

PRROW20230255

City of Puyallup Development & Permitting Services ISSUED PERMIT	
Building	Planning
Engineering	Public Works
Fire	Traffic



CITY OF PUYALLUP

DOWNTOWN BANNER POLE PROJECT

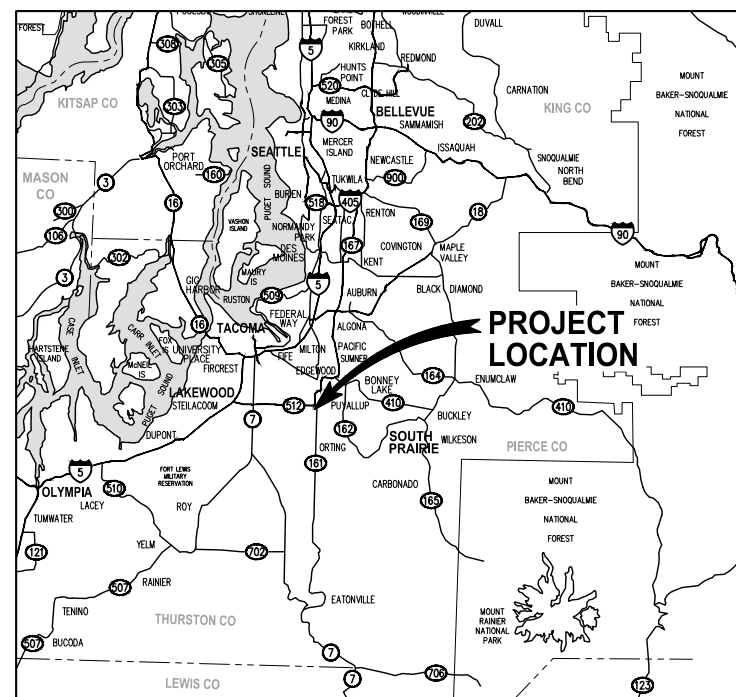
700 BLOCK OF N MERIDIAN AVENUE

PROJECT NUMBER XX-XXX

MARCH 2021

Added to this document are the City Standards for a Commercial Approach and Curb Cut.

Call Cheryl Trimble, City Inspector, at 253-290-9834 prior to starting any work.



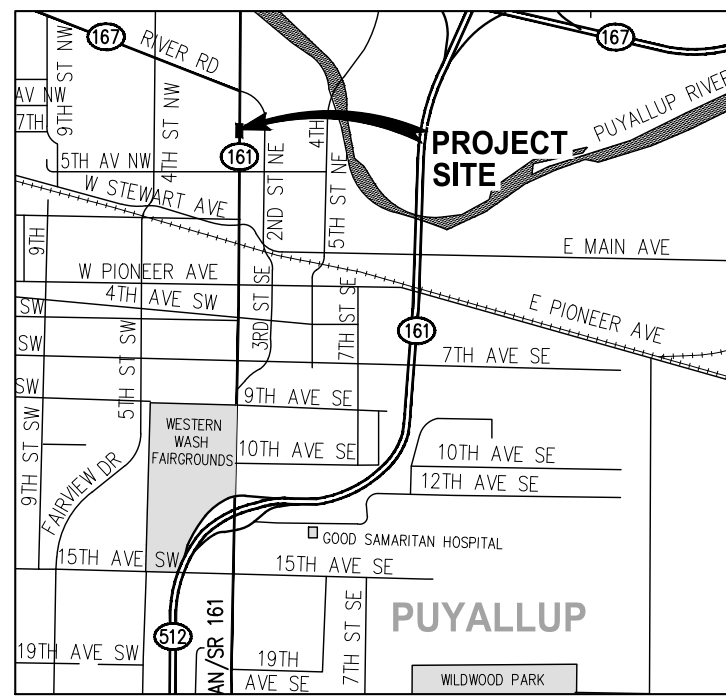
LOCATION MAP
NTS



The applicant is responsible to notify the city of a job start 48 hours in advance using the CityView portal.

The permit and traffic control plans shall be posted at the job site and available to inspectors at all times.

Applicant must provide 48hr. notification to residents within 300 feet of the work area either via door hanger, message board or signs posted visibly along the right-of-way.



VICINITY MAP
NTS



DRAWING INDEX		
	SHEET	DRAWING TITLE
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	2	LEGEND & ABBREVIATIONS, GENERAL NOTES & SURVEY CONTROL
	3	SUMMARY OF QUANTITIES
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BANNER POLE RESTORATION PLAN	7	700 BLOCK OF N MERIDIAN AVE
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CITY OF PUYALLUP STANDARD DETAILS	9	STANDARD DETAILS

CALL 3 DAYS BEFORE YOU DIG 811

CLOSURE ALLOWED:
Monday - Thursday
9AM - 2PM
Call communications center at 253-287-4456 on day of closure.
No Exceptions
This permit (E-21-0365) allows for 2 potholes to obtain depth and location for the City of Puyallup banner pole project.

APPROVED

BY: _____
CITY ENGINEER
CITY OF PUYALLUP

APPROVED DATE: _____
EXPIRATION DATE: _____

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NO.	DATE	BY	APPR.	REVISIONS

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ENGINEERING MANAGER	DATE	FILENAME
PROJECT MANAGER	DATE	TD
PROJECT ENGINEER	DATE	DESIGNED BY
		DATE
		TD
		DRAWN BY
		DATE
		NIM
		CHECKED BY
		DATE



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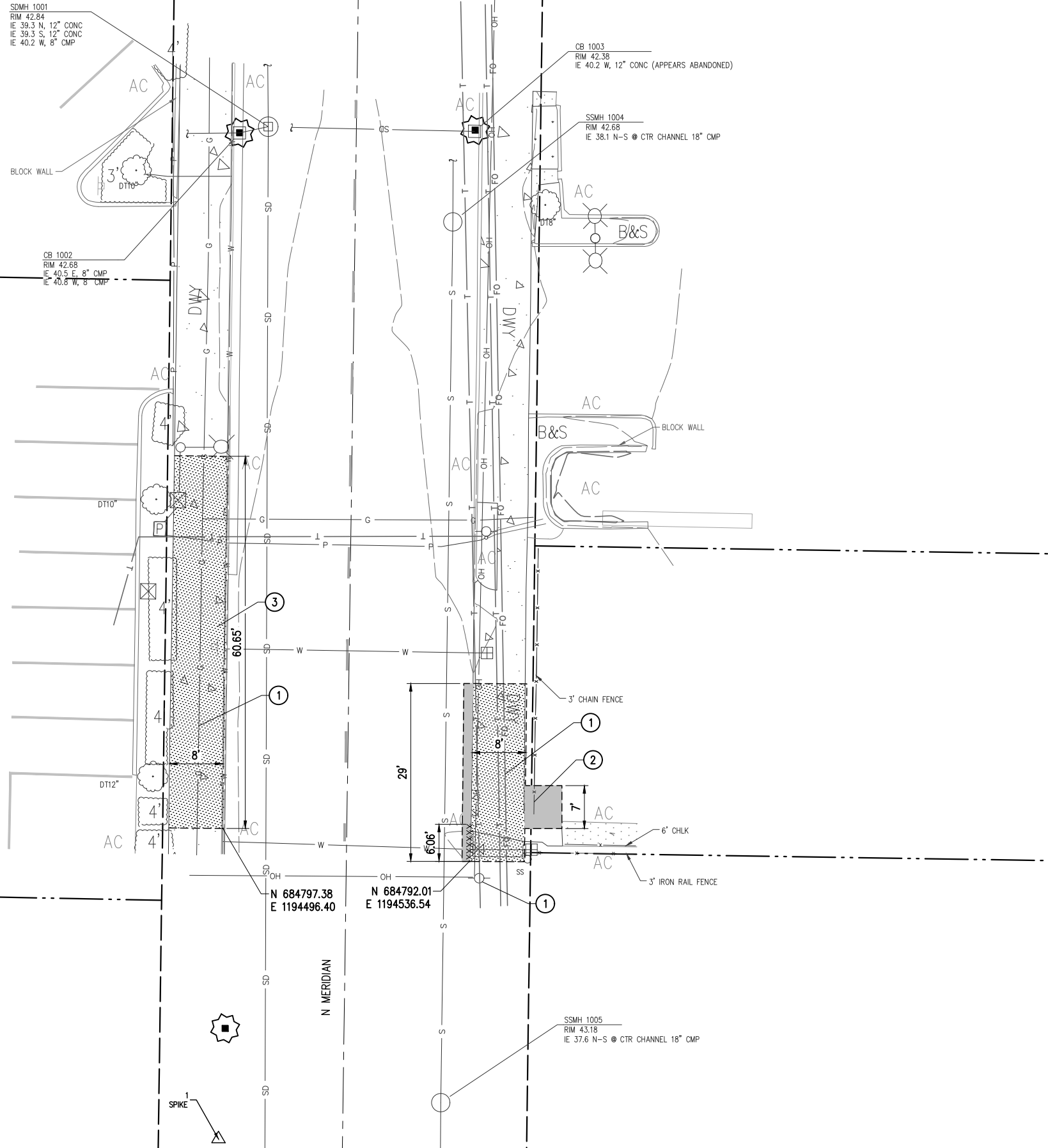
CITY OF PUYALLUP
DOWNTOWN BANNER POLE PROJECT

COVER SHEET

PRROW20230255

City of Puyallup
Development & Permitting Services
ISSUED PERMIT

Building	Planning
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GENERAL NOTES

1. THE PLAN WAS PREPARED FOR THE CONTRACTOR'S REFERENCE IN LOCATING, PROTECTING, AND AVOIDING CONFLICTS WITH EXISTING UTILITIES AND IMPROVEMENTS. IT IS BASED ON THE BEST AVAILABLE INFORMATION WITHOUT POTHOLING AND IS NOT INTENDED TO BE A COMPLETE RECORD. THE CONTRACTOR IS RESPONSIBLE FOR INDEPENDENTLY VERIFYING THE LOCATIONS OF ALL UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
2. OVERHEAD UTILITIES PRESENT THROUGHOUT THE PROJECT SITE.
3. THE CONTRACTOR SHALL PROVIDE TESC MEASURES IN ADDITION TO THOSE SHOWN IF REQUIRED TO PREVENT SEDIMENT FROM LEAVING THE PROJECT SITE. THE CITY SHALL REVIEW AND APPROVE ALL TESC MEASURES PRIOR TO INSTALLATION. ADDITIONAL TESC MEASURES SHALL BE AS REQUIRED BASED ON WEATHER AND SITE CONDITIONS.
4. PRESERVE AND PROTECT ALL IMPROVEMENTS AND VEGETATION NOT MARKED FOR REMOVAL.
5. THE ASPHALT/CONCRETE REMOVAL LIMITS MAY BE ADJUSTED IN THE FIELD TO ACCOMMODATE CONSTRUCTION METHODS. REMOVAL LIMITS SHALL BE MARKED IN THE FIELD BY THE CONTRACTOR AND THE ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING FIELD MARKINGS WITH ENGINEER PRIOR TO COMMENCING DEMOLITION ACTIVITIES.
6. USE CAUTION WHEN EXCAVATING IN PROXIMITY EXISTING JUNCTION BOXES, UTILITY VAULTS, DRAINAGE, AND SEWER STRUCTURES. CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO JUNCTION BOXES, UTILITY VAULTS.
7. ANY IMPROVEMENTS NOT SPECIFICALLY MARKED FOR REMOVAL OR DEMOLITION SHALL BE PROTECTED DURING CONSTRUCTION.

CONSTRUCTION NOTES

- 1 PRIVATE UTILITY TO BE RELOCATED BY OTHERS.
- 2 REMOVE AND SALVAGE EXISTING FENCE FOR REINSTALLATION.
- 3 REMOVE AND SALVAGE PARKING SIGN.

LEGEND

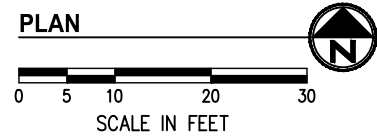
XXXXXXXXXXXXXXXXXXXX CURB AND GUTTER REMOVAL

----- FULL DEPTH SAWCUT

INLET PROTECTION

FULL DEPTH CONCRETE REMOVAL

FULL DEPTH ASPHALT PAVEMENT REMOVAL

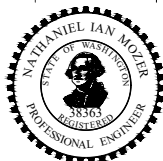


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PROJECT ENGINEER	DATE	DRAWN BY	DATE
		CHECKED BY	DATE



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WA 98402 Bellevue
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**CITY OF PUYALLUP
DOWNTOWN BANNER POLE
PROJECT**

**SITE PREPARATION AND TESC PLAN
700 BLOCK OF N MERIDIAN AVE**

KPG PROJECT No. 19080 SHT 6 OF 9

APPROVED

BY: _____
CITY ENGINEER
CITY OF PUYALLUP

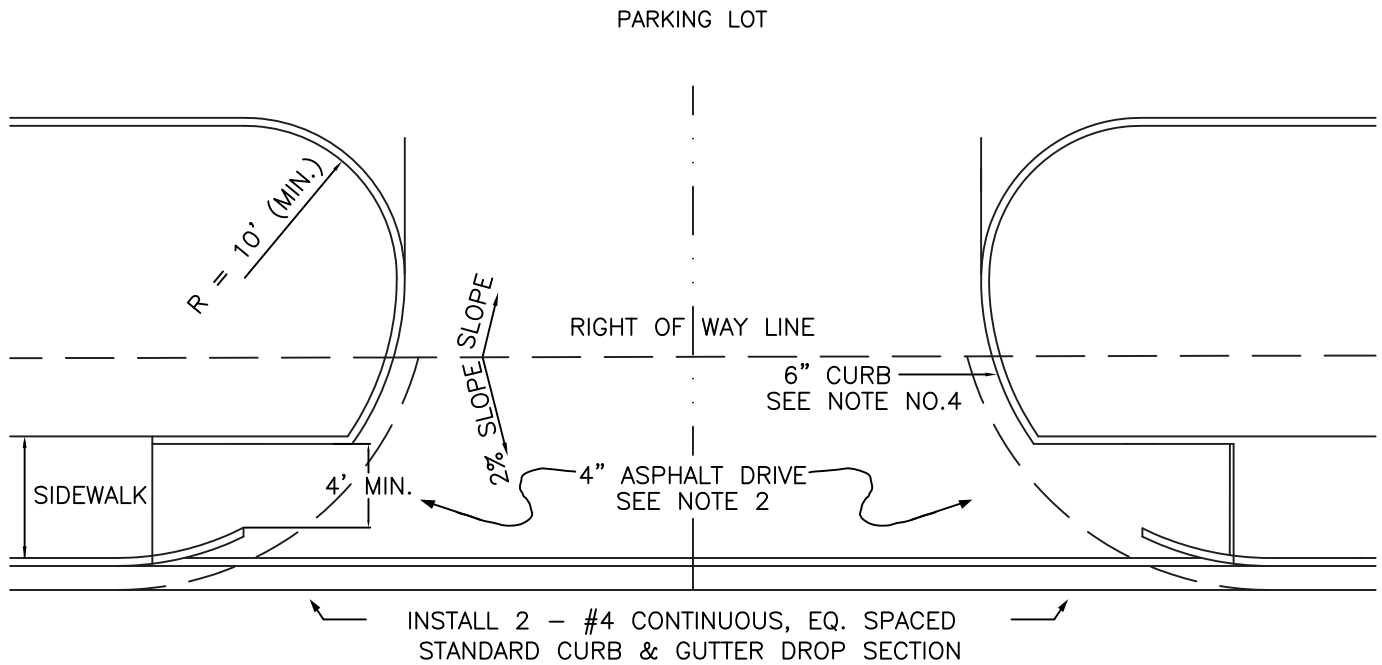
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City of Puyallup Development & Permitting Services ISSUED PERMIT	
Building	Planning
Engineering	Public Works
Fire	Traffic



NOTES:

1. TYPICAL COMMERCIAL APPROACHES SHALL BE 30' WIDE AND INCLUDE 35' CURB RADII. IF TRUCKS ARE EXPECTED TO USE THE APPROACH, DRIVEWAY WIDTH, CHANNELIZATION, AND CURB RADII SHALL BE BASED ON AN APPROVED TURNING MOVEMENT ANALYSIS
2. ALL ASPHALT PAVEMENT MUST CONFORM TO CITY STANDARD NO. 01.01.01.
3. APPROACH SHALL BE ASPHALT WITH STANDARD CURB AND GUTTER PLACED ON EACH SIDE OF THE APPROACH.
4. WHEEL CHAIR RAMPS SHALL BE INSTALLED IN ACCORDANCE TO ALL APPLICABLE STANDARDS. DETECTABLE WARNING PATTERNS SHALL BE CONSTRUCTED AT A DRIVEWAY ONLY WHEN IT WILL BE SIGNALIZED. CURB RAMP SLOPE SHALL NOT EXCEED 8.3%, AS MEASURED BY A SMART LEVEL, UNLESS RAMP LENGTH IS EXTENDED TO 15'. SEE DETAIL 01.02.19 FOR ADDITIONAL ADA RAMP INFORMATION.
5. SPACING OF COMMERCIAL APPROACHES ON PRINCIPAL AND MINOR ARTERIALS SHALL BE MINIMUM 300' AND SPACING ON COLLECTORS SHALL BE MINIMUM 150', MEASURED BETWEEN THE CLOSEST EDGES OF EACH DRIVEWAY. THIS REQUIREMENT IS ALSO APPLICABLE TO THE DRIVEWAYS THAT ARE ACROSS THE STREET.
6. SPACING OF COMMERCIAL APPROACHES FROM PRINCIPAL AND MINOR ARTERIALS SHALL BE MINIMUM 300' AND SPACING FROM A COLLECTOR SHALL BE MINIMUM 150', MEASURED FROM NEAREST ROW LINE TO APPROACH PAVEMENT EDGE. THE CITY MAY BE MORE RESTRICTIVE THAN SPECIFIED HEREIN IF DEEMED NECESSARY BASED ON TRAFFIC VOLUMES, CHANNELIZATION AND SIGNALIZATION.
7. THIS COMMERCIAL APPROACH STANDARD SHALL BE USED ON ARTERIALS AND COLLECTORS WITH SPEED LIMITS OF 35 MPH OR GREATER, AND/OR WHEN TRUCK TRAFFIC WILL BE USING THE APPROACH.



**CITY OF
PUYALLUP**

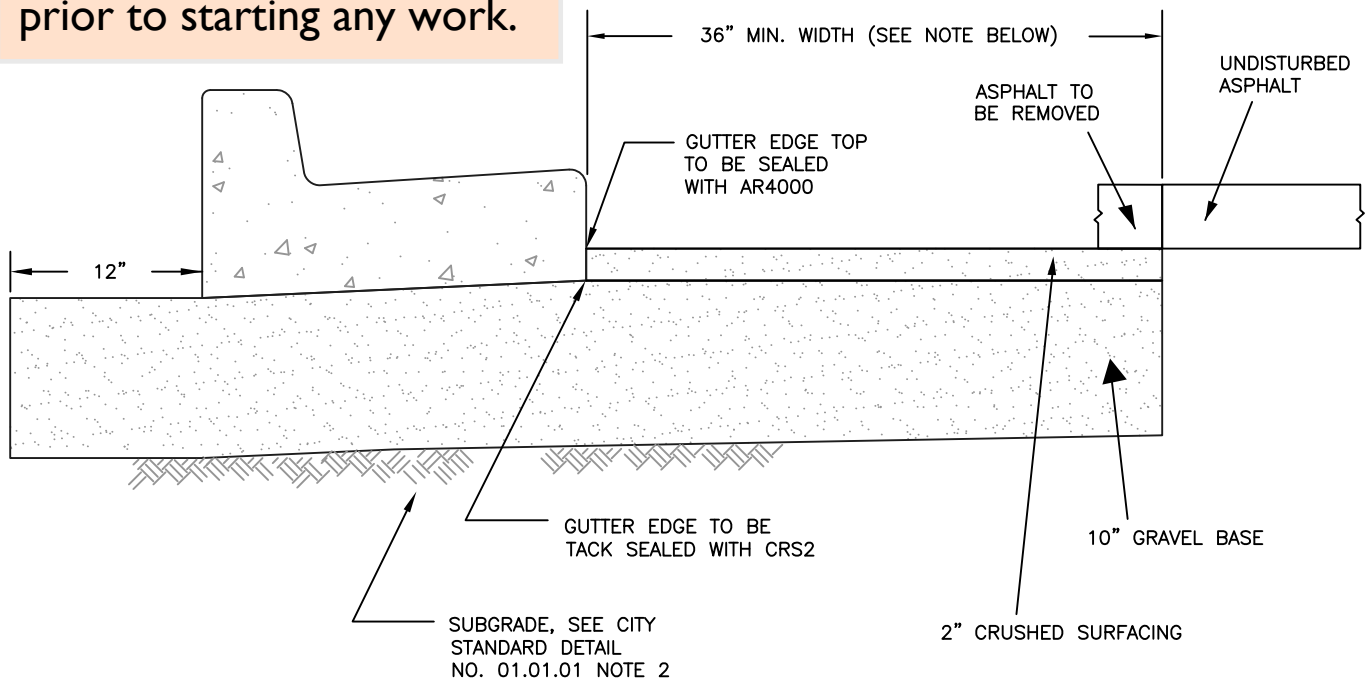
DEVELOPMENT ENGINEERING and
PUBLIC WORKS DEPARTMENTS

**STANDARD
COMMERCIAL APPROACH**

DRAWN BY JIM ERWIN-SVOBODA	CHECKED BY LINDA LIAN	APPROVED BY COLLEEN HARRIS	REVISED BY LINDA LIAN	CITY STANDARD
FILE NAME F:\DWG\COMMON\STDS\CITY\2009\01_STR\01.02\01.02.16	DATE APPROVED 07/01/2009	DATE REVISED 02/19/14	SCALE 1" = 20'	01.02.16

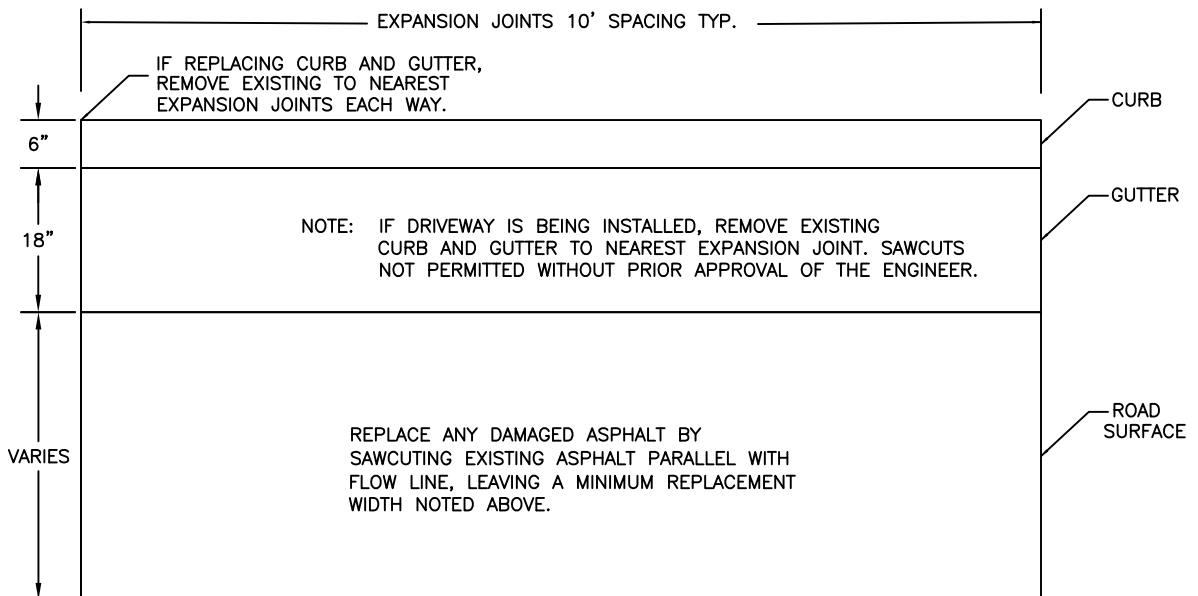
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PRROW20230255



NOTE: THE 36" MINIMUM PAVEMENT PATCH SHALL BE INCREASED IN WIDTH IF THE RESULTING MEET LINE WOULD LIE WITHIN A LANE WHEEL PATH.

SCALE: 1:1



PLAN VIEW

SCALE: 1:2



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

CURB CUT

City of Puyallup
Development & Permitting Services
ISSUED PERMIT

Building	Planning
Engineering	Public Works
Fire	Traffic

DRAWN BY
JIM ERWIN-SVOBODA

CHECKED BY
LINDA LIAN

APPROVED BY
COLLEEN HARRIS

REVISED BY
XXXX

CITY STANDARD

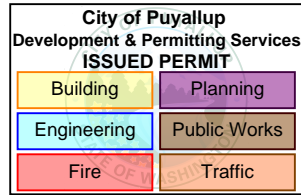
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DATE APPROVED
07/01/2009

DATE REVISED
XX/XX/XX

SCALE
VARIES

01.02.10

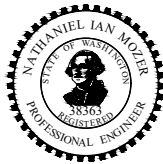


SUMMARY OF QUANTITIES						
ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY PER SHEET		
				SHEET 5	SHEET 6	SHEET 7
100	Minor Change	EQ. ADJ.	1		1	
101	Construction Surveying	LS	1		1	
102	Record Drawings, (Min. Bid \$250)	LS	1		1	
103	SPCC Plan	LS	1		1	
104	Mobilization	LS	1		1	
105	Project Temporary Traffic Control	LS	1		1	
106	Removal of Structures and Obstructions	LS	1	1		
107	Asphalt Conc. Pavement Removal	SY	11	11		
108	Cement Conc. Sidewalk Removal	SY	82	82		
109	Curb Removal	LF	7		7	
110	Adjust Existing Utility to Grade	EA	1	1		
111	Potholing	EA	3		3	
112	Crushed Surfacing Top Course	TN	25		25	
113	Crushed Surfacing Base Course	TN	24		24	
114	Commerical HMA	TN	11	11		
115	Erosion Control and Water Pollution Prevention	LS	1	1		
116	Inlet Protection	EA	3		3	
117	Cement Conc. Traffic Curb and Gutter	LF	6		6	
118	Commercial Cement Conc. Driveway Entrance	SY	19		19	
119	Cement Conc. Sidewalk	EA	82		82	
120	Remove and Reinstall Sign	SY	1		1	
121	Banner Pole System, Complete	LS	1			1

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		DATE
		3/2021



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**CITY OF PUYALLUP
DOWNTOWN BANNER POLE
PROJECT**

SUMMARY OF QUANTITIES

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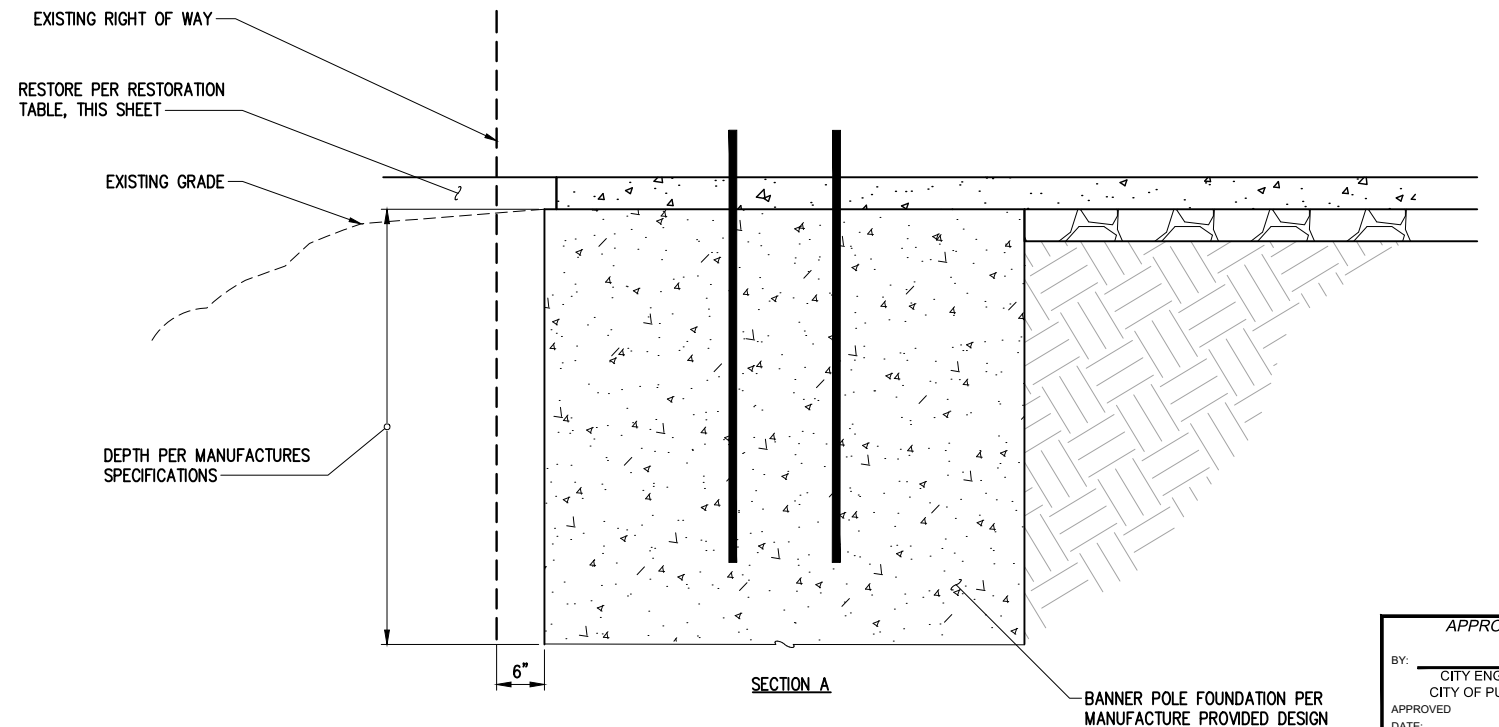
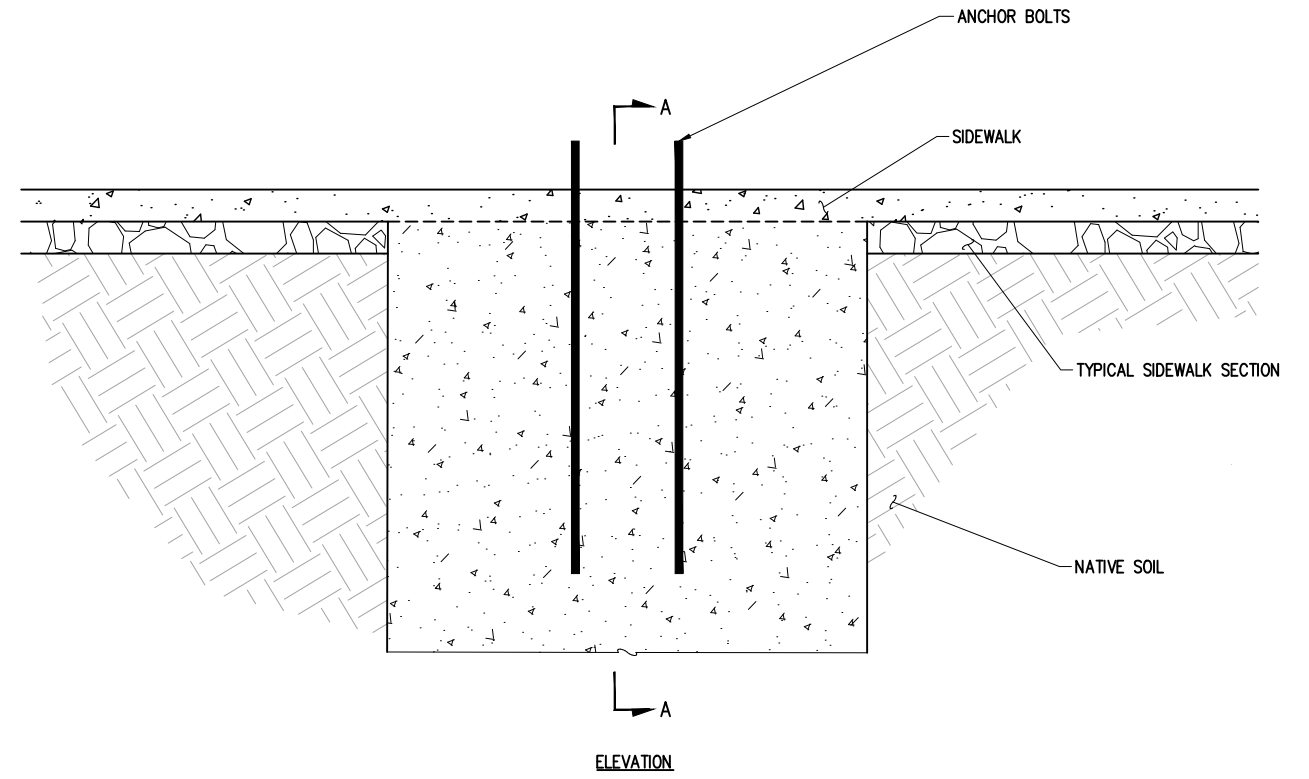
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RESTORATION TABLE		
RESTORATION TYPE	RESTORATION	COMMENTS
PRIVATE LANDSCAPE AREAS	3" BARK MULCH OVER 4" TOPSOIL TYPE A	FINISH GRADE SHALL BE SMOOTH AND CONSISTENT WITH EXISTING GRADE.
HMA AT BACK OF WALK	3" HMA OVER 2" CSTC	MATCH PRECONSTRUCTION EXTENTS AND CONFIGURATION. FINISHED GRADE SHALL BE SMOOTH AND CONSISTENT WITH EXISTING

NOTE:
 LOCATIONS OF RESTORATION ARE TYPICAL AND MAY BE REVISED BASED ON PROPERTY OWNER'S PREFERENCE AND APPROVAL BY THE CITY. FINAL RESTORATION TYPE SHALL BE DETERMINED BY THE CITY.



BANNER POLE FOUNDATION IN SIDEWALK DETAIL
 NTS

APPROVED
 BY: _____
 CITY ENGINEER
 CITY OF PUYALLUP
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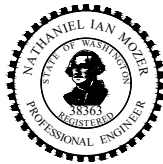
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 Development & Permitting Services
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Building	Planning
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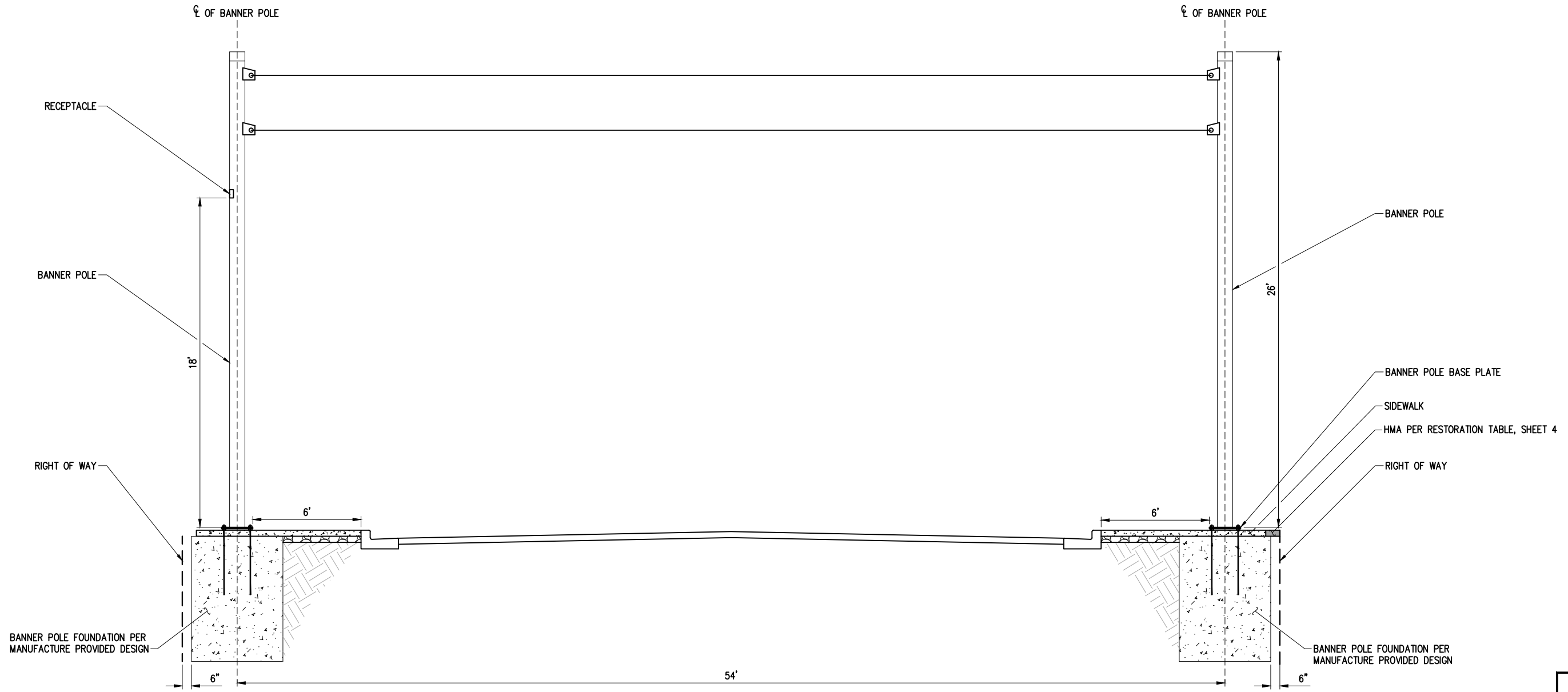
**CITY OF PUYALLUP
 DOWNTOWN BANNER POLE
 PROJECT**

TYPICAL DETAILS

KPG PROJECT No. 19080 | SHT 4 OF 9

City of Puyallup
Development & Permitting Services
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Building	Planning
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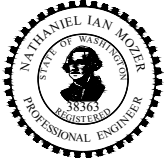
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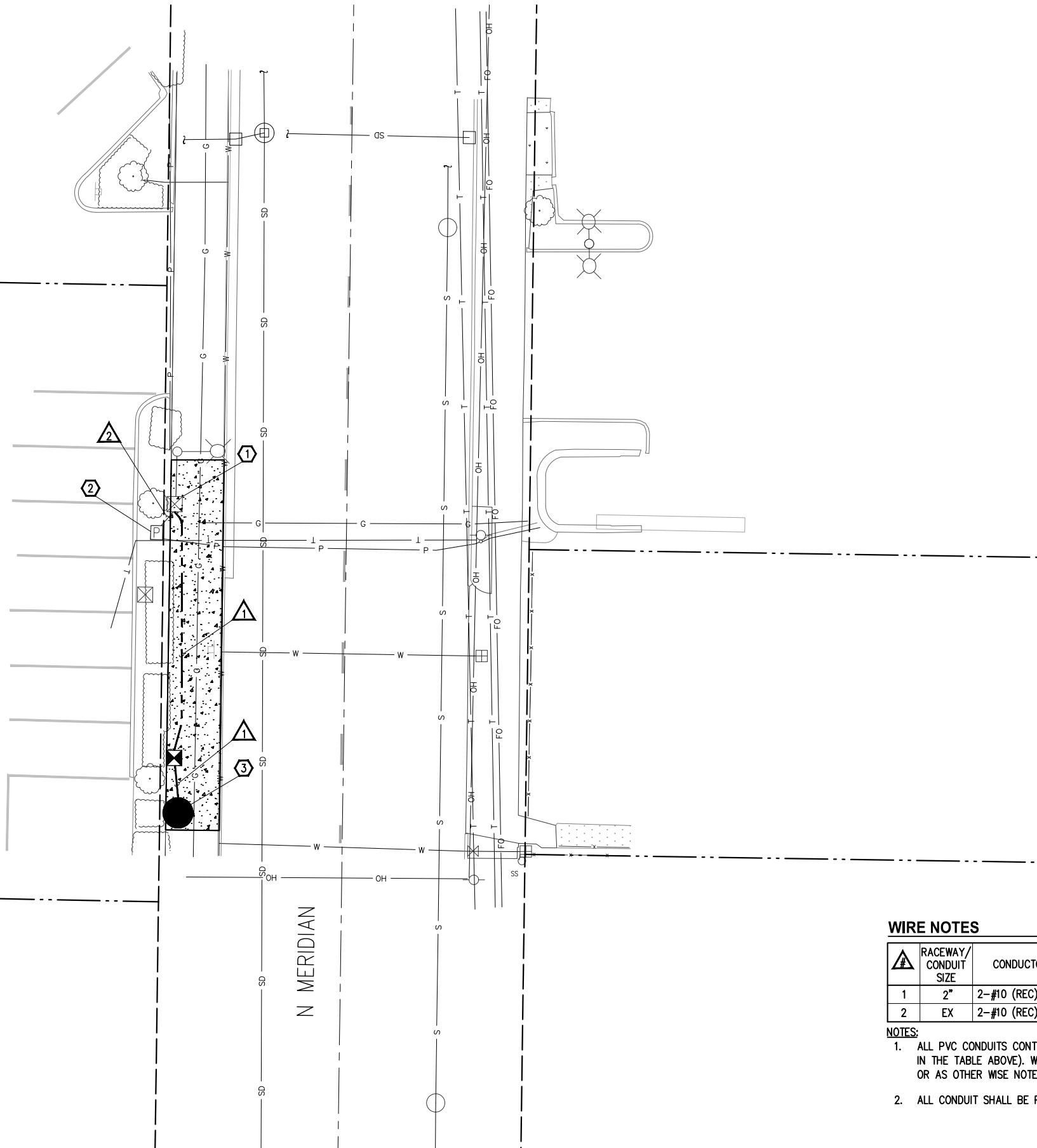
BANNER POLE SECTION VIEW

KPG PROJECT No. 19080 SHT 5 OF 9

PRROW20230255

City of Puyallup
Development & Permitting Services
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Building	Planning
Engineering	Public Works
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GENERAL NOTES

- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF PUYALLUP STANDARDS, SPECIAL PROVISIONS AND THESE PLANS.
- UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
- THE LOCATION OF ALL CONDUIT, AND JUNCTION BOXES SHOWN ON THIS PLAN ARE FOR GRAPHIC PRESENTATION ONLY. FINAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER IN THE FIELD.
- THE NUMBER OF CONDUIT BENDS BETWEEN PULL POINTS SHALL NOT BE MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL). IF THE NUMBER OF BENDS EXCEEDS 360 DEGREES, THE CONTRACTOR SHALL INSTALL ADDITIONAL JUNCTION BOXES.
- CONTRACTOR SHALL COORDINATE WITH CITY OF PUYALLUP SIGNAL TECHNICIAN CARY BERTRAM AT 253-341-8439 FOR ALL WORK IN THE ELECTRICAL SERVICE CABINET.
- ALL NEW JUNCTION BOXES INSTALLED IN SIDEWALKS SHALL HAVE LOCKING AND SLIP RESISTANT LIDS. JUNCTION BOXES SHALL NOT BE PLACED IN ADA CURB RAMPS OR LANDING.
- CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A CLEARANCE ZONE OF 10' AROUND EXISTING AERIAL POWER LINES DURING CONSTRUCTION. COORDINATE WORK WITH THE POWER COMPANY REPRESENTATIVE.

CONSTRUCTION NOTES

- LOCATION OF EXISTING JUNCTION BOX. FURNISH AND INSTALL CONDUIT AND WIRING PER WIRE NOTES, THIS SHEET. PRESERVE AND PROTECT EXISTING WIRING AND CONDUIT.
- LOCATION OF EXISTING ELECTRICAL SERVICE CABINET. CONTRACTOR SHALL FURNISH ONE 20A/120V BREAKER, WIRE (PER WIRE NOTES, THIS SHEET) AND LABEL FOR NEW BREAKER. CONTRACTOR SHALL COORDINATE WIRE TERMINATION INSIDE ELECTRICAL SERVICE CABINET WITH CITY OF PUYALLUP SIGNAL TECHNICIAN.
- BANNER POLE FOUNDATION, POLE AND CONDUIT STUB-OUT TO BE FURNISHED AND INSTALLED BY OTHERS. CONTRACTOR TO FURNISH AND INSTALL 20A, 120V HOSPITAL GRADE DUPLEX GFCI RECEPTACLE WITH BOX INTO PRE-CUT HOLE IN BANNER POLE. CONTRACTOR TO FURNISH AND INSTALL IN-USE COVER. COMPLETE WIRING PER WIRE NOTES THIS SHEET.

LEGEND

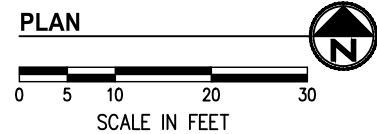
EXISTING	NEW	DESCRIPTION
		ROADWAY LUMINAIRE (COBRA) AND POLE
		BANNER POLE
		JUNCTION BOX TYPE 1, 2, 8
		CONDUIT
		CONSTRUCTION NOTE
		WIRE NOTE

WIRE NOTES

▲	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"	2-#10 (REC)	
2	EX	2-#10 (REC), EX WIRING	

NOTES:

- ALL PVC CONDUITS CONTAINING CONDUCTORS SHALL CONTAIN GROUND WIRE (NOT SHOWN IN THE TABLE ABOVE). WIRE SIZE SHALL MATCH THE LARGEST CONDUCTOR (#8 AWG MIN OR AS OTHER WISE NOTED IN THE WIRE NOTES).
- ALL CONDUIT SHALL BE PVC SCH 80 UNLESS OTHERWISE SPECIFIED.



N MERIDIAN

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	DATE	3/2021	JC
	DATE	3/2021	CHECKED BY
	DATE		



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**CITY OF PUYALLUP
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PROJECT**

**SITE ELECTRICAL
BANNER POLE RECEPTACLE**

KPG PROJECT No. 19080 SHT 8 OF 9

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Development & Permitting Services
ISSUED PERMIT**

Building	Planning
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Fire	Traffic

PLAN
CONTRACTION JOINTS AT 15' O.C.
EXPANSION JOINTS THROUGH CURB AND GUTTER: ALIGN WITH SIDEWALK JOINT
4" MAXIMUM (TYP)

SECTION
AS REQUIRED
2% MAX. SLOPE
4" MIN.
SUITABLE NATIVE SOIL AT 95% COMPACTION
3/8" EXPANSION JOINT
CURB AND GUTTER SEE CITY STANDARD DETAIL NO. 01.02.09
4" MIN 5/8" CRUSHED BASE COURSE AT 95% COMPACTION

SECTION USE IN INTERSECTIONS AND DRIVEWAY RADI
AS REQUIRED
2% MAX. SLOPE
4" MIN.
SUITABLE NATIVE SOIL AT 95% COMPACTION
3/8" EXPANSION JOINT
CURB AND GUTTER SEE CITY STANDARD DETAIL NO. 01.02.09
4" MIN 5/8" CRUSHED BASE COURSE AT 95% COMPACTION

MINIMUM SIDEWALK WIDTHS
5'(RS ZONES) SINGLE FAMILY RESIDENTIAL AREAS (DETACHED DWELLINGS)
8'(RS ZONES) COMMERCIAL USES, WHEN REQUIRED BY DEVELOPMENT SERVICES MANAGER
8'(RM ZONES) MEDIUM AND HIGH DENSITY MULTI-FAMILY RESIDENTIAL AREAS
8'(ML ZONES) INDUSTRIAL AREAS
8'(CG, CBD ZONES) COMMERCIAL AREAS
8'(PF ZONES) PUBLIC FACILITIES AREAS
8'(F ZONES) FAIR AREAS
* MATCH GREATEST WIDTH FOR ANY ADJACENT ZONE

NOTES:
1. CONTRACTION JOINTS SHALL BE 3/8" x 1 1/2" ASPHALT SATURATED FELT PLACED AT 15' O.C.
2. THRU JOINTS SHALL BE 3/8" x 4" ASPHALT SATURATED FELT PLACED AT DRIVEWAYS, ALLEY RETURNS AND WHEELCHAIR RAMPS AND RADII.
3. V-GROOVEMARKS SHALL BE 1/8" DEEP AND 1/4" WIDE PLACED AT 5' O.C. FOR 5' SIDEWALKS AND 7.5' O.C. FOR 8' SIDEWALKS.
4. ALL JOINTS SHALL BE CLEAN AND EDGED TO A 1/4" RADIUS. JOINTS SHALL BE FLUSH WITH THE FINISHED SURFACE.
5. ALL UTILITY POLES AND STREET SIGN POSTS IN SIDEWALK AREA NOT REQUIRED TO BE RELOCATED SHALL HAVE A SQUARE SECTION OF CONCRETE SURROUNDED BY 3/8" EXPANSION JOINT MATERIAL AROUND THE POLE. THE JOINT SHALL BE NO CLOSER THAN 6" TO ANY SIDE OF THE POLE.
6. FORMS SHALL BE EITHER WOOD OR STEEL AND SHALL MEET ALL REQUIREMENTS OF THESE SPECIFICATIONS.
7. CONCRETE SHALL BE CLASS 3000 COMMERCIAL CONCRETE, 5.5 SACK MINIMUM, ASHTO GRADING 467 COARSE AGGREGATE, NO FLY ASH.
8. SIDEWALK MINIMUM UNOBSTRUCTED CLEAR WIDTH SHALL BE 4', EXCLUSIVE OF THE WIDTH OF THE CURB.
9. GRATINGS, ACCESS COVERS, JUNCTION BOXES, CABLE VAULTS, PULL BOXES AND OTHER APPURTENANCES WITHIN THE SIDEWALK (RIGHT-OF-WAY) MUST HAVE SLIP RESISTANT SURFACE AND MATCH THE GRADE OF THE SIDEWALK.
10. CURB RAMPS SHALL BE CONSTRUCTED AT INTERSECTIONS USING A DESIGN PREPARED BY A LICENSED PROFESSIONAL ENGINEER. WHEN A RAMP DESIGN FAILS TO MEET ALL APPLICABLE DESIGN STANDARDS, THE ENGINEER SHALL DOCUMENT WHY THE PROPOSED RAMP ACHIEVES DESIGN STANDARDS TO THE MAXIMUM EXTENT FEASIBLE.

CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

SIDEWALK WITHOUT PLANTING STRIP

DESIGNED BY	DATE	CITY STANDARD	01.02.01
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1/2" R
17 1/2"
1 1/2" R
3/4"
7"
12"
4"
4" CSBC OR GRAVEL BASE COMPACTED AT 95%
SUITABLE NATIVE SOIL COMPACTED AT 95%

NOTES:
1. CONTRACTION JOINTS SHALL BE 3/8" x 2 1/4" ASPHALT SATURATED FELT PLACED IN ALL EXPOSED SURFACES OF CURB AND GUTTER AND SPACED AT 15' MAX. 10' MIN. O.C.
2. THRU JOINTS SHALL BE 3/8" ASPHALT SATURATED FELT PLACED AT POINTS OF TANGENCY ON CURVES, AT CATCH BASINS, AND AT EDGES OF ALLEY AND DRIVEWAYS. THE MAXIMUM DISTANCE BETWEEN THRU JOINTS SHALL BE 100'.
3. CONCRETE SHALL BE CLASS 3000 COMMERCIAL CONCRETE, 5.5 SACK MINIMUM, ASHTO GRADING 467 COARSE AGGREGATE, NO FLY ASH.
4. FORMS SHALL BE STEEL UNLESS PRIOR APPROVAL IS GIVEN BY THE CITY ENGINEER. FORMS SHALL BE SET TRUE TO LINE AND GRADE AND SECURELY STAKED PRIOR TO CONCRETE PLACEMENT. FULL DEPTH DIVISION PLATES ARE ONLY TO BE USED WHERE THRU JOINTS ARE TO BE PLACED.
5. THE 1" RADIUS ON THE UPPER FACE OF THE CURB MAY BE FORMED BY AN EDGER TOOL OR BUILT INTO THE FACE FORM. THE 1" RADIUS AT THE BOTTOM FACE OF THE CURB SHALL BE FORMED BY THE FACE FORM.

CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

CURB AND GUTTER

DESIGNED BY	DATE	CITY STANDARD	01.02.09
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4" MIN.
8" MIN.
4" MIN.
TOP OF ADJACENT SIDEWALK
GRADE BREAK
VARIABLE WIDTH
2% MAX.
6" CONCRETE
4" CRUSHED SURFACING
3/8" EXPANSION JOINT
CEMENT AND CONCRETE BARRIER CURB AND GUTTER
BACK OF CURB
SPLIT APPROACH SECTION (B)

TOP OF ADJACENT SIDEWALK
2% MAX.
6" CONCRETE
4" CRUSHED SURFACING
3/8" EXPANSION JOINT
5' MIN.
CEMENT AND CONCRETE BARRIER CURB AND GUTTER
BACK OF CURB
SECTION (A)

SCALE: 1" = 2"

3/8" EXPANSION JOINT
BACK OF SIDEWALK
GRADE BREAK POINT FOR SPLIT APPROACH
CURB TAPER
3/8" EXPANSION JOINT
8" MIN.
10" MAX.
1" MIN. SLOPE TO DRAIN
1" MIN. SLOPE TO DRAIN
DROP APPROACH
SPLIT APPROACH
30' MIN.
SCALE: 1" = 10'

NOTES:
1. TO BE USED AS AN OPTION TO THE URBAN APPROACH WHEN GRADES ARE CREATING A SITE CONSTRAINT.
2. JOINTS IN PAVING SLAB SHALL NOT EXTEND INTO DRIVEWAY. ALL JOINTS SHALL BE CLEAN AND EDGED.
3. CONCRETE SHALL BE COMMERCIAL CONCRETE, 5.5 SACK MINIMUM, ASHTO GRADING 467 COARSE AGGREGATE, NO FLY ASH.
* 30 FEET MINIMUM WIDTH FOR TWO WAY TRAFFIC. MAXIMUM WIDTH DEPENDENT ON VEHICLE VOLUME AND DESIGN VEHICLE TYPE.
4. DROP APPROACH RAMPS SHALL NOT EXCEED 8.3%, AS MEASURED WITH A SMART LEVEL, UNLESS RAMP LENGTH IS EXTENDED TO 15'.

CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

URBAN COMMERCIAL APPROACH ALTERNATE 2

DESIGNED BY	DATE	CITY STANDARD	01.02.18
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EXAMPLE
24' MAX
June 20-22
Downtown Puyallup
Sponsored by: Safeway, Wal-Mart and McDonalds
MAXIMUM FONT HEIGHT: 6 INCHES HIGH
TITLE MAXIMUM FONT HEIGHT: 12 INCHES HIGH
SPONSOR TEXT MUST BE ALL ONE DISCRETE COLOR AND FONT. NO LOGOS ALLOWED.

3/8" MINIMUM 1/2" MAXIMUM OPENING GROMMETS TOP AND BOTTOM CENTERED VERTICALLY IN REINFORCING STRIPS. TYP.
12"
10"
18"
RELIEF FLAP SEE NOTES 2 & 3
3"
MIN.

NOTES:
1. BANNER SHALL MAINTAIN MINIMUM VERTICAL CLEARANCE TO OVERHEAD UTILITY LINES SET FORTH BY PSE (PUGET SOUND ENERGY)
2. BANNERS SHALL HAVE WIND LOAD RELIEF FLAPS EIGHTEEN (18) INCHES WIDE AND TEN (10) INCHES HIGH SPACED AT A DENSITY OF ONE FLAP FOR EACH TEN (10) SQUARE FEET OF SURFACE AREA
3. RELIEF FLAPS SHALL BE SPACED UNIFORMLY TO PROVIDE UNIFORM WIND LOAD REDUCTION
4. BANNERS SHALL HAVE TWO (2) INCH VINYL COATED NYLON STRIP (13oz.) SECURELY SEWN ALONG TOP AND BOTTOM EDGES

CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

BANNER DETAIL GUIDELINES

DESIGNED BY	DATE	CITY STANDARD	01.04.06
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NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE	DESIGNED BY	DATE
PROJECT MANAGER	DATE	DRAWN BY	DATE
PROJECT ENGINEER	DATE	CHECKED BY	DATE

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FILENAME



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www.kpg.com

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**CITY OF PUYALLUP
DOWNTOWN BANNER POLE
PROJECT**

**CITY OF PUYALLUP
STANDARD DETAILS**

APPROVED

BY: _____
CITY ENGINEER
CITY OF PUYALLUP

APPROVED DATE: _____
EXPIRATION DATE: _____

NOTE: This approval expires on the date shown. If construction has not started by expiration date, plans must be resubmitted for review and approval.
The City will not be responsible for errors and/or omissions on these plans.
Field conditions may dictate changes to these plans as determined by the City Engineer.