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 35, TOWNSHIP 20 NORTH, RANGE 4 EAST, W.M., A DISTANCE OF 95.4 FEET;

THENCE FAST 258 26 FFFT 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 ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO THE CITY

9408230215, BEING A RE-RECORD OF INSTRUMENT RECORDED UNDER AUDITOR'S FILE NO. 9308310480 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;

PUYALLUP BY INSTRUMENT RECORDED UNDER AUDITOR'S FILE NO.

THENCE EAST 258.35 FEET; THENCE SOUTH TO A POINT 495.4 FEET SOUTH OF AND 258.35 FEET FAST 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 AUDITOR'S FILE NO. 200303315001 SITUATE IN THE CITY PUYALLUP, COUNTY OF PIERCE STATE OF

TAX PARCEL NO. 0420264053: PER CW TITLE TITLE RESOURCES BUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249901-T35 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, WM.M., IN PIERCE COUNTY, WASHINGTON, DESCRIBED AS 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. 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 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 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

TAX PARCEL NO. 0420264054: PER CW TITLE TITLE RESOURCES SUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249902-T35

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, WM.M., IN PIERCE COUNTY, WASHINGTON, DESCRIBED AS BEGINNING AT THE NORTHEAST CORNER OF THE WEST HAI F OF THE NORTHEAST QUARTER OF THE NORTHEAST 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 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,

179.36 FEET TO A LINE LYING 30.48 FEET EAST OF AND PARALLEL WITH EAST LINE OF THE WEST HALF OF THE NORTH EAST 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

TAX PARCEL NO. 0420351066: PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO.

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 REGINNING 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" FAST 145 00 FEFT THENCE SOUTH 88°53'30" EAST 405.62 FEET TO THE EAST LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST

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

TAX PARCEL NO. 0420351030: PER CW TITLE TITLE RESOURCES GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO.

WASHINGTON.

40249904-T35 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 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.

WASHINGTON. TAX PARCEL NO. 0420351029: PER CW TITLE TITLE RESOURCES

BEGINNING AT THE 1/16 SECTION CORNER, 1321.48 FEET WEST OF

SITUATE IN THE CITY OF PUYALLUP, COUNTY OF PIERCE, STATE OF

GUARANTY COMPANY SUBDIVISION GUARANTEE ORDER NO. 40249905-1-F DATED JANUARY 22, 2021 AT 8:00 A.M.

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

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.

TAX PARCEL NO. 0420351026: PER CW TITLE TITLE RESOURCES

SITUATE IN THE COUNTY OF PIERCE, STATE OF WASHINGTON.

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 294.5 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

3. ROS 8210040207 6. METHOD OF SURVEYING WAS 1. CONVENTIONAL TRAVERSE USING A TOPCON 800A TOTAL STATION.

SITE INFORMATION PARCEL: 0420264021, 0420264054, 0420264053 0420351066, 0420351030, 0420351029, 0420351026 CONTACT: BRETT LINDSAY ADDRESS: 2902 E PIONEER 523 N. D. ST PUYALLUP, WA 98372 **TACOMA, WA 98403** ZONING: CG AND RM-20 OFFICE: 253-468-4117 **CIVIL ENGINEER FLOOD PLAIN NOTE**

SURVEYOR

CONTACT: LARRY WALKER

2215 NORTH 30TH STREET, SUITE 300

TACOMA, WA 98403

PHONE: (253) 383-2422

CONTACT: TODD SAWIN

EMAIL: TSAWIN@AHBL.COM

Sheet List Table

SHAW ROAD E TESC AND DEMOLITION PLAN

SHAW ROAD E TESC AND DEMOLITION PLAN

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

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

SHAW RD ENTERING SITE DISTANCE DIAGRAM

PIONEER WAY E TESC AND DEMOLITION PLAN

PIONEER WAY E TESC AND DEMOLITION PLAN

PIONEER WAY E TESC AND DEMOLITION PLAN

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

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

undent

Golf &

Country

Club

PIONEER ENTERING SIGHT DISTANCE DIAGRAM

PIONEER WAY E CHANNELIZATION PLAN

202 E 34TH ST

Sheet Number | Sheet Title

R2.1

R2.2

R2.3

R3.1

R4.2

COVER SHEET

DRIVEWAY DETAIL

DRIVEWAY DETAIL

TESC DETAILS AND NOTES

STORM DETAILS AND NOTES

STORM DETAILS AND NOTES

CHANNELIZATION DETAILS

CHANNELIZATION DETAILS

SHAW ROAD CROSS-SECTIONS

PIONEER WAY CROSS-SECTIONS

ADA DETAILS AND NOTES

CITY OF PUYALLUP NOTES

GRAPHIC SCALE

1" = 100 FEET

TACOMA, WA 98404

OFFICE: 253-414-1992

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 09/08/22 LOMR. THE FLOOD ZONES AND BFE's 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 BFE's WILL BE BASED FINAL LOCATION AND ELEVATION OF

R7.0

PM-03

TS-02

TS-04

TS-06

PAVING NOTES AND DETAILS

STREET LIGHTING PHOTOMETRIC STUDY

STREETLIGHT LUMINIARE SCHEDULE, LOAD, &

PAVEMENT MARKING & SIGNING PLANS - PHASE 1

PAVEMENT MARKING & SIGNING PLANS - PHASE 1

PAVEMENT MARKING & SIGNING STANDARD

PAVEMENT MARKING & SIGNING STANDARD

PAVEMENT MARKING & SIGNING STANDARD

TRAFFIC SIGNAL WIRE SCHEDULE - PHASE

TRAFFIC SIGNAL WIRING DIAGRAM - PHASE

TRAFFIC SIGNAL POLE SCHEDULE - PHASE 1

TRAFFIC SIGNAL STANDARD DETAILS - PHASE

FLASHING BEACON STANDARD DETAILS - PHASE 1

TRAFFIC SIGNAL PLANS - PHASE 1

TRAFFIC SIGNAL PLANS - PHASE '

LANDSCAPE PLAN

LANDSCAPE NOTES

ONE-LINE DIAGRAM

DETAILS - PHASE 1

DETAILS - PHASE 1

DETAILS - PHASE 1

STREET LIGHTING PLAN

STREET LIGHTING - DETAILS

STREET LIGHTING - DETAILS

STREET LIGHTING - DETAILS

STREET LIGHTING - DETAILS

APPROVED

CITY OF PUYALLUP DEVELOPMENT ENGINEERING

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVA THE CITY WILL NOT BE

RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE FIFI D CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE 2215 North 30th Street, Suite 300, Tacoma, WA 98403 DEVELOPMENT ENGINEERING 253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB MANAGER.





<u>Project Title:</u>

FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

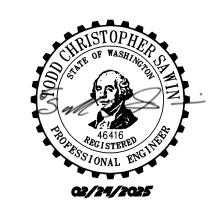
Project No.

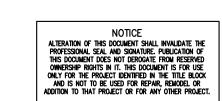
2230752

Issue Set & Date:

PERMIT SUBMITTAL

02/24/2025





Jun

80th: 51

Revisions:

Sheet Title:

COVER SHEET

<u>Drawn by:</u>

Sheet No.

TRENCH NOTES F 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 .3(3)8, IT SHALL BE SHORED AND CRIBBED. THE CONTRACTOR IS ALONE RESPONSIBLE

TOPOGRAPHIC NOTE

FILL SPECIFICATIONS

VERIFICATION NOTE

THESE DRAWINGS AS A RESULT.

THIS INFORMATION IS BELIEVED TO BE RELIABLE, AHBL ENGINEERING CANNOT ENSURE

ACCURACY AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION

FILL MATERIAL SHALL NOT CONTAIN PETROLEUM PRODUCTS, OR SUBSTANCES WHICH

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 CONSTRICTION.

RIOR TO ANY CONSTRUCTION ACTIVITIES, VERIFY EXISTING TOPOGRAPHY IS

POTENTIAL CONFLICTS WITH PROPOSED CONSTRUCTION ACTIVITIES. CONTACT

FOR WORKER SAFETY. ALL TRENCH SAFETY SYSTEMS SHALL MEET THE REQUIREMENTS

OF THE WASHINGTON INDUSTRIAL SAFETY AND HEALTH ACT, CHAPTER 49.17 RCW.

CONTACT PROJECT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE

CONSISTENT WITH WHAT IS SHOWN ON PLANS AND IF THERE ARE ANY

PROJECT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE IDENTIFIED.

ARE HAZARDOUS, DANGEROUS, TOXIC, OR WHICH OTHERWISE VIOLATE ANY STATE,

FEDERAL. OR LOCAL LAW, ORDINANCE, CODE, REGULATION, RULE, ORDER, OR

OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO

CUT AND FILL ESTIMATES

WATER LINE (PLOTTED FROM RECORD DRAWING)

FILL: 791 CY



SURVEYOR'S NOTES

1. <u>HORIZONTAL DATUM:</u> BASIS OF BEARING AND SURVEY DATA PER WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH

2. BASIS OF BEARING: HELD S 01° 21' 28" W OBSERVED ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SEC. 35, 1 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. AS DEFINED BY THE NATIONAL GEODETIC SURVEY (NGS) PROJECT BENCHMARK

PID: DL2774

PUBLISHED ELEVATION: 75.70 FEET (NAVD DESCRIPTION: ENCASED STEEL ROD LOCATED IN EASTERLY GRAVEL SHOULDER AT THE INTERSECTION OF PIONEER WAY AND 134TH AVE. E.

4. 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 PROVIDE BY PUGET 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. 5. REFERENCE SURVEYS: 1. 200303315001

2. SP 9303315001

2 MONUMENTS FOUND MARCH 2008

VICINITY MAP

2902 E PIONEER WAY

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

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
- 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
- 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
- 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

ROADWAY 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.
- 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").
- 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. CITY OF PUYALLUP -CITY STANDARDS ROAD REVISED 11/2019 100-15
- 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
- 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
- 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.

GRADING, EROSION AND SEDIMENTATION 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
- 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 ON-SITE EROSION HAS PASSED. THE IMPLEMENTATION. MAINTENANCE, REPLACEMENT, AND ADDITIONS TO THE EROSION AND SEDIMENTATION CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE PERMITTEE. CITY OF PUYALLUP - CITY STANDARDS GESC REVISED 06/06/12 50`0-6
- 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
- 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.

- 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
- 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 REQUIRE REMOVAL OR RELOCATION RELATING TO THIS PROJECT, SHALL BE DONE SO AT THE DEVELOPER'S
- 8. DURING CONSTRUCTION, ALL EXISTING AND NEWLY INSTALLED DRAINAGE STRUCTURES SHALL BE PROTECTED FROM SEDIMENTS.
- 9. ALL STORM MANHOLES SHALL CONFORM TO CITY STANDARD DETAIL NO. 02.01.01. FLOW CONTROL MANHOLE/OIL WATER SEPARATOR SHALL CONFORM TO
- CITY STANDARD DETAIL NO. 02.01.06 AND 02.01.07. 10. ALL STORM MANHOLES SHALL CONFORM TO CITY STANDARD DETAIL NO. 02.01.01. FLOW CONTROL MANHOLE/OIL WATER SEPARATOR SHALL CONFORM TO
- CITY STANDARD DETAIL NO. 02.01.06 AND 02.01.07. 11. CATCH BASINS TYPE I SHALL CONFORM TO CITY STANDARD DETAIL NO.02.01.02 AND 02.01.03 AND SHALL BE USED ONLY FOR DEPTHS LESS THAN 5 FEET FROM
- TOP OF THE GRATE TO THE INVERT OF THE STORM PIPE.
- 12. CATCH BASINS TYPE II SHALL CONFORM TO CITY STANDARD DETAIL NO.02.01.04 AND SHALL BE USED FOR DEPTHS GREATER THAN 5 FEET FROM TOP OF THE GRATE TO THE INVERT OF THE STORM PIPE. CITY OF PUYALLUP - CITY STANDARDS STORM REVISED 08/2024 200-22
- 13. CAST IRON OR DUCTILE IRON FRAME AND GRATE SHALL CONFORM TO CITY STANDARD DETAIL NO.02.01.05. GRATE SHALL BE MARKED WITH "DRAINS TO STREAM". SOLID CATCH BASIN LIDS (SQUARE UNLESS NOTED AS ROUND) SHALL CONFORM TO WSDOT STANDARD PLAN B-30.20-04 (OLYMPIC FOUNDRY NO. SM60 OR EQUAL). VANED GRATES SHALL CONFORM TO WSDOT STANDARD PLAN B-30.30-03 (OLYMPIC FOUNDRY NO. SM60V OR EQUAL).
- 14. STORMWATER PIPE SHALL BE ONLY PVC, CONCRETE, DUCTILE IRON, OR DUAL WALLED POLYPROPYLENE PIPE. A. THE USE OF ANY OTHER TYPE SHALL BE REVIEWED AND APPROVED BY THE ENGINEERING SERVICES STAFF PRIOR TO INSTALLATION. B. PVC PIPE SHALL BE PER ASTM D3034, SDR 35 FOR PIPE SIZE 15-INCH AND SMALLER AND F679 FOR PIPE SIZES 18 TO 27 INCH. MINIMUM COVER ON PVC PIPE SHALL BE 3.0 FEET. C. CONCRETE PIPE SHALL CONFORM TO THE WSDOT STANDARD SPECIFICATIONS FOR CONCRETE UNDERDRAIN PIPE. MINIMUM COVER ON CONCRETE PIPE SHALL NOT LESS THAN 3.0 FEET. D. DUCTILE IRON PIPE SHALL BE CLASS 50, CONFORMING TO AWWA C151. MINIMUM COVER ON DUCTILE IRON PIPE SHALL BE 1.0 FOOT. E. POLYPROPYLENE PIPE (PP) SHALL BE DUAL WALLED, HAVE A SMOOTH INTERIOR AND EXTERIOR CORRUGATIONS AND MEET WSDOT 9-05.24(1). 12-INCH THROUGH 30-INCH PIPE SHALL MEET OR EXCEED ASTM F2736 AND AASHTO M330, TYPE S, OR TYPE D. 36-INCH THROUGH 60-INCH PIPE SHALL MEET OR EXCEED ASTM F2881 AND AASHTO M330, TYPE S, OR TYPE D. TESTING SHALL BE PER ASTM F1417. MINIMUM COVER OVER POLYPROPYLENE PIPE SHALL BE 3-FEET.
- 15. TRENCHING, BEDDING, AND BACKFILL FOR PIPE SHALL CONFORM TO CITY STANDARD DETAIL NO. 06.01.01.
- 16. STORM PIPE SHALL BE A MINIMUM OF 10 FEET AWAY FROM BUILDING FOUNDATIONS AND/OR ROOF LINES.
- 17. ALL STORM PIPE SHALL BE TESTED AND INSPECTED FOR ACCEPTANCE AS OUTLINED IN SECTION 209 OF THE CITY OF PUYALLUP STORMWATER MANAGEMENT
- 18. ALL TEMPORARY SEDIMENTATION AND EROSION CONTROL MEASURES, AND PROTECTIVE MEASURES FOR CRITICAL AREAS AND SIGNIFICANT TREES SHALL BE INSTALLED PRIOR TO INITIATING ANY CONSTRUCTION ACTIVITIES.
- 19. REGISTRATION IS REQUIRED FOR ALL CLASS V UIC WELLS WITHIN PUBLIC DRAINAGE TRACTS OR PUBLIC RIGHT OF-WAY AND MUST BE SUBMITTED SIXTY (60) DAYS PRIOR TO WELL CONSTRUCTION. A COPY OF THE ONLINE REGISTRATION SHALL BE SUBMITTED TO THE CITY PRIOR TO CONSTRUCTION.

APPROVED

CITY OF PUYALLUP DEVELOPMENT ENGINEERING

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVA THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS

DEVELOPMENT ENGINEERING

DETERMINED BY THE

MANAGER.



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

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

Project No.

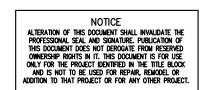
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Issue Set & Date:

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02/24/2025





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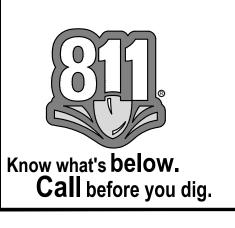
CITY OF **PUYALLUP NOTES**

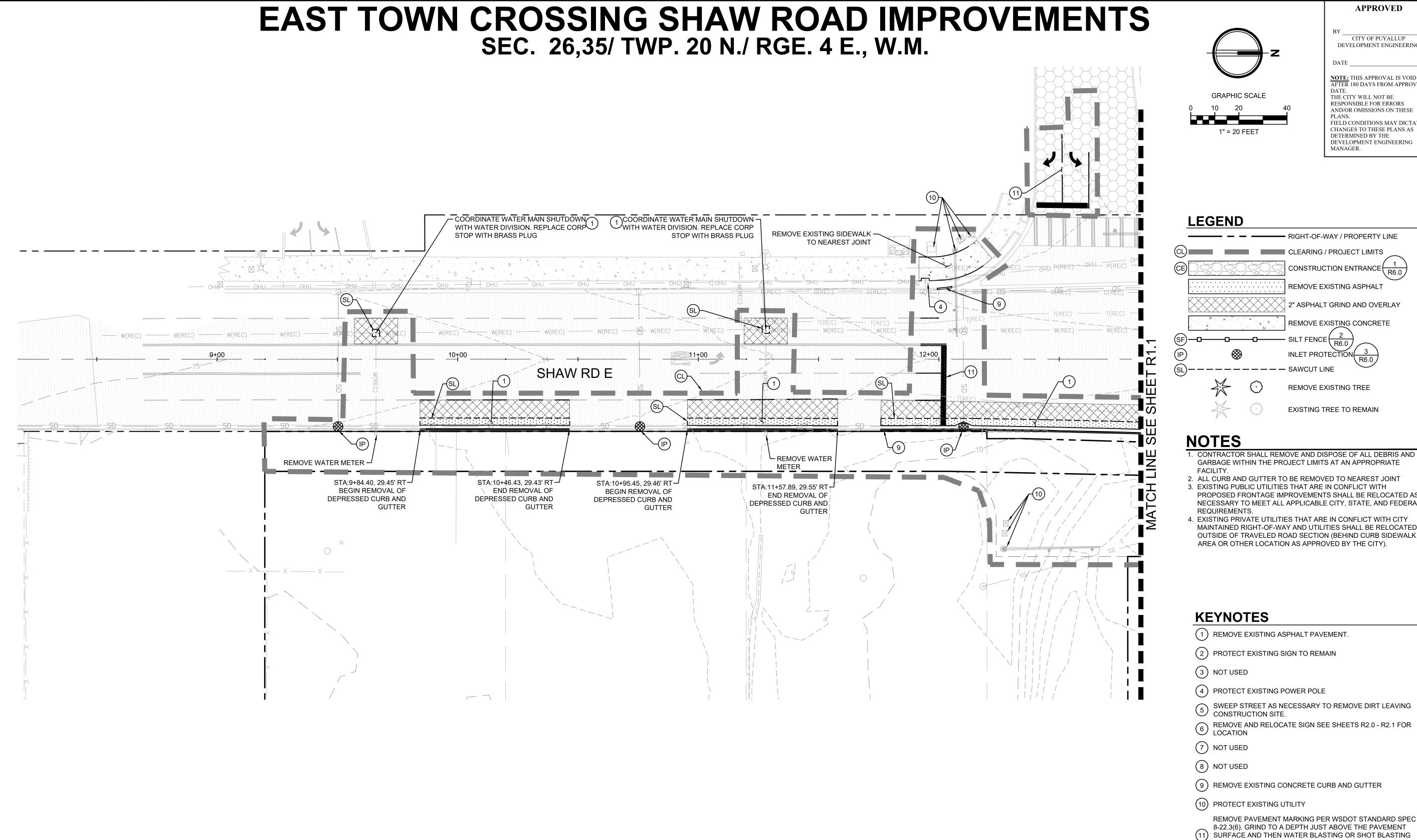
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2 of 46 Sheets

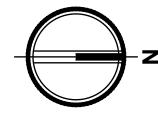






CITY OF PUYALLUP

DEVELOPMENT ENGINEERING



GRAPHIC SCALE 1" = 20 FEET

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE

RIGHT-OF-WAY / PROPERTY LINE

REMOVE EXISTING ASPHALT

REMOVE EXISTING TREE

EXISTING TREE TO REMAIN

REMOVE PAVEMENT MARKING PER WSDOT STANDARD SPEC 8-22.3(6). GRIND TO A DEPTH JUST ABOVE THE PAVEMENT

SHALL BE REQUIRED TO REMOVE THE REMAINING PAVEMENT

2" ASPHALT GRIND AND OVERLAY

DEVELOPMENT ENGINEERING



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

ASH DEVELOPMENT

GREG.HELLE@ASHNW.COM

GREG HELLE

<u>Project No.</u>

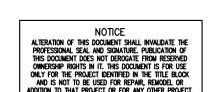
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12/16/2024





Revisions:

Sheet Title:

SHAW ROAD E TESC AND DEMOLITION **PLAN**

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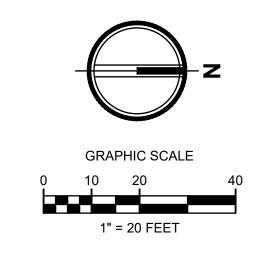
3 of 44 Sheets

EAST TOWN CROSSING SHAW ROAD IMPROVEMENTS

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

REMOVE AND RELOCATE PUSH BUTTON -

REMOVE AND RELOCATE PUSH BUTTON

RELOCATE JUNCTION BOX 

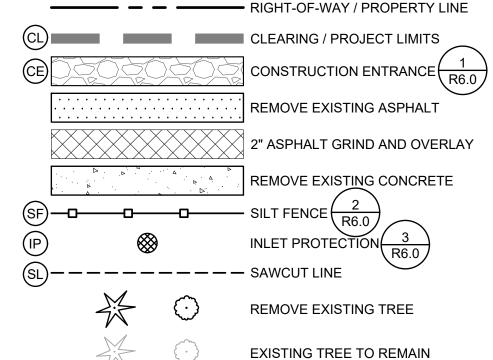
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CITY OF PUYALLUP DEVELOPMENT ENGINEERING

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL THE CITY WILL NOT BE

AND/OR OMISSIONS ON THESE FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE DEVELOPMENT ENGINEERING

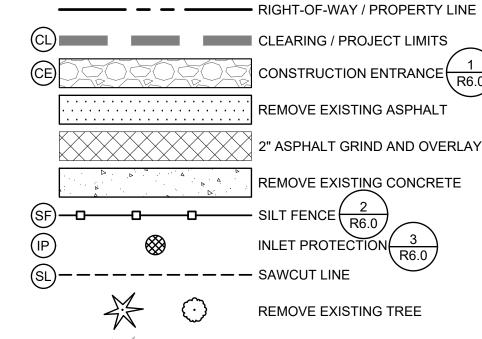
RESPONSIBLE FOR ERRORS 2215 North 30th Street, Suite 300, Tacoma, WA 98403 253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB



KEYNOTES

- 1) REMOVE EXISTING ASPHALT PAVEMENT.
- 2 PROTECT EXISTING SIGN TO REMAIN
- (3) NOT USED
- 4 PROTECT EXISTING POWER POLE
- 5 SWEEP STREET AS NECESSARY TO REMOVE DIRT LEAVING CONSTRUCTION SITE.
- 7 NOT USED
- 8 NOT USED
- 9 REMOVE EXISTING CONCRETE CURB AND GUTTER
- (10) PROTECT EXISTING UTILITY
- REMOVE PAVEMENT MARKING PER WSDOT STANDARD SPEC 8-22.3(6). GRIND TO A DEPTH JUST ABOVE THE PAVEMENT (11) SURFÀCE AND THEN WATER BLASTING OR SHOT BLASTING SHALL BE REQUIRED TO REMOVE THE REMAINING PAVEMENT

LEGEND



NOTES

- 6 REMOVE AND RELOCATE SIGN SEE SHEETS R2.0 R2.1 FOR LOCATION



Project Title:

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

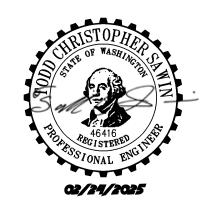
GREG.HELLE@ASHNW.COM

<u>Project No.</u>

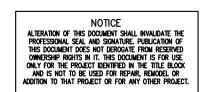
Issue Set & Date:

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12/16/2024



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SHAW ROAD E TESC AND DEMOLITION **PLAN**

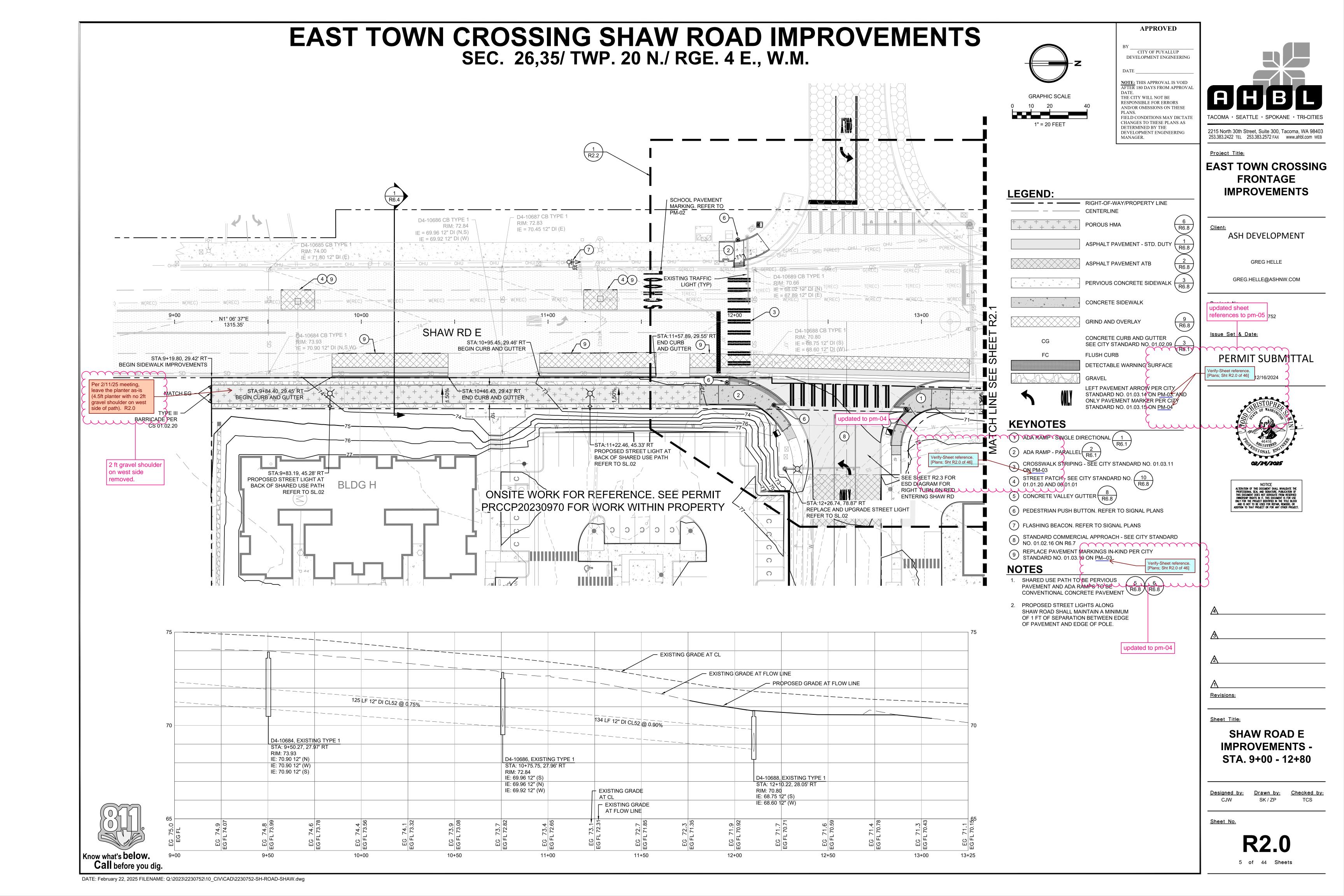
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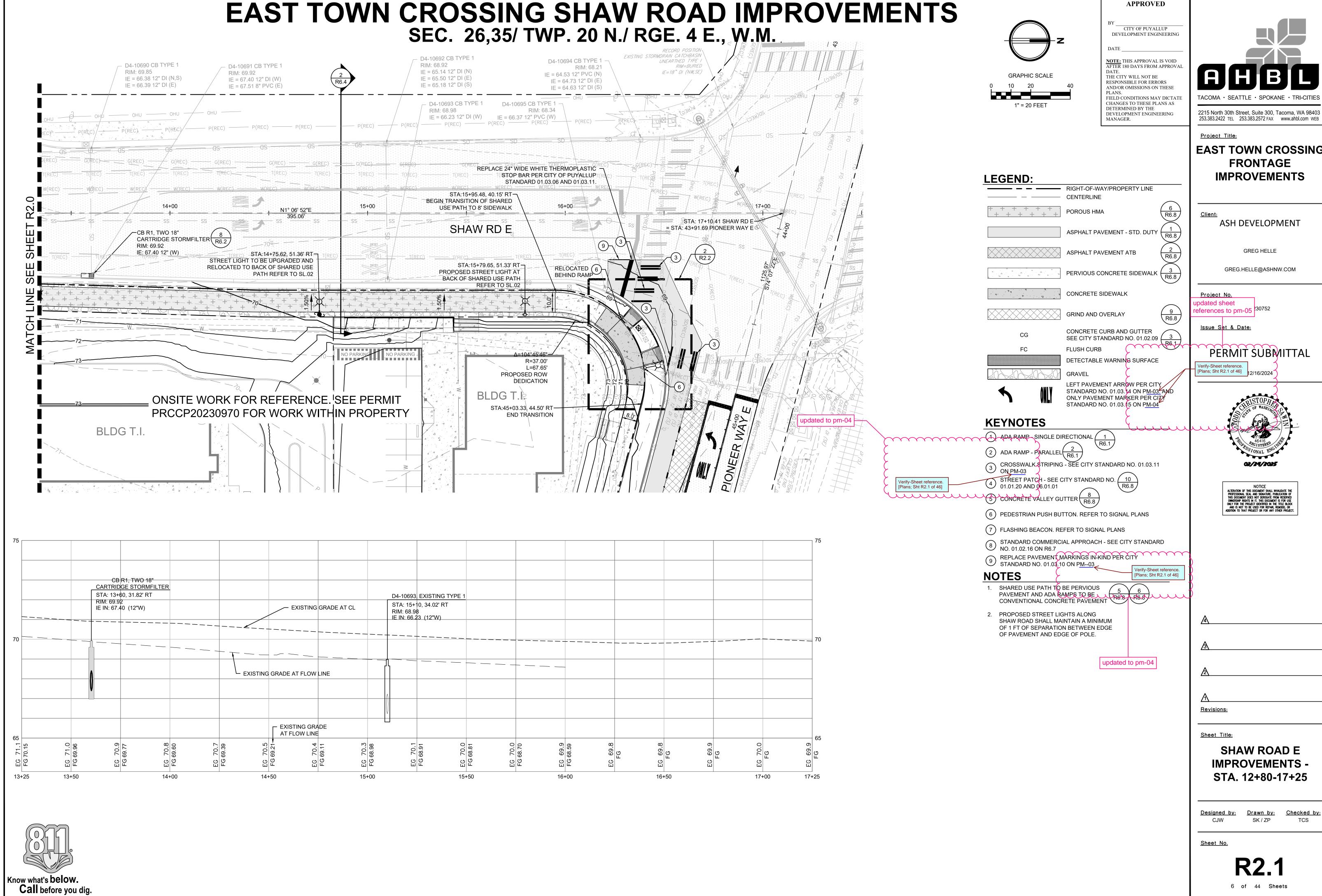
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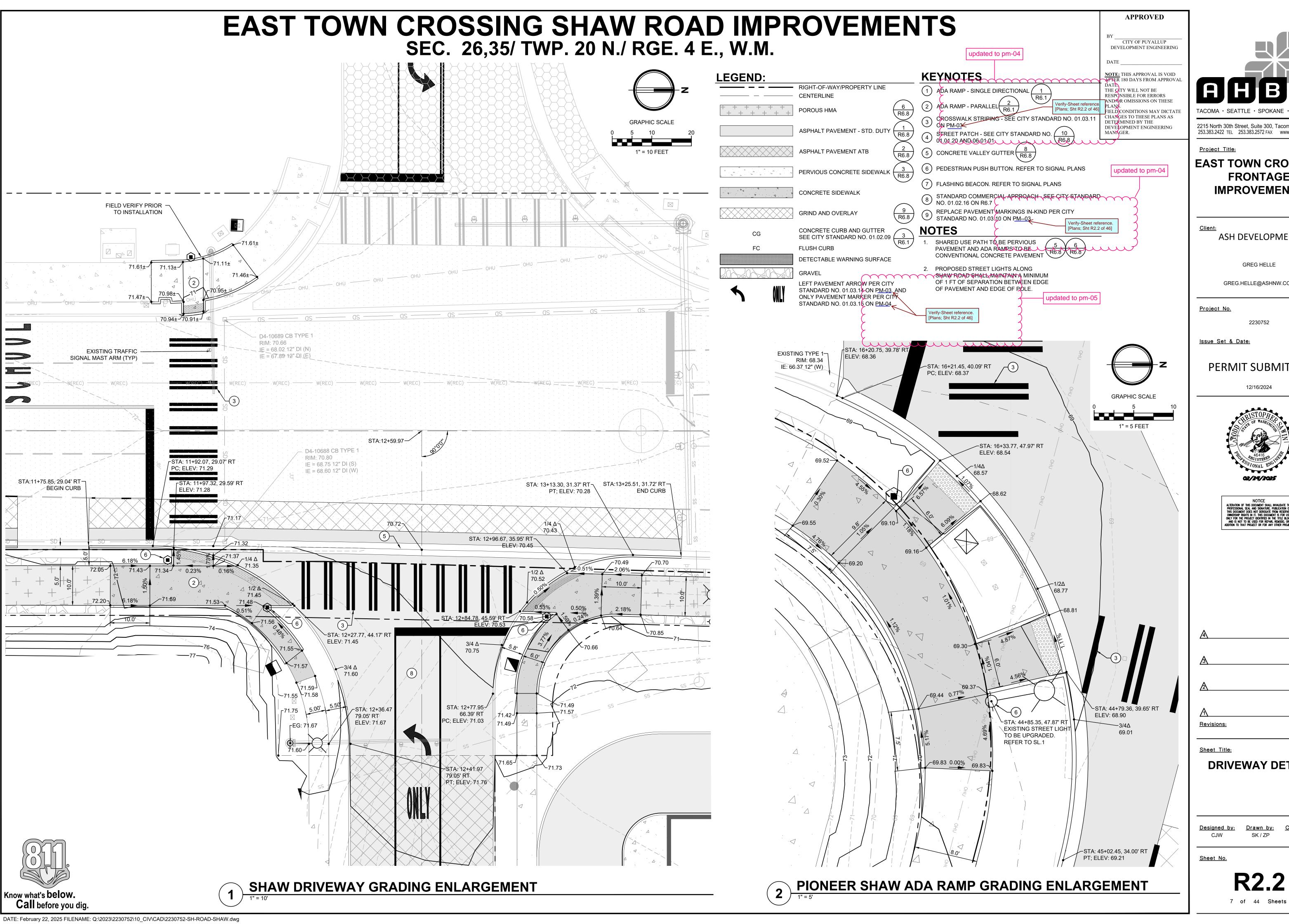




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EAST TOWN CROSSING



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EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

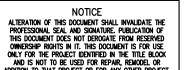
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DRIVEWAY DETAIL

<u>Drawn by:</u> <u>Checked by:</u>

R2.2

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

APPROVED

CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL DATE. THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE

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EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

Project No.

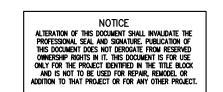
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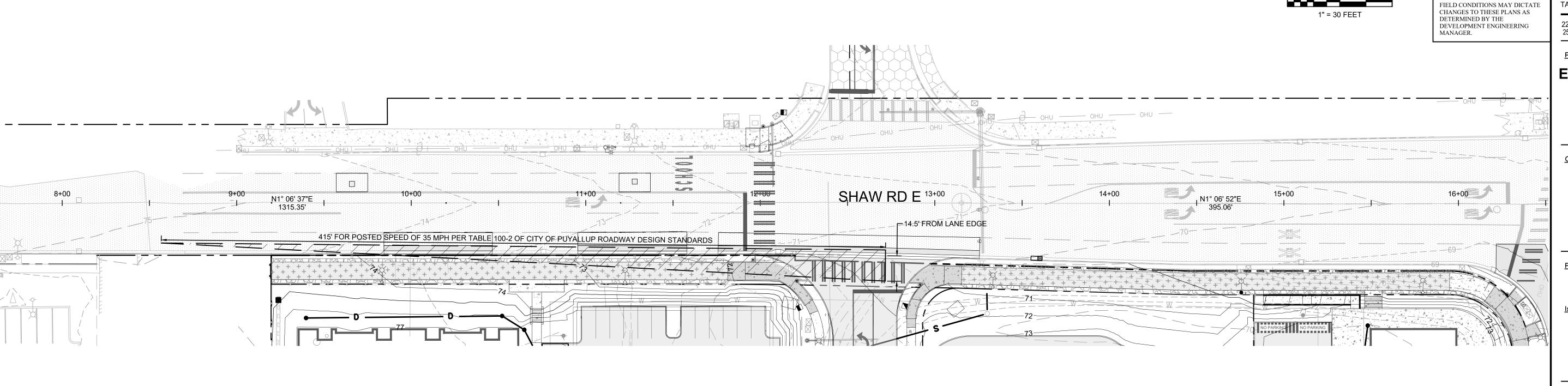
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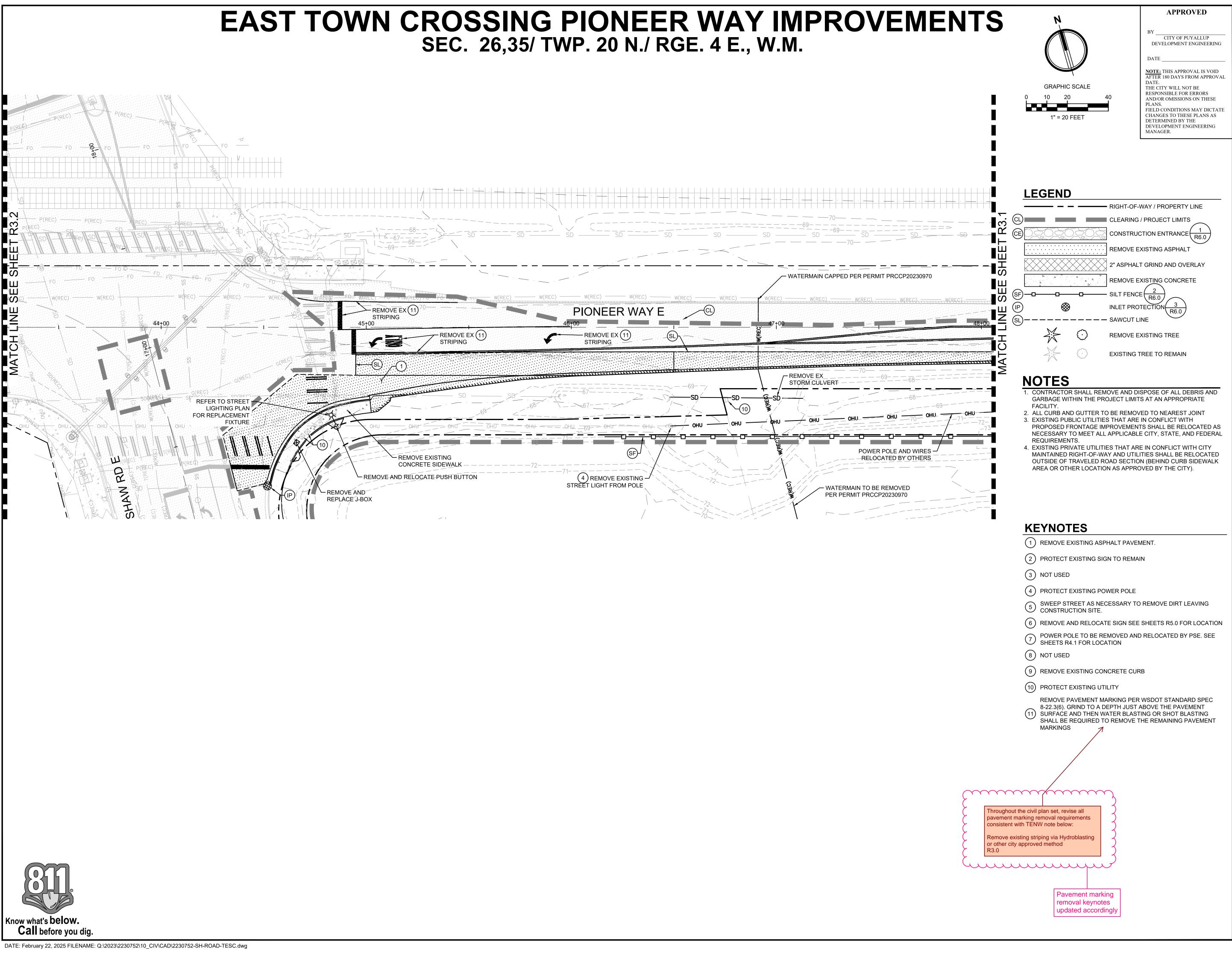
SHAW RD ENTERING SITE DISTANCE **DIAGRAM**

Sheet No.

8 of 44 Sheets







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Project Title:

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

<u>Project No.</u>

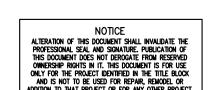
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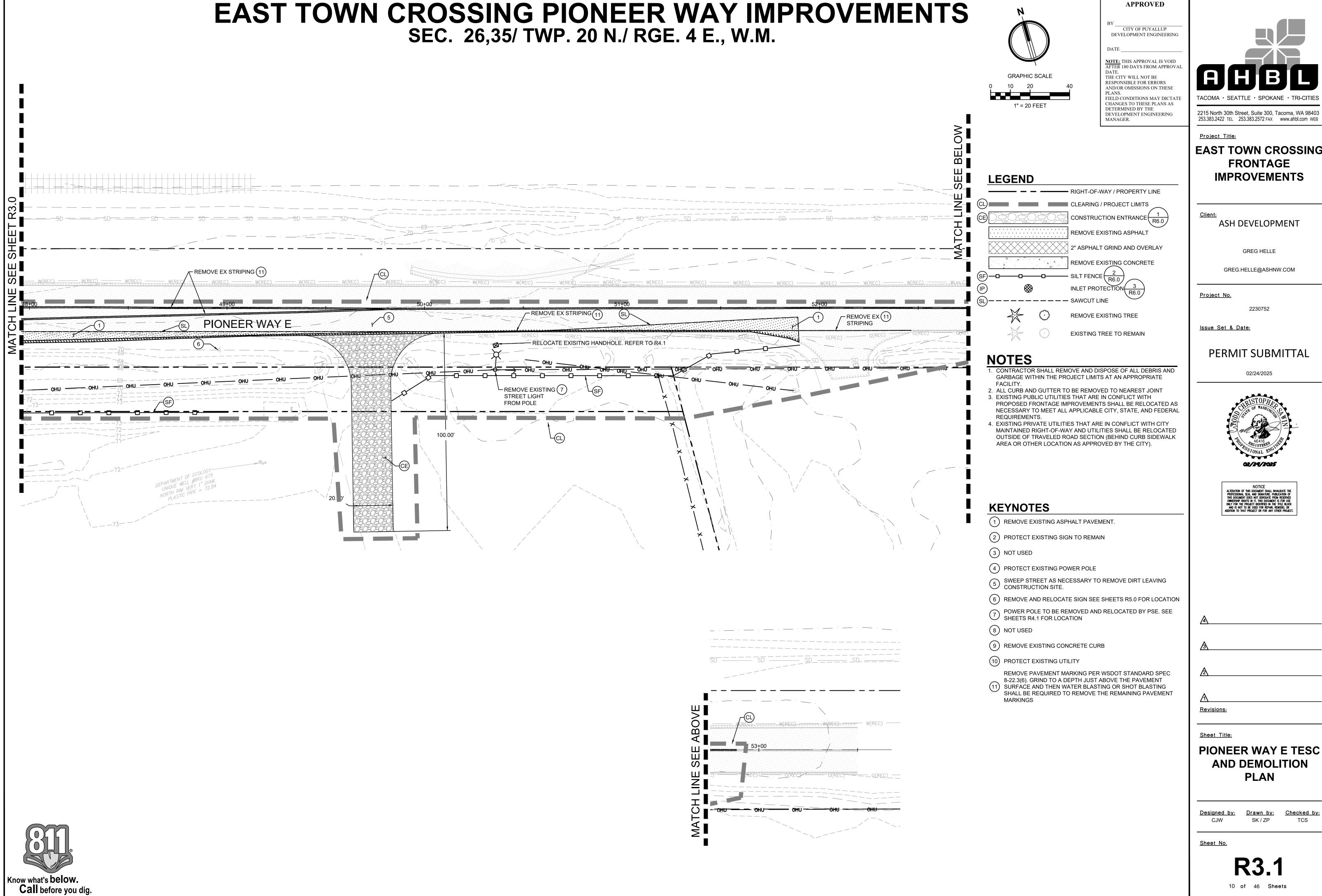
PIONEER WAY E TESC **AND DEMOLITION PLAN**

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SK / ZP

Sheet No.

9 of 46 Sheets



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EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

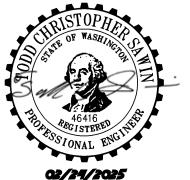
ASH DEVELOPMENT

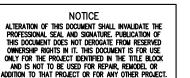
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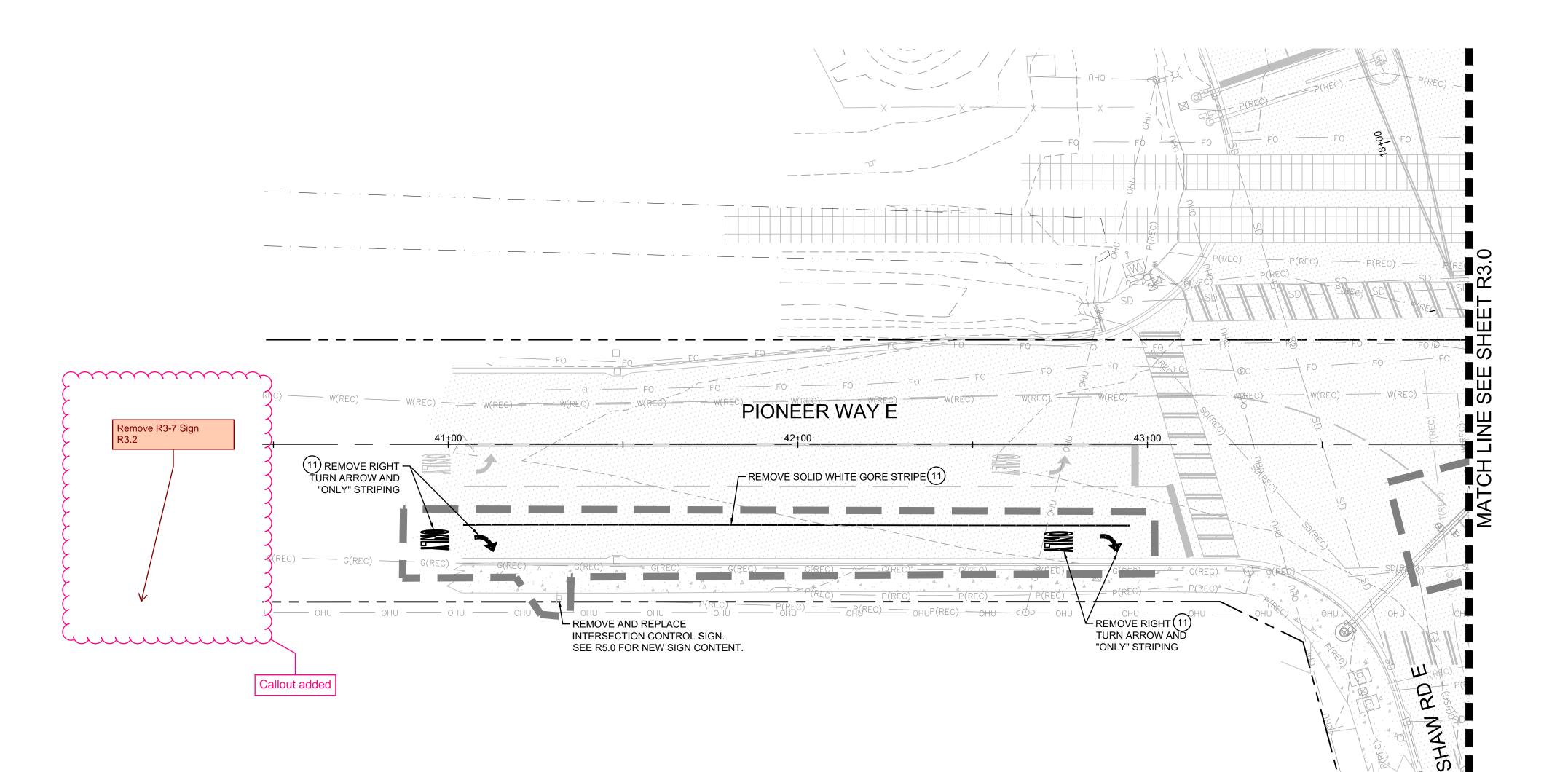


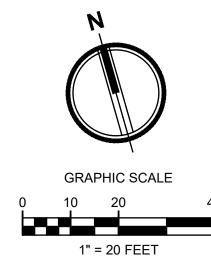


PIONEER WAY E TESC AND DEMOLITION **PLAN**

EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS

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





LEGEND

NOTES

APPROVED

CITY OF PUYALLUP DEVELOPMENT ENGINEERING

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVA

THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE CHANGES TO THESE PLANS AS DETERMINED BY THE DEVELOPMENT ENGINEERING

REMOVE EXISTING ASPHALT

REMOVE EXISTING CONCRETE

REMOVE EXISTING TREE

EXISTING TREE TO REMAIN

2" ASPHALT GRIND AND OVERLAY

2215 North 30th Street, Suite 300, Tacoma, WA 98403

Project Title:

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

<u>Project No.</u>

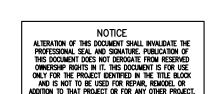
2230752

Issue Set & Date:

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02/24/2025





KEYNOTES

- 1) REMOVE EXISTING ASPHALT PAVEMENT.
- 2 PROTECT EXISTING SIGN TO REMAIN
- 3 NOT USED
- 4 PROTECT EXISTING POWER POLE
- 5 SWEEP STREET AS NECESSARY TO REMOVE DIRT LEAVING CONSTRUCTION SITE.
- 6 REMOVE AND RELOCATE SIGN SEE SHEETS R5.0 FOR LOCATION
- 7 POWER POLE TO BE REMOVED AND RELOCATED BY PSE. SEE SHEETS R4.1 FOR LOCATION
- 8 NOT USED
- 9 REMOVE EXISTING CONCRETE CURB
- 10) PROTECT EXISTING UTILITY
- REMOVE PAVEMENT MARKING PER WSDOT STANDARD SPEC 8-22.3(6). GRIND TO A DEPTH JUST ABOVE THE PAVEMENT SURFACE AND THEN WATER BLASTING OR SHOT BLASTING SHALL BE REQUIRED TO REMOVE THE REMAINING PAVEMENT



Revisions:

Sheet Title:

PIONEER WAY E TESC AND DEMOLITION **PLAN**

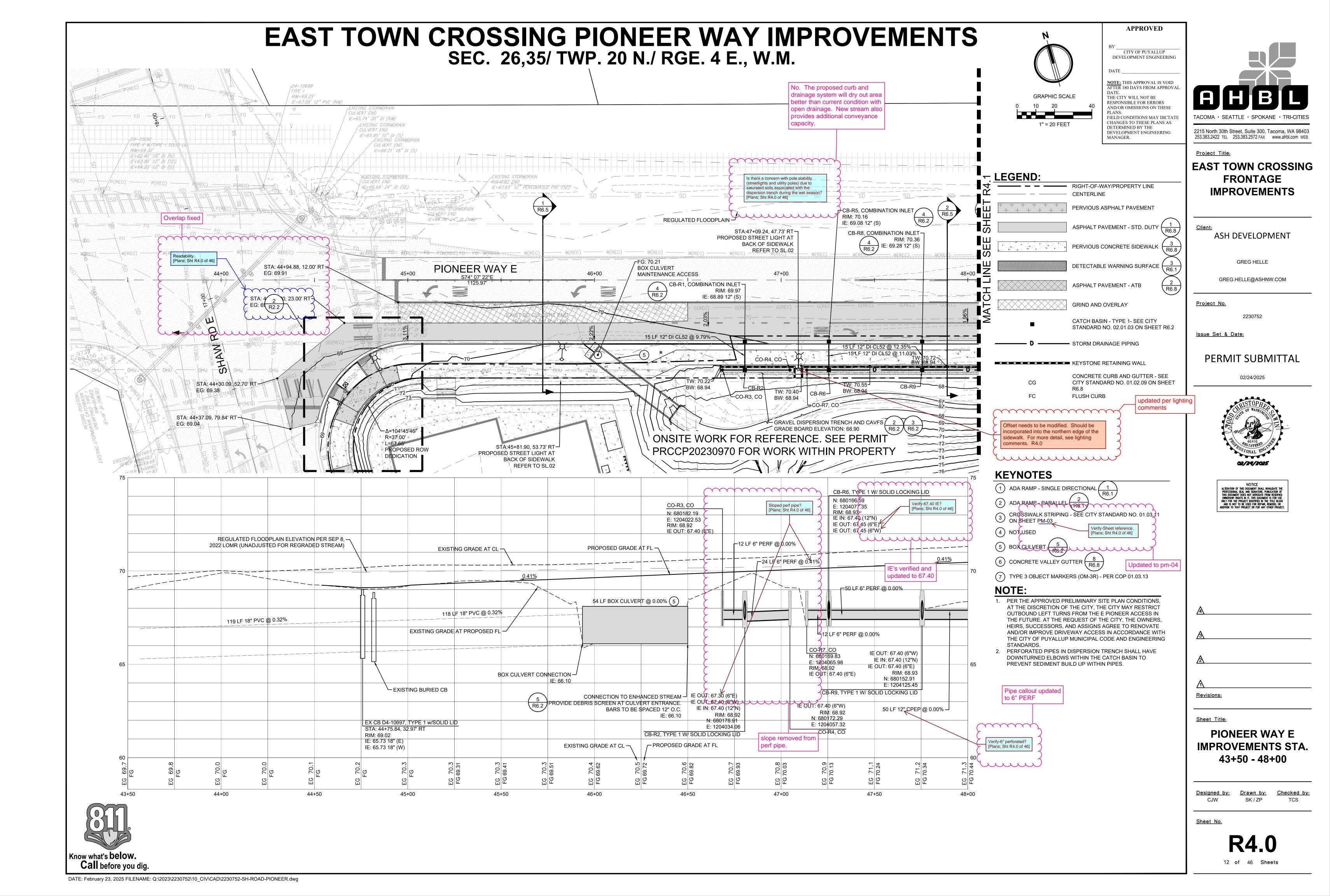
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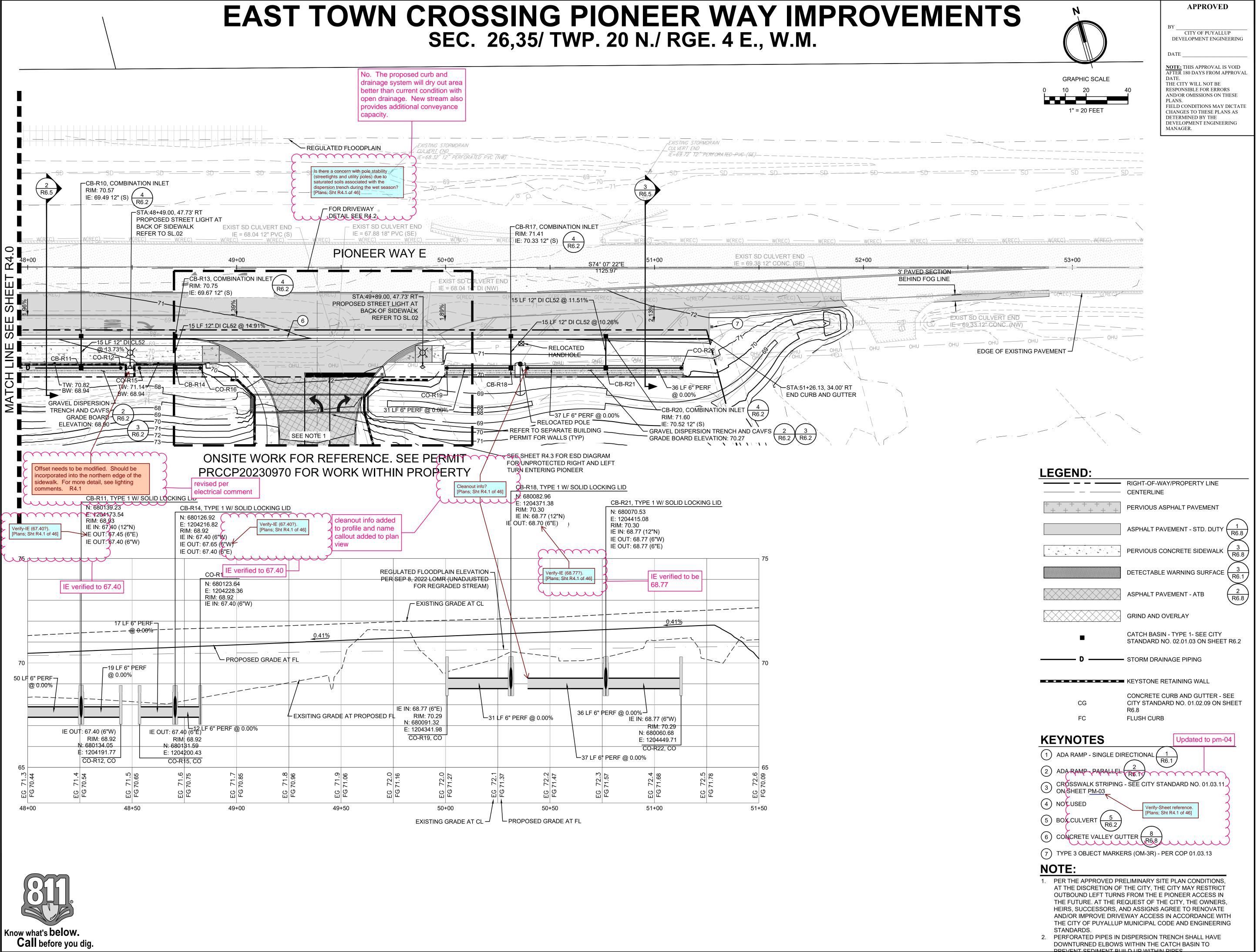
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Sheet No.

11 of 46 Sheets







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

ASH DEVELOPMENT

GREG HELLE GREG.HELLE@ASHNW.COM

<u>Project No.</u>

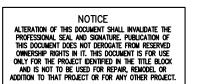
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PIONEER WAY E IMPROVEMENTS STA. 48+00 - 52+00

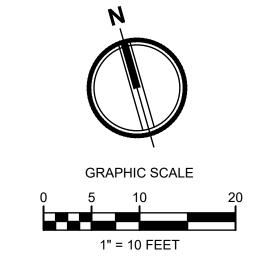
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Sheet No.

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EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS

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



APPROVED

CITY OF PUYALLUP DEVELOPMENT ENGINEERING

NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE

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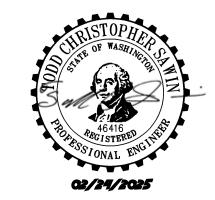
Project No.

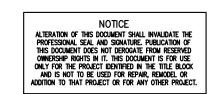
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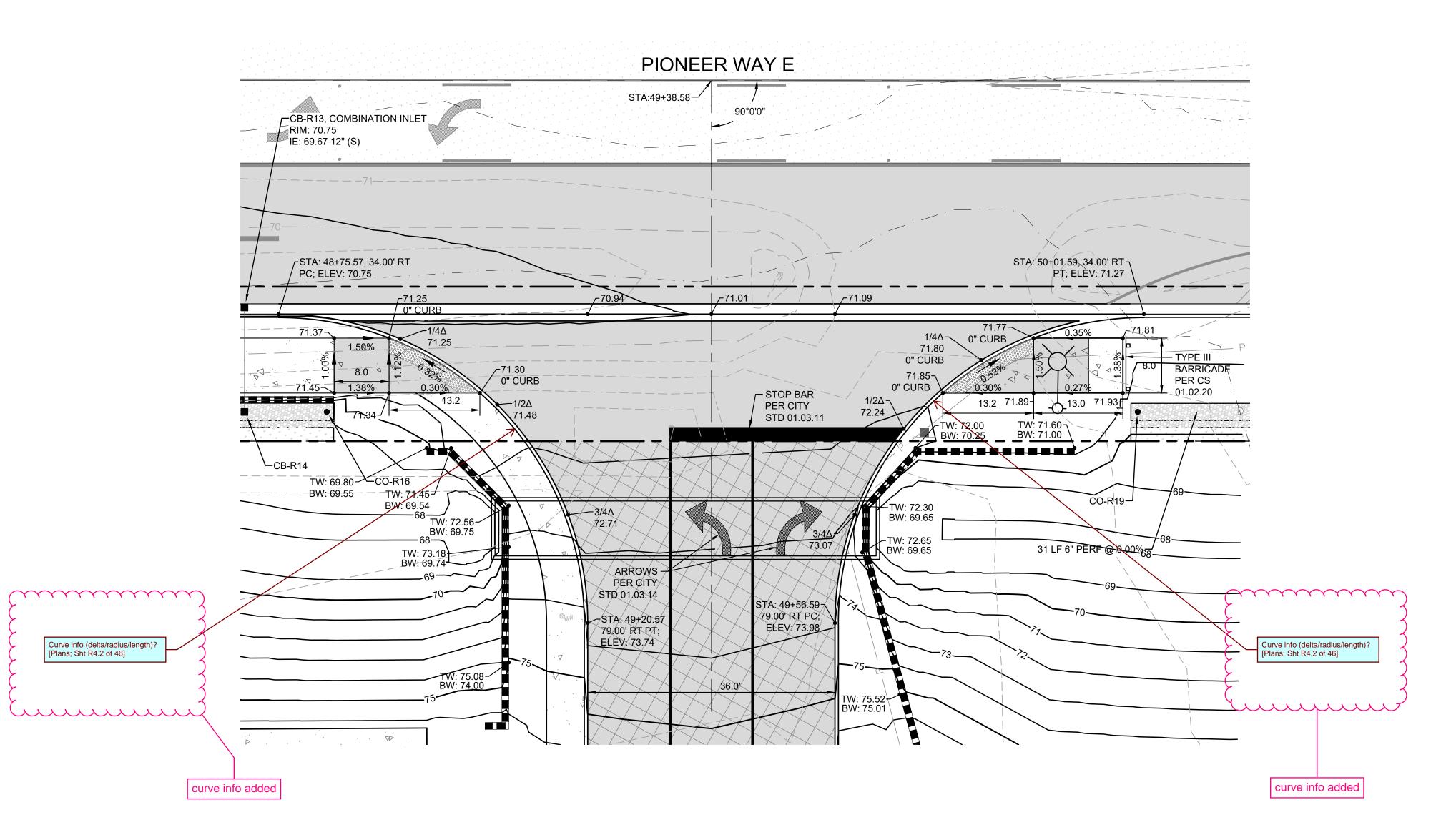
Sheet Title:

DRIVEWAY DETAIL

Designed by: Drawn by: Checked by: SK / ZP

Sheet No.

14 of 46 Sheets



LEGEND: RIGHT-OF-WAY/PROPERTY LINE

NOTES

----- CENTERLINE PERVIOUS ASPHALT PAVEMENT ASPHALT PAVEMENT - STD. DUTY (R6.8)

1. ALL STATIONS AND OFFSETS AT CURBS ARE GIVEN TO FACE OF VERTICAL CURB OR FLOWLINE OF CURB & GUTTER.

2. ALL ELEVATIONS AT CURBS ARE GIVEN TO BOTTOM OF

VERTICAL CURB OR FLOWLINE OF CURB & GUTTER. 3. ALL CURB HEIGHTS ARE 6" UNLESS OTHERWISE NOTED.

PERVIOUS CONCRETE SIDEWALK

DETECTABLE WARNING SURFACE

ASPHALT PAVEMENT - ATB GRIND AND OVERLAY

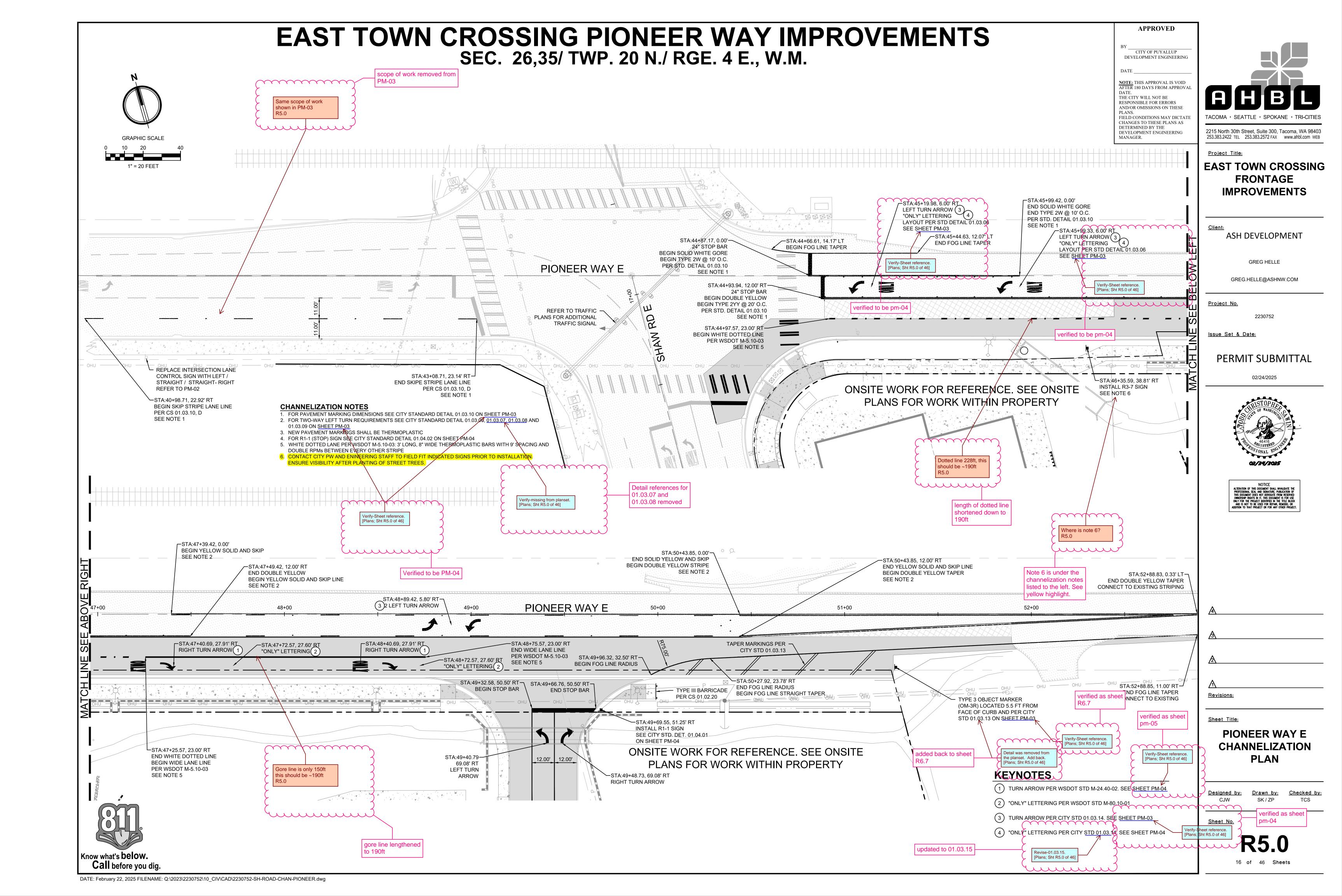
CATCH BASIN - TYPE 1- SEE CITY STANDARD NO. 02.01.03 ON SHEET R6.2 **D** — STORM DRAINAGE PIPING

KEYSTONE RETAINING WALL

CONCRETE CURB AND GUTTER - SEE CITY STANDARD NO. 01.02.09 ON SHEET FLUSH CURB



EAST TOWN CROSSING SHAW ROAD IMPROVEMENTS SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M. CITY OF PUYALLUP DEVELOPMENT ENGINEERING THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS Project Title: **EAST TOWN CROSSING FRONTAGE IMPROVEMENTS** ASH DEVELOPMENT Project No. PERMIT SUBMITTAL RIGHT TURN ONTO PIONEER 14.5' FROM LANE EDGE -LEFT TURN ONTO PIONEER SHAW RD E 13+00 Revisions: Sheet Title: -STA: 17+10.41 SHAW RD E = STA: 43+91.69 PIONEER WAY E PIONEER ENTERING SIGHT DISTANCE **DIAGRAM** ESD exhibit updated edge of road - SIGHT DISTANCE FROM WHEN VEHICLE PULLS FORWARD AFTER COMPLETE STOP AT STOP BAR of road (not from the stop bar). R4.3 Sheet No. FROM STOP BAR mmm Know what's below. Call before you dig. RIGHT TURN ONTO SHAW FROM PIONEER DATE: February 23, 2025 FILENAME: Q:\2023\2230752\10_CIV\CAD\EXHIBITS\Frontage\2230752-EXHIBIT-ROAD-ESD.dwg



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

TESC INSPECTION NOTES:

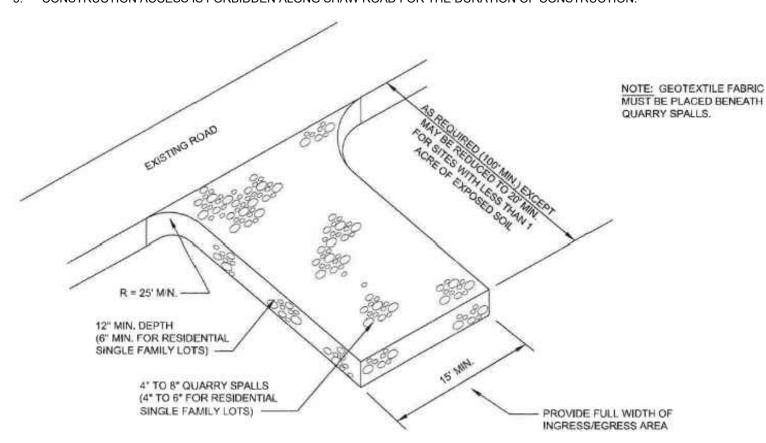
- INSPECT ALL INLET PROTECTION ON CATCH BASINS. CLEAN OR REPLACE IF FULL OF SEDIMENT /DEBRIS AND REPAIR/REPLACE AS NEEDED IF DAMAGED TO MAINTAIN PROTECTION.
- INSPECT ALL PERMANENT AND TEMPORARY STABILIZED SLOPES. REPAIR ANY DAMAGED SECTIONS AND RE-VEGETATE AS NEEDED TO ENSURE THE ESTABLISHMENT OF VEGETATION AND THAT NO EROSION OF THE SLOPES OCCUR.
- 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
- 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. 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
- 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 SWPP FOR APPLICABLE BMPS

CONSTRUCTION ENTRANCE NOTES:

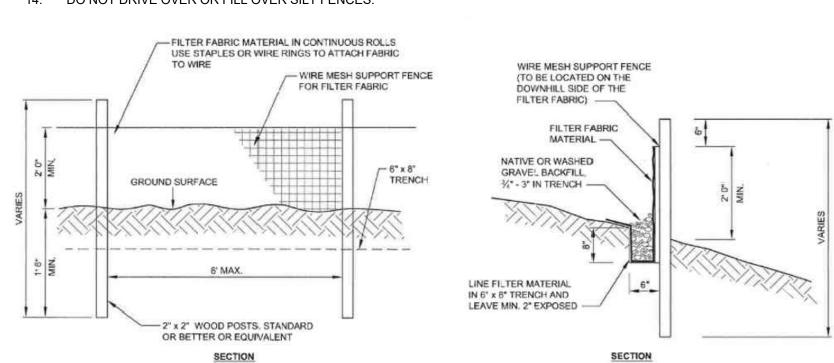
- 1. MATERIAL SHALL BE 4" TO 8" QUARRY SPALLS (4 TO 6 INCH FOR RESIDENTIAL SINGLE FAMILY LOTS) AND MAY BE
- 2. THE ROCK PAD SHALL BE AT LEAST 12" THICK AND 100' LONG (REDUCED TO 20 FEET FOR SITES LESS THAN 1 ACRE OF DISTURBED SOIL) WIDTH SHALL BE FULL WIDTH OF INGRESS AND EGRESS AREA. SMALLER PADS MAY 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. CONSTRUCTION ACCESS IS FORBIDDEN ALONG SHAW ROAD FOR THE DURATION OF CONSTRUCTION.



CONSTRUCTION ENTRANCE

FILTER FABRIC FENCE NOTES

- SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP. AND SECURELY FASTENED AT BOTH ENDS TO POSTS. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 30
- 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.
- 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. 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. 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
- 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. SILT FENCES WILL BE INSTALLED PARALLEL TO ANY SLOPE CONTOURS.
- CONTRIBUTING LENGTH TO FENCE WILL NOT BE GREATER THAN 100 FEET.
- DO NOT INSTALL BELOW AN OUTLET PIPE OR WEIR.
- INSTALL DOWNSLOPE OF EXPOSED AREAS. DO NOT DRIVE OVER OR FILL OVER SILT FENCES



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. 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 LEAVE NATIVE VEGETATION AND SOIL UNDISTURBED, AND PROTECT FROM COMPACTION DURING CONSTRUCTION
- AMEND EXISTING SITE TOPSOIL OR SUBSOIL EITHER AT DEFAULT "PRE-APPROVED" RATES, OR AT CUSTOM CALCULATED RA TES BASED ON SPECIFIC TESTS OF THE SOIL AND AMENDMENT
- 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
- 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 SOIL QUALITY AND DEPTH SHOULD BE ESTABLISHED TOWARD THE END OF CONSTRUCTION AND ONCE ESTABLISHED,
- SHOULD BE PROTECTED FROM COMPACTION, SUCH AS FROM LARGE MACHINERY USE, AND FROM EROSION.
- SOIL SHOULD BE PLANTED AND MULCHED AFTER INSTALLATION. PLANT DEBRIS OR ITS EQUIVALENT SHOULD BE LEFT ON THE SOIL SURFACE TO REPLENISH ORGANIC MA TIER.

THE 2021 SURFACE WATER MANAGEMENT MANUAL

- 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

MULCHING NOTES:

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

CONTRACTOR NOTES

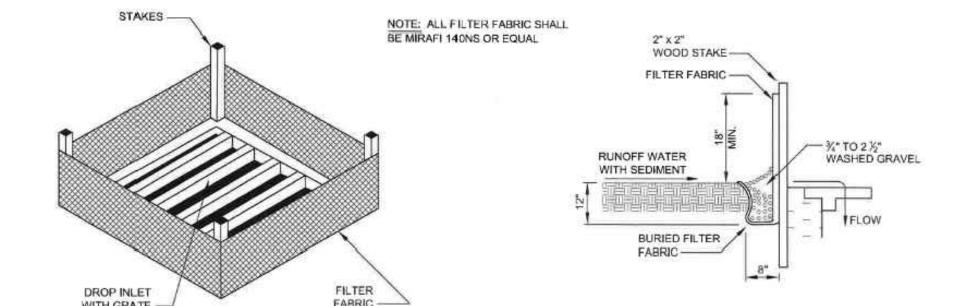
- INLET PROTECTION SHALL BE INSTALLED IN ALL NEWLY CONSTRUCTED CATCH BASINS AND ALONG ALL IMPACTED FRONTAGE AND OFFSITE AREAS PER THE REQUIREMENTS OF THE COUNTY INSPECTOR PER DETAIL 5 ON THIS SHEET 5 CONSTRUCTION FENCE CAN BE UTILIZED IN PLACE OF FILTER FABRIC FENCE ONLY IN AREAS WHERE THE GRADES DO
- NOT ALLOW THE POTENTIAL FOR ANY STORMWATER TO LEAVE THE SITE. 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
- 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
- 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.
- 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
- TREES WITHIN WORKING LIMITS TO BE SAVED, SHALL BE MARKED AS SUCH ON SITE AND PROTECTION FENCE PLACED AROUND EACH TREE.

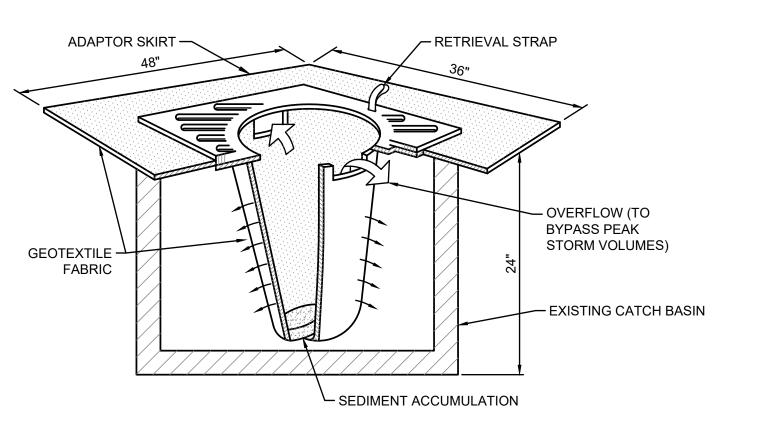
SEEDING NOTES

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

TABLE D.3.2.B TEI	MPORARY EROSI	ON CONTROL SE	ED 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 10 98 90					

- SEED BEDS PLANTED BETWEEN MAY 1 AND OCTOBER 31 WILL REQUIRE IRRIGATION AND OTHER MAINTENANCE AS
- NECESSARY TO FOSTER AND PROTECT THE ROOT STRUCTURE. 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), BEFORE SEEDING, INSTALL NEEDED SURFACE RUNOFF CONTROL MEASURES SUCH AS GRADIENT TERRACES,
- INTERCEPTOR DIKES, SWALES, LEVEL SPREADERS AND SEDIMENT BASINS. 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.





- 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.

INLET PROTECTION WITH FILTER **FABRIC FENCE OR FILTER SOCK**



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CITY OF PUYALLUP

DEVELOPMENT ENGINEERING

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FIELD CONDITIONS MAY DICTATE

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Project Title: **EAST TOWN CROSSING FRONTAGE**

IMPROVEMENTS

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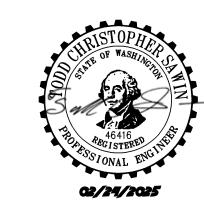
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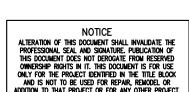
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Revisions:

Sheet Title:

TESC DETAILS AND NOTES

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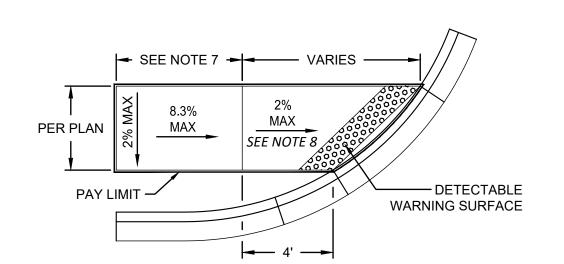
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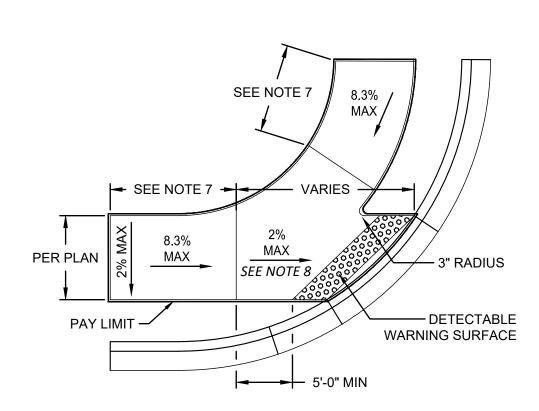
17 of 46 Sheets



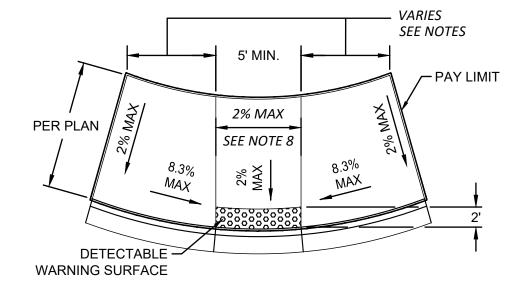
FILTER FABRIC FENCE

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

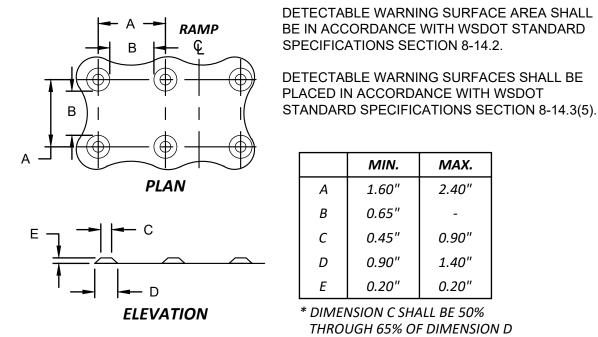




SINGLE DIRECTION CURB RAMP



PARALLEL CURB RAMP



DETECTABLE WARNING SURFACE DETAIL

CURB RAMP NOTES:

- 1. CURB RAMPS ARE TYPICALLY CENTERED AT THE 1/4 RADIUS POINTS.
- 2. CURB TO BE FLUSH WITH ADJACENT ROADWAY SURFACE. THE BID ITEM DOES NOT INCLUDE THE CURB AND GUTTER.
- 3. PERPENDICULAR RAMP LENGTH IS MEASURED FROM BACK OF CURB.
- 4. PARALLEL RAMP LENGTHS VARY FROM 6' MIN. TO 15' MAX.
- 5. IF SIGNAL POLE EXISTS, PARALLEL CURB RAMP SHALL INCLUDE THE CONCRETE AREA AROUND THE SIGNAL POLE. SIDEWALK DEPTH SHALL BE 6" FROM PC TO PT.
- 6. ADJUST RAMP LENGTHS TO MEET ADA REQUIREMENTS 8.3% MAX GRADE, 15' MAX LENGTH.
- 7. SEE WSDOT STANDARD PLAN F-40.16-03 NOTE 8.
- 8. LANDINGS SHALL HAVE A 2% MAX. GRADE IN EACH DIRECTION, EXCEPT AT MIDBLOCK CROSSINGS WHERE THEY MAY MATCH THE GRADE OF THE ROADWAY.
- 9. PERPENDICULAR CURB RAMPS SHALL HAVE A 2% MAX. CROSS SLOPE, EXCEPT AT MIDBLOCK CROSSINGS WHERE IT MAY MATCH THE GRADE
- 10. THE ROWS OF TRUNCATED DOMES IN DETECTABLE WARNING SURFACES SHALL BE ALIGNED PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF CURB.
- 11. CURB RAMPS CANNOT BE PERVIOUS MATERIAL
- 12. SEE THE CURRENT EDITION OF WSDOT STANDARD PLAN F-10.12 FOR PEDESTRIAN CURB DETAILS.

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MANAGER.



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EAST TOWN CROSSING FRONTAGE

IMPROVEMENTS

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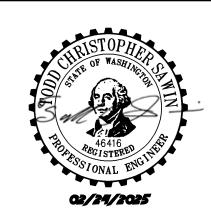
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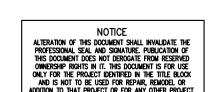
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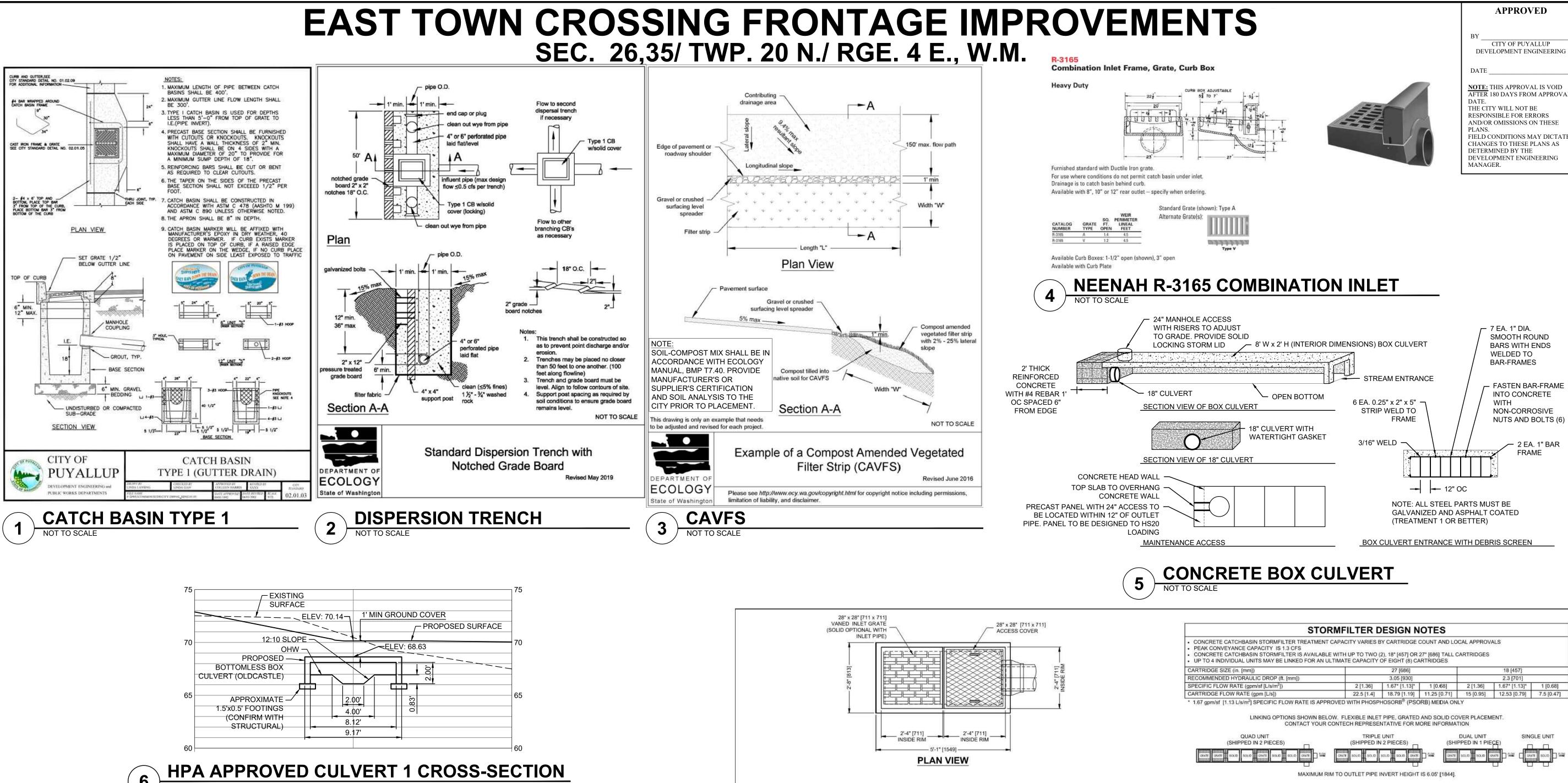
ADA DETAILS AND NOTES

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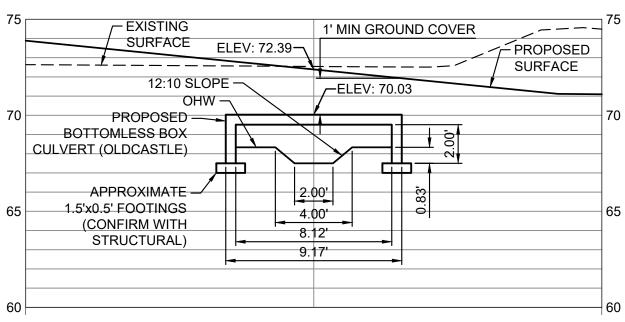
Sheet No.

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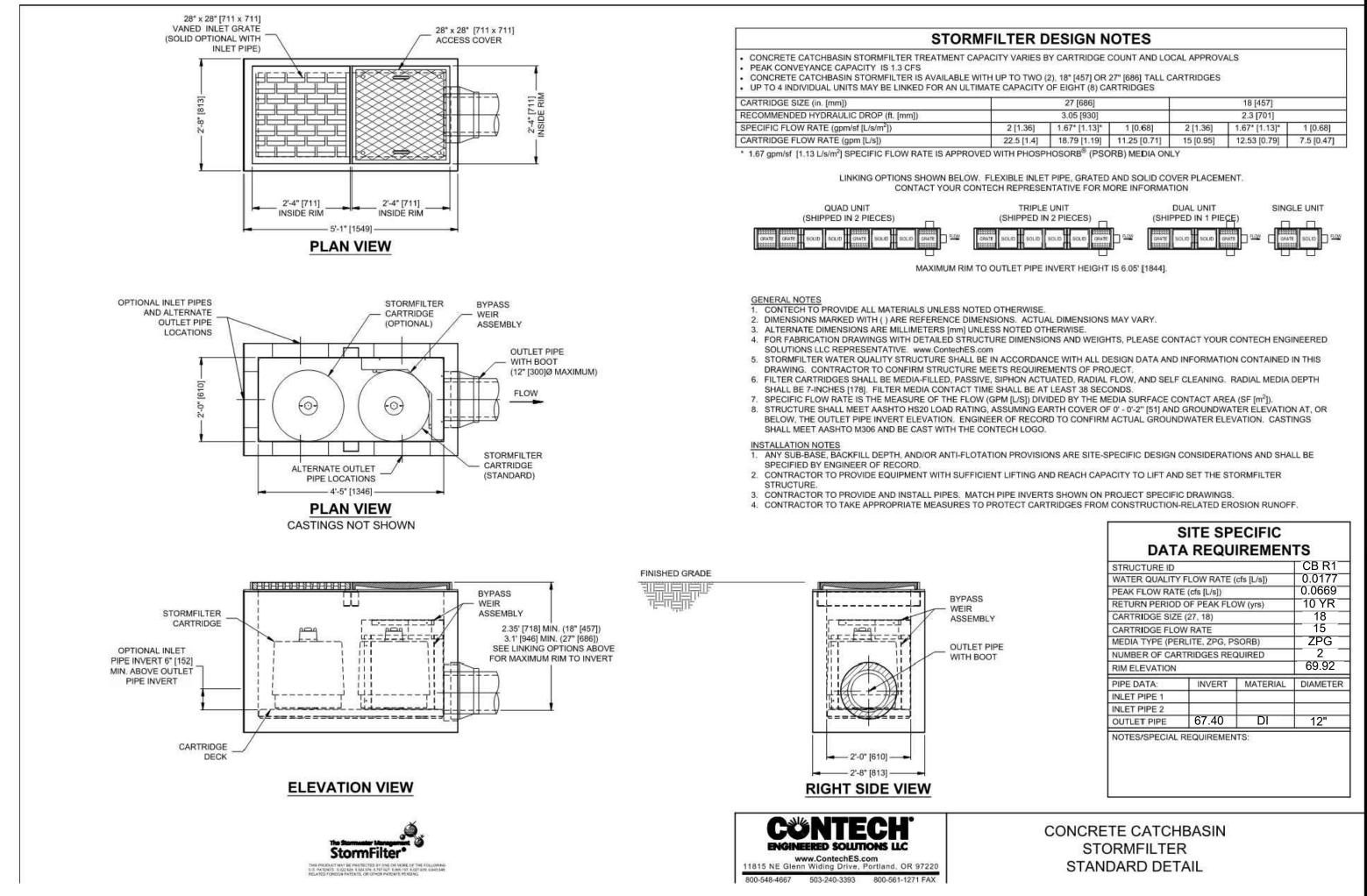


TWO CARTRIDGE STORMFILTER



HPA APPROVED CULVERT 2 CROSS-SECTION





Sheet Title: STORM DETAILS AND **NOTES** Drawn by: Checked by: SK / ZP

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EAST TOWN CROSSING

FRONTAGE

IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

2230752

PERMIT SUBMITTAL

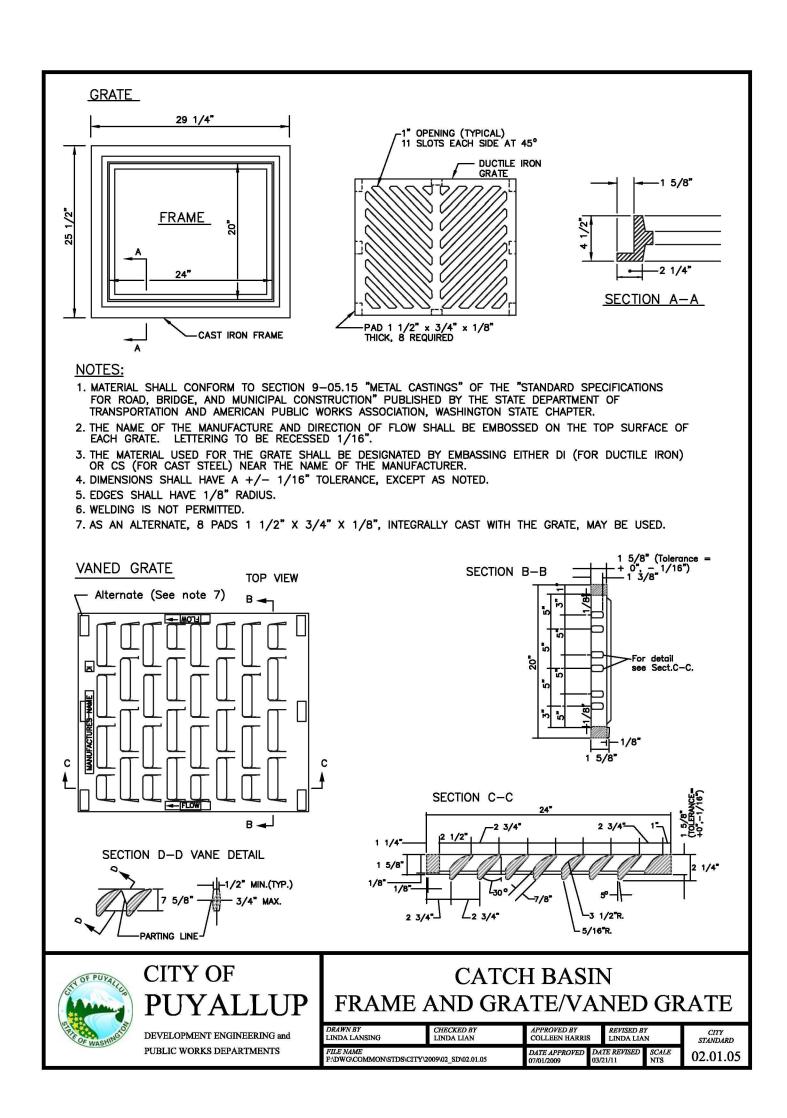
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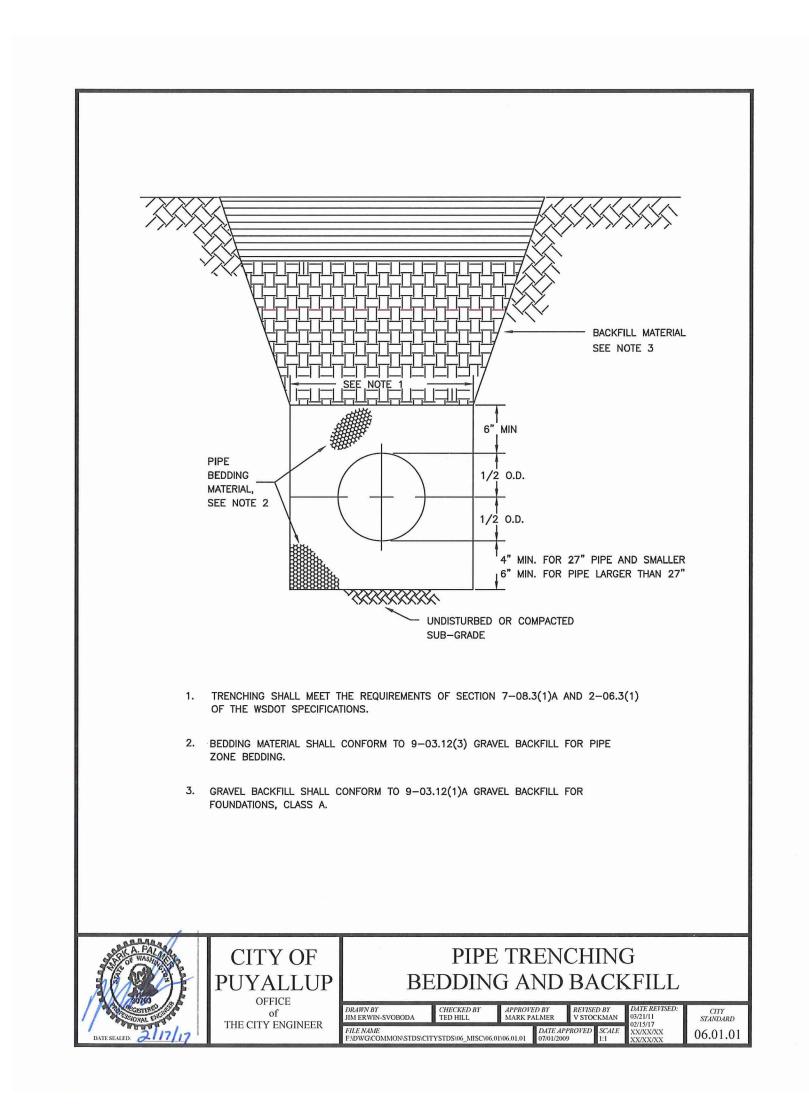
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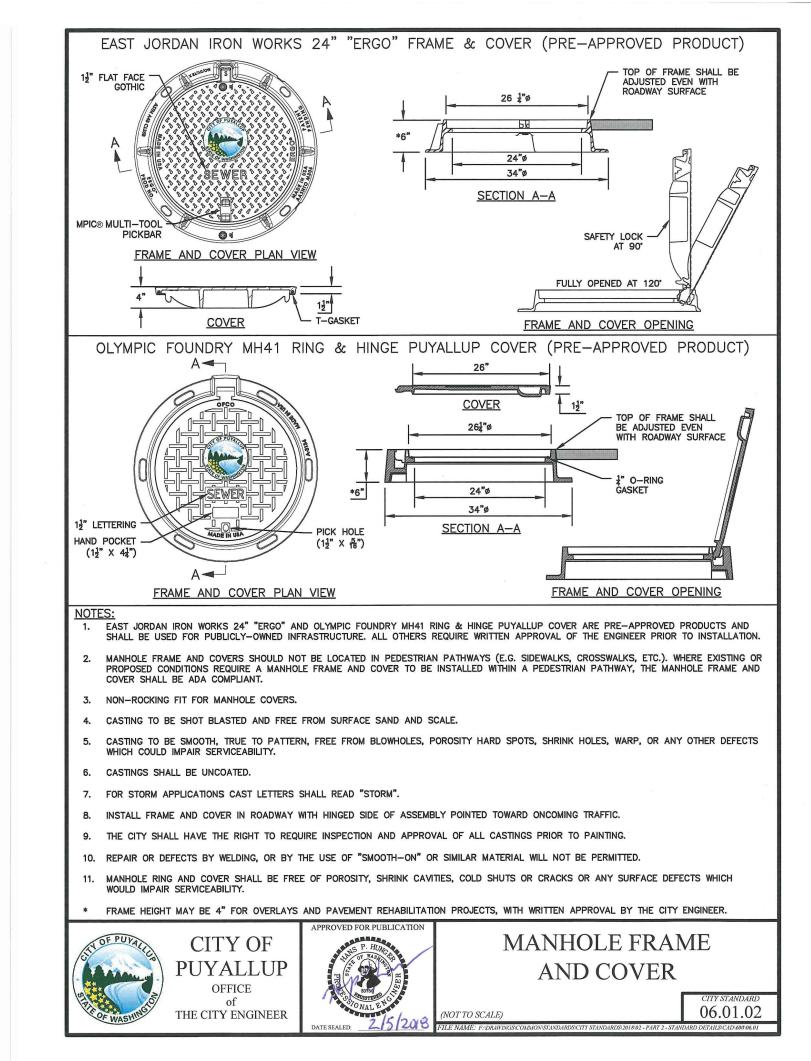
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Issue Set & Date:

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







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CITY OF PUYALLUP DEVELOPMENT ENGINEERING

DATE

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DEVELOPMENT ENGINEERING
MANAGER.



2215 North 30th Street, Suite 300, Tacoma, WA 98403

253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

Project Title:

FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

GREG.HELLE@ASHNW.COM

Project No.

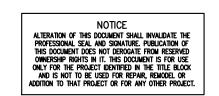
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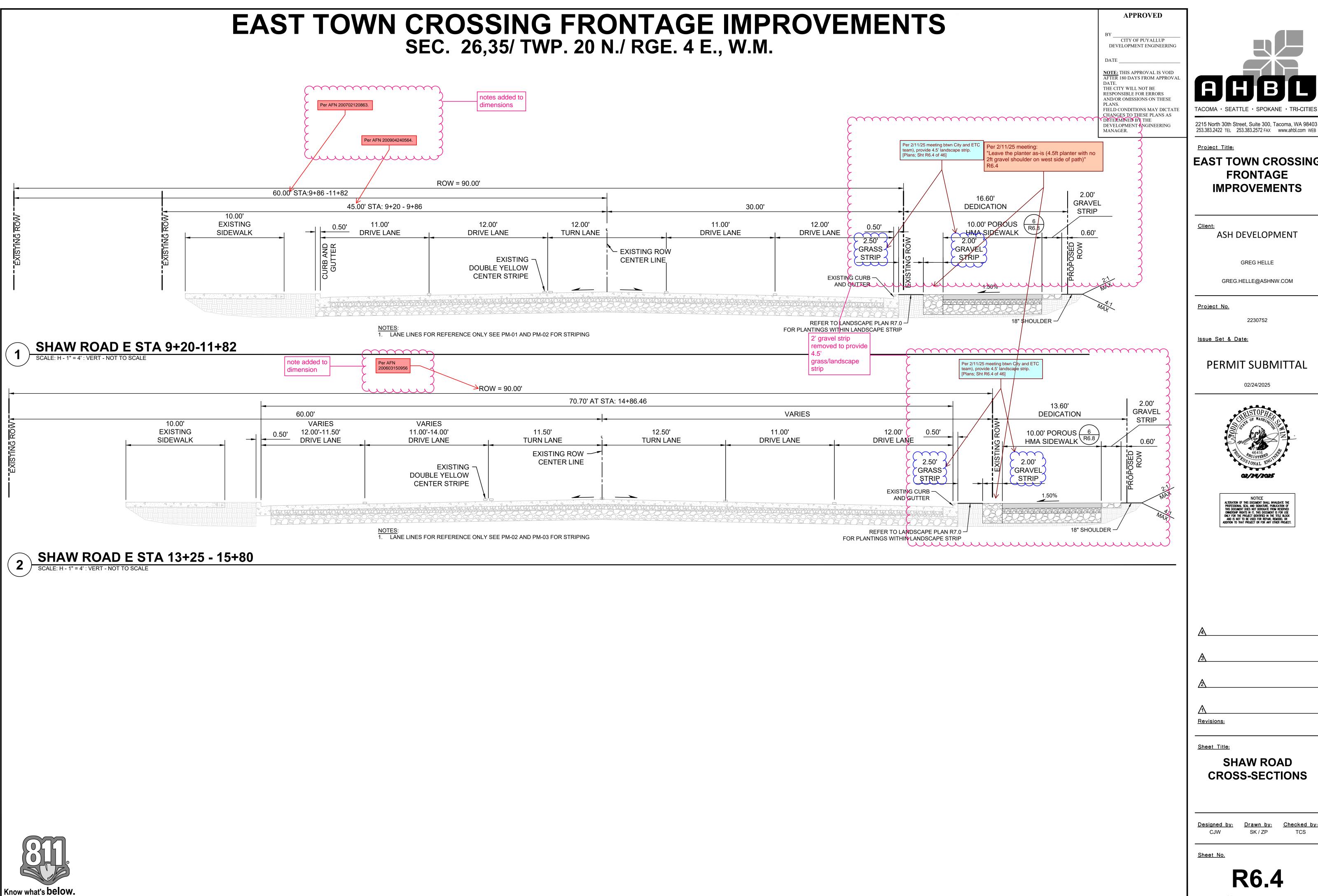
STORM DETAILS AND NOTES

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EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

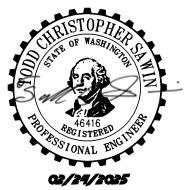
GREG HELLE

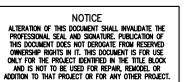
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SHAW ROAD CROSS-SECTIONS

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Call before you dig.

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CHANGES TO THESE PLANS AS DETERMINED BY THE

DEVELOPMENT ENGINEERING

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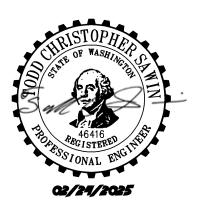
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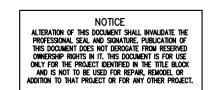
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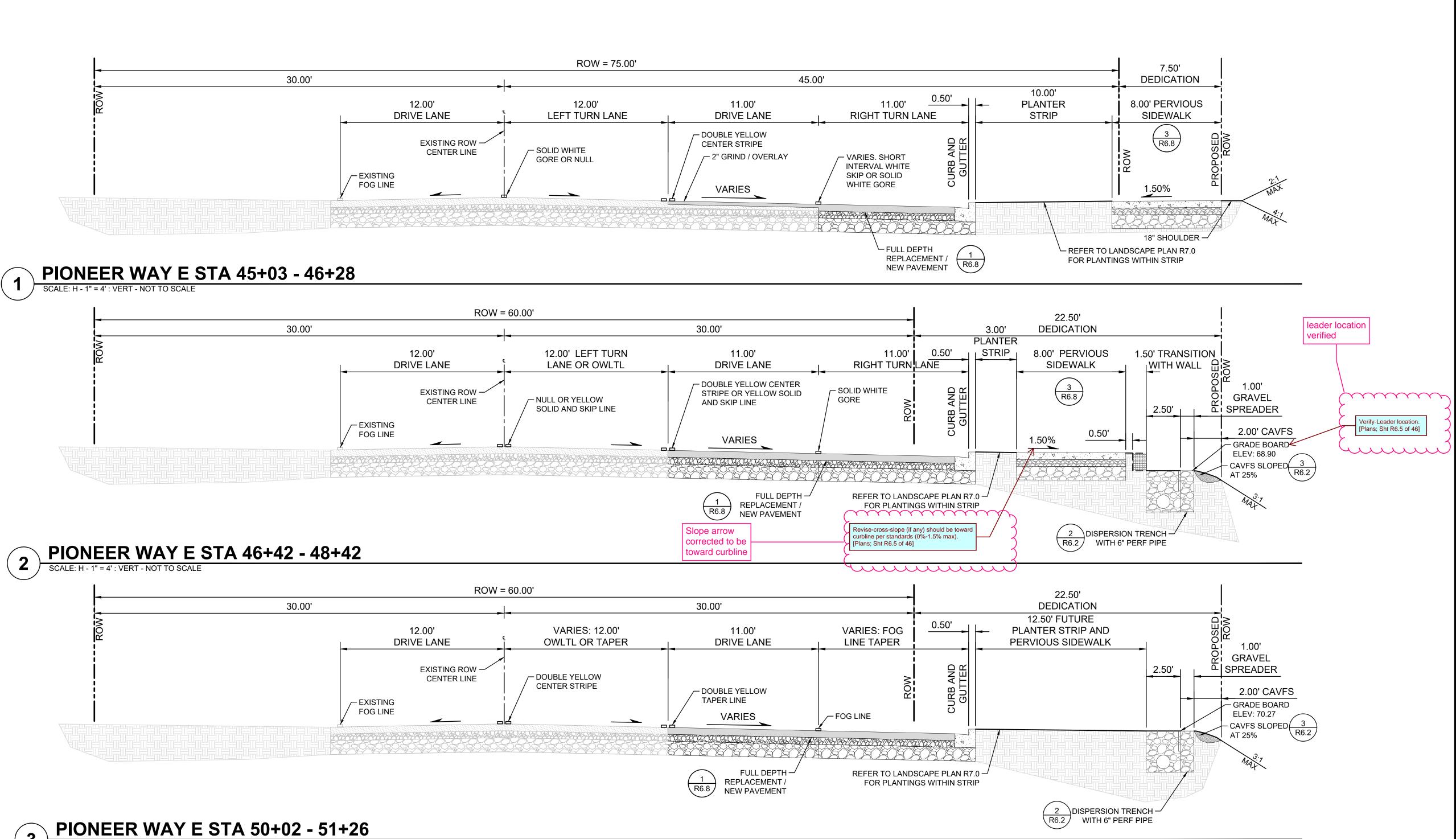
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PIONEER WAY CROSS-SECTIONS

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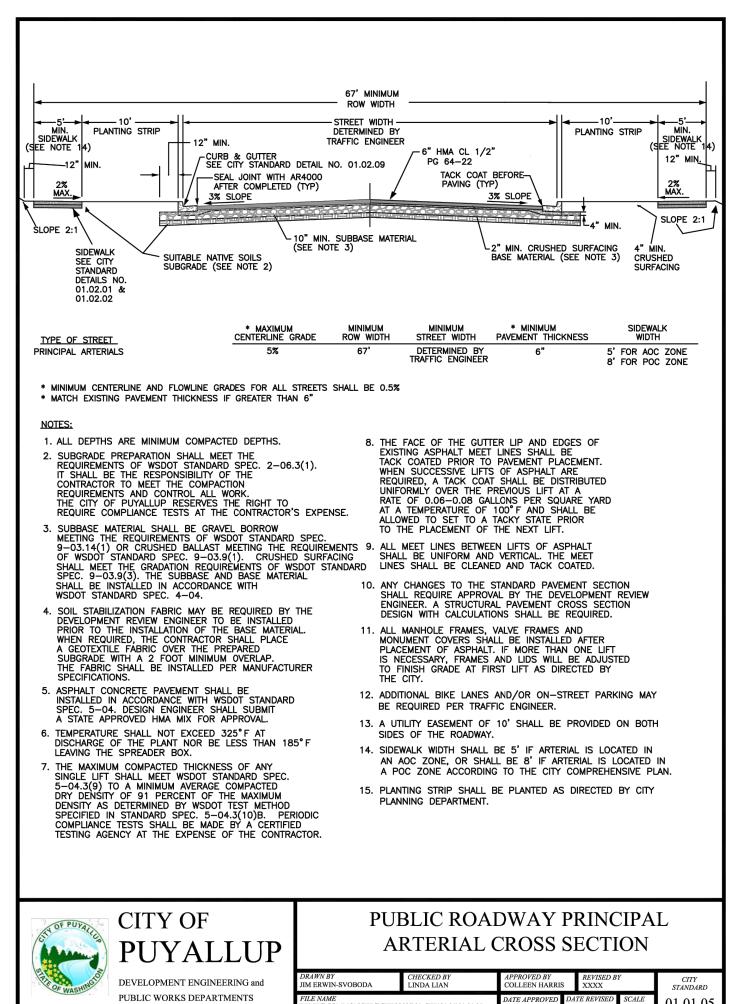
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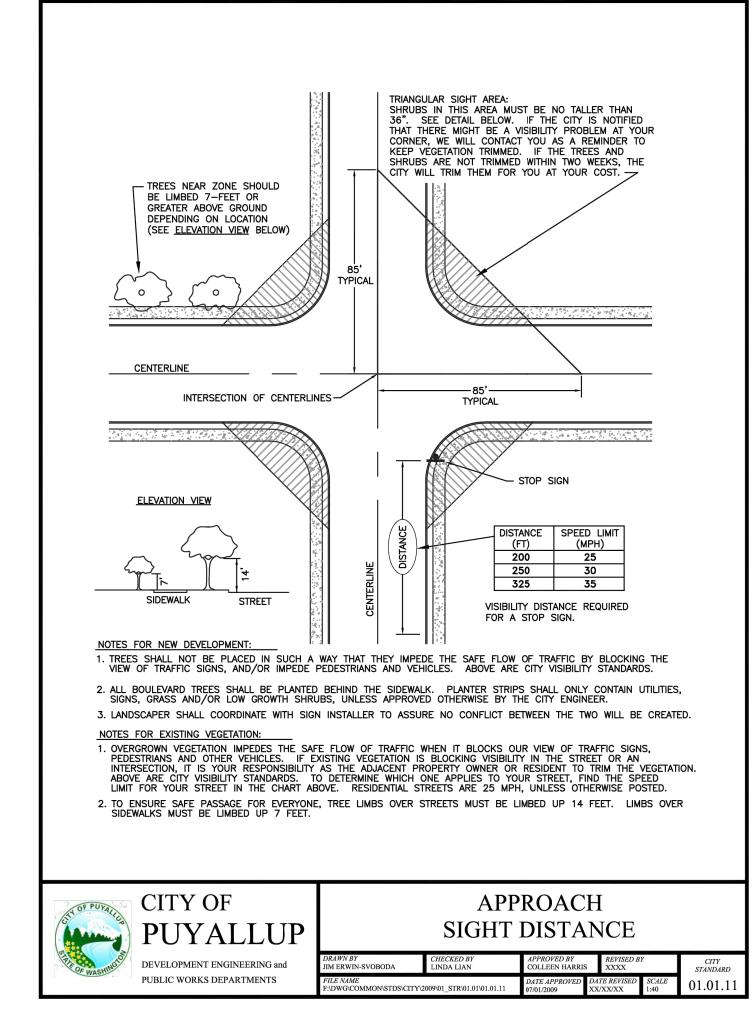
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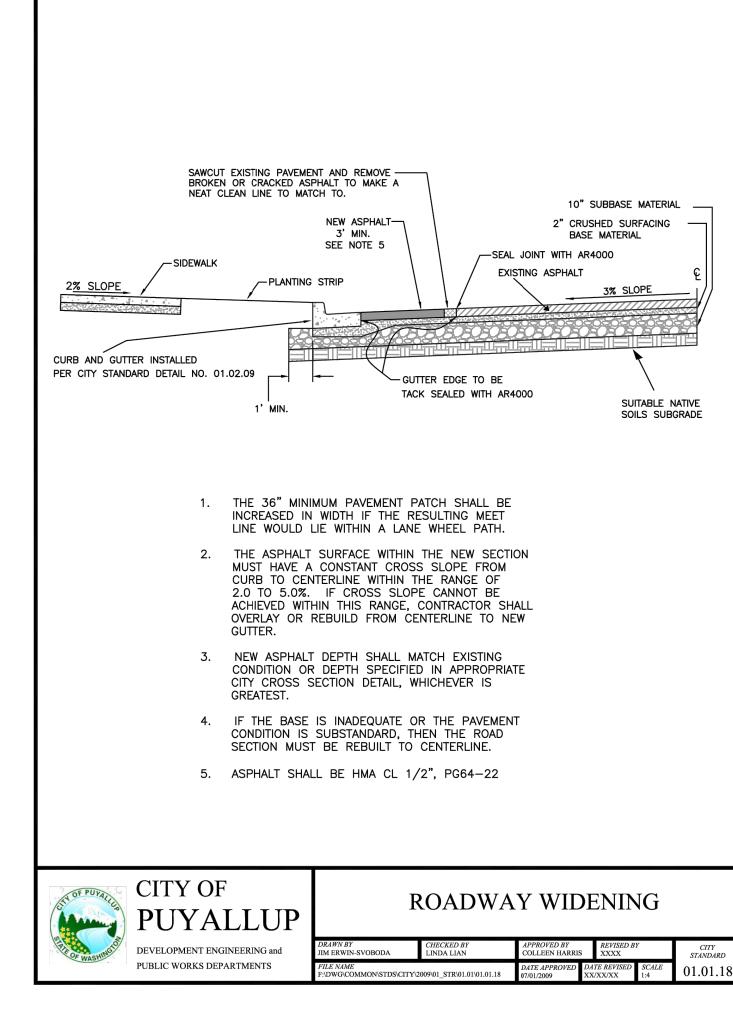


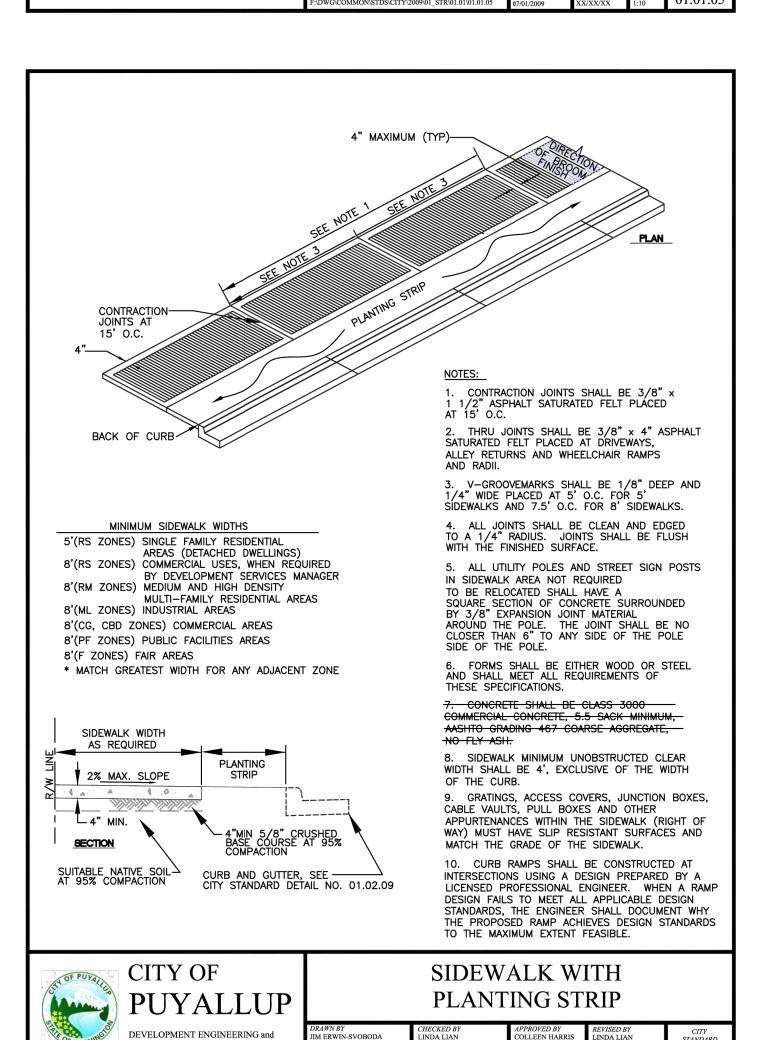


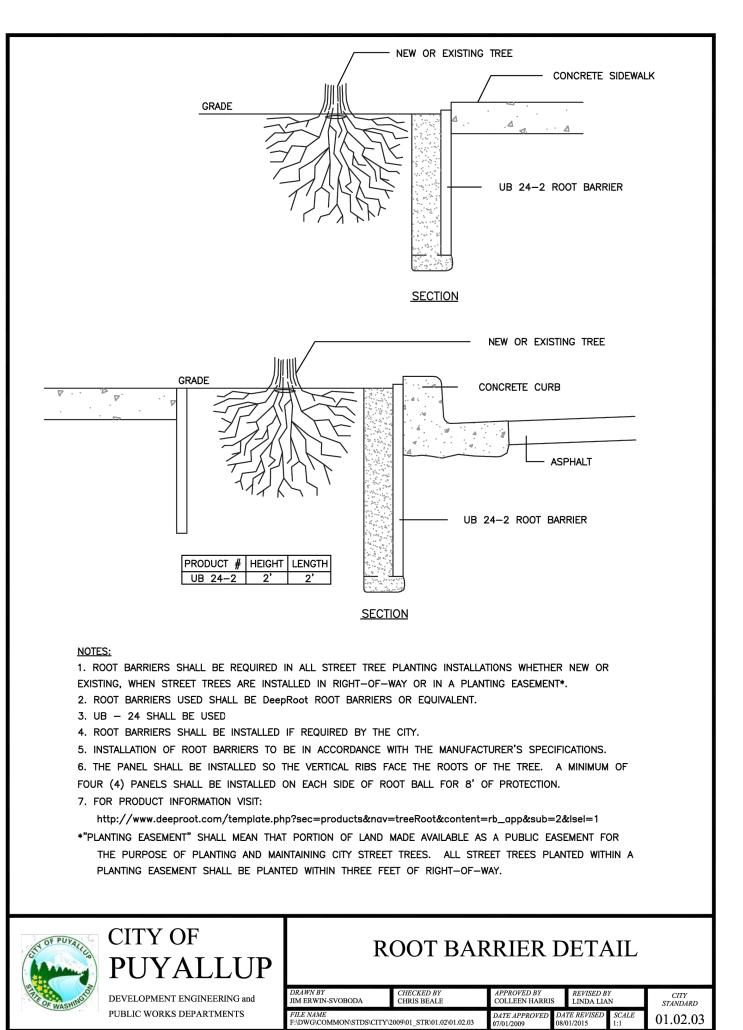
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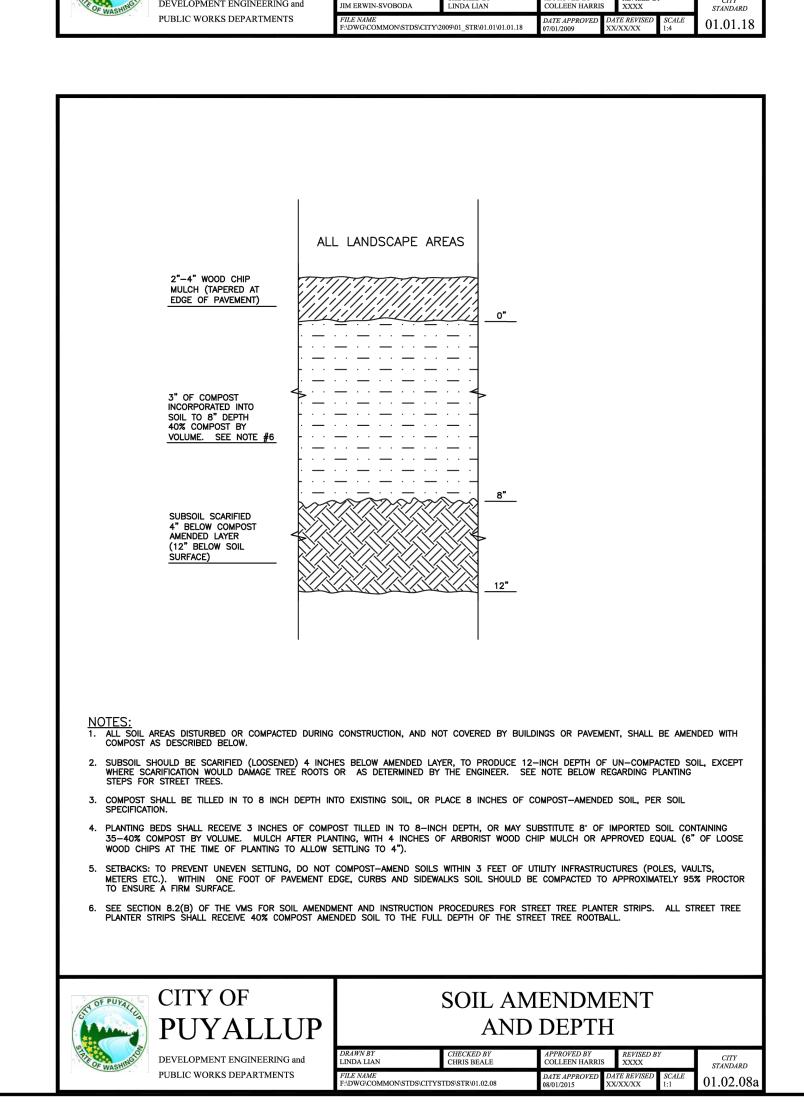


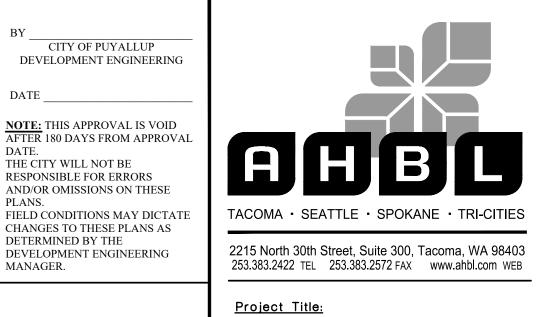












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CITY OF PUYALLUP

THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS

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MANAGER.

EAST TOWN CROSSING FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

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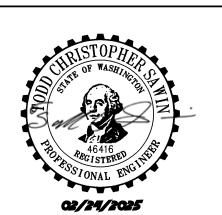
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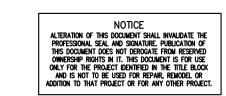
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CHANNELIZATION DETAILS

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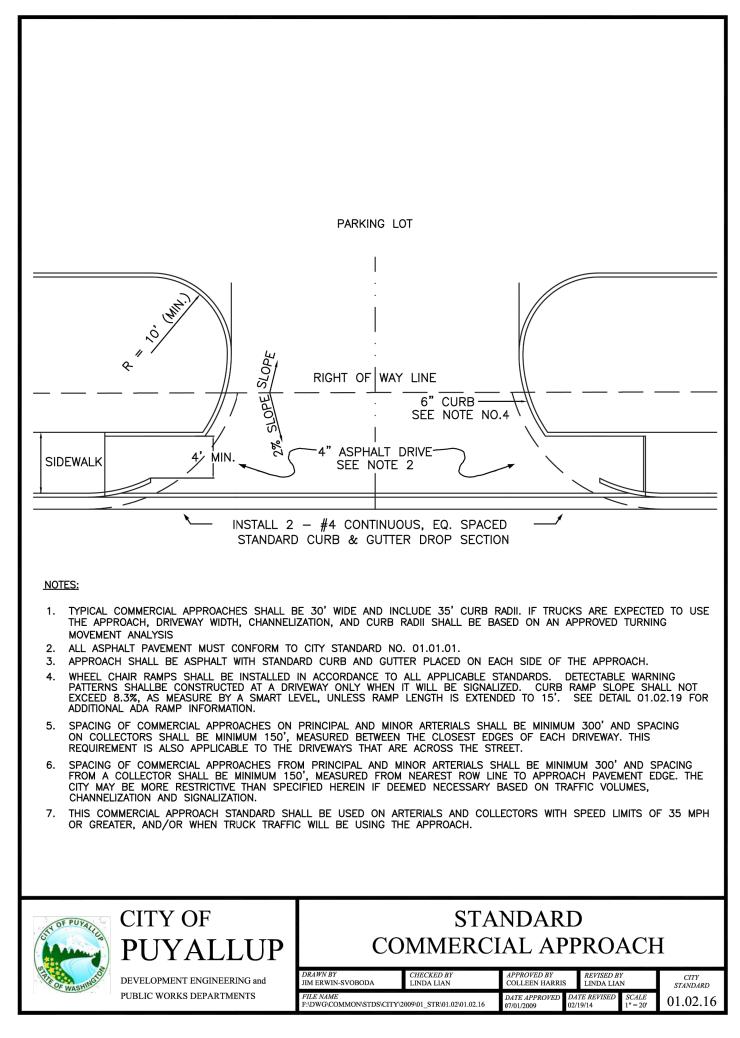
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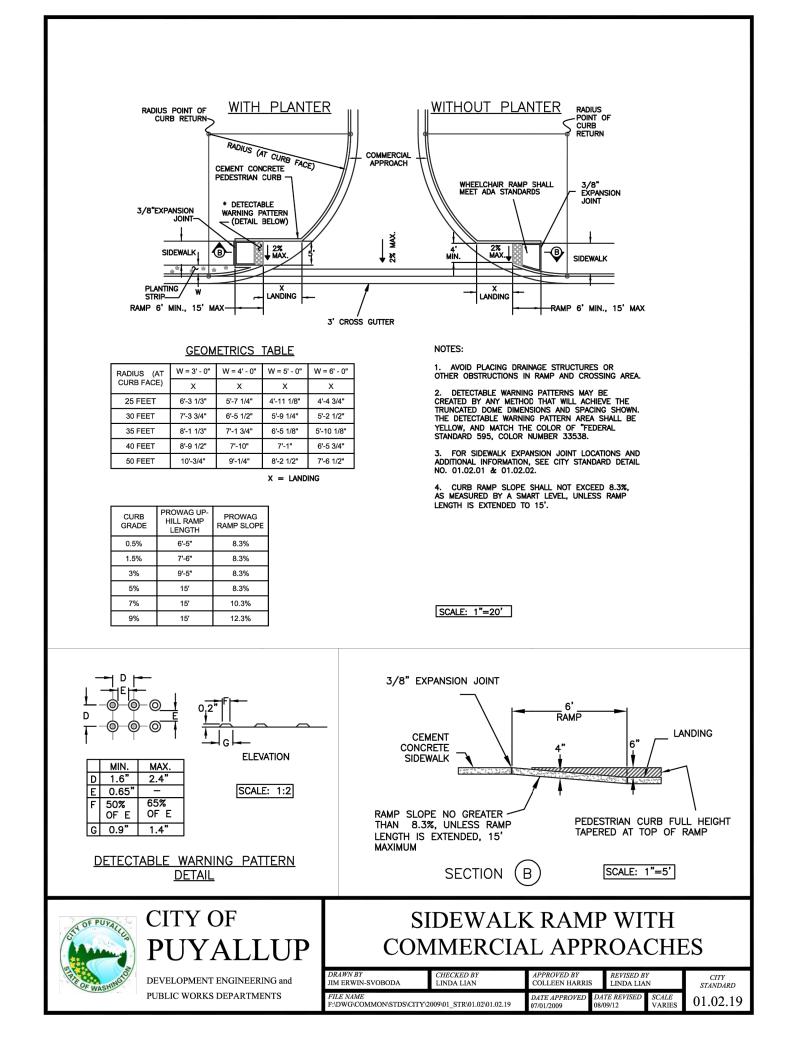
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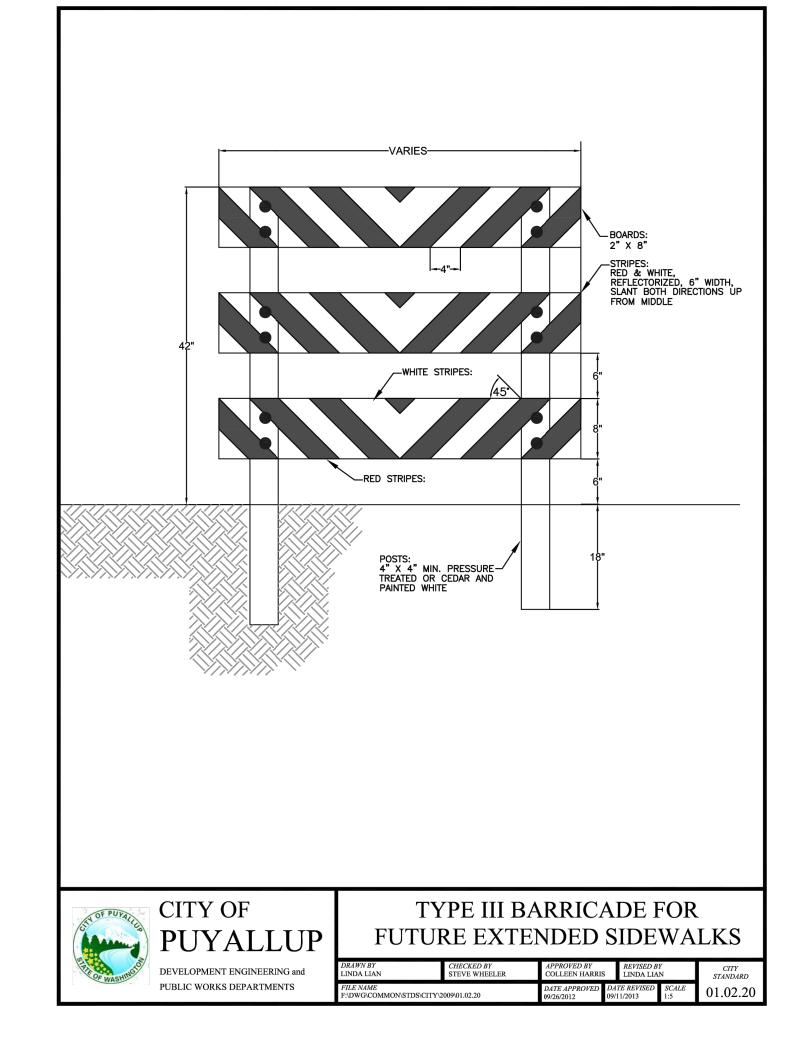
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SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M.









CITY OF PUYALLUP
DEVELOPMENT ENGINEERING

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Project Title:

FRONTAGE IMPROVEMENTS

ASH DEVELOPMENT

GREG HELLE

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<u>Project No.</u>

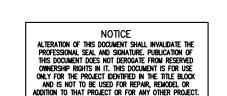
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EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS SEC. 26,35/ TWP. 20 N./ RGE. 4 E., W.M. - HMA CL ½", PG 64-22 PER WSDOT 9-03.8(6) AND 9-02.1(4) CEMENT CONCRETE PAVEMENT

CRUSHED SURFACING BASE COURSE PER WSDOT 9-03.9(3) 10" SUBBASE MATERIAL

1. ALL DEPTHS ARE MINIMUM COMPACTED DEPTHS

- 2. SUBGRADE PREPARATION SHALL MEET THE REQUIREMENTS OF WSDOT STANDARD SPEC. 2-06.3(1) IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MEET THE COMPACTION REQUIREMENTS AND CONTROL ALL WORK. THE CITY OF PUYALLUP RESERVES THE RIGHT TO REQUIRE TESTS AT THE CONTRACTOR'S EXPENSE.
- 3. SUBBASE MATERIAL SHALL BE GRAVEL BORROW MEETING THE REQUIREMENTS OF WSDOT STANDARD SPEC. 9--03.14(1). CRUSHED BALLAST MEETING THE REQUIREMENTS OF WSDOT STANDARD SPEC. 9-03.9(1). CRUSHED SURFACING SHALL MEET THE GRADATION REQUIREMENTS OF WSDOT STANDARD SPEC. 9-03.9(3). THE SUBBASE AND BASE MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT STANDARD SPEC. 4-04.
- 4. ASPHALT CONCRETE PAVEMENT SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT STANDARD SPEC 5-04. DESIGN ENGINEER SHALL SUBMIT A STATE APPROVED HMA MIX FOR APPROVAL.
- 5. TEMPERATURE SHALL NOT EXCEED 325°F AT DISCHARGE OF THE PLANT NOR BE LESS THAN 185°F LEAVING THE SPREADER BOX.
- 6. THE MAXIMUM COMPACTED THICKNESS OF ANY SINGLE LIFT SHALL MEET WSDOT STANDARD SPEC. 5--04.3(9) TO A MINIMUM AVERAGE COMPACTED DRY DENSITY OF 91 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY WSDOT TEST METHOD SPECIFIED IN STANDARD SPEC. 5--04.3(10)B. PERIODIC COMPLIANCE TESTS SHALL BE MADE BY A CERTIFIED TESTING AGENCY AT THE EXPENSE OF THE CONTRACTOR.
- 7. THE FACE OF THE GUTTER LIP AND EDGES OF EXISTING ASPHALT MEET LINES SHALL BE TACK COATED PRIOR TO PAVEMENT PLACEMENT. WHEN SUCCESSIVE LIFTS OF ASPHALT ARE REQUIRED, A TACK COAT SHALL BE DISTRIBUTED UNIFORMLY OVER THE PREVIOUS LIFT AT A RATE OF 0.06--0.08 GALLONS PER SQUARE YARD AT A TEMPERATURE OF 100° F AND SHALL BE ALLOWED TO SET TO A TACKY STATE PRIOR TO THE PLACEMENT OF THE NEXT LIT.
- 8. ALL MEET LINES BETWEEN LIFTS OF ASPHALT SHALL BE UNIFORM AND VERTICAL. THE MEET LINES SHALL BE CLEANED AND TACK COATED.
- 9. 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.

10. ASPHALT SHALL BE HMA CL ¹/₂" PG 64-22

CRUSHED SURFACING BASE COURSE PER WSDOT 9-03.9(3) •—— SUBGRADE

. DEPTHS INDICATED ARE COMPACTED THICKNESSES.

DEPTHS ARE COMPACTED THICKNESS.

GEOTECHNICAL ENGINEER.

SHALL BE PLACED AT MAXIMUM 18 FOOT INTERVALS.

- 2. CEMENT CONCRETE PAVEMENT SHALL CONSIST OF PORTLAND CEMENT CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AND A MINIMUM RUPTURE MODULUS OF 580 PSI. 3. GRANULAR SUBBASE SHALL CONSIST OF "BALLAST" PER WSDOT 9-03.9(1), "GRAVEL BORROW" PER
- WSDOT 9-03.14, OR CRUSHED RECYCLED CONCRETE PROVIDED THAT IT MEETS THE SAME TEXTURAL CRITERIA AS "BALLAST" OR "GRAVEL BORROW."
- 4. ALL BASE MATERIAL SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% BASED ON THE MODIFIED PROCTOR MAXIMUM DRY DENSITY PER ASTM D-1557.
- 5. SUBGRADE SHALL BE COMPACTED TO A FIRM AND UNYIELDING CONDITION PRIOR TO PLACEMENT OF ANY PAVEMENT LAYERS. ANY LOCALIZED ZONES OF SOFT, ORGANIC-RICH, OR DEBRIS-LADEN SOILS SHOULD BE OVEREXCAVATED AND REPLACED WITH STRUCTURAL FILL MATERIAL.

CEMENT CONCRETE - HEAVY DUTY

CLASS 4000 CEMENT

CONCRETE PAVEMENT

CRUSHED SURFACING TOP

SEE NOTE 5

SUBGRADE TO 95%

— 12" COMPACTED

COURSE PER WSDOT 9.03-9(3)

POROUS HMA SEE NOTE 5 — ASPHALT TREATED PERMEABLE BASE (ATPB) SEE NOTE 4 - PERMEABLE BALLAST SEE NOTE 3 6" COMPACTED SUBGRADE SEE NOTE 2

1. DEPTHS INDICATED ARE COMPACTED THICKNESS.

- 2. SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH APWA GSP 2-06.3(3) 3. PERMEABLE BALLAST PER APWA GSP 4-04.2 (9-03.9(2)) OPTION 1
- 4. PERMEABLE ATB PER APWA GSP 4SA2
- 5. PERMEABLE HMA PER APWA GSP 5-04.2 (9-03.8) AND APW GSP 5-04.3(7)A

POROUS HMA

VARIES - SEE PLAN PAVEMENT -CEMENT CONCRETE - CRUSHED SURFACING BASE COURSE PER WSDOT 9-03.9(3)

- SUBGRADE

1. DEPTHS INDICATED ARE COMPACTED THICKNESSES.

- 2. CEMENT CONCRETE PAVEMENT SHALL CONSIST OF PORTLAND CEMENT CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AND A MINIMUM RUPTURE MODULUS OF 580 PSI.
- 3. ALL BASE MATERIAL SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% BASED ON THE MODIFIED PROCTOR MAXIMUM DRY DENSITY PER ASTM D-1557. 4. SUBGRADE SHALL BE COMPACTED TO A FIRM AND UNYIELDING CONDITION PRIOR TO PLACEMENT OF ANY PAVEMENT LAYERS. ANY LOCALIZED ZONES OF

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CITY OF PUYALLUP

DEVELOPMENT ENGINEERING

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FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS

TACOMA · SEATTLE · SPOKANE · TRI-CITIES

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EAST TOWN CROSSING

FRONTAGE

IMPROVEMENTS

ASH DEVELOPMENT

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02/24/2025

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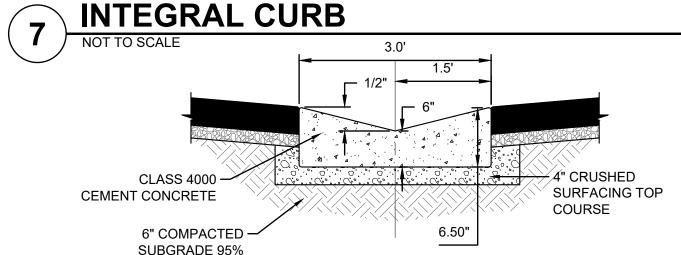
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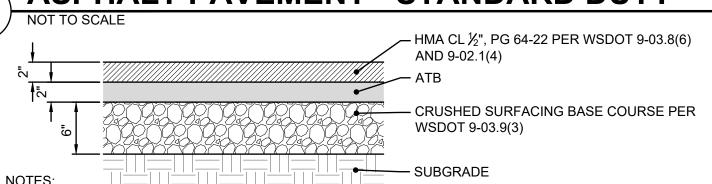
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- 5. EXPANSION JOINTS SHALL BE AT 10' INTERVALS OR AS SHOWN ON THE ARCHITECTURAL PLANS.
- 6. RECYCLED CONCRETE IS NOT ACCEPTABLE.

AND REPLACED WITH STRUCTURAL FILL MATERIAL



ASPHALT PAVEMENT - STANDARD DUTY



- . DEPTHS INDICATED ARE COMPACTED THICKNESS. 2. HMA SHALL BE COMPACTED TO A TARGET AVERAGE DENSITY OF 92% BASED ON THE RICE THEORETICAL MAXIMUM DENSITY PER ASTM D-2041. INDIVIDUAL LOCATIONS
- SHALL BE COMPACTED NOT LESS THAN 90% NOR MORE THAN 96%. 3. ALL ASPHALT BASE MATERIAL SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% BASED ON THE MODIFIED PROCTOR MAXIMUM DRY DENSITY PER ASTM D-155 4. SUBGRADE SHALL BE COMPACTED TO A FIRM AND UNYIELDING CONDITION PRIOR TO
- WITH STRUCTURAL FILL MATERIAL. 5. SEAL JOINTS WITH EMULSIFIED ASPHALT PER PROJECT SPECIFICATIONS

CEMENT CONCRETE - STANDARD DUTY

DUMMY JOINTS CONSISTING OF 3/16" BE 2" PREMOLDED JOINT MATERIAL

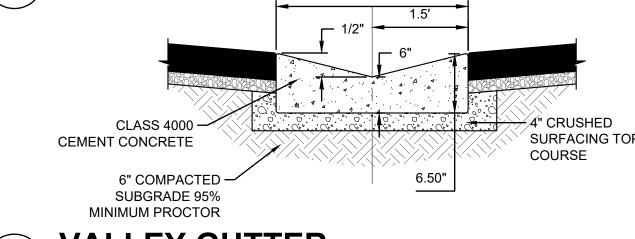
PROVIDE A TOOLED CONSTRUCTION JOINT AT MAXIMUM 6 FOOT INTERVAL 4. THE CONTRACTOR SHALL EXPOSE EXISTING FILL, PROOF ROLL AND COMPACT

SHALL BE REPLACED WITH IMPORTED STRUCTURAL FILL MATERIAL. THE

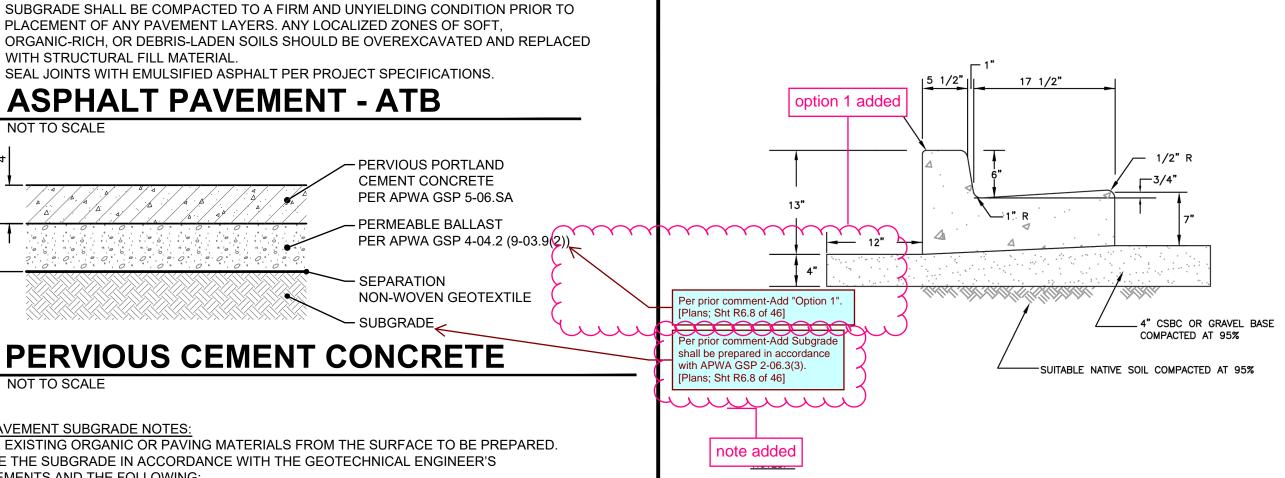
DEPTH OF MATERIAL REPLACEMENT SHALL BE DETERMINED BY THE

TO 95%. IF YIELDING CONDITIONS ARE ENCOUNTERED, YIELDING MATERIALS

CRUSHED SURFACTING TOP COURSE SHALL BE 2" ON-SITE AND 4" IN THE ROW

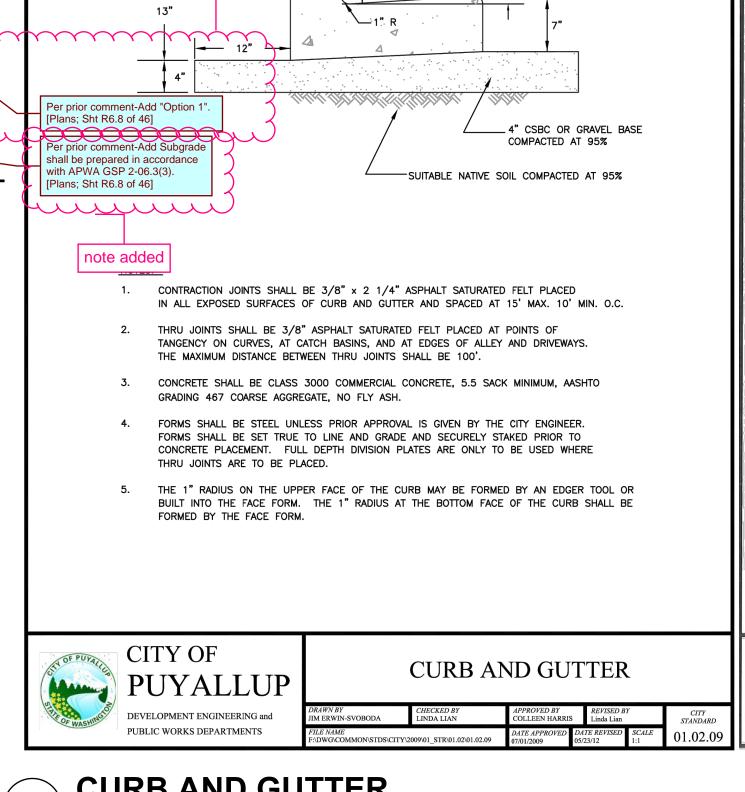


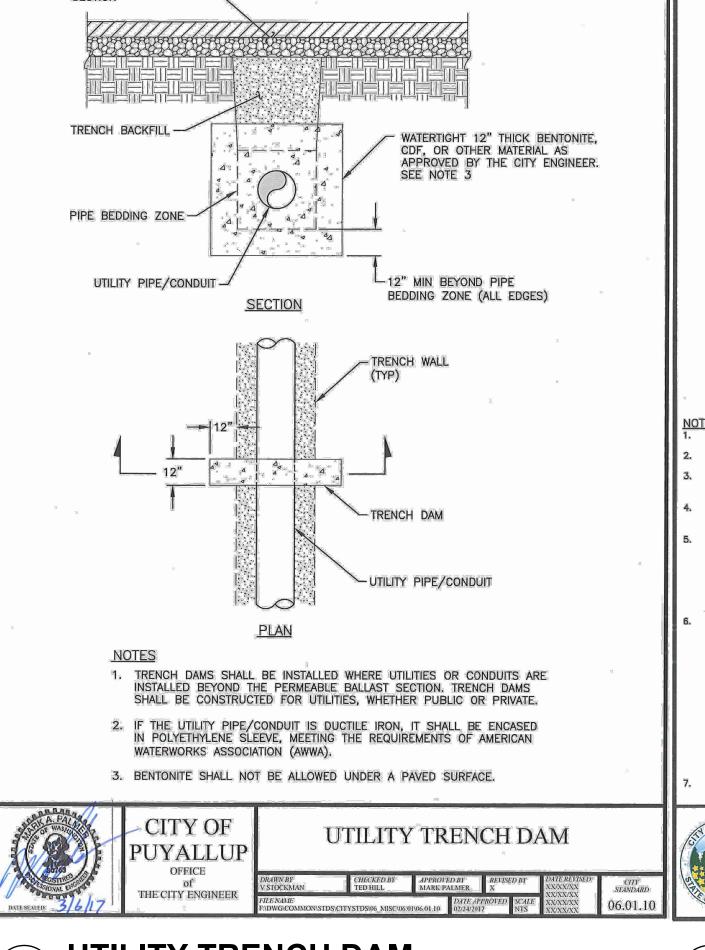
VALLEY GUTTER

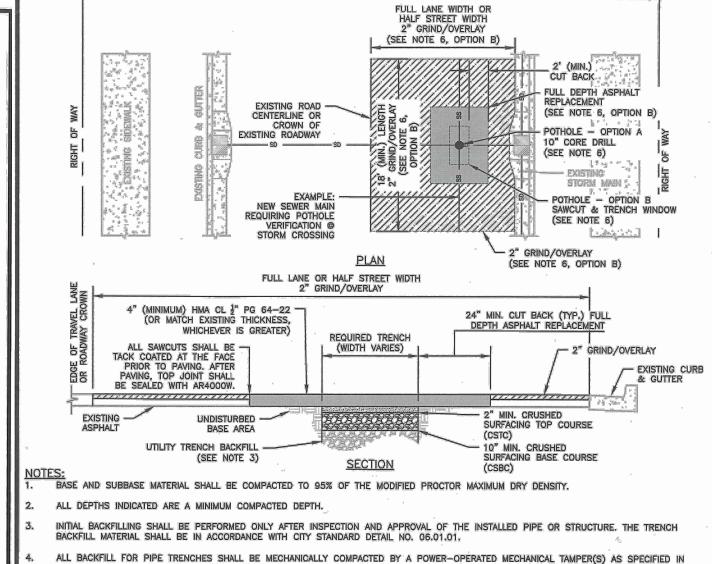


REMOVE EXISTING ORGANIC OR PAVING MATERIALS FROM THE SURFACE TO BE PREPARED.

- 2. PREPARE THE SUBGRADE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S REQUIREMENTS AND THE FOLLOWING:
- EXCAVATION TO FINAL SUBGRADE SHALL OCCUR IMMEDIATELY PRIOR TO PLACING PERMEABLE MATERIALS. IF NECESSARY, THE CONTRACTOR MAY EXCAVATE TO AN INTERMEDIATE SUBGRADE ELEVATION ESTABLISHED AT 12-INCHES ABOVE THE FINAL SUBGRADE TO ASSIST WITH FIELD OPERATIONS
- 4. GRADING TO FINAL SUBGRADE ELEVATION SHALL BE COMPLETED BY MACHINERY OPERATION ON THE INTERMEDIATE SUBGRADE LEVEL OR OUTSIDE OF THE POROUS FILL/PAVEMENT PRISM. 5. THE CONTRACTOR SHALL PHASE THE WORK SO AS NOT TO COMPROMISE OR OVERLY COMPACT THE SUBGRADE. SHOULD IT BE NECESSARY FOR MACHINERY OR TRUCKS TO
- ACCESS THE FINAL SUBGRADE IN A CERTAIN AREA, THE CONTRACTOR SHALL PROTECT THE SUBGRADE FROM OVER-COMPACTION BY PLACING STEEL SHEETS, OR USING ANOTHER METHODOLOGY APPROVED BY THE GEOTECHNICAL ENGINEER AND CITY. AREAS DETERMINED TO BE OVERLY COMPACTED IN THE OPINION OF THE ENGINEER,
- GEOTECHNICAL ENGINEER, OR CITY, SHALL BE SCARIFIED BY THE CONTRACTOR TO A DEPTH AGREED UPON BY THE ENGINEER, GEOTECHNICAL ENGINEER, AND CITY. 7. LOOSE OR DISTURBED AREAS IDENTIFIED DURING EXCAVATION TO GRADE SHALL BE
- OVER-EXCAVATED TO FIRM BEARING AND REPLACED WITH APWA/WSDOT GSP PERMEABLE 8. APPROVED POROUS FILL MATERIALS SHALL BE BACK-DUMPED ONTO THE SUBGRADE FROM THE
- EDGE OF THE INSTALLATION AND PUSHED OUT ONTO THE SUBGRADE.
- 9. TRUCKS SHALL THEN BACK-DUMP SUBSEQUENT LOADS ON TOP OF THE PREVIOUSLY DUMPED/PUSHED MATERIAL AS THE INSTALLATION PROGRESSES.
- 10. FINAL COMPACTION SHALL BE VERIFIED BY THE GEOTECHNICAL ENGINEER







60' RIGHT OF WAY

WSDOT STANDARD SPEC. 2-03.3 (14)C, COMPACTING EARTH EMBANKMENTS, METHOD C OF THE WSDOT STANDARD SPECIFICATIONS

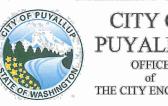
IF PAVING SURFACES ADJACENT TO THE TRENCH OPENING MAY BE DAMAGED WHERE TRENCHES ARE MADE PARALLEL TO THE STREET, OR WHERE A NUMBER OF CROSS TRENCHES ARE LAID IN CLOSE PROXIMITY TO ONE ANOTHER OR WHERE THE EQUIPMENT USED MAY CAUSE SUCH DAMAGE, THE CITY ENGINEER MAY REQUIRE A NEGOTIATED CONTRIBUTION FROM 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.

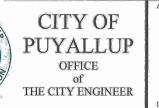
OPTION A - UP TO A 10" DIAMETER CORE DRILL IS ALLOWED. CORE HOLES MADE DURING UTILITY POTHOLES SHALL BE BACKFILLED WITH CDF

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. 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.





STREET PATCH



STREET PATCH

01.01.20

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PAVING NOTES AND

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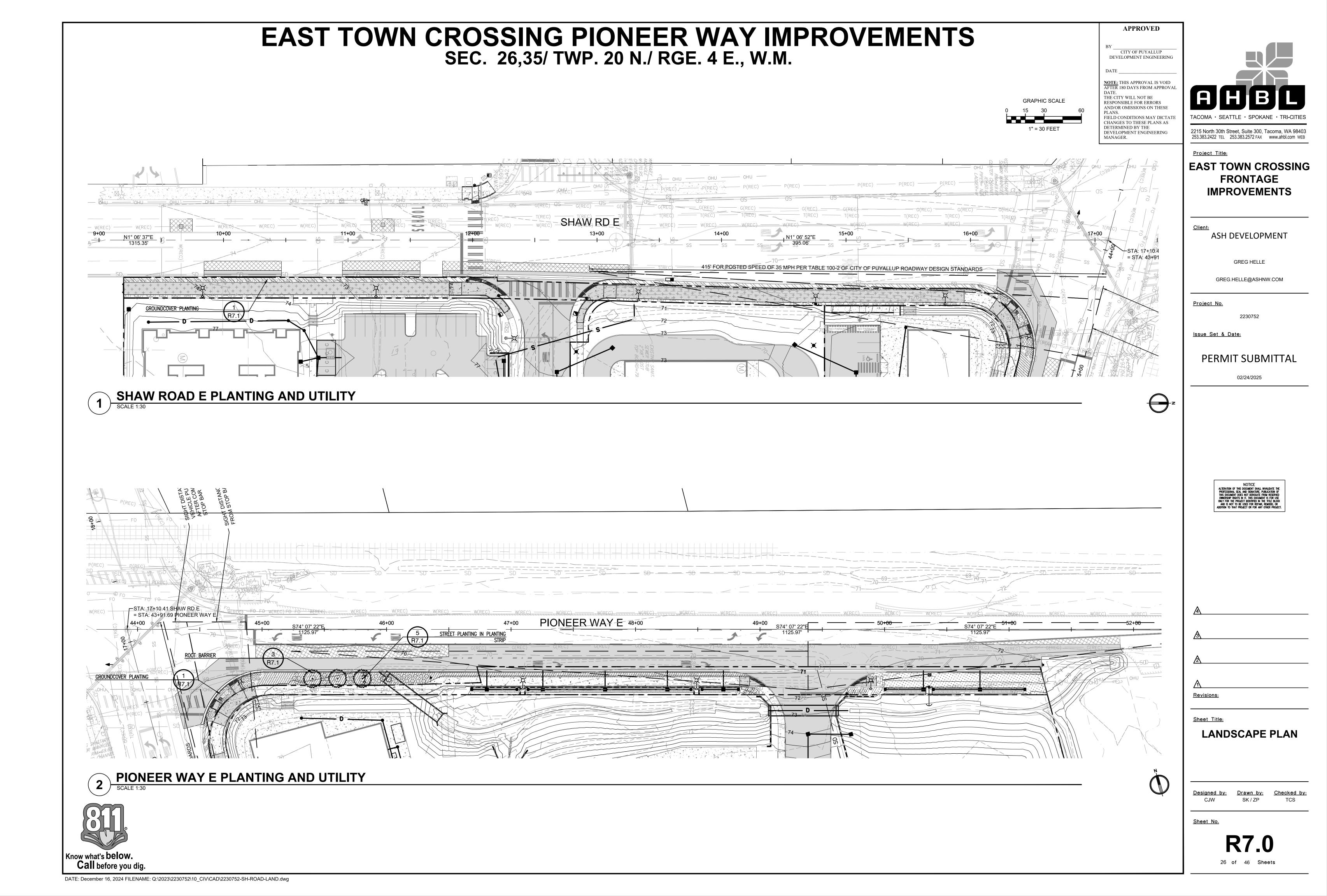
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CURB AND GUTTER

UTILITY TRENCH DAM



EAST TOWN CROSSING PIONEER WAY IMPROVEMENTS

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

PLANT SCHEDULE

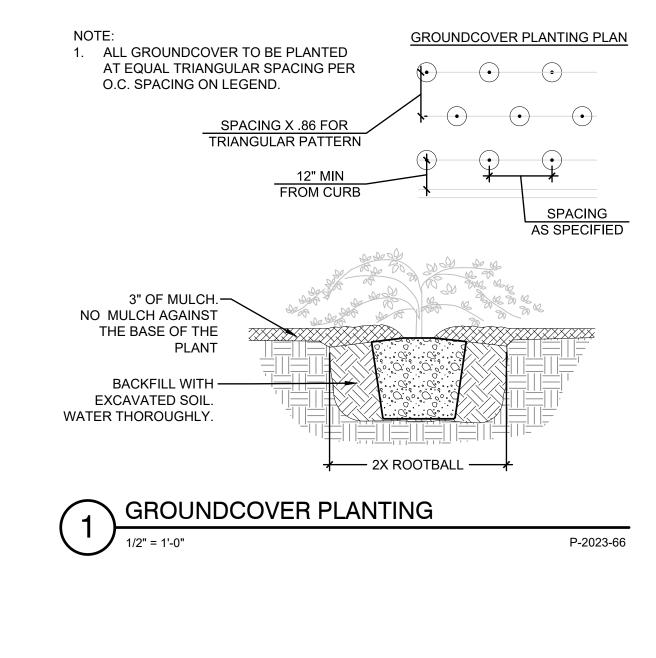
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SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	CONTAINER		QTY
TREES	CDE	CALOCEDRUS DECURRENS	INCENSE CEDAR	6` HT MIN.		3
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	CONT		<u>QTY</u>
SHRUBS ⊙ ⊙	HS LV MQ	HELICTOTRICHON SEMPERVIRENS LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' MAHONIA AQUIFOLIUM 'COMPACTA'	BLUE OAT GRASS MUNSTEAD ENGLISH LAVENDER COMPACT OREGON GRAPE	1 GAL 2 GAL 2 GAL		31 11 32
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	CONT.	SPACING	QTY
GROUND (COVERS					
		FRONTAGE GROUNDCOVER A				2,991 SF
	NK R3	NARCISSUS X 'KING ALFRED' ROSA X `RADRAZZ`	KING ALFRED DAFFODIL KNOCK OUT® SHRUB ROSE	1 GAL 1 GAL	50% @ 30" o.c. 50% @ 30" o.c.	244 244
		LAWN				2,021 SF
	LH	LAWN MIX HYDROSEED	HYDROSEED LAWN MIX	HYDROSEED		2,021 SF
		FRONTAGE GROUNDCOVER B				2,156 SF
	AU NK2	ARCTOSTAPHYLOS UVA-URSI NARCISSUS X 'KING ALFRED'	KINNIKINNICK KING ALFRED DAFFODIL	1 GAL 1 GAL	50% @ 30" o.c. 50% @ 30" o.c.	179 179

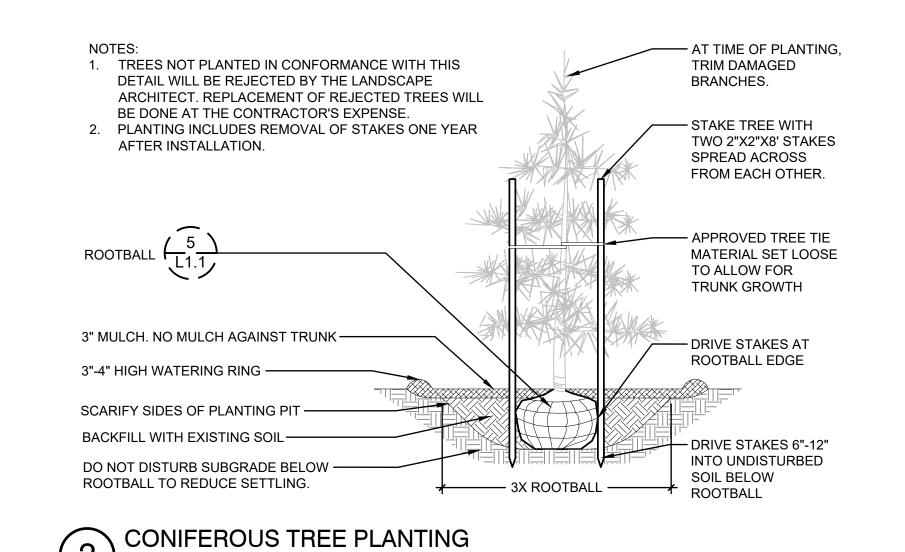
- NEW OR EXISTING TREE

CONCRETE SIDEWALK

P-2023-03

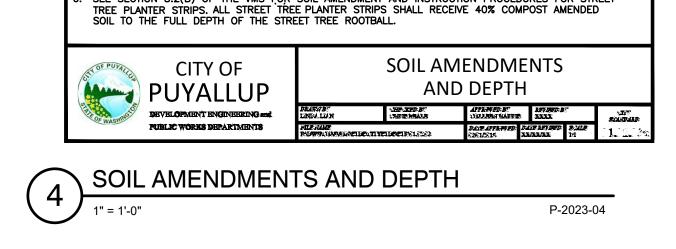
UB 24-2 ROOT BARRIER



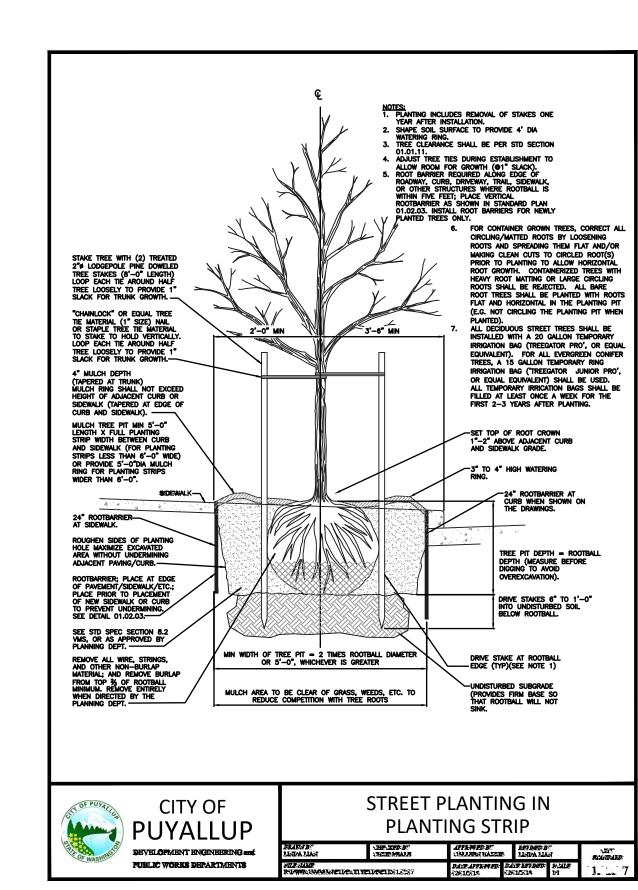


2"-4" WOOD CHIP MULCH (TAPERED AT EDGE OF PAVEMENT) 3" OF COMPOST INCORPORATED INTO SOIL TO 8" DEPTH 40% COMPOST BY VOLUME. SEE NOTE # SUBSOIL SCARIFIED 4" BELOW COMPOST AMENDED LAYER (12" BELOW SOIL SURFACE) NOTES:

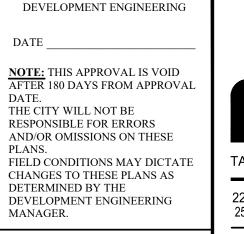
I. ALL SOIL AREAS DISTURBED OR COMPACTED DURING CONSTRUCTION, AND NOT COVERED BY BUILDINGS OR PAVEMENT, SHALL BE AMENDED WITH COMPOST AS DESCRIBED BELOW. SUBSOIL SHOULD BE SCARIFIED (LOOSENED) 4 INCHES BELOW AMENDED LAYER, TO PRODUCE 12-INCH DEPTH OF UN-COMPACTED SOIL, EXCEPT WHERE SCARIFICATION WOULD DAMAGE TREE ROOTS OR AS DETERMINED BY THE ENGINEER. SEE NOTE BELOW REGARDING PLANTING STEPS FOR STREET TREES. COMPOST SHALL BE TILLED IN TO 8 INCH DEPTH INTO EXISTING SOIL, OR PLACE 8 INCHES OF COMPOST-AMENDED SOIL, PER SOIL SPECIFICATION. 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"). 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 IO ENSURE A FIRM SURFACE.



ALL LANDSCAPE AREAS







APPROVED

CITY OF PUYALLUP

PLANS.



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

ASH DEVELOPMENT

GREG.HELLE@ASHNW.COM

GREG HELLE

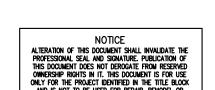
<u>Project No.</u>

2230752

Issue Set & Date:

PERMIT SUBMITTAL

02/24/2025



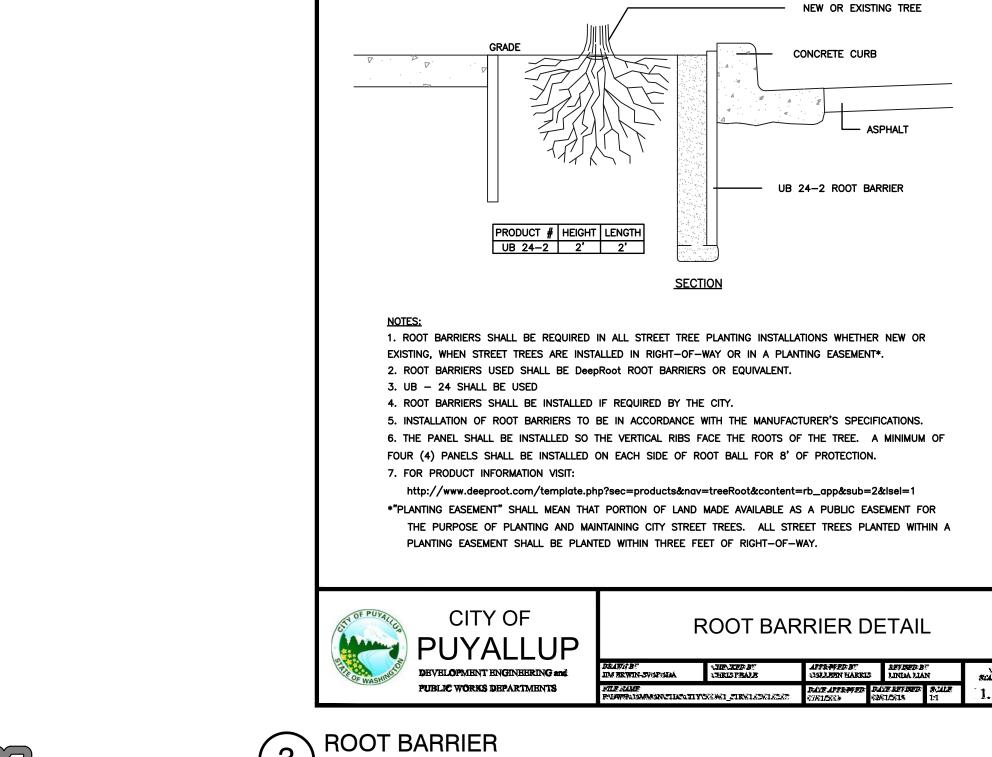
<u>Revisions:</u>

Sheet Title: LANDSCAPE NOTES

<u>Drawn by:</u> <u>Checked by:</u> SK / ZP

Sheet No.

27 of 46 Sheets





2.0 2.2 2.1 2.0 2.0 1.8 1.6 1.5 1.4 1.4 1.5 1.6 1.6 1.5 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.3 1.2 1.1 1.1 1.1 1.2 1.3 1.3 1.4 1.4 1.4 1.4 1.4 1.4 1.5 1.5 1.5 1.5 1.4 1.4 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.6 1.5 1.5 1.5 1.6 1.8 2.1 2.5 3.0 3.3 3.5 3.9 3.7 3.4 3.2 2.8 2.4 2.0 1.7 1.6 1.6 1.6 1.7 1.8 1.8 1.8 1.8 1.7 1.7 1.1 1.2 1.3 1.4 1.5 1.5 1.5 1.7 2.0 2.5 3.1 3.8 4.4 4.7 5.3 5.0 4.6 4.1 3.5 2.9 2.3 2.0 1.8 1.8 1.9 2.0 2.0 2.0 1.9 1.9 1.9 1.1 1.3 1.5 1.6 1.6 1.6 1.6 1.9 2.1 2.7 3.5 4.3 5.2 5.7 6.4 6.0 5.4 4.7 3.8 3.1 2.5 2.2 2.0 2.0 2.1 2.2 2.1 2.1 2.1 2.1 2.1 2.1 2.1 2.1	1.5 1.5 1.7 2.0 2.5 3.0 3.5 3.7 3.8 3.9 3.7 3.5 3.2 2.8 2.4 2.0 1.6 1.4 1.2 1.2 1.2 1.2 1.1 1.1 1.0 0.9 0.8 0.9 1.7 1.7 1.9 2.3 2.9 3.5 4.1 4.6 4.9 5.2 4.8 4.4 3.9 3.2 2.7 2.1 1.7 1.5 1.4 1.4 1.4 1.3 1.2 1.1 1.0 0.9 0.8 0.9 2.0 1.9 2.1 2.4 3.0 3.8 4.6 5.3 5.8 6.3 5.7 5.2 4.4 3.5 2.8 2.2 1.9 1.7 1.7 1.7 1.6 1.4 1.3 1.2 1.1 1.0 0.9 0.8 0.8 0.9 1.7 1.9 2.0 2.2 2.8 3.6 4.4 5.1 5.9 6.4 5.8 5.1 4.2 3.4 2.6 2.0 1.7 1.6 1.7 1.7 1.5 1.4 1.2 1.1 1.0 0.9 0.8 0.8 0.8 0.9 1.7 1.6 1.6 1.8 2.3 2.9 3.5 4.3 4.9 5.3 4.9 4.2 3.4 2.8 2.1 1.6 1.4 1.3 1.4 1.6 1.4 1.2 1.1 1.0 0.9 0.8 0.8 0.7 0.7 0.7 0.7 0.8 0.8 0.8 0.8 0.9 0.8 0.8 0.8 0.9 0.8 0.8 0.8 0.9 0.8 0.8 0.8 0.9 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8	1 1.2 1.3 1.2 1.1 1.1 1.2 1.2 1.2 1.1 1.1 1.0 0.9 0.8 0.7 0.6 0.6 0.7 0.8 0.9 1.0 1.1 1.3 1.1 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.1 1.1	1.0 1.1 1.1 1.2 1.0 0.9 0.8 0.7 0.7 0.7 0.8 0.8 0.9 0.9 0.9 0.9 0.9 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8	1.1 1.3 1.4 1.4 1.4 1.5 1.5 1.5 1.6 1.7 1.6 1.5 1.3 1.1 1.0 0.9 0.9 1.0 1.0 1.1 1.2 1.3 1.4 1.4 1.6 1.9 2.1 2.2 2.3 2.5 2.5 2.4 2.4 2.2 2.0 1.7 1.5 1.4 1.3 1.3 1.4 1.4 1.4 1.4 1.5 1.7 1.9 1.9 2.2 2.8 3.3 3.7 3.9 4.4 4.3 3.9 3.7 3.3 2.8 2.4 2.1 1.9 1.9 2.0 2.0 2.0 2.0 2.0 2.0 2.3 2.7 2.1 2.7 3.3 4.0 4.7 5.0 5.7 5.5 5.0 4.7 4.0 3.3 2.8 2.5 2.4 2.4 2.6 2.6 2.4 2.4 2.4 2.4 2.7 3.2 2.2 2.8 3.6 4.4 5.2 5.9 6.7 6.4 5.7 5.1 4.2 3.6 3.0 2.7 2.7 2.8 3.0 3.0 2.9 2.7 2.7 2.8 3.3 2.0 2.5 3.3 4.0 4.9 5.6 6.4 6.2 5.5 4.7 4.0 3.3 2.7 2.5 2.5 2.7 2.9 3.0 2.8 2.6 2.6 2.6 3.0 2.4 2.2 2.1 2.1 2.5 1.0 1.3 1.6 1.8 2.2 2.5 3.1 3.1 2.6 2.2 1.9 1.8 1.5 1.3 1.2 1.2 1.2 1.3 1.2 1.2 1.3 1.5 1.	1.1 1.0 0.9 0.9 1.0 0.9 0.9 1.0 1.1 1.1 1.0 1.0 1.5 1.5 1.4 1.3 1.4 1.4 1.4 1.4 1.4 1.3 1.2 1.1 2.1 2.2 3.2 3.2 4.2 3.2 2.2 2.2 1.7 1.5 1.3 3.1 3.5 3.8 4.0 4.3 4.0 3.7 3.4 2.9 2.4 2.0 3.7 4.4 4.9 5.2 5.7 5.2 4.8 4.3 3.5 2.8 2.3 3.7 4.4 4.9 5.2 5.7 5.2 4.8 4.3 3.5 2.8 2.3 3.7 4.5 5.2 5.8 6.5 5.9 5.2 4.3 3.5 2.7 2.1 3.1 3.6 4.3 4.8 5.2 4.8 4.2 3.5 2.8 2.2 1.6 1.6 1.8 2.0 2.2 2.4 2.4 2.2 2.0 1.8 1.7 1.5 1.3 1.1 0.9 0.8 1.9 2.1 2.4 2.6 2.8 2.9 3.0 3.0 2.7 2.5 2.2 2.1 2.1 1.9 1.8 1.7 1.8 2.0 1.9 2.1 2.4 2.6 2.8 2.9 3.0 3.0 2.7 2.5 2.2 2.1 2.1 1.9 1.8 1.7 1.8 2.0 1.9 2.1 2.4 2.6 2.8 2.9 3.0 3.0 2.7 2.5 2.2 2.1 2.1 1.9 1.8 1.7 1.8 2.0 1.9 2.1 2.4 2.6 2.8 2.9 3.0 3.0 2.7 2.5 2.2 2.1 2.1 1.9 1.8 1.7 1.8 2.0 1.9 2.1 2.4 2.6 2.8 2.9 3.0 3.0 2.7 2.5 2.2 2.1 2.1 1.9 1.8 1.7 1.8 2.0 1.9 2.1 2.4 2.6 2.8 2.9 3.0 3.0 2.7 2.5 2.2 2.1 2.1 1.9 1.8 1.7 1.8 2.0 1.9 2.1 2.4 2.6 2.8 2.6 2.5 2.3 2.2 2.2 2.2 2.1 2.0 2.1 2.4 3.1 3.6 4.3 4.8 5.2 4.8 4.2 3.5 2.8 2.2 1.6 1.6 1.8 1.9 2.1 2.4 2.6 2.8 2.6 2.5 2.3 2.2 2.2 2.1 1.9 1.8 1.9 2.2 3.0 1.4 1.7 2.0 2.2 2.5 3.0 3.2 3.1 2.7 2.2 1.9 1.6 1.4 1.4 1.5 1.9 2.3 2.7 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3 2.4 2.9 3.5 3.8 3.6 3.0 2.3 1.8 1.4 1.2 1.1 1.3 1.6 2.0 2.3	3
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	SHEET INDEX
DRAWING	DESCRIPTION
SL.01	STREET LIGHTING PHOTOMETRIC STUDY
SL.02	STREET LIGHTING PLAN
SL.03	STREETLIGHT LUMINIARE SCHEDULE, LOAD, & ONE-LINE DIAGRAM
SL.10	STREET LIGHTING - DETAILS
SL.11	STREET LIGHTING - DETAILS
SL.12	STREET LIGHTING - DETAILS
SL.13	STREET LIGHTING - DETAILS

GENERAL PHOTOMETRIC NOTES

- . PHOTOMETRIC CALCULATIONS BASED ON AVAILABLE IES FILES FROM FIXTURE MANUFACTURER (OR EQUIVALENT). FIXTURE SUBSTITUTIONS MAY COMPROMISE FOOT CANDLE (FC) LEVELS.
- 2. PHOTOMETRIC CALCULATION ELEVATION FROM POLE HEIGHT SHEET SL.03.

haw Road & ioneer Intersection

Photometric Schedule				
AVERAGE FOOT-CANDLES	2.37			
MAXIMUM FOOT-CANDLES	6.7			
MINIMUM FOOT-CANDLES	0.7			
MAXIMUM TO MINIMUM FC RATIO	9.20			
AVERAGE TO MINIMUM FC RATIO	3.25			

Pedestrian Photometri	
AVERAGE FOOT-CANDLES	1.35
MAXIMUM FOOT-CANDLES	3.6

AVERAGE FOOT-CANDLES	1.35
MAXIMUM FOOT-CANDLES	3.6
MINIMUM FOOT-CANDLES	0.2
MAXIMUM TO MINIMUM FC RATIO	14.60
AVERAGE TO MINIMUM FC RATIO	5.48
FC RATIO	

Pioneer Photometric Schedule			South Shaw Road Photometric Schedule			
AVERAGE OOT-CANDLES	3.05		AVERAGE FOOT-CANDLES	2.28		
MAXIMUM OOT-CANDLES	6.9		MAXIMUM FOOT-CANDLES	6.5		
MINIMUM OOT-CANDLES	1.1		MINIMUM FOOT-CANDLES	0.8		
MAXIMUM TO MINIMUM C RATIO	6.45		MAXIMUM TO MINIMUM FC RATIO	8.35		
AVERAGE TO MINIMUM C RATIO	2.83		AVERAGE TO MINIMUM FC RATIO	2.93		

Pioneer In Photometri		Sh Sa
AVERAGE FOOT-CANDLES	2.20	Ph
MAXIMUM FOOT—CANDLES	6.4	FOOT-
MINIMUM FOOT-CANDLES	0.5	FOOT-
MAXIMUM TO MINIMUM FC RATIO	12.78	FOOT-
AVERAGE TO MINIMUM FC RATIO	4.41	MAXIM FC RA
		AV/FRA

Shaw Road & Cafeway Intersection Photometric Schedule

Pnotometri	c Scheaule
AVERAGE FOOT-CANDLES	1.46
MAXIMUM FOOT-CANDLES	4.3
MINIMUM FOOT-CANDLES	0.3
MAXIMUM TO MINIMUM FC RATIO	15.03
AVERAGE TO MINIMUM FC RATIO	5.12

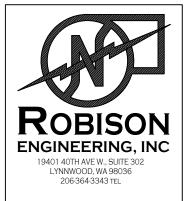
North Shaw Road Photometric Schedule

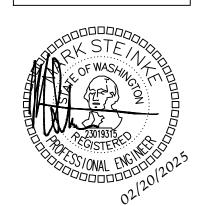
AVERAGE FOOT-CANDLES	2.28
MAXIMUM FOOT-CANDLES	6.7
MINIMUM FOOT-CANDLES	0.6
MAXIMUM TO MINIMUM FC RATIO	11.64
AVERAGE TO MINIMUM FC RATIO	3.94

STREET LIGHTING PHOTOMETRIC STUDY

02-20-2025

PROPOSED STREET LIGHTING PHOTOMETRIC STUDY

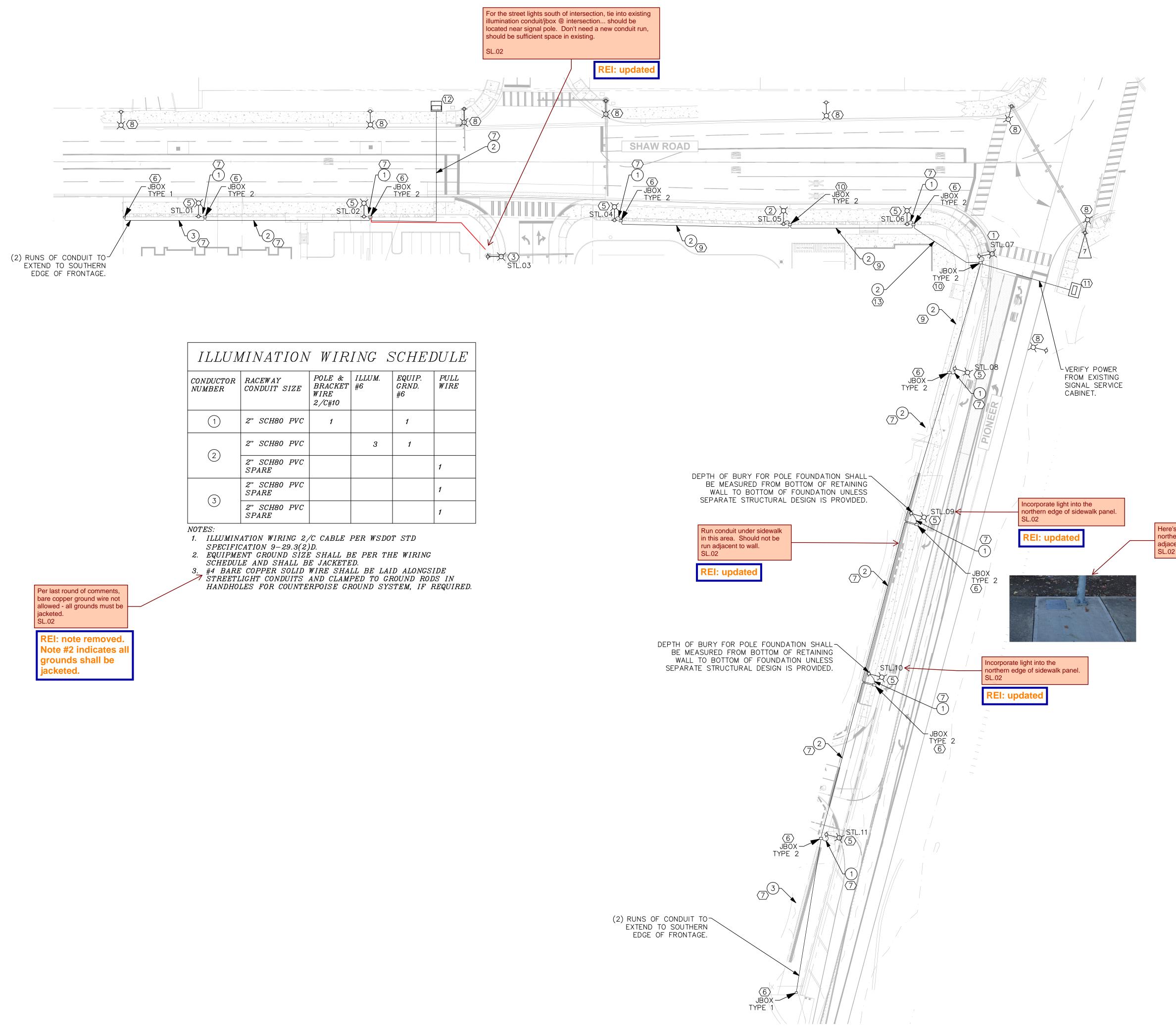


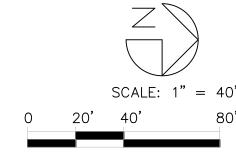


DESIGNED: AJS	CHECKED: STEINKE M.	APPROVED: STEINKE M.

SHEET NO. 28 of 46

||SL.01





ILLUMINATION NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH CITY OF PUYALLUP PUBLIC WORKS STANDARDS AND WSDOT STANDARDS AND SPECIFICATIONS.
- 2. THE LOCATIONS OF FEATURES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION START.
- 3. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY ILLUMINATION WORK.
- 4. 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
- 5. 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 253.341.8439 PRIOR TO CONSTRUCTION.
- 6.1. A COPY OF THE LOAD CALCULATIONS SHALL BE PROVIDED TO THE CITY'S SIGNAL TECHNICIAN PRIOR TO INSTALLATION.
- 6.2. CONTRACTOR SHALL CONTACT THE CITY'S SIGNAL TECHNICIAN WHEN THE LIGHTS ARE READY TO BE ENERGIZED.
- 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.
- 8. JUNCTION BOX LOCATIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY.
 JUNCTION BOXES SHALL BE FIELD LOCATED BY THE CONTRACTOR WITH DIRECTION
 FROM THE CITY.
- 9. CONTRACTOR SHALL ADJUST JUNCTION BOX LIDS TO BE FLUSH WITH TOP OF SIDEWALK.
- 10. 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.
- 1. AS PART OF THE DESIGN PROCESS, THE DESIGN TEAM HAS ATTEMPTED TO ENSURE STREETLIGHT PLACEMENT IS OUTSIDE OF THE 10FT MINIMUM "SAFE ZONE" AREA. HOWEVER, IT IS POSSIBLE FOR EXISTING OR PROPOSED CONDITIONS TO CHANGE PRIOR TO CONSTRUCTION. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONFIRM THAT THERE ARE NOT CONFLICTS WITH SUBSURFACE UTILITIES. ADDITIONALLY, THE CONTRACTOR SHALL CONFIRM THAT THERE IS A MINIMUM 10FT CLEARANCE PROVIDED BETWEEN OVERHEAD POWER LINES AND THE PROPOSED LUMINAIRE POLES PRIOR TO POLE PLACEMENT. THE CITY WILL NOT ALLOW STREETLIGHTS TO BE WITHIN 10FT OF THE PSE PRIMARY FOR SAFETY REASONS.

Here's an example: northern edge of sidewalk panel adjacent to planter strip.

- . EXISTING STREET LIGHT ON STEEL POLE TO BE UPGRADED PER 'STREETLIGHT LUMINAIRE SCHEDULE.' POLE TO BE PROTECTED IN PLACE.
- 2. EXISTING STREET LIGHT ON STEEL POLE TO BE RELOCATED TO BACK OF SHARED USE PATH. FIXTURE TO BE UPGRADED PER 'STREETLIGHT LUMINAIRE SCHEDULE.'
- 3. EXISTING STREET LIGHT ON TRAFFIC POLE TO REMAIN.
- 4. NOT USED.

PROVIDE 16' ARM.

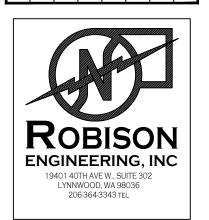
- 5. PROPOSED NEW STREET LIGHT AND STEEL POLE. REFER TO 'STREETLIGHT LUMINAIRE SCHEDULE.'
- 6. PROPOSED NEW JUNCTION BOX. LOCATION TO BE VERIFIED IN FIELD.
- 7. PROPOSED NEW UNDERGROUND CONDUCTORS.
- 8. EXISTING CITY STANDARD LIGHTING NOT IN PROJECT SCOPE. INCLUDED FOR PHOTOMETRIC CALCULATIONS.
- 9. VERIFY SCHEDULE 80 PVC AT APPROACH. REPLACE IF NECESSARY.
- 10. VERIFY JUNCTION BOX IN FIELD AND CONDUCTORS TO STREET LIGHT POLE. REPLACE WITH WSDOT TYPE 2 AND SCHEDULE 80 PVC IF NECESSARY.
- 11. EXISTING SIGNAL SERVICE CABINET.
 11.1. CONFIRM ORIGINATING POWER FOR EXISTING STREETLIGHTS.
- 11.2. CONFIRM BREAKER CAPACITY FOR PROPOSED NEW STREETLIGHTS.
- 12. EXISTING SIGNAL SERVICE CABINET AT SAFEWAY INTERSECTION.
 12.1. CONFIRM BREAKER CAPACITY FOR PROPOSED NEW STREETLIGHTS.
- 13. CONTRACTOR SHALL VERIFY EXISTING LIGHTING/SIGNAL CONDUIT/JBOXES. REUSE EXISTING CONDUIT RUNS IF POSSIBLE. REPLACE WITH 2-2" CONDUIT SCHEDULE 80 PVC IF NECESSARY.

CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE 811 OR 1-800-424-5555 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

PROPOSED STREET LIGHTING PLAN

O. DATE DESCRIPTION
12/31/24 PERMIT SET
02/20/25 STREET LIGHTING REVISIONS





ESIGNED: AJS
:HECKED: STEINKE M.

1 AVE W. SUITE 302 , WA 98036

19401 4OTH AVE W. S LYNNWOOD, WA 9803 PHONE:(206)364-3343

OBISON GINEERING, INC

DATE: **02-20-2025**

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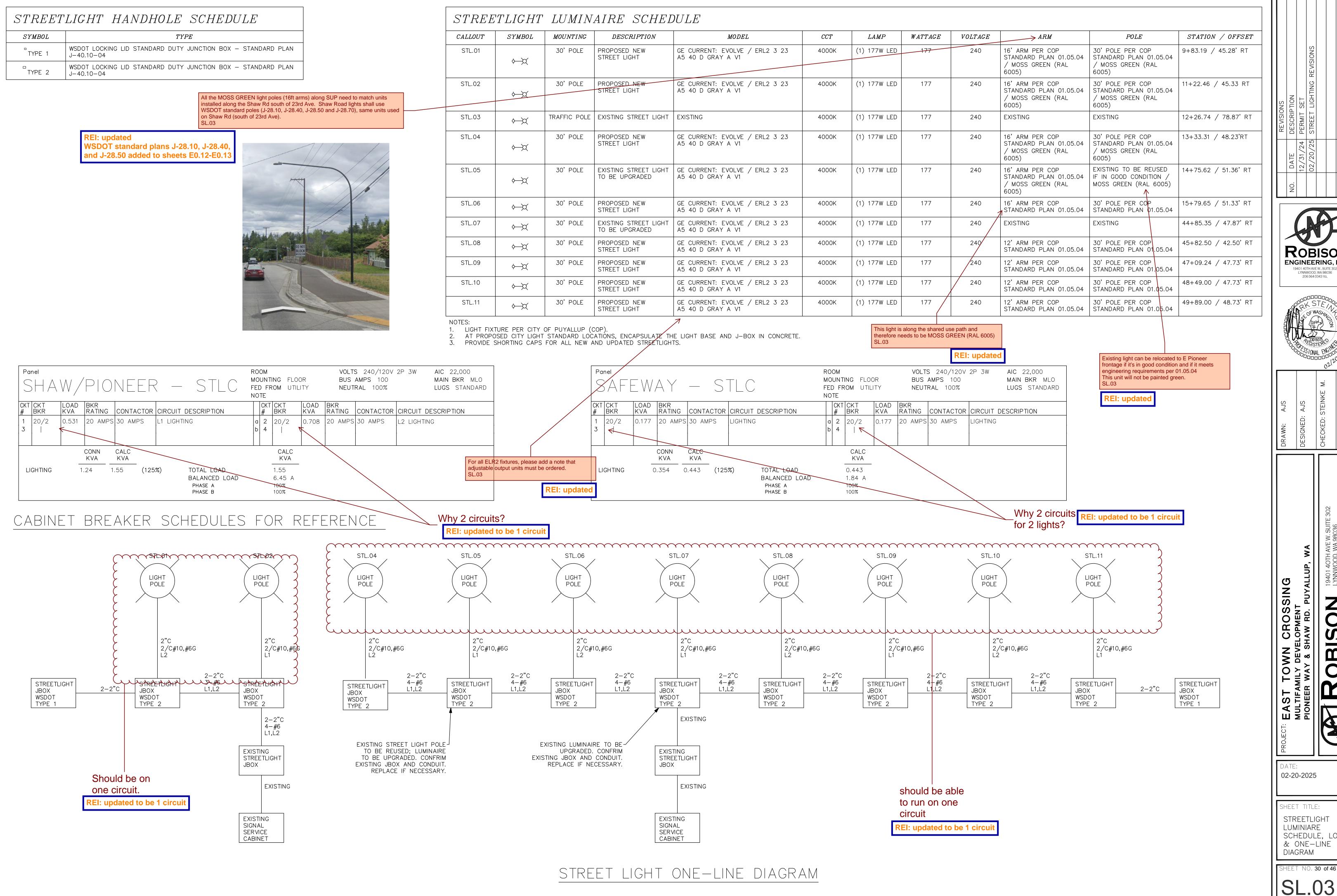
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SHEET TITLE:

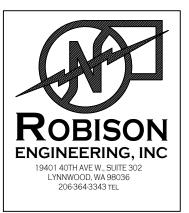
STREET LIGHTING
PLAN

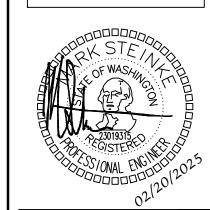
SHEET NO. 29 of 46

SL.02



12, 02,

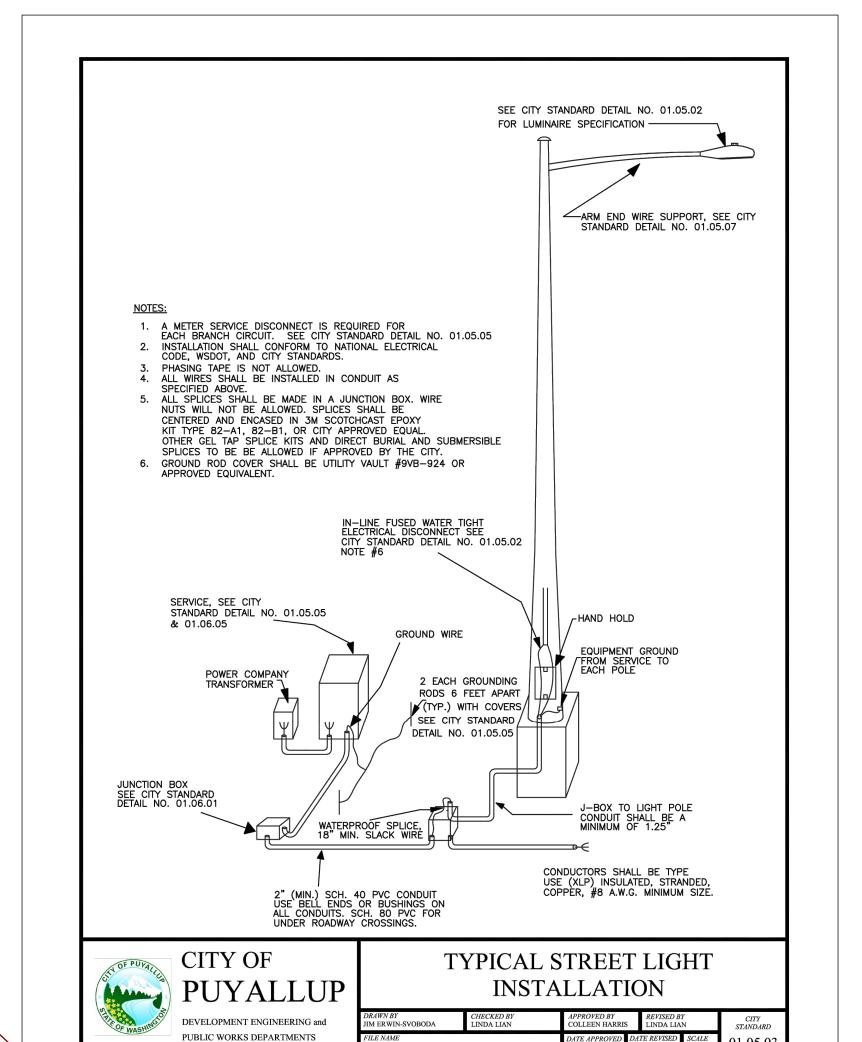


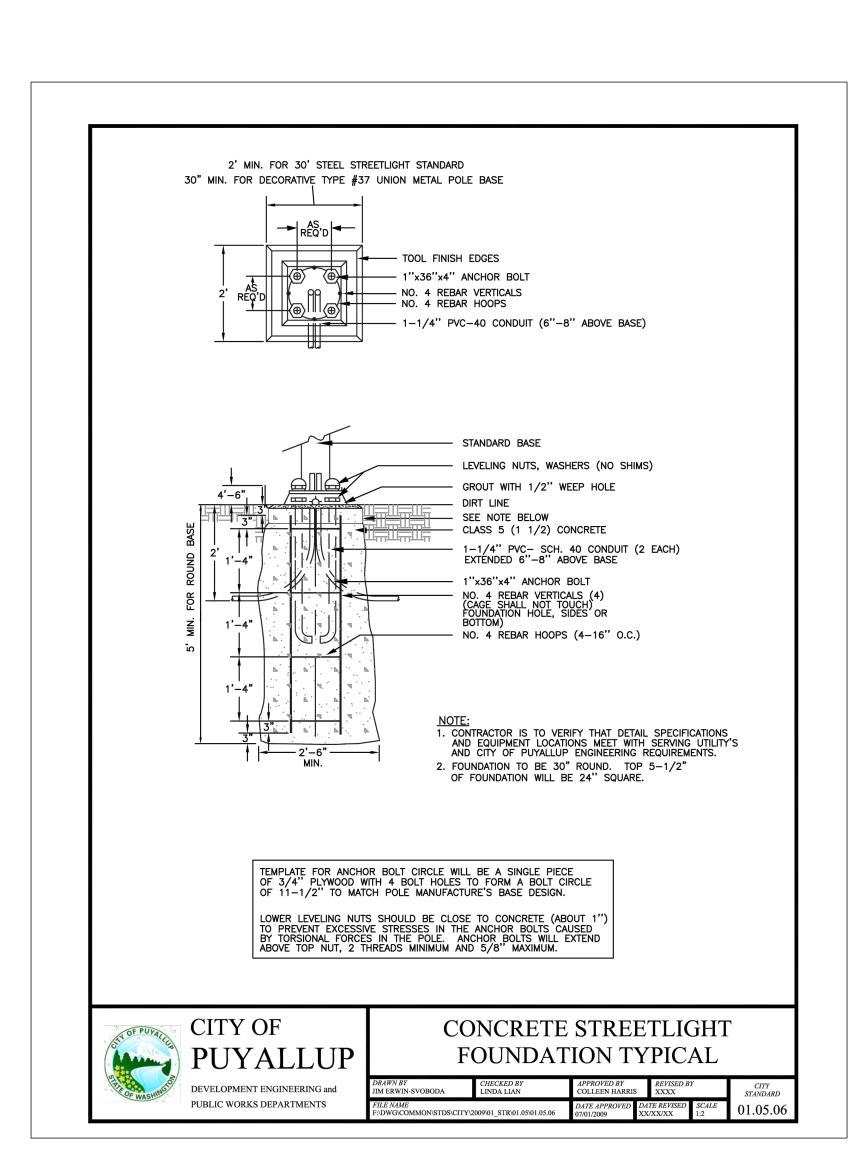


02-20-2025

SHEET TITLE: STREETLIGHT LUMINIARE SCHEDULE, LOAD, & ONE-LINE

SHEET NO. **30 of 46**





This detail to be used for all E Pioneer lights (12ft

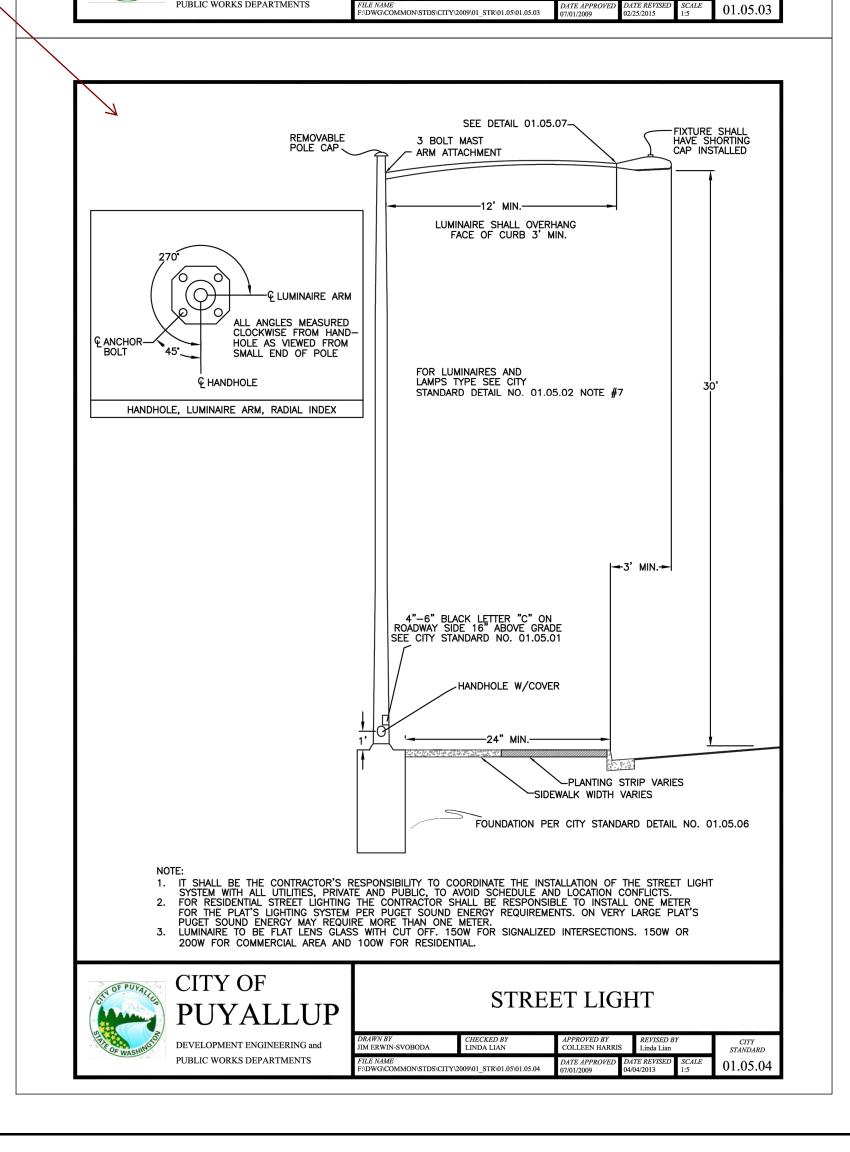
The Shaw Rd lights (16ft arms, MOSS GREEN) will

REI: added WSDOT standard plan

I-28.70 added to sheet E0.13.

arms, not painted).

use WSDOT spec. SL.10



STREET LIGHTING SPECIFICATIONS

1. 30-FOOT STEEL STREETLIGHT STANDARD

a DIMENSI

STREETLIGHT STANDARDS SHALL PROVIDE A FIXTURE MOUNTING HEIGHT OF 30'0" PLUS OR MINUS 6" WITH A TYPICAL 12 FOOT MAST ARM WITH A THREE FOOT OVERHANG.

BASE PLATE SHALL HAVE SLOTTED HOLES TO ACCOMMODATE 1-INCH ANCHOR BOLTS, AND 11 1/2" BOLT CIRCLE WITH MINIMUM CLEARANCE OF 1" BETWEEN BOLT AND POLE.

HANDHOLE CENTER SHALL BE LOCATED APPROXIMATELY 12 INCHES FROM THE BASE PLATE, ROTATED 270 DEGREES FROM MAST ARM SO AS THE HANDHOLE IS LOCATED ON THE SIDE OPPOSING ONCOMING TRAFFIC.

b. STREN

POLES SHALL MEET ALL STRENGTH REQUIREMENTS OF AASHTO FOR 90 MPH ISOTACH WHEN USED WITH A LUMINAIRE WEIGHING 48 POUNDS WITH A E.P.A. OF 1.1 SQUARE FEET. ALL ATTACHING BOLTS AND SCREWS THAT ARE NOT GALVANIZED SHALL BE STAINLESS STEEL.

c. FINI

THE POLES AND ALL HARDWARE SAHALL BE HOT DIPPED GALVANIZED, MINIMUM 3 MIL THICKNESS.

- d. MAST ARM ATTACHMENT SHALL BE SECURED BY 3 BOLTS.
- e. EACH POLE SHALL HAVE HANDHOLE (WITH COVER), GROUND LUG AND REMOVABLE POLE CAP.
- f. EACH CITY POLE SHALL HAVE A BLACK 4" TO 6" LETTER C STENCILED ON ROADWAY SIDE OF POLE 16" ABOVE GRADE.

2. ANCHORAGE

- a. POLES SHALL BE ANCHORED WITH 4 BOLTS, 1"X36"X4" #8UNC WITH HOT DIPPED GALVANIZING AFTER THREADS ARE CUT. GALVANIZED AREA SHALL EXTEND FROM THREADED END FOR A MINIMUM OF 12 INCHES. BOLTS SHALL BE PROVIDED WITH 2 GALVANIZED NUTS AND FLAT WASHERS FOR LEVELING. SHIMS WILL NOT BE USED.
- b. A NON-SHRINKING GROUT SHALL BE INSTALLED WITH ONE 1/2" DRAIN HOLE UNDER THE BASE PLATE AFTER THE ENGINEER HAS APPROVED THE POLE INSTALLATION.

3. CONDUIT

ALL CONDUIT SHALL BE BURIED A MINIMUM OF 24 INCHES DEEP. ALL ROADWAY CROSSINGS SHALL BE RIGID METALLIC OR SCHEDULE 80 PVC. CONDUIT SHALL CONFORM TO SECTION 9-29 OF WSDOT STANDARD SPECIFICATIONS. SCHEDULE 80 PVC MAY BE USED IN LOCATIONS OTHER THAN ROADWAY CROSSINGS.



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and
PUBLIC WORKS DEPARTMENTS

PUBLIC WORKS DEPARTMENTS

PUBLIC WORKS DEPARTMENTS

SPECIFICATIONS						
VOBODA	APPROVED BY COLLEEN HARRIS	S	REVISED B			
MON\STDS\CITY\	DATE APPROVED 07/01/2009		TE REVISED 25/2015	SCALE 1:1		

STREET LIGHT

(STR LIGHT SPECS CONTINUED)

4. JUNCTION BOXES (WHEN REQUIRED)

JUNCTION BOXES SHALL BE INSTALLED AT LOCATIONS AS SHOWN ON THE PLANS.
THEY WILL CONFORM TO WSDOT STANDARD PLAN J—40.10—02, TYPE 1. THEY SHALL BE
LEVEL WITH THE SIDEWALK GRADE AND FIRMLY BEDDED TO PREVENT FUTURE
SETTLING. JUNCTION BOXES ARE PREFERRED NOT TO BE INSTALLED IN THE SIDEWALK.
THE COVER SHALL BE GALVANIZED AND GROUNDED. THE LETTERS "LT" SHALL
BE ETCHED ON THE COVER. (SEE CITY STANDARD DETAIL NO. 01.06.01). IF THE
JUNCTION BOX IS NOT IN THE SIDEWALK THEN IT SHALL HAVE A CONCRETE COLLAR.
IF THE JUNCTION BOX IS IN THE SIDEWALK THEN IT SHALL HAVE A NON—SLIP SURFACE
TREATMENT. SEE CITY STANDARD DETAIL NO. 01.06.01.

5. CONDUCTORS, WIRES, ETC.

WIRE CONDUCTORS, WIRES, ETC.

WIRE CONDUCTORS FOR UNDERGROUND FEEDER RUNS AND FOR CIRCUITRY FROM THE IN—LINE FUSE IN THE POLES TO THE JUNCTION BOX SHALL BE 600 VOLT, SINGLE CONDUCTOR STRANDED COPPER AND INSULATED WITH USE GRADE POLYVINYL CHLORIDE COMPOUND (XLP) OR APPROVED EQUAL IN ACCORDANCE WITH THE INSULATED POWER CABLE ENGINEER'S ASSOCIATION SPECIFICATIONS. AN AWG NO. 8 GREEN INSULATED STRANDED COPPER WIRE WILL BE RUN TO THE SERVICE GROUND LUG ON EACH POLE. FEEDERS SHALL BE SIZED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE. WIRES INSIDE THE POLE BETWEEN BALLAST AND IN—LINE FUSES SHALL BE ROME 2C AWG 10 STRANDED POLE AND BRACKET WIRE OR APPROVED EQUAL. SPLICES WILL BE ALLOWED IN JUNCTION BOXES AND POLE BASES ONLY.

NO MORE THAN 2 CONDUITS WILL BE ALLOWED INSIDE THE STREET POLE.

FUSES

LUMINARE FUSING AND ELECTRICAL CONNECTIONS AT LIGHT STANDARD BASES SHALL CONFORM TO SECTION 9-29.7 OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS AND AS SHOWN ON THE UNIFORM LUMINARE WIRING DETAIL IN THE APPENDIX. IN-LINE FUSE HOLDERS SHALL BE SEC MODEL 1791-SF WITH FNM-5 FUSES OR APPROVED EQUAL. (REFER TO CITY STANDARD DETAIL NO. 01.06.01)

7. LUMINAIRES AND LAMPS

RESIDENTIAL STREETS AND NEIGHBORHOOD COLLECTORS: LEOTEK LED GC1-40E-MV-NW-2-530 (67 WATT LED)

ARTERIALS AND COMMERCIAL COLLECTORS:

GE EVOLVE LED ERS2-E-0-HX-EX-5-40 (130 WATT LED)

THE CITY WILL ENERGIZE THE STREET LIGHTS WHEN A HOME IS OCCUPIED ADJACENT TO A STREET LIGHT OR IMMEDIATELY ACROSS THE STREET. AT THE DEVELOPER'S REQUEST, STREET LIGHTS MAY BE ENERGIZED PRIOR TO OCCUPANCY OF HOMES. HOWEVER, THE DEVELOPER OR BUILDER SHALL ASSUME FULL RESPONSIBILITY FOR ELECTRICAL POWER COSTS AND REPAIR COSTS DUE TO VANDALISM, THEFT, OR CONSTRUCTION.

8. SAFE WIRING LABELS

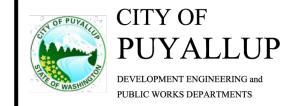
THE CONTRACTOR IS ADVISED THAT SAFE WIRING LABELS REQUIRED BY LABOR AND INDUSTRIES SHALL APPLY ON THIS PROJECT. (ELECTRICAL INSPECTION STICKER)

9. GUARANTE

THE CONTRACTOR SHALL SURRENDER TO THE CITY OF PUYALLUP ANY GUARANTEE OR WARRANTY ACQUIRED BY HIM AS A NORMAL TRADE PRACTICE IN CONNECTION WITH THE PURCHASE OF ANY MATERIALS OR ITEMS USED IN THE CONSTRUCTION OF THE ILLUMINATION.

10. LOCATION

SEE CITY STANDARD SECTION 01.01 ROADWAY DESIGN.



STREET LIGHT SPECIFICATIONS (CONT.)

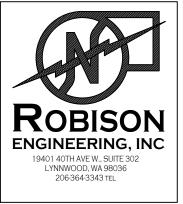
SPECIFICATIONS (CON1.)

OBODA CHECKED BY LINDA LIAN COLLEEN HARRIS CITY STANDARD

ONNSTDS\CITY\2009\01_STR\01.05\01.05\01.05.02 DATE APPROVED DATE REVISED 07.05.02

ONNSTDS\CITY\2009\01_STR\01.05\01.05\01.05.02

DATE DESCRIPTION
12/31/24 PERMIT SET
02/20/25 STREET LIGHTING REVISIONS





DESIGNED: AJS
CHECKED: STEINKE M.
APPROVED: STEINKF M.

TE 302

140TH AVE W. SUITI

RD. PUYALLUP, W

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POBISON

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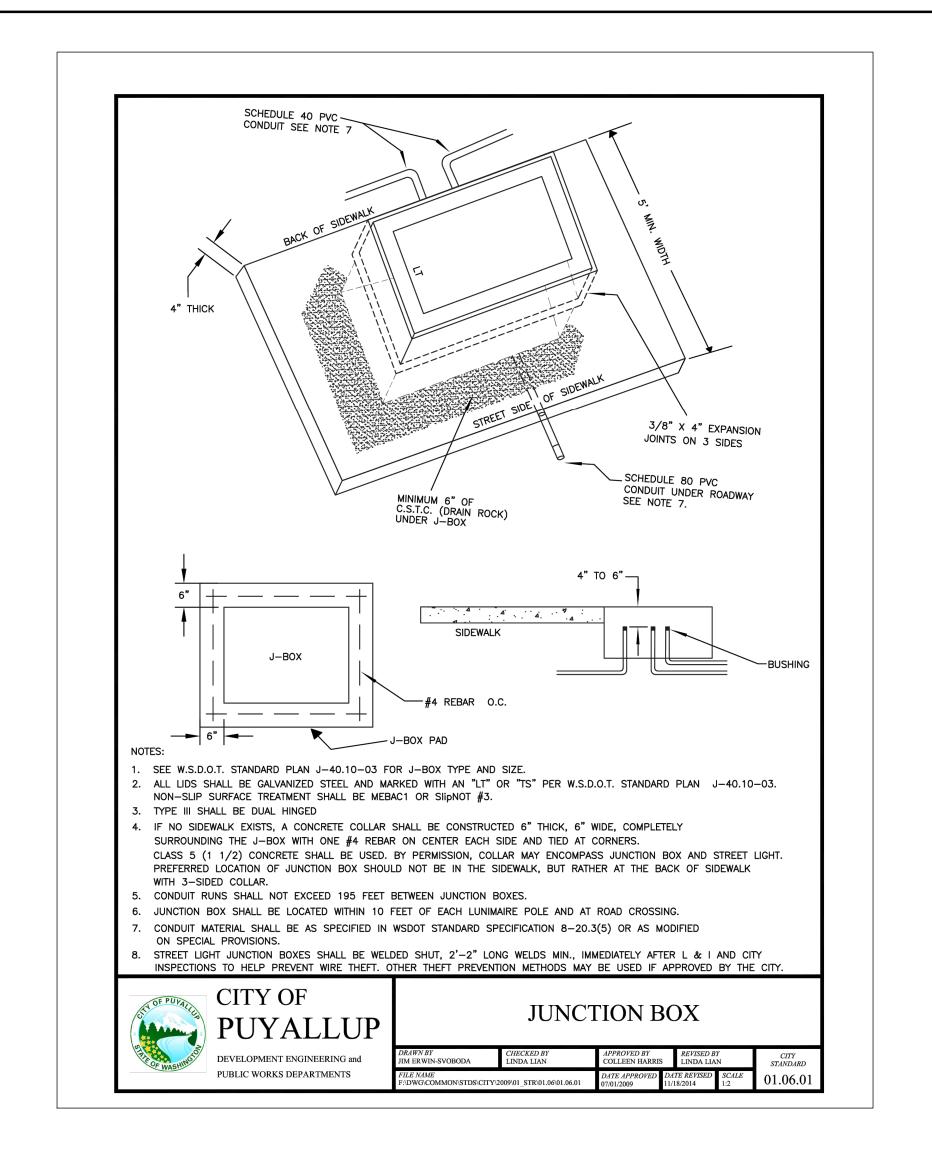
DATE: **02-20-2025**

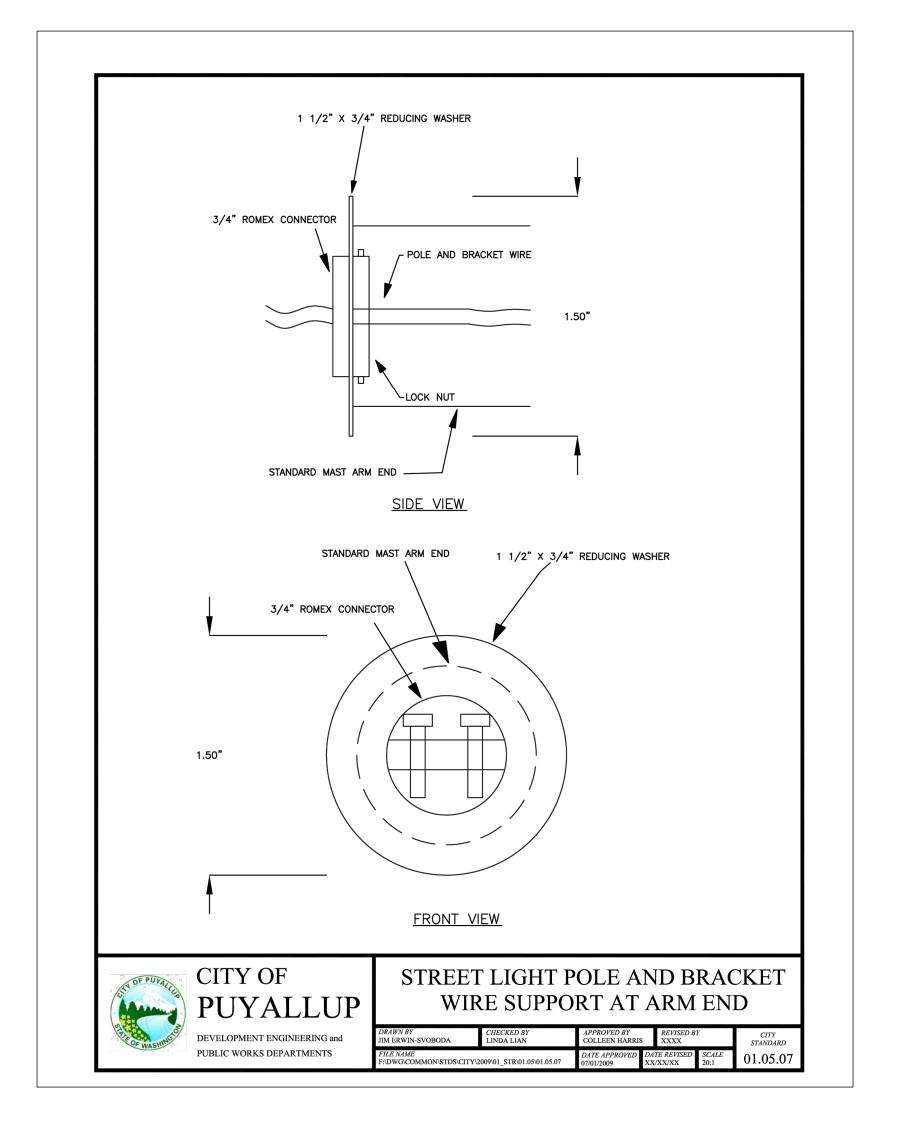
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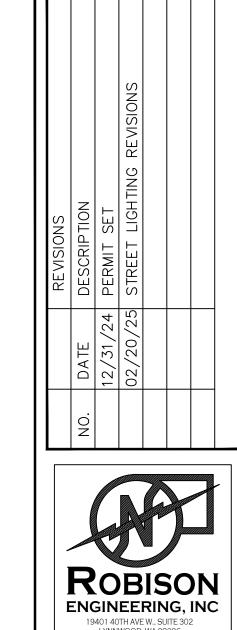
STREET LIGHTING

DETAILS

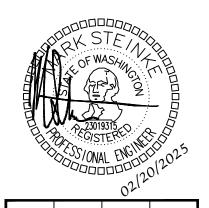
SHEET NO. 31 of 46









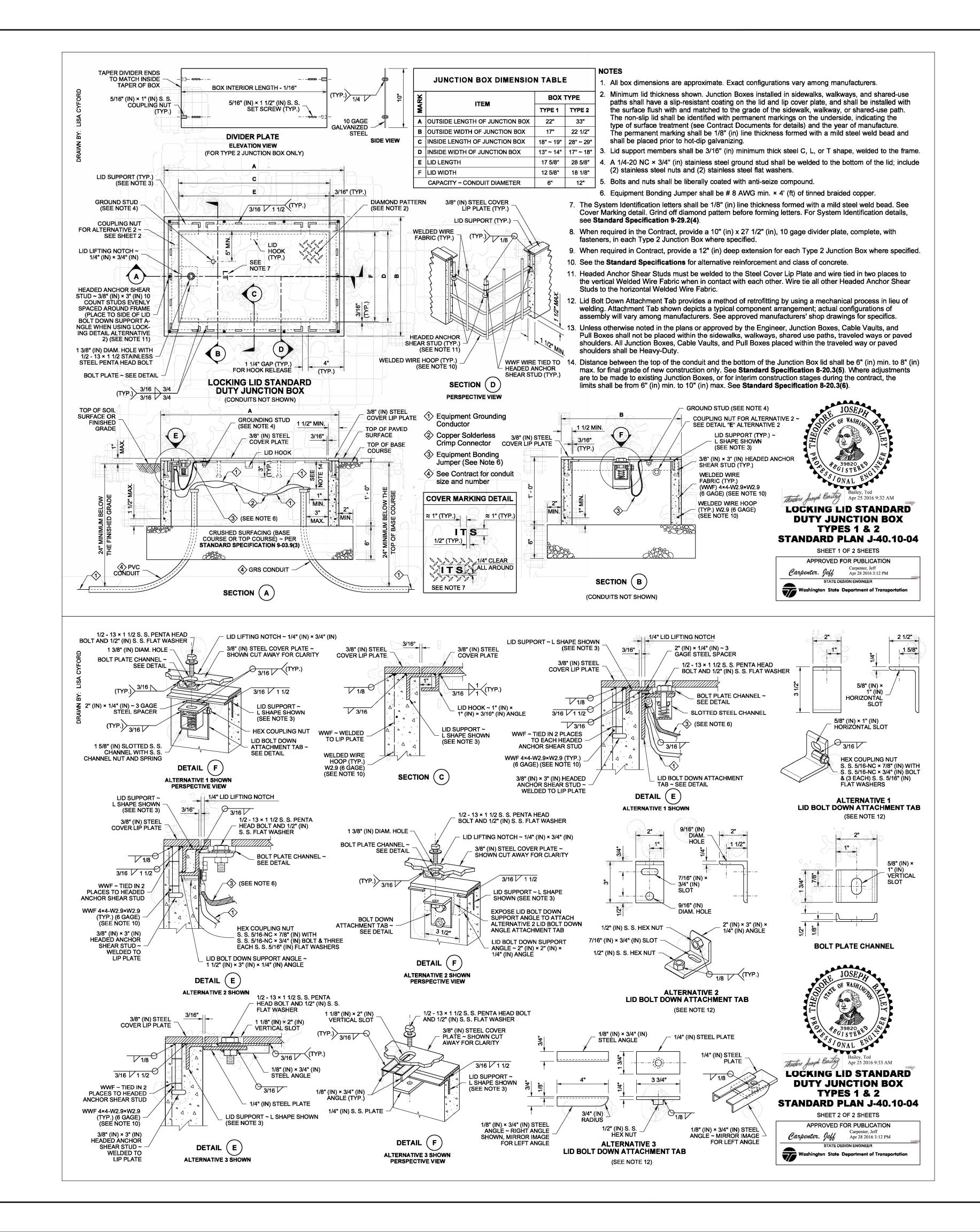


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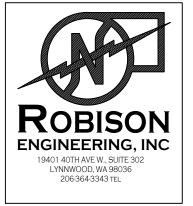
STREET LIGHTING — DETAILS

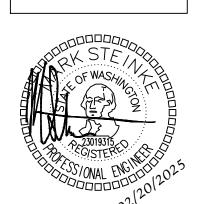
SHEET NO. 32 of 46

SL.11



NO. DATE DESCRIPTION
12/31/24 PERMIT SET
02/20/25 STREET LIGHTING REVISIONS





DESIGNED: AJS
CHECKED: STEINKE M.
APPROVED: STEINKE M.

OTH AVE W. SUITE 302 00D, WA 98036

OBISON 194014
LYNNW
CINEFERING INC

ROE ROE

DATE: **02-20-2025**

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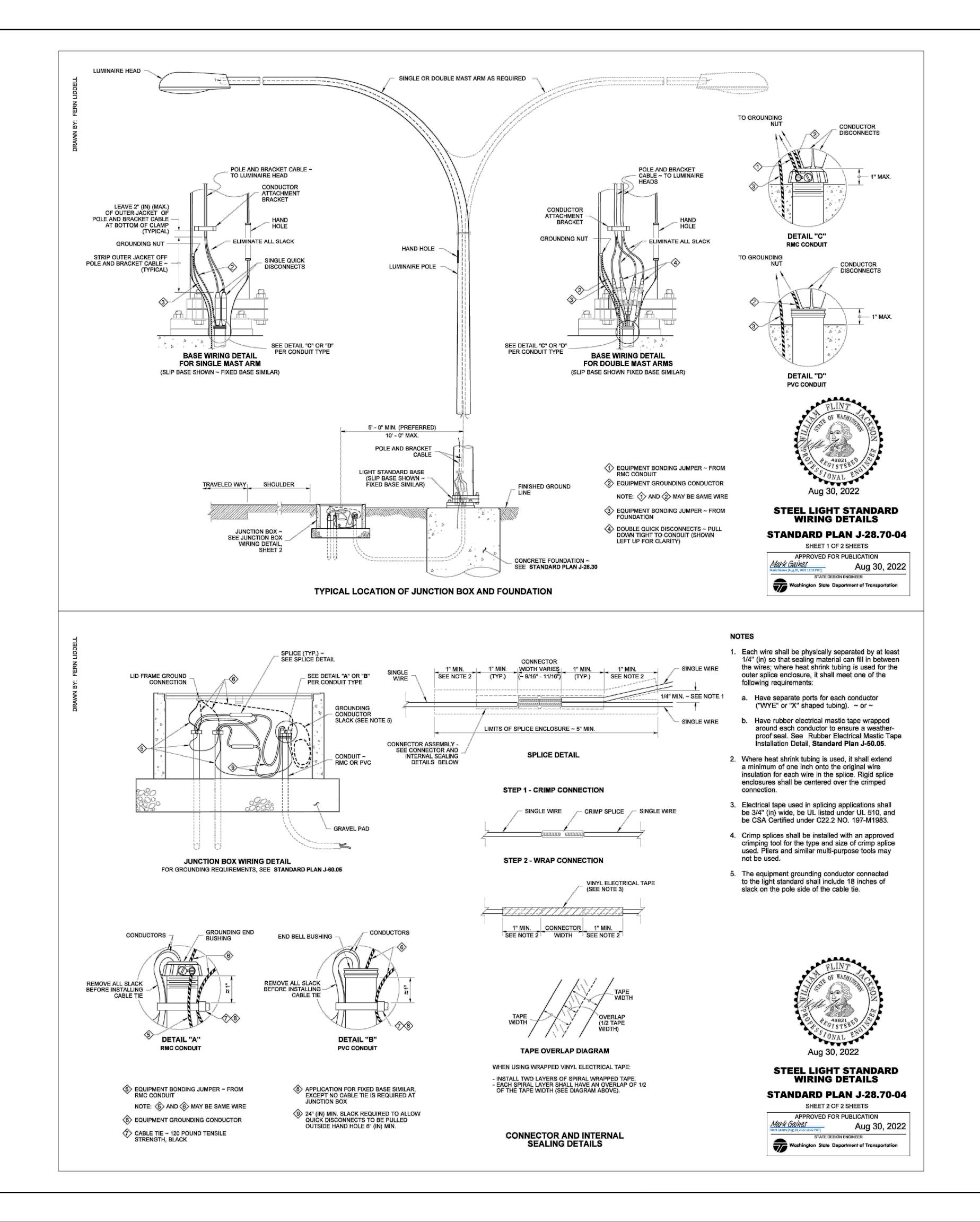
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STREET LIGHTING

— DETAILS

SHEET NO. **33 of 46**

SL.12



ENGINEERING, INC

19401 40TH AVE W., SUITE 302 LYNNWOOD, WA 98036 206-364-3343 TEL

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02-20-2025

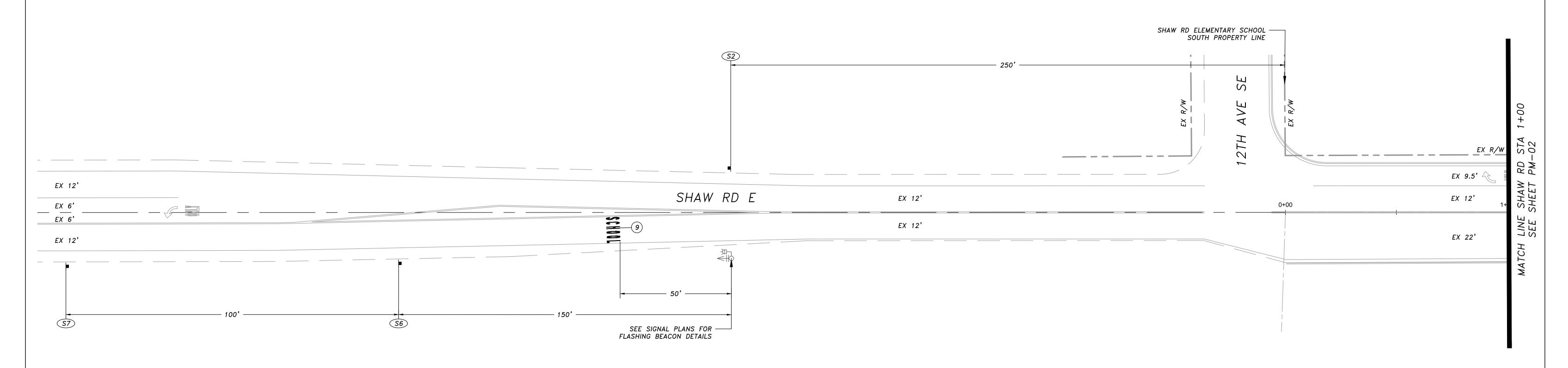
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DETAILS

STREET LIGHTING

HEET NO. **34 of 46**

SECTION 26, TOWNSHIP 20 N, RANGE 4 E, W.M.



PAVEMENT MARKING CONSTRUCTION NOTES

- 1 INSTALL 8" WHITE PAINTED GORE STRIPE WITH TYPE 2W RPM'S AT 10' O.C. PER CITY OF PUYALLUP STANDARD 01.03.06 AND 01.03.10, DETAIL A.
- (2) INSTALL WHITE THERMOPLASTIC CROSSWALK PER CITY OF PUYALLUP STANDARD 01.03.11.
- INSTALL PAINTED DOUBLE YELLOW CENTERLINE (DYC) STRIPE WITH TYPE 2YY RPM'S 20' O.C. PER CITY OF PUYALLUP STANDARD 01.03.10, DETAIL B.
- 4 INSTALL WHITE THERMOPLASTIC TRAFFIC ARROW PER CITY OF PUYALLUP STANDARDS 01.03.06 AND 01.03.14 AND WSDOT STANDARD PLAN M-24.40. CENTER IN LANE AT THE STATION
- 5 INSTALL 24" WIDE WHITE THERMOPLASTIC STOP BAR PER CITY OF PUYALLUP STANDARD 01.03.06 AND 01.03.11.
- 6 INSTALL WHITE PAINTED SKIP STRIPE LANE LINE PER CITY OF PUYALLUP STANDARD 01.03.10.
- (7) REMOVE EXISTING STRIPING VIA HYDROBLASTING OR OTHER CITY APPROVED METHOD.
- (8) INSTALL WHITE THERMOPLASTIC "ONLY" TEXT PER CITY OF PUYALLUP STANDARD 0.03.15.
- 9 INSTALL WHITE THERMOPLASTIC "SCHOOL" TEXT PER WSDOT STANDARD PLAN M-80.10. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD.

PAVEMENT MARKING REMOVAL NOTE

1. REMOVE EXISTING CONFLICTING STRIPING VIA HYDROBLASTING AS NECESSARY TO ACCOMMODATE NEW STRIPING. CONTRACTOR TO COORDINATE STRIPING REMOVAL WITH ASPHALT RESTORATION WORK.

PAVEMENT MARKING & SIGNING GENERAL NOTES

- 1. ALL PAVEMENT MARKINGS SHALL BE LAID OUT WITH SPRAY PAINT AND APPROVED BY CITY OF PUYALLUP (COP) TRAFFIC OPERATIONS PRIOR TO INSTALLATION. CONTRACTOR SHALL COORDINATE COP TRAFFIC OPERATIONS APPROVAL THROUGH THE COP INSPECTOR.
- 2. ALL CROSSWALK MARKINGS SHALL BE CENTERED WITHIN THE ADJACENT ADA RAMPS UNLESS OTHERWISE DIRECTED BY THE COP INSPECTOR.
- 3. COORDINATE WITH CITY STRIPING TECHNICIAN, JASON ROGGE, (253.841.5471) PRIOR TO INSTALLATION.
- 4. CONTRACTOR SHALL COORDINATE WITH CITY SIGN SPECIALIST, JASON ROGGE, (253.841.5471)
 PRIOR TO SIGN INSTALLATIONS.
- 5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL SIGNS AND CHANNELIZATION PER CITY OF PUYALLUP STANDARDS. CONTRACTOR SHALL LAYOUT OUT ALL SIGNS AND CHANNELIZATION, AND THEN CONTACT PUYALLUP, AT 253.405.4389, 48-HOURS IN ADVANCE OF INSTALLATION TO VERIFY LAYOUT.
- 6. INSTALL ALL SIGNS IN CONCRETE/ASPHALT PER CITY OF PUYALLUP STANDARD 01.04.01.
- 7. CONTRACTOR SHALL PRUNE ALL VEGETATION IN CONFLICT WITH SIGNS TO ENSURE UNOBSTRUCTED VISIBILITY TO DRIVERS AND PEDESTRIANS.
- 8. UNLESS OTHERWISE NOTED, INSTALL ALL SIGNS, PER CITY OF PUYALLUP STANDARD DETAIL 01.04.01, AT 7' ABOVE FINISHED GRADE, AS MEASURED TO THE BOTTOM OF SIGN. ON THE SAME POST, THE LOWEST SIGN SHALL BE 7' ABOVE FINISHED GRADE, AS MEASURED TO THE BOTTOM OF THE SIGN.
- 9. <u>CONTRACTOR SHALL CONFIRM LOCATIONS OF ALL SIGNS IN FIELD WITH CITY TRAFFIC ENGINEER AND CITY INSPECTOR PRIOR TO INSTALLATION.</u>

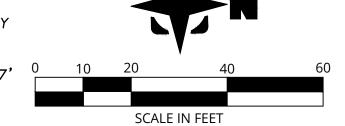
RELOCATED SIGNING CONSTRUCTION NOTES

- RELOCATED EXISTING S1-1 SIGN TO NEW POST. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD. EDGE OF SIGN SHALL BE 2' FROM FACE OF CURB.
- RELOCATE EXISTING R3-8 MOD SIGN TO NEW POST. BOTTOM OF SIGN SHALL BE MOUNTED AT LEAST 7'
 ABOVE GRADE. EDGE OF SIGN SHALL BE 1' FROM FACE OF CURB.
- ABOVE GRADE. EDGE OF SIGN SHALL BE 1' FROM FACE OF CURB.

 R3 RELOCATE EXISTING R9—3A AND R9—3BR SIGN TO NEW POST. RESTORE AREA TO MATCH SURROUNDING.
- R4 RELOCATE EXISTING R9-3A AND R9-3BL SIGN TO NEW POST. RESTORE AREA TO MATCH SURROUNDING.

 DEMOLITION SIGNING CONSTRUCTION NOTES
- $\bigcirc{D1}$ REMOVE EXISTING S1-1 AND W16-9P SIGNS AND POST AND RETURN TO CITY. RESTORE AREA TO MATCH SURROUNDING.
- REMOVE EXISTING R9-3A SIGN AND R9-3BR SIGN AND RETURN TO CITY. RESTORE AREA TO MATCH SURROUNDING.
- D3 REMOVE EXISTING R9-3A SIGN AND R9-3BL SIGN AND RETURN TO CITY. RESTORE AREA TO MATCH SURROUNDING.
- D4 EXISTING POST TO REMAIN. REMOVE EXISTING R3-8B SIGN. SALVAGE SIGN TO THE CITY OF PUYALLUP.

 NEW SIGNING CONSTRUCTION NOTES
- INSTALL NEW R3-8B SIGN ON EXISTING POST. CONTRACTOR SHALL CONFIRM FINAL LOCATION IN FIELD WITH CITY.
- INSTALL NEW S5-2 SIGN BELOW R2-1 SIGN ON NEW POST IN LINE WITH NORTHBOUND FLASHING BEACON S11. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD.
- S3 INSTALL NEW S4-5 SIGN AND POST. EDGE OF SIGN SHALL BE 2' FROM FACE OF CURB. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD.
- INSTALL NEW S4-3P SIGN BELOW S1-1 SIGN ON NEW POST. EDGE OF SIGN SHALL BE 2' FROM FACE OF CURB. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD.
- INSTALL NEW S5-2 SIGN BELOW R2-1 SIGN ON NEW POST. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD.
- INSTALL NEW S4-5 SIGN AND POST 150' SOUTH OF S5-1 SCHOOL SPEED LIMIT WHEN FLASHING SIGN AND FLASHING BEACON. SEE SIGNAL PLANS FOR DETAILS. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD.
- S7 INSTALL NEW S4-3P SIGN BELOW S1-1 SIGN ON NEW POST 150' SOUTH OF SIGN S6. CONTRACTOR SHALL CONFIRM FINAL LOCATION WITH CITY IN FIELD.



SEE SHEET PM-04 TO PM-05 FOR:
• STANDARD PLAN DETAILS

LEGEND

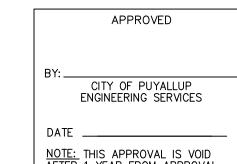
PAVEMENT MARKING NOTE

SIGNING NOTE

SIGNING NOTE

SIGN (NEW/RELOCATED)

SIGN (EXISTING)



ENGINEERING SERVICES

DATE

NOTE: THIS APPROVAL IS VOID AFTER 1 YEAR 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 ENGINEERING SERVICES MANAGER.

ENGINEERING SERVICES MAI

No.	Date	Ву	Revision Description	Designed By:
				VNF
				Drawn By:
				VNF
				Checked By:
				TTT



RELOCATE R3-8A MOD

(62"X30")

LEFT ONLY/LEFT ONLY/THRU

ONLY/RIGHT-THRU

R2

← USE

CROSSWALK

REMOVE R9-3A 18"x18"

REMOVE

R9-3BL 12"x18"

LIMIT

RELOCATE

(R1)

R9-3BR 12"x18" USE -

CROSSWALK

Issue Date:

Project No.:

02/21/2025

PERMIT

2022-295

R2−1 24"x30"



SIGN LEGEND

AHEAD

<u>D1</u>

S4-3P 24"X9"

W16-9P 30"X18"

S4-5

36"X36"

S3 S6

ASH DEVELOPMENT, LLC
EAST TOWN CROSSING
PUYALLUP, WA

PAVEMENT MARKING & SIGNING PLANS

PM-01
SHEET:
oF

R9-3A 18"x18"

SCHOOL

S4 S7

REMOVE R9-3BR 12"x18" CROSSWALK

D2

NEW R2-1 24"x30

S5-2

24"X30"

REMOVE R9-3BL 12"x18" CROSSWALK

END

SCHOOL

ZONE

S5 S2

<u>D3</u>

REMOVE

R3-8B

(48"X30")

LEFT ONLY/STRAIGHT

ONLY/RIGHT ONLY

 $\overline{D4}$

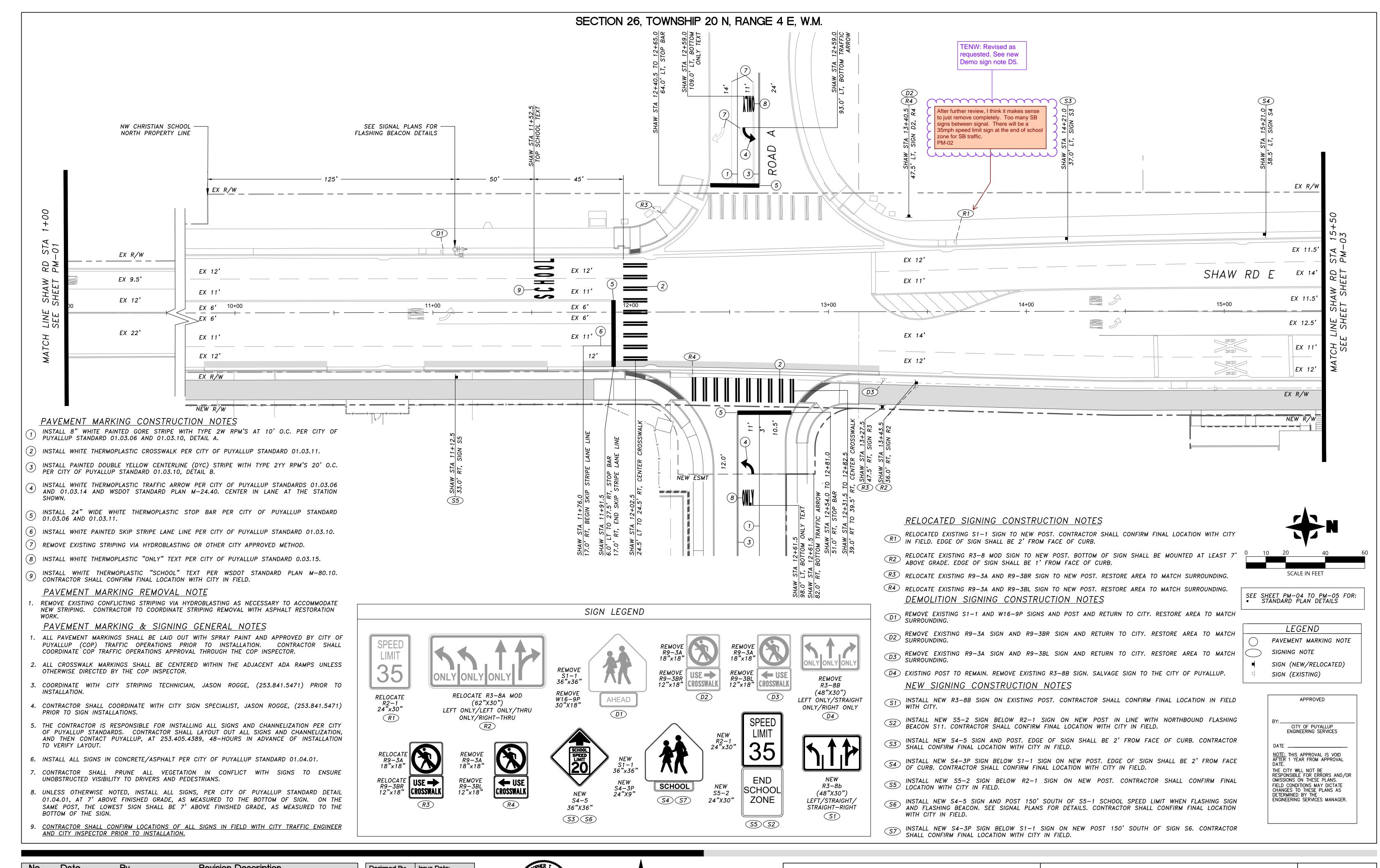
R3-8b

(48"X30")

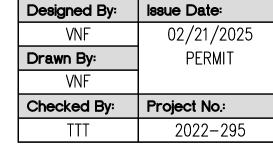
LEFT/STRAIGHT/

STRÁIGHT-RIGHT

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No.	Date	Dv	Revision Description	
NO.	Dale	Бу	nevision Description	



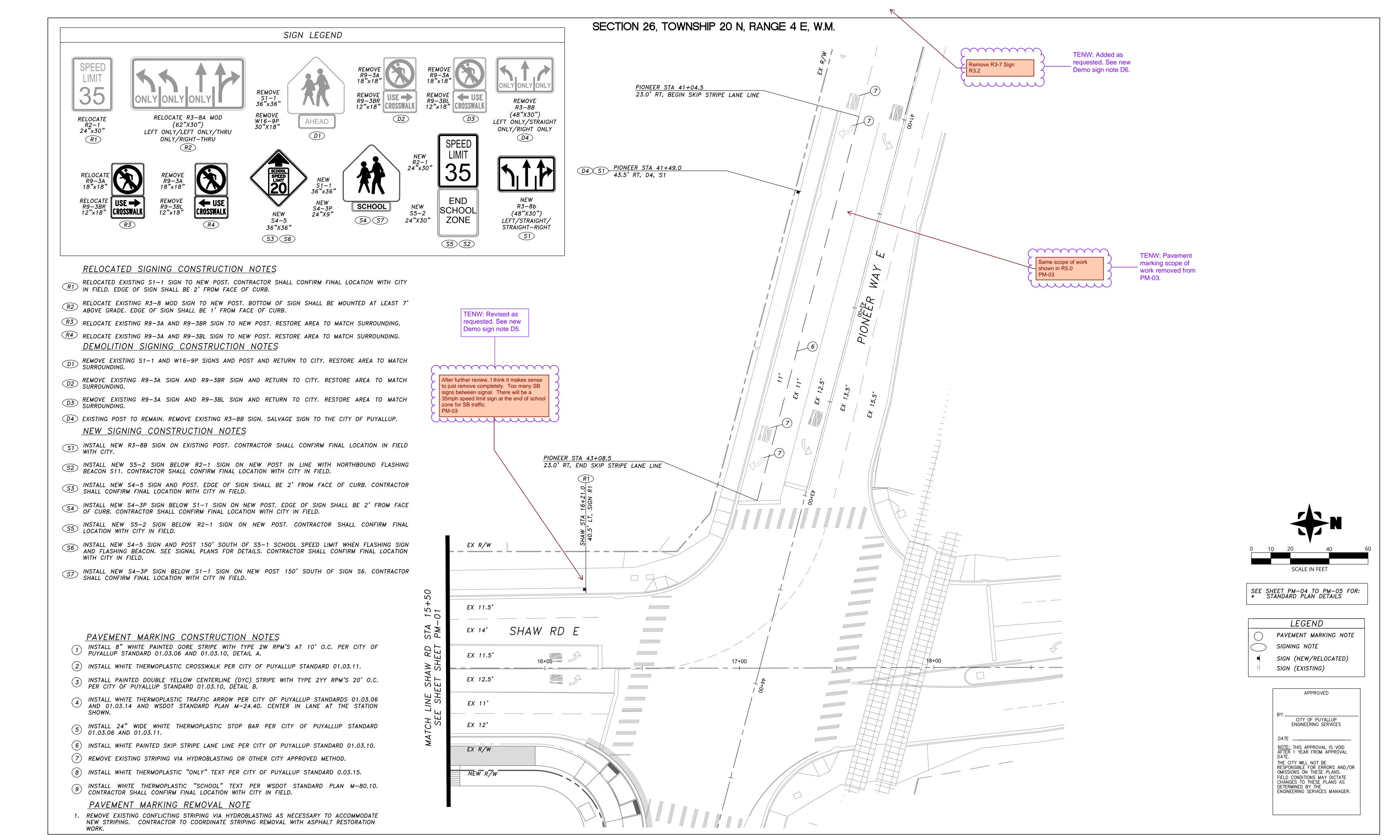




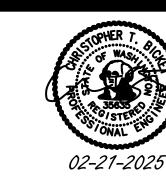
ASH DEVELOPMENT, LLC
EAST TOWN CROSSING
PUYALLUP, WA

PAVEMENT MARKING & SIGNING PLANS — PHASE 1 PM-02
SHEET:
OF

TREVOR TAKARA, P.E.
TAKARA@TENW.COM | 206-914-3843



No.	Date	Ву	Revision Description	Designed By:	Issue Date:
				VNF	02/21/20
				Drawn By:	PERMIT
				VNF]
				Checked By:	Project No.:
				TTT	2022-29



02/21/2025

2022-295

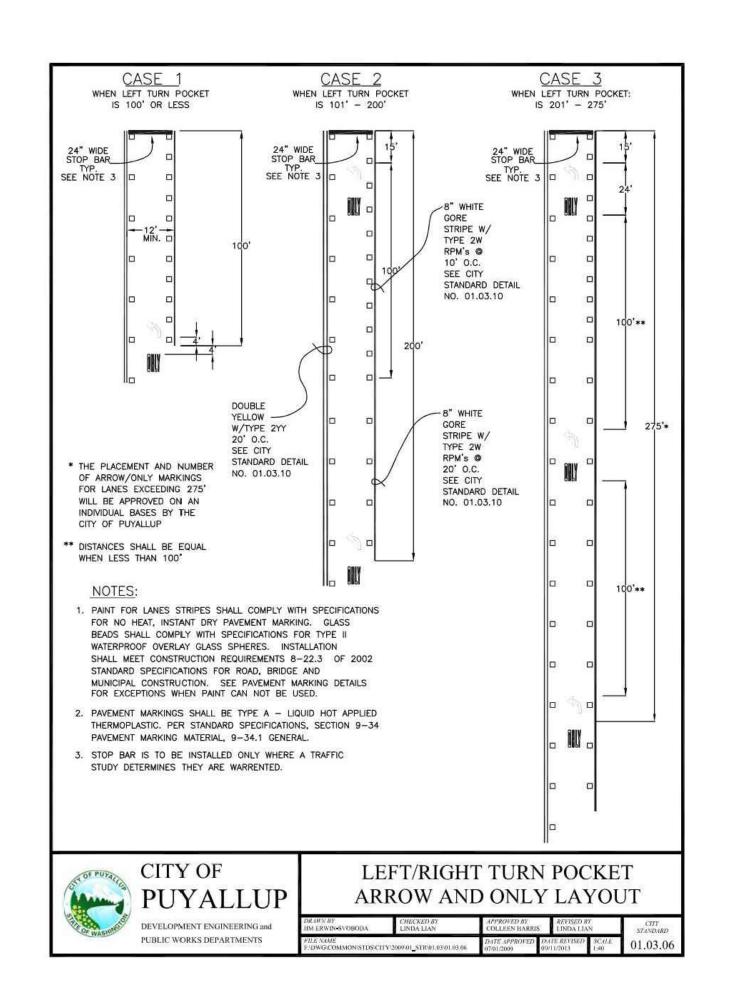


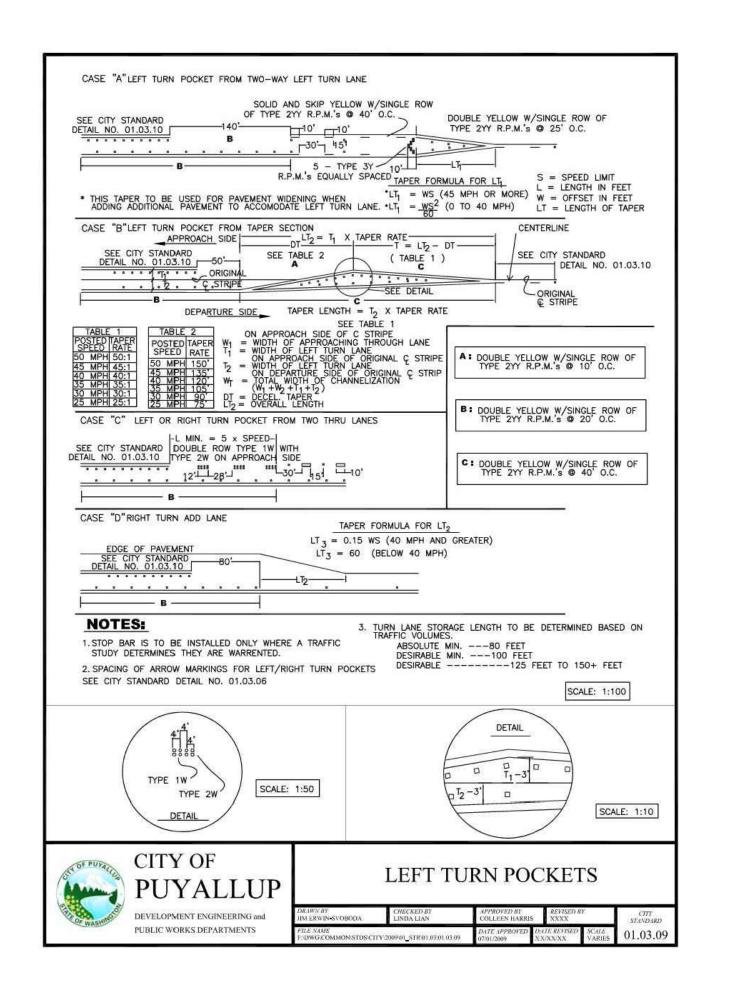
ASH DEVELOPMENT, LLC EAST TOWN CROSSING PUYALLUP, WA

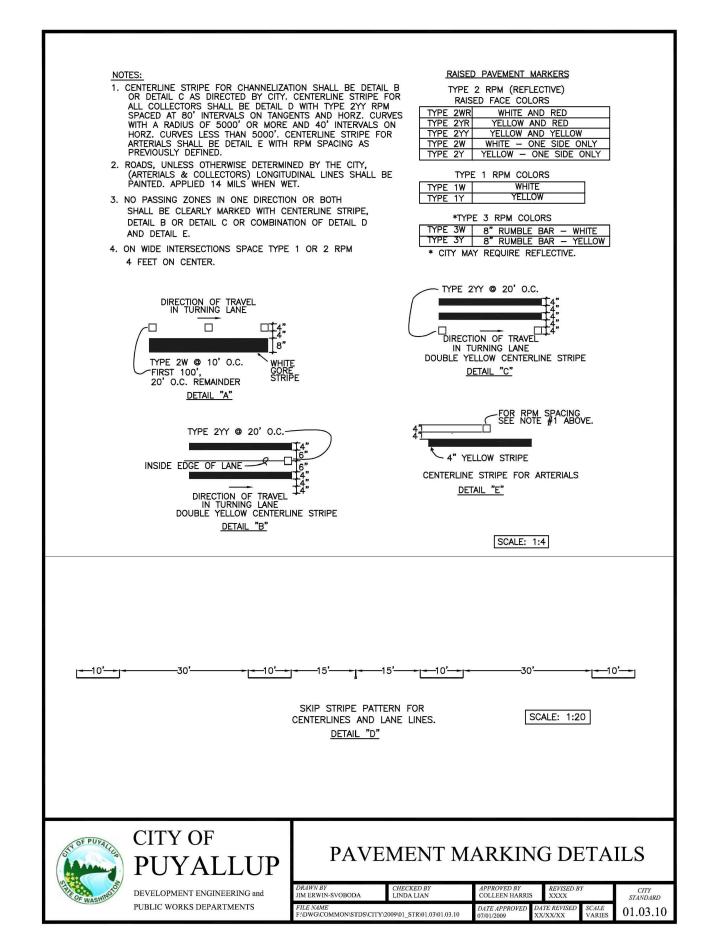
PAVEMENT MARKING & SIGNING PLANS

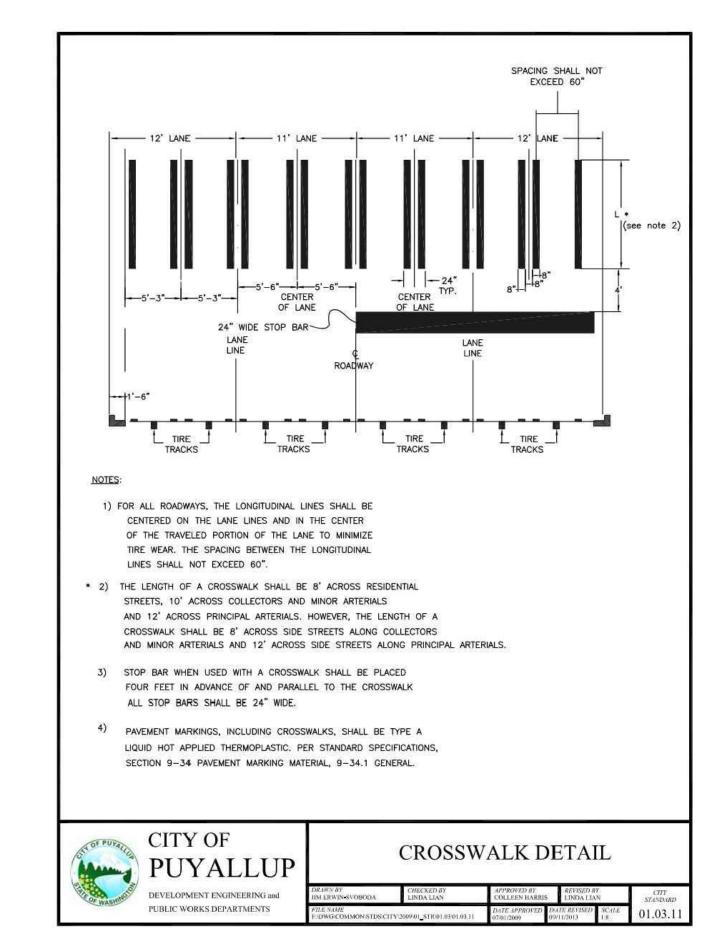
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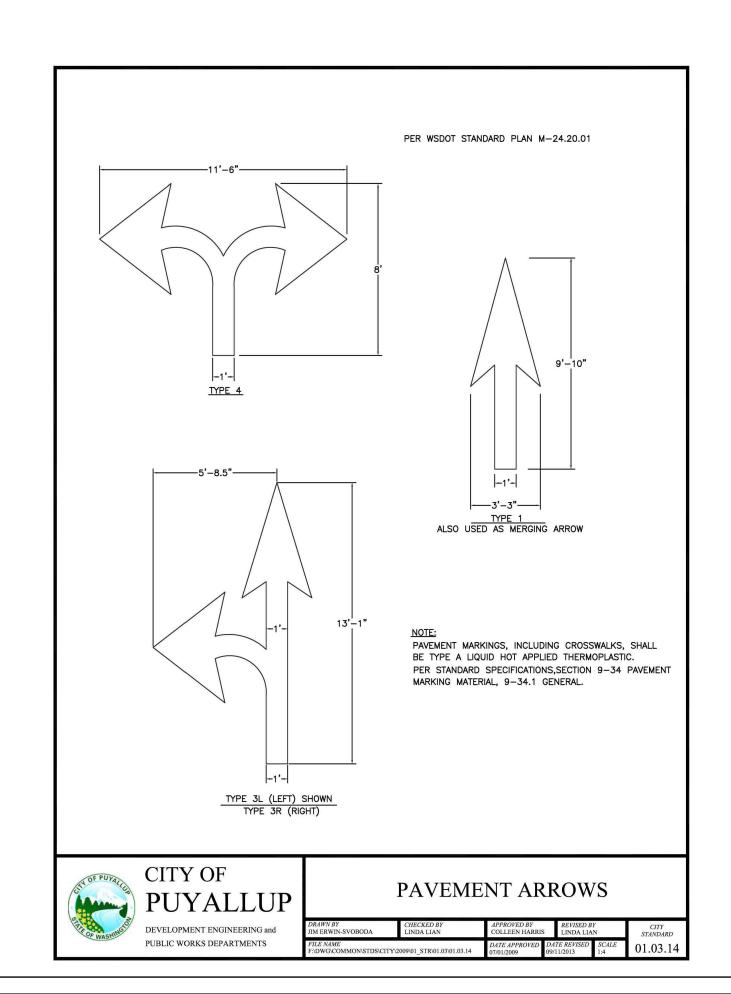
SECTION 26, TOWNSHIP 20 N, RANGE 4 E, W.M.

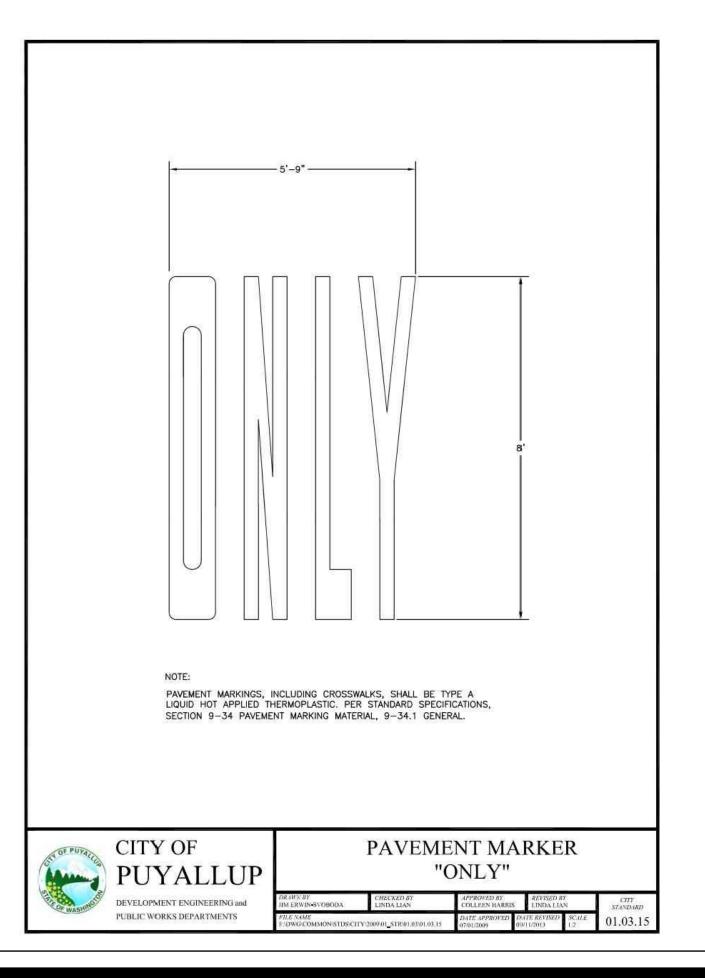


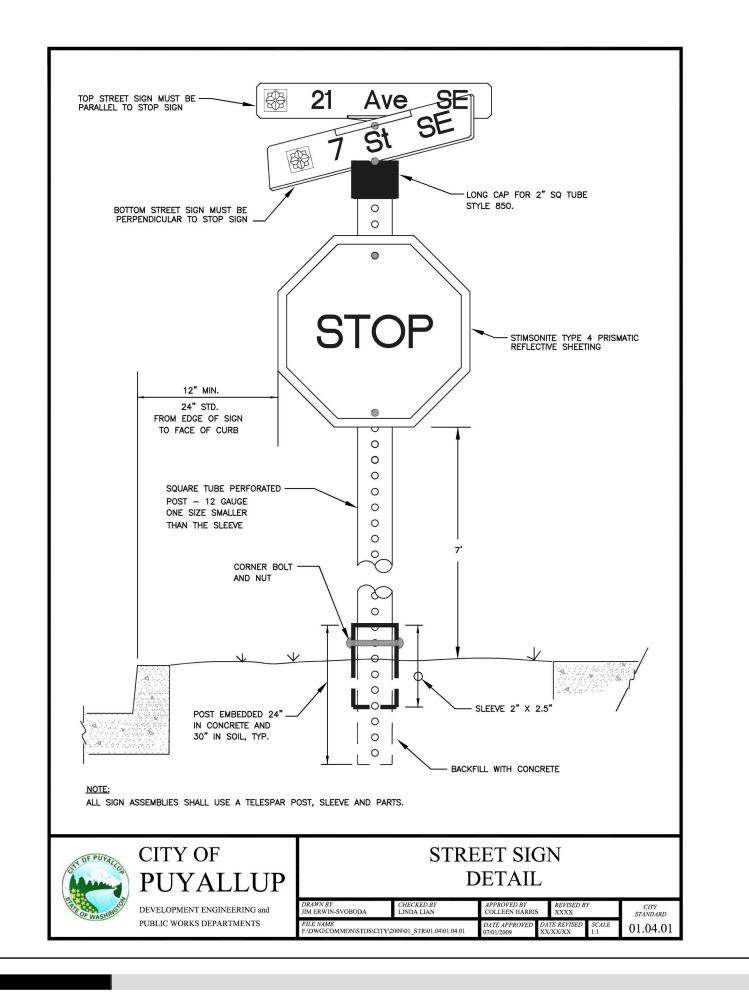


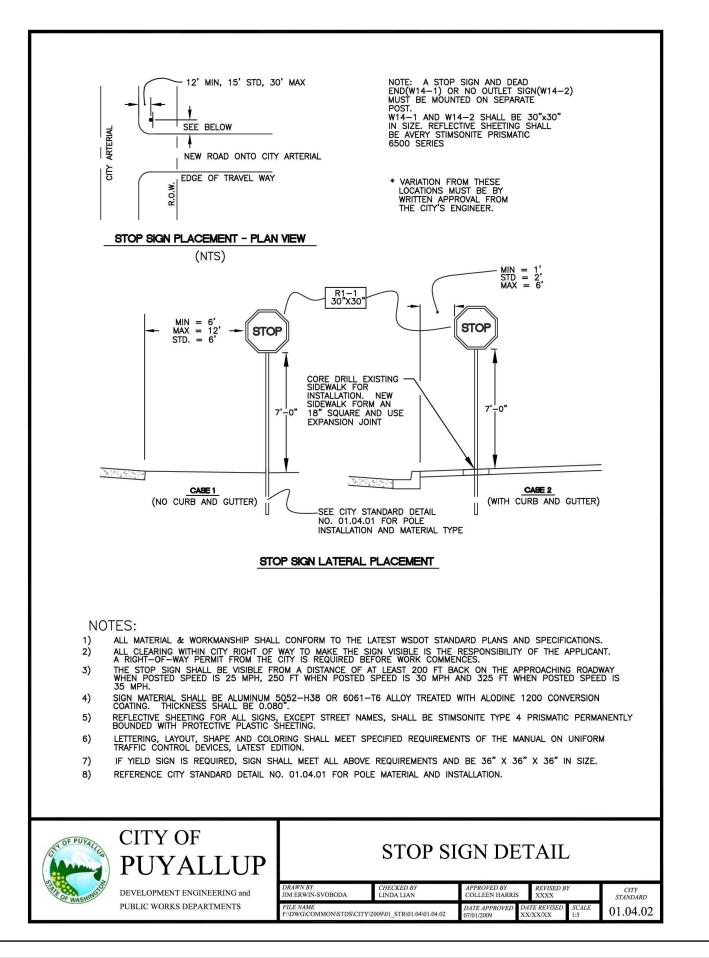


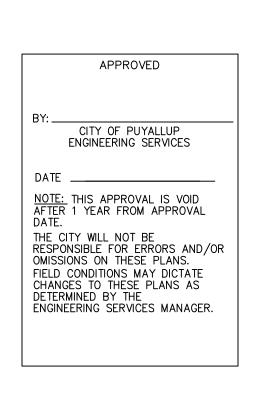










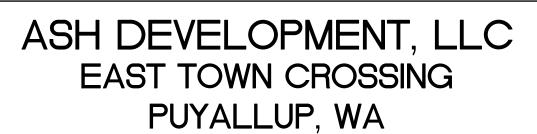


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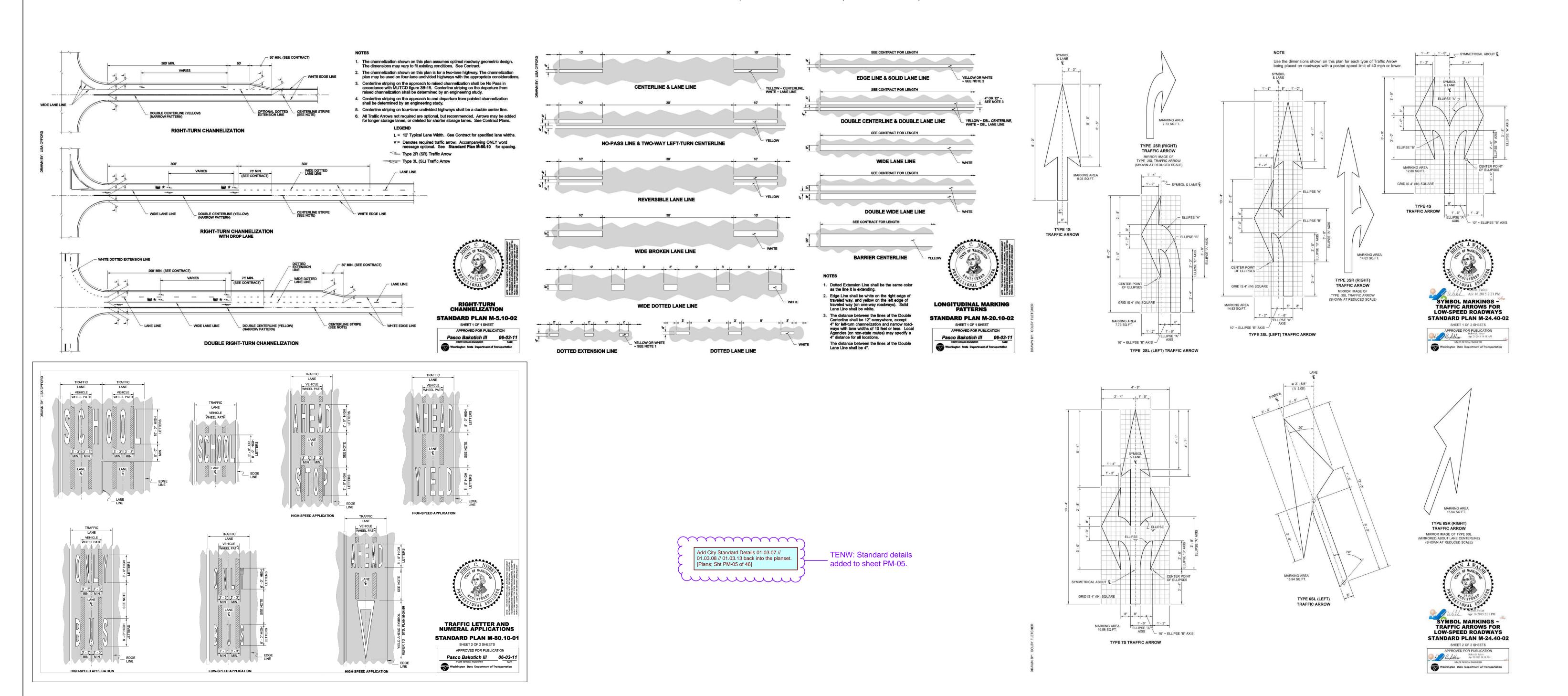






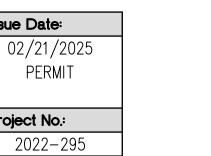
PAVEMENT MARKING & SIGNING
PLANS
STANDARD DETAILS - PHASE 1

SECTION 26, TOWNSHIP 20 N, RANGE 4 E, W.M.



APPROVED	
BY: CITY OF PUYALLUP ENGINEERING SERVICES	
DATE NOTE: THIS APPROVAL IS VOID AFTER 1 YEAR 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 ENGINEERING SERVICES MANAGER.	

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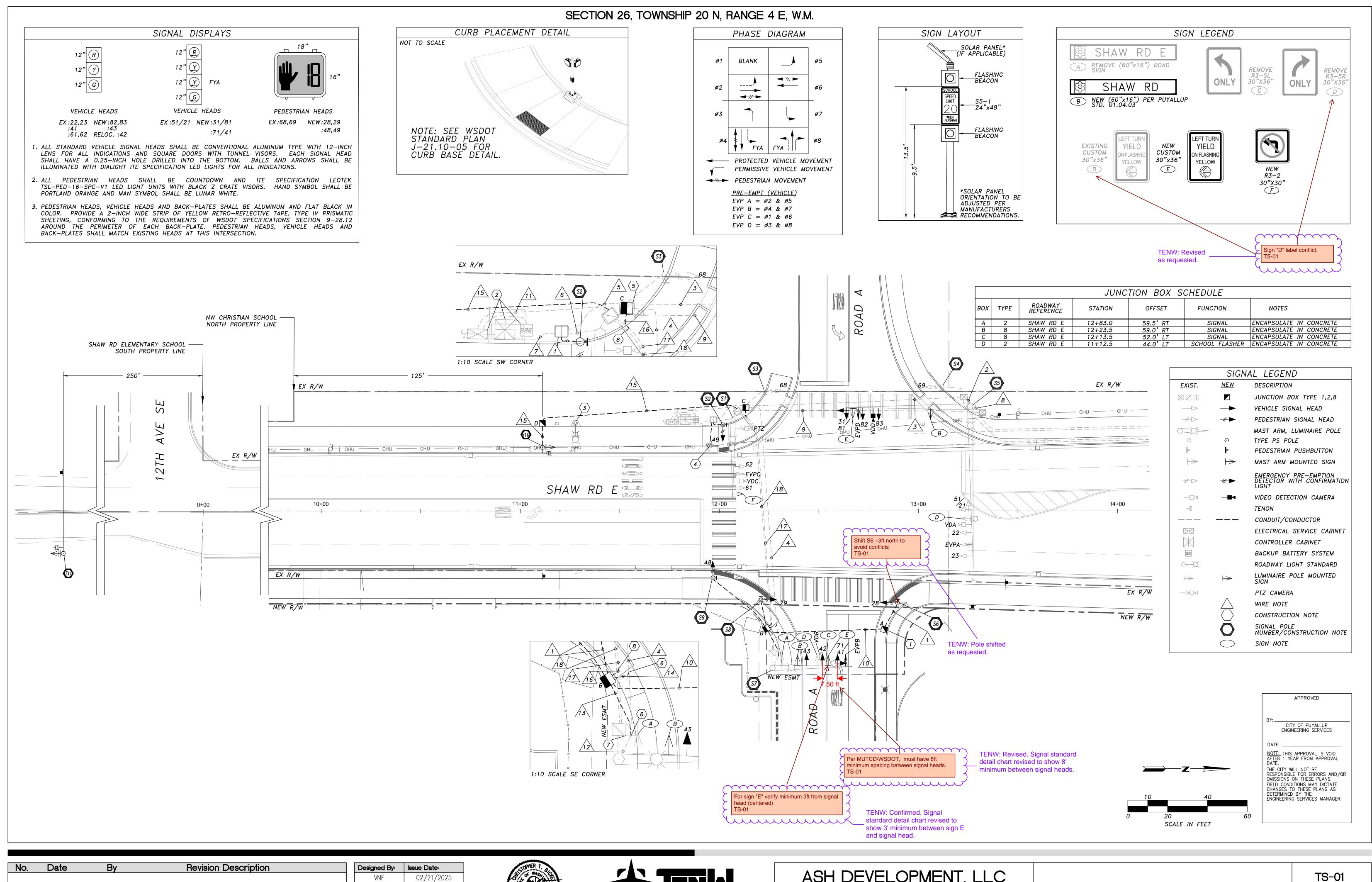


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PAVEMENT MARKING & SIGNING PLANS STANDARD DETAILS - PHASE 1

PM-05 SHEET: **OF** 46



No.	Date	Ву	Revision Description	Designed By:
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2022-295

Project No.:



ASH DEVELOPMENT, LLC EAST TOWN CROSSING PUYALLUP, WA

TRAFFIC SIGNAL PLANS - PHASE T

SHEET: 40 **OF** 46

SECTION 26, TOWNSHIP 20 N, RANGE 4 E, W.M.

					,	WIR	ING	S	СНЕ	DUL	Ε (AFF	ECT	ED	RL	JNS	0	NLY	′)							
NO.	RACEWAY CONDUIT SIZE	DET	V. ECT. SH)		EMPT SHT (SH)	HE	H. AD C	PF 2C(PB SH)	PE HEAD 5	D. /PPB C	FLASH BEAC #8	HING CON B	VID DETI **	ECT.	EQU GRI	JIP. ND. *	ILL #	UM 6	INTER 144 SMFO	P' CAM	TZ 1ERA	PULL WIRE	CONDUIT FILL		WABLE LL
		EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX.	NEW	EX. NEW	EX.	NEW	EX. NEV		EX.	NEW
1	2" SCH40 PVC								1		1						1							0.37		0.86
2	EX 2" SCH40 PVC**		1	1	1	2	2									1								0.67	1.32	
	EX 2" SCH40 PVC**	1												1	1	1								1.18	1.32	
	EX 2" SCH80 PVC**			1	1	2	2			1						1								1.02	1.15	
.3	EX 2" SCH80 PVC**	1						1						2		1								0.71	1.15	
3	EX 4" SCH80 PVC**		1												1	1				1				1.30	4.39	
	EX 2" SCH80 PVC SPARE																						1		1.15	
4	EX 2" SCH80 PVC**		1		1	2								1		1								0.99	1.15	
	EX 3" SCH40 PVC**			1	1	4	2			2						1								1.44	2.91	
5	EX 2" SCH40 PVC**	1						2						2		1								1.08	1.32	
3	EX 4" SCH40 PVC**		1						3		3				1	1				1				1.99	4.93	
	EX 2" SCH40 PVC SPARE																						1		1.32	
6	EX 2" SCH40 PVC**			1		2										1								0.51	1.32	
	EX 2" SCH40 PVC**	1												1		1					1			0.62	1.32	
	EX 3" SCH40 PVC**			2		6				2						1								1.44	2.91	
7	EX 3" SCH40 PVC**	2	2					2	4					3	1	1					1			2.20	2.91	
	EX 4" SCH40 PVC**				2		2				4					1				1				1.98	4.93	
8	EX 2" SCH40 PVC**															1		2						0.22	1.32	
9	EX 2" SCH80 PVC**															1		2						0.22	1.15	
9	EX 2" SCH80 PVC SPARE																						1		1.15	
10	2" SCH80 PVC								1		1						1							0.37		0.75
10	2" SCH80 PVC SPARE																						1			0.75
11	EX 2" SCH40 PVC**															1		2						0.22	1.32	
12	EX 2" SCH40 PVC		1		1	2								1		1								0.99	1.32	
13	2" SCH40 PVC		1		1	2								1		1								0.99	1.32	
14	2" SCH80 PVC**,***		1		1	2								1		1								0.99	1.15	
15	2" SCH40 PVC				<u> </u>	 							2	-		-	1							0.17		0.86
16	2" SCH80 PVC								3		3						1							0.86	1.15	
17	EX 2" SCH80 PVC					 			3		3						1							0.86	1.15	
18	EX 2" SCH80 PVC					1			<u> </u>							1		2						0.22	1.15	
_ ' '	LA Z SUNOU FYU							<u> </u>	<u> </u>	<u> </u>	<u> </u>					_ ′					<u> </u>			0.22	1.15	

- EQUIPMENT GROUND SIZE SHALL BE EQUAL TO OR LARGER THAN THE LARGEST WIRE SIZE IN THE CONDUIT.
- ** OTHER CONDUIT AND CONDUCTORS MAY BE PRESENT.
- *** VIDEO DETECTION CABLE SHALL BE 14/3 CABLE AND SHIELDED CAT5.

<u>GENERAL NOTES</u>

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

**** MATCH EXISTING.

PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS")

- 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 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.
- 16. ALL WORK SHALL BE IN ACCORDANCE WITH CITY OF PUYALLUP PUBLIC WORKS STANDARDS AND WSDOT STANDARDS AND SPECIFICATIONS.
- 17. THE LOCATIONS OF FEATURES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION START.
- 18. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY ILLUMINATION WORK.
- 19. 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.
- 20. CONDUIT LOCATIONS ARE SHOWN FOR ILLUSTRATIVE PURPOSES. ACTUAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD.
- 21. CONTRACTOR SHALL COORDINATE WITH THE CITY SIGNAL/ILLUMINATION TECHNICIAN AT 253.405.4390 PRIOR TO CONSTRUCTION.
- 22. THE LOCATION OF ALL CONDUITS, JUNCTION BOXES, POLES, AND CABINETS SHOWN ON THIS PLAN MAY BE ADJUSTED IN THE FIELD TO AVOID CONFLICTS AND MEET ADA REQUIREMENTS. ALL FINAL LOCATIONS SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO CONSTRUCTION.
- 23. JUNCTION BOX LOCATIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. JUNCTION BOXES SHALL BE FIELD LOCATED BY THE CONTRACTOR WITH DIRECTION FROM THE CITY.
- 24. CONTRACTOR SHALL ADJUST JUNCTION BOX LIDS TO BE FLUSH WITH TOP OF SIDEWALK.
- 25. JUNCTION BOXES, CABLE VAULTS, AND PULL BOXES WHICH ARE PLACED WITHIN THE SIDEWALK SHALL HAVE SLIP RESISTANT LIDS WHICH MEET THE REQUIREMENTS OF AMERICANS WITH DISABILITIES ACT (ADA) AND PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). APPROVED PRODUCTS ARE SLIPNOT GRIP PLATE GRADE 3 SURFACE AND IKG INDUSTRIES MEBAC#1.
- 26. ILLUMINATION CONDUIT SHALL BE PLACED IN THE SAME TRENCH AS OTHER UTILITIES WHERE POSSIBLE. THE JUNCTION BOX AND CONDUIT LOCATIONS SHOWN ARE APPROXIMATE.
- 27. THE CONTRACTOR SHALL SUBMIT A REQUEST TO THE CITY OF PUYALLUP FOR MATERIALS APPROVAL AT THE EARLIEST POSSIBLE DATE.
- 28. LIGHT STANDARD FOUNDATIONS SHALL NOT BE EXCAVATED AND POURED BEFORE POLE LOCATIONS ARE APPROVED BY THE ENGINEER.
- 29. THE CONTRACTOR SHALL CONFIRM THAT 10 FEET MINIMUM CIRCUMFERENTIAL CLEARANCE IS PROVIDED BETWEEN LUMINAIRE POLES AND OVERHEAD POWER LINES PRIOR TO FOUNDATION INSTALLATION. IF A CONFLICT IS DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO FOUNDATION INSTALLATION.

SIGNAL CONSTRUCTION NOTES:

- EXISTING TYPE III SIGNAL POLE AND ASSOCIATED EQUIPMENT TO REMAIN. INSTALL ONE NEW R3-2 SIGN ON EXISTING MAST ARM.
- CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-21.10, POLE SCHEDULE, SHEET TS-04, AND CURB PLACEMENT DETAIL, SHEET TS-01. FURNISH AND INSTALL TYPE PS POLE WITH CURB BASE WITH ONE NEW PEDESTRIAN SIGNAL HEAD 49 AND ONE APS BLUETOOTH PEDSAFETY WAVE PUSHBUTTON 49. PEDESTRIAN PUSHBUTTON SHALL FACE NORTH PARALLEL TO CROSSWALK.
- (3) EXISTING PS POLE AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- EXISTING PS POLE AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- EXISTING TYPE SD SIGNAL POLE AND ASSOCIATED EQUIPMENT TO REMAIN. FURNISH AND INSTALL THREE NEW VEHICLE SIGNAL HEADS 31/81, 82, AND 83, ONE NEW OPTICOM EMERGENCY VEHICLE PREEMPTION DETECTOR WITH CONFIRMATION LIGHT, ONE NEW INSYNC VIDEO DETECTION CAMERA, ONE NEW CUSTOM "LEFT TURN YIELD ON FLASHING YELLOW" SIGN, AND ONE NEW STREET NAME SIGN ON EXISTING WESTBOUND MAST ARM. CONTRACTOR SHALL RAISE UTILITY LINES AS NEEDED TO ACCOMMODATE SIGNAL HEAD VISIBILITY.
- CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-21.10, POLE SCHEDULE, SHEET TS-04, AND CURB PLACEMENT DETAIL, SHEET TS-01. FURNISH AND INSTALL TYPE PS POLE WITH ONE NEW PEDESTRIAN SIGNAL HEAD 28 AND ONE NEW APS BLUETOOTH PEDSAFETY WAVE PUSHBUTTON 28. PEDESTRIAN PUSHBUTTON SHALL FACE WEST PARALLEL TO CROSSWALK.
- EXISTING TYPE III SIGNAL POLE AND ASSOCIATED EQUIPMENT TO REMAIN. REMOVE EXISTING SIGNAL HEAD INSTALL TWO NEW VEHICLE SIGNAL HEADS, ONE NEW CUSTOM "LEFT TURN YIELD ON FLASHING YELLOW" SIGN, ONE NEW STREET NAME SIGN, AND RELOCATE ONE EXISTING VEHICLE SIGNAL HEAD ON MAST ARM. ADJUST EXISTING VIDEO DETECTION CAMERA TO ACCOMMODATE NEW VEHICLE SIGNAL HEADS. REMOVE EXISTING ILLUMINATED STREET NAME SIGN, R3-5L AND EXISTING R3-5R SIGNS AND RETURN TO CITY.
- CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-21.10, POLE SCHEDULE, SHEET TS-04, AND CURB PLACEMENT DETAIL, SHEET TS-01. FURNISH AND INSTALL TYPE PS POLE WITH CURB BASE WITH ONE NEW PEDESTRIAN SIGNAL HEAD 29 AND ONE NEW APS BLUETOOTH PEDSAFETY WAVE PUSHBUTTON 29. PEDESTRIAN PUSHBUTTON 29 SHALL FACE WEST PARALLEL TO CROSSWALK.
- © CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-21.10, POLE SCHEDULE, SHEET TS-04, AND CURB PLACEMENT DETAIL, SHEET TS-01. FURNISH AND INSTALL TYPE PS POLE WITH CURB BASE WITH ONE NEW PEDESTRIAN SIGNAL HEAD 48 AND ONE NEW APS BLUETOOTH PEDSAFETY WAVE PUSHBUTTON 48. PEDESTRIAN PUSHBUTTON 48 SHALL FACE NORTH PARALLEL TO CROSSWALK.
- CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-21.10 AT SHAW RD E STA 11+12.5, 32.0' LT. LOCATION SHALL BE FIELD VERIFIED BY CITY OF PUYALLUP ENGINEER. FURNISH AND INSTALL TYPE FB TAPCO POLE PER WSDOT STANDARD PLAN J-21.16 WITH TWO TAPCO BLINKERBEACON FLASHING BEACONS, AND ONE MUTCD SCHOOL SPEED LIMIT WHEN FLASHING SIGN (S5-1) ON POLE PER DETAIL, THIS SHEET, AND CITY OF PUYALLUP STANDARD PLANS 01.07.03, 01.07.04, AND 01.07.05. CONTRACTOR SHALL ENSURE THERE IS 2' OF CLEARANCE FROM EDGE OF SIGNS TO FACE OF CURB. CONTRACTOR SHALL INSTALL NEW BREAKER (20 AMP, 30 AMP CONTACTOR) ON PANEL IN EXISTING SERVICE CABINET ~65' NORTH AT SHAW RD INTERSECTION FOR FLASHING BEACON AND LABEL CIRCUIT "RSSZ". CONTRACTOR SHALL PURCHASE LICENSE TO BLINKLINK.NET FOR EACH BEACON FOR ONE YEAR. CONTRACTOR SHALL CONFIRM SPECS WITH CITY AND SCHOOL DISTRICT PRIOR TO PROCUREMENT.
- CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-21.10. LOCATION SHALL BE FIELD VERIFIED BY CITY OF PUYALLUP ENGINEER. FURNISH AND INSTALL TYPE FB TAPCO POLE PER WSDOT STANDARD PLAN J-21.16 WITH TWO TAPCO BLINKERBEACON FLASHING BEACONS, AND ONE MUTCD SCHOOL SPEED LIMIT WHEN FLASHING SIGN (S5-1) ON POLE PER DETAIL, THIS SHEET, AND CITY OF PUYALLUP STANDARD PLANS 01.07.03, 01.07.04, AND 01.07.05. FLASHING BEACON SHALL BE SOLAR-POWERED AND UTILIZE THE LARGEST WATTAGE SOLAR PANEL (110W AND 105AH BATTERY). CONTRACTOR SHALL PURCHASE LICENSE TO BLINKLINK.NET FOR EACH BEACON FOR ONE YEAR. CONTRACTOR SHALL CONFIRM SPECS WITH CITY AND SCHOOL DISTRICT PRIOR TO PROCUREMENT.
- $\langle 1
 angle$ furnish and install new type 2 junction box per city of puyallup standard 01.06.01.
- $\langle 2
 angle$ EXISTING COMBINATION CONTROLLER/SERVICE/BBS CABINET TO REMAIN. PROTECT DURING CONSTRUCTION
- $\langle \mathfrak{z}
 angle$ existing street light and equipment to remain. Protect during construction.
- CONTRACTOR SHALL INSTALL NEW CONDUIT/RISER TO EXISTING JUNCTION BOX AND COORDINATE WITH ZIPLY TO REROUTE AND SPLICE EXISTING FIBER INTO EXISTING SPLICE CASE IN CONTROLLER CABINET. ZIPLY SHALL MAKE FINAL CONNECTION TO EXISTING FIBER.
- $\langle 5 \rangle$ REPLACE EXISTING TYPE 2 JUNCTION BOX WITH TYPE 8 JUNCTION BOX PER WSDOT STANDARD PLAN J-40.30.
- 6 INTERCEPT AND EXTEND EXISTING CONDUIT AND CONDUCTORS TO NEW JUNCTION BOX. IF SUFFICIENT SLACK IS NOT AVAILABLE, CONTRACTOR SHALL PULL NEW CONDUCTORS FROM CONTROLLER CABINET.
- (7) REMOVE EXISTING JUNCTION BOX. FILL AND COMPACT VOID.
- 8 INTERCEPT EXISTING LIGHTING SPARE CONDUIT AND REROUTE TO NEW SIGNAL JUNCTION BOXES. ROUTE NEW SIGNAL CONDUCTORS THROUGH EXISTING AND NEW CONDUIT.

 ILLUMINATION & SIGNAL GENERAL NOTES
- 1. ALL VEHICLE SIGNAL HEADS SHALL USE TYPE M MOUNTS (CONNECTED BETWEEN THE RED AND YELLOW SIGNAL FACES). ALL PEDESTRIAN SIGNAL HEADS SHALL USE TYPE E CLAMSHELL MOUNTS.
- 2. ALL PEDESTRIAN PUSH BUTTONS SHALL BE ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND SHALL BE INSTALLED PER MUTCD STANDARDS. ALL CURB RAMPS SHALL MEET PROWAG STANDARDS.
- 3. THE LOCATION OF ALL CONDUITS, JUNCTION BOXES, POLES AND CABINETS SHOWN ON THIS PLAN MAY BE SLIGHTLY ADJUSTED IN THE FIELD TO AVOID CONFLICTS. ALL FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- AVOID CONFLICTS. ALL FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- 4. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION. CONTRACTOR SHALL CHECK FOR MINIMUM OVERHEAD CLEARANCE OF 16'6" FOR ALL SIGNAL HEADS ABOVE THE STREET PRIOR TO POURING THE FOUNDATION.
- 5. ALL TRAFFIC SIGNAL AND PEDESTRIAN HEADS, AND PUSH BUTTONS SHALL BE SECURELY AND COMPLETELY COVERED WHILE SIGNAL IS NOT IN OPERATION. SIGNAL HEADS WILL BE BAGGED WITH A SMALL HOLE IN LINE WITH EACH SIGNAL LENS.
- 6. ALL CONDUCTORS FOR ALL ELECTRICAL EQUIPMENT SHALL BE LABELED IN EACH JUNCTION BOX.
- 7. ALL CONDUITS SHALL BE RIGID HOT—DIPPED GALVANIZED STEEL OR SCHEDULE 80 PVC WHEN EXPOSED ABOVE THE GROUND. SEE SPECIAL PROVISIONS.
- 8. ALL SIGNS SHALL BE VIP DIAMOND GRADE SHEETING FOR BOTH MAST ARM AND SHOULDER MOUNTS. STREET NAME SIGNS SHALL BE LED LIGHTED UNITS WITH THE CITY'S DAFFODIL LOGO. STREET NAME SIGNS WILL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. ALL LIGHTED STREET NAME SIGN LAYOUTS SHALL BE APPROVED BY THE CITY SIGN TECHNICIAN PRIOR TO MANUFACTURING.
- 9. ALL JUNCTION BOXES SHALL BE PLACED BEHIND SIDEWALK, UNLESS OTHERWISE NOTED.
- 10. ALL WORK SHALL BE IN ACCORDANCE WITH CITY OF PUYALLUP STANDARDS AND SPECIFICATIONS.
- 11. THE LOCATIONS OF FEATURES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR AS NECESSARY.
- 12. THE CONTRACTOR SHALL SUBMIT A REQUEST TO THE INSPECTOR FOR MATERIALS APPROVAL AT THE EARLIEST POSSIBLE DATE.
- 13. ALL WORK SHALL BE CONSISTENT WITH UTILITY AGENCY REQUIREMENTS. THE CONTRACTOR SHALL CONTACT ALL PERTINENT UTILITY AGENCIES 48 HOURS BEFORE COMMENCING WORK, AND SHALL COORDINATE WITH AFFECTED UTILITY AGENCIES THROUGHOUT THE PROJECT.
- 14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY COMPANY AND THE CITY OF PUYALLUP IMMEDIATELY UPON DAMAGE.
- 15. EXISTING FEATURES TO REMAIN UNLESS OTHERWISE NOTED.
- 16. ALL JUNCTION BOXES CARRYING SIGNAL EQUIPMENT AND/OR INTERCONNECT SHALL HAVE THE LETTERS "TS" INSCRIBED ON THE LID. ALL JUNCTION BOXES CARRYING ONLY INTERCONNECT EQUIPMENT SHALL HAVE THE LETTERS "INTC" INSCRIBED ON THE LID.
- 17 ALL WORK SHALL MEET THE REQUIREMENTS OF THE PROJECT SPECIAL PROVISIONS AND THE CITY OF PHYALLUP STANDARD DRAWINGS
- 17. ALL WORK SHALL MEET THE REQUIREMENTS OF THE PROJECT SPECIAL PROVISIONS AND THE CITY OF PUYALLUP STANDARD DRAWINGS.
- 18. THE TOP ELEVATION OF ALL POLE FOUNDATIONS SHALL BE APPROVED BY THE INSPECTOR PRIOR TO PLACING CONCRETE.
- 19. 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.
- 20. A COPY OF THE LOAD CALCULATIONS SHALL BE PROVIDED TO THE CITY'S SIGNAL TECHNICIAN PRIOR TO INSTALLATION.
- 21. CONTRACTOR SHALL CONTACT THE CITY'S SIGNAL TECHNICIAN WHEN THE LIGHTS ARE READY TO BE ENERGIZED.
- 22. THE APPLICANT SHALL PURCHASE INSYNC ADAPTIVE CAMERAS DIRECTLY FROM RHYTHM ENGINEER (CHRIS FEES AT 913-227-0603 EXT. 145 OR SAWYER BRESLOW 913-227-0603 EXT. 136) AND PROVIDE TO THE CONTRACTOR FOR INSTALLATION. CITY STAFF CAN ASSIST WITH PREPARING AN AGREEMENT BETWEEN THE APPLICANT AND RHYTHM ENGINEERING. THE CONTRACTOR SHALL INSTALL COMPLETE INSYNC ADAPTIVE SYSTEMS AT THE SHAW/SITE ACCESS INTERSECTIONS AND COORDINATE DIRECTLY WITH RHYTHM ENGINEERING FOR PROGRAMMING.
- 23. THE REQUIRED SIGNAL MODIFICATIONS MUST BE FULLY CONFIGURED AND OPERATIONAL NO LESS THAN 2 WEEKS PRIOR TO RECEIVING OCCUPANCY FOR ANY BUILDING ON—SITE. FULLY CONFIGURED AND OPERATIONAL INCLUDES ADAPTIVE CONFIGURATION, OVERHEAD FIBER CONNECTIVITY, ALL INTERSECTION STRIPING, SIGNAL HARDWARE, SIGNAGE, ALL ON—STREET LIGHTING, ETC. ARE INSTALLED AND OPERATIONAL. ADAPTIVE SIGNAL CONTRACTOR (RHYTHM ENGINEERING) WILL BE REQUIRED TO CONFIGURE THE ADAPTIVE SYSTEM ON—SITE.

	BREAKER SCHEDULE RD AND ROAD A											
CIRCUIT	BREAKER	CONTACTOR										
MAIN	1P-100 AMP											
LT SIGN	1P-20 AMP											
SIGNAL	1P-50 AMP	30 AMP										
ILLUM 1 A	2P-20 AMP	30 AMP										
RSSZ	2P-30 AMP	30 AMP										

BY:

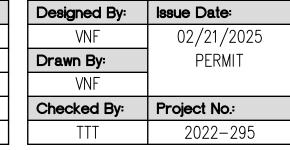
CITY OF PUYALLUP
ENGINEERING SERVICES

DATE

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APPROVED

No.	Date	Ву	Revision Description
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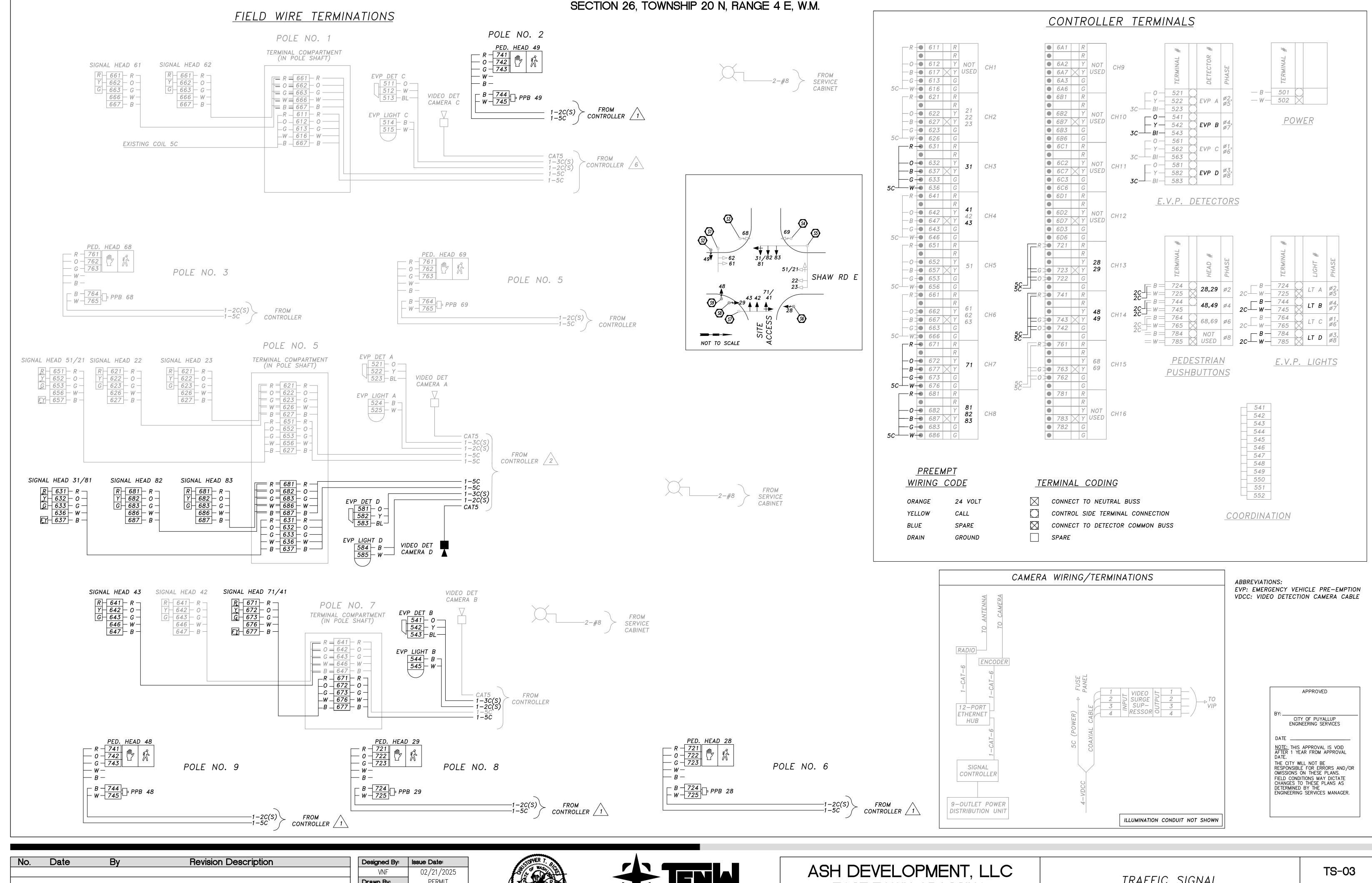


TREVOR TAKARA, P.E.
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ASH DEVELOPMENT, LLC EAST TOWN CROSSING PUYALLUP, WA

TRAFFIC SIGNAL WIRE SCHEDULE — PHASE TS-02

41 **OF** 46



NO.	Date	Ву	Revision Description	Designed By:	Issue Date:
				VNF	02/21/2025
				Drawn By:	PERMIT
				VNF	
				Checked By:	Project No.:
				TTT	2022-295



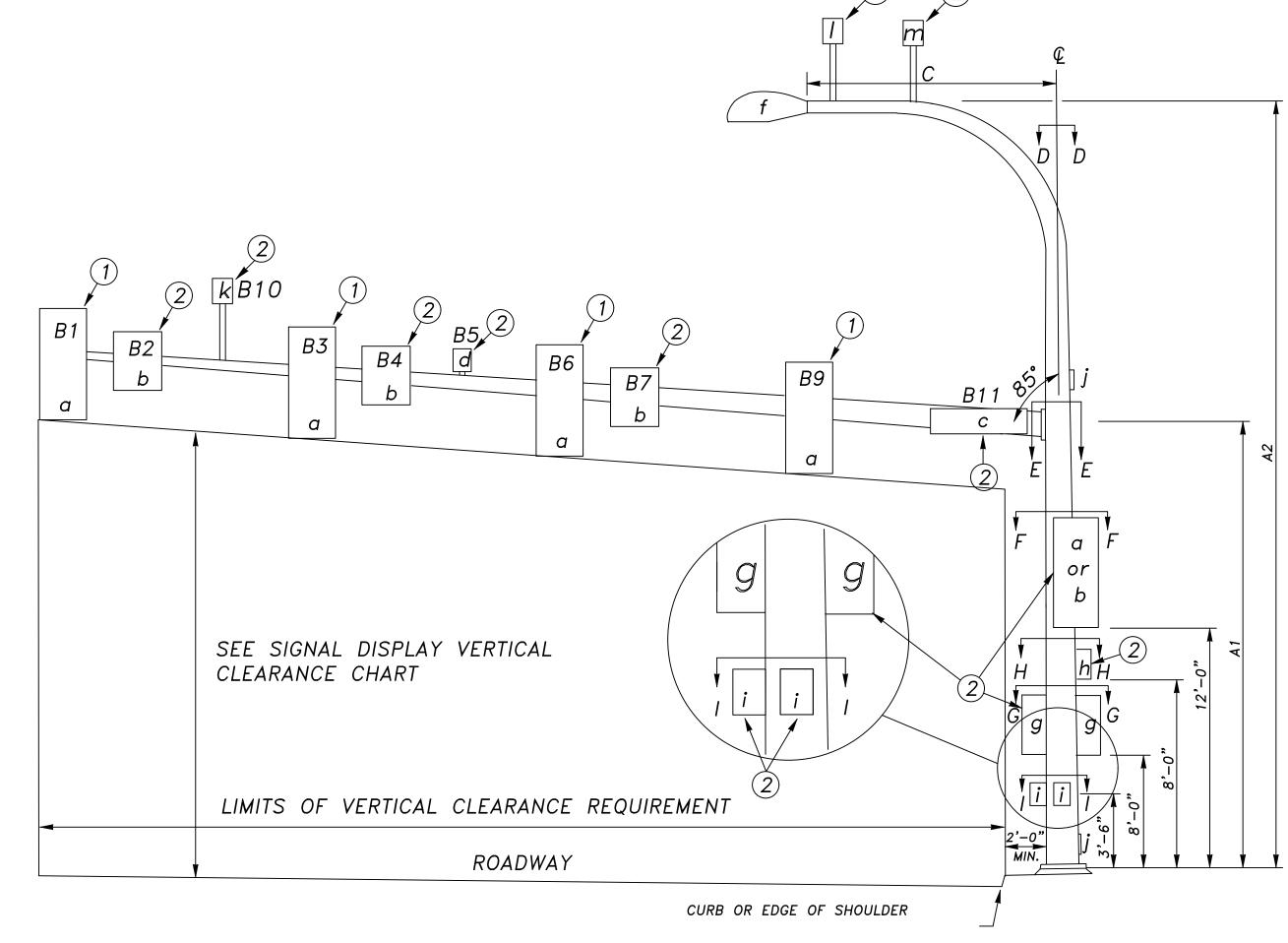


ASH DEVELOPMENT, LLC EAST TOWN CROSSING PUYALLUP, WA

TRAFFIC SIGNAL WIRING DIAGRAM — PHASE SHEET:

42 OF 46

SECTION 26, TOWNSHIP 20 N, RANGE 4 E, W.M.



LEGEND

- a. VEHICLE SIGNAL HEAD
- b. SIGN
- c. ILLUMINATED STREET NAME SIGN
- d. PRE-EMPT DETECTOR
- e. DELETED (10/22/90)
- f. LUMINIARE
- g. PEDESTRIAN SIGNAL HEAD
- h. RECESSED TERMINAL COMPARTMENT
- i. PEDESTIAN PUSHBUTTON ASSEMBLY
- j. HANDHOLE
- k. VIDEO DETECTION CAMERA
- I. PTZ CAMERA
- m. BROADBAND PANEL ANTENNA

ALTERNATE NOTE 1 FOR TYPE N MOUNT ONLY:

DRILL 1" HOLE IN MAST ARM AND INSTALL
PLASTIC SPLIT BUSHING FOR CABLE
ENTRANCE.

NOTE:

- 1) MOUNTING COUPLING INSTALLED AT OFFSET DISTANCE INDICATED IN
- (2) FIELD INSTALLED.

SIGNAL STANDARD DETAILS

TYPICAL E1 SIGNAL ARM ATTACHMENT

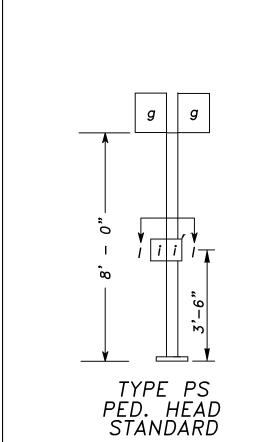
POINT

POLE ORIENTATION

0° POINT

ANGLE (P.O.A.) DEGREES CLOCKWISE

FROM OFFSET LINE TO



TYPE II MAST ARM SIGNAL STANDARD

TYPE III COMBINATION LIGHTING AND MAST ARM SIGNAL STANDARD

SIGNAL DISPLAY VERTICAL CLEARANCE (FEET)

DISTANCE FROM STOP LINE	4	0'	4.	5 '	5	0'	53' OR	MORE
DISTANCE FROM STOP LINE	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
3 SECTION 12" 5 SECTION (DOGHOUSE) 12"	16.5	17.5	16.5	19.2'	16.5	20.9'	16.5	22.0'
4 SECTION 12"	16.5	17.0'	16.5	18.0'	16.5	19.7	16.5	20.8'
5 SECTION (VERTICAL) 12"	16.5	17.0'	16.5	17.5°	16.5	18.5	16.5	19.6
	M	EASURED	FROM I	воттом	OF SIGN	AL HEAD	HOUSIN	IG
			(BACI	KPLATE)	TO ROA	DWAY		

																	SIGN	IAL S	TANL	DARD	DE1	TAIL	CHAI	RT															
STD.	REFERENCE ROADWAY	FIEL	D LOCATION		TYPE	MOUN HEIGHT		MAST ARM		OFFSI	T DISTANCE	(FT) (Z) (PO	LE & TO A	TTACHME			L MAST A	RM DAT		NDLOAD /	AREAS (F	T) ² (X)(Y				(X)(Y)(Z)(3	LUMINAIR) ARM(FT		POLE AT	ТАСНМЕ	NT PO	DINT ANG	LES (D	<u> </u>	DEP	INDATIO PTHS(F1	Γ)	REMARKS
	KOADWAT	STATION	OFFSET LT.	RT. P.O.A	١.	A1	A2		B1	B2	В3	B4	B5	В6	B7	В9	B10	B11	B1	B2	В3	B4	В6	B7 B9	B10	B11	TOTAL(FT)	С	D	E1	1 F2	G1	G2	H I	1 12	3' RD.	3' SQ. 4	'RD.	
1	SHAW RD E	EX	EX X	0°	EX III	18.0'	30.0'	43.0'	-	<i>39.0</i> °	34.0'	- 2	27.0'	23.0'	_	_	_	16.5	_	6.3	9.2	_	9.2	- -	_	6.7	921	12'	_	- 3	30 -	-	- 1	35	- -	11	9	9	
2	SHAW RD E	12+01.5	44.0'X	_	PS	_	_	-	_	-	_	-	-	-	-	-	_	_	_	-	_	-	-	- -	-	_	_	-		-	- -	(3)	-	- 2	70 -	T - T	-	-	FDN PER WSDOT J-21.10
3	SHAW RD E	EX	EX X	_	EX PS	_	_	-	-	_	-	-	_	_	-	_	_	_	_	_	_	-	-		_	_	_	_	-	-		(3)	_	- () –	_	-	-	
4	SHAW RD E	EX	EX X	_	EX PS	_	_	-	-	_	-	-	-	_	-	_	_	_	_	_	_	-	-		_	_	_	_	_	-		(3)	-	- () –	-	-	-	
_	CUAW DD F	ΓV	FV V	00	EV CD	17.0'	30.0'	75.0'	75.0'	_	63.5	56.0' 6	9.5	51.5'	-	_	_	20.5	9.2	_	9.2	7.5	11.6		_	6.7	2429	12'	_	0	0 –	_	- ,		- -			1 2	
5	SHAW RD E	EX	EX X	0	EX SD	17.0'	_	62.0'	62.0'	59.0'	54.0%	-	-	46.0(6)	-	_	_	20.0'	11.6	7.5	9.2	-	9.2		_	6.7	_	_	_	_		_	- 4			1 -	_	12	
6	SHAW RD E	12+89.5	46.0'	X -	PS	_	_	-	-	_	-	-	-	- 1	-	-	_	_	-	_	-	-	-	- -	-	_	_	_	_	-	- -	(3)	-	- () –	 -	-	-	FDN PER WSDOT J-21.10
7	SHAW RD E	EX	EX	X 90°	EX III	18.0'	30.0'	38.0'	32.5(6)	28.0'	24.5(6)	- 3	6.5	16.5(6)	_	_	_	12.5'	11.6	7.5	9.2	-	9.2		_	6.7	1048	12'	-	-	0 –	_	- 1	35 -		11	9	9	
8	SHAW RD E	12+21.0	44.5	X -	PS	_	_		_	1	_	_	_		-	_	_	_	_	_	_	_	_		_	_		_	_	-		(3)	-	- (<u> </u>	_	-	-	FDN PER WSDOT J-21.10
9	SHAW RD E	11+97.0	33.5'	X –	PS	_	_	_	_	-	_	_	_	_	_	-	_	_	-	_	-	_	-		_	_	_	_	_	_	- -	(3)	_	- () –		-	-	FDN PER WSDOT J-21.10

SIGNAL STANDARD DETAIL CHART NOTES

- (1) FOUNDATION DEPTHS ARE BASED ON AN ALLOWABLE LATERAL BEARING CAPACITY OF 1,000 PSF. RECOMMENDED PER COORDINATION WITH EARTH SOLUTIONS NW, LLC ON 1/3/2019.
- (2) RELOCAE SIGNAL HEAD ON MAST ARM. INSTALL NEW VEHICLE HEAD ON EXISTING TENON.
- (3) N/A: PEDESTRIAN SIGNAL HEAD SHALL USE TYPE "D" TOP MOUNT.
- (4) CALCULATED WINDLOAD PLUS 500 FT³ FOR FUTURE UNKNOWN CONDITIONS.
- (5) NOT APPLICABLE. PEDESTRIAN SIGNAL HEAD SHALL BE MOUNTED WITH A TYPE D TOP MOUNT.
- (6) FIELD WELD NEW TENON.

APPROVED

BY:

CITY OF PUYALLUP
ENGINEERING SERVICES

DATE

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					VNF	
				(Checked By:	Project No.:
					TTT	2022-295

POLE ORIENTATION AND ATTACHMENT POINT DETAIL

BASE PLATE

— LOCATION STATION

ALL HANDHOLES

AT 180°







TRAFFIC SIGNAL POLE SCHEDULE — PHASE 1 TS-04 SHEET:

43 **OF** 46

SECTION 26, TOWNSHIP 20 N, RANGE 4 E, W.M. SIGNAL DISPLAYS

VEHICLE HEADS

EX :31/81

PEDESTRIAN HEADS EX:28,29 :48,49

:51,52 :71/41 1. ALL STANDARD VEHICLE SIGNAL HEADS SHALL BE CONVENTIONAL ALUMINUM TYPE WITH 12—INCH LENS FOR ALL INDICATIONS AND SQUARE DOORS WITH TUNNEL VISORS. EACH SIGNAL HEAD SHALL HAVE A

VEHICLE HEADS

EX :11

VEHICLE HEADS

EX:22,23 NEW:43

SYMBOL SHALL BE LUNAR WHITE.

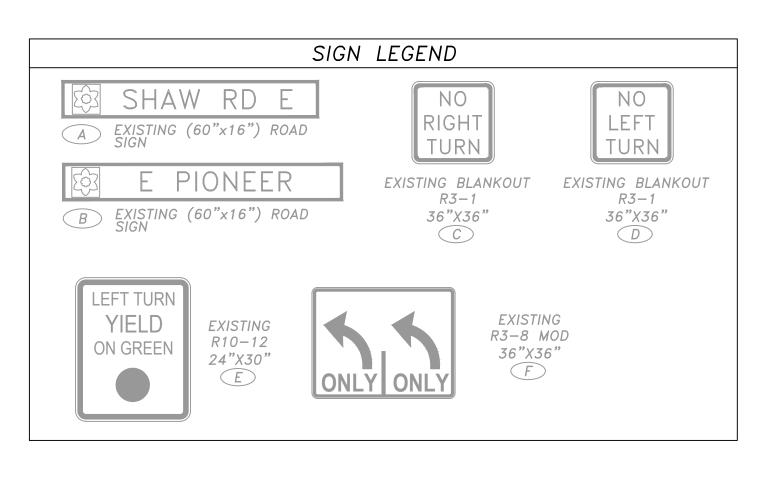
ITE SPECIFICATION LED LIGHTS FOR ALL INDICATIONS. 2. ALL PEDESTRIAN HEADS SHALL BE COUNTDOWN AND ITE SPECIFICATION LEOTEK TSL-PED-16-SPC-V1 LED LIGHT UNITS WITH BLACK Z CRATE VISORS. HAND SYMBOL SHALL BE PORTLAND ORANGE AND MAN

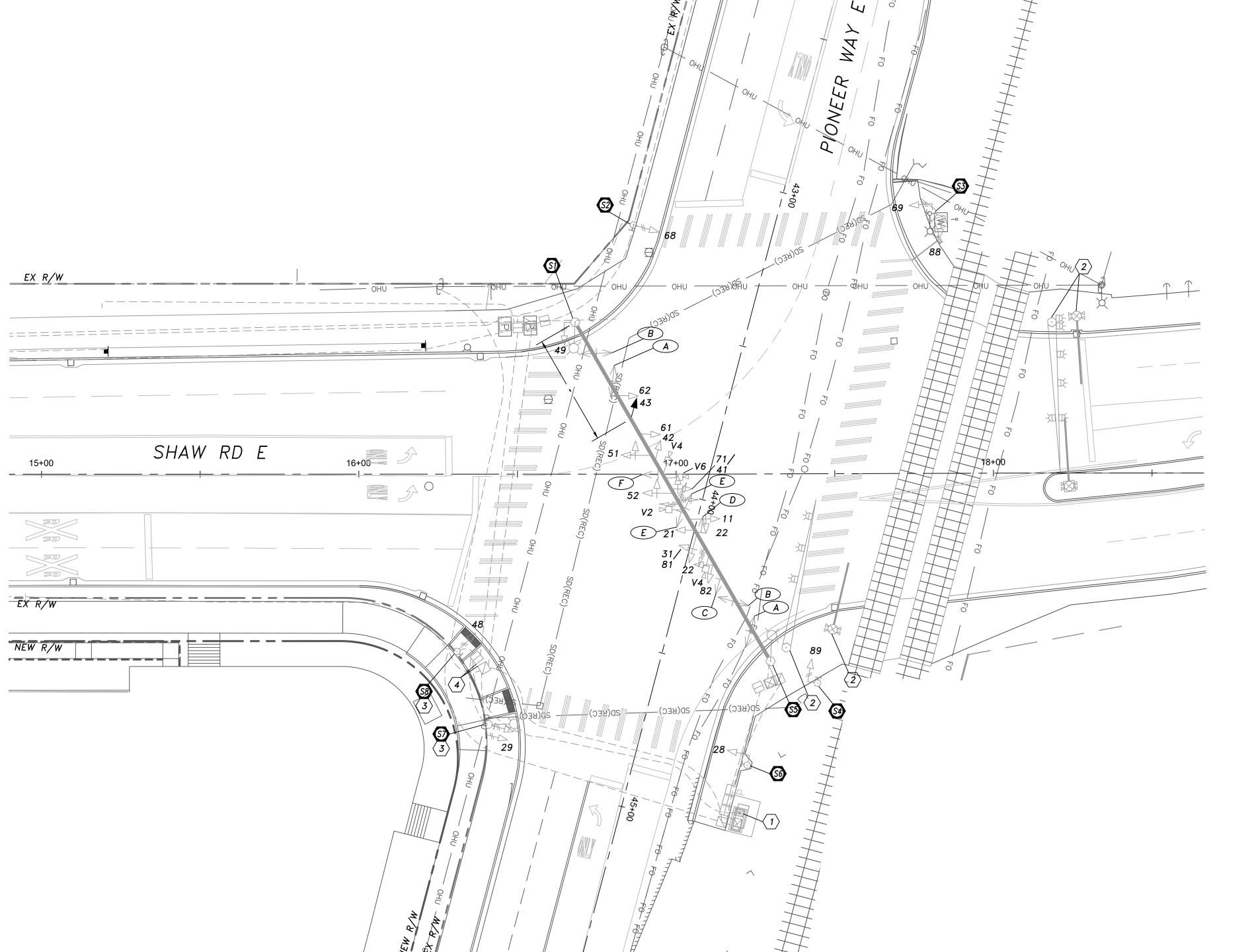
0.25-INCH HOLE DRILLED INTO THE BOTTOM. BALLS AND ARROWS SHALL BE ILLUMINATED WITH DIALIGHT

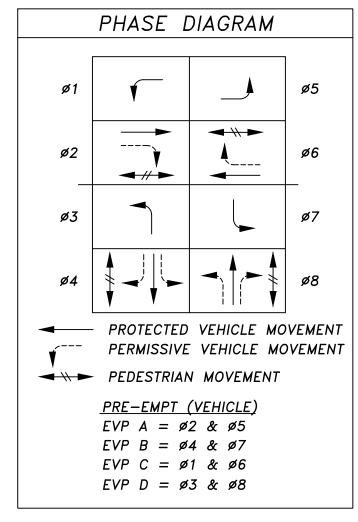
3. PEDESTRIAN HEADS, VEHICLE HEADS SHALL HAVE NO BACK—PLATE AND BE ALUMINUM AND FLAT BLACK IN COLOR. PEDESTRIAN HEADS AND VEHICLE HEADS SHALL MATCH EXISTING HEADS AT THIS INTERSECTION.

SIGNAL CONSTRUCTION NOTES:

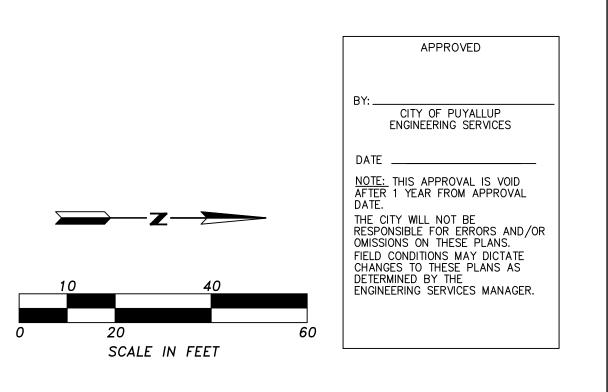
- EXISTING SUPPORT FOR MONOTUBE SIGNAL BRIDGE AND ASSOCIATED EQUIPMENT TO REMAIN. INSTALL ONE NEW VEHICLE SIGNAL HEAD 43 ON MAST ARM AT OFFSET OF 35 FEET. VEHICLE SIGNAL HEAD SHALL FACE EASTBOUND TRAFFIC, CENTER IN LANE. ENSURE 8 FEET OF CLEARANCE FROM NEAREST EASTBOUND SIGNAL HEAD. ENSURE VEHICLE SIGNAL HEAD DOES NOT OBSTRUCT VISIBILITY OF ADJACENT SIGNAL HEADS. INSTALL NEW 5C CONDUCTOR FOR VEHICLE SIGNAL HEAD AND FEED CONDUCTOR THROUGH EXISTING CONDUIT AND TERMINATE IN CONTROLLER CABINET.
- (S2) EXISTING PS POLE AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- (33) EXISTING STREET LIGHT AND EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- (SA) EXISTING PS POLE AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- **S** EXISTING SUPPORT FOR MONOTUBE SIGNAL BRIDGE AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- 66 EXISTING PS POLE AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- EXISTING STREET LIGHT AND EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- (SB) EXISTING PS POLE AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- (1) EXISTING COMBINATION CONTROLLER/SERVICE/BBS CABINET TO REMAIN. PROTECT DURING CONSTRUCTION.
- 2 EXISTING RAILROAD CROSSING SIGNAL AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
- 3 EXISTING CURB RAMPS TO BE REPLACED IN KIND. CONTRACTOR SHALL ENSURE EXISTING POLE LOCATIONS MEET ADA STANDARDS PRIOR TO RAMP RECONSTRUCTION. SEE CIVIL PLANS FOR DETAILS.
- $\langle 4
 angle$ existing junction boxes to remain. Contractor shall adjust junction boxes to finished grade.



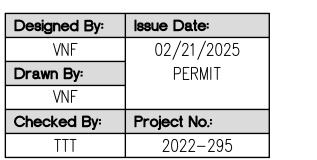




SIGNAL LEGEND										
EXIST.	<u>NEW</u>	<u>DESCRIPTION</u>								
		JUNCTION BOX TYPE 1,2,8								
\longrightarrow	→	VEHICLE SIGNAL HEAD								
# >	/// 	PEDESTRIAN SIGNAL HEAD								
		MAST ARM, LUMINAIRE POLE								
\odot	⊙	TYPE PS POLE								
ŀ	F	PEDESTRIAN PUSHBUTTON								
\Rightarrow	\Rightarrow	MAST ARM MOUNTED SIGN								
 - >	-///	EMERGENCY PRE-EMPTION DETECTOR WITH CONFIRMATION LIGHT								
$-\!\!\!\!\!\!-\!$	-	VIDEO DETECTION CAMERA								
\rightarrow		TENON								
		CONDUIT/CONDUCTOR								
		ELECTRICAL SERVICE CABINET								
		CONTROLLER CABINET								
BBS		BACKUP BATTERY SYSTEM								
\bigcirc		ROADWAY LIGHT STANDARD								
\Rightarrow	\mapsto	LUMINAIRE POLE MOUNTED SIGN								
		PTZ CAMERA								
		WIRE NOTE								
	$\overline{\bigcirc}$	CONSTRUCTION NOTE								
		SIGNAL POLE NUMBER/CONSTRUCTION NOTE								
		SIGN NOTE								



No.	Date	Ву	Revision Description	



Drawn By:





ASH DEVELOPMENT, LLC EAST TOWN CROSSING PUYALLUP, WA

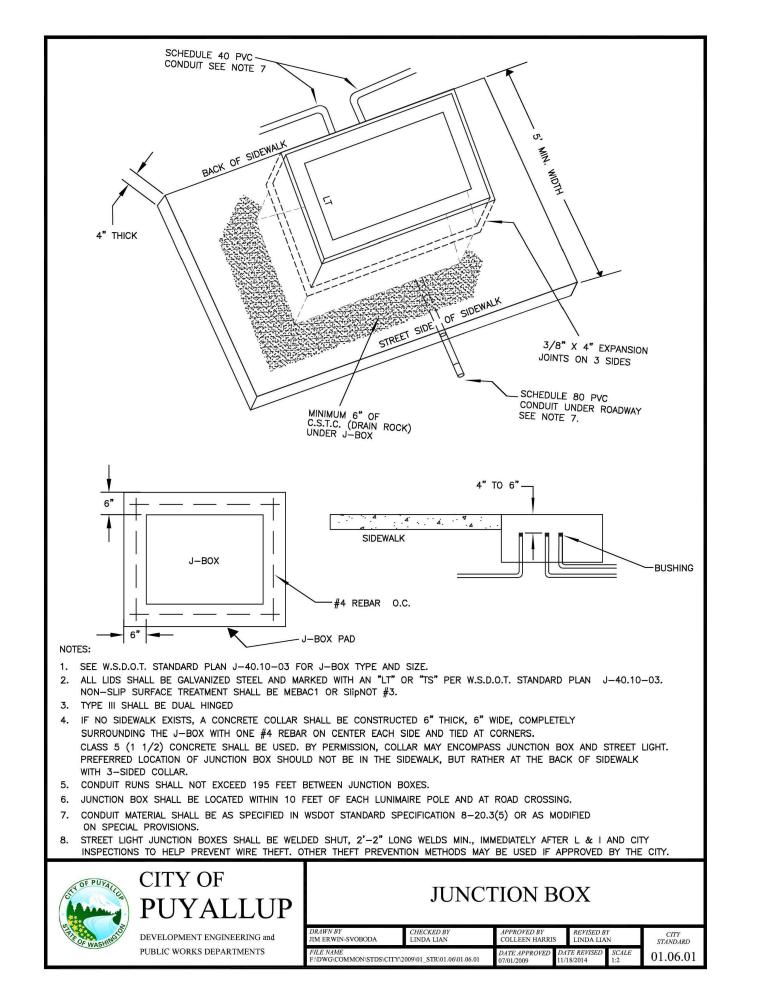
TRAFFIC SIGNAL PLANS — PHASE

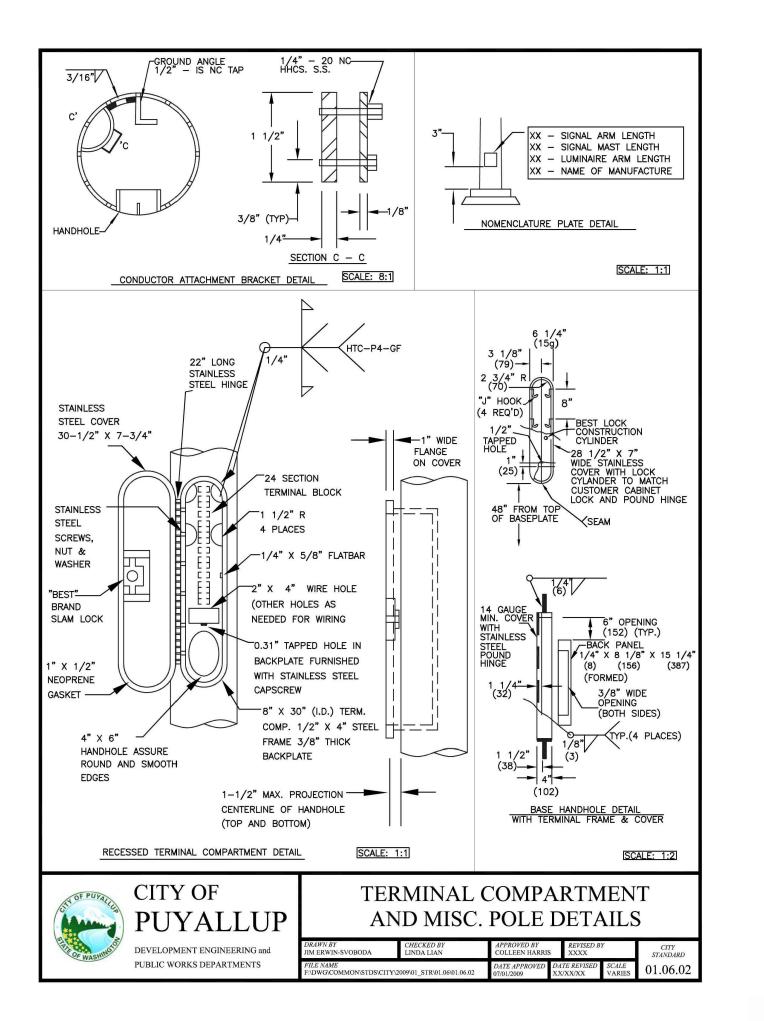
TS-05

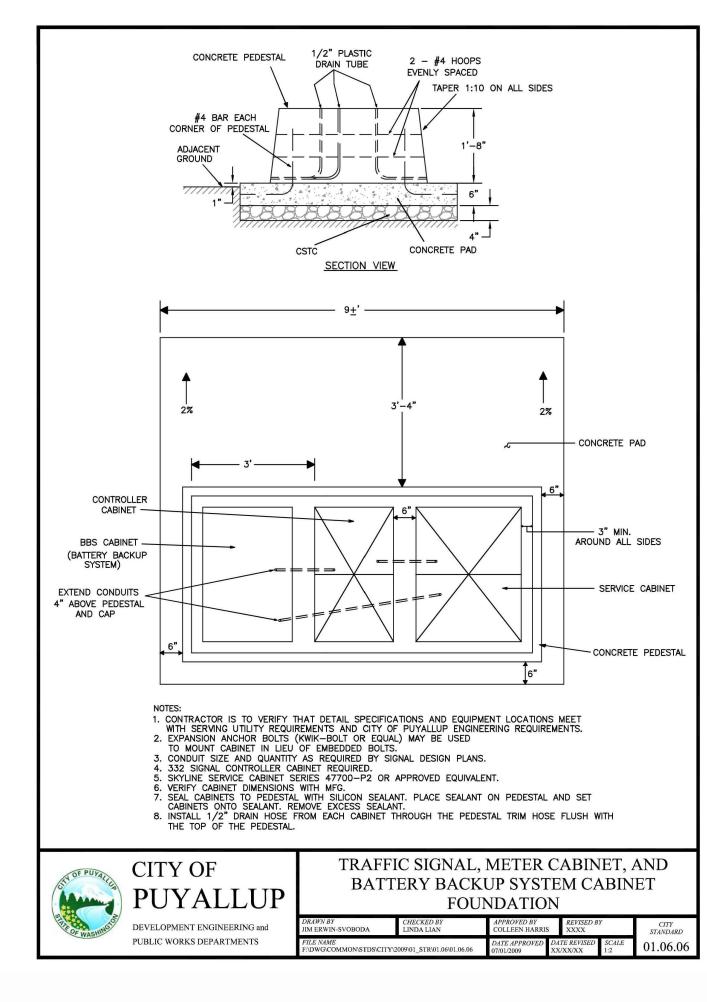
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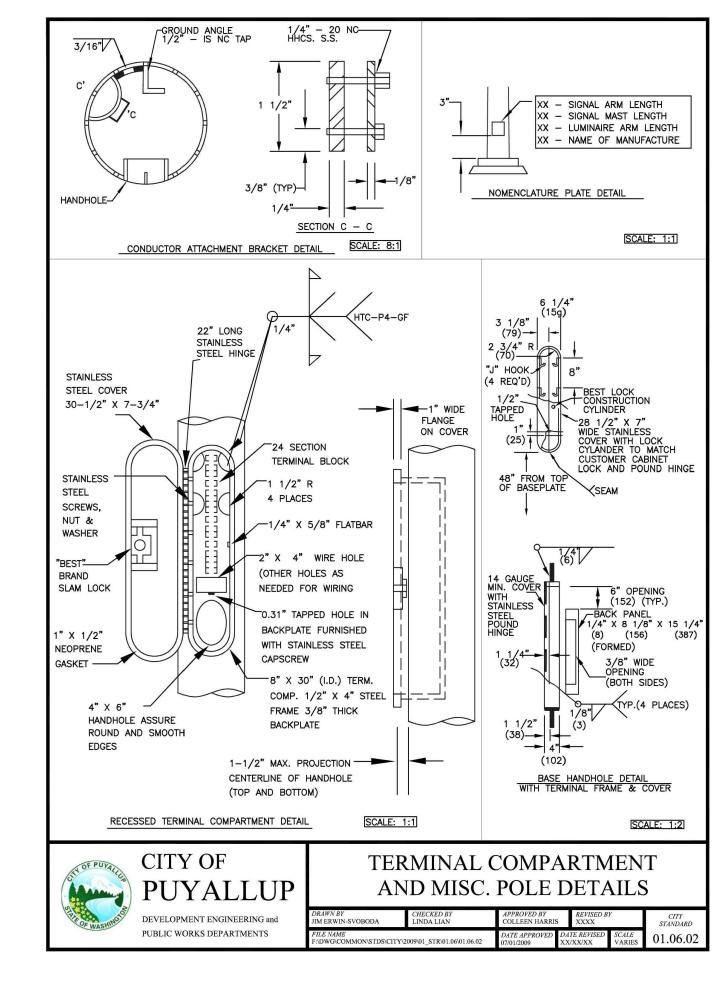
__44___**OF**____46__

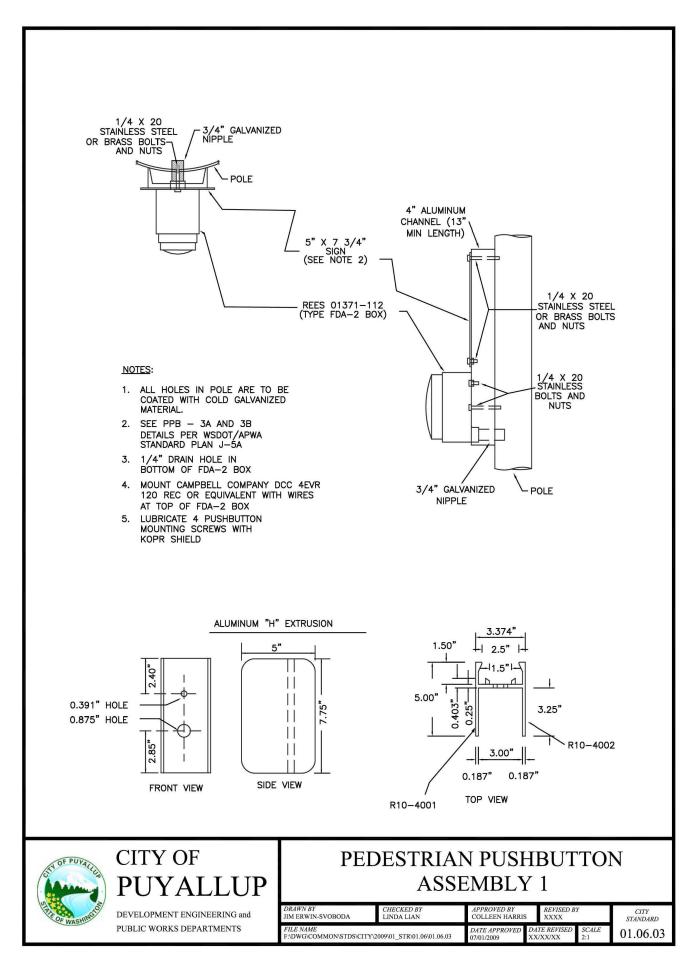
SECTION 26, TOWNSHIP 20 N, RANGE 4 E, W.M.

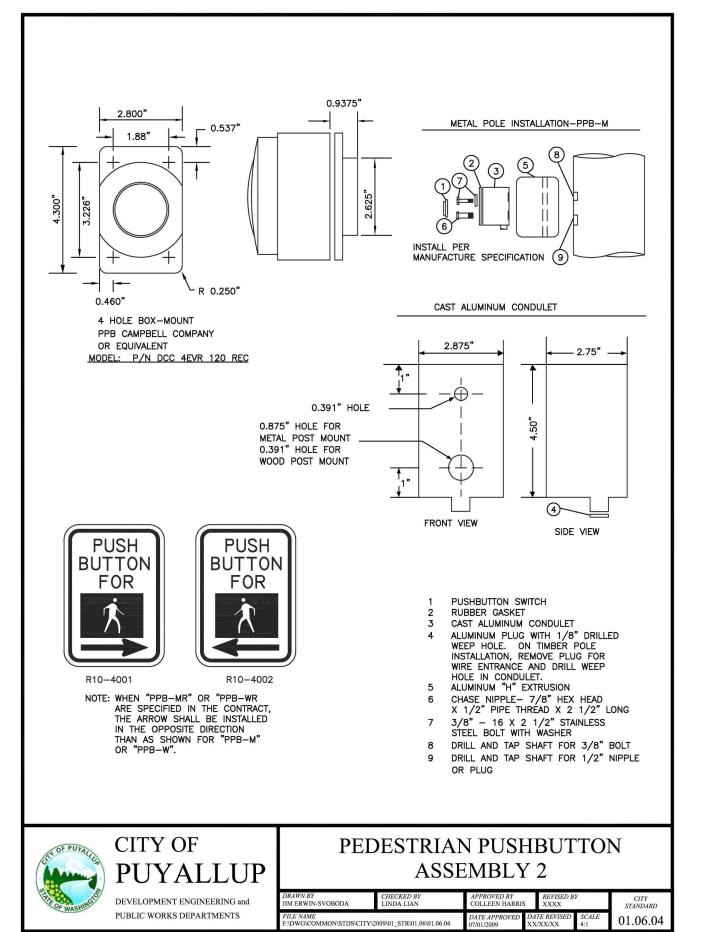












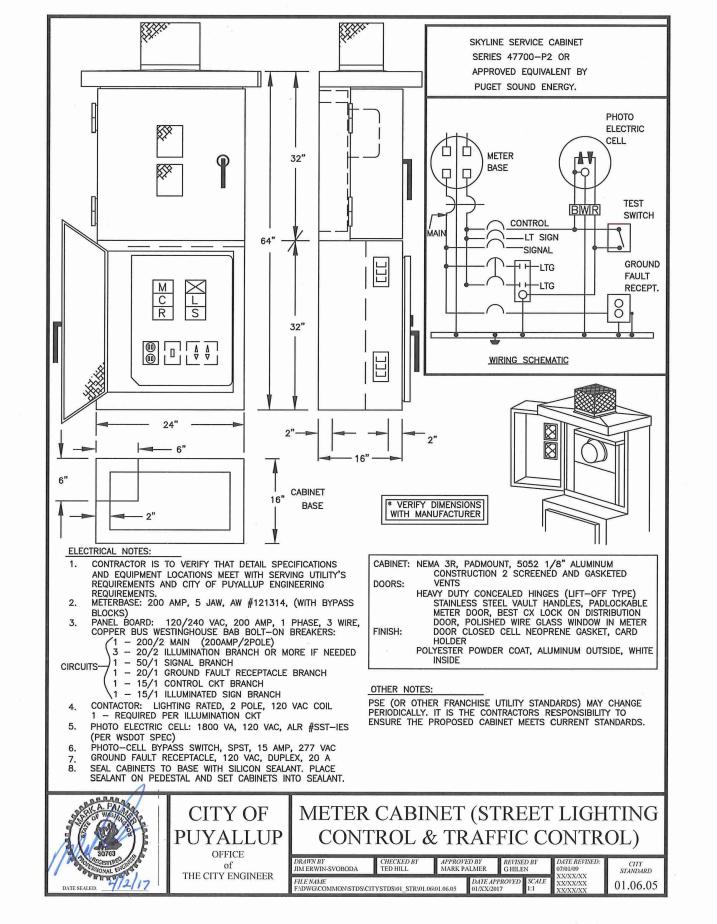
Issue Date:

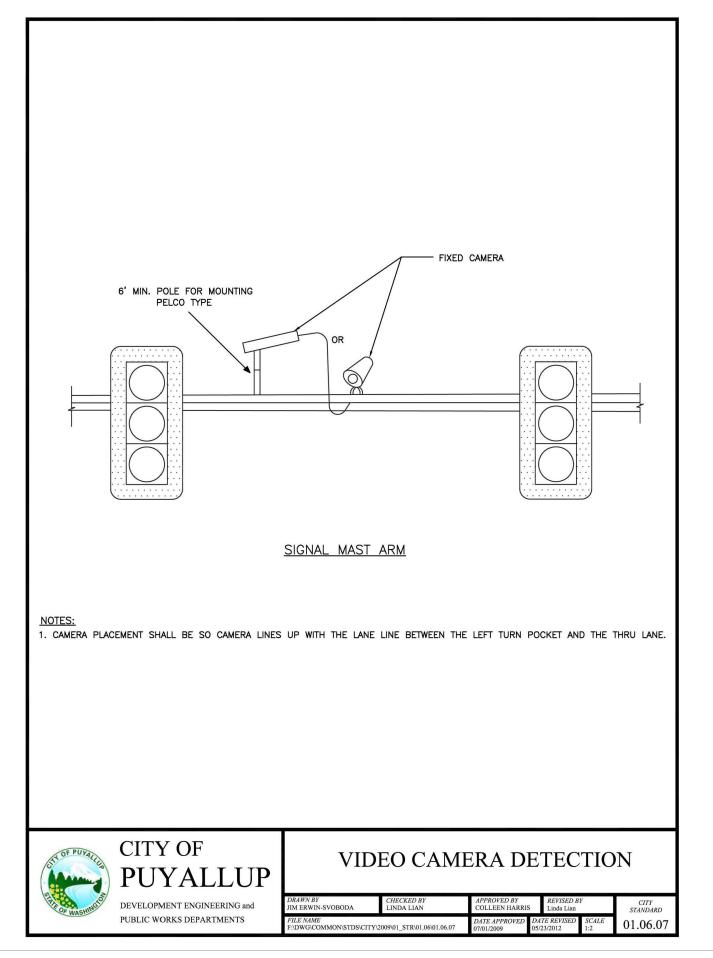
Project No.:

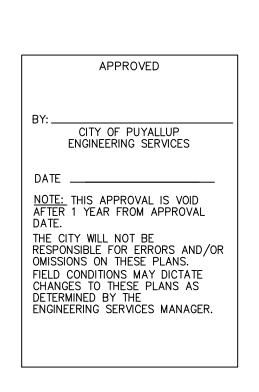
02/21/2025

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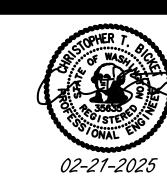
2022-295







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				VNF
				Drawn By:
				VNF
				Checked By:
				TTT





ASH DEVELOPMENT, LLC EAST TOWN CROSSING PUYALLUP, WA

TRAFFIC SIGNAL STANDARD DETAILS — PHASE

TS-06 SHEET: OF 45

GENERAL:

THE INTENT OF THE FOLLOWING SPECIFICATION IS TO PROVIDE A COMPLETE, READY TO INSTALL, 2-WAY PAGING CONTROL, SOLAR POWERED SCHOOL ZONE FLASHING BEACON SYSTEM.

DESCRIPTION

THE PURPOSE OF THIS SPECIFICATION IS TO DESCRIBE THE MINIMUM ACCEPTABLE DESIGN FOR A 2-WAY PAGING SOLAR POWERED, DUAL BEACON SCHOOL ZONE FLASHING BEACON SYSTEM. THE SYSTEM WILL BE DESIGNED TO OPERATE FOR A PERIOD OF 4 HOURS PER DAY, 5 DAYS PER WEEK. THE SYSTEM SHALL BE DESIGNED TO OPERATE WITH A PROBABILITY OF NO LOSS OF LOAD DURING ALL MONTHS OF THE YEAR.

L CABNET

THE CABINET SHALL BE MANUFACTURED OF 0.125" SHEET ALUMINUM. NOMINAL CABINET DIMENSIONS SHALL BE 26.25" H x 15.5" W x 14.75" D. THE CABINET SHALL BE A TWO (2)COMPARTMENT TYPE, THE BOTTOM COMPARTMENT SHALL HAVE A NEOPRENE GASKET SEAL SO AS TO PREVENT BATTERY GASES FROM SEEPING INTO THE TOP COMPARTMENT. THE CABINET SHALL HAVE WIRE SCREENED INSECT PROOF LOUVERS ON EACH SIDE OF BOTH COMPARTMENTS FOR VENTILATION. THE LOUVERS SHALL BE DESIGNED TO NOT ALLOW ANY RAIN TO ENTER THE CABINET. ON THE BOTTOM OF THE CABINET THERE SHALL BE TWO SCREENED INSECT PROOF DRAIN HOLES.

THE DOOR SHALL BE A SINGLE UNIT WITH A CONTINUOUS PIANO HINGE RIVETED TO THE DOOR AND THE CABINET. THE DOOR SHALL INCORPORATE A NEOPRENE GASKET WHICH, WHEN CLOSED, FORMS A SNUG WEATHER TIGHT SEAL. THE DOOR LOCK SHALL BE A STANDARD POLICE LOCK, REINFORCED WITH A STEEL PLATE.

EACH CABINET SHALL BE EQUIPPED WITH THE NECESSARY RIGID TOP AND BOTTOM MOUNT FOR A 4" ID POLE WITH 4.5" OD POLE CLAMPS. ALL NECESSARY HARDWARE FOR PROPER MOUNTING SHALL BE INCLUDED.

2. CONTROL PANEL

THE CONTROL PANEL CONTAINING THE ELECTRONICS (SOLAR CHARGE CONTROLLER AND FLASHER) AND 2-WAY PAGING TIME CLOCK SHALL BE MOUNTED IN THE TOP COMPARTMENT OF THE CABINET USING BOLTS WITH WING NUTS FOR QUICK AND EASY REMOVAL. THE SOLAR PANEL BEACON AND BATTERY SHALL BE CONNECTED THROUGH A MAIN WIRING HARNESS VIA A CIRCULAR PIN CONNECTOR (CPC).

THE SOLAR PANELS, LOAD, AND BATTERY SHALL BE FUSED FOR SHORT CIRCUIT PROTECTION AND EASE OF SYSTEM MAINTENANCE.

SOLAR CHARGE CONTROLLER

THE SOLAR CHARGE CONTROLLER SHALL CONTROL BATTERY CHARGING THROUGH PULSE WIDTH, MODULATED, TEMPERATURE COMPENSATING, CONSTANT CHARGING ALGORITHM. THE SOLAR CHARGE CONTROLLER WILL HAVE BOTH A LOW VOLTAGE DISCONNECT (LVD) OF 11.4 VDC AND A HIGH VOLTAGE DISCONNECT (HVD) OF 15.5 VDC. A LIQUID CRYSTAL DISPLAY (LCD) OF BATTERY VOLTAGE, SOLAR ARRAY CURRENT, AND LOAD CURRENT WILL BE AVAILABLE WITH THE SOLAR CHARGE CONTROLLER. IN ADDITION, COLORED LED'S WILL DISPLAY BATTERY STATE. A GREEN LED WILL INDICATE FULL CHARGE, AMBER LED WILL INDICATE HALF CHARGE, AND A FLASHING RED LED WILL INDICATE LOW CHARGE. A SOLID GLOWING RED LED WILL INDICATE THE LOAD HAS BEEN DISCONNECTED. A SEPARATE GREEN LED WILL INDICATE THE BATTERY IS BEING CHARGED.

THE SOLAR CHARGE CONTROLLER WILL HAVE A LOAD DISCONNECT PUSHBUTTON. WHEN THE LOAD IS DISCONNECTED THE BUTTON WILL GLOW RED.



SOLAR POWERED SCHOOL ZONE FLASHING BEACON SYSTEM NOTES

				,	
VN BY CHECKED BY LINDA LIAN		APPROVED BY	REVISED BY		CITY
		COLLEEN HARRIS	XXXX		STANDARD
Z NAME		DATE APPROVED	DATE REVISED	SCALE	01.07.03
WG\COMMON\STDS\CITYSTDS\STR\01.07\01.07.03		07/01/2009	XX/XX/XX	1:1	

THE SOLAR CHARGE CONTROLLER WILL BE CAPABLE OF OPERATING IN A TEMPERATURE RANGE OF -40 DEGREES C AND +85 DEGREES C.

E AGUED

THE FLASHER SHALL BE SOLID STATE, 2 CIRCUIT DEVICE WHICH CONTROLS THE FLASHING SEQUENCE OF THE BEACON. THE FLASHER WILL HAVE A SELECTABLE FLASH RATE OF 35-70 FLASHES PER MINUTE AND WILL FLASH A DUTY CYCLE OF 50% ON AND 50%

THE FLASHER WILL BE CAPABLE OF OPERATING IN A TEMPERATURE RANGE OF -40 DEGREES C AND +85 DEGREES C.

3. 2-WAY PAGING TIME CLOCK

THE 2-WAY PAGING TIME CLOCK WILL CONTAIN BOTH THE CAPABILITY OF RECEIVING PAGES FROM A CENTRAL LOCATION AND RESPONDING VIA EMAIL TO A DESIGNATED ADDRESS. THE 2-WAY PAGING TIME CLOCK WILL BE ABLE TO RECEIVE AND STORE AN ANNUAL PROGRAM OF UP TO 960 CHARACTERS INCLUDING STEPS AND EXCEPTIONS, AN ALTERNATE PROGRAM, AND AN IMMEDIATE PROGRAM. THE 2-WAY PAGING TIME CLOCK WILL SELECT THE APPROPRIATE PROGRAM AND/OR EXCEPTION FOR TODAY AND WILL RUN THAT PROGRAM. THE 2-WAY PAGING TIME CLOCK WILL ALSO HAVE THE CAPABILITY OF BEING PROGRAMMED VIA A KEY PAD ON THE TIME CLOCK.

THE 2-WAY PAGING TIME CLOCK WILL CONTAIN WATCH DOG CIRCUITS TO ENSURE THAT THE CLOCK RESETS ITSELF SHOULD IT FAULT FOR A PERIOD GREATER THAN SPECIFIED. THE CLOCK WILL CONTAIN 2 OUTPUT CIRCUITS, EACH CIRCUIT RATED AT 16 AMPS. THE CLOCK WILL BE CAPABLE OF BEING POWERED BY EITHER DC OR AC POWER. THE CLOCK WILL CONTAIN NON-VOLATILE MEMORY SO THAT A POWER FAILURE WILL NOT ERASE THE PROGRAM. THE CLOCK WILL HAVE CAPACITIVE BACKUP POWER RATED AT 168 HOURS IN THE EVENT OF POWER FAILURE. THE CLOCK WILL BE CAPABLE OF LEAP YEAR COMPENSATION AND WILL AUTOMATICALLY COMPENSATE FOR DAYLIGHT SAVINGS TIME.

SYSTEM SOFTWARE WILL BE PROVIDED FOR OPERATION OF THE SYSTEM. FUNCTIONS AND FEATURES OF THE SOFTWARE ARE DESCRIBED IN SECTION 3.1.

THE 2-WAY PAGING TIME CLOCK WILL BE CAPABLE OF OPERATING IN A TEMPERATURE RANGE OF -40 DEGREES C AND +85 DEGREES C

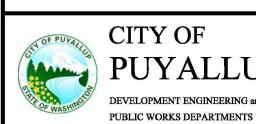
3.1 2-WAY PAGING SYSTEM SOFTWARE

THE 2-WAY PAGING SYSTEM SOFTWARE WILL RUN ON A STANDARD PC USING A WINDOWS 2000, XP, OR VISTA OPERATING

THE SOFTWARE WILL HAVE THE CAPABILITY TO ASSIGN 99 GROUPS WITH 99 UNITS PER GROUP. THE SOFTWARE WILL ALLOW THE USER TO CREATE AN ANNUAL PROGRAM WITH EXCEPTIONS FOR EACH GROUP AND WILL ALLOW THE USER TO COPY PROGRAMS FROM ONE GROUP TO ANOTHER GROUP. THE SOFTWARE WILL ALLOW THE USER TO CREATE AN ALTERNATE PROGRAM WHICH OVERRIDES THE ANNUAL PROGRAM FOR A SPECIFIED PERIOD. THE SOFTWARE WILL ALLOW THE USER TO CREATE AN IMMEDIATE EXECUTABLE PROGRAM WHICH OPERATES ONLY ON THE DATE OF THE PROGRAM. THE SOFTWARE WILL ALSO ALLOW THE USER TO CONTROL THE CLOCK MANUALLY.

THE SOFTWARE WILL ALLOW THE USER TO PRINT A HARDCOPY LISTING OF ALL SCHOOL PROGRAMS. IT WILL ALLOW THE USER TO PRINT A LISTING OR ALL REMOTE SITES. IT WILL MAINTAIN A HISTORY OF THE LAST 500 PAGE MESSAGES SENT TO REMOTE LINITS

THE SOFTWARE WILL ALLOW THE USER TO ADDRESS AND SEND A PAGE MESSAGE TO ALL UNITS WITH ONE COMMAND, ANY GROUP OF UNITS WITH ONE COMMAND, OR A SINGLE UNIT WITH ONE COMMAND.



CITY OF SOLAR POWERED SCHOOL ZONE PUYALLUP FLASHING BEACON SYSTEM NOTES

THE SOFTWARE WILL ALLOW THE USER TO CHANGE THE EMAIL ADDRESS TO WHICH THE UNIT RESPONDS, TO SEND AN ANNUAL PROGRAM WITH EXCEPTIONS, TO SEND AN ALTERNATE PROGRAM, TO SEND AN IMMEDIATE PROGRAM, TO TURN ON OR TURN OFF THE RELAYS MANUALLY, TO SEND A TIME UPDATE, OR TO QUERY THE UNITS REGARDING STATUS (DATE, TIME, UNIT IDENTIFICATION, PROGRAM RUNNING, AND RELAY STATE).

4. SOLAR PANE

THE SOLAR PANEL WILL BE HIGH EFFICIENCY, SINGLE CRYSTAL SILICON SOLAR CELLS THAT ARE LAMINATED TO GLASS WITH LAYERS OF ETHYLENE VINYL ACETATE (EVA). THE PANEL WILL BE SELF—CLEANING, IMPACT RESISTANT, HIGHLY TRANSMISSIVE, TEMPERED GLASS SUPERSTATE. THE PANEL MODULE FRAME WILL BE MADE OF EXTRUDED, POLYMER COATED ALUMINUM ALLOY OR SIMILAR APPROVED CONSTRUCTION. THE PANEL MODULE JUNCTION BOX WILL BE A UV RESISTANT, WEATHERPROOF WIRE TERMINATION SYSTEM WHICH HANDLES #14 AWG WIRING. THE MINIMUM ACCEPTABLE WATTAGE OF THE SOLAR PANEL WILL BE 85 WATTS.

5. BATTERIES

THE BATTERIES WILL BE A TYPE 27 ABSORBED GLASS MAT (AGM) LEAD ACID TYPE 12 VOLT DC BATTERY. THE BATTERIES WILL CONTAIN VALVE REGULATION WITH A SELF DISCHARGE RATE OF 1% PER MONTH OR LESS (AT 68 DEGREES F). THE BATTERIES WILL UTILIZE T881 TERMINALS. THE POSITIVE TERMINAL WILL BE COVERED WITH A RUBBER BOOT TO PROTECT THE BATTERIES FROM ACCIDENTAL SHORTING.

6. SIGNAL BEACO

THE SIGNAL BEACONS WILL CONSIST OF THE HEAD, AMBER LENS, VISOR, SIGNAL CLOSURE CAP, AND MOUNTING HARDWARE FOR A 4.5" OD ALUMINUM POLE. THE LENS WILL BE A 12VDC 12" AMBER LED BEACON USING ALLnGaP TECHNOLOGY. THE HEAD WILL BE A ONE PIECE POLYCARBONATE SHELL WITH THE POLYCARBONATE DOOR USING STAINLESS STEEL HINGE PINS. THUMBSCREWS WILL HOLD THE DOOR AGAINST THE BODY. THE VISOR SHALL BE A ONE PIECE POLYCARBONATE TUNNEL UNIT WHICH SHALL BE DURALOCKED AT FOUR POINTS TO THE HEAD DOOR.

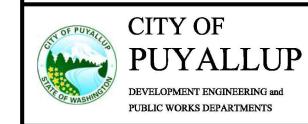
THE SIGNAL BEACON WILL BE ASSEMBLED AND WIRED AS A UNIT.

7. POLE AND BASE

THE POLE WILL BE A SCHEDULE 80 SPUN ALUMINUM 4" ID $(4.5" \text{ OD}) \times 16'$ H. THE BASE WILL BE A BREAKAWAY BASE SIMILAR TO PELCO PART NUMBER PB-5340. A SET OF 4 ANCHOR BOLTS WILL BE PROVIDED. THE ANCHOR BOLTS WILL BE $3/4" \times 10"$ AND WILL BE SIMILAR TO PELCO PART NUMBER PB-5306. A POLE COLLAR ASSEMBLY AND A POLE CAP WILL ALSO BE PROVIDED.

8. WARRANT

A MINIMUM OF ONE YEAR WARRANTY FROM THE DATE OF SYSTEM INSTALLATION WILL BE REQUIRED FOR ALL SYSTEM COMPONENTS. THE BATTERY WILL BE PRO—RATED WARRANTED FOR 5 YEARS. THE SOLAR PANEL WILL BE WARRANTED FOR 20 YEARS. ALL SHIPPING COSTS FOR WARRANTY REPAIRS WILL BE PAID BY THE VENDOR.



SOLAR POWERED SCHOOL ZONE FLASHING BEACON SYSTEM NOTES

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APPROVED

CITY OF PUYALLUP ENGINEERING SERVICES

Date
By
Revision Description

VNF
02/21/2025

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PERMIT

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ASH DEVELOPMENT, LLC EAST TOWN CROSSING PUYALLUP, WA

FLASHING BEACON STANDARD DETAILS — PHASE 1 TS-07

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