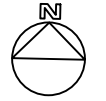
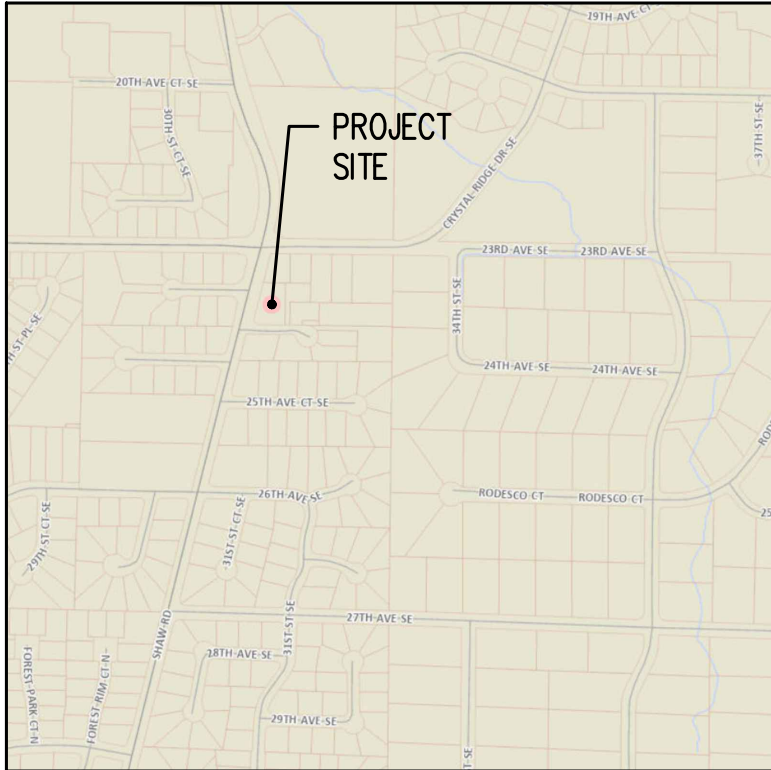


C:\Users\mores\OneDrive\Valor Civil Engineering, PLLC\Projects\2026\2026-001 - Shao Short Plat\CAD\Bose Map Current Version.dwg 4/22/2026 12:28 AM



VICINITY MAP
NTS

PROJECT TEAM

OWNER/APPLICANT: MR. MINGQI "MITCH" SHAO

ADDRESS: 12319 NORTHEAST 68TH PLACE
KIRKLAND, WA 98033
PHONE: (425) 403-9149
EMAIL: SHAOMQ@GMAIL.COM

SURVEYOR: TRUEPOINT SERVICES

CONTACT: MR. DOUGLAS CASMENT, PLS
ADDRESS: 2606 EAST MAIN
PUYALLUP, WA 98373
PHONE: (253) 579-6632
EMAIL: RICK.SHAFFER@TRUEPOINTSURVEYING.COM

CIVIL ENGINEER: VALOR CIVIL ENGINEERING, PLLC

CONTACT: FRANK MARESCALCO, PE
ADDRESS: 1009 NORTH 9TH STREET
TACOMA, WA 98403
PHONE: (253) 861-7741
EMAIL: VALORCIVILENGINEERING@HOTMAIL.COM

UTILITY PURVEYORS

WATER: CITY OF PUYALLUP
SEWER: CITY OF PUYALLUP
POWER: PUGET SOUND ENERGY
NAT GAS: PUGET SOUND ENERGY
FIRE DISTRICT: CITY OF PUYALLUP

SITE INFORMATION

ADDRESS: 3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
PARCEL NO: 0419025-023, -024, -025, AND -026
GROSS AREA: 68,747 SF = 1.578 AC (SURVEY)
ZONING: RESIDENTIAL 10 RS-10

APPROVED

BY CITY OF PUYALLUP
ENGINEERING SERVICES

DATE

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



SHEET INDEX

- C-1 COVER SHEET AND PROJECT OVERVIEW
- C-2 DEMOLITION, SITE PREP, AND TESC PLAN
- C-3 PLAT GRADING AND DRAINAGE PLAN
- C-4 UTILITY CONNECTION PLAN
- C-5 24TH AVENUE COURT SOUTHEAST IMPROVEMENTS
- C-6 ROAD IMPROVEMENT SECTION AND GRADING DETAILS
- C-7 TESC DETAILS
- C-8 DRAINAGE DETAILS
- C-9 WATER AND SEWER DETAILS
- C-10 ROAD IMPROVEMENT DETAILS
- C-11 GENERAL PLAN NOTES

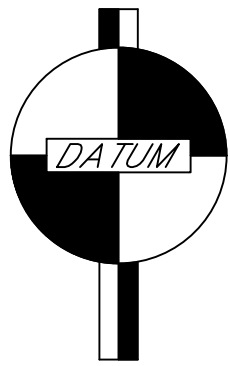
SHAO SHORT PLAT

3109 24TH AVENUE COURT SE

PUYALLUP, WA 98374

A PORTION OF THE NORTHEAST QUARTER OF SECTION 2,
TOWNSHIP 19 NORTH, RANGE 04 EAST, W.M.

SURVEY CONTROL POINTS		
CONTROL POINT	NORTHING	EASTING
A	674196.78	1204369.30
B	674363.26	1204410.81
C	674545.64	1204456.26
D	674367.36	1204104.16
E	674192.03	1204719.27



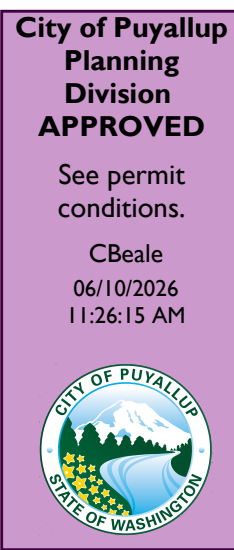
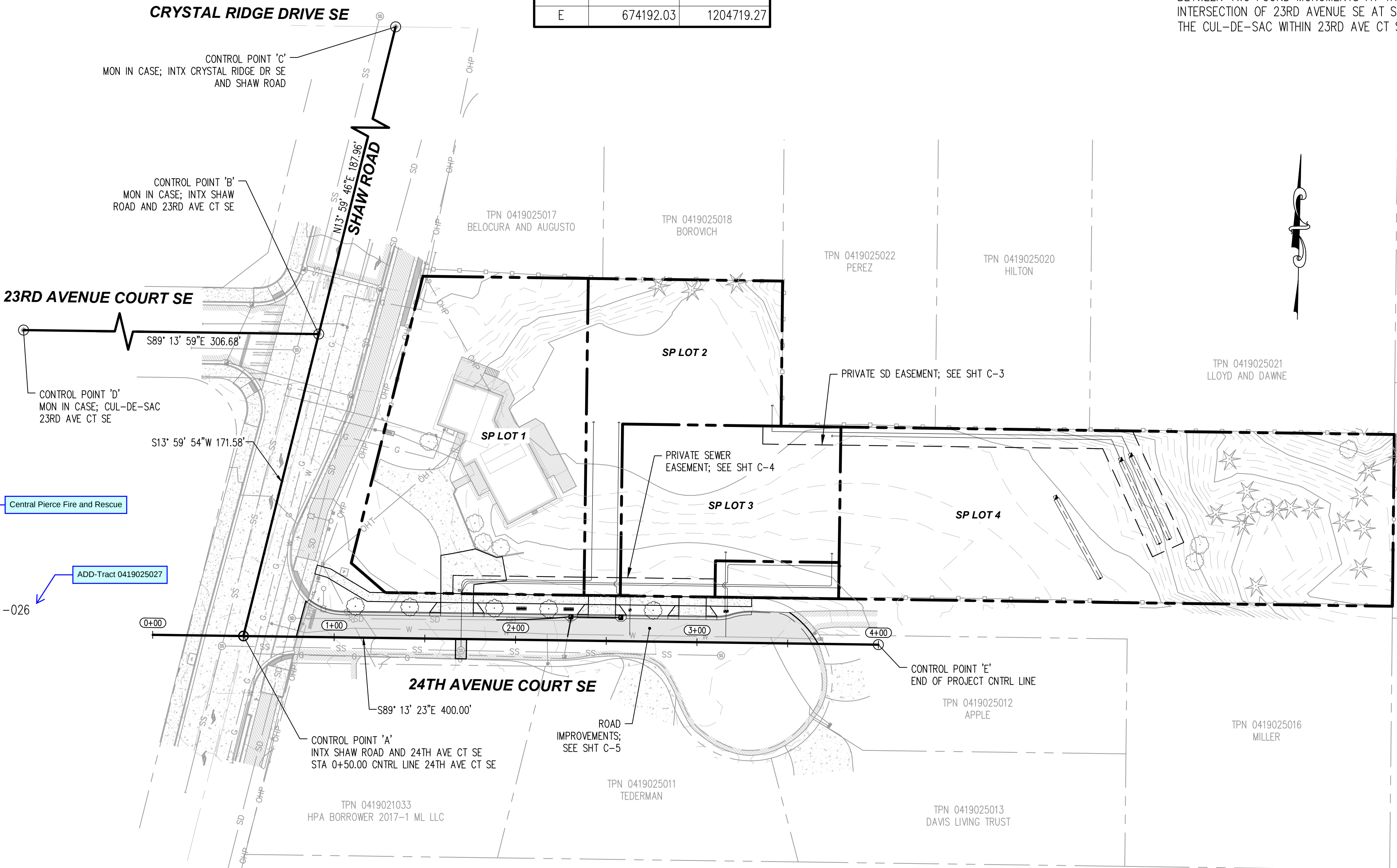
DATUM:

VERTICAL: NAVD88
BENCHMARK: NONE; ELEVATIONS DERIVED FROM GPS
USING WASHINGTON STATE REFERENCE NETWORK

HORIZONTAL: NAD83/11
BASIS OF BEARING: HELD LINE OBSERVED TO BEAR N
89°13'59" W ALONG CENTERLINE OF 23RD AVE CT SE
BETWEEN TWO FOUND MONUMENTS AT THE
INTERSECTION OF 23RD AVENUE SE AT SHAW RD AND
THE CUL-DE-SAC WITHIN 23RD AVE CT SE.

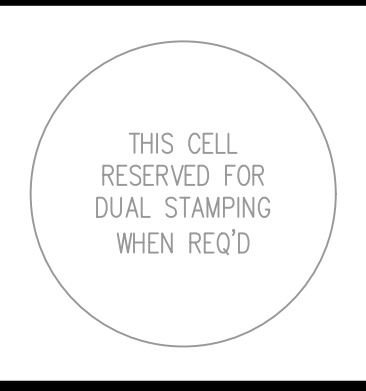
LEGEND

ITEM	EXISTING	PROPOSED
MONUMENT IN CASE		
SURFACE MONUMENT		
CALCULATED POSITION		
STORM DRAIN MANHOLE		
CATCH BASIN		
STORM DRAIN CLEANOUT		
SANITARY SEWER MANHOLE		
SANITARY SEWER CLEANOUT		
POWER POLE		
POWER POLE W/ CONDUIT		
POWER POLE W/ TRANSFORMER		
POWER POLE W/ LUMINAIRE		
LUMINAIRE		
JUNCTION BOX		
WATER VALVE		
WATER METER		
FIRE HYDRANT		
GAS VALVE		
GAS METER		
SIGN (ARROW INDICATES DIRECTION OF FACE)		
MAILBOX		
ELEVATION CONTOURS		
PROPERTY LINES		
UNDERGROUND POWER		
OVERHEAD POWER		
OVERHEAD TELECOMM		
TELEPHONE OR FIBER		
PAINTED WATER MAIN		
SANITARY SEWER MAIN		
STORM DRAIN MAIN OR CATCH BASIN LEAD		
NATURAL GAS		
WOOD FENCE		
CHAIN LINK FENCE		
EDGE OF ASPHALT PAVEMENT		
CONCRETE PAVEMENT		
CONCRETE CURB AND GUTTER		



NO.	DATE	BY	REVISION

FJM DES
FJM DRW
TBD JURSD



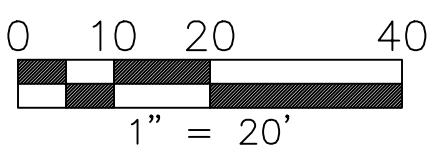
Valor Civil
Engineering,
PLLC

Phone: (253) 861-7741
valorcivilengineering@hotmail.com

SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

COVER SHEET AND PROJECT OVERVIEW

PROJECT NO: 2026-001 DATE: APRIL 22, 2026



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



1. ALL LIMITS OF CLEARING AND AREAS OF VEGETATION PRESERVATION AS PRESCRIBED ON THE PLANS SHALL BE CLEARLY FLAGGED IN THE FIELD AND OBSERVED DURING CONSTRUCTION.
2. ALL REQUIRED SEDIMENTATION AND EROSION CONTROL FACILITIES MUST BE CONSTRUCTED AND IN OPERATION PRIOR TO ANY LAND CLEARING AND/OR OTHER CONSTRUCTION TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE NATURAL DRAINAGE SYSTEM. THE CONTRACTOR SHALL SCHEDULE AN INSPECTION OF THE EROSION CONTROL FACILITIES PRIOR TO ANY LAND CLEARING AND/OR 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.
3. THE EROSION AND SEDIMENTATION CONTROL SYSTEM FACILITIES DEPICTED ON THESE PLANS ARE INTENDED TO BE MINIMUM REQUIREMENTS TO MEET ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, ADDITIONAL FACILITIES MAY BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE PERMITTEE TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES, OVER AND ABOVE THE MINIMUM REQUIREMENTS, AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES, SENSITIVE AREAS, NATURAL WATER COURSES, AND/OR STORM DRAINAGE SYSTEMS.

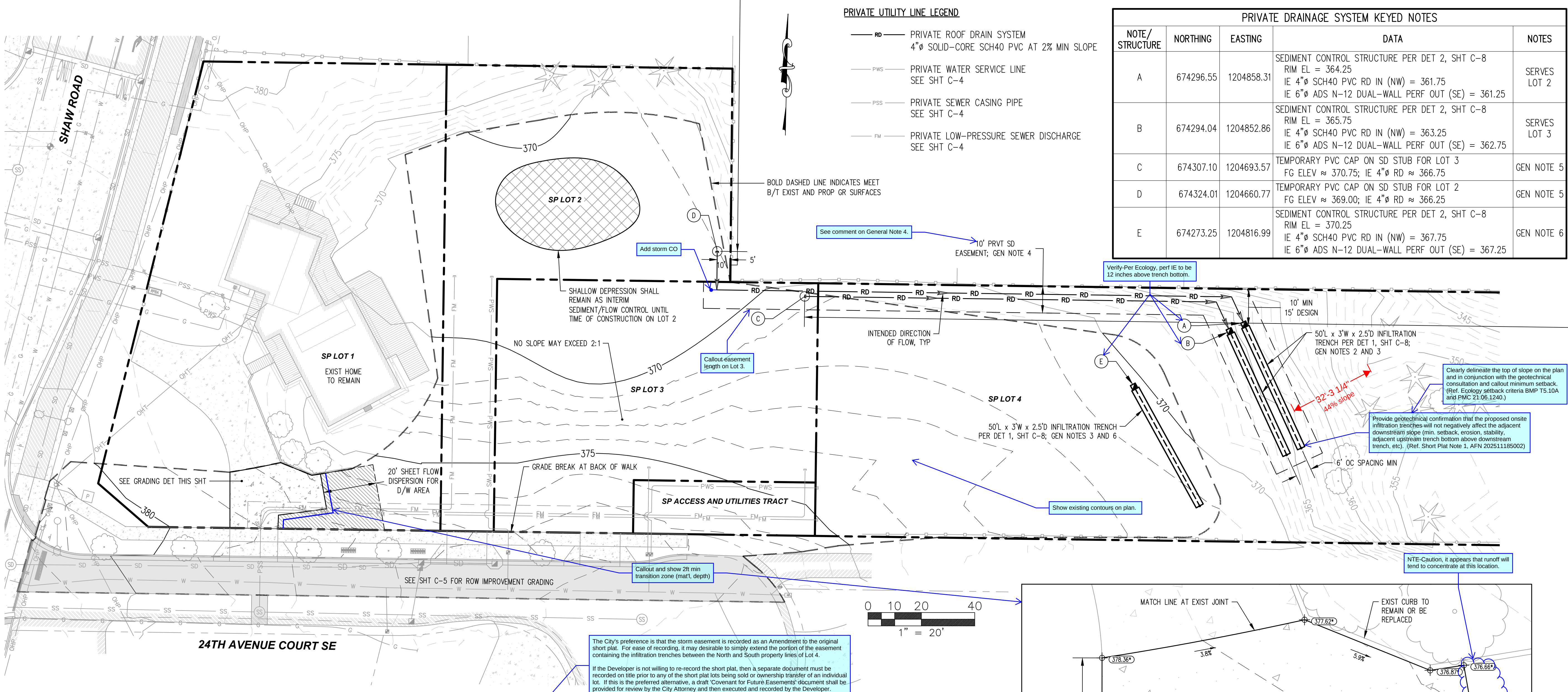
4. APPROVAL OF THESE PLANS IS FOR GRADING, TEMPORARY DRAINAGE, AND EROSION AND SEDIMENTATION CONTROL ONLY. IT DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT STORM DRAINAGE DESIGN, SIZE OR LOCATION OF PIPES, RESTRICTORS, CHANNELS, OR RETENTION FACILITIES.
5. ANY DISTURBED AREA WHICH HAS BEEN STRIPPED OF VEGETATION AND WHERE NO FURTHER WORK IS ANTICIPATED FOR A PERIOD OF 30 DAYS OR MORE, MUST BE IMMEDIATELY STABILIZED WITH MULCHING, GRASS PLANTING, OR OTHER APPROVED EROSION CONTROL TREATMENT APPLICABLE TO THE TIME OF YEAR IN QUESTION. GRASS SEEDING ALONE WILL BE ACCEPTABLE ONLY DURING THE MONTHS OF APRIL THROUGH SEPTEMBER, INCLUSIVE. SEEDING MAY PROCEED OUTSIDE THE SPECIFIED TIME PERIOD WHENEVER IT IS IN THE INTEREST OF THE PERMITEE, BUT MUST BE AUGMENTED WITH MULCHING, NETTING, OR OTHER TREATMENT APPROVED BY THE CITY.
6. IN CASE EROSION OR SEDIMENTATION OCCURS TO ADJACENT PROPERTIES, ALL CONSTRUCTION WORK WITHIN THE DEVELOPMENT THAT WILL FURTHER AGGRAVATE THE SITUATION MUST CEASE, AND THE OWNER/CONTRACTOR WILL IMMEDIATELY COMMENCE RESTORATION METHODS. RESTORATION ACTIVITY WILL CONTINUE UNTIL SUCH TIME AS THE AFFECTED PROPERTY OWNER IS SATISFIED.
7. NO TEMPORARY OR PERMANENT STOCKPILING OF MATERIALS OR EQUIPMENT SHALL OCCUR WITHIN CRITICAL AREAS OR ASSOCIATED BUFFERS, OR THE CRITICAL ROOT ZONE FOR VEGETATION PROPOSED FOR RETENTION.

1. IT IS THE INTENT OF THIS PLAN THAT ANY TREE WHICH IS NOT EXPLICITLY NOTED FOR REMOVAL SHALL BE PRESERVED AND PROTECTED IN PLACE.
2. SEE WRITTEN SWPPP NARRATIVE FOR ADDITIONAL INFORMATION ABOUT PROTECTION OF LID FEATURES.
3. THESE PLANS DELINEATE THE MAXIMUM CUMULATIVE LIMITS OF POTENTIAL SITE DISTURBANCE FOR PERMITTING PURPOSES. ACTUAL FIELD DISTURBANCE MAY BE OF A LESSER EXTENT. FURTHERMORE, THE SEQUENCING AND SPATIAL DISTRIBUTION OF DISTURBANCE MAY OCCUR INCREMENTALLY ACROSS VARIOUS CONSTRUCTION PHASES OR ON AN INDIVIDUAL LOT-BY-LOT BASIS.
4. COORDINATE REMOVAL AND REPLACEMENT OF EXISTING DRIVING SURFACES TO MINIMIZE THE EXTENT AND DURATION OF DISRUPTION TO TRAFFIC.
5. PROVIDE INLET PROTECTION FOR ALL EXISTING AND NEW CATCH BASINS THROUGHOUT THE DURATION OF CONSTRUCTION.
6. THE TRACK-OUT MAT LOCATION DEPICTED ON THIS PLAN IS CONCEPTUAL AND INTENDED AS A RECOMMENDED POINT OF INGRESS/EGRESS. THE CONTRACTOR MAY ADJUST THE SPECIFIC LOCATION OF THE TRACK-OUT CONTROL MEASURES TO ACCOMMODATE DYNAMIC SITE CONDITIONS AND EVOLVING CONSTRUCTION NEEDS PROVIDED THAT ALL TRACKING OF SEDIMENT AND DEBRIS ONTO PUBLIC RIGHTS-OF-WAY IS STRICTLY PREVENTED IN ACCORDANCE WITH MUNICIPAL STANDARDS.
7. AN NPDES CONSTRUCTION STORMWATER GENERAL PERMIT IS REQUIRED BY THE DEPARTMENT OF ECOLOGY FOR THIS PROJECT.

Add site specific Construction Sequence per CS 501.6

				FJM DES	THIS CELL RESERVED FOR DUAL STAMPING WHEN REQ'D	 JOSEPH MARZUCCO 53216 REGISTERED PROFESSIONAL ENGINEER	 Valor Civil Engineering, PLLC	SHAO SHORT PLAT 3109 24TH AVENUE COURT SE PUYALLUP, WA 98374 TAX PARCEL NO. 0419025023	DEMOLITION, SITE PREP, AND TESC PLAN		SHEET C-2	
			FJM DRW									
				TBD JURSD								2 OF 11
NO.	DATE	BY	REVISION							Phone: (253) 861-7741 valorcivilengineering@hotmail.com		

C:\Users\mores\OneDrive\Valor Civil Engineering, PLLC\Projects\2026\2026-001 - Shao Short Plat\CAD\Bose Map Current Version.dwg 4/22/2026 12:28 AM



GENERAL NOTES

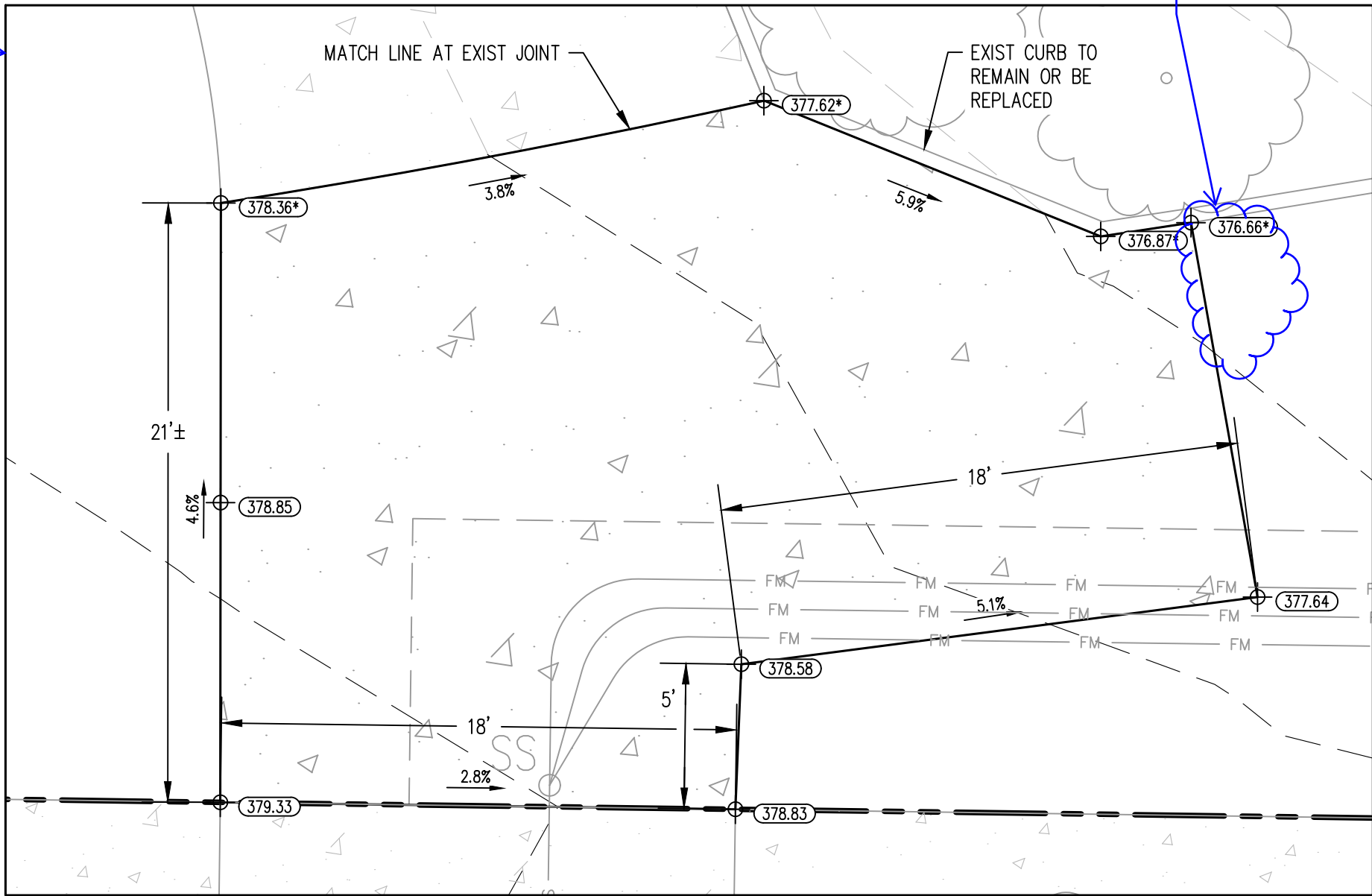
1. THIS ROUGH GRADING PLAN ILLUSTRATES A PRELIMINARY MASS-BALANCED SITE CONFIGURATION AND REPRESENTS AN INTERIM GRADING STATE. FINAL GRADING FOR INDIVIDUAL LOTS, INCLUDING SPECIFIC EARTHWORK QUANTITIES ASSOCIATED WITH BUILDING FOOTPRINTS AND FOUNDATION DESIGNS, SHALL BE ESTABLISHED UNDER SUBSEQUENT BUILDING PERMIT APPLICATIONS. THIS PLAN DOES NOT ACCOUNT FOR FINAL BUILDING SIZES OR FOUNDATION TYPES, WHICH REMAIN UNDETERMINED AT THIS STAGE.
2. THE ROOF DRAIN INFILTRATION TRENCH LOCATIONS DEPICTED ARE BASED ON PRELIMINARY SITE ANALYSIS. THE CONTRACTOR MAY MAKE MINOR ADJUSTMENTS TO TRENCH LOCATIONS AND ORIENTATION TO ACCOMMODATE MINOR SITE OBSTRUCTIONS AND VARIATIONS, PROVIDED THAT THE DESIGN INTENT, MINIMUM SETBACK REQUIREMENTS, AND OVERFLOW PATHS ARE MAINTAINED.
3. THE PROJECT GEOTECHNICAL ENGINEER SHALL CONDUCT IN-SITU OBSERVATIONS AND/OR REPRESENTATIVE INFILTRATION TESTING TO VERIFY THAT SOIL CONDITIONS AT THE SUBGRADE OF ALL INFILTRATION FACILITIES ARE CONSISTENT WITH THE APPROVED DESIGN PARAMETERS. FAILURE TO PERFORM AND DOCUMENT THIS VERIFICATION SHALL NEGATE THE ENGINEER'S LIABILITY REGARDING FACILITY PERFORMANCE AND MAY RESULT IN THE JURISDICTIONAL REFUSAL TO ACCEPT THE DRAINAGE SYSTEM.
4. THE PRIVATE STORM DRAINAGE EASEMENT DEPICTED HEREIN IS PRELIMINARY. THE FINAL HORIZONTAL EXTENTS OF THE EASEMENT SHALL BE ESTABLISHED BASED ON ACTUAL INFRASTRUCTURE LOCATIONS VIA A PROFESSIONAL AS-BUILT SURVEY UPON COMPLETION OF INFRASTRUCTURE INSTALLATION. THE FORMAL EASEMENT LEGAL DESCRIPTION AND RECORDING SHALL BE FINALIZED PRIOR TO FINAL PERMIT CLOSE-OUT.
5. PROVIDE 2x4 STAKE MARKED "SD STUB" OR SIMILAR AT LOCATION OF BURIED STUB AND MARK DEPTH OF STUB ON STAKE.
6. THE ROOF DRAIN TRENCH FOR LOT 4 IS SHOWN FOR PERMIT PURPOSES ONLY ON THIS PLAN. CONSTRUCTION ON LOT 4 WILL BE CONCURRENT WITH PLAT IMPROVEMENT CONSTRUCTION. THE EXACT LOCATION OF THE ROOF DRAIN TRENCH WILL BE DETERMINED AT BUILDING PERMIT STAGE FOR LOT 4. NOTE: AN EASEMENT IS NOT REQUIRED FOR THIS DRAINAGE TRENCH.
7. MAXIMUM ALLOWED ROOF AREA FOR LOTS 2, 3, AND 4 IS 3,000 SQUARE FEET. MAXIMUM HARD SURFACE PER LOT IS FURTHER DETAILED IN ASSOCIATED STORMWATER SITE PLAN NARRATIVE.

SPOT ELEVATION KEY

- BC BOTTOM OF CURB
- BW BOTTOM OF WALL
- EG EXISTING GROUND
- FC FLUSH CURB
- FG FINISHED GROUND
- FL FLOW LINE
- SW SIDEWALK
- TC TOP OF CURB
- TW TOP OF WALL

* INDICATES MATCH EXISTING

WHERE NO ABBREVIATION IS SHOWN, THE DESIGNATION IS GENERAL FINISHED GROUND SURFACE ELEVATION.



LOT 1 PRIVATE DRIVEWAY GRADING
SCALE: NTS

APPROVED

BY CITY OF PUYALLUP
ENGINEERING SERVICES

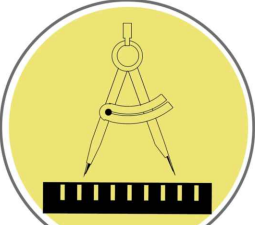
DATE

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



FJM
DES
FJM
DRW
TBD
JURSD

THIS CELL
RESERVED FOR
DUAL STAMPING
WHEN REQ'D



Phone: (253) 861-7741
valorcivilengineering@hotmail.com

SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

PLAT GRADING AND DRAINAGE PLAN

PROJECT NO: 2026-001

DATE: APRIL 22, 2026

SHEET

C-3

3 OF 11

C:\Users\mores\OneDrive\Valor Civil Engineering, PLLC\Projects\2026\2026-001 - Shao Short Plat\CAD\Bose Map Current Version.dwg 4/22/2026 12:28 AM

GENERAL NOTES

1. PARALLEL WATER AND SEWER LINES SHALL HAVE MINIMUM 10 FEET OF SEPARATION AS MEASURED BETWEEN THE OUTSIDE OF BOTH PIPES.
2. WHERE WATER AND SEWER LINES CROSS, WATER LINES SHALL BE LOCATED OVER TOP OF SEWER LINES WITH A MINIMUM SEPARATION OF 18 INCHES AS MEASURED FROM THE OUTSIDE OF BOTH PIPES. CONTACT THE ENGINEER FOR SPECIAL SEPARATION DETAILING IF THIS MINIMUM CLEARANCE CANNOT BE MET.
3. UTILITY LINES ON THIS DRAWING ARE SHOWN SCHEMATICALLY. IT IS ACCEPTABLE TO COMMON-TRENCH PARALLEL WATER LINES AND PARALLEL SEWER LINES WHERE LAYOUT IS CONVENIENT FOR SUCH, PROVIDED THAT UTILITY LINES REMAIN WITHIN THE EXTENTS OF EASEMENTS AND PROPERTY LINES.
4. ALL PIPE BEDDING WITHIN PUBLIC RIGHT-OF-WAY AND UNDERNEATH IMPROVED SURFACES ON PRIVATE PROPERTY SHALL BE PER COP 06.01.01, SHT C-9.
5. TRACER WIRE FOR PRIVATE WATER AND SEWER LINES SHALL BE AWG NO. 12 CCS TYPE WITH HMWPE JACKET. INSULATION SHALL BE BLUE FOR WATER LINES AND GREEN FOR SEWER LINES.
6. STREET PATCHING FOR UTILITY RESTORATION SHALL BE PER 01.01.20, SHT C-9. FINAL GRIND AND OVERLAY SHALL BE PERFORMED AFTER ALL UTILITY CROSSINGS ARE PATCHED AND INSPECTED.
7. POWER AND COMMUNICATION UTILITY DESIGN IS NOT WITHIN THE ENGINEER'S SCOPE AND IS NOT SHOWN ON THESE PLANS. IT IS THE RESPONSIBILITY OF THE OWNER TO INITIATE THE DESIGN PROCESS WITH THE RESPECTIVE UTILITY PROVIDERS AND OBTAIN FINALIZED DESIGN DRAWINGS FOR THE INSTALLATION OF ALL REQUIRED CONDUIT AND APPURTENANCES. AS THE ENGINEER HAS NOT BEEN PROVIDED WITH THIRD-PARTY UTILITY DESIGNS, THE ENGINEER ASSUMES NO LIABILITY FOR CONFLICTS ARISING FROM UTILITY LAYOUTS OR APPURTENANCES NOT SHOWN ON THESE PLANS. ANY REVISIONS TO THE CONSTRUCTION DOCUMENTS REQUIRED FOR COORDINATION WITH THIRD-PARTY UTILITY DESIGNS SHALL BE CONSIDERED ADDITIONAL WORK AND WILL BE BILLABLE TO THE OWNER AT STANDARD HOURLY RATES.

EASEMENT NOTE: THE ENTIRE EASEMENT AREA IS PROPOSED TO BE OVERLAP WITH AN ALLOWANCE FOR PRIVATE WATER LINES.

The approved short plat, AFN 202511185002, specifically indicates a "sewer" easement. If the existing easement is desired to be a "utility" easement, then short plat should be amended and re-recorded.

COP SSMH# S5-02701
RIM EL = 382.40
IE CNTR CHNL = 375.32
IE ESTIMATED FROM RECORD DWGS

COP SSMH# S5-00843
RIM EL = 378.64
IE 8" DI IN (E) = 376.06
IE 8" DI OUT (W) = 375.96
IE 6" DI IN (N) = 376.13

KEYED WATER AND SEWER NOTES

- (TS) TRACER WIRE TERMINATION
USE EMPTY SSCO HARDWARE FLUSH W/ SURFACE (H-20 RATED) AND PVC DOWNPIPE TO PROVIDE CONDUIT FOR WIRE
COIL TRACER WIRE NEAR TOP OF PIPE, PROVIDE SUPPORT FOR COILS, AND LABEL TRACER WIRES (LOT 2, LOT 3, ETC. OR ADDRESS)
END OF 6" DI CASING IE = 376.28
FG SURFACE EL = 378.97
- (SST) CAP PRIVATE FM FOR FUTURE CONNECTION
DRIVE 2x4 STAKE MARKED 'SS STUB' OR SIMILAR; MARK DEPTH OF STUB ON STAKE; SUGGESTED MIN DEPTH 54" AT STUB
LEAVE 100 FT EXCESS TRACER WIRE COILED FOR CONTINUATION; OKAY TO BURY TRACER WIRE TEMPORARILY TO PREVENT THEFT
- (WST) TERMINATE PRIVATE WS LINE FOR FUTURE CONNECTION
PLUG END AND STUB ABOVE GROUND PER COP 03.03.01-2, SHT C-9
LEAVE 100 FT EXCESS TRACER WIRE COILED FOR CONTINUATION; OKAY TO BURY TRACER WIRE TEMPORARILY TO PREVENT THEFT



APPROVED

BY CITY OF PUYALLUP
ENGINEERING SERVICES

DATE

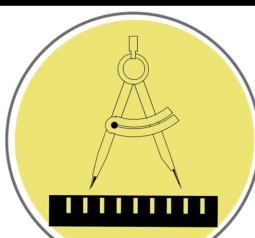
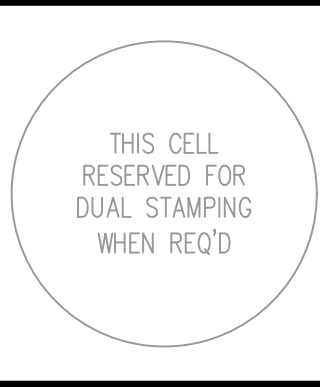
NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL DATE. THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE PLANS. FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

NO.	DATE	BY	REVISION

FJM
DES

FJM
DRW

TBD
JURSD



Phone: (253) 861-7741
valorcivilengineering@hotmail.com

Valor Civil
Engineering,
PLLC

SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

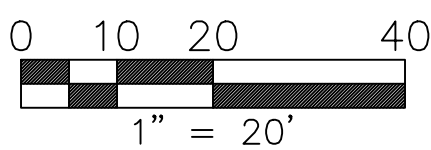
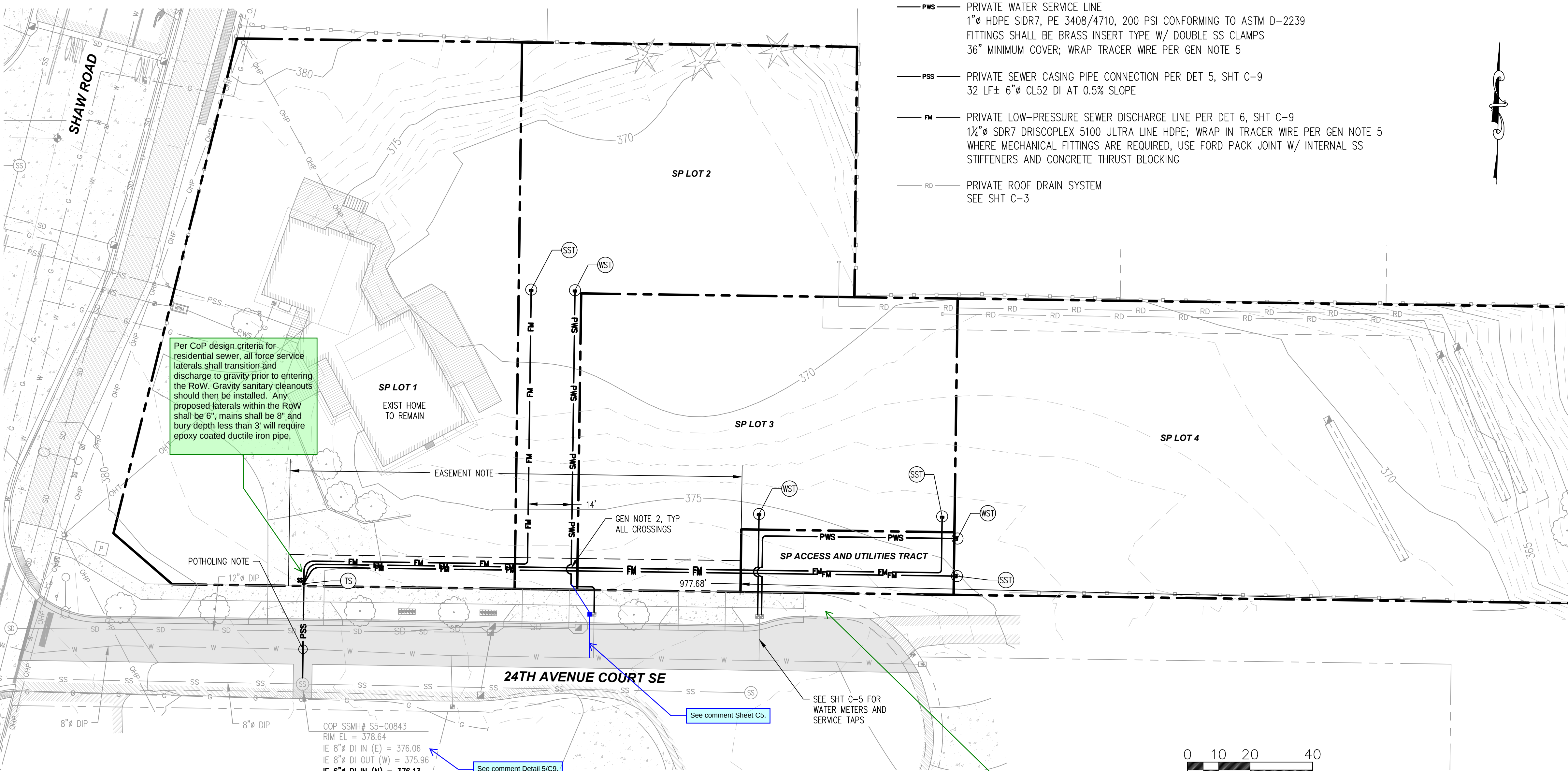
UTILITY CONNECTION PLAN

PROJECT NO: 2026-001
DATE: APRIL 22, 2026

SHEET
C-4
4 OF 11

PRIVATE UTILITY LINE LEGEND

- PWS PRIVATE WATER SERVICE LINE
1" HDPE SDR7, PE 3408/4710, 200 PSI CONFORMING TO ASTM D-2239
FITTINGS SHALL BE BRASS INSERT TYPE W/ DOUBLE SS CLAMPS
36" MINIMUM COVER; WRAP TRACER WIRE PER GEN NOTE 5
- PSS PRIVATE SEWER CASING PIPE CONNECTION PER DET 5, SHT C-9
32 LF± 6" CL52 DI AT 0.5% SLOPE
- FM PRIVATE LOW-PRESSURE SEWER DISCHARGE LINE PER DET 6, SHT C-9
1 1/2" SDR7 DRISCOPEX 5100 ULTRA LINE HDPE; WRAP IN TRACER WIRE PER GEN NOTE 5
WHERE MECHANICAL FITTINGS ARE REQUIRED, USE FORD PACK JOINT W/ INTERNAL SS STIFFENERS AND CONCRETE THRUST BLOCKING
- RD PRIVATE ROOF DRAIN SYSTEM
SEE SHT C-3



Streetlight per section 102.12 ? spare conduit for installation? SH sheet C4

C:\Users\mores\OneDrive\Valor Civil Engineering, PLLC\Projects\2026\2026-001 - Shao Short Plat\CAD\Bose Map Current Version.dwg 4/22/2026 12:28 AM

GENERAL NOTES

- SEE SHT C-1 FOR COMPLETE SURVEY CONTROL NETWORK.
- AMEND ALL DISTURBED SOILS PER COP 01.02.08A, SHT C-7.
- NEW MAILBOX LOCATIONS MUST BE APPROVED BY THE PUYALLUP POSTMASTER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE FINAL LOCATIONS ACCORDINGLY AND MAKE ANY FIELD ADJUSTMENTS NECESSARY.
- ALL STREET TREE PLANTING SHALL MEET REQUIREMENTS OF COP 01.02.07, SHT C-10. INSTALL ROOT BARRIERS WHERE REQUIRED PER COP 01.02.03, SHT C-10.

STREET TREE PLANTING		
TREE	COMMON NAME	SCIENTIFIC NAME
D	STANDING OVATION SERVICEBERRY	AMELANCHIER ALNIFOLIA 'OBELISK'
F	PERSIAN IRONWOOD	PARROTIA PERSICA
H	KOUSSA DOGWOOD	CORNUS KOUSSA
K	PERSIAN IRONWOOD	PARROTIA PERSICA
P	KOUSSA DOGWOOD	CORNUS KOUSSA

ROAD IMPROVEMENT KEYED NOTES				
KEY	STATION	OFFSET	ITEM/DESCRIPTION	
A	0+85.74	20.37' L	CONNECT NEW CURB TO EXIST CURB	
B	0+89.53	37.24' L	CENTER OF NEW SIDEWALK CONNECTION TO EXIST TRAIL; SEE DET 2, SHT C-6	
C	1+04.23	14.00' L	FACE-OF-CURB POINT OF TANGENCY	
D	1+11.44	17.25' L	STREET TREE; SEE KEY THIS SHT	
E	1+18.01	20.00' L	SIDEWALK ANGLE POINT; SIDEWALK BEGINS STANDARD ALIGNMENT HERE	
F	1+41.44	17.25' L	STREET TREE; SEE KEY THIS SHT	
G	1+67.48	14.00' L	CENTERLINE DRIVEWAY PER COP 01.02.12, SHT C-10	
H	1+88.03	17.25' L	STREET TREE; SEE KEY THIS SHT	
J	2+03.03	17.25' L	RELOCATED MAILBOX BANK PER COP 06.01.06, SHT C-10; GEN NOTE 3	
K	2+18.03	17.25' L	STREET TREE; SEE KEY THIS SHT	
L	2+29.08	17.25' L	RELOCATED MAILBOX BANK PER COP 06.01.06, SHT C-10; GEN NOTE 3	
M	2+47.38	14.00' L	CENTERLINE DRIVEWAY PER COP 01.02.12, SHT C-10	
N	2+62.88	17.25' L	1"Ø W SERVICE AND METER PER COP 03.03.01-2, SHT C-9	
P	2+75.60	17.25' L	STREET TREE; SEE KEY THIS SHT	
Q	2+97.32	14.00' L	CENTERLINE DRIVEWAY PER COP 01.02.12, SHT C-10	
R	3+10.82	14.00' L	FACE OF CURB POINT OF CURVATURE	
S	3+15.82	17.25' L	TWO 1"Ø W METERS ON 2"Ø MANIFOLD SERVICE PER COP 03.03.01-2, SHT C-9	
T	3+18.50	15.21' L	FACE OF CURB POINT OF REVERSE CURVATURE	
U	3+29.87	17.00' L	END OF CURB, GUTTER, AND SIDEWALK IMPROVEMENTS; SEE DET 3, SHT C-6	

APPROVED

BY
CITY OF PUYALLUP
ENGINEERING SERVICES

DATE

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

POTHOLING NOTE: FIELD-VERIFY THE EXACT DEPTH AND LOCATION OF THE EXISTING WATER AND STORM MAINS VIA VAC-TRUCK POTHOLING PRIOR TO ANY TRENCH EXCAVATION OR PIPE PROCUREMENT. IF VERTICAL CLEARANCE BETWEEN PROPOSED SEWER AND EXISTING UTILITIES IS LESS THAN 12 INCHES, NOTIFY THE ENGINEER OF RECORD IMMEDIATELY FOR POTENTIAL DESIGN ADJUSTMENT.

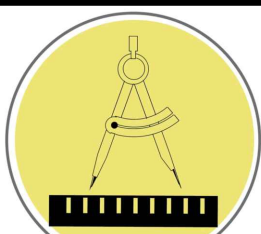
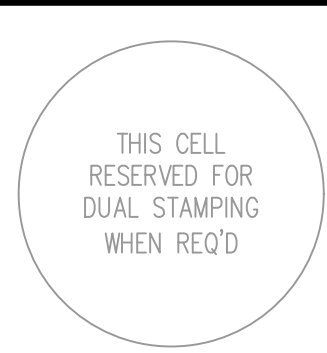


NO.	DATE	BY	REVISION

FJM
DES

FJM
DRW

TBD
JURSD



Valor Civil
Engineering,
PLLC

Phone: (253) 861-7741
valorcivilengineering@hotmail.com

SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

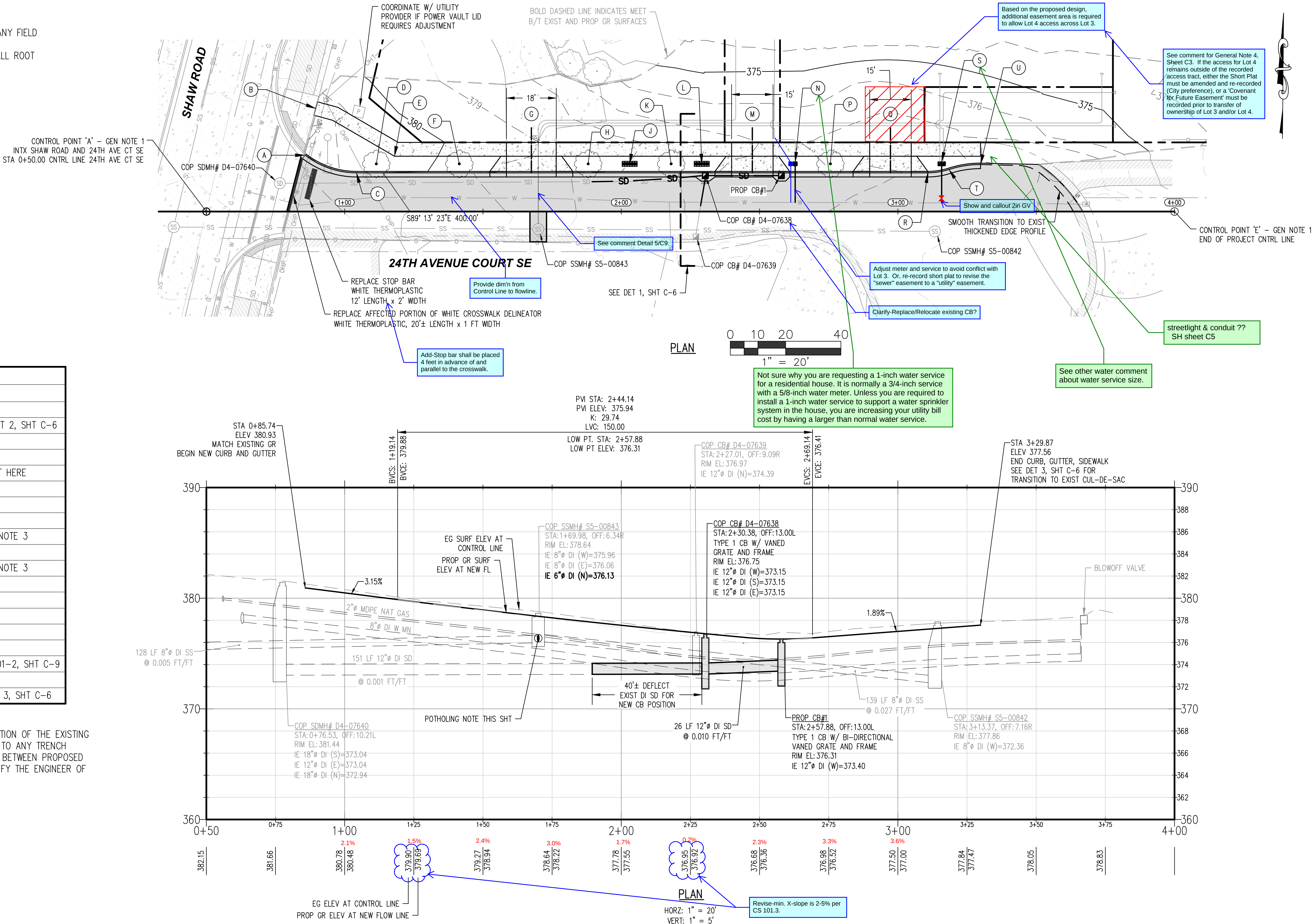
24TH AVENUE COURT
SOUTHEAST IMPROVEMENTS

PROJECT NO: 2026-001

DATE: APRIL 22, 2026

SHEET
C-5

5 OF 11



4/22/2026 12:28 AM
C:\Users\mores\OneDrive\Valor Civil Engineering, PLLC\Projects\2026-001 - Shao Short Plat\CAD\Bose Map Current Version.dwg

GENERAL NOTES

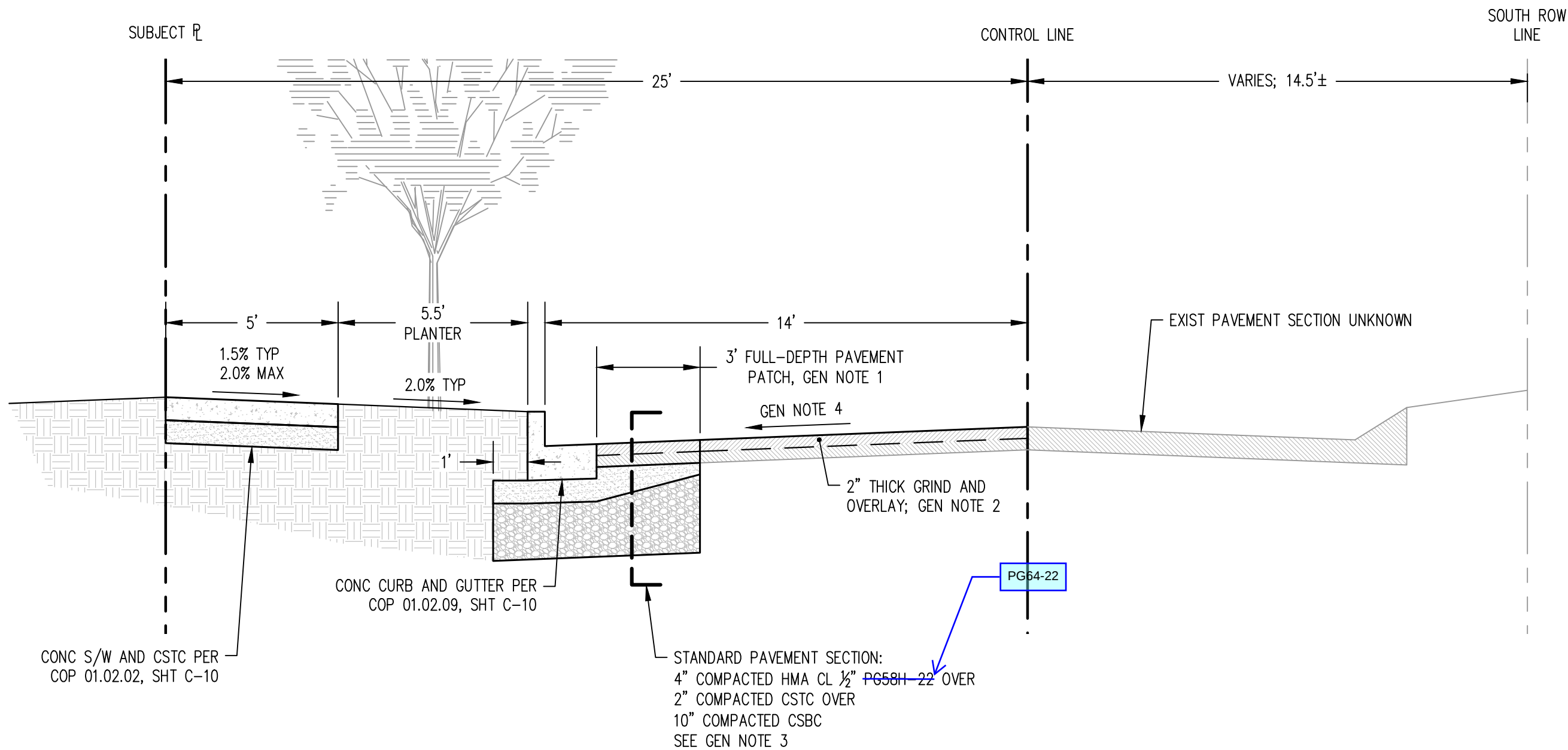
- FULL-DEPTH PAVEMENT PATCH IN FRONT OF CURB SHALL BE 4 INCHES THICKNESS OR MATCH EXISTING PAVEMENT DEPTH, WHICHEVER IS GREATER. THE NEAT SAWCUT MEET LINE SHALL BE 3 FEET FROM FACE OF GUTTER; IT IS NOT NECESSARY TO CUT MORE THAN 3 FEET IN FRONT OF THE GUTTER FACE WHERE THE EXISTING PAVEMENT IS NARROWER THAN THE NEW ALIGNMENT. SEAL BOTH SIDES OF PATCH WITH AR4000 PRIOR TO PLACEMENT OF FULL-DEPTH PATCH.
- FINAL GRIND AND OVERLAY SHALL BE 2 INCHES THICKNESS FROM FACE OF NEW GUTTER TO CROWN OF PAVEMENT. NOTIFY ENGINEER IF EXISTING PAVEMENT THICKNESS WILL NOT SUPPORT A 2-INCH THICK GRIND. TACK COAT AR4000 OR AS DIRECTED BY CITY INSPECTOR PRIOR TO FINAL PAVING COURSE.
- IN AREAS OF PAVEMENT WIDENING, CONSTRUCT THE FULL ROAD DEPTH SECTION. IN AREAS WHERE THE NEW CURB AND GUTTER INSTALLATION OCCURS WITHIN THE FOOTPRINT OF THE EXISTING ROAD, IT IS ACCEPTABLE TO REUSE EXISTING SUBBASE MATERIAL PROVIDED IT IS OF SOUND, UNYIELDING NATURE AND IS NOT DISTURBED BY CONSTRUCTION. AREAS OF SOFT SOILS OR INADEQUATE BASE SUPPORT SHALL BE REMOVED AND REPLACED TO THE STANDARD PAVEMENT SECTION ON THIS PLAN.
- PROFILE STAKING IS DESIGNED SO THAT ROAD CROSS SLOPE VARIES BETWEEN CROWN AND FLOW LINE, NOT LESS THAN 2 PERCENT NOR GREATER THAN 5 PERCENT. THE CROSS-SLOPE BETWEEN THE CROWN OF THE ROAD AND THE FLOW LINE MUST BE CONSISTENT (I.E., NO "HINGE POINTS") AT ANY GIVEN POINT ALONG THE LENGTH OF THE ROAD.

SPOT ELEVATION KEY

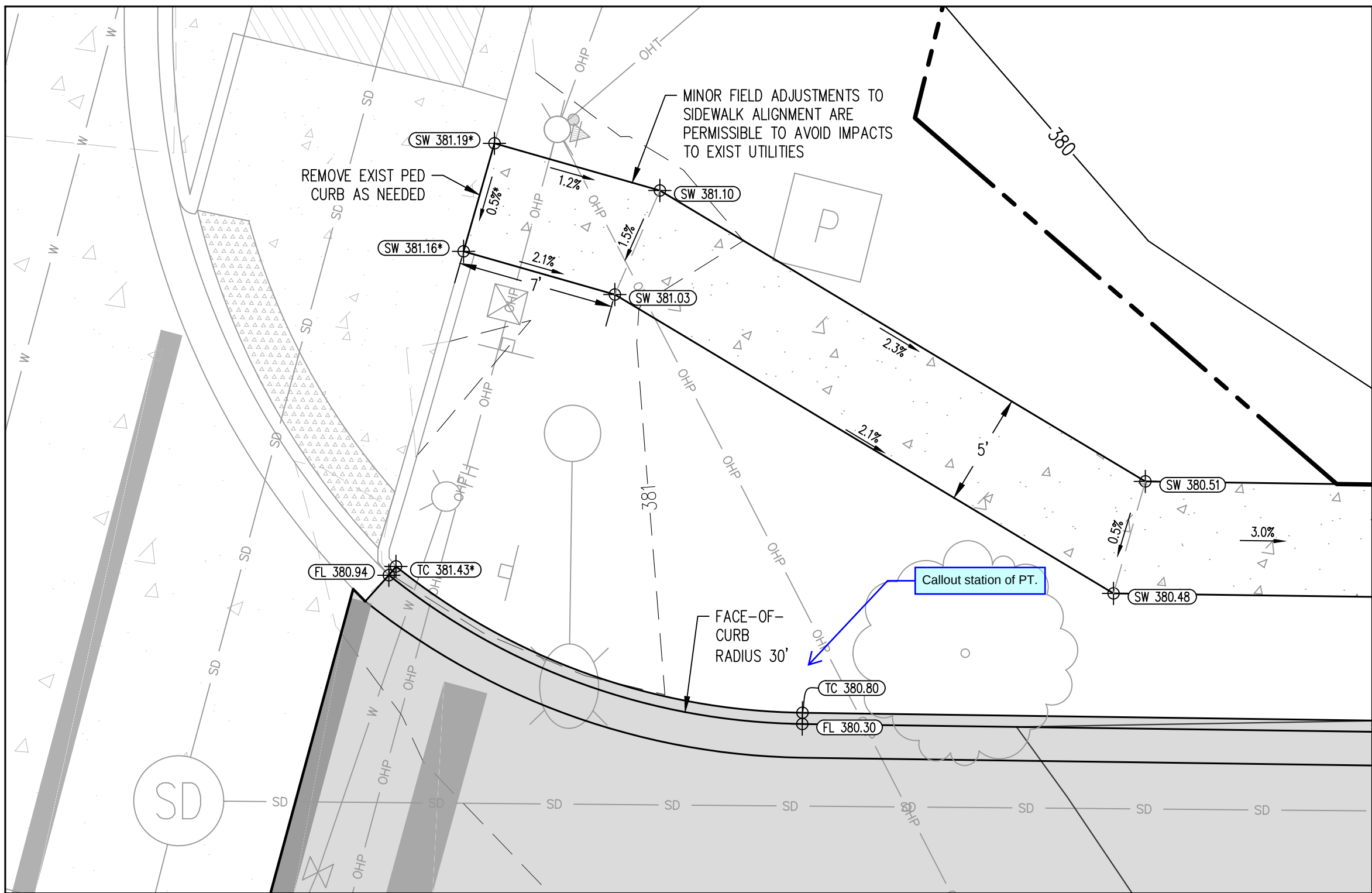
- BC BOTTOM OF CURB
- BW BOTTOM OF WALL
- EG EXISTING GROUND
- FC FLUSH CURB
- FG FINISHED GROUND
- FL FLOW LINE
- SW SIDEWALK
- TC TOP OF CURB
- TW TOP OF WALL

* INDICATES MATCH EXISTING

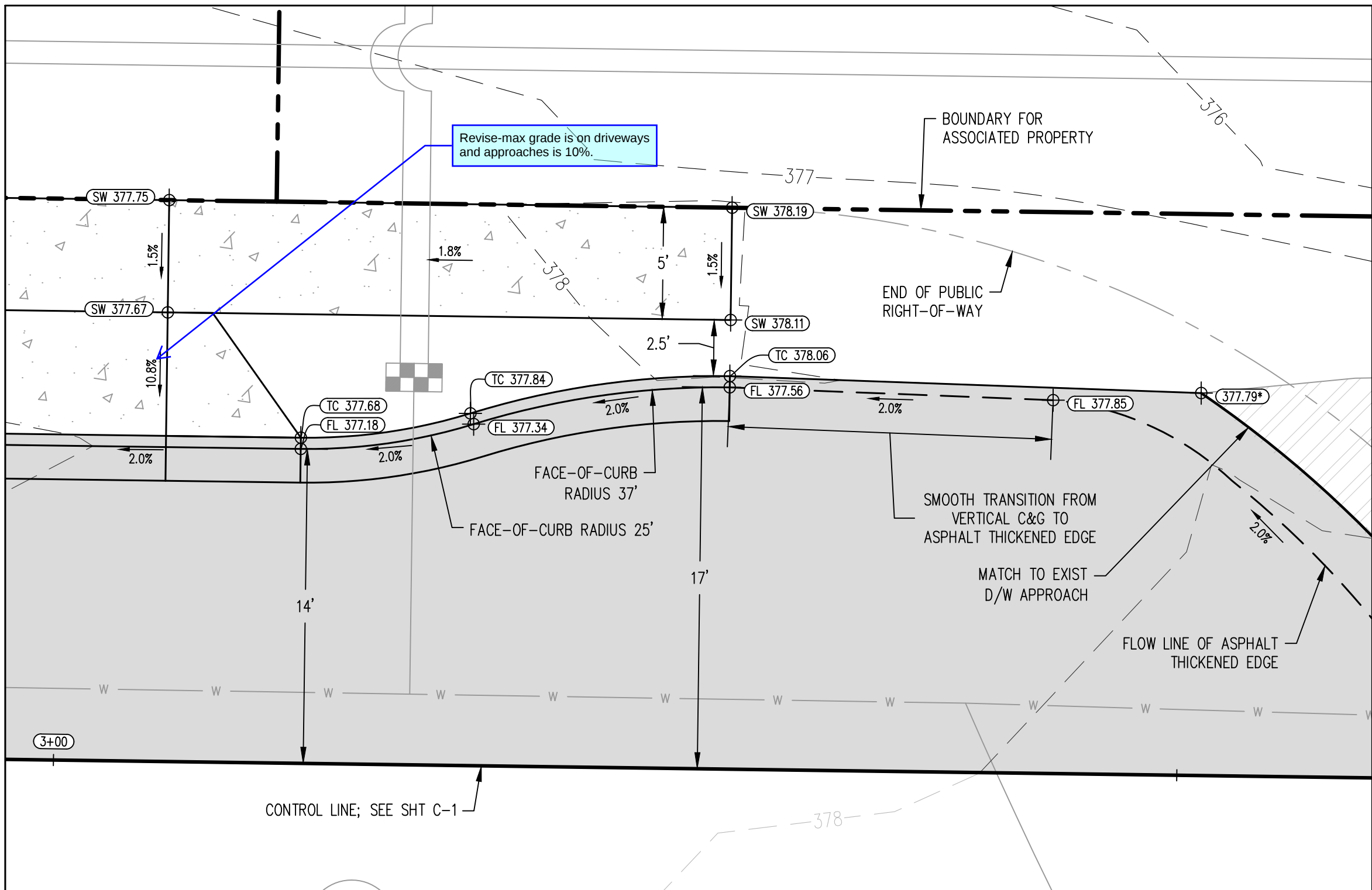
WHERE NO ABBREVIATION IS SHOWN, THE DESIGNATION IS GENERAL FINISHED GROUND SURFACE ELEVATION.



1 TYPICAL ROAD IMPROVEMENTS SECTION
SCALE: NTS; VERTICALLY EXAGGERATED FOR CLARITY



2 WEST END OF STREET IMPROVEMENTS
SCALE: 1" = 5'



3 EAST END OF STREET IMPROVEMENTS
SCALE: 1" = 5'

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING SERVICES

DATE _____

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



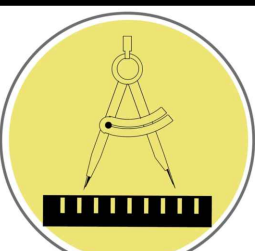
NO.	DATE	BY	REVISION

FJM
DES

FJM
DRW

TBD
JURSD

THIS CELL
RESERVED FOR
DUAL STAMPING
WHEN REQ'D



Phone: (253) 861-7741
valorcivilengineering@hotmail.com

SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

ROAD IMPROVEMENT SECTION
AND GRADING DETAILS

PROJECT NO: 2026-001

DATE: APRIL 22, 2026

SHEET

C-6

6 OF 11



FODS TRACKOUT CONTROL SYSTEM INSTALLATION
THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THE MANUAL IS A PLATFORM FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE. THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS, EXPECTATIONS, OR DEMANDS OF A PARTICULAR SITE. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AT THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

KEY NOTES:

- A. FODS TRACKOUT CONTROL SYSTEM MAT.
B. FODS SAFETY SIGN.
C. ANCHOR POINT.
D. SILT OR ORANGE CONSTRUCTION FENCE.

INSTALLATION:

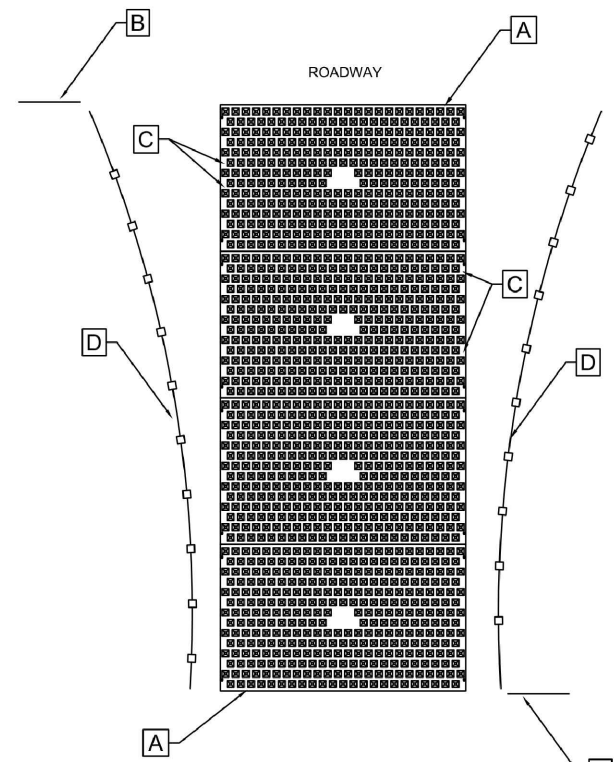
1. THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE WHERE FODS TRACKOUT CONTROL SYSTEM IS PLACED SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTION OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIREMENTS.
2. CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE OF THE FODS TRACKOUT CONTROL SYSTEM INSTALLATION FOR THE MARKING OF UNDERGROUND UTILITIES. CALL THE UTILITY NOTIFICATION CENTER AT 811.
3. ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED, ANY EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMOVED SUCH AS LARGE ROCKS, LANDSCAPING MATERIALS, OR SUDDEN ABRUPT CHANGES IN ELEVATION.
4. THE INDIVIDUAL MATS CAN START TO BE PLACED INTO POSITION. THE FIRST MAT SHOULD BE PLACED NEXT TO THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE THAT THE VEHICLE WILL EXIT STRAIGHT FROM THE SITE ONTO THE PAVED SURFACE.
5. AFTER THE FIRST MAT IS PLACED DOWN IN THE PROPER LOCATION, MATS SHOULD BE ANCHORED TO PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS ARE INSTALLED. ANCHORS SHOULD BE PLACED AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE MAT IN ITS CURRENT POSITION.
6. AFTER THE FIRST MAT IS ANCHORED IN ITS PROPER PLACE, AN H BRACKET SHOULD BE PLACED AT THE END OF THE FIRST MAT BEFORE ANOTHER MAT IS PLACED ADJACENT TO THE FIRST MAT.
7. ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST MAT, MAKE SURE THE H BRACKET IS CORRECTLY SITUATED BETWEEN THE TWO MATS, AND SLIDE MATS TOGETHER.
8. NEXT THE CONNECTOR STRAPS SHOULD BE INSTALLED TO CONNECT THE TWO MATS TOGETHER.
9. UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT MAT SHOULD BE ANCHORED AT EVERY ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE SYSTEM IS CONTINUOUS WITH NO GAPS IN BETWEEN THE MATS.
10. SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS TRACKOUT CONTROL SYSTEM REPEATING THE ABOVE STEPS.

USE AND MAINTENANCE:

1. VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRACKOUT CONTROL SYSTEM AND NOT CUT ACROSS THE MATS.
2. DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SUCH THAT THE VEHICLE WILL MAKE A SHALLOW S-TURN ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM.
3. MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE PYRAMIDS BECOME FULL OF SEDIMENT. TYPICALLY THIS WILL NEED TO BE PERFORMED WITHIN TWO WEEKS AFTER A STORM EVENT. BRUSHING IS THE PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHANICALLY.
4. THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DE-ICER, ETC. SHOULD BE UTILIZED AS NECESSARY DURING THE WINTER MONTHS AND AFTER A SNOW EVENT TO PREVENT ICE BUILDUP.

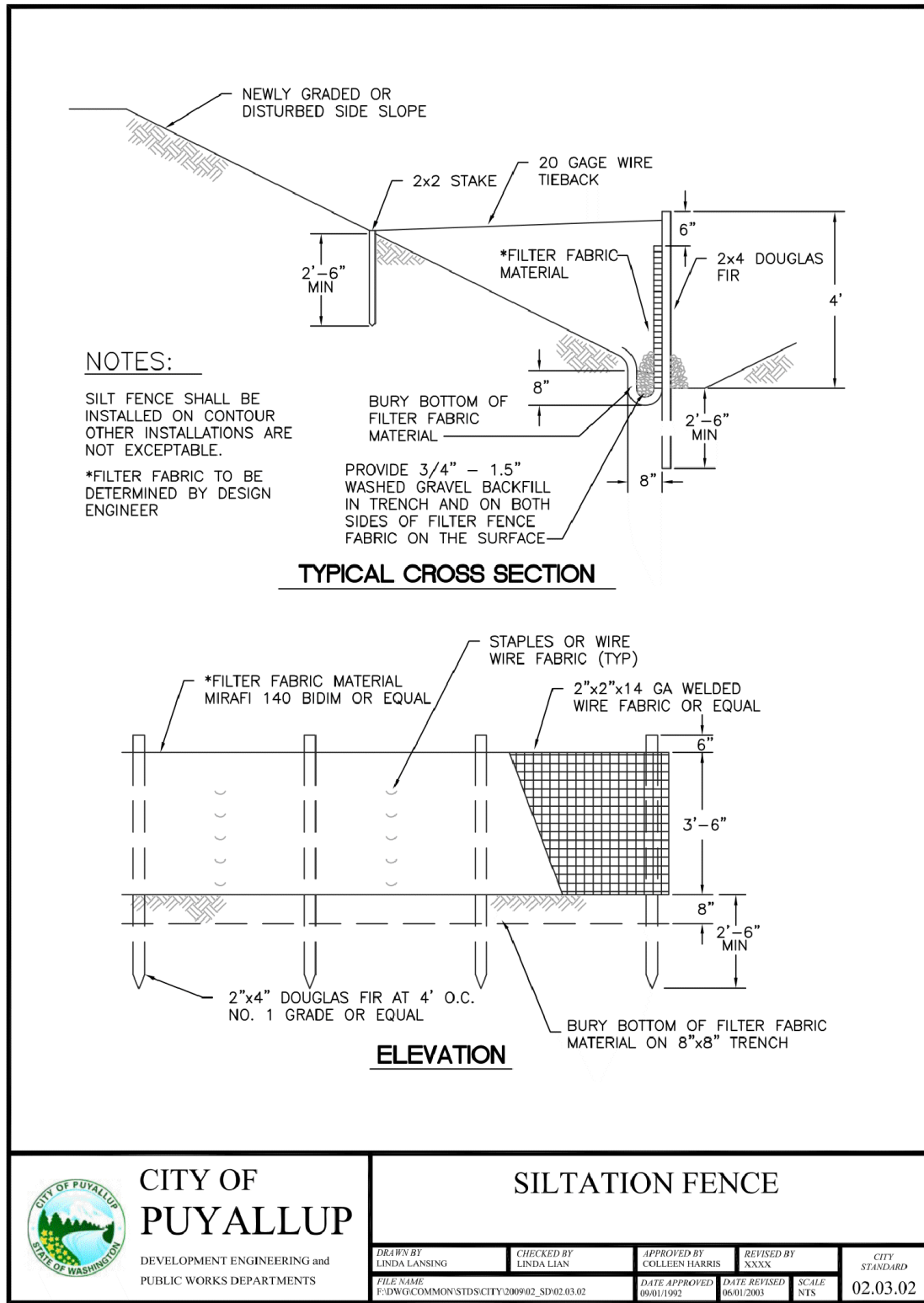
REMOVAL:

1. REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE ORDER OF INSTALLATION.
2. STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT THE INNERMOST POINT OF THE SITE OR THE MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE REMOVED FIRST.
3. THE ANCHORS SHOULD BE REMOVED.
4. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL SYSTEM.
5. STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCESSIVE MAT SHOULD THEN BE MOVED AND STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ONTO A TRUCK FOR REMOVAL FROM THE SITE.

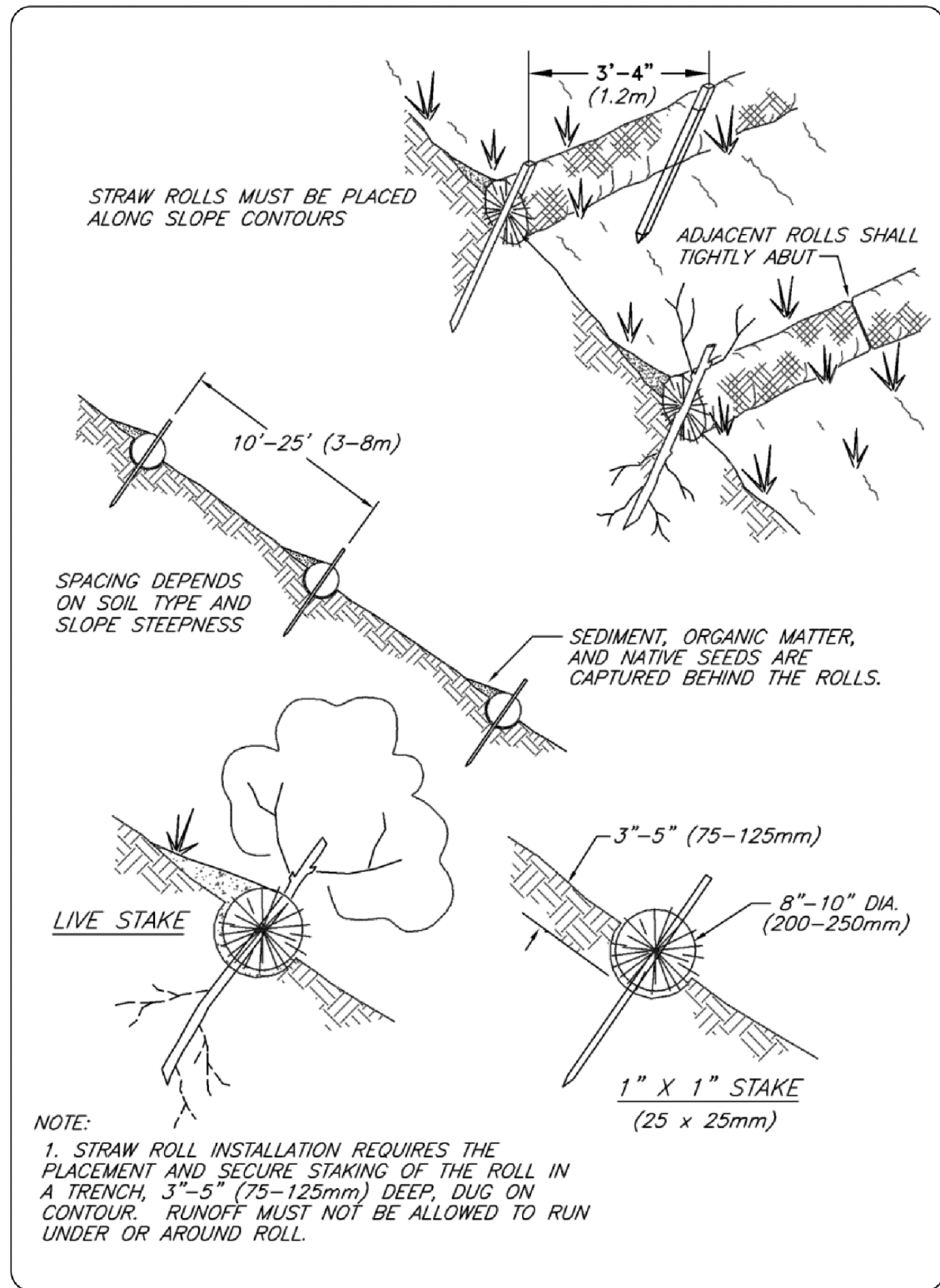


TYPICAL ONE-LANE LAYOUT

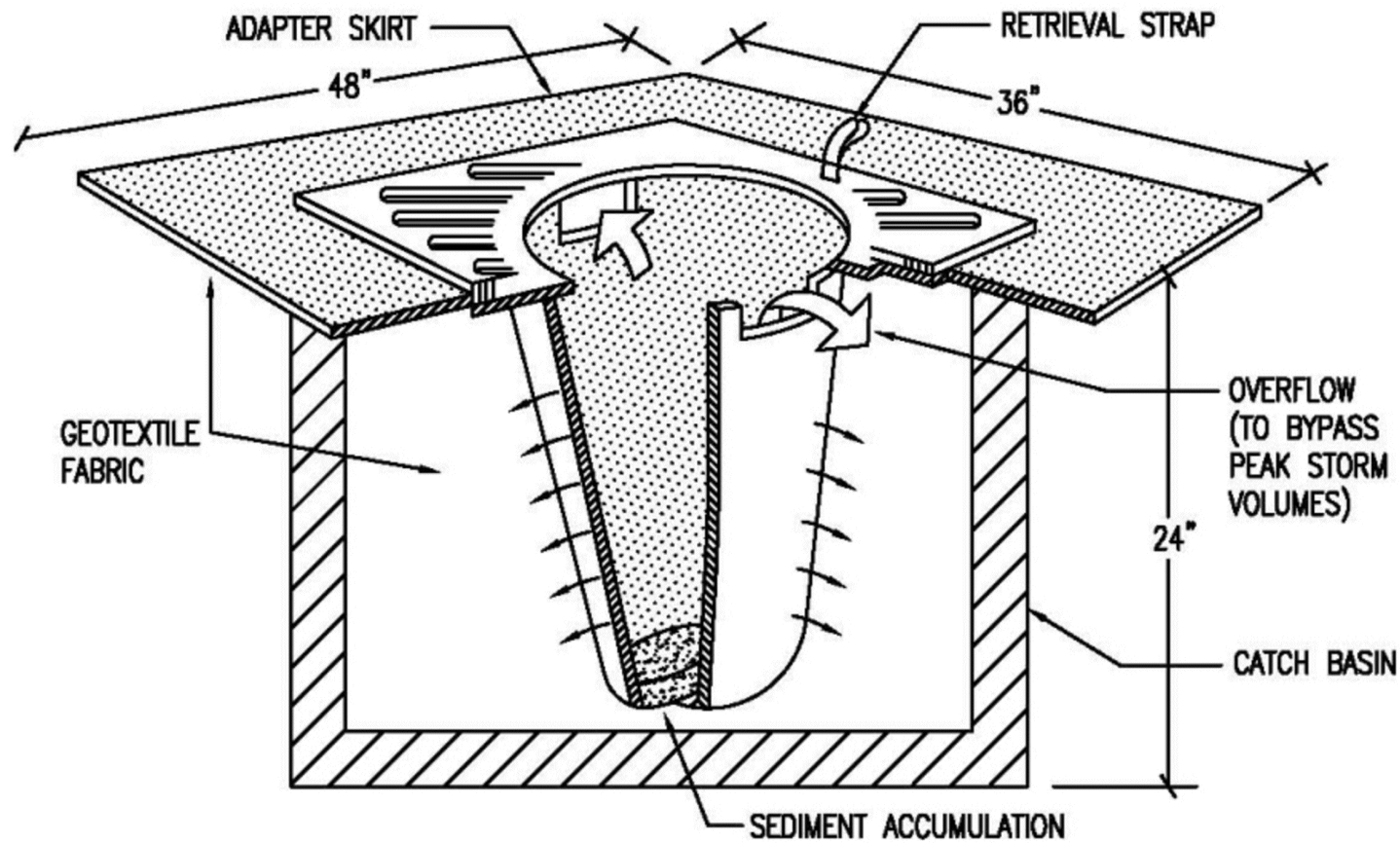
1 TRACK-OUT MAT
SCALE: NTS



CITY OF PUYALLUP		SILTATION FENCE	
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS			
DESIGNED BY J. J. JONES	DESIGNED BY J. J. JONES	APPROVED BY J. J. JONES	APPROVED BY J. J. JONES
DATE 02.03.02	DATE 02.03.02	DATE 02.03.02	DATE 02.03.02



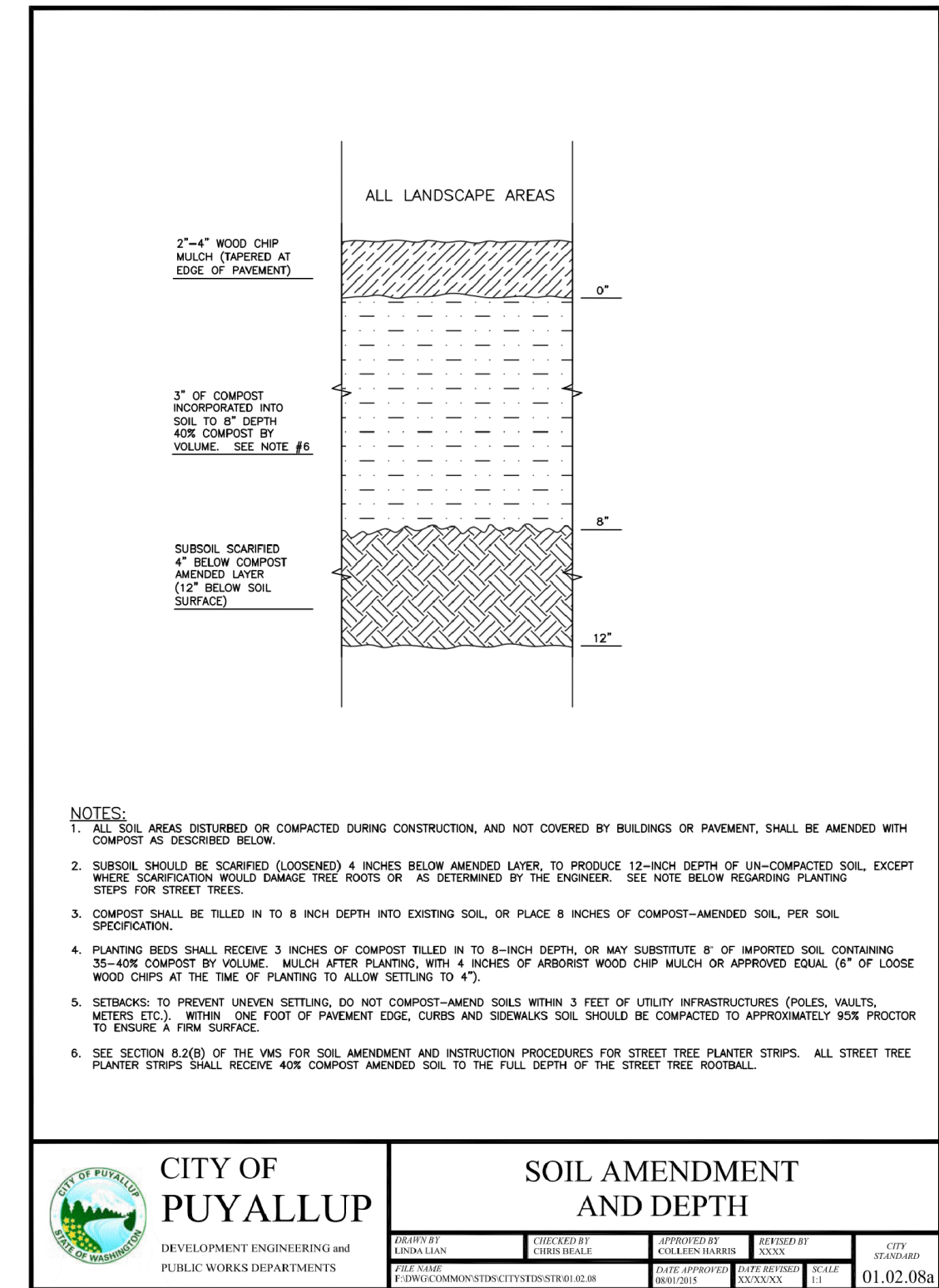
3 STRAW WATTLES
SCALE: NTS



INLET PROTECTION NOTES:

1. FILTERS SHALL BE INSPECTED AFTER EACH STORM EVENT AND CLEANED OR REPLACED WHEN 1/3 FULL.

4 CATCH BASIN INSERT
SCALE: NTS



NOTES:

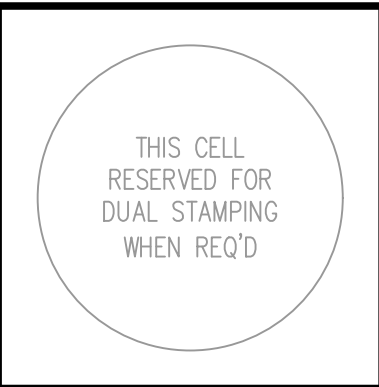
1. ALL SOIL AREAS DISTURBED OR COMPACTED DURING CONSTRUCTION, AND NOT COVERED BY BUILDINGS OR PAVEMENT, SHALL BE AMENDED WITH COMPOST AS DESCRIBED BELOW.
2. SUBSOIL SHOULD BE SCARIFIED (LOOSENE) 4 INCHES BELOW AMENDED LAYER, TO PRODUCE 12-INCH DEPTH OF UN-COMPACTED SOIL, EXCEPT WHERE SCARIFICATION WOULD DAMAGE TREE ROOTS OR, AS DETERMINED BY THE ENGINEER. SEE NOTE BELOW REGRADING PLANTING STEPS FOR STREET TREES.
3. COMPOST SHALL BE TILLED IN TO 8 INCH DEPTH INTO EXISTING SOIL, OR PLACE 8 INCHES OF COMPOST-AMENDED SOIL, PER SOIL SPECIFICATION.
4. PLANTING BEDS SHALL RECEIVE 3 INCHES OF COMPOST TILLED IN TO 8-INCH DEPTH, OR MAY SUBSTITUTE 8" OF IMPORTED SOIL CONTAINING 35-40% COMPOST BY VOLUME. MULCH AFTER PLANTING WITH 4 INCHES OF ARBORIST WOOD CHIP MULCH OR APPROVED EQUAL (6" OF LOOSE WOOD CHIPS AT THE TIME OF PLANTING TO ALLOW SETTLING TO 4").
5. SETBACKS TO PREVENT UNEVEN SETTLING, DO NOT COMPOST-AMEND SOILS WITHIN 3 FEET OF UTILITY INFRASTRUCTURES (POLES, VAULTS, METERS, ETC.). WITHIN ONE FOOT OF PAVEMENT EDGE, CURBS AND SIDEWALKS SOIL SHOULD BE COMPACTED TO APPROXIMATELY 80% PROCTOR TO ENSURE A FIRM SURFACE.
6. SEE SECTION 6.0(B) OF THE MFG FOR SOIL AMENDMENT AND INSTRUCTION PROCEDURES FOR STREET TREE PLANTER STRIPS. ALL STREET TREE PLANTER STRIPS SHALL RECEIVE 40% COMPOST AMENDED SOIL TO THE FULL DEPTH OF THE STREET TREE ROOTBALL.

CITY OF PUYALLUP		SOIL AMENDMENT AND DEPTH	
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS			
DESIGNED BY J. J. JONES	DESIGNED BY J. J. JONES	APPROVED BY J. J. JONES	APPROVED BY J. J. JONES
DATE 02.03.02	DATE 02.03.02	DATE 02.03.02	DATE 02.03.02

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

NO.	DATE	BY	REVISION

FJM DES
FJM DRW
TBD JURSD

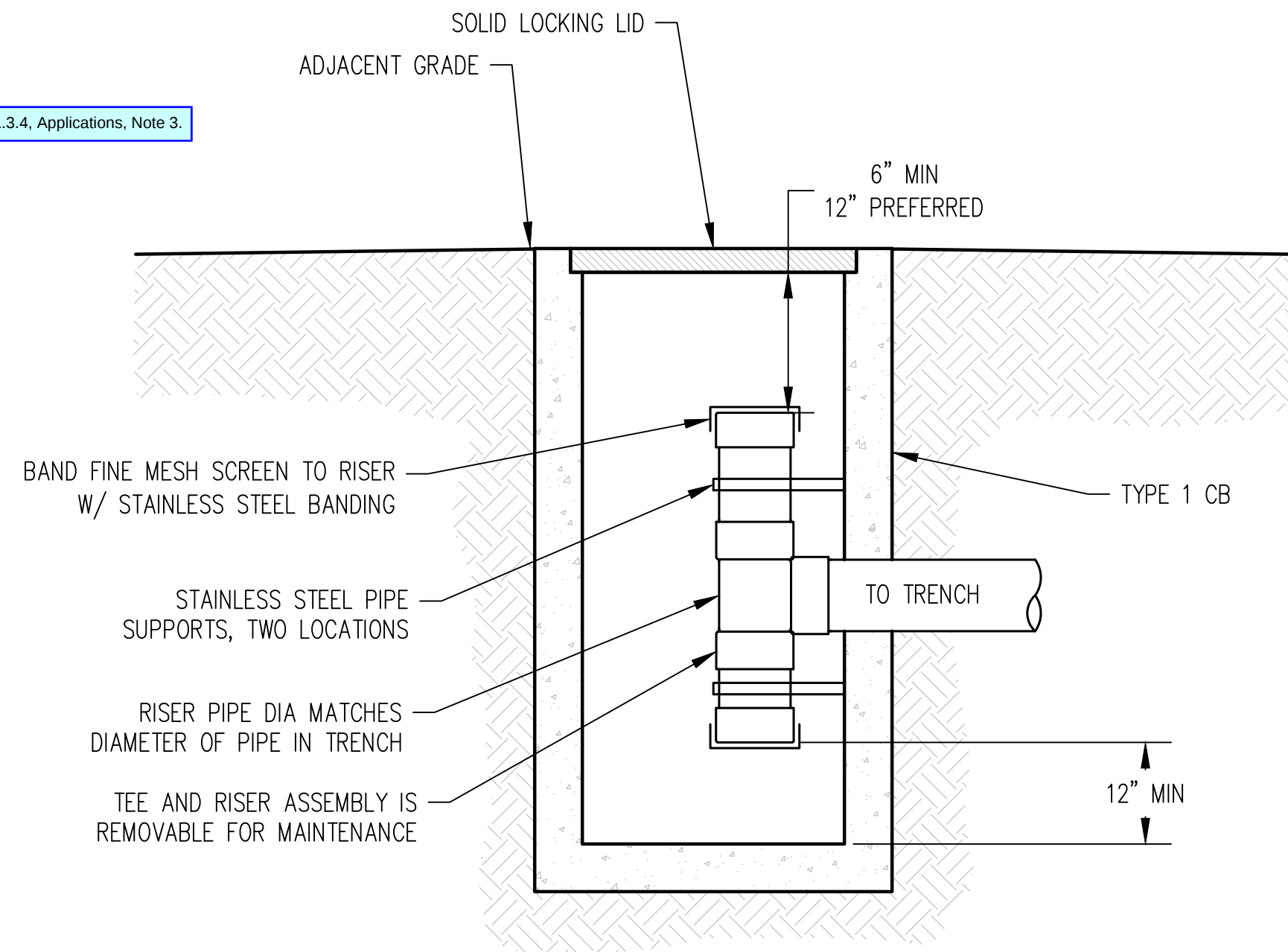


Valor Civil
Engineering,
PLLC

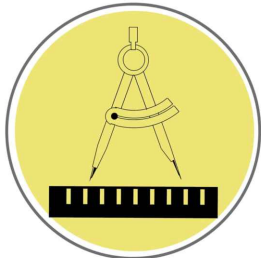
Phone: (253) 861-7741
valorcivilengineering@hotmail.com

SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

PROJECT NO: 2026-001		DATE: APRIL 22, 2026	
7 OF 11		C-7	



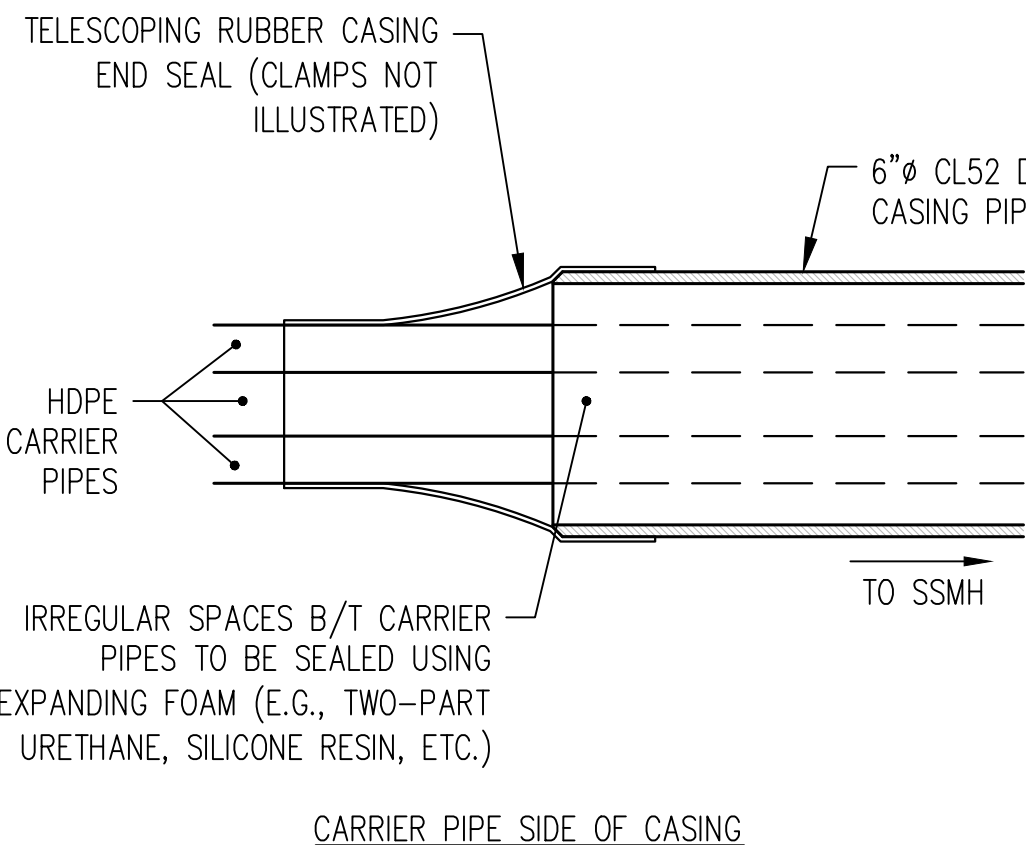
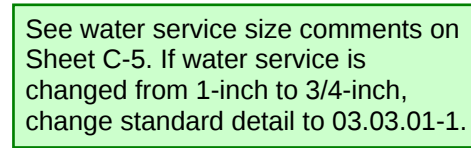
NO.	DATE	BY	REVISION



Phone: (253) 861-7741
valorcivilengineering@hotmail.com

DRAINAGE DETAILS

DATE: APRIL 22, 2026

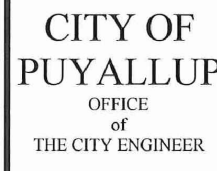
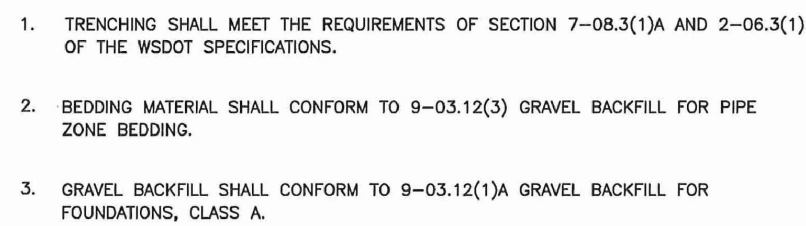


NOTE: THIS APPROVAL IS VOID
AFTER 180 DAYS FROM
APPROVAL DATE. THE CITY WILL
NOT BE RESPONSIBLE FOR
ERRORS AND/OR OMISSIONS ON
THESE PLANS.
FIELD CONDITIONS MAY DICTATE
CHANGES TO THESE PLANS AS
DETERMINED BY THE CITY
ENGINEER.

FJM
DES
FJM
DRW
TBD
JURSD



SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

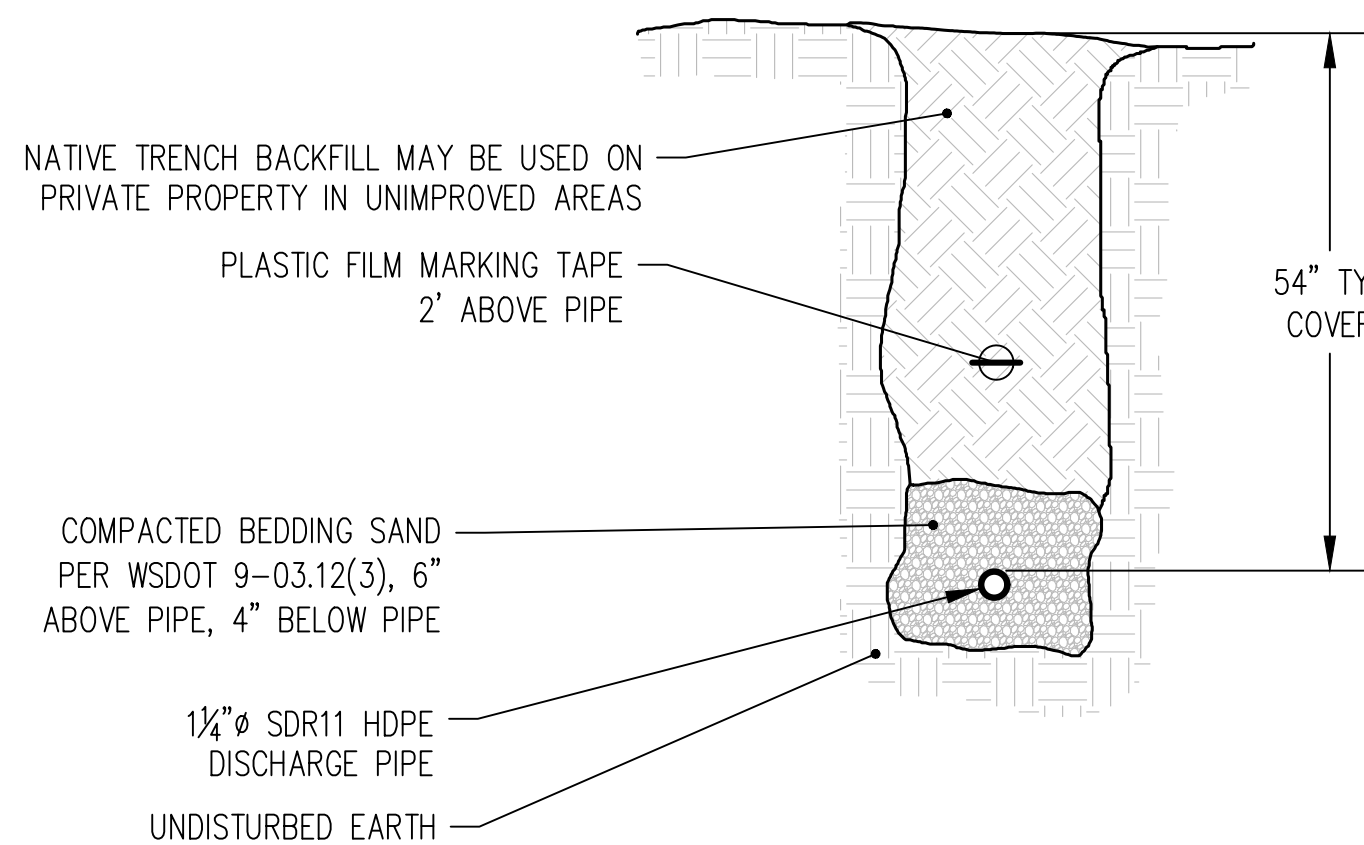


002171	0021597	XXXXXX	XXXXXX
002172	0021598	XXXXXX	XXXXXX
002173	0021599	XXXXXX	XXXXXX
002174	0021600	XXXXXX	XXXXXX
002175	0021601	XXXXXX	XXXXXX
002176	0021602	XXXXXX	XXXXXX
002177	0021603	XXXXXX	XXXXXX
002178	0021604	XXXXXX	XXXXXX
002179	0021605	XXXXXX	XXXXXX
002180	0021606	XXXXXX	XXXXXX
002181	0021607	XXXXXX	XXXXXX
002182	0021608	XXXXXX	XXXXXX
002183	0021609	XXXXXX	XXXXXX
002184	0021610	XXXXXX	XXXXXX
002185	0021611	XXXXXX	XXXXXX
002186	0021612	XXXXXX	XXXXXX
002187	0021613	XXXXXX	XXXXXX
002188	0021614	XXXXXX	XXXXXX
002189	0021615	XXXXXX	XXXXXX
002190	0021616	XXXXXX	XXXXXX
002191	0021617	XXXXXX	XXXXXX
002192	0021618	XXXXXX	XXXXXX
002193	0021619	XXXXXX	XXXXXX
002194	0021620	XXXXXX	XXXXXX
002195	0021621	XXXXXX	XXXXXX
002196	0021622	XXXXXX	XXXXXX
002197	0021623	XXXXXX	XXXXXX
002198	0021624	XXXXXX	XXXXXX
002199	0021625	XXXXXX	XXXXXX

of THE CITY ENGINEER	DESIGNED BY JIM ERWIN-SVOBODA	CHECKED BY TED HILL	APPROVED BY MARK PALMER	POSTED BY Y STOCKMAN
FILE NAME F:\DWG\COMMON\STD\STD506_MYS\06.07.06.01.01			DATE APPROVED 07/01/2009	SCALE 1:1

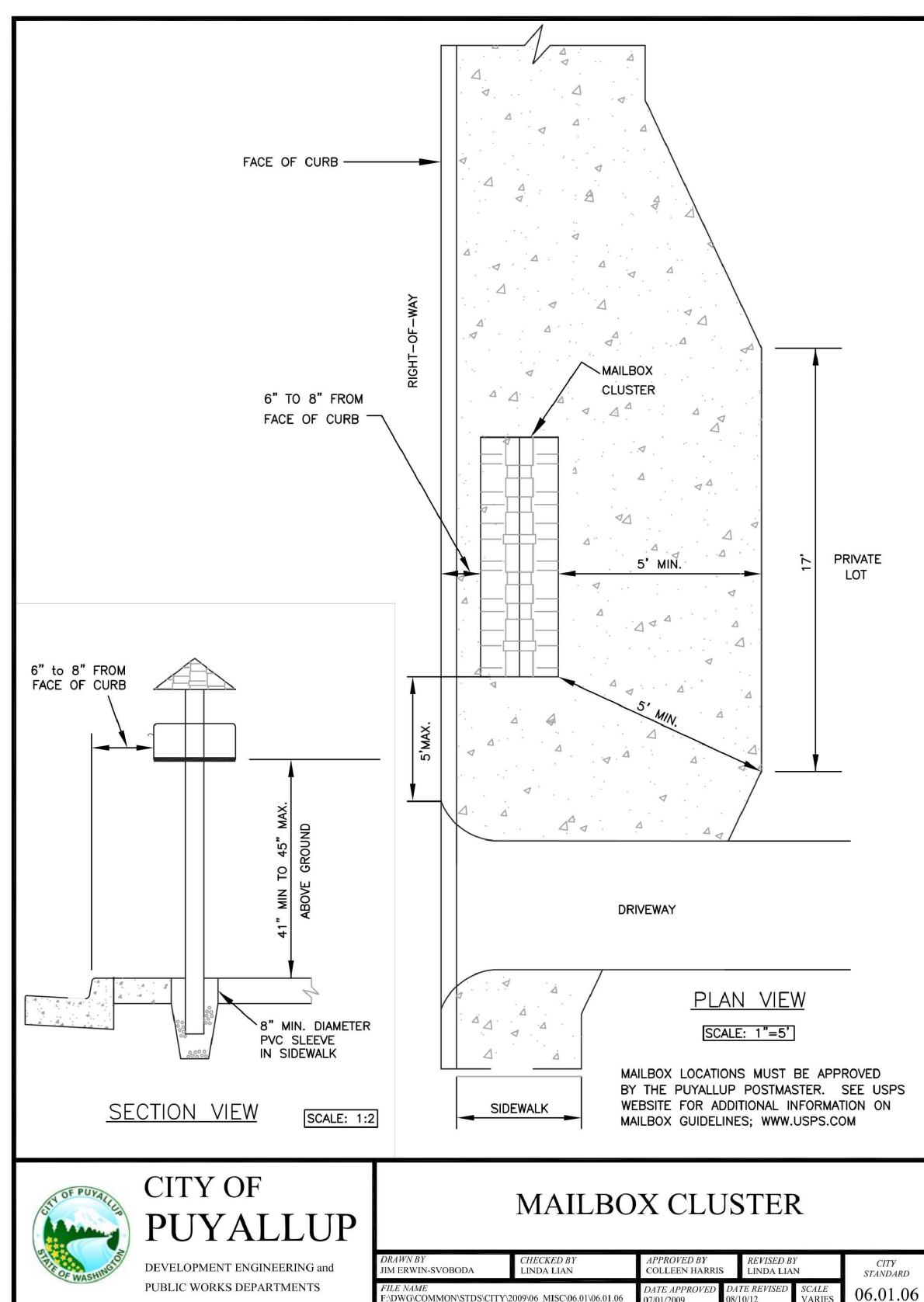
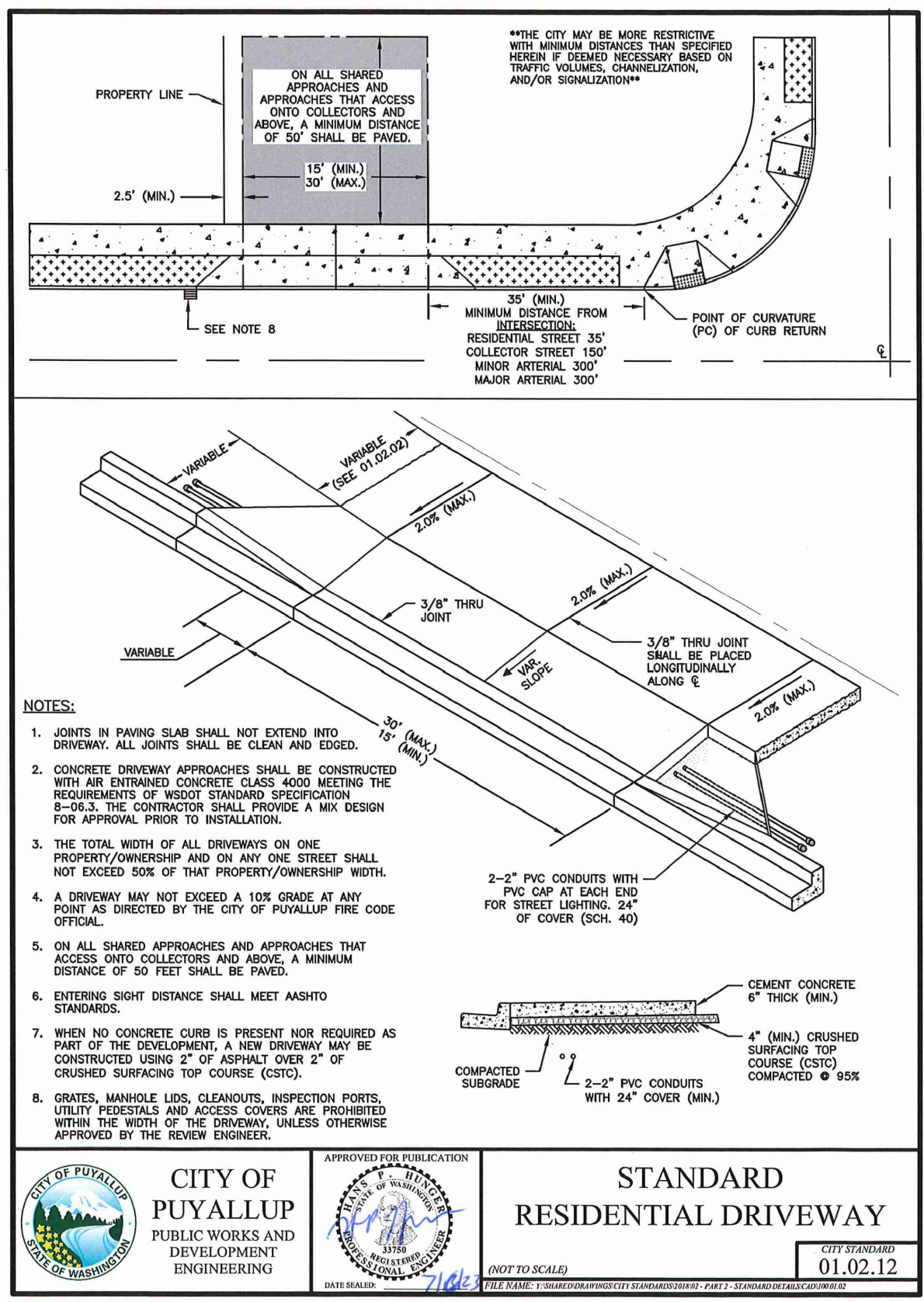
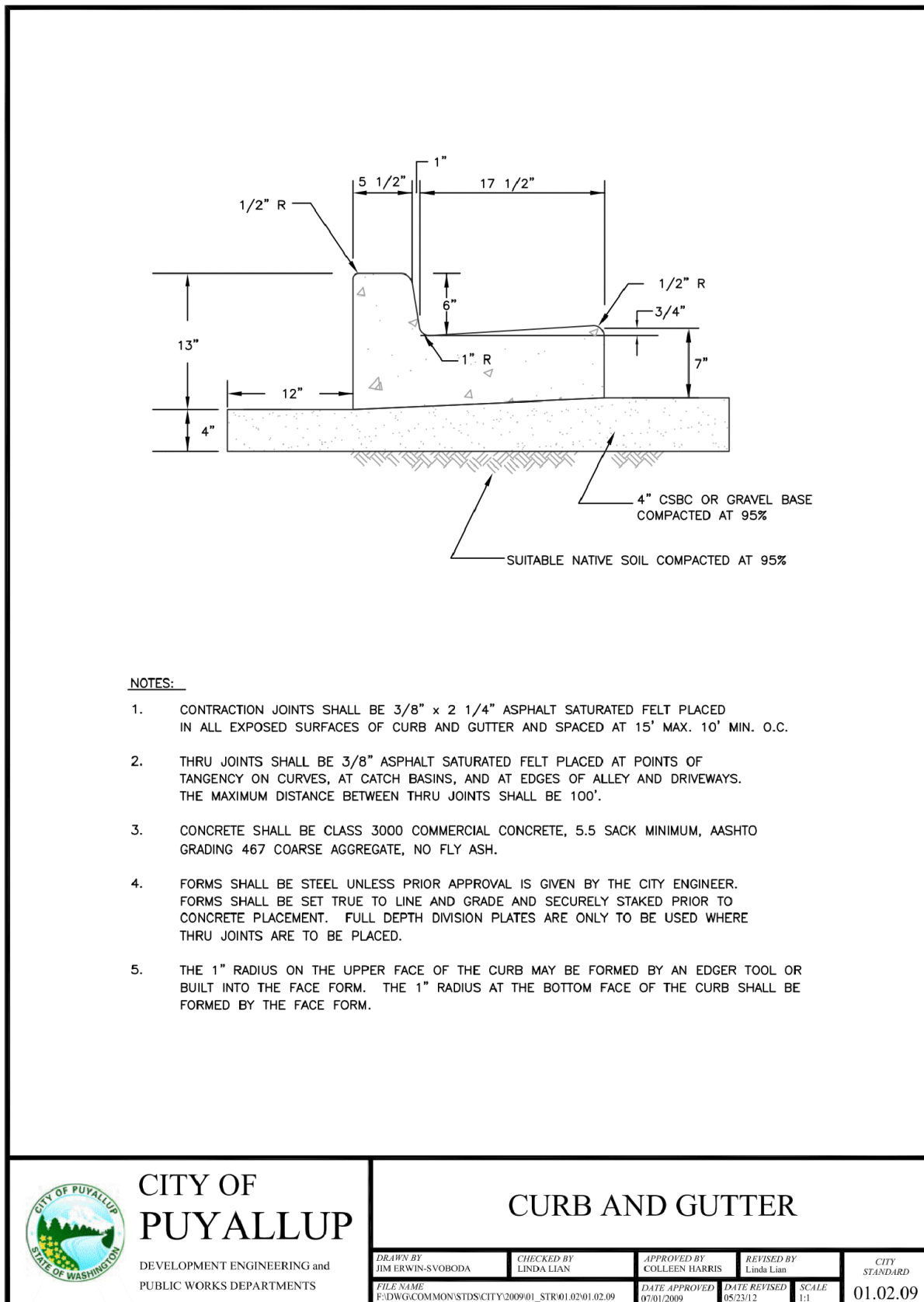
1. THE CASING SPACER CONFIGURATION SHOWN IS FOR CONCEPTUAL PURPOSES TO ACCOMMODATE THE THREE 1½" Ø HDPE CARRIER PIPES WITHIN THE 6" Ø D CASING. AN OFF-THE-SHELF SPACER FOR THIS SPECIFIC CONFIGURATION MAY NOT BE READILY AVAILABLE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A FUNCTIONAL CASING SPACER SYSTEM. THE CONTRACTOR MAY SUBMIT ALTERNATE SHOP DRAWINGS FOR AN EQUIVALENT MULTI-PIPE SPACER SYSTEM TO THE ENGINEER OF RECORD FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
2. CASING SPACERS SHALL BE LOCATED WITHIN 18 INCHES OF EACH END OF THE CASING PIPE AND AT MINIMUM 4 FT INTERVALS BETWEEN.
3. CONTRACTOR SHALL ENSURE THAT INTERIOR GROUT FINISH DOES NOT INTERFERE WITH THE FLEXIBILITY OR MECHANICAL OPERATION OF THE PIPE BOOT.
4. BED CASING PIPE PER COP 06.01.01, THIS SHT.

At the point of connection to the gravity side sewer, provide pipe restraint to prevent individual FM being pulled out of the side sewer due to hydraulic pressure and surging



6 PRIVATE DISCHARGE LINE
SCALE: NTS

WATER AND SEWER DETAILS		SHEET
		C-9
		9 OF 11
PROJECT NO: 2026-001	DATE: APRIL 22, 2026	



FJM DES	
FJM DRW	
TBD JURSD	



SHAO SHORT PLAT
3109 24TH AVENUE COURT SE
PUYALLUP, WA 98374
TAX PARCEL NO. 0419025023

ROAD IMPROVEMENT DETAILS	
PROJECT NO: 2026-001	DATE: APRIL 22, 2026

GENERAL NOTES

- 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.
- 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.
- 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.
- 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.
- ANY STRUCTURE AND/OR OBSTRUCTION REMOVAL OR RELOCATION FOR THIS PROJECT SHALL BE AT THE DEVELOPER'S EXPENSE.
- 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.
- THE CONTRACTOR SHALL INSTALL, REPLACE, OR RELOCATE ALL SIGNS, AS SHOWN ON THE PLANS OR AS AFFECTED BY CONSTRUCTION, PER CITY STANDARDS.
- POWER, STREETLIGHT, CABLE, AND TELEPHONE LINES SHALL BE IN A TRENCH LOCATED WITHIN A 10-FOOT UTILITY EASEMENT ADJACENT TO PUBLIC RIGHT-OF-WAY, WHERE APPLICABLE. RIGHT-OF-WAY CROSSINGS SHALL HAVE A MINIMUM HORIZONTAL SEPARATION FROM OTHER UTILITIES (SEWER, WATER, AND STORM) OF 5 FEET.
- 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.
- 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.
- CERTIFIED RECORD DRAWINGS ARE REQUIRED PRIOR TO PROJECT ACCEPTANCE.
- AN NPDES CONSTRUCTION STORMWATER GENERAL PERMIT IS REQUIRED BY THE DEPARTMENT OF ECOLOGY FOR THIS PROJECT.
- ANY DISTURBANCE OR DAMAGE TO CRITICAL AREAS, 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

- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- 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.
- CURB AND GUTTER INSTALLATION SHALL CONFORM TO CITY STANDARD DETAIL 01.02.09.
- NOT USED.
- 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.
- 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).
- 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.
- NOT USED.

STORMWATER NOTES

- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DUPPLICATE NOTE.
- DURING CONSTRUCTION, ALL EXISTING AND NEWLY INSTALLED DRAINAGE STRUCTURES SHALL BE PROTECTED FROM SEDIMENTS.
- NOT USED.
- NOT USED.
- TYPE I CATCH BASINS 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 LOWEST STORM PIPE.
- TYPE II CATCH BASINS 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 LOWEST STORM PIPE.
- 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).
- STORMWATER PIPE SHALL BE ONLY PVC, CONCRETE, DUCTILE IRON, OR DOUBLE-WALLED POLYPROPYLENE PIPE.
 - THE USE OF ANY OTHER TYPE SHALL BE REVIEWED AND APPROVED BY THE ENGINEERING SERVICES STAFF PRIOR TO INSTALLATION.
 - 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 IS 3 FEET.
 - CONCRETE PIPE SHALL CONFORM TO THE WSDOT STANDARD SPECIFICATIONS FOR CONCRETE UNDERDRAIN PIPE. MINIMUM COVER ON CONCRETE PIPE IS 3 FEET.
 - DUCTILE IRON PIPE SHALL BE CLASS 50, CONFORMING TO AWWA C151. MINIMUM COVER ON DUCTILE IRON PIPE IS 1 FOOT.
 - POLYPROPYLENE PIPE (PP) SHALL BE DOUBLE-WALLED, HAVE A SMOOTH INTERIOR, HAVE EXTERIOR CORRUGATIONS, AND MUST MEET WSDOT 9-05.24(1). 12-INCH DIAMETER THROUGH 30-INCH DIAMETER PIPE SHALL MEET OR EXCEED ASTM F2736 AND AASHTO M330, TYPE S, OR TYPE D. 36-INCH DIAMETER THROUGH 60-INCH DIAMETER 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 IS 3 FEET.
- TRENCHING, BEDDING, AND BACKFILL FOR PIPE SHALL CONFORM TO CITY STANDARD DETAIL NO. 06.01.01.
- STORM PIPE SHALL BE A MINIMUM OF 10 FEET AWAY FROM BUILDING FOUNDATIONS AND/OR ROOF LINES.
- ALL STORM DRAIN MAINS SHALL BE TESTED AND INSPECTED FOR ACCEPTANCE AS OUTLINED IN SECTION 406 OF THE CITY OF PUYALLUP SANITARY SEWER SYSTEM STANDARDS.
- ALL TEMPORARY SEDIMENTATION AND EROSION CONTROL MEASURES, PROTECTIVE MEASURES FOR CRITICAL AREAS, AND PROTECTIVE MEASURES FOR SIGNIFICANT TREES SHALL BE INSTALLED PRIOR TO INITIATING ANY CONSTRUCTION ACTIVITIES.

VALOR CIVIL ENGINEERING PLAN NOTES

- THESE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED IN GOOD FAITH AND IN ACCORDANCE WITH THE STANDARD OF CARE AND TECHNICAL EXPERTISE CUSTOMARY FOR CIVIL ENGINEERS PRACTICING IN THIS JURISDICTION. THE DESIGN IS BASED UPON THE CODES, ORDINANCES, AND APPLICABLE LAWS IN EFFECT AT THE TIME OF PERMIT SUBMITTAL. AS CODES AND SITE CONDITIONS MAY EVOLVE, THE CONTRACTOR REMAINS RESPONSIBLE FOR ENSURING THAT ALL CONSTRUCTION COMPLIES WITH THE MOST CURRENT LOCAL, STATE, AND FEDERAL REQUIREMENTS. SHOULD THE CONTRACTOR IDENTIFY A DISCREPANCY BETWEEN THESE PLANS AND CURRENT APPLICABLE CODES OR FIELD CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER FOR CLARIFICATION BEFORE PROCEEDING WITH THE AFFECTED WORK. PROCEEDING WITH WORK IN THE FACE OF A KNOWN OR SUSPECTED DISCREPANCY WITHOUT ENGINEER'S CLARIFICATION SHALL BE AT THE CONTRACTOR'S SOLE RISK AND EXPENSE.
- POWER AND COMMUNICATION UTILITY DESIGN IS NOT WITHIN THE ENGINEER'S SCOPE AND IS NOT SHOWN ON THESE PLANS. IT IS THE RESPONSIBILITY OF THE OWNER TO INITIATE THE DESIGN PROCESS WITH THE RESPECTIVE UTILITY PROVIDERS AND OBTAIN FINALIZED DESIGN DRAWINGS FOR THE INSTALLATION OF ALL REQUIRED CONDUIT AND APPURTENANCES. AS THE ENGINEER HAS NOT BEEN PROVIDED WITH THIRD-PARTY UTILITY DESIGNS, THE ENGINEER ASSUMES NO LIABILITY FOR CONFLICTS ARISING FROM UTILITY LAYOUTS OR APPURTENANCES NOT SHOWN ON THESE PLANS. ANY REVISIONS TO THE CONSTRUCTION DOCUMENTS REQUIRED FOR COORDINATION WITH THIRD-PARTY UTILITY DESIGNS SHALL BE CONSIDERED ADDITIONAL WORK AND WILL BE BILLABLE TO THE OWNER AT STANDARD HOURLY RATES.
- THE ENGINEER HAS NOT BEEN CONTRACTED TO PROVIDE CONSTRUCTION ADMINISTRATION OR SITE OBSERVATION SERVICES. THIS INCLUDES, BUT IS NOT LIMITED TO: ATTENDANCE AT PRE-CONSTRUCTION MEETINGS, SUBMITTAL REVIEW, AND RESPONDING TO REQUESTS FOR INFORMATION. ANY TIME SPENT BY THE ENGINEER RESPONDING TO INQUIRIES FROM THE CONTRACTOR, SUBCONTRACTORS, OR SUPPLIERS, WHETHER VIA PHONE, EMAIL, OR SITE VISIT, SHALL BE CONSIDERED AN OPTIONAL SERVICE AND BILLED TO THE OWNER AT THE ENGINEER'S STANDARD HOURLY RATE. THE OWNER IS ENCOURAGED TO INSTRUCT THEIR CONTRACTOR TO CONSOLIDATE INQUIRIES TO MINIMIZE THESE COSTS.

-Add City Standard Details:
01.01.18 // 02.05.02 // 04.03.03 // 04.03.05 // 05.01.02

-Add City Standard Water Notes (Ref. CS 304).
-Add City Standard Sanitary Sewer Notes (Ref. CS 405).

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING SERVICES

DATE _____

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

					FJM DES	THIS CELL RESERVED FOR DUAL STAMPING WHEN REQ'D JOSEPH MARINO 53216 REGISTERED PROFESSIONAL ENGINEER Valor Civil Engineering, PLLC Phone: (253) 861-7741 valorcivilengineering@hotmail.com	SHAO SHORT PLAT 3109 24TH AVENUE COURT SE PUYALLUP, WA 98374 TAX PARCEL NO. 0419025023	GENERAL PLAN NOTES	SHEET C-11		
NO.	DATE	BY	REVISION		TBD JURSD				PROJECT NO: 2026-001	DATE: APRIL 22, 2026	11 OF 11