

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.



TOPOGRAPHIC NOTE

THE EXISTING CULTURAL AND TOPOGRAPHICAL DATA SHOWN ON THESE DRAWINGS HAS BEEN PREPARED, IN PART, BASED ON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, AHB ENGINEERING CANNOT ENSURE ACCURACY AND THIS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THESE DRAWINGS AS A RESULT.

FILL SPECIFICATIONS

FILL MATERIAL SHALL NOT CONTAIN PETROLEUM PRODUCTS, OR SUBSTANCES WHICH ARE HAZARDOUS, DANGEROUS, TOXIC, OR WHICH OTHERWISE VIOLATE ANY STATE, FEDERAL, OR LOCAL LAW, ORDINANCE, CODE, REGULATION, RULE, ORDER, OR STANDARD.

VERIFICATION NOTE

ALL EXISTING UTILITIES IN THE CONSTRUCTION AREA SHALL BE IDENTIFIED AND VERIFIED FOR DEPTH AND LOCATION PRIOR TO ANY CONSTRUCTION ACTIVITIES SO TO IDENTIFY ANY POTENTIAL CONFLICTS WITH PROPOSED CONSTRUCTION. CONTACT PROJECT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE IDENTIFIED.

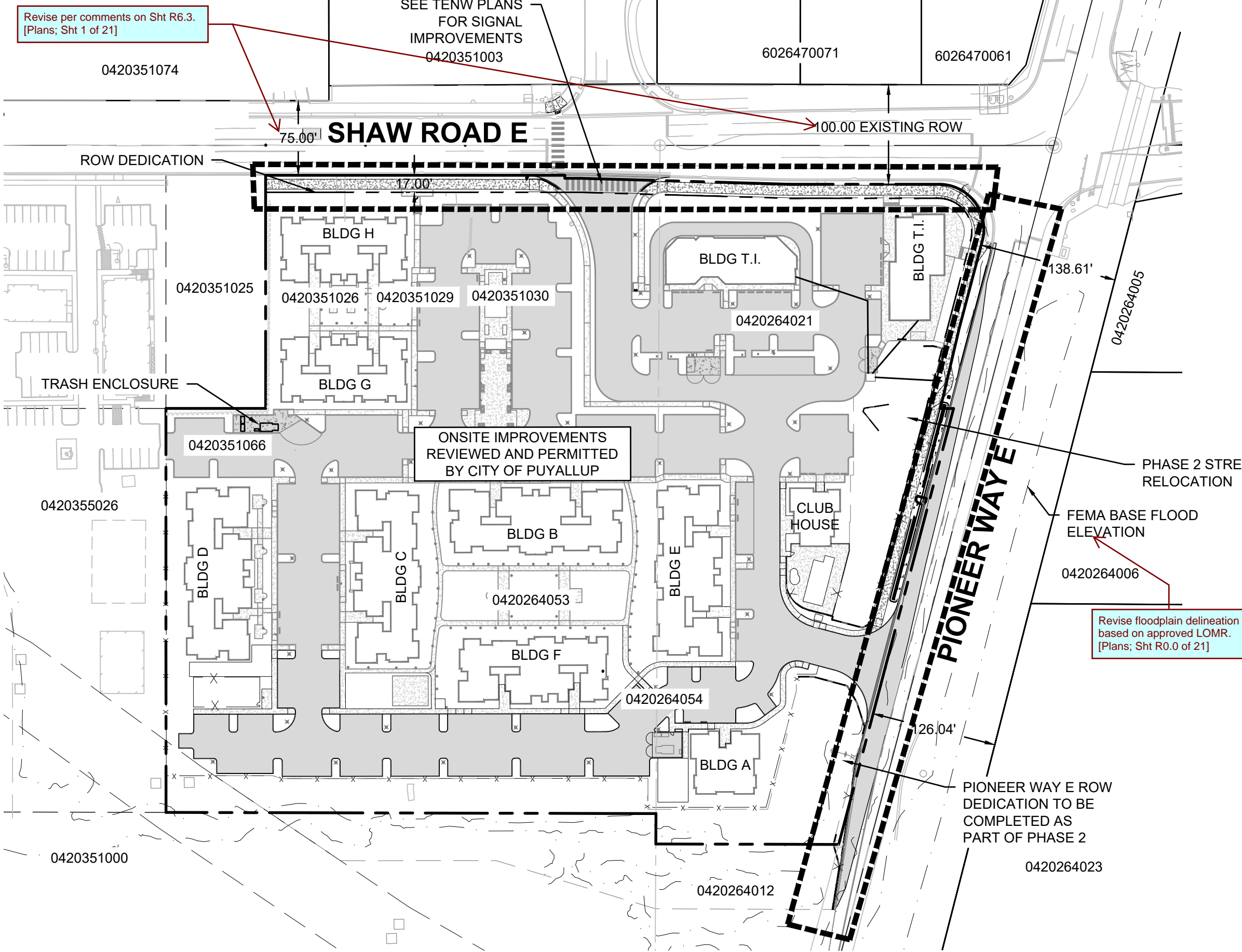
PRIOR TO ANY CONSTRUCTION ACTIVITIES, VERIFY EXISTING TOPOGRAPHY IS CONSISTENT WITH WHAT IS SHOWN ON PLANS AND IF THERE ARE ANY POTENTIAL CONFLICTS WITH PROPOSED CONSTRUCTION ACTIVITIES, CONTACT PROJECT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE IDENTIFIED.

TRENCH NOTES

IF WORKERS ENTER ANY TRENCH OR OTHER EXCAVATION FOUR OR MORE FEET IN DEPTH THAT DOES NOT MEET THE OPEN PIT REQUIREMENTS OF WSDOT SECTION 2-09.303, IT SHALL BE SHORED AND CRIBBED. THE CONTRACTOR IS ALONE RESPONSIBLE FOR WORKER SAFETY. ALL TRENCH SAFETY SYSTEMS SHALL MEET THE REQUIREMENTS OF THE WASHINGTON INDUSTRIAL SAFETY AND HEALTH ACT, CHAPTER 49.17 RCW.

CUT AND FILL ESTIMATES

CUT: 539 CY
FILL: 791 CY
NET IMPORT: 252 CY



CONDITIONS:

- PRIOR TO PERMIT ISSUANCE, RIGHT-OF-WAY DEDICATION ALONG SHAW ROAD SHALL BE APPROVED AND RECORDED. RIGHT-OF-WAY ALONG EAST PIONEER SHALL BE APPROVED AND RECORDED PRIOR TO ISSUANCE OF PHASE 2 CIVIL PERMIT.
- PRIOR TO PERMIT ISSUANCE, THE APPLICANT SHALL CLARIFY WHETHER IT IS THE PROJECT'S INTENT TO DEDICATE RIGHT-OF-WAY OR GRANT AN EASEMENT FOR MAINTENANCE AND OPERATION OF THE SHAW ROAD TRAFFIC SIGNAL AND EQUIPMENT.
- ALL PRIVATE STORM DRAINAGE FACILITIES SHALL BE COVERED BY A MAINTENANCE AGREEMENT PROVIDED BY THE CITY AND RECORDED WITH PIERCE COUNTY UNDER THIS AGREEMENT. IF THE OWNER FAILS TO PROPERLY MAINTAIN THE FACILITIES, THE CITY, AFTER GIVING THE OWNER NOTICE, MAY PERFORM NECESSARY MAINTENANCE AT THE OWNER'S EXPENSE. PRIOR TO OCCUPANCY THE AGREEMENT SHALL BE APPROVED AND RECORDED.
- PRIOR TO OCCUPANCY, A STREET MAINTENANCE COVENANT WILL BE REQUIRED TO ENSURE THAT PAVEMENT MARKINGS LOCATED ON PRIVATE PROPERTY AT THE DRIVE ENTRANCES WILL BE MAINTAINED.
- AS MENTIONED DURING THE LAND USE APPLICATION (P-21-0034), THE EXISTING STORMWATER FACILITY SERVING THE OFFSITE PROPERTIES SOUTH OF THE PROJECT IS CURRENTLY IN VIOLATION OF NPDES REGULATIONS AND THE PUYALLUP MUNICIPAL CODE DUE TO LACK OF MAINTENANCE, BREACHING OF THE POND BERM, AND PASS-THROUGH OF A REGULATED STREAM THROUGH THE CONTROL STRUCTURE. HOWEVER, THE CITY IS WILLING TO ALLOW THE POND REMEDIATION TO OCCUR DURING PHASE 2, PROVIDED THE REMEDIATION IS ACCOMPLISH PRIOR TO ANY OCCUPANCY OF PHASE 1 STRUCTURES.

LEGAL DESCRIPTION

TAX PARCEL NO. 0420264021, PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249900-135 DATED JANUARY 22, 2021 AT 8:00 A.M. BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF SECTION 26, TOWNSHIP 20 NORTH, RANGE 4 EAST, W.M., IN PIERCE COUNTY, WASHINGTON, WITH THE EAST 1/16TH LINE OF SAID SECTION; THENCE SOUTH ALONG THE 1/16TH LINE OF SECTION 26, TOWNSHIP 20 NORTH, RANGE 4 EAST, W.M., A DISTANCE OF 95.4 FEET; THENCE EAST 258.26 FEET; THENCE NORTH TO THE SOUTHERLY LINE OF THE COUNTY ROAD; THENCE NORTHWESTERLY ALONG SAID SOUTHERLY LINE OF COUNTY ROAD TO THE EAST 1/16TH LINE OF SECTION 26; THENCE SOUTH ALONG SAID 1/16TH LINE TO THE POINT OF BEGINNING; EXCEPT THE WEST 30 FEET THEREOF CONVEYED TO PIERCE COUNTY BY DEED RECORDED UNDER RECORDING NO. 1618885 FOR SHAW COUNTY ROAD.

ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO THE CITY PUYALLUP BY INSTRUMENT RECORDED UNDER AUDITORS FILE NO. 9408230215, BEING A RE-RECORD OF INSTRUMENT RECORDED UNDER AUDITORS FILE NO. 9309310480; AND ALSO EXCEPT ANY PORTION THEREOF LYING SOUTHERLY AND WESTERLY OF A LINE DESCRIBED AS BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 35, HEREINAFTER CALLED "POINT A", THENCE SOUTH ALONG THE 1/16TH LINE 95.4 FEET TO THE TRUE POINT OF BEGINNING OF THE LINE TO BE DESCRIBED; THENCE EAST 258.35 FEET; THENCE SOUTH TO A POINT 495.4 FEET SOUTH OF AND 258.35 FEET EAST OF "POINT A"; THENCE EAST TO THE EAST LINE OF SAID PREMISES AND THE TERMINUS OF SAID LINE; SAID POINT ALSO BEING DESCRIBED AS THE SOUTHWEST CORNER OF LOT 3 OF BOUNDARY LINE ADJUSTMENT RECORDED UNDER AUDITORS FILE NO. 200303315001; SITUATE IN THE CITY PUYALLUP, COUNTY OF PIERCE, STATE OF WASHINGTON.

TAX PARCEL NO. 0420264053, PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249901-135 DATED JANUARY 22, 2021 AT 8:00 A.M. THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 35, AND THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 20 NORTH, RANGE 4 EAST, W.M.M., IN PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 35 WHICH POINT BEARS NORTH 88°32'51" WEST, 640.11 FEET FROM A BRASS IN CONCRETE MONUMENT MARKING THE NORTHEAST CORNER OF SAID SECTION 35; THENCE ALONG THE EAST LINE OF SAID WEST HALF, SOUTH 01°15'04" WEST, 54.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG THE EAST LINE OF SAID WEST HALF, SOUTH 01°15'04" WEST, 437.43 FEET TO POINT LYING SOUTH 88°53'30" EAST, 405.26 FEET OF THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 2 OF PIERCE COUNTY SHORT PLAT NO. 9303010321; THENCE ALONG THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 2, NORTH 01°06'30" EAST, 789.89 FEET TO THE SOUTHERLY MARGIN OF PIONEER WAY; THENCE ALONG SAID SOUTHERLY MARGIN, SOUTH 74°08'09" EAST, 272.98 FEET TO A LINE LYING 263.84 FEET EAST OF AND PARALLEL WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 2; THENCE ALONG SAID PARALLEL LINE, SOUTH 01°06'30" WEST, 282.06

FEET TO A LINE 54.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SECTION 35; THENCE ALONG SAID PARALLEL LINE, SOUTH 88°32'51" EAST, 142.38 FEET TO THE TRUE POINT OF BEGINNING; EXCEPT THE SOUTH 145.00 FEET THEREOF; (ALSO KNOWN AS LOT 3 OF RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT RECORDED MARCH 31, 2003 UNDER RECORDING NO. 200303315001) SITUATE IN THE CITY OF PUYALLUP, COUNTY OF PIERCE, STATE OF WASHINGTON.

TAX PARCEL NO. 0420264054, PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249902-135 DATED JANUARY 22, 2021 AT 8:00 A.M. THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 35, AND THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 20 NORTH, RANGE 4 EAST, W.M.M., IN PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 35, AND THE SOUTHEAST QUARTER OF SECTION 35 WHICH POINT BEARS NORTH 88°32'51" WEST, 640.11 FEET FROM A BRASS IN CONCRETE MONUMENT MARKING THE NORTHEAST CORNER OF SAID SECTION 35; THENCE ALONG THE EAST LINE OF SAID WEST HALF, SOUTH 01°15'04" WEST, 54.00 FEET; THENCE ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 35, NORTH 88°32'51" WEST, 142.38 FEET; THENCE NORTH 01°06'30" EAST, 282.08 FEET TO THE SOUTHERLY MARGIN OF PIONEER WAY; THENCE ALONG SAID SOUTHERLY MARGIN, SOUTH 74°08'09" EAST, 179.38 FEET TO A LINE LYING 30.48 FEET EAST OF AND PARALLEL WITH EAST LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 35; THENCE ALONG SAID PARALLEL LINE, SOUTH 01°15'04" WEST, 183.43 FEET TO THE NORTH LINE OF SAID SECTION 35; THENCE ALONG SAID NORTH LINE, NORTH 88°32'51" WEST, 30.48 FEET TO THE POINT OF BEGINNING; (ALSO KNOWN AS LOT 5 OF RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT RECORDED MARCH 31, 2003 UNDER RECORDING NO. 200303315001) SITUATE IN THE CITY OF PUYALLUP, COUNTY OF PIERCE, STATE OF WASHINGTON.

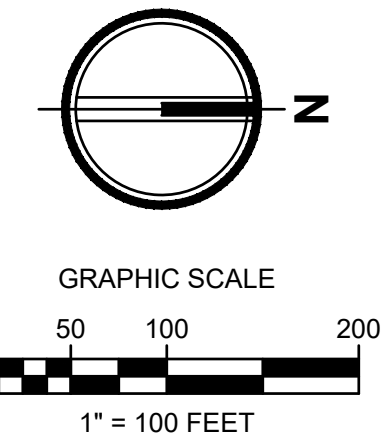
TAX PARCEL NO. 0420351066, PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249903-135 DATED JANUARY 22, 2021 AT 8:00 A.M. COMMENCING AT THE NORTHEAST CORNER OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 35 WHICH POINT BEARS NORTH 88°32'51" WEST, 640.11 FEET FROM A BRASS IN CONCRETE MONUMENT MARKING THE NORTHEAST CORNER OF SAID SECTION 35; THENCE ALONG THE EAST LINE OF SAID WEST HALF, SOUTH 01°15'04" WEST, 491.43 FEET TO A POINT LYING SOUTH 88°53'30" EAST, 405.26 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 2 OF THE PIERCE COUNTY SHORT PLAT NO. 9303010321 AND THE TRUE POINT OF BEGINNING; THENCE ALONG SAID NORTH LINE, NORTH 88°53'30" WEST, 405.26 TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE ALONG THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 2, NORTH 01°06'30" EAST, 145.00 FEET; THENCE SOUTH 88°53'30" EAST, 405.26 FEET TO THE EAST LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST

QUARTER OF SAID SECTION 35; THENCE ALONG SAID EAST LINE SOUTH 01°15'04" WEST, 145.00 FEET TO THE TRUE POINT OF BEGINNING (ALSO KNOWN AS LOT 3 OF RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT RECORDED MARCH 31, 2003 UNDER RECORDING NO. 200303315001) SITUATE IN THE CITY OF PUYALLUP, COUNTY OF PIERCE, STATE OF WASHINGTON.

TAX PARCEL NO. 0420351030, PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249904-135 DATED JANUARY 22, 2021 AT 8:00 A.M. BEGINNING AT THE SIXTEENTH SECTION CORNER OF SECTION 35, TOWNSHIP 20 NORTH, RANGE 4 EAST OF THE WILLAMETTE MERIDIAN, 1321.48 FEET WEST OF THE CORNER COMMON TO SECTIONS 25, 26, 35 AND 36; THENCE SOUTH ALONG THE SIXTEENTH SECTION 95.4 FEET TO THE TRUE POINT OF BEGINNING; THENCE EAST 258.26 FEET; THENCE SOUTH 100 FEET; THENCE WEST 258.26 FEET; THENCE NORTH 100 FEET TO THE TRUE POINT OF BEGINNING, IN PIERCE COUNTY, WASHINGTON. EXCEPT SHAW COUNTY ROAD. SITUATE IN THE CITY OF PUYALLUP, COUNTY OF PIERCE, STATE OF WASHINGTON.

TAX PARCEL NO. 0420351029, PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249905-1-E DATED JANUARY 22, 2021 AT 8:00 A.M. BEGINNING AT THE 1/16 SECTION CORNER, 1321.48 FEET WEST OF THE CORNER MONUMENT COMMON TO SECTIONS 25, 26, 35 AND 36 IN TOWNSHIP 20 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON; THENCE SOUTH ALONG THE 1/16 SECTION LINE 195.4 FEET TO THE TRUE POINT OF BEGINNING; THENCE EAST 258.26 FEET; THENCE SOUTH 100 FEET; THENCE WEST 258.26 FEET; THENCE NORTH 100 FEET TO TRUE POINT OF BEGINNING. EXCEPT THE WEST 30 FEET THEREOF FOR ROAD. SITUATE IN THE COUNTY OF PIERCE, STATE OF WASHINGTON.

TAX PARCEL NO. 0420351026, PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249906-135 DATED JANUARY 22, 2021 AT 8:00 A.M. BEGINNING AT THE 1/16 CORNER 1321.48 FEET WEST OF THE CORNER MONUMENT COMMON TO SECTIONS 25, 26, 35 AND 36 IN TOWNSHIP 20 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON; THENCE SOUTH ALONG THE 1/16 SECTION LINE 284.5 FEET TO THE TRUE POINT OF BEGINNING; THENCE EAST 258.35 FEET; THENCE SOUTH 100 FEET; THENCE WEST 258.35 FEET; THENCE NORTH 100 FEET TO THE TRUE POINT OF BEGINNING, IN PIERCE COUNTY, WASHINGTON. EXCEPT SHAW COUNTY ROAD. SITUATE IN THE CITY OF PUYALLUP, COUNTY OF PIERCE, STATE OF WASHINGTON.



FLOOD PLAIN NOTE

THE FLOOD PLAIN INFORMATION SHOWN IN THE PLAN SET IS BASED ON THE REVISED PANEL 342 OF 1375 OF MAP 53053C0342E THAT WAS PART OF THE 500892 LOMR. THE FLOOD ZONES AND BEFS SHOWN IN THE PLAN SET ARE DRAWN FROM A COMBINATION OF THE PDF MAP PANEL AND GIS DATA. THE INFORMATION SHOWN IN THE REVISED PANEL IS BASED ON AN ASSUMED RELOCATED STREAM LOCATION. ACTUAL FLOOD ZONE AND BEFS WILL BE BASED FINAL LOCATION AND ELEVATION OF RELOCATED STREAM.

SURVEYOR

MCINIS ENGINEERING
CONTACT: LARRY WALKER
202 E 34TH ST
TACOMA, WA 98404
OFFICE: 253-414-1992

CIVIL ENGINEER

AHBL INC.
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
PHONE: (253) 383-2422
CONTACT: TODD SAVIN
EMAIL: TSAVIN@AHBL.COM

ARCHITECT

SYNTHESIS 9 LLC
CONTACT: BRETT LINDSAY
523 N. D. ST
TACOMA, WA 98403
OFFICE: 253-468-4117

SITE INFORMATION

PARCEL: 0420264021, 0420264054, 0420264053,
0420351066, 0420351030, 0420351029, 0420351026
ADDRESS: 2902 E PIONEER
PUYALLUP, WA 98372
ZONING: CG AND RM-20

SURVEYOR'S NOTES

- HORIZONTAL DATUM:** BASIS OF BEARING AND SURVEY DATA PER WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE.
- BASIS OF BEARING:** HELD S 01° 21' 28" W OBSERVED ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SEC. 35, T. 20 N. R. 4 E. BETWEEN THE NORTHEAST CORNER OF THE NORTHEAST QUARTER MONUMENT AND THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER MONUMENT OF THE SAID SECTION AS SHOWN HEREON.
- VERTICAL DATUM:** NAVD83 AS DEFINED BY THE NATIONAL GEODETIC SURVEY (NGS) PROJECT BENCHMARK DESIGNATION: Z1 010 PID: DL2774 PUBLISHED ELEVATION: 75.70 FEET (NAVD 88) DESCRIPTION: ENCASED STEEL ROD LOCATED IN EASTERLY GRAVEL SHOULDER AT THE INTERSECTION OF PIONEER WAY AND 134TH AVE. E.
- ALL UTILITY LOCATES HAVE BEEN DETERMINED BY SURFACE LOCATION ONLY EITHER BY PHYSICAL STRUCTURES OR PAINT MARKINGS AS DETERMINED BY UNDERGROUND + UTILITY LOCATE, INC. AND/OR UTILITY COMPANY. GAS PIPE LOCATION WITH IN THE PROPERTY DETERMINED BY MAP PROVIDED BY PUJETT SOUND ENERGY, INC. ACTUAL UNDERGROUND LOCATION MAY VARY. EXISTING UTILITIES AS SHOWN MAY NOT BE THE SAME AFTER THIS DATE AS MAJOR CONSTRUCTION IS IN PROGRESS.
- REFERENCE SURVEYS:
 - 200303315001
 - SP 9303315001
 - RS 8210040207
- METHOD OF SURVEYING WAS:
 - CONVENTIONAL TRAVERSE USING A TOPCON 800A TOTAL STATION.
 - MONUMENTS FOUND MARCH 2008



VICINITY MAP

1" = 1000'
2902 E PIONEER WAY

APPROVED

BY: CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

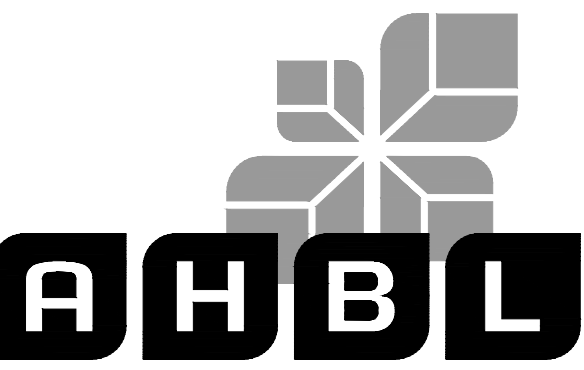
DATE:

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL DATE. 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 DEVELOPMENT ENGINEERING MANAGER.

Provide DRAFT ROW dedication deed along Pioneer Way frontage, including sketch, on City Form. 34th road width from centerline, 10ft planter, and 8ft sidewalk. Once approved, record with the Pierce County Auditor. [Plans: Sht R0.0 of 21]

Sheet List Table

Sheet Number	Sheet Title
R0.0	COVER SHEET
R1.0	SHAW ROAD E TESC AND DEMOLITION PLAN
R1.1	SHAW ROAD E TESC AND DEMOLITION PLAN
R2.0	SHAW ROAD E IMPROVEMENTS - STA. 9+00 - 12+80
R2.1	SHAW ROAD E IMPROVEMENTS - STA. 12+80-17+25
R3.0	PIONEER WAY E TESC AND DEMOLITION PLAN
R3.1	PIONEER WAY E TESC AND DEMOLITION PLAN
R4.0	PIONEER WAY E IMPROVEMENTS STA. 43+50 - 48+00
R4.1	PIONEER WAY E IMPROVEMENTS STA. 48+00 - 52+00
R5.0	PIONEER WAY E CHANNELIZATION PLAN
R6.0	TESC DETAILS AND NOTES
R6.1	ADA DETAILS AND NOTES
R6.2	STORM DETAILS AND NOTES
R6.3	CROSS SECTIONS
R6.4	CHANNELIZATION NOTES AND DETAILS
R6.5	PAVING NOTES AND DETAILS
R7.0	LANDSCAPE PLAN
SL.1	STREET LIGHTING
SL.2	STREET LIGHTING - DETAILS
SL.3	STREET LIGHTING - DETAILS
SL.4	STREET LIGHTING - DETAILS



TACOMA • SEATTLE • SPOKANE • TRI-CITIES

2215 North 30th Street, Suite 300, Tacoma, WA 98403
253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

Project Title:

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

Client:

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

Project No.

2230752

Issue Set & Date:

PERMIT SUBMITTAL

04/03/2024



NOTICE
ALTERATION OF THIS DOCUMENT SHALL VIOLATE THE PROFESSIONAL SEAL AND SIGNATURE JURISDICTION OF THE DOCUMENT. ANY ALTERATION SHALL BE REVERSED. ONLY FOR THE PROJECT ENTITLED IN THE TITLE BLOCK AND NOT TO BE USED FOR ANY OTHER PROJECT, OR ADDITION TO THAT PROJECT OR FOR ANY OTHER PROJECT.

A

A

A

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Revisions:

Sheet Title:

COVER SHEET

Designed by: CW
Drawn by: SK
Checked by: JI

Sheet No.

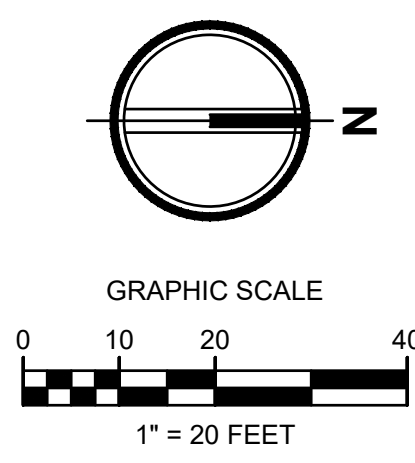
R0.0

1 of 21 Sheets



Know what's below.
Call before you dig.

EAST TOWN CROSSING SHAW ROAD IMPROVEMENTS
SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.



APPROVED

BY _____
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE _____

NOTE: THIS APPROVAL IS VOID
AFTER 180 DAYS FROM APPROVAL
DATE.
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
DEVELOPMENT ENGINEERING
MANAGER.


AHBL
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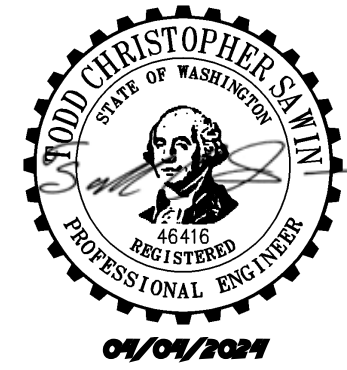
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PROFESSIONAL SEAL AND SIGNATURE. PUBLICATION OF
THIS DOCUMENT DOES NOT GUARANTEE THE DESIGN.
OWNERSHIP RIGHTS IN IT. THE DOCUMENT IS FOR USE
ONLY FOR THE PROJECT IDENTIFIED IN THE TITLE BLOCK
AND IS NOT TO BE USED FOR OTHER, SIMILAR, OR
ADDITION TO THAT PROJECT OR FOR ANY OTHER PROJECT.

LEGEND

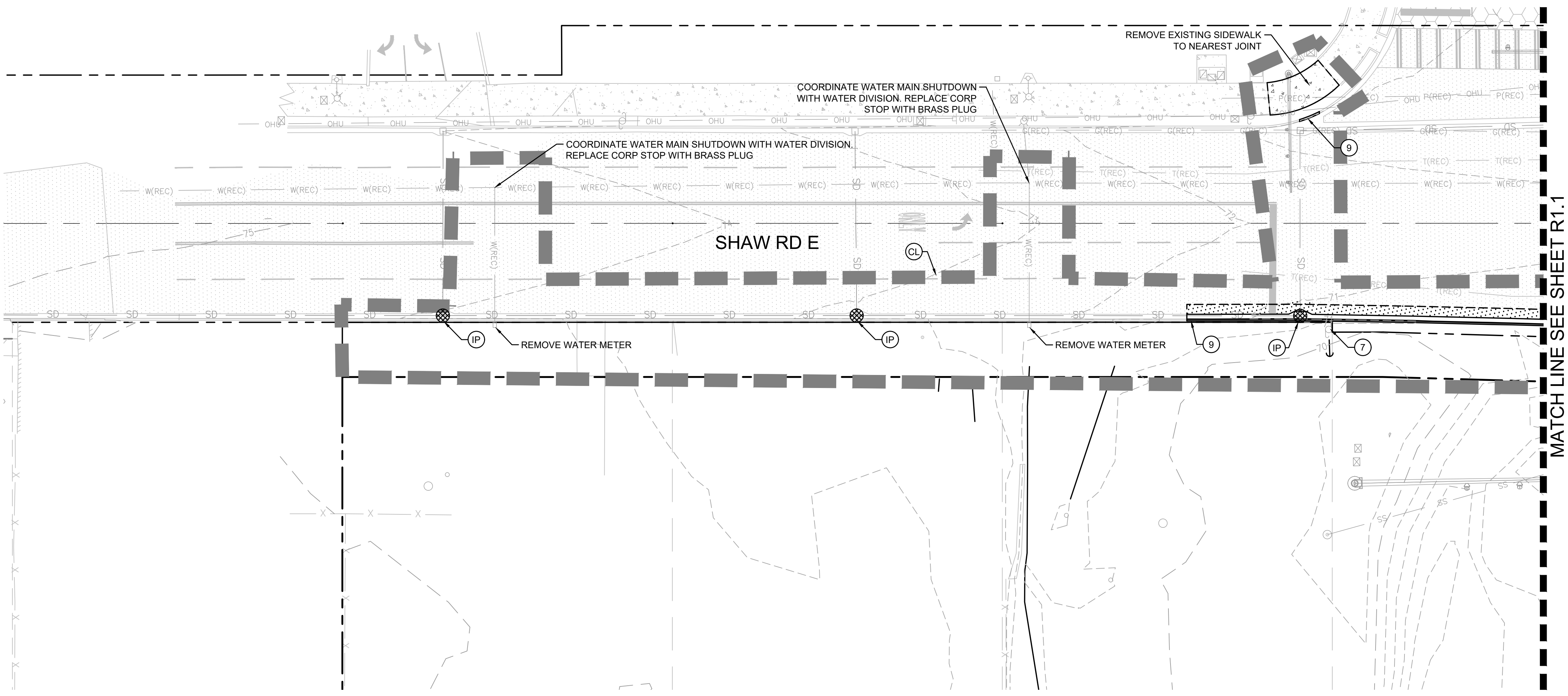
---	RIGHT-OF-WAY / PROPERTY LINE
CL	CLEARING / PROJECT LIMITS
CE	CONSTRUCTION ENTRANCE
---	REMOVE EXISTING ASPHALT
---	REMOVE EXISTING CONCRETE
SF	SILT FENCE
IP	INLET PROTECTION
SL	SAWCUT LINE
★	REMOVE EXISTING TREE
★	EXISTING TREE TO REMAIN


1 R6.0
2 R6.0
3 R6.0

- NOTES**
- CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL DEBRIS AND GARBAGE WITHIN THE PROJECT LIMITS AT AN APPROPRIATE FACILITY.
 - ALL CURB AND GUTTER TO BE REMOVED TO NEAREST JOINT

Add the following notes to the planset:
-Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.
-Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City.
[Plans: Sht R1.0 of 21]

- KEYNOTES**
- REMOVE EXISTING ASPHALT PAVEMENT.
 - PROTECT EXISTING SIGN TO REMAIN
 - EXISTING CULVERT TO BE REPLACED. SEE NOTE 4 THIS SHEET.
 - PROTECT EXISTING POWER POLE
 - SWEEP STREET AS NECESSARY TO REMOVE DIRT LEAVING CONSTRUCTION SITE.
 - REMOVE AND RELOCATE SIGN SEE SHEETS R2.0 - R2.1 FOR LOCATION
 - REMOVE AND RELOCATE POWER POLE SEE SHEETS R2.0 - R2.1 FOR LOCATION
 - PROPOSED CONSTRUCTION ENTRANCE FOR ONSITE PERMITTING WORK. EXISTING CULVERT TO BE MAINTAINED
 - REMOVE EXISTING CONCRETE CURB
 - PROTECT EXISTING UTILITY




811
Know what's below.
Call before you dig.

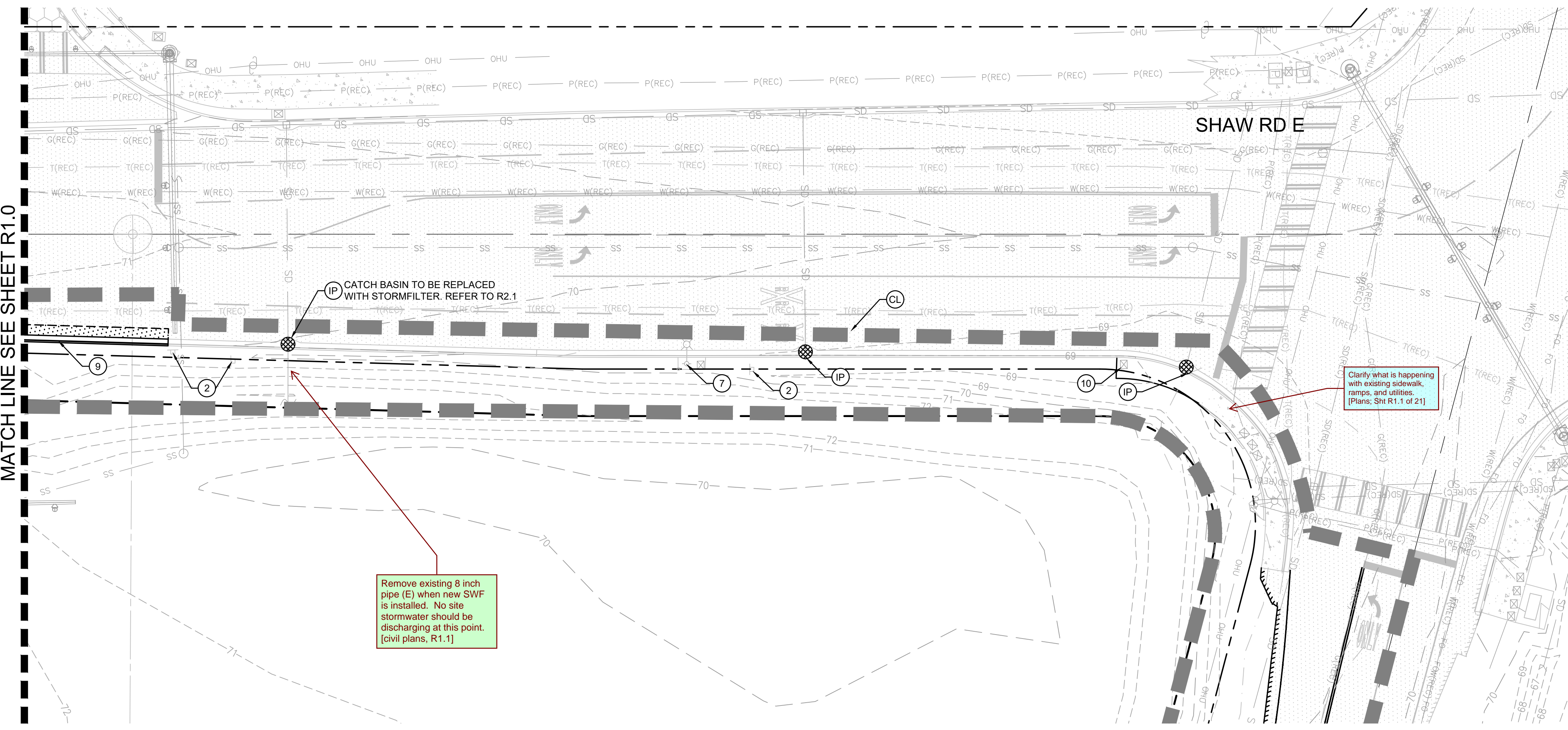
Revisions:

Sheet Title:
**SHAW ROAD E TESC
AND DEMOLITION
PLAN**

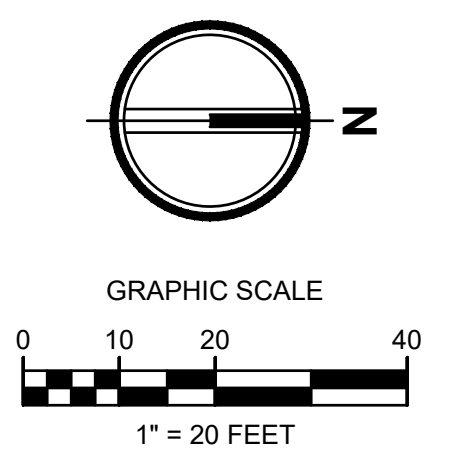
Designed by: CW Drawn by: SK Checked by: JI

Sheet No.
R1.0
2 of 21 Sheets

EAST TOWN CROSSING SHAW ROAD IMPROVEMENTS
SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.



MATCH LINE SEE SHEET R1.0



APPROVED

BY _____
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE _____

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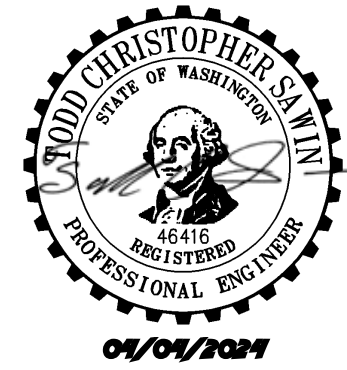
Project No.

2230752

Issue Set & Date:

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04/03/2024



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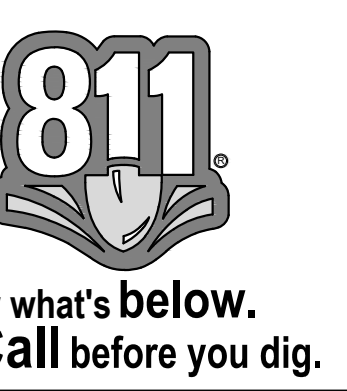
- LEGEND**
- RIGHT-OF-WAY / PROPERTY LINE
 - CLEARING / PROJECT LIMITS
 - CONSTRUCTION ENTRANCE 1 R6.0
 - REMOVE EXISTING ASPHALT
 - REMOVE EXISTING CONCRETE
 - SILT FENCE 2 R6.0
 - INLET PROTECTION 3 R6.0
 - SAWCUT LINE
 - REMOVE EXISTING TREE
 - EXISTING TREE TO REMAIN

- NOTES**
- CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL DEBRIS AND GARBAGE WITHIN THE PROJECT LIMITS AT AN APPROPRIATE FACILITY.
 - ALL CURB AND GUTTER TO BE REMOVED TO NEAREST JOINT

Add the following notes to the planset:

- Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.
- Existing private utilities (power, gas, telecom, cable, etc.) that are in conflict with City maintained right-of way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City. [Plans; Sh: R1.1 of 21]

- KEYNOTES**
- REMOVE EXISTING ASPHALT PAVEMENT.
 - PROTECT EXISTING SIGN TO REMAIN
 - EXISTING CULVERT TO BE REPLACED. SEE NOTE 4 THIS SHEET.
 - PROTECT EXISTING POWER POLE
 - SWEEP STREET AS NECESSARY TO REMOVE DIRT LEAVING CONSTRUCTION SITE.
 - REMOVE AND RELOCATE SIGN SEE SHEETS R2.0 - R2.1 FOR LOCATION
 - REMOVE AND RELOCATE POWER POLE SEE SHEETS R2.0 - R2.1 FOR LOCATION
 - PROPOSED CONSTRUCTION ENTRANCE FOR ONSITE PERMITTING WORK. EXISTING CULVERT TO BE MAINTAINED
 - REMOVE EXISTING CONCRETE CURB
 - PROTECT EXISTING UTILITY



Revisions:

Sheet Title:

SHAW ROAD E TESC AND DEMOLITION PLAN

Designed by: CW Drawn by: SK Checked by: JI

Sheet No.

R1.1

3 of 21 Sheets

EAST TOWN CROSSING SHAW ROAD IMPROVEMENTS

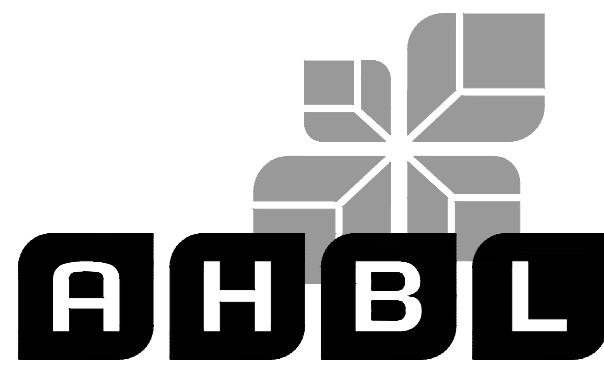
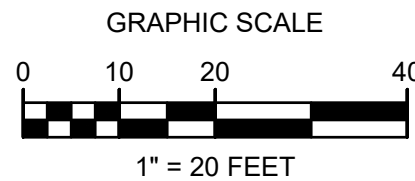
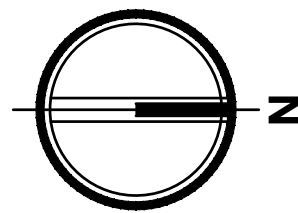
SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.

APPROVED

BY
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE

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Project Title:

**EAST TOWN CROSSING
FRONTAGE
IMPROVEMENTS**

Client:

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

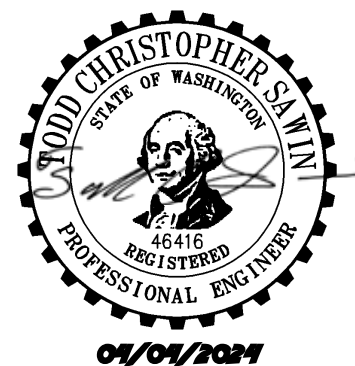
Project No.

2230752

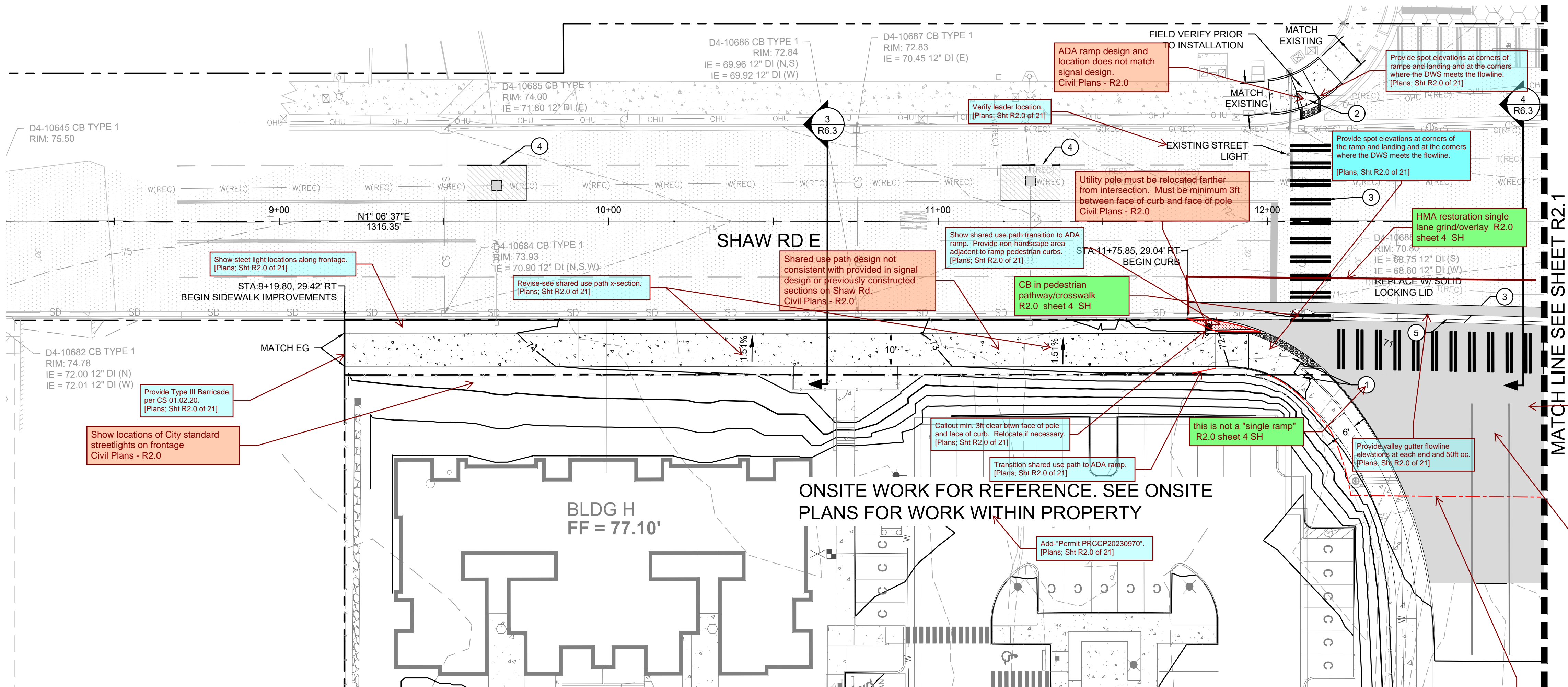
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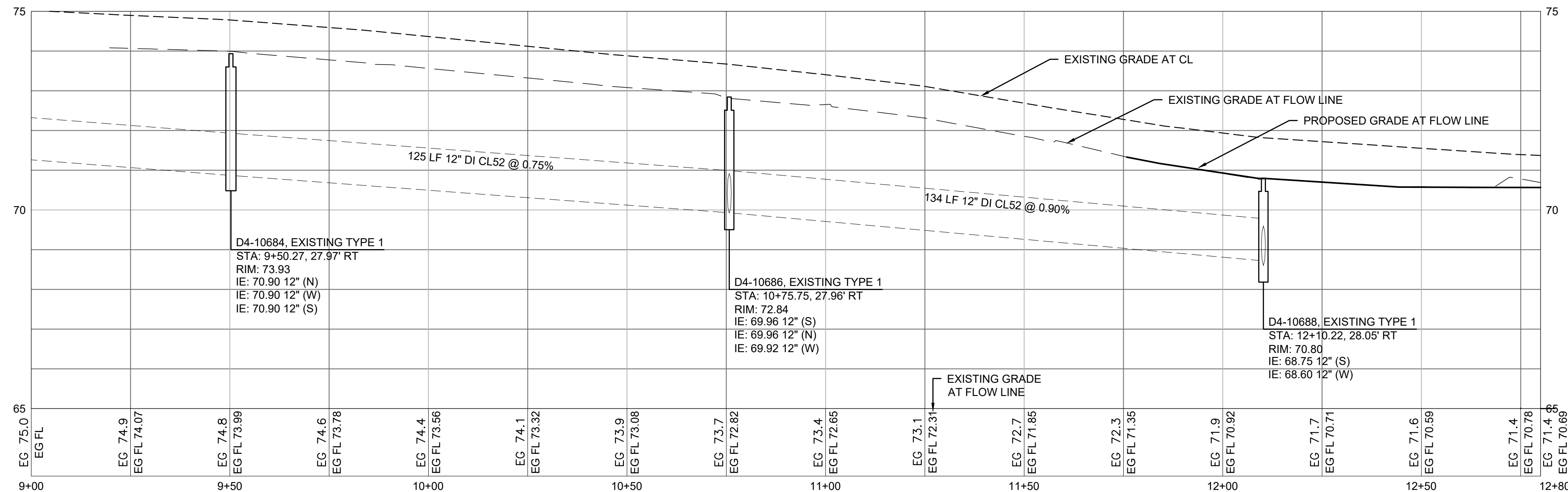


LEGEND:

---	RIGHT-OF-WAY/PROPERTY LINE
---	CENTERLINE
++	PERVIOUS ASPHALT PAVEMENT
---	ASPHALT PAVEMENT - STD. DUTY
---	PERVIOUS CONCRETE SIDEWALK
CG	CONCRETE CURB AND GUTTER - SEE CITY STANDARD NO. 01.02.09 ON SHEET R6.5
FC	FLUSH CURB
---	DETECTABLE WARNING SURFACE

KEYNOTES

- ADA RAMP - SINGLE DIRECTIONAL
 - ADA RAMP - PARALLEL
 - CROSSWALK STRIPING - SEE CITY STANDARD NO. 01.03.11 ON SHEET R6.4
 - STREET PATCH - SEE CITY STANDARD NO. 01.01.20 AND 06.01.01 ON SHEET R6.5 AND REPLACE PAVEMENT MARKING R6.5 DETAILS IN-KIND PER CITY STANDARD NO. 01.03.10 ON SHEET R6.4
 - CONCRETE VALLEY GUTTER
- Provide the following information for the approach:
-Curb radii, curve length, and delta angle
-Flowline elevations at PC, PT, and 1/4-points of radius
-Drive aisle width at throat
- Add note that shared use path to be pervious pavement per details/ on Sheets R6.3 and R6.5, but ADA ramps to be conventional concrete pavement.



Know what's below.
Call before you dig.

DATE: April 3, 2024 FILENAME: Q:\2023\2230752\10_CIV\CAD\2230752-SH-ROAD-SHAW.dwg

Revisions:

Sheet Title:

**SHAW ROAD E
IMPROVEMENTS -
STA. 9+00 - 12+80**

Designed by: CW Drawn by: SK Checked by: JI

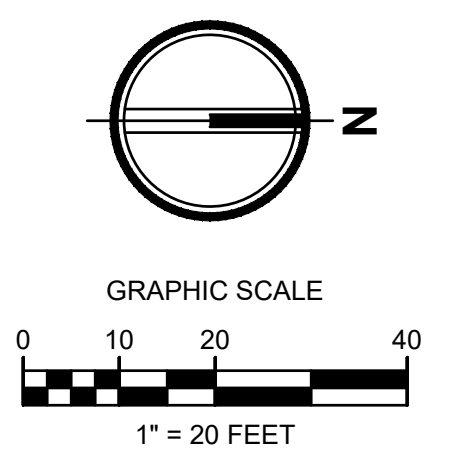
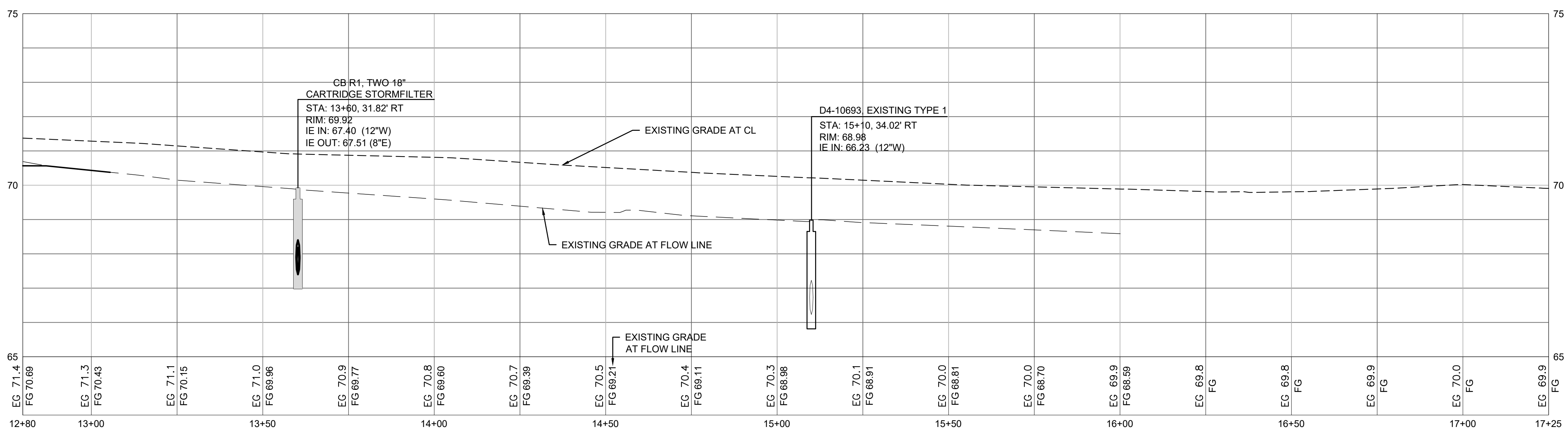
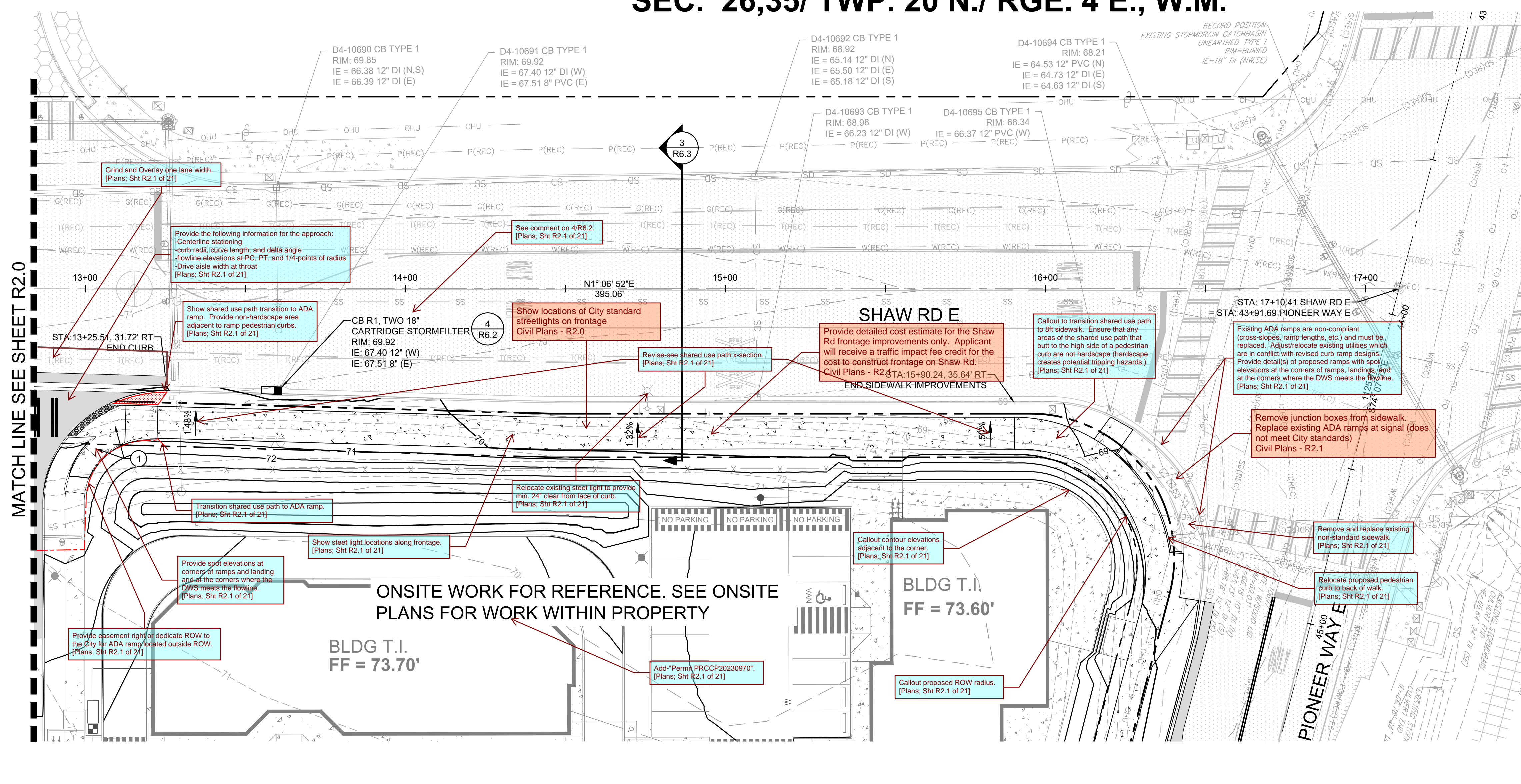
Sheet No.

R2.0

4 of 21 Sheets

EAST TOWN CROSSING SHAW ROAD IMPROVEMENTS

SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.



APPROVED

BY: CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE:

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Project Title:

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

Client:

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM


Project No.

2230752

Issue Set & Date:

PERMIT SUBMITTAL

04/03/2024



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	ASPHALT PAVEMENT - STD. DUTY
	PERVIOUS CONCRETE SIDEWALK
	CONCRETE CURB AND GUTTER - SEE CITY STANDARD NO. 01.02.09 ON SHEET R6.5
	FLUSH CURB
	DETECTABLE WARNING SURFACE

- KEYNOTES**
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 - CONCRETE VALLEY GUTTER



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Revisions:

Sheet Title:

SHAW ROAD E IMPROVEMENTS - STA. 12+80-17+25

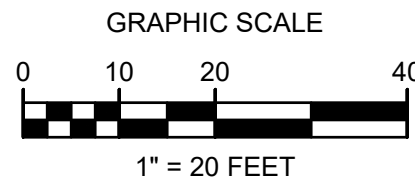
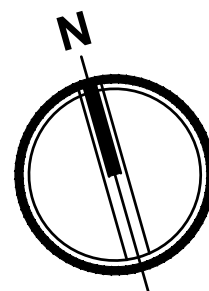
Designed by: CW Drawn by: SK Checked by: JI

Sheet No.

R2.1

5 of 21 Sheets

EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS
SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.

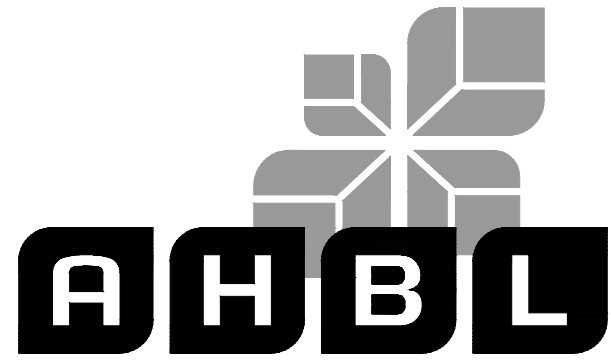


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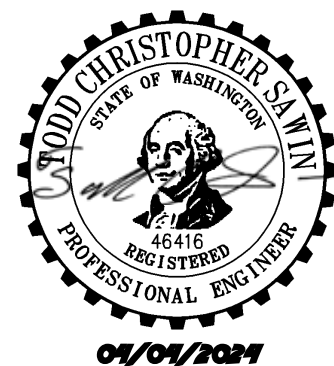
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LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- CLEARING / PROJECT LIMITS
- CONSTRUCTION ENTRANCE
- REMOVE EXISTING ASPHALT
- REMOVE EXISTING CONCRETE
- SILT FENCE
- INLET PROTECTION
- SAWCUT LINE
- REMOVE EXISTING TREE
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NOTES

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[Plans: Sht R3.0 of 21]

KEYNOTES

- REMOVE EXISTING ASPHALT PAVEMENT.
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- PROTECT EXISTING POWER POLE
- SWEEP STREET AS NECESSARY TO REMOVE DIRT LEAVING CONSTRUCTION SITE.
- REMOVE AND RELOCATE SIGN SEE SHEETS R4.0 - R4.1 FOR LOCATION
- POWER POLE TO BE REMOVED AND RELOCATED BY OTHERS. SEE SHEETS R4.0 - R4.1 FOR LOCATION
- PROPOSED CONSTRUCTION ENTRANCE FOR ONSITE PERMITTING WORK. EXISTING CULVERT TO BE MAINTAINED
- REMOVE EXISTING CONCRETE CURB
- PROTECT EXISTING UTILITY

Clarify-Keynote 4 is also being used for existing light standard and poles at the intersection.
[Plans: Sht R3.0 of 21]

A

A

A

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Revisions:

Sheet Title:

PIONEER WAY E TESC
AND DEMOLITION
PLAN

Designed by: CW Drawn by: SK Checked by: JI

Sheet No.

R3.0

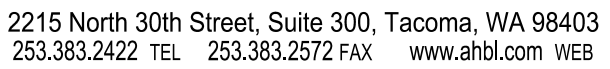
6 of 21 Sheets



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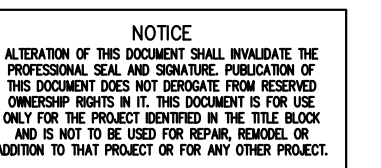
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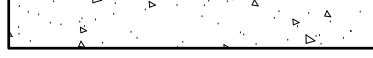





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MANAGER.



EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

04/03/2024



		RIGHT-OF-WAY / PROPERTY LINE
(CL)		CLEARING / PROJECT LIMITS
(CE)		CONSTRUCTION ENTRANCE $\frac{1}{R6.0}$
		REMOVE EXISTING ASPHALT
		REMOVE EXISTING CONCRETE
(SF)		SILT FENCE $\frac{2}{R6.0}$
(IP)		INLET PROTECTION $\frac{3}{R6.0}$
(SL)		SAWCUT LINE
		REMOVE EXISTING TREE
		EXISTING TREE TO REMAIN

1. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL DEBRIS AND GARBAGE WITHIN THE PROJECT LIMITS AT AN APPROPRIATE FACILITY.
2. ALL CURB AND GUTTER TO BE REMOVED TO NEAREST JOINT

Verify "Note 4" reference.
[Plans; Sht R3.1 of 21]

- ① REMOVE EXISTING ASPHALT PAVEMENT.
- ② PROTECT EXISTING SIGN TO REMAIN
- ③ EXISTING CULVERT TO BE REPLACED. SEE NOTE 4 THIS SHEET.
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- ⑤ SWEEP STREET AS NECESSARY TO REMOVE DIRT LEAVING CONSTRUCTION SITE.
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- ⑧ PROPOSED CONSTRUCTION ENTRANCE FOR ONSITE PERMITTING WORK. EXISTING CULVERT TO BE MAINTAINED
- ⑨ REMOVE EXISTING CONCRETE CURB
- ⑩ PROTECT EXISTING UTILITY

of 21 Sheets

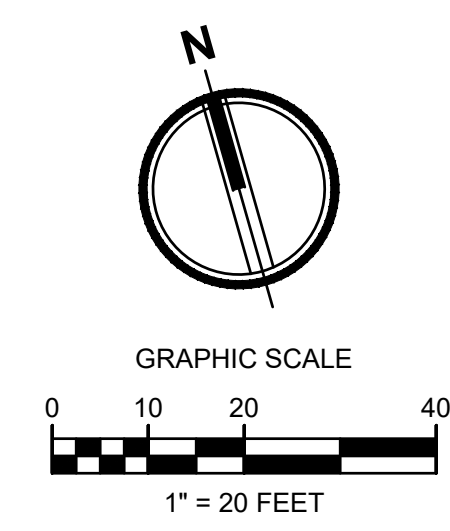
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Future location must not interfere with future frontage improvements. PSE mounted streetlight to be removed. Lighting to be replaced by City standard lighting.
Civil Plans - R3.1



EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS

SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.



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DEVELOPMENT ENGINEERING

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Client:

ASH DEVELOPMENT

GREG HELLE
GREG.HELLE@ASHNW.COM

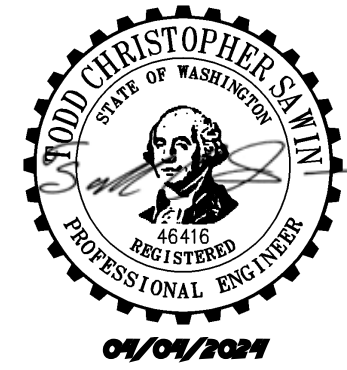
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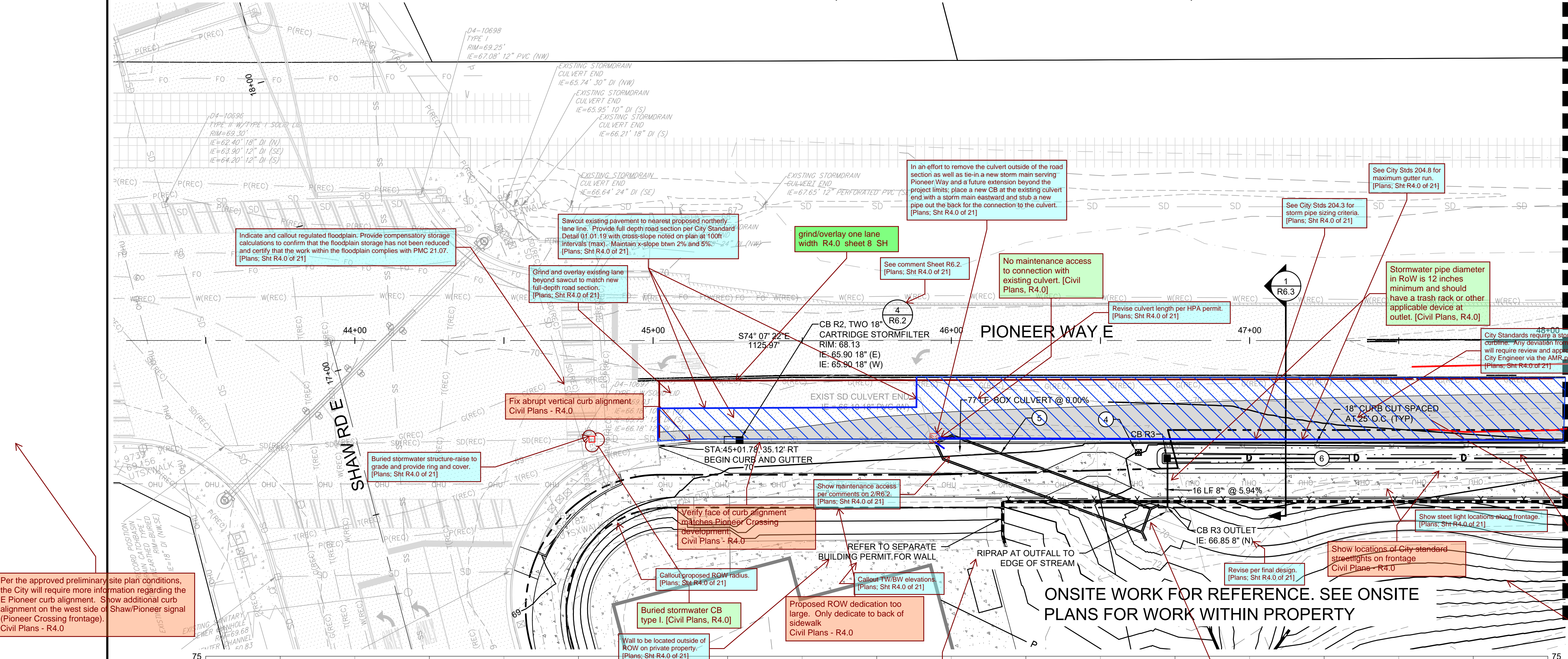
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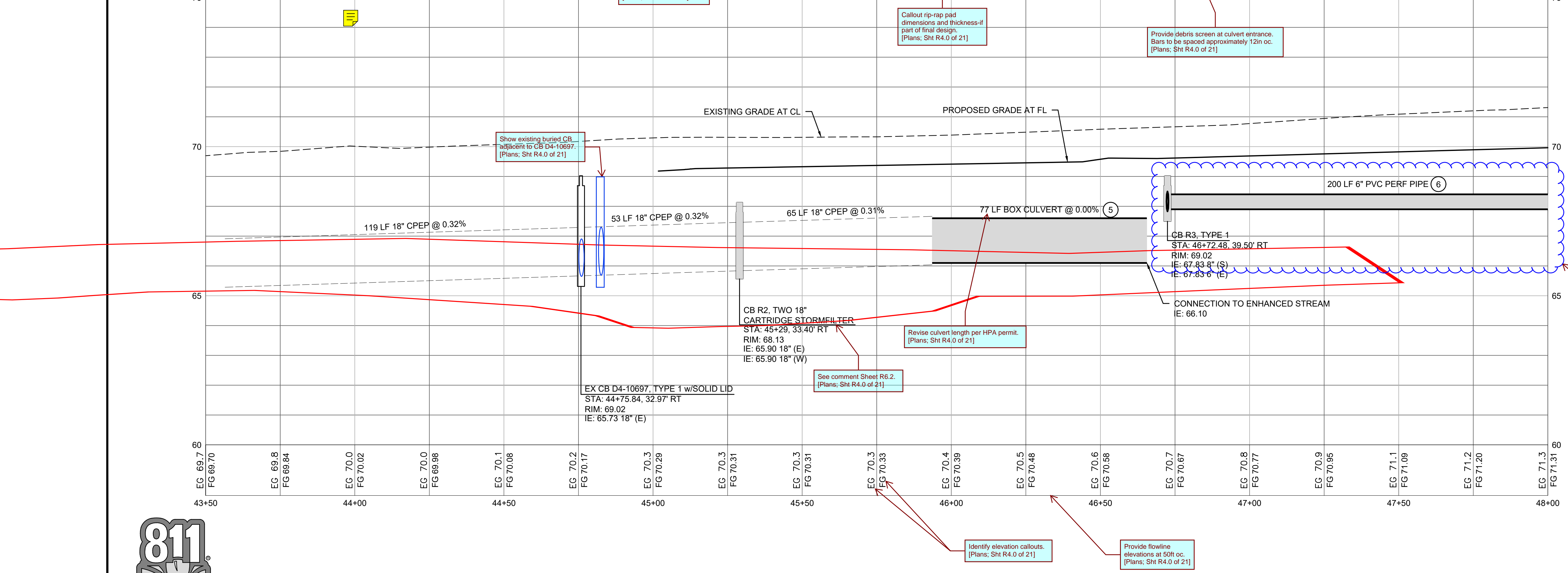


LEGEND:

- RIGHT-OF-WAY/PROPERTY LINE
- CENTERLINE
- PERVIOUS ASPHALT PAVEMENT
- ASPHALT PAVEMENT - STD. DUTY
- PERVIOUS CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- CATCH BASIN - TYPE 1- SEE CITY STANDARD NO. 02.01.03 ON SHEET R6.2
- STORM DRAINAGE PIPING
- RETAINING WALL
- CONCRETE CURB AND GUTTER - SEE CITY STANDARD NO. 01.02.09 ON SHEET R6.5
- FLUSH CURB

KEYNOTES

- ADA RAMP - SINGLE DIRECTIONAL
- ADA RAMP - PARALLEL
- CROSSWALK STRIPING - SEE CITY STANDARD NO. 01.03.11 ON SHEET R6.4
- RELOCATED COMM BOX
- BOX CULVERT
- BIOFILTRATION SWALE
- CONCRETE VALLEY GUTTER
- GUARD RAIL - REFER TO WSDOT STANDARD PLANS C-1, C-1b, C-7, AND C-20.15-03



Revisions:	

Sheet Title:

PIONEER WAY E IMPROVEMENTS STA. 43+50 - 48+00

Designed by: CW Drawn by: SK Checked by: JI

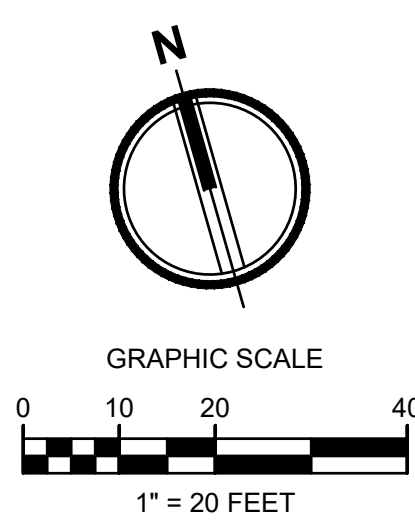
Sheet No.

R4.0

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EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS

SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.



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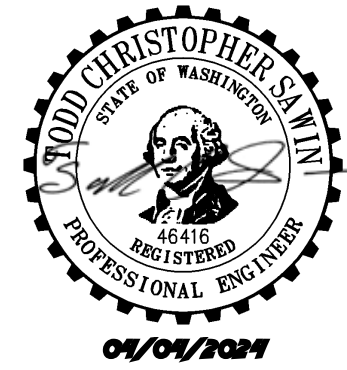
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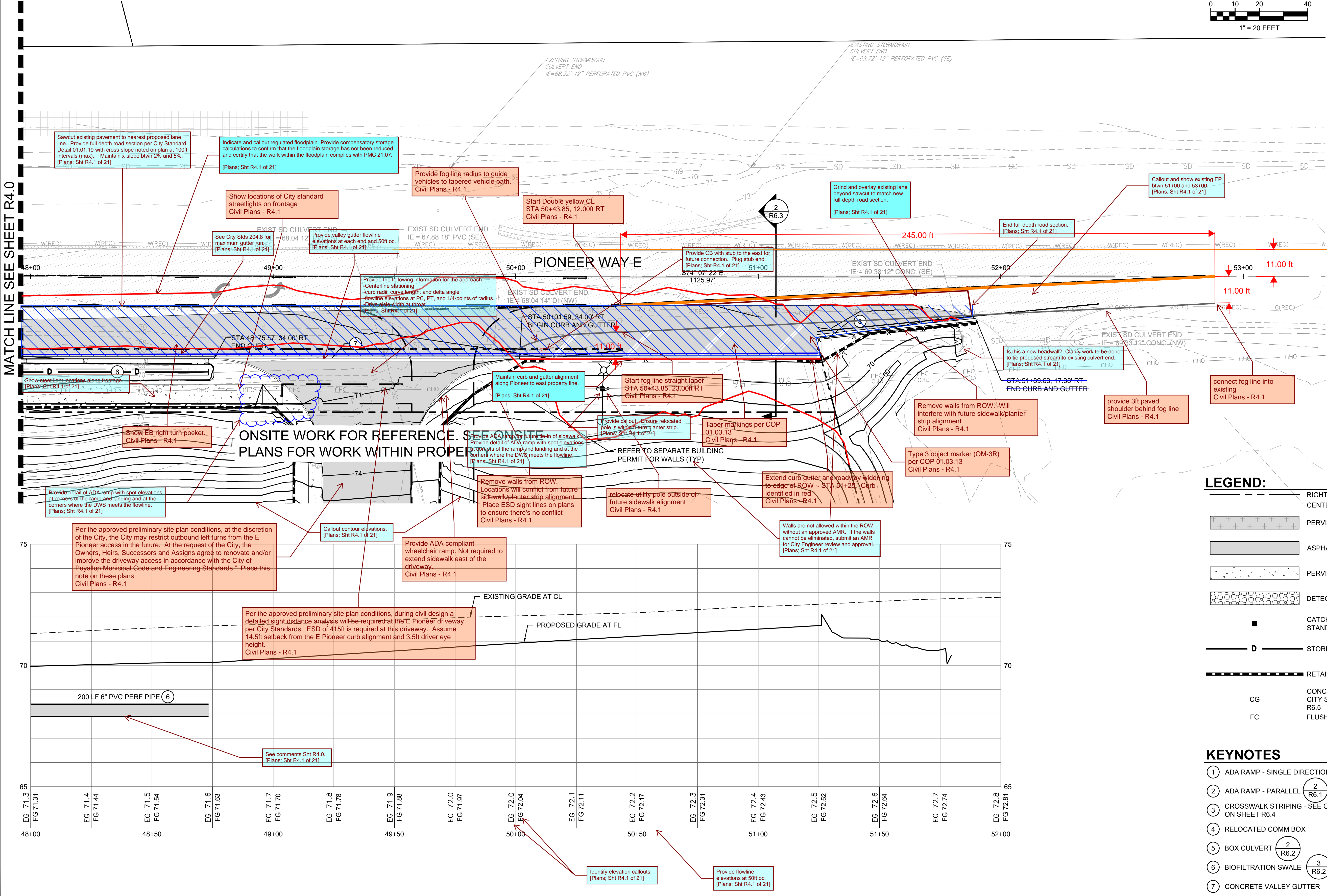
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	CATCH BASIN - TYPE 1-SEE CITY STANDARD NO. 02.01.03 ON SHEET R6.2
	STORM DRAINAGE PIPING
	CONCRETE CURB AND GUTTER - SEE CITY STANDARD NO. 01.02.09 ON SHEET R6.5
	FLUSH CURB

- #### KEYNOTES
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 - GUARD RAIL - REFER TO WSDOT STANDARD PLANS C-1, C-1b, C-7, AND C-20.15-03



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PIONEER WAY E IMPROVEMENTS STA. 48+00 - 52+00

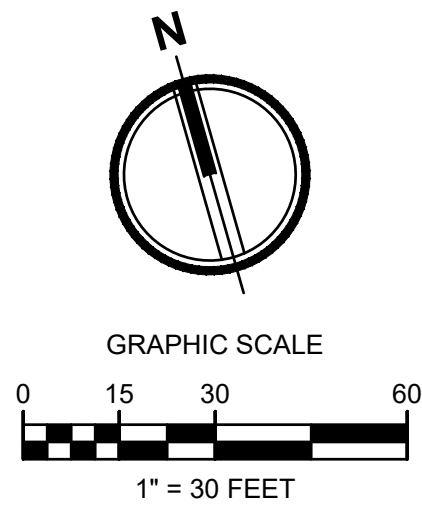
Designed by: CW Drawn by: SK Checked by: JI

Sheet No.

R4.1

9 of 21 Sheets

EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS
SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.

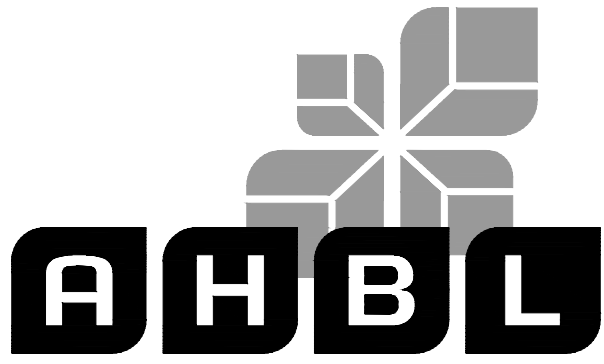


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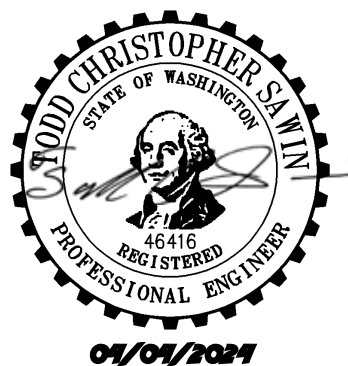
GREG HELLE
GREG.HELLE@ASHNW.COM

Project No.
2230752

Issue Set & Date:

PERMIT SUBMITTAL

04/03/2024



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CHANNELIZATION NOTES:

- FOR PAVEMENT MARKING DIMENSIONS SEE CITY STANDARD DETAIL 01.03.10 ON SHEET R6.4
- FOR TWO-WAY LEFT TURN REQUIREMENTS SEE CITY STANDARD DETAIL 01.03.07, 01.03.08 AND 01.03.09 ON SHEET R6.4

Prior to Occupancy, execute and record
"Private Road Maintenance Agreement" (for
maintenance of private striping within the
ROW) on form approved by the City Attorney.
[Plans; Sht R5.0 of 21]

Channelization?
Civil Plans - R5.0

Provide right turn pocket striping +
arrows -
Civil Plans - R5.0

Provide striping info for the approach.
[Plans; Sht R5.0 of 21]

Two EB lane striping not provided
Civil Plans - R5.0

Provide MUTCD compliant "RIGHT
LANE MUST TURN RIGHT"
signage
Civil Plans - R5.0

Provide short interval white skip
stripe in advance of solid white
gore for right turn pocket
Civil Plans - R5.0

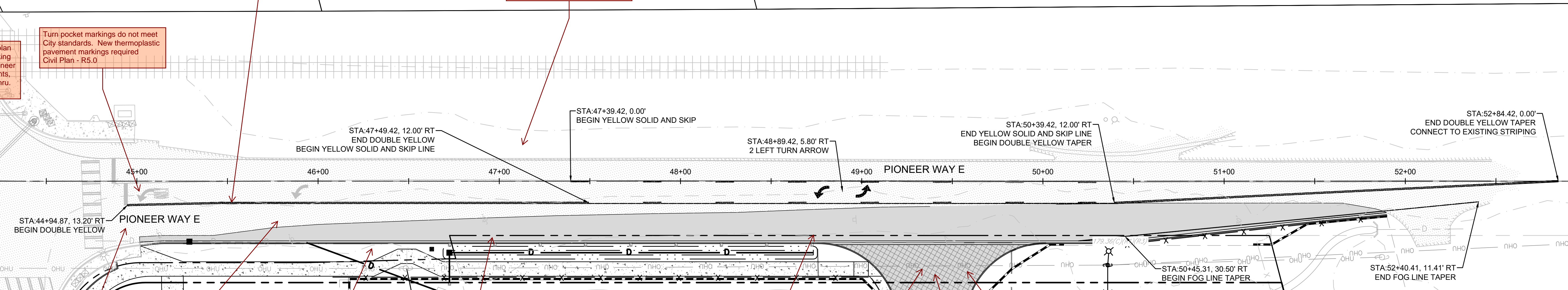
Verify lane striping alignment with existing
striping on the west side of signal.
Civil Plans - R5.0

details for existing pavement
marking removal should be on this
sheet
Civil Plans - R5.0

Remove curvature
Civil Plans - R5.0

Turn pocket markings do not meet
City standards. New thermoplastic
pavement markings required
Civil Plan - R5.0

Per the approved preliminary site plan
conditions, striping/pavement marking
modifications required at Shaw/Pioneer
signal. With proposed improvements,
EB approach will allow two lanes thru.
Civil Plans - R5.0



Know what's below.
Call before you dig.

Revisions:	

Sheet Title:
**PIONEER WAY E
CHANNELIZATION
PLAN**

Designed by: CW Drawn by: SK Checked by: JI

Sheet No.
R5.0
10 of 21 Sheets

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.

TESC INSPECTION NOTES:

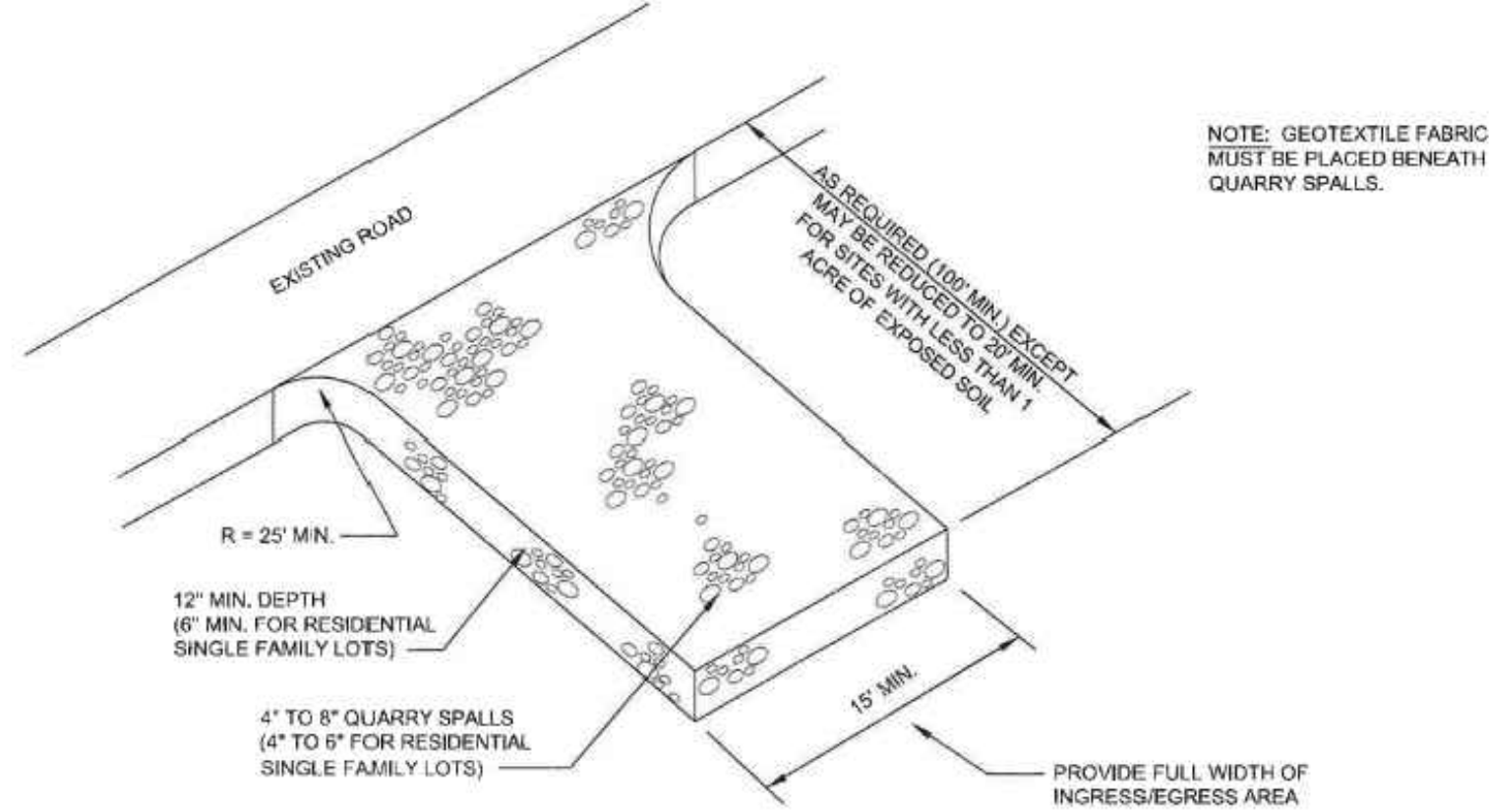
1. INSPECT ALL INLET PROTECTION ON CATCH BASINS. CLEAN OR REPLACE IF FULL OF SEDIMENT /DEBRIS AND REPAIR/REPLACE AS NEEDED IF DAMAGED TO MAINTAIN PROTECTION.
2. INSPECT ALL PERMANENT AND TEMPORARY STABILIZED SLOPES. REPAIR ANY DAMAGED SECTIONS AND RE-VEGETATE AS NEEDED TO ENSURE THE ESTABLISHMENT OF VEGETATION AND THAT NO EROSION OF THE SLOPES OCCUR.
3. INSPECT ALL FILTER FABRIC FENCING FOR SIGNS OF EROSION, DAMAGE OR FAILURES. REPAIR AND/OR REPLACE AS NEEDED. SEE FILTER FABRIC NOTES. SEDIMENT BUILD-UP ALONG FENCE SHALL BE REMOVED WHEN REACHES 1/3 THE FENCE HEIGHT. IF EROSION IS OCCURRING, CONTRACTOR SHALL INSTALL ADDITIONAL EROSION CONTROL MEASURES AS NEEDED TO PREVENT EROSION.
4. ANY FILL/CUT SLOPES SHALL BE INSPECTED FOR EROSION. IF SIGNS OF EROSION ARE PRESENT, INSTALL APPROPRIATE BMPs AS NEEDED TO STOP EROSION AND STABILIZE SLOPES.
5. TESC LEAD RESPONSIBLE FOR NOTIFYING ENGINEER IF ADDITIONAL MEASURES ARE WARRANTED.

PERMANENT STABILIZATION NOTES:

1. ALL EXPOSED SOILS AND SLOPES SHALL BE SEEDED OR OTHERWISE STABILIZED IMMEDIATELY AFTER CONSTRUCTION AND GRADING ACTIVITIES HAVE BEEN COMPLETED.
2. SILT FENCE, IF DEEMED APPROPRIATE, SHALL REMAIN FOR A MINIMUM OF 30 DAYS AFTER THE FINAL STABILIZATION OF THE SLOPES HAS OCCURRED.
3. ALL TEMPORARY EROSION CONTROL BMP'S SHALL BE REMOVED 30 DAYS AFTER FINAL STABILIZATION HAS OCCURRED AS DIRECTED BY CITY OR COUNTY INSPECTOR.
4. CONTRACTOR SHALL REFER TO THE CONSTRUCTION SWPPP FOR APPLICABLE BMPs.

CONSTRUCTION ENTRANCE NOTES:

1. MATERIAL SHALL BE 4" TO 8" QUARRY SPALLS (4 TO 6 INCH FOR RESIDENTIAL SINGLE FAMILY LOTS) AND MAY BE TOP-DRESSED WITH 1 TO 3 INCH ROCK.
2. THE ROCK PAD SHALL BE AT LEAST 12" THICK AND 100' LONG (REDUCED TO 20 FEET FOR SITES LESS THAN 1 ACRE OF DISTURBED SOIL) WITH FULL WIDTH OF INGRESS AND EGRESS AREA. SMALLER PADS MAY BE APPROVED FOR SINGLE-FAMILY RESIDENTIAL AND COMMERCIAL SITES.
3. ADDITIONAL ROCK SHALL BE ADDED PERIODICALLY TO MAINTAIN FUNCTION OF THE PAD.
4. IF THE PAD DOES NOT ADEQUATELY REMOVE MUD FROM THE VEHICLE WHEELS, THE WHEELS SHALL BE HOSED OFF BEFORE THE VEHICLE ENTERS A PAVED STREET. THE WASHING SHALL BE DONE ON AN AREA COVERED WITH CRUSHED ROCK, AND WASH WATER SHALL DRAIN TO A SEDIMENT RETENTION FACILITY OR THROUGH A SILT FENCE.
5. CONSTRUCTION ACCESS IS FORBIDDEN ALONG SHAW ROAD FOR THE DURATION OF CONSTRUCTION.

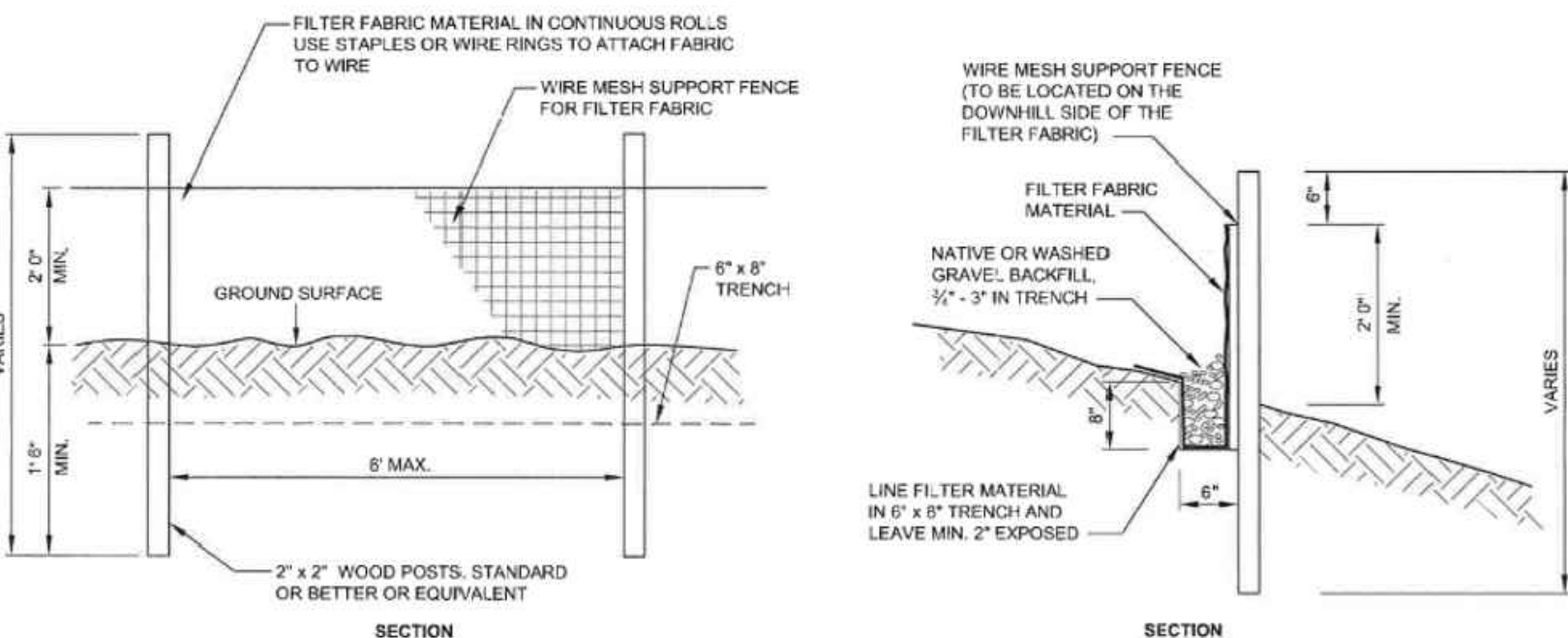


1 CONSTRUCTION ENTRANCE

NOT TO SCALE

FILTER FABRIC FENCE NOTES:

1. SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP, AND SECURELY FASTENED AT BOTH ENDS TO POSTS.
2. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 30 INCHES).
3. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 8 INCHES WIDE AND 12 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER. THIS TRENCH SHALL BE BACKFILLED WITH WASHED GRAVEL.
4. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG. TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 4 INCHES AND SHALL NOT EXTEND MORE THAN 24 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
5. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 20 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 24 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
6. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING IS USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF ABOVE NOTES APPLYING.
7. FILTER FABRIC FENCES SHALL NOT BE REMOVED BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED. FILTER FABRIC FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
8. SILT FENCES WILL BE INSTALLED PARALLEL TO ANY SLOPE CONTOURS.
9. CONTRIBUTING LENGTH TO FENCE WILL NOT BE GREATER THAN 100 FEET.
10. DO NOT INSTALL BELOW AN OUTLET PIPE OR WEIR.
11. INSTALL DOWNSLOPE OF EXPOSED AREAS.
12. DO NOT DRIVE OVER OR FILL OVER SILT FENCES.
13. DO NOT DRIVE OVER OR FILL OVER SILT FENCES.
14. DO NOT DRIVE OVER OR FILL OVER SILT FENCES.



2 FILTER FABRIC FENCE

NOT TO SCALE

AMENDED SOILS NOTES:

- SOIL AMENDMENTS ARE REQUIRED FOR ALL DISTURBED AREAS IN ACCORDANCE WITH BMP L613: POST-CONSTRUCTION SOIL QUALITY AND DEPTH OF THE 2021 SURFACE WATER MANAGEMENT MANUAL.
- AMENDED SOILS SHALL BE A MINIMUM OF 8" (NON-COMPACTED) WITH SUBSOILS SCARIFIED AT LEAST 4" WITH INCORPORATION OF THE UPPER MATERIAL TO AVOID STRATIFIED LAYERS, WHERE FEASIBLE.
- QUALITY OF COMPOST AND OTHER MATERIALS USED TO MEET THE ORGANIC CONTENT REQUIREMENTS ARE AS FOLLOWS:

- a. THE ORGANIC CONTENT FOR "PRE-APPROVED" AMENDMENT RATES CAN BE MET ONLY USING COMPOST THAT MEETS THE DEFINITION OF "COMPOSTED MATERIALS" IN WAC 173-350-220. THE WAC IS AVAILABLE ONLINE AT: HTTP://WWW.ECY.WA.GOV/PROGRAMS/SWFA/FACILITIES/350.HTML. THE COMPOST MUST ALSO HAVE AN ORGANIC MATTER CONTENT OF 35% TO 65%, AND A CARBON TO NITROGEN RATIO BELOW 25:1. THE CARBON TO NITROGEN RATIO MAY BE AS HIGH AS 35: 1 FOR PLANTINGS COMPOSED ENTIRELY OF PLANTS NATIVE TO THE PUGET SOUND LOWLANDS REGION.
- b. CALCULATED AMENDMENT RATES MAY BE MET THROUGH USE OF COMPOSTED MATERIALS AS DEFINED ABOVE; OR OTHER ORGANIC MATERIALS AMENDED TO MEET THE CARBON TO NITROGEN RATIO REQUIREMENTS, AND MEETING THE CONTAMINANT STANDARDS OF GRADE A COMPOST.

- USE ONE OF THE FOLLOWING OPTIONS TO MEET THE POST CONSTRUCTION SOIL QUALITY AND DEPTH REQUIREMENTS. USE THE MOST RECENT VERSION OF "GUIDELINES FOR RESOURCES FOR IMPLEMENTING SOIL QUALITY AND DEPTH BMP T5.13" TO MEET THE REQUIREMENTS OF THIS BMP. THIS GUIDANCE CAN BE FOUND ONLINE AT:WWW.SOILSFORSALMON.ORG
- a. LEAVE NATIVE VEGETATION AND SOIL UNDISTURBED, AND PROTECT FROM COMPACTION DURING CONSTRUCTION
- b. AMEND EXISTING SITE TOPSOIL OR SUBSOIL EITHER AT DEFAULT "PRE-APPROVED" RATES, OR AT CUSTOM CALCULATED RATES BASED ON SPECIFIC TESTS OF THE SOIL AND AMENDMENT
- c. STOCKPILE EXISTING TOPSOIL DURING GRADING, AND REPLACE IT PRIOR TO PLANTING. STOCKPILED TOPSOIL MUST ALSO BE AMENDED IF NEEDED TO MEET THE ORGANIC MATTER OR DEPTH REQUIREMENTS, EITHER AT A DEFAULT "PRE-APPROVED" RATE OR AT A CUSTOM CALCULATED RATE.
- d. IMPORT TOPSOIL MIX OF SUFFICIENT ORGANIC CONTENT AND DEPTH TO MEET THE REQUIREMENTS. MORE THAN ONE METHOD MAY BE USED ON DIFFERENT PORTIONS OF THE SAME SITE. SOIL THAT ALREADY MEETS THE DEPTH AND ORGANIC MATTER QUALITY STANDARDS, AND IS NOT COMPACTED, DOES NOT NEED TO BE AMENDED.

- AMENDED SOILS SHALL BE MAINTAINED AS FOLLOWS:
- a. SHOULD BE PROTECTED FROM COMPACTION, SUCH AS FROM LARGE MACHINERY USE, AND FROM EROSION.
- b. SOIL SHOULD BE PLANTED AND MULCHED AFTER INSTALLATION.
- c. PLANT DEBRIS OR ITS EQUIVALENT SHOULD BE LEFT ON THE SOIL SURFACE TO REPLENISH ORGANIC MATTER.
- d. IT SHOULD BE POSSIBLE TO REDUCE USE OF IRRIGATION, FERTILIZERS, HERBICIDES AND PESTICIDES. THESE ACTIVITIES SHOULD BE ADJUSTED WHERE POSSIBLE, RATHER THAN CONTINUING TO IMPLEMENT FORMERLY ESTABLISHED PRACTICES.

- SEE PROJECT CONSTRUCTION SWPPP FOR ADDITIONAL INFORMATION OR SECTION 2.2.1.4 OF CHAPTER 2 OF VOLUME 6 OF THE 2021 SURFACE WATER MANAGEMENT MANUAL.

MULCHING NOTES:

1. MULCH MATERIALS USED SHALL BE STRAW OR HAY, AND SHALL BE APPLIED AT THE RATE OF 75-100 POUNDS PER 1000 SQ. FT. (APPROX 2" THICK).
2. MULCH SHALL BE APPLIED IN ALL AREAS WITH EXPOSED SLOPES GREATER THAN 2: 1.
3. MULCHING SHALL BE USED IMMEDIATELY AFTER SEEDING OR IN AREAS WHICH CANNOT BE SEEDED BECAUSE OF THE SEASON.
4. ALL AREAS NEEDING MULCH SHALL BE COVERED BY NOVEMBER 1.

CONTRACTOR NOTES:

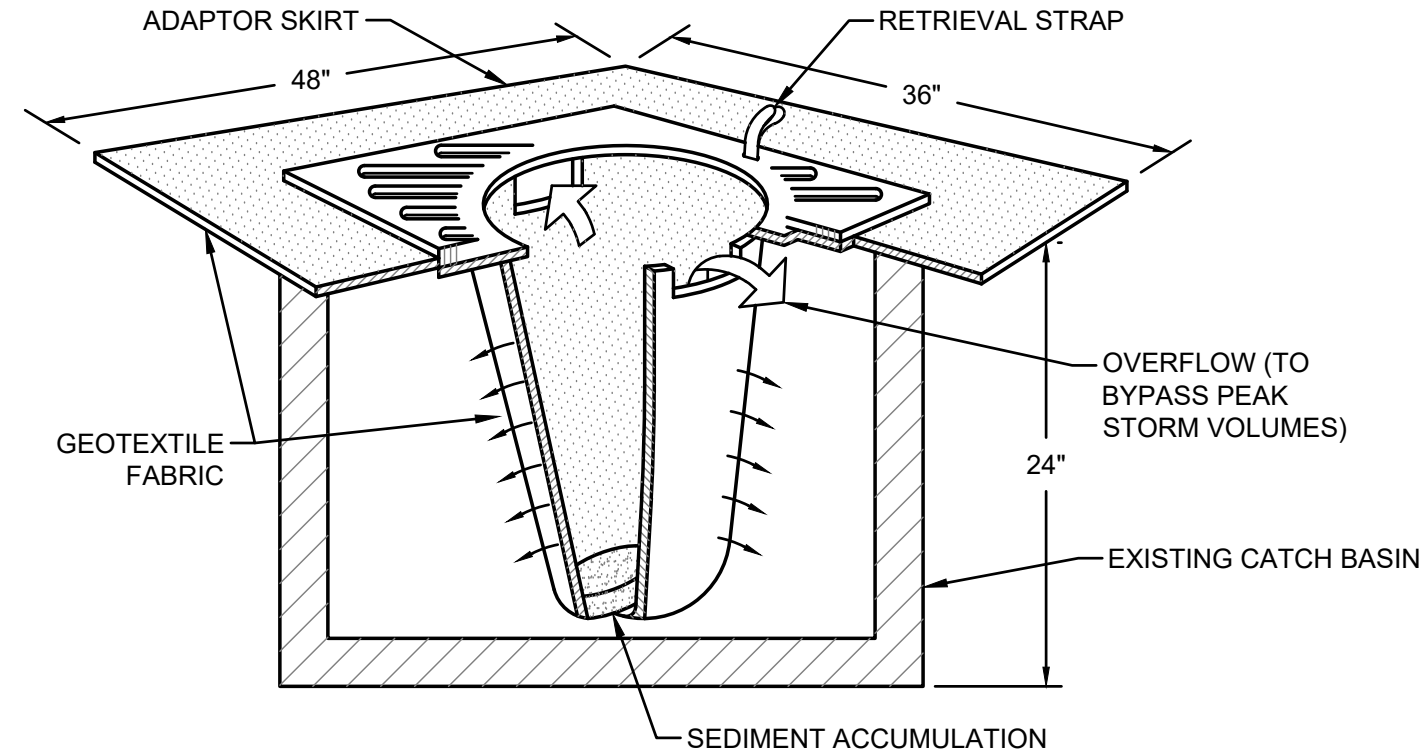
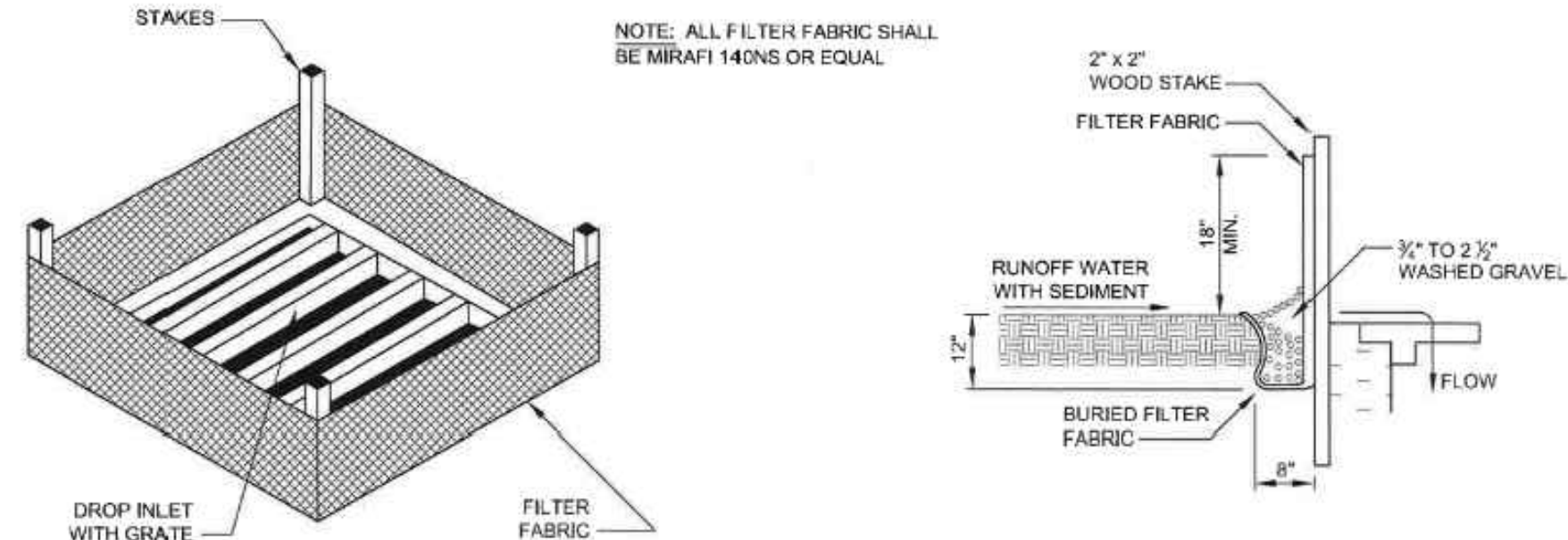
1. INLET PROTECTION SHALL BE INSTALLED IN ALL NEWLY CONSTRUCTED CATCH BASINS AND ALONG ALL IMPACTED FRONTAGE AND OFFSITE AREAS PER THE REQUIREMENTS OF THE COUNTY INSPECTOR PER DETAIL 5 ON THIS SHEET 5.
2. CONSTRUCTION FENCE CAN BE UTILIZED IN PLACE OF FILTER FABRIC FENCE ONLY IN AREAS WHERE THE GRADES DO NOT ALLOW THE POTENTIAL FOR ANY STORMWATER TO LEAVE THE SITE.
3. ALL DEMOLISHED MATERIALS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A CITY APPROVED LOCATION AND IN A MANNER CONSISTENT WITH CURRENT REGULATIONS AND REQUIREMENTS.
4. ALL AREAS THAT WILL BE UNWORKED FOR MORE THAN SEVEN (7) DAYS DURING THE DRY SEASON OR TWO (2) DAYS DURING THE WET SEASON, SHALL BE COVERED WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, OR OTHER EQUIVALENT PER CURRENT CITY OR COUNTY STANDARDS. SEE SEEDING NOTES AND MULCHING NOTES ON THIS SHEET.
5. CONTRACTOR SHALL DESIGNATE A WASHINGTON DEPT OF ECOLOGY CERTIFIED EROSION CONTROL LEAD PERSON, AND SHALL COMPLY WITH THE CONSTRUCTION STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THE PROJECT.
6. AT ANY TIME DURING CONSTRUCTION IT IS DETERMINED BY THE CITY OR COUNTY THAT MUD AND DEBRIS ARE BEING TRACKED ONTO PUBLIC STREETS WITH INSUFFICIENT CLEANUP, ALL WORK SHALL CEASE ON THE PROJECT UNTIL THIS CONDITION IS CORRECTED. THE CONTRACTOR AND/OR THE OWNER SHALL IMMEDIATELY TAKE ALL STEPS NECESSARY TO PREVENT FUTURE TRACKING OF MUD AND DEBRIS INTO THE PUBLIC ROW, WHICH MAY INCLUDE THE INSTALLATION OF A WHEEL WASH FACILITY ON-SITE.
7. SEDIMENT LADEN RUNOFF SHALL NOT BE ALLOWED TO DISCHARGE BEYOND THE LIMITS OF THE IMPROVEMENTS. ADDITIONAL MEASURES SHALL BE INSTALLED AS NEEDED.
8. SAND BAGS SHALL BE SECURELY PLACED AROUND INSTALLED CATCH BASINS WITH INLET PROTECTION AS FIELD AND WEATHER CONDITIONS WARRANT SO TO PROTECT ALL DISPERSION AND INFILTRATION TRENCHES SEDIMENT LADEN RUNOFF.
9. TREES WITHIN WORKING LIMITS TO BE SAVED, SHALL BE MARKED AS SUCH ON SITE AND PROTECTION FENCE PLACED AROUND EACH TREE.

SEEDING NOTES:

1. THE FOLLOWING SEED MIXTURE SHALL BE AS BELOW AND SHALL BE APPLIED AT THE RATE RECOMMENDED BY THE SUPPLIER.

TABLE D.3.2.B TEMPORARY EROSION CONTROL SEED MIX			
	% WEIGHT	% PURITY	% GERMINATION
CHEWINGS OR RED FESCUE FESTUCA RUBRA VAR. COMMUTATA OR FESTUCA RUBRA	40	98	90
ANNUAL OR PERENNIAL RYE LOLIUM MULTIFLORUM OR LOLIUM PERENNE	40	98	90
REDTOP OR COLONIAL BENTGRASS AGROSTIS ALBA OR AGROSTIS TENUIS	10	92	85
WHITE DUTCH CLOVER TRIPOLIUM REPENS	10	98	90

2. SEED BEDS PLANTED BETWEEN MAY 1 AND OCTOBER 31 WILL REQUIRE IRRIGATION AND OTHER MAINTENANCE AS NECESSARY TO FOSTER AND PROTECT THE ROOT STRUCTURE.
3. FOR SEED BEDS PLANTED BETWEEN OCTOBER 31 AND APRIL 30, ARMORING OF THE SEED BED WILL BE NECESSARY. (E.G., GEOTEXTILES, JUTE MAT, CLEAR PLASTIC COVERING).
4. BEFORE SEEDING, INSTALL NEEDED SURFACE RUNOFF CONTROL MEASURES SUCH AS GRADIENT TERRACES, INTERCEPTOR DIKES, SWALES, LEVEL SPREADERS AND SEDIMENT BASINS.
5. THE SEEDBED SHALL BE FIRM WITH A FAIRLY FINE SURFACE, FOLLOWING SURFACE ROUGHENING. PERFORM ALL OPERATIONS ACROSS OR AT RIGHT ANGLES TO THE SLOPE.
6. FERTILIZERS ARE TO BE USED ACCORDING TO SUPPLIER'S RECOMMENDATIONS. AMOUNTS USED SHOULD BE MINIMIZED, ESPECIALLY ADJACENT TO WATER BODIES AND WETLANDS.



- NOTES:
1. FILTERS SHALL BE INSPECTED AFTER EACH STORM EVENT AND CLEANED OR REPLACED WHEN 1/3 FULL.
 2. INSTALL INLET PROTECTION IN ALL NEW STORM STRUCTURES THAT WILL COLLECT STORMWATER AS THEY ARE INSTALLED.

3 INLET PROTECTION WITH FILTER FABRIC FENCE OR FILTER SOCK

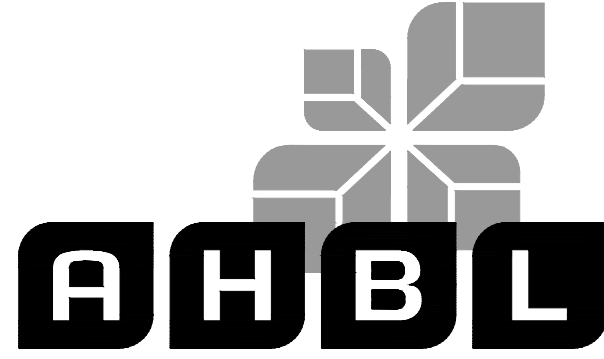
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APPROVED

BY
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE

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TACOMA • SEATTLE • SPOKANE • TRI-CITIES

2215 North 30th Street, Suite 300, Tacoma, WA 98403
253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

Project Title:

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

Client:

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

Project No.

2230752

Issue Set & Date:

PERMIT SUBMITTAL

04/03/2024



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Revisions:

Sheet Title:

TESC DETAILS AND NOTES

Designed by: CW Drawn by: SK Checked by: JI

Sheet No.

R6.0

11 of 21 Sheets



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EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

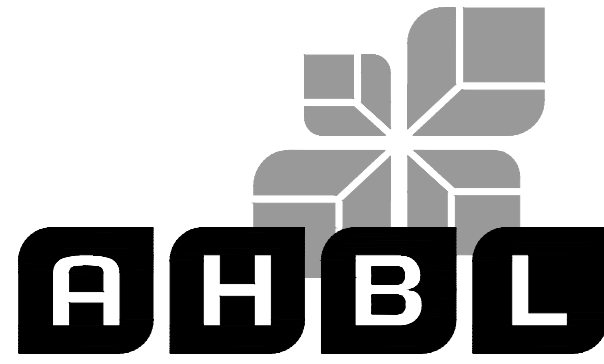
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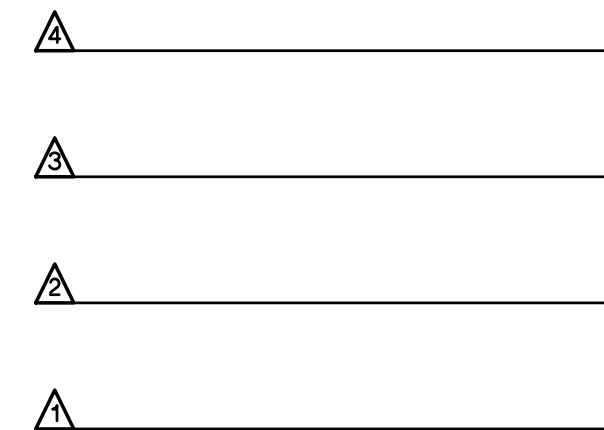
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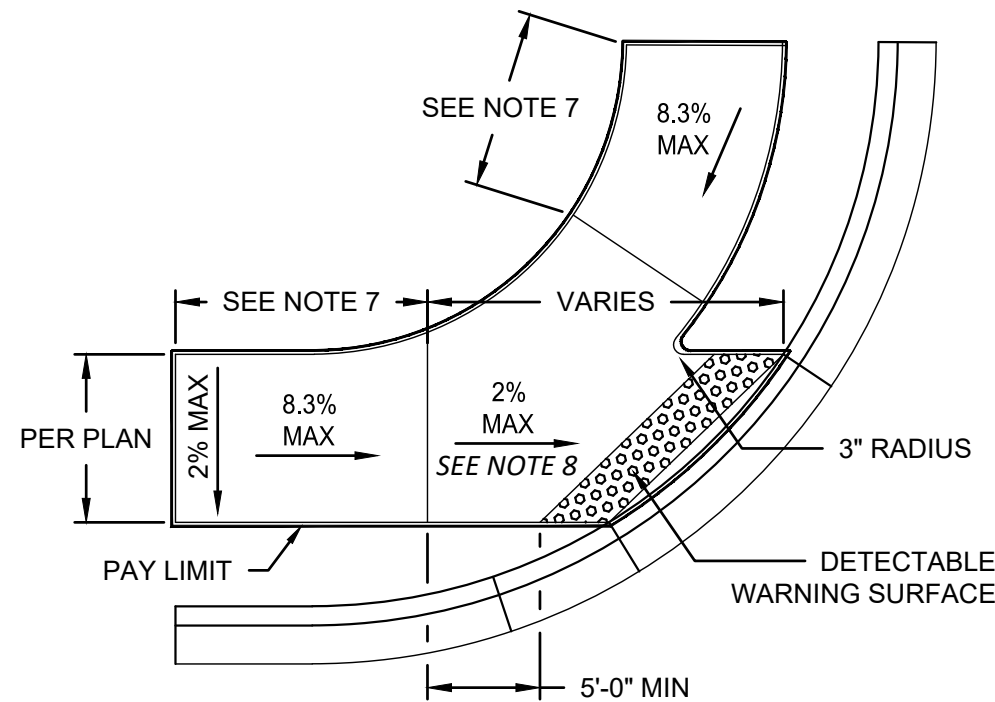
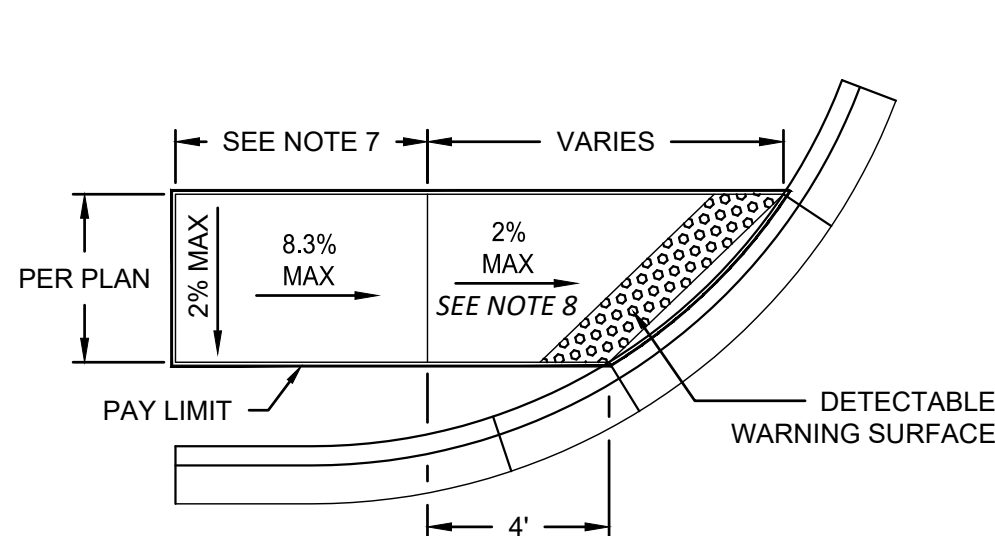
**ADA DETAILS AND
NOTES**

Designed by: CW Drawn by: SK Checked by: JI

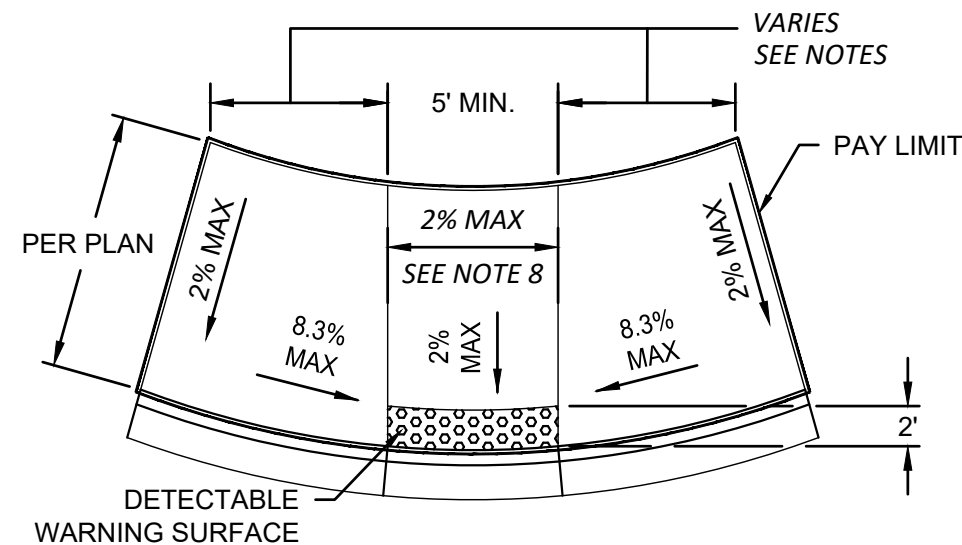
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R6.1

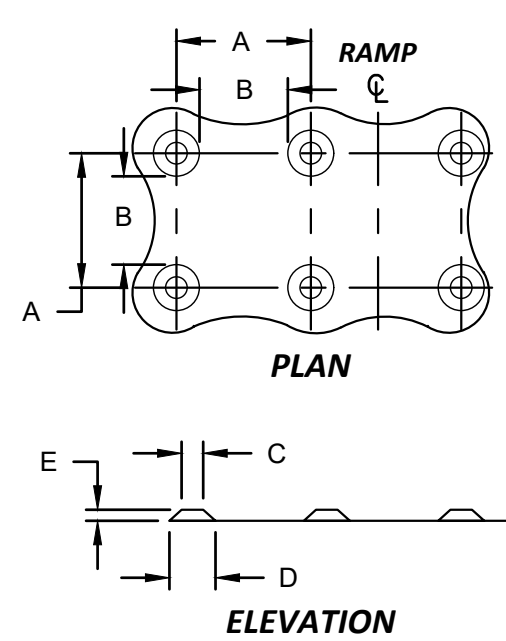
12 of 21 Sheets



1 SINGLE DIRECTION CURB RAMP
NOT TO SCALE



2 PARALLEL CURB RAMP
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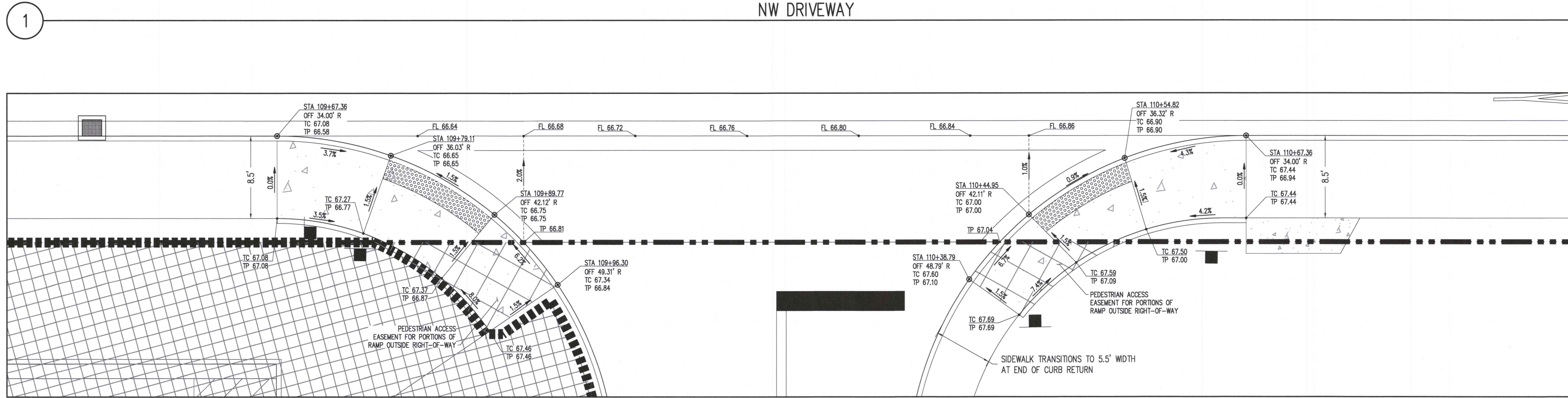
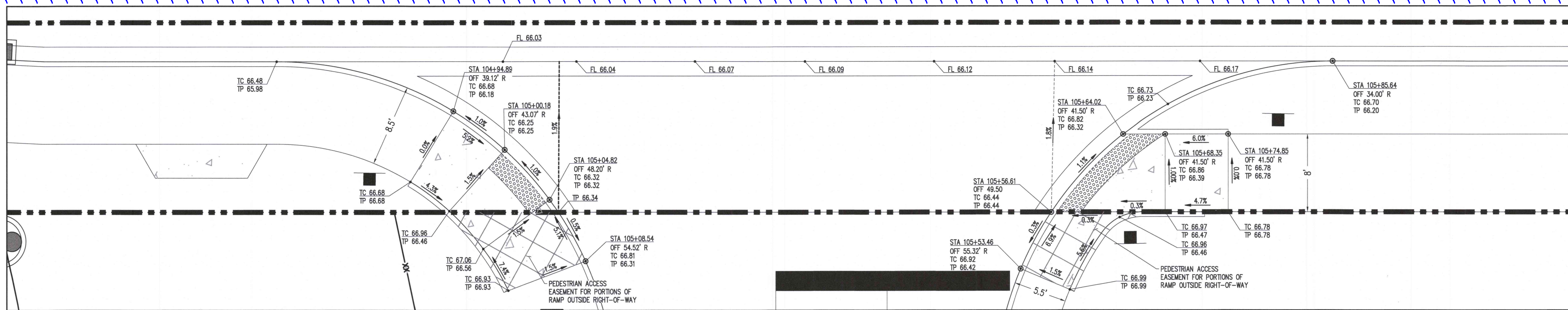
DETECTABLE WARNING SURFACE AREA SHALL BE IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS SECTION 8-14.2.

DETECTABLE WARNING SURFACES SHALL BE PLACED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS SECTION 8-14.3(5).

* DIMENSION C SHALL BE 50% THROUGH 65% OF DIMENSION D

3 DETECTABLE WARNING SURFACE DETAIL
NOT TO SCALE

Examples of curb ramp designs with spot elevations...reference comments on frontage plans.
[Plans: Sht R6.1 of 21]



2



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EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.

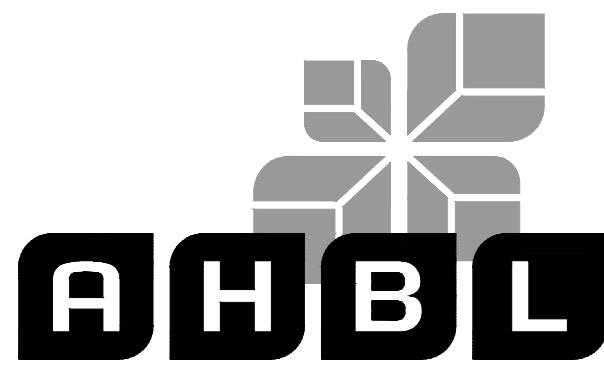
Add HPA culvert cross-sections to the planset.
[PH2 CFG Plans; Sht C1.00]

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BY
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE

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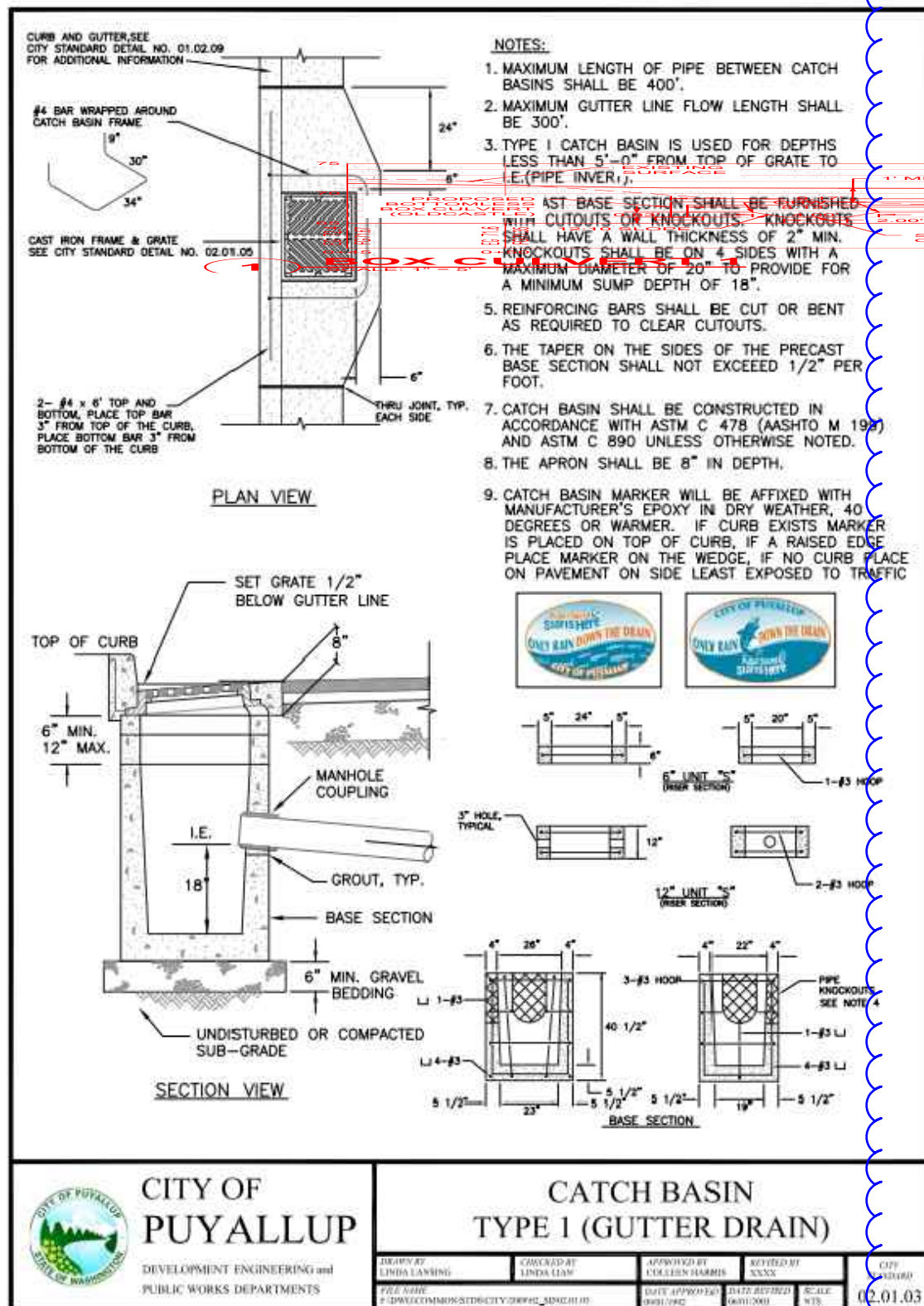
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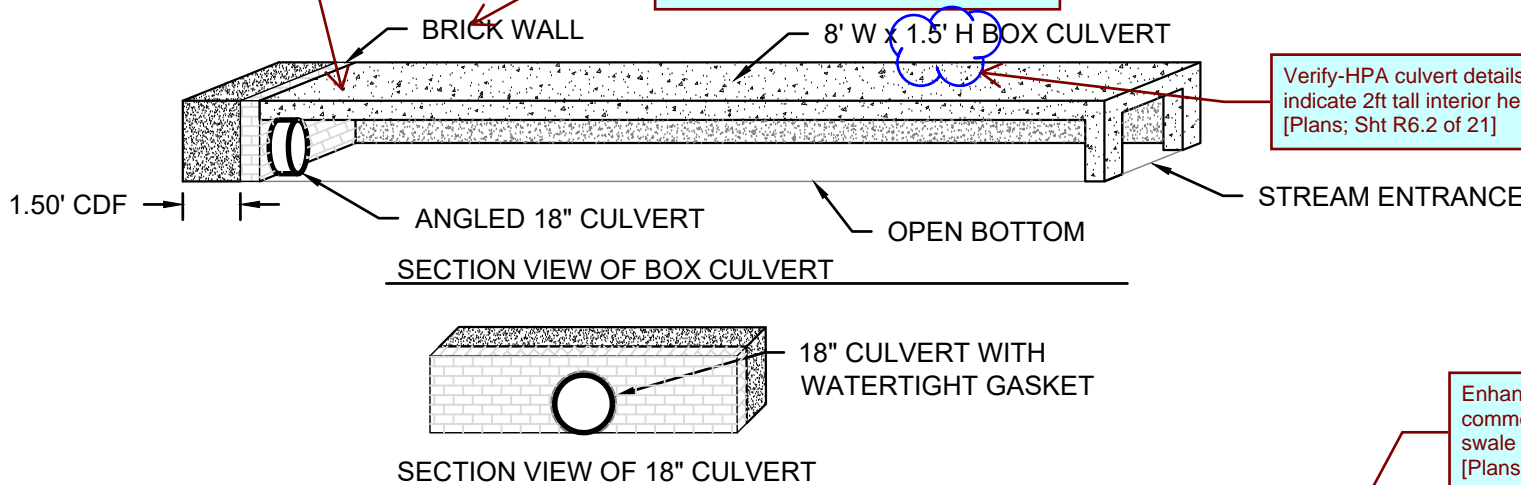


1 CATCH BASIN TYPE 1 NOT TO SCALE

Provide maintenance access above pipe-culvert to-in. (See example above as on possible alternative). [Plans; Sht R6.2 of 21]

Provide CIP or precast end wall. If CIP call out reinforcing rebar. (See example above as on possible alternative). [Plans; Sht R6.2 of 21]

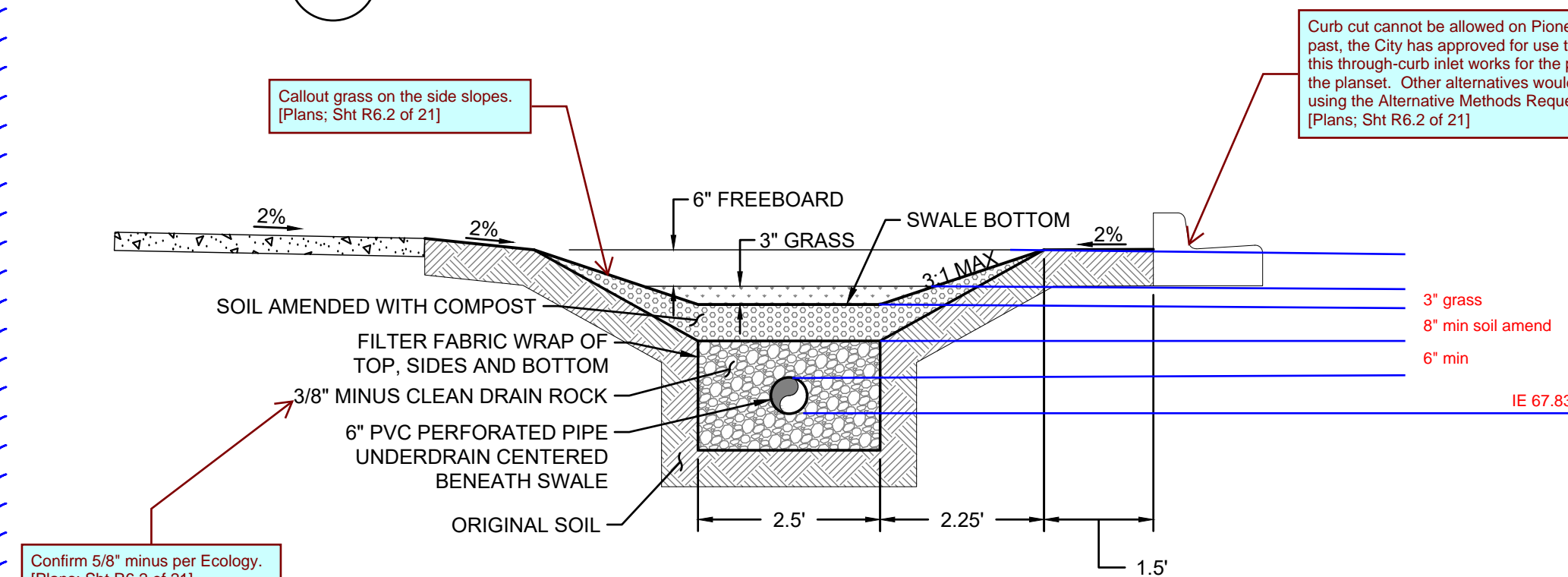
NOTES:
1. CLASS 5000 CONCRETE GROUT INTERFACE AREA TO BE CLEANED AND TREATED WITH BONDING AGENT.
2. PREFABRICATED LADDER PER CITY STD. DETAIL. DRILL AND EPOXY ALL STEPS AND HANDHOLDS, 12" MAX. SPACING.



2 CONCRETE BOX CULVERT NOT TO SCALE

Callout grass on the side slopes. [Plans; Sht R6.2 of 21]

Enhanced Treatment required for Pioneer. The comments below are provided in case the biofiltration swale will still be utilized as part of a treatment train. [Plans; Sht R6.2 of 21]



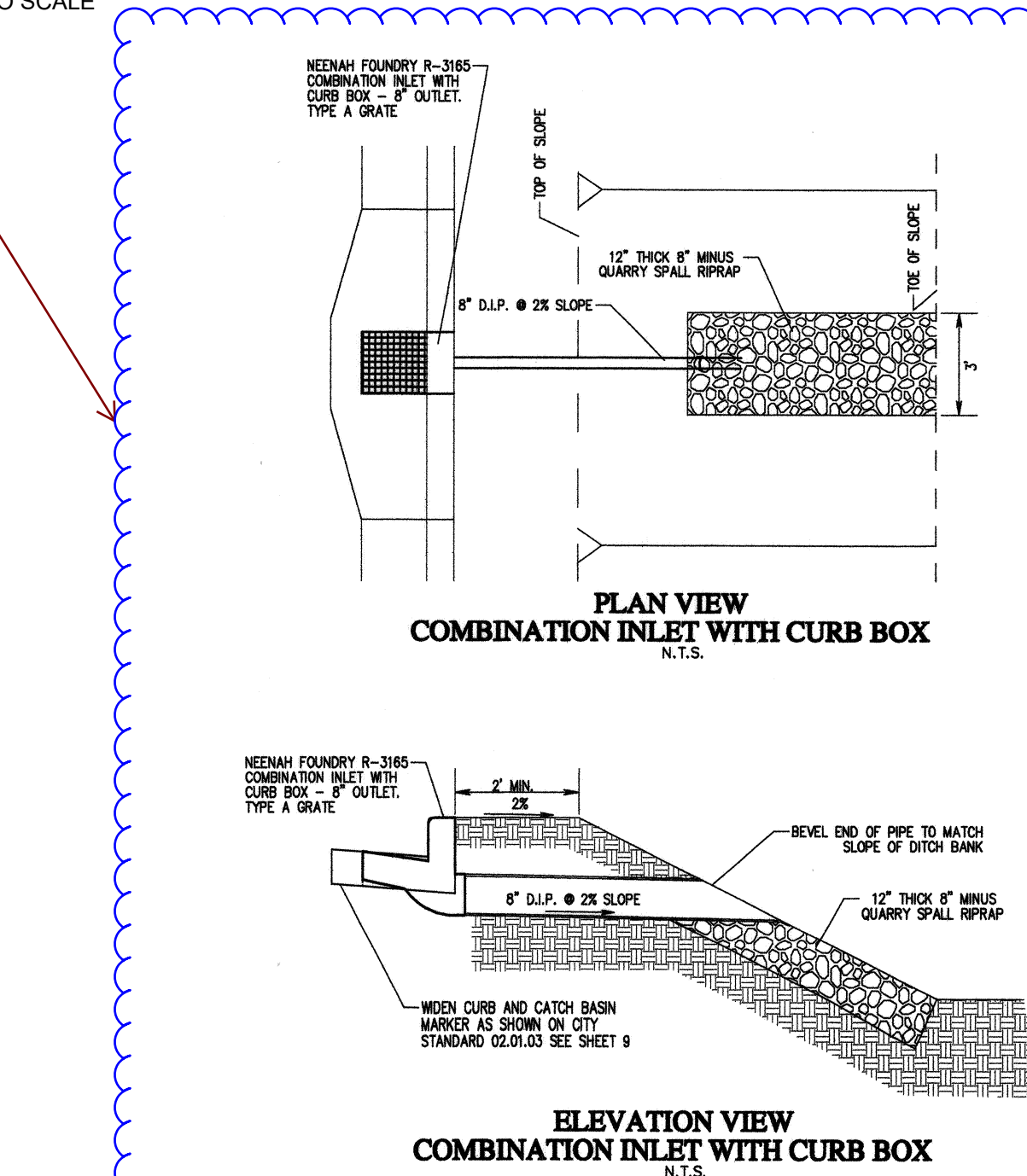
3 BIOFILTRATION SWALE NOT TO SCALE

Callout the following information for the WQ swale:
-grass seed mix criteria
-thickness of amended soil
-amended soil composition criteria
-filter fabric wrap rebar
-drain rock thickness above/below underdrain
-indicate groundwater elev. (E1, E2, E3) in relation to the x-section
-indicate synthetic impermeable liner and provide criteria. [Plans; Sht R6.2 of 21]



Know what's below.
Call before you dig.

4 TWO CARTRIDGE STORMFILTER NOT TO SCALE



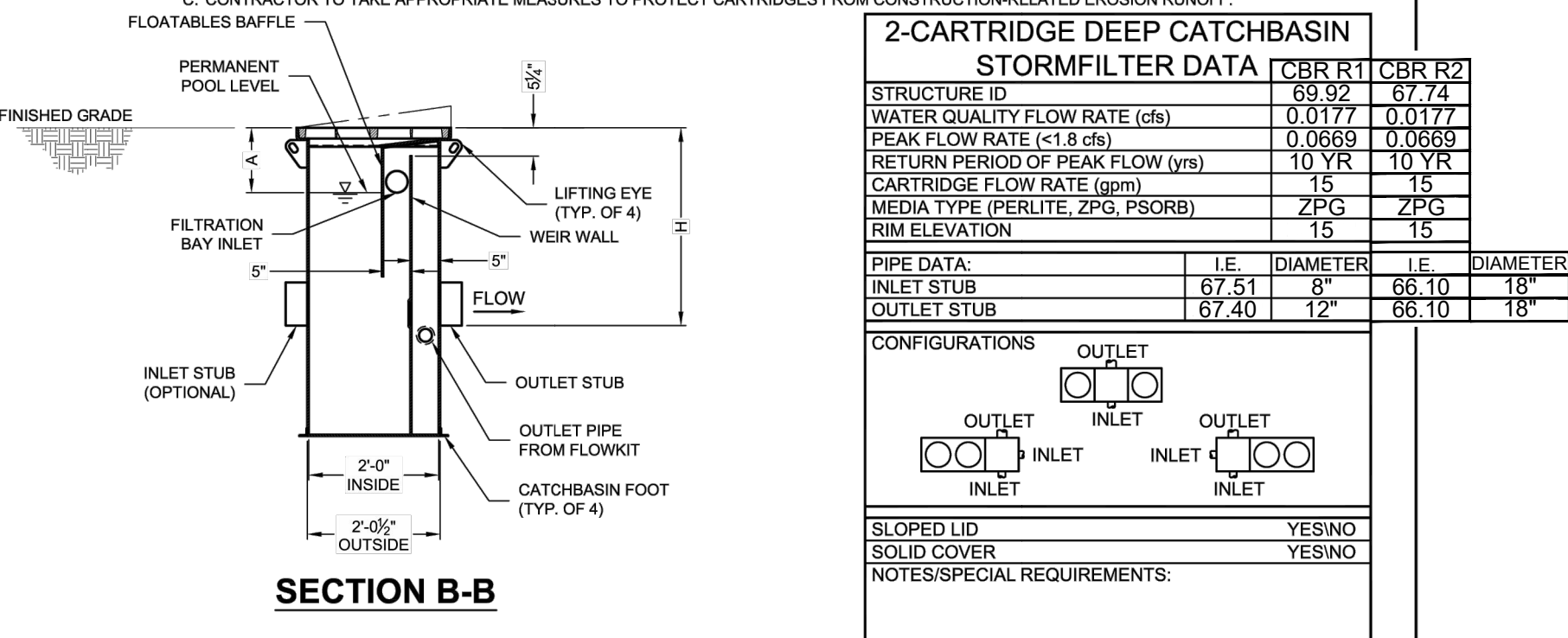
STORMFILTER STEEL CATCHBASIN DESIGN NOTES
STORMFILTER TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. 2 CARTRIDGE CATCHBASIN HAS A MAXIMUM OF TWO CARTRIDGES. SYSTEM IS SHOWN WITH A 27" CARTRIDGE, AND IS ALSO AVAILABLE WITH AN 18" CARTRIDGE. STORMFILTER CATCHBASIN CONFIGURATIONS ARE AVAILABLE WITH A DRY INLET BAY FOR VECTOR CONTROL. PEAK HYDRAULIC CAPACITY PER TABLE BELOW. IF THE SITE CONDITIONS EXCEED PEAK HYDRAULIC CAPACITY, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CATCHBASIN HEIGHT	27"	18"	18" DEEP
RECOMMENDED HYDRAULIC DROP (H)	3.05'	2.3'	3.3'
SPECIFIC FLOW RATE (gpm/ft)	22.5	18.75	11.25
CATCHBASIN FLOW RATE (gpm)	1.0	1.0	1.0
PEAK HYDRAULIC CAPACITY	1.0	1.0	1.0
INLET PERMANENT POOL LEVEL (A)	1'-0"	1'-0"	2'-0"
OVERALL STRUCTURE HEIGHT (B)	4'-0"	3'-0"	4'-0"

* 1.67 gpm/ft SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB® (PSORB) MEDIA ONLY

GENERAL NOTES
1. CONTACT TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STORMFILTER CATCHBASIN STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. WWW.CONTECHES.COM
3. STORMFILTER CATCHBASIN WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
4. INLET SHOULD NOT BE LOWER THAN OUTLET. INLET (IF APPLICABLE) AND OUTLET PIPING TO BE SPECIFIED BY ENGINEER AND PROVIDED BY CONTRACTOR.
5. MANUFACTURER TO APPLY A SURFACE BEAD WELD IN THE SHAPE OF THE LETTER "C" ABOVE THE OUTLET PIPE STUB ON THE EXTERIOR SURFACE OF THE STEEL SCFB.
6. STORMFILTER CATCHBASIN EQUIPPED WITH 4 INCH (APPROXIMATE) LONG STUBS FOR INLET (IF APPLICABLE) AND OUTLET PIPING. STANDARD OUTLET STUB IS 8 INCHES IN DIAMETER. MAXIMUM OUTLET STUB IS 18 INCHES IN DIAMETER. CONNECTION TO COLLECTION PIPING CAN BE MADE USING FLEXIBLE COUPLING BY CONTRACTOR.
7. STEEL STRUCTURE TO BE MANUFACTURED OF 1/4 INCH STEEL PLATE. CASTINGS SHALL MEET AASHTO M208 LOAD RATING. TO MEET H200 LOAD RATING ON STRUCTURE. A CONCRETE COLLAR IS REQUIRED. WHEN REQUIRED, CONCRETE COLLAR WITH #4 REINFORCING BARS TO BE PROVIDED BY CONTRACTOR.
8. FILTER CARTRIDGES SHALL BE MEDIA FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 38 SECONDS.
9. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLotation PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CATCHBASIN (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

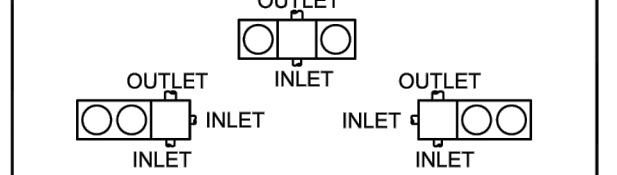


2-CARTRIDGE DEEP CATCHBASIN

STORMFILTER DATA

STRUCTURE ID	CBR R1	CBR R2
WATER QUALITY FLOW RATE (cfs)	0.0177	0.0177
PEAK FLOW RATE (cfs)	0.0659	0.0659
RETURN PERIOD OF PEAK FLOW (yrs)	10 YR	10 YR
CATCHBASIN FLOW RATE (gpm)	15	15
MEDIA TYPE (PERLITE, ZPG, PSORB)	ZPG	ZPG
RIM ELEVATION	15	15
PIPE DATA:	18"	18"
INLET STUB	67.51	66.10
OUTLET STUB	67.40	66.10

CONFIGURATIONS



SLOPED LID

SOLID COVER YES/NO

NOTES/SPECIAL REQUIREMENTS:

2 CARTRIDGE CATCHBASIN STORMFILTER STANDARD DETAIL

CONTECH
ENGINEERED SOLUTIONS LLC
www.contechES.com
9025 Centre Pointe Dr., Suite 300, West Chester, OH 45399
800-526-3999 513-645-7000 513-645-7993 FAX

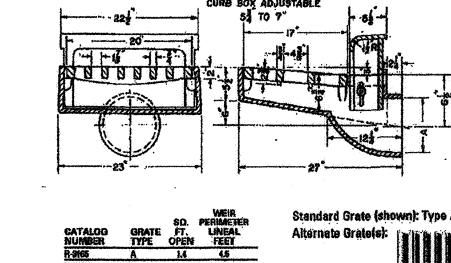
NEENAH FOUNDRY

R-3165- Combination Inlet, With Curb Box

R-3165

Combination Inlet Frame, Grate, Curb Box

Heavy Duty



Furnished standard with Ductile Iron Grates.

For use where conditions do not permit catch basin under inlet.

Challenge is to catch trash behind curb.

Available with 8", 10" or 12" round outlet - specify when ordering.

Available with Curb Plate.

Company Number

A 17'-00"

B 12'

C 20'-00" to 24'-00"

D 6'-00"

All dimensions are listed in inches unless otherwise noted.

To order Neenah Foundry products, please call 800.558.5075.

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Due to the configuration of the Contech Stormfilter CB, the location of the outlet places the CB perpendicular to the curbline and into the travel lane. City Standards 204.8(11) does not allow solid square lids in the travel lane. Either replace the proprietary square lid with round lids or provide an alternative device (see Old Castle Perk Filter as an example). [Plans; Sht R6.2 of 21]

Add City Std Details:
02.01.05 // 06.01.01 // 06.01.02
[Plans; Sht R6.2 of 21]

A

A

A

A

Revisions:

Sheet Title:

STORM DETAILS AND NOTES

Designed by: CW
Drawn by: SK
Checked by: JI

Sheet No.

R6.2

13 of 21 Sheets

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

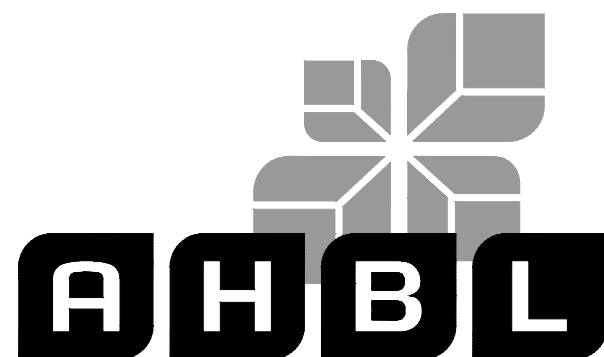
SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.

APPROVED

BY
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL DATE. 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 DEVELOPMENT ENGINEERING MANAGER.



TACOMA • SEATTLE • SPOKANE • TRI-CITIES

2215 North 30th Street, Suite 300, Tacoma, WA 98403
253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

Project Title:

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

Client:

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

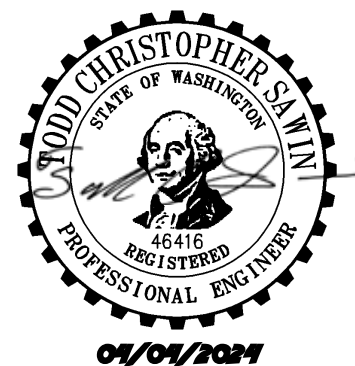
Project No.

2230752

Issue Set & Date:

PERMIT SUBMITTAL

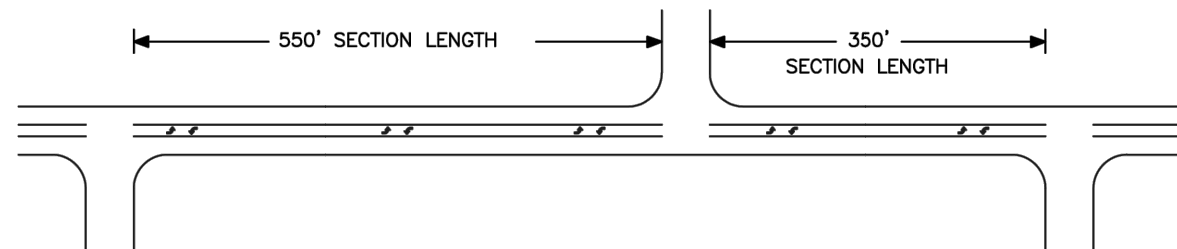
04/03/2024



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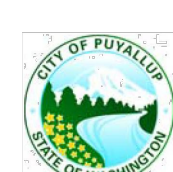
LENGTH	NUMBER OF ARROW SETS	LOCATION OF ARROW SET(S)
0' - 100'	0	
101' - 300'	1	
301' - 500'	2	
501' - 850'	3	
851' - 1200'	4	
1201' - 1750'	5	* SPACE BALANCE OF SETS EVENLY OVER REMAINDER OF SEGMENT.
OVER 1750'	$\frac{L-100}{300}$	ROUND TO NEAREST WHOLE NUMBER

EXAMPLE:



NOTES:

- STOP BAR IS TO BE INSTALLED ONLY WHERE A TRAFFIC STUDY DETERMINES THEY ARE WARRANTED.
- SECTION LENGTHS ARE DETERMINED BY INTERSECTION PLACEMENTS, WHICH ARE VARIABLE.



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

TWO-WAY LEFT TURN CHANNELIZATION

DESIGNED BY	CHECKED BY	APPROVED BY	REVISED BY	CITY STANDARD
FILE NAME	LINDA LIAN	COLLEEN HARRIS	XXXX	01.03.07



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

TWO-WAY LEFT TURN CHANNELIZATION (CONT.)

DESIGNED BY	CHECKED BY	APPROVED BY	REVISED BY	CITY STANDARD
FILE NAME	LINDA LIAN	COLLEEN HARRIS	XXXX	01.03.08

NOTES:

- CENTERLINE STRIPE FOR CHANNELIZATION SHALL BE DETAIL B OR DETAIL C AS DIRECTED BY CITY. CENTERLINE STRIPE FOR ALL COLLECTORS SHALL BE DETAIL D WITH TYPE 2Y R.P.M. SPACED AT 80' INTERVALS ON TANGENTS AND HORIZ. CURVES WITH A RADIUS OF 5000' OR MORE AND 40' INTERVALS ON HORIZ. CURVES LESS THAN 5000'. CENTERLINE STRIPE FOR ARTERIALS SHALL BE DETAIL E WITH R.P.M. SPACING AS PREVIOUSLY DEFINED.
- ROADS, UNLESS OTHERWISE DETERMINED BY THE CITY, (ARTERIALS & COLLECTORS) LONGITUDINAL LINES SHALL BE PAINTED, APPLIED 14 MILS WHEN WET.
- NO PASSING ZONES IN ONE DIRECTION OR BOTH SHALL BE CLEARLY MARKED WITH CENTERLINE STRIPE, DETAIL B OR DETAIL C OR COMBINATION OF DETAIL D AND DETAIL E.
- ON WIDE INTERSECTIONS SPACE TYPE 1 OR 2 RPM 4 FEET ON CENTER.

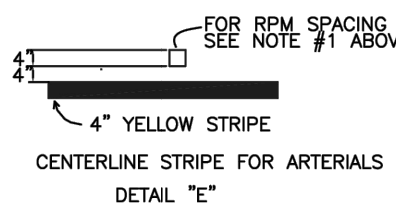
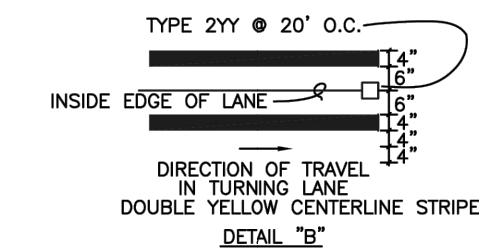
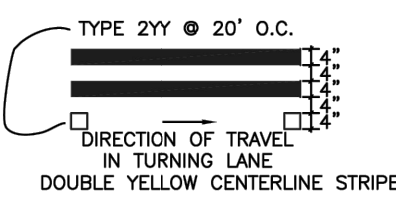
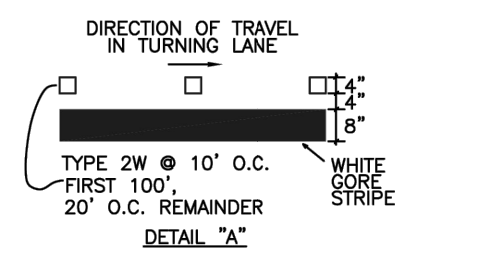
RAISED PAVEMENT MARKERS

TYPE 2 RPM (REFLECTIVE)	
RAISED FACE COLORS	
PE 2WR	WHITE AND RED
PE 2YR	YELLOW AND RED
PE 2Y	YELLOW AND YELLOW
PE 2W	WHITE — ONE SIDE ONLY
PE 2Y	YELLOW — ONE SIDE ONLY

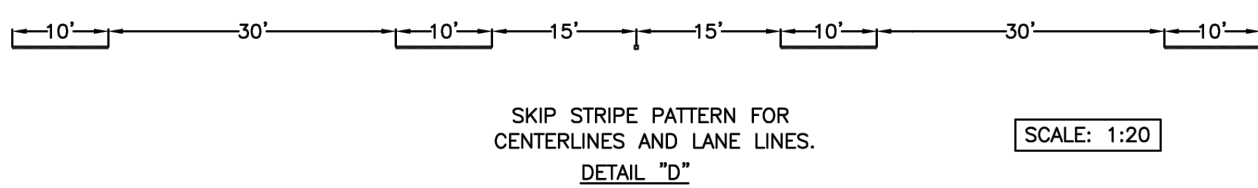
TYPE 1 RPM COLORS	
PE 1W	WHITE
PE 1Y	YELLOW

*TYPE 3 RPM COLORS	
PE 3W	8" RUMBLE BAR — WHITE
PE 3Y	8" RUMBLE BAR — YELLOW

CITY MAY REQUIRE REFLECTIVE.



SCALE: 1:4



SCALE: 1:20



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

PAVEMENT MARKING DETAILS

DESIGNED BY	CHECKED BY	APPROVED BY	REVISED BY	CITY STANDARD
FILE NAME	LINDA LIAN	COLLEEN HARRIS	XXXX	01.03.10

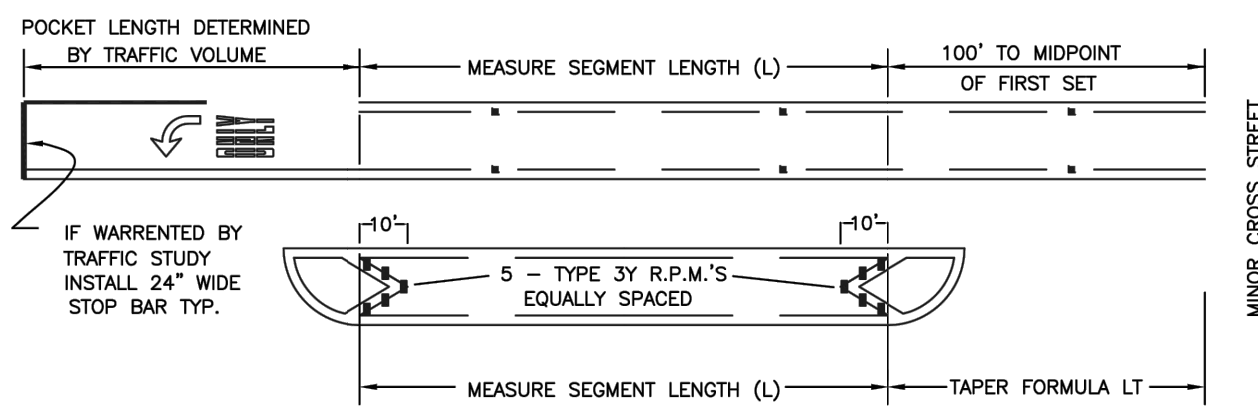


CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

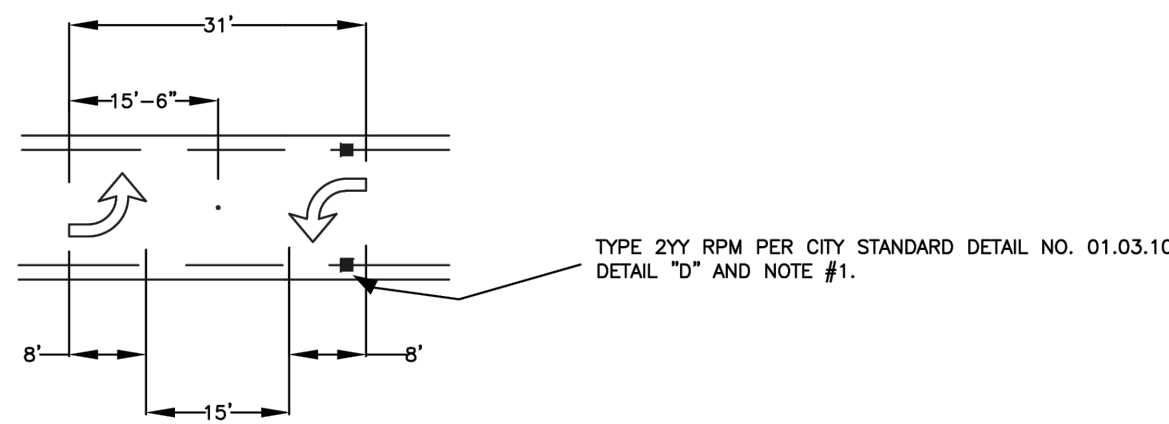
CROSSWALK DETAIL

DESIGNED BY	CHECKED BY	APPROVED BY	REVISED BY	CITY STANDARD
FILE NAME	LINDA LIAN	COLLEEN HARRIS	XXXX	01.03.11



LT=WS (45 MPH OR MORE)
LT=WS²/60 (0 TO 45 MPH)
WHERE: S=POSTED SPEED MPH
LT=LENGTH OF TAPER IN FEET
W=OFFSET IN FEET

SCALE: 1:40



SCALE: 1:20

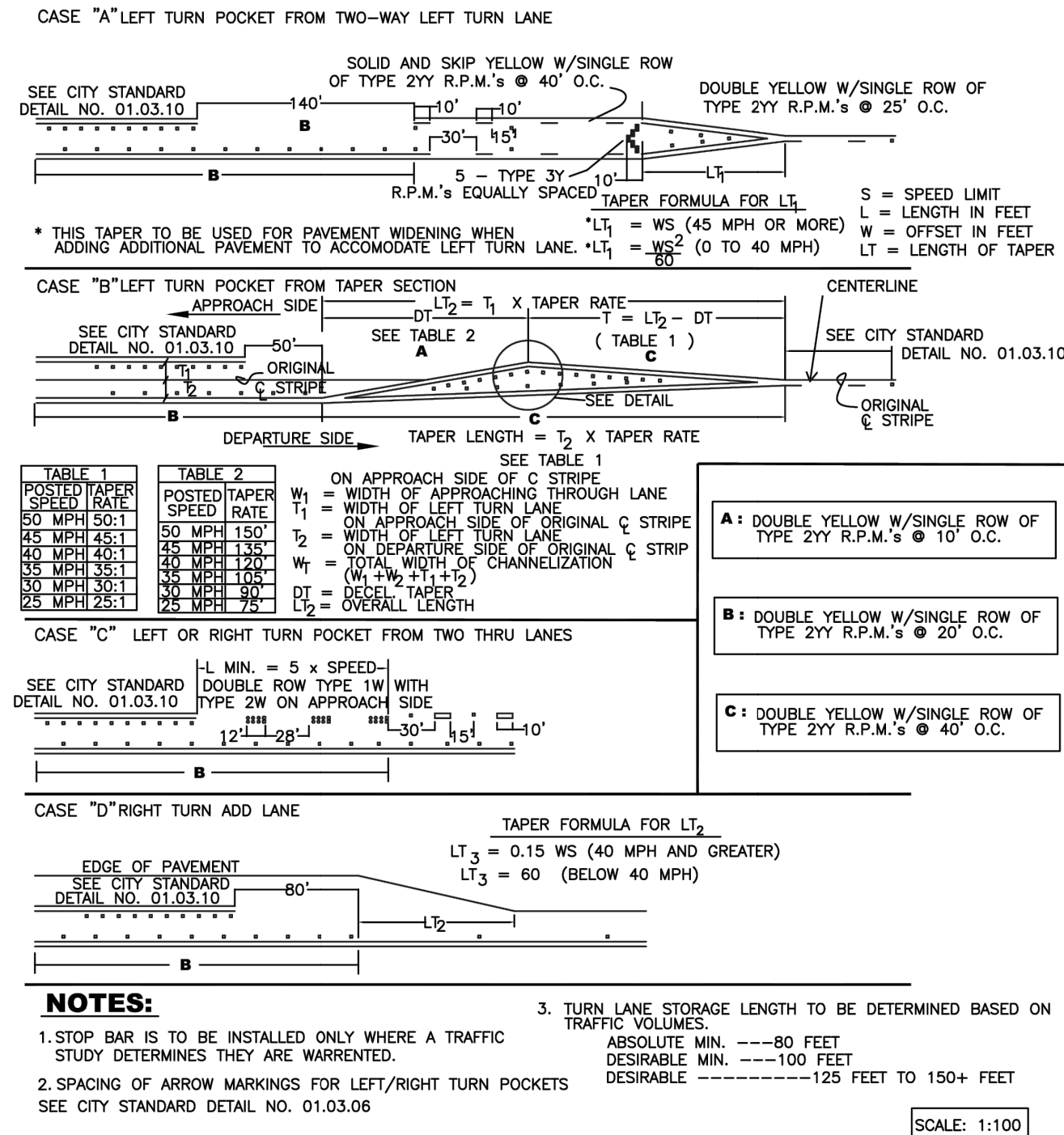


CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

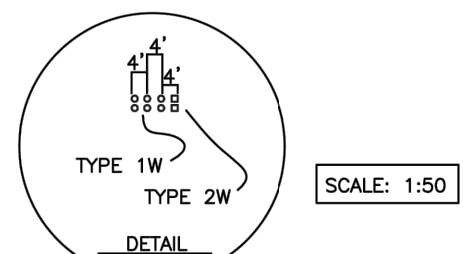
TWO-WAY LEFT TURN CHANNELIZATION (CONT.)

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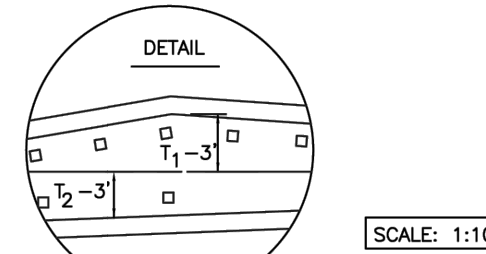


- NOTES:**
- STOP BAR IS TO BE INSTALLED ONLY WHERE A TRAFFIC STUDY DETERMINES THEY ARE WARRANTED.
 - SPACING OF ARROW MARKINGS FOR LEFT/RIGHT TURN POCKETS SEE CITY STANDARD DETAIL NO. 01.03.06
 - TURN LANE STORAGE LENGTH TO BE DETERMINED BASED ON TRAFFIC VOLUMES.
ABSOLUTE MIN. ---80 FEET
DESIRABLE MIN. ---100 FEET
DESIRABLE ---125 FEET TO 150+ FEET

SCALE: 1:100



SCALE: 1:50



SCALE: 1:10



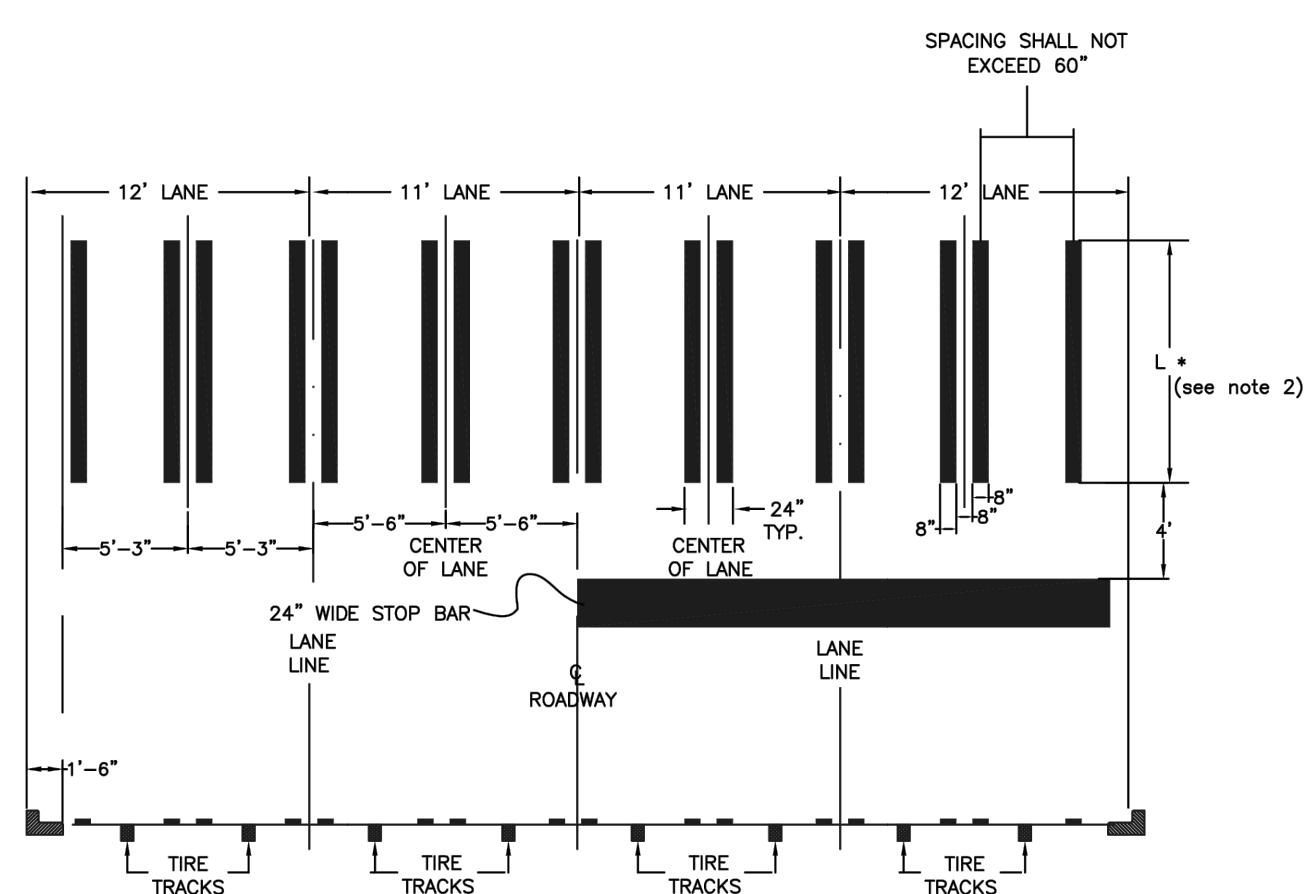
CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

LEFT TURN POCKETS

DESIGNED BY	CHECKED BY	APPROVED BY	REVISED BY	CITY STANDARD
FILE NAME	LINDA LIAN	COLLEEN HARRIS	XXXX	01.03.09

Add City Std Details:
01.01.05 // 01.01.11 // 01.01.18 // 01.02.02 (strike Note 7 due to previous conform) // 01.02.03 // 01.02.08 // 01.02.16 // 01.02.19 // 01.02.20 // 01.03.06 // 01.03.13 // 01.03.14 // 01.03.15 // 01.04.01 // 01.04.02



NOTES:

- FOR ALL ROADWAYS, THE LONGITUDINAL LINES SHALL BE CENTERED ON THE LANE LINES AND IN THE CENTER OF THE TRAVELED PORTION OF THE LANE TO MINIMIZE TIRE WEAR. THE SPACING BETWEEN THE LONGITUDINAL LINES SHALL NOT EXCEED 60".
- THE LENGTH OF A CROSSWALK SHALL BE 8' ACROSS RESIDENTIAL STREETS, 10' ACROSS COLLECTORS AND MINOR ARTERIALS AND 12' ACROSS PRINCIPAL ARTERIALS. HOWEVER, THE LENGTH OF A CROSSWALK SHALL BE 8' ACROSS SIDE STREETS ALONG COLLECTORS AND MINOR ARTERIALS AND 12' ACROSS SIDE STREETS ALONG PRINCIPAL ARTERIALS.
- STOP BAR WHEN USED WITH A CROSSWALK SHALL BE PLACED FOUR FEET IN ADVANCE OF AND PARALLEL TO THE CROSSWALK. ALL STOP BARS SHALL BE 24" WIDE.
- PAVEMENT MARKINGS, INCLUDING CROSSWALKS, SHALL BE TYPE A LIQUID HOT APPLIED THERMOPLASTIC. PER STANDARD SPECIFICATIONS, SECTION 9-34 PAVEMENT MARKING MATERIAL, 9-34.1 GENERAL.



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

CROSSWALK DETAIL

DESIGNED BY	CHECKED BY	APPROVED BY	REVISED BY	CITY STANDARD
FILE NAME	LINDA LIAN	COLLEEN HARRIS	XXXX	01.03.11



Know what's below.
Call before you dig.

R6.4

15 of 21 Sheets

EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS

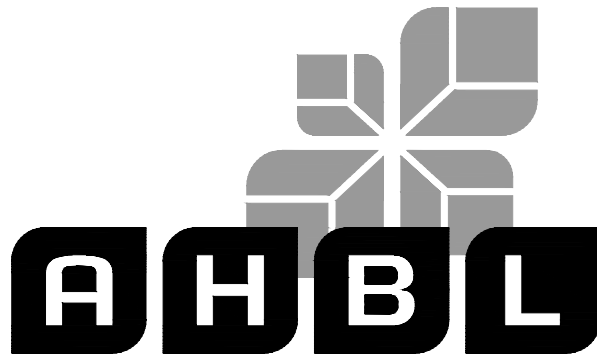
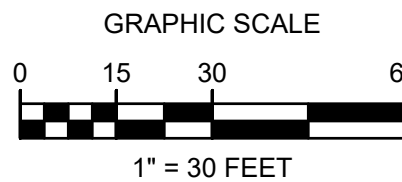
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APPROVED

BY
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE

NOTE: THIS APPROVAL IS VOID
AFTER 180 DAYS FROM APPROVAL
DATE.
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
DEVELOPMENT ENGINEERING
MANAGER.



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2215 North 30th Street, Suite 300, Tacoma, WA 98403
253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

Project Title:

**EAST TOWN CROSSING
FRONTAGE
IMPROVEMENTS**

Client:

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

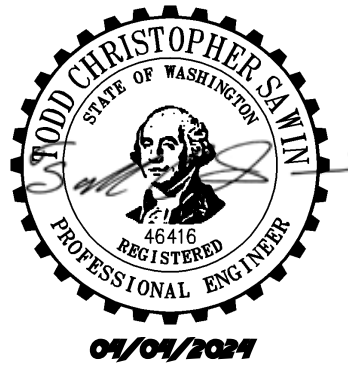
Project No.

2230752

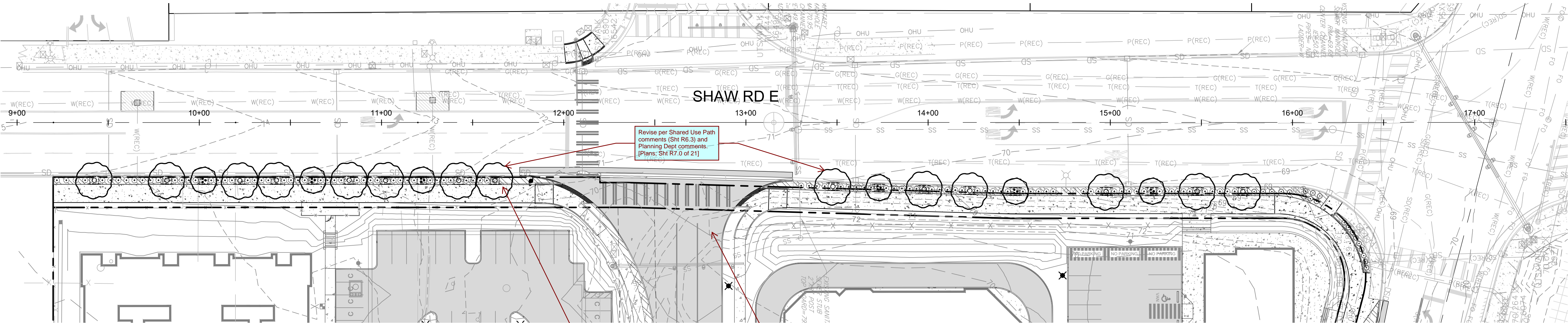
Issue Set & Date:

PERMIT SUBMITTAL

04/03/2024



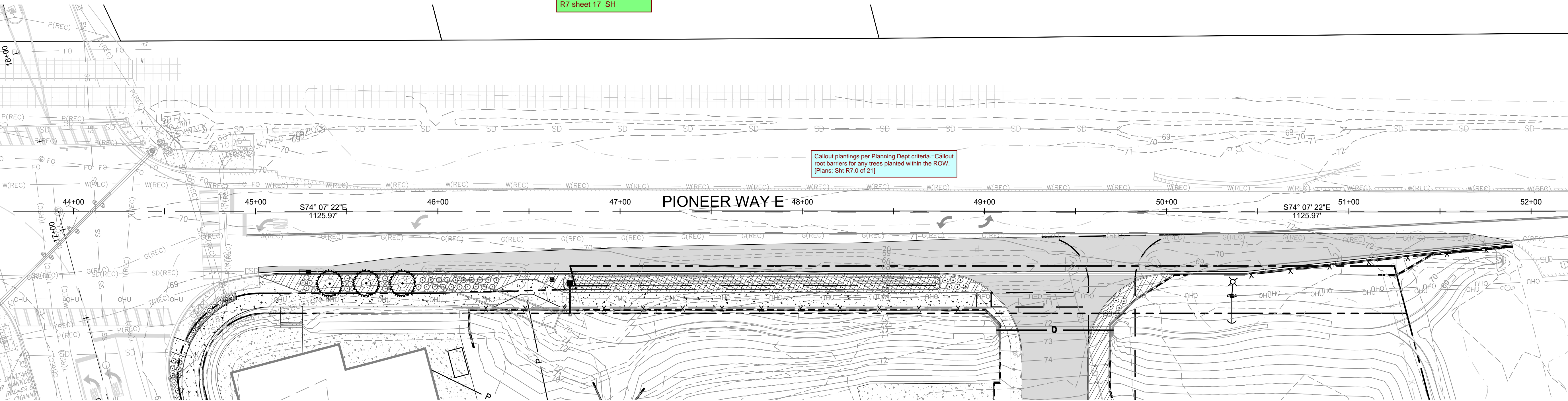
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1

SHAW ROAD E PLANTING AND UTILITY

SCALE 1:30



2

PIONEER WAY E PLANTING AND UTILITY

SCALE 1:30



Know what's below.
Call before you dig.

DATE: April 15, 2024 FILENAME: Q:\2023\2230752\10_CIV\CAD\2230752-SH-ROAD-LAND.dwg

Δ
Δ
Δ
Δ

Revisions:

Sheet Title:

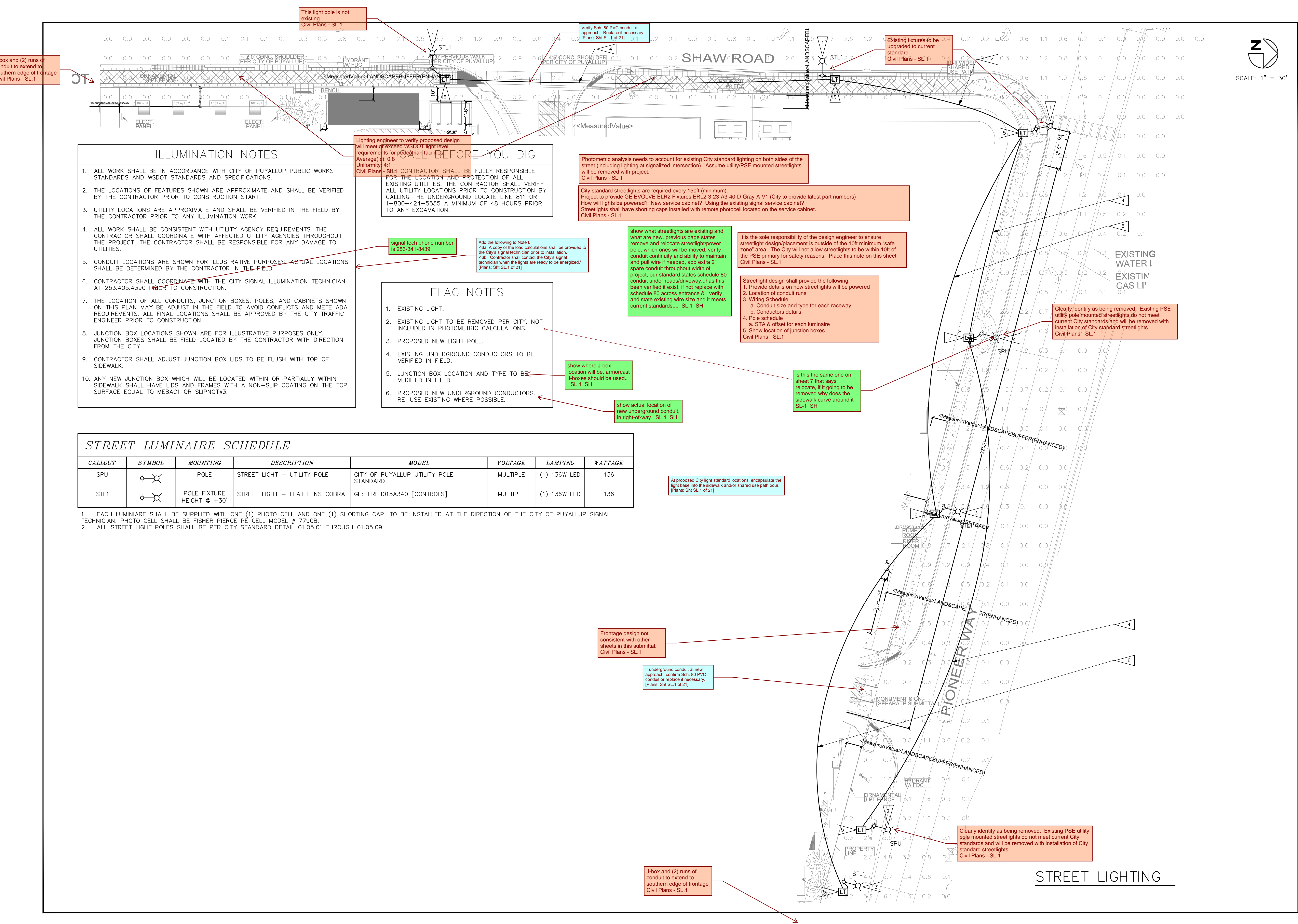
LANDSCAPE PLAN

Designed by: CW Drawn by: SK Checked by: JI

Sheet No.

R7.0

17 of 21 Sheets



ILLUMINATION NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH CITY OF PUYALLUP PUBLIC WORKS STANDARDS AND WSDOT STANDARDS AND SPECIFICATIONS.
- THE LOCATIONS OF FEATURES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION START.
- UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY ILLUMINATION WORK.
- ALL WORK SHALL BE CONSISTENT WITH UTILITY AGENCY REQUIREMENTS. THE CONTRACTOR SHALL COORDINATE WITH AFFECTED UTILITY AGENCIES THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.
- CONDUIT LOCATIONS ARE SHOWN FOR ILLUSTRATIVE PURPOSES. ACTUAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD.
- CONTRACTOR SHALL COORDINATE WITH THE CITY SIGNAL ILLUMINATION TECHNICIAN AT 253.405.4390 PRIOR TO CONSTRUCTION.
- THE LOCATION OF ALL CONDUITS, JUNCTION BOXES, POLES, AND CABINETS SHOWN ON THIS PLAN MAY BE ADJUST IN THE FIELD TO AVOID CONFLICTS AND MEET ADA REQUIREMENTS. ALL FINAL LOCATIONS SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO CONSTRUCTION.
- JUNCTION BOX LOCATIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. JUNCTION BOXES SHALL BE FIELD LOCATED BY THE CONTRACTOR WITH DIRECTION FROM THE CITY.
- CONTRACTOR SHALL ADJUST JUNCTION BOX LIDS TO BE FLUSH WITH TOP OF SIDEWALK.
- ANY NEW JUNCTION BOX WHICH WILL BE LOCATED WITHIN OR PARTIALLY WITHIN SIDEWALK SHALL HAVE LIDS AND FRAMES WITH A NON-SLIP COATING ON THE TOP SURFACE EQUAL TO MEBAC1 OR SLIPNOT#3.

Lighting engineer to verify proposed design will meet or exceed WSDOT light level requirements for pedestrian facilities. Average (fc): 0.8 Uniformity: 4:1 Civil Plans - SL.1

signal tech phone number is 253-341-8439

Add the following to Note 6:
*6a. A copy of the load calculations shall be provided to the City's signal technician prior to installation.
*6b. Contractor shall contact the City's signal technician when the lights are ready to be energized.
[Plans; Sht SL.1 of 21]

FLAG NOTES

- EXISTING LIGHT.
- EXISTING LIGHT TO BE REMOVED PER CITY. NOT INCLUDED IN PHOTOMETRIC CALCULATIONS.
- PROPOSED NEW LIGHT POLE.
- EXISTING UNDERGROUND CONDUCTORS TO BE VERIFIED IN FIELD.
- JUNCTION BOX LOCATION AND TYPE TO BE VERIFIED IN FIELD.
- PROPOSED NEW UNDERGROUND CONDUCTORS. RE-USE EXISTING WHERE POSSIBLE.

show where J-box location will be, armorcast J-boxes should be used. SL.1 SH

show actual location of new underground conduit, in right-of-way SL.1 SH

Frontage design not consistent with other sheets in this submittal. Civil Plans - SL.1

If underground conduit at new approach, confirm Sch. 80 PVC conduit or replace if necessary. [Plans; Sht SL.1 of 21]

J-box and (2) runs of conduit to extend to southern edge of frontage Civil Plans - SL.1

Photometric analysis needs to account for existing City standard lighting on both sides of the street (including lighting at signalized intersection). Assume utility/PSE mounted streetlights will be removed with project. Civil Plans - SL.1

City standard streetlights are required every 150ft (minimum). Project to provide GE EVOLVE ELR2 Fixtures ERL2-3-23-A3-40-D-Gray-A-V1 (City to provide latest part numbers) How will lights be powered? New service cabinet? Using the existing signal service cabinet? Streetlights shall have shorting caps installed with remote photocell located on the service cabinet. Civil Plans - SL.1

show what streetlights are existing and what are new. previous page states remove and relocate streetlight/power pole, which ones will be moved, verify conduit continuity and ability to maintain and pull wire if needed, add extra 2" spare conduit throughout width of project, our standard states schedule 80 conduit under roads/driveway...has this been verified it exist, if not replace with schedule 80 across entrance & verify and state existing wire size and it meets current standards.... SL.1 SH

It is the sole responsibility of the design engineer to ensure streetlight design/placement is outside of the 10ft minimum "safe zone" area. The City will not allow streetlights to be within 10ft of the PSE primary for safety reasons. Place this note on this sheet Civil Plans - SL.1

Streetlight design shall provide the following:
1. Provide details on how streetlights will be powered
2. Location of conduit runs
3. Wiring Schedule
a. Conduit size and type for each raceway
b. Conductors details
4. Pole schedule
a. STA & offset for each luminaire
5. Show location of junction boxes
Civil Plans - SL.1

is this the same one on sheet 7 that says relocate, if it going to be removed why does the sidewalk curve around it SL.1 SH

At proposed City light standard locations, encapsulate the light base into the sidewalk and/or shared use path pour. [Plans; Sht SL.1 of 21]

Clearly identify as being removed. Existing PSE utility pole mounted streetlights do not meet current City standards and will be removed with installation of City standard streetlights. Civil Plans - SL.1

Clearly identify as being removed. Existing PSE utility pole mounted streetlights do not meet current City standards and will be removed with installation of City standard streetlights. Civil Plans - SL.1

STREET LIGHTING

REVISIONS	DESCRIPTION	DATE	PROGRESS SET
NO.		3/15/21	

ROBISON ENGINEERING, INC.
19401 40TH AVE W, SUITE 302
LYNNWOOD, WA 98036
(206) 843-3343

MARK D. ROBISON
REGISTERED PROFESSIONAL ENGINEER
STATE OF WASHINGTON
NO. 19401
3/15/2021

DRAWN:	DESIGNED:	CHECKED:	APPROVED:
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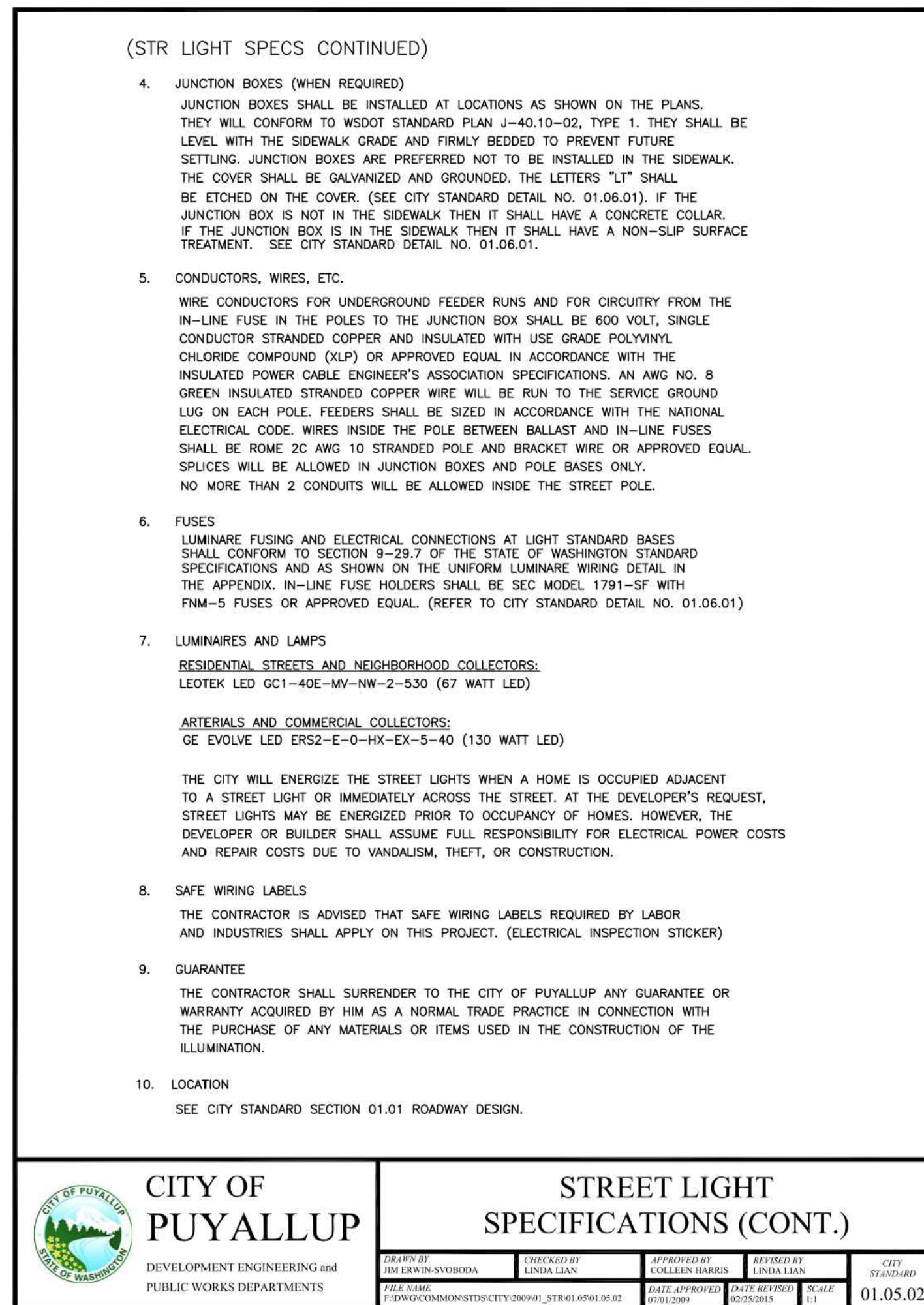
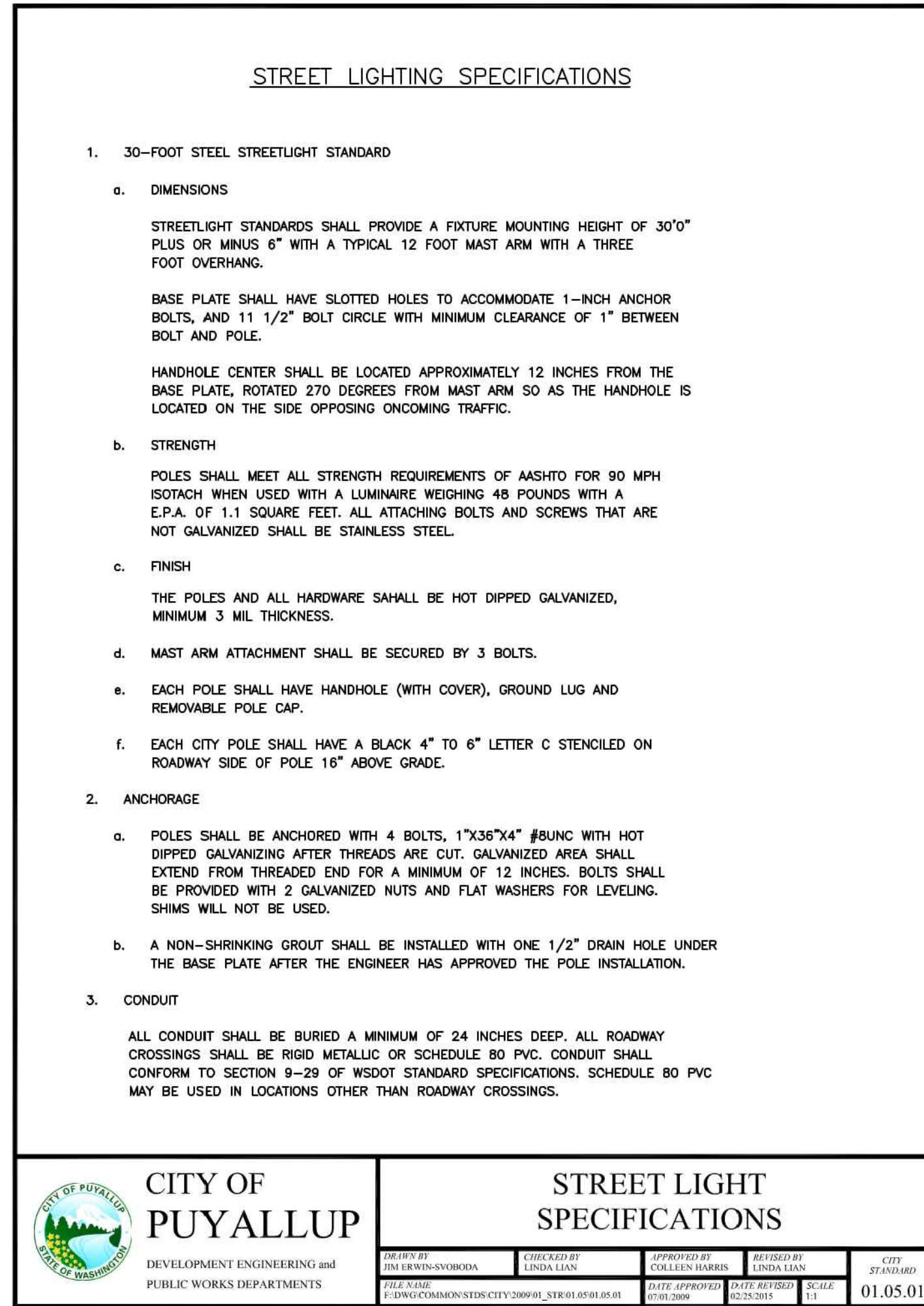
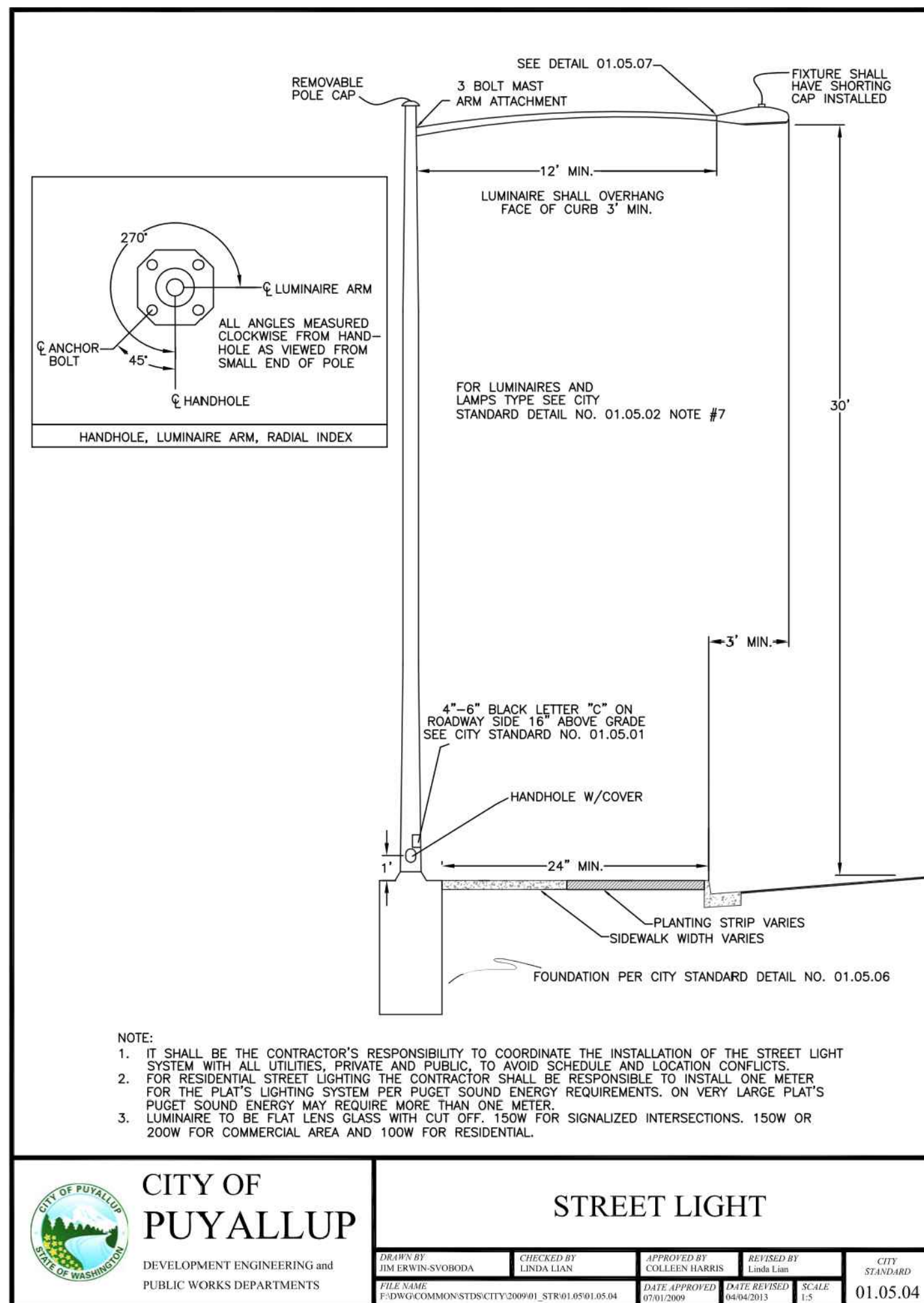
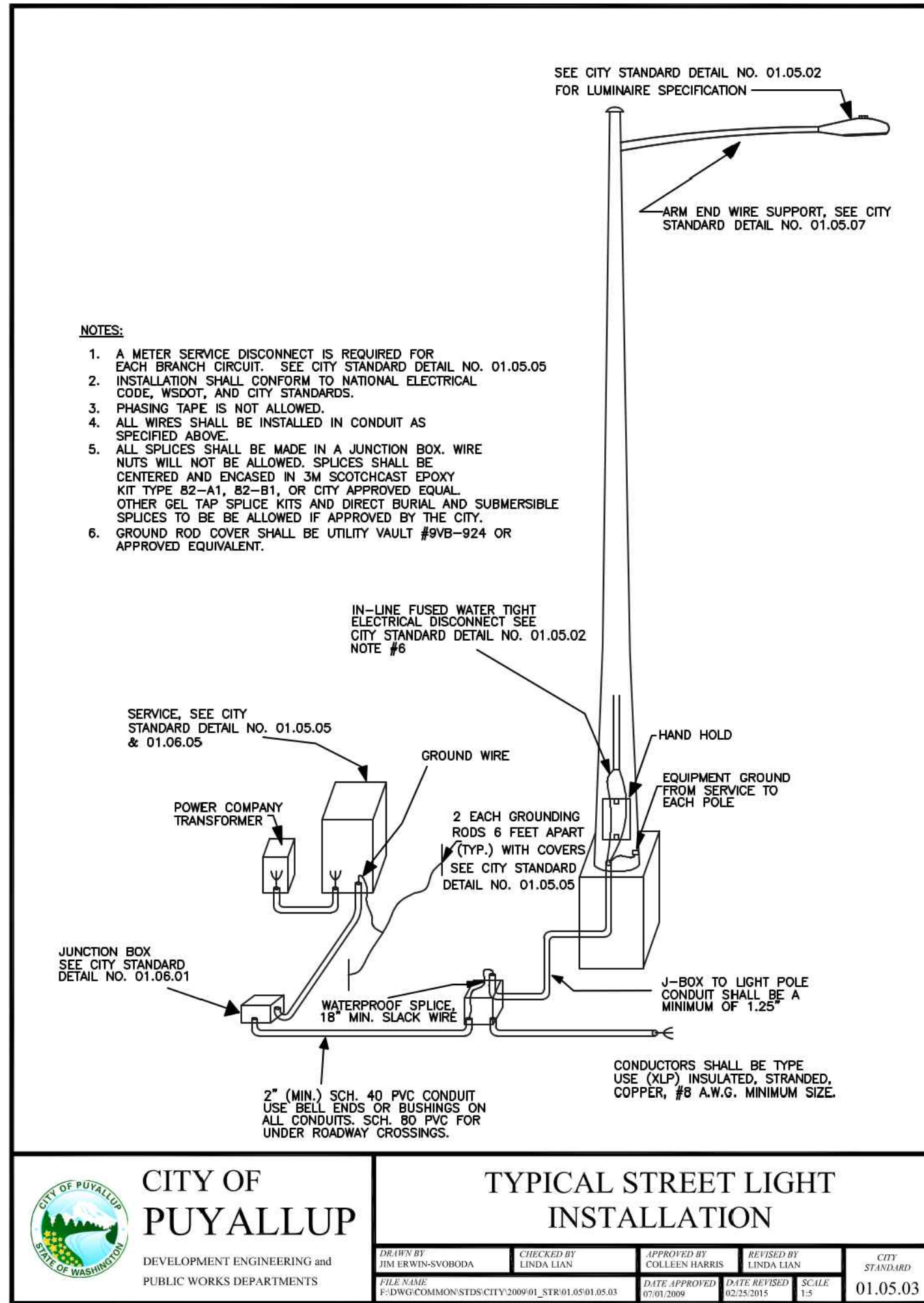
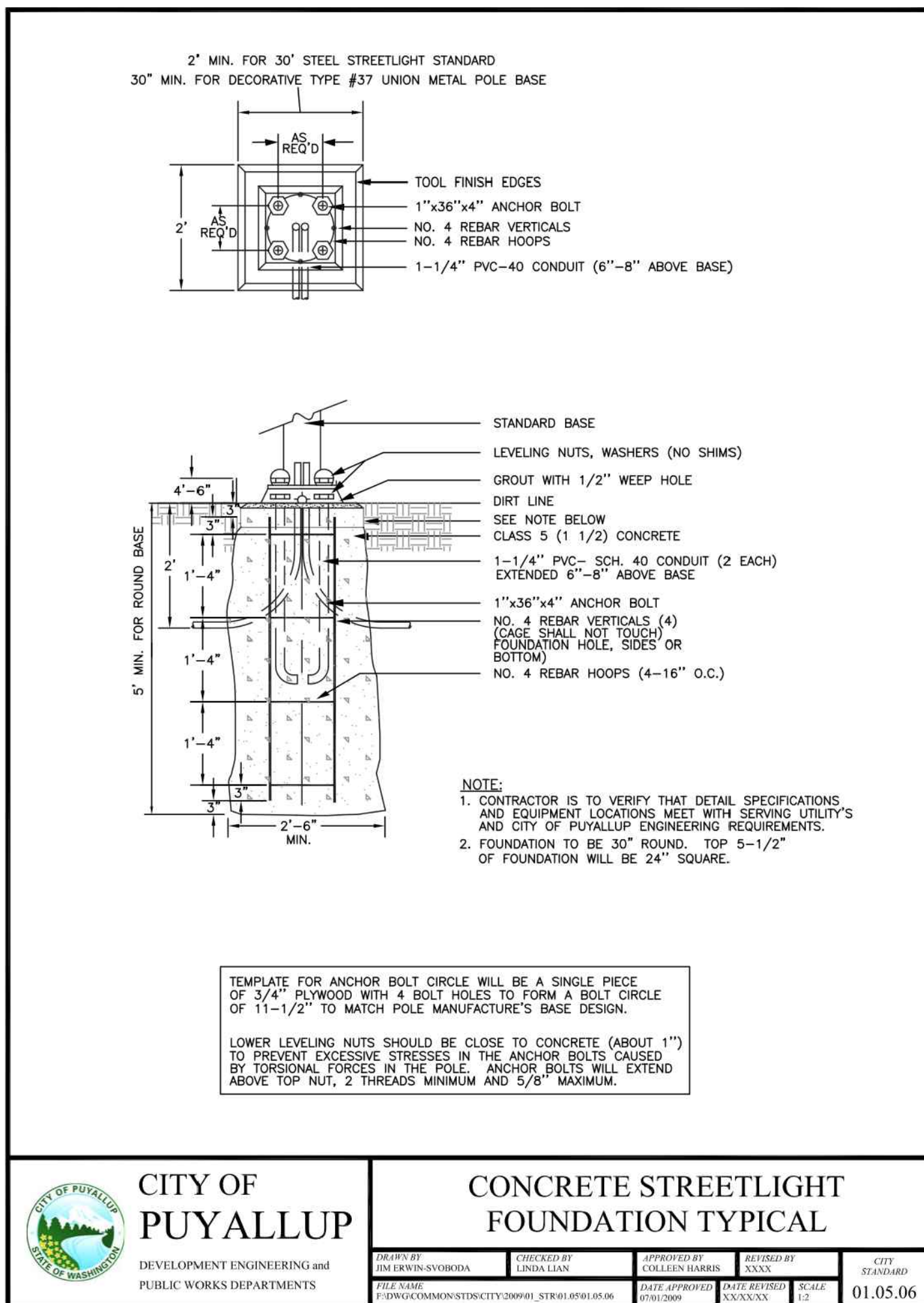
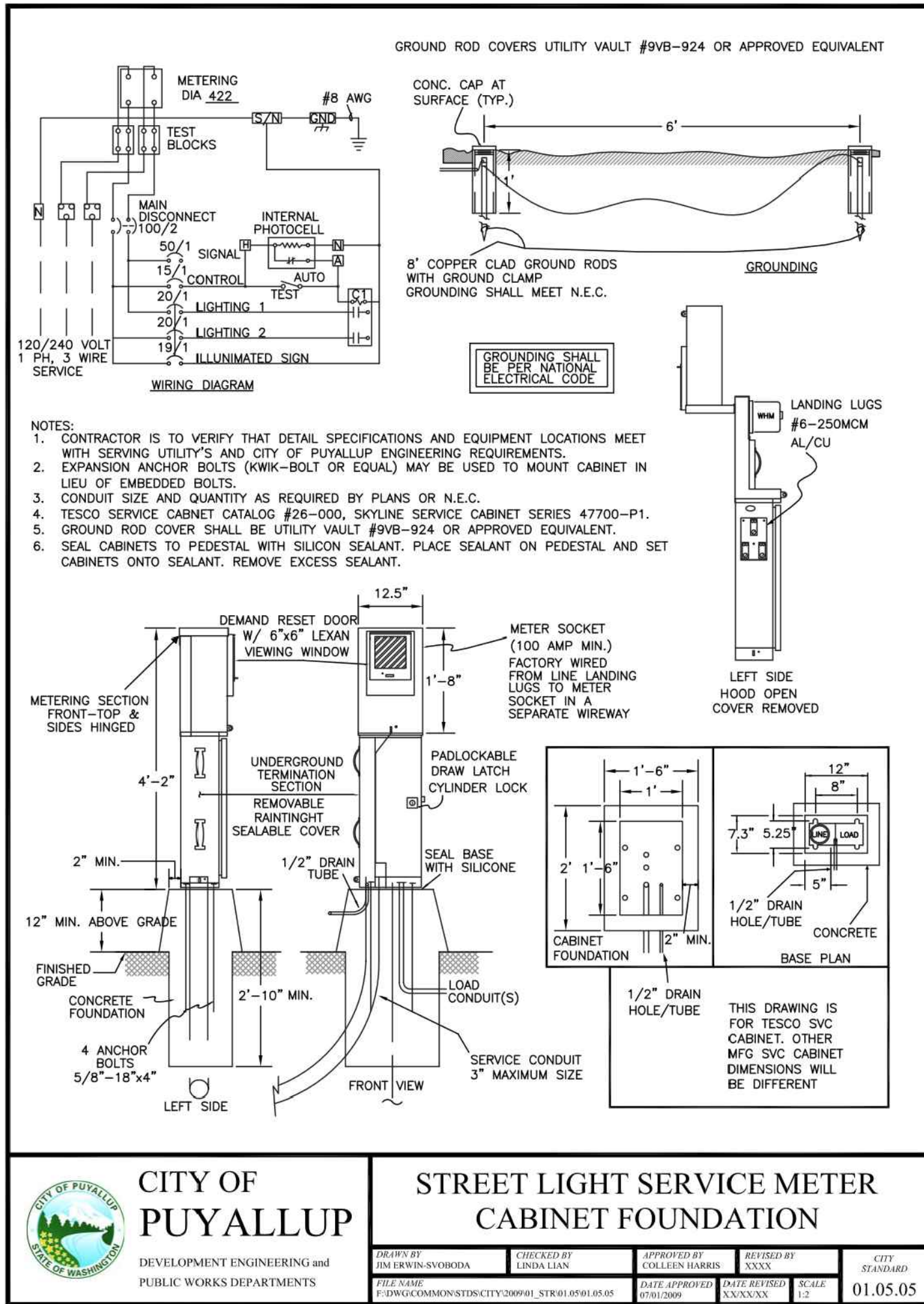
PROJECT: **EAST TOWN CROSSING**
MULTIFAMILY DEVELOPMENT
PIONEER WAY & SHAW RD. PUYALLUP, WA

ROBISON ENGINEERING, INC.
19401 40TH AVE W, SUITE 302
LYNNWOOD, WA 98036
PHONE: (206) 843-3343

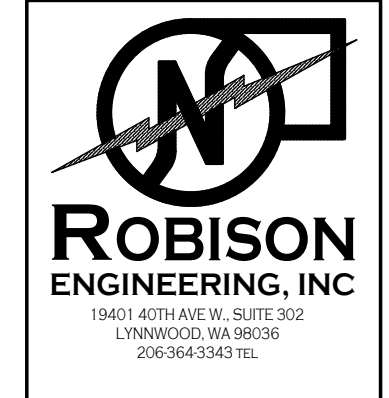
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11-10-2021

SHEET TITLE:
STREET LIGHTING

SHEET NO.
SL.1



REVISIONS	DESCRIPTION	DATE	PROGRESS SET
NO.		3/15/21	



DRAWN:	DESIGNED:	CHECKED:	APPROVED:
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PROJECT: EAST TOWN CROSSING
MULTIFAMILY DEVELOPMENT
PIONEER WAY & SHAW RD. PUYALLUP, WA

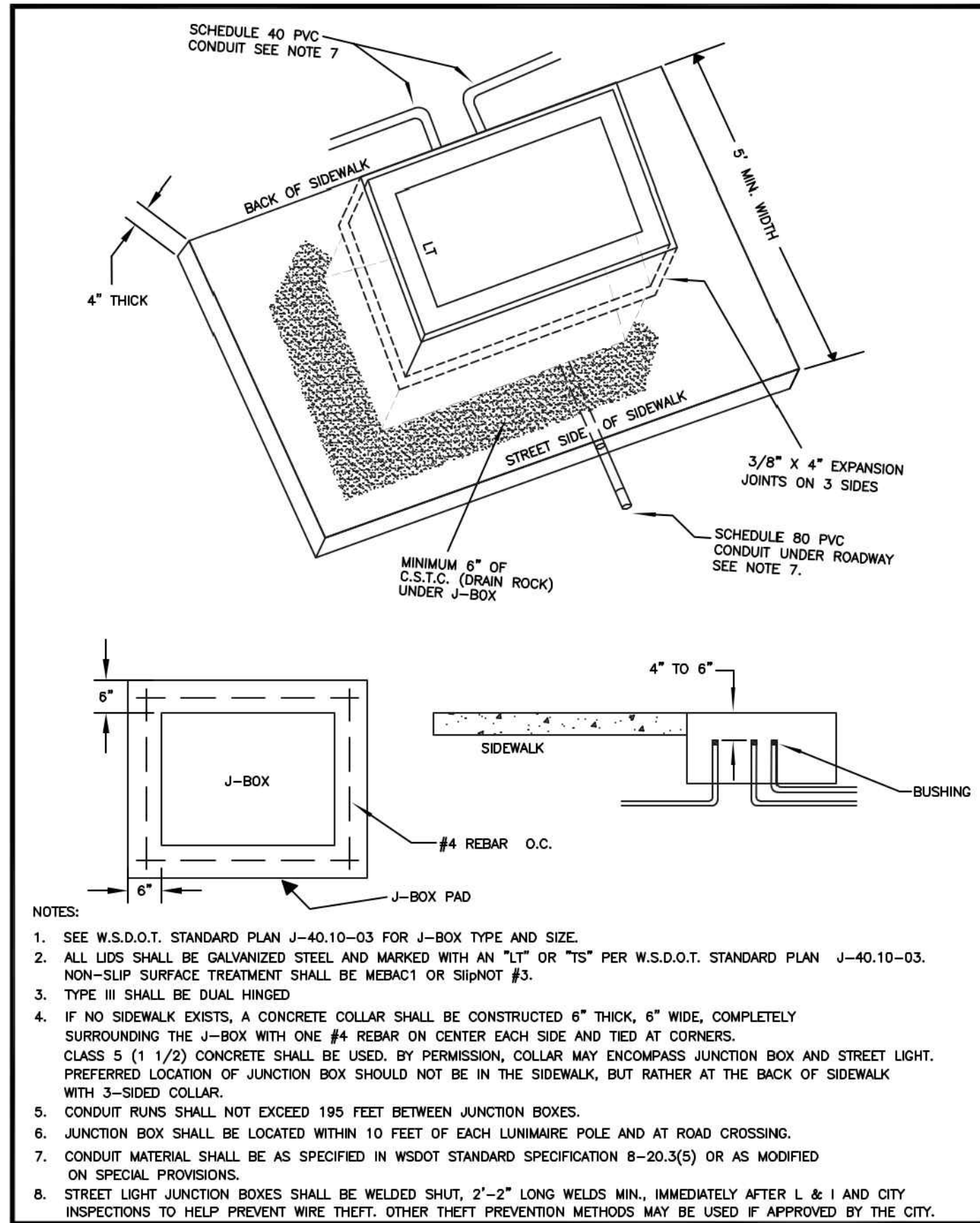
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LYNNWOOD, WA 98036
PHONE: 206-364-3343


ROBISON ENGINEERING, INC.

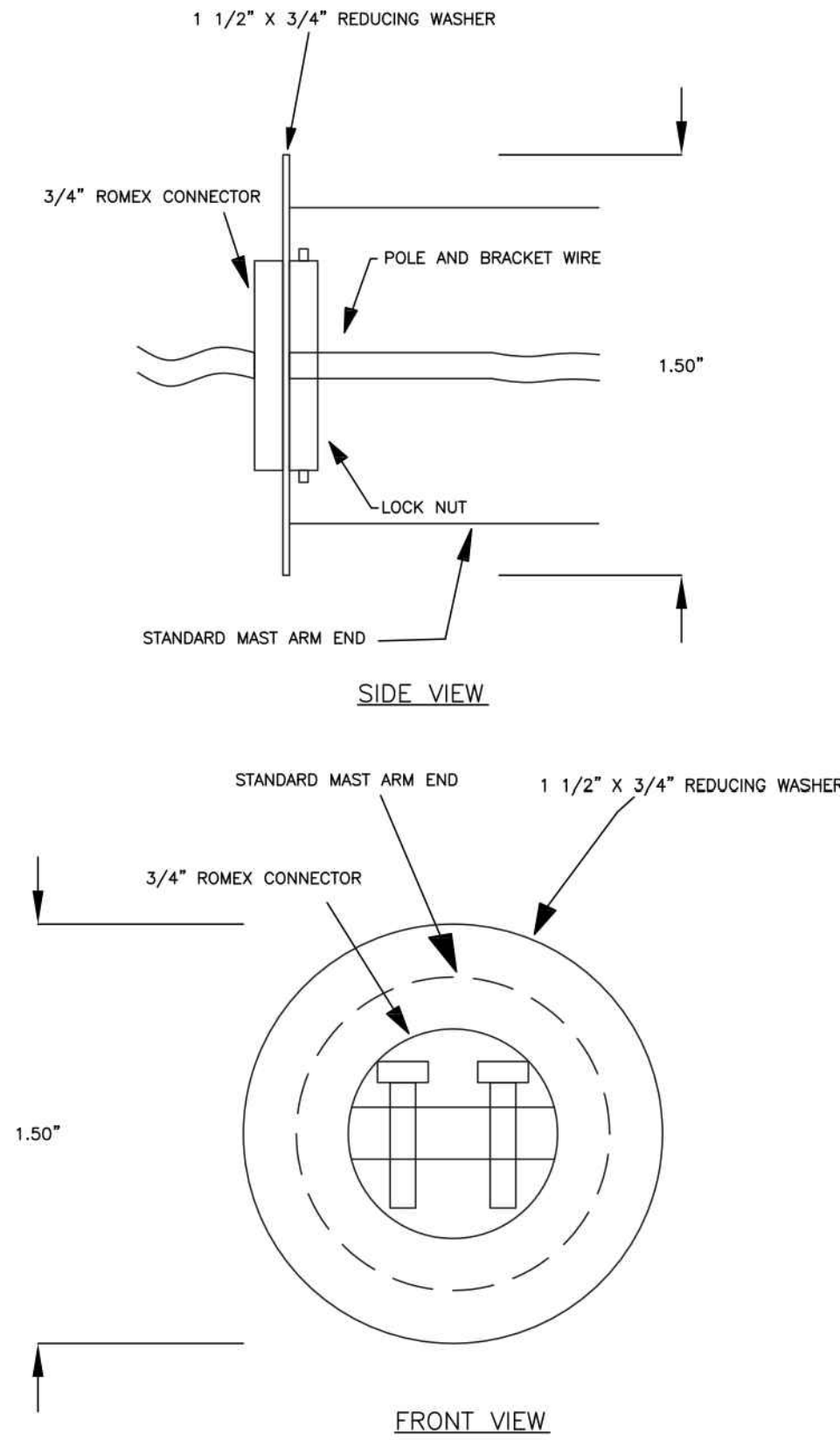
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SHEET TITLE:
STREET LIGHTING
- DETAILS

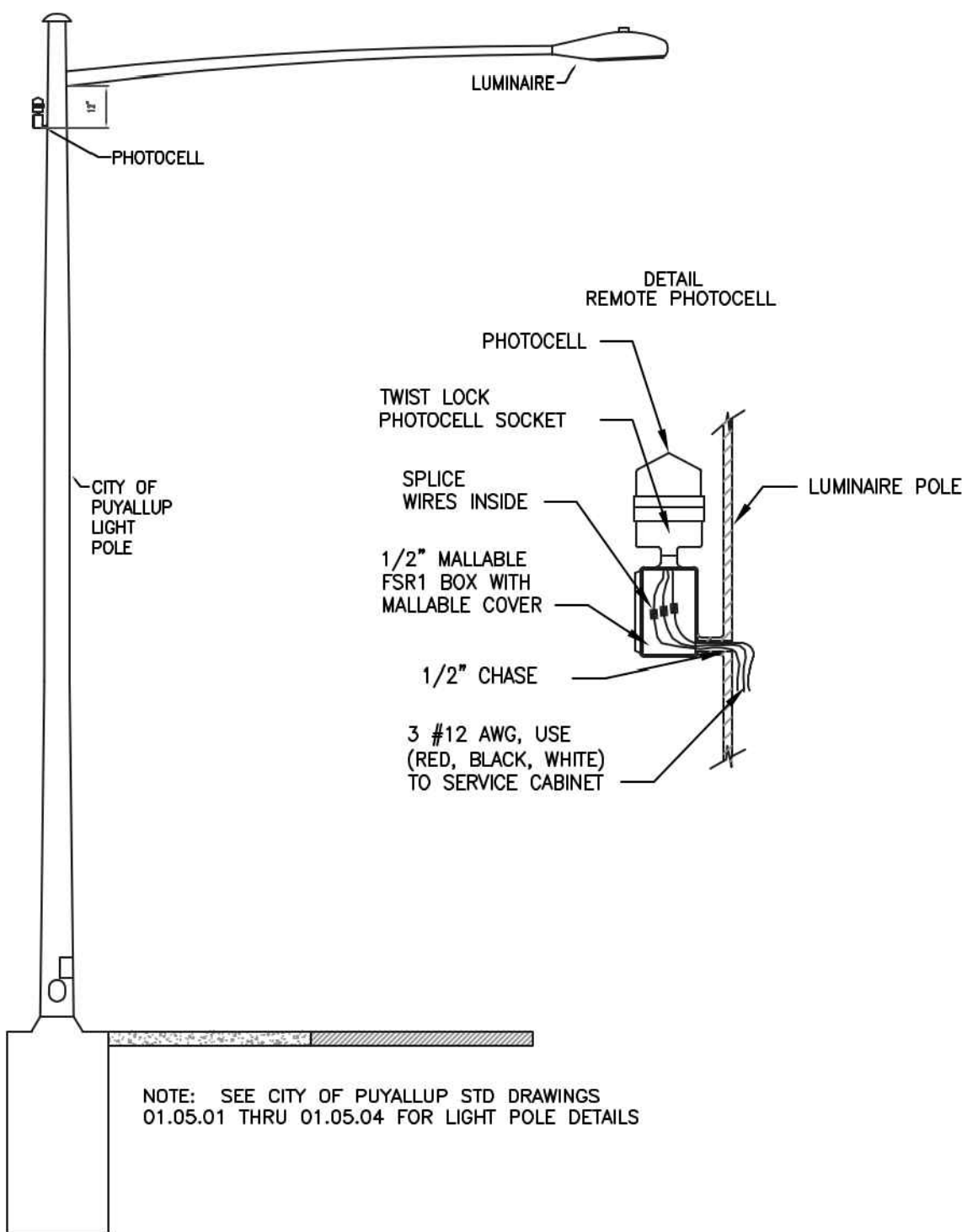
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SL.2




 CITY OF PUYALLUP DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS		JUNCTION BOX				
DESIGNED BY TIM ERWIN-SVORODKA	CHECKED BY LINDA LIAN	APPROVED BY COLLEEN HARRIS	DESIGNED BY LINDA LIAN	CITY STANDARD		
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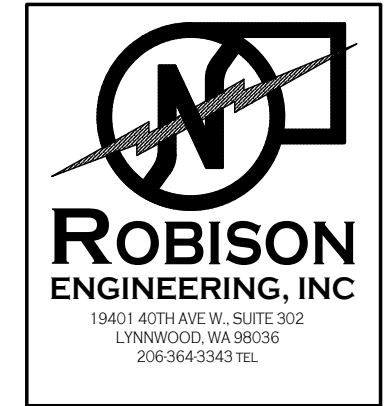


 CITY OF PUYALLUP DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS	STREET LIGHT POLE AND BRACKET WIRE SUPPORT AT ARM END					
	DESIGNED BY TIM ERWIN-SVORODKA	CHECKED BY LINDA LIAN	APPROVED BY COLLEEN HARRIS	DESIGNED BY XXXX	CITY STANDARD	
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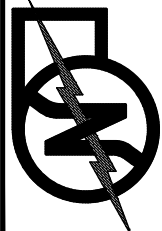


 CITY OF PUYALLUP DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS		REMOTE PHOTOCELL				
DESIGNED BY LINDA LIAN	CHECKED BY LINDA LIAN	APPROVED BY COLLEEN HARRIS	DESIGNED BY XXXX	CITY STANDARD		
FILE NAME P:\PROJECTS\ADMIN\STD\STD\CITY\2010\01_01_05.01_05.01.REMOTE		DATE APPROVED 11/21/2015	DATE REVISED XXXXXX	SCALE 1:1	01.05.10	

NO.	DATE	DESCRIPTION
	3/15/21	PROGRESS SET



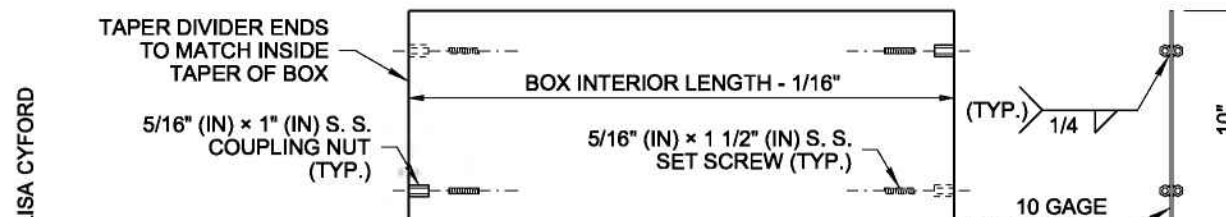
DRAWN:	DESIGNED:	CHECKED:	APPROVED:

PROJECT: EAST TOWN CROSSING MULTIFAMILY DEVELOPMENT PIONEER WAY & SHAW RD. PUYALLUP, WA		19401 40TH AVE W, SUITE 302 LYNNWOOD, WA 98036 PHONE: 206-664-3343	
		 ROBISON ENGINEERING, INC	

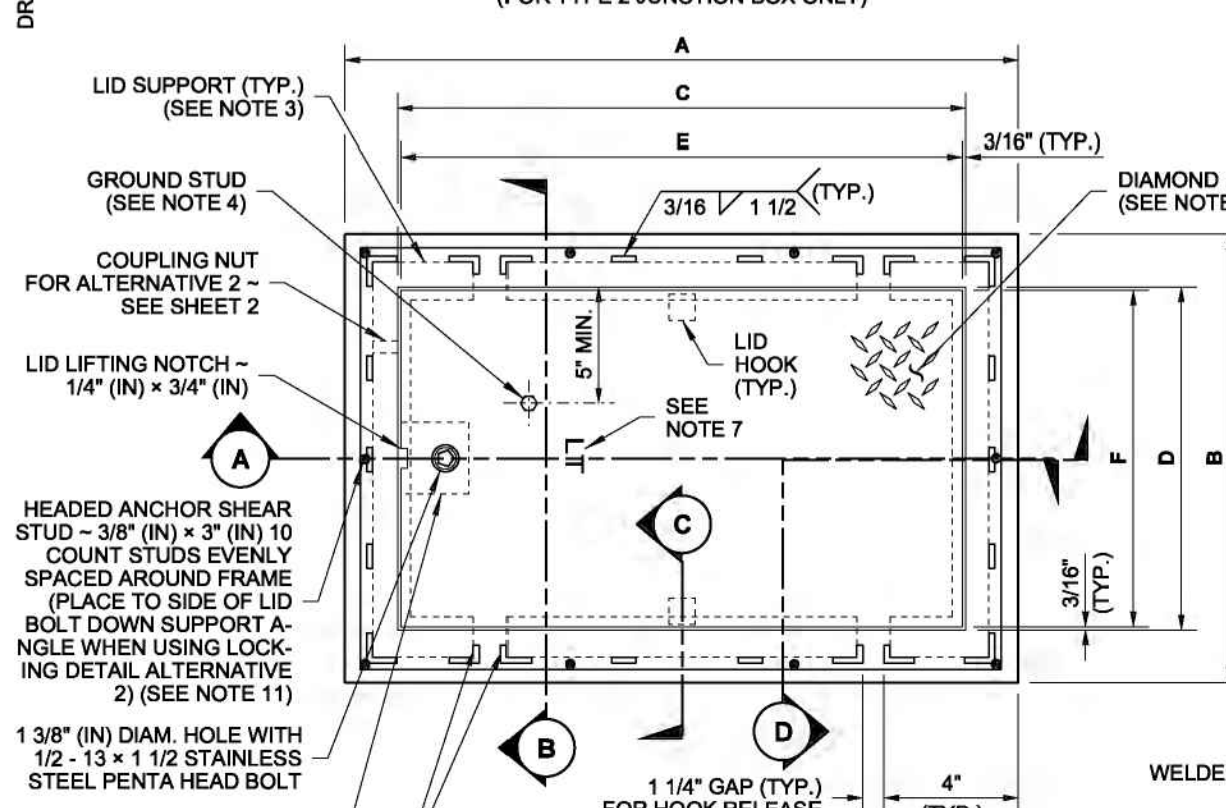
DATE: 11-10-2021

SHEET TITLE: STREET LIGHTING - DETAILS
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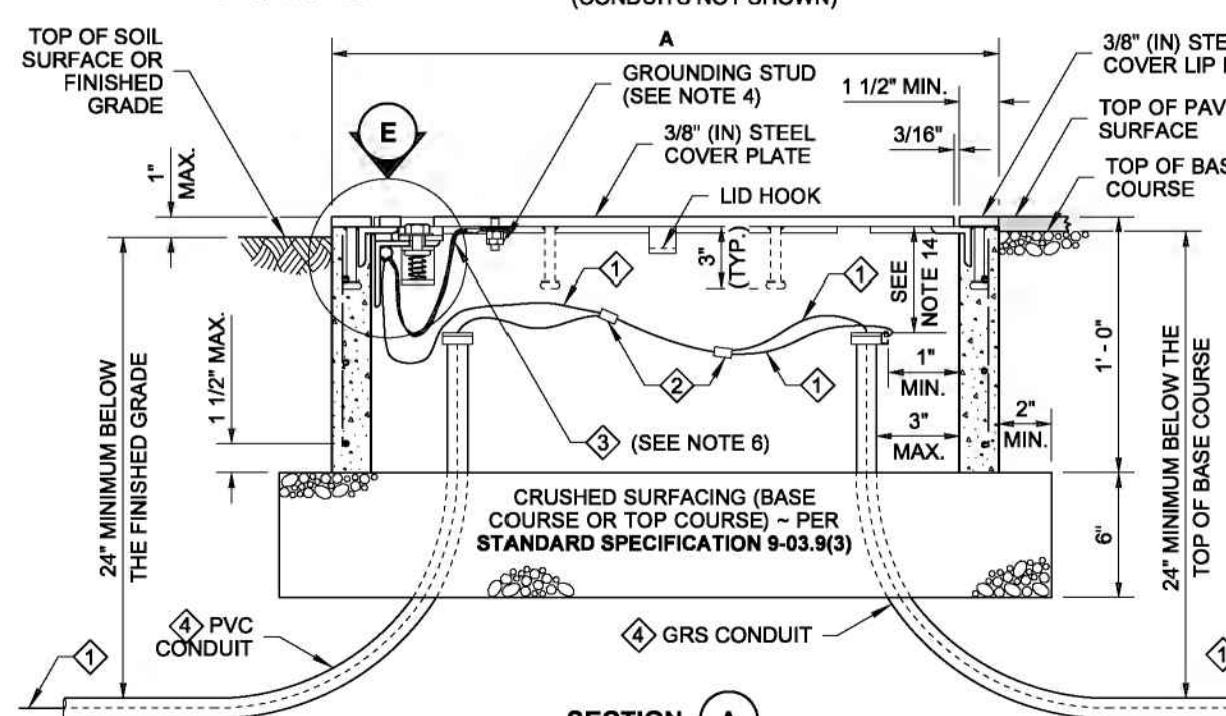
SHEET NO. SL.3



DIVIDER PLATE
ELEVATION VIEW
(FOR TYPE 2 JUNCTION BOX ONLY)

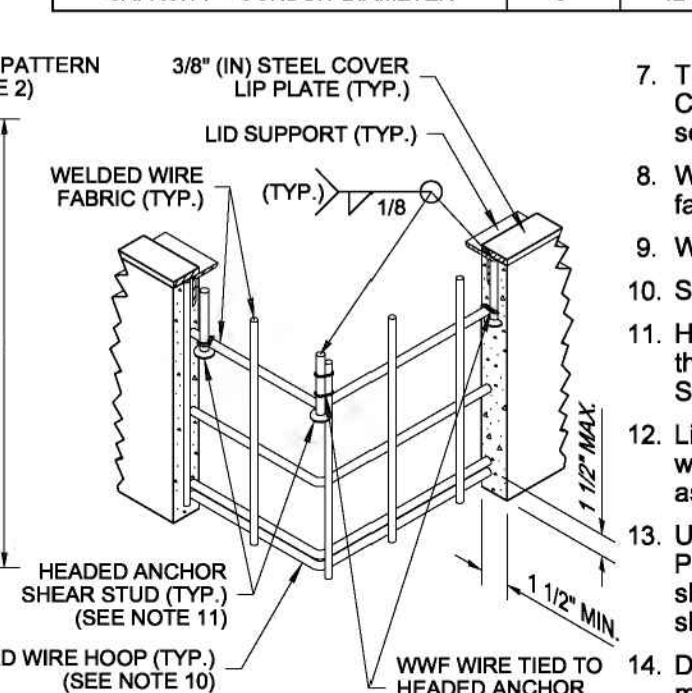


LOCKING LID STANDARD DUTY JUNCTION BOX
(CONDUITS NOT SHOWN)

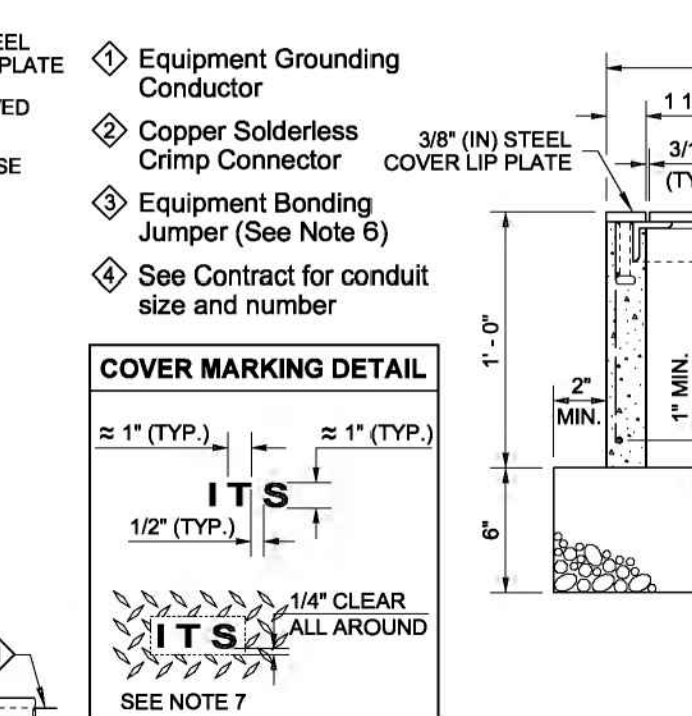


SECTION A

JUNCTION BOX DIMENSION TABLE			
MARK	ITEM	BOX TYPE	
		TYPE 1	TYPE 2
A	OUTSIDE LENGTH OF JUNCTION BOX	22"	33"
B	OUTSIDE WIDTH OF JUNCTION BOX	17"	22 1/2"
C	INSIDE LENGTH OF JUNCTION BOX	18" - 19"	28" - 29"
D	INSIDE WIDTH OF JUNCTION BOX	13" - 14"	17" - 18"
E	LID LENGTH	17 5/8"	28 5/8"
F	LID WIDTH	12 5/8"	18 1/8"
	CAPACITY - CONDUIT DIAMETER	6"	12"



SECTION D
PERSPECTIVE VIEW



SECTION B
(CONDUITS NOT SHOWN)

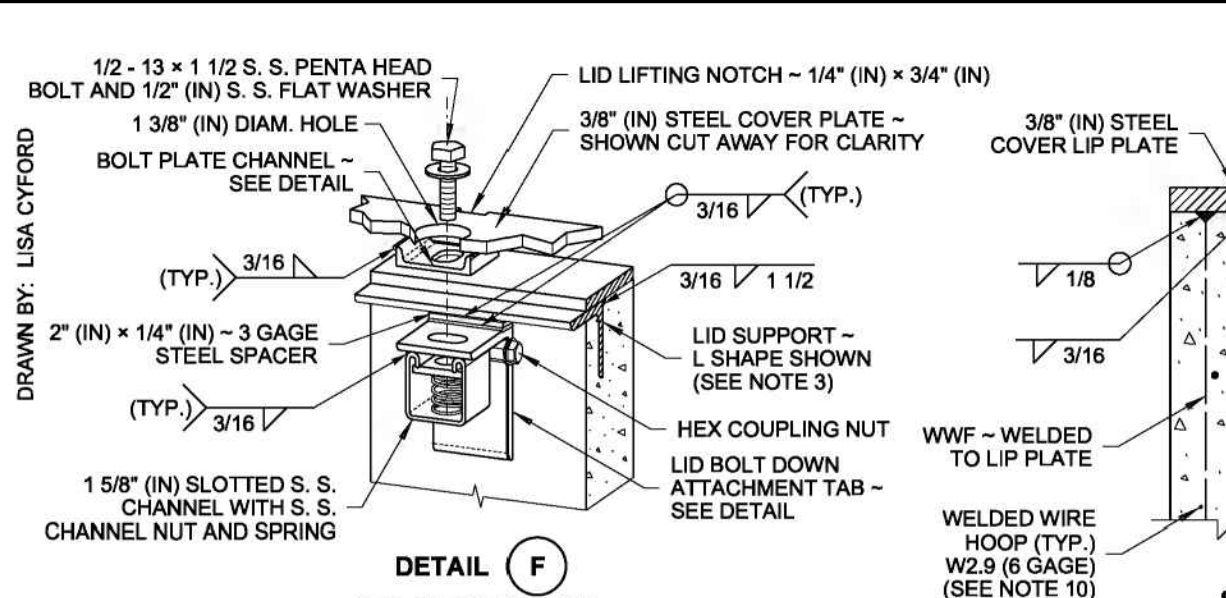


COVER MARKING DETAIL

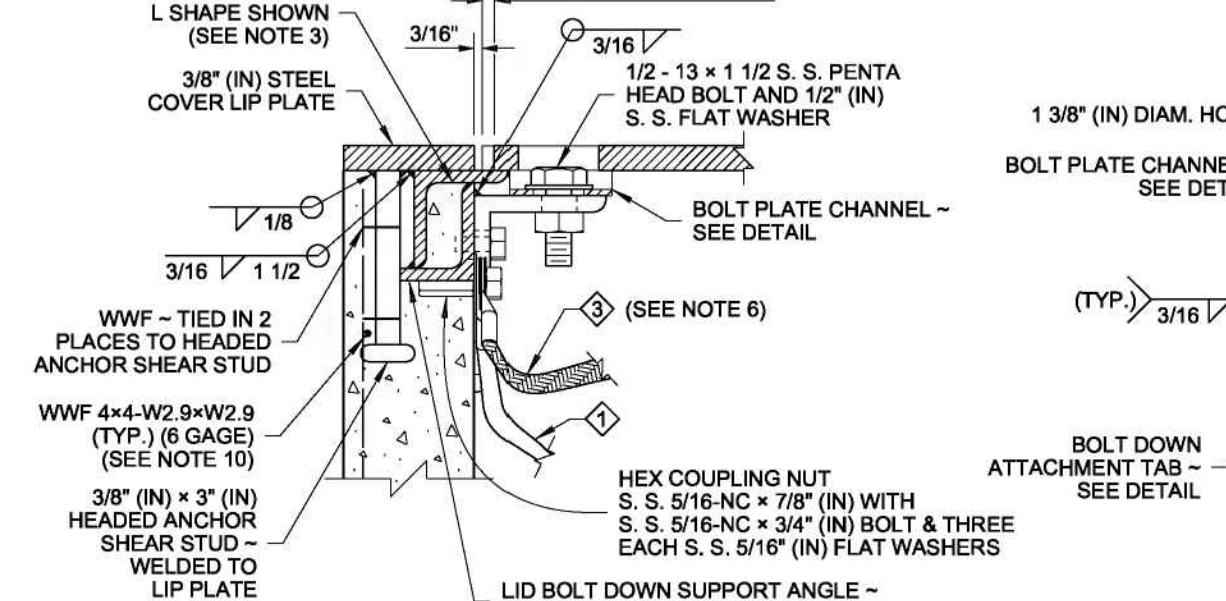
- NOTES**
- All box dimensions are approximate. Exact configurations vary among manufacturers.
 - Minimum lid thickness shown. Junction Boxes installed in sidewalks, walkways, and shared-use paths shall have a slip-resistant coating on the lid and lip cover plate, and shall be installed with the surface flush with and matched to the grade of the sidewalk, walkway, or shared-use path. The non-slip lid shall be identified with permanent markings on the underside, indicating the type of surface treatment (see Contract Documents for details) and the year of manufacture. The permanent marking shall be 1/8" (in) line thickness formed with a mild steel weld bead and shall be placed prior to hot-dip galvanizing.
 - Lid support members shall be 3/16" (in) minimum thick steel C, L, or T shape, welded to the frame.
 - A 1/4-20 NC x 3/4" (in) stainless steel ground stud shall be welded to the bottom of the lid; include (2) stainless steel nuts and (2) stainless steel flat washers.
 - Bolts and nuts shall be liberally coated with anti-seize compound.
 - Equipment Bonding Jumper shall be # 8 AWG min. x 4' (ft) of tinned braided copper.
 - The System Identification letters shall be 1/8" (in) line thickness formed with a mild steel weld bead. See Cover Marking detail. Grind off diamond pattern before forming letters. For System Identification details, see **Standard Specification 8-29.2(4)**.
 - When required in the Contract, provide a 10" (in) x 27 1/2" (in), 10 gauge divider plate, complete, with fasteners, in each Type 2 Junction Box where specified.
 - When required in Contract, provide a 12" (in) deep extension for each Type 2 Junction Box where specified. See the **Standard Specifications** for alternative reinforcement and class of concrete.
 - Headed Anchor Shear Studs must be welded to the Steel Cover Lip Plate and wire tied in two places to the vertical Welded Wire Fabric when in contact with each other. Wire tie all other Headed Anchor Shear Studs to the horizontal Welded Wire Fabric.
 - Lid Bolt Down Attachment Tab provides a method of retrofitting by using a mechanical process in lieu of welding. Attachment Tab shown depicts a typical component arrangement; actual configurations of assembly will vary among manufacturers. See approved manufacturers' shop drawings for specifics.
 - Unless otherwise noted in the plans or approved by the Engineer, Junction Boxes, Cable Vaults, and Pull Boxes shall not be placed within the sidewalks, walkways, shared use paths, traveled ways or paved shoulders. All Junction Boxes, Cable Vaults, and Pull Boxes placed within the traveled way or paved shoulders shall be Heavy-Duty.
 - Distance between the top of the conduit and the bottom of the Junction Box lid shall be 6" (in) min. to 8" (in) max. for final grade of new construction only. See **Standard Specification 8-20.3(5)**. Where adjustments are to be made to existing Junction Boxes, or for interim construction stages during the contract, the limits shall be from 6" (in) min. to 10" (in) max. See **Standard Specification 8-20.3(6)**.

LOCKING LID STANDARD DUTY JUNCTION BOX TYPES 1 & 2
STANDARD PLAN J-40.10-04
SHEET 1 OF 2 SHEETS

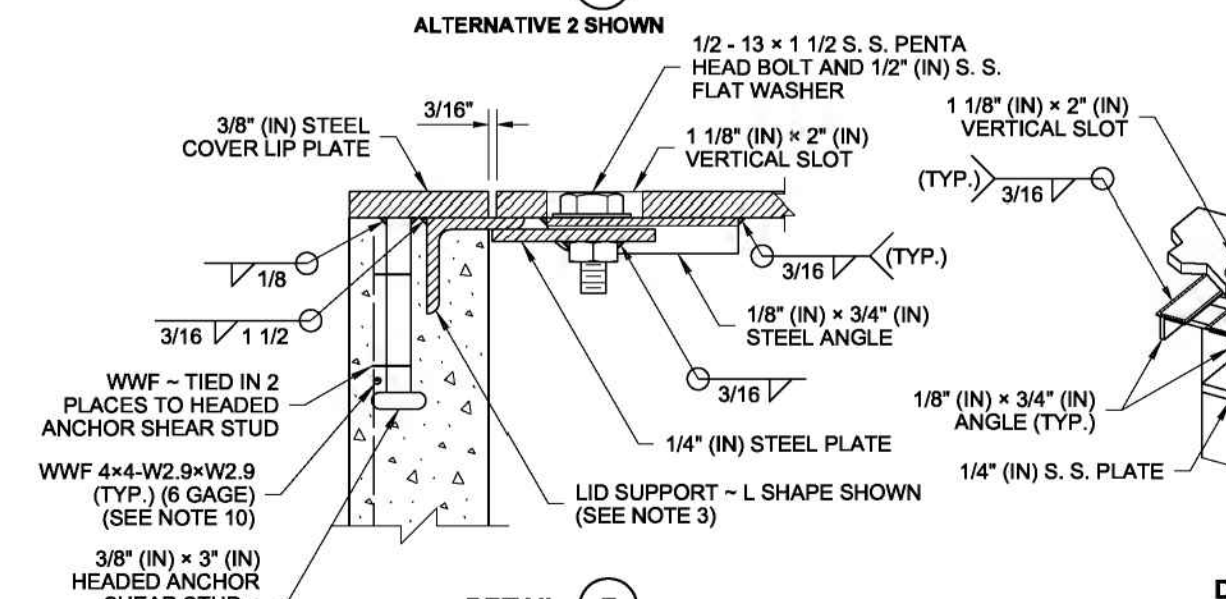
APPROVED FOR PUBLICATION
Carpenter, Jeff
Apr 28 2016 3:12 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation



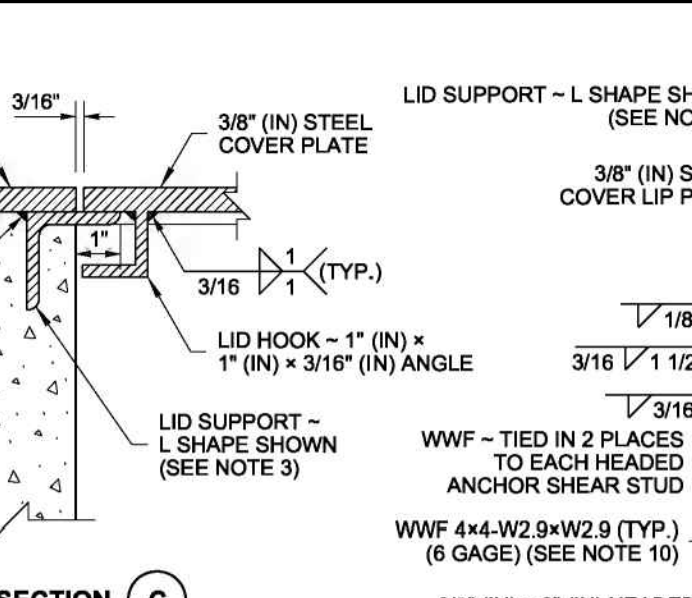
DETAIL F
ALTERNATIVE 1 SHOWN PERSPECTIVE VIEW



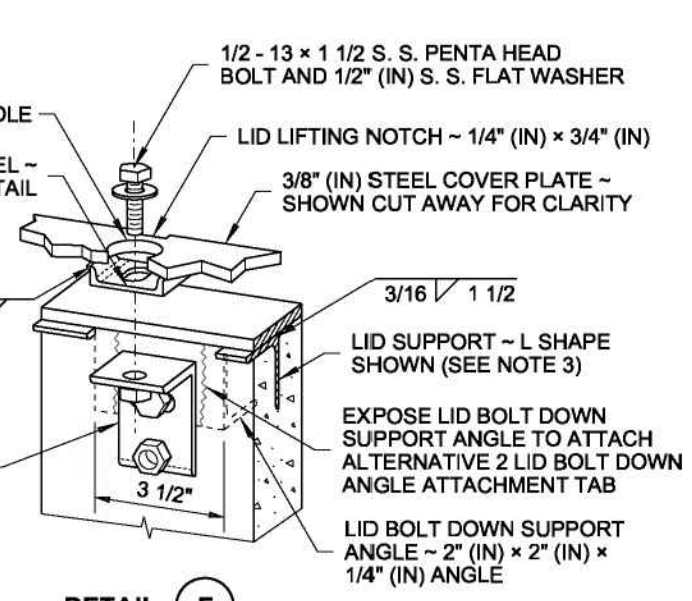
SECTION C



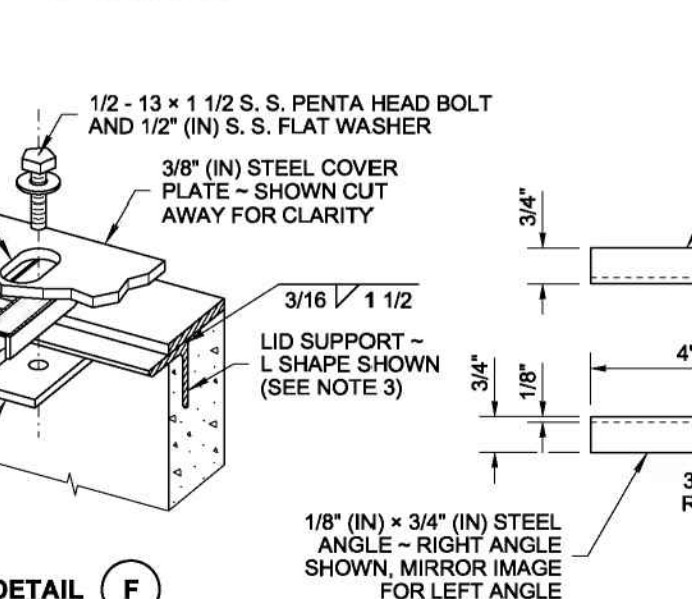
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ALTERNATIVE 2 SHOWN



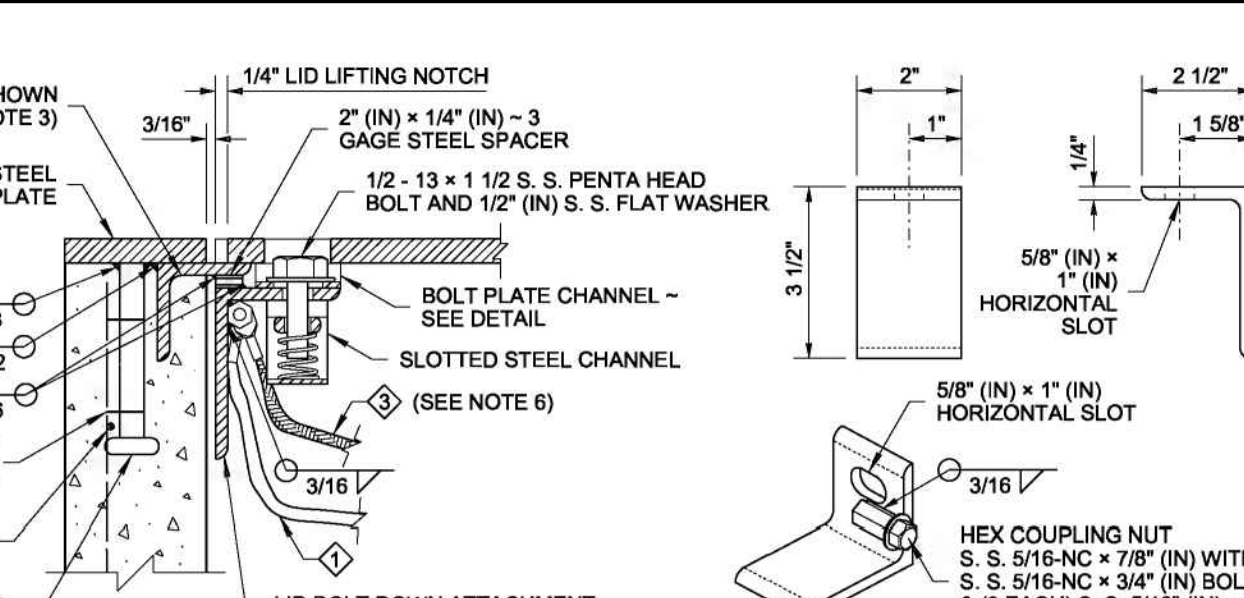
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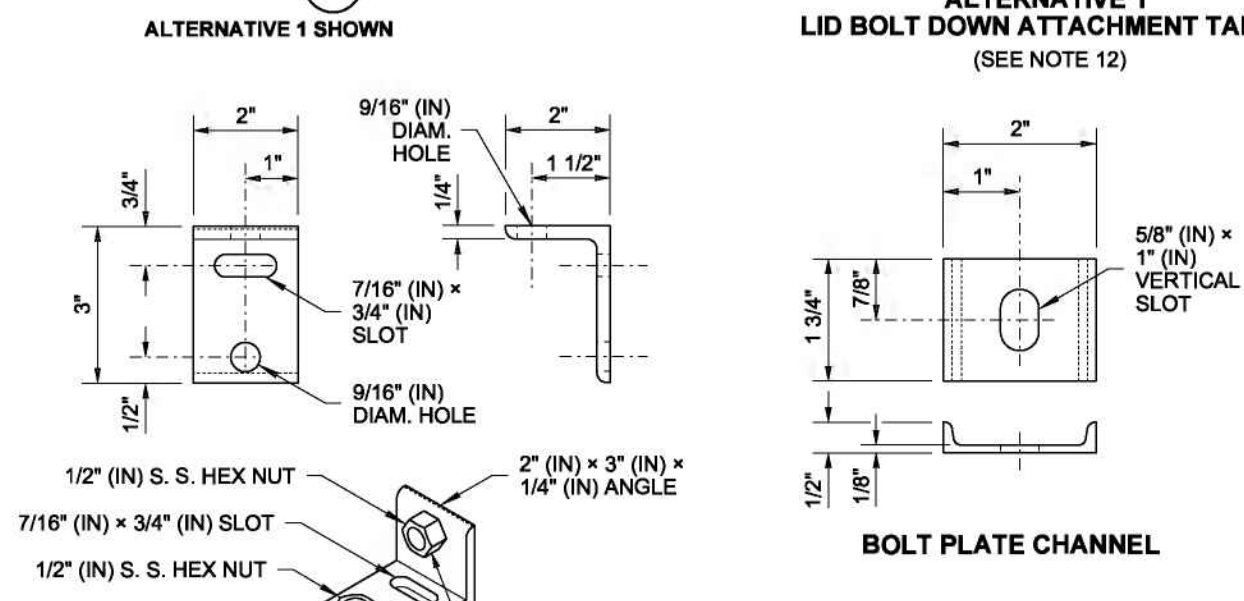
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ALTERNATIVE 2 SHOWN PERSPECTIVE VIEW



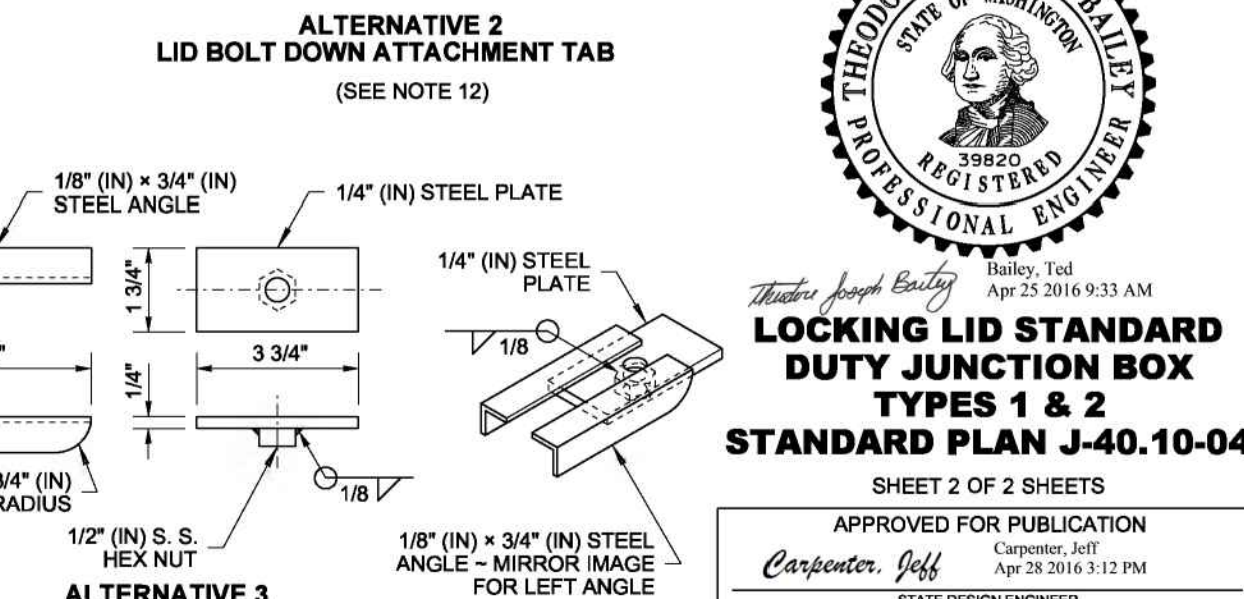
DETAIL E
ALTERNATIVE 3 SHOWN PERSPECTIVE VIEW



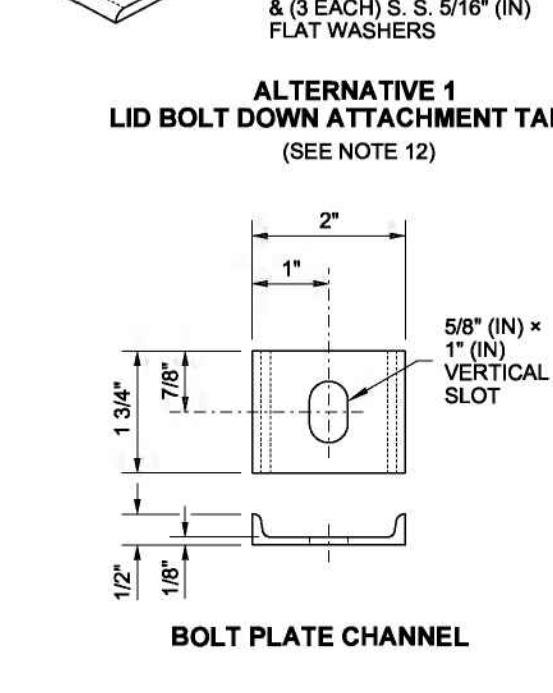
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ALTERNATIVE 1 SHOWN



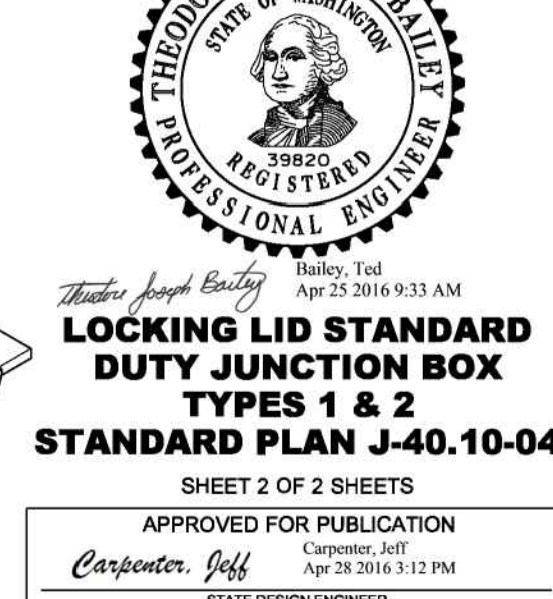
DETAIL F
ALTERNATIVE 2 SHOWN PERSPECTIVE VIEW



DETAIL E
ALTERNATIVE 3 SHOWN PERSPECTIVE VIEW



DETAIL F
ALTERNATIVE 1 SHOWN



DETAIL E
ALTERNATIVE 2 SHOWN PERSPECTIVE VIEW

LOCKING LID STANDARD DUTY JUNCTION BOX TYPES 1 & 2
STANDARD PLAN J-40.10-04
SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
Carpenter, Jeff
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STATE DESIGN ENGINEER
Washington State Department of Transportation

REVISIONS	DESCRIPTION	DATE	PROGRESS SET
NO.		3/15/21	

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206-864-3343

MARK D. ROBISON
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
3/15/2021

DRAWN:	DESIGNED:	CHECKED:	APPROVED:

PROJECT: EAST TOWN CROSSING
MULTIFAMILY DEVELOPMENT
PIONEER WAY & SHAW RD. PUYALLUP, WA

ROBISON ENGINEERING, INC
19401 40TH AVE W, SUITE 302
LYNNWOOD, WA 98036
PHONE: 206-864-3343

DATE:
11-10-2021

SHEET TITLE:
STREET LIGHTING - DETAILS

SHEET NO.
SL.4