ABANDONING, RETIRING, CAPPING, AND REMOVAL OF SPU'S WATER SERVICES IF NECESSARY.
11. CONTRACTOR SHALL COORDINATE WITH ENVIRONMENTAL CONSULTANT FOR WORK AROUND EXISTING MONITORING WELLS. THIS WORK SHALL BE IN ACCORDANCE WITH APPLICABLE WAC AND ECOLOGY REQUIREMENTS.



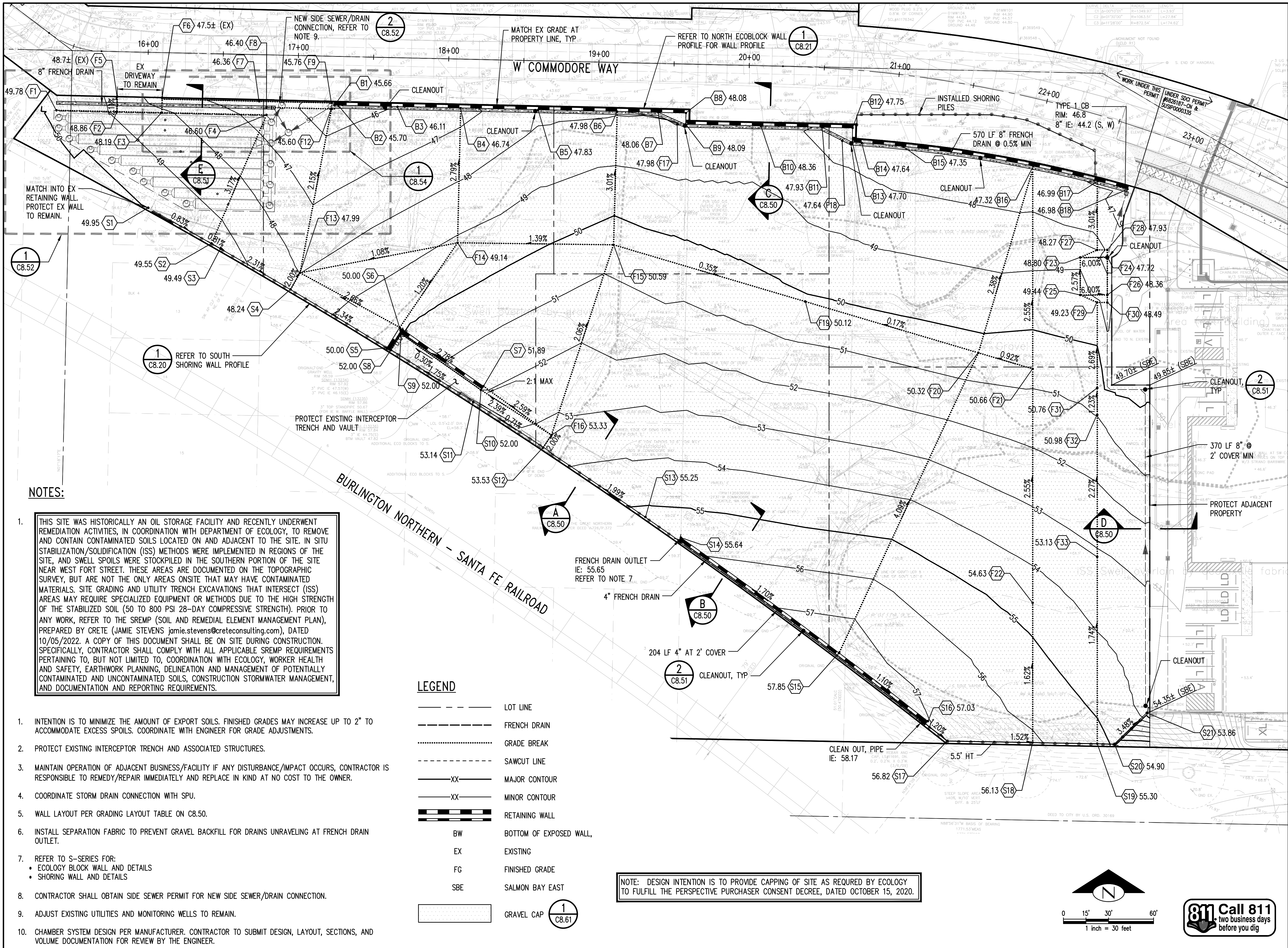
NTS

8

\\verf.com\Civil\2000001-2009999\2000430_Salmon Bay\CAD\Design\SDCI-West-Interim\SSW-Int-C8.10-SITE.dwg

AdrienneT

Dec 20, 2024 - 4:01pm



kpff

1601 5th Avenue, Suite 1600
Seattle, WA 98101
206.622.5822
www.kpff.com

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



DATE: DECEMBER 20, 2024
JOB NO: 2000430
DESIGNED BY: ART
DRAWN BY: KSA
CHECKED BY: BJB
APPROVED BY: JRC

CIVIL SITE PLAN

C8.10

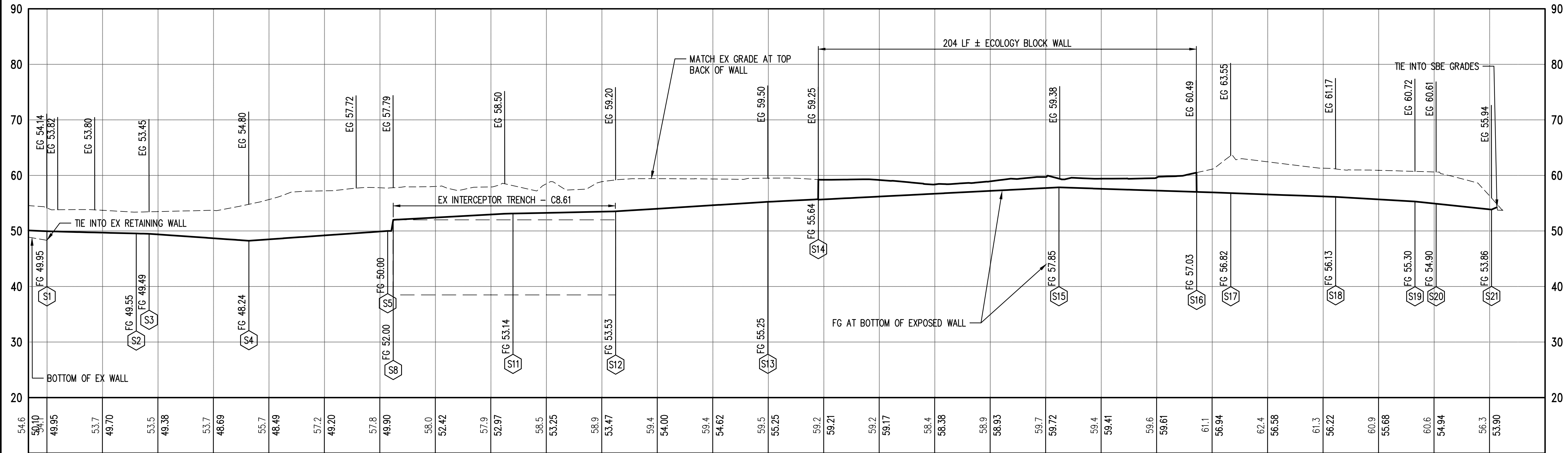
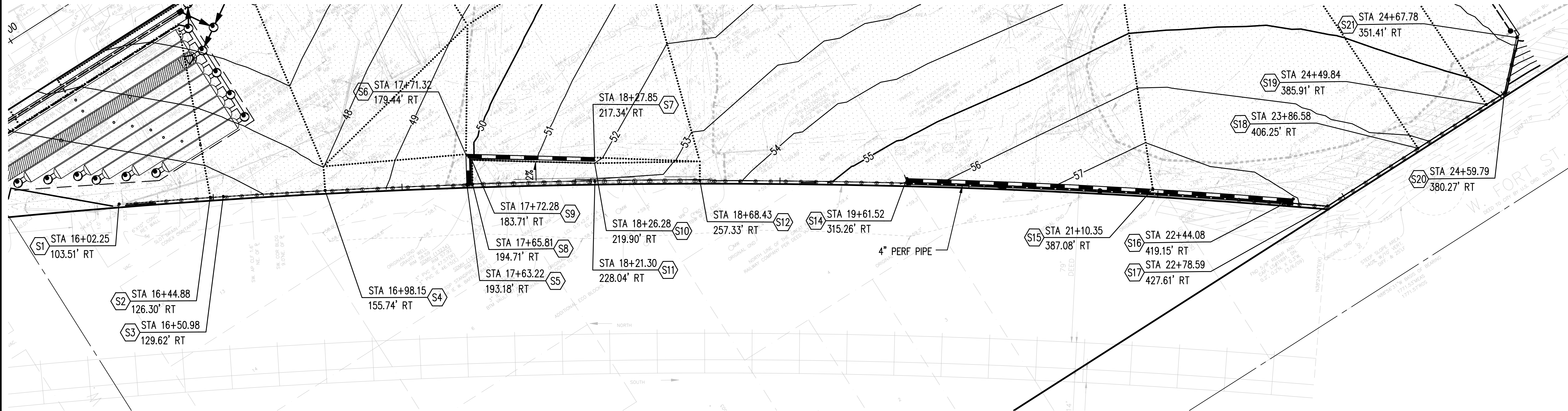
SDCI 6819513-CN



\\verf.com\Civil\2000001-2009999\2000430 Salmon Bay\CAAD\Design\SDCI-West-Interim\SSSW Int-C8.20-SITE-WALL.dwg

Adrienne T

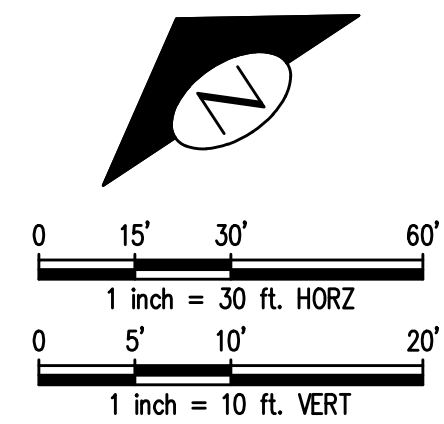
Dec 20, 2024 - 4:01pm



SOUTH SHORING WALL PROFILE

SCALE: H: 1" = 30' V: 1" = 10'

1
C8.10



2805 WEST COMMODORE WAY SALMON BAY WEST INTERIM CONDITION



DATE: DECEMBER 20, 2024
JOB NO: 2000430
DESIGNED BY: ART
DRAWN BY: KSA
CHECKED BY: BJB
APPROVED BY: JRC

RETAINING WALL PROFILES

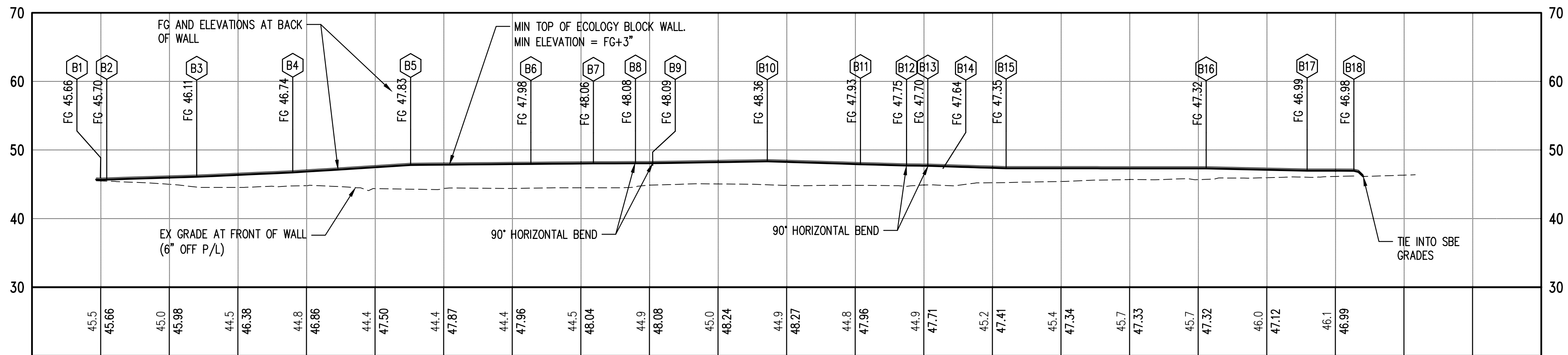
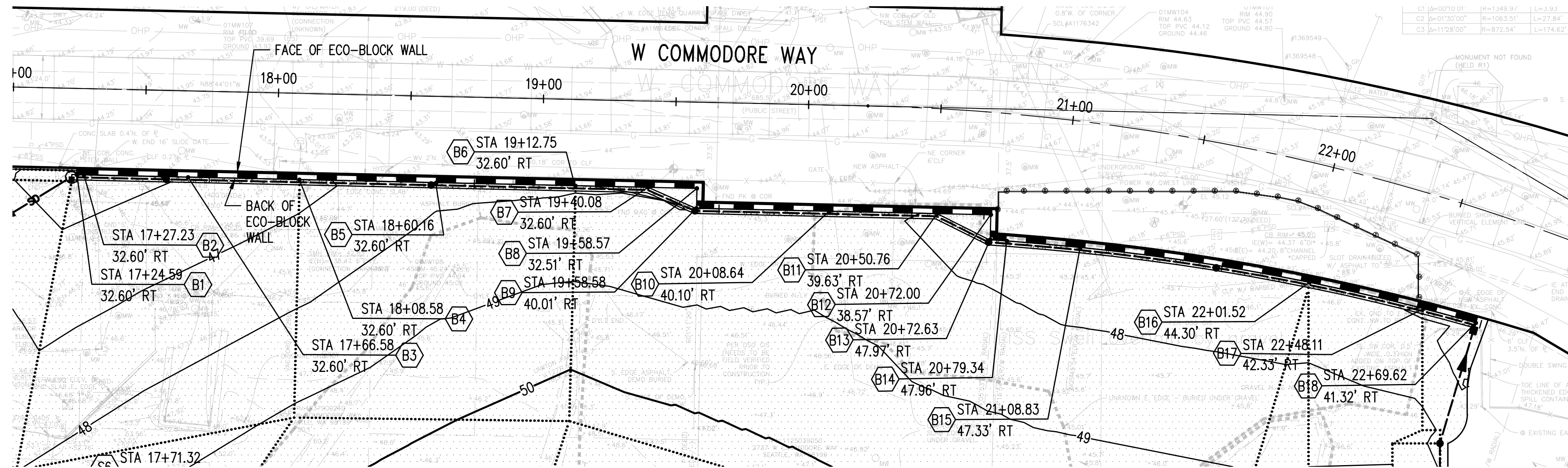
C8.20

SDCI 6819513-CN

\\verff.com\Civil\2000001-2009999\2000430 Salmon Bay\CA00\Design\SDCI-West-Interim\SSSW_Int-C8.20-SITE-WALL.dwg

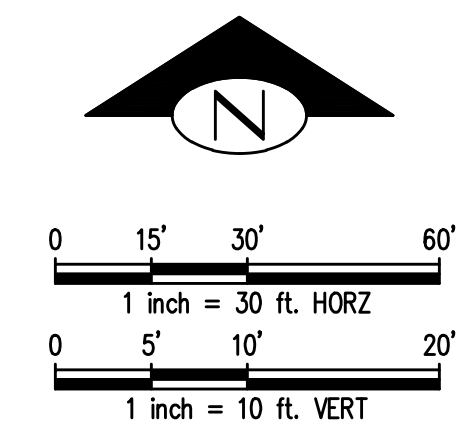
Adrienne T

Dec 20, 2024 - 4:01pm

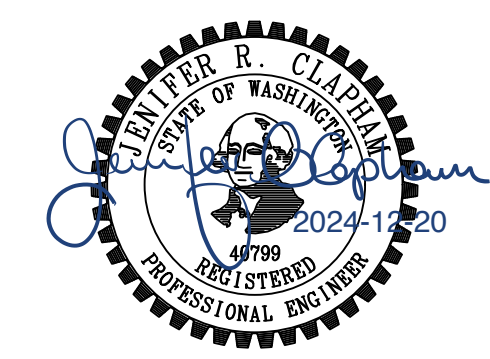


NORTH ECOBLOCK WALL PROFILE
SCALE: H: 1" = 30' V: 1" = 10'

1
C8.10



**2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION**

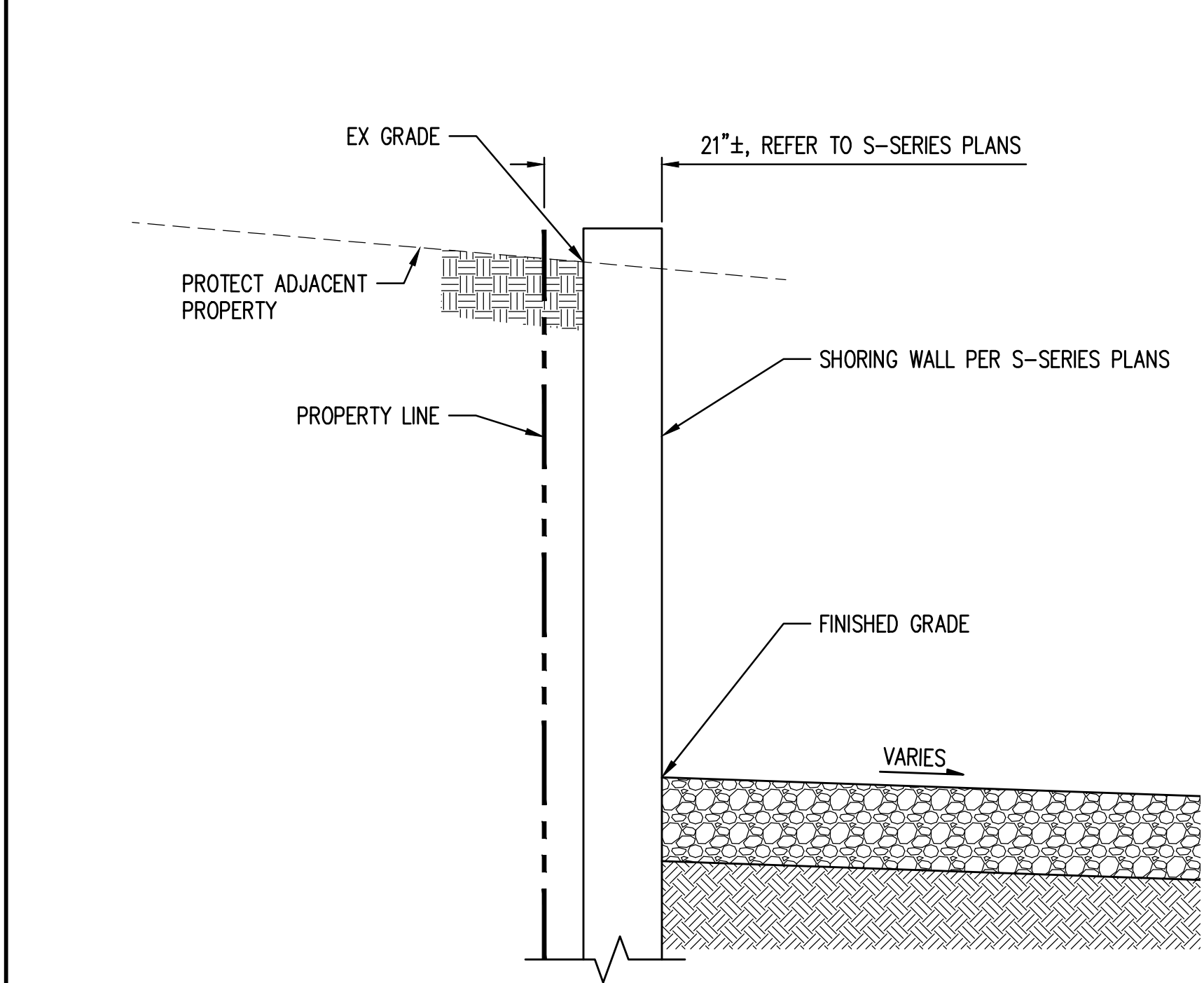


DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

**RETAINING WALL
PROFILES**

C8.21

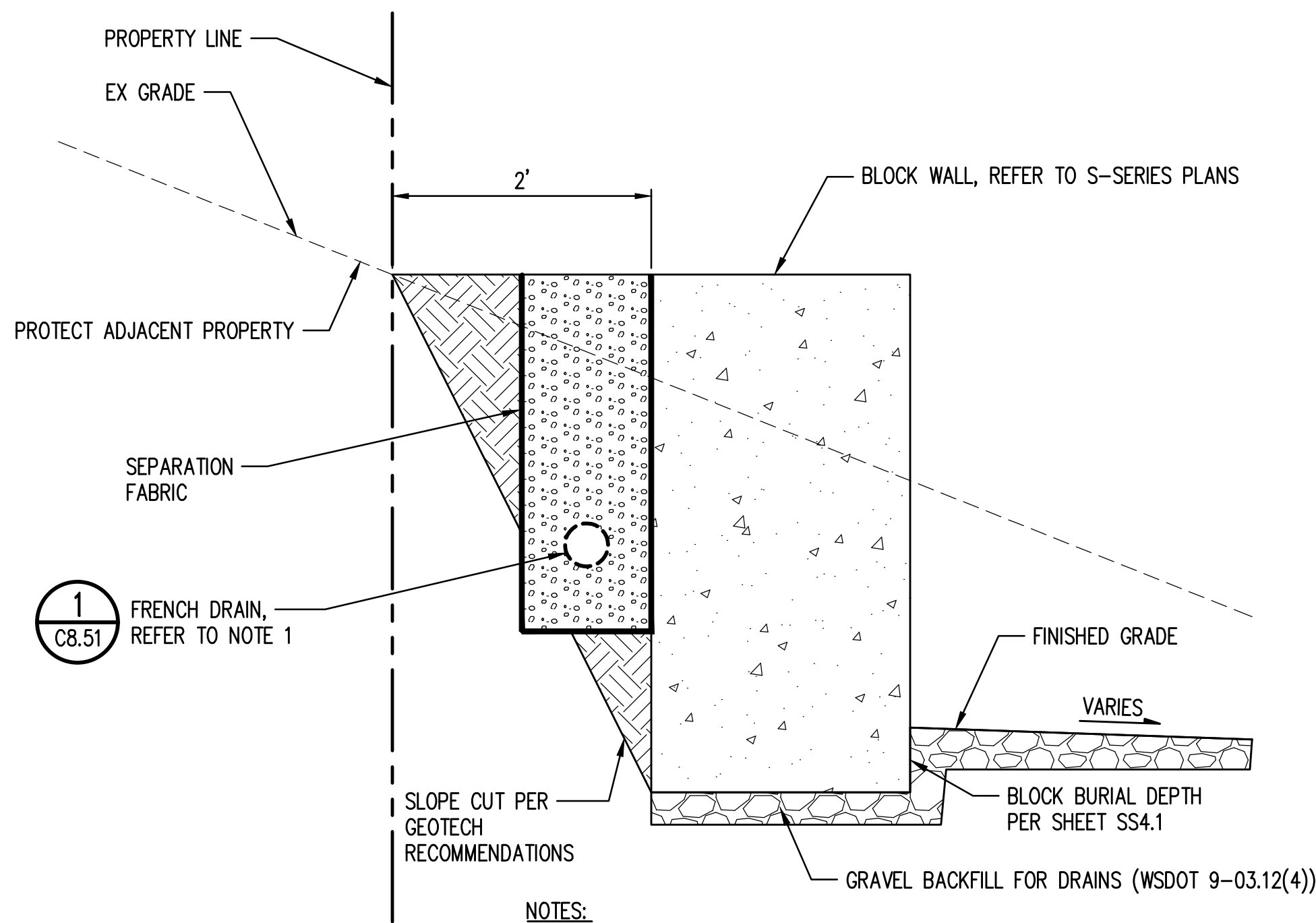
\\verf.com\Civil\2000001-2009999\2000430 Salmon Bay\CAD\Design\SDCI-West-Interm\SSSW Int-C8.50-DET.dwg
AdrienneT
Dec 20, 2024 - 4:01pm



SOUTH SHORING TYP SECTION

NTS

A
C8.10



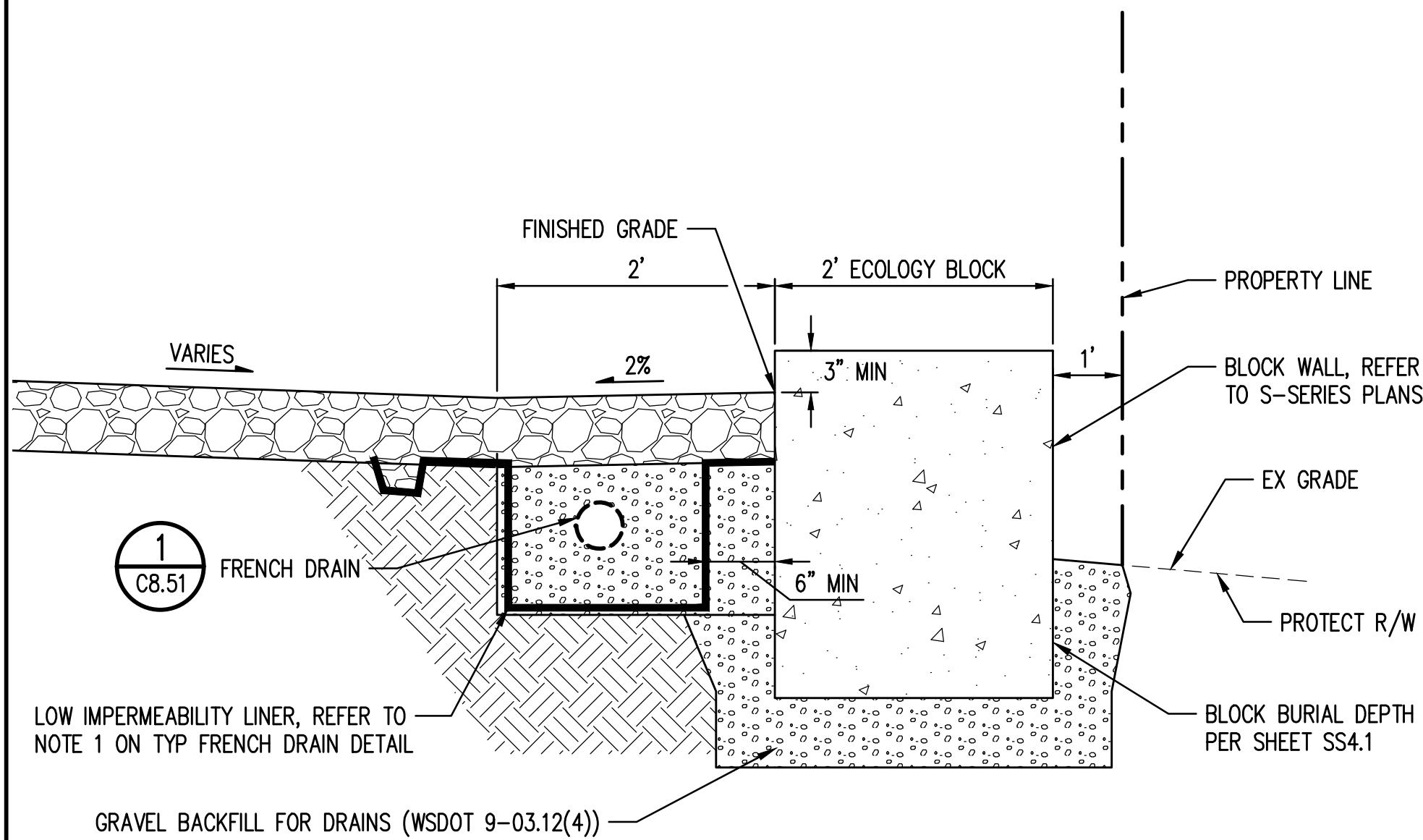
SOUTH BLOCK WALL TYP SECTION

NTS

B
C8.10

NOTES:

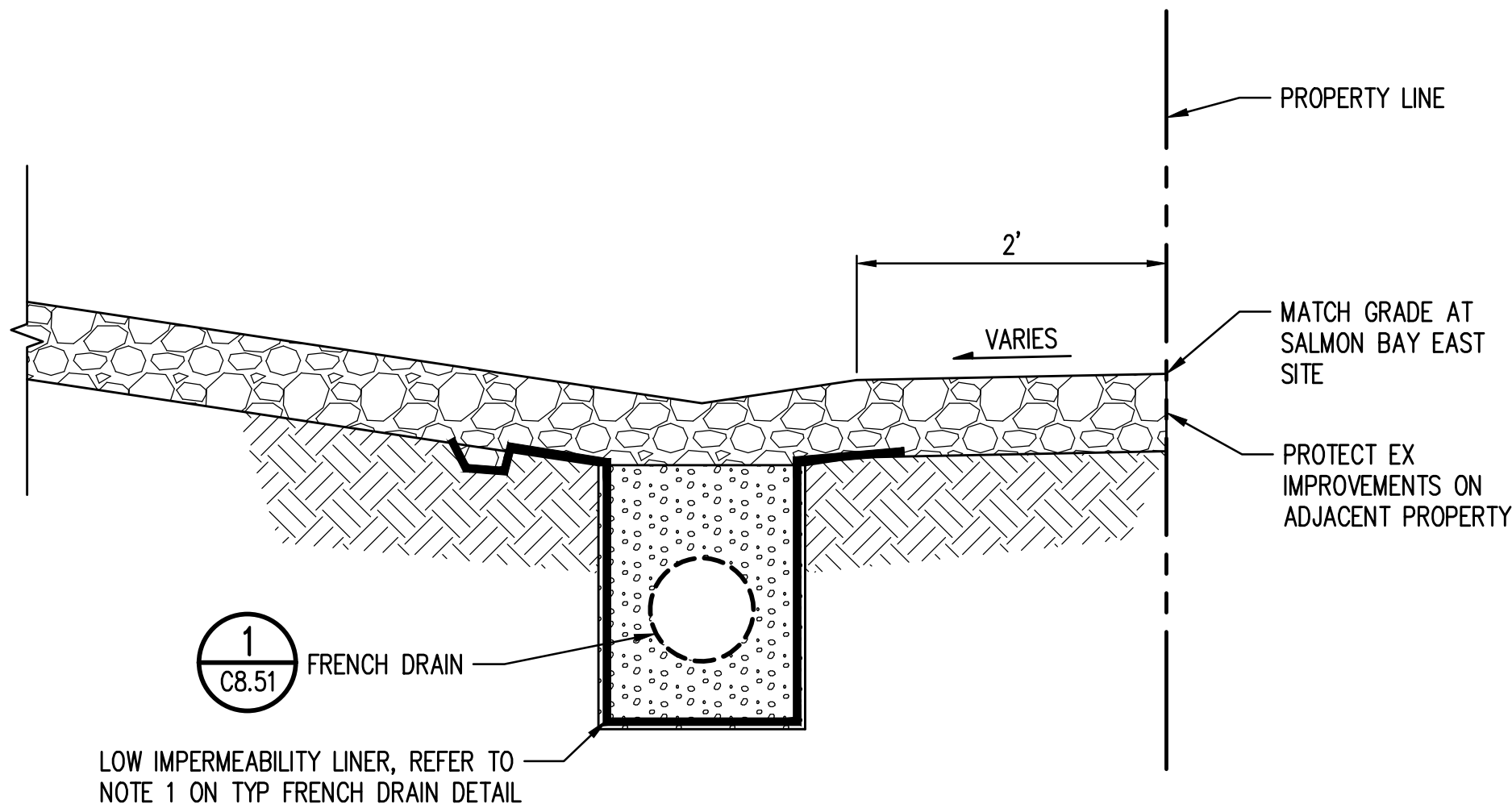
1. AT BLOCK WALL SECTION, SET FRENCH DRAIN AT INVERTS PER PLAN. AT BLOCK WALL SECTION AT EXISTING INTERCEPTOR TRENCH, DO NOT INSTALL FRENCH DRAIN.



NORTH BLOCK WALL TYP SECTION

NTS

C
C8.10



EAST EDGE TIE IN SECTION

NTS

D
C8.10

POINT NO		
⊗	REFER TO SHEET C8.21	
⊗	REFER TO SHEET C8.20	
⊗	STATION	OFFSET
F1	15+51.91	44.17' RT
F2	15+80.01	40.00' RT
F3	16+09.85	40.00' RT
F4	16+79.50	40.00' RT
F5	15+80.01	30.00' RT
F6	16+09.85	30.00' RT
F7	16+74.50	31.00' RT
F8	16+79.50	35.00' RT
F9	17+22.65	31.00' RT
F10	17+24.59	31.00' RT
F11	17+24.59	35.00' RT
F12	17+22.65	35.00' RT
F13	17+04.18	144.53' RT
F14	18+08.49	122.28' RT
F15	19+12.30	121.30' RT
F16	18+73.77	248.87' RT
F17	19+53.00	40.10' RT
F18	20+65.53	47.66' RT
F19	20+44.99	156.00' RT
F20	21+94.27	173.58' RT
F21	22+42.30	174.51' RT
F22	23+16.74	321.51' RT
F23	22+52.31	94.28' RT
F24	22+71.59	88.67' RT
F25	22+61.10	118.09' RT
F26	22+80.96	112.29' RT
F27	22+62.69	86.06' RT
F28	22+69.79	83.94' RT
F29	22+75.51	119.22' RT
F30	22+82.90	117.00' RT
F31	22+99.19	172.73' RT
F32	23+07.45	189.39' RT
F33	23+59.66	276.30' RT

NOTE: STATIONING IS PROVIDED FOR ELEVATION CONTROL. NOTIFY ENGINEER IF FIELD DISCREPANCIES ARE ENCOUNTERED

GRADING LAYOUT TABLE

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



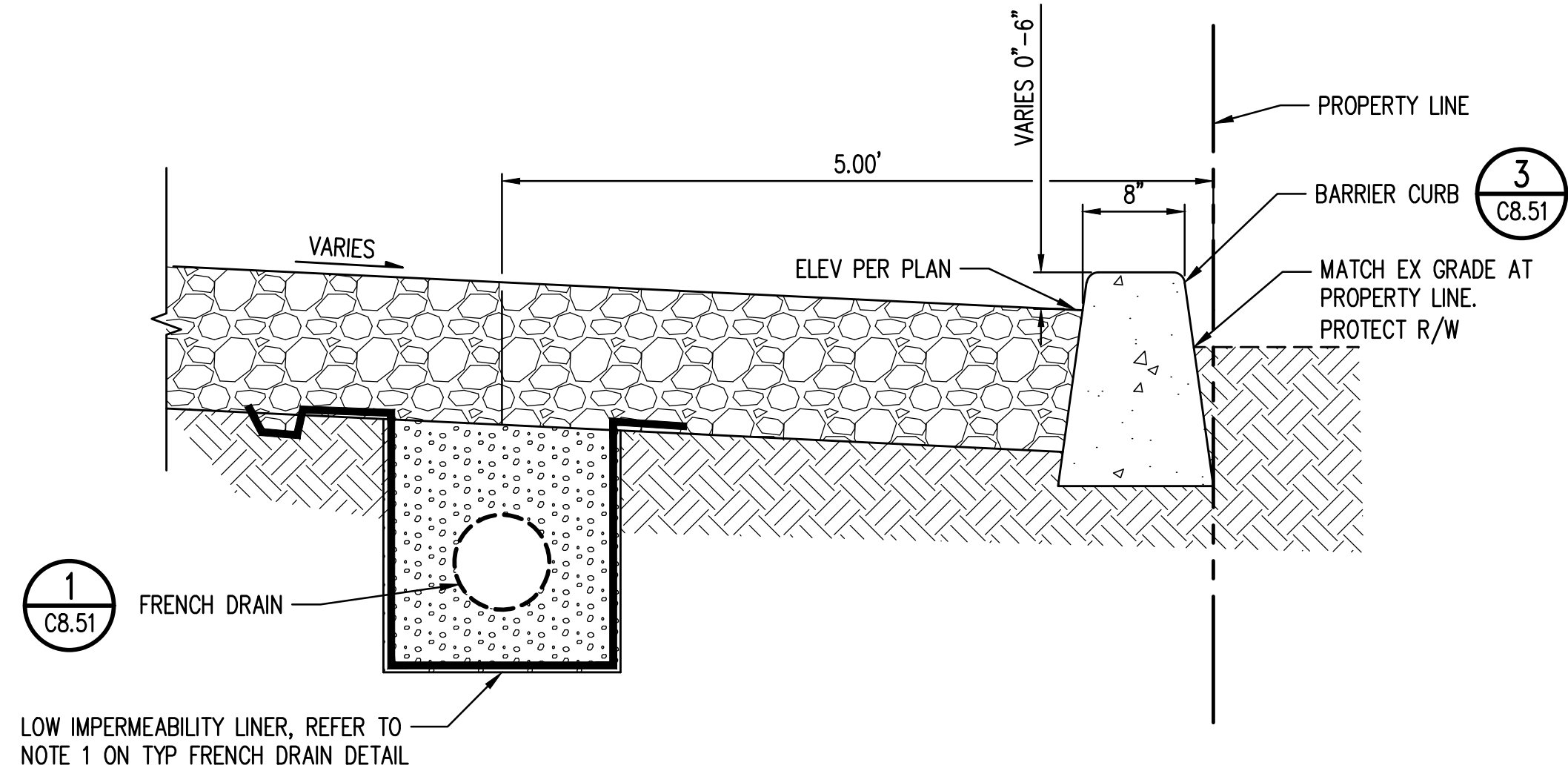
DATE: DECEMBER 20, 2024
JOB NO: 2000430
DESIGNED BY: ART
DRAWN BY: KSA
CHECKED BY: BJB
APPROVED BY: JRC

CIVIL DETAILS

C8.50



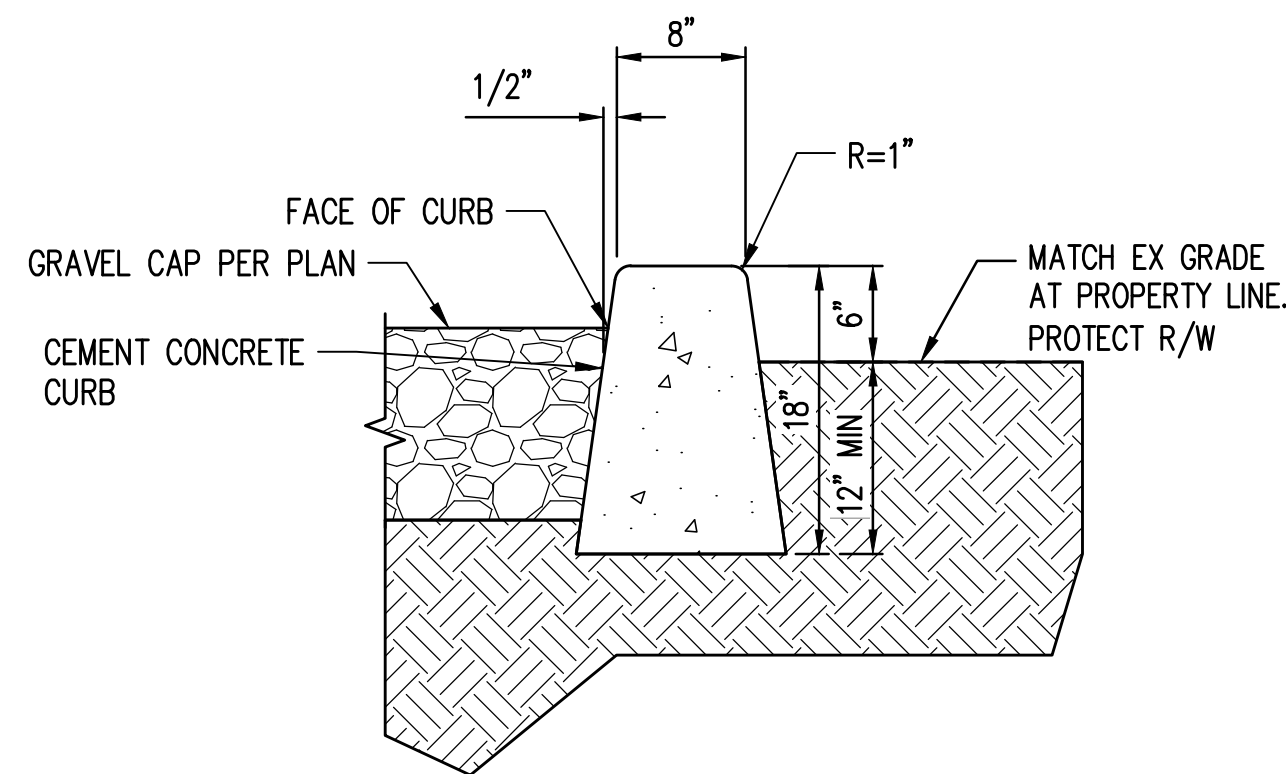
\\verf.com\Civil\2000001-2009999\2000430 Salmon Bay\CA00\Design\SDCI-West-Interm\SSSW Int-C8.50-DET.dwg
Adrienne T
Dec 20, 2024 - 4:02pm



NORTHWEST TIE IN SECTION

NTS

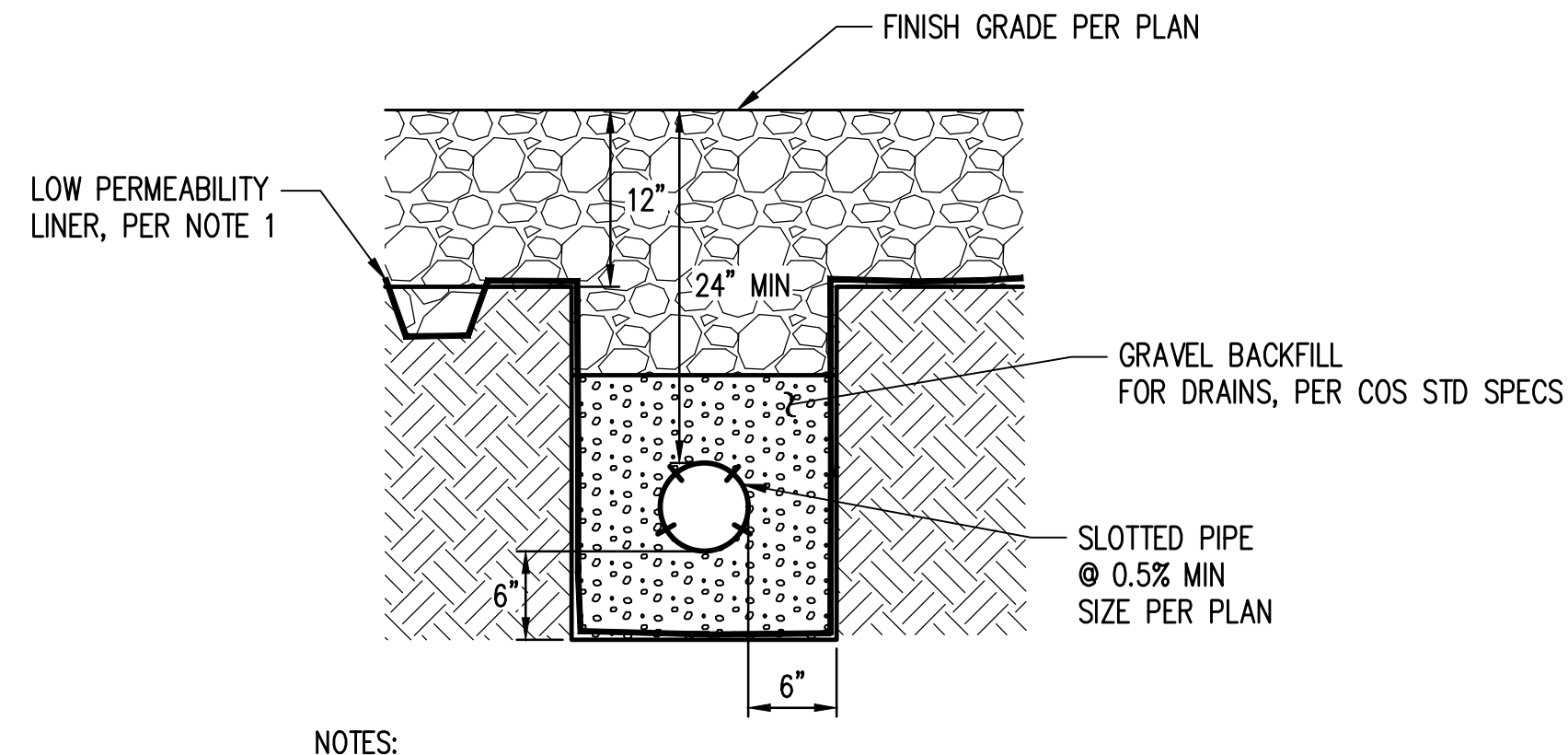
E
C8.10



BARRIER CURB DETAIL

NTS

3
-



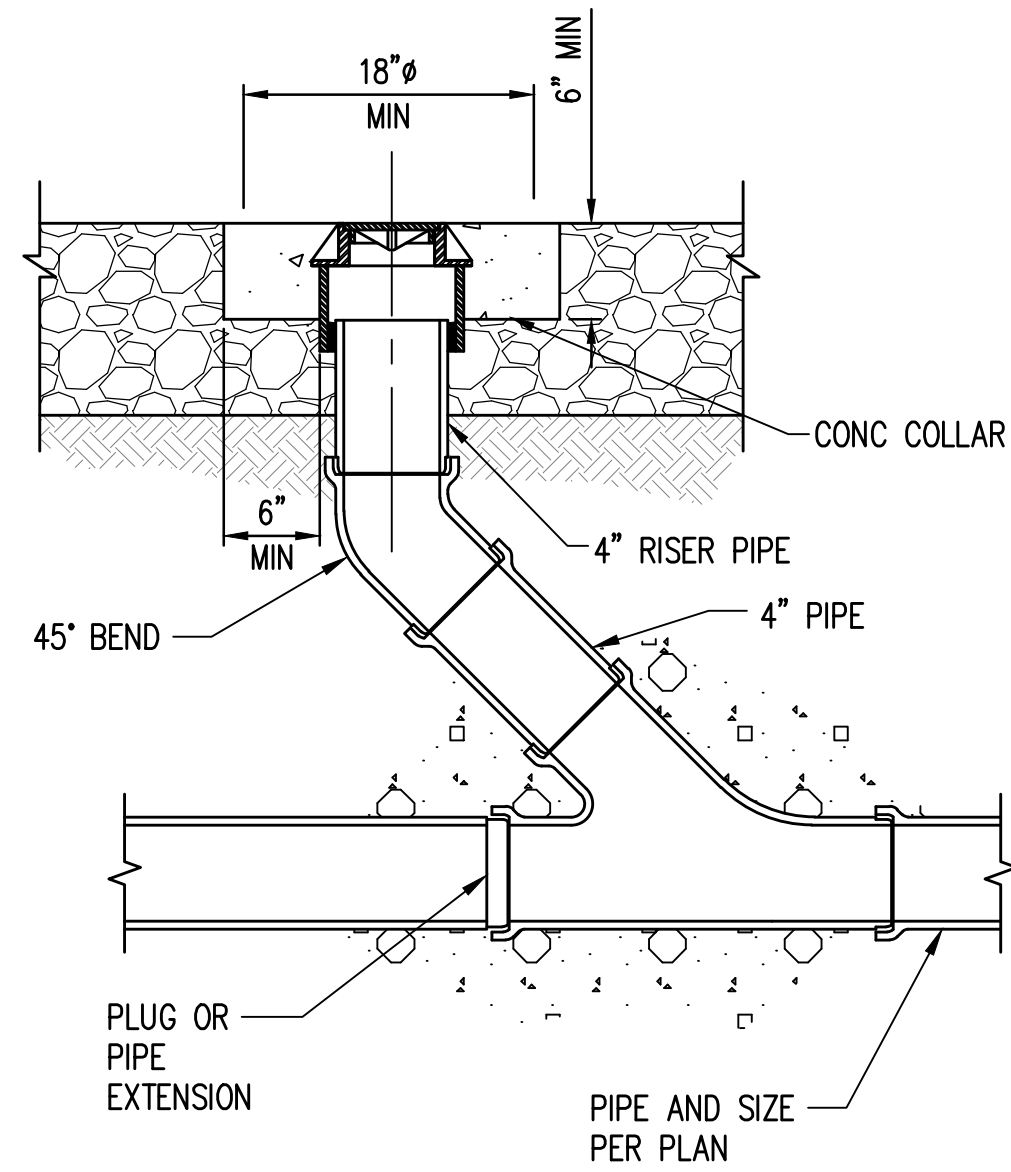
NOTES:

1. LINER SHALL BE LOW PERMEABILITY TO MINIMIZE INFILTRATION AND MAXIMIZE DRAINAGE TO PIPE AND ALLOW MAX INFILTRATION OF 0.02 IN/HR. LINER SHALL BE ANCHORED (6"x6" MIN) INTO SUBGRADE.

TYPICAL FRENCH DRAIN

NTS

1
-



CLEANOUT

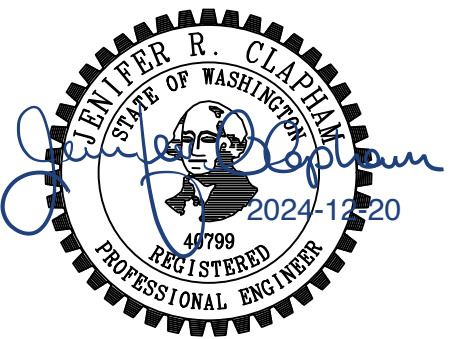
NTS

2
-

kpff

1601 5th Avenue, Suite 1600
Seattle, WA 98101
206.622.5822
www.kpff.com

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

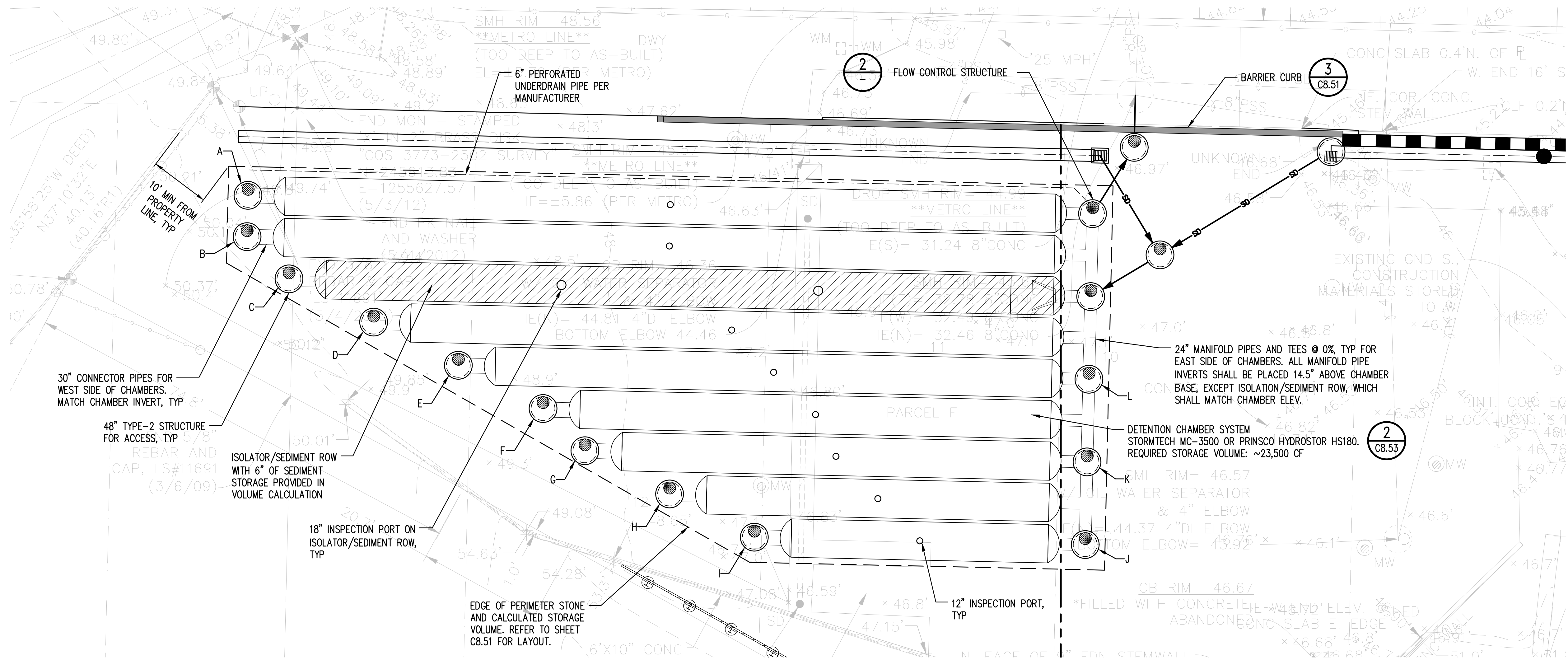
CIVIL DETAILS

C8.51



SDCI 6819513-CN

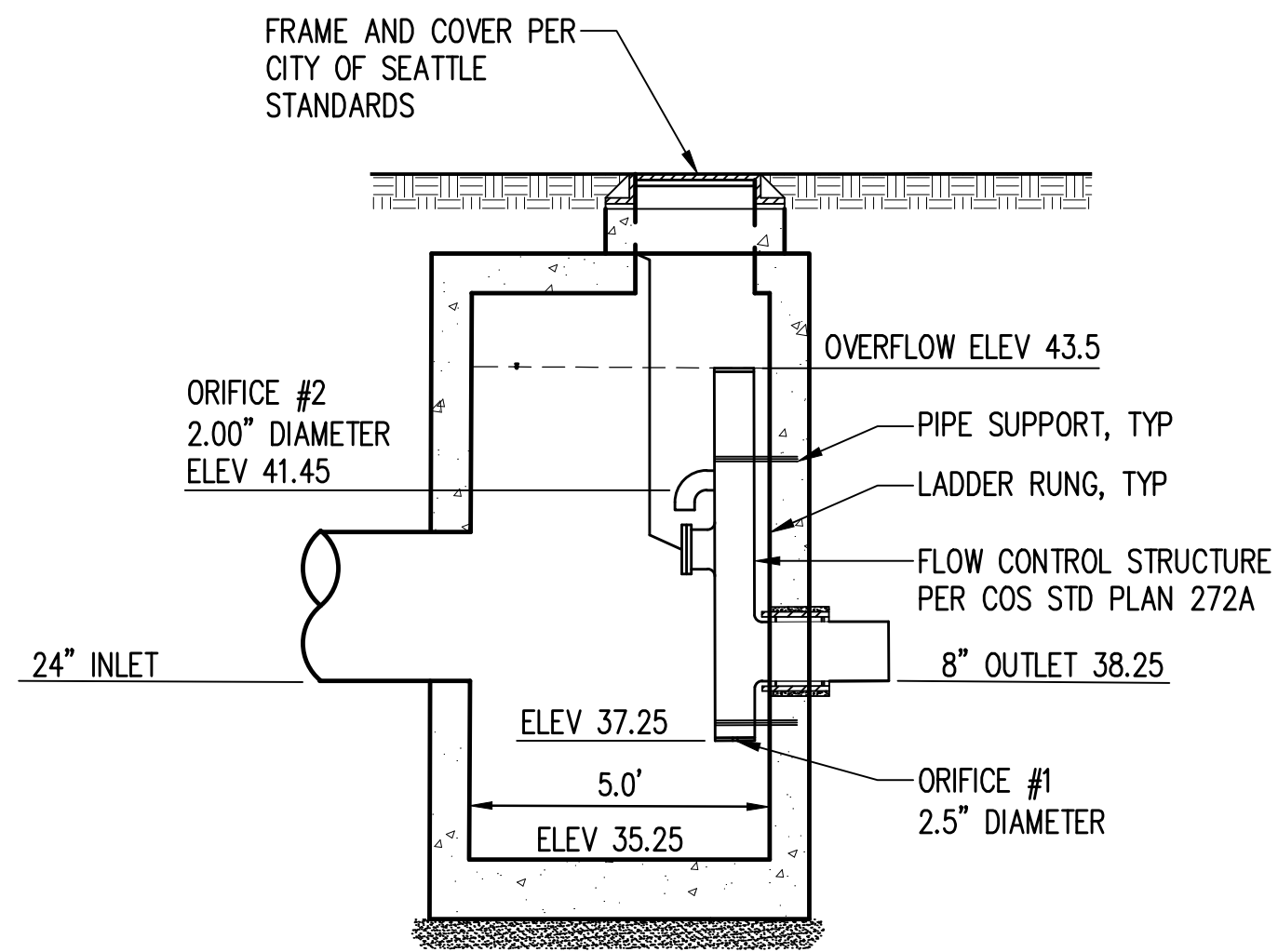
\\verf.com\Civil\2000001-2009999\200430 Salmon Bay\CA00\Design\SDCI-West-Interim\SSSW_Int-C8.52-CHMBS.dwg
AdrienneT
Dec 20, 2024 - 4:02pm



CHAMBER PLAN ENLARGEMENT

1" = 10'

1



NOTES:

1. FLOW CONTROL STRUCTURE SHALL BE PER COS STD PLAN 272A. SHEAR GATE AND HANDLE SHALL BE PER COS STD PLAN 272B.

FLOW CONTROL STRUCTURE

NTS

2

ACCESS STRUCTURE TABLE

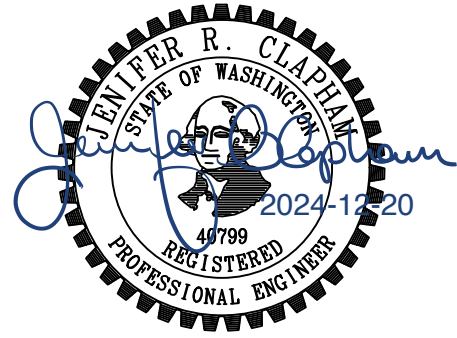
STRUCTURE NAME	RIM ELEV
A	49.8
B	49.9
C	49.9
D	49.9
E	49.7
F	49.6
G	49.6
H	49.4
I	49.3
J	47.8
K	47.6
L	47.3

ACCESS STRUCTURE TABLE

kpff

1601 5th Avenue, Suite 1600
Seattle, WA 98101
206.622.5822
www.kpff.com

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



DATE: DECEMBER 20, 2024
JOB NO: 2000430
DESIGNED BY: ART
DRAWN BY: KSA
CHECKED BY: BJB
APPROVED BY: JRC

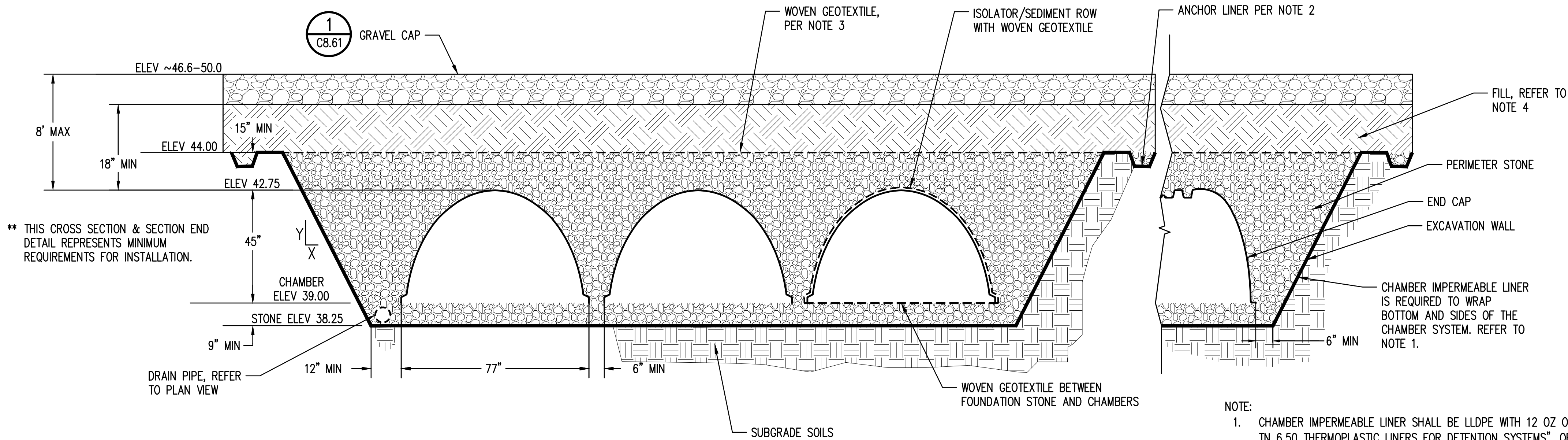
CIVIL DETAILS

C8.52

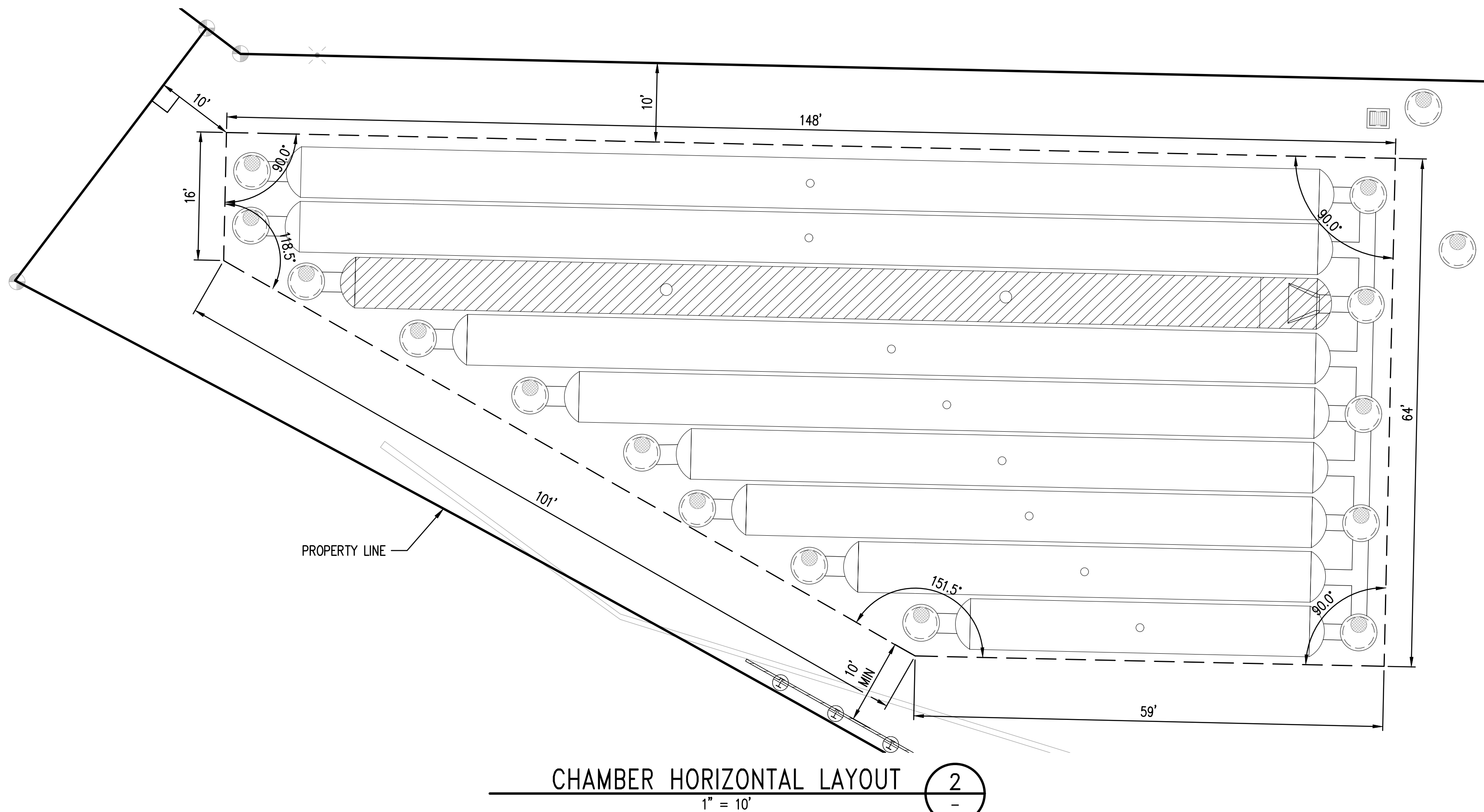


SDCI 6819513-CN

\\verf.com\Civil\2000001-2009999\200430 Salmon Bay\CA00\Design\SDCI-West-Interim\SSSW_Int-C8.50-DET.dwg
AdrienneT
Dec 20, 2024 - 4:02pm



- NOTE:
1. CHAMBER IMPERMEABLE LINER SHALL BE LLOPE WITH 12 OZ OVER AND UNDERLAYMENT PER ADS PIPE "TECHNICAL NOTE TN 6.50 THERMOPLASTIC LINERS FOR DETENTION SYSTEMS", OR APPROVED EQUIVALENT.
 2. ANCHOR IMPERMEABLE LINER INTO ADJACENT SUBGRADE WITH MIN 12"x12" TRENCH.
 3. WOVEN GEOTEXTILE SHALL AT MINIMUM MEET WSDOT STANDARD SPEC SECTION 9-33.2(1), TABLE 1, MODERATE SURVIVABILITY AND WOVEN, AND AS APPROVED BY MANUFACTURER.
 4. "FILL" SHALL BE COMPRISED OF EXISTING SITE SOILS THAT COME FROM THE EXCAVATION OF THE CHAMBER FACILITY ONLY. THESE REMOVED SOILS, FROM THE EXCAVATION OF THE CHAMBER TO ACHIEVE PROJECT DEPTHS, SHALL BE STOCKPILED AND SEGREGATED SEPARATELY FROM OTHER SITE SOILS. ONLY SOILS FROM THE EXCAVATION CAN BE REUSED AS "FILL" ABOVE THE CHAMBER FACILITY. SURPLUS SOILS FROM THE EXCAVATION OF THIS CHAMBER MAY BE USED OUTSIDE OF THE CHAMBER FOOTPRINT AT OTHER AREAS OF THE SITE AS APPROVED BY THE ENGINEER.
 5. COORDINATE LAYBACK SLOPE FOR CHAMBER INSTALLATION WITH GEOTECHNICAL ENGINEER (NO STEEPER THAN 1H:1V)

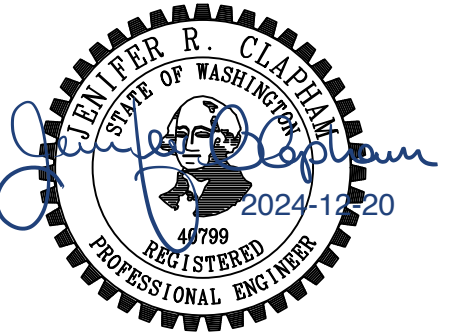


DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

CIVIL DETAILS

C8.53

**2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION**

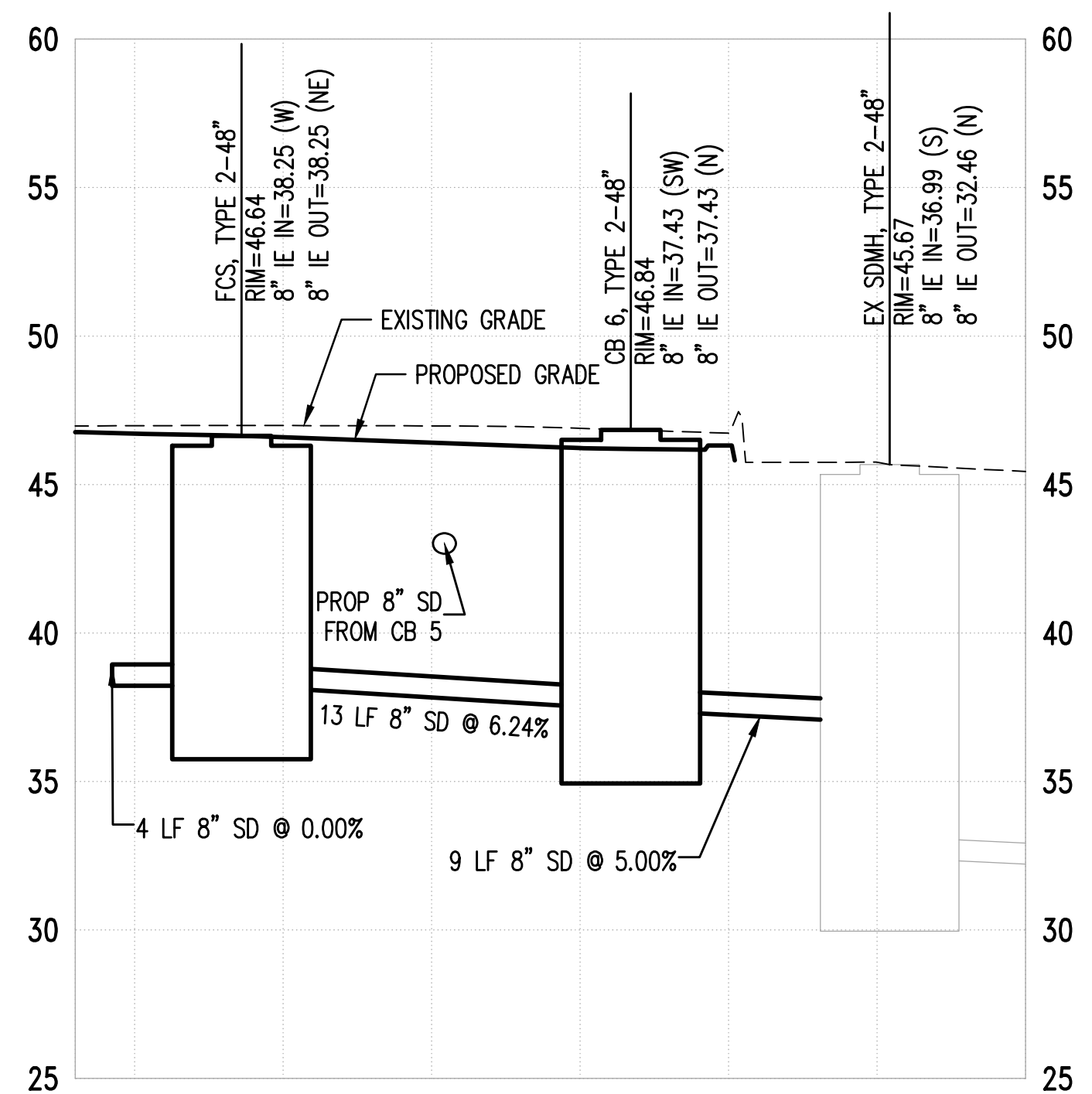


DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

CIVIL DETAILS

C8.54

SDCI 6819513-CN



STORM SIDE SEWER CONNECTION PROFILE

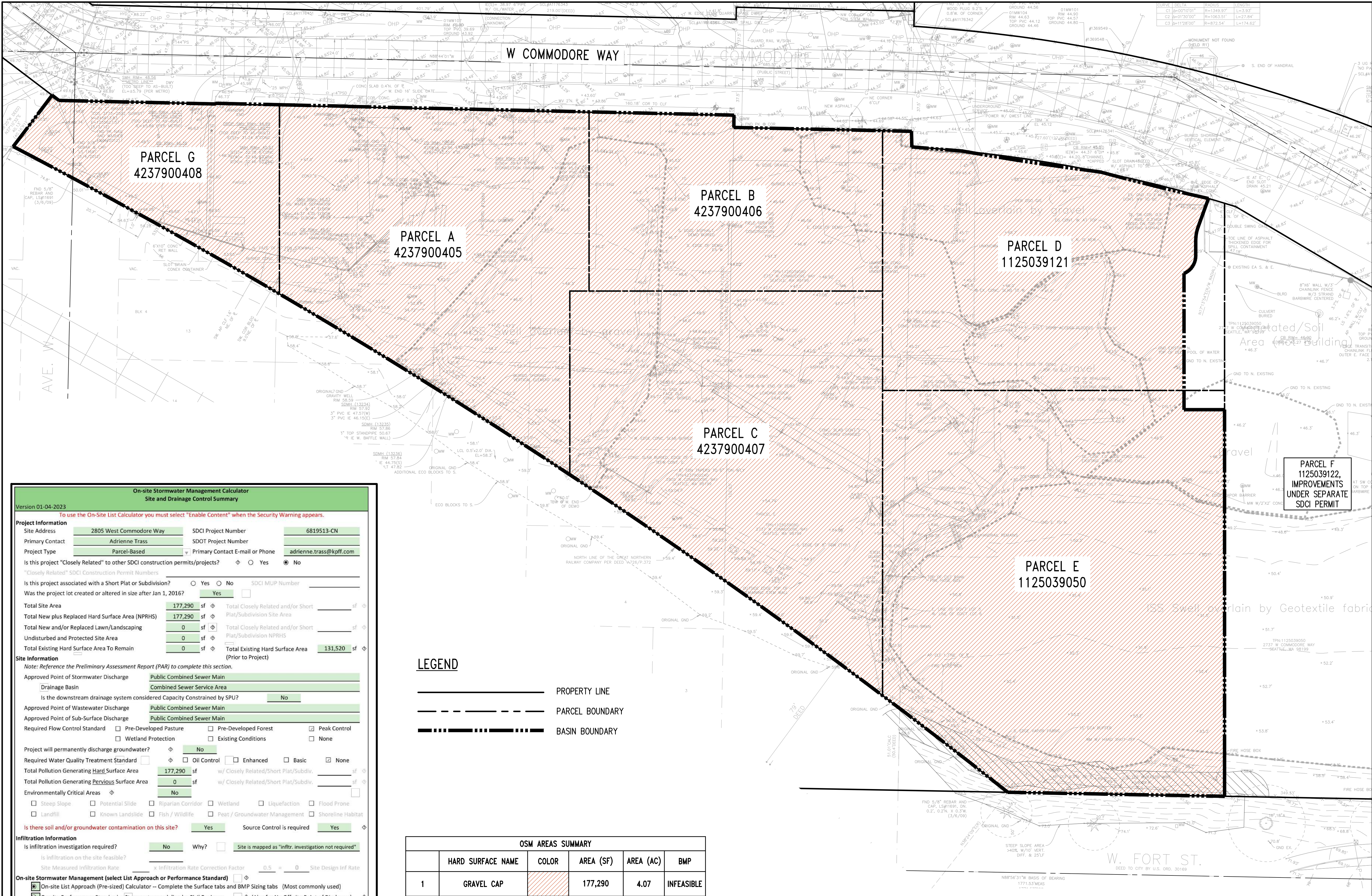
SCALE: 1" = 5'

811 **Call 811**
two business days
before you dig

\\verf.com\Civil\200001-200999\2000430_Sunnon_Box\CADD\Design\SDCI-West-Interim\SSSW_Int-C8.54-OSM.dwg

Adrienne.T

Dec 20, 2024 - 4:03pm



On-site Stormwater Management Calculator
Site and Drainage Control Summary

Version 01-04-2023

To use the On-Site List Calculator you must select "Enable Content" when the Security Warning appears.

Project Information

Site Address

2805 West Commodore Way

SDCI Project Number

6819513-CN

Primary Contact

Adrienne Trass

SDOT Project Number

Project Type

Parcel-Based

Primary Contact E-mail or Phone

adrienne.trass@kpff.com

Is this project "Closely Related" to other SDCI construction permits/projects?

☒ Yes ☐ No

"Closely Related" SDCI Construction Permit Numbers

Is this project associated with a Short Plat or Subdivision?

☐ Yes ☒ No

SDCI MUP Number

Was the project lot created or altered in size after Jan 1, 2016?

☐ Yes ☒ No

Total Site Area

177,290 sf

Total Closely Related and/or Short Plat/Subdivision Site Area

Total New plus Replaced Hard Surface Area (NPRHS)

177,290 sf

Total Closely Related and/or Short Plat/Subdivision Site Area

Total New and/or Replaced Lawn/Landscaping

0 sf

Total Closely Related and/or Short Plat/Subdivision NPRHS

Undisturbed and Protected Site Area

0 sf

Total Existing Hard Surface Area To Remain (Prior to Project)

131,520 sf

Site Information

Note: Reference the Preliminary Assessment Report (PAR) to complete this section.

Approved Point of Stormwater Discharge

Public Combined Sewer Main

Drainage Basin

Combined Sewer Service Area

Is the downstream drainage system considered Capacity Constrained by SPU?

No

Approved Point of Wastewater Discharge

Public Combined Sewer Main

Approved Point of Sub-Surface Discharge

Public Combined Sewer Main

Required Flow Control Standard

☐ Pre-Developed Pasture ☐ Pre-Developed Forest ☒ Wetland Protection ☐ Existing Conditions ☐ Peak Control ☐ None

Project will permanently discharge groundwater?

☒ No ☐ Yes

Required Water Quality Treatment Standard

☐ Oil Control ☐ Enhanced ☐ Basic ☒ None

Total Pollution Generating Hard Surface Area

177,290 sf

w/ Closely Related/Short Plat/Subdiv.

Total Pollution Generating Pervious Surface Area

0 sf

w/ Closely Related/Short Plat/Subdiv.

Environmentally Critical Areas

☒ No ☐ Yes

☐ Steep Slope ☐ Potential Slide ☐ Riparian Corridor ☐ Wetland ☐ Liquefaction ☐ Flood Prone ☐ Landfill ☐ Known Landslide ☐ Fish / Wildlife ☐ Peat / Groundwater Management ☐ Shoreline Habitat

Is there soil and/or groundwater contamination on this site?

☒ Yes ☐ No

Source Control is required

☒ Yes ☐ No

Infiltration Information

Is infiltration investigation required?

☒ No ☐ Why? ☐ Site is mapped as "Infr. investigation not required"

Is infiltration on the site feasible?

☒ Yes ☐ No

Site Measured Infiltration Rate

Infiltration Rate Correction Factor

0.5

Site Design Inf Rate

On-site Stormwater Management (select List Approach or Performance Standard)

☒ On-site List Approach (Pre-sized) Calculator -- Complete the Surface tabs and BMP Sizing tabs (Most commonly used) ☐ On-site Performance Standard -- Stormwater modeling by Civil Engineer ☐ (Also for No Off-site Point of Discharge)

Number of roof areas

0

Number of other surface areas

1

Surface

Surfaces Description

On-site BMP

Contrib. Area (sf)

Facility Size (sf)

Facility Configuration

1

Surface-Gravel Cap

None Feasible

177,290

Total New/Replaced Roof Area

0

Total Roof Area Managed

0

Total New/Replaced Other Surface Area

177,290

Total Other Surface Managed

0

Total Area Managed

0 sf

Total Volume Managed On Site

0 gal

Estimated compost required for soil amendment

0 cy

Volume of compost will be verified by the Inspector.

LEGEND

PROPERTY LINE

PARCEL BOUNDARY

BASIN BOUNDARY

OSM AREAS SUMMARY					
	HARD SURFACE NAME	COLOR	AREA (SF)	AREA (AC)	BMP
1	GRAVEL CAP		177,290	4.07	INFEASIBLE

kpff

1601 5th Avenue, Suite 1600
Seattle, WA 98101
206.622.5822
www.kpff.com

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION

ERIK R. CHARLIER
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER
2024-11-20

2024-11-20

DATE: DECEMBER 20, 2024

JOB NO: 2000430

DESIGNED BY: ART

DRAWN BY: KSA

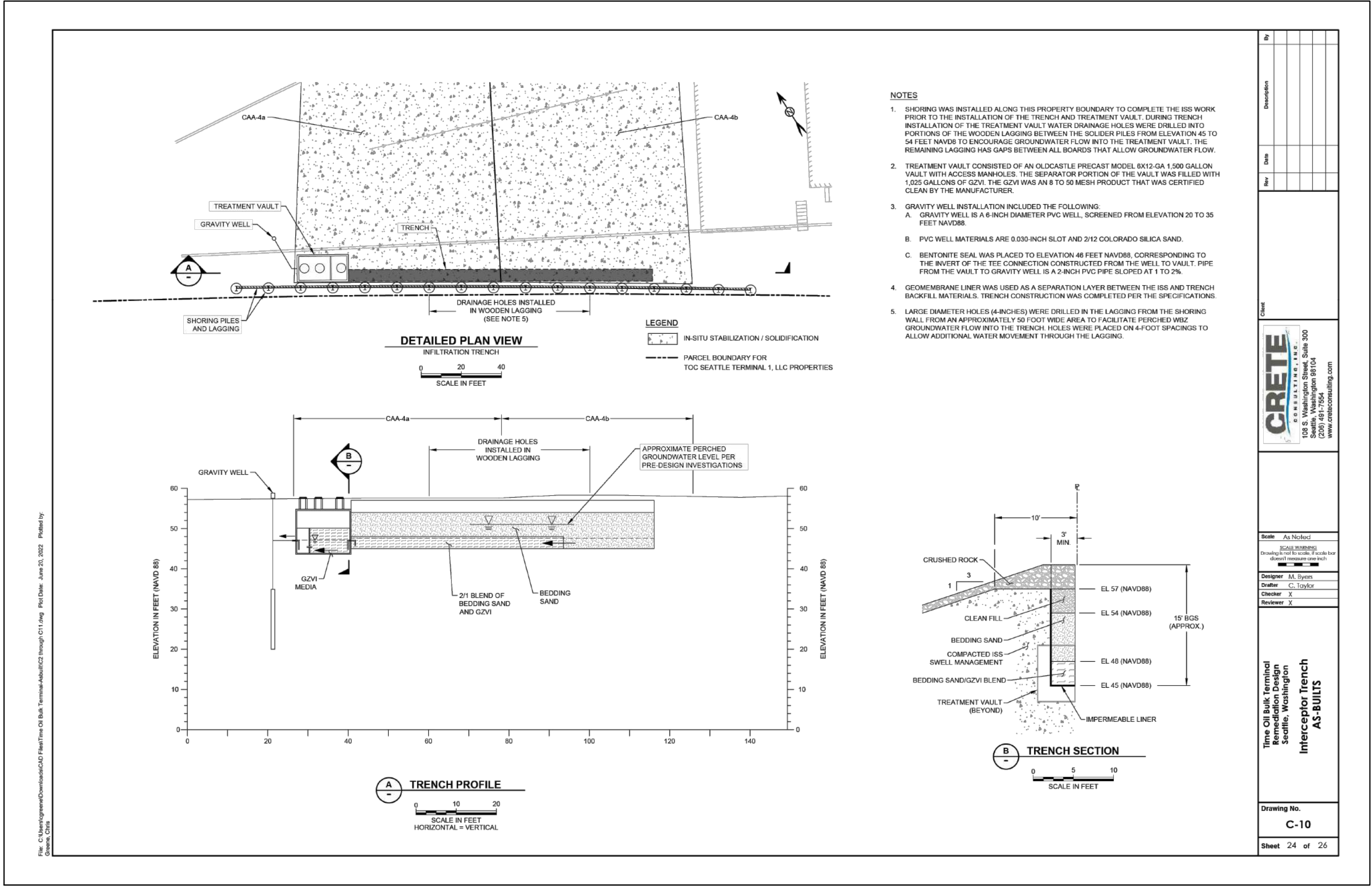
CHECKED BY: BJB

APPROVED BY: JRC

OSM PLAN

C8.55

SDCI 6819513-CN



INTERCEPTOR TRENCH DETAILS

NTS

1

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



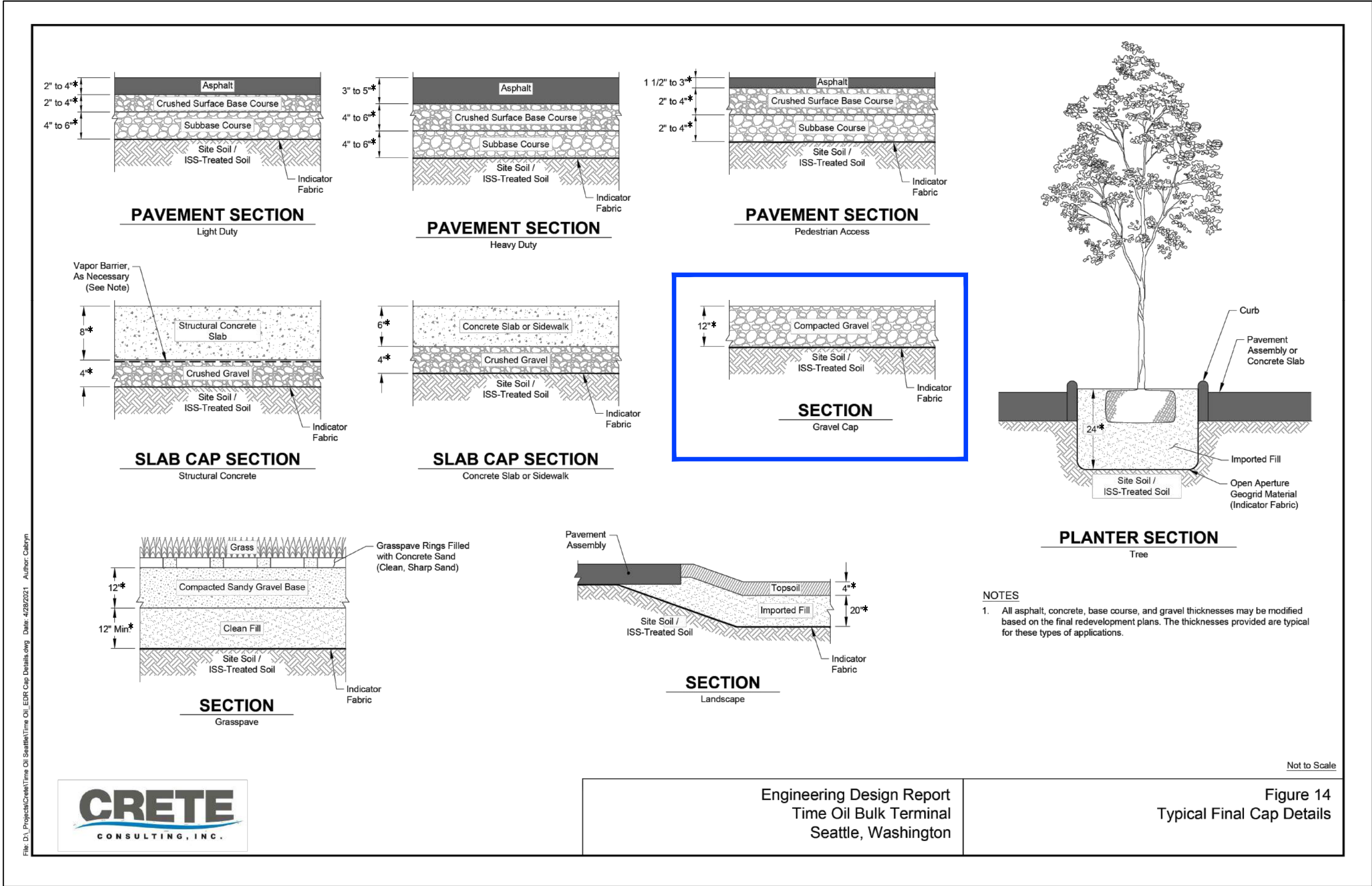
DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

CRETE DETAILS

C8.60



Dec 20, 2024 - 4:03pm
AdrienneT
\\verf.com\Civil\2000001-2009999\2000430 Salmon Bay\CA00\Design\SDCI-West-Interim\SSSW_Inf-C8.60-CRETE-DET.dwg
File: D:\Projects\Civil\Time Oil Bulk Terminal\Time Oil Bulk Terminal.dwg Date: 4/26/2021 Author: Calryn



*REFER TO PLANS AND LEGEND FOR ACTUAL DIMENSIONS

PAVING SECTIONS

NTS

1

2805 WEST COMMODORE WAY
SALMON BAY WEST
INTERIM CONDITION



DATE:	DECEMBER 20, 2024
JOB NO:	2000430
DESIGNED BY:	ART
DRAWN BY:	KSA
CHECKED BY:	BJB
APPROVED BY:	JRC

CRETE DETAILS

C8.61

