PORTION OF SEC. 27, T20N, R4E, W.M., CITY OF PUYALLUP, PIERCE COUNTY, WA

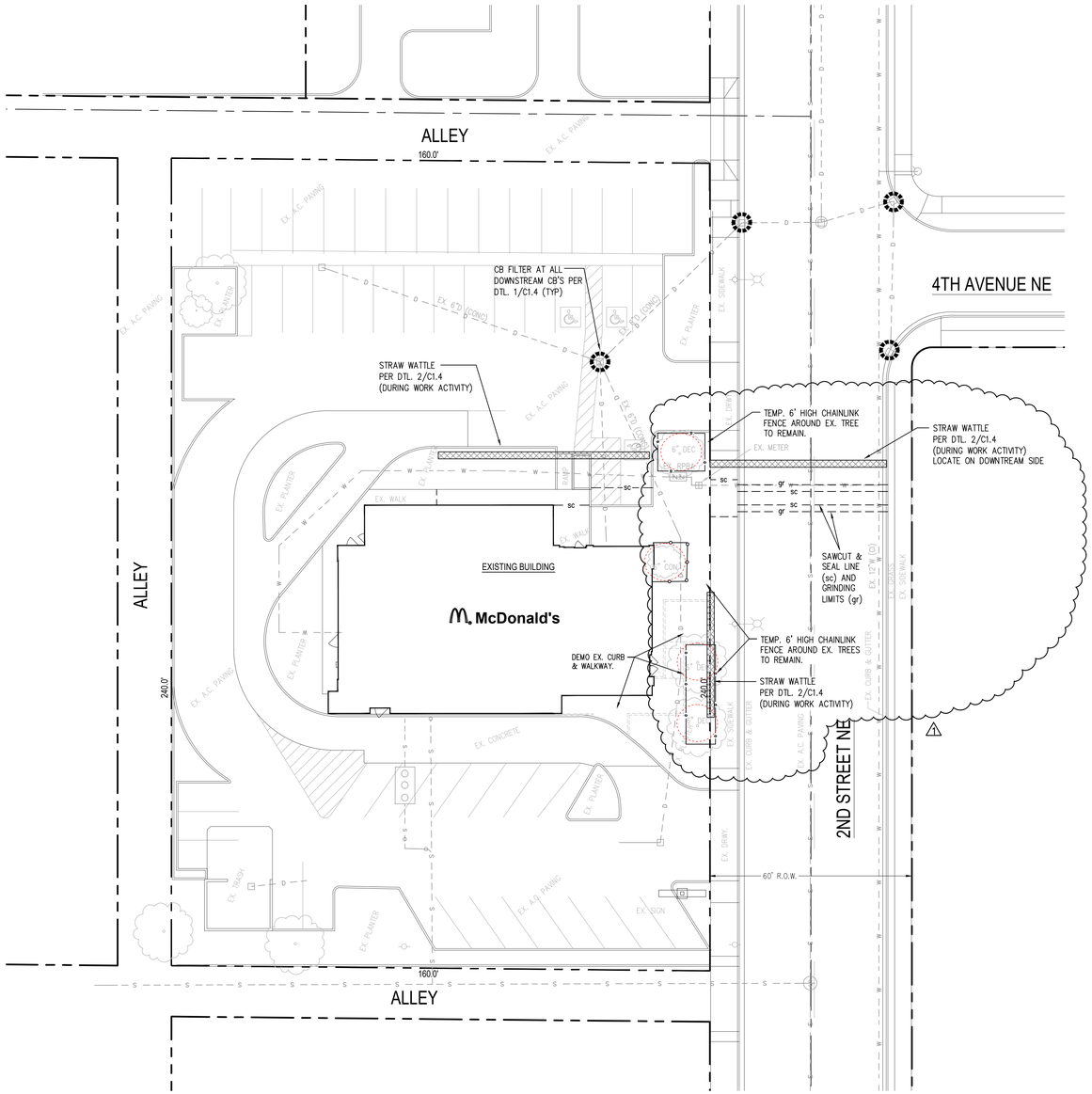
LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		R.O.W. CENTERLINE
		EASEMENT
	SC	SAWCUT LINE
W		WATER MAIN
		FIRE MAIN
S		SEWER MAIN
D		STORM DRAIN
		FIRE HYDRANT
		WATER METER
		GATE VALVE
		THRUST BLOCKING
		SEWER MANHOLE
		STORM CB
		POWER VAULT
		UTILITY POLE
		STRAW WATTLE
		CB PROTECTION

N

0 10 20 40

1 inch = 20 ft.



THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK.

EXISTING GRADE INFORMATION IS APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY EXISTING GRADES AND NOTIFY ENGINEER OF ANY DISCREPANCIES BEFORE COMMENCING WORK.

CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO CONFIRM EXISTING UTILITY AND GRADE INFORMATION.

CALL AT LEAST 2 WORKING DAYS BEFORE YOU DIG CALL '811'

PROPERTY INFO

PARCEL NO: 3330000011

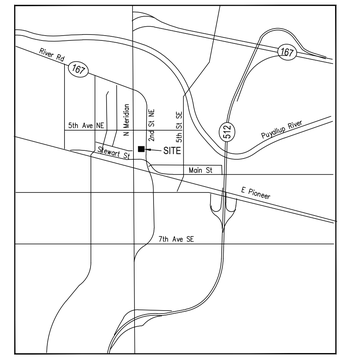
LEGAL DESCRIPTION
Section 27 Township 20 Range 04 Quarter 23
CROCKETTS: CROCKETTS L 1 THRU 6 B 1 SEG
OUT OF 001-0, 002-0, 003-0, & 004-0 NW 27
20 04E SEG H 2080 MN

SITE AREA: 0.88 AC

PROJECT DATA

BUILDING USE:	EX. FAST FOOD RESTAURANT
FIRE SPRINKLER:	YES
TOTAL DISTURBED AREA:	1360 SF
NET CHANGE IMPERVIOUS AREA:	-272 SF
TOTAL NEW + REPLACED IMPERVIOUS:	848 SF
EARTHWORK QUANTITIES:	
CUT =	80 BCY
FILL =	80 BCY
* FOR PERMIT USE ONLY	
CRPZ AREA:	452 SF
CRPZ AREA DISTRUBED	35 SF (8%)

1



VICINITY MAP

SCALE: N.T.S.

N

PROJECT TEAM

OWNER / DEVELOPER
MCDONALD'S USA, LLC
CONTACT: CURT HOBBS
9805 NE 116TH STREET #A302
KIRKLAND, WA 98034
PHONE: (425) 305-0266
EMAIL: curt.hobbs@us.mcd.com

CIVIL ENGINEER
TERRAFORMA DESIGN GROUP, INC.
5027 51ST AVENUE SW
SEATTLE, WA 98136
CONTACT: PEDRO DEGUZMAN, PE
PHONE: (206) 795-9023
EMAIL: pedro@terraformadesigngroup.com

ARCHITECT
PM DESIGN GROUP, INC.
CONTACT: AMANDA MARTIN
PHONE: (206) 619-4214
EMAIL: amartin@pmdginc.com

GOVERNING AGENCIES

SITE, WATER, DRAINAGE, EROSION CONTROL, STREET

CITY OF PUYALLUP
Attn: Hans Hunger, P.E. | City Engineer
Email: hhunger@PuyallupWA.gov

FIRE
CITY OF PUYALLUP
Attn: David Drake
Email: DDrake@PuyallupWA.gov

SHEET INDEX

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

CITY PERMIT# PRCCP20240864

APPROVED

BY _____
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE 10/18/2024

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.

REV	DATE	DESCRIPTION	BY
1	8/27/24	REVISE PER CITY	PAD

Professional of Record:
TERRAFORMA DESIGN GROUP, INC.
CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE
5027 51st Avenue SW Seattle WA 98136
phone 206.795.9023 website www.terraformadesigngroup.com

TDG# 24009

8/27/24

PEDRO A. DEGUZMAN — STATE OF WASHINGTON — 35646 — REGISTERED PROFESSIONAL ENGINEER

Seal

DRAWN BY	P.DEGUZMAN
STD ISSUE DATE	4/25/24
REVIEWED BY	P.DEGUZMAN
DATE ISSUED	4/25/24

TITLE: McDONALDS NSN #02978 PUYALLUP - 2ND

DESCRIPTION	SITE ADDRESS
MRP	304 2ND STREET NE, PUYALLUP, WA 98372
PERMIT SUBMITTAL	
SITE ID 046-0041	

SHEET NO. C1.1
EX. CONDITIONS & TESC PLAN

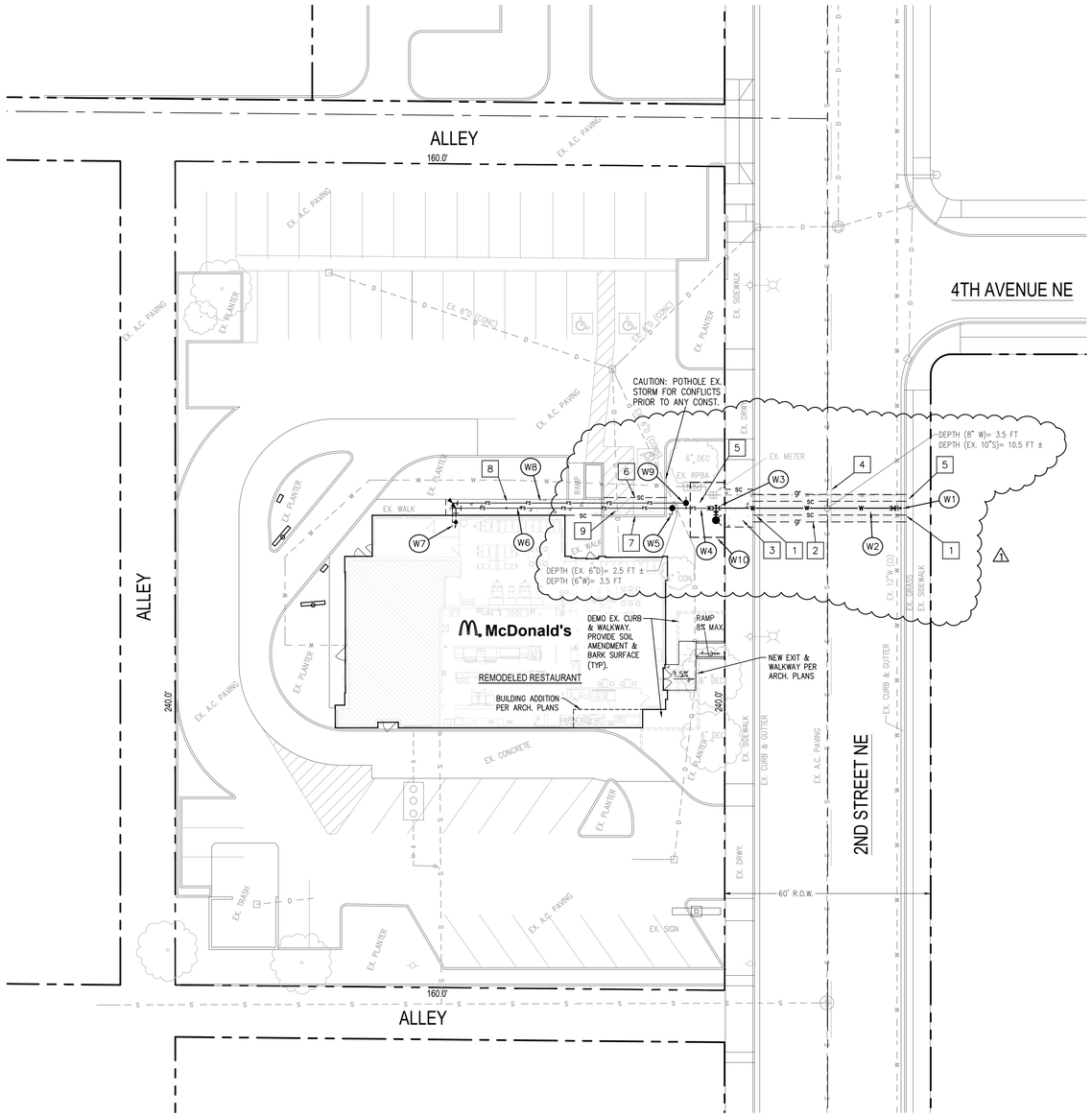
MCD22368.0

File: 24009-MCD-Puyallup-CVL.dwg Date: Aug27,2024 01:11 PM
T:\1-TERRAFORMA\1-PROJECTS\24009-MCD-PUYALLUP\24009-MCD-PUYALLUP-CVL.DWG 8/27/2024 1:11 PM PEDRO DEGUZMAN

PORTION OF SEC. 27, T20N, R4E, W.M., CITY OF PUYALLUP, PIERCE COUNTY, WA

LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		R.O.W. CENTERLINE
		EASEMENT
		CONCRETE
		A.C. PAVING
		SAWCUT LINE
		WATER MAIN
		FIRE MAIN
		SEWER MAIN
		STORM DRAIN
		FIRE HYDRANT
		WATER METER
		GATE VALVE
		THRUST BLOCKING ⚠1
		SEWER MANHOLE
		STORM CB
		STORM MANHOLE
		POWER VAULT
		UTILITY POLE



0 10 20 40
1 inch = 20 ft.

WATER NOTES

* AVAIL. FIRE FLOW > 1950 GPM

W1 12"x8" TAPPING TEE PER CITY STANDARDS
8" GATE VALVE (FLxMJ) PER CITY STD. DTL. 03.01.01
CONC. THRUST BLOCK PER CITY STD. DTL. .03.02.01-1 (TYP)

W2 51' ~ 8" DI, CL.52

W3 8"x6" TEE (MJxFL)
8"x4" REDUCER (MJ, WEST)
6" GATE VALVE (FLxMJ, SOUTH)
FIRE HYDRANT ASS'Y PER CITY STD. DTL. 03.05.01
CONC. THRUST BLOCK

W4 11' ~ 4" DI, CL.52 FIRE SERVICE

[NOTE: FIRE SERVICE SIZE SHALL BE CONFIRMED BY THE FIRE SPRINKLER DESIGNER PRIOR TO ANY CONSTRUCTION. SIZE OF THE PROPOSED FIRE LINE AND FITTINGS SHALL BE REVISED IF NECESSARY]

W5 POST INDICATOR VALVE PER CITY STD. DTL. 03.10.03
10' SEPARATION TO FIRE HYDRANT

W6 64' ~ 4" DI, CL.52 FIRE SERVICE ⚠1
RESTRAINED MEGA LUG JOINTS (TYP)
1 ~ 4" ~ 90-DEG BEND (RJ)

W7 INTERIOR FIRE DCDA
DESIGN / BUILD BY CONTRACTOR
REQUIRES SEPARATE FIRE PERMIT

W8 70' ~ 4" DI, CL.52 FIRE SERVICE
RESTRAINED MEGA LUG JOINTS (TYP)
1 ~ 4" ~ 90-DEG BEND (RJ)

W9 FIRE DEPARTMENT CONNECTION PER CITY STD. DTL. 03.10.02

W10 10' x 16' WATER EASEMENT TO CITY

SITE NOTES

1 SAWCUT EX. CURB & GUTTER FOR WATER CONNECTION.
NEW CURB & GUTTER PER WSDOT STD. PLAN F-10.12. ⚠1

2 SAWCUT & PERFORM TRENCHING OF ASPHALT PAVING.
ASPHALT RESTORATION INCLUDE GRIND & OVERLAY
PER CITY STD. DTL 01.01.20 PER SHEET C1.4. ⚠1

3 SAWCUT EX. SIDEWALK TO NEAREST JOINT
NEW CONCRETE SIDEWALK PER CITY STD. DTL 01.02.01 PER SHEET C1.4. ⚠1

4 RESTORE WHITE SKIP STRIPE PER DTL "D" OF
PER CITY STD. DTL 01.03.10 ON SHEET C1.4. ⚠1

5 RESTORE EX. GRASS IN KIND WITH GRASS SOD
SOIL AMENDMENT PER CITY STD. DTL 01.02.08a ON SHEET C1.4. ⚠1

6 SAWCUT & PATCH EX. ONSITE ASPHALT PAVING.
2" MIN. HOT-MIX ASPHALT, CLASS 1/2", OVER
COMPACTED 4" MIN. CRUSHED SURFACING TOP COURSE.

7 SAWCUT & REPLACE EX. CONC. CURB TO MATCH EXISTING.

8 SAWCUT & REPLACE EX. CONC. WALKWAY TO MATCH EXISTING.
4" MIN. CONCRETE WALKWAY, OVER
COMPACTED 2" MIN. CRUSHED SURFACING TOP COURSE.

9 RESTORE WHITE PARKING STRIPING TO MATCH EXISTING. ⚠1

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK.

EXISTING GRADE INFORMATION IS APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY EXISTING GRADES AND NOTIFY ENGINEER OF ANY DISCREPANCIES BEFORE COMMENCING WORK.

CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO CONFIRM EXISTING UTILITY AND GRADE INFORMATION.

CALL AT LEAST 2 WORKING DAYS BEFORE YOU DIG CALL '811'

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

CITY PERMIT# PRCCP20240864

FIRE HYDRANT/FDC LOCATION/ACCESS APPROVED
BY _____
CITY OF PUYALLUP FIRE CODE OFFICIAL
DATE 10/21/2024
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 FIRE CODE OFFICIAL.

APPROVED
BY _____
CITY OF PUYALLUP DEVELOPMENT ENGINEERING
DATE 10/18/2024
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.

REV	DATE	DESCRIPTION	BY
1	8/27/24	REVISE PER CITY	PAD

Professional of Record:
TERRAFORMA DESIGN GROUP, INC.
CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE
5027 51st Avenue SW Seattle WA 98136
phone 206.795.9023 website www.terraformadesigngroup.com

TDG# 24009

8/27/24

PEDRO A. DEGUZMAN STATE OF WASHINGTON 35646 REGISTERED PROFESSIONAL ENGINEER

Seal

PREPARED FOR: McDonald's USA, LLC

DRAWN BY	STD ISSUE DATE
P.DEGUZMAN	4/25/24
REVIEWED BY	DATE ISSUED
P.DEGUZMAN	4/25/24

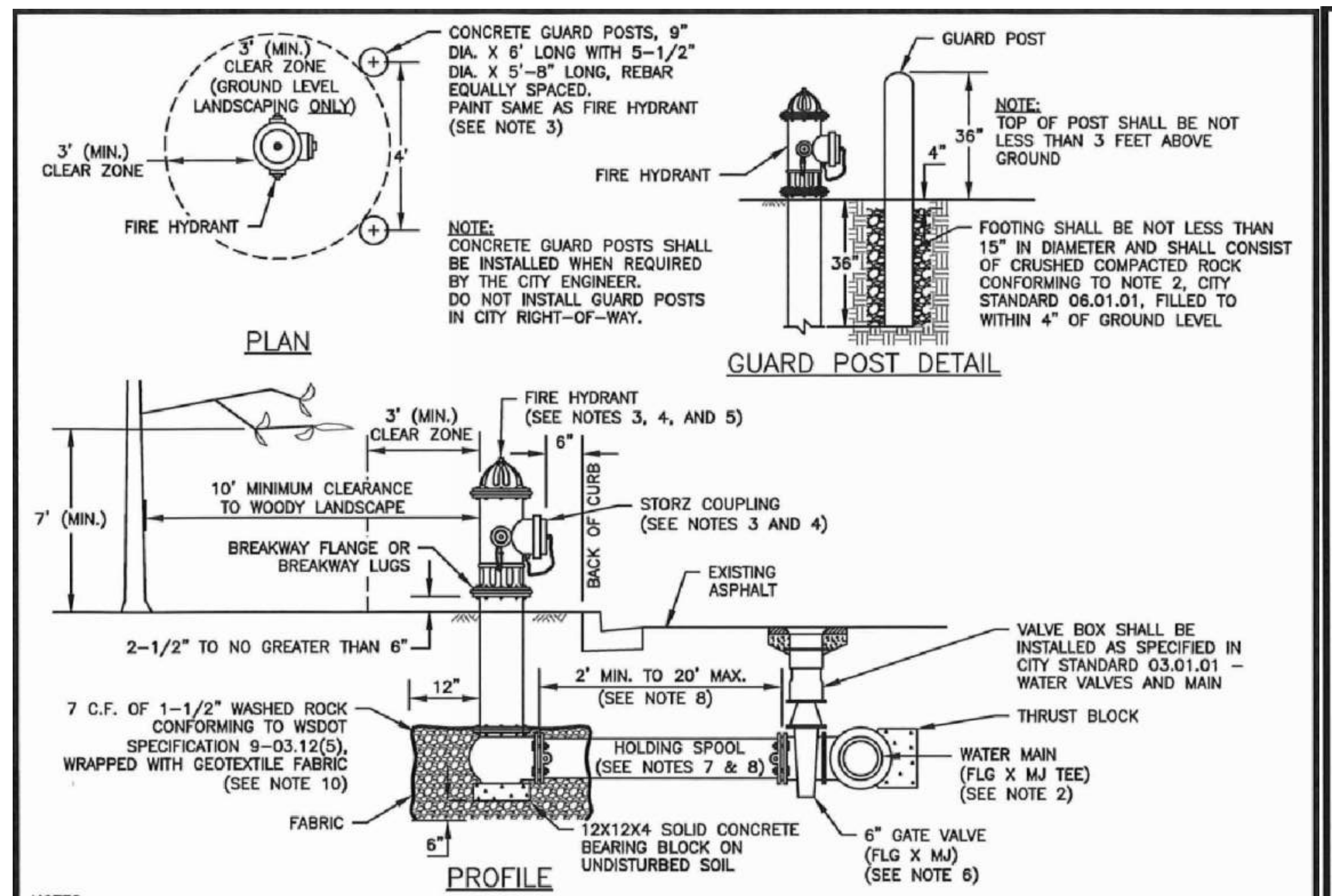
TITLE: McDONALDS NSN #02978 PUYALLUP – 2ND
DESCRIPTION: MRP PERMIT SUBMITTAL
SITE ADDRESS: 304 2ND STREET NE, PUYALLUP, WA 98372
SITE ID: 046-0041

SHEET NO. C1.2
WATER PLAN & RESTORATION

MCD22368.0

File: 24009-MCD-Puyallup-CVL.dwg Date:Aug27,2024 10:15 PM
T:\1-TERRAFORMA\1-PROJECTS\24009-MCD-PUYALLUP\24009-MCD-PUYALLUP-CVL.DWG 8/27/2024 10:15 PM PEDRO DEGUZMAN

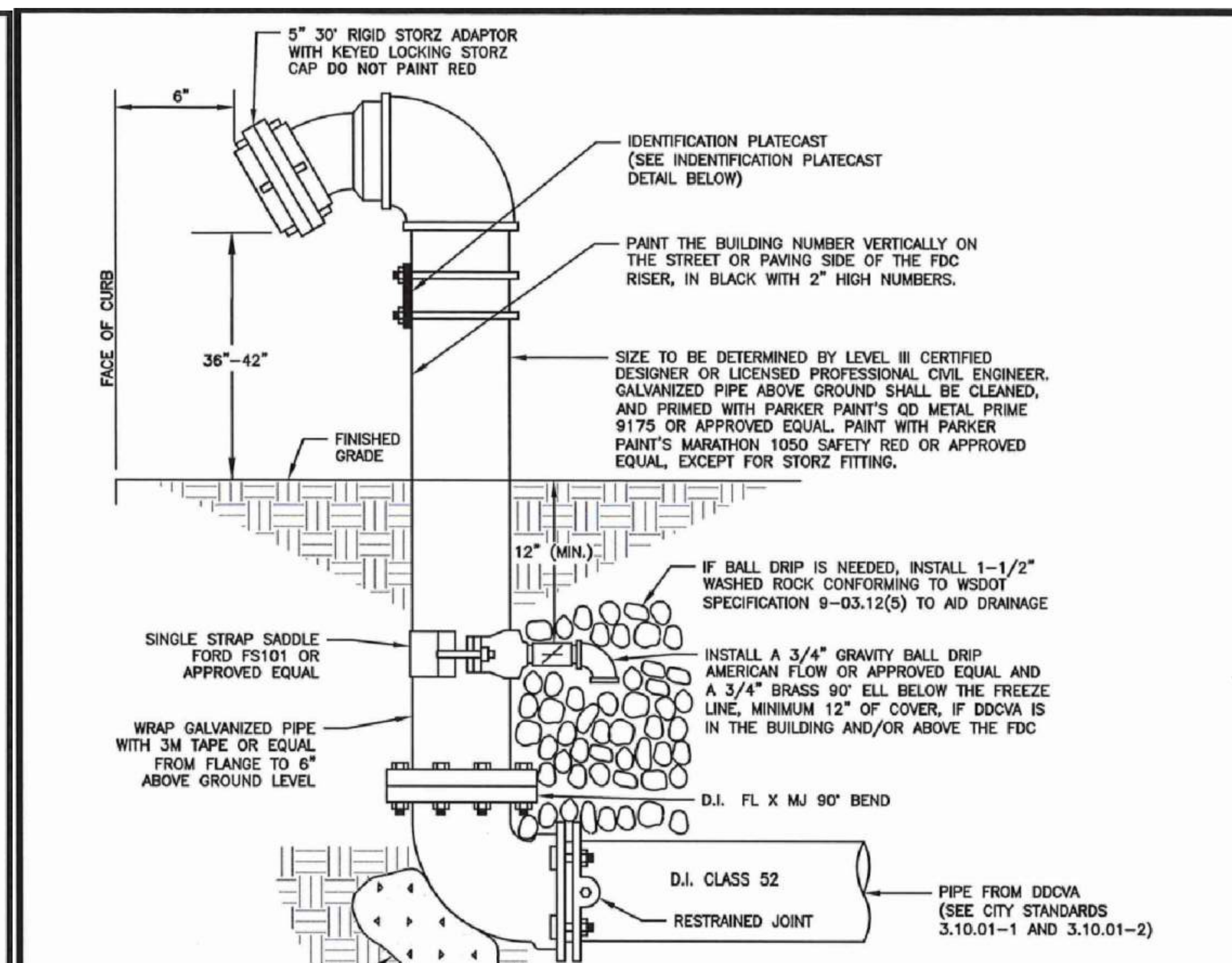
PORTION OF SEC. 27, T20N, R4E, W.M., CITY OF PUYALLUP, PIERCE COUNTY, WA



NOTES:

1. ALL MATERIALS AND FITTINGS SHALL BE AS SPECIFIED OR APPROVED EQUAL.
2. WATER MAINS SHALL HAVE A MINIMUM COVER OF 36" IN IMPROVED RIGHT-OF-WAY AND IMPROVED EASEMENTS, AND A MINIMUM 48" IN UNIMPROVED RIGHT-OF-WAY AND UNIMPROVED EASEMENTS.
3. THE FIRE HYDRANT AND CONCRETE GUARD POSTS SHALL BE PAINTED, RUST-OLEUM SAFETY YELLOW #7543 (TWO COATS) OR AN APPROVED EQUAL. THE STORZ FITTING SHALL NOT BE PAINTED.
4. FIRE HYDRANTS SHALL HAVE TWO 2-1/2" HOSE PORTS (NATIONAL STANDARD THREAD) WITH CAPS AND CHAINS AND ONE 4" PUMPER PORT (#8 TACOMA STEAMER PORT THREAD) WITH A 5" 'STORZ' COUPLING AND BLIND CAP INSTALLED ON THE STEAMER PORT, (STEAMER PORT SHALL FACE THE STREET), 1-1/4" PENTAGONAL OPERATING NUT (COUNTER-CLOCKWISE OPENING), O-RING TYPE STUFFING BOX, AUTOMATIC BARREL DRAINS AND 5-1/4" MAIN VALVE OPENING. HYDRANTS SHALL BE DESIGNED IN A MANNER THAT WILL PREVENT BARREL BREAKAGE WHEN STRUCK BY A VEHICLE. HYDRANTS SHALL CONFORM TO THE LATEST REVISION OF AWWA SPECIFICATIONS NO. C 502-73 FOR FIRE HYDRANTS FOR ORDINARY WATER SERVICE. FIRE HYDRANTS SHALL INCLUDE THE ENTIRE ASSEMBLY COMPLETE, INCLUDING HYDRANT, GATE VALVE AND BOX, CONNECTING PIPING, FITTINGS, AND ACCESSORIES.
5. FIRE HYDRANTS SHALL BE AVK, CLOW MEDALLION, M & H 129S, MUELLER CENTURION, OR WATEROUS.
6. GATE VALVES SHALL CONFORM TO THE LATEST AWWA SPECIFICATIONS FOR COLD WATER, RESILIENT SEATED WEDGE GATE VALVES, 200 PSI WORKING PRESSURE. THEY SHALL BE IRON-BODIED BRONZE-MOUNTED, NON-RISING STEM, COUNTER-CLOCKWISE OPENING, MECHANICAL JOINT BY FLANGED. VALVE STEMS SHALL BE PROVIDED WITH O-RING SEALS AND SHALL BE AS MANUFACTURED BY THE MUELLER COMPANY OR APPROVED EQUAL.
7. THE HOLDING SPOOL SHALL BE A MECHANICAL-JOINT (M.J.) HOLDING SPOOL, WITH THE USE OF MEGA-LUG CONNECTORS OR APPROVED EQUAL WITH CLASS 52 DUCTILE IRON PIPE.
8. IF DISTANCE BETWEEN WATER MAIN AND FIRE HYDRANT IS GREATER THAN 17 FEET, RESTRAINED JOINTS ARE REQUIRED ON ANY ADDITIONAL JOINTS. THE MAXIMUM 6-INCH HYDRANT RUN ALLOWED IS 20 FEET. ANY PROPOSED HYDRANT RUN EXCEEDING 20' IN LENGTH SHALL BE SIZED USING AN ENGINEERED HYDRAULIC FIRE FLOW MODEL. ANY HYDRANT RUN EXCEEDING 50 FEET IN LENGTH SHALL BE NO LESS THAN 8-INCHES IN DIAMETER.
9. FIRE HYDRANTS SHALL BE LOCATED A MINIMUM OF 50 FEET FROM A BUILDING OR STRUCTURE.
10. THE CONTRACTOR SHALL PLACE A 6 OZ. GEOTEXTILE FABRIC AROUND THE WASHED ROCK AREA, ENDS TO OVERLAP.
11. A FLUORESCENT ORANGE BAG MUST COVER AND BE SECURED TO THE FIRE HYDRANT UNTIL APPROVED FOR USE BY CITY ENGINEER.
12. A MINIMUM THREE FOOT (3') RADIUS UNOBSTRUCTED CLEAR ZONE (WORK AREA) SHALL BE PROVIDED AROUND ALL FIRE HYDRANTS. ADDITIONALLY, NO WOODY LANDSCAPE SHALL BE PLANTED WITHIN TEN FEET (10') OF ANY FIRE HYDRANT. OVERREACHING BRANCHES OF TREES ADJACENT TO HYDRANTS SHALL HAVE A MAINTAINED VERTICAL CLEARANCE OF SEVEN (7') FEET ABOVE FINISHED GRADE OF THE FIRE HYDRANT.

CITY OF PUYALLUP
OFFICE of THE CITY ENGINEER
APPROVED FOR PUBLICATION
DATE SEALED: 11/17/2020
FIRE HYDRANT ASSEMBLY
(NOT TO SCALE)
CITY STANDARD 03.05.01



FIRE DEPARTMENT CONNECTION (FDC) NOTES:

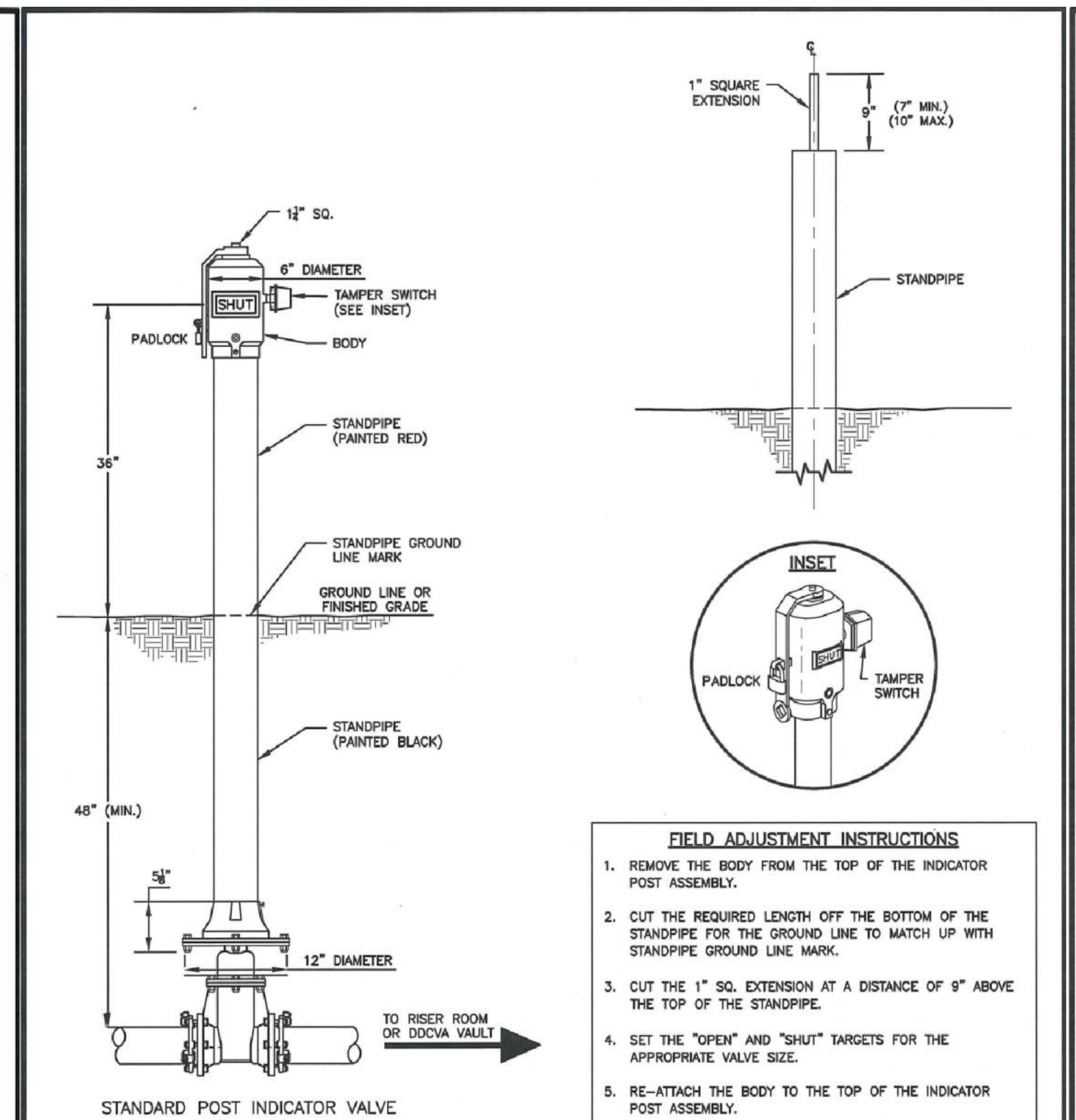
1. THE FIRE DEPARTMENT CONNECTION (FDC) SHALL BE LOCATED WITHIN 15 FEET OF A FIRE HYDRANT, BUT NOT LESS THAN 10 FEET.
2. THE FDC SHALL BE A MINIMUM OF 50 FEET FROM THE BUILDING, UNLESS APPROVED BY THE FIRE CODE OFFICIAL, BUT NEVER LESS THAN 5 FEET FROM BUILDING.
3. IF THE PROJECT IS UTILIZING A FIRE BOOSTER PUMP, THE FDC MUST CONNECT TO THE SPRINKLER SYSTEM ON THE DISCHARGE SIDE OF THE PUMP IN ACCORDANCE WITH NFPA REGULATIONS.
4. THERE SHALL BE A MINIMUM OF 36" OF UNOBSTRUCTED CLEARANCE AROUND THE PERIMETER OF ANY FDC.
5. SEE STANDARD DETAIL 03.05.01 FOR GUARD POST DETAIL AND SPACING.

IDENTIFICATION PLATECAST DETAIL

IDENTIFICATION PLATECAST DETAIL NOTES:

1. IDENTIFICATION PLATECAST WILL BE BRASS
2. IDENTIFICATION PLATECAST WILL BE 1/4" THICK
3. LETTERS WILL BE ONE INCH HIGH AND RAISED
4. USE TWO (2) STAINLESS STEEL U-BOLTS TO AFFIX TO PIPE

CITY OF PUYALLUP
PUBLIC WORKS AND DEVELOPMENT ENGINEERING
APPROVED FOR PUBLICATION
FIRE DEPARTMENT CONNECTION (FDC)
(NOT TO SCALE)
CITY STANDARD 03.10.02



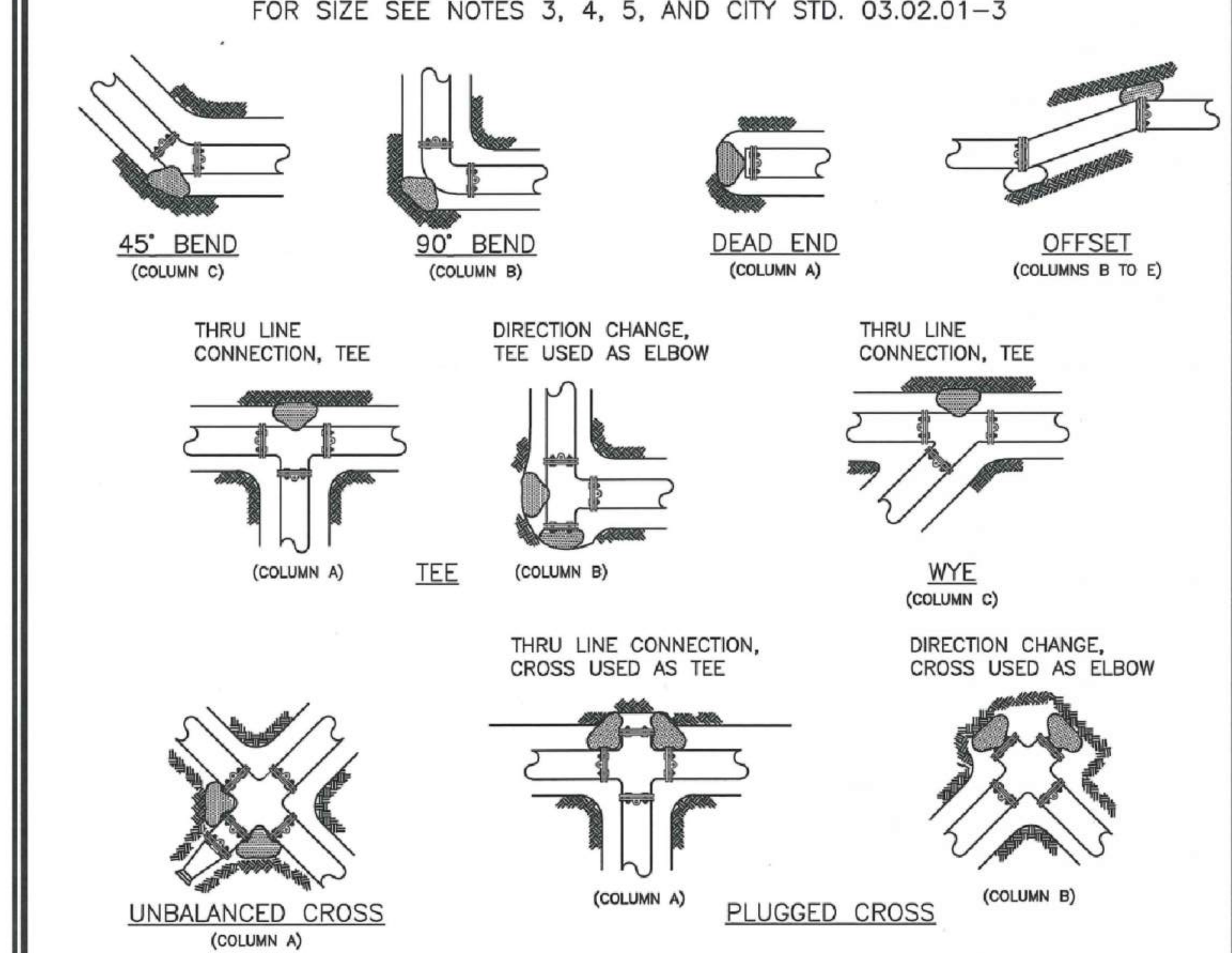
STANDARD POST INDICATOR VALVE

FIELD ADJUSTMENT INSTRUCTIONS

1. REMOVE THE BODY FROM THE TOP OF THE INDICATOR POST ASSEMBLY.
2. CUT THE REQUIRED LENGTH OFF THE BOTTOM OF THE STANDPIPE FOR THE GROUND LINE TO MATCH UP WITH STANDPIPE GROUND LINE MARK.
3. CUT THE 1" SQ. EXTENSION AT A DISTANCE OF 9" ABOVE THE TOP OF THE STANDPIPE.
4. SET THE "OPEN" AND "SHUT" TARGETS FOR THE APPROPRIATE VALVE SIZE.
5. RE-ATTACH THE BODY TO THE TOP OF THE INDICATOR POST ASSEMBLY.
6. ALL POST INDICATOR VALVES SHALL BE INSTALLED WITH AN ELECTRONIC UL LISTED TAMPER SWITCH.
7. THERE SHALL BE 36" OF UNOBSTRUCTED CLEARANCE AROUND THE PERIMETER OF ALL POST INDICATOR VALVES.
8. POST INDICATOR VALVE SHALL BE LOCATED AT A MINIMUM 5-ft FROM BUILDING.

CITY OF PUYALLUP
OFFICE of THE CITY ENGINEER
APPROVED FOR PUBLICATION
DATE SEALED: 2/5/2018
POST INDICATOR VALVE
(NOT TO SCALE)
CITY STANDARD 03.10.03

NOTE: DRAWINGS DEPICT BLOCK LOCATION, NOT SIZE.
FOR SIZE SEE NOTES 3, 4, 5, AND CITY STD. 03.02.01-3



NOTES:

1. THE FOLLOWING PRECAUTIONS MUST BE OBSERVED WHEN CONSTRUCTING THRUST BLOCKS:
   A. BLOCKS MUST BE POURED OR PLACED AGAINST UNDISTURBED SOIL.
   B. THE PIPE FITTING(S) AND BOLTS MUST BE ACCESSIBLE. WRAP IN PLASTIC BEFORE POURING CONCRETE BLOCKING.
   C. CONCRETE SHOULD BE CURED FOR AT LEAST 5 DAYS AND SHOULD HAVE A MINIMUM COMPRESSION STRENGTH OF 3,000 PSI AT 28 DAYS.
   D. RESTRAINED JOINTS SHALL BE INSTALLED, IN ADDITION TO CONCRETE THRUST BLOCKING.
   E. BLOCKS MUST BE POSITIONED TO COUNTERACT THE DIRECTION OF THE RESULTANT THRUST FORCE.
2. ALL PIPE SHALL BE PROPERLY BEDDED, SEE CITY OF PUYALLUP STANDARD BEDDING DETAIL NO. 06.01.01.
3. CONTRACTOR TO PROVIDE BLOCKING ADEQUATE TO WITHSTAND FULL TEST PRESSURE.
4. DIVIDE THRUST BY SAFE BEARING LOAD TO DETERMINE REQUIRED AREA (IN SQUARE FEET) OF CONCRETE TO DISTRIBUTE LOAD.
5. BEARING SURFACE AREAS TO BE ADJUSTED BY THE ENGINEER FOR OTHER PRESSURE AND/OR SOIL CONDITIONS.

CITY OF PUYALLUP
OFFICE of THE CITY ENGINEER
APPROVED FOR PUBLICATION
DATE SEALED: 2/5/2018
HORIZONTAL THRUST BLOCKING
(NOT TO SCALE)
CITY STANDARD 03.02.01-1

TABLE 2: THRUST AT FITTINGS AT 200 PSI

SIZE	TEST PRESSURE (PSI)	THRUST FITTINGS AT 200 PSI				
		A	B	C	D	E
		TEE AND DEAD ENDS	90° BEND	45° BEND	22.5° BEND	11.25° BEND
4"	200	3,140	4,440	2,405	1,225	615
6"	200	7,070	9,995	5,410	2,760	1,385
8"	200	12,565	17,770	9,620	4,905	2,465
10"	200	19,635	27,770	15,030	7,660	3,850
12"	200	28,275	39,985	21,640	11,030	5,545
14"	200	38,485	54,425	29,455	15,015	7,545
16"	200	50,265	71,085	38,470	19,615	9,855

TABLE 3: BEARING VALUE OF SOIL

SOIL TYPE	SAFE BEARING LOAD LBS/SF
MUCK, PEAT, ETC.	0
SOFT CLAY/ALLUVIAL SOIL	1,000
SAND	2,000
SAND AND GRAVEL	3,000
SAND AND GRAVEL CEMENTED WITH CLAY	4,000
HARD SHALE	10,000

SEE CITY STANDARDS 03.02.01-1 AND 03.02.01-2 FOR ADDITIONAL INFORMATION.

NOTES:

① TO DETERMINE THRUST AT PRESSURES OTHER THAN PSI SHOWN, MULTIPLY THE THRUST OBTAINED IN TABLE 2 BY THE RATIO OF THE PRESSURE TO 200 PSI.

EXAMPLE:
THE THRUST ON A 12 INCH, 90° BEND AT 300 PSI.

$39,985 \times \frac{300\ PSI}{200\ PSI} = 59,978$ LBS

② TO DETERMINE THE BEARING AREA OF THE THRUST BLOCK IN SQUARE FEET (SF):

SEE TABLE 3, BEARING VALUE OF SOIL

EXAMPLE:
FOR SAND AND GRAVEL BEARING VALUE FROM TABLE 3 IS 3,000 LBS/SF

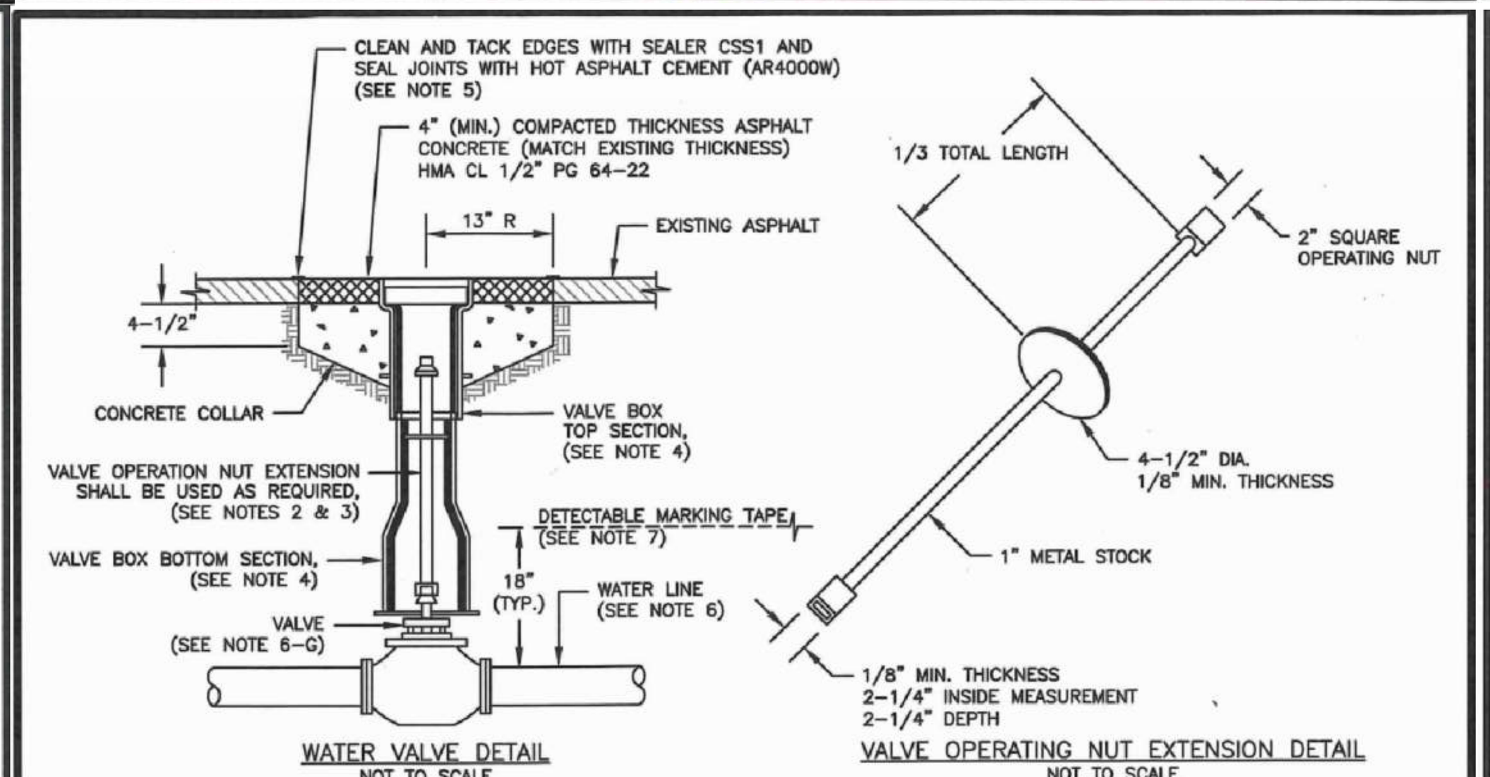
$59,978$ LBS $\div$ 3000 LB/SF = 20 SF OF AREA

③ CONTRACTOR TO PROVIDE BLOCKING ADEQUATE TO WITHSTAND FULL TEST PRESSURE

④ AREAS SHALL BE ADJUSTED FOR OTHER PRESSURE CONDITIONS.

⑤ NO WATER MAIN SHALL DEAD END AGAINST A MAIN LINE VALVE. DEAD END WATER MAINS SHALL BE BLOCKED AGAINST A RESTRAINED MECHANICAL JOINT (M.J.) PLUG OR CAP.

CITY OF PUYALLUP
OFFICE of THE CITY ENGINEER
APPROVED FOR PUBLICATION
DATE SEALED: 2/5/2018
THRUST BLOCKING TABLE
(NOT TO SCALE)
CITY STANDARD 03.02.01-3



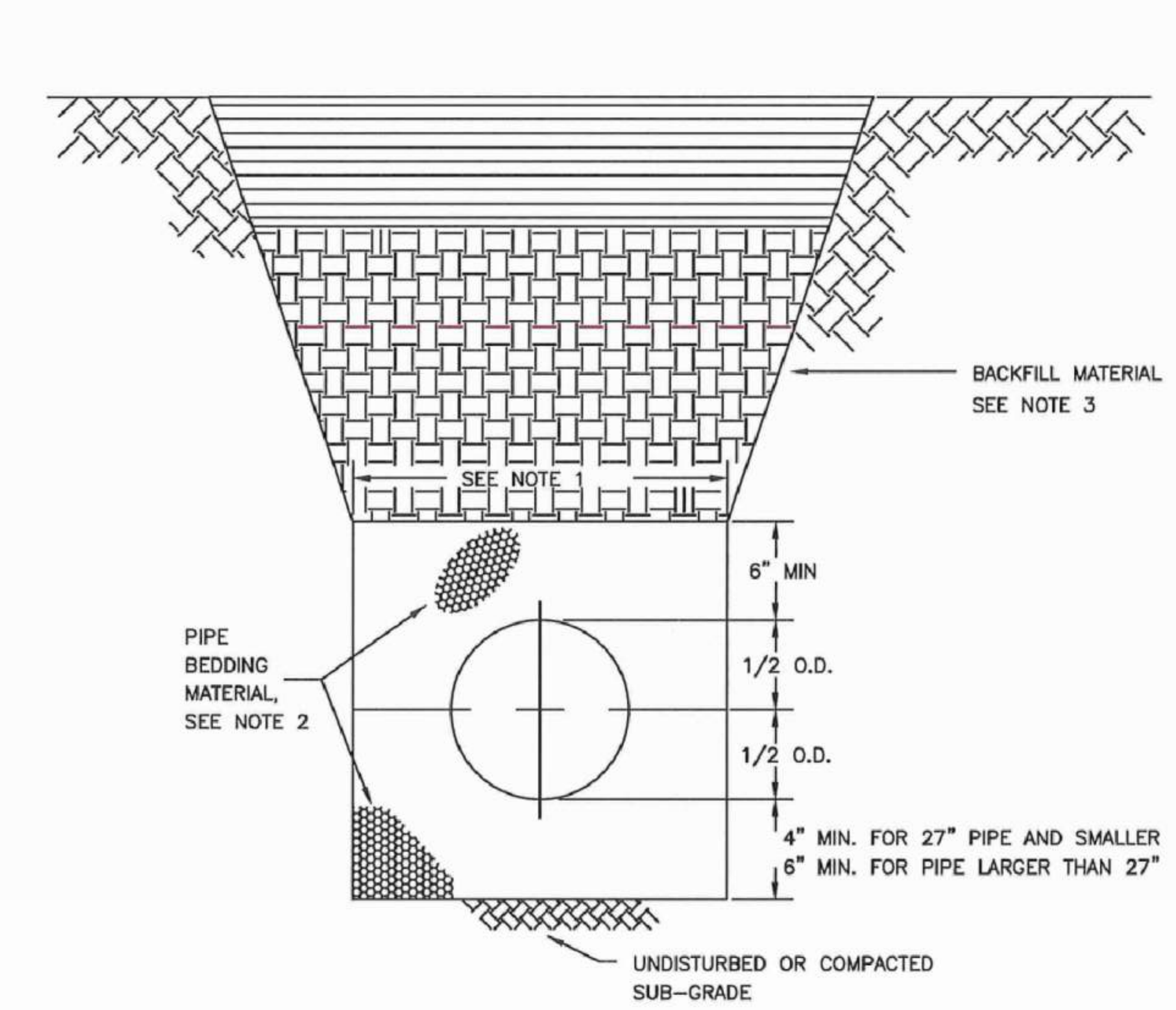
WATER VALVE DETAIL
NOT TO SCALE

VALVE OPERATING NUT EXTENSION DETAIL
NOT TO SCALE

NOTES:

1. WATER MAINS SHALL HAVE A MINIMUM COVER OF 36" FROM PAVED FINAL GRADE IN IMPROVED RIGHT-OF-WAY AND IMPROVED EASEMENTS, AND A MINIMUM OF 48" IN UNIMPROVED RIGHT-OF-WAY AND UNIMPROVED EASEMENTS.
2. VALVE OPERATING NUT EXTENSIONS ARE REQUIRED WHEN THE VALVE NUT IS MORE THAN FIVE (5) FEET BELOW FINISHED GRADE. EXTENSIONS ARE TO BE A MINIMUM OF TWO (2) FEET LONG, ONLY ONE EXTENSION TO BE USED PER VALVE. TOP OF EXTENSION SHALL BE 2 FEET 6 INCHES TO 3 FEET BELOW FINISHED GRADE.
3. ALL VALVE OPERATING NUT EXTENSIONS ARE TO BE MADE OF STEEL, SIZED AS NOTED, AND PAINTED WITH TWO COATS OF METAL PAINT.
4. VALVE BOXES SHALL BE TWO-PIECE, ADJUSTABLE, CAST IRON WITH EXTENSION PIECES (IF NECESSARY), AS MANUFACTURED BY THE VANRICH #940 SEATTLE OR APPROVED EQUAL. THE WORD "WATER" SHALL BE CAST IN RELIEF ON THE VALVE BOX COVER. VALVE BOX TOPS INSTALLED IN ARTERIAL ROADWAYS SHALL BE MANUFACTURED BY EAST JORDAN (EJ) IRONWORKS MODEL 8555 WITH LOCKING VALVE BOX COVER MODEL 6800 (PART# 06800025U) OR APPROVED EQUAL.
5. NEAT LINE CUTS SHALL BE SEALED WITH A HOT PAVING GRADE ASPHALT AND FACE OF CUT TACKED.
6. WATER MAINS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH DIVISION 7 OF THE WSDOT STANDARD SPECIFICATIONS SUPPLEMENTED WITH THE FOLLOWING:
   A. DUCTILE IRON PIPE SHALL CONFORM TO AWWA C 151, THICKNESS CLASS 52, AND THE EXTERIOR SHALL BE COATED WITH COAL TAR VARNISH. PIPE AND FITTINGS SHALL BE MORTOR LINED AND SHALL CONFORM TO AWWA C 104. THE THICKNESS OF THE LINING SHALL BE NOT LESS THAN 1/16" THICK FOR 3" TO 12" PIPE, 3/32" THICK FOR 14" TO 24" PIPE, AND 1/8" THICK FOR 30" TO 54" PIPE. THE CEMENT LINING SHALL CONFORM TO THE REQUIREMENTS OF ASTM C 150.
   B. JOINTS SHALL BE TYTON PUSH-ON JOINTS, OR APPROVED EQUAL, OR MECHANICAL JOINT TYPE PER AWWA C 111 EXCEPT WHERE FLANGED JOINTS ARE REQUIRED TO CONNECT TO VALVES OR OTHER EQUIPMENT.
   C. BOLTS AND NUTS FOR BURIED FLANGES LOCATED OUTDOORS, ABOVE GROUND, OR IN OPEN VAULTS IN STRUCTURES SHALL BE TYPE 316 STAINLESS STEEL CONFORMING TO ASTM A 193, GRADE B8M FOR BOLTS, AND ASTM A 194, GRADE 8M FOR NUTS. BOLTS AND NUTS LARGER THAN ONE AND ONE-QUARTER (1-1/4) INCHES SHALL BE STEEL, ASTM A 307, GRADE B, WITH CADMIUM PLATING, ASTM A 165, TYPE NS.
   D. BOLTS USED IN FLANGE INSTALLATION SETS SHALL CONFORM TO ASTM B 193, GRADE B7. NUTS SHALL COMPLY WITH ASTM A 194, GRADE 2H.
   E. PROVIDE A WASHER FOR EACH NUT, WHERE NEEDED. WASHERS SHALL BE OF THE SAME MATERIAL AS THE NUTS.
   F. ALL FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF AWWA C 110 AND AWWA C 111.
   G. RESILIENT SEATED WEDGE GATE VALVES SHALL BE USED FOR TEN (10) INCH MAINS AND SMALLER. BUTTERFLY VALVES SHALL BE USED FOR MAINS GREATER THAN TEN (10) INCHES.
      1) RESILIENT SEATED WEDGE GATE VALVE: GATE VALVES SHALL CONFORM TO THE LATEST AWWA SPECIFICATIONS FOR COLD WATER, DOUBLE-DISK GATE VALVES, 200 PSI WORKING PRESSURE. THEY SHALL BE IRON-BODIED, BRONZE MOUNTED, NON-RISING STEM, WITH TWO (2) INCH SQUARE NUT. COUNTER-CLOCKWISE OPENING, MECHANICAL JOINT AND / OR FLANGED ENDS (6" VALVES ON FIRE HYDRANT LINES WHICH SHALL BE MECHANICAL JOINTS BY FLANGED). VALVE STEMS SHALL BE PROVIDED WITH O-RING SEALS AND SHALL BE AS MANUFACTURED BY THE MUELLER COMPANY OR APPROVED EQUAL.
      2) BUTTERFLY VALVES: BUTTERFLY VALVES CONFORMING WITH AWWA C 504, CLASS 150 AND SHALL HAVE STANDARD AWWA TWO (2) INCH SQUARE NUT.
7. DETECTABLE MARKING TAPE SHALL BE INSTALLED 18" ABOVE PIPE, BE BLUE IN COLOR, AND READ "CAUTION WATER LINE BELOW" MEETING WSDOT SPEC. 9-15.18.

CITY OF PUYALLUP
OFFICE of THE CITY ENGINEER
APPROVED FOR PUBLICATION
DATE SEALED: 12/10/2021
WATER VALVES AND MAINS
(NOT TO SCALE)
CITY STANDARD 03.01.01



1. TRENCHING SHALL MEET THE REQUIREMENTS OF SECTION 7-08.3(1)A AND 2-06.3(1) OF THE WSDOT STANDARD SPECIFICATIONS.
2. BEDDING MATERIAL SHALL CONFORM TO 9-03.12(3) GRAVEL BACKFILL FOR PIPE ZONE BEDDING.
3. GRAVEL BACKFILL SHALL CONFORM TO 9-03.12(1)A GRAVEL BACKFILL FOR FOUNDATIONS, CLASS A.

CITY OF PUYALLUP
OFFICE of THE CITY ENGINEER
DATE SEALED: 2/1/17
PIPE TRENCHING BEDDING AND BACKFILL
CITY STANDARD 06.01.01

City of Puyallup
Development & Permitting Services
ISSUED PERMIT

Building	Planning
Engineering	Public Works
Fire	Traffic

CITY PERMIT# PRCCP20240864

FIRE HYDRANT/FDC LOCATION/ACCESS APPROVED
BY [signature]
CITY OF PUYALLUP FIRE CODE OFFICIAL
DATE 10/21/2024
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 FIRE CODE OFFICIAL.

APPROVED
BY [signature]
CITY OF PUYALLUP DEVELOPMENT ENGINEERING
DATE 10/18/2024
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.

REV	DATE	DESCRIPTION	BY
1	8/27/24	REVISE PER CITY	PAD

Professional of Record:
TERRAFORMA DESIGN GROUP, INC.
CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE
5027 51st Avenue SW Seattle WA 98136
phone 206.795.9023 website www.terraformadesigngroup.com
TDG# 24009
8/27/24
PEDRO A. DEGUZMAN, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER 35646
Seal

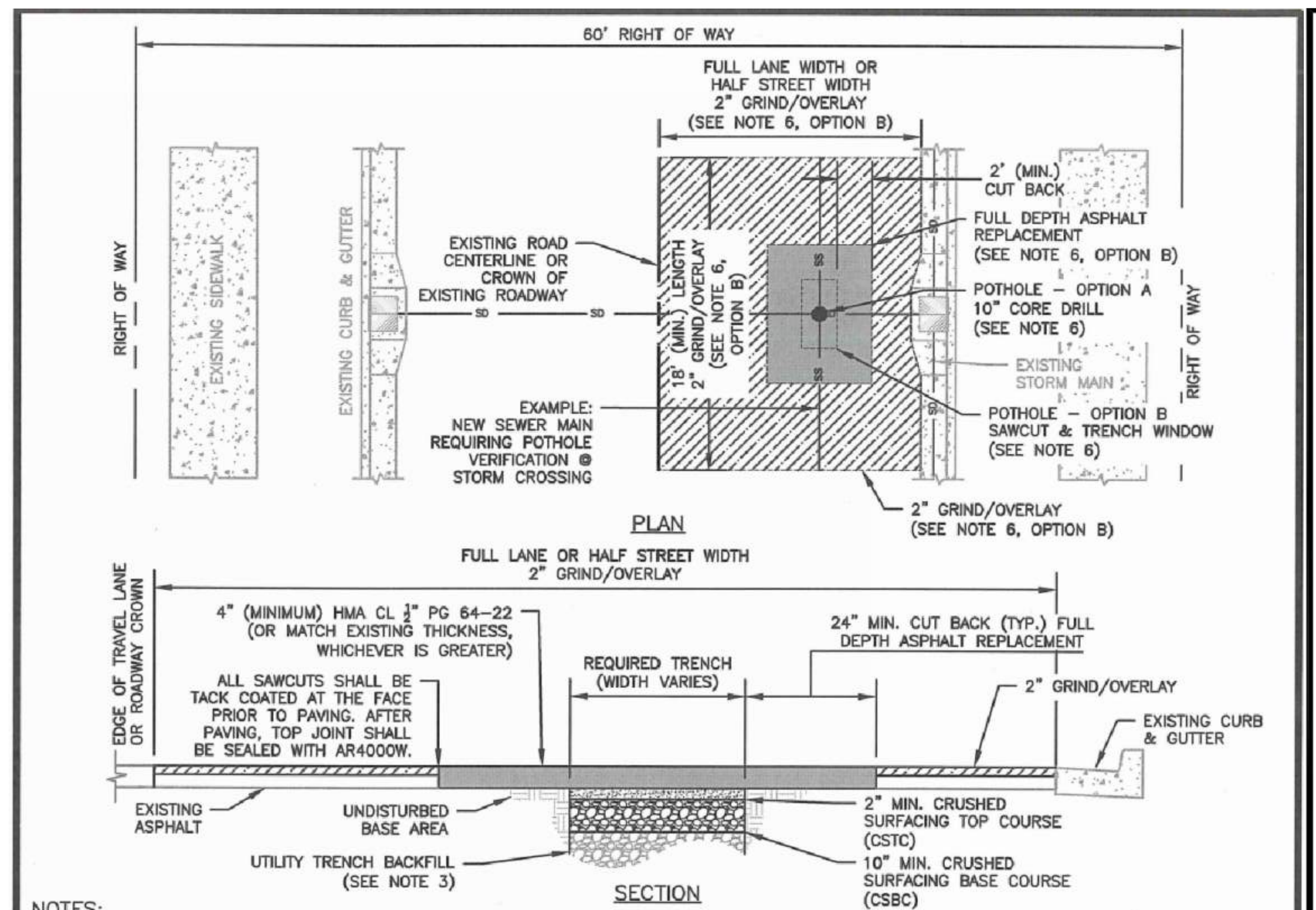
PREPARED FOR: McDonald's USA, LLC

DRAWN BY: P. DEGUZMAN
STD ISSUE DATE: 4/25/24
REVIEWED BY: P. DEGUZMAN
DATE ISSUED: 4/25/24

TITLE: McDONALDS NSN #02978 PUYALLUP – 2ND
DESCRIPTION: MRP
PERMIT SUBMITTAL
SITE ID: 046-0041
SITE ADDRESS: 304 2ND STREET NE, PUYALLUP, WA 98372

SHEET NO. C1.3
CIVIL DETAILS
MCD22368.0

STREET PATCH



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. POTHOLING FOR UTILITIES:

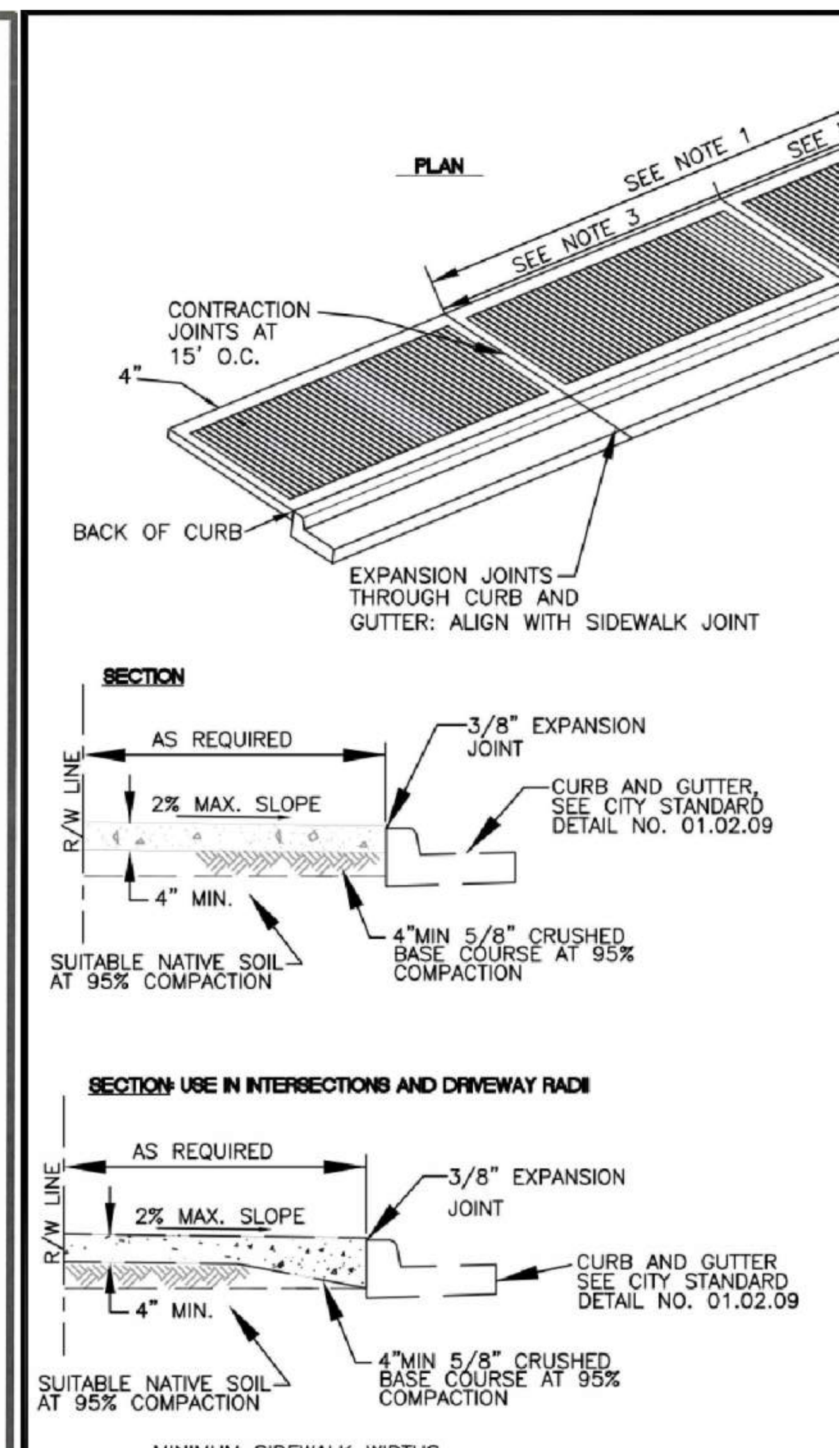
   OPTION A – UP TO A 10" DIAMETER CORE DRILL IS ALLOWED. CORE HOLES MADE DURING UTILITY POTHOLES SHALL BE BACKFILLED WITH CDF TO WITHIN 4" OF FINISHED GRADE. 4" OF HMA SHALL THEN BE PLACED AND COMPACTED, FLUSH WITH EXISTING GRADE.

   OPTION B – FOR POTHOLE WINDOWS 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 | STREET PATCH | (NOT TO SCALE) | CITY STANDARD 01.01.20

SIDEWALK WITHOUT PLANTING STRIP



MINIMUM SIDEWALK WIDTHS

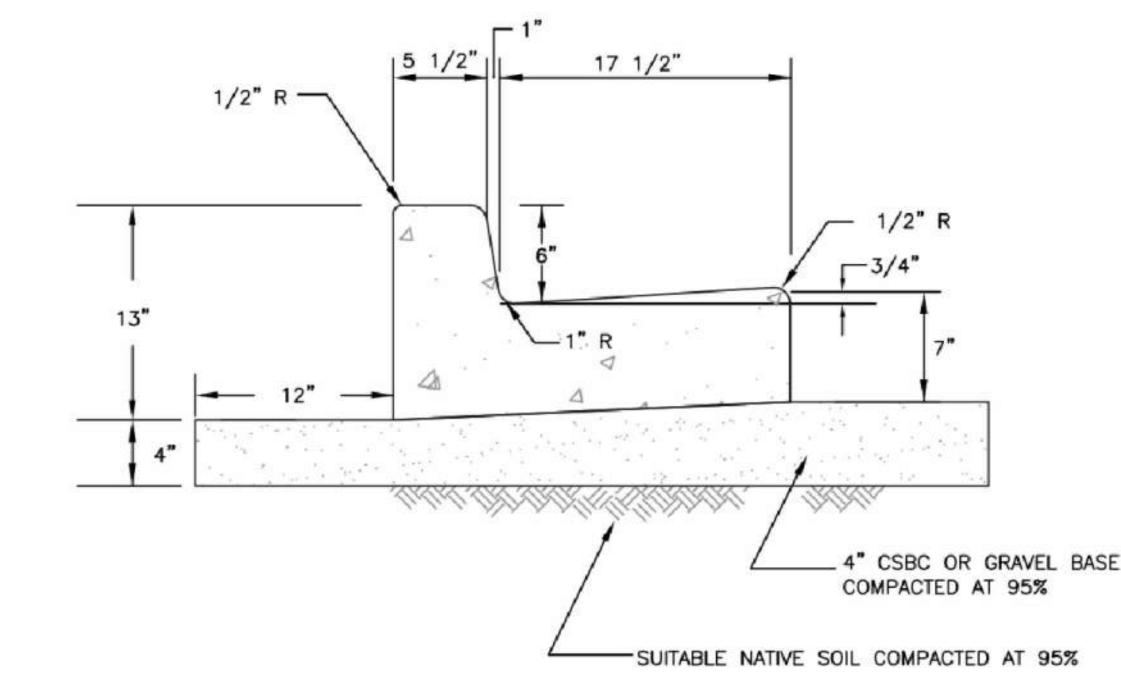
5'(RS ZONES) SINGLE FAMILY RESIDENTIAL AREAS (DETACHED DWELLINGS)
8'(RS ZONES) COMMERCIAL USES, WHEN REQUIRED BY DEVELOPMENT SERVICES MANAGER
8'(RM ZONES) MEDIUM AND HIGH DENSITY MULTI-FAMILY RESIDENTIAL AREAS
8'(ML ZONES) INDUSTRIAL AREAS
8'(CG, CBD ZONES) COMMERCIAL AREAS
8'(PF ZONES) PUBLIC FACILITIES 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, AASHTO 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 | DRAWN BY JIM ERWIN-SVOBODA | CHECKED BY LINDA LIAN | APPROVED BY COLLEEN HARRIS | REVISED BY LINDA LIAN | FILE NAME F:\DWG\COMMON\STDS\CITY\2009\01_STR\01.02\01.02.01 | DATE APPROVED 07/01/2009 | DATE REVISED 03/21/11 | SCALE 1:8 | CITY STANDARD 01.02.01

CURB AND GUTTER



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, AASHTO 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 | CHECKED BY LINDA LIAN | APPROVED BY COLLEEN HARRIS | REVISED BY Linda Lian | DATE APPROVED 07/01/2009 | DATE REVISED 05/23/12 | SCALE 1:1 | CITY STANDARD 01.02.09

PAVEMENT MARKING DETAILS

NOTES:

1. 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 2YY RPM SPACED AT 80' INTERVALS ON TANGENTS AND HORZ. CURVES WITH A RADIUS OF 5000' OR MORE AND 40' INTERVALS ON HORZ. CURVES LESS THAN 5000'. CENTERLINE STRIPE FOR ARTERIALS SHALL BE DETAIL E WITH RPM SPACING AS PREVIOUSLY DEFINED.
2. ROADS, UNLESS OTHERWISE DETERMINED BY THE CITY, (ARTERIALS & COLLECTORS) LONGITUDINAL LINES SHALL BE PAINTED. APPLIED 14 MILS WHEN WET.
3. 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.
4. ON WIDE INTERSECTIONS SPACE TYPE 1 OR 2 RPM 4 FEET ON CENTER.

RAISED PAVEMENT MARKERS

TYPE 2 RPM (REFLECTIVE) RAISED FACE COLORS

TYPE 2WR	WHITE AND RED
TYPE 2YR	YELLOW AND RED
TYPE 2YY	YELLOW AND YELLOW
TYPE 2W	WHITE – ONE SIDE ONLY
TYPE 2Y	YELLOW – ONE SIDE ONLY

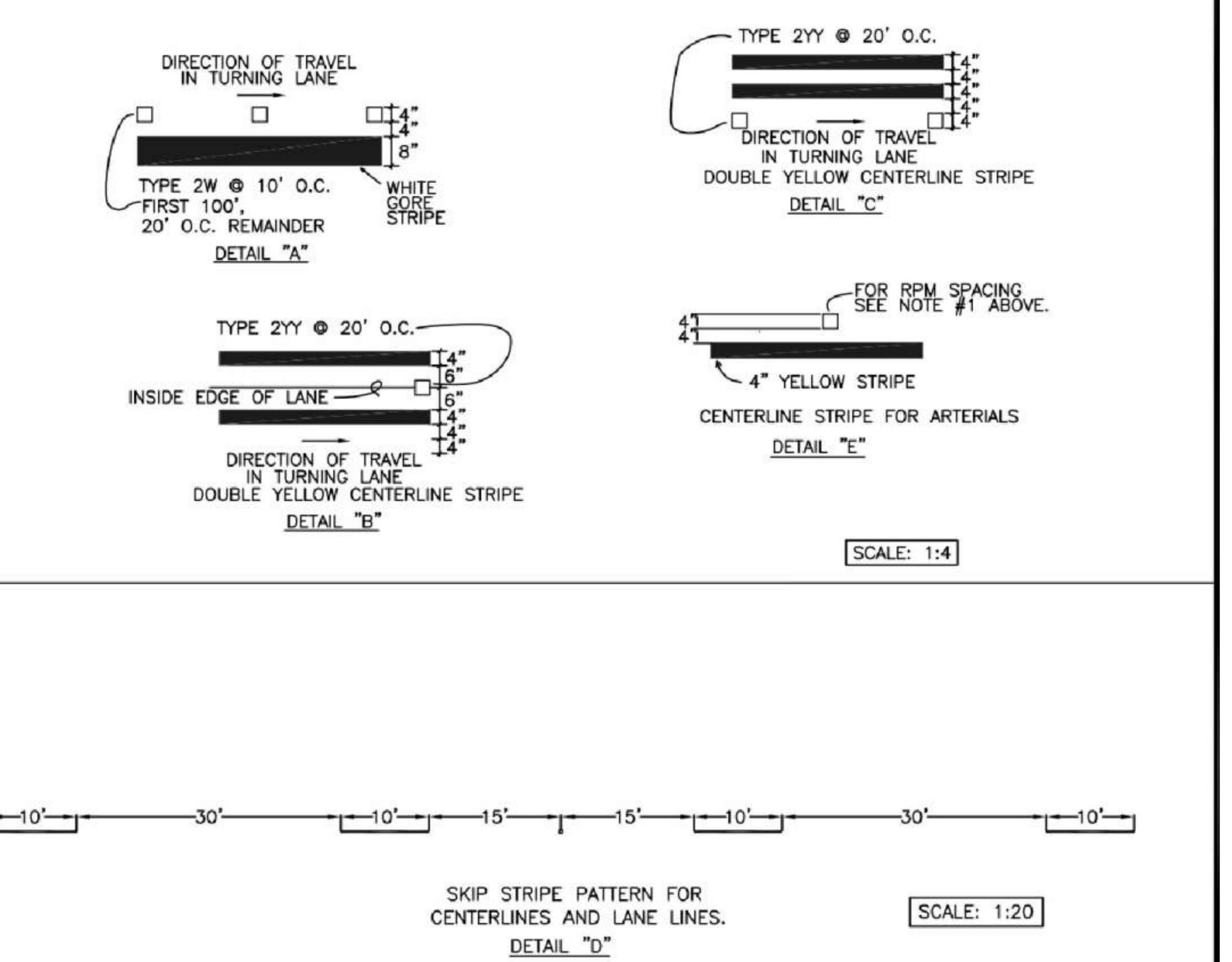
TYPE 1 RPM COLORS

TYPE 1W	WHITE
TYPE 1Y	YELLOW

*TYPE 3 RPM COLORS

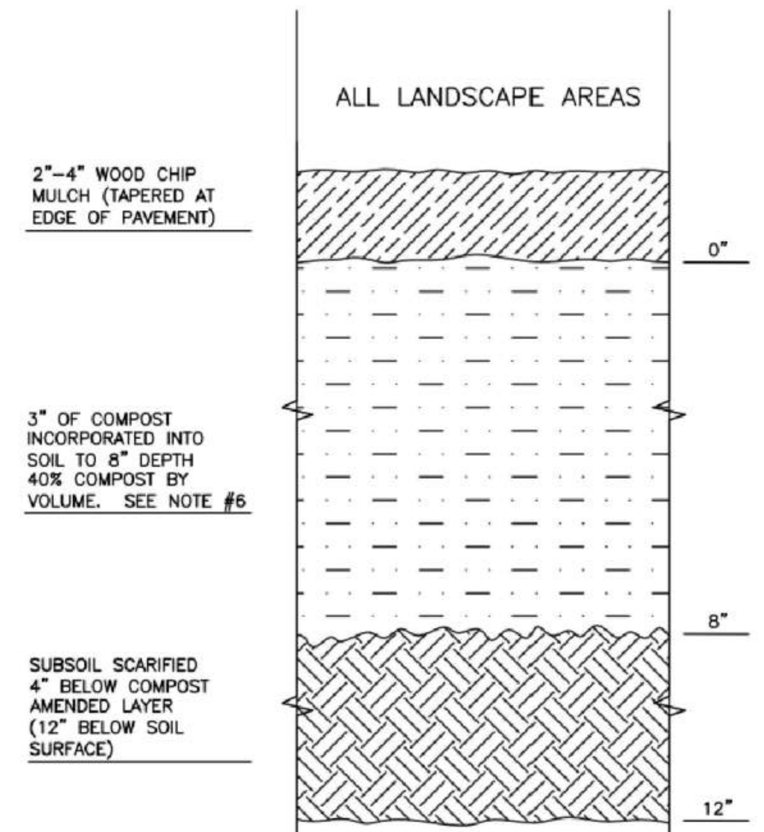
TYPE 3W	8" RUMBLE BAR – WHITE
TYPE 3Y	8" RUMBLE BAR – YELLOW

* CITY MAY REQUIRE REFLECTIVE.



CITY OF PUYALLUP — DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS | PAVEMENT MARKING DETAILS | DRAWN BY JIM ERWIN-SVOBODA | CHECKED BY LINDA LIAN | APPROVED BY COLLEEN HARRIS | REVISED BY XXXX | FILE NAME F:\DWG\COMMON\STDS\CITY\2009\01_STR\01.03\01.03.10 | DATE APPROVED 07/01/2009 | DATE REVISED XX/XX/XX | SCALE VARIES | CITY STANDARD 01.03.10

SOIL AMENDMENT AND DEPTH



NOTES:

1. ALL SOIL AREAS DISTURBED OR COMPACTED DURING CONSTRUCTION, AND NOT COVERED BY BUILDINGS OR PAVEMENT, SHALL BE AMENDED WITH COMPOST AS DESCRIBED BELOW.
2. SUBSOIL SHOULD BE SCARIFIED (LOOSENED) 4 INCHES BELOW AMENDED LAYER, TO PRODUCE 12-INCH DEPTH OF UN-COMPACTED SOIL, EXCEPT WHERE SCARIFICATION WOULD DAMAGE TREE ROOTS OR AS DETERMINED BY THE ENGINEER. SEE NOTE BELOW REGARDING PLANTING STEPS FOR STREET TREES.
3. COMPOST SHALL BE TILLED IN TO 8 INCH DEPTH INTO EXISTING SOIL, OR PLACE 8 INCHES OF COMPOST-AMENDED SOIL, PER SOIL SPECIFICATION.
4. PLANTING BEDS SHALL RECEIVE 3 INCHES OF COMPOST TILLED IN TO 8-INCH DEPTH, OR MAY SUBSTITUTE 8" OF IMPORTED SOIL CONTAINING 35–40% COMPOST BY VOLUME. MULCH AFTER PLANTING, WITH 4 INCHES OF ARBORIST WOOD CHIP MULCH OR APPROVED EQUAL (6" OF LOOSE WOOD CHIPS AT THE TIME OF PLANTING TO ALLOW SETTLING TO 4").
5. SETBACKS: TO PREVENT UNEVEN SETTLING, DO NOT COMPOST-AMEND SOILS WITHIN 3 FEET OF UTILITY INFRASTRUCTURES (POLES, VAULTS, METERS ETC.). WITHIN ONE FOOT OF PAVEMENT EDGE, CURBS AND SIDEWALKS SOIL SHOULD BE COMPACTED TO APPROXIMATELY 95% PROCTOR TO ENSURE A FIRM SURFACE.
6. SEE SECTION 8.2(B) OF THE VMS FOR SOIL AMENDMENT AND INSTRUCTION PROCEDURES FOR STREET TREE PLANTER STRIPS. ALL STREET TREE PLANTER STRIPS SHALL RECEIVE 40% COMPOST AMENDED SOIL TO THE FULL DEPTH OF THE STREET TREE ROOTBALL.

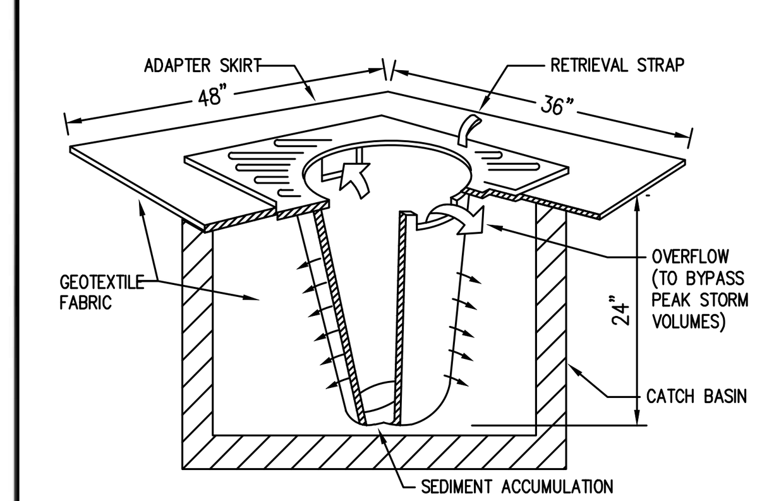
CITY OF PUYALLUP — DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS | SOIL AMENDMENT AND DEPTH | DRAWN BY LINDA LIAN | CHECKED BY CHRIS BEALE | APPROVED BY COLLEEN HARRIS | REVISED BY XXXX | DATE APPROVED 08/01/2015 | DATE REVISED XX/XX/XX | SCALE 1:1 | CITY STANDARD 01.02.08a

GRADING, EROSION, AND SEDIMENTATION CONTROL NOTES

1. ALL LIMITS OF CLEARING AND AREAS OF VEGETATION PRESERVATION AS PRESCRIBED ON THE PLANS SHALL BE CLEARLY FLAGGED IN THE FIELD AND OBSERVED DURING CONSTRUCTION.
2. ALL REQUIRED SEDIMENTATION AND EROSION CONTROL FACILITIES MUST BE CONSTRUCTED AND IN OPERATION PRIOR TO ANY LAND CLEARING AND/OR OTHER CONSTRUCTION TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE NATURAL DRAINAGE SYSTEM. THE CONTRACTOR SHALL SCHEDULE AN INSPECTION OF THE EROSION CONTROL FACILITIES PRIOR TO ANY LAND CLEARING AND/OR CONSTRUCTION. ALL EROSION AND SEDIMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION AS DETERMINED BY THE CITY, UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED. THE IMPLEMENTATION, MAINTENANCE, REPLACEMENT, AND ADDITIONS TO THE EROSION AND SEDIMENTATION CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE PERMITEE.
3. THE EROSION AND SEDIMENTATION CONTROL SYSTEM FACILITIES DEPICTED ON THESE PLANS ARE INTENDED TO BE MINIMUM REQUIREMENTS TO MEET ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, FACILITIES WILL BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE PERMITEE TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES, OVER AND ABOVE THE MINIMUM REQUIREMENTS, AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES, SENSITIVE AREAS, NATURAL WATER COURSES, AND/OR STORM DRAINAGE SYSTEMS.
4. APPROVAL OF THESE PLANS IS FOR GRADING, TEMPORARY DRAINAGE, EROSION AND SEDIMENTATION CONTROL ONLY. IT DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT STORM DRAINAGE DESIGN, SIZE OR LOCATION OF PIPES, RESTRICTORS, CHANNELS, OR RETENTION FACILITIES.
5. ANY DISTURBED AREA WHICH HAS BEEN STRIPPED OF VEGETATION AND WHERE NO FURTHER WORK IS ANTICIPATED FOR A PERIOD OF 30 DAYS OR MORE, MUST BE IMMEDIATELY STABILIZED WITH MULCHING, GRASS PLANTING, OR OTHER APPROVED EROSION CONTROL TREATMENT APPLICABLE TO THE TIME OF YEAR IN QUESTION. GRASS SEEDING ALONE WILL BE ACCEPTABLE ONLY DURING THE MONTHS OF APRIL THROUGH SEPTEMBER INCLUSVE. SEEDING MAY PROCEED OUTSIDE THE SPECIFIED TIME PERIOD WHENEVER IT IS IN THE INTEREST OF THE PERMITEE BUT MUST BE AUGMENTED WITH MULCHING, NETTING, OR OTHER TREATMENT APPROVED BY THE CITY.
6. IN CASE EROSION OR SEDIMENTATION OCCURS TO ADJACENT PROPERTIES, ALL CONSTRUCTION WORK WITHIN THE DEVELOPMENT THAT WILL FURTHER AGGRAVATE THE SITUATION MUST CEASE, AND THE OWNER/CONTRACTOR WILL IMMEDIATELY COMMENCE RESTORATION METHODS. RESTORATION ACTIVITY WILL CONTINUE UNTIL SUCH TIME AS THE AFFECTED PROPERTY OWNER IS SATISFIED.
7. NO TEMPORARY OR PERMANENT STOCKPILING OF MATERIALS OR EQUIPMENT SHALL OCCUR WITHIN CRITICAL AREAS OR ASSOCIATED BUFFERS, OR THE CRITICAL ROOT ZONE FOR VEGETATION PROPOSED FOR RETENTION.

CITY OF PUYALLUP — DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS | GRADING, EROSION, AND SEDIMENTATION CONTROL NOTES | CITY STANDARD 05.02.01

CATCH BASIN FILTER

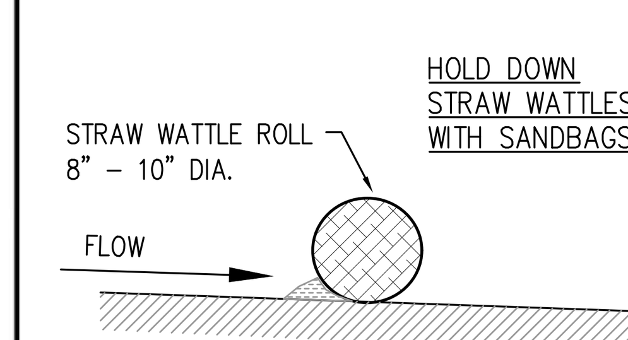


INLET PROTECTION NOTES:

1. FILTERS SHALL BE REMOVED AND CLEANED OR REPLACED AFTER EACH STORM EVENT AND ON A WEEKLY BASIS.

1 / C1.4 CATCH BASIN FILTER — SCALE: N.T.S.

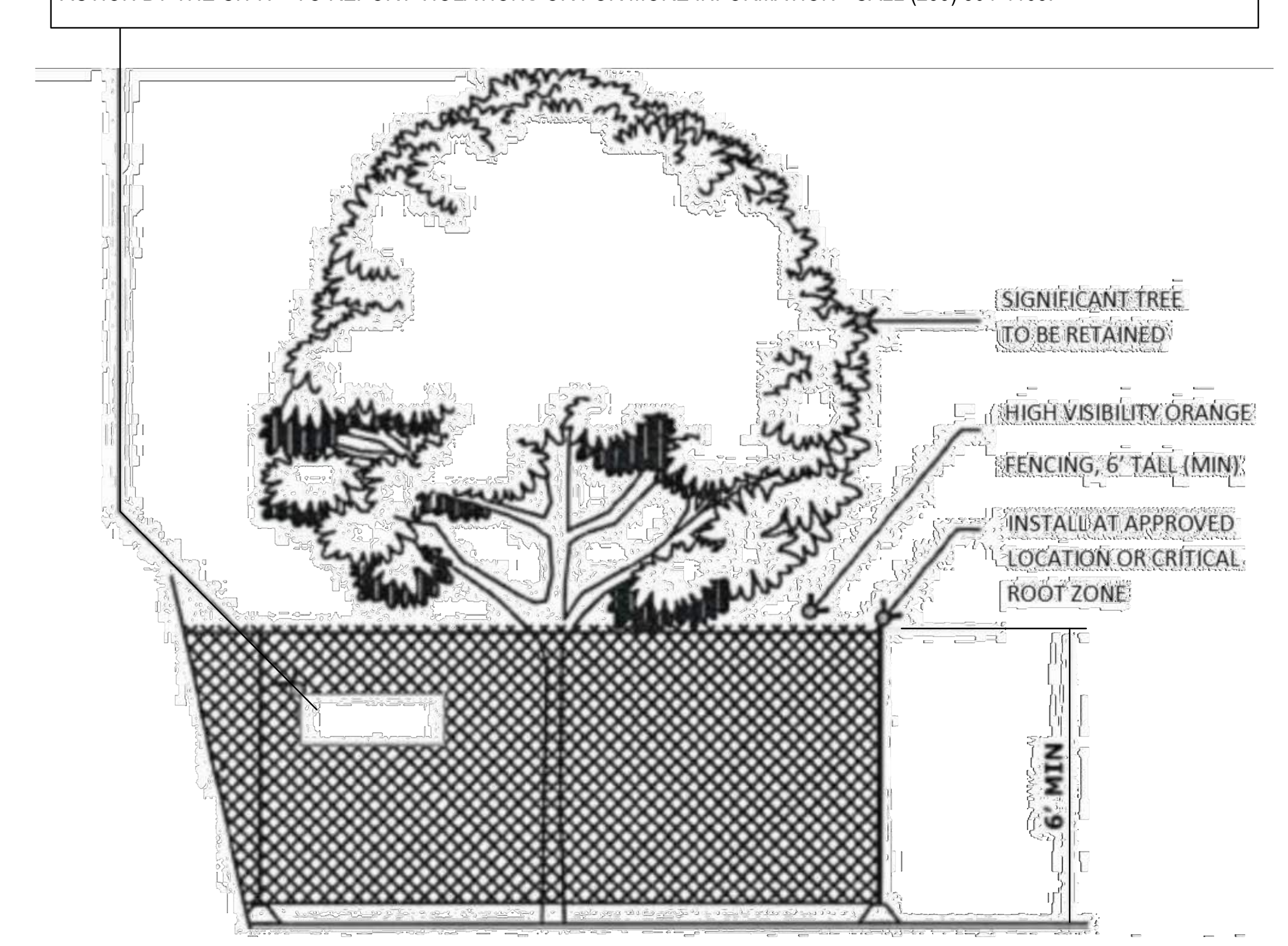
STRAW WATTLE



2 / C1.4 STRAW WATTLE — SCALE: N.T.S.

TREE PROTECTION

TREE PROTECTION ZONE (TPZ)
NO ENTRY, GRADE CHANGES, STORAGE/STOCKPILING OF MATERIALS OR EQUIPMENT, PLACEMENT OF FILL OR TOPSOIL, TRENCHING OR VEHICULAR / FOOT TRAFFIC WITHIN THE TPZ. THIS TREE BARRIER SHALL NOT BE REMOVED WITHOUT AUTHORIZATION FROM THE PUYALLUP PLANNING DEPARTMENT- - SUBJECT TO FINES AND ENFORCEMENT ACTION BY THE CITY. TO REPORT VIOLATIONS OR FOR MORE INFORMATION - CALL (253) 864-4165.



TREE PROTECTION STANDARDS

FOR SIGNIFICANT TREES, A MINIMUM OF 50 PERCENT OF THE CRITICAL ROOT ZONE MUST BE PRESERVED AT NATURAL GRADE, WITH NATURAL GROUND COVER. THE PROTECTION ZONE MAY BE IRREGULAR. NO CUT OR FILL GREATER THAN FOUR (4) INCHES IN DEPTH MAY BE LOCATED CLOSER TO THE TREE TRUNK THAN ½ THE CRPZ RADIUS DISTANCE. (EXAMPLE, 6-INCH DBH TREE HAS A 12'CRPZ AREA (IN DIAMETER) – MEANING NO CUT OR FILL GREATER THAN 4"IN DEPTH IS ALLOWED WITHIN 6' OF THE TREE TRUNK).
NO CUT OR FILL WITHIN THE DISTANCE FROM THE TREE WHICH IS THREE (3) TIMES THE TRUNK DBH IS ALLOWED. (EXAMPLE, 6-INCH DBH TREE X 3 = 18", MEANING NO CUT IS ALLOWED WITHIN 18-INCHES OF A TREE WHICH HAS A 6-INCH DIAMETER TRUNK).
THESE CRITERIA REPRESENT MINIMUM STANDARDS FOR DETERMINING WHETHER OR NOT A TREE MAY BE REQUIRED TO BE RETAINED. GREATER IMPACTS MAY BE ALLOWED, PROVIDED THAT ALL DESIGN ALTERNATIVES HAVE BEEN PROVEN UNFEASIBLE AND THAT A PRECONDITIONING AND AFTER CARE MITIGATION PROGRAM IS ESTABLISHED.

NOTE: EACH OF THE 6" DBH TREES HAVE A CRPZ = 113 SF. NO CHANGES IN GRADE OR TRENCHING WITHIN THE CRPZ ARE ANTICIPATED.

MINIMUM SIX (6) FOOT HIGH TEMPORARY HIGH VISIBILITY ORANGE CONSTRUCTION FENCING SHALL BE PLACED AT THE CRITICAL ROOT ZONE OR DESIGNATED DISTURBANCE ON APPROVED FINAL LANDSCAPE PLAN SET. FENCING SHALL BE INSTALLED USING POSTS DRIVEN INTO GROUND - PIER BLOCKS SHALL NOT BE USED. AVOID POST DRIVEN INTO ROOTS LARGER THAN 1-INCH DIAMETER. FENCING SHALL BE INSTALLED PRIOR TO WORK COMMENCING ON SITE AND REMAIN IN PLACE THROUGHOUT ALL PHASES OF CONSTRUCTION -CALL THE CITY'S PLANNING DIVISION WITH REQUESTS TO MODIFY THE LOCATION OF THE TREE PROTECTION FENCING - (253) 864-4165.

TREATMENT OF ROOTS EXPOSED DURING CONSTRUCTION: FOR ROOTS OVER ONE (1) INCH DIAMETER DAMAGED DURING CONSTRUCTION, MAKE A CLEAN STRAIGHT CUT TO REMOVED DAMAGED PORTION OF THE THE ROOT. ALL EXPOSED ROOTS SHALL BE TEMPORARILY COVERED WITH DAMP BURLAP TO PREVENT DRYING AND COVERED WITH SOIL AS SOON AS POSSIBLE. OTHER PRETREATMENT MEASURES MAY BE REQUIRED TO PROTECT ROOT SYSTEM - SEE APPROVED TREE PROTECTION OR FINAL LANDSCAPE PLAN FOR FURTHER DETAILS.

NO STOCKPILING OF MATERIALS, VEHICULAR TRAFFIC, PLACEMENT OF SOIL OR FILL MATERIAL, STORAGE OF EQUIPMENT OR MACHINERY SHALL BE ALLOWED WITHIN THE LIMITS OF THE ESTABLISHED FENCING. FENCING SHALL NOT BE MOVED OR REMOVED UNLESS APPROVED BY THE CITY PLANNING DIVISION,. WORK WITHIN PROTECTION FENCE SHALL BE DONE MANUALLY UNDER THE SUPERVISION OF AN ARBORIST WITH PRIOR WRITTEN APPROVAL OF THE CITY PLANNING DIVISION.

THE ABOVE REFERENCED TPZ SIGNS SHALL BE PLACED EVERY 15 FEET ALONG THE FENCING AND SHALL REMAIN IN PLACE THROUGHOUT ALL PHASES OF CONSTRUCTION.

3 / C1.4 TREE PROTECTION — SCALE: N.T.S.

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

APPROVED
BY CITY OF PUYALLUP DEVELOPMENT ENGINEERING
DATE 10/18/2024
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.

CITY PERMIT# PRCCP20240864

REV	DATE	DESCRIPTION	BY
1	8/27/24	REVISE PER CITY	PAD

Professional of Record:

TERRAFORMA DESIGN GROUP, INC.
CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE
5027 51st Avenue SW Seattle WA 98136
phone 206.795.9023 website www.terraformadesigngroup.com
TDG# 24009
PEDRO A. DEGUZMAN, STATE OF WASHINGTON, 55646 REGISTERED PROFESSIONAL ENGINEER
8/27/24
Seal

PREPARED FOR: McDonald's USA, LLC

DRAWN BY P. DEGUZMAN | STD ISSUE DATE 4/25/24 | REVIEWED BY P. DEGUZMAN | DATE ISSUED 4/25/24

TITLE: McDONALDS NSN #02978 PUYALLUP – 2ND
DESCRIPTION: MRP PERMIT SUBMITTAL
SITE ID: 046-0041 | SITE ADDRESS: 304 2ND STREET NE, PUYALLUP, WA 98372

SHEET NO. C1.4 — CIVIL DETAILS

MCD22368.0

CITY OF PUYALLUP GENERAL NOTES

1. ALL WORK IN CITY RIGHT-OF-WAY REQUIRES A PERMIT FROM THE CITY OF PUYALLUP. PRIOR TO ANY WORK COMMENCING, THE GENERAL CONTRACTOR SHALL ARRANGE FOR A PRECONSTRUCTION MEETING AT THE DEVELOPMENT SERVICES CENTER TO BE ATTENDED BY ALL CONTRACTORS THAT WILL PERFORM WORK SHOWN ON THE APPROVED ENGINEERING PLANS, REPRESENTATIVES FROM ALL APPLICABLE UTILITY COMPANIES, THE PROJECT OWNER AND APPROPRIATE CITY STAFF. CONTACT ENGINEERING SERVICES AT (253-841-5568) TO SCHEDULE THE MEETING. THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR OWN SET OF APPROVED PLANS AT THE MEETING.

2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.

3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS").

4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.

5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER AND THE CITY PRIOR TO ANY IMPLEMENTATION IN THE FIELD. THE CITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS AND/OR OMISSIONS ON THESE PLANS.

6. THE CONTRACTOR SHALL HAVE ALL UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. CALL (811) AT LEAST TWO WORKING DAYS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.

7. ANY STRUCTURE AND/OR OBSTRUCTION THAT REQUIRES REMOVAL OR RELOCATION RELATING TO THIS PROJECT SHALL BE DONE SO AT THE DEVELOPER'S EXPENSE.

8. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE TRUE ELEVATIONS AND LOCATIONS OF HIDDEN UTILITIES. ALL VISIBLE ITEMS SHALL BE THE ENGINEER'S RESPONSIBILITY.

9. THE CONTRACTOR SHALL INSTALL, REPLACE, OR RELOCATE ALL SIGNS, AS SHOWN ON THE PLANS OR AS AFFECTED BY CONSTRUCTION, PER CITY STANDARDS.

10. POWER, STREET LIGHT, CABLE, AND TELEPHONE LINES SHALL BE IN A TRENCH LOCATED WITHIN A 10-FOOT UTILITY EASEMENT ADJACENT TO PUBLIC RIGHT-OF-WAY. RIGHT-OF-WAY CROSSINGS SHALL HAVE A MINIMUM HORIZONTAL SEPARATION FROM OTHER UTILITIES (SEWER, WATER, AND STORM) OF 5 FEET.

11. ALL CONSTRUCTION SURVEYING FOR EXTENSIONS OF PUBLIC FACILITIES SHALL BE DONE UNDER THE DIRECTION OF A WASHINGTON STATE LICENSED LAND SURVEYOR OR A WASHINGTON STATE LICENSED PROFESSIONAL CIVIL ENGINEER.

12. DURING CONSTRUCTION, ALL PUBLIC STREETS ADJACENT TO THIS PROJECT SHALL BE KEPT CLEAN OF ALL MATERIAL DEPOSITS RESULTING FROM ON-SITE CONSTRUCTION, AND EXISTING STRUCTURES SHALL BE PROTECTED AS DIRECTED BY THE CITY.

13. CERTIFIED RECORD DRAWINGS ARE REQUIRED PRIOR TO PROJECT ACCEPTANCE.

14. A NPDES STORMWATER GENERAL PERMIT MAY BE REQUIRED BY THE DEPARTMENT OF ECOLOGY FOR THIS PROJECT. FOR INFORMATION CONTACT THE DEPARTMENT OF ECOLOGY, SOUTHWEST REGION OFFICE AT (360)407-6300.

15. ANY DISTURBANCE OR DAMAGE TO CRITICAL AREAS AND ASSOCIATED BUFFERS, OR SIGNIFICANT TREES DESIGNATED FOR PRESERVATION AND PROTECTION SHALL BE MITIGATED IN ACCORDANCE WITH A MITIGATION PLAN REVIEWED AND APPROVED BY THE CITY'S PLANNING DIVISION. PREPARATION AND IMPLEMENTATION OF THE MITIGATION PLAN SHALL BE AT THE DEVELOPER'S EXPENSE.

CITY OF PUYALLUP ROADWAY STANDARD NOTES

1. ALL WORK IN CITY RIGHT-OF-WAY REQUIRES A PERMIT FROM THE CITY OF PUYALLUP. PRIOR TO ANY WORK COMMENCING, THE GENERAL CONTRACTOR SHALL ARRANGE FOR A PRECONSTRUCTION MEETING AT THE DEVELOPMENT SERVICES CENTER TO BE ATTENDED BY ALL CONTRACTORS THAT WILL PERFORM WORK SHOWN ON THE ENGINEERING PLANS, REPRESENTATIVES FROM ALL APPLICABLE UTILITY COMPANIES, THE PROJECT OWNER AND APPROPRIATE CITY STAFF. CONTACT ENGINEERING SERVICES TO SCHEDULE THE MEETING (253) 841-5568. THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR OWN APPROVED SET OF PLANS AT THE MEETING.

2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.

3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS").

4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.

5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER AND THE ENGINEERING SERVICES STAFF PRIOR TO ANY IMPLEMENTATION IN THE FIELD. THE CITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS AND/OR OMISSIONS ON THESE PLANS.

6. THE CONTRACTOR SHALL HAVE ALL UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. CALL (811) AT LEAST TWO WORKING DAYS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.

7. ANY STRUCTURE AND/OR OBSTRUCTION WHICH REQUIRES REMOVAL OR RELOCATION RELATING TO THIS PROJECT, SHALL BE DONE SO AT THE DEVELOPER'S EXPENSE.

8. MONUMENTS SHALL BE INSTALLED AT ALL STREET INTERSECTIONS, AT ANGLE POINTS, AND POINTS OF CURVATURE IN EACH STREET. ALL BOUNDARY MONUMENTS MUST BE INSTALLED ACCORDING TO THE WASHINGTON STATE SUBDIVISION LAWS.

9. CURB AND GUTTER INSTALLATION SHALL CONFORM TO CITY STANDARD DETAIL 01.02.09.

10. SIDEWALKS AND DRIVEWAYS SHALL BE INSTALLED AS LOTS ARE BUILT ON. SIDEWALKS AND DRIVEWAYS SHALL CONFORM TO CITY STANDARD DETAIL 01.02.01, 01.02.02 AND 01.02.12. IF ASPHALT IS DAMAGED DURING REPLACEMENT OF CURB AND GUTTER, THE REPAIR SHALL CONFORM TO CITY STANDARD DETAIL 01.02.10.

11. THE SURROUNDING GROUND (5 FEET BEYOND THE BASE) FOR ALL POWER TRANSFORMERS, TELEPHONE/TV PEDESTALS, AND STREET LIGHT MAIN DISCONNECTS SHALL BE GRADED TO A POSITIVE 2 PERCENT SLOPE FROM TOP OF CURB.

12. SIGNAGE AND TRAFFIC CONTROL DEVICES ARE SAFETY ITEMS AND SHALL BE INSTALLED PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY OR PLAT APPROVAL. HOWEVER, IN LARGER DEVELOPMENTS, EXACT LOCATIONS OF STOP AND YIELD SIGNS MAY NEED TO BE DETERMINED AFTER FULL BUILDOUT WHEN TRAFFIC PATTERNS HAVE BEEN ESTABLISHED. IN THIS CASE, CONTRACTOR SHALL PROVIDE INDICATED "CITY-PLACED" SIGNS, SIGNPOSTS, AND BRACKETS TO THE CITY SIGN SPECIALIST (253) 841-5471 FOR LATER INSTALLATION BY THE CITY. ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

13. PRIOR TO ANY SIGN OR STRIPING INSTALLATION OR REMOVAL THE CONTRACTOR SHALL CONTACT THE CITY SIGN SPECIALIST (253) 841-5471 TO ARRANGE FOR AN ON-SITE MEETING TO DISCUSS PLACEMENT AND UNIFORMITY.

14. NEW OR REVISED STOP SIGNS OR YIELD SIGNS SHALL BE ADVANCE WARNED USING THE PROCEDURE OUTLINED IN THE MUTCD. ADVANCE WARNING SIGNS AND FLAGS SHALL BE MAINTAINED BY INSTALLER FOR 30 DAYS AND THEN REMOVED.

CITY OF PUYALLUP GRADING, EROSION AND SEDIMENT CONTROL STANDARD NOTES

1. ALL WORK IN CITY RIGHT-OF-WAY REQUIRES A PERMIT FROM THE CITY OF PUYALLUP. PRIOR TO ANY WORK COMMENCING, THE GENERAL CONTRACTOR SHALL ARRANGE FOR A PRECONSTRUCTION MEETING AT THE DEVELOPMENT SERVICES CENTER TO BE ATTENDED BY ALL CONTRACTORS THAT WILL PERFORM WORK SHOWN ON THE ENGINEERING PLANS, REPRESENTATIVES FROM ALL APPLICABLE UTILITY COMPANIES, THE PROJECT OWNER AND APPROPRIATE CITY STAFF. CONTACT ENGINEERING SERVICES TO SCHEDULE THE MEETING (253) 841-5568. THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR OWN APPROVED SET OF PLANS AT THE MEETING.

2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.

3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HERINAFTER REFERRED TO AS THE "CITY STANDARDS").

4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.

5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER AND THE CITY ENGINEER PRIOR TO ANY IMPLEMENTATION IN THE FIELD. THE CITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS AND/OR OMISSIONS ON THESE PLANS.

6. THE CONTRACTOR SHALL HAVE ALL UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. CALL (811) AT LEAST TWO WORKING DAYS HOURS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.

7. ALL LIMITS OF CLEARING AND AREAS OF VEGETATION PRESERVATION AS PRESCRIBED ON THE PLANS SHALL BE CLEARLY FLAGGED IN THE FIELD AND OBSERVED DURING CONSTRUCTION.

8. ALL REQUIRED SEDIMENTATION AND EROSION CONTROL FACILITIES MUST BE CONSTRUCTED AND IN OPERATION PRIOR TO ANY LAND CLEARING AND/OR OTHER CONSTRUCTION TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE NATURAL DRAINAGE SYSTEM. THE CONTRACTOR SHALL SCHEDULE AN INSPECTION OF THE EROSION CONTROL FACILITIES PRIOR TO ANY LAND CLEARING AND/OR OTHER CONSTRUCTION. ALL EROSION AND SEDIMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION AS DETERMINED BY THE CITY, UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ONSITE EROSION HAS PASSED. THE IMPLEMENTATION, MAINTENANCE, REPLACEMENT, AND ADDITIONS TO THE EROSION AND SEDIMENTATION CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE PERMITTEE.

9. THE EROSION AND SEDIMENTATION CONTROL SYSTEM FACILITIES DEPICTED ON THESE PLANS ARE INTENDED TO BE MINIMUM REQUIREMENTS TO MEET ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, FACILITIES WILL BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE PERMITTEE TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES, OVER AND ABOVE THE MINIMUM REQUIREMENTS, AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES, SENSITIVE AREAS, NATURAL WATER COURSES, AND/OR STORM DRAINAGE SYSTEMS.

10. APPROVAL OF THESE PLANS IS FOR GRADING, TEMPORARY DRAINAGE, EROSION AND SEDIMENTATION CONTROL ONLY. IT DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT STORM DRAINAGE DESIGN, SIZE OR LOCATION OF PIPES, RESTRICTORS, CHANNELS, OR RETENTION FACILITIES.

11. ANY DISTURBED AREA WHICH HAS BEEN STRIPPED OF VEGETATION AND WHERE NO FURTHER WORK IS ANTICIPATED FOR A PERIOD OF 30 DAYS OR MORE, MUST BE IMMEDIATELY STABILIZED WITH MULCHING, GRASS PLANTING, OR OTHER APPROVED EROSION CONTROL TREATMENT APPLICABLE TO THE TIME OF YEAR IN QUESTION. GRASS SEEDING ALONE WILL BE ACCEPTABLE ONLY DURING THE MONTHS OF APRIL THROUGH SEPTEMBER INCLUSIVE. SEEDING MAY PROCEED OUTSIDE THE SPECIFIED TIME PERIOD WHENEVER IT IS IN THE INTEREST OF THE PERMITTEE BUT MUST BE AUGMENTED WITH MULCHING, NETTING, OR OTHER TREATMENT APPROVED BY THE CITY.

12. IN CASE EROSION OR SEDIMENTATION OCCURS TO ADJACENT PROPERTIES, ALL CONSTRUCTION WORK WITHIN THE DEVELOPMENT THAT WILL FURTHER AGGRAVATE THE SITUATION MUST CEASE, AND THE OWNER/CONTRACTOR WILL IMMEDIATELY COMMENCE RESTORATION METHODS. RESTORATION ACTIVITY WILL CONTINUE UNTIL SUCH TIME AS THE AFFECTED PROPERTY OWNER IS SATISFIED.

13. NO TEMPORARY OR PERMANENT STOCKPILING OF MATERIALS OR EQUIPMENT SHALL OCCUR WITHIN CRITICAL AREAS OR ASSOCIATED BUFFERS, OR THE CRITICAL ROOT ZONE FOR VEGETATION PROPOSED FOR RETENTION.

CONCRETE HANDLING NOTES

CONCRETE WORK GENERATES PROCESS WATER AND SLURRY THAT CONTAIN FINE PARTICLES AND HIGH pH, BOTH OF WHICH CAN VIOLATE WATER QUALITY STANDARDS. UTILIZE THESE MANAGEMENT PRACTICES ANY TIME CONCRETE IS USED.

1. CONCRETE TRUCK CHUTES, PUMPS, AND INTERNALS SHALL BE WASHED OUT ONLY INTO FORMED AREAS AWAITING INSTALLATION OF CONCRETE OR ASPHALT.
2. WHEN NO FORMED AREAS ARE AVAILABLE, CONTAIN WASHWATER AND LEFTOVER PRODUCT IN A LINED CONTAINER. DISPOSE OF WASHWATER IN A MANNER THAT DOES NOT VIOLATE GROUNDWATER OR SURFACE WATER QUALITY STANDARDS.
3. UNUSED CONCRETE REMAINING IN THE TRUCK AND PUMP SHALL BE RETURNED TO THE ORIGINATING BATCH PLANT FOR RECYCLING.
4. HAND TOOLS INCLUDING, BUT NOT LIMITED TO, SCREEDS, SHOVELS, RAKES, FLOATS, AND TROWELS SHALL BE WASHED OFF ONLY INTO FORMED AREAS AWAITING INSTALLATION OF CONCRETE OR ASPHALT.
5. EQUIPMENT THAT CANNOT BE EASILY MOVED, SUCH AS CONCRETE PAVERS, SHALL ONLY BE WASHED IN AREAS THAT DO NOT DIRECTLY DRAIN TO NATURAL OR CONSTRUCTED STORMWATER CONVEYANCES.
6. WASHDOWN FROM AREAS SUCH AS CONCRETE AGGREGATE DRIVEWAYS SHALL NOT DRAIN DIRECTLY TO NATURAL OR CONSTRUCTED STORMWATER CONVEYANCES.
7. CONTAINERS SHALL BE CHECKED FOR HOLES IN THE LINER DAILY DURING CONCRETE POURS AND REPAIRED THE SAME DAY.

CITY OF PUYALLUP WATER STANDARD NOTES

1. ALL WORK IN CITY RIGHT-OF-WAY REQUIRES A PERMIT FROM THE CITY OF PUYALLUP. PRIOR TO ANY WORK COMMENCING, THE GENERAL CONTRACTOR SHALL ARRANGE FOR A PRECONSTRUCTION MEETING AT THE DEVELOPMENT SERVICES CENTER TO BE ATTENDED BY ALL CONTRACTORS THAT WILL PERFORM WORK SHOWN ON THE ENGINEERING PLANS, REPRESENTATIVES FROM ALL APPLICABLE UTILITY COMPANIES, THE PROJECT OWNER AND APPROPRIATE CITY STAFF. CONTACT ENGINEERING SERVICES TO SCHEDULE THE MEETING (253) 841-5568. THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR OWN APPROVED SET OF PLANS AT THE MEETING.

2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.

3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS"), OR AS DIRECTED BY FRUITLAND MUTUAL WATER COMPANY (FMWC), VALLEY WATER (VW), OR TACOMA CITY WATER (TCW) IS THE PURVEYOR.

4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.

5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER, THE ENGINEERING SERVICES STAFF, AND THE FMWC, VW OR TCW WHEN SERVED BY THAT PURVEYOR, PRIOR TO ANY IMPLEMENTATION IN THE FIELD. THE CITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS AND/OR OMISSIONS ON THESE PLANS.

6. THE CONTRACTOR SHALL HAVE ALL UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. CALL (811) AT LEAST TWO WORKING DAYS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.

7. ANY STRUCTURE AND/OR OBSTRUCTION WHICH REQUIRES REMOVAL OR RELOCATION RELATING TO THIS PROJECT SHALL BE DONE SO AT THE DEVELOPER'S EXPENSE.

8. BACTERIOLOGICAL (COLIFORM AND IRON BACTERIA) TEST SAMPLES WILL BE TAKEN BY THE CITY (OR FMWC, VW OR TCW WHEN SERVED BY THAT PURVEYOR) AND PAID FOR BY THE CONTRACTOR, EXCEPT FOR CAPITAL IMPROVEMENT PROJECTS (CIP) WHICH SHALL BE PAID FOR BY THE CITY.

9. WATER MAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES FROM PAVED FINAL GRADE IN IMPROVED RIGHT-OF-WAY AND IMPROVED EASEMENTS, AND A MINIMUM OF 48 INCHES IN UNIMPROVED RIGHT-OF WAY AND UNIMPROVED EASEMENTS.

10. PIPE FOR WATER MAINS SHALL BE DUCTILE IRON CONFORMING TO SECTION 7-09 OF THE STANDARD SPECIFICATIONS, CLASS 52 WITH TYTON OR APPROVED EQUAL JOINTS. PIPE SHALL BE CEMENT LINED IN ACCORDANCE WITH A.S.A. SPECIFICATION A 21.4-1964.

11. CONNECTIONS TO EXISTING WATER MAINS TYPICALLY SHALL BE WET TAPS THROUGH A TAPPING TEE AND TAPPING VALVE AND SHALL BE MADE BY A CITY APPROVED CONTRACTOR. THE TAPPING SLEEVE SHALL BE ROMAC SST ALL STAINLESS STEEL TAPPING SLEEVE OR APPROVED EQUAL. A TWO-PIECE EPOXY COATED OR DUCTILE IRON TAPPING SLEEVE MAY BE USED ON DUCTILE IRON PIPE, WHEN THE TAP IS SMALLER THAN THE WATER MAIN SIZE I.E. 6-INCH TAP ON 8-INCH PIPE. THE CITY (OR FMWC, VW OR TCW WHEN SERVED BY THAT PURVEYOR) SHALL APPROVE THE TIME AND LOCATION FOR THESE CONNECTIONS.

12. ALL WATER MAINS AND APPURTENANCES SHALL BE HYDROSTATICALLY TESTED AT 200 PSI IN ACCORDANCE WITH STANDARD SPECIFICATION 7-09.3(23). PRESSURE TESTING SHALL NOT BE PERFORMED UNTIL SATISFACTORY PURITY SAMPLES HAVE BEEN RECEIVED, EXCEPT WHEN NEW WATER MAINS ARE INSTALLED INDEPENDENTLY FROM THE WATER SYSTEM PIPING.

13. FIRE HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH CITY STANDARD DETAIL 03.05.01 AND AS DIRECTED BY THE CITY OF PUYALLUP FIRE CODE OFFICIAL.

14. VALVE MARKER POSTS SHALL BE INSTALLED WHERE VALVE BOXES ARE HIDDEN FROM VIEW OR IN UNPAVED AREAS. THE INSTALLATION SHALL BE IN ACCORDANCE WITH CITY STANDARD DETAIL 03.01.02.

15. RESILIENT SEATED WEDGE GATE VALVES SHALL BE USED FOR 10-INCH MAINS AND SMALLER. BUTTERFLY VALVES SHALL BE USED FOR MAINS GREATER THAN 10 INCHES.

16. PIPE FITTING FOR WATER MAINS SHALL BE DUCTILE IRON AND SHALL BE MECHANICAL JOINT CONFORMING TO AWWA SPECIFICATION C111-72.

17. WATER MAIN PIPE AND SERVICE CONNECTIONS SHALL BE A MINIMUM OF 10 FEET AWAY FROM BUILDING FOUNDATIONS AND/OR ROOF LINES.

18. WHERE A WATER MAIN CROSSES THE NORTHWEST GAS PIPELINE, THE WATER LINE SHALL BE CASED WITH PVC PIPE A MINIMUM OF 10 FEET BEYOND EACH SIDE OF THE GAS LINE EASEMENT. CONTACT WILLIAMS NORTHWEST PIPELINE BEFORE THE CROSSING IS MADE.

19. TRENCHING, BEDDING, AND BACKFILL FOR WATER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH CITY STANDARD DETAIL 06.01.01.

20. ALL COMMERCIAL AND INDUSTRIAL DEVELOPMENTS, IRRIGATION SYSTEMS, AND MULTI-FAMILY WATER SERVICE CONNECTIONS SHALL BE PROTECTED BY A DOUBLE CHECK VALVE ASSEMBLY OR A REDUCED PRESSURE BACKFLOW ASSEMBLY AS DIRECTED BY THE CITY (OR FMWC, VW OR TCW WHEN SERVED BY THAT PURVEYOR) CONFORMING TO CITY STANDARD DETAILS 03.04.01, 03.04.02, AND 03.04.03.

21. ANY LEAD JOINT FITTING DISTURBED DURING CONSTRUCTION SHALL BE REPLACED WITH A MECHANICAL JOINT FITTING AT THE CONTRACTOR'S EXPENSE.

22. HYDRAULIC FIRE FLOW MODELING SHALL BE REQUIRED FOR FORMAL PLATS WITHIN OR TO BE ANNEXED INTO THE CITY OF PUYALLUP'S WATER SERVICE AREA. THE DEVELOPER SHALL BE RESPONSIBLE TO APPLY FOR A HYDRAULIC MODEL PERMIT PRIOR TO PLAT REVIEW. THE HYDRAULIC MODELING CRITERIA IS BASED ON THE PROJECTED WATER DEMAND WHILE MAINTAINING A MINIMUM SYSTEM PRESSURE OF 20 POUNDS PER SQUARE INCH (PSI) AND A MAXIMUM VELOCITY OF 10 FEET PER SECOND.

23. WHEN USING A FIRE HYDRANT FOR NON-FIREFIGHTING PURPOSES, A CITY HYDRANT METER MUST BE USED. COORDINATE THE ACQUISITION OF THE HYDRANT METER WITH THE CITY'S UTILITY BILLING DIVISION AT PUYALLUP CITY HALL. A CITY APPROVED BACKFLOW PROTECTION ASSEMBLY SHALL BE INSTALLED BY THE PERSON REQUESTING USE OF A FIRE HYDRANT. THE ASSEMBLY SHALL BE ACCOMPANIED BY A CURRENT BACKFLOW ASSEMBLY TEST REPORT. THE TEST REPORT SHALL BE AVAILABLE AT THE SITE FOR THE DURATION OF THE HYDRANT USE.

24. SHOULD A BREAK OCCUR ON ANY CITY WATER MAIN, THE CONTRACTOR SHALL FOLLOW THE CITY'S ADOPTED "WATER MAIN BREAK PROCEDURE" ISSUED TO THEM AT THE PRE-CONSTRUCTION MEETING AND NOTIFY THOSE CONNECTED TO THE SYSTEM IN THE IMPACTED AREA AS OUTLINED IN THE PROCEDURE.

25. WATER MAIN REPAIRS (REFERENCES: AWWA C651-14 AND WSDOT STANDARD SPECIFICATION SECTION 7-09) (NOTE: A PLANNED WATER MAIN REPAIR SHALL BE APPROVED BY THE CITY INSPECTOR AND/OR WATER DIVISION SUPERVISOR PRIOR TO COMMENCING WORK.)

A. REPAIR WITHOUT DEPRESSURIZATION -SMALL LEAKS SHALL BE REPAIRED USING REPAIR BANDS WHILE MAINTAINING POSITIVE PRESSURE IN THE WATER MAIN. VALVES SURROUNDING THE LEAK WILL BE PARTIALLY SHUT BY THE CITY WATER DEPARTMENT TO REDUCE THE FLOW AND PRESSURE TO THE AREA. BLOWOFFS AND HYDRANTS IN THE REDUCED PRESSURE AREA MAY BE OPENED AS NEEDED TO FURTHER REDUCE THE PRESSURE. THE WATER MAIN TRENCH SHALL BE OVER-EXCAVATED TO ALLOW WATER IN THE TRENCH TO BE PUMPED OUT AND MAINTAINED BELOW THE LEVEL OF THE WATER MAIN. THE REPAIR SHALL BE COMPLETED WITH THE WATER MAIN PRESSURE REMAINING POSITIVE. AFTER THE REPAIR IS MADE, THE SYSTEM SHALL BE FULLY PRESSURIZED AND A VISUAL LEAK INSPECTION WILL BE COMPLETED. THE WATER MAIN IN THE AFFECTED AREA SHALL BE FLUSHED TO ACHIEVE THREE PIPE VOLUMES PULLED FROM THE PIPE (DISTANCE MEASURED FROM VALVE OPENED FOR FLUSHING TO THE EXIT HYDRANT OR BLOWOFF).

B. REPAIR/CUT-IN WITH DEPRESSURIZATION -TRENCH SHALL BE OVER EXCAVATED AND DEWATERED BELOW THE WATER MAIN. FLUSH WATER FROM PIPE FROM EACH DIRECTION UNTIL IT RUNS CLEAR. IMMEDIATELY PRIOR TO INSTALLATION OF A NEW PIPE SECTION FOR REPAIR OR CUT IN TEE, ALL NEW FITTINGS AND PIPE SPOOLS SHALL BE SWABBED WITH A FIVE PERCENT (5%) CHLORINE SOLUTION (MINIMUM). THE INTERIOR OF THE EXISTING PIPE SHALL BE SWABBED WITH A FIVE PERCENT (5%) CHLORINE SOLUTION AT LEAST 6 FEET IN EACH DIRECTION FROM EXPOSED CUT ENDS. THE WATER MAIN IN THE AFFECTED AREA SHALL BE FLUSHED TO ACHIEVE THREE PIPE VOLUMES PULLED FROM THE PIPE (DISTANCE MEASURED FROM THE VALVE OPENED FOR FLUSHING TO THE EXIT HYDRANT OR BLOWOFF). CUSTOMERS SHALL BE NOTIFIED AFTER THE WATER MAIN IS FLUSHED AND REPAIRS HAVE BEEN COMPLETED, AS OUTLINED IN THE "WATER MAIN BREAK PROCEDURE."

26. NEW WATER MAIN INSTALLATION:

A. EACH NEW WATER MAIN SECTION SHALL BE DELIVERED, STACKED AND STORED ONSITE WITH ENDS PLUGGED. THE PLUGS SHALL REMAIN IN THE PIPE UNTIL EACH PARTICULAR SECTION IS INSTALLED. NATIONAL SANITATION FOUNDATION (NSF) APPROVED SIXTY-FIVE PERCENT (65%) CALCIUM HYPOCHLORITE SHALL BE ADDED TO THE UPSTREAM END OF EACH PIPE SECTION, AND AT EACH HYDRANT TEE IN THE AMOUNT GIVEN IN THE TABLE BELOW (OR PER APPROVED MANUFACTURER SPECIFICATIONS). THE MINIMUM AMOUNT OF CALCIUM HYPOCHLORITE ADDED SHOULD BE SUFFICIENT TO ACHIEVE A 50 MG/L CONCENTRATION WITHIN THE IMPACTED AREA.

B. NEW WATER MAINS SHALL BE FILLED USING AN APPROVED BACKFLOW PREVENTION ASSEMBLY. THE WATER MAIN SHALL BE FILLED FROM THE LOWER ELEVATION END SO THAT AS THE WATER MAIN IS FILLED, THE CHORINE IS CONTACTED, DISSOLVED AND SPREAD RELATIVELY UNIFORM THROUGH THE LENGTH OF THE NEW WATER MAIN. THE FILL RATE SHALL BE MINIMIZED SO THAT THE VELOCITY OF THE WATER IS LESS THAN 1 FT/SEC (SEE TABLE ABOVE). SUCCESSFUL PRESSURE TEST AND BACTERIOLOGICAL TESTS SHALL BE COMPLETED AND PROVIDED TO THE CITY PRIOR TO ANY NEW MATER MAIN CONNECTION TO THE EXISTING WATER SYSTEM.

C. THE CHLORINATED WATER WILL BE ALLOWED TO REMAIN IN CONTACT WITH THE NEW WATER MAIN SYSTEM FOR 24 TO 72 HOURS. AFTER 24 HOURS, WATER MAY BE ADDED TO THE WATER MAIN FOR THE PURPOSES OF PRESSURE TESTING. THE WATER IN THE MAIN USED FOR PRESSURE TESTING MUST REMAIN IN THE WATER MAIN UNTIL PRESSURE TEST IS COMPLETED. IF NECESSARY, LIQUID CHLORINE SHALL BE INJECTED INTO THE WATER MAIN WITH FILL WATER TO MAINTAIN A CONCENTRATION IN THE WATER MAIN ABOVE 50 MG/L. UNDER NO CIRCUMSTANCE SHALL "SUPER" CHLORINATED WATER BE ALLOWED TO SIT WITHIN A NEW WATER MAIN FOR MORE THAN 5 DAYS.

D. PRESSURE TESTING INCLUDES TESTING AGAINST NEW VALVES AND HYDRANTS. EACH VALVE SHALL BE TESTED BY CLOSING EACH IN TURN AND REDUCING THE PRESSURE BEYOND THE VALVE. THE PRESSURE ON THE BACK SIDE OF THE VALVE SHOULD NOT BE ELIMINATED. CARE MUST BE TAKEN THAT, DURING THIS PROCESS, POSITIVE PRESSURE REMAINS THROUGHOUT THE SYSTEM BEING TESTED AT ALL TIMES. ALL HYDRANT FOOT VALVES SHALL BE OPEN DURING PRESSURE TESTING SO THAT THE PRESSURE TEST IS AGAINST THE HYDRANT VALVE. PRESSURE TESTING WILL NOT BE ALLOWED AGAINST ANY EXISTING VALVES.

E. AFTER SUCCESSFUL PRESSURE TESTING, THE WATER MAIN SHALL BE THOROUGHLY FLUSHED TO REMOVE ALL "SUPER" CHLORINATED WATER FROM THE NEW WATER MAIN. FLUSHING OF NEW OR EXTENDED WATER MAINS SHALL BE CONDUCTED PER WSDOT SPECIFICATION 7-09.3(24)A WITH A MINIMUM VELOCITY DEVELOPED WITHIN THE PIPE WHILE FLUSHING OF 2.5 FEET PER SECOND (FPS). ALL FLUSHED WATER SHALL BE DECHLORINATED PRIOR TO DISPOSAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL CHLORINATED WATER FLUSHED FROM MAINS. THE CITY SHALL APPROVE THE DISPOSAL METHOD PRIOR TO IMPLEMENTATION IN THE FIELD. THE CONTRACTOR SHALL UTILIZE ON SITE DISPOSAL METHODS, IF AVAILABLE. DISPOSAL OF FLUSH WATER TO THE SANITARY SEWER SYSTEM SHALL NOT BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE WATER POLLUTION CONTROL PLANT (WPCP) SUPERVISOR. ANY PLANNED DISCHARGE TO A STORMWATER SYSTEM SHALL BE DECHLORINATED TO A CONCENTRATION OF 0.1 PPM OR LESS, PH ADJUSTED (IF NECESSARY) TO BE BETWEEN 6.5 AND 8.5, AND VOLUMETRICALLY AND VELOCITY CONTROLLED TO PREVENT ANY RESUSPENSION OF SEDIMENTS. THE CITY WILL REQUIRE INDEPENDENT TESTING THROUGHOUT THE WATER DISCHARGE PROCESS TO ENSURE COMPLIANCE OF THESE STANDARDS ARE MET.

F. SAMPLES FOR BACTERIOLOGICAL ANALYSIS SHALL BE COLLECTED AFTER FLUSHING AND AGAIN 24 HOURS AFTER THE FIRST SET OF SAMPLES.

G. ALL CLOSURE/FINAL CONNECTION FITTINGS SHALL BE SPRAYED CLEAN AND THEN SWABBED WITH A FIVE PERCENT (5%) CHLORINE SOLUTION IMMEDIATELY PRIOR TO INSTALLATION PER AWWA STANDARD C651. ADDITIONAL SAMPLES FOR BACTERIOLOGICAL ANALYSIS SHALL BE COLLECTED FROM THE IMMEDIATE VICINITY OF THE NEW OR REPLACED WATER MAIN AND ANALYZED AFTER THE FINAL CONNECTIONS ARE MADE. IF NECESSARY, ADDITIONAL FLUSHING SHALL BE CONDUCTED AND ADDITIONAL SAMPLES SHALL BE COLLECTED UNTIL SATISFACTORY RESULTS ARE OBTAINED.

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

CITY PERMIT# PRCCP20240864

APPROVED

BY (signature)
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

DATE 10/18/2024

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.

REV	DATE	DESCRIPTION	BY
1	8/27/24	REVISE PER CITY	PAD

Professional of Record:
TERRAFORMA DESIGN GROUP, INC.
CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE
5027 51st Avenue SW Seattle WA 98136
phone 206.795.9023 website www.terraformadesigngroup.com
TDG# 24009

8/27/24
PEDRO A. DEGUZMAN, STATE OF WASHINGTON, 35646, REGISTERED PROFESSIONAL ENGINEER
Seal

PREPARED FOR:
McDonald's USA, LLC

DRAWN BY: P.DEGUZMAN
STD ISSUE DATE: 4/25/24
REVIEWED BY: P.DEGUZMAN
DATE ISSUED: 4/25/24

TITLE: McDONALDS NSN #02978 PUYALLUP – 2ND
DESCRIPTION: MRP PERMIT SUBMITTAL
SITE ID: 046-0041
SITE ADDRESS: 304 2ND STREET NE, PUYALLUP, WA 98372

SHEET NO. C1.5
CIVIL NOTES

MCD22368.0

File: 24009-MCD-Puyallup-CVL.dwg Date: Aug27,2024 01:20 PM
T:\1-TERRAFORMA\1-PROJECTS\24009-MCD-PUYALLUP\24009-MCD-PUYALLUP-CVL.DWG 8/27/2024 1:20 PM PEDRO DEGUZMAN