GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2009 EDITION OF THE INTERNATIONAL BUILDING CODE (IBC), LOCAL RULES AND STANDARDS OF GOVERNING AGENCIES HAVING JURISDICTION. CURRENT ADDITION OF THE CITY OF KENNEWICK STANDARDS AND SPECIFICATIONS, AND CURRENT ADDITION OF THE WSDOT STANDARDS AND SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRICTION M41-10.

2. PRIOR TO DIGGING VERIFY LOCATION AND DEPTH OF UTILITIES AND ANY OTHER UNDERGROUND INTERFERENCE. CALL TWO BUSINESS DAYS BEFORE YOU DIG AT 811.

3. STATEMENT OF ERRORS, AMBIGUITIES AND OMISSIONS: ANY ERRORS, AMBIGUITIES, AND OMISSION IN DRAWINGS AND/OR SPECIFICATIONS SHALL BE REPORTED TO MEIER ENGINEERS FOR CORRECTION BEFORE ANY PART OF THE WORK IS STARTED. UNLESS EXPRESSLY STIPULATED NO ADDITIONAL ALLOWANCE WILL BE MADE IN THE CONTRACTOR AND/OR MANUFACTURE'S FAVOR BY VIRTUE OF ERRORS, AMBIGUITIES, AND/OR OMISSIONS WHICH SHOULD HAVE BEEN DISCOVERED DURING THE PREPARATION OF BID ESTIMATE AND DIRECTED TO THE ATTENTION OF MEIER ENGINEERS IN A TIMELY MANNER. MEIER ENGINEERS ACCEPTS NO RESPONSIBILITY FOR WORK DONE BY THE CONTRACTOR OR SUBCONTRACTORS CONTRARY TO THE PLANS OR SPECIFICATIONS. SUBSTITUTION OR CHANGES WILL NOT BE ACCEPTED UNLESS APPROVED IN WRITING. THE SUBCONTRACTOR SHALL REVIEW ALL SECTIONS OF SPECIFICATIONS AND ALL SHEETS OF THE PLANS FOR ANY INFORMATION OR DETAILS PERTAINING TO THEIR SPECIFIC TRADE.

4. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF SITE CONDITIONS, INSTALLATION STANDARDS AND CONSTRUCTION CONDITIONS. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO SHOP FABRICATION AND/OR FIELD ERECTION. DISCREPANCIES BETWEEN SITE CONDITIONS AND THE CONSTRUCTION DRAWINGS SHALL BE CALLED TO THE ATTENTION OF THE ENGINEER. WORK DONE WITHOUT THE ENGINEERS APPROVAL IS THE RESPONSIBILITY OF THE CONTRACTOR. LOCATIONS OF EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE ONLY. CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE WHICH MIGHT OCCUR TO EXISTING UTILITIES.

5. CONTRACTOR IS TO PROVIDE A METHOD OF CONSTRUCTION WHICH WILL ALLOW FOR OWNER TO REMAIN OPERATIONAL THROUGHOUT CONSTRUCTION WITH AS LITTLE DISRUPTION AS POSSIBLE.

6. CONTRACTOR IS TO PROVIDE A METHOD OF CONSTRUCTION OF OFF-SITE WORK THAT WILL ALLOW MINIMAL DISTURBANCE TO TRAFFIC FLOWS ON PUBLIC AND PRIVATE WAYS.

7. ALL SPECIAL INSPECTION AND TESTING SHALL BE PERFORMED BY AN INDEPENDENT INSPECTION AND TESTING AGENCY HIRED BY THE OWNER. CONTRACTOR TO COORDINATE WITH INSPECTION AND TESTING AGENCY FOR REQUIRED CONSTRUCTION INSPECTIONS AND MATERIAL TESTING.

8. HANDICAPPED SIGNS, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH THE LATEST ISSUE OF THE WASHINGTON STATE RULES AND REGULATIONS FOR BARRIER FREE DESIGN.

EARTHWORK

1. ALL FILL OR BACKFILL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D1557 FOR COHESIVE SOILS.

2. SATISFACTORY NATIVE FILL SOILS SHALL BE FREE OF ROCK OR GRAVELS LARGER THAN 3" IN ANY DIMENSION, DEBRIS, WASTE OR FROZEN MATERIAL, VEGETATION OR OTHER DELETERIOUS MATERIAL.

3. REMOVE ALL DEBRIS FROM THE AREA TO BE BACKFILLED PRIOR TO BACKFILLING.

4. PLACE LOAD BEARING BACKFILL IN LAYERS NOT MORE THAN 8" THICK, LOOSE MEASUREMENT. SPREAD AND COMPACT EACH LAYER UNIFORMLY TO THE REQUIRED DENSITY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE IN KIND ANY UTILITIES AND OR IRRIGATION PIPING DISTURBED AND OR DAMAGED DURING THE WORK.

6. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE SOD AND LANDSCAPE FEATURES REMOVED OR DAMAGED DURING THE WORK.

SITE UTILITIES

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE SCHEDULED WITH THE CONTRACTOR, ENGINEER, ARCHITECT, CITY PERSONNEL, AND ANY AFFECTED UTILITIES PRIOR TO START OF UTILITY WORK.

2. STORM DRAINAGE PIPE SHALL BE PVC OR CORRUGATED POLYETHYLENE (PE). PVC PIPE SHALL BE MANUFACTURED TO ASTM D3034-SDR 35 WITH RUBBER GASKETED JOINTS. PE PIPE SHALL BE MANUFACTURED TO ASTM F405 AND/OR F667 WITH SMOOTH INTERIOR.

3. 60" CMP PIPE SHALL BE GALVANIZED STEEL COILS CONFORMING TO THE APPLICABLE REQUIREMENTS OF AASHTO M218 OR ASTM A929. PIPE SHALL BE MANUFACTURED IN ACCORDANCE WITH APPLICABLE REQUIREMENTS OF AASHTO M-36 OR ASTM A 760. PIPE PERFORATIONS SHALL BE CLASS 2. GAUGES AND CORRUGATIONS SHALL BE PER MANUFACTURES RECOMMENDATION FOR H-20 LOADING.

4. STORM DESIGN CRITERIA: 24 HOUR RAINSTORM WITH 10 YEAR RETURN PERIOD.

5. INFILTRATION RATE OF 0.27 IN/MIN USED IN DESIGN OF INFILTRATION SYSTEMS.

6. ALL BEDDING AND BACKFILL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D1557. REMOVE ALL DEBRIS FROM THE AREA TO BE BACKFILLED PRIOR TO BACKFILLING. PLACE BACKFILL IN LAYERS NOT MORE THAN 8" THICK, LOOSE MEASUREMENT. SPREAD AND COMPACT EACH LAYER UNIFORMLY TO THE REQUIRED DENSITY.

7. COSTS FOR GENERAL CONSTRUCTION ITEMS WHICH ARE NOT SHOWN ON THESE DRAWINGS, BUT ARE NECESSARY AND NORMAL FOR COMPLETION OF THIS PROJECT, SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE CONTRACTORS BID FOR THIS PROJECT.

ASPHALT PAVEMENT

1. PRIOR TO BEGINNING WORK, CONTACT THE OWNER/CITY OR COUNTY OFFICIAL TO COORDINATE TRAFFIC FLOW, WORK SCHEDULES AND UTILITY INTERFACES.

2. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS M41-10, SECTION 8-22. CONTRACTOR SHALL USE WSDOT APPROVED MATERIALS, PREPARE THE SURFACES, APPLY THE PAINT, AND BE WITHIN THE TOLERANCES AS SPECIFIED IN THE WSDOT STANDARD SPECIFICATIONS.

3. ASPHALT PLACEMENT SHALL BE IN ACCORDANCE WITH STATE OF WASHINGTON STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION M41-10, SECTION 5-04.

4. ASPHALT MATERIAL SHALL CONFORM TO THE WSDOT STANDARD SPECIFICATION M41-10, DIVISION 5, CLASS HMA 1/2", PG 64-28. COMPACT BASE COURSE TO 95% MDD PER ASTM D1557.

5. ALL ASPHALT AND BASE THICKNESSES NOTED ARE COMPACTED THICKNESS.

6. ONE DAY PRIOR TO PLACEMENT OF BITUMINOUS MATERIAL ON THE BASE, THE SURFACE SHALL BE STERILIZED WITH A SOIL HERBICIDE.

7. BASE COURSE AND TOP COURSE MATERIAL SHALL CONFORM TO WSDOT SECTION 9-03.9(3).

CONCRETE

1. CONCRETE FOR WALKS, CURBS AND GUTTERS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS.

2. REINFORCEMENT SHALL CONFORM TO ASTM A615, GRADE 60, DEFORMED. FABRICATE REINFORCEMENT PER ACI 318-02, CLASS "B" SPLICES UNLESS NOTED OTHERWISE.

3. WELDED WIRE FABRIC (WWF) SHALL CONFORM TO ASTM A185.

4. TOOL ALL EXPOSED EDGES WITH A 1/2" RADIUS.

5. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH ACI 301 AND ACI 305 OR 306 FOR HOT AND COLD WEATHER CONCRETING.

6. TOLERANCES FOR CONCRETE CONSTRUCTION SHALL BE BASED ON A 10'-0 STRAIGHT EDGE. GRADE SHALL NOT DEVIATE MORE THAN 1/8" AND ALIGNMENT SHALL NOT VARY MORE THAN 1/4".

SPECIAL INSPECTION

1. PER IBC 1704.7, PRIOR TO PLACEMENT OF PREPARED FILL, THE SPECIAL INSPECTOR SHALL DETERMINE THAT THE SITE HAS BEEN PREPARED IN ACCORDANCE WITH THE APPROVED SOILS REPORT.

2. PER IBC 1704.7, WHERE FILL EXCEEDS 12" IN DEPTH, THE SPECIAL INSPECTOR SHALL HAVE CONTINUOUS INSPECTION OF FILL PLACEMENT AND COMPACTION.

3. TESTING AGENCY WILL TEST COMPACTION OF SOILS IN PLACE ACCORDING TO ASTM D 1557, ASTM D 2167, ASTM D 2922, AND ASTM D 2937, AS APPLICABLE. TESTS WILL BE PERFORMED AT THE FOLLOWING LOCATIONS AND FREQUENCIES:

   A. FOUNDATION, PAVING, AND ADJACENT: AT SUBGRADE AND AT EACH COMPACTED FILL AND BACKFILL LAYER, AT LEAST 1 TEST FOR EVERY 5,000 SQ. FT. OR LESS OF PAVED AREA OR BUILDING SLAB, BUT IN NO CASE FEWER THAN 1 TEST PER DAY.

   B. TRENCH BACKFILL: AT EACH COMPACTED INITIAL AND FINAL BACKFILL LAYER, AT LEAST 1 TEST FOR EACH 150 FEET OR LESS OF TRENCH LENGTH, BUT NO LESS THAN 1 TEST PER DAY.

4. COMPACTION TESTING IS REQUIRED AT THE ABOVE SCHEDULE UNLESS GREATER TESTING IS RECOMMENDED BY STRUCTURAL DRAWINGS. LESS TESTING WOULD BE ACCEPTABLE IF APPROVED IN WRITING BY GEOTECHNICAL ENGINEER, SPECIAL INSPECTOR, FOUNDATION ENGINEER, AND MEIER ENGINEERS.

STORMWATER NOTES

1. OWNER IS REQUIRED TO REGISTER ALL DRYWELLS AND/OR INFILTRATION TRENCHES WITH THE WASHINGTON STATE DEPARTMENT OF ECOLOGY PER THE UNDERGROUND INJECTION CONTROL PROGRAM AND WAC 173-218.

STORMWATER SYSTEM OPERATION AND MAINTENANCE

1. CATCH BASINS

   A. REMOVE SEDIMENT, TRASH AND DEBRIS WHEN GRATE BECOMES CLOGGED MORE THAN 10%.

   B. REMOVE SEDIMENT, TRASH AND DEBRIS IN SUMP THAT EXCEEDS 60% OF SUMP DEPTH AS MEASURED FROM BOTTOM OF BASIN TO INVERT OF LOWEST PIPE, BUT IN NO CASE SHALL THE CLEARANCE FROM TOP OF DEBRIS TO INVERT OF LOWEST PIPE BE LESS THAN 6". NO VEGETATION SHALL BE ALLOWED TO GROW IN SUMP. AT A MINIMUM, REMOVE SEDIMENT, TRASH AND DEBRIS IN SUMP ANNUALLY.

   C. STRUCTURAL DAMAGE TO FRAME, GRATE, TOP SLAB, OR SUMP, SHALL BE REPAIRED OR REPLACED. STRUCTURAL DAMAGE INCLUDES CRACKS GREATER THAN 1/4" OR HOLES GREATER THAN 2" IN TOP SLAB, FRAME NOT SITTING FLUSH ON TOP SLAB (MORE THAN 3/4" SEPARATION) OR NOT SECURELY ATTACHED, CRACKS GREATER THAN 1/4" IN SUMP WALLS, SOIL ENTERING SUMP, CRACKS AT GROUT FILLET AROUND PIPES IN EXCESS OF 1/2", SETTLEMENT OF ENTIRE BASIN SUCH THAT IT CREATES A SAFETY, FUNCTION OR DESIGN PROBLEM.

   D. REPLACE ANY MISSING GRATE OR REPAIR IF GRATE IS DIFFICULT TO REMOVE. REPLACE GRATE IF OPENINGS GREATER THAN 7/8" OR GRATE HAS MISSING OR BROKEN BARS.

2. INFILTRATION TRENCH

   A. IF WATER REMAINS STANDING OVER CATCH BASINS MORE THAN 72 HOURS AFTER CESSATION OF RAINFALL, A PERCOLATION TEST MUST BE DONE AND A REGISTERED ENGINEER CONSULTED.

EROSION CONTROL

1. PROVIDE TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES TO PREVENT SOIL EROSION AND DISCHARGE OF SOIL-BEARING WATER RUNOFF OR AIRBORNE DUST TO ADJACENT PROPERTIES AND WALKWAYS ACCORDING TO REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION.

2. ESTABLISH CONSTRUCTION ACCESS.

   A. CONSTRUCTION VEHICLE ACCESS AND EXIT SHALL BE LIMITED TO ONLY NECESSARY LOCATIONS. ACCESS POINTS SHALL BE STABILIZED WITH QUARRY SPALL OR CRUSHED ROCK TO MINIMIZE THE TRACKING OF SEDIMENT ONTO PUBLIC ROADS, MINIMUM 30 FEET LONG.

   B. WHEEL WASH OR TIRE BATHS SHOULD BE LOCATED ON-SITE, IF NEEDED TO PREVENT EXCESSIVE TRACKING OF SEDIMENT ON ROADS.

   C. PUBLIC ROADS SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM ROADS BY SHOVELING OR PICKUP SWEEPING AND SHALL BE TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA. STREET WASHING WILL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER.

   D. STREET WASH WASTEWATER SHALL BE CONTROLLED BY PUMPING BACK ON-SITE, OR OTHERWISE BE PREVENTED FROM DISCHARGING INTO SYSTEMS TRIBUTARY TO STATE SURFACE WATERS.

   E. A SEPARATION GEOTEXTILE SHALL BE PLACED UNDER THE SPALLS TO PREVENT FINE SEDIMENT FROM PUMPING UP INTO THE ROCK PAD. THE GEOTEXTILE SHALL MEET THE FOLLOWING STANDARDS:

      I. GRAB TENSILE STRENGTH (ASTM D4751) 200 PSI MINIMUM.

      II. GRAB TENSILE ELONGATION (ASTM D4632) 30% MAXIMUM.

      III. MULLEN BURST STRENGTH (ASTM D3786-80A) 400 PSI MINIMUM.

      IV. AOS (ASTM D4751) 20 TO 45 (US STANDARD SIEVE SIZE).

   F. CONSIDER EARLY INSTALLATION OF THE FIRST LIFT OF ASPHALT IN AREAS THAT WILL BE PAVED; THIS CAN BE USED AS A STABILIZED ENTRANCE. ALSO CONSIDER THE INSTALLATION OF EXCESS CONCRETE AS A STABILIZED ENTRANCE. DURING LARGE CONCRETE POURS, EXCESS CONCRETE IS OFTEN AVAILABLE FOR THIS PURPOSE.

   G. WHENEVER POSSIBLE, THE ENTRANCE SHALL BE CONSTRUCTED ON A FIRM, COMPACTED SUBGRADE. THIS CAN SUBSTANTIALLY INCREASE THE EFFECTIVENESS OF THE PAD AND REDUCE THE NEED FOR MAINTENANCE.

   H. QUARRY SPALLS SHALL BE ADDED IF THE PAD IS NO LONGER IN ACCORDANCE WITH THE SPECIFICATIONS.

   I. IF THE ENTRANCE IS NOT PREVENTING SEDIMENT FROM BEING TRACKED ONTO PAVEMENT, THEN ALTERNATIVE MEASURES TO KEEP THE STREETS FREE OF SEDIMENT SHALL BE USED. THIS MAY INCLUDE STREET SWEEPING, AN INCREASE IN THE DIMENSIONS OF THE ENTRANCE, OR THE INSTALLATION OF A WHEEL WASH.

   J. ANY QUARRY SPALLS THAT ARE LOOSENED FROM THE PAD, WHICH END UP ON THE ROADWAY, SHALL BE REMOVED IMMEDIATELY.

   K. UNTIL PROJECT COMPLETION AND SITE STABILIZATION, ALL CONSTRUCTION ACCESSES INTENDED AS PERMANENT ACCESS FOR MAINTENANCE SHALL BE PERMANENTLY STABILIZED.

3. CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY SILT FENCING TO PREVENT ANY WATER RUNOFF FROM ANY DISTURBED AREAS. AT A MINIMUM, SILT FENCE WILL BE ALONG THE DOWN SLOPE PROPERTY LINES. THE SILT FENCES SHALL BE CONSTRUCTED IN THE AREAS OF CLEARING, GRADING, OR DRAINAGE PRIOR TO STARTING THOSE ACTIVITIES. THE SILT FENCE SHALL PREVENT SOIL CARRIED BY RUNOFF WATER FROM GOING BENEATH, THROUGH, OR OVER THE TOP OF THE SILT FENCE, BUT SHALL ALLOW THE WATER TO PASS THROUGH THE FENCE.

4. INSPECT, REPAIR, AND MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED.

5. REMOVE EROSION AND SEDIMENTATION CONTROLS ONCE THEY ARE NO LONGER NEEDED AND RESTORE AND STABILIZE AREAS DISTURBED DURING REMOVAL.

FENCING

1. THE MOST CURRENT EDITION OF THE "PRODUCT MANUAL" AS PUBLISHED BY THE CHAIN LINK FENCE MANUFACTURERS' INSTITUTE APPLIES TO THIS WORK.

2. SUBMIT GATE DETAILS AND THE GATE LOCKING DEVICES TO THE ENGINEER FOR APPROVAL.

3. MATERIALS SHALL BE NEW AND PRODUCTS OF RECOGNIZED MANUFACTURERS. MATERIALS SHALL CARRY A LABEL IDENTIFYING THE MANUFACTURER AND CLASS OF ZINC COATING ON THE FABRIC AND BARBED WIRE.

4. ALL COMPONENTS SHALL BE HOT_DIPPED ZINC COATED STEEL IN ACCORDANCE WITH ASTM A120 AND A123 AS APPLICABLE.

5. FENCE FABRIC SHALL BE TWO INCH WOVEN DIAMOND MESH, OF STANDARD COMMERCIAL GRADE STEEL WIRE. WIRE SIZE SHALL BE NO. 9 GAUGE. THE TOP AND BOTTOM SELVAGES OF THE FABRIC SHALL BE KNUCKLED FINISH.

6. FABRIC FOR GATES SHALL BE THE SAME AS SPECIFIED FOR THE FENCE.

7. TERMINAL POSTS SHALL BE STANDARD COMMERCIAL GRADE STEEL PIPE, 2.875 INCH OD, WEIGHING 5.79 POUNDS PER LINEAL FOOT. GATE POSTS SHALL BE 4.500 INCHES OD, WEIGHING 10.79 POUNDS PER LINEAL FOOT. LINE POSTS SHALL BE PIPE SECTIONS 2.375 INCH OD, WEIGHING 3.65 POUNDS PER LINEAL FOOT. ALL POSTS HAVE CAPS.

8. TENSION WIRE SHALL BE NO. 7 GAUGE, HOT_DIP GALVANIZED, STANDARD COMMERCIAL GRADE STEEL AND PLACED AT BOTTOM OF FABRIC.

9. HORIZONTAL STEEL PIPE TOP RAIL AND BRACES FOR GATES, SHALL BE STANDARD COMMERCIAL GRADE STEEL PIPE 1.66 INCH OD WEIGHING 1.806 POUNDS PER LINEAL FOOT.

10. DIAGONAL TRUSS BRACING FOR GATES, SHALL BE STEEL RODS 3/8 INCH DIAMETER WITH TURNBUCKLES.

11. FENCE FABRIC SHALL BE FASTENED TO THE LINE POSTS WITH MINIMUM 9 GAUGE WIRE TIES AND TO TENSION WIRES WITH MINIMUM 11 GAUGE WIRE TIES. WIRE TIES MAY BE EITHER ALUMINUM OR GALVANIZED STEEL WIRE.

12. MISCELLANEOUS FITTINGS USED IN THE CONSTRUCTION OF THE FENCE SHALL BE MALLEABLE IRON, CAST IRON, OR PRESSED STEEL AND SHALL BE HOT_DIP GALVANIZED.

13. GATE FRAMES SHALL BE FABRICATED FROM 1.9 INCH OD STANDARD COMMERCIAL GRADE STEEL PIPE WEIGHING 2.72 POUNDS PER LINEAL FOOT.

14. HINGES SHALL ALLOW THE GATE TO SWING A MINIMUM OF 180 DEGREES AND SHALL NOT TWIST OR TURN UNDER THE ACTION OF THE GATE.

15. LATCHES, SHALL BE PROVIDED FOR ALL GATES. LATCHES SHALL BE ARRANGED FOR PADLOCKING.

16. ALL POSTS SHALL BE SET IN CONCRETE, PLUMB AND TRUE TO LINE.

17. ALL CONCRETE USED FOR THE FENCE CONSTRUCTION SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI IN 28 DAYS. ALL POSTS SHALL BE FIRMLY SUPPORTED TO PREVENT MOVEMENT OR DEFLECTION UNTIL THE CONCRETE HAS THOROUGHLY SET (24 HOURS MINIMUM).

18. THE FENCE SHALL BE INSTALLED TRUE TO LINE AND GRADE, IN THE LOCATION SHOWN ON THE PLANS AND IN ACCORDANCE WITH THESE NOTES AND THE CHAIN LINK MANUFACTURERS' INSTITUTE REQUIREMENTS.

19. STRETCHER BARS SHALL BE THREADED THROUGH END LOOPS OF EACH SECTION OF FABRIC WITH STRETCHER BAR BANDS SPACED NOT MORE THAN 15 INCHES ON CENTER.

20. THE FABRIC SHALL BE FASTENED TO THE LINE POSTS WITH TIES SPACED NOT MORE THAN 15 INCHES ON CENTER. THE TOP MOST TIES SHALL BE AS NEAR THE TOP OF THE FABRIC AS POSSIBLE. THE LOWEST TIE SHALL BE AS NEAR THE BOTTOM OF THE FABRIC AS POSSIBLE.

21. THE FABRIC SHALL BE TIED TO THE TOP RAIL AND BOTTOM TENSION WIRE WITH TIES SPACED NOT MORE THAN 24 INCHES ON CENTER.

22. THE FABRIC WIRE SHALL BE STRETCHED TAUT. THE BOTTOM OF THE FABRIC SHALL EXTEND TO WITHIN 2 INCHES OF THE FINISHED GRADE.

23. ALL BOLT HEADS SHALL BE LOCATED ON THE OUTSIDE OF THE FENCE.

KENNEWICK SIGNATURE BLOCK

OWNER	APPROVED	DATE
CASCADE NATURAL GAS		
CHARTER COMMUNICATIONS		
FRONTIER		
COLUMBIA IRR. DISTRICT		
BENTON PUD		
KENNEWICK CITY ENGINEER		

NEW	EXISTING	
		ACCESSIBLE PARKING MARKER
AVR	(E)AVR	AIR VAC RELIEF
AD	(E)AD	AREA DRAIN
BOA	(E)BOA	BLOW OFF ASSEMBLY
BO	(E)BO	BOLLARD
		CAP
CB	(E)CB	CATCH BASIN SQUARE
CB	(E)CB	CATCH BASIN ROUND
CB		CATCH BASIN SOLID
CO	(E)CO	CLEAN OUT
DS	(E)DS	DOWN SPOUT
DW	(E)DW	DRY WELL
EM/GM	(E)EM/GM	ELECTRICAL/GAS METER
FDC	(E)FDC	FIRE DEPARTMENT CONNECTION
FH	(E)FH	FIRE HYDRANT
FP	(E)FP	FLAG POLE
GUY	(E)GUY	GUY WIRE
JB/EV	(E)JB/EV	JBOX/ELECTRICAL VAULT
LP	(E)LP	LIGHT POLE
MH	(E)MH	MANHOLE
		PAVEMENT ARROWS
PIV	(E)PIV	POST INDICATOR VALVE
PP	(E)PP	POWER POLE
		REDUCER
		SHRUB
		SLOPE DIRECTION
SIGN	(E)SIGN	STREET SIGN
SL	(E)SL	STREET LIGHT
TP	(E)TP	TELEPHONE PEDESTAL
		THRUST BLOCK
TRANS	(E)TRANS	TRANSFORMER
		TREE
VAN		VAN PAVEMENT MARKING
WV/IV	(E)WV/IV	WATER/IRRIGATION VALVE
WM/IM	(E)WM/IM	WATER/IRRIGATION METER
WP	MON	WORK/MONUMENT POINT
(ABND)		ABANDONED
	BW	BOTTOM OF WALL ELEVATION
	C/C	CENTER TO CENTER
	COM	COMMUNICATIONS
	CONT	CONTINUOUS
	DS	DOWN SPOUT
	EW	EACH WAY
	(E)	EXISTING
	FO	FIBER OPTICS LINE
	FF	FINISH FLOOR
	FG	FINISH GRADE
	FW	FIRE WATER
	GL	GUTTER LINE
	IE	INVERT ELEVATION
	IR	IRRIGATION
	LS	LANDSCAPE
	MB	MAIL BOX
	MON	MONUMENT
	NG	NATURAL GAS
	NIC	NOT IN CONTRACT
	NTS	NOT TO SCALE
	OHP	OVERHEAD POWER
	P	POWER
	PDP	PERFORATED DRAIN PIPE
	PE	POLYETHYLENE
	PS	PRESSURE SEWER
	R	RADIUS
	RWL	RAIN WATER LEADER
	SS	SANITARY SEWER
	SLV	PIPE SLEEVE
	XXX.XX	SPOT ELEVATION
	SD	STORM DRAIN
	TEL	TELEPHONE
	TV	TELEVISION
	TBC	TOP BACK OF CURB ELEVATION
	TA	TOP OF ASPHALT ELEVATION
	TC	TOP OF CONCRETE ELEVATION
	TG	TOP OF GRAVEL ELEVATION
	TW	TOP OF WALL ELEVATION
	TYP	TYPICAL
	W	WATER
	100	EXISTING CONTOUR
	100	NEW CONTOUR
		EXISTING FENCE
		NEW FENCE
		REMOVE FENCE
		REMOVE FEATURE OR UTILITY
		ABANDONED UNDERGROUND UTILITY
		EXISTING UNDERGROUND UTILITY
		NEW UNDERGROUND UTILITY
		RAIL ROAD TRACKS
		EXISTING ASPHALT
		EXISTING CONCRETE
		EXISTING GRAVEL
		NEW ASPHALT
		NEW HEAVY ASPHALT
		NEW HEAVY CONCRETE
		NEW CONCRETE
		NEW GRAVEL
		NEW LAWN
		NEW LANDSCAPE
		REMOVE ASPHALT
		REMOVE CONCRETE
		REMOVE GRAVEL
		REMOVE LAWN

(BENTON COUNTY PARCEL NO. 1-0189-3000-00-8000)
N.W. 1/4 OF THE S.W. 1/4, SEC. 01, T. 8N., R.29 E., W.M.
BENTON COUNTY, WASHINGTON
CITY OF KENNEWICK

CUP #12- /PLN-2012-

PAUL T. KNUTSEN, STATE OF WASHINGTON, 44313, REGISTERED PROFESSIONAL ENGINEER
1/10/13

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KENNEWICK SCHOOL DISTRICT
1315 BUILDING RENOVATIONS
1315 WEST 4TH AVENUE
KENNEWICK, WA.
99336

REVISIONS
DRAWN BY: SJT
CHECKED BY: PTK
DATE 1/10/2013
JOB NUMBER 1278
SHEET NAME: GENERAL NOTES AND LEGEND
SHEET C0.01

A1 GENERAL NOTES — NTS

A9 LEGEND — NTS