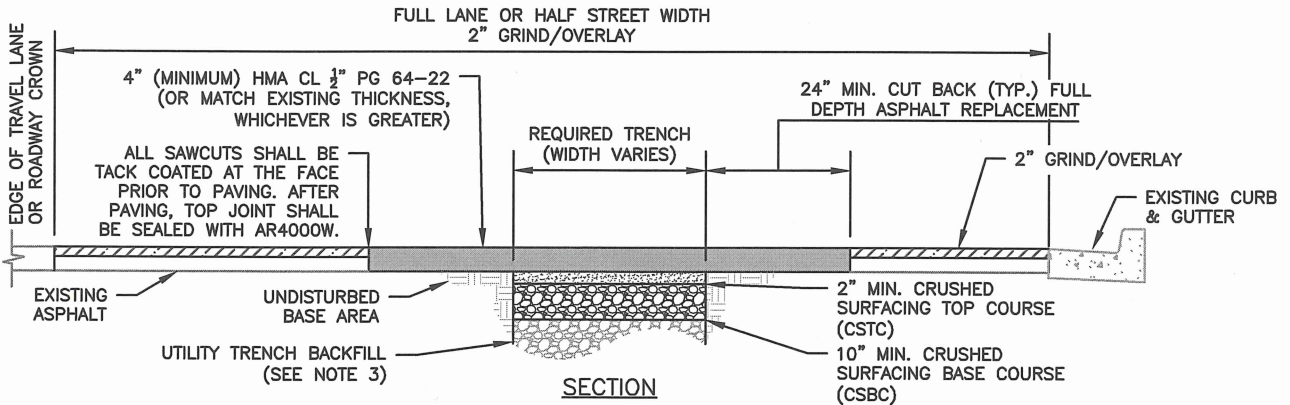
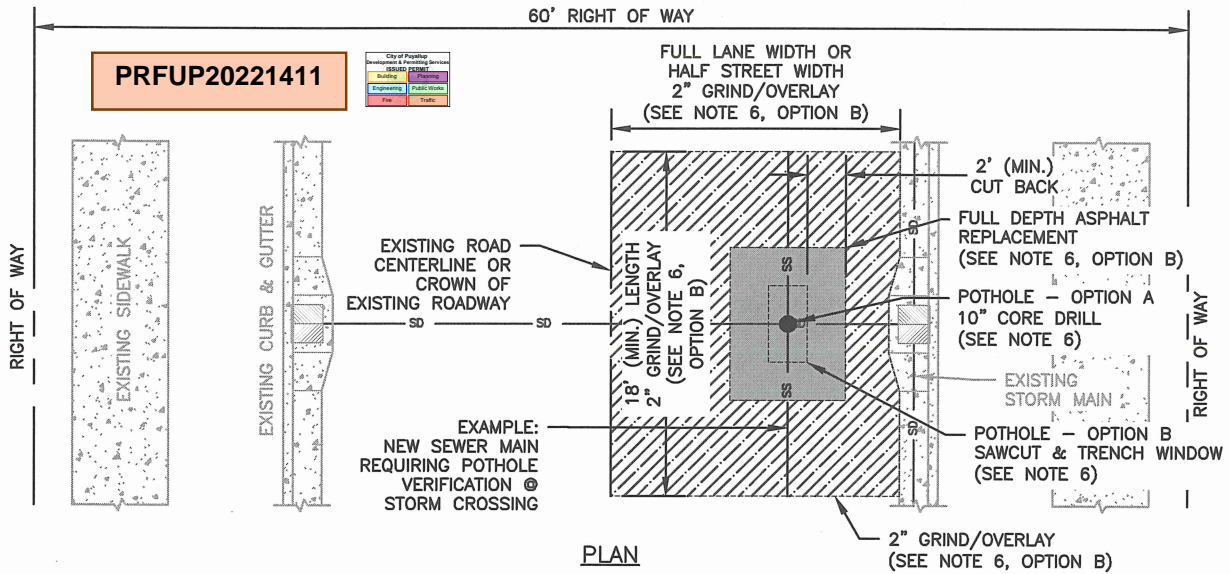


PRFUP20221411

City of Puyallup	Development & Planning Services
City of Puyallup	Utility Planning Group
Engineering	Public Works
Fire	Police



**NOTES:**

1. BASE AND SUBBASE MATERIAL SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY.
2. ALL DEPTHS INDICATED ARE A MINIMUM COMPACTED DEPTH.
3. INITIAL BACKFILLING SHALL BE PERFORMED ONLY AFTER INSPECTION AND APPROVAL OF THE INSTALLED PIPE OR STRUCTURE. THE TRENCH BACKFILL MATERIAL SHALL BE IN ACCORDANCE WITH CITY STANDARD DETAIL NO. 06.01.01.
4. ALL BACKFILL FOR PIPE TRENCHES SHALL BE MECHANICALLY COMPACTED BY A POWER-OPERATED MECHANICAL TAMPER(S) AS SPECIFIED IN WSDOT STANDARD SPEC. 2-03.3 (14)C, COMPACTING EARTH EMBANKMENTS, METHOD C OF THE WSDOT STANDARD SPECIFICATIONS.
5. IF PAVING SURFACES ADJACENT TO THE TRENCH OPENING MAY BE DAMAGED WHERE TRENCHES ARE MADE PARALLEL TO THE STREET, OR WHERE A NUMBER OF CROSS TRENCHES ARE LAID IN CLOSE PROXIMITY TO ONE ANOTHER OR WHERE THE EQUIPMENT USED MAY CAUSE SUCH DAMAGE, THE CITY ENGINEER MAY REQUIRE A NEGOTIATED CONTRIBUTION FROM THE PERMITTEE FOR RESURFACING IN LIEU OF PATCHING.  
  
IF THE TOTAL AREA OF THE PROPOSED PATCH OR PROBABLE DAMAGED AREA EXCEEDS 25 PERCENT OF THE TOTAL PAVEMENT SURFACING BETWEEN CURB FACES OR BETWEEN CONCRETE GUTTER EDGES IN ANY BLOCK, SUCH NEGOTIATIONS SHALL BE CARRIED ON AND CONTRIBUTIONS AGREED UPON PRIOR TO ISSUANCE OF A PERMIT. SUCH CONTRIBUTIONS SHALL BE IN ADDITION TO THE STANDARD PERMIT FEE.
6. **POTHOLES FOR UTILITIES:**  
  
OPTION A – UP TO A 10" DIAMETER CORE DRILL IS ALLOWED. CORE HOLES MADE DURING UTILITY POTHOLES SHALL BE BACKFILLED WITH CDF TO WITHIN 4" OF FINISHED GRADE. 4" OF HMA SHALL THEN BE PLACED AND COMPACTED, FLUSH WITH EXISTING GRADE.  
  
OPTION B – FOR POTHOLES LARGER THAN 10" IN DIAMETER OR TRENCHING COMPLETED IN EXISTING ROADWAY, THE CONTRACTOR SHALL MEET CITY STANDARD 06.01.01 FOR PIPE BEDDING AND BACKFILL REQUIREMENTS. PAVEMENT RESTORATION SHALL BE ACCOMPLISHED BY INSTALLING THE TRENCH PATCH, AS SHOWN HEREIN, AND THEN GRINDING/OVERLAYING TO A MINIMUM DEPTH OF 2". THE LIMITS OF THE REQUIRED GRIND/OVERLAY SHALL BE TO THE NEAREST LANE LINE, OR HALF STREET, AND SHALL BE A MINIMUM OF 18 FEET LONG (LONGITUDINALLY ALONG ROADWAY) CENTERED AT LOCATION OF PATCH. NOTE: IF EXISTING ASPHALT THICKNESS IS LESS THAN 3", FULL DEPTH PAVEMENT REPLACEMENT, IN LIEU OF GRIND/OVERLAY, TO MEET A MINIMUM ASPHALT THICKNESS OF 4" WILL BE REQUIRED.  
  
WHERE LOCATION OF TRENCH OR POTHOLE WINDOW INTERSECTS ROAD CENTERLINE, A MINIMUM GRIND AND OVERLAY OF ONE FULL LANE WIDTH (12') IS REQUIRED CENTERED ON ROADWAY. NO LONGITUDINAL JOINTS WILL BE ALLOWED IN THE WHEEL PATH.
7. ALL MANHOLE FRAMES, VALVE FRAMES AND MONUMENT COVERS SHALL BE INSTALLED AFTER PLACEMENT OF ASPHALT. IF MORE THAN ONE LIFT IS NECESSARY, FRAMES AND LIDS WILL BE ADJUSTED TO FINISH GRADE AT FIRST LIFT AS DIRECTED BY THE CITY.



CITY OF PUYALLUP  
OFFICE of THE CITY ENGINEER

APPROVED FOR PUBLICATION



DATE SEALED: 3/15/18

STREET PATCH

CITY STANDARD 01.01.20

(NOT TO SCALE)

FILE NAME: F:\DRAWINGS\COMMON\STANDARDS\CITY STANDARDS\2018-02 - PART 2 - STANDARD DETAILS\CAD\100\01.01