

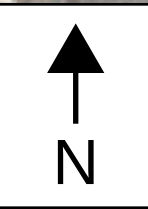
City of Puyallup - Downtown Puyallup Gateway and Wayfinding Signage

PRROW20260770

Figure 1. Approximate Traffic Control Zone - Site Plan (North)

This is a one-way portion of N Meridian Ave, heading south.

Any public facilities, i.e. utilities, curb, gutter, driveway approach, curb ramp, sidewalk, etc., broken now or during the course of construction shall be removed and replaced to current City Standard. Restoration limits and requirements shall be at the discretion of the City.



A 10" diameter core drill is allowed for potholing. For pothole windows larger than 10" in diameter or trenching completed in existing roadway, the contractor shall restore the pavement by installing the trench patch and then grinding/overlaying. All roadway restoration and street patches shall comply with City Standard Detail 01.01.20.

PRROW20260770 shall only be for geotech boring and potholing. All other design elements are for reference only.

427 N MERIDIAN

Day 1 - Southbound Work
 0900 - AWP, APS, Holt, Geo wait nearby.
 0930 - AWP at northern location.
 0930 - APS clears and completes two potholes while Holt drills.
 1030-1100: APS moves to southern location with breakaway team of AWP.
 1300-1330: Patching completed at all locations.
 1400: Off site.

TBD on if potholing will be completed in the street or on sidewalk. **See Figures 3 and 4 for potholing locations.**
 Note: there is a grassy space between the curb and side walk in the both pothole areas which will not require special surface cutting tooling.

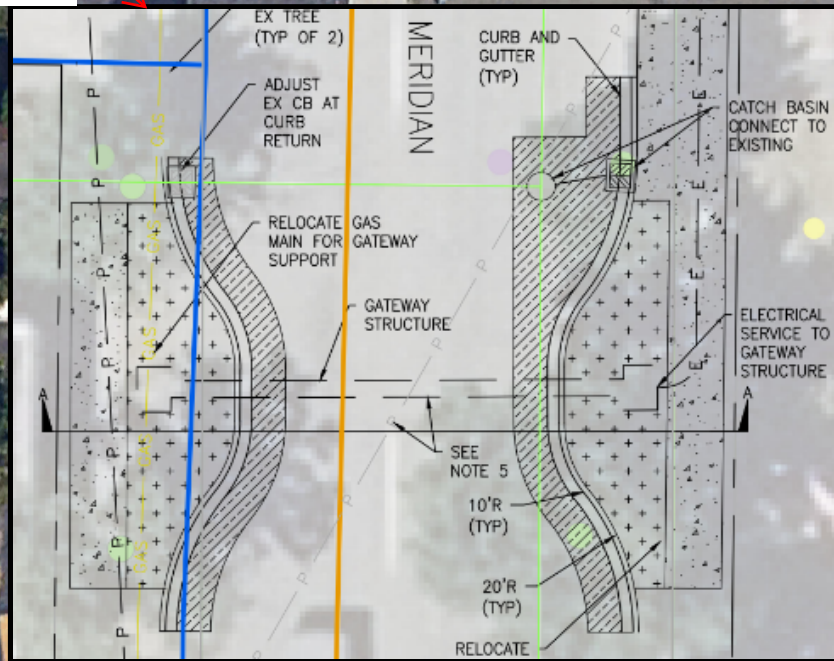
Potholing Zones

OLD LOC

Boring B-2-26 (50 feet)
 No pothole needed.

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

- Legend**
- Boring (Vertical Drilling)
 - West southbound lane work area
 - East northbound lane work area
 - Pothole Only Zones



City of Puyallup - Downtown Puyallup Gateway and Wayfinding Signage

PRROW20260770

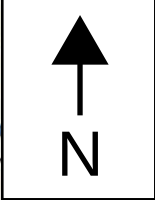
Figure 2. Approximate Traffic Control Zone - Site Plan (South)

This is a two-way portion of S Meridian Ave.

Day 2 - Northbound Work
0900 - AWP, APS, Holt, Geo wait nearby.
0930 - AWP at southern location.
0930 - APS clears and completes two potholes while Holt drills.
1030-1100: APS moves to northern location with breakaway team of AWP.
1300-1330: Patching completed at all locations.
1400: Off site.

Any public facilities, i.e. utilities, curb, gutter, driveway approach, curb ramp, sidewalk, etc., broken now or during the course of construction shall be removed and replaced to current City Standard. Restoration limits and requirements shall be at the discretion of the City.

7-Eleven



A 10" diameter core drill is allowed for potholing. For pothole windows larger than 10" in diameter or trenching completed in existing roadway, the contractor shall restore the pavement by installing the trench patch and then grinding/overlaying. All roadway restoration and street patches shall comply with City Standard Detail 01.01.20.

TBD on if potholing will be completed in the street or on sidewalk. **See Figures 3 and 4 for potholing locations.** Note: there is a grassy space between the curb and side walk in the eastern pothole area which will not require special surface cutting tooling.

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10th Ave SE

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

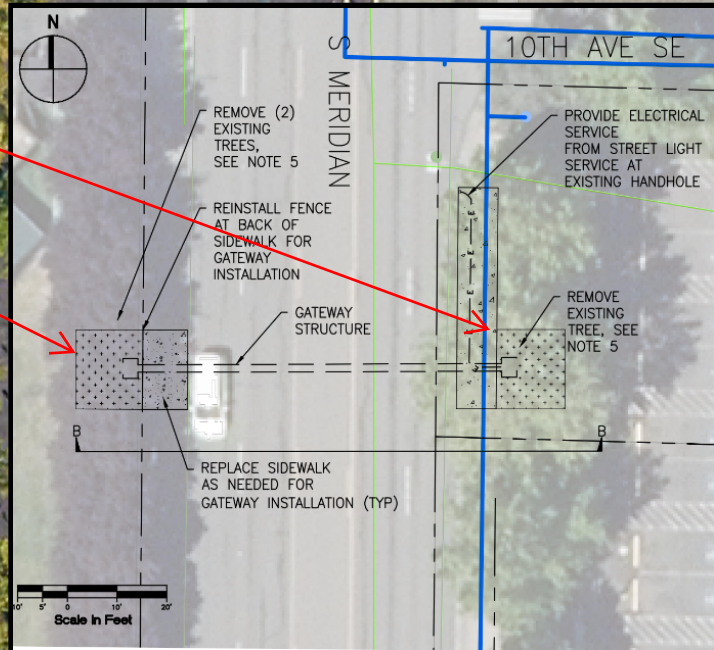
Puyallup Fair Grounds

OLD LOC

Boring B-1-26 (50 feet)
No pothole needed.

Potholing Zones

- Legend
- Boring (Vertical Drilling)
 - West southbound lane work area
 - East northbound lane work area
 - Pothole Only Zones

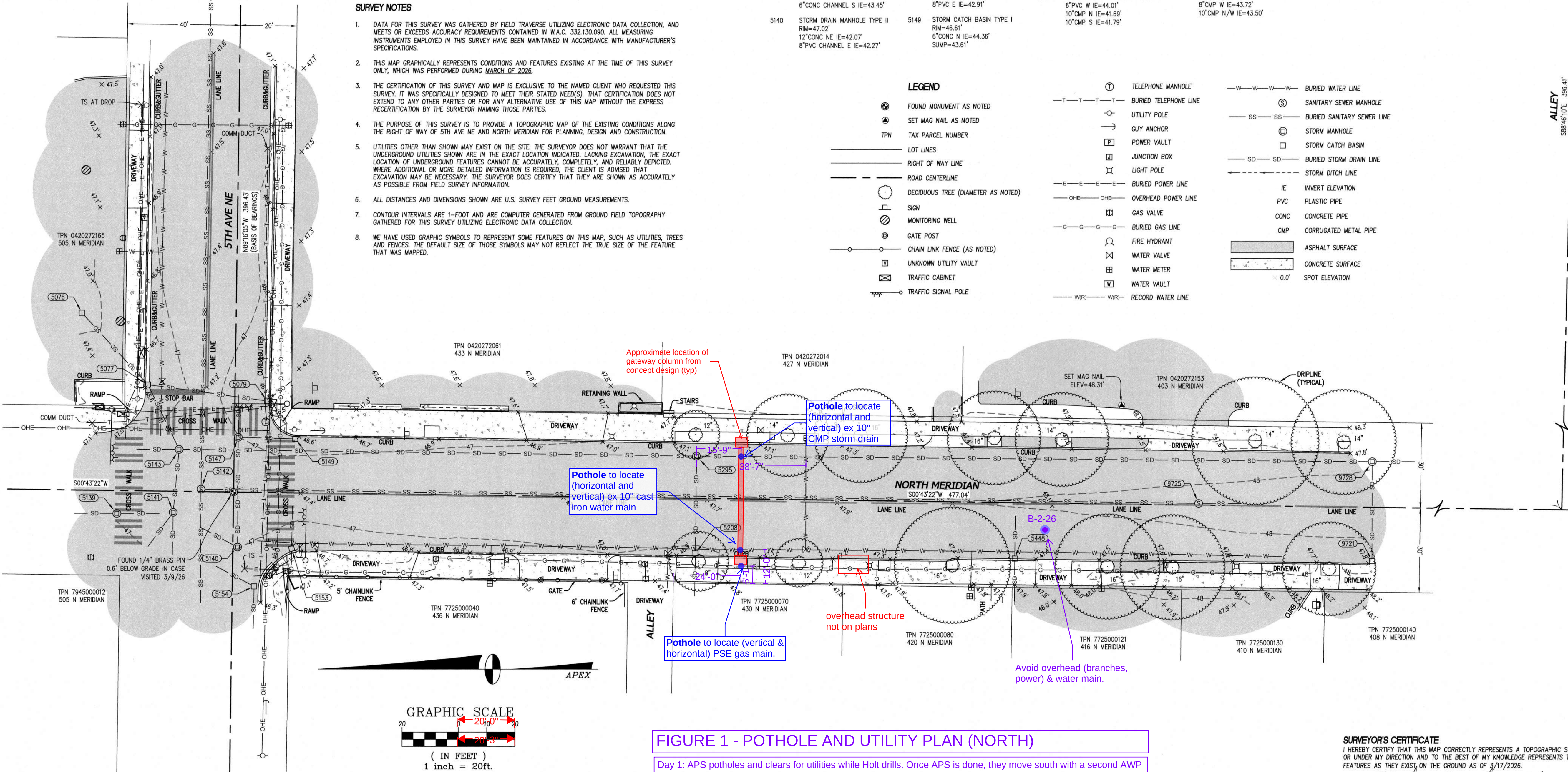
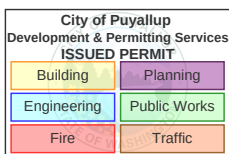


PRROW20260770

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TOPOGRAPHIC SURVEY

DOWNTOWN PUYALLUP GATEWAY ARCHES - NORTH

THE SW 1/4 OF THE NW 1/4 OF SECTION 27 AND THE SE 1/4 OF THE NE 1/4 OF SECTION 28, TOWNSHIP 20 NORTH, RANGE 4 EAST, W.M.
CITY OF PUYALLUP, PIERCE COUNTY, WASHINGTON

BASIS OF BEARINGS

HELD NORTH 89° 16' 05" WEST BETWEEN MONUMENTS FOUND AT THE INTERSECTIONS 5TH AVE NE AND NORTH MERIDIAN, AND 5TH AVE NE AND 2ND ST NE, AS SHOWN HEREON

HORIZONTAL DATUM

WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (NAD 83/2011) BASED ON RTK GPS MEASUREMENTS CONSTRAINED TO THE WASHINGTON STATE REFERENCE NETWORK.

VERTICAL DATUM

NAVD 88 BASED ON RTK GPS MEASUREMENTS CONSTRAINED TO THE WASHINGTON STATE REFERENCE NETWORK.

BENCHMARK

DESCRIPTION - THE MARK IS A WSDOT BRASS DISK SET INTO A ROUND CONCRETE MONUMENT AT GRADE

PUBLISHED ELEVATION

SURVEY NOTES

- DATA FOR THIS SURVEY WAS GATHERED BY FIELD TRAVERSE UTILIZING ELECTRONIC DATA COLLECTION, AND MEETS OR EXCEEDS ACCURACY REQUIREMENTS CONTAINED IN W.A.C. 332.130.090. ALL MEASURING INSTRUMENTS EMPLOYED IN THIS SURVEY HAVE BEEN MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
- THIS MAP GRAPHICALLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY ONLY, WHICH WAS PERFORMED DURING MARCH OF 2026.
- THE CERTIFICATION OF THIS SURVEY AND MAP IS EXCLUSIVE TO THE NAMED CLIENT WHO REQUESTED THIS SURVEY. IT WAS SPECIFICALLY DESIGNED TO MEET THEIR STATED NEED(S). THAT CERTIFICATION DOES NOT EXTEND TO ANY OTHER PARTIES OR FOR ANY ALTERNATIVE USE OF THIS MAP WITHOUT THE EXPRESS RECERTIFICATION BY THE SURVEYOR NAMING THOSE PARTIES.
- THE PURPOSE OF THIS SURVEY IS TO PROVIDE A TOPOGRAPHIC MAP OF THE EXISTING CONDITIONS ALONG THE RIGHT OF WAY OF 5TH AVE NE AND NORTH MERIDIAN FOR PLANNING, DESIGN AND CONSTRUCTION.
- UTILITIES OTHER THAN SHOWN MAY EXIST ON THE SITE. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY. THE SURVEYOR DOES CERTIFY THAT THEY ARE SHOWN AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY INFORMATION.
- ALL DISTANCES AND DIMENSIONS SHOWN ARE U.S. SURVEY FEET GROUND MEASUREMENTS.
- CONTOUR INTERVALS ARE 1-FOOT AND ARE COMPUTER GENERATED FROM GROUND FIELD TOPOGRAPHY GATHERED FOR THIS SURVEY UTILIZING ELECTRONIC DATA COLLECTION.
- WE HAVE USED GRAPHIC SYMBOLS TO REPRESENT SOME FEATURES ON THIS MAP, SUCH AS UTILITIES, TREES AND FENCES. THE DEFAULT SIZE OF THOSE SYMBOLS MAY NOT REFLECT THE TRUE SIZE OF THE FEATURE THAT WAS MAPPED.

2ND ST NE

S00°43'38"W 480.49'

STORM DRAIN STRUCTURES

5076	STORM CATCH BASIN RIM=46.68'	5141	STORM DRAIN MANHOLE TYPE II RIM=47.26' 24"CONC W IE=36.01' 8"CONC NW IE=42.31' 24"CONC E IE=35.86' LADDER TO NORTH	5153	STORM CATCH BASIN TYPE I RIM=46.46' 6"PVC W IE=45.19' 8"PVC IE=43.84' SUMP=42.64'	5448	
5077	STORM CATCH BASIN TYPE I RIM=46.66' 6"CONC E IE=43.71' 6"CONC S IE=43.36' 8"CONC SW IE=43.33' SUMP=42.31'	5143	STORM DRAIN MANHOLE TYPE II RIM=47.22' 24"CONC W IE=36.12' 18"CONC N IE=36.17' 8"CONC NE IE=41.17' 12"CONC S IE=40.02' LADDER TO SE	5154	STORM CATCH BASIN TYPE I RIM=46.26' 6"CONC W IE=43.51' 6"CONC NE IE=44.16' SUMP=43.51'	9721	
5079	STORM CATCH BASIN TYPE RIM=46.48' 6"CONC N IE=44.58' 6"CONC SE IE=45.18' SUMP=44.53'	5147	STORM DRAIN MANHOLE TYPE II RIM=47.01' 8"CONC W IE=42.76' 8"CONC E IE=42.91'	5208	STORM CATCH BASIN TYPE I RIM=46.88' 6"CONC W IE=45.43' 6"CONC E IE=45.51' SUMP=43.78'	9725	
5139	STORM DRAIN MANHOLE TYPE II RIM=47.05' 6"CONC CHANNEL N IE=43.55' 6"CONC CHANNEL S IE=43.45'	5149	STORM DRAIN MANHOLE TYPE II RIM=47.02' 12"CONC NE IE=42.07' 8"CONC CHANNEL E IE=42.27'	5295	STORM DRAIN MANHOLE TYPE II RIM=47.92' 8"CONC W IE=43.72' 10"CONC N IE=41.69' 10"CONC S IE=41.79'	9728	
5140	STORM DRAIN MANHOLE TYPE II RIM=47.02' 12"CONC NE IE=42.07' 8"CONC CHANNEL E IE=42.27'	5149	STORM CATCH BASIN TYPE I RIM=46.61' 6"CONC N IE=44.36' SUMP=43.61'				

SANITARY SEWER STRUCTURES

5142	SANITARY SEWER MANHOLE TYPE II RIM=47.41' 12"CONC. E IE=35.93' 6"CONC. ELBOW S IE=8.20' OUTFALL=36.22' 12"CONC. SW IE=35.49' LADDER TO NORTH	5355	SANITARY SEWER MANHOLE TYPE II RIM=47.33' 12"CONC. W IE=36.78' 12"CONC. E IE=36.83' LADDER TO SOUTH
------	--	------	---

LEGEND

FOUND MONUMENT AS NOTED	TELEPHONE MANHOLE	BURIED WATER LINE
SET MAG NAIL AS NOTED	BURIED TELEPHONE LINE	SANITARY SEWER MANHOLE
TPN TAX PARCEL NUMBER	UTILITY POLE	BURIED SANITARY SEWER LINE
LOT LINES	GUY ANCHOR	STORM MANHOLE
RIGHT OF WAY LINE	POWER VAULT	STORM CATCH BASIN
ROAD CENTERLINE	JUNCTION BOX	BURIED STORM DRAIN LINE
DECIDUOUS TREE (DIAMETER AS NOTED)	LIGHT POLE	STORM DITCH LINE
SIGN	BURIED POWER LINE	IE INVERT ELEVATION
MONITORING WELL	OVERHEAD POWER LINE	PVC PLASTIC PIPE
GATE POST	GAS VALVE	CONC CONCRETE PIPE
CHAIN LINK FENCE (AS NOTED)	BURIED GAS LINE	CMP CORRUGATED METAL PIPE
UNKNOWN UTILITY VAULT	FIRE HYDRANT	ASPHALT SURFACE
TRAFFIC CABINET	WATER VALVE	CONCRETE SURFACE
TRAFFIC SIGNAL POLE	WATER METER	SPOT ELEVATION
	WATER VAULT	
	RECORD WATER LINE	

FIGURE 1 - POTHOLE AND UTILITY PLAN (NORTH)

Day 1: APS potholes and clears for utilities while Holt drills. Once APS is done, they move south with a second AWP team to complete the last pothole.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A TOPOGRAPHIC SURVEY MADE BY ME OR UNDER MY DIRECTION AND TO THE BEST OF MY KNOWLEDGE REPRESENTS THE TOPOGRAPHIC FEATURES AS THEY EXIST ON THE GROUND AS OF 3/17/2026.

Timothy J. McDaniel
TIMOTHY J. MC DANIEL P.L.S. NO. 45792

4/16/2026
DATE

REV NO	REVISION DESCRIPTION	DATE	BY

Apex Engineering
2601 South 35th St., Suite 200
Tacoma, Washington 98409-7479
(253) 473-4494 FAX: (253) 473-0599

TOPOGRAPHIC SURVEY
DOWNTOWN PUYALLUP GATEWAY ARCHES - NORTH

TITLE CLIENT

DATE SEALED 4/16/2026



PROJECT MANAGER TJM
DESIGN
DRAWN BPM
CHECKED TJM
SEC 27, 28 T 20 N R 4 E
DATE 3/30/2026
SHEET 1 OF 2
FILE NO 38398
© APEX ENGINEERING LLC 2026

PRROW20260770

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TOPOGRAPHIC SURVEY

DOWNTOWN PUYALLUP GATEWAY ARCHES - SOUTH

THE SW 1/4 OF THE NW 1/4 OF SECTION 27 AND THE SE 1/4 OF THE NE 1/4 OF SECTION 28, TOWNSHIP 20 NORTH, RANGE 4 EAST, W.M.
CITY OF PUYALLUP, PIERCE COUNTY, WASHINGTON

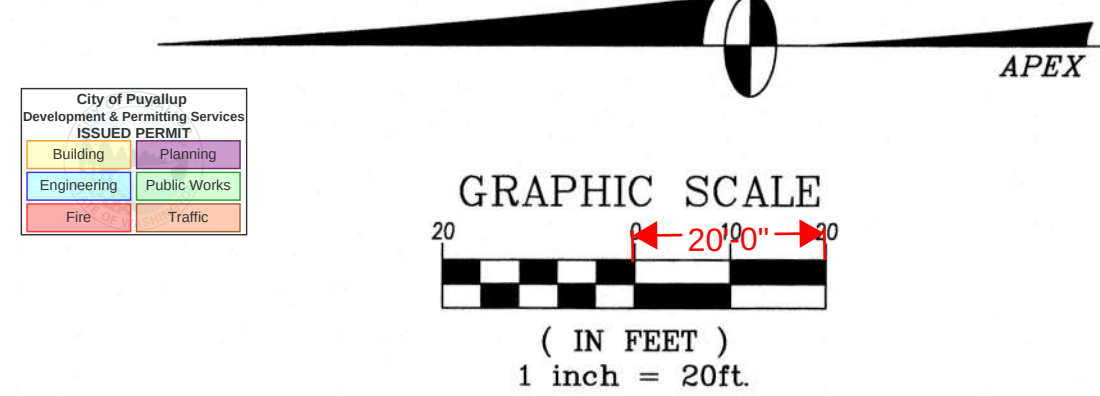
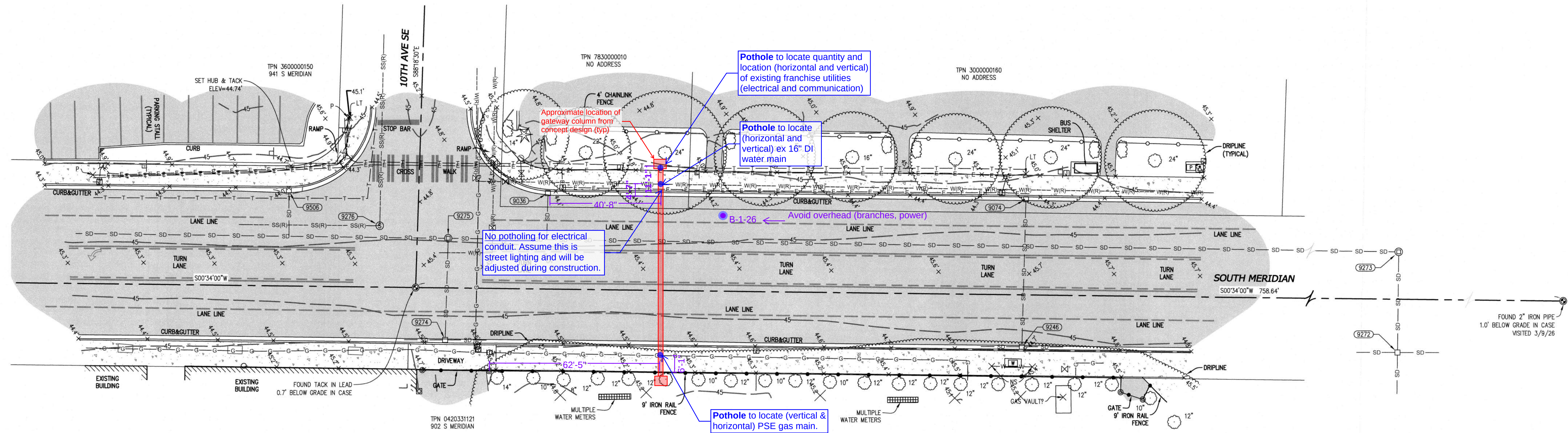


FIGURE 1 - POTHOLE AND UTILITY PLAN (SOUTH)

Day 2: APS potholes and clears for utilities while Holt drills. Once APS is done, they move north with a second AWP team to complete the last pothole.



STORM DRAIN STRUCTURES

9036	STORM CATCH BASIN RIM=44.02'
9074	STORM CATCH BASIN TYPE I RIM=44.28' 8\"CONC W IE=42.83' 8\"CONC E IE=42.88' SUMP=40.83'
9246	STORM CATCH BASIN TYPE I RIM=44.74' 8\"CONC N IE=42.64' 8\"CONC E IE=42.54' 8\"CONC S IE=42.74' SUMP=40.79'
9272	STORM CATCH BASIN TYPE I RIM=45.12' 8\"CONC W IE=42.92' 8\"CONC N IE=42.82' 8\"CONC E IE=43.12' 8\"CONC S IE=42.87' SUMP=

SANITARY SEWER STRUCTURES

9273	STORM DRAIN MANHOLE TYPE II RIM=45.58' 8\"CONC W IE=42.83' 12\"CONC N IE=42.73' 8\"CONC E IE=42.88'
9274	STORM CATCH BASIN TYPE I RIM=44.45' 8\"CONC N/S IE=42.10' 8\"CONC E IE=42.00' SUMP=
9275	STORM DRAIN MANHOLE TYPE II RIM=44.96' 8\"CONC W IE=42.11' 15\"CONC N IE=41.64' 12\"CONC S IE=41.64' SUMP=41.26'
9506	STORM CATCH BASIN TYPE I RIM=43.94' 8\"CONC W IE=41.94' SUMP=40.04'

BASIS OF BEARINGS

HELD SOUTH 00° 34' 00\"/>

HORIZONTAL DATUM

WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (NAD 83/2011) BASED ON RTK GPS MEASUREMENTS CONSTRAINED TO THE WASHINGTON STATE REFERENCE NETWORK.

VERTICAL DATUM

NAVD 88 BASED ON RTK GPS MEASUREMENTS CONSTRAINED TO THE WASHINGTON STATE REFERENCE NETWORK.

BENCHMARK - WSDOT MONUMENT 247

DESCRIPTION - THE MARK IS A WSDOT BRASS DISK SET INTO A ROUND CONCRETE MONUMENT AT GRADE

PUBLISHED ELEVATION - 80.449'

SURVEY NOTES

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LEGEND

FOUND MONUMENT AS NOTED	TELEPHONE MANHOLE	BURIED WATER LINE
SET MAG NAIL AS NOTED	BURIED TELEPHONE LINE	SANITARY SEWER MANHOLE
TPN TAX PARCEL NUMBER	UTILITY POLE	BURIED SANITARY SEWER LINE
LOT LINES	GUY ANCHOR	STORM MANHOLE
RIGHT OF WAY LINE	POWER VAULT	STORM CATCH BASIN
ROAD CENTERLINE	JUNCTION BOX	BURIED STORM DRAIN LINE
DECIDUOUS TREE (DIAMETER AS NOTED)	LIGHT POLE	STORM DITCH LINE
SIGN	BURIED POWER LINE	IE INVERT ELEVATION
MONITORING WELL	OVERHEAD POWER LINE	PVC PLASTIC PIPE
GATE POST	GAS VALVE	CONC CONCRETE PIPE
CHAIN LINK FENCE (AS NOTED)	BURIED GAS LINE	CMP CORRUGATED METAL PIPE
UNKNOWN UTILITY VAULT	FIRE HYDRANT	ASPHALT SURFACE
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	RECORD WATER LINE	



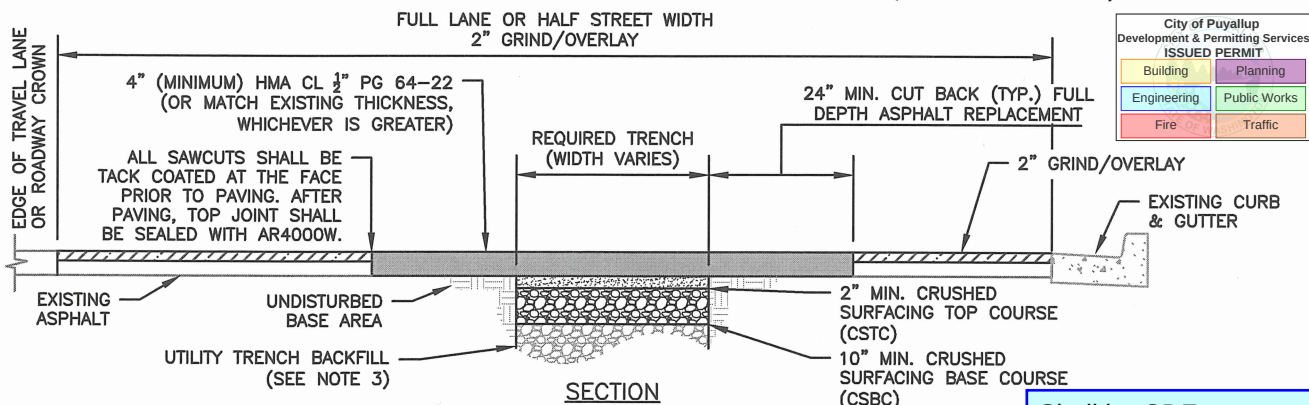
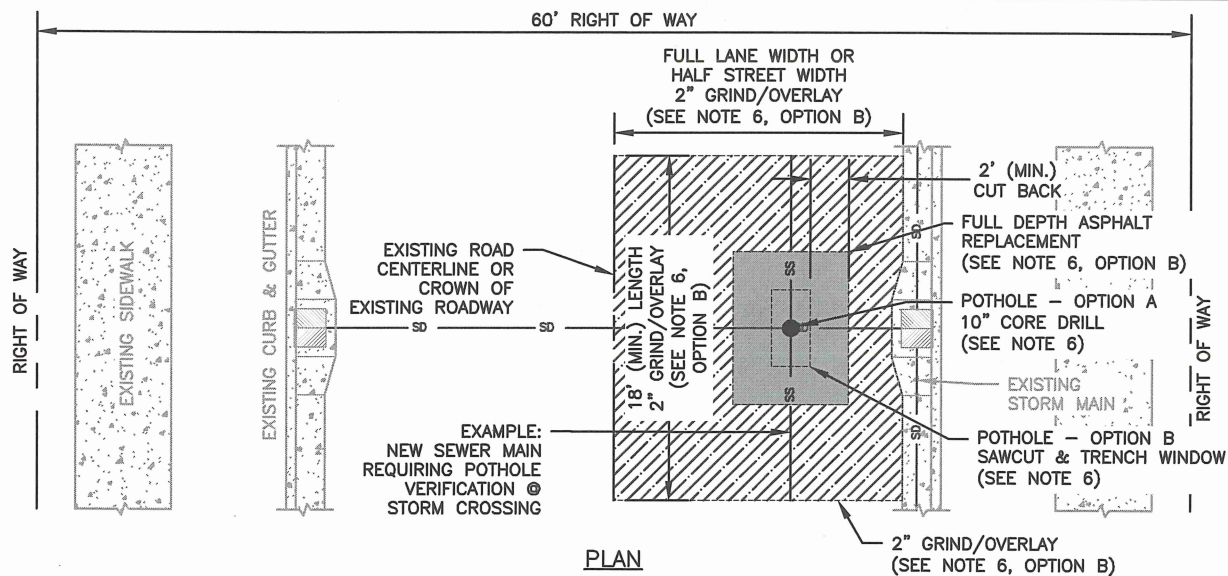
TOPOGRAPHIC SURVEY
DOWNTOWN PUYALLUP GATEWAY ARCHES - SOUTH

TITLE CLIENT

DATE SEALED 4/16/2026



PROJECT MANAGER
TJM
DESIGN
DRAWN BPM
CHECKED TJM
SEC 27.28 T 20 N R 4 E
DATE 3/30/2026
SHEET 2 OF 2
FILE NO 38398
©APEX ENGINEERING LLC 2026



NOTES:

1. BASE AND SUBBASE MATERIAL SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY.
2. ALL DEPTHS INDICATED ARE A MINIMUM COMPACTED DEPTH.
3. INITIAL BACKFILLING SHALL BE PERFORMED ONLY AFTER INSPECTION AND APPROVAL OF THE INSTALLED PIPE OR STRUCTURE. THE TRENCH BACKFILL MATERIAL SHALL BE IN ACCORDANCE WITH CITY STANDARD DETAIL NO. 06.01.01.
4. ALL BACKFILL FOR PIPE TRENCHES SHALL BE MECHANICALLY COMPACTED BY A POWER-OPERATED MECHANICAL TAMPER(S) AS SPECIFIED IN WSDOT STANDARD SPEC. 2-03.3 (14)C, COMPACTING EARTH EMBANKMENTS, METHOD C OF THE WSDOT STANDARD SPECIFICATIONS.
5. IF PAVING SURFACES ADJACENT TO THE TRENCH OPENING MAY BE DAMAGED WHERE TRENCHES ARE MADE PARALLEL TO THE STREET, OR WHERE A NUMBER OF CROSS TRENCHES ARE LAID IN CLOSE PROXIMITY TO ONE ANOTHER OR WHERE THE EQUIPMENT USED MAY CAUSE SUCH DAMAGE, THE CITY ENGINEER MAY REQUIRE A NEGOTIATED CONTRIBUTION FROM THE PERMITTEE FOR RESURFACING IN LIEU OF PATCHING.

IF THE TOTAL AREA OF THE PROPOSED PATCH OR PROBABLE DAMAGED AREA EXCEEDS 25 PERCENT OF THE TOTAL PAVEMENT SURFACING BETWEEN CURB FACES OR BETWEEN CONCRETE GUTTER EDGES IN ANY BLOCK, SUCH NEGOTIATIONS SHALL BE CARRIED ON AND CONTRIBUTIONS AGREED UPON PRIOR TO ISSUANCE OF A PERMIT. SUCH CONTRIBUTIONS SHALL BE IN ADDITION TO THE STANDARD PERMIT FEE.

6. POTHOLING FOR UTILITIES:

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

OPTION B - FOR POTHOLE WINDOWS LARGER THAN 10" IN DIAMETER OR TRENCHING COMPLETED IN EXISTING ROADWAY, THE CONTRACTOR SHALL MEET CITY STANDARD 06.01.01 FOR PIPE BEDDING AND BACKFILL REQUIREMENTS. PAVEMENT RESTORATION SHALL BE ACCOMPLISHED BY INSTALLING THE TRENCH PATCH, AS SHOWN HEREIN, AND THEN GRINDING/OVERLAYING TO A MINIMUM DEPTH OF 2". THE LIMITS OF THE REQUIRED GRIND/OVERLAY SHALL BE TO THE NEAREST LANE LINE, OR HALF STREET, AND SHALL BE A MINIMUM OF 18 FEET LONG (LONGITUDINALLY ALONG ROADWAY) CENTERED AT LOCATION OF PATCH. NOTE: IF EXISTING ASPHALT THICKNESS IS LESS THAN 3", FULL DEPTH PAVEMENT REPLACEMENT, IN LIEU OF GRIND/OVERLAY, TO MEET A MINIMUM ASPHALT THICKNESS OF 4" WILL BE REQUIRED.

WHERE LOCATION OF TRENCH OR POTHOLE WINDOW INTERSECTS ROAD CENTERLINE, A MINIMUM GRIND AND OVERLAY OF ONE FULL LANE WIDTH (12') IS REQUIRED CENTERED ON ROADWAY. NO LONGITUDINAL JOINTS WILL BE ALLOWED IN THE WHEEL PATH.

7. ALL MANHOLE FRAMES, VALVE FRAMES AND MONUMENT COVERS SHALL BE INSTALLED AFTER PLACEMENT OF ASPHALT. IF MORE THAN ONE LIFT IS NECESSARY, FRAMES AND LIDS WILL BE ADJUSTED TO FINISH GRADE AT FIRST LIFT AS DIRECTED BY THE CITY.

Shall be CDF, cement-bentonite not approved at this time.

cement-bentonite instead of CDF



CITY OF PUYALLUP
OFFICE
of
THE CITY ENGINEER

APPROVED FOR PUBLICATION



DATE SEALED:

3/15/18

STREET PATCH

(NOT TO SCALE)

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

CITY STANDARD
01.01.20